U.S. Terminal Procedures Publication
Southeast (SE) Vol 4 of 4

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05 SEP 2024

Consult the Change Notice (CN) effective 08 AUG 2024 for revised Instrument Procedure Charts for this volume.

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

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<table>
<thead>
<tr>
<th>Topic</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>
</tr>
<tr>
<td>General Information</td>
<td>C1</td>
</tr>
<tr>
<td>Abbreviations</td>
<td>D1</td>
</tr>
<tr>
<td>Legend—IAP Planview</td>
<td>E1</td>
</tr>
<tr>
<td>Legend—IAP Profile</td>
<td>F1</td>
</tr>
<tr>
<td>Legend—Standard Terminal Arrival Charts</td>
<td>G1</td>
</tr>
<tr>
<td>Legend—Departure Procedure Charts</td>
<td>G2</td>
</tr>
<tr>
<td>Legend—Airport Diagram/Sketch</td>
<td>H1</td>
</tr>
<tr>
<td>Legend—Approach Lighting Systems</td>
<td>I1</td>
</tr>
<tr>
<td>Frequency Pairing</td>
<td>J1</td>
</tr>
<tr>
<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>
</tr>
<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>Page 1</td>
</tr>
<tr>
<td>Rate of Climb/Descent Table</td>
<td>Inside Back Cover</td>
</tr>
<tr>
<td>Area of Coverage</td>
<td>Back Cover</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/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/)

For inquiries regarding military charts, please contact [aerohelp@nga.mil](mailto:aerohelp@nga.mil)

FOR PROCUREMENT:
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For a list of approved FAA Print Providers, visit our website at: [https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/](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](https://www.faa.gov/go/ais)
See the FAQs prior to contact via toll free number or email.

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

(4) Sidestep minima (CAT C-D)  

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

(5) All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>½ mile</td>
</tr>
</tbody>
</table>
**TERMS/LANDING MINIMA DATA** 20142

### IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved formula 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>288</td>
<td>200 (200-1½)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288 (300-1½)</td>
<td>1440/50</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1½</td>
<td>1740-2</td>
</tr>
<tr>
<td></td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>461 (500-1½)</td>
<td>561 (600-2)</td>
</tr>
</tbody>
</table>

#### COPTER MINIMA ONLY

<table>
<thead>
<tr>
<th>Copter Approach Direction</th>
<th>Height of MDA/DA Above Landing Area (HAL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height of MDA/DA</td>
<td>680-½</td>
</tr>
<tr>
<td>Copter Approach Direction</td>
<td>363</td>
</tr>
<tr>
<td>No circling minimums are provided</td>
<td>(400-½)</td>
</tr>
</tbody>
</table>

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

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

### COLD TEMPERATURE AIRPORTS

**NOTE:** The ** symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, 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 ** symbol will be removed.

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

#### COLD TEMPERATURE ERROR TABLE

**HEIGHT ABOVE AIRPORT IN FEET**

<table>
<thead>
<tr>
<th>REPORTED TEMP °C</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
</tr>
</thead>
<tbody>
<tr>
<td>+10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>80</td>
</tr>
<tr>
<td>-10</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>90</td>
</tr>
<tr>
<td>-20</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>90</td>
</tr>
<tr>
<td>-30</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>90</td>
</tr>
<tr>
<td>-40</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>90</td>
</tr>
<tr>
<td>-50</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>90</td>
</tr>
</tbody>
</table>

### AIRCRAFT APPROACH CATEGORIES

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

#### MANEUVERING TABLE

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

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

Comparable Values of RVR and Visibility

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

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>1/4</td>
</tr>
<tr>
<td>1800</td>
<td>1/2</td>
</tr>
<tr>
<td>2000</td>
<td>1/2</td>
</tr>
<tr>
<td>2200</td>
<td>1/2</td>
</tr>
</tbody>
</table>

RADAR MINIMA

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>10</td>
<td>ABCDE</td>
<td>195/16</td>
<td>100 (100-1/4)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>ABCDE</td>
<td>187/16</td>
<td>100 (100-1/4)</td>
</tr>
<tr>
<td>ASR</td>
<td>10</td>
<td>ABC</td>
<td>560/40</td>
<td>463 (500-1/4)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600/50</td>
<td>513 (600-1/4)</td>
</tr>
<tr>
<td>CIR</td>
<td>10</td>
<td>AB</td>
<td>560/1-1/4</td>
<td>463 (500-1/4)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600/1-1/4</td>
<td>503 (600-1/4)</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 500-1/4.

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

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

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

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

Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.
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 31DEC09 Procedure Amendment Effective Date 12MAR09

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

MISCELLANEOUS

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

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

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/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 WIRNZ, 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., ☟, ☝.

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

To activate lights, use frequency indicated in the communications section of the chart with a 🚡.
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</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>Authorization Required</td>
</tr>
<tr>
<td>AR</td>
<td>Arrival</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
</tr>
<tr>
<td>AZ</td>
<td>Azimuth</td>
</tr>
<tr>
<td>BC</td>
<td>Back Course</td>
</tr>
<tr>
<td>BND</td>
<td>Bound</td>
</tr>
<tr>
<td>C</td>
<td>Circling</td>
</tr>
<tr>
<td>CAT</td>
<td>Category</td>
</tr>
<tr>
<td>CCW</td>
<td>Counter Clockwise</td>
</tr>
<tr>
<td>CDI</td>
<td>Course Deviation Indicator</td>
</tr>
<tr>
<td>Chan</td>
<td>Channel</td>
</tr>
<tr>
<td>CIFP</td>
<td>Code Flight Procedural</td>
</tr>
<tr>
<td>CIR</td>
<td>Circling</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>Clearance Delivery</td>
</tr>
<tr>
<td>CNF</td>
<td>Computer Navigation Fix</td>
</tr>
<tr>
<td>CPDLC</td>
<td>Controller Pilot Data Link Communication</td>
</tr>
<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
</tr>
<tr>
<td>CW</td>
<td>Clockwise</td>
</tr>
<tr>
<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
</tr>
<tr>
<td>DA</td>
<td>Decision Altitude</td>
</tr>
<tr>
<td>DER</td>
<td>Departure End of Runway</td>
</tr>
<tr>
<td>DH</td>
<td>Decision Height</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment</td>
</tr>
<tr>
<td>DTHR</td>
<td>Displaced Threshold</td>
</tr>
<tr>
<td>DVA</td>
<td>Diverse Vector Area</td>
</tr>
<tr>
<td>ELEV</td>
<td>Elevation</td>
</tr>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System</td>
</tr>
<tr>
<td>FAF</td>
<td>Final Approach Fix</td>
</tr>
<tr>
<td>FD</td>
<td>Flight Director System</td>
</tr>
<tr>
<td>FM</td>
<td>Fan Marker</td>
</tr>
<tr>
<td>FMS</td>
<td>Flight Management System</td>
</tr>
<tr>
<td>GBAS</td>
<td>Ground Based Augmentation System</td>
</tr>
<tr>
<td>GCO</td>
<td>Ground Communications Outlet</td>
</tr>
<tr>
<td>GLS</td>
<td>Ground Based Augmentation System Landing System</td>
</tr>
<tr>
<td>GP</td>
<td>Ground Point of Intersection Glidepath</td>
</tr>
<tr>
<td>GPI</td>
<td>Global Positioning System Glide Slope</td>
</tr>
<tr>
<td>GPS</td>
<td>Glide Slope</td>
</tr>
<tr>
<td>GS</td>
<td>Glide Slope</td>
</tr>
<tr>
<td>HAA</td>
<td>Height Above Airport</td>
</tr>
<tr>
<td>HAL</td>
<td>Height Above Landing</td>
</tr>
<tr>
<td>HAT</td>
<td>Height Above Touchdown</td>
</tr>
<tr>
<td>HATH</td>
<td>Height Above Threshold</td>
</tr>
<tr>
<td>HCH</td>
<td>Heliport Crossing Height</td>
</tr>
<tr>
<td>HGS</td>
<td>Heads-up Guidance System</td>
</tr>
<tr>
<td>HIRL</td>
<td>High Intensity Runway Lights</td>
</tr>
<tr>
<td>HUD</td>
<td>Head-up Display</td>
</tr>
<tr>
<td>IAF</td>
<td>Initial Approach Fix</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>IF</td>
<td>Intermediate Fix</td>
</tr>
<tr>
<td>IM</td>
<td>Inner Marker</td>
</tr>
<tr>
<td>INOP</td>
<td>Inoperative</td>
</tr>
<tr>
<td>INT</td>
<td>Intersection</td>
</tr>
<tr>
<td>K</td>
<td>Knots</td>
</tr>
<tr>
<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
</tr>
<tr>
<td>LAAS</td>
<td>Local Area Augmentation System</td>
</tr>
<tr>
<td>LDA</td>
<td>Localizer Type Directional Aid</td>
</tr>
<tr>
<td>Ldg</td>
<td>Landing</td>
</tr>
<tr>
<td>LIRL</td>
<td>Low Intensity Runway Lights</td>
</tr>
<tr>
<td>LNAV</td>
<td>Lateral Navigation</td>
</tr>
<tr>
<td>LOC</td>
<td>Localizer</td>
</tr>
<tr>
<td>LP</td>
<td>Localizer Performance</td>
</tr>
<tr>
<td>LPV</td>
<td>Localizer Performance with Vertical Guidance</td>
</tr>
<tr>
<td>LR</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
</tr>
<tr>
<td>MAA</td>
<td>Maximum Authorized Altitude</td>
</tr>
<tr>
<td>MALS</td>
<td>Medium Intensity Approach Light System</td>
</tr>
<tr>
<td>MALSF</td>
<td>Medium Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>MALSR</td>
<td>Medium Intensity Approach Light System with RAIL</td>
</tr>
<tr>
<td>MAP</td>
<td>Missed Approach Point</td>
</tr>
<tr>
<td>MDA</td>
<td>Minimum Descent Altitude</td>
</tr>
<tr>
<td>MIRL</td>
<td>Minimum Intensity Runway Lights</td>
</tr>
<tr>
<td>MM</td>
<td>Minimum Approach Altitude</td>
</tr>
<tr>
<td>MRA</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>N/A</td>
<td>Not Authorized</td>
</tr>
<tr>
<td>NA</td>
<td>Non-directional Radio Beacon</td>
</tr>
<tr>
<td>NDB</td>
<td>Nautical Mile</td>
</tr>
<tr>
<td>NM</td>
<td>No Procedure Turn Required</td>
</tr>
<tr>
<td>NoPT</td>
<td>(Procedure Turn shall not be executed without ATC clearance)</td>
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**ABBREVIATIONS**
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
</tr>
<tr>
<td>ODP</td>
<td>Obstacle Departure Procedure</td>
</tr>
<tr>
<td>OM</td>
<td>Outer Marker</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<td>PDC</td>
<td>Pre-Departure Clearance</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>R</td>
<td>Radial</td>
</tr>
<tr>
<td>RA</td>
<td>Radio Altimeter setting height</td>
</tr>
<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>RF</td>
<td>Radius-to-Fix</td>
</tr>
<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
</tr>
<tr>
<td>RNAV</td>
<td>Area Navigation</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Performance Navigation</td>
</tr>
<tr>
<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
</tr>
<tr>
<td>RRL</td>
<td>Runway Remaining Lights</td>
</tr>
<tr>
<td>S</td>
<td>Runway</td>
</tr>
<tr>
<td>SALS</td>
<td>Short Approach Light System</td>
</tr>
<tr>
<td>SALSF</td>
<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
</tr>
<tr>
<td>SSALS</td>
<td>Simplified Short Approach Lighting System</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
</tr>
<tr>
<td>SM</td>
<td>Statute Mile</td>
</tr>
<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
</tr>
<tr>
<td>SR-SS</td>
<td>Sunrise-Sunset</td>
</tr>
<tr>
<td>TAA</td>
<td>Terminal Arrival Area</td>
</tr>
<tr>
<td>TAC</td>
<td>TACAN</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
</tr>
<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
</tr>
<tr>
<td>THR</td>
<td>Threshold</td>
</tr>
<tr>
<td>TODA</td>
<td>Takeoff Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
</tr>
<tr>
<td>TR</td>
<td>Track</td>
</tr>
<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
</tr>
<tr>
<td>VDA</td>
<td>Vertical Descent Angle</td>
</tr>
<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
</tr>
<tr>
<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
</tr>
<tr>
<td>VNAV</td>
<td>Vertical Navigation</td>
</tr>
<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
**LEGEND 23334**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

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

- **Procedure Track**
  - 165°
  - 345°

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

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

- **MISSED APPROACH**
  - 090°
  - 1 min
  - 270°

- **Arrival**
  - HOLD 8000
  - 90°
  - 270°

- **Minimum Route Altitude**
  - 3100 NoPT to LOM

- **Mileage**
  - 045°
  - (14.2)

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

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

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

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

- **Computer Navigation Fix (CNF) - No ATC Function**
  - ("x" omitted when it is a MAP)
  - R-198
  - LR-198
  - LB-198

- **Recommended Altitude**
  - 5500

- **Primary NAVAID**
  - LIMA

- **Secondary NAVAID**
  - LOM
  - AKRON

- **SCOTT or DME NAVAID**
  - VHF
  - Paired Frequency

- **SE-4, 11 JUL 2024 to 05 SEP 2024**
INSTRUMENT APPROACH PROCEDURES (CHARTS)

LEGEND

PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Terminal Arrival Area (TAA)

MISCELLANEOUS

SPECIAL USE AIRSPACE

AIRPORTS

OBSTACLES

SE-4, 11 JUL 2024 to 05 SEP 2024

2000

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

End of Rwy Coordinates

DoD only

Distance not to scale

International Boundary

Air Defense Identification Zone

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

Spot Elevation

Obstacle

Highest Obstacle

Highest Spot Elevation

Group of Obstacles

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

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

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: \( 3.00^\circ \). On Copter procedures this is depicted in the following format: \( 3.3 \).
AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

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

ARRESTING SYSTEM: 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.

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

REFERENCE FEATURES

- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel #
- Tanks
- Obstructions
- Airport Beacon #
- Runway Radar Reflectors
- Bridges
- Control Tower #
- Wind Cone
- Landing Tee
- Tetrahedron
- Unlit
- Lit

# 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:

- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.
- Runway TDZ elevation
- Runway Slope
- U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

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

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

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

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

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

NOTE:

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

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

Runway slopes are depicted as down 0.3% or up 0.8% for reference.

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

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

**Category I Approach Lighting System**

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

**Category II Approach Lighting System**

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

**Short Approach Lighting System**

- **SALS/SALSF**
  - (High Intensity)
  - Length 1500 Feet

**Simplified Short Approach Lighting System**

- **SSALR**
  - (High Intensity)
  - Length 2400 Feet

**Medium Intensity Approach Lighting System**

- **MALS**
  - Length 1500 Feet

**Medium Intensity (MALS and MALSF) or Simplified Short (SSALS and SSALF) Approach Lighting Systems**

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

**PRECISION APPROACH PATH INDICATOR**

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

Legend: \( \text{\textcircled{\text{V}}} \) White  \( \text{\textcircled{\text{A}}} \) Red

**VISUAL APPROACH SLOPE INDICATOR**

- **VASI**
  - VASI 2
  - VASI 4
  - VASI 12

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

- **TRCV**

CAUTION: When using this type of system.

**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

<table>
<thead>
<tr>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
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</thead>
<tbody>
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<td>108.05</td>
<td>40X</td>
<td>110.30</td>
<td>88Y</td>
<td>114.15</td>
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<tr>
<td>18X</td>
<td>108.10</td>
<td>40Y</td>
<td>110.35</td>
<td>89Y</td>
<td>114.25</td>
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<tr>
<td>18Y</td>
<td>108.15</td>
<td>41Y</td>
<td>110.45</td>
<td>90Y</td>
<td>114.35</td>
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<td>108.25</td>
<td>42X</td>
<td>110.50</td>
<td>91Y</td>
<td>114.45</td>
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<td>108.30</td>
<td>42Y</td>
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<td>114.55</td>
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<td>20Y</td>
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<td>110.65</td>
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<td>110.70</td>
<td>94Y</td>
<td>114.75</td>
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See the Chart Supplement for a complete listing.
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### ATLANTA, GA(CONT')

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### INDIST INDEX

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<tbody>
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**Note:** The above text is a representation of the index of terminal charts and minimums for various airports, including Atlanta, Cobb County International/McCollum Field (RYY), Dekalb-Peachtree (PDK), and Fulton County Executive/Charlie Brown Field (FTY). Each section lists the takeoff and alternate minimums, IAPS, STARS, and takeoff minimums for each runway, along with any relevant RNAV (RNP) or ILS or LOC runways.
# INDEX OF TERMINAL CHARTS AND MINIMUMS

## ATLANTA, GA (CON’T)

**Hartsfield - Jackson Atlanta Intl (ATL)**

### (CON’T)

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<td>67</td>
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**AIRPORT DIAGRAM**

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**ATMORE, AL**

**ATMORE MUNI (OR1)**

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**AUBURN, AL**

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INDEX

24193

INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
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<td>Z28</td>
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<td>178</td>
<td></td>
<td></td>
<td></td>
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<td>197</td>
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<td>180</td>
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<td>181</td>
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<td>182</td>
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<td>183</td>
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24193
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## INDEX OF TERMINAL CHARTS AND MINIMUMS

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<td>IAPS RNAV (GPS) RWY 12</td>
<td></td>
<td>276</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 30</td>
<td></td>
<td>277</td>
</tr>
<tr>
<td>CHEROKEE COUNTY RGNL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--- SEE CANTON, GA</td>
<td></td>
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<td>CHILTON COUNTY</td>
<td></td>
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</tr>
<tr>
<td>--- SEE CLANTON, AL</td>
<td></td>
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</tr>
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<td>CLANTON, AL</td>
<td></td>
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</tr>
<tr>
<td>CHILTON COUNTY (02A)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 08</td>
<td></td>
<td>278</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 28</td>
<td></td>
<td>279</td>
</tr>
<tr>
<td>CLAXTON, GA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLAXTON-EVANS COUNTY (CWV)</td>
<td></td>
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</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
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</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 10</td>
<td></td>
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</tr>
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<td>RNAV (GPS) RWY 28</td>
<td></td>
<td>281</td>
</tr>
<tr>
<td>CLAYTON, AL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLAYTON MUNI (11A)</td>
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<td>TAKEOFF MINIMUMS</td>
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</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 10</td>
<td></td>
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</tr>
<tr>
<td>RNAV (GPS) RWY 28</td>
<td></td>
<td>283</td>
</tr>
<tr>
<td>COBB COUNTY INTL/MCCOLLUM FLD</td>
<td></td>
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</tr>
<tr>
<td>--- SEE ATLANTA, GA</td>
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<tr>
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<td></td>
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</tr>
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<td></td>
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<td>TAKEOFF MINIMUMS</td>
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</tr>
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<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 11</td>
<td></td>
<td>284</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 29</td>
<td></td>
<td>285</td>
</tr>
<tr>
<td>COCHRAN, GA</td>
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</tr>
<tr>
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<td></td>
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</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 02</td>
<td></td>
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</tr>
<tr>
<td>RNAV (GPS) RWY 20</td>
<td></td>
<td>301</td>
</tr>
<tr>
<td>COLUMBUS, GA</td>
<td></td>
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<tr>
<td>COLUMBUS (CSG)</td>
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<td></td>
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<td></td>
<td></td>
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<td>M</td>
</tr>
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<td></td>
<td>P</td>
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<tr>
<td>IAPS ILS OR LOC RWY 06</td>
<td></td>
<td>286</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 06</td>
<td></td>
<td>287</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 13</td>
<td></td>
<td>288</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 24</td>
<td></td>
<td>289</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>290</td>
</tr>
<tr>
<td>COOK COUNTY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--- SEE ADEL, GA</td>
<td></td>
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</tr>
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<td>CORDELE, GA</td>
<td></td>
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</tr>
<tr>
<td>CRISP COUNTY-CORDELE (CKF)</td>
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<td>TAKEOFF MINIMUMS</td>
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<td>ALTERNATE MINIMUMS</td>
<td></td>
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</tr>
<tr>
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<td>291</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 10</td>
<td></td>
<td>292</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 24</td>
<td></td>
<td>293</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 28</td>
<td></td>
<td>294</td>
</tr>
<tr>
<td>LOC RWY 10</td>
<td></td>
<td>295</td>
</tr>
<tr>
<td>CORNELIA, GA</td>
<td></td>
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</tr>
<tr>
<td>HABERSHAM COUNTY (AJR)</td>
<td></td>
<td></td>
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<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
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<tr>
<td>IAPS RNAV (GPS) RWY 24</td>
<td></td>
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</tr>
<tr>
<td>RNAV (GPS) RWY 24</td>
<td></td>
<td>297</td>
</tr>
<tr>
<td>COURTLAND, AL</td>
<td></td>
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</tr>
<tr>
<td>COURTLAND (9A4)</td>
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<td></td>
</tr>
<tr>
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<tr>
<td>IAPS RNAV (GPS) RWY 13</td>
<td></td>
<td>298</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 31</td>
<td></td>
<td>299</td>
</tr>
<tr>
<td>COVINGTON MUNI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--- SEE CORDELE, GA</td>
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<td>CRAIG FLD</td>
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</tr>
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<td>--- SEE SELMA, AL</td>
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</tr>
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<td>CRISP COUNTY-CORDELE</td>
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<td></td>
</tr>
<tr>
<td>--- SEE CORDELE, GA</td>
<td></td>
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</tr>
<tr>
<td>CULLMAN, AL</td>
<td></td>
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<tr>
<td>CULLMAN RGNL/FOLSOM FLD (CMD)</td>
<td></td>
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<td>TAKEOFF MINIMUMS</td>
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<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
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<td></td>
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</tr>
<tr>
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<td></td>
<td>301</td>
</tr>
<tr>
<td>CY NUNNALLY MEML</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--- SEE MONROE, GA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## INDEX

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DALTON, GA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALTON MUNI(DNN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC Rwy 14</td>
<td>302</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 14</td>
<td>303</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 32</td>
<td>304</td>
<td></td>
</tr>
</tbody>
</table>

| **DANIEL FLD**              |      |         |
| **SEE AUGUSTA, GA**         |      |         |

| **DAWSON, GA**              |      |         |
| DAWSON MUNI(16J)            |      |         |
| TAKEOFF MINIMUMS            | L    |         |
| IAPS                        |      |         |
| RNAV (GPS) Rwy 32           | 305  |         |

| **DECATUR, AL**             |      |         |
| PRYOR FLD RGNL(DCU)         |      |         |
| TAKEOFF MINIMUMS            | L    |         |
| ALTERNATE MINIMUMS          | M    |         |
| IAPS                        |      |         |
| ILS OR LOC Rwy 18           | 306  |         |
| RNAV (GPS) Rwy 18           | 307  |         |
| RNAV (GPS) Rwy 36           | 308  |         |

| **DECATUR COUNTY INDUSTRIAL AIR PARK** |      |         |
| **SEE BAINBRIDGE, GA**            |      |         |

| **DEKALB-PEACHTREE**           |      |         |
| **SEE ATLANTA, GA**            |      |         |

| **DEMOPOLIS, AL**             |      |         |
| DEMOPOLIS RGNL(DYA)           |      |         |
| TAKEOFF MINIMUMS              | L    |         |
| ALTERNATE MINIMUMS            | M    |         |
| IAPS                          |      |         |
| ILS OR LOC Rwy 04             | 309  |         |
| RNAV (GPS) Rwy 22             | 310  |         |

| **DOBBINS ARB(KMGE)**         |      |         |
| MARIETTA, GA                  |      |         |
| TAKEOFF MINIMUMS              | L    |         |
| DIVERSE VECTOR AREA           | N    |         |
| STARS                        |      |         |
| BOKRT THREE (RNAV)           | Z1   |         |
| BUKHD THREE (RNAV)           | Z2   |         |
| DEHAN THREE (RNAV)           | Z6   |         |
| SWTEE TWO (RNAV)             | Z39  |         |
| WRGZ THREE (RNAV)            | Z30  |         |
| IAPS                          |      |         |
| ILS OR LOC Rwy 11            | 311  |         |
| ILS OR LOC Rwy 29            | 312  |         |
| RNAV (GPS) Rwy 11            | 313  |         |
| RNAV (GPS) Rwy 29            | 314  |         |
| TACAN Rwy 11                 | 315  |         |
| TACAN Rwy 29                 | 316  |         |
| AIRPORT DIAGRAM              |      | 317    |

| **DONALSONVILLE, GA**         |      |         |
| DONALSONVILLE MUNI(17J)       |      |         |
| TAKEOFF MINIMUMS              | L    |         |
| ALTERNATE MINIMUMS            | M    |         |
| IAPS                          |      |         |
| RNAV (GPS) Rwy 01             | 318  |         |
| RNAV (GPS) Rwy 19             | 319  |         |

| **DOTHAN, AL**                |      |         |
| DOTHAN RGNL(DHN)              |      |         |
| TAKEOFF MINIMUMS              | L    |         |
| ALTERNATE MINIMUMS            | M    |         |
| IAPS                          |      |         |
| ILS OR LOC Rwy 14             | 320  |         |
| RNAV (GPS) Rwy 14             | 321  |         |
| RNAV (GPS) Rwy 18             | 322  |         |
| RNAV (GPS) Rwy 32             | 323  |         |
| RNAV (GPS) Rwy 36             | 324  |         |
| VOR Rwy 18                    | 325  |         |
| VOR OR TACAN Rwy 14           | 326  |         |
| VOR OR TACAN-A                | 327  |         |
| COPTER VOR Rwy 36             | 328  |         |
| AIRPORT DIAGRAM               |      | 330    |

| **DOUGLAS, GA**               |      |         |
| DOUGLAS MUNI(DGH)             |      |         |
| TAKEOFF MINIMUMS              | L    |         |
| ALTERNATE MINIMUMS            | M    |         |
| IAPS                          |      |         |
| ILS OR LOC Rwy 04             | 331  |         |
| RNAV (GPS) Rwy 04             | 332  |         |
| RNAV (GPS) Rwy 22             | 333  |         |

| **DR C P SAVAGE SR**          |      |         |
| **SEE MONTEZUMA, GA**         |      |         |

| **DUBLIN, GA**                |      |         |
| W H 'BUD' BARRON(DBN)         |      |         |
| TAKEOFF MINIMUMS              | L    |         |
| ALTERNATE MINIMUMS            | M    |         |
| IAPS                          |      |         |
| ILS OR LOC Rwy 02             | 334  |         |
| RNAV (GPS) Rwy 02             | 335  |         |
| RNAV (GPS) Rwy 20             | 336  |         |

| **EARLY COUNTY**              |      |         |
| **SEE BLAKELY, GA**           |      |         |

| **EAST GEORGIA RGNL**         |      |         |
| **SEE SWAINSBORO, GA**        |      |         |

| **EASTMAN, GA**               |      |         |
| HEART OF GEORGIA RGNL(EZM)    |      |         |
| TAKEOFF MINIMUMS              | L    |         |
| ALTERNATE MINIMUMS            | M    |         |
| IAPS                          |      |         |
| ILS OR LOC Rwy 02             | 337  |         |
| RNAV (GPS) Rwy 02             | 338  |         |
| RNAV (GPS) Rwy 20             | 339  |         |
| VORDME-A                      | 340  |         |
| AIRPORT DIAGRAM               |      | 341    |

| **ELBERT COUNTY-PATZ FLD**    |      |         |
| **SEE ELBERTON, GA**          |      |         |

| **ELBERTON, GA**              |      |         |
| ELBERT COUNTY-PATZ FLD(EBA)   |      |         |
| TAKEOFF MINIMUMS              | L    |         |
| ALTERNATE MINIMUMS            | M    |         |
| IAPS                          |      |         |
| RNAV (GPS) Rwy 11             | 342  |         |
| RNAV (GPS) Rwy 29             | 343  |         |
| VOR Rwy 11                    | 344  |         |

**INDEX**

24193
# INDEX

<table>
<thead>
<tr>
<th>INDEX OF TERMINAL CHARTS AND MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NAME</strong></td>
</tr>
<tr>
<td>ELLIJAY, GA</td>
</tr>
<tr>
<td>GILMER COUNTY(49A)</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 01</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 10</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 19</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 28</td>
</tr>
<tr>
<td>VOR/DME RWY 36</td>
</tr>
<tr>
<td>VOR/DME RWY 10</td>
</tr>
<tr>
<td>ENTERPRISE, AL</td>
</tr>
<tr>
<td>ENTERPRISE MUNI(EDN)</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 01</td>
</tr>
<tr>
<td>VOR RWY 05</td>
</tr>
<tr>
<td>EUFALA, AL</td>
</tr>
<tr>
<td>WEEDON FLD(EUF)</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 18</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
</tr>
<tr>
<td>VOR/DME RWY 36</td>
</tr>
<tr>
<td>VOR RWY 18</td>
</tr>
<tr>
<td>EVERGREEN, AL</td>
</tr>
<tr>
<td>EVERGREEN RGNL/MIDDLETON FLD(GZH)</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 01</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 10</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 19</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 28</td>
</tr>
<tr>
<td>VOR/DME RWY 10</td>
</tr>
<tr>
<td>FAIRHOPE, AL</td>
</tr>
<tr>
<td>H L SONNY CALLAHAN(CQF)</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 01</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 19</td>
</tr>
<tr>
<td>VOR/DME-A</td>
</tr>
<tr>
<td>FAYETTE, AL</td>
</tr>
<tr>
<td>RICHARD ARTHUR FLD(M95)</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 01</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 19</td>
</tr>
<tr>
<td>FITZGERALD, GA</td>
</tr>
<tr>
<td>FITZGERALD MUNI(FZG)</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 02</td>
</tr>
<tr>
<td>LOC RWY 02</td>
</tr>
<tr>
<td>NDB RWY 02</td>
</tr>
<tr>
<td>FLORALA, AL</td>
</tr>
<tr>
<td>FLORALA MUNI(0J4)</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 22</td>
</tr>
<tr>
<td>FOLEY, AL</td>
</tr>
<tr>
<td>FOLEY MUNI(5R4)</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 18</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
</tr>
<tr>
<td>FORT MOORE (COLUMBUS), GA</td>
</tr>
<tr>
<td>---SEE LAWSON AAF (FORT MOORE)</td>
</tr>
<tr>
<td>FORT NOVOSCEL (OZARK), AL</td>
</tr>
<tr>
<td>---SEE CAIRNS AAF</td>
</tr>
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<td>FORT NOVOSCEL (OZARK), AL</td>
</tr>
<tr>
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<tr>
<td>FORT NOVOSCEL (OZARK), AL</td>
</tr>
<tr>
<td>---SEE LOWE AHP</td>
</tr>
<tr>
<td>FORT PAYNE, AL</td>
</tr>
<tr>
<td>ISBELL FLD(4A9)</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 04</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 22</td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 22</td>
</tr>
<tr>
<td>FORT STEWART (HINESVILLE), GA</td>
</tr>
<tr>
<td>WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
</tr>
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<td>IAPS RNAV (GPS) RWY 08L</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33R</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
</tr>
<tr>
<td>FRANKLIN-HART</td>
</tr>
<tr>
<td>---SEE CANON, GA</td>
</tr>
<tr>
<td>FULTON COUNTY EXEC/CHARLIE BROWN FLD</td>
</tr>
<tr>
<td>---SEE ATLANTA, GA</td>
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INDEX
24193

INDEX OF TERMINAL CHARTS AND MINIMUMS

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**Index:**

<table>
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</table>
# INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
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<tr>
<td><strong>LANETT, AL</strong>&lt;br&gt;LANETT RGNL(7A3)&lt;br&gt;TAKENF OFF MINIMUMS .................................................. L&lt;br&gt;IAPS ........ RNAV (GPS) RWY 06 .......................... 459&lt;br&gt;RNAV (GPS) RWY 24 ........................................ 460</td>
<td><strong>MACON, GA</strong>&lt;br&gt;MACON DOWNTOWN(MAC)&lt;br&gt;TAKENF OFF MINIMUMS .................................................. L&lt;br&gt;IAPS ........ RNAV (GPS) RWY 10 .......................... 474&lt;br&gt;RNAV (GPS) RWY 28 ........................................ 475&lt;br&gt;LOC RWY 10 .................................................. 476</td>
<td><strong>MIDDLE GEORGIA RGNL(MCN)</strong>&lt;br&gt;TAKENF OFF MINIMUMS .................................................. L&lt;br&gt;IAPS ........ ILS OR LOC RWY 05 .......................... 477&lt;br&gt;RNAV (GPS) RWY 05 ........................................ 479&lt;br&gt;RNAV (GPS) RWY 14 ........................................ 480&lt;br&gt;RNAV (GPS) RWY 23 ........................................ 481&lt;br&gt;RNAV (GPS) RWY 32 ........................................ 482</td>
<td><strong>AIRPORT DIAGRAM</strong> ........................................... 483</td>
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</tr>
<tr>
<td><strong>LAWRENCEVILLE, GA</strong>&lt;br&gt;GWINNETT COUNTY/BRISCOE FLD(LZU)&lt;br&gt;TAKENF OFF MINIMUMS .................................................. L&lt;br&gt;ALTERNATE MINIMUMS ........................................... M&lt;br&gt;STARS .... BOKRT THREE (RNAV) ............................ Z1&lt;br&gt;BUKHAD THREE (RNAV) ...................................... Z2&lt;br&gt;DEHAN THREE (RNAV) ...................................... Z6&lt;br&gt;SWTEE TWO (RNAV) ......................................... Z29&lt;br&gt;WRGNZ THREE (RNAV) ...................................... Z30&lt;br&gt;IAPS ........ ILS OR LOC RWY 25 .......................... 461&lt;br&gt;RNAV (GPS) RWY 07 ........................................ 462&lt;br&gt;RNAV (GPS) RWY 25 ........................................ 463&lt;br&gt;AIRPORT DIAGRAM ............................................. 464</td>
<td><strong>MADISON, GA</strong>&lt;br&gt;MADISON MUNI(52A)&lt;br&gt;TAKENF OFF MINIMUMS .................................................. L&lt;br&gt;IAPS ........ RNAV (GPS) RWY 14 .......................... 484&lt;br&gt;VOR/DME-A ...................................................... 485</td>
<td><strong>MARIETTA, GA</strong>&lt;br&gt;---SEE DOBBINS ARB</td>
<td></td>
<td></td>
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<td><strong>MARION, AL</strong>&lt;br&gt;VAIDEN FLD(A08)&lt;br&gt;TAKENF OFF MINIMUMS .................................................. L&lt;br&gt;IAPS ........ RNAV (GPS) RWY 16 .......................... 486&lt;br&gt;RNAV (GPS) RWY 34 ........................................ 487</td>
<td><strong>MARION COUNTY-RANKIN FITE</strong>&lt;br&gt;---SEE HAMILTON, AL</td>
<td></td>
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<td><strong>MAXWELL AFB(KMXF)</strong>&lt;br&gt;MONTGOMERY, AL&lt;br&gt;TAKENF OFF MINIMUMS .................................................. L&lt;br&gt;IAPS ........ ILS OR LOC/DME RWY 15 .......................... 488&lt;br&gt;TACAN RWY 15 .................................................. 489&lt;br&gt;TACAN RWY 33 .................................................. 490</td>
<td><strong>AIRPORT DIAGRAM</strong> ........................................... 491</td>
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<td></td>
<td></td>
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<tr>
<td><strong>LOWE AHP(KLOR)</strong>&lt;br&gt;LOWE NOVOSEL (OZARK), AL&lt;br&gt;TAKENF OFF MINIMUMS .................................................. L&lt;br&gt;DIVERSE VECTOR AREA ........................................ L&lt;br&gt;IAPS ........ COPTER RNAV (GPS) 069 .......................... 472&lt;br&gt;COPTER VOR 069 ........................................... 473</td>
<td><strong>MC RAE, GA</strong>&lt;br&gt;TELFAIR-WHEELER(MQW)&lt;br&gt;TAKENF OFF MINIMUMS .................................................. L&lt;br&gt;IAPS ........ RNAV (GPS) RWY 03 .......................... 492&lt;br&gt;RNAV (GPS) RWY 21 ........................................ 493</td>
<td><strong>MERKEL FLD SYLACAUGA MUNI</strong>&lt;br&gt;---SEE SYLACAUGA, AL</td>
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<td><strong>MIDDLE GEORGIA RGNL</strong>&lt;br&gt;---SEE MACON, GA</td>
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## INDEX OF TERMINAL CHARTS AND MINIMUMS

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## INDEX

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<th>NAME</th>
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<tbody>
<tr>
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</table>
# INDEX

## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
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<th>PROC</th>
<th>SECT PG</th>
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<td>---SEE REFORM, AL</td>
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<td>---SEE OZARK, AL</td>
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<td>PAULDING NORTHWEST ATLANTA</td>
<td>---SEE ATLANTA, GA</td>
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<td>PELL CITY, AL</td>
<td>ST CLAIR COUNTY(PLR)</td>
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<td>TAKEOFF MINIMUMS</td>
<td>IAPS</td>
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<td>PICKENS COUNTY</td>
<td>---SEE JASPER, GA</td>
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<td>PINE MOUNTAIN, GA</td>
<td>HARRIS COUNTY(PIM)</td>
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<tr>
<td>TAKEOFF MINIMUMS</td>
<td>IAPS</td>
<td>RNAV (GPS) RWY 09</td>
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<tr>
<td>PLANTATION AIRPARK</td>
<td>---SEE SYLVANIA, GA</td>
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<td>POLK COUNTY/CORNELIUS_MOORE FLD</td>
<td>---SEE CEDARTOWN, GA</td>
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<td>POSEY FLD</td>
<td>---SEE HALEYVILLE, AL</td>
<td>---</td>
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<tr>
<td>PRATTVILLE, AL</td>
<td>PRATTVILLE/GROUBY FLD(1A9)</td>
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<td>---SEE PRATTVILLE, AL</td>
<td>---</td>
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<td>PRYOR FLD RGNL</td>
<td>---SEE DECATUR, AL</td>
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<td>QUITMAN, GA</td>
<td>QUITMAN BROOKS COUNTY(4J5)</td>
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<td>RNAV (GPS) RWY 28</td>
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<td>RNAV (GPS) RWY 17</td>
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<td>572</td>
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<td>573</td>
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<td>AIRPORT DIAGRAM</td>
<td>---</td>
<td>574</td>
</tr>
<tr>
<td>REFORM, AL</td>
<td>NORTH PICKENS(3M8)</td>
<td>NA</td>
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<td>TAKEOFF MINIMUMS</td>
<td>IAPS</td>
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<td>REIDSVILLE, GA</td>
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<td>TAKEOFF MINIMUMS</td>
<td>IAPS</td>
<td>RNAV (GPS) RWY 11</td>
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<td>RICHARD ARTHUR FLD</td>
<td>---SEE FAYETTE, AL</td>
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<tr>
<td>RICHARD B RUSSELL RGNL - J H TOWERS FLD</td>
<td>---SEE ROME, GA</td>
<td>---</td>
</tr>
</tbody>
</table>
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
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<tbody>
<tr>
<td>ROBBINS FLD</td>
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<td>RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)</td>
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<td>ROBINS AFB(KWRB)</td>
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<td>STATESBORO, GA</td>
<td></td>
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<td>SAVANNAH, GA</td>
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<tr>
<td>BILL PUGH FLD(M22)</td>
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<td>SCOTTSBORO, AL</td>
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<td>ST SIMONS ISLAND(SSI)</td>
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<td>SHELBY COUNTY</td>
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<td></td>
<td>SOUTH ALABAMA RGNL AT BILL BENTON FLD</td>
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<td>KAOLIN FLD(OKZ)</td>
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<td>STATESBORO, GA</td>
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### ROBBINS FLD
--- SEE ONEONTA, AL

### ROBINS AFB(KWRB)
WARNER ROBINS, GA

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<td>TACAN Y RWY 15</td>
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**AIRPORT DIAGRAM**

### ROME, GA

**NAME**

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**AIRPORT DIAGRAM**

### ROY WILCOX
--- SEE CHATOM, AL

### RUSSELLVILLE, AL

**BILL PUGH FLD(M22)**

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### ST ELMO, AL

**ST ELMO(2R5)**

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### ST SIMONS ISLAND, GA

**ST SIMONS ISLAND(SSI)**

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### SANDERSVILLE, GA

**KAOLIN FLD(OKZ)**

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### SAVANNAH, GA

**SAVANNAH/HILTON HEAD INTL(SAV)**

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**AIRPORT DIAGRAM**

### SAVANNAH/HILTON HEAD INTL
--- SEE SAVANNAH, GA

### SCOTTSBORO, AL

**SCOTTSBORO MUNI-WORD FLD(4A6)**

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### SELMA, AL

**CRAIG FLD(SEM)**

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**AIRPORT DIAGRAM**

### SHELBY COUNTY
--- SEE ALABASTER, AL

### SOUTH ALABAMA RGNL AT BILL BENTON FLD
--- SEE ANDALUSIA, AL

### SOUTHWEST GEORGIA RGNL
--- SEE ALBANY, GA

### STATESBORO, GA

**STATESBORO-BULLOCH COUNTY(TBR)**

<table>
<thead>
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<td>RNAV (GPS) RWY 32</td>
<td>619</td>
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</table>
## INDEX OF TERMINAL CHARTS AND MINIMUMS

### SWAINSBORO, GA
- **NAME**: EAST GEORGIA RGNL(SBO)
- **PROC**: L
- **SECT**: M
- **PG**: 620

### SWINTON SMITH FLD AT REIDSVILLE MUNI
- **NAME**: SEE REIDSVILLE, GA

### SYLACAUGA, AL
- **NAME**: SYLACAUGA MUNI(SCD)
- **PROC**: L
- **SECT**: M
- **PG**: 623

### SYLVANIA, GA
- **NAME**: PLANTATION AIRPARK(JYL)
- **PROC**: L
- **SECT**: M
- **PG**: 625

### TALLADEGA, AL
- **NAME**: TALLADEGA MUNI(ASN)
- **PROC**: L
- **SECT**: M
- **PG**: 627

### TELFAIR-WHEELER
- **NAME**: SEE MC RAE, GA

### THOMAS C RUSSELL FLD
- **NAME**: SEE ALEXANDER CITY, AL

### THOMASTON, GA
- **NAME**: THOMASTON-UPSON COUNTY(OPN)
- **PROC**: L
- **SECT**: M
- **PG**: 631

### THOMASVILLE, GA
- **NAME**: THOMASVILLE RGNL(TVI)
- **PROC**: L
- **SECT**: M
- **PG**: 636

### THOMSON, GA
- **NAME**: THOMSON-MCDUFFIE COUNTY(HQU)
- **PROC**: L
- **SECT**: M
- **PG**: 639

### TIFTON, GA
- **NAME**: HENRY TIFT MYERS(TMA)
- **PROC**: L
- **SECT**: M
- **PG**: 648

### TOCCOA, GA
- **NAME**: TOCCOA RG LETOURNEAU FLD(TOC)
- **PROC**: L
- **SECT**: M
- **PG**: 652

### TOM B DAVID FLD
- **NAME**: SEE CALHOUN, GA

### TROY, AL
- **NAME**: TROY MUNI AT N KENNETH CAMPBELL FLD(TOI)
- **PROC**: L
- **SECT**: M
- **PG**: 664

### TURNER COUNTY
- **NAME**: SEE ASHBURN, GA

### TUSCALOOSA, AL
- **NAME**: TUSCALOOSA NTL(TCL)
- **PROC**: L
- **SECT**: M
- **PG**: 661

---

**INDEX**

24193

---

4, 11 JUL 2024 to 05 SEP 2024
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TUSKEGEE, AL</strong></td>
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<tr>
<td>MOTON FLD MUNI(06A)</td>
<td>IAPS</td>
<td>L</td>
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<tr>
<td>TAKEOFF MINIMUMS</td>
<td>RNAV (GPS) RWY 31</td>
<td>689</td>
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<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 13</td>
<td>869</td>
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<tr>
<td>RNAV (GPS) RWY 31</td>
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</table>

| VAIDEN FLD | SEE MARION, AL | |

| **VALDOSTA, GA** | | |
| VALDOSTA RGNL(VLD) | IAPS | L |
| TAKEOFF MINIMUMS | RNAV (GPS) RWY 36 | 671 |
| DIVERSE VECTOR AREA | RNAV (GPS) RWY 04 | 672 |
| IAPS | RNAV (GPS) RWY 17 | 678 |
| RNAV (GPS) RWY 17 | 678 |
| RNAV (GPS) RWY 35 | 679 |

| VALDOSTA, GA | SEE MOODY AFB | |

| **VERNON, AL** | | |
| LAMAR COUNTY(M55) | IAPS | L |
| TAKEOFF MINIMUMS | RNAV (GPS) RWY 36 | 671 |
| DIVERSE VECTOR AREA | RNAV (GPS) RWY 04 | 672 |
| IAPS | RNAV (GPS) RWY 17 | 678 |
| RNAV (GPS) RWY 35 | 679 |

| **VIDALIA, GA** | | |
| VIDALIA RGNL(VDI) | IAPS | M |
| TAKEOFF MINIMUMS | RNAV (GPS) RWY 25 | 680 |
| ALTERNATE MINIMUMS | RNAV (GPS) RWY 13 | 694 |
| IAPS | RNAV (GPS) RWY 25 | 682 |
| RNAV (GPS) RWY 25 | 682 |

| **W H 'BUD' BARRON** | SEE DUBLIN, GA | |

| **WALKER COUNTY/BEVILL FLD** | SEE JASPER, AL | |

| **WARNER ROBINS, GA** | SEE ROBINS AFB | |

| **WASHINGTON, GA** | | |
| WASHINGTON/WILKES COUNTY(IYI) | IAPS | L |
| TAKEOFF MINIMUMS | RNAV (GPS) RWY 13 | 694 |
| ALTERNATE MINIMUMS | RNAV (GPS) RWY 23 | 695 |
| IAPS | RNAV (GPS) RWY 25 | 682 |
| RNAV (GPS) RWY 31 | 684 |

| **WAYCROSS, GA** | | |
| WAYCROSS-WARE COUNTY(AYS) | IAPS | L |
| TAKEOFF MINIMUMS | RNAV (GPS) RWY 08 | 690 |
| ALTERNATE MINIMUMS | RNAV (GPS) RWY 26 | 691 |
| IAPS | RNAV (GPS) RWY 19 | 688 |
| RNAV (GPS) RWY 19 | 688 |

| **WAYNESBORO, GA** | | |
| BURKE COUNTY(BXG) | IAPS | L |
| TAKEOFF MINIMUMS | RNAV (GPS) RWY 09 | 692 |
| ALTERNATE MINIMUMS | RNAV (GPS) RWY 27 | 693 |
| IAPS | RNAV (GPS) RWY 19 | 695 |
| RNAV (GPS) RWY 19 | 695 |

| **WETUMPKA, AL** | | |
| WETUMPKA MUNI(08A) | IAPS | L |
| TAKEOFF MINIMUMS | RNAV (GPS) RWY 09 | 692 |
| ALTERNATE MINIMUMS | RNAV (GPS) RWY 27 | 693 |
| IAPS | RNAV (GPS) RWY 19 | 695 |
| RNAV (GPS) RWY 19 | 695 |

| **WINDER, GA** | | |
| BARROW COUNTY(WDR) | IAPS | M |
| TAKEOFF MINIMUMS | RNAV (GPS) RWY 31 | 694 |
| ALTERNATE MINIMUMS | RNAV (GPS) RWY 23 | 696 |
| IAPS | RNAV (GPS) RWY 31 | 697 |
| RNAV (GPS) RWY 31 | 697 |

| **WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL** | SEE FORT STEWART (HINESVILLE), GA | |
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

ADEL, GA

COOK COUNTY (15J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10AUG23 (23222) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb on heading 051° to 1500 before right turn.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees, vegetation beginning 65' from DER, 28' left of centerline, up to 249' MSL. Vehicle on roadway, trees beginning 103' from DER, 60' right of centerline, up to 251' MSL. Trees beginning 284' from DER, 4' right of centerline, up to 259' MSL. Vehicle on roadway beginning 374' from DER, on and left of centerline, up to 251' MSL. Tree, vehicle on roadway beginning 404' from DER, 113' right of centerline, up to 273' MSL. Trees beginning 524' from DER, 445' left of centerline, up to 270' MSL. Trees beginning 697' from DER, 636' right of centerline, up to 276' MSL. Trees beginning 969' from DER, 619' left of centerline, up to 285' MSL. Trees beginning 1161' from DER, 53' left of centerline, up to 316' MSL. Trees beginning 1184' from DER, 533' right of centerline, up to 299' MSL. Trees beginning 2524' from DER, 359' left of centerline, up to 322' MSL. Trees beginning 2647' from DER, 400' left of centerline, up to 324' MSL. Trees beginning 3116' from DER, 100' right of centerline, up to 319' MSL. Tree, vehicle on roadway, trees beginning 65' from DER, 28' left of centerline, up to 249' MSL. Trees beginning 3176' from DER, 87' right of centerline, up to 273' MSL. Trees beginning 3220' from DER, 78' right of centerline, up to 329' MSL. Trees beginning 3280' from DER, 10' left of centerline, up to 332' MSL. Trees beginning 3359' from DER, 57' right of centerline, up to 331' MSL. Rwy 15, trees beginning 100' from DER, 283' right of centerline, up to 302' MSL. Tree 364' from DER, 430' right of centerline, 309' MSL. Trees beginning 453' from DER, 344' right of centerline, up to 313' MSL. Tree 570' from DER, 485' left of centerline, 297' MSL. Trees beginning 573' from DER, 471' right of centerline, up to 315' MSL.

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

ADEL, GA (CON’T)

COOK COUNTY (15J) (CON’T)

Rwy 23, terrain 17’ from DER, 236’ right of centerline, 236’ MSL. 
Trees beginning 24’ from DER, 343’ left of centerline, 255’ MSL.

Rwy 23, terrain 17’ from DER, 236’ right of centerline, 236’ MSL. 
Trees beginning 157’ from DER, 46’ left of centerline, up to 261’ MSL.

Rwy 197’ from DER, 484’ right of centerline, 274’ MSL.

Trees beginning 219’ from DER, 200’ right of centerline, up to 284’ MSL.

Trees beginning 692’ from DER, 118’ right of centerline, up to 305’ MSL.

Trees beginning 1421’ from DER, 520’ left of centerline, up to 291’ MSL.

ALABASTER, AL

SHELBY COUNTY (EET)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 300-11/2.

Rwy 34, 300-1 w/ min. climb of 310’ per NM to 1500, or 1000-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 34, for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, rising terrain beginning 30’ from DER.

Trees beginning 4’ from DER, 648’ left to 826’ right of centerline, up to 100’ AGL/759’ MSL.

T-L towers beginning 1165’ from DER, 490’ left of centerline, up to 220’ AGL/919’ MSL.

Buildings beginning 1821’ from DER, 646’ right of centerline, up to 89’ AGL/715’ MSL.

Buildings beginning 1562’ from DER, 87’ left of centerline up to 31’ AGL/661’ MSL.

Buildings beginning 1863’ from DER, 135’ right of centerline, up to 45’ AGL/668’ MSL.

Tower 2.08 NM from DER, 513’ left of centerline, 220’ AGL/919’ MSL.

ALBANY, GA

SOUTHWEST GEORGIA RGNL (ABY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 26MAR20 (20086) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-2 or std. w/min. climb of 255’ per NM to 600.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 047° to 700 before turning left.

Rwy 35, climb heading 347° to 700 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees and tank beginning 913’ from DER, 383’ left of centerline, up to 127’ AGL/329’ MSL.

Trees beginning 1985’ from DER, 797’ right of centerline, up to 79’ AGL/275’ MSL.

Rwy 17, trees beginning 1044’ from DER, 310’ left of centerline, up to 59’ AGL/253’ MSL.

Trees beginning 1977’ from DER, 81’ right of centerline, up to 92’ AGL/286’ MSL.

Rwy 23, tree 1461’ from DER, 793’ left of centerline, 81’ AGL/250’ MSL.

Pole 1093’ from DER, 731’ left of centerline, 61’ AGL/230’ MSL.

Rwy 35, trees beginning 426’ from DER, 14’ left of centerline, up to 82’ AGL/277’ MSL.

Trees beginning 477’ from DER, 14’ right of centerline, up to 58’ AGL/253’ MSL.

ALBERTVILLE, AL

ALBERTVILLE RGNL/THOMAS J BRUMLIK FLD (8A0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (21336) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 18’ from DER, 353’ left of centerline, up to 56’ AGL/1088’ MSL.

Trees beginning 724’ from DER, 676’ right of centerline, up to 60’ AGL/1092’ MSL.

Poles beginning 12’ from DER, 428’ left of centerline, up to 24’ AGL/1056’ MSL.

Terrain beginning 30’ from DER, 108’ left of centerline, 0’ AGL/1047’ MSL.

Terrain 30’ from DER, 68’ right of centerline, 0’ AGL/1050’ MSL.

Rwy 23, trees beginning 47’ from DER, 469’ right of centerline, up to 14’ AGL/1017’ MSL.

Terrain 36’ from DER, 346’ right of centerline, 0’ AGL/1004’ MSL.
ALEXANDER CITY, AL
THOMAS C RUSSELL FLD (ALX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 26JUN14 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 300-1 or std. w/min. climb of 385’ per NM to 1000.
DEPARTURE PROCEDURE:
Rwy 36, climb heading 002° to 1300 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 18, rising terrain beginning 6’ from DER, 196’ right of centerline, up to 613’ MSL.
Trees and fence beginning 131’ from DER, 345’ right of centerline, up to 100’ AGL/704’ MSL.
Rising terrain beginning 94’ from DER, 265’ right of centerline, up to 708’ MSL.
Trees and buildings beginning 15’ from DER, 443’ left of centerline, up to 100’ AGL/709’ MSL.
Trees, poles and buildings beginning 630’ from DER, 3’ left of centerline, up to 100’ AGL/806’ MSL.
Poles beginning 3826’ from DER, 164’ right of centerline, up to 97’ AGL/817’ MSL.

ALICEVILLE, AL
GEORGE DOWNER (AIV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03APR14 (14093) (FAA)
DEPARTURE PROCEDURE:
Rwy 6, climb heading 064° to 2000 before turning.
Rwy 24, climb heading 244° to 2000 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 6, vehicle on road, trees, buildings and power poles abeam DER, left and right of centerline, up to 100’ AGL/279’ MSL.
Rwy 24, trees, and power poles abeam DER, left and right of centerline, up to 100’ AGL/289’ MSL.

ALMA, GA
BACON COUNTY (AMG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 05DEC19 (19339) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 10’ from DER, 10’ right of centerline, up to 256’ MSL.
Trees beginning 11’ from DER, 247’ left of centerline, up to 230’ MSL.
Trees beginning 133’ from DER, 231’ left of centerline, up to 238’ MSL.
Trees beginning 293’ from DER, 398’ left of centerline, up to 256’ MSL.
Trees beginning 414’ from DER, 79’ left of centerline, up to 257’ MSL.
Trees beginning 2441’ from DER, 303’ left of centerline, up to 265’ MSL.
Trees beginning 2523’ from DER, 264’ left of centerline, up to 267’ MSL.
Rwy 34, pole 38’ from DER, 479’ right of centerline, 224’ MSL.
Tree, building, pole, sign beginning 127’ from DER, 310’ left of centerline, up to 261’ MSL.
Poles beginning 249’ from DER, 478’ right of centerline, up to 225’ MSL.
Tree, pole beginning 407’ from DER, 495’ right of centerline, up to 259’ MSL.
Tree, pole, tank beginning 501’ from DER, 11’ right of centerline, up to 280’ MSL.
Trees beginning 1299’ from DER, 195’ left of centerline, up to 268’ MSL.
Tree 1364’ from DER, 671’ left of centerline, 276’ MSL.
Trees beginning 1405’ from DER, 327’ left of centerline, up to 285’ MSL.
Tree, pole beginning 1688’ from DER, 396’ left of centerline, up to 287’ MSL.
Tree, pole beginning 1751’ from DER, 235’ left of centerline, up to 294’ MSL.
Tree 2961’ from DER, 958’ right of centerline, 284’ MSL.
Trees beginning 2977’ from DER, 1032’ right of centerline, up to 288’ MSL.
Trees beginning 3044’ from DER, 1136’ right of centerline, up to 294’ MSL.
Trees beginning 3236’ from DER, 1136’ right of centerline, up to 295’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

AMERICUS, GA
JIMMY CARTER RGNL (ACJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 25JUL13 (13206) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, fence 26' from DER, 471' left of centerline, 13' AGL/464' MSL.
Tress beginning 179' from DER, left and right of centerline, up to 90' AGL/541' MSL.
Rwy 10, trees beginning 35' from DER, left and right of centerline, up to 116' AGL/557' MSL.
Rwy 23, vehicles on roadway abeam DER, 179' left of centerline, up to 15' AGL/481' MSL.
Tress beginning 65' from DER, left and right of centerline, up to 92' AGL/537' MSL.
Poles beginning 1085' from DER, 310' right of centerline, up to 44' AGL/505' MSL.
Rwy 28, vehicles on roadway 479' from DER, 619' right of centerline, up to 15' AGL/484' MSL.
Trees beginning 2275' from DER, 285' left of centerline, up to 100' AGL/569' MSL.

ANDALUSIA/OPP, AL
SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 28SEP06 (21140) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, multiple trees beginning 379' from DER, 279' left of centerline, up to 59' AGL/368' MSL.
Multiple trees beginning 1478' from DER, 687' right of centerline, up to 71' AGL/380' MSL.
Rwy 29, multiple trees beginning 93' from DER, 490' left of centerline, up to 85' AGL/394' MSL.
Multiple trees beginning 40' from DER, 353' right of centerline, up to 66' AGL/375' MSL.

ANNISTON, AL
ANNISTON RGNL (ANB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 17AUG17 (17229) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, std. w/ min. climb of 329' per NM to 2600.
Rwy 23, std. w/ min. climb of 223' per NM to 3800.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 052° to 2600 before proceeding on course.
Rwy 23, climb heading 232° to 2500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree, railroad beginning 0' from DER, 435' left of centerline, up to 679' MSL.
Pole 507' from DER, 548' left of centerline, 689' MSL.
Tree 1147' from DER, 731' left of centerline, 690' MSL.
Tree 1992' from DER, 850' left of centerline, 706' MSL.
Sign, pole, tree beginning 2269' from DER, 394' left of centerline, up to 63' AGL/712' MSL.
Tree 2413' from DER, 481' right of centerline, 692' MSL.
Tree 2573' from DER, 221' right of centerline, 695' MSL.
Tree 2695' from DER, 518' right of centerline, 698' MSL.
Tree 2974' from DER, 772' left of centerline, 717' MSL.
Tree 3048' from DER, 297' right of centerline, 718' MSL.
Rwy 23, tree 4545' from DER, 1237' left of centerline, 717' MSL.

ASHBURN, GA
TURNER COUNTY (75J)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12OCT17 (17285) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, std. w/min. climb of 290' per NM to 700 or 900-2½ for VCOA.
VCOA:
Rwy 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Turner County airport at or above 1100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, tree 83' from DER, 419' right of centerline, 440' MSL.
Tree 142' from DER, 342' left of centerline, 422' MSL.
Tree 157' from DER, 448' left of centerline, 438' MSL.
Trains beginning 162' from DER, 165' right of centerline, up to 447' MSL.
Trees beginning 262' from DER, 200' left of centerline, up to 440' MSL.
Tree and building beginning 511' from DER, 347' right of centerline, up to 449' MSL.
Trees beginning 754' from DER, 281' right of centerline, up to 455' MSL.
CON'T
ASHBURN, GA (CON’T)

TURNER COUNTY (75J) (CON’T)

Rwy 35, tree 902’ from DER, 736’ left of centerline, 480’ MSL.

Trees beginning 1113’ from DER, 32’ left of centerline, up to 498’ MSL.

Tree 1331’ from DER, 451’ right of centerline, 474’ MSL.

Tree 1343’ from DER, 650’ right of centerline, 475’ MSL.

Tree 1384’ from DER, 248’ right of centerline, 478’ MSL.

Trees beginning 1413’ from DER, 118’ right of centerline, up to 479’ MSL.

Trees beginning 1513’ from DER, 38’ right of centerline, up to 484’ MSL.

Tree 2721’ from DER, 623’ right of centerline, 487’ MSL.

Trees, building beginning 2806’ from DER, 71’ right of centerline, up to 497’ MSL.

Trees beginning 3689’ from DER, 118’ right of centerline, up to 479’ MSL.

Light poles beginning 4046’ from DER, 356’ left of centerline, up to 84’ AGL/508’ MSL.

Sign 5913’ from DER, 156’ right of centerline, 159’ AGL/577’ MSL.

Antenna 1 NM from DER, 454’ left of centerline, 177’ AGL/615’ MSL.

Tower 1.8 NM from DER, 477’ right of centerline, 276’ AGL/704’ MSL.

Tower 1.8 NM from DER, 468’ right of centerline, 285’ AGL/716’ MSL.

ATHENS, GA

ATHENS/BEN EPPS (AHN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  15OCT15 (15288) (FAA)

DEPARTURE PROCEDURE:

Rwy 2, climb heading 027° to 2300 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 2, multiple trees beginning 8’ from DER, 495’ right of centerline, up to 88’ AGL/866’ MSL.

Building 165’ from DER, 393’ left of centerline, 17’ AGL/819’ MSL.

Multiple poles beginning 652’ from DER, 605’ left of centerline, up to 38’ AGL/832’ MSL.

Multiple trees and terrain beginning 74’ from DER, 403’ right of centerline, up to 112’ AGL/868’ MSL.

Multiple poles beginning 359’ from DER, 584’ left of centerline, up to 51’ AGL/822’ MSL.

Poles beginning 656’ from DER, 608’ right of centerline, up to 35’ AGL/803’ MSL.

Building 1122’ from DER, 285’ left of centerline, 37’ AGL/805’ MSL.

Multiple trees and terrain beginning 106’ from DER, 456’ right of centerline, up to 104’ AGL/807’ MSL.

Multiple trees beginning 604’ from DER, 638’ left of centerline, up to 107’ AGL/819’ MSL.

Tower 1023’ from DER, 365’ left of centerline, 77’ AGL/791’ MSL.

ATLANTA, GA

ATLANTA RGNL FALCON FLD (FFC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10MAR11 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 300-1.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 960’ from DER, 51’ right of centerline, up to 98’ AGL/877’ MSL.

Trees beginning 377’ from DER, 465’ left of centerline, up to 88’ AGL/887’ MSL.

Rwy 31, trees beginning 288’ from DER, 538’ right of centerline, up to 100’ AGL/999’ MSL.

ATLANTA SPEEDWAY (HMP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 17JUN21 (21168) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, vehicles on road, 249’ from DER, crossing extended runway centerline, up to 914’ MSL.

Tree 273’ from DER, 502’ left of centerline, 999’ MSL.

Trees, beginning 1409’ from DER, 145’ left of centerline, up to 999’ MSL.

Trees, beginning 1490’ from DER, 3’ right of centerline, up to 979’ MSL.

Rwy 24, trees, beginning 634’ from DER, 169’ right of centerline, up to 919’ MSL.

Trees, beginning 1265’ from DER, 168’ left of centerline, up to 919’ MSL.

Tree 1318’ from DER, 466’ right of centerline, 939’ MSL.

T-l tower 3401’ from DER, 555’ left of centerline, 969’ MSL.

T-l twr 3443’ from DER, 336’ right of centerline, 949’ MSL.
ATLANTA, GA (CON’T)
COBB COUNTY INTL/MCCOLLUM FLD (RYY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 03JAN19 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 200-1/2 or std. w/min. climb of 223’ per NM to 1400, or alternatively, with std. takeoff minimums and normal 200’ per NM climb gradient, takeoff must occur no later than 1800’ prior to DER.
Rwy 27, 300-1/2.
DEPARTURE PROCEDURE:
Rwy 9, climb heading 093° to 1900 before proceeding south.
Rwy 27, climb heading 273° to 1600 before proceeding southeast.
TAKEOFF OBSTACLE NOTES:
Rwy 9, vertical structure 27’ from DER, 1005’ MSL.
Vertical structure, tree beginning 1048’ from DER, 1039’ MSL.
Tree 1880’ from DER, 1078’ MSL.
Trees beginning 2265’ from DER, 1085’ MSL.
Trees beginning 2472’ from DER, 1086’ MSL.
Rwy 27, transmission line 81’ from DER, 1087’ MSL.
Pole, building, terrain, fence beginning 81’ from DER, 1079’ MSL.
Pole, terrain beginning 116’ from DER, 1137’ MSL.
Pole 237’ from DER, 1081’ MSL.
Tree 323’ from DER, 1088’ MSL.
Pole beginning 376’ from DER, 1088’ MSL.
Pole beginning 457’ from DER, 1089’ MSL.
Pole, tree, building, traverse way beginning 524’ from DER, 1096’ MSL.
Pole, building, terrain beginning 587’ from DER, 1095’ MSL.
Tree, traverse way beginning 1267’ from DER, 1106’ MSL.
Tree, terrain beginning 1360’ from DER, 1137’ MSL.
Pole, terrain beginning 1436’ from DER, 1132’ MSL.
Tree 1562’ from DER, 1142’ MSL.
Sign, building, pole, terrain, tree beginning 1572’ from DER, 1160’ MSL.
Tree, terrain beginning 1840’ from DER, 1137’ MSL.
Pole, terrain beginning 1955’ from DER, 1176’ MSL.
Sign 2068’ from DER, 1183’ MSL.
Pole, terrain, building, tree beginning 2090’ from DER, 1184’ MSL.
Tree 2092’ from DER, 1146’ MSL.
Tree, terrain, pole, building beginning 2106’ from DER, 111’ right of centerline, 1155’ MSL.
Pole, terrain beginning 2302’ from DER, 118’ right of centerline, 1190’ MSL.
Tree, terrain beginning 2418’ from DER, 129’ right of centerline, 1191’ MSL.
Tree, pole beginning 2677’ from DER, 185’ right of centerline, 1199’ MSL.
Tree 2798’ from DER, 1207’ MSL.
Building, pole, terrain, vegetation beginning 2852’ from DER, 1246’ left of centerline, up to 1156’ MSL.
Trees beginning 2887’ from DER, 1214’ MSL.
Tree, pole beginning 2999’ from DER, 13’ left of centerline, up to 1209’ MSL.
Trees beginning 3083’ from DER, 103’ right of centerline, up to 1225’ MSL.
Tree 3184’ from DER, 1213’ MSL.
Trees beginning 3185’ from DER, 1215’ MSL.
Trees beginning 4467’ from DER, 1197’ MSL.

COVINGTON MUNI (CVC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15NOV12 (12320) (FAA)
TAKEOFF MINIMUMS:
Rwy 28, 200-1 or std. w/min. climb of 259’ per NM to 1100.
TAKEOFF OBSTACLE NOTES:
Rwy 10, terrain 19’ from DER, 817’ MSL.
Trees beginning 1400’ from DER, 75’ AGL/875’ MSL.
Tree 988’ from DER, 107’ right of centerline, 34’ AGL/844’ MSL.
Tree 3903’ from DER, 1535’ right of centerline, 82’ AGL/922’ MSL.
Rwy 28, trees beginning 1066’ from DER, 35’ left of centerline, up to 115’ AGL/875’ MSL.
Trees beginning 2518’ from DER, 144’ left of centerline, up to 114’ AGL/894’ MSL.
Water tower 5029’ from DER, 1580’ left of centerline, 168’ AGL/961’ MSL.
Trees beginning 1287’ from DER, 435’ right of centerline, up to 128’ AGL/888’ MSL.
ATLANTA, GA (CON'T)

DEKALB-PEACHTREE (PDK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 12AUG21 (22111) (FAA)

TAKEOFF MINIMUMS:

Rwys 3L, 21R, NA-Environmental.

Rwy 3R, 200-1% or std. w/min. climb of 351’ per NM to 1300.

Rwy 21L, std. w/min. climb of 211’ per NM to 2000 or 1500-3 for VCOA.

Rwy 34, std. w/min. climb of 242’ per NM to 1700 or 1500-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 16, climb on heading 162° to 2000 before proceeding on course.

Rwy 21L, climbing left turn on heading 150° to 3000 before turning right.

VCOA:

Rwys 21L, 34, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dekalb-Peachtree airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, sign, lighting, terrain beginning 2’ from DER, 145’ right of centerline, up to 5’ AGL/997’ MSL.

Tower, sign, antennas, lighting beginning 10’ from DER, 144’ left of centerline, up to 29’ AGL/1017’ MSL.

Pole, wind indicator, tree beginning 78’ from DER, 57’ right of centerline, up to 13’ AGL/1002’ MSL.

Trees beginning 122’ from DER, 71’ left of centerline, up to 1031’ MSL.

Trees beginning 231’ from DER, 35’ left of centerline, up to 1041’ MSL.

Trees beginning 364’ from DER, 14’ right of centerline, up to 1014’ MSL.

Trees beginning 686’ from DER, 77’ right of centerline, up to 1018’ MSL.

Trees beginning 739’ from DER, 47’ right of centerline, up to 1032’ MSL.

Trees beginning 818’ from DER, 25’ right of centerline, up to 1051’ MSL.

Trees beginning 1171’ from DER, 254’ right of centerline, up to 1053’ MSL.

Tree, sign beginning 1361’ from DER, 226’ right of centerline, up to 1055’ MSL.

Tree 1442’ from DER, 146’ right of centerline, 1062’ MSL.

Tree 1524’ from DER, 325’ right of centerline, 1063’ MSL.

Trees beginning 1555’ from DER, 75’ right of centerline, up to 1066’ MSL.

Trees beginning 1746’ from DER, 504’ right of centerline, up to 1080’ MSL.

Trees beginning 1777’ from DER, 56’ right of centerline, up to 1089’ MSL.

Trees beginning 2120’ from DER, 1099’ left of centerline, 1055’ MSL.

Rwy 3R, sign 20’ from DER, 252’ left of centerline, 3’ AGL/985’ MSL.

Lighting 59’ from DER, on centerline, 6’ AGL/987’ MSL.

Lighting 59’ from DER, 28’ left of centerline, 6’ AGL/987’ MSL.

Tree 63’ from DER, 358’ right of centerline, 1004’ MSL.

Trees, pole beginning 179’ from DER, 204’ right of centerline, up to 1009’ MSL.

Trees, pole beginning 406’ from DER, 358’ left of centerline, up to 1026’ MSL.

Trees, poles beginning 559’ from DER, 46’ left of centerline, up to 1043’ MSL.

Trees, poles beginning 624’ from DER, 15’ right of centerline, up to 1023’ MSL.

Trees beginning 790’ from DER, 76’ left of centerline, up to 1065’ MSL.

Trees beginning 938’ from DER, 38’ right of centerline, up to 1030’ MSL.

Tree 1171’ from DER, 61’ right of centerline, 1038’ MSL.

Trees beginning 1410’ from DER, 21’ left of centerline, up to 1071’ MSL.

Trees, poles beginning 1488’ from DER, 133’ right of centerline, up to 1050’ MSL.

Trees, pole beginning 1798’ from DER, 39’ right of centerline, up to 1071’ MSL.

Tree 1927’ from DER, 693’ left of centerline, 1086’ MSL.

Trees beginning 1928’ from DER, 25’ left of centerline, up to 1103’ MSL.

Trees beginning 2120’ from DER, 66’ right of centerline, up to 1082’ MSL.

Trees beginning 2316’ from DER, 377’ right of centerline, up to 1098’ MSL.

Trees beginning 2399’ from DER, 80’ right of centerline, up to 1107’ MSL.

Trees, vehicles on road beginning 2616’ from DER, on centerline, up to 1105’ MSL.

Trees beginning 3353’ from DER, 146’ right of centerline, up to 1114’ MSL.

Tree 3711’ from DER, 1463’ left of centerline, 1130’ MSL.

Trees beginning 3768’ from DER, 12’ left of centerline, up to 1148’ MSL.

Trees beginning 3784’ from DER, 976’ right of centerline, up to 1120’ MSL.

Trees, vehicles on road beginning 3883’ from DER, 83’ left of centerline, up to 1150’ MSL.

Trees, pole beginning 3914’ from DER, 186’ right of centerline, up to 1126’ MSL.

Trees beginning 4195’ from DER, 164’ right of centerline, up to 1133’ MSL.

Trees beginning 4358’ from DER, 213’ right of centerline, up to 1138’ MSL.

Trees beginning 4556’ from DER, 422’ right of centerline, up to 1140’ MSL.

Trees beginning 4809’ from DER, 70’ right of centerline, up to 1145’ MSL.

Pole 1 NM from DER, 2104’ right of centerline, 94’ AGL/1161’ MSL.

Rwy 21L, lighting 25’ from DER, 90’ left of centerline, 4’ AGL/998’ MSL.

Lighting 25’ from DER, 89’ right of centerline, 5’ AGL/998’ MSL.

Trees, pole beginning 27’ from DER, 387’ left of centerline, up to 1040’ MSL.

Trees, spire beginning 373’ from DER, 329’ left of centerline, up to 1045’ MSL.

Trees beginning 874’ from DER, 562’ left of centerline, up to 1061’ MSL.

Trees, sign beginning 1151’ from DER, 270’ right of centerline, up to 1067’ MSL.

Trees beginning 1214’ from DER, 279’ right of centerline, up to 1070’ MSL.

Trees beginning 1356’ from DER, 563’ right of centerline, up to 1039’ MSL.

Trees beginning 1429’ from DER, 352’ left of centerline, up to 1071’ MSL.

Tree 1633’ from DER, 775’ right of centerline, 1043’ MSL.

Tree, spire beginning 1954’ from DER, 840’ right of centerline, up to 1051’ MSL.

CON’T
DEKALB-PEACHTREE (PDK) (CON’T)

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

ATLANTA, GA (CON’T)

Rwy 21L (CON’T), tree 2086’ from DER, 764’ right of centerline, 1055’ MSL.
Antenna 3070’ from DER, 533’ right of centerline, 101’ AGL/1085’ MSL.
Rwy 34, pole beginning 3’ from DER, 285’ left of centerline, up to 1041’ MSL.
Trees beginning 224’ from DER, 368’ left of centerline, up to 1067’ MSL.
Building 340’ from DER, 423’ right of centerline, 28’ AGL/1022’ MSL.
Trees, pole beginning 349’ from DER, 411’ left of centerline, up to 1096’ MSL.
Trees, poles, vehicles on road, tower, building, signs beginning 480’ from DER, 15’ left of centerline, up to 1101’ MSL.
Tree 910’ from DER, 506’ right of centerline, 1039’ MSL.
Poles, trees, fence beginning 956’ from DER, 196’ right of centerline, up to 30’ AGL/1052’ MSL.
Poles, trees on road, trees beginning 1102’ from DER, 54’ right of centerline, up to 37’ AGL/1056’ MSL.
Poles, trees, vehicles on road, lighting beginning 1184’ from DER, 9’ right of centerline, up to 34’ AGL/1057’ MSL.
Poles, tree beginning 1256’ from DER, 206’ right of centerline, up to 37’ AGL/1059’ MSL.
Sign, poles, lighting, tree, vehicles on road, building beginning 1286’ from DER, 21’ right of centerline, up to 47’ AGL/1074’ MSL.
Trees, poles, vehicles on road, buildings beginning 1482’ from DER, 1’ left of centerline, up to 1111’ MSL.
Tree 1693’ from DER, 74’ right of centerline, 1079’ MSL.
Trees beginning 1711’ from DER, 177’ right of centerline, up to 1081’ MSL.
Trees, buildings, vehicles on road beginning 1724’ from DER, 3’ right of centerline, up to 1083’ MSL.
Trees, vehicles on road, trees beginning 1774’ from DER, 33’ right of centerline, up to 1089’ MSL.
Trees beginning 2530’ from DER, 7’ right of centerline, up to 1092’ MSL.
Trees beginning 3994’ from DER, 1109’ left of centerline, up to 1116’ MSL.
Tree 4535’ from DER, 1658’ right of centerline, 1122’ MSL.

FULTON COUNTY EXEC/CHARLIE BROWN FLD (FTY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 08NOV18 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-2 or std. w/min. climb of 335’ per NM to 1200.
Rwy 14, 300-2 or std. w/min. climb of 1020’ per NM to 1100.
Rwy 26, std. w/min. climb of 300’ per NM to 1400.
Rwy 32, std. w/min. climb of 330’ per NM to 1500.

DEPARTURE PROCEDURE:

Rwy 8, climbing left turn on heading 060° to 2800 before proceeding on course.
Rwy 14, climbing on heading 144° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, pole and tree beginning 9’ from DER, 208’ left of centerline, up to 16’ AGL/828’ MSL.
Building and tree beginning 155’ from DER, 317’ right of centerline, up to 17’ AGL/828’ MSL.
Trees beginning 177’ from DER, 305’ left of centerline, up to 845’ MSL.
Trees beginning 254’ from DER, 333’ left of centerline, up to 849’ MSL.
Trees beginning 371’ from DER, 402’ right of centerline, up to 873’ MSL.
Trees beginning 666’ from DER, 287’ left of centerline, up to 852’ MSL.
Tree 857’ from DER, 714’ right of centerline, 894’ MSL.
Tree 983’ from DER, 429’ right of centerline, 895’ MSL.
Tree 1092’ from DER, 771’ right of centerline, 907’ MSL.
Tree 1405’ from DER, 522’ right of centerline, 918’ MSL.
Trees beginning 1437’ from DER, 255’ right of centerline, up to 937’ MSL.
Trees 1582’ from DER, 491’ left of centerline, 863’ MSL.
Trees beginning 1669’ from DER, 457’ right of centerline, up to 946’ MSL.
Tree 1773’ from DER, 535’ left of centerline, 877’ MSL.
Trees and transmission line beginning 1889’ from DER, crossing extended runway centerline, up to 952’ MSL.
Trees beginning 1890’ from DER, 495’ left of centerline, up to 897’ MSL.
Trees beginning 2032’ from DER, 331’ left of centerline, up to 905’ MSL.
Trees beginning 2241’ from DER, 572’ left of centerline, up to 917’ MSL.
Trees beginning 3767’ from DER, 464’ left of centerline, up to 951’ MSL.
Trees beginning 3872’ from DER, 362’ left of centerline, up to 958’ MSL.
Antenna and trees beginning 3942’ from DER, 59’ left of centerline, up to 160’ AGL/979’ MSL.
Sign and trees beginning 4382’ from DER, 180’ right of centerline, up to 146’ AGL/972’ MSL.
Sign and trees beginning 4958’ from DER, 15’ left of centerline, up to 127’ AGL/995’ MSL.
Trees beginning 5373’ from DER, 25’ right of centerline, up to 985’ MSL.
Tree 5550’ from DER, 1751’ right of centerline, 999’ MSL.
Trees beginning 5579’ from DER, 34’ right of centerline, up to 1005’ MSL.
Trees beginning 1 NM from DER, 353’ right of centerline, up to 1013’ MSL.
Sign and trees beginning 1 NM from DER, 132’ left of centerline, up to 118’ AGL/1007’ MSL.
Tree 1 NM from DER, 531’ right of centerline, 1026’ MSL.
Trees and building beginning 1 NM from DER, 698’ right of centerline, up to 1036’ MSL.
Tree 1 NM from DER, 1640’ right of centerline, 1040’ MSL.
Trees beginning 1 NM from DER, 82’ right of centerline, up to 1057’ MSL.
Trees beginning 1.1 NM from DER, 85’ right of centerline, up to 1064’ MSL.
Trees beginning 1.1 NM from DER, 1068’ right of centerline, up to 1068’ MSL.
Trees beginning 1.1 NM from DER, 734’ right of centerline, up to 1074’ MSL.
Tree 1.1 NM from DER, 1121’ left of centerline, 1010’ MSL.

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

ATLANTA, GA (CON’T)

FULTON COUNTY EXEC/CHARLIE BROWN FLD (FTY) (CON’T)

Rwy 8 (CON’T), trees beginning 1.1 NM from DER, 836' right of centerline, up to 1076' MSL.
Antenna, towers, and trees beginning 1.2 NM from DER, 38' right of centerline, up to 165' AGL/1109' MSL.
Buildings, signs, poles, and towers beginning 1.3 NM from DER, 92' left of centerline, up to 64' AGL/1033' MSL.

Trees beginning 1.4 NM from DER, 90' left of centerline, up to 1052' MSL.
Tree 1.4 NM from DER, 28' left of centerline, 1053' MSL.

Trees beginning 1.4 NM from DER, 107' left of centerline, up to 1055' MSL.
Tree 1.5 NM from DER, 3009' right of centerline, 1051' MSL.

Rwy 14, trees, buildings, signs, poles, and towers beginning 181' from DER, 2' left of centerline, up to 926' MSL.
Poles, signs, and trees beginning 420' from DER, 355' right of centerline, 30' AGL/971' MSL.
Pole and vehicles on road beginning 448' from DER, crossing extended runway centerline, up to 39' AGL/885' MSL.

Trees and tower beginning 607' from DER, 172' right of centerline, up to 912' MSL.
Poles, signs, and trees beginning 845' from DER, 96' left of centerline, up to 945' MSL.

Trees beginning 945' from DER, 76' right of centerline, up to 945' MSL.

Trees beginning 1226' from DER, 369' left of centerline, up to 971' MSL.
Tree 1280' from DER, 794' left of centerline, 1002' MSL.

Trees and poles beginning 1311' from DER, 21' left of centerline, up to 1008' MSL.

Trees beginning 1808' from DER, 242' right of centerline, up to 953' MSL.

Trees beginning 2001' from DER, 36' right of centerline, up to 975' MSL.

Trees beginning 2220' from DER, 132' right of centerline, up to 983' MSL.

Signs, trees, poles, and buildings beginning 2383' from DER, 21' right of centerline, up to 144' AGL/1034' MSL.

Trees and fence beginning 2991' from DER, crossing extended runway centerline, up to 1011' MSL.

Trees beginning 3634' from DER, 409' left of centerline, up to 1015' MSL.

Trees beginning 3665' from DER, 395' left of centerline, up to 1037' MSL.

Trees beginning 3862' from DER, 854' left of centerline, up to 1041' MSL.

Trees and buildings beginning 3948' from DER, 128' left of centerline, up to 1054' MSL.

Trees beginning 4202' from DER, 885' left of centerline, up to 1066' MSL.

Trees, tank, poles, and towers beginning 4296' from DER, 37' left of centerline, up to 1070' MSL.

Trees beginning 4420' from DER, 9' right of centerline, up to 1042' MSL.

Trees beginning 5016' from DER, 55' right of centerline, up to 1047' MSL.

Trees beginning 5767' from DER, 136' right of centerline, up to 1050' MSL.

Trees beginning 1.2 NM from DER, 97' right of centerline, up to 1060' MSL.

Trees beginning 1.3 NM from DER, 1327' right of centerline, up to 1064' MSL.

Trees beginning 1.3 NM from DER, 1728' right of centerline, up to 1067' MSL.

Antennas and tower beginning 1.5 NM from DER, 605' left of centerline, up to 200' AGL/1099' MSL.

Trees beginning 1.5 NM from DER, 821' left of centerline, 200' AGL/1094' MSL.

Rwy 26, trees beginning 30' from DER, 242' right of centerline, up to 824' MSL.

Trees beginning 43' from DER, 471' left of centerline, up to 828' MSL.

Trees beginning 498' from DER, 282' right of centerline, up to 841' MSL.

Trees beginning 709' from DER, 331' right of centerline, up to 848' MSL.

Tree 773' from DER, 357' left of centerline, 833' MSL.

Trees beginning 780' from DER, 485' left of centerline, up to 839' MSL.

Trees beginning 960' from DER, 327' left of centerline, up to 855' MSL.

Trees beginning 1066' from DER, 574' right of centerline, up to 858' MSL.

Tree 1159' from DER, 535' left of centerline, 863' MSL.

Trees beginning 1323' from DER, 229' left of centerline, up to 867' MSL.

Trees beginning 2009' from DER, 662' right of centerline, 878' MSL.

Trees beginning 2224' from DER, 704' right of centerline, up to 889' MSL.

Trees beginning 2405' from DER, 758' right of centerline, up to 910' MSL.

Tree 3366' from DER, 917' right of centerline, 915' MSL.

Tree 3373' from DER, 1368' right of centerline, 920' MSL.

Tree 3451' from DER, 1166' right of centerline, 921' MSL.

Trees beginning 3489' from DER, 781' right of centerline, up to 924' MSL.

Tower 5158' from DER, 25' left of centerline, 151' AGL/929' MSL.

Rwy 32, trees and fence beginning 76' from DER, crossing extended runway centerline, up to 828' MSL.

Tree 108' from DER, 504' left of centerline, 824' MSL.

Tree 333' from DER, 524' right of centerline, 846' MSL.

Tree 517' from DER, 168' left of centerline, 832' MSL.

Tree 580' from DER, 292' left of centerline, 836' MSL.

Trees beginning 627' from DER, 18' left of centerline, up to 849' MSL.

Trees beginning 729' from DER, 61' right of centerline, up to 858' MSL.

Tree 1730' from DER, 943' right of centerline, 864' MSL.

Tree 1864' from DER, 299' left of centerline, 851' MSL.

Tree 1880' from DER, 241' left of centerline, 853' MSL.

Trees beginning 2082' from DER, 869' left of centerline, up to 908' MSL.

Tree 2721' from DER, 968' right of centerline, 876' MSL.

Trees beginning 2834' from DER, 529' right of centerline, up to 894' MSL.

Tree 2937' from DER, 1063' left of centerline, 931' MSL.

Trees beginning 2953' from DER, 72' left of centerline, up to 941' MSL.

Tree 3111' from DER, 675' right of centerline, 897' MSL.

Trees beginning 3134' from DER, 436' right of centerline, up to 916' MSL.

Trees beginning 3618' from DER, 994' right of centerline, up to 917' MSL.

Tree 3707' from DER, 807' right of centerline, 923' MSL.

Trees beginning 3758' from DER, 978' right of centerline, up to 924' MSL.

CON’T

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

ATLANTA, GA (CON’T)

FULTON COUNTY EXEC/CHARLIE BROWN FLD (FTY) (CON’T)

Rwy 32 (CON’T), trees beginning 3845’ from DER, 1042’ right of centerline, up to 940’ MSL.
Trees beginning 3964’ from DER, 157’ left of centerline, up to 946’ MSL.
Trees beginning 4087’ from DER, 54’ right of centerline, up to 947’ MSL.
Trees beginning 4554’ from DER, 218’ left of centerline, up to 950’ MSL.

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3C  16JUL20  (20198)  (FAA)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND (OBSTACLE) DEPARTURE PROCEDURES, AND

TAKEOFF OBSTACLE NOTES:

TAKEOFF MINIMUMS:

Rwy 9L, 300-1 or std. w/min. climb of 270’ per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 9R, climb on heading 095° to 1500 before turning right.
Rwy 9L, climb on heading 095° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 8L, trees beginning 855’ from DER, 626’ left of centerline, up to 62’ AGL/1030’ MSL.
Trees beginning 930’ from DER, 533’ left of centerline, up to 1048’ MSL.
Rwy 8R, tree 345’ from DER, 586’ left of centerline, 57’ AGL/1006’ MSL.
Tree 510’ from DER, 503’ left of centerline, 68’ AGL/1013’ MSL.
Tower 4821’ from DER, 1634’ right of centerline, 139’ AGL/1138’ MSL.
Rwy 9L, pole and antenna beginning 4805’ from DER, 1729’ left of centerline, up to 141’ AGL/1137’ MSL.
Rwy 10, poles beginning 58’ from DER, 467’ right of centerline, up to 41’ AGL/1016’ MSL.
Rwy 28L, building 1249’ from DER, 751’ left of centerline, 45’ AGL/1059’ MSL.
Pole 1895’ from DER, 964’ left of centerline, 66’ AGL/1079’ MSL.
Trees beginning 2797’ from DER, 563’ left of centerline, up to 61’ AGL/1097’ MSL.
Trees beginning 2897’ from DER, 468’ left of centerline, up to 70’ AGL/1103’ MSL.
Rwy 26R, pole 531’ from DER, 619’ right of centerline, 36’ AGL/1032’ MSL.
Trees beginning 398’ from DER, 908’ right of centerline, 40’ AGL/1073’ MSL.
Trees and poles beginning 1797’ from DER, 122’ right of centerline, up to 1081’ MSL.
Tree 1988’ from DER, 486’ left of centerline, 1067’ MSL.
Trees beginning 2334’ from DER, 386’ left of centerline, up to 58’ AGL/1077’ MSL.
Tree 2648’ from DER, 1185’ right of centerline, 60’ AGL/1099’ MSL.
Tree 2680’ from DER, 127’ left of centerline, 1086’ MSL.
Trees beginning 2808’ from DER, 131’ left of centerline, up to 1091’ MSL.
Tree 2880’ from DER, 863’ left of centerline, 61’ AGL/1093’ MSL.
Trees beginning 2945’ from DER, 840’ left of centerline, up to 53’ AGL/1102’ MSL.
Trees beginning 3048’ from DER, 61’ left of centerline, up to 55’ AGL/1103’ MSL.

Terrain 17’ from DER, 287’ left of centerline, 1020’ MSL.
Terrain 17’ from DER, 413’ left of centerline, 1022’ MSL.
Signs beginning 58’ from DER, 292’ left of centerline, up to 4’ AGL/1024’ MSL.
Pole 1031’ from DER, 370’ right of centerline, 32’ AGL/1046’ MSL.
Agricultural equipment 3567’ from DER, 864’ right of centerline, 89’ AGL/1113’ MSL.
Agricultural equipment 3674’ from DER, 491’ right of centerline, 96’ AGL/1119’ MSL.
Elevator 3937’ from DER, 203’ right of centerline, 103’ AGL/1129’ MSL.
Tree 4387’ from DER, 999’ right of centerline, 1141’ MSL.
Rwy 28R, tree and catenary beginning 1949’ from DER, 769’ left of centerline, up to 39’ AGL/1055’ MSL.
Tree 2026’ from DER, 997’ left of centerline, 50’ AGL/1059’ MSL.
Sign 2428’ from DER, 1026’ left of centerline, 63’ AGL/1067’ MSL.
Trees beginning 3158’ from DER, 1208’ left of centerline, up to 85’ AGL/1097’ MSL.

NEWMANN COWETA COUNTY (CCO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3C  16JUL20 (20198) (FAA)

DEPARTURE PROCEDURE:

Rwy 33, climbing left turn on heading 270° to 2100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 832’ from DER, 346’ left of centerline, up to 100’ AGL/999’ MSL.
Trees beginning 253’ from DER, 443’ right of centerline, up to 100’ AGL/944’ MSL.
Rwy 33, trees beginning 975’ from DER, 21’ right of centerline, up to 100’ AGL/1051’ MSL.
Utility towers 1063’ from DER, 320’ right of centerline, up to 65’ AGL/997’ MSL.
Fence 1286’ from DER, 550’ right of centerline, 25’ AGL/1005’ MSL.
Trees beginning 167’ from DER, 1’ left of centerline, up to 100’ AGL/1048’ MSL.
Utility towers beginning 135’ from DER, 36’ left of centerline, up to 65’ AGL/1032’ MSL.
Tree 1684’ from DER, 784’ right of centerline, 100’ AGL/1119’ MSL.
ATLANTA, GA (CON’T)
PAULDING-NORTHWEST ATLANTA (PUJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05MAY11 (11125) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 31, trees beginning 213’ from DER, left and right of centerline, up to 100’ AGL/1399’ MSL.
Trees beginning 4202’ from DER, left and right of centerline, up to 100’ AGL/1419’ MSL.

ATMORE, AL
ATMORE MUNI (OR1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 01FEB18 (18032) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 8’ from DER, 303’ left of centerline, 50’ AGL/323’ MSL.
Pole, vehicle on road beginning 77’ from DER, 324’ right of centerline, up to 309’ MSL.
Tree, transmission line beginning 206’ from DER, 65’ right of centerline, up to 70’ AGL/351’ MSL.
Trees beginning 2841’ from DER, 156’ right of centerline, up to 359’ MSL.
Rwy 36, vehicle on road 4’ from DER, 227’ left of centerline, 297’ MSL.
Tree, building beginning 75’ from DER, 231’ left of centerline, up to 305’ MSL.
Tree 76’ from DER, 354’ right of centerline, 303’ MSL.
Tree, vegetation beginning 76’ from DER, 300’ right of centerline, up to 34’ AGL/317’ MSL.

AUBURN, AL
AUBURN UNIVERSITY RGNL (AUO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 10NOV16 (16315) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 1127’ from DER, 724’ right of centerline, 769’ MSL.
Tree 1555’ from DER, 659’ right of centerline, 793’ MSL.
Rwy 29, tree 201’ from DER, 505’ left of centerline, 836’ MSL.
Trees beginning 231’ from DER, 407’ right of centerline, up to 828’ MSL.
Trees beginning 428’ from DER, 312’ left of centerline, up to 850’ MSL.
Tree and poles beginning 543’ from DER, 327’ right of centerline, up to 830’ MSL.
Trees beginning 600’ from DER, 347’ left of centerline, up to 857’ MSL.
Trees beginning 660’ from DER, 561’ right of centerline, up to 841’ MSL.
Trees beginning 1259’ from DER, 521’ left of centerline, up to 860’ MSL.
Rwy 36, terrain beginning 87’ from DER, 392’ right of centerline, up to 781’ MSL.
Tree 196’ from DER, 377’ right of centerline, 784’ MSL.
Tree 223’ from DER, 507’ left of centerline, 828’ MSL.
Trees beginning 371’ from DER, 467’ right of centerline, up to 855’ MSL.
Trees beginning 765’ from DER, 265’ right of centerline, up to 861’ MSL.
Tree 1113’ from DER, 603’ left of centerline, 831’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

AUGUSTA, GA
AUGUSTA RGNL AT BUSH FLD (AGS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 14 26JUL12 (21168) (FAA)
TAKEOFF MINIMUMS:
- **Rwy 8**, std. w/min. climb of 391’ per NM to 2600 or 1700-2½ for climb in visual conditions.
- **Rwy 17**, 200-1½ or std. w/min. climb of 268’ per NM to 500.
- **Rwy 26**, 300-1½ or std. w/min. climb of 324’ per NM to 600.
DEPARTURE PROCEDURE:
- **Rwy 8**, for climb in visual conditions: cross Augusta Rgnl at Bush Fld airport at or above 1700 before proceeding on course.
  - When executing VCOA, notify ATC prior to departure.
- **Rwy 17**, climb heading 172° to 900 before turning left.
- **Rwy 26**, climb heading 262° to 1000 before proceeding on course.
- **Rwy 35**, climb heading 352° to 1200 before turning right.
TAKEOFF OBSTACLE NOTES:
- **Rwy 8**, trees 2011’ from DER, 379’ left of centerline, up to 100’ AGL/209’ MSL.
- **Rwy 17**, bush 746’ from DER, 616’ left of centerline, up to 14’ AGL/158’ MSL.
- Trees beginning 1700’ from DER, left and right of centerline, up to 100’ AGL/339’ MSL.
- **Rwy 26**, trees beginning 992’ from DER, 294’ left of center line, up to 100’ AGL/355’ MSL.
- Trees beginning 1254’ from DER, 175’ right of centerline, up to 100’ AGL/419’ MSL.
- Building 1344’ from DER, 436’ left of centerline, up to 31’ AGL/175’ MSL.
- Light pole 1015’ from DER, 287’ right of centerline, up to 31’ AGL/175’ MSL.

DANIEL FLD (DNL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 24JUL14 (21168) (FAA)
TAKEOFF MINIMUMS:
- **Rwy 23**, std. w/min. climb of 250’ per NM to 800.
DEPARTURE PROCEDURE:
- **Rwy 23**, climb heading 215° to 1300 before turning right.
- **Rwy 29**, climb heading 288° to 1000 before turning left.
TAKEOFF OBSTACLE NOTES:
- **Rwy 5**, vehicles on road, poles, trees, signs, and wall beginning 16’ from DER 1’ left of centerline, up to 65’ AGL/472’ MSL.
- Poles, trees, signs, buildings, and wall beginning 175’ from DER, 40’ right of centerline, up to 50’ AGL/475’ MSL.
- Trees, buildings, and poles beginning 591’ from DER, 37’ left of centerline, up to 65’ AGL/492’ MSL.
- Trees, poles, and building beginning 873’ from DER, 170’ right of centerline, up to 63’ AGL/490’ MSL.
- Poles, trees, tanks, and buildings beginning 1008’ from DER, left and right of centerline, up to 90’ AGL/508’ MSL.
- Trees, poles, and buildings beginning 1353’ from DER, left and right of centerline, up to 95’ AGL/525’ MSL.
- Poles, trees, and buildings beginning 1567’ from DER, left and right of centerline, up to 95’ AGL/540’ MSL.
- Poles, trees, buildings, and towers beginning 2287’ from DER, left and right of centerline, up to 135’ AGL/557’ MSL.
- **Rwy 11**, poles, trees, and buildings beginning 177’ from DER, 300’ left of centerline, up to 35’ AGL/453’ MSL.
- Trees and pole beginning 188’ from DER, 360’ left of centerline, up to 53’ AGL/472’ MSL.
- Vehicles on road, trees, poles, and buildings beginning 276’ from DER, 2’ right of centerline, up to 65’ AGL/476’ MSL.
- Trees, buildings, poles, and sign beginning 343’ from DER, 10’ left of centerline, up to 65’ AGL/476’ MSL.
- Poles, trees, and buildings beginning 620’ from DER, 11’ right of centerline, up to 75’ AGL/485’ MSL.
- Trees, poles, and building beginning 845’ from DER, 7’ left of centerline, up to 80’ AGL/491’ MSL.
- Pole, building, and trees beginning 1109’ from DER, 9’ right of centerline, up to 86’ AGL/495’ MSL.
- Building 2240’ from DER, 518’ right of centerline, 106’ AGL/509’ MSL.
- **Rwy 23**, trees beginning 9’ from DER, 141’ right of centerline, up to 30’ AGL/402’ MSL.
- Trees beginning 11’ from DER, 195’ left of centerline, up to 25’ AGL/398’ MSL.
- Trees beginning 105’ from DER, left and right of centerline, up to 112’ AGL/430’ MSL.
- **Rwy 29**, trees, poles, and buildings beginning from DER, 192’ right of centerline, up to 75’ AGL/508’ MSL.
- Vehicles on road, trees, buildings, pole, and sign beginning 4’ from DER, 131’ left of centerline, up to 40’ AGL/472’ MSL.
- Trees and poles beginning 354’ from DER, 22’ right of centerline, up to 95’ AGL/535’ MSL.
- Tower and trees beginning 879’ from DER, 6’ left of centerline, up to 80’ AGL/501’ MSL.

BAINBRIDGE, GA
DECATURE COUNTY INDUSTRIAL AIR PARK (BGE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30JUL09 (09211) (FAA)
TAKEOFF OBSTACLE NOTES:
- **Rwy 14**, trees beginning 938’ from DER, 238’ right of centerline, up to 100’ AGL/249’ MSL.
- **Rwy 27**, trees beginning 1050’ from DER, 52’ right of centerline, up to 100’ AGL/196’ MSL.
- Tree 1527’ from DER, 63’ left of centerline, 100’ AGL/192’ MSL.
BAXLEY, GA

BAXLEY MUNI (BHC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31 MAY 12 (12152) (FAA)

DEPARTURE PROCEDURE:

Rwy 26, climb heading 261° to 800 before turning north.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 13' from DER, 149' left of centerline, up to 70' AGL/285' MSL.

Trees beginning 749' from DER, 465' right of centerline, up to 97' AGL/278' MSL.

Rwy 26, trees beginning 41' from DER, 287' left of centerline, up to 88' AGL/295' MSL.

Trees beginning 227' from DER, 30' right of centerline, up to 80' AGL/285' MSL.

BAY MINETTE, AL

BAY MINETTE MUNI (1R8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15 MAR 07 (07074) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, brush 115' from DER, 80' left of centerline, 5' AGL/253' MSL.

Rwy 26, trees 1190' from DER, on centerline, 35' AGL/242' MSL.

Brush 135' from DER, 91' left of centerline, 5' AGL/212' MSL.

Tree 5494' from DER, 84' right of centerline, 100' AGL/348' MSL.

BESSEMER, AL

BESSEMER (EKY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10 MAY 07 (07130) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, numerous trees beginning 147' from DER, 33' left of centerline, up to 100' AGL/859' MSL.

Numerous trees beginning 36' from DER, 8' right of centerline, up to 100' AGL/769' MSL.

Rwy 23, terrain beginning 33' from DER, 102' left of centerline, up to 709' MSL.

Tree 74' from DER, 163' right of centerline, 50' AGL/714' MSL.

Tree 175' from DER, 439' left of centerline, 11' AGL/710' MSL.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 24 MAY 18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-2 w/min. climb of 285' per NM to 1800 or std. w/min. climb of 435' per NM to 1300 or 1800-3 for VCOA.

Rwy 18, 600-3 w/min. climb of 225' per NM to 1300 or std. w/min. climb of 455' per NM to 1500 or 1800-3 for VCOA.

Rwy 24, std. w/min. climb of 280' per NM to 1400.

Rwy 36, 300-2¼ or std. w/min. climb of 565' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 058° to 1500 before proceeding on course.

Rwy 18, climb heading 183° to 2300 before proceeding on course.

Rwy 24, climb heading 238° to 2300 before proceeding on course.

Rwy 36, climb heading 003° to 1400 before proceeding on course.

VCOA:

Rwys 6, 18, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Birmingham-Shuttlesworth Intl at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, building 154' from DER, 401' right of centerline, 14' AGL/656' MSL.

Terrain 704' from DER, 652' left of centerline, 671' MSL.

Terrain 950' from DER, 674' right of centerline, 692' MSL.

Terrain 957' from DER, 682' left of centerline, 675' MSL.

Terrain 1226' from DER, 654' right of centerline, 713' MSL.

Terrain 1259' from DER, 709' left of centerline, 684' MSL.

Terrain beginning 1383' from DER, 391' right of centerline, up to 718' MSL.

Terrain beginning 1387' from DER, 272' left of centerline, up to 706' MSL.

Terrain, terrain, traverse ways and fence beginning 1450' from DER, 33' right of centerline, up to 767' MSL.

Terrain beginning 1621' from DER, 166' left of centerline, up to 718' MSL.

Terrain beginning 1753' from DER, 5' left of centerline, up to 721' MSL.

Terrain beginning 1805' from DER, 110' left of centerline, up to 727' MSL.

Terrain and traverse way beginning 1917' from DER, 708' left of centerline, up to 730' MSL.

Terrain beginning 1993' from DER, 112' left of centerline, up to 731' MSL.

Terrain and traverse way beginning 2111' from DER, 321' left of centerline, up to 734' MSL.

Terrain beginning 2275' from DER, 111' left of centerline, up to 737' MSL.

Terrain and traverse way beginning 2346' from DER, 325' left of centerline, up to 739' MSL.

Pole, terrain and fences beginning 2449' from DER, 48' right of centerline, up to 43' AGL/769' MSL.

Terrain beginning 497' from DER, 109' left of centerline, up to 742' MSL.

Terrain way 2554' from DER, 531' left of centerline, 744' MSL.

CONT
BIRMINGHAM, AL (CON’T)
BIRMINGHAM-SHUTTLESWORTH INTL (BHM) (CON’T)

Rwy 6 (CON’T), trees, terrain, traverse way and poles beginning 2608’ from DER, 25’ left of centerline, up to 779’ MSL.
Tree, terrain and pole beginning 2846’ from DER, 169’ right of centerline, up to 782’ MSL.
Trees and pole beginning 2893’ from DER, 111’ left of centerline, up to 800’ MSL.
Tree and fence beginning 3007’ from DER, 47’ right of centerline, up to 788’ MSL.
Trees and terrain beginning 3071’ from DER, 59’ right of centerline, up to 800’ MSL.
Pole and terrain beginning 3220’ from DER, 410’ left of centerline, up to 44’ AGL/811’ MSL.
Tree and terrain beginning 3308’ from DER, 236’ right of centerline, up to 809’ MSL.
Trees, terrain and pole beginning 3320’ from DER, 96’ left of centerline, up to 816’ MSL.
Trees and pole beginning 3529’ from DER, 53’ right of centerline, up to 810’ MSL.
Tree, terrain and pole beginning 3567’ from DER, 154’ left of centerline, up to 832’ MSL.
Trees, terrain and pole beginning 3717’ from DER, 31’ left of centerline, up to 841’ MSL.
Trees and terrain beginning 3978’ from DER, 14’ left of centerline, up to 865’ MSL.
Trees and poles beginning 4099’ from DER, 123’ left of centerline, up to 870’ MSL.
Trees, and pole 5066’ from DER, 518’ left of centerline, up to 878’ MSL.
Tree 5192’ from DER, 1364’ left of centerline, 883’ MSL.
Trees beginning 5202’ from DER, 973’ left of centerline, up to 884’ MSL.
Tower, trees, terrain and pole beginning 5260’ from DER, 62’ left of centerline, up to 97’ AGL/897’ MSL.
Trees beginning 5916’ from DER, 159’ right of centerline, up to 814’ MSL.
Trees beginning 1 NM from DER, 14’ right of centerline, up to 822’ MSL.
Trees beginning 1.3 NM from DER, 1745’ left of centerline, up to 901’ MSL.
Tree 1.6 NM from DER, 2148’ left of centerline, 913’ MSL.

Rwy 18, terrain 372’ from DER, 543’ right of centerline, 648’ MSL.
Terrain beginning 536’ from DER, 453’ right of centerline, up to 672’ MSL.
Poles, traverse ways and trees beginning 771’ from DER, 58’ left of centerline, up to 71’ AGL/701’ MSL.
Tree and pole beginning 1084’ from DER, 125’ right of centerline, up to 686’ MSL.
Trees and poles beginning 1220’ from DER, 96’ right of centerline, up to 690’ MSL.
Trees beginning 1330’ from DER, 209’ right of centerline, up to 695’ MSL.
Trees and poles beginning 1367’ from DER, on centerline, up to 704’ MSL.
Trees and pole beginning 1640’ from DER, 34’ left of centerline, up to 704’ MSL.
Trees and pole beginning 1674’ from DER, 16’ left of centerline, up to 709’ MSL.
Trees and poles beginning 1767’ from DER, 14’ left of centerline, up to 80’ AGL/717’ MSL.
Trees, sign and pole beginning 2148’ from DER, 218’ left of centerline, up to 724’ MSL.
Tower and trees beginning 2546’ from DER, 44’ left of centerline, up to 99’ AGL/749’ MSL.
Tree 2813’ from DER, 167’ right of centerline, 724’ MSL.
Trees beginning 2824’ from DER, 199’ right of centerline, up to 730’ MSL.
Trees beginning 2858’ from DER, 39’ right of centerline, up to 732’ MSL.
Spires 4511’ from DER, 1449’ right of centerline, 126’ AGL/753’ MSL.
Transmission lines and trees beginning 4715’ from DER, 1068’ left of centerline, up to 102’ AGL/802’ MSL.
Trees and pole beginning 4969’ from DER, 1024’ left of centerline, up to 803’ MSL.
Trees beginning 5057’ from DER, 1185’ left of centerline, up to 809’ MSL.
Trees and transmission line, pole beginning 5168’ from DER, 221’ left of centerline, up to 813’ MSL.
Antenna 5409’ from DER, 1145’ right of centerline, 110’ AGL/774’ MSL.
Trees beginning 5581’ from DER, 454’ left of centerline, up to 819’ MSL.
Tree 5591’ from DER, 48’ right of centerline, 781’ MSL.
Trees and transmission line beginning 5680’ from DER, 254’ left of centerline, up to 837’ MSL.
Trees beginning 5757’ from DER, 562’ right of centerline, 732’ MSL.
Trees, building and transmission line beginning 5812’ from DER, 58’ left of centerline, up to 838’ MSL.
Tree 5993’ from DER, 17’ right of centerline, 787’ MSL.
Trees and transmission lines beginning 5997’ from DER, 299’ left of centerline, up to 842’ MSL.
Trees and poles beginning 1 NM from DER, 819’ left of centerline, up to 844’ MSL.
Transmission line 1.1 NM from DER, 2618’ left of centerline, 129’ AGL/891’ MSL.
Poles, and transmission line beginning 1.1 NM from DER, 321’ left of centerline, up to 126’ AGL/893’ MSL.
Trees beginning 1.2 NM from DER, 703’ left of centerline, up to 897’ MSL.
Tree 1.2 nm from DER, 560’ right of centerline, 826’ MSL.
Trees beginning 1.2 NM from DER, 118’ left of centerline, up to 906’ MSL.
Trees beginning 1.2 NM from DER, 220’ right of centerline, up to 843’ MSL.
Trees beginning 1.3 NM from DER, 60’ right of centerline, up to 804’ MSL.
Trees and pole beginning 1.3 NM from DER, 94’ left of centerline, up to 971’ MSL.
Trees, building, and pole beginning 1.4 NM from DER, 800’ left of centerline, up to 1041’ MSL.
Trees, poles, transmission line, tank and water tower beginning 1.5 NM from DER, 426’ left of centerline, up to 1139’ MSL.
Tower, antenna, trees, pole and buildings beginning 1.7 NM from DER, 1’ left of centerline, up to 150’ AGL/1219’ MSL.
Tree 1.7 NM from DER, 203’ right of centerline, 925’ MSL.
Trees beginning 1.8 NM from DER, 94’ right of centerline, up to 1017’ MSL.
Buildings and trees beginning 1.9 NM from DER, 3’ right of centerline, up to 1106’ MSL.
Tree 2 NM from DER, 1019’ right of centerline, 1120’ MSL.
Trees beginning 2 NM from DER, 127’ right of centerline, up to 1134’ MSL.
Trees, pole, buildings and towers beginning 2.1 NM from DER, 423’ right of centerline, up to 1167’ MSL.
Trees, towers, water tower, antenna and building beginning 2.2 NM from DER, 807’ right of centerline, up to 114’ AGL/1172’ MSL.

Rwy 24, lighting 7’ from DER, 5’ right of centerline, 1’ AGL/604’ MSL.
Lighting 7’ from DER, 5’ left of centerline, 2’ AGL/604’ MSL.
Tree 991’ from DER, 561’ left of centerline, 642’ MSL.
Trees beginning 1057’ from DER, 648’ left of centerline, up to 663’ MSL.

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

BIRMINGHAM, AL (CON’T)
BIRMINGHAM-SHUTTLESWORTH INTL (BHM) (CON’T)

Rwy 24 (CON’T), tree and sign beginning 1610’ from DER, 757’ left of centerline, up to 673’ MSL.
Tree 2636’ from DER, 1172’ left of centerline, 690’ MSL.

Rwy 36, traverse way, fences, terrain and tree beginning 159’ from DER, 505’ right of centerline, up to 16’ AGL/661’ MSL.
Terrain 192’ from DER, 493’ left of centerline, 653’ MSL.
Tree 326’ from DER, 528’ left of centerline, 682’ MSL.

Trees, terrain, poles, fences and vegetation beginning 467’ from DER, 2’ right of centerline, up to 726’ MSL.
Tree 576’ from DER, 532’ left of centerline, 896’ MSL.

Trees and terrain beginning 792’ from DER, 215’ left of centerline, up to 728’ MSL.
Terrain and terrain beginning 986’ from DER, 122’ left of centerline, up to 729’ MSL.

Trees beginning 1332’ from DER, 106’ left of centerline, up to 745’ MSL.
Trees, pole and traverse way beginning 1378’ from DER, 188’ left of centerline, up to 750’ MSL.

Trees and terrain beginning 1632’ from DER, 82’ left of centerline, up to 768’ MSL.
Trees, terrain and vegetation beginning 1921’ from DER, 76’ right of centerline, up to 738’ MSL.

Trees and terrain beginning 2188’ from DER, 433’ right of centerline, up to 753’ MSL.
Trees and terrain beginning 2331’ from DER, 38’ right of centerline, up to 785’ MSL.

Trees and terrain beginning 2444’ from DER, 17’ left of centerline, up to 772’ MSL.

Trees beginning 2714’ from DER, 356’ left of centerline, up to 775’ MSL.
Trees, vegetation, terrain and poles beginning 2816’ from DER, on centerline, up to 839’ MSL.

Trees, terrain and poles beginning 2877’ from DER, 3’ left of centerline, up to 846’ MSL.

Trees and terrain beginning 3808’ from DER, 44’ right of centerline, up to 870’ MSL.
Trees, terrain and pole beginning 4114’ from DER, 20’ right of centerline, up to 872’ MSL.

Trees beginning 4345’ from DER, 864’ right of centerline, up to 105’ AGL/875’ MSL.

Trees, terrain, building and poles beginning 4427’ from DER, on centerline, up to 879’ MSL.
Trees and traverse way beginning 5381’ from DER, 183’ left of centerline, up to 852’ MSL.

Tree 5435’ from DER, 861’ MSL.

Trees and poles beginning 5465’ from DER, 44’ left of centerline, up to 864’ MSL.

Trees, poles and traverse way beginning 5529’ from DER, 85’ left of centerline, up to 870’ MSL.

Trees beginning 5653’ from DER, 320’ left of centerline, up to 874’ MSL.

Trees, vegetation, pole, traverse way and building beginning 5707’ from DER, 143’ left of centerline, up to 879’ MSL.

Trees and traverse way beginning 5913’ from DER, 175’ left of centerline, up to 887’ MSL.

Trees, tower, traverse way, pole, terrain and building beginning 1 nm from DER, 32’ left of centerline, up to 908’ MSL.

Trees and poles beginning 1.1 NM from DER, 1193’ right of centerline, up to 907’ MSL.

Tree 1.7 NM from DER, 262’ left of centerline, 109’ AGL/919’ MSL.

BLAIRSVILLE, GA
BLAIRSVILLE (DZJ)

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

AMDT 1 20APR23 (23110) (FAA)

TAKEOFF MINIMUMS:

Rwys 8, 26, 2900-3 for VCOA.

VCOA:

Rwys 8, 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Blairsville airport at or above 4700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain 74’ from DER, 436’ right of centerline, 1858’ MSL.

Trees, terrain, fence beginning 81’ from DER, 150’ right of centerline, up to 1909’ MSL.

Trees, terrain, poles, vegetation, fence, vehicles on roads, buildings, smokestack beginning 113’ from DER, 75’ left of centerline, up to 1930’ MSL.

Trees, terrain beginning 229’ from DER, 150’ right of centerline, up to 1930’ MSL.

Trees, terrain, vegetation beginning 484’ from DER, 139’ right of centerline, up to 1934’ MSL.

Trees, terrain beginning 1112’ from DER, 236’ right of centerline, up to 1979’ MSL.

Trees, terrain, poles, buildings, fences, vehicles on roads, utility buildings beginning 1234’ from DER, 1’ right of centerline, up to 1995’ MSL.

Trees, terrain, buildings beginning 2015’ from DER, 119’ left of centerline, up to 1985’ MSL.

Trees, vehicles on road, buildings, terrain beginning 2218’ from DER, 4’ left of centerline, up to 1998’ MSL.

Trees, pole, buildings beginning 2406’ from DER, 12’ left of centerline, up to 2003’ MSL.

Trees beginning 2529’ from DER, 45’ left of centerline, up to 2006’ MSL.

Trees, pole beginning 2914’ from DER, 7’ left of centerline, up to 2016’ MSL.

Trees beginning 3148’ from DER, 544’ left of centerline, up to 2030’ MSL.

Trees, pole beginning 3193’ from DER, 219’ left of centerline, up to 2036’ MSL.

Trees, pole, building beginning 3252’ from DER, 13’ left of centerline, up to 2039’ MSL.

Trees beginning 5691’ from DER, 1786’ left of centerline, up to 2043’ MSL.

Trees beginning 1.2 NM from DER, 38’ left of centerline, up to 2099’ MSL.

Trees beginning 1.2 NM from DER, 68’ right of centerline, up to 2079’ MSL.

Trees beginning 1.3 NM from DER, 23’ left of centerline, up to 2118’ MSL.

Trees beginning 1.3 NM from DER, 26’ right of centerline, up to 2095’ MSL.

Trees beginning 1.4 NM from DER, 209’ right of centerline, up to 2140’ MSL.

Trees beginning 1.4 NM from DER, 2’ left of centerline, up to 2141’ MSL.

Trees beginning 1.5 NM from DER, 99’ left of centerline, up to 2314’ MSL.

Trees, terrain, vehicles on roads, vegetation, buildings, pole beginning 1.5 NM from DER, 25’ right of centerline, up to 2245’ MSL.

CON’T
BLAIRSTVILLE, GA (CON’T)

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

Rwy 8 (CON’T), trees, pole beginning 1.6 NM from DER, 29’ left of centerline, up to 2395’ MSL. Trees, pole beginning 1.7 NM from DER, 8’ right of centerline, up to 2348’ MSL. Antennas, towers, trees beginning 1.7 NM from DER, 31’ left of centerline, up to 2563’ MSL. Trees beginning 2.5 NM from DER, 1508’ right of centerline, 2445’ MSL.

Rwy 26, vegetation 10’ from DER, 180’ right of centerline, 1912’ MSL. Trees, pole beginning 14’ from DER, 245’ left of centerline, up to 80’ AGL/1999’ MSL. Trees 196’ from DER, 297’ right of centerline, 1913’ MSL. Trees, pole beginning 218’ from DER, 219’ left of centerline, up to 2012’ MSL. Building 2311’ from DER, 392’ right of centerline, 1926’ MSL. Trees, building, pole beginning 267’ from DER, 132’ left of centerline, up to 2014’ MSL. Trees, buildings beginning 294’ from DER, 302’ right of centerline, up to 1951’ MSL. Vegetation, buildings, poles, terrain beginning 400’ from DER, 138’ left of centerline, up to 2022’ MSL. Trees, building beginning 421’ from DER, 304’ right of centerline, up to 2015’ MSL. Trees, terrain, fence, buildings, vegetation, vehicles on roads beginning 588’ from DER, 10’ right of centerline, up to 2034’ MSL. Tree, terrain beginning 761’ from DER, 171’ left of centerline, up to 2029’ MSL. Trees, vegetation, terrain, building, poles, fence, vehicles on roads beginning 773’ from DER, 1’ left of centerline, up to 2039’ MSL. Trees, terrain, pole, vehicles on road beginning 1517’ from DER, 18’ right of centerline, up to 2068’ MSL. Trees beginning 1666’ from DER, 447’ right of centerline, up to 2070’ MSL. Tree, vegetation beginning 1682’ from DER, 58’ right of centerline, up to 2072’ MSL. Trees, terrain, poles, vehicles on roads, vegetation, buildings beginning 1691’ from DER, 4’ left of centerline, up to 2077’ MSL. Trees beginning 2801’ from DER, 50’ left of centerline, up to 2044’ MSL. Trees, pole, buildings beginning 2894’ from DER, 6’ left of centerline, up to 2062’ MSL. Trees beginning 3477’ from DER, 16’ left of centerline, up to 2066’ MSL. Trees beginning 4327’ from DER, 166’ left of centerline, up to 2094’ MSL. Trees, building beginning 4396’ from DER, 50’ right of centerline, up to 2108’ MSL. Trees beginning 4648’ from DER, 46’ left of centerline, up to 2107’ MSL. Trees beginning 4753’ from DER, 305’ right of centerline, up to 2018’ MSL. Trees beginning 4902’ from DER, 10’ right of centerline, up to 2120’ MSL. Trees beginning 5160’ from DER, 28’ right of centerline, up to 2124’ MSL. Trees beginning 1.3 NM from DER, 926’ right of centerline, 2126’ MSL. Trees beginning 1.4 NM from DER, 682’ right of centerline, up to 2142’ MSL. Trees beginning 1.5 NM from DER, 1026’ right of centerline, up to 2179’ MSL. Trees beginning 1.6 NM from DER, 1418’ right of centerline, up to 2211’ MSL. Tree 1.9 NM from DER, 3558’ left of centerline, 2210’ MSL. Tree 2.1 NM from DER, 2717’ left of centerline, 2275’ MSL. Tree 2.2 NM from DER, 3020’ right of centerline, 2286’ MSL. Trees, building beginning 2.2 NM from DER, 2620’ left of centerline, up to 2466’ MSL. Trees, building beginning 2.3 NM from DER, 2473’ right of centerline, up to 2367’ MSL. Trees beginning 2.4 NM from DER, 3002’ right of centerline, up to 2404’ MSL. Tree 2.5 NM from DER, 3049’ right of centerline, 2357’ MSL.

BLAKELY, GA

EARLY COUNTY (BIJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 12’ from DER, 214’ left of centerline, up to 100’ AGL/319’ MSL. Trees beginning 17’ from DER, 122’ right of centerline, up to 100’ AGL/329’ MSL. Vehicles on roadway, beginning 416’ from DER, left and right of centerline, up to 17’ AGL/236’ MSL. Trains on railroad tracks beginning 883’ from DER, 684’ left of centerline, up to 23’ AGL/242’ MSL.

Rwy 23, trees beginning at DER, 2924’ right of centerline, up to 100’ AGL/319’ MSL. Trees beginning 417’ from DER, left and right of centerline, up to 100’ AGL/319’ MSL. Vehicles on roadway, 537’ from DER, 628’ right of centerline, up to 17’ AGL/236’ MSL. Buildings 1418’ from DER, 203’ left of centerline, up to 50’ AGL/269’ MSL.

BREWTON, AL

BREWTON MUNI (12J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11MAR10 (10070) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA-Closed Indef.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees 141’ from DER, 33’ left of centerline, 25’ AGL/121’ MSL. Vehicles on roadway, 537’ from DER, 628’ right of centerline, up to 17’ AGL/236’ MSL. Buildings 1418’ from DER, 203’ left of centerline, up to 50’ AGL/269’ MSL.

Rwy 12, trees 199’ from DER, 495’ right of centerline, 57’ AGL/156’ MSL. Vehicle on road, 1906’ from DER, 456’ right of centerline, 15’ AGL/156’ MSL.

Rwy 24, trees 380’ from DER, 135’ left of centerline, 25’ AGL, 127’ MSL.

Rwy 30, trees 92’ from DER, 391’ right of centerline, 46’ AGL/126’ MSL. Trees, 2654’ from DER, 1129’ left of centerline, 91’ AGL/161’ MSL.
BRUNSWICK, GA
BRUNSWICK GOLDEN ISLES (BQK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03AUG06 (06215) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, tree 1380' from DER, 840' right of centerline, 38' AGL/57' MSL.
Rwy 25, multiple trees beginning 1259' from DER, 688' right of centerline, up to 50' AGL/74' MSL.

BUTLER, AL
BUTLER/CHOCTAW COUNTY (09A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 08SEP22 (22251) (FAA)
TAKEOFF MINIMUMS:
Rwy 30, 300-1½ or std. w/min. climb of 260' per NM to 400.
TAKEOFF OBSTACLE NOTES:
Rwy 12, trees, poles abeam the DER, 1' left of centerline, up to 208' MSL.
Poles beginning 349' from DER, 492' right of centerline, up to 24' AGL/144' MSL.
Poles beginning 471' from DER, 410' right of centerline, up to 29' AGL/151' MSL.
Trees beginning 768' from DER, 127' right of centerline, up to 155' MSL.
Trees beginning 880' from DER, 63' right of centerline, up to 163' MSL.
Trees beginning 1072' from DER, 518' right of centerline, up to 187' MSL.
Trees beginning 1288' from DER, 92' right of centerline, up to 192' MSL.
Trees beginning 1475' from DER, 28' right of centerline, up to 193' MSL.
Trees beginning 1547' from DER, 515' right of centerline, up to 201' MSL.
Trees beginning 2006' from DER, 859' right of centerline, up to 202' MSL.

Rwy 30, trees beginning 93' from DER, 287' right of centerline, up to 195' MSL.
Trees beginning 100' from DER, 248' left of centerline, up to 168' MSL.
Trees beginning 246' from DER, 297' right of centerline, up to 196' MSL.
Trees beginning 372' from DER, 179' left of centerline, up to 178' MSL.
Trees beginning 622' from DER, 231' left of centerline, up to 190' MSL.
Trees beginning 796' from DER, 278' left of centerline, up to 213' MSL.
Trees beginning 1046' from DER, 107' left of centerline, up to 222' MSL.
Trees beginning 1461' from DER, 8' right of centerline, up to 210' MSL.
Trees beginning 1946' from DER, 147' left of centerline, up to 222' MSL.
Tree 2516' from DER, 738' right of centerline, 212' MSL.
Trees beginning 2522' from DER, 501' right of centerline, up to 215' MSL.
Trees beginning 2751' from DER, 147' right of centerline, up to 230' MSL.
Trees beginning 3313' from DER, 317' right of centerline, up to 232' MSL.
Trees beginning 3341' from DER, 290' left of centerline, up to 228' MSL.
Trees beginning 3579' from DER, 289' right of centerline, up to 236' MSL.
Tree 5170' from DER, 1626' right of centerline, 249' MSL.
Trees beginning 5337' from DER, 1327' right of centerline, up to 279' MSL.
Trees beginning 5482' from DER, 1172' right of centerline, up to 280' MSL.
Trees beginning 5641' from DER, 154' right of centerline, up to 298' MSL.
Trees beginning 6072' from DER, 716' right of centerline, up to 306' MSL.
Trees beginning 6072' from DER, 716' right of centerline, up to 306' MSL.
Trees beginning 1 NM from DER, 2025' right of centerline, up to 292' MSL.

BUTLER, GA
BUTLER MUNI (6A1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 28FEB19 (19059) (FAA)
TAKEOFF MINIMUMS:
Rwys 6, 24, NA - Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 196' from DER, 483' left of centerline, up to 651' MSL.
Rwy 19, tree, lighting, pole beginning 64' from DER, 29' left of centerline, up to 734' MSL.
Vegetation beginning 86' from DER, 234' right of centerline, up to 666' MSL.
Tree 638' from DER, 524' right of centerline, 699' MSL.
Trees beginning 705' from DER, 21' right of centerline, up to 704' MSL.
Trees beginning 857' from DER, 311' right of centerline, up to 709' MSL.
Trees beginning 963' from DER, 348' right of centerline, up to 726' MSL.
Trees beginning 1070' from DER, 70' right of centerline, up to 727' MSL.
CAIRNS AAF (KOZR)
FORT NOVOSEL, AL
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  13JUL23 (23194)  (USA)
TAKEOFF MINIMUMS:
Rwys 6, 24, 18, 36, and Helipads C, G, A, D1, D2, std. All other helipads, NA.
DEPARTURE PROCEDURE:
Helipad C, climb heading 178° to 1000 before proceeding on course.
Helipad G, climb heading 178° to 1000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, twr 4701' from DER, 1754' left of centerline, 160' AGL/433' MSL.
Trees 458' from DER, 268' right of centerline, 100' AGL/318' MSL.
Trees 808' from DER, 254' right of centerline, 100' AGL/331' MSL.
Trees 939' from DER, 145' right of centerline, 100' AGL/320' MSL.
Rwy 24, trees 1231' from DER, 618' right of centerline, 100' AGL/356' MSL.
Rwy 18, trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL.
Rwy 36, trees 1654' from DER, 54' right of centerline, 100' AGL/370' MSL.
Trees 1919' from DER, 65' right of centerline, 100' AGL/372' MSL.
Trees 1960' from DER, 413' left of centerline, 100' AGL/376' MSL.
Tree 835' from DER, 368' right of centerline, 100' AGL/356' MSL.
Helipad A, RADAR antenna, 859' from DER, 547' left of centerline, 103' AGL/409' MSL.
Terrain at DER, 500' right of centerline, 308' MSL.
Tree 772' from DER, 143' right of centerline, 363' MSL.
Tree 818' from DER, 440' right of centerline, 370' MSL.
Helipad C, twr 2323' from DER, 1084' right of centerline, 72' AGL/375' MSL.
Terrain at DER, 156' right of centerline, 315' MSL.
Helipad D1, terrain 71' from DER, 429' right of centerline, 318' MSL.
Tree 1009' from DER, 404' left of centerline, 361' MSL.
Tree 1378' from DER, 476' right of centerline, 380' MSL.
Tree 788' from DER, 54' left of centerline, 370' MSL.
Tree 857' from DER, 592' left of centerline, 375' MSL.
Tree 904' from DER, 169' right of centerline, 370' MSL.
Helipad D2, terrain at DER, 238' left of centerline, 312' MSL.
Terrain 86' from DER, 64' right of centerline, 315' MSL.
Tree 1005' from DER, 410' left of centerline, 370' MSL.
Tree 1121' from DER, 187' left of centerline, 370' MSL.
Tree 1225' from DER, 759' left of centerline, 361' MSL.
Tree 1566' from DER, 768' right of centerline, 376' MSL.
Tree 1594' from DER, 120' right of centerline, 380' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG  13JUL23 (23194)  (USA)
All Rwys, heading as assigned by ATC.

CAIRO, GA
CAIRO-GRADY COUNTY (70J)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  23SEP10 (10266)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 36' from DER, 240' left of centerline, up to 35' AGL/259' MSL.
Trees beginning 203' from DER, 37' right of centerline, up to 35' AGL/273' MSL.
Trees beginning 1037' from DER, 67' right of centerline, up to 35' AGL/285' MSL.
Trees beginning 1295' from DER, 1' left of centerline, up to 35' AGL/275' MSL.
Trees beginning 277' from DER, 355' right of centerline, up to 35' AGL/306' MSL.
Trees beginning 1188' from DER, 4' right of centerline, up to 35' AGL/335' MSL.
Trees beginning 1777' from DER, 74' left of centerline, up to 35' AGL/334' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CALHOUN, GA
TOM B DAVID FLD (CZL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 12DEC13 (22083) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, min. climb of 230' per NM to 1600, or 1200-3 for climb in visual conditions.
Rwy 35, 400-2½ or std. w/min. climb of 220' per NM to 1100 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 173° to 1200 before proceeding on course. For climb in visual conditions, cross Tom B David Fld at or above 1700 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 35, climb heading 353° to 1700 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees, poles, and buildings beginning 245' from DER, left and right of centerline, up to 75' AGL/725' MSL.
Trees and poles beginning 1663' from DER, left and right of centerline, up to 139' AGL/779' MSL.
Trees beginning 1 NM from DER, 916' left of centerline, up to 119' AGL/879' MSL.
Rwy 35, trees and bushes beginning 75' from DER, left and right of centerline, up to 100' AGL/730' MSL.
Trees and poles beginning 1948' from DER, left and right of centerline, up to 108' AGL/738' MSL.
Trees beginning 1.9 NM from DER, 298' right of centerline, up to 105' AGL/957' MSL.

CAMDEN, AL
CAMDEN MUNI (61A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JAN17 (17005) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees, beginning 3' from DER, 204' left of centerline, up to 200' MSL.
Trees, beginning 83' from DER, 418' left of centerline, up to 225' MSL.
Tree, terrain, beginning 132' from DER, 48' right of centerline, up to 230' MSL.
Tree, terrain, beginning 335' from DER, 52' right of centerline, up to 233' MSL.
Tree 546' from DER, 279' left of centerline, 242' MSL.
Tree, terrain, beginning 547' from DER, 35' left of centerline, up to 260' MSL.
Rwy 36, tree, terrain, beginning 51' from DER, 188' left of centerline, up to 191' MSL.
Tree 149' from DER, 252' right of centerline, 231' MSL.
Tree, terrain, pole, beginning 166' from DER, 18' right of centerline, up to 239' MSL.
Trees, beginning 416' from DER, 516' left of centerline, up to 212' MSL.
Tree, pole, ant, bush, beginning 444' from DER, 98' left of centerline, up to 219' MSL.

CAMILLA, GA
CAMILLA-MITCHELL COUNTY (CXU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 09JAN14 (14009) (FAA)
DEPARTURE PROCEDURE:
Rwy 8, climb heading 084° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 8, tree 127' from DER, 348' right of centerline, 15' AGL/185' MSL.
Trees beginning 223' from DER, 499' left of centerline, up to 75' AGL/241' MSL.
Trees beginning 692' from DER, 514' right of centerline, up to 75' AGL/249' MSL.
Trees beginning 1511' from DER, 9' left of centerline, up to 80' AGL/267' MSL.
Trees beginning 1529' from DER, 94' right centerline, up to 80' AGL/269' MSL.
Rwy 26, trees beginning 27' from DER, 409' left of centerline, up to 45' AGL/234' MSL.
Tree 29' from DER, 312' right of centerline, 35' AGL/205' MSL.
Tree 40' from DER, 125' left of centerline, 8' AGL/171' MSL.
Trees beginning 940' from DER, 733' left of centerline, up to 75' AGL/229' MSL.
Trees beginning 1696' from DER, 1696' right of centerline, up to 80' AGL/225' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CANON, GA
FRANKLIN-HART (18A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 21MAR24 (24081) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 400-2¾ or std w/min climb of 223'/NM to 1400 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 142' from DER, 356' right of centerline, up to 26' AGL/916' MSL.
Tree 377' from DER, 359' right of centerline, 38' AGL/928' MSL.
Trees beginning 468' from DER, 392' left of centerline, up to 962' MSL.
Trees beginning 708' from DER, 422' right of centerline, up to 44' AGL/934' MSL.
Tree, transmission line beginning 1145' from DER, 182' left of centerline, up to 979' MSL.
Trees beginning 1212' from DER, 708' right of centerline, up to 98' AGL/988' MSL.
Trees beginning 2002' from DER, 7 right of centerline, up to 991' MSL.
Trees beginning 2641' from DER, 71' left of centerline, up to 990' MSL.
Tree 2750' from DER, 674' left of centerline, 991' MSL.
Trees beginning 2787' from DER, 107' left of centerline, up to 992' MSL.
Tree 3520' from DER, 162' right of centerline, up to 1006' MSL.

CANTON, GA
CHEROKEE COUNTY RGNL (CNI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 16JUL20 (20198) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, std. w/min. climb of 300' per NM to 4500, or 1600-3 for VCOA.
Rwy 23, 300-1 or std. w/min. climb of 236' per NM to 1500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.
DEPARTURE PROCEDURE:
Rwy 23, climb on heading 227° to 2500 before proceeding on course.
VCOA:
Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Cherokee County RGNL airport at or above 2700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, lighting 10' from DER, 17' right of centerline, 2' AGL/1190' MSL.
Trees beginning 25' from DER, 149' left of centerline, up to 1200' MSL.
Tree 65' from DER, 466' left of centerline, 1213' MSL.
Tree 121' from DER, 489' left of centerline, 1220' MSL.
Trees beginning 152' from DER, 142' left of centerline, up to 1226' MSL.
Trees beginning 506' from DER, 446' left of centerline, up to 1233' MSL.
Tree 3578' from DER, 157' right of centerline, 1282' MSL.
Trees beginning 3590' from DER, 250' right of centerline, up to 1286' MSL.
Transmission line 4866' from DER, 1062' right of centerline, 140' AGL/1327' MSL.
Rwy 23, vegetation 28' from DER, 496' right of centerline, 1207' MSL.
Tree, transmission line, pole beginning 56' from DER, 357' left of centerline, up to 1245' MSL.
Tree 165' from DER, 335' right of centerline, 1248' MSL.

CARROLLTON, GA
WEST GEORGIA RGNL - O V GRAY FLD (CTJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07MAY09 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-1 or std. w/min. climb of 276' per NM to 1400.
DEPARTURE PROCEDURE:
Rwy 35, climb heading 348° to 1800 before turning east.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL.
Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' MSL.

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

CARROLLTON, GA (CON’T)
WEST GEORGIA RGNL - O V GRAY FLD (CTJ) (CON’T)

Rwy 35, trees beginning 123’ from DER, 3’ left of centerline, up to 100’ AGL/1283’ MSL.
Trees beginning 1189’ from DER, 127’ right of centerline, up to 100’ AGL/1283’ MSL.
Vehicle on road 2489’ from DER, 477’ left of centerline, 17’ AGL/1235’ MSL.

CARTERSVILLE, GA

CARTERSVILLE (VPC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  25OCT07 (07298)  (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 500-2¼ or std. w/ min. climb of 361’ per NM to 1300.
Rwy 19, 400-2½ or std. w/ min. climb of 600’ per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 1, climb heading 007° to 2300 before proceeding on course.
Rwy 19, climb heading 187° to 1300 before turning westbound.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 24’ from DER, 236’ left of centerline, up to 74’ AGL/798’ MSL.
Brush 199’ from DER, 160’ right of centerline, 26’ AGL/756’ MSL.
Tree 1253’ from DER, 641’ right of centerline, 69’ AGL/808’ MSL.
Trees beginning 8789’ from DER, 2511’ right of centerline, up to 100’ AGL/1199’ MSL.

Rwy 19, terrain 194’ from DER, 466’ left of centerline, 0’ AGL/775’ MSL.
Trees beginning 2357’ from DER, 44’ left of centerline, up to 80’ AGL/1079’ MSL.
Trees beginning 2312’ from DER, 119’ right of centerline, up to 80’ AGL/1019’ MSL.

CEDARTOWN, GA

POLK COUNTY/CORNELIUS MOORE FLD (4A4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  22APR21 (21112)  (FAA)

TAKEOFF MINIMUMS:

Rwy 10, tree 2’ from DER, 370’ left of centerline, 999’ MSL.
Trees beginning 9’ from DER, 273’ left of centerline, up to 1009’ MSL.
Trees beginning 48’ from DER, 31’ right of centerline, up to 1006’ MSL.
Trees beginning 2218’ from DER, 918’ right of centerline, up to 1008’ MSL.

Rwy 28, trees beginning 18’ from DER, 146’ left of centerline, up to 991’ MSL.
Trees beginning 70’ from DER, 282’ right of centerline, up to 1012’ MSL.
Trees, transmission line beginning 116’ from DER, 249’ right of centerline, up to 1018’ MSL.

Rwy 2, trees beginning 333’ from DER, 488’ left of centerline, up to 1014’ MSL.
Trees beginning 504’ from DER, 487’ left of centerline, up to 1020’ MSL.
Trees beginning 1256’ from DER, 549’ left of centerline, up to 1021’ MSL.
Trees beginning 1543’ from DER, 714’ right of centerline, 1025’ MSL.

Trees beginning 1919’ from DER, 853’ left of centerline, 1035’ MSL.
Trees beginning 1992’ from DER, 561’ left of centerline, up to 1044’ MSL.

CENEDARTOWN, GA

Rwy 25, trees beginning 2218’ from DER, 249’ right of centerline, up to 1018’ MSL.

Tree 3093’ from DER, 516’ left of centerline, 100’ AGL/679’ MSL.

CENTRE, AL

CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  10APR08 (08101)  (FAA)

DEPARTURE PROCEDURE:

Rwy 7, climb heading 067° to 1400 before turning South.
Rwy 25, climb heading 247° to 2500 before turning South.

TAKEOFF OBSTACLE NOTES:

Rwy 7, multiple trees beginning 1481’ from DER, 456’ right of centerline up to 100’ AGL/709’ MSL.
Multiple trees beginning 2273’ from DER, 434’ left of centerline up to 100’ AGL/689’ MSL.
Rwy 25, multiple trees beginning 2780’ from DER, 245’ right of centerline up to 100’ AGL/689’ MSL.
Tree 3593’ from DER, 516’ left of centerline 100’ AGL/679’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CENTREVILLE, AL
BIBB COUNTY (0A8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20DEC07 (07354) (FAA)
TAKEOFF MINIMUMS:
- Rwy 10, 300-1/4 or std. w/min. climb of 330' per NM to 600.
- Rwy 28, 300-2 or std. w/min. climb of 300' per NM to 600.
DEPARTURE PROCEDURE:
- Rwy 10, climb heading 09°7 to 1000 before turning left.
TAKEOFF OBSTACLE NOTES:
- Rwy 10, brush 430' from DER, 42' right of centerline, up to 100' AGL/499' MSL.
- Trees beginning 4800' from DER, 1397' left of centerline, up to 100' AGL/479' MSL.
- Rwy 28, trees beginning at DER, 309' right of centerline, up to 100' AGL/499' MSL.

CHATOM, AL
ROY WILCOX (5R1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29MAY14 (14149) (FAA)
TAKEOFF MINIMUMS:
- Rwy 12, 300-1 ¼ or std. w/min. climb of 234' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 1900' prior to DER.
TAKEOFF OBSTACLE NOTES:
- Rwy 12, tree 17' from DER, 155' left of centerline, 100' AGL/223' MSL.
- Trees beginning 123' from DER, 171' right of centerline, up to 100' AGL/216' MSL.
- Trees beginning 290' from DER, 88' left of centerline, up to 100' AGL/259' MSL.
- Trees 1 NM from DER, 162' right of centerline, up to 100' AGL/259' MSL.
- Rwy 30, power pole and tree beginning 6' from DER, 197' left of centerline, up to 100' AGL/273' MSL.
- Trees and power pole beginning 95' from DER, 205' right of centerline, up to 100' AGL/272' MSL.
- Vehicles on road, poles and sign beginning 175' from DER, left and right of centerline, up to 15' AGL/189' MSL.
- Trees beginning 611' from DER, left and right of centerline, up to 100' AGL/258' MSL.

CLANTON, AL
CHILTON COUNTY (02A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15SEP16 (16259) (FAA)
TAKEOFF MINIMUMS:
- Rwy 8, 300-1 ½ or std. w/min. climb of 234' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 1900' prior to DER.
TAKEOFF OBSTACLE NOTES:
- Rwy 8, catenary 135' from DER, 494' left of centerline, 51' AGL/611' MSL.
- Trees beginning 185' from DER, 328' left of centerline, up to 87' AGL/646' MSL.
- Tree, pole, bldg, flgpl beginning 389' from DER, 264' left of centerline, up to 101' AGL/657' MSL.
- Tree 612' from DER, 461' right of centerline, 77' AGL/644' MSL.
- Tree 767' from DER, 536' right of centerline, 83' AGL/657' MSL.
- Tree, pole beginning 936' from DER, 289' right of centerline, up to 103' AGL/679' MSL.
- Trees 1 ½ NM from DER, 782' left of centerline, up to 100' AGL/692' MSL.
- Trees beginning 1663' from DER, 578' left of centerline, up to 80' AGL/692' MSL.
- Tree, pole, vehicles on road beginning 1880' from DER, on centerline, up to 59' AGL/703' MSL.
- Tree, steeple, pole beginning 1981' from DER, 70' left of centerline, up to 100' AGL/701' MSL.
- Tree 2340' from DER, 926' right of centerline, 64' AGL/711' MSL.
- Tree, pole beginning 2362' from DER, 23' right of centerline, up to 91' AGL/720' MSL.
- Trees, poles beginning 2640' from DER, 177' left of centerline, up to 84' AGL/724' MSL.
- Trees, poles beginning 3180' from DER, 415' right of centerline, up to 108' AGL/732' MSL.
- Tree, pole beginning 3408' from DER, 9' left of centerline, up to 111' AGL/711' MSL.
- Tree, pole beginning 3536' from DER, 70' right of centerline, up to 94' AGL/736' MSL.
- Trees, pole beginning 4266' from DER, 155' left of centerline, up to 108' AGL/748' MSL.
- Tree, ant, pole beginning 4416' from DER, 619' right of centerline, up to 110' AGL/763' MSL.
- Tree, pole beginning 4688' from DER, 384' left of centerline, up to 95' AGL/752' MSL.
- Tree, pole beginning 4734' from DER, 1052' right of centerline, up to 95' AGL/772' MSL.
- Tree, pole beginning 4795' from DER, 313' right of centerline, up to 102' AGL/775' MSL.
- Trees beginning 4935' from DER, 45' left of centerline, up to 109' AGL/772' MSL.
- Trees beginning 1 NM from DER, 18' right of centerline, up to 99' AGL/777' MSL.
- Trees beginning 1.1 NM from DER, 15' left of centerline, up to 110' AGL/784' MSL.
- Rwy 26, pole 142' from DER, 444' left of centerline, 35' AGL/611' MSL.
- Grd, bldg beginning 200' from DER, 289' right of centerline, up to 15' AGL/608' MSL.
- Tree, pole beginning 375' from DER, 423' left of centerline, up to 79' AGL/662' MSL.
- Pole 428' from DER, 313' right of centerline, 35' AGL/628' MSL.
- Tree, pole beginning 454' from DER, 357' right of centerline, up to 69' AGL/665' MSL.
- Tree, vehicle on road, pole beginning 605' from DER, 4' right of centerline, up to 86' AGL/688' MSL.
- Tree, pole beginning 673' from DER, 381' left of centerline, up to 81' AGL/669' MSL.
- Trees, pole beginning 962' from DER, 13' right of centerline, up to 94' AGL/697' MSL.

CON'T
CLALTON, AL (CON’T)
CHILTON COUNTY (02A) (CON’T)

Rwy 26 (CON’T), tree, pole beginning 1338’ from DER, 30’ left of centerline, up to 101’ AGL/678’ MSL.
Tree, tank, water twr beginning 4449’ from DER, 941’ left of centerline, up to 110’ AGL/729’ MSL.

CLAXTON, GA
CLAXTON-EVANS COUNTY (CWV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 15JUN23 (23166) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 10, vegetation 13’ from DER, 220’ left of centerline, 99’ MSL.
Tree 93’ from DER, 358’ right of centerline, 153’ MSL.
Trees beginning 185’ from DER, 389’ right of centerline, up to 160’ MSL.
Trees beginning 259’ from DER, 353’ right of centerline, up to 178’ MSL.
Trees beginning 285’ from DER, 530’ left of centerline, up to 186’ MSL.
Trees beginning 420’ from DER, 75’ left of centerline, up to 189’ MSL.
Trees beginning 459’ from DER, 519’ right of centerline, up to 185’ MSL.
Trees beginning 530’ from DER, 351’ right of centerline, up to 191’ MSL.
Trees beginning 885’ from DER, 27’ right of centerline, up to 196’ MSL.
Trees beginning 3469’ from DER, 232’ left of centerline, up to 194’ MSL.
Tree 3728’ from DER, 107’ left of centerline, 197’ MSL.

Rwy 28, terrain 5’ from DER, 358’ right of centerline, 114’ MSL.
Vehicle on road beginning 58’ from DER, 300’ left of centerline, up to 126’ MSL.
Poles, vehicle on road, vegetation beginning 89’ from DER, 315’ right of centerline, up to 164’ MSL.
Vehicle on road beginning 149’ from DER, 230’ left of centerline, up to 127’ MSL.
Trees, vehicle on road, vegetation, poles, buildings beginning 276’ from DER, 5’ right of centerline, up to 195’ MSL.
Vehicle on road beginning 405’ from DER, 290’ left of centerline, up to 128’ MSL.
Tree, vehicle on road beginning 429’ from DER, 4’ left of centerline, up to 150’ MSL.
Trees, poles, sign beginning 634’ from DER, 12’ left of centerline, up to 170’ MSL.
Trees beginning 853’ from DER, 158’ right of centerline, up to 209’ MSL.
Poles, beginning 903’ from DER, 110’ right of centerline, up to 211’ MSL.
Trees beginning 1201’ from DER, 645’ left of centerline, up to 179’ MSL.
Trees beginning 1275’ from DER, 3’ left of centerline, up to 182’ MSL.
Trees beginning 1321’ from DER, 30’ left of centerline, up to 183’ MSL.
Trees, antenna, power line beginning 1374’ from DER, 16’ right of centerline, up to 223’ MSL.

Trees beginning 2192’ from DER, 28’ left of centerline, up to 184’ MSL.
Trees beginning 2273’ from DER, 55’ left of centerline, up to 186’ MSL.
Trees beginning 2353’ from DER, 33’ left of centerline, up to 193’ MSL.
Trees beginning 2375’ from DER, 80’ left of centerline, up to 197’ MSL.
Trees beginning 2533’ from DER, 12’ left of centerline, up to 202’ MSL.

CLAYTON, AL
CLAYTON MUNI (11A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:
Rwy 10, 300-2 or std. w/min. climb of 390’ per NM to 800 or 1000-3 for VCOA.
Rwy 28, 300-1¾ or std. w/min. climb of 360’ per NM to 800.

DEPARTURE PROCEDURE:
Rwy 10, climb on heading 101° to 900 before turning, VCOA.
Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Clayton Muni airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 10, tree 156’ from DER, 397’ left of centerline, 502’ MSL.
Tree 2340’ from DER, 764’ left of centerline, 527’ MSL.
Tree 2568’ from DER, 7’ right of centerline, 539’ MSL.
Tree 2568’ from DER, 113’ right of centerline, 541’ MSL.
Transmission line, tower beginning 5079’ from DER, 592’ left of centerline, up to 66’ AGL/624’ MSL.
Transmission line 5228’ from DER, 1526’ left of centerline, 75’ AGL/631’ MSL.
Transmission line 5594’ from DER, 1456’ left of centerline, 75’ AGL/651’ MSL.
Transmission line 5869’ from DER, 1434’ left of centerline, 70’ AGL/658’ MSL.
Transmission line beginning 1 NM from DER, 1398’ left of centerline, up to 70’ AGL/665’ MSL.
Transmission line, tree beginning 1.1 NM from DER, 979’ left of centerline, up to 70’ AGL/694’ MSL.
Tank 1.1 NM from DER, 634’ right of centerline, 134’ AGL/722’ MSL.
Tree 1.6 NM from DER, 834’ right of centerline, 694’ MSL.

Rwy 28, tree 1433’ from DER, 714’ left of centerline, 514’ MSL.
Tree 1415’ from DER, 411’ right of centerline, 519’ MSL.
Tree 2052’ from DER, 434’ right of centerline, 521’ MSL.
Tree 1.1 NM from DER, 731’ left of centerline, 605’ MSL.
Tree 1.4 NM from DER, 2360’ right of centerline, 659’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

COCHRAN, GA

COCHRAN (48A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A  30NOV23 (23334) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb on heading 049° to 1800 before turning left.

Rwy 11, climb on heading 107° to 1200 before turning left.

Rwy 23, climb on heading 229° to 900 before proceeding on course.

Rwy 29, climb on heading 287° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 4’ from DER, 191’ left of centerline, up to 371’ MSL.

Trees beginning 357’ from DER, 297’ right of centerline, up to 368’ MSL.

Trees beginning 407’ from DER, 158’ right of centerline, up to 372’ MSL.

Trees beginning 682’ from DER, 370’ left of centerline, up to 375’ MSL.

Trees beginning 686’ from DER, 183’ right of centerline, up to 374’ MSL.

Tree 883’ from DER, 394’ left of centerline, 377’ MSL.

Tree 938’ from DER, 583’ left of centerline, 379’ MSL.

Tree 962’ from DER, 739’ left of centerline, 382’ MSL.

Tree 1044’ from DER, 428’ left of centerline, 383’ MSL.

Trees beginning 1138’ from DER, 355’ left of centerline, up to 387’ MSL.

Trees beginning 1220’ from DER, 256’ left of centerline, up to 389’ MSL.

Trees beginning 1354’ from DER, 8’ left of centerline, up to 395’ MSL.

Rwy 11, terrain beginning 25’ from DER, 284’ left of centerline, up to 340’ MSL.

Agricultural equipment 166’ from DER, 331’ right of centerline, 15’ AGL/344’ MSL.

Trees beginning 1105’ from DER, 179’ right of centerline, up to 400’ MSL.

Tree 1212’ from DER, 757’ left of centerline, 378’ MSL.

Trees beginning 1272’ from DER, 612’ left of centerline, up to 390’ MSL.

Tree 2362’ from DER, 415’ left of centerline, 406’ MSL.

Rwy 23, trees beginning 4’ from DER, 370’ right of centerline, up to 363’ MSL.

Trees beginning 42’ from DER, 285’ left of centerline, up to 362’ MSL.

Trees beginning 91’ from DER, 239’ left of centerline, up to 388’ MSL.

Trees beginning 236’ from DER, 403’ right of centerline, up to 374’ MSL.

Trees beginning 293’ from DER, 1’ left of centerline, up to 398’ MSL.

Rwy 29, tree 43’ from DER, 480’ right of centerline, 444’ MSL.

Trees beginning 284’ from DER, 299’ right of centerline, up to 416’ MSL.

Trees beginning 406’ from DER, 241’ left of centerline, up to 418’ MSL.

Trees beginning 494’ from DER, 355’ right of centerline, up to 475’ MSL.

Trees beginning 557’ from DER, 239’ left of centerline, up to 421’ MSL.

Trees beginning 627’ from DER, 17’ right of centerline, up to 480’ MSL.

Trees beginning 734’ from DER, 229’ left of centerline, up to 422’ MSL.

Trees beginning 853’ from DER, 49’ left of centerline, up to 426’ MSL.

Rwy 29, tree 43’ from DER, 480’ right of centerline, 444’ MSL.

Trees beginning 61’ from DER, 293’ right of centerline, up to 460’ MSL.

Trees, fence, terrain beginning 125’ from DER, 333’ right of centerline, up to 474’ MSL.

Tree 217’ from DER, 417’ left of centerline, 397’ MSL.

Trees beginning 284’ from DER, 299’ left of centerline, up to 416’ MSL.

Trees beginning 406’ from DER, 241’ left of centerline, up to 418’ MSL.

Trees beginning 494’ from DER, 355’ right of centerline, up to 475’ MSL.

Trees beginning 557’ from DER, 239’ left of centerline, up to 421’ MSL.

Trees beginning 627’ from DER, 17’ right of centerline, up to 480’ MSL.

Trees beginning 734’ from DER, 229’ left of centerline, up to 422’ MSL.

Trees beginning 853’ from DER, 49’ left of centerline, up to 426’ MSL.

Rwy 29, tree 43’ from DER, 480’ right of centerline, 444’ MSL.

Trees, fence, terrain beginning 61’ from DER, 293’ right of centerline, up to 460’ MSL.

Tree 1486’ from DER, 336’ left of centerline, 431’ MSL.

Trees beginning 1543’ from DER, 8’ left of centerline, up to 434’ MSL.

Tree 1823’ from DER, 71’ left of centerline, 447’ MSL.

Trees beginning 1877’ from DER, 151’ left of centerline, up to 448’ MSL.

Tree 1943’ from DER, 8’ left of centerline, 450’ MSL.

Trees beginning 2019’ from DER, 6’ left of centerline, up to 453’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

COLUMBUS, GA
COLUMBUS (CSG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7B  11AUG22  (22223)  (FAA)
TAKEOFF MINIMUMS:
Rwy 13, std. w/min. climb of 205’ per NM to 1200 or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1200’ prior to DER or 1700-3 for VCOA.
Rwy 24, std. w/min. climb of 225’ per NM to 1800 or 1700-3 for VCOA.
Rwy 31, 300-3 or std. w/min. climb of 404’ per NM to 700.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 056° to 1400 before turning south.
Rwy 13, climb heading 070° to 2100 before turning south.
Rwy 24, climb heading 280° to 1900 before turning south.
Rwy 31, climb heading 309° to 1400 before turning south.
VCOA:
Rwys 13, 24, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Columbus airport at or above 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, vehicle on road, building and trees beginning 363’ from DER, 6’ left of centerline, up to 83’ AGL/532’ MSL.
Trees beginning 748’ from DER, 1’ right of centerline, up to 51’ AGL/501’ MSL.
Rwy 13, tower, flagpole, and trees beginning 396’ from DER, 132’ left of centerline, up to 475’ AGL/989’ MSL.
Trees, bush, and electrical systems beginning 101’ from DER, 55’ left of centerline, up to 44’ AGL/465’ MSL.
Rwys and trees beginning 2414’ from DER, 298’ right of centerline, up to 784’ AGL/1404’ MSL.
Rwy 31, vehicle on road, bush, signs, poles, tower, and trees beginning 319’ from DER, 33’ left of centerline, up to 183’ AGL/598’ MSL.
Trees, antenna, and vehicle on road beginning 319’ from DER, 146’ right of centerline, up to 100’ AGL/569’ MSL.

CORDELE, GA
CRISP COUNTY-CORDELE (CKF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  27APR17  (17117)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 120’ from DER, 376’ left of centerline, up to 391’ MSL.
Tree 363’ from DER, 531’ right of centerline, 387’ MSL.
Tree 2313’ from DER, 723’ right of centerline, 389’ MSL.
Tree 2404’ from DER, 788’ right of centerline, 402’ MSL.
Trees beginning 2435’ from DER, 325’ right of centerline, up to 412’ MSL.
Rwy 10, tree, pole beginning 22’ from DER, 258’ left of centerline, up to 353’ MSL.
RD (N) 435’ from DER, 405’ right of centerline, 326’ MSL.
Tree, building beginning 627’ from DER, 281’ right of centerline, up to 390’ MSL.
Tree 1153’ from DER, 418’ left of centerline, 386’ MSL.
Trees beginning 1238’ from DER, 426’ left of centerline, up to 372’ MSL.
Rwys and trees beginning 1730’ from DER, 376’ left of centerline, up to 409’ MSL.
Tree 4162’ from DER, 253’ right of centerline, 426’ MSL.
Rwy 24, trees beginning 162’ from DER, 463’ left of centerline, up to 382’ MSL.
Rwys and trees beginning 340’ from DER, 342’ right of centerline, up to 391’ MSL.
Rwy 26, tree 100’ from DER, 384’ right of centerline, 311’ MSL.
Tree 1199’ from DER, 673’ right of centerline, 370’ MSL.
Trees beginning 1235’ from DER, 748’ left of centerline, up to 372’ MSL.
Trees beginning 1760’ from DER, 338’ right of centerline, up to 391’ MSL.
Tree 2138’ from DER, 107’ left of centerline, 374’ MSL.
Trees beginning 2317’ from DER, 412’ left of centerline, up to 387’ MSL.
Tree 2537’ from DER, 661’ left of centerline, 388’ MSL.
Tree 3007’ from DER, 277’ right of centerline, 394’ MSL.
Tree 3205’ from DER, 675’ right of centerline, 400’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CORNELIA, GA
HABERSHAM COUNTY (AJR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 27JAN22 (22027) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 400-2% or std. w/min. climb of 315’ per NM to 1700.
TAKEOFF OBSTACLE NOTES:
Rwy 6, 10’ left of centerline, up to 102’ AGL/1509’ MSL.
Rwy 24, 10’ left of centerline, up to 1470’ MSL.
Rwy 6, 10’ right of centerline, up to 1483’ MSL.
Rwy 24, 10’ right of centerline, up to 1495’ MSL.
Rwy 6, 10’ right of centerline, up to 1501’ MSL.
Rwy 24, 10’ right of centerline, up to 1502’ MSL.
Rwy 6, 10’ left of centerline, up to 1519’ MSL.
Rwy 24, 10’ left of centerline, up to 1526’ MSL.
Rwy 6, 10’ left of centerline, up to 1530’ MSL.
Rwy 24, 10’ right of centerline, up to 1532’ MSL.
Rwy 6, 10’ right of centerline, up to 1537’ MSL.
Rwy 24, 10’ right of centerline, up to 1540’ MSL.
Rwy 6, 10’ right of centerline, up to 1552’ MSL.
Rwy 24, 10’ right of centerline, up to 1574’ MSL.
Rwy 6, 10’ right of centerline, up to 1576’ MSL.
Rwy 24, 10’ right of centerline, up to 1579’ MSL.
Rwy 6, 10’ right of centerline, up to 1583’ MSL.
Rwy 24, 10’ right of centerline, up to 1589’ MSL.
Rwy 6, 10’ right of centerline, up to 1591’ MSL.
Rwy 24, 10’ right of centerline, up to 1595’ MSL.
Rwy 6, 10’ right of centerline, up to 1599’ MSL.
Rwy 24, 10’ right of centerline, up to 1600’ MSL.
Rwy 6, 10’ right of centerline, up to 1604’ MSL.
Rwy 24, 10’ right of centerline, up to 1614’ MSL.
Rwy 6, 10’ right of centerline, up to 1626’ MSL.
Rwy 24, 10’ right of centerline, up to 1627’ MSL.
Rwy 6, 10’ right of centerline, up to 1640’ MSL.
Rwy 24, 10’ right of centerline, up to 1654’ MSL.
Rwy 6, 10’ right of centerline, up to 1669’ MSL.
Rwy 24, 10’ right of centerline, up to 1590’ MSL.
Rwy 6, 10’ right of centerline, up to 1571’ MSL.
Rwy 24, 10’ right of centerline, up to 1560’ MSL.
Rwy 6, 10’ right of centerline, up to 1566’ MSL.
Rwy 24, 10’ right of centerline, up to 1568’ MSL.
Rwy 6, 10’ right of centerline, up to 1569’ MSL.
Rwy 24, 10’ right of centerline, up to 1574’ MSL.
Rwy 6, 10’ right of centerline, up to 1576’ MSL.
Rwy 24, 10’ right of centerline, up to 1590’ MSL.

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

CORNELIA, GA (CON’T)
HABERSHAM COUNTY (AJR) (CON’T)
  Rwy 24 (CON’T), tree, fence, vehicles on road, building, terrain, general utility, pole beginning 1144’ from DER, 7’ left of centerline, up to 75’ AGL/1501’ MSL.
  Tree, building, vehicles on road, pole beginning 1334’ from DER, 1’ left of centerline, up to 79’ AGL/1508’ MSL.
  Tree, pole, windmill farms beginning 1940’ from DER, 1’ left of centerline, up to 1509’ MSL.
  Trees beginning 2605’ from DER, 388’ left of centerline, up to 1515’ MSL.
  Trees beginning 2680’ from DER, 10’ left of centerline, up to 1520’ MSL.
  Trees beginning 2992’ from DER, on centerline, up to 82’ AGL/1507’ MSL.
  Trees beginning 3249’ from DER, 28’ left of centerline, up to 97’ AGL/1521’ MSL.

COURTLAND, AL
COURTLAND (9A4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  26APR18 (18116)  (FAA)
TAKEOFF MINIMUMS:
  Rwy 31, 300-1½ or std. w/min. climb of 220’ per NM to 900, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1600’ prior to DER.
TAKEOFF OBSTACLE NOTES:
  Rwy 13, terrain 34’ from DER, 413’ right of centerline, 573’ MSL.
  Rwy 18, tree 4707’ from DER, 1588’ right of centerline, 100’ AGL/709’ MSL.
  Rwy 31, terrain 16’ from DER, 484’ right of centerline, 584’ MSL.
  Trees beginning 1864’ from DER, left and right of centerline, up to 100’ AGL/759’ MSL.
  Rwy 36, fence 192’ from DER, 494’ left of centerline, 6’ AGL/591’ MSL.
  Vehicles on road beginning 567’ from DER, left and right of centerline, 15’ AGL/600’ MSL.
  Trees beginning 728’ from DER, left and right of centerline, up to 100’ AGL/658’ MSL.

CULLMAN, AL
CULLMAN RGNL/FOLSOM FLD (CMD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  27JUN13 (22195)  (FAA)
TAKEOFF MINIMUMS:
  Rwy 20, 300-1¾ or std. w/ min. climb of 585’ per NM to 1300.
TAKEOFF OBSTACLE NOTES:
  Rwy 2, rising terrain beginning 40’ from DER, 125’ right of centerline, up to 980’ MSL.
  Pole 1429’ from DER, 665’ right of centerline, 41’ AGL/1006’ MSL.
  Trees beginning 1672’ from DER, left and right of centerline, up to 100’ AGL/1119’ MSL.
  Rwy 20, trees beginning at DER, 488’ left of centerline, up to 99’ AGL/1033’ MSL.
  Trees beginning at DER, 534’ right of centerline, up to 79’ AGL/994’ MSL.
  Building 436’ from DER, 521’ right of centerline, 20’ AGL/953’ MSL.
  Building 725’ from DER, 556’ right of centerline, 23’ AGL/954’ MSL.
  Trees beginning 1174’ from DER, left and right of centerline, up to 125’ AGL/1119’ MSL.
  Water tower, 1.5 NM from DER 960’ left of centerline, 199’ AGL/1184’ MSL.

DALTON, GA
DALTON MUNI (DNN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5  27APR17 (17117)  (FAA)
TAKEOFF MINIMUMS:
  Rwy 14, 300-1 and 211’ per NM to 2800 or standard w/min. climb of 675’ per NM to 1000 or 2300-3 for VCOA.
DEPARTURE PROCEDURE:
  Rwy 14, climb heading 140° to 2800 before turning left.
  Rwy 32, climb heading 320° to 2000 before proceeding on course.
VCOA:
  Rwy 14, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dalton Muni at or above 2900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
  Rwy 14, tree 117’ from DER, 428’ left of centerline, 695’ MSL.
  Tree 123’ from DER, 428’ left of centerline, 699’ MSL.
  Trees beginning 1356’ from DER, 388’ left of centerline, up to 737’ MSL.
  Trees beginning 1559’ from DER, 90’ left of centerline, up to 741’ MSL.
  Tree 1684’ from DER, 91’ right of centerline, 746’ MSL.
  Trees beginning 1752’ from DER, 36’ right of centerline, up to 760’ MSL.
  Trees beginning 1781’ from DER, 17’ left of centerline, up to 744’ MSL.
  Trees beginning 1903’ from DER, 81’ right of centerline, up to 768’ MSL.
  Trees beginning 2110’ from DER, 778’ left of centerline, up to 794’ MSL.
  Trees beginning 2320’ from DER, 282’ left of centerline, up to 858’ MSL.
  Trees and building beginning 2444’ from DER, 2’ left of centerline, up to 904’ MSL.

CON’T

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

DALTON, GA (CON’T)
DALTON MUNI (DNN) (CON’T)
Rwy 32, Tree 674’ from DER, 549’ right of centerline, 739’ MSL.
Trees beginning 843’ from DER, 514’ right of centerline, up to 740’ MSL.
Tree 1076’ from DER, 630’ left of centerline, 751’ MSL.
Tree 1137’ from DER, 673’ left of centerline, 758’ MSL.
Building and Trees beginning 1302’ from DER, 507’ left of centerline, up to 773’ MSL.
Tree 1762’ from DER, 920’ left of centerline, 802’ MSL.
Tree 1840’ from DER, 903’ left of centerline, 804’ MSL.
Trees beginning 1853’ from DER, 659’ left of centerline, up to 806’ MSL.
Tree 2309’ from DER, 383’ right of centerline, 767’ MSL.
Trees beginning 2433’ from DER, 274’ left of centerline, up to 813’ MSL.
Tree 2759’ from DER, 148’ right of centerline, 777’ MSL.
Trees beginning 3262’ from DER, 708’ left of centerline, up to 830’ MSL.
Trees beginning 3334’ from DER, 218’ right of centerline, up to 808’ MSL.
Trees beginning 3339’ from DER, 709’ left of centerline, up to 831’ MSL.
Trees beginning 3683’ from DER, 973’ left of centerline, up to 832’ MSL.
Trees beginning 3881’ from DER, 976’ left of centerline, up to 836’ MSL.
Tree 4129’ from DER, 440’ right of centerline, 812’ MSL.
Trees beginning 4325’ from DER, 976’ left of centerline, up to 837’ MSL.
Tree 4375’ from DER, 1292’ left of centerline, 843’ MSL.
Trees beginning 4391’ from DER, 292’ left of centerline, up to 854’ MSL.

DAWSON, GA
DAWSON MUNI (16J)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26MAR20 (20086) (FAA)
TAKEOFF MINIMUMS:
Rwy 32, 300-1/4 or std. w/min. climb of 312’ per NM to 700 or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1800’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 14, tree 12’ from DER, 304’ right of centerline, 336’ MSL.
Trees beginning 88’ from DER, 275’ left of centerline, up to 342’ MSL.
Trees beginning 104’ from DER, 517’ right of centerline, up to 338’ MSL.
Trees beginning 113’ from DER, 369’ left of centerline, up to 348’ MSL.
Trees beginning 312’ from DER, 364’ left of centerline, up to 361’ MSL.
Tree 567’ from DER, 483’ right of centerline, 348’ MSL.
Trees beginning 670’ from DER, 358’ right of centerline, up to 355’ MSL.
Trees beginning 844’ from DER, 480’ left of centerline, up to 363’ MSL.
Trees beginning 916’ from DER, 490’ right of centerline, up to 373’ MSL.
Tree 1117’ from DER, 626’ left of centerline, 368’ MSL.
Trees beginning 295’ from DER, 245’ right of centerline up to 100’ AGL/209’ MSL.
Rwy 32, trees beginning 131’ from DER, 383’ left of centerline, up to 384’ MSL.
Trees beginning 310’ from DER, 500’ right of centerline, up to 373’ MSL.
Trees beginning 679’ from DER, 534’ right of centerline, up to 388’ MSL.
Trees beginning 935’ from DER, 546’ right of centerline, up to 390’ MSL.
Tower 5536’ from DER, 767’ right of centerline, 168’ AGL/498’ MSL.

DECATUR, AL
PRYOR FLD RGNL (DCU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08JUN06 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, multiple trees beginning 461’ from DER, 179’ right of centerline, up to 100’ AGL/697’ MSL.
Rwy 36, tree 2582’ from DER, 791’ right of centerline, 100’ AGL/685’ MSL.

DEMOPOLIS, AL
DEMOPOLIS RGNL (DYA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 24JUL14 (14205) (FAA)
TAKEOFF MINIMUMS:
Rwy 22, 300-1 or std. w/min. climb of 370’ per NM to 400.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning at DER, 196’ left and 151’ right of centerline up to 100’ AGL/209’ MSL.
Rwy 22, trees beginning 295’ from DER, 245’ right of centerline up to 100’ AGL/209’ MSL.
Stack 4902’ from DER, 171’ right of centerline, 160’ AGL/273’ MSL.
Water tower 5607’ from DER, 1056’ right of centerline, 148’ AGL/243’ MSL.
Stack 4875’ from DER, 2209’ right of centerline, 295’ AGL/391’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DOBBINS ARB (KMGE)
MARIETTA, GA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 11JUL24 (24193) (USAF)
DEPARTURE PROCEDURE:
Rwy 11, std w/min climb of 262’/NM to 1600.
Rwy 29, std w/min climb of 249’/NM to 2200.
TAKEOFF OBSTACLE NOTES:
Rwy 11, multiple trees beginning 1111’ from DER, left and right of centerline, up to 81’ AGL/1110’ MSL.
Rwy 29, multiple trees beginning 3017’ from DER, left and right of centerline, up to 108’ AGL/1216’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 11JUL24 (24193) (USAF)
Rwy 11, required min climb of 262’/NM to 1600.
Rwy 29, required min climb of 249’/NM to 2200.

DONALSONVILLE, GA
DONALSONVILLE MUNI (17J)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27JAN22 (22027) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, terrain beginning 2’ from DER, 250’ right of centerline, up to 150’ MSL.
Lightning 10’ from DER, 59’ left of centerline, 2’ AGL/48’ MSL.
Tree 573’ from DER, 387’ right of centerline, 173’ MSL.
Tree 576’ from DER, 535’ right of centerline, 194’ MSL.
Tree 581’ from DER, 624’ right of centerline, 195’ MSL.
Trees beginning 639’ from DER, 306’ left of centerline, up to 177’ MSL.
Pole 1507’ from DER, 889’ left of centerline, 44’ AGL/186’ MSL.
Pole 1785’ from DER, 889’ left of centerline, 50’ AGL/192’ MSL.
Trees beginning 1876’ from DER, 875’ left of centerline, up to 214’ MSL.
Tree 2121’ from DER, 1027’ left of centerline, 229’ MSL.
Trees beginning 2137’ from DER, 763’ left of centerline, up to 238’ MSL.
Rwy 19, terrain 5’ from DER, 296’ left of centerline, 131’ MSL.
Vegetation 31’ from DER, 195’ left of centerline, 135’ MSL.
Tree 412’ from DER, 488’ right of centerline, 168’ MSL.
Tree and pole beginning 508’ from DER, 610’ right of centerline, up to 178’ MSL.
Tree 655’ from DER, 611’ right of centerline, 193’ MSL.
Trees beginning 667’ from DER, 392’ right of centerline, up to 208’ MSL.
Trees beginning 1944’ from DER, 479’ right of centerline, up to 217’ MSL.
Trees beginning 2002’ from DER, 277’ right of centerline, up to 228’ MSL.
Trees beginning 3455’ from DER, 1107’ right of centerline, up to 235’ MSL.
Trees beginning 3601’ from DER, 665’ right of centerline, up to 241’ MSL.

DOTHAN, AL
DOTHAN RGNL (DHN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 16DEC10 (10350) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 2047’ from DER, 54’ right of centerline, up to 75’ AGL/457’ MSL.
Pole 1434’ from DER, 263’ left of centerline, 48’ AGL/418’ MSL.
Rwy 32, trees beginning 418’ from DER, 575’ left of centerline, up to 59’ AGL/430’ MSL.
REILs beginning 43’ from DER, 150’ left and 137’ right of centerline, up to 3’ AGL/402’ MSL.
Rwy 36, trees beginning 628’ from DER, 362’ right of centerline, up to 45’ AGL/424’ MSL.
Tree 339’ from DER, 489’ right of centerline, 55’ AGL/434’ MSL.
Trees beginning 629’ from DER, 122’ right of centerline, up to 41’ AGL/426’ MSL.
Trees beginning 549’ from DER, 309’ right of centerline, up to 63’ AGL/453’ MSL.
Tree 1172’ from DER, 58’ left of centerline, 50’ AGL/435’ MSL.
Trees beginning 3662’ from DER, left and right of centerline, up to 88’ AGL/493’ MSL.
Tree 1037’ from DER, 676’ right of centerline, 93’ AGL/453’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DOUGLAS, GA
DOUGLAS MUNI (DQH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18NOV10 (10322) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. with a min. climb of 250' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 4, for climb in visual conditions cross Douglas Muni at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 4, light poles beginning 408' from DER, 408' right of centerline, up to 100' AGL/291' MSL.
Vehicle on road 20' from DER, 417' right of centerline, 15' AGL/271' MSL.

Rwy 22, trees beginning 13' from DER, 400' right of centerline, up to 100' AGL/349' MSL.

DUBLIN, GA
W. H. "BUD" BARRON (DBN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 2028' from DER, 810' left of centerline, up to 100' AGL/419' MSL.
Interstate with vehicle 754' from DER, 88' right of centerline, 17' AGL/326' MSL.
Rwy 20, trees beginning 2766' from DER, 839' right of centerline, up to 100' AGL/419' MSL.
Road with vehicle 850' from DER, 91' left of centerline, up to 100' AGL/399' MSL.

Rwy 14, trees beginning 1904' from DER, 167' right of centerline, up to 100' AGL/409' MSL.
Trees beginning 1764' from DER, 67' left of centerline, up to 100' AGL/399' MSL.

Rwy 32, trees beginning 1034' from DER, 193' right of centerline, up to 100' AGL/409' MSL.
Trees beginning 1052' from DER, 220' left of centerline, up to 100' AGL/489' MSL.

EASTMAN, GA
HEART OF GEORGIA RGNL (EZM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12MAY05 (05132) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 2, trees 2272' from DER, 106' right of centerline, up to 100' AGL/429' MSL.
Trees 2833' from DER, 505' right of centerline, up to 100' AGL/439' MSL.

Rwy 20, trees 802' from DER, 510' left of centerline, up to 100' AGL/379' MSL.
Trees 1081' from DER, 126' right of centerline, up to 100' AGL/369' MSL.

ELBERTON, GA
ELBERT COUNTY-PATZ FLD (EBA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 12DEC13 (22195) (FAA)

TAKEOFF MINIMUMS:
Rwy 29, 300-1½ or std. w/min. climb of 487' per NM to 900.

TAKEOFF OBSTACLE NOTES:
Rwy 11, trees beginning 73' from DER, 180' right of centerline, up to 80' AGL/700' MSL.
Trees beginning 79' from DER, 497' left of centerline, up to 80' AGL/663' MSL.

Rwy 11, trees beginning 572' from DER, 527' left of centerline, up to 75' AGL/674' MSL.
Trees beginning 930' from DER, 278' left of centerline, up to 80' AGL/684' MSL.

Rwy 14, trees beginning 1367' from DER, 146' left of centerline, up to 100' AGL/685' MSL.

Trees beginning 1962' from DER, 7' right of centerline, up to 100' AGL/687' MSL.
Trees beginning 3693' from DER, 1225' right of centerline, up to 100' AGL/725' MSL.

Rwy 29, tree 43' from DER, 187' left of centerline, 25' AGL/625' MSL.

Tree 69' from DER, 475' left of centerline, 90' AGL/697' MSL.

Trees beginning 94' from DER, 171' right of centerline, up to 15' AGL/631' MSL.

Tree 132' from DER, 245' right of centerline, 60' AGL/664' MSL.

Buildings beginning 2665' from DER, 709' right of centerline, up to 36' AGL/697' MSL.

Buildings, poles beginning 2956' from DER, left and right of centerline, up to 100' AGL/769' MSL.
ELLIJAY, GA
GILMER COUNTY (49A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13SEP18 (18256) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, std. w/min. climb of 350’ per NM to 4800 or 3500 - 3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 3, climb on heading 033° to 3300 before proceeding on course.
Rwy 21, climb on heading 213° to 2500 before turning left.
VCOA:
Rwy 3, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Gilmer County Airport at or above 3500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 97’ from DER, 335’ right of centerline, up to 1548’ MSL.
Tree 147’ from DER, 485’ left of centerline, 1583’ MSL.
Trees beginning 160’ from DER, 8’ left of centerline, up to 1594’ MSL.
Trees beginning 271’ from DER, 53’ right of centerline, up to 1558’ MSL.
Trees beginning 1510’ from DER, 92’ left of centerline, up to 1604’ MSL.
Trees beginning 1655’ from DER, 55’ right of centerline, up to 1566’ MSL.
Trees, pole beginning 1696’ from DER, 1’ left of centerline, up to 1620’ MSL.
Trees beginning 2342’ from DER, 61’ right of centerline, up to 1567’ MSL.
Tree 2438’ from DER, 894’ right of centerline, 1569’ MSL.
Tree 2499’ from DER, 837’ right of centerline, 1571’ MSL.
Trees beginning 2627’ from DER, right of centerline, up to 1572’ MSL.
Rwy 21, terrain 104’ from DER, 412’ right of centerline, 1465’ MSL.
Terrain 125’ from DER, 187’ right of centerline, 1468’ MSL.
Terrain, tree beginning 153’ from DER, 190’ right of centerline, up to 1474’ MSL.
Tree 159’ from DER, 497’ left of centerline, 1516’ MSL.
Trees beginning 187’ from DER, 228’ left of centerline, up to 1532’ MSL.
Tree 494’ from DER, 484’ right of centerline, 1525’ MSL.
Tree 547’ from DER, 321’ right of centerline, 1528’ MSL.
Trees beginning 605’ from DER, 63’ right of centerline, up to 1529’ MSL.
Tree 3886’ from DER, 1350’ right of centerline, 1561’ MSL.
Trees beginning 3962’ from DER, 1352’ right of centerline, up to 1570’ MSL.
Trees beginning 4175’ from DER, 1497’ right of centerline, up to 1594’ MSL.

ENTERPRISE, AL
ENTERPRISE MUNI (EDN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27AUG09 (09239) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 260’ from DER, 50’ left of centerline, up to 100’ AGL/469’ MSL.
Tree 122’ from DER, 177’ right of centerline, 100’ AGL/459’ MSL.
Rwy 23, trees beginning 8’ from DER, 203’ right of centerline, up to 44’ AGL/386’ MSL.
Trees beginning 10’ from DER, 336’ left of centerline, up to 28’ AGL/370’ MSL.

EUFALA, AL
WEEDON FLD (EUF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25AUG11 (21308) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 661’ from DER, 397’ left of centerline, up to 100’ AGL/324’ MSL.
Pole 181’ from DER, 353’ left of centerline, 65’ AGL/304’ MSL.
Trees beginning 1207’ from DER, 425’ left of centerline, up to 100’ AGL/360’ MSL.
Trees beginning 2011’ from DER, 335’ right of centerline, up to 100’ AGL/369’ MSL.
Rwy 36, trees beginning 1097’ from DER, 618’ left of centerline, up to 100’ AGL/380’ MSL.
Trees beginning 16’ from DER, 432’ right of centerline, up to 100’ AGL/376’ MSL.
Trees beginning 2746’ from DER, 325’ left of centerline, up to 100’ AGL/356’ MSL.
EVERGREEN, AL
EVERGREEN RGNL/MIDDLETON FLD (GZH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 29MAR18 (22167) (FAA)
TAKEOFF MINIMUMS:
Rwy 19, 300-1½ or std. w/min. climb of 215’ per NM to 600, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1500’ prior to DER.
Rwy 28, 300-1½ or std. w/min. climb of 265’ per NM to 600.
DEPARTURE PROCEDURE:
Rwy 19, climb heading 188° to 800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 316’ from DER, left and right of centerline, up to 100’ AGL/389’ MSL.
Vehicles on road beginning 517’ from DER, left and right of centerline, up to 17’ AGL/294’ MSL.
Rwy 10, rising terrain abeam DER, left and right of centerline, up to 259’ MSL.
Trees beginning 242’ from DER, left and right of centerline, up to 100’ AGL/469’ MSL.
Vehicles on road beginning 696’ from DER, left and right of centerline, up to 15’ AGL/304’ MSL.
Antenna 342’ from DER, 455’ right of centerline, 30’ AGL/288’ MSL.
FAIRHOPE, AL
H L SONNY CALLAHAN (CQF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05MAY11 (11125) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 824’ from DER, left and right of centerline, up to 100’ AGL/204’ MSL.
FAYETTE, AL
RICHARD ARTHUR FLD (M95)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 19JUL18 (21364) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 400-2¼ or std. w/min. climb of 310’ per NM to 600.
Rwy 19, 300-1½ or std. w/min. climb of 280’ per NM to 700.
DEPARTURE PROCEDURE:
Rwy 19, climb heading 186° to 1100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, tower 39’ from DER, 341’ left of centerline, 40’ AGL/399’ MSL.
Vehicle on road 55’ from DER, 232’ right of centerline, 368’ MSL.
Pole, vehicle on road beginning 67’ from DER, 233’ right of centerline, up to 13’ AGL/370’ MSL.
Pole 183’ from DER, 399’ right of centerline, 47’ AGL/403’ MSL.
pole, building, trees beginning 224’ from DER, 188’ right of centerline, up to 50’ AGL/406’ MSL.
Pole, building beginning 230’ from DER, 381’ left of centerline, up to 51’ AGL/412’ MSL.
Tree 414’ from DER, 544’ left of centerline, 423’ MSL.
Trees, pole, building beginning 432’ from DER, 94’ left of centerline, up to 428’ MSL.
Trees 709’ from DER, 414’ right of centerline, 412’ MSL.
Trees, pole beginning 765’ from DER, 199’ right of centerline, up to 413’ MSL.
Tree 897’ from DER, 310’ right of centerline, 415’ MSL.
Trees beginning 942’ from DER, 211’ right of centerline, up to 458’ MSL.
Trees, pole beginning 1168’ from DER, 14’ right of centerline, up to 478’ MSL.
Tree 1704’ from DER, 621’ left of centerline, 444’ MSL.
Trees, pole beginning 1724’ from DER, 67’ left of centerline, up to 452’ MSL.
Trees, pole beginning 2188’ from DER, 472’ left of centerline, up to 454’ MSL.
Trees, pole beginning 2398’ from DER, 110’ left of centerline, up to 468’ MSL.
Trees, pole beginning 2780’ from DER, 99’ left of centerline, up to 476’ MSL.
Tree 4114’ from DER, 254’ left of centerline, 494’ MSL.
Trees beginning 4204’ from DER, 104’ left of centerline, up to 100’ AGL/519’ MSL.
Tree 5929’ from DER, 1980’ left of centerline, 100’ AGL/539’ MSL.
Trees beginning 415’ from DER, 367’ left of centerline, up to 411’ MSL.
Trees beginning 536’ from DER, 211’ right of centerline, up to 458’ MSL.
Trees, pole beginning 1.8 NM from DER, 2957’ left of centerline, 100’ AGL/659’ MSL.
Rwy 19, terrain abeam DER, 142’ right of centerline, 331’ MSL.
Trees beginning 41’ from DER, 377’ left of centerline, up to 343’ MSL.
Terrain 95’ from DER, 309’ right of centerline, 335’ MSL.
Tree 230’ from DER, 322’ right of centerline, 378’ MSL.
Trees beginning 236’ from DER, 252’ right of centerline, up to 401’ MSL.
Tree 241’ from DER, 359’ left of centerline, 363’ MSL.
Tree 254’ from DER, 246’ left of centerline, 374’ MSL.
Tree 391’ from DER, 332’ right of centerline, 402’ MSL.
Trees beginning 406’ from DER, 380’ right of centerline, up to 435’ MSL.
Trees beginning 415’ from DER, 367’ left of centerline, up to 411’ MSL.
Trees beginning 536’ from DER, 273’ left of centerline, up to 418’ MSL.
Arch 1 NM from DER, 1396’ right of centerline, 549’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FITZGERALD, GA
FITZGERALD MUNI (FZG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 05MAR15 (15064) (FAA)
TAKEOFF MINIMUMS:
Rwys 15, 33, NA - Environmental.
DEPARTURE PROCEDURE:
Rwy 2, climbing right turn heading 037° to 1000 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning abeam DER, 96' left of centerline, up to 85' AGL/464' MSL.
Tress beginning 329' from DER, 10' right of centerline, up to 100' AGL/455' MSL.
Power pole 414' from DER, 428' right of centerline, 21' AGL/381' MSL.
Building 783' from DER, 600' left of centerline, 8' AGL/389' MSL.
Power poles beginning 885' from DER, 229' left of centerline, up to 38' AGL/396' MSL.
Rwy 20, trees beginning 193' from DER, 452' left of centerline, up to 111' AGL/430' MSL.
Trees beginning 612' from DER, 379' right of centerline, up to 63' AGL/398' MSL.

FLORALA, AL
FLORALA MUNI (0J4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02JUL09 (09183) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 36, for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, fences beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL.
Trees beginning 478' from DER, 54' left of centerline, up to 300' AGL/347' MSL.
Vehicles on roadway beginning 412' from DER, 198' left of centerline, up to 15' AGL/346' MSL.
Rwy 22, trees beginning 18' from DER, 278' right of centerline, up to 100' AGL/409' MSL.
Vehicles on roadway beginning 30' from DER, 296' right of centerline, up to 27' AGL/326' MSL.
Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL.
Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

FOLEY, AL
FOLEY MUNI (5R4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27AUG09 (09239) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, std. w/min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 4, climb heading 044° to 2400 before proceeding on course.
Rwy 22, climb heading 224° to 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 111' from DER, 75' right of centerline, up to 100' AGL/1119' MSL.
Poles beginning 879' from DER, 375' right of centerline, up to 83' AGL/1587' MSL.
Obstruction light on WSK 66' from DER, 328' right of centerline, 78' AGL/957' MSL.
Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/984' MSL.
Pole 1216' from DER, 408' right of centerline, 35' AGL/955' MSL.
Pole 1357' from DER, 112' left of centerline, 36' AGL/1011' MSL.
Pole 1513' from DER, 183' left of centerline, 39' AGL/1048' MSL.

FORT PAYNE, AL
ISBELL FLD (4A9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 23SEP10 (21308) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 400-2½ or std. w/min. climb of 410' per NM to 1400.
Rwy 22, 400-2 or std. w/min. climb of 290' per NM to 1600.
DEPARTURE PROCEDURE:
Rwy 4, climb heading 044° to 2400 before proceeding on course.
Rwy 22, climb heading 224° to 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 111' from DER, 75' right of centerline, up to 100' AGL/1119' MSL.
Poles beginning 879' from DER, 373' right of centerline, up to 125' AGL/1224' MSL.
Obstruction light on WSK 66' from DER, 328' right of centerline, 78' AGL/957' MSL.
Vehicles beginning 322' from DER, 289' right of centerline, up to 15' AGL/921' MSL.
Buildings beginning 217' from DER, 426' right of centerline, up to 24' AGL/920' MSL.
Fence beginning 494' from DER, 397' right of centerline, up to 6' AGL/892' MSL.
GRD beginning 292' from DER, 289' right of centerline, up to 879' MSL.
Poles beginning 569' from DER, 119' left of centerline, up to 100' AGL/973' MSL.
Poles beginning 176' from DER, 397' left of centerline, up to 40' AGL/919' MSL.

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

FORT PAYNE, AL (CON’T)
ISBELL FLD (4A9) (CON’T)

Rwy 4 (CON’T), building 935’ from DER, 636’ left of centerline, 39’ AGL/918’ MSL.
Vehicles beginning 82’ from DER, 359’ left of centerline, up to 15’ AGL/887’ MSL.

Rwy 22, trees beginning 59’ from DER, 122’ left of centerline, 100’ AGL/1319’ MSL.
Poles beginning 1224’ from DER, 101’ right of centerline, to 96’ AGL/955’ MSL.
Vehicles beginning 137’ from DER, 282’ right of centerline, up to 15’ AGL/869’ MSL.
Building 316’ from DER, 476’ right of centerline, 15’ AGL/874’ MSL.

FORT STEWART (HINESVILLE), GA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  20JUN19  (19171)  (FAA)

TAKEOFF MINIMUMS:

TAKEOFF OBSTACLE NOTES:
Rwy 6L, tree 42’ from DER, 253’ left of centerline, 40’ MSL.
Tree 112’ from DER, 249’ left of centerline, 50’ MSL.
Trees beginning 112’ from DER, 311’ left of centerline, up to 60’ MSL.
Trees beginning 187’ from DER, 384’ right of centerline, up to 83’ MSL.
Trees beginning 347’ from DER, 475’ right of centerline, up to 104’ MSL.
Trees beginning 428’ from DER, 232’ left of centerline, up to 93’ MSL.
Trees beginning 628’ from DER, 430’ right of centerline, up to 111’ MSL.
Trees beginning 870’ from DER, 557’ left of centerline, up to 126’ MSL.
Trees beginning 1007’ from DER, 319’ left of centerline, up to 128’ MSL.

Rwy 15L, trees beginning 190’ from DER, 549’ left of centerline, up to 116’ MSL.
Trees beginning 1421’ from DER, 680’ right of centerline, up to 125’ MSL.
Trees beginning 1495’ from DER, 763’ left of centerline, up to 122’ MSL.
Trees beginning 1934’ from DER, 166’ left of centerline, up to 130’ MSL.

Rwy 24R, lighting 12’ from DER, 29’ left of centerline, 1’ AGL/46’ MSL.
Tree 23’ from DEM, 485’ right of centerline, 55’ MSL.
Trees beginning 1214’ from DER, 168’ left of centerline, up to 14’ MSL.
Tree 1170’ from DER, 765’ right of centerline, 137’ MSL.
Trees beginning 1580’ from DER, 77’ left of centerline, up to 164’ MSL.
Trees beginning 2046’ from DER, 53’ left of centerline, up to 149’ MSL.
Trees beginning 2349’ from DER, 324’ right of centerline, up to 150’ MSL.
Trees beginning 2445’ from DER, 3’ left of centerline, up to 153’ MSL.
Trees beginning 2715’ from DER, 1’ right of centerline, up to 167’ MSL.
Trees beginning 2761’ from DER, 151’ left of centerline, up to 168’ MSL.
Trees beginning 2937’ from DER, 150’ right of centerline, up to 169’ MSL.
Trees beginning 2973’ from DER, 640’ left of centerline, up to 170’ MSL.
Trees beginning 3078’ from DER, 828’ left of centerline, up to 172’ MSL.
Trees beginning 3238’ from DER, 385’ right of centerline, up to 181’ MSL.
Trees beginning 3433’ from DER, 304’ right of centerline, up to 190’ MSL.

Rwy 33R, tree 113’ from DER, 371’ left of centerline, 48’ MSL.
Tree 570’ from DER, 602’ right of centerline, 139’ MSL.
Tree 723’ from DER, 623’ right of centerline, 140’ MSL.
Trees beginning 808’ from DER, 706’ right of centerline, up to 147’ MSL.
Tree 1066’ from DER, 766’ left of centerline, 96’ MSL.

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

FORT STEWART (HINESVILLE), GA (CON’T)

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW) (CON’T)

Rwy 33R (CON’T), tree 122' from DER, 765' left of centerline, 99' MSL.

Trees beginning 1430’ from DER, 628’ left of centerline, up to 100’ MSL.

Trees beginning 1703’ from DER, 626’ left of centerline, up to 110’ MSL.

Trees beginning 3055’ from DER, 903’ right of centerline, up to 151’ MSL.

Trees beginning 3885’ from DER, 327’ right of centerline, up to 155’ MSL.

Trees beginning 4102’ from DER, 367’ right of centerline, up to 162’ MSL.

Tree 4244’ from DER, 469’ left of centerline, 145’ MSL.

Trees beginning 4288’ from DER, 710’ left of centerline, up to 159’ MSL.

Trees beginning 4454’ from DER, 967’ left of centerline, up to 160’ MSL.

Trees beginning 4511’ from DER, 388’ left of centerline, up to 161’ MSL.

Trees beginning 4703’ from DER, 1252’ left of centerline, up to 164’ MSL.

GADSDEN, AL

NORTHEAST ALABAMA RGNL (GAD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4  09FEB12  (12040)  (FAA)

TAKEOFF MINIMUMS:

Rwy 18, std. w/ min climb of 340’ per NM to 1700 or 1300-2 ½  for climb in visual conditions.

Rwy 36, std. w/ min. climb of 307’ per NM to 1500 or 1300-2½  for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 064° to 1300 before proceeding on course.

Rwy 18, for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

Rwy 36, climb heading 003° to 1100 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 899’ from DER, 620’ left of centerline, up to 100’ AGL/609’ MSL.

Rwy 18, trees beginning 362’ from DER, 27’ left of centerline, up to 100’ AGL/648’ MSL.

Trees beginning 1471’ from DER, 220’ right of centerline, up to 100’ AGL/652’ MSL.

Rwy 36, trees beginning 102’ from DER, 261’ right of centerline, up to 100’ AGL/659’ MSL.

Trees beginning 303’ from DER, 70’ left of centerline, up to 100’ AGL/639’ MSL.

Tower 6045’ from DER, 1155’ right of centerline, 160’ AGL/705’ MSL.

GAINESVILLE, GA

LEE GILMER MEML (GVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  30AUG07  (21168)  (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1¼ or std. w/min. climb of 311’ per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 055° to 2100 before proceeding on course.

Rwy 11, climb heading 110° to 1900 before turning north.

Rwy 23, climb heading 224° to 2700 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 662’ from DER, 78’ right of centerline, up to 93’ AGL/1330’ MSL.

Multiple trees and pole beginning 301’ from DER, on centerline, up to 137’ AGL/1361’ MSL.

Chimney 2296’ from DER, 618’ left of centerline, 131’ AGL/1349’ MSL.

Building 73’ from DER, 356’ right of centerline, 18’ AGL/1252’ MSL.

Tower 6415’ from DER, 404’ left of centerline, 206’ AGL/1426’ MSL.

Tower 6538’ from DER, 486’ left of centerline, 214’ AGL/1428’ MSL.

Rwy 11, trees 770’ from departure end of runway, on centerline, 60’ AGL/1317’ MSL.

Rwy 23, multiple trees beginning 443’ from DER, 220’ right of centerline, up to 98’ AGL/1319’ MSL.

Trees 415’ from DER, 304’ left of centerline, 86’ AGL/1291’ MSL.

Rwy 29, trees 1256’ from DER, on centerline, 52’ AGL/1308’ MSL.

GENEVA, AL

GENEVA MUNI (33J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  13SEP18  (18256)  (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 200-1½ or std. w/min. climb of 225’ per NM to 500.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 111° to 2000 before turning right.

Rwy 29, climb heading 291° to 1300 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 11, vehicle on road 238’ from DER, 254’ left of centerline, 17’ AGL/125’ MSL.

Trees 306’ from DER, 305’ left of centerline, up to 100’ AGL/198’ MSL.

Trees 193’ from DER, 168’ right of centerline up to 100’ AGL/196’ MSL.

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

GENEVA, AL (CON’T)
GENEVA MUNI (33J) (CON’T)
Rwy 29, trees 407’ from DER, 174’ left of centerline, up to 100’ AGL/189’ MSL.
Trees 1393’ from DER, crossing centerline, up to 100’ AGL/236’ MSL.
Pole 1.2 NM from DER, 3’ right of centerline, up to 100’ AGL/279’ MSL.

GREENSBORO, AL
GREENSBORO MUNI (7A0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30NOV23 (23334) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, vehicle on road 5’ from DER, 315’ left of centerline, 15’ AGL/170’ MSL.
Trees beginning 6’ from DER, 169’ right of centerline, up to 234’ MSL.
Trees beginning 10’ from DER, 130’ right of centerline, up to 245’ MSL.
Trees beginning 13’ from DER, 376’ left of centerline, 229’ MSL.
Trees beginning 53’ from DER, 119’ left of centerline, up to 233’ MSL.
Trees beginning 76’ from DER, 10’ left of centerline, up to 256’ MSL.
Trees beginning 1773’ from DER, 9’ right of centerline, up to 246’ MSL.
Rwy 36, tree 9’ from DER, 174’ left of centerline, 264’ MSL.
Tree 14’ from DER, 356’ right of centerline, 83’ AGL/261’ MSL.
Trees beginning 24’ from DER, 349’ right of centerline, up to 85’ AGL/263’ MSL.
Trees beginning 27’ from DER, 162’ left of centerline, up to 265’ MSL.
Trees beginning 191’ from DER, 376’ left of centerline, 229’ MSL.
Trees beginning 448’ from DER, 2’ right of centerline, up to 97’ AGL/282’ MSL.
Tree 1704’ from DER, 627’ left of centerline, 272’ MSL.
Trees beginning 1729’ from DER, 18’ left of centerline, up to 275’ MSL.
Trees beginning 2295’ from DER, 81’ left of centerline, up to 84’ AGL/277’ MSL.
Trees beginning 2444’ from DER, 68’ left of centerline, up to 279’ MSL.
Trees beginning 2724’ from DER, 8’ left of centerline, up to 284’ MSL.
Trees beginning 2889’ from DER, 325’ right of centerline, up to 90’ AGL/285’ MSL.
Trees beginning 2955’ from DER, 207’ right of centerline, up to 90’ AGL/287’ MSL.
Trees beginning 3722’ from DER, 333’ right of centerline, up to 84’ AGL/288’ MSL.
Trees beginning 3836’ from DER, 182’ right of centerline, up to 90’ AGL/290’ MSL.
Trees beginning 4183’ from DER, 339’ right of centerline, up to 81’ AGL/291’ MSL.
Trees beginning 4422’ from DER, 324’ right of centerline, up to 90’ AGL/302’ MSL.
Trees beginning 4711’ from DER, 313’ right of centerline, up to 307’ MSL.

GREENSBORO, GA
GREENE COUNTY RGNL (CPP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 20APR23 (23110) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, tree 66’ from DER, 148’ left of centerline, 8’ AGL/692’ MSL.
Tree 132’ from DER, 513’ left of centerline, 738’ MSL.
Trees beginning 268’ from DER, 527’ left of centerline, up to 752’ MSL.
Tree 831’ from DER, 681’ right of centerline, 721’ MSL.
Trees beginning 926’ from DER, 500’ left of centerline, up to 81’ AGL/732’ MSL.
Trees, transmission line, pole beginning 1073’ from DER, 29’ left of centerline, up to 755’ MSL.
Tree 1194’ from DER, 661’ right of centerline, 733’ MSL.
Trees beginning 1305’ from DER, 501’ right of centerline, up to 734’ MSL.
Trees beginning 1457’ from DER, 449’ right of centerline, up to 750’ MSL.
Trees beginning 1592’ from DER, 476’ right of centerline, up to 93’ AGL/754’ MSL.
Trees beginning 1841’ from DER, 84’ right of centerline, up to 78’ AGL/758’ MSL.
Trees beginning 2042’ from DER, 76’ right of centerline, up to 761’ MSL.
Trees beginning 2152’ from DER, 14’ left of centerline, up to 87’ AGL/763’ MSL.
Tree 2511’ from DER, 68’ right of centerline, 768’ MSL.
Trees beginning 2525’ from DER, 188’ right of centerline, up to 92’ AGL/776’ MSL.
Trees beginning 2651’ from DER, 12’ left of centerline, up to 101’ AGL/771’ MSL.
Trees beginning 2653’ from DER, 33’ right of centerline, up to 97’ AGL/778’ MSL.
Rwy 25, poles, fence beginning 1’ from DER, 292’ right of centerline, up to 712’ MSL.
Terrain 38’ from DER, 262’ left of centerline, 680’ MSL.
Tree 68’ from DER, 416’ left of centerline, 69’ AGL/754’ MSL.
Trees, building, poles beginning 105’ from DER, 236’ left of centerline, up to 72’ AGL/755’ MSL.
Buildings beginning 175’ from DER, 505’ right of centerline, up to 40’ AGL/713’ MSL.
Pole, NAVAID beginning 303’ from DER, 250’ right of centerline, up to 714’ MSL.
Buildings, trees, pole, transmission line beginning 443’ from DER, 180’ right of centerline, up to 55’ AGL/728’ MSL.
Building 546’ from DER, 497’ right of centerline, 735’ MSL.
Elevators, tanks, vehicle on road, trees beginning 568’ from DER, 45’ right of centerline, up to 75’ AGL/747’ MSL.
Trees, pole beginning 590’ from DER, 35’ left of centerline, up to 90’ AGL/776’ MSL.
Trees beginning 1648’ from DER, 23’ left of centerline, up to 119’ AGL/779’ MSL.
Trees beginning 1680’ from DER, 6’ right of centerline, up to 101’ AGL/766’ MSL.
Tower, trees beginning 2436’ from DER, 290’ left of centerline, up to 138’ AGL/820’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GREENVILLE, AL
MAC CRENSHAW MEML (PRN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30SEP04 (21364) (FAA)
DEPARTURE PROCEDURE:
Rwy 14, climb via heading 142° to 900 before proceeding on course.
Rwy 32, climb via heading 322° to 900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, tower 2934' from DER, 565' right of centerline, 104' AGL/526' MSL.
Tree 1400' from DER, on centerline, 60' AGL/485' MSL.

GRIFFIN, GA
GRIFFIN-SPALDING COUNTY (6A2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26JUL12 (12208) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 129' from DER, 261' right of centerline, up to 89' AGL/989' MSL.
Pole 168' from DER, 222' left of centerline, 35' AGL/961' MSL.
Rwy 32, trees beginning 456' from DER, 158' left of centerline, up to 100' AGL/1062' MSL.
Trees beginning 750' from DER, 78' right of centerline, up to 100' AGL/1087' MSL.
Pole 1831' from DER, 421' left of centerline, 75' AGL/1022' MSL.

GULF SHORES, AL
GULF SHORES INTL/JACK EDWARDS FLD (JKA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 29MAR18 (21336) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, poles beginning 553' from DER, 197' right of centerline, up to 26' AGL/46' MSL.
Building and poles beginning 573' from DER, 202' right of centerline, up to 38' AGL/56' MSL.
Rwy 27, tree 829' from DER, 453' right of centerline, 51' MSL.
Tree, pole beginning 1494' from DER, 14' right of centerline, up to 67' MSL.
Pole 1404' from DER, 138' left of centerline, 38' AGL/51' MSL.
Tree 1592' from DER, 439' right of centerline, 74' MSL.
Tree 1637' from DER, 394' left of centerline, 70' MSL.
Tree 1767' from DER, 309' right of centerline, 80' MSL.
Tree 1832' from DER, 120' left of centerline, 89' MSL.
Trees beginning 1949' from DER, 82' right of centerline, up to 98' MSL.
Tree 2091' from DER, 327' left of centerline, 103' MSL.
Trees beginning 2110' from DER, 175' right of centerline, up to 103' MSL.
Rwy 35, tree 829' from DER, 453' right of centerline, 51' MSL.
Building and poles beginning 573' from DER, 202' right of centerline, up to 38' AGL/56' MSL.

GUNTERSVILLE, AL
GUNTERSVILLE MUNI/JOE STARNE S FLD (8A1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 27APR17 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwys 6, 24, NA, Environmental.
Rwy 7, 400-2½ w/min. climb gradient 295' per NM to 1600' or 1100-2½ for VCOA.
Rwy 25, std. w/min. climb of 245' per NM to 1500' or 1100-2½ for VCOA.
DEPARTURE PROCEDURE:
Rwy 7, climb heading 069° to 1100 before turning.

VCOA:
Rwy 7, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Guntersville Mun/ Joe Starnes Fld at or above 1600 before proceeding on course.
Rwy 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Guntersville Mun/Joe Starnes Fld at or above 1600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 7, airfield light 8' from DER, 17' right of centerline, 2' AGL/616' MSL.
Airfield light 9' from DER, 16' left of centerline, 2' AGL/617' MSL.
Ground 90' from DER, 489' right of centerline, 617' MSL.
Ground 192' from DER, 492' right of centerline, 623' MSL.
Ground 292' from DER, 410' right of centerline, 625' MSL.
Vehicles on road, ground beginning 377' from DER, 406' right of centerline, up to 651' MSL.
Vehicles on road 497' from DER, 479' right of centerline, 652' MSL.
Tree, pole, ground beginning 568' from DER, 429' right of centerline, up to 715' MSL.
Tree, vehicles on road beginning 713' from DER, 433' right of centerline, up to 719' MSL.
Tree 1644' from DER, 573' left of centerline, 73' AGL/668' MSL.
Trees beginning 2310' from DER, 525' right of centerline, up to 722' MSL.

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

GUNTERSVILLE, AL (CON’T)
GUNTERSVILLE MUNI/JOE STARNES FLD (8A1) (CON’T)

TAKEOFF OBSTACLE NOTES:

Rwy 7 (CON’T), trees beginning 2702’ from DER, 847’ right of centerline, up to 730’ MSL.

Trees beginning 2911’ from DER, 972’ right of centerline, up to 740’ MSL.

Trees beginning 3115’ from DER, 775’ right of centerline, up to 758’ MSL.

Trees beginning 3323’ from DER, 675’ right of centerline, up to 761’ MSL.

Trees beginning 3432’ from DER, 699’ right of centerline, up to 771’ MSL.

Trees beginning 3537’ from DER, 1110’ right of centerline, up to 801’ MSL.

Trees beginning 3590’ from DER, 622’ right of centerline, up to 805’ MSL.

Trees beginning 3696’ from DER, 972’ right of centerline, up to 835’ MSL.

Trees beginning 3801’ from DER, 404’ right of centerline, up to 894’ MSL.

Trees beginning 3801’ from DER, 1062’ right of centerline, up to 873’ MSL.

Trees beginning 3960’ from DER, 608’ right of centerline, up to 93’ AGL/927’ MSL.

Trees beginning 4065’ from DER, 549’ right of centerline, up to 93’ AGL/928’ MSL.

T-L tower 2.1 NM from DER, 2928’ left of centerline, 351’ AGL/951’ MSL.

Rwy 25, pole 171’ from DER, 48’ right of centerline, 31’ AGL/630’ MSL.

Pole 347’ from DER, 378’ left of centerline, 633’ MSL.

Tree, pole, antenna on building, apbn beginning 375’ from DER, 22’ left of centerline, up to 73’ AGL/673’ MSL.

Pole, pole beginning 620’ from DER, 95’ right of centerline, up to 40’ AGL/640’ MSL.

Tree 1067’ from DER, 726’ right of centerline, 651’ MSL.

Tree 1193’ from DER, 686’ right of centerline, 675’ MSL.

Trees beginning 1212’ from DER, left and right of centerline, up to 100’ AGL/699’ MSL.

Trees beginning 1215’ from DER, 105’ right of centerline, up to 721’ MSL.

Trees beginning 1452’ from DER, 467’ left of centerline, up to 688’ MSL.

Trees beginning 2175’ from DER, 923’ left of centerline, up to 693’ MSL.

Tree 2425’ from DER, 1146’ left of centerline, 701’ MSL.

HAYLEYVILLE, AL
POSEY FLD (1M4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 01JUL10 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 2372’ from DER, 1009’ left of centerline, up to 78’ AGL/1052’ MSL.

Trees beginning 78’ from DER, 257’ right of centerline, up to 82’ AGL/1021’ MSL.

Rwy 36, trees beginning 7’ from DER, 276’ left of centerline, up to 75’ AGL/1005’ MSL.

Trees beginning 383’ from DER, 277’ right of centerline, up to 73’ AGL/1003’ MSL.

Fence 204’ from DER, 202’ right of centerline, 6’ AGL/936’ MSL.

HAMILTON, AL
MARION COUNTY-RANKIN FITE (HAB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 400-2½ or std. w/min. climb of 390’ per NM to 800.

Rwy 36, 400 - 2 ¼ or std. w/min. climb of 370’ per NM to 900.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 181° to 900 before turning left.

Rwy 36, climb heading 001° to 1000 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 53’ from DER, left and right of centerline, up to 100’ AGL/699’ MSL.

Trees beginning 1.5 NM from DER, 2172’ left of centerline, up to 100’ AGL/719’ MSL.

Rwy 36, trees beginning 122’ from DER, left and right of centerline, up to 100’ AGL/573’ MSL.

Building 2368’ from DER, 411’ right of centerline, 50’ AGL/501’ MSL.

Vehicles on roadway beginning 2511’ from DER, 1124’ left of centerline, up to 17’ AGL/516’ MSL.

Pole 3009’ from DER, 309’ left of centerline, 70’ AGL/569’ MSL.

Towers and trees beginning 1.1 NM from DER, left and right of centerline, up to 115’ AGL/779’ MSL.

HANCHEY AHP (STRIP) (KHEY)
FORT NOVOSEL, AL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JUL23 (23194) (USA)

TAKEOFF MINIMUMS:

All helipads, NA-ATC.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 182° to 800 before proceeding on course.

Rwy 35, climb heading 002° to 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, twr 4056’ from DER, 434’ right of centerline, 112’ AGL/422’ MSL.

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

HARTSELLE, AL
HARTSELLE/MORGAN COUNTY RGNL (5M0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05JUL07 (22027) (FAA)
TAKEOFF MINIMUMS:
- Rw 36, 500-2½ or std. with a min. climb of 260’ per NM to 1200.
TAKEOFF OBSTACLE NOTES:
- Rw 18, trees abeam DER, 300’ left of centerline, up to 100’ AGL/739’ MSL. Multiple buildings 150’ from DER, 432’ left of centerline, up to 40’ AGL/673’ MSL. Multiple trees 265’ from DER, 133’ right of centerline, up to 100’ AGL/699’ MSL.
- Rw 36, trees 3089’ from DER, 426’ left of centerline, 100’ AGL/779’ MSL. Trees 1139’ from DER, 98’ right of centerline, 45’ AGL/673’ MSL. Tower 1.85 NM from DER, 2953’ left of centerline, 249’ AGL/928’ MSL. Multiple buildings beginning 755’ from DER, 775’ right of centerline, up to 40’ AGL/689’ MSL. Tower 2.15 NM from DER, 295’ left of centerline, 303’ AGL/990’ MSL.

HAZLEHURST, GA
HAZLEHURST (AZE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15JUN23 (23166) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rw 15, trees beginning 13’ from DER, 387’ right of centerline, up to 307’ MSL. Trees beginning 69’ from DER, 397’ left of centerline, up to 332’ MSL. Trees beginning 314’ from DER, 389’ right of centerline, up to 314’ MSL. Tree 196’ from DER, 513’ right of centerline, 309’ MSL. Trees beginning 3299’ from DER, 396’ right of centerline, up to 326’ MSL. Trees beginning 683’ from DER, 493’ right of centerline, up to 337’ MSL. Trees, antennas, pole beginning 879’ from DER, 7’ right of centerline, up to 350’ MSL. Trees beginning 1637’ from DER, 40’ left of centerline, up to 88’ AGL/343’ MSL. Tree 2760’ from DER, 324’ left of centerline, 350’ MSL. Trees beginning 2777’ from DER, 9’ right of centerline, up to 355’ MSL. Trees beginning 3299’ from DER, 13’ left of centerline, up to 366’ MSL. Trees beginning 3613’ from DER, 58’ right of centerline, up to 353’ MSL. Trees beginning 3656’ from DER, 41’ left of centerline, up to 369’ MSL. Rw 33, light poles 10’ from DER, 97’ right of centerline, 3’ AGL/222’ MSL. Trees beginning 210’ from DER, 277’ right of centerline, up to 281’ MSL. Trees beginning 276’ from DER, 145’ left of centerline, up to 293’ MSL. Trees beginning 291’ from DER, 221’ left of centerline, up to 270’ MSL. Trees beginning 1411’ from DER, 23’ right of centerline, up to 272’ MSL. Tree 2025’ from DER, 1011’ left of centerline, 277’ MSL.

HEADLAND, AL
HEADLAND MUNI (HDL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 27JAN22 (22027) (FAA)
TAKEOFF MINIMUMS:
- Rwys 17, 35, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
- Rw 9, tree 6’ from DER, 154’ left of centerline, 366’ MSL. Tree 315’ from DER, 431’ left of centerline, 420’ MSL. Tree 351’ from DER, 124’ right of centerline, 366’ MSL. Tree 398’ from DER, 566’ right of centerline, 401’ MSL. Tree, pole beginning 418’ from DER, 37’ left of centerline, up to 422’ MSL. Trees beginning 1584’ from DER, 8’ left of centerline, up to 430’ MSL. Tree 1716’ from DER, 526’ right of centerline, 425’ MSL. Rw 27, trees beginning 123’ from DER, 471’ right of centerline, up to 378’ MSL. Pole 1130’ from DER, 65’ left of centerline, 38’ AGL/384’ MSL. Pole 1135’ from DER, 160’ right of centerline, 41’ AGL/384’ MSL. Building 3301’ from DER, 1014’ left of centerline, 80’ AGL/451’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HOMERVILLE, GA
HOMERVILLE (HOE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25JUN15 (15176) (FAA)
DEPARTURE PROCEDURE:
Rwy 14, climb heading 141° to 700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 87' from DER, 290' right of centerline, up to 95' AGL/280' MSL.
Vehicle on road 270' from DER, 570' left of centerline, 15' AGL/197' MSL.
Rwy 32, trees beginning 10' from DER, 450' left of centerline, up to 14' AGL/199' MSL.
Vehicle on road 303' from DER, 578' right of centerline, up to 92' AGL/277' MSL.

HUNTER AAF (KSVN)
SAVANNAH, GA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 07SEP23 (23250) (USA)
TAKEOFF MINIMUMS:
Rwy 28, 300-1 or std w/min climb of 340'/NM to 400.
DEPARTURE PROCEDURE:
Rwy 28, climbing left turn hdg 230° to 1700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 10, terrain 0' from DER, 29' MSL.
Rwy 28, tank 2489' from DER, 118' AGL/137' MSL.
Twr 1140' from DER, 102' AGL/118' MSL.
Twr 2044' from DER, 102' AGL/117' MSL.
Twr 1535' from DER, 100' AGL/115' MSL.

HUNTSVILLE, AL
HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4B 25APR19 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, std. w/min. climb of 350' per NM to 3200.
Rwy 36, 200-1½ or std. w/min. climb of 240' per NM to 1000.
DEPARTURE PROCEDURE:
Rwy 36, climbing heading 005° to 1700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 5' from DER, 442' right of centerline, 5' AGL/765' MSL.
Multiple trees beginning 816' from DER, 551' right of centerline, up to 50' AGL/818' MSL.
Multiple trees beginning 5408' from DER, 126' left of centerline, up to 132' AGL/955' MSL.
REIL 10' from DER, 124' right of centerline, 3' AGL/721' MSL.
Vehicles on road beginning 153' from DER, 491' right of centerline up to 15' AGL/725' MSL.
Multiple trees beginning 591' from DER, 476' right of centerline, up to 76' AGL/786' MSL.
Multiple trees beginning 788' from DER, 673' left of centerline, up to 84' AGL/794' MSL.
Multiple trees beginning 1 NM from DER, 11' right of centerline, up to 104' AGL/824' MSL.
Multiple trees beginning 1.1 NM from DER, 44' left of centerline, up to 129' AGL/931' MSL.

HUNTSVILLE INTL-CARL T JONES FLD (HSV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 01FEB18 (21168) (FAA)
DEPARTURE PROCEDURE:
Rwy 36R, climb heading 005° to 1600 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 18L, trees beginning 1088' from DER, 710' left of centerline, up to 100' AGL/660' MSL.
Rwy 36L, trees beginning 1911' from DER, 904' right of centerline, up to 100' AGL/719' MSL.
Trees beginning 3693' from DER, 1392' left of centerline, up to 100' AGL/749' MSL.
Rwy 36R, fence 383' from DER, 602' right of centerline, up to 11' AGL/620' MSL.
Trees beginning 1312' from DER, 799' right of centerline, up to 100' AGL/729' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

JACKSON, AL
JACKSON MUNI (4R3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03JUN10 (10154) (FAA)
TAKEOFF MINIMUMS:
- Rwy 1, std. w/ min. climb of 252' per NM to 1000 or 1100-2½ for climb in visual conditions.
- Rwy 19, 300-1½ ceiling and visibility to allow see and avoid operation in lieu of required climb gradient for standard minima.
DEPARTURE PROCEDURE:
- Rwy 1, for climb in visual conditions: cross Jackson Muni airport at or above 1000 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 1, trees beginning at DER, 400' left/right of centerline, up to 100' AGL/134' MSL.
- Rwy 19, trees beginning at DER, 400' left/right of centerline, up to 100' AGL/279' MSL.

JASPER, AL
WALKER COUNTY/BEVILL FLD (JFX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31MAY12 (22027) (FAA)
TAKEOFF MINIMUMS:
- Rwy 27, 300-1¼ or std. w/min. climb of 259' per NM to 800.
TAKEOFF OBSTACLE NOTES:
- Rwy 9, trees beginning 614' from DER, 132' left of centerline, up to 95' AGL/574' MSL.
- Trees beginning 28' from DER, 88' right of centerline, up to 100' AGL/599' MSL.
- Rwy 27, vehicles on road, pole, and trees beginning 7' from DER, 165' left of centerline, up to 95' AGL/572' MSL.
- Trees beginning 55' from DER, 24' right of centerline, up to 93' AGL/628' MSL.
- Trees 4728' from DER, 1559' right of centerline, up to 80' AGL/639' MSL.
- Trees 5615' from DER, 1882' right of centerline, up to 112' AGL/651' MSL.
- Trees 5765' from DER, 1882' right of centerline, up to 108' AGL/647' MSL.

JASPER, GA
PICKENS COUNTY (JZP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25OCT07 (07298) (FAA)
TAKEOFF MINIMUMS:
- Rwy 34, 300-1 or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.
DEPARTURE PROCEDURE:
- Rwy 16, climb heading 163° to 3000 before turning.
- Rwy 34, climb heading 343° to 3100 before turning.
TAKEOFF OBSTACLE NOTES:
- Rwy 16, numerous trees beginning 44' from DER, 338' left of centerline, up to 65' AGL/1565' MSL.
- Trees 127' from DER, 398' right of centerline, up to 61' AGL/1581' MSL.
- Rwy 34, pole and numerous trees beginning 141' from DER, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from DER, 37' left of centerline, up to 79' AGL/1654' MSL.

JEFFERSON, GA
JACKSON COUNTY (JCA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 04FEB16 (16035) (FAA)
DEPARTURE PROCEDURE:
- Rwy 17, climb heading 168° to 1700 before proceeding northwest.
- Rwy 35, climb heading 348° to 2300 before proceeding west or northwest.
TAKEOFF OBSTACLE NOTES:
- Rwy 17, tank 94' from DER, 490' right of centerline, 12' AGL/956' MSL.
- Trees beginning 331' from DER, 296' left of centerline, up to 78' AGL/997' MSL.
- Trees 670' from DER, 617' right of centerline, up to 60' AGL/989' MSL.
- Trees beginning 1320' from DER, 460' right of centerline, up to 105' AGL/1004' MSL.
- Transmission tower and trees beginning 100' from DER, 464' left of centerline, up to 45' AGL/964' MSL.
- Transmission tower and trees beginning 472' from DER, 314' left of centerline, up to 63' AGL/1002' MSL.
- Building, transmission tower, poles, and trees beginning 811' from DER, 30' right of centerline, up to 90' AGL/1014' MSL.
- Trees beginning 918' from DER, 12' left of centerline, up to 99' AGL/1044' MSL.
- Trees beginning 1999' from DER, 19' right of centerline, up to 106' AGL/1047' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

JEKYLL ISLAND, GA
JEKYLL ISLAND (09J)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 36, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 18, vehicle on road beginning 9' from DER, 411' left of centerline, up to 15' AGL/42' MSL.
Trees 200' from DER, 159' left of centerline, 50' AGL/61' MSL.

JESUP, GA
JESUP-WAYNE COUNTY (JES)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22OCT09 (09295) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL.
Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/188' MSL.

LAFAYETTE, GA
BARWICK LAFAYETTE (9A5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 20AUG15 (15232) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 300-1½ or std. w/min. climb of 255' per NM to 1100.
Rwy 20, 500-3 or std. w/min. climb of 465' per NM to 1400.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 022° to 2200 before proceeding on course.
Rwy 20, climb heading 202° to 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, train on track 39' from DER, 241' left of centerline, 23' AGL/809' MSL.
Building 418' from DER, 191' left of centerline, 40' AGL/849' MSL.
Trees beginning 4420' from DER, 1171' left of centerline, up to 100' AGL/919' MSL.

LAGRANGE, GA
LAGRANGE/CALLAWAY (LGC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05DEC19 (22027) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-1½ or std. w/min. climb of 425' per NM to 1000.
Rwy 21, 300-1 or std. w/min. climb of 330' per NM to 1000.
Rwy 31, 300-1½ or std. w/min. climb of 420' per NM to 900.
DEPARTURE PROCEDURE:
Rwy 31, climb heading 311° to 1100 before turning south.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 107' from DER, 517' right of centerline, up to 100' AGL/799' MSL.
Trees beginning 217' from DER, 299' left of centerline, up to 100' AGL/819' MSL.
Trees beginning 1694' from DER, crossing extended runway centerline, up to 100' AGL/840' MSL.
Transmission line 3363' from DER, 745' left of centerline, 89' AGL/849' MSL.
Trees beginning 3429' from DER, 836' right of centerline, up to 847' MSL.
Transmission line 3528' from DER, 1441' left of centerline, 101' AGL/864' MSL.
Transmission lines and trees beginning 3554' from DER, 908' right of centerline, up to 76' AGL/857' MSL.
Trees beginning 3813' from DER, 204' right of centerline, up to 867' MSL.
Building 1 NM from DER, 1104' right of centerline, 125' AGL/900' MSL.
Buildings beginning 1 NM from DER, 1104' right of centerline, up to 125' AGL/900' MSL.
Tree 1.2 NM from DER, 1226' right of centerline, 919' MSL.
Rwy 3, tree at DER, 485' right of centerline, 680' MSL.
Lighting 1' from DER, 5' left of centerline, 2' AGL/677' MSL.
Tree and terrain beginning 5' from DER, 489' right of centerline, up to 717' MSL.
Trees beginning 1071' from DER, 681' left of centerline, up to 733' MSL.
Tree 1735' from DER, 877' right of centerline, 740' MSL.

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

LAGRANGE, GA (CON’T)
LAGRANGE/CALLAWAY (LGC) (CON’T)

Rwy 13 (CON’T), tree 190’ from DER, 788’ right of centerline, 744’ MSL.
Tree 2061’ from DER, 935’ right of centerline, 748’ MSL.
Tree 2343’ from DER, 896’ right of centerline, 754’ MSL.

Rwy 21, tree 130’ from DER, 384’ left of centerline, 720’ MSL.
Tree 143’ from DER, 487’ left of centerline, 753’ MSL.
Trees beginning 258’ from DER, 244’ left of centerline, up to 761’ MSL.
Tree 1121’ from DER, 532’ right of centerline, 735’ MSL.
Trees beginning 1182’ from DER, 278’ right of centerline, up to 751’ MSL.
Trees beginning 1814’ from DER, 23’ right of centerline, up to 805’ MSL.
Trees beginning 4175’ from DER, 552’ left of centerline, up to 848’ MSL.
Tree 4273’ from DER, 1374’ left of centerline, 850’ MSL.
Trees beginning 4279’ from DER, 326’ left of centerline, up to 852’ MSL.
Tree 5548’ from DER, 1372’ right of centerline, 817’ MSL.

Rwy 31, terrain 59’ from DER, 443’ right of centerline, 691’ MSL.
Tree 192’ from DER, 495’ right of centerline, 699’ MSL.
Trees beginning 919’ from DER, 538’ right of centerline, up to 756’ MSL.

Trees beginning 1220’ from DER, 728’ left of centerline, up to 778’ MSL.
Trees beginning 1222’ from DER, 447’ right of centerline, up to 757’ MSL.
Tree 1295’ from DER, 462’ right of centerline, up to 776’ MSL.
Trees beginning 1435’ from DER, 20’ right of centerline, up to 798’ MSL.
Trees beginning 1645’ from DER, 640’ left of centerline, up to 874’ MSL.

Trees beginning 1827’ from DER, 244’ left of centerline, up to 825’ MSL.
Tree 1 NM from DER, 487’ right of centerline, 850’ MSL.
Tree 1 NM from DER, 1009’ right of centerline, 858’ MSL.
Tree 1 NM from DER, 738’ right of centerline, 867’ MSL.

Trees beginning 1 NM from DER, 426’ right of centerline, up to 891’ MSL.
Tree 1 NM from DER, 1190’ right of centerline, 859’ MSL.

SE-4, 11 JUL 2024 to 05 SEP 2024

LANETT, AL
LANETT RGNL (7A3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27JAN22 (22027) (FAA)
TAKEOFF MINIMUMS:

Rwy 6, 300-1½ or std. w/min. climb of 371’ per NM to 900.
DEPARTURE PROCEDURE:

Rwy 24, climb on heading 237° to 1400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:

Rwy 6, terrain 5’ from DER, 494’ right of centerline, 641’ MSL.
Tree, terrain beginning 26’ from DER, 167’ right of centerline, up to 695’ MSL.
Trees beginning 45’ from DER, 237’ left of centerline, up to 709’ MSL.

Tree, building, pole beginning 26’ from DER, 723’ right of centerline, up to 723’ MSL.

Tree, building, pole beginning 1007’ from DER, 0’ on centerline, up to 732’ MSL.
Trees beginning 1041’ from DER, 263’ left of centerline, up to 724’ MSL.

Tree, building, pole beginning 1371’ from DER, 14’ left of centerline, up to 737’ MSL.

Tree, pole beginning 1643’ from DER, 37’ left of centerline, up to 740’ MSL.

Tree, pole beginning 1894’ from DER, 2’ left of centerline, up to 743’ MSL.
Tree, pole beginning 2416’ from DER, 60’ right of centerline, up to 741’ MSL.

Tree, pole beginning 2638’ from DER, 36’ right of centerline, up to 743’ MSL.

SIGN, building, pole beginning 3251’ from DER, 186’ left of centerline, up to 84’ AGL/758’ MSL.

CON’T
L44

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

LANETT, AL (CON’T)
LANETT RGNL (7A3) (CON’T)

Rwy 6 (CON’T), pole, tree, traverse way beginning 3264’ from DER, 5’ right of centerline, up to 92’ AGL/767’ MSL. Pole beginning 3358’ from DER, 115’ left of centerline, up to 88’ AGL/770’ MSL. Pole beginning 3535’ from DER, 254’ left of centerline, up to 99’ AGL/781’ MSL. Pole, tree beginning 3538’ from DER, 31’ left of centerline, up to 102’ AGL/786’ MSL. Pole, tree beginning 3544’ from DER, 6’ left of centerline, up to 98’ AGL/781’ MSL. Water tower, tree beginning 4846’ from DER, 1181’ right of centerline, up to 101’ AGL/788’ MSL. Tower 1.1 NM from DER, 1235’ left of centerline, 203’ AGL/860’ MSL.

Rwy 24, tree 26’ from DER, 222’ left of centerline, 671’ MSL. Trees beginning 87’ from DER, 199’ right of centerline, up to 683’ MSL. Trees beginning 108’ from DER, 331’ left of centerline, up to 673’ MSL. Trees beginning 113’ from DER, 206’ left of centerline, up to 680’ MSL. Tree, terrain beginning 181’ from DER, 447’ right of centerline, up to 684’ MSL. Trees beginning 786’ from DER, 477’ right of centerline, up to 691’ MSL. Tree 996’ from DER, 739’ left of centerline, 687’ MSL. Tree 2493’ from DER, 745’ left of centerline, 731’ MSL. Trees beginning 2525’ from DER, 645’ left of centerline, up to 733’ MSL. Pole, pole beginning 3361’ from DER, 736’ left of centerline, up to 734’ MSL.

GWINNETT COUNTY/BRISCOE FLD (LZU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6  20OCT11  (21336)  (FAA)

TAKEOFF MINIMUMS:
Rwy 25, 300-1 or std. w/min climb of 330’ per NM to 1400.

DEPARTURE PROCEDURE:
Rwy 7, climb heading 069° to 2600 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 724’ from DER, left and right of centerline, up to 110’ AGL/1118’ MSL. Rods on floodlights beginning 2619’ from DER, 686’ right of centerline, up to 143’ AGL/1104’ MSL. Rwy 25, vehicle on roadway beginning 1187’ from DER, left and right of centerline, up to 15’ AGL/1114’ MSL. Poles and antennas beginning 1221’ from DER, left and right of centerline, up to 167’ AGL/1159’ MSL. Trees beginning 1244’ from DER, left and right of centerline, up to 88’ AGL/1166’ MSL. Mast 5008’ from DER, 1147’ left of centerline, 207’ AGL/1268’ MSL. Tower 5030’ from DER, 1141’ left of centerline, 187’ AGL/1268’ MSL.

LOUISVILLE MUNI (2J3)

LOUISVILLE, GA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  17AUG17  (17229)  (FAA)

TAKEOFF MINIMUMS:
Rwy 13, trees beginning 103’ from DER, 346’ left of centerline, up to 325’ MSL. Trees beginning 292’ from DER, 487’ right of centerline, up to 327’ MSL. Trees beginning 514’ from DER, 564’ left of centerline, up to 340’ MSL. Trees beginning 1050’ from DER, 580’ left of centerline, up to 364’ MSL. Trees beginning 1219’ from DER, 584’ left of centerline, up to 368’ MSL. Trees beginning 3000’ from DER, 580’ right of centerline, up to 375’ MSL. Trees beginning 233’ from DER, 240’ right of centerline, up to 389’ MSL. Trees beginning 390’ from DER, 481’ left of centerline, 381’ MSL. Trees beginning 488’ from DER, 95’ left of centerline, up to 398’ MSL.

TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 103’ from DER, 346’ left of centerline, up to 325’ MSL. Trees beginning 292’ from DER, 487’ right of centerline, up to 327’ MSL. Trees beginning 514’ from DER, 564’ left of centerline, up to 340’ MSL. Trees beginning 1050’ from DER, 580’ left of centerline, up to 364’ MSL. Trees beginning 1219’ from DER, 584’ left of centerline, up to 368’ MSL. Trees beginning 3000’ from DER, 580’ right of centerline, up to 375’ MSL. Trees beginning 233’ from DER, 240’ right of centerline, up to 389’ MSL. Trees beginning 390’ from DER, 481’ left of centerline, 381’ MSL. Trees beginning 488’ from DER, 95’ left of centerline, up to 398’ MSL.

V

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

L44

SE-4, 11 JUL 2024 to 05 SEP 2024

24193
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LOWE AHP (KLOR)
FORT NOVOSEL, AL
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 13JUL23 (23194) (USA)
TAKEOFF MINIMUMS:
Helipads WHISKEY, ECHO, BRAVO, std. All other helipads, NA.
DEPARTURE PROCEDURE:
Helipad WHISKEY, from center of helipad, hover at 274' MSL/30' AGL, then climb heading 183° to 700 before proceeding on course.
Helipad ECHO, from center of helipad, climb heading 125° to 700 before proceeding on course.
Helipad BRAVO, from center of helipad, hover at 318' MSL/35' AGL, then climb heading 183° to 700 before proceeding on course.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 13JUL23 (23194) (USA)
Center of Helipads BRAVO, ECHO, and WHISKEY, heading as assigned by ATC.

MACON, GA
MACON DOWNTOWN (MAC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 02MAR17 (17061) (FAA)
DEPARTURE PROCEDURE:
Rwy 10, climb heading 102° to 1000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 10, trees beginning 89' from DER, 387' right of centerline, up to 460' MSL.
  Tree 214' from DER, 393' right of centerline, 466' MSL.
  Trees beginning 262' from DER, 346' right of centerline, up to 472' MSL.
  Trees beginning 358' from DER, 28' right of centerline, up to 486' MSL.
  Trees 350' from DER, 398' right of centerline, 504' MSL.
  Tree 4002' from DER, 529' right of centerline, 514' MSL.
  Tree 4003' from DER, 255' right of centerline, 519' MSL.
  Tree 4119' from DER, 668' left of centerline, 521' MSL.
  Tree 4260' from DER, 298' left of centerline, 527' MSL.
  Tree 4454' from DER, 424' left of centerline, 533' MSL.
  Tree 4484' from DER, 125' left of centerline, 535' MSL.
  Trees beginning 4888' from DER, 205' left of centerline, up to 549' MSL.
  Tree 5047' from DER, 4' left of centerline, 557' MSL.
Rwy 28, trees beginning 133' from DER, 279' left of centerline, up to 443' MSL.
  Trees beginning 402' from DER, 35' left of centerline, up to 445' MSL.
  Trees beginning 864' from DER, 4' right of centerline, up to 453' MSL.

MIDDLE GEORGIA RGNL (MCN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3C 07SEP23 (23250) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, std w/min climb of 210' per NM to 1500, or 1000-2½ for climb in visual conditions.
Rwy 23, 300-2 or std w/min climb of 211' per NM to 700 or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.
VCOA:
Rwy 5, obtain ATC approval when requesting IFR clearance. Climb in visual conditions to cross Middle Georgia Rgnl airport at or above 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees and poles beginning 40' from DER, 59' left of centerline, up to 86' AGL/436' MSL.
  Trees, towers, and aircraft equipment beginning 112' from DER, 8' right of centerline, up to 82' AGL/432' MSL.
Rwy 14, trees beginning 280' from DER, 279' left of centerline, up to 89' AGL/429' MSL.
  Trees beginning 2153' from DER, 136' right of centerline, up to 81' AGL/411' MSL.
Rwy 23, trees beginning 69' from DER, left and right of centerline, up to 390' MSL.
  Trees beginning 2241' from DER, left and right of centerline, up to 405' MSL.
  Trees beginning 1.4 NM from DER, 746' left of centerline, up to 572' MSL.
Rwy 32, trees beginning 636' from DER, 209' right of centerline, up to 98' AGL/398' MSL.
  Trees beginning 925' from DER, 54' left of centerline, up to 90' AGL/440' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MADISON, GA
MADISON MUNI (52A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAR11 (11069) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 14, fences beginning abeam DER, 130' left and 269' right of centerline, 9' AGL/703' MSL.
Building abeam DER, 424' right of centerline, 30' AGL/729' MSL.
Vehicles on roadway abeam DER, 212' left of centerline, up to 15' AGL/714' MSL.
Fence 200' from DER, left and right of centerline, 9' AGL/703' MSL.
Vehicles on roadway 210' from DER, left and right of centerline, up to 15' AGL/714' MSL.
Trains beginning 276' from DER, left and right of centerline, up to 23' AGL/722' MSL.
Trees beginning 463' from DER, 468' left of centerline, up to 100' AGL/819' MSL.
Building 643' from DER, 440' left of centerline, 20' AGL/719' MSL.
Trees beginning 752' from DER, 213' right of centerline, up to 100' AGL/799' MSL.
Power lines beginning 1298' from DER, 246' left of centerline, up to 100' AGL/775' MSL.
Rwy 32, trees beginning abeam DER, 250' right of centerline, up to 100' AGL/719' MSL.
Trees beginning abeam DER, 300' left of centerline, up to 100' AGL/719' MSL.
Trees beginning 660' from DER, left and right of centerline, up to 100' AGL/719' MSL.

MARION, AL
VAIDEN FLD (A08)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 26JUL12 (22195) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 635' from DER, 225' right of centerline, up to 100' AGL/309' MSL.
Trees beginning 2119' from DER, 1057' left of centerline, up to 100' AGL/289' MSL.
Rwy 34, trees beginning abeam threshold, 191' left of centerline, up to 100' AGL/349' MSL.
Trees beginning 2128' from DER, 978' right of centerline, up to 100' AGL/349' MSL.

MAXWELL AFB (KMXF)
MONTGOMERY, AL
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 23FEB23 (23054) (USAF)
TAKEOFF MINIMUMS:
Rwy 15, std. w/min. climb of 260' per NM to 1300.
TAKEOFF OBSTACLE NOTES:
Rwy 15, tree canopy approximately 2000' from DER, 600' left and right of centerline, from 67' AGL/197' MSL.
To 76' AGL/259' MSL.
Pylon 4754' from DER, 1400' left of centerline, 74' AGL/259' MSL.
Pylon 4894' from DER, 1354' left of centerline, 70' AGL/257' MSL.

MC RAE, GA
TELFAIR-WHEELER (MQW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 08SEP22 (22251) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-1¼ or std. w/min. climb of 279' per NM to 400.
DEPARTURE PROCEDURE:
Rwy 21, climb on heading 206 to 700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, vegetation, terrain beginning 137' from DER, 214' right of centerline, up to 223' MSL.
Trees beginning 170' from DER, 10' left of centerline, up to 263' MSL.
Tree, vegetation, terrain beginning 418' from DER, 214' right of centerline, up to 278' MSL.
Trees, vegetation beginning 658' from DER, 89' right of centerline, up to 290' MSL.
Trees, vegetation, pole beginning 828' from DER, 20' right of centerline, up to 293' MSL.
Trees, buildings, poles beginning 1130' from DER, 79' right of centerline, up to 296' MSL.
Tree 1236' from DER, 494' left of centerline, 274' MSL.
Trees, pole, vegetation beginning 1260' from DER, 4' left of centerline, up to 301' MSL.
Trees beginning 1657' from DER, 206' left of centerline, up to 305' MSL.
Trees beginning 1731' from DER, 17' left of centerline, up to 306' MSL.
Trees, grain elevators, building, poles beginning 2127' from DER, 30' right of centerline, up to 299' MSL.
Trees beginning 2769' from DER, 152' right of centerline, up to 301' MSL.
Tree 3375' from DER, 1193' right of centerline, 316' MSL.
Trees, transmission line beginning 3426' from DER, 148' right of centerline, up to 318' MSL.
Trees beginning 3749' from DER, 105' right of centerline, up to 331' MSL.
Trees beginning 3905' from DER, 63' right of centerline, up to 335' MSL.
Trees beginning 3924' from DER, 51' left of centerline, up to 308' MSL.
Trees beginning 4208' from DER, 86' right of centerline, up to 341' MSL.
Trees beginning 4389' from DER, 219' right of centerline, up to 345' MSL.
Tree 5671' from DER, 1907' right of centerline, 349' MSL.
Trees beginning 5886' from DER, 1865' right of centerline, up to 353' MSL.
Tree 6035' from DER, 1992' right of centerline, 355' MSL.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MC RAE, GA (CON’T)
TELFAIR-WHEELER (MQW) (CON’T)

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

METTER, GA
JOHN EDWIN JONES SR FLD/METTER MUNI (MHP)

Takeoff minimums and (obstacle) departure procedures

ORIG A 06DEC18 (21280) (FAA)

Takeoff obstacle notes:

Rwy 10, tree 30' from DER, 359' left of centerline, 211' MSL.
Tree, sign beginning 48' from DER, 254' left of centerline, up to 217' MSL.
Tree 165' from DER, 223' left of centerline, 224' MSL.
Tree, pole beginning 706' from DER, 206' left of centerline, up to 259' MSL.
Pole 844' from DER, 231' right of centerline, 219' MSL.
Tree, pole beginning 983' from DER, 48' left of centerline, up to 264' MSL.
Pole beginning 1335' from DER, 173' right of centerline, up to 35' AGL/231' MSL.
Tree 1357' from DER, 808' left of centerline, 265' MSL.
Pole beginning 1458' from DER, 77' right of centerline, up to 33' AGL/234' MSL.
Tree, pole beginning 1467' from DER, 91' left of centerline, up to 275' MSL.
Pole 1696' from DER, 231' left of centerline, 424' MSL.
Tree, pole beginning 2406' from DER, 855' right of centerline, 273' MSL.
Sign 3265' from DER, 802' left of centerline, 118' AGL/304' MSL.

Rwy 28,

Trees beginning abeam DER, left and right of centerline, up to 100' AGL/289' MSL.
Vehicles on interstate, abeam DER, 295' right of centerline, up to 17' AGL/196' MSL.

MILLEDGEVILLE, GA
BALDWIN COUNTY RGNL (MLJ)

Takeoff minimums and (obstacle) departure procedures

AMDT 2 25JAN24 (24025) (FAA)

Takeoff minimums:

Rwy 28,

300-1 or std w/min climb of 335'/NM to 600.

Takeoff obstacle notes:

Rwy 10, sign at DER, 199' right of centerline, 3' AGL/360' MSL.
Tree 52' from DER, 489' right of centerline, 424' MSL.
Tree 57' from DER, 512' left of centerline, 421' MSL.
Tree 65' from DER, 387' left of centerline, 438' MSL.
Tree 70' from DER, 321' right of centerline, 435' MSL.
Tree, utility building, transmission line, pole beginning 78' from DER, 68' right of centerline, up to 443' MSL.
Tree, pole beginning 88' from DER, 360' left of centerline, up to 445' MSL.
Tree, building, poles beginning 175' from DER, 292' left of centerline, up to 447' MSL.

Trees beginning 502' from DER, 298' left of centerline, up to 448' MSL.

Trees beginning 569' from DER, 30' left of centerline, up to 457' MSL.

Trees beginning 1901' from DER, 518' left of centerline, up to 461' MSL.

Trees beginning 1917' from DER, 208' left of centerline, up to 105' AGL/464' MSL.

Trees beginning 1948' from DER, 22' left of centerline, up to 468' MSL.

Trees beginning 2187' from DER, 30' right of centerline, up to 444' MSL.

Trees beginning 2446' from DER, 148' right of centerline, up to 448' MSL.

Trees beginning 2647' from DER, 572' right of centerline, up to 449' MSL.

Trees beginning 2653' from DER, 467' right of centerline, up to 459' MSL.

Rwy 28,

Trees, terrain, fence beginning 12' from DER, 313' right of centerline, up to 440' MSL.

Trees 516' from DER, 599' left of centerline, 461' MSL.
Trees beginning 684' from DER, 617' left of centerline, up to 462' MSL.

Trees, terrain, fence, traverse way beginning 737' from DER, 305' right of centerline, up to 503' MSL.

Trees beginning 899' from DER, 594' left of centerline, up to 463' MSL.

Trees beginning 1342' from DER, 522' left of centerline, up to 479' MSL.

Trees beginning 1686' from DER, 677' left of centerline, up to 482' MSL.

Trees, traverse way beginning 1727' from DER, 63' right of centerline, up to 512' MSL.

Trees, pole beginning 1789' from DER, 23' left of centerline, up to 494' MSL.

Trees beginning 2843' from DER, 46' right of centerline, up to 528' MSL.

Tree 3230' from DER, 1106' left of centerline, 498' MSL.

Trees beginning 3254' from DER, 69' left of centerline, up to 506' MSL.

Trees beginning 3444' from DER, 15' right of centerline, up to 534' MSL.

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

MILLEDGEVILLE, GA (CON’T)
Baldwin County Rgnl (MLJ) (CON’T)

Rwy 28 (CON’T), trees beginning 3503’ from DER, 260’ left of centerline, up to 508’ MSL.
Trees beginning 3547’ from DER, 467’ left of centerline, up to 514’ MSL.
Trees beginning 3621’ from DER, 59’ left of centerline, up to 521’ MSL.
Trees beginning 3680’ from DER, 113’ right of centerline, up to 535’ MSL.
Trees beginning 3795’ from DER, 36’ right of centerline, up to 539’ MSL.
Trees beginning 3823’ from DER, 313’ right of centerline, up to 543’ MSL.
Trees beginning 3883’ from DER, 113’ left of centerline, up to 536’ MSL.
Trees beginning 3963’ from DER, 115’ right of centerline, up to 548’ MSL.
Trees beginning 4003’ from DER, 46’ left of centerline, up to 540’ MSL.
Trees beginning 4319’ from DER, 12’ right of centerline, up to 550’ MSL.
Trees beginning 4667’ from DER, 9’ right of centerline, up to 540’ MSL.

MOBILE, AL

MOBILE INTL (BFM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05OCT23 (23278) (FAA)

TAKEOFF MINIMUMS:
Rwy 14, 400-2½ or std w/min climb of 246’/NM to 500.

DEPARTURE PROCEDURE:
Rwy 36, climb on heading 001° to 900.

TAKEOFF OBSTACLE NOTES:
Rwy 18, sign 46’ from DER, 197’ right of centerline, 3’ AGL/27’ MSL.
Tree 1238’ from DER, 815’ right of centerline, 94’ MSL.
Trees beginning 1442’ from DER, 767’ right of centerline, up to 105’ MSL.
Trees beginning 1494’ from DER, 106’ right of centerline, up to 107’ MSL.
Tree 1821’ from DER, 78’ left of centerline, 71’ MSL.
Trees beginning 1999’ from DER, 251’ right of centerline, up to 109’ MSL.
Trees beginning 2343’ from DER, 48’ right of centerline, up to 115’ MSL.
Tree 2646’ from DER, 410’ left of centerline, 93’ MSL.
Tree 2697’ from DER, 493’ left of centerline, 96’ MSL.
Tree 2743’ from DER, 539’ left of centerline, 97’ MSL.
Tree 2758’ from DER, 287’ left of centerline, 98’ MSL.
Trees beginning 2778’ from DER, 102’ left of centerline, up to 102’ MSL.
Trees beginning 3166’ from DER, 256’ left of centerline, up to 109’ MSL.
Tree 3467’ from DER, 794’ right of centerline, 116’ MSL.
Tree 3772’ from DER, 293’ left of centerline, 120’ MSL.
Tree 3824’ from DER, 1086’ right of centerline, 122’ MSL.
Rwy 32, light poles 40’ from DER, 124’ right of centerline, 3’ AGL/28’ MSL.
Light poles 40’ from DER, 124’ left of centerline, 2’ AGL/28’ MSL.
Trees beginning 750’ from DER, 262’ right of centerline, up to 69’ MSL.
Trees beginning 902’ from DER, 94’ left of centerline, up to 88’ MSL.
Trees beginning 1125’ from DER, 509’ right of centerline, up to 71’ MSL.
Trees beginning 1202’ from DER, 191’ right of centerline, up to 77’ MSL.
Trees beginning 1402’ from DER, 11’ right of centerline, up to 95’ MSL.
Trees beginning 2353’ from DER, 271’ right of centerline, up to 98’ MSL.
Tree 2438’ from DER, 149’ right of centerline, 99’ MSL.
Trees beginning 2503’ from DER, 526’ right of centerline, up to 103’ MSL.
Tree 2533’ from DER, 33’ right of centerline, 110’ MSL.
Tree 2607’ from DER, 18’ left of centerline, 104’ MSL.
Trees beginning 2609’ from DER, 21’ left of centerline, up to 107’ MSL.
Trees beginning 2628’ from DER, on centerline, up to 111’ MSL.
Sign, trees beginning 2780’ from DER, 120’ left of centerline, up to 111’ AGL/119’ MSL.
Trees beginning 2846’ from DER, 7’ right of centerline, up to 115’ MSL.

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

MOBILE, AL (CON’T)
MOBILE INTL (BFM) (CON’T)

**Rwy 36**, poles, trees beginning 62’ from DER, 209’ right of centerline, up to 38’ AGL/62’ MSL.
Poles beginning 114’ from DER, 479’ left of centerline, up to 35’ AGL/57’ MSL.
Poles, trees beginning 1083’ from DER, 5’ left of centerline, up to 45’ AGL/68’ MSL.
Trees, pole beginning 1285’ from DER, 292’ right of centerline, up to 83’ MSL.
Trees, pole beginning 1522’ from DER, 204’ right of centerline, up to 84’ MSL.

MOBILE RGNL (MOB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A  29MAY14  (14149)  (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, tree 1758’ from DER, 886’ right of centerline, 79’ AGL/270’ MSL.
Tree 1987’ from DER, 856’ left of centerline, 73’ AGL/277’ MSL.
Tree 2102’ from DER, 861’ right of centerline, 78’ AGL/269’ MSL.
Tree 2131’ from DER, left of centerline, 76’ AGL/280’ MSL.

**Rwy 18**, multiple trees beginning 1597’ from DER, 15’ left of centerline, up to 69’ AGL/273’ MSL.
Multiple trees beginning 1671’ from DER, 207’ right of centerline, up to 87’ AGL/278’ MSL.

**Rwy 36**, multiple trees beginning 1083’ from DER, 210’ right of centerline, up to 84’ AGL/301’ MSL.
Multiple trees beginning 532’ from DER, 43’ left of centerline, up to 73’ AGL/287’ MSL.

MONROE, GA
CY NUNNALLY MEML (D73)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A  21MAY20  (21168)  (FAA)

DEPARTURE PROCEDURE:

**Rwy 3**, climb heading 035° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree 29’ from DER, 358’ left of centerline, 910’ MSL.
Tree 38’ from DER, 425’ right of centerline, 833’ MSL.
Trees beginning 135’ from DER, 85’ left of centerline, up to 913’ MSL.
Tree 198’ from DER, 306’ right of centerline, 862’ MSL.
Transmission lines 200’ from DER, 478’ right of centerline, 60’ AGL/864’ MSL.
Tree 316’ from DER, 544’ right of centerline, 874’ MSL.
Trees beginning 345’ from DER, 332’ right of centerline, up to 895’ MSL.
Tree 537’ from DER, 552’ right of centerline, 902’ MSL.
Trees beginning 587’ from DER, 608’ right of centerline, up to 904’ MSL.
Tree 635’ from DER, 587’ right of centerline, 907’ MSL.
Trees, transmission lines and pole beginning 967’ from DER, 43’ right of centerline, up to 908’ MSL.
Transmission lines, pole and trees beginning 1899’ from DER, 92’ right of centerline, up to 110’ AGL/928’ MSL.
Tree 2021’ from DER, 393’ left of centerline, 915’ MSL.
Trees and transmission lines beginning 2036’ from DER, 101’ left of centerline, up to 931’ MSL.
Trees, transmission lines and pole beginning 2455’ from DER, 90’ left of centerline, up to 940’ MSL.
Trees beginning 3116’ from DER, 29’ right of centerline, up to 931’ MSL.
Trees and transmission lines beginning 3125’ from DER, 148’ left of centerline, up to 946’ MSL.
Transmission lines and trees beginning 3339’ from DER, 884’ left of centerline, up to 101’ AGL/947’ MSL.
Pole, trees and transmission lines beginning 3348’ from DER, 172’ left of centerline, up to 100’ AGL/948’ MSL.
Tree and transmission lines beginning 3586’ from DER, 94’ left of centerline, up to 949’ MSL.
Transmission lines, pole and trees beginning 3763’ from DER, 74’ left of centerline, up to 101’ AGL/957’ MSL.

**Rwy 21**, terrain 27’ from DER, 303’ left of centerline, 892’ MSL.
Transmission lines, terrain and fence beginning 71’ from DER, 81’ left of centerline, up to 37’ AGL/922’ MSL.
Fence 131’ from DER, 215’ right of centerline, 2’ AGL/879’ MSL.
Tree 196’ from DER, 439’ right of centerline, 929’ MSL.
Tree 266’ from DER, 338’ right of centerline, 946’ MSL.
Trees and buildings beginning 291’ from DER, 382’ right of centerline, up to 956’ MSL.
Trees and transmission lines beginning 311’ from DER, 49’ left of centerline, up to 923’ MSL.
Tree 476’ from DER, 417’ right of centerline, 957’ MSL.
Trees, transmission lines and buildings beginning 499’ from DER, 72’ right of centerline, up to 961’ MSL.
Transmission lines, trees and buildings beginning 505’ from DER, 27’ left of centerline, up to 52’ AGL/933’ MSL.
Trees and transmission lines beginning 684’ from DER, 176’ left of centerline, up to 953’ MSL.
Trees, transmission lines and buildings beginning 774’ from DER, 32’ right of centerline, up to 979’ MSL.
Trees beginning 887’ from DER, 256’ left of centerline, up to 968’ MSL.
Trees and transmission lines beginning 948’ from DER, 19’ left of centerline, up to 970’ MSL.
MONROEVILLE, AL
MONROE COUNTY AEROPLEX (MVC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 01FEB18 (18032) (FAA)
TAKEOFF OBSTACLE NOTES:
- Trees beginning 1055' from DER, 274' left of centerline, up to 100' AGL/529' MSL.
- Trees beginning 488' from DER, 291' right of centerline, up to 100' AGL/529' MSL.
**Rwy 21**, vehicle on road 750' from DER, 661' right of centerline, 15' AGL/434' MSL.
- Trees abeam DER, 376' right of centerline, up to 56' AGL/475' MSL.
- Trees beginning 219' from DER, 224' left of centerline, up to 56' AGL/474' MSL.

MONTEZUMA, GA
DR C P SAVAGE SR (53A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08SEP22 (22251) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 18, terrain 2' from DER, 198' right of centerline, 338' MSL.
- Pole 54' from DER, 463' right of centerline, 40' AGL/377' MSL.
- Terrain beginning 82' from DER, 313' left of centerline, up to 344' MSL.
- Pole, vehicle on road beginning 496' from DER, 142' right of centerline, up to 46' AGL/383' MSL.
- Tree 672' from DER, 548' right of centerline, 407' MSL.
- Tree 792' from DER, 449' left of centerline, 401' MSL.
- Tree 829' from DER, 625' right of centerline, 416' MSL.
- Tree, pole, transmission line beginning 877' from DER, 30' left of centerline, up to 420' MSL.
- Tree, pole beginning 877' from DER, 4' right of centerline, up to 419' MSL.
- Trees beginning 2521' from DER, 735' right of centerline, up to 475' MSL.
- Pole, vehicle on road beginning 18' from DER, 127' left of centerline, up to 419' MSL.
- Trees beginning 53' from DER, 162' right of centerline, up to 427' MSL.
- Tree, terrain beginning 187' from DER, 109' right of centerline, up to 432' MSL.
- Tree, vehicle on road, terrain beginning 256' from DER, 19' left of centerline, up to 437' MSL.
- Tree, terrain beginning 458' from DER, 47' right of centerline, up to 435' MSL.
- Trees beginning 1559' from DER, 13' right of centerline, up to 437' MSL.
- Pole, vehicle beginning 1865' from DER, 162' right of centerline, up to 448' MSL.
- Tree 2171' from DER, 709' right of centerline, 456' MSL.
- Trees beginning 2219' from DER, 154' right of centerline, up to 475' MSL.
- Tree 2311' from DER, 686' right of centerline, 483' MSL.
- Trees beginning 2342' from DER, 16' right of centerline, up to 493' MSL.
- Trees beginning 3819' from DER, 731' left of centerline, up to 456' MSL.
- Trees beginning 4064' from DER, 1236' left of centerline, up to 480' MSL.

MONTGOMERY, AL
MONTGOMERY RGNL (DANNELLY FLD) (MGM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 26JUL12 (21168) (FAA)
DEPARTURE PROCEDURE:
- Rwy 10, climb heading 097° to 1100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 10, trees beginning 1493' from DER, 808' right of centerline, up to 90' AGL/276' MSL.
- Trees beginning 1523' from DER, 19' left of centerline, up to 75' AGL/316' MSL.
- Trees beginning 1559' from DER, 13' left of centerline, up to 437' MSL.
- Tree, pole, building 1865' from DER, 162' right of centerline, up to 448' MSL.
- Tree, terrain beginning 2171' from DER, 709' right of centerline, 456' MSL.
- Trees beginning 2219' from DER, 154' right of centerline, up to 475' MSL.
- Tree 2311' from DER, 686' right of centerline, 483' MSL.
- Trees beginning 2342' from DER, 16' right of centerline, up to 493' MSL.
- Trees beginning 3819' from DER, 731' left of centerline, up to 456' MSL.
- Trees beginning 4064' from DER, 1236' left of centerline, up to 480' MSL.

MOODY AFB (KVAD)
VALDOSTA, GA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 25JAN24 (24025) (USAF)
TAKEOFF MINIMUMS:
- Rwy 36L, 300-1½ or std w/min climb of 254'/NM to 700.
- Rwy 36R, 300-1¼ or std w/min climb of 223'/NM to 700 or with std mins and a std 200'/NM climb gradient, takeoff must occur NLT 1700' prior to DER.
TAKEOFF OBSTACLE NOTES:
- Rwy 18L, tree 2729' from DER, 767' left of centerline, 10' AGL/293' MSL.
- Rwy 18R, tree 1306' from DER, 318' right of centerline, 56' AGL/245' MSL.
- Tree 1830' from DER, 196' right of centerline, 62' AGL/302' MSL.

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

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

VALDOSTA, GA (CON'T)

Rwy 18R (CON'T), tree 2770' from DER, 281' right of centerline, 99' AGL/292' MSL.
Rwy 36L, C-130 tail 283' from DER, 450' left of centerline, 38' AGL/268' MSL.
Tree 2807' from DER, 809' left of centerline, 99' AGL/337' MSL.
Tree 3319' from DER, 517' left of centerline, 99' AGL/337' MSL.
Terrain 6028' from DER, 1587' right of centerline, 425' MSL.
Terrain 1.1 NM from DER, 2076' left of centerline, 442' MSL.

Rwy 36R, terrain 1 NM from DER, 200' right of centerline, 120' AGL/409' MSL.

MOULTRIE, GA

MOULTRIE MUNI (MGR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 30JAN20 (20030) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, pole abeam DER, 98' right of centerline, 2' AGL/294' MSL.
Rwy 4, terrain beginning 18' from DER, 262' right of centerline, up to 337' MSL.
Rwy 36R, terrain 1 NM from DER, 200' right of centerline, 120' AGL/409' MSL.

Rwy 22, tree 34' from DER, 324' left of centerline, 321' MSL.
Rwy 34, general utility, sign beginning 16' from DER, 114' right of centerline, up to 6' AGL/292' MSL.

MUSCLE SHOALS, AL

NORTHWEST ALABAMA RGNL (MSL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07SEP23 (23250) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1/4 or std w/min climb of 239'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 184° to 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 90' from DER, 306' left of centerline, 23' AGL/568' MSL.
Rwy 22, tree 34' from DER, 324' left of centerline, up to 343' MSL.
Rwy 30, trees beginning 981' from DER, 184' left of centerline, up to 100' AGL/630' MSL.

Rwy 36, trees beginning 622' from DER, 89' left of centerline, up to 105' AGL/621' MSL.

Terrain 196' from DER, 4' right of centerline, up to 73' AGL/598' MSL.
Poles beginning 499' from DER, 320' left of centerline, up to 39' AGL/575' MSL.
Poles beginning 420' from DER, 26' right of centerline, up to 32' AGL/569' MSL.
Pole 9 from DER, 437' right of centerline, 21' AGL/557' MSL.
Comm twr 5329' from DER, 469' left of centerline, 161' AGL/698' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NAHUNTA, GA
BRANTLEY COUNTY (4J1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12JAN12 (12012) (FAA)
DEPARTURE PROCEDURE:
Rwy 19, climb heading 192° to 1500 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 1, vehicles beginning 56' from DER, left and right of centerline, up to 17' AGL/101' MSL.
Trees beginning 1105' from DER, right of centerline, up to 100' AGL/181' MSL.
Transmission towers beginning 768' from DER, 174' right of centerline, up to 32' AGL/112' MSL.
Terrain and trees 85' from DER, 343' right of centerline, 17' AGL/92' MSL.
Transmission towers and buildings beginning 15' from DER, 160' left of centerline, up to 43' AGL/118' MSL.
Utility pole 9' from DER, 280' left of centerline, 12' AGL/87' MSL.
Rwy 19, vehicle on roadway 29' from DER, 260' left of centerline, 15' AGL/94' MSL.
Trees beginning 5' from DER, 272' right of centerline, up to 100' AGL/144' MSL.
Rising terrain and trees beginning 274' from DER, 229' right of centerline, up to 21' AGL/96' MSL.
Trees beginning 993' from DER, 28' left of centerline, up to 100' AGL/132' MSL.
Terrain 462' from DER, 581' left of centerline, 17' AGL/92' MSL.

NASHVILLE, GA
BERRIEN COUNTY (4J2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 15SEP16 (16259) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, tree 94' from DER, 478' left of centerline, 284' MSL.
Trees beginning 179' from DER, 413' right of centerline, up to 274' MSL.
Trees beginning 272' from DER, 461' left of centerline, up to 297' MSL.
Trees beginning 413' from DER, 479' right of centerline, up to 283' MSL.
Trees beginning 1060' from DER, 513' right of centerline, up to 305' MSL.
Trees beginning 1491' from DER, 344' right of centerline, up to 318' MSL.
Trees beginning 1674' from DER, 331' right of centerline, up to 320' MSL.
Tree 1698' from DER, 531' right of centerline, 321' MSL.
Trees beginning 1704' from DER, 3' right of centerline, up to 323' MSL.
Tree 1809' from DER, 684' left of centerline, 307' MSL.
Trees beginning 1840' from DER, 32' left of centerline, up to 311' MSL.
Trees beginning 2108' from DER, 73' left of centerline, up to 319' MSL.
Trees beginning 2498' from DER, 32' left of centerline, up to 328' MSL.
Tree 3603' from DER, 185' right of centerline, 325' MSL.
Rwy 28, tree 81' from DER, 328' right of centerline, 264' MSL.
Pole and bush beginning 91' from DER, 149' left of centerline, up to 32' AGL/275' MSL.
Stack and pole beginning 610' from DER, 346' left of centerline, up to 40' AGL/266' MSL.
Trees beginning 1209' from DER, 331' right of centerline, up to 316' MSL.
Trees beginning 1345' from DER, 398' left of centerline, up to 308' MSL.
Trees beginning 1582' from DER, 280' left of centerline, up to 315' MSL.
Trees beginning 1733' from DER, 163' left of centerline, up to 318' MSL.
Trees beginning 1805' from DER, 382' right of centerline, up to 329' MSL.
Trees beginning 1954' from DER, 516' right of centerline, up to 335' MSL.
Trees beginning 2725' from DER, 14' right of centerline, up to 337' MSL.
Trees beginning 2897' from DER, 330' left of centerline, 320' MSL.
Trees beginning 2953' from DER, 168' left of centerline, up to 321' MSL.
Trees beginning 3125' from DER, 70' left of centerline, up to 335' MSL.

ONEONTA, AL
ROBBINS FLD (20A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 25APR19 (21336) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 24, 300-1/2 or std. w/min. climb of 206' to 1400.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 058° to 2000 before turning.
Rwy 24, climb heading 250° to 2400 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees, beginning 162' from DER, 169' left of centerline, up to 133' AGL/1199' MSL.
Tree 366' from DER, 569' right of centerline, 76' AGL/1169' MSL.
Trees, beginning 3184' from DER, 92' left of centerline, up to 129' AGL/1211' MSL.
Tree 3639' from DER, 86' left of centerline, 147' AGL/1222' MSL.
Trees, beginning 1205' from DER, 372' left of centerline, 107' AGL/1231' MSL.
Tree 4499' from DER, 623' right of centerline, 152' AGL/1239' MSL.
Rwy 24, tree, traverse way, beginning 145' from DER, 304' left of centerline, up to 135' AGL/1215' MSL
Traverse way 222' from DER, 463' right of centerline, 1147' MSL.
Trees, beginning 255' from DER, 9' left of centerline, up to 137' AGL/1217' MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ONEONTA, AL (CON’T)

ROBBINS FLD (20A) (CON’T)

Rwy 24 (CON’T), tree 281’ from DER, 214° right of centerline, 109’ AGL/1188’ MSL.
Tree 412’ from DER, 449° right of centerline, 151’ AGL/1230’ MSL.
Trees, beginning 736’ from DER, 8° right of centerline, up to 157’ AGL/1236’ MSL.
Tree 538’ from DER, 1917° right of centerline, 60’ AGL/1243’ MSL.
Tree 1 NM from DER, 1684° right of centerline, 97’ AGL/1270’ MSL.

OZARK, AL

OZARK/BLACKWELL FLD (71J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A  19JUL18  (22027)  (FAA)

TAKEOFF MINIMUMS:
Rwy 31, 300-2 or std. w/min. climb of 203’ per NM to 700, 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 31, climb heading 305° to 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning at DER, 336° left of centerline, up to 86’ AGL/404’ MSL.
Trees beginning 4’ from DER, 83° right of centerline, up to 93’ AGL/389’ MSL.
Trees beginning 604’ from DER, left and right of centerline, up to 100’ AGL/437’ MSL.
Rwy 31, terrain 10° from DER, 319° left of centerline, 370’ MSL.
Vehicles on road beginning at DER, 372° left of centerline, up to 15’ AGL/404’ MSL.
Poles beginning 75’ from DER, left and right of centerline, up to 45’ AGL/426’ MSL.
Tower 151’ from DER, 453° left of centerline, 53’ AGL/427’ MSL.
Trees beginning 189’ from DER, 314° left of centerline, up to 39’ AGL/409’ MSL.
Trees beginning 250’ from DER, 216° right of centerline, up to 100’ AGL/420’ MSL.
Trees beginning 1064’ from DER, left and right of centerline, up to 100’ AGL/508’ MSL.
Tower 1.58 NM from DER, 1588° right of centerline, 168’ AGL/600’ MSL.

PELL CITY, AL

ST CLAIR COUNTY (PLR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3  27APR17  (17117)  (FAA)

TAKEOFF MINIMUMS:
Rwy 21, 300-1 or std. w/ min. climb of 248’ per NM to 700.

DEPARTURE PROCEDURE:
Rwy 21, climb heading 206° to 1000 before turning east.

TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 60° from DER, 410° left of centerline, 526’ MSL.
Trees beginning 194’ from DER, 311° left of centerline, up to 567’ MSL.
Pole 221’ from DER, 548’ right of centerline, 27’ AGL/508’ MSL.
Tree 264’ from DER, 544° right of centerline, 568’ MSL.
Rwy 21, terrain beginning 30° from DER, 110° right of centerline, up to 493’ MSL.
Road, terrain beginning 103° from DER, 238° left of centerline, up to 502’ MSL.
Pole, terrain, road beginning 229° from DER, 1° left of centerline, up to 22’ AGL/519’ MSL.
Road 422’ from DER, 139° right of centerline, 501’ MSL.
Road 463’ from DER, 292° right of centerline, 502’ MSL.
Tree, pole beginning 476’ from DER, 363° left of centerline, up to 556’ MSL.
Trees beginning 497’ from DER, 534° right of centerline, up to 525’ MSL.
Tree 709’ from DER, 555° left of centerline, 567’ MSL.
Tree, terrain, pole, building beginning 740° from DER, 231° left of centerline, up to 586’ MSL.
Tree, ground, terrain beginning 1197° from DER, 460° left of centerline, up to 595’ MSL.
Tree 1534° from DER, 751° right of centerline, 573’ MSL.
Tree 3058° from DER, 260° left of centerline, 604’ MSL.
Tree 3955° from DER, 198° right of centerline, 583’ MSL.
Tree 4183° from DER, 192° right of centerline, 592’ MSL.
Tree 4931° from DER, 740° left of centerline, 636’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PERRY, GA
PERRY-HOUSTON COUNTY (PXE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20DEC07 (07354) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, std. w/min. climb of 230’ per NM to 1200 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 36, for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, vehicles on roadway beginning 30’ from DER, 389’ right of centerline, up to 15’ AGL/414’ MSL.
Trees and pylons beginning 133’ from DER, 317’ right of centerline, up to 72’ AGL/461’ MSL.
Trees beginning 1127’ from DER, 152’ left of centerline, up to 100’ AGL/519’ MSL.
Rwy 36, trees left and right of centerline beginning 2806’ from DER, up to 100’ AGL/529’ MSL.

PINE MOUNTAIN, GA
HARRIS COUNTY (PIM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 18NOV10 (10322) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, std. w/min. climb of 233’ per NM to 1800 or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 9, climbing left turn heading 360° to 2400 before turning east or for climb in visual conditions cross Harris County airport at or above 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, terrain and trees beginning at DER, left and right of centerline, up to 100’ AGL/1039’ MSL.
Rwy 27, terrain and trees beginning 55’ from DER, left and right of centerline, up to 115’ AGL/1015’ MSL.

PRATTVILLE, AL
PRATTVILLE/GROUBY FLD (1A9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20JUN19 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 27, 400-2¼ or std. w/min. climb of 620’ per NM to 600.
DEPARTURE PROCEDURE:
Rwy 9, climb heading 092° to 700 before turning left.
Rwy 27, climb heading 272° to 700 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 9, traverse way, lighting beginning 39’ from DER, 91’ left of centerline, up to 211’ MSL.
Trees beginning 352’ from DER, 93’ left of centerline, up to 235’ MSL.
Tree 508’ from DER, 634’ left of centerline, 269’ MSL.
Trees beginning 622’ from DER, 563’ left of centerline, up to 276’ MSL.
Trees beginning 697’ from DER, 682’ right of centerline, up to 240’ MSL.
Trees beginning 1245’ from DER, 1’ left of centerline, up to 295’ MSL.
Trees beginning 1398’ from DER, 9’ right of centerline, up to 290’ MSL.
Trees beginning 2814’ from DER, 752’ right of centerline, up to 297’ MSL.
Trees beginning 3114’ from DER, 1037’ left of centerline, up to 298’ MSL.
Tree 3259’ from DER, 1176’ left of centerline, 300’ MSL.
Trees beginning 3367’ from DER, 1037’ left of centerline, up to 309’ MSL.
Trees beginning 3602’ from DER, 1059’ left of centerline, up to 313’ MSL.
Tree 4210’ from DER, 1556’ left of centerline, 316’ MSL.
Tree 4235’ from DER, 1078’ left of centerline, 318’ MSL.
Trees beginning 4291’ from DER, 1063’ left of centerline, up to 320’ MSL.
Rwy 27, vegetation 76’ from DER, 184’ right of centerline, 228’ MSL.
Tree 166’ from DER, 516’ left of centerline, 292’ MSL.
Traverse way 170’ from DER, 491’ right of centerline, 243’ MSL.
Pole 236’ from DER, 502’ right of centerline, 33’ AGL/253’ MSL.
Pole, trees beginning 238’ from DER, 500’ right of centerline, up to 262’ MSL.
Tree 353’ from DER, 512’ left of centerline, 299’ MSL.
Tree, poles beginning 561’ from DER, 75’ left of centerline, up to 328’ MSL.
Pole, trees beginning 631’ from DER, 505’ right of centerline, up to 42’ AGL/272’ MSL.
Tree, poles beginning 1170’ from DER, 115’ right of centerline, up to 338’ MSL.
Trees beginning 1419’ from DER, 303’ left of centerline, up to 338’ MSL.
Trees beginning 1468’ from DER, 7’ left of centerline, up to 340’ MSL.
Tower, trees beginning 1527’ from DER, 11’ left of centerline, up to 105’ AGL/343’ MSL.
Trees beginning 1899’ from DER, 30’ right of centerline, up to 344’ MSL.
Trees beginning 1967’ from DER, 32’ right of centerline, up to 349’ MSL.
Trees beginning 2201’ from DER, 72’ left of centerline, up to 348’ MSL.
Trees beginning 2269’ from DER, 71’ left of centerline, up to 369’ MSL.
Trees beginning 2325’ from DER, 81’ right of centerline, up to 351’ MSL.
Trees beginning 2457’ from DER, 2’ left of centerline, up to 401’ MSL.
Trees beginning 2463’ from DER, 388’ right of centerline, up to 354’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
PRATTVILLE, AL (CON’T)
PRATTVILLE/GROUBY FLD (1A9) (CON’T)

Rwy 27 (CON’T), trees beginning 2510’ from DER, 104’ right of centerline, up to 359’ MSL.
Trees beginning 2570’ from DER, 103’ right of centerline, up to 361’ MSL.
Trees beginning 2731’ from DER, 505’ right of centerline, up to 362’ MSL.
Trees beginning 2807’ from DER, 111’ right of centerline, up to 363’ MSL.
Trees beginning 2959’ from DER, 20’ right of centerline, up to 384’ MSL.
Trees beginning 3177’ from DER, 85’ right of centerline, up to 399’ MSL.
Trees beginning 3291’ from DER, 46’ right of centerline, up to 408’ MSL.
Trees beginning 3528’ from DER, 65’ left of centerline, up to 412’ MSL.
Trees beginning 3552’ from DER, 10’ right of centerline, up to 411’ MSL.
Trees beginning 3943’ from DER, 0’ of centerline, up to 420’ MSL.
Trees beginning 4092’ from DER, 3’ left of centerline, up to 415’ MSL.
Trees beginning 4353’ from DER, 8’ right of centerline, up to 427’ MSL.
Trees beginning 5203’ from DER, 34’ right of centerline, up to 435’ MSL.
Trees beginning 5355’ from DER, 322’ left of centerline, up to 417’ MSL.
Trees beginning 5398’ from DER, 1’ right of centerline, up to 437’ MSL.
Trees beginning 5538’ from DER, 120’ left of centerline, up to 419’ MSL.
Trees beginning 5550’ from DER, 7’ left of centerline, up to 427’ MSL.
Trees beginning 5690’ from DER, 795’ left of centerline, up to 428’ MSL.
Trees beginning 5698’ from DER, 15’ left of centerline, up to 446’ MSL.
Trees beginning 6018’ from DER, 200’ left of centerline, up to 447’ MSL.
Trees beginning 1 NM from DER, 23’ left of centerline, up to 466’ MSL.
Trees beginning 1 NM from DER, 124’ left of centerline, up to 468’ MSL.
Tree 1 NM from DER, 295’ right of centerline, 448’ MSL.
Trees beginning 1 NM from DER, 172’ right of centerline, up to 460’ MSL.
Trees beginning 1 NM from DER, 537’ right of centerline, up to 471’ MSL.
Trees beginning 1 NM from DER, 102’ left of centerline, up to 476’ MSL.
Trees beginning 1 NM from DER, 5’ left of centerline, up to 483’ MSL.
Trees beginning 1 NM from DER, 501’ right of centerline, up to 496’ MSL.
Trees beginning 1 NM from DER, 59’ right of centerline, up to 504’ MSL.
Trees beginning 1.1 NM from DER, 133’ right of centerline, up to 519’ MSL.
Trees beginning 1.1 NM from DER, 25’ right of centerline, up to 534’ MSL.
Trees beginning 1.2 NM from DER, 83’ right of centerline, up to 547’ MSL.
Trees beginning 1.2 NM from DER, 50’ right of centerline, up to 554’ MSL.
Trees beginning 1.2 NM from DER, 151’ right of centerline, up to 574’ MSL.
Trees beginning 1.2 NM from DER, 20’ right of centerline, up to 85’ AGL/587’ MSL.
Tree, building, poles beginning 1.3 NM from DER, 66’ right of centerline, up to 109’ AGL/590’ MSL.
Tower, trees beginning 1.5 NM from DER, 466’ right of centerline, up to 181’ AGL/605’ MSL.
Building 1.7 NM from DER, 2935’ right of centerline, 33’ AGL/515’ MSL.

QUITMAN, GA
QUITMAN BROOKS COUNTY (4J5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13JAN11 (11013) (FAA)
TAKEOFF MINIMUMS:

Rwy 10, std. w/min. climb of 290’ per NM to 1000, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 10, for climb in visual conditions: cross Quitman Brooks County Airport at or above 1300 before proceeding on course.

Rwy 28, climb heading 279° until 700 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 10, numerous trees beginning 363’ from DER, 248’ right of centerline, up to 94’ AGL/278’ MSL.
Multiple utility poles and structures beginning 184’ from DER, 146’ right of centerline, up to 44’ AGL/224’ MSL.

Rwy 28, numerous trees beginning 486’ from DER, 342’ right of centerline, up to 85’ AGL/587’ MSL.
Numerous trees beginning 38’ from DER, 219’ left of centerline, up to 100’ AGL/280’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

REDSTONE AAF (KHUA)
REDSTONE ARSENAL, AL
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05OCT23 (23278) (USA)
TAKEOFF MINIMUMS:
Rwy 17, 500-3 or std w/min climb gradient of 240’/NM to 1500.
Rwy 35, std w/min climb gradient of 240’/NM to 1500.
DEPARTURE PROCEDURE:
Rwy 17, climb rwy hdg to 1700 before proceeding on course.
Rwy 35, climb rwy hdg to 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees 2770’ from DER, 14’ right of centerline, 763’ MSL.
Trees 1401’ from DER, 861’ right of centerline, 729’ MSL.
Rwy 35, light pole 4169’ from DER, 1232’ left of centerline, 801’ MSL.
Twr 4165’ from DER, 1216’ left of centerline, 161’ AGL/797’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 05OCT23 (23278) (USA)
Rwy 17, required min climb of 390’/NM to 3200.
Rwy 35, required min climb of 310’/NM to 3400.

REFORM, AL
NORTH PICKENS (3M8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15DEC11 (11349) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 300-1 or std. w/min. climb of 270’ per NM to 500.
Rwy 19, 500-2 or std. w/min. climb of 495’ per NM to 1000.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning at DER, 115’ left of centerline, up to 100’ AGL/299’ MSL.
Trees beginning at DER, 181’ right of centerline, up to 100’ AGL/280’ MSL.
Vehicles on roadway, 1447’ from DER, on centerline, up to 15’ AGL/275’ MSL.

REIDSVILLE, GA
SWINTON SMITH FLD AT REIDSVILLE MUNI (RVJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26JUL12 (22223) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, trees beginning abeam DER, 500’ right of centerline, up to 100’ AGL/299’ MSL.
Trees beginning 1180’ from DER, on centerline, up to 100’ AGL/309’ MSL.
Power lines beginning 2840’ from DER, 1020’ left of centerline, up to 100’ AGL/319’ MSL.

ROME, GA
RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 20APR23 (23110) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, std. w/min. climb of 370’ per NM to 2100 or 1400-3 for VCOA.
Rwy 7, 300-1½ or std. w/min. climb of 235’ per NM to 900, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2000’ prior to DER.
Rwy 25, std. w/min. climb of 380’ per NM to 2100 or 1400-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 7, climb on heading 072° to 1600 before proceeding on course.
Rwy 19, climb on heading 187° to 1400 before proceeding on course.
VCOA:
Rwys 1, 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Richard B Russell Rgnl - J H Towers Fld airport at or above 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, vehicle on roads beginning 9’ from DER, 296’ left of centerline, up to 635’ MSL.
Tree 1552’ from DER, 490’ left of centerline, 671’ MSL.
Tree 1660’ from DER, 915’ left of centerline, 683’ MSL.
Tree 1813’ from DER, 919’ right of centerline, 685’ MSL.
Tree 1948’ from DER, 1009’ right of centerline, 713’ MSL.
Trees beginning 1976’ from DER, 888’ right of centerline, up to 714’ MSL.
Tree 2576’ from DER, 1176’ left of centerline, 695’ MSL.
Tree 3076’ from DER, 935’ left of centerline, 711’ MSL.
Tree 3387’ from DER, 810’ left of centerline, 716’ MSL.
CON’T
ROME, GA (CON’T)
RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG) (CON’T)

Trees beginning 1652’ from DER, 65’ left of centerline, up to 732’ MSL.
Tree 3668’ from DER, 198’ left of centerline, 722’ MSL.
Tree 3674’ from DER, 205’ left of centerline, 723’ MSL.
Tree 3680’ from DER, 145’ left of centerline, 727’ MSL.
Tree 3810’ from DER, 60’ left of centerline, 728’ MSL.
Trees beginning 3890’ from DER, 196’ right of centerline, up to 735’ MSL.
Tree 4265’ from DER, 224’ left of centerline, 737’ MSL.
Trees beginning 4381’ from DER, 99’ left of centerline, up to 741’ MSL.
Trees beginning 4475’ from DER, 188’ left of centerline, up to 743’ MSL.
Tree 4521’ from DER, 551’ left of centerline, 746’ MSL.
Tree 4544’ from DER, 356’ left of centerline, 751’ MSL.
Tree 4554’ from DER, 202’ left of centerline, 753’ MSL.
Trees beginning 4555’ from DER, 249’ left of centerline, up to 761’ MSL.
Tree 5135’ from DER, 541’ left of centerline, 762’ MSL.

Rwy 7, trees beginning 14’ from DER, 29’ right of centerline, up to 160’ AGL/764’ MSL.
Trees beginning 403’ from DER, 648’ MSL.
Trees beginning 118’ from DER, 57’ right of centerline, up to 160’ AGL/771’ MSL.
Trees beginning 799’ from DER, 23’ left of centerline, up to 160’ AGL/774’ MSL.
Trees beginning 1485’ from DER, 3’ right of centerline, up to 160’ AGL/776’ MSL.
Trees beginning 5175’ from DER, 925’ left of centerline, up to 160’ AGL/777’ MSL.
Trees beginning 5279’ from DER, 585’ left of centerline, up to 160’ AGL/778’ MSL.
Trees beginning 5923’ from DER, 223’ left of centerline, up to 160’ AGL/779’ MSL.
Tree 1 NM from DER, 694’ right of centerline, 160’ AGL/799’ MSL.

Rwy 19, vegetation 88’ from DER, 290’ right of centerline, 642’ MSL.
Vegetation, terrain beginning 94’ from DER, 271’ right of centerline, up to 643’ MSL.
Terrain beginning 298’ from DER, 341’ right of centerline, up to 646’ MSL.
Fence 313’ from DER, 566’ right of centerline, 3’ AGL/648’ MSL.
Vegetation, terrain, tree beginning 331’ from DER, 359’ right of centerline, up to 651’ MSL.
Tree 440’ from DER, 587’ left of centerline, 670’ MSL.
Trees, pole beginning 553’ from DER, 307’ right of centerline, up to 716’ MSL.
Tree 636’ from DER, 625’ left of centerline, 682’ MSL.
Trees beginning 866’ from DER, 680’ left of centerline, up to 717’ MSL.
Tree 1172’ from DER, 448’ left of centerline, up to 723’ MSL.
Trees beginning 1779’ from DER, 764’ right of centerline, up to 719’ MSL.
Trees beginning 1854’ from DER, 65’ right of centerline, up to 726’ MSL.
Trees beginning 1963’ from DER, 293’ left of centerline, up to 726’ MSL.
Trees beginning 2664’ from DER, 30’ left of centerline, up to 737’ MSL.
Trees beginning 3018’ from DER, 13’ right of centerline, up to 729’ MSL.
Trees beginning 3146’ from DER, 88’ right of centerline, up to 730’ MSL.
Trees beginning 3158’ from DER, 94’ right of centerline, up to 731’ MSL.
Trees beginning 3251’ from DER, 656’ left of centerline, up to 739’ MSL.
Tree 1 NM from DER, 694’ right of centerline, 160’ AGL/799’ MSL.

Rwy 25, trees, vehicle on road beginning 26’ from DER, 8’ left of centerline, up to 160’ AGL/784’ MSL.
Trees, vegetation beginning 159’ from DER, 47’ right of centerline, up to 160’ AGL/781’ MSL.
Trees 1312’ from DER, 133’ right of centerline, 160’ AGL/784’ MSL.
Trees beginning 1340’ from DER, 219’ right of centerline, up to 160’ AGL/787’ MSL.
Trees beginning 1576’ from DER, 21’ right of centerline, up to 160’ AGL/790’ MSL.
Trees beginning 1652’ from DER, 65’ left of centerline, up to 160’ AGL/787’ MSL.
Trees beginning 1917’ from DER, 392’ right of centerline, up to 160’ AGL/794’ MSL.
Trees beginning 2049’ from DER, 107’ right of centerline, up to 160’ AGL/797’ MSL.
Trees beginning 2229’ from DER, 177’ left of centerline, up to 160’ AGL/790’ MSL.
Trees beginning 2465’ from DER, 90’ left of centerline, up to 160’ AGL/794’ MSL.
Trees beginning 2701’ from DER, 4’ left of centerline, up to 160’ AGL/800’ MSL.
Trees beginning 2851’ from DER, 81’ right of centerline, up to 160’ AGL/800’ MSL.
Trees beginning 3098’ from DER, 168’ right of centerline, up to 160’ AGL/804’ MSL.
Trees beginning 3334’ from DER, 55’ right of centerline, up to 160’ AGL/807’ MSL.
Trees beginning 4043’ from DER, 228’ right of centerline, up to 160’ AGL/810’ MSL.
Trees beginning 4279’ from DER, 4’ right of centerline, up to 160’ AGL/813’ MSL.
Trees beginning 5528’ from DER, 21’ left of centerline, up to 160’ AGL/807’ MSL.
Trees 2.1 NM from DER, 3881’ right of centerline, 160’ AGL/981’ MSL.
Trees 2.2 NM from DER, 3967’ right of centerline, 160’ AGL/1023’ MSL.
Trees beginning 2.3 NM from DER, 3743’ right of centerline, up to 160’ AGL/1105’ MSL.
Trees beginning 2.4 NM from DER, 3830’ right of centerline, up to 160’ AGL/1135’ MSL.
Trees 2.5 NM from DER, 3916’ right of centerline, 160’ AGL/1059’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

RUSSELLVILLE, AL
BILL PUGH FLD (M22)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 05MAY11 (21140) (FAA)
TAKEOFF MINIMUMS:
Rwy 20, std. w/ min. climb of 451’ per NM to 1500, or 400-2 w/ min. climb of 321’ per NM to 1600, or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 018° to 1400 before proceeding on course.
Rwy 20, climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Bill Pugh Fld at or above 1600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 592’ from DER, 200’ right of centerline, up to 100’ AGL/839’ MSL.
Trees beginning 3598’ from DER, 283’ left of centerline, up to 100’ AGL/839’ MSL.
Rwy 20, trees beginning 1228’ from DER, 51’ left of centerline, up to 100’ AGL/1159’ MSL.
Trees beginning 1993’ from DER, 380’ right of centerline, up to 100’ AGL/1159’ MSL.

ST ELMO, AL
ST ELMO (2R5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14FEB08 (08045) (FAA)
DEPARTURE PROCEDURE:
Rwy 6, climb heading 059° to 800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees 1499’ from DER, on centerline, 45’ AGL/174’ MSL.
Rwy 24, tree 1730’ from DER, 716’ left of centerline, 100’ AGL/229’ MSL.
Trees 1076’ from DER, on centerline, 34’ AGL/164’ MSL.

SANDERSVILLE, GA
KAOLIN FLD (OKZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 21MAY20 (22195) (FAA)
DEPARTURE PROCEDURE:
Rwy 13, climb on heading 125° to 1000 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 13, tree 42’ from DER, 418’ left of centerline, 449’ MSL.
Trees beginning 97’ from DER, 327’ left of centerline, up to 465’ MSL.
Traverse way 148’ from DER, 361’ right of centerline, 442’ MSL.
Pole 420’ from DER, 439’ left of centerline, 35’ AGL/468’ MSL.
Tree 716’ from DER, 444’ right of centerline, 478’ MSL.
Trees, poles beginning 729’ from DER, 3’ left of centerline, up to 541’ MSL.
Tree 1218’ from DER, 488’ right of centerline, 494’ MSL.
Trees beginning 1247’ from DER, 7’ right of centerline, up to 514’ MSL.
Trees beginning 1487’ from DER, 265’ left of centerline, up to 545’ MSL.
Tree 1525’ from DER, 619’ left of centerline, 549’ MSL.
Trees beginning 1602’ from DER, 108’ left of centerline, up to 565’ MSL.
Trees beginning 1727’ from DER, 5’ left of centerline, up to 570’ MSL.
Tree 2356’ from DER, 377’ right of centerline, 518’ MSL.
Tree 3071’ from DER, 958’ right of centerline, 532’ MSL.
Trees beginning 3140’ from DER, 578’ right of centerline, up to 539’ MSL.
Trees beginning 3296’ from DER, 576’ right of centerline, up to 543’ MSL.
Trees beginning 3617’ from DER, 363’ right of centerline, up to 546’ MSL.
Tree 4221’ from DER, 780’ right of centerline, 547’ MSL.
Tree 4233’ from DER, 948’ right of centerline, 548’ MSL.
Rwy 31, tree 2’ from DER, 144’ right of centerline, 408’ MSL.
Tree 29’ from DER, 144’ right of centerline, 410’ MSL.
Tree 57’ from DER, 147’ right of centerline, 413’ MSL.
Tree 96’ from DER, 494’ right of centerline, 427’ MSL.
Trees beginning 138’ from DER, 415’ left of centerline, up to 426’ MSL.
Tree 220’ from DER, 370’ right of centerline, 428’ MSL.
Trees beginning 347’ from DER, 107’ left of centerline, up to 437’ MSL.
Trees beginning 398’ from DER, 242’ right of centerline, up to 442’ MSL.
Trees beginning 2049’ from DER, 955’ right of centerline, up to 485’ MSL.
Trees beginning 2449’ from DER, 414’ right of centerline, up to 511’ MSL.
Trees beginning 2535’ from DER, 344’ right of centerline, up to 512’ MSL.
Trees beginning 2620’ from DER, 917’ right of centerline, up to 527’ MSL.
SAVANNAH, GA
SAVANNAH/HILTON HEAD INTL (SAV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 07DEC17 (17341) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, 400-2½ or std. w/min. climb of 205’ per NM to 600.
DEPARTURE PROCEDURE:
Rwy 1, climb heading 6° to 600 before proceeding southwest.
Rwy 10, climb heading 097° to 700 before proceeding southwest.
Rwy 19, climb heading 186° to 1300 before turning right.
Rwy 28, climb heading 277° to 1600 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 1, fence 94’ from DER, 503’ right of centerline, 7’ AGL/47’ MSL.
Vehicles on road beginning 98’ from DER, 504’ right of centerline, up to 54’ MSL.
Tower 294’ from DER, 416’ right of centerline, 24’ AGL/63’ MSL.
Pole 1336’ from DER, 645’ right of centerline, 77’ MSL.
Trees beginning 2208’ from DER, 891’ right of centerline, up to 113’ MSL.
Rwy 10, lighting 29’ from DER, 152’ right of centerline, 4’ AGL/47’ MSL.
Lighting 29’ from DER, 151’ left of centerline, 4’ AGL/48’ MSL.
Tree 200’ from DER, 521’ right of centerline, 65’ MSL.
Tree 743’ from DER, 638’ left of centerline, 69’ MSL.
Tree 1075’ from DER, 720’ left of centerline, 77’ MSL.
Tree 1893’ from DER, 930’ right of centerline, 99’ MSL.
Trees beginning 1979’ from DER, 883’ right of centerline, up to 118’ MSL.
Tree 2299’ from DER, 1041’ left of centerline, 104’ MSL.
Cranes beginning 2.2 NM from DER, 3433’ left of centerline, up to 394’ AGL/396’ MSL.
Cranes beginning 2.3 NM from DER, 1650’ left of centerline, up to 394’ AGL/396’ MSL.
Rwy 19, tree 865’ from DER, 665’ right of centerline, 71’ MSL.
Trees beginning 1505’ from DER, 782’ left of centerline, up to 78’ MSL.
Tree 1796’ from DER, 944’ left of centerline, 82’ MSL.
Rwy 22, heading 040° to 2000 before proceeding on course or for climb in visual conditions: cross Scottsboro Mun-Word Fld at or above 1900 MSL before proceeding on course.
Rwy 22, heading 220° to 1900 before proceeding on course or for climb in visual conditions: cross Scottsboro Mun-
Word Fld at or above 1900 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, pole 409’ from DER, 302’ left of centerline, 23’ AGL/660’ MSL.
Terrain beginning 123’ from DER, 546’ left of centerline, up to 656’ MSL.
Terrain beginning 34’ from DER, 206’ from DER, 206’ right of centerline, up to 633’ MSL.
Rwy 22, terrain beginning 3718’ from DER, 1423’ left of centerline, up to 751’ MSL.

SCOTTSBORO, AL
SCOTTSBORO MUNI-WORD FLD (4A6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17OCT13 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 302’ per NM to 2000 or 1400-2½ for climb in visual conditions.
Rwy 22, std. w/min. climb of 400’ per NM to 1900 or 1400-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 4, climb heading 040° to 2000 before proceeding on course or for climb in visual conditions: cross Scottsboro Mun-
Word Fld at or above 1900 MSL before proceeding on course.
Rwy 22, climb heading 220° to 1900 before proceeding on course or for climb in visual conditions: cross Scottsboro Mun-
Word Fld at or above 1900 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, pole 409’ from DER, 302’ left of centerline, 23’ AGL/660’ MSL.
Terrain beginning 123’ from DER, 546’ left of centerline, up to 656’ MSL.
Terrain beginning 34’ from DER, 206’ from DER, 206’ right of centerline, up to 633’ MSL.
Rwy 22, terrain beginning 3718’ from DER, 1423’ left of centerline, up to 751’ MSL.

SELMA, AL
CRAIG FLD (SEM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 25OCT07 (22195) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 15, trees beginning 2440’ from DER, 231’ right of centerline, up to 73’ AGL/232’ MSL.
Trees beginning 1687’ from DER, 568’ left of centerline, up to 61’ AGL/220’ MSL.
Rwy 33, tree 1416’ from DER, 607’ right of centerline, 62’ AGL/211’ MSL.
Trees beginning 885’ from DER, 439’ left of centerline, up to 68’ AGL/207’ MSL.
ST SIMONS ISLAND, GA
ST SIMONS ISLAND (SSI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 20JUN19 (19171) (FAA)
TAKEOFF OBSERVATION NOTES:

Rwy 4, building 53' from DER, 348' right of centerline, 18' AGL/35' MSL.
Pole, building beginning 56' from DER, 325' right of centerline, up to 24' AGL/41' MSL.
Pole 81' from DER, 373' right of centerline, 39' AGL/56' MSL.
Poles beginning 146' from DER, 283' right of centerline, up to 41' AGL/58' MSL.
Trees, poles, building beginning 159' from DER, 31' right of centerline, up to 68' MSL.
Tree 563' from DER, 292' right of centerline, 74' MSL.
Tree 573' from DER, 87' right of centerline, 77' MSL.
Trees beginning 574' from DER, 33' right of centerline, up to 79' MSL.
Trees beginning 625' from DER, 112' right of centerline, up to 84' MSL.
Trees beginning 726' from DER, 75' right of centerline, up to 87' MSL.
Trees beginning 810' from DER, 10' right of centerline, up to 91' MSL.
Trees beginning 1431' from DER, 26' right of centerline, up to 102' MSL.
Trees beginning 2731' from DER, 217' right of centerline, up to 107' MSL.
Trees beginning 2944' from DER, 322' right of centerline, up to 109' MSL.
Tree 3511' from DER, 1309' right of centerline, 112' MSL.
Trees beginning 3518' from DER, 670' right of centerline, up to 113' MSL.
Tree 3844' from DER, 335' right of centerline, 114' MSL.

Trees, poles, building beginning 144' from DER, 16' right of centerline, up to 61' MSL.

Trees, buildings, poles beginning 410' from DER, 13' left of centerline, up to 83' MSL.
Trees, poles beginning 811' from DER, 23' left of centerline, up to 95' MSL.
Trees beginning 1623' from DER, 69' left of centerline, up to 99' MSL.
Trees beginning 2027' from DER, 38' left of centerline, up to 102' MSL.
Trees beginning 2113' from DER, 68' left of centerline, up to 110' MSL.
Trees beginning 2624' from DER, 22' left of centerline, up to 116' MSL.

Rwy 16, tree 137' from DER, 388' right of centerline, 55' MSL.

Trees, poles, towers, transmission lines beginning 594' from DER, 9' right of centerline, up to 119' MSL.
Tower, transmission line beginning 2586' from DER, 19' right of centerline, up to 117' AGL/121' MSL.

Trees, poles beginning 63' from DER, 17' left of centerline, up to 78' MSL.
Trees, pole beginning 1105' from DER, 26' left of centerline, up to 80' MSL.
Trees, transmission lines beginning 1665' from DER, 44' left of centerline, up to 82' MSL.

Rwy 22, trees, pole beginning 45' from DER, 251' right of centerline, up to 75' MSL.

Trees beginning 438' from DER, 42' right of centerline, up to 83' MSL.

Trees beginning 626' from DER, 32' right of centerline, up to 91' MSL.
Trees beginning 1108' from DER, 102' right of centerline, up to 93' MSL.
Trees beginning 1367' from DER, 77' right of centerline, up to 98' MSL.
Trees beginning 2291' from DER, 129' right of centerline, up to 99' MSL.

Tower, transmission line beginning 2586' from DER, 19' right of centerline, up to 117' AGL/121' MSL.
Trees beginning 69' from DER, 17' left of centerline, up to 78' MSL.

Trees, pole beginning 1100' from DER, 219' right of centerline, up to 61' MSL.
Pole, tree beginning 1239' from DER, 282' right of centerline, up to 101' MSL.

Trees beginning 1506' from DER, 610' right of centerline, 86' MSL.

Trees beginning 1539' from DER, 45' right of centerline, up to 95' MSL.

Trees beginning 2417' from DER, 3' right of centerline, up to 101' MSL.
Trees beginning 2880' from DER, 16' right of centerline, up to 109' MSL.

Tree 3624' from DER, 1390' right of centerline, 111' MSL.

Trees, poles, building beginning 511' from DER, 3' left of centerline, up to 99' MSL.

Trees beginning 2194' from DER, 83' left of centerline, up to 100' MSL.
Trees beginning 2487' from DER, 17' left of centerline, up to 103' MSL.
Trees beginning 2604' from DER, 606' left of centerline, up to 104' MSL.
Trees beginning 2655' from DER, 22' left of centerline, up to 109' MSL.
Trees beginning 2844' from DER, 139' left of centerline, up to 112' MSL.
Trees beginning 3024' from DER, 212' left of centerline, up to 114' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

STATESBORO, GA
STATESBORO-BULLOCH COUNTY (TBR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JUN23 (23166) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 6, traverse way 24’ from DER, 157’ right of centerline, up to 200’ MSL.
Trees beginning 429’ from DER, 563’ left of centerline, up to 100’ AGL/310’ MSL.
Tree 529’ from DER, 458’ right of centerline, up to 100’ AGL/300’ MSL.
Tree 2495’ from DER, 708’ right of centerline, up to 200’ MSL.

Rwy 14, traverse way 53’ from DER, 409’ right of centerline, 159’ MSL.
Trees beginning 188’ from DER, 456’ left of centerline, up to 169’ MSL.
Trees beginning 673’ from DER, 480’ left of centerline, up to 192’ MSL.
Trees beginning 771’ from DER, 534’ right of centerline, up to 219’ MSL.
Tree 1085’ from DER, 761’ left of centerline, up to 196’ MSL.

Trees beginning 1636’ from DER, 498’ right of centerline, up to 231’ MSL.
Trees beginning 1869’ from DER, 286’ right of centerline, up to 233’ MSL.
Trees beginning 1941’ from DER, 621’ left of centerline, up to 215’ MSL.
Trees beginning 2102’ from DER, 883’ right of centerline, up to 234’ MSL.
Trees beginning 2177’ from DER, 288’ left of centerline, up to 216’ MSL.
Tree 2716’ from DER, 136’ left of centerline, up to 225’ MSL.

Tree 2736’ from DER, 19’ left of centerline, up to 227’ MSL.
Trees beginning 3002’ from DER, 141’ right of centerline, up to 253’ MSL.
Tree 3321’ from DER, 863’ right of centerline, up to 258’ MSL.
Trees beginning 3399’ from DER, 1015’ right of centerline, up to 259’ MSL.

Rwy 24, traverse way beginning 178’ from DER, 226’ right of centerline, up to 189’ MSL.
Building, traverse way beginning 227’ from DER, 236’ left of centerline, up to 20’ AGL/195’ MSL.
Trees beginning 315’ from DER, 439’ left of centerline, up to 36’ AGL/208’ MSL.
Trees beginning 766’ from DER, 245’ left of centerline, up to 264’ MSL.
Tree, tower beginning 1007’ from DER, 200’ right of centerline, up to 273’ MSL.

Rwy 32, traverse way 6’ from DER, 276’ left of centerline, 193’ MSL.
Trees beginning 730’ from DER, 603’ left of centerline, up to 238’ MSL.
Trees beginning 820’ from DER, 10’ right of centerline, up to 244’ MSL.
Trees beginning 1152’ from DER, 20’ left of centerline, up to 268’ MSL.
Trees beginning 1782’ from DER, 631’ right of centerline, up to 248’ MSL.
Trees beginning 1901’ from DER, 167’ left of centerline, up to 280’ MSL.
Trees beginning 1984’ from DER, 468’ left of centerline, up to 270’ MSL.
Trees beginning 2033’ from DER, 570’ right of centerline, up to 271’ MSL.
Trees beginning 2323’ from DER, 143’ left of centerline, up to 282’ MSL.
Tree 3114’ from DER, 1275’ right of centerline, 278’ MSL.
Trees beginning 4254’ from DER, 262’ right of centerline, up to 289’ MSL.
Trees beginning 4677’ from DER, 36’ left of centerline, up to 307’ MSL.

SWAINSBORO, GA
EAST GEORGIA REGIONAL (SBO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 26JUL12 (12208) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 14, multiple poles and trees beginning 110’ from DER, 53’ right of centerline, up to 99’ AGL/388’ MSL.
Multiple poles and trees beginning 861’ from DER, 45’ right of centerline, up to 75’ AGL/394’ MSL.

Rwy 32, multiple trees beginning 3390’ from DER, 29’ left of centerline, up to 100’ AGL/419’ MSL.
Multiple trees beginning 206’ from DER, 210’ right of centerline, up to 45’ AGL/354’ MSL.

SYLACAUGA, AL
MERKEL FLD SYLACAUGA MUNI (SCD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 18SEP14 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 300-1¼ or std. w/min. climb of 308’ per NM to 900.
Rwy 27, 200-1½ or std. w/min. climb of 645’ per NM to 800.

DEPARTURE PROCEDURE:
Rwy 9, climb heading 079° to 2100 before turning right.
Rwy 27, climb heading 259° to 1400 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 42’ from DER, 261’ right of centerline, up to 33’ AGL/573’ MSL.
Multiple poles beginning 205’ from DER, 340’ right of centerline, up to 39’ AGL/579’ MSL.
Vehicle on road 446’ from DER, 456’ right of centerline, up to 15’ AGL/462’ MSL.
Trees beginning 774’ from DER, 418’ right of centerline, up to 69’ AGL/609’ MSL.
Trees beginning 2435’ from DER, 313’ right of centerline, up to 63’ AGL/613’ MSL.

CON’T
SYLACAUGA, AL (CON’T)
MERKEL FLD SYLACAUGA MUNI (SCD) (CON’T)

Rwy 27, tree 32’ from DER, 373’ right of centerline, 3’ AGL/583’ MSL.
Terraion 196’ from DER, 400’ right of centerline, 585’ MSL.
Pole 386’ from DER, 592’ right of centerline, 42’ AGL/622’ MSL.
Vehicle on road beginning 425’ from DER, 146’ right of centerline, up to 15’ AGL/618’ MSL.
Trees beginning 814’ from DER, 93’ right of centerline, up to 76’ AGL/716’ MSL.
Terrain 1058’ from DER, 568’ right of centerline, 617’ MSL.
Trees beginning 4723’ from DER, 531’ right of centerline, up to 58’ AGL/718’ MSL.
Trees beginning 18’ from DER, 490’ left of centerline, up to 36’ AGL/616’ MSL.
Vehicle on road 84’ from DER, 173’ left of centerline, up to 15’ AGL/581’ MSL.
Trees beginning 1070’ from DER, 415’ left of centerline, up to 81’ AGL/621’ MSL.
Trees beginning 2309’ from DER, 9’ left of centerline, up to 66’ AGL/646’ MSL.
Trees beginning 4059’ from DER, 613’ left of centerline, up to 77’ AGL/737’ MSL.
Trees 1.1 NM from DER left and right of centerline, up to 100’ AGL/738’ MSL.

SYLVANIA, GA

PLANTATION AIRPARK (JYL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30JAN20 (20030) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 5, traverse way 429’ from DER, 323’ right of centerline, 202’ MSL.
Trees beginning 1149’ from DER, 298’ right of centerline, up to 232’ MSL.
Trees beginning 1216’ from DER, 385’ left of centerline, 237’ MSL.
Tree 1401’ from DER, 657’ right of centerline, 241’ MSL.
Tree 1500’ from DER, 736’ left of centerline, 243’ MSL.
Tree 1566’ from DER, 526’ right of centerline, 249’ MSL.
Tree 1588’ from DER, 427’ left of centerline, 246’ MSL.
Trees beginning 1592’ from DER, 576’ left of centerline, up to 252’ MSL.
Trees beginning 1594’ from DER, 392’ right of centerline, up to 254’ MSL.
Trees beginning 1858’ from DER, 518’ right of centerline, up to 260’ MSL.
Trees beginning 1877’ from DER, 552’ left of centerline, up to 266’ MSL.
Trees beginning 2062’ from DER, 454’ left of centerline, up to 269’ MSL.
Trees beginning 2117’ from DER, 450’ right of centerline, up to 269’ MSL.
Trees beginning 2212’ from DER, 103’ left of centerline, up to 276’ MSL.
Trees beginning 2235’ from DER, 15’ right of centerline, up to 275’ MSL.
Trees beginning 2829’ from DER, 37’ right of centerline, up to 276’ MSL.
Trees beginning 3023’ from DER, 40’ left of centerline, up to 281’ MSL.
Trees beginning 3065’ from DER, 170’ left of centerline, up to 288’ MSL.
Trees beginning 3221’ from DER, 116’ left of centerline, up to 289’ MSL.
Trees beginning 385’ from DER, 42’ left of centerline, up to 100’ AGL/171’ MSL.
Trees beginning 199’ from DER, 11’ right of centerline, up to 100’ AGL/171’ MSL.
Trees beginning 385’ from DER, 42’ left of centerline, up to 100’ AGL/174’ MSL.
Trees 530’ from DER, 636’ left of centerline, 100’ AGL/178’ MSL.
Trees 618’ from DER, 554’ left of centerline, 201’ MSL.
Trees 635’ from DER, 253’ left of centerline, 100’ AGL/174’ MSL.
Tree 769’ from DER, 703’ left of centerline, 241’ MSL.
Trees 780’ from DER, 464’ left of centerline, 100’ AGL/174’ MSL.
Tree 869’ from DER, 575’ left of centerline, 230’ MSL.
Trees 926’ from DER, 61’ right of centerline, 100’ AGL/171’ MSL.
Trees 926’ from DER, 676’ left of centerline, 100’ AGL/174’ MSL.
Tree 1000’ from DER, 717’ left of centerline, 240’ MSL.
Trees 1030’ from DER, 292’ left of centerline, 100’ AGL/171’ MSL.
Tree 1106’ from DER, 602’ left of centerline, 234’ MSL.
Trees 1175’ from DER, 504’ left of centerline, 100’ AGL/171’ MSL.
Tree 1181’ from DER, 748’ left of centerline, 241’ MSL.
Trees 1280’ from DER, 121’ left of centerline, 100’ AGL/168’ MSL.
Tree 1313’ from DER, 709’ left of centerline, 242’ MSL.
Trees beginning 1321’ from DER, 28’ left of centerline, up to 100’ AGL/171’ MSL.
Rwy 15, wind indicator 68’ from DER, 399’ left of centerline, 21’ AGL/193’ MSL.
Trees beginning 94’ from DER, 2’ left of centerline, up to 100’ AGL/171’ MSL.
Trees beginning 199’ from DER, 11’ right of centerline, up to 100’ AGL/171’ MSL.
Trees beginning 385’ from DER, 42’ left of centerline, up to 100’ AGL/174’ MSL.
Trees 530’ from DER, 636’ left of centerline, 100’ AGL/178’ MSL.
Trees 618’ from DER, 554’ left of centerline, 201’ MSL.
Trees 635’ from DER, 253’ left of centerline, 100’ AGL/174’ MSL.
Tree 769’ from DER, 703’ left of centerline, 241’ MSL.
Trees 780’ from DER, 464’ left of centerline, 100’ AGL/174’ MSL.
Tree 869’ from DER, 575’ left of centerline, 230’ MSL.
Trees 926’ from DER, 61’ right of centerline, 100’ AGL/171’ MSL.
Trees 926’ from DER, 676’ left of centerline, 100’ AGL/174’ MSL.
Tree 1000’ from DER, 717’ left of centerline, 240’ MSL.
Trees 1030’ from DER, 292’ left of centerline, 100’ AGL/171’ MSL.
Tree 1106’ from DER, 602’ left of centerline, 234’ MSL.
Trees 1175’ from DER, 504’ left of centerline, 100’ AGL/171’ MSL.
Tree 1181’ from DER, 748’ left of centerline, 241’ MSL.
Trees 1280’ from DER, 121’ left of centerline, 100’ AGL/168’ MSL.
Tree 1313’ from DER, 709’ left of centerline, 242’ MSL.
Trees beginning 1321’ from DER, 28’ left of centerline, up to 100’ AGL/171’ MSL.
Rwy 23, trees beginning 30’ from DER, 291’ left of centerline, up to 239’ MSL.
Tree 145’ from DER, 308’ right of centerline, 178’ MSL.
Trees beginning 418’ from DER, 364’ right of centerline, up to 216’ MSL.
Trees beginning 880’ from DER, 153’ right of centerline, up to 218’ MSL.
Tree 2115’ from DER, 987’ right of centerline, 228’ MSL.
Tree 2206’ from DER, 464’ right of centerline, 231’ MSL.
Rwy 33, trees beginning 29’ from DER, 5’ right of centerline, up to 100’ AGL/174’ MSL.
Trees beginning 70’ from DER, 8’ left of centerline, up to 100’ AGL/171’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TALLADEGA, AL
TALLADEGA MUNI (ASN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 27JUN13 (13178) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 207’ per NM to 1300 or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1700’ prior to DER or 1400-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 4, climb heading 038° to 2100 before turning right, or for climb in visual conditions: cross Talladega Muni airport at or above 1800’ MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 22, climb heading 233° to 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, multiple poles beginning 904’ from DER, 418’ right of centerline, up to 48’ AGL/568’ MSL.
Numerous trees beginning 1811’ from DER, 48’ right of centerline, up to 72’ AGL/612’ MSL.
Flag pole 3421’ from DER, 306’ right of centerline, 74’ AGL/614’ MSL.
Buildings and trees beginning 1319’ from DER, 394 left of centerline, up to 89’ AGL/629’ MSL.
Rwy 22, tree 14’ from DER, 413’ right of centerline, 62’ AGL/562’ MSL.
Trees beginning 7’ from DER, 325’ left of centerline, up to 26’ AGL/526’ MSL.

THOMASTON, GA
THOMASTON-UPSON COUNTY (OPN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 12AUG21 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 30, std. w/min. climb of 268’ per NM to 1800, or 1100-3 for VCOA.
VCOA:
Rwy 30, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Thomaston-Upson County airport or above 1700’ before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 12, tree 2885’ from DER, 510’ left of centerline, 885’ MSL.
Tree 3280’ from DER, 1067’ left of centerline, 894’ MSL.
Rwy 30, trees beginning 801’ from DER, 444’ right of centerline, up to 866’ MSL.
Tree 969’ from DER, 601’ right of centerline, 867’ MSL.
Transmission line and catenary beginning 1625’ from DER, 274’ left of centerline, up to 105’ AGL/863’ MSL.

THOMASVILLE, GA
THOMASVILLE RGNL (TVI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 22JUN17 (22307) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, app light 10’ from DER, 9’ right of centerline, 2’ AGL/231’ MSL.
App light 11’ from DER, 10’ left of centerline, 2’ AGL/232’ MSL.
Terrain, tree, beginning 53’ from DER, 150’ right of centerline, up to 237’ MSL.
Terrain 351’ from DER, 438’ left of centerline, 240’ MSL.
Terrain 518’ from DER, 237’ left of centerline, 247’ MSL.
Tree, terrain, beginning 570’ from DER, 625’ left of centerline, up to 269’ MSL.
Tree 670’ from DER, 577’ left of centerline, 281’ MSL.
Tree 691’ from DER, 645’ right of centerline, 281’ MSL.
Tree, terrain, beginning 744’ from DER, 432’ left of centerline, up to 292’ MSL.
Tree, pole, beginning 914’ from DER, 587’ left of centerline, up to 300’ MSL.
Tree 2212’ from DER, 861’ right of centerline, 327’ MSL.
Trees, beginning 2344’ from DER, 707’ right of centerline, up to 354’ MSL.
Tree 2632’ from DER, 1144’ left of centerline, 338’ MSL.
Trees, beginning 2645’ from DER, 1147’ left of centerline, up to 343’ MSL.
Trees, beginning 3006’ from DER, 857’ right of centerline, up to 356’ MSL.
Rwy 14, app light 10’ from DER, 9’ right of centerline, 2’ AGL/231’ MSL.
App light 11’ from DER, 10’ left of centerline, 2’ AGL/232’ MSL.
Terrain, tree, beginning 53’ from DER, 150’ right of centerline, up to 237’ MSL.
Terrain 351’ from DER, 438’ left of centerline, 240’ MSL.
Terrain 518’ from DER, 237’ left of centerline, 247’ MSL.
Tree, terrain, beginning 570’ from DER, 625’ left of centerline, up to 269’ MSL.
Tree 670’ from DER, 577’ left of centerline, 281’ MSL.
Tree 691’ from DER, 645’ right of centerline, 281’ MSL.
Tree, terrain, beginning 744’ from DER, 432’ left of centerline, up to 292’ MSL.
Tree, pole, beginning 914’ from DER, 587’ left of centerline, up to 300’ MSL.
Tree 2212’ from DER, 861’ right of centerline, 327’ MSL.
Trees, beginning 2344’ from DER, 707’ right of centerline, up to 354’ MSL.
Tree 2632’ from DER, 1144’ left of centerline, 338’ MSL.
Trees, beginning 2645’ from DER, 1147’ left of centerline, up to 343’ MSL.
Trees, beginning 3006’ from DER, 857’ right of centerline, up to 356’ MSL.
CON’T
THOMASVILLE, GA (CON’T)

THOMASVILLE RGNL (TVI) (CON’T)

Rwy 22, post, ground, beginning 78’ from DER, 429’ right of centerline, up to 6’ AGL/249’ MSL.
Tree 79’ from DER, 319’ left of centerline, 248’ MSL.
Tree 336’ from DER, 541’ left of centerline, 302’ MSL.
Tree 343’ from DER, 542’ left of centerline, 304’ MSL.
Tree 445’ from DER, 565’ right of centerline, 317’ MSL.
Trees, beginning 458’ from DER, 562’ left of centerline, up to 319’ MSL.
Tree, road, beginning 491’ from DER, 84’ right of centerline, up to 335’ MSL.
Tree, road, beginning 647’ from DER, 73’ left of centerline, up to 331’ MSL.
Trees, beginning 827’ from DER, 285’ left of centerline, up to 337’ MSL.
Trees, beginning 1053’ from DER, 53’ left of centerline, up to 347’ MSL.
Trees, beginning 1058’ from DER, 59’ right of centerline, up to 337’ MSL.
Trees, beginning 1248’ from DER, 26’ right of centerline, up to 340’ MSL.
Trees, beginning 1262’ from DER, 131’ left of centerline, up to 349’ MSL.
Tree 1372’ from DER, 97’ left of centerline, up to 351’ MSL.
Trees, beginning 1420’ from DER, 101’ right of centerline, up to 346’ MSL.
Tree 1671’ from DER, 905’ right of centerline, 350’ MSL.
Trees, beginning 1672’ from DER, 40’ right of centerline, up to 351’ MSL.
Tree 1763’ from DER, 959’ left of centerline, 355’ MSL.
Trees, beginning 1763’ from DER, 70’ left of centerline, up to 353’ MSL.
Tree 1966’ from DER, 662’ left of centerline, 355’ MSL.
Trees, beginning 1990’ from DER, 89’ left of centerline, up to 358’ MSL.
Trees, beginning 2093’ from DER, 21’ left of centerline, up to 361’ MSL.
Tree 2451’ from DER, 490’ right of centerline, 353’ MSL.
Trees, beginning 2475’ from DER, 42’ right of centerline, up to 357’ MSL.
Trees, beginning 2510’ from DER, 588’ right of centerline, up to 358’ MSL.
Trees, beginning 2592’ from DER, 6’ right of centerline, up to 364’ MSL.
Tree 4594’ from DER, 70’ left of centerline, 363’ MSL.

Rwy 32, tree 177’ from DER, 491’ left of centerline, 317’ MSL.
Trees, beginning 483’ from DER, 537’ right of centerline, up to 335’ MSL.
Tree 768’ from DER, 603’ left of centerline, 331’ MSL.
Trees, beginning 817’ from DER, 157’ left of centerline, up to 335’ MSL.
Tree 1064’ from DER, 640’ right of centerline, 337’ MSL.
Trees, beginning 1089’ from DER, 55’ right of centerline, up to 339’ MSL.
Tree 1622’ from DER, 775’ left of centerline, 337’ MSL.
Trees, beginning 1629’ from DER, 78’ left of centerline, up to 342’ MSL.
Trees, beginning 2461’ from DER, 6’ right of centerline, up to 342’ MSL.
Tree 3069’ from DER, 232’ right of centerline, 343’ MSL.
Trees, beginning 3253’ from DER, 144’ left of centerline, up to 351’ MSL.
Trees, beginning 3333’ from DER, 208’ right of centerline, up to 361’ MSL.
Trees, beginning 4595’ from DER, 72’ left of centerline, up to 364’ MSL.

THOMSON, GA

THOMSON-MCDUFFIE COUNTY (HOU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  15SEP16  (22167)  (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, t-l twr 178’ from DER, 455’ left of centerline, 35’ AGL/529’ MSL.
Tree, t-l twr beginning 382’ from DER, 48’ left of centerline, up to 592’ MSL.
T-l twr 669’ from DER, 623’ right of centerline, 33’ AGL/524’ MSL.
T-l twrs beginning 686’ from DER, 415’ right of centerline, up to 35’ AGL/531’ MSL.
T-l twr 730’ from DER, 626’ right of centerline, 40’ AGL/532’ MSL.
Pole 999’ from DER, 618’ right of centerline, 60’ AGL/553’ MSL.
Pole, bldg beginning 1001’ from DER, 539’ right of centerline, up to 556’ MSL.
T-l twr 1984’ from DER, 333’ right of centerline, 91’ AGL/580’ MSL.
T-l twr 2005’ from DER, 428’ right of centerline, 99’ AGL/588’ MSL.
Pole, t-l twr beginning 2127’ from DER, 942’ right of centerline, up to 589’ MSL.

Rwy 28, tree 200’ from DER, 547’ left of centerline, 477’ MSL.
Tree 425’ from DER, 521’ left of centerline, 479’ MSL.
Trees beginning 453’ from DER, 537’ right of centerline, up to 514’ MSL.
Tree 757’ from DER, 654’ left of centerline, 503’ MSL.
Trees beginning 3899’ from DER, 1121’ left of centerline, up to 562’ MSL.
Tree 4902’ from DER, 1248’ left of centerline, 578’ MSL.
Trees beginning 4902’ from DER, 1180’ left of centerline, up to 578’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TIFTON, GA
HENRY TIFF MYERS (TMA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:
Rwy 34, 400-2 1/4 or std. with a min. climb of 360’ per NM to 900.

DEPARTURE PROCEDURE:
Rwy 28, climb heading 277° to 1200 before turning right.

Rwy 34, climb heading 332° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 167’ from DER, 491’ right of centerline, 377’ MSL.

Trees beginning 208’ from DER, 306’ left of centerline, up to 390’ MSL.

Trees beginning 618’ from DER, 525’ left of centerline, up to 403’ MSL.

Tree 791’ from DER, 623’ right of centerline, 384’ MSL.

Tree 840’ from DER, 569’ right of centerline, 393’ MSL.

Trees beginning 1274’ from DER, 611’ left of centerline, up to 413’ MSL.

Tree 1788’ from DER, 786’ left of centerline, 416’ MSL.

Trees beginning 1876’ from DER, 660’ left of centerline, up to 423’ MSL.

Trees beginning 1968’ from DER, 161’ right of centerline, up to 427’ MSL.

Tree 2402’ from DER, 704’ left of centerline, 428’ MSL.

Rwy 16, tree and runway light beginning 6’ from DER, 60’ right of centerline, up to 54’ AGL/377’ MSL.
Runway light 11’ from DER, 59’ left of centerline, 2’ AGL/340’ MSL.

Tree 293’ from DER, 565’ right of centerline, 378’ MSL.

Tree and pole beginning 298’ from DER, 441’ right of centerline, up to 379’ MSL.

Tree 565’ from DER, 647’ left of centerline, 371’ MSL.

Trees beginning 567’ from DER, 520’ left of centerline, up to 376’ MSL.

Tree 603’ from DER, 635’ right of centerline, 414’ MSL.

Trees beginning 604’ from DER, 421’ right of centerline, up to 417’ MSL.

Trees beginning 972’ from DER, 532’ left of centerline, up to 380’ MSL.

Tree 2947’ from DER, 572’ right of centerline, 419’ MSL.

Trees beginning 2951’ from DER, 470’ right of centerline, up to 428’ MSL.

Rwy 28, tree 78’ from DER, 287’ right of centerline, 385’ MSL.

Trees beginning 139’ from DER, 272’ right of centerline, up to 392’ MSL.

Trees beginning 1074’ from DER, 289’ left of centerline, up to 410’ MSL.

Tree 1206’ from DER, 558’ left of centerline, 416’ MSL.

Trees beginning 1244’ from DER, 24’ left of centerline, up to 419’ MSL.

Tree 1281’ from DER, 178’ right of centerline, 403’ MSL.

Tree 1295’ from DER, 223’ right of centerline, 415’ MSL.

Trees beginning 1295’ from DER, 88’ right of centerline, up to 417’ MSL.

Trees beginning 1316’ from DER, 456’ left of centerline, up to 420’ MSL.

Trees beginning 1323’ from DER, 296’ left of centerline, up to 421’ MSL.

Trees beginning 1368’ from DER, 154’ left of centerline, up to 427’ MSL.

Tree and pole beginning 1409’ from DER, 7’ left of centerline, up to 430’ MSL.

Trees beginning 1445’ from DER, 76’ right of centerline, up to 421’ MSL.

Trees beginning 1480’ from DER, 209’ right of centerline, up to 425’ MSL.

Trees beginning 1537’ from DER, 260’ right of centerline, up to 426’ MSL.

Trees beginning 1555’ from DER, 124’ right of centerline, up to 429’ MSL.

Trees beginning 1625’ from DER, 86’ right of centerline, up to 430’ MSL.

Trees beginning 1676’ from DER, on centerline, up to 434’ MSL.

Trees and pole beginning 1754’ from DER, 34’ right of centerline, up to 437’ MSL.

Tree 1898’ from DER, 625’ right of centerline, 92’ AGL/439’ MSL.

Trees beginning 1899’ from DER, 23’ right of centerline, up to 441’ MSL.

Trees beginning 1929’ from DER, 13’ left of centerline, up to 433’ MSL.

Trees beginning 2743’ from DER, 79’ left of centerline, up to 434’ MSL.

Trees beginning 3117’ from DER, 297’ right of centerline, up to 450’ MSL.

Trees beginning 3452’ from DER, 1116’ right of centerline, up to 96’ AGL/451’ MSL.

Rwy 34, trees beginning 9’ from DER, 150’ right of centerline, up to 358’ MSL.

Tree 76’ from DER, 457’ left of centerline, 57’ AGL/398’ MSL.

Tree and pole beginning 178’ from DER, 389’ left of centerline, up to 405’ MSL.

Tree and pole beginning 282’ from DER, 337’ left of centerline, up to 428’ MSL.

Tree 667’ from DER, 642’ right of centerline, 416’ MSL.

Trees beginning 713’ from DER, 510’ right of centerline, up to 431’ MSL.

Trees beginning 832’ from DER, 291’ right of centerline, up to 436’ MSL.

Tree 2018’ from DER, 964’ left of centerline, 434’ MSL.

Trees beginning 2021’ from DER, 618’ left of centerline, up to 438’ MSL.

Trees beginning 2504’ from DER, 890’ left of centerline, up to 440’ MSL.

Tree 2584’ from DER, 1173’ left of centerline, 443’ MSL.

Trees beginning 2586’ from DER, 132’ left of centerline, up to 451’ MSL.

Trees beginning 2814’ from DER, 938’ right of centerline, up to 439’ MSL.

Tree 2932’ from DER, 1033’ right of centerline, 440’ MSL.

Trees beginning 2933’ from DER, 841’ right of centerline, up to 443’ MSL.

Trees beginning 3250’ from DER, 393’ right of centerline, up to 450’ MSL.

Tower 5755’ from DER, 1324’ right of centerline, 155’ AGL/523’ MSL.

Tower 1.2 NM from DER, 273’ right of centerline, 190’ AGL/569’ MSL.

Tower and antenna beginning 1.5 NM from DER, 789’ left of centerline, up to 349’ AGL/688’ MSL.

Tower 1.9 NM from DER, 816’ left of centerline, 292’ AGL/652’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TOCCOA, GA
TOCCOA RG LETOURNEAU FLD (TOC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 10DEC15 (22223) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, std. w/min. climb of 430’ per NM to 2600 or 1600-3 for VCOA.
Rwy 27, std. w/min. climb of 478’ per NM to 2500 or 1600-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 9, climb heading 094° to 2000 before turning on course.
Rwy 21, climb heading 207° to 2200 before turning on course.
VCOA:
Rwys 3, 27, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Toccoa RG Letourneau Fld airport at or above 2600 MSL, before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 142’ from DER, 57’ AGL/1,032’ MSL, scattered trees 71’ from DER, 271’ right of centerline, 57’ AGL/989’ MSL.
Rwy 9, terrain 99’ from DER, 177’ right of centerline, 975’ MSL.
Terrain 108’ from DER, 126’ left of centerline, 955’ MSL.
Rwy 21, terrain 29’ from DER, 208’ right of centerline 1023’ MSL.
Tower 376’ from DER, 520’ left of centerline up to 39’ AGL/1008’ MSL.
Multiple trees 589’ from DER, 196’ right of centerline, up to 66’ AGL/1120’ MSL.
Multiple trees 553’ from DER, 62’ left of centerline, up to 89’ AGL/1107’ MSL.
Rwy 27, tower 1.2 NM from DER, 1818’ left of centerline, 354’ AGL/1364’ MSL.

TROY, AL
TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 29MAY14 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, std. w/min. climb of 280’ per NM to 1200 or 1600-2½ for climb in visual conditions.
Rwy 32, std. w/min. climb of 281’ per NM to 3200 or 1600-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 7, climb heading 073° to 1000 before turning left.
Rwy 14, climb heading 147° to 1200 before turning right, for climb in visual conditions: cross Troy Muni at N Kenneth Campbell Fld at or above 1800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 25, climb heading 254° to 1700 before turning right.
Rwy 32, for climb in visual conditions: cross Troy Muni at N Kenneth Campbell Fld at or above 1800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 7, sign 38’ from DER, 425’ right of centerline, 23’ AGL/413’ MSL.
Trees beginning 297’ from DER, 339’ left of centerline, up to 80’ AGL/471’ MSL.
Trees beginning 802’ from DER, 455’ right of centerline, up to 65’ AGL/449’ MSL.
Trees beginning 1846’ from DER, 363’ left of centerline, up to 100’ AGL/519’ MSL.
Rwy 14, trees beginning 52’ from DER, 338’ left of centerline, up to 66’ AGL/431’ MSL.
Trees beginning 305’ from DER, 330’ right of centerline, up to 60’ AGL/425’ MSL.
Trees beginning 548’ from DER, 84’ left of centerline, up to 100’ AGL/465’ MSL.
Trees beginning 1176’ from DER, 32’ right of centerline, up to 95’ AGL/449’ MSL.
Trees beginning 1845’ from DER, 31’ left of centerline, up to 100’ AGL/447’ MSL.
Trees beginning 31’ from DER, 476’ left of centerline, up to 100’ AGL/447’ MSL.
Rwy 25, trees beginning 119’ from DER, 420’ right of centerline, up to 45’ AGL/414’ MSL.
Trees beginning 1485’ from DER, 76’ right of centerline, up to 80’ AGL/523’ MSL.
Tree 4066’ from DER, 1355’ left of centerline, 100’ AGL/519’ MSL.
Rwy 32, terrain and brush beginning 148’ from DER, left and right of centerline, up to 12’ AGL/427’ MSL.
Terrain, brush, and trees beginning 673’ from DER, left and right of centerline, up to 65’ AGL/505’ MSL.
Pole, brush, and trees beginning 1979’ from DER, left and right of centerline, up to 100’ AGL/549’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TUSCALOOSA, AL
TUSCALOOSA NTL (TCL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 08SEP22 (22251) (FAA)
TAKEOFF MINIMUMS:

Rwy 4, 300-1/2 or std. w/min. climb of 256' per NM to 600,
Rwy 12, 400-2 1/2 w/min. climb of 210' per NM to 800, or std. w/min. climb of 217' per NM to 600, or 1000-3 for VCOA.
Rwy 30, 400-2 1/2 or std. w/min. climb gradient of 235' per NM to 500.

VCOA:

Rwy 12, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tuscaloosa Ntl airport at or above 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 1061' from DER, 400' right of centerline, up to 197' MSL.
Trees beginning 1209' from DER, 52' right of centerline, up to 204' MSL.
Tree 1527' from DER, 97' right and 474' left of centerline up to 235' MSL.
Trees beginning 1932' from DER, 5' left, 146' right of centerline, up to 239' MSL.
Tree 2296' from DER, 25' left, 6' right of centerline, up to 247' MSL.
Tree 3193' from DER, 275' left of centerline, 252' MSL.
Trees beginning 3265' from DER, 33' left, 54' right of centerline, up to 263' MSL.
Tree 4525' from DER, 428' left of centerline, 279' MSL.
Tree 4586' from DER, 485' left of centerline, 280' MSL.
Trees beginning 4640' from DER, 220' left of centerline, up to 287' MSL.
Trees beginning 4666' from DER, 34' right of centerline, up to 289' MSL.
Trees beginning 4752' from DER, 133' left of centerline, up to 296' MSL.
Trees beginning 4810' from DER, 5' right, 129' left of centerline, up to 300' MSL.
Trees beginning 5149' from DER, 297' left of centerline, up to 302' MSL.
Trees beginning 5282' from DER, 530' left of centerline, up to 312' MSL.
Trees beginning 5641' from DER, 485' left of centerline, up to 316' MSL.
Tree 5860' from DER, 618' left of centerline, 318' MSL.
Tree 5901' from DER, 349' left of centerline, 319' MSL.
Tree 5951' from DER, 395' left of centerline, 323' MSL.
Tree 6001' from DER, 439' left of centerline, 327' MSL.

TUSKEGEE, AL
MOTON FLD MUNI (06A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09APR09 (22195) (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/261' MSL.
Trees beginning 1114' from DER, 138' left of centerline, up to 216' MSL.
Trees beginning 1309' from DER, 8' left of centerline, up to 100' AGL/235' MSL.
Tree 2506' from DER, 1076' left of centerline, 100' AGL/242' MSL.
Tree 3134' from DER, 1190' left of centerline, 100' AGL/245' MSL.
Tower 2 NM from DER, 1177' left of centerline, 238' AGL/494' MSL.
Rwy 22, tree 422' from DER, 588' left of centerline, 177' MSL.
Tree 1611' from DER, 601' left of centerline, 203' MSL.

Rwy 30, trees, vehicle on roadway beginning 9' from DER, 49' right of centerline, up to 264' MSL.
Pole 685' from DER, 365' left of centerline, 53' AGL/213' MSL.
Trees beginning 777' from DER, 169' left of centerline, up to 219' MSL.
Trees beginning 957' from DER, 187' left of centerline, up to 224' MSL.
Trees beginning 1393' from DER, 71' left of centerline, up to 259' MSL.
Trees 2320' from DER, 927' left of centerline, 269' MSL.
Tower 3961' from DER, 1118' left of centerline, 139' AGL/301' MSL.

TUSKEGEE, AL
MOTON FLD MUNI (06A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09APR09 (22195) (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/261' MSL.
Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL.

Rwy 31, trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL.
Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL.
Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

VALDOSTA, GA

VALDOSTA RGNL (VLD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 25JAN24 (24025) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 57’ from DER, 361’ right of centerline, 200’ MSL.
Trees beginning 151’ from DER, 8’ right of centerline, up to 100’ AGL/294’ MSL.
Tree 1523’ from DER, 899’ left of centerline, 254’ MSL.
Trees beginning 1686’ from DER, 26’ left of centerline, up to 100’ AGL/274’ MSL.
Trees beginning 1864’ from DER, 92’ left of centerline, up to 274’ MSL.
Tree 3406’ from DER, 1268’ left of centerline, 100’ AGL/284’ MSL.
Tree 3652’ from DER, 1445’ left of centerline, 100’ AGL/291’ MSL.
Tree 3805’ from DER, 1233’ left of centerline, 100’ AGL/294’ MSL.
Rwy 18, tree 861’ from DER, 667’ left of centerline, 248’ MSL.
Trees beginning 1454’ from DER, 561’ left of centerline, up to 251’ MSL.
Trees beginning 2020’ from DER, 298’ left of centerline, up to 280’ MSL.
Tree 3310’ from DER, 487’ left of centerline, 289’ MSL.
Tree 3743’ from DER, 1233’ left of centerline, 100’ AGL/294’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 2 21MAR24 (24081) (FAA)
Rwys 4, 18, 22, 36, heading as assigned by ATC.

VERNON, AL

LAMAR COUNTY (M55)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 23SEP10 (10266) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 300-1½ or std. w/min. climb of 225’ per NM to 500, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1600’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 7, sign 32’ from DER, 75’ left of centerline, 1’ AGL/270’ MSL.
Trees beginning 324’ from DER, 110’ right of centerline, up to 100’ AGL/579’ MSL.
Trees beginning 181’ from DER, 168’ left of centerline, up to 100’ AGL/596’ MSL.
Tree 3121’ from DER, 936’ left of centerline, 118’ AGL/348’ MSL.
Rwy 14, trees beginning 26’ from DER, 228’ right of centerline, up to 73’ AGL/333’ MSL.
Trees beginning 29’ from DER, 328’ left of centerline, up to 80’ AGL/342’ MSL.
Trees beginning 1258’ from DER, left and right of centerline, up to 102’ AGL/338’ MSL.
Rwy 25, REILs 8’ from DER, 90’ left and right of centerline, 1’ AGL/274’ MSL.
Trees beginning 8’ from DER, 262’ right of centerline, up to 85’ AGL/355’ MSL.
Terrain 24’ from DER, 331’ right of centerline, 280’ MSL.
Trees beginning 88’ from DER, 284’ left of centerline, up to 99’ AGL/339’ MSL.

VIDALIA, GA

VIDALIA RGNL (VDI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20AUG15 (15232) (FAA)
TAKEOFF MINIMUMS:
Rwy 32, 300-1½ or std. w/min. climb of 225’ per NM to 500, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1600’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 7, sign 32’ from DER, 75’ left of centerline, 1’ AGL/270’ MSL.
Trees beginning 324’ from DER, 574’ left of centerline, up to 75’ AGL/305’ MSL.
Trees beginning 969’ from DER, 706 right of centerline, up to 85’ AGL/325’ MSL.
Tree 3121’ from DER, 936’ left of centerline, 118’ AGL/348’ MSL.
Rwy 14, trees beginning 14’ from DER, 228’ right of centerline, up to 73’ AGL/333’ MSL.
Trees beginning 29’ from DER, 328’ left of centerline, up to 80’ AGL/342’ MSL.
Trees beginning 1258’ from DER, left and right of centerline, up to 102’ AGL/338’ MSL.
Rwy 25, REILs 8’ from DER, 90’ left and right of centerline, 1’ AGL/274’ MSL.
Trees beginning 8’ from DER, 262’ right of centerline, up to 85’ AGL/355’ MSL.
Terrain 24’ from DER, 331’ right of centerline, 280’ MSL.
Trees beginning 88’ from DER, 284’ left of centerline, up to 99’ AGL/339’ MSL.

CON’T
VIDALIA, GA (CON’T)
VIDALIA RGNL (VDI) (CON’T)
Rwy 32, trees beginning 4’ from DER, 271’ left of centerline, up to 105’ AGL/345’ MSL.
Trees beginning 57’ from DER, 318’ right of centerline, up to 82’ AGL/338’ MSL.
Trees beginning 1157’ from DER, left and right of centerline, up to 103’ AGL/357’ MSL.
Water tower 5411’ from DER, 1012’ right of centerline, 134’ AGL/424’ MSL.

WASHINGTON, GA
WASHINGTON/WILKES COUNTY (IY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  27JAN22 (22027) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, terrain 9’ from DER, 130’ right of centerline, 634’ MSL.
Tree, pole beginning 191’ from DER, 5’ right of centerline, up to 700’ MSL.
Rwy 31, tower 2.5 NM from DER, 1012’ right of centerline, 417’ AGL/557’ MSL.
Vehicle on road beginning 110’ from DER, 226 right of centerline, up to 15’ AGL/147’ MSL.

WAYCROSS, GA
WAYCROSS-WARE COUNTY (AYS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  04FEB16 (16035) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 19, 500-3 or std. w/min. climb of 230’ per NM to 700.

WAYNESBORO, GA
BURKE COUNTY (BXG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  30AUG07 (07242) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 485’ from DER, 129’ left of centerline, up to 100’ AGL/440’ MSL.
Rwy 26, trees beginning 3053’ from DER, 800’ left of centerline, up to 100’ AGL/439’ MSL.
Trees beginning 3843’ from DER, 416’ right of centerline, up to 100’ AGL/429’ MSL.

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

WETUMPKA, AL
WETUMPKA MUNI (08A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03JUN10 (10154) (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 36, NA-Environmental.
Rwy 27, 500-3 with minimum climb of 220’ per NM to 800 or standard with minimum climb of 450’ per NM to 600 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 27, for climb in visual conditions cross Wetumpka Muni airport at or above 1000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, vehicle on roadway 471’ from DER, 591’ left of centerline, up to 15’ AGL/214’ MSL.
Trees beginning 540’ from DER, left and right of centerline, up to 100’ AGL/299’ MSL.
Rwy 27, building 453’ from DER, 434’ right of centerline, 25’ AGL/224’ MSL.
Vehicles on roadway 617’ from DER, left and right of centerline, up to 15’ AGL/214’ MSL.
Trees beginning 1314’ from DER, 50’ right of centerline, up to 100’ AGL/309’ MSL.
Power lines beginning 2243’ from DER, left and right of centerline, up to 88’ AGL/322’ MSL.
Trees beginning 3454’ from DER, left and right of centerline, up to 100’ AGL/409’ MSL.
Rising terrain and trees beginning 1.7 miles from DER, left and right of centerline, up to 200’ AGL/639’ MSL.

WINDER, GA
BARROW COUNTY (WDR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08APR10 (10098) (FAA)
TAKEOFF MINIMUMS:
Rwy 23, std. w/min. climb of 210’ per NM to 3100 or 900-2½ for climb in visual conditions.
Rwy 31, 300-1½ or std. w/ min. climb of 205’ per NM to 1300, or alternatively, with std. takeoff minimums and a normal 200’/NM climb gradient, takeoff must occur no later than 1300’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 23, for climb in visual conditions: cross Barrow County airport at or above 1700’ MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple trees beginning 6’ from DER, 41’ left of centerline, up to 48’ AGL/982’ MSL.
Multiple trees beginning 43’ from DER, 24’ right of centerline, up to 74’ AGL/973’ MSL.
Rwy 13, multiple trees/poles/signs beginning 83’ from DER, 16’ left of centerline, up to 74’ AGL/983’ MSL.
Multiple trees/poles beginning 82’ from DER, 8’ right of centerline, up to 59’ AGL/968’ MSL.
Rwy 23, multiple trees beginning 31’ from DER, 344’ left of centerline, up to 100’ AGL/1041’ MSL.
Multiple trees beginning 487’ from DER, 279’ right of centerline, up to 100’ AGL/1059’ MSL.
Rwy 31, multiple trees beginning 493’ from DER, 30’ left of centerline, up to 100’ AGL/1139’ MSL.
Multiple trees beginning 63’ from DER, 19’ right of centerline, up to 57’ AGL/1000’ MSL.
Localizer antenna 295’ from DER, on centerline 8’ AGL/943’ MSL.
Tree 7804’ from DER, 1990’ left of centerline, 100’ AGL/1139’ MSL.
### IFR ALTERNATE AIRPORT MINIMUMS

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

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

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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</thead>
<tbody>
<tr>
<td>ALABASTER, AL</td>
<td>SHELBY COUNTY (EET) RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34 NA when local weather not available. Category C, 800-2¼; Category D, 1000-3.</td>
</tr>
<tr>
<td>ALBANY, GA</td>
<td>SOUTHWEST GEORGIA RGNL (ABY) ILS or LOC Rwy 5 1² RNAV (GPS) Rwy 5 ¹ RNAV (GPS) Rwy 17³ RNAV (GPS) Rwy 23³ RNAV (GPS) Rwy 35³ VOR Rwy 17³ ¹NA when control tower closed. ²LOC, Category C, 800-2½; Category D, 800-2½. ³Category C, 800-2½; Category D, 800-2½.</td>
</tr>
<tr>
<td>ALBERTVILLE, AL</td>
<td>ALBERTVILLE RGNL/THOMAS J BRUMLIK FLD (8A0) RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23 NA when local weather not available.</td>
</tr>
<tr>
<td>ALEXANDER CITY, AL</td>
<td>THOMAS C RUSSELL FLD (ALX) RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 Category C, 900-2½; Category D, 900-2½.</td>
</tr>
<tr>
<td>ALMA, GA</td>
<td>BACON COUNTY (AMG) RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34 NA when local weather not available. Category C, 800-2½; Category D, 800-2½.</td>
</tr>
<tr>
<td>ANDALUSIA-OPP, AL</td>
<td>SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J) COPTER NDB Rwy 29 NDB-A RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29 NA when local weather not available.</td>
</tr>
<tr>
<td>ANNISTON, AL</td>
<td>ANNISTON RGNL (ANB) ILS Y or LOC Y Rwy 5¹ ILS Z or LOC Z Rwy 5² RNAV (GPS) Rwy 5³ RNAV (GPS) Rwy 23³ NA when local weather not available. ¹ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3. ²ILS, Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3; LOC, Categories A, B, 900-2; Category C, 900-2½. ³Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3.</td>
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#### Note:

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Alternate Minimums</th>
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<tbody>
<tr>
<td><strong>Athens, GA</strong>&lt;br&gt;Athens/Ben&lt;br&gt;Epps (Ahn)</td>
<td>ILS or LOC/DME Rwy 27&lt;sup&gt;1&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Rwy 20&lt;br&gt;RNAV (GPS) Rwy 27&lt;br&gt;VOR Rwy 2&lt;br&gt;NA when local weather not available.&lt;br&gt;Cat D, 700-2.</td>
</tr>
<tr>
<td><strong>Atlanta, GA</strong>&lt;br&gt;Atlanta Gnrl Falcon&lt;br&gt;Fld (Ffc)</td>
<td>ILS or LOC Rwy 31&lt;sup&gt;1&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Rwy 13&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Rwy 31&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;NA when local weather not available.&lt;br&gt;Cat D, 800-2¼.</td>
</tr>
<tr>
<td><strong>Atlanta</strong>&lt;br&gt;Speedway (Hmp)</td>
<td>RNAV (GPS) Rwy 6&lt;br&gt;RNAV (GPS) Rwy 24&lt;br&gt;NA when local weather not available.&lt;br&gt;Cat C, 900-2½; Cat D, 900-2¼.</td>
</tr>
<tr>
<td><strong>Cobb County Intl/Mccollum</strong>&lt;br&gt;Fld (Ryy)</td>
<td>ILS or LOC Rwy 27&lt;sup&gt;12&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Rwy 9&lt;sup&gt;3&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Rwy 27&lt;sup&gt;3&lt;/sup&gt;&lt;br&gt;VOR/DME Rwy 9&lt;sup&gt;4&lt;/sup&gt;&lt;br&gt;NA when local weather not available.&lt;br&gt;Cat A, 900-2½; Cat D, 900-2¼.</td>
</tr>
<tr>
<td><strong>Covington</strong>&lt;br&gt;Muni (Cvc)</td>
<td>RNAV (GPS) Rwy 10&lt;br&gt;RNAV (GPS) Rwy 28&lt;br&gt;NA when local weather not available.</td>
</tr>
<tr>
<td><strong>DeKalb-&lt;br&gt;Peachtree (Pdk)</strong></td>
<td>ILS or LOC Rwy 21&lt;sup&gt;12&lt;/sup&gt;&lt;br&gt;RNAV (GPS)-A&lt;sup&gt;4&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Y Rwy 21&lt;sup&gt;14&lt;/sup&gt;&lt;br&gt;NA when local weather not available.&lt;br&gt;Cat D, 800-2¼.</td>
</tr>
<tr>
<td><strong>Augusta, Ga</strong>&lt;br&gt;Auburn Gnrl At Bush&lt;br&gt;Fld (Agg)</td>
<td>ILS or LOC Rwy 36&lt;sup&gt;1&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Rwy 11&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Rwy 18&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Rwy 29&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Rwy 36&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;NA when local weather not available.&lt;br&gt;Cat D, 800-2¼.</td>
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<tr>
<td><strong>Augusta, ga</strong>&lt;br&gt;Auburn University&lt;br&gt;Rgnl (Auo)</td>
<td>ILS or LOC Rwy 17&lt;sup&gt;12&lt;/sup&gt;&lt;br&gt;ILS or LOC Rwy 35&lt;sup&gt;12&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Rwy 17&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Rwy 26&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Rwy 35&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Y Rwy 8&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Z Rwy 8&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;NA when local weather not available.&lt;br&gt;Cat D, 800-2¼.</td>
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<tr>
<td><strong>Daniel Fld (Dnl)</strong></td>
<td>NDB Rwy 11&lt;br&gt;RNAV (GPS) Rwy 5&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;RNAV (GPS) Y Rwy 11&lt;sup&gt;2&lt;/sup&gt;&lt;br&gt;VOR/DME-B&lt;br&gt;NA when local weather not available.&lt;br&gt;Cat A, B, C, D, 1100-4.&lt;br&gt;Cat C, D, 1000-3.</td>
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<td>BAINBRIDGE, GA</td>
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<td>RNAV (GPS) Rwy 27</td>
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<td>NA when local weather not available.</td>
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<td>BAY MINETTE, AL</td>
<td>BAY MINETTE</td>
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<tr>
<td>BIRMINGHAM, AL</td>
<td>BIRMINGHAM-SHUTTLESWORTH INTL (BHM)</td>
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<td>RNAV (GPS) Rwy 36¹</td>
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<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 6²</td>
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<tr>
<td></td>
<td>¹Categories A, B, 900-2; Categories C, D, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>²Category D, 900-2¾.</td>
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<tr>
<td>BLAKELY, GA</td>
<td>EARLY COUNTY (BJ)</td>
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<td>RNAV (GPS) Rwy 5</td>
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<td>RNAV (GPS) Rwy 23</td>
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<td>Category D, 800-2¾.</td>
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<td>BLAIRSVILLE, GA</td>
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<td>Category A, 1000-2; Category B, 1100-2;</td>
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<td>Category C, 1300-3.</td>
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<td>BRUNSWICK, GA</td>
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<td>VOR/DME-B ²</td>
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<tr>
<td></td>
<td>¹LOC, Category D, 800-2¼.</td>
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<td></td>
<td>²Category D, 800-2¾.</td>
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<td>BUTLER, GA</td>
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<td>RNAV (GPS) Rwy 1</td>
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<td>RNAV (GPS) Rwy 19</td>
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<td>CALHOUN, GA</td>
<td>TOM B DAVID FLD (CZL)</td>
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<td>RNAV (GPS) Rwy 17</td>
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<td>RNAV (GPS) Rwy 35</td>
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<td>NA when local weather not available.</td>
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<tr>
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<td>Category C, 1000-2¾; Category D, 1000-3.</td>
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<td>CANON, GA</td>
<td>FRANKLIN-HART (18A)</td>
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<td>RNAV (GPS) Rwy 8¹</td>
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<td>RNAV (GPS) Rwy 26</td>
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<tr>
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<td>¹Category D, 800-2¼.</td>
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<tr>
<td>CANTON, GA</td>
<td>CHEROKEE COUNTY</td>
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<td>RNAV (GPS) Rwy 23</td>
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<td>NA when local weather not available.</td>
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<td>¹Category D, 900-2¼.</td>
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<td>VOR-A ²</td>
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<td>¹Category B, 900-2; Category C, 1000-3;</td>
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<td>Category D, 1300-3.</td>
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<td>²Categories A, B, 900-2; Category C, 1000-3; Category D, 1300-3.</td>
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<td>RNAV (GPS) Rwy 28</td>
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<td>RNAV (GPS) Rwy 24¹</td>
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<td>¹NA when control tower closed.</td>
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<td>³Category C, 800-2½; Category D, 1000-3.</td>
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<td>CORNELIA, GA</td>
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<td>COURTLAND, AL</td>
<td>COURTLAND (9A4)</td>
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<td>CULLMAN, AL</td>
<td>CULLMAN RGNL/FOLSOM FLD (CMD)</td>
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<td>DALTON MUNI (DNN)</td>
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<td>PRYOR FLD RGNL (DCU)</td>
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<td>DEMopolis, AL</td>
<td>DEMopolis RGNL (DYA)</td>
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<td><strong>NA</strong> when local weather not available.</td>
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<td>DONALSONVILLE, GA</td>
<td>DONALSONVILLE MUNI (17J)</td>
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<td>DOthan, AL</td>
<td>DOthan RGNL (DHN)</td>
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<td><strong>5</strong>Category E, 800-2¼.</td>
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<td>DUBLIN, GA</td>
<td>W'H'BUD' BARRON (DBN)</td>
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<td>FAIRHOPE, AL</td>
<td>H L SONNY CALLAHAN (CQF)..................................RNAV (GPS) Rwy 1(^1) RNAV (GPS) Rwy 19(^2) VOR/DME-A(^3) NA when local weather not available.</td>
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<td>FITZGERALD, GA</td>
<td>FITZGERALD MUNI (FZG).....................................LOC Rwy 2(^4) NDB Rwy 2(^5) RNAV (GPS) Rwy 2(^6) NA when local weather not available. Category C, 800-2%; Category D, 800-2%.</td>
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<td>FLORALA, AL</td>
<td>FLORALA MUNI (OJ4).........................................RNAV (GPS) Rwy 22(^7) NA when local weather not available.</td>
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<tr>
<td>FORT PAYNE, AL</td>
<td>ISBELL FLD (4A9)............................................RNAV (GPS) Rwy 4(^8) RNAV (GPS) Y Rwy 22(^9) RNAV (GPS) Z Rwy 22(^10) 1NA when local weather not available. 2Category B, 1100-2; Category C, 1100-3. 3Category A, 900-2; Category B, 1100-2; Categories C, D, 1100-3.</td>
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<td>FORT STEWART (HINESVILLE), GA</td>
<td>WRIGHT AAF (FORT STEWART)/ MIDDACOST RGNL (LHW)..................RNAV (GPS) Rwy 33R NA when local weather not available.</td>
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<td>GADSden, AL</td>
<td>NORTHEAST ALABAMA RGNL (GAD)................................ILS or LOC Rwy 24(^11) RNAV (GPS) Rwy 5(^12) RNAV (GPS) Rwy 18(^13) RNAV (GPS) Rwy 24(^14) RNAV (GPS) Rwy 36(^15) VOR Rwy 6(^16) NA when local weather not available. 1LOC, Category C, 900-2%; Category D, 1200-3. 2Category C, 900-2%; Category D, 1200-3. 3Categories A, B, C, 1100-4; Category D, 1200-4. 4Categories A, B, 1100-2; Category C, 1100-3; Category D, 1200-3.</td>
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<td>GAINESVILLE, GA</td>
<td>LEE GILMER MEML (GVL)......................................ILS or LOC Rwy 5(^17) RNAV (GPS) Rwy 5(^18) RNAV (GPS) Rwy 23(^19) NA when local weather not available. 1LOC, Category D, 800-2%. 2Category D, 800-2%.</td>
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<td>GREENSBORO, GA</td>
<td>GREENE COUNTY RGNL (CPP)....................................RNAV (GPS) Rwy 7(^20) RNAV (GPS) Rwy 25(^21) VOR-B(^22) NA when local weather not available. 1Category D, 800-2%.</td>
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<td>GULF SHORES, AL</td>
<td>GULF SHORES INTL/JACK EDWARDS FLD (JKA).....................ILS or LOC Rwy 27(^23) RNAV (GPS) Rwy 9(^24) RNAV (GPS) Rwy 27(^25) NA when local weather not available. 1ILS, Category C, 800-2; Category D, 800-2%; LOC, Category D, 800-2%. 2Category D, 800-2%.</td>
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<td>HALEYVILLE, AL</td>
<td>POSEY FLD (1M4)..............................................RNAV (GPS) Rwy 18(^26) RNAV (GPS) Rwy 36(^27) NA when local weather not available.</td>
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<td>HAZLEHURST, GA</td>
<td>HAZLEHURST (AZE).............................................RNAV (GPS) Rwy 15(^28) RNAV (GPS) Rwy 33(^29) NA when local weather not available. 1Category D, 800-2%. 2Category D, 800-2%.</td>
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<td>HEADLAND, AL</td>
<td>HEADLAND MUNI (HDL)........................................RNAV (GPS) Rwy 9(^30) RNAV (GPS) Rwy 27(^31) NA when local weather not available.</td>
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<td>HOMERVILLE, GA</td>
<td>HOMERVILLE (HOE).............................................RNAV (GPS) Rwy 14(^32) RNAV (GPS) Rwy 32(^33) VOR/DME-A(^34) NA when local weather not available. Category C, 800-2%; Category D, 800-2%.</td>
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</table>
| HUNTSVILLE, AL          | HUNTSVILLE INTL-CARL T JONES FLD (HSV)......................ILS or LOC Rwy 18L\(^35\) ILS or LOC Rwy 18R\(^36\) ILS or LOC Rwy 36L\(^37\) ILS or LOC Rwy 36R\(^38\) RADAR-1\(^39\) RNAV (GPS) Rwy 18L\(^40\) RNAV (GPS) Rwy 18R\(^41\) RNAV (GPS) Rwy 36L\(^42\) RNAV (GPS) Rwy 36R\(^43\) NA when local weather not available. 1LOC, Category E, 800-2½. 2LOC, Category E, 800-2½. 3NA when control tower closed. 4Category D, 800-2%; Category E, 800-2½. 5Category E, 800-2½.
<table>
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<tr>
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<td>RNAV (GPS) Rwy 36&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>VOR-B&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>1LOC, Category C, 800-2½; Category D, 1300-3.</td>
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<td>2Category C, 800-2½; Category D, 1300-3.</td>
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<td>JASPER, AL</td>
<td>ILS or LOC Rwy 9&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 27&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 34&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>1Category B, 900-2; Categories C, D, 1300-3.</td>
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<td>2Category B, 900-2; Categories C, 1300-3.</td>
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<td>VOR/DME Rwy 35&lt;sup&gt;2&lt;/sup&gt;</td>
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\textsuperscript{1}LOC, Category E, 800-2½.
\textsuperscript{2}NA when control tower closed.
\textsuperscript{3}ILS, NA when control tower closed; LOC, NA.
\textsuperscript{4}Category E, 800-2½.
\textsuperscript{5}LOC, Category D, 800-2.4.
\textsuperscript{6}Category D, 800-2½.
\textsuperscript{7}Category D, 900-2¾.
\textsuperscript{8}Category D, 900-2¾.
\textsuperscript{9}Category D, 900-2¾.
\textsuperscript{10}Category D, 900-2½; Category D, 1200-3.
\textsuperscript{11}LOC, Category C, 900-2½; Category D, 1200-3.
\textsuperscript{12}LOC, Category D, 800-2½; Category D, 1200-3.
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<td>RNAV (GPS) Rwy 12&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 22&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 30&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
<tr>
<td>TACAN Rwy 4&lt;sup&gt;2&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>TACAN Rwy 22&lt;sup&gt;2&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>1NA when control tower closed.</td>
<td></td>
</tr>
<tr>
<td>2LOC, Category C, 800-2¼; Category D 800-2½.</td>
<td></td>
</tr>
<tr>
<td>3Category C, 800-2½; Category D 800-2½.</td>
<td></td>
</tr>
<tr>
<td><strong>VALDOSTA, GA</strong></td>
<td></td>
</tr>
<tr>
<td>VALDOSTA</td>
<td></td>
</tr>
<tr>
<td>RGNL (VLD)</td>
<td>ILS or LOC Rwy 36&lt;sup&gt;12&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 3&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 18&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 36&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
<tr>
<td>VOR Rwy 18&lt;sup&gt;1&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>VOR Rwy 36&lt;sup&gt;1&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>1NA when control tower closed.</td>
<td></td>
</tr>
<tr>
<td>2LOC, Category D, 900-2½; Category E, 900-3.</td>
<td></td>
</tr>
<tr>
<td>3Category D, 900-2½.</td>
<td></td>
</tr>
<tr>
<td><strong>VIDALIA, GA</strong></td>
<td></td>
</tr>
<tr>
<td>VIDALIA RGNL (VDI)</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 7&lt;sup&gt;1&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 25&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>1NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td><strong>WASHINGTON, GA</strong></td>
<td></td>
</tr>
<tr>
<td>WASHINGTON/WILKES COUNTY (IIY)</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 13&lt;sup&gt;1&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 31</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
</tbody>
</table>
## ALTERNATE MINS

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>WAYCROSS, GA</td>
<td>WAYCROSS-WARE</td>
<td>WINDER, GA</td>
<td>BARROW COUNTY (WDR)</td>
</tr>
<tr>
<td></td>
<td>ILS Y or LOC Y Rwy 19&lt;sup&gt;1&lt;/sup&gt;</td>
<td>ILS or LOC Rwy 31&lt;sup&gt;1&lt;/sup&gt;</td>
<td>ILS or LOC Rwy 31&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>ILS Z or LOC Z Rwy 19&lt;sup&gt;1&lt;/sup&gt;</td>
<td>NDB Rwy 31&lt;sup&gt;1&lt;/sup&gt;</td>
<td>RNAV (GPS) Rwy 13&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 19&lt;sup&gt;2&lt;/sup&gt;</td>
<td>RNAV (GPS) Rwy 23&lt;sup&gt;2&lt;/sup&gt;</td>
<td>RNAV (GPS) Rwy 31&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>VOR-A&lt;sup&gt;2&lt;/sup&gt;</td>
<td>NA when local weather not available.</td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1ILS, Category C, 800-2; Category D, 800-2¼.</td>
<td>1LOC, Category D, 800-2¼.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LOC, Category D, 800-2¼.</td>
<td>2Category D, 800-2¼.</td>
</tr>
</tbody>
</table>

<sup>1</sup>LOC, Category D, 800-2¼.
DOBBINS ARB (KMGE), Marietta, GA Amdt 8 11JUL24 (24193) (USAF) ELEV 1069

RADAR INSTRUMENT APPROACH MINIMUMS

1. Surveillance approaches unavailable on non-UTA weekends. DASR No-NOTAM MP: 1100-1500++ Tue and Wed.
2. When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.
3. When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
4. CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized all CATs.

HUNTSVILLE, AL Amdt 11, 25FEB21 (21168) (FAA) ELEV 629

When control tower closed, ASR NA.
Circling NA for CAT E east of Rwy 18L-36R.
For inoperative ALS, increase S-ASR 18L CAT E visibility to 1¾ SM.
For inoperative ALS, increase S-ASR 18R and S-ASR 36R CAT E visibility to 1¾ SM.
For inoperative ALS, increase S-ASR 36L CAT E visibility to RVR 6000.
MOBILE, AL
MOBILE RGNL (MOB)
RADAR-1 118.5 269.3  

<table>
<thead>
<tr>
<th>ASR</th>
<th>Rwy</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-Vis</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-Vis</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>33</td>
<td>AB</td>
<td></td>
<td>580/24</td>
<td>365</td>
<td>(400-½)</td>
<td>CDE</td>
<td>580/35</td>
<td>365</td>
<td>(400-½)</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>AB</td>
<td></td>
<td>620/24</td>
<td>401</td>
<td>(500-½)</td>
<td>CDE</td>
<td>620/40</td>
<td>401</td>
<td>(500-½)</td>
</tr>
</tbody>
</table>

CIRCLING ALL RWY  

Rwy 15: For inoperative ALS, increase S-15 CAT E visibility to RVR 6000.  
Rwy 33: For inoperative ALS, increase S-33 CAT C/D/E visibility to RVR 5500.

REDSTONE AAF (KHUA), Redstone Arsenal, AL Ammdt 4 05OCT23  

<table>
<thead>
<tr>
<th>PAR</th>
<th>Rwy</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-Vis</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>2</td>
<td>3.0°/50/918</td>
<td>ABCDE</td>
<td>954-1</td>
<td>293</td>
<td>(300-1)</td>
</tr>
<tr>
<td>17</td>
<td>3</td>
<td>3.0°/46/924</td>
<td>ABCDE</td>
<td>1035-1</td>
<td>350</td>
<td>(400-1)</td>
</tr>
</tbody>
</table>

1GCA opr 1345-2130Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. Inop table does not apply.  
2Procedure not authorized when R2104A or R2104C or R2104D are active.  
3Procedure not authorized when R2104A or R2104B or R2104C are active.
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>ATLANTA, GA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARTSFIELD-JACKSON</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ATLANTA INTL (ATL)</td>
<td>08L</td>
<td>TWY B13</td>
<td>8,490 feet</td>
</tr>
<tr>
<td></td>
<td>09R</td>
<td>TWY J</td>
<td>8,627 feet</td>
</tr>
<tr>
<td></td>
<td>26R</td>
<td>TWY H</td>
<td>8,600 feet</td>
</tr>
<tr>
<td></td>
<td>27L</td>
<td>TWY P</td>
<td>8,600 feet</td>
</tr>
<tr>
<td>BIRMINGHAM, AL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BIRMINGHAM INTL (BHM)</td>
<td>06</td>
<td>18-36</td>
<td>8,700 feet</td>
</tr>
<tr>
<td></td>
<td>36</td>
<td>06-24</td>
<td>5,150 feet</td>
</tr>
<tr>
<td>SAVANNAH, GA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SAVANNAH/HILTON HEAD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>INTL (SAV)</td>
<td>01</td>
<td>10-28</td>
<td>4,050 feet</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>01-19</td>
<td>5,450 feet</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>01-19</td>
<td>3,250 feet</td>
</tr>
</tbody>
</table>
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

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

### CITY/AIRPORT HOT SPOT DESCRIPTION*

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATLANTA, GA</td>
<td>HS 1</td>
<td>Southbound on Twy B misses a required turn onto Twy A.</td>
</tr>
<tr>
<td>DEKALB-PEACHTREE (PDK)</td>
<td>HS 2</td>
<td>Pilots expecting Rwy 03R often fail to hold at Rwy 03L.</td>
</tr>
<tr>
<td>HARTSFIELD-JACKSON ATLANTA INTL (ATL)</td>
<td>HS 3</td>
<td>Aircraft exiting Rwy 03R/21L at Twy G and instructed to hold short of Rwy 03L/21R often enter the runway without authorization.</td>
</tr>
<tr>
<td>AUGUSTA, GA</td>
<td>HS 1</td>
<td>Twy C and Twy D at Rwy 08L-26R.</td>
</tr>
<tr>
<td>AUGUSTA RGNL AT BUSH FLD (AGS)</td>
<td>HS 2</td>
<td>Twy C and Twy D at Rwy 08R-26L.</td>
</tr>
<tr>
<td>BIRMINGHAM, AL</td>
<td>HS 1</td>
<td>Int of Twy E and Rwy 17-35.</td>
</tr>
<tr>
<td>BIRMINGHAM-SHUTTLESWORTH INTL (BHM)</td>
<td>HS 1</td>
<td>Maintain vigilance exiting terminal ramp. Ramp/twy in close proximity to Rwy 06/24 hold short bars at A5.</td>
</tr>
<tr>
<td>COLUMBUS, GA</td>
<td>HS 1</td>
<td>Twy D, Twy C and Twy A.</td>
</tr>
<tr>
<td>COLUMBUS (CSG)</td>
<td>HS 2</td>
<td>Twy F and Twy C.</td>
</tr>
<tr>
<td>HUNTSVILLE, AL</td>
<td>HS 1</td>
<td>Int of Twy E2 and Twy E close to Rwy 18L and confuse this as end of rwy.</td>
</tr>
<tr>
<td>HUNTSVILLE INTL- CARL T JONES FLD (HSV)</td>
<td>HS 2</td>
<td>Int of Twy E3 adjacent to Twy E confusing int.</td>
</tr>
<tr>
<td>MONTGOMERY, AL</td>
<td>HS 1</td>
<td>Int of Twy A5 and the ANG ramp. Potential confusion of the ANG ramp with the terminal ramp when exiting Rwy 10-28 at Twy A5.</td>
</tr>
<tr>
<td>MONTGOMERY RGNL (DANNELLY FLD) (MGM)</td>
<td>HS 1</td>
<td>Twy E from apch end of Rwy 28 to about 310' west on Twy E.</td>
</tr>
<tr>
<td>MONTGOMERY RGNL (DANNELLY FLD) (MGM)</td>
<td>HS 2</td>
<td>Twy A from Rwy 01 apch end to about 900' north on Twy A.</td>
</tr>
<tr>
<td>TUSCALOOSA, AL</td>
<td>HS 1</td>
<td>Rwy 30 hold just beyond Twy D5.</td>
</tr>
</tbody>
</table>

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

ARRIVAL ROUTE DESCRIPTION

KEEPS TRANSITION (KEEPS.BOKRT3):

From BOKRT on track 017° to PINGG, then on track 017° to PONGG, then on track 040° to BRTEN, then on track 075° to BAPPY, then on track 082° to KENZI, then on track 082°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: Cross BOKRT at or below 11000, cross PONGG at or below 7000, cross KENZI at 5000; after KENZI proceed direct to the IAF for desired approach to filed airport.
BUKHD THREE ARRIVAL (RNAV)

**ARRIVAL ROUTE DESCRIPTION**

**RIZZZ TRANSITION (RIZZZ.BUKHD3)**

**WUDYA TRANSITION (WUDYA.BUKHD3)**

**LANDING KHMP/KFFC/KRYY/KFTY/K6A2/KCCO/KVPC/KPUJ/KMGE:** From HLNDS on track 147° to BUKHD, then on track 152° to DRINC, then on track 152°. Expect RADAR vectors to final approach course.

**LANDING KPDK/KD73/KLZU/KCVC:** From HLNDS on track 147° to BUKHD, then on track 112° to CCOKE, then on track 112°. Expect RADAR vectors to final approach course.

**NOTE:** Chart not to scale.

**NOTE:** RADAR required.

**NOTE:** RNAV 1.

**NOTE:** GPS required.
BBABE TRANSITION (BBABE.CHPPR1): For KHSV departures or assigned by ATC only.
LEMKE TRANSITION (LEMKE.CHPPR1): For KCHA departures or assigned by ATC only.
MTHEW TRANSITION (MTHEW.CHPPR1)
RUTTH TRANSITION (RUTTH.CHPPR1)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing east select Rwy 8L, landing west select Rwy 26R.
NOTE: Landing Rwy 9R: Select DFINS approach transition.
NOTE: Landing Rwy 9L: Select AAKAY approach transition.

See following page for Arrival Routes.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing east select Rwy 8L, landing west select Rwy 26R.
NOTE: Landing Rwy 9R: Select DFINS approach transition.
NOTE: Landing Rwy 9L: Select AAKAY approach transition.
ARRIVAL ROUTE DESCRIPTION

From CHPPR on track 147° to MRCHH.

LANDING RWYS 26L/R: From MRCHH on track 147° to HIDRO, then on track 147° to RAIIN, then on track 095° to KLOWD, then on track 095° to SWEPT, then on track 095° to KYMMY, then on track 095° to KEAVY, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWYS 27L/R, 28: From MRCHH on track 147° to HIDRO, then on track 163° to EAGYL, then on track 095° to SHURT, then on track 095° to FOGER, then on track 095° to HITTT, then on track 095° to YURI, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWYS 8L/R: From MRCHH on track 180° to cross JAGRR at 9000, then on track 180°. Expect RADAR vectors to final approach course.

LANDING RWY 9L: From MRCHH on track 188° to cross BSHOP at 9000, then on track 203° to cross NAVVY at or above 8000, then on track 170° to cross RYENN at or above 7000, then on track 095° to cross AAKAY at or above 6000. Expect ILS Rwy 9L approach.

LANDING RWY 9R: From MRCHH on track 188° to cross BSHOP at 9000, then on track 203° to cross NAVVY at or above 8000, then on track 170° to cross ANDIY at or above 7000, then on track 095° to cross DFINS at or above 6000. Expect ILS Rwy 9R approach.

LANDING RWY 10: From MRCHH on track 188° to cross BSHOP at 9000, then on track 203° to cross NAVVY at or above 8000, then on track 180° to cross DROYD at 8000, then on track 180°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING WEST: ASSIGNED RWY 26R OR RWY NOT ASSIGNED: Cross CHPPR at 13000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct Zelow and proceed on the ILS or RNAV Rwy 26R approach.

LANDING WEST: ASSIGNED RWY 26L: Cross CHPPR at 13000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct JIRRI and proceed on the ILS or RNAV Rwy 26L approach.

LANDING WEST: ASSIGNED RWY 27L: Cross CHPPR at 13000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURI at 4000; after YURI turn left direct SLVAA and proceed on the ILS or RNAV Rwy 27L approach.

LANDING WEST: ASSIGNED RWY 27R: Cross CHPPR at 13000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURI at 4000; after YURI turn left direct YOYU and proceed on the ILS or RNAV Rwy 27R approach.

LANDING WEST: ASSIGNED RWY 28: Cross CHPPR at 13000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURI at 4000; after YURI turn left direct PRMAN and proceed on the ILS or RNAV Rwy 28 approach.

LANDING EAST: ASSIGNED RWY 8L OR RWY NOT ASSIGNED: Cross CHPPR at 13000; cross JAGRR at 9000; after JAGRR descend to 6000 and proceed direct LARI; proceed on the ILS or RNAV Rwy 8L approach.

LANDING EAST: ASSIGNED RWY 8R: Cross CHPPR at 13000; cross JAGRR at 9000; after JAGRR descend to 6000 and proceed direct GPEAT; proceed on the ILS or RNAV Rwy 8R approach.

LANDING EAST: ASSIGNED RWY 10: Cross CHPPR at 13000; cross BSHOP at 9000; cross NAVVY at or above 8000; cross DROYD at 8000; after DROYD descend to 6000 and proceed direct DEWHY; proceed on the ILS or RNAV Rwy 10 approach.
ARRIVAL ROUTE DESCRIPTION

APPLS TRANSITION (APPLS.DEHAN3)
MILBY TRANSITION (MILBY.DEHAN3)
SCNRY TRANSITION (SCNRY.DEHAN3)
VIEWS TRANSITION (VIEWS.DEHAN3)

LANDING KHMP/KD73/KLZU/K6A2/KCVC: From AWSON on track 209° to DEHAN, then on track 208° to TFALS, then on track 162° to WTWTH, then on track 162°. Expect RADAR vectors to final approach course.

LANDING KPDK/KFFC/KCCO: From AWSON on track 209° to DEHAN, then on track 208° to TFALS, then on track 212° to HOUPS, then on track 212°. Expect RADAR vectors to final approach course.

LANDING KRYY/KVPC/KPUJ/KCTJ: From AWSON on track 209° to DEHAN, then on track 208° to TFALS, then on track 253° to SPIKR, then on track 253°. Expect RADAR vectors to final approach course.

LANDING KFTY/KMGE: From AWSON on track 209° to DEHAN, then on track 208° to TFALS, then on track 230° to SHUNS, then on track 230°. Expect RADAR vectors to final approach course.
GLAVN ONE ARRIVAL

ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTL

(AL-26 (FAA)

RNAV Transition Routes

RUSSA

RUTTH

JKSON

MADDX

HUTCC

KNSAW

NEWBB

IHAVE

MTHEW

MGRIF

AAARN

HUTCC

Landing East: Expect 12000 and 250K

Landing West: Expect 14000

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing East: Select Rwy 9R, select DFINS approach transition;

Landing West: Select Rwy 26R.

NOTE: Landing Rwy 8L: Select JAAJ approach transition.
NOTE: Landing Rwy 8R: Select PEARL approach transition.

NOTE: Landing Rwy 9L: Select AAKAY approach transition.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

119.65
ATLANTA APP CON
128.0 379.9

(Continued on following pages)
GLAVN ONE ARRIVAL (RNAV) Arrival Routes

Landing Rwy 8R: Select PEARI approach transition.

Landing Rwy 8L: Select JAAJJ approach transition.

Landing Rwy 9L: Select AAKAY approach transition.

Landing Rwy 26R: Select Rwy 26R.

Landing East: Select Rwy 9R, select DFINS approach transition;

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: Radar required.

NOTE: RNAV 1.

NOTE: Radar required.

NOTE: Chart not to scale.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

From GLAVN on track 144° to STHRN.

LANDING RWYS 26L/R: From STHRN on track 144° to HOGGG, then on track 095° to RAINN, then on track 095° to KLOWD, then on track 095° to SWEPT, then on track 095° to KEAVY, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWYS 27L/R, 28: From STHRN on track 144° to HOGGG, then on track 154° to EAGYL, then on track 095° to SHURT, then on track 095° to FOGER, then on track 095° to HITTT, then on track 095° to YURII, then on track 095°. Expect RADAR vectors to final approach course.

LANDING Rwy 8L: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 165° to cross LARRI at or above 5000, then on track 095° to cross JAAAJ at or above 5000. Expect ILS Rwy 8L approach.

LANDING Rwy 8R: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 165° to cross GPEAT at or above 5000, then on track 095° to cross PEARII at or above 5000. Expect ILS Rwy 8R approach.

LANDING Rwy 9L: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 170° to cross RYENN at or above 7000, then on track 095° to cross AAKAY at or above 6000. Expect ILS Rwy 9L approach.

LANDING Rwy 9R: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 170° to cross ANDIY at or above 7000, then on track 095° to cross DFINS at or above 6000. Expect ILS Rwy 9R approach.

LANDING Rwy 10: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 180° to cross DROYD at 8000, then on track 180°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING WEST: ASSIGNED RWY 26R OR RWY NOT ASSIGNED: Cross GLAVN at 14000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct ZELOW and proceed on the ILS or RNAV Rwy 26R approach.

LANDING WEST: ASSIGNED RWY 26L: Cross GLAVN at 14000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct JIRRI and proceed on the ILS or RNAV Rwy 26L approach.

LANDING WEST: ASSIGNED RWY 27L: Cross GLAVN at 14000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct SLVAA and proceed on the ILS or RNAV Rwy 27L approach.

LANDING WEST: ASSIGNED RWY 27R: Cross GLAVN at 14000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct YOUYY and proceed on the ILS or RNAV Rwy 27R approach.

LANDING WEST: ASSIGNED RWY 28: Cross GLAVN at 14000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct PRMAN and proceed on the ILS or RNAV Rwy 28 approach.

LANDING EAST: ASSIGNED RWY 10: Cross GLAVN at 14000; cross YABBA at 9000; cross NAVVY at or above 8000; cross DROYD at 8000; after DROYD descend to 6000 and proceed direct DEWHY; proceed on the ILS or RNAV Rwy 10 approach.
NOTE: Chart not to scale.

(GNDLF) Two Arrival (RNAV) Transition Routes

Hartsfield-Jackson Atlanta Intl (ATL), Atlanta, GA (ATL)

AL-26 (FAA)

NOTE: Radar required.
NOTE: RNAV I.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect to receive "descend via" clearance from Atlanta Center. Atlanta Approach will assign landing runway.
NOTE: Select Rwy 10.
NOTE: For use only when landing east. When landing west, file and expect the Hobitt Arrival (RNAV).

(continued on following page)
**ARRIVAL ROUTE DESCRIPTION**

**BEORN TRANSITION (BEORN, GNDLF2):**
COOUP TRANSITION (COOUP, GNDLF2): Assigned by ATC only.

**DQSDN TRANSITION (DQSDN, GNDLF2):**
ENNTT TRANSITION (ENNTT, GNDLF2):
FRDGO TRANSITION (FRDGO, GNDLF2):
GOLLM TRANSITION (GOLLM, GNDLF2):
KHQMYA TRANSITION (KHMAYA, GNDLF2): Assigned by ATC only.
ORRRK TRANSITION (ORRRK, GNDLF2):
SHYRE TRANSITION (SHYRE, GNDLF2):
STRDR TRANSITION (STRDR, GNDLF2):

From GNDLF on track 059° to cross HALRR at or above 10000 and at 250K, then on track 059° to cross SHULR at 8000, then on track 036° to JNGL, then on track 005° to QUBIT, then on track 005°. Expect RADAR vectors to final approach course.

**LOST COMMUNICATIONS:**
**ASSIGNED RWY 10 or NOT ASSIGNED:** Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 5000; after QUBIT descend to 3000 and proceed direct DEWHY; proceed on the ILS or RNAV Rwy 10 approach.
**ASSIGNED RWY 9L:** Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct RYENN and proceed on the ILS or RNAV Rwy 9L approach.
**ASSIGNED RWY 9R:** Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct ANDIY and proceed on the ILS or RNAV Rwy 9R approach.
**ASSIGNED RWY 8L:** Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct LARII and proceed on the ILS or RNAV Rwy 8L approach.
**ASSIGNED RWY 8R:** Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct GPEAT and proceed on the ILS or RNAV Rwy 8R approach.

**NOTE:** RADAR required.
**NOTE:** RNAV 1.
**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** Turbojet aircraft only.
**NOTE:** Expect to receive "descend via" clearance from Atlanta Center. Atlanta Approach will assign landing runway.
**NOTE:** Select Rwy 10.
**NOTE:** For use only when landing east. When landing west, file and expect the HOBIT ARRIVAL (RNAV).
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect to receive "descend via" clearance from Atlanta Center. Atlanta Approach will assign landing runway.
NOTE: Select Rwy 28.
NOTE: For use when landing west. When landing east, file and expect the GNDLF ARRIVAL (RNAV).

(NARRATIVE ON FOLLOWING PAGE)

SE-4, 11 JUL 2024 to 05 SEP 2024
ARRIVAL ROUTE DESCRIPTION

**BEORN TRANSITION (BEORN.HOBTT2)**
**COOUP TRANSITION (COOUP.HOBTT2):** Assigned by ATC only.
**DRSDN TRANSITION (DRSDN.HOBTT2)**
**ENNIT TRANSITION (ENNIT.HOBTT2)**
**FRDDO TRANSITION (FRDDO.HOBTT2)**
**GOLLM TRANSITION (GOLLM.HOBTT2)**
**KHMYA TRANSITION (KHMYA.HOBTT2):** Assigned by ATC only.
**ORRKK TRANSITION (ORRKK.HOBTT2)**
**SHYRE TRANSITION (SHYRE.HOBTT2)**
**STRDR TRANSITION (STRDR.HOBTT2)**

From HOBTT on track 053° to cross ENSLL at 12000.

**LANDING RWYS 26L/R:** From ENSLL on track 032° to RAIIN, then on track 095° to KLOWD, then on track 095° to SWEPT, then on track 095° to KYMMY, then on track 095° to KEAVY, then on track 095°. Expect RADAR vectors to final approach course.

**LANDING RWYS 27L/R, 28:** From ENSLL on track 049° to EAGYL, then on track 095° to SHURT, then on track 095° to FOGER, then on track 095° to HITTT, then on track 095° to YURII, then on track 095°. Expect RADAR vectors to final approach course.

**LOST COMMUNICATIONS:**

**ASSIGNED RWY 28 OR RWY NOT ASSIGNED:** Cross HOBTT at or above 14000; cross ENSLL at 12000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct PRMAN and proceed on the ILS or RNAV RWY 28 approach.

**ASSIGNED RWY 27L:** Cross HOBTT at or above 14000; cross ENSLL at 12000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct SLVAA and proceed on the ILS or RNAV RWY 27L approach.

**ASSIGNED RWY 27R:** Cross HOBTT at or above 14000; cross ENSLL at 12000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct YOYOU and proceed on the ILS or RNAV RWY 27R approach.

**ASSIGNED RWY 26L:** Cross HOBTT at or above 14000; cross ENSLL at 12000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct JIRRI and proceed on the ILS or RNAV RWY 26L approach.

**ASSIGNED RWY 26R:** Cross HOBTT at or above 14000; cross ENSLL at 12000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct ZELLOW and proceed on the ILS or RNAV RWY 26R approach.
NOTE: Turbojet aircraft only.

NOTE: Expect to receive "descend via" clearance from Atlanta Center; Atlanta Approach will assign landing runway.

NOTE: For use when landing west. When landing east, file and expect the SITTH ARRIVAL (RNAV).
ARRIVAL ROUTE DESCRIPTION

EEWOK TRANSITION (EEWOK.JJEDI3)
HOTHH TRANSITION (HOTHH.JJEDI3)
LARZZ TRANSITION (LARZZ.JJEDI3)
LAYUH TRANSITION (LAYUH.JJEDI3)
MELNM TRANSITION (MELNM.JJEDI3): Assigned by ATC only.
SKWKR TRANSITION (SKWKR.JJEDI3)
TYFTR TRANSITION (TYFTR.JJEDI3)

From JJEDI on track 320° to cross DAFII at 8000, then on track 320° to GRHAM, then on track 004° to POOBA, then on track 004°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

ASSIGNED RUNWAY 28 OR RUNWAY NOT ASSIGNED: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 5000; after POOBA descend to 3000 and proceed direct PRMAN; proceed on the ILS or RNAV RWY 28 approach.

ASSIGNED RUNWAY 27L: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct SLVAA and proceed on the ILS or RNAV RWY 27L approach.

ASSIGNED RUNWAY 27R: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct YOUYU and proceed on the ILS or RNAV RWY 27R approach.

ASSIGNED RUNWAY 26L: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct JIRRI and proceed on the ILS or RNAV RWY 26L approach.

ASSIGNED RUNWAY 26R: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct Zelow and proceed on the ILS or RNAV RWY 26R approach.
NOTE: Chart not to scale.

HIGGI TRANSITION (HIGGI.ONDRE1):
For TYS departures or assigned by ATC only.

HLRRY TRANSITION (HLRRY.ONDRE1)

KTRYN TRANSITION (KTRYN.ONDRE1)
PUPDG TRANSITION (PUPDG.ONDRE1)

STRWY TRANSITION (STRWY.ONDRE1)

NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing west: Select Rwy 26R; Landing east: Select Rwy 8L.
NOTE: Landing Rwy 27L: Select ROMMM approach transition.
NOTE: Landing Rwy 27R: Select MMCAP approach transition.

ONTRE ONE ARRIVAL (RNAV) Transition Routes

(ONDRE.ONDRE1) 12OCT17

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

Z18
NOTE: Chart not to scale.

(DATIS ARR
119.65
ATLANTA APP CON
128.525 379.9

ONDRE ONE ARRIVAL (RNAV) Arrival Routes

AL-26 (FAA)
ATLANTA, GEORGIA
HARTSFIELD-JACKSON ATLANTA INTL

ONDRE ONE ARRIVAL (RNAV) Arrival Routes

ONDRE
13000
Landing west
Expect 250K

(13)
(18)
(19)
(20)
(21)
(22)
(23)

213°
9000

(18)

215°
9000

(17)

175°
9000

(16)

160°
9000

(15)

128.525  379.9

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing west: Select Rwy 26R; Landing east: Select Rwy 8L.
NOTE: Landing Rwy 27L: Select ROMMM approach transition.
NOTE: Landing Rwy 27R: Select MMCAP approach transition.

(13)
(18)
(19)
(20)
(21)
(22)
(23)

213°
9000

(18)

215°
9000

(17)

175°
9000

(16)

160°
9000

(15)

128.525  379.9

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing west: Select Rwy 26R; Landing east: Select Rwy 8L.
NOTE: Landing Rwy 27L: Select ROMMM approach transition.
NOTE: Landing Rwy 27R: Select MMCAP approach transition.

(13)
(18)
(19)
(20)
(21)
(22)
(23)

213°
9000

(18)

215°
9000

(17)

175°
9000

(16)

160°
9000

(15)

128.525  379.9

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing west: Select Rwy 26R; Landing east: Select Rwy 8L.
NOTE: Landing Rwy 27L: Select ROMMM approach transition.
NOTE: Landing Rwy 27R: Select MMCAP approach transition.

(13)
(18)
(19)
(20)
(21)
(22)
(23)

213°
9000

(18)

215°
9000

(17)

175°
9000

(16)

160°
9000

(15)

128.525  379.9

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing west: Select Rwy 26R; Landing east: Select Rwy 8L.
NOTE: Landing Rwy 27L: Select ROMMM approach transition.
NOTE: Landing Rwy 27R: Select MMCAP approach transition.

(13)
(18)
(19)
(20)
(21)
(22)
(23)

213°
9000

(18)

215°
9000

(17)

175°
9000

(16)

160°
9000

(15)
ARRIVAL ROUTE DESCRIPTION

From ONDRE on track 213° to SMELY.

LANDING RWYS 8L/R: From SMELY on track 215° to GAASS, then on track 275° to KLOWD, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWYS 9L/R, 10: From SMELY on track 203° to FRYES, then on track 275° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWYS 26L/R: From SMELY on track 175° to cross VOLTS at 9000, then on track 175°. Expect RADAR vectors to final approach course.

LANDING RWY 27L: From SMELY on track 160° to cross ANVAL at 9000, then on track 160° to cross POSEY at or above 8000, then on track 201° to cross SLVAA at or above 7000, then on track 275° to cross MMACAP at or above 6000. Expect ILS RWY 27L approach.

LANDING RWY 27R: From SMELY on track 160° to cross ANVAL at 9000, then on track 160° to cross POSEY at or above 8000, then on track 198° to cross YOUYU at or above 7000, then on track 275° to cross MMACAP at or above 6000. Expect ILS RWY 27R approach.

LANDING RWY 28: From SMELY on track 160° to cross ANVAL at 9000, then on track 160° to cross POSEY at or above 8000, then on track 180° to cross BLUFF at 8000, then on track 180°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING EAST: ASSIGNED RWY 8L OR RWY NOT ASSIGNED: Cross ONDRE at 13000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct LARII and proceed on the ILS or RNAV Rwy 8L approach.

LANDING EAST: ASSIGNED RWY 8R: Cross ONDRE at 13000; cross GAASS at 12000; cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct GPEAT and proceed on the ILS or RNAV Rwy 8R approach.

LANDING EAST: ASSIGNED RWY 9L: Cross ONDRE at 13000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct RYENN and proceed on the ILS or RNAV Rwy 9L approach.

LANDING EAST: ASSIGNED RWY 9R: Cross ONDRE at 13000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct ANDIY and proceed on the ILS or RNAV Rwy 9R approach.

LANDING EAST: ASSIGNED RWY 10: Cross ONDRE at 13000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct DEWHY and proceed on the ILS or RNAV Rwy 10 approach.

LANDING WEST: ASSIGNED RWY 26R OR RWY NOT ASSIGNED: Cross ONDRE at 13000; cross VOLTS at 9000; after VOLTS descend to 6000 and proceed direct ZLOW; proceed on the ILS or RNAV Rwy 26R approach.

LANDING WEST: ASSIGNED RWY 26L: Cross ONDRE at 13000; cross VOLTS at 9000; after VOLTS descend to 6000 and proceed direct JIRRI; proceed on the ILS or RNAV Rwy 26L approach.

LANDING WEST: ASSIGNED RWY 28: Cross ONDRE at 13000; cross ANVAL at 9000; cross POSEY at or above 8000; cross BLUFF at 8000; after BLUFF descend to 6000 and proceed direct PRMAN; proceed on the ILS or RNAV Rwy 28 approach.
ARRIVAL DESCRIPTION

From OZZZI on track 227° to HAARY.

**LANDING RWYS 8L/R:** From HAARY on track 216° to KILRR, then on track 275° to GAASS, then on track 275° to KLOWD, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°. Expect RADAR vectors to final approach course.

**LANDING RWYS 9L/R,** 10: From HAARY on track 216° to KILRR, then on track 216° to FRYES, then on track 275° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275°. Expect RADAR vectors to final approach course.

**LANDING RWY 26L:** From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 207° to cross JIRR, then at or above 5000, then on track 275° to cross BOYKN at or above 5000. Expect ILS Rwy 26L approach.

**LANDING RWY 26R:** From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 208° to cross ZELOW at or above 5000, then on track 275° to cross HAINZ at or above 5000. Expect ILS Rwy 26R approach.

**LANDING RWY 27L:** From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 201° to cross SLVAA at or above 7000, then on track 275° to cross ROMMMM at or above 6000. Expect ILS Rwy 27L approach.

**LANDING RWY 27R:** From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 198° to cross YOUYU at or above 7000, then on track 275° to cross MMCAP at or above 6000. Expect ILS Rwy 27R approach.

**LANDING RWY 28:** From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 180° to cross BLUFF at 8000, then on track 180°. Expect RADAR vectors to final approach course.

**LOST COMMUNICATIONS:**

**LANDING EAST:** ASSIGNED RWY 8L OR Rwy NOT ASSIGNED: Cross OZZZI at 14000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct LARI and proceed on the ILS or RNAV Rwy 8L approach.

**LANDING EAST:** ASSIGNED RWY 8R: Cross OZZZI at 14000; cross GAASS at 12000; cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct GPEAT and proceed on the ILS or RNAV Rwy 8R approach.

**LANDING EAST:** ASSIGNED RWY 9L: Cross OZZZI at 14000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct RYENN and proceed on the ILS or RNAV Rwy 9L approach.

**LANDING EAST:** ASSIGNED RWY 9R: Cross OZZZI at 14000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct ANDIY and proceed on the ILS or RNAV Rwy 9R approach.

**LANDING EAST:** ASSIGNED RWY 10: Cross OZZZI at 14000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct DEWHY and proceed on the ILS or RNAV Rwy 10 approach.

**LANDING WEST:** ASSIGNED RWY 28: Cross OZZZI at 14000; cross CALLA at 9000; cross POSEY at or above 8000; cross BLUFF at 8000; after BLUFF descend to 6000 and proceed direct PRMAN; proceed on the ILS or RNAV Rwy 28 approach.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect to receive "descend via" clearance from Atlanta Center; Atlanta Approach will assign landing runway.
NOTE: Select Rwy 10.
NOTE: For use when landing east. When landing west, file and expect the JJEDI RNAV ARRIVAL.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

EEWOK TRANSITION (EEWOK.SITTH2)
HOTHH TRANSITION (HOTHH.SITTH2)
LARZZ TRANSITION (LARZZ.SITTH2)
LAYUH TRANSITION (LAYUH.SITTH2)
MELNM TRANSITION (MELNM.SITTH2): Assigned by ATC only.
SKWKR TRANSITION (SKWKR.SITTH2)
TYFTR TRANSITION (TYFTR.SITTH2)

From SITTH on track 317° to cross TIZZY at 12000.

LANDING RWYS 8L/R: From TIZZY on track 336° to GAASS, then on track 275° to KLOWD, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWYS 9L/R, 10: From TIZZY on track 317° to FRYES, then on track 275° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

ASSIGNED RWY 10 OR RWY NOT ASSIGNED: Cross SITTH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct DEWHY and proceed on the ILS or RNAV Rwy 10 approach.

ASSIGNED RWY 9L: Cross SITTH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct RYENN and proceed on the ILS or RNAV Rwy 9L approach.

ASSIGNED RWY 9R: Cross SITTH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct ANDIY and proceed on the ILS or RNAV Rwy 9R approach.

ASSIGNED RWY 8L: Cross SITTH at or above 14000; cross TIZZY at 12000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct LARIIL and proceed on the ILS or RNAV Rwy 8L approach.

ASSIGNED RWY 8R: Cross SITTH at or above 14000; cross TIZZY at 12000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct GPEAT and proceed on the ILS or RNAV Rwy 8R approach.
Expect clearance to cross at 14,000'.

Expect clearance to cross at FL180.
ARRIVAL DESCRIPTION

CHARLESTON TRANSITION (CHS.STUGE3): From over CHS VORTAC via CHS R-282 and ALD R-097 to ALD VOR. Thence.

SAVANNAH TRANSITION (SAV.STUGE3): From over SAV VORTAC via SAV R-001 and ALD R-176 to ALD VOR. Thence.

....from over ALD VOR via ALD R-315 to STUGE INT, MEA 3000. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

COLUMBIA TRANSITION (CAE.STWRT3): From over CAE VORTAC on CAE R-240 to STWRT. Thence.

FLORENCE TRANSITION (FLO.STWRT3): From over FLO VORTAC on FLO R-255 and CAE R-074 to CAE VORTAC, then on CAE R-240 to STWRT. Thence.

GREENSBORO TRANSITION (GSO.STWRT3): From over GSO VORTAC on GSO R-205 to LIARS, then on CAE R-024 to CAE VORTAC, then on CAE R-240 to STWRT. Thence.

. . . . from over STWRT on the CAE R-240 to PAANE. Expect RADAR vectors to airport after PAANE.
**ARRIVAL ROUTE DESCRIPTION**

**BIZKT TRANSITION (BIZKT.SWTEE2)**

**LPTON TRANSITION (LPTON.SWTEE2)**

From SWTEE on track 095° to LACCE, then on track 095°. Expect RADAR vectors to final approach course.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: GPS required.
ARRIVAL ROUTE DESCRIPTION

From WRGNZ on track 346° to SKYME, then on track 346° to CADUR, then on track 320° to LOGEN, then on track 309° to LOGEC, then on track 296° to BAPPY, then on track 275° to DECLN, then on track 275°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: Cross WRGNZ at or below 11000, cross CADUR at or below 7000, cross DECLN at 4000; after DECLN proceed direct to desired approach IAF for filed airport.

NOTE: Chart not to scale.
RNAV (GPS) RWY 5

**COOK COUNTY (15J)**

**WAAS**
- CH 42506
- W05A

**APP CRS**
- RWY 1dg 5000
- TDZE 235
- Apt Elev 235

**RNP APCH - GPS.**

**NA**
- Procedure NA at night.
- Rwy 5 helicopter visibility reduction below 1 SM NA.
- Baro-VNAV NA.
- Use Moultrie altimeter setting.

**AWOS-3PT**
- 118.025

**MGR AWOS-3PT**
- 118.925

**VALDOSTA APP CON**
- 126.6 285.6

**UNICOM**
- 122.8 (CTAF)

**RNAV (GPS) RWY 5**

**APP CRS**
- (FAF) ARGYL
- (IF/IAF) ARGYL
- (FAF) UBEDY

**HOLD**
- 6000 2000

**4 NM Holding Pattern**
- ARGYL
- UBEDY

**3000 WUMOM**
- 4 NM

**4 NM**
- GP 3.00°
- TCH 45
- 6000 231° 051°
- 2000 051°

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

**LPV DA**
- 534-1 299 (300-1)

**LNAV/ VNAV DA**
- 595-1 360 (400-1)

**LNAV MDA**
- 740-1 505 (600-1)
- 740-11/8 505 (600-1/8)

**MISSED APPROACH:** Climb to 3000 direct WUMOM and hold, continue climb-in-hold to 3000.

**Use Moultrie altimeter setting.**

**Baro-VNAV NA.**

**Rwy 5 helicopter visibility reduction below 1 SM NA.**

**Procedure NA at night.**
RNAV (GPS) RWY 23

Amdt 2  05OCT23

Use Moultrie Muni altimeter setting.

Rwy 23 helicopter visibility reduction below 1 SM NA.

Procedure NA at night.

Use Moultrie Muni altimeter setting.
RNAV (GPS) RWY 16
SHELBY COUNTY (EET)

MISSED APPROACH: Climb to 3000 direct CABVU and hold.

Procedure NA for arrivals on OKW VORTAC airway radials 034 CW 096.

Procedure NA for arrivals at GOTBY on V7 southbound.

RNAV (GPS) RWY 16
SHELBY COUNTY (EET)

RNAV (GPS) RWY 16
SHELBY COUNTY (EET)
**RNAV (GPS) RWY 34**

**SHELBY COUNTY (EET)**

**Misssed Approach:** Climb to 3000 direct YIBUR and left turn on track 231° to AKGOS and left turn on track 113° to CABVU and hold.

**ASOS**
- **134.325**

**BIRMINGHAM APP CON**
- **123.8**
- **256.8**

**GCO**
- **121.725**

**UNICOM**
- **122.7 (CTAF)**

**Procedure NA for arrivals at KYLEE on V66 eastbound.**

**Procedure NA for arrivals at KORNR on V115 southbound.**

**RNAV (GPS) RWY 34**

**Asob, Alabama**

**AL-5650 (FAA)**

**21196**

**RNAV (GPS) RWY 34**

**SHELBY COUNTY (EET)**

**Alabaster, Alabama**

**Amdt 2A 15 Jul 2021**

**33° 11’ N, 86° 47’ W**
For inop ALS, increase S-LOC 5 Cats C/D visibility to 1½ SM and XIKHO fix minimums S-LOC 5 Cats C/D visibility to RVR 5500.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PZD VOR/DME and hold.

From ELMOE and SALER: RNAV-1 GPS required.

VGSI and ILS glidespath not coincident (VGSI Angle 3.00˚/TCH 55).

For inop ALS, increase S-LOC 5 Cats C/D visibility to 1½ SM and XIKHO fix minimums S-LOC 5 Cats C/D visibility to RVR 5500.
RNAV (GPS) RWY 5
SOUTHWEST GEORGIA RGNL (ABY)

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.** For inop ALS, increase LNAV Cat D visibility to RVR 6000.

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**Procedure NA for arrival at PZD VOR/DME on V35-159 northbound.**

**MISSED APPROACH: Climb to 2000 direct UNIKE and left turn on track 291° to PZD VOR/DME and hold.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, increase LNAV Cat D visibility to RVR 6000.

RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrival at PZD VOR/DME on V35-159 northbound.

MISSED APPROACH: Climb to 2000 direct UNIKE and left turn on track 291° to PZD VOR/DME and hold.
Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

**ATIS**
- **Jacksonville Center**: 133.05
- **Albany Tower**: 120.25 (CTAF) 336.4
- **GND CON**: 121.9 348.6
- **UNICOM**: 122.95

**AWSS**
- CH 48815
- W17A

**RNAV (GPS) RWY 17**
- **SOUTHWEST GEORGIA RGNL (ABY)**

**HOLD 3000 2000**
- **PECAN PZD**
- **(IAF) WETVO**
- **(IAF) ZOTIG**
- **(FAF) PZD**

**4 NM Holding Pattern**
- **ZOTIG**: 1.2 NM to RW17
- **LNAV only**

**Procedure NA for arrival at PZD VOR/DME on V159 southeast bound and on V5 southwest bound.**

**MISS APCH FIX**
- 4 NM **ELMOE**

**HP**
- **6000**: 347°
- **2000**: 167°
- **GP 3.00° TCH 52**: 6.6 NM
- **4.2 NM**: 1.2

**CATEGORY**
- **A**: 534-1 1/4 338 (400-1 1/4)
- **B**: 603-1 1/2 407 (500-1 1/2)
- **C**: 640-1 444 (500-1)
- **D**: 640-1 444 (500-1 1/2)

**RNAV (GPS) RWY 17**
- **SOUTHWEST GEORGIA RGNL (ABY)**

**Amdt 1C 26MAR20**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ZITIR and on track 197° to ELMOE and hold.

For arrival on PZD VOR/DME airway radials 359 CW 110.

*LNAV only.

Procedure NA for arrival on PZD VOR/DME airway radials 359 CW 110.
RNAV (GPS) RWY 35
SOUTHWEST GEORGIA RGNL (ABY)

ATIS 133.05
JACKSONVILLE CENTER 125.75 363.075
ALBANY TOWER* 120.25 (CTAF) 336.4
GND CON 121.9 348.6
UNICOM 122.95

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Rwy 35 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 2000 direct YEGUN and on track 324° to PZD VOR/DME and hold.

HARKE (IAF)

WIRL Rwy 5-23
MIRL Rwy 17-35
REIL Rwys 17 and 23

SE-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 35
SOUTHWEST GEORGIA RGNL (ABY)

AIRNAV (FAA)

ALBANY, GEORGIA
Amdt 2C 26MAR20
Rwy 17 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

**VOR RWY 17**

**SOUTHWEST GEORGIA RGNL (ABY)**

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 170° and PZD VOR/DME R-160 to SALER INT/20 DME and hold.

NoPT for arrival on PZD VOR/DME airway radials 295 CW 052.

VGS! and descent angles not coincident (VGS! Angle 3.00/TCH 52).

Rwy visibility reduction below SM NA.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

ALBANY, GEORGIA

SOUTHWEST GEORGIA RGNL (ABY)

ATIS 133.05
ALBANY TOWER 120.25 336.4
GND CON 121.9 348.6

ELEV 194
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

ELEV 195

ELEV 189

HOT CARGO PARKING

GEORGIA STATE PATROL HANGAR

FBO

TERMINAL

RAMP

STATION

FIELD ELEV 196

RWB 05-23
PCN 57 F/A/X/T
S-80, D-135, 2D-230

RWY 17-35
PCN 29 F/A/X/T
S-30

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 5

ALBERTVILLE RGNL/THOMAS J BRUMLIK FLD (8A0)

AWOS-3PT
119.575

BIRMINGHAM APP CON
125.45 279.65

UNICOM
123.0 (CTAF)

DEZLY and hold.

Climb to 3300 direct.

MISSED APPROACH:

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 139 feet and all MDA 140 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C and D visibility ½ mile. Increase Circling Cat C visibility ¾ mile and Cat D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Huntsville Intl-Carl T Jones Fld altimeter setting. Helicopter visibility reduction below ¾ SM NA.

AWOS-3PT
119.575

BIRMINGHAM APP CON
125.45 279.65

UNICOM
123.0 (CTAF)

DEZLY and hold.

Climb to 3300 direct.

MISSED APPROACH:

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 139 feet and all MDA 140 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C and D visibility ½ mile. Increase Circling Cat C visibility ¾ mile and Cat D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Huntsville Intl-Carl T Jones Fld altimeter setting. Helicopter visibility reduction below ¾ SM NA.
RNAV (GPS) RWY 23

ALBERTVILLE RGNL/THOMAS J BRUMLIK FLD (8A0)

AWOS-3PT  119.575
BIRMINGHAM APP CON  125.45 279.65
UNICOM  123.0 (CTAF)

ELEV 1032  TDZE 1032

RNAV (GPS) RWY 23

MISSED APPROACH:
Climb to 3200 direct to OCOQY and hold.

 CATEGORY  LPV  LNAV/VNAV  LNAV MDA
A  DA     1282-1  250 (300-1)
B  1340-1  308 (400-1)
C  1440-1  408 (500-1)
D  1440-1  408 (500-1/2)

180° to RW23

SE-4, 11 JUL 2024 to 05 SEP 2024

ALBERTVILLE, ALABAMA
Amdt 2 02APR15

ALBERTVILLE RGNL/THOMAS J BRUMLIK FLD (8A0)

34°14'N-86°15'W
RNAV (GPS) RWY 23

ALBERTVILLE, ALABAMA  AL-5925 (FAA)  21336
**RNAV (GPS) RWY 18**

**THOMAS C RUSSELL FLD (ALX)**

**AWOS-3PT**

| 118.325 |

**MONTGOMERY APP CON***

| 121.2 | 269.05 |

**UNICOM**

| 122.7 (CTAF) |

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**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.**

### Holding Pattern

- **TP 1780**
- **4 NM Holding Pattern**
- **JOPIB**
- **3600**
- **002°**
- **182°**
- **GP 3.00° TCH 57**
- **1214-1 539 (600-1 1/4)**

### Category Table

<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>1061-1 1/4</td>
<td>386 (400-1 1/4)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1214-1 1/4</td>
<td>539 (600-1 1/4)</td>
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<td>LNAV MDA</td>
<td>1160-1 485 (500-1)</td>
<td>1160-1 13/8 485 (500-1 1/4)</td>
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</table>

### CIRCLING

| 1180-1 | 1240-1 | 1540-2 1/2 | 1540-2 3/4 |
| 494 (500-1) | 554 (600-1) | 854 (900-2 1/4) | 854 (900-2 3/4) |

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### Misc.

- **ELEV 686**
- **TDZE 675**
- **SE-4, 11 JUL 2024 to 05 SEP 2024**

**THOMAS C RUSSELL FLD (ALX)**

**RNAV (GPS) RWY 18**

**ALEXANDER CITY, ALABAMA**

**AL-5480 (FAA)**

**23278**

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**ALEXANDER CITY, ALABAMA**

**Amdt 2A 30JAN20**

**32°55'N-85°58'W**
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 1100 then climbing left turn to 3000 direct TATME and hold.

ELEV 686
TDZE 648

1100  3000  TATME

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 50).

* LNAV only.
* 1.1 NM to RW36
BILLP

1.380°
2500

002°

182°

3000

TATME

4 NM Holding Pattern

1100

3000

TATME

1.1

1.2

3.5 NM

6 NM

CATEGORY A B C D

LPV DA 898-1 250 (300-1)

LNAV/ VNAV DA 940-1½ 292 (300-1½)

LNAV MDA 1000-1 352 (400-1) 1000-1½ 352 (400-1½)

CIRCLING 1180-1 1240-1 1540-2½ 1540-2¾

494 (500-1) 554 (600-1) 854 (900-2½) 854 (900-2¾)

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 6
GEORGE DOWNER (AIV)

ALICEVILLE, ALABAMA
AL-9812 (FAA)  21280

RNAV (GPS) RWY 6
GEORGE DOWNER (AIV)

TCL ASOS
132.825

COLUMBUS APP CON
135.6 323.275

UNICOM
122.8 (CTAF)

ELEV 150

TDZE 143

2.6 NM to UDLEQ

CIKOB and hold.
Climb to 3000 direct

720-1  570 (600-1)
820-1½  670 (700-1¼)
900-2½  750 (800-2¼)

MERIDIAN 1 EAST MOA

MERIDIAN 1 WEST MOA

ALICEVILLE, ALABAMA
Orig-C 12OCT17
33°06'N-88°12'W

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 24
GEORGE DOWNER (AIV)

DME/DME RNP-0.3 NA. Use Tuscaloosa altimeter setting; when not received, use Columbus/W Point/Starkville altimeter setting and increase all MDAs 20 feet, and Circling Cat C visibility ¼ SM. Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA.

**RNAV (GPS) RWY 24**

**CIRCLING**

**ZESLO and hold.**

**Climb to 3000 direct**

**MISSED APPROACH:**

Climb to 3000 direct ZESLO and hold.

**ZESLO**

**CIKOB**

**ZOLUG**

**FE Pon**

**2.8 NM to RW24**

**2000**

**244°**

**244°**

**244°**

**ZOLUG**

**CIKOB**

**CIKOB (IF/IAF)**

**2.8 NM to RW24**

**FE Pon**

**MERIDIAN 1 EAST MOA**

**MERIDIAN 1 WEST MOA**

**ELEV 150**

**TDZE 150**
**RNAV (GPS) RWY 16**

**BACON COUNTY (AMG)**

**ALMA, GEORGIA**

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<th>Altitude</th>
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<td>App Crs</td>
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<tr>
<td>RunwayIdg</td>
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<tr>
<td>Apt Elev</td>
<td>200</td>
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**ASOS**
- 118.325

**Jacksonville Center**
- 127.575
- 269.025

**Unicom**
- 122.7 (CTAF)

**Unicom**
- 337°

**Apt Elev**
- 5000
- 200

**TDZE**
- 200

**Rwy 16**

**MISSED APPROACH:** Climb to 2300 direct to JEKEK and hold.

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

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

**REIL**
- Rwy 16 and 34
- MIRL Rwy 16-34

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**31°32’N-82°30’W**

**AMdt 3 05DEC19**
AMERICUS, GEORGIA

AL-5951 (FAA)

23082

ILS or LOC RWY 23
JIMMY CARTER RGNL (ACJ)

ADOPT required.

⚠️ NA

Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Columbus altimeter setting and increase S-ILS 23 DA to 889 and all MDA 120 feet, increase S-ILS 23 all Cats visibility and S-LOC 23 Cat C/D visibility ½ SM, increase Circling Cat C visibility ½ SM, and Circling Cat D visibility ¾ SM. For inop ALS when using Columbus altimeter setting increase S-LOC 23 Cat C/D visibility to 1¾ SM, Circling Rwy 10, 28 NA at night. For inop ALS, increase S-ILS 23 all Cats visibility to ¾ SM.

AWOS-3
ATLANTA APP CON *
CLNC DEL
UNICOM

128.375
124.2 323.1
119.95
122.8 (CTAF)

MSDS

MEDS

REFERENCES

SE-4, 11 JUL 2024 to 05 SEP 2024

AMERICUS, GEORGIA

Amdt 1E 08SEP22
RNAV (GPS) RWY 5
JIMMY CARTER RGNL (ACJ)

Baro-VNAV NA when using Columbus altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 40°C. RWY 5 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Columbus altimeter setting and increase LPV DA to 832 feet and visibility 3/4 SM, LNAV/VNAV DA to 954 feet and visibility 3/4 SM, increase all MDAs 120 feet and LNAV Cats C/D visibility 3/4 SM, and Circling Cat C visibility 3/4 SM, Cat D 3/4 SM. Circling RWY 10, 28 NA at night.

**RNAV (GPS) RWY 5**

**AMERICUS, GEORGIA**

**APP CRS**

<table>
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<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>Apt Elev</th>
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<td>050°</td>
<td>6011</td>
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<td>W05A</td>
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</table>

**AWOS-3**

128.375

**ATLANTA APP CON**

124.2 323.1

**CLNC DEL**

119.95

**UNICOM**

122.8 (CTAF)

**ELEV 468**

**TDZE 468**

**MISSED APCH FIX**

4 NM

30°07'N-84°11'W

**VGSI and RNAV glidepath not coincident**

(VGSI Angle 3.00°/TCH 58).

**CIRCLING**

940-1 472 (500-1)

1020-1 250 (300-1)

1280-2 372 (400-1)

1280-2 372 (400-1)

**LNAV/ VNAV DA**

840-1 372 (400-1)

**LNAV MDA**

840-1 372 (400-1)

**CIRCLING**

940-1 472 (500-1)

1020-1 250 (300-1)

1280-2 372 (400-1)

1280-2 372 (400-1)

**CAT C visibility**

SM, Cat D visibility SM.

Circling Rwy 10, 28 NA at night.

**RNAV (GPS) RWY 5**

AMERICUS, GEORGIA

Amdt 1C 20MAY21
RNAV (GPS) RWY 23
JIMMY CARTER RGNL (ACJ)

Amdt 1D 05OCT23

Baro-VNAV NA and VDP NA when using Columbus altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 41°C. For inop ALS when using Columbus altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to 1½ SM. Rwy 23 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Columbus altimeter setting and increase LPV DA to 876 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 881 feet and all visibilities ¾ SM; increase all MDAs 120 feet and LNAV visibility Cats C/D ¾ SM, and Circling visibility Cat C ½ SM and Cat D ¼ SM. For inop ALS, increase LPV and LNAV/VNAV all Cats visibility to ½ SM. Circling Rwy 10, 28 NA at night.

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 11

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. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cairns AAF (Fort Novosel) altimeter setting and increase all DA 82 feet, all MDA 100 feet. Increase all LPV and LNAV/VNAV visibilities ¼ mile all Cats, LNAV and Circling Cats C and D ¼ mile. Baro-VNAV and VDP NA when using Cairns AAF (Fort Novosel) altimeter setting.

MISSED APPROACH: Climb to 2000 direct ALANE and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>CAIRNS APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>134.875</td>
<td>133.45 239.275</td>
<td>122.8 [CTAF]</td>
</tr>
</tbody>
</table>

**IAP/IF**
- PIGON
- ZELAS
- HIDAR
- YERUS

**MOA**
- Intense rotary and fixed wing training in vicinity of airport.
- ROSE HILL

**Holding Pattern**
- ZELAS
- 6 NM
- 289°
- 109°

**Categories**
- CATEGORY A: 615-1 305 (400-1)
- CATEGORY B: 655-1\(\frac{1}{8}\) 345 (400-1\(\frac{1}{8}\))
- CATEGORY C: 760-1 450 (500-1)
- CATEGORY D: 810-1 510 (600-1)

**Baro-VNAV**
- 860-1\(\frac{1}{2}\)
- 550 (600-1\(\frac{1}{2}\))
- 630 (700-2)
RNAV (GPS) RWY 29
SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)

For uncompensated Baro-VNA systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Cairns AAF (Fort Novosel) altimeter setting and increase all DA 82 feet, all MDA 100 feet. Increase LPV and LNAV/VNAV visibilities 3/4 mile, LNAV and Circling Cat C and D 3/4 mile. Baro-VNAV and VDP NA when using Cairns AAF (Fort Novosel) altimeter setting.

MISSED APPROACH: Climb to 2500 direct ZELAS and hold.

ASOS
134.875

CAIRNS APP CON ★
133.45 239.275

UNICOM
122.8 (CTAF)

SE-4, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Cairns AAF (Fort Novosel) altimeter setting and increase all MDA 100 feet.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2000 direct JUY NDB and hold.

**UNICOM**
122.8 (CTAF)

**ASOS**
134.875

**CAIRNS APP CON**
133.45 239.275

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>980-1 670 (700-1)</td>
<td>980-1 759</td>
<td>980-1 759</td>
<td>980-2 670 (700-2)</td>
</tr>
</tbody>
</table>

Intense rotary and fixed wing training in vicinity of airport.

MIRL Rwy 11-29
REIL Rwy 11 and 29

SE-4, 11 JUL 2024 to 05 SEP 2024
ILS Y or LOC Y RWY 5
ANNISTON RGNL (ANB)

LOC  I-ANB  111.5
APP CRS  052°
Rwy Idg  7000
TDZE  595
Apt Elev  612

Circling NA north of Rwy 5-23. RNAV 1-GPS required. For inop ALS, increase S-ILS 5 all Cats visibility to 1 SM. When using local altimeter setting not received, use Godsden altimeter setting: increase DA to 975 and all visibilities 1/4 SM; increase all MDAs 80 feet, and S-LOC 5 Cat C/D, and Circling Cat C visibilities 1/2 SM. For inop ALS when using Godsden altimeter setting: increase S-ILS 5 all Cats to 1 1/4 SM.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 direct CAMKU then on track 210° to CANUG and on track 300° to LINTZ and hold.

ASOS
BIRMINGHAM APP CON  132.15  285.45
CTAF  123.6  119.675
UNICOM  123.0

RNAV 1-GPS REQD

LOCAIZER 111.5
I-ANB

30 NM to LINTZ
4000
5 NM to LINTZ
3500
LINTZ
(NoPT)

[Diagram of flight paths and distances]

LOC restricted beyond 16° right of course.

One Minute Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 5</td>
<td>909-1/2</td>
<td>314 (300-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-LOC 5</td>
<td>1120-1/2</td>
<td>525 (600-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1420-1</td>
<td>808 (900-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

[Table of flight times and altitudes]

ALT 3.00°
TCH 40°

GS 3.00°

[Diagram of flight paths and distances]
CIRCLING NA north of Rwy 5-23. ADF required. When local altimeter setting not received, use Gadsden altitude setting. Increase all visibilities 1/2 SM. For inop ALS increase S-ILS 5 SM. For inop ALS increase S-ILS 5 SM. 

**MISSING APPROACH Climb to 795 and all visibilities 1/2 SM. For inop ALS increase S-ILS 5 SM. For inop ALS increase S-ILS 5 SM.** 

Circling NA north of Rwy 5-23. ADF required. When local altimeter setting not received, use Gadsden altitude setting. Increase all visibilities 1/2 SM. For inop ALS increase S-ILS 5 SM. For inop ALS increase S-ILS 5 SM. 

**MISSING APPROACH Climb to 795 and all visibilities 1/2 SM. For inop ALS increase S-ILS 5 SM.**
RNAV (GPS) RWY 5
ANNISTON RGNL (ANB)

Circling NA North of Rwy 5-23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gadsden altimeter setting and increase all DA 66 feet and all MDA 80 feet and LPV all Cats, LNAV Cats C and D and Circling Cats A, B, and C visibility ½ SM. For inop ALS increase LPV all Cats visibility to 1 SM. For inop ALS when using Gadsden altimeter setting, increase LPV all Cats visibility to 1½ SM. VDP NA with Gadsden altimeter setting.

MALSR

MISSLED APPROACH: Climb to 1600, then climbing right turn to 3500 direct CAMKU and track 210° to CANUG and track 300° to LINTZ and hold.

ASOS 119.675
BIRMINGHAM APP CON 132.15 285.45
CTAF 123.6
UNICOM 123.0

RSW 05

LNAV MDA 1160-½ 565 (600-½)
LNAV MDA 1160-1¼ 565 (600-1¼)
LNAV MDA 1420-2½ 808 (900-2¼)
CIRCLING 1420-1808 (900-1)

4 NM
Holding Pattern

NW-4, 11 JUL 2024 to 05 SEP 2024

ANNISTON, ALABAMA
Amdt 2 17AUG17

33°35'N-85°51'W

ANNISTON RGNL (ANB)
RNAV (GPS) RWY 5

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 17

TURNER COUNTY (75J)

FZG AWOS-3
118.625

JACKSONVILLE CENTER
125.75 363.075

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 17
ASHBURN, GEORGIA
AL-9844 (FAA)

Rwy 17 helicopter visibility reduction below 1 SM NA.
NA
DME/DME RNP-0.3 NA.
When Fitzgerald altimeter setting not received, procedure NA.
Procedure NA at night.

MISSED APPROACH: Climb to 2500
direct SEISE and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1080-1 691 (700-1)</td>
<td>1080-2 691 (700-2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1100-1 711 (800-1)</td>
<td>1140-2 751 (800-2)</td>
<td>1260-2 871 (900-2)</td>
<td></td>
</tr>
</tbody>
</table>

ASHBURN, GEORGIA
Orig 12OCT17

31°41’N-83°38’W
When Fitzgerald altimeter setting not received, procedure NA.
Rwy 35 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Procedure NA at night.

Missed Approach: Climb to 2500 direct CRAGS and hold.

FZG AWOS-3 118.625
JACKSONVILLE CENTER 125.75 363.075
UNICOM 122.7 (CTAF)
ATHENS, GEORGIA

ATHENS/BEN EPPS (AHN)

LNAV (GPS) RWY 2

ATHENS TOWER
CTAF 122.95
UNICOM 121.8

ALVINIA APP CON 132.875
GND CON 126.3

ATLANTA APP CON

SE-4, 11 JUL 2024 to 05 SEP 2024

Helicopter visibility reduction below 1 SM NA
and increase Circling Cat visibility 1/2 mile. Night landing: RWY 2 NA.
Setting and increase LNAV Cat D visibility 1/2 mile.

When local altimeter setting not received, use Winder altimeter.

Missed Approach: UPMIL and hold.

Climb to 3100 direct.

MISSED APPROACH:

ARP CRS

027°

Apt Elev

TDZE

Rwy Idg

3995

805

317°

3100 N oPT

907°

097°

MISSED APCH FIX

3100

2.5 NM to OTADE

T 317°

3100 N oPT

207°

207°

027°

297° (400-1)

447 (500-1)

1280-1

1460-2

647 (700-2)

1260-1

1

2

507 (600-1)

467 (500-1)

1220-1

1

1320-1

4 NM

3100

3.00°

TCH 39

VGSI and RNAV glidepath not coincident

3100

3.75/TCH 39.

1600

2.5 NM

(AHN)

RNAV (GPS) RWY 2

ATHENS/BEN EPPS (AHN)

2.5 NM to OTADE

T A

UMMIL and hold.

Climb to 3100 direct

ATHENS, GEORGIA

23°57'N-83°20'W

34°57'N-83°20'W

WEST

WEST

33°57'N-83°20'W

ATHENS, GEORGIA

SE-4, 11 JUL 2024 to 05 SEP 2024
**Circling RWY 2, 20 NA at night.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.

Rwy 9 helicopter visibility reduction below 3/4 SM NA.

---

**Table: ASOS**

<table>
<thead>
<tr>
<th>ASOS</th>
<th>ATLANTA APP CON</th>
<th>ATHENS TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CLNC DEL (when twr closed)</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>132.875</td>
<td>132.475 291.1</td>
<td>126.3 (CTAF) 338.275</td>
<td>121.8</td>
<td>121.8</td>
<td>132.475 291.1</td>
<td>122.95</td>
</tr>
</tbody>
</table>

---

**RNP APCH.**

- **RNAV (GPS) RWY 9**

**ATHENS/BEN EPPS (AHN)**

**ATLANTA APP CON**

- **APD AW**
- **Rwy 9 (IF) SALTIN**

**ATHENS TOWER**

- **IF**
- **IAF**

**Category**

- **LPV DA**
- **LNAV/VNAV DA**
- **LNAV MDA**
- **CIRCLING**

**Amdt 2 19JUL18**

---

**ATHENS, GEORGIA**

**Apt Elev 813**

---

**ATHENS/BEN EPPS (AHN)**

**RNAV (GPS) RWY 9**

---

**SE-4, 11 JUL 2024 to 05 SEP 2024**
DAE/DME RNP-0.3 NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet. Increase LP and LNAV Cat C/D visibility 1/2 mile, increase Circling Cat D visibility 1/4 mile. Night landing: Rw 2, 20 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3100 direct UMMIL and hold.

ASOS ATLANTA APP CON * ATHENS TOWER * GND CON CLNC DEL CLNC DEL (when twr closed) UNICOM
132.875 132.475 291.1 126.3 (CTAF) 338.275 121.8 121.8 132.475 291.1 122.95

ELEV 813 TDZE 807

ATHENS, GEORGIA ATL-983 (FAA) 22363

RNAV (GPS) RWY 20
ATHENS/BEN EPPS (AHN)

RNAV (GPS) RWY 20

ATHENS/BEN EPPS (AHN)

MIRL Rw 2-20
HIRL Rwys 9-27

ATHENS, GEORGIA
Amdt 1 15OCT15

33°57'N-83°20'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. When local altimeter setting not received, use Winder altimeter setting: increase LPV DA to 1071 feet; increase LNAV/VNAV DA to 1121 feet; increase all MDA 60 feet and increase LNAV Cat C/D visibility to 1 mile and Circling Cat D visibility to 2½ miles. For inop MALSF, increase LNAV/VNAV all Cats visibility to ½ mile, increase LNAV Cat C/D visibility to 1 mile. For inop MALSF when using Winder altimeter setting increase LPV all Cats visibility to ½ mile, increase LNAV/VNAV all Cats visibility to 1 mile, increase LNAV Cat C, D visibility to 1½ mile. Baro-VNAV and VDP NA when using Winder altimeter setting. Inop table does not apply to LPV. Circling Rwy 2, 20 NA at night.
VOR RWY 2
ATHENS/BEN EPPS (AHN)

VOR/DME AHN
116.95
Chan 116 (Y)

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct AHN VOR/DME and hold.

ASOS
132.875

ATLANTA APP CON *
132.475  291.1

ATHENS TOWER *
126.3 (CTAF)  338.275

GND CON
121.8

CLNC DEL
121.8

CLNC DEL
132.475  291.1

(when twr closed)

UNICOM
122.95

2049

Rwy ldg 3995

TDZE 805

Apt Elev 813

1220-1

415 (500-1)

1220-1 ¼

415 (500-1 ¼)

IAP

ATHENS
116.95 AHN
Chan 116 (Y)

MIRL Rwy 2-20
HIRL Rwys 9-27

ATHENS, GEORGIA
Amdt 11D  27FEB20

33°57'N-83°20'W

ATHENS/BEN EPPS (AHN)
VOR RWY 2

23054

ATHENS, GEORGIA
AL-983 (FAA)

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 13
ATLANTA RGNL FALCON FLD (FFC)

ASOS
118.525
ATLANTA APP CON
119.8 354.125
CLNC DEL
119.8
UNICOM
123.05 (CTAF)

HOLD 6000 3100

4 NM Holding Pattern

2049

VGSI and RNAV glidepath not coincident.

[VGSI Angle 3.50/TCH 38]

4 NM

133° to RW13

133°

133°

133°

2600

1580

3100

GP 3.33° TCH 60

30 NM to PILRE (NoPT)

3400

3100

133°

133°

133°

3100

2600

1580

7.3 NM

2.8 NM

1 NM

1.1

1.1

CATEGORY

A

B

C

D

LPV DA

1184-1 3/4

387 (400-1 3/4)

LNAV/ VNAV DA

1230-1 1/4

433 (500-1 1/4)

LNAV MDA

1260-1

463 (500-1)

1260-1 3/4

463 (500-1 3/4)

CIRCLING

1320-1

512 (600-1)

1440-1 3/4

632 (700-1 3/4)

1540-2 1/4

732 (800-2 1/4)

ATLANTA, GEORGIA

AL-5932 (FAA)

5768 X 100

13

31

ELEV 61006

APP CRS

WAAS

CH 61006

W13A

Rwy Idg

TDZE

Apt Elev

808

137

31

31

Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct INOGE and hold.

ASOS

ATLANTA APP CON

CLNC DEL

UNICOM

118.525

119.8 354.125

119.8

123.05 (CTAF)

ATLANTA RGNL FALCON FLD (FFC)

RNAV (GPS) RWY 13

ATLANTA, GEORGIA

Amdt 4 04NOV21

33°21'N-84°34'W

41
Circling Rwy 13 NA at night. Rwy 31 helicopter visibility reduction below ¾ SM NA. For Inop ALS, increase Cat C/D visibility to 1% SM.

MISSED APPROACH: Climb to 1700 then climbing left turn to 2500 direct FFC NDB and hold.

ATLANTA, GEORGIA
AL-5932 (FAA)

NDB FFC APP CRS TDZE Apt Elev
316 313° 807 808

ASOS ATLANTA APP CON CLNC DEL UNICOM
118.525 119.8 354.125 119.8 123.05 (CTAF)

ATLANTA RGNL FALCON FLD (FFC)

NDB RWY 31

HUSKY

MSA FFC 25 NM

1465

1124

3000

096° (19.1)

1220

1200

1020

1228

PECAT

1124

271° (25.5)

3000

1228

1224

313° 5.1 NM

from FAF

ATLANTA RGNL FALCON FLD (FFC)

SE-4, 11 JUL 2024 to 05 SEP 2024

33°21'N-84°34'W
RNAV (GPS) RWY 6
ATLANTA SPEEDWAY (HMP)

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

MISSED APPROACH: Climb to 2600 direct YEBUT and hold.

AWOS-3
124.825

ATLANTA APP CON
128.575 343.675

CLNC DEL
128.575 343.675

UNICOM
122.725 (CTAF)

Amdt 3 17JUN21

SE-4, 11 JUL 2024 to 05 SEP 2024
Rwy 24 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct JUPEP and hold.

AWOS-3 124.825
ATLANTA APP CON 128.575 343.675
CLNC DEL 128.575 343.675
UNICOM 122.725 (CTAF)

ATLANTA, GEORGIA
AL-6998 (FAA)
22307

RNAV (GPS) RWY 24
ATLANTA SPEEDWAY (HMP)

ELEV 882
TDZE 882

WAAS CH 58343
W24A
APP CRS 241° Rwy Idg 5509
TDZE 882
Apt Elev 882

LNAV/ VNAV DA 1300-1/8 418 (500-1)
LNAV MDA 1380-1 498 (500-1)
CIRCLING 1300-1/8 418 (500-1)

RNAV (GPS) RWY 24
ATLANTA SPEEDWAY (HMP)

SE-4, 11 JUL 2024 to 05 SEP 2024

45
ILS or LOC RWY 27
COBB COUNTY INTL/MCCOLLUM FLD (RYY)

MALS 111.9

DME required. RADAR required for procedure entry.

ATIS
ATLANTA APP CON
128.125
121.0
268.7

MCCOLLUM TOWER *
125.9 (CTAF)

GND CON
CLNC DEL
119.0
119.0

CLNC DEL
121.0
268.7
(When twr closed)

UNICOM
122.7

COBB COUNTY INTL/MCCOLLUM FLD (RYY)

L-108 to TIPPY/RMG 11 DME and hold.

RADAR
I-RYY 13.9
OVPEW
(IF)

RADAR
I-RYY 7.2

MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on heading 300° and on RMG VORTAC R-108 to TIPPY/RMG 11 DME and hold.

INOP TABLE does not apply to S-ILS 27.

 Loc: 34°01'N-84°36'W

SE-4, 11 JUL 2024 to 05 SEP 2024

ATLANTA, GEORGIA

Amdt 6 03NOV22

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 27
COBB COUNTY INTL/MCCOLLUM FLD (RYY)

MISSED APCH FIX
4 NM
093°
UPHAH

HOLD
3500
10000
3500

MISSED APPROACH: Climb to 3500 direct UPHAH and hold.

ELEV 1040 TDZE 1011

3500
UPHAH

4 NM

Holding Pattern

ALBRS
3000
273°
(6.7)

JODIS
1.9 NM to
RW27

RW27

1290
1270
1860

1297
1260

ATIS
128.125
ATLANTA
121.0
APP CON
268.7

MCCOLLUM TOWER *
125.9 (CTAF)

GND CON
119.0

CLNC DEL
119.0

CLNC DEL
121.0

When tower closed
268.7

UNICOM
122.7

RNAV APCH-GPS.

Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C and D visibility to 1½ SM.

Circling RW 9 NA at night.

1883

138

1290
1201

1589

1560

JODIS
1.9 NM to
RW27

(HAF)

(IF/IAF)

OVPEW

3500

4900

273°

273°

093°

HOLD

3500

10000

3500

GP 3.00°

TCH 46

CIRCLING

1800-1

760 (800-1)

2180-3

1140 (1200-3)

ELEV 1040 TDZE 1011

COBB COUNTY INTL/MCCOLLUM FLD (RYY)

RNAV (GPS) RWY 27

SE-4, 11 JUL 2024 to 05 SEP 2024

ATLANTA, GEORGIA

AL-6424 (FAA)

22335

WAAS
97308
W27A

APP CRS
273°

Rwy Ldg
5374

TDZE
1011

Apt Elev
1040

ATLANTA, GEORGIA

Amdt 5 14JUL22

34°01’N-84°36’W

HIRL Rwy 9-27

SE-4, 11 JUL 2024 to 05 SEP 2024
Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet and S-9 Cat A/C/D visibilities ¼ mile. Night landing: Rwy 9 NA.

**Procedure NA for arrivals at RMG VORTAC on airway radials 059 CW 165.**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling Rwy 10 NA at night. Rwy 28 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1 1/2 SM.

**RNAV (GPS) RWY 28**

**COVINGTON MUNI (CVC)**

**AWOS-3** 118.725

**ATLANTA APP CON** 128.575 343.675

**UNICOM** 123.0 (CTAF) *

**ELEV 820**  

**TDZE 810**

**ATLANTA, GEORGIA**

**AL-5944 (FAA)**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 28**

**COVINGTON MUNI (CVC)**

**Amdt 2A 11 JUL 24**

**33°38'N-83°51'W**

**52**
Circling RWY 16, 34 NA at night. DME from PDK VOR/DME. Simultaneous reception of I-PDK and PDK DME required. RWY 21L helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 21L Cat A/B visibility to RVR 5500.

**MALS**

**MISSING APPROACH** Climb to 1600 then climbing right turn to 4000 on heading 008° and RMG VORTAC R-092 to BAPPY/RMG 34.7 DME and hold.

**REMARKS**

- For inop ALS, increase S-LOC 21L Cat A/B visibility to RVR 5500.
- Simultaneous reception of I-PDK and PDK DME required.
- RWY 21L helicopter visibility reduction below RVR 4000 NA.
- For inop ALS, increase S-LOC 21L Cat A/B visibility to RVR 5500.

**ATIS**

ATLANTA, GEORGIA

ATIS 128.4 ATLANTA APP CON 126.975 239.275 PEACH TREE TOWER* 120.99 (CTAF) 281.5 GND CON 121.6 CLNCD 120.9 (When HTR closed) UNICOM 122.95

**ELEV**

ATLANTA, GEORGIA

ELEV 998 D TDZE 991

**CIRCLING**

ATLANTA, GEORGIA

CIRCLING 1520-1 522 (600-1) 1840-2 522 (900-2) 2060-3 1062 (1100-3)

**TWR**

ATLANTA, GEORGIA

TWR 1133 Rwy Idg 4996 TDZE 991 Apt Elev 998

**CLNCD**

ATLANTA, GEORGIA

CLNCD 120.9 (When HTR closed) UNICOM 122.95

**LOC**

ATLANTA, GEORGIA

LOC 1-PDK 111.1 APP CRS 206°

**RADAR**

ATLANTA, GEORGIA

RADAR required for procedure entry. DME or RADAR required.

**WARNING**

- Glideslope unusable for coupled approach below 1900.
- VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).
- MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 on heading 008° and RMG VORTAC R-092 to BAPPY/RMG 34.7 DME and hold.
- For inop ALS, increase S-LOC 21L Cat A/B visibility to RVR 5500.
RNAV (RNP) RWY 3R
DEKALB-PEACHTREE (PDK)

For uncompensated Baro-VNAV systems, procedures
NA below 1°C (33°F) or above 45°C (114°F).
RF required. GPS required.

MISSED APPROACH: Climb to 4000 on track 026° to SUCGO then left turn to QUARR then on track 302° to BAPPY and hold.

ATIS
128.4
ATLANTA APP CON
126.975 239.275
PEACHTREE TOWER
120.9 (CTAF)
GND CON
281.5
CLNC DEL
121.6
CLNC DEL
125.2
UNICOM
122.95

AUTHORIZATION REQUIRED

 CATEGORY

  A  B  C  D
RNP 0.10 DA 1334-1 338 (400-1) NA
RNP 0.30 DA 1441-1 445 (500-1) NA

SE-4, 11 JUL 2024 to 05 SEP 2024

ATLANTA, GEORGIA
AL-469 (FAA)
24137

ATLANTA, GEORGIA
Amdt 2A 30APR15

33°53’N-84°18’W

DEKALB-PEACHTREE (PDK)
RNAV (RNP) RWY 3R

HIRL Rwy 3R 21L
MiRl Rwy 16-34 and 3L-21R
REIL Rwy 3R and 21L
ATLANTA, GEORGIA
AL-469 (FAA) 24137

RNAV (RNP) Z RWY 21L
DEKALB-PEACHTREE (PDK)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (37°F) or above 54°C (130°F). For inop MALSF, increase RNP 0.30 all Cats visibility to 1¾. GPS required.

ATIS
128.4

ATLANTA APP CON
126.975 239.275

PEACHTREE TOWER
120.9 (CTAF) 281.5

GND CON
121.6

CLNC DEL
125.2

CLNC DEL
120.9 [When twr closed]

UNICOM
122.95 120.0

AUTHORIZATION REQUIRED

DEKALB-PEACHTREE (PDK)
RNAV (RNP) Z RWY 21L

Amdt 1A 30APR15
SE-4, 11 JUL 2024 to 05 SEP 2024

MIRL Rwys 16-34 and 3L-21R
REIL Rwys 3R and 21L
ATLANTA, GEORGIA
AL-469 (FAA)

RNAV (GPS) Y RWY 21L
DEKALB-PEACHTREE (PDK)

Circling Rwy 16, 34 NA at night. Rwy 21L helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat A/B visibility to RVR 5500.

Procedure NA for arrivals at AWSON on T297 northwest bound and on V5-311-417 westbound.

Final approach course offset 15.00°.

RNAV (GPS) Y RWY 21L
Circling Rwy 16, 34 NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct BAPPY and hold.

HIRL Rwy 3R-21L
MIRL Rwys 16-34 and 3L-21R
REIL Rwys 3R and 21L

ATLANTA, GEORGIA
Orig A 31DEC20
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
1.0% U P 969 1013 TWR M N 52 YT FA SM 3100 V A 526321485797 X 1004158 X 100

ATLANTA, GEORGIA AL-745 (FAA) 24193

**ILS or LOC RWY 8**

**FULTON COUNTY EXEC/CHARLIE BROWN FLD (FTY)**

**RADAR required to define TALDE. RADAR required for procedure entry.**

- **Circling Rwy 14, 32 NA at night. Rwy 8 helicopter visibility reduction below ¾ SM NA.**
- **For inop ALS, increase S-LOC 8 Cat A visibility to 1 SM, Cat C/D visibility to 2½ SM. Ridge with trees to 1299' MSL between FAF and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>ATLANA APP CON</th>
<th>FULTON COUNTY TOWER</th>
<th>GND CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.175</td>
<td>121.0 268.7</td>
<td>118.45 257.8</td>
<td>121.7 348.6</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>LOC 1-FTY</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>109.1</td>
<td>085°</td>
<td>5797</td>
<td>808</td>
<td>641</td>
</tr>
</tbody>
</table>

**MALSR**

- **MISSLED APPROACH: Climb to 4000 on heading 290° and RMG R-132 to DALAS INT/ RMG VORTAC 18.5 DME and hold.**

**HOLD 6000 3000 265° 1 min 085°**

**GS 3.00°**

**TCH 63**

**One Minute Holding Pattern**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 8</td>
<td>1058-½</td>
<td>250 (300-½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-LOC 8</td>
<td>1640-¾</td>
<td>832 (800-¾)</td>
<td>1640-1½</td>
<td>832 (800-1½)</td>
</tr>
</tbody>
</table>

**CIRCLING**

| 1640-1 | 799 (800-1) |
| 1640-1¼ | 799 (800-1¼) |
| 1740-2½ | 899 (900-2½) |
| 1740-3 | 899 (900-3) |

**ATLANTA, GEORGIA**

Amdt 18 30JAN20

**FULTON COUNTY EXEC/CHARLIE BROWN FLD (FTY)**

33°47'N-84°31'W

**ELEV 841 D TDZE 808**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (RNP) Z RWY 8
FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)

RNP APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. Ridge with trees to 1299' MSL between FAF and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.

ATIS
120.175

ATLANTA APP CON
121.0 268.7

FULTON COUNTY TOWER
118.45 257.8

GND CON
121.7 348.6

Authorization Required

CAVEB
3000 085° 3000
GP 3.00° TCH 60

8.8 NM
6.7 NM

RNP 0.30 DA
1401-1/4 593 (600-1/4)

HIWL Rwy 8-26
REIL Rws 14, 26

RNAV (RNP) Z RWY 8
FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)

33°47'N-84°31'W
Circling Rwy 14, 32 NA at night. Rwy 26 helicopter visibility reduction below 3/4 SM NA.

**ATIS**
- ATLANTA APP CON: 120.175
- ATLANTA TWR: 121.0 268.7
- FULTON COUNTY TOWER: 118.45 257.8
- GND CON: 121.7 348.6

**MISSED APCH FIX**
- MIKEE

**ELEV 841**

**TDZE 814**

**RNAV (GPS) RWY 26**

**FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)**

**MISSING APPROACH:** Climb to 3000 direct MIKEE and hold.

**ATLANTA, GEORGIA**

**Amdt 2 22APR21**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Simultaneous approach authorized. Rwy 9L helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.
ILS RWY 9R (SA CAT I)
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

MISSED APCH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.

SE-4, 11 JUL 2024 to 05 SEP 2024

HILS all Rwys
TDZE/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SA CATEGORY 1 ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
ILS RWY 28 (SA CAT I)
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA
AL-26 (FAA)

LOC/DME I-PKU 111.75
APP CRS 275°
Rwy Idg 9000
TDZE 998
Apt Elev 1026

SA CATEGORY I - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

RA 264/14 150 DA 1148

ATLANTA, GEORGIA
Amdt 5 07OCT21

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS RWY 28 (SA CAT I)

ATLANTA TOWER GND CON ALL
BL-26R, BR-26L, 9L-27R, 9R-27L, 10-28 RWYS 121.9 121.75 121.65 254.4

ATLANTA, GEORGIA AL-26 (FAA)

ATLANTA TOWER GND CON ALL
BL-26R, BR-26L, 9L-27R, 9R-27L, 10-28 RWYS 121.9 121.75 121.65 254.4

ATLANTA, GEORGIA AL-26 (FAA)

LOCALIZER 111.75
I-PKU
Chan 54(Y)

MISSING APCH FIX
PAJVO LGC 28 RADAR

115.6 LGC R-062
Chan 103

VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 72).

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 216° and LGC VORTAC R-062 to PAJVO/LGC 28 DME/RADAR and hold.

ATLANTA TOWER GND CON ALL
BL-26R, BR-26L, 9L-27R, 9R-27L, 10-28 RWYS 121.9 121.75 121.65 254.4

ATLANTA, GEORGIA AL-26 (FAA)

LOCALIZER 111.75
I-PKU
Chan 54(Y)

MISSING APCH FIX
PAJVO LGC 28 RADAR

115.6 LGC R-062
Chan 103

VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 72).

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 216° and LGC VORTAC R-062 to PAJVO/LGC 28 DME/RADAR and hold.

ATLANTA TOWER GND CON ALL
BL-26R, BR-26L, 9L-27R, 9R-27L, 10-28 RWYS 121.9 121.75 121.65 254.4

ATLANTA, GEORGIA AL-26 (FAA)

LOCALIZER 111.75
I-PKU
Chan 54(Y)

MISSING APCH FIX
PAJVO LGC 28 RADAR

115.6 LGC R-062
Chan 103

VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 72).

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 216° and LGC VORTAC R-062 to PAJVO/LGC 28 DME/RADAR and hold.
Simultaneous approach authorized.

**ILS RWY 28 (CAT II)**

**HARTSFIELD-JACKSON ATLANTA INTL (ATL)**

- **ATLANTA, GEORGIA**
- **Loc/Dme I-Pku**
- **App Crs**
- **Rwy Idg**
- **TDZ**
- **Apt Elev**
- **Missed Approach:** Climb to 1500 then climbing left turn to 3000 on heading 216° and LGC VORTAC R-062 to PAJVO/LGC 28 DME/Radar and hold.

- **ILS RwY 28**
- **Cat E II**
- **Special Aircrew & Aircraft Certification Required**

**ATLANTA**

- **Lat:** 33°38'N
- **Long:** 84°26'W

**Gnd Con**

- **Clnc Del**
- **Cpdlc**
- **118.1**

**Arr**

- **119.65**
- **Arr Atlanta**
- **App Con**

**Dep**

- **125.55**
- **Dep Atlanta**
- **379.9**

**Amdt 5 07OCT21**

**24165**

**ILS RWY 28**

**Categ II ILS - Special Aircrew & Aircraft Certification Required**

**Atlanta Tower**

**ATLANTA TOWER**

**125.325**

**199.3**

**119.1**

**119.5**

**254.4**

**ALL RWYS**

**3100**

**Msa Atl 25 NM**

**CLNC Del 118.1**

**Cpdlc**

**Tcv 57**

**1100'**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**81**
ILS RWY 8L (CAT II & III)
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

MISSING APPROACH: Climb to 1500 then climbing left turn to 3500 on heading 360° and RMG VORTAC, R-115 to TROYS/RMG 38.1 DME/RADAR and hold.

Simultaneous approach authorized.

RADAR required for procedure entry. DME or RADAR required.

ATLANTA, GEORGIA
AL-26 (FAA)

LOC/DME I-HFW 109.3
APP CRS 095°
Rwy Idg 8800
TDZE 1015
Apt Elev 1026

ALSF-2

V

ATLANTA TOWER
ALL

GND CON ALL

CLNC
DEP
CPDLC

ARR 119.65
ATLANTA
APP CON

DEP 125.55

RADAR
I-HFW 22.6
LARII
I-HFW 22.6
RADAR

(IIF) JAAJJ
I-HFW 11.2
RADAR

BAZAR
I-HFW 11.7
RADAR

SCHEL
I-HFW 7.4
RADAR

2049
I-HFW
IM

2049
IM

2049
I-HFW
IM

LOCALIZER 109.3
I-HFW

RADAR

115.4 DME/RADAR and hold.

TROYS
RMG 38.1
RADAR

1304
IM

1311
IM

1260
IM

1174
IM

3500
hdg 360°

R-115

115.4

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00°/TCH 70).

LARII
I-HFW 22.6
RADAR

JAAJJ
I-HFW 11.2
RADAR

BAZAR
I-HFW 11.7
RADAR

SCHEL
I-HFW 7.4
RADAR

1500

3500

RMG
R-115

115.4

RADAR

2049

2049

2049

2049

115°

295°

R -115

115.4

R M G

CHAN 101

1015
TDZE

12390 X 150
9L
27R

10000 X 150
9R
27L

9000 X 150
10
28

SE-4, 11 JUL 2024 to 05 SEP 2024

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ATLANTA, GEORGIA
Amdt 6 22APR21

33°38’N - 84°26’W
**RNAV (RNP) Z RWY 10**

**HARTSFIELD-JACKSON ATLANTA INTL (ATL)**

For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized; arrival from ROBNS NA. For inop ALS, increase RNP 0.11 DA all Cats visibility to RVR 4500.

### APP CRS

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>ATLANTA</th>
<th>ATLANTA TOWER</th>
<th>ALL GND CON</th>
<th>ALL RWYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARR 119.65</td>
<td>121.9</td>
<td>121.75</td>
<td>121.65</td>
<td>254.4</td>
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<tr>
<td>DEP 125.55</td>
<td>127.9</td>
<td>379.9</td>
<td>119.1</td>
<td>119.5</td>
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### TABLE: AUTHORIZATION REQUIRED

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<th>D</th>
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<tbody>
<tr>
<td>RNP 0.11 DA</td>
<td>1290/24</td>
<td>290 (300-½)</td>
<td></td>
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<tr>
<td>RNP 0.30 DA</td>
<td>1456/50</td>
<td>456 (500-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### DRAWING:

- **MSA RWY 10**: 2.5 NM
- **GGAIN**: 3100
- **CTEEN**: 4000
- **ZMANN**: 2700
- **EULAY 210K**: 6000
- **275° (6.3)**
- **(IAP)**
- **CTEEE**: 4000
- **ZMANN**: 2700
- **RWY 10**: 6000
- **8000**
- **(RF REQD)**
- **SCARR**: 1026
- **MISSED APCH FIX**: MSA
- **DEL**: 2049
- **VOR 095°**: 2.9
- **GP 3.00°**: TCH 55
- **HiRL all Rwys**: TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28
For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized. Arrival from BROOX NA during simultaneous triple approaches.

**For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized.**

**Arrival from BROOX NA during simultaneous triple approaches.**
For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized; arrival from RODNN NA. For inop ALS, increase RNP 0.11 DA all Cats visibility to RVR 4000 and RNP 0.30 DA all Cats visibility to RVR 4500.

**MISSING APPROACH:** Climb to 1500 then climbing left turn to 3000 direct SCARR and hold.

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**AUTHORIZATION REQUIRED**

**HARTSFIELD-JACKSON ATLANTA INTL (ATL) RNAV (RNP) Z RWY 28**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C, or above
54°C. Simultaneous approach authorized with Rwy 9L or 9R or 10. LNAV
procedure NA during simultaneous operations. Use of FD or AP providing RNAV
track guidance required during simultaneous operations.

**Radar Required**

VGI and RNAV glidepath not coincident
(VGI Angle 3.00/TCH 67).

**Category**

- **LPV DA**: 1282/40 258 (300-1/4)
- **LNAV/VNAV DA**: 1516-1/3 492 (500-1/3)
- **LNAV MDA**: 1480/55 456 (500-1) 1480-1/3 456 (500-1/3)

**HIRL all Rwys**

TDZ/CL Rwys BL, 9R, 10, 26R, 27L and 28

SE-4, 11 JUL 2024 to 05 SEP 2024

Amdt 4A 08NOV18

33°38'N-84°26'W

HARTSFIELD-JACKSON ATLANTA INTL (ATL)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Rwy 9L helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized with Rwy 8L or 8R or 10, or Rwy 8L and 10. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MISSED APPROACH:** Climb to 4000 direct LEADR and on track 092° to CONNI and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 8L or 8R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 4000 direct RATCH and hold.

RADAR REQUIRED

CPDLC

HIRL all Rwys

TDZ/CL Rwys 8L, 9R, 10, 26R, (VGSI Angle 3.00/TCH 70).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 8L or 8R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 4000 direct RATCH and hold.

RADAR REQUIRED
### RNAV (GPS) RWY 26L

**Hartsfield-Jackson Atlanta Intl (ATL)**

**AL-26 (FAA)**

**CH 56300 W26A**

**APP CRS 275°**

**Rwy Idg 9999**

**TDZE 996**

**Apt Elev 1026**

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**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV all Cats visibility to RVR 4500. LNAV/VNAV all Cats visibility to RVR 6000. Simultaneous approach authorized with Rwy 27L or 27R or 28. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.**

**MALSR**

**MISSING APPROACH:** Climb to 1500 then climbing right turn to 3500 direct TROYS and hold.

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<table>
<thead>
<tr>
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<th>ATLANTA</th>
<th>ATLANTA TOWER</th>
<th>ALL</th>
<th>GND CON</th>
<th>ALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARR 119.65</td>
<td>APP CON 8L-26R, 8R-26L, 9L-27R, 9R-27L, 10-28</td>
<td>RWYS (8L-26R, 8R-26L, 9L-27R, 9R-27L, 10-28)</td>
<td>121.9</td>
<td>121.75</td>
<td>121.65</td>
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<tr>
<td>DEP 125.55</td>
<td>127.9, 379.9</td>
<td>119.1, 125.325, 123.85, 119.3, 119.5, 254.4</td>
<td>121.9</td>
<td>121.75</td>
<td>121.65</td>
</tr>
</tbody>
</table>

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**ELEV 1026**

**TDZE 996**

---

**Radar Required**

**1500**

**3500**

**TROYS**

**Δ**

**VGS1 and RNAV glidepath not coincident**

(VGS1 Angle 3.00°/TCH 63).

**BOYKN**

**JIRRI**

---

**HILR all Rwys**

**TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28**

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**Amdt 4 18SEP14**

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**SE-4, 11 JUL 2024 to 05 SEP 2024**

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**HARTSFIELD-JACKSON ATLANTA INTL (ATL)**

**RNAV (GPS) RWY 26L**

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**ATLANTA, GEORGIA**

**33°38'N-84°26'W**
**RNAV (GPS) RWY 27L**

**HARTSFIELD-JACKSON ATLANTA INTL (ATL)**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 26R or 26L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.**

**D-ATIS**

<table>
<thead>
<tr>
<th>ARR</th>
<th>ATLANTA</th>
<th>GND CON</th>
<th>ALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.65</td>
<td>118.1</td>
<td>121.9</td>
<td>24.8</td>
</tr>
</tbody>
</table>

**DEP**

| 125.55 | 127.9 379.9 | 119.1 125.325 123.85 119.3 119.5 254.4 |

**ATLANTA TOWER**

**ALL**

| 3100 |

**APP CRS**

| W27A | 275° | 275° |

**Rwy Idg**

| 8865 |

**Apt Elev**

| 1026 |

**ELEV**

| 1026 |

**TDZE**

| 999 |

**HILP**

| 999 |

**HRL**

| all Rwys |

**TDZ/CL**

| 81, 9R, 10, 26R, 27L and 28 |

**HARTSFIELD-JACKSON ATLANTA INTL (ATL)**

**RNAV (GPS) RWY 27L**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 26R or 26L or 28, or Rwys 26R and 28. DME/DME RNP-0.3 NA. For inop MALS, increase LNAV/VNAV Cat D visibility and LNAV Cats C and D visibility 1/4 mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Inop table does not apply to LPV, all Cats.

MISSED APCH FIX TEMPO

LNAV only.

VNAV and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 72).

LPV DA

VNAV/DA

RNAV MDA

LNAV / VNAV DA

RNAV (GPS) RWY 27R
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1½ miles. Helicopter visibility reduction below RVR 4000 NA. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**ALSF-2**

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3500 direct TROYS and hold.

**D-ATIS**

**ATLANTA**

**ATLANTA TOWER**

**ALL RWYS**

**GND CON**

**ALL RWYS**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 27R or 27L or 28, or Rwys 27R and 28. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3500 direct TROYS and hold.

**DA**

**127.9 379.9**

**ATLANTA TOWER**

**ALL RWYS**

**APP CRS**

**275°**

**8500**

**990**

**1026**

**WAAS CH 61000 W26B**

**Rwy Idg**

**TDZE**

**Apt Elev**

**D-ATIS**

**ATLANTA**

**ARR 119.65**

**APP CON**

**8L 26R**

**9R 27L**

**10-28**

**DEP 125.55**

**379.9**

**ALL RWYS**

**GND CON**

**121.75**

**121.65**

**254.4**

**119.3**

**123.85**

**121.9**

**121.75**

**121.65**

**254.4**

**119.1**

**125.325**

**1026**

**TROYS**

**DEP 127.9 379.9**

**ATLANTA, GEORGIA**

**AL-26 (FAA)**

**HARTSFIELD-JACKSON ATLANTA INTL (ATL)**

**AVAIABLE**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) Y RWY 26R**

**HARTSFIELD-JACKSON ATLANTA INTL (ATL)**

**RNAV (GPS) Y RWY 26R**

**ELEV 1026 D TDZE 990**

**RADAR REQUIRED**
RNAV (GPS) Y RWY 28
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

For uncompensated Baro VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 26R or 26L or 27R, or Rwys 26R and 27R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct SCARR and hold.

RADAR REQUIRED

* LNAV only.

HIRL all Rwys
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 11 JUL 2024 to 05 SEP 2024

ATLANTA, GEORGIA

Amdt 4A 12OCT17
### ATTNENTION ALL USERS PAGE (AAUP)

**PILOT NON-PARTICIPANT PROCEDURE:**

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ATC facility as soon as practical, but at least 100 miles from destination.

**LIST OF APPROVED PRM APPROACHES:**

<table>
<thead>
<tr>
<th>Approach Type</th>
<th>Rwy(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV (GPS) PRM</td>
<td>9R, 27L</td>
</tr>
<tr>
<td>RNAV (GPS) PRM</td>
<td>9R, 27L</td>
</tr>
<tr>
<td>RNAV (GPS) PRM</td>
<td>Y</td>
</tr>
</tbody>
</table>

General, applicable to all approaches

Review procedure for executing a climbing and descending PRM breakout.

Breakout phraseology: "TRAFFIC ALERT (call sign) TURN (left/right) IMMEDIATELY HEADING (degrees) CLIMB/DESCEND AND MAINTAIN (altitude)."

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e., ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the second receiver audio to ON.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized.

PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

**RUNWAY SPECIFIC, if needed**

---

**SE-4, 11 JUL 2024 to 05 SEP 2024**

---

Simultaneous approach authorized. Procedure NA when glide slope not available (ILS procedures only). Dual VHF Comm required. See additional requirements on AAUP. Localizer not suitable for electronic rollout guidance.

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.
Simultaneous approach authorized. Procedure NA when glide slope not available (ILS procedures only). Dual VHF Comm required. See additional requirements on AAUP. Requires special OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.

DME or RADAR required.
RNP APCH - GPS from YINNZ.

---

**ATLANTA, GEORGIA**

**HARTSFIELD-JACKSON ATLANTA INTL (ATL)**

**LOC/DME I-OMO**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
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<td>9000</td>
<td>1000</td>
<td>1026</td>
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**ATLANTA TOWER**

<table>
<thead>
<tr>
<th>BL 26R</th>
<th>BR-26L</th>
<th>9L-27R</th>
<th>9R-27L</th>
<th>10-28</th>
<th>RWYS</th>
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<tbody>
<tr>
<td>119.1</td>
<td>125.35</td>
<td>123.85</td>
<td>119.3</td>
<td>119.5</td>
<td>254.4</td>
</tr>
</tbody>
</table>

**PRM 133.425**

---

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**ATLANTA, GEORGIA**

Amdt 5 30DEC21

**HARTSFIELD-JACKSON ATLANTA INTL (ATL)**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**ILS PRM RWY 10 (SA CAT I) (CLOSE PARALLEL)**

---

**D-ATIS**

<table>
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<tr>
<th>ARR</th>
<th>APP CON</th>
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<tbody>
<tr>
<td>119.65</td>
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**DEP**

| 127.9 | 379.9 |

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**ATLANTA TOWER**

<table>
<thead>
<tr>
<th>ALL</th>
<th>GND CON</th>
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<tbody>
<tr>
<td>111.55</td>
<td>121.9</td>
</tr>
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</table>

**ALL | RWYS**

| 121.75 | 121.65 |

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**ATLANTA TOWER**

<table>
<thead>
<tr>
<th>ALL</th>
<th>ALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>123.85</td>
<td>119.1</td>
</tr>
</tbody>
</table>

**APP CON**

| 125.35 | 123.85 |

**Rwy Idg**

| 119.3  | 119.5  |

**Apt Elev**

| 1026   |

---

**LOCALIZER, 111.55**

**Channel 52 (Y)**

---

**DEWRY**

**I-OMO, 18.8**

**RADAR**

**CTEE**

**I-OMO, 11.8**

**RADAR**

**ZMANN**

**I-OMO, 6.8**

**RADAR**

---

**ALSF-2**

---

**MISSUED APPROACH**

---

**IOHOE/AHN 36 DME and hold.**

---

**LOCALIZER, 111.55**

**Channel 52 (Y)**

---

**DEWRY**

**I-OMO, 18.8**

**RADAR**

**CTEE**

**I-OMO, 11.8**

**RADAR**

**ZMANN**

**I-OMO, 6.8**

**RADAR**

---

**IOHOE/AHN 36**

---

**SE-4, 11 JUL 2024 to 05 SEP 2024**

---

**ILS PRM RWY 10 (SA CAT I) (CLOSE PARALLEL)**

---

**HARTSFIELD-JACKSON ATLANTA INTL (ATL)**

---

**SE-4, 11 JUL 2024 to 05 SEP 2024**

---

**ILS PRM RWY 10 (SA CAT I) (CLOSE PARALLEL)**

---

**HARTSFIELD-JACKSON ATLANTA INTL (ATL)**

---

**SE-4, 11 JUL 2024 to 05 SEP 2024**
ATLANTA, GEORGIA

ILS PRM RWY 9R (CAT II & III) (CLOSE PARALLEL)
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FUN
108.9
Chan 26

APP CRS
095°

Rwy ldg
9000

TDZE
1026

Apt Elev
1026

RADAR required for procedure entry, DME.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

D-ATIS
ARR 119.65
DEP 125.55

ATLANTA TOWER
119.1 125.325 123.85 119.3 119.5 254.4

PRM 132.55

ATLANTA, GEORGIA

33°38'N-84°26'W
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 9R (CAT II & III) (CLOSE PARALLEL)

ATLANTA, GEORGIA

Amdt 3 22APR21

SE-4, 11 JUL 2024 to 05 SEP 2024

ILS PRM RWY 9R (CAT II & III) (CLOSE PARALLEL)
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 9R (CAT II & III) (CLOSE PARALLEL)

ILS PRM RWY 9R (CAT II & III) (CLOSE PARALLEL)
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 9R (CAT II & III) (CLOSE PARALLEL)
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 9R (CAT II & III) (CLOSE PARALLEL)
HARTSFIELD-JACKSON ATLANTA INTL (ATL)
Simultaneous approach authorized. Procedure NA when glide slope not available (ILS procedures only). Dual VHF Comm required. See additional requirements on AAUP.

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.

ATLANTA, GEORGIA
AL-26 (FAA)

LOC/DME I-OMO

111.55 Chan 52 (Y)

APP CRS

095°

Rwy Idg

9000

TDZE

1000

Apt Elev

1026

DME or RADAR required.

RNP APCH - GPS from YINNZ.

ATLANTA, GEORGIA
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 10 (CAT II & III)
(CLOSE PARALLEL)

SE-4, 11 JUL 2024 to 05 SEP 2024

ATLANTA TOWER

ALL RWYS

ATLANTA TOWER

ALL RWYS

LOC/DME I-OMO

111.55 Chan 52 (Y)

APP CRS

095°

Rwy Idg

9000

TDZE

1000

Apt Elev

1026

DME or RADAR required.

RNP APCH - GPS from YINNZ.

Simultaneous approach authorized. Procedure NA when glide slope not available (ILS procedures only). Dual VHF Comm required. See additional requirements on AAUP.

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.
**RAWRADAR REQUIRED**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 10, or Rwys 8L and 10, or Rwys 8R and 10. Dual VHF comm required. See additional requirements on AAUP. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MISSED APPROACH:** Climb to 4000 direct RATCH and on track 092° to CONNI and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 26R or 26L or 27R or 27L, or Rwys 26R and 27R, or Rwys 26L and 27L, or Rwys 26L and 27R, or Rwys 26L and 27L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP.

RADAR REQUIRED

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

MISSION APPROACH: Climb to 1500 then climbing left turn to 3000 direct SCARR and hold.
HARRSFIELD - JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

AIRPORT DIAGRAM

ATLANTA TOWER
119.1 254.4 (RWY 08L-26R)
119.3 254.4 (RWY 09R-27L)
119.5 254.4 (RWY 10-28)
123.85 254.4 (RWY 09L-27R)
125.325 254.4 (RWY 08R-26L)
GND CON
121.9 254.4 (RWYS 08L-26R, 08R-26L)
121.65 [RWY 10-28]
121.75 [RWYS 09L-27R, 09R-27L]

AIRPORT DIAGRAM

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ATTENTION ALL USERS PAGE (AAUP)

1. PREFLIGHT: All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En Route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequence of waypoints loaded in the FMS match the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. Ensure all transitions are loaded correctly.

2. BEFORE TAKEOFF: Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify that the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s) and the altitude set in the altitude window matches the TOP ALTITUDE of the SID, unless amended by ATC. For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. If unable to comply with the RNAV SID, contact ATC prior to takeoff and request an amended clearance.

3. LINE UP/TAKEOFF: Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway either via an RNAV path or via an assigned heading. If assigned a heading instead of an RNAV path, ATC must also issue an altitude to maintain. An RNAV path takeoff clearance will direct aircraft to fly the required RNAV path to the initial waypoint on the SID in the ATC clearance. A typical takeoff clearance will state, for example, "Delta 123, RNAV to MPASS, Runway 26L, Cleared for Takeoff". After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, "Delta 123, RNAV to MPASS, Runway 26L, Cleared for Takeoff". If the takeoff clearance does not match the planned/loaded procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.

4. AFTER TAKEOFF: Unless instructed to fly a heading by ATC, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative. Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. If unable to comply with the SID profile, immediately notify ATC.

5. SPECIFIC INFORMATION: Atlanta will utilize RNAV departures in both dual and triple runway operations between 0700 - 2300 local. All properly equipped aircraft should expect to fly an ATLANTA RNAV DEPARTURE. Headings may be issued in lieu of an RNAV off the ground take off clearance. If so, an altitude to maintain must also be issued. Pilots may anticipate a runway assignment based upon the information provided below, however actual runway assignments will be issued on initial contact with Ground Control.
ATTENTION ALL USERS PAGE (AAUP)

CONTINUED FROM PREVIOUS PAGE

Atlanta RNAV SIDs Directions:

<table>
<thead>
<tr>
<th>North</th>
<th>West</th>
<th>South</th>
<th>East</th>
</tr>
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<tbody>
<tr>
<td>PADGT</td>
<td>CUTTN (WEST 2)</td>
<td>BANNG</td>
<td>GAIRY</td>
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<tr>
<td>PENCL</td>
<td>KAJIN (WEST 1)</td>
<td>HAALO</td>
<td>JACCC</td>
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<tr>
<td>SMKEY</td>
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<td>SMLTZ</td>
<td>PHIIL</td>
</tr>
<tr>
<td>VARNM</td>
<td>POUNC (WEST 1)</td>
<td>VRSTY</td>
<td>PLMMR</td>
</tr>
</tbody>
</table>

Expected Runway Assignment for Dual or Triple Departure Operations

**Dual Departures**

- North and West
  - Departures expect 26L or 8R
- South and East
  - Departures expect 27R or 9L

**Triple Departures**

**Triples West Flow:**
- South and West 1 Departures expect Runway 27R
- East Departures expect Runway 28

**Triples East Flow:**
- East Departures expect Runway 9L
- South and West 1 Departures expect Runway 10
ATLANTA TWO DEPARTURE

MSA ATL 25 NM

3100

TAKEOFF MINIMUMS
Rwy 8R: 300-1 or standard with minimum climb of 250'/NM to 1200, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.
Rwy 9L: 300-1 or standard with minimum climb of 270'/NM to 1200.

NOTE: Monitor tower frequency when advised by ground control.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs): Following this procedure minimizes deviation from the idealized track.
TURBOJETS ONLY: Anticipate the following NADT no wind heading: Rwy BR heading 070°, Rwy 9L heading 110°, Rwy 26L heading 290°, Rwy 27R heading 250°, Rwy 10 heading 110°, Rwy 28 heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.
NOTE: TURBOJETS: Accelerate to 250K immediately until reaching 10000 MSL, if unable, advise ATC.
TURBOPROPS: Operate in a manner that will result in the best forward speed and climb rate.

(Continued on following page)

NOTE: Chart not to scale.

ATLANTA DEP CON
133.475 281.425 (Rwy 8L-26R, 8R-26L)
125.65 281.425 (Rwy 9L-27R, 9R-27L)
121.225 281.425 (Rwy 10-28)
D-ATIS 125.55
C-LIC 118.1
CPDLC
GND CON
121.9 254.4 (Rwy 8L-26R)
121.75 254.4 (Rwy 9L-27R, 9R-27L)
121.65 254.4 (Rwy 10-28)
ATLANTA TOWER
119.1 254.4 (Rwy 8L-26R)
125.325 254.4 (Rwy 8R-26L)
119.3 254.4 (Rwy 9R-27L)
123.85 254.4 (Rwy 9L-27R)
119.5 254.4 (Rwy 10-28)

TOP ALTITUDE:
JETS: 10000
PROPS: 4000
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L, 9R, 10: Climb on heading 095°, thence . . . .
TAKEOFF RUNWAY 8R: Climb on heading 095° to 1500, thence . . . .
TAKEOFF RUNWAY 9L: Climb on heading 095° to 1400, thence . . . .
TAKEOFF RUNWAYS 26L/R, 28: Climb on heading 275°, thence . . . .
TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, thence . . . .

. . . . turbojets maintain 10000 (or requested altitude if lower), props maintain 4000. Expect further clearance to filed altitude 10 minutes after departure. Maintain heading as assigned until vectored to appropriate VOR, airway, or jet route. Transponder code will be issued via PDC or Atlanta clearance delivery.

SPECIAL INSTRUCTIONS: Aircraft at midfield ramps will advise ramp towers of vector areas prior to pushback. The vector areas are associated with the depicted waypoints as follows:

<table>
<thead>
<tr>
<th>WAYPOINT</th>
<th>VECTOR AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAONE</td>
<td>EAST-ONE</td>
</tr>
<tr>
<td>EATWO</td>
<td>EAST-TWO</td>
</tr>
<tr>
<td>NOONE</td>
<td>NORTH-ONE</td>
</tr>
<tr>
<td>NOTWO</td>
<td>NORTH-TWO</td>
</tr>
<tr>
<td>SOONE</td>
<td>SOUTH-ONE</td>
</tr>
<tr>
<td>SOTWO</td>
<td>SOUTH-TWO</td>
</tr>
<tr>
<td>WEONE</td>
<td>WEST-ONE</td>
</tr>
<tr>
<td>WETWO</td>
<td>WEST-TWO</td>
</tr>
</tbody>
</table>

NOTE: Upon receipt of ATC clearance (from ATL clearance delivery), read back only your call sign and transponder code, unless you have a question.
NOTE: Chart not to scale.

NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Accelerate to 250K, if unable, advise both tower and Departure Control on initial contact.

NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Turbojet only.

NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.

NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.

NOTE: Use departure frequency depicted unless otherwise advised.

NOTE: Takeoff minimums:

Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:
Standard with minimum climb of 500’ per NM to 1527.

Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:
Standard with minimum climb of 500’ per NM to 1527.
DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct
SKNNR, then on depicted route to BANNG, maintain 250K to HYZMN, thence.

TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ,
then on depicted route to BANNG, maintain 250K to HYZMN, thence.

TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ,
then on depicted route to BANNG, maintain 250K to HYZMN, thence.

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ,
then on depicted route to BANNG, maintain 250K to HYZMN, thence.

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY,
then on depicted route to BANNG, maintain 250K to RIVTT, thence.

TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY,
then on depicted route to BANNG, maintain 250K to RIVTT, thence.

TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW,
then on depicted route to BANNG, maintain 250K to RIVTT, thence.

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON,
then on depicted route to BANNG, maintain 250K to ZALLE, thence.

. . . .(transition) maintain 10000. Expect clearance to filed altitude ten minutes
after departure.

LUCKK TRANSITION (BANNG3.LUCKK)
CUTTN TWO DEPARTURE(RNAV)

(CUTTN2.CUTTN)10NOV16

123

N

(
22)

278°

10000
*4400

D-ATIS 125.55

CUTTN

SNUFY

287°
288
°

TYRNN

8)
(

264°

WLSON

SLAWW

249°

1527

1527

275°

275°

(12)

275°

095°

095°

105°

111
°

11
5°

2°
07

°
075

095°

095°

275°
275°

095°
275°

(9)

250K

HYZMN

GRITZ

HRSHL

250K

KLEGG

NOTE: Chart not to scale.

185°

(

1°
3128)

ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTL(ATL)

SE-4, 11 JUL 2024 to 05 SEP 2024

)

30
(4 7°
1

(4)

275°

WESEK

(
9)

(8)

SOTRE

(
2

30 6)
0°

287°

(
12)

34)
(

BDODD

276°

276°

005°

(NARRATIVE ON FOLLOWING PAGE)

29
3

°
(
23
)

COBBB

121.225 281.425 (Rwy 10-28)

If unable to accept climb rate, advise Clearance Delivery on initial contact.
CLNC DEL 118.1
CPDLC
Use departure frequency depicted unless otherwise advised.
GND CON
For Turbojet aircraft only.
121.9 254.4 (Rwys 8L-26R, 8R-26L)
DME/DME/IRU or GPS Required.
121.75 254.4 (Rwys 9L-27R, 9R-27L)
RNAV 1.
121.65 254.4 (Rwy 10-28)
RADAR Required for non-GPS equipped aircraft.
ATLANTA TOWER
Transponder code will be issued via PDC or Atlanta Clearance Delivery.
119.1 254.4 (Rwy 8L-26R)
Accelerate to 250K, if unable, advise both tower and Departure Control on
125.325 254.4 (Rwy 8R-26L)
119.3 254.4 (Rwy 9R-27L)
initial contact.
123.85 254.4 (Rwy 9L-27R)
NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior
119.5 254.4 (Rwy 10-28)
to pushback.
ATLANTA DEP CON
Upon receipt of ATC clearance (from ATL Clearance Delivery), read back
133.475 281.425 (Rwys 8L-26R, 8R-26L)
only your call sign and transponder code, unless you have a question.
125.65 281.425 (Rwys 9L-27R, 9R-27L)

NOTE:
NOTE:
NOTE:
NOTE:
NOTE:
NOTE:
NOTE:
NOTE:

CUTTN TWO DEPARTURE(RNAV) AL-26 (FAA)

Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:
Standard with minimum climb of 500' per
NM to 1527.

TAKEOFF MINIMUMS:

HANKO

10000

SE-4, 11 JUL 2024 to 05 SEP 2024

TOP ALTITUDE:

(CUTTN2.CUTTN)22083
HARTSFIELD-JACKSON ATLANTA INTL(ATL)
ATLANTA, GEORGIA


DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to CUTTN, maintain 250K to KLEGG, thence.

TAKEOFF RWY 8R: Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to CUTTN, maintain 250K to KLEGG, thence.

TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to CUTTN, maintain 250K to HYZMN, thence.

TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to CUTTN, maintain 250K to HYZMN, thence.

TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to CUTTN, maintain 250K to HYZMN, thence.

TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to CUTTN, thence.

TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to CUTTN, thence.

TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to CUTTN, thence.

TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to CUTTN, thence.

. . . maintain 10000. Expect clearance to filed altitude ten minutes after departure.

HANKO TRANSITION (CUTTN2.HANKO)
NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.

NOTE: Use departure frequency depicted unless otherwise advised.

NOTE: For Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: RADAR Required for non-GPS equipped aircraft.

NOTE: Accelerate to 250K, if unable, advise both tower and Departure Control on initial contact.

NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.

NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

NOTE: For Turbojet aircraft only.

NOTE: Use departure frequency depicted unless otherwise advised.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: RADAR Required for non-GPS equipped aircraft.

NOTE: Accelerate to 250K, if unable, advise both tower and Departure Control on initial contact.

NOTE: Chart not to scale.

TOP ALTITUDE: 10000
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to Gairy, thence.

TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to Gairy, thence.

TAKEOFF RWYS 9L/R: Climb heading 095° to 1527, then direct LIDAS, then on depicted route to Gairy, thence.

TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to Gairy, thence.

TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to Gairy, maintain 250K until ZELAN, thence.

TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to Gairy, maintain 250K until ZELAN, thence.

TAKEOFF RWY 27L: Climb heading 275° to intercept course 251° to FUTBL, then on depicted route to Gairy, maintain 250K until ZALLE, thence.

TAKEOFF RWY 27R: Climb heading 275° to intercept course 249° to FUTBL, then on depicted route to Gairy, maintain 250K until ZALLE, thence.

TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to Gairy, maintain 250K until ZALLE, thence.

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

COLLIERS TRANSITION (Gairy2.IRQ)
NOTE: Chart not to scale.

RNAV - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

**TOP ALTITUDE:**
10000

**HAALO THREE DEPARTURE (RNAV)**

- **ATLANTA DEP CON**
  - 119.5  254.4 (Rwy 10-28)
  - 125.85 254.4 (Rwy 9L-27R)
  - 119.3  254.4 (Rwy 9L-27R)
  - 125.325 254.4 (Rwy 9R-27L)

- **ATLANTA TOWER**
  - 123.85 254.4 (Rwy 9L-27R)

- **CPDLC**
  - 118.1

- **D-ATIS**
  - 125.55

- **GND CON**
  - 121.9  254.4 (Rwys 8L-26R, 8R-26L)
  - 121.75  254.4 (Rwys 9L-27R, 9R-27L)
  - 121.65  254.4 (Rwy 10-28)

- **HAALO DEP CON**
  - 133.475 281.425 (Rwys 8L-26R, 8R-26L)
  - 125.65 281.425 (Rwys 9L-27R, 9R-27L)
  - 121.225 281.425 (Rwy 10-28)

**NOTE:**
- If unable to accept climb rate, advise Clearance Delivery on initial contact.
- Use departure frequency depicted unless otherwise advised.
- Turbjet only.
- Transponder code will be issued via PDC or Atlanta Clearance Delivery.
- Accelerate to 250K, if unable, advise both tower and Departure Control on initial contact.
- Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

**HAALO THREE DEPARTURE (RNAV)**

- **ATLANTA, GEORGIA**

- **TOP ALTITUDE:**
  - 10000

- **HAALO DEP CON**
  - 119.5  254.4 (Rwys 8L-26R, 8R-26L)
  - 125.85 254.4 (Rwy 9L-27R)
  - 119.3  254.4 (Rwy 9R-27L)

- **ATLANTA TOWER**
  - 123.85 254.4 (Rwy 9L-27R)

- **CPDLC**
  - 118.1

- **D-ATIS**
  - 125.55

- **GND CON**
  - 121.9  254.4 (Rwys 8L-26R, 8R-26L)
  - 121.75  254.4 (Rwys 9L-27R, 9R-27L)
  - 121.65  254.4 (Rwy 10-28)

**NOTE:**
- If unable to accept climb rate, advise Clearance Delivery on initial contact.
- Use departure frequency depicted unless otherwise advised.
- Turbjet only.
- Transponder code will be issued via PDC or Atlanta Clearance Delivery.
- Accelerate to 250K, if unable, advise both tower and Departure Control on initial contact.
- Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

**HAALO THREE DEPARTURE (RNAV)**

- **ATLANTA, GEORGIA**

- **TOP ALTITUDE:**
  - 10000
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct
SKNNR, then on depicted route to HAALO, maintain 250K to HYZMN, thence . . . .
TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ,
then on depicted route to HAALO, maintain 250K to HYZMN, thence . . . .
TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ,
then on depicted route to HAALO, maintain 250K to HYZMN, thence . . . .
TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ,
then on depicted route to HAALO, maintain 250K to HYZMN, thence . . . .
TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY,
then on depicted route to HAALO, maintain 250K to RIVTT, thence . . . .
TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY,
then on depicted route to HAALO, maintain 250K to RIVTT, thence . . . .
TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW,
then on depicted route to HAALO, maintain 250K to RIVTT, thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WILSON,
then on depicted route to HAALO, maintain 250K to ZALLE, thence . . . .

. . . . (transition). Maintain 10000. Expect clearance to filed altitude ten minutes
after departure.

SARGE TRANSITION (HAALO3.SARGE)
NOTE: Chart not to scale.

NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.
NOTE: For Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K, if unable, advise both tower and Departure Control on initial contact.
NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.
NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.
NOTE: For Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K, if unable, advise both tower and Departure Control on initial contact.
NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.
NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

NOTE: Chart not to scale.

TOP ALTITUDE: 10000

TAKEOFF MINIMUMS:

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to JACCC, thence. . . .
TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to JACCC, thence. . . .
TAKEOFF RWYS 9L/R: Climb heading 095° to 1527, then direct LIDAS, then on depicted route to JACCC, thence. . . .
TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to JACCC, thence. . . .
TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to JACCC, maintain 250K until ZELAN, thence. . . .
TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to JACCC, maintain 250K until ZELAN, thence. . . .
TAKEOFF RWY 27L: Climb heading 275° to intercept course 251° to FUTBL, then on depicted route to JACCC, maintain 250K until ZALLE, thence. . . .
TAKEOFF RWY 27R: Climb heading 275° to intercept course 249° to FUTBL, then on depicted route to JACCC, maintain 250K until ZALLE, thence. . . .
TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to JACCC, maintain 250K until ZALLE, thence. . . .

. . . maintain 10000. Expect clearance to filed altitude ten minutes after departure.

KELLN TRANSITION (JACCC2.KELLN)
TOP ALTITUDE: 10000

TAKEOFF MINIMUMS:
Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:
Standard with minimum climb of 500’
per NM to 1527.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to KAJIN, maintain 250K to KLEGG, thence. . .
TAKEOFF RWY 8R: Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to KAJIN, maintain 250K to KLEGG, thence. . .
TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to KAJIN, maintain 250K to HYZMN, thence. . .
TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to KAJIN, maintain 250K to HYZMN, thence. . .
TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to KAJIN, maintain 250K to HYZMN, thence. . .
TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to KAJIN, thence. . .
TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to KAJIN, thence. . .
TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to KAJIN, thence. . .
TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to KAJIN, thence. . .

. . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

STINGA TRANSITION (KAJIN2.STNGA)
**NASSA TWO DEPARTURE (RNAV)**

**Departure Routes**

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**ATLANTA DEP CON**
- 121.65 281.425 (Rwys 9L-27R, 9R-27L)
- 121.9 254.4 (Rwy 9L-27R, 9R-27L)

**ATLANTA TOWER**
- 119.1 254.4 (Rwy 8L-26R)
- 123.85 254.4 (Rwy 9R-27L)
- 119.5 254.4 (Rwy 10-28)

**HARTSFIELD-JACKSON ATLANTA INTL**
- 1527

**NASSA**

**NOTE:** If unable to accept climb rate, advise Clearance Delivery on initial contact.

**NOTE:** Use departure frequency depicted unless otherwise advised.

**NOTE:** For Turbojet aircraft only.

**NOTE:** DME/DME/IRU or GPS Required.

**NOTE:** RNAV 1.

**NOTE:** RADAR Required for non-GPS equipped aircraft.

**NOTE:** Transponder code will be issued via PDC or Atlanta Clearance Delivery.

**NOTE:** Accelerate to 250 KIAS, if unable, advise both Tower and Departure Control on initial contact.

**NOTE:** Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback.

Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

**NOTE:** Chart not to scale.

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**TOP ALTITUDE:**

**10000**

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**Departure Routes**

**Transition Routes**

**NOTE:** Chart not to scale.
TOP ALTITUDE: 10000

TAKEOFF MINIMUMS:
Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:
Standard with minimum climb of 500’ per NM to 1527.

NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.
NOTE: Use departure frequency depicted unless otherwise advised.
NOTE: For Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required for non-GPS equipped aircraft.
NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.
NOTE: Accelerate to 250 KIAS, if unable, advise both Tower and Departure Control on initial contact.
NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback.
Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8L: Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to NASSA, maintain 250 KIAS until KLEGG, thence. . . .
TAKEOFF RWY 8R: Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to NASSA, maintain 250 KIAS until KLEGG, thence. . . .
TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to NASSA, maintain 250 KIAS until HYZMN, thence. . . .
TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to NASSA, maintain 250 KIAS until HYZMN, thence. . . .
TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to NASSA, maintain 250 KIAS until HYZMN, thence. . . .
TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to NASSA, thence. . . .
TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to NASSA, thence. . . .
TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to NASSA, thence. . . .
TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to NASSA, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

CHOOK TRANSITION (NASSA2.CHOOK)
VULCAN TRANSITION (NASSA2.VUZ)
YAALL TRANSITION (NASSA2.YAALL)
TOP ALTITUDE: 10000

NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.
NOTE: Use departure frequency depicted unless otherwise advised.
NOTE: For Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required for non-GPS equipped aircraft.
NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.
NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.
NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

TAKEOFF MINIMUMS:
Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:
Standard with minimum climb of 500' per NM to 1527.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to PADGT, maintain 250K to HOYYT, thence.

TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to PADGT, maintain 250K to HOYYT, thence.

TAKEOFF RWYS 9L/R, 10: Climb heading 095° to 1527, then direct PICKT, then on depicted route to PADGT, maintain 250K to HOYYT, thence.

TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to PADGT, maintain 250K to ZELAN, thence.

TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to PADGT, maintain 250K to ZELAN, thence.

TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct CPARK, then on depicted route to PADGT, maintain 250K to ZELAN, thence.

TAKEOFF RWY 28: Climb heading 275° to 1527, then right turn direct CPARK, then on depicted route to PADGT, maintain 250K to ZELAN, thence.

. . . . . . maintain 10000. Expect clearance to filed altitude ten minutes after departure.

RAFTN TRANSITION (PADGT2.RAFTN)
SMTTH TRANSITION (PADGT2.SMTTH)
NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.

NOTE: Use departure frequency depicted unless otherwise advised.

NOTE: For Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: RADAR Required for non-GPS equipped aircraft.

NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.

NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.

NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

TAKEOFF MINIMUMS:

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to PENCL, maintain 250K to HOYYT, thence. . . .
TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to PENCL, maintain 250K to HOYYT, thence. . . .
TAKEOFF RWY 9L/R, 10: Climb heading 095° to 1527, then direct PICKT, then on depicted route to PENCL, maintain 250K to HOYYT, thence. . . .
TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to PENCL, maintain 250K to ZELAN, thence. . . .
TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to PENCL, maintain 250K to ZELAN, thence. . . .
TAKEOFF RWY 27L/R: Climb heading 275° to 1527, then direct CPARK, then on depicted route to PENCL, maintain 250K to ZELAN, thence. . . .
TAKEOFF RWY 28: Climb heading 275° to 1527, then right turn direct CPARK, then on depicted route to PENCL, maintain 250K to ZELAN, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

EMAHH TRANSITION (PENCL2.EMAHH)
JAACE TRANSITION (PENCL2.JAACE)
LEDDR TRANSITION (PENCL2.LEDDR)
PHIL Three Departure (RNAV)

ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ATLANTA DEP CON
133.475 281.425 (Rwy 8L-26R, 8R-26L)
125.65 281.425 (Rwy 9L-27R, 9R-27L)
121.225 281.425 (Rwy 10-28)

NOTE: RNAV 1.
NOTE: RADAR Required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K, if unable, advise both tower and
Departure Control on initial contact.
NOTE: Transponder code will be issued via PDC or
Atlanta Clearance Delivery.
NOTE: Aircraft at Midfield Ramps will advise Ramp Towers
of departure SID prior to pushback. Upon receipt
of ATC clearance (from ATL Clearance Delivery),
read back only your call sign and transponder code,
unless you have a question.

NOTE: Chart not to scale.

TOP ALTITUDE: 10000

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8L: Climb on heading 095° to intercept course 083° to RONII, then on depicted route to PHIIL, thence. . . .
TAKEOFF RUNWAY 8R: Climb on heading 095° to intercept course 082° to RONII, then on depicted route to PHIIL, thence. . . .
TAKEOFF RUNWAYS 9L/R: Climb on heading 095° to 1527, then direct LIDAS, then on depicted route to PHIIL, thence. . . .
TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to PHIIL, thence. . . .
TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 300° to MPASS, then on depicted route to PHIIL, maintain 250K to ZELAN, thence. . . .
TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 299° to MPASS, then on depicted route to PHIIL, maintain 250K to ZELAN, thence. . . .
TAKEOFF RUNWAY 27L: Climb on heading 275° to intercept course 251° to FUTBL, then on depicted route to PHIIL, maintain 250K to ZALLE, thence. . . .
TAKEOFF RUNWAY 27R: Climb on heading 275° to intercept course 249° to FUTBL, then on depicted route to PHIIL, maintain 250K to ZALLE, thence. . . .
TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to PHIIL, maintain 250K to ZALLE, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

HRTWL TRANSITION (PHII3.HRTWL)
NOTE: Chart not to scale.

**TOP ALTITUDE:**

10000

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

RADAR required for non-GPS equipped aircraft.

**TAKEOFF MINIMUMS**

Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:

Standard with minimum climb of 500' per NM to 1527.

- **NOTE:** If unable to accept climb rate, advise Clearance Delivery on initial contact.
- **NOTE:** Use departure frequency depicted, unless otherwise advised.
- **NOTE:** For Turbojet aircraft only.
- **NOTE:** Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.
- **NOTE:** Transponder code will be issued via PDC or Atlanta Clearance Delivery.
- **NOTE:** Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback.

Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.
PLMMR THREE DEPARTURE (RNAV) 08SEP22

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8L: Climb on heading 095° to intercept course 084° to RONII, then on depicted route to PLMMR, thence.

TAKEOFF RUNWAY 8R: Climb on heading 095° to intercept course 083° to RONII, then on depicted route to PLMMR, thence.

TAKEOFF RUNWAYS 9L/R: Climb on heading 095° to 1527, then direct LIDAS, then on depicted route to PLMMR, thence.

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to PLMMR, thence.

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 299° to MPASS, then on depicted route to PLMMR, maintain 250K to ZELAN, thence.

TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 298° to MPASS, then on depicted route to PLMMR, maintain 250K to ZELAN, thence.

TAKEOFF RUNWAY 27L: Climb on heading 275° to intercept course 251° to FUTBL, then on depicted route to PLMMR, maintain 250K to ZALLE, thence.

TAKEOFF RUNWAY 27R: Climb on heading 275° to intercept course 249° to FUTBL, then on depicted route to PLMMR, maintain 250K to ZALLE, thence.

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to PLMMR, maintain 250K to ZALLE, thence.

. . . (transition). Maintain 10000. Expect clearance to filed altitude ten minutes after departure.

BURGG TRANSITION (PLMMR3.BURGG)
D-ATIS 125.55
CLNC DEL 118.1
CPDLC
GND CON
121.9 254.4 (Rwys 8L-26R, 8R-26L)
121.75 254.4 (Rwys 9L-27R, 9R-27L)
121.65 254.4 (Rwy 10-28)
ATLANTA TOWER
119.1 254.4 (Rwy 8L-26R)
125.325 254.4 (Rwy 8R-26L)
119.3 254.4 (Rwy 9R-27L)
123.85 254.4 (Rwy 9L-27R)
119.5 254.4 (Rwy 10-28)
ATLANTA DEP CON
133.475 281.425 (Rwy 8L-26R, 8R-26L)
125.65 281.425 (Rwy 9L-27R, 9R-27L)
121.225 281.425 (Rwy 10-28)

NOTE: Chart not to scale.

TOP ALTITUDE: 10000

POUNC TWO DEPARTURE (RNAV)

POUNC (POUNC2.POUNC)

ATLANTA, GEORGIA

HARTSFIELD JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

TOP ALTITUDE: 10000

NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.
NOTE: Use departure frequency depicted unless otherwise advised.
NOTE: For Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required for non-GPS equipped aircraft.
NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.
NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.
NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC Clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

NOTE: Chart not to scale.

SE-4, 11 JUL 2024 to 05 SEP 2024
POUNC TWO DEPARTURE (RNAV)

TAKEOFF RWY 8L: Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to POUNC, maintain 250K to KLEGG, thence.

TAKEOFF RWY 8R: Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to POUNC, maintain 250K to KLEGG, thence.

TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to POUNC, maintain 250K to HYZMN, thence.

TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to POUNC, maintain 250K to HYZMN, thence.

TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to POUNC, maintain 250K to HYZMN, thence.

TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to POUNC, thence.

TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to POUNC, thence.

TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to POUNC, thence.

TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WILSON, then on depicted route to POUNC, thence.

. . . . maintain 10000. Expect clearance to filed altitude ten minutes after departure.

GRGIA TRANSITION (POUNC2.GRGIA)
STEIT TRANSITION (POUNC2.STEIT)

SEE ADDITIONAL REQUIREMENTS ON AAUP

SE-4, 11 JUL 2024 to 05 SEP 2024

10NOV16

145
NOTE: Chart not to scale.

**SMKEY TWO DEPARTURE (RNAV)**

**TOP ALTITUDE:**

10000

**NOTE:** Aircraft at Midfield Ramps will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

**NOTE:** Control on initial contact.

**NOTE:** Advise both Tower and Departure Accelerate to 250K, if unable, otherwise advised.

**NOTE:** DME/DME/IRU or GPS Required.

**NOTE:** RADAR Required for non-GPS equipped aircraft.

**NOTE:** Transponder code will be issued via PDC or Atlanta Clearance Delivery.

**NOTE:** Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.

**TOP ALTITUDE:**

10000

**NOTE:** Aircraft at Midfield Ramps will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

**NOTE:** Control on initial contact.

**NOTE:** Advise both Tower and Departure Accelerate to 250K, if unable, otherwise advised.

**NOTE:** DME/DME/IRU or GPS Required.

**NOTE:** RADAR Required for non-GPS equipped aircraft.

**NOTE:** Transponder code will be issued via PDC or Atlanta Clearance Delivery.

**NOTE:** Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to SMKEY, maintain 250K to HOYYT, thence. . . .
TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to SMKEY, maintain 250K to HOYYT, thence. . . .
TAKEOFF RWYS 9L/R, 10: Climb heading 095° to 1527, then direct PICKT, then on depicted route to SMKEY, maintain 250K to HOYYT, thence. . . .
TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to SMKEY, maintain 250K to ZELAN, thence. . . .
TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to SMKEY, maintain 250K to ZELAN, thence. . . .
TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct CPARK, then on depicted route to SMKEY, maintain 250K to ZELAN, thence. . . .
TAKEOFF RWY 28: Climb heading 275° to 1527, then right turn direct CPARK, then on depicted route to SMKEY, maintain 250K to ZELAN, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

BOBBD TRANSITION (SMKEY2.BOBBD)
NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.

NOTE: Use departure frequency depicted unless otherwise advised.

NOTE: Turbojet only.

NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.

NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.

NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC Clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

TOP ALTITUDE: 10000

TAKEOFF MINIMUMS:
Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:
Standard with minimum climb of 500’ per NM to 1527.

RADAR required for non-GPS equipped aircraft.

RNAV 1 - DME/DME/IRU or GPS.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct SKNNR, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .
TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .
TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .
TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .
TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .
TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .
TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .
TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to SMLTZ, maintain 250K to ZALLE, thence. . . .

...(Transition). Maintain 10000. Expect clearance to filed altitude ten minutes after departure.

WALET TRANSITION (SMLTZ3.WALET)
**TOP ALTITUDE:**

**10000**

**TAKEOFF MINIMUMS:**

Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:

Standard with minimum climb of 500’ per NM to 1527.

**NOTE:** If unable to accept climb rate, advise Clearance Delivery on initial contact.

**NOTE:** Use departure frequency depicted unless otherwise advised.

**NOTE:** For Turbojet aircraft only.

**NOTE:** DME/DME/IRU or GPS Required.

**NOTE:** RNAV 1.

**NOTE:** RADAR Required for non-GPS equipped aircraft.

**NOTE:** Transponder code will be issued via PDC or Atlanta Clearance Delivery.

**NOTE:** Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.

**NOTE:** Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.
DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to VARNM, maintain 250K to HOYYT, thence.

TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to VARNM, maintain 250K to HOYYT, thence.

TAKEOFF RWYS 9L/R, 10: Climb heading 095° to 1527, then direct PICKT, then on depicted route to VARNM, maintain 250K to HOYYT, thence.

TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to VARNM, maintain 250K to ZELAN, thence.

TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to VARNM, maintain 250K to ZELAN, thence.

TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct CPARK, then on depicted route to VARNM, maintain 250K to ZELAN, thence.

TAKEOFF RWY 28: Climb heading 275° to 1527, then right turn direct CPARK, then on depicted route to VARNM, maintain 250K to ZELAN, thence.

. . . maintain 10000. Expect clearance to filed altitude ten minutes after departure.

GLAZR TRANSITION (VARNM2.GLAZR)
RESPE TRANSITION (VARNM2.RESPE)
VRSTY THREE DEPARTURE (RNAV)

**TOP ALTITUDE:** 10000

**TAKEOFF MINIMUMS**

**NOTE:** If unable to accept climb rate, advise clearance delivery on initial contact.

**NOTE:** Use departure frequency depicted unless otherwise advised.

**NOTE:** For turbojet aircraft only.

**NOTE:** Transponder code will be issued via PDC or Atlanta clearance delivery.

**NOTE:** Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.

**NOTE:** Aircraft at midfield ramps will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance, (from ATL clearance delivery) readback only your call sign and transponder code, unless you have a question.

**NOTE:** Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct SKNNR, then on track 125° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY, then on track 245° to SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY, then on track 245° to SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on track 185° to ZALLE, then on track 131° to VRSTY, maintain 250K to ZALLE, thence . . . .

.... (transition). Maintain 10000, expect clearance to filed altitude 10 minutes after departure.

NOKIE TRANSITION (VRSTY.3.NOKIE)
WIGLE THREE DEPARTURE (RNAV)

**TOP ALTITUDE:** 10000

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

**NOTE:** If unable to accept climb rate, advise Clearance Delivery on initial contact.

**NOTE:** Use departure frequency depicted unless otherwise advised.

**NOTE:** For Jet aircraft only.
**NOTE:** Transponder code will be issued via PDC or Atlanta Clearance Delivery.

**TAKEOFF MINIMUMS**
Rwys 8L/R, 9L/R: Standard with minimum climb of 500' per NM to 1527.

**NOTE:** Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.

**NOTE:** Aircraft at midfield ramps will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance readback only your call sign and transponder code, unless you have a question.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8L: Climb on heading 095° to intercept course 084° to TUANN,
then on depicted route to WIGLE, thence. . . .
TAKEOFF RUNWAY 8R: Climb on heading 095° to intercept course 082° to TUANN,
then on depicted route to WIGLE, thence. . . .
TAKEOFF RUNWAYS 9L/R: Climb on heading 095° to 1527, then direct LIDAS, then on
depicted route to WIGLE, thence. . . .

. . . .(transition). Maintain 10000. Expect clearance to filed altitude 10 minutes
after departure.

LUCKK TRANSITION (WIGLE3.LUCKK)
NOKIE TRANSITION (WIGLE3.NOKIE)
SARGE TRANSITION (WIGLE3.SARGE)
WALET TRANSITION (WIGLE3.WALET)
NOTE: For turbojets only.
NOTE: RNP-1.
NOTE: RF required.
NOTE: GPS required.
NOTE: If unable to accept climb rate, advise clearance delivery on initial contact.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Accelerate to 250K, if unable, advise both tower and departure control on initial contact.
NOTE: Transponder code will be issued via PDC or Atlanta clearance delivery.
NOTE: Aircraft at midfield ramps will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL clearance delivery), readback only your call sign and transponder code, unless you have a question.

(TOP ALTITUDE: 10000)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 27R: Climb on course 275° to CPARK, then right turn to MPASS, then on track 006° to cross ZELAN at or above 6000. Maintain 250K until ZELAN. Thence . . . .

. . . . on assigned enroute transition. Maintain 10000 (or filed altitude, if lower): Expect clearance to filed altitude ten minutes after departure.

BOBBD TRANSITION (ZELAN4.BOBBD)
EMAHH TRANSITION (ZELAN4.EMAHH)
GLAZR TRANSITION (ZELAN4.GLAZR)
JAACE TRANSITION (ZELAN4.JAACE)
RAFTN TRANSITION (ZELAN4.RAFTN)
RESPE TRANSITION (ZELAN4.RESPE)
SMTTH TRANSITION (ZELAN4.SMTTH)
**ILS or LOC RWY 33**

**NEWNAN COWETA COUNTY (CCO)**

**ATLANTA, GEORGIA**

**AL-5931 (FAA)**

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<th>Rwy Idg</th>
<th>Apt Elev</th>
<th>TDZE</th>
<th>MALSF</th>
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**AWOS-3PT**

**ATLANTA APP CON**

**GCO**

**UNICOM**

**ADF required.**

- Rwy 33 helicopter visibility reduction below ½ SM NA.
- Inop table does not apply to S-ILS 33.

**MISSED APPROACH:** Climb to 1800 then climbing left turn to 2500 direct.

**TDZE**

**HRL Rwy 15-33**

**Procedure NA for arrivals at TIROE on V154 northwest bound.**

**GS 3.00°**

**TCH 49.**

**VGSI and ILS glidepath not coincident.**

**S-ILS 33**

**1202-¾**

**250 (300-¾)**

**S-LOC 33**

**1340-¾**

**388 (400-¾)**

**1340-⅔**

**388 (400-¾)**

**CIRCLING**

**1420-1**

**450 (500-1)**

**1560-1/2**

**590 (600-1/2)**

**1560-2**

**590 (600-2)**

**33°19'N-84°46'W**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**ATLANTA APP CON**

**119.8 354.125**

**121.725**

**122.7 (CTAF)***

**118.975**

**3.9 NM**

**ATLANTA, GEORGIA**

**Amdt 1 29DEC22**

**NEWNAN COWETA COUNTY (CCO)**
RNAV (GPS) RWY 15
NEWNAN COWETA COUNTY (CCO)

Missed Approach: Climb to 3500 direct KACEL and hold.

Rwy 15 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

4 NM Holding Pattern

VGS and RNAV glideslope not coincident (VGS Angle 3.00°/TCH 40).

LPV DA

<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>1300-1</td>
<td>330 (400-1)</td>
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<tr>
<td>LNAV DA</td>
<td>1389-1/2</td>
<td>419 (500-1/2)</td>
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<tr>
<td>LNAV MDA</td>
<td>1380-1</td>
<td>410 (500-1)</td>
<td>1380-1/4</td>
<td>410 (500-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1420-1</td>
<td>450 (500-1)</td>
<td>1560-1/2</td>
<td>590 (600-1/2)</td>
</tr>
</tbody>
</table>

SE-4, 11 JUL 2024 to 05 SEP 2024
ATLANTA, GEORGIA

RNAV (GPS) RWY 13
PAULDING NORTHWEST ATLANTA (PUJ)

**WAAS**
- CH 99720
- W13A

**APP CRS**
- 131°

**Rwy Idg**
- 5505

**Apt Elev**
- 1289

**AWOS-3**
- 126.225

**ATLANTA APP CON**
- 121.0 268.7

**UNICOM**
- 123.075 (CTAF)

---

**HOLD**
- 6000
- 3000

**YOBUY**
- 311°

**WUDPO**
- 131°
- 3000

**LPV**
- DA
- 1507-⅓

**LNAV/ VNAV**
- DA
- 1763-1⅔

**LNAV MDA**
- 1820-1
- 531 (600-1)

**CIRCLING**
- 1880-1
- 591 (600-1)

---

**MISSED APPROACH:** Climb to 1800 then climbing left turn to 3000 direct YOBUY and hold.

---

SE-4, 11 JUL 2024 to 05 SEP 2024

ATLANTA, GEORGIA
Amdt 2 22APR21

---

33°55'N-84°56'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

AWOS-3
126.225

ATLANTA APP CON
121.0  268.7

UNICOM
123.075 (CTAF)

Climb to 3000 direct YOBUY and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
RNAV (GPS) RWY 18
ATMORE MUNI (0R1)

Baro-VNAV NA. Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.

Use Brewton altimeter setting.

**MISSED APPROACH:** Climb to 2600 direct GOKDE and hold.

---

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LPV</td>
<td>613-1</td>
<td>327 (400-1)</td>
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<tr>
<td>LNAV/VNAV</td>
<td>653-1</td>
<td>367 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>740-1</td>
<td>454 (500-1)</td>
<td>740-1¾</td>
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<tr>
<td>CIRCLING</td>
<td>880-1</td>
<td>594 (600-1)</td>
<td>980-2</td>
</tr>
</tbody>
</table>

---

**ATMORE, ALABAMA**
Amdt 2 01FEB18

31°01'N-87°27'W
MISSED APPROACH: Climb to 2600 direct FEVIB and hold.

- **RNAV (GPS) RWY 36**
  - **ATMORE MUNI (0R1)**
  - **ATMORE, ALABAMA**

### WAAS APP CRS
- **CH 61141**
- **W36A**
- **APR CRS**
  - 003°
- **Rwy Idg**
  - 5001
- **TDZE**
  - 286
- **Apt Elev**
  - 286

**Boro-VNAV NA:**
Helicopter visibility reduction below 1/4 SM NA. DME/DME RNP-0.3 NA. Use Brewton altimeter setting.

**12J AWOS-3PT**
- **119.325**

**PENSACOLA APP CON**
- **127.35**
- **291.625**

**UNICOM**
- **122.8 (CTAF)**

**MISSED APCH FIX**
- 4 NM

**ELEV 286**
- **TDZE 286**

**VPV**
- 607°
- 488°
- 593°
- 607°

**4 NM**
- **2600 FEVIB**

**VPV**
- 593°
- 409°
- 409°

**2.4 NM to RW36**

**VENTURE**
- **2600**
- **GOKDE**
- **HEVBU**

**2.4 NM to RW36**

**003° to RW36**

**CIRCLING**
- **880-1**
- **594 (600-1)**

**MDA**
- **740-1**
- **454 (500-1)**

**DA**
- **740-1**
- **454 (500-1)**

**LPV**
- **641-1**
- **355 (400-1)**

**LNAV/ VNAV**
- **613-1**
- **327 (400-1)**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**Amdt 2 01FEB18**

**DME/DME RNP-0.3 NA. Use Brewton altimeter setting.**

**Helicopter visibility reduction below 1/4 SM NA.**

**1100**
- **2600**
- **003°**

**VPV**
- **2200**
- **003°**

**LGW 1/0 NM to GOKDE (NoFT)**
- **2600**
- **273°**

**LGW 1/0 NM to GOKDE**
- **2600**
- **273°**

**LGW 3/0 NM to GOKDE**
- **2600**
- **273°**

**VPV**
- **2200**

**VPV**
- **2200**

**003° to RW36**

**1549**

**255°**

**MV**

**31°01'N - 87°27'W**

**165**
ILS or LOC RWY 36
AUBURN UNIVERSITY RGNL (AUO)

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 175° and on LGC VORTAC R-196 to HESEL/I-AUO 13.8 DME/RADAR and hold.

Inop table does not apply to S-ILS 36 all Cats.

Procedure NA for arrival on LGC VORTAC airway radials 159 CW 228.

Procedure NA for arrivals at MILER on T239, V159

One Minute Holding Pattern

GS 3.00°
TCH 44

7 NM
2.5 NM
2.1 NM
1.1 NM

S-ILS 36
959-⅓
200 (200-⅓)

S-LOC 36
1120-⅔
361 (400-⅔)

CIRCLING
1240-1
463 (500-1)
1360-1
583 (600-1)
1380-⅓
603 (700-⅓)
1440-2
663 (700-2)

Knots
60
90
120
150
180

Min:Sec
5:42
3:48
2:51
2:17
1:54

AWOS-3PT
132.575

ATLANTA APP CON
125.5
323.1

CLNC DEL
118.7

UNICOM
123.0 (CTAF)
RNAV (GPS) RWY 11
AUBURN UNIVERSITY RGNL (AUO)

For uncompensated Boro VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). Boro-VNAV and VDP NA when using Columbus altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus altimeter setting; increase LPV DA to 1138 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1173 feet and visibility all Cats ½ SM; increase all MDA 120 feet and LNAV Cats C/D and Circling Cat C visibility ¼ SM and Circling Cat D visibility ½ SM.

AWOS: 3PT
132.575

ATLANTA APP CON
125.5
323.1

CLNC DEL
118.7

UNICOM
123.0 (CTAF)

MISSED APPROACH:
Climb to 1200 then climbing right turn to 3000 direct HESEL and hold.

AUBURN UNIVERSITY RGNL (AUO)
SE-4, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV DA to 1164 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1164 feet and visibility all Cats ½ SM; increase all MDA 120 feet and LNAV Cats C/D visibility ½ SM, Circling Cat C visibility ¾ SM, and circling C/D visibility ½ SM.

**MISSING APCH FIX**

**HESEL**

**MIRDE 2.5 NM to RW18**

**SASGE**

**2.5 NM to RW18**

**1.4 NM to RW18**

**RW18**

**MISSED APPROACH**

Climb to 3000 direct HESEL and hold.

**HP RIVME**

**185°**

**185°**

**005°**

**005°**

**3000**

**LNAV only**

**GP 3.00°**

**RCH 30°**

**1.4 NM to RW18**

**2.5 NM to RW18**

**2000**

**1800**

**1600**

**1200**

**800**

**400**

**00**

**LNAV MDA**

**CIRCLING**

**1260-1**

**1280-1**

**503 (600-1)**

**483 (500-1)**

**583 (600-1)**

**483 (500-1)**

**1260-1½**

**1360-1½**

**603 (700-1¾)**

**603 (700-1¾)**

**1260-1¾**

**1380-1¾**

**703 (800-2¼)**

**1260-1¾**

**1380-1¾**

**703 (800-2¼)**

**LNAV DA**

**1027-¾**

**250 (300-¾)**

**1051-¾**

**274 (300-¾)**

**LNAV/VNAV DA**

**1200-1**

**1360-1**

**1380-1¾**

**1480-2¼**

**LNAV MDA**

**503 (600-1)**

**583 (600-1)**

**603 (700-1¾)**

**703 (800-2¼)**

**MIRL Rwy 11-29**

**HIRL Rwy 18-36**

**AWOS-3PT**

**132.575**

**ATLANTA APP CON**

**125.5 323.1**

**CLNC DEL**

**118.7**

**UNICOM**

**123.0 (CTAF)**

**AWOS-3PT**

**132.575**

**ATLANTA APP CON**

**125.5 323.1**

**CLNC DEL**

**118.7**

**UNICOM**

**123.0 (CTAF) (FAA)**

**AWOS-3PT**

**132.575**

**ATLANTA APP CON**

**125.5 323.1**

**CLNC DEL**

**118.7**

**UNICOM**

**123.0 (CTAF) (FAA)**
DME/DME RNP-0.3 NA. VDP NA when using Columbus altimeter setting. When local altimeter setting not received, use Columbus altimeter setting and increase all MDA 120 feet and LNAV Cat C/D visibility ¾ SM, Circling Cat C visibility ¾ SM, and Circling Cat D visibility ½ SM.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct RIVME and hold.

AUBURN, ALABAMA
Amdt 1C 10NOV16

AWOS-3PT 132.575
ATLANTA APP CON 125.5 323.1
CLNC DEL 118.7
UNICOM 123.0 (CTAF)

32°37'N-85°26'W

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 36
AUBURN UNIVERSITY RGNL (AUO)

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).**

- When using Columbus altimeter setting, LNAV/VNAV DA to 1173 feet and visibility all Cats ½ SM; increase LNAV/VNAV Cat D visibility ½ SM and LNAV Cats C/D visibility ¼ SM.
- For inop ALS, increase LNAV/VNAV Cat D visibility ½ SM and LNAV Cat C visibility ½ SM.
- For inop ALS, when using Columbus altimeter setting, increase LPV all Cats visibility to 1/8 SM, LNAV/VNAV all Cats visibility to 1/8 SM, and LNAV all Cats visibility to ½ SM.

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### Category Table

<table>
<thead>
<tr>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>959-⅓</td>
<td>200 (200-⅔)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1060-⅔</td>
<td>301 (300-⅔)</td>
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<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1120-⅔</td>
<td>361 (400-¾)</td>
<td>1120-⅔</td>
<td>361 (400-¾)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1280-⅓</td>
<td>503 (600-1)</td>
<td>1360-⅔</td>
<td>583 (600-1)</td>
</tr>
</tbody>
</table>

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**AWOS-3PT** 132.575  |  **ATLANTA APP CON** 125.5  |  **CLNC DEL** 118.7  |  **UNICOM** 123.0 (CTAF)

**MALSF**

**MISSED APPROACH:**
- Climb to 3000 direct RIVME and hold.

---

**NW-4, 11 JUL 2024 to 05 SEP 2024**

---

**RIVME and hold.** Climb to 3000 direct RIVME and hold.
ILS or LOC RWY 17
AUGUSTA RGNL AT BUSH FLD (AGS)

**TWR**

**MALS R**

**ATIS** 132.75

**AUGUSTA APP CON** 126.8 270.3

**AUGUSTA TOWER** 118.7 [CTAF] 239.3

**GND CON** 121.9 348.6

**CLNC DEL** 118.65

**UNICOM** 122.95

**MGMTS**

For inop ALS, increase S-LOC 17 Cats C and D visibility to 1½ SM.

- **FAF to MAP** 5 NM
- **Knots**
  - Min:Sec 5:00 3:20 2:30 2:00 1:40
- **CIRCLING**
  - Category A
  - 780-1 634 (700-1)
  - 780-1 3/4 634 (700-1 1/4)
  - 780-1 2/3 794 (800-2 1/3)
  - 780-1 2/2 794 (800-2 2/3)
- **GS 3.00° TCH 57**
  - 10 NM
  - 5 NM

**ILS or LOC RWY 17**

**MGMTS**

For inop ALS, increase S-LOC 17 Cats C and D visibility to 1½ SM.

- **FAF to MAP** 5 NM
- **Knots**
  - Min:Sec 5:00 3:20 2:30 2:00 1:40
- **CIRCLING**
  - Category A
  - 780-1 634 (700-1)
  - 780-1 3/4 634 (700-1 1/4)
  - 780-1 2/3 794 (800-2 1/3)
  - 780-1 2/2 794 (800-2 2/3)
- **GS 3.00° TCH 57**
  - 10 NM
  - 5 NM

**ATIS** 132.75

**AUGUSTA APP CON** 126.8 270.3

**AUGUSTA TOWER** 118.7 [CTAF] 239.3

**GND CON** 121.9 348.6

**CLNC DEL** 118.65

**UNICOM** 122.95

**MGMTS**

For inop ALS, increase S-LOC 17 Cats C and D visibility to 1½ SM.

- **FAF to MAP** 5 NM
- **Knots**
  - Min:Sec 5:00 3:20 2:30 2:00 1:40
- **CIRCLING**
  - Category A
  - 780-1 634 (700-1)
  - 780-1 3/4 634 (700-1 1/4)
  - 780-1 2/3 794 (800-2 1/3)
  - 780-1 2/2 794 (800-2 2/3)
- **GS 3.00° TCH 57**
  - 10 NM
  - 5 NM
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.
For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.
Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

Procedure NA for arrivals on IRQ VORTAC airway radials 118 CW 288.

Procedure NA for arrivals at SARDY on V185 southeast bound.

**AUGUSTA, GEORGIA**

**AL-27 (FAA)**

**RNAV (GPS) Z RWY 8**

**AUGUSTA RGNL AT BUSH FLD (AGS)**

**RNP APCH - GPS.**

**ATIS**  
**AUGUSTA APP CON**  
**AUGUSTA TOWER**  
**GND CON**  
**CLNC DEL**  
**UNICOM**

132.75  
126.8 270.3  
118.7 (CTAF) 239.3  
121.9 348.6  
118.65  
122.95

**WONIL 2000**

**GP 3.00° TCH 55**

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

**LPV DA**  
669-1/2  
532 (600-1 1/2)

**LNAV/ VNAV DA**  
693-1/2%  
556 (600-1 1/2)

**LNAV MDA**  
700-1  
563 (600-1)  
700-1 1/2  
563 (600-1 1/2)

**CIRCLING**  
760-1  
780-1  
614 (700-1)  
634 (700-1 1/2)  
794 (800-2 1/2)

**ELEV**  
146  
**TDZE**  
137

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**AMDT 1A 29DEC22**

**33°22'N-81°58'W**

**177**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

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

AIRPORT DIAGRAM

AUGUSTA RGNL AT BUSH FLD (AGS)
AUGUSTA, GEORGIA

AL-27 (FAA)

ATIS 132.75
AUGUSTA TOWER *
118.7 239.3
GND CON
121.9 348.6
CLNC DEL
118.65

AIRPORT DIAGRAM

23110

TERMINAL
FBO
HANGARS
FIRE STATION
TWR

ELEV 145
33°23'N

ELEV 146
33°22'N

ELEV 134

ELEV 134

ELEV 138

ELEV 138

RWY 08-26
PCN 40 F/B/W/T
S-52, D-71, 2D-126
RWY 17-35
PCN 73 R/B/W/T
S-155, D-160, 2D-450, 2D/2D2-975

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
CHATT SIX DEPARTURE (RNAV)

TAKING OFF RUNWAYS 8, 17, 26, 35: Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence. . . .

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT6.GSO)
HOGAP TRANSITION (CHATT6.HOGAP)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 17, 26, 35: Climb heading assigned by ATC for vectors to BEANS, then on depicted route to DOVER, then on heading 156° for RADAR vectors. Thence. . . .

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: For turbojet aircraft during Masters golf tournament week.
NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS
Rwy 8: Standard with minimum climb of 394' per NM to 2500.
Rwy 17: Standard with minimum climb of 265' per NM to 2400.
Rwy 26: 300-1½ or standard with minimum climb of 312' per NM to 2000.
Rwy 35: Standard with minimum climb of 302' per NM to 2500.

NOTE: Chart not to scale.
NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS
Rwy 8: Standard with minimum climb of 394' per NM to 2500.
Rwy 17: Standard with minimum climb of 265' per NM to 2400.
Rwy 26: Standard with minimum climb of 312' per NM to 2000.
Rwy 35: Standard with minimum climb of 302' per NM to 2500.

TAKEOFF RUNWAYS 8, 17, 26, 35:
Climb on heading assigned by ATC for vectors to cross PARRR at or above 3000, then on depicted route to JUNPR, thence...

. . .(transition), maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREAN TRANSITION (JUNPR6.GREAN)
NOKIE TRANSITION (JUNPR6.NOKIE)
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: For use during Masters golf tournament week only.
NOTE: Do not exceed 250K until advised by ATC.

**TAKEOFF MINIMUMS**
- Rwy 8: Standard with minimum climb of 394' per NM to 2500.
- Rwy 17: Standard with minimum climb of 265' per NM to 2400.
- Rwy 26: 300-1/2 or standard with minimum climb of 312' per NM to 2000.
- Rwy 35: Standard with minimum climb of 302' per NM to 2500.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 8, 17, 26, 35: Climb on assigned heading for RADAR vectors to PARRR, then on depicted route to KAOLN, thence... . . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 17, 26, 35: Climb heading assigned by ATC for vectors to EAGAL. Then on depicted route to RDBUD, then on heading 356° for RADAR vectors, thence...

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 17, 26, 35: Climb on assigned heading for RADAR vectors to TRPLE. Then on depicted route to SAMMI. Then on heading 085° for RADAR vectors. Thence . . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

NOTE: Chart not to scale.
RNAV (GPS) RWY 5
DANIEL FLD (DNL)

Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Fld altimeter setting. Rwys 5 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter not received use Augusta Rgnl at Bush Fld altimeter setting: Increase LPV DA to 716 feet, LNAV/VNAV DA to 1496 feet and all MDA 60 feet: Increase LPV all Cats visibility ½ SM, LNAV Cat A and Circling Cat C visibility ¼ SM.

ASOS
135.275

AUGUSTA APP CON
126.8 270.3

UNICOM
123.05 (CTAF)

ELEV 422 D TDZE 411

Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Fld altimeter setting. Rwys 5 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter not received use Augusta Rgnl at Bush Fld altimeter setting: Increase LPV DA to 716 feet, LNAV/VNAV DA to 1496 feet and all MDA 60 feet: Increase LPV all Cats visibility ½ SM, LNAV Cat A and Circling Cat C visibility ¼ SM.

ASOS
135.275

AUGUSTA APP CON
126.8 270.3

UNICOM
123.05 (CTAF)

Final approach course offset 2.76°.

AUGUSTA, GEORGIA
Orig 13SEP18
33°28'N-82°02'W
185
RNAV (GPS) Y RWY 11
DANIEL FLD (DNL)

ASOS
135.275

AUGUSTA APP CON *
126.8  270.3

UNICOM
123.05 (CTAF)

Amdt 2  02MAR17

SE-4, 11 JUL 2024 to 05 SEP 2024

When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all MDA 60 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals on IRQ VORTAC airway radials 118 CW 174.

Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
SE-4, 11 JUL 2024 to 05 SEP 2024
**AZALA FOUR DEPARTURE (RNAV)**

**NOTE:** Chart not to scale.

### TAKEOFF MINIMUMS

- **Rwys 5, 11:** Standard.
- **Rwy 23:** Standard with minimum climb of 337' per NM to 1300.
- **Rwy 29:** Standard with minimum climb of 240' per NM to 1300.

**NOTE:** RADAR and GPS required.

**NOTE:** RNAV 1.

**NOTE:** Do not exceed 250K until advised by ATC.

**NOTE:** For prop aircraft during Masters golf tournament week only.

### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 5, 11, 23, 29:** Climb on assigned heading for RADAR vectors to NKLAS. Then on depicted route to AZALA, then fly heading 352°, for RADAR vectors, thence...

...maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 5, 11, 23, 29:** Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence . . .

. . . . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

**GREENSBORO TRANSITION (CHATT6.GSO)**

**HOGAP TRANSITION (CHATT6.HOGAP)**
TAKING MINIMUMS
Rwys 5, 11: Standard.
Rwy 23: Standard with minimum climb of 337' per NM to 1300.
Rwy 29: Standard with minimum climb of 240' per NM to 1300.

NOTE:  RADAR and GPS required.
NOTE:  RNAV 1.
NOTE:  Do not exceed 250K until advised by ATC.
NOTE:  For turbojet aircraft only.
NOTE:  For use during Masters golf tournament week only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to PMPAS. Then on depicted route to HADOC, then fly heading 235°, for RADAR vectors. Thence...

...maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.
AUGUSTA, GEORGIA (DNL) (RNAV)

NDINA FIVE DEPARTURE (RNAV)

AUGUSTA DEP CON
126.8 270.3
CTAF
123.05

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to PMPAS. Then on depicted route to NDINA. Then fly heading 273°, for RADAR vectors, thence... . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

NOTE: RADAR and GPS required.
NOTE: RNAV 1.
NOTE: Do not exceed 250K until advised by ATC.
NOTE: For prop aircraft during Masters golf tournament week only.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to TRPLE. Then on depicted route to SAMMI. Then on heading 085° for RADAR vectors thence...

...maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.
ILS or LOC RWY 27
DECATURE COUNTY INDUSTRIAL AIR PARK (BGE)

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct LYZ NDB and hold.

AWOS-3PT 121.125
TALLAHASSEE APP CON* 128.7 254.3
CLNC DEL 124.775 335.65
UNICOM 122.975 (CTAF)

BAINBRIDGE, GEORGIA
AL-6120 (FAA) 24081

SE-4, 11 JUL 2024 to 05 SEP 2024

BAINBRIDGE, GEORGIA
Orig-B 20MAY21

30°58′N-84°38′W
Climb to 2600 direct HASUR and hold.

**AWOS-3PT**

**TALLAHASSEE APP CON**

**CLNC DEL**

**UNICOM** (CTAF)

**ELEV 141**

**TDZE 141**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Tallahassee Intl altimeter setting. When local altimeter setting not received, use Tallahassee Intl altimeter setting and increase LPV DA to 522 feet and LNAV/VNAV DA to 562 feet; increase all MDAs 100 feet and increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C, D visibility 1/4 SM and Circling Cat C, D visibility 1/2 SM.

**SE-4, 11 JUL 2024 to 05 SEP 2024**
Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tallahassee Intl altimeter setting. When local altimeter setting not received, use Tallahassee Intl altimeter setting and increase LPV DA to 429 feet and LNAV/VNAV DA to 651 feet; increase all MDAs 100 feet and increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C visibility ¼ SM and Circling Cat C, D visibility ½ SM. For inoperative MALSR increase LNAV Cat D visibility to 1½ mile. For inoperative MALSR, when using Tallahassee Intl altimeter setting increase LPV all Cats visibility to 1 mile. 

**AWOS-3PT** 121.125  
**TALLAHASSEE APP CON** 128.7 254.3  
**CUNAL DEL** 124.775 335.65  
**UNICOM** 122.975 (CTAF)
RNAV (GPS) RWY 8
BAXLEY MUNI (BHC)

RNP APCH-GPS:

Baro-VNAV NA when using Alma 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 Alma altimeter setting: increase LPV DA to 513 feet; increase LNAV/VNAV DA to 515 feet; increase all MDAs 40 feet and visibility Cat C ¼ SM and visibility Cat D ¼ SM. Helicopter visibility reduction below ¼ SM NA.

AWOS-3PT
JACKSONVILLE CENTER
UNICOM

118.2
127.575 269.025
122.8 (CTAF)

MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct KIVEC and hold.

Barometric pressure: 1013 mb. SE-4, 11 JUL 2024 to 05 SEP 2024

LPV DA: 484-1 283 (300-1)
LNAV/VNAV DA: 486-1 285 (300-1)
LNAV MDA: 560-1 359 (400-1)
CIRCLING: 419 (500-1) 499 (500-1) 499 (500-½) 859 (900-2½)

Emergency frequency: 122.8 (CTAF)

Helicopter visibility reduction below ¼ SM NA.

Baro-VNAV NA when using Alma 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 Alma altimeter setting: increase LPV DA to 513 feet; increase LNAV/VNAV DA to 515 feet; increase all MDAs 40 feet and visibility Cat C ¼ SM and visibility Cat D ¼ SM. Helicopter visibility reduction below ¼ SM NA.
Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet and visibility Cat C ½ SM and Cat D ¼ SM.

MISSED APPROACH: Climb to 2300 direct KVEC and hold.

Procedure NA for arrivals at REIDS on V157 northeast bound.

Procedure NA for arrivals at WABIT on V578 eastbound.
Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet and visibility Cat D 1/4 SM.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct BHC NDB and hold.

AWOS-3PT 118.2
JACKSONVILLE CENTER 127.575 269.025
UNICOM 122.8 (CTAF)

RADAR REQUIRED

SE-4, 11 JUL 2024 to 05 SEP 2024

AWOS-3PT 118.2
RNAV (GPS) RWY 8
BAY MINETTE MUNI (1R8)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 26 NA at night.

Procedure NA for arrivals at GIKEY on V11 northwest bound.

Procedure NA for arrivals at GIKEY on V11 northwest bound.
Procedure NA for arrivals at AXIS and hold.

Rwy 26 helicopter visibility reduction below 1 SM NA.

Direct NINCI and on track 294° to AXIS and hold.

Category A

- LNAV MDA: 820-1 572 (600-1)
- CIRCLING: 820-1 572 (600-1)

Category B

- CIRCLING: 880-1 592 (600-1)

Category C

- NA

Category D

- NA
**RNAV (GPS) RWY 23**

**BESSEMER (EKY)**

### AWOS-3PT

- **118.825**

### BIRMINGHAM APP CON

- **124.9**
- **351.85**

### CLNC DEL

- **123.75**

### UNICOM

- **123.0** (CTAF)

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**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 ½ SM NA. When local altimeter setting not received, use Alabaster altimeter setting and increase LPV DA to 1013 feet, LNAV/VNAV DA to 1211 feet, and all MDAs 60 feet; increase Circling Cat D visibility ½ SM. Baro-VNAV and VDP NA when using Alabaster altimeter setting.**

**MISSED APPROACH: Climb to 4000 direct WUDGI and on track 148° to TASYU and hold, continue climb-in-hold to 4000.**

**Procedure NA for arrivals on VUZ VORTAC airway radials 111 CW 212.**

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**Procedure NA for arrivals at HANDE via V159-521 southeast bound.**

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**RNAV (GPS) RWY 23**

**BESSEMER (EKY)**

### ELEV

- **700**

### TDZE

- **700**

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**Origin:** 12AUG21

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**SE-4, 11 JUL 2024 to 05 SEP 2024**

**HIRL Rwy 5-23 (w) REIL Rwy 5 and 23 (w)**

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**33°19'N-86°56'W**

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**RESERVOIR, ALABAMA**
Procedure NA for arrivals at OKW VORTAC on airway radials 034 CW 096.
**ILS or LOC RWY 24**

**BIRMINGHAM-SHUTTLESWORTH INTL (BHM)**

**ATIS**
- 119.4 270.1
- 123.8 256.8
- 119.9 317.725
- 121.7 348.6
- 125.675 305.2

**BIRMINGHAM TOWER**
- 109.5
- Chan 32
- 119.4

**GND CON**
- 121.7 348.6
- 123.8 256.8

**CLNC DEL**
- 119.9

**BIRMINGHAM, ALABAMA**

**LOC/DME I-ROE**
- 109.5
- Chan 32
- TDZE 641
- Apt Elev 650

**APP CRS**
- 238°

**Rwy Idg**
- 10801

**Rwy 24**

**MalSR**

**DME or RADAR required.**

**Rwy 24** helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 24 Cat E visibility to RVR 4000 and increase S-LOC 24 Cat A/B visibility to RVR 5500, and Cat C/D/E to 1 1/2 SM.

****RVR 1800 authorized with use of FD or AP or HUD to DA.

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 direct VUZ VORTAC and hold.

**TACAN** aircraft continue on VUZ VORTAC R-333 to SIPSY/VUZ 14.8 DME and hold NW, right turn, 1 1/2 SM inbound.

**LOCALIZER 109.5**
- Chan 32

**I-ROE**
- 9.8
- Chan 32

**RUPL**

**Rwy 24**

**HOLD**
- 5100
- 3300

**PROCEDURE**

**NoPT for arrival at SPATT on V209 southwest bound.**

**ELEV**
- 650
- TDZE 641

**ILS or LOC RWY 24**

**VGSI and ILS glidepath not coincident** (VGSI Angle 3.00°/TCH 69).

**ATIS for RWY 24**

**HOLD**
- 5100
- 3300

**TACAN MISSED APCH FIX**

**SIPSY**
- VUZ 14.8

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**ALS, increase S-ILS 24 Cat E visibility to RVR 4000 and increase Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 24 Cat E visibility to RVR 4000 and increase S-LOC 24 Cat A/B visibility to RVR 5500, and Cat C/D/E to 1 1/2 SM.**

**RVR 1800 authorized with use of FD or AP or HUD to DA.**
**ATIS** 119.4 270.1  
**BIRMINGHAM APP CON** 123.8 256.8  
**BIRMINGHAM TOWER** 119.9 317.725  
**GND CON** 121.7 348.6  
**CLNC DEL** 125.675 305.2

**LOCALIZER 110.3**  
I-BHM  
**LOM/IAF**  
**MCDEN** 224 BH  
**MCDEN LOM/INT** RDR  
**MCDEN INT** BH LOM  
**MCDEN** 2049  
**SE-4, 11 JUL 2024 to 05 SEP 2024**

**ILS RWY 6 (CAT II)**

**BIRMINGHAM-SHUTTLESWORTH INTL (BHM)**

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**ELEV 650**  TDZE 606

**Procedures**

- Procedure NA for arrivals at OKW VORTAC on V66 westbound.
- VGSI and ILS glidespath not coincident (VGSI Angle 3.00/TCH 68).

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
RNAV (RNP) Z RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

MALSR

For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to 1 ⅔ and increase RNP 0.30 all Cats visibility to 1 ⅔ SM.

ATIS
119.4 270.1

BIRMINGHAM TOWER
119.9 317.725

GND CON
121.7 348.6

CCL NC DEL
125.675 305.2

AUTHORIZATION REQUIRED
RNAV (GPS) RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

RNAV (GPS) RWY 18

BIRMINGHAM, ALABAMA

ATIS
119.4 270.1

BIRMINGHAM APP CON
123.8 256.8

BIRMINGHAM TOWER
119.9 317.725

GND CON
121.7 348.6

CLNC DEL
125.675 305.2

AS
183°

APR CR
183°

Rwy ldg 7099
TDZE 644
Apt Elev 650

Apt Elev

MISSED APPROACH: Climb to 3800 direct HAMGA and on track 141° to HANDE and hold.

Rwy 18 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

Category

A
B
C
D

LNAV MDA
1200-1
556 (600-1)
1200-1
556 (600-1)
1200-1
556 (600-1)
1200-1
556 (600-1)

BIRMINGHAM, ALABAMA

Amldt 18 02MAR17

SE-4, 11 JUL 2024 to 05 SEP 2024

DME/DME RNP-0.3 NA.
RNAV (GPS) Y RWY 24
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Rwy 24 helicopter visibility reduction below RVR 4000 NA. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cat A/B visibility to RVR 5500, and Cat C/D/E to 1 1/2 SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrival on VUZ VORTAC airway radials 346 CW 159.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Rwy 24 helicopter visibility reduction below RVR 4000 NA. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1 1/2 SM and LNAV Cat A/B visibility to RVR 5500, and Cat C/D/E to 1 1/2 SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

** RVR 1800 authorized with use of FD or AP or HUD to DA.
Rwy 18 helicopter visibility reduction below ¼ SM NA. DME or RADAR required.

MISSED APPROACH: Climb to 1,500 then climbing left turn to 3,800 on VUZ VORTAC R-137 to HANDE INT/VUZ 28.6 DME and hold.

DME or RADAR REQUIRED

ATIS 119.4 270.1
BIRMINGHAM APP CON 123.8 256.8
BIRMINGHAM TOWER 119.9 317.725
GND CON 121.7 348.6
CLNC DEL 125.675 305.2

2065 λ

Procedure NA for arrivals or COLIG on V115 northeast bound.

ALTERNATE MISSED APCH FIX

DME or RADAR REQUIRED

IMTOY FIX MINIMUMS (DME REQUIRED)

Atmosphere: 217
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)
BIRMINGHAM, ALABAMA
AL-50 (FAA)

ATIS
119.4 270.1
BIRMINGHAM TOWER
119.9 317.725
GND CON
121.7 348.6
CLNC DEL
125.675 305.2

AIRPORT DIAGRAM
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)
BIRMINGHAM, ALABAMA
AL-50 (FAA)
ATIS
119.4  270.1
CLNC DEL
125.675  305.2
BIRMINGHAM TOWER
119.9  317.725

NOTE: RADAR required.
NOTE: Use frequency depicted within sector where FIX/NAVAID for your route is located.

TOP ALTITUDE: 4000

BIRMINGHAM DEP CON
123.8  256.8

BIRMINGHAM DEP CON
127.675  338.2

JOEYE

BIGBEE

COLLIERS

GUMMP

MONTGOMERY

MRICA

GADSDEN

ROCKET

RHETT

CHEHA

D DAYVS

KELCC

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 6: 300-2 with minimum climb of 285’ per NM to 1800
or standard with minimum climb of 435’ per NM to 1300.
Rwy 18: 600-3 with minimum climb of 225’ per NM to 1300
or standard with minimum climb of 455’ per NM to 1500.
Rwy 24: Standard with minimum climb of 280’ per NM to 1400.
Rwy 36: 300-2½ or standard with minimum climb of 565’ per NM to 1000.

(Continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 058° to 1500, thence . . . .
TAKEOFF RUNWAY 18: Climb on heading 183° to 2300, thence . . . .
TAKEOFF RUNWAY 24: Climb on heading 238° to 2300, thence . . . .
TAKEOFF RUNWAY 36: Climb on heading 003° to 1400, thence . . . .

. . . . Expect vectors to filed route, maintain 4000 or assigned lower altitude.
Expect clearance to filed altitude ten minutes after departure.
RNAV (GPS) RWY 8
BLAIRSVILLE (DZJ)

Circling NA for Cat D.
SM NA. When local altimeter setting not received, procedure NA.
Procedure NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, procedure NA.
Circling NA for Cat D.

MISSED APPROACH: (Do not exceed 210K until JIVIM) Climbing left turn to 6400 direct ECIYU and on track 221° to JIVIM and hold, continue climb-in-hold to 6400.

AWOS-3PT
119.325

ATLANTA CENTER
134.8 379.95

UNICOM
122.8 (CTAF)

BLAIRSVILLE, GEORGIA
AL-9849 (FAA)
23194

SE-4, 11 JUL 2024 to 05 SEP 2024
Amdt 1 20APR23

959 (1000-1)
959 (1000-1½)
959 (1000-3)
1033 (1100-1½)
1273 (1300-3)
NA

34°51'N-84°00'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 5 helicopter visibility reduction below ½ SM NA. Baro-VNAV and VDP NA when using Bainbridge altimeter setting. When local altimeter setting not received, use Bainbridge altimeter setting and increase LPV DA to 605 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 657 feet and all visibilities ¾ SM. Increase all MDA 80 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¾ SM.

**MISSING APCH:** Climb to 3000 direct PARGE and hold.

**AWOS-3PT**

**Cairns APP CON**

**CTAF**

**118.475**

**125.4 327.125**

**122.9**

**ELEV 215**

**TDZE 215**

**2000**

**232°**

**052°**

**1800**

**052°**

**053°**

**232°**

**RWP05**

**053°**

**G—504**

**MISSED APCH FIX**

**4 NM**

**4 NM**

**ELEV 215**

**TDZE 215**

**PARGE**

**AWOS-3PT**

**CAIRNS APP CON**

**CTAF**

**118.475**

**125.4 327.125**

**122.9**

**ELEV 215**

**TDZE 215**

**1800**

**052°**

**053°**

**232°**

**RWP05**

**053°**

**G—504**

**MISSED APCH FIX**

**4 NM**

**4 NM**

**ELEV 215**

**TDZE 215**

**PARGE**
RNAV (GPS) RWY 6
BREWTON MUNI (12J)

AWOS-3PT 119.325
PENSACOLA APP CON 127.35 291.625
UNICOM 122.725 [CTAF]

When local altimeter setting not received, use Pensacola altimeter setting and increase all MDA 100 feet; increase LNAV Cats C and D visibility 1/4 SM. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct ODAZO and hold.

2000

30 NM to EMUSY 525

EMUSY

224°

2300

ODAZO

30 NM to ODAZO (NoPT) 520

12 NM to ODAZO

2000

244°

ODAZO

4 NM Holding Pattern

064°

2000

ODAZO

1800

064°

(6)

309° ±

244°

ODAZO

309°

2300

ODAZO

2000

EMUSY

244°

2300

EMUSY

30 NM to EMUSY

525

520

309° ±

244°

EMUSY

2300

30 NM to ODAZO

3000

EMUSY

3000

A ZEBE

(FAF)

525

520

 beneficiary

775

1800

A ZEBE

2000

A ZEBE

1800 6 NM

5.2 NM

1800

520

category

A

B

C

D

LNAV MDA

560-1

477 (500-1)

560-13/6

477 (500-1/6)

2000

064° to

MW06

064°

2300

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50

5136 x 1.50

2000 direct ODAZO and hold.

5.2 NM

5.2 NM

3001 x 1.50
RNAV (GPS) RWY 12
BREWTON MUNI (12J)

**AWOS-3PT**
119.325

**PENSACOLA APP CON**
127.35 291.625

**UNICOM**
122.725 (CTAF)

**ELEV**
99

**TDZE**
91

**RNP APCH.**

Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 425 feet; increase LNAV/VNAV DA to 563 feet; increase all MDAs 100 feet and LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cats C and D ¼ SM. VDP NA when using Pensacola altimeter setting.

**AWOS-3PT**
119.325

**PENSACOLA APP CON**
127.35 291.625

**UNICOM**
122.725 (CTAF)

**ELEV**
99

**TDZE**
91

**RNP APCH.**

Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 425 feet; increase LNAV/VNAV DA to 563 feet; increase all MDAs 100 feet and LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cats C and D ¼ SM. VDP NA when using Pensacola altimeter setting.

**AWOS-3PT**
119.325

**PENSACOLA APP CON**
127.35 291.625

**UNICOM**
122.725 (CTAF)

**ELEV**
99

**TDZE**
91

**RNP APCH.**

Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 425 feet; increase LNAV/VNAV DA to 563 feet; increase all MDAs 100 feet and LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cats C and D ¼ SM. VDP NA when using Pensacola altimeter setting.

**AWOS-3PT**
119.325

**PENSACOLA APP CON**
127.35 291.625

**UNICOM**
122.725 (CTAF)

**ELEV**
99

**TDZE**
91

**RNP APCH.**

Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 425 feet; increase LNAV/VNAV DA to 563 feet; increase all MDAs 100 feet and LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cats C and D ¼ SM. VDP NA when using Pensacola altimeter setting.

**AWOS-3PT**
119.325

**PENSACOLA APP CON**
127.35 291.625

**UNICOM**
122.725 (CTAF)

**ELEV**
99

**TDZE**
91

**RNP APCH.**

Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 425 feet; increase LNAV/VNAV DA to 563 feet; increase all MDAs 100 feet and LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cats C and D ¼ SM. VDP NA when using Pensacola altimeter setting.

**AWOS-3PT**
119.325

**PENSACOLA APP CON**
127.35 291.625

**UNICOM**
122.725 (CTAF)

**ELEV**
99

**TDZE**
91

**RNP APCH.**

Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 425 feet; increase LNAV/VNAV DA to 563 feet; increase all MDAs 100 feet and LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cats C and D ¼ SM. VDP NA when using Pensacola altimeter setting.

**AWOS-3PT**
119.325

**PENSACOLA APP CON**
127.35 291.625

**UNICOM**
122.725 (CTAF)

**ELEV**
99

**TDZE**
91

**RNP APCH.**

Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 425 feet; increase LNAV/VNAV DA to 563 feet; increase all MDAs 100 feet and LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cats C and D ¼ SM. VDP NA when using Pensacola altimeter setting.

**AWOS-3PT**
119.325

**PENSACOLA APP CON**
127.35 291.625

**UNICOM**
122.725 (CTAF)

**ELEV**
99

**TDZE**
91

**RNP APCH.**

Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 425 feet; increase LNAV/VNAV DA to 563 feet; increase all MDAs 100 feet and LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cats C and D ¼ SM. VDP NA when using Pensacola altimeter setting.

**AWOS-3PT**
119.325

**PENSACOLA APP CON**
127.35 291.625

**UNICOM**
122.725 (CTAF)

**ELEV**
99

**TDZE**
91

**RNP APCH.**

Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 425 feet; increase LNAV/VNAV DA to 563 feet; increase all MDAs 100 feet and LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cats C and D ¼ SM. VDP NA when using Pensacola altimeter setting.
### RNAV (GPS) RWY 24

**BREWTON MUNI (12J)**

- **App Crs**: 244°
- **Rwy Idg**: 5136
- **Tdz**: 83
- **Apt Elev**: 99

### RNAV Approach - GPS

**When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet; increase LNAV Cats C and D visibility 1/4 SM. Procedure NA at night.**

<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>520-1</td>
<td>437 (500-1)</td>
<td>520-1(1/4)</td>
<td>437 (500-1(1/4))</td>
</tr>
</tbody>
</table>

**Misssed Approach:** Climb to 2000 direct ODAZO and hold.

- **Awos:** 3PT
- **Pensacola App Con:** 119.325, 127.35, 291.625
- **Unicom:** 122.725 (CTAF)

### Diagram

- **Tdz**: 83
- **Elev**: 99
- **ODAZO**: 4 NM
- **R CPA**: 244°
- **QEPGY**: Holding Pattern
- **HEBLI**: 30 NM to HEBLI
- **MOFEB**: 30 NM to MOFEB
- **CUMAT**: 30 NM to CUMAT
- **SM, Procedure NA at night.**

**Visual Segment - Obstacles.**

**2000**

**Visual Segment - Obstacles.**

**LNAV MDA**: 1900

**RNAV (GPS) RWY 24**

** orig-C 11AUG22**

**BreWTon, ALAbAMA**
RNAV (GPS) RWY 30
BREWTON MUNI (12J)

Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 30 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 611 feet; increase LNAV/VNAV DA to 787 feet; increase all MDAs 100 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C and D visibility 1/4 SM. VDP NA when using Pensacola altimeter setting.

MISSED APPROACH: Climb to 2000 direct EHEBA and on track 215° to ODAZO and hold.

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>56316 W30A</td>
<td>301°</td>
<td>5001</td>
<td>99</td>
<td>99</td>
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</table>

**RNAV APCH.**

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>99</td>
<td>99</td>
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</tbody>
</table>

**AWOS-3PT**

119.325

**PENSACOLA APP CON**

127.35 291.625

**UNICOM**

122.725 (CTAF)

---

**ELEV 99**

**TDZE 99**

---

**VNAV**

LNAV only.

**LPV DA**

527-1/2 428 (500-1/2)

**LNAV/ VNAV DA**

703-2/1 604 (700-2/4)

**LNAV MDA**

660-1  561 (600-1)  561 (600-1%)

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.7 NM</td>
<td>3.5 NM</td>
<td>6.2 NM</td>
<td></td>
</tr>
</tbody>
</table>

---

**RNAV (GPS) RWY 30**

BREWTON, ALABAMA

AL-5920 (FAA)

20086

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SE-4, 11 JUL 2024 to 05 SEP 2024
Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting; increase all MDA 100 feet, increase S-30 and Circling Cat C visibility 1/2 SM and Circling Cat D visibility 1/2 SM.

MISSED APPROACH: Climbing right turn to 2300 via CEW VORTAC R-300 to ROICE/CEW 12 DME and hold.
IMPORTANT: This data is for use by the FAA. It may be used for training, but not for navigation. It is not for use for navigation by pilots.

For inap ALS, increase S-LOC 7 Cat C/D visibility to 1 1/2 SM.

AWOS-3
124.175

JACKSONVILLE CENTER
126.75 277.4

CLNC DEL 126.75 277.4

UNICOM 123.0 (CTAF)

BROWN SSI 25.3

LOC I-BQK 108.5

APP CRS 069°

Rwy Idg 8001

TDZE 26

Apt Elev 26

DME required.

MALS R 25.3

MISSED APPROACH: Climb to 3000 on heading 069° and on SSI VORTAC R-018 to BROWN/SSI 25.3 DME and hold.

Procedure NA for arrivals at BERTT on T425 northwest bound.

One Minute Holding Pattern

YOKHO INT SSI 11.9

BROWN SSI 25.3

LOCALIZER 108.5

I-BQK

S-LOC 7

420-1/2 394 (400-1/2)

420-5/6 394 (400-5/6)

CIRCLING

540-1 514 (600-1)

560-1/2 534 (600-1/2)

800-2/3 774 (800-2/3)

CATEGORY

A

B

C

D

S-ILS 7

226-1/2

200 (200-1/2)

S-LOC 7

420-1/2 394 (400-1/2)

420-5/6 394 (400-5/6)

CIRCLING

540-1 514 (600-1)

560-1/2 534 (600-1/2)

800-2/3 774 (800-2/3)

Knots

60 90 120 150 180

Min:Sec

5:00 3:20 2:30 2:00 1:40

For inap ALS, increase S-LOC 7 Cat C/D visibility to 1 1/2 SM.
RNAV (GPS) RWY 25
BRUNSWICK GOLDEN ISLES (BQK)

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

MISSED APPROACH: Climb to 3000 direct BERTT and hold.

Procedure NA for arrivals at SSI VORTAC on V179 southeast bound.

Procedure NA for arrivals at SSI VORTAC on V1 southwest bound, V437-441 northbound.

Procedure NA for arrivals at SSI VORTAC on V179 southeast bound.

- LNAV/VNAV DA: 396-1, 370 (400-1)
- LNAV MDA: 420-1, 394 (400-1), 420-1 3/4, 394 (400-1 1/4)
- CIRCLING: 540-1, 514 (600-1), 560-1 1/2, 534 (600-1 1/2), 800-2 1/2, 774 (800-2 1/2)

SE-4, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use St Simons Island altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 1700 via SSI VORTAC R-359 to HUDES/7 DME and hold.

Procedure NA for arrivals at SSI VORTAC via airway radials 302 CW 018.

When local altimeter setting not received, use St Simons Island altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 1700 via SSI VORTAC R-359 to HUDES/7 DME and hold.

Procedure NA for arrivals at SSI VORTAC via airway radials 302 CW 018.
RNAV (GPS) RWY 12
BUTLER/CHOCTAW COUNTY (9A)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Demopolis altimeter setting; when not received, use Key Fld altimeter setting and increase all MDA 60 feet and increase all Cat C visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct ZUNTI and hold.

DYA AWOS-3P
119.475

MERIDIAN APP CON *
121.275 348.7

UNICOM
122.8 (CTAF)

PINE HILL
EAST MOA

WEST MOA
PINE HILL

ELEV 134
TDZE 127

2.2 NM to BRINS
2.2 NM to RW12

BRINS

2500

299°
119°

JIGID

4 NM

ZUNTI

JIGID

Visual Segment - Obstacles

6.1 NM

3.3 NM

2.2 NM

CATEGORY
A
B
C
D

LP MDA
620-1
493 (500-1)
620-1¾
493 (500-1¼)
NA

LNAV MDA
640-1
513 (600-1)
640-1¾
513 (600-1¼)
NA

C CIRCLING
680-1
546 (600-1)
800-1
666 (700-1)
800-1¾
666 (700-1¼)
NA

MIRL Rwy 12-30

BUTLER, ALABAMA
Amdt 1 26MAY16

32°07'N-88°08'W

BUTLER/CHOCTAW COUNTY (9A)
RNAV (GPS) RWY 12

SE-4, 11 JUL 2024 to 05 SEP 2024
Boro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.
Procedure NA at night. Use Demopolis altimeter setting; when not received, use Key Fld
altimeter setting and increase LPV DA to 497, LNAV/VNAV DA to 487; and increase all MDA
60 feet; increase LPV visibility all Cats ½ mile and increase Circling Cat C visibility ½ mile.

MISSING APPROACH:
Climb to 2500 direct
JIGID 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>450-1</td>
<td>316 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>440-1</td>
<td>306 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>580-1</td>
<td>446 (500-1)</td>
<td>580-1³⁄₈</td>
<td>446 (500-1%)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>680-1</td>
<td>546 (600-1)</td>
<td>800-1</td>
<td>800-1³⁄₄</td>
</tr>
</tbody>
</table>

ELEV 134
TDZE 134

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
Circling NA to Rwy 6 and 24. Rwy 1 helicopter visibility reduction below 1 SM NA.

Straight-in Rwy 1 NA at night. Circling Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct JUNKU and hold.

AWOS-3
119.525

ATLANTA
124.2

CTAF
122.9

VOTUC
3300

JUNKU
3300

HOLD
6000

3300

4 NM

1200

30 NM to VOTUC

GP 3.40°
TCH 60

VGS and RNAV glidepath not coincident
(VGS Angle 2.75/TCH 30).

 CATEGORY   A   B   C   D
 LPV DA  934-1  275 (300-1)
 LNAV/ VNAV DA  1036-1  377 (400-1)
 LNAV MDA  1240-1  581 (600-1)  1240-1 1/3  581 (600-1/3)
 CIRCLING  1240-1  573 (600-1)  1240-1 1/3  573 (600-1/3)  1360-2/4  693 (700-2/4)
Circling NA to Rwys 6 and 24. Circling to Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

ELEV 667  TDZE 647

30 NM to JUNKU (NoPT)
095°  275°

JUNKU

185° to RW19

3500

4 NM

005°

HOLD 3500

1209

30 NM to JUNKU
095°  275°

JUNKU

3500

VOTUC

185°

4 NM

3500

AWOS-3
119.525

ATLANTA
124.2  279.6

CTAF
122.9

MISSED APPROACH: Climb to 3000 direct VOTUC and hold.

VOTUC

3000

LNAV/VNAV NA below -16°C or above 54°C.

JUNKU

3500

2300

(FAF)

CUVDA

1.2 NM to RW19

3500

LNAV only.

GP 3.00°

005°

TCH 40

VOTUC

185°

4 NM

HOLD 6000

1209

JUNKU

4 NM

2300

185°

3500

CIRCLING

1180-1  513 (600-1)

1040-1  393 (400-1)

LNAV MDA

1040-1  393 (400-1)

1240-1  393 (400-1)

LNAV/ VNAV DA

911-1  264 (300-1)

200 (200-1)

DA

847-1

911-1

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
RNPR Approach - GPS

ATIS 111.2 316.15

APP CON
021°-120° 125.4 327.125
121°-219° 133.75 270.35
220°-340° 133.45 239.275
341°-020° 121.1 319.25

TOWER 135.2 (CTAF)
GND CON 121.9
248.55
288.25
118.075
380.1

CLNC DEL

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

Procedure not authorized for arrivals at HOUND on V241 NE bound.

** When ALS inop, increase RVR to 45, vis to 1/4 mile.
*** When ALS inop, increase CAT A/B RVR to 55, vis to 1 mile.
CAT CD vis to 1/4 mile.
**** Circling not authorized to Rwy 24 at night. Circling visibility reduction by helicopters not authorized.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct REHOB and hold.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
VOR Rwy 24

Missed Approach: Climb to 800 then climbing left turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold, or when directed by ATC, climb to 800 then climbing right turn heading 290° to 2000 within 10 NM (RADAR required).

ATIS
111.2 316.15
021°-120° 121°-219° 220°-340° 341°-020° 121.1 133.45 133.75 239.275 319.25

Tower
135.2 (CTAF) 248.55

Ground CON
121.9 288.25

Control DEL
118.075 380.1

VOR NOVOSEL, ALABAMA

Cairns AAF (KOZR)

Amat 13 13JUL23

Fort Novo sel, Alabama

31°17'N-85°43'W
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6 or RWY 18: Climbing left turn heading 330°...
TAKEOFF RWY 24: Climbing right turn heading 050°....
TAKEOFF RWY 36: Climb on heading 350°...
TAKEOFF FROM CENTER OF HELIPAD D1: Climb on heading 350°...
TAKEOFF FROM CENTER OF HELIPAD D2: Climb on heading 350°...
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

...intercept OZR VOR/DME R-009 to CLIOS INT.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6, 18 or 36: Climbing right turn heading 205°...
TAKEOFF RWY 24: Climbing left turn heading 120°...
TAKEOFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205°...
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
...intercept OZR VOR/DME R-183 to HOUND INT.
OPPTO-TWO DEPARTURE (OPPTO2.OPPTO)

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
TOWER
135.2 (CTAF) 248.55
DEP CON
133.45 239.275
JACKSONVILLE CENTER
134.3 322.55

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climbing left turn heading 270° ....
TAKEOFF RWY 18: Climbing right turn heading 205° ....
TAKEOFF RWY 24: Climbing right turn heading 300° ....
TAKEOFF RWY 36: Climbing left turn heading 270° ....
TAKEOFF FROM CENTER OF HELIPAD A: Climb heading 310° ....
TAKEOFF FROM CENTER OF HELIPAD D2: Climb heading 360° ....

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

Expect RADAR vector to intercept OZR VOR/DME R-273 to OPPTO INT. Thence via Transition.

CRESTVIEW TRANSITION (OPPTO2.CEW): Turn left via CEW R-041 to CEW VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6, 18 or 36: Climbing right turn heading 205° ....

TAKEOFF RWY 24: Climbing left turn heading 120° ....

TAKEOFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205° ....

.... to intercept OZR VOR/DME R-183 to HOUND INT, and via MAI VORTAC R-300 to POPER INT. Thence via assigned Transition. Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

CHEWS TRANSITION: (POPER 1 CHEWS) Proceed via RRS VORTAC R-189 to CHEWS INT.

MARIANNA TRANSITION: (POPER 1 MAI) Proceed via MAI R-300 to MAI VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6 or RWY 18: Climbing left turn heading 360° ....
TAKEOFF RWY 24: Climbing right turn heading 050° ....
TAKEOFF RWY 36: Climb heading 360° ....
TAKEOFF FROM CENTER OF HELIPAD PAD D1: Climb heading 015° ....
TAKEOFF FROM CENTER OF HELIPAD PAD D2: Climb heading 360° ....

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
.... Intercept OZR VOR/DME R-026 to SKIPO INT.
Baro-VNA NA. For uncompensated Baro-VNA systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

Use Moultrie altimeter setting, when not received, use Tallahassee Intl altimeter setting and increase LPV DA to 609, LNAV/VNAV DA to 653, and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ SM and increase Circling Cats C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct YALUC and hold.

Procedure NA for arrivals at HARKE via V35-159 Northwest bound.

Procedure NA for arrivals at GEF VORTAC on airway radials 270 CW 357.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

For uncompensated Baro-VNA systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

Use Moultrie altimeter setting, when not received, use Tallahassee Intl altimeter setting and increase LPV DA to 609, LNAV/VNAV DA to 653, and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ SM and increase Circling Cats C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct YALUC and hold.

Procedure NA for arrivals at HARKE via V35-159 Northwest bound.

Procedure NA for arrivals at GEF VORTAC on airway radials 270 CW 357.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

For uncompensated Baro-VNA systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

Use Moultrie altimeter setting, when not received, use Tallahassee Intl altimeter setting and increase LPV DA to 609, LNAV/VNAV DA to 653, and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ SM and increase Circling Cats C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct YALUC and hold.

Procedure NA for arrivals at HARKE via V35-159 Northwest bound.

Procedure NA for arrivals at GEF VORTAC on airway radials 270 CW 357.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).
Visibility reduction by helicopters NA. Use Moultrie altimeter setting, when not received use Tallahassee Intl altimeter setting and increase all MDAs 60 feet and Circling Cat A and D visibility ½ mile. Straight-in/Circling to Rwy 13 NA at night.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CYR NDB and hold, continue climb-in-hold to 3000.

AMELIA RIVIERA 4000
CAIRO-GRADY COUNTY (70J)

TALLAHASSEE APP CON*
128.7  254.3

UNICOM
122.7 (CTAF)
RNAV (GPS) RWY 35

TOM B DAVID FLD (CZL)

MISSED APPROACH: Climb to 3500 direct JOTKI and hold.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>ATLANTA CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.975</td>
<td>124.5 270.325</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

Rwy 35 helicopter visibility reduction below 3/4 SM NA.

**AWOS-3**
- 119.975

**ATLANTA CENTER**
- 124.5 270.325

**UNICOM**
- 122.8 (CTAF)

**RNP APCH - GPS**

- **MISSED APCH FIX**
  - 4 NM to GECYE

**Rwy 35**

- 1211°
- 988°
- 1008°
- 945°
- 1286°
- 1341°
- 1373°
- 1039°
- 931°
- 1832°
- 4000°
- 2800°

**HOLD**
- 5000
- 2800

**ELEV**
- 656

**TDZE**
- 653

**3500 Direct JOTKI and hold.**

**ELEV**
- 656

**TDZE**
- 653

**Visual Segment - Obstacles**

- **LNAV MDA**
  - Category A: 1200-1 547 (600-1)

- **CIRCLING**
  - 1320-1 664 (700-1)
  - 1580-2 924 (1000-2)

- **3500 Holding Pattern**
  - **GECYE**
  - 2300
  - 1580

**CATEGORY**
- **A**
  - 1200-1 547 (600-1)

- **B**
  - 1200-1 547 (600-1)

- **C**
  - 1580-2 924 (1000-2)

- **D**
  - 1580-3 924 (1000-3)
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Selma altimeter setting; when not received, use Marion altimeter setting and increase all MDA 20 feet and LNAV Cat C/D visibility ½ mile.

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

<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>660-1</td>
<td>518 (600-1)</td>
<td>660-1-3/8</td>
<td>518 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>720-1</td>
<td>780-1</td>
<td>900-2/4</td>
<td>1060-3</td>
</tr>
</tbody>
</table>

Visual Segment - Obstacles.
Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Selma altimeter setting; when not received, use Marion altimeter setting and increase all MDA 20 feet. Misssed approach: Climb to 900 then climbing right turn to 3500 direct JOLUM and hold.
RNAV (GPS) RWY 8
CAMILLA-MITCHELL COUNTY (CUX)

AWOS-3T 118.675
JACKSONVILLE CENTER 125.75 363.075
UNICOM 122.8 (CTAF)

WAAS CH 40033 W08A
APP CRS 084° Rwy Idg 5004 TDZE 170
Apt Elev 176

Beavo-VNNAV NA when using Albany altimeter setting. For uncompensated Beavo-VNNAV systems, LNAV/VNNAV 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 Albany altimeter setting and increase LPV DA to 513 feet; increase all MDAs 60 feet and LNAV Cats C/D and Circling Cat D visibility ½ SM.

MISSING APPROACH: Climb to 2400 direct CEVOR and hold.

Category A B C D
LPV DA 465-1 295 (300-1)
LNAV/ VNAV DA 575-1 405 (400-1/8)
LNAV MDA 540-1 370 (400-1)
CIRCLING 720-1 760-1 920-2 940-2 544 (600-1) 584 (600-1) 744 (800-2/4) 764 (800-2/4)

Camilla, Georgia
Almd 1C 21APR22
31°13’N-84°14’W
Camilla-Mitchell County (CUX)
RNAV (GPS) RWY 8
FRANKLIN-HART (18A)

Procedure NA at night.

AWOS-3PT 118.625
ATLANTA CENTER 127.5 316.05
CTAF 122.9 ✗

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00/TCH 23).

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>1202-1</td>
<td>350 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>468 (500-1)</td>
<td>1320-1 3/8</td>
<td>468 (500-1 3/8)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1380-1</td>
<td>490 (500-1)</td>
<td>1520-1 3/4</td>
<td>630 (700-1 3/4)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 3000 direct JIXUB and hold.
RNAV (GPS) RWY 26
FRANKLIN-HART (18A)

When local altimeter setting not received, use Toccoa altimeter setting.
Rwy 26 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct NURYI and hold.

AWOS-3PT
118.625

ATLANTA CENTER
127.5 316.05

CTAF
122.9

苇

CANON, GEORGIA
AL-9835 (FAA)

SE-4, 11 JUL 2024 to 05 SEP 2024
RAV (GPS) RWY 5

CANTON, GEORGIA

RNAV (GPS) RWY 5

CANTON, GEORGIA

AWOS-3PT

ATLANTA APP CON

UNICOM

119.825

121.0 268.7

123.0 (CTAF)

1720-1

501 (600-1)

1820-1

601 (700-1¼)

2040-2¼

819 (900-2¾)

1219

1219

CANTON, GEORGIA

CHEROKEE COUNTY RGNL (CNI)

RNAV (GPS) RWY 5

CANTON, GEORGIA

AL-6949 (FAA)

24081

RNAP APCH-GPS.

Circling Rwy 23 NA at night. Baro-VNAV and VDP NA when using Marietta altimeter setting.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C. When local altimeter setting not received, use Marietta altimeter setting and increase LPV DA to 1.546 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1.631 feet; increase all MDAs 80 feet and LNAV Cats C/D visibility ½ SM and Circling Cats C/D visibility ½ SM.

HOLD

AWOS-3PT

119.825

CANTON, GEORGIA

1740-1

6000

227°

047°

30 NM to TOMSE (NoPT)

3128

6000

4000

GP 3.0°

TCH 30

4 NM

Holding Pattern:

TOMSE

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 26).

MOMERY

2800

047°

1.3 NM to RW05

2800

047°

1.3 NM to RW05

3000

1379 ± 4

1502 ± 4

Rwy Idg

TOMSE

TDZE

Apt Elev

1219

AWOS-3PT

119.825

121.0 268.7

123.0 (CTAF)

1219

5003

1219

1219

5003

1219

1219

1219

1219

5003

1219

1219

5003

1219

1219

5003

1219

1219

5003
RNAV (GPS) RWY 23
CHEROKEE COUNTY RGNL (CNI)

AWOS-3PT 119.825
ATLANTA APP CON 121.0 268.7
UNICOM 123.0 [CTAF]

MISSED APPROACH: Climb to 4000 direct MOMEY and hold, continue climb-in-hold to 4000.

Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Marietta altimeter setting and increase all MDA 80 feet; Increase LP and Circling Cat C visibility ¼ SM and LNAV Cat C visibility ½ SM. Straight-in Rwy 23 NA at night, Circling Rwy 23 NA at night.

Rwy Idg 5003
TDZE 1218
Apt Elev 1219

Missed approach: Proceed as follows

1. Turn left (139°) onto 3100 (3.2) MDA
2. Proceed direct 5400 (600-1)
3. Continue climb-in-hold to 4000 and hold

Meeting points

- ISATE
- KOTEY
- MAMNN
- STEVN

 Category A B C D
 LP MDA 1600-1 382 (400-1) 1600-1½ 382 (400-1½) NA
 LNAV MDA 1740-1 522 (600-1) 1740-1½ 522 (600-1½) NA
 CIRCLING 1740-1 521 (600-1) 1820-1½ 601 (700-1½) NA

CANTON, GEORGIA
Amdt 18 25FEB21

CHEROKEE COUNTY RGNL (CNI)
RNAV (GPS) RWY 23
34°19’N-84°25’W
When local altimeter setting not received, use Newman Coweta County altimeter setting and increase DA to 1430 feet and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cat C and D visibility ½ SM.

**MISSING APPROACH:** Climb to 1800 then climbing right turn to 3000 direct GPQ NDB and hold.

**AWOS-3**
- 118.175

**ATLANTA APP CON**
- 121.0
- 268.7

**CLNC DEL**
- 121.6

**UNICOM**
- 122.975 (CTAF)

**AL-6016 (FAA)**

**LOC I-CTJ**
- 111.7
- **APP CRS**
- 348°
- **Rwy Idg**
- 5503
- **TDZE**
- 1140
- **Apt Elev**
- 1165

**HEFIN**
- ELEV 1165
- TDZE 1140

**ILS or LOC RWY 35**
- WEST GEORGIA RGNL-O V GRAY FLD (CTJ)

**AIRPORT**
- WEST GEORGIA RGNL-O V GRAY FLD (CTJ)

**CIRCLING**
- 495 (500-1)
- 535 (600-1)
- 715 (800-2)
- 835 (900-2)
RNAV (GPS) RWY 17
WEST GEORGIA RGNL-O V GRAY FLD (CTJ)

MISSED APPROACH: Climb to 3200 direct JUGIL and hold.

When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase all MDAs 100 feet and visibility Cat C ½ SM and Cat D ¾ SM. Helicopter visibility reduction below ½ SM NA.

When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase all MDAs 100 feet and visibility Cat C ½ SM and Cat D ¾ SM. Helicopter visibility reduction below ½ SM NA.

AWOS-3          ATLANTA APP CON          CLNC DEL          UNICOM
118.175         121.0  268.7           121.6             122.975 (CTAF)

*1960 when using Newnan Coweta County altimeter setting.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

*1960 when using Newnan Coweta County altimeter setting.

Holding Pattern

VGS (WALIG) 168°

HATIV

*1960 when using Newnan Coweta County altimeter setting.

PEYTIE 2 NM to RW17

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

*1960 when using Newnan Coweta County altimeter setting.

Holding Pattern

VGS (WALIG) 168°

HATIV

*1960 when using Newnan Coweta County altimeter setting.
When local altimeter setting not received, use Newman Coweta County altimeter setting and increase DA to 1480 feet and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cat C ½ SM and Cat D ¼ SM. VDP NA when using Newman Coweta County altimeter setting.

MISSED APPROACH: Climb to 3200 direct WALIG and hold.

When using Newnan Coweta County altimeter setting.

MISSED APCH FIX

AWOS-3
118.175

ATLANTA APP CON
121.0 268.7

CLNC DEL
121.6

UNICOM
122.975 (CTAF)

3200

30 NM to POSY

258°

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 54).

LVF/DA
1390-1 250 (300-1)

LNAV/ VNAV DA
NA

LNAV MDA
1580-1 440 (500-1) 1580-1 1/4 440 (500-1/4) 1580-1 1/2 440 (500-1/2)

CIRCLING
1660-1 1700-1 1880-2 2000-2 1/4

495 (500-1) 535 (600-1) 715 (800-2) 835 (900-2 1/4)

LNAV MDA
1580-1 440 (500-1) 1580-1 1/4 440 (500-1/4) 1580-1 1/2 440 (500-1/2)

1.4 NM to RW35

TACUL

348°

3200

2900

258°

3000

IAP/ADF 1165 1140

TDZE

CARROLLTON, GEORGIA
Orig-B 07OCT21

WEST GEORGIA RGNL-O V GRAY FLD (CTJ)

RNAV (GPS) RWY 35

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 1
CARTERSVILLE (VPC)

**AWOS-3PT**
- 120.525

**ATLANTA APP CON**
- 121.0
- 268.7

**UNICOM**
- 122.7 (CTAF)

**Procedure**
- MISSION APCH FIX
- 5 NM
- 180°
- DACEG

**MISSED APPROACH**
- Climb to 3000 direct
- DACEG and hold.

**Procedure NA**
- For arrivals at CARAN via V325 westbound.
- For arrivals at TEMPO via V18 westbound.

**Visual Segment - Obstacles**
- 3000
- DACEG

**REMARKS**
- When local altimeter setting not received, use Rome altimeter setting: increase all MDAs 80 feet and LNAV visibility Cat B/C/D ½ SM.

**AWOS-3PT**
- 120.525

**ATLANTA APP CON**
- 121.0
- 268.7

**UNICOM**
- 122.7 (CTAF)

**Procedure**
- MISSION APCH FIX
- 5 NM
- 180°
- DACEG

**MISSED APPROACH**
- Climb to 3000 direct
- DACEG and hold.

**Procedure NA**
- For arrivals at CARAN via V325 westbound.
- For arrivals at TEMPO via V18 westbound.

**Visual Segment - Obstacles**
- 3000
- DACEG

**REMARKS**
- When local altimeter setting not received, use Rome altimeter setting: increase all MDAs 80 feet and LNAV visibility Cat B/C/D ½ SM.
When local altimeter setting not received, use Rome altimeter setting and increase LPV DA to 1072 and all MDA 80 feet; increase LNAV MDA Cat B visibility ¾ SM and Cat C/D visibility ½ SM. DME/DME RNP-0.3 NA. Rwy 19 helicopter visibility reduction below ¾ SM NA.

**Procedure NA for arrivals at RMG VORTAC on airway radials 357 CW 059.**

**AWOS-3PT**

120.525

**ATLANTA APP CON**

121.0 268.7

**UNICOM**

122.7 (CTAF)
When local altimeter setting not received, use Rome altimeter setting and increase all MDA 80 feet; increase Cat A visibility ½ SM. DME required.

MISSPED APPROACH: Climbing right turn to 2800 on RMG R-099 to GUCEK/6 DME and hold.

AWOS 3PT
120.525

ATLANTA APP CON
121.0  268.7

UNICOM
122.7 (CTAF)

Procedure NA for arrivals on RMG VORTAC airway radials 059 CW 132.

Procedure Turn NA

MISSED APPROACH: Climbing right turn to 2800 on RMG R-099 to GUCEK/6 DME and hold.

When local altimeter setting not received, use Rome altimeter setting and increase all MDA 80 feet; increase Cat A visibility ½ SM. DME required.

MISSPED APPROACH: Climbing right turn to 2800 on RMG R-099 to GUCEK/6 DME and hold.

AWOS 3PT
120.525

ATLANTA APP CON
121.0  268.7

UNICOM
122.7 (CTAF)

Procedure NA for arrivals on RMG VORTAC airway radials 059 CW 132.

Procedure Turn NA

MISSED APPROACH: Climbing right turn to 2800 on RMG R-099 to GUCEK/6 DME and hold.

When local altimeter setting not received, use Rome altimeter setting and increase all MDA 80 feet; increase Cat A visibility ½ SM. DME required.

MISSPED APPROACH: Climbing right turn to 2800 on RMG R-099 to GUCEK/6 DME and hold.

AWOS 3PT
120.525

ATLANTA APP CON
121.0  268.7

UNICOM
122.7 (CTAF)

Procedure NA for arrivals on RMG VORTAC airway radials 059 CW 132.

Procedure Turn NA

MISSED APPROACH: Climbing right turn to 2800 on RMG R-099 to GUCEK/6 DME and hold.

When local altimeter setting not received, use Rome altimeter setting and increase all MDA 80 feet; increase Cat A visibility ½ SM. DME required.

MISSPED APPROACH: Climbing right turn to 2800 on RMG R-099 to GUCEK/6 DME and hold.

AWOS 3PT
120.525

ATLANTA APP CON
121.0  268.7

UNICOM
122.7 (CTAF)

Procedure NA for arrivals on RMG VORTAC airway radials 059 CW 132.

Procedure Turn NA

MISSED APPROACH: Climbing right turn to 2800 on RMG R-099 to GUCEK/6 DME and hold.
RNAV (GPS) RWY 10
POLK COUNTY/CORNELIUS MOORE FLD (4A4)

**RNAV (GPS) RWY 10**

**POLK COUNTY/CORNELIUS MOORE FLD (4A4)**

**AL-5501 (FAA)**

**CEDARTOWN, GEORGIA**

**ELEV 974**

**TDZE 974**

**UNICOM** 122.8 (CTAF)

**ATLANTA CENTER** 124.5 270.325

---

**WAAS CH 49223 W10A**

**APPR CRS** 102°

**Rwy Idg** 5060

**TDZE** 974

**Apt Elev** 974

---

**MISSED APPROACH:** Climb to 1600 then climbing right turn to 3700 direct MAFLY and hold.

Baro-VNAV and VDP NA when using Cartersville altimeter setting.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Obtain local altimeter setting on CTAF, when not received, use Cartersville altimeter setting and increase LPV DA to 1292 feet; increase LNAV/VNAV DA to 1424 feet and all visibilities ½ SM; increase all MDA 80 feet; increase LNAV visibility Cats C and D ½ SM.

---

**MINIMUMS**

**LPV DA**

A

**VNAV**

B

**LNAV/VNAV DA**

C

**LNAV MDA**

D

---

**RNP APCH.**

---

**ATLANTA CENTER** 124.5 270.325

---

**UNICOM** 122.8 (CTAF)

---

**CEDARTOWN, GEORGIA**

**Amdt 1 22APR21**

---

**POLK COUNTY/CORNELIUS MOORE FLD (4A4)**

**RNAV (GPS) RWY 10**

---

**SE-4, 11 JUL 2024 to 05 SEP 2024**
Baro-VNAV and VDP NA when using Cartersville altimeter setting. Rwy 28 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Obtain local altimeter setting on CTAF; when not received, use Cartersville altimeter setting; increase LPV DA to 1287 feet; increase LNAV/VNAV DA to 1353 feet and all visibility \( \frac{3}{4} \) SM; increase all MDAs 80 feet and visibility Cats C and D \( \frac{1}{2} \) SM.

**MISSED APPROACH:**
Climb to 1500 then climbing left turn to 3100 direct GUSSY and hold.

**ATLANTA CENTER**
124.5 270.325

**UNICOM**
122.8 (CTAF)

---

**ELEV 974**
TDZE 969

---

**MIRL Rwy 10-28**

---

**Source:**
CEDARTOWN, GEORGIA

---

**Amdt 1 22APR21**

---

**SE-4, 11 JUL 2024 to 05 SEP 2024**

---

**POLK COUNTY/CORNELIUS MOORE FLD (4A4)**

---

**RNAV (GPS) RWY 28**
VOR-A

POLK COUNTY/ CORNELIUS MOORE FLD (4A4)

ATLANTA CENTER
124.5 270.325

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climbing right turn to 3500 direct RMG VORTAC and hold, continue climb in hold to 3500.

Obtain local altimeter setting on CTAF; when not received, use Cartersville altimeter setting and increase all MDAs 80 feet, and visibility Cat C/D 1/2 SM, ACPAJ fix minimums visibility Cat C/D 1/2 SM.

NoPT for arrival on RMG VORTAC airway radials R-251 and R-059.

Procedure NA on V235 westbound without holding at FELTO. ATC clearance required.

1740 when using Cartersville Holding Pattern

*1740 when using Cartersville altimeter setting.

ACPAJ FIX MINIMUMS (DME REQUIRED)

CIRCLING

1660-1 686 (700-1) 1660-2 686 (700-2) 1660-2½ 686 (700-2½)

ACPAJ RMG 7.5

MAFIF RMG 8.7

RMG VORTAC

One Minute Holding Pattern

 CATEGORY A B C D

CIRCLING 1660-1 686 (700-1) 1660-2 686 (700-2) 1660-2½ 686 (700-2½)

ACPAJ FIX MINIMUMS (DME REQUIRED)

CIRCLING 1520-1 546 (600-1) 1520-1½ 546 (600-1½) 1580-2 606 (700-2)

SE-4, 11 JUL 2024 to 05 SEP 2024

CEDARTOWN, GEORGIA

Orig 16 MAY 24

34°01'N - 85°09'W

271
Baro-VNAV NA, DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA.
Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats and LNAV Cats C/D visibility ½ mile.

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

**GAD AWOS-3PT**

<table>
<thead>
<tr>
<th>CAT</th>
<th>DA(1)</th>
<th>LNAV/ VNAV(2)</th>
<th>LNAV(3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>896-1</td>
<td>1009-1½</td>
<td>1100-1</td>
</tr>
<tr>
<td>B</td>
<td>311(400-1)</td>
<td>424(500-1½)</td>
<td>515(600-1)</td>
</tr>
<tr>
<td>C</td>
<td></td>
<td></td>
<td>1100-1½</td>
</tr>
<tr>
<td>D</td>
<td></td>
<td></td>
<td>1360-2¼</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>765(800-2¼)</td>
</tr>
</tbody>
</table>

**CTAF**
122.9

**NEW RNAV (GPS) RWY 7**

**CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)**

**APPROACH CHART**

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>595</td>
<td>585</td>
</tr>
</tbody>
</table>

**MIRL Rwy 7-25**

**34°05'N-85°37'W**
### RNAV (GPS) RWY 25

**CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)**

**Amdt 1B  14JUL22**

**WAAS CH 72727 W25A**

<table>
<thead>
<tr>
<th>GAD AWOS-3PT</th>
<th>ATLANTA CENTER</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.825</td>
<td>124.5 270.325</td>
<td>122.9</td>
</tr>
</tbody>
</table>

**LETS**

- **TDZE 595**
- **ELEV 595**

**WEBIL**

1504 - 5.9 NM 3600

**WEBIL**

4 NM Holding Pattern

**Tenke**

1.500 - 3600

**WEBIL**

4 NM

**WEBIL**

GP 3.00° TCH 40

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LPV DA</td>
<td>LNAV/ VNAV DA</td>
<td>LNAV MDA</td>
</tr>
<tr>
<td></td>
<td>856-7/8 261 (300-7/8)</td>
<td>1064-1 469 (500-1)</td>
<td>1180-1 585 (600-1)</td>
</tr>
<tr>
<td></td>
<td>1180-1 585 (600-1)</td>
<td>1360-2 765 (800-2)</td>
<td>2260-3 1665 (1700-3)</td>
</tr>
</tbody>
</table>

**Se 4, 11 Jul 2024 to 05 Sep 2024**

**Anniston**

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Gadsden altimeter setting, when not received, use Anniston altimeter setting and increase all DA/MDA 20 feet.

**Misison Approach**

Climb to 1300 then climbing right turn to 3600 direct WEBIL and hold.

**CTAF**

**WEBIL**

Gad AWOS-3PT

127.825

**ATLANTA CENTER**

124.5 270.325

**CTAF**

**122.9**

**Note:**

- **APP CRS 247°**
- **Rwy Idg 5500**
- **TDZE 595**
- **Apt Elev 595**
- **34°05'N-85°37'W**

**CIRCLING**

- **1180-1 585 (600-1) 1360-2 765 (800-2) 2260-3 1665 (1700-3)**

**WEBIL**

30 NM 10 WEBIL (Nept)

**WEBIL**

4600 3600

**WEBIL**

30 NM 10 WEBIL (Nept)

**WEBIL**

4400 33°
RNAV (GPS) RWY 10
BIBB COUNTY (FAA)

APP CRS
097°

Rwy 10 helipad visibility reduction below 1 SM NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDA's 20 feet. Procedure NA at night.

TCL ASOS
132.825

ATLANTA CENTER
132.25 263.025

UNICOM
122.975 (CTAF)

procedure NA for arrivals at OKW VORTAC on V209 northeast bound.

BEKDE

YOYNU

Procedure Turn NA

MISSED APPROACH: Climb to 3000 direct CAMUV and hold.

Category
A
B
C
D

RNAV MDA
960-1 720 (800-1)
960-2 720 (800-2)
NA

CENTREVILLE, ALABAMA
AL-10338 (FAA)

SE-4, 11 JUL 2024 to 05 SEP 2024

274
**RNAV (GPS) RWY 12**

**ROY WILCOX (5R1)**

**MOB ASOS**

124.75  257.85

**HOUASTON CENTER**

127.85  285.475

**UNICOM**

122.8 (CTAF)

---

**HOLD 4000 2000**

**Visual Segment - Obstacles.**

- **2000 WIPAR**
  - **121°**
  - **301°**
  - **1800**
  - **531°**
  - **498°**
  - **UZJEP 2.1 NM to RW12**
  - **303°**
  - **240°**
- **RW12**

---

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>660-1</td>
<td>495 (500-1)</td>
<td>660-1(\frac{1}{2})</td>
<td>495 (500-1%)&lt;br&gt;NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>680-1</td>
<td>515 (600-1)</td>
<td>680-1(\frac{1}{2})&lt;br&gt;515 (600-1%)&lt;br&gt;NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>740-1</td>
<td>574 (600-1)</td>
<td>760-1&lt;br&gt;594 (600-1)&lt;br&gt;940-2(\frac{1}{4})&lt;br&gt;774 (800-2%)&lt;br&gt;NA</td>
<td></td>
</tr>
</tbody>
</table>

---

**MOB ASOS**

**HOUSTON CENTER**

**UNICOM**

**WIPAR**

---

**RNAV (GPS) RWY 12**

**ROY WILCOX (5R1)**

**MOB ASOS**

124.75  257.85

**HOUASTON CENTER**

127.85  285.475

**UNICOM**

122.8 (CTAF)
RNAV (GPS) RWY 30
ROY WILCOX (5R1)

MOB ASOS
124.75  257.85

HOUSTON CENTER
127.65  285.475

UNICOM
122.8  (CTAF)

ELEV 166  TDZE 129

CHATOM, ALABAMA  AL-10735  (FAA)  23278

RNAV (GPS) RWY 30
ROY WILCOX (5R1)

DME/DME RNP-0.3 NA. Procedure NA at night. RWY 30 helicopter visibility reduction below 1 SM NA. Use Mobile Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDA 20 feet; increase LNAV Cat C visibility 1/4 SM.

UNICOM
122.8  (CTAF)

MOB ASOS
124.75  257.85

HOUSTON CENTER
127.65  285.475

RNAV (GPS) RWY 30
ROY WILCOX (5R1)

DME/DME RNP-0.3 NA. Procedure NA at night. RWY 30 helicopter visibility reduction below 1 SM NA. Use Mobile Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDA 20 feet; increase LNAV Cat C visibility 1/4 SM.

UNICOM
122.8  (CTAF)

MOB ASOS
124.75  257.85

HOUSTON CENTER
127.65  285.475

RNAV (GPS) RWY 30
ROY WILCOX (5R1)

DME/DME RNP-0.3 NA. Procedure NA at night. RWY 30 helicopter visibility reduction below 1 SM NA. Use Mobile Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDA 20 feet; increase LNAV Cat C visibility 1/4 SM.

UNICOM
122.8  (CTAF)

MOB ASOS
124.75  257.85

HOUSTON CENTER
127.65  285.475

RNAV (GPS) RWY 30
ROY WILCOX (5R1)

DME/DME RNP-0.3 NA. Procedure NA at night. RWY 30 helicopter visibility reduction below 1 SM NA. Use Mobile Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDA 20 feet; increase LNAV Cat C visibility 1/4 SM.

UNICOM
122.8  (CTAF)

MOB ASOS
124.75  257.85

HOUSTON CENTER
127.65  285.475

RNAV (GPS) RWY 30
ROY WILCOX (5R1)

DME/DME RNP-0.3 NA. Procedure NA at night. RWY 30 helicopter visibility reduction below 1 SM NA. Use Mobile Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDA 20 feet; increase LNAV Cat C visibility 1/4 SM.

UNICOM
122.8  (CTAF)
RNAV (GPS) RWY 8

CLANTON, ALABAMA
AL-6738 (FAA) 20198

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Shelby County altimeter setting; when not received, use Merkel Field Sylacauga Muni altimeter setting and increase all MDA 20 feet and LNAV visibility Cat C/D ½ mile. Procedure NA at night.

**MISSING APPROACH:** Climb to 3300 direct RIRIE and hold.

**Visual Segment - Obstacles.**

- CATEGORY A: LP MDA 1040-1 455 (500-1)
  - MDA 1220-1 635 (700-1)
  - CIRCLING 1260-1 675 (700-1)
- CATEGORY B: LP MDA 1040-1 455 (500-1)
  - MDA 1220-1 635 (700-1)
- CATEGORY C: LP MDA 1040-1 455 (500-1)
  - MDA 1220-1 635 (700-1)
- CATEGORY D: LP MDA 1040-1 455 (500-1)
  - MDA 1220-1 635 (700-1)

**RNAV (GPS) RWY 8**

**Clanton, Alabama**

**Orig 15SEP16**

**32°51'N-86°37'W**
© 20198

CLANTON, ALABAMA
AL-6738 (FAA)

RNAV (GPS) RWY 26
CHILTON COUNTY (02A)

ELEV 585
TDZE 575

MIRL Rwy 8-26
REIL Rwys 8 and 26

Visual Segment - Obstacles.

RIE

© 20198

Category

<table>
<thead>
<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1100-1</td>
<td>525 (600-1)</td>
<td>1100-1 525 (600-1½)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1120-1</td>
<td>545 (600-1)</td>
<td>1120-1 545 (600-1¼)</td>
</tr>
</tbody>
</table>

© 20198

Clanton, Alabama
Orig 15SEP16

32°51’N-86°37’W
279
RNAV (GPS) RWY 10
CLAXTON-EVANS COUNTY (CWV)

**AWOS-3**
120.075

**JACKSONVILLE CENTER**
132.925  363.2

**UNICOM**
122.8 (CTAF)

**Straight-In Rwy 10 NA at night.**
Rwy 10 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 2600 direct AHIDO and hold.

**4 NM**

**OCPOV**

**HIDRU**
2.8 NM to \( \Lambda 548 \)

**2.8 NM to RW10**

**AHIDO**

**6.8 NM**

**3.00 TCH 45**

**1.1 NM to RW10**

**REIL Rwys 10 and 28**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**RD 096° to RW10 2.8 NM to HIDRU**

**AHIDO**

**UNICOM**
122.8 (CTAF)

**CSS**

**CIRCLING**

**500-1**

**468 (500-1)**

**780-1**

**668 (700-1)**

**860-2\frac{1}{4}**

**748 (800-2\frac{1}{4})**

**860-2\frac{1}{2}**

**748 (800-2\frac{1}{2})**

**LP MDA**
500-1
388 (400-1)
500-1\frac{1}{6}
388 (400-1\frac{1}{6})

**LNAV MDA**
540-1
428 (500-1)
540-1\frac{1}{4}
428 (500-1\frac{1}{4})

**32°12’N - 81°52’W**

CLAXTON, GEORGIA
Amdt 2A  16JUN22

280
Rwy 28 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 10 NA at night.

**RNAV (GPS) RWY 28**

**CLAXTON-EVANS COUNTY (CWV)**

**UNICOM** 122.8 (CTAF)

**AWOS-3** 120.075

**JACKSONVILLE CENTER** 132.925 363.2

**ELEV** 112

**TDZE** 110

---

**MISSED APPROACH:** Climb to 2600 direct LUHQY and hold.

**AWOS-3** 120.075

**JACKSONVILLE CENTER** 132.925 363.2

**ELEV** 112

**TDZE** 110

---

**ELEV 112 D TDZE 110**

**2600**

**LUHQY**

276° to RW28

**4 NM**

**276° to AHIDO**

**670° to AHIDO**

**AHIDO**

**1.3 NM to RW28**

**276° to AHIDO**

**4 NM**

**AHIDO**

**VNAV**

**RNAV glidepath not coincident**

**VGI Angle 3.00/TCH 34.**

**LNAV only.**

**RNAV (GPS) RWY 28**

**CIRCLING**

**REIL Rwy 10-28**

**REIL Rwy 10 and 28**

---

**MIRL Rwy 10-28**

**5151 X 75**

---

**32°12'N-81°52'W**

**281**
RNAV (GPS) RWY 10  
CLAYTON MUNI (11A)

- **EUF ASOS**: 128.325
- **CAIRNS APP CON**: 121.1 319.25
- **CTAF**: 122.9

**RNAV APCH - GPS**

- **Rwy 10 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA.**
- **Use Eufaula altimeter setting; when not received, use Troy altimeter setting.**

**MISSED APPROACH**: Climb to 2200 direct PERGE and hold.

**SFC to 2000 FT Glideslope**

**CAIRNS**: 128.325

**EUF**: 121.1 319.25

**CTAF**: 122.9

**CAIRNS APP CON**: 121.1 319.25

SE-4, 11 JUL 2024 to 05 SEP 2024

**SE-4**

**Category**: A

**LPV DA**: 781-1 347 (400-1)

**LNAV/VNAV DA**: 1115-2 681 (700-2½)

**LNAV MDA**: 1180-1 746 (800-1)

**CIRCLING**: 1180-1 745 (800-1)

2200 direct PERGE and hold.
RNAV (GPS) RWY 28
CLAYTON MUNI (11A)

Rwy 28 helicopter visibility reduction below ¾ SM NA. Use Eufaula altimeter setting; when not received, use Troy altimeter setting.

EUF ASOS
128.325

CAIRNS APP CON *
121.1 319.25

CTAF
122.9

RNAV (GPS) RWY 28

Amdt 1D 15JUN23

When not received, use Troy altimeter setting.

SE-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 28

CLAYTON, ALABAMA
AL-6507 (FAA)
Rwy 11 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Straight-in Rwy 11 NA at night, Circling Rwy 5, 11 and 23 NA at night.

AWOS-3PT 120.975
ATLANTA APP CON* 124.2 279.6
UNICOM 122.8 (CTAF) 6

MISSED APPROACH: Climb to 2600 direct POSEC and hold.

30 NM to COSSA (MorPT) 6000
30 NM to COSSA (IF/IAF) 2600
HOLD 2100 107°
(IF/IAF) COSSA 2600
287°
HOLD 6000
30 NM to COSSA (IF/IAF) COSSA
30 NM to COSSA (MorPT) 2600

TCH 57
JATAV 2.1 NM to RW11
(JATAV 2.1 NM to RW11)

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25°/TCH 45).

4 NM Holding Pattern

6000 287°
30°
2600
107°

GP 3.25°
TCH 57

2100 107°
(7.1)

2600 POSEC

2600

7.1 NM
2.7 NM
2.1 NM

2100

678-1 301 (400-1)

690-1 313 (400-1)

820-1 443 (500-1)

820-1 383 (500-1)

980-1 443 (500-1)

980-1 443 (500-1)

980-2 443 (500-1)

980-1 443 (500-1)

980-2 443 (500-1)

980-2 443 (500-1)

980-2 443 (500-1)

980-2 443 (500-1)

980-2 443 (500-1)

980-2 443 (500-1)

980-2 443 (500-1)

980-2 443 (500-1)

980-2 443 (500-1)

980-2 443 (500-1)
RNAV (GPS) RWY 29
COCHRAN (48A)

Circling Rwy 5, 11 and 23 NA at night. Rwy 29 helicopter visibility reduction below 1/2 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct COSSA and hold.

AWOS-3PT
120.975

ATLANTA APP CON
124.2 279.6

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 29
COCHRAN (48A)

ELEV 377  TDZE 358

RNAV (GPS) RWY 29
COCHRAN (48A)

CIRCLING 2600 COSSA

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.

CIRCLING

INXUF 1.8 NM to RW29

TIZRA

HOLD 2600

4 NM

287°

30 NM to POSEC

2600

POSEC

LNAV/MDA

280°

603 (700-1)

2600 direct COSSA and hold.
Circling to Rwy 13, 24 and 31 NA at night. Autopilot coupled approach NA below 900. Rwy 6 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase S-ILS 06 all Cats visibility to RVR 4500. For inop ALS, increase S-LOC 06 Cats A and B visibility to RVR 5500 and Cats C and D visibility to 1/2 SM.  

MALSR 3/4 SM NA. 

Missed Approach: Climb to 1000, then climbing left turn to 2700 direct FENIX LOM and hold, continue climb-in-hold to 2700.
RNAV (GPS) RWY 13
COLUMBUS (CSG)

Circling to Rwy 13, 31 and 24 NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. Rwy 13 Straight-in minimums NA at night.

Misplaced Approach: Climbing right turn to 2600 direct ICECA and hold.

ATIS
127.75

Atlanta App Con *
125.5 323.1

Columbus Tower *
120.1 (CTAF) 257.8

GND Con
121.9 348.6

Unicom
122.95

RNAV (GPS) RWY 13

Circling to Rwy 13, 31 and 24 NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. Rwy 13 Straight-in minimums NA at night.

Misplaced Approach: Climbing right turn to 2600 direct ICECA and hold.

ATIS
127.75

Atlanta App Con *
125.5 323.1

Columbus Tower *
120.1 (CTAF) 257.8

GND Con
121.9 348.6

Unicom
122.95

RNAV (GPS) RWY 13

Circling to Rwy 13, 31 and 24 NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. Rwy 13 Straight-in minimums NA at night.

Misplaced Approach: Climbing right turn to 2600 direct ICECA and hold.
CIRCLING Rwy 13 and 31 NA at night. Rwy 24 helicopter visibility reduction below 1/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 53°C.

MISSED APPROACH: Climb to 2500 direct DOCEG and hold.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

FIELD ELEV 398

GENERAL AVIATION

FBO

FENCE

COMMERCIAL CARRIER

FIRE STATION

HANGAR

ELEV 369

311.7°

0.7% UP

3987 X 150

HANGARS

HANGARS

HANGARS

0.0° W

ANNUAL RATE OF CHANGE

JANUARY 2020

0.1° W

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

RWY 06-24
PCN 91 F/B/W/T
D-160, 2D-250

RWY 13-31
PCN 12 F/B/W/T
S-12

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 6 helicopter visibility reduction below ¾ SM NA. Straight-in Rwy 6 NA at night, Circling Rwy 6, 24, 28 NA at night.

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 direct HIDBI and hold.

AWOS-3PT 119.325
JACKSONVILLE CENTER 125.75 363.075
UNICOM 123.050 (CTAF)

Uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 6 helicopter visibility reduction below ¾ SM NA. Straight-in Rwy 6 NA at night, Circling Rwy 6, 24, 28 NA at night.

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 direct HIDBI and hold.

AWOS-3PT 119.325
JACKSONVILLE CENTER 125.75 363.075
UNICOM 123.050 (CTAF)

RNAP APCH-GPS.

- LNAV/VNAV APCH-GPS
- RNP APCH-GPS
- RNAV (GPS) APCH-GPS
- RNAV (GPS) RWY 6
- RNAV (GPS) RWY 6

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 6 helicopter visibility reduction below ¾ SM NA. Straight-in Rwy 6 NA at night, Circling Rwy 6, 24, 28 NA at night.

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 direct HIDBI and hold.

AWOS-3PT 119.325
JACKSONVILLE CENTER 125.75 363.075
UNICOM 123.050 (CTAF)

Uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 6 helicopter visibility reduction below ¾ SM NA. Straight-in Rwy 6 NA at night, Circling Rwy 6, 24, 28 NA at night.

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 direct HIDBI and hold.

AWOS-3PT 119.325
JACKSONVILLE CENTER 125.75 363.075
UNICOM 123.050 (CTAF)
RNAV (GPS) RWY 10
CRISP COUNTY-CORDELE (CKF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 10 helicopter visibility reduction below ½ SM NA. Circling Rwy 28 NA at night. Inop table does not apply to LPV and LNAV all Cats. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1½ SM.

**AWOS-3PT** 119.325
**JACKSONVILLE CENTER** 125.75 363.075
**ODALS**
**UNICOM** 123.050 (CTAF)

**HIDBI**

NoPT for arrival at BAVCA on V35 northeast bound.

**MISSED APPROACH:** Climb to 2100 direct HIDBI and hold.

**ELEV 310**
**TDZE 308**

**4 NM**

**VP D**

**4 NM Holding Pattern**

**BAVCA**

**AGUME**

**JILAP**

**2100**

**HIDBI**

**104°**

**284°**

**308°**

**823°**

** CATEGORY**

**LPV DA**

**304 (400-1)**

**304 (400-1)**

**304 (400-1)**

**304 (400-1)**

**820-1**

**510 (600-1)**

**1080-2 1/4**

**770 (800-2 1/4)**

**1160-2 3/4**

**850 (900-2 3/4)**
RNAV (GPS) RWY 24
CRISP COUNTY-CORDELE (CKF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 24 helicopter visibility reduction below ¾ SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 6, 24, 28 NA at night.

Missed Approach: Climb to 2100 direct BUYAK and hold.

Amdt 1B 08SEP22
RNAV (GPS) RWY 28
CRISP COUNTY-CORDELE (CKF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 28 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 direct BAVCA and hold.

- AWOS-3PT 119.325
- JACKSONVILLE CENTER 125.75 363.075
- UNICOM 123.050 (CTAF)

ELEV 310
TDZE 309
LOC RWY 10
CRISP COUNTY-CORDELE (CKF')

Amdt 1A 08SEP22
SE-4, 11 JUL 2024 to 05 SEP 2024

RNP APCH-GPS or RADAR required.

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct OHY NDB and hold, continue climb in hold to 2200.

AWOS-3PT  119.325
JACKSONVILLE CENTER  125.75  363.075
UNICOM  123.050 (CTAF)

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct OHY NDB and hold, continue climb in hold to 2200.

CORDE, GEORGIA
AL-5355 (FAA)

LOC  I-CKF  108.9
APP CRS  104°
Rwy Idg  5001
TDZE  308
Apt Elev  310

CORDE, GEORGIA
AWOS-3PT  119.325
JACKSONVILLE CENTER  125.75  363.075
UNICOM  123.050 (CTAF)

Rwy 10 helicopter visibility reduction below 1 SM NA. ADF required.

Circling Rwy 28 NA at night. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 100 feet and increase S-10 Cat C/D visibility 1/2 SM and Circling Cat C/D visibility 1/4 SM. Inop table does not apply to S-10. Inop table does not apply to S-10 Cat A/B when using Albany altimeter setting. For inop ALS, when using Albany altimeter setting increase S-10 Cat C/D visibility to 1 1/2 SM.

RNP APCH-GPS or RADAR required.

LOCALIZER  I-CKF
LOCALIZER  108.9

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct OHY NDB and hold, continue climb in hold to 2200.

AWOS-3PT  119.325
JACKSONVILLE CENTER  125.75  363.075
UNICOM  123.050 (CTAF)

Rwy 10 helicopter visibility reduction below 1 SM NA. ADF required.

Circling Rwy 28 NA at night. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 100 feet and increase S-10 Cat C/D visibility 1/2 SM and Circling Cat C/D visibility 1/4 SM. Inop table does not apply to S-10. Inop table does not apply to S-10 Cat A/B when using Albany altimeter setting. For inop ALS, when using Albany altimeter setting increase S-10 Cat C/D visibility to 1 1/2 SM.

RNP APCH-GPS or RADAR required.

LOCALIZER  I-CKF
LOCALIZER  108.9

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct OHY NDB and hold, continue climb in hold to 2200.

AWOS-3PT  119.325
JACKSONVILLE CENTER  125.75  363.075
UNICOM  123.050 (CTAF)

Rwy 10 helicopter visibility reduction below 1 SM NA. ADF required.

Circling Rwy 28 NA at night. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 100 feet and increase S-10 Cat C/D visibility 1/2 SM and Circling Cat C/D visibility 1/4 SM. Inop table does not apply to S-10. Inop table does not apply to S-10 Cat A/B when using Albany altimeter setting. For inop ALS, when using Albany altimeter setting increase S-10 Cat C/D visibility to 1 1/2 SM.

RNP APCH-GPS or RADAR required.

LOCALIZER  I-CKF
LOCALIZER  108.9

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct OHY NDB and hold, continue climb in hold to 2200.

AWOS-3PT  119.325
JACKSONVILLE CENTER  125.75  363.075
UNICOM  123.050 (CTAF)

Rwy 10 helicopter visibility reduction below 1 SM NA. ADF required.

Circling Rwy 28 NA at night. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 100 feet and increase S-10 Cat C/D visibility 1/2 SM and Circling Cat C/D visibility 1/4 SM. Inop table does not apply to S-10. Inop table does not apply to S-10 Cat A/B when using Albany altimeter setting. For inop ALS, when using Albany altimeter setting increase S-10 Cat C/D visibility to 1 1/2 SM.

RNP APCH-GPS or RADAR required.

LOCALIZER  I-CKF
LOCALIZER  108.9

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct OHY NDB and hold, continue climb in hold to 2200.

AWOS-3PT  119.325
JACKSONVILLE CENTER  125.75  363.075
UNICOM  123.050 (CTAF)

Rwy 10 helicopter visibility reduction below 1 SM NA. ADF required.

Circling Rwy 28 NA at night. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 100 feet and increase S-10 Cat C/D visibility 1/2 SM and Circling Cat C/D visibility 1/4 SM. Inop table does not apply to S-10. Inop table does not apply to S-10 Cat A/B when using Albany altimeter setting. For inop ALS, when using Albany altimeter setting increase S-10 Cat C/D visibility to 1 1/2 SM.

RNP APCH-GPS or RADAR required.

LOCALIZER  I-CKF
LOCALIZER  108.9

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct OHY NDB and hold, continue climb in hold to 2200.
RNAV (GPS) RWY 6
HABERSHAM COUNTY (AJR)

Circling Rwy 24 NA at night. Rwy 6 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 2000 then climbing right turn to 4200 direct EYUBU and hold.
RNAV (GPS) RWY 24
HABERSHAM COUNTY (AJR)

Rwy 24 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAP APCH - GPS.

MISSED APPROACH: Climb to 4200 direct EYUBU and hold.

Final approach course offset -2.77°.
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 40°C (104°F), DME/DME RNP-0.3 NA. VDP NA with Muscle Shoals altimeter setting. When local altimeter setting not received, use Muscle Shoals altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ SM and Circling Cat D ⅛ SM. Night landing: RW 18 NA. Helicopter visibility reduction below ⅛ SM NA.

MISSED APPROACH: Climb to 2700 direct DABIE and hold.

AWOS-3P 118.525
HUNTSVILLE APP CON* 118.05 239.0
UNICOM 122.7 (CTAF)
RNAV (GPS) RWY 31
COURTLAND (9A4)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Muscle Shoals altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/2 SM and Circling Cat D 1/2 SM. VDP and Baro-VNAV NA with Muscle Shoals altimeter setting. Night landing: Rwy 18 NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2700 direct DABIE and hold.

AWOS-3P 118.525
HUNTSVILLE APP CON* 118.05 239.0
UNICOM 122.7 (CTAF)

ELEV 588  TDZE 579

COURTLAND, ALABAMA
AL-9123 (FAA)
CUMULMAN, ALABAMA

RNAV (GPS) RWY 2
CUMULMAN RGNL/FOLSOM FLD (CMD)

AWOS: 3Pt
124.175

HUNTSVILLE APP CON
118.05 239.0

UNICOM
122.8 (CTAF)

MISSED APPROACH:
Climb to 3700 direct AMUXY and hold.

CUMULMAN RGNL/FOLSOM FLD
CMD)

CUMULMAN, ALABAMA

Amdt 1A 05JAN17

34°16’N-86°51’W

ELEV 969
TDZE 957

SE-4, 11 JUL 2024 to 05 SEP 2024
Circling Rwy 2 NA at night. Baro-VNAV and VDP NA when using Huntsville Intl-Carl T Jones Fld altimeter setting. Rwy 20 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Fld altimeter setting and increase LPV DA to 1320 feet, LNAV/VNAV DA to 1479 feet, and increase all MDA 120 feet; increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cat C, D visibility ⅜ SM and Circling Cat C ½ SM, Cat D ⅜ SM.

**Sprawling Text**

**Missed Approach:** Climb to 3200 direct MELYE and hold.

**AWOS-3PT**

**124.175**

**Huntsville APP CON**

**118.05 239.0**

**Unicom**

**122.8 (CTAF)**

**Elev 969**

**TDZE 969**

**MELYE**

**4 NM**

**VIS**

**Circling**

**Cat C SM, Cat D SM.**

**Visibility SM, LNAV/VNAV all Cats visibility SM, LNAV Cat C, D visibility ⅜ SM and Circling Cat C ½ SM, Cat D ⅜ SM.**

**LPV DA**

**1219-⅓ 250 (300-⅔)***

**LNAV/VNAV DA**

**1378-1⅛ 409 (500-⅛)***

**LNAV MDA**

**1400-⅓ 431 (500-⅓)***

**1400-1⅓ 431 (500-⅓)***

**Circling**

**451 (500-1)***

**531 (600-1)***

**631 (700-1)***

**671 (700-2)***

**Amdt 1C 12 Aug 2021**
Circling to Rwy 32 NA at night. Autopilot coupled approach NA below 1200 MSL. Rwy 14 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 14. For inop ALS, increase S-LOC 14 Cat A/B visibility to 1 SM.

AWOS-3PT | CHATTANOOGA APP CON | CLNC DEL | UNICOM
---|---|---|---
127.65 | 125.1 379.1 | 120.25 | 122.975 (CTAF)

RNP APCH - GPS. RADAR required.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-ILS 14</td>
<td>1074-3/4</td>
<td>365 (400-3/4)</td>
<td></td>
<td></td>
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<tr>
<td>S-LOC 14</td>
<td>1260-1/4</td>
<td>551 (600-3/4)</td>
<td>1260-1/8</td>
<td>551 (600-1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>1260-1</td>
<td>551 (600-1)</td>
<td>1340-13/4</td>
<td>631 (700-1/4)</td>
</tr>
</tbody>
</table>

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

MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct ILS and hold.

S-ILS 14. For inop ALS, increase S-LOC 14 Cat A/B visibility to 1 SM.
Circling to Rwy 32 NA at night. 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. Rwy 14 helicopter visibility reduction below ¾ SM NA.
Inop table does not apply to LPV.

**MISSED APPROACH:** Climb to 4500 direct ONUTE and hold, continue climb-in-hold to 4500.

**AL-5792 (FAA)**

**RNAV (GPS) RWY 14**

**DALTON MUNI (DNN)**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
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<tbody>
<tr>
<td>LPV DA</td>
<td>959-¾</td>
<td>250 (300-¾)</td>
<td></td>
<td></td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1173-1½</td>
<td>464 (500-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>1160-¾</td>
<td>451 (500-¾)</td>
<td>1160-7/8</td>
<td>451 (500-7/8)</td>
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<tr>
<td>CIRCLING</td>
<td>1220-1</td>
<td>511 (600-1)</td>
<td>1260-1½</td>
<td>451 (500-1½)</td>
</tr>
</tbody>
</table>

**DALTON, GEORGIA**

**34°43’N-84°52’W**

**Amdt 1 27APR17**

**303**
RNAV (GPS) RWY 32
DALTON MUNI (DNN)

AWOS-3PT 127.65
CHATTANOOGA APP CON 125.1 379.1
CLNC DEL 120.25
UNICOM 122.975 (CTAF)

Rwy 32 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 3800 direct ROLTE and hold, continue climb-in-hold to 3800.

Visual Segment - Obstacles.

HIRL Rwy 14-32

34°43’N-84°52’W

DALTON, GEORGIA

Amdt 1A 12AUG21
RNAV (GPS) RWY 32
DAWSON MUNI (16J)

MISSED APPROACH: Climbing left turn to 2900 direct PZD VOR/DME and hold, continue climb-in-hold to 2900.

RWP 32
Holding Pattern

Rwy 32 helicopter visibility reduction below 1/4 SM NA. Use Albany altimeter setting. When Albany altimeter settings not received, use Americus altimeter setting and increase all MDAs 20 feet.

ABY ASOS | JACKSONVILLE CENTER | UNICOM
---|---|---
133.05 | 125.75 363.075 | 122.8 (CTAF)

Final approach course offset 2.78°.

NoPT for arrival at PZD VOR/DME on airway radials R-110 and R-160.

PZD VOR/DME

RW32

2900

PZD VOR/DME

Final approach course offset 2.78°.

NoPT for arrival at PZD VOR/DME on airway radials R-110 and R-160.
DECATUR, ALABAMA

ILS or LOC RWY 18
PRYOR FLD RGNL (DCU)

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 on RQZ VORTAC R-230 to JUVLO/RQZ 28.7 DME and hold.

ASOS
118.375

HUNTSVILLE CON
118.05  239.0

UNICOM
123.075 (CTAF)

DME required.

ROCKET
112.2  RQZ
Chan 59

WHEELER NATIONAL WILDLIFE REFUGE

LOC/DME I-DCU
110.55
Chan 42 (Y)

APP CRS 185°
Rwy Idg 6107
TDZE 592
Apt Elev 592

GS 3.00°
TCH 47

One Minute
Holding Pattern

LOCALIZER 110.55
I-DCU
Chan 42 (Y)

Category
A
B
C
D

S-ILS 18
980-1
792-1/4
200 (200-1/4)

S-LOC 18
980-11/2
388 (400-1/2)

CIRCLING
448 (500-1)
1040-1
468 (500-1)
1060-1

Knots
60
90
120
150
180

Min:Sec
4:54
3:16
2:27
1:58
1:38

34°39'N-86°57"W

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 18

PRYOR FLD RGNL (DCU)

MISSED APPROACH: Climb to 3000 direct ATHEN and hold.

ASOS
118.375

HUNTSVILLE APP CON
118.05 239.0

UNICOM
123.075 (CTAF)

**ANNUNCIATION**

DECATUR, ALABAMA
AL-719 (FAA)

DECATUR, ALABAMA
Amdt 2 04FEB16

34°39'N-86°57'W

RNAV (GPS) RWY 18

PRYOR FLD RGNL (DCU)

SE-4, 11 JUL 2024 to 05 SEP 2024

Category

A

B

C

D

LPV DA

792-3/4

200 (200-3/4)

LNAV/VNAV DA

895-1

303 (400-1)

LNAV MDA

980-1

388 (400-1)

980-1/2

388 (400-1/2)

CIRCLING

1040-1

1060-1

1340-2/4

1340-2/2

448 (500-1)

468 (500-1)

748 (800-2/4)

748 (800-2/2)

HIRL Rwy 18-36

REIL Rwy 18 and 36

**ANNUNCIATION**

RNAV (GPS) RWY 18

PRYOR FLD RGNL (DCU)

SE-4, 11 JUL 2024 to 05 SEP 2024

34°39'N-86°57'W

307
**RNAV (GPS) RWY 36**

**PRYOR FLD RGNL (DCU)**

**Rwy 36 helicopter visibility reduction below 3/4 SM NA.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

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

### ASOS
- **118.375**

### HUNTSVILLE APP CON
- **118.05**
- **239.0**

### UNICOM
- **123.075** (CTAF)

### Holding Pattern
- **Athen**
  - Holding Pattern
  - **4 NM**
  - **3.0°**
  - **TCH 50°**

### Holding Fix
- **ETENV**
  - **4 NM**
  - **005°**

### LNAV/VNAV/DA
- **1041-1 52**
- **453 (500-1 52)**

### LNAV/MDA
- **1000-1**
- **412 (500-1)**
- **1000-1 52**
- **412 (500-1 52)**

### LPV/DA
- **900-1**
- **312 (400-1)**

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

### WATERFORD...
- **121.875** (CTAF)

### MISSED APPROACH
- Climb to 3000 direct ETENVY and hold.

**RNPA PCH**

**DECATUR, ALABAMA**

**AL-719 (FAA)**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**Amdt 2B 08NOV18**

**308°**

**N 86° 59 W**

**34°39'N-86°57"W**

**SE-4, 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 Marion altitude setting and increase LPV and LNAV/VNAV DA 82 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile, and increase Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Marion altimeter setting.
Helicopter visibility reduction below ¾ SM NA.

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 Marion altitude setting and increase LPV and LNAV/VNAV DA 82 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile, and increase Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Marion altimeter setting.
Helicopter visibility reduction below ¾ SM NA.

VAIS AND RNAV glidepath not coincident (VGS Angle 3.25/TCH 43).

**AWOS-3P**

**119.475**

**MERIDIAN APP CON**

**121.275**

**348.7**

**UNICOM**

**122.8 (CTAF)**

**MISSED APCH FIX**

**4 NM**

**CUBNO**

**ELEV 112**

**TDZE 112**

**Category**

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>DME</td>
<td>362-¾</td>
<td>250 (300-¾)</td>
<td>370-¾</td>
<td>580 (500-¾)</td>
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<td>CRZ</td>
<td>570-1½</td>
<td>458 (500-1½)</td>
<td>560-1½</td>
<td>768 (600-1½)</td>
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<td>DEH</td>
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<td>548 (600-1)</td>
<td>660-1¾</td>
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<td>CLNG</td>
<td>720-1</td>
<td>608 (700-1)</td>
<td>720-1¾</td>
<td>688 (700-1¾)</td>
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<tr>
<td>CIRCLING</td>
<td>720-1</td>
<td>608 (700-1)</td>
<td>720-1¾</td>
<td>688 (700-1¾)</td>
</tr>
</tbody>
</table>

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 Marion altitude setting and increase LPV and LNAV/VNAV DA 82 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile, and increase Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Marion altimeter setting.
Helicopter visibility reduction below ¾ SM NA.
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 Marion altimeter setting and increase LPV and LNAV/VNAV DA 82 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ¾ mile, increase Circling Cat C visibility ¾ mile, and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Marion altimeter setting. Helicopter visibility reduction below ¾ SM NA.

Climb Approach: Climb to 3000 direct BATGE and hold.

AWOS-3P

119.475

MERIDIAN APP CON

121.275  348.7

UNICOM

122.8 (CTAF)

DEMOPOLIS, ALABAMA

AL-9079 (FAA)

24193

RNAV (GPS) RWY 22

DEMONOIS RGNL (DYA)

Amdt 1 15OCT15

32°28’N-87°57’W

MIRL Rwy 4-22

BIRMINGHAM MOA
MARIETTA, GEORGIA

RNAV (GPS) RWY 11

DOBBINS ARB (KMGE)

24193

APCH CRS

Rwy Idg 10,002
TDZE 1069
Arpt Elev 1069

- (USAF)

RNP APCH. DME/DME RNP-0.3 NA

V * When ALS inop, increase vis to 1 3/8 miles.
** When ALS inop, increase CAT AB RVR to 55 and vis
to 1 mile, CAT CDE vis to 1 1/2 miles.

ATIS* 269.5
ATLANTA APP CON/DEP CON 121.0 268.7

TOWER* 120.75 370.875
GND CON 125.3 275.8

ASR

MISSING APPROACH: Climb to 2000 then climbing left
turn to 3000 direct BATLL and hold.

*** Circling NA N of Rwy 11-29
for CAT DE aircraft. Circling to
assault strip not authorized.

LNAV/VNAV NA below
-17°C or above 34°C.

5 NM Holding Pattern

289° BATLL

109°

3000

109°

CIPEL

1.5 NM to

ELEV 1069

2000

3000

BATLL

TDZE 1069

EMERG SAFE ALT 100 NM 7800

506.8°

TCH 38°

GPA 3.0°

109°

CIPEL

1.5 NM to

2900

5.6 NM

109°

289°

4000

3000

CATEGOR

A

B

C

D

E

LNAV/VNAV DA* 1568/50

499

(500-1)

LNAV MDA** 1600/40 531 (600-4)

1600/55 531 (600-1)

C CIRCLING*** 1600-1 531 (600-1)

1620-1 551 (600-1)

1760-2 691 (700-2)

1760-2½ 691 (700-2½)

1760-2¼ 691 (700-2¼)

1760-2½ 691 (700-2½)

MARIETTA, GEORGIA

Amdt 3 11JUL24

DOBBINS ARB (KMGE)

33°55'N - 84°31'W

RNAV (GPS) RWY 11

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

313
RNAV (GPS) RWY 19
DONALSONVILLE MUNI (17J)

MISSED APPROACH: Climb to 2500 direct FAPEX and hold.

AWOS-3PT  119.675
Cairns APP CON*  125.4 327.125
CTAF  122.9

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

Donalsonville, Georgia
Amdt 2 24MAR22

Amdt 2 24MAR22

SE-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 19
DONALSONVILLE MUNI (17J)

CTAF

FAPEX

TOLLE

TOLLE

HOLD 5000 2500

4 NM

(MISSED APCH FIX)

FAPEX

4 NM

TOLLE

579

533

DUMOY

2500

PASUE

2.4 NM to RW19

199

RW19

187°

841

1

ELEV 147

TDZE 147

187°

61

2500

FAPEX

1.2 NM to RW19

240

1800

1.2 NM

2.7 NM

6.5 NM

579

DUMOY

1800

TOLLE

2500

Holding Pattern

GP 3.00°

TCH 46

CATEGORY

LPV/DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

A

B

C

D

397-3/4 250 (300-3/4)

417-7/8 270 (300-7/8)

560-1 413 (500-1)

600-1 453 (500-1)

560-1½ 413 (500-1½)

880-2 733 (800-2)

880-2½ 733 (800-2½)
**ILS or LOC RWY 14**

**DOTHAN RGNL (DHN)**

**LOC/DME I-ODA**

- **APP CRS**: 110.75
- **Rwy Idg**: 138°
- **Apt Elev**: 306 (200-)
- **Chan**: 49

**ATIS**

- AL-123 (FAA)
- DOTHAN TOWER
- GND CON
- UNICOM

**2000 NoPT to UFAUX INT 223° (4.7) and LOC (2.4)**

**Procedure NA for arrivals at RRS VORTAC on V168 southbound.**

**MISSING APCH FIX**

**NOTE:** Intense student helicopter pilot training in vicinity of airport.

**CAT ELEV**

- **GS 3.00°**
- **TCH 360°**
- **R-200**
- **R-070**
- **R-030**
- **R-126**
- **R-231**

**MISSING APCH FIX**

**VINR**

**LOCALIZER 110.75**

**i-ODA 6.4**

**RADAR**

**I-ODA 3.6**

**ZOPSO INT**

**USERY INT**

**REMISIONS APCH FIX**

**VGSI and ILS glidepath not coincident**

**VGI Angle 3.00°/TCH 40°.**

**I-ODA DME when on localizer course.**

**REIJ Rwy 18**

**HTRL Rwy 18-36**

**HTRL Rwy 14-32**

**FAF to MAP 4.9 NM**

**ZOPSO FIX MINIMUMS (DUAL VOR RECEIVERS, DME, OR RADAR REQUIRED)**

**S-LOC 14**

- **Chan**: 44 (Y)
- **Amp**: 2A

**Amdt 2A 29DEC22**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**DOTHAN, ALABAMA**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
For inop ALS, increase S-ILS 32 Cat E visibility to RVR 4000, S-LOC 32 Cat C/D/E visibility to 2½ SM, and S-LOC 32 FERA fix minimums Cat C/D/E visibility to RVR 5000.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on hdg 130° and on RRS VORTAC R-089 to BLALY INT/RRS VORTAC 19.8 DME and hold.

MISSING APCH FIX

111.6 RRS

R-089

BLALY INT/RRS VORTAC 19.8

NOTE: Intense student helicopter pilot training in vicinity of airport.

Procedure NA for arrival on RRS VORTAC airway radials 126 CW 150.

Procedure NA for arrivals at OALDY on V7 southeast bound.

**FEGA fix minimums Cat C/D/E visibility to RVR 5000.

For inop ALS, increase S-ILS 32 Cat E visibility to RVR 4000, S-LOC 32 Cat C/D/E visibility to 2½ SM, and S-LOC 32 FERA fix minimums Cat C/D/E visibility to RVR 5000.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on hdg 130° and on RRS VORTAC R-089 to BLALY INT/RRS VORTAC 19.8 DME and hold.

MISSING APCH FIX

111.6 RRS

R-089

BLALY INT/RRS VORTAC 19.8

NOTE: Intense student helicopter pilot training in vicinity of airport.

Procedure NA for arrival on RRS VORTAC airway radials 126 CW 150.

Procedure NA for arrivals at OALDY on V7 southeast bound.

**FEGA fix minimums Cat C/D/E visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. Intense student helicopter pilot training in vicinity of airport.

**RNAV (GPS) RWY 14**

**DOTHAN RGNL (DHN)**

**ATIS**
135.725

**CAIRNS APP CON**
125.4 327.125

**DOTHAN TOWER**
118.4 (CTAF) 257.6

**GND CON**
121.7 348.6

**UNICOM**
122.95

---

**HOLD**
6000 2500

---

**30 NM to MUNEE (NoPT)**

---

**30 NM to MUNEE**

---

**RNP APCH - GPS.**

---

**MISSED APPROACH:** Climb to 900 then climbing left turn to 3000 direct OALDY and hold.

---

**ELEV 401**

---

**TDZE 401**

---

**DOThan, Alabama**

---

**Amdt 3 24MAR22**

---

**31°19'N-85°27'W**

---

**RNAV (GPS) RWY 14**

**DOTHAN RGNL (DHN)**
RNAV (GPS) RWY 18
DOTHAN RGNL (DHN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

**ATIS** 135.725
**CAIRNS APP CON** 125.4 327.125
**DOTHAN TOWER** 118.4 (CTAF) 257.6
**GND CON** 121.7 348.6
**UNICOM** 122.95

**UNICOM** 122.95

**DOTHAN, ALABAMA**
Amdt 2B 18JUN24

**DOTHAN RGNL (DHN)**

**RNAV (GPS) RWY 18**

**ELEV 401**
**TDZE 393**

**CIRCLING**
860-1 459 (500-1)
920-1 1/2 519 (600-1 1/2)
1040-2 639 (700-2)

**31°19’N-85°27’W**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F).
DM/DEME RNP 0.3 NA.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct HAVSO and hold.

**LNAV only.
**RNAV (GPS) RWY 36**

**DOTHAN RGNL (DIHN)**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 36 helicopter visibility reduction below ½ SM NA.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>CAIRNS APP CON</th>
<th>DOTHAN TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.725</td>
<td>125.4</td>
<td>118.4 (CTAF)</td>
<td>121.7</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 900 then climbing right turn to 3000 direct HAVSO and hold.

**Holding Pattern**

- **VIMLY**
- **QEDLU**
- **INUME**
- **RW36**

**GP 3.00° TCH 52**

**CATEGORY**

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

- **LPV DA** 651-1/8
- **LNAV/VNAV DA** 681-1
- **LNAV MDA** 760-1
- **CIRCLING** 860-1

**DOThan, Alabama**

Amdt 2 10NOV16

31°19'N - 85°27'W

22027

**SE-4, 11 JUL 2024 to 05 SEP 2024**
VOR or TACAN RWY 14
DOTHAN RGNL (DHN)

 Procedure NA for arrivals at RRS VORTAC on V168 south bound.

**ATIS** | **CAIRNS APP CON** | **DOTHAN TOWER** | **GND CON** | **UNICOM**
---|---|---|---|---
135.725 | 125.4 327.125 | 118.4 (CTAF) 257.6 | 121.7 348.6 | 122.95

**VGSI and descent angles not coincident** (VGSI Angle 3.00/TCH 40). One Minute Holding Pattern

**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3000 on heading 110° and on RRS VORTAC R-089 to BLALY INT/RRS 19.8 DME and hold.

- Holding Pattern
  - 1400 - RRS 8.4
  - 10000 - 148°
  - 3000 - RRS 3.2

- Holding Fix
  - 111.6 RRS 8.4

- VOR or TACAN RWY 14

- **CIRCLING**
  - 860-1 459 (500-1)
  - 920-1 419 (500-1)
  - 1040-2 419 (500-1)

- **CATEGORIES**
  - **A**
  - 820-1 419 (500-1)
  - 820-1 419 (500-1)

- **KNOTS**
  - 60
  - 90
  - 120
  - 150
  - 180

- **MIN:SEC**
  - 3:28
  - 2:36
  - 2:05
  - 1:44

- **DOTHAN, ALABAMA**
  - Amdt 5 24MAR22

- **DOTHAN RGNL (DHN)**
  - 31°19'N-85°27'W
  - 189° 2.4
  - 2500

- **IAP**
  - 111.6 RRS 8.4
  - 111.6 RRS 8.4

- **SE-4, 11 JUL 2024 to 05 SEP 2024**
MISSED APPROACH: Climb to 1000 then climbing right
turn to 3000 on heading 130° and RRS VORTAC
R-089 to BLALY INT/RRS 19.8 DME and hold.
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 on heading 080° and RRS VORTAC R-050 to CUGEG INT/RRS 10 DME and hold.

Limit final and missed approach to 70K.
Limit initial, and intermediate approach to 90K. Increase to 90K upon reaching the missed approach altitude.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
ILS or LOC RWY 4
DOUGLAS MUNI (DQH)

For inop MALSR, increase S-LOC 4 Cat C and D visibility to 1/4 mile.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct OWC ND8 and hold.

AWOS-3 119.075
JACKSONVILLE CENTER 127.575 269.025
UNICOM 122.8 (CTAF)

ALTERNATE MISSED APCH FIX

WAYCROSS
AYS 110.2
Chan 39

OAD OWC 25 NM

CIRCLING S-LOC 4

UBYAH FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)

MIRL Rwy 4-22

SE-4, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to ½ SM and LNAV Cat C and D visibility to 1 SM.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OLHUP and hold.
RNAV (GPS) RWY 22
DOUGLAS MUNI (DQH)

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

AWOS-3
119.075

JACKSONVILLE CENTER
127.575 269.025

UNICOM
122.8 [CTAF]

<table>
<thead>
<tr>
<th>ELEV 257</th>
<th>TDZE 257</th>
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<tbody>
<tr>
<td>1200</td>
<td>PAJTO</td>
</tr>
<tr>
<td>2000</td>
<td>PAJTO</td>
</tr>
<tr>
<td>1240</td>
<td>1900</td>
</tr>
<tr>
<td>4 NM</td>
<td>HOLD</td>
</tr>
<tr>
<td>223°</td>
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</tr>
</tbody>
</table>

**RNP APCH.**

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

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 2000 direct PAJTO and hold.

**APPROACH**

**APP CRS**
223°

**Rwy Idg**
257

**Apt Elev**
257

**Amdt 2 19JUL18**

**UNICOM**
122.8 [CTAF]

**AWOS-3**
119.075

**JACKSONVILLE CENTER**
127.575 269.025

**UNICOM**
122.8 [CTAF]
RNAV (GPS) RWY 2

W H 'BUD' BARRON (DBN)

Night landing: Rw 32 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Vidalia alimeter setting. DME/DME RNP-0.3 NA. When local alimeter setting not received, use Vidalia alimeter setting and increase LPV DA to 593 feet and LNAV/VNAV DA to 849 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C/D visibility and Circling Cats C/D visibility ¼ mile. For inop MALS, increase LNAV Cat C/D-visibility to 1½ mile. For inop MALS when using Vidalia alimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cat C/D visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct VOLVY and hold.

AWOS-3
118.425

ATLANTA APP CON
124.2 279.6

UNICOM
122.7 (CTAF)

LNAV only.

SE-4, 11 JUL 2024 to 05 SEP 2024
Night landing: Rwy 32 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Vidalia altimeter setting.

DME/DME RNP 0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Vidalia altimeter setting; increase LPV DA to 681 feet and LNAV/VNAV DA to 693 feet and all MDA 100 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats visibility ¾ mile and LNAV Cat C/D and Circling Cat C/D visibility ¾ mile.

**AWOS-3**

**ATLANTA APP CON**

**UNICOM**

<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 only</td>
<td>1.1 NM to RW20</td>
<td>1.1 NM to RW20</td>
<td>1.1 NM to RW20</td>
<td>1.1 NM to RW20</td>
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<tr>
<td>LNAV only</td>
<td>0.6 NM</td>
<td>0.6 NM</td>
<td>0.6 NM</td>
<td>0.6 NM</td>
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<tr>
<td>LNAV only</td>
<td>3.2 NM</td>
<td>3.2 NM</td>
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<tr>
<td>LNAV only</td>
<td>8 NM</td>
<td>8 NM</td>
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<td>8 NM</td>
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**CIRCLING**

<table>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>587-1</td>
<td>278 (300-1)</td>
<td>278 (300-1)</td>
<td>278 (300-1)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>688-1</td>
<td>379 (400-1)</td>
<td>379 (400-1)</td>
<td>379 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>700-1</td>
<td>391 (400-1)</td>
<td>700-1 ½</td>
<td>391 (400-1)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>700-1 ½</td>
<td>391 (400-1)</td>
<td>700-1 ½</td>
<td>391 (400-1)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 20**

**UNICOM** (CTAF) 122.7

**WAAS**

**DUBLIN, GEORGIA**

Amdt 1 21 JUL 16

32°34'N-82°59'W
ILS or LOC RWY 2
HEART OF GEORGIA RGNL (EZM)

When local altimeter setting not received, use Dublin altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 2 Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 180° and DBN VORTAC R-214 to CENVA INT and hold.

ATIS 119.425
JACKSONVILLE CENTER 127.575 269.025
HEART OF GEORGIA TOWER * 124.55 (CTAF)
GND CON 121.175
UNICOM 122.95

ALTERNATE MISSED APCH FIX

EASTMAN, GEORGIA
Amdt 2A 25JUN15
SE-4, 11 JUL 2024 to 05 SEP 2024

EASTMAN, GEORGIA
AL-5469 (FAA)
19059

ILS or LOC RWY 2
HEART OF GEORGIA RGNL (EZM)

One Minute Holding Pattern

CENVA INT
APTUW INT

ELEV 303
TDZE 300

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).

800 2000
2000

GS 3.00°
TCH 49°

CATEGORY
A
B
C
D

S-ILS 2
500½
200 (200½)

S-LOC 2
820½
520 (600½)
820-1
520 (600-1)

CIRCLING
820-1
517 (600-1)

900-1½
597 (600-1½)
900-2
597 (600-2)

SE-4, 11 JUL 2024 to 05 SEP 2024

32°13’N-83°08’W
RNAV (GPS) RWY 2
HEART OF GEORGIA RGNL (EZM)

ATIS 119.425
JACKSONVILLE CENTER 127.575 269.025
HEART OF GEORGIA TOWER 124.55 (CTAF)
GND CON 121.175
UNICOM 122.95

1.1 NM to RW02

VNAV
LNAV/
DA

MALSR
MISSED APPROACH: Climb to 2100 direct UCALA and hold.

ATIS
124.55

GS 3.00°

CENVA
APTUW
JEKIP
2.8 NM to RW02

NoPT for arrival at CENVA on V362 northwest bound.

VEGA and RNAV glideslope not coincident (VGS Angle 3.00°/TCH 49°).

CATEGORY
A
B
C
D
LPV
DA
500-½
200 (200-½)

LNAV/ VNAV DA
595-½
295 (300-½)

LNAV MDA
700-½
400 (400-½)

CIRCLING
760-1
820-1
457 (500-1)

900-1½
597 (600-1½)

900-2
597 (600-2)

32°13'N-83°08'W

MISSED APCH FIX

4 NM
UCALA

Baro-VNAV NA when using Dublin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Dublin altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase LNAV/VNAV all CATs, LNAV Cat C/D and Circling Cat C visibility ½ miles; DME/DME RNP-0.3 NA. VDP NA with Dublin altimeter setting.

HEART OF GEORGIA TOWER

GA 3.00°

TCH 49°

TDZE 300

TWR

REIL Rwy 20
HIL Rwy 2-20

WDY

SAAR

ECFR

AL-5469 (FAA)

EASTMAN, GEORGIA

Amrd 2A 25JUN15

32°13'N-83°08'W
RNAV (GPS) RWY 20
HEART OF GEORGIA RGNL (EJM)

Amdt 2A  25MAY17
SE-4, 11 JUL 2024 to 05 SEP 2024
**VOR/DME-A**

**HEART OF GEORGIA RGNL (E/Z/M)**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>119.425</th>
<th>JACKSONVILLE CENTER</th>
<th>127.575 269.025</th>
<th>HEART OF GEORGIA TOWER *</th>
<th>124.55 (CTAF)</th>
<th>GND CON 121.175</th>
<th>UNICOM 122.95</th>
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</thead>
</table>

**VORTAC VNA**

<table>
<thead>
<tr>
<th>116.5 (VNA)</th>
<th>088°</th>
<th>Rwy Idg TDZE Apt Elev</th>
<th>N/A 303</th>
</tr>
</thead>
</table>

**NA** When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet, increase Circling Cat C visibility 1/4 SM.

**MISSED APPROACH:** Climbing left turn to 2100 direct VNA VORTAC and hold.

- **ATIS**
  - 119.425
- **Jacksonville Center**
  - 127.575 269.025
- **Heart of Georgia Tower**
  - 124.55 (CTAF)
- **GND CON**
  - 121.175
- **Unicom**
  - 122.95

---

**One Minute Holding Pattern**

- **VNA VORTAC**
- **CIDKO VNA**
- **APULE VNA**
- **MACUD VNA**

---

**Table**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>760-1</td>
<td>820-1</td>
<td>900-1½</td>
<td>900-2</td>
</tr>
<tr>
<td></td>
<td>457 (500-1)</td>
<td>517 (600-1)</td>
<td>597 (600-1½)</td>
<td>597 (600-2)</td>
</tr>
</tbody>
</table>

---

**Diagram**

- **VOR/DME-A**
- **Heart of Georgia RGNL (E/Z/M)**
- **ELEV** 303

---

**Notes**

- **NoPT for arrivals on VNA VORTAC airway radials 178 CW 344**

**Amdt 8A 23 APR 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

HEART OF GEORGIA RGNL (EZM)
EASTMAN, GEORGIA

ATIS
119.425
HEART OF GEORGIA TOWER
124.55
GND CON
121.175

FIELD ELEV
303

ELEV 298
02

M.F. 97A

AIRPORT DIAGRAM

HEART OF GEORGIA RGNL (EZM)
EASTMAN, GEORGIA

ANNUAL RATE OF CHANGE
0.1° W

JANUARY 2020

RWY 02-20
S-75, D-120

FIELD ELEV
303

ELEV 295
02

021.3° W

ANNUAL RATE OF CHANGE
JANUARY 2020

SE-4, 11 JUL 2024 to 05 SEP 2024

341
RNAV (GPS) RWY 11
ELBERT COUNTY-PATZ FLD (EBA)

Amdt 2 05OCT23
RNAV (GPS) RWY 29
ELBERT COUNTY-PATZ FLD (EBA)

**Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA.**

**MISSED APPROACH:** Climb to 1100 then climbing right turn to 2500 direct NADZU and hold.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>ATLANTA CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.15</td>
<td>127.5 316.05</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**Categories and MDA Values**

- **LP MDA:** 1020-1 417 (500-1)
- **LNAV MDA:** 1100-1 497 (500-1)
- **CIRCLING:** 1160-1 545 (600-1)

**MIRL Rwy 11-29**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

---

**Amdt 1B 05OCT23**

---
### VOR RWY 11

**ELBERT COUNTY-PATZ FLD (EBA)**

**APPROACHMNENT**

- **VOR/DME**: AHN
- **Frequency**: 116.95 (Y)
- **CH**: 116
- **APP CRS**: 070°
- **DME**: 5004
- **TDZE**: 615
- **APT ELEV**: 615

**DME Required**

- **Note**: Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA.

**AWOS-3**

- **ELBERTON, GEORGIA**
  - **Frequency**: 118.15

**ATLANTA CENTER**

- **Frequency**: 127.5, 316.05

**UNICOM**

- **Frequency**: 122.8 (CTAF)

**MISSED APPROACH**

- Climb to 1600 then climbing right turn to 2500 on AHN VOR/DME R-070 to DOTSN/AHN 21.8 DME and hold.

**NORMS**

- **MSA AHN 25 NM**
- **ELEV 615**
- **TDZE 615**

**CIRCLING**

- **SE-4, 11 JUL 2024 to 05 SEP 2024**

---

**LEGEND**

- **IAF**: ATHENS
  - **Chan 116**
  - **ELEV 615**
  - **TDZE 615**

**REMARKS**

- **AWOS-3**: 118.15
- **ATLANTA CENTER**: 127.5, 316.05
- **UNICOM**: 122.8 (CTAF)

---

**APP CRS**

- **TCH 42**
- **JUDAK AHN [24.2]**
- **HOKID AHN [12]**

**DOTSN AHN [21.8]**

- **1095**
- **AHN [21.8]**
- **AHN [12]**

**OCENU AHN [12]**

- **966**
- **800**
- **871**

**MIRL Rwy 11-29**

- **2049**
- **2500**
- **760°**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**ELBERTON, GEORGIA**

**Amdd 5 05OCT23**

**34°06’N-82°49’W**

**344**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.
RNAV (GPS) RWY 21
GILMER COUNTY (49A)

Rwy 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Table:

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>ATLANTA CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.075</td>
<td>133.1 342.425</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

Procedure NA at night.

RNP APCH.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5600 direct IJUKU and hold, continue climb-in-hold to 5600.

AWOS-3

ATLANTA CENTER

UNICOM

123.0 (CTAF)

RNAV (GPS) RWY 21
GILMER COUNTY (49A)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP</td>
<td>1880-1</td>
<td>394 (400-1)</td>
<td>1880-1½</td>
<td>394 (400-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>1940-1</td>
<td>454 (500-1)</td>
<td>1940-1½</td>
<td>454 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1980-1</td>
<td>494 (500-1)</td>
<td>1074 (1100-1½)</td>
<td>2560-3</td>
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</tbody>
</table>

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 5
ENTERPRISE MUNI (EDN)

Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Use Cairns AAF (Fort Novosel) altimeter setting.

MISSED APPROACH: Climb to 2500 and hold. If inbound for CEYLU and left turn via track 295° to HAXES and left turn via track 191° to ROTOY and hold.

AWOS-3PT
118.9

CAIRNS APP CON
133.45 239.275

UNICOM
122.8 (CTAF)

Enterprise, Alabama
Mun (EDN)

Category
LPV DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

A
642-1 282 (300-1)
688-1/4 328 (400-1/4)
760-1 400 (400-1)
920-1 559 (600-1)

B
235° 055° 55° 739 (800-2)

C
1600

D
5

1.5° 3.0° 4.5° 6.0°
ADFD or RADAR required.
Use Cairns AAF (Fort Novosel) altimeter setting.

**MISSED APPROACH:**
Climbing left turn to 2500 in EDN VOR holding pattern.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>CAIRNS APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.9</td>
<td>133.45 239.275</td>
<td>122.8 (CTAF)</td>
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</table>

**CATEGORIES:**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-5</td>
<td>1540-1¼</td>
<td>1540-1½</td>
<td>1540-3</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1540-1¼</td>
<td>1540-1½</td>
<td>1540-3</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>S-5</td>
<td>820-1</td>
<td>460 (500-1)</td>
<td>820-1¼</td>
<td>460 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>920-1</td>
<td>559 (600-1)</td>
<td>1100-2</td>
<td>739 (800-2)</td>
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</tbody>
</table>
RNAV (GPS) RWY 18
WEEDON FLD (EUF)

When local altimeter setting not received, use Columbus, GA altimeter setting and increase LPV DA to 632 feet and all visibilities ¾ SM; increase LNAV/VNAV DA to 739 feet and all visibilities ¾ SM; increase all MDAs 40 feet and LNAV visibility Cats C and D ¾ SM and Circling visibility Cats C and D ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Columbus, GA altimeter setting.

When local altimeter setting not received, use Columbus, GA altimeter setting and increase LPV DA to 632 feet and all visibilities ¾ SM; increase LNAV/VNAV DA to 739 feet and all visibilities ¾ SM; increase all MDAs 40 feet and LNAV visibility Cats C and D ¾ SM and Circling visibility Cats C and D ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Columbus, GA altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct EPICU and hold.
RNAV (GPS) RWY 36  
WEEDON FLD (EUF)

**Missed Approach:** Climb to 2200 direct EPICU and hold.

**RNAV (GPS) RWY 36**

When local altimeter setting not received, use Columbus, GA altimeter setting and increase LPV DA to 633 feet and all visibilities ⅔ SM; increase LNAV/VNAV DA to 782 feet; increase all MDAs 40 feet and LNAV and Circling visibility Cats C and D ⅔ SM. RW 36 helicopter visibility reduction below ⅔ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Columbus, GA altimeter setting.

### Holding Pattern

- **4 NM** Holding Pattern
- **2200** EPICU
- **IKAGE**
- **AYUSO**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>600-1</td>
<td>315 [400-1]</td>
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</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>749-1⅔</td>
<td>464 [500-1½]</td>
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<tr>
<td>LNAV MDA</td>
<td>800-1 515 [600-1]</td>
<td>800-1⅔ 515 [600-1½]</td>
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<tr>
<td>Circling</td>
<td>920-1 635 [700-1]</td>
<td>1060-2½ 775 [800-2½]</td>
<td>1060-2½ 775 [800-2½]</td>
</tr>
</tbody>
</table>

**EUFAULA, ALABAMA**

**AMENDMENT**

- **EPICU**
- **IKAGE**
- **AYUSO**

**EUFAULA NATIONAL WILDLIFE REFUGE**

**WEEDON FLD (EUF)**

**31°57'N-85°08'W**
VOR/DME RWY 36
WEEDON FLD (EUF)

When local altimeter setting not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and S-36 visibility Cats C and D ½ SM and Circling Cats C and D ½ SM. Rwy 36 helicopter visibility reduction below ½ SM NA.

ASOS
128.325

ATLANTA APP CON
125.5 323.1

CLNC DEL
134.25 339.8

UNICOM
122.8 (CTAF)

VOR/DME RWY 36 (EUF')

EUF VORTAC and hold. then climbing right turn to 2000 direct EF U VORTAC and hold.

MISSED APPROACH: Climb to 1500 TCH 40

351°

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and S-18 visibility Cats C and D ½ SM and Circling Cats C and D ¾ SM. Increase AFENY fix minimums S-18 visibility Cats C and D ¾ SM and Circling visibility Cats C and D ¾ SM.

**MISSPPE APPROACH:** Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

**AFENY FIX MINIMUMS (DME REQUIRED)**

<table>
<thead>
<tr>
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<th>A</th>
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<th>D</th>
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<tbody>
<tr>
<td>S-18</td>
<td>1040-1</td>
<td>1040-1½</td>
<td>1040-2</td>
<td>755 (800-2)</td>
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<td>755 (800-1)</td>
<td>755 (800-1½)</td>
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</tr>
<tr>
<td>CIRCLING</td>
<td>1040-1</td>
<td>1040-1½</td>
<td>1060-2½</td>
<td>775 (800-2½)</td>
</tr>
<tr>
<td></td>
<td>755 (800-1)</td>
<td>755 (800-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1060-2½</td>
<td>775 (800-2½)</td>
<td></td>
<td></td>
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<tr>
<td>AFENY FIX MINIMUMS (DME REQUIRED)</td>
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<td></td>
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</tr>
<tr>
<td>S-18</td>
<td>900-1</td>
<td>615 (700-1)</td>
<td>900-1½</td>
<td>615 (700-1½)</td>
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<tr>
<td></td>
<td>615 (700-1)</td>
<td>615 (700-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>920-1</td>
<td>635 (700-1)</td>
<td>1060-2½</td>
<td>775 (800-2½)</td>
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<tr>
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<td>635 (700-1)</td>
<td>635 (700-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1060-2½</td>
<td>775 (800-2½)</td>
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</tbody>
</table>

*1080 when using Columbus, GA altimeter setting.*
Missed Approach: Climbing left turn to 3000 direct WUTAL and hold.

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Andalusia/Opp altimeter setting and increase all MDAs 100 feet and visibility Cat C/D 1/2 SM. Rw 1 helicopter visibility reduction below 1/2 SM NA. Circling Rw 10, 19 NA at night.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>JACKSONVILLE CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>133.425</td>
<td>134.15 338.3</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 1

EVERGREEN RGNL/MIDDLETON FLD (GZH)

RNAV (GPS) RWY 1

EVERGREEN, ALABAMA

Amdt 1D 16JUN22

31°25'N-87°03'W

SE-4, 11 JUL 2024 to 05 SEP 2024
### RNAV (GPS) RWY 10

**EVERGREEN RGNL/MIDDLETON FLD (GZH)**

#### RNP APCH.

- **Rwy 10** helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Andalusia/Opa altimeter setting and increase all MDAs 100 feet, and visibility LP Cat C/D ½ SM, LNAV Cat C/D ½ SM, Circling Cat C ½ SM and Circling Cat D ¼ SM. Straight-in Rwy 10 NA at night, Circling Rwy 10, 19 NA at night.

### ASOS

<p>| | | | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>133.425</td>
<td>134.15</td>
<td>338.3</td>
<td>122.7</td>
</tr>
</tbody>
</table>

#### Holding Pattern

- **6000 to 3000**
  - **4 NM**
  - **HOLD**
  - **282°**
  - **102°**

#### Visual Segment - Obstacles

- **3000**
- **YENYU**

### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>740-1</td>
<td>481 (500-1)</td>
<td>740-1 ½</td>
<td>481 (500-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>800-1</td>
<td>541 (600-1)</td>
<td>800-1 ½</td>
<td>541 (600-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>800-1</td>
<td>541 (600-1)</td>
<td>581 (600-1)</td>
<td>721 (800-2)</td>
</tr>
</tbody>
</table>

#### Holding Pattern

- **6000**
- **282°**
- **102°**

#### Holding Pattern

- **7.7 NM**
- **2.7 NM**
- **2.6 NM**

#### Holding Pattern

- **740-1**
- **500-1**
- **800-2**
- **821 (900-2½)**

#### Holding Pattern

- **5004 X 150**
- **5004 X 150**

**EVERGREEN, ALABAMA**

Amrd 1D 10SEP20

**EVERGREEN RGNL/MIDDLETON FLD (GZH)**

**RNAV (GPS) RWY 10**

31°25'N-87°03'W
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Andalusia/Opp altimeter setting and increase all MDAs 100 feet and visibility Cat C/D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 19 NA at night, Circling Rwy 10, 19 NA at night.

**MISSED APPROACH:**
Climbing right turn to 3000 direct COGTA and hold.

**EVERGREEN, ALABAMA**

**AL-6326 (FAA)**

**RNAV (GPS) RWY 19**

**EVERGREEN RGNL/MIDDLETON FLD (GZH)**

**ASOS**
133.425

**JACKSONVILLE CENTER**
134.15 338.3

**UNICOM**
122.7 (CTAF)

**ELEV**
259

**TDZE**
258

**3000 COGTA (IF/IAF)**

**JESMU**

**(FAF) NUSEE**

**3.2 NM**

**RW19**

**2.1 NM to RW19**

**3.00° TCH 40**

**960**

**2000**

**2.1 NM**

**NE**

**7.7 NM**

**ELEV**

**TDZE**

**COGTA**

**4 NM Holding Pattern**

**CIRCLING**

**LP MDA**

660-1 402 (500-1) 660-1½ 402 (500-1½)

**LNAV MDA**

680-1 422 (500-1) 680-1¼ 422 (500-1¼)

**Circling**

800-1 840-1 980-2 1080-2½

541 (600-1) 581 (600-1) 721 (800-2) 821 (900-2½)

**EVERGREEN RGNL/MIDDLETON FLD (GZH)**

**RNAV (GPS) RWY 19**

**ELEV**

**TDZE**

**MIIRL Rwys 1-19 and 10-28**

**EVERGREEN, ALABAMA**

**Amdt 1D 16JUN22**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

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**SE-4, 11 JUL 2024 to 05 SEP 2024**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
EVERGREEN, ALABAMA

APP CRS
283°

ELEV
259

TDZE
249

Apt Elev
259

RNAV (GPS) RWY 28
EVERGREEN RGNL/MIDDLETON FLD (GZH)

ASOS
133.425

JACKSONVILLE CENTER
134.15 338.3

UNICOM
122.7 (CTAF)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Andalusia/Opp altimeter setting and increase all MDAs 100 feet and visibility Cat C/D 1/2 SM. Rwy 28 helicopter visibility reduction below 1/2 SM NA. Circling Rwy 10, 19 NA at night.

MISSED APPROACH:
Climbing left turn to 3000 direct BICAY and hold.

MIRL Rwys 1-19 and 10-28

EVERGREEN RGNL/MIDDLETON FLD (GZH)

RNAV (GPS) RWY 28

SE-4, 11 JUL 2024 to 05 SEP 2024

INDEX

ELEV 259  TDZE 249
When local altimeter setting not received, use Andalusia/Opp altimeter setting and increase all MDAs 100 feet and visibility Cat C/D ½ SM. DME required. Rwy 10 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 10 NA at night, Circling Rwy 10, 19 NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct MVC VORTAC and hold.

ASOS 133.425
JACKSONVILLE CENTER 134.15 338.3
UNICOM 122.7 (CTAF)

VOR/DME RWY 10
EVERGREEN RGNL/MIDDLETON FLD (GZH)

MSA MVC 25 NM

IF/IAF
MONROEVILLE
116.8 MVC
Chan 115

909 A

R-275

095°

1 min

275°

2000

095°

(10.5)

DINGS
MVC

10.5

MVC

13.3

REBAE

1000

MVC

15.9

TCH 51

095°

275°

095°

2000

TCH 51

2.97°

2.8°

2.6°

10.5 NM

2.8 NM

2.6 NM

15.9°

MVC

13.3

REBAE

2000

MVC

10.5

DINGS

Airway radials 212 CW 265.

NoPT for arrival on MVC VORTAC

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 51).

 CATEGORY A B C D
S-10 800-1 541 (600-1) 800-1 541 (600-1)
CIRCLING 800-1 541 (600-1) 840-1 581 (600-1)

MIRL Rwys 1-19 and 10-28

TCH 51

500 X 150

20

31°25'N-87°03'W

SE-4, 11 JUL 2024 to 05 SEP 2024
Procedure NA for arrivals at BFM VORTAC via V198 northeast bound.
RNAV (GPS) RW Y 19
H L SONNY CALLAHAN (CQF)

AWOS-3PT  118.425
MOBILE APP CON  118.5  269.3
UNICOM  123.0 (CTAF)

Procedure NA for arrivals on BFM VORTAC airway radials 319 CW 052.

**LNAV only.**

* Missed Approach: Climb to 1500 then climbing right turn to 2000 direct BFM Vortac 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>341-1/2</td>
<td>250 (300-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>513-1/2</td>
<td>422 (500-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>500-1</td>
<td>409 (500-1)</td>
<td>500-1/2</td>
<td>409 (500-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>580-1</td>
<td>720-1/4</td>
<td>740-2</td>
</tr>
</tbody>
</table>

Fairhope, Alabama
Amdt 2B 20MAY21
30°28'N-87°53'W

FAIRHOPE, ALABAMA
AL-5522 (FAA)

RNAV (GPS) RWY 19
H L SONNY CALLAHAN (CQF)

Amdt 2B 20MAY21
30°28'N-87°53'W

SE-4, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Mobile Intl altimeter setting and increase all MDA 60 feet; increase Circling Cats C/D visibility 1SM.

MISSED APPROACH: Climb to 2000 then left turn direct BFM Vortac and hold.

NoPT for arrival on BFM VORTAC airway radials 242 CW 052.

Amdt 7A 20MAY21

SE-4, 11 JUL 2024 to 05 SEP 2024

FAIRHOPE, ALABAMA

AL-5522 (FAA)
**RNAV (GPS) RWY 1**

**Richard Arthur Fld (M95)**

**Unit of Measure:** feet

**RNP APCH.**

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>LPV DA</td>
<td>679-1½</td>
<td>333 (400-1½)</td>
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<td></td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1007-2½</td>
<td>661 (700-2 ¼)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>980-1</td>
<td>634 (700-1)</td>
<td>980-1½</td>
<td>634 (700-1½)</td>
</tr>
<tr>
<td>Circling</td>
<td>1020-1</td>
<td>1060-1</td>
<td>1400-3</td>
<td>1043 (1100-3)</td>
</tr>
</tbody>
</table>

**Procedure** NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Boro VNAV NA. Use JFP altimeter setting; when not received, use Tuscaloosa altimeter setting and increase LPV DA to 680, LNAV/VNAV DA to 1008, and all MDA 20 feet; increase LNAV/VNAV all Cat visibility ½ SM.

**MISSED APPROACH:**

Climb to 2600 direct TASEE and hold.

**JFX AWOS-3PT**

119.225

**COLUMBUS APP CON**

126.075 239.25

**UNICOM**

122.2 (CTAF)
RNAV (GPS) RWY 19
RICHARD ARTHUR FLD (M95)

**RNP APCH.**
- Procedure NA at night.
- Rwy 19 helicopter visibility reduction below 1 SM NA.
- Use Jasper altimeter setting.

**COLUMBUS APP CON**
- 126.075
- 239.25

**UNICOM**
- 122.8 (CTAF)

**JFX AWOS-3PT**
- 119.225

**ELEV 357**
- 3.1 NM to TASEE (IF/IAF)
- 4 NM to TASEE (IF/IAF)

**TDZE 357**
- 30 NM to TASEE

**TASEE**
- 2600

**4 NM**
- HOLD 2600

**IF/IAF**
- TASEE

**102°**
- Track to BESOM and hold.

**LNAV MDA**
- 6000

**RPy 19**
- 102° to BESOM

**2600**
- WOGVA

**BESOM**
- Track 102° to BESOM and hold.

**Visual Segment - Obstacles.**
- RW19
- JARVA
- LODLE

**4 NM**
- Holding Pattern

**A1167**
- 1002

**A929**
- 507

**WOGVA**
- 883

**960**
- 086°

**RNP APCH.**
- Amdt 1D 15AUG19
- Use Jasper altimeter setting.

**RNAV (GPS) RWY 19**
- 33°43’N 87°49’W

**RICHARD ARTHUR FLD (M95)**
- SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 2
FITZGERALD MUNI (FZG)

ODALS
MISSED APPROACH: Climb to 2300 direct AFUFI and on track 011° to DUMMY and hold.

AWOS-3 118.625 JACKSONVILLE CENTER 127.575 269.025 UNICOM 123.0 (CTAF)

VGS I and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 44).

Category

<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>611.75</td>
<td>250 (300-34)</td>
<td>646.75</td>
<td>285 (300-34)</td>
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<tr>
<td>LNAV/VNAV DA</td>
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<td>379 (400-34)</td>
<td>740.75</td>
<td>379 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>880-1</td>
<td>515 (600-1)</td>
<td>1160-23/4</td>
<td>795 (800-23/4)</td>
</tr>
</tbody>
</table>

CIRCLING

LPV only.
Circling NA to Rwys 15 and 33. ADF required. When local altimeter setting not received, use Tifton altimeter setting and increase all MDA 60 feet, increase S-LOC 2 Cat C and D visibility 1/2 SM and Circling Cat C and D visibility 1/2 SM.

Procedure NA for arrival on VNA VORTAC airway radials 127 CW 178.

Procedure for arrival:
- Climb to 900 then climbing right turn to 2000 direct SUR ND8 and hold.
NDB RWY 2
FITZGERALD MUNI (FZG)

**MISSED APPROACH:** Climbing right turn to 2000 direct SUR NDB and hold, continue climb-in-hold to 2000.

**AWOS-3**
118.625

**JACKSONVILLE CENTER**
127.575 269.025

**UNICOM**
123.0 (CTAF)

Procedure NA for arrival on VNA VORTAC airway radials 127 CW 178.

**935**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3**
118.625

**JACKSONVILLE CENTER**
127.575 269.025

**UNICOM**
123.0 (CTAF)

**FITZGERALD**

**VIENNA**
116.5 VNA Chan 112

**IAP**

**FITZGERALD**

**ELEV 365**

**TDZE 361**

**MIRL Rwy 2:20**

**REIL Rwy 2**

**FITZGERALD, GEORGIA**

Amdt 2 29MAR18

31°41'N-83°16'W

**365**
RNAV (GPS) RWY 18
FOLEY MUNI (5R4)

Boro-VNAV NA, DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase LPV DA to 397 feet, LNAV/VNAV DA to 547 feet, and all MDA 20 feet; increase LNAV Cat C visibility \( \frac{1}{2} \) mile and Circling Cat C visibility \( \frac{1}{4} \) mile.

MISSED APPROACH: Climb to 3000 direct WIBIK and hold, continue climb-in-hold to 3000.

- **CQF AWOS-3PT**: 118.425
- **PENSACOLA APP CON**: 118.6 380.6
- **UNICOM**: 123.05 (CTAF) 8

**WAAS**
- **CH**: 45516
- **W18A**
- **Rwy Idg**: 182°
- **TDZE**: 72
- **Apt Elev**: 74
- **Rwy**: 18
- **Rwy ldg**: 3700
- **APP CRS**: 182°
- **W18A**: 36

**RNAV (GPS) RWY 18**

**FOLEY MUNI (5R4)**

**VNAV and RINAV glidepath not coincident**
(VGSI Angle 3.00°/TCH 40°).

**Category**
- **LPV DA**: 393-1 321 (400-1)
- **LNAV/ VNAV DA**: 543-1 541 (500-1)
- **LNAV MDA**: 480-1 408 (500-1)
- **CIRCLING**: 680-1 606 (700-1)

**300 NM to RUPQE (NoPt)**

**3100**

**RUPQE**

**092°**

**272°**

**4 NM Holding Pattern**

**3100**

**002°**

**182°**

**GP 3.00° TCH 54**

**2600**

**UWAZE**

**182°**

**1700**

**HAPIN**

**203°**

**298**

**292**

**3000**

**WIBIK**

**3000 X 74**

**367**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**FOLEY, ALABAMA**

Amdt 2 21JUL16

**30°26'N 87°42'W**

**367**
RNAV (GPS) RWY 36

FOLEY MUNI (5R4)

MISSED APPROACH: Climb to 3100 direct RUPQE and hold, continue climb-in-hold to 3100.

PROLOTY NA at night. Rw 36 helicopter visibility reduction below 1 SM NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all MDA 20 feet; increase LP and LNAV Cat C visibility 1/4 SM and Circling Cat C visibility 1/2 SM.

SE-4, 11 JUL 2024 to 05 SEP 2024

WAAS CH 93515

Rwy Ldg 3513

TDZE 73

Apt Elev 74

ELEV 74

TDZE 73

FOLEY, ALABAMA

AL-6899 (FAA)
RNAV (GPS) RWY 4
ISBELL FLD (4A9)

Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Rome altimeter setting and increase all DAs/MDAs 100 feet, increase LPV all Cats visibility ½ SM and LNAV Cat C and Circling Cat A visibility ¾ SM.

MISSED APPROACH: Climb to 4000 direct COVID and hold.

AWOS 3PT AT 119.025
ATLANTA CENTER AT 124.5 270.325
UNICOM AT 122.8 (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>LPV DA</td>
<td>1234-1½ 357 (400-1¼) NA</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1620-1 743 (800-1) 1620-1¼ 743 (800-1¼) 1620-2¼ 743 (800-2¼) NA</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>1620-1 743 (800-1) 1920-1½ 1043 (1100-1½) 1920-3 1043 (1100-3) NA</td>
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<td></td>
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</tr>
</tbody>
</table>

SE-4, 11 JUL 2024 to 05 SEP 2024
Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Rome altimeter setting and increase all MDAs 100 feet, increase LNAV Cat A/C/D and Circling Cat A visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 4000 direct RHODA and hold.
Circling NA northeast of Rwy 15L-33R. Rwy 6L helicopter visibility reduction below 1 SM NA.
Procedure NA when R3005C/D or R3007C is active and LHW tower is closed. Straight-in/
Circling Rwy 6L NA at night and Circling Rwy 24R NA at night.

**RNAV (GPS) RWY 6L**

**WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (L.H.W)**
RNAV (GPS) RWY 33R

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (L.HW)

Circling to Rwy 6R, 24L, 15R, 33L, 6L, 24R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting; increase LPV DA to 304 feet, LNAV/VNAV DA to 379 feet and all visibilities ¼ mile; increase all MDAs 60 feet and LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Savannah Hilton Head Intl altimeter. Circling NA northeast of Rwy 15L-33R. Procedure NA when R-3005C/D or R-3007C is active and LHW Tower is closed.

ATIS* SAVANNAH APP CON* WRIGHT TOWER* GND CON
118.475 120.4 353.775 126.25 (CTAF) 269.275 121.7 273.575

RADAR REQUIRED

RNP APCH.

Misapproach: Climb to 500 then climbing right turn to 4000 direct HARPS and hold.

ATIS
118.475

SAVANNAH APP CON
120.4 353.775

WRIGHT TOWER
126.25 (CTAF) 269.275

GND CON
121.7 273.575
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 18
NORTHEAST ALABAMA RGNL (GAD)

Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 18 helicopter visibility reduction below 3/4 SM NA. When local altimeter not setting received, use Anniston altimeter setting and increase all DAs 66 feet and all MDAs 80 feet.

AWOS-3PT
127.825

BIRMINGHAM APP CON
125.45

CLNC DEL
120.05

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at GESTS on V115 northeast bound.

Procedure NA for arrival on GAD VOR/DME airway radials 300 CW 040.

VGS1 and RNAV glideslope not coincident (VGS1 Angle 2.75/TCH 42).

4 NM Holding Pattern

GADSDEN, ALABAMA
Amrd 1C 27FEB20

33°58'N-86°05'W

377
RNAV (GPS) RWY 36
NORTHEAST ALABAMA RGNL (GAD)

When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet. Rwy 36 helicopter visibility reduction below 1/2 SM NA.

Category A

LNAV MDA 1640-1/2

MIRL Rwy 18-36

SE-4, 11 JUL 2024 to 05 SEP 2024

Amdt 1C 27FEB20
When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet; increase S-6 Cat C/D visibility ½ mile and Circling Cat C ½ SM. VDP NA when using Anniston altimeter setting. DME required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 on GAD VOR/DME R-232 to JEFRS/7 DME and hold.

AWOS-3 PT BIRMINGHAM APP CON CLNC DEL UNICOM
127.825 125.45 120.05 257.7 122.8 (CTAF)

DME REQUIRED

GADSDEN, ALABAMA
Amdt 14 17AUG17

33°58'N-86°05'W

NORTHEAST ALABAMA RGNL (GAD)
GAINESVILLE, GEORGIA

ILS or LOC RWY 5
LEE GILMER MEML (GVL)

DME required. RADAR required for procedure entry.

Circling Rwy 11, 29 NA at night. For inop ALS increase S-LOC 5 Cats C and D visibility to 1 SM.

ASOS
126.475

ATLANTA APP CON *
132.475 291.1

UNICOM
123.075 (CTAF)

LOCALIZER 110.55
Chan 42 (Y)

VECTORS

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 30).

GS 3.00°
TCH 43

S-LOC 5
1640-1 365 (400-1)
503 (600-1)

CIRCLING

SE-4, 11 JUL 2024 to 05 SEP 2024
Circling to Rwy 11, 29 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 34°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM, increase LNAV Cats C and D visibility to 1 SM.
Circling Rwy 11, 29 NA at night. Rwy 23 helicopter visibility reduction below 1/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

Procedure NA for arrivals at AWSON on V5-311 westbound and T297 northwest bound.

Procedure NA for arrivals at REELL on T292 southeast bound, T321 southbound, and T297 southeast bound.

MISSED APPROACH: Climb to 3100 direct IYULU and hold.

Procedure NA for arrivals at AWSON on V5-311 westbound and T297 northwest bound.

Procedure NA for arrivals at REELL on T292 southeast bound, T321 southbound, and T297 southeast bound.

MISSED APCH FIX

Procedure NA for arrivals at AWSON on V5-311 westbound and T297 northwest bound.

Procedure NA for arrivals at REELL on T292 southeast bound, T321 southbound, and T297 southeast bound.

MISSED APCH FIX

Procedure NA for arrivals at AWSON on V5-311 westbound and T297 northwest bound.

Procedure NA for arrivals at REELL on T292 southeast bound, T321 southbound, and T297 southeast bound.
RNAV (GPS) RWY 29
GENEVA MUNI (33J)

KOZR ATIS
111.2 316.15

CAIRNS APP CON
133.75 270.35

UNICOM
122.8 (CTAF)

DME/DME RNP-0.3 NA. Procedure NA at night. Use Cairns AAF altimeter setting, when not received, use Dothan altimeter setting and increase all MDA 40 feet, and increase all Cat C visibilities 1/2 SM. Rwy 29 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 2000 direct SOVRE and hold.

RNAV (GPS) RWY 29
GENEVA MUNI (33J)
NA Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Demopolis altimeter setting.

MISSED APPROACH: Climb to 640 then climbing right turn to 2300 direct TATLE and hold.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>600-1</td>
<td>427 (500-1)</td>
<td>600-1/4</td>
<td>427 (500-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>720-1</td>
<td>860-2</td>
<td>940-2 1/2</td>
</tr>
</tbody>
</table>

ELEV 175  
TDZE 173
RNAV (GPS) RWY 7
GREENE COUNTY RGNL (CPP)

MISSED APPROACH: Climb to
2300 direct EXJAN and hold.

AWOS-3  ATLANTA APP CON  GCO  UNICOM
124.525  132.475  291.1  121.725  122.8 (CTAF)

Procedure NA for arrivals at BEYLO on V5-51-267 southbound.

Rwy 7 helicopter visibility reduction below 3/4 SM NA.
RNAV (GPS) RWY 25
GREENE COUNTY RGNL (CPP)

AWOS-3
124.525

ATLANTA APP CON *
132.475 291.1

GCO
121.725

UNICOM
122.8 (CTAF)

HILSR Rw 7-25

Rwy 25 helicopter visibility reduction below 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2300 direct ETZOP and hold.

SAFETY CRITICAL POINT:
LNAV MDA 2300

WAAS
CH 70616 W25A
APP CRS 249°
Rwy Idg 5500
TDZE 689
Apt Elev 689

SE-4, 11 JUL 2024 to 05 SEP 2024

33°36'N-83°08'W
389
VOR-B
GREENE COUNTY RGNL (CPP)

DME Required: 116.95 AHN

AWOS-3 124.525
ATLANTA APP CON * 132.475 291.1
GCO 121.725
UNICOM 122.8 (CTAF)

Procedure NA for arrival on AHN VOR/DME

MISSED APPEARANCE: Climbing left turn to 2300 on
AHN VOR/DME R-156 to URTAY/AHN 12 DME and hold.

One Minute Holding Pattern

6000 2300
336°

156°

2300

156°

2300

6 NM

4.9 NM

CATEGORY A B C D

C CIRCLING 1240-1 551 (600-1) 1320-1½ 631 (700-1¼) 1480-2½ 791 (800-2½)

HIREL Rwy 7-25

GREENSBORO, GEORGIA
Amdt 3B 20APR23

33°36'N-83°08'W

391

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 14
MAC CRENSHAW MEML (PRN)

DEPEN: Climb right (NoPT) to 3000 direct DEPEN and hold.

MISSED APPROACH: Climbing right turn to 3000 direct DEPEN and hold.

Helicopter visibility reduction below 1 SM NA.

Night landing: Rwy 14 NA.

DME/DME RNP 0.3 NA.

Holding Pattern

4 NM
3000 DEPEN (NoPT)

3.04° TCH 40

3000 DEPEN

6.1 NM

5 NM
**RNAV (GPS) RWY 32**

**GRIFFIN-SPALDING COUNTY (6A2)**

---

**RAP CH**: 321°

**TDZE**: 954

**Apt Elev**: 958

---

### Chart Information

- **WAAS CH**: 65729
- **WAAS CH**: 321° (APP CRS)
- **TDZE**: 954
- **Apt Elev**: 958

---

### NAVAID Details

- **ATLANTA APP CON**: 128.575 (CTAF)
- **CLNC DEL**: 128.575
- **UNICOM**: 123.075

---

### RNAV (GPS) RWY 32

- **LNAV**: 3000
- **VNAV**: 1500

---

### Holding Pattern

- Holding Pattern 4 NM

---

### Vicinity Details

- **AWOS-3**: 119.750
- **ATLANTA APP CON**: 128.575
- **CLNC DEL**: 128.575
- **UNICOM**: 123.075

---

### Notes

- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.**
- **Rwy 32 helicopter visibility reduction below 1/2 SM NA.**
- **Baro-VNAV and VDP NA with Atlanta Rgnl Falcon Fld altimeter setting.**
- **When local altimeter setting not received, use Atlanta Rgnl Falcon Fld altimeter setting and increase all DA/MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/2 mile.**

---

### RNP APCH

- **1201**
- **1205**

---

### RNAV Guidance

- **ZUKSI**
- **ETZIM**
- **LUFEV**
- **IDEVY**

---

### Holding Pattern Details

- **Holding Pattern 4 NM**
- **LGSI and RNAV glidepath not coincident (LGSI Angle 3.50/TCH 29).**

---

### Holding Pattern

- **LNAV only.**
- **1.1 NM to RW32**

---

### Holding Pattern

- **LNAV**: 1204-7° 250 (300-7°)
- **LPV**: DA
- **VNAV/LNAV**: 1204-7° 250 (300-7°)
- **LNAV MDA**: 1300-1 346 (400-1)

---

### Chart Information

- **Orig-C**: 18JUL19
- **SE-4**: 11 JUL 2024 to 05 SEP 2024
- **RN3**: 321°
- **RNAV (GPS) RWY 32**

---

### Chart Information

- **GRIFFIN, GEORGIA**: Orig-C 18JUL19
- **33°14'N-84°16'W**
- **395**
Baro-VNAV and VDP NA when using Pensacola Intl altimeter setting. Rwy 09 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Pensacola Intl altimeter setting and increase LPV DA to 388 feet and all visibilities 3/4 SM. Increase LNAV/ VNAV DA to 394 feet and all visibilities 3/4 SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D 1/4 SM, and Circling visibility Cat C/D 3/4 SM.

Amdt 3C 16MAY24

GULF SHORES, ALABAMA
Amrd 3C 16MAY24

GULF SHORES INTL/JACK EDWARDS FLD (JKA)

RNP APCH - GPS.

Moderate icing possible. Warm and humid.

Procedure NA for arrival on BFM VORTAC airway radial 242.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pensacola Intl altimeter setting.

Circling Rwy 17, 35 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pensacola Intl altimeter setting and increase LPV DA to 295 feet; increase LNAV/VNAV DA to 559 feet and all visibilities ½ SM; increase all MDAs 80 feet and visibility Cats C and D ½ SM. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM. For inop ALS, when using Pensacola Intl altimeter setting minimums, increase LPV all Cats visibility to 1½ SM, increase LNAV Cat C/D visibility to 1½ SM.

**ATIS**

134.525 PENSACOLA APP CON

**GULF SHORES TOWER**

118.65 (CTAF)

**CLNC DEL**

121.7

**CLNC DEL (When twr clsd)**

124.55

**GND CON**

121.7

**UNICOM**

122.7

**MALSR**

MISSED APPROACH: Climb to 2500 direct VUSRY and hold.

**VUSRY and hold.**

Climb to 2500 direct VUSRY and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
GUNTERSVILLE, ALABAMA
AL-9269 (FAA)

WAAS
CH 90340
W07A

APPROACH
LNAV MDA
ELEV TDZE
Apt Elev

615
610
5005

RNP APCH.

Circling NA to Rwys 6 and 24. Rwy 7 helicopter visibility reduction below 1 SM NA. Use Scottsboro altimeter setting. Straight-in Rwy 7 NA at night, Circling Rwy 7 NA at night.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct JOPED and hold.

400
34°24'N-86°16'W

RNAV (GPS) RWY 7
GUNTERSVILLE MUNI/JOE STARNES FLD (8A1)

4A6 AWOS:3PT
120.125

HUNTSVILLE APP CON
125.6 354.1

UNICOM
122.8 (CTAF)

3000 JOPED
3 NM to JOPED (No PT)

Apt Elev
TDZE

GUNTERSVILLE MUNI/JOE STARNES FLD (8A1)

HOLD 6000-3000 4 NM

069°

069° 249°

2000

 CATEGORY

LP MDA
LNAV MDA
CIRCLING

A  1040-1 430 (500-1)

B  1040-1 430 (500-1½)

C  1140-1 530 (600-1)

D  1140-1 530 (600-1½)

1360-1 745 (800-1)

1380-1 765 (800-1)

1620-3 1005 (1100-3)

1840-3 1225 (1300-3)

3000 JOPED

1400

3.0 NM to RW07

MIRL Rwy 7-25

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 18
POSEY FLD (1M4)

Haleyville, Alabama (1M4)

APP CRS: 183°
Rwy Idg: 5008
TDZE: 930
AP: Elev: 930

Circling Rwy 36 NA at night. Rwy 18 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Muscle Shoals altimeter setting: Increase LPV DA to 1298 feet, and LNAV/VNAV DA to 1354 feet and LNAV/VNAV visibility ½ SM; increase all MDAs 120 feet and visibility LNAV Cats C and D ½ SM; increase Circling Cat C visibility ½ SM and Cat D ½ SM. Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Muscle Shoals altimeter setting.

AWOS-3PT
119.525

MEMPHIS CENTER
120.8

UNICOM
122.8 (CTAF)

2 NM to BEVAY
SE-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 18
POSEY FLD (1M4)
HALEYVILLE, ALABAMA

RNAV (GPS) RWY 36
POSEY FLD (1M4)

AWOS-3PT 119.525
MEMPHIS CENTER 120.8 307.0
UNICOM 122.8 (CTAF)

MISSED APCH FIX
Climb to 3000 direct ZONUN and hold.

HALEYVILLE, ALABAMA

Orig-D 25MAR21
34°17'N-87°36'W
403
RNAV (GPS) RWY 18

HAMILTON, ALABAMA

AL-5914 (FAA)

MARION COUNTY-RANKIN FITE (HAB)

001°

004°

2400

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase all MDAs 120 feet, increase LNAV visibility Cat B ½ SM, Cat C, D ½ SM and Circling visibilities Cat A, C, D ½ SM. Rwy 18 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climb to 2400 direct DEPST and hold.

MEMPHIS CENTER

127.1 269.4

UNICOM

122.8 (CTAF)

HAMILTON, ALABAMA

LNAV  MDA

REIL Rwy 18-36

MIRL Rwy 18-36

RNAV (GPS) RWY 18

MARION COUNTY-RANKIN FITE (HAB)

SE-4, 11 JUL 2024 to 05 SEP 2024

Orig-D 14JUL22

ELEV 436

TDZE 436

181° to RW18

0.6%
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase DA 104 feet and all MDAs 120 feet, increase visibility LPV all Cats and LNAV Cats C, D ½ SM and Circling visibilities Cat A, C, D ¾ SM. VDP NA when using Tupelo altimeter setting. Baro-VNAV NA when using Tupelo altimeter setting. Circling to Rwy 18 NA at night.

MISSED APPROACH:

Climb to 2400 direct DUVBY and hold.

MEMPHIS CENTER

127.1  269.4

UNICOM

122.8 (CTAF)
RNAV (GPS) RWY 18

HARTSELLE/MORGAN COUNTY RGNL (5M7)

RNAV (GPS) RWY 18

HARTSELLE, ALABAMA

APP CRS
184°

Rwy Idg
TDZE
Apt Elev
3599
629
629

HUNTSVILLE APP CON
118.05
239.0

UNICOM
122.8 (CTAF)

HARTSELLE, ALABAMA
34°24'N-86°56'W

Amdt 1A 19JUL18

CIRCLING

CATEGORY
A
B
C
D

LNAV MDA
1280-1
651 (700-1)
1280-1/8
651 (700-1/8)
NA

MIRL Rwy 18-36

34°24'N-86°56'W

407
HAZLEHURST, GEORGIA

RNAV (GPS) RWY 15

RNAV (GPS) RWY 15

VAISALA

119.125

127.575

126.025

118.750

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 9
HEADLAND MUNI (HDL)

Circling NA to Rwys 17 and 35. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

AWOS-3PT
119.575

CAIRNS APP CON
125.4

CTAF
122.9

HOLD
6000

DEKKE
4 NM

2000

3100

5002

184°

094° (IF/IAF)

ERUCA

EMVUF

1.9 NM to RW09

1700

274°

[094°]

WAGKY

2000 direct WAGKY and hold.

MISSED APCH FIX
4 NM

WAGKY

274°

5002 X 80

526

636

565

274°

6.1 NM

094°

2000

WAGKY

1463

698

1053

094°

GP 3.00°
TCH 40°

274°

6000

2000

094°

6.1 NM

2.2 NM

0.6

1.3

Table:

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>631-1</td>
<td>274 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>810-1(^{1/2})</td>
<td>453 (500-1(^{1/2}))</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>800-1</td>
<td>443 (500-1)</td>
<td>800-1(^{1/2})</td>
<td>443 (500-1(^{1/2}))</td>
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<tr>
<td>CIRCLING</td>
<td>860-1</td>
<td>940-1</td>
<td>980-1(^{1/2})</td>
<td>621 (700-1(^{1/2}))</td>
</tr>
</tbody>
</table>

MAP: 31°22'N-85°19'W

HEADLAND MUNI (HDL)

3002 X 80

411
RNAV (GPS) RWY 27
HEADLAND MUNI (HDL)

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct WAGKY and hold.

AWOS-3PT 119.575
Cairns APP CON 125.4
CTAF 122.9

LNAV  MDA
CIRCLING
720-1 361 (400-1)
940-1 581 (600-1)
980-1/3 621 (700-1/4)

 CATEGORY  A  B  C  D
LNAV MDA  720-1 361 (400-1) NA
CIRCLING  860-1 501 (600-1) 940-1 581 (600-1) 980-1/3 621 (700-1/4) NA

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 32
HOMERVILLE (HOE)

MISSED APPROACH: Climb to 2000 direct DEXBU and hold.

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

AWOS-3 118.725

VALIDOSTA APP CON 126.6 285.6

CTAF 122.9 0

Rwy 32 helicopter visibility reduction below ½ SM NA.

MISSED APCH FIX

4 NM 321° DEXBU

RNP APCH.

HOLD 6000 2000

RW32 373

ZUGSU

2300

[IF/IAF]

(FAF)

SOSRE

(RW32)

2000

HOMERVILLE, GEORGIA

AL-6149 (FAA) 21056

SE-4, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Waycross altimeter setting and increase all MDA 60 feet, and Circling Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 2300 on heading 071° and AYS VORTAC R-222 to AYS VORTAC and hold.

When local altimeter setting not received, use Waycross altimeter setting and increase all MDA 60 feet, and Circling Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 2300 on heading 071° and AYS VORTAC R-222 to AYS VORTAC and hold.
**SAVANNAH, GEORGIA**

**APCH CRS**

Rwy Idg 11,375
TDZE 26
Arpt Elev 41

**[USA]**

**HUNTER AAF** (KSVN)

**RNP APCH-GPS**

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1/4 mile.
** Circling not authorized N of Rwy 10-28 for CAT D.

**ATIS**

127.525 323.125

**SAVANNAH APP CON**

120.4 353.775

**TOWER**

124.975 (CTAF) 279.575

**GND CON**

121.8 291.675

---

Radar required when R-3005 B/C/D active.

Procedure NA for arrival on SAV VORTAC airway R-183 CW 202.

Hold-in-lieu (HIL) NA when R-3005 B/C/D active.

---

**CATEGORY**

A  B  C  D

| (NAV MDA)* | 460-1 | 434 (500-1) |

| CIRCLING | 600-1 | 559 (600-1) | 920-2½ | 879 (900-2½) | 879 (900-2½) |

**SAVANNAH, GEORGIA**

Amdt 2 05OCT23

**HUNTER AAF** (KSVN)

**RNAV (GPS) RWY 10**
SAVANNAH, GEORGIA

ATIS 127.525 323.125
SAVANNAH APP CON 120.4 353.775
TOWER 124.975 (CTAF) 279.575
GND CON 121.8 291.675

---

VOR RWY 28

---

### VOR/DME

<table>
<thead>
<tr>
<th>SVN VOR/DME</th>
<th>APCH CRS</th>
<th>RWY Ldg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
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<tr>
<td>111.6</td>
<td>282*</td>
<td>11,375</td>
<td>41</td>
<td>41</td>
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### TOWER

<table>
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<tr>
<th>TOWER</th>
<th>124.975 (CTAF)</th>
<th>279.575</th>
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</thead>
</table>

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### GND CON

<table>
<thead>
<tr>
<th>GND CON</th>
<th>121.8 291.675</th>
</tr>
</thead>
</table>

---

### Shaded Area

- **SAVANNAH**: 115.95 SAV
  - Chan 106[Y]

---

### RADAR IDENTIFICATION

**JAF**: HUNTER
- 111.6 SVN
- Chan 53

---

### VOR/DME Information

- **VOR/DME**: 282*
- **TDZE**: 41

---

### Approach Information

- **ATIS**: 127.525 323.125
- **SAVANNAH APP CON**: 120.4 353.775
- **TOWER**: 124.975 (CTAF) 279.575
- **GND CON**: 121.8 291.675

---

### VOR/DME Chart

- **VOR/DME**: 282*
- **TDZE**: 41

---

### Approach Diagram

- **1200**: SVN
- **2000**: VOR/DME
- **OLDEN to RW28**: Remain within 10 NM

---

### Course Information

- **Category S-28**: 580/24, 539 (600-1/2)
- **CIRCLING**: 600-1, 559 (600-1)

---

### Further Information

- **REIL Rwy 10**: 879 (900-2/5)
- **HIRL Rwy 10-28**: 879 (900-2/4)

---

### Additional Information

- **SAVANNAH, GEORGIA**: Amdt 9 07SEP23
- **HUNTER AAF (KSVN)**: 32°01'N-81°09'W
SAVANNAH, GEORGIA

COPPER VOR RWY 10

ATIS
127.525 323.125

SAVANNAH APP CON
120.4 353.775

TOWER
124.975 (CTAF) 279.575

GND CON
121.8 291.675

SAVANNAH
115.95 SAV
Chan 106(Y)

½

REIL Rwy 10
HIRL Rwy 10-28

CATEGORY
S-10

COPPER
540-½

523 (500-½)

SAVANNAH, GEORGIA
32°01'N-81°09'W

Orig A 20OCT11

HUNTER AAF (KSVN)
ILS or LOC RWY 18

HUNTSVILLE, ALABAMA

AWOS-3PT 120.0
HUNTSVILLE APP CON* 125.8 354.1
GCO 121.725
UNICOM 123.0 (CTAF)

DME or RNAV 1- GPS required.

Rwy 18 helicopter visibility reduction below 3/4 SM NA.

AWOS-3PT 120.0
HUNTSVILLE APP CON* 125.8 354.1
GCO 121.725
UNICOM 123.0 (CTAF)

Rwy 18 helicopter visibility reduction below 3/4 SM NA.

AWOS-3PT 120.0
HUNTSVILLE APP CON* 125.8 354.1
GCO 121.725
UNICOM 123.0 (CTAF)

Rwy 18 helicopter visibility reduction below 3/4 SM NA.

AWOS-3PT 120.0
HUNTSVILLE APP CON* 125.8 354.1
GCO 121.725
UNICOM 123.0 (CTAF)

Rwy 18 helicopter visibility reduction below 3/4 SM NA.

AWOS-3PT 120.0
HUNTSVILLE APP CON* 125.8 354.1
GCO 121.725
UNICOM 123.0 (CTAF)

Rwy 18 helicopter visibility reduction below 3/4 SM NA.

AWOS-3PT 120.0
HUNTSVILLE APP CON* 125.8 354.1
GCO 121.725
UNICOM 123.0 (CTAF)

Rwy 18 helicopter visibility reduction below 3/4 SM NA.
RNAV (GPS) RWY 18
HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

**AWOS-3PT**
- 120.0

**HUNTSVILLE APP CON**
- 125.6
- 354.1

**GCO**
- 121.725

**UNICOM**
- 123.0 (CTAF)

**Rwy 18**
- Helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3400 direct EROVE and hold.

**ELEV 764**
**TDZE 740**

**MIRL Rwy 18-36**
**REIL Rwy 18 and 36**

**HUNTSVILLE, ALABAMA**
Amdt 2B 28FEB19

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 18**
HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

**AWOS-3PT**
- 120.0

**HUNTSVILLE APP CON**
- 125.6
- 354.1

**GCO**
- 121.725

**UNICOM**
- 123.0 (CTAF)

**Rwy 18**
- Helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3400 direct EROVE and hold.

**ELEV 764**
**TDZE 740**

**MIRL Rwy 18-36**
**REIL Rwy 18 and 36**

**HUNTSVILLE, ALABAMA**
Amdt 2B 28FEB19

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 18**
HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

**AWOS-3PT**
- 120.0

**HUNTSVILLE APP CON**
- 125.6
- 354.1

**GCO**
- 121.725

**UNICOM**
- 123.0 (CTAF)

**Rwy 18**
- Helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.

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**ELEV 764**
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**MIRL Rwy 18-36**
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**AWOS-3PT**
- 120.0

**HUNTSVILLE APP CON**
- 125.6
- 354.1

**GCO**
- 121.725

**UNICOM**
- 123.0 (CTAF)

**Rwy 18**
- Helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3400 direct EROVE and hold.

**ELEV 764**
**TDZE 740**

**MIRL Rwy 18-36**
**REIL Rwy 18 and 36**

**HUNTSVILLE, ALABAMA**
Amdt 2B 28FEB19

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 18**
HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

**AWOS-3PT**
- 120.0

**HUNTSVILLE APP CON**
- 125.6
- 354.1

**GCO**
- 121.725

**UNICOM**
- 123.0 (CTAF)

**Rwy 18**
- Helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3400 direct EROVE and hold.

**ELEV 764**
**TDZE 740**

**MIRL Rwy 18-36**
**REIL Rwy 18 and 36**

**HUNTSVILLE, ALABAMA**
Amdt 2B 28FEB19

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 18**
HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

**AWOS-3PT**
- 120.0

**HUNTSVILLE APP CON**
- 125.6
- 354.1

**GCO**
- 121.725

**UNICOM**
- 123.0 (CTAF)

**Rwy 18**
- Helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3400 direct EROVE and hold.

**ELEV 764**
**TDZE 740**

**MIRL Rwy 18-36**
**REIL Rwy 18 and 36**

**HUNTSVILLE, ALABAMA**
Amdt 2B 28FEB19

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 18**
HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

**AWOS-3PT**
- 120.0

**HUNTSVILLE APP CON**
- 125.6
- 354.1

**GCO**
- 121.725

**UNICOM**
- 123.0 (CTAF)

**Rwy 18**
- Helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3400 direct EROVE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 3400 direct EROVE and hold.
**ILS or LOC RWY 36L**

**HUNTSVILLE INTL-CARL T JONES FLD (HSV)**

**DME required. RADAR required for procedure entry.**

- **ATIS**
  - **HUNTSVILLE APP CON**: 121.25
  - **HUNTSVILLE TOWER (CTAF)**: 127.6

- **GND CON**
  - **36R**: 121.9
  - **36L**: 269.525

- **CLNC DEL**: 120.35
- **UNICOM**: 122.95

---

**CAUTION:** Numerous migratory bird flocks in area.

Wildlife Refuge Area south of airport.

---

**MISSING APPROACH:** Climb to 1100 then climbing left turn to 3000 on heading 350° and RQZ R-261 to TANNE/RQZ 17.6 DME and hold.

---

**One Minute Holding Pattern**

- **WHEELER NATIONAL WILDLIFE REFUGE**

**Missed Approach:** Climb to 1100 then climbing left turn to 3000 on heading 350° and hold.

**LOC/DME 1-ELL**

- **Chan 22**
  - **108.5**, **APP CRS 005°**, **Rwy Idg 12600**, **TDZE 616**, **Apt Elev 629**

**ATIS**

- **HUNTSVILLE APP CON**: 125.6
- **354.1**

**GND CON**

- **305.35**

---

**CAUTION:** Numerous migratory bird flocks in area.

Wildlife Refuge Area south of airport.

---

**MISSING APPROACH:** Climb to 1100 then climbing left turn to 3000 on heading 350° and RQZ R-261 to TANNE/RQZ 17.6 DME and hold.

---

**One Minute Holding Pattern**

- **BO SAC**
  - **I-ELL 14.8®**
  - **Radar**

- **CECAB**
  - **I-ELL 7.7®**
  - **Radar**

- **HEREG**
  - **I-ELL 4.8®**
  - **Radar**

- **TANNE**
  - **RQZ 17.6®**

**CAUTION:** Numerous migratory bird flocks in area.

Wildlife Refuge Area south of airport.

---

**MISSING APPROACH:** Climb to 1100 then climbing left turn to 3000 on heading 350° and RQZ R-261 to TANNE/RQZ 17.6 DME and hold.

---

**One Minute Holding Pattern**

- **BO SAC**
  - **I-ELL 14.8®**
  - **Radar**

- **CECAB**
  - **I-ELL 7.7®**
  - **Radar**

- **HEREG**
  - **I-ELL 4.8®**
  - **Radar**

- **TANNE**
  - **RQZ 17.6®**

**CAUTION:** Numerous migratory bird flocks in area.

Wildlife Refuge Area south of airport.

---

**MISSING APPROACH:** Climb to 1100 then climbing left turn to 3000 on heading 350° and RQZ R-261 to TANNE/RQZ 17.6 DME and hold.

---

**One Minute Holding Pattern**

- **BO SAC**
  - **I-ELL 14.8®**
  - **Radar**

- **CECAB**
  - **I-ELL 7.7®**
  - **Radar**

- **HEREG**
  - **I-ELL 4.8®**
  - **Radar**

- **TANNE**
  - **RQZ 17.6®**

**CAUTION:** Numerous migratory bird flocks in area.

Wildlife Refuge Area south of airport.

---

**MISSING APPROACH:** Climb to 1100 then climbing left turn to 3000 on heading 350° and RQZ R-261 to TANNE/RQZ 17.6 DME and hold.

---

**One Minute Holding Pattern**

- **BO SAC**
  - **I-ELL 14.8®**
  - **Radar**

- **CECAB**
  - **I-ELL 7.7®**
  - **Radar**

- **HEREG**
  - **I-ELL 4.8®**
  - **Radar**

- **TANNE**
  - **RQZ 17.6®**

**CAUTION:** Numerous migratory bird flocks in area.

Wildlife Refuge Area south of airport.

---

**MISSING APPROACH:** Climb to 1100 then climbing left turn to 3000 on heading 350° and RQZ R-261 to TANNE/RQZ 17.6 DME and hold.

---

**One Minute Holding Pattern**

- **BO SAC**
  - **I-ELL 14.8®**
  - **Radar**

- **CECAB**
  - **I-ELL 7.7®**
  - **Radar**

- **HEREG**
  - **I-ELL 4.8®**
  - **Radar**

- **TANNE**
  - **RQZ 17.6®**

**CAUTION:** Numerous migratory bird flocks in area.

Wildlife Refuge Area south of airport.

---

**MISSING APPROACH:** Climb to 1100 then climbing left turn to 3000 on heading 350° and RQZ R-261 to TANNE/RQZ 17.6 DME and hold.

---

**One Minute Holding Pattern**

- **BO SAC**
  - **I-ELL 14.8®**
  - **Radar**

- **CECAB**
  - **I-ELL 7.7®**
  - **Radar**

- **HEREG**
  - **I-ELL 4.8®**
  - **Radar**

- **TANNE**
  - **RQZ 17.6®**

**CAUTION:** Numerous migratory bird flocks in area.

Wildlife Refuge Area south of airport.

---

**MISSING APPROACH:** Climb to 1100 then climbing left turn to 3000 on heading 350° and RQZ R-261 to TANNE/RQZ 17.6 DME and hold.

---

**One Minute Holding Pattern**

- **BO SAC**
  - **I-ELL 14.8®**
  - **Radar**

- **CECAB**
  - **I-ELL 7.7®**
  - **Radar**

- **HEREG**
  - **I-ELL 4.8®**
  - **Radar**

- **TANNE**
  - **RQZ 17.6®**

**CAUTION:** Numerous migratory bird flocks in area.

Wildlife Refuge Area south of airport.
ILS or LOC RWY 36R
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

MISSED APPROACH: Climb to 4000 on heading 005° to intercept RQZ R-234 and right turn to RQZ VORTAC and hold, continue climb-in-hold to 4000. IF/IAF aircraft continue climb to 5000 on RQZ VORTAC R-010 to VOYUD/RQZ 6.8 DME and hold north, left turn, 190° inbound, continue climb-in-hold to 5000).

LOC/DME I-JJC
109.55
Chan 32 (Y)

APP CRS 005°
TDZE 595
Apt Elev 629

RADAR required for procedure entry. DME or RADAR required.

ATIS
121.25

HUNTSVILLE APP CON
125.6 354.1

HUNTSVILLE TOWER
127.6 (CTAF) 350.35

GND CON
121.9 269.525

CLNC DEL
120.35

UNICOM
122.95

CAUTION: Numerous migratory bird flocks in area. Wildlife refuge area south of airport.

WHEELER NATIONAL WILDLIFE REFUGE

NERTZ Fix MINIMUMS

HUNTSVILLE, ALABAMA
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

Amdt 5 OBSEP22

430

1260-1 631 (700-1)

1160-1 531 (600-1)

34°38’N-86°47’W

SE-4, 11 Jul 2024 to 05 Sep 2024
HUNTSVILLE, ALABAMA

AL-5488 (FAA)

RNAV (GPS) RWY 18L
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. Circling NA for Cats C/D/E east of Rwy 18L-36R. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1/2 SM, and LNAV Cat E visibility to 1/4 SM. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. RVR 1800 authorized with use of FD or AP or HUD to DA.

Invalid ATIS

ATIS
HUNTSVILLE APP CON * 125.6 354.1
HUNTSVILLE TOWER * 127.6 (CTAF) 350.35
GND CON 121.9 269.525
CLNC DEL 120.35
UNICOM 122.95

RNAV (GPS) RWY 18L
RNAV (GPS) RWY 18L
RNAV (GPS) RWY 18L

CAUTION: Numerous migratory bird flocks in area. Wildlife Refuge Area south of airport.
RNAV (GPS) RWY 18R
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

RNP APCH-GPS.

Circling NA for Cats C/D/E east of Rwy 18L-36R. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8 °C or above 54 °C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 3000, and LNAV Cat E visibility to 1 1/2 SM.

CAUTION: Numerous migratory bird flocks in area. Wildlife Refuge Area south of airport.

ALS: 2
MISSED APPROACH: Climb to 3100 direct BOSAC and hold.

ATIS
121.25

HUNTSVILLE APP CON
125.6 354.1

HUNTSVILLE TOWER
127.6 (CTAF) 350.35

GND CON
121.9 269.525

CLNC DEL
120.35

UNICOM
122.95

ELEV 629
TDZE 629

HUNTSVILLE, ALABAMA
Almdt 3 27JAN22

34°38'N-86°47'W
RNAV (GPS) RWY 18R
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

34°38'N-86°47'W
WILDLIFE REFUGE
Wildlife Refuge Area south of airport. Numerous migratory bird flocks in area.

CAUTION: Numerous migratory bird flocks in area. Wildlife Refuge Area south of airport.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

V

ANNUAL RATE OF CHANGE
JANUARY 2020

AIRPORT DIAGRAM
HUNTSVILLE INTL-CARL T JONES FLD (HSV)
HUNTSVILLE, ALABAMA
AL-5488 (FAA)
400 X 220 BLAST PAD

121.25 ATIS
121.9 269.525 GND CON
127.6 350.35 HUNTSVILLE TOWER
120.35 CLNC DEL
127.6 350.35 HUNTSVILLE TOWER
121.25 ATIS
121.9 269.525 GND CON
127.6 350.35 HUNTSVILLE TOWER
120.35 CLNC DEL

SE-4, 11 JUL 2024 to 05 SEP 2024
HUNTSVILLE FOUR DEPARTURE

TOP ALTITUDE: 5000

CUNNINGHAM
113.1 CNG
Chan 78

NASHVILLE
114.1 BNA
Chan 88

LIVINGSTON
114.35 LVT
Chan 90(Y)

HINCH MOUNTAIN
117.6 HCH
Chan 123

SHELBYVILLE
113.55 SYI
Chan 82(Y)

ROCKET
112.2 RQZ
Chan 59

ROME
115.4 RMG
Chan 101

GADSDEN
112.3 GAD
Chan 70

AL-5488 (FAA)

HUNTSVILLE INTL-CARL T JONES FLD (HSV)
HUNTSVILLE, ALABAMA

NOTE: RADAR required.
NOTE: Use frequency depicted
within the sector where fix/navaid
for your route is located.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 36R: Climb heading 005° to 1600 then on assigned heading
for vectors to join filed route. Maintain 5000 or assigned lower altitude. Expect
clearance to requested filed altitude/flight level ten minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Climb on assigned heading for vectors to join filed
route. Maintain 5000 or assigned lower altitude. Expect clearance to requested filed
altitude/flight level ten minutes after departure.

HUNTSVILLE, ALABAMA

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

HUNTSVILLE, ALABAMA

SE-4, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 1**

**JACKSON MUNI (4R3)**

**APP CRS**
- Rwy Idg: 5003
- TDZE: 62
- Apt Elev: 62

**RNP APCH:**
- Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use Evergreen altimeter setting, when not received, use Mobile Rgnl altimeter setting and increase all MDA 20 feet.
- MISSED APPROACH: Climb to 2000 direct CEXUK and right turn on track 121° to PUVNE and right turn on track 225° to WAKVA and hold.

**CTAF**
- 122.9

**GZH ASOS**
- 133.425

**HOUSTON CENTER**
- 127.65
- 285.475

**FOVID**
- 6.5 NM

**Category**
- LNAV MDA
  - A: 900-1
  - 838 (900-1)
  - 900-1¼
  - 838 (900-1¼)
  - 900-2½
  - 838 (900-2½)
  - 900-2¾
  - 838 (900-2¾)

- CIRCLING
  - 980-1¼
  - 918 (1000-1¼)
  - 980-2½
  - 918 (1000-2½)
  - 980-2¾
  - 918 (1000-2¾)
  - 1140-3
  - 1078 (1100-3)

**MAP:**
- Procedure NA for arrival at YARBO on V209 northbound.
- Procedure NA for arrival on MVC VORTAC airway radials 212 CW 246.
RNAV (GPS) RWY 19
JACKSON MUNI (4R3)

 Procedure NA for arrival at YARBO on V209 southbound.

 Procedure NA for arrival at YARBO on V209 southbound.

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 Procedure NA for arrival at YARBO on V209 southbound.
ICAO: WALKER COUNTY-BEVILL FLD (JFX)

**ILS or LOC RWY 27**

**JASPER, ALABAMA**

**AWOS-3PT**

**BIRMINGHAM APP CON**

**GCO**

**UNICOM**

119.225

127.675 338.2

121.725

122.7 (CTAF)

**ELEV 483**

**TDZE 481**

**LOCALIZER 108.9**

1-26

**NATAN**

**VULCAN**

**SIPSY**

**MAJLE**

**I-JFX**

**Delfi**

**LEGEND**

- Amdt 1B 25FEB21
- CIRCLING
- DME required.
- RA NA
- Misssed Approach: Climb to 1500 then climbing left turn to 3000 on VUZ VORTAC R-298 to NEGEE/16 DME and hold.

**AWOS-3PT**

**BIRMINGHAM APP CON**

**GCO**

**UNICOM**

33°54'N-87°19'W

**SE-4, 11 JUL 2024 to 05 SEP 2024**
Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 104 feet and all MDA 120 feet; increase LPV all Cats, LNAV Cats C/D and Circling Cat D visibility ¼ mile increase LNAV/VNAV all Cats and Circling Cat C visibility ¾ mile.

MISSED APPROACH: Climb to 2800 direct SIPSY and hold.
Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/2 SM NA. VDP NA with Birmingham altimeter setting. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 104 feet and all MDA 120 feet. Increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility 0.5 mile and Circling Cat D visibility 1/4 mile.

MISSED APPROACH: Climb to 2800 direct CECAV and hold.
When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 120 feet and Cat C/D visibility ¼ mile.

**AWOS 3PT**
119.225

**BIRMINGHAM APP CON**
127.675 338.2

**GCO**
121.725

**UNICOM**
122.7 (CTAF)

Procedure NA for arrivals at VUZ VORTAC on airway radials 261 CW 333.

MISSED APPROACH: Climbing right turn to 3000 on VUZ VORTAC R-302 to CREAL/14 DME and hold.
RNAV (GPS) RWY 16
PICKENS COUNTY (JZP)

Rwy 16 helicopter visibility reduction below 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

<table>
<thead>
<tr>
<th></th>
<th>AWOS-3PT</th>
<th>ATLANA CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>120.025</td>
<td>133.1</td>
<td>122.725 (CTAF)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 3000 then climbing right turn to 4400 direct IPECA 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>1915-1/8</td>
<td>400 (400-1/8)</td>
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</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1980-1/8</td>
<td>465 (500-1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>1980-1/8</td>
<td>2360-1/4</td>
<td>2760-3</td>
<td>1225 (1300-3)</td>
</tr>
</tbody>
</table>

JASPER, GEORGIA
Amdt 2 23FEB23
JASPER, GEORGIA
AL-6910 (FAA)

RNAV (GPS) RWY 34
PICKENS COUNTY (JZP)

RNP APCH - GPS.

AWOS-3PT 120.025
ATLANTA CENTER 133.1 342.425
UNICOM 122.725 (CTAF)

MISSED APPROACH: Climb to 5600
direct IPECA and hold, continue
climb-in-hold to 5600.

Rwy 34 helicopter visibility reduction below 3/4 SM NA.

MISSAPCH FIX

9 NM

163°

240°

IPECA

JASIV

3128

2352

RW34

1542

1616

5200

30 NM to JASIV

163°

073°

(FAF)

CICCA

3200

349°

343°

5 NM

HOLD

6000

4200

5600 IPECA

VGS and RNAV glidepath not coincident
(VGS Angle 3.00°/TCH 27).

VIVIC

5 NM

Holding Pattern

CICCA

3200

343°

163°

6000

4200

1 NM to RW34

5600 to RW34

1 NM

4.1 NM

5.9 NM

5600

IPECA

CGP 3.00°

TCH 40

CATEGORY

A

B

C

D

LPV DA

1789-3/4

254 (300-3/4)

NA

LNAV MDA

1880-1

345 (400-1)

NA

CIRCLING

2040-1

2380-1/4

2800-3

NA

505 (600-1)

845 (900-1/4)

1265 (1300-3)

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 17
JACKSON COUNTY (JCA)

AWOS-3PT 118.125
ATLANTA APP CON* 132.475 291.1
UNICOM 122.975 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 53°C. Circling NA for Cat D west of Rwy 17-35. Baro-VNAV and VDP NA when using Winder altimeter setting. Rwy 17 heli visibility reduction below ¾ SM NA. When local altimeter setting not received, use Winder altimeter setting; increase LPV DA to 1310 feet; increase LNAV/VNAV DA to 1363 feet; increase all MDAs 40 feet and LNAV visibility Cats C/D ½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 53°C. Circling NA for Cat D west of Rwy 17-35. Baro-VNAV and VDP NA when using Winder altimeter setting. Rwy 17 heli visibility reduction below ¾ SM NA. When local altimeter setting not received, use Winder altimeter setting; increase LPV DA to 1310 feet; increase LNAV/VNAV DA to 1363 feet; increase all MDAs 40 feet and LNAV visibility Cats C/D ½ SM.

CIRCLING

1440-1 1580-1 1580-2
489 (500-1) 629 (700-1\(\frac{3}{4}\)) 629 (700-2)

CATEGORIES

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<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA</td>
<td>1279-1</td>
<td>336 (400-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1332-1(\frac{1}{6})</td>
<td>389 (400-1(\frac{1}{6}))</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>377 (400-1)</td>
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MISSED APPROACH: Climb to 3800 direct KEKTE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat D west of Rwy 17-35. Baro-VNAV and VDP NA when using Winder altimeter setting. Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Winder altimeter setting; increase LPV DA to 1232 feet and visibility all Cats ¾ SM; increase LNAV/VNAV DA to 1241 feet and visibility all Cats ½ SM; increase all MDAs 40 feet and LNAV visibility Cats C/D ¾ SM.

**AWOS-3PT**

**ATLANTA APP CON**

**UNICOM**

**CERTA** and hold.

**MISSED APPROACH:**

- Climb to 3700 direct CERTA and hold.

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

- Circling NA for Cat D west of Rwy 17-35. Baro-VNAV and VDP NA when using Winder altimeter setting. Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Winder altimeter setting; increase LPV DA to 1232 feet and visibility all Cats ¾ SM; increase LNAV/VNAV DA to 1241 feet and visibility all Cats ½ SM; increase all MDAs 40 feet and LNAV visibility Cats C/D ¾ SM.

**ELEV 951**

**TDZE 951**
VOR/DME RWY 35
JACKSON COUNTY (JCA)

Night Landing: Rwys 35 NA, Circling NA for Cat D west of Rwy 17-35. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 40 feet and S-35 Cats C/D visibility ¼ mile and Circling Cat C visibility ½ mile.

Procedure NA for arrivals on AHN VOR/DME airway radials 291 CW 340.

AWOS-3PT 118.125
ATLANTA APP CON 132.475 291.1
UNICOM 122.975 (CTAF)

VOR/DME
AHN 116.95
Chan 116 (Y)

APP CRS 319°

Rwy Idg 5010
TDZE 951
Apt Elev 951

CATEGORY
A
B
C
D

S-35
1380-1
1380-1¼
1520-½
1520-2

CIRCLING
1440-1
489 (500-1)
569 (600-1½)
569 (600-2)

Procedure NA for arrivals on AHN VOR/DME airway radials 291 CW 340.

MISSED APPROACH: Climbing right turn to 2500 on heading 210° and AHN VOR/DME R-319 to DUCUT/AHN 13 DME and hold.

ELEV 951
TDZE 951

VOR/DME
AHN 116.95
Chan 116 (Y)

IF/IAF
ATHENS
116.95 AHN LCT
Chan 116 (Y)

2500
hdg 210°

AHN
R-319

DUCUT
AHN 13

DUCUT
AHN 13

AHN
17.7

TCH 54

4.7 NM

13 NM

2500

319°

319°

2500

MIRL Rwy 17-35
RNAV (GPS) RWY 18

JEKYLL ISLAND, GEORGIA

Circling Rwy 36 NA at night. Baro-VNAV NA. Use St Simons Island altimeter setting, when not received use Jacksonville Intl altimeter setting; increase LPV DA to 324 feet and LNAV/VNAV DA to 377 feet and all visibilities ½ SM; increase all MDAs 100 feet.

Procedure NA for arrivals at BROWN on V3-37 Northbound.

MISSED APCH: Climb to 2000 direct AHJUN and hold.

SSI AWOS-3PT

120.025

JACKSONVILLE CENTER

126.75 277.4

UNICOM

123.05 (CTAF)

RNAV (GPS) RWY 18

JEKYLL ISLAND (09J)

RNAV (GPS) RWY 18

JEKYLL ISLAND, GEORGIA

Orig-B 28FEB19

31°04'N-81°26'W

449
Use St Simons Island altimeter setting; when not received, use Jacksonville Intl altimeter setting and increase MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2000 direct SSI VORTAC and hold, continue climb-in-hold to 2000.

Use Jacksonville Intl altimeter setting and increase MDA 100 feet.
Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (39°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. Helicopter visibility reduction below 1 statute mile NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting:

- Increase LPV DA to 583, LNAV/VNAV DA to 597, and visibility LPV all Cats 1/2 SM and LNAV/VNAV all Cats 1/2 SM; increase all MDAs 140 feet and visibility LNAV Cat C and Circling Cat C 1/2 SM.
- VDP NA when using Savannah/Hilton Head Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct EGOXY and right turn via track 217° to FEJYY and right turn via track 326° to KOGSE and hold.

- Procedure NA for arrivals at WABIT via V578 eastbound.
- Procedure NA for arrivals at HABLE via V267 southeast bound.
- VGSi and RNAV glidepath not coincident (VGSi Angle 3.75° to TCH 47).

- Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<tr>
<td>LPV DA</td>
<td>462</td>
<td>355</td>
<td>400</td>
<td>NA</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>476</td>
<td>369</td>
<td>400</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>480</td>
<td>373</td>
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<td>CIRCLING</td>
<td>520</td>
<td>453</td>
<td>453</td>
<td>780</td>
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JESUP, GEORGIA
Orig-B 09SEP21

SE-4, 11 JUL 2024 to 05 SEP 2024

AWOS-3PT
118.125

JACKSONVILLE CENTER
126.75 277.4

UNICOM
122.8 (CTAF)

ELEV 107
TDZE 107

R-3007
C & D

KOGSE
HABLE

WABIT via V578 eastbound.

EGOXY

RW11

JATAS

FEJYY

3.5 NM

755

77815

103°

283°

4 NM

224°

180°

MIRL Rwy 11-29

31°33' N - 81°53' W

JESUP-WAYNE COUNTY (JES)
RNAV (GPS) Rwy 29

JESUP-WAYNE COUNTY (JES)

**AWOS-3PT**

**JACKSONVILLE CENTER**

**UNICOM**

118.125

126.75

277.4

122.8 (CTAF)

** Procedure NA for arrivals at HABLE on V362 northwest bound and V267 northwest bound.**

**MISSED APPROACH:** Climb to 2700 direct KOGSE and hold.

For uncompensated Baro-VNAV systems, Baro-VNAV NA below -15°C (5°F) or above 48°C (118°F). Rwy 29 helicopter visibility reduction below 1/4 SM NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting: increase LPV DA to 485 and LNAV/VNAV DA to 542; increase all MDA 140 feet and visibility LNAV Cat C 1/8 SM, Cat D 1/4 SM, and Circling Cat C/D 1/8 SM. Inop table does not apply to LPV and LNAV/VNAV all Cats and LNAV/Cats A/B. For inop ALS, increase LNAV Cat C visibility to 1/8 SM. For inop ALS when using Savannah/Hilton Head Intl altimeter setting, increase LPV all Cats visibility to 1/8 SM and LNAV/VNAV all Cats visibility to 1/8 SM.
RNAV (GPS) RWY 2
BARWICK LAFAYETTE (9A5)

Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. When local altimeter not received, use Chattanooga altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3700 direct LETBE and hold, continue to climb-in-hold to 3700.

AWOS-3
119.775

CHATTANOOGA APP CON
125.1 379.1

UNICOM
122.8 (CTAF)

ELEV 776 TDZE 772

CIRCLING
1660-1/4
884 (900-1/4)

NA
RNAV (GPS) RWY 20
LAFAYETTE, GEORGIA
(9A5)
BARWICK LAFAYETTE

**RNP APCH - GPS.**

- When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDAs 80 feet.

**MISSING APPROACH:** Climb to 3700 direct LETBE and hold.

**AWOS-3**

- 119.775

**CHATTANOOGA APP CON**

- 125.1
- 379.1

**UNICOM**

- 122.8 (CTAF)

**Category**

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

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<tr>
<th><strong>LP MDA</strong></th>
<th><strong>NA</strong></th>
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<tr>
<td>1380-1</td>
<td>604 (700-1)</td>
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<tr>
<td>1440-1</td>
<td>664 (700-1)</td>
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<td><strong>NA</strong></td>
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**RNAV (GPS) RWY 20**

**Amdt 3 29DEC22**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
LAGRANGE, GEORGIA

AIL-913 (FAA)

ILS or LOC RWY 31
LAGRANGE/CALLAWAY (LGC)

DME required for procedure entry.
Radar and DME required for LOC only.

Circling Rwy 13, 21 NA at night. DME from LGC VORTAC.
Simultaneous reception of I-GNK and LGC DME required.

AWOS-3 126.325
ATLANTA APP CON* 125.5 323.1
CLNC DEL 119.25
UNICOM 122.975 (CTAF)

LAGRANGE 115.6 LGC
Chan 103

LOCALIZER 110.9
I-GNK

Procedure NA for arrival on LGC VORTAC
Airway radials 119 CW 190.

MALSR

MISSING APPROACH: Climb to 1200 then climbing left turn to 2400 direct LGC VORTAC and hold.

*LOC only.

GS 3.00°
TCH 41

Amdt 3 05DEC19

SE-4, 11 JUL 2024 to 05 SEP 2024
Circling RWY 13, 21 NA at night. RWY 3 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3500 direct WERTU and hold, continue climb-in-hold to 3500.
**RNAV (GPS) RWY 13**

**LAGRANGE/CALLAWAY (LGC)**

**AWOS-3**
- 126.325

**ATLANTA APP CON**
- 125.5 323.1

**CLNC DEL**
- 119.25

**UNICOM**
- 122.975 (CTAF) 0

** Winds aloft:**
- 125 KTS
- 350°

**Rwy 13 helicopter visibility reduction below 1 SM NA.**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>LP</td>
<td>1160-1 472 (500-1)</td>
<td>1160-1½ 472 (500-1¼)</td>
<td>—</td>
<td>—</td>
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<tr>
<td>LNAV MDA</td>
<td>1160-1 472 (500-1)</td>
<td>1160-1½ 472 (500-1¼)</td>
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<td>—</td>
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<tr>
<td>CIRCLING</td>
<td>1280-1 586 (600-1)</td>
<td>1540-2½ 846 (900-2½)</td>
<td>1600-3</td>
<td>906 (1000-2)</td>
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</tbody>
</table>

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

**Notices:**
- SE-4, 11 JUL 2024 to 05 SEP 2024

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**Map Diagram:**
- RWY 13 holding pattern
- WAGUS Rwy 13
- REIL Rwy 13

**Amdt 1** 05DEC19

**AL-913 (FAA)**

**LARGANGE, GEORGIA**
Circling Rwy 13, 21 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

AWOS-3
126.325

ATLANTA APP CON* 125.5 323.1

CLNC DEL 119.25

UNICOM 122.975 [CTAF]

MISSED APPROACH: Climb to 3500 direct WERTU and hold.

RNP APCH.

LAGRANGE, GEORGIA

AL-913 (FAA)

Rwy Idg 6499
TDZE 681
Apt Elev 694

MALSR

694

ELEV

TDZE 681

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 6
LANETT RGNL (7A3)

**LANETT, ALABAMA**

**WAAS**
- CH 90244
- W06A
- APP CRS
  - 057°
- Rwy Idg
  - 5400
- TDZE
  - 615
- Apt Elev
  - 624

**UNICOM**
- 122.8 (CTAF)

**RNAV APCH-GPS.**

**ATLANTA CENTER**
- 120.45
**ATLANTA APP CON**
- 125.5
**UNICOM**
- 122.8 (CTAF)

**TUDCI**
- 779 ± 852
- 057°
- 2 NM to RW06

**URIWE**
- 1145
- 057°
- 237°

**AJDUX**
- 1149
- 057°
- 237°

**LANETT, ALABAMA**

**APP CRS**
- 057°
- 615

**TDZE**
- 624

**HOLD**
- 6000
- 2900

**DIDEE**
- 1840
- 2900
- 057°
- 227°

**URIWE**
- 2300
- 1280
- 057°

**TUDCI**
- 2 NM to RW06

**MIRL**
- Rwys 6 and 24

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**Proc NA at night. Baro-VNAV NA. Use LaGrange altimeter setting.**

**MISSED APPROACH:** Climb to 2800 direct AJDUX and hold.

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

**LPV DA**
- 956-1
- 341 (400-1)

**LNAV/ VNAV DA**
- 1094-1½
- 479 (500-1½)

**LNAV MDA**
- 1080-1
- 465 (500-1½)

**CIRCLING**
- 1240-1
- 616 (700-1)
- 1620-3
- 996 (1000-3)

**LANETT, ALABAMA**

**Orig 27JAN22**

**32°49'N-85°14'W**

**459**
RNAP APCH-GPS.

Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use LaGrange altimeter setting.

RNAP APPROACH GPS.

LGC AWOS-3 126.325
ATLANTA CENTER 120.45 298.85
ATLANTA APP CON 125.5 323.1
UNICOM 122.8 (CTAF)

LNAV MDA
LP MDA
UNNAV MDA
CIRCLING

MIRL Rwy 6-24
REIL Rwys 6 and 24

LANETT, ALABAMA
AL-6620 (FAA)

WAAAS
CH 9744 W24A
APPL CRS 237°
Rwy Idg 5400
TDZE 624
Apt Elev 624

NAP APPROACH GPS.

MISSED APPROACH: Climb to 2900 direct DIDEE and hold.

AT 18000' on Rwy 24 direct DIDEE and hold.

LANETT RGNL (7A3)
RNAV (GPS) RWY 7

GWINNETT COUNTY/BRISCOE FLD (LZU)

1. Procedure NA for arrivals at BOCBA on T319 southbound.

2. VGSi and descent angles not coincident. (VGSi Angle 3.00/TCH 41).

3. CATEGORY A: 6 NM
   CATEGORY B: 4 NM
   CATEGORY C: 1.3 NM
   CATEGORY D: 0.6 NM

4. LP MDA: 1520-1 459 (500-1)
   CATEGORY A: 1520-1 459 (500-1)
   CATEGORY B: 1520-1 459 (500-1)
   CATEGORY C: 1520-1 459 (500-1)
   CATEGORY D: 1520-1 459 (500-1)

5. LNAV MDA: 1580-1 519 (600-1)
   CATEGORY A: 1580-1 519 (600-1)
   CATEGORY B: 1580-1 519 (600-1)
   CATEGORY C: 1580-1 519 (600-1)
   CATEGORY D: 1580-1 519 (600-1)

6. CIRCLING: 1640-1 578 (600-1)
   CATEGORY A: 1680-1 618 (700-1)
   CATEGORY B: 1700-2 638 (700-2)
   CATEGORY C: 1700-2 638 (700-2)
   CATEGORY D: 1700-2 638 (700-2)

7. RNAV (GPS) RWY 7
   (LZU)

8. HIRL Rwy 7-25

9. LAWRENCEVILLE, GEORGIA
   33°59’N-83°58’W

10. WP 1640-1 578 (600-1)
    1700-2 638 (700-2)
    1580-1 519 (600-1)
    1520-1 459 (500-1)
    069°
    2800
    3000
    JOKLI
    1.3 NM
    TCH 55
    6 NM
    4 NM
    1.3

11. BOCBA
    3000
    069°
    CURAP
    2800
    1.3 NM
    RW07
    TCH 55
    3.00°
    3000
    JOKLI
    1.3 NM
    TCH 55
    6 NM
    4 NM
    1.3

12. GWINNETT TOWER
    124.1 (CTAF)
    GND CON 121.8
    CLNC DEL 134.0 (When twr closed)

13. ATIS
    132.275
    ATLANTA APP CON 126.975
    239.275

14. MISSED APPROACH:
    Climb to 3000 direct JOKLI and hold.

15. LAWRENCEVILLE, GEORGIA
    33°59’N-83°58’W

16. Amdt 1 17JUN21

17. WAAS CH 97621 W07A
    APP CRS 069°
    TDZE 1061
    Apt Elev 1062
Taxiways E & G one-way NORTHBOUND.
Taxiways D & F one-way SOUTHBOUND.

NOTE: When Tower is Closed

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

RNAV (GPS) RWY 33

Category  A  B  C  D

LPV DA  427/40  200  (200-1 1/2)

RNAV/ VNAV DA*  701/60  474  (500-1 1/2)

RNAV MDA**  740/40  513  (600-1 1/2)  740-1 1/2  513  (600-1 1/2)

CIRCLING  820-1  860-1  960-2  1080-2 1/2

HIRL RWY 15-33

FORT MOORE, GEORGIA  32° 20'N-85° 00'W

WAAAS  CH  67545  APCH CRS  330*  RWy Ldg  9302
TDZE  226  Arpt Elev  227  [USA]

RNAV (GPS) RWY 33

CIRCLING

SE-4, 11 JUL 2024 to 05 SEP 2024

RWP 33

GND CON  121.7  254.25  CLNC DEL  121.7  251.15

SALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct RENFO and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV below -1.5°C or above 54°C.

ATIS  134.375  ATLANTA APP CON  125.5  323.1  TOWER  119.05  (CTAF)  269.525

SE-4, 11 JUL 2024 to 05 SEP 2024
VOR/DME RWY 15

FORT MOORE, GEORGIA

ATIS * 134.375
ATLANTA, APP CON 125.5 323.1
TOWER 119.05 (CTAF) 269.525
GND CON 121.7 254.25
CLNC DEL 121.7 251.15

CIRCLING not authorized E of Rwy 15-33.

MISSION APPROACH: Climbing right turn to 2400 via heading 240°
and EUF VORTAC R-006 to OMAHO INT/EUF 12.4 DME and hold.

TUSKEGEE 117.3 TGE 120
EUFAULIA 109.2 EUF 29

PHENS LSF 12.4
COLUMBUS 117.1 CSG 118

OMAHO EUF 12.4

LAWSON 111.4 LSF 51

ELEV 227
TDZE 226
Rwy 33 Idg 9302°

One Minute Holding Pattern

VGS and descent angles not coincident.

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<td>S-1.5</td>
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<td>594 (600-1)</td>
<td>820-1/2</td>
<td>820-1 1/8</td>
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<td>594 (600-1 1/8)</td>
<td>594 (600-1 1/8)</td>
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<td>CIRCING</td>
<td>820-1</td>
<td>593 (600-1)</td>
<td>840-1 1/8</td>
<td>880-2</td>
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<td>613 (700-1 1/4)</td>
<td>653 (700-2)</td>
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FORT MOORE, GEORGIA
Amdt 98 25JAN24

LAWSON AAF (KLSF)

VOR/DME RWY 15

32°20'N-85°00'W
LOUISVILLE, GEORGIA

RNAV (GPS) RWY 13
LOUISVILLE MUNI (2J3)

WAAS CH 56539 W13A

APP CRS 127°
Rwy Idg 5002
TDZE 328
Apt Elev 328

RNP APCH GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 13 helicopter visibility reduction below 3/4 SM NA.

AWOS-3PT 119.35
AUGUSTA APP CON 126.8 270.3
CTAF 122.9

BULLDOG A & B MOA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold.

CTAF 122.9

LOUISVILLE, GEORGIA

Orig B 10AUG23

32°59’N-82°23’W

RNP APCH GPS.

AWOS-3PT 119.35
AUGUSTA APP CON 126.8 270.3
CTAF 122.9

BULLDOG A & B MOA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold.

CTAF 122.9

LOUISVILLE, GEORGIA

Orig B 10AUG23

32°59’N-82°23’W

RNP APCH GPS.

AWOS-3PT 119.35
AUGUSTA APP CON 126.8 270.3
CTAF 122.9

BULLDOG A & B MOA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold.

CTAF 122.9

LOUISVILLE, GEORGIA

Orig B 10AUG23

32°59’N-82°23’W

RNP APCH GPS.

AWOS-3PT 119.35
AUGUSTA APP CON 126.8 270.3
CTAF 122.9

BULLDOG A & B MOA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold.

CTAF 122.9

LOUISVILLE, GEORGIA

Orig B 10AUG23

32°59’N-82°23’W

RNP APCH GPS.

AWOS-3PT 119.35
AUGUSTA APP CON 126.8 270.3
CTAF 122.9

BULLDOG A & B MOA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold.

CTAF 122.9

LOUISVILLE, GEORGIA

Orig B 10AUG23

32°59’N-82°23’W

RNP APCH GPS.

AWOS-3PT 119.35
AUGUSTA APP CON 126.8 270.3
CTAF 122.9

BULLDOG A & B MOA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold.

CTAF 122.9

LOUISVILLE, GEORGIA

Orig B 10AUG23

32°59’N-82°23’W

RNP APCH GPS.

AWOS-3PT 119.35
AUGUSTA APP CON 126.8 270.3
CTAF 122.9

BULLDOG A & B MOA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold.

CTAF 122.9

LOUISVILLE, GEORGIA

Orig B 10AUG23

32°59’N-82°23’W

RNP APCH GPS.

AWOS-3PT 119.35
AUGUSTA APP CON 126.8 270.3
CTAF 122.9

BULLDOG A & B MOA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold.

CTAF 122.9

LOUISVILLE, GEORGIA

Orig B 10AUG23

32°59’N-82°23’W

RNP APCH GPS.

AWOS-3PT 119.35
AUGUSTA APP CON 126.8 270.3
CTAF 122.9

BULLDOG A & B MOA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold.

CTAF 122.9

LOUISVILLE, GEORGIA

Orig B 10AUG23

32°59’N-82°23’W

RNP APCH GPS.

AWOS-3PT 119.35
AUGUSTA APP CON 126.8 270.3
CTAF 122.9

BULLDOG A & B MOA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold.

CTAF 122.9

LOUISVILLE, GEORGIA

Orig B 10AUG23

32°59’N-82°23’W

RNP APCH GPS.

AWOS-3PT 119.35
AUGUSTA APP CON 126.8 270.3
CTAF 122.9

BULLDOG A & B MOA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold.

CTAF 122.9
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IRXEF and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.65/TCH 27).

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<tr>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>569-1</td>
<td>250 (300-1)</td>
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<tr>
<td>LNAV/ VNA DA</td>
<td>720-1</td>
<td>401 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>720-1</td>
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<tr>
<td>CIRCLING</td>
<td>840-1</td>
<td>980-1</td>
<td>980-1</td>
<td>980-2</td>
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<tr>
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<td>512 (600-1)</td>
<td>652 (700-1)</td>
<td>652 (700-1½)</td>
<td>652 (700-2)</td>
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</tbody>
</table>
RNAV (GPS) RWY 28
MACON DOWNTOWN (MAC)

Baro VNAV NA. Rw 28 helicopter visibility reduction below ¾ SM NA.
Use Middle Georgia altimeter setting, when not received, use Robbins AFB
altimeter setting and increase LPV DA to 726 feet, increase LNAV/VNAV
DA to 1063 feet and increase all MDAs 20 feet.

MISSED APPROACH: Climb to
3000 direct HAVIM and hold.

MCN ASOS
ATLANTA APP CON
UNICOM

ELEV 437
TDZE 430

WP 508
282°

WP 28
282°

WP 580
282°

WP 806
282°

WP 86
282°

WP 886
282°

WP 919
(IF/IAF)

WP 923
(FAF)

WP 102°

WP 102°

WP 3000

WP 1212

2.6 NM to
RW28

2.6 NM to
RW28

282°
2100

3000

4 NM

HWIM

282°

2100

282°

282°

282°

282°

3000

GP 3.00°

TCH 40

LNAV only.

2.6 NM

2.6 NM

6.5 NM

1280

2100

WURAS

Rw 28

282°

3000

HAVIM

VGS and RNAV glidepath not coincident
(VGS Angle 3.00°/TCH 23).

A

B

C

D

LPV DA

712-1

282 (300-1)

LNAV/ VNAV DA

1049-2½

619 (700-2½)

LNAV MDA

980-1

550 (600-1)

980-1½

550 (600-1½)

CIRCLING

1200-1

763 (800-1)

1320-2½

883 (900-2½)

1480-3

1043 (1100-3)

SE-4, 11 JUL 2024 to 05 SEP 2024
32°49′N-83°34′W

MACON, GEORGIA
Amdt 28 11AUG22

MACON DOWNTOWN (MAC)
RNAV (GPS) RWY 28

ELEV 437
TDZE 430

WP 4694

WP 28

WP 102°

WP 282°

WP 3000

WP 1212

3000

HAVIM

VGS and RNAV glidepath not coincident
(VGS Angle 3.00°/TCH 23).

A

B

C

D

LPV DA

712-1

282 (300-1)

LNAV/ VNAV DA

1049-2½

619 (700-2½)

LNAV MDA

980-1

550 (600-1)

980-1½

550 (600-1½)

CIRCLING

1200-1

763 (800-1)

1320-2½

883 (900-2½)

1480-3

1043 (1100-3)
LOC RWY 10
MACON DOWNTOWN (MAC)

RADAR required for procedure entry. DME or RADAR required.

MACON ASOS
120.775

ATLANTA APP CON
124.2 279.6

UNICOM
123.0 (CTAF)

MCN ASOS

ATLANTA APP CON

UNICOM

CIRCLING

1200-1 763 (800-1)

1320-2 883 (900-2) 1043 (1100-3)

MISSED APPROACH: Climb to 3000 on heading 105° and DBN VORTAC R-314 to TRUKR/DBN VORTAC 15 DME/RADAR and hold.

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 23)

3000
DBN R-314
TRUKR DBN

TDZE 430
ELEV 437

SE-4, 11 JUL 2024 to 05 SEP 2024

Amdt 9 08SEP22
MACON, GEORGIA
AL-243 (FAA)

ILS RWY 5 (SA CAT I & II)
MIDDLE GEORGIA RGNL (MCN)

LOC.  I-MCN  109.5  APP CRS  054°  Rwly Idg  6221
     TDZE  344  Apt Elev  354

DME and RADAR required.
V DME from MCN VORTAC. Simultaneous reception of I-MCN and MCN DME required. Procedure NA when tower closed.
A SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval.
SA CAT II: Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MACON TOWER *
128.2 (CTAF)  257.8

GND CON  121.65  UNICOM  122.95

DME and RADAR required.
V DME from MCN VORTAC. Simultaneous reception of I-MCN and MCN DME required. Procedure NA when tower closed.
A SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval.
SA CAT II: Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ATIS
120.775

ATLANTA APP CON *
124.2  279.6

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 090° and DBN VORTAC R-314 to TRUKR/DBN VORTAC 15 DME/RADAR and hold.

UNICOM
122.95

SA CATEGORY I & II ILS - SPECIAL AIRCrew & AIRCRAFT CERTIFICATION REQUIRED

SA CATEGORY I  RA 216/14  150 DA  494
SA CATEGORY II RA 151/12  100 DA  444

32°42'N-83°39'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Rwy 14 helicopter visibility reduction below ½ SM NA.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 14  

MADISON MUNI (52A)  

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS 145°</th>
<th>Rwy Idg MIBUR</th>
<th>TDZE ELEV 694</th>
<th>Apt Elev 686</th>
<th>LGT</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>77723</td>
<td>3740</td>
<td>3700</td>
<td>3000</td>
<td>235°</td>
<td>30°</td>
<td></td>
</tr>
</tbody>
</table>

**When VGSI inop, procedure NA at night.**

Rwy 14 helicopter visibility reduction below 1 SM NA.

DME/DME RNP-0.3 NA. Use Athens altimeter setting.

**MISSED APPROACH:** Climb to 1100, then climbing left turn to 3000 direct MIBUR and hold.

### RNAV (GPS) RWY 14

<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>1060-1</td>
<td>374 (400-1)</td>
<td>1060-1/4</td>
<td>374 (400-1/4)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1060-1</td>
<td>374 (400-1)</td>
<td>1060-1/4</td>
<td>374 (400-1/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1220-1</td>
<td>526 (600-1)</td>
<td>1380-2</td>
<td>686 (700-2)</td>
</tr>
</tbody>
</table>

**AHN ASOS**  
132.875

**ATLANTA APP CON**  
132.475 291.1

**UNICOM**  
122.8 (CTAF)

### Diagram

- **2300** MEGIC  
- **3000** MIBUR
- **1400** RW14
- **1100** MIBUR and hold.
- Holding Pattern  
- **3000**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32).**

- **6.9 NM**
- **2.8 NM**
- **2.3 NM**

** Cedar MIBUR**  

**ELEV**  
694

**TDZE**  
686

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**MADISON MUNI (52A)**

**33°37'N-83°28'W**
MADISON, GEORGIA
AL-5538 (FAA)

VOR/DME AHN 116.95
Chan 116 (Y)

MADISON MUNI (52A)

1.5% U P
P
3806 X 75
14
32
ELEV
CATEGORY
B
C
D
A

CIRCLING 1220-1 1220-1\(\frac{1}{4}\) 1380-2
526 (600-1) 526 (600-1\(\frac{1}{4}\)) 686 (700-2) NA

Procedure NA at night. Use Athens altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2800 on AHN VOR/DME R-199 to PUMPR/AHN 16 DME and hold.

AHN ASOS 132.875
ATLANTA APP CON * 132.475 291.1
UNICOM 122.8 (CTAF) 0

MADISON, GEORGIA
Amdt 8B 04NOV21

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

33°37'N-83°28'W

485
RNAV (GPS) RWY 16
VAIDEN FLD (A08)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Demopolis altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all DA 27 feet, increase all MDA 40 feet, increase all LPV and LNAV/VNAV visibilities ½ mile, and increase Circling Cat D visibility ½ mile.

**Missed Approach:** Climb to 4000 direct UYAHE and hold, continue climb-in-hold to 4000.

**AWOS-3P**
119.350

**DYA AWOS-3P**
119.475

**Atlanta Center**
132.25 263.025

**CTAF**
122.9

**ELEV** 220

**TDZE** 220

**166°**

**VAIDEN FLD (A08)**

**Missed APCH FIX**
UYAHE

**AP CHRS**

**APP CRS** 166°

**Wavy**

4 NM Holding Pattern

**AP CRS** 166°

**Wavy**

**Amdt 1A 24JUL14**

**BARO-VNAV NA. DME/DME RNP-0.3 NA. Use Demopolis altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all DA 27 feet, increase all MDA 40 feet, increase all LPV and LNAV/VNAV visibilities ½ mile, and increase Circling Cat D visibility ½ mile.**

**Missed Approach:** Climb to 4000 direct UYAHE and hold, continue climb-in-hold to 4000.
RNAV (GPS) RWY 34
VAIDEN FLD (A08)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Demopolis altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all DA 27 feet, increase all MDA 40 feet, increase all LPV visibilities ¼ mile, and increase Circling Cat D visibility ½ mile. Helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct UYAHE and hold, continue climb-in-hold to 4000.

AWOS-3P 119.350  DYA AWOS-3P  119.475
ATLANTA CENTER  132.25  263.025  CTAF  122.9

ELEV 220  TDZE 214

1140° 2100

HUXEB

JURMU
2.8 NM to RW34

(FAF) HUXEB

RW34

2100 346°

186° 4 NM

546-1 166°

760-1 4000

30 NM to UYAHE

30 NM to UYAHE (Right)

4000

GP 3.00°

TCH 40

CIRCLING

166°

346°

4 NM

RNAV (GPS) RWY 34
VAIDEN FLD (A08)

PINE HILL EAST MOA & CAMDEN RIDGE MOA

4 NM

30 NM to UYAHE

700 4000 UYAHE

*RNAV only.

CATEGOR Y       A       B       C       D

LPV DA          546-1 1/8 332 (400-1 1/8)

DAY/ VNAV DA    707-1 3/4 493 (500-1 3/4)

LNAV MDA        660-1 446 (500-1) 660-1 1/2 446 (500-1 1/2) 880-2

CIRCLING

MIRL Rwy 16-34

VAIDEN FLD (A08)

MARION, ALABAMA

Amdt 1A 28MAY16
Rwy 3 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Procedure NA at night.

AWOS-3PT 120.0
VDI AWOS-3 119.925
JACKSONVILLE CENTER 127.575 269.025
CTAF 122.9

Procedure Turn NA
GP 3.00° TCH 34

5001 X 75
3
21

RNAV (GPS) RWY 3
TELF AIR-WHEELER (MQW)

32°06'N-82°53'W
Procedure NA at night: Rwy 21 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at CENVA on V362 northwestbound.

Procedure NA for arrival on DBN VORTAC airway radials 147 CW 243.

RNAV (GPS) RWY 21
TELFAIR-WHEELER (MQW)

Amdt 1D  02DEC21

Mc Rae, Georgia

RNAV (GPS) RWY 21

Apt Elev

App CRS

Rwy Idg

TDZE

5001

200

202

120.0

119.925

127.575  269.025

122.9

MISCED APPROACH: Climbing right turn to 3000 direct FINAN and hold.

12 NM

5001 X 75

192

219

202

5001

3000

1000

5001

700

206°

3000

7500

3000

6000

2000

3000

5.3 NM

6.2 NM

5001

MISA

21.25 NM

3.12°

758 (800-2)

758 (600-1)

758 (800-2)

758 (600-1)

758 (800-2)

758 (600-1)

580 (600-1)

580 (600-1)

580 (600-1)

580 (600-1)

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580 (600-1)

580 (600-1)
Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Claxton altimeter setting; when not received, use Vidalia altimeter setting and increase LPV DA to 543, LNAV/VNAV DA to 500, increase all MDA 20 feet, increase LNAV Cat C/D visibility ½ mile and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct LOTTS and hold.

AWOS-3PT 120.3
CWV AWOS-3 120.075
JACKSONVILLE CENTER 132.925 363.2
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at KLICK on V70 west bound.

Procedure NA for arrivals at TRUET on V179 northwest bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 32).

<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>537-⅛</td>
<td>340 (400-⅛)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>494-1</td>
<td>297 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>700-1</td>
<td>503 (600-1)</td>
<td>700-⅛</td>
<td>503 (600-⅛)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>820-1</td>
<td>880-1</td>
<td>1060-2½</td>
<td>1060-2¾</td>
</tr>
<tr>
<td></td>
<td>623 (700-1)</td>
<td>683 (700-1)</td>
<td>863 (900-2½)</td>
<td>863 (900-2¾)</td>
</tr>
</tbody>
</table>

METTER, GEORGIA
Amdt 1 26MAY16
RNAV (GPS) RWY 28

JOHN EDWIN JONES SR FLD/METTER MUNI (MHP)

METTER, GEORGIA

AWOS-3PT
120.3

CWV AWOS-3
120.075

JACKSONVILLE CENTER
132.925

UNICOM
123.0 (CTAF)

718

NoPT for arrival at LOTTS on V154 northwest bound.

VEH

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Claxton altimeter setting; when not received, use Vidalia altimeter setting and increase LPV DA to 500, LNAV/VNAV DA to 533, increase all MDA 20 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ mile and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct LOTTS and hold.

AWOS-3PT
120.3

CWV AWOS-3
120.075

JACKSONVILLE CENTER
132.925

UNICOM
123.0 (CTAF)

718

NoPT for arrival at LOTTS on V154 northwest bound.

VEH

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Claxton altimeter setting; when not received, use Vidalia altimeter setting and increase LPV DA to 500, LNAV/VNAV DA to 533, increase all MDA 20 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ mile and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct LOTTS and hold.

VEH

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Claxton altimeter setting; when not received, use Vidalia altimeter setting and increase LPV DA to 500, LNAV/VNAV DA to 533, increase all MDA 20 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ mile and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct LOTTS and hold.

VEH

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Claxton altimeter setting; when not received, use Vidalia altimeter setting and increase LPV DA to 500, LNAV/VNAV DA to 533, increase all MDA 20 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ mile and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct LOTTS and hold.
**RNAV (GPS) RWY 10**

**Baldwin County Rgnl (MLJ)**

**App Crs**
- 096°
- 896°
- 5506
- 385
- 385

**Apt Elev**
- 385

**Unicom**
- 122.975 [CTAF]

**AWOS-3**
- 120.925

**ATLANTA APP CON**
- 124.2 279.6

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

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

**LNAV MDA**
- 1000-1 615 (700-1)
- 1000-1/2 615 (700-1/2)

**Circling**
- 1000-1 615 (700-1)
- 1080-2 695 (700-2)
- 1280-3 895 (900-3)

**Holding Pattern**
- 6000 3000
- 096° 276°

**MISSED APCH FIX**
- 4 NM
- 096°
- 276°

**FETOP**

**RNAV (GPS) RWY 10**

**Milledgeville, Georgia**

**Amdt 3 25JAN24**

**33°09’N-83°14’W**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**LNAV MDA**
- 1000-1 615 (700-1)
- 1000-1/2 615 (700-1/2)

**CIRCLING**
- 1000-1 615 (700-1)
- 1080-2 695 (700-2)
- 1280-3 895 (900-3)

**MIRL Rwys 10 and 28**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 28
BALDWIN COUNTY RGNL (MLJ)

MISSED APPROACH: Climb to 3000 direct IBUDY and hold.

AWOS-3
120.925

ATLANTA APP CON *
124.2 279.6

UNICOM
122.975 (CTAF)

Rwy 28 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Glidepath not coincident with VGSI.

MIRL Rwy 10-28
REIL Rwy 10 and 28

— SE-4, 11 JUL 2024 to 05 SEP 2024

MILLEDGEVILLE, GEORGIA

Amdt 3 25JAN24
NDB RWY 28
Baldwin County Rgnl (MLJ)

AWOS-3
120.925

ATLANTA APP CON
124.2 279.6

UNICOM
122.975 (CTAF)

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 direct UMB NDB and hold, continue climb-in-hold to 2400.

CIRCLING
122.975 (CTAF)

Procedures NA for arrivals at SINCA on V155 southwest bound V179 northwest bound.

ELEV 385
TDZE 379

CIRCLING
940-1 555 (600-1)

S-28
940-1 561 (600-1)

MIRL Rwy 10-28
REIL Rwy 10 and 28

Amdt 6 25JAN24

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 17
MILLEN (2J5)

MILLEN, GEORGIA
Al-10240 (FAA)

AWOS: 3PT 120.2
AUGUSTA APP CON * 126.8 270.3
CTAF 122.90

RNAV (GPS) RWY 17 MILLEN, GEORGIA (2J5)

Circling NA east of Rwy 17-35. Rwy 17 NA helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 3000 direct MOHON and hold.

MISSED APCH FIX

REPKE 2.5 NM to RW17

YOSVU 263° 3000

WUNAL 3000 353° 083°

MISSED APCH FIX

MOHON 4 NM 353°

MIRL Rwy 17-35

REIL Rwy 17 and 35

32°54'N-81°58'W

Amdt 3  20JUN19

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 35 helicopter visibility reduction below 3½ SM NA. Circling Rwy 17 NA at night.

MISSING APPROACH:
Climb to 3000 direct TORKO and hold.

AWOS-3PT 120.2
AUGUSTA APP CON * 126.8 270.3
CTAF 122.9

CIRCLING RWY 35

MIRL Rwy 17-35
REIL Rwy 17 and 35

CATEGORY
A
B
C
D
LPV  DA  476-1  250 (300-1)
LNAV/ VNAV  DA  633-1½  407 (400-1½)
LNAV MDA  600-1  374 (400-1)
CIRCLING  680-1  700-1  700-1½  1040-2½
440 (500-1)  460 (500-1)  460 (500-1½)  800 (800-2½)
RNAV (GPS) RWY 14
MOBILE INTL (BFM)

ATIS 135.575
MOBILE APP CON 118.5 269.3
INTERNATIONAL TOWER 118.8 (CTAF) 251.1
GND CON 121.7 239.3
UNICOM 122.95

### Holding Pattern

**HOLD**
- 3000 ft
- 2100 ft

**NOTNE**
- 30 NM to NOTNE (NoPT)
- 30° N 220°
- 30° N 230°
- 30° S 220°
- 30° S 230°

**4 NM Holding Pattern**

**MGMT**
- 6000 ft
- 2100 ft
- 140°
- 320°
- 300°

**GP 3.00° TCH 50°**

**140° Holding Pattern**

**NOTNE**
- 1.9 NM
- 1.5 NM
- 1.1 NM

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

**LPV DA**
- 308-7/8
- 282 (300-7/8)

**LNAV/VNAV DA**
- 396-1
- 370 (400-1)

**LNAV MDA**
- 440-1
- 414 (500-1)
- 440-1/8
- 414 (500-1/8)

**CIRCLING**
- 680-1
- 654 (700-1)
- 680-1/4
- 654 (700-1/4)
- 1074 (1100-3)

**MISSING APCH FIX**
- ROKGO

Climb to 1700 direct ROKGO and hold.

**RNAV (GPS) RWY 14**

**MOBILE INTL (BFM)**

Amdt 3A 10AUG23

MOBILE, ALABAMA

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 18
MOBILE INTL (BFM)

Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

ATIS 135.575
MOBILE APP CON 118.5 269.3
INTERNATIONAL TOWER* 118.8 (CTAF) 251.1
GND CON 121.7 239.3
UNICOM 122.95

HOLD 6000 2100

AT 30 NM to WORIR (NoPT)
091° WORIR

WORIR 2100
10 NM to WORIR
3100

4 NM Holding Pattern
WORIR ZERDA

4 NM LNAV/VNAV NA below -2°C or above 54°C.

VP3.00°
TCH 50°

CIRCLING

GP 3.00°
TCH 64°

MISSED APCH FIX
POCIP

Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.
**RNAV (GPS) RWY 32**

**MOBILE INTL (BFM)**

**ATIS** 135.575  **MOBILE APP CON** 118.5  269.3  **INTERNATIONAL TOWER** 118.8 (CTAF)  251.1  **GND CON** 121.7  239.3  **UNICOM** 122.95

---

**MISSED APCH FIX**

- 4 NM to WORIR
- 3.5 NM to ROKGO
- 2.0 NM to DEXOW

---

**ATIS** 135.575  **MOBILE APP CON** 118.5  269.3  **INTERNATIONAL TOWER** 118.8 (CTAF)  251.1  **GND CON** 121.7  239.3  **UNICOM** 122.95

---

**RNAV (GPS) RWY 32**

**MOBILE INTL (BFM)**

**MISSED APPROACH:** Climb to 800 then climbing right turn to 2000 direct WORIR. Hold.

---

**ATIS** 135.575  **MOBILE APP CON** 118.5  269.3  **INTERNATIONAL TOWER** 118.8 (CTAF)  251.1  **GND CON** 121.7  239.3  **UNICOM** 122.95

---

**MISSED APCH FIX**

- 4 NM to WORIR
- 3.5 NM to ROKGO
- 2.0 NM to DEXOW

---

**ATIS** 135.575  **MOBILE APP CON** 118.5  269.3  **INTERNATIONAL TOWER** 118.8 (CTAF)  251.1  **GND CON** 121.7  239.3  **UNICOM** 122.95

---

**RNAV (GPS) RWY 32**

**MOBILE INTL (BFM)**

**MISSED APPROACH:** Climb to 800 then climbing right turn to 2000 direct WORIR. Hold.
VOR RWY 14
MOBILE INTL (BFM)

1. MISSED APPROACH: Climb to 440
   then climbing right turn to 2000 on
   BFM VORTAC R-242 to SAINT INT/
   BFM 9.2 DME and hold, continue
   climb-in-hold to 2000.

2. Rw 14 helicopter visibility reduction below ¾ SM NA.

3. MISS APPROACH: Climb to 440

MOBILE, ALABAMA
AL-268 (FAA) 24193

SE-4, 11 JUL 2024 to 05 SEP 2024
Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received; use Mobile Rgnl altimeter setting and increase all MDA 60 feet and increase S-18 Cat C visibility ½ mile and Circling Cat C visibility ½ SM. VDP NA with Mobile Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 on BFM VORTAC R-242 to SAINT INT/IF 9.2 DME and hold.

MISSED APPROACH: Climbing right turn to 2000 on BFM VORTAC R-242 to SAINT INT/IF 9.2 DME and hold.

Remain within 10 NM

PRICH INT BFM

BFM

342°

162°

2000

1800

3.14°

TCH 50

3.6 NM

1.6

REIL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 18-36
TDZ/CL Rwy 32

FAF to MAP 5.2 NM

Knots 60 90 120 150 180

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

MOBILE, ALABAMA
Amdt 28 23APR20

MOBILE, ALABAMA
AL-268 (FAA)

24193

VOR RWY 18
MOBILE INTL (BFM)

MOBILE INTL (BFM)

30°38'N-88°04'W

507
When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all MDAs 60 feet. For inop MALSR, increase S-32 Cats C/D visibility to 1½ SM. For inop MALSR when using Mobile Rgnl altimeter setting, increase S-32 Cats C/D visibility to 1½ SM.

**MISSING APPROACH:** Climb to 600 then climbing right turn to 2000 via heading 040° and BFM VORTAC R-031 to STETS INT and hold.

**ATIS** 135.575

**MOBILE APP CON** 118.5 269.3

**INTERNATIONAL TOWER** 118.8 (CTAF) 251.1

**GND CON** 121.7 239.3

**UNICOM** 122.95

**VOR RWY 32 MOBILE INTL (BFM)**

**ELEV** 26

**TDZE** 25

**REIL Rwy 14**

**MIRL Rwy 18-36**

**HIRL Rwy 14-32**

**TDZ/CL Rwy 32**

**MOBILE, ALABAMA**

**Amdt 11D 10AUG23**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**MOBILE, ALABAMA**

**AL-268 (FAA)** 24193

**30°38'N-88°04'W**
For inop ALS, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cats C/D/E visibility to 1½ mile. Additional information is available online.

* RVR 1800 authorized with use of FD or AP or HUD to DA.

** MALSR/ASR *

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 on heading 202° then on SJI VORTAC R-140 to SAINT/SJI 12.8 DME and hold.

** VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50). **

For inop ALS, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cats C/D/E visibility to 1½ mile. Additional information is available online.

* RVR 1800 authorized with use of FD or AP or HUD to DA.

** MALSR/ASR **

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 on heading 202° then on SJI VORTAC R-140 to SAINT/SJI 12.8 DME and hold.

** VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50). **

For inop ALS, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cats C/D/E visibility to 1½ mile. Additional information is available online.

* RVR 1800 authorized with use of FD or AP or HUD to DA.
**ILS or LOC RWY 33**

**MOBILE RGNL (MOB)**

**ATIS**
124.75 257.85

**MOBILE APP CON**
118.5 269.3

**MOBILE TOWER**
118.3 (CTAF) 239.0

**GND CON**
121.9 348.6

**CLNC DEL**
119.85

**UNICOM**
122.95

---

**Categories**

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
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<td>S-ILS 33</td>
<td>419/24</td>
<td>200 (200-1/2)</td>
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<tr>
<td>S-LOC 33</td>
<td>660/24</td>
<td>441 (500-1/2)</td>
<td>660/45</td>
<td>441 (500-3/4)</td>
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<tr>
<td>CIRCLING</td>
<td>680-1</td>
<td>461 (500-1)</td>
<td>740-1/2</td>
<td>521 (600-1/2)</td>
</tr>
</tbody>
</table>

---

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MISSED APPROACH:** Climb to 700 then climbing left turn to 2000 direct SJI VORTAC and hold.

**ATIS**
124.75 257.85

**MOBILE APP CON**
118.5 269.3

**MOBILE TOWER**
118.3 (CTAF) 239.0

**GND CON**
121.9 348.6

**CLNC DEL**
119.85

**UNICOM**
122.95

---

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<td>461 (500-1)</td>
<td>740-1/2</td>
<td>521 (600-1/2)</td>
</tr>
</tbody>
</table>

---

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MISSED APPROACH:** Climb to 700 then climbing left turn to 2000 direct SJI VORTAC and hold.
**ILS RWY 15 (SA CAT I & II)**

**MOBILE RGNL (MOB)**

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

**ATIS** | MOBILE APP CON | MOBILE TOWER | GND CON | CLNC DEL | UNICOM
---|---|---|---|---|---
124.75 | 257.85 | 118.5 | 269.3 | 118.3 (CTAF) | 239.0

**MSA SJI 25 NM**

**LOCALIZER 109.9**

**SJI 12.8**

**SAINT 115.3**

**SEMMES**

**SEMME**

**CHANNELS**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
For uncompensated VNAV systems, LNAV/VNAV NA below -4°C or above 42°C. For inop ALS, increase LNAV Cats C/D visibility to RVR 6000.

* RVR 1800 authorized with use of FD or AP or HUD to DA.

** LNAV/VNAV NA below -4°C or above 42°C. For inop ALS, increase LNAV Cats C/D visibility to RVR 6000.
RNAV (GPS) RWY 33
MOBILE RGNL (MOB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

RNAV (GPS) RWY 33
MOBILE RGNL (MOB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°
MOBILE, ALABAMA

MOBILE RGNL (MOB)

ATIS
124.75  257.85

MOBILE APP CON
118.5  269.3

MOBILE TOWER
118.3 (CTAF)  239.0

GND CON
121.9  348.6

CLNC DEL
119.85

UNICOM
122.95

MISSED APCH FIX
4 NM

ECAP

30 NM to IPAPE
3100

21 NM to IPAPE
2000

IPAPE
093°

273°

MISSED APPROACH: Climb to 2000 direct CECAP and hold.

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

MOBILE RGNL (MOB)
MOBILE, ALABAMA

VOR or TACAN-A
MOBILE RGNL (MOB)

ATIS 124.75 257.85
MOBILE APP CON * 118.5 269.3
MOBILE TOWER * N/A
GND CON 118.3 (CTAF) 239.0
CLNC DEL 119.85
UNICOM 122.95

VORTAC SJI
115.3
Chan 100

MOBILE, ALABAMA

REMIND APPROACH: Climb to 900 then climbing right turn to 2000 on heading 200° and SJI R-140 to SAINT INT/BFM 9.2 DME and hold.

MOBILE RGNL (MOB)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 3

MONROE, GEORGIA

AWOS-3PT 120.825
ATLANTA APP CON 126.975 239.275
CTAF 122.9

RNAV (GPS) RWY 3

Procedure NA for arrivals at SINCA on V179 southeast bound, V155 southwest bound.

Procedure NA for arrivals at MADDI on V18 eastbound.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2600 direct JULGA and hold.

Rwy 3 helicopter visibility reduction below 1 SM NA. When local altimeter not received, use Athens altimeter setting and increase all MDA 60 feet and increase LP, LNAV and Circling Cat C visibility 1/4 mile. Procedure NA at night.

Category A B C D
LP MDA 1240-1 365 (400-1) NA
LNAV MDA 1260-1 385 (400-1) 1260-1/8 385 (400-1/8) NA
CIRCLING 1460-1 585 (600-1) 1580-2 705 (800-2) NA
MONROE COUNTY AEROPLEX (MVC)

RNAV (GPS) RWY 21

Missed Approach: Climbing right turn to 2000 direct HEPUS and hold.

Obtain local altimeter setting on CTAF; when not received, use Evergreen Rgnl/Middleton Fld altimeter setting. Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

Obtained Elevation 419

app CRS 208°
Rwy Idg 6028
TDZE 419
Apt Elev 419
MONTEZUMA, GEORGIA
AL-6862 (FAA)

RNAV (GPS) RWY 18
DR C P SAVAGE SR (53A)

ACJ AWOS-3
128.375

ATLANTA APP CON *
124.2 279.6

CTAF
122.9

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct WEBUS and hold.

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Americus altimeter setting, when not received use Macon altimeter setting and increase all MDA 20 feet.

MONTEZUMA, GEORGIA
Orig-C 04NOV21

RNAV (GPS) RWY 18
DR C P SAVAGE SR (53A)

MIRL Rwy 18-36

ELEV 345

TDZE 339
RNAV (GPS) RWY 36
DR C P SAVAGE SR (53A)

Use Americus altimeter setting, when not received use Macon altimeter setting and increase all MDA 20 feet, increase LNAV Cat C visibility to 1/4. Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct WEBUS WP and hold.
Circling NA for Cat E north of Rwy 10-28. For inop ALS, increase S-ILS ** Cat E visibility to RVR 4000, and increase S-LOC 10 Cat E visibility to 1½ SM. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

Circling NA for Cat E.

Procedure turn NA for Cat E.

Procedure NA for arrival on MGM VORTAC airway radials 279 CW 355.

Missed Approach: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft continue climb to 3500 on MGM VORTAC R-126 to SHADY/MGM 15 DME and hold SE, RT, 306° inbound).

Localizer 109.9

Atis 120.675

Montgomery APP CON 124.0 363.025

Dannelly Tower 119.7 (CTAF) 360.85

Gnd Con 121.7 348.6

Clnc Del 118.3 270.3

Unicom 122.95

Circling NA for Cat E north of Rwy 10-28. For inop ALS, increase S-ILS ** Cat E visibility to RVR 4000, and increase S-LOC 10 Cat E visibility to 1½ SM. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

Circling NA for Cat E.

Procedure turn NA for Cat E.

Procedure NA for arrival on MGM VORTAC airway radials 279 CW 355.

Missed Approach: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft continue climb to 3500 on MGM VORTAC R-126 to SHADY/MGM 15 DME and hold SE, RT, 306° inbound).
ILS Z RWY 28
MONTGOMERY RGNL (DANNELLY FLD) (MGM)

**ATIS**
120.675

**MONTGOMERY APP CON**
124.0 363.025

**DANNELLY TOWER**
119.7 (CTAF) 360.85

**GND CON**
121.7 348.6

**CLNC DEL**
118.3 270.3

**UNICOM**
122.95

**LOC**
108.5

**APP CRS**
277°

**TDZE**
197

**Apt Elev**
221

**ELEV**
221

**TDZE**
197

**MALSR**
7 NM

**MISSED APCH FIX**
HEGAP

**LOCALIZER 108.5**
1-DLV

**GPS REQUIRED**

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 75).**

**MALSR**
7 NM

**ITAS**
3100

**HEGAP**

**TEBOC**

**ICOTE**

**IC-LO**

**ICOTE**

**IC-LO**

**TWR**

**MI-LO**

**HEGAP**

**Dans**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**SE-4, 11DEC14**

**ATIS**
120.675

**MONTGOMERY APP CON**
124.0 363.025

**DANNELLY TOWER**
119.7 (CTAF) 360.85

**GND CON**
121.7 348.6

**CLNC DEL**
118.3 270.3

**UNICOM**
122.95

**LOC**
108.5

**APP CRS**
277°

**TDZE**
197

**Apt Elev**
221

**ELEV**
221

**TDZE**
197

**MALSR**
7 NM

**MISSED APCH FIX**
HEGAP

**LOCALIZER 108.5**
1-DLV

**GPS REQUIRED**

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 75).**

**MALSR**
7 NM

**ITAS**
3100

**HEGAP**

**TEBOC**

**ICOTE**

**IC-LO**

**ICOTE**

**IC-LO**

**TWR**

**MI-LO**

**HEGAP**

**Dans**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**SE-4, 11DEC14**
<table>
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<th>B</th>
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<td>484-7/8</td>
<td>263 (300-½)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>550-1 1/8</td>
<td>329 (400-1 1/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>620-1 399 (400-1)</td>
<td>620-1 3/8 399 (400-1 1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>700-1 479 (500-1)</td>
<td>800-1 3/8 579 (600-1 1/2)</td>
<td>860-2 639 (700-2)</td>
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RNAV (GPS) RWY 28
MONTGOMERY RGNL (DANNELLY FLD) (MGM)

**ATIS**
120.675

**MONTGOMERY APP CON**
124.0 363.025

**DANNELLY TOWER**
119.7 (CTAF) 360.85

**GND CON**
121.7 348.6

**CLNC DEL**
118.3 270.3

**UNICOM**
122.95

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALS, increase LPV Cat E visibility to ½ mile; increase LNAV/VNAV Cat E visibility to 1½ mile; increase LNAV Cat E visibility to 1½ mile; increase MALS visibility to 1½ mile. Circling for Cat E NA north of Rwy 10-28.

MISSED APPROACH:
Climb to 3100 direct HEGAP and hold.

**MALSR**

**ELEV**
221

**TDZE**
197

**3100**
HEGAP

**RGNS**

**VGS& RNAV glidepath not coincident**
(VGS Angle 3.00°/TCH 75).

**3 NM**
HEGAP

**WITBI**
1.5 NM to RW28

**TEBOC**

**ICOTE**

**2000**

**7 NM**

** CATEGORY**
A
B
C
D
E

**LPV DA**
397½ 200 (200½)

**LNAV/VNAV DA**
606-7½ 409 (400½)

**LNAV MDA**
580-½ 383 (400½)

**CIRCLING**
700-1 479 (500-1)

**32°10'N-86°24'W**

**MONTGOMERY, ALABAMA**

Amdt 18 11DEC14

**RNAV (GPS) RWY 28**
MONTGOMERY RGNL (DANNELLY FLD) (MGM)

**529**
MISSED APPROACH: Climbing left turn to 2000 direct MGM VORTAC and hold.

ATIS  MONTGOMERY APP CON  DANNELLY TOWER  GND CON  CLNC DEL  UNICOM
120.675 124.0 363.025 119.7 (CTAF) 360.85 121.7 348.6 118.3 270.3 122.95

FAF to MAP 5.6 NM
Knots 60 90 120 150 180
Min:Sec 5:36 3:44 2:48 2:14 1:52
CIRCLING 760-1 539 (600-1) 800-1 579 (600-1½) 860-2 639 (700-2)

MONTGOMERY, ALABAMA
Amdt 4B 20APR23

32°18'N-86°24'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Rwy 18R helicopter visibility reduction below RVR 4000 not authorized.

CAUTION: Remain west of VAD R-028 and VAD R-161 when R-3008 is active.

EMERG SAFE ALT 100 NM 3300
VALDOSTA, GEORGIA

<table>
<thead>
<tr>
<th>TACAN VAD</th>
<th>APCH CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
<th>SFC</th>
<th>[USA]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chan 80</td>
<td>353*</td>
<td>9300</td>
<td>217</td>
<td>233</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MOODY AFB (KVAD)**

*When ALS inop, increase CAT A8 RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.*

**TOWER**

**GND CON**

**CLNC DEL**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>VALDOSTA APP CON</th>
<th>TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>273.5</td>
<td>126.6 285.6</td>
<td>128.45</td>
<td>257.625</td>
<td>120.625</td>
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</tbody>
</table>

Rwy 36R helicopter visibility reduction below RVR 4000 not authorized.

**EMERG SAFE ALT 100 NM 3300**

**CAUTION:** Remain west of VAD R-028 and VAD R-161 when R-3008 is active.

**MOODY**

**Chan 80 VAD**

**TWR**

**ELEV 233**

**TDZE 217**

**HIL/1 30**

**360-1 527**

**360-1½ 527**

**360-2 527 (600-150)**

**360-2 800-2 567 (600-2)**

**306° 360-1**

**353°**

**360° 360-2**

**360° 360-2 527 (600-150)**

**MOODY AFB (KVAD)**

Amdt 6 22FEB24
RNAV (GPS) RWY 4
MOULTRE MUNI (MGR)

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

- **AWOS-3PT**
  - 118.925
- **VALIDOSA APP CON**
  - 126.6
  - 285.6
- **UNICOM**
  - 122.8 (CTAF)

NoPT for arrival at YALMI on V35-159 northwest bound.

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV</td>
<td>DA</td>
<td>539-1</td>
<td>250 (300-1)</td>
</tr>
<tr>
<td>LNAV/ VNAV</td>
<td>DA</td>
<td>552-1</td>
<td>263 (300-1)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td></td>
<td>660-1</td>
<td>371 (400-1)</td>
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**CIRCLING**

<table>
<thead>
<tr>
<th>720-1</th>
<th>760-1</th>
<th>860-1(\frac{1}{2})</th>
<th>1080-2(\frac{1}{2})</th>
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</thead>
<tbody>
<tr>
<td>422 (500-1)</td>
<td>462 (500-1)</td>
<td>562 (600-1(\frac{1}{2}))</td>
<td>782 (800-2(\frac{1}{2}))</td>
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</tbody>
</table>

- **MIRL Rwy 4-22**

- **MOULTRE, GEORGIA**
  - Amdt 2 30JAN20

- **31°05'N-83°48'W**

- **RNAV (GPS) RWY 4**

- **MOULTRE MUNI (MGR)**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 22
MOULTRE MUNI (MGR)

Circling Rwy 16 NA at night.

Rwy 22 helicopter visibility reduction below ½ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

AWOS: 3PT
118.925

VALDOSTA APP CON
126.6 285.6

UNICOM
122.8 (CTAF)

MISSED APCH FIX
YALMI (FAF)
JUVVE

HOLD 6000 2500

1.7 NM to RW22

224° to RW22

MIRL Rwy 4-22

568

880

Amdt 2A 31DEC20

MOULTRE, GEORGIA
Amdt 2A 31DEC20

3105N-834848W
545

MOULTRE MUNI (MGR)

WP CRIS
224°
Rwy Idg 5628
TDZE 297
Apt Elev 298

VAAP CRS
W22A

MISS APPROACH: Climb to 2500 direct YALMI and hold.
DME from MSL DME. Simultaneous reception of I-MSL and MSL DME required. For inop ALS increase S-LOC 30 Cats C/D visibility to 1 SM.

**ILS Y or LOC Y RWY 30**

**NORTHWEST ALABAMA RGNL (MSL)**

- **RNAN 1 - GPS.** DME required.
- **DME** from MSL DME. Simultaneous reception of I-MSL and MSL DME required. For inop ALS increase S-LOC 30 Cats C/D visibility to 1 SM.

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 3000 direct JOBUM and hold, continue climb-in-hold to 3000.

**COLUMBUS 4 MOA**

**COLUMBUS 2 MOA**

**ASOS** 119.425  **MEMPHIS CENTER**  120.8  307.0  **GCO**  121.725  **UNICOM**  123.05 (CTAF)

**LOCALIZER 109.7**

**MALSR**

**UNICOM**

**ASOS**

**ELEV** 551  **TDZE** 551

**MUSCLE SHOALS, ALABAMA**

Amdt 1  03NOV22
RNAV (GPS) RWY 18
NORTHWEST ALABAMA RGNL (MSL)

ASOS
119.425

MEMPHIS CENTER
120.8  307.0

GCO
121.725

UNICOM
123.05 (CTAF)

PAMGE and hold.
Climb to 3000 direct PAMGE and hold.

MISSED APPROACH:
LNAV only.

Boro-VNAV NA when using Decatur altimeter setting. For uncompensated Boro-VNAV systems,
LNAV/VNAV NA below -4°C (25°F) or above 54°C (120°F). Rwy 18 helicopter visibility reduction
below 3/4 SM NA. When local altimeter setting not received, use Decatur altimeter setting and
increase LPV DA to 880, LNAV/VNAV DA to 1065 and all MDA 100 feet, increase LNAV
Cat C visibility 3/8 SM, increase Circling Cat C visibility 3/8 SM.

3000 PAMGE

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 35).

RNP APCH.

Baro-VNAV NA when using Decatur altimeter setting. For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -4°C (25°F) or above 54°C (120°F). Rwy 18 helicopter visibility reduction
below 3/4 SM NA. When local altimeter setting not received, use Decatur altimeter setting and
increase LPV DA to 880, LNAV/VNAV DA to 1065 and all MDA 100 feet, increase LNAV
Cat C visibility 3/8 SM, increase Circling Cat C visibility 3/8 SM.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.
Circling to Rwy 18 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Baro-VNAV and VDP NA when using Decatur altimeter setting. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 874, LNAV/VNAV DA to 1012 and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cats C/D visibility ¾ mile, and Circling Cats C/D visibility ½ mile.

MISSING APPROACH: Climb to 3000 direct TUBYO 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>797-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>935-1½</td>
<td>388 (400-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>960-1</td>
<td>413 (500-1)</td>
<td>960-1½</td>
<td>413 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1040-1</td>
<td>489 (500-1)</td>
<td>1280-2</td>
<td>729 (800-2)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>1280-2½</td>
<td>729 (800-2½)</td>
</tr>
</tbody>
</table>
NAHUNTA, GEORGIA

RNAV (GPS) RWY 1
BRANTLEY COUNTY (4J1)

MISSED APPROACH: Climb to 2000 direct IMOXE and hold.

WAYCROSS AYS
Procedure NA for arrivals on AYS VORTAC airway radials 136 CW 180.

VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 46).

Circling RWy 19 NA at night. Baro-VNAV NA. RWy 1 helicopter visibility reduction below 3/4 SM NA. Use Brunswick Golden Isles altimeter setting.
RNAV (GPS) RWY 19
BRANTLEY COUNTY (4J1)

### APP CRS

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>3300</td>
<td>85</td>
<td>85</td>
</tr>
</tbody>
</table>

### RNP APCH - GPS

- **NA** Rwy 19 helicopter visibility reduction below 1 SM NA. Use Brunswick Golden Isles altimeter setting. Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night.
- **MISSED APPROACH**: Climb to 700 then climbing left turn to 2000 direct IMOXE and hold.

### Summary

- **BOK AWOS-3**: 124.175
- **JACKSONVILLE CENTER**: 127.575 269.025
- **CTAF**: 122.9

### Procedure NA for Arrival
- **WAYCROSS AYS**: Procedure NA for arrival on AYS VORTAC airway radials 357 CW 136.
- **BRUNSWICK SSI**: Procedure NA for arrival on SSI VORTAC airway radials 248 CW 018.

### RNAV MDA

- **ALNAV**: 2000 X 75
- **CIRCLING**: 560-1
- **CTAF**: 122.9

### 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>500-1</td>
<td>415 (500-1)</td>
<td>500-1½</td>
<td>415 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>720-1</td>
<td>635 (700-1)</td>
<td>720-1½</td>
<td>780-2½</td>
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</table>

### MIRL Rwys 1-19

<table>
<thead>
<tr>
<th>NAHUNTA, GEORGIA</th>
<th>31°12'N-81°54'W</th>
</tr>
</thead>
</table>

**SE-4, 11 JUL 2024 to 05 SEP 2024**

553
RNAV (GPS) RWY 10
BERRIEN COUNTY (4J2)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Moody AFB altimeter setting. When not received, use Douglas altimeter setting and increase all DA 24 feet and MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/2 mile and increase LNAV Cat C and Circling Cat C visibility 3/4 mile. Night landing: Rwy 28 NA.

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct WALPI and hold.

KVAD ATIS 273.5
VALDOSTA APP CON 126.6 285.6
UNICOM 122.7 (CTAF)

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.60/TCH 48).

NoPT for arrivals on V579 southbound.

<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>560-1 1/8</td>
<td>320 (400-1 1/8)</td>
<td>NA</td>
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</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>793-1 7/8</td>
<td>553 (600-1 7/8)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>760-1</td>
<td>520 (600-1)</td>
<td>760-1 7/8</td>
<td>520 (600-1)</td>
</tr>
<tr>
<td>CAT CIRCLING</td>
<td>820-1</td>
<td>580 (600-1)</td>
<td>980-2</td>
<td>740 (800-2)</td>
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</table>

MIRL Rwy 10-28
REIL Rwys 10 and 28
RNAV (GPS) RWY 28
BERRIEN COUNTY (4J2)

Boro VNAV NA. Rwy 28 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA
at night. Use Moody AFB altimeter setting. When not received, use Douglas
altimeter setting and increase all LPV DA to 602 feet, LNAV/VNAV DA to 561
feet, and all MDA 40 feet. Increase LNAV and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to
2200 direct WALPI and hold.

KVAD ATIS 273.5  VALDOSTA APP CON 126.6 285.6  UNICOM 122.7 (CTAF)

SABRE MOA  ∆ 567
WALPI  ∆ 1182

Rwy Idg 5002
TDZE 236
Apt Elev 240

ELEV 240  TDZE 236

2200 WALPI

VGSI and RNAV glidepath not coincident
(VGSI Angle 4.00°/TCH 49).

JUTSU
4 NM
Holding Pattern

2000

GP 3.00°
TCH 60

Category

LPV DA 578-1 342 (400-1) NA
LNAV/VNAV DA 537-1 301 (300-1) NA
LNAV MDA 740-1 504 (500-1) 740-13/8 504 (500-1%) NA
CIRCLING 740-1 504 (600-1) 800-1 560 (600-1) 740-80-2 740 (800-2) NA

UNICOM
L 122.7
(CTAF)

AL-6913 (FAA) 23222

SE-4, 11 JUL 2024 to 05 SEP 2024

NASHVILLE, GEORGIA
Amdt 1 29MAR18

600 X 75

SE-4, 11 JUL 2024 to 05 SEP 2024

5002 X 75

SE-4, 11 JUL 2024 to 05 SEP 2024

31°13'N-83°14'W

BERRIEN COUNTY (4J2)

555
RNAV (GPS) RWY 6
ROBBINS FLD (20A)

Oneonta, Alabama

Apt Elev: 1125

RNAV (GPS) RWY 6

CIRCLING LNAV MDA

ONEONTA, ALABAMA
Orig-D 24FEB22

SE-4, 11 JUL 2024 to 05 SEP 2024

/556/
RNAV (GPS) RWY 24
ROBBINS FLD (2A)

Procedure NA at night. Use Albertville Rgnl/Thomas J Brumlik Fld altimeter setting, when not received, use Northeast Alabama Rgnl altimeter setting and increase all MDA 60 feet and increase LNAV Cat B visibility 1 mile, Cat C Circling visibility 1/2 mile. RWy 24 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct HEVOG and hold.

8AØ AWOS-3PT
119.575

BIRMINGHAM APP CON
125.45 279.65

UNICOM
122.8 (CTAF)

Procedure NA for arrival at GESTS on V115 northeast bound.

Procedure NA for arrival on GAD VOR/DME airway radials 300 CW 040.

Procedure NA at night. Use Albertville Rgnl/Thomas J Brumlik Fld altimeter setting, when not received, use Northeast Alabama Rgnl altimeter setting and increase all MDA 60 feet and increase LNAV Cat B visibility 1 mile, Cat C Circling visibility 1/2 mile.

ONEONTA, ALABAMA
Orig-B 08OCT20

3°58'N-86°23'W
557
RNAV (GPS) RWY 13
OZARK/BLACKWELL FLD (71J)

**Use Dathan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting. Procedure NA at night.**

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 2000 direct YEDUY and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>900-1</td>
<td>542 (600-1)</td>
<td>900-1.5</td>
<td>542 (600-1.5)</td>
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<tr>
<td>LNAV MDA</td>
<td>960-1</td>
<td>602 (700-1)</td>
<td>960-1.5</td>
<td>602 (700-1.5)</td>
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<tr>
<td>CIRCLING</td>
<td>960-1</td>
<td>602 (700-1)</td>
<td>1100-1.5</td>
<td>742 (800-1.5)</td>
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</tbody>
</table>

**Holding Pattern**

- **2500**
- **305°**
- **125°**

**VGSI and descent angles not coincident**

(VGSI Angle 3.60/TCH 36).

**ELEV 358**

**TDZE 358**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 31
OZARK/BLACKWELL FLD (71J)

RNP APCH.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct YEDUY and hold.

BARO-VNAV NA. Use Dothan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting.

Circling Rwy 13, 31 NA at night.

BARO-VNAV NA. Use Dothan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting.

Circling Rwy 13, 31 NA at night.

OZARK/BLACKWELL FLD (71J)

RNAV (GPS) RWY 31

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct YEDUY and hold.

BARO-VNAV NA. Use Dothan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting.

Circling Rwy 13, 31 NA at night.

BARO-VNAV NA. Use Dothan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting.

Circling Rwy 13, 31 NA at night.

OZARK/BLACKWELL FLD (71J)

RNAV (GPS) RWY 31

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct YEDUY and hold.

BARO-VNAV NA. Use Dothan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting.

Circling Rwy 13, 31 NA at night.

BARO-VNAV NA. Use Dothan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting.

Circling Rwy 13, 31 NA at night.

OZARK/BLACKWELL FLD (71J)

RNAV (GPS) RWY 31

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct YEDUY and hold.

BARO-VNAV NA. Use Dothan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting.

Circling Rwy 13, 31 NA at night.

BARO-VNAV NA. Use Dothan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting.

Circling Rwy 13, 31 NA at night.
RNAV (GPS) RWY 3
ST CLAIR COUNTY (PLR)

DME/DME RNP 0.3 NA. VDP NA when using Anniston altimeter setting. RWY 3, helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Anniston altimeter setting and increase all DA 63 feet and all visibility ½ SM, increase all MDA 80 feet and LNAV Cat C/D visibility ½ SM and Circling Cat C/D ½ SM.

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

Procedure NA for arrivals at HANDE on V159-521 northbound.

<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>835-1/2</td>
<td>351 (400-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1140-1</td>
<td>656 (700-1)</td>
<td>1140-1/2</td>
<td>656 (700-1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1180-1</td>
<td>695 (700-1)</td>
<td>1240-2/4</td>
<td>755 (800-2/4)</td>
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<tr>
<td>GP 3.10° TCH 52</td>
<td>6.3 NM</td>
<td>2.9 NM</td>
<td>0.9 NM</td>
<td>1.9 NM</td>
</tr>
</tbody>
</table>

AWOS-3P 119.625
BIRMINGHAM APP CON 123.8 256.8
GCO 121.725
UNICOM 123.05 (CTAF)

PELL CITY, ALABAMA
Amr 3 27APR17

33°34’N 86°15’W

PELL CITY, ALABAMA
AL-5886 (FAA)
RNAV (GPS) RWY 21
ST CLAIR COUNTY (PLR)

AWOS-3P
119.625

BIRMINGHAM APP CON
123.8 256.8

GCO
121.725

UNICOM
123.05 (CTAF)

 Procedure NA for arrivals at STAMP on V209 northeast bound.

HANUR and hold, continue climb-in-hold to 4000.

DA to 964 feet and all Cats visibility to 1, increase LNAV/VNAV DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 799 feet and all Cats visibility to 1, increase LNAV/VNAV DA to 964 feet and all visibilities to 1, increase all MDA 80 feet and LNAV Cat C/D to 1¾ and Circling Cat C to 2¾ and Cat D to 3. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

AWOS-3P
119.625

BIRMINGHAM APP CON
123.8 256.8

GCO
121.725

UNICOM
123.05 (CTAF)

Procedure NA for arrivals at STAMP on V209 northeast bound.

DA to 964 feet and all Cats visibility to 1, increase LNAV/VNAV DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 799 feet and all Cats visibility to 1, increase LNAV/VNAV DA to 964 feet and all visibilities to 1, increase all MDA 80 feet and LNAV Cat C/D to 1¾ and Circling Cat C to 2¾ and Cat D to 3. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

AWOS-3P
119.625

BIRMINGHAM APP CON
123.8 256.8

GCO
121.725

UNICOM
123.05 (CTAF)

Procedure NA for arrivals at STAMP on V209 northeast bound.

DA to 964 feet and all Cats visibility to 1, increase LNAV/VNAV DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 799 feet and all Cats visibility to 1, increase LNAV/VNAV DA to 964 feet and all visibilities to 1, increase all MDA 80 feet and LNAV Cat C/D to 1¾ and Circling Cat C to 2¾ and Cat D to 3. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

AWOS-3P
119.625

BIRMINGHAM APP CON
123.8 256.8

GCO
121.725

UNICOM
123.05 (CTAF)

Procedure NA for arrivals at STAMP on V209 northeast bound.

DA to 964 feet and all Cats visibility to 1, increase LNAV/VNAV DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 799 feet and all Cats visibility to 1, increase LNAV/VNAV DA to 964 feet and all visibilities to 1, increase all MDA 80 feet and LNAV Cat C/D to 1¾ and Circling Cat C to 2¾ and Cat D to 3. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

AWOS-3P
119.625

BIRMINGHAM APP CON
123.8 256.8

GCO
121.725

UNICOM
123.05 (CTAF)

Procedure NA for arrivals at STAMP on V209 northeast bound.

DA to 964 feet and all Cats visibility to 1, increase LNAV/VNAV DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 799 feet and all Cats visibility to 1, increase LNAV/VNAV DA to 964 feet and all visibilities to 1, increase all MDA 80 feet and LNAV Cat C/D to 1¾ and Circling Cat C to 2¾ and Cat D to 3. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

AWOS-3P
119.625

BIRMINGHAM APP CON
123.8 256.8

GCO
121.725

UNICOM
123.05 (CTAF)

Procedure NA for arrivals at STAMP on V209 northeast bound.

DA to 964 feet and all Cats visibility to 1, increase LNAV/VNAV DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 799 feet and all Cats visibility to 1, increase LNAV/VNAV DA to 964 feet and all visibilities to 1, increase all MDA 80 feet and LNAV Cat C/D to 1¾ and Circling Cat C to 2¾ and Cat D to 3. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

AWOS-3P
119.625

BIRMINGHAM APP CON
123.8 256.8

GCO
121.725

UNICOM
123.05 (CTAF)

Procedure NA for arrivals at STAMP on V209 northeast bound.

DA to 964 feet and all Cats visibility to 1, increase LNAV/VNAV DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 799 feet and all Cats visibility to 1, increase LNAV/VNAV DA to 964 feet and all visibilities to 1, increase all MDA 80 feet and LNAV Cat C/D to 1¾ and Circling Cat C to 2¾ and Cat D to 3. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

AWOS-3P
119.625

BIRMINGHAM APP CON
123.8 256.8

GCO
121.725

UNICOM
123.05 (CTAF)

Procedure NA for arrivals at STAMP on V209 northeast bound.

DA to 964 feet and all Cats visibility to 1, increase LNAV/VNAV DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 799 feet and all Cats visibility to 1, increase LNAV/VNAV DA to 964 feet and all visibilities to 1, increase all MDA 80 feet and LNAV Cat C/D to 1¾ and Circling Cat C to 2¾ and Cat D to 3. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.
RNAV (GPS) RWY 18
PERRY-HOUSTON COUNTY (PXE)

WAAS
CH 87104
W18A
APP CRS 185°
Rwy Idg 5004
TDZE 418
Apt Elev 418

RNP APCH-GPS.

Baro-VNAV and VDP NA when using Middle Georgia Rgnl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and
increase LPV DA to 656 feet; increase LNAV/VNAV DA to 857 feet and all visibilites
1/2 SM. Increase all MDA's 40 feet; and Circling visibility Cat A and D 1/2 SM.

AWOS-3
ATLANTA APP CON

AL-5882 (FAA)

RNAV (GPS) RWY 18
PERRY-HOUSTON COUNTY (PXE)

32°31'N-83°46'W

Amdt 1  08SEP22

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 36
PERRY-HOUSTON COUNTY (PXE)

MISSED APPROACH: Climb to 2300 direct ANICU and hold.

Baro-VNAV and VDP NA when using Middle Georgia Rgnl altimeter setting. Rwy 36 helicopter visibility reduction below 1/2 SM NA. Inop table does not apply to LPV and LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase LPV DA and LNAV/VNAV DA to 705 feet; increase all MDAs 40 feet; and Circling visibility Cat C/D 1/2 SM. For inop ALS, increase LNAV Cats A/B visibility to 1 SM and Cat C/D to 1 1/2 SM. For inop ALS, when using Middle Georgia Rgnl altimeter setting; increase LPV and LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cat A/B visibility to 1 SM.

**AWOS-3**

**ATLANTA APP CON**

**UNICOM**

**ELEV 418**

**TDZE 417**

**WAAS CH 86805**

**APP CRS 005°**

**Rwy Idg 5004**

**TDZE 417**

**Apt Elev 418**

**PERRY, GEORGIA**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**AL-5882 (FAA)**

**24137**

**RNAV (GPS) RWY 36**

**PERRY-HOUSTON COUNTY (PXE)**

**32°31'N-83°46'W**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**565**
PINE MOUNTAIN, GEORGIA

RNAV (GPS) RWY 9
HARRIS COUNTY (PIM)

AWOS-3PT 120.275
ATLANTA APP CON 125.5
CLNC DEL 127.7
GCO 121.725
UNICOM 122.8 (CTAF)

WAAS
CH 58019
W09A
091°

APP CRS
Rwy Idg
TDZE
Apt Elev
5002
902
902

RNP APCH - GPS.

Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 48°C.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct PONBE and hold.

4 NM

HOLD 6000
3000

PONBE

091°

(FAF)

PATRY

2.4 NM to
RW09

1078 ±

RW09

1244

ELEV 902

TDZE 902

1820

1500

7.3 NM

1.5 NM

2.1 NM

0.9 NM

3000

PONBE

091°

1820

1244

SE-4, 11 JUL 2024 to 05 SEP 2024

MIRL Rwy 9-27
### RNAV (GPS) RWY 9

**Location:** PRATTVILLE/GROUBY FLD (1A9)

**Apt Elev:** 225

**TDZE:** 225

**Category:** A

<table>
<thead>
<tr>
<th>MIRL Rwy 9-27</th>
<th>RW09</th>
<th>RW09 (IF/IAF)</th>
<th>ANWAF (FAF)</th>
<th>ANWAF (IF/IAF)</th>
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<tbody>
<tr>
<td>092°</td>
<td>4 NM</td>
<td>272°</td>
<td>092°</td>
<td>092°</td>
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</tbody>
</table>

**RNAV (GPS) RWY 9**

**Visual Segment - Obstacles:**

- **3100**
- **ANWAF**
- **EKUSY**
- **RW09**

**Holding Pattern:**

- **3100** to **ANWAF**

**Elevations:**

- **ELEV:** 225
- **TDZE:** 225

**App CRS 092°:**

- **Rwy Idg:** 5400
- **TDZE:** 225
- **Apt Elev:** 225

**RNAV (GPS) APCH:**

**LNAV MDA:**

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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>980-1</td>
<td>980-1¼</td>
<td>980-2</td>
<td>755 (800-1)</td>
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</table>

**Amdt 2F 18JUL19**

**PRATTVILLE, ALABAMA**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 9**

**Amdt 2F 18JUL19**

**MISSED APPROACH:** Climbing left turn to 3100 direct ANWAF and hold.

**AWOS-3P**: 118.025

**MONTGOMERY APP CON**: 121.2 269.05

**GCO**: 121.725

**UNICOM**: 122.8 (CTAF)

**LNAV MDA:**

<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>980-1</td>
<td>980-1¼</td>
<td>980-2</td>
<td>755 (800-1)</td>
</tr>
</tbody>
</table>

**PRATTVILLE, ALABAMA**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 9**

**Amdt 2F 18JUL19**
RNAV (GPS) RWY 27
PRATTVILLE/GROUBY FLD (1A9)

Circling to Rwy 9 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 27 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct ANWAF and hold.

AWOS-3P 118.025
MONTGOMERY APP CON 121.2 269.05
GCO 121.725
UNICOM 122.8 (CTAF)

ELEV 225 TDZE 213

 CATEGORY A B C D
 LPV DA 496-7/8 283 (300-7/8)
 LNAV/VNAV DA 659-13/8 446 (500-13/8)
 LNAV MDA 820-1 607 (600-1)
 CIRCLING 1000-1 775 (800-1) 1080-2 1/2 1140-3
 855 (900-2 1/2) 915 (1000-3)

MISSED APCH FIX
ANWAF

4 NM

 CATEGORY A B C D
 LPV DA 496-7/8 283 (300-7/8)
 LNAV/VNAV DA 659-13/8 446 (500-13/8)
 LNAV MDA 820-1 607 (600-1)
 CIRCLING 1000-1 775 (800-1) 1080-2 1/2 1140-3
 855 (900-2 1/2) 915 (1000-3)
**RNAV (GPS) RWY 10**

**QUITMAN BROOKS COUNTY (4J5)**

- **App CRS**: 099°
- **Rwy Idg**: 5000
- **TDZE**: 182
- **Apt Elev**: 185

**Procedures**

- **RNAV (GPS) RWY 10**: RNAV (GPS) RWY 10

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

**Visual Segment - Obstacles**

- Visual Segment - Obstacles.
- Procedure NA for arrivals on GEF VORTAC airway radials 270 CW 337.

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
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<th>D</th>
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</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>740-1</td>
<td>558 (600-1)</td>
<td>740-1½</td>
<td>558 (600-1½)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>820-1</td>
<td>638 (700-1)</td>
<td>820-1½</td>
<td>638 (700-1½)</td>
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</tbody>
</table>

**AIRPORT**

**QUITMAN, GEORGIA**

**Amdt 1C 18JUL19**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 28
QUITMAN BROOKS COUNTY (4J5)

MISSED APPROACH: Climb to 2000 direct HOSOG and hold.

Use Valdosta altimeter setting; when not received, use Thomasville altimeter setting and increase all MDA 20 feet; increase LP and LNAV Cat C visibility 1/2 SM.

 Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

CTAF 122.9

VALDOSTA APP CON 126.6

RNP APCH.

Visual Segment - Obstacles.

Holding Pattern

CATEGORY

A

B

C

D

LP MDA 600-1 415 (500-1) 600-1/8 415 (500-1) NA
LNAV MDA 860-1 675 (700-1) 860-1/8 675 (700-1) NA

30°48'N-83°35'W

QUITMAN, GEORGIA
Amdt 1C 18JUL19

QUITMAN BROOKS COUNTY (4J5)

RNAV (GPS) RWY 28

QUITMAN, GEORGIA
Amdt 1C 18JUL19

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
** Circling not authorized E of Rwy 17-35.
High terrain and 1430’ twr E of Rwy 17-35.
**RNAV (GPS) RWY 1**

**NORTH PICKENS (3M8)**

**COLUMBUS APP CON**

- **135.6 323.275**

**CTAF**

- **122.9**

**RNAV APCH - GPS.**

- **A-440**

- **30 NM to BLANG**

- **3000**

- **098°**

- **-278°**

- **TWO NAV/FIX**

- **RW01**

- **64**

- **910°**

**MERIDIAN 1 EAST MOA**

- **1314**

- **(FAF)**

- **ZIRBO**

- **2100**

- **008°**

- **006°**

- **08°**

- **2100**

**4 NM Holding Pattern**

- **6000**

- **3000**

- **188°**

- **008°**

- **ZIRBO**

**Visual Segment - Obstacles.**

- **3000**

**ELEV 237 TDZE 230**

**MISSING APCH FIX**

- **4 NM**

- **008°**

- **JUMKU**

**LEGEND**

- **5.8 NM**

- **6 NM**

**Category**

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

<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>960-1</td>
<td>730 (800-1)</td>
<td>960-2</td>
<td>730 (800-2)</td>
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<tr>
<td>Circling</td>
<td>1000-1</td>
<td>763 (800-1)</td>
<td>1000-2½</td>
<td>763 (800-2½)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>1040-2½</td>
<td>803 (900-2½)</td>
</tr>
</tbody>
</table>

**Reform, Alabama**

Orig-D 10AUG23

33°23'N-88°00'W

575
**Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Tuscaloosa altimeter setting:** increase all MDAs 80 feet; increase LP and LNAV Cat C/D visibility ½ SM; increase Circling visibility all Cats ½ SM.

**RNAP APCH.**

**Lane**

**B**

**C**

**D**

**A**

**COLUMBUS APP CON**

- **135.6**
- **323.275**

**CIRCLING**

- **1000-1**
- **763 (800-1)**

**LP MDA**

- **700-1**
- **463 (500-1)**

**LNAV MDA**

- **800-1**
- **563 (600-1)**

**CIRCLING**

- **1000-1**
- **763 (800-1)**

**BLANG:**

- **ELEV 237**
- **TDZE 237**

**RNAV (GPS) RWY 19**

**NORTH PICKENS (3M8)**

**CTAF 122.9**

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

**3000 direct BLANG and hold.**

**REFORM, ALABAMA**

**Amdt 1C 16JUN22**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**33°23'N-88°00'W**

**REFORM, ALABAMA**

**AL-10062 (FAA)**

**24081**

**WAAS CH 7279 W19A**

**APP CRS TDZE 237**

**Rwy Idg 5144**

**Apt Elev 237**

**576**
REIDSVILLE, GEORGIA

22195

AL-6168 (FAA)

WAAS

5003
APP CRS
184
TDZE
CH 40227
114° Apt Elev
196
W11A
Rwy Idg

RNAV (GPS) RWY 11
SWINTON SMITH FLD AT REIDSVILLE MUNI(RVJ)

RNP APCH.
MISSED APPROACH: Climbing right turn to 2000

T

direct FEVNA and hold.

A
AWOS-3PT

JACKSONVILLE CENTER

CTAF

128.325

127.575 269.025

122.9 L
LOTTS

892

HOLD

00
20 9°
24 1)
.
29
(

Procedure NA for arrivals at
LOTTS on V154 eastbound
and V157 northeast bound.

6000
2000
(IF/IAF)
703

FEVNA
1
1
4
°

1
8
0
0

1
1
4
°

2
9
4
°

4 NM

(FAF)

ZOVIZ

CIGOX

2 NM to

(
5
.
9
)

RW11

666

266

RW11

COASTAL 8
MOA

M

SA

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

238

12
W1
5N
R
M

2600
Procedure NA for arrivals at
BAXLY on V267 southeast bound
and V157 southwest bound.

2000
002°
2)
22.
(

ELEV

196

TDZE

184

BAXLY
4 NM

2000

FEVNA

FEVNA

Holding Pattern

114° to
RW11

CIGOX

294°

ZOVIZ
0
.
6%
UP

1.2 NM to
RW11

1800

251
5
0
0
3X
7
5

RW11
TCH 40

5.9 NM

A

LP

MDA

580-1

396 (400-1)

LNAV MDA

600-1

416 (500-1)

REIDSVILLE, GEORGIA
Amdt 1C 25FEB21

680-1

840

3 NM

CATEGORY

C CIRCLING

P

3.00°

B

29

RW11

P

2 NM to

1
1
4
°

114°

11

6000
2000

0.8 NM

1.2 NM

C

D

1
580-1
8

NA

1
396 (400-1
8 )

1
600-1
8

NA

1
416 (500-1
8 )

484 (500-1)

3
860-1
4
3
664 (700-1
4 )

NA

MIRL Rwy 11-29

L

SWINTON SMITH FLD AT REIDSVILLE MUNI(RVJ)
32°04'N-82°09'W

577

RNAV (GPS) RWY 11


### LOCALES

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<td>S-ILS 15°</td>
<td>494/24</td>
<td>200</td>
<td>(200-1½)</td>
<td></td>
<td></td>
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<tr>
<td>S-LOC 15°</td>
<td>840/24</td>
<td>546 (600-1½)</td>
<td>840/60</td>
<td>546 (600-1½)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>840-1</td>
<td>546 (600-1)</td>
<td>880-1½</td>
<td>960-2</td>
<td>1040-2½</td>
</tr>
</tbody>
</table>

### ILS or LOC Y RWY 15

**WARNER ROBINS, GEORGIA**

**LOC I-RJM** 111.7 **APCH CRS 146°** **Rwy Idg 12,001** **TDZE 294** **Arpl Elev 294**

- *When ALS inop, increase RVR to 40, vis to ½ mile.
- **When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.

**ALS F-1**

**ATIS** 119.475 273.475 **ATLANTA APP CON** 124.2 279.6 **TOWER** 133.225 257.975 **GND CON** 121.85 275.8

**EMERG SAFE ALT 100 NM 3700**

**HETUL** WRB [12] **ROSAY** WRB [5°] **CIRCLING NA SW of Rwy 15-33** **ROBINS** Chan 10 WRB **LOCALIZER 111.7** I-RJM


**WARNER ROBINS, GEORGIA**

**32°38’N-83°36’W** **ROBINS AFB (KWRB) Amdt 1 12AUG21**

**KWRB**

**ILS or LOC Y RWY 15**

**ROBINS AFB (KWRB)**
RNAV (GPS) RWY 33

**WARNER ROBINS, GEORGIA**

<table>
<thead>
<tr>
<th>APCH CRS</th>
<th>RWY Ldg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
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</thead>
<tbody>
<tr>
<td>326°</td>
<td>12,001</td>
<td>275</td>
<td>294</td>
</tr>
</tbody>
</table>

- (USAF)

**ROBINS AFB (KWRB)**

**ATIS**

| 119.475 | 273.475 |

**ATLANTA APP CON/DEP CON**

| 124.2 | 279.6 |

**TOWER**

| 133.225 | 257.975 |

**GND CON**

| 121.85 | 275.8 |

### NAVIGATION AIDS

- **CAMGI**
- **MIDDLE GEORGIA NEXIE**
- **ZAPID**
- **IF/IAF LETIC**
- **4 NM HOLD 2600**
- **146°**
- **2600**

### APPROACH

**DME/DME RNP-0.3 NA**

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (130°F).

**CAUTION:** When Rwy 15 VGSi inop, circling to Rwy 15 NA at night. Circling visibility reduction by helicopters NA.

---

**EMERG SAFE ALT 100 NM 3700**

---

**RNAV (GPS) RWY 33**

---

**WARNER ROBINS, GEORGIA**

Amdt 5 20MAY21
RNAV (GPS) RWY 1

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

RNAV (GPS) RWY 1

Rome, Georgia

Amdt 2 20APR23

Rwy 1 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling NA west of Rwy 1-19 at night. Circling NA northwest of Rwy 7 and 19. For inop ALS, increase LPV all Cats visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV Cats A/B visibility to 1 SM, and LNAV Cats C/D visibility to 1½ SM.

ASOS
119.925

ATLANTA CENTER
124.5 270.325

GCO 121.725

UNICOM 122.725 (CTAF)

MALS R

Uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, increase LPV all Cats visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV Cats A/B visibility to 1 SM, and LNAV Cats C/D visibility to 1½ SM.

SE-4, 11 JUL 2024 to 05 SEP 2024

586
RNAV (GPS) RWY 7

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

Rome, Georgia

Amdt 2 20APR23

SE-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 7

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

34°21'N-85°10'W

587
RNAV (GPS) RWY 19

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

ASOS
119.925

ATLANTA CENTER
124.5 270.325

GCO
121.725

UNICOM
122.725 (CTAF)

ELEV 644
TDZE 635

HIRL Rwy 1-19

SE-4, 11 JUL 2024 to 05 SEP 2024

RNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling NA west of Rwy 1-19 at night. Circling NA northwest of Rwy 19.

CIRCLING

TCH 45

GP 3.00°

LPV DA 995-1 360 (400-1)
LNAV/VNAV DA 1003-1 368 (400-1)
LNAV MDA 1040-1 405 (400-1) 1040-1\(\frac{1}{2}\) 405 (400-1/2)

CIRCLING

1140-1 496 (500-1) 1200-1 556 (600-1) 1480-2\(\frac{1}{2}\) 836 (900-2\(\frac{1}{2}\)) 1196 (1200-3)

HOLD 1000 3600

007° 187° 3600

187° 187° 3600

187° 3600

1832 1840 2800

DEBIY 3.7 NM to RW19

5.9 NM

2.5 NM

3 NM

1.2 NM to RW19

1840 2800

187° 3600

995-1 360 (400-1)

1003-1 368 (400-1)

1040-1 405 (400-1) 1040-1\(\frac{1}{2}\) 405 (400-1/2)

1140-1 496 (500-1) 1200-1 556 (600-1) 1480-2\(\frac{1}{2}\) 836 (900-2\(\frac{1}{2}\)) 1196 (1200-3)

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 25

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

CIRCLING

252°

VEYUY (IF/IAF)

2.3 NM to RW25

252°

4 NM

252°

HOLD

10000

3100

4 NM

VEYUY (IF/IAF)

252°

2400

252°

UROCI

3.00°

252°

2400

1400

252°

Holding Pattern

10000

3100

1100

3100

VAYKU

12.1 NM

1832

12.1 NM

1883

1176

128°

1702

1787

1714

ELEV 644

TDZE 638

LP MDA

1040-1

402 (400-1)

1040-1½

402 (400-1½)

LNAV MDA

1120-1

482 (500-1)

1120-1½

482 (500-1½)

CIRCLING

1140-1

496 (500-1)

1200-1

556 (600-1)

1480-2½

836 (900-2½)

1840-3

1196 (1200-3)

RNP APCH - GPS.

Rwy 25 helicopter visibility reduction below ¾ SM NA.

Straight-in minimums NA at night.

Circling NA northwest of Rvys 7 and 19.

ASOS

119.925

124.5 270.325

121.725

122.725 (CTAF)

ATLANTA CENTER

GCO

UNICOM

ROME, GEORGIA

Amdt 2 20APR23

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AREA HANGAR
CORPORATE
OVERNIGHT PARKING

TERMINAL
S-16, D-30
RWY 07-25
S-52, D-57, 2D-114
RWY 01-19

ASOS
119.925
CTAF/UNICOM
GCO

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)
ROME, GEORGIA
AIRPORT DIAGRAM
AL-855 (FAA)

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 2
BILL PUGH FLD (M22)

RNPAV-GPS:

<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>1660-1⅓</td>
<td>964 (1000-1⅓)</td>
<td>1660-1⅔</td>
<td>964 (1000-1⅔)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1660-1⅓</td>
<td>942 (1000-1⅓)</td>
<td>1660-1⅔</td>
<td>942 (1000-1⅔)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climbing left turn to 2700 direct DALEC and hold.

Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Use Muscle Shoals altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 60 feet.

Apt Elev 718

USING RNAV (GPS) RWY 2

APP CRS 003°

Rwy Idg 5500

TDZE 696

MISSED APPROACH: Climbing left turn to 2700 direct DALEC and hold.

MSL ASOS

119.425

MEMPHIS CENTER

120.8 307.0

UNICOM

122.8 (CTAF)

U.S. GOVERNMENT WORK

AL-10061 (FAA)

SE-4, 11 JUL 2024 to 05 SEP 2024

BILL PUGH FLD (M22)

RNAV (GPS) RWY 2

BILL PUGH FLD (M22)

RNAV (GPS) RWY 2
**RNAP (GPS) RWY 20**

**BILL PUGH FLD (M22)**

**Use Muscle Shoals altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D visibility ½ SM and Circling Cat A visibility ¼ SM. Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.**

**Missed Approach:**
- Climbing right turn to 3000 direct AYOTE and hold.
- Increase all MDA 60 feet, increase LNAV Cat C/D visibility ½ SM and Circling Cat A visibility ¼ SM.
- Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.

### Table

<table>
<thead>
<tr>
<th>Airport</th>
<th>Altitude (M)</th>
<th>Category</th>
<th>Missed Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>AYOTE</td>
<td>5000</td>
<td>A</td>
<td>NA</td>
</tr>
<tr>
<td>DONSE</td>
<td>717</td>
<td>B</td>
<td>NA</td>
</tr>
<tr>
<td>MSL ASOS</td>
<td>119.425</td>
<td>C</td>
<td>NA</td>
</tr>
<tr>
<td>MEMPHIS CENTER</td>
<td>120.8 307.0</td>
<td>D</td>
<td>NA</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.8</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

### Diagram

- **RNAV (GPS) RWY 20**
- **BILL PUGH FLD (M22)**
- **Use Muscle Shoals altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D visibility ½ SM and Circling Cat A visibility ¼ SM. Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.**
- **Missed Approach:**
  - Climbing right turn to 3000 direct AYOTE and hold.
  - Increase all MDA 60 feet, increase LNAV Cat C/D visibility ½ SM and Circling Cat A visibility ¼ SM.
  - Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.

### Notes

- **RNAV (GPS) RWY 20**
- **BILL PUGH FLD (M22)**
- **Use Muscle Shoals altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D visibility ½ SM and Circling Cat A visibility ¼ SM. Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.**
- **Missed Approach:**
  - Climbing right turn to 3000 direct AYOTE and hold.
  - Increase all MDA 60 feet, increase LNAV Cat C/D visibility ½ SM and Circling Cat A visibility ¼ SM.
  - Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.
RNAV (GPS) RWY 6
ST ELMO (2R5)

MOBILE APP CON
121.0 307.1

HOUSTON CENTER
127.65 285.475

CTAF
122.9

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mobile Rgnl altimeter setting; when not received use Pascagoula altimeter setting; and increase DA to 483 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct DEYPA and left turn via 310° track to HELMU and left turn via 199° track to PLEBE and hold.

ST ELMO, ALABAMA
AL-9339 (FAA)

SE-4, 11 JUL 2024 to 05 SEP 2024

122° 28' 50" W 30° 30' 17" N
RNAV (GPS) RWY 4

ST SIMONS ISLAND (SSI)

AWOS-3PT 120.025

JACKSONVILLE CENTER 126.75 277.4

UNICOM 123.05 (CTAF)

Circling Rwy 16, 34 NA at night.

Rwy 4 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 2000, direct RIYSA and hold.

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 57).

LNAV MDA

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>420-1 404 (500-1)</td>
<td>420-1 404 (500-1)</td>
<td>580-2</td>
<td>580-2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>480-1 461 (500-1)</td>
<td>500-1 481 (500-1)</td>
<td>561 (600-2)</td>
<td>561 (600-2)</td>
</tr>
</tbody>
</table>

ST SIMONS ISLAND, GEORGIA

AL-168 (FAA)
RNAV (GPS) RWY 22

Category A
LNAV MDA: 460-1 443 (500-1) 460-1 443 (500-1)
CIRCLING: 480-1 461 (500-1) 500-1 481 (500-1) 580-2 561 (600-2)

Rwy 22 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 16, 34 NA at night.

MISSED APPROACH: Climb to 2000 direct VIXRY and hold.

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 54).

SE-4, 11 JUL 2024 to 05 SEP 2024

ST SIMONS ISLAND, GEORGIA
Orig-B 02DEC21

31°09’N-81°23’W
595
ST SIMONS ISLAND, GEORGIA
AL-168 (FAA)

VOR RWY 4
ST SIMONS ISLAND (SSI)

\( \Lambda 1510 \)

\( \Lambda 207^\circ \)

\( \Lambda 027^\circ \)

\( \Lambda 180 \)

\( \Lambda 509^\circ \)

\( \Lambda 510^\circ \)

\( \Lambda 172^\circ \)

\( \Lambda 500-1 \)

\( \Lambda 2000 \)

\( \Lambda 484 \)

\( \Lambda 481 \)

\( \Lambda 509 \)

\( \Lambda 207 \)

\( \Lambda 027 \)

\( \Lambda 500-1 \)

\( \Lambda 2000 \)

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\( \Lambda 500-1 \)

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\( \Lambda 207 \)

\( \Lambda 027 \)

\( \Lambda 500-1 \)

\( \Lambda 2000 \)
RNAV (GPS) RWY 13
KAOLIN FLD (OKZ)

Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2900 direct BEYVA and hold.

AMTD 3 21MAY20

SE-4, 11 JUL 2024 to 05 SEP 2024

32°58'N-82°50'W 597
RNAV (GPS) RWY 31
KAOLIN FLD (OKZ)

**MISSED APPROACH:** Climb to 2900 direct BEYVA and hold.

- **RNAV (GPS) RWY 31**
- **KAOLIN FLD (OKZ)**

**AWOS-3**
120.575

**ATLANTA APP CON** *
124.2 279.6

**UNICOM**
123.0 (CTAF)

**RNP APCH.**

<table>
<thead>
<tr>
<th>WAAS</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
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<tbody>
<tr>
<td>CH 72721</td>
<td>306°</td>
<td>5015</td>
<td>439</td>
<td>439</td>
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</table>

**ELEV 439**

**TDZE 439**

**AWOS-3**
120.575

**ATLANTA APP CON** *
124.2 279.6

**UNICOM**
123.0 (CTAF)

**RNP APCH.**

- **RNAV (GPS) RWY 31**
- **KAOLIN FLD (OKZ)**

**AWOS-3**
120.575

**ATLANTA APP CON** *
124.2 279.6

**UNICOM**
123.0 (CTAF)

**RNP APCH.**
SAVANNAH, GEORGIA

**LOC I-TPV**

**APP CRS** 006°

**Rwy Idg** 7002

**TDZE** 39

**Apt Elev** 50

**SAVANNA, GEORGIA**

**MISSED APPROACH: Climb to 1000 then climb to 4000 on SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.**

**DME or RADAR required for procedure entry.**

Autopilot coupled approach NA below 600.

**SAVANNA**

115.95 SAV
Chan 106 [Y]

**LOCALIZER 111.9 I-TPV**

**SAVANNAH**

123.75

**SAVANNAH APP CON** 120.4 353.775

**SAVANNAH TOWER** 125.975 (CTAF) 027.8

**GND CON** 121.9 348.6

**CLNC DEL** 119.55 291.775

**UNICOM** 122.95

**ATIS**

**SAVANNAH/HILTON HEAD INTL (SAV)**

**ILS or LOC RWY 1**

**SAVANNA/HILTON HEAD INTL (SAV)**

**SAVANNA/HILTON HEAD INTL (SAV)**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**SAVANNAH, GEORGIA**

Amdt 8C 06OCT22

**SAVANNAH, GEORGIA**

32°08'N-81°12'W

599
SAVANNAH/HILTON HEAD INTL (SAV)

**ILS or LOC RWY 10**

**DME required.**

- For inop ALS, increase S-LOC 10 Cat C/D visibility to 1 1/8 SM.

**ATIS**
- 123.75

**SAVANNAH APP CON**
- 125.3 371.875

**SAVANNAH TOWER**
- 125.975 (CTAF) 257.8

**GND CON**
- 121.9 348.6

**CLNC DEL**
- 119.55 291.775

**UNICOM**
- 122.95

**MISSED APPROACH:** Climb to 800 then climbing left turn to 4000 on heading 330° and SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.

**VGS ILS glidepath not coincident (VGS Angle 3.00°/TCH 69).**

**32°08'N-81°12'W**

**SAVANNAH, GEORGIA**

**AL-380 (FAA)**

**24081**

**2023**
SAVANNAH, GEORGIA

ATIS 123.75
SAVANNAH TOWER 125.975 (CTAF) 257.8
GND CON 121.9 348.6
CLNC DEL 119.55 291.775
UNICOM 122.95

SAVANNAH TOWER

SAVANNAH/HILTON HEAD INTL (SAV)

DME required.

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

MISSED APPROACH: Climb to 800 then climbing left turn to 4000 on heading 330° and SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.

ATIS
SAVANNAH APP CON
SAVANNAH TOWER
GND CON
CLNC DEL
UNICOM

SAVANNAH, GEORGIA

Amdt 29 08NOV18

ILS RWY 10 (SA CAT I & II)

SAVANNAH/HILTON HEAD INTL (SAV)

One Minute Holding Pattern

TILEE I-SAV [13.7] RADAR
SOVIE I-SAV [7.7] RADAR

6000 
2600 

277°

GS 3.00°
TCH 50

800 4000

SAV R-001

TILLS

LOCALIZER 111.35

I-SAV

R-001

Ch 106 (Y)

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 50
TDZE 30

SE-4, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

MISSED APPROACH: Climb to 2500 direct SUTME and hold.

SAVANNAH/HILTON HEAD INTL (SAV)

RNAV (GPS) RWY 1

SAVANNAH, GEORGIA

ELEV 50

TDZE 39

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 10
SAVANNAH/HILTON HEAD INTL (SAV)

ATIS
SAVANNAH APP CON* 123.75
SAVANNAH TOWER* 125.975 (CTAF) 257.8
GND CON 119.55 291.775
CLNC DEL 348.6
UNICOM 122.95

SAVANNAH, GEORGIA
AL-380 (FAA)
2408I

RNAV APCH-GPS:

For inop ALS increase LNAV/VNAV all Cats visibility to 1\(^\frac{1}{2}\) SM, increase LNAV Cat C/D to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Hilton Head Island altimeter setting and increase LPV DA to 296 feet and all visibilities to RVR 2000, increase LNAV/ VNAV DA to 596 feet and all visibilities to 1\(^\frac{1}{2}\) SM, increase all MDAs 80 feet and LNAV Cat C/D visibility to RVR 5000. For inop ALS when using Hilton Head Island altimeter setting, LNAV/VNAV all Cats visibility to 1\(^\frac{1}{2}\) SM, increase LNAV Cat C/D visibility to 1\(^\frac{1}{2}\) SM, VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH:
Climb to 2500 direct TEOE and hold.

ATIS
SAVANNAH APP CON* 123.75
SAVANNAH TOWER* 125.975 (CTAF) 257.8
GND CON 119.55 291.775
CLNC DEL 348.6
UNICOM 122.95

SAVANNAH, GEORGIA
AL-380 (FAA)
2408I

RNAV APCH-GPS:

For inop ALS increase LNAV/VNAV all Cats visibility to 1\(^\frac{1}{2}\) SM, increase LNAV Cat C/D to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Hilton Head Island altimeter setting and increase LPV DA to 296 feet and all visibilities to RVR 2000, increase LNAV/ VNAV DA to 596 feet and all visibilities to 1\(^\frac{1}{2}\) SM, increase all MDAs 80 feet and LNAV Cat C/D visibility to RVR 5000. For inop ALS when using Hilton Head Island altimeter setting, LNAV/VNAV all Cats visibility to 1\(^\frac{1}{2}\) SM, increase LNAV Cat C/D visibility to 1\(^\frac{1}{2}\) SM, VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH:
Climb to 2500 direct TEOE and hold.

SAVANNAH, GEORGIA
AL-380 (FAA)
2408I

RNAV APCH-GPS:

For inop ALS increase LNAV/VNAV all Cats visibility to 1\(^\frac{1}{2}\) SM, increase LNAV Cat C/D to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Hilton Head Island altimeter setting and increase LPV DA to 296 feet and all visibilities to RVR 2000, increase LNAV/ VNAV DA to 596 feet and all visibilities to 1\(^\frac{1}{2}\) SM, increase all MDAs 80 feet and LNAV Cat C/D visibility to RVR 5000. For inop ALS when using Hilton Head Island altimeter setting, LNAV/VNAV all Cats visibility to 1\(^\frac{1}{2}\) SM, increase LNAV Cat C/D visibility to 1\(^\frac{1}{2}\) SM, VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH:
Climb to 2500 direct TEOE and hold.

SAVANNAH, GEORGIA
AL-380 (FAA)
2408I

RNAV APCH-GPS:

For inop ALS increase LNAV/VNAV all Cats visibility to 1\(^\frac{1}{2}\) SM, increase LNAV Cat C/D to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Hilton Head Island altimeter setting and increase LPV DA to 296 feet and all visibilities to RVR 2000, increase LNAV/ VNAV DA to 596 feet and all visibilities to 1\(^\frac{1}{2}\) SM, increase all MDAs 80 feet and LNAV Cat C/D visibility to RVR 5000. For inop ALS when using Hilton Head Island altimeter setting, LNAV/VNAV all Cats visibility to 1\(^\frac{1}{2}\) SM, increase LNAV Cat C/D visibility to 1\(^\frac{1}{2}\) SM, VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH:
Climb to 2500 direct TEOE and hold.
RNAV (GPS) RWY 19
SAVANNAH/HILTON HEAD INTL (SAV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Hilton Head Island altimeter setting and increase LPV DA to 378 feet, increase LNAV/VNAV DA to 532 feet and all visibilities 1/4 SM; increase all MDAs 80 feet and LNAV visibility Cat C/D 1/4 SM, and Circling visibility Cat C/D 1/4 SM. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct TERBE and hold.

ATIS
SAVANNAH APP CON * 125.975 (CTAF) 257.8
SAVANNAH TOWER* 125.975 (CTAF) 257.8
GND CON 121.9 348.6
CLNC DEL 119.55 291.775
UNICOM 122.95

SAVANNAH, GEORGIA
AL-380 (FAA)

RNAV (GPS) RWY 19
SAVANNAH/HILTON HEAD INTL (SAV)

32°08'N-81°12'W
SAVANNAH/HILTON HEAD INTL (SAV)

RNAV (GPS) RWY 19
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

**MISSING APPROACH:** Climb to 2600 direct TILEE and hold.
SAVANNAH, GEORGIA

<table>
<thead>
<tr>
<th>ATIS</th>
<th>SAVANNAH APP CON*</th>
<th>SAVANNAH TOWER*</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
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<tbody>
<tr>
<td>123.75</td>
<td>120.4 353.775</td>
<td>125.975 (CTAF) 257.8</td>
<td>121.9 348.6</td>
<td>119.55 291.775</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**VOR/DME-A**

SAVANNAH/HILTON HEAD INTL (SAV)

When local altimeter setting not received, use Hilton Head Island altimeter setting and increase all MDA 80 feet; increase Circling Cats C/D visibility 0.5 SM.

**MISSED APPROACH:** Climb to 4000 direct SAV VORTAC and SAV R-001 to TILLS INT/SAV 20 DME and hold.

Remain within 1.5 NM

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>520-1 470 (500-1)</td>
<td>740-2 690 (700-2)</td>
<td>740-2 690 (700-2)</td>
<td>900-3 850 (900-3)</td>
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</tbody>
</table>

**SAVANNAH, GEORGIA**

Orig:B 10SEP20

32°08'N-81°12'W

---

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ILS Z or LOC Z RWY 33
CRAIG FLD (SEM)

MISSED APPROACH: Climb to 1000 then climbing left turn to 3100 direct POLK LOM/6.2 DME/RADAR and hold, continue climb-in-hold to 3100.

AWOS-3PT 119.15
MONTGOMERY APP CON 124.0 363.025
CRAIG TOWER 120.85
GND CON 121.675
SE-4, 11 JUL 2024 to 05 SEP 2024

CATEGORY
B 720-3/4 555 (600-3/4) 720-1/8 555 (600-1/8)
C 720-1 554 (600-1) 760-1 1040-2 1040-3
D 1040-3
E 1750 ZEMUM FIX MINIMUMS

S-ILS 33
HIRL Rwy 15-33
FAF to MAP 4.7 NM

1000 3100 SE
SE LOM POLK I-SEM 6.2 RADAR
One Minute
Holding Pattern

1.1 NM 0.8 2.8 NM 7.3 NM

SE-4, 11 JUL 2024 to 05 SEP 2024

PROFESSOR
SELMA, ALABAMA
AL-387 (FAA) 23110

RNAV (GPS) RWY 15
CRAIG FLD (SEM)

Baro-VNAV NA when using Montgomery altimeter setting. 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. VDP NA with Montgomery altimeter setting. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 78 feet, all MDA 80 feet, LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility ½ mile, Circling Cat C visibility ½ mile and Cat D visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct CADIP and hold.

AWOS-3PT | MONTGOMERY APP CON | CRAIG TOWER* | GND CON | UNICOM
---|---|---|---|---
119.15 | 124.0 363.025 | 120.85 | 121.675 | 122.7 (CTAF)

ELEV 166 | TDZE 166

RNAV (GPS) RWY 15
CRAIG FLD (SEM)

SELMA, ALABAMA
Amdt 1 13NOV14

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALs, increase LNAV/VNAV all Cats visibility to 1/4 mile and LNAV Cats C and D visibility to 1/8 mile. DME/DME RNP-0.3 NA. VDP NA with Montgomery altimeter setting. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 78 feet, all MDA 80 feet, LNAV Cats C and D visibility 1/4 mile and increase Circling Cat C visibility 1/2 mile and Cat D visibility 1/8 mile. For inoperative MALS, when using Montgomery altimeter setting, increase LPV all Cats visibility to 1/2 mile, LNAV/VNAV all Cats visibility to 1 mile, LNAV Cat C and D visibility to 1/8 mile.

The diagram includes a holding pattern at 6 NM from BOTAY, with detailed instructions for turning and altitude. The figure also provides information on the RNAV (GPS) RWY 33 at CRAIG FLD (SEM), including WAAS CH 90205, APP CRS 329°, and Ephemeris data. The diagram illustrates the VGSI glidepath and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 56).
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

FIELD ELEV 166

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ILS or LOC RWY 32
STATESBORO-BULLOCH COUNTY (TBR)

<table>
<thead>
<tr>
<th>LOC</th>
<th>APP CRS</th>
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<tr>
<td>111.5</td>
<td>320°</td>
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<table>
<thead>
<tr>
<th>Rwy Ldg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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</thead>
<tbody>
<tr>
<td>5701</td>
<td>179</td>
<td>187</td>
</tr>
</tbody>
</table>

ADF required.

- Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Sylvania altimeter setting and increase S-ILS 32 DA to 408 feet; increase all MDAs 40 feet; and Circling visibility Cat C ¼ SM. For inop ALS, increase S-LOC 32 Cat C and D visibility to 1 SM.

- Missed Approach: Climb to 1300 then climbing right turn to 2000 direct BZ NDB and hold.

- Amdt 4 29DEC22

AWOS-3
119.025
SAVANNAH APP CON
118.4 354.0
UNICOM
122.725 (CTAF)

STATESBORO, GEORGIA
Amrd 4 29DEC22

SE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 14
STATESBORO-BULLOCH COUNTY (TBR)

Circling to Rwy 6/24 NA at night. Boro-VNAV and VDP NA when using Sylvania altimeter setting. Rwy 14 helicopter visibility reduction below 1/4 SM NA. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Sylvania altimeter setting and increase LPV DA to 525 feet and all visibilities 1/4 SM. Increase LNAV/VNAV DA to 547 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D 1/4 SM, and Circling visibility Cat C 1/4 SM.

AWOS-3
SAVANNAH APP CON
UNICOM

119.025
118.4 354.0
122.725 (CTAF)

MISSING APCH FIX
Climb to 2600 direct HENUT and hold.

HOLD
2600
756

4 NM
140°
320°
180°
160°

EPEDE
445
337±

FAXAL 1.6 NM to RW14

RW14

HENUT

4 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 42).

4 NM

Holding Pattern

EPEDE

6000 320°
2600 140°

GP 3.00°
TCH 45

6000 140°
2600

1900 140°
548
740
718
519

ELEV 187

HOLD

2600

HENUT

6000 140°
320°

1900

3.6 NM

6.7 NM

0.7 NM

0.9 NM

CATEGORIES

LPV DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING

A
B
C
D

496-1/8
315 (400-3/8)

518-1
337 (400-1)

600-1
419 (500-1)
600-1 1/8
419 (500-1 1/8)
640-1
453 (500-1)
740-1
553 (600-1)
840-1 3/4
653 (700-1 3/4)
860-2 1/4
673 (700-2 1/4)

32°29’N 81°44’W

STATESBORO, GEORGIA
AL-5797 (FAA)
RNAV (GPS) RWY 32
STATESBORO-BULLOCH COUNTY (TBR)

RNAV APCH-GPS.

Circling to Rwy 6/24 NA at night. Baro-VNAV NA when using Sylvania altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM and LNAV Cats C/D to 1 ½ SM.
When local altimeter setting not received. Use Sylvania altimeter setting and increase LPV DA to 408 feet; increase LNAV/VNAV DA to 490 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ½ SM. For inop ALS when using Sylvania altimeter setting, increase LNAV/VNAV all Cats visibility to ½ SM and LNAV Cat C/D to 1 ½ SM.

MALS R
MISSP APPROACH: Climb to 2600 direct EPEDE and hold.

AWOS-3
SAVANNAH APP CON
UNICOM

119.025
118.4 354.0
122.725 [CTAF]

MISSED APCH FIX
4 NM
EPEDE

2600 EPEDE

RUPSE 1.5 NM to
RW32

HENUT

JUDIT

RW32

2600

GP 3.00°
TCH 49°

RNP APCH-GPS.

ELEV 187 D
TDZE 179

 CATEGORY  A  B  C  D
 LPV DA  379-½  200 (200-½)
 LNAV/ VNAV DA  461-½  282 (300-½)
 LNAV MDA  540-½  361 (400-½)  540-½  361 (400-½)
 CIRCLING  640-1  740-1  840-1  860-2½
 453 (500-1)  553 (600-1)  653 (700-1¢)  673 (700-2½)
ILS or LOC RWY 14
EAST GEORGIA RGNL (SBO)

DME required. RADAR required for procedure entry.

Rwy 14 helicopter visibility reduction below ¾ SM NA. VDP NA when using Vidalia altimeter setting. When local altimeter setting not received, use Vidalia altimeter setting: increase S-ILS 14 DA to 705 feet; increase all MDAs 80 feet and visibility S-LOC 14 Cts C and D ½ SM, and Circling Cts C and D ¾ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DBN VORTAC and hold.

AWOS-3
133.375

ATLANTA CENTER
127.95 343.75

UNICOM
122.975 (CTAF)

4 NM
HOLD 4800 3000

BULLDOG A&B MOA

BULLDOG E MOA

MSA DBN 2.5 NM

LOCALIZER 109.35
I-SBO 136°
Chan 30 (Y)

DUBLIN
113.1 DBN
Chan 78

Apt Elev
TDZE

4800 316°
316°
136°

SADOC I-SBO 13.2
BUVYA I-SBO 6.3
ZATOV I-SBO 3.8

2000 3000

2.5 NM
1.6 NM
1 NM

GS 3.00° TCH 42

2000 1180

6.9 NM

HOLD 4800 3000

136°

14 NM

Holding Pattern

CIRCLING
900-1 573 (600-1)
920-1 593 (600-1)
1000-2 637 (700-2)
1000-2 673 (700-2 1/4)

ELEV 327
TDZE 327

136°
Baro-VNAV and VDP NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Vidalia altimeter setting and increase LPV DA to 708 feet, LNAV/VNAV DA to 698 feet, and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C/D visibility ½ SM, and Circling Cats C/D visibility ¼ SM. Rwy 14 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct WINSI and hold.

AWOS-3 133.375
ATLANTA CENTER 127.95 343.75
UNICOM 122.975 (CTAF)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>643-1</td>
<td>316 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>633-1</td>
<td>306 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>700-1</td>
<td>306 (400-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NAV (GPS) RWY 14
EAST GEORGIA RGNL (SBO)

ELEV 327
TDZE 327

SWAINSBORO, GEORGIA
Amdt 1C 07OCT21

32°36’N-82°22’W

SWAINSBO, GEORGIA
AL-5800 (FAA) 23334
Baro-VNAV and VDP NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F).

When local altimeter setting not received, use Vidalia altimeter setting and increase all DA to 638 feet and all MDA 80 feet; increase LNAV Cats C/D visibility ½ SM, and Circling Cats C/D visibility ¼ SM. DME/DME RNP-0.3 NA. Rwy 32 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 800 then climbing left turn to 2500 direct WINSI and hold.
Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -20°C (-4°F) or above 54°C (130°F) DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received; use Birmingham altimeter setting and increase LPV DA to 1066, LNAV/VNAV DA to 1139 and all visibilities ¾ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ½ mile. VDP NA when using Birmingham altimeter setting.

MISSING APPROACH: Climb to 2000 then climbing left turn to 3200 direct GOKYE and hold.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>BIRMINGHAM APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.125</td>
<td>123.8 256.8</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 9

MERKEL FLD SYLACAUGA MUNI (SCD)

Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -20°C (-4°F) or above 54°C (130°F) DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received; use Birmingham altimeter setting and increase LPV DA to 1066, LNAV/VNAV DA to 1139 and all visibilities ¾ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ½ mile. VDP NA when using Birmingham altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GOKYE and hold.

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RNAV (GPS) RWY 9

MERKEL FLD SYLACAUGA MUNI (SCD)

Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -20°C (-4°F) or above 54°C (130°F) DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received; use Birmingham altimeter setting and increase LPV DA to 1066, LNAV/VNAV DA to 1139 and all visibilities ¾ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ½ mile. VDP NA when using Birmingham altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GOKYE and hold.

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RNAV (GPS) RWY 9

MERKEL FLD SYLACAUGA MUNI (SCD)

Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -20°C (-4°F) or above 54°C (130°F) DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received; use Birmingham altimeter setting and increase LPV DA to 1066, LNAV/VNAV DA to 1139 and all visibilities ¾ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ½ mile. VDP NA when using Birmingham altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GOKYE and hold.

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RNAV (GPS) RWY 9

MERKEL FLD SYLACAUGA MUNI (SCD)

Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -20°C (-4°F) or above 54°C (130°F) DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received; use Birmingham altimeter setting and increase LPV DA to 1066, LNAV/VNAV DA to 1139 and all visibilities ¾ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ½ mile. VDP NA when using Birmingham altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GOKYE and hold.

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RNAV (GPS) RWY 9

MERKEL FLD SYLACAUGA MUNI (SCD)

Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -20°C (-4°F) or above 54°C (130°F) DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received; use Birmingham altimeter setting and increase LPV DA to 1066, LNAV/VNAV DA to 1139 and all visibilities ¾ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ½ mile. VDP NA when using Birmingham altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GOKYE and hold.

<table>
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RNAV (GPS) RWY 9

MERKEL FLD SYLACAUGA MUNI (SCD)

Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -20°C (-4°F) or above 54°C (130°F) DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received; use Birmingham altimeter setting and increase LPV DA to 1066, LNAV/VNAV DA to 1139 and all visibilities ¾ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ½ mile. VDP NA when using Birmingham altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GOKYE and hold.
RNAV (GPS) RWY 27
MERKEL FLD SYLACAUGA MUNI (SCD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Birmingham altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Birmingham altimeter setting and increase LPV DA to 889 feet, LNAV/VNAV DA to 1161 feet, and all visibilities ½ mile. Increase all MDA 100 feet and LNAV Cat C and D visibilities ½ mile.

AWOS-3PT
119.125

BIRMINGHAM APP CON
123.8 256.8

UNICOM
122.8 (CTAF)

Climb to 3200 direct GOKYE and hold.

GOKYE and hold. Climb to 3200 direct

RNAV (GPS) RWY 27
MERKEL FLD SYLACAUGA MUNI (SCD)
RNAV (GPS) RWY 5
PLANTATION AIRPARK (JYL)

WAAAS CH 93605 W05A
APP CRS Rwy Idg TDZE Apt Elev
054° 5501 178 190

Rwy 5 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

AWOS-3 118.875 JACKSONVILLE CENTER 132.925 363.2

UNICOM 122.8 (CTAF)

MISSING APPROACH: Climb to 2000 direct HOBOB and hold.

Hold 3000 2500

4 NM Holding Pattern

TIKIE

GP 3.00° TCH 40°

428°-3/4 250 (300-3/4)

LNAV DA

LNAV/VNAV DA

591-1/8 413 (500-1/4)

LNAV MDA

560-1 382 (400-1)

560-1/8 382 (400-1/8)

CIRCLING

640-1 660-1 840-13/4 1040-21/4

450 (500-1) 470 (500-1) 650 (700-1/4) 850 (900-21/4)

Sylvania, Georgia
Amdt 1 30JAN20

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

625
### RNP Approach

**Rwy 23**
- Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C.

**RNAV (GPS) RWY 23**
- Plantation Airpark (JYL)

**AWOS-3** 118.875  
**JACKSONVILLE CENTER** 132.925 363.2  
**UNICOM** 122.8 (CTAF)

**Diagram:***
- **VGS and RNAV glidespath not coincident (VGS Angle 3.0°/TCH 31).**
- **LNAV only.**
- **Holding Pattern 1 NM**
- **HOLD**
- **2.4 NM to RW23**
- **235°**
- **2500**
- **TIKIE**

### Certification and Designation

<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>494-3/8</td>
<td>304 (400-3/4)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>623-1/4</td>
<td>433 (500-1/4)</td>
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<td>LNAV MDA</td>
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<td>CIRCLING</td>
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**Amdt 1** 30JAN20

**SE-4, 11 JUL 2024 to 05 SEP 2024**

### RNAV (GPS) RWY 23

**PLANTATION AIRPARK (JYL)**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
ILS Y or LOC Y RWY 4
TALLADEGA MUNI (ASN)

- **AWOS-3PT**: 118.425
- **BIRMINGHAM APP CON**: 132.15 285.45
- **UNICOM**: 122.8 (CTAF)

**TALLADEGA, ALABAMA**

**LOC/DME I-ASN**
- **I-ASN**: 109.95
- **Chan**: 36 (Y)
- **APP CRS**: 038°
- **Rwy Idg**: 6032
- **TDZE**: 511
- **Apt Elev**: 529

**NA**
- RNAV 1-GPS required. VDP NA with Anniston altimeter setting.
- When local altimeter setting not received, use Anniston altimeter setting and increase DA to 746 feet and all MDA 40 feet; increase S-LOC 4 Cats C and D visibility ½ SM and Circling Cat C visibility ¼ SM.

**MISSUED APPROACH**: Climb to 1300 then climbing left turn to 3700 direct JOTAV and hold.

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

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**TCH 45**

**VGSI and ILS glideslope not coincident**
- **(VGSI Angle 3.00°/TCH 65)**
- **1300**
- **3700**
- **JOTAV**

**ILS Y or LOC Y RWY 4**

**UNICOM**

**BIRMINGHAM APP CON**

**AWOS-3PT**

**TALLADEGA MUNI (ASN)**

**TCH 45**

**REIL Rwy 4**

**HIRL Rwy 4-22**

**CATEGORY**
- **S-RLS 4**
- **S-LOC 4**
- **G CIRCLING**

**TCH 45**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
RNP APCH - GPS.

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

MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct JOTAV and hold, continue climb-in-hold to 3700.

ELEV 529 TDZE 511

GACBU

ILS or LOC RWY 30

THOMASTON-UPSON COUNTY (OPN)

AWOS-3
133.975
ATLANTA APP CON 124.2 279.6
UNICOM 122.8 (CTAF)

1643

Procedure NA for arrival at PRATZ INT on V97 southbound and on V56 westbound.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct OP NDB and brg 120° to SINFO/I-OPN 12.9 DME/RADAR and hold.

For inop ALS, increase S-LOC 30 Cats C, D visibility to 1 SM.

AWOS-3
133.975
ATLANTA APP CON 124.2 279.6
UNICOM 122.8 (CTAF)

1643

Procedure NA for arrival at PRATZ INT on V97 southbound and on V56 westbound.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct OP NDB and brg 120° to SINFO/I-OPN 12.9 DME/RADAR and hold.

For inop ALS, increase S-LOC 30 Cats C, D visibility to 1 SM.

AWOS-3
133.975
ATLANTA APP CON 124.2 279.6
UNICOM 122.8 (CTAF)

1643

Procedure NA for arrival at PRATZ INT on V97 southbound and on V56 westbound.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct OP NDB and brg 120° to SINFO/I-OPN 12.9 DME/RADAR and hold.

For inop ALS, increase S-LOC 30 Cats C, D visibility to 1 SM.
RNAV (GPS) RWY 12
THOMASTON-UPSON COUNTY (OPN)

RNP APCH-GPS:

- W12A
- TDZE 791
- APT ELEV 798

ELEV 798 D TDZE 791

AWOS-3 133.975

ATLANTA APP CON 124.2 279.6

UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 2600 direct SINFO and hold.

- 121° RWY 12 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

VNAV LNAV/MDA
LNAV/MDA 1120-1 329 (400-1)
LNAV/MDA 1041-3/4 250 (300-3/4)
LPV DA 1041-3/4 250 (300-3/4)

EGP 3.00° TCH 40

TCH 35° 211°

30 NM to JOTER (IF/IF) 2800
30 NM to JOTER (IF/IF) 2800
12 NM to JOTER (MoPt) 3500
12 NM to JOTER (MoPt) 3500

FIDLO

3.3 NM to RW12 863

ELEV 798

2.6 NM 250 (500-1)
2.5 1220-1 422 (500-1)
2.5 1260-1 462 (500-1)
2.5 1260-1 462 (500-1)
2.5 1680-3 882 (900-3)

VERTICAL GROUND PROJECTION

THOMASTON, GEORGIA
AL-9190 (FAA)

SE-4, 11 JUL 2024 to 05 SEP 2024

32°57'N-84°16'W
RNAV (GPS) RWY 30
THOMASTON-UPSON COUNTY (OPN)

MISSED APPROACH: Climb to 2800 direct JOTER 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 ½ SM and LNAV Cat C/D visibility to 1 SM.

AWOS: 3
133.975

ATLANTA APP CON *
124.2 279.6

UNICOM
122.8 (CTAF)

AWOS-3
122.8

THOMASTON-UPSON COUNTY
AL-9190 (FAA)

ELEV 798
TDZE 798

GUNHO
2.5 NM to RW30

PUMOE
2500

MALSR
MISSING MARKER (SHORT)

SAFETY ALERT MARKER

AWOS-3
124.2

THOMASTON, GEORGIA
Amdt 1 24MAR22

32°57'N-84°16'W

633
For inop ALS, increase S-30 Cats A, B visibility to 1 SM and Cats C, D to 1½ SM.

Procedure NA for arrival at PRATZ INT on V97 southbound and on V56 westbound.

VGS and descent angles not coincident (VGS Angle 3.00/TCH 27).

For inop ALS, increase S-30 Cats A, B visibility to 1 SM and Cats C, D to 1½ SM.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct YATES NDB and hold, continue climb-in-hold to 2600.

For inop ALS, increase S-30 Cats A, B visibility to 1 SM and Cats C, D to 1½ SM.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct YATES NDB and hold, continue climb-in-hold to 2600.

For inop ALS, increase S-30 Cats A, B visibility to 1 SM and Cats C, D to 1½ SM.
ADF required. VDP NA with Valdosta altimeter setting. When local altimeter setting not received, use Valdosta altimeter setting and increase DA to 683 feet and all MDA 100 feet. Increase S-ILS 22 all Cats visibility 3/8 SM, increase S-LOC 22 and Circling Cats C/D visibility 1/8 SM. For inop ALS, increase S-ILS 22 all Cats, and S-LOC 22 Cat D visibility to 1 1/2 SM. For inop ALS when using Valdosta altimeter setting, increase S-ILS 22 all Cats visibility to 1 1/2 SM and increase S-LOC 22 Cat D visibility to 1 1/2 SM. Circling Rwy 4, 14, 32 NA at night.

AWOS-3PT
119.175

VALIDOSA APP CON
126.6 285.6

UNICOM
123.075 (CTAF)
RNAV (GPS) RWY 4
THOMASVILLE RGNL (TVI)

AWOS-3PT
119.175

VALDOSTA APP CON
126.6 285.6

UNICOM
123.075 (CTAF)

MISSED APPROACH:
Climb to 2500 direct WEVOB and hold.

Rwy 4 helicopter visibility reduction below 1 SM NA, DME/DME RNP-0.3 NA. Straight-in RWY 4 NA at night, Circling Rwy 4 NA at night. When local altimeter setting not received, use Valdosta altimeter setting: increase all MDAs 100 feet and all Cat C and D visibilities ½ SM.

Category
A
B
C
D

LP MDA
620-1 378 (400-1)

LNAV MDA
640-1 398 (400-1)  640-1½ 398 (400-1½)

CIRCLING
700-1 436 (500-1)  800-1 536 (600-1)
1040-2½ 776 (800-2½)

SE-4, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 53°C (127°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valdosta altimeter setting and increase LPV DA to 595, LNAV/VNAV DA to 613 and all MDA 100 feet. Increase LPV all Cats visibility to 5/8 SM, LNAV/VNAV all Cats visibility to 1 SM, and increase LNAV Cat C/D visibility to 1½ SM. Increase Circling Cat C visibility to 2 SM and Circling Cat D visibility to 2½ SM. For inop ALS, increase LPV and LNAV/VNAV all Cats visibility to 5/8 SM, and LNAV Cat C/D visibility to 1½ SM. VDP and Baro-VNAV NA when using Valdosta altimeter setting. Circling Rwy 4, 14, 32 NA at night. For inop ALS when using Valdosta altimeter setting, increase LPV all Cats visibility to 1½ SM, LNAV/VNAV Cat D to 1½ SM and LNAV Cat C/D to 1½ SM.

**AWOS-3FT**

- **SALER**
  - 2500 (6:3)
  - (IF)
  - **WEVOB**
  - **JEXER**
  - **VALDOSTA**

**Procedure NA for arrivals at SALER on V35-159 northwest bound.**

**Procedure NA for arrivals at OTK VOR/DME on V579 southbound.**

**MISSED APPROACH:**

- Climb to 700 then climbing left turn to 2000 direct GEF VORTAC and hold.
THOMASVILLE, GEORGIA

NDB RWY 22
THOMASVILLE RGNL (TVI)

AWOS-3PT 119.175  VALDOSTA APP CON* 126.6 285.6  UNICOM 123.075 (CTAF)

MALSF -5-  MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

When local altimeter setting not received, use Valdosta altimeter setting and increase all MDA 100 feet, increase S-22 Cats C/D visibility ½ SM and Circling Cats C/D visibility ¼ SM. For inop ALS, increase S-22 Cats C/D visibility to 1½ SM. For inop ALS when using the Valdosta altimeter setting, increase S-22 Cat D visibility to 1½ SM. Circling Rwy 4, 14, 32 NA at night.

AWOS-3PT 119.175  VALDOSTA APP CON* 126.6 285.6  UNICOM 123.075 (CTAF)

MALSF -5-  MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

When local altimeter setting not received, use Valdosta altimeter setting and increase all MDA 100 feet, increase S-22 Cats C/D visibility ½ SM and Circling Cats C/D visibility ¼ SM. For inop ALS, increase S-22 Cats C/D visibility to 1½ SM. For inop ALS when using the Valdosta altimeter setting, increase S-22 Cat D visibility to 1½ SM. Circling Rwy 4, 14, 32 NA at night.

AWOS-3PT 119.175  VALDOSTA APP CON* 126.6 285.6  UNICOM 123.075 (CTAF)

MALSF -5-  MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

When local altimeter setting not received, use Valdosta altimeter setting and increase all MDA 100 feet, increase S-22 Cats C/D visibility ½ SM and Circling Cats C/D visibility ¼ SM. For inop ALS, increase S-22 Cats C/D visibility to 1½ SM. For inop ALS when using the Valdosta altimeter setting, increase S-22 Cat D visibility to 1½ SM. Circling Rwy 4, 14, 32 NA at night.

AWOS-3PT 119.175  VALDOSTA APP CON* 126.6 285.6  UNICOM 123.075 (CTAF)

MALSF -5-  MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

When local altimeter setting not received, use Valdosta altimeter setting and increase all MDA 100 feet, increase S-22 Cats C/D visibility ½ SM and Circling Cats C/D visibility ¼ SM. For inop ALS, increase S-22 Cats C/D visibility to 1½ SM. For inop ALS when using the Valdosta altimeter setting, increase S-22 Cat D visibility to 1½ SM. Circling Rwy 4, 14, 32 NA at night.

AWOS-3PT 119.175  VALDOSTA APP CON* 126.6 285.6  UNICOM 123.075 (CTAF)

MALSF -5-  MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

When local altimeter setting not received, use Valdosta altimeter setting and increase all MDA 100 feet, increase S-22 Cats C/D visibility ½ SM and Circling Cats C/D visibility ¼ SM. For inop ALS, increase S-22 Cats C/D visibility to 1½ SM. For inop ALS when using the Valdosta altimeter setting, increase S-22 Cat D visibility to 1½ SM. Circling Rwy 4, 14, 32 NA at night.

AWOS-3PT 119.175  VALDOSTA APP CON* 126.6 285.6  UNICOM 123.075 (CTAF)

MALSF -5-  MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

When local altimeter setting not received, use Valdosta altimeter setting and increase all MDA 100 feet, increase S-22 Cats C/D visibility ½ SM and Circling Cats C/D visibility ¼ SM. For inop ALS, increase S-22 Cats C/D visibility to 1½ SM. For inop ALS when using the Valdosta altimeter setting, increase S-22 Cat D visibility to 1½ SM. Circling Rwy 4, 14, 32 NA at night.

AWOS-3PT 119.175  VALDOSTA APP CON* 126.6 285.6  UNICOM 123.075 (CTAF)

MALSF -5-  MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

When local altimeter setting not received, use Valdosta altimeter setting and increase all MDA 100 feet, increase S-22 Cats C/D visibility ½ SM and Circling Cats C/D visibility ¼ SM. For inop ALS, increase S-22 Cats C/D visibility to 1½ SM. For inop ALS when using the Valdosta altimeter setting, increase S-22 Cat D visibility to 1½ SM. Circling Rwy 4, 14, 32 NA at night.

AWOS-3PT 119.175  VALDOSTA APP CON* 126.6 285.6  UNICOM 123.075 (CTAF)

MALSF -5-  MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

When local altimeter setting not received, use Valdosta altimeter setting and increase all MDA 100 feet, increase S-22 Cats C/D visibility ½ SM and Circling Cats C/D visibility ¼ SM. For inop ALS, increase S-22 Cats C/D visibility to 1½ SM. For inop ALS when using the Valdosta altimeter setting, increase S-22 Cat D visibility to 1½ SM. Circling Rwy 4, 14, 32 NA at night.

AWOS-3PT 119.175  VALDOSTA APP CON* 126.6 285.6  UNICOM 123.075 (CTAF)

MALSF -5-  MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

When local altimeter setting not received, use Valdosta altimeter setting and increase all MDA 100 feet, increase S-22 Cats C/D visibility ½ SM and Circling Cats C/D visibility ¼ SM. For inop ALS, increase S-22 Cats C/D visibility to 1½ SM. For inop ALS when using the Valdosta altimeter setting, increase S-22 Cat D visibility to 1½ SM. Circling Rwy 4, 14, 32 NA at night.
THOMSON, GEORGIA
AL-6201 (FAA) 23166

ILS or LOC/NDB RWY 10
THOMSON-McDUFFIE COUNTY (HQU)

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

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AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)

COLLIERS 113.9 IRQ 2200 249° R-063°
Chan 86

AWOS-3 120.625
AUGUSTA APP CON * 124.45 270.3
UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 10

THOMSON-McDUFFIE COUNTY (HQU)

AWOS-3 120.625  AUGUSTA APP CON 124.45  270.3  UNICOM 122.8 (CTAF)

Procedure NA for arrivals at BLANE on V185 Northbound and on V325 Eastbound.

Baro-VNAV NA when using Daniel Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). When local altimeter setting not received, use Daniel Field altimeter setting; increase LPV DA to 917 feet and visibility ½ SM, increase LNAV/VNAV DA to 1028 feet; increase all MDAs 80 feet, and visibility LNAV Cats C/D ½ SM, and Circling Cat C ¼ SM, and Circling Cat D ½ SM.

RNP APCH.

THOMSON, GEORGIA

Orig-B 03JAN19

33°32'N-82°31'W
RNAV (GPS) RWY 28
THOMSON-McDUFFIE COUNTY (HQU)

**Baro-VNAV NA when using Daniel Field altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Daniel Field altimeter setting: increase LPV DA to 854 feet and visibility Cats A/8 1/2 SM, increase LNAV/VNAV DA to 877 feet; increase all MDAs 80 feet and increase visibility LNAV Cats C/D and Circling Cat C 1/2 SM, and Circling Cat D 1/2 SM. Rwy 28 helicopter visibility reduction below 1/2 SM NA.

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

Procedure NA for arrivals at BLANE on V185 northbound and on V325 eastbound.

RADAR required for arrivals at RUCOP.

**AWOS-3**

**AUGUSTA APP CON**

**UNICOM**

<table>
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<th>MSA RW28</th>
<th>25 NM</th>
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<td>2900</td>
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**ELEV** 501 D **TDZE** 497

**HIRL Rwy 10-28**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 28**

**THOMSON-McDUFFIE COUNTY (HQU)**

**THOMSON, GEORGIA**

**Orig-8 03JAN19**

**33°32'N-82°31'W**

**641**
THOMSON, GEORGIA
AL-6201 (FAA)

VOR/DME-A
THOMSON-McDUFFIE COUNTY (HQU)

Amdt 4A  22APR21

Visibility reduction by helicopters NA. When local altimeter setting not received, use Daniel Field altimeter setting and increase all MDAs 80 feet and visibility Cat C 1/4 SM and Cat D 1/2 SM.

MISSED APPROACH:
Climbing right turn to 2400 direct IRQ VORTAC and hold.

Procedure NA for arrivals on IRQ VORTAC airway radials 235 CW 288.

AWOS-3
120.625

AUGUSTA APP CON
124.45 270.3

UNICOM
122.8 (CTAF)

THOMSON-McDUFFIE COUNTY (HQU)

33° 32’N-82° 31’W

HIRL Rwy 10-28
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 10, 28: Climb on assigned heading for RADAR vectors to NKLAS. Then on depicted route to AZALA, then fly heading 352°, for RADAR vectors, thence... . . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF MINIMUMS:

Rwy 10: Standard.
Rwy 28: 200-1/4 or standard with minimum climb of 235’ per NM to 700, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1900’ prior to DER.

NOTE: RADAR and GPS required.
NOTE: RNAV 1.
NOTE: Do not exceed 250K until advised by ATC.
NOTE: For prop aircraft during Masters golf tournament week only.

**NOTE:**
CHATT SIX DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10, 28: Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence . . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT6.GSO)
HOGAP TRANSITION (CHATT6.HOGAP)

NOTE: Chart not to scale.

NOTE: RADAR and GPS required.
NOTE: RNAV 1.
NOTE: Do not exceed 250K until advised by ATC.
NOTE: For turbojet aircraft during Masters golf tournament week.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for RADAR vectors to PMPAS. Then on depicted route to HADOC, then fly heading 235°, for RADAR vectors. Thence. . . .

. . . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.
NDINA FIVE DEPARTURE (RNAV)

THOMSON-McDUFFIE COUNTY (HQU)

THOMSON, GEORGIA

AUGUSTA DEP CON ★
124.45  270.3
CTAF
122.8

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for RADAR vectors to PMPAS. Then on depicted route to NDINA, then fly heading 273°, for RADAR vectors. . . .

. . . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

NOTE: RADAR and GPS required.
NOTE: RNAV 1.
NOTE: Do not exceed 250K until advised by ATC.
NOTE: For prop aircraft during Masters golf tournament week only.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for RADAR vectors to TRPLE. Then on depicted route to SAMMI. Then on heading 085° for RADAR vectors. Thence . . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.
**ILS or LOC RWY 34**

**HENRY TIFT MYERS (TMA)**

<table>
<thead>
<tr>
<th>LOC/DME I-TMA</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>109.7</td>
<td>332°</td>
<td>6506</td>
<td>354</td>
<td>355</td>
</tr>
</tbody>
</table>

**DME required.**

V NA  Circling Rwy 10 NA at night. Rwy 34 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase S-ILS 34 visibility all Cats to 3/4 SM and increase S-LOC 34 visibility all Cats to 1 SM.

**MALS:**

**MISSING APPROACH:** Climb to 900 then climbing right turn to 2200 on heading 130° and OTK VOR/DME R-352 to JUNOK/I-TMA 11.8 DME and hold.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>VALDOSTA APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.525</td>
<td>126.6 285.6</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

**ALTERNATE MISSED APCH FIX**

ROCKM
VNA 116.5
Chan 112
R-178

116.1 PZD
Chan 108
R-082

**ELEV 355**

**TDZE 354**

**LOCALIZER 109.7**

**I-TMA**

**Chan 34**

**VALDOSTA IAF**

**114.8 OTK**

**Chan 95**

**LOC/DME I-TMA**

**CIRCLING**

**One Minute Holding Pattern**

**VERIFY**

**GS 3.00°**

**TCH 43°**

**CATEGORY**

A | B | C | D
---|---|---|---
S-ILS 34 | 623-1/4 | 269 (300-1/4) |
S-LOC 34 | 700-1/4 | 346 (400-1/4) |
CIRCLING | 920-1 | 1060-1 | 1010-2 | 1240-3

648°
RNAV (GPS) RWY 16
HENRY TIFF MYERS (TMA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling Rwy 10 NA at night. DME/DME RNP-0.3 NA.
Rwy 16 Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2200 direct JUNOK and hold.

AWOS-3PT
118.525

VALIDOS APP CON
126.6 285.6

UNICOM
122.7 (CTAF)

Procedure NA for arrival on PZD VOR/DME airway radials 030 CW 186.

Category
A
B
C
D
LPV DA
621-7/8
266 (300-7/8)
LNAV/ VNAV DA
1100-3
745 (800-3)
LNAV MDA
1020-1
665 (700-1)
1020-17/8
665 (700-17/8)
C CIRCLING
1020-1
665 (700-1)
1060-1
705 (800-1)
1060-2
705 (800-2)
1240-3
885 (900-3)

HENRY TIFF MYERS (TMA)
SE-4, 11 JUL 2024 to 05 SEP 2024
### RNAV (GPS) RWY 28

**HENRY TIFF MYERS (TMA)**

**AWOS-3PT**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>604-1</td>
<td>254 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>628-1</td>
<td>278 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>720-1</td>
<td>370 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>920-1</td>
<td>1060-1</td>
<td>1060-2</td>
<td>1240-3</td>
</tr>
<tr>
<td></td>
<td>565 (600-1)</td>
<td>705 (800-1)</td>
<td>705 (800-2)</td>
<td>885 (900-3)</td>
</tr>
</tbody>
</table>

**ELEV 355**

**TDZE 350**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Moultrie altimeter setting. DME/ DME RNP-0.3 NA. When local altimeter setting not received, use Moultrie altimeter setting; increase LPV DA to 673 feet and LNAV/VNAV DA to 689 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C/D visibility 3/4 mile, and increase Circling Cat C visibility 3/4 mile. Straight-in minimums NA at night. Circling Rwy 10 NA at night. Helicopter visibility reduction below ½ SM NA.**

**MISSING APPROACH:** Climb to 800 then climbing right turn to 2000 direct ZOKAD and hold.

**Procedure NA for arrivals at OTK VOR/DME on V579 southbound.**

**RNAV (GPS) RWY 28**

**HENRY TIFF MYERS (TMA)**

**AWOS-3PT**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<tr>
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<tr>
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<td>628-1</td>
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<td>CIRCLING</td>
<td>920-1</td>
<td>1060-1</td>
<td>1060-2</td>
<td>1240-3</td>
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<tr>
<td></td>
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<td>705 (800-1)</td>
<td>705 (800-2)</td>
<td>885 (900-3)</td>
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</table>

**ELEV 355**

**TDZE 350**

**RNAV (GPS) RWY 28**

**HENRY TIFF MYERS (TMA)**

**AWOS-3PT**

<table>
<thead>
<tr>
<th>Category</th>
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<tr>
<td></td>
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<td>705 (800-1)</td>
<td>705 (800-2)</td>
<td>885 (900-3)</td>
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</table>

**ELEV 355**

**TDZE 350**

**RNAV (GPS) RWY 28**

**HENRY TIFF MYERS (TMA)**

**AWOS-3PT**

<table>
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<td></td>
<td>565 (600-1)</td>
<td>705 (800-1)</td>
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</tbody>
</table>
Baro-VNAV and VDP NA when using Gainesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. When local altimeter setting not received, use Gainesville altimeter setting: Increase LPV DA to 1345 feet, LNAV/VNAV DA to 1510 feet, and increase all MDAs 120 feet, increase LNAV/LNAV visibility all Cats A/B ½ SM, LNAV visibility Cats C/D ½ SM and Circling visibility Cats A/B ½ SM and Cat C ½ SM. Circling Rwy 9, 27 NA at night.

MISSED APPROACH: Climb to 5800 direct ZIGIP and on track 295° to TALLE and hold, continue climb-in-hold to 5800.

Procedure NA for arrivals at DAYEL on V54 westbound.

Procedure NA for arrivals at CALOK on V222 northeast bound.
Circling Rwy 14, 32 NA at night.

Procedure NA for arrivals on MGM VORTAC radials 126 CW 226.

Procedure NA for arrivals at BANBI on V7-521 southeast bound, V70-454 eastbound.

HOLD 2100 6000 TOI NDB/I-TOI 5.5 DME/RADAR and hold.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2600 direct TOI NDB/I-TOI 5.5 DME/RADAR and hold.
RNAV (GPS) RWY 7
TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

MISSSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct MAKEY and hold.

ATIS
120.925

CAIRNS APP CON
121.1 319.25

TROY TOWER
124.3 (CTAF) 306.9

GND CON
121.9 294.7

UNICOM
122.8

Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

MISSSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct MAKEY and hold.
RNAV (GPS) RWY 14
TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

ATIS 120.925
CAIRNS APP CON 121.1 319.25
TROY TOWER 124.3 (CTAF) 306.9
GND CON 121.9 294.7
UNICOM 122.8

NoPT for arrivals at SHADY on V7-521 southeast bound.

Final approach course offset 3.05°.

RNAV (GPS) RWY 14
TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

WAAS CH 56237
W14A
APP CRS 150°
Rwy Idg 5024
TDZE 397
Apt Elev 397

RNP APCH.

Rwy 14 helicopter visibility reduction below 1 SM NA.
Rwy 14 Straight-in and Circling and Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 2600 direct IGUBE and hold.

ATIS 120.925
CAIRNS APP CON 121.1 319.25
TROY TOWER 124.3 (CTAF) 306.9
GND CON 121.9 294.7
UNICOM 122.8

NoPT for arrivals at SHADY on V7-521 southeast bound.

Final approach course offset 3.05°.

RNAV (GPS) RWY 14
TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

WAAS CH 56237
W14A
APP CRS 150°
Rwy Idg 5024
TDZE 397
Apt Elev 397

RNP APCH.

Rwy 14 helicopter visibility reduction below 1 SM NA.
Rwy 14 Straight-in and Circling and Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 2600 direct IGUBE and hold.
**TROY, ALABAMA**

**AL-5720 (FAA)**

**RNAV (GPS) RWY 25**

**TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)**

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

**LPV DA:**
- 647 7/6
- 253 (300-7/6)

**LNAV/VNAV DA:**
- 740 1 1/8
- 346 (400-1 1/8)

**LNAV MDA:**
- 820 1
- 426 (500-1)
- 820 1 1/4
- 426 (500-1 1/4)

**CIRCLING:**
- 1000 1
- 603 (700-1)
- 1300 2 1/4
- 903 (1000-2 1/4)
- 1380 3
- 983 (1000-3)

**MISSED APPROACH:**
- Climb to 2200 direct MAKEY and hold.

**ATIS**
- 120.925

**CAIRNS APP CON**
- 121.1

**TROY TOWER**
- 124.3 (CTAF)
- 306.9

**GND CON**
- 121.9
- 294.7

**UNICOM**
- 122.8

**RNP APCH.**
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F).

**Rwy 25**
- Helicopter visibility reduction below ½ SM NA.
- Circling to Rwy 14, 32 NA at night. When local altimeter setting not received, use Montgomery Rgnl (Dannelly Fld) altimeter setting and increase LPV DA to 747 and all visibilities ¼ SM, LNAV/VNAV DA to 840 and visibilities ½ SM, and all MDA 100 feet; increase LNAV Cats C and D and Circling Cat C visibility ¼ SM.

**APP CRS**
- 254°

**Rwy Idg**
- 6197

**TDZE**
- 394

**Apt Elev**
- 379

**Elev**
- 397

**TDZE**
- 394

**MIRL Rwy 7-25 and 14-32**

**LPV  DA**

**VNAV**

**LNAV/DA**

**CIRCLING**

**31°52'N-86°01'W**

**SE-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 32
TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

ATIS: 120.925
Cairns APP CON: 121.1 319.25
Troy Tower: 124.3 (CTAF) 306.9
GND CON: 121.9 294.7
Unicom: 122.8

Rwy 32 helicopter visibility reduction below 1 SM NA.
Rwy 32 Straight-in and Circling and Circling Rwy 14 NA at night.

Visual Segment - Obstacles.

AIRMET: RNP APCH. Climb to 1200 then climbing right turn to 2600 direct IGUBE and hold.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct IGUBE and hold.

- **Category C**
  - LNAV MDA: 940-1 547 (600-1)
  - LNAV MDA: 960-1 567 (600-1)
  - CIRCLING: 1000-1 603 (700-1)

- **Category D**
  - LP MDA: 940-1 547 (600-1)
  - LP MDA: 960-1 567 (600-1)
  - CIRCLING: 1000-1 603 (700-1)

**Table:**

<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>940-1</td>
<td>547 (600-1)</td>
<td>940-1</td>
<td>547 (600-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>960-1</td>
<td>567 (600-1)</td>
<td>960-1</td>
<td>567 (600-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1000-1</td>
<td>603 (700-1)</td>
<td>1300-2.3</td>
<td>903 (1000-2.3)</td>
</tr>
</tbody>
</table>

**AIRMET:**

- **SE-4, 11 JUL 2024 to 05 SEP 2024**
  - **658**
Circling Rwy 14, 32 NA at night.

**NDB RWY 7**

TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

**ATIS** 120.925  **CAIRNS APP CON** 121.1  319.25  **TROY TOWER** 124.3 (CTAF)  **GND CON** 121.9  294.7  **UNICOM** 122.8

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

S-7  920-1  531 (600-1)  920-1½  531 (600-1½)

**CIRCLING**  1000-1  603 (700-1)  1300-2¾  1380-3

FAF to MAP 4.4 NM

**Knots**  60  90  120  150  180

Min:Sec  4:24  2:56  2:12  1:46  1:28

130° 2200
to NDB hold

**One Minute Pattern**

TOI

**TWR**

**ELEV 397**

**TDZE 389**

**SE-4, 11 JUL 2024 TO 05 SEP 2024**

**AL-5720 (FAA)**

24137
RNAV (GPS) RWY 4
TUSCALOOSA NTL (TCL)

**RNP APCH - GPS.**

- **Circling Rwy 12, 30 NA at night.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM.

### Holding Pattern

**4 NM**

- **HOLD**
  - 6000
  - 2400

**41°**

**221°**

**GP 3.00° TCH 53**

<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>360-1/2</td>
<td>200 (200-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>575-3/4</td>
<td>415 (500-3/4)</td>
<td></td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>600-1/2</td>
<td>440 (500-1/2)</td>
<td>600-3/4</td>
<td>440 (500-3/4)</td>
</tr>
</tbody>
</table>

**CIRCLING**

- 720-1
- 550 (600-1/2)
- 800-1
- 630 (700-1)
- 960-2 1/2
- 790 (800-2 1/2)
- 790 (800-2 1/2)

**CLNC DEL**

- **ASOS** 132.825
- **BIRMINGHAM APP CON** 120.15 269.25
- **TUSCALOOSA TOWER** 126.3 (CTAF) 0 256.7
- **GND CON** 121.8 257.95
- **CLNC DEL** 120.775
- **UNICOM** 122.95

**MISSED APCH FIX**

- **BBAMA** 041°
- **MOVIL** 095°
- **ROWLL** 131°

**ELEV** 170

**TDZE** 160

**APCH CRSA**

- **Apt Elev** 170
- **Rwv Ldg** 6498
- **TDZE** 160

**MALSR**

- **SE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 4**

TUSCALOOSA, ALABAMA

Amdt 1 20APR23

33°13’N-87°37’W
RNAV (GPS) RWY 12
TUSCALOOSA NTL (TCL)

RNAV APCH - GPS.

- Rwy 12 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 12 NA at night.
- Circling Rwy 30 NA at night.

ASOS
BIRMINGHAM APP CON
TUSCALOOSA TOWER
GND CON
CLNC DEL
UNICOM
132.825
120.15 269.25
126.3 (CTAF)
121.8 257.95
120.775
122.95

Visual Segment - Obstacles:

- Holding Pattern
- PISIE

Category

<table>
<thead>
<tr>
<th>LNAV MDA</th>
<th>Circling</th>
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<tbody>
<tr>
<td>720-1</td>
<td>720-1</td>
</tr>
<tr>
<td>550-1</td>
<td>800-1</td>
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</table>

ELEV 170
TDZE 170

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
TUSCALOOSA, ALABAMA

**RNAV (GPS) RWY 22**

**TUSCALOOSA NTL (TCL)**

---

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Birmingham altimeter setting: increase LPV DA to 760 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 937 feet and all visibilities ¾ SM; increase all MDAs 180 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ¾ SM and Cat D ½ SM. Baro-VNAV and VDP NA when using Birmingham altimeter setting. Circling Rwy 12, 30 NA at night.**

**Procedure NA for arrivals at SITES via V18-417 northeast bound.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Birmingham altimeter setting: increase LPV DA to 760 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 937 feet and all visibilities ¾ SM; increase all MDAs 180 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ¾ SM and Cat D ½ SM. Baro-VNAV and VDP NA when using Birmingham altimeter setting. Circling Rwy 12, 30 NA at night.**

**Procedure NA for arrivals at OKW VORTAC via V66 eastbound.**

**MISSED APPROACH: Climb to 2500 direct ROBND and left turn on track 131° to MOVIL and on 050° track to OKW VORTAC and hold.**

---

**ASOS**

**TUSCALOOSA TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

---

**From RW22**

**To OKW**

**ROBND**

**MOVIL**

**BESOM**

**To OKW**

---

**2675**

---

**221°**

---

**LNAV only.**

---

**LNAV**

**RNAV (GPS) RWY 22**

**TUSCALOOSA NTL (TCL)**

---

**ELEV 170**

**TDZE 164**

---

**LPV DA**

**582-1½**

**418 (500-1½)**

**LNAV/ VNAV DA**

**759-2**

**595 (600-2)**

**LNAV MDA**

**700-1**

**536 (600-1)**

**700-1½**

**536 (600-1½)**

**700-1¾**

**536 (600-1¾)**

**CIRCLING**

**720-1**

**550 (600-1)**

**800-1**

**630 (700-1)**

**960-2¼**

**790 (800-2¼)**

**960-2½**

**790 (800-2½)**

---

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**4000 X 100**

**6498 X 150**

**Amdt 1B 14JUL22**

**33°13'N-87°37'W**
Circling Rwy 12, 30 NA at night. Inop table does not apply.

MISSED APPROACH: Climb to 2300 direct LDK TACAN and LDK TACAN R-098 to ZIVMU/LDK 7 DME and hold.

**ARDIN**
LDK [11]

**TUSCALOOSA TOWER**

**Bidgel**

**GND CON**

**CLNC DEL**

**UNICOM**

**APP CRS**

**TACAN LDK**

**MALSR**

**ASOS**

**BIRMINGHAM APP CON**

**TACAN RWY 4**

**TUSCALOOSA NTL (TCL)**

**TDZE**

**ELEV**

**UNICOM**

**APP CRS**

**TACAN LDK**

**MALSR**

**ASOS**

**BIRMINGHAM APP CON**

**TACAN RWY 4**

**TUSCALOOSA NTL (TCL)**

**TDZE**

**ELEV**

**UNICOM**

**APP CRS**

**TACAN LDK**

**MALSR**

**ASOS**

**BIRMINGHAM APP CON**

**TACAN RWY 4**

**TUSCALOOSA NTL (TCL)**

**TDZE**

**ELEV**

**UNICOM**

**APP CRS**

**TACAN LDK**

**MALSR**

**ASOS**

**BIRMINGHAM APP CON**

**TACAN RWY 4**

**TUSCALOOSA NTL (TCL)**

**TDZE**

**ELEV**

**UNICOM**

**APP CRS**

**TACAN LDK**

**MALSR**

**ASOS**

**BIRMINGHAM APP CON**

**TACAN RWY 4**

**TUSCALOOSA NTL (TCL)**

**TDZE**

**ELEV**

**UNICOM**

**APP CRS**

**TACAN LDK**

**MALSR**

**ASOS**

**BIRMINGHAM APP CON**

**TACAN RWY 4**

**TUSCALOOSA NTL (TCL)**

**TDZE**

**ELEV**

**UNICOM**

**APP CRS**

**TACAN LDK**

**MALSR**

**ASOS**

**BIRMINGHAM APP CON**

**TACAN RWY 4**

**TUSCALOOSA NTL (TCL)**

**TDZE**

**ELEV**

**UNICOM**

**APP CRS**

**TACAN LDK**

**MALSR**

**ASOS**

**BIRMINGHAM APP CON**

**TACAN RWY 4**

**TUSCALOOSA NTL (TCL)**

**TDZE**

**ELEV**

**UNICOM**

**APP CRS**

**TACAN LDK**

**MALSR**

**ASOS**

**BIRMINGHAM APP CON**
TUSCALOOSA, ALABAMA

TACAN RWY 22
TUSCALOOSA NTL (TCL)

ASOS 132.825 BIRMINGHAM APP CON 120.15 269.25 TUSCALOOSA TOWER 126.3 (CTAF) 0 GND CON 121.8 257.95 CLNC DEL 120.775 UNICOM 122.95

MISSED APPROACH: Climbing left turn to 2300 on heading 060° and LDK TACAN R-098 to ZIVMU/LDK 7 DME and hold.

Circling Rwy 12, 30 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA.

ELEV 170 TDZE 164
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 13
MOTON FLD MUNI (06A)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Montgomery altimeter setting; when not received, use Troy Municipal Field altimeter setting and increase all DA 18 feet and all MDA 20 feet; increase Circling CATS B and C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct ANGLS and hold.
RNAV (GPS) RWY 4
VALDOSTA RGNL (VLD)

MISSED APPROACH: Climb to 3000 direct PURVE and on track 325° to JOGOS and hold.

VALDOSTA, GEORGIA
AL-892 (FAA)

RNP APCH - GPS.

Rwy 4 helicopter visibility reduction below ¾ SM NA.

ASOS
VALDOSTA APP CON
VALDOSTA TOWER
GND CON
UNICOM

<table>
<thead>
<tr>
<th>ASOS</th>
<th>VALDOSTA APP CON</th>
<th>VALDOSTA TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.225</td>
<td>126.6 285.6</td>
<td>128.35 (CTAF)</td>
<td>121.7</td>
<td>122.95</td>
</tr>
</tbody>
</table>

4 NM 3.25° TCH 52
6000 221° 041°
1900 041°

4 NM Holding Pattern
AZAHE
CIMSA

3000 PURVE
Tr 325°

JOGOS

4.8 NM

Rwy Idg
Apt Elev

5598
202
203

LNAV MDA
378 (400-1)

580-1

SE-4, 11 JUL 2024 to 05 SEP 2024

CATEGORY
A     B     C     D

CIRCLING

640-1
437 (500-1)

700-1
497 (500-1)

900-2
697 (700-2)

1020-23/4
817 (900-23/4)

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024

SE-4, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C.
Rwy 36 helicopter visibility reduction below ½ SM NA. For inop ALS, increase LPV and
LNAV/VNAV all Cats visibility to ½ SM and LNAV all Cats visibility to 1 SM.

MISSED APPROACH: Climb to 700 then climbing left turn
to 2000 direct VCATS and hold.

MALSR

ASOS
126.225

VALDOSTA APP CON
126.6 285.6

VALDOSTA TOWER
128.35 (CTAF)

GND CON
121.7

UNICOM
122.95

ELEV 203

TDZE 200

VALDOSTA, GEORGIA
AL-892 (FAA)
24081

RNAV (GPS) RWY 36
VALDOSTA RGNL (VLD)

CIRCLING
LNAV MDA
VNAV
LNAV/
MDA
489-3/4 289 (300-3/4)
482-3/4 282 (300-3/4)
560-3/4 360 (400-3/4)
640-1 437 (500-1)
700-1 497 (500-1)
900-2 697 (700-2)

SE-4, 11 JUL 2024 to 05 SEP 2024

VALDOSTA, GEORGIA
Amdt 2 25JAN24

30°47’N-83°17’W

RNAV (GPS) RWY 36
VALDOSTA RGNL (VLD)
Rwy 18 helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:**
Climb to 1500 then climbing right to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

**ASOS** | **VALDOSTA APP CON** | **VALDOSTA TOWER** | **GND CON** | **UNICOM**
---|---|---|---|---
126.225 | 126.6 285.6 | 128.35 (CTAF) | 121.7 | 122.95

**ELEV 203**

**TDZE 199**

**REIL Rwy 18**

**HIRL Rwy 18-36**

**REIL Rwys 4 and 22**

**MIRL Rwys 4-22**

**CATEGORY** | **A** | **B** | **C** | **D**
---|---|---|---|---
S-18 | 840-1 641 (700-1) | 840-1/8 641 (700-1/8) | 840-2 641 (700-2) | 675
CIRCLING | 840-1 637 (700-1) | 900-2 697 (700-2) | 1020-2/3 817 (900-2/3) | 675

**VALDOSTA, GEORGIA**

Amdt 1C 25JAN24

30°47'N 83°17'W

**VALDOSTA RGNL (VLD)**

**VOR RWY 18**
Rwy 36 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase S-36 Cat A/B visibility to 1 SM and Cat C/D to 1 1/4 SM; ASMUC FIX MINIMUMS: increase S-36 all Cat's visibility to 1 SM.

MALSRS

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASMUC FIX MINIMUMS: increase S-36 all Cat's visibility to 1 SM.

ASMUC OTK 3.1

OTK 3.1

OTK 158°

158°

338°

1800

Remain within 10 NM

338°

1800

1 NM 1.3 NM

REIL Rwy 18
HIRL Rwy 18-36
REIL Rwy 4 and 22
HIRL Rwy 4-22

SE-4, 11 JUL 2024 to 05 SEP 2024

AL-892 (FAA)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

VALDOSTA, GEORGIA

ASOS
126.225
VALDOSTA TOWER
128.35
GND CON
121.7

ELEV
199

TERMINAL

ELEV 196

S-104, D-169, 2D-303
PCN 41 F/A/X/T
RWY 18-36
S-24, D-95
RWY 04-22
PCN 7 F/B/Y/U

VALDOSTA RGNL (VLD)

AL-892 (FAA)

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

FIELD ELEV
203
VERNON, ALABAMA

AL-5881 (FAA)

VERNON, ALABAMA

RNAV (GPS) RWY 17

LAMAR COUNTY (M55)

Rwy 17 helicopter visibility reduction below 1 SM NA. Use Columbus AFB altimeter setting. Procedure NA at night.

MISSED APPROACH:
Climbing left turn to 2600 direct HOOTS and hold.

KCBM ATIS*
115.2 273.5

COLUMBUS APP CON*
126.075 239.25

CTAF
122.9

RNAV (GPS) RWY 17

COLUMBUS 1
MOA

30 NM to HOUTS (NoPT)

(IAF) WIDUR

CIRCLING

348°

168°

078°

HOUTS

2600

3.04

1040

3.3 NM

3.1 NM

6.1 NM

3.5°

TCH 40

Category

LNAV MDA

960-1 497 (500-1)

960-1 497 (500-1)

960-1 497 (500-1)

960-1 497 (500-1)

CIRCLING

1100-1 637 (700-1)

1180-2 717 (800-2)

1180-2 717 (800-2)

1180-2 717 (800-2)

SE-4, 11 JUL 2024 to 05 SEP 2024
Use Columbus AFB altimeter setting; when not received use Golden Triangle Rgnl
altimeter setting and increase all MDA 40 feet and Circling Cats C/D visibility
1/4 mile. Procedure NA at night. Rwy 35 helicopter visibility reduction below
1 SM NA.

**RNAV (GPS) RWY 35**

**COLUMBUS APP CON**

**CTAF**

**115.2 273.5**

**126.075 239.25**

**122.9**

**KCBM ATIS**

**LAMAR COUNTY (M55)**

**33°51'N-88°07'W**

**679**
When local altimeter setting not received, use Baxley altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, increase S-LOC 25 Cat C/D visibility ½ mile, Circling Cat C/D visibility 1½ mile. For inop MALSR, increase S-LOC 25 Cat C/D visibility to 1½ mile. For inop MALSR, when using Baxley altimeter setting increase S-ILS 25 all Cats visibility to ½ mile. Night landing Rwy 32 NA. ADF required.
RNAV (GPS) RWY 7
VIDALIA RGNL (VDI)

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 Baxley altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C/D visibility ¾ mile. VDP and Baro-VNAV NA when using Baxley altimeter setting. Night Landing: Rwy 32 NA. Helicopter visibility reduction below ¾ SM NA.

Climb to 2000 direct COBTA and hold.

AWOS-3
119.925

JACKSONVILLE CENTER
127.575 269.025

UNICOM
122.8 (CTAF)

Baxley altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C/D visibility ¾ mile. When local altimeter setting not received, use Baxley altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C/D visibility ¾ mile. VDP and Baro-VNAV NA when using Baxley altimeter setting. Night Landing: Rwy 32 NA. Helicopter visibility reduction below ¾ SM NA.

Helicopter visibility reduction below ¾ SM NA.
Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 5.4°C.

MISSED APPROACH: Climb to 2400 direct LUYIG and hold.

AWOS-3 118.375  AUGUSTA APP CON* 126.8 270.3  UNICOM 122.7 (CTAF)
Rwy 31 helicopter visibility reduction below 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:
Climb to 2400 direct PACIY and hold.

**AVOS-3**
118.375
**AUGUSTA APP CON**
126.8 270.3
**UNICOM**
122.7 (CTAF)
GPS required. When local altimeter setting not received, use Alma altimeter setting: increase DA to 390 feet and all MDA 60 feet; increase S-LOC 19 Cat C/D visibility ½ mile; increase Circling Cat C/D visibility ¼ mile. For inop MALSR when using Alma altimeter setting, increase S-LOC 19 Cat C/D visibility to 1½ mile. Night landing Rwy 5, 31 NA.

AWOS-3 118.575
JACKSONVILLE CENTER 127.575 269.025
UNICOM 122.8 (CTAF)

GPS or RADAR REQUIRED

MISSED APCH FIX

BAQAV IAF
184°
4 NM

WAYCROSS-WARE COUNTY (AYS)

ILS Y or LOC Y RWY 19

WAYCROSS, GEORGIA
AL-994 (FAA)
21056

WAYCROSS, GEORGIA
Orig 04FEB16
685

ILS Y or LOC Y RWY 19
WAYCROSS-WARE COUNTY (AYS)
ILS Z or LOC Z RWY 19
WAYCROSS-WARE COUNTY (AYS)

LOC AYS
108.3
APP CRS
184°
Rwy Idg
5992
TDZE
140
Apt Elev
141

ADF Required. When local altimeter setting not received, use Alma altimeter setting:

- Increase DA to 390 feet and all MDA 60 feet; increase S-LOC 19 Cat C/D visibility 1/8 mile; increase Circling Cat C/D visibility ¼ mile. For inop MALSR, increase S-LOC 19 Cat C/D visibility to 1 mile. For inop AYS when using Alma altimeter setting, increase S-LOC 19 Cat C/D visibility to 1½ mile. Increase SHOGI Fix Minimums S-LOC 19 Cat C/D visibility to 1½ mile. Night Landing Rwy 5, 31 NA.

AWOS-3
118.575
JACKSONVILLE CENTER
127.575 269.025
UNICOM
122.8 (CTAF)

ALTERNATE MISSED APCH FIX
WAYCROSS AYS
110.2
Chan 39

WAYCROSS
110.2 AYS
Chan 39

WAYCROSS
108.3

ILS Z or LOC Z RWY 19
WAYCROSS-WARE COUNTY (AYS)
RNAV (GPS) RWY 1
WAYCROSS-WARE COUNTY (AYS)

AWOS-3
118.575

JACKSONVILLE CENTER
127.575 269.025

UNICOM
122.8 (CTAF)

Missed Approach Fix
4 NM to BIJUV

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase LPV DA to 473 feet and all visibilities ¼ mile, LNAV/VNAV DA to 462 feet and all visibilities ¼ mile; increase all MDA 60 feet and visibility Cats C and D ¼ mile and Circling Cats C and D visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Night Landing RWY 5, 31 NA. VDP and Baro-VNAV NA when using Alma altimeter setting. Helicopter visibility reduction below ¾ SM NA.

RW01

Missed Approach Fix to

WAYCROSS, GEORGIA
AL-994 (FAA)

ELEV 141
TDZE 140

WAYCROSS-WARE COUNTY (AYS)

RNAV (GPS) RWY 1

WAYCROSS, GEORGIA
Amdt 2 04FEB16

SE-4, 11 JUL 2024 to 05 SEP 2024

NA when using Alma altimeter setting. Helicopter visibility reduction below ¾ SM NA.
RNAV (GPS) RWY 19
WAYCROSS-WARE COUNTY (AYS)

**AWOS-3**
118.575

**JACKSONVILLE CENTER**
127.575 269.025

**UNICOM**
122.8 (CTAF)

**WAYCROSS, GEORGIA**
AL-994 (FAA)

**WAYCROSS, GEORGIA**
Amdt 2 04FEB16

**DME/DME RNP-0.3 NA. Baro-VNAV NA when using Alma altimeter setting. When local altimeter setting not received, use Alma altimeter setting: increase LPV DA to 390 feet and LNAV/VNAV DA to 600 feet and all MDA 60 feet; increase LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility ¼ mile; increase Circling Cat C/D visibility ½ mile.
For inop MALS, increase LNAV Cat C/D visibility to 1½ mile. For inop MALS when using Alma altimeter setting increase LNAV/VNAV visibility all Cats to 1½ mile, and LNAV Cat C/D visibility to 1½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Night landing Rwy 5, 31 NA.**
**WAYCROSS, GEORGIA**

**AWOS-3**
- **VOR-TAC**
  - **Chan** 39
  - **Rwy TDZE**
  - **Apt Elev**

**JACKSONVILLE CENTER**
- **VOR-TAC**
  - **Chan** 39
  - **Rwy TDZE**
  - **Apt Elev**

**UNICOM**
- **COM** 122.8 (CTAF)

### VOR-A
- **WAYCROSS-WARE COUNTY (AYS)**

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

<table>
<thead>
<tr>
<th><strong>CIRCLING</strong></th>
<th><strong>CIRCLING</strong></th>
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<tbody>
<tr>
<td>740-1</td>
<td>680-1</td>
</tr>
<tr>
<td>720-1</td>
<td>579 (600-1)</td>
</tr>
<tr>
<td>860-2</td>
<td>719 (800-2)</td>
</tr>
<tr>
<td>860-2½</td>
<td>719 (800-2½)</td>
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</table>

**BUYAG FIX MINIMUMS (DME REQUIRED)**

<table>
<thead>
<tr>
<th><strong>Ft A</strong></th>
<th><strong>Knots</strong></th>
<th><strong>Min Sec</strong></th>
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<tr>
<td>601</td>
<td>60</td>
<td>8:12</td>
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<tr>
<td>579</td>
<td>90</td>
<td>5:28</td>
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<tr>
<td>533</td>
<td>120</td>
<td>4:06</td>
</tr>
<tr>
<td>517</td>
<td>150</td>
<td>3:17</td>
</tr>
<tr>
<td>504</td>
<td>180</td>
<td>2:44</td>
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</table>

**MISSING APPROACH:** Climbing left turn to 2300 direct AYS VOR-TAC and hold.

**Circling to Rwys 5, 13, 23, 31 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDA 60 feet and visibilities Cats C and D ½ SM.
Apt Elev 5003
TDZE 302
Rwy Idg 309
Apt Elev 309

RNP APCH: GPS

NA
Use Augusta Rgnl at Bush Fld altimeter setting.
Procedure NA at night.
Rwy 8 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct HEDIL and hold.

AGS ASOS
132.75

AUGUSTA APP CON
126.8 270.3

CTAF 122.9

WAYNESBORO, GEORGIA
AL-6816 (FAA)

RNAV (GPS) RWY 8
BURKE COUNTY (BXG)

WAYNESBORO, GEORGIA
Orig-C 06OCT22
33°02'N-82°00'W

BRML Rwy 8 690
MIRL Rwy 8-26 690

RW08 309
tdze 302

4 NM
Holding Pattern

NEDPE

EGECE

2000

255°

1889

075°

5.2 NM

MVNA

0.05°

309°

REIL Rwy 8

309°

075°

255°

Brown

753

653

439

430

3000 to NEDPE

(C2-2)

BEANS

HEDIL

4 NM

272°

(46.8)

MIRL Rwy 8-26

3000 to NEDPE

(FAF)

REIL Rwy 8

LNAV MDA

5003

860-1

551 (600-1)

860-1

551 (600-1)

LNAV MDA

800-1 498 (500-1)

800-1½ 498 (500-1¾)

NA

3.05°

TCH 40

2000

HEDIL

EGECE

2000

(500-1)

CIRCLING

900-1

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

1080-2½ 771 (800-2¼)

NA

591 (600-1)

MISSED APPROACH: Climb to 2000 direct HEDIL and hold.
RNAV (GPS) RWY 9
WETUMPKA MUNI (08A)

MONTGOMERY APP CON*
121.2 269.05

UNICOM
123.05 (CTAF)

WETUMPKA, ALABAMA
AL-5735 (FAA)

APP CRS
092°

Rwy Idg 3013
TDZE 197
Apt Elev 197

RNAV (GPS) RWY 9

- Holding Pattern
- Visual Segment - Obstacles
- LNAV MDA

**A**

**B** 1000-1
803 (900-1)

**C** 1000-1½
803 (900-1½)
803 (900-2½)

**D** NA

MISSED APPROACH: Climb to 3000 direct TEQNU and hold.

Rwy 9 helicopter visibility reduction below 1 SM NA. Procedure NA at night.
Use Montgomery Rgnl (Dannelly Fld) altimeter setting; when not received, use Alexander City altimeter setting and increase all MDA 120 feet and increase LNAV Cat A visibility ½ SM and LNAV Cat C visibility ½ SM.

 CATEGORY  A  B  C  D
 LNAV MDA  1000-1  1000-1½ 1000-2½ NA
 803 (900-1)  803 (900-1½)  803 (900-2½)  

SE-4, 11 JUL 2024 to 05 SEP 2024

WETUMPKA, ALABAMA
Orig-C 18JUL19

32°32'N-86°20'W
RNAV (GPS) RWY 27
WETUMPKA MUNI (8A)

MISSED APPROACH:
Climbing right turn to 3000 direct TEQNU and hold.

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Montgomery Rgnl (Donnelly Fld) altimeter setting; when not received, use Alexander City altimeter setting; increase all MDA 120 feet, increase LNAV Cat C and Circling Cat B visibility ½ SM, and Circling Cat C visibility ½ SM. Circling NA to Rwy 18/36. Procedure NA at night.

REIL Rwys 9 and 27
MIRL Rwy 9-27"
DME or RADAR required for procedure entry.

- Rwy 31 helicopter visibility reduction below 3/4 SM NA.
- Inop table does not apply to S-ILS 31. For inop ALS, increase S-LOC 31 all Cats visibility to 1 SM.
- Circling Rwy 13, 23 NA at night.
- Increase S-LOC 31 all Cats visibility to 1 SM.

MISSING APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 170° and I-DR SE course to PARVY INT/I-DR 11.5 DME/RADAR and hold.

1.7

*LOC only.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 43).

One Minute Holding Pattern

**BARROW COUNTY**

**MSA**

BARROW COUNTY 404 BMW

**ALTERNATE MISSED APCH FIX**

BARROW COUNTY BMW 404

**ELEV 934 D TDZE 922**

**AWOS-3 118.575**

**ATLANTA APP CON **

**UNICOM 123.0 (CTAF)**

**LOC/DME I-IDR**

111.5

**APP CRS**

316°

**Rwy Idg**

4600

**TDZE**

922

**Apt Elev**

934

**MALS TYPE**

**MALSR**

11.5

**Chan 52**

I-IDR

5.3

**I-DR 11.5**

Chan 52

LOC 111.5

**HDG 316°**

**LOC (7.1)**

**GS 3.00° TCH 43**

**I-DR 11.5**

**I-DR 11.5 RADAR**

**238° (10.1)**

**HOLD 3400**

**3000**

**0.5 0.7 3.6 NM 6.2 NM**

**33°59'N-83°40'W**

**SE-4, 11 JUL 2024 to 05 SEP 2024**

**BARROW COUNTY (WDR)**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 13 NA at night, Circling Rwy 13, 23 NA at night.
Rwy 13 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct CADEB and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 13 NA at night, Circling Rwy 13, 23 NA at night.
Rwy 13 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct CADEB and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 13 NA at night, Circling Rwy 13, 23 NA at night.
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Rwy 13 helicopter visibility reduction below 1 SM NA.

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Rwy 13 helicopter visibility reduction below 1 SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 13 NA at night, Circling Rwy 13, 23 NA at night.
Rwy 13 helicopter visibility reduction below 1 SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 13 NA at night, Circling Rwy 13, 23 NA at night.
Rwy 13 helicopter visibility reduction below 1 SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 13 NA at night, Circling Rwy 13, 23 NA at night.
Rwy 13 helicopter visibility reduction below 1 SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 13 NA at night, Circling Rwy 13, 23 NA at night.
Rwy 13 helicopter visibility reduction below 1 SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 13 NA at night, Circling Rwy 13, 23 NA at night.
Rwy 13 helicopter visibility reduction below 1 SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 13 NA at night, Circling Rwy 13, 23 NA at night.
Rwy 13 helicopter visibility reduction below 1 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 23 NA at night, Circling Rwy 13, 23 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

misssed approach: Climb to 3000 direct HAWCU and on track 173° to BGRED and on track 115° to JOTNO and hold.
RNAV (GPS) RWY 31
BARRON COUNTY (WDR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 13, 23 NA at night. Rwy 31 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 SM, LNAV Cat A/B visibility to 1 SM, Cat C/D to 1/4 SM. Inop table does not apply to LPV all Cats.

AWOS: 118.575
ATLANTA APP CON: 132.475 291.1

MISSED APPROACH: Climb to 3000 direct AXADE and right turn on track 110° to PATTE and on track 314° to holding point.

ELEV: 934
TDZE: 922

WINDER, GEORGIA
AL-5360 (FAA)

Barometer, visibility, reliability, and other information necessary to conduct the approach.

CIRCLING

HRL Rwy 13-31
MIRL Rwy 5-23

LPV DA
1172-3/4
250 (300-3/4)

LNAV DA
1274-3/4
352 (400-3/4)

LNAV MDA
1420-3/4
498 (500-3/4)

CIRCLING
486 (500-1)
646 (700-1)

4 NM
314°
6000
3000

HOLD
3000
6000

AXADE
MATME
PATTE

3000
1070

BEYKA
CADEB

4 NM
314°
6000
3000

CADEB

4 NM
Holding Pattern

314°

134°

MATME

1172-3/4
250 (300-3/4)

1420-1
1580-1
1660-2
1660-2/4

498 (500-3/4)

726 (800-2)
726 (800-2/4)

WINDER, GEORGIA
Amdt 1E 20MAY21

PHILIPSBURG, NEW JERSEY
BARROW COUNTY (WDR)
RNAV (GPS) RWY 31

SE-4, 11 JUL 2024 to 05 SEP 2024

33°59'N-83°40'W
697
For inop ALS, increase S-31 Cat A/B visibility to 1 SM. Circling Rwy 13, 23 NA at night. Rwy 31 helicopter visibility reduction below 1/2 SM NA.

**AWOS-3**

**ATLANTA APP CON**

**UNICOM**

**ELEV** 934 **TDZE** 922

**NDB BMW 312°**

**Rwy Idg TDZE Apt Elev**

**MALSR**

**MISSED APPROACH:** Climbing right turn to 2500 direct BMW NDB and hold.

**CATEGORY**

**Knots**

Min/Sec 60 90 120 150 180

4:30 3:00 2:15 1:48 1:30

**S-31**

1480-3/4 558 (600-3/4) 1480-11/8 558 (600-11/8)

**CIRCLING**

1480-1 1580-1 1660-2 1660-21/4

546 (600-1) 646 (700-1) 726 (800-2) 726 (800-21/4)

**ATHENS 116.95 AHN (Y)**

**BARROW COUNTY (WDR)**

**WINDELA GEORGIA**

Amdt 9E 20MAY21

**AWOS-3**

**ATLANTA APP CON**

**UNICOM**

**ELEV** 934 **TDZE** 922

**NDB BMW 312°**

**Rwy Idg TDZE Apt Elev**

**MALSR**

**MISSED APPROACH:** Climbing right turn to 2500 direct BMW NDB and hold.

**CATEGORY**

**Knots**

Min/Sec 60 90 120 150 180

4:30 3:00 2:15 1:48 1:30

**S-31**

1480-3/4 558 (600-3/4) 1480-11/8 558 (600-11/8)

**CIRCLING**

1480-1 1580-1 1660-2 1660-21/4

546 (600-1) 646 (700-1) 726 (800-2) 726 (800-21/4)
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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<th>GROUND SPEED (knots)</th>
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U.S. TERMINAL PUBLICATION VOLUMES

AREA OF COVERAGE

Including Puerto Rico and the Virgin Islands