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Publication
Southwest (SW) 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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<td></td>
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**CORRECTIONS, COMMENTS AND/OR PROCUREMENT**

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

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

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

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

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

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

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ALS 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 to Sidestep Runway</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

(5) All Approach Types, All lines of minima

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

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved standard for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

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

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

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

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

COLD TEMPERATURE AIRPORTS

NOTE: A SW-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment.

See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

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

COLD TEMPERATURE AIRPORTS

NOTE: A SW-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment.

See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

COLD TEMPERATURE ERROR TABLE

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

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

<table>
<thead>
<tr>
<th>MANEUVERING TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach Category</td>
</tr>
<tr>
<td>Speed (Knots)</td>
</tr>
</tbody>
</table>

TERMS/LANDING MINIMA DATA

20142
CIRCLING Approach Obstacle Protected Airspace

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

Standard Circling Approach Maneuvering Radius

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

Circling MDA in feet MSL | Approach Category and Circling Radius (NM)
--- | --- | --- | --- | --- | ---
All Altitudes | CAT A | CAT B | CAT C | CAT D | CAT E |
1000 or less | 1.3 | 1.5 | 1.7 | 2.3 | 4.5 |
1001-3000 | 1.3 | 1.8 | 2.8 | 3.7 | 4.6 |
3001-5000 | 1.3 | 1.8 | 2.9 | 3.8 | 4.8 |
5001-7000 | 1.3 | 1.9 | 3.0 | 4.0 | 5.0 |
7001-9000 | 1.4 | 2.0 | 3.2 | 4.2 | 5.3 |
9001 and above | 1.4 | 2.1 | 3.3 | 4.4 | 5.5 |

Expanded Circling Approach Maneuvering Airspace

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

Circling MDA in feet MSL | Approach Category and Circling Radius (NM)
--- | --- | --- | --- | --- | ---
All Altitudes | CAT A | CAT B | CAT C | CAT D | CAT E |
1000 or less | 1.3 | 1.7 | 2.7 | 3.6 | 4.5 |
1001-3000 | 1.3 | 1.8 | 2.8 | 3.7 | 4.6 |
3001-5000 | 1.3 | 1.8 | 2.9 | 3.8 | 4.8 |
5001-7000 | 1.3 | 1.9 | 3.0 | 4.0 | 5.0 |
7001-9000 | 1.4 | 2.0 | 3.2 | 4.2 | 5.3 |
9001 and above | 1.4 | 2.1 | 3.3 | 4.4 | 5.5 |

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>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>10</td>
<td>2.5°/42/1000</td>
<td>ABCDE</td>
<td>195/16</td>
<td>100</td>
<td>(100-3/4)</td>
<td>(RVR 100’s of feet)</td>
<td>Visibility</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>2.5°/48/1068</td>
<td>ABCE</td>
<td>187/16</td>
<td>100</td>
<td>(100-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ASR</td>
<td>10</td>
<td></td>
<td>ABC</td>
<td>560/40</td>
<td>463</td>
<td>(500-3/4)</td>
<td>DE</td>
<td>560/50</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>AB</td>
<td>600/50</td>
<td>513</td>
<td>(600-1)</td>
<td>CDE</td>
<td>600/60</td>
</tr>
<tr>
<td>CIR</td>
<td>10</td>
<td></td>
<td>AB</td>
<td>560-1/4</td>
<td>463</td>
<td>(500-1/4)</td>
<td>CDE</td>
<td>560-1/4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>AB</td>
<td>600-1/4</td>
<td>503</td>
<td>(600-1/4)</td>
<td>CDE</td>
<td>600-1/4</td>
</tr>
</tbody>
</table>

Visibility in Statute Miles

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

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

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

V: Airport is published in the Takeoff Minima, (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 Orig 31DEC09 Procedure Amendment Effective Date 12MAR09

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

MISCELLANEOUS

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

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

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

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box

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

Standard Procedure Notes Box: 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: RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements Box: RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., ⑨, ⑩.

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "⑨" symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a ⑨.

KEY MIKE

FUNCTION

7 times within 5 seconds: Highest intensity available
5 times within 5 seconds: Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds: Lowest intensity available (Lower REIL or REIL-off)
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIS</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APP CON</td>
<td>Approach Control</td>
</tr>
<tr>
<td>AR</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>ARR</td>
<td>Arrival</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ATIS</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated Terminal Information Service</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>
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<tr>
<td>C</td>
<td>Circling</td>
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<td>CAT</td>
<td>Category</td>
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<tr>
<td>CW</td>
<td>Clockwise</td>
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<td>CIFF</td>
<td>Coded Instrument Flight Procedures</td>
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<td>CIR</td>
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<td>CLNC DEL</td>
<td>Clearance Delivery</td>
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<td>CNF</td>
<td>Computer Navigation Fix</td>
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<tr>
<td>CPDLC</td>
<td>Controller Pilot Data Link</td>
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<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Frequencies</td>
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<td>CW</td>
<td>Clockwise</td>
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<tr>
<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
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<td>DA</td>
<td>Decision Altitude</td>
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<td>DER</td>
<td>Departure End of Runway</td>
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<td>DH</td>
<td>Decision Height</td>
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<td>DTHR</td>
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<td>DVA</td>
<td>Diverse Vector Area</td>
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<td>Elevation</td>
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<td>Engineered Material Arresting System</td>
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<td>FAF</td>
<td>Final Approach Fix</td>
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<td>Flight Director System</td>
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<td>Flight Management System</td>
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<td>GBAS</td>
<td>Ground Based Augmentation System</td>
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<td>GCO</td>
<td>Ground Communications Outlet</td>
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<td>Ground based Augmentation System Landing System</td>
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<td>Glide Slope</td>
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<td>Height above Landing</td>
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<td>Height above Threshold</td>
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<td>Knots Indicated Airspeed</td>
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<td>Lateral Navigation</td>
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<td>Localizer</td>
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<td>Localizer Performance</td>
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<tr>
<td>LPV</td>
<td>Localizer Performance with Vertical Guidance</td>
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<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>
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<td>Medium Intensity Approach Light System</td>
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<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
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<td>Definition</td>
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<td>Omnidirectional Approach Light System</td>
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<td>Runway Centerline Light System</td>
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<td>Runway End Identifier Lights</td>
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<td>Radius-to-Fix</td>
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<td>Runway Lead-in Light System</td>
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<td>Required Performance Navigation</td>
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<td>Runway Point of Intercept(ion)</td>
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<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
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<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
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<td>Simplified Short Approach Light System with RAIL</td>
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<td>Simplified Directional Facility</td>
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<td>Statute Mile</td>
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<td>Simultaneous Offset Instrument Approach</td>
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<td>Sunrise-Sunset</td>
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<td>Terminal Arrival Area</td>
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<td>TACAN</td>
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<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
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<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
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<td>Touchdown Zone and Runway Centerline Lighting</td>
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<td>Takeoff Run Available</td>
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<td>Visual Approach Slope Indicator</td>
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<td>VCOA</td>
<td>Visual Climb over Airport</td>
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<td>VDA</td>
<td>Vertical Descent Angle</td>
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<td>Visual Descent Point</td>
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<td>Visual Glide Slope Indicator</td>
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<td>Vertical Navigation</td>
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<td>Wide Area Augmentation System</td>
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<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
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<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
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</tbody>
</table>
**LEGEND 23334**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

**ROUTES**

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

**Minimum Route Altitude**

- 3100 NoPT to LOM
- Mileage (14.2)

**ALTITUDES**

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<th>3000</th>
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<td>Recommended Altitude</td>
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<td>3000</td>
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<tr>
<td>Minimum Altitude</td>
<td>Maximum Altitude</td>
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<td>4300</td>
<td>3000</td>
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**INDICATED AIRSPEED**

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<th>120K</th>
<th>250K</th>
<th>180K</th>
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<td>Mandatory Airspeed</td>
<td>Minimum Airspeed</td>
<td>Maximum Airspeed</td>
<td>Recommended Airspeed</td>
<td></td>
</tr>
</tbody>
</table>

**RADIO AIDS TO NAVIGATION**

- Underline indicates No Voice transmitted on this frequency

- **VOR**
- **VORTAC**
- **TACAN**
- **DME**
- **NDB**
- **NDB/DME**

**HOLDING PATTERNS**

Hold-in-lieu of Procedure Turn

- 090° (IAS) 270°
- 090° 1 min 270°

Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes, (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

**FIXES/ATC REPORTING REQUIREMENTS**

- Reporting Point
- Waypoint
- MAP WP (Flyby)
- MAP WP (Flyover)
- Flyover Point

**COMPUTER NAVIGATION FIX [CNF]-NO ATC FUNCTION**

- (CFTSP) x

**RADIAL LINE**

- R-198
- LR-198
- LB-198

**LEOM**

- 114.5
- Chan 92

**TACAN or DME NAVIAD**

- SCOTT Channel 59
- SKE (112.2)

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

PROFILE VIEW

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°, TCH 55.
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°, TCH 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°. On Copter procedures this is depicted in the following format: 3.00°.

ILS or LOC APPROACH

RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE

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

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

RNP Approach with TF and RF Segments

Descent from Holding Pattern

Altitudes

Profile Symbols

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

LEGEND
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

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

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

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

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

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 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.

DISCLAIMER
- Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

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

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

**CATEGORY I APPROACH LIGHTING SYSTEM**

- **ALSF-1**
  - (High Intensity) LENGTH 2400/3000 FEET
  - **AS SSALR DURING FAVORABLE WEATHER CONDITIONS**

**CATEGORY II APPROACH LIGHTING SYSTEM**

- **ALSF-2**
  - (High Intensity) LENGTH 2400/3000 FEET
  - **NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS**

**SHORT APPROACH LIGHTING SYSTEM**

- **SALS/SALSF**
  - (High Intensity)
  - LENGTH 1500 FEET
  - **SEQUENCED FLASHING LIGHTS FOR SALSF ONLY**

**SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM**

- **SSALR**
  - (High Intensity)
  - LENGTH 2400 FEET
  - **SEQUENCED FLASHING LIGHTS**

**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM**

- **MALS/SSALF**
  - LENGTH 1400 FEET
  - **SEQUENCED FLASHING LIGHTS FOR MALS/SSALF ONLY**

- **MALS/SSALF**
  - LENGTH 2400’/3000’ (High Intensity)
  - **SEQUENCED FLASHING LIGHTS**

**OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM**

- **ODALS**
  - LENGTH 1500 FEET
  - **OMNI-DIRECTIONAL FLASHING LIGHTS**

**RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS**

- **TDZ/CL**
  - LENGTH 1400 FEET
  - **SEQUENCED FLASHING LIGHTS FOR TDZ CL**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**APPROACH LIGHTING SYSTEM - UNITED STATES**

**APPENDIX**

- **LEGEND 22195**
  - SW-4, 11 JUL 2024 to 05 SEP 2024
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., . Negative symbology, e.g., indicates Pilot Controlled Lighting (PCL).

### Precise Approach Path Indicator

**PAPI**

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

Legend: White Red

### Pulsating Visual Approach Slope Indicator

**PVASI**

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

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

### Tri-Color Visual Approach Slope Indicator

**TRCV**

- Above Glide Path
- On Glide Path
- Below Glide Path

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

### Alignment of Elements Systems

**APAP**

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

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

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<th>VHF FREQUENCY</th>
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**PREScott, az**
PESCOTT RGNL - ERNEST A LOVE FLD(PRC)

TAKEOFF MINIMUMS
DIVERSE VECTOR AREA
ALTERNATE MINIMUMS
LAHSO
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**PRICE, UT**
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TAKEOFF MINIMUMS
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K12
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

BATTLE MOUNTAIN, NV

BATTLE MOUNTAIN (BAM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5  26MAR20 (20086)  (FAA)

TAKEOFF MINIMUMS

Rwy 4, std. w/min. climb of 335' per NM to 6300 or 4800-3 for VCOA.
Rwy 13, std. w/min. climb of 350' per NM to 6500 or 4800-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 4, climb on heading 036° and BAM VORTAC R-036 outbound to 8200 before proceeding on course.
Rwy 13, climbing right turn heading 240° and BAM VORTAC R-210 outbound to 10000 before proceeding on course.
Rwy 22, climb direct BAM VOR and proceed on BAM R-210 outbound to 10100 before proceeding on course.
Rwy 31, climb on heading 306° and BAM VORTAC R-329 outbound to 9100 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 129' from DER, 18' right of centerline, up to 45' AGL/4570' MSL. Trees beginning 153' from DER, 55' left of centerline, up to 45' AGL/4570' MSL.
Rwy 13, vehicle on road 15' from DER, 171' right of centerline, 4558' MSL. Sign 19' from DER, 250' left of centerline, 4' AGL/4537' MSL.
Tre, vehicle on road beginning 42' from DER, 23' right of centerline, up to 55' AGL/4566' MSL. Trees beginning 116' from DER, 151' left of centerline, up to 45' AGL/4566' MSL.
Trees beginning 120' from DER, 47' right of centerline, up to 45' AGL/4570' MSL. Trees beginning 497' from DER, 127' left of centerline, up to 45' AGL/4570' MSL.
Trees beginning 731' from DER, 71' right of centerline, up to 45' AGL/4573' MSL. Trees beginning 956' from DER, 79' left of centerline, up to 45' AGL/4573' MSL. Trees 1493' from DER, 667' right of centerline, 45' AGL/4576' MSL.
Rwy 22, tree, NAVAID, wind indicator beginning 101' from DER, 13' right of centerline, up to 45' AGL/4570' MSL. Trees beginning 125' from DER, 133' left of centerline, up to 45' AGL/4570' MSL. Trees beginning 499' from DER, 60' left of centerline, up to 45' AGL/4573' MSL. Trees beginning 1270' from DER, 215' left of centerline, up to 45' AGL/4576' MSL. Trees beginning 1453' from DER, 487' left of centerline, 4540' MSL. Trees beginning 50' from DER, 80' right of centerline, up to 45' AGL/4573' MSL. Trees beginning 124' from DER, 46' left of centerline, up to 45' AGL/4573' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BEAVER, UT
BEAVER MUNI (U52)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 03JAN19 (19003) (FAA)
TAKEOFF MINIMUMS.
Rwys 7, 25, NA - Obstacles
Rwys 13, 31, 2600-2¾ for VCOA.
VCOA:
Rwys 13, 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Beaver Muni at or above 8300, then climb to 10100 on MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210K until established on MLF VORTAC R-102.
TAKEOFF OBSTACLE NOTES:
Rwy 13, vegetation 429' from DER, 46' right of centerline, 5877' MSL.
Tree 642' from DER, 49' right of centerline, 5886' MSL.
Terrain 1344' from DER, 802' right of centerline, 5899' MSL.
Terrain 1725' from DER, 938' left of centerline, 5909' MSL.
Terrain 1729' from DER, 762' right of centerline, 5913' MSL.
Terrain beginning 1854' from DER, 7' left of centerline, up to 5913' MSL.
Terrain 1857' from DER, 559' right of centerline, 5916' MSL.
Terrain beginning 1981' from DER, 209' left of centerline, up to 5922' MSL.
Terrain beginning 1984' from DER, 357' right of centerline, up to 5919' MSL.
Terrain beginning 2109' from DER, 412' left of centerline, up to 5929' MSL.
Terrain beginning 2112' from DER, 154' right of centerline, up to 5926' MSL.
Terrain 2240' from DER, 47' left of centerline, 5932' MSL.
Terrain 2366' from DER, 817' left of centerline, 5936' MSL.
Terrain 2367' from DER, 250' left of centerline, 5939' MSL.
Terrain beginning 2369' from DER, 316' right of centerline, up to 5932' MSL.
Terrain beginning 2494' from DER, 452' left of centerline, up to 5942' MSL.
Terrain beginning 2496' from DER, 114' right of centerline, up to 5939' MSL.
Terrain beginning 2623' from DER, 88' left of centerline, up to 5949' MSL.
Terrain beginning 2750' from DER, 291' left of centerline, up to 5955' MSL.
Terrain beginning 2753' from DER, 275' right of centerline, up to 5942' MSL.
Terrain beginning 2879' from DER, 493' left of centerline, up to 5962' MSL.
Terrain beginning 2881' from DER, 73' right of centerline, up to 5949' MSL.
Terrain beginning 3007' from DER, 129' left of centerline, up to 5965' MSL.
Terrain beginning 3135' from DER, 169' left of centerline, up to 5968' MSL.
Terrain beginning 3137' from DER, 235' right of centerline, up to 5952' MSL.
Terrain beginning 3265' from DER, 32' right of centerline, up to 5955' MSL.
Terrain 3268' from DER, 1166' right of centerline, 5959' MSL.
Terrain beginning 3394' from DER, 396' right of centerline, up to 5962' MSL.
Terrain beginning 3522' from DER, 194' right of centerline, up to 5965' MSL.
Terrain beginning 3650' from DER, 8' left of centerline, up to 5972' MSL.
Terrain beginning 3651' from DER, 558' right of centerline, up to 5968' MSL.
Terrain beginning 3779' from DER, 356' right of centerline, up to 5975' MSL.
Terrain beginning 3905' from DER, 413' left of centerline, up to 5975' MSL.
Terrain beginning 3906' from DER, 153' right of centerline, up to 5978' MSL.
Terrain 4033' from DER, 615' left of centerline, 5978' MSL.
Terrain beginning 4034' from DER, 48' left of centerline, up to 5981' MSL.
Terrain beginning 4035' from DER, 518' right of centerline, up to 5981' MSL.
Terrain beginning 4162' from DER, 251' left of centerline, up to 5985' MSL.
Terrain 4163' from DER, 315' right of centerline, 5985' MSL.
Terrain 4164' from DER, 882' right of centerline, 5988' MSL.
Terrain 4166' from DER, 1449' right of centerline, 6001' MSL.
Tree, terrain beginning 4272' from DER, 113' right of centerline, up to 6024' MSL.
Terrain 4417' from DER, 656' left of centerline, 5968' MSL.
Terrain beginning 4418' from DER, 89' left of centerline, up to 5991' MSL.
Terrain 4422' from DER, 1611' right of centerline, 6037' MSL.
Terrain beginning 4454' from DER, 274' right of centerline, up to 6039' MSL.
Terrain, tree beginning 4550' from DER, 72' right of centerline, up to 6050' MSL.
Tree, terrain beginning 4554' from DER, 130' left of centerline, up to 6016' MSL.
Terrain beginning 4675' from DER, 436' right of centerline, up to 6057' MSL.
Terrain 4806' from DER, 1003' right of centerline, 6060' MSL.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BEAVER, UT (CON’T)
BEAVER MUNI (U52) (CON’T)

Rwy 13 (CON’T), terrain beginning 4807’ from DER, 234’ right of centerline, up to 6083’ MSL.
Tree, terrain beginning 4892’ from DER, 332’ left of centerline, up to 6024’ MSL.
Tree, terrain beginning 4935’ from DER, 31’ right of centerline, up to 6093’ MSL.
Tree, terrain beginning 5122’ from DER, 170’ left of centerline, up to 6026’ MSL.
Terrain, tree beginning 5191’ from DER, 152’ right of centerline, up to 6100’ MSL.
Terrain, tree beginning 5444’ from DER, 9’ left of centerline, up to 6037’ MSL.
Terrain beginning 5828’ from DER, 49’ right of centerline, up to 6050’ MSL.
Terrain beginning 5961’ from DER, 111’ right of centerline, up to 6109’ MSL.
Terrain beginning 1 NM from DER, 273’ right of centerline, up to 6115’ MSL.
Terrain beginning 1 NM from DER, 71’ right of centerline, up to 6116’ MSL.
Tree, terrain beginning 1 NM from DER, 435’ right of centerline, up to 6117’ MSL.
Terrain beginning 1 NM from DER, 232’ right of centerline, up to 6126’ MSL.
Tree, terrain beginning 1.1 NM from DER, 30’ right of centerline, up to 6142’ MSL.
Terrain beginning 1.1 NM from DER, 10’ left of centerline, up to 6070’ MSL.
Terrain beginning 1.1 NM from DER, 151’ right of centerline, up to 6159’ MSL.
Terrain, tree beginning 1.2 NM from DER, 110’ right of centerline, up to 6182’ MSL.
Terrain beginning 1.3 NM from DER, 51’ left of centerline, up to 6090’ MSL.
 Terrain, tree beginning 1.3 NM from DER, 69’ right of centerline, up to 6214’ MSL.
Terrain beginning 1.3 NM from DER, 132’ left of centerline, up to 6119’ MSL.
Terrain, tree beginning 1.3 NM from DER, 29’ right of centerline, up to 6237’ MSL.
Terrain beginning 1.4 NM from DER, 190’ right of centerline, up to 6257’ MSL.
Terrain beginning 1.4 NM from DER, 11’ left of centerline, up to 6126’ MSL.
Terrain beginning 1.4 NM from DER, 150’ right of centerline, up to 6264’ MSL.
Terrain beginning 1.5 NM from DER, 109’ right of centerline, up to 6267’ MSL.
Terrain beginning 1.5 NM from DER, 52’ left of centerline, up to 6139’ MSL.
Terrain beginning 1.5 NM from DER, 271’ right of centerline, up to 6277’ MSL.
Terrain beginning 1.6 NM from DER, 93’ left of centerline, up to 6159’ MSL.
Terrain beginning 1.6 NM from DER, 295’ left of centerline, up to 6195’ MSL.
Terrain beginning 1.6 NM from DER, 27’ right of centerline, up to 6280’ MSL.
Terrain beginning 1.6 NM from DER, 134’ left of centerline, up to 6211’ MSL.
Terrain beginning 1.6 NM from DER, 2037’ left of centerline, up to 6254’ MSL.
Terrain beginning 1.7 NM from DER, 174’ left of centerline, up to 6270’ MSL.
Terrain beginning 1.7 NM from DER, 13’ left of centerline, up to 6296’ MSL.
Terrain beginning 1.7 NM from DER, 148’ right of centerline, up to 6296’ MSL.
Terrain beginning 1.8 NM from DER, 215’ left of centerline, up to 6313’ MSL.
Terrain beginning 1.8 NM from DER, 1552’ left of centerline, up to 6336’ MSL.
Terrain beginning 1.8 NM from DER, 1754’ right of centerline, up to 6359’ MSL.
Terrain beginning 1.8 NM from DER, 310’ right of centerline, up to 6333’ MSL.
Terrain beginning 1.8 NM from DER, 1390’ left of centerline, up to 6375’ MSL.
Terrain beginning 1.8 NM from DER, 1593’ left of centerline, up to 6395’ MSL.
Terrain beginning 1.8 NM from DER, 835’ right of centerline, up to 6359’ MSL.
Terrain beginning 1.8 NM from DER, 1795’ left of centerline, up to 6408’ MSL.
Terrain beginning 1.9 NM from DER, 1269’ left of centerline, up to 6421’ MSL.
Terrain beginning 2 NM from DER, 1310’ left of centerline, up to 6441’ MSL.
Terrain beginning 2 NM from DER, 664’ left of centerline, up to 6447’ MSL.

BLANDING, UT

BLANDING MUNI (BDG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  29DEC22  (22363) (FAA)

TAKEOFF MINIMUMS:
Rwy 35, 300-1 ½ w/min. climb of 290’ per NM to 6800, or 4700-5 for VCOA.

DEPARTURE PROCEDURE:
Rwy 17, climbing left turn heading 090° to intercept DVC R-223 to DVC VORTAC, continue climb to MEA of intended route.
Rwy 35, climbing right turn heading 035° to intercept DVC R-237 to DVC VORTAC, continue climb to MEA of intended route.
VCOA:

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

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

CON’T
BLANDING, UT (CON’T)

BLANDING MUNI (BDG) (CON’T)

Rwy 35, vegetation, fence beginning 148’ from DER, 247’ right of centerline, up to 5880’ MSL.
Vehicle on road 173’ from DER, 197’ left of centerline, 5879’ MSL.
Trees beginning 276’ from DER, 262’ right of centerline, up to 5883’ MSL.
Tree, terrain, vehicle on road beginning 432’ from DER, 16’ right of centerline, up to 5887’ MSL.
Vehicle on road 467’ from DER, 187’ left of centerline, 5880’ MSL.
Vehicle on road 516’ from DER, 37’ left of centerline, 5882’ MSL.
Terrain, vehicle on road beginning 670’ from DER, 194’ right of centerline, up to 5889’ MSL.
Vehicle on road, terrain beginning 622’ from DER, 363’ right of centerline, up to 5893’ MSL.
Tree 1382’ from DER, 822’ right of centerline, 5909’ MSL.
Tree 2261’ from DER, 1018’ right of centerline, 5928’ MSL.
Trees beginning 2447’ from DER, 1114’ right of centerline, up to 5942’ MSL.

POLE 3149’ from DER, 1300’ right of centerline, 30’ AGL/5956’ MSL.

Pole, building beginning 3242’ from DER, 836’ right of centerline, up to 46’ AGL/5971’ MSL.
Tree 3651’ from DER, 790’ left of centerline, 5971’ MSL.

Pole, tree beginning 3889’ from DER, 609’ left of centerline, up to 33’ AGL/5980’ MSL.

Pole beginning 3988’ from DER, 65’ right of centerline, up to 32’ AGL/5975’ MSL.

Windmill, pole beginning 4135’ from DER, 10’ left of centerline, up to 5986’ MSL.

Pole, tree beginning 4174’ from DER, 299’ left of centerline, up to 36’ AGL/5990’ MSL.

Pole 4199’ from DER, 1272’ right of centerline, 33’ AGL/5979’ MSL.

Pole 4426’ from DER, 1361’ right of centerline, 34’ AGL/5982’ MSL.

Pole 4467’ from DER, 619’ left of centerline, 29’ AGL/5992’ MSL.

Pole 4492’ from DER, 1264’ right of centerline, 34’ AGL/5984’ MSL.

Tree 4558’ from DER, 739’ left of centerline, 5998’ MSL.

Stadium, pole beginning 4594’ from DER, 323’ left of centerline, up to 6016’ MSL.

Pole beginning 4723’ from DER, 1256’ right of centerline, up to 32’ AGL/5988’ MSL.

Pole 5080’ from DER, 1356’ right of centerline, 32’ AGL/5996’ MSL.

Pole, tree beginning 5484’ from DER, 370’ left of centerline, up to 33’ AGL/6019’ MSL.

Pole beginning 5494’ from DER, 83’ left of centerline, up to 37’ AGL/6022’ MSL.

Tree 5561’ from DER, 349’ right of centerline, 6015’ MSL.

Tree, building beginning 5757’ from DER, 189’ left of centerline, up to 6026’ MSL.

Tree 1.1 NM from DER, 310’ left of centerline, 6042’ MSL.

Building 1.1 NM from DER, 1517’ right of centerline, 61’ AGL/6054’ MSL.

Tower, pole beginning 1.2 NM from DER, 389’ left of centerline, up to 65’ AGL/6090’ MSL.

Tower 1.3 NM from DER, 104’ right of centerline, 40’ AGL/6070’ MSL.

Tower 1.3 NM from DER, 665’ right of centerline, 66’ AGL/6092’ MSL.

Trees beginning 1.5 NM from DER, 0’ right of centerline, up to 6122’ MSL.

Tree 1.5 NM from DER, 159’ left of centerline, 6114’ MSL.

Tree 1.6 NM from DER, 406’ left of centerline, 6116’ MSL.

Trees beginning 1.6 NM from DER, 118’ left of centerline, up to 6130’ MSL.

Trees beginning 1.6 NM from DER, 45’ right of centerline, up to 6142’ MSL.

Trees beginning 1.6 NM from DER, 28’ right of centerline, up to 6145’ MSL.

Tree 1.9 NM from DER, 43’ right of centerline, 6175’ MSL.

Tree 2 NM from DER, 712’ left of centerline, 6182’ MSL.

Tree 2 NM from DER, 912’ right of centerline, 6189’ MSL.

BOULDER CITY, NV

BOULDER CITY MUNI (BVU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, NA – Obstacles.

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

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

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

DEPARTURE PROCEDURE:

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

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

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

Terrain, vegetation beginning 164’ from DER, 198’ left of centerline, up to 2155’ MSL.

Vegetation, terrain beginning 401’ from DER, 396’ left of centerline, up to 3’ AGL/2160’ MSL.

Buildings, tanks beginning 776’ from DER, 561’ left of centerline, up to 25’ AGL/2188’ MSL.

Building 1116’ from DER, 791’ left of centerline, 25’ AGL/2190’ MSL.

Tree 1235’ from DER, 593’ left of centerline, 33’ AGL/2198’ MSL.

Trees beginning 1319’ from DER, 348’ left of centerline, up to 32’ AGL/2200’ MSL.

Trees, buildings, pole beginning 1523’ from DER, 360’ left of centerline, up to 38’ AGL/2211’ MSL.

Trees beginning 1791’ from DER, 751’ left of centerline, up to 46’ AGL/2220’ MSL.

CON’T
BOULDER CITY, NV (CON’T)

BOULDER CITY MUNI (BVU) (CON’T)

Rwy 9 (CON’T), trees beginning 1956’ from DER, 294’ left of centerline, up to 48’ AGL/2221’ MSL.
Catenaries beginning 2205’ from DER, 1083’ left of centerline, up to 79’ AGL/2259’ MSL.
Catenaries, transmission lines beginning 3391’ from DER, 208’ left of centerline, up to 76’ AGL/2267’ MSL.
Transmission line, catenary beginning 3730’ from DER, 3’ right of centerline, up to 98’ AGL/2254’ MSL.
Tower 3984’ from DER, 227’ right of centerline, 118’ AGL/2275’ MSL.
Transmission line 3989’ from DER, 228’ right of centerline, 119’ AGL/2276’ MSL.
Tower 5076’ from DER, 1016’ left of centerline, 112’ AGL/2301’ MSL.
Tower 5545’ from DER, 1916’ left of centerline, 110’ AGL/2330’ MSL.

Rwy 15, terrain 3’ from DER, 395’ left of centerline, 2103’ MSL.
Terrain, vertical point beginning 3’ from DER, 112’ left of centerline, up to 2105’ MSL.

BRIGHAM CITY, UT

BRIGHAM CITY RGNL (BMC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 15JUN23 (23166) (FAA)

DEPARTURE PROCEDURE:
Use OGDEN DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 17, pole, vehicle on road beginning 265’ from DER, 559’ right of centerline, up to 33’ AGL/4259’ MSL.
Pole 1063’ from DER, 720’ right of centerline, 36’ AGL/4260’ MSL.
Poles beginning 1494’ from DER, 588’ right of centerline, up to 50’ AGL/4274’ MSL.
Pole 2216’ from DER, 1084’ right of centerline, 82’ AGL/4305’ MSL.

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

BRYCE CANYON, UT

BRYCE CANYON (BCE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10MAR11 (11069) (FAA)

DEPARTURE PROCEDURE:
Use BRYCE DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 16, standard w/min. climb of 285’ per NM to 1700, or 1700-3 for VCOA.
Rwy 34, standard w/min. climb of 500’ per NM to 5500, or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 16, climb on heading 164° and EED VORTAC R-331 to EED VORTAC.
Rwy 34, climb on heading 344° to 2200, then climbing right turn direct EED VORTAC. All aircraft climb in EED VORTAC holding pattern (E, right turns, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

VCOA:

Rwy 16, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing on heading 155 and EED VORTAC R-335 to EED VORTAC.
Rwy 34, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing on heading 155 and EED VORTAC R-335 to EED VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 16, grd 188’ from DER, 83’ left of centerline, 715’ MSL.
Bush 349’ from DER, 516’ right of centerline, 722’ MSL.
Grd 390’ from DER, 528’ left of centerline, 719’ MSL.
Grd beginning 484’ from DER, 481’ left of centerline, up to 723’ MSL.
Bush 532’ from DER, 642’ right of centerline, 727’ MSL.
Grd beginning 568’ from DER, 490’ left of centerline, up to 727’ MSL.
Bush 700’ from DER, 663’ right of centerline, 728’ MSL.
Grd 798’ from DER, 466’ left of centerline, 729’ MSL.
Bush, grd beginning 801’ from DER, 541’ left of centerline, up to 734’ MSL.
Tree, bush, grd beginning 910’ from DER, 557’ left of centerline, up to 745’ MSL.
Bush, grd beginning 1103’ from DER, from 204’ right to 1008’ left of centerline, up to 777’ MSL.
Grd, bush beginning 2134’ from DER, 731’ left of centerline, up to 778’ MSL.
Grd, bush beginning 2214’ from DER, 870’ left of centerline, up to 786’ MSL.
Grd beginning 2288’ from DER, 801’ left of centerline, up to 792’ MSL.
Grd, tree beginning 2328’ from DER, 724’ left of centerline, up to 797’ MSL.
Grd beginning 2811’ from DER, 1128’ left of centerline, up to 798’ MSL.

CON’T
BULLHEAD CITY, AZ (CON’T)
LAUGHLIN/BULLHEAD INTL (IFP) (CON’T)

Rwy 16 (CON’T), grd beginning 2915’ from DER, 1166’ left of centerline, up to 800’ MSL.
Grd beginning 3022’ from DER, 1185’ left of centerline, up to 804’ MSL.
Grd beginning 3123’ from DER, 1221’ left of centerline, up to 809’ MSL.
Grd beginning 3219’ from DER, 1257’ left of centerline, up to 814’ MSL.
Grd beginning 3325’ from DER, 1284’ left of centerline, up to 818’ MSL.
Grd beginning 3428’ from DER, 1210’ left of centerline, up to 821’ MSL.
Grd beginning 3528’ from DER, 1241’ left of centerline, up to 824’ MSL.
Grd, bush, tank beginning 3632’ from DER, 1157’ left of centerline, up to 825’ MSL.
Tank 4810’ from DER, 1528’ left of centerline, 848’ MSL.
Grd 5412’ from DER, 1872’ left of centerline, 852’ MSL.

CARSON CITY, NV
CARSON CITY (CXP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20NOV08 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 27, NA - Obstacles.

DEPARTURE PROCEDURE:
Rwy 9, use JIMP A DEPARTURE.

CASA GRANDE, AZ
CASA GRANDE MUNI (CGZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 06FEB14 (14037) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-1 or std. w. min. climb of 354’ per NM to 1700.
Rwy 20, std. w/min. climb of 290’ per NM to 7300 or 4200-3 for VCOA.
Rwy 26, std. w/min. climb of 255’ per NM to 7000 or 4200-3 for VCOA.

DEPARTURE PROCEDURE:
Rwys 2, 8, climbing left turn direct EHK VOR/DME, thence...

CEDAR CITY, UT
CEDAR CITY RGNL (CDC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 17AUG17 (17229) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 4200-3 for VCOA.
Rwy 20, std. w/min. climb of 290’ per NM to 7300 or 4200-3 for VCOA.
Rwy 26, std. w/min. climb of 255’ per NM to 7000 or 4200-3 for VCOA.

DEPARTURE PROCEDURE:
Rwys 2, 8, climbing left turn direct EHK VOR/DME, thence...

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

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**RW 2,** sign abeam DER, 313’ right of centerline, 3’ AGL/5604’ MSL.
Terrain and bush beginning 145’ from DER, 420’ right of centerline, up to 5608’ MSL.

**RW 8,** terrain 3’ from DER, 112’ right of centerline, 5622’ MSL.
Terrain 18’ from DER, 221’ right of centerline, 5623’ MSL.
Terrain beginning 30’ from DER, 178’ right of centerline, up to 5624’ MSL.
Terrain 122’ from DER, 473’ right of centerline, 5626’ MSL.
Bush 125’ from DER, 234’ left of centerline, 5628’ MSL.
Terrain 193’ from DER, 491’ right of centerline, 5627’ MSL.
Fence and vehicles on road beginning 638’ from DER, 33’ right of centerline, up to 10’ AGL/5639’ MSL.

**Vehicles on road 686’ from DER, 136’ right of centerline, 5640’ MSL.**

**Vehicles on road 701’ from DER, 242’ right of centerline, 5641’ MSL.**

**Transmission tower 2865’ from DER, 369’ right of centerline, 51’ AGL/5707’ MSL.**

**Transmission tower 2902’ from DER, 260’ right of centerline, 53’ AGL/5710’ MSL.**

**Pole and transmission towers beginning 2918’ from DER, 70’ right of centerline, up to 62’ AGL/5719’ MSL.**

**Transmission towers beginning 3004’ from DER, 39’ left of centerline, up to 49’ AGL/5705’ MSL.**

**Pole 3175’ from DER, 564’ left of centerline, 56’ AGL/5710’ MSL.**

**Runway light 10’ from DER, 54’ right of centerline, 2’ AGL/5579’ MSL.**

**Terrain 12’ from DER, 98’ right of centerline, 5579’ MSL.**

**Runway light and sign beginning 31’ from DER, 275’ left of centerline, up to 3’ AGL/5583’ MSL.**

**Pole 941’ from DER, 446’ right of centerline, 34’ AGL/5604’ MSL.**

**Pole 1066’ from DER, 363’ right of centerline, 38’ AGL/5608’ MSL.**

**Elevator and tank beginning 2081’ from DER, 1051’ left of centerline, up to 105’ AGL/5690’ MSL.**

**Tree 3789’ from DER, 1512’ left of centerline, 5692’ MSL.**

**Tree 4004’ from DER, 1526’ left of centerline, 5693’ MSL.**

**Tree 4265’ from DER, 1530’ left of centerline, 5718’ MSL.**

**Trees beginning 4278’ from DER, 1546’ left of centerline, up to 5721’ MSL.**

**Trees beginning 4526’ from DER, 1533’ left of centerline, up to 5733’ MSL.**

**Trees beginning 4858’ from DER, 1520’ left of centerline, up to 5737’ MSL.**

**Tree 5456’ from DER, 1835’ left of centerline, 5748’ MSL.**

**Building and tree beginning 5497’ from DER, 1518’ left of centerline, up to 21’ AGL/5759’ MSL.**

**Pole and tree beginning 5737’ from DER, 1543’ left of centerline, up to 20’ AGL/5769’ MSL.**

**Tree and pole beginning 5964’ from DER, 1545’ left of centerline, up to 20’ AGL/5779’ MSL.**

**Trees beginning 1 NM from DER, 1665’ left of centerline, up to 5783’ MSL.**

**Tree 1.2 NM from DER, 2080’ left of centerline, 5800’ MSL.**

**Trees beginning 1.2 NM from DER, 2049’ left of centerline, up to 5814’ MSL.**

**Trees beginning 1.3 NM from DER, 2107’ left of centerline, up to 5836’ MSL.**

**Trees beginning 1.3 NM from DER, 2244’ left of centerline, up to 5840’ MSL.**

**Trees beginning 1.3 NM from DER, 2048’ left of centerline, up to 5849’ MSL.**

**Trees beginning 1.3 NM from DER, 2283’ left of centerline, up to 5852’ MSL.**

**Trees beginning 1.4 NM from DER, 2301’ left of centerline, up to 5871’ MSL.**

**Tree 1.4 NM from DER, 2599’ left of centerline, 5874’ MSL.**

**Trees beginning 1.4 NM from DER, 2436’ left of centerline, up to 5895’ MSL.**

**Pole and tree beginning 1.6 NM from DER, 2822’ left of centerline, up to 50’ AGL/5944’ MSL.**

**Pole 2.3 NM from DER, 3922’ left of centerline, 34’ AGL/5962’ MSL.**

**RW 26,** sign 71’ from DER, 167’ right of centerline, 6’ AGL/5584’ MSL.

**Pole 1375’ from DER, 319’ left of centerline, 44’ AGL/5614’ MSL.**

CHANDLER, AZ

CHANDLER MUNI (CHD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18SEP14 (14261) (FAA)

DEPARTURE PROCEDURE:

**RWys 4L/R,** climbing left turn heading 220° to intercept TFD VORTAC R-350 southbound to TFD VORTAC.

**RWys 22L/R,** climbing left turn heading 190° to intercept TFD VORTAC R-350 southbound to TFD VORTAC.

TAKEOFF OBSTACLE NOTES:

**RW 4L,** antenna on building 69’ from DER, 515’ left of centerline, 25’ AGL/1281’ MSL.

**Tower 981’ from DER, 615’ left of centerline, 80’ AGL/1319’ MSL.**

**Trees and poles beginning 1100’ from DER, 458’ left of centerline, up to 30’ AGL/1272’ MSL.**

**RW 22L,** reversing course 3128’ from DER, 56’ left of centerline, up to 36’ AGL/1283’ MSL.

**RW 22L,** tree 336’ from DER, 511’ right of centerline, 15’ AGL/1250’ MSL.

**Tree 988’ from DER, 756’ left of centerline, 30’ AGL/1266’ MSL.**

**RW 22R,** building 30’ from DER, 441’ right of centerline, 24’ AGL/1254’ MSL.

**Vehicles beginning 199’ from DER, 271’ right of centerline, up to 15’ AGL/1246’ MSL.**

**Poles and trees beginning 471’ from DER, 45’ left of centerline, up to 36’ AGL/1290’ MSL.**

**Trees and poles beginning 1088’ from DER, 50’ right of centerline, up to 36’ AGL/1274’ MSL.**

CON’T

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

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

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

COLORADO CITY, AZ
COLORADO CITY MUNI (AZC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25JAN24 (24025) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, NA-Obstacles.

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

COTTONWOOD, AZ
COTTONWOOD (P52)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 26MAY16 (16147) (FAA)
DEPARTURE PROCEDURE:
Use MINGY DEPARTURE.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

DEPARTURE PROCEDURE:
Use DELTA DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 17, lighting beginning 41’ from DER, 76’ right of centerline, 3’ AGL/4754’ MSL.
Tree 609’ from DER, 596’ right of centerline, 4780’ MSL.
Vegetation 47’ from DER, 349’ left of centerline, 4763’ MSL.
Fence 76’ from DER, 390’ right of centerline, 10’ AGL/4769’ MSL.
Vehicles on road 177’ from DER, 477’ right of centerline, 4770’ MSL.
Vehicles on road 227’ from DER, 458’ right of centerline, 4771’ MSL.

DOUGLAS BISBEE, AZ
BISBEE- DOUGLAS INTL (DUG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 09FEB12 (12040) (FAA)
DEPARTURE PROCEDURE:
Rwys 8, 17, climbing right turn on heading 330° to intercept DUG VORTAC R-286 to 9500.
Rwy 26, climbing right turn to intercept DUG VORTAC R-286 to 9500.
Rwy 35, climbing left turn to intercept DUG VORTAC R-286 to 9600.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees and terrain beginning 145’ from DER, 51’ left of centerline, up to 8’ AGL/4220’ MSL.
Trees and terrain beginning 22’ from DER, 247’ right of centerline, up to 13’ AGL/4197’ MSL.
Rwy 17, trees and terrain beginning 91’ from DER, 76’ left of centerline, up to 5’ AGL/4118’ MSL.
Trees and terrain beginning 12’ from DER, 146’ right of centerline, up to 5’ AGL/4115’ MSL.
Rwy 26, tree and terrain beginning 16’ from DER, 233’ left of centerline, up to 5’ AGL/4167’ MSL.
Rwy 35, trees and terrain beginning 118’ from DER, 15’ left of centerline, up to 6’ AGL/4190’ MSL.
Tree and terrain beginning 75’ from DER, 100’ right of centerline, up to 11’ AGL/4200’ MSL.

TAKEOFF OBSTACLE NOTES:
Rwy 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Duchesne Mun Airport at or above 6800 then on MTU VOR/DME R-269 to MTU VOR/DME. Continue climb in MTU VOR/DME holding pattern (hold northeast, right turns, 213° inbound) to cross MTU VOR/DME at or above MEA for route of flight.
VCOA:
Rwy 35, vehicles on road beginning 315’ from DER, 95’ right of centerline, up to 15’ AGL/5844’ MSL.
Vehicles on road beginning 327’ from DER, 29’ left of centerline, up to 15’ AGL/5854’ MSL.
Equipment 415’ from DER, 515’ left of centerline, 17’ AGL/5856’ MSL.
Building 876’ from DER, 617’ left of centerline, 30’ AGL/5869’ MSL.
Pole 1048’ from DER, 682’ left of centerline, 40’ AGL/5889’ MSL.
ELKO, NV
ELKO RGNL (EKO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 26MAY16 (16147) (FAA)
TAKEOFF MINIMUMS:
Rwy 12, 30, NA-ATC.
Rwy 24, std. w/min. climb of 500’ per NM to 7200, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 6, climb heading 057° to 6500, then climbing right turn direct BQU VOR/DME, thence...
Rwy 24, climb heading 237° to 6100, then climbing left turn direct BQU VOR/DME, thence...
...Continue climb in BQU VOR/DME holding pattern (hold south, left turns, 340° inbound) to cross BQU VOR/DME at or above MEA/MCA for route of flight.

VCOA:
Rwy 6, 24, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Elko Rgnl airport at or above 7000, then proceed to BQU VOR/DME and continue climb in BQU VOR/DME holding pattern (hold south, left turns, 340° inbound) to cross BQU VOR/DME at or above MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:
Rwy 6, OL on ltd wsk 253’ from DER, 155’ right of centerline, 5095’ MSL.
Lt poles, beginning 277’ from DER, 332’ right of centerline, up to 5097’ MSL.
Trees, buildings, and ants on ol buildings, beginning 676’ from DER, 209’ right of centerline, up to 5111’ MSL.
Pole 765’ from DER, 422’ left of centerline, 5110’ MSL.
Ols on poles, beginning 903’ from DER, 435’ left of centerline, up to 5130’ MSL.
Trees, poles, and ols on poles, beginning 961’ from DER, 130’ left of centerline, up to 5207’ MSL.
Ant 3007’ from DER, 84’ right of centerline, 5165’ MSL.
Tree 3676’ from DER, 251’ right of centerline, 5191’ MSL.

Rwy 24, vehicles on road, beginning 672’ from DER, 315’ right of centerline, up to 5075’ MSL.
Poles, trees beginning 1179’ from DER, 171’ right of centerline, up to 36’ AGL/5100’ MSL.
Poles, beginning 1243’ from DER, 663’ left of centerline, up to 39’ AGL/5085’ MSL.
Signs, beginning 1566’ from DER, 714’ right of centerline, up to 5128’ MSL.
Signs, elevators, silos beginning 2155’ from DER, 437’ right of centerline, up to 44’ AGL/5132’ MSL.

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

ESCALANTE, UT
ESCALANTE MUNI (1L7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25JAN24 (24025) (FAA)
TAKEOFF MINIMUMS:
Rwy 31, NA-Terrain.

DEPARTURE PROCEDURE:
Use HASSL DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 13, light poles 10’ from DER, 19’ left of centerline, 4’ AGL/5721’ MSL.
Tree 32’ from DER, 353’ left of centerline, 5730’ MSL.
Trees beginning 67’ from DER, 198’ left of centerline, up to 15’ AGL/5734’ MSL.
Trees beginning 381’ from DER, 473’ left of centerline, up to 5735’ MSL.
Trees beginning 703’ from DER, 277’ left of centerline, up to 5744’ MSL.
Tree 796’ from DER, 481’ left of centerline, 5747’ MSL.
Trees beginning 811’ from DER, 336’ left of centerline, up to 5752’ MSL.
Trees beginning 881’ from DER, 441’ left of centerline, up to 5756’ MSL.
Trees beginning 966’ from DER, 361’ left of centerline, up to 5765’ MSL.
Tree, terrain beginning 1119’ from DER, 509’ left of centerline, up to 5772’ MSL.
Tree, vehicles on road beginning 1228’ from DER, 160’ left of centerline, up to 5774’ MSL.
Trees beginning 1332’ from DER, 402’ left of centerline, up to 5775’ MSL.
Transmission lines, trees, vehicle on road beginning 1439’ from DER, 208’ left of centerline, up to 5786’ MSL.

EUREKA, NV
EUREKA (05U)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22AUG13 (13234) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, NA-Terrain.

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

FALLON, NV
FALLON MUNI (FLX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 31, NA - Environmental
DEPARTURE PROCEDURE:
Rwy 3, climbing left turn, thence...
Rwy 21, climbing right turn, thence...
... to 9300 direct HZN VORTAC, continue climb in HZN VORTAC holding pattern (hold west, left turn 075° inbound) cross HZN VORTAC at or above 9300 before proceeding on course, continue climb to MEA or assigned altitude.
TAKEOFF OBSTACLE NOTES:
Rwy 3, sign, trees beginning 9' from DER, 37' left of centerline, up to 5' AGL/3966' MSL.
Tree 121' from DER, 173' right of centerline, 3966' MSL.
Traverse way beginning 134' from DER, 357' right of centerline, up to 3972' MSL.
Rwys 13, 31, NA - Environmental
DEPARTURE PROCEDURE:
Rwy 3, sign, trees beginning 9' from DER, 37' left of centerline, up to 5' AGL/3966' MSL.
Tree 121' from DER, 173' right of centerline, 3966' MSL.
Traverse way beginning 134' from DER, 357' right of centerline, up to 3972' MSL.
Tree 1068' from DER, 199' right of centerline, 38' AGL/3995' MSL.
Trees beginning 1086' from DER, 208' left of centerline, up to 4002' MSL.
Tree 1093' from DER, 193' right of centerline, 38' AGL/3992' MSL.
Trees, pole beginning 1214' from DER, 306' left of centerline, up to 61' AGL/4018' MSL.
Trees beginning 2148' from DER, 819' left of centerline, up to 4023' MSL.
Tree 2319' from DER, 763' left of centerline, 58' AGL/4024' MSL.

FALLON, NV
FALLON NAS (VAN VOORHIS FLD) (KNFL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, std. w/min. climb of 250' per NM to 6200, or 1800-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 4, climbing left turn to 9000 on DTA R-141 to DTA VORTAC, climb in DTA VORTAC holding pattern (South, left turns, 004° inbound) to cross DTA VORTAC at or above MEA for route of flight or for climb in visual conditions cross Fillmore Muni airport Northwest bound at or above 6600, then climb to 9600 on DTA R-146 to DTA VORTAC. Continue climb in DTA VORTAC holding pattern (South, left turns, 004° inbound) to cross DTA VORTAC at or above MEA for route of flight.
Rwy 22, climbing right turn to 9600 on DTA R-152 to DTA VORTAC, climb in DTA VORTAC holding pattern (South, left turns, 004° inbound) to cross DTA VORTAC at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 4, light 60' from DER, 393' left of centerline, 8' AGL/4987' MSL.
Windscoop 129' from DER, 301' left of centerline, 21' AGL/5000' MSL.
Rising terrain 132' from DER, 385' right of centerline, 4989' MSL.
Fence beginning 138' from DER, 174' right of centerline, up to 15' AGL/4996' MSL.
Buildings beginning 259' from DER, 455' right of centerline, up to 13' AGL/5012' MSL.
Beacon 311' from DER, 505' left of centerline, 52' AGL/5031' MSL.
Trees beginning 333' from DER, 242' left of centerline, up to 37' AGL/5034' MSL.
Vehicle on road beginning 472' from DER, 608' left to 1093' right of centerline, up to 35' AGL/5073' MSL.
Pole 488' from DER, 620' left of centerline, 38' AGL/5037' MSL.
Windmeter, 623' from DER, 342' left of centerline, 9' AGL/5008' MSL.
Building 873' from DER, 196' left of centerline, 17' AGL/5016' MSL.

FILLMORE, UT
FILLMORE MUNI (FOM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18NOV10 (10322) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. w/ min. climb of 250' per NM to 6200, or 1800-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 4, climbing left turn to 9600 on DTA R-141 to DTA VORTAC, climb in DTA VORTAC holding pattern (South, left turns, 004° inbound) to cross DTA VORTAC at or above MEA for route of flight or for climb in visual conditions cross Fillmore Muni airport Northwest bound at or above 6600, then climb to 9600 on DTA R-146 to DTA VORTAC. Continue climb in DTA VORTAC holding pattern (South, left turns, 004° inbound) to cross DTA VORTAC at or above MEA for route of flight.
Pole 1813' from DER, 798' left of centerline, 39' AGL/4013' MSL.
Tree 1896' from DER, 869' right of centerline, 76' AGL/4040' MSL.

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

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

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

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

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

GLENDALE, AZ
GLENDALE MUNI (GEU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24MAY18 (18144) (FAA)
DEPARTURE PROCEDURE:
Use DRAKE (RNAV) DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 1, light on blast fence 4’ from DER, 130’ left of centerline, up to 10’ AGL/1,088’ MSL.
Trees beginning 124’ from DER, left and right of centerline, up to 30’ AGL/1,104’ MSL.
Vehicles beginning 299’ from DER, 80’ right of centerline, up to 15’ AGL/1,091’ MSL.
Poles and trees beginning 400’ from DER, 197’ right of centerline, up to 75’ AGL/1,144’ MSL.
Rwy 19, trees beginning 281’ from DER, 331’ left of centerline, up to 33’ AGL/1,060’ MSL.
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 15JUN23 (23166) (FAA)
Rwy 1, heading as assigned by ATC; requires min. climb of 285’ per NM to 5700.
Rwy 19, heading as assigned by ATC.
GLOBE, AZ
SAN CARLOS APACHE (P13)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10APR08 (08101) (FAA)
DEPARTURE PROCEDURE:
Use IZTIR DEPARTURE.

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

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

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

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

GREEN RIVER, UT
GREEN RIVER MUNI (U34)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11JUL24 (24193) (FAA)
DEPARTURE PROCEDURE:
Rwys 13, 31, use ADIBE (RNAV) DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 13, vegetation, terrain beginning 10' from DER, 6' right of centerline, up to 2' AGL/4225' MSL.
Vehicles on road beginning 46' from DER, 327' right of centerline, up to 4241' MSL.
Rwy 31, fence, light poles, vegetation, terrain beginning 1' from DER, 27' left of centerline, up to 6' AGL/4243' MSL.
Light poles 9' from DER, 26' right of centerline, 1' AGL/4235' MSL.
Vegetation beginning 34' from DER, 29' right of centerline, up to 3' AGL/4238' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HAWTHORNE, NV
HAWTHORNE INDUSTRIAL (HTH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14SEP17 (17257)
TAKEOFF MINIMUMS:
Rwy 15, 33, NA – ATC.
Rwy 10, 28, 4200 - 3 for VCOA.
VCOA:
Rwy 10, 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hawthorne Industrial airport at or above 3300 then climb to 11500 on MVA R-251 to MVA VORTAC before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 10, ground beginning at DER, 53’ right of centerline, up to 4232’ MSL.
Ground 139’ from DER, 39’ right of centerline, 4234’ MSL.
Ground 145’ from DER, 387’ right of centerline, 4236’ MSL.
Bush 193’ from DER, 480’ right of centerline, 2’ AGL/4238’ MSL.
Bush 363’ from DER, 576’ right of centerline, 3’ AGL/4242’ MSL.
Terrain 557’ from DER, 555’ right of centerline, 1’ AGL/4245’ MSL.
Rwy 28, ground 1’ from DER, 388’ left of centerline, 4183’ MSL.
Bush 10’ from DER, 488’ left of centerline, 2’ AGL/4185’ MSL.

HILL AFB (KHIF)
OGDEN, UT
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
Diverse departures NA, use RADAR vectors or published Departure Procedures (DP) for obstacle avoidance.

HUNTINGTON, UT
HUNTINGTON MUNI (69V)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 19JUL18 (18200) (FAA)
TAKEOFF MINIMUMS:
Rwys 12, 18, 26, 30, 36, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 8, climbing left turn direct PUC VOR/DME...
...continue climb in PUC VOR/DME holding pattern (hold south, RT, 009° inbound) to MEA for direction of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 8, tree 2663’ from DER, 922’ left of centerline, 40’ AGL/5979’ MSL.
KANAB, UT
KANAB MUNI (KNB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 11FEB10 (10042) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, std. with min. climb of 742’ per NM to 6600, or 1100-3 with min. climb of 535’ per NM to 6900, or 2400-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 19, climb heading 171° to 6800 before turning.
Rwy 1, climb heading 006° to 6100 before turning, or for climb in visual conditions, cross Kanab Muni airport at or above 7100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, vent on building 554’ from DER, 370’ left of centerline, 16’ AGL/4884’ MSL.
Trees beginning 1138’ from DER, 302’ left of centerline, up to 100’ AGL/5939’ MSL.
Rising terrain and trees beginning 1.68 NM from DER, 247’ right of centerline, up to 100’ AGL/5239’ MSL.
Rising terrain and trees beginning 1.76 NM from DER, 766’ left of centerline, up to 100’ AGL/5599’ MSL.
Rising terrain beginning 3.5 NM from DER, left and right of centerline, up to 6359’ MSL.

KINGMAN, AZ
KINGMAN (IGM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 16JUL20 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 35, 2000-2 or std. w/min. climb of 275’ per NM to 5500.
Rwys 17, 21, NA.
DEPARTURE PROCEDURE:
Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).
TAKEOFF OBSTACLE NOTES:
Rwy 3, terrain and vegetation beginning 171’ from DER, 264’ right of centerline, up to 3402’ MSL.
Rwy 35, terrain beginning 32’ from DER, 172’ right of centerline, up to 3363’ MSL.
Fence 306’ from DER, 392’ right of centerline, 6’ AGL/3368’ MSL.
Traverse way 441’ from DER, 274’ right of centerline, up to 15’ AGL/3372’ MSL.

LAGUNA AAF (KLGF)
YUMA PROVING GROUND, AZ
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 05OCT23 (23278) (USA)
TAKEOFF MINIMUMS:
Rwy 6, std w/min climb of 284’ per NM to 2700.
Rwy 18, std w/min climb of 248’ per NM to 1200.
Rwy 36, 300-2 or std w/min climb of 222’ per NM to 1200.
DEPARTURE PROCEDURE:
Rwys 6, 18, 36, climbing right turn to 3600, intercept BZA VORTAC R-055 to BZA. Do not exceed 240K until intercepting BZA R-055.
Rwy 24, climb to 3600 direct to BZA VORTAC.
TAKEOFF OBSTACLE NOTES:
Rwy 6, terrain 0’ from DER, 500’ left of centerline 426’ MSL.
Berm 206’ from DER, 171’ left of centerline 441’ MSL.
Berm 273’ from DER, 137’ right of centerline 435’ MSL.
Berm 812’ from DER, 260’ left of centerline 459’ MSL.
Berm 871’ from DER, 130’ left of centerline, 447’ MSL.
Rwy 24, road 196’ from DER, 152’ left of centerline, 379’ MSL.
Rwy 36, terrain, vegetation, 1 NM from DER, 720’ right of centerline, 60’ AGL/579’ MSL.
Antenna 1.5 NM from DER, 55’ right of centerline, 90’ AGL/638’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LAKE HAVASU CITY, AZ
LAKE HAVASU CITY (HII)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 31MAY12 (12152) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, std. w/min. climb of 465' per NM to 4800, or 1500-3 for climb in visual conditions.
Rwy 32, 600-1½ w/min. climb of 429' per NM to 1100, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 14, climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, continue climb in EED VORTAC holding pattern (East, right turns, 257° inbound) to cross EED VORTAC at or above 6100 before proceeding on course or ...
Rwy 32, climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, continue climb in EED VORTAC holding pattern (East, right turns, 257° inbound) to cross EED VORTAC at or above 6100 before proceeding on course or ...
Rwys 14, 32, ... For climb in visual conditions: cross Lake Havasu City airport northwest bound at or above 2300, then Intercept EED VORTAC R-138 to EED VORTAC, continue climb in EED VORTAC holding pattern (East, right turns, 257° inbound) to cross EED VORTAC at or above 6100 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
Rwy 14, pole 3327' from DER, 46' right of centerline, 107' AGL/868' MSL.
Poles 3468' from DER, 195' left of centerline, up to 107' AGL/890' MSL.
Trees/bushes 976' from DER, 380' left of centerline, up to 46' AGL/829' MSL.
Terrain 143' from DER, 346' left of centerline, up to 804' MSL.
Rwy 32, trees 1544' from DER, 416' right of centerline, up to 44' AGL/793' MSL.

LAS VEGAS, NV
HARRY REID INTL (LAS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 17AUG17 (23138) (FAA)
TAKEOFF MINIMUMS:
Rwy 1L, 300-1 or std. w/min. climb of 269' per NM to 2300.
Rwy 19L, std. w/min. climb of 256' per NM to 3400.
Rwy 19R, std. w/min. climb of 242' per NM to 3400.
Rwy 26L, 300-2½ or std. w/min. climb of 214' per NM to 2400.
Rwy 26R, 400-2½ or std. w/min. climb of 270' per NM to 2400.

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

TAKEOFF OBSTACLE NOTES:
Rwy 1L, REIL 23' from DER, 153' left of centerline, 3' AGL/2090' MSL.
Sign 1037' from DER, 695' left of centerline, 41' AGL/2125' MSL.
Building 1556' from DER, 552' left of centerline, 2129' MSL.
Building 1779' from DER, 649' left of centerline, 2147' MSL.
Buildings beginning 1907' from DER, 186' left of centerline, up to 2150' MSL.
Buildings beginning 1977' from DER, 214' left of centerline, up to 2150' MSL.
Buildings beginning 2095' from DER, 275' left of centerline, up to 83' AGL/2153' MSL.
Buildings beginning 3953' from DER, 139' left of centerline, up to 162' AGL/2226' MSL.
Building 4126' from DER, 1090' left of centerline, 2229' MSL.
Building 4542' from DER, 1400' left of centerline, 183' AGL/2240' MSL.
Building 4604' from DER, 1367' left of centerline, 186' AGL/2243' MSL.
Rwy 1R, building 609' from DER, 538' right of centerline, 28' AGL/2095' MSL.
Sign 1336' from DER, 447' right of centerline, 60' AGL/2122' MSL.
Tree 758' from DER, 168' left of centerline, 2068' MSL.
Tree 767' from DER, 589' left of centerline, 2060' MSL.
Tree 850' from DER, 184' left of centerline, 2067' MSL.
Trees beginning 886' from DER, 371' right of centerline, up to 2074' MSL.
Rwy 8R, tower 1457' from DER, 848' right of centerline, 64' AGL/2097' MSL.
Rwy 9L, pole 744' from DER, 322' left of centerline, up to 2215' MSL.
Railroad 1043' from DER, 178' left of centerline, 2218' MSL.
Railroad, pole beginning 1122' from DER, 19' left of centerline, up to 2219' MSL.
Railroad 1166' from DER, 75' right of centerline, 2220' MSL.
Railroad 1219' from DER, 235' right of centerline, 2222' MSL.
Railroad 1230' from DER, 281' right of centerline, 2223' MSL.
Pole 1234' from DER, 178' left of centerline, 2221' MSL.
Railroad 1241' from DER, 351' right of centerline, 2224' MSL.
Railroad 1246' from DER, 489' right of centerline, 2225' MSL.
Railroad, pole beginning 1247' from DER, 11' right of centerline, up to 2226' MSL.
Poles, trees, vehicles on road, sign, parking lot beginning 1392' from DER, 115' right of centerline, up to 36' AGL/2238' MSL.
Tree, pole beginning 1410' from DER, 9' left of centerline, up to 2232' MSL.
Tree 1819' from DER, 124' left of centerline, 2236' MSL.

CON'T
Las Vegas, NV (Con’T)

HARRY REID INTL (LAS) (Con’T)

Rwy 19L (Con’T), pole, tree, vehicles on road beginning 1824’ from DER, 9’ right of centerline, up to 34’ AGL/2242’ MSL.
Pole 1933’ from DER, 823’ right of centerline, 34’ AGL/2243’ MSL.
Pole, tree beginning 1930’ from DER, 51’ right of centerline, up to 36’ AGL/2245’ MSL.
Pole, tree, parking lot beginning 2036’ from DER, 386’ right of centerline, up to 35’ AGL/2246’ MSL.
Pole, parking lot, tree, vehicles on road beginning 2133’ from DER, 183’ right of centerline, up to 36’ AGL/2247’ MSL.
Sign, tree, parking lot, vehicles on road, pole, building beginning 2179’ from DER, 27’ right of centerline, up to 2256’ MSL.
Pole 2229’ from DER, 578’ left of centerline, 2238’ MSL.
Poles beginning 2332’ from DER, 583’ left of centerline, up to 2340’ MSL.
Sign, tree, pole, building beginning 2381’ from DER, 53’ right of centerline, up to 41’ AGL/2257’ MSL.
Pole, building, tree, pole beginning 2466’ from DER, 591’ right of centerline, up to 38’ AGL/2258’ MSL.

Pole, building, tree, utility box beginning 2505’ from DER, 157’ right of centerline, up to 38’ AGL/2259’ MSL.
Pole, building beginning 2738’ from DER, 20’ left of centerline, up to 2251’ MSL.

Pole, building beginning 2739’ from DER, 1134’ right of centerline, up to 57’ AGL/2279’ MSL.

Pole, sign, vehicles on road, flag pole, fence beginning 592’ from DER, 277’ right of centerline, up to 37’ AGL/2234’ MSL.
Pole, building beginning 2822’ from DER, 1006’ right of centerline, up to 58’ AGL/2281’ MSL.
Poles, pole beginning 2911’ from DER, 665’ left of centerline, up to 59’ AGL/2318’ MSL.

Pole, pole, sign, vehicles on road, building, pole tree beginning 5596’ from DER, 1758’ left of centerline, up to 110’ AGL/2334’ MSL.

Communication tower 5717’ from DER, 781’ right of centerline, 80’ AGL/2327’ MSL.
Pole, building, pole beginning 2897’ from DER, 236’ right of centerline, 236’ AGL/2491’ MSL.
Poles, pole beginning 2936’ from DER, 241’ right of centerline, up to 241’ AGL/2494’ MSL.

Railroad, pole beginning 3418’ from DER, 884’ right of centerline, up to 61’ AGL/2284’ MSL.
Pole, building beginning 3515’ from DER, 424’ right of centerline, up to 59’ AGL/2298’ MSL.

Pole, pole beginning 3618’ from DER, 464’ right of centerline, up to 41’ AGL/2290’ MSL.
Pole, building, pole beginning 3718’ from DER, 494’ right of centerline, up to 41’ AGL/2250’ MSL.
Poles, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.

Pole, pole, building beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
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Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
Pole, building, pole beginning 3722’ from DER, 499’ right of centerline, up to 41’ AGL/2240’ MSL.
L18

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

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

Rwy 26L (CON’T), pole 3171’ from DER, 1091’ left of centerline, 34’ AGL/2243’ MSL.
Pole 3313’ from DER, 1200’ left of centerline, 35’ AGL/2246’ MSL.
Sign, T-L tower beginning 3672’ from DER, 145’ left of centerline, up to 2256’ MSL.
Pole, building beginning 4223’ from DER, 1389’ left of centerline, up to 2274’ MSL.
Building 4554’ from DER, 1593’ left of centerline, 2277’ MSL.
Building 4687’ from DER, 1685’ left of centerline, 53’ AGL/2279’ MSL.
Building 4719’ from DER, 1754’ left of centerline, 61’ AGL/2290’ MSL.
Building 4954’ from DER, 1694’ left of centerline, 61’ AGL/2291’ MSL.
Transmission tower 5469’ from DER, 1056’ left of centerline, 2297’ MSL.
Pole 5879’ from DER, 1519’ left of centerline, 2309’ MSL.
Pole 6019’ from DER, 2022’ right of centerline, 101’ AGL/2309’ MSL.
Pole 1 NM from DER, 1720’ left of centerline, 46’ AGL/2311’ MSL.
Pole 1 NM from DER, 1922’ left of centerline, 45’ AGL/2311’ MSL.
Tower 1.1 NM from DER, 1843’ left of centerline, 80’ AGL/2332’ MSL.
Pole 1.8 NM from DER, 1817’ left of centerline, 131’ AGL/2435’ MSL.

Rwy 26R, NAVAIIds, building beginning 533’ from DER, 367’ left of centerline, up to 14’ AGL/2206’ MSL.
NAVAIIds beginning 533’ from DER, on centerline, up to 5’ AGL/2195’ MSL.
Vehicles on road beginning 666’ from DER, crossing left and right of centerline, up to 2208’ MSL.
Pole 785’ from DER, 592’ left of centerline, 2218’ MSL.
Pole, tree beginning 786’ from DER, 8’ left of centerline, up to 2220’ MSL.
Trees beginning 821’ from DER, 49’ right of centerline, up to 25’ AGL/2214’ MSL.
Pole, sign, tree, building beginning 873’ from DER, 347’ left of centerline, up to 37’ AGL/2234’ MSL.
Trees beginning 952’ from DER, 48’ right of centerline, up to 2233’ MSL.
Pole, tree, railroad beginning 1093’ from DER, 531’ left of centerline, up to 38’ AGL/2237’ MSL.
Trees beginning 1559’ from DER, 555’ right of centerline, up to 2259’ MSL.
Tree, building, railroad beginning 1812’ from DER, 191’ left of centerline, up to 2246’ MSL.
Building 2501’ from DER, 881’ left of centerline, 2254’ MSL.
Poles beginning 3002’ from DER, 543’ left of centerline, up to 44’ AGL/2271’ MSL.
Poles beginning 3005’ from DER, 743’ left of centerline, up to 48’ AGL/2277’ MSL.
Sign 3339’ from DER, 278’ left of centerline, up to 2286’ MSL.
Communication tower 4521’ from DER, 704’ right of centerline, 2332’ MSL.
Sign 1.3 NM from DER, 2649’ left of centerline, 80’ AGL/2384’ MSL.
Pole 1.5 NM from DER, 2801’ left of centerline, 100’ AGL/2444’ MSL.
Pole 1.6 NM from DER, 2832’ left of centerline, up to 100’ AGL/2455’ MSL.
Pole, communication tower beginning 1.7 NM from DER, 2068’ left of centerline, up to 100’ AGL/2463’ MSL.
Pole 1.7 NM from DER, 2845’ left of centerline, 135’ AGL/2469’ MSL.
Transmission tower 2.1 NM from DER, 3453’ left of centerline, 134’ AGL/2490’ MSL.

LAS VEGAS, NV (CON’T)
HENDERSON EXEC (HND)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 22JUN17 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwys 17L/R, std. w/min. climb of 491’ per NM to 6000 or 2800-2¾ for VCOA.
Rwys 35L/R, std. w/min. climb of 312’ per NM to 4700 or 2800-2¾ for VCOA.

DEPARTURE PROCEDURE:

Rwys 17L/R, climbing right turn on LAS R-157 to LAS VORTAC before proceeding on course.
Rwys 35 L/R, climbing right turn on BLD R-257 to BLD VORTAC before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 17L, terrain beginning 2427’ from DER, 18’ left of centerline, 2552’ MSL.
Poles beginning 4256’ from DER, 678’ right of centerline, up to 2598’ MSL.
Rwy 17R, bush 134’ from DER, 314’ right of centerline, 2498’ MSL.
Fence 629’ from DER, 75’ right of centerline, 2510’ MSL.
Terrain 928’ from DER, 717’ left of centerline, 2552’ MSL.
Tank 1096’ from DER, 311’ right of centerline, 2533’ MSL.
Vehicles on road beginning 1149’ from DER, crossing centerline, up to 1159’ MSL.
Poles beginning 2756’ from DER, 400’ left to 698’ right of centerline, up to 2764’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LAS VEGAS, NV (CON’T)
NORTH LAS VEGAS (VGT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 08NOV18 (18312) (FAA)
DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 7, tower 1.1 NM from DER, 1044’ right of centerline, 252’ AGL/2348’ MSL.
Rwy 12R, multiple towers 1.0 NM from DER, 850’ right of centerline, up to 267’ AGL/2368’ MSL.
Tower 1.2 NM from DER, 1355’ right of centerline, 270’ AGL/2367’ MSL.
Power lines 1122’ from DER, 764’ right of centerline, traversing to the southeast out to 2345’ from DER, 510’ right of centerline, 106’ AGL/2344’ MSL.
Rwy 12L, light pole 254’ from DER, 462’ right of centerline, 36’ AGL/2159’ MSL.
Trucks on road 255’ from DER, 502’ right of centerline, 15’ AGL/2155’ MSL.
Power line 1289’ from DER, 663’ right of centerline traversing to the Northeast out to 1576’ from DER, 716’ left of centerline, up to 129’ AGL/2226’ MSL.
Multiple towers 5045’ from DER, 1551’ right of centerline, 267’ AGL/2366’ MSL.
Rwy 25, light pole, 196’ left of DER, 21’ right of centerline, 35’ AGL/2255’ MSL.
Rwy 30L, signs, building, light pole beginning 1692’ from DER, 236’ left of centerline, up to 49’ AGL/2271’ MSL.
Multiple trees beginning 1785’ from DER, 78’ right of centerline, up to 57’ AGL/2296’ MSL.
Tree, multiple towers/antennas beginning 2745’ from DER, 511’ left of centerline, up to 84’ AGL/2397’ MSL.
Rwy 30R, antenna tower 4639’ from DER, 1736’ left of centerline, 84’ AGL/2327’ MSL.
Anemometer 552’ from DER, 570’ left of centerline, 34’ AGL/2216’ MSL.
Vent on building 1632’ from DER, 566’ right of centerline, beginning 1692’ from DER, 236’ left of centerline, up to 49’ AGL/2271’ MSL.

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

LOVELOCK, NV
DERBY FLD (LOL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03JAN19 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, std. w/min. climb of 415’ per NM to 8200 or 3200-3 for climb in visual conditions.
Rwys 8, 20, std. w/min. climb of 340’ per NM to 8200 or 3200-3 for climb in visual conditions.
Rwy 26, std. w/min. climb of 400’ per NM to 8200 or 3200-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 2, climb to 6500 then climbing left turn direct LLC VORTAC, thence...
Rwys 8, 26, 26, climb to 5700 then climbing left turn direct LLC VORTAC, thence...
...Climb in LLC VORTAC holding pattern (north, left turn, 169° inbound) to depart LLC VORTAC at or above 8800, continue climb on course to MEA or assigned altitude.
VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Derby Fld airport at or above 7000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, vegetation 13’ from DER, 141’ right of centerline, 3908’ MSL.
Sign 17, from DER, 130’ left of centerline, 2’ AGL/3909’ MSL.
Vegetation 54’ from DER, 155’ right of centerline, 3909’ MSL.
Tree 80’ from DER, 347’ right of centerline, 3912’ MSL.
Rwy 8, vegetation beginning 56’ from DER, 172’ left of centerline, up to 3910’ MSL.
Vegetation 147’ from DER, 376’ left of centerline, 3911’ MSL.
Rwy 20, vegetation beginning 47’ from DER, 112’ left of centerline, up to 3910’ MSL.
Rwy 26, terrain 15’ from DER, 170’ right of centerline, 3905’ MSL.
Vegetation 67’ from DER, 239’ left of centerline, 3906’ MSL.
Tree 258’ from DER, 531’ left of centerline, 3917’ MSL.
LUKE AFB (KLUF)
GLENDALE, AZ
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 30NOV23 (23334) (USAF)
TAKEOFF MINIMUMS:
Rwys 3L/R, std w/min climb of 228'/NM to 9400.
DEPARTURE PROCEDURE:
Rwys 3L/R, climb hdg 033° to LUF 4 DME, then climbing left turn on a hdg between 323° CW to 003° from DER.
Expect RADAR vectors on course from Luke RAPCON.
Rwys 21L/R, climb hdg 213° to LUF 8 DME, then climb on a hdg between 183° CW to 225° from DER.
Expect RADAR vectors on course from Luke RAPCON.
TAKEOFF OBSTACLE NOTES:
Rwy 3L, taxing aircraft, 1421’ from DER, 609’ left of centerline, 19’ AGL/1123’ MSL.
Taxing aircraft, 1235’ from DER, 782’ left of centerline, 19’ AGL/1123’ MSL.
Rwy 21L, taxing aircraft, 1422’ from DER, 775’ left of centerline, 38’ AGL/1117’ MSL.

MANTY, UT
MANTI-EPIHRAM (41J)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22JUN17 (17173) (FAA)
DEPARTURE PROCEDURE:
Rwy 3, Use YMONT DEPARTURE.
Rwy 21, Use WUXOT DEPARTURE.

MARANA, AZ
MARANA RGNL(AVQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 22AUG13 (13234) (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 12, N/A-Obstacles
DEPARTURE PROCEDURE:
Rwy 21, climb to 6500 via heading 360° and TUS R-308 to TOTEC INT/TUS 57 DME, then as filed.
Rwy 30, climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.
TAKEOFF OBSTACLE NOTES:
Rwy 21, road 53’ from DER, 413’ left of centerline, 15’ AGL/2035’ MSL.
Tree 800’ from DER, 695’ left of centerline, 32’ AGL/2043’ MSL.
Multiple trees and poles beginning 518’ from DER, 190’ right of centerline, up to 38’ AGL/2049’ MSL.
Rwy 30, multiple trees beginning 148’ from DER, 275’ right of centerline, up to 19’ AGL/2020’ MSL.

MESA, AZ
FALCON FLD (FFZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 29JUL10 (21112) (FAA)
DEPARTURE PROCEDURE:
Use MESA DEPARTURE.
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 07JAN16 (16007) (FAA)
Rwy 4L, heading as assigned by ATC; requires minimum climb of 480’ per NM to 3800.
Rwy 4R, heading as assigned by ATC; requires minimum climb of 500’ per NM to 3700.
Rwys 22L/R, heading as assigned by ATC.

MESQUITE, NV
MESQUITE (67L)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13SEP18 (18256) (FAA)
TAKEOFF MINIMUMS:
Rwys 2, 300-2¼ or std. w/min. climb of 455’ per NM to 2300.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 018° to 2400 then climbing left turn direct MMM VORTAC, continue climb-in hold (hold S, left turn, 015° inbound) to 11000 before proceeding on course.
Rwy 20, climbing right turn direct MMM VORTAC, continue climb-in hold (hold S, left turn 015° inbound) to 11000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, terrain beginning 41’ from DER, 227’ left of centerline, up to 1992’ MSL.
Terrain beginning 83’ from DER, 456’ right of centerline, up to 2000’ MSL.
Fence, terrain beginning 190’ from DER, 211’ right of centerline, up to 3’ AGL/2005’ MSL.
Terrain beginning 197’ from DER, 213’ left of centerline, up to 2006’ MSL.
Terrain beginning 295’ from DER, 222’ right of centerline, up to 2006’ MSL.
Terrain beginning 365’ from DER, 225’ left of centerline, up to 2019’ MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MESQUITE, NV (CON’T)
MESQUITE (67L) (CON’T)

Rwy 2 (CON’T), fence beginning 491’ from DER, 238’ right of centerline, up to 3’ AGL/2014’ MSL.
Terrain 783’ from DER, 496’ left of centerline, 2026’ MSL.
Terrain beginning 846’ from DER, 254’ left of centerline, up to 2031’ MSL.
Terrain, fence beginning 971’ from DER, 272’ left of centerline, up to 2036’ MSL.
Terrain, fence beginning 1176’ from DER, 269’ left of centerline, up to 2038’ MSL.
Terrain beginning 1289’ from DER, 411’ left of centerline, up to 2043’ MSL.
Terrain beginning 1426’ from DER, 647’ left of centerline, up to 2048’ MSL.
Terrain beginning 2059’ from DER, 909’ left of centerline, up to 2059’ MSL.
Terrain 2860’ from DER, 1201’ left of centerline, 2065’ MSL.
Terrain beginning 3160’ from DER, 139’ right of centerline, up to 2098’ MSL.
Terrain beginning 3268’ from DER, 73’ right of centerline, up to 2119’ MSL.
Terrain beginning 3317’ from DER, 334’ left of centerline, up to 2084’ MSL.
Terrain beginning 3424’ from DER, 674’ right of centerline, up to 2139’ MSL.
Terrain aircraft departing DER, 459’ right of centerline, 2149’ MSL.
Terrain beginning 3434’ from DER, 109’ left of centerline, up to 2102’ MSL.
Terrain 3460’ from DER, 387’ right of centerline, 2152’ MSL.
Terrain, vegetation beginning 3484’ from DER, 10’ right of centerline, up to 2156’ MSL.
Terrain 3794’ from DER, 751’ left of centerline, 2110’ MSL.
Terrain beginning 3903’ from DER, 952’ left of centerline, up to 2122’ MSL.
Terrain, vegetation beginning 3911’ from DER, 119’ left of centerline, up to 2199’ MSL.
Terrain, vegetation beginning 4387’ from DER, 10’ left of centerline, up to 2204’ MSL.
Terrain 1.5 NM from DER, 2409’ left of centerline, 2216’ MSL.
Vegetation 1.5 NM from DER, 2758’ left of centerline, 2231’ MSL.
Terrain beginning 1.5 NM from DER, 2618’ left of centerline, up to 2257’ MSL.
Terrain beginning 1.5 NM from DER, 2769’ left of centerline, up to 2259’ MSL.
Terrain 1.7 NM from DER, 3138’ left of centerline, 2244’ MSL.
Rwy 20, lighting 1’ from DER, 46’ left of centerline, 2’ AGL/1876’ MSL.
Lighting 3’ from DER, 89’ right of centerline, 2’ AGL/1876’ MSL.
Traverse way 4’ from DER, 355’ right of centerline, 1878’ MSL.
Transmission line 453’ from DER, 308’ left of centerline, 70’ AGL/1888’ MSL.

MICHAEL AAF (KDPG),
DUGWAY PROVING GROUND, UT
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 23AUG12 (12236)

DEPARTURE PROCEDURES:
Rwy 12, climb heading 122° to 5700, then climbing right turn on a heading between 202° CW to 302° to 10,000 before proceeding on course.
Rwy 30, climbing left turn on a heading between 267° CW to 300° to 10,000 before proceeding on course.

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

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

MOAB, UT
CANYONLANDS RGNL (CNY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 03JAN19 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwys 15, 33, NA - Runway Surface.
Rwy 3, std. w/ min. climb of 405' per NM to 6100 or 5000-3 for VCOA.
Rwy 21, std. w/ min. climb of 456' per NM to 6100 or 5000-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 3, climbing left turn to 6700 on OAB R-298, thence...
Rwy 21, climbing right turn to 6700 on OAB R-298, thence...
...Climbing right turn to 10000 direct OAB VOR/DME. Continue climb in holding to 10000 at OAB VOR/DME (northwest, left turn, 118° inbound) before proceeding on course.
VCOA:
Rwys 3, 21, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Canyonlands Field at or above 9400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, terrain 46` from DER, 484` right of centerline, 4559` MSL.
Tree 63` from DER, 481` left of centerline, 4564` MSL.
Tree 86` from DER, 509` left of centerline, 4565` MSL.
Electrical system 135` from DER, 529` right of centerline, 34` AGL/4595` MSL.
Transmission line 1108` from DER, 589` right of centerline, 51` AGL/4596` MSL.
Transmission line 1786` from DER, 606` left of centerline, 50` AGL/4603` MSL.
Terrain 1.5 NM from DER, 1600` right of centerline, 4827` MSL.
Terrain 2.5 NM from DER, 1185` left of centerline, 4990` MSL.
Rwy 21, bush beginning 60` from DER, 79` left of centerline, up to 10` AGL/4581` MSL.
Bush beginning 132` from DER, 65` right of centerline, up to 10` AGL/4597` MSL.
Pole 1658` from DER, 128` left of centerline, 85` AGL/4625` MSL.
Pole 1710` from DER, 319` right of centerline, 4602` MSL.
Pole 1827` from DER, 831` right of centerline, 4623` MSL.
Bush 1.5 NM from DER, 2256` left of centerline, 10` AGL/4797` MSL.
Bush beginning 1.9 NM from DER, 3289` right of centerline, up to 4868` MSL.
Terrain 1.9 NM from DER, 2742` right of centerline, 4899` MSL.
Traverse way beginning 2 NM from DER, 297` left of centerline, up to 10` AGL/4984` MSL.
Trees beginning 2.1 NM from DER, 91` left of centerline, up to 10` AGL/5014` MSL.

MONTICELLO, UT
MONTICELLO (U64)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JUN23 (23166) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, std. w/min. climb of 240` per NM to 14700 or 4800-5 for VCOA.
Rwy 34, std. w/min. climb of 260` per NM to 14700 or 4800-5 for VCOA.
DEPARTURE PROCEDURE:
Rwy 16, climb on a heading between 002° CW to 166°.
Rwy 34, climb on a heading between 301° CW to 142°.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Monticello airport at or above 11600 before proceeding on course.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NELLIS AFB (KLSV)
LAS VEGAS, NV
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 10AUG23 (23222) (USAF)
TAKEOFF MINIMUMS:
Rwy 3L, 2700-3 SR-SS or std. w/min. climb of 304'/NM to 4000.
Rwy 3R, 2900-3 SR-SS or std. w/min. climb of 263'/NM to 5000.
Rwys 21L/R, 10100-3 SR-SS or std. w/min. climb of 380'/NM (Mil)/415'/NM (Civ) to 13,300.
DEPARTURE PROCEDURE:
Rwys 3L/R, climb hdg 040°, expect RADAR vectors passing 5400' MSL from RAPCON.
Rwys 21L/R, climb on hdg between 210° CW to 285° from DER.
TAKEOFF OBSTACLE NOTES:
Rwy 21L, trees 1387' from DER, 744' left of centerline, 49' AGL/1871' MSL.
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 3 10AUG23 (23222) (USAF)
Rwys 3L/R, NA-Terrain.
Rwys 21L/R, hdg as assigned by ATC; requires min. climb of 296'/NM (Mil)/314'/NM (Civ) until 12,000.

NEPHI, UT
NEPHI MUNI (U14)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
DEPARTURE PROCEDURE:
Use NEPHI DEPARTURE.

NOGALES, AZ
NOGALES INTL (OLS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 21MAR24 (24081) (FAA)
DEPARTURE PROCEDURE:
Use NOGALES DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 58' from DER, 455' left of centerline, 3963' MSL.
Tree 80' from DER, 174' right of centerline, 6'A&L/3958' MSL.
Trees beginning 97' from DER, 446' left of centerline, up to 15' AGL/3964' MSL.
Tree 252' from DER, 43' right of centerline, 5'A&L/3962' MSL.
Tree 261' from DER, 463' left of centerline, 3971' MSL.
Trees beginning 308' from DER, 37' right of centerline, up to 6' AGL/3964' MSL.
Trees, fence beginning 334' from DER, 136' left of centerline, up to 3987' MSL.
Trees beginning 368' from DER, 64' right of centerline, up to 3991' MSL.
Tree, terrain beginning 603' from DER, 546' right of centerline, up to 3993' MSL.
Trees, fence, terrain beginning 859' from DER, 13' left of centerline, up to 3995' MSL.
Trees, terrain beginning 833' from DER, 50' right of centerline, up to 4010' MSL.
Tree, terrain beginning 1179' from DER, 118' left of centerline, up to 5'A&L/3996' MSL.
Trees, terrain beginning 1199' from DER, 97' right of centerline, up to 4036' MSL.
Trees, terrain beginning 1241' from DER, 66' left of centerline, up to 4018' MSL.
Tree, terrain beginning 1412' from DER, 90' right of centerline, up to 4043' MSL.
Vehicles on road, terrain beginning 1624' from DER, 642' left of centerline, up to 4028' MSL.
Terrain beginning 1637' from DER, 2' right of centerline, up to 4052' MSL.
Trees, vehicles on road, terrain beginning 1688' from DER, 45' left of centerline, up to 4035' MSL.
Terrain beginning 1825' from DER, 38' right of centerline, up to 4067' MSL.
Pole, vehicles on road, trees beginning 1853' from DER, 475' left of centerline, up to 21'A&L/4043' MSL.
Terrain 2033' from DER, 186' left of centerline, 4047' MSL.
Trees, vehicles on road, terrain beginning 2041' from DER, 74' left of centerline, up to 7'A&L/4052' MSL.
Terrain 2221' from DER, 269' left of centerline, 4055' MSL.
Trees, vehicles on road, terrain beginning 2253' from DER, 170' left of centerline, up to 18'A&L/4080' MSL.
Terrain beginning 2354' from DER, 20' right of centerline, up to 4068' MSL.
Trees, vegetation, vehicles on road, pole, terrain beginning 2491' from DER, 55' left of centerline, up to 14'A&L/4093' MSL.
Terrain beginning 2539' from DER, 125' right of centerline, up to 4087' MSL.
Vehicles on road 2657' from DER, 32' left of centerline, 15'A&L/4095' MSL.
Vehicles on road, trees, terrain beginning 2672' from DER, 6' left of centerline, up to 15'A&L/4096' MSL.
Vehicles on road, terrain beginning 2688' from DER, 2' right of centerline, up to 15'A&L/4096' MSL.
Terrain, vehicles on road beginning 2768' from DER, 98' right of centerline, up to 4112' MSL.
Vehicles on road 2987' from DER, 530' right of centerline, 4117' MSL.
Vehicles on road 2995' from DER, 635' right of centerline, 4121' MSL.
Vehicles on road, terrain beginning 3009' from DER, 489' right of centerline, up to 4123' MSL.
Vehicles on road, terrain beginning 3351' from DER, 12' right of centerline, up to 4130' MSL.
Vehicles on road, terrain beginning 3449' from DER, 633' right of centerline, up to 4143' MSL.
Vehicles on road 3499' from DER, 1364' right of centerline, 4149' MSL.
Vehicles on road, terrain, vegetation beginning 3570' from DER, 101' right of centerline, up to 4155' MSL.
Terrain beginning 3581' from DER, 42' left of centerline, up to 4112' MSL.
Terrain beginning 4127' from DER, 627' right of centerline, up to 4156' MSL.
CONT
NOGALES, AZ (CON’T)

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

Rwy 4 (CON’T), tree, terrain beginning 4143’ from DER, 768’ right of centerline, up to 4180’ MSL.
Trees, terrain beginning 4262’ from DER, 426’ right of centerline, up to 4184’ MSL.
Trees, terrain beginning 4495’ from DER, 709’ right of centerline, up to 4210’ MSL.
Terrain beginning 4627’ from DER, 1171’ right of centerline, up to 4217’ MSL.
Trees, terrain beginning 4737’ from DER, 216’ right of centerline, up to 4223’ MSL.
Tree, terrain beginning 5806’ from DER, 343’ right of centerline, up to 4241’ MSL.
Trees, terrain beginning 5953’ from DER, 409’ right of centerline, up to 4254’ MSL.
Trees, terrain beginning 1.1 NM from DER, 433’ left of centerline, up to 4151’ MSL.
Trees, pole, terrain beginning 1.2 NM from DER, 75’ left of centerline, up to 16’ AGL/4221’ MSL.
Trees, vegetation, terrain beginning 1.3 NM from DER, 84’ left of centerline, up to 4254’ MSL.
Trees, terrain beginning 1.4 NM from DER, 25’ left of centerline, up to 11’ AGL/4283’ MSL.
Trees, terrain beginning 1.4 NM from DER, 140’ right of centerline, up to 4326’ MSL.
Tree, terrain beginning 1.5 NM from DER, 79’ right of centerline, up to 11’ AGL/4327’ MSL.
Tree, terrain beginning 1.7 NM from DER, 639’ right of centerline, up to 4345’ MSL.
Tree, terrain beginning 1.8 NM from DER, 172’ right of centerline, up to 4367’ MSL.
Tree, terrain beginning 1.9 NM from DER, 628’ right of centerline, up to 4384’ MSL.
Terrain, vehicles on road, trees beginning 2 NM from DER, 395’ right of centerline, up to 4406’ MSL.
Terrain 2.1 NM from DER, 616’ left of centerline, 4299’ MSL.
Terrain, vehicles on road, trees beginning 2.2 NM from DER, 1859’ right of centerline, 234’ left of centerline, up to 4451’ MSL.
Terrain, trees, pole beginning 2.3 NM from DER, 835’ right of centerline, up to 14’ AGL/4535’ MSL.

OGDEN, UT

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

USE EMONT DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicle on road beginning 195’ from DER, 267’ right of centerline, up to 17’ AGL/4426’ MSL.
Pole 241’ from DER, 535’ left of centerline, 3847’ MSL.
Pole 348’ from DER, 582’ right of centerline, 41’ AGL/4451’ MSL.
Trees, building beginning 375’ from DER, 62’ left of centerline, up to 4451’ MSL.
Tree, pole beginning 430’ from DER, 502’ right of centerline, up to 17’ AGL/3851’ MSL.
Tree 48’ from DER, 504’ right of centerline, 3845’ MSL.
Tree, vegetation beginning 45’ from DER, 201’ left of centerline, up to 17’ AGL/3851’ MSL.
Tree 2.3 NM from DER, 3969’ left of centerline, 11’ AGL/4219’ MSL.

OWYHEE, NV

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17JUN21 (23054) (FAA)

TAKEOFF MINIMUMS:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 5, fence 11’ from DER, 440’ right of centerline, 4’ AGL/5367’ MSL.
Fence beginning 94’ from DER, 319’ left of centerline, up to 7’ AGL/5372’ MSL.
Rwy 23, fence 17’ from DER, 319’ right of centerline, 7’ AGL/5380’ MSL.
Fence beginning 91’ from DER, 399’ left of centerline, up to 6’ AGL/5382’ MSL.
Fence 119’ from DER, 319’ right of centerline, 5381’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PAGE, AZ
PAGE MUNI (PGA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 21JUL16 (16203) (FAA)
TAKEOFF MINIMUMS:
Rwys 7, 25, NA – obstacles.
Rwy 15, std. w/min. climb of 285’ per NM to 6500, or 3100-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 33, Climb heading 336° to 6000, then climbing left turn direct PGA VOR/DME, thence...
Rwy 15, Climb heading 156° to 6200, then climbing right turn direct PGA VOR/DME, thence...
...cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold nw, right turns 147° Inbound) to cross PGA VOR/DME at or above MEA/MCA for direction of flight.
VCOA:
Rwy 15, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Page Muni airport at or above 7300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 15, rising terrain 192’ from DER, 272’ right of centerline, 4323’ MSL.

PANGUITCH, UT
PANGUITCH MUNI (U55)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02JUN11 (11153) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, std. w/min. climb of 350’ per NM to 9200 or 2200-3 for climb in visual conditions.
Rwy 36, std. w/min. climb of 450’ per NM to 9500 or 2200-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 185° to 9200 then left turn to intercept BCE VORTAC R-274, continue climb to 12000 to BCE VORTAC, or for climb in visual conditions: cross Panguitch Muni Airport southeast bound at or above 8800’ MSL then via BCE R-320 to BCE VORTAC thence ...
Rwy 36, climb heading 005° to 9500 then left turn to intercept BCE VORTAC R-323 (V257), continue climb to 12000 to BCE VORTAC, or for climb in visual conditions: cross Panguitch Muni Airport southeast bound at or above 8800’ MSL then via BCE R-320 to BCE VORTAC thence...
...continue climb in BCE VORTAC holding pattern (hold southwest, right turn, 045° inbound) to cross BCE VORTAC at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 36, terrain 64’ from DER, 426’ right of centerline, 6775’ MSL.
Terrain 426’ from DER, 565’ right of centerline, 6779’ MSL.
Rwy 18, terrain beginning 114’ from DER, 306’ left of centerline, 6758’ MSL.
Terrain 26’ from DER, 229’ left of centerline 6756’ MSL.
Terrain 388’ from DER, 91’ left of centerline 6766’ MSL.
Terrain 316’ from DER, 321’ left of centerline 6766’ MSL.

PARKER, AZ
AVI SUQUILLA (P20)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05OCT23 (23278) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, std w/min climb of 275’/NM to 2700, or 1800-3 for VCOA.
Rwy 20, std w/min climb of 243’/NM to 2700, or 1800-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 2, climb on heading 016° to 1400 then climbing right turn direct PKE VORTAC.
Rwy 20, climb heading 196° to 1500 then climbing left turn direct PKE VORTAC.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Avi Suquilla airport southwest bound at or above 2100 before proceeding direct PKE VORTAC.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 94’ from DER, 214’ right of centerline, up to 20’ AGL/463’ MSL.
Tree 477’ from DER, 307’ right of centerline, 20’ AGL/480’ MSL.
Rwy 20, trees beginning 1’ from DER, 178’ right of centerline, up to 20’ AGL/463’ MSL.
Tree 50’ from DER, 274’ left of centerline, 20’ AGL/460’ MSL.
Tree 161’ from DER, 47’ left of centerline, 20’ AGL/463’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PAYSON, AZ

PAYSON (PAN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 360' per NM to 9300, or 2500-3 for climb in visual conditions.

Rwy 24, std. w/min. climb of 375' per NM to 9300, or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 197' from DER, 118' right of centerline, up to 12' AGL/5170' MSL.

Bush 83' from DER, 99' right of centerline, up to 3' AGL/5161' MSL.

Rwy 24, bush 15' from DER, 133' right of centerline, 6' AGL/5148' MSL.

Tree 320' from DER, 183' right of centerline, 12' AGL/5154' MSL.

Fence 85' from DER, 84' left of centerline, 9' AGL/5147' MSL.

PHOENIX, AZ

PHOENIX DEER VALLEY (DVT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 23FEB23 (23054) (FAA)

DEPARTURE PROCEDURE:

Use DEER VALLEY DEPARTURE.

TAKEOFF OBSTACLE NOTES:

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

Vertical point 33' from DER, 125' left of centerline, up to 3' AGL/1479' MSL.

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

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

Tree 665' from DER, 53' left of centerline, 1498' MSL.

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

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

Tree 3574' from DER, 38' left of centerline, 1569' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

Tree, vegetation beginning 1.5 NM from DER, 1971' left of centerline, up to 1810' MSL.

Terrain 1.5 NM from DER, 2961' left of centerline, 1621' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Pole, vegetation, tree beginning 1031' from DER, 384' right of centerline, up to 28' AGL/1536' MSL.

Pole 1137' from DER, 548' left of centerline, 43' AGL/1530' MSL.

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

Tree, vegetation beginning 1845' from DER, 878' right of centerline, up to 1558' MSL.

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

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

Tree, vegetation beginning 1953' from DER, 660' left of centerline, up to 12' AGL/1554' MSL.

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

CON’T
PHOENIX, AZ (CON’T)

PHOENIX DEER VALLEY (DVT) (CON’T)

Rwy 7R (CON’T), terrain, vegetation, tree beginning 2043’ from DER, 422’ left of centerline, up to 1587’ MSL.
Pole, terrain beginning 2136’ from DER, 796’ left of centerline, up to 30’ AGL/1645’ MSL.
Antenna 2165’ from DER, 821’ left of centerline, 21’ AGL/1657’ MSL.
Pole, tree, terrain, vegetation beginning 2166’ from DER, 504’ left of centerline, up to 38’ AGL/1660’ MSL.
Tree 1.1 NM from DER, 2239’ right of centerline, 1662’ MSL.
Tree, pole, transmission line, traverse way beginning 1.1 NM from DER, 2058’ right of centerline, up to 1706’ MSL.
Tree 1.2 NM from DER, 2336’ right of centerline, 1720’ MSL.
Tree, terrain beginning 1.2 NM from DER, 2417’ right of centerline, up to 1725’ MSL.
Tree 1.2 NM from DER, 2497’ left of centerline, 1669’ MSL.
Tree 1.2 NM from DER, 2389’ left of centerline, 1675’ MSL.
Vegetation beginning 1.2 NM from DER, 2441’ left of centerline, up to 1733’ MSL.
Tree, vegetation beginning 1.3 nm from DER, 2409’ left of centerline, up to 1764’ MSL.
Tree, terrain beginning 1.3 NM from DER, 2435’ left of centerline, up to 1827’ MSL.
Vegetation, tree, terrain beginning 1.3 NM from DER, 2757’ left of centerline, 1706’ MSL, 2757’ MSL.

Rwy 25L, tree, fence beginning 19’ from DER, 498’ right of centerline, up to 1455’ MSL.
Tree 37’ from DER, 505’ left of centerline, 1461’ MSL.
Tree, building beginning 195’ from DER, 505’ left of centerline, up to 31’ AGL/1465’ MSL.
Tree, building beginning 304’ from DER, 506’ right of centerline, up to 1469’ MSL.
Tree 421’ from DER, 498’ right of centerline, 1470’ MSL.
Tree, building, antenna, pole beginning 542’ from DER, 502’ right of centerline, up to 39’ AGL/1475’ MSL.
Tree, building, pole beginning 630’ from DER, 505’ left of centerline, up to 1467’ MSL.
Pole 1070’ from DER, 375’ left of centerline, 1468’ MSL.
Poles beginning 1077’ from DER, 374’ left of centerline, up to 39’ AGL/1470’ MSL.
Pole 1126’ from DER, 498’ right of centerline, 44’ AGL/1474’ MSL.
Pole, vegetation beginning 1183’ from DER, 495’ left of centerline, up to 41’ AGL/1471’ MSL.
Signs beginning 1234’ from DER, 356’ left of centerline, up to 48’ AGL/1478’ MSL.

Rwy 25R, lighting 30’ from DER, 114’ left of centerline, 3’ AGL/1456’ MSL.
Lighting, general utility beginning 30’ from DER, 112’ right of centerline, up to 2’ AGL/1456’ MSL.
General utility 31’ from DER, 112’ left of centerline, 4’ AGL/1457’ MSL.
Tree 1139’ from DER, 798’ right of centerline, 1490’ MSL.
Terrain 1.3 NM from DER, 2396’ left of centerline, 1686’ MSL.
Vegetation, tree beginning 1.3 NM from DER, 2270’ right of centerline, up to 1697’ MSL.
Tree, pole, traverse way beginning 1.3 NM from DER, 1847’ right of centerline, up to 30’ AGL/1713’ MSL.
Antenna 1.3 NM from DER, 2640’ right of centerline, 57’ AGL/1732’ MSL.
Tower, tree, pole, vegetation beginning 1.4 NM from DER, 2749’ right of centerline, up to 66’ AGL/1769’ MSL.
Tree 1.6 NM from DER, 3023’ right of centerline, 25’ AGL/1700’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 13NOV14 (14317) (FAA)

Rwy 25L, 25R, heading as assigned by ATC; requires minimum climb of 370’ per NM to 4600.

PHOENIX SKY HARBOR INTL (PHX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, 600-2½ or std. w/min. climb of 326’ per NM to 1900.

DEPARTURE PROCEDURE:

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

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 7R, transmission tower and power lines, 3201’ from DER, 1122’ right of centerline, up to 131’ AGL/1260’ MSL.

Rwy 8, multiple light poles, beginning 2539’ from DER, 900’ left of centerline, up to 62’ AGL/1234’ MSL.

Light pole, 1639’ from DER, 793’ left of centerline, 46’ AGL/1177’ MSL.

Rwy 25L, multiple light poles, beginning 681’ from DER, 521’ left of centerline, up to 63’ AGL/1166’ MSL.

Sign, 902’ from DER, 711’ left of centerline, 64’ AGL/1170’ MSL.

Multiple light poles, beginning 1519’ from DER, 535’ left of centerline, up to 99’ AGL/1201’ MSL.

Multiple light poles, beginning 1919’ from DER, 598’ left of centerline, up to 90’ AGL/1192’ MSL.

Fence, 176’ from DER, 547’ left of centerline, 11’ AGL/1120’ MSL.

Tree, 315’ from DER, 499’ left of centerline, 11’ AGL/1120’ MSL.

Tree, 763’ from DER, 642’ left of centerline, 24’ AGL/1135’ MSL.

Pole, 1959’ from DER, 923’ left of centerline, 59’ AGL/1163’ MSL.

Pole, 2312’ from DER, 318’ left of centerline, 65’ AGL/1169’ MSL.

Pole, 2305’ from DER, 578’ left of centerline, 67’ AGL/1170’ MSL.

Pole, 78’ from DER, 456’ right of centerline, 32’ AGL/1142’ MSL.

Pole, 82’ from DER, 64’ right of centerline, 18’ AGL/1127’ MSL.

Tree, 118’ from DER, 294’ right of centerline, 22’ AGL/1133’ MSL.

Tree, 239’ from DER, 214’ right of centerline, 22’ AGL/1133’ MSL.

Tree, 414’ from DER, 522’ right of centerline, 24’ AGL/1135’ MSL.

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

PHOENIX, AZ (CON’T)

PHOENIX SKY HARBOR INTL (PHX) (CON’T)

Rwy 26 (CON’T), sign, 520’ from DER, 16’ AGL/1125’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 13NOV14 (14317) (FAA)

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

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

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

Rwy 26, heading as assigned by ATC; requires minimum climb of 300’ per NM to 6000.

PHOENIX-MESA GATEWAY (IWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24MAY18 (18144) (FAA)

DEPARTURE PROCEDURE:

Use PHOENIX DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 30L/C/R, trees beginning 351’ from DER, 351’ left of centerline, up to 20’ AGL/1,359’ MSL.

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

PRESCOTT, AZ

PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 20JUN19 (21224) (FAA)

DEPARTURE PROCEDURE:

Use PRESCOTT DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 3L, lighting 8’ from DER, 19’ right of centerline, 1’ AGL/4939’ MSL.

Rwy 21L, lighting, fence beginning 30’ from DER, 336’ left of centerline, up to 7’ AGL/5042’ MSL.

Rwy 21R, sign, terrain beginning 11’ from DER, 82’ left of centerline, up to 2’ AGL/4977’ MSL.

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

PRESCOTT, AZ (CON’T)
PRESCOTT RGNL - ERNEST A LOVE FLD (PRC) (CON’T)
- **Rwy 21L (CON’T)**, trees, road, pole, fence, electrical system, building, lighting, antenna beginning 971’ from DER, 2’ right of centerline, up to 70’ AGL/5117’ MSL.
- Trees beginning 1779’ from DER, 108’ left of centerline, up to 71’ AGL/5116’ MSL.
- **Rwy 30**, buildings, sign, poles beginning 28’ from DER, 127’ left of centerline, up to 25’ AGL/5041’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG-A 20JUN19 (19171) (FAA)
- Rwys 3L/R, heading as assigned by ATC.
- Rwy 12, heading as assigned by ATC; requires min. climb of 370’ per NM to 7700.
- Rwys 21L/R, heading as assigned by ATC; requires min. climb of 390’ per NM to 8300.
- **Rwy 30**, heading as assigned by ATC.

PRICE, UT
CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 05MAR15 (21280) (FAA)
- TAKEOFF MINIMUMS:
  - Rwy 1, std. w/min. climb of 400’ per NM to 6800 or 3300-3 for climb in visual conditions.
  - Rwy 8, NA-Obstacles.
  - Rwy 33, std. w/min. climb of 370’ per NM to 6700 or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
- **Rwy 1**, climb to 6400 then climbing right turn on a heading between 144° CW to 187°, maintain 210 KIAS until completion of turn, thence...
- **Rwy 15**, climb on a heading between 129° CW to 196°, thence...
- **Rwy 19**, climb on a heading between 195° CCW to 128°, thence...
- **Rwy 26**, climb on a heading between 179° CCW to 127°, thence...
- **Rwy 33**, climb to 6300 then climbing left turn on a heading between 178° CCW to 148°, thence...
- Continue climb to assigned altitude for direction of flight.

VCOA:
- Rwy 1, 33, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Carbon County Rgnl/Buck Davis Fld airport at or above 9100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
- **Rwy 1**, multiple trees and poles beginning 164’ from DER, left and right of centerline, up to 64’ AGL/6207’ MSL.

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

RENO, NV
RENO/STEAD (RTS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 02JUL09 (09183) (FAA)
- TAKEOFF MINIMUMS:
  - CAT A, B only, CAT C, D NA.
  - Rwys 8, 14, 1300-2 or std. with a min. climb of 400’ per NM to 6500.
  - Rwy 26, 1900-2 or std. with a min. climb of 410’ per NM to 7200.
  - Rwys 32, 2300-2 or std. with a min. climb of 420’ per NM to 7200.

DEPARTURE PROCEDURE:
- Rwys 8, 32, climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC.
- **Rwy 14**, left turn climb direct FMG VORTAC.
- **Rwy 26**, climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC.
- All aircraft climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CW R-170 at or above 10000; R-171 CW R-195 at or above 10500; R-196 CW R-259 at or above 12000.
TRAVEL MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

**Rwy 17R**, lighting 10’ from DER, 85’ left of centerline, 1’ AGL/4415’ MSL.
Lighting 10’ from DER, 85’ right of centerline, 1’ AGL/4415’ MSL.
Tree 746’ from DER, 379’ left of centerline, 4435’ MSL.
Trees beginning 1156’ from DER, 772’ left of centerline, up to 4456’ MSL.
Tree 1306’ from DER, 840’ left of centerline, 4457’ MSL.
Trees beginning 1409’ from DER, 818’ left of centerline, up to 4466’ MSL.
Trees beginning 1593’ from DER, 658’ left of centerline, up to 4474’ MSL.
Tree 1873’ from DER, 936’ left of centerline, 4475’ MSL.
Tree 2164’ from DER, 653’ left of centerline, 4478’ MSL.
Trees beginning 2783’ from DER, 172’ right of centerline, up to 4501’ MSL.
Tree 3135’ from DER, 990’ right of centerline, 4507’ MSL.
Trees 3285’ from DER, 504’ right of centerline, 4510’ MSL.

**Rwy 26**, lighting 9’ from DER, 54’ left of centerline, 1’ AGL/4410’ MSL.
Lighting 10’ from DER, 54’ right of centerline, 1’ AGL/4410’ MSL.
Tree 119’ from DER, 464’ left of centerline, 32’ AGL/4440’ MSL.
Pole, transmission line, fence beginning 142’ from DER, 270’ right of centerline, up to 30’ AGL/4438’ MSL.
Pole 499’ from DER, 466’ left of centerline, 39’ AGL/4452’ MSL.
Pole 1274’ from DER, 469’ left of centerline, 39’ AGL/4458’ MSL.
Pole 1369’ from DER, 387’ right of centerline, 27’ AGL/4447’ MSL.
Sign 1501’ from DER, 206’ right of centerline, 30’ AGL/4448’ MSL.
Trees beginning 1618’ from DER, 42’ right of centerline, 4473’ MSL.
Signs, trees beginning 1656’ from DER, 66’ left of centerline, up to 59’ AGL/4482’ MSL.
Tree 1663’ from DER, 15’ right of centerline, 4475’ MSL.
Trees beginning 1664’ from DER, 16’ right of centerline, up to 4484’ MSL.
Tree 1878’ from DER, 28’ left of centerline, 4483’ MSL.
Trees beginning 1913’ from DER, 162’ left of centerline, up to 4484’ MSL.
Trees beginning 1916’ from DER, 20’ left of centerline, up to 4487’ MSL.
Trees beginning 2053’ from DER, 25’ left of centerline, up to 4497’ MSL.
Trees beginning 2098 from DER, 206’ right of centerline, 4490’ MSL.
Trees beginning 2102’ from DER, 12’ right of centerline, up to 4493’ MSL.
Trees beginning 2255’ from DER, 45’ right of centerline, up to 4500’ MSL.
Trees beginning 2268’ from DER, 5’ left of centerline, up to 4506’ MSL.
Pole, tree beginning 2635’ from DER, 114’ right of centerline, up to 100’ AGL/4527’ MSL.
Antenna 3413’ from DER, 298’ left of centerline, 80’ AGL/4514’ MSL.

**Rwy 35L**, lighting 10’ from DER, 85’ left of centerline, 2’ AGL/4416’ MSL.
Lighting 10’ from DER, 86’ right of centerline, 2’ AGL/4416’ MSL.
Sign 40’ from DER, 437’ right of centerline, 4’ AGL/4417’ MSL.
Lighting 999’ from DER, on centerline, 22’ AGL/4440’ MSL.
Antenna 1029’ from DER, 49’ left of centerline, 22’ AGL/4441’ MSL.
Antenna 1029’ from DER, 49’ right of centerline, 23’ AGL/4441’ MSL.
Pole 1117’ from DER, 629’ right of centerline, 32’ AGL/4451’ MSL.
Tree 1193’ from DER, 400’ left of centerline, 4454’ MSL.
Trees beginning 1216’ from DER, 227’ left of centerline, up to 4476’ MSL.
Tree 1229’ from DER, 349’ right of centerline, 4458’ MSL.
Trees beginning 1267’ from DER, 207’ right of centerline, up to 4465’ MSL.
Tree 1974’ from DER, 898’ right of centerline, 4469’ MSL.
Tree 2326’ from DER, 828’ right of centerline, 4473’ MSL.
Tree 2350’ from DER, 885’ right of centerline, 4474’ MSL.
Trees beginning 2489’ from DER, 178’ right of centerline, up to 4493’ MSL.

CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
RENO, NV (CON’T)
RENO/TAHOE INTL (RNO) (CON’T)

- **Rwy 35L (CON’T)**, trees, poles beginning 2528’ from DER, 16’ right of centerline, up to 4498’ MSL.
- Trees beginning 2789’ from DER, 69’ left of centerline, up to 4490’ MSL.
- Trees beginning 2877’ from DER, 292’ left of centerline, up to 4492’ MSL.

- **Rwy 35R**, sign 40’ from DER, 262’ left of centerline, 4’ AGL/4417’ MSL.
- Building 87’ from DER, 272’ right of centerline, 7’ AGL/4420’ MSL.
- Lighting 999’ from DER, 699’ left of centerline, 22’ AGL/4440’ MSL.
- Antennas beginning 1028’ from DER, 649’ left of centerline, up to 22’ AGL/4441’ MSL.
- Poles beginning 1066’ from DER, 165’ right of centerline, up to 40’ AGL/4458’ MSL.
- Pole 1176’ from DER, 272’ right of centerline, 7’ AGL/4420’ MSL.
- Tree 1229’ from DER, 349’ left of centerline, 32’ AGL/4451’ MSL.
- Tree 1267’ from DER, 492’ left of centerline, 4458’ MSL.
- Trees beginning 1711’ from DER, 255’ right of centerline, up to 4466’ MSL.
- Tree 1973’ from DER, 198’ right of centerline, 4469’ MSL.
- Trees beginning 1991’ from DER, 186’ right of centerline, up to 4491’ MSL.
- Trees, pole beginning 2489’ from DER, 361’ right of centerline, up to 4493’ MSL.
- Tree 2505’ from DER, 520’ left of centerline, 4480’ MSL.
- Trees, pole beginning 2528’ from DER, 201’ left of centerline, up to 4496’ MSL.
- Pole 2815’ from DER, 531’ right of centerline, 4497’ MSL.

RICHFIELD, UT
RICHFIELD MUNI (RIF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  05JUN08  (08157)  (FAA)

- Departure Procedure:
  - Rwy 1, use RICHFIELD (RNAV) DEPARTURE.
  - Rwy 19, use HAMET (RNAV) DEPARTURE.

ROOSEVELT, UT
ROOSEVELT MUNI (74V)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  10NOV16  (16315)  (FAA)

- Takeoff Minimums:
  - Rwy 7, std.
  - Rwy 25, std. w/min. climb of 300’ per NM to 6100 or 1300-3 for VCOA.

- Departure Procedure:
  - Rwy 7, turn right.
  - Rwy 25, turn left.

- All aircraft, climb direct MTU VOR/DME. Aircraft departing MTU VOR/DME R-040 CW R-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VOR/DME; R-151 CW R-290 at or above 8000; R-281 CW R-039 at or above 10000. Then climb on course.

- VCOA:
  - Rwy 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Roosevelt Muni airport southbound at or above 6300 on MTU R-010 to MTU VOR/DME, continue climb in hold (NE, right turns, 213° inbound) to MEA for direction of flight.

- Takeoff Obstacle Notes:
  - Rwy 7, NAV/38’ from DER, 110’ left of centerline, 5’ AGL/5111’ MSL.
  - Vehicles on road beginning 76’ from DER, 250’ left of centerline, up to 15’ AGL/5122’ MSL.
  - Rwy 25, NAV/39’ from DER, 112’ left of centerline, 2’ AGL/5177’ MSL.
  - Tree 95’ from DER, 384’ left of centerline, 9’ AGL/5179’ MSL.
  - Trees beginning 180’ from DER, 403’ left and right of centerline, up to 22’ AGL/5192’ MSL.
  - Tree, building, vehicle on road, pole beginning 5668’ from DER, 1461’ right of centerline, up to 45’ AGL/5345’ MSL.
  - Trees, poles, buildings, vehicle on road beginning 1 NM from DER, 1031’ right of centerline, up to 100’ AGL/5410’ MSL.
  - Tree, vehicle on road, terrain beginning 1.2 NM from DER, 1904’ right of centerline, up to 16’ AGL/5416’ MSL.
  - Poles, trees, vehicle on road beginning 1.5 NM from DER, 1915’ right of centerline, up to 56’ AGL/5426’ MSL.
  - Trees beginning 1.5 NM from DER, 1553’ right of centerline, up to 55’ AGL/5485’ MSL.
  - Trees beginning 1.8 NM from DER, 1871’ right of centerline, up to 53’ AGL/5493’ MSL.
  - Tree 1.9 NM from DER, 1897’ right of centerline, 20’ AGL/5483’ MSL.

SAFFORD, AZ
SAFFORD RGNL/1LT DUANE SPALSBURY FLD (SAD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  29JUL10  (24137)  (FAA)

- Takeoff Minimums:
  - Rwys 8, 26, NA - Airspace.

- Departure Procedure:
  - Rwys 12, 30, use SAFFORD RNAV DEPARTURE.

SW-4, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

ST. JOHNS, AZ
ST JOHNS INDUSTRIAL AIR PARK (SJN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 10NOV16 (23110) (FAA)
TAKEOFF MINIMUMS:
Rwy 21, 700-2½ or std. w/min. climb of 378’ per NM to 6600.
DEPARTURE PROCEDURE:
Rwys 3, 32, climbing right turn.
Rwys 14, 21, climbing left turn.
All aircraft, climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW to R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.
TAKEOFF OBSTACLE NOTES:
Rwy 3, sign 15’ from DER, 125’ left of centerline, 3’ AGL/5736’ MSL.
Rwy 14, vehicle on road 1’ from DER, 113’ right of centerline, up to 15’ AGL/5750’ MSL.
Tree, fence, post, obstruction light on building, land on building and transmission line tower beginning 27’ from DER, 94’ left of centerline, up to 5780’ MSL.
Airport beacon lighted, tower, pole, windsock, building, obstruction light on building, light pole, transmission light tower and tree, beginning 58’ from DER, 88’ right of centerline, up to 57’ AGL/5793’ MSL.
Vehicle on road 67’ from DER, crossing centerline, 15’ AGL/5752’ MSL.
Trees and poles beginning 515’ from DER, 73’ left of centerline, up to 76’ AGL/5784’ MSL.
Vehicle on road 559’ from DER, crossing centerline, 15’ AGL/5762’ MSL.
Rwy 32, vehicle on road and generator utility beginning 34’ from DER, 3’ right of centerline, up to 15’ AGL/5745’ MSL.
Generator utility 40’ from DER, 79’ left of centerline, 10’ AGL/5736’ MSL.
Vehicle on road 102’ from DER, crossing centerline, 15’ AGL/5741’ MSL.
Buildings beginning 201’ from DER, 327’ left of centerline up to 5743’ MSL.
Pole 307’ from DER, 570’ left of centerline, up to 30’ AGL/5757’ MSL.
Rwy 21, tree and fence 15’ from DER, 248’ left of centerline, 5767’ MSL.
Trees and buildings beginning 23’ from DER, 276’ right of centerline, up to 5798’ MSL.
Trees beginning 92’ from DER, 27’ left of centerline, up to 5778’ MSL.
Fence beginning 208’ from DER, crossing centerline, up to 5738’ MSL.
Vehicles on road 265’ from DER, crossing centerline, 15’ AGL/5756’ MSL.
Trees, buildings, signs and poles beginning 285’ from DER, 2’ right of centerline, up to 5781’ MSL.
Trees, buildings, signs and poles beginning 597’ from DER, 3’ left of centerline, up to 5780’ MSL.
Trees, buildings and poles beginning 806’ from DER, 10’ right of centerline, up to 5833’ MSL.
Trees, buildings and poles beginning 867’ from DER, 3’ left of centerline, up to 5788’ MSL.
Trees beginning 1257’ from DER, 20’ left of centerline, up to 5816’ MSL.
Buildings, poles and trees beginning 3704’ from DER, 662’ right of centerline, up to 5914’ MSL.
Poles beginning 3491’ from DER, 1293’ left of centerline, up to 5872’ MSL.
Communications tower 2.2 NM from DER, 1415’ left of centerline, 199’ AGL/6356’ MSL.
Pole 2.2 NM from DER, 1467’ left of centerline, 31’ AGL/6133’ MSL.

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

SW-4, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SALT LAKE CITY, UT
SALT LAKE CITY INTL (SLC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 11A 17AUG17 (17229) (FAA)
TAKEOFF MINIMUMS:
Rwy 32, 400-1 or std. w/ min. climb of 498’ per NM to 4700.

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

TAKEOFF OBSTACLE NOTES:
Rwy 14, antenna 1349’ from DER, 544’ left of centerline, 42’ AGL/4263’ MSL.
Rwy 16L, vehicle on road 124’ from DER, 14’ right of centerline, 15’ AGL/4239’ MSL.
Light pole 988’ from DER, 726’ right of centerline, 34’ AGL/4254’ MSL.
Pole 1024’ from DER, 689’ right of centerline, 34’ AGL/4254’ MSL.
Rwy 17, vehicles on road beginning 335’ from DER, on centerline, up to 17’ AGL/4241’ MSL.
Rwy 32, ATC tower 5,266’ from DER, 1767 left of centerline, 335’ AGL/4549’ MSL.
Cone 5196’ from DER, 1630’ left of centerline, 240’ AGL/4463’ MSL.
Flag on OL 5,153’ from DER, 1619’ left of centerline, 249’ AGL/4463’ MSL.
Aircraft beginning 969’ from DER, 722’ left of centerline, up to 79’ AGL/4306’ MSL.
Rwy 34R, post 13’ from DER, 349’ right of centerline, 3’ AGL/4227’ MSL.
Rwy 35, post 56’ from DER, 249’ left of centerline, 2’ AGL/4220’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 14SEP17 (17257)
Rwys 14, 16L/R, 17, 34L/R, 35, heading as assigned by ATC.

SOUTH VALLEY RGNL (U42)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 01FEB18 (18032) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, std. w/ min. climb of 300’ per NM to 10700.
Rwy 34, std. w/ min. climb of 330’ per NM to 9000.

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

TAKEOFF OBSTACLE NOTES:
Rwy 16, NAVAID abeam DER, 99’ right of centerline, 4602’ MSL.
Terrain, sign beginning 34’ from DER, 207’ right of centerline, up to 4606’ MSL.
Vehicle on road 83’ from DER, 252’ left of centerline, 4611’ MSL.
Vehicle on road 171’ from DER, 132’ left of centerline, 4614’ MSL.
Pole 551’ from DER, 631’ right of centerline, 15’ AGL/4626’ MSL.
Vehicle on road, vegetation beginning 672’ from DER, 490’ right of centerline, up to 4629’ MSL.
Pole 1000’ from DER, 638’ right of centerline, 4638’ MSL.
Pole 1008’ from DER, 466’ right of centerline, 31’ AGL/4640’ MSL.
Pole beginning 1092’ from DER, 687’ right of centerline, up to 31’ AGL/4644’ MSL.
Rwy 34, NAVAID 10’ from DER, 96’ left of centerline, 4606’ MSL.
NAVAID 10’ from DER, 94’ right of centerline, 4604’ MSL.
Terrain 58’ from DER, 424’ left of centerline, 4608’ MSL.
SCOTTSDALE, AZ
SCOTTSDALE (SDL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9 24MAY18 (18144) (FAA)
DEPARTURE PROCEDURE: Use MARICOPA DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 3, multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1,554 MSL.
Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1,561' MSL.
Dike beginning 1,066' from DER, 316' left of centerline, 38' AGL/1,548' MSL.
Day marker on dike, 1,230' from DER, 5' left of centerline, 39' AGL/1,549' MSL.
Tree 765' from DER, 115' left of centerline, 44' AGL/1,552' MSL.
Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1,511' MSL.
Light standard 1,013' from DER, 430' right of centerline, 44' AGL/1,552' MSL.
Rwy 21, trees 1,072' from DER, 426' right of centerline, 53' AGL/1,497' MSL.
Building 316' from DER, 537' right of centerline, 23' AGL/1,467' MSL.
Tree 2,087' from DER, 418' left of centerline, 61' AGL/1,505' MSL.
Tree 1,432' from DER, 438' right of centerline, 38' AGL/1,482' MSL.
Tire 2,234' from DER, 559' left of centerline, 58' AGL/1,502' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 13NOV14 (14317) (FAA)
Rwy 3, heading as assigned by ATC; requires minimum climb of 445' per NM to 4600.
Rwy 21, heading as assigned by ATC; do not exceed 210 KTS until established on assigned heading.

SEDONA, AZ
SEDONA (SEZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15JUN23 (23166) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwy 21, use BYTER (RNAV) DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 21, trees, terrain, light poles, vegetation and fence beginning from DER, 94' left of centerline, up to 12' AGL/4758' MSL.
Light poles 9' from DER, 93' right of centerline, 4738' MSL.
Vegetation 16' from DER, 173' right of centerline, 4738' MSL.
Vegetation, trees, fence beginning 19' from DER, 144' left of centerline, up to 4760' MSL.
Pole and vegetation beginning 31' from DER, 130' right of centerline, up to 21' AGL/4743' MSL.

SHOW LOW, AZ
SHOW LOW RGNL (SOW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 19JUL18 (22139) (FAA)
DEPARTURE PROCEDURE:
Rwy 4, climbing left turn heading 360° to 7800 before proceeding on course.
Rwy 7, climbing left turn heading 360° to 8100 before proceeding on course.
Rwy 22, climbing right turn heading 255° to 7700 before proceeding on course.
Rwy 25, climbing on heading 246° to 7600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, sign, building, fence, pole beginning 44' from DER, 183' right of centerline, up to 6' AGL/6406' MSL.
Tree 88' from DER, 488' left of centerline, 6411' MSL.
Trees beginning 185' from DER, 428' left of centerline, up to 6417' MSL.
Pole 240' from DER, 222' right of centerline, 16' AGL/6411' MSL.
Rwy 7, general utility 39' from DER, 92' right of centerline, 19' AGL/6402' MSL.
General utility 40' from DER, 88' left of centerline, 20' AGL/6402' MSL.
Rwy 22, tree 94' from DER, 197' left of centerline, 6424' MSL.
Trees beginning 133' from DER, 87' right of centerline, up to 6420' MSL.
Pole 397' from DER, 141' left of centerline, 23' AGL/6426' MSL.
Pole 469' from DER, 166' left of centerline, 27' AGL/6430' MSL.
Building 677' from DER, 423' left of centerline, 24' AGL/6433' MSL.
Elevator, tank, pole beginning 1191' from DER, 5' left of centerline, up to 63' AGL/6496' MSL.
Rwy 25, pole 10' from DER, 29' right of centerline, 18' AGL/6401' MSL.
Pole 640' from DER, 310' right of centerline, 6418' MSL.
Pole 644' from DER, 307' right of centerline, 37' AGL/6419' MSL.
Pole beginning 764' from DER, 677' left of centerline, up to 53' AGL/6437' MSL.
Pole, catenary beginning 726' from DER, 3' left of centerline, up to 54' AGL/6438' MSL.
Pole 760' from DER, 158' right of centerline, 47' AGL/6430' MSL.
Pole 763' from DER, 159' right of centerline, 49' AGL/6432' MSL.
Pole, catenary beginning 764' from DER, 77' right of centerline, up to 54' AGL/6437' MSL.
Pole beginning 842' from DER, 317' right of centerline, up to 57' AGL/6438' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SILVER SPRINGS, NV
SILVER SPRINGS (SPZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 04NOV21 (21308) (FAA)
TAKEOFF MINIMUMS:
Rwy 24, 2900-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 056° to intercept HZN R-220 to 8000. Continue climb in HZN VORTAC holding pattern (hold northeast, rt, 211° inbound) to cross HZN VORTAC at or above MEA for route of flight.
VCOA:
Rwy 24, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Silver Springs airport at or above 7000, then proceed on HZN VORTAC R-220 to 8000 to HZN VORTAC.
TAKEOFF OBSTACLE NOTES:
Rwy 6, windsock, sign beginning 29' from DER, 204' left of centerline, up to 23' AGL/4235' MSL.
Rwy 24, terrain 52' from DER, 495' right of centerline, 4267' MSL.
Pole, transmission line beginning 2258' from DER, 938' right of centerline, up to 33' AGL/4324' MSL.
Transmission line, pole beginning 2277' from DER, 883' right of centerline, up to 38' AGL/4328' MSL.

SPANISH FORK, UT
SPANISH FORK MUNI/WOODHOUSE FLD (SPK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03JAN19 (21112) (FAA)
DEPARTURE PROCEDURE:
Use SPANISH FORK DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 12, lighting 10' from DER, 29' left of centerline, 2' AGL/4530' MSL.
Fence 40' from DER, 481' right of centerline, 4580' MSL.
Building 1140' from DER, 503' left of centerline, up to 4565' MSL.
Building 1173' from DER, 560' right of centerline, 4559' MSL.
Building 1434' from DER, 855' right of centerline, 4572' MSL.
Tree 1514' from DER, 741' right of centerline, 4568' MSL.
Pole 1818' from DER, 352' right of centerline, 4576' MSL.
Pole beginning 3232' from DER, 1134' right of centerline, up to 4621' MSL.
Pole, sign beginning 3499' from DER, 801' left of centerline, up to 106' AGL/4673' MSL.
Electrical system 3922' from DER, 628' right of centerline, 4637' MSL.
Pole 4450' from DER, 893' right of centerline, 4649' MSL.
Pole 4709' from DER, 1365' right of centerline, 4662' MSL.
Pole 5162' from DER, 1194' right of centerline, 4664' MSL.
Pole 2 NM from DER, 3639' left of centerline, 4854' MSL.
Rwy 30, lighting 9' from DER, 29' right of centerline, 2' AGL/4525' MSL.
Vegetation 36' from DER, 145' right of centerline, 9' AGL/4527' MSL.
Tree 750' from DER, 557' left of centerline, 4546' MSL.
Pole 1182' from DER, 595' left of centerline, 50' AGL/4570' MSL.
Pole beginning 1479' from DER, 268' left of centerline, up to 60' AGL/4579' MSL.
Tree 1505' from DER, 560' right of centerline, 49' AGL/4569' MSL.

SPRINGERVILLE, AZ
SPRINGERVILLE MUNI (JTC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 02DEC21 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, std. w/min. climb of 240' per NM to 7800 or 3300-5 for VCOA.
Rwy 11, std. w/min. climb of 440' per NM to 8200 or 3300-5 for VCOA.
Rwy 21, std. w/min. climb of 365' per NM to 8600 or 3300-5 for VCOA.
Rwy 29, 400-2½ or std. w/min. climb of 280' per NM to 7300.
DEPARTURE PROCEDURE:
Rwy 3, climbing left turn to 9100 on heading 360° before proceeding on course.
Rwy 11, climbing left turn to 10500 on heading 360° before proceeding on course.
Rwy 21, climbing right turn to 10300 on heading 360° before proceeding on course.
Rwy 29, climbing right turn to 9100 on heading 360° before proceeding on course.
VCOA:
Rwys 3, 11, 21, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Springerville Muni airport at or above 10400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 11, trees beginning 9' from DER, 12' left of centerline, up to 100' AGL/7121' MSL.
Trees beginning 162' from DER, 8' right of centerline, up to 100' AGL/7125' MSL.
Trees beginning 3240' from DER, 48' right of centerline, up to 100' AGL/7135' MSL.
Trees beginning 3440' from DER, 289' right of centerline, up to 100' AGL/7138' MSL.
Trees beginning 3625' from DER, 135' right of centerline, up to 100' AGL/7148' MSL.

CON’T
TAYLOR, AZ

TAYLOR (TYL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, buildings beginning 42’ from DER, 339’ right of centerline, up to 14’ AGL/5728’ MSL.

Tree 44’ from DER, 113’ left of centerline, 5723’ MSL.

Building 745’ from DER, 694’ left of centerline, 23’ AGL/5739’ MSL.

Pole 852’ from DER, 705’ left of centerline, 24’ AGL/5741’ MSL.

Power lines crossing departure course 1000’ from DER, pole 1309’ from DER, 465’ left of centerline, 15’ AGL/5758’ MSL.

Pole 1460’ from DER, 397’ left of centerline, 42’ AGL/5764’ MSL.

Rwy 21, utility lights, fence beginning 40’ from DER, 113’ right of centerline, up to 5’ AGL/5828’ MSL.

Trees beginning 86’ from DER, 316’ right of centerline, up to 5835’ MSL.

Trees beginning 247’ from DER, 268’ right of centerline, up to 5836’ MSL.

Tree 447’ from DER, 248’ right of centerline, 5838’ MSL.

Trees beginning 552’ from DER, 269’ right of centerline, up to 5839’ MSL.

Pole 1055’ from DER, 659’ left of centerline, 58’ AGL/5874’ MSL.

Pole 1170’ from DER, 602’ right of centerline, 31’ AGL/5860’ MSL.

Pole 1388’ from DER, 479’ right of centerline, 31’ AGL/5873’ MSL.

Pole, trees beginning 1468’ from DER, 239’ right of centerline, up to 43’ AGL/5885’ MSL.

Pole 1479’ from DER, 544’ left of centerline, 55’ AGL/5883’ 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)

TAYLOR, AZ (CON’T)

TAYLOR (TYL) (CON’T)

Rwy 21 (CON’T), poles beginning 1633’ from DER, 228’ left of centerline, up to 51’ AGL/5884’ MSL.
Tree 2369’ from DER, 974’ right of centerline, 5886’ MSL.
Trees beginning 2400’ from DER, 903’ right of centerline, up to 5888’ MSL.
Tree 2606’ from DER, 1009’ right of centerline, 5892’ MSL.
Tree 2702’ from DER, 983’ right of centerline, 5893’ MSL.
Terrain, tree beginning 2827’ from DER, 1025’ right of centerline, up to 5897’ MSL.
Trees beginning 3013’ from DER, 1028’ right of centerline, up to 5904’ MSL.
Tree 3120’ from DER, 1254’ left of centerline, 5910’ MSL.
Terrain 3191’ from DER, 1291’ right of centerline, 5908’ MSL.
Trees beginning 3235’ from DER, 607’ right of centerline, up to 5923’ MSL.
Trees beginning 3653’ from DER, 672’ right of centerline, up to 5924’ MSL.
Tree 3795’ from DER, 1387’ left of centerline, 5923’ MSL.

Vehicles on road, tree beginning 3820’ from DER, 972’ right of centerline, up to 5941’ MSL.
Trees beginning 3894’ from DER, 1148’ left of centerline, up to 5928’ MSL.

Trees beginning 4009’ from DER, 1161’ left of centerline, up to 5952’ MSL.
Trees, terrain beginning 4124’ from DER, 1262’ left of centerline, up to 5934’ MSL.

Vehicles on road, trees, terrain beginning 4126’ from DER, 678’ right of centerline, up to 5956’ MSL.

Trees beginning, terrain, trees beginning 4222’ from DER, 635’ right of centerline, up to 5959’ MSL.
Trees beginning 4358’ from DER, 1396’ left of centerline, up to 5942’ MSL.

Vehicles on road 4447’ from DER, 959’ right of centerline up to 5975’ MSL.

TONOPAH, NV

TONOPAH (TPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  17AUG17  (17229)  (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, NA - ATC.

Rwy 15, std. with a min. climb of 320’ per NM to 9100 or 2500-3 for VCOA.

Rwy 33, std. with a min. climb of 352’ per NM to 9100 or 2500-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 15, climbing left turn direct TONOPAH (TPH) VORTAC thence...

Rwy 33, climbing right turn direct TONOPAH (TPH) VORTAC thence...

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

VCOA:

Rwy 15, 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tonopah airport at or above 7800 direct TONOPAH VORTAC, continue climb in visual conditions to cross KZ - KTNX airport at or above 8100 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, transmission line tower 515’ from DER, 473’ left of centerline, 23’ AGL/5418’ MSL.

Rwy 33, fence beginning 173’ from DER, 401’ right of centerline, 6’ AGL/5438’ MSL.

TONOPAH TEST RANGE (KTNX)

TONOPAH, NV

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  19JUL18  (18200)

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 14, terrain 1204’ from DER, 823’ right of ctrln, 5582’ MSL.
Terrain 63’ from DER, 517’ right of ctrln, 5565’ MSL.
Terrain 46’ from DER, 480’ right of ctrln, 5564’ MSL.
Terrain 0’ from DER, 353’ right of ctrln, 5561’ MSL.
Terrain 62’ from DER, 200’ right of ctrln, 5558’ MSL.
Terrain 14’ from DER, 292’ right of ctrln, 5561’ MSL.
Terrain 0’ from DER, 287’ right of ctrln, 5561’ MSL.
Terrain 0’ from DER, 222’ right of ctrln, 5559’ MSL.
Surveyed terrain 215’ from DER, 427’ right of ctrln, 5560’ MSL.

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

TONOPAH TEST RANGE (KTNX) (CON’T)
TONOPAH, NV (CON’T)

Rwy 32, terrain 0’ from DER, 500’ left of cntrln, 5476’ MSL.
Terrain 19’ from DER, 465’ left of cntrln, 5476’ MSL.
Terrain 110’ from DER, 529’ left of cntrln, 5476’ MSL.

TOOELE, UT
BOLINDER FIELD-TOOELE VALLEY (TVY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  22AUG13  (13234)  (FAA)

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

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

TAKEOFF OBSTACLE NOTES:
Rwy 17, tree 230’ from DER, 255’ right of centerline, 35’ AGL/4335’ MSL.
Tree 342’ from DER, 363’ right of centerline, 35’ AGL/4360’ MSL.
Trees beginning 601’ from DER, 486’ right of centerline, up to 35’ AGL/4399’ MSL.
Pole 1000’ from DER, 409’ left of centerline, 42’ AGL/4363’ MSL.
Tree 1369’ from DER, 393’ right of centerline, 35’ AGL/4381’ MSL.
Tree 2018’ from DER, 257’ right of centerline, 35’ AGL/4384’ MSL.

TUCSON, AZ
RYAN FLD (RYN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  29JUL10  (21168)  (FAA)

TAKEOFF MINIMUMS:
Rwys 6L, 15, 24R, 33, NA, ATC.

DEPARTURE PROCEDURE:
Rwy 6R, 24L, use ALMON DEPARTURE.

TUCSON INTL (TUS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6  30NOV23  (23334)  (FAA)

TAKEOFF MINIMUMS:
Rwy 4, 300-2 or std w/min climb of 230'/NM to 3000.

DEPARTURE PROCEDURE:
Rwy 4, climb on heading 036° to 3000 then climbing right turn on heading 172° and TUS R-018 to TUS VORTAC, continue climb in TUS VORTAC holding pattern (hold NW, right turns, 128° inbound) to 9000 before proceeding on course.
Rwy 12, climb on heading 126° to 4000 then climbing left turn direct TUS VORTAC, continue climb in TUS VORTAC holding pattern (hold NW, right turns, 128° inbound) to 9000 before proceeding on course.
Rwy 22, climbing on heading 216° to 3000 then climbing left turn direct TUS VORTAC, continue climb in TUS VORTAC holding pattern (hold NW, right turns, 128° inbound) to 9000 before proceeding on course.
Rwy 30, climbing right turn direct TUS VORTAC, continue climb in TUS VORTAC holding pattern (hold NW, right turns, 128° inbound) to 9000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 4, light poles beginning 5’ from DER, 52’ right of centerline, up to 2’ AGL/2570’ MSL.
Light pole 9’ from DER, 149’ left of centerline, 4’ AGL/2570’ MSL.
Light poles, terrain beginning 10’ from DER, 148’ right of centerline, up to 3’ AGL/2571’ MSL.
Sign 35’ from DER, 445’ right of centerline, 3’ AGL/2573’ MSL.
Signs, utility building beginning 70’ from DER, 378’ right of centerline, up to 5’ AGL/2575’ MSL.
Sign 189’ from DER, 509’ right of centerline, 2578’ MSL.
Building 557’ from DER, 647’ left of centerline, 17’ AGL/2583’ MSL.
Building, poles beginning 795’ from DER, 609’ left of centerline, up to 2607’ MSL.
Pole, tree beginning 993’ from DER, 436’ left of centerline, up to 2609’ MSL.
Trees, building, pole beginning 1104’ from DER, 550’ right of centerline, up to 2611’ MSL.
Poles, signs, trees beginning 1131’ from DER, 133’ left of centerline, up to 2611’ MSL.
Poles beginning 1475’ from DER, 704’ right of centerline, up to 35’ AGL/2613’ MSL.
Pole 1688’ from DER, 915’ right of centerline, 34’ AGL/2617’ MSL.
Poles beginning 1691’ from DER, 585’ right of centerline, up to 38’ AGL/2618’ MSL.
Pole 1725’ from DER, 948’ right of centerline, 36’ AGL/2620’ MSL.
Poles beginning 1749’ from DER, 503’ right of centerline, up to 2621’ MSL.
Tree 1863’ from DER, 852’ left of centerline, 2628’ MSL.
Poles beginning 1866’ from DER, 437’ right of centerline, up to 2625’ MSL.
Tree 1955’ from DER, 771’ left of centerline, 2630’ MSL.

CON’T

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

24193 L38
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SW-4, 11 JUL 2024 to 05 SEP 2024

TUCSON, AZ (CON’T)

TUCSON INTL (TUS) (CON’T)

Rwy 4 (CON’T), poles, tree beginning 1991’ from DER, 331’ right of centerline, up to 2626’ MSL.
Poles beginning 2080’ from DER, 414’ right of centerline, up to 2627’ MSL.
Poles beginning 2321’ from DER, 560’ right of centerline, up to 2632’ MSL.
Pole 2397’ from DER, 905’ right of centerline, 2634’ MSL.
Tree 2532’ from DER, 715’ right of centerline, 2635’ MSL.
Tree 2613’ from DER, 959’ right of centerline, 49’ AGL/2642’ MSL.
Poles beginning 2668’ from DER, 951’ right of centerline, up to 55’ AGL/2647’ MSL.
Tree 3078’ from DER, 700’ right of centerline, 2650’ MSL.
Trees beginning 3095’ from DER, 738’ right of centerline, up to 2654’ MSL.
Tower, antenna, building beginning 3224’ from DER, 853’ right of centerline, up to 77’ AGL/2670’ MSL.
Tower 1.5 NM from DER, 1690’ left of centerline, 246’ AGL/2831’ MSL.

Rwy 12, light poles, sign beginning 9’ from DER, 150’ left of centerline, up to 2’ AGL/2645’ MSL.
Light pole 10’ from DER, 151’ right of centerline, 4’ AGL/2644’ MSL.

Rwy 4, vegetation, tree beginning 36’ from DER, 340’ right of centerline, 2653’ MSL.
Vegetation, utility building beginning 53’ from DER, 152’ right of centerline, up to 2656’ MSL.

Vegetation, pole beginning 100’ from DER, 146’ left of centerline, up to 2652’ MSL.

Rwy 4, vegetation beginning 190’ from DER, 355’ right of centerline, up to 2657’ MSL.
Vegetation 358’ from DER, 507’ left of centerline, 2655’ MSL.
Vegetation beginning 419’ from DER, 328’ right of centerline, up to 2658’ MSL.

Tree, vegetation beginning 445’ from DER, 394’ left of centerline, up to 2665’ MSL.

Rwy 12, vegetation beginning 523’ from DER, 347’ right of centerline, up to 2661’ MSL.
Vegetation beginning 593’ from DER, 393’ right of centerline, up to 2662’ MSL.

Rwy 4, vegetation beginning 631’ from DER, 423’ right of centerline, up to 2663’ MSL.

Tree, vegetation beginning 650’ from DER, 411’ left of centerline, up to 2668’ MSL.
Tree, vegetation beginning 679’ from DER, 395’ left of centerline, up to 2671’ MSL.

Vegetation 742’ from DER, 662’ right of centerline, 2664’ MSL.
Vegetation 832’ from DER, 583’ right of centerline, 2665’ MSL.
Vegetation 841’ from DER, 693’ right of centerline, 2666’ MSL.
Vegetation beginning 892’ from DER, 677’ right of centerline, up to 2669’ MSL.

Trees, vegetation beginning 893’ from DER, 412’ left of centerline, up to 2674’ MSL.

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

Tree 1573’ from DER, 909’ right of centerline, 2684’ MSL.

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

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

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

Transmission lines beginning 4721’ from DER, 984’ left of centerline, up to 66’ AGL/2765’ MSL.
Transmission line 4969’ from DER, 997’ left of centerline, 77’ AGL/2775’ MSL.

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

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

Rwy 4, vegetation, fence beginning 32’ from DER, 324’ right of centerline, up to 2580’ MSL.

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

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

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

Trees, vegetation, vehicle on road, pole beginning 286’ from DER, 0’ left of centerline, up to 2590’ MSL.

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

Poles, trees, vehicle on road beginning 362’ from DER, 17’ right of centerline, up to 33’ AGL/2585’ MSL.
Poles, trees, vehicle on road beginning 401’ from DER, 42’ right of centerline, up to 34’ AGL/2586’ MSL.

Tree, poles beginning 580’ from DER, 35’ right of centerline, up to 2600’ MSL.
Poles, tree beginning 1029’ from DER, 84’ left of centerline, up to 46’ AGL/2599’ MSL.
Pole 1282’ from DER, 781’ left of centerline, 43’ AGL/2602’ MSL.
Poles, buildings beginning 1298’ from DER, 138’ left of centerline, up to 57’ AGL/2616’ MSL.

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

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 30NOV23 (23334) (FAA)

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

Rwy 12, heading as assigned by ATC.

Rwy 22, heading as assigned by ATC.

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

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

VERNAL, UT
VERNAL RGNL (VEL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 07DEC17 (17341) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, std. w/min. climb of 210’ per NM to 6000, or alternatively with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1800’ prior to DER or 2200-3 for VCOA.
Rwy 35, std. w/min. climb of 410’ per NM to 7700 or 2200-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 17, climbing left turn direct VEL VOR/DME, thence . . .
Rwy 35, climbing right turn direct VEL VOR/DME, thence . . .
. . . on VEL VOR/DME R-142 to ENSEN INT/VEL 9.7 DME and hold (hold SE, right turn, 322° inbound). Continue Climb-in-hold to the MEA/MCA for route of flight.

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

TAKEOFF OBSTACLE NOTES:
Rwy 17, terrain beginning 19’ from DER, 140’ right of centerline, up to 5290’ MSL.
Terrain and agricultural equipment beginning 118’ from DER, 15’ left of centerline, up to 6’ AGL/5284’ MSL.
Tree 1333’ from DER, 295’ left of centerline, 5315’ MSL.
Tree 1378’ from DER, 221’ left of centerline, 5317’ MSL.
Tree 1456’ from DER, 112’ left of centerline, 5318’ MSL.
Tree 1498’ from DER, 32’ left of centerline, 5320’ MSL.
Poles beginning 1948’ from DER, 46’ right of centerline, up to 35’ AGL/5334’ MSL.
Trees beginning 2411’ from DER, 19’ left of centerline, up to 5370’ MSL.
Tree 2439’ from DER, 296’ right of centerline, 5339’ MSL.
Tree 2468’ from DER, 288’ right of centerline, 5341’ MSL.
Trees beginning 2497’ from DER, 290’ right of centerline, up to 5344’ MSL.
Trees beginning 2511’ from DER, 105’ left of centerline, up to 5374’ MSL.
Tree 2534’ from DER, 361’ right of centerline, 5355’ MSL.
Tree 2553’ from DER, 355’ right of centerline, 5362’ MSL.
Trees beginning 2573’ from DER, 323’ right of centerline, up to 5370’ MSL.
Trees beginning 4620’ from DER, 71’ left of centerline, up to 5397’ MSL.
Tree 4749’ from DER, 184’ right of centerline, 5401’ MSL.
Tree 4895’ from DER, 65’ left of centerline, 5403’ MSL.
Rwy 35, pole 178’ from DER, 153’ left of centerline, 5290’ MSL.
Tree and pole beginning 934’ from DER, 625’ right of centerline, up to 5302’ MSL.

WENDOVER, UT
WENDOVER (ENV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 31MAR16 (16091) (FAA)
TAKEOFF MINIMUMS:
Rwy 26, std. w/min. climb of 300’ per NM to 5900.
Rwy 30, NA-ATC.

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

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

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

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

WILLIAMS, AZ
H A CLARK MEML FLD (CMR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05OCT23 (23278) (FAA)

TAKEOFF MINIMUMS:
- Rw 18, std w/min climb of 490’ per NM to 9500 or 3400-3 for VCOA.
- Rw 36, std w/min climb of 340’ per NM to 7400 or 3400-3 for VCOA.

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

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

TAKEOFF OBSTACLE NOTES:
- Rw 18, pole 7’ from DER, 37’ right of centerline, 6’ AGL/6692’ MSL.
- NAVAID 40’ from DER, 124’ left of centerline, 9’ AGL/6693’ MSL.
- Terrain 69’ from DER, 241’ right of centerline, 6693’ MSL.
- Vegetation 4954’ from DER, 781’ left of centerline, 6821’ MSL.
- Terrain 1428’ from DER, 113’ right of centerline, up to 39’ AGL/6744’ MSL.

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

WILLIAMS, AZ (CON’T)
H A CLARK MEML FLD (CMR) (CON’T)

Rwy 18 (CON’T), tree 1.3 NM from DER, 577’ left of centerline, 6898’ MSL.
Trees beginning 1.3 NM from DER, 81’ left of centerline, up to 6912’ MSL.
Trees beginning 1.4 NM from DER, 233’ left of centerline, up to 6929’ MSL.
Trees beginning 1.4 NM from DER, 121’ left of centerline, up to 6934’ MSL.
Trees beginning 1.4 NM from DER, 194’ left of centerline, up to 6940’ MSL.
Trees beginning 1.4 NM from DER, 68’ left of centerline, up to 6956’ MSL.
Tree, terrain beginning 1.4 NM from DER, 22’ left of centerline, up to 6960’ MSL.
Tree, terrain beginning 1.5 NM from DER, 11’ left of centerline, up to 6966’ MSL.
Trees beginning 1.5 NM from DER, 16’ left of centerline, up to 46’ AGL/6977’ MSL.
Tree 1.9 NM from DER, 3407’ right of centerline, 6992’ MSL.

Rwy 36, light poles 7’ from DER, 36’ left of centerline, 2’ AGL/6632’ MSL.
Trees beginning 10’ from DER, 368’ left of centerline, up to 6640’ MSL.
Trees beginning 72’ from DER, 177’ left of centerline, up to 18’ AGL/6645’ MSL.
Trees beginning 114’ from DER, 289’ right of centerline, up to 6642’ MSL.
Trees beginning 400’ from DER, 410’ right of centerline, up to 6645’ MSL.
Trees beginning 2 NM from DER, 2541’ left of centerline, up to 7011’ MSL.
Trees beginning 2 NM from DER, 2885’ left of centerline, up to 7104’ MSL.
Tree 2.1 NM from DER, 3044’ left of centerline, 13’ AGL/7146’ MSL.
Tree 2.1 NM from DER, 3577’ left of centerline, 16’ AGL/7164’ MSL.
Antenna, trees beginning 2.1 NM from DER, 2316’ left of centerline, up to 20’ AGL/7179’ MSL.

BUILDING, tree beginning 2.5 NM from DER, 1502’ left of centerline, up to 15’ AGL/7203’ MSL.

WINDOW ROCK, AZ
WINDOW ROCK (RQE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  05DEC19  (19339)  (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 800-3 w/min. climb of 385’ per NM to 8100 or std. w/min. climb of 565’ per NM to 7700 or 1600-3 for VCOA.
Rwy 21, std. w/min. climb of 285’ per NM to 8100 or 1600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 3, climb on heading 025° to 7500, then right turn to intercept GUP VORTAC R-321 to GUP VORTAC before proceeding on course.
Rwy 21, climb on heading 205° to 7400 then left turn direct GUP VORTAC before proceeding on course.

VCOA:
Rwy 3, 21, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Window Rock Airport at or above 8200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vegetation beginning 32’ from DER, 73’ left of centerline, up to 6745’ MSL.
Building 416’ from DER, 609’ right of centerline, 19’ AGL/6766’ MSL.
Poles beginning 477’ from DER, 344’ right of centerline, up to 33’ AGL/6772’ MSL.
Tree, pole beginning 1336’ from DER, 114’ left of centerline, up to 6796’ MSL.
Sign 1380’ from DER, 109’ right of centerline, 29’ AGL/6777’ MSL.
Pole 1448’ from DER, 291’ right of centerline, 39’ AGL/6788’ MSL.
Tree 1586’ from DER, 392’ left of centerline, 6806’ MSL.
Sign, pole beginning 1774’ from DER, 225’ right of centerline, up to 52’ AGL/6805’ MSL.
Pole 1868’ from DER, 746’ left of centerline, 38’ AGL/6823’ MSL.
Pole 3038’ from DER, 91’ right of centerline, 40’ AGL/6824’ MSL.
Pole 3356’ from DER, 457’ left of centerline, 31’ AGL/6840’ MSL.
Tree 3532’ from DER, 613’ left of centerline, 6850’ MSL.
Tree 3801’ from DER, 682’ left of centerline, 6871’ MSL.
Vertical structure, poles beginning 3832’ from DER, 57’ right of centerline, up to 6926’ MSL.
Pole 4044’ from DER, 310’ left of centerline, 44’ AGL/6874’ MSL.
Tree 4616’ from DER, 625’ left of centerline, 6888’ MSL.
Vertical structure 5938’ from DER, 147’ right of centerline, 7024’ MSL.
Pole, vertical structures, towers beginning 1 NM from DER, 59’ left of centerline, up to 6’ AGL/7083’ MSL.
Tower, tree beginning 1.1 NM from DER, 102’ right of centerline, up to 103’ AGL/7096’ MSL.
Trees beginning 1.3 NM from DER, 2063’ right of centerline, up to 50’ AGL/7309’ MSL.
Vertical structures beginning 1.4 NM from DER, 1852’ left of centerline, up to 7127’ MSL.
Trees beginning 1.4 NM from DER, 121’ right of centerline, up to 50’ AGL/7369’ MSL.
Vertical structure, tree beginning 1.5 NM from DER, 628’ left of centerline, up to 50’ AGL/7139’ MSL.
Trees beginning 1.6 NM from DER, 875’ right of centerline, up to 50’ AGL/7376’ MSL.
Tree 1.8 NM from DER, 357’ left of centerline, 50’ AGL/7351’ MSL.
Tree 1.9 NM from DER, 77’ left of centerline, 50’ AGL/7369’ MSL.
Tree 2.1 NM from DER, 26’ left of centerline, 50’ AGL/7429’ MSL.
Tree 2.4 NM from DER, 2921’ right of centerline, 50’ AGL/7449’ MSL.

Rwy 21, tree 955’ from DER, 382’ left of centerline, 6736’ MSL.
Tree 1018’ from DER, 620’ left of centerline, 6788’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WINNEMUCCA, NV

WINNEMUCCA MUNI (WMC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05OCT23 (23278) (FAA)

DEPARTURE PROCEDURE:

Use FESKO (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees, NAVAID beginning 3' from DER, 113' right of centerline, up to 4356' MSL.

NAVAID 39' from DER, 118' left of centerline, 8' AGL/4311' MSL.

Tree 81' from DER, 402' right of centerline, 4357' MSL.

Trees, vehicles on road beginning 98' from DER, 166' right of centerline, up to 4373' MSL.

Tree 1177' from DER, 576' left of centerline, 4346' MSL.

Tree 1265' from DER, 763' left of centerline, 4349' MSL.

Tree 1404' from DER, 647' left of centerline, 4360' MSL.

Rwy 14, pole 1' from DER, 24' left of centerline, 4304' MSL.

NAVAID 40' from DER, 126' left of centerline, 4305' MSL.

Trees on road, vegetation, trees beginning 121' from DER, 328' left of centerline, up to 4319' MSL.

Vehicles on road beginning 259' from DER, 406' left of centerline, up to 4321' MSL.

Rwy 20, tree 26' from DER, 406' right of centerline, 4306' MSL.

Pol 65' from DER, 385' left of centerline, 8' AGL/4311' MSL.

Tree 129' from DER, 192' right of centerline, 4308' MSL.

Rwy 32, NAVAID 39' from DER, 123' left of centerline, 3' AGL/4303' MSL.

Vegetation 77' from DER, 351' left of centerline, 4304' MSL.

Tree 166' from DER, 478' right of centerline, 4306' MSL.

Vehicles on road beginning 184' from DER, 405' left of centerline, up to 4314' MSL.

Vehicles on road beginning 273' from DER, 267' right of centerline, up to 4316' MSL.

WINNSLOW, AZ

WINSLOW-LINDBERGH RGNL (INW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11DEC14 (14345) (FAA)

DEPARTURE PROCEDURE:

Rwy 22, climb to 6000, then right turn direct INW VORTAC and hold, thence . . .

Rwy 4, climb to 6000, then left turn direct INW VORTAC and hold, thence . . .

Rwys 11, 29, climb to 6000, then direct INW VORTAC and hold, thence . . .

. . . continue climb-in-hold (hold West, right turns, 068° inbound) to 8900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, vehicle on road beginning 389' from DER, 329' right of centerline, 15' AGL/4894' MSL.

Trees beginning 120' from DER, 398' right of centerline, 100' AGL/4901' MSL.

Tank 3681' from DER, 1304' right of centerline, 129' AGL/5014' MSL.

Grain silo 2901' from DER, 25' right of centerline, up to 4957' MSL.

Obstruction light on hopper 2908' from DER, 27' right of centerline, up to 4955' MSL.

Chimney 2899' from DER, 28' right of centerline, up to 4953' MSL.

Light support structure 13' from DER, 55' left of centerline, up to 4871' MSL.

Light support structure 13' from DER, 55' right of centerline, up to 4871' MSL.

Vertical point 234' from DER, 14' left of centerline, up to 4876' MSL.

Rwy 29, tree 332' from DER, 589' left of centerline 100' AGL/4915' MSL.

Trees beginning 585' from DER, 124' right of centerline, 100' AGL/4923' MSL.

Vehicle on road beginning 31' from DER, 389' right of centerline 15' AGL/4920' MSL.

REIL abeam DER, 139' left of centerline, up to 4904' MSL.

Bush 38' from DER, 179' right of centerline, up to 4903' MSL.

Pole 2132' from DER, 1052' right of centerline, up to 4956' MSL.

Vegetation 241' from DER, 318' right of centerline, up to 4907' MSL.

Ground 71' from DER, 456' left of centerline, up to 4902' MSL.

Rwy 4, light 4' from DER, 425' left of centerline, up to 4920' MSL.

Obstruction light on lighted windsock 12' from DER, 424' left of centerline, up to 4918' MSL.

Tree 34' from DER, 263' left of centerline, 100' AGL/4901' MSL.

Tower 2740' from DER, 1086' left of centerline, up to 4968' MSL.

Ground 42' from DER, 455' left of centerline, up to 4892' MSL.

Rwy 22, poles beginning 1575' from DER, 360' right of centerline, up to 5010' MSL.

Antenna 1867' from DER 360' right of centerline up to 5019' MSL.

Vehicle on road beginning 198' from DER, 12' right of centerline, 15' AGL/4994' MSL.

Vehicle on road beginning 499' from DER, 93' left of centerline, 15' AGL/4962' MSL.

Tree 1746' from DER, 581' right of centerline, 100' AGL/4983' MSL.

Vertical point 31' from DER, 479' left of centerline, up to 4946' MSL.

Building 525' from DER, 528' right of centerline, up to 4956' MSL.

Light support structures 10' from DER, 54' right of centerline, up to 4942' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

YUMA MCAS/YUMA INTL (KNYL)

YUMA, AZ

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22APR21 (21112) (USN)

DEPARTURE PROCEDURE:


Rwy 8, diverse departures authorized between 258° CW 058°.

TAKEOFF OBSTACLE NOTES:

Rwy 3L, terrain 0' from DER, 500' left of cntrln, 194' MSL.

Terrain 0' from DER, 500' right of cntrln, 197' MSL.

Sisoo tree 4274' from DER, 927' left of cntrln, 86' AGL/300' MSL.

Sisoo tree 4185' from DER, 1016' left of cntrln, 91' AGL/304' MSL.

Twr N of airfield 5273' from DER, 1538' left of cntrln, 335' MSL.

Twr 2688' from DER, 1232' left of cntrln, 62' AGL/299' MSL.

Rwy 3R, terrain 0' from DER, 500' right of cntrln, 208' MSL.

Palm 1184' from DER, 742' left of cntrln, 41' AGL/255' MSL.

Palm 1134' from DER, 792' left of cntrln, 36' AGL/250' MSL.

Rwy 8, security antenna 1135' from DER, 806' right of cntrln, 32' AGL/242' MSL.

Rwy 17, twr 4362' from DER, 1180' right of cntrln, 65' AGL/285' MSL.

Twr 4506' from DER, 1284' right of cntrln, 50' AGL/250' MSL.

Twr 4510' from DER, 1343' right cntrln, 50' AGL/250' MSL.

Terrain 0' from DER, 500' right of cntrln, 184' MSL.

Antenna 303' from DER, 403' right of cntrln, 190' MSL.

Rwy 21L, TACAN antenna 705' from DER, 286' left of cntrln, 220' MSL.

PAR antenna 661' from DER, 295' right of cntrln, 214' MSL.

Rwy 26, palm 577' from DER, 604' right of cntrln, 44' AGL/239' MSL.

Metal pole 74' from DER, 244' right of cntrln, 199' MSL.

Rwy 35, terrain 0' from DER, 500' right of cntrln, 187' MSL.

Billboard 747' from DER, 562' right of cntrln, 225' MSL.

Lgt pole 679' from DER, 344' left of cntrln, 25' AGL/220' MSL.

Metal lgt pole N of afld 714' from DER, 544' left of cntrln, 119' AGL/231' MSL.

Pylon 1075' from DER, 721' left of cntrln, 57' AGL/253 MSL.

Pylon pole 711' from DER, 476' left of cntrln, 32' AGL/228' MSL.

Pylon power 712' from DER, 520' left of cntrln, 37' AGL/232' MSL.

Pylon power 712' from DER, 540' left of cntrln, 38' AGL/233' MSL.
IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. A 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 A 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.

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<td>ALTERNATE MINIMUMS</td>
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| BATTLE | MOUNTAIN (BAM)…… RNAV (GPS) Rwy 22 | 1Category D, 1000-3.  
   | | 2NA when local weather not available. |
| BEAVER, UT | BEAVER MUNI (U52)………… RNAV (GPS)-A | Categories A, B, 1300-2; Category C, 1800-3. |
| BLANDING, UT | BLANDING MUNI (BDG)…… RNAV (GPS) Rwy 35 | NA when local weather not available.  
   | | Category C, 900-2%. |
| BOULDER CITY, NV | BOULDER CITY MUNI (BVU)………… RNAV (GPS) Rwy 27 | Category B, 1200-2; Category C, 1800-3. |
| CARSON CITY, NV | CARSON CITY (CXP)………… RNAV (GPS)-B | Categories A, B, 1700-2; Category C, 1700-3;  
   | | Category D, 3000-3. |
| CASA GRANDE, AZ | CASA GRANDE MUNI (CGZ)………… RNAV (GPS) Rwy 5 | Category D, 800-2%.  
   | | 1NA when local weather not available. |

Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).
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*SW-4, 11 JUL 2024 to 05 SEP 2024*
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**SW-4, 11 JUL 2024 to 05 SEP 2024**
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**FALLON NAS (VAN VOORHIS FLD) (KNFL), Fallon, NV Amdt 4**

21APR22 (22111) (USN)  
RADAR\(^1\)- (E) 120.85x 121.875x 257.65x 277.4x 308.4x 346.4x 360.2x

**ELEV 3935**

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**CAUTION: ATC Missed Approach Minimum Climb Rate to 6500**

<table>
<thead>
<tr>
<th>PAR/ASR</th>
<th>Rwy</th>
<th>Knots</th>
<th>60</th>
<th>120</th>
<th>180</th>
<th>240</th>
<th>300</th>
<th>360</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>7</td>
<td>FPM</td>
<td>370</td>
<td>740</td>
<td>1110</td>
<td>1480</td>
<td>1850</td>
<td>2220</td>
</tr>
<tr>
<td>ASR</td>
<td>13L/R</td>
<td>FPM</td>
<td>300</td>
<td>600</td>
<td>900</td>
<td>1200</td>
<td>1500</td>
<td>1800</td>
</tr>
</tbody>
</table>

\(^1\)No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above.  
\(^2\)VGSI and PAR glidepath not coincident (VGSI Angle 3.5°/TCH 61).  
\(^3\)Step Down Fix 3 NM 4980’.  
\(^4\)Step Down Fix 3 NM 4940’.  
\(^5\)Step Down Fix 3 NM 4960’.  
\(^6\)Step Down Fix 2 NM 4600’.  

CAUTION: Fallon Muni Airport (uncontrolled) 5 NM NW pattern altitude 800’ AGL.
YUMA MCAS/YUMA INTL (KNYL), Yuma, AZ Amdt 1 22APR21

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>21R²</td>
<td>ABCDE</td>
<td>393-½</td>
<td>200 (200-½)</td>
</tr>
<tr>
<td></td>
<td>3L</td>
<td>ABCDE</td>
<td>395-¾</td>
<td>200 (200-¾)</td>
</tr>
<tr>
<td></td>
<td>3L</td>
<td>ABCDE</td>
<td>560-1</td>
<td>365 (400-1)</td>
</tr>
<tr>
<td></td>
<td>21R²</td>
<td>AB</td>
<td>600-⅛</td>
<td>407 (400-⅛)</td>
</tr>
<tr>
<td></td>
<td>3L</td>
<td>AB</td>
<td>600-⅛</td>
<td>412 (400-⅛)</td>
</tr>
<tr>
<td></td>
<td>3R</td>
<td>AB</td>
<td>600-1</td>
<td>412 (400-1)</td>
</tr>
<tr>
<td></td>
<td>21L</td>
<td>AB</td>
<td>640-1</td>
<td>432 (500-1)</td>
</tr>
<tr>
<td></td>
<td>21R³</td>
<td>AB</td>
<td>640-⅞</td>
<td>447 (500-⅞)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CIR</th>
<th>ALL RWY</th>
<th>A</th>
<th>680-1</th>
<th>467 (500-1)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>700-1</td>
<td>487 (500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>800-1½</td>
<td>587 (600-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DE</td>
<td>800-2</td>
<td>587 (600-2)</td>
</tr>
</tbody>
</table>

¹When ALS inop, increase CAT ABCDE vis to ¾ mile.
²When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.
³When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅞ miles.
LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>OGDEN, UT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OGDEN-HINCKLEY (OGD)</td>
<td>21</td>
<td>17-35</td>
<td>4,600 feet</td>
</tr>
<tr>
<td>PRESCOTT, AZ</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)</td>
<td>21L</td>
<td>12-30</td>
<td>5,904 feet</td>
</tr>
</tbody>
</table>
HOT SPOTS

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

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

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chandler, AZ</td>
<td>CHANDLER MUNI (CHD)</td>
<td>HS 1 Rwy 22R may be used as an alternate taxi route.</td>
</tr>
<tr>
<td>Grand Canyon, AZ</td>
<td>GRAND CANYON NTL PARK (GCN)</td>
<td>HS 1 Twy A and Twy B at the Rwy 21 end.</td>
</tr>
<tr>
<td>Las Vegas, NV</td>
<td>HENDERSON EXEC (HND)</td>
<td>HS 1 Twy H, Twy G, and Rwy 17R.</td>
</tr>
<tr>
<td>Las Vegas, NV</td>
<td>HARRY REID INTL (LAS)</td>
<td>HS 1 Wrong rwy departure risk. Aircraft departing Rwy 08L are sometime confused with Rwy 01L. Verify rwy heading and alignment with proper rwy prior to departure.</td>
</tr>
<tr>
<td>Las Vegas, NV</td>
<td>NORTH LAS VEGAS (VGT)</td>
<td>HS 1 Rwy hold lines at Twy G and Twy F in close proximity to edge of large paved area.</td>
</tr>
<tr>
<td>Minden, NV</td>
<td>MINDEN-TAHOE (MEV)</td>
<td>HS 1 Complex int.</td>
</tr>
<tr>
<td>Ogden, UT</td>
<td>OGDEN-HINCKLEY (OGD)</td>
<td>HS 1 Confusing twy int in close proximity to rwy.</td>
</tr>
<tr>
<td>Phoenix, AZ</td>
<td>PHOENIX DEER VALLEY (DVT)</td>
<td>HS 1 Inadvertent Rwy 07R-25L crossings from Twy B5.</td>
</tr>
<tr>
<td>Phoenix, AZ</td>
<td>PHOENIX SKY HARBOR INTL (PHX)</td>
<td>HS 1 Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.</td>
</tr>
<tr>
<td>Prescott, AZ</td>
<td>PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)</td>
<td>HS 1 Not visible from the twr.</td>
</tr>
<tr>
<td>Salt Lake City, UT</td>
<td>SALT LAKE CITY INTL (SLC)</td>
<td>HS 1 Wrong Rwy Departure Risk. Hold lines for Rwy 32 and Rwy 35 are at the same location at Twy K1 and Twy M with short taxi distance to either rwy.</td>
</tr>
</tbody>
</table>

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>TUCSON, AZ</td>
<td>HS 1</td>
<td>Rwy 33 and Rwy 06R, Twy B.</td>
</tr>
<tr>
<td>TUCSON, AZ</td>
<td>HS 1</td>
<td>Pilots taxiing to Rwy 12 via Twy D for departure sometimes cross the rwy holding position markings without authorization.</td>
</tr>
</tbody>
</table>

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

GASSI TRANSITION (GASSI.ANAHO2): From over GASSI via FMG R-007 to ANAHO INT/DME. Thence . . .

LOVELOCK TRANSITION (LLC.ANAHO2): From over LLC VORTAC via LLC R-240 to ANAHO INT/DME. Thence . . .

. . . .Depart ANAHO INT/DME heading 240° for vectors to final approach course.
**ARRIVAL ROUTE DESCRIPTION**

**BLYTHE TRANSITION (BLH.ARLIN4):** From over BLH VORTAC on BLH R-089 and IWA R-256 to ARLIN INT. Thence. . . .

**MOHAK TRANSITION (MOHAK.ARLIN4):** From over MOHAK INT on GBN R-247 and BXK R-215 to HYDRR INT, then on IWA R-256 to ARLIN INT. Thence. . . .

**PHOENIX SKY HARBOR INTL:** Rwys 7L/R or 8: From over ARLIN, Expect vectors to final approach course; Rwys 25L/R or 26: From over ARLIN, on IWA R-256 to TUKEE. Expect vectors to final approach course prior to TUKEE.

**SATELLITE AIRPORTS:** Expect vectors after passing SCOLE or JUDTH.

**LOST COMMUNICATIONS:** After ARLIN, on IWA R-256 and PXR R-143 to PXR VORTAC.

**NOTE:** BLYTHE Transition for turbojet aircraft FL240 and above.

**Turboprop aircraft plan BLYTHE ARRIVAL at or below FL230.**

**NOTE:** MOHAK Transition for turbojet and turboprop aircraft.

**NOTE:** Turboprops landing KPHX expect vectors after passing SCOLE or JUDTH.

**SCOPE VERTICAL NAVIGATION PLANNING INFORMATION**

Turbojets expect FL250

Turbojets expect 14000

Landing EAST:

**VERTICAL NAVIGATION PLANNING INFORMATION**

**NOTE:** DME required

**NOTE:** RADAR required

**NOTE:** Chart not to scale.
(BEARR.BEARR5) 24O25

BEARR FIVE ARRIVAL

AL-365 (FAA)

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

SALT LAKE CITY APP CON
124.9 290.3
D-ATIS
124.75 125.625

NOTE: Chart not to scale.

NOTE: Radar required.
NOTE: DME required.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

BURLEY TRANSITION (BYI.BEARR5): From over BYI VOR/DME on BYI R-117 and OGD R-302 to BEARR. Thence . . . .

LUCIN TRANSITION (LCU.BEARR5): From over LCU VORTAC on LCU R-063 to BEARR. Thence . . . .

POCATELLO TRANSITION (PIH.BEARR5): From over PIH VOR/DME on PIH R-150 and MLD R-331 to MLD VOR/DME, then on MLD R-165 to BEARR. Thence . . . .

LANDING NORTH:
. . . .on TCH VORTAC R-315 to cross DYANN at or above 11000. After DYANN fly heading 160° for vectors to ILS or LOC RWY 34L or VISUAL RWY 34L approach.

LANDING SOUTH:
. . . .on OGD VORTAC R-302 to cross OGD at or above 11000. Expect ILS or LOC RWY 16L approach.

LOST COMMUNICATIONS
LANDING NORTH: In the event of lost communications, at DYANN proceed direct FFU VORTAC. Maintain 13000 until FFU VORTAC.
ARRIVAL ROUTE DESCRIPTION

BRYCE CANYON TRANSITION (BCE.BLAID2): From over BCE VORTAC on BCE R-214 and BLD R-037 to AALAN, thence.

ENOCH TRANSITION (EHK.BLAID2): From over EHK VOR/DME on EHK R-186 and BLD R-037 to AALAN, thence.

PAGE TRANSITION (PGA.BLAID2): From over PGA VOR/DME on PGA R-254 and MMM R-069 to HOLDM, then on BLD R-037 to AALAN, thence.

. . . from over AALAN on BLD R-037 to cross CHOWW at 15000 and BLAID at 12000. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: After BLAID proceed to BLD VORTAC and hold. Maintain 8000 or last assigned altitude whichever is higher.
ARRIVAL ROUTE DESCRIPTION

BLYTHE TRANSITION (BLH.BLH5): From over BLH VORTAC on BLH R-082 to SALOM, then on GBN R-285 and IWA R-256 to ARLIN. Thence . . .

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: From over ARLIN, expect vectors to final approach course; Rwys 25L/R or 26: From over ARLIN, on IWA R-256 to TUKEE. Expect vectors to final approach course prior to TUKEE.

SATELLITE AIRPORTS: Expect vectors after passing SALOM.

LOST COMMUNICATIONS: After ARLIN, on IWA R-256 and PXR R-143 to PXR VORTAC.

NOTE: Chart not to scale.
ARIVAL ROUTE DESCRIPTION

EEEZY TRANSITION (EEEZY.BOEGY2)
SHAYM TRANSITION (SHAYM.BOEGY2)
TOADD TRANSITION (TOADD.BOEGY2)

From BOEGY on track 230° to cross PUTTT at 7000, then on track 240° to cross KGRDN at 6000, then on track 260°.
Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

From BVL VORTAC via BVL R-078 to WAATS, thence expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications at WAATS, proceed direct TCH VORTAC. Maintain 13000’ until TCH VORTAC.
BRIGHAM CITY FIVE ARRIVAL

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

NOTE: DME required.
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

BIG PINHEY TRANSITION (BPI.LHO5): From over BPI VOR/DME on BPI R-232 and LHO R-046 to LHO VOR/DME. Thence. . .

DUBOIS TRANSITION (DBS.LHO5): From over DBS VORTAC on DBS R-154 to LAVAH, then on LHO R-353 to LHO VOR/DME. Thence. . .

JACKSON TRANSITION (JAC.LHO5): From over JAC VOR/DME on JAC R-209 to ELKHO, then on JAC R-209 and MLD R-024 to LAVAH, then on LHO R-353 to LHO VOR/DME. Thence. . .

ROCK SPRINGS TRANSITION (OCS.LHO5): From over OCS VOR/DME on OCS R-263 and LHO R-080 to LHO VOR/DME. Thence. . .

LANDING NORTH:
. . . .from over LHO VOR/DME on LHO R-173 to cross CARTR at or above 14000 then on OGD R-353 to OGD VORTAC, then on OGD R-180 to cross DYANN at or above 11000. After DYANN fly heading 160° for vectors ILS or LOC RWY 34L or VISUAL RWY 34L approach.

LANDING SOUTH:
. . . .from over LHO VOR/DME on LHO R-173 to cross CARTR at or above 14000. After CARTR, fly heading 173° to intercept I-MOY localizer, proceed inbound. Expect ILS or LOC RWY 16L approach.

LOST COMMUNICATIONS

LANDING NORTH: In the event of lost communications, at DYANN proceed direct FFU VORTAC. Maintain 13000 until FFU VORTAC.
10 NM

TENTS

FL200
159°
(18)

DUTY

FL290
(20)

FL200
158°
(20)

FL290
158°
(25)

FL240

FL240
17000
(20)

FL290
17000
(25)

MAIER

FL250
270K

FL190

FL190

(18)

10 NM

WOTRO

FL200
172°
(10)

WINER

FL290

FL290
18SEP14

PHOENIX APP CON
128.65 353.9

PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON
119.75 269.2 (North)
132.55 269.2 (South)

D-ATIS
127.575

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: All Transitions: For non-GPS equipped aircraft landing east:
TFD, BXK, and IWA DMEs must be operational.
NOTE: TENTS Transition: For non-GPS equipped aircraft landing west:
PXR and IWA DMEs must be operational.
NOTE: Chart not to scale.

Note: Turbojet aircraft only.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA
ARRIVAL ROUTE DESCRIPTION

From MAIER on track 156° to cross BRUSR at/above 13000 and at/below 17000 and at 250K.

LANDING RUNWAY 7L: From BRUSR on track 173° to cross BDWIL at/above 9000 and at/below 12000 and at 250K, then on track 178° to cross ENSEA at/above 8000 and at/below 10000 and at 230K, then on track 178° to cross FBALL at/above 7000 and at/below 10000 at 210K, then on track 178° to cross PGSKN at 6000 and at 210K, then on track 178° to TLMAN, then on track 115° to cross FOWLE at/above 4000. Expect ILS RWY 7L or RADAR vectors to final approach course.

LANDING RUNWAY 7R: From BRUSR on track 173° to cross BDWIL at/above 9000 and at/below 12000 and at 250K, then on track 178° to cross ENSEA at/above 8000 and at/below 10000 and at 230K, then on track 178° to cross FBALL at/above 7000 and at/below 10000 at 210K, then on track 178° to cross PGSKN at 6000 and at 210K, then on track 178° to TLMAN, then on track 119° to cross BALTE at or above 4000. Then on track 119°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 8: From BRUSR on track 173° to cross BDWIL at/above 9000 and at/below 12000 and at 250K, then on track 178° to cross ENSEA at/above 8000 and at/below 10000 and at 230K, then on track 178° to cross FBALL at/above 7000 and at/below 10000 at 210K, then on track 178° to cross PGSKN at 6000 and at 210K, then on track 178° to TLMAN, then on track 108° to cross JAMIL at or above 4000. Then on track 108°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 25L, 25R, 26: From BRUSR on track 149° to cross ANNTI at/above 11000 and at/below 12000, then on track 149° to cross ZILUB at 9000 and at 250K, then on track 149° to cross BRIEZ at/above 8000 and at/below 9000 and at 230K, then on track 149° to cross KUCOO at 7000 and at 210K, then on track 079° to JURAZ, then on track 079°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 7L: At FOWLE, intercept and execute RWY 7L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 7R: At BALTE, intercept and execute RWY 7R ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 8: At JAMIL, intercept and execute RWY 8 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAYS 25L, 25R, 26: At JURAZ, turn right, intercept and execute RWY 25L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
ARRIVAL ROUTE DESCRIPTION

GALLUP TRANSITION (GUP.BUNTR3): From over GUP VORTAC on GUP R-213 to SLIDR then on ZUN R-232 to PAYSO, then on PXR R-034 to BUNTR. Thence. . . .

WINNSLOW TRANSITION (INW.BUNTR3): From over INW VORTAC on INW R-180 to EAGUL, then on PXR R-034 to BUNTR. Thence. . . .

ZUNI TRANSITION (ZUN.BUNTR3): From over ZUN VORTAC via ZUN R-232 to PAYSO, then via PXR R-034 to BUNTR. Thence. . . .

. . . From BUNTR, fly heading 225°. Expect vectors to final approach course.

LOST COMMUNICATIONS: After BUNTR proceed direct PXR VORTAC.
Las Vegas, Nevada

RNAV 1 - DME/DME/IRU or GPS.

Radar required.

NOTE: Chart not to scale.

(Continued on following page)
ARRIVAL ROUTE DESCRIPTION

From CHOWW on track 221° to WOLPH.

LANDING RUNWAY 1L: From WOLPH on track 209° to cross PACKK at or above 17000, then on track 209° to cross BEEP at or above 15000, then on track 209° to cross RFUSE at or above 12000, then on track 209° to cross DNZIG at or above 11000, then on track 209° to cross JAIDE between 10000 and 13000, then on track 259° to cross MAHNA at or above 9000, then on track 259° to cross TUUTH between 8000 and 10000 and at 220K, then on track 306° to cross TRREY at or above 7000 and at 210K. Expect ILS or LOC RWY 1L approach.

LANDING RUNWAY 1R: From WOLPH on track 209° to cross PACKK at or above 17000, then on track 209° to cross BEEP at or above 15000, then on track 209° to cross RFUSE at or above 12000, then on track 209° to cross DNZIG at or above 11000, then on track 209° to cross JAIDE between 10000 and 13000, then on track 259° to cross MAHNA at or above 9000, then on track 259° to cross TUUTH between 8000 and 10000 and at 220K, then on track 319° to cross BUHLL at 7000 and at 210K, then on track 334°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R: From WOLPH on track 241° to cross SACHL between 10000 and 13000, then on track 240° to cross FELAA between 8500 and 11000, then on track 240° to cross FOOOF between 7000 and 8000 and at 220K, then on track 240° to NNEON, then on track 263° to cross PENN at 6000 and at 210K, then on track 263°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 26L: From WOLPH on track 220° to cross TATU between 9500 and 10500, then on track 220° to cross KROIZ at or below 9000, then on track 220° to cross PRINO at 8000 and at 210K. Expect ILS or LOC RWY 26L approach.

LANDING RUNWAY 26R: From WOLPH on track 220° to cross TATU between 9500 and 10500, then on track 220° to cross KROIZ at or below 9000, then on track 221° to cross FLYES at 8000 and at 210K. Expect ILS or LOC RWY 26R approach.

LOST COMMUNICATIONS

LANDING RUNWAY 1L: At TRREY execute ILS or LOC RWY 1L approach.

LANDING RUNWAY 1R: At BUHLL execute RNAV (GPS) RWY 1R approach.

LANDING RUNWAY 19L: At PPENN execute RNAV (RNP) RWY 19L approach, if unable, proceed visually via last track to intercept the final approach course; if unable, maintain 7000 proceed direct LAS VORTAC then direct BLD VORTAC and execute ILS or LOC RWY 26L approach.

LANDING RUNWAY 26L: At PRINO execute ILS or LOC RWY 26L approach.

LANDING RUNWAY 26R: At FLYES execute ILS or LOC RWY 26R approach.
NOTE: Jet aircraft only.

(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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SW-4, 11 JUL 2024 to 05 SEP 2024
ARRIVAL ROUTE DESCRIPTION

From COKTL on track 117° to cross ZLLDA at or above 14000.

LANDING RUNWAYS 1L/R: From ZLLDA on track 151° to cross MEZKL at or below 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI between 10000 and 11000, then on track 081° to cross BAUMM between 8600 and 11000, then on track 030° to cross ROAMN at 8000 and at 210K. Expect ILS or LOC RWY 1L or RADAR vectors to final approach course.

LANDING RUNWAYS 8L/R: From ZLLDA on track 151° to cross MEZKL at or below 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI between 10000 and 11000, then on track 081° to cross BAUMM between 8600 and 11000, then on track 006° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R, 26L/R: From ZLLDA on track 100° to cross DEEON at or above 12000, then on track 100° to cross ENNVY at or above 11000, then on track 083° to cross REDQN at or above 9000 and at 210K, then on track 083° to TWAFI, then on track 079° to cross BERBN at 8000 and at 210K, then on track 079°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 1L: At ROAMN execute ILS or LOC RWY 1L approach.

LANDING RUNWAY 8R: at YAGGR execute RNAV (RNP) RWY 8R approach, if unable, proceed via last track to intercept the final approach course; if unable, maintain 7000 direct LAS VORTAC then direct BLD VORTAC and execute ILS or LOC RWY 26L approach.

LANDING RUNWAY 26L: At BERBN execute ILS or LOC RWY 26L approach.

LANDING RUNWAY 26R: At BERBN execute ILS or LOC RWY 26R approach.
NOTE: Chart not to scale. (CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

BOULDER CITY TRANSITION (BLD.COYOT5): From over BLD VORTAC on BLD R-108 and DRK R-290 to DRK VORTAC, then on DRK R-127 and PXR R-336 to COYOT. Thence. . . .

DRAKE TRANSITION (DRK.COYOT5): From over DRK VORTAC on DRK R-127 and PXR R-336 to COYOT. Thence. . . .

HECTOR TRANSITION (HEC.COYOT5): From over HEC VORTAC on HEC R-057 and GFS R-238 to GFS VORTAC, then on GFS R-054 and PGS R-235 to PRFUM, then on BLD R-108 and DRK R-290 to DRK VORTAC, then on DRK R-127 and PXR R-336 to COYOT. Thence. . . .

. . . .From COYOT on PXR R-336 to BRUSR, then on PXR R-336 to MAHEM, then on PXR R-336 to PXR VORTAC. After BRUSR expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
After DRK VORTAC proceed direct MAIER, then direct PXR VORTAC.
ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.CRESO5): From over DAG VORTAC on DAG R-047 and BLD R-213 to CRESO, thence . . .

HECTOR TRANSITION (HEC.CRESO5): From over HEC VORTAC on HEC R-032 and BLD R-213 to CRESO, thence . . .

. . .From over CRESO on BLD R-213 to cross BLD VORTAC at or above 7300. Runways 1, 8, and 19 expect RADAR vectors to final approach course. From BLD VORTAC expect ILS approach Runway 26L/R.
ARRIVAL ROUTE DESCRIPTION

BRYCE CANYON TRANSITION (BCE.DELTA6)

MILFORD TRANSITION (MLF.DELTA6)

LANDING RUNWAYS 16L/R, 17: From DTA VORTAC on track 003° to JAMMN, then on track 004° to cross DRAPR at 14000, then on track 004° to cross SPIEK at 13000, then on track 004° to cross HEIRY at 12000, then on track 352° to cross PITTT at 11000, then as depicted to RROYY, then on heading 344°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
At RROYY, turn right direct OGD VORTAC and hold. Maintain 11000.

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: BCE TRANSITION: For non-GPS equipped aircraft, BVL, FFU, TCH, and OGD DMEs must be operational.
NOTE: MLF TRANSITION: For non-GPS equipped aircraft, BVL, TCH, and OGD DMEs must be operational.
ARRIVAL ROUTE DESCRIPTION

GILA BEND TRANSITION (GBN.DINGO6): From over GBN VORTAC on GBN R-082 and TFD R-264 to TFD VORTAC, then on TFD R-133 to BASER, then on TUS R-295 to DINGO. Thence. . .

PHOENIX TRANSITION (PXR.DINGO6): From over PXR VORTAC on PXR R-163 and TFD R-343 to TFD VORTAC, then on TFD R-133 to BASER, then on TUS R-295 to DINGO. Thence. . .

STANFIELD TRANSITION (TFD.DINGO6): From over TFD VORTAC on TFD R-133 to BASER, then on TUS R-295 to DINGO. Thence. . .

LANDING RUNWAY 12: From DINGO on TUS R-295 to cross MAVVA at or above 8000, then on heading 078°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 30: From DINGO on TUS R-295 to cross MAVVA at or above 8000. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
DSERT TWO ARRIVAL (RNAV)

NOTE: Chart not to scale.

DSERT to CACTY route: For non-GPS equipped aircraft, FLG DME must be operational.

DSERT to TYLIK route: For non-GPS equipped aircraft, DRK, IWA, and PXR DMEs must be operational.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojets ATC assigned only.

NOTE: Landing PHX Sky Harbor Intl Turboprops only.

NOTE: Landing PHX Sky Harbor Intl Turboprops only.

NOTE: FLG TRANSITION: For non-GPS equipped aircraft, FLG DME must be operational.

NOTE: RNAV 1.

NOTE: Landing PHX Sky Harbor Intl Turboprops only.

NOTE: RADAR required.

NOTE: Chart not to scale.

21112

PHOENIX, ARIZONA

DSERT TWO ARRIVAL (RNAV)

(dsert.dsert2) 13NOV14

PHOENIX, ARIZONA

(Legend: SW-4, 11 JUL 2024 to 05 SEP 2024)
ARRIVAL ROUTE DESCRIPTION

FLAGSTAFF TRANSITION (FLG.DSERT2)
KIDDR TRANSITION (KIDDR.DSERT2)
LIAYY TRANSITION (LIAYY.DSERT2)
WINSLOW TRANSITION (INW.DSERT2)

From DSERT on track 182° to SHOCK, then on track 182° to BUSTD.

LANDING AT KDUV/KSDL/KGEU/KFFZ/KCHD/KGRE/KPDH:
From BUSTD on track 182° to YOLOW, then on track 188° to CACTY then on track 179°.
Expect RADAR vectors.

LANDING AT KIWA: From BUSTD on track 133° to BAYTA, then on track 201° to AEJAY,
then on track 168° to TYLIK, then on track 168°. Expect RADAR vectors.
NOTE: GALLUP and ZUNI TRANSITIONS: For non-GPS equipped aircraft INW DME must be operational.

NOTE: LANDING EAST: For non-GPS equipped aircraft PXR and IWA DMEs must be operational.

NOTE: File GALLUP or ZUNI TRANSITIONS only. WINSLOW TRANSITION assigned by ATC for hazardous weather avoidance only.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.EAGUL6)
WINNSLOW TRANSITION (INW.EAGUL6)
ZUNI TRANSITION (ZUN.EAGUL6)
PHOENIX APP CON
128.65 353.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
GND CON
119.75 269.2 (North)
132.55 269.2 (South)
D-ATIS
127.575

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: LANDING EAST: For non-GPS equipped aircraft PXR and IWA DMEs must be operational.
ARRIVAL ROUTE DESCRIPTION

From EAGUL on track 215° to cross HOMRR at or below 17000 at 250K.

LANDING RUNWAYS 7L, 7R, 8: From HOMRR on track 226° to cross BOHTX at/above 13000 and at/below 14000, then on track 226° to cross GEENO at/above 11000 and at/below 12000 and at 230K, then on track 226° to cross QUENY at 10000 and at 210K, then on track 226° to cross HINEY at 7000 and at 210K, then on track 258° to cross OBAS at 7000 and at 210K, then on track 258°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 25L: From HOMRR on track 204° to cross VNOM at/above 9400, then on track 204° to cross ESDEE at/above 8100 and at/below 10000 and at 210K, then on track 203° to cross BASSL at/above 6000, then on track 203° to cross DERVL at/above 4500 and at/below 5500 and at 210K, then on track 219° to cross GIPSE at/above 4000. Expect ILS or LOC RWY 25L approach or RADAR vectors to final approach course.

LANDING RUNWAY 25R: From HOMRR on track 204° to cross VNOM at/above 9400, then on track 204° to cross ESDEE at/above 8100 and at/below 10000 and at 210K, then on track 203° to cross BASSL at/above 6000, then on track 203° to cross DERVL at/above 4500 and at/below 5500 and at 210K, then on track 220° to cross ZAMEX at/above 4000. Expect RNAV (GPS) Y RWY 25R approach or RADAR vectors to final approach course.

LANDING RUNWAY 26: From HOMRR on track 204° to cross VNOM at/above 9400, then on track 204° to cross ESDEE at/above 8100 and at/below 10000 and at 210K, then on track 203° to cross BASSL at/above 6000, then on track 203° to cross DERVL at/above 4500 and at/below 5500 at 210K, then on track 228° to cross JAGAL at/above 4000. Expect ILS or LOC RWY 26 approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 7L: After OBASE turn left, intercept and execute RWY 7L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 7R: After OBASE turn left, intercept and execute RWY 7R ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 8: After OBASE turn left, intercept and execute RWY 8 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 25L: At GIPSE, intercept and execute RWY 25L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 25R: At ZAMEX, intercept and execute RWY 25R RNAV (GPS) approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 26: At JAGAL, intercept and execute RWY 26 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
ARRIVAL ROUTE DESCRIPTION

HARTT TRANSITION (HARTT.EELZA4)

From KLUBS on track 153° to EELZA, then on track 139° to cross BEETH at or above 16000, then on track 166° to cross HIWAA at or above 12000, then on track 163° to cross BACRT at or above 11000, then on track 163° to cross FMG VORTAC at 10000, then on heading 167°. Expect assigned instrument approach for Rwy 35L/R or RADAR vectors to final approach course.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From FLCHR on track 131° to OPNOW, then on track 094° to GEOOF, then on track 081° to cross KEEKE at or above 10500 and at or below 250K, then on track 101° to cross ECAKO at 9000 and at or below 230K, then on track 117°. Expect RADAR vectors to final approach course.
NOTE: Landing KLAS restricted to prop aircraft only.

ARRIVAL ROUTE DESCRIPTION

FUULL TRANSITION (FUULL.GAMES2)

LANDING KHND/KLAS: From QWIST on track 114° to GAMES, then on track 148° to TOROO, then on track 116° to RATHH, then on track 078° to cross PIGOW at 8300, then on track 075°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

WINSLOW TRANSITION (INW.HUUTY1)
ZUNI TRANSITION (ZUN.HUUTY1)

From HUUTY on track 196° to CHEKR. Cross CHEKR between 12000 and 14000 and at 270 KTS. From CHEKR via 219° track to ROSEE, cross ROSEE between 10000 and 11000 and at 250 KTS, from ROSEE via 221° track to CNYON, cross CNYON at 9000, from CNYON via 222° track to BAYTA, cross BAYTA at 8000, from BAYTA via 200° track to AEJAY, cross AEJAY at 7000 and at 210 KTS, from AEJAY via 167° track to TYLIK, cross TYLIK at 5500, then on 167° heading. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

After AEJAY on track 215° direct IWA VORTAC. Hold NE, LT, 215° inbound, maintain 7000.
NOTE: SALOM TRANSITION for aircraft FL230 and below.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: SALOM TRANSITION for aircraft FL230 and below.

NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.

NARRATIVE ON FOLLOWING PAGE
ARRIVAL ROUTE DESCRIPTION

From HYDRR on track 076° track to cross GEELA at/above 11000 and at/below 17000 at 250K.

LANDING RUNWAY 7L: From GEELA on track 054° to cross PUNNT at/above 10000 and at/below 12000 and at 230K, then on track 054° to cross TEICH at/above 8000 and at/below 9000 and at 210K, then on track 055° to cross TESLE at 7000, then on track 078° to cross FALGO at 6000 and at 210K, then on track 078° to cross CAGOR at/above 5000, then on track 076° to cross FOWLE at/above 4000. Expect ILS RWY 7L approach or RADAR vectors to final approach course.

LANDING RUNWAY 7R: From GEELA on track 054° to cross PUNNT at/above 10000 and at/below 12000 and at 230K, then on track 054° to cross TEICH at/above 8000 and at/below 9000 and at 210K, then on track 055° to cross TESLE at 7000, then on track 078° to cross FALGO at 6000 and at 210K, then on track 078° to cross CAGOR at/above 5000, then on track 078° to cross BALTE at/above 4000. Expect ILS RWY 7R approach or RADAR vectors to final approach course.

LANDING RUNWAY 8: From GEELA on track 054° to cross PUNNT at/above 10000 and at/below 12000 and at 230K, then on track 054° to cross TEICH at/above 8000 and at/below 9000 and at 210K, then on track 055° to cross TESLE at 7000, then on track 078° to cross FALGO at 6000 and at 210K, then on track 078° to cross CAGOR at/above 5000, then on track 066° to cross JAMIL at/above 4000. Expect ILS RWY 8 approach or RADAR vectors to final approach course.

LANDING RUNWAYS 25L, 25R, 26: From GEELA on track 072° to cross AGGLA at/above 11000 and at/below 14000 and at 250K, then on track 072° to cross CHAVO at 9000 and at 210K, then on track 079° to cross LEMOE at 7000 at 210K, then on track 079°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 7L: At FOWLE intercept and execute RWY 7L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
LANDING RUNWAY 7R: At BALTE intercept and execute RWY 7R ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
LANDING RUNWAY 8: At JAMIL intercept and execute RWY 8 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
LANDING RUNWAY 25L: At LEMOE turn left, intercept and execute RWY 25L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
LANDING RUNWAY 25R: At LEMOE turn left, intercept and execute RWY 25R RNAV (GPS) approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
LANDING RUNWAY 26: At LEMOE turn left, intercept and execute RWY 26 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
ARRIVAL ROUTE DESCRIPTION

**DRAKE TRANSITION (DRK.ISHEE2):** From over DRK VORTAC on DRK R-281 and IGM R-100 to IGM VOR/DME, then on IGM R-325 to PEHTY, thence. . . .

**PEACH SPRINGS TRANSITION (PGS.ISHEE2):** From over PGS VOR/DME on PGS R-270 to PEHTY, thence. . . .

. . . .from over PEHTY on BLD R-097 to BLD VORTAC, expect RADAR vectors to final approach course.

**LOST COMMUNICATIONS:** After ISHEE proceed direct BLD VORTAC and hold. Maintain 8000 or last assigned altitude whichever is higher.

**NOTE:** Turbojet aircraft only.
NOTE: After CHHIP, fly heading 343° for vectors to ILS or LOC RWY 16R or VISUAL RWY 16R approach.

NOTE: RADAR required.
NOTE: DME required.
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

BRYCE CANYON TRANSITION (BCE.JAMMN5): From over BCE VORTAC via BCE R-339 and DTA R-158 to DTA VORTAC. Then via DTA R-358 to JAMMN. Thence. . . .

MILFORD TRANSITION (MLF.JAMMN5): From over MLF VORTAC via MLF R-007 and DTA R-187 to DTA VORTAC. Then via DTA R-358 to JAMMN. Thence. . . .

. . . From JAMMN on TCH VORTAC R-179 to CHHIP, then fly heading 343° for vectors to ILS or LOC RWY 16R or VISUAL Rwy 16R approach.

LOST COMMUNICATIONS
In the event of lost communications, at CHHIP proceed direct OGD VORTAC. Maintain 11000 until OGD VORTAC.
ARRIVAL ROUTE DESCRIPTION

BYRDY TRANSITION (BYRDY.JAYSN2)

From JAYSN on track 098° to WAPID.

LANDING RUNWAYS 1L/R: From WAPID on track 139° to cross PESHY at or above 15000 and at 250K, then on track 166° to cross PAIRR at or above 14200, then on track 166° to cross MEZKL at or below 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI between 10000 and 11000, then on track 081° to cross BAUMM between 8600 and 11000, then on track 030° to cross ROAMN at 8000 and at 210K. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 8L/R: From WAPID on track 139° to cross PESHY at or above 15000 and at 250K, then on track 166° to cross PAIRR at or above 14200, then on track 166° to cross MEZKL at or below 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI between 10000 and 11000, then on track 081° to cross BAUMM between 8600 and 11000, then on track 006° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R: From WAPID on track 081° to cross KEEKE at or above 12000, then on track 104° to ECAKO, then on track 118° to cross DRXLR at or above 10000, then on track 118° to cross MYSHL at or above 8700, then on track 118° to cross CUEVS at or above 6100, then on track 118° to cross KORYN at 4800, then on track 118°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 26L/R: From WAPID on track 139° to cross PESHY at or above 15000 and at 250K, then on track 139° to cross NEEMA at or above 14200, then on track 115° to cross ENNVY at or above 11000, then on track 083° to cross REDQN at or above 9000 and at 210K, then on track 083° to TWAFL, then on track 079° to cross BERBN at 8000 and at 210K, then on track 079°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 8R: At YAGGR execute RNAV (RNP) RWY 8R approach, if unable, proceed visually to intercept the final approach course; if unable, maintain 8000 proceed to LAS VORTAC then maintain 7000 proceed to BLD VORTAC and execute ILS or LOC RWY 26L approach.

LOST COMMUNICATIONS

LANDING RUNWAY 8R: At YAGGR execute RNAV (RNP) RWY 8R approach, if unable, proceed visually to intercept the final approach course; if unable, maintain 8000 proceed to LAS VORTAC then maintain 7000 proceed to BLD VORTAC and execute ILS or LOC RWY 26L approach.

LANDING RUNWAYS 1L/R: From WAPID on track 139° to cross PESHY at or above 15000 and at 250K, then on track 166° to cross PAIRR at or above 14200, then on track 166° to cross MEZKL at or below 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI between 10000 and 11000, then on track 081° to cross BAUMM between 8600 and 11000, then on track 006° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 8L/R: From WAPID on track 139° to cross PESHY at or above 15000 and at 250K, then on track 166° to cross PAIRR at or above 14200, then on track 166° to cross MEZKL at or below 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI between 10000 and 11000, then on track 081° to cross BAUMM between 8600 and 11000, then on track 006° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R: From WAPID on track 081° to cross KEEKE at or above 12000, then on track 104° to ECAKO, then on track 118° to cross DRXLR at or above 10000, then on track 118° to cross MYSHL at or above 8700, then on track 118° to cross CUEVS at or above 6100, then on track 118° to cross KORYN at 4800, then on track 118°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 26L/R: From WAPID on track 139° to cross PESHY at or above 15000 and at 250K, then on track 139° to cross NEEMA at or above 14200, then on track 115° to cross ENNVY at or above 11000, then on track 083° to cross REDQN at or above 9000 and at 210K, then on track 083° to TWAFL, then on track 079° to cross BERBN at 8000 and at 210K, then on track 079°. Expect RADAR vectors to final approach course.
JESSE THREE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

GALLUP TRANSITION (GUP.JESSE3): From over GUP VORTAC on GUP R-222 and ZUN R-242 to JESSE. Thence. . . .

WINSLOW TRANSITION (INW.JESSE3): From over INW VORTAC on INW R-180 to JESSE. Thence. . . .

ZUNI TRANSITION (ZUN.JESSE3): From over ZUN VORTAC on ZUN R-242 to JESSE. Thence. . . . From over JESSE on INW R-180 to GUMMO, then on INW R-180 to EAGUL, then on PXR R-034 to DBACK, then on PXR R-034 to HOMRR, then on PXR R-034 to BUNTR, after BUNTR fly heading 225°, expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

After BUNTR, proceed direct to PXR VORTAC.
ARRIVAL ROUTE DESCRIPTION

HARTT TRANSITION (HARTT.KLUBS1)

From KLUBS on track 153° to cross EELZA at or above 13000 and at 250K, then on track 167° to cross LIBGE at 12000 and at 230K, then on heading 167°. Expect assigned instrument approach for Rwy 17L/R or RADAR vectors to final approach course.

LOST COMMUNICATIONS
At LIBGE, proceed inbound via Rwy 17R ILS approach. If unable, direct FMG VORTAC and hold.

NOTE: GPS required.

CAUTION: Intense glider activity to FL180.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.LARKK1): From over DAG VORTAC on DAG R-032 to RNDZRZ, thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.LARKK1): From over TNP VORTAC on TNP R-028 and GFS R-185 to GFS VORTAC, then on GFS R-300 to RNDZRZ, thence. . . .

. . . .from over RNDZRZ on LAS R-209 to cross LARKK at 12500, then depart LARKK heading 350° for vectors to final approach.

LOST COMMUNICATIONS: Proceed to BLD VORTAC and hold. Maintain 8000 or last assigned altitude whichever is greater.
LEEHY FIVE ARRIVAL (RNAV)

HELPR TRANSITION (HELPR.LEEHY5)
MEEKER TRANSITION (EKR.LEEHY5)

From SPANE on track 285° to LEEHY, thence via runway transition.

LANDING RUNWAYS 16L/R and 17: From LEEHY on track 285° to FFU VORTAC, then on track 319° to DRYVE, then as depicted to RROYY, then on 344° heading. Expect RADAR vectors to final approach course.

LANDING NORTH RUNWAYS 34L/R and 35: From LEEHY on track 303° to BLUPE, then on track 311° to KAMMP, then on track 344° to PLAGE, then on 344° heading. Rwy 34R intercept I-SLC localizer. Proceed inbound, expect ILS/VISUAL approach. Rwys 34L and 35 expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING NORTH: At PLAGE, turn left direct FFU VORTAC and hold. Maintain 11000.

LANDING SOUTH: At RROYY, turn right direct OGD VORTAC and hold. Maintain 11000.

NOTE: EKR TRANSITION landing north: For non-GPS equipped aircraft PUC and DTA DMEs must be operational. Landing south: For non-GPS equipped aircraft DTA, TCH, PUC, and PVU DMEs must be operational.

NOTE: HELPR TRANSITION landing north: For non-GPS equipped aircraft FFU DME must be operational. Landing south: For non-GPS equipped aircraft TCH and PVU DMEs must be operational.

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

NOTE: Chart not to scale.
LENNI FOUR ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BUCKEYE TRANSITION (BXK.LENNI4): From over BXK VORTAC on BXK R-010 to LENNI. Thence . . . .

DRAKE TRANSITION (DRK.LENNI4): From over DRK VORTAC on DRK R-168 and BXK R-010 to LENNI. Thence . . . .

PHOENIX TRANSITION (PXR.LENNI4): From over PXR VORTAC on PXR R-296 to LENNI. Thence . . . .

. . . . expect one turn in holding at LENNI followed by HI-TACAN, HI-ILS or LOC/DME to Luke AFB.

NOTE: Chart not to scale.

NOTE: Military only.
NOTE: DME required.

TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross LENNI at FL220.
Expect one turn in holding at LENNI.
En-route descent DRAKE Transition only.

LENNI FOUR ARRIVAL
14JUL22
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

DUBOIS TRANSITION (DBS.NORDK6)

JACKSON TRANSITION (JAC.NORDK6)

MUDDY MOUNTAIN TRANSITION (DDY.NORDK6)

ROCK SPRINGS TRANSITION (OCS.NORDK6)

From LHO VOR/DME on track 176° to CARTR, then on track 176° to NORDK, thence . . .

. . . LANDING RUNWAYS 16L/R and 17: From NORDK on track 164° to WEBER, then on 164° heading. Rwy 16L intercept I-MOY localizer. Proceed inbound, expect ILS/Visual approach. Rwy 16R and 17 expect RADAR vectors to final approach course.

. . . LANDING RUNWAYS 34L/R and 35: From NORDK on track 178° to SETTT, thence as depicted to CEEDR, then on 164° heading. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING SOUTH: At WEBER, turn right direct to OGD VORTAC and hold, maintain 12000.

LANDING NORTH: At CEEDR, turn left direct to FFU VORTAC and hold, maintain 11000.
ARRIVAL ROUTE DESCRIPTION

GUILE TRANSITION (GUILE.NTND01)
MISEN TRANSITION (MISEN.NTND01)
TWENTYNINE PALMS TRANSITION (TNP.NTND01)

LANDING KHND/KVGT: From KONNG on track 328° to cross KEEKO at or above 7200, then on track 328° to cross NTNDO at 7000, then on track 304°. Expect RADAR vectors to final approach course.
CAUTION: Intense glider activity to FL180.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From ORRCA on track 032° to cross HOBOA at/above 16000, then on track 030°. Expect assigned instrument approach for Rwys 17L/R or RADAR vectors to final approach course.
PHOENIX APP CON
124.1  256.9
PHOENIX TOWER
118.7  278.8 (Rwy B-26)
120.9  254.3 (Rwys 7R-25L, 7L-25R)
GND CON
119.75  269.2 (North)
132.55  269.2 (South)
D-ATIS
127.575

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

PHOENIX, ARIZONA
AL-322 (FAA)
PHOENIX SKY HARBOR INTL (PHX)

NOTE: Chart not to scale.
(Continued on following page)
ARRIVAL ROUTE DESCRIPTION

From PINNG on track 292° to cross BRDEY at/above 13000 and at 250K.

LANDING RUNWAYS 7L, 7R, 8: From BRDEY on track 296° to cross WIGWM at/above 12000 and at/below 14000 and at 250K, then on track 296° to cross DDUKE at/above 10000 and at/below 12000, then on track 296° to cross RVANN at/above 8000 and at/below 9000 and at 230K, then on track 296° to cross LGACY at 7000 and at 210K, then on track 283° to VISTL, then on track 258° to cross NEELE at 7000 and at 210K, then on track 258°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 25L: From BRDEY on track 326° to cross PAAAR at/above 10000 and at/below 12000 and at 230K, then on track 325° to cross PUKRE at/above 8000 and at/below 9000 and at 210K, then on track 322° to cross FINAP at/above 5000 and at/below 6000, then on track 282° to cross ZAMEX at/above 4000. Expect RNAV (GPS) Y or (RNP) Z RWY 25R approach or RADAR vectors to final approach course.

LANDING RUNWAY 25R: From BRDEY on track 326° to cross PAAAR at/above 10000 and at/below 12000 and at 230K, then on track 325° to cross PUKRE at/above 8000 and at/below 9000 and at 210K, then on track 322° to cross FINAP at/above 5000 and at/below 6000, then on track 284° to cross GIPSE at/above 4000. Expect ILS or LOC RWY 25R approach or RADAR vectors to final approach course.

LANDING RUNWAY 26: From BRDEY on track 326° to cross PAAAR at/above 10000 and at/below 12000 and at 230K, then on track 325° to cross PUKRE at/above 8000 and at/below 9000 and at 210K, then on track 322° to cross FINAP at/above 5000 and at/below 6000, then on track 292° to cross JAGAL at/above 4000. Expect ILS or LOC RWY 25L approach or RADAR vectors to final approach course.

LANDING RUNWAY 7L: At NEELE turn right, intercept and execute RWY 7L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 7R: At NEELE turn right, intercept and execute RWY 7R ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 8: At NEELE turn right, intercept and execute RWY 8 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 25L: At GIPSE intercept and execute RWY 25L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 25R: At ZAMEX intercept and execute RWY 25R RNAV (GPS) approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 26: At JAGAL intercept and execute RWY 26 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
ARRIVAL ROUTE DESCRIPTION

1. **BEATTY TRANSITION (BTY-PUMLE1):** From over BTY R-113 and cross at 8000. Thence...
2. BLD R-258 to cross ENNVY at or above 11000, then to BLD VORTAC.
3. LANDING KHND: From over ENNVY expect RADAR vectors to airport.
4. LOST COMMUNICATIONS: After ENNVY proceed direct BLD VORTAC and hold.

**NOTE:** Turbojet aircraft only. **NOTE:** DME required. **NOTE:** Turboprop aircraft only. **NOTE:** Turboprop aircraft only.

**NOTE:** Radar required. **NOTE:** Radar required. **NOTE:** Radar required. **NOTE:** Radar required.

**NOTE:** 8000 or last assigned altitude whichever is greater.
ARRIVAL ROUTE DESCRIPTION

BRYCE CANYON TRANSITION (BCE.QWENN5)

MILFORD TRANSITION (MLF.QWENN5)

LANDING NORTH RUNWAYS 34R/L and 35: From QWENN on track 001° to FFU VORTAC, then as depicted to PLAGE, then on 344° heading. Rwy 34R intercept I-SLC localizer. Proceed inbound, expect ILS/Visual approach. Rwy 34L and 35 expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

At PLAGE, turn left direct to FFU VORTAC and hold. Maintain 11000.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: BRYCE CANYON TRANSITION:
For non-GPS equipped aircraft FFU and PVU DMEs must be operational.
NOTE: MILFORD TRANSITION:
For non-GPS equipped aircraft BVL and PVU DMEs must be operational.

QWENN FIVE ARRIVAL (RNAV)

(QWENN.QWENN5) 19283

AL-365 (FAA)

17AUG17
LAS VEGAS APP CON
119.775  282.2
D-ATIS
132.4
LAS VEGAS TOWER
118.75  257.8 (Rwys 1L/19R, 1R/19L)
119.9  257.8 (Rwys 8L/26R, 8R/26L)

NOTE:  Chart not to scale.

CONTINUED ON FOLLOWING PAGE
NOTE: Jet aircraft only.

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

Las Vegas, Nevada

Ldg Rwy 8L/R

TRREY
7000 210K
Ldg Rwy 1L

YAGGR
8000 210K
Ldg Rwy 1R

PPENN
6000 210K
Ldg Rwy 19L/R

FOOF
8000 220K

NNEON
240° (10)

FLYES
8000 210K
Ldg Rwy 26L

PRINO
8000 210K
Ldg Rwy 26R

Jovii
10000 250K

FEREL
10000 250K

Hayln
13000 250K
10000

Huxly
9000

Groll
11000

Leeew
14000 250K

Rkstr
288° (10)

Pehty
FL190 250K

Tuuth
10000 220K

Mahna
9000
13000 10000

Jaide
10000
8000

Las Vegas, nevada

Las Vegas App Con
119.775 282.2
D-Atis
132.4
Las Vegas tower
118.75 257.8 (Rwys 1L/19R, 1R/19L)
119.9 257.8 (Rwys 8L/26R, 8R/26L)

(PEHTY, RKSTR3)

(PEHTY, RKSTR3) 22195
Al 662 (FAA)

(PEHTY, RKSTR3) 14JUL22

Las Vegas, nevada

Las Vegas Int'l (LAS)

Narrative on following page

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From PEHTY on track 288° to RKSTR.

LANDING RUNWAY 1L: From RKSTR on track 252° to cross LEEEW at or above 14000 and at 250K, then on track 251° to cross JAIDE between 10000 and 13000, then on track 259° to cross MAHNA at or above 9000, then on track 259° to cross TUUTH between 8000 and 10000 and at 220K, then on track 306° to cross TRREY at or above 7000 and at 210K. Expect ILS or LOC RWY 1L approach.

LANDING RUNWAY 1R: From RKSTR on track 252° to cross LEEEW at or above 14000 and at 250K, then on track 251° to cross JAIDE between 10000 and 13000, then on track 259° to cross MAHNA at or above 9000, then on track 259° to cross TUUTH between 8000 and 10000 and at 220K, then on track 319° to cross BUHLL at 7000 and at 210K. Expect RNAV (GPS) RWY 1R approach.

LANDING RUNWAYS 8L/R: From RKSTR on track 252° to cross LEEEW at or above 14000 and at 250K, then on track 251° to cross JAIDE between 10000 and 13000, then on track 259° to cross MAHNA at or above 9000, then on track 259° to cross TUUTH between 8000 and 10000 and at 220K, then on track 299° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R: From RKSTR on track 347° to cross GROLL at or below 11000, then on track 347° to cross FEREL at or above 10000 and at 250K, then on track 306° to cross JOVII at 10000, then on track 262° to cross FELAA between 8500 and 11000, then on track 240° to cross FOOOF between 7000 and 8000 and at 220K, then on track 240° to NNEON, then on track 263° to cross PPENN at 6000 and at 210K, then on track 263°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 26L: From RKSTR on track 297° to cross HUXLY between 10000 and 13000 and at 250K, then on track 296° to cross HAYLN at or below 9000, then on track 290° to cross PRINO at 8000 and at 210K. Expect ILS or LOC RWY 26L approach.

LANDING RUNWAY 26R: From RKSTR on track 297° to cross HUXLY between 10000 and 13000 and at 250K, then on track 296° to cross HAYLN at or below 9000, then on track 292° to cross FLYES at 8000 and at 210K. Expect ILS or LOC RWY 26R approach.

LOST COMMUNICATIONS

LANDING RUNWAY 8R: At YAGGR execute RNAV (RNP) RWY 8R approach, if unable, proceed via last track to intercept the final approach course; if unable, maintain 7000 direct LAS VORTAC then direct BLD VORTAC and execute ILS or LOC RWY 26L approach.

LANDING RUNWAY 19L: At PPENN execute RNAV (RNP) RWY 19L approach, if unable, proceed via last track to intercept the final approach course; if unable, maintain 7000 proceed direct LAS VORTAC then direct BLD VORTAC and execute ILS or LOC RWY 26L approach.
NOTE: Jet aircraft only.

NOTE: NEEDLES Transition: do not file- assigned by ATC.
LAS VEGAS APP CON
125.025 379.15
D-ATIS
132.4
LAS VEGAS TOWER
118.75 257.8 (Rwys 1L/19R, 1R/19L)
119.9 257.8 (Rwys 8L/26R, 8R/26L)

RNDRZ TWO ARRIVAL (RNAV)
Arrival Routes

LAS VEGAS, NEVADA
(RNDRZ.RNDRZ2)
19MAY22

NOTE: Chart not to scale.

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

NOTE: Jet aircraft only.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 1L/R: From RNDRZ on track 048° to cross RUMLY between 10000 and 13000, then on track 048° to cross BAUMM between 8600 and 11000, then on track 030° to cross ROAMN at 8000 and at 210K, then on track 030°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 8L/R: From RNDRZ on track 048° to cross RUMLY between 10000 and 13000, then on track 048° to cross BAUMM between 8600 and 11000, then on track 006° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R, 26L/R: From RNDRZ on track 037° to GRMMA, then on track 019° to cross BUETY at or above 12500, then on track 019° to cross ENNVY at or above 11000, then on track 083° to cross REDQN at or above 9000 and at 210K, then on track 083° to TWAFI, then on track 079° to cross BERBN at 8000 and at 210K, then on track 079°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 8R: At YAGGR execute RNAV (RNP) RWY 8R approach, if unable, proceed visually to intercept the final approach course; if unable, maintain 8000 proceed to LAS VORTAC then maintain 7000 proceed to BLD VORTAC and execute ILS or LOC RWY 26L approach.
CAUTION: Intense glider activity to FL180.

NOTE: Runways 17L/R only.

NOTE: RADAR required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

RUNWAYS 17L/R: From over MVA VORTAC on MVA R-283 to YERIN, thence on FMG R-119 to FMG VORTAC. Expect RADAR vectors to Runways 17L/R.
NOTE: Chart not to scale.

**ARRIVAL ROUTE DESCRIPTION**

**KENNO TRANSITION (KENNO.SCOLA1)**
**MINA TRANSITION (MVA.SCOLA1)**

From SCOLA on track 303° to cross TEXSS at or above 17000, then on track 303° to cross HLDMM at or above 16000 and at below 280K, then on track 303° to cross CHIME between 12000 and 13000 and at 250K, then on track 311° to cross KLOCK at 10000 and at 210K, then on heading 333°. Expect assigned instrument approach for Rwys 17L/R or RADAR vectors to final approach course.

**CAUTION:** Intense glider activity to FL180.
ARRIVAL ROUTE DESCRIPTION

BURLEY TRANSITION (BYI.SKEES5)

POCATELLO TRANSITION (PIH.SKEES5)

From BEARR on track 134° to SKEES.

LANDING NORTH (RUNWAYS 34L/R and 35):
From SKEES on track 141° to HUUPR, thence as depicted to CEEDR, then on heading 164°.
Expect RADAR vectors to final approach course.

LANDING SOUTH (RUNWAYS 16L/R and 17):
From SKEES on track 121° to BOOOT, thence as depicted to IRRON, then on heading 164°.
Rwy 16L intercept I-MOY localizer. Proceed inbound, expect ILS/Visual approach. Rwys 16R and 17 expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING SOUTH: At IRRON, turn right direct to OGD VORTAC and hold. Maintain 11000.

LANDING NORTH: At CEEDR, turn left direct to FFU VORTAC and hold. Maintain 11000.
ARRIVAL ROUTE DESCRIPTION

HELPR TRANSITION (HELPR.SPANE8): From over HELP on FFU R-100 to SPANE, thence . . . .

MEEKER TRANSITION (EKR.SPANE8): From over EKR VOR/DME on EKR R-264 to RACER, then on EKR R-264 and MTU R-078 to MTU VOR/DME, then on MTU R-255 to SPANE, thence . . . .

LANDING NORTH: From SPANE on FFU R-100 to BOAGY, then to FFU VORTAC. Expect ILS RWY 34R approach.

LANDING SOUTH: From SPANE on FFU R-100 to BOAGY, then to FFU VORTAC, then on FFU R-314 to DRYVE, then on OGD R-163 to CHHIP. After CHHIP, fly heading 345° for vectors to ILS or Visual RWY 16R approach.

LOST COMMUNICATIONS

LANDING SOUTH: In the event of lost communications, at CHHIP proceed direct OGD VORTAC. Maintain 12000 until OGD VORTAC.
ARRIVAL ROUTE DESCRIPTION

SAN SIMON TRANSITION (SSO.SUNSS8): From over SSO VORTAC on SSO R-273 and TFD R-093 to TELGE, then on PXR R-120 to BAYBI. Thence. . . .

TUCSON TRANSITION (TUS.SUNSS8): From over TUS VORTAC on TUS R-335 to BAYBI. Thence. . . .

. . . from BAYBI on PXR R-120 to SQUEZ and SUNSS. Depart SUNSS on heading 290° for RADAR vectors to final approach course.

LOST COMMUNICATIONS: After SUNSS, proceed direct PXR VORTAC.
ARRIVAL ROUTE DESCRIPTION

KENNO TRANSITION (KENNO TARVR1)
MINA TRANSITION (MINA TARVR1)
ORRCA TRANSITION (ORRCA TARVR1)
SLEAT TRANSITION (SLEAT TARVR1)

From TARVR, then on heading 347°, expect assigned instrument approach for Rwys 35L/R or RADAR vectors to final approach course.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From BVL VORTAC on track 079° to KNOLE, then on track 080° to WAATS.

LANDING NORTH RUNWAYS 34L/R and 35: From WAATS on track 067° to RAACE, then as depicted to CEEDR, then on heading 164°. Expect RADAR vectors to final approach course.

LANDING SOUTH RUNWAYS 16L/R and 17: From WAATS on track 081° to DUGGY, then as depicted to RROYY, then on heading 344°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING NORTH: At CEEDR, turn left direct to FFU VORTAC and hold. Maintain 12000.

LANDING SOUTH: At RROYY, turn right direct to OGD VORTAC and hold. Maintain 12000.
ARRIVAL ROUTE DESCRIPTION

MYBAD TRANSITION (MYBAD.WADOL4)

From WADOL on track 213° to cross MYYAA at or above 16000, then on track 223° to cross SALLI at or above 11000, then on track 191° to cross FMG VORTAC at 10000, then on heading 167°. Expect assigned instrument approach Rwy 35L/R or RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

MYBAD TRANSITION (MYBAD,WNRZ)

From WADOL on track 230° to UUPPP, then on track 230° to cross HOSME at or above 13000 and at 250K, then on track 225° to cross WINRZ at 11000 and at 230K, then on heading 223°. Expect assigned instrument approach for Rwy 17L/R or RADAR vectors to final approach course.

LOST COMMUNICATIONS

At WINRZ, proceed inbound via Rwy 17R ILS approach. If unable, direct to FMG VORTAC and hold.

CAUTION: Intense glider activity to FL180.

NOTE: GPS required.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

SSKEE TRANSITION (SSKEE.WYLND1)
TOADD TRANSITION (TOADD.WYLND1)

From BOEGY on track 269° to WYLND, then on track 266° to cross LNDIN at 9000, then on track 270°. Expect RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft, BLD, DRK, EED, FLG, GCN, IGM, PGA, PGS, and TBC DMEs must be operational.

NOTE: Chart not to scale.
NOTE: Jet aircraft only.
NOTE: Chart not to scale.

ARIVAL ROUTE DESCRIPTION

EL PASO TRANSITION (ELP.ZONNA2)
NEWMAN TRANSITION (EWM.ZONNA2)
SAN SIMON TRANSITION (SSO.ZONNA2)

LANDING RUNWAY 12: From ZONNA on track 255° to cross SSAND at 14000 and at 280K, then on track 265° to cross VOTTO at or above 10000, then on track 265° to cross JEGEK at or above 9000, then on track 306° to cross OTUKE at 7000 and at 210K, then on track 306°. Expect RNAV (GPS) Z RWY 12 approach or RADAR vectors to final approach course.

LANDING RUNWAY 30: From ZONNA on track 246° to cross JOKIM at 12000 and at 250K, then on track 246°. Expect RNAV (GPS) Z RWY 30 approach or RADAR vectors to final approach course.
RNAV (GPS) RWY 4
BATTLE MOUNTAIN (BAM)

AWOS-3
119.45

SALT LAKE CITY CENTER
132.25 338.35

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at BAM VORTAC on V32 eastbound.

MISSED APPROACH: (Do not exceed 175K until DIYLA) Climb to 5500 then climbing left turn to 8900 direct DIYLA and hold, do not exceed 230K when continuing climb-in-hold to 8900.

BATTLE MOUNTAIN, NEVADA
AL-534 (FAA)
MISSED APPROACH: Climb to 11900 direct QGSL and track 251° to RAJKO and hold, continue climb-in-hold to 11900.

---

**RNAV (GPS) RWY 22**

**BATTLE MOUNTAIN (BAM)**

**AWOS-3**
- 119.45

**SALT LAKE CITY CENTER**
- 132.25 338.35

**UNICOM**
- 122.8 (CTAF)

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** CATEGORY **

- A
- B
- C
- D

** LPV DA **
- 4753-1 220 (300-1)

** LNAV/ VNAV DA **
- 4808-1 275 (300-1)

** LNAV MDA **
- 4980-1 447 (500-1)
- 4980-1 447 (500-1)

** CIRCLING **
- 4980-1 5000-1
- 4980-1 5000-1
- 4980-1 5000-1
- 4980-1 5000-1

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**BATTLE MOUNTAIN, NEVADA**

**RWY 22**

**APP CRS**
- 216°

**Rwy Ldg**
- 7300

**Apt Elev**
- 4533

**TDZE**
- 4536

---

**ELEV 4536**

**TDZE 4533**

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**BATTLE MOUNTAIN, NEVADA**

**Orig 08NOV18**

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**40°36’N-116°52’W**

**RNAV (GPS) RWY 22**

**BATTLE MOUNTAIN (BAM)**

---

**SW-4, 11 JUL 2024 to 05 SEP 2024**
VOR RWY 4

BATTLE MOUNTAIN, NEVADA

DME required.

MISSED APPROACH: Climb to 10000 on BAM VORTAC R-036 to RITYO/BAM VORTAC 4.7 DME and left turn direct BAM VORTAC and on BAM VORTAC R-210 to FESUD/BAM 15 DME and right turn direct BAM VORTAC and hold.

AWOS-3
119.45

SALT LAKE CITY CENTER
132.25 338.35

UNICOM
122.8 (CTAF)

BATTLE MOUNTAIN
Chan 59

Amdt 7A  26MAR20

40°36'N-116°52'W

BATTLE MOUNTAIN (BAM)

SW-4, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH: Climbing left turn to 9600 direct VOGUY and hold.

Procedure NA for arrivals at BERYL on V293 westbound.

Procedure NA for arrivals on BCE VORTAC airway radials 225 CW 264.

AWOS-3FT 119.925

SALT LAKE CITY CENTER 125.575 379.275

CTAF 122.9  

7 NM Holding Pattern
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

MISSED APPROACH: (Do not exceed 165K until GERRO)
Climb to 6300 then climbing right turn to 8500 direct GERRO and hold.

Procedure NA for arrival on DVC VORTAC airway radial 131.

Procedure NA for arrival on RSK VORTAC airway radials 219 CW 351.
RNAV (GPS) RWY 27
BOULDER CITY MUNI (BVU)

Procedure NA at night.
Rwy 27 helicopter visibility reduction below 1 SM NA.

AWOS-3 118.475  LAS VEGAS APP CON 125.475 307.25  UNICOM 122.7 (CTAF)

Procedure NA for arrivals at BAMAA on V562 eastbound.

Final approach course offset 20.00°.

MISSED APPROACH: Climbing left turn to 7600 direct LYNSY and hold, continue climb-in-hold to 7600.

BOULDER, NEVADA

10 NM SW-4, 11 JUL 2024 to 05 SEP 2024

BOULDER CITY MUNI (BVU)

Orig 05DEC19

35°57'N-114°52'W
RNAV (GPS) RWY 35
BRIGHAM CITY RGNL (BMC)

When local altimeter setting not received, use Ogden altimeter setting and increase all MDA 100 feet, increase LP Cat C visibility ¼ mile, increase LNAV Cat B visibility ½ mile, and Cat C visibility ½ mile, increase Circling Cat B visibility ¼ mile, and Cat C visibility ½ mile.

DME/DME RNP-0.3 NA. VDP NA with Ogden altimeter setting. Rwy 35 helicopter visibility reduction below ½ SM NA.

Procedure NA for arrivals on OGD VORTAC airway radials 302 CW 068.

AWOS-3 135.075
SALT LAKE CITY APP CON 121.1
CLNC DEL 126.0
UNICOM 123.05 (CTAF)

Brigham City, Utah
AL-5477 (FAA)

SW-4, 11 Jul 2024 to 05 Sep 2024
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKING OFF RUNWAY 17: Climb on heading 167° to 4700, then direct OGD VORTAC, continue climb in OGD VORTAC holding pattern to at or above MCA/MEA for route of flight.

TAKING OFF RUNWAY 35: Climbing left turn on heading 207° and OGD R-336 to OGD VORTAC, continue climb in OGD VORTAC holding pattern to at or above MCA/MEA for route of flight.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance.

Climb in visual conditions to cross Brigham City Rgnl Airport southbound at or above 10300, then on OGD R-350 to OGD VORTAC before proceeding on course.

TAKEOFF OBSTRUCTION NOTES

Rwy 17: Pole, vehicle on road beginning 265' from DER, 559' right of centerline, up to 33' AGL/4259' MSL.
- Pole 1063' from DER, 720' right of centerline, 36' AGL/4260' MSL.
- Poles beginning 1494' from DER, 588' right of centerline, up to 50' AGL/4274' MSL.
- Pole 2216' from DER, 1084' right of centerline, 82' AGL/4305' MSL.

Rwy 35: Pole 9' from DER, 29' right of centerline, 6' AGL/4231' MSL.

TAKING OFF MINIMUMS

Rwy 17: Standard.
Rwy 35: Standard with minimum climb of 240' per NM to 6000 or 6200-5 for VCOA.
RNAV (GPS) RWY 3
BRYCE CANYON (BCE)

Rwy 3 helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, procedure NA.
Procedure NA at night.

MISSED APPROACH: Climb to 13000 direct ETIKE and on track 358° to WEKPI and left turn on track 265° to HURTU and hold.

HURTU MISSED APCH FIX

Procedure NA for arrivals at BCE VORTAC on V293 eastbound.

7 NM Holding Pattern

RNAV (GPS) RWY 3
BRYCE CANYON, UTAH

BRYCE CANYON, UTAH
AL-979 (FAA)

APP CRS
033°

Rwy Idg
TDZE
Apt Elev

7395
7590
7590

RNAV MDA
CATEGORY A

LNAV MDA
8440-1
8440-1½
8440-2½
850 (900-1),
850 (900-1½),
850 (900-2½),
NA

SW-4, 11 JUL 2024 to 05 SEP 2024

HURTU
265° to HURTU and hold.

ASOS
135.475

SALT LAKE CITY CENTER
133.6 269.25

UNICOM
122.8 (CTAF)

HOLD
14000
11100

EXAKY
5.8 NM to RW03

IPYAD

EXAKY
8349 ±

7823 ±

7875

8229 ±

8406

11800
(35.5)

9115

265°

269°

11100

11800

318°

11100

11100

112°09'W

8°3°42'N

BRYCE CANYON, UTAH
Orig-E 07NOV19

37°42'N-112°09'W

M5A RW03 2.5 NM

[2400]

7887 ±

122.8

10600

11100 NoPT

9115

358°

11800

3.07°

13000

11100 NoPT

14000

11100

033°

033°

9440

213°

033°

10600

7 NM

7590

MIRL Rwy 3-21

REIL Rwy 3 and 21

11
NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 285' per NM to 12100.
Rwy 21: Standard with minimum climb of 310' per NM to 10500.

TAKEOFF OBSTACLE NOTES

Rwy 3: Vehicles on road beginning 135' from DER, 374' left of centerline, 15' AGL/7588' MSL.
      Fence 38' from DER, 377' right of centerline, 8' AGL/7558' MSL.
Rwy 21: Fence 23' from DER, 375' left of centerline, 4' AGL/7593' MSL.
      Fence 296' from DER, 530' right of centerline, 4' AGL/7601' MSL.
      Vehicles on road beginning 49' from DER, 28' right of centerline, 15' AGL/7623' MSL.
      Multiple poles beginning 867' from DER, 706' right of centerline, 39' AGL/7638' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 033° to 8100, then climb to 13300 direct YAYDO and left turn direct BCE VORTAC.

TAKEOFF RUNWAY 21: Climb heading 213° to intercept course 264° to BCE VORTAC and hold SW, RT, 045° inbound; continue climb-in-hold to MEA for route of flight.

....before proceeding on course.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 34 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Circling Rwy 16 NA at night.

**MISSING APPROACH:** Climb to 7600 direct ZUMOD and on track 316° to CUTAD and hold, continue climb-in-hold to 7600.

### RNAV (GPS) RWY 34

#### LAUGHLIN/BULLHEAD INTL (IFP)

**ATIS**

**LOS ANGELES CENTER**

**BULLHEAD TOWER**

**GND CON**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA</td>
<td>1352-2½</td>
<td>645 (700-2½)</td>
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<td>LNAV/ VNAV DA</td>
<td>1506-3</td>
<td>799 (800-3)</td>
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<tr>
<td>LNAV MDA</td>
<td>1740-1¼</td>
<td>1740-1½</td>
<td>1740-3</td>
<td>1033 (1100-3)</td>
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<td>1033 (1100-1½)</td>
<td>1033 (1100-1½)</td>
<td>1093 (1100-3)</td>
<td>1633 (1700-3)</td>
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<tr>
<td>CIRCLING</td>
<td>1740-1¼</td>
<td>1740-1½</td>
<td>1800-3</td>
<td>2340-3</td>
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<td>1033 (1100-1½)</td>
<td>1093 (1100-3)</td>
<td>1633 (1700-3)</td>
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</tbody>
</table>
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
CARSON CITY, NEVADA

**RNAV (GPS)-A**

**CARSON CITY (CXP)**

**RNP APCH.**

- **Category A**
  - 6380-1 1/4
  - 1675 (1700-1 1/4)
- **Category B**
  - 6380-1 1/2
  - 1675 (1700-1 1/2)
- **Category C**
  - 6380-3
  - 1675 (1700-3)
- **Category D**
  - 7660-3
  - 2955 (3000-3)

**MISSED APPROACH:** Climbing right turn to 13400 direct MARRI and hold, continue climb-in-hold to 13400.

- Procedure NA at night. When local altimeter setting not received, use Reno/Tahoe Intl altimeter setting and increase all MDA 540 feet. Circling NA north of Rwy 9-27.

- Procedure NA for arrivals at MARRI and JUTBA.

- Procedure NA at night. When local altimeter setting not received, use Reno/Tahoe Intl altimeter setting and increase all MDA 540 feet.

**UNICOM:**

- 123.0 (CTAF)

**TDZL Rwy 9 and 27**

- MIRL Rwy 9-27
- REIL Rwy 9 and 27

**AWOS-3PT**

- 119.925

**NORCAL APP CON**

- 119.2
- 279.55

**CLNC DEL**

- 133.25

**ELEV**

- 4705
Circling NA north of Rwy 9-27.

Procedure NA at night.

MISSED APPROACH: Climbing left turn to 13400 direct JUTBA and on track 162° direct MARRI and hold, continue climb-in-hold to 13400.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 9: Standard with minimum climb of 550’ per NM to 11400’.
Rwy 27: NA - Obstacles.

TAKEOFF OBSTACLE NOTES
Rwy 9: Powerlines beginning 630’ from DER, left and right of centerline, up to 75’ AGL/4754’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 089° to 5220, then climb to 15000 direct MOPNE and on track 164° to JIMPA and hold. Continue climb-in-hold to 15000 before proceeding on course.
**LOC I-CGZ 111.15**  
**APP CRS 048°**  
**Rwy Idg 5200**  
**TDZE 1458**  
**Apt Elev 1464**

**DME required for LOC only.**

⚠️ **NA** Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.

**AWOS-3PT**  
**132.175**  

**ALBUQUERQUE CENTER**  
**125.4 269.3**  

**UNICOM**  
**122.7 (CTAF)**

---

**LOCALIZER 111.15**

**IF/IAF STANFIELD 114.8 TFD Chan 95**

**LOCALIZER**

**048° (2.5)**

**LOC only.**

**TFD 6.9**

**TFD 7.9**

**1 NM**

**4.4 NM**

**2.5 NM**

---

**ELEV 1464**  
**TDZE 1458**

---

**HOLD 10000 3800**

---

**GS 3.00° TCH 40**

---

**CIRCLING**

**1960 1 496 (500-1)**

**1960-1/2 496 (500-1/2)**

**2260-1/2 796 (800-2/3)**

---

**CASA GRANDE, ARIZONA**

---

**Amdt 7A 08NOV18**

---

**32°57'N-111°46'W**

---

**SW4, 11 JUL 2024 to 05 SEP 2024**

---

**UTM 1511**

---

**MIRL Rwy 5-23**

---

**MIRL 2000 X 100**
CASA GRANDE, ARIZONA  AL-6656 (FAA)  22363

RNAV (GPS) RWY 5
CASA GRANDE MUNI (CGZ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.7°C or above 54°C. Circling NA for Cat C and D northwest of Rwy 5-23. For inoperative ALS, increase LNAV Cat C/D visibility to 1 SM.

AWOS-3PT  132.175  ALBUQUERQUE CENTER  125.4 269.3  UNICOM  122.7 (CTAF)

MISSED APPROACH: (Do not exceed 240K until TFD VORTAC) Climb to 2000 then climbing right turn to 5900 direct TFD VORTAC and hold. Continue climb in hold to 5900.

MIRL Rwy 5-23

CASA GRANDE, ARIZONA  SW-4, 11 JUL 2024 to 05 SEP 2024

Amdt 1A  08NOV18
RNAV (GPS) RWY 23  
CASA GRANDE MUNI (CGZ)

**AWOS-3PT**  
132.175

**ALBUQUERQUE CENTER**  
125.4  269.3

**UNICOM**  
122.7 (CTAF)

---

**MISSED APPROACH:** Climbing left turn to 3500 direct TFD VORTAC and hold.

**Category**  
A  B  C  D

**UNAV MDA**  
1900-1   436 (500-1)  
1900-1¼   436 (500-1¼)

**CIRCLING**  
1960-1   496 (500-1)  
1960-1½   496 (500-1½)  
2260-2½   796 (800-2½)

---

**Procedure NA for arrivals at TFD VORTAC on V105 southbound.**

**Procedure NA for arrivals at TOTEC on V16/T306 southeast bound.**

---

**APP CRS**  
241°

**Rwy 23 helicopter visibility reduction below ½ SM NA.**

**Circling NA for Cat C and D northwest of Rwy 5-23.**

---

**RNAV (GPS) RWY 23**  
CASA GRANDE MUNI (CGZ)
For inop ALS, increase S-5 Cats A/B visibility to 1 mile.
Rwy 5 helicopter visibility reduction below ½ SM NA.
Circling Rwy 23 NA at night.

AWOS-3PT 132.175
ALBUQUERQUE CENTER 125.4 269.3
UNICOM 122.7 (CTAF)

Circling Rwy 23 NA at night.

One Minute Holding Pattern

VOR RWY 5
CASA GRANDE MUNI (CGZ)

AWOS-3PT
ALBUQUERQUE CENTER
UNICOM

One Minute Holding Pattern

VOR RWY 5
CASA GRANDE MUNI (CGZ)

One Minute Holding Pattern

SW-4, 11 JUL 2024 to 05 SEP 2024
AL-6656 (FAA)

32°57'N-111°46'W

VORTAC TFD
114.8
Chan 95

APP CRS
048°

Rwy Idg
5200

TDZE
1458

Apt Elev
1464

MALSR

MISSED APPROACH: Climb to 2200,
then climbing right turn to 3500 direct
TFD VOR/TAC and hold.

AWOS-3PT
132.175

ALBUQUERQUE CENTER
125.4 269.3

UNICOM
122.7 (CTAF)

2239 TFD

1823

2874

1604

048° 7.8 NM

R-228

3460

4373

114.8 TFD Chan 95

STANFIELD

114.8 TFD Chan 95

IAF

228° 1 min

228°

239°

2383

180

3500

048°

5200

5800

1604

ELEV 1464

TDZE 1458

5200 X 100

260°

048° 7.8 NM from FAF

MIRL Rwy 5-23

FAF to MAP 7.8 NM

W-4, 11 JUL 2024 to 05 SEP 2024
AL-6656 (FAA)

32°57'N-111°46'W

VOR RWY 5
CASA GRANDE MUNI (CGZ)

One Minute Holding Pattern

VOR RWY 5
CASA GRANDE MUNI (CGZ)

One Minute Holding Pattern

VOR RWY 5
CASA GRANDE MUNI (CGZ)
Procedure NA for arrival on MLF VORTAC airway radials 072 CW 168.

For inop ALS, increase S-ILS 20 visibility all Cats to 1 SM. For inop ALS, increase S-LOC 20 Cats C/D visibility to 2 1/2 SM.

MISSED APPROACH: Climb to 6200 then climbing right turn to 10000 on heading 322° and on EHK R-278 to BERYL INT/EHK 16.5 DME and hold, continue climb-in-hold to 10000. †Missed approach requires minimum climb of 210 feet per NM to 7300.

Procedure NA for arrival on BCE VORTAC airway radials 225 CW 323.

Cedar City RGNL (CDC)

ILS or LOC RWY 20

CEHD CITY, UTAH

Loc 1-ECC

Amdt 5 31DEC20

<table>
<thead>
<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
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<td>S-ILS 20†</td>
<td>5825-1/2</td>
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<td>S-ILS 20#</td>
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<td>XJOPO FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)</td>
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**RNAV (GPS) RWY 2**
**CEDAR CITY RGNL (CDC)**

**ASOS**
- **ASOS** 119.025
- **SALT LAKE CITY CENTER** 125.575 379.275
- **UNICOM** 123.0 (CTAF)

**Circling NA east of Rwy 2-20. Baro-VNAV NA.**

**Procedure NA for arrivals at BERYL on V21 northbound and arrivals at BERYL on V293 westbound.**

**Procedure NA for arrivals at MATZO on V8 southwestbound and arrivals at MATZO on V235 southbound.**

**MISSED APCH:**
- Climb to 6800 then climbing left turn to 9800 direct BERYL and hold.

---

**Notes:**
- **LNAV MDA:** 6240-1 648 (700-1) 6240-1 618 (700-1)
- **LNAV MDA:** 6240-1 648 (700-1) 6240-1 618 (700-1)
- **CIRCLING:** 6240-1 618 (700-1)
- **020° to RW02**
- **5631±**
- **REIL Rwys 2, 8 and 26**
- **HIRL Rwy 2-20**
- **MIRL Rwy 8-26**
- **SW-4, 11 JUL 2024 to 05 SEP 2024**
Circling NA east of Rwy 2-20. Baro-VNAV NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C/D visibility to 1½ SM.

Procedure NA for arrivals at BERYL on V293 westbound.

Procedure NA for arrival on MLF VORTAC airway radials 072 CW 168.

For arrivals at BERYL and hold.

To WULMU and on track 334° to direct ZUMAS and on track 281° and hold.

Procedure NA east of Rwy 2-20. Baro-VNAV NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C/D visibility to 1½ SM.

Procedure NA for arrivals at BERYL on V293 westbound.

Procedure NA for arrival on MLF VORTAC airway radials 072 CW 168.

For arrivals at BERYL and hold.

To WULMU and on track 334° to direct ZUMAS and on track 281° and hold.
Circling NA southeast of Rwy 2-20. For inop ALS S-20*, increase Cat C/D visibility to 1/2 SM.

MISSED APPROACH: Climbing right turn to 11500 on heading 322° and on EHK VOR/DME R-278 to BERYL INT/EHK 16.5 DME and hold, continue climb-in-hold to 11500.

*Missed approach requires minimum climb of 247 feet per NM to 7500.

ASOS 119.025

SALT LAKE CITY CENTER 125.575 379.275

UNICOM 123.0 (CTAF)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)
TAKEOFF MINIMUMS


NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: ABQ transition ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO file FTHLS DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS file YOTES DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC. Thence...
TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC. Thence...

...expect RADAR vectors to BROAK, then on track 059° to FTHLS, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FTHLS6.ABQ)
JNIPR TRANSITION (FTHLS6.JNIPR)
MAXXO TRANSITION (FTHLS6.MAXXO)
TOP ALTITUDE:  
ASSIGNED BY ATC

NOTE:  Turbojets and turboprops only.
NOTE:  Aircraft requesting FL220 and below must file BLYTHE Transition.
NOTE:  Aircraft landing LAX, file WLVRN Transition.
NOTE:  Aircraft landing other than LAX and turboprops landing at LAX:  
Requesting FL240 and above, file HRRBR Transition.
NOTE:  Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 4L/R: Climb on track 038° or as assigned by ATC, thence. 
TAKEOFF RUNWAYS 22L/R: Climb on track 218° or as assigned by ATC, thence. 

...for RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZO8.BLH)
HRRBR TRANSITION (IZZZO8.HRRBR)
WLVRN TRANSITION (IZZZO8.WLVRN)
NOTE: Chart not to scale.

**NOTES:**
- RNAV 1.
- Turbojets and turboprops only.
- Radar required.
- GPS required.
- Aircraft departing KGEU and KGYR ATC assigned only.

**TAKEOFF MINIMUMS**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 4L/R:** Climb heading 038° or as assigned by ATC, thence. . . .

**TAKEOFF RUNWAYS 22L/R:** Climb heading 218° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**MOHAK TRANSITION (JUDTH7.MOHAK)**
TAKEOFF MINIMUMS

NOTE:  Chart not to scale.

NOTE:  RNAV 1.
NOTE:  Turboprops only.
NOTE:  Radar required.
NOTE:  GPS required.
NOTE:  Aircraft departing KGEU and KGYR ATC assigned only.
TAKEOFF MINIMUMS


NOTE: RNAV 1.
NOTE: Turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: SJN TRANSITION for ABQ terminal arrivals only.
NOTE: MAXXO TRANSITION ATC assigned only.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS, file YOTES DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK, file LALUZ DEPARTURE.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO, file FTHLS DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence.
TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC, thence.

. . . .expect RADAR vectors to FORPE, then on track 055° to LALUZ, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (LALUZ6.ABQ)
MAXXO TRANSITION (LALUZ6.MAXXO)
ST JOHNS TRANSITION (LALUZ6.SJN)

NOTE: Chart not to scale.
TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
       Do not file.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb on heading 038° or as assigned by ATC. Thence.

TAKEOFF RUNWAYS 22L/R: Climb on heading 218° or as assigned by ATC. Thence.

. . . . expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

RRSTA TRANSITION (MAYSA7.RRSTA)
TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence.

TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC, thence.

. . . . . . expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

CARTL TRANSITION (SNOBL6.CARTL)
GRAND CANYON TRANSITION (SNOBL6.GCN)
JARPA TRANSITION (SNOBL6.JARPA)
RIMMM TRANSITION (SNOBL6.RIMMM)
YOOPR TRANSITION (SNOBL6.YOOPR)
TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: GCN TRANSITION ATC assigned only.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence.

TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC, thence.

. . . . expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

GRAND CANYON TRANSITION (YOTES6.GCN)

JARPA TRANSITION (YOTES6.JARPA)

YOOPR TRANSITION (YOTES6.YOOPR)
RNAV (GPS) RWY 35
STEMLAR AIRPARK (P19)

Use Phoenix Sky Harbor Intl altimeter setting. Rwy 35 helicopter visibility reduction below 1 SM NA. Activate MIRL Rwy 17-35 and PAPI Rwy 17-35 - CTAF. RADAR required.

MISSED APPROACH: (Do not exceed 200K until JEWLZ) Climb to 1700 then climbing left turn to 3000 direct JEWLZ and hold.

Procedure NA for arrivals at JIPON on V16-1306 southeast bound.

PHX ASOS
127.575

PHOENIX APP CON
123.7 363.0

UNICOM
122.975(CTAF)

CHANDLER, ARIZONA
AL-6022 (FAA-O)

WAAS
CH 83489
W35A

APP CRS
Rwy Idg
TDZE
Apt Elev

347°
4068
1178
1179

RNAV (GPS) RWY 35

MIRL Rwy 17-35
REIL Rwys 17 and 35

ELEV 1179
TDZE 1178

Chandler Muni

33°18’N-111°55’W

RNAV (GPS) RWY 35

STEMLAR AIRPARK (P19)

Chandler Muni

33°18’N-111°55’W

RNAV (GPS) RWY 35

STEMLAR AIRPARK (P19)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 17:** Climb on course 167° to JUPOL, thence.

**TAKEOFF RUNWAY 35:** Climb on heading 347° to 1700, then left turn direct JUPOL, thence.

. . . on track 167° to cross JEWLZ at or above 3700. Do not exceed 200K until passing JEWLZ. Maintain ATC-assigned altitude. Expect filed altitude 10 minutes after departure.

**CODEX TRANSITION (JEWLZ1.CODEX)**

**JIPON TRANSITION (JEWLZ1.JIPON)**
When VGSi inop, Circling Rwy 25 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Safford altimeter setting and increase all MDA 140 feet. Rwy 25 helicopter visibility below 1 SM NA.

MISSING APPROACH: Climb to 9000 direct YITUK and on track 142° to WOBUG and hold.

AWOS-3 119.05

ALBUQUERQUE APP CON 134.45 327.15

CTAF 122.9 📻

Procedure NA for arrival on SSO VORTAC airway radials 241 CW 061.

When local altimeter setting not received, use Safford altimeter setting and increase all MDA 140 feet. Rwy 25 helicopter visibility below 1 SM NA.

DAVAO DEL SUR

CLIFTON/MORENCI, ARIZONA

Orig-B 03DEC20

AL-9871 (FAA)

RNAV (GPS)-A

GREENLEE COUNTY (CFT)

ELEV 3798
SAN SIMON ONE DEPARTURE (OBSTACLE) (RNAV)

**NOTE:** Chart not to scale.

**TAKENOFF MINIMUMS**

Rwy 7: Standard with a minimum climb of 320' per NM to 5100.
Rwy 25: Standard with a minimum climb of 310' per NM to 5500.

**NOTE:** GPS required.
**NOTE:** RNAV 1

**TAKENOFF OBSTACLE NOTES**

Rwy 7: Multiple bushes, poles and transmission towers beginning 221' from DER, 60' left of centerline, up to 139' AGL/4139' MSL.
Rwy 25: Vehicles on road traversing northeast to southwest beginning 67' from DER, up to 15' AGL/3734' MSL.

**DEPARTURE ROUTE DESCRIPTION**

**TAKENOFF RUNWAY 7:** Climb heading 074° to 4300, then climbing right turn to 8700 direct SSO VORTAC.

**TAKENOFF RUNWAY 25:** Climb to 8700 on heading 254° to intercept course 268° to HORBU and on track 210° to JILKI and on track 156° to SSO VORTAC.

**SW-4, 11 JUL 2024 to 05 SEP 2024**

**ALBUQUERQUE CENTER**

**CTAF**

**CIFON/MORENCI, ARIZONA**

**GREENLEE COUNTY (CFT)**

**JOHNSON'S RUNWAY 34 (CFT)**

**JILKI**

**SAN SIMON ONE DEPARTURE (OBSTACLE) (RNAV)**

**CTAF**

**122.9**

**ALBUQUERQUE CENTER**

**134.45 327.15**

**NOTE: RNAV 1**

**NOTE: Chart not to scale.**

**47**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 51°C (125°F). Circling NA for Cat D north of Rwy 11-29. DME/DME RNP-0.3 NA.

MISSING APPROACH: Climb to 9100 direct MGHEE and hold, continue climb-in-hold to 9100.

#Missed approach requires minimum climb of 240 feet per NM to 7500.
RNAV (GPS) RWY 29
COLORADO CITY MUNI (AZC)

Baro-VNAV NA. Circling NA for Cat D north of Rwy 11-29.

MISSED APPROACH: Climb to 6600 then climbing left turn to 9100 direct ZUXOS and track 086° to MGHEE and hold.

AWOS-3PT 118.375
LOS ANGELES CENTER 124.2 343.6
UNICOM 122.7 (CTAF)

ELEV 4874  TDZE 4855

RNAV (GPS) RWY 29
COLORADO CITY MUNI (AZC)

WAAS
CH 72740
W29A

APP CRS
Rwy Idg
118.375
290°
6300

TDZE
Apt Elev
4855
4874

5099 X 60
5087
4858
5239
5708
JITKA
5200
5239
6860
7080
9000
9100 to MGHEE 099° (43.4)
ZARED 4.1 NM to RW29
ZUXOS 6603
9100 NePT 290° (5.2)
MGHEE 7600
[IF/IAF]
MGHEE

[IF/IAF]
GLIME
(IAF)
PECHS
(FAF)
7600
9100 to MGHEE

7 NM
Holding Pattern

GP 3.00°
TCH 40

7 NM
110°
290°
9100

6600 9100 ZUXOS 086° tr MGHEE

* LNAV only
* 1.9 NM to RW29

1.9 NM to RW29

2.2 NM
4.4 NM
6.3 NM

CATEGORY
A
B
C
D

LPV
DA
5157-1
302 (300-1)

LNAV/ VNAV
DA
5157-1
302 (300-1)

LNAV MDA
5500-1
645 (700-1)
5500-1 645 (700-1) 5500-1 645 (700-1) 6880-3 2006 (2100-3)

CIRCLING
5500-1
626 (700-1)
5520-1
646 (700-1)

COLORADO CITY, ARIZONA
Orig-A 26MAR20
36°58'N-113°01'W
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwy 2: NA - Obstacles.
Rwy 11: Standard.
Rwy 20: Standard with minimum climb of 240’ per NM to 5600.
Rwy 29: Standard with minimum climb of 210’ per NM to 5900.

TAKEOFF OBSTACLE NOTES
Rwy 11: Vegetation, trees beginning 16’ from DER, 213’ left of centerline, up to 4861’ MSL.
Rwy 20: Tree 27’ from DER, 275’ left of centerline, 4843’ MSL.
Vegetation 45’ from DER, 26’ right of centerline, 4843’ MSL.
Vehicles on road beginning 67’ from DER, 389’ left of centerline, up to 4853’ MSL.
Tree 1.8 NM from DER, 2971’ right of centerline, 5118’ MSL.
Rwy 29: Sign, tree beginning 15’ from DER, 123’ right of centerline, up to 5’ AGL/4850’ MSL.
Vegetation 60’ from DER, 46’ left of centerline, 4849’ MSL.

NOTE: Chart not to scale.
RNAV (GPS) RWY 23
COOLIDGE MUNI (P8)

MISSED APPROACH: Climb to 2100 then climbing left turn to 3900 direct TOTEC and hold.

AWOS-3PT
119.35

ALBUQUERQUE CENTER
125.4 269.3

UNICOM
123.075 (CTAF)

Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

R-2310A, B, C

systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APCH FIX

4 NM

TOTEC

228° to RW23

2100 3900 TOTEC

MAFOY 2.2 NM to RW23

ROCQO

JE Bil

DARAY

5 NM

5 NM

HOLD 5800

2320 3600

ROCQO

JE Bil

1.0 NM

2.3 NM

3.5 NM

4 NM

5 NM

GP 3.00°

TCH 49

3600

HOLDING Pattern

063°

7000

1576

MDA

LPV

DA 1826-3/4 250 (300-3/4)

LNAV/ VNAV DA 1826-3/4 250 (300-3/4)

LNAV MDA 1920-1 344 (400-1)

CIRCLING 2100-1 524 (600-1)

NA

NA

NA

NA

122.075

7000

1576

MDA

LPV

DA 1826-3/4 250 (300-3/4)

LNAV/ VNAV DA 1826-3/4 250 (300-3/4)

LNAV MDA 1920-1 344 (400-1)

CIRCLING 2100-1 524 (600-1)

NA

NA

NA

NA

CIRCLING

COOLIDGE, ARIZONA

Amdt 1 27JAN22

32°56'N-111°26'W

W23A

51
VOR RWY 5
COOLIDGE MUNI (P08)

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

**Procedure NA for arrivals at TFD VORTAC on V94 westbound.**

**VGS and descent angles not coincident (VGS Angle 3.00/TCH 49).**

**One Minute Holding Pattern**

**S-5**
2200-1 636 (700-1)
NA

**CIRCLING**
2200-1 624 (700-1)
NA

**MISSED APPROACH:** Climb to 2300 then climbing left turn to 3500 on TFD VORTAC R-071 to AZEKE/19 DME and hold.

**COOLIDGE, ARIZONA**
Amdt 1A 27JAN22

32°56’N-111°26’W
RNAV (GPS) RWY 32
COTTONWOOD (P52)

Circling NA southwest of Rwy 14-32. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Sedona altimeter setting and increase all MDA 200 feet, increase LNAV and Circling Cat A/B visibility ½ mile, LNAV Cat C visibility ½ mile, Circling Cat C visibility ½ mile.

Procedure NA for arrivals on DRK VORTAC

Procedure NA for arrivals at FERER on V567 southwest bound.

RNAV MDA

LNAV MDA

4260-1  700 (700-1)  4260-2  700 (700-2)  NA

CIRCLING

4260-1  700 (700-1)  4260-2  700 (700-2)  NA
MINGY ONE DEPARTURE (OBSTACLE) (RNAV)

NOTE: RNAV-1.
NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 14: 300-1½ or standard with minimum climb of 225’ per NM to 3900.
Rwy 32: Standard with minimum climb of 310’ per NM to 6000.

TAKEOFF OBSTACLE NOTES

Rwy 14: Utility 11’ from DER, 113’ left of centerline, 5’ AGL/3563’ MSL.
    Vehicles on road beginning 14’ from DER, left to right of centerline, up to 15’ AGL/3588’ MSL.
    Tree 157’ from DER, 82’ right of centerline, 11’ AGL/3572’ MSL.
    Trees beginning 172’ from DER, 80’ right of centerline, up to 17’ AGL/3588’ MSL.
    Trees and building beginning 184’ from DER, 138’ left of centerline, up to 32’ AGL/3581’ MSL.
    Trees beginning 272’ from DER, 81’ right of centerline, up to 12’ AGL/3592’ MSL.
    Buildings beginning 377’ from DER, 287’ left of centerline, up to 32’ AGL/3578’ MSL.
    Trees beginning 403’ from DER, 73’ right of centerline, up to 23’ AGL/3596’ MSL.
    Trees and fences beginning 538’ from DER, 150’ right of centerline, up to 20’ AGL/3600’ MSL.
    Trees, buildings and tank beginning 995’ from DER, 307’ right of centerline, up to 20’ AGL/3618’ MSL.
    Trees and buildings beginning 1277’ from DER, 6’ right of centerline, up to 54’ AGL/3631’ MSL.
    Tree 1791’ from DER, 105’ left of centerline, 42’ AGL/3605’ MSL.
    Trees beginning 1807’ from DER, 8’ right of centerline, up to 59’ AGL/3638’ MSL.
    Trees beginning 2636’ from DER, 689’ right of centerline, up to 65’ AGL/3645’ MSL.
    Trees beginning 3296’ from DER, 1298’ right of centerline, up to 75’ AGL/3770’ MSL.
    Tree 1.3 NM from DER, 2071’ right of centerline, 39’ AGL/3759’ MSL.

Rwy 32: Utility box 10’ from DER, 75’ right of centerline, 4’ AGL/3522’ MSL.
    Buildings and fence beginning 37’ from DER, 167’ left of centerline, up to 17’ AGL/3543’ MSL.
    Tree 54’ from DER, 501’ right of centerline, 39’ AGL/3544’ MSL.
    Trees, pole and building beginning 74’ from DER, 253’ right of centerline, up to 46’ AGL/3551’ MSL.
    Tower, poles, trees, fences and vehicles on road beginning 128’ from DER, 168’ left of centerline, up to 67’ AGL/3597’ MSL.
    NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb heading 145° to 4100, then climbing left turn direct MINGY, thence . . .

TAKEOFF RUNWAY 32: Climb heading 325° to 4100, then climbing right turn direct MINGY, thence . . .
    . . . continue climb in MINGY holding pattern to cross MINGY at or above 10000 before proceeding on course.
**EMERG SAFE ALT 100 NM 17,000**

VGSi and RNAV glideslope not coincident (VGSi Angle 3.00°/TCH 58).

**RNP APCH**

- **ATIS**: 270.1
- **TUCSON APP CON/DEP CON**: 119.4 269.55

**TOWER**

- 118.85 253.5

**GND CON**

- 121.8 275.8

**CLNC DEL**

- 121.8 275.8

**HOLD**

- 10,000
- 7000

**MISSING APPROACH**

- Climb to 10,000 direct BUZRR, track 118° to ACINI and hold, continue climb-in-hold to 10,000.

**CAUTION**

- Para Jump operations in the vicinity of Pinal Airpark.

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 34°C.**

**Average Cold Temperature based on Standard -30.00°C ISA deviation.**

**TUCSON, ARIZONA**

**AMDT 1 10AUG23**

**Davis Monthan AFB (KDMA)**

**WAAAS**

- **CH 44576**
  - **W12A**

**APCH CRS**

- **125°**

**Rwy Idg**

- **13,645**
  - **TDZE 2615**

**Arpt Elev**

- **2704**

**AL-429 (USAF)**

**Davis Monthan AFB (KDMA)**

**SW-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 12**

**BINTT**

- **5000**

**GP 3.00° TCH 48°**

**GADGT**

- **4000**

**1.2 NM to RWY12**

**1.25°**

**10,000**

**BUZRR**

**ACINI**

**ELEV 2704**

**TDZE 2615**

**CIRCLING**

- **3200-1 496 (500-1)**
  - **3280-1 576 (600-1)**
  - **3420-2 716 (800-2)**
  - **3460-2 756 (800-2)**

**TPW 4, 11 JUL 2024 to 05 SEP 2024**

**32°10'N - 110°53'W**
RNAV (GPS) RWY 30

** ATIS 270.1
** TUCSON APP CON/DEP CON 119.4 269.55
** TOWER 118.85 253.5
** GND CON 121.8 275.8
** TUNDEL 121.8 275.8

- 4 NM
- HOLD TO 0,000
- 8000
- JAMRR

- 8000
- JAMRR

- 5800
- NOIZE

- 7000
- SEASE

- 305°

- 2.2 NM to RW30

- 304°

- (FAF) BUZRR

- 4800

- GP 3.00°
- TCH 59°

** CATEGORY **

** LPV DA **

3168/50 464 (500-1)

** LNAV/VNAV DA **

2966/24 262 (300-1/2) 2977/24 273 (300-1/2) 2985/24 281 (300-1/2) 2996/24 292 (300-1/2)

** LNAV MDA **

3480/24 776 (800-1/2) 3480/40 776 (800-1/4) 3480-1 776 (800-1/4)

** CIRCLING ****

3480-1 776 (800-1) 3480-1 776 (800-1/4) 3480-2 776 (800-2/4) 3480-2 776 (800-2/4)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5° C or above 54° C.

CAUTION: Para Jump operations in vicinity of Pinal Airport.

Average Cold Temperature based on Standard -30.00 °C ISA deviation.

- 8000
- JAMRR

EMERG SAFE ALT 100 NM 17,000

SW-4, 11 JUL 2024 to 05 SEP 2024

Davis Monthan AFB (KDMA)

Amdt 1 10AUG23
**TACAN Y RWY 12**

**TUCSON, ARIZONA**

**TACAN DMA**
- **Chan**: 123
- **APCH CRS**: 130°
- **Rwy Ldg**: 13,645
- **TDZE**: 2615
- **Arpt Elev**: 2704

**AL-429 [USAF]**

**Radar Required**

**Missed Approach**: Climbing to 8000 intercept DMA TACAN R-120 to ACINI. Expect RADAR vectors.

**ATIS**
- **TUCSON APP CON**: 270.1
- **GND CON**: 121.8
- **CLNC DEL**: 121.8

**Tower**: 118.85

**Area**

- **Hold**: 12,000 ft
- **8000 ft
- **IF**
- **FIVIL DMA**: 14
- **NEBNE DMA**: 73

**Emerg Safe Alt**: 100 NM 17,000

**Davies-Monthan AFB**

**Category**

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<tr>
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<td>3160/55</td>
<td>545 (500-1)</td>
<td>3160-1½</td>
<td>545 (500-1½)</td>
<td></td>
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</table>

**Circling**

- **3200-1**
- **496 (500-1)**

**TUCSON, ARIZONA**

**Amdt 9 10AUG23**

**Davis-Monthan AFB (KDMA)**

**32°10'N-110°53'W**

**SW4, 11 JUL 2024 to 05 SEP 2024**
During RADAR operations aircraft will receive RADAR vectors.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 30: Climbing right turn to intercept DMA TACAN R-316 outbound to BBALL (R-316/57.3 DME) cross BBALL at or below FL180.
During RADAR operations aircraft will receive RADAR vectors to appropriate transition.

(NARRATIVE ON FOLLOWING PAGE)
TAKEOFF RWY 12: Climbing left turn to intercept TACAN DMA R-106 outbound to VEDTU (DMA 106/18.6) cross VEDTU at or below 9000, turn right and continue climb on TUS R-093 inbound crossing TUS VORTAC at or above 9000.

BBALL TRANSITION (DMA2•BBALL): From over TUS VORTAC via TUS R-319 cross BBALL (TUS 319/59.7) at or above FL210.

HOTTI TRANSITION (DMA2•HOTTI): From over TUS VORTAC via TUS R-335 cross HOTTI (TUS 335/26.5) at or above 14,200.

ROSKR TRANSITION (DMA2•ROSKR): From over TUS VORTAC via TUS R-280 cross ROSKR (TUS 280/30) at or above 15,300.

TAKEOFF RWY 30: Climb via TACAN DMA R-310 and cross OTUKE (DMA 310/16.4) at or below 8000, turn left and continue climb on TUS R-322 crossing TUS VORTAC at or below 10,000.

HOTTI TRANSITION (DMA2•HOTTI): From over TUS VORTAC via TUS R-335 cross HOTTI (TUS 335/26.5) at or above 11,100.

REDDY TRANSITION (DMA2•REDDY): From over TUS VORTAC via TUS R-038 cross REDDY (TUS 038/22) at or above 12,200. Do not exceed 250 KIAS until REDDY.

ROSKR TRANSITION (DMA2•ROSKR): From over TUS VORTAC via TUS R-280 cross ROSKR (TUS 280/30) at or above 13,600.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 12: Climb direct MESCA (R-116/25.7 DME) on DMA TACAN R-116 and cross at or above 7700.
Rwy 17 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.
RNAV (GPS) RWY 35
DELTA MUNI (DTA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 10300 direct HADUS and on track 043° to PUCIT and hold.

Amdt 2 02DEC21

SW-4, 11 JUL 2024 to 05 SEP 2024

CATEGORY  LPV  DA  LNAV/ VNAV  DA  LNAV MDA

A  4955-1  200 (200-1)  250 (300-1)  325 (400-1)
B  5005-1  250 (300-1)  325 (400-1)
C  5080-1  325 (400-1)
D

SALT LAKE CENTER  127.825  239.025
UNICOM  122.8 (CTAF)
**DELTA, UTAH**  
**AL-113 (FAA)**  

**VOR RWY 35**  
**DELA MUNI (DTA)**

**AWOS-3**  
**SALT LAKE CENTER**  
**UNICOM**

- **DELTA, UTAH**
- **AWOS-3 127.75**
- **SALT LAKE CENTER 127.825 239.025**
- **UNICOM 122.8 (CTAF)**

**COLLISION ALERT**

**116.1 DTA (DTA)**

**MISSING APPROACH:** Climb to 5800, then climbing right turn to 9600 direct DTA VORTAC and hold, continue climb-in-hold to 9600.

**MOA**

**SW-4, 11 JUL 2024 to 05 SEP 2024**

**ELEV 4760**

**TDZE 4755**

**DELTA, UTAH**

**Amdt 4 02DEC21**

**39°23'N-112°30'W**
DELTA ONE DEPARTURE (OBSTACLE)

SALT LAKE CENTER
127.825  239.025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on DTA VORTAC R-347 to DTA VORTAC, thence.

TAKEOFF RUNWAY 35: Climb on heading 349° to 5800, then climbing left turn
heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence.

. . . . . continue climb in DTA VORTAC holding pattern to cross DTA VORTAC at or above
MCA/MEA for route of flight.

VCOA RUNWAY 17: Obtain ATC approval for VCOA when requesting IFR clearance.
Climb in visual conditions to cross Delta Muni airport southbound at or above 6200, then
on DTA VORTAC R-347 to DTA VORTAC, thence.

. . . . . continue climb in DTA VORTAC holding pattern to cross DTA VORTAC at or above
MCA/MEA for route of flight.
DOUGLAS BISBEE, ARIZONA
Orig-B 02DEC21

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<th>ASOS</th>
<th>ALBUQUERKE CENTER</th>
<th>UNICOM</th>
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<td>119.275</td>
<td>134.45 327.15</td>
<td>123.0 (CTAF)</td>
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</table>

**MISSING APPROACH:** Climb to 5100 then climbing right turn to 11000 direct NOCHI and hold.

- **ASOS:** 119.275
- **ALBUQUERKE CENTER:** 134.45 327.15
- **UNICOM:** 123.0 (CTAF)

**ELEV:** 4150

**TDZE:** 4125

**DME/DME RNP-0.3 NA.**

**CAYLA**

- **[IAF] TONUC**
- **[IAF] NOCHI**

**Procedure NA for arrivals at NOCHI on T306 westbound.**

**CUPAK**

- **MISSED APCH FIX**

**ASOS 119.275**

**CAYLA 9500 081° (10.2)**

**CUPAK 2.6 NM to RW17**

**Procedure NA for arrivals at CAYLA on V66 northwest bound.**

**VGS1 and descent angles not coincident (VGS1 Angle 3.25/TCH 53).**

**NOCHI on T306 westbound.**

**5100 11000 NOCHI**

**168° to RW17**

**NOCHI on T306 westbound.**

**3.00° TCH 53**

**CUPAK 2.6 NM to RW17**

**MISSED APPROACH:** Climb to 5100 then climbing right turn to 11000 direct NOCHI and hold.
VOR/DME RWY 17
BISBEE DOUGLAS INTL (DUG)

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

DOUGLAS BISBEE, ARIZONA

Amdt 6B 02DEC21

SW-4, 11 JUL 2024 to 05 SEP 2024

VOR/DME RWY 17
BISBEE DOUGLAS INTL (DUG)

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 in DUG
VORTAC holding pattern, continue climb-in-hold to 8000.
When local altimeter setting not received, use Vernal altimeter setting.
Circling NA to Rwys 8 and 26.

MISSED APPROACH: Climbing right turn to 8000 direct MTU VOR/DME and hold.

AWOS-3
121.125

SALT LAKE CENTER
133.9 370.85

UNICOM
122.8 (CTAF)
RNAP APCH:

- Circling Rwy 24 NA at night.
- Rwy 6 helicopter visibility reduction below 3/4 SM NA.

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<td>LNAV MDA</td>
<td>6280-1/4</td>
<td>6280-1/2</td>
<td>6280-3</td>
<td>1229 (1200-3)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1140 (1200-1/4)</td>
<td>1140 (1200-1/2)</td>
<td>1500 (1500-3)</td>
<td>1820 (1900-3)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 6800 then climbing right turn to 10000 direct SAZTO and hold, continue climb-in-hold to 10000.

Procedure NA for arrivals at ARAYI on V293 northbound and V6 eastbound.
RNAV (GPS) RWY 24
ELKO RGNL (EKO)

ASOS
119.275

SALT LAKE CENTER
132.25 338.35

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at YOBBO on V293 northeast bound.

Procedure NA for arrivals at BUCAK on V465 northeast bound.

Procedure NA for arrivals at JEBEG on V465 northeast bound.

Procedure NA for arrivals at VODOU on V6 northeast bound.

ASOS
119.275

SALT LAKE CENTER
132.25 338.35

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at YOBBO on V293 northeast bound.

Procedure NA for arrivals at BUCAK on V465 northeast bound.

Procedure NA for arrivals at JEBEG on V465 northeast bound.

Procedure NA for arrivals at VODOU on V6 northeast bound.

ASOS
119.275

SALT LAKE CENTER
132.25 338.35

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at YOBBO on V293 northeast bound.

Procedure NA for arrivals at BUCAK on V465 northeast bound.

Procedure NA for arrivals at JEBEG on V465 northeast bound.

Procedure NA for arrivals at VODOU on V6 northeast bound.

ASOS
119.275

SALT LAKE CENTER
132.25 338.35

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at YOBBO on V293 northeast bound.

Procedure NA for arrivals at BUCAK on V465 northeast bound.

Procedure NA for arrivals at JEBEG on V465 northeast bound.

Procedure NA for arrivals at VODOU on V6 northeast bound.

ASOS
119.275

SALT LAKE CENTER
132.25 338.35

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at YOBBO on V293 northeast bound.

Procedure NA for arrivals at BUCAK on V465 northeast bound.

Procedure NA for arrivals at JEBEG on V465 northeast bound.

Procedure NA for arrivals at VODOU on V6 northeast bound.
LDA/DME RWY 24
ELKO RGNL (EKO)

ASOS
119.275
SALT LAKE CENTER
132.25 338.35
UNICOM
123.0 (CTAF)

MISSED APPROACH: Climb to 9000 then climbing left turn to 10000 direct BQU VOR/DME and hold, continue climb-in-hold to 10000.

Increase S-24 Cat C and D visibility to 2 miles. Rwy 24 helicopter visibility reduction below 1/2 SM NA. Circling Rwy 24 NA at night.

Final approach course offset 5.97°.
SW-4, 11 JUL 2024 to 05 SEP 2024

**VOR/DME-B**

**AL-129 (FAA)**

- **VOR/DME BQU**
  - **115.85**
  - **Chan 105 (Y)**
- **APP CRS**
  - **324°**
- **Rwy Idg**
  - **TDZE**
- **Apt Elev**
  - **N/A**
  - **N/A**
  - **5140**

**ASOS**

- **119.275**

**SALT LAKE CENTER**

- **132.25**
- **338.35**

**UNICOM**

- **123.0 (CTAF)**

---

**Circling NA for Cats C and D southeast of Rwy 6-24.**

**Circling Rwy 24 NA at night.**

**Missed Approach:** Climbing left turn to 10000 direct BQU VOR/DME and hold, continue climb-in-hold to 10000.

**Descend in BQU VOR/DME holding pattern to 11000 before commencing procedure turn.**

---

**Category**

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<td>6400-1½</td>
<td>6400-3</td>
<td>1260 (1300-3)</td>
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<tr>
<td>1260 (1300-1¼)</td>
<td>1260 (1300-1½)</td>
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</tr>
</tbody>
</table>

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**ELKO, NEVADA**

Amdt 5A 31JAN19

**40°49'N-115°47'W**

**ELKO RGNL (EKO)**

**VOR/DME-B**

**SW-4, 11 JUL 2024 to 05 SEP 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ELY, NEVADA

VOR/DME ELY
113.95
Chan 86(Y)

APP CRS
179°

ASOS
120.625

SALT LAKE CENTER
133.45 317.625

UNICOM
122.8 (CTAF)

DME required.

Rwy 30 helicopter visibility reduction below 1 SM NA. Circling Rwy 30 NA at night. Circling NA for Cats A and B southwest of Rwy 12 and west of Rwy 36. Circling NA for Cats C and D southwest of Rwy 12 and east of Rwy 18.

MISSED APPROACH: Climb to 8800 then climbing left turn to 12000 on ELY VOR/DME R-147 to DOTME/ELY 29 DME and hold.

ELY, NEVADA

Amdt 2A 12AUG21
ELY TWO DEPARTURE (OBSTACLE)  
(ELY2.ELY) 24025  
ELY/YELLAND FLD (ELY)  
ELY, NEVADA  

TAKEOFF MINIMUMS

Rwy 12: Standard with minimum climb of 280' per NM to 10600, or 5100-3 for climb in visual conditions.

Rwy 18: Standard with minimum climb of 267' per NM to 10600, or 5100-3 for climb in visual conditions.

Rwy 30: Standard with minimum climb of 539' per NM to 10600, or 5100-3 for climb in visual conditions.

Rwy 36: Standard with minimum climb of 238' per NM to 10600, or 5100-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES

Rwy 12: Aircraft on taxiway, 136' from DER, 67' right of centerline, 15' AGL/6274' MSL.  
Vehicles on road beginning 532' from DER, from left to right of centerline, 15' AGL/6274' MSL.  
Pole 981' from DER, 313' left of centerline, 40' AGL/6295' MSL.  
Tower 2617' from DER, 394' left of centerline, 64' AGL/6334' MSL.  
Antenna on tower 2893' from DER, 1106' left of centerline, 66' AGL/6336' MSL.

Rwy 18: Aircraft on taxiway 17' from DER, 66' right of centerline, 15' AGL/6274' MSL.  
Multiple hangars beginning 299' from DER, 489' right of centerline, 35' AGL/6310' MSL.  
Vehicles on road beginning 180' from DER, from left to right of centerline, 15' AGL/6294' MSL.

Rwy 30: Vehicles on road beginning 21' from DER, from left to right of centerline, up to 15' AGL/6254' MSL.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn heading 180° to intercept ELY VOR/DME R-147 to EPUHE/ELY 18 DME, cross EPUHE at or above 10600. Departures V293 southeast bound, continue climb on course to MEA. Departures V269 or V293 northbound, climbing left turn to intercept ELY VOR/DME R-147, continue climb to 12000 to ELY VOR/DME then proceed on course. Do not exceed 250K until completion of turn at EPUHE; or for climb in visual conditions, cross Ely Airport at or above 11200 before proceeding on course.

TAKEOFF RUNWAY 18: Climbing left turn to intercept ELY VOR/DME R-147 to EPUHE, cross EPUHE at or above 10600. Departures V293 southeast bound, continue climb on course to MEA. Departures V269 or V293 northbound, climbing left turn to intercept ELY VOR/DME R-147, continue climb to 12000 to ELY VOR/DME then proceed on course. Do not exceed 250K until completion of turn at EPUHE; or for climb in visual conditions, cross Ely Airport at or above 11200 before proceeding on course.

TAKEOFF RUNWAY 30: Climbing right turn heading 040° to intercept ELY VOR/DME R-353 to FAPGI/ELY 20 DME, cross FAPGI at or above 10600. Departures V269 northbound proceed on course; departures V293 northwest or southeast bound climbing left turn to intercept ELY VOR/DME R-353, continue climb to 12000 to ELY VOR/DME then proceed on course. Do not exceed 250K until completion of turn at FAPGI; or for climb in visual conditions, cross Ely Airport at or above 11200 before proceeding on course.

TAKEOFF RUNWAY 36: Climbing left turn to intercept ELY VOR/DME R-353 to FAPGI, cross FAPGI at or above 10600. Departures V269 northbound proceed on course; departures V293 northwest or southeast bound climbing left turn to intercept ELY VOR/DME R-353, continue climb to 12000 to ELY VOR/DME then proceed on course. Do not exceed 250K until completion of turn at FAPGI; or for climb in visual conditions, cross Ely Airport at or above 11200 before proceeding on course.
Missed Approach: Climb to 7600 then climbing left turn to 9500 direct UVCEH and hold, continue climb-in-hold to 9500.

*Missed approach requires minimum climb of 328 feet per NM to 8000.

#Missed approach requires minimum climb of 306 feet per NM to 7900.
HASSL ONE DEPARTURE (OBSTACLE) (RNAV)

SALT LAKE CENTER
133.6 269.25

RNAV 1 - GPS

TAKEOFF MINIMUMS
Rwy 31: NA - Terrain.
Rwy 13: Standard.

TAKEOFF OBSTACLE NOTES
Rwy 13: Light poles 10' from DER, 19' left of centerline, 4' AGL/5721' MSL.
   Tree 32' from DER, 353' left of centerline, 5730' MSL.
   Trees beginning 67' from DER, 198' left of centerline, up to 15' AGL/5734' MSL.
   Trees beginning 381' from DER, 473' left of centerline, up to 5735' MSL.
   Trees beginning 703' from DER, 277' left of centerline, up to 5744' MSL.
   Tree 798' from DER, 481' left of centerline, 5747' MSL.
   Trees beginning 811' from DER, 336' left of centerline, up to 5752' MSL.
   Trees beginning 881' from DER, 441' left of centerline, up to 5756' MSL.
   Trees beginning 996' from DER, 361' left of centerline, up to 5765' MSL.
   Tree, terrain beginning 1119' from DER, 509' left of centerline, up to 5772' MSL.
   Tree, vehicles on road beginning 1228' from DER, 160' left of centerline, up to 5774' MSL.
   Trees beginning 1332' from DER, 402' left of centerline, up to 5775' MSL.
   Transmission lines, trees, vehicle on road beginning 1439' from DER, 208' left of centerline, up to 5786' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 125° to 6237, then direct UVCEH, then on track 078° to HASSL.
NOTE: GPS required.

NOTE: RNAV-1.

TAKEOFF MINIMUMS
Rwy 18: NA - Terrain
Rwy 36: Standard.

TAKEOFF OBSTACLE NOTES
Rwy 36: Pole 34' from DER, 338' left of centerline, 8' AGL/5942' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 36: Climb heading 358° to 6500 then direct ZOKPU, then on track 051° to YANKU. Thence . . .

. . . Maintain 14000 or assigned altitude. Expect filed altitude 10 minutes after departure.
FALLON, NEVADA
AL-786 (FAA)

RNAV (GPS)-C
FALLON MUNI (FLX)

FALLON MUNI (FLX)

APP CRS 081°
Rwy Idg N/A
TDZE N/A
Apt Elev 3966

AWOS-AV 118.25
KNFL ATIS * 370.925
NAVY FALLON APP CON* 120.85 360.2
UNICOM 122.8 (CTAF)

Circling NA to Rwys 13 and 31. Circling to Rwy 21 NA at night.
When local altimeter not received, use Fallon NAS altimeter setting.

CATEGORY A
B
C
D
CIRCLING 4620-1 654 (700-1) 4620-13/4 654 (700-1/4) 4620-2

When local altimeter not received, use Fallon NAS altimeter setting.

Circling NA to Rwys 13 and 31. Circling to Rwy 21 NA at night.
When local altimeter not received, use Fallon NAS altimeter setting.

Circling NA to Rwys 13 and 31. Circling to Rwy 21 NA at night.
When local altimeter not received, use Fallon NAS altimeter setting.
VOR-B
FALLON MUNI (FLX)

DME required.

Circling NA to Rwys 13 and 31. Circling to Rwy 21 NA at night. When local altimeter not received, use Fallon NAS altimeter setting.

MISSED APPROACH: Climb to 6100 then climbing left turn to 8000 direct HZN VORTAC and hold.

AWOS-AV 118.25
KNFL ATIS* 370.925
NAVY FALLON APP CON* 120.85 360.2
UNICOM 122.8 [CTAF]

 categorical

A
B
C
D

One Minute Holding Pattern

HZN VORTAC

THHEMA

MIRL Rwy 3-21

FALLON MUNI (FLX)

VOR-B

 categorical

A
B
C
D

One Minute Holding Pattern

HZN VORTAC

THHEMA

MIRL Rwy 3-21

FALLON MUNI (FLX)

VOR-B

NOT FOR CIVIL USE

CAUTION: Fallon Muni Airport (uncontrolled) 5 NM NW. Pattern alt 800 ft AGL.
MISSED APPROACH: Climb direct NFL TACAN, then climbing left turn to 10,500. Intercept NFL R-117 outbound to MUFIT and hold. Continue climb-in-hold to 10,500.

CAUTION:
Fallon Muni Airport (uncontrolled) 5 NM NW PATTERN alt 800’ AGL.

CAUTION:
RCL 91’ from FAC at 3000’ from threshold.

LOVELOCK
Chan 112 LLC

HAZEN
Chan 88 HZN

EMERG SAFE ALT 100 NM 15,600
ELEV 3935
TDZE 3935

141° to
TACAN

HIRL all rwys

FALLON, NEVADA
Amdt 3 19MAY22

39°25’N-118°42’W FALLON NAS (VAN VOORHIS FLD) (KNFL)

TACAN Y RWY 13R

FLYING

SW-4, 11 JUL 2024 to 05 SEP 2024

TACAN NFL Chan 82
APCH CRS 141°
Rwy Idg 3935
TDZE 3935
Arpt Elev 14,001
AL-143 [USN] FALLON NAS (VAN VOORHIS FLD) (KNFL)

ATIS * 370.925
NAVY FALLON APP CON 120.85 360.2
NAVY FALLON TOWER* 119.25 340.2
GND CON 251.15
CLNC DEL 353.55

KNOTS
60 120 180 240 300 360
V/V/F(pms)
205 410 615 820 1025 1230

*Min climb of 205 ft/NM to 8600 - Controlling Obstacle Unk

CAUTION:

RCL 91’ from FAC at 3000’ from threshold.

LOVELOCK
Chan 112 LLC

HAZEN
Chan 88 HZN

EMERG SAFE ALT 100 NM 15,600
ELEV 3935
TDZE 3935

141° to
TACAN

HIRL all rwys
TAKEOFF RWY 7: Climb to 4500, then climbing right turn to NFL TACAN, intercept NFL R-321 to TYWAN and cross TYWAN at or below 9900. Do not exceed 250 KIAS until TYWAN.

TAKEOFF RWY 13L/R: Climb to 4500, then climbing left turn to NFL TACAN, intercept NFL R-321 to TYWAN and cross TYWAN at or below 9900. Do not exceed 250 KIAS until NFL.

TAKEOFF RWY 25: Climbing right turn to intercept NFL TACAN R-321 to TYWAN. Cross TYWAN at or below 9900. Do not exceed 250 KIAS until established on NFL R-321.

TAKEOFF RWY 31L/R: Climb on heading 311° to intercept NFL TACAN R-321 to TYWAN. Cross TYWAN at or below 9900.

HAZEN TRANSITION (TYWAN1.HZN): Left turn direct HZN VORTAC. Cross HAZEN at or below 15,000 or as assigned by ATC.

LOVELOCK TRANSITION (TYWAN1.LLC): Direct ARDLY, right turn direct BAFHU, right turn direct LLC VORTAC. Cross ARDLY at or below 15,000 or as assigned by ATC.

MUSTANG TRANSITION (TYWAN1.FMG): Left turn direct FMG VORTAC. Cross MUSTANG at or below 15,000 or as assigned by ATC.
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 7: Turn right hdg 236° to intercept NFL TACAN R-191 to YERIN. Cross FITNU at or above 9500. Do not exceed 250 KIAS until intercepting NFL R-191.

TAKE-OFF RWY 13L/R: Climbing right turn hdg 236° to intercept NFL R-191 to YERIN. Cross FITNU at or above 9500. Do not exceed 250 KIAS until intercepting NFL R-191.

TAKE-OFF RWY 25: Climbing left turn hdg 146° to intercept NFL R-191 to YERIN. Cross FITNU at or above 9500. Do not exceed 250 KIAS until intercepting NFL R-191.

TAKE-OFF RWY 31L/R: Climb to 4500 via heading 311°, then climbing right turn to NFL TACAN, intercept NFL R-191 to YERIN. Do not exceed 250 KIAS until NFL TACAN. Cross FITNU at or above 9500.

YERIN-EIGHT DEPARTURE (YERIN8 • YERIN)
Orig 24MAR22
FALLON, NEVADA
FALLON NAS (VAN VOORHIS FLD) (KNFL)
RNAV (GPS) RWY 22
FILLMORE MUNI (FOM)

AWOS-3 133.775  
SALT LAKE CITY CENTER 125.575 379.275  
UNICOM 122.8 (CTAF)

RNP APCH.

Procedure NA for arrival on DTA YORTA. Airway radials 170 CW 187.

Final approach course offset 14.94°.

ZIBRA and hold, continue climb-in-hold to 9600.

Final approach course offset 14.94°.

Amdt 1A 22APR21

9600 ZIBRA

VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 35).

MISSED APPROACH: Climbing right turn to 9600 direct ZIBRA and hold, continue climb-in-hold to 9600.

FILLMORE, UTAH  
AL-10425 (FAA)

RNAV (GPS) RWY 22
FILLMORE MUNI (FOM)

1.3 NM
1.2 NM
2.6 NM
6 NM

CATEGORY  
A  B  C  D  
LNAV MDA 5500-1  515 (600-1)  5500-1  515 (600-1)  NA
CIRCLING 5620-1  635 (700-1)  6200-3  1215 (1300-3)  NA

SUWEG

1 NM to SUWEG

2.3 NM to SUWEG

3.5 NM to SUWEG

RUSO

207°

207°

8000

7100

6280

5900

5040

4985

38°57'N-112°22'W

FILLMORE, UTAH
Amdt 1A 22APR21

101

101
Autopilot coupled approach NA below 7640 feet. DME required. DME from FLG VOR/DME. Simultaneous reception of I-FLG and FLG DME required. For inop ALS increase S-ILS 21 all Cats visibility to ½.

MISSED APPROACH: Climb to 7500, then climbing left turn to 11000 on heading 130° and FLG R-172 to OATES INT/FLG VOR/DME 16.7 DME and hold, continue climb-in-hold to 11000.

Final approach course offset 3.00°
RNAV (GPS) RWY 3
FLAGSTAFF PULLIAM (FLG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (112°F).
DME/DME RNP-0.3 NA.

Procedure NA for arrivals at FLG VOR/DME on V291 eastbound.

**MISSED APPROACH:** Climb to 7500 then climbing right turn to 9500 direct TAWNE and hold.

**AVAILABILITY:**
- WAAS
- CH 45718
- WAAS
- AL-5034 (FAA)

**LANDING DISTANCE:**
- 8040 ft
- 7014 ft
- 8045 ft

**CATALOG:**
- CATEGORY A
- CATEGORY B
- CATEGORY C
- CATEGORY D

**POLARISATION:**
- LPV DA
- LNAV/ VNAV DA
- LNAV MDA

**CIRCLING:**
- 7520-1 (506 ft)
- 7560-1 (546 ft)
- 8100-3 (1086 ft)
- 8560-3 (1546 ft)

**ELEVATION:**
- 7014 ft
- 7014 ft

**WINDS:**
- 031° to 7500
- 083° to 7 NM
- 263° to 7 NM

**ATIS:**
- 125.8

**PHOENIX APP CON:**
- 126.375
- 236.775

**FLAGSTAFF TOWER:**
- 134.55 (CTAF)
- 239.25

**GND CON:**
- 121.9

**UNICOM:**
- 122.95

**NOTICE:**
- SW-4, 11 JUL 2024 to 05 SEP 2024

**DIRECTION:**
- 35°08'N-111°40'W

**REFERENCE:**
- FLAGSTAFF, ARIZONA

**Amdt:** 07DEC17
RNAV (GPS) RWY 21
FLAGSTAFF PULLIAM (FLG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19 °C (2°F) or above 44 °C (111°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LPV all Cats visibility to 1/2 SM.

Procedure NA for arrival at HOXOL on V12-264 southwest bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19 °C (2°F) or above 44 °C (111°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LPV all Cats visibility to 1/2 SM.

Procedure NA for arrival at HOXOL on V12-264 southwest bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19 °C (2°F) or above 44 °C (111°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LPV all Cats visibility to 1/2 SM.

Procedure NA for arrival at HOXOL on V12-264 southwest bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19 °C (2°F) or above 44 °C (111°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LPV all Cats visibility to 1/2 SM.

Procedure NA for arrival at HOXOL on V12-264 southwest bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19 °C (2°F) or above 44 °C (111°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LPV all Cats visibility to 1/2 SM.
VOR RWY 21
FLAGSTAFF PULLIAM (FLG)

VOR/DME FLG
113.85
Chan 85(Y)

FLAGSTAFF
113.85 FLG
Chan 85(Y)

MALSR
11000 on heading 130° and FLG R-172 to SHEFF

MANDATORY VOR/DME Approach (FLG)

ATIS
125.8
PHOENIX APP CON
126.375 236.775
FLAGSTAFF TOWER *
134.55 (CTAF) 239.25
GND CON
121.9
UNICOM
122.95

MISSED APPROACH: Climbing left turn to 11000 on heading 130° and FLG R-172 to SHEFF INT/16.7 DME, continue climb-in-hold.

Rwy 21 helicopter visibility reduction below 1 SM NA.
DME required. Inop table does not apply to S-21 Cats A/B.
Night landing: Rwy 21, operational VGSI required, remain on or above VGSI glidepath until threshold.

ATIS
125.8
PHOENIX APP CON
126.375 236.775
FLAGSTAFF TOWER *
134.55 (CTAF) 239.25
GND CON
121.9
UNICOM
122.95

MISSED APPROACH: Climbing left turn to 11000 on heading 130° and FLG R-172 to SHEFF INT/16.7 DME, continue climb-in-hold.

Rwy 21 helicopter visibility reduction below 1 SM NA.
DME required. Inop table does not apply to S-21 Cats A/B.
Night landing: Rwy 21, operational VGSI required, remain on or above VGSI glidepath until threshold.

ATIS
125.8
PHOENIX APP CON
126.375 236.775
FLAGSTAFF TOWER *
134.55 (CTAF) 239.25
GND CON
121.9
UNICOM
122.95

MISSED APPROACH: Climbing left turn to 11000 on heading 130° and FLG R-172 to SHEFF INT/16.7 DME, continue climb-in-hold.
**TAKEOFF MINIMUMS**


**TOP ALTITUDE:**

12000

---

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climbing right turn heading 207° and FLG R-172 to OATES INT, cross at or above 10500, thence . . .

**TAKEOFF RUNWAY 21:** Climbing left turn heading 146° and FLG R-172 to OATES INT, cross at or above 10500, thence . . .

. . . .as assigned by ATC, continue climb to MEA/MCA for direction of flight.
**ILS or LOC RWY 26**

**SIERRA VISTA MUNI-LIBBY AAF (F'HU)**

**LOC I-FHU**

- **109.9**
- **260°**

**APP CRS**

- **12001**

**Rwy Ldg**

- **12001**

**TDZE**

- **4629**

**Apt Elev**

- **4719**

---

**ATIS**

- **134.75**
- **263.025**

**LIBBY AAF GCA**

- **127.05**
- **254.25**

**LIBBY TOWER**

- **124.95** (CTAF)
- **284.75**

**GND CON**

- **121.7**
- **268.7**

**UNICOM**

- **122.95**

---

**DME or RADAR required.**

Circling NA south of Rwys 8 and 30.

---

**MISSED APPROACH:** Climb to 3500 then climbing right turn to 9500 on heading 067° and FHU VOR/DME R-021 to TOMBS INT/DUG 36 DME and hold, continue climb-in-hold to 9500.

**FORT HUACHUCA SIERRA VISTA, ARIZONA**

**AL-5081 (FAA) 24081**

**31°35'N-110°21'W**

**SIERRA VISTA MUNI-LIBBY AAF (F'HU)**

**108**
FORT HUACHUCA SIERRA VISTA, ARIZONA

**RNAV (GPS) RWY 26**

**SIERRA VISTA MUNI-LIBBY AAF (FHU)**

**Misssed Approach:** Climbing right turn to 9500 direct TOMBS and hold, continue climb-in-hold to 9500.

<table>
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<th>ATIS</th>
<th>LIBBY AAF GCA</th>
<th>LIBBY TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
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<td>134.75</td>
<td>263.025</td>
<td>127.05</td>
<td>254.25</td>
<td>124.95 (CTAF)</td>
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**Circling NA south of runways 8 and 30.**

**RNAV (GPS) APCH - GPS.**

**ELEV 4719**

**TDZE 4629**

**TDZE 4719**

**TOMBS**

**7 NM**

**RW26**

**R-2303A & B**

**R-2303B**

**R-2303A & B**

**R-2303B**

**R-2303C**

**15000**

**R-2312**

**TOMBS**

**1.1 NM to RW26**

**SERRA**

**MICCO**

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

**Category**

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**FORT HUACHUCA SIERRA VISTA, ARIZONA**

**Orig-B 21MAR24**

**31°35'N-110°21'W**

**SIERRA VISTA MUNI-LIBBY AAF (FHU)**

**RNAV (GPS) RWY 26**

**AIRSPACE LIMIT:**

**MSA RW 26 25 NM**

**AL-5081 (FAA)**

**24081**

**SW4, 11 JUL 2024 to 05 SEP 2024**

**HIRL Rwy 8-26**

**MIRL Rlys 3-21 and 12-30**

**SW-4, 11 JUL 2024 to 05 SEP 2024**

**110**
Circling NA south of Rwy 8 and 30.

Missed Approach: Climb to 5300 then climbing right turn to 9500 on ARH R-018 to TOMBS INT/DUG 36 DME and hold.

**ATIS** 134.75 263.025

**GND CON** 121.7 268.7

**LIBBY AAF GCA** 127.05 254.25

**LIBBY TOWER** 124.95 (CTAF) 284.75

**UNICOM** 122.95
RNAV (GPS) RWY 1
GLENDALE MUNI (GEU)

Missed Approach: Climb to 10000 direct BAPPA and on 334° track to GINKE and hold, continue climb-in-hold to 10000.

Procedure NA for arrivals at ALLIS on V16 westbound.

Procedure NA for arrivals at POTER on V94-95 eastbound and on V95 southbound.

Agere (IAF)

S12

LNAV/VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. For uncompensated LNAV/VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting: increase LPV DA to 1438 feet; increase LNAV/VNAV DA to 1517 feet and all visibilities ½ SM; increase all MDA 60 feet and LNAV Cat C and D visibility ¼ SM. Night landing: Rwy 1, Cat C and D operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 1 helicopter visibility reduction below ¾ SM NA.

Category

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Gleno 18jul19
RNAV (GPS) RWY 19
GLENDALE MUNI (GEU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C.
Rwy 19 helicopter visibility reduction below ½ SM NA. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting: increase LPV DA to 1384 feet; increase LNAV/VNAV DA to 1617 feet and all Cats visibility ½ SM; increase all MDA 60 feet and LNAV Cat C and D visibility ⅛ SM.

ATIS
119.425
LUKE APP CON
118.15 363.125
GLENDALE TOWER
121.0 (CTAF)
GND CON
118.0
UNICOM
122.95

Amdt 2B 18JUL19
SW-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 19
GLENDALE MUNI (GEU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. Rwy 19 helicopter visibility reduction below ½ SM NA. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting: increase LPV DA to 1384 feet; increase LNAV/VNAV DA to 1617 feet and all Cats visibility ½ SM; increase all MDA 60 feet and LNAV Cat C and D visibility ⅛ SM.

ATIS
119.425
LUKE APP CON
118.15 363.125
GLENDALE TOWER
121.0 (CTAF)
GND CON
118.0
UNICOM
122.95

Amdt 2B 18JUL19
SW-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 19
GLENDALE MUNI (GEU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. Rwy 19 helicopter visibility reduction below ½ SM NA. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting: increase LPV DA to 1384 feet; increase LNAV/VNAV DA to 1617 feet and all Cats visibility ½ SM; increase all MDA 60 feet and LNAV Cat C and D visibility ⅛ SM.

ATIS
119.425
LUKE APP CON
118.15 363.125
GLENDALE TOWER
121.0 (CTAF)
GND CON
118.0
UNICOM
122.95

Amdt 2B 18JUL19
SW-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 19
GLENDALE MUNI (GEU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. Rwy 19 helicopter visibility reduction below ½ SM NA. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting: increase LPV DA to 1384 feet; increase LNAV/VNAV DA to 1617 feet and all Cats visibility ½ SM; increase all MDA 60 feet and LNAV Cat C and D visibility ⅛ SM.

ATIS
119.425
LUKE APP CON
118.15 363.125
GLENDALE TOWER
121.0 (CTAF)
GND CON
118.0
UNICOM
122.95

Amdt 2B 18JUL19
SW-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 19
GLENDALE MUNI (GEU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. Rwy 19 helicopter visibility reduction below ½ SM NA. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting: increase LPV DA to 1384 feet; increase LNAV/VNAV DA to 1617 feet and all Cats visibility ½ SM; increase all MDA 60 feet and LNAV Cat C and D visibility ⅛ SM.

ATIS
119.425
LUKE APP CON
118.15 363.125
GLENDALE TOWER
121.0 (CTAF)
GND CON
118.0
UNICOM
122.95

Amdt 2B 18JUL19
SW-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 19
GLENDALE MUNI (GEU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. Rwy 19 helicopter visibility reduction below ½ SM NA. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting: increase LPV DA to 1384 feet; increase LNAV/VNAV DA to 1617 feet and all Cats visibility ½ SM; increase all MDA 60 feet and LNAV Cat C and D visibility ⅛ SM.

ATIS
119.425
LUKE APP CON
118.15 363.125
GLENDALE TOWER
121.0 (CTAF)
GND CON
118.0
UNICOM
122.95

Amdt 2B 18JUL19
SW-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 19
GLENDALE MUNI (GEU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. Rwy 19 helicopter visibility reduction below ½ SM NA. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting: increase LPV DA to 1384 feet; increase LNAV/VNAV DA to 1617 feet and all Cats visibility ½ SM; increase all MDA 60 feet and LNAV Cat C and D visibility ⅛ SM.

ATIS
119.425
LUKE APP CON
118.15 363.125
GLENDALE TOWER
121.0 (CTAF)
GND CON
118.0
UNICOM
122.95

Amdt 2B 18JUL19
SW-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 19
GLENDALE MUNI (GEU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. Rwy 19 helicopter visibility reduction below ½ SM NA. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting: increase LPV DA to 1384 feet; increase LNAV/VNAV DA to 1617 feet and all Cats visibility ½ SM; increase all MDA 60 feet and LNAV Cat C and D visibility ⅛ SM.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 1:** Climb heading 014° to 1580, then direct KUWSO, then as depicted to cross KARLO at/above 10000.

**TAKEOFF RUNWAY 19:** Climb heading 194° to 1580, then left turn direct WATEG, then as depicted to cross KARLO at/above 10000.

...thence on track 350° to DRK VORTAC. Expect filed altitude 3 minutes after departure.

**NOTE:** GPS required.
 BNRYD SIX DEPARTURE (RNAV)  

BNYRD  BNYRD

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence . . . .

. . . . expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)

TAKEOFF MINIMUMS
Rwys 1, 19: Standard.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

GLENDALE MUNI (GEU)
GLENDALE, ARIZONA

AL-6915 (FAA)
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 1, 19: Standard.

TOP ALTITUDE: ASSIGNED BY ATC

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence . . .
TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence . . .

. . . expect RADAR vectors to BROAK, then on track 059° to FTHLS, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FTHLS6.ABQ)
JNIPR TRANSITION (FTHLS6.JNIPR)
MAXXO TRANSITION (FTHLS6.MAXXO)
NOTE: RADAR required

GLENDALE MUNI (GEU)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 230’/NM to 3600.
Rwy 19: Standard.

TAKEOFF OBSTACLE NOTES
Rwy 1: Light on blast fence 4’ from DER, 130’ left of centerline, up to 10’ AGL/1088’ MSL.
Trees beginning 124’ from DER, left and right of centerline, up to 30’ AGL/1104’ MSL.
Vehicles beginning 299’ from DER, 80’ right of centerline, up to 15’ AGL/1091’ MSL.
Poles and trees beginning 400’ from DER, 197’ right of centerline, up to 75’ AGL/1144’ MSL.
Rwy 19: Trees beginning 281’ from DER, 331’ left of centerline, up to 33’ AGL/1060’ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb to assigned altitude on assigned heading between 340° CW to 040° from DER. Thence . . .

TAKEOFF RUNWAY 19: Climbing right turn to assigned altitude on assigned heading between 200° CW to 220° from DER. Thence . . .

. . . . Expect radar vectors to assigned route. Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, climb to 6000 then proceed direct BXK VORTAC, then via assigned route.

NOTE: Chart not to scale.
TOP ALTITUDE: ASSIGNED BY ATC
NOTE: Turbojets and turboprops only.
NOTE: Aircraft requesting FL220 and below must file BLYTHE Transition.
NOTE: Turbojets landing LAX, file WLVRN Transition.
NOTE: Aircraft landing other than LAX and turboprops landing at LAX:
Requesting FL240 and above, file HRRBR Transition.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS
Rwy 19: Standard.
Rwy 1: Standard with minimum climb of 285'/NM to 5700.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 1: Climb on heading 014° or as assigned by ATC, thence. . .
TAKEOFF RUNWAY 19: Climb on heading 200° or as assigned by ATC, thence. . .

. . . for RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZO8.BLH)
HRRBR TRANSITION (IZZZO8.HRRBR)
WLVRN TRANSITION (IZZZO8.WLVRN)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence...

TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence...

...expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

MOHAK TRANSITION (JUDTH7.MOHAK)

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS
Rwys 1, 19: Standard.
TAKEOFF MINIMUMS
Rwys 1, 19: Standard.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence.

TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence.

... on RADAR vectors to ECLPS, then on track 111° to KATMN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

PHASE TRANSITION (KATMN6.PHASE)
TAKEOFF MINIMUMS

TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by
ATC, thence, . . . expect RADAR vectors to FORPE, then on track 055° to
LALUZ, then on (transition). Maintain ATC assigned altitude,
expect filed altitude 3 minutes after departure.

TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by
ATC, thence, . . .

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and 1XO, file FT HLS DEPARTURE.

NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK, file LALUZ DEPARTURE.

NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS, file YOTES DEPARTURE.

NOTE: Aircraft filing over GCK, file ALBUQUERQUE ABQ DEPARTURE.

NOTE: Aircraft departing KGEU and KGVR ATC assigned only.

NOTE: RNAV 1.

NOTE: GPS required.

NOTE: Turbojets and turboprops only.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

SW-4, 11 JUL 2024 to 05 SEP 2024

LALUZ SIX DEPARTURE (RNAV)
(LALUZ6.LALUZ) 24MAY18

GLENDALE, ARIZONA
GLENDALE MUNI (GEU)
NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only. Do not file.

TOP ALTITUDE: ASSIGNED BY ATC

MAYSA SEVEN DEPARTURE (RNAV)
(MAYSA7.MAYSA) 20142

TAKEOFF MINIMUMS
Rwys 1, 19: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 014° or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 19: Climb on heading 200° or as assigned by ATC, thence . . . .

. . . . expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

RRSTA TRANSITION (MAYSA7.RRSTA)
TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

CARTL TRANSITION (SNOBL6.CARTL)
GRAND CANYON TRANSITION (SNOBL6.GCN)
JARPA TRANSITION (SNOBL6.JARPA)
RIMMM TRANSITION (SNOBL6.RIMMM)
YOOPR TRANSITION (SNOBL6.YOOPR)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence.

TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence.

...expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition).

Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

GRAND CANYON TRANSITION (YOTES6.GCN)

JARPA TRANSITION (YOTES6.JARPA)

YOOPR TRANSITION (YOTES6.YOOPR)
RNAV (GPS) RWY 27
SAN CARLOS APACHE (P13)

**APP CRS**
- **260°**

**Rwy Idg** 6500
**TDZE** 3212
**Apt Elev** 3261

**RNP APCH**

- **NA**

**Rwy** 27 helicopter visibility reduction below 3/4 SM NA.
VDP NA when using San Manuel altimeter setting. When local altimeter setting not received, use San Manuel altimeter setting and increase all MDA 120 feet.

**ATC Frequencies**

- **AWOS-3** 120.075
- **ALBUQUERQUE CENTER** 125.4 269.3
- **UNICOM** 122.8 (CTAF)

**MISSED APPROACH:** (Do not exceed 175K until IFURI) Climb to 4600 then climbing right turn to 7200 direct IFURI and hold, do not exceed 230K when continuing climb-in-hold to 7200.
- Missed approach requires minimum climb of 290 feet per NM to 5340.

**Procedure NA** for arrivals at GRINE on V190 southwest bound.

**Figures**

- **OUTLAW MOA**
- **JACKAL MOA**
- **1.1 NM to IFURI, 2.9 NM to GOBFO, 2.3 NM to HURFY**

**VGSI and descent angles not coincident** (VGSI Angle 3.00/TCH 43).

**MISSED APCH FIX**

- **Holding Pattern**
- **7 NM**
- **10000 7200**

**Category**

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**GLOBE, ARIZONA**

```
33°21'N-110°40'W
```

**SAN CARLOS APACHE (P13)**

**SWV4, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1 22APR21**

```
129
```
IZTIR TWO DEPARTURE (OBSTACLE) (RNAV)  
GLOBE, ARIZONA

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: When OUTLAW MOA active, cross RIPUW at 7000', then continue climb to MEA/MCA for direction of flight.
NOTE: Takeoff Rwy 9/27: Do not exceed 200K until RIPUW. Do not exceed 250K until IZTIR.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 090° to 3600, then climbing left turn direct HAWRA, then via depicted route to IZTIR. Thence. . . .

TAKEOFF RUNWAY 27: Climb heading 270° to 3900, then climbing right turn direct HAWRA, then via depicted route to IZTIR. Thence. . . .

. . . .climb on course to MEA for assigned route of flight.

IZTIR TWO DEPARTURE (OBSTACLE) (RNAV)  
GLOBE, ARIZONA

IZTIR TWO DEPARTURE (OBSTACLE) (RNAV)  
GLOBE, ARIZONA

IZTIR TWO DEPARTURE (OBSTACLE) (RNAV)  
GLOBE, ARIZONA
RNAV (GPS) RWY 3
PHOENIX GOODYEAR (GYR)

ATIS 118.35  LUKE APP CON  125.45  263.125  GOODYEAR TOWER  120.1 (CTAF)  239.3  GND CON  121.7  UNICOM  122.95

Procedure NA at night. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Phoenix Sky Harbor Intl altimeter setting. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting: increase all MDA 80 feet and visibility LP/LNAV Cat C/D and Circling Cat C ¾ SM.

NoPT for arrival at POTER on V94 westbound.

Final approach course offset 1.44°.

MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 direct TATUY and hold.

SW-4, 11 JUL 2024 to 05 SEP 2024

33°25'N-112°23'W

131
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 500' per NM to 1480
then minimum climb of 431' per NM to 4600.
Rwy 21: Standard with minimum climb of 500' per NM to 1480.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° to 1480, then right turn direct RUPOY thence. . . .

TAKEOFF RUNWAY 21: Climb heading 208° to 1480, then direct RUPOY thence. . . .

. . . . on track 140° to POTER. Expect filed altitude 3 minutes after departure.
TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or assigned by ATC, thence.

TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence.

...expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)
NOTE:  Aircraft departing KGEU and KGYR ATC assigned only.

NOTE:  Aircraft filing over DEN, RSK, ALS, and points north of ALS file YOTES DEPARTURE.

NOTE:  Aircraft filing over ABQ, CIM, FTI, and GCK file LALUZ DEPARTURE.

NOTE:  Aircraft departing KGEU and KGYR ATC assigned only.

NOTE:  Chart not to scale.

TAKEOFF MINIMUMS

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence . . .
TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence . . .

. . . .expect RADAR vectors to BROAK, then on track 059° to FTHLS, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FT HLS6.ABQ)
JNIPR TRANSITION (FT HLS6.JNIPR)
MAXXO TRANSITION (FT HLS6.MAXXO)
TAKEOFF MINIMUMS
Rwy 3: Standard
Rwy 21: Standard with minimum climb of 252’ per NM to 2300.

TAKEOFF OBSTACLE NOTES
Rwy 3: Poles beginning 159’ from DER, 267’ right of centerline, up to 47’ AGL/1015’ MSL.
Building 1512’ from DER, 828’ right of centerline, 48’ AGL/1014’ MSL.
Tree 1957’ from DER, 551’ right of centerline, up to 49’ AGL/1019’ MSL.
Rwy 21: Transmission tower 2610’ from DER, 1078’ left of centerline, 125’ AGL/1047’ MSL.
Transmission tower 3190’ from DER, 311’ left of centerline, 112’ AGL/1031’ MSL.
Pole 3193’ from DER, 308’ left of centerline, 112’ AGL/1030’ MSL.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 3: Climb to assigned altitude on assigned heading between 353° CW to 063° from DER, thence . . . .
TAKEOFF RUNWAY 21: Climb to assigned altitude on assigned heading between 208° CW to 243° from DER, thence . . . .

. . . Expect radar vectors to assigned route. Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, climb to 6000’ then proceed direct BXK VORTAC, then via assigned route.
TOP ALTITUDE: ASSIGNED BY ATC

NOTE: Turbojets and turboprops only.
NOTE: Aircraft requesting FL220 and below must file BLYTHE Transition.
NOTE: Turbojets landing LAX, file WLVRN Transition.
NOTE: Aircraft landing other than LAX and turboprops landing at LAX: Requesting FL240 and above, file HRRBR Transition.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 028° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 21: Climb on heading 228° or as assigned by ATC, thence . . . .

. . . . for RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZO8.BLH)
HRRBR TRANSITION (IZZZO8.HRRBR)
WLVRN TRANSITION (IZZZO8.WLVRN)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence... . . .

TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence... . . .

. . . . expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

MOHAK Transition (JUDTH7.MOHAK)

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS
TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing from KGEO and KGYR ATC assigned only.

TOP ALTITUDE:
ASSIGNED BY ATC

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence.

TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence.

... on RADAR vectors to ECLPS, then on track 111° to KATMN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

PHASE TRANSITION (KATMN6.PHASE)

NOTE: Chart not to scale.
TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: SJN TRANSITION for ABQ terminal arrivals only.
NOTE: MAXXO TRANSITION ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO, file FTHLS DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TOP ALTITUDE: ASSIGNED BY ATC

SW-4, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS

NOTE: Chart not to scale.

TOP Altitude: Assigned by ATC

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing GGEU and GGYR ATC assigned only.
   Do not file.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 028° or as assigned by ATC, thence.

TAKEOFF RUNWAY 21: Climb on heading 228° or as assigned by ATC, thence.

. . . . . . . expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

RRSTA TRANSITION (MAYSA7.RRSTA)
TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: JARPA TRANSITION ATC assigned only.
NOTE: YOOPR TRANSITION ATC assigned only.
NOTE: CARTL TRANSITION for FLG or PGA terminal arrivals only.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence.
TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence.

. . . expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

CARTL TRANSITION (SNOBL6.CARTL)
GRAND CANYON TRANSITION (SNOBL6.GCN)
JARPA TRANSITION (SNOBL6.JARPA)
RIMMM TRANSITION (SNOBL6.RIMMM)
YOOPR TRANSITION (SNOBL6.YOOPR)
TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence. . . .

TAKEOFF MINIMUMS

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

GRAND CANYON TRANSITION (YOTES6.GCN)

JARPA TRANSITION (YOTES6.JARPA)

YOOPR TRANSITION (YOTES6.YOOPR)
ILS or LOC RWY 3
GRAND CANYON NTL PARK (GCN)

DME from GCN VOR/DME. Simultaneous reception of I-GCN and GCN DME required. DME required.

MISSED APPROACH: Climb to 7000 then climbing left turn to 9000 on heading 180° and on GCN VOR/DME R-204 direct CARMS/GCN 12 DME and hold.

GRAND CANYON
111.65 GCN ± 3' ±
Chan 53(Y)

ATIS
124.3
LOS ANGELES CENTER
124.85 319.2
CANYON TOWER *
119.0 (CTAF)
GND CON
121.9
UNICOM
122.95

ELEV 6609
TDZE 6556

DME REQUIRED

One Minute Holding Pattern

CARMS GCN 12
HAPLY GCN 6.2
* LOC only.

GS 3.00° TCH 58

CATEGORY
A
B
C
D
S-ILS 3
6795-3\(\frac{3}{4}\) 239 (200-\(\frac{3}{4}\))
S-LOC 3
6960-1 404 (400-1)
7280-2 404 (400-1\(\frac{1}{2}\))
CIRCLING
7140-1 531 (600-1)
7200-1 591 (600-1)
7280-2 671 (700-2)
7620-3 1011 (1100-3)

GRAND CANYON, ARIZONA
Amdt 1 27APR17

35°57'N-112°09'W

GRAND CANYON NTL PARK (GCN)

ILS or LOC RWY 3

GRAND CANYON, ARIZONA
AL-5381 (FAA)

23334

SW4, 11 JUL 2024 to 05 SEP 2024

SW4, 11 JUL 2024 to 05 SEP 2024
**GRAND CANYON, ARIZONA**

**AL-5381 (FAA)**

**VOR RWY 3**

**GRAND CANYON NTL PARK (GCN)**

---

**VOR/DME GCN**

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<th>Apt Elev</th>
<th>6609</th>
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**GRAND CANYON, ARIZONA**

**ATIS**

| 124.3 |

**LOSA ESTCNE CENTER**

| 124.85 | 319.2 |

**CANYON TOWER**

| 119.0 (CTAF) |

**GND CON**

| 121.9 |

**UNICOM**

| 122.95 |

---

**GRAND CANYON**

**IAF**

**111.65 GCN**

**Chan 53(Y)**

---

**Descend in GCN VOR/DME holding pattern to 11000 before commencing procedure turn.**

---

**CATEGORY**

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<td>7180-1</td>
<td>7200-1</td>
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---

**Remain within 10 NM**

---

**GRAND CANYON NTL PARK (GCN)**

---

**VOR RWY 3**

---

**ATIS**

| 124.3 |

**LOSA ESTCNE CENTER**

| 124.85 | 319.2 |

**CANYON TOWER**

| 119.0 (CTAF) |

**GND CON**

| 121.9 |

**UNICOM**

| 122.95 |

---

**GRAND CANYON**

**IAF**

**111.65 GCN**

**Chan 53(Y)**

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**Descend in GCN VOR/DME holding pattern to 11000 before commencing procedure turn.**

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<tr>
<td>C</td>
<td>CIRCLING</td>
<td>7180-1</td>
<td>7200-1</td>
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**GRAND CANYON NTL PARK (GCN)**

---

**VOR RWY 3**

---

**ATIS**

| 124.3 |

**LOSA ESTCNE CENTER**

| 124.85 | 319.2 |

**CANYON TOWER**

| 119.0 (CTAF) |

**GND CON**

| 121.9 |

**UNICOM**

| 122.95 |

---

**GRAND CANYON**

**IAF**

**111.65 GCN**

**Chan 53(Y)**

---

**Descend in GCN VOR/DME holding pattern to 11000 before commencing procedure turn.**

---

**CATEGORY**

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**GRAND CANYON NTL PARK (GCN)**

---

**VOR RWY 3**

---

**ATIS**

| 124.3 |

**LOSA ESTCNE CENTER**

| 124.85 | 319.2 |

**CANYON TOWER**

| 119.0 (CTAF) |

**GND CON**

| 121.9 |

**UNICOM**

| 122.95 |

---

**GRAND CANYON**

**IAF**

**111.65 GCN**

**Chan 53(Y)**

---

**Descend in GCN VOR/DME holding pattern to 11000 before commencing procedure turn.**

---

**CATEGORY**

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<td>624 (600-1)</td>
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<tr>
<td>C</td>
<td>CIRCLING</td>
<td>7180-1</td>
<td>7200-1</td>
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</table>
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
GRAND FOUR DEPARTURE (OBSTACLE)

TAKEOFF OBSTACLE NOTES

Rwy 21: Sign 10’ from DER, 330’ left of centerline, 5’ AGL/ 6536’ MSL.
Tree 282’ from DER, 481’ right of centerline, 6543’ MSL.
Ground 440’ from DER, 615’ left of centerline, 6545’ MSL.
Tree 1024’ from DER, 711’ right of centerline, 6568’ MSL.
Ground 1081’ from DER, 768’ left of centerline, 6571’ MSL.
Tree 1285’ from DER, 835’ right of centerline, 6575’ MSL.
Tree 1691’ from DER, 917’ left of centerline, 6610’ MSL.
Tree 1803’ from DER, 929’ left of centerline, 6621’ MSL.
Trees beginning 1943’ from DER, 835’ left of centerline, up to 6632’ MSL.
Tree 1960’ from DER, 993’ right of centerline, 6601’ MSL.
Tree, pole beginning 2060’ from DER, 912’ right of centerline, up to 6615’ MSL.
Trees beginning 2144’ from DER, 814’ left of centerline, up to 6633’ MSL.
Trees beginning 2396’ from DER, 940’ right of centerline, up to 6618’ MSL.
Trees beginning 2467’ from DER, 830’ left of centerline, up to 6635’ MSL.
Trees beginning 2623’ from DER, 573’ right of centerline, up to 6635’ MSL.
Trees beginning 2722’ from DER, 868’ left of centerline, up to 6642’ MSL.
Trees beginning 2840’ from DER, 829’ left of centerline, up to 6650’ MSL.
Trees beginning 2920’ from DER, 523’ right of centerline, up to 6642’ MSL.
Trees beginning 2972’ from DER, 637’ left of centerline, up to 6665’ MSL.
Trees beginning 3169’ from DER, 840’ right of centerline, up to 6646’ MSL.
Trees beginning 3263’ from DER, 1010’ right of centerline, up to 6651’ MSL.
Tree 3500’ from DER, 1210’ left of centerline, 6673’ MSL.
Trees beginning 3517’ from DER, 800’ left of centerline, up to 6678’ MSL.
Trees beginning 3659’ from DER, 914’ left of centerline, up to 6688’ MSL.
Tree 3996’ from DER, 1340’ right of centerline, 6653’ MSL.
Trees beginning 4028’ from DER, 1481’ right of centerline, up to 6657’ MSL.
Trees beginning 4099’ from DER, 965’ left of centerline, up to 6690’ MSL.
Trees beginning 4171’ from DER, 937’ left of centerline, up to 6693’ MSL.
Trees beginning 5379’ from DER, 1002’ left of centerline, up to 6687’ MSL.

TAKEOFF MINIMUMS

Rwy 3: NA-Environmental.
Rwy 21: 200-1 1/2 or standard with a minimum climb of 335’ per NM to 7000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 210° to 7000, then turn left heading 178° to intercept GCN VOR/DME R-196 to BISOP INT. Expect filed altitude 10 minutes after departure.
ATIS 124.3
GND CON 121.9
CANYON TOWER* 119.0
LOS ANGELES CENTER 128.45 298.9
UNICOM 122.95

TOP ALTITUDE:
ASSIGNED BY ATC

GRAND CANYON 111.65 GCN
Chan 53(Y)

PEACH SPRINGS 112.0 PGS
Chan 57

NOTE: DME required.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 21: 200-1¼ or standard with minimum climb of 335' per NM to 7000.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 21: Climb heading 210° until GCN 3 DME, then turn right heading 273° to intercept GCN R-239 to cross GUCRU/GCN 14 DME at or above 10000 then on V208-210 to PGS VOR/DME. Expect filed altitude 10 minutes after departure.
Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use Grand Canyon Ntl Park altimeter setting; when not received, procedure NA.

**RNAV (GPS) RWY 1**

**GRAND CANYON, ARIZONA**

<table>
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<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
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**GCN ASOS**

124.3

**LOS ANGELES CENTER**

124.85 319.2

**UNICOM**

122.8 (CTAF)

**Procedure NA** for arrivals at BISOP on V257 northbound.

**Procedure NA** for arrivals at VALLE.

**GRAND CANYON ASOS**

124.3

**LOS ANGELES CENTER**

124.85 319.2

**UNICOM**

122.8 (CTAF)

**Procedure NA** for arrivals at BISOP on V257 northbound.

**Procedure NA** for arrivals at VALLE.

**GRAND CANYON ASOS**

124.3

**LOS ANGELES CENTER**

124.85 319.2

**UNICOM**

122.8 (CTAF)

**Procedure NA** for arrivals at BISOP on V257 northbound.

**Procedure NA** for arrivals at VALLE.

**GRAND CANYON ASOS**

124.3

**LOS ANGELES CENTER**

124.85 319.2

**UNICOM**

122.8 (CTAF)

**Procedure NA** for arrivals at BISOP on V257 northbound.

**Procedure NA** for arrivals at VALLE.

**GRAND CANYON ASOS**

124.3

**LOS ANGELES CENTER**

124.85 319.2

**UNICOM**

122.8 (CTAF)

**Procedure NA** for arrivals at BISOP on V257 northbound.

**Procedure NA** for arrivals at VALLE.

**GRAND CANYON ASOS**

124.3

**LOS ANGELES CENTER**

124.85 319.2

**UNICOM**

122.8 (CTAF)

**Procedure NA** for arrivals at BISOP on V257 northbound.

**Procedure NA** for arrivals at VALLE.

**GRAND CANYON ASOS**

124.3

**LOS ANGELES CENTER**

124.85 319.2

**UNICOM**

122.8 (CTAF)

**Procedure NA** for arrivals at BISOP on V257 northbound.

**Procedure NA** for arrivals at VALLE.
GRAND CANYON, ARIZONA
AL-9240 (FAA)

RNAV (GPS) RWY 19
VALLE (40G)

<table>
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<td>6640-1¾</td>
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Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA. Use Grand Canyon Ntl Park altimeter setting; when not received, procedure NA.

GRAND CANYON, ARIZONA
Orig-C 25FEB21

35°39'N-112°09'W
151
RNP APCH - GPS.

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

Procedure NA for arrival on HVE VORTAC airways radials 095 CW 225.

Procedure NA for arrival on PUC VOR/DME airway radials 095 CW 225.

Missed approach: Climb to 4800, then climbing right turn to 8000 dired SAKES and on 174° track to FARSI and hold.

CNY ASOS
118.525

SALT LAKE CENTER
133.6 269.25

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

GREEN RIVER, UTAH
SW-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

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RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)

RNAV (GPS) RWY 13
GREEN RIVER MUNI (U34)
RNAV (GPS) RWY 31
GREEN RIVER MUNI (U34)

**RNP APCH - GPS.**

- **Rw 31 helicopter visibility reduction below ¾ SM NA.** Use Moab altimeter setting; when not received, use Hanksville altimeter setting and increase all MDAs 20 feet and LP visibility Cat C/D ¼ SM, and Circling visibility Cat D ¼ SM. Circling NA for Cats C and D northeast of Rw 13-31.

**MISSED APPROACH:** Climbing to 4800, then climbing left turn to 9300 direct LHARY and hold, continue climb-in-hold to 9300.

**Procedure NA for arrival on PUC VOR/DME airway radials 095 CW 225.**

**Procedure NA for arrival at HVE VORTAC on V8 southwest bound.**

**See Inset for Routing to BAIKA**

**Final approach course offset 18.99°.**
**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**
- Rwy 13: Standard with minimum climb of 230'/NM to 8000.
- Rwy 31: Standard with minimum climb of 270'/NM to 8000.

**TAKEOFF OBSTACLE NOTES**
- **Rwy 13:** Vegetation, terrain beginning 10’ from DER, 6’ right of centerline, up to 2’ AGL/4225’ MSL.
  - Vehicles on road beginning 46’ from DER, 327’ right of centerline, up to 4241’ MSL.
- **Rwy 31:** Fence, light poles, vegetation, terrain beginning 1’ from DER, 27’ left of centerline,
  - up to 6’ AGL/4243’ MSL.
  - Light poles 9’ from DER, 26’ right of centerline, 1’ AGL/4235’ MSL.
  - Vegetation beginning 34’ from DER, 29’ right of centerline, up to 3’ AGL/4238’ MSL.

**TAKEOFF RUNWAY 13:** Climb on heading 132° to 4734, then climbing right turn direct ADIBE, thence. . . .

**TAKEOFF RUNWAY 31:** Climb on heading 312° to 4734, then climbing left turn direct ADIBE, thence. . . .

. . . .cross ADIBE at or above 10000 before proceeding on assigned route of flight.
Circling NA to Rwys 15 and 33. When local altimeter setting not received, procedure NA. Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Rwy 28 helicopter visibility reduction below 3/4 SM NA.

**AWOS-3**

```
120.225
5673
```

**OAKLAND CENTER**

```
125.75 294.65
```

**UNICOM**

```
122.8 (CTAF)
```

MISSED APPROACH: Climb to 4750 then climbing right turn to 10000 direct ZICYO and on track 288° to YERIN and hold.

**REIL Rwys 10-28**

**MIRL Rwys 10-28**

**CIRCLING**

<table>
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<td>CIRCLING</td>
<td>4720-1</td>
<td>490 (500-1)</td>
<td>5680-3</td>
<td>1450 (1500-3)</td>
</tr>
</tbody>
</table>
TAKING MINIMUMS
Rwy 22: NA - Obstacles.
Rwy 4: Standard with minimum climb of 655’ per NM to 8700.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Direct entry to V32 southwest bound from COOLI NA.

TAKEOFF RUNWAY 4: Climb heading 039° to 6200, then climb to 12000 (or maintain ATC assigned altitude) direct OKABE and on track 040° to EXOWI, then on depicted route to COOLI.
DEVLN 1 DP (DEVLN1 • DEVLN)

ATIS 134.925 397.9
CLNC DEL 124.1 335.8
GND CON 121.6 275.8
HILL TOWER 127.15 263.15
SALT LAKE CITY DEP CON 121.1 319.25
CLOVER CON 134.1 285.65

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Turn right heading 290°, remain within HIF TACAN 5.7 DME until passing the HIF R-198 and established on a heading greater than 256°, intercept HIF R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 9000 as depicted.

TAKEOFF RWY 32: Turn left heading 200°, intercept HIF TACAN R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 9000 as depicted.
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, remain within HIF TACAN 7 DME, maintain 6500.

TACAN OUT: Turn right heading 290°, maintain 6500.
ATIS 134.925 397.9
CINC DEL 124.1 335.8
GND CON 121.6 275.8
HILL TOWER 127.15 263.15
SALT LAKE CITY DEP CON 121.1 319.25
CLOVER CON 134.1 285.65

Airspeed in excess of 350 KIAS not authorized until established:
Rwy 14 heading 290°
Rwy 32 heading 200°

MANDATORY: On initial callup with SLC, aircraft will state
"Aircraft ID, leaving (all), climbing for 8000, LGTNG 1°.

FOR STEREO FLIGHT PLAN USE ONLY

EMERG SAFE ALT 100 NM 15,600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, remain within HIF TACAN 5.7 DME until passing the HIF R-198 and established on a heading greater than 256°, intercept HIF R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 8000.

TAKE-OFF RWY 32: Turn left heading 200°, intercept HIF TACAN R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 8000.
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 32: Track heading 319°, maintain 7000.
Rwy 8, 12, 26, 30 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Price altimeter setting; when not received, procedure NA. Circling NA to Rwys 12-30 and 18-36.

Procedure NA for arrival on PUC VOR/DME airway radials 164 CW 224.
Rwy 8, 12, 26, 30 helicopter visibility reduction below 1 SM NA. DME required. Procedure NA at night. Use Price altimeter setting; when not received, procedure NA. Circling NA to Rwy's 12-30 and 18-36.

Procedure NA for arrival on PUC VOR/DME airway radials 164 CW 224.
RNAV (GPS) RWY 1
KANAB MUNI (KNB)

Circling RWY 19 NA at night. Circling NA for Cat C west of RWY 1-19.

MISSED APPROACH: Climbing right turn to 8200 direct DEDKE and hold, continue climb-in-hold to 8200.

AWOS:3
133.175

LOS ANGELES CENTER
124.2 343.6

UNICOM
122.8 (CTAF)

KANAB, UTAH
AL-9072 (FAA)

RNP APCH - GPS.

HOLD 14000
8200

14000
8200

010°
010°

0.5
1.5 NM
2.3 NM
2.8 NM
4.9 NM

1.5 NM to
SIGOY

SIGOY

3.00°
TCH 40

8200

8200

HUROR

DEDKE

OKADE

[MAP]

SIGOY

7 NM

Holding Pattern

5500-1
659 (700-1)

5800-3
959 (1000-3)

NA

5500-1
632 (700-1)

6100-1½
1232 (1300-1½)

6400-3
1532 (1600-3)

NA

MIRL Rwy 1-19
REIL Rwy 1

TDZE 4841

8048A

5500-1
659 (700-1)

5800-3
959 (1000-3)

NA

5500-1
632 (700-1)

6100-1½
1232 (1300-1½)

6400-3
1532 (1600-3)

NA

37°01'N-112°32'W

KANAB, UTAH
Amdt 2 03NOV22

RNAV (GPS) RWY 1
KANAB MUNI (KNB)
NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Rwy 1, do not exceed 200 KIAS until established on track to KACIR.
NOTE: Rwy 19, do not exceed 200 KIAS until established on track to JOVBA.

TAKEOFF MINIMUMS:
Rwy 19: Standard.
Rwy 1: Standard with minimum climb of 620 feet per NM to 6800
or 1200-3 with minimum climb of 440 feet per NM to 7200.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 006° to intercept course 101° to KACIR, thence.

TAKEOFF RWY 19: Climb heading 186° to intercept course 098° to JOVBA, then
on track 041° to KACIR, thence.

. . . . (transition).

BRYCE CANYON TRANSITION (KACIR2.BCE)

JALMA TRANSITION (KACIR2.JALMA)
RNAV (GPS) Y RWY 21

KINGMAN (IGM)

ASOS
119.275

LOS ANGELES CENTER
124.85 319.2

UNICOM
122.8 (CTAF)

DME/DME RNP-0.3 NA. Circling NA for Cat D southeast of Rwy 3-21. Circling Rwy 35 NA at night.

MISSED APPROACH: Climbing right turn to 9000 direct PRFUM and hold, continue climb-in-hold to 9000.
RNAV (GPS) Z RWY 21

KINGMAN, ARIZONA

ASOS

119.275

LOS ANGELES CENTER

124.85 319.2

UNICOM

122.8 (CTAF)

MISSED APPROACH: Climb to 9000 direct IRDUQ and via track 303° to TOPRY and via track 029° to PRFUM and hold.

ASOS

119.275

RNAV (GPS) Z RWY 21

KINGMAN (IGM)

RNAV (GPS) Z RWY 21

KINGMAN (IGM)

RNAV (GPS) Z RWY 21

REIL Rwys 3 and 21

MIRL Rwys 3-21 and 17-35

Procedure NA for arrival at BEYM via V105 east bound.

Procedure NA for arrival at PRFUM.

MISSED APPROACH: Climb to 9000 direct IRDUQ and via track 303° to TOPRY and via track 029° to PRFUM and hold.

9000

IRDUQ

tr 303°

TOPRY

tr 029°

PRFUM

Δ

Procedure Turn NA

IRDUQ

3000

6300

213°

JAMVU

7200

GP 3.00°

TCH 45

8.8 NM

6.1 NM

CATEGORY

A

B

C

D

LPV DA

3653-1 250 (300-1)

KINGMAN, ARIZONA

Orig-C 31MAR16

35°16'N-113°56'W
**VOR/DME RWY 21**

**KINGMAN (IGM)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
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<td>S-21</td>
<td>3880-1</td>
<td>477 (500-1)</td>
<td>3880-1½</td>
<td>3880-1½</td>
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<td>CIRCLING</td>
<td>3980-1</td>
<td>531 (600-1)</td>
<td>4100-1</td>
<td>651 (700-1)</td>
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</tbody>
</table>

**Circling Rwy 35 NA at night.**

**MISSED APPROACH:** Climbing right turn to 6000 via IGM VOR/DME R-208 then climbing right turn to 9000 direct IGM VOR/DME and hold.

**ASOS**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Altitude</th>
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**LOS ANGELES CENTER**

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**UNICOM**

<table>
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<th>Frequency</th>
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<tr>
<td>122.8 (CTAF)</td>
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</table>
RNAV (GPS) RWY 6

Procedure not authorized when airfield closed.

** Straight-in Minimums not authorized at night
** Circling not authorized NW of Rwy 6 and 18

Circling to Rwy 24 not authorized at night.

** NA **

YUMA PROVING GROUND, ARIZONA

APCH CRS

Rwy Idg 6043
TDZE 387
Arpt Elev 433

LAGUNA AAF (KLGF)

AL-6341 [USA]

RNP APCH - GPS

RADAR required for holding.

MISSED APPROACH: Climbing right turn to 3600 direct BZA VORTAC and hold.

YUMA APP CON

124.7 371.975

TOWER

126.2 (CTAF) 242.175

GND CON

121.8 0 229.4

Procedure not authorized for arrivals at ARAZI via V66-458 westbound.

Helicopter visibility reduction not authorized.

When local altimeter setting not received, use YUMA MCAS/YUMA Infl altimeter setting.

BARD

116.8 BZA

Chan 115

UNITED STATES

MEXICO

2365

R-280

5 NM

IF/IAF ZUCKI

(FAF) WALCI

696

638

599

723

R-2307

R-2306E

ZUCKI

WALCI

2000

3600

3600 BZA

Obstacles

5 NM

RW6

MCR RW 6

17,000

2674

ELEV 433

TDZE 387

36-3

2A

5043 + 100

32°52’N-114°24’W

YUMA MCAS/YUMA Infl ALTIMETER SETTING

LNAV MDA* 1020-1 633 (600-1) 1020-1¼ 633 (600-1¼)

CIRCLING** 1080-1 647 (700-1) 1080-1¼ 647 (700-1¼)

YUMA PROVING GROUND, ARIZONA

Amdt 1 05OCT23

RNAV (GPS) RWY 6

LAGUNA AAF (KLGF)

175
When local altimeter setting not received, use YUMA MCAS/YUMA Infl altimeter setting.
Helicopter visibility reduction not authorized.

Procedure not authorized when airfield closed.

Obtain local altimeter setting on CTAF. When not received, use Yuma MCAS Intl altimeter setting.

Visual Segment - Obstacles

** VOR RWY 6 **

LAGUNA AAF  (KLGF)

TOWER  *  126.2 (CTAF)  242.175

GND CON  121.8  229.4

MISSED APPROACH: Climbing right turn to 3800 direct BZA VORTAC and hold, continue climb-in-hold to 3800.

177
Circling NA northeast of Rwy 14-32.
Rwy 14 helicopter visibility reduction below 3/4 SM NA.

### MISSED APPROACH:
(Do not exceed 240K until EED VORTAC)
Climb to 2600 then climbing right turn to 6000 direct EED VORTAC and hold, continue climb-in-hold to 6000.

### VGA and descent angles not coincident
(VGSI Angle 3.50°/TCH 58).

### Final approach course offset 3.00°.
RNAV (GPS) RWY 32
LAKE HAVASU CITY (HII)

AWOS-3
119.025

LOS ANGELES CENTER
134.65 360.65

UNICOM
122.7 (CTAF)

Circling NA northeast of Rwy 14-32.
Rwy 32 helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrivals at PKE VORTAC on V135 southbound.

LNAV only.

*RNAV (GPS) RWY 32

RNAV (GPS) RWY 32
LAKE HAVASU CITY (HII)

 Orig-A 22APR21
**RNAV (RNP) RWY 26R**

**HARRY REID INTL (LAS)**

**APP CRS**
- 25°
- 12638
- 2607
- 2181

**TDZE**
- 25°
- 119.775
- 257.8
- (Rwy 1L/19R, 1R/19L)

**RNP AR APCH-GPS.**
- For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C.

**D-ATIS**
- LAS VEGAS APP CON
- 118.75
- 257.8
- (Rwy 8L/26R, 8R/26L)

**LAS VEGAS TOWER**
- 121.19
- 254.3
- (Rwy 1R/19L)

**121.75**
- 282.2
- (East)

**132.4**
- 379.15
- (West)

**MALS**
- 259° to
- SKALD (1.8)

**MISSED APPROACH:** Climb to 7000 on the RNAV missed approach route to BLD VORTAC and hold.

*Missed approach requires minimum climb of 230 feet per NM to 3200.*

**TDZE**
- 259°
- 3092
- (3.2)

**REIL Rwys 1R, 8R, 19L and 19R**

**MIRL Rwy 1R-19L**

**HIRL Rwys 1L-19R, 8L-26R and 8R-26L**

**AUTHORIZATION REQUIRED**

**RNAV (RNP) RWY 26R**

**HARRY REID INTL (LAS)**

**APP CRS**
- 25°
- 12638
- 2607
- 2181

**TDZE**
- 25°
- 119.775
- 257.8
- (Rwy 1L/19R, 1R/19L)

**RNP AR APCH-GPS.**
- For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C.

**D-ATIS**
- LAS VEGAS APP CON
- 118.75
- 257.8
- (Rwy 8L/26R, 8R/26L)

**LAS VEGAS TOWER**
- 121.19
- 254.3
- (Rwy 1R/19L)

**121.75**
- 282.2
- (East)

**132.4**
- 379.15
- (West)

**MALS**
- 259° to
- SKALD (1.8)

**MISSED APPROACH:** Climb to 7000 on the RNAV missed approach route to BLD VORTAC and hold.

*Missed approach requires minimum climb of 230 feet per NM to 3200.*

**TDZE**
- 259°
- 3092
- (3.2)

**REIL Rwys 1R, 8R, 19L and 19R**

**MIRL Rwy 1R-19L**

**HIRL Rwys 1L-19R, 8L-26R and 8R-26L**

**AUTHORIZATION REQUIRED**
RNAV (RNP) Z RWY 19R
HARRY REID INTL (LAS)

**For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.**

**MISSED APPROACH:** Climb to 7000 on the RNAV missed approach route to MATLR and hold, continue climb-in-hold to 7000.

- Missed approach requires minimum climb of 300 feet per NM to 3000.

**RNAV (RNP) Z RWY 19R**

**CATegory**

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<th>B</th>
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<th>D</th>
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<tbody>
<tr>
<td>RNP 0.10 DA*</td>
<td>2558-1/8</td>
<td>441 (400-1/8)</td>
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<tr>
<td>RNP 0.20 DA*</td>
<td>2576-1/8</td>
<td>459 (400-1/8)</td>
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<tr>
<td>RNP 0.30 DA*</td>
<td>2636-1/8</td>
<td>519 (500-1/8)</td>
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<tr>
<td>RNP 0.30 DA*</td>
<td>2669-1/8</td>
<td>552 (500-1/8)</td>
<td></td>
</tr>
</tbody>
</table>

**Missed APCH FIX (not to scale)**

- RACOR
- MATLR
- VGSI and RNAV glidepath not coincident (VGSI Angle 3.04/TCH 80).

**Authorization Required**

**LAS VEGAS, NEVADA**

Orig 25FEB21
RNAV (GPS) RWY 1R
HARRY REID INTL (LAS)

Rwy 1R helicopter visibility reduction below 0.5 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C.

Missed Approach: Climb to 2700 then climbing right turn to 7000 direct HAIDN and hold, continue climb-in-hold to 7000.

VNAV, LNAV/DA, LPV, DA, RNP APCH-GPS. Radar required.

Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C.

Amdt 4 19MAY22
SW-4, 11 JUL 2024 to 05 SEP 2024

HARRY REID INTL (LAS)

LAS VEGAS, NEVADA

Amdt 4 19MAY22

36°05’N-115°09’W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.

**RNAV (GPS) Y RWY 19L**

**HARRY REID INTL (LAS)**

**RNP APCH.**

- **D-ATIS**
  - LAS VEGAS APP CON 125.025 379.15 (West)
  - LAS VEGAS TOWER 118.75 257.8 (West)
  - LAS VEGAS CON 118.9 257.8 (West)

**GND CON**

- **LAS VEGAS TOWER** 270.8 E of 1R/19L
- **LAS VEGAS CON** 201.9 270.8 E of 1L/19R

**MISSED APPROACH:** Climb to 2600 then climbing left turn to 6000 direct LAPIN and hold.

**HOLD 6000**

**ELEV 2181**

**TDZE 2112**

**GND CON**

- **LAS VEGAS TOWER** 270.8 E of 1R/19L
- **LAS VEGAS CON** 201.9 270.8 E of 1L/19R

**MOZOS**

**HOLD 6000**

**ELEV 2181**

**TDZE 2112**

**GND CON**

- **LAS VEGAS TOWER** 270.8 E of 1R/19L
- **LAS VEGAS CON** 201.9 270.8 E of 1L/19R

**MOZOS**

**HOLD 6000**

**ELEV 2181**

**TDZE 2112**

**RUNWAY**

- **JABNA (MAP)**
- **SUVIE (IAF)**

**LATITUDE**

- **36°05’N**
- **115°09’W**

**LONGITUDE**

- **119.775 282.2** (East)
- **118.0 257.8** (West)

**ARTCC**

- **LAS VEGAS APP CON**
- **LAS VEGAS TOWER**
- **CLNC DEL**

**AIRPORT**

- **HARRY REID INTL (LAS)**

**AL-662 (FAA)**

**Amdt 3 25FEB21**
One Minute Holding Pattern

7100

SW4, 11 JUL 2024 to 05 SEP 2024
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

Aircraft that depart full length on Runway 8L and 1L must hold at the same hold line as there is no room to hold between the runway ends. Such aircraft should also verify that they are departing on the correct runway.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

Runway Status Lights in Operation.

Caution: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.
NOTE:  Turbojet only.

NOTE:  RADAR required for non-GPS equipped aircraft.

NOTE:  RNAV 1.

NOTE:  DME/DME/IRU or GPS required.

NOTE:  Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb on heading 079° to 2682, then direct to cross AYVUH at or above 6000, thence. . . .

. . . . thence on track 028° to cross RATPK at or above 13000, then on track 026° to DARDN, then on track 021° to FRNCK. Maintain FL190. Expect filed altitude 10 minutes after departure.

NOTE:  DME/DME/IRU or GPS required.

NOTE:  RNAV 1.

NOTE:  RADAR required for non-GPS equipped aircraft.

NOTE:  Turbojet only.

TAKEOFF MINIMUMS
Rwys 8L/R: Standard with minimum climb of 500' per NM to 2682.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 072° to KYBAD, then on track 072° to HAIDN, then on track 073° to cross AIRRO at or above 11500 and at or below 250K, then on track 075° to GIDGT, thence. . . .

TAKEOFF RUNWAYS 8L/R: Climb on heading 079° to 2682, then direct AYVUH, cross AYVUH at or above 6000, then on track 079° to MLVIN, then on track 064° to cross GEEZY at or above 12000, then on track 065° to cross JETTG at or below 14000, then on track 065° to GIDGT, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to intercept course 271° to cross LEELN at or below 8000, then on track 336° to cross GLIAN at or above 5000 and at or below 230K, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to cross TTEEA at or above 14000, then on track 079° to GIDGT, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° to 2682, then direct LEELN to cross LEELN at or below 8000, then on track 336° to cross GLIAN at or above 5000 and at or below 230K, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to cross TTEEA at or above 14000, then on track 079° to GIDGT, thence. . . .

. . . .on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

TAKEOFF MINIMUMS
Rwy 1L: Standard with minimum climb of 500' per NM to 2682, then 286' per NM to 4900.
Rwy 1R: Standard with minimum climb of 500' per NM to 2682, then 295' per NM to 4900.
Rwys 8L/R, 19L/R: Standard with minimum climb of 500' per NM to 2682.
Rwy 26L: Standard with minimum climb of 500' per NM to 2682, then 204' per NM to 4100.
Rwy 26R: Standard with minimum climb of 500' per NM to 2682, then 271' per NM to 4100.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet only.
NOTE: Chart not to scale.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet only.
NOTE: Chart not to scale.
LAS VEGAS DEP CON
125.9 307.25 (Rwys 19L/R, 26L/R)
133.95 353.7 (Rwys 1L/R, 8L/R)
CLNC DEL
118.0
CPDLC
GND CON
121.1 270.8 E of 1R/19L
121.9 254.3 W of 1R/19L
LAS VEGAS TOWER
118.75 257.8 (Rwys 1L/R, 19L/R)
119.9 257.8 (Rwys 8L/R, 26L/R)

NOTE: Turbojets only.

TAKEOFF MINIMUMS
Rwys 1L/R: Standard with minimum climb of 400’ per NM to 7000.
Rwys 8L/R: Standard with minimum climb of 440’ per NM to 7000.
Rwys 19L/R, 26L/R: Standard with minimum climb of 410’ per NM to 7000.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 2500, then climbing right turn heading 060°, thence. . . .

TAKEOFF RUNWAYS 8L/R: Climb on heading 079°, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194°, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° until LAS VORTAC 3 DME, then climbing left turn heading 190°, thence. . . .

. . . .RADAR vectors to transition or assigned route. Maintain ATC assigned altitude, expect clearance to filed altitude two minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000, proceed direct BLD VORTAC then climb in BLD VORTAC holding pattern to appropriate MEA for route of flight.

BAVPE TRANSITION (HOOVR8.BAVPE): From over CHALL on BLD R-080 and PGS R-301 to PGS VOR/DME, then on PGS R-076 to BAVPE.

DOVE CREEK TRANSITION (HOOVR8.DVC): From over GIDGT on LAS R-066 and PGA R-234 to PGA VOR/DME, then on PGA R-053 and DVC R-233 to DVC VORTAC.

DRAKE TRANSITION (HOOVR8.DRK): From over SOOSN on IGM R-303 to IGM VOR/DME, then on IGM R-100 and DRK R-281 to DRK VORTAC.

MILFORD TRANSITION (HOOVR8.MLF): From over RATPK on MMM R-199 to MMM VORTAC, then on MMM R-016 and MLF R-197 to MLF VORTAC.
TAKEOFF MINIMUMS

Rwy 1L: Standard with minimum climb of 514' per NM to 8700.
Rwy 1R: Standard with minimum climb of 525' per NM to 8700.
Rwy 8L: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 360' per NM to 10500.
Rwy 8R: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 250' per NM to 6500.
Rwys 19L/R: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 350' per NM to 9200.
Rwy 26L: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 360' per NM to 9300.
Rwy 26R: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 360' per NM to 9000.

NOTE: Turbojet aircraft only.
TOP ALTITUDE: FL190

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

NOTE: Turbojet aircraft only.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 2682, then left turn direct BESSY at or above 5000, then on track 191° to HRRLY, then on track 190° to KWYYN, then on track 263° to cross RAWKK at or above 13000, then on track 263° to JOHKR, thence . . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to VMPRE, then on track 260° to JOHKR, thence . . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to VMPRE, then on track 260° to JOHKR, thence . . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 2682, then direct DEREW at or below 7000, then on track 188° to CARNG, then on track 218° to COMIC, then on track 224° to MGNTO, then on track 260° to cross KRUGR at or below 11000, then on track 260° to JOHKR, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or below 8000, then on track 197° to MGNTO, then on track 260° to cross KRUGR at or below 11000, then on track 260° to JOHKR, thence . . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or below 8000, then on track 197° to MGNTO, then on track 260° to cross KRUGR at or below 11000, then on track 260° to JOHKR, thence . . . .

. . . on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

KENNO TRANSITION (JOHKR3.KENNO)
NOTE: Turbojet only.
NOTE: Do not file - to be assigned by ATC.
NOTE: If unable to accept climb gradients, advise ATC on initial contact.

**TAKEOFF MINIMUMS**

- Rwy 1L: Standard with minimum climb of 514' per NM to 10300.
- Rwy 1R: Standard with minimum climb of 526' per NM to 10300,
- Rwy 8L: Standard with minimum climb of 254' per NM to 6900.
- Rwy 8R: Standard with minimum climb of 500' per NM to 2682,
  then minimum climb of 242' per NM to 6800.
- Rwy 19L: Standard with minimum climb of 470' per NM to 10300,
- Rwy 19R: Standard with minimum climb of 468' per NM to 10300,
- Rwy 26L: Standard with minimum climb of 500' per NM to 2682,
  then minimum climb of 480' per NM to 10300.
- Rwy 26R: Standard with minimum climb of 500' per NM 2682,
  then minimum climb of 495' per NM to 10300.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 283° to PENSK, then on track 282° to cross LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to intercept course 271° to LEELN at or below 8000, then on track 336° to PENSK, then on track 282° to cross LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° to 2682, then direct LEELN at or below 8000, then on track 336° to PENSK, then on track 282° to cross LOHLA at or above 13400, thence. . . .

. . . on (transition), maintain 14000. Expect filed altitude 10 minutes after departure.

JAYSN TRANSITION (LOHLA3.JAYSN)
(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NOTE: TNP and HEC transitions turbojets only.

NOTE: Rwys 11/R. Standard with minimum climb of 556' per NM to 9900.

NOTE: Rwys 19/U/R. Standard with minimum climb of 440' per NM to 7000.

NOTE: Rwys 8/L/R. Standard with minimum climb of 360' per NM to 7000.

NOTE: Radar and DME required.

NOTE: Rwys 11/R 322°/1° MSL monument, 3 NM north of DER. Numerous buildings from 0.6 NM northwest to 2.5 NM north of DER, up to 2779' MSL.

NOTE: Rwys 1/L/R 322°/1° MSL monument, 3 NM north of DER. Numerous buildings from 0.6 NM northwest to 2779' MSL.

NOTE: TOP ALTITUDE: ASSIGNED BY ATC.

NOTE: SW-4, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 2600, then climbing left turn heading 200° to 7000, thence. . . .

TAKEOFF RUNWAYS 8L/R: Climb on heading 079° to 7000, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 7000, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° until LAS VORTAC 3 DME, then climbing left turn heading 190° to 7000, thence. . . .

. . . . for RADAR vectors to transition or assigned route. Maintain 7000. Expect clearance to filed altitude two minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000, proceed direct BLD VORTAC then climb in BLD VORTAC holding pattern to the appropriate MEA for route of flight.

HECTOR TRANSITION (MCCRN6.HEC): From over RADYR on BLD R-213 and HEC R-032 to HEC VORTAC.

LIDAT TRANSITION (MCCRN6.LIDAT): From over JOHKR on BTY R-128 to BTY VORTAC, then on BTY R-310 and OAL R-129 to LIDAT.

TWENTY NINE PALMS TRANSITION (MCCRN6.TNP): From over RAYDR on GFS R-325 to GFS VORTAC, then on GFS R-185 and TNP R-028 to TNP VORTAC.
NOTE: Chart not to scale.

NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS

Rwys 1L/R: Standard with minimum climb of 500’ per NM to 2682 then 280’ per NM to 4800.
Rwys 8L/R: Standard with minimum climb of 500’ per NM to 2682.
Rwys 19L/R: Standard with minimum climb of 500’ per NM to 2682 then 270’ per NM to 6200.
Rwys 26L/R: Standard with minimum climb of 500’ per NM to 2682 then 240’ per NM to 5000.

(CONTINUED ON FOLLOWING PAGE)
NOTE: TUKRR and IWANS transition ATC assigned only. Do not file.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 072° to KYBAD, then on track 072° to HAIDN, then on track 095° to cross OLBBLU at or above 10000 and at or below 250K, then on track 092° to NIITZ, thence . . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 090° to GOLIE, then on track 083° to cross DUBLII at or below 13000, then on track 083° to cross GLDYN at or above 12000, then on track 088° to NIITZ, thence . . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 090° to GOLIE, then on track 083° to cross DUBLII at or below 13000, then on track 083° to cross GLDYN at or above 12000, then on track 088° to NIITZ, thence . . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 2682, then direct DEREW to cross at or below 7000, then on track 188° to CARNG, then on track 158° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 075° to cross SGFRD at or above 17000, then on track 079° to NIITZ, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELZZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 075° to cross SGFRD at or above 17000, then on track 079° to NIITZ, thence . . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELZZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 075° to cross SGFRD at or above 17000, then on track 079° to NIITZ, thence . . . .

. . . on (transition), maintain FL190. Expect filed altitude 10 minutes after departure.

HOCEE TRANSITION (NIITZ3.HOCEE)
IWANS TRANSITION (NIITZ3.IWANS)
SSKEE TRANSITION (NIITZ3.SSKEE)
TUKRR TRANSITION (NIITZ3.TUKRR)
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: Turbojet only.

**TAKEOFF MINIMUMS**

- Rwy 1L: Standard with minimum climb of 515' per NM to 4500.
- Rwy 1R: Standard with minimum climb of 530' per NM to 4500.
- Rwy 8L: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 220' per NM to 6300.
- Rwy 8R: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 215' per NM to 6300.
- Rwys 19L/R: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 255' per NM to 4400.
- Rwy 8L: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 270' per NM to 6700.
- Rwy 26R: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 275' per NM to 6700.

*TOP ALTITUDE: FL190*

See following page for transition routes

(SW4, 11 JUL 2024 to 05 SEP 2024)
NOTE: BLYTHE and BOJAC transitions: Do not file-assigned by ATC.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: Turbojet only.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 2682, then left turn direct BESSY at or above 5000, then on track 191° to HRRLY, then on track 190° to cross GRUDN at or above 10000, then on track 171° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to VMPRE, then on track 249° to cross FLABB at or above 13000, then on track 190° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to VMPRE, then on track 249° to cross FLABB at or above 13000, then on track 190° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 2682, then direct DEREW at or below 7000, then on track 189° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or above 8000, then on track 180° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or below 8000, then on track 180° to cross RADYR at or above 13000, thence. . . .

. . . . on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

BLAQQ TRANSITION (RADYR2.BLAQQ)
BLYTHE TRANSITION (RADYR2.BLH)
BOJAC TRANSITION (RADYR2.BOJAC)
HECTOR TRANSITION (RADYR2.HEC)
LVELL TRANSITION (RADYR2.LVELL)
SLVRR TRANSITION (RADYR2.SLVRR)
TOP ALTITUDE:
FL190

NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: Turbojet only.

TAKEOFF MINIMUMS
Rwys 1L/R: Standard with minimum climb of 500’ per NM to 2682, then minimum climb of 280’ per NM to 4800.
Rwys 8L/R: Standard with minimum climb of 500’ per NM to 2682.
Rwy 19L: Standard with minimum climb of 500’ per NM to 2682, then minimum climb of 255’ per NM to 4400.
Rwy 19R: Standard with minimum climb of 500’ per NM to 2682, then minimum climb of 255’ per NM to 4300.
Rwy 26L: Standard with minimum climb of 500’ per NM to 2682, then minimum climb of 230’ per NM to 4700.
Rwy 26R: Standard with minimum climb of 500’ per NM to 2682, then minimum climb of 235’ per NM to 4700.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 072° to KYBAD, then on track 072° to HAIDN, then on track 095° to cross OBLU at or above 10000 and at or below 250K, then on track 136° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 097° to cross ROODE at or above 8000, then on track 134° to cross JADWI at or below 12000, then on track 134° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 097° to cross ROODE at or above 8000, then on track 134° to cross JADWI at or below 12000, then on track 134° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 2682, then direct DEREW at or below 7000, then on track 188° to CARNG, then on track 158° to cross TONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 095° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to 2682, then direct SIIIT, then on track 253° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or below 8000, then on track 127° to cross TONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 095° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or below 8000, then on track 127° to cross TONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 095° to cross RASLR at or above 13000, thence. . . .

. . . . on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

ZAYNE TRANSITION (RASLR3.ZAYNE)
(RATPK3.RATPK) 22027

RATPK THREE DEPARTURE (RNAV)

TOP ALTITUDE: FL190

D-ATIS
132.4

CLNC DEL
118.0

CPDLC

GND CON

LAS VEGAS TOWER
118.75 257.8 (Rwys 1L/19R, 1R/19L)
119.9 257.8 (Rwys 8L/26R, 8R/26L)

LAS VEGAS DEP CON
125.9 307.25 (Rwys 8L/R)
133.95 353.7 (Rwys 11L/R, 19L/R, 26L/R)

TAKEOFF MINIMUMS

Rwys 1L/R: Standard with minimum climb of 500’ per NM to 2682 then 280’ per NM to 4800.
Rwys 8L/R: Standard with minimum climb of 500’ per NM to 2682 then 233’ per NM to 6400.
Rwys 19L/R: Standard with minimum climb of 500’ per NM to 2682 then 230’ per NM to 4200.
Rwys 26L/R: Standard with a minimum climb of 500’ per NM to 2682 then 240’ per NM to 4200.

NOTE: For non-GPS equipped aircraft ILC and BLD DMEs must be operational.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: Turbojet only.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 072° to cross KYBAD at or above 6000, then on track 040° to JENFR, then on track 040° to RATPK, thence . . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct JENFR, then on track 040° to RATPK, thence . . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct JENFR, then on track 040° to RATPK, thence . . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to intercept course 271° to cross LEELN at or below 8000, then on track 336° to cross GLIAN at or above 5000 and at or below 230K, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to JENFR, then on track 040° to RATPK, thence . . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° to 2682, then direct LEELN to cross LEELN at or below 8000, then on track 336° to cross GLIAN at or above 5000 and at or below 230K, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to JENFR, then on track 040° to RATPK, thence . . . .

. . . . on (transition), maintain FL190. Expect filed altitude 10 minutes after departure.

FRNCK TRANSITION (RATPK3.FRNCXK)
RNAV (GPS)-B
HENDERSON EXEC (HND)

MISSING APPROACH: Climbing right turn to 7000 direct JUVNO and hold, continue climb-in-hold to 7000.

Circling to Rwy 35L NA at night. Rwy 35L helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harry Reid Intl altimeter setting and increase all MDAs 60 feet.

Procedure NA for arrivals at SKEBR on V394 southwest bound.

Amdt 2 24MAR22

SW-4, 11 JUL 2024 to 05 SEP 2024

LAS VEGAS, NEVADA

Rwy Idg N/A
TDZE N/A
Apt Elev 2491

APP CRS
347°

CIRCLING

HAKID

ITFEL

JEXIX

KAYTU 3 NM to RW35L

347° (1.4)

6.50°

TCH 52

3.7 NM

1.4 NM

3.9 NM

3 NM

35°58’N-115°08’W

35R
Circling to Rwy 35L NA at night. When local altimeter setting not received, use Harry Reid Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 7000 on BLD VORTAC R-247 to GABIL INT/BLD 15.5 DME and right turn direct BLD VORTAC and hold.

NoPT for arrival on BLD VORTAC airway radials 332 CW 150

VORTAC BLD
116.7
114
APP CRS
247°
Rwy Ldg
TDZE
Apt Elev
N/A
N/A
2491

ATIS
120.775
LAS VEGAS APP CON
125.475
307.25
HENDERSON TOWER
125.1 (CTAF)
GND CON
127.8
CLNC DEL
135.35
CLNC DEL
125.475
HENDERSON EXEC (HND)
122.95

MIRL Rwy 17L-35R and 17R-35L REIL all Rwyls

FAF to MAP 4.5 NM
Knots
60
90
120
150
180
Min:Sec
4:30
3:00
2:15
1:48
1:30

CIRCLING
4840-1/4
2349 (2400-1/4)
3700-1/4
1209 (1300-1/4)

CIRCLING
4840-1/2
2349 (2400-1/2)
3700-1/2
1209 (1300-1/2)

CIRCLING
4840-3
2349 (2400-3)
3700-3
1209 (1300-3)

CIXOG FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

HENDERSON EXEC (HND)
VOR-C

LAS VEGAS, NEVADA
AL-6514 (FAA)
23166

HENDERSON EXEC (HND)
VOR-C

LAS VEGAS, NEVADA
Amdt 1A 27JAN22

35°58'N-115°08'W
221
**ANNUAL RATE OF CHANGE**

**JANUARY 2020**

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

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**TERMINAL**

**TWR**

**RWEY 17L-35R**

**S-30, D-30**

**RWEY 17R-35L**

**S-30, D-60**

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**FIELD ELEV 2491**

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**SW-4, 11 JUL 2024 to 05 SEP 2024**

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**LAS VEGAS, NEVADA**

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**HENDERSON EXEC (HND)**
NOTE: Chart not to scale.

NOTE: GPS required.

NOTE: Turbojets only except KENNO transition.

NOTE: RNAV 1.

NOTE: ATC assigned by poly

NOTE: RNAV 1.

NOTE: Chart not to scale.

NOTE: GPS required.

NOTE: Turbojets only except KENNO transition.

NOTE: RNAV 1.

NOTE: ATC assigned by poly

NOTE: RNAV 1.

NOTE: Chart not to scale.

NOTE: GPS required.

NOTE: Turbojets only except KENNO transition.

NOTE: RNAV 1.

NOTE: ATC assigned by poly

NOTE: RNAV 1.

NOTE: Chart not to scale.

NOTE: GPS required.

NOTE: Turbojets only except KENNO transition.

NOTE: RNAV 1.

NOTE: ATC assigned by poly

NOTE: RNAV 1.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17R: Climb on heading 168° to intercept course 199° to CAVER, then on track 160° to cross BOYTT at or below 6000, then on track 160° to cross OYODA at or above 7300, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 348° to intercept course 072° to KITEE, then on track 148° to cross JAMIA at 6000, then on track 189° to ZIGLR, then on track 225° to cross OYODA at or above 7300, thence. . . .

. . . .(transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BLAQQ TRANSITION (OYODA2.BLAQQ)
BLYTHE TRANSITION (OYODA2.BLH)
BOJAC TRANSITION (OYODA2.BOJAC)
HECTOR TRANSITION (OYODA2.HEC)
KENNO TRANSITION (OYODA2.KENNO)
LVELL TRANSITION (OYODA2.LVELL)
SLVRR TRANSITION (OYODA2.SLVRR)
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 17L, 35R: NA-ATC.
Rwy 17R: Standard with minimum climb of 560’ per NM to 4900.
Rwy 35L: Standard with minimum climb of 500’ per NM to 2992 then 475’ per NM to 5300.

NOTE: Turbojet aircraft only.

NOTE: IWANS Transition: Do not file - to be assigned by ATC.
NOTE: PAGE Transition: Do not file - to be assigned by ATC.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17R: Climb on heading 168° to intercept course 199° to CAVER, then on track 160° to cross BOYTT at or below 6000, then on track 090° to ZIGLR, then on track 045° to SCAMR, thence....

TAKEOFF RUNWAY 35L: Climb on heading 348° to intercept course 072° to KITEE, then on track 148° to cross JAMIA at 6000, then on track 082° to SCAMR, thence....

.... (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

FRNCK TRANSITION (SCAMR4.FRNCK)
HOCEE TRANSITION (SCAMR4.HOCEE)
IWANS TRANSITION (SCAMR4.IWANS)
PAGE TRANSITION (SCAMR4.PGA)
SSKEE TRANSITION (SCAMR4.SSKEE)
TUKRR TRANSITION (SCAMR4.TUKRR)
VERKN TRANSITION (SCAMR4.VERKN)
ZAYNE TRANSITION (SCAMR4.ZAYNE)
ILS or LOC RWY 12L
NORTH LAS VEGAS (VGT)

MISSED APPROACH: Climb to 2660 climbing right turn heading 250°
outbound to TUPUC/LAS 10 DME then right turn on LAS VORTAC R-330
inbound to LAS VORTAC and hold.

ATIS 118.05
LAS VEGAS APP CON 119.4 360.85
NORTH LAS VEGAS TOWER* 125.7 (CTAF) 360.75
GND CON 121.7
CLNC DEL 124.0
UNICOM 122.95

Rwy 12L helicopter visibility reduction below 1/4 SM NA.

Radar and DME required.

FAF to MAP 9.6 NM

Knots | 60 | 90 | 120 | 150 | 180 |
Min:Sec | 9:36 | 6:24 | 4:48 | 3:50 | 3:12 |

I-HWG 110.7
Chan 44
120°
12L 12R
4199 5000
2189 2205
2205 2205

CAS LAS 30 NM
20°
10800
210°
12900
30°
66000
40°
84000
50°
30000

LOCALIZER 110.7
I-HWG
12.6
JOKUS
KIGGE
I-HWG 10.4
RADAR
5500
RADAR
2846
2470
2457
2325
2376
251°
R-071
250°
hdg

GS 3.2°
TCH 48

CATEGORY
A | B | C | D
S-ILS 12L | 2456-7/8 | 267 (300-1/8) | NA
S-LOC 12L | 2620-1 | 431 (500-1) | NA
SIDESTEP 12R | 2720-1/8 | 515 (600-1/8) | NA
CIRCLING | 2720-1 | 515 (600-1) | NA

SM NA.

Amdt 1 14JUL22

LAS VEGAS, NEVADA
RNAV (GPS) RWY 12R
NORTH LAS VEGAS (VGT)

RNAV (GPS) - GPS.

Rwy 12R helicopter visibility reduction below 1/3 SM NA.

NORTH LAS VEGAS TOWER

GND CON

CLNC DEL

UNICOM

ATIS

LASEV APP CON

118.05

119.4 360.85

24.0

0.75

2700

5000

7500

36°13'N-115°12'W

MISRDS APPROACH: Climb to 2900 then climbing left turn to 7500 direct SUVIE and hold, continue climb-in-hold to 7500.

**TPS:**

- 12R
- 12L

**APPROACH:**

- WVFR
- RNP APCH - GPS.
AR 11.5° E
0.1° W
ANNUAL RATE OF CHANGE
JANUARY 2020
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
BOULDER CITY ONE DEPARTURE (OBSTACLE)

**ATIS**
118.05
GND CON
121.7
UNICOM
122.95
CTAF
125.7

**TAKEOFF MINIMUMS:**
Rwy 7: Standard with minimum climb of 339’ per NM to 3600 or...
Rwy 12L: Standard with minimum climb of 393’ per NM to 3600 or...
Rwy 12R: Standard with minimum climb of 373’ per NM to 3600 or...
Rwy 25: Standard with minimum climb of 257’ per NM to 4500 or...
Rwy 30R: Standard with minimum climb of 354’ per NM to 4700 or...
Rwy 30L: Standard with minimum climb of 367’ per NM to 4700 or...

. . . 2100-3 for climb in visual conditions.

**TAKEOFF OBSTACLE NOTES:**
Rwy 7: Tower 1.1 NM from DER, 1044’ right of centerline, 252’ AGL/2348’ MSL.
Rwy 12R: Multiple towers 1.0 NM from DER, 850’ right of centerline, up to 267’ AGL/2368’ MSL.
Rwy 12L: Light pole 254’ from DER, 462’ right of centerline, 36’ AGL/2159’ MSL.
Rwy 25: Light pole 1447’ from DER, 21’ right of centerline, 35’ AGL/2255’ MSL.
Rwy 30L: Signs, building, light pole beginning 1692’ from DER, 236’ left of centerline, up to 49’ AGL/2271’ MSL.
Rwy 30R: Antenna tower 4639’ from DER, 1736’ left of centerline, up to 84’ AGL/2348’ MSL.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWYS 7, 12 L/R:** Turn right.
**TAKEOFF RWYS 25, 30L/R:** Turn left.

All aircraft climb to 6000 via heading 220° and LAS-300 to LAS VORTAC, cross LAS VORTAC at or above 4000. Continue climb via LAS VORTAC R-094 to BLD VORTAC.

**RWYS 7, 12L/R, 25, 30L/R:** For climb in visual conditions: cross North Las Vegas Airport at or above 4200 then via BLD VORTAC R-294 to BLD VORTAC.

BOULDER CITY ONE DEPARTURE (OBSTACLE)
(BLD1.BLD) 14FEB08
LAS VEGAS, NEVADA
NORTH LAS VEGAS (VGT)
**TAKEOFF MINIMUMS**

- **Rwy 7:** Standard with minimum climb of 295’ per NM to 3600.
- **Rwy 12L:** Standard with minimum climb of 397’ per NM to 3600.
- **Rwy 12R:** Standard with minimum climb of 379’ per NM to 3600.
- **Rwy 25:** Standard with minimum climb of 425’ per NM to 5000.
- **Rwy 30L:** Standard with minimum climb of 415’ per NM to 5000.
- **Rwy 30R:** Standard with minimum climb of 390’ per NM to 5000.

**WARNING:** Rapidly rising terrain west and north of procedure.

**NOTE:** DME required.

**NOTE:** Do not exceed 240K until established on LAS R-320 southeast bound.

---

**DEPARTURE ROUTE DESCRIPTION**

- **TAKEOFF RUNWAYS 7, 12L/R:** Climbing right turn on heading 250° to intercept LAS R-313 outbound at or above 3700, thence...
- **TAKEOFF RUNWAY 25:** Climbing right turn on heading 270° to intercept LAS R-313 outbound at or above 3700, thence...
- **TAKEOFF RUNWAYS 30L/R:** Climbing left turn on heading 270° to intercept LAS R-313 outbound at or above 3700, thence...

... on LAS R-313 outbound to cross RUZCO/LAS 12 DME at or below 5000, then climbing right turn to intercept LAS R-320 to LAS VORTAC. Cross LAS VORTAC at or above 7000.
Procedure NA for arrivals at CORIN on V21 southeast bound and V288 westbound.

Procedure NA for arrivals at ORNEY on V142 southeast bound.

RNAV (GPS) RWY 17
LOGAN-CACHE (LGU)

Missed approach requires minimum climb of 310 feet per NM to 7700.

MALS R

MisSED APPROACH: Climbing right turn to 10000 direct PIMIE and hold, continue climb-in-hold to 10000.
RNAV (GPS) RWY 35
LOGAN-CACHE (LGU)

Circling NA east of Rwy 17-35. Circling Rwy 10, 28 NA at night.

**ASOS**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Temp</th>
<th>Pressure (in)</th>
<th>Visibility (mi)</th>
<th>跑道 IDG</th>
<th>Elevation</th>
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<tbody>
<tr>
<td>SALT LAKE CENTER</td>
<td>127.7</td>
<td>354.125</td>
<td>10000</td>
<td>7 NM</td>
<td>4457</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.8 (CTAF)</td>
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**WAAAS**

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<tr>
<td>APP CRS</td>
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<tr>
<td>Rwy Idg</td>
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<td>TDZE</td>
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<tr>
<td>Apt Elev</td>
<td>4457</td>
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</tbody>
</table>

RNAV (GPS) RWY 35
LOGAN-CACHE (LGU)

**LOGAN, UTAH**

**Category**

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

**Circling**

- **Boundary**
- **Radar Required**

**LNAV**

- **MDA**
- **DA**

**LPA**

- **DA**
- **MDA**

**ASOS**

- **Temp**
- **Pressure (in)**
- **Visibility (mi)**

**UNICOM**

- **122.8 (CTAF)**

**MISSED APPROACH**

- Climb to 4900 then climbing left turn to 10000 direct PIMIE and hold, continue climb-in-hold to 10000.
ORNEY ONE DEPARTURE (OBSTACLE) 23334

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climbing right turn to 12000 via LHO VOR/DME R-094 to LHO VOR/DME and right turn via LHO R-012 to ORNEY INT/LHO 12 DME and left turn via LHO R-012 to LHO VOR/DME, thence . . . or for climb in visual conditions, cross Logan-Cache Airport at or above 9000, climb to 12000 via LHO R-077 to LHO VOR/DME, thence . . .

TAKEOFF RUNWAY 35: Climbing left turn to 12000 via LHO VOR/DME R-059 to LHO VOR/DME and right turn via LHO R-012 to ORNEY INT/LHO 12 DME and left turn via LHO R-012 to LHO VOR/DME, thence . . . or for climb in visual conditions, cross Logan-Cache Airport at or above 9000, climb to 12000 via LHO R-077 to LHO VOR/DME, thence . . .

. . . continue climbing in LHO VOR/DME holding pattern to 12000 before proceeding on course.

ORNEY ONE DEPARTURE (OBSTACLE) (ORNEY1.LHO) 17DEC09
Circling NA northwest of Rwy 2-20.

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 10000 direct ZISNO and on track 353° to WIMEG and on track 286° to ROBUD and hold, continue climb-in-hold to 10000.

ASOS
120.675
OAKLAND CENTER
128.8 285.5
UNICOM
122.8 (CTAF)

Final approach course offset 9.06°

Procedure NA for arrivals at WADDS on V6 southwest bound.

Procedure NA for arrivals at HOTIC on V32 southbound.

LOVELOCK, NEVADA

LOVELOCK, NEVADA

RNAV (GPS) RWY 2
DERBY FLD (LOL)
LOVELOCK, NEVADA

LOVELOCK, NEVADA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 52°C (127°F). Circling NA northwest of Rwy 2-20. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 10000 direct HOTIC and on track 243° to WADDS and hold.

MISSED APCH FIX

7 NM

WADDS

(25.1)

HOTIC

(not to scale)

10000

HOTIC

tr

243°

WADDS

△

Procedure NA for arrivals at LLC VORTAC on V6 southwest bound.

LOVELOCK

LLC

ZENUM

XOQAT

2.7 NM to RW20

196°

5700

7 NM

354°

197°

8700

7 NM

Holding Pattern

196°

4800*

* LNAV only.

LOVELOCK

LLC

ZENUM

XOQAT

2.7 NM to RW20

196°

5700

7 NM

354°

197°

8700

7 NM

Holding Pattern

196°

4800*

* LNAV only.

LOVELOCK

LLC

ZENUM

XOQAT

2.7 NM to RW20

196°

5700

7 NM

354°

197°

8700

7 NM

Holding Pattern

196°

4800*

* LNAV only.
Circling NA northwest of Rwy 2-20. DME required.

MISSED APPROACH: Climb to 5500 then climbing left turn to 9200 direct LLC VORTAC and on LLC VORTAC R-333 to MOBOH/LLC 10 DME and hold, continue climb-in-hold to 9200.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>OAKLAND CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.675</td>
<td>128.8 285.5</td>
<td>122.8 (CTAF)</td>
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<td>892 (900-1/4)</td>
<td>4800-2 3/4</td>
<td>4860-3</td>
</tr>
</tbody>
</table>

LOVELOCK, NEVADA

Amdt 1 14SEP17

40°04'N-118°34'W

239
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 6020 then climbing left turn to 10300 direct WUXOT and on track 272° to DTA VORTAC.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034° to 6020 then climbing left turn to 13000 direct SANPT then on track 354° to YMONT.

NOTE: Chart not to scale.

NOTE: RNAV-1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 340’ per NM to 7000.

TAKEOFF OBSTACLE NOTES

Rwy 3: Rising terrain 7’ from DER, left and right of centerline, up to 5517’ MSL.

Rising terrain 48’ from DER, 324’ right of centerline, 5522’ MSL.

Vehicles on road beginning 115’ from DER, 522’ left of centerline, up to 5526’ MSL.

Vehicles on road and rising terrain beginning 122’ from DER, 212’ right of centerline, up to 5539’ MSL.

Vehicles on road beginning 169’ from DER, 24’ left of centerline, up to 5537’ MSL.

Vehicles on road and rising terrain beginning 225’ from DER, 273’ right of centerline, up to 5543’ MSL.

Trees, bushes, poles and vehicles on road beginning 552’ from DER, 40’ right of centerline, up to 39’ AGL/5568’ MSL.

Pole 1710’ from DER, 630’ right of centerline, 5573’ MSL.

Communication tower 1.9 NM from DER, 3176’ right of centerline, 124’ AGL/5851’ MSL.

Pole 2 NM from DER, 3612’ right of centerline, 5854’ MSL.

Pole 2.1 NM from DER, 3970’ right of centerline, 30’ AGL/5900’ MSL.

NOTE: Chart not to scale.
**RNAV (GPS) RWY 3**

**MARANA RGNL (AVQ)**

**APP CRS**
- **033°**
- **3398**
- **Rwy Idg**
- **2026**
- **TDZE**
- **2032**
- **Apt Elev**

**RNP APCH.**

- **VDP NA** when using Ryan Fld altimeter setting. Rwy 3 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet and LNAV Cat C visibility ½ SM.

**MISSED APPROACH:** Climbing left turn to 6000 direct ALMON and hold, continue climb-in-hold to 6000.

**AWOS-3**
- **118.375**

**TUCSON APP CON**
- **119.4**
- **318.1**

**UNICOM**
- **123.0 (CTAF)**

**Procedure NA for arrivals at ALMON on V66-105 westbound.**

- **RNAV (GPS) RWY 3**
- **REIL Rwys 3 and 21**
- **MIRL Rwys 3-21 and 12-30**
- **SW-4, 11 JUL 2024 to 05 SEP 2024**

**MARANA RGNL (AVQ)**

**RNAV (GPS) RWY 3**

**MARANA, ARIZONA**

**Orig-C 15AUG19**

**32°25'N-111°13'W**
RNAV (GPS) RWY 12
MARANA RGNL (AVQ)

Amdt 1C 09SEP21

32°25’N-111°13’W

MARANA, ARIZONA
AL-10213 (FAA)

RNAV (GPS) RWY 12
MARANA RGNL (AVQ)

WAAS CH 58324
W12A
APP CRS 138°
Rwy Idg 6901
TDZE 2022
Apt Elev 2032

NA
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ryan Fld altimeter setting and increase all MDA 100 feet, increase LP and LNAV Cat C visibility ½ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climbing right turn to 6500 direct PICLI and hold, continue climb-in-hold to 6500.

AWOS-3
118.375
TUCSON APP CON
119.4 318.1
UNICOM
123.0 (CTAF)

6 NM
(IAF) PICLI
4900 085° (11.1)

 Procedure NA for arrivals at PICLI on V16 northwest bound.

ELEV 2032
TDZE 2022

138°

CITUT
4900
168°

4900
3.00°

SECBO
3200
2.1

PAPBI
3200 (2.1)

ZIBAR

2073

MIRA Rwy 3-21 and 12-30
MARANA, ARIZONA
Amdt 1C 09SEP21

32°25’N-111°13’W

RNAV (GPS) RWY 12
MARANA RGNL (AVQ)
Rwy 21 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Ryan Fld altimeter setting and increase all MDAs 100 feet, increase LP Cat C visibility ½ SM and increase LNAV Cat C visibility ½ SM.

Procedure NA for arrivals at PICLI on V16 northwest bound.

Procedure NA for arrivals at ALMON via V66 eastbound and V105 southeast bound.

VRGSI and descent angles not coincident (VRGSI Angle 2.91/TCH 41).

Missed Approach: Climb to 6700 direct TUPBO and on track 284° to ALMON and hold, continue climb-in-hold 6700.
When local altimeter setting not received, use Ryan Fld altimeter setting and increase all MDAs 100 feet and increase Circling Cat A visibility 1/2 SM and Cat C 3/4 SM, DME/DME RNAV-0.3 NA.

**MISSED APPROACH:** Climb to 6000 direct KULRE and 234° track to ALMON and hold, continue climb-in-hold to 6000.

**RNAV (GPS)-E**

**MARANA RGNL (AVQ)**

<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>D</th>
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<td>2820-1</td>
<td>2820-1 1/4</td>
<td>2820-2 1/4</td>
<td>NA</td>
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</table>

**MAP**

- **KULRE**
- **ALMON**
- **TOSYU**
- **WULOV**

**Marana, Arizona**

**Orig:** 05 NOV 2020

**23054**

**32°25'N-111°13'W**

**247**
**RNAV (GPS) RWY 4L**

**FALCON FLD (FFZ)**

**MESA, ARIZONA**

**AL-6647 (FAA)**

**Amdt 1D 12AUG21**

**Category A**

**LP MDA**

- 1780-1
- 397 (400-1)

**LNAV MDA**

- 1800-1
- 417 (500-1)

**TDZE 1383**

**W04A**

**CH 56625**

**WAAS CH 56625**

**W04A**

**APP CRS 039°**

**Rwy Idg**

- 3799
- 1383

**Apt Elev**

- 1394

**ELEV 1394**

**2133**

**2988**

**2704**

**2716**

**3381**

**1672**

**3104**

**3068**

**Procedure NA for arrivals at SACAT on V16 southeast bound.**
Circling Rwy 22L, 22R NA at night. Circling NA for Cat C southeast of Rwy 4R 22L.

MISSED APPROACH: Climb to 5000 direct CLOSE and right turn on track 219° to SACAT and hold, continue climb-in-hold to 5000.

Procedure NA for arrivals at AVENT on V257 northwest bound.

Amdt 1 12AUG21

RNAV (GPS)-B
FALCON FLD (FFZ)
**TAKEOFF OBSTACLE NOTES**

Rwy 4L: Electrical systems beginning 248' from DER, 416' left of centerline, up to 50' AGL/1430' MSL. Light poles 417' from DER, 29' left of centerline, up to 48' AGL/1428' MSL. Trees beginning 418' from DER, 244' left of centerline, up to 40' AGL/1423' MSL. Tree 1188' from DER, 155' right of centerline, 40' AGL/1420' MSL. Obstruction light 1314' from DER, 424' left of centerline, 54' AGL/1434' MSL. 

Rods beginning 1236' from DER, 424' left of centerline, up to 57' AGL/1437' MSL. Windsock 1523' from DER, 487' left of centerline, 34' AGL/1414' MSL. 

Rwy 4R: Trees beginning 412' from DER, 15' left of centerline, up to 35' AGL/1425' MSL. Light poles beginning 513' from DER, 350' right of centerline, up to 51' AGL/1441' MSL. Obstruction light 531' from DER, 583' right of centerline, 50' AGL/1444' MSL. Trees beginning 585' from DER, 350' right of centerline, up to 40' AGL/1460' MSL. Traffic signal 914' from DER, 68' left of centerline, 27' AGL/1417' MSL. 

Rwy 22L: Light poles beginning 256' from DER, 421' right of centerline, up to 24' AGL/1384' MSL. Windmill 562' from DER, 457' right of centerline, 39' AGL/1389' MSL. Light pole 1206' from DER, 510' left of centerline, 38' AGL/1398' MSL. 

Rwy 22R: Light poles beginning 297' from DER, 65' right of centerline, up to 43' AGL/1403' MSL. Trees beginning 369' from DER, 127' right of centerline, up to 25' AGL/1385' MSL. 

**TAKEOFF MINIMUMS**

Rwys 22L/R: Standard. 
Rwy 4L: Standard with minimum climb of 480' per NM to 3600 or 1100-3 for climb in visual conditions. 
Rwy 4R: Standard with minimum climb of 495' per NM to 3600 or 1100-3 for climb in visual conditions. 

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 4L/4R: Climbing right turn to 5000 heading 220° and TFD VORTAC R-003 to IFNUR INT or for climb in visual condition, cross Falcon Field Airport at or above 2300 then climb to 5000 via TFD R-003 to IFNUR INT, expect filed altitude 10 minutes after departure. 

TAKEOFF RUNWAYS 22L/22R: Climbing left turn to 5000 heading 150° and TFD VORTAC R-003 to IFNUR INT, expect filed altitude 10 minutes after departure. 

**MESA ONE DEPARTURE (OBSTACLE)**

(MESA1.MESA) 29JUL10
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 4L/4R:** Climb heading 039° to 1900 then climbing right turn direct SACAT. Thence.

**TAKEOFF RUNWAY 22L:** Climb heading 219° to 1900 then direct EHISO then on track 195° to SACAT. Thence.

**TAKEOFF RUNWAY 22R:** Climb heading 219° to 1900 then direct FEVTI then on track 195° to SACAT. Thence.

. . . . . maintain 5000, expect clearance to filed altitude/flight level 10 minutes after departure.

**NOTE:** GPS required.

**NOTE:** RNAV 1.

**NOTE:** Chart not to scale.
RNAV (GPS) RWY 2
MESQUITE (67L)

MISSED APPROACH: Climb to 9300 direct ZEXOP and climbing right turn on track 068° to UTI VOR/DME and hold, continue climb-in-hold to 9300. Missed approach requires minimum climb of 258 feet per NM to 6200.

Procedure NA for arrival on MMM VORTAC
airway radials 136 CW 210.

MISSED APPROACH: Climb to 9300 direct ZEXOP and climbing right turn on track 068° to UTI VOR/DME and hold, continue climb-in-hold to 9300. Missed approach requires minimum climb of 258 feet per NM to 6200.

Final approach course offset 5.01°.
Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.

**NOTICE**: Climbing right turn to 8500 direct ETUBY and hold, continue climb in hold to 8500.

**VGS and descent angles not coincident**

**VDP NA with Wendover altimeter setting minimums**

**CATEGORY**

<table>
<thead>
<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
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<td>4800-1</td>
<td>441</td>
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<td>609</td>
<td>909</td>
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<td>(NAV MDA)</td>
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<td>5080-1</td>
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<td>(NAV MDA)</td>
<td>4800-3</td>
<td>4800-3</td>
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**MISSING APPROACH**: Climb to 4760 then climbing right turn to 8500 direct ETUBY and hold, continue climb in hold to 8500.

**MINIMUMS**

- Climb to 4760 then climbing right turn to 8500 direct ETUBY and hold, continue climb in hold to 8500.

**Rwy 12/30**

- LNAV MDA: 4800-1
- HIRL Rwy 12-30: 4435

**Rwy 12/30**

- LNAV MDA: 4800-1
- HIRL Rwy 12-30: 4435

**Rwy 12/30**

- LNAV MDA: 4800-1
- HIRL Rwy 12-30: 4435

**Rwy 12/30**

- LNAV MDA: 4800-1
- HIRL Rwy 12-30: 4435

**Rwy 12/30**

- LNAV MDA: 4800-1
- HIRL Rwy 12-30: 4435
TACAN RWY 12

CLOVER CON 134.1 363.5

MISSED APPROACH: Climbing right turn to 8800 via MJ TACAN R-297 to POISN/MJ 23 DME and hold.

CTAF 126.2 270.3

Rwy 12 Idg 10,000'
Rwy 30 Idg 9998'

R-6402B

† Missed Approach requires a minimum climb of 315 ft per NM to 7000.

256

KNOTS

60
120
180
240
300
360

V/V[fpd]
315
630
945
1260
1575
1890

MIN CLIMB 315 FT/NM TO 7000 - CONTROLLING OBSTACLE UNK

AIRCRAFT TYPE

CIRCULATING

ICAO TYPE

CIRCULATING

CATEGORIES

S-12*1
5160-1
816 (900-1)
5160-2
816 (900-2)

S-12**
5160-1
809 [900-1]
5160-1¼
809 [900-1¼]
5160-2½
809 [900-2½]
5880-3
1529 [1600-3]
6120-3
1769 [1800-3]

KENY - ENV (WENDOVER) ALTIMETER SETTING MINIMUMS

S-12****
4960-1
616 (700-1)
4960-1½
616 (700-1½)

S-12*****
5320-1
976 (1000-1)
5320-1¼
976 [1000-1¼]
5320-2½
976 (1000-2½)
5320-3
1689 [1700-3]
6040-3
1929 [2000-3]
6280-3

CATEGORY

A
4800-1
456
D
(S500-1)

B
4800-1
5160-1
816 (900-1)
C
5160-2
816 (900-2)

D
5160-1
809 [900-1]
5160-1¼
809 [900-1¼]
5160-2½
809 [900-2½]

E
5880-3
1529 [1600-3]
6120-3
1769 [1800-3]

HIRL Rwy 12-30

4435 TWR 4482

TACAN RWY 12

MICHAEL AAF (KDPG)

TACAN RWY 12

MICHAEL AAF (KDPG)

DUGWAY PROVING GROUND, UTAH

40°12’N-112°56’W

Amdt 3 30NOV23

DUGWAY PROVING GROUND, UTAH

40°12’N-112°56’W

Amdt 3 30NOV23
RNAV (GPS) RWY 16

MILFORD MUNI/BEN AND JUDY BRISCOE FLD (MLF')

MISSED APPROACH: Climb to 10000 direct PEWKE and on track 173° to CUSAK and hold.

When local altimeter setting not received, use Cedar City altimeter setting and increase all MDA 200 feet and increase LNAV Cat C/D visibility ½ mile.

ASOS
135.025

SALT LAKE CENTER
125.575 379.275

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 16

MILFORD MUNI/BEN AND JUDY BRISCOE FLD (MLF')

RNAV (GPS) RWY 16

MLF VORTAC on V244 westbound.

Procedure NA for arrivals at MLF and hold.

When local altimeter setting not received, use Cedar City altimeter setting and increase all MDA 200 feet and increase LNAV Cat C/D visibility ½ mile.

When local altimeter setting not received, use Cedar City altimeter setting and increase all MDA 200 feet and increase LNAV Cat C/D visibility ½ mile.

When local altimeter setting not received, use Cedar City altimeter setting and increase all MDA 200 feet and increase LNAV Cat C/D visibility ½ mile.
**RNAV (GPS) RWY 34**

**MINDEN-TAHOE (MEV)**

**APP CRS** 345°  
**Rwy Idg** 7399  
**TDZE** 4717  
**Apt Elev** 4724

- **Baro-VNAV NA.** CIRCLING NA to Rwys 12G and 30G.
- **Misssed Approach:** Climb to 7700 then climbing right turn to 13000 direct VULPX and on track 190° to EBETS and hold.

**AWOS-3PT** 119.325  
**NORCAL APP CON** 119.2 279.55  
**CLNC DEL** 133.25  
**UNICOM** 123.05 (CTAF)

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**CIRCLING**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV/ VNAV DA*</td>
<td>5145-1¾</td>
<td>428 (500-1¼)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV/ VNAV DA*</td>
<td>5542-2½</td>
<td>825 (900-2½)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA*</td>
<td>5340-1</td>
<td>623 (700-1)</td>
<td>5340-1¾</td>
<td>623 (700-1¼)</td>
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<tr>
<td>LNAV MDA</td>
<td>5720-1½</td>
<td>1003 (1000-1½)</td>
<td>5720-3</td>
<td>1003 (1000-3)</td>
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<tr>
<td>CIRCLING</td>
<td>5720-1½</td>
<td>996 (1000-1½)</td>
<td>5920-3</td>
<td>1196 (1200-3)</td>
</tr>
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**MINDEN, NEVADA**

Orig 25JAN24

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**RNAV (GPS) RWY 34**

**MINDEN-TAHOE (MEV)**

**APP CRS** 345°  
**Rwy Idg** 7399  
**TDZE** 4717  
**Apt Elev** 4724

- **Baro-VNAV NA.** CIRCLING NA to Rwys 12G and 30G.
- **Misssed Approach:** Climb to 7700 then climbing right turn to 13000 direct VULPX and on track 190° to EBETS and hold.

**AWOS-3PT** 119.325  
**NORCAL APP CON** 119.2 279.55  
**CLNC DEL** 133.25  
**UNICOM** 123.05 (CTAF)

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</tbody>
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**MINDEN, NEVADA**

Orig 25JAN24

---

**RNAV (GPS) RWY 34**

**MINDEN-TAHOE (MEV)**

**APP CRS** 345°  
**Rwy Idg** 7399  
**TDZE** 4717  
**Apt Elev** 4724

- **Baro-VNAV NA.** CIRCLING NA to Rwys 12G and 30G.
- **Misssed Approach:** Climb to 7700 then climbing right turn to 13000 direct VULPX and on track 190° to EBETS and hold.

**AWOS-3PT** 119.325  
**NORCAL APP CON** 119.2 279.55  
**CLNC DEL** 133.25  
**UNICOM** 123.05 (CTAF)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 34:** Climb heading 345° to 5240 then direct IBWIC, then on track 010° to OZEDU, then on track 033° to VIKES, then climb in VIKES holding pattern (hold NE, left turn, 227° inbound) to cross VIKES at or above MEA/MCA for assigned route of flight.
MOAB, UTAH

AL-5585 (FAA)

22363

VOR-A
CANYONLANDS RGNL (CNY)

CIRCLING

MOAB 109.8 OAB -----(IAF) THOWL

7600

118°

7100

8700

OAB

VOR/DME

MISSED APPROACH: Climb to 7100 then climbing left turn to 8700 direct OAB VOR/DME and hold, continue climb-in-hold to 8700.

CATEGORY

A

B

C

D

CIRCLING

5120-1

5200-1

5640-3

6220-3

541 (600-1)

621 (700-1)

1061 (1100-3)

1641 (1700-3)

MOAB, UTAH

Amdt 12 27JAN22

38°45'N-109°45'W

SW4, 11 JUL 2024 to 05 SEP 2024

MOAB, UTAH

MOAB 109.8 OAB

Chan 35

ASOS

118.525

DENVER CENTER

134.5 327.8

UNICOM

122.8 (CTAF)
**RNAV (GPS) RWY 16**

**MONTICELLO (U64)**

**WAAAS**
- CH: 86246
- W16A
- APP CRS: 162°
- Rwy Idg: 5998
- TDZE: 6970
- Apt Elev: 6970

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.**

**AWOS-3PT**
- 121.025

**DENVER CENTER**
- 127.55
- 256.875

**UNICOM**
- 122.8 (CTAF)

**MISSED APPROACH:** Climb to 7700 then climbing left turn to 9300 direct BUMMP and hold.

**Procedure NA for arrivals at PAROX on V391 northbound.**

**MONTICELLO, UTAH**
- 37°56'N-109°20'W
- 23166

**Generations**
- 1

**TDZE**
- 6970

**ELEV**
- 6970

**CLSSC**
- 8501
- 7787

**HSPWR**
- 9300
- 8800

**9300**
- 162°
- GP 3.00°
- TCH 42
- 9.4 NM
- 3.6 NM
- 2 NM

**CATEGORY**
- A
- B
- C
- D
- LPV DA
- 7170-1
- 200 (200-1)
- NA
- LNAV/VNAV DA
- 7407-1¼
- 437 (500-1¼)
- NA
- LNAV MDA
- 7660-1
- 690 (700-1)
- NA

**UNICOM**
- 122.8 (CTAF)

**MONTICELLO, UTAH**
- Orig 13JUN23

**37°56'N-109°20'W**
- 267

**SW-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 16**

**MONTICELLO (U64)**

**SW-4, 11 JUL 2024 to 05 SEP 2024**

**REIL Rwys 16 and 34**

**MIRL Rwy 16-34**
RNAV (GPS) RWY 34
MONTICELLO (U64)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

- AWOS-3PT: 121.025
- DENVER CENTER: 127.55 256.875
- UNICOM: 122.8 (CTAF)

MISSED APPROACH: Climb to 7600 then climbing right turn to 9700 direct BUMMP and hold.

- ELEV 6970
- TDZE 6966

Procedure NA for arrivals at YURVE on V68-391 southeast bound.

- 8800 272° (26.6)
- 8800
- 8800
- 8800
- 8800

- RNP APCH - GPS
- MONTICELLO, UTAH
- Orig 13JUN23

- WAAS CH 45546
- APP CRS 342°
- Rwy Idg 5998
- TDZE 6966
- Apt Elev 6970
SIN CITY VISUAL RWY 03L/R

Expect RADAR vectors to HASIL (LSV TACAN R-277/12 DME) and report Northwest Las Vegas city outline in sight (ATC Clearance - "Cleared Sin City Visual Rwy 03 Approach")

Cross HASIL at or above 6500, proceed visually via LSV R-277 and descend to cross ONDAE at 5000.

Based on traffic conditions, ATC may assign a different DME and/or an altitude to maintain until established visually on LSV R-277; pilots shall advise ATC if unable to comply with the revised clearance and any remaining published altitude restrictions. - example:"Cleared Sin City Visual Rwy 03 Approach via 10 DME, maintain (altitude) until established inbound on LSV R-277".

Continue visual descent in right turn to join LSV TACAN 4 DME Arc until extended final Rwy 03. Make base turn to remain within 4 DME to protect against Las Vegas Approach airspace/traffic. Tower will assign either RWY 03 L/R.

SIN CITY VISUAL RWY 03L/R

Amdt 3 10AUG23
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L: Fly runway heading to intercept the LSV TACAN R-028 then direct ATALF, intercept the BLD VORTAC R-344 then direct JUNNO, cross JUNNO at or above 17,000, thence...

TAKEOFF RWY 3R: Fly runway heading to intercept the LSV TACAN R-031 then direct HEREM, intercept the BLD VORTAC R-344 then direct JUNNO, cross JUNNO at or above 17,000, thence...

TAKEOFF RWY 21L/R: Turn right to intercept LAS VORTAC R-349 outbound. Remain North of LAS 7.5 DME turning Northbound. Intercept LAS R-349 between 5000 and 6000, do not proceed West of LAS R-349. Cross MINNT at above 17,000, thence...

...maintain FL190, then via assigned route.

FYTTR SEVEN DEPARTURE (FYTR7 • FYTR)  

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L/R: Fly runway heading until reaching 5600, then climbing left turn heading 225° to intercept LSV TACAN R-270 outbound. Cross FYTTR at or above 14,000, thence...

TAKEOFF RWY 21L/R: Turn right heading 300° to intercept LSV TACAN R-270, remain within LSV 4 DME until joining LSV R-270, cross LSV R-256 between 5000 and 6000. Cross FYTTR at or above 14,000, thence...

...maintain FL200 or as assigned by ATC, then via assigned route. Expect filed altitude 10 minutes after departure.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L: Fly runway heading to intercept LSV TACAN R-028 then direct CUVAX, intercept the MMM VORTAC R-217 then direct MMM, thence...

TAKEOFF RWY 3R: Fly runway heading to intercept LSV TACAN R-032 then direct ZINAX, intercept the MMM VORTAC R-215 then direct MMM, thence...

TAKEOFF RWY 21L/R: Turn right to intercept MMM VORTAC R-221 prior to MMM 47 DME (FROZE), remain north of the LAS VORTAC 7.5 DME, remain East of LAS R-349, intercept MMM R-221 then direct MMM, thence...

...turbjets maintain FL230 (or requested altitude if lower), props maintain 13,000 (or requested altitude if lower), then via assigned route. Expect filed altitude 10 minutes after departure.

Baro-VNAV NA when using Provo Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 12°C. When local altimeter setting not received, use Provo altimeter setting: increase LPV DA to 5577 feet and visibility all Cats ½ SM, increase LNAV/VNAV DA to 5836 feet and visibility all Cats ½ SM; increase all MDAs 160 feet and LNAV and Circling visibilities Cats A/B ½ SM. Circling Cat C NA. VDP NA with Provo Muni altimeter setting.

**MISSED APPROACH:**
Climb to 11400 direct ACAGO and on track 191° to PILTE and hold.

**Procedure NA for arrivals at FFU VORTAC, on V200 westbound.**

**Procedure NA for arrivals at DTA VORTAC, on V257 southbound.**

**LPV**
- **DA (Decision Altitude):** A: 5433-1/2, B: 428 (400-1/2), C: 687 (700-2/2)
- **MIRL**
  - Rwy 17 and 35

**LNAV/VNAV**
- **DA (Decision Altitude):** A: 5692-2/2, B: 687 (700-2/2)
- **MDA (Minimum Descent Altitude):** A: 5800-1, B: 795 (800-1/4), C: 5800-1/2

**CIRCLING**
- **DA (Decision Altitude):** A: 5800-1, B: 778 (800-1/4), C: 6920-3
- **MDA (Minimum Descent Altitude):** A: 5800-1/2, B: 778 (800-1/4), C: 1898 (1900-3)

**UNCORRECTED CATEGORY**
- **A:** 2.4 NM to RW17
- **B:** 2.5 NM
- **C:** 3.5 NM
- **D:** 6.7 NM
NEPHI TWO DEPARTURE (OBS TACLE) (RNAV)

TAKEOFF OBSTACLE NOTES
Rwy 17: Bush 11' from DER, 101' left of centerline, 4' AGL/5024' MSL.
Bush 92' from DER, 509' left of centerline, 5' AGL/5025' MSL.
Pole 1021' from DER, 498' right of centerline, 35' AGL/5053' MSL.
Pole 1223' from DER, 202' right of centerline, 35' AGL/5058' MSL.
Tree 2250' from DER, 1009' right of centerline, 85' AGL/5099' MSL.

Rwy 35: Bush 68' from DER, 499' right of centerline, 5' AGL/4990' MSL.

TAKEOFF MINIMUMS
Rwy 17: Standard.
Rwy 35: Standard with minimum climb of 260' per NM to 9400.

NOTE: GPS required.
NOTE: RNAV 1.
When local altimeter setting not received, procedure NA.

Procedure NA for arrivals at ARVEY on V395 northwest bound.

RNP APCH - GPS.

RNAV (GPS)-A

NOGALES INTL (OLS)

When local altimeter setting not received, procedure NA.

Climbing right turn to 10000 direct INKLE and on track 359° to ARVEY.

Procedure NA for arrivals at ARVEY on V395 northwest bound.

RNAV (GPS)-A

NOGALES INTL (OLS)

When local altimeter setting not received, procedure NA.

Climbing right turn to 10000 direct INKLE and on track 359° to ARVEY.

Procedure NA for arrivals at ARVEY on V395 northwest bound.
Procedure NA for arrivals at ARVEY on V395 northwest bound.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 10000 on heading 326° and TUS R-176 to ARVEY/TUS 24.3 DME.

DME required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climbing left turn heading 270° to intercept OLS VOR/DME R-329 to ARVEY INT/OLS 18 DME, thence.

TAKEOFF RUNWAY 22: Climbing right turn heading 018° to intercept OLS VOR/DME R-319 to INKLE INT/OLS 14 DME, to TUS R-176 to ARVEY INT/OLS 18 DME, thence.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Nogales Intl Airport at or above 11800, Max 210K, before proceeding on course, thence.

. . . . on TUS VORTAC R-176 to cross TUS VORTAC at or above MEA/MCA for assigned route of flight.

NOTE:  Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
NOGALES THREE DEPARTURE (OBSTACLE)  
AL-6151 (FAA)  
NOGALES, ARIZONA

TAKEOFF OBSTACLE NOTES

Rwy 4: Tree 58' from DER, 455' left of centerline, 3963' MSL. Tree 80' from DER, 174' right of centerline, 6' AGL/3958' MSL. Trees beginning 97' from DER, 446' left of centerline, up to 15' AGL/3964' MSL. Tree 252' from DER, 43' right of centerline, 5' AGL/3962' MSL. Tree 261' from DER, 463' left of centerline, 3971' MSL. Trees beginning 308' from DER, 37' right of centerline, up to 6' AGL/3964' MSL. Trees, fence beginning 334' from DER, 136' left of centerline, up to 3987' MSL. Trees beginning 368' from DER, 64' right of centerline, up to 3991' MSL. Tree, terrain beginning 603' from DER, 546' right of centerline, up to 3993' MSL. Trees, fence, terrain beginning 659' from DER, 13' left of centerline, up to 3995' MSL. Trees, terrain, fence beginning 833' from DER, 50' right of centerline, up to 4010' MSL. Tree, terrain beginning 1179' from DER, 118' left of centerline, up to 5' AGL/3996' MSL. Trees, terrain beginning 1199' from DER, 97' right of centerline, up to 4036' MSL. Trees, terrain beginning 1241' from DER, 66' left of centerline, up to 4018' MSL. Tree, terrain beginning 1412' from DER, 90' right of centerline, up to 4043' MSL. Vehicles on road, terrain beginning 1624' from DER, 642' left of centerline, up to 4028' MSL. Terrain beginning 1637' from DER, 2' right of centerline, up to 4052' MSL. Trees, vehicles on road, terrain beginning 1688' from DER, 45' left of centerline, up to 4035' MSL. Terrain beginning 1825' from DER, 38' right of centerline, up to 4067' MSL. Pole, vehicles on road, trees beginning 1853' from DER, 475' left of centerline, up to 21' AGL/4043' MSL. Terrain 2033' from DER, 186' left of centerline, 4047' MSL. Trees, vehicles on road, terrain beginning 2041' from DER, 74' left of centerline, up to 7' AGL/4052' MSL. Terrain 2221' from DER, 269' left of centerline, 4055' MSL. Trees, vehicles on road, terrain beginning 2253' from DER, 170' left of centerline, up to 18' AGL/4080' MSL. Terrain beginning 2354' from DER, 20' right of centerline, up to 4068' MSL. Trees, vegetation vehicles on road, pole, terrain beginning 2491' from DER, 55' left of centerline, up to 1' AGL/4093' MSL. Terrain beginning 2539' from DER, 125' right of centerline, up to 4087' MSL. Vehicles on road 2657' from DER, 32' left of centerline, 15' AGL/4095' MSL. Vehicles on road, trees, terrain beginning 2672' from DER, 6' left of centerline, up to 15' AGL/4096' MSL. Trees, vehicles on road, terrain beginning 2688' from DER, 2' right of centerline, up to 15' AGL/4096' MSL. Terrain, vehicles on road, terrain beginning 2768' from DER, 98' left of centerline, up to 4112' MSL. Vehicles on road 2987' from DER, 530' right of centerline, 4117' MSL. Vehicles on road 2995' from DER, 635' right of centerline, 4121' MSL. Vehicles on road, terrain beginning 3009' from DER, 489' right of centerline, up to 4123' MSL. Vehicles on road, terrain beginning 3351' from DER, 12' right of centerline, up to 4130' MSL. Vehicles on road, terrain beginning 3449' from DER, 633' right of centerline, up to 4143' MSL. Vehicles on road 3499' from DER, 1364' right of centerline, 4149' MSL. Vehicles on road, terrain, vegetation beginning 3570' from DER, 101' right of centerline, up to 4155' MSL. Terrain beginning 3581' from DER, 42' left of centerline, up to 4112' MSL. Terrain beginning 4127' from DER, 627' right of centerline, up to 4156' MSL. Tree, terrain beginning 4143' from DER, 768' right of centerline, up to 4180' MSL. Trees, terrain beginning 4262' from DER, 426' right of centerline, up to 4184' MSL. Tree, terrain beginning 4495' from DER, 70' right of centerline, up to 4210' MSL. Terrain beginning 4627' from DER, 1171' right of centerline, up to 4217' MSL. Trees, terrain beginning 4737' from DER, 216' right of centerline, up to 4223' MSL. Tree, terrain beginning 5806' from DER, 343' right of centerline, up to 4241' MSL. Trees, terrain beginning 5953' from DER, 409' right of centerline, up to 4254' MSL. Trees, terrain beginning 1 NM from DER, 58' right of centerline, up to 4256' MSL. Tree, terrain beginning 1 NM from DER, 1260' left of centerline, up to 4136' MSL. Trees, terrain beginning 1.1 NM from DER, 433' left of centerline, up to 4151' MSL. Trees, pole, terrain beginning 1.2 NM from DER, 75' left of centerline, up to 16' AGL/4221' MSL. Trees, vegetation, terrain beginning 1.3 NM from DER, 84' left of centerline, up to 4254' MSL. Trees, terrain beginning 1.4 NM from DER, 25' left of centerline, up to 11' AGL/4283' MSL. Tree, terrain beginning 1.4 NM from DER, 140' right of centerline, up to 4326' MSL. Tree, terrain beginning 1.5 NM from DER, 79' right of centerline, up to 11' AGL/4327' MSL. Tree, terrain beginning 1.7 NM from DER, 639' right of centerline, up to 4345' MSL. Tree, terrain beginning 1.8 NM from DER, 172' right of centerline, up to 4367' MSL. Tree, terrain beginning 1.9 NM from DER, 628' right of centerline, up to 4384' MSL. Terrain, vehicles on road, trees beginning 2 NM from DER, 935' right of centerline, up to 4406' MSL. Terrain, vehicles beginning 2.1 NM from DER, 616' left of centerline, 4299' MSL. Terrain, vehicles on road, trees beginning 2.2 NM from DER, 1859' right of centerline, 234' left of centerline, up to 4451' MSL. Terrain, trees, vehicles on road, beginning 2.3 NM from DER, 835' right of centerline, up to 14' AGL/4535' MSL.

Rwy 22: Tree 3' from DER, 445' left of centerline, 3847' MSL. Tree 19' from DER, 141' left of centerline, 10' AGL/3848' MSL. Trees, vegetation beginning 45' from DER, 201' right of centerline, up to 17' AGL/3851' MSL. Tree 48' from DER, 504' right of centerline, 3845' MSL. Tree, vegetation beginning 112' from DER, 49' right of centerline, up to 24' AGL/3854' MSL. Vehicles on road, tree beginning 2 NM from DER, 3648' left of centerline, up to 15' AGL/4208' MSL. Tree 2.3 NM from DER, 3969' left of centerline, 11' AGL/4219' MSL.
RNAV (GPS) RWY 3
OGDEN-HINCKLEY (OGD)

Baro-VNAV and VDP NA when using Hill AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 50°C. When local altimeter setting not received, use Hill AFB altimeter setting. Circling NA for Cats C and D east of Rwys 21 and 35. For Inop ALS, increase LPV all Cats visibility to ¾ SM, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1½ SM.

Procedure NA for arrivals at TCH VORTAC on V21-101 southeastbound.
### ATIS
- Frequency: 125.55

### SALT LAKE CITY APP CON
- Frequency: 121.1

### OGDEN TOWER*
- Frequency: 118.7 (CTAF)
- Frequency: 253.5

### GND CON
- Frequency: 121.7

### UNICOM
- Frequency: 122.95

---

**OGDEN, UTAH**

**AL-297 (FAA)**

---

**VOR-A**

**OGDEN-HINCKLEY (OGD)**

---

**MISSED APPROACH:** Climbing left turn to 13000 direct OGD VORTAC and on OGD VORTAC R-263 to MOINT INT/15.1 DME and hold, continue climb-in-hold to 13000.

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<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>KNOTS</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
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<td>MIN:SEC</td>
<td>3:30</td>
<td>2:20</td>
<td>1:45</td>
<td>1:24</td>
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**OGDEN-HINCKLEY (OGD)**

---

**VOR-A**

---

**OGDEN, UTAH**

**Orig 29MAR18**

---

**41°12'N-112°01'W**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD
ELEV
4473

ELEV
4436

ELEV
4409

ELEV
4457

HS 1

LAHSO

F2

F1

C

D

A

B

X

X

X

X

HANGARS

GENERAL AVIATION PARKING

HANGARS

GENERAL AVIATION PARKING

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF OBSTACLE NOTES

Rwy 3: Navaid, vehicle on road beginning 195' from DER, 267' right of centerline, up to 17' AGL/4426' MSL.
Pole 241' from DER, 535' left of centerline, 39' AGL/4447' MSL.
Pole 348' from DER, 582' right of centerline, 41' AGL/4451' MSL.
Trees, building beginning 375' from DER, 62' left of centerline, up to 4451' MSL.

Tree, pole beginning 430' from DER, 502' right of centerline, up to 4455' MSL.

Rwy 21: Tree 702' from DER, 649' left of centerline, 4492' MSL.
Tree 1133' from DER, 701' left of centerline, 4513' MSL.
Trees, building, pole beginning 2074' from DER, 792' left of centerline, up to 4570' MSL.

Tree 3429' from DER, 421' right of centerline, 4561' MSL.

Rwy 35: Tree 209' from DER, 185' left of centerline, 4446' MSL.
Tree 243’ from DER, 233’ left of centerline, 4447’ MSL.
Trees beginning 292’ from DER, 87’ right of centerline, up to 4454’ MSL.

Tree 686’ from DER, 397’ right of centerline, 4479’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn direct OGD VORTAC then on OGD R-221 to EMONT INT/OGD 18 DME, thence. . . .

VCOA RUNWAY 3: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross OGD VORTAC southwest bound at or above 8500, then on OGD R-221 to EMONT, thence. . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 253° to intercept OGD R-221 to EMONT INT/OGD 18 DME, thence. . . .

TAKEOFF RUNWAY 35: Climbing left turn direct OGD VORTAC then on OGD R-221 to EMONT INT/OGD 18 DME, thence. . . .

. . . . Climb in EMONT INT holding pattern to MEA for assigned route of flight.
Circling Cats C/D NA southeast of Rwy 5-23.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

**MISSED APPROACH:** Climb to 5780 then climbing left turn to 9000 direct HIDET and hold, continue climb-in-hold to 9000.

*Missed approach requires minimum climb of 250 feet per NM to 6500.*
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 049° to 5878, then climbing left turn direct HIDET, cross HIDET at or above 7800, thence. . . .

TAKEOFF RUNWAY 23: Climb direct HIDET, cross HIDET at or above 7800, thence. . . .

. . . . climbing left turn on track 196° to cross WAMAN at or above 9000, then climb on track 196° to cross OPTEC at or above 12000.
RNAV (GPS) RWY 33
PAGE MUNI (PGA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105°F).
DME/DME RNP-0.3 NA. Circling NA to Rwy 7-25.

MISSIED APPROACH: Climb to 8500 direct BIGNE and via 325° track to ACOSI and hold, continue climb-in-hold to 8500.

Procedure NA for arrivals at CELAY via V208 southbound.

LPV DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

PAGE, ARIZONA
Orig-A 12AUG21
36°56'N-111°27'W

RNAV (GPS) RWY 33
PAGE MUNI (PGA)
MASA PGA 25 NM

ASOS
120.625

DENVER CENTER
127.55  256.875

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb on the PGA R-162 to 6000, then climbing right turn to 7000 direct PGA VOR/DME and hold.

CATEGORY
A

B

C

D

CIRCLING
5200-1½
883 (900-1½)
5200-2¾
883 (900-2¾)
5360-3
1043 (1100-3)

REIL Rwys 15 and 33
MIRL Rwy 15-33

PAGE, ARIZONA
Orig-B  12AUG21

36°56'N-111°27'W

PAGE MUNI (PGA)

AL-5108 (FAA)

24137
RNAV (GPS) RWY 2
AVI SUQUILLA (P20)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Blythe altimeter setting. When local altimeter setting not received, use Blythe altimeter setting and increase LPV DA to 804 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1018 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat B/C ¼ SM, and Circling visibility Cat B ¼ SM.

AWOS-3PT 132.75
LOS ANGELES CENTER 128.15 285.6
UNICOM 122.725 (CTAF)

MISSED APPROACH: (Do not exceed 180K until PKE VORTAC) Climb to 1100, then climbing left turn to 5600 direct PKE VORTAC and hold, continue climb-in-hold to 5600.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Blythe altimeter setting. When local altimeter setting not received, use Blythe altimeter setting and increase LPV DA to 804 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1018 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat B/C ¼ SM, and Circling visibility Cat B ¼ SM.

AWOS-3PT 132.75
LOS ANGELES CENTER 128.15 285.6
UNICOM 122.725 (CTAF)

MISSED APPROACH: (Do not exceed 180K until PKE VORTAC) Climb to 1100, then climbing left turn to 5600 direct PKE VORTAC and hold, continue climb-in-hold to 5600.
When local altimeter setting not received, use Blythe altimeter setting and increase all MDA 100 feet.

Missed Approach: Climbing left turn to 5000 direct PKE VORTAC and hold.
PAYSON, ARIZONA

PAYSON (PAN)

RNAV (GPS)-A

Amdt 1A  21APR22
34°15'N-111°20'W

OPUMY

MINAM

EVODE

Procedure
Turn NA

MIRL Rwys 6-24
REIL Rwys 6 and 24

CATEGORY

A
B
C
D

CIRCLING
5700-1
5760-1
5860-2
6060-3

543 (600-1)
603 (700-1)
703 (800-2)
903 (1000-3)

AWOS-3PT 119.325
ALBUQUERQUE CENTER 127.675 306.2
UNICOM 122.8 (CTAF)

OPUMY 6700
MINAM 9000

LPV Rwy 6-24
REIL Rwy 14-32

0.9% UP
5504 X 75

087°

5347±

5459±

5842

9200

8600

6380

6904

7903

5157

ELEV

MIRL Rwy 6-24
REIL Rwys 6 and 24

6 NM

352°

4.9 NM

352°
RNAV (GPS) RWY 7R
PHOENIX DEER VALLEY (DVT)

**RNAP APCH - GPS.**

When VGSI inop, Circling Rwy 25R NA at night. When local altimeter setting not received, use Scottsdale altimeter setting: increase LPV DA to 1822 feet and all visibilities 1/8 SM, increase LNAV/VNAV DA to 2160 feet and all visibilities 1/8 SM, increase all MDAs 40 feet and increase Circling Cat B visibility 1/8 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro VNAV and VDP NA when using Scottsdale altimeter setting. Circling NA north of Rwy 7R-25L at night.

**ATIS**

<table>
<thead>
<tr>
<th>126.5</th>
<th>120.7 239.0</th>
<th>DEER VALLEY TOWER*</th>
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<tr>
<td></td>
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<td>118.4 (070° 250°)</td>
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<tr>
<td></td>
<td></td>
<td>(CTAF) 120.2 (251°-069°)</td>
</tr>
</tbody>
</table>

**GND CON**

| 121.8 |

**CLNC DEL**

| 123.9 |

**UNICOM**

| 122.95 |

**APP CRS**

| 074° |

**TDZE**

| 1460 |

**Apt Elev**

| 1478 |

**RNAV (GPS) RWY 7R**

**ELEV 1478**

**TDZE 1460**

**BOLES**

**CEGAP**

**JURUX**

**VIFPE**

**AVENT**

**3170**

**2608**

**MIRL Rwys 7L-25R and 7R-25L**

**REIL Rwys 7L, 7R, 25L, and 25R**

**RNAV (GPS) RWY 7R**

**BOLES (IF)**

**VIFPE (IAF)**

**BANYO (IAF)**

**MANN (IF)**

**RW07R**

**CEGAP (FAF)**

**TDZE**

**TWR 1637 ±**

**PHOENIX, ARIZONA**

**Amdt 1B 13JUL23**

**33°41'N-112°05'W**
RNAV (GPS)-B
PHOENIX DEER VALLEY (DVT)

When VGS is inop, circling to Rwy 25R NA at night. Circling not authorized at night north of Rwy 7R-25L. When local altimeter setting not received, use Scottsdale altimeter setting and increase all MDAs 40 feet and circling Cat B visibility 1/4 SM.

ATIS 126.5
PHOENIX APP CON 120.7 239.0
DEER VALLEY TOWER* 118.4 (070°-250°) (CTAF)
120.2 (251°-069°)

GND CON 121.8
CLNC DEL 123.9
UNICOM 122.95

RNAV (GPS)-B

PHOENIX, ARIZONA
AL-6646 (FAA)

PHOENIX, ARIZONA
Orig B 13 Jul 23

33°41'N-112°05'W
301
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEER VALLEY THREE DEPARTURE (OBSTACLE)

NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwy 7L: Standard with minimum climb of 400' per NM to 2200.
Rwy 7R: Standard with minimum climb of 675' per NM to 1800.
Rwy 25L: Standard with minimum climb of 265' per NM to 2600.
Rwy 25R: Standard with minimum climb of 285' per NM to 2600.

TAKEOFF RUNWAYS 7L/R: Climb on heading 074° to 2200, then climbing left turn on PXR VORTAC R-336 northwest bound to 4000, thence. . . .
TAKEOFF RUNWAYS 25L/R: Climbing right turn on heading 060° and PXR VORTAC R-336 northwest bound to 4000, thence. . . .

. . . . left turn direct PXR VORTAC.
TAKEOFF OBSTACLE NOTES

Rwy 7L: General utility, vertical point beginning 30' from DER, 120' right of centerline, up to 3' AGL/1479' MSL.
Vertical point 33' from DER, 125' left of centerline, 2' AGL/1479' MSL.
Sign 89' from DER, 160' left of centerline, 3' AGL/1480' MSL.
Pole, Navaid beginning 340' from DER, 315' right of centerline, up to 13' AGL/1488' MSL.
Tree 665' from DER, 537' left of centerline, 1498' MSL.
Trees beginning 746' from DER, 499' left of centerline, up to 1499' MSL.
Tree 913' from DER, 338' left of centerline, 1502' MSL.
Tree 3574' from DER, 381' left of centerline, 13' AGL/1569' MSL.
Terrain 3610' from DER, 165' left of centerline, 1579' MSL.
Terrain, tree beginning 3611' from DER, 253' left of centerline, up to 1587' MSL.
Vegetation 3686' from DER, 38' right of centerline, 3' AGL/1570' MSL.
Trees beginning 3693' from DER, 380' left of centerline, up to 10' AGL/1602' MSL.
Terrain, tree, vegetation beginning 3713' from DER, 9' left of centerline, up to 1624' MSL.
Trees beginning 3824' from DER, 0' right of centerline, up to 1596' MSL.

Rwy 7R: Lighting 42' from DER, 484' left of centerline, 1' AGL/1482' MSL.
Vegetation 146' from DER, 515' left of centerline, 1483' MSL.
Tree 393' from DER, 602' left of centerline, 1488' MSL.
Tree, pole beginning 513' from DER, 499' right of centerline, up to 1498' MSL.
Tree 557' from DER, 266' left of centerline, 1494' MSL.
Pole 848' from DER, 503' right of centerline, 24' AGL/1507' MSL.
Building 930' from DER, 712' right of centerline, 1510' MSL.
Terrain 990' from DER, 359' right of centerline, 1514' MSL.
Vertical structure 1027' from DER, 602' left of centerline, 1518' MSL.
Pole 1028' from DER, 601' left of centerline, 39' AGL/1526' MSL.
Pole, vegetation, tree beginning 1031' from DER, 384' right of centerline, up to 28' AGL/1536' MSL.

Pole 1137' from DER, 548' left of centerline, 43' AGL/1530' MSL.
Pole, tree beginning 1149' from DER, 707' left of centerline, up to 48' AGL/1536' MSL.
Trees beginning 1845' from DER, 878' right of centerline, up to 1558' MSL.
Trees beginning 1935' from DER, 762' left of centerline, up to 14' AGL/1542' MSL.
Trees beginning 1950' from DER, 924' right of centerline, up to 1578' MSL.
Tree, vegetation beginning 1953' from DER, 660' left of centerline, up to 12' AGL/1554' MSL.
Terrain 2041' from DER, 865' left of centerline, 1579' MSL.
Terrain, vegetation, tree beginning 2043' from DER, 422' left of centerline, up to 1587' MSL.
Terrain, tree, vegetation beginning 2145' from DER, 504' left of centerline, up to 1624' MSL.

Rwy 25L: Tree, fence beginning 19' from DER, 498' right of centerline, up to 1455' MSL.
Tree 37' from DER, 505' left of centerline, 1461' MSL.
Tree, building beginning 195' from DER, 505' left of centerline, up to 31' AGL/1465' MSL.
Tree, building beginning 304' from DER, 506' right of centerline, up to 1469' MSL.
Tree 421' from DER, 498' right of centerline, 1470' MSL.
Tree, building, antenna, pole beginning 542' from DER, 502' right of centerline, up to 39' AGL/1475' MSL.

Tree, building, pole beginning 630' from DER, 505' left of centerline, up to 1467' MSL.
Pole 1070' from DER, 375' left of centerline, 1468' MSL.
Poles beginning 1077' from DER, 374' left of centerline, up to 39' AGL/1470' MSL.
Pole 1126' from DER, 498' right of centerline, 44' AGL/1478' MSL.
Poles beginning 1183' from DER, 495' left of centerline, up to 41' AGL/1471' MSL.
Signs beginning 1234' from DER, 356' left of centerline, up to 48' AGL/1478' MSL.

Rwy 25R: Lighting 30' from DER, 114' left of centerline, 3' AGL/1456' MSL.
Lighting, general utility beginning 30' from DER, 112' right of centerline, up to 2' AGL/1456' MSL.
General utility 31' from DER, 112' left of centerline, 4' AGL/1457' MSL.
Tree 1139' from DER, 798' right of centerline, 1490' MSL.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)
TAKEOFF MINIMUMS
Rwys 7L/R: NA-Obstacles.
Rwys 25L/R: Standard with minimum climb of 370' per NM to 4600.

NOTE: Chart not to scale.
NOTE: Turbojets and turboprops only.
NOTE: Aircraft requesting FL220 and below must file BLYTHE Transition.
NOTE: Turbojets landing LAX, file WLVRN Transition.
NOTE: Aircraft landing other than LAX and turboprops landing at LAX:
  Requesting FL240 and above, file HRRBR Transition.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

**TAKEOFF MINIMUMS**
Rwys 7L/R: NA - Obstacles.
Rwys 25L/R: Standard with minimum climb of 370’/NM to 4600.

**DEPARTURE ROUTE DESCRIPTION**
TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence. . .
  . . .for RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition).
  Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**BLYTHE TRANSITION (IZZZO8.BLH)**
**HRRBR TRANSITION (IZZZO8.HRRBR)**
**WLVRN TRANSITION (IZZZO8.WLVRN)**
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKENOFF RUNWAYS 25L/R:** Climbing right turn heading 320° or as assigned by ATC, thence . . .

. . . .expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**MOHAK TRANSITION (JUDTH7.MOHAK)**
TAKEOFF MINIMUMS

Rwys 25L/R: Standard with minimum climb of 370’ per NM to 4600.

Rwys 7L/R: NA-obstacles.

NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: Assigned by ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence.

... on RADAR vectors to ECLPS, then on track 111° to KATMN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

PHASE TRANSITION (KATMN6.PHASE)
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 7L/R: NA-obstacles.
Rwys 25L/R: Standard with minimum climb of 370’ per NM to 4600.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence.

....expect RADAR vectors to FORPE, then on track 055° to LALUZ, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (LALUZ6.ABQ)
MAXXO TRANSITION (LALUZ6.MAXXO)
ST JOHNS TRANSITION (LALUZ6.SJN)
TAKEOFF MINIMUMS

Rwys 7L/R: NA-Obstacles.
Rwys 25L/R: Standard with minimum climb of 370' per NM to 4600.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only. Do not file.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence. . . .

. . . expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

RRSTA TRANSITION (MAYSA7.RRSTA)
**SNOBL SIX DEPARTURE (RNAV)**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 25L/R**: Climbing right turn heading 320° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**CARTL TRANSITION (SNOBL6.CARTL)**

**GRAND CANYON TRANSITION (SNOBL6.GCN)**

**JARPA TRANSITION (SNOBL6.JARPA)**

**RIMMM TRANSITION (SNOBL6.RIMMM)**

**YOOPR TRANSITION (SNOBL6.YOOPR)**

**NOTE**: Chart not to scale.
YOTES SIX DEPARTURE (RNAV)

**GRAND CANYON TRANSITION (YOTES6.GCN)**

**JARPA TRANSITION (YOTES6.JARPA)**

**YOOPR TRANSITION (YOTES6.YOOPR)**

**TAKEOFF RUNWAYS 25L/R:** Climbing right turn heading 320° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition).

Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

NOTE: Chart not to scale.

**NOTE:** RNAV 1.

**NOTE:** Turbojets and turboprops only.

**NOTE:** RADAR required.

**NOTE:** GPS required.

**NOTE:** GCN TRANSITION ATC assigned only.

**NOTE:** Aircraft departing KGEU and KGYR ATC assigned only.

**NOTE:** ATC assigned only.

**NOTE:** GPS required.

**NOTE:** Turbojets and turboprops only.

**NOTE:** RNAV 1.
PHOENIX, ARIZONA

ILS or LOC RWY 7R
PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

Amldt 2D 29DEC22

ILS or LOC RWY 7R
PHOENIX SKY HARBOR INTL (PHX)
**DME REQUIRED**

Procedure NA for arrivals at AVONA on V16 westbound.

**PHOENIX TOWER**

118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)

**PHOENIX, ARIZONA**

Amdt 11B 23APR20

**PHOENIX SKY HARBOR INTL (PHX)**

33°26'N-112°01'W

**ALTERNATE MISSED APCH FIX**

WILLIE

IWA

I-PHX  11

FOWLE

I-PHX  2.3

CLNC DEL

GND CON

PHOENIX APP CON

D-ATIS

PHOENIX, ARIZONA

Apt Elev

TDZE

Rwy Idg

MALSR

TWR

MALSR

1135

1116

10300

8000

078°

078°

(5.3)

(1)

123°

123°

123°

123°

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

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078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

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123° hdg (1) and

078° (5.3)

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123° hdg (1) and

078° (5.3)

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123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)

4000 to FOWLE

123° hdg (1) and

078° (5.3)
RNAV (GPS) Y RWY 7L

PHOENIX SKY HARBOR INTL (PHX)

For inop ALS, increase visibility LPV all Cats to RVR 4500, LNAV/VNAV all Cats to RVR 6000, LNAV Cats C/D to 1½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

Amdt 1C  29DEC22

PHOENIX, ARIZONA

WAAAS

CH 65811

W07A

APP CRS

078°

Rwy Idg

10300

TDZE

1116

Apt Elev

1135

RNPS APCH - GPS.

MISSED APPROACH: Climb to 5000 direct UXCUN and via 111° track to IWA VORTAC and hold.
RNAV (GPS) Y RWY 7R
PHOENIX SKY HARBOR INTL (PHX)

**Category**

**LPV**

DA: 1390-1/3

**LNAV/VNAV**

DA: 1520-1

MDA: 1580-1

**CIRCLING**

HIRL Rwys 8-26, 7L-25R and 7R-25L

REIL: RW07R

**Category C/D**

MDA: 464 (500-1)

**CIRCLING**

HOLDING PAT: 1740-1

**CLNC DEL**

2.1 NM from RW07R to ADWOT

**D-ATIS**

2608

**ELEV**

1135

**TDZE**

1116

**MALSR**

**GND CON**

**CPDLC**

**BP**

**MISSING APPROACH**

Climb to 5000 direct NAVOQ and via 110° track to IWA VORTAC and hold.

**MISSED APPROACH FIX**

110°

**NAVQ**

**WILLIE IWA**

**360°**

**300°**

**180°**

**5 NM**

**CATEGORIES**

**A**

**B**

**C**

**D**

LPV

DA: 1390-1/3, 274 (300-3/4)

LNAV/VNAV

DA: 1520-1, 404 (400-1)

MDA: 1580-1

**CIRCLING**

HOLDING PAT: 1740-1

**170°**

**110°**

**5 NM**

**PHOENIX APP CON**

118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwy 7L-25R, 7R-25L)

**PHOENIX TOWER**

119.75 269.2 (N)

132.55 269.2 (S)

**RNP APCH - GPS.**

**RWAAS**

CH 73011

W07B

**Rwy Idg**

7800

**Apt Elev**

1135

**LNAV/MDA**

CIRCLING 1740-1 1580-1 464 (500-1) 2040-2 2560-3

**1740-1**

**1580-1**

**464 (500-1)**

**2040-2**

**2560-3**

**33°26'N-112°01'W**

PHOENIX, ARIZONA

Amdt 1C 29DEC22

PHOENIX, ARIZONA

SW-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) Y RWY 8
PHOENIX SKY HARBOR INTL (PHX)

Procedure NA for arrival on BXK VORTAC airway radials 077 CW 152.

Procedure NA for arrival on PXR VORTAC airway radials 185 CW 336.

For inop ALS, increase LNAV Cats C and D visibility to 2 SM.

Simultaneous approach authorized: LNAV procedure NA during simultaneous operations. Inop table does not apply to LPV all Cats.

Procedure NA for arrival on BXK VORTAC airway radials 077 CW 152.

Procedure NA for arrival on PXR VORTAC airway radials 185 CW 336.

For inop ALS, increase LNAV Cats C and D visibility to 2 SM.

Simultaneous approach authorized: LNAV procedure NA during simultaneous operations. Inop table does not apply to LPV all Cats.

SIMULTANEOUS APPROACH AUTHORIZED: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. INOP TABLE DOES NOT APPLY TO LPV ALL CATS.
**RNAV (GPS) Y RWY 25L**

**PHOENIX SKY HARBOR INTL (PHX)**

<table>
<thead>
<tr>
<th>RNP ACH-GPS</th>
<th>PHOENIX TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
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<tr>
<td>D-ATIS</td>
<td>PHOENIX APP CON</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>127.575</td>
<td>128.65 353.9</td>
<td>118.7 278.8 (Rwy 8-26)</td>
<td>119.75 269.2 (N)</td>
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<tr>
<td></td>
<td>120.9 254.3 (Rwy 7L-25R, 7R-25L)</td>
<td>126.55 269.2 (S)</td>
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</table>

**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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<tbody>
<tr>
<td><strong>LPV DA</strong></td>
<td>1449-1/2</td>
<td>323 (400-1/2)</td>
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<tr>
<td><strong>LNAV/ VNAV DA</strong></td>
<td>1589-1</td>
<td>463 (500-1)</td>
<td>1674-1/2</td>
<td>548 (600-1/2)</td>
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<tr>
<td><strong>LNAV MDA</strong></td>
<td>1740-1/2</td>
<td>614 (700-1/2)</td>
<td>1740-1/3</td>
<td>614 (700-1/3)</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>1740-1</td>
<td>605 (700-1)</td>
<td>1740-2/3</td>
<td>905 (1000-2/3)</td>
</tr>
</tbody>
</table>

**MALSR:**

**MISSED APPROACH:** Climb to 1900 then climbing left turn to 5000 direct CHOCK and on track 145° to BRAAK and hold.

**ASSA RW235 L 2-5 NM**

**TEKUY**

**2.4 NM to RW25L**

**TICLE**

**2.0 NM to RW25L**

**GIPSE**

**5000 258°**

**HAMEK**

**WILLIE IWA**

**MALSR**

**CHOCK**

**2.555**

**3068**

**A1475**

**A1573**

**A1472**

**A1602**

**A1276**

**1535**

**1760**

**2.704**

**2.2608**

**3312**

**3381**

**ZERLO**

**INR ZERLO**

**SW-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) Y RWY 25R
PHOENIX SKY HARBOR INTL (PHX)

### WAAS Data
- CH 40022
- APP CRS 258°
- TDZE 1134
- Apt Elev 1135

### For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC RW 26. Use of FD or AP providing RNAV track guidance required during simultaneous operations. RNAV procedure NA during simultaneous operations.

### MISSED APPROACH
- Climb to 5000 direct YECKY and via 260° track to BKK VORTAC and hold.

### D-ATIS
- PHOENIX APP CON 128.65 353.9
- PHOENIX TOWER 120.9 254.3
- GND CON 128.65 353.9
- CLNC DEL 118.1 269.2

### MISSED APCH FIX
- Procedure NA for arrivals at ZERLO via V190 northeast bound.

### PHOENIX SKY HARBOR INTL (PHX)

### RNAV (GPS) Y RWY 25R

#### ELEV 1135
- TDZE 1134

#### LNAV only.
- 260°
- 1535°
- 1573°
- 1472°

### Details
- Procedure NA for arrivals at ZERLO via V190 northeast bound.
- RNAV (GPS) Y RWY 25R

### Categories
- CATEGORY A
- CATEGORY B
- CATEGORY C
- CATEGORY D

### Dimensions
- 127°57.5 158°49.5
- 128°65.3 353.9
- 33°26'N 112°01'W
- 33°26'N 112°01'W

### Additional Information
- PHX, 2024 to 05 SEP 2024
- SW-4, 11 JUL 2024 to 05 SEP 2024
- SW-4, 11 JUL 2024 to 05 SEP 2024
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. Runway Status Lights in Operation.

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

Runway Status Lights in Operation.
NOTE: Chart not to scale.

TOP ALTITUDE:
8000

TAKEOFF MINIMUMS
Rwys 7L, 7R, 8: Standard with minimum climb of 350’ per NM to 8000.

NOTE: Restricted to turbojet and turboprop aircraft only.
NOTE: RADAR and DME required.
NOTE: Aircraft filing over ACH, CNX, IRW, LBL, ONM, PNH, TCC, and TXO, use BALDY DEPARTURE.
NOTE: Aircraft filing over SJN, ABQ, and GCK use ST. JOHNS DEPARTURE.
NOTE: MRA CHOPR/PXR 40 DME 9100 to receive PXR.
NOTE: MRA GILAA/PXR 55 DME 14000 to receive PXR and IWA.
NOTE: MRA ADYAN/IWA 95 DME FL240 to receive IWA.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence . . . .

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence . . . .

. . . . maintain 8000 for RADAR vectors to PXR R-070 to GILAA/PXR 55 DME, then pilot nav on IWA R-055 to ADYAN/IWA 95 DME, cross ADYAN at or above 14000 and proceed on RADAR vector 055° to join SJN R-078/CNX R-259 to MAXXO/CNX 51 DME; then (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

ANTON CHICO TRANSITION (BALDY3.ACH): From over MAXXO INT on ONM R-049 and ACH R-231 to ACH VORTAC.

CORONA TRANSITION (BALDY3.CNX): From over MAXXO INT on CNX R-259 to CNX VORTAC.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 7L/R, 8:** Climb heading 078° to 1635, then direct to SPRKY, then left turn direct BROAK. Thence . . . .

**TAKEOFF RUNWAYS 25L/R:** Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 070° to PYPPE, then on track 050° to BARLL, then on track 057° to BROAK. Thence . . . .

**TAKEOFF RUNWAY 26:** Climb heading 258° to 1635, then left turn direct JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 070° to PYPPE, then on track 050° to BARLL, then on track 057° to BROAK. Thence . . . .

. . . on track 059° to FTHLS, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

**ALBUQUERQUE TRANSITION (BROAK1.ABQ)**

**JNIPR TRANSITION (BROAK1.JNIPR)**

**MAXXO TRANSITION (BROAK1.MAXXO)**

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**NOTE:** Chart not to scale.

**NOTE:** For non-GPS equipped aircraft, PXR and TFD DMEs must be operational.

**NOTE:** RNAV 1.

**NOTE:** Turboprops and turboprops only.

**NOTE:** RADAR required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** ABQ transition ATC assigned only.

**NOTE:** Aircraft filing over ACH, LBL, ONM, CNX, PHN, MMB, TCC, IRW and TXO file BROAK DEPARTURE.

**NOTE:** Aircraft filing over ABQ, CIM, FTI, and GCK file FORPE DEPARTURE.

**NOTE:** Aircraft filing over DEN, RSK, ALS, and points north of ALS file MRBIL DEPARTURE.

**NOTE:**  For non-GPS equipped aircraft, PXR and TFD DMEs must be operational.

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**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**

Rwys 7L/R, 8: Standard with minimum climb of 500' per NM to 1635.

Rwys 25L/R, 26: Standard with minimum climb of 500' per NM to 1900.
BUCKEYE FOUR DEPARTURE

NOTE: Restricted to turbojet and turboprop aircraft only.
NOTE: RADAR and DME required.
NOTE: Aircraft requesting FL 220 and below must file BLYTHE Transition.
NOTE: Turbojets landing LAX, file PARKER Transition.
NOTE: Aircraft landing other than LAX and turboprops landing at LAX:
    Requesting FL240 and above, file PALMDALE or PALM SPRINGS Transition.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Expect RADAR vectors to BXK VORTAC. Thence . . . .

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Expect RADAR vectors to BXK VORTAC. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Expect RADAR vectors to BXK VORTAC. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXK R-077 to BXK VORTAC. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXK R-077 to BXK VORTAC. Thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXK R-077 to BXK VORTAC. Thence . . . .

. . . . maintain 8000, thence via (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

BLTHE TRANSITION (BXK4.BLH): From over BXK VORTAC via BXK R-262 and BLH R-080 to BLH VORTAC.

PALMDALE TRANSITION (BXK4.PMD): From over BXK VORTAC via BXK R-269 to CURIV INT, then via PSP R-080 to DECAS INT, then via BLH R-278 and PMD R-095 to PMD VORTAC.

PALM SPRINGS TRANSITION (BXK4.PSP): From over BXK VORTAC via BXK R-269 to CURIV INT, then via PSP R-080 to PSP VORTAC.

PARKER TRANSITION (BXK4.PKE): From over BXK VORTAC via BXK R-279 and PKE R-097 to PKE VORTAC.
NOTE: Restricted to turbojet and turboprop aircraft only.

NOTE: RADAR and DME required.

NOTE: IGM Transition for turbojets landing LAS
Terminal area only.

NOTE: HOBES Transition for turboprops landing LAS
Terminal area only.

TAKEOFF MINIMUMS
Rwys 7L/7R/8: Standard with minimum climb of 300' per NM to 8000.
Rwys 25L/25R/26: Standard with minimum climb of 350' per NM to 8000.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°. Thence . . . .

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°. Thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°. Thence . . . .

. . . . maintain 8000, expect RADAR vectors to PXR R-321 to ZEPER/PXR 40 DME then CHILY INT. Thence via (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

BEATTY TRANSITION (CHILY4.BTY): From over CHILY INT via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, then via BTY R-114 to BTY VORTAC.

HOBES TRANSITION (CHILY4.HOBES): From over CHILY INT via PXR R-321 to HOBES INT.

KINGMAN TRANSITION (CHILY4.IGM): From over CHILY INT via IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (CHILY4.EED): From over CHILY INT via DRK R-259 and EED R-077 to EED VORTAC.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 7L/R, 8:** Climb heading 078° to 1635, then direct to SPRKY, then right turn direct ECLPS. Thence. . . .

**TAKEOFF RUNWAYS 25L/R:** Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 095° to ECLPS. Thence. . . .

**TAKEOFF RUNWAY 26:** Climb heading 258° to 1635, then left turn direct JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 095° to ECLPS. Thence. . . .

. . . .on track 111° to KATMN. Then on (transition), expect filed altitude 3 minutes after departure.

**PHASE TRANSITION (ECLPS1.PHASE)**

**NOTE:** RNAV 1.

**NOTE:** Turbojets and turboprops only.

**NOTE:** RADAR required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** For non-GPS equipped aircraft, TFD and DUG DMEs must be operational.

**TOP ALTITUDE:** 8000

**TAKEOFF MINIMUMS**

Rwys 7L/R, 8: Standard with minimum climb of 500' per NM to 1635.

Rwys 25L/R, 26: Standard with minimum climb of 500' per NM to 1900.
**Takeoff Minimums**

Rwy 7L/R, 8: Standard with minimum climb of 500' per NM to 1635, then minimum climb of 250' per NM to 7300.

Rwy 25L/R, 26: Standard with minimum climb of 500' per NM to 1635.

**Top Altitude:**

8000

---

**D-ATIS**

127.575

**CINC DEL**

118.1 269.2

**CPDLC**

GND CON

119.75 269.2 (NORTH)

132.65 269.2 (SOUTH)

**PHOENIX TOWER**

118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwys 7L: 25R, 7R: 25L)

**PHOENIX DEP CON**

119.2 281.45

---

**Phoenix Sky Harbor Int'l (PHX)**

PHOENIX DEP CON

118.1 269.2

**PH X DEP CON**

118.1 269.2

**PH X DEP CON**

118.1 269.2

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**Narrative on Following Page**

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**Note:** Chart not to scale.

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**Note:** RNAV 1.

**Note:** Turbojets and turboprops only.

**Note:** Radar required.

**Note:** DME/DME/IRU or GPS required.

**Note:** Sjn transition for ABQ terminal arrivals only.

**Note:** MAXXO transition ATC assigned only.

**Note:** Aircraft filing over DEN, RSK, ALS and points north of ALS, file MRBIk DEPARTURE.

**Note:** Aircraft filing over ABQ, CIN, FTI and GCK, file FORPE DEPARTURE.

**Note:** Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW, and TXO, file BROAK DEPARTURE.

**Note:** For non-GPS equipped aircraft using MAXXO and ABQ TRANSITIONS, ABQ DME must be operational.

**Note:** For non-GPS equipped aircraft, PXR DME must be operational.

**Note:** For non-GPS equipped aircraft departing Rwy 25L/R and 26, IWA and TFD DMEs must be operational.

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**Note:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L, 7R, 8: Climb heading 078° to 1635, then direct SPRKY, then left turn direct FORPE, thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1635, then direct ZOLUP, then on track 260° to YOVKU, then on track 349° to cross ZIDOG at or above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 084° to FORPE, thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at or above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 084° to FORPE, thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at or above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 084° to FORPE, thence . . . .

. . . . on track 055° to LALUZ, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FORPE1.ABQ)
MAXXO TRANSITION (FORPE1.MAXXO)
ST JOHNS TRANSITION (FORPE1.SJN)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct FUTEP, then on track 132° to AZCRD, then on track 199° to USEYE, then on track 264° to cross MASVE at/above 7000 and at/below 220K, then on track 264° to OAKLI, then on track 222° to FYRBD, thence. . .

TAKEOFF RUNWAYS 25L/R: Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 221° to FYRBD, thence. . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then left turn direct JUTAK, then on track 151° to WETAL, then on track 221° to FYRBD, thence. . .

. . . on track 249° to JUDTH, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

MOHAK TRANSITION (FYRBD1.MOHAK)

NOTE: Chart not to scale.
TOP ALTITUDE: 8000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb on heading 078° to 1635, then direct FUTEP, then on track 132° to AZCRD, then on track 199° to USEYE, then on track 264° to cross MASVE at/above 7000 and at/below 220K, then on track 264° to OAKLI, then on track 268° to KEENS, thence. . . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 258° to intercept course 240° to WULKO, then on track 268° to KEENS, thence. . . .

TAKEOFF RUNWAY 26: Climb on heading 258° to 1635, then left turn direct WULKO, then on track 268° to KEENS, thence. . . .

. . . on track 259° to IZZZO, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

BLYTHE TRANSITION (KEENS3.BLH)

HRRBR TRANSITION (KEENS3.HRRBR)

WLVRN TRANSITION (KEENS3.WLVRN)

NOTE: Turbojets and turboprops only.

NOTE: Aircraft requesting FL220 and below must file BLYTHE Transition.

NOTE: Turbojets landing LAX, file WLVRN Transition.

NOTE: Aircraft landing other than LAX and turboprops landing at LAX: Requesting FL240 and above, file HRRBR Transition.

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

MOBIE FOUR DEPARTURE

PHOENIX DEP CON
126.8 269.6
D-ATIS
127.575
CLNC DEL
118.1 269.2
CPDLC
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX SKY HARBOR INTL
PHOENIX SKY HARBOR INTL
PHOENIX SKY HARBOR INTL

TAKEOFF MINIMUMS
Rwys 7L/7R/8: Standard with minimum climb of 300’ per NM to 8000.
Rwys 25L/25R/26: Standard with minimum climb of 350’ per NM to 8000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . . .

. . . . maintain 8000, expect RADAR vectors to MOBIE INT thence via (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

GILA BEND TRANSITION (MOBIE4.GBN): From over MOBIE INT via GBN R-055 to GBN VORTAC.
TOP ALTITUDE: 8000

TAKEOFF MINIMUMS
Rwys 7L/R, 8: Standard with minimum climb of 500’ per NM to 1635 then minimum climb of 240’ per NM to 5300.
Rwys 25L/R, 26: Standard with minimum climb of 500’ per NM to 1635.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: GCN TRANSITION ATC assigned only.
NOTE: For non-GPS equipped aircraft departing Rwys 7L/R and 8, IWA and PXR DMEs must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 25L/R and 26, TFD, IWA and DRK DMEs must be operational.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct to SPRK, then turn left direct to cross GOALY at/below 9000, then on track 003° to POCCK, then on track 025° to MRBIL, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1635, then direct ZOLUP, then on track 260° to YOVK, then on track 349° to cross ZIDOG at/above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at/above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then direct WIVL, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at/above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL, thence. . . .

. . . .on track 021° to YOTES, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

GRAND CANYON TRANSITION (MRBIL1.GCN)
JARPA TRANSITION (MRBIL1.JARPA)
YOOPR TRANSITION (MRBIL1.YOOPR)
(QUAKY1.QUAKY) 18144

QUAKY ONE DEPARTURE (RNAV)

D-ATIS
127.575
CLNC DEL
118.1  269.2
CPDL C
GND CON
119.75  269.2 (NORTH)
132.55  269.2 (SOUTH)
PHOENIX TOWER
118.7  278.8 (Rwy 8-26)
120.9  254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
119.2  281.45

NOTE: Chart not to scale.

(QUAKY1.QUAKY) 24MAY18

(TOP ALTITUDE: 8000)

GRAND CANYON
GCN

RIMMM

LOFTS

CARTL

SNOBL

YOOPR

JARPA

QUAKY

OXYGN

ZOOG  230K

ZIDOG

HIRVU

WIVLA

JINOL

OSGUE

YOVKU

ZOLUP

SPRYK

GOALY  9000

TOP ALTITUDE: 8000

NOTE: Turbojets and turboprops only.
NOTE: DME/DME/IRU or GPS required.
NOTE: JARPA TRANSITION ATC assigned only.
NOTE: CARTL TRANSITION ATC assigned only.
NOTE: For non-GPS equipped aircraft using YOOPR TRANSITION, DRK DME must be operational.
NOTE: For non-GPS equipped aircraft, IWA DME must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 25L/R, 26, TFD and BXX DMEs must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 8, 25R, 26, DRK DME must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 7L/R, PXR DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF MINIMUMS

Rwys 7L/R, 8: Standard with minimum climb of 500' per NM to 1635, then minimum climb of 230' per NM to 5200.
Rwys 25L/R, 26: Standard with minimum climb of 500' per NM to 1635.

NOTE: RNAV 1.
NOTE: Note: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: JARPA TRANSITION ATC assigned only.
NOTE: CARTL TRANSITION ATC assigned only.
NOTE: For non-GPS equipped aircraft using YOOPR TRANSITION, DRK DME must be operational.
NOTE: For non-GPS equipped aircraft, IWA DME must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 25L/R, 26, TFD and BXX DMEs must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 8, 25R, 26, DRK DME must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 7L/R, PXR DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct SPRKY, then left turn direct to cross GOALY at/below 9000, then on track 337° to QUAKY, thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1635, then direct ZOLUP, then on track 260° to YOVKU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 357° to QUAKY, thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 357° to QUAKY, thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 357° to QUAKY, thence . . . .

. . . . on track 343° to SNOBL, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

CARTL TRANSITION (QUAKY1.CARTL)
GRAND CANYON TRANSITION (QUAKY1.GCN)
JARPA TRANSITION (QUAKY1.JARPA)
RIMMM TRANSITION (QUAKY1.RIMMM)
YOOPR TRANSITION (QUAKY1.YOOPR)
**PHOENIX, ARIZONA**

**PHOENIX DEP CON**
- 119.2 281.45
- 127.575
- 118.1 269.2

**CPDLC**
- 119.75 269.2 (NORTH)
- 132.55 269.2 (SOUTH)

**PHOENIX TOWER**
- 118.7 278.8 (Rwy 8-26)
- 120.9 254.3 (Rwys 7L-25R, 7R-25L)

**NOTE:** Aircraft filing over CIM, FTI and GCK file ST JOHNS DEPARTURE.

**NOTE:** Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO file BALDY DEPARTURE.

**NOTE:** Restricted to turbojet and turboprop aircraft only.

**NOTE:** RADAR and DME required.

**NOTE:** Aircraft filing over CIM, FTI and GCK file ST JOHNS DEPARTURE.

**NOTE:** Chart not to scale.

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**TAKEOFF MINIMUMS**

Rwys 7L, 7R, 8: Standard with minimum climb of 350’ per NM to 8000.


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**TOP ALTITUDE:**

- 8000

---

**ST. JOHNS NINE DEPARTURE**

**ST. JOHNS NINE DEPARTURE**

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**PHOENIX SKY HARBOR INTL (PHX)**

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**PHOENIX SKY HARBOR INTL (PHX)**

---

**ALBUQUERQUE**

- 113.2 ABQ

---

**ALBUQUERQUE**

---

**PHOENIX DEP CON**

- 115.6 PXR

---

**ST JOHNS**

- 112.3 SJN

---

**ST JOHNS**

---

**PHOENIX DEP CON**

- 119.2 281.45

---

**PHOENIX DEP CON**

- 127.575

---

**CPDLC**

- 119.75 269.2 (NORTH)

---

**PHOENIX TOWER**

- 118.7 278.8 (Rwy 8-26)

---

**PHOENIX DEP CON**

- 120.9 254.3 (Rwys 7L-25R, 7R-25L)

---

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

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 8000. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 8000. Thence . . . .

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 8000. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 8000 for RADAR vectors to PXR R-054 to SJN VORTAC. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 8000 for RADAR vectors to PXR R-054 to SJN VORTAC. Thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 8000 for RADAR vectors to PXR R-054 to SJN VORTAC. Thence . . . .

. . . . (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SJN9.ABQ): From over SJN VORTAC on SJN R-059 and ABQ R-240 to ABQ VORTAC.
STANFIELD FOUR DEPARTURE

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . . .

TAKEOFF RUNWAY 25L/25R/26: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . . . maintain 8000, expect RADAR vectors to TFD R-340 to TFD VORTAC. Thence via (Transition). Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

OLIIN TRANSITION (TFD4.OLIIN): From over TFD VORTAC on TFD R-107 to OLIIN INT.

TUCSON TRANSITION (TFD4.TUS): From over TFD VORTAC on TFD R-121 and TUS R-301 to TUS VORTAC.
NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft, IWA DME must be operational.

TAKEOFF MINIMUMS
Rwys 7L/R, 8: Standard with minimum climb of 500’ per NM to 1635.
Rwys 25L/R, 26: Standard with minimum climb of 500’ per NM to 1900.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct to cross SPRKY at or above 2600 and at or below 220K, then right turn direct ANZEL, then on track 181° to DDUKE, then on track 199° to BNYRD, thence . . . .

TAKEOFF RUNWAYS 25L/R: Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 140° to BNYRD, thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then left turn direct JUTAK, then on track 151° to WETAL, then on track 140° to BNYRD, thence . . . .

. . . on track 145° to STRRM, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

TUCSON TRANSITION (STRRM1.TUS)
(ZEPER2.ZEPER) 20170
ZEPER TWO DEPARTURE (RNAV)

TOP ALTITUDE: 8000

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS
Rwys 7L/R, 8: Standard with minimum climb of 500' per NM to 1635, then minimum climb of 240' per NM to 5300. Rwys 25L/R, 26: Standard with minimum climb of 500' per NM to 1635.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb on heading 078° to 1635, then direct SPRKY, then turn left direct to cross GOALY at or below 9000, then on track 339° to JOLAR, then on track 294° to ZEPER. Thence . . . .

TAKEOFF RUNWAY 25L: Climb on heading 258° to 1635, then direct ZOLUP, then on track 260° to YOVKU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 344° to FANON, then on track 333° to ZEPER, thence . . . .

TAKEOFF RUNWAY 25R: Climb on heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 344° to FANON, then on track 333° to ZEPER, thence . . . .

TAKEOFF RUNWAY 26: Climb on heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 344° to FANON, then on track 333° to ZEPER, thence . . . .

. . . . on RRSTA transition. Maintain 8000, expect higher altitude 3 minutes after departure.

RRSTA TRANSITION (ZEPER2.RRSTA)
When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase S-ILS DA to 1600 feet and all MDA 80 feet, increase S-ILS 30C, S-LOC 30C all Cats and Circling Cats C/D/E visibility 1/2 SM.

**MISSING APPROACH:** Climb to 2800 then climbing right turn to 5000 via heading 145° and IVA VORTAC R-122 to HALL/B/9.9 DME and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IVA VORTAC R-122 to HALL/B/9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

**GS 3°0° TCH 4°**

**CATEGORY**

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<th>C</th>
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**ATIS**

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<th>CLNC DEL</th>
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<td>120.6 (CTAF) 289.4</td>
<td>128.25 275.8</td>
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**PHOENIX, ARIZONA**

**Amdt 3C 17JUN21**
RNAV (RNP) Z RWY 30C
PHOENIX-MESA GATEWAY (IWA)

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). GPS and RF required.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). GPS and RF required.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). GPS and RF required.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). GPS and RF required.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). GPS and RF required.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). GPS and RF required.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). GPS and RF required.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). GPS and RF required.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). GPS and RF required.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). GPS and RF required.
DME/DME RNP-0.3 NA.  For uncompensated Baro-VNAV systems LNAV/VNAV NA below -17°C (-2°F) or above 46°C (115°F).

**Procedure NA** for arrivals on PXR VORTAC airway radials 321, CW 143.

**Procedure NA** for arrivals at TFD VORTAC on V94 eastbound.

**Procedure NA** for arrivals at TFD VORTAC on V94 eastbound.

**Procedure NA** for arrivals at TFD VORTAC on V94 eastbound.

**Procedure NA** for arrivals at TFD VORTAC on V94 eastbound.
RNAV (GPS) RWY 12R
PHOENIX-MESA GATEWAY (IWA)

**ATIS**
- 133.5 270.275

**PHOENIX APP CON**
- 124.9 353.8

**GATEWAY TOWER**
- 120.6 (CTAF) 289.4

**GND CON**
- 128.25 275.8

**CLNC DEL**
- 135.05

Procedure NA for arrival on PXR VORTAC airway radials 321 CW 143.

**RNAV (GPS) RWY 12R**

**GEJRI**

**CEPIB**

**Wxx**

**PHOENIX, ARIZONA**

**MIRL Rwy 12R-30L**
**HIRL Rwys 12L-30R and 12C-30C**
**REL Rwys 12L and 30R**

**RNAV (GPS) RWY 12R**

**PHOENIX-MESA GATEWAY (IWA)**

**AH-74 (FAA)**

**SW-4, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1D 12AUG21**
RNAV (GPS) RWY 30L
PHOENIX-MESA GATEWAY (IWA)

ATIS 133.5 270.275

PHOENIX APP CON 124.9 353.8

GATEWAY TOWER 120.6 (CTAF) 289.4

GND CON 128.25 275.8

CLNC DEL 135.05

Procedure NA for arrivals at TOTEC on V94 westbound and V16 southeast bound.

RNAV (GPS) RWY 30L

MISSED APPROACH: Climb to 4300 direct GEJRI and hold.

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cat C, D and E visibility ½ SM and Circling Cats D, E visibility ¾ SM. VDP NA with Phoenix Sky Harbor Intl altimeter setting.

ATIS 133.5 270.275

PHOENIX APP CON 124.9 353.8

GATEWAY TOWER 120.6 (CTAF) 289.4

GND CON 128.25 275.8

CLNC DEL 135.05

Procedure NA for arrivals at TOTEC on V94 westbound and V16 southeast bound.

RNAV (GPS) RWY 30L

MISSED APPROACH: Climb to 4300 direct GEJRI and hold.

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cat C, D and E visibility ½ SM and Circling Cats D, E visibility ¾ SM. VDP NA with Phoenix Sky Harbor Intl altimeter setting.
RNAV (GPS) Y RWY 30C
PHOENIX-MESA GATEWAY (IWA)

**ATIS**
133.5 270.275

**PHOENIX APP CON**
124.9 353.8

**GATEWAY TOWER**
120.6 (CTAF) 289.4

**GND CON**
128.25 275.8

**CLNCE DEL**
135.05

---

**Procedure NA for arrivals at GICGE on V16 southeast bound.**

### CATEGORY

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<td>1880-1½</td>
<td>496 (500-1½)</td>
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</tbody>
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**MISSED APPROACH:**
Climb to 2800 then climbing left turn to 5000 direct GICGE and hold.

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 35°C (95°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor Inl altimeter setting and increase LPV DA to 1660 feet, LNAV/VNAV DA to 1710 feet and all MDA 80 feet; increase LPV all Cats visibility ½ SM, increase LNAV/VNAV all Cats, LNAV Cats C, D and E, and Circling Cats D, E visibility ¼ SM. VDP and Baro-VNAV NA with Phoenix Sky Harbor Inl altimeter setting.

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**1.2 NM to RW30C**

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 35°C (95°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor Inl altimeter setting and increase LPV DA to 1660 feet, LNAV/VNAV DA to 1710 feet and all MDA 80 feet; increase LPV all Cats visibility ½ SM, increase LNAV/VNAV all Cats, LNAV Cats C, D and E, and Circling Cats D, E visibility ¼ SM. VDP and Baro-VNAV NA with Phoenix Sky Harbor Inl altimeter setting.

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**GINL Rwy 12R-30L**
**HIRL Rwys 12L-30R and 12C-30C**
**REIL Rwys 12L and 30R**

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**PHOENIX, ARIZONA**

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**Amdt 1C 12AUG21**

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**PHOENIX-MESA GATEWAY (IWA)**
**RNAV (GPS) Y RWY 30C**

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**PHOENIX APP CON**
124.9 353.8

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**GATEWAY TOWER**
120.6 (CTAF) 289.4

---

**GND CON**
128.25 275.8

---

**CLNCE DEL**
135.05

---

2800 5000 GICGE

---

**VGSI glidepath not coincident**

---

**MAL-Study**
1.2 NM to RW30C

---

**RAPT**
1.2 NM to RW30C

---

**VNAV glidepath not coincident**

---

**MAL-Study**
1.2 NM to RW30C
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb to 2700 via IWA VORTAC R-122 then right turn direct PXR VORTAC.

TAKEOFF RUNWAYS 30L/C/R: Climbing right turn to 4000 direct IWA VORTAC and IWA VORTAC R-122 then right turn direct PXR VORTAC.

PHOENIX ONE DEPARTURE (OBSTACLE)
(PXR1.PXR) 23334
PHOENIX-MESA GATEWAY (IWA)
PHOENIX, ARIZONA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS

TAKEOFF OBSTACLE NOTES
Rwy 30L/C/R: Trees beginning 351' from DER, 351' left of centerline, up to 20' AGL/1359' MSL.

Trees beginning 689' from DER, 398' right of centerline, up to 20' AGL/1359' MSL.

NOTE: Chart not to scale.
BNYRD SIX DEPARTURE (RNAV)

ATIS *
133.5 270.275
CLNC DEL
135.05
GND CON
128.25 275.8
GATEWAY TOWER *
120.6 289.4
PHOENIX DEP CON
124.9 353.8

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS
Rwys 12L/C/R: Standard with a minimum climb of 250’ per NM to 3100.
Rwys 30L/C/R: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on
(transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)
NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: ABQ transition ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO file FTHLS DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS file YOTES DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS
Rwys 12L/C/R: Standard with a minimum climb of 250' per NM to 3100.
Rwys 30L/C/R: Standard.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC. Thence.
TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC. Thence.

...expect RADAR vectors to BROAK, then on track 059° to FTHLS, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FTHLS6.ABQ)
JNIPR TRANSITION (FTHLS6.JNIPR)
MAXXO TRANSITION (FTHLS6.MAXXO)
NOTE: Turbojets and turboprops only.
NOTE: Aircraft requesting FL220 and below must file BLYTHE Transition.
NOTE: Turbojets landing LAX, file WLVRN Transition.
NOTE: Aircraft landing other than LAX and turboprops landing at LAX: Requesting FL240 and above, file HRRBR Transition.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS
Rwy 12L/C/R: Standard with a minimum climb of 250'/NM to 3100.
Rwy 30L/C/R: Standard.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 12L/C/R: Climb on heading 124° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAYS 30L/C/R: Climb on heading 304° or as assigned by ATC, thence. . . .
. . . . for RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZO8.BLH)
HRRBR TRANSITION (IZZZO8.HRRBR)
WLVRN TRANSITION (IZZZO8.WLVRN)
NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: Turboprops and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS
Rwy 12L/C/R: Standard with a minimum climb of 250' per NM to 3100.
Rwy 30L/C/R: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

MOHAK TRANSITION (JUDTH7.MOHAK)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC. Thence...
TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC. Thence...

...on RADAR vectors to ECLPS, then on track 111° to KATMN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

PHASE TRANSITION (KATMN6.PHASE)

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS
Rwys 12L/C/R: Standard with a minimum climb of 250’ per NM to 3100.
Rwys 30L/C/R: Standard.

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

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: SJN TRANSITION for ABQ terminal arrivals only.
NOTE: MAXXO TRANSITION ATC assigned only.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS, file YOTES DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK, file LALUZ DEPARTURE.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO, file FTHLS DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: MAXXO TRANSITION ATC assigned only.
NOTE: SJN TRANSITION for ABQ terminal arrivals only.

APPLICATIONS

- KGEU
- KGYR
- KABQ
- KALT
- KIRW
- KTXO
- KACH
- KLBL
- KONM
- KCNX
- KPNI
- KMBB
- KGCK
- KDEN
- KRKS
- KALS
- KCNX
- KPNH
- KMBS
- KGCK
- KDEN
- KRKS
- KALT

SW-4, 11 JUL 2024 to 05 SEP 2024
**MAYSA SEVEN DEPARTURE (RNAV)**

**TOP ALTITUDE: ASSIGNED BY ATC**

**NOTE:** Chart not to scale.

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**TAKEOFF MINIMUMS**

- **Rwys 12L/C/R:** Standard with a minimum climb of 250’ per NM to 3100.
- **Rwys 30L/C/R:** Standard.

**NOTE:** Chart not to scale.
NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: JARPA TRANSITION ATC assigned only.
NOTE: YOOPR TRANSITION ATC assigned only.
NOTE: CARTL TRANSITION for FLG or PGA terminal arrivals only.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TOP ALTITUDE: ASSIGNED BY ATC

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

CARTL TRANSITION (SNOBL6.CARTL)
GRAND CANYON TRANSITION (SNOBL6.GCN)
JARPA TRANSITION (SNOBL6.JARPA)
RIMMM TRANSITION (SNOBL6.RIMMM)
YOOPR TRANSITION (SNOBL6.YOOPR)

TAKEOFF MINIMUMS
Rwys 12L/C/R: Standard with a minimum climb of 250' per NM to 3100.
Rwys 30L/C/R: Standard.
YOTES SIX DEPARTURE (RNAV)

ATIS: 133.5 270.275, 135.05, 128.25 275.8
GND CON: 120.6 289.4
PHOENIX DEP CON: 124.9 353.8

NOTE: Chart not to scale.

GRAND CANYON GCN
YOOPR
JARPA
MRBIL

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: GCN TRANSITION ATC assigned only.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: GPS required.
NOTE: Turbojets and turboprops only.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwys 12L/C/R: Standard with a minimum climb of 250’ per NM to 3100.
Rwys 30L/C/R: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC, thence.

TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC, thence.

. . . . expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

GRAND CANYON TRANSITION (YOTES6.GCN)

JARPA TRANSITION (YOTES6.JARPA)
YOOPR TRANSITION (YOTES6.YOOPR)

YOTES SIX DEPARTURE (RNAV)
(YOTES6.YOTES) 24MAY18

PHOENIX-MESA GATEWAY (IWA)
PHOENIX, ARIZONA
RNAV (RNP) Z RWY 3R
PREScott RGnL-erNESt A Love FLD (PRC)

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.

ATIS  PHoEnIc APP CON  pREScOTT TOWER  gND CON  cLNC DEL  uNICIcOM
127.2  133.575  281.55  125.3 (CTAF)  257.9  121.7  125.3 (CTAF)  122.95

Missed approach: Climb to 9100 on track 028° direct PEVYU and hold.

Procedure NA for arrivals at MUMTE on V12 westbound.

Procedure NA for arrivals at KARLO on V105 southbound.

VGS and RNAV glidepath not coincident (VGS Angle 4.10/TCH 45).

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.

Authorization required.

PREScOTT, ARIZONa

34°39'N-112°25'W

PREScOTT RGnL-erNESt A Love FLD (PRC)

RNAV (RNP) Z RWY 3R

Amdt 1B 1JUL2024

RNAV (RNP) Z RWY 3R
PREScott RGnL-erNESt A Love FLD (PRC)

Amdt 1B 1JUL2024
RNAV (GPS) RWY 12
PRESCOTT RGNL-ERNEST A LOVE FLD (PRC)

MISSED APPROACH: Climb to 5500 then climbing left turn to 9000 direct IRODY and hold, continue climb-in-hold to 9000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 49°C. Rwy 12 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 12 NA at night, Circling Rwy 12, 3L, 30 NA at night.

Procedure NA for arrivals at IRODY on V257 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 49°C. Rwy 12 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 12 NA at night, Circling Rwy 12, 3L, 30 NA at night.

Procedure NA for arrivals at IRODY on V257 northbound.
RNAV (GPS) RWY 21L
PRESCOTT RGNL-ERNST A LOVE FLD (PRC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 47°C. For inoperative ALS, increase LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats visibility to 1/2 SM, and LNAV Cat C/D visibility to 1/3 SM. Circling Rwy 3L, 12, 30 NA at night.

# Missed approach requires a minimum climb of 345 feet per NM to 7300.

ATIS PHOENIX APP CON PRESCOTT TOWER GND CON CLNC DEL UNICOM
127.2 133.575 281.55 125.3 (CTAF) 257.9 121.7 119.25 125.3 (CTAF) (3R-21L)

MIRL Rwys 3L-21R and 3R-21L
MIRL Rwys 3L-21R and 3R-21L
REIL Rwys 3R, 12, and 30

RNAV only.

# Missed approach requires a minimum climb of 345 feet per NM to 7300.

Circling Rwy 3L, 12, 30 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 47°C. For inoperative ALS, increase LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats visibility to 1/2 SM, and LNAV Cat C/D visibility to 1/3 SM. Circling Rwy 3L, 12, 30 NA at night.

# Missed approach requires a minimum climb of 345 feet per NM to 7300.

ATIS PHOENIX APP CON PRESCOTT TOWER GND CON CLNC DEL UNICOM
127.2 133.575 281.55 125.3 (CTAF) 257.9 121.7 119.25 125.3 (CTAF) (3R-21L)

MIRL Rwys 3L-21R and 3R-21L
MIRL Rwys 3L-21R and 3R-21L
REIL Rwys 3R, 12, and 30

RNAV only.

# Missed approach requires a minimum climb of 345 feet per NM to 7300.

Circling Rwy 3L, 12, 30 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 47°C. For inoperative ALS, increase LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats visibility to 1/2 SM, and LNAV Cat C/D visibility to 1/3 SM. Circling Rwy 3L, 12, 30 NA at night.

# Missed approach requires a minimum climb of 345 feet per NM to 7300.

ATIS PHOENIX APP CON PRESCOTT TOWER GND CON CLNC DEL UNICOM
127.2 133.575 281.55 125.3 (CTAF) 257.9 121.7 119.25 125.3 (CTAF) (3R-21L)

MIRL Rwys 3L-21R and 3R-21L
MIRL Rwys 3L-21R and 3R-21L
REIL Rwys 3R, 12, and 30

RNAV only.

# Missed approach requires a minimum climb of 345 feet per NM to 7300.

Circling Rwy 3L, 12, 30 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 47°C. For inoperative ALS, increase LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats visibility to 1/2 SM, and LNAV Cat C/D visibility to 1/3 SM. Circling Rwy 3L, 12, 30 NA at night.

# Missed approach requires a minimum climb of 345 feet per NM to 7300.
RNAV (GPS) Y RWY 3R
PRESCOTT RGNL-ERNEST A LOVE FLD (PRC)

Baro-VNAV NA.
Circling Rwy 3L, 12, 30 NA at night.

Procedure NA for arrivals at MUMTE on V12 westbound.

Procedure NA for arrivals at KARLO on V105 southbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 4.10/TCH 45).

MISSED APCH: Climb to 9100 direct PEVYU and hold.

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

AIRPORT DIAGRAM
PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)
PRESCOTT, ARIZONA

ANNUAL RATE OF CHANGE
JANUARY 2020

PCN 2 F/D/X/T
S-12.5
RWY 03L-21R
PCN 8 F/D/Y/T
S-63, D-80, 2D-100
RWY 03R-21L
PCN 10 F/C/Y/T
S-12.5

HANGARS
TRANSPORT PARKING
RESTRICTED AREA
SOUTH RAMP
400 X 150 BLAST PAD
FIRE STATION

SW-4, 11 JUL 2024 to 05 SEP 2024

FIELD ELEV 5045
FOREST SERVICE
PRESCOTT TOWER
ATIS 127.2
PRESCOTT TOWER
125.3 257.9
121.7
119.25

SW-4, 11 JUL 2024 to 05 SEP 2024

AIRPORT DIAGRAM
PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)
PRESCOTT, ARIZONA

SW-4, 11 JUL 2024 to 05 SEP 2024

375
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwy 12: Standard with a minimum climb of 260’ per NM to 5700 or 600-23/4 with a minimum climb of 245’ per NM to 5600 or 1800-3 for VCOA.
Rwy 21L: Standard with a minimum climb of 430’ per NM to 8200 or 1800-3 for VCOA.
Rwy 21R: Standard with a minimum climb of 500’ per NM to 8800 or 1800-3 for VCOA.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TAKEOFF RUNWAY 3L: Climb heading 025° until crossing DRK VORTAC R-085, then climbing left turn direct DRK VORTAC, thence. . . .
TAKEOFF RUNWAY 3R: Climb heading 035° until crossing DRK VORTAC R-085, then climbing left turn direct DRK VORTAC, thence. . . .
TAKEOFF RUNWAY 12: Climbing left turn heading 060° until crossing DRK VORTAC R-105, then climbing left turn direct DRK VORTAC, thence. . . .
TAKEOFF RUNWAY 21L: Climb heading 205° until 7300, then climbing right turn direct DRK VORTAC, thence. . . .
TAKEOFF RUNWAY 21R: Climb heading 215° until 7800, then climbing right turn direct DRK VORTAC, thence. . . .
TAKEOFF RUNWAY 30: Climb direct DRK VORTAC, thence. . . .
. . . . . . . climb on DRK VORTAC R-305 to 9000. Aircraft departing on DRK VORTAC R-305 continue climbing on course. All other aircraft climbing right turn direct DRK VORTAC then on assigned course.

VCOA RUNWAYS 12, 21L/R: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Prescott Airport at or above 6700 direct DRK VORTAC, then climb on DRK VORTAC R-305 to 9000. Aircraft departing on DRK VORTAC R-305 continue climbing on course. All other aircraft climbing right turn direct DRK VORTAC then on assigned course.
PRESCOTT THREE DEPARTURE (OBSTACLE)

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

Rwy 12: Tree 4' from DER, 323' right of centerline, 5066' MSL.
Buildings, lighting, sign beginning 9' from DER, 122' left of centerline, up to 31' AGL/5057' MSL.
Tree, utility pole, sign beginning 19' from DER, 65' right of centerline, up to 28' AGL/5086' MSL.
Terrain, trees, building, lighting beginning 24' from DER, 111' left of centerline, up to 46' AGL/5062' MSL.
Terrain, road beginning 196' from DER, 317' left of centerline, up to 5069' MSL.
Trees beginning 302' from DER, 361' left of centerline, up to 45' AGL/5083' MSL.
Tower, road, trees, pole beginning 426' from DER, 267' left of centerline, up to 46' AGL/5092' MSL.
Terrain, trees beginning 2.1 NM from DER, 2368' right of centerline, up to 56' AGL/5656' MSL.

Rwy 21R: Sign, terrain beginning 11' from DER, 82' left of centerline, up to 2' AGL/4977' MSL.
Sign, trees, road, building, electrical system, pole, tank beginning 11' from DER, 19' right of centerline, up to 50' AGL/5024' MSL.
Trees beginning 90' from DER, 70' left of centerline, up to 50' AGL/5041' MSL.
Trees, poles, building beginning 752' from DER, 22' right of centerline, up to 50' AGL/5031' MSL.
Trees, pole beginning 940' from DER, 3' left of centerline, up to 50' AGL/5044' MSL.
Trees, poles, building beginning 980' from DER, 22' right of centerline, up to 50' AGL/5044' MSL.
Fence, trees, poles, road, building, stack, tank beginning 1207' from DER, 35' right of centerline, up to 57' AGL/5054' MSL.
Trees, poles beginning 1561' from DER, left and right of centerline, up to 50' AGL/5064' MSL.
Trees beginning 1954' from DER, 129' left of centerline, 50' AGL/5064' MSL.
Trees beginning 2325' from DER, left and right of centerline, up to 50' AGL/5080' MSL.
Trees beginning 2615' from DER, 140' left of centerline, up to 50' AGL/5077' MSL.
Building, trees beginning 2718' from DER, 35' right of centerline, up to 50' AGL/5093' MSL.
Trees, pole beginning 3134' from DER, 128' left of centerline, up to 50' AGL/5090' MSL.
Trees beginning 3442' from DER, 24' right of centerline, up to 50' AGL/5103' MSL.
Trees beginning 3527' from DER, 175' left of centerline, up to 50' AGL/5103' MSL.
Antenna, building, trees beginning 3772' from DER, left and right of centerline, up to 90' AGL/5116' MSL.
Trees beginning 4194' from DER, 145' right of centerline, up to 5113' MSL.
Trees beginning 4759' from DER, left and right of centerline, up to 75' AGL/5117' MSL.
Trees beginning 5180' from DER, 15' right of centerline, 70' AGL/5119' MSL.
Trees beginning 5408' from DER, 743' right of centerline, up to 50' AGL/5126' MSL.

Rwy 21L: Lighting, fence beginning 30' from DER, 336' left of centerline, up to 7' AGL/5042' MSL.
Road, fence, tree beginning 111' from DER, 469' left of centerline, up to 5051' MSL.
Road, fence beginning 300' from DER, 455' left of centerline, up to 5056' MSL.
Wind indicator, pole, tree, roads beginning 402' from DER, 269' right of centerline, up to 5076' MSL.
Tree, fence, roads, lighting, pole, sign, navaid, building beginning 614' from DER, 41' left of centerline, up to 5113' MSL.
Trees, road beginning 782' from DER, 528' right of centerline, up to 47' AGL/5089' MSL.
Trees, road, pole, fence, electrical system, building, lighting, antenna beginning 971' from DER, 2' right of centerline, up to 70' AGL/5117' MSL.
Trees beginning 1779' from DER, 108' left of centerline, up to 71' AGL/5116' MSL.

Rwy 30: Buildings, sign, poles beginning 28' from DER, 127' left of centerline, up to 25' AGL/5041' MSL.
TOP ALTITUDE:
KACEE, KARLO TRANSITIONS: 12000
FERER, JUWSO, MUMTE
TRANSITIONS: 10000

TAKEOFF MINIMUMS
Rwy 3L: Standard with minimum climb of 330’ per NM to 6800.
Rwy 3R: Standard with minimum climb of 340’ per NM to 6800.
Rwy 12: Standard with minimum climb of 500’ per NM to 7100.
Rwys 21L: Standard with minimum climb of 335’ per NM to 7000.
Rwys 21R: Standard with minimum climb of 335’ per NM to 7100.
Rwy 30: Standard with minimum climb of 400’ per NM to 6900.

NOTE: RADAR and DME required.
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 3L/R: Climb on heading 028° to 5800, then climbing right turn to heading 210° to intercept DRK VORTAC R-117 to WNSKI, thence. . . .

TAKEOFF RUNWAY 12: Climbing left turn to intercept DRK VORTAC R-117 to WNSKI, thence. . . .

TAKEOFF RUNWAYS 21L/R: Climb on heading 208° to 5800, then climbing left turn heading 045° to intercept DRK VORTAC R-117 to WNSKI, thence. . . .

TAKEOFF RUNWAY 30: Climb on heading 304° to 5700, then climbing right turn to heading 200° to intercept DRK VORTAC R-117 to WNSKI, thence. . . .

. . . on transition. FERER, JUWSO, MUMTE, transitions maintain 10000. KACEE, KARLO, transitions maintain 12000. Expect filed altitude 5 minutes after departure.

FERER TRANSITION (WNSKI2.FERER): From over WNSKI on DRK R-117 to FERER.

JUWSO TRANSITION (WNSKI2.JUWSO): From over WNSKI on DRK 15 DME Arc CCW to DRRTY, then on DRK R-061 to JUWSO.

KACEE TRANSITION (WNSKI2.KACEE): From over WNSKI on DRK 15 DME Arc CCW to PHYLE, then on DRK R-349 to KACEE.

KARLO TRANSITION (WNSKI2.KARLO): From over WNSKI on DRK 15 DME Arc CW to ZADER, then on DRK R-168 to KARLO.

MUMTE TRANSITION (WNSKI2.MUMTE): From over WNSKI on DRK 15 DME Arc CW to TURN, then on DRK R-259 to MUMTE.
Circling NA at night. For inoperative ALS, increase S-ILS 1 all Cats visibility to ½ SM. Inoperative table does not apply to S-ILS 1# all Cats.

Procedure NA for arrivals at PUC VOR/DME on T298 northeast bound.
Circling NA at night. For inoperative ALS increase LP Cat C/D visibility to 1/3 SM.

Procedure NA for arrivals at PUC VOR/DME on T298 northeast bound.

**MISSED APPROACH:** Climb to 6300 then climbing right turn to 10000 direct FOSOV and hold, continue climb-in-hold to 10000. #Missed approach requires minimum climb of 296 feet per NM to 7500.

**RNP APCH.**

<table>
<thead>
<tr>
<th>Parameter</th>
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**MALSF**

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**CATEGORY**

- A: LP MDA #
  - 6240-3/4
- B: LNAV MDA #
  - 6260-3/4
- C: LP MDA
  - 6320-1
- D: LNAV MDA
  - 6500-1/2
- E: CIRCLING
  - 6660-1/4

**LNAV APCH.**

- 6260-3/4: 398 (400-3/4)
- 6320-1: 458 (400-1)
- 6500-1/2: 638 (600-1/2)

**LNAV MDA.**

- 6260-3/4: 398 (400-3/4)
- 6320-1: 458 (400-1)
- 6500-1/2: 638 (600-1/2)

**CIRCLING**

- 6660-1/4: 7120-3
- 702 (800-1): 1162 (1200-3)
- 902 (1000-1/4): NA
CLEARANCES.

CAUTION: BE ALERT TO RUNWAY CROSSING INSTRUCTIONS IS REQUIRED.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

RWY 13-31
S-65, D-85, 25-108, 2D-140
RWY 18-36
S-50, D-70, 25-89, 2D-110

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

TAKEOFF RUNWAYS 13, 18: Climbing right turn to 9000 via PVU VOR/DME R-230 to CALUB INT/PVU 11 DME and a right turn via FFU VORTAC R-160 to FFU VORTAC and hold. Thence,... or climb in visual conditions to cross Provo Muni Airport southwest bound at or above 7400, climb to 9000 via PVU R-230 to CALUB INT/PVU 11 DME and right turn via FFU R-160 to FFU VORTAC and hold. Thence...

TAKEOFF RUNWAY 31: Climb to 9000 via PVU VOR/DME R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence,... or climb in visual conditions to cross Provo Muni Airport northwest bound at or above 7400, climb to 9000 via PVU R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence...

TAKEOFF RUNWAY 36: Climbing left turn to 9000 via PVU VOR/DME R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence,... or climb in visual conditions to cross Provo Muni Airport northwest bound at or above 7400, climb to 9000 via PVU R-311 to PAMEE INT/PVU 10 DME, and left turn direct FFU VORTAC and hold. Thence...

....Expect clearance for filed route and altitude within 10 minutes after departure.
RNAV (GPS) RWY 32
RENO/STEAD (RTS)

**AWOS-3**
135.175

**NORCAL APP CON**
126.3  353.9

**UNICOM**
122.7 (CTAF)

**MALSR**
-16°C

**AWOS-3**
318°

**MALSR**
5045

**UNICOM**
122.7 (CTAF)

**AWOS-3**
318°

**MALSR**
5050

**UNICOM**
122.7 (CTAF)

**Category**

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**MISSED APPROACH**: Climb to 14000 direct WIPO and on track 333° to HALLE and hold, continue climb-in-hold to 14000.

**RNAV (GPS) RWY 32**
RENO/STEAD (RTS)

**Category**

<table>
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**RNAV (GPS) RWY 32**
RENO/STEAD (RTS)

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**RNAV (GPS) RWY 32**
RENO/STEAD (RTS)

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**MISSED APPROACH**: Climb to 14000 direct WIPO and on track 333° to HALLE and hold, continue climb-in-hold to 14000.

**RNAV (GPS) RWY 32**
RENO/STEAD (RTS)

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**RNAV (GPS) RWY 32**
RENO/STEAD (RTS)

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**MISSED APPROACH**: Climb to 14000 direct WIPO and on track 333° to HALLE and hold, continue climb-in-hold to 14000.

**RNAV (GPS) RWY 32**
RENO/STEAD (RTS)

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**MISSED APPROACH**: Climb to 14000 direct WIPO and on track 333° to HALLE and hold, continue climb-in-hold to 14000.

**RNAV (GPS) RWY 32**
RENO/STEAD (RTS)

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**MISSED APPROACH**: Climb to 14000 direct WIPO and on track 333° to HALLE and hold, continue climb-in-hold to 14000.

**RNAV (GPS) RWY 32**
RENO/STEAD (RTS)

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**MISSED APPROACH**: Climb to 14000 direct WIPO and on track 333° to HALLE and hold, continue climb-in-hold to 14000.
ILS X or LOC X RWY 17R
RENO/TAHOE INTL (RNO)

DME required.  RNP APCH - GPS.

* RVR 1800 authorized with use of FD or AP or HUD to DA.
* For inop ALS, increase S-ILS 17R all Cats visibility to 2 SM.

**Missed APPROACH:** Climb to 13000 on the RNAV missed approach route to YARKU and hold, continue climb-in-hold to 13000.

Procedure NA for arrivals at LIBGE on V165 and T274 northwest bound.

RNAV missed approach route to YARKU and hold.

For inop ALS, increase S-ILS 17R all Cats visibility to 2 SM.

RVR 1800 authorized with use of FD or AP or HUD to DA.

**MISSPRED APPROACH:** Climb to 13000 on the RNAV missed approach route to YARKU and hold, continue climb-in-hold to 13000.

*Missed approach requires minimum climb of 390 feet per NM to 8000.

Procedure NA for arrivals at LIBGE on V165 and T274 northwest bound.

RNAV missed approach route to YARKU and hold.

For inop ALS, increase S-ILS 17R all Cats visibility to 2 SM.

**MISSPRED APPROACH:** Climb to 13000 on the RNAV missed approach route to YARKU and hold, continue climb-in-hold to 13000.

For inop ALS, increase S-ILS 17R all Cats visibility to 2 SM.
ILS Z or LOC Z RWY 17R
RENO/TAHOE INTL (RNO)

Circling Rwy 8 NA at night.
* For inop ALS, increase S-ILS 17R all Cats visibility to 2 SM.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NO for arrivals at LIBGE on 167° (6.6).

RNAV missed approach route to YARKU and MISSED APPROACH: Climb to 13000 on the RNAV missed approach route to YARKU and hold, continue climb-in-hold to 13000.

* Missed approach requires minimum climb of 390 feet per NM to 8000.

See planview for multiple IF locations.
RNAV (RNP) W RWY 35L

**RENO/TAHOE INTL (RNO)**

**AUTHORIZATION REQUIRED**

**APP CRS 347°**

**MALSR**

**MISSED APPROACH:** Climb to 11000 on track 347° to TAKLE and hold, continue climb-in-hold to 11000. *Missed approach requires minimum climb of 300 feet per NM to 7140.*

**For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 35°C.**

---

**D-ATIS**

**NORCAL APP CON**

**RENO TOWER**

**GND CON**

**CLNC DEL**

**CPDLC**

**AUTHORIZATION REQUIRED**

**RENO, NEVADA**

Orig 03NOV22
RNAV (RNP) W RWY 35R
RENO/TAHOE INTL (RNO)

RENO, NEVADA
39°30'N-119°46'W
394

APP CRS
347°
Rwy Idg 9000
TDZE 4408
Apt Elev 4415

RNAV (RNP) W RWY 35R
RENO/TAHOE INTL (RNO)

MISSED APPROACH: Climb to 11000 on track 347° to HOGBO and on track 345° to TAKLE and hold, continue climb-in-hold to 11000.
*Missed approach requires minimum climb of 301 feet per NM to 7150.

 CATEGORY

A B C D

RNP 0.11 DA* 4762-1 354 (400-1)
RNP 0.30 DA 5349-2½ 941 (1000-2½)

AUTHORIZATION REQUIRED

RENO, NEVADA
Orig 03NOV22

39°30'N-119°46'W
394
**RNAV (RNP) Y RWY 17R**

RENO/TAHOE INTL (RNO)

**RNAV (RNP) Y RWY 17R**

RENO TOWER

**D-ATIS**

135.8 363.0

119.2 279.55

126.3 353.9

NORCAL APP CON

**AL-346 (FAA)**

**APP CRS**

167°

**Rwy Idg**

10001

**TDZE**

4415

**Apt Elev**

4415

**Category**

A

B

C

D

**RNP 0.10 DA**

4759/30

344 (400-3/5)

**RNP 0.20 DA**

4985 1/4

570 (600-1/4)

**RNP 0.30 DA**

5091 1/2

676 (700-1/5)

**MISSED APPROACH:** Climbs to 13000 on track 167° to ZAKBI and on track 183° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.

- Missed approach requires minimum climb of 222 feet per NM to 7220.
- *Missed approach requires minimum climb of 266 feet per NM to 7240.*

**RENO TOWER**

**GND CON**

121.9 348.6

124.9 370.85

**CLNC DEL**

**CPDLC**

**MALSR**

**See planview for multiple IF locations.**

**MISS APCH FIX**

YARKU

USINE

YARKU

13000

2.8 NM

3 NM

2.1 NM

2.5 NM

7000

**RNAV (RNP) Y RWY 17R**

RENO/TAHOE INTL (RNO)

**AUTHORIZATION REQUIRED**

**RENO, NEVADA**

Amdt 2 03NOV22

**39°30’N-119°46’W**

**RNAV (RNP) Y RWY 17R**

RENO/TAHOE INTL (RNO)

**AL-346 (FAA)**

**SW-4, 11 JUL 2024 to 05 SEP 2024**

**SW-4, 11 JUL 2024 to 05 SEP 2024**

**SW-4, 11 JUL 2024 to 05 SEP 2024**

**SW-4, 11 JUL 2024 to 05 SEP 2024**

**396**
AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 17L
RENO/TAHOE INTL (RNO)

RNAV (RNP) Z RWY 17L
RENO, NEVADA

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.

Procedure NA for arrivals at TRUCK on V200-392 and V285-376 southwest bound.

Procedure NA for arrivals at LIBGE on V165 and 1274 northwest bound.

TWR

 CATEGORY  A  B  C  D
RNP 0.12 DA  4754-1  339 (400-1)
RNP 0.17 DA  5017-1  602 (700-134)
RNP 0.30 DA  5067-1  652 (700-134)

APR CRS 167°
Rwy Ldg 9000
TDZE 4415
Apt Elev 4415

MISSED APPROACH: Climb to 13000 on track 167° to ZIDGO and on track 184° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.
* Missed approach requires minimum climb of 203 feet per NM to 5040.
* Missed approach requires minimum climb of 264 feet per NM to 7260.

13000
ZIDGO

tr 184°

USINE

tr 127°

YARKU

7.6 NM

See planview for multiple IF locations.
For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. For inop ALS, increase RNP 0.30 DA visibility all Cats to 1/2 SM.

MISSED APPROACH: Climb to 13000 on track 167° to ZAKBI and on track 183° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.

*Missed approach requires minimum climb of 266 feet per NM to 7240.

**See planview for multiple IF locations.**

**Procedure NA for arrivals at LIBGE on V1.65 and T274 northbound bound.**

**Procedure NA for arrivals at TRUCK on V200-392 and T331 southwest bound.**

See planview for multiple IF locations.
RNAV (RNP) Z RWY 35R
RENO/TAHOE INTL (RNO)

**MISSING APPROACH FIX:**
- Climb to 11000 on track 347° to HOGBO and on track 345° to TAKLE and hold, continue climb-in-hold to 11000.
- *Missed approach requires minimum climb of 301 feet per NM to 7150.

**APPROACH SPECIFICATIONS:**
- For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 34°C.

**AUTHORIZATION REQUIRED:**
- RNP 0.11 DA* 4762-1 354 (400-1)
- RNP 0.30 DA 5349-2½ 941 (1000-2½)

---

**RENO, NEVADA**

**APP CRS 347°**

**Rwy Idg** 9000

**TDZE** 4408

**Apt Elev** 4415

**RNAV (RNP) Z RWY 35R**

**RENO/TAHOE INTL (RNO)**

---

**CATEGORY**

**A**

**B**

**C**

**D**

**RNP 0.11 DA**

**4762-1** 354 (400-1)

**RNP 0.30 DA**

**5349-2½** 941 (1000-2½)

---

**RENO/TAHOE INTL (RNO)**

**RNAV (RNP) Z RWY 35R**

**RENO, NEVADA**

**Amdt 1 03NOV22**

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**SW-4, 11 JUL 2024 to 05 SEP 2024**

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**AUTHORIZATION REQUIRED**

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**SW-4, 11 JUL 2024 to 05 SEP 2024**

---

**AUTHORIZATION REQUIRED**

---

**SW-4, 11 JUL 2024 to 05 SEP 2024**
Circling Rwy 8 NA at night. Rwy 17L helicopter visibility reduction below ¼ SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.

Procedure NA for arrivals on

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<td>5360-1¼</td>
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<td>5360-1½</td>
<td>945 (1000-1½)</td>
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</table>

MARRI and hold.

DIRECT WEDMO and on track 161° to MARRI and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.

Circling Rwy 8 NA at night. Rwy 17L helicopter visibility reduction below ¼ SM NA.

Procedure NA for arrivals on

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RNAV (GPS) X RWY 17R
RENO/TAHOE INTL (RNO)

For inop ALS, increase LPV all Cats visibility to 2 1/2 SM. Inop table does not apply to LNAV all Cats.

Procedure NA for arrivals on FMG VORTAC airway radials 332 CW 075.

Procedure NA for arrivals on FMG VORTAC airway radials 332 CW 075.

RNAV (GPS) X RWY 17R
RENO/TAHOE INTL (RNO)
MISSED APPROACH: Climb to 11000 direct FOBAX and on track 346° to TAKLE and hold, continue climb-in-hold to 11000.

Missed approach requires minimum climb of 250 feet per NM to 5600.

Circling Rwy 8 NA at night. Rwy 35R helicopter visibility reduction below ½ SM NA. Baro-VNAV NA.

Procedure NA for arrivals at SWR VOR/DME on airway radials 005 CW 062.

Procedure NA for arrivals at RICHY on V28-113 southbound.

Procedure NA for arrivals at SWR VOR/DME on airway radials 005 CW 062.

Procedure NA for arrivals at RAMRE on V165 southbound.
For inop ALS increase LPV all Cats visibility to 3 SM.

Procedure NA for arrivals at SWR VOR/DME on V6 and T331 southwest bound.

Procedure NA for arrivals at RICHY on V28-113 southwest bound.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.54°/TCH 72).

Missed approach requires minimum climb to 260 feet per NM to 6860.

Procedure NA for arrivals at SWR VOR/DME on V6 and T331 southwest bound.

Procedure NA for arrivals at RICHY on V28-113 southwest bound.

LPV DA* 4740-1/2 330 (400-1/2) NA

LPV DA 5384-2 974 (1000-2) NA
RNAV (GPS) Y RWY 35R
RENO/TAHOE INTL (RNO)

Misapproach: Climb to 11000 direct FOBAX and on track 346° to TAKLE and hold, continue climb-in-hold to 11000.
*Missed approach requires minimum climb of 250 feet per NM to 6100.

D-ATIS
135.8 363.0
NORCAL APP CON
119.2 279.55 126.3 353.9

RENO TOWER
118.7 257.8

RNAV (GPS) Y RWY 35R

IMMEDIATE ACTION

Amdt 1 03NOV22

Procedure NA for arrivals at SWR VOR/DME on airway radials 005 CW 062.

Procedure NA for arrivals at SW-4, 11 JUL 2024 to 05 SEP 2024 southbound.

Procedure NA for arrivals at SWR VOR/DME on airway radials 005 CW 062.

Procedure NA for arrivals at SW-4, 11 JUL 2024 to 05 SEP 2024 southbound.

Procedure NA for arrivals at SWR VOR/DME on airway radials 005 CW 062.

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Procedure NA for arrivals at SWR VOR/DME on airway radials 005 CW 062.

Procedure NA for arrivals at SW-4, 11 JUL 2024 to 05 SEP 2024 southbound.

Procedure NA for arrivals at SWR VOR/DME on airway radials 005 CW 062.
Circling Rwy 8 NA at night.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct FMG VORTAC and hold, continue climb-in-hold to 10000.

<table>
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<tr>
<th>D-ATIS</th>
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<th>GND CON</th>
<th>CLNC DEL</th>
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<td>119.2</td>
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- **VOR-D**
- **RENO/TAHOE INTL (RNO)**

- **ELEV 4415**
- **FMG 117.9**
- **Chan 126**

- **MIRL Rwy B-26**
- **REIL Rwys 8, 17L, 26, and 35R**
- **HIRL Rwys 17R 35L and 17L-35R**

- **FAF to MAP 5.1 NM**
  - **Knots**: 60, 90, 120, 150, 180
  - **Min:Sec**: 5:06, 3:24, 2:33, 2:02, 1:42

- **CATEGORY**
  - **A**: 6300-1¼, 1885 (1900-1¼)
  - **B**: 6300-1½, 1885 (1900-1½)
  - **C**: 6460-3
  - **D**: 2045 (2100-3)

- **Sw4, 11 Jul 2024 to 05 Sep 2024**
- **SW-4, 11 Jul 2024 to 05 Sep 2024**

- **408**
Circling NA for Cat E south of Rwy 8 and west of 35L. Circling Rwy 8 NA at night. Approaches RADAR monitored by NORCAL APP CON. Arrivals from east and aircraft on missed approach may be vectored to final. Circling NA for Cat E to Rwys 8 and 26.

MISSING APPROACH: Climbing right turn to 13000 on heading 090° and FMG R-059 to OKUGE/13 DME and hold, continue climb-in-hold to 13000.

- HDG R-059
- MISSED APPROACH: Climbing right turn to 13000 on heading 090° and FMG R-059 to OKUGE/13 DME and hold, continue climb-in-hold to 13000.

**NORCAL APP CON**

- A
- B
- C
- D
- E

**D-ATIS**

- 135.8 363.0
- 119.2 279.55 126.3 353.9
- 118.7 257.8
- 121.9 348.6
- 124.9 370.85

**CPDLC**

- FALLON
  - Chan 82
  - NFL
  - (113.5)

- HAZEN
  - 114.1 HNW
  - Chan 88

**RENO, NEVADA**

- AL-346 (FAA)
- Amdt 1 03NOV22

**RENO/Tahoe Intl (RNO)**

**TACAN-F**
HOLDING INSTRUCTIONS IS REQUIRED.

READBACK OF ALL RUNWAY CROSSING CLEARANCES.

CAUTION: BE ALERT TO V
NOTE: Chart not to scale.

SPARKS ONE DEPARTURE (OBSTACLE)

RENO/TAHOE INTL (RNO)
RENO, NEVADA

AL-346 (FAA)

TAKEOFF MINIMUMS
Rwy 8: NA - Terrain.
Rwy 17L: 600-1½ with minimum climb of 415’ per NM to 8700 or standard with minimum climb of 745’ per NM to 7200, or 3200-3 for VCOA.
Rwy 17R: Standard with minimum climb of 420’ per NM to 8700, or 3200-3 for VCOA.
Rwy 26: Standard with minimum climb of 485’ per NM to 7900, or 3200-3 for VCOA.
Rwy 35L: Standard with minimum climb of 375’ per NM to 8600, or 3200-3 for VCOA.
Rwy 35R: 400-1½ with a minimum climb of 270’ per NM to 8600, or standard with a minimum climb of 420’ per NM to 7400, or 3200-3 for VCOA.

TAKEOFF RUNWAYS 17L/R: Climb on heading 167° to 6600, then climbing left turn heading 045° to intercept FMG VORTAC R-180 to FMG VORTAC, continue climb in FMG VORTAC holding pattern to cross FMG VORTAC at or above MEA/MCA for route of flight.
TAKEOFF RUNWAY 26: Climb on heading 257° to 5000, then climbing right turn direct FMG VORTAC, continue climb in FMG VORTAC holding pattern to cross FMG VORTAC at or above MEA/MCA for route of flight.
TAKEOFF RUNWAYS 35L/R: Climb on heading 347° to 6800, then climbing right turn heading 100° to intercept FMG VORTAC R-320 to FMG VORTAC, continue climb in FMG VORTAC holding pattern to cross FMG VORTAC at or above MEA/MCA for route of flight.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross JUPGU (FMG R-234/5 DME) at or above 7500 on FMG R-234 to FMG VORTAC, then continue climb in FMG VORTAC holding pattern to cross FMG VORTAC at or above MEA/MCA for route of flight.

SPARKS ONE DEPARTURE (OBSTACLE)
(SPRKS1.FMG) 29DEC22
RENO, NEVADA
RENO/TAHOE INTL (RNO)
AL-346 (FAA)
SPARKS ONE DEPARTURE (OBSTACLE)
SPARKS ONE DEPARTURE (OBSTACLE)

TAKEOFF OBSTACLE NOTES

Rwy 17L: Building 78' from DER, 262' left of centerline, 8' AGL/4413' MSL.
Antenna 130' from DER, 379' right of centerline, 41' AGL/4444' MSL.
Tree 719' from DER, 555' left of centerline, 4434' MSL.
Tree 1055' from DER, 132' left of centerline, 4435' MSL.
Pole 1108' from DER, 487' left of centerline, 34' AGL/4445' MSL.
Pole, building beginning 1331' from DER, 458' left of centerline, up to 34' AGL/4446' MSL.
Pole 1428' from DER, 229' left of centerline, 36' AGL/4449' MSL.
Tree 1843' from DER, 132' left of centerline, 4456' MSL.
Tree 1879' from DER, 126' left of centerline, 4466' MSL.
Tower 2389' from DER, 975' left of centerline, 55' AGL/4469' MSL.
Tower 2747' from DER, 853' left of centerline, 66' AGL/4482' MSL.

Tree 4845' from DER, 1693' left of centerline, 4546' MSL.
Terrain 5161' from DER, 1451' left of centerline, 4547' MSL.
Terrain beginning 5253' from DER, 1698' left of centerline, up to 4776' MSL.
Terrain 5470' from DER, 1838' left of centerline, 4846' MSL.
Terrain beginning 5524' from DER, 1371' left of centerline, up to 4919' MSL.
Terrain beginning 5702' from DER, 1691' left of centerline, up to 4926' MSL.
Terrain beginning 5874' from DER, 1768' left of centerline, up to 4953' MSL.
Terrain 1 NM from DER, 1981' left of centerline, 4837' MSL.

Rwy 17R: Lighting 10' from DER, 85' left of centerline, 1' AGL/4415' MSL.
Lighting 10' from DER, 85' right of centerline, 1' AGL/4415' MSL.
Tree 746' from DER, 379' left of centerline, 4435' MSL.
Trees beginning 1156' from DER, 772' left of centerline, up to 4456' MSL.
Tree 1306' from DER, 840' left of centerline, 4457' MSL.
Trees beginning 1409' from DER, 818' left of centerline, up to 4466' MSL.
Trees beginning 1593' from DER, 658' left of centerline, up to 4474' MSL.
Tree 1873' from DER, 936' left of centerline, 4475' MSL.
Tree 2164' from DER, 653' left of centerline, 4478' MSL.
Trees beginning 2783' from DER, 172' right of centerline, up to 4501' MSL.
Tree 3135' from DER, 590' right of centerline, 4507' MSL.
Tree 3285' from DER, 504' right of centerline, 4510' MSL.

Rwy 26: Lighting 9' from DER, 54' left of centerline, 1' AGL/4410' MSL.
Lighting 10' from DER, 54' right of centerline, 1' AGL/4410' MSL.
Pole 119' from DER, 464' left of centerline, 32' AGL/4440' MSL.
Pole, transmission line, fence beginning 142' from DER, 270' right of centerline, up to 30' AGL/4438' MSL.
Pole 499' from DER, 466' left of centerline, 39' AGL/4452' MSL.
Pole 1274' from DER, 469' left of centerline, 39' AGL/4458' MSL.
Pole 1369' from DER, 387' right of centerline, 27' AGL/4447' MSL.
Sign 1501' from DER, 206' right of centerline, 30' AGL/4448' MSL.
Tree 1618' from DER, 42' right of centerline, 4473' MSL.
Signs, trees beginning 1656' from DER, 66' left of centerline, up to 59' AGL/4482' MSL.
Tree 1663' from DER, 15' right of centerline, 4475' MSL.
Trees beginning 1664' from DER, 16' right of centerline, up to 4484' MSL.
Tree 1878' from DER, 28' left of centerline, 4483' MSL.
Trees beginning 1913' from DER, 162' left of centerline, up to 4484' MSL.
Trees beginning 1916' from DER, 20' left of centerline, up to 4487' MSL.
Trees beginning 2053' from DER, 25' left of centerline, up to 4497' MSL.
Tree 2099' from DER, 206' right of centerline, 4490' MSL.
Trees beginning 2102' from DER, 12' right of centerline, up to 4493' MSL.
Trees beginning 2255' from DER, 45' right of centerline, up to 4500' MSL.
Trees beginning 2268' from DER, 5' left of centerline, up to 4506' MSL.
Pole, tree beginning 2635' from DER, 114' right of centerline, up to 100' AGL/4527' MSL.
Antenna 3413' from DER, 298' left of centerline, 80' AGL/4514' MSL.

(Continued on following page)
TAKEOFF OBSTACLE NOTES

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

Rwy 35R: Sign 40' from DER, 262' left of centerline, 4' AGL/4417' MSL.
Building 87' from DER, 272' right of centerline, 7' AGL/4420' MSL.
Lighting 999' from DER, 699' left of centerline, 22' AGL/4440' MSL.
Antennas beginning 1028' from DER, 649' left of centerline, up to 22' AGL/4441' MSL.
Poles beginning 1066' from DER, 165' right of centerline, up to 4458' MSL.
Pole 1176' from DER, 70' left of centerline, 32' AGL/4451' MSL.
Tree 1229' from DER, 349' left of centerline, 4458' MSL.
Tree 1267' from DER, 492' left of centerline, 4465' MSL.
Trees beginning 1711' from DER, 255' right of centerline, up to 4466' MSL.
Tree 1973' from DER, 198' right of centerline, 4469' MSL.
Trees beginning 1991' from DER, 186' right of centerline, up to 4491' MSL.
Trees, pole beginning 2489' from DER, 361' right of centerline, up to 4493' MSL.
Tree 2505' from DER, 520' left of centerline, 4480' MSL.
Trees, pole beginning 2528' from DER, 201' left of centerline, up to 4498' MSL.
Pole 2815' from DER, 531' right of centerline, 82' AGL/4497' MSL.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**  
Rwy 8, 26, 17L/R: NA-ATC.  
Rwy 35L: Standard with minimum climb of 500' per NM to 4915, then 314' per NM to 8100.  
Rwy 35R: Standard with minimum climb of 500' per NM to 4915, then 317' per NM to 8100.

**NOTE:** Chart not to scale.

**ALPYN ONE DEPARTURE (RNAV)**  
(ALPYN1.ALPYN) 03NOV22  
RENO, NEVADA  
RENO/TAHOE INTL (RNO)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climbing right turn heading 177° to 10000 or assigned altitude, to intercept I-RNO south course to RUTU/3 DME, thence . . .

TAKEOFF RUNWAY 17R: Climbing on heading 167° to 10000 or assigned altitude, on I-RNO south course to RIJTU/3 DME, thence . . .

. . . . . . Left turn direct FMG VORTAC. Climb in FMG holding pattern to depart FMG VORTAC at or above MEA/MCA for direction of flight. Expect filed altitude within 5 minutes after departure.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 35L/R:** Climb on heading 347° to 4920, then direct PVINE, thence . . .

. . . . Maintain FL190 or assigned altitude. Expect filed altitude 5 minutes after departure.

**CRDDZ TRANSITION (PVINE5.CRDDZ)**

**HALLE TRANSITION (PVINE5.HALLE)**

**PYGOW TRANSITION (PVINE5.PYGOW)**

**NOTE:** Chart not to scale.
RENO ONE DEPARTURE

TAKEOFF MINIMUMS
Rwy 8: NA - Obstacles.
Rwy 17L: Standard with minimum climb of 730’ per NM to 10900, or 600-1 ¼ with minimum climb of 352’ per NM to 10900.
Rwy 17R: Standard with minimum climb of 460’ per NM to 10900, or 300-1 with minimum climb of 395’ per NM to 10900.
Rwy 26: Standard with minimum climb of 500’ per NM to 9700.
Rwys 35L/R: Standard with minimum climb of 480’ per NM to 8700, or 500-1 ½ with minimum climb of 430’ per NM to 8700.

TOP ALTITUDE:
FL190

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 167° and I-RNO localizer south course. Thence. . . .

TAKEOFF RUNWAY 26: Climb on heading 257° to 5000 then climbing right turn heading 343°. Thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 333° CW 003° as assigned by ATC. Thence. . . .

. . . . . All aircraft maintain FL190 or assigned altitude. Expect filed altitude within 5 minutes after departure. Expect RADAR vectors to assigned route/fix.

LOST COMMUNICATIONS: If not in contact with departure control within one minute after takeoff, maintain assigned heading until passing 10000, thence. . . .

RUNWAYS 17L/R DEPARTURES: Turn left direct FMG VORTAC, then on assigned route.

RUNWAYS 26 and 35L/R DEPARTURES: Turn right direct FMG VORTAC, then on assigned route.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climbing right turn heading 177° to intercept I-RNO south course to WAGGE INT, thence....

TAKEOFF RUNWAY 17R: Climb on heading 167° and I-RNO south course to WAGGE INT, thence....

...on (transition) or assigned route. All aircraft maintain FL190 or assigned altitude. Expect filed altitude within 5 minutes after departure.

LOVELOCK TRANSITION (WAGGE8.LLC): From over WAGGE INT on HZN R-230 to JERGA INT, then on LLC R-206 to LLC VORTAC.
TAKEOFF MINIMUMS
Rwy 8: NA-Obstacles.
Rwy 17L: 600-2 1/4 with minimum climb of 500’ per NM to 9200.
Rwy 17R: Standard with minimum climb of 370’ per NM to 7000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 167° to 4920, then direct ZEFFR, then on depicted route, thence . . .

. . . . . maintain FL190 or assigned altitude. Expect filed altitude 5 minutes after departure.

BLKJK TRANSITION (ZEFFR9.BLKJK)
DARBI TRANSITION (ZEFFR9.DARBI)
MRLET TRANSITION (ZEFFR9.MRLET)
PESKE TRANSITION (ZEFFR9.PESKE)
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 1: NA-ATC.
Rwy 19: Standard with a minimum climb of 385’ per NM to 13600.

TAKEOFF OBSTACLE NOTES
Rwy 19: Bushes beginning 74’ from DER, 322’ right of centerline, up to 2’ AGL/5326’ MSL.
Vehicles on road beginning 347’ from DER, left and right of centerline, up to 15’ AGL/5352’ MSL.
Trees beginning 831’ from DER, 695’ left of centerline, up to 95’ AGL/5414’ MSL.
Building 1469’ from DER, 660’ right of centerline, 50’ AGL/5360’ MSL.
Trees beginning 1604’ from DER, 475’ right of centerline, up to 57’ AGL/5397’ MSL.

NOTE: GPS required.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 19: Climb heading 194° to 5820, then direct DELPE, then on track 191° to ZIDLO, then on track 171° to HAMET. Thence. . . .

. . .climb in holding pattern to 16000 before proceeding on course. Expect filed altitude 10 minutes after departure.
RICHFIELD TWO DEPARTURE (OBSTACLE) (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014° to 5820, then direct to FABRI, then on track 037° to GILEY, then on track 333° to CHMIO, then on track 279° to DTA VORTAC. Thence . . . .

. . . . . . climb to 10300. Expect filed altitude 10 minutes after departure.

NOTE: Chart not to scale.
RNAV (GPS) RWY 25
ROOSEVELT MUNI (74V)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F). Baro-VNAV and VDP NA when using Vernal altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vernal altimeter setting. Increase LPV DA to 5466 and visibility ½ SM, LNAV/VNAV DA to 5628 and visibility ½ SM; increase all MDAs 80 feet and LNAV visibility Cat C and D ½ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 5700 then climbing left turn to 10500 direct IGEHU and hold, continue climb-in-hold to 10500.

AWOS-3P 118.975
SALT LAKE CENTER 135.77 257.7
UNICOM 122.8 (CTAF)

7920

MIRL Rwy 7-25
REIL Rwy 7 and 25

RNAV (GPS) RWY 25
ROOSEVELT MUNI (74V)

EMERGENCY discriminate
When local altimeter setting not received, use Vernal altimeter setting and increase all MDA 80 feet, FOSLA fix minimums, increase Cat C visibility ½ SM.

MISSED APPROACH: Climbing right turn to 9000 direct MTU VOR/DME and hold, continue climb-in-hold to 9000.

FOSLA FIX MINIMUMS

ROOSEVELT, UTAH

Amdt 4 10NOV16

40°17'N-110°03'W
RNAV (GPS) RWY 30
SAFFORD RGNL/1LT DUANE SPALSBURY FLD (SAD)

MISSED APPROACH: Climb to 10000 direct ARUJU and on track 272° to CIBBI and on track 207° to DEPHE and hold.

ASOS
124.175

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
122.8 (CTAF)

Procedure NA for arrivals on SSO VORTAC airway radials 250 CW 273.

Circling to Rwy 8 NA at night. Circling NA northeast of Rwy 12 and north of Rwy 26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

LNAV MDA
3600-1 431 (500-1)

RNAV (GPS) RWY 30
SAFFORD RGNL/1LT DUANE SPALSBURY FLD (SAD)

32°51'N-109°38'W

Amedt 1 30NOV23
SAFFORD ONE DEPARTURE (OBS膑CACLE) (RNAV)

ALBUQUERQUE CENTER
134.45 327.15

SAFFORD, ARIZONA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb direct XOMZA and right turn on track 141° to SSO VORTAC, thence. . . .

TAKEOFF RUNWAY 30: Climb direct ZULOM then climbing left turn direct SEBOC then on track 139° to SSO VORTAC, thence. . . .

. . . . via assigned route, expect clearance to filed altitude 10 minutes after departure.
Helicopter visibility reduction below 1 SM NA.

Missed approach requires a minimum climb of 225 feet per NM to 6800.

Final approach course offset 2.99°.

Category A

LNAV MDA† 3340-1 489 (500-1)

LNAV MDA 3760-1 909 (900-1)

CIRCLING 3760-1 876 (900-1)

RNP APCH-GPS.

Procedure NA for arrival at MMM VORTAC on V335 northwest bound.

Apt Elev 3284

Final approach course 307° to HUNKU and hold, continue climb-in-hold to 9800.

Missed approach requires a minimum climb of 220 feet per NM to 6700.

Helicopter visibility reduction below 1 SM NA.

Missed approach requires a minimum climb of 225 feet per NM to 6800.

Helicopter visibility reduction below 1 SM NA.

Missed approach requires a minimum climb of 220 feet per NM to 6700.

Helicopter visibility reduction below 1 SM NA.

Missed approach requires a minimum climb of 225 feet per NM to 6800.

Helicopter visibility reduction below 1 SM NA.

Missed approach requires a minimum climb of 220 feet per NM to 6700.

Helicopter visibility reduction below 1 SM NA.

Missed approach requires a minimum climb of 225 feet per NM to 6800.
RNAV (GPS) RWY 19
ST GEORGE RGNL (SGU)

MISSED APPROACH: Climbing right turn to 9800 direct HUNKU and hold, continue climb-in-hold to 9800.
LDA RWY 19
ST GEORGE RGNL (SGU)

MISSED APPROACH: Climb to 4200 then climbing right turn to 9800 on heading 354° and UTI VOR/DME R-314 to HUNKU INT/ MMD 42.1 DME and hold, continue climb-in-hold to 9800.

Use I-SGU DME when on the localizer course.

DME required. For inop ALS, increase S-LDA/GS 19 all Cats visibility to ½ SM.

AWOS-3PT
135.075

Los Angeles Center
124.2 343.6

Clnic Del
133.3

Unicom
123.075 (CTAF)

DME REQUIRED
LDA/GLIDESLOPE

ST GEORGE, UTAH
Orig-E 09SEP21

SW-4, 11 JUL 2024 to 05 SEP 2024

37°02’N-113°31’W
TAKESOFF MINIMUMS
Rwy 1: Obtain ATC approval for VCOA when requesting IFR clearance. Standard with minimum climb of 330’ per NM to 5400 or 6300-3 for climb in visual conditions.

Rwy 19: Obtain ATC approval for VCOA when requesting IFR clearance. Standard with minimum climb of 380’ per NM to 6100 or 6300-3 for climb in visual conditions.

TAKESOFF OBSTACLE NOTES
Rwy 1: Terrain beginning 2.2 NM from DER, 3898’ right of centerline, up to 3490’ MSL.
Rwy 19: Terrain 509’ from DER, 44’ left of centerline, 2845’ MSL. Terrain beginning 182’ from DER, 64’ right of centerline, up to 2856’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKESOFF RUNWAY 1: Climb heading 011° to 4700, then climbing left turn direct UTI VOR/DME, thence. . . . or, climb in visual conditions to cross St George Rgnl Airport at or above 9000, then proceed on course.

TAKESOFF RUNWAY 19: Climb heading 191° to 4800, then climbing right turn direct UTI VOR/DME, thence. . . . or, climb in visual conditions to cross St George Rgnl Airport at or above 9000, then proceed on course.

. . . . continue climb in UTI VOR/DME holding pattern, to cross UTI VOR/DME at or above 7600, then on UTI VOR/DME R-317 to JITKA INT/MMM VORTAC 39 DME, then proceed on course.
HIVKA TWO DEPARTURE (RNAV)

URIAH TRANSITION (HIVKA2.URIAH)

MATZO TRANSITION (HIVKA2.MATZO)

NOTE: GPS required.
NOTE: RNAV-1.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 1: Standard with minimum climb of 330’ per NM to 7300 (URIAH transition), standard with minimum climb of 480’ per NM to 12000 (MATZO transition).
Rwy 19: Standard with minimum climb of 300’ per NM to 5500 (URIAH transition), standard with minimum climb of 460’ per NM to 12000 (MATZO transition).

TAKEOFF RUNWAY 1: Climb heading 011° to 3860, then climbing left turn direct HIVKA, thence . . .
TAKEOFF RUNWAY 19: Climb heading 191° to 3820, then climbing right turn direct HIVKA, thence . . .

. . . (transition).

MATZO TRANSITION (HIVKA2.MATZO)
URIAH TRANSITION (HIVKA2.URIAH)
NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF MINIMUMS
Rwy 1:  Standard with minimum climb of 245' per NM to 3800.
Rwy 19:  Standard with minimum climb of 240’ per NM to 5900.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1:  Climb heading 011° to 3400 then climbing left turn to 9000 (or higher assigned altitude) direct IYLAG and on track 249° to PHYLI.

TAKEOFF RUNWAY 19:  Climb heading 191° to 3400 then climbing right turn to 9000 (or higher assigned altitude) direct IYLAG and on track 249° to PHYLI.
RNAV (GPS) RWY 14
ST JOHNS INDUSTRIAL AIR PARK (SJN)

Night landing Rwy 3, 32 NA. When local altimeter setting not received, use Show Low altimeter setting and increase all MDA 180 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Show Low altimeter setting.

MISSING APPROACH: Climb to 9000 direct ZERIG and on track 098° to SJN VORTAC and hold, continue climb-in-hold to 9000.

Holding not required for arrivals at IRECU via V264 eastbound and from DEHOG.

Procedure NA for arrivals at DEHOG via V528 westbound.

ST JOHNS, ARIZONA
Amdt 1B 19MAY22

ELEV 5737
TDZE 5736

CATEGORY
A  B  C  D
LP  MDA  6140-1 404 (500-1)  NA
LNAV MDA  6140-1 404 (500-1)  NA
CIRCLING  6260-1 523 (600-1)  6280-1 543 (600-1)  NA

ST JOHNS INDUSTRIAL AIR PARK (SJN)
Rwy 32 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Rwy 32 Straight-in NA at night. Circling Rwy 3, 32 NA at night.

### ASOS
- **UNICOM**: 122.8 (CTAF)
- **ALBUQUERKE CENTER**: 124.325 288.25
- **ASOS**: 134.225

### RNAV (GPS) RWY 32
ST JOHNS INDUSTRIAL AIR PARK (SJN)

### RNAV (GPS) RWY 32
ST JOHNS INDUSTRIAL AIR PARK (SJN)

**RNP APCH.**

- Procedure NA for arrivals at SJN VORTAC on V528 eastbound, and V190 northeast bound.
- Procedure NA for arrivals at SJN VORTAC on V528 eastbound, and V190 northeast bound.

**MISSUED APPROACH:**

- **Climb to 9400 direct ZOVEK and on track 277° to IRECU and hold.**
- **Climb to 9400 direct ZOVEK and on track 277° to IRECU and hold.**

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**Amdt 1 10OCT19**

**SW-4, 11 JUL 2024 to 05 SEP 2024**

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**ST JOHNS, ARIZONA**

**AL-6586 (FAA)**

**19283**

**34°31'N-109°23'W**

**435**
Circling Rwy 3, 32 NA at night.

ASOS
134.225

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.8 (CTAF)

VOR-A
ST JOHNS INDUSTRIAL AIR PARK (SJN)

Missed Approach: Climbing right turn to 9100 direct SJN VORTAC and hold, continue climb-in-hold to 9100.

Reimbursement within 10 NM

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.8 (CTAF)

ASOS
134.225

DME required.

Chan 70

Category

CIRCLING

Chan 70

MIRL Rwys 3-21 and 14-32

SW-4, 11 JUL 2024 to 05 SEP 2024
Simultaneous approach authorized. For inop ALS, increase S-LOC 34L Cat C/D visibility to RVR 6000.

MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.
ILS RWY 34L (SA CAT I)  
SALT LAKE CITY INTL (SLC)

**LOC/DME I-UUH**  
111.9  
Ch 56

**APP CRS**  
344°

**Rwy Idg**  
4229

**Apt Elev**  
4231

**RADAR required for arrivals at PUTER. DME or RADAR required.**

**Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.**

**MISSED APPROACH:** Climb to 4800 then climbing left turn to 8100 on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.

**ELEV 4231**  
TDZE 4229

**HIRL all Rwys**  
TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R

**FGIS and ILS glidepath not coincident**  
(VGSI Angle 3.00°/TCH 73).

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
SALT LAKE CITY, UTAH

AL-365 (FAA)

ILS RWY 34R (SA CAT I)
SALT LAKE CITY INTL (SLC)

Simultaneous approach authorized. Requires specific
OPSPEC, MSPEC, or LOA approval.

MISSED APPROACH: Climb to 9000 direct TCH
VORTAC and on TCH VORTAC R-331 to OGD
VORTAC and hold.

SA CATEGORY 1  ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED
**ILS RWY 16R (CAT II & III)**

**SALT LAKE CITY INTL (SLC)**

**LOC/DME I-UAT**
- 111.9
- Chan 56

**APP CRS**
- 164°

**Rwy Idg**
- 12000
- 4223

**Apt Elev**
- 4227

**DME or RADAR required.**
- Simultaneous approach authorized.
- CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**MISSED APPROACH:** Climb to 4800 then climbing right turn to 8100 on heading 300° and on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.

**D-ATIS**
- 124.75 125.625

**SALT LAKE CITY APP CON**
- 125.7 284.6

**SALT LAKE CITY TOWER**
- 132.65 336.4

**GND CON**
- 123.775 348.6

**CLNC DEL**
- 127.3 379.975

**ELEV**
- 4227

**CPDLC**
- TDZE 4223

**LOCALIZER**
- 111.9
- Chan 56

**STACO**
- TCH 20

**CHOKE POINT**
- 5543

**I AF**
- OGDEN
- 115.7
- OGD
- Chan 104

**U F E M Y**
- I-UAT 16.3
- RADAR

**B H I V E**
- I-UAT 12.6
- RADAR

**B N K E R**
- I-UAT 7.5
- RADAR

**R R U F F**
- I-UAT 22.4
- RADAR

**V G S I** and ILS glidepath not coincident
- (VGS Angle 3.00/TCH 73)

**ILS RWY 16R**
- (CAT II & III)

**SALT LAKE CITY INTL (SLC)**

**H I R L** all Rwys
- TDZ/CL Rwys 16L, 16R, 17, 34L, 34R, and 35

**SALT LAKE CITY, UTAH**

**40°47'N-111°59'W**

**ILS RWY 16R**
- (CAT II & III)

**Amdt 3E 08NOV18**

**SW-4, 11 JUL 2024 to 05 SEP 2024**
Procedure NA for arrival on OGD VORTAC airway radials 068 CW 221.

Procedure NA for arrival on OGD VORTAC airway radials 068 CW 221.

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Procedure NA for arrival on OGD VORTAC airway radials 068 CW 221.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 49°C (121°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat C/D/E visibility to 1½ SM. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

PROCEDURE NA for arrivals on OGD VORTAC airway radials 068 CW 153.

MISSED APCH FIX
FAIRFIELD FFU

December 24, 2017

Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. LNAV/VNAV Cat E visibility to RVR 4000, LNAV Cat C/D/E visibility to 1½ SM.

MISSING APPROACH: Climb to 4700 then climbing left turn to 10000 direct FFU VORTAC and hold.

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**SALT LAKE CITY, UTAH**

**APP CRS**

**TDZE**

**Apt Elev**

**Rwy Idg**

**W17A**

**9596**

**4219**

**4227**

**D-ATIS**

**SALT LAKE CITY APP CON**

**SALT LAKE CITY TOWER**

**GND CON**

**CLNC DEL**

**CPDLC**

**124.75** **125.625**

**125.7** **284.6**

**118.3** **257.8**

**121.9** **348.6**

**127.3** **379.975**

**4219**

**ELEV 4227**

**TDZE**

**4219**

**MISSED APPROACH:** Climb to 4700 then climbing left turn to 10000 direct FFU VORTAC and hold.

**RNAV (GPS) RWY 17**

**SALT LAKE CITY INTL (SLC)**

**MISSED APPROACH:** Climb to 4700 then climbing left turn to 10000 direct FFU VORTAC and hold.

**RNAV (GPS) RWY 17**

**SALT LAKE CITY INTL (SLC)**

**MISSED APPROACH:** Climb to 4700 then climbing left turn to 10000 direct FFU VORTAC and hold.

**RNAV (GPS) RWY 17**

**SALT LAKE CITY INTL (SLC)**

**MISSED APPROACH:** Climb to 4700 then climbing left turn to 10000 direct FFU VORTAC and hold.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

**FIELD ELEV 4231**

**JANUARY 2020 ANNUAL RATE OF CHANGE 0.1° W**

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.**

**READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 34L/R, 35: Climbing left turn on a heading between 320° CCW 260° as assigned by ATC, thence . . . .

. . . . on RADAR vectors to cross SCANT at or above 10000, then on track 178° to cross ARCHZ at or above 13000, then on (transition). Maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

KROST TRANSITION (ARCHZ1.KROST)
MILFORD TRANSITION (ARCHZ1.MLF)
WINEN TRANSITION (ARCHZ1.WINEN)
SALT LAKE CITY INTL (SLC)  
SALT LAKE CITY, UTAH

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 16L/R, 17: Standard with a minimum climb of 500’ per NM to 9700.
Rwys 34L/R, 35: Standard with a minimum climb of 260’ per NM to 7800.
Rwys 14, 32: NA - ATC

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: Aircraft landing Twin Falls Airport, file DRYAD transition.

TOP ALTITUDE:
FL230

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 16L/R, 17: Climbing right turn on a heading between 280° CW 340° as assigned by ATC, thence . . . .
TAKEOFF RUNWAYS 34L/R, 35: Climbing left turn on a heading between 320° CCW 260° as assigned by ATC, thence . . . .

. . . . on RADAR vectors to cross CORVR at or above 13000, then on track 317° to cross CGULL at or above 15000, then on (transition). Maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

DRYAD TRANSITION (CGULL1.DRYAD)
TWIN FALLS TRANSITION (CGULL1.TWF)
SALT LAKE CITY, UTAH

NOTE: Turbojet aircraft only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R, 17: Climbing right turn on a heading between 280° CW 340° from DER as assigned by ATC, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35: Climbing left turn on a heading between 260° CW 320° from DER as assigned by ATC, thence . . . .

. . . . on RADAR vectors to cross DURCH at or above 12000, then on track 254° to cross BONNE at or above 14000, then on track 253° to cross DEZRT at or above 15000, then on (transition).

Maintain 15000. Expect filed altitude 10 minutes after departure.

BATTLE MOUNTAIN TRANSITION (DEZRT2.BAM)

MINA TRANSITION (DEZRT2.MVA)
NOTE: Chart not to scale.

FAIRFIELD NINE DEPARTURE

TCH
R-161
LODUY
OHQES
R -026
R -048
URNUW
R -102
R-351
J11
SALT LAKE CITY, UTAH
(SLC)
SALT LAKE CITY, UTAH
(SLC)
J1107
116.3 ILC
Chan 110
FAIRFIELD
116.6 FFU
Chan 113
FAIRFIELD NINE DEPARTURE

(TOP ALTITUDE:
10000)

NOTE: DME required.
NOTE: RADAR required.
NOTE: This is a RADAR vector departure to assigned route or fix.

NOTE:  Chart not to scale.

FAIRFIELD NINE DEPARTURE

(FFU9.FFU) 24025
AL-365 (FAA)

D-ATIS
124.75 125.625
CLNC DEL
127.3 379.975
CPDLC
SALT LAKE CITY DEP CON
128.6 322.3

TAKEOFF MINIMUMS

Rwys 14, 32, 34L/R, 35: NA- ATC.
Rwys 16L/R, 17: Assigned heading 160°, standard with minimum climb of 260’ per NM to 6000;
assigned heading 280° CW 340°, standard
with minimum climb of 400’ per NM to 8300.

NOTE:  Chart not to scale.

FAIRFIELD NINE DEPARTURE

(FFU9.FFU) 17AUG17

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

D-ATIS
124.75 125.625
CLNC DEL
127.3 379.975
CPDLC
SALT LAKE CITY DEP CON
128.6 322.3

NOTE:  Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R, 17: Climb on heading 160° or as assigned, maintain 10000 or assigned lower altitude. Thence . . . .
. . . . expect RADAR vectors to FFU VORTAC then on filed/assigned transition.
Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control 1 minute after takeoff:
RUNWAYS 16L and 17: Assigned heading 160°, turn right, thence . . . .
RUNWAY 16R: Assigned heading 160°, turn left, thence . . . .
. . . . climb to 11000 via TCH R-161 to FFU VORTAC and continue climb via assigned/filed transition.
RUNWAYS 16L/R, 17: Assigned heading 280° CW 340°, fly assigned heading to 11000. Then, aircraft heading 280° CW 310°, execute a climbing right turn, thence . . . .
. . . . aircraft heading 311° CW 340°, execute a climbing left turn, thence . . . .
. . . . direct TCH VORTAC, TCH R-161 to FFU VORTAC, and continue climb via assigned/filed transition.

BRYCE CANYON TRANSITION (FFU9.BCE): From over FFU VORTAC on FFU R-170 to URNUW, then on FFU R-170 and BCE R-351 to BCE VORTAC.
COALDALE TRANSITION (FFU9.OAL): From over FFU VORTAC on FFU R-170 and MLF R-026 to MLF VORTAC, then on MLF R-249 and ILC R-068 to ILC VORTAC, then on ILC R-249 and TPH R-066 to TPH VORTAC, then on TPH R-251 and OAL R-070 to OAL VORTAC.
HANKSVILLE TRANSITION (FFU9.HVE): From over FFU VORTAC on FFU R-133 and HVE R-320 to HVE VORTAC.
MILFORD TRANSITION (FFU9.MLF): From over FFU VORTAC on FFU R-170 and MLF R-026 to MLF VORTAC.
D-ATIS  
124.75, 125.625
CPLDC
127.3, 379.975
GND CON
121.9 348.6 (Rwys 14-32, 17-35)
123.775 348.6 (Rwys 16L-34R, 16R-34L)
SALT LAKE CITY TOWER
119.05 257.8 (Rwy 16L-34R)
118.3 257.8 (Rwys 14-32, 17-35)
132.65 336.4 (Rwy 16R-34L)
SALT LAKE CITY DEP CON
135.5 316.15

NOTE: Chart not to scale.

TOP ALTITUDE:
FL230

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

TAKEOFF MINIMUMS
Rwys 14, 32: NA-ATC.
Rwy 16L: Standard with minimum climb of 470' per NM to 9900.
Rwy 16R: Standard with minimum climb of 500' per NM to 9700.
Rwy 17: Standard with minimum climb of 425' per NM to 9400.
Rwy 34L: Standard with minimum climb of 250' per NM to 8500.
Rwy 34R: Standard with minimum climb of 310' per NM to 11500.
Rwy 35: Standard with minimum climb of 305' per NM to 11500.

NOTE: Turbojet aircraft only.
NOTE: Aircraft landing Denver Intl Airport, file the PERTY Transition.

BUBBY 11000

(30) 099° 10900
(15) FL180 088° 16000
(62)

SALT LAKE CITY, UTAH 
(SLC)

SW-4, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R, 17: Climbing right turn on a heading between 280° CW 340° from DER as assigned by ATC, thence . . . .
TAKEOFF RUNWAYS 34L/R, 35: Climbing left turn on a heading between 310° CW 340° from DER as assigned by ATC, thence . . . .

. . . . on RADAR vectors to cross BUBBY at or above 11000, then on track 054° to cross RUGGD at or above 12000, then on (transition). Maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

HOLTR TRANSITION (RUGGD3.HOLTR)
KIERA TRANSITION (RUGGD3.KIERA)
MEEKER TRANSITION (RUGGD3.EKR)
PERTY TRANSITION (RUGGD3.PERTY)
ROCK SPRINGS TRANSITION (RUGGD3.OCS)
NOTE: RADAR required.
NOTE: This is a RADAR vector departure to assigned route or fix.

TAKEOFF MINIMUMS
Rwys 14, 16R, 16L, 17: Assigned heading 163°, standard with minimum climb of 260' per NM to 6000. Assigned heading 283° CW 343°, standard with minimum climb of 400' per NM to 8300.
Rwy 32: Assigned heading 263° CW 343°, standard with minimum climb of 498' per NM to 7800 or 400-1 with minimum climb of 260' per NM to 7800.
Rwys 34L, 34R, 35: Assigned heading 263° CW 322°, standard with minimum climb of 260' per NM to 7800. Assigned heading 323° CW 343°, standard with minimum climb of 260' per NM to 7800.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 14, 16L, 16R, 17: Climb heading 163° or as assigned, maintain 10000 or assigned lower altitude. Thence . . . .
TAKEOFF RUNWAYS 32, 34L, 34R, 35: Climb heading 343° or as assigned, maintain 10000 or assigned lower altitude. Thence . . . .

. . . . expect vectors to assigned route or fix. Expect clearance to filed altitude 10 minutes after departure. Aircraft filed/assigned heading 334° CW 112° expect RADAR vectors eastbound leaving 11000 due to high terrain east of TCH VORTAC.

LOST COMMUNICATIONS: If not in contact with departure control 1 minute after takeoff:
RUNWAYS 14, 16L and 17: Assigned heading 163°, turn right thence . . . .
RUNWAY 16R: Assigned heading 163°, turn left thence . . . .
. . . . climb to 11000 on TCH R-161 to FFU VORTAC. Aircraft departing FFU VORTAC R-111 CW R-269, climb on assigned route. All others continue climb in FFU VORTAC holding pattern to cross FFU VORTAC at or above: R-351 CW R-110, 12500; R-270 CW R-350, 11600.

RUNWAYS 14, 16L, 16R, 17: Assigned heading 283° CW 343°, fly assigned heading to 11000. Then, aircraft heading 283° CW 313°, execute a climbing right turn thence . . . .
. . . . aircraft heading 314° CW 343° execute a climbing left turn, thence . . . .
. . . . proceed direct TCH VORTAC. Cross TCH VORTAC at or above 11400 and proceed on course.

RUNWAYS 32, 34L, 34R, 35: Climb direct TCH VORTAC. Aircraft departing TCH VORTAC R-240 CW R-340, climb on course. All others, continue climb on TCH R-249 to 7500, then climbing right turn direct TCH VORTAC. Continue climb in TCH VORTAC holding pattern to cross TCH VORTAC at or above: R-070 CW R-150, 11400; R-151 CW R-175, 8200; R-176 CW R-239, 9900; R-341 CW R-069, 10400. Climb on course.
NOTE: This is a RADAR vector departure to assigned route or fix.
NOTE: For turbojet and turboprop aircraft only.
NOTE: RADAR required.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 32, 34L/R, and 35: Climb on heading 263° or as assigned for RADAR vectors to assigned route or fix. Maintain 10000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 1 minute after takeoff, fly assigned heading to 11000. Then, aircraft assigned heading 313° CW through 343°, execute a climbing left turn, all others execute a climbing right turn to TCH VORTAC. Continue climb in the TCH VORTAC holding pattern to cross TCH VORTAC at or above 11500. Proceed on course.

COALDALE TRANSITION (SEVYR3.OAL): From over TCH VORTAC on TCH R-193 and MLF R-350 to SEVYR, then on DTA R-238 and OAL R-054 to OAL VORTAC.

MILFORD TRANSITION (SEVYR3.MLF): From over TCH VORTAC on TCH R-193 and MLF R-350 to MLF VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R, 17: Climb on heading 160° to 7000 then as assigned by ATC, thence. . . .

. . . on RADAR vectors to cross HOPTO at or above 9000, then on track 166° to ZIONZ, then on (transition). Maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

BRYCE CANYON TRANSITION (ZIONZ1.BCE)
ENOCH TRANSITION (ZIONZ1.EHK)
EYEOLO TRANSITION (ZIONZ1.EYEOLO)
KIMMR TRANSITION (ZIONZ1.KIMMR)
KROST TRANSITION (ZIONZ1.KROST)

NOTE: Chart not to scale.
RNAV (GPS) RWY 34
SOUTH VALLEY RGNL (U42)

---

**AWOS-3**
134.425

**SALT LAKE CITY APP CON**
120.9 322.3

**CLNC DEL**
127.0

**UNICOM**
122.7 (CTAF)

---

**Missed Approach:** Climb to 9000 direct DUYDE and on track 309° to KITBE and on track 268° to STACO and hold.

---

**South Valley RGNL (U42)**

---

**Amdt 1A 26MAR20**

---

SW-4, 11 JUL 2024 to 05 SEP 2024

---

40°37’N-112°00’W

---

RNAV (GPS) RWY 34

---

SW-4, 11 JUL 2024 to 05 SEP 2024

---

SW-4, 11 JUL 2024 to 05 SEP 2024
NOTE: Chart not to scale.

### TAKEOFF MINIMUMS

- **Rwy 16:** Standard with minimum climb of 300' per NM to 7800.
- **Rwy 34:** Standard with minimum climb of 495' per NM to 9000.

### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 16:** Climb heading 158° to 5107, then climb to 9000 direct HOKEG, and on track 159° to FFU VORTAC and hold, thence. . . .

**TAKEOFF RUNWAY 34:** Climb heading 338° to 5107, then climb to 9000 direct CELOD, and right turn direct FFU VORTAC and hold, thence. . . .

. . . maintain 9000. Expect further clearance to filed altitude and route within 10 minutes after departure.
RNAV (RNP) RWY 21
SCOTTSDALE (SDL)

AUTHORIZATION REQUIRED

SCOTTSDALE, ARIZONA
Orig-A 30JUN11
33°38'N-111°54'W

SCOTTSDALE, ARIZONA
AL-5651 (FAA) 24193

RNAV (RNP) RWY 21
SCOTTSDALE (SDL)

RADIO NAVIGATION AID (RNAV)
RNP 0.10 DA
RNP 0.16 DA

- SCOTTSDALE TOWER* 119.9 (CTAF)
- PHOENIX APP CON 120.7 239.0
- APP CRS
- TDZE 1510
- Apt Elev 1510
- RWy Idg 7669

** When local altimeter setting not received procedure NA.
** Visibility reduction by helicopters NA.
** For uncompensated Baro-VNAV systems, procedure NA.
** RF and GPS required.

Authorization Required

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5000
LSLEE
JRRRY
AVENT

\[ \text{See inset for routing to Onele} \]

WLLMN
CLAAS
DNAHO
EEDGR

4000
Procedural Turn
NA

GP 3.50°
TCH 60

4000
(FAF)
WLLMN

Aviation Weather Information System (AWIS)
For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

RF and GPS required. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 via left turn to AFXUR, and via left turn to BIWFO, and via track 341° to CERID, and via right turn to DUYGE, and via left turn to EGEDE, and via track 155° to AVENT and hold.

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 59).

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 3

SCOTTSDALE (SDL)

MISSED APPROACH: Climb to 5000 via left turn to AFXUR, and via left turn to BIWFO, and via track 341° to CERID, and via right turn to DUYGE, and via left turn to EGEDE, and via track 155° to AVENT and hold.

For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.
RNAV (GPS)-D
SCOTTSDALE (SDL)

ATIS ** 118.6
PHOENIX APP CON 120.7  239.0
SCOTTSDALE TOWER ** 119.9 (CTAF) 
GND CON 121.6
CLNC DEL 124.8

RNAV (GPS)-D
SCOTTSDALE

** RVSM

When VGSI inoperative, circling Rwy 21 NA at night. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C 1/2 SM. DME/DME RNP-0.3 NA.

MISSING APPROACH: Climbing right turn to 5000 direct WILUP and hold, continue climb-in-hold to 5000.

** AMENDMENT

Amdt 1A 04NOV21

SW-4, 11 JUL 2024 to 05 SEP 2024

33°38'N-111°54'W

475
When VGSIs inoperative, circling Rwy NA at night. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C ½ SM. DME/DME RNP-0.3 NA.

**ATIS**

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<td>950 (1000-2¾)</td>
<td>1790 (1800-3)</td>
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**RNAV (GPS)-E**

**SCOTTSDALE (SDL)**

Amdt 1A 04NOV21
VOR/DME-A

SCOTTSDALE (SDL)

When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting and increase all MDA 100 feet and increase visibility Cat C 1/4 SM.

MISSED APPROACH: Climbing left turn to 7000 on heading 280° and on PXR VORTAC R-336 to AVENT/PXR 15.9 DME and hold, continue climb-in-hold to 7000.

ATIS * 118.6
PHOENIX APP CON 120.7 239.0
SCOTTSDALE TOWER* 119.9 (CTAF) 0
GND CON 121.6
CLNC DEL 124.8

VORTAC PXR
115.6
Chan 103
APP CRS
003°
Rwy Idg
N/A
TDZE
N/A
Apt Elev
1510

NoPT for arrivals on PXR VORTAC airway radials 143 clockwise 163.

Amdt 3A 04NOV21
SW-4, 11 JUL 2024 to 05 SEP 2024

33°38’N-111°54’W
477
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

SCOTTSDALE, ARIZONA

SW-4, 11 JUL 2024 to 05 SEP 2024
MARICOPA ONE DEPARTURE (OBSTACLE)  SCOTTSDALE (SDL)  SCOTTSDALE, ARIZONA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn to 4000 via heading 220° and PXR R-321 southeast bound to PXR VORTAC. Thence . . . or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.

TAKEOFF RUNWAY 21: Climbing right turn to 4000 via heading 275° and PXR R-321 northwest bound, when established on PXR R-321 northwest bound and reaching 4000, left turn direct PXR VORTAC. Thence . . . or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.

. . . Continue climb on course.

NOTE: Chart not to scale.
TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)
TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 445’ per NM to 4600.
Rwy 21: Standard with minimum climb of 300’ per NM to 4600.

NOTE: RNAV 1.
NOTE: Turbajets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: ABQ transition ATC assigned only.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS file YOTES DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Aircraft filing over ACH, LBI, ONM, CNX, PNH, MMB, TCC, IRW and TXO file FTHLS DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft filed over DEN, RSK, and ALS file points of north of ALS file YOTES DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Radar vectors to BROAK, then on track 059° to FTHLS, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence.
TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence.

... expect RADAR vectors to BROAK, then on track 059° to FTHLS, then on (transition).

ALBUQUERQUE TRANSITION (FTHLS6.ABQ)
JNIPR TRANSITION (FTHLS6.JNIPR)
MAXXO TRANSITION (FTHLS6.MAXXO)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence. . . .

. . . .for RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZO8.BLH)
HRRBR TRANSITION (IZZZO8.HRRBR)
WLVRN TRANSITION (IZZZO8.WLVRN)

NOTE: Chart not to scale.
NOTE: RADAR required.

NOTE: DME required.

NOTE: Restricted to turbojet and turboprop aircraft only.

NOTE: Aircraft filing over ONM, CNX, LBL, ACH, TCC, GAG, PHN or TXO file SCOTTSDALE DEPARTURE.

NOTE: IGM transition for LAS terminal area arrivals only.

NOTE: HOBES transition for turboprops landing LAS terminal area only.

**TAKEOFF MINIMUMS**

Rwy 3: Standard with a climb of 450 feet per NM to 4000.

Rwy 21: Standard with a climb of 215 feet per NM to 4000.

(Continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed on PXR R-321 to JONHH INT. Thence. . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed on PXR R-321 to JONHH INT. Thence. . . .

. . . . on assigned transition.

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition. Expect filed altitude 3 minutes after departure.

BEATTY TRANSITION (JONHH2.BTY): From over JONHH INT on PXR R-321 to CHILY INT, then on IGM R-104 to SISIE INT, then on DRK R-278 to DOVEE INT, then on BTY R-114 to BTY VORTAC.

HOBES TRANSITION (JONHH2.HOBES): From over JONHH INT on PXR R-321 to HOBES INT.

KINGMAN TRANSITION (JONHH2.IGM): From over JONHH INT on PXR R-321 to CHILY INT, then on IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (JONHH2.EED): From over JONHH INT on PXR R-321 to CHILY INT, then on DRK R-259 and EED R-077 to EED VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence . . .

. . . expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

MOHAK TRANSITION (JUDTH7.MOHAK)

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 445' per NM to 4600.
Rwy 21: Standard with minimum climb of 300' per NM to 4600.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 445’ per NM to 4600.
Rwy 21: Standard with minimum climb of 300’ per NM to 4600.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.
**TAKEOFF MINIMUMS**

Rwy 3: Standard with minimum climb of 445' per NM to 4600.
Rwy 21: Standard with minimum climb of 300’ per NM to 4600.

**NOTE:** Chart not to scale.

**TOP ALTITUDE:**
**ASSIGNED BY ATC**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climbing left turn heading 335° or as assigned by ATC, thence . . .

**TAKEOFF RUNWAY 21:** Climbing right turn heading 335° or as assigned by ATC, thence . . .

. . . . expect RADAR vectors to FORPE, then on track 055° to LALUZ, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**ALBUQUERQUE TRANSITION (LALUZ6.ABQ)**
**MAXXO TRANSITION (LALUZ6.MAXXO)**
**ST JOHNS TRANSITION (LALUZ6.SJN)**
TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 445' per NM to 4600.
Rwy 21: Standard with minimum climb of 300' per NM to 4600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence. . . .

....expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

RRSTA TRANSITION (MAYSA7.RRSTA)
Approximate distance from Take-off area to JONHH, 18 NM.

NOTE: Chart not to scale.
NOTE: All transitions require RADAR vectors from requestig FL220 and below.
NOTE: BLYTHE transition restricted to aircraft GAG, or TXO use SCOTTSDALE DEPARTURE.
NOTE: Aircraft filing south of LVS, via TCC, PNH, LBL, GCK use ABQ transition.
NOTE: Aircraft filing via SJN, ABQ, LVS, CIM, or FL240 and above, file J212 after BXK.
NOTE: Aircraft landing other than LAX, and Turbojets landing LAX file J4 after BXK.
NOTE: Aircraft landing other than LAX, and turboprops landing LAX requesting FL240 and above, file J212 after BXK.
NOTE: Aircraft filing via SJN, ABQ, LVS, CIM, or FL240 and above, file J212 after BXK.
NOTE: Aircraft filing south of LVS, via TCC, PNH, LBL, GAG, or TXO use SCOTTSDALE DEPARTURE.
NOTE: BLYTHE transition restricted to aircraft requesting FL220 and below.
NOTE: All transitions require RADAR vectors from over JONHH.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence . . .

. . . .via RADAR vectors to (assigned route).

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition. Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SCOT7.ABQ): From over JONHH INT on RADAR vectors and PXR R-054 and SJN R-236 to SJN VORTAC, then on SJN R-059 and ABQ R-240 to ABQ VORTAC.

BLYTHE TRANSITION (SCOT7.BLH): From over JONHH INT on RADAR vectors and BXK R-077 to BXK VORTAC, then on BXK R-262 and BLH R-080 to BLH VORTAC.

BUCKEYE TRANSITION (SCOT7.BXK): From over JONHH INT on RADAR vectors and BXK R-077 to BXK VORTAC.

DINGO TRANSITION (SCOT7.DINGO): From over JONHH INT on RADAR vectors and TFD R-343 to TFD VORTAC, then on TFD R-133 to BASER INT, and then on TUS R-295 to DINGO INT.

GILA BEND TRANSITION (SCOT7.GBN): From over JONHH INT on RADAR vectors and PXR R-206 to MOBIE INT, then on GBN R-055 to GBN VORTAC.

OLIIN TRANSITION (SCOT7.OLIIN): From over JONHH INT on RADAR vectors and TFD R-343 to TFD VORTAC, then on TFD R-107 to PUSCH INT, and then on TFD R-107 to OLIIN INT.

TUCSON TRANSITION (SCOT7.TUS): From over JONHH INT on RADAR vectors and TFD R-343 to TFD VORTAC, then on TFD R-121 and TUS R-301 to TUS VORTAC.
TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 445' per NM to 4600.
Rwy 21: Standard with minimum climb of 300' per NM to 4600.

NOTE: RNAV 1.
NOTE: Turboprops only.
NOTE: GPS required.
NOTE: CARTL TRANSITION ATC assigned only.
NOTE: YOOPR TRANSITION ATC assigned only.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence . . .
TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence . . .

(Note: expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on transition. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.)

CARTL TRANSITION (SNOBL6.CARTL)
GRAND CANYON TRANSITION (SNOBL6.GCN)
JARPA TRANSITION (SNOBL6.JARPA)
RIMMM TRANSITION (SNOBL6.RIMMM)
YOOPR TRANSITION (SNOBL6.YOOPR)
TAKEOFF MINIMUMS

Rwy 21: Standard with minimum climb of 300’ per NM to 4600.
Rwy 3: Standard with minimum climb of 445’ per NM to 4600.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: GCN TRANSITION ATC assigned only.
NOTE: GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence . . .
TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence . . .

. . . .expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

GRAND CANYON TRANSITION (YOTES6.GCN)

JARPA TRANSITION (YOTES6.JARPA)

YOOPR TRANSITION (YOTES6.YOOPR)
Procedure NA for arrivals at DRRTY on V12-264 southwest bound.
BYTER ONE DEPARTURE (OBSTACLE) (RNAV)

BYTER ONE DEPARTURE (OBSTACLE) (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb on heading 213° to 5331, then climb direct JEXXI, then climbing left turn on track 160° to GATTS, then on track 097° to PIPOE, then on track 019° to SIDTY, then on track 332° to cross BYTER at or above MEA for route of flight.
RNAV (GPS) RWY 25
SHOW LOW RGNL (SOW)

Circling NA southeast of Rwy 4 and 25. Circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

AWOS-3 118.075
ALBUQUERQUE CENTER 132.9 239.05
UNICOM 123.0 (CTAF)

Procedure NA for arrival on SJN VORTAC airway radials 236 CW 284.

AIR NAVIGATION SYSTEM (ANSP) FOR THIS FACILITY
- LPV DA 6605-3/4 200 (200-3/4)
- LNAV/VNAV DA 6704-7/8 299 (300-3/4)
- LNAV MDA 6820-1 415 (500-1)
- 415 (500-1/2)

CIRCLING
- 6840-1 415 (500-1)
- 6880-1 446 (500-1)
- 7180-2 415 (500-1/2)
- 764 (800-2/4)
- 924 [1000-3]

MISSED APPROACH: Climb to 13000 direct ZAXIN and on track 204° to WEKUM and hold, continue climb-in-hold to 13000.

13000 ZAXIN 204° 1.2 NM to RW25
1.2 NM to JASUR 204°
1.2 NM 1.8 NM 2.5 NM 2.1 NM 3.9 NM

CATEGORY
A B C D
LPV DA 6605-3/4 200 (200-3/4)
LNAV/VNAV DA 6704-7/8 299 (300-3/4)
LNAV MDA 6820-1 415 (500-1)
- 415 (500-1/2)

CIRCLING
- 6840-1 415 (500-1)
- 6880-1 446 (500-1)
- 7180-2 415 (500-1/2)
- 764 (800-2/4)
- 924 [1000-3]
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. Use Fallon NAS (Van Voorhis Fld) altimeter setting; when not received, use Reno/Tahoe Intl altimeter setting.

**RNAV (GPS) RWY 24**

**SILVER SPRINGS (SPZ)**

**AWOS-2**
- **120.475**

**KNFL ATIS**
- **370.925**

**NAVY FALLON APP CON**
- **120.85 360.2**

**CTAF**
- **122.9**

**NoPT for arrival on HZN VORTAC airway radial 011.**

**Holding Pattern**
- 7 NM
- 035°
- 035°
- 02000

**MSA RW24 25 NM**

**MISSED APPROACH: Climb to 6900 then climbing left turn to 9900 direct HZN VORTAC and hold, continue climb-in-hold to 9900.**

*Missed approach requires minimum climb of 315 feet per NM to 6900.*

**GP 3.00°**
- **TCH 40**

**CATEGORY**

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<td>NA</td>
</tr>
<tr>
<td></td>
<td>1015 (1100-4)</td>
<td>1355 (1400-1/2)</td>
<td>1775 (1800-3)</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>5280-1/2</td>
<td>5620-1/2</td>
<td>6040-3</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>39°24'N-119°15'W</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**REIL Rwys 6 and 24**

**39°24'N-119°15'W**

**SILVER SPRINGS, NEVADA**

**SILVER SPRINGS, NEVADA**
RNAV (GPS) Y RWY 12
SPANISH FORK MUNI/WOODHOUSE FLD (SPK)

<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>78042 W12A</td>
<td>121°</td>
<td>6500</td>
<td>4527</td>
<td>4530</td>
</tr>
</tbody>
</table>

Rwy 12 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** (Do not exceed 185K until turn completion) Climbing right turn to 11,500 direct VERNE and hold.

**AWOS-3PT** | **SALT LAKE CITY APP CON** | **CTAF**
---|---|---
119.275 | 118.85 233.7 | 122.9

Procedure NA for arrivals at JAURN on V21 northbound.

Procedure NA for arrivals at VERNE on V257 southbound.

**ELEV 4530**

**TDZE 4527**

**SPANISH FORK, UTAH**

**SPANISH FORK MUNI/WOODHOUSE FLD (SPK)**

**AL-11420 (FAA)**

**497**
RNAV (GPS)-A
SPANISH FORK MUNI/WOODHOUSE FLD (SPK)

MISSED APPROACH: (Do not exceed 185K until turn completion) Climbing right turn to 11500 direct VERNE and hold.

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

AWOS-3PT
119.275

SALT LAKE CITY APP CON
118.85 233.7

CTAF
122.9

HOLD 17500
9600 NoPT 083° (19.3)

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

AWOS-3PT
119.275

SALT LAKE CITY APP CON
118.85 233.7

CTAF
122.9

HOLD 17500
9600 NoPT 083° (19.3)

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

AWOS-3PT
119.275

SALT LAKE CITY APP CON
118.85 233.7

CTAF
122.9

HOLD 17500
9600 NoPT 083° (19.3)

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

AWOS-3PT
119.275

SALT LAKE CITY APP CON
118.85 233.7

CTAF
122.9

HOLD 17500
9600 NoPT 083° (19.3)

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

AWOS-3PT
119.275

SALT LAKE CITY APP CON
118.85 233.7

CTAF
122.9

HOLD 17500
9600 NoPT 083° (19.3)

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

AWOS-3PT
119.275

SALT LAKE CITY APP CON
118.85 233.7

CTAF
122.9

HOLD 17500
9600 NoPT 083° (19.3)

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

AWOS-3PT
119.275

SALT LAKE CITY APP CON
118.85 233.7

CTAF
122.9

HOLD 17500
9600 NoPT 083° (19.3)

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

AWOS-3PT
119.275

SALT LAKE CITY APP CON
118.85 233.7

CTAF
122.9

HOLD 17500
9600 NoPT 083° (19.3)

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

AWOS-3PT
119.275

SALT LAKE CITY APP CON
118.85 233.7

CTAF
122.9

HOLD 17500
9600 NoPT 083° (19.3)

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

AWOS-3PT
119.275

SALT LAKE CITY APP CON
118.85 233.7

CTAF
122.9

HOLD 17500
9600 NoPT 083° (19.3)

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

AWOS-3PT
119.275

SALT LAKE CITY APP CON
118.85 233.7

CTAF
122.9

HOLD 17500
9600 NoPT 083° (19.3)

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn to 11500 on heading 320° and PVU VOR/DME R-230 to CALUB INT/PVU 11 DME, do not exceed 240K until CALUB INT/PVU 11 DME, thence . . . .

TAKEOFF RUNWAY 30: Climbing left turn to 11500 to intercept PVU VOR/DME R-230 to CALUB INT/PVU 11 DME, thence . . . .

. . . . Climbing right turn on FFU R-160 to FFU VORTAC and hold, continue climb-in-hold to cross FFU VORTAC at MCA/MEA for route of flight.

VCOA RUNWAYS 12, 30: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Spanish Fork Muni/Woodhouse Fld at or above 11200 before proceeding on course.
**TAKEOFF OBSTACLE NOTES**

**Rwy 12:** Lighting 10’ from DER, 29’ left of centerline, 2’ AGL/4530’ MSL.
- Fence 60’ from DER, 481’ right of centerline, 4535’ MSL.
- Building 198’ from DER, 449’ right of centerline, 12’ AGL/4541’ MSL.
- Sign, building beginning 297’ from DER, 461’ right of centerline, up to 4552’ MSL.
- Building 1023’ from DER, 600’ right of centerline, 4555’ MSL.
- Tree 1031’ from DER, 651’ left of centerline, 4563’ MSL.
- Tree, building beginning 1140’ from DER, 503’ left of centerline, up to 4565’ MSL.
- Building 1173’ from DER, 560’ right of centerline, 4559’ MSL.
- Building 1434’ from DER, 855’ right of centerline, 4572’ MSL.
- Tree 1514’ from DER, 742’ left of centerline, 4568’ MSL.
- Pole 1818’ from DER, 352’ right of centerline, 4576’ MSL.
- Pole beginning 3232’ from DER, 1134’ right of centerline, up to 4621’ MSL.
- Pole, sign beginning 3499’ from DER, 801’ left of centerline, up to 106’ AGL/4673’ MSL.
- Electrical system 3922’ from DER, 628’ right of centerline, 4637’ MSL.
- Pole 4450’ from DER, 893’ right of centerline, 4649’ MSL.
- Pole 4709’ from DER, 1365’ right of centerline, 4662’ MSL.
- Pole 5162’ from DER, 1194’ right of centerline, 4664’ MSL.
- Pole 2 NM from DER, 3639’ left of centerline, 4853’ MSL.

**Rwy 30:** Lighting 9’ from DER, 29’ right of centerline, 2’ AGL/4525’ MSL.
- Vegetation 36’ from DER, 145’ right of centerline, 9’ AGL/4527’ MSL.
- Tree 750’ from DER, 557’ left of centerline, 4546’ MSL.
- Pole 1182’ from DER, 595’ left of centerline, 50’ AGL/4570’ MSL.
- Pole beginning 1479’ from DER, 268’ left of centerline, up to 60’ AGL/4579’ MSL.
- Tree 1505’ from DER, 550’ right of centerline, 49’ AGL/4565’ MSL.
Procedure NA for arrivals on SJN VORTAC airway radials 236 CW 256.

Final approach course offset 14.90°

AWOS-3PT  119.65
ALBUQUERQUE CENTER  132.9  239.05
UNICOM  122.8 (CTAF)

MISSED APPROACH: Climbing right turn to 12000 direct IFADE and hold, continue climb-in-hold to 12000.

AMDT 1D  30DEC21

visibility reduction below 1 SM NA. Circling Rwy 3, 11, 29 NA at night.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 033° to 6340, then direct to cross CAMBA at or above 8900, thence . . .

. . . .on (transition), maintain ATC assigned altitude, expect clearance to filed altitude/flight level 10 minutes after departure.

AVANS TRANSITION (CAMBA4.AVANS)

ST JOHNS TRANSITION (CAMBA4.SJN)
RNAV (GPS) RWY 15
TONOPAH (TPH)

When local altimeter setting not received, procedure NA.

MISSSED APPROACH: Climb to 11000 direct AYUBE and on track 226° to ZOTUX and hold.

Procedure NA for arrivals at WURIL on V244 westbound.

MISSSED APCH FIX

When local altimeter setting not received, procedure NA.
Circling NA for Cat D southwest of Rwy 15-33.

MISSED APPROACH: Climb to 6400 then climbing right turn to 9000 direct TPH VORTAC and hold.

ASOS
118.875

NELLIS APP CON
119.35 254.4

UNICOM
123.0 (CTAF)

TONOPAH, NEVADA

AL-423 (FAA)
CAUTION: High terrain 3 NM W of Rwy. Unlit terrain 5561’ MSL, 200’ prior to threshold, 385’ left of course.

When VGSIs inop, procedure NA at night. USAF ONLY. When VGSIs inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval.

ILS Rwy 32, F-28, CV-340/440/580, B-737, C-9, DC-9, C-130, T-43, B-2, S-3 Wheel Crossing Height 15’. ILS procedure NA for Hight Group 3 and 4 aircraft due to low TCH.

** When ALS inop, increase CAT CDE vis to 1½ miles.
** Circling not authorized W of Rwy 14-32.
** When ALIS inop, increase CAT A8 RVR to 55, vis to 1 mile, CAT CD vis to 1 1/2 miles.  
** Circling not authorized W of Rwy 14-32.

** MISSED APPROACH: Turn left climbing to 11,000 direct JADPU and hold, continue climb-in-hold to 11,000.**

** When Rwy 32 VGSI inop, circling to Rwy 32 NA at night.**

** USAF ONLY: When Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval.**

---

** TONOPAH, NEVADA **

** APCH CRS **

141°

** TDZE **

5496

** ARTPL **

5550

** SW-1 **

** SW-2 **

** SW-3 **

** SW-4, 11 JUL 2024 to 05 SEP 2024 **

** 510 **

---

** TONOPAH TEST RANGE **

** (KTNX) **

---

** RNAV (GPS) RWY 14 **

---

** AWOS **

113.0

** NELLIS CONTROL **

119.35 254.4

** SILVERBOW TOWER **

124.75 257.95

** GND CON **

127.25 335.5

---

** DME/DME RNP-0.3 NA **

When VGSI inop, procedure NA at night.

When Rwy 32 VGSI inop, circling to Rwy 32 NA at night.

---

** EMERG SAFE ALT 100 NM 16,600 **

** ELEV **

5550

** TDZE **

5496

---

** RNAV (GPS) RWY 14 **

---

** TONOPAH, NEVADA **

Amrn 4 29MAR18

---

** RNAV (GPS) RWY 14 **

---

---

---

---

---

---
**RNAV (GPS) RWY 32**

**TONOPAH TEST RANGE (KTNX)**

<table>
<thead>
<tr>
<th>APCH CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>321*</td>
<td>12,001</td>
<td>5550</td>
<td>5550</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>AWOS</th>
<th>NELLIS CONTROL</th>
<th>SILVERBOW TOWER</th>
<th>GND CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>113.0</td>
<td>119.35 254.4</td>
<td>124.75 257.95</td>
<td>127.25 335.5</td>
</tr>
</tbody>
</table>

**CAUTION:** High terrain 3 NM W of Rwy.

Unlit terrain 5561’ MSL, 200’ prior to threshold, 385’ left of course.

When VGSI inop, procedure NA at night.

USAF ONLY. When VGSI inop, straight-in RW 32 authorized at night with MAJCOM A3 approval.

**EMERG SAFE ALT 100 NM 16,600**

**LOC**

- **A1**
- **P**
- **321* to RW32**

**AIRSPACE**

- **NAV**
- **DME**
- **DME RNP-0.3 NA**

**CIRCLING**

- **6040-1 (500-1)**
- **6040-1½ (500-1½)**
- **6100-2 (550-600-2)**
**TONTOPAH, NEVADA**

**VORTAC TQQ**
- **113.0**
- **Chan 77**

**APCH CRS**
- **145°**

**Rwy Idg**
- **12,001**

**Tlre**
- **5473**

**Arpl Elev**
- **6550**

**AL-3188 [USAF]**

**TONOPAH TEST RANGE**

**KTNX**

---

**AWOS**
- **113.0**

**NELLIS CONTROL**
- **119.35**
- **254.4**

**SILVERBOW TOWER**
- **124.75**
- **257.95**

**GND CON**
- **127.25**
- **335.5**

---

**SW-4, 11 JUL 2024 to 05 SEP 2024**

**ALSF -1**

**MISSED APPROACH**
- Turn left, climb to 1,000 direct to TPH VORTAC and hold. Continue climb in holding to 1,100.

---

**Circle not authorized W of Rwy 14-32.**

---

**USAF ONLY**
- When Rwy 14 VGS1 inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval.

**CAUTION**
- When Rwy 32 VGS1 inop, circling to Rwy 32 NA at night.

**CAUTION**
- High terrain 3 NM W of Rwy. Until terrain 5558’ MSL, 200’ prior to Rwy 32 threshold, 200’ left of centerline.

---

**ELEV 5550**

**THRE 5473**

**145° 5 NM**
- from FAF

---

**EMERG SAFE ALT 100 NM 16,600 FROM TQQ**

**VLGS and descent angle**
- not coincident

**LOZMO**
- **6.3**

**Remain within 10 NM**
- **8800**
- **325°**
- **145°**

**HUGER**
- **2**

---

**CATEGORY**
- **A**
- **B**
- **C**
- **D**
- **E**

**S-14**
- **5960/24**
- **487 (500-½) 487 (500-1)**

**NOT AUTHORIZED**

**CIRCLING**
- **6040-1**
- **490 (500-1)**
- **6040-1½**
- **490 (500-1½)**

**NOT AUTHORIZED**

---

**TONTOPAH, NEVADA**

**Amdt 2 29MAY14**

---

**VOR/DME Z RWFY 14**
**VOR/DME Z Rwy 32**

**TONOPAH TEST RANGE (KTNX)**

- **VORTAC TQQ:** 113.0 (Chan 77)
- **APCH CRS (314°):**
  - RWY Ildg: 12,001
  - THRE: 5550
  - Arpt Elev: 5550
- **AL-3188 [USAF]:**
- **MISSED APPROACH:** Climb to 11,000 direct to TPH VORTAC and hold. Continue climb in holding to 11,000.

<table>
<thead>
<tr>
<th>AWOS</th>
<th>NELLIS CONTROL</th>
<th>SILVERBOW TOWER</th>
<th>GND CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>113.0</td>
<td>119.35</td>
<td>124.75</td>
<td>127.25</td>
</tr>
<tr>
<td></td>
<td>254.4</td>
<td>257.95</td>
<td>335.5</td>
</tr>
</tbody>
</table>

**CAUTION:**
High terrain 3 NM W of Rwy. Unit terrain 5561' MSL, 200' prior to threshold, 385' left of course.

When VGSI inop, procedure NA at night. USAF ONLY. When VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval.

**EMERG SAFE ALT 100 NM 16,600 FROM TQQ**

- **11,000 TPH:**
  - **ITAVE:** 6.3
  - **Remain within 10 NM**

**CATEGORY**

<table>
<thead>
<tr>
<th>S-32</th>
<th>6080/24 530 (600-1/2)</th>
<th>6080/55 530 (600-1)</th>
<th>NOT AUTHORIZED</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING*</td>
<td>6080-1 530 (600-1)</td>
<td>6080-1½ 530 (600-1½)</td>
<td>NOT AUTHORIZED</td>
</tr>
</tbody>
</table>

**TONOPAH, NEVADA**

Amdt 2 29MAY14
VOR/DME or TACAN RWY 14

TONOPAH, NEVADA

AWOS
113.0

NELLIS CONTROL
119.35 254.4

SILVERBOW TOWER
124.75 257.95

GND CON
127.25 335.5

** When VGS inop, circling to Rwy 32 NA at night.

CAUTION: High terrain 3 NM W of Rwy 11. Unit terrain 5558' MSL, 200' prior to Rwy 32 threshold, 200' left of centerline.

When VGS inop, procedure NA at night. USAF ONLY. When Rwy 14 VGS inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval.

CAUTION: When Rwy 32 VGS inop, circling to Rwy 32 NA at night.

HILR Rwy 14-32
### VOR/DME or TACAN RWY 32

#### TONOPAH TEST RANGE (KTNX)

| **AWOS** | 113.0 | **NELLS CONTROL** | 119.35 254.4 | **SILVERBOW TOWER** | 124.75 257.95 | **GND CON** | 127.25 335.5 |

**CAUTION:** High terrain 3 NM W of Rwy. Unlit terrain 5561’ MSL, 200’ prior to threshold, 385’ left of course.

When VGS inop, procedure NA at night. USAF ONLY. When VGS inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval.

---

**EMERG SAFE ALT 100 NM 16,600**

---

**CATEGORY** | **A** | **B** | **C** | **D** | **E**
---|---|---|---|---|---
**S-32** | 6080-1 | 530 | (600-1) | |
**CIRCLING** | 6080-1 | 530 (600-1) | 6080-1½ | 6100-2 | 550 (600-2)
ESSAA ONE (RNAV) DEPARTURE (ESSAA1 · ESSAA)

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 14.** Climb on heading 141° to 6600, then right turn direct to cross ESSAA at or below FL190 or as assigned by ATC.

**TAKEOFF RWY 32.** Climb on heading 321° to 6800, then left turn direct ESSAA maintain at or below FL190 or as assigned by ATC.

RNAVI
GPS REQUIRED
**JAYSN ONE (RNAV) DEPARTURE (JAYSN1 • JAYSN)**

**GPS REQUIRED**

---

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 14.** Climb on heading 141° to 6600, then direct to cross JAYSN at or below FL190 or as assigned by ATC.

**TAKEOFF RWY 32.** Climb on heading 321° to 6800, then left turn direct JAYSN or as assigned by ATC.
LEAHI ONE (RNAV) DEPARTURE (LEAHI - LEAHI)

[USAF] AL-3188

SW-4, 11 JUL 2024 to 05 SEP 2024

AWOS 113.0
GND CON
127.25 335.5
SILVERBOW TOWER ★
124.75 257.95
NELLIS CONTROL
119.35 254.4

<table>
<thead>
<tr>
<th>Rwy</th>
<th>Knots</th>
</tr>
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<tbody>
<tr>
<td>60</td>
<td>774</td>
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<tr>
<td>120</td>
<td>1161</td>
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<tr>
<td>180</td>
<td>1548</td>
</tr>
<tr>
<td>240</td>
<td>1935</td>
</tr>
<tr>
<td>300</td>
<td>2322</td>
</tr>
<tr>
<td>360</td>
<td>300</td>
</tr>
</tbody>
</table>

Minimum Climb Rate

@ to 6200
@ to 8300

LEAHI ONE (RNAV) DEPARTURE (LEAHI - LEAHI)

Orig 24MAR22

RNAV1
GPS REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKEOFF Rwy 14. Climb on heading 141° to 6600, then right turn direct to cross LEAHI at or below FL190 or as assigned by ATC.

TAKEOFF Rwy 32. Climb on heading 321° to 6800, then left turn direct to cross LEAHI at or below FL190 or as assigned by ATC.
**RANGE TWO (RNAV) DEPARTURE (RANGE2·TPH)**

**TONOPAH TEST RANGE (KTNX)**

**SHL-3188 [USAF]**

**TONOPAH, NEVADA**

---

**GND CON**

127 25 335.5

SILVERBOW TOWER ★

124 75 257.95

NELLS CONTROL

119 35 254.4

---

**SW-4, 11 JUL 2024 to 05 SEP 2024**

---

**Rwy** | **Knots**  | 60 | 120 | 180 | 240 | 300 | 360
---|---|---|---|---|---|---|---
14 | V/V (fpm) | 205 | 410 | 615 | 820 | 1025 | 1230
32 | V/V (fpm) | 260 | 520 | 780 | 1040 | 1300 | 1560
32 | V/V (fpm) | 263 | 526 | 789 | 1052 | 1315 | 1578

---

**MINIMUM CLIMB RATE**

- **@** to 7500
- **@** to 5900
- **@** to 10,000

---

**TALONPAH**

TPH

L-9, H-3

---

**For use by E/F/G and R (RNP 2.0)**

equipped A/C only

---

**GPS REQUIRED**

---

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 14:** Climb heading 141°. When leaving 6500 turn left direct TPH VORTAC, cross TPH at or above 10,000.

**TAKE-OFF RWY 32:** Climb heading 321°. When leaving 6500 turn left direct TPH VORTAC, cross TPH at or above 10,000.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb heading 137°, when leaving 6500 turn left direct TPH VORTAC. Cross TPH at or above 10,000.

TAKEOFF RWY 32: Climb heading 321° to intercept TPH VORTAC R-108 direct TPH. Cross TPH at or above 10,000.
Procedure NA for CAT E acft
Do not exceed 300 KIAS until intercepting TQQ R-137

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 14:** Climb heading 141° to intercept TQQ VORTAC R-137 to STOFF, cross STOFF at or above 10,000.

**TAKE-OFF RWY 32:** Climbing right turn to intercept TQQ VORTAC R-137 to STOFF, cross STOFF at or above 10,000.
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb on heading 141° to 6600, then right turn direct to cross TPH at or below FL190 or as assigned by ATC.
GPS REQUIRED
For use by E/F/G and R (RNP 2.0)
equipped A/C only.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF Rwy 14: Fly heading 141°, at 6225 (HOSER) turn right direct TUMBE.

TAKE-OFF Rwy 32: Fly heading 321°, at 6225 turn right direct TUMBE.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM, increase LNAV Cat C/D visibility to 1 SM.

**RNAV (GPS) RWY 17**

**BOLINDER FIELD-TOOELE VALLEY (TVY)**

**AWOS-3**

119.725

**SALT LAKE CITY APP CON**

135.5 316.15

**CLNC DEL**

124.4

**UNICOM**

123.0 (CTAF)

Procedure NA for arrival at EMONT on V257 northbound, and V236 northeast bound.

**RNAV (GPS) RWY 17**

**BOLINDER FIELD-TOOELE VALLEY (TVY)**

**MALSR**

**MISSED APPROACH**: Climb to 4800 then climbing right turn to 8600 direct WEGET and track 346° to FOGEM and hold.

**AWOS-3**

119.725

**SALT LAKE CITY APP CON**

135.5 316.15

**CLNC DEL**

124.4

**UNICOM**

123.0 (CTAF)

Procedure NA for arrival at EMONT on V257 northbound, and V236 northeast bound.

**RNAV (GPS) RWY 17**

**BOLINDER FIELD-TOOELE VALLEY (TVY)**

**MALSR**

**MISSED APPROACH**: Climb to 4800 then climbing right turn to 8600 direct WEGET and track 346° to FOGEM and hold.
TAKEOFF MINIMUMS

Rwy 17: Standard with minimum climb of 350’ per NM to 8200.
Rwy 35: Standard with minimum climb of 380’ per NM to 9000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 166° to 5500, then climbing right turn direct HOKPI, then on depicted route to STACO, thence.

TAKEOFF RUNWAY 35: Climb heading 346° to 4900, then climbing left turn direct ZESER, then on depicted route to STACO, thence.

...... Maintain 9000 and hold at STACO.
RNAV (GPS) RWY 6R
RYAN FLD (RYN)

Circling NA for Cat D north of Rwy 24R and east of Rwy 15. Rwy 6R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Max 240K until JIPSY. Climb to 2900 then climbing left turn to 7000 direct JIPSY and hold. Continue climb-in-hold to 7000.

ATIS 133.35
TUSCON APP CON 128.5 273.6
RYAN TOWER* 125.8 (CTAF)
GND CON 118.2

RNAV (GPS) RWY 6R

Orig-A 03NOV22

RNAV (GPS) RWY 6R
RYAN FLD (RYN)

GND CON 118.2
ATIS 133.35
TUSCON APP CON 128.5 273.6
RYAN TOWER* 125.8 (CTAF)

TUSCON, ARIZONA
AL-6513 (FAA)

RNAV (GPS) RWY 6R
RYAN FLD (RYN)

TUSCON, ARIZONA
AL-6513 (FAA)
### NDB RWY 6R

**RYAN FLD (RYN)**

**ATIS** 133.35  
**TUCSON APP CON** 128.5 273.6  
**RYAN TOWER** * 125.8 (CTAF)  
**GND CON** 118.2

**DME Required:**

**NA** Circling NA for Cat D north of Rwy 24R and east of Rwy 15. Rwy 6R helicopter visibility reduction below 1/2 SM NA.

Simultaneous reception of RYN NDB and TUS DME required.

**Missed Approach:** Climbing right turn to 5200 on heading 170° and TUS VORTAC R-264 to JOTED/TUS 21 DME and hold.

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### Category

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**TUCSON, ARIZONA**

Amdt 2 20JUN19

32°09'N-111°10'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**TUCSON, ARIZONA**

**ALMON ONE DEPARTURE (OBSTACLE) (RNAV)**

**NOTE:** GPS required.
**NOTE:** RNAV 1.

**TAKEOFF MINIMUMS**
- Rwy 6L, 15, 24R, 33: NA, ATC.
- Rwy 6R: Standard with a minimum climb of 309' per NM to 4400.
- Rwy 24L: Standard.

**TAKEOFF OBSTACLE NOTES**
- Rwy 6R: Bushes beginning 331' from DER, 293' right of centerline, up to 28' AGL/2428' MSL. Bush 166' from DER, 366' left of centerline, 8' AGL/2408' MSL.
- Rwy 24L: Bush 282' from DER, 462' left of centerline, 10' AGL/2410' MSL. Windsock 280' from DER, 248' right of centerline, 18' AGL/2408' MSL. Tree 1401' from DER, 724' right of centerline, 44' AGL/2434' MSL.

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 6R:** Climb direct ZILIG then via depicted route to ALMON. Maintain 8000 or assigned altitude.

**TAKEOFF RUNWAY 24L:** Climb direct JUPIN then via depicted route to ALMON. Maintain 8000 or assigned altitude.
RNAV (RNP) Y RWY 12
TUCSON INTL (TUS)

AUTHORIZATION REQUIRED

For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500.

MISSING APPROACH: Climb to 9000 direct CURGA and climbing right turn on track 216° to REBDE and climbing right turn on track 305° to TOYOP and hold, continue climb-in-hold to 9000.
RNAV (RNP) Y RWY 30
TUCSON INTL (TUS)

**ATIS** 123.8 279.65
**TUCSON APP CON** 119.4 318.1
**TUCSON TOWER** 118.3 257.8
**GND CON** 120.025 348.6
**CLNC DEL** 126.65 326.2

**APPR CRS** 306°
**Rwy Idg** 10996
**TDZE** 2643
**Apt Elev** 2643

**Autorization Required**

**RNAV (RNP) Y RWY 30**

**For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C.**

**MISSED APPROACH:** Climb to 6800 direct WEDGI and on track 312° to PIMMA and hold.

**5.4 NM**
**Category A**
**B**
**C**
**D**

**RNP 0.30 DA**
**3062-1/8 419 (500-1/4)**
RNAV (GPS) RWY 22
TUCSON INTL (TUS)

**ATIS**
123.8 279.65

**TUCSON APP CON**
119.4 318.1

**TUCSON TOWER**
118.3 257.8

**GND CON**
120.025 348.6

**CLNC DEL**
126.65 326.2

**ELEV**
2643  D  TDZE  2572

**RNAV (GPS) RWY 22**

**WADSO**

**UKLE**

**RYN**

**HEVIN**

**OPRAE**

**AVOME**

**RANAE**

**OBISE**

**LIKLE**

**RYN NDB and hold, continue climb-in-hold to 6000.**

**WADSO and 206° track to LIKLE and right turn direct**

**MISSED APPROACH: Climb to 6000 on track 216° to WADSO and 206° track to LIKLE and right turn direct RYN NDB and hold, continue climb-in-hold to 6000.**

**Procedure NA for arrivals at OBISE on V66-T310 northwest bound.**

**Procedure NA for arrivals at ALMON on V66-105 northwest bound.**

**RNAV (GPS) RWY 22**

**MIRL Rwy 4-22**

**HIRL Rwy 12-30**

**REIL Rwys 22 and 30**

**TUCSON, ARIZONA**

**Orig-E 30NOV23**

**ATIS**
123.8 279.65

**TUCSON APP CON**
119.4 318.1

**TUCSON TOWER**
118.3 257.8

**GND CON**
120.025 348.6

**CLNC DEL**
126.65 326.2

**ELEV**
2643  D  TDZE  2572

**RNAV (GPS) RWY 22**

**WADSO**

**UKLE**

**RYN**

**HEVIN**

**OPRAE**

**AVOME**

**RANAE**

**OBISE**

**LIKLE**

**RYN NDB and hold, continue climb-in-hold to 6000.**

**WADSO and 206° track to LIKLE and right turn direct**

**MISSED APPROACH: Climb to 6000 on track 216° to WADSO and 206° track to LIKLE and right turn direct RYN NDB and hold, continue climb-in-hold to 6000.**

**Procedure NA for arrivals at OBISE on V66-T310 northwest bound.**

**Procedure NA for arrivals at ALMON on V66-105 northwest bound.**

**RNAV (GPS) RWY 22**

**MIRL Rwy 4-22**

**HIRL Rwy 12-30**

**REIL Rwys 22 and 30**

**TUCSON, ARIZONA**

**Orig-E 30NOV23**
VOR or TACAN RWY 30
TUCSON Intl (TUS)

ATIS 123.8 279.65
TUCSON APP CON 119.4 318.1
TUCSON TOWER 118.3 257.8
GND CON 120.025 348.6
CLNC DEL 126.65 326.2

**ATIS Reference Points**
- TUCSON, ARIZONA
- TUS
- TUS INTL
- TUCSON
- TUS 116.0
- TUS 20
- TUS 20

**Approach Fix**
- PIMMA TUS 20

**DME**
- R-308

**VOR or TACAN Reference**
- TUS
- TUS 116.0
- TUS 20

**Approach Procedure**
- Climb to 6500 to PIMMA/TUS 20 DME on TUS R-308.

**VGS and Descent Angles**
- Not coincident (VGS Angle 3.00°/TCH 81).

**Approach Category**
- S-30
- 3160-1
- 517 (600-1) 6189
- TUS
- 3693

**CIRCLING**
- 3160-1
- 517 (600-1) 6189
- TUS
- 3693

**Frequencies**
- ATIS: 123.8 279.65
- TUCSON APP CON: 119.4 318.1
- TUCSON TOWER: 118.3 257.8
- GND CON: 120.025 348.6
- CLNC DEL: 126.65 326.2

**Other**
- HIRL Rwys 12-30
- MIRL Rwys 4-22
- TDZE 2643
- Chan 107

**Dates**
- SW-4, 11 JUL 2024 to 05 SEP 2024

**Location**
- TUCSON, ARIZONA
- Orig 30NOV23

**Additional Information**
- 32°07'N-110°56'W
ALL AIRCRAFT USE UPPER ANTENNA UNTIL AIRBORNE

CAUTION: ENGINE TEST STANDS. DO NOT BLAST.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

AIR NATIONAL GUARD
ARM/DE-ARM PAD

AIRPORT DIAGRAM

AIRPORT DIAGRAM

AIRPORT DIAGRAM

AIRPORT DIAGRAM

AIRPORT DIAGRAM

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 12:** Climb heading 126° to 3200, then continue climb direct BURRO, cross BURRO at or above 6700, thence...

...on assigned transition, maintain 17000, expect filed altitude 10 minutes after departure.

**BBALL TRANSITION (BURRO5.BBALL)**

**GILA BEND TRANSITION (BURRO5.GBN)**

**HOTTT TRANSITION (BURRO5.HOTTT)**

**NOCHI TRANSITION (BURRO5.NOCHI)**
NOTE: Chart not to scale.

TUCSON NINE DEPARTURE

BUCKEYE
110.6 BXK
Chan 43

PHOENIX
115.6 PXR
Chan 103

DME required.

TOP ALTITUDE:
17000

TUCSON NINE DEPARTURE

REDDY
115.4 SSO
Chan 101

CHAN 101

114.8 TFD
Chan 95

STANFIELD
116.6 GBN
Chan 113

SAN SIMON
115.4 SSO
Chan 101

TOP ALTITUDE:
17000

MULTIPLE ROUTES TO CHARTED DESTINATIONS

TUCSON NINE DEPARTURE

GILA BEND
116.6 GBN
Chan 113

TUCSON DEP CON
125.1 269.55
ATIS
123.8 279.65
CLNC DEL
126.65 326.2
GND CON
120.025 348.6
TUCSON TOWER
118.3 257.8

XLKM
15000

GND CON
126.65 326.2

CLNC DEL
126.65 326.2

TOP ALTITUDE:
17000

TUCSON DEP CON
125.1 269.55
ATIS
123.8 279.65
CLNC DEL
126.65 326.2
GND CON
120.025 348.6
TUCSON TOWER
118.3 257.8

NOTE: Chart not to scale.

TUCSON NINE DEPARTURE

(SW-9, TUS)

(Continent on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 036° to 3000 then climbing right turn on heading 172° and TUS R-018 to TUS VORTAC, thence . . . .
TAKEOFF RUNWAY 12: Climb on heading 126° to 4000 then climbing left turn direct TUS VORTAC, thence . . . .
TAKEOFF RUNWAY 22: Climb on heading 216° to 3000 then climbing left turn on heading 078° and TUS VORTAC R-227 to TUS VORTAC, thence . . . .
TAKEOFF RUNWAY 30: Climbing right turn direct TUS VORTAC. Thence . . . .

. . . . maintain 17000, expect clearance to filed altitude 10 minutes after departure.

BAYBI TRANSITION (TUS9.BAYBI): From over TUS VORTAC on TUS R-335 to BAYBI.
BBALL TRANSITION (TUS9.BBALL): From over TUS VORTAC on TUS R-319 to BBALL.
GILA BEND TRANSITION (TUS9.GBN): From over TUS VORTAC on TUS R-280 and GBN R-109 to GBN VORTAC.
MESCA TRANSITION (TUS9.MESCA): From over TUS VORTAC on TUS R-107 and SSO R-238 to SSO VORTAC.
PHOENIX TRANSITION (TUS9.PXR): From over TUS VORTAC on TUS R-319 and PXR R-127 to PXR VORTAC.
REDDY TRANSITION (TUS9.REDDY): From over TUS VORTAC on TUS R-038 and SSO R-261 to SSO VORTAC.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 30:** Climb on heading 306° to 3200, then continue climb direct WLDKT, cross WLDKT at or above 6700, thence . . .

. . . on assigned transition, maintain 17000, expect filed altitude 10 minutes after departure.

**BBALL TRANSITION (WLDKT4.BBALL)**

**GILA BEND TRANSITION (WLDKT4.GBN)**

**HOTT TRANSITION (WLDKT4.HOTTI)**

**SAN SIMON TRANSITION (WLDKT4.SSO)**

**NOTE:** Chart not to scale.
RNAV (GPS) Y RWY 35
VERNAL RGNL (VEL)

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct OHAPE and hold.
Missed approach requires minimum climb of 300 feet per NM to 7500.

Procedure NA for arrivals at VEL VOR/DME on V208 northeast bound.

NoPT for arrival at OHAPE on V200 westbound.

RNAV (GPS) Y RWY 35
VERNAL RGNL (VEL)

RNAV (GPS) Y RWY 35
VERNAL RGNL (VEL)

RNAV (GPS) Y RWY 35
VERNAL RGNL (VEL)

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RNAV (GPS) Y RWY 35
VERNAL RGNL (VEL)
RNAV (GPS) Z RWY 35
VERNAL RGNL (VEL)

ASOS 118.125
SALT LAKE CENTER 119.95 377.15
UNICOM 122.7 (CTAF)

Rwy 35 helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

Procedure NA for arrivals at VEL VOR/DME on V208 northeast bound.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct OHAPE and hold. *Missed approach requires minimum climb of 290 feet per NM to 8600.

NoPT for arrival at OHAPE on V200 westbound.

For uncompensated Baro-VNAV systems, procedure NA RW 35 helicopter visibility reduction below ¼ SM NA.

AL-792 (FAA)

RNAP APCH.

**RNP APCH.**

**ASOS**

**SALT LAKE CENTER**

**UNICOM**

**ELEV 5274**

**TDZE 5274**

**VERNAL, UTAH**

**VERNAL RGNL (VEL)**

**RNAV (GPS) Z RWY 35**

**VPAP (FAA)**

**7000**

**5274**

**5274**

**VERNAL, UTAH**

**Orig 22APR21**

**VERNAL RGNL (VEL)**

**40°26’N-109°31’W**

**RNAV (GPS) Z RWY 35**

**VPAP (FAA)**

**7000**

**5274**

**5274**

**VERNAL, UTAH**

**Orig 22APR21**

**VERNAL RGNL (VEL)**

**40°26’N-109°31’W**

**RNAV (GPS) Z RWY 35**

**VPAP (FAA)**

**7000**

**5274**

**5274**

**VERNAL, UTAH**

**Orig 22APR21**

**VERNAL RGNL (VEL)**

**40°26’N-109°31’W**
Circling NA west of Rwy 17-35.
Rwy 35 helicopter visibility reduction below 3/4 NA.

MISSED APPROACH: Climb to 6200 then climbing right turn to 8000 direct VEL VOR/DME and on VEL VOR/DME R-142 to ENSEN INT/9.7 DME and hold.
RNAV (GPS) RWY 8
WENDOVER (ENV)

**AWOS-3PT**
120.55

**SALT LAKE CENTER**
128.55  269.175

**UNICOM**
122.8 (CTAF)

---

**Procedures**

Procedure NA for arrivals at SPATS on V32 westbound and V269 northbound.

**Missed Approach**

MISSED APPROACH: Climb to 9000 direct BVL VORTAC and hold, continue climb-in-hold to 9000.

** категория ВИС**

<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>4560-1 330 (400-1)</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
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<td>LNAV/ VNAV DA</td>
<td>4581-1 351 (400-1)</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Environmental Conditions**

- NA: 13°C
- 9000: -13°C
Circling NA north of Rwy 8-26.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 9000 direct ZONSU
and hold, continue climb-in-hold to 9000.

AWOS-3PT  
120.55

SALT LAKE CENTER  
128.55  269.175

UNICOM  
122.8 (CTAF)

UTAVY

ZONSU

0.7 NM to ZETVI

2.00° TCH 50

5900

253° (14.7)

7 NM

9000

253°

073°

258°

3.00°

0.7

1.47 NM

13°C

-13°C

-13°C
Circling NA north of Rwy 8-26.
DME/DME RNP-0.3 NA.

Procedure NA for arrivals at UHEPI on V32 westbound.

MISSED APPROACH: Climbing left turn to 9000 direct BVL VORTAC and hold, continue climb-in-hold to 9000.

UNICOM 122.8 (CTAF)

CIRCLING

5 NM 4.6 NM 5.4 NM
Circling NA north of Rwy B-26.

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 9000 direct MOJVL and on track 075° to BVL VORTAC and hold, continue climb-in-hold to 9000.

Procedure NA for arrivals at SPATS on V32 westbound.

MISSED APCH FIX

7 NM

BONNEVILLE

VORTAC

BVL

MEDBE

(IF) SPATS

10100

087° (10.4)

MEDBE

WEPLI

3.5 NM to RW08

9300

078° (6.5)

(IF) JUTEU

WEPLI

9300

078° (6.5)

MEDBE

JUTEU

9300

078° (6.5)

MEDBE
MISSED APPROACH: Climb to 9000 direct BVL VORTAC and hold, continue climb-in-hold to 9000.

Circling NA north of Rwy 8-26.
Circling NA north of Rwy 8-26.

Missed Approach: Climbing left turn to 9000 direct BVL VORTAC and on BVL VORTAC R-072 to BAGGI/10 DME and hold, continue climb-in-hold to 9000.
AIRPORT DIAGRAM

WENDOVER, UTAH

AWOS-3PT
CTAF/UNICOM
120.55
122.8

TERMINAL
GENERAL AVIATION APRON

FIELD ELEV
4237

ELEV 4226

ELEV 4224

ELEV 4230

ELEV 4237

078.0°

122.8°

258.0°

303.0°

0.1° W

JANUARY 2020
ANNUAL RATE OF CHANGE

Rwy 08-26
PCN 49 F/C/X/T
S-75, D-140, 2D-208

Rwy 12-30
PCN 73 F/C/X/T
S-75, D-140, 2D-180

S-75, D-140, 2D-208

SW-4, 11 JUL 2024 to 05 SEP 2024

SW-4, 11 JUL 2024 to 05 SEP 2024

SW-4, 11 JUL 2024 to 05 SEP 2024
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 8:** Climb heading 078° to 4737, then climb to 9000 direct BVL VORTAC and hold, thence . . .

**TAKEOFF RUNWAY 12:** Climb heading 123° to 4737, then climbing left turn to 9000 direct BVL VORTAC and hold, thence . . .

**TAKEOFF RUNWAY 26:** Climb heading 258° to 4737, then climbing left turn to 9000 direct BVL VORTAC and hold, thence . . .

. . . continue climb in holding pattern (hold NE, RT, 247° inbound) to 9000 before proceeding on course.
RNAP APCH - GPS.

When local altimeter setting not received, use Douglas Bisbee altimeter setting. VDP NA with Douglas Bisbee altimeter setting.

MISSING APPROACH: Climbing right turn to 8800 direct NOCHI and hold, continue climb-in-hold to 8800.

Procedure NA for arrivals at NOCHI on T310 northeast bound.

Radar required for procedure entry at JOKIM.

AWOS-3PT
119.025

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
122.8 (CTAF)

WILLCOX, ARIZONA
AL-85 (FAA)

RNAV (GPS) RWY 3
COCHISE COUNTY (P33)
Baro-VNAV NA when using Douglas Bisbee altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. When local altimeter setting not received, use Douglas Bisbee altimeter setting and increase LPV DA to 4555 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 4555 feet and all visibilities ½ SM; increase all MDAs 120 feet.

**RNAV (GPS) RWY 21**

**COCHISE COUNTY (P33)**

**WILLCOX, ARIZONA**

**AL-85 (FAA)**

**AWOS 3PT**

**119.025**

**ALBUQUERQUE CENTER**

**134.45 327.15**

**UNICOM**

**122.8 (CTAF) 0**

**Procedure NA for arrivals on SSO VORTAC airway radials 228 CW 273.**

**MISSING APCH FIX**

**4 NM**

**085°**

**175K**

**265°**

**NOCHI**

**RWY 21**

**2.1 NM**

**5301**

**TCH 40**

**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>LPV DA</td>
<td>4437-7/8</td>
<td>250 (300-¾)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>4437-7/8</td>
<td>250 (300-¾)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>4520-1</td>
<td>333 (400-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4600-1</td>
<td>413 (500-1)</td>
<td>4660-1</td>
</tr>
</tbody>
</table>

**MIIRL Rwy 3-21**

**WILLCOX, ARIZONA**

Amdt 1C 02NOV23
COCHISE ONE DEPARTURE (OBSTACLE)

WILLCOX, ARIZONA

ALBUQUERQUE CENTER
134.45  327.15

TAKEOFF MINIMUMS

TAKEOFF OBSTACLE NOTES
Rwy 3: Trees beginning 150’ from DER, left and right of centerline, up to 31’ AGL/4216’ MSL.
Rwy 21: Terrain beginning 64’ from DER, left and right of centerline, up to 4190’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing right turn heading 150° to intercept SSO VORTAC
R-230 to SSO VORTAC before proceeding on course.

TAKEOFF RUNWAY 21: Climbing left turn heading 150° to intercept SSO VORTAC
R-230 to SSO VORTAC before proceeding on course.
RNAV (GPS) RWY 18
H A CLARK MEML FLD (CMR)

Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA east of Rwy 18-36.

MISSED APPROACH: Climb to 7600, then climbing right turn to 10800 direct KACEE and hold, continue climb-in-hold to 10800.

Acknowledgments

WAAS
CH 63043
W18A

APP CRS
Rwy Idg
TDZE
Apt Elev

ELEV
6003
6661
6691

UNICOM
122.8 (CTAF)

AWOS:3
121.125

ALBUQUERQUE CENTER
128.45 298.9

ASA RW18 25 NM
14100

REIL Rwys 18 and 36
MIRL Rwy 18-36

BISOP
GRAVL

7600 10800
KACEE

7 NM
HOLD 11000

UJIMO

DAYHI

3.5 NM to RW18

7246A

7644

7725

DP 3.00°

TCH 46

GP 3.00°

3.5 NM
2 NM
10 NM

CATEGORY
A
B
C
D

LPV DA
7281-1 1/4
620 (600-1 1/4)

LNAV MDA
7520-1
859 (900-1)
7520-1 1/4
859 (900-1 1/4)

CIRCLING
7520-1 1/4
829 (900-1 1/4)
7540-1 1/4
849 (900-1 1/4)

8020-3
1329 (1400-3)

7644

HOLD 11000

10800

7880

8400

117°

10000

7600

8400

117°

7780

178°

8400

117°

260°

178°

8400

117°

7540-1

849 (900-1)

7520-2 1/2

859 (900-2 1/2)

7520-1

859 (900-1)

7520-2 1/2

859 (900-2 1/2)

ALBUQUERQUE CENTER
128.45 298.9

WAAS
CH 63043
W18A

APP CRS
Rwy Idg
TDZE
Apt Elev

ELEV
6003
6661
6691

UNICOM
122.8 (CTAF)

AWOS:3
121.125

ALBUQUERQUE CENTER
128.45 298.9

ASA RW18 25 NM
14100

REIL Rwys 18 and 36
MIRL Rwy 18-36

BISOP
GRAVL

7600 10800
KACEE

7 NM
HOLD 11000

UJIMO

DAYHI

3.5 NM to RW18

7246A

7644

7725

DP 3.00°

TCH 46

GP 3.00°

3.5 NM
2 NM
10 NM

CATEGORY
A
B
C
D

LPV DA
7281-1 1/4
620 (600-1 1/4)

LNAV MDA
7520-1
859 (900-1)
7520-1 1/4
859 (900-1 1/4)

CIRCLING
7520-1 1/4
829 (900-1 1/4)
7540-1 1/4
849 (900-1 1/4)

8020-3
1329 (1400-3)

7644

HOLD 11000

10800

7880

8400

117°

10000

7600

8400

117°

7780

178°

8400

117°

260°

178°

8400

117°

7540-1

849 (900-1)

7520-2 1/2

859 (900-2 1/2)

7520-1

859 (900-1)

7520-2 1/2

859 (900-2 1/2)

ALBUQUERQUE CENTER
128.45 298.9

WAAS
CH 63043
W18A

APP CRS
Rwy Idg
TDZE
Apt Elev

ELEV
6003
6661
6691

UNICOM
122.8 (CTAF)

AWOS:3
121.125

ALBUQUERQUE CENTER
128.45 298.9

ASA RW18 25 NM
14100

REIL Rwys 18 and 36
MIRL Rwy 18-36

BISOP
GRAVL

7600 10800
KACEE

7 NM
HOLD 11000

UJIMO

DAYHI

3.5 NM to RW18

7246A

7644

7725

DP 3.00°

TCH 46

GP 3.00°

3.5 NM
2 NM
10 NM

CATEGORY
A
B
C
D

LPV DA
7281-1 1/4
620 (600-1 1/4)

LNAV MDA
7520-1
859 (900-1)
7520-1 1/4
859 (900-1 1/4)

CIRCLING
7520-1 1/4
829 (900-1 1/4)
7540-1 1/4
849 (900-1 1/4)

8020-3
1329 (1400-3)

7644

HOLD 11000

10800

7880

8400

117°

10000

7600

8400

117°

7780

178°

8400

117°

260°

178°

8400

117°

7540-1

849 (900-1)

7520-2 1/2

859 (900-2 1/2)

7520-1

859 (900-1)

7520-2 1/2

859 (900-2 1/2)

ALBUQUERQUE CENTER
128.45 298.9

WAAS
CH 63043
W18A

APP CRS
Rwy Idg
TDZE
Apt Elev

ELEV
6003
6661
6691

UNICOM
122.8 (CTAF)

AWOS:3
121.125

ALBUQUERQUE CENTER
128.45 298.9

ASA RW18 25 NM
14100

REIL Rwys 18 and 36
MIRL Rwy 18-36

BISOP
GRAVL

7600 10800
KACEE

7 NM
HOLD 11000

UJIMO

DAYHI

3.5 NM to RW18

7246A

7644

7725

DP 3.00°

TCH 46

GP 3.00°

3.5 NM
2 NM
10 NM

CATEGORY
A
B
C
D

LPV DA
7281-1 1/4
620 (600-1 1/4)

LNAV MDA
7520-1
859 (900-1)
7520-1 1/4
859 (900-1 1/4)

CIRCLING
7520-1 1/4
829 (900-1 1/4)
7540-1 1/4
849 (900-1 1/4)

8020-3
1329 (1400-3)

7644

HOLD 11000

10800

7880

8400

117°

10000

7600

8400

117°

7780

178°

8400

117°

260°

178°

8400

117°
Nearest for arrival at FORAN on V211 northwesterly bound.

Nearest for arrival at FORAN.

Circling Runway 21 NA at night.

Circling Runway 21 NA.

No PT for arrival at FORAN.

No PT for arrival at FORAN.

HABON

HABON

118.325

118.325

122.8 CTAF

122.8 CTAF

124.325 288.25

124.325 288.25

ALBUQUERQUE CENTER

ALBUQUERQUE CENTER

RNAV (GPS) RWY 3

RNAV (GPS) RWY 3

WINDOW ROCK, ARIZONA

WINDOW ROCK, ARIZONA

1 2

1 2

7000

7000

3.00°

3.00°

4.00°

4.00°

1.000-1

1.000-1

1.000-1

1.000-1

5.7 NM

5.7 NM

6.8 NM

6.8 NM

7.000 X 7.5

7.000 X 7.5

L

L

1.5 NM to RW03

1.5 NM to RW03

025°

025°

041°

041°

072°

072°

025° to RW03

025° to RW03

7380-1

7380-1

998 (1000-1)

998 (1000-1)

SW-4, 11 JUL 2024 to 05 SEP 2024
### RNAV (GPS)-B

#### WINDOW ROCK (RQE)

**ASOS**

<table>
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<th>UNICOM</th>
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<tr>
<td>B</td>
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<td>C</td>
<td>124.325</td>
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<tr>
<td>D</td>
<td>288.25</td>
</tr>
<tr>
<td>A</td>
<td>122.8</td>
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**APP CRS**

- **Rwy Idg**: N/A
- **TDZE**: N/A
- **Apt Elev**: 6742

**RNAV (GPS)-B**

- **WUDID**
- **FORAN**
- **ROCLO**
- **WUIDD**

**Category**

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<th>D</th>
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<td>7740-1½</td>
<td>7740-1½</td>
<td>7780-3</td>
<td>8080-3</td>
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<td>7996 (1000-1½)</td>
<td>7996 (1000-1½)</td>
<td>8038 (1100-3)</td>
<td>1338 (1400-3)</td>
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</tbody>
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**Miscellaneous**

- **ASOS**: 118.325
- **ALBUQUERQUE CENTER**: 124.325, 288.25
- **UNICOM**: 122.8 (CTAF)

- **Circling Rwy 21 NA at night.**
- **Missed Approach**: Climbing right turn to 9600 direct FORAN and hold.

- **Procedure NA for arrivals at HUNVI on V95 southbound.**
- **Procedure NA for arrivals at DERTY on V421 northbound.**

**Window Rock, Arizona**

- **ELEV 6742**
- **M5A RW21 2.5 NM**
- **10600**

**Window Rock, Arizona**

- **35°39’N-109°04’W**
- **Amdt 1 05DEC19**

**SW-4, 11 JUL 2024 to 05 SEP 2024**
ASOS
118.325

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.8 [CTAF]

Circling Rwy 21 NA at night.

DME required.

MISSED APPROACH: Climbing left turn to 9800 direct GUP VORTAC and hold.

NOPT for arrival on GUP VORTAC airway radials R-075, R-090, R-190.

One Minute Holding Pattern

CATEGORY A B C D
CIRCLING 7740-1¼ 7740-1½ 7780-3 8080-3
998 (1000-1¼) 998 (1000-1½) 1038 (1100-3) 1338 (1400-3)

SW4, 11 JUL 2024 to 05 SEP 2024
Procedure

Turn NA

If local altimeter setting not received, use Battle Mountain altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Battle Mountain altimeter setting.

MISSED APPROACH: Climb to 12000 direct MUXSU and via 147° track to CUTVA and hold, continue climb-in-hold to 12000.

MISSED APCH FIX

CUTVA

12000

MUXSU

147°

CUTVA

TCH 40

WINGY

LPV DA

4843.2

539 (600-2)

LNAV MDA

5100-1

796 (800-1)

5100-1 1/4

796 (800-1 1/4)

5100-2 1/4

796 (800-2 1/4)

5100-2 1/2

796 (800-2 1/2)

SW-4, 11 JUL 2024 to 05 SEP 2024

WINNEMUCCA, NEVADA

Orig-A 15AUG19

40°54’N-117°48’W

565
RNAV (GPS) RWY 32
WINNEMUCCA MUNI (WMC)

Rwy 32 helicopter visibility reduction below 3/4 SM NA.
VDP NA when using Battle Mountain altimeter setting.
When local altimeter setting not received, use Battle Mountain altimeter setting and increase all DAs/MDAs 140 feet.

**MISSED APPROACH:** Climb to 10000 direct EXATY and on track 326° to SDO VORTAC and hold.

**ASOS**
120.175

**SALT LAKE CITY CENTER**
132.25 338.35

**UNICOM**
122.8 (CTAF)

**MISSPED APCH FIX**
SOD HOUSE
SDO

**ELEV 4308**
**TDZE 4304**

**WINNEMUCCA, NEVADA**

**AL-6471 (FAA)**

**WAAS**
CH 72702
W32A

**APP CRS**
324°

**Rwy Idg**
7000
TDZE
4304

**Apt Elev** 4308

**RNAV** (GPS) RWY 32
WINNEMUCCA MUNI (WMC)

**VPV**

**DA**

**MDA**

**TCH 326°**

**VGSI Angle 3.00°/TCH 45**

**LNAV only**

**LPV**

**FAA**

**CTAF**

**SW-4, 11 JUL 2024 to 05 SEP 2024**
TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 2: Standard with minimum climb of 540’ per NM to 8700.
Rwy 20: Standard with minimum climb of 760’ per NM to 7600.
Rwy 32: Standard with minimum climb of 460’ per NM to 8700.

TAKING OFF RUNWAY 2: Climb on heading 024° to 5600, then left turn direct FESKO, thence.
TAKING OFF RUNWAY 14: Climb on heading 144° to 4900, then direct FESKO, thence.
TAKING OFF RUNWAY 20: Climb on heading 204° to intercept course 145° to FESKO, thence.
TAKING OFF RUNWAY 32: Climb on heading 324° to 5700, then left turn direct FESKO, thence.

. . . . cross FESKO at or above 11000 before proceeding on assigned route of flight.
TAKEOFF OBSTACLE NOTES

Rwy 2: Tree, navaid beginning 3' from DER, 113' right of centerline, up to 4356' MSL.
Navaid 39' from DER, 118' left of centerline, 8' AGL/4311' MSL.
Tree 81' from DER 402' right of centerline 4357' MSL.
Tree, vehicles traverse way beginning, 98' from DER, 230' right of centerline, up to 4373' MSL.
Tree 1177' from DER 576' left of centerline 4346' MSL.
Tree 1265' from DER 763' left of centerline 4349' MSL.
Tree 1404' from DER 647' left of centerline 4360' MSL.

Rwy 14: Pole 1' from DER 24' left of centerline 4304' MSL.
Navaid 40' from DER, 126' left of centerline, 4305' MSL.
Vehicles on traverse way, vegetation, trees beginning 58' from DER, 183' left of centerline,
up to 40'AGL/4322' MSL.
Vehicles on traverse way beginning, 343' from DER, 77' left of centerline, up to 4325' MSL.

Rwy 20: Tree 26' from DER 406' right of centerline 4306' MSL.
Trees beginning, 46' from DER, 63' right of centerline, up to 40' AGL/4329' MSL.
Pole 65' from DER, 385' left of centerline 8' AGL/4311' MSL.

Rwy 32: Navaid 39' from DER, 123' left of centerline, 3' AGL/4303' MSL.
Vegetation 77' from DER, 351' left of centerline, 4304' MSL.
Tree 166' from DER, 478' right of centerline 4306' MSL.
Vehicles on traverse way beginning 184' from DER, 405' left of centerline, up to 4314' MSL.
Vehicles on traverse way, 273' from DER, 267' right of centerline, up to 4316' MSL.
VOR or GPS RWY 11
WINSLLOW-LINDBERGH RGNL (INW)

Rwy 11 Straight-in and Circling and Circling to Rwy 4 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSSED APPROACH: Climb to 6000, then climbing right turn to 7000 direct INW VORTAC and hold.

ASOS
118.875

ALBUQUERQUE CENTER
127.675 306.2

UNICOM
122.8 (CTAF)

CATEGORY
A     B     C     D
S-11  5340-1  441 (500-1)  5340-1 1/2  5340-1 1/2  441 (500-1/4)
CIRCLING  5420-1  5540-1  5540-1 1/2  5740-2 1/2  599 (600-1/4)  599 (600-1/4)  799 (800-2 1/2)

KNOTS
Min:Sec
60  90  120  150  180
3:48  2:32  1:54  1:31  1:16

WINSLLOW, ARIZONA
Amdt 4D  04NOV21

35°01'N-110°43'W
YUMA, ARIZONA

RNAV (GPS) RWY 3L

ATIS 118.8 273.5
APP CON 124.7 371.975
TOWER 119.3 (CTAF) 377.075
GND CON 121.9 314.0
CLNC DEL 118.0 336.4
ASR/PAR

MISSED APPROACH: Climb to 1000, then climbing left turn to 4000 direct CAZZI and hold. Continue climb in hold to 4000.

Expect RADAR vector to RUGGS when R-2301W is active.

EMERG SAFE ALT 100 NM 17,100

RUGGS

SW-4, 11 JUL 2024 to 05 SEP 2024

YUMA MCAS YUMA INTL (KNYL)

YUMA, ARIZONA

Amdt 4 22APR21

572
RNAV (GPS) RWY 17

YUMA, ARIZONA

APCH CRS
170°

Rwy Idg 5710
TDZE 197
Arpt Elev 213

ATIS 118.8 273.5
APP CON 124.7 371.975
TOWER 119.3 (CTAF) 377.075
GND CON 121.9 314.0
CLNC DEL 118.0 336.4
ASR/PAR

MISSED APPROACH: Climb to 800 then, climbing right turn to 4000 direct CAZZI and hold. Continue climb in hold to 4000.

EMERG SAFE ALT 100 NM

R2306A

R2306E

R2307

R2301W

UNITED STATES

CONTIGUOUS US ADIZ

MEXICO

SOMERTON

CAZZI

CAZZI

337°

337°

VORTAC

1.3 NM to RW17

170°

6000

4000

800-1

700-1

680-1

467 (500-1)

640-1

443

464-1

573

587 (600-1½)

587 (600-1½)

587 (600-2)

587 (600-1½)

587 (600-2)

573

573

SW-4, 11 JUL 2024 to 05 SEP 2024

YUMA MCAS YUMA INTL (KNYL)

YUMA, ARIZONA

Amndt 5 22APR21
VOR/DME or TACAN RWY 17

YUMA, ARIZONA

VORTAC BZA
116.8
Chan 115

ATIS
118.8 273.5

APP CON
124.7 371.975

TOWER
119.3 (CTAF) 0 377.075

GND CON
121.9 314.0

CLNC DEL
118.0 336.4

ASR/PAR

KNOTS

60 120 240 300 360

V/V (fpm)

210 420 840 1050 1260

Min climb of 210 ft/NM to 3800 • Controlling Obstacle Ukn

EMERG SAFE ALT 100 NM 17,100

116.8 BZA

EMERG SAFE ALT 100 NM 17,100

UNITED STATES
MEXICO

3700 2500 1800 1600 1100 900 3200 800 4100
MISSED APPROACH: Climb to 1100, then climbing right turn to 2500 direct BZA VORTAC and hold.
**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 3L/R:** Climb heading 033°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

**TAKE-OFF RWY 8:** Climb heading 078° to 1000, then climbing left turn heading 300°; then RADAR vectors to intercept BZA VORTAC R-255. Thence...

**TAKE-OFF RWY 17:** Climb heading 168° to 800, then climbing right turn heading 340°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

**TAKE-OFF RWY 21L/R:** Climbing right turn heading 340°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

**TAKE-OFF RWY 26:** Climbing right turn heading 300°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

**TAKE-OFF RWY 35:** Climbing left turn heading 300°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

...via BZA R-255 to ARGUS, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.
This departure will be filed/assigned for aircraft not carrying external ordnance when RADAR services are not available.

Rwy 8: Do not exceed 270 KIAS until 1000
Rwy 35: Cross BZA VORTAC at or below 14,000
Max 300 KIAS until SALUD

NOTE: Chart not to scale (Continued on next page)
TAKE-OFF RWY 3L/R: Climbing left turn to intercept BZA VORTAC R-304 to CARGO. Cross SALUD at or above 3600. Thence...

TAKE-OFF RWY 8: Climb to 1000, then climbing left turn direct BZA VORTAC. Then via BZA R-304 to CARGO. Do not exceed 270 KIAS to 1000. Cross SALUD at or above 3600. Thence...

TAKE-OFF RWY 17: Climb to 1000, then climbing left turn direct BZA VORTAC. Then, via BZA R-304 to CARGO. Cross SALUD at or above 3600. Thence...

TAKE-OFF RWY 21L/R, 26: Climb to 800, then climbing left turn direct BZA VORTAC. Then via BZA R-304 to CARGO. Cross SALUD at or above 3600. Thence...

TAKE-OFF RWY 35: Climb direct BZA VORTAC, then via BZA R-304 to CARGO. Cross BZA VORTAC at or below 14,000. Do not exceed 300 KIAS in turn at BZA VORTAC. Cross SALUD at or above 3600. Thence...

BARD TRANSITION (CARGO1 • BZA): At CARGO, turn left to intercept BZA VORTAC R-285 to BZA.

BLYTHE TRANSITION (CARGO1 • BLH): At CARGO, turn right to intercept BLH VORTAC R-175 to BLH.

IMPERIAL TRANSITION (CARGO1 • IPL): At CARGO, turn left to intercept IPL VORTAC R-050 to IPL.

Then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude 10 minutes after departure.
HEEDS THREE DEPARTURE (HEEDS3 • HEEDS)  
AL-511 [USN]  
YUMA, ARIZONA

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Runway 3L/R: Do not exceed 250 KIAS until intercepting NYL R-353. Cross BZA VORTAC at or below 9000.

Runway 8: Do not exceed 270 KIAS until 1000.

Runway 35: Cross BZA VORTAC at or below 14,000.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climbing left turn to 8000 to intercept NYL TACAN R-353 to BZA VORTAC and via BZA R-255 to HEEDS. Do not exceed 250 KIAS until intercepting NYL R-353. Cross BZA VORTAC at or below 9000. Cross HEEDS at or above 8000.

TAKE-OFF RWY 8: Climb to 1000, then climbing left turn direct BZA VORTAC, then via BZA R-255 to HEEDS. Do not exceed 270 KIAS until 1000. Cross HEEDS at or above 8000.

TAKE-OFF RWY 17, 21L/R, 26: Climb to 1000, then climbing left turn direct BZA VORTAC, then via BZA R-255 to HEEDS. Cross HEEDS at or above 8000.

TAKE-OFF RWY 35: Climb to 8000 direct BZA VORTAC and via BZA R-255 to HEEDS. Cross BZA VORTAC at or below 14,000. Cross HEEDS at or above 8000.

Then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude 10 minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb hdg 033°, then RADAR vectors to intercept BZA VORTAC R-075. Thence...

TAKE-OFF RWY 8: Climbing left turn direct WARTT. Thence...

TAKE-OFF RWY 17: Climb to 800, then climbing right turn direct BZA VORTAC. Thence...

TAKE-OFF RWY 21L/R: Climb to 1200, then climbing right turn direct BZA VORTAC. Thence...

TAKE-OFF RWY 26: Climb to 800, then climbing right turn direct BZA VORTAC. Do not exceed 270 KIAS until 800.

TAKE-OFF RWY 35: Climb direct BZA VORTAC. Thence...

...via BZA R-075 to MOHAK INT via HOGGZ INT. Then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.
Rwy 8: Do not exceed 300 KIAS until 1200.
Rwy 26: Do not exceed 250 KIAS until 800.

CAUTION: Do not overfly US-Mexico border.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb on hdg 033°, then radar vectors to intercept BZA VORTAC R-337. Thence...

TAKE-OFF RWY 8: Climb to 1200, then climbing left turn direct BZA VORTAC. Do not exceed 300 KIAS until 1200. Thence...

TAKE-OFF RWY 17: Climb to 800, then climbing right turn hdg 340° to intercept BZA VORTAC R-337. Thence...

TAKE-OFF RWY 21L/R: Climb to 1200, then climbing right turn hdg 350° to intercept BZA VORTAC R-337. Thence...

TAKE-OFF RWY 26: Climb to 800, then climbing right turn direct BZA VORTAC. Do not exceed 250 KIAS until 800. Thence...

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence...

...via BZA R-337 and BLH VORTAC R-157 to BLH, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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