

NC-3

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12 JUN 25 to 07 AUG 25



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

North Central (NC) Vol 3 of 3

Effective: 0901Z

12 JUN 2025

to: 0901Z

07 AUG 2025

Consult the Change Notice
(CN) effective 10 JUL 2025 for
revised Instrument Procedure
Charts for this volume



Consult NOTAMs for latest information

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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

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

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

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

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

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

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

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

(1) ILS, PAR, LPV, GLS minima

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

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

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000 [†] To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

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

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

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MAL, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

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IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

CATEGORY	A		B		C		D	
	S-ILS 27		S-LOC 27		CIRCLING			
DA	1352/24		1440/24		1540-1		1440/50	
Visibility (RVR 100's of feet)	200		288		461 (500-1)		288 (300-1)	
Aircraft Approach Category	200		288		461 (500-1)		288 (300-1)	
HAT	200		288		461 (500-1)		288 (300-1)	
MDA	361 (400-1)		461 (500-1)		561 (600-2)			
HAA	361 (400-1)		461 (500-1)		561 (600-2)			
Visibility in Statute Miles	0.6		0.8		1.0		1.2	

All weather minimums in parentheses not applicable to Civil Pilots.
Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-1/2 363 (400-1/2)

Copter Approach Direction

Height of MDA/DA
Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

REPORTED TEMP °C	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

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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 table below. The resultant arcs are then connected tangentially to define the protected area.

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas 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.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	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

Users may ignore the presence of **C** symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

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.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1600	¼	2400	½	3500	⅝	5500	1
1800	½	2600	½	4000	¾	6000	1¼
2000	½	3000	⅝	4500	⅞		
2200	½	3200	⅝	5000	1		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-¼)				
ASR	10		ABC	560/40	463	(500-¾)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1¼)
CIR	10		AB	560-1¼	463	(500-1¼)	CDE	560-1½	463	(500-1½)
	28		AB	600-1¼	503	(600-1¼)	CDE	600-1½	503	(600-1½)

Radar Minima: All minima in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

- 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 500-1½.

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

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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.



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.

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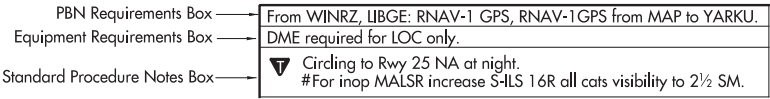
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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).

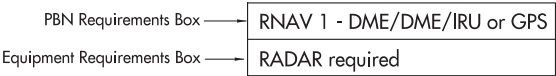
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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





RNAV STAR and DP PBN/Equipment Requirements Notes Box




PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

KEY MIKE

- 7 times within 5 seconds
- 5 times within 5 seconds
- 3 times within 5 seconds

FUNCTION

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

ABBREVIATIONS 25107

AAF.....	Army Air Field	D-ATIS.....	Digital-Automatic Terminal Information Service
AAUP.....	Attention All Users Page	DA.....	Decision Altitude
ADF.....	Automatic Direction Finder	DEP.....	Departure
ADIZ.....	Air Defense Identification Zone	DEP CON.....	Departure Control
AFAUX.....	Air Force Auxiliary	DER.....	Departure End of Runway
AFB.....	Air Force Base	DH.....	Decision Height
AFRC.....	Armed Forces Reserve Center/Air Force Reserve Command	DME.....	Distance Measuring Equipment
AGL.....	Above Ground Level	DP.....	Departure Procedure
AFHP.....	Air Force Heliport	DTHR.....	Displaced Runway Threshold
AFIS.....	Automatic Flight Information Service	DVA.....	Diverse Vector Area
AHP.....	Army Heliport	ELEV.....	Elevation
ALF.....	Auxiliary Landing Field	EMAS.....	Engineered Material Arresting System
ALS.....	Approach Light System	EXEC.....	Executive
ALSF.....	Approach Light System with Sequenced Flashing Lights	FAF.....	Final Approach Fix
ANGB.....	Air National Guard Base	FD.....	Flight Director System
ANGS.....	Air National Guard Station	FL.....	Flight Level
Ant.....	Antenna	FLD.....	Field
AOB.....	At or Below	FM.....	Fan Marker
AP.....	Autopilot System	FMS.....	Flight Management System
APCH.....	Approach	GBAS.....	Ground Based Augmentation System
APP CON.....	Approach Control	GCA.....	Ground Control Approach
AR.....	Authorization Required	GCO.....	Ground Communication Outlet
ARB.....	Air Reserve Base	GLS.....	Ground Based Augmentation System
ARPT.....	Airport	GP.....	Landing System
ARR.....	Arrival	GPS.....	Glidepath
AS.....	Air Station	GS.....	Global Positioning System
ASOS.....	Automated Surface Observing System	HAA.....	Glide Slope
ASR.....	Airport Surveillance RADAR	HAL.....	Height Above Airport
ASSC.....	Airport Surface Surveillance Systems	HAT.....	Height Above Landing
ATC.....	Air Traffic Control	HATH.....	Height Above Touchdown
ATCT.....	Airport Traffic Control Tower	HCH.....	Height Above Threshold
ATIS.....	Automatic Terminal Information Service	hdg.....	Heliport Crossing Height
AUNICOM.....	Automated UNICOM	HIRL.....	Heading
AWOS.....	Automated Weather Observing System	HUD.....	High Intensity Runway Lights
Baro-VNAV.....	Barometric Vertical Navigation	IAF.....	Head-up Display
BC.....	Back Course	IAP.....	Initial Approach Fix
brg.....	Bearing	ICAO.....	Instrument Approach Procedure
CAPT.....	Captain	IF.....	International Civil Aviation Organization
CAT.....	Category	IFR.....	Intermediate Fix
CCW.....	Counterclockwise	ILS.....	Instrument Flight Rules
CDI.....	Course Deviation Indicator	IM.....	Instrument Landing System
CGAS.....	Coast Guard Air Station	INC.....	Inner Marker
Chan.....	Channel	Inop.....	Incorporated
CIR.....	Circling	INT.....	Inoperative
CL.....	Centerline Lighting System	INTCNTL.....	Intersection
CLNC DEL.....	Clearance Delivery	INTL.....	Intercontinental
CNF.....	Computer Navigation Fix	JNGB.....	International
CPDLC.....	Controller Pilot Data Link Communications	JRB.....	Joint National Guard Base
CTAF.....	Common Traffic Advisory Frequency	K.....	Joint Reserve Base
CW.....	Clockwise	KIAS.....	Knots
		LAAS.....	Knots Indicated Airspeed
			Local Area Augmentation System

ABBREVIATIONS 25107

LDA.....	Localizer Type Directional Aid	OPSPEC.....	Operations Specification
Ldg.....	Landing	PAR.....	Precision Approach Radar
LIRL.....	Low Intensity Runway Lights	PDC.....	Pre-Departure Clearance
LNAV.....	Lateral Navigation	PRM.....	Precision Runway Monitor
LOA.....	Letter of Agreement/Authorization	Pvt.....	Private
LOC.....	Localizer	R.....	Radial
LOM.....	Locator Outer Marker	RA.....	Radio Altimeter setting height
LP.....	Localizer Performance	RAIL.....	Runway Alignment Indicator Lights
LPV.....	Localizer Performance with Vertical Guidance	RCLS.....	Runway Centerline Light System
LR.....	Lead Radial	REIL.....	Runway End Identifier Lights
LRRS.....	Long Range RADAR Station	RF.....	Radius to Fix
MAA.....	Maximum Authorized Altitude	RGNL.....	Regional
MALS.....	Medium Intensity Approach Lighting System	RLLS.....	Runway Lead-in Light System
MALSF.....	Medium Approach Lighting System with Sequenced Flashers	RNAV.....	Area Navigation
MALSR.....	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	RNP.....	Required Navigation Performance
MAP.....	Missed Approach Point	RPI.....	Runway Point of Interception)
MCAF.....	Marine Corps Air Facility	RVR.....	Runway Visual Range
MCALF.....	Marine Corps Auxiliary Landing Field	RWY.....	Runway
MCAS.....	Marine Corps Air Station	S.....	Straight-in
MCB.....	Marine Corps Base	SALS.....	Simplified Short Approach Light System
MCOLF.....	Marine Corps Outlying Field	SALSF.....	Short Approach Lighting System with Sequenced Flashing Lights
MDA.....	Minimum Descent Altitude	SDF.....	Simplified Directional Facility
MEA.....	Minimum Enroute Altitude	SFB.....	Space Force Base
MEML.....	Memorial	SID.....	Standard Instrument Departure
METRO.....	Metropolitan	SM.....	Statute Mile
MIRL.....	Medium Intensity Runway Lights	SR-SS.....	Sunrise-Sunset
MM.....	Middle Marker	SSALF.....	Short Approach Lighting System with Sequenced Flashing Lights
MOCA.....	Minimum Obstruction Clearance Altitude	SSALR.....	Simplified Short Approach Light System with Runway Alignment Indicator Lights
MRA.....	Minimum Reception Altitude	SSALS.....	Simplified Short Approach Lighting System
MSL.....	Mean Sea Level	ST.....	Saint
MSPEC.....	Management Specification	STE.....	Sainte
MUNI.....	Municipal	STAR.....	Standard Terminal Arrival
N/A.....	Not Applicable	TAA.....	Terminal Arrival Area
NA.....	Not Authorized	TACAN.....	Tactical Air Navigation
NAAS.....	Naval Auxiliary Air Station	TCH.....	Threshold Crossing Height
NAF.....	Naval Air Facility	TDZ.....	Touchdown Zone
NALF.....	Naval Auxiliary Landing Field	TDZE.....	Touchdown Zone Elevation
NAS.....	Naval Air Station	TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
NDB.....	Nondirectional Radio Beacon	TDZL.....	Touchdown Zone Lights
NM.....	Nautical Mile	THR.....	Threshold
NOLF.....	Naval Outlying Field	TODA.....	Takeoff Distance Available
NoPT.....	No Procedure Turn	TORA.....	Takeoff Run Available
NOTAM.....	Notice to Airmen	tr.....	Track
NS.....	Naval Station	TRML.....	Terminal
NTL.....	National	TWR.....	Tower
ODALS.....	Omnidirectional Approach Lighting System	UNICOM.....	Universal Communications Station
ODP.....	Obstacle Departure Procedure	USA.....	United States Army
OM.....	Outer Marker	USAF.....	United States Air Force

ABBREVIATIONS 25107

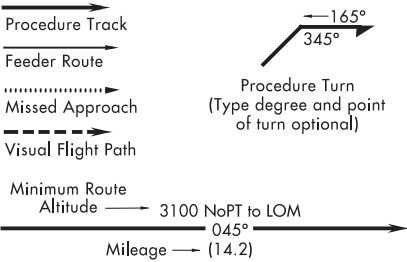
USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
VOR.....	Very High Frequency Omni-Directional Range
VORTAC.....	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint

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PLANVIEW SYMBOLS

ROUTES



ALTITUDES

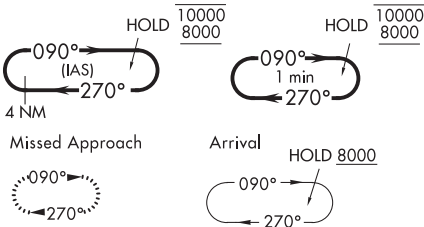
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
4300 Maximum Altitude	3000 Altitude

INDICATED AIRSPEED

<u>175K</u>	<u>120K</u>	<u>250K</u>	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

HOLDING PATTERNS

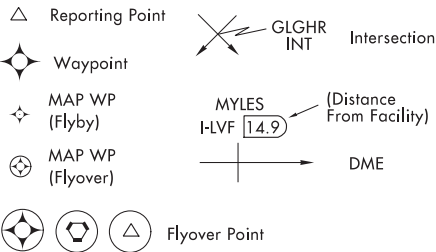
Hold-in-lieu of Procedure Turn



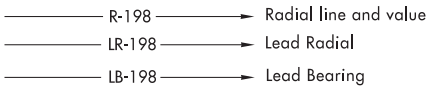
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

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

FIXES/ATC REPORTING REQUIREMENTS

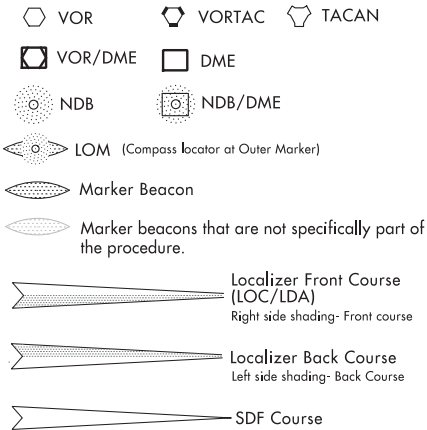


x (CFTSP) Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



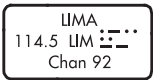
RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

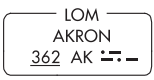


○ LOC/LDA/SDF Transmitter ⬠ LOC/DME (shown when installation is offset from its normal position off the end of the runway.)

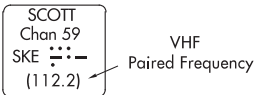
Primary NAVAID

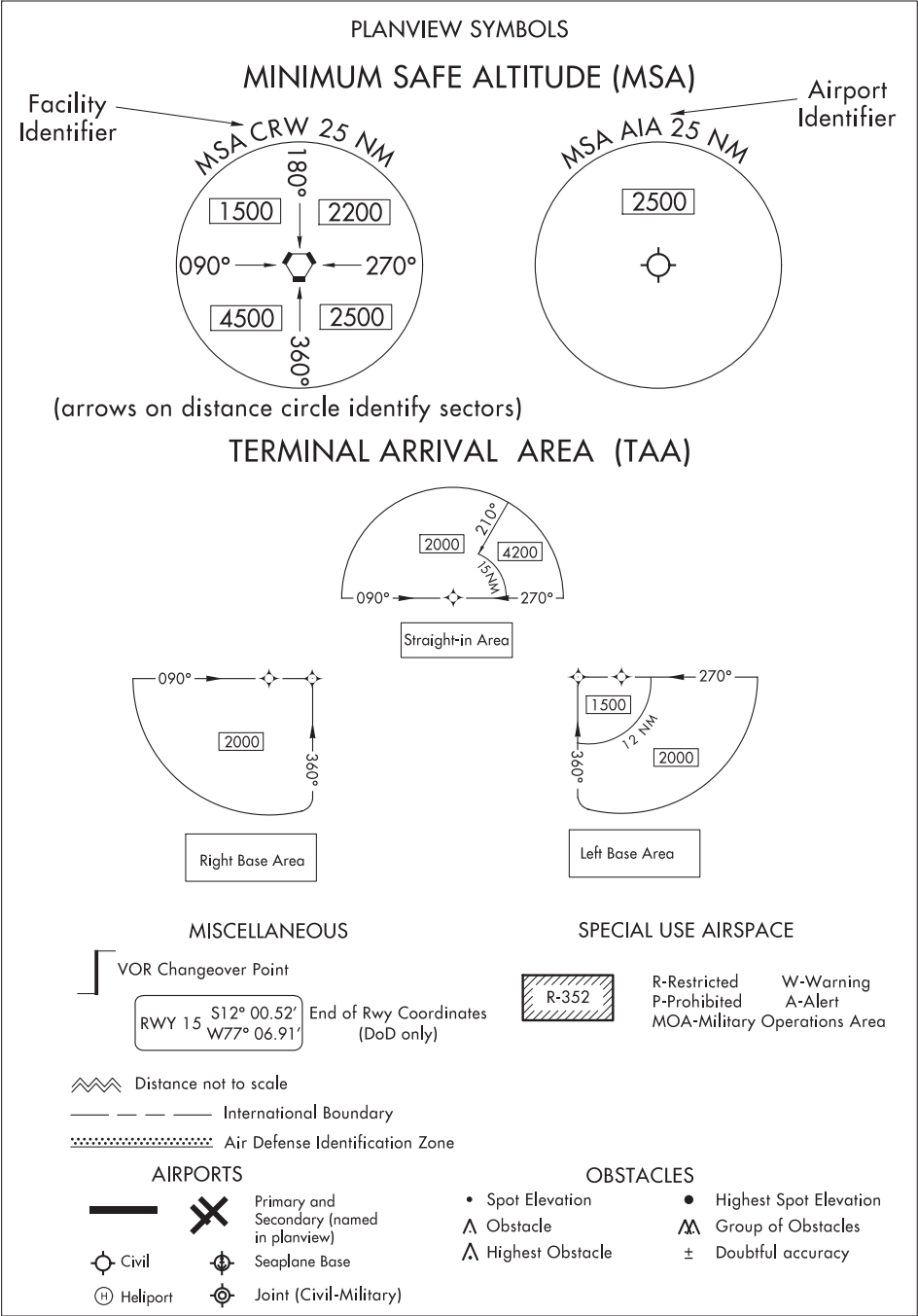


Secondary NAVAID



TACAN or DME NAVAID





LEGEND 24361

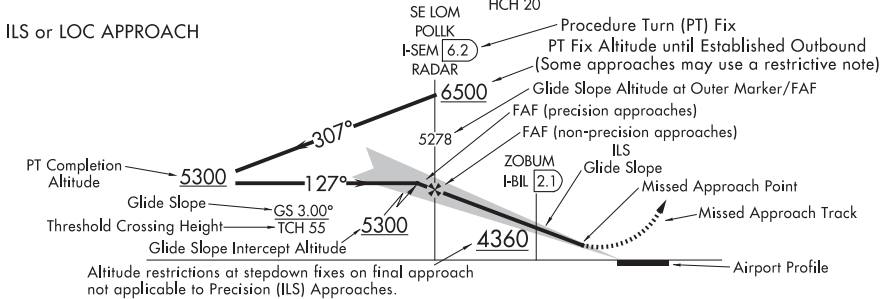
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

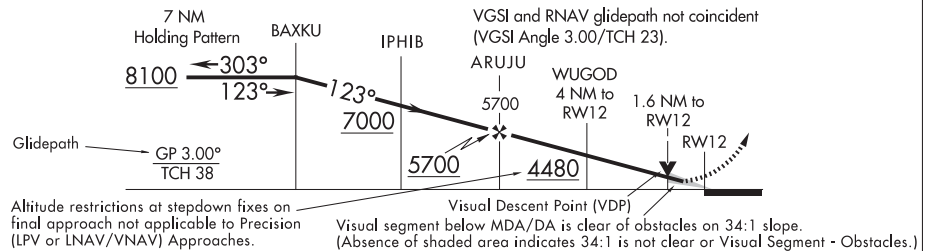
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

- "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: $\angle 3.00^\circ$ TCH 55
- "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: $\angle 3.00^\circ$ TCH 50
- 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: $\angle 3.00^\circ$ TCH 55. On Copter procedures this is depicted in the following format: $\angle 7.30^\circ$ HCH 20

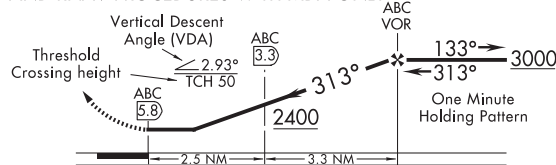
ILS or LOC APPROACH



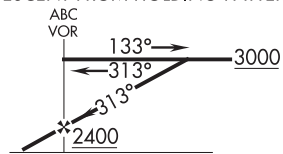
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



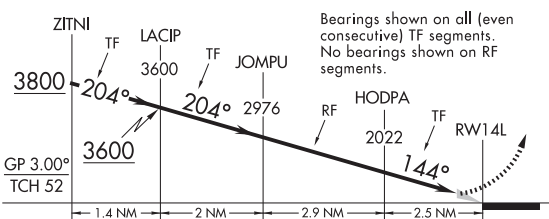
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



Bearings shown on all (even consecutive) TF segments. No bearings shown on RF segments.

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

PROFILE SYMBOLS

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path
- Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 24361

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:



Localizer Front Course

Localizer Back Course
(Shading on left)

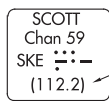
(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

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

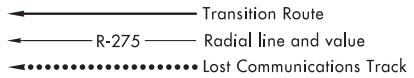
TACAN or DME
NAVAID Box



VHF Paired Frequency

ROUTES

MAA FL200 Maximum Authorized Altitude
4500 MEA-Minimum Enroute Altitude
*3500 MOCA-Minimum Obstruction Clearance Altitude
270° Arrival Route
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks



V12 J80 Airway/Jet Route Identification



(IAS) Holding Pattern



Holding pattern with maximum restricted airspace (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



R-Restricted
P-Prohibited
MOA-Military Operations Area

ALTITUDES

5500 2300 4800
Mandatory Altitude (Cross at) Minimum Altitude (Cross at or above) Maximum Altitude (Cross at or below)



Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

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

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

N

Indicates True North is not aligned to the top of the page

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier

AIRPORTS

Civil Military Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil Military Joint (Civil-Military)

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage) (75) DME Mileage (when not obvious)

Waypoint (Compulsory)

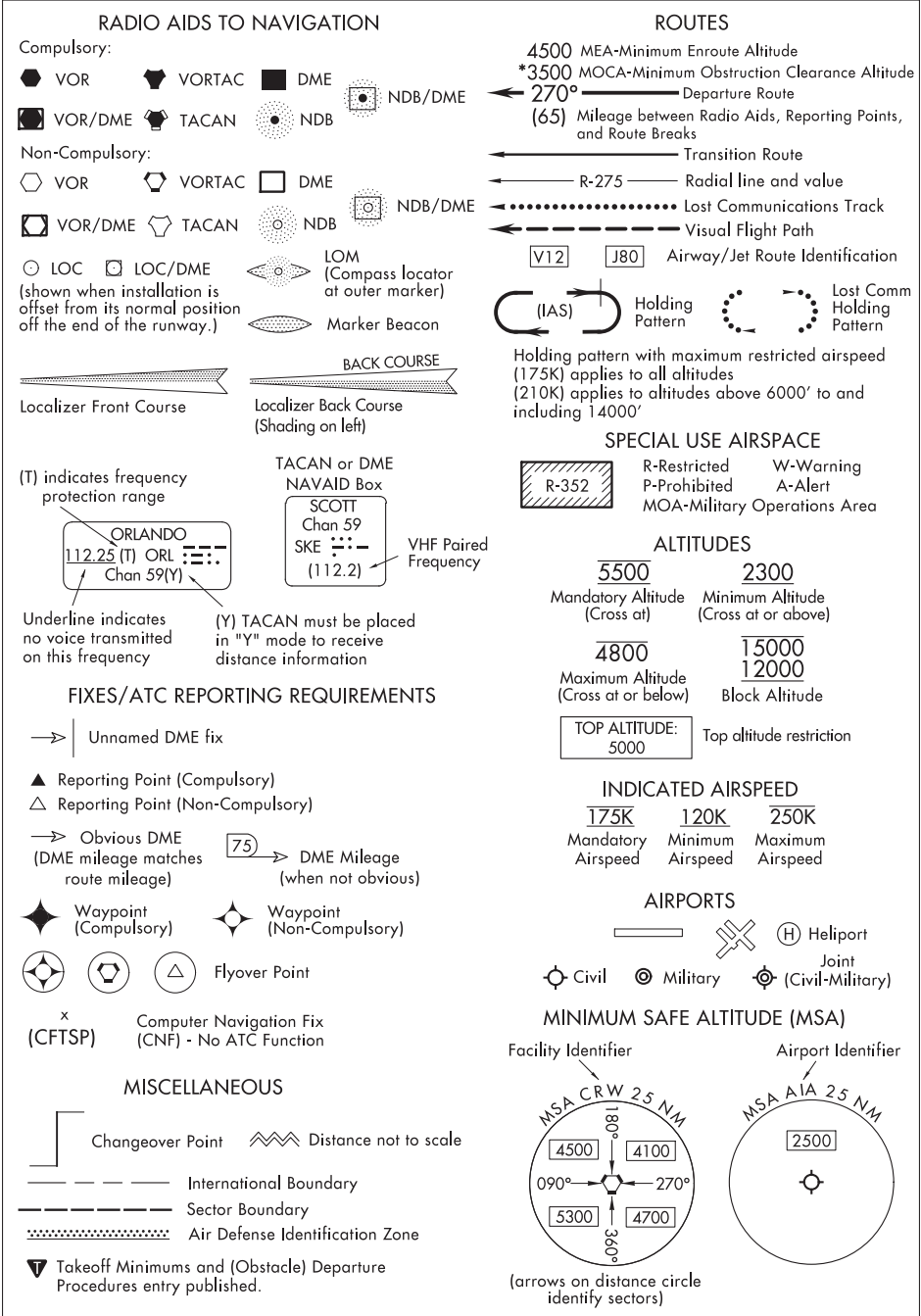
Waypoint (Non-Compulsory)



Flyover Point

x (CFTSP)

Computer Navigation Fix (CNF) - No ATC Function

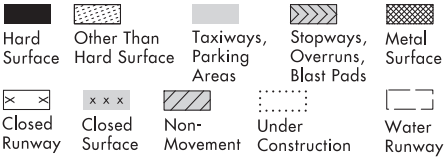


LEGEND

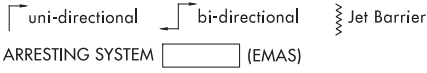
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

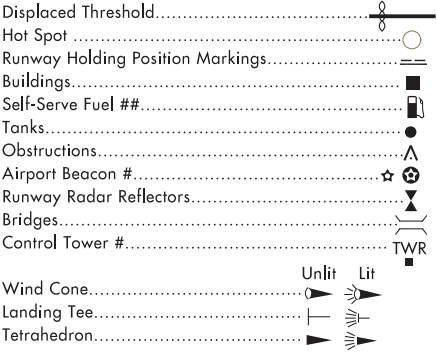
Runways



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



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

Helicopter Alighting Areas
Negative Symbols used to identify Copter Procedures landing point.

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

Runway TDZ elevation.....TDZE 123

Runway Slope.....0.3% Down.....0.8% UP
(shown when rounded runway slope is $\geq 0.3\%$)

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 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

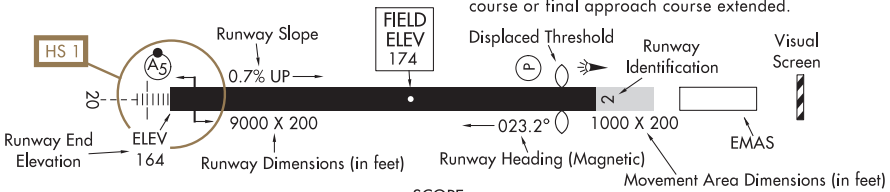
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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



SCOPE

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

LEGEND

NC-3, 12 JUN 2025 to 07 AUG 2025

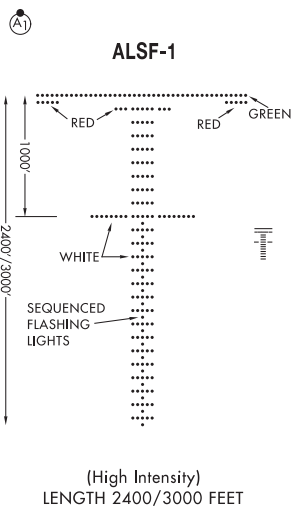
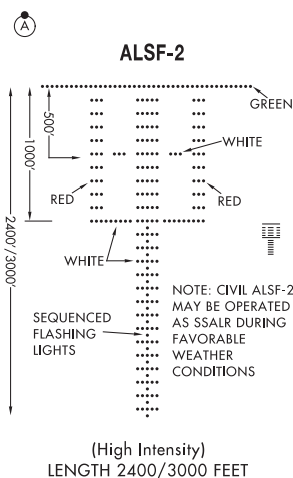
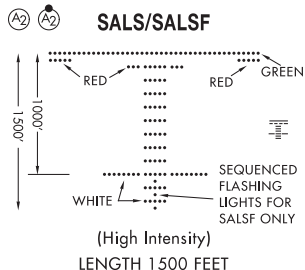
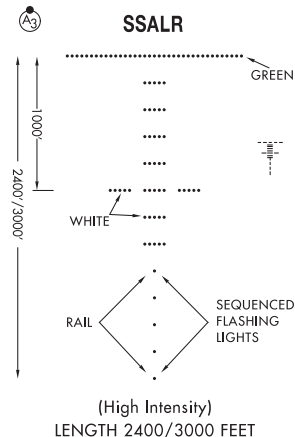
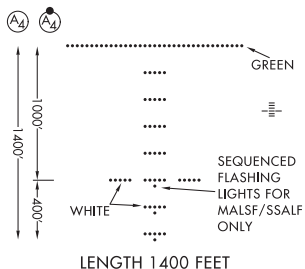
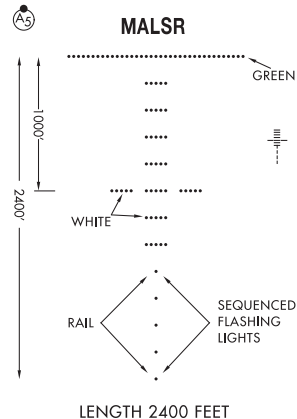
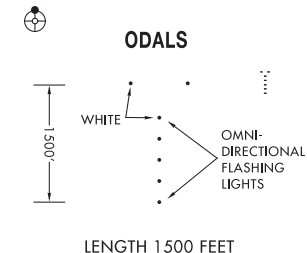
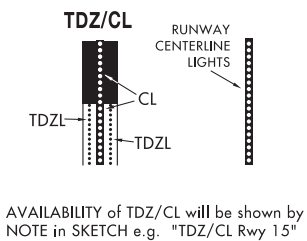
NC-3, 12 JUN 2025 to 07 AUG 2025

LEGEND 22195

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (A3), etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (A1) indicates Pilot Controlled Lighting (PCL).

CATEGORY I
APPROACH LIGHTING SYSTEMCATEGORY II
APPROACH LIGHTING SYSTEMSHORT APPROACH
LIGHTING SYSTEMSIMPLIFIED SHORT
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator LightsMEDIUM INTENSITY (MALS and
MALSF) OR SIMPLIFIED SHORT
(SSALS and SSALF)
APPROACH LIGHTING SYSTEMSMEDIUM INTENSITY
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator LightsOMNIDIRECTIONAL
APPROACH LIGHTING SYSTEMRUNWAY TOUCHDOWN ZONE
AND CENTERLINE
LIGHTING SYSTEMS

LEGEND 22195

LEGEND 22195

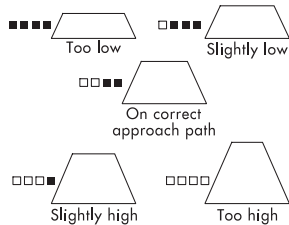
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A₂), (V) etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A₁). Negative symbology, e.g., (A₁), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH
PATH INDICATOR**

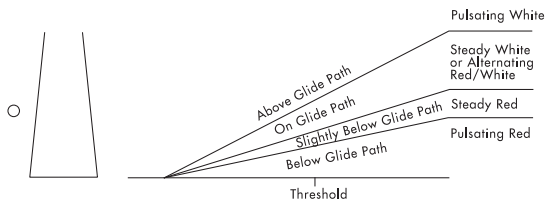
PAPI



Legend: □ White ■ Red

(V₂) **PULSATING VISUAL APPROACH
SLOPE INDICATOR**

PVASI



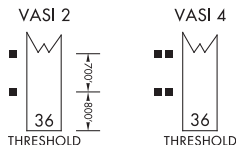
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V) **VISUAL APPROACH
SLOPE INDICATOR**

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED — ON GLIDE SLOPE
NEAR LIGHTS WHITE — TOO LOW
ALL LIGHTS RED — TOO LOW

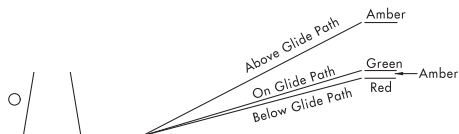


VASI 12



(V₄) **TRI-COLOR VISUAL APPROACH
SLOPE INDICATOR**

TRCV

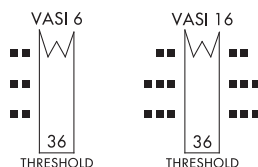


CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V₃) **VISUAL APPROACH
SLOPE INDICATOR**

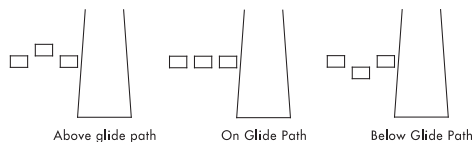
VASI

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



ALIGNMENT OF ELEMENTS SYSTEMS

APAP



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

LEGEND 22195

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF CLIMB TABLE
 (ft per min)

The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.

ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF DESCENT TABLE												
The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.												
ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

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IAPS RNAV (GPS) RWY 131			VOR-A23		
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IAPS RNAV (GPS) RWY 123			BLOOMFIELD, IA		
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IAPS ILS OR LOC RWY 015			TAKEOFF MINIMUMSL		
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RNAV (GPS) RWY 198			VOR/DME RWY 3629		
RNAV (GPS) RWY 319			BOONE, IA		
VOR RWY 3110			BOONE MUNI(BNW)		
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ANKENY RGNL(IKV)			ALTERNATE MINIMUMSM		
TAKEOFF MINIMUMSM			IAPS RNAV (GPS) RWY 1530		
IAPS ILS OR LOC RWY 3611			RNAV (GPS) RWY 3331		
RNAV (GPS) RWY 1812			BOONVILLE, MO		
RNAV (GPS) RWY 2213			JESSE VIERTEL MEML(VER)		
RNAV (GPS) RWY 3614			TAKEOFF MINIMUMSL		
AIRPORT DIAGRAM15			IAPS RNAV (GPS) RWY 1832		
ARTHUR N NEU			RNAV (GPS) RWY 3633		
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ALTERNATE MINIMUMSM			IAPS RNAV (GPS) RWY 1335		
IAPS RNAV (GPS) RWY 0216			RNAV (GPS) RWY 3136		
RNAV (GPS) RWY 2017			BRANSON, MO		
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AUDUBON COUNTY(ADU)			TAKEOFF MINIMUMSL		
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IAPS RNAV (GPS) RWY 3218			HOT SPOTP		
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JERRY SUMNERS SR AURORA MUNI(2H2)			RNAV (GPS) RWY 1438		
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			RNAV (GPS) RWY 31		
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NORTH CENTRAL MISSOURI RGNL(MO8)			CARUTHERSVILLE MEML(M05)		
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RNAV (GPS) RWY 36			RNAV (GPS) RWY 36		
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IAPS ILS OR LOC RWY 36			RNAV (GPS) RWY 27		
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RNAV (GPS) RWY 36			TAKEOFF MINIMUMS		
VOR RWY 12			ALTERNATE MINIMUMS		
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BUTLER, MO			ILS OR LOC RWY 27		
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RNAV (GPS) RWY 36			RNAV (GPS) RWY 31		
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CAMDENTON MEML-LAKE RGNL(OZS)			RNAV (GPS) RWY 34		
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RNAV (GPS) RWY 33			ALTERNATE MINIMUMS		
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CAMERON MEML(EZZ)			CHARLES CITY, IA		
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IAPS RNAV (GPS) RWY 17			TAKEOFF MINIMUMS		
RNAV (GPS) RWY 35			ALTERNATE MINIMUMS		
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CAPE GIRARDEAU RGNL(CGI)			RNAV (GPS) RWY 30		
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ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS RNAV (GPS) RWY 18		91	LAHSO		O
RNAV (GPS) RWY 36		92	HOT SPOT		P
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CLARION MUNI(CAV)			IAPS RNAV (GPS) RWY 18		119
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IAPS RNAV (GPS) RWY 14		97	TAKEOFF MINIMUMS		L
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INDEX			CUBA MUNI(UBX)		
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IAPS RNAV (GPS) RWY 14338
RNAV (GPS) RWY 18339
RNAV (GPS) RWY 32340
RNAV (GPS) RWY 36341

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JAMES G WHITING MEML FLD(MEY)
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IAPS RNAV (GPS) RWY 02342
RNAV (GPS) RWY 20343

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IAPS RNAV (GPS) RWY 15344
RNAV (GPS) RWY 33345

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IAPS RNAV (GPS) RWY 13350
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RNAV (GPS) RWY 35362

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IAPS RNAV (GPS) RWY 06		365	ALTERNATE MINIMUMS		M
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TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS RNAV (GPS) RWY 13		371	IAPS RNAV (GPS) RWY 15		390
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CPT BEN SMITH AIRFIELD/MONROE CITY(K52)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	IAPS RNAV (GPS) RWY 10		394
IAPS RNAV (GPS) RWY 09		375	RNAV (GPS) RWY 28		395
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MONTICELLO RGNL(MXO)			TAKEOFF MINIMUMS		L
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IAPS RNAV (GPS) RWY 15		377	RNAV (GPS) RWY 06		397
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IAPS RNAV (GPS) RWY 18		379	NEOSHO HUGH ROBINSON(EOS)		
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IAPS	RNAV (GPS) RWY 18	406			
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NEWTON, IA					
NEWTON MUNI-EARL JOHNSON FLD(TNU)					
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IAPS	ILS OR LOC RWY 32	408			
	RNAV (GPS) RWY 14	409			
	RNAV (GPS) RWY 32	410			
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---SEE BROOKFIELD, MO					
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IAPS	RNAV (GPS) RWY 18	416			
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IAPS	RNAV (GPS) RWY 16	424			
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PERRY MUNI(PRO)					
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IAPS	RNAV (GPS) RWY 14	426			
	RNAV (GPS) RWY 32	427			
PERRYVILLE, MO					
PERRYVILLE RGNL(PCD)					
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IAPS	RNAV (GPS) RWY 02	428			
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IAPS	RNAV (GPS) RWY 12	431			
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POPLAR BLUFF RGNL BUSINESS(POF)					
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IAPS	RNAV (GPS) RWY 18	433			
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IAPS	RNAV (GPS) RWY 05	437			
	RNAV (GPS) RWY 17	438			
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IAPS	RNAV (GPS) RWY 04442
	RNAV (GPS) RWY 22443
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CREVE COEUR(1H0)	
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IAPS	RNAV (GPS) RWY 16465
	RNAV (GPS) RWY 34466

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	RNAV (GPS) RWY 36447

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IAPS	RNAV (GPS) RWY 18448
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	JHAWK EIGHTZ11
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IAPS	ILS OR LOC RWY 35450
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	RNAV (GPS) RWY 17452
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	RNAV (GPS) RWY 31	555			
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---SEE MAURICE, IA					
SKYHAVEN					
---SEE WARRENSBURG, MO					
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---SEE BURLINGTON, IA					
SPENCER, IA					
SPENCER MUNI(SPW)					
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IAPS	ILS OR LOC RWY 12	558			
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IAPS	ILS OR LOC RWY 02	566			
	ILS OR LOC RWY 14	567			
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IAPS	RNAV (GPS) RWY 18	575			
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IAPS	RNAV (GPS) RWY 01	577			
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IAPS	RNAV (GPS) RWY 17	580			
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SULLIVAN, MO					
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IAPS	RNAV (GPS) RWY 06	582			
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GOULD PETERSON MUNI(K57)					
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IAPS	RNAV (GPS) RWY 18	584			
	RNAV (GPS) RWY 36	585			
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---SEE CEDAR RAPIDS, IA					
TIPTON, IA					
MATHEWS MEML(8C4)					
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IAPS	RNAV (GPS) RWY 11	586			
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TRENTON MUNI(TRX)					
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IAPS	RNAV (GPS) RWY 18	588			
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VINTON VETERANS MEML AIRPARK(VTI)					
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IAPS	RNAV (GPS) RWY 09	590			
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SKYHAVEN(RCM)					
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WASHINGTON, IA**WASHINGTON MUNI(AWG)**

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 RNAV (GPS) RWY 12	605
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WEBSTER CITY, IA**WEBSTER CITY MUNI(EBS)**

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 RNAV (GPS) RWY 36	618

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TAKEOFF MINIMUMS	L
IAPS RNAV (GPS) RWY 17	619
 RNAV (GPS) RWY 35	620

WHITEMAN AFB(KSZL)**KNOB NOSTER, MO**

TAKEOFF MINIMUMS	.....	L
RADAR MINIMUMS	.....	N
IAPS	..... ILS OR LOC Y RWY 01	621
	..... ILS OR LOC Y RWY 19	622
	..... RNAV (GPS) RWY 01	623
	..... RNAV (GPS) RWY 19	624
	..... TACAN Y RWY 01	625
	..... TACAN Y RWY 19	626
AIRPORT DIAGRAM	.....	627

WINTERSET, IA**WINTERSET MUNI(3Y3)**

TAKEOFF MINIMUMS	.....	L
IAPS	..... RNAV (GPS) RWY 14	628
	..... RNAV (GPS) RWY 32	629

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

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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.

ALBIA, IA

ALBIA MUNI (4C8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 400-2¼ or std. w/min. climb of 215' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 31, climb heading 307° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 44' from DER, 315' right of centerline, up to 1000' MSL.

Vehicles on road beginning 107' from DER, 140' left of centerline, up to 977' MSL.

Tree 964' from DER, 366' right of centerline, 1010' MSL.

Tree 1038' from DER, 477' right of centerline, 1015' MSL.

Crane and trees beginning 1132' from DER, 370' right of centerline, up to 1032' MSL.

Tree 1982' from DER, 207' left of centerline, 1022' MSL.

Tree 2066' from DER, 343' left of centerline, 1036' MSL.

Rwy 31, vehicles on road 47' from DER, 447' right of centerline, 976' MSL.

Vehicles on road and trees beginning 82' from DER, 371' right of centerline, up to 990' MSL.

Trees beginning 405' from DER, 349' right of centerline, up to 1007' MSL.

Tree 759' from DER, 472' right of centerline, 1013' MSL.

Trees beginning 795' from DER, 293' right of centerline, up to 1019' MSL.

Tower 2.0 NM from DER, 3475' left of centerline, 333' AGL/1293' MSL.

ALGONA, IA

ALGONA MUNI (AXA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 36, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 16' from DER, 491' left of centerline, up to 100' AGL/1319' MSL.

Rwy 30, trees beginning 16' from DER, 290' left of centerline, up to 100' AGL/1329' MSL.

Vehicle 255' from DER, 449' right of centerline, 15' AGL/1244' MSL.

Trees beginning 3652' from DER, 1352' right of centerline, up to 100' AGL/1329' MSL.

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

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



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AMES, IA

AMES MUNI (AMW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/ a min. climb of 227' per NM to 1800 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 1, climb heading 014° to 1800 before proceeding on course or for climb in visual conditions, cross Ames Muni airport at or above 2400 before proceeding on course.

Rwy 13, climb heading 133° to 2800 before turning right.

Rwy 19, climb on a heading between 198° CW 013° from DER or climb on a heading between 140° CCW 013° from DER.

Rwy 31, climb heading 313° to 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 63' from DER, 374' right of centerline, up to 74' AGL/974' MSL.

Trees, and wsk on hanger beginning 906' from DER, 714' left of centerline, up to 77' AGL/1007' MSL.

Terrain at DER, 240' left of centerline, 919' MSL.

Rwy 13, trees, antenna on obstruction light pole and antenna on AWOS beginning 42' from DER, 90' right of centerline, up to 78' AGL/998' MSL.

Terrain beginning 34' from DER, 181' left of centerline, 923' MSL.

Trees beginning 918' from DER, 32' left of centerline, up to 83' AGL/993' MSL.

Rwy 19, trees, poles, road and rod on building beginning 1004' from DER, 407' right of centerline, up to 79' AGL/1059' MSL.

Rwy 31, trees, poles and roads beginning 214' from DER, 103' right of centerline, up to 57' AGL/987' MSL.

Trees, poles and bush beginning 135' from DER, 109' left of centerline, up to 90' AGL/1020' MSL.

ANKENY, IA

ANKENY RGNL (IKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05JAN17 (17005) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 400-2 or std. w/min. climb of 385' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 4, climb on heading 042° to 2600 before turning left.

Rwy 18, climbing left turn heading 150° to 2200 before proceeding on course.

Rwy 22, climb on heading 222° to 1900 before turning right.

Rwy 36, climbing right turn heading 050° to intercept TNU VOR/DME R-258 inbound to 3300 before turning westbound.

TAKEOFF OBSTACLE NOTES:

Rwy 4, vehicle on road 196' from DER, crossing centerline, up to 15' AGL/917' MSL.

Trees beginning 773' from DER, 677' right of centerline, up to 958' MSL.

Trees beginning 892' from DER, 96' right of centerline, up to 967' MSL.

Trees beginning 1010' from DER, 32' left of centerline, up to 951' MSL.

Tree 1616' from DER, 252' right of centerline, 975' MSL.

Trees beginning 3639' from DER, 1158' left of centerline, up to 1006' MSL.

Tree 3840' from DER, 121' right of centerline, 1011' MSL.

Tree 4035' from DER, 1344' left of centerline, 1012' MSL.

Tree 4155' from DER, 1142' left of centerline, 1028' MSL.

Rwy 18, REIL 10' from DER, 31' left of centerline, 2' AGL/889' MSL.

REIL 10' from DER, 29' right of centerline, 2' AGL/889' MSL.

Tree 179' from DER, 291' left of centerline, 894' MSL.

Trmsn twr 2606' from DER, 57' left of centerline, 85' AGL/953' MSL.

T-1 twrs beginning 2611' from DER, 58' left of centerline, up to 92' AGL/967' MSL.

Rwy 22, REIL 10' from DER, 17' left of centerline, 1' AGL/911' MSL.

Sign 520' from DER, 617' right of centerline, 20' AGL/942' MSL.

Vehicles on rd beginning 868' from DER, crossing centerline, up to 17' AGL/946' MSL.

Sign 1430' from DER, 48' left of centerline, 26' AGL/958' MSL.

Sign 2067' from DER, 398' right of centerline, 46' AGL/993' MSL.

Trmsn towers beginning 5774' from DER, 1675' left of centerline, up to 152' AGL/1074' MSL.

Towers beginning 1.1 NM from DER, 2202' right of centerline, up to 266' AGL/1232' MSL.

T-1 towers beginning 1.1 NM from DER, 776' left of centerline, up to 130' AGL/1097' MSL.

Towers beginning 1.2 NM from DER, 604' right of centerline, up to 298' AGL/1250' MSL.

Rwy 36, REIL 8' from DER, 30' left of centerline, 2' AGL/905' MSL.

REIL 9' from DER, 30' right of centerline, 2' AGL/905' MSL.

Trees beginning 1993' from DER, 202' left of centerline, up to 964' MSL.

Trees beginning 2011' from DER, 318' left of centerline, up to 970' MSL.

Tree 2203' from DER, 268' left of centerline, 971' MSL.

Tree 2204' from DER, 205' left of centerline, 974' MSL.



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



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



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ATLANTIC, IA

ATLANTIC MUNI (AIO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 04JUN09 (09155) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1½ or std. w/ min. climb of 208' per NM to 1400.**Rwy 12**, 400-2½ or std. w/ min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE:

Rwy 12, climb heading 119° to 1700 before proceeding on course.**Rwy 20**, climb heading 198° to 2300 before proceeding on course.**Rwy 30**, climb heading 299° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL.

Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL.

Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL.

Rwy 12, terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL.

Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL.

Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL.

Rwy 20, terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL.

Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL.

Rwy 30, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA

AUDUBON COUNTY (ADU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 300-1½ or std. w/ min. climb of 245' per NM to 1600.**Rwy 32**, 300-1½ or std. w/ min. climb of 370' per NM to 1700.

TAKEOFF OBSTACLE NOTES:

Rwy 14, traverse way abeam DER, 492' right of centerline, 1295' MSL.

Trees, poles, traverse way beginning 14' from DER, 137' right of centerline, up to 45' AGL/1319' MSL.

Terrain 22' from DER, 349' left of centerline, 1286' MSL.

Terrain 113' from DER, 496' left of centerline, 1288' MSL.

Terrain 143' from DER, 388' left of centerline, 1292' MSL.

Terrain beginning 200' from DER, 326' left of centerline, up to 1294' MSL.

Vegetation 279' from DER, 502' left of centerline, 1296' MSL.

Building 383' from DER, 491' left of centerline, 16' AGL/1314' MSL.

Traverse way 430' from DER, 602' left of centerline, 1315' MSL.

Building, traverse way beginning 491' from DER, 389' left of centerline, up to 23' AGL/1324' MSL.

Traverse way beginning 635' from DER, 388' left of centerline, up to 1325' MSL.

Poles, traverse way beginning 660' from DER, 281' left of centerline, up to 31' AGL/1332' MSL.

Trees, poles, terrain, traverse way beginning 1011' from DER, 346' left of centerline, up to 1333' MSL.

Poles, terrain, vegetation beginning 1278' from DER, 587' left of centerline, up to 31' AGL/1349' MSL.

Tree 1706' from DER, 630' right of centerline, 1321' MSL.

Terrain beginning 1916' from DER, 715' left of centerline, up to 1350' MSL.

Vegetation beginning 2146' from DER, 781' left of centerline, up to 1368' MSL.

Vegetation, terrain beginning 2240' from DER, 722' left of centerline, up to 1383' MSL.

Trees, terrain, traverse way beginning 3304' from DER, 58' left of centerline, up to 1406' MSL.

Trees beginning 3490' from DER, 16' right of centerline, up to 73' AGL/1396' MSL.

Traverse way 5037' from DER, 1702' left of centerline, 1418' MSL.

Traverse way, terrain beginning 5110' from DER, 1769' left of centerline, up to 1426' MSL.

Building 5903' from DER, 1689' left of centerline, 24' AGL/1432' MSL.

Tree 5915' from DER, 1576' left of centerline, 1441' MSL.

Trees, poles beginning 5981' from DER, 1690' left of centerline, up to 1449' MSL.

Trees beginning 1 NM from DER, 1676' left of centerline, up to 1464' MSL.

Trees beginning 1 NM from DER, 1735' left of centerline, up to 59' AGL/1465' MSL.

Pole 1 NM from DER, 1919' left of centerline, 52' AGL/1450' MSL.

Rwy 32, NAVAID 9' from DER, 78' left of centerline, 1' AGL/1289' MSL.

NAVAID 9' from DER, 76' right of centerline, 3' AGL/1289' MSL.

Vegetation 31' from DER, 235' left of centerline, 1296' MSL.

Pole, general utility, traverse way, vegetation beginning 48' from DER, 146' left of centerline, up to 35' AGL/1330' MSL.

Trees, vegetation, terrain, poles, building beginning 65' from DER, 75' right of centerline, up to 1318' MSL.

Pole, tree beginning 248' from DER, 14' left of centerline, up to 36' AGL/1331' MSL.

Trees, traverse way, pole, terrain beginning 281' from DER, 48' left of centerline, up to 1334' MSL.

Trees, traverse way, buildings beginning 479' from DER, 312' right of centerline, up to 1323' MSL.

Terrain, pole, tree beginning 846' from DER, 111' left of centerline, up to 1343' MSL.

Terrain, traverse way, tree beginning 946' from DER, 7' left of centerline, up to 1356' MSL.

Pole 957' from DER, 483' right of centerline, 62' AGL/1349' MSL.

Terrain, pole, tree beginning 1029' from DER, 12' left of centerline, up to 1360' MSL.

Pole, tree beginning 1036' from DER, 36' right of centerline, up to 63' AGL/1351' MSL.

Vegetation 1120' from DER, 670' left of centerline, 1377' MSL.

Vegetation, tree, terrain beginning 1123' from DER, 225' left of centerline, up to 1378' MSL.

Tree, pole, terrain, building beginning 1507' from DER, 70' left of centerline, up to 1383' MSL.

CONT



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



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

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AUDUBON, IA (CON'T)

AUDUBON COUNTY (ADU) (CON'T)

Rwy 32 (CON'T), poles, trees, building beginning 1530' from DER, 10' right of centerline, up to 68' AGL/1366' MSL.
 Terrain, poles, trees, fences beginning 1643' from DER, 88' left of centerline, up to 1388' MSL.
 Tree 2076' from DER, 497' right of centerline, 1369' MSL.
 Trees beginning 2167' from DER, 553' right of centerline, up to 1376' MSL.
 Trees beginning 2303' from DER, 365' right of centerline, up to 1384' MSL.
 Trees beginning 2397' from DER, 984' right of centerline, up to 1385' MSL.
 Tree 2452' from DER, 705' right of centerline, 1386' MSL.
 Trees beginning 2512' from DER, 545' right of centerline, up to 1387' MSL.
 Trees, pole beginning 2539' from DER, 369' right of centerline, up to 1396' MSL.
 Trees beginning 3399' from DER, 618' right of centerline, up to 1408' MSL.
 Fence, building, terrain beginning 3584' from DER, 1042' left of centerline, up to 6' AGL/1393' MSL.
 Tree 3665' from DER, 1399' left of centerline, 1408' MSL.
 Trees beginning 3694' from DER, 1004' right of centerline, up to 1415' MSL.
 Building, fence, tree beginning 3694' from DER, 1072' left of centerline, up to 31' AGL/1418' MSL.
 Trees, stack beginning 3879' from DER, 479' right of centerline, up to 1416' MSL.
 Elevator, trees beginning 4816' from DER, 263' right of centerline, up to 127' AGL/1425' MSL.
 Tree 5136' from DER, 1687' left of centerline, 1438' MSL.
 Tower, tree beginning 5610' from DER, 1611' right of centerline, up to 187' AGL/1544' MSL.

AURORA, MO

JERRY SUMNERS SR AURORA MUNI (2H2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 01FEB18 (18032) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 65' from DER, 252' right of centerline, up to 58' AGL/1469' MSL.
 Sign 217' from DER, 406' left of centerline, 1437' MSL.
 Road 244' from DER, 502' left of centerline, 1438' MSL.
 Trees beginning 291' from DER, 312' right of centerline, up to 1470' MSL.
 Tree, road beginning 371' from DER, 316' left of centerline, up to 1445' MSL.
 Tree, pole beginning 408' from DER, 251' right of centerline, up to 1473' MSL.
 Tree 473' from DER, 491' left of centerline, 1480' MSL.
 Tree, road beginning 502' from DER, 29' left of centerline, up to 69' AGL/1504' MSL.
 Trees beginning 737' from DER, 45' right of centerline, up to 1482' MSL.
 Trees beginning 843' from DER, 43' left of centerline, up to 80' AGL/1511' MSL.
 Tree, pole, transmission line beginning 951' from DER, 132' left of centerline, up to 1514' MSL.
 Tree 1040' from DER, 143' right of centerline, 61' AGL/1483' MSL.
 Trees beginning 1080' from DER, 93' right of centerline, up to 66' AGL/1486' MSL.
 Pole, tree beginning 1546' from DER, 282' right of centerline, up to 1494' MSL.
 Tree 1601' from DER, 437' right of centerline, 1495' MSL.
 Trees beginning 1617' from DER, 235' right of centerline, up to 1497' MSL.
 Tree, building, transmission line beginning 1806' from DER, 240' right of centerline, up to 1507' MSL.
 Tree 3509' from DER, 520' left of centerline, 71' AGL/1517' MSL.
Rwy 36, trees beginning 35' from DER, 263' left of centerline, up to 1483' MSL.
 Tree 42' from DER, 447' right of centerline, 69' AGL/1502' MSL.
 Tree, pole, transmission line beginning 117' from DER, 197' right of centerline, up to 72' AGL/1505' MSL.
 Trees beginning 244' from DER, 457' left of centerline, up to 1488' MSL.
 Tree, pole, sign beginning 506' from DER, 260' left of centerline, up to 1494' MSL.

AVA, MO

AVA BILL MARTIN MEML (AOV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02MAY13 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 182' from DER, 254' left of centerline, up to 100' AGL/1319' MSL.
 Multiple buildings, poles and vehicles on road beginning 512' from DER, left and right of centerline, up to 40' AGL/1379' MSL.
 Trees beginning 76' from DER, left and right of centerline, up to 100' AGL/1459' MSL.
Rwy 31, trees beginning 5' from DER, 227' right of centerline, up to 100' AGL/1379' MSL.
 Trees beginning 210' from DER, 195' left of centerline, up to 100' AGL/1359' MSL.
 Trees beginning 850' from DER from left to right of centerline, up to 100' AGL/1339' MSL.

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

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



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BELLE PLAINE, IA

BELLE PLAINE MUNI (TZT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 400-2 or std. w/ min. climb of 440' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 142' from DER, left and right of centerline, up to 94' AGL/854' MSL.

Rwy 36, multiple towers, tanks, trees, poles, buildings, grain elevators, and roads beginning 31' from DER, left and right of centerline, up to 174' AGL/954' MSL.

Trees beginning 4901' from DER, 962' right of centerline, up to 93' AGL/954' MSL.

Tower 1.8 NM from DER, 2320' right of centerline, 207' AGL/1097' MSL.

BLOOMFIELD, IA

BLOOMFIELD MUNI (4K6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 273' from DER, 34' right of centerline, up to 100' AGL/986' MSL.

Tree 279' from DER, 196' left of centerline, up to 100' AGL/983' MSL.

Building, trees beginning 353' from DER, 173' left of centerline, up to 30' AGL/915' MSL.

Rwy 36, tree 264' from DER, 465' right of centerline, 100' AGL/980' MSL.

Trees beginning 266' from DER, 3' right of centerline, up to 100' AGL/983' MSL.

Trees beginning 270' from DER, 193' left of centerline, up to 100' AGL/983' MSL.

BOLIVAR, MO

BOLIVAR MUNI (M17)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (07186) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 200-1¼ or std. w/ min. climb of 252' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 18, east-west road, vehicle and transmission lines and poles beginning 627' from DER, up to 40' AGL/1138' MSL.

Multiple trees beginning 667' from DER, 6' left of centerline, up to 75' AGL/1148' MSL.

Silo 1059' from DER, 677' left of centerline, 100' AGL/1200' MSL.

Multiple trees beginning 147' from DER, 39' right of centerline, up to 75' AGL/1157' MSL.

Rwy 36, transmission lines and poles beginning 1208' from DER, 189' left of centerline, up to 40' AGL/1137' MSL.

East-west transmission lines and poles beginning 1925' from DER, up to 50' AGL/1165' MSL.

Multiple trees beginning 659' from DER, 58' right of centerline, up to 75' AGL/1201' MSL.

Tree 5471' from DER, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA

BOONE MUNI (BNW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwys 2, 20, NA-Environmental.

Rwy 33, 300-1 or std. w/min. climb of 419' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 15, lighting 40' from DER, 104' right of centerline, 1141' MSL.

Lighting 40' from DER, 108' left of centerline, 1141' MSL.

Trees beginning 154' from DER, 206' right of centerline, up to 37' AGL/1171' MSL.

Tree 197' from DER, 168' left of centerline, 23' AGL/1156' MSL.

Rwy 33, terrain 73' from DER, 305' right of centerline, 1140' MSL.

Trees, fence beginning 123' from DER, 368' right of centerline, up to 36' AGL/1179' MSL.

Pole 132' from DER, 524' left of centerline, 28' AGL/1168' MSL.

NAVAID, poles, building beginning 297' from DER, 523' left of centerline, up to 1174' MSL.

Trees, poles, vehicles on road, building beginning 348' from DER, 158' right of centerline, up to 1182' MSL.

Poles, buildings, trees, vehicles on road beginning 1084' from DER, 341' right of centerline, up to 1189' MSL.

Trees, poles, tank, building beginning 1086' from DER, 191' left of centerline, up to 1198' MSL.

Trees, pole beginning 1553' from DER, 156' right of centerline, up to 1192' MSL.

Trees, pole beginning 1743' from DER, 654' left of centerline, up to 1201' MSL.

Tree, pole, building beginning 1926' from DER, 53' right of centerline, up to 1203' MSL.

Elevator, trees beginning 2200' from DER, 561' left of centerline, up to 80' AGL/1224' MSL.

Tank 3133' from DER, 1335' right of centerline, 140' AGL/1287' MSL.



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



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NC-3

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

25163

BOONVILLE, MO

JESSE VIERTEL MEML (VER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 368' from DER, 383' left of centerline, up to 80' AGL/761' MSL.

Road and vehicle 1232' from DER, on centerline, 17' AGL/746' MSL.

Multiple trees beginning 500' from DER, 109' right of centerline, up to 80' AGL/786' MSL.

Rwy 36, multiple trees and pole beginning 701' from DER, 67' left of centerline, up to 100' AGL/810' MSL.

Multiple trees beginning 200' from DER, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO

BOWLING GREEN MUNI (H19)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAR22 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, wind indicator, vehicles on road, bush beginning 27' from DER, 313' right of centerline, up to 25' AGL/914' MSL.

Pole 254' from DER, 490' left of centerline, 33' AGL/916' MSL.

Tree 325' from DER, 573' left of centerline, 925' MSL.

Trees, pole beginning 450' from DER, 335' left of centerline, up to 937' MSL.

Trees beginning 652' from DER, 69' right of centerline, up to 927' MSL.

Trees beginning 699' from DER, 202' left of centerline, up to 938' MSL.

Trees beginning 909' from DER, 146' right of centerline, up to 931' MSL.

Trees beginning 1323' from DER, 170' left of centerline, up to 941' MSL.

Trees beginning 1405' from DER, 134' left of centerline, up to 946' MSL.

Tree 1457' from DER, 66' right of centerline, 934' MSL.

Trees beginning 1552' from DER, 127' left of centerline, up to 78' AGL/950' MSL.

Trees beginning 1964' from DER, 102' left of centerline, up to 955' MSL.

Tree 2017' from DER, 227' right of centerline, 955' MSL.

Tree 2036' from DER, 259' right of centerline, 956' MSL.

Trees beginning 2075' from DER, 166' right of centerline, up to 961' MSL.

Rwy 31, terrain 10' from DER, 492' left of centerline, 885' MSL.

Trees, buildings beginning 56' from DER, 204' left of centerline, up to 919' MSL.

Trees beginning 197' from DER, 361' left of centerline, up to 932' MSL.

Trees beginning 298' from DER, 423' left of centerline, up to 935' MSL.

BRANSON, MO

BRANSON (BBG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

DEPARTURE PROCEDURE:

Rwy 32, climb heading 323° to 2000 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 14, numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL.**Rwy 32**, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

M GRAHAM CLARK DOWNTOWN (PLK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 23JUL15 (15204) (FAA)

TAKEOFF MINIMUMS:

Rwy 30, std. w/min. climb of 244' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 12, climb heading 117° to 1600 before proceeding on course.**Rwy 30**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross M Graham Clark downtown airport at or above 2200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 796' from DER, 468' right of centerline, up to 50' AGL/989' MSL.

BRANSON WEST, MO

BRANSON WEST MUNI/EMERSON FLD (FWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 167' from DER, left and right of centerline, up to 100' AGL/1479' MSL.

Vehicles on road beginning 22' from DER, from 15' left of centerline, up to 15' AGL/1394' MSL.

Vehicle on road 1485' from DER, 615' right of centerline, 15' AGL/1394' MSL.

Rwy 21, trees beginning 230' from DER, left and right of centerline, up to 100' AGL/1419' MSL.

Power lines beginning 2501' from DER, 788' left of centerline, up to 100' AGL/1379' MSL.

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

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

25163

BROOKFIELD, MO

NORTH CENTRAL MISSOURI RGNL (MO8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAR16 (16091) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, terrain 2' from DER, 498' left of centerline, 830' MSL.
 Fence 3' from DER, 398' left of centerline, 7' AGL/830' MSL.
 Poles beginning 889' from DER, 458' left of centerline, up to 29' AGL/855' MSL.
 Tree 1358' from DER, 110' left of centerline, 50' AGL/864' MSL.
 Trees beginning 1436' from DER, 387' right of centerline, up to 88' AGL/872' MSL.
 Tree 2069' from DER, 586' left of centerline, 89' AGL/878' MSL.
Rwy 36, bldg 4' from DER, 428' right of centerline, 18' AGL/858' MSL.
 Tree 5' from DER, 152' left of centerline, 15' AGL/847' MSL.
 Tree 10' from DER, 162' left of centerline, 17' AGL/848' MSL.
 Tree 127' from DER, 202' left of centerline, 30' AGL/856' MSL.
 Tree 140' from DER, 203' left of centerline, 33' AGL/859' MSL.
 Trees beginning 163' from DER, 208' left of centerline, up to 48' AGL/867' MSL.
 Tree 464' from DER, 281' right of centerline, 70' AGL/877' MSL.
 Tree 500' from DER, 365' right of centerline, 75' AGL/887' MSL.
 Trees beginning 522' from DER, 484' left of centerline, up to 76' AGL/876' MSL.
 Trees and pole beginning 541' from DER, 288' right of centerline, up to 84' AGL/891' MSL.
 Tree 858' from DER, 647' left of centerline, 86' AGL/878' MSL.
 Tree 1478' from DER, 492' right of centerline, 67' AGL/892' MSL.
 Trees beginning 1485' from DER, 499' right of centerline, up to 56' AGL/893' MSL.

BURLINGTON, IA

SOUTHEAST IOWA RGNL (BRL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17APR25 (25107) (FAA)

DEPARTURE PROCEDURE:

Rwy 36, climb to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 12, sign 39' from DER, 245' left of centerline, 3' AGL/700' MSL.
 Poles, NAVAID beginning 170' from DER, 245' left of centerline, up to 23' AGL/720' MSL.
 Building 353' from DER, 514' left of centerline, 721' MSL.
 Poles, vehicle on road, tree, building beginning 452' from DER, 235' left of centerline, up to 41' AGL/739' MSL.
 Trees beginning 738' from DER, 518' left of centerline, up to 749' MSL.
 Trees, building, pole beginning 835' from DER, 413' left of centerline, up to 755' MSL.
 Poles beginning 920' from DER, 420' right of centerline, up to 38' AGL/733' MSL.
 Trees beginning 971' from DER, 22' left of centerline, up to 771' MSL.
 Pole 997' from DER, 620' right of centerline, 41' AGL/734' MSL.
 Tower, pole, trees beginning 1036' from DER, 8' right of centerline, up to 66' AGL/756' MSL.
 Trees beginning 1592' from DER, 12' right of centerline, up to 758' MSL.
 Trees beginning 1602' from DER, 83' left of centerline, up to 773' MSL.
 Tree, building spires beginning 1615' from DER, 6' left of centerline, up to 779' MSL.
 Trees beginning 1639' from DER, 25' right of centerline, up to 759' MSL.
 Tree 2045' from DER, 129' right of centerline, 761' MSL.
 Tree 2072' from DER, 119' right of centerline, 763' MSL.
 Trees beginning 2075' from DER, 113' right of centerline, up to 771' MSL.
 Trees beginning 2187' from DER, 113' left of centerline, up to 785' MSL.
 Trees beginning 2327' from DER, 178' right of centerline, up to 778' MSL.
 Trees beginning 2861' from DER, 356' left of centerline, up to 786' MSL.
 Tree 2953' from DER, 225' right of centerline, 783' MSL.
 Tree 3088' from DER, 52' right of centerline, 788' MSL.
 Trees beginning 3247' from DER, 335' left of centerline, up to 791' MSL.
 Trees beginning 3481' from DER, 490' left of centerline, up to 795' MSL.
 Tree 3805' from DER, 708' left of centerline, 807' MSL.
 Tree 4047' from DER, 546' right of centerline, 800' MSL.
 Tree 4174' from DER, 534' right of centerline, 805' MSL.
Rwy 18, sign 35' from DER, 248' left of centerline, 3' AGL/678' MSL.
 NAVAID 53' from DER, 4' right of centerline, 3' AGL/679' MSL.
 Trees, pole beginning 1168' from DER, 641' left of centerline, up to 736' MSL.
 Trees, pole beginning 1560' from DER, 441' left of centerline, up to 747' MSL.
 Tree 1925' from DER, 513' right of centerline, 730' MSL.
 Trees beginning 1948' from DER, 896' right of centerline, up to 732' MSL.
 Trees beginning 1972' from DER, 515' right of centerline, up to 734' MSL.
 Trees beginning 2191' from DER, 961' left of centerline, up to 751' MSL.
 Tree 2953' from DER, 999' left of centerline, 752' MSL.
Rwy 30, sign 11' from DER, 333' left of centerline, 4' AGL/694' MSL.
 Tree 15' from DER, 438' right of centerline, 697' MSL.
 Trees, terrain beginning 28' from DER, 267' right of centerline, up to 698' MSL.
 Fence, tree beginning 147' from DER, 373' right of centerline, up to 9' AGL/703' MSL.

CONT

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

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

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BURLINGTON, IA (CON'T)

SOUTHEAST IOWA RGNL (BRL) (CON'T)

Rwy 36, vegetation 319' from DER, 457' left of centerline, 705' MSL.
 Pole 530' from DER, 611' right of centerline, 27' AGL/723' MSL.
 Tree, pole beginning 601' from DER, 630' right of centerline, up to 763' MSL.
 Trees beginning 831' from DER, 547' right of centerline, up to 768' MSL.
 Trees beginning 1432' from DER, 660' left of centerline, up to 758' MSL.
 Tree 1456' from DER, 574' right of centerline, 771' MSL.
 Trees, pole beginning 1503' from DER, 342' right of centerline, up to 775' MSL.
 Trees, tower beginning 1526' from DER, 11' left of centerline, up to 781' MSL.
 Trees beginning 1891' from DER, 19' right of centerline, up to 778' MSL.
 Trees beginning 2034' from DER, 24' left of centerline, up to 783' MSL.
 Trees 2112' from DER, 944' right of centerline, 781' MSL.
 Trees beginning 2132' from DER, 8' right of centerline, up to 784' MSL.
 Trees beginning 2185' from DER, 24' left of centerline, up to 784' MSL.
 Trees beginning 2344' from DER, 157' right of centerline, up to 786' MSL.
 Trees beginning 2353' from DER, 14' right of centerline, up to 792' MSL.
 Trees beginning 2390' from DER, 417' left of centerline, up to 786' MSL.
 Trees beginning 2498' from DER, 20' left of centerline, up to 787' MSL.
 Trees beginning 2783' from DER, 246' left of centerline, up to 789' MSL.
 Trees beginning 2802' from DER, 24' left of centerline, up to 792' MSL.
 Trees beginning 2816' from DER, 40' right of centerline, up to 794' MSL.
 Trees beginning 2817' from DER, 79' left of centerline, up to 794' MSL.
 Trees beginning 2907' from DER, 15' left of centerline, up to 797' MSL.
 Trees beginning 3014' from DER, 34' right of centerline, up to 799' MSL.
 Trees beginning 3140' from DER, 1' right of centerline, up to 800' MSL.
 Trees beginning 3171' from DER, 58' left of centerline, up to 800' MSL.
 Trees beginning 3371' from DER, 6' left of centerline, up to 808' MSL.
 Tree 4010' from DER, 397' right of centerline, 808' MSL.
 Trees beginning 4362' from DER, 126' right of centerline, up to 809' MSL.

BUTLER, MO

BUTLER MEML (BUM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 500-3 or std. w/min. climb of 216' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tower 2.5 NM from DER, 1636' right of centerline, 493' AGL/1293' MSL.
 Trees beginning at DER, 317' left and right of centerline, up to 100' AGL/992' MSL.
 Buildings beginning 44' from DER, 350' right of centerline, up to 19' AGL/910' MSL.
 Terrain beginning 31' from DER, 104' left and right of centerline, up to 909' MSL.
Rwy 36, trees beginning 1254' from DER, left and right of centerline, up to 100' AGL/970' MSL.
 Vehicle on road beginning at DER, 350' left of centerline, 15' AGL/885' MSL.
 Terrain beginning 192' from DER, 37' left and right of centerline, up to 886' MSL.

CABOOL, MO

CABOOL MEML (TVB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08NOV18 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1 or std. w/min. climb of 461' per NM to 1600.

Rwy 21, 500-3 or std. w/min. climb of 578' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 030° to 1800 before turning right.

Rwy 21, climb heading 210° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 16' from DER, 312' right of centerline, 1242' MSL.
 Trees beginning 34' from DER, 189' left of centerline, up to 1258' MSL.
 Trees beginning 68' from DER, 255' right of centerline, up to 1271' MSL.
 Trees, terrain, pole beginning 182' from DER, 12' right of centerline, up to 103' AGL/1302' MSL.
 Trees, traverse way beginning 477' from DER, 11' left of centerline, up to 1267' MSL.
 Trees beginning 1478' from DER, 492' left of centerline, up to 1269' MSL.
 Trees beginning 1643' from DER, 31' left of centerline, up to 1274' MSL.
 Trees beginning 1745' from DER, 13' right of centerline, up to 1309' MSL.
 Trees beginning 1815' from DER, 124' left of centerline, up to 78' AGL/1283' MSL.
 Trees beginning 2127' from DER, 37' left of centerline, up to 89' AGL/1284' MSL.
 Tree 3693' from DER, 1344' right of centerline, 1316' MSL.
 Trees beginning 3775' from DER, 1187' right of centerline, up to 1337' MSL.

CONT

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

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

25163

CABOOL, MO (CON'T)

CABOOL MEML (TVB) (CON'T)

Rwy 3 (CON'T), trees beginning 3882' from DER, 891' right of centerline, up to 1367' MSL.

Trees beginning 3977' from DER, 933' right of centerline, up to 1376' MSL.

Trees beginning 4074' from DER, 1042' right of centerline, up to 1398' MSL.

Trees, terrain beginning 4345' from DER, 628' right of centerline, up to 1459' MSL.

Trees beginning 5448' from DER, 1796' right of centerline, up to 1372' MSL.

Rwy 21, pole 0' from DER, 200' right of centerline, 1249' MSL.

Trees, traverse way beginning 6' from DER, 41' left of centerline, up to 86' AGL/1298' MSL.

Pole 46' from DER, 373' right of centerline, 1259' MSL.

Trees, building beginning 107' from DER, 286' right of centerline, up to 1277' MSL.

Trees, pole, traverse way beginning 188' from DER, 10' right of centerline, up to 1280' MSL.

Trees, traverse way beginning 342' from DER, 15' left of centerline, up to 1299' MSL.

Trees, terrain beginning 450' from DER, 218' left of centerline, up to 1317' MSL.

Trees, building, pole, traverse way beginning 655' from DER, 346' right of centerline, up to 1299' MSL.

Trees beginning 841' from DER, 271' left of centerline, up to 1337' MSL.

Trees beginning 1341' from DER, 446' left of centerline, up to 1339' MSL.

Trees beginning 1436' from DER, 239' left of centerline, up to 1355' MSL.

Trees, traverse way, pole beginning 1903' from DER, 419' right of centerline, up to 1300' MSL.

Tree 2101' from DER, 653' left of centerline, 1363' MSL.

Trees beginning 2133' from DER, 337' left of centerline, up to 1374' MSL.

Trees, terrain, pole, antenna beginning 2326' from DER, 58' left of centerline, up to 1377' MSL.

Trees, pole beginning 2549' from DER, 839' right of centerline, up to 1314' MSL.

Trees beginning 3231' from DER, 1156' right of centerline, up to 1320' MSL.

Trees beginning 3551' from DER, 1269' right of centerline, up to 1325' MSL.

Tree 1 NM from DER, 1712' left of centerline, 1379' MSL.

Trees beginning 1 nm from DER, 1542' left of centerline, up to 1400' MSL.

Trees beginning 1.5 NM from DER, 2823' left of centerline, up to 1460' MSL.

Tree 1.9 NM from DER, 2978' left of centerline, 1529' MSL.

CAMDENTON, MO

CAMDENTON MEML-LAKE RGNL (OZS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, tree 103' from DER, 379' right of centerline, 1056' MSL.

Trees beginning 108' from DER, 221' left of centerline, up to 1078' MSL.

Trees beginning 199' from DER, 249' right of centerline, up to 1075' MSL.

Tree 405' from DER, 271' right of centerline, 1077' MSL.

Trees beginning 659' from DER, 235' left of centerline, up to 1079' MSL.

Rwy 33, trees, poles beginning 54' from DER, 238' right of centerline, up to 1088' MSL.

Tank 71' from DER, 262' left of centerline, 20' AGL/1077' MSL.

Tree, poles, buildings beginning 109' from DER, 258' left of centerline, up to 1096' MSL.

Pole 395' from DER, 446' left of centerline, 39' AGL/1101' MSL.

Trees, poles, building beginning 520' from DER, 10' left of centerline, up to 1114' MSL.

Tree 708' from DER, 433' right of centerline, 1094' MSL.

Trees, pole beginning 711' from DER, 11' right of centerline, up to 1099' MSL.

Trees beginning 1813' from DER, 7' left of centerline, up to 1125' MSL.

Tree 1913' from DER, 38' right of centerline, 1117' MSL.

Antenna 3324' from DER, 814' left of centerline, 85' AGL/1143' MSL.

CAMERON, MO

CAMERON MEML (EZZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08APR10 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL.

Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/1041' MSL.

Rwy 35, trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL.

Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL.

Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/1082' MSL.

Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.

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

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

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CAPE GIRARDEAU, MO

CAPE GIRARDEAU RGNL (CGI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 23MAR23 (23082) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1% or std. w/min. climb of 321' per NM to 700.**Rwy 20**, 300-1% or std. w/min. climb of 342' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 2, climb on heading between 040° CW to 200° from DER.**Rwy 28**, climb on heading 288° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, fence 2' from DER, 454' left of centerline, 3' AGL/337' MSL.

Sign 32' from DER, 168' right of centerline, 2' AGL/337' MSL.

Vegetation 298' from DER, 567' left of centerline, 344' MSL.

Tree 416' from DER, 610' left of centerline, MSL.

Vehicle on roadway 738' from DER, 678' right of centerline, 355' MSL.

Transmission line, poles, trees, sign beginning 959' from DER, 27' right of centerline, up to 60' AGL/393' MSL.

Pole 1234' from DER, 490' left of centerline, 39' AGL/374' MSL.

Poles beginning 1317' from DER, 296' left of centerline, up to 43' AGL/379' MSL.

Tank 2658' from DER, 1185' right of centerline, 104' AGL/439' MSL.

Rwy 10, poles beginning 1394' from DER, 798' left of centerline, up to 41' AGL/381' MSL.

Trees beginning 2577' from DER, 772' right of centerline, up to 425' MSL.

Tree 3291' from DER, 963' left of centerline, 424' MSL.

Crane 3577' from DER, 389' left of centerline, 435' MSL.

Trees beginning 4060' from DER, 1263' right of centerline, up to 462' MSL.

Crane 4305' from DER, 213' left of centerline, 461' MSL.

Tree 4832' from DER, 286' right of centerline, 471' MSL.

Tree 4901' from DER, 213' right of centerline, 476' MSL.

Trees beginning 4954' from DER, 741' left of centerline, up to 471' MSL.

Tree 5021' from DER, 254' right of centerline, 480' MSL.

Tree 5257' from DER, 1906' left of centerline, 549' MSL.

Trees beginning 5485' from DER, 1060' left of centerline, up to 490' MSL.

Tree 5589' from DER, 622' right of centerline, 482' MSL.

Tree 1.2 NM from DER, 1951' left of centerline, 527' MSL.

Rwy 20, sign 20' from DER, 203' left of centerline, 3' AGL/343' MSL.

Vegetation 108' from DER, 368' left of centerline, 13' AGL/353' MSL.

Tree 175' from DER, 379' left of centerline, 360' MSL.

Vegetation 739' from DER, 481' left of centerline, 367' MSL.

Transmission line, pole beginning 1408' from DER, 832' right of centerline, up to 50' AGL/387' MSL.

Tree 1521' from DER, 459' right of centerline, 55' AGL/394' MSL.

Trees beginning 1597' from DER, 369' right of centerline, up to 403' MSL.

Trees beginning 3990' from DER, 1300' left of centerline, up to 469' MSL.

Tree 4142' from DER, 1601' left of centerline, 519' MSL.

Trees beginning 4359' from DER, 585' left of centerline, up to 484' MSL.

Trees beginning 4716' from DER, 605' left of centerline, up to 488' MSL.

Trees 5230' from DER, 1770' right of centerline, 100' AGL/484' MSL.

Tree 5393' from DER, 360' right of centerline, 491' MSL.

Trees beginning 5455' from DER, 966' right of centerline, up to 492' MSL.

Trees beginning 5485' from DER, 800' right of centerline, up to 493' MSL.

Tree 5736' from DER, 1809' left of centerline, 493' MSL.

Tree 1.0 NM from DER, 1833' right of centerline, 541' MSL.

Tree 1.2 NM from DER, 1320' right of centerline, 522' MSL.

Rwy 28, tree 283' from DER, 533' left of centerline, 21' AGL/354' MSL.

CARROLL, IA

ARTHUR N NEU (CIN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15NOV12 (12320) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, REIL 40' from DER, left and right of centerline, 2' AGL/1202' MSL.

Vehicles on road beginning 167' from DER, 417' right of centerline, up to 15' AGL/1219' MSL.

Trees beginning 339' from DER, left and right of centerline, up to 25' AGL/1221' MSL.

Poles beginning 1406' from DER, 271' left of centerline, up to 45' AGL/1250' MSL.

Silos beginning 1583' from DER, 791' left of centerline, up to 60' AGL/1262' MSL.

Rwy 13, building 1483' from DER, 854' left of centerline, 30' AGL/1243' MSL.**Rwy 21**, vehicles on road beginning 319' from DER, 238' left of centerline, up to 15' AGL/1215' MSL.

Building 2035' from DER, 1019' right of centerline, 40' AGL/1258' MSL.

Trees beginning 2117' from DER, 722' right of centerline, up to 50' AGL/1351' MSL.

Rwy 31, rising terrain beginning 134' from DER, 295' left of centerline, up to 1213' MSL.

Tree 1112' from DER, 462' left of centerline, 110' AGL/1294' MSL.

Multiple trees beginning 2859' from DER, 214' right of centerline, up to 90' AGL/1333' MSL.

Poles beginning 3150' from DER, 150' right of centerline, up to 45' AGL/1299' MSL.

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

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



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CARUTHERSVILLE, MO

CARUTHERSVILLE MEML (M05)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26MAY16 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-2 or std. w/min. climb of 256' per NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 18: fence beginning 53' from DER, 353' left of centerline, up to 5' AGL/271' MSL.

Stack and buildings beginning 307' from DER, 435' left of centerline, up to 35' AGL/301' MSL.

Building 845' from DER, 532' left of centerline, 59' AGL/324' MSL.

Tree 1030' from DER, 278' left of centerline, 66' AGL/332' MSL.

Trees beginning 1126' from DER, 213' left of centerline, up to 80' AGL/346' MSL.

Trees beginning 1138' from DER, 71' right of centerline, up to 70' AGL/336' MSL.

Rwy 36: poles beginning 169' from DER, 456' right of centerline, up to 29' AGL/296' MSL.

Building 294' from DER, 404' left of centerline, 10' AGL/277' MSL.

Tree 518' from DER, 297' left of centerline, 15' AGL/283' MSL.

Trees and poles beginning 634' from DER, 231' left of centerline, up to 76' AGL/344' MSL.

Poles beginning 635' from DER, 295' right of centerline, up to 33' AGL/301' MSL.

Poles beginning 637' from DER, 234' right of centerline, up to 34' AGL/302' MSL.

Trees, buildings, and poles beginning 676' from DER, 241' left of centerline, up to 84' AGL/351' MSL.

Tree 679' from DER, 286' right of centerline, 49' AGL/317' MSL.

Tree 681' from DER, 516' right of centerline, 68' AGL/336' MSL.

Trees, building, and poles beginning 737' from DER, 6' right of centerline, up to 75' AGL/342' MSL.

Tower 1 NM from DER, 565' right of centerline, 207' AGL/475' MSL.

CASSVILLE, MO

CASSVILLE MUNI (94K)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (13234) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 1487' from DER, 71' right of centerline, up to 71' AGL/1528' MSL.

Trees beginning 1487' from DER, 40' left of centerline, up to 60' AGL/1537' MSL.

Tower 4324' from DER, 1224' left of centerline, 140' AGL/1600' MSL.

Tank 4669' from DER, 1209' left of centerline, 136' AGL/1616' MSL.

Terrain 61' from DER, 275' left of centerline, 1475' MSL.

Poles beginning 311' from DER, 49' right of centerline, up to 43' AGL/1510' MSL.

Poles beginning 649' from DER, 148' left of centerline, up to 43' AGL/1521' MSL.

Flagpole 1316' from DER, 751' left of centerline, 43' AGL/1548' MSL.

Buildings beginning 397' from DER, 435' left of centerline, up to 40' AGL/1497' MSL.

Rwy 27, trees beginning 755' from DER, 180' right of centerline, up to 61' AGL/1604' MSL.

Trees beginning 709' from DER, 80' left of centerline, up to 60' AGL/1543' MSL.

Terrain 125' from DER, 472' left of centerline, 1484' MSL.

Poles beginning 636' from DER, 385' right of centerline, up to 43' AGL/1505' MSL.

Poles beginning 665' from DER, 320' left of centerline, up to 43' AGL/1516' MSL.

Bushes beginning 183' from DER, 339' left of centerline, up to 6' AGL/1490' MSL.

CEDAR RAPIDS, IA

THE EASTERN IOWA (CID)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, building 354' from DER, 563' right of centerline, 22' AGL/873' MSL.

Pole 678' from DER, 642' right of centerline, 33' AGL/884' MSL.

Obstruction light on building 1133' from DER, 596' right of centerline, 41' AGL/890' MSL.

Antennas beginning 491' from DER, 314' left of centerline, up to 28' AGL/879' MSL.

Rwy 13, vehicles on road 961' from DER, 709' left of centerline, up to 15' AGL/874' MSL.**Rwy 27**, poles beginning 1338' from DER, 700' right of centerline, up to 34' AGL/895' MSL.**Rwy 31**, vehicles on road beginning 28' from DER, left and right of centerline, up to 17' AGL/876' MSL.

Tree 3464' from DER, 180' right of centerline, 100' AGL/979' MSL.

CENTERVILLE, IA

CENTERVILLE MUNI (TVK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 37' from DER, 282' left of centerline, up to 25' AGL/1034' MSL.

Trees beginning 86' from DER, 213' right of centerline, up to 20' AGL/1031' MSL.



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



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



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CHARITON, IA

CHARITON MUNI (CNC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 10, for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL.

Rwy 17, hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL.

Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL.

Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL.

Rwy 35, vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA

NORTHEAST IOWA RGNL (CCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 17, 22, 35, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 1002' from DER, 351' right of centerline, up to 100' AGL/1209' MSL.

Rwy 30, trees beginning 1804' from DER, 621' right of centerline, up to 100' AGL/1229' MSL.

CHARLESTON, MO

MISSISSIPPI COUNTY (CHQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 24MAY18 (18144) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 404' from DER, 380' left of centerline, up to 80' AGL/394' MSL.

Trees beginning 2766' from DER, 670' left of centerline, up to 80' AGL/394' MSL.

Trees beginning 2772' from DER, 318' right of centerline, up to 80' AGL/394' MSL.

Rwy 36, vehicles on road beginning 511' from DER, left and right of centerline, up to 15' AGL/329' MSL.

Agricultural irrigation pivot equipment, 603' from DER, 9' left of centerline, 19' AGL/332' MSL.

Trees beginning 2045' from DER, 875' right of centerline, up to 80' AGL/394' MSL.

CHEROKEE, IA

CHEROKEE COUNTY RGNL (CKP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07MAY09 (09127) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA - environmental.

Rwy 36, 300 - 1¼ or std. w/ min. climb of 373' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 178° to 1700 before proceeding on course.

Rwy 36, climb heading 358° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL.

Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL.

Rwy 36, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL.

Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL.

Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL.

Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL.

Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL.

CHILLICOTHE, MO

CHILLICOTHE MUNI (CHT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUL09 (09183) (FAA)

TAKEOFF MINIMUMS:

Rwys 2, 20, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL.

Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL.

Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL.

Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL.

Rwy 32, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL.

Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL.

Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.



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



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



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CLARINDA, IA

SCHENCK FLD (ICL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 22JUN17 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 020° to 2400 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 48' from DER, 486' right of centerline, 1000' MSL.

Transmission tower 104' from DER, 362' right of centerline, 1014' MSL.

Pole 144' from DER, 279' left of centerline, up to 38' AGL/1025' MSL.

Tree 2290' from DER, 481' right of centerline, 1057' MSL.

Elevator 2672' from DER, 206' right of centerline, 1079' MSL.

Rwy 20, vehicles on road beginning 196' from DER, 382' right of centerline, up to 15' AGL/1023' MSL.

Vehicles on road beginning 365' from DER, 535' left of centerline, 15' AGL/1017' MSL.

Vehicles on road beginning 422' from DER, 400' left of centerline, 15' AGL/1018' MSL.

Pole 470' from DER, 5' right of centerline, up to 83' AGL/1073' MSL.

Vehicles on road beginning 491' from DER, 93' left of centerline, up to 1005' MSL.

Trees beginning 1071' from DER, 44' left of centerline, up to 1026' MSL.

Tree 1398' from DER, 187' left of centerline, 1028' MSL.

Pole 1716' from DER, 481' left of centerline, up to 1037' MSL.

Trees beginning 2144' from DER, 23' left of centerline, up to 1050' MSL.

CLARION, IA

CLARION MUNI (CAV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL.

Rwy 32, trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL.

Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.

CLINTON, IA

CLINTON MUNI (CWI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06MAY10 (10126) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 34' from DER, 393' left of centerline, up to 20' AGL/711' MSL.

Obstruction light on DME 387' from DER, 264' left of centerline, 11' AGL/720' MSL.

Rwy 14, vehicle on road 56' from DER, 483' right of centerline, 15' AGL/694' MSL.

Vehicle on road 391' from DER, 3' left of centerline, 15' AGL/702' MSL.

Rwy 21, tree 405' from DER, 500' left of centerline, 16' AGL/706' MSL.

Rwy 32, vehicle on road 38' from DER, 319' left of centerline, 15' AGL/716' MSL.

Fence 169' from DER, 192' right of centerline, 8' AGL/706' MSL.

Vehicle on road 508' from DER, 8' left of centerline, 15' AGL/718' MSL.

Trees beginning 1302' from DER, 448' left of centerline, up to 68' AGL/767' MSL.

Antenna on hopper 1315' from DER, 850' left of centerline, 82' AGL/781' MSL.

CLINTON, MO

CLINTON RGNL (GLY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03APR14 (14093) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, sign 15' from DER, 124' left of centerline, 5' AGL/824' MSL.

Trees 100' from DER, 370' right of centerline.

Trees beginning 101' from DER, 370' right of centerline, up to 79' AGL/878' MSL.

Trees beginning 456' from DER, 56' right of centerline, up to 26' AGL/848' MSL.

Tree 662' from DER, 30' left of centerline, 22' AGL/844' MSL.

Tree 892' from DER, 296' left of centerline, 23' AGL/845' MSL.

Trees beginning 1624' from DER, 853' right of centerline, 78' AGL/888' MSL.

Trees beginning 1991' from DER, 700' left of centerline, up to 56' AGL/878' MSL.

Rwy 18, road 8' from DER, left to right of centerline, 15' AGL/819' MSL.

Terrain 73' from DER, 315' left of centerline, 808' MSL.

Trees beginning 183' from DER, 306' left of centerline, up to 84' AGL/892' MSL.

Trees beginning 434' from DER, 571' right of centerline, up to 52' AGL/855' MSL.

Trees beginning 1396' from DER, 632' right of centerline, up to 69' AGL/872' MSL.

Trees beginning 1725' from DER, 576' right of centerline, up to 64' AGL/848' MSL.

Bush 183' from DER, 306' left of centerline, 6' AGL/809' MSL.

CON'T



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



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



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CLINTON, MO (CON'T)

CLINTON RGNL (GLY) (CON'T)

Rwy 22, tree 19' from DER, 349' left of centerline, 26' AGL/845' MSL.

Trees beginning 189' from DER, 213' left of centerline, up to 54' AGL/864' MSL.

Trees and poles beginning 640' from DER, left and right of centerline, up to 67' AGL/887' MSL.

Powerlines beginning 1289' from DER, left and right of centerline, up to 46' AGL/866' MSL.

Rwy 36, tree 38' from DER, 505' right of centerline, 23' AGL/832' MSL.

Trees beginning 153' from DER, 414' right of centerline, up to 79' AGL/888' MSL.

Trees, terrain and buildings beginning 106' from DER, 219' left of centerline, up to 69' AGL/878' MSL.

Bushes beginning 221' from DER, 431' left of centerline, up to 14' AGL/823' MSL.

COLUMBIA, MO

COLUMBIA RGNL (COU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 02DEC21 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 31, climb on heading 315° to 1900 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicles on road 64' from DER, 494' right of centerline, 894' MSL.

Trees beginning 682' from DER, 189' right of centerline, up to 929' MSL.

Tree 1494' from DER, 9' left of centerline, 925' MSL.

Trees beginning 1548' from DER, 118' right of centerline, up to 931' MSL.

Tree 1704' from DER, 481' right of centerline, 932' MSL.

Rwy 13, trees beginning 20' from DER, 462' left of centerline, up to 922' MSL.

Tree 850' from DER, 579' right of centerline, 925' MSL.

Trees beginning 926' from DER, 369' right of centerline, up to 927' MSL.

Trees beginning 1155' from DER, 132' right of centerline, up to 928' MSL.

Tree 1640' from DER, 864' left of centerline, 933' MSL.

Rwy 20, tree 1098' from DER, 792' right of centerline, 919' MSL.

Tree 1254' from DER, 787' right of centerline, 945' MSL.

Tree 1910' from DER, 1001' left of centerline, 934' MSL.

Tree 2073' from DER, 995' left of centerline, 938' MSL.

Rwy 31, tree 202' from DER, 418' right of centerline, 935' MSL.

CORNING, IA

CORNING MUNI (CRZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20DEC07 (07354) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, road w/ vehicle, 159' from DER, on centerline, 23' AGL/1262' MSL.

Trees beginning 161' from DER, 110' left of centerline, up to 100' AGL/1329' MSL.

Rwy 36, trees beginning 945' from DER, 319' left of centerline, up to 100' AGL/1339' MSL.

Tree 1212' from DER, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA

COUNCIL BLUFFS MUNI (CBF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 26JAN23 (23026) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 300-1% or std. w/min. climb of 242' per NM to 1600.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees 73' from DER, 463' right of centerline, 100' AGL/1269' MSL.

Rwy 32, trees beginning 782' from DER, 91' right of centerline, 100' AGL/1299' MSL.

Trees 1310' from DER, 206' left of centerline, 100' AGL/1329' MSL.

Rwy 36, trees 1196' from DER, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA

ELLEN CHURCH FLD (CJJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN88 (21252) (FAA)

DEPARTURE PROCEDURE:

Rwys 15, 33, climb runway heading to 1700 before turning.



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



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



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CRESTON, IA

CRESTON MUNI (CSQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18JAN07 (07018) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 16, multiple trees and terrain beginning 152' from DER, 128' left of centerline, up to 70' AGL/1360' MSL.

Multiple bushes and terrain beginning 91' from DER, 93' right of centerline, up to 10' AGL/1313' MSL.

Pole 242' from DER, 199' right of centerline, 7' AGL/1301' MSL.

Rwy 34, terrain 561' from DER, 17' left of centerline, 1309' MSL.

Terrain beginning 169' from DER, 236' right of centerline, up to 1309' MSL.

Road/vehicle 756' from DER, on centerline, 15' AGL/1314' MSL.

CUBA, MO

CUBA MUNI (UBX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 03NOV22 (22307) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, fence 64' from DER, 348' left of centerline, 14' AGL/1038' MSL.

Tree 1296' from DER, 68' left of centerline, 1062' MSL.

Transmission line 1953' from DER, 330' left of centerline, 56' AGL/1083' MSL.

Transmission line, pole beginning 2116' from DER, 72' right of centerline, up to 56' AGL/1076' MSL.

Rwy 19, tree 17' from DER, 353' left of centerline, 1051' MSL.

Tree, transmission line beginning 977' from DER, 145' left of centerline, up to 1073' MSL.

Transmission line 1205' from DER, 198' right of centerline, 40' AGL/1063' MSL.

DAVENPORT, IA

DAVENPORT MUNI (DVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10MAR11 (11069) (FAA)

DEPARTURE PROCEDURE:

Rwy 15, climb heading 149° to 2400 before turning left.

Rwy 21, climb heading 209° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on roadway, rising terrain and trees beginning 19' from DER, 58' left of centerline, up to 65' AGL/810' MSL.

Vehicles on roadway, rising terrain and trees beginning 536' from DER, 32' right of centerline, up to 36' AGL/777' MSL.

Rwy 15, rising terrain and trees beginning 54' from DER, 49' left of centerline, up to 100' AGL/849' MSL.

Rising terrain and trees beginning 85' from DER, 62' right of centerline, up to 79' AGL/810' MSL.

Rwy 21, rising terrain and trees beginning 53' from DER, left and right of centerline, up to 43' AGL/784' MSL.

Rwy 33, rising terrain beginning at DER, left and right of centerline, up to 784' MSL.

DECORAH, IA

DECORAH MUNI (DEH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05MAY11 (11125) (FAA)

DEPARTURE PROCEDURE:

Rwy 29, Climb heading 294° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 11, terrain beginning 50' from DER, 216' left of centerline, up to 1166' MSL.

Terrain beginning 23' from DER, 218' right of centerline, up to 1170' MSL.

Vehicle on road 406' left of centerline, crossing left to right, up to 15' AGL/1189' MSL.

Poles beginning 378' from DER, 28' left of centerline, up to 63' AGL/1223' MSL.

Tree 89' from DER, 337' left of centerline, 10' AGL/1170' MSL.

Trees 770' from DER, 201' left of centerline, 37' AGL/1197' MSL.

Buildings and signs 1475' from DER, 198' left of centerline, up to 49' AGL/1229' MSL.

Trees beginning 2890' from DER, 397' left of centerline, up to 100' AGL/1250' MSL.

Trees 1292' from DER, 418' right of centerline, 66' AGL/1206' MSL.

Poles and signs beginning 2058' from DER, 28' right of centerline, up to 57' AGL/1227' MSL.

Rwy 29, trees beginning 443' from DER, 485' left of centerline, up to 95' AGL/1205' MSL.



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



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



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DENISON, IA

DENISON MUNI (DNS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA-Environmental.**Rwy 12**, 300-1½ or std w/min climb of 251'/NM to 1600.

TAKEOFF OBSTACLE NOTES:

Rwy 12, tree 9' from DER, 476' left of centerline, 1280' MSL.

Tree, terrain, fence beginning 17' from DER, 202' left of centerline, up to 1305' MSL.

Tree 572' from DER, 349' right of centerline, 1286' MSL.

Trees beginning 2154' from DER, 413' left of centerline, up to 1334' MSL.

Tree 2782' from DER, 726' left of centerline, 1352' MSL.

Trees beginning 1 NM from DER, beginning 1919' right of centerline, up to 1456' MSL.

DES MOINES, IA

DES MOINES INTL (DSM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 13 30NOV23 (23334) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb on heading 053° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees, pole beginning 985' from DER, 400' left of centerline, up to 1020' MSL.

Pole 2280' from DER, 364' right of centerline, 71' AGL/1001' MSL.

Tree, pole beginning 2312' from DER, 377' right of centerline, up to 1004' MSL.

Trees beginning 2341' from DER, 566' right of centerline, up to 1015' MSL.

Tree 2432' from DER, 881' right of centerline, 1018' MSL.

Trees beginning 2452' from DER, 569' right of centerline, up to 1020' MSL.

Trees beginning 2609' from DER, 254' right of centerline, up to 1026' MSL.

Trees beginning 3175' from DER, 78' right of centerline, up to 1048' MSL.

Tree 3436' from DER, 261' left of centerline, 81' AGL/1029' MSL.

Tree 3441' from DER, 356' left of centerline, 84' AGL/1032' MSL.

Trees beginning 3509' from DER, 279' left of centerline, up to 86' AGL/1034' MSL.

Trees beginning 3531' from DER, 246' left of centerline, up to 89' AGL/1038' MSL.

Trees beginning 3565' from DER, 37' left of centerline, up to 94' AGL/1043' MSL.

Trees beginning 4189' from DER, 274' left of centerline, up to 87' AGL/1044' MSL.

Tree 4268' from DER, 306' left of centerline, 85' AGL/1045' MSL.

Rwy 13, tree 1427' from DER, 830' left of centerline, 1002' MSL.

Tree 1831' from DER, 918' right of centerline, 1017' MSL.

Tree 2970' from DER, 1142' left of centerline, 1033' MSL.

Rwy 23, sign 38' from DER, 259' left of centerline, 4' AGL/917' MSL.**Rwy 31**, tree 2509' from DER, 907' right of centerline, 977' MSL.

DEXTER, MO

DEXTER MUNI (DXE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31JUL08 (08213) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, std. w/min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 36, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 36, trees and wind sock beginning 144' from DER, 128' right of centerline, up to 87' AGL/399' MSL.

Trees beginning 2295' from DER, 169' right of centerline, up to 78' AGL/388' MSL.

Trees beginning 2342' from DER, 164' left of centerline, up to 74' AGL/387' MSL.



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



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

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DUBUQUE, IA

DUBUQUE RGNL (DBQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1¼ or std w/min climb of 227'/NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 13, NAVAID 8' from DER, 4' right of centerline, 1' AGL/1063' MSL.

Fences beginning 949' from DER, 746' right of centerline, up to 9' AGL/1089' MSL.

Fences beginning 2027' from DER, 696' right of centerline, up to 10' AGL/1116' MSL.

Tree 2619' from DER, 1126' left of centerline, 67' AGL/1151' MSL.

Tree 2786' from DER, 1065' left of centerline, 62' AGL/1160' MSL.

Trees beginning 2896' from DER, 988' left of centerline, up to 60' AGL/1162' MSL.

Tree, poles beginning 3303' from DER, 108' left of centerline, up to 65' AGL/1166' MSL.

Elevator 4159' from DER, 25' left of centerline, 27' AGL/1167' MSL.

Elevators, building beginning 4269' from DER, 129' right of centerline, up to 47' AGL/1181' MSL.

Poles beginning 4448' from DER, 21' left of centerline, up to 39' AGL/1184' MSL.

Poles beginning 4498' from DER, 6' right of centerline, up to 41' AGL/1183' MSL.

Pole 4806' from DER, 902' right of centerline, 28' AGL/1185' MSL.

Poles beginning 4856' from DER, 1043' right of centerline, up to 34' AGL/1195' MSL.

Trees beginning 5835' from DER, 547' right of centerline, up to 70' AGL/1227' MSL.

Trees beginning 1 NM from DER, 770' right of centerline, up to 82' AGL/1233' MSL.

Rwy 18, trees beginning 1103' from DER, 746' left of centerline, up to 49' AGL/1098' MSL.**Rwy 1983** from DER, 941' right of centerline, 88' AGL/1096' MSL.**Rwy 31**, terrain 15' from DER, 448' left of centerline, 1079' MSL.

Tower 2426' from DER, 583' left of centerline, 50' AGL/1139' MSL.

Trees beginning 2560' from DER, 489' left of centerline, up to 1155' MSL.

Tree 3079' from DER, 1071' left of centerline, 64' AGL/1160' MSL.

Tree 3245' from DER, 788' left of centerline, 54' AGL/1162' MSL.

Trees beginning 3378' from DER, 686' left of centerline, up to 66' AGL/1171' MSL.

Rwy 36, tree 772' from DER, 681' left of centerline, 41' AGL/1094' MSL.

EAGLE GROVE, IA

EAGLE GROVE MUNI (EAG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 13, vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL.

Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL.

Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL.

Rwy 31, vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

ELDON, MO

ELDON MODEL AIRPARK (H79)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 10SEP20 (20254) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 182° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 18, general utility 10' from DER, 76' left of centerline, 1' AGL/906' MSL.

Tank, terrain, traverse way beginning 10' from DER, 214' left of centerline, up to 18' AGL/918' MSL.

General utility 10' from DER, 78' right of centerline, 6' AGL/907' MSL.

Vertical point, terrain beginning 58' from DER, 24' right of centerline, up to 922' MSL.

Pole, fence, traverse way beginning 185' from DER, 315' right of centerline, up to 938' MSL.

Tree, fence, building, pole, traverse way beginning 363' from DER, 296' right of centerline, up to 974' MSL.

Trees beginning 427' from DER, 426' left of centerline, up to 926' MSL.

Transmission line, pole beginning 888' from DER, 613' left of centerline, up to 31' AGL/941' MSL.

Transmission line, traverse way beginning 1062' from DER, 410' left of centerline, up to 34' AGL/948' MSL.

Tree 1131' from DER, 761' right of centerline, 984' MSL.

Tree, pole beginning 1152' from DER, 307' right of centerline, up to 985' MSL.

Tree, pole beginning 1218' from DER, 321' left of centerline, up to 987' MSL.

Tree, pole, traverse way, sign, transmission line, building beginning 1282' from DER, 192' left of centerline, up to 995' MSL.

Tree, pole, transmission line beginning 1741' from DER, 69' left of centerline, up to 1001' MSL.

Rwy 36, terrain 39' from DER, 28' left of centerline, 936' MSL.

Traverse way, terrain beginning 51' from DER, 78' left of centerline, up to 952' MSL.

Traverse way, terrain, tree beginning 51' from DER, 60' right of centerline, up to 944' MSL.

Tree, terrain beginning 239' from DER, 398' left of centerline, up to 963' MSL.

Tree, traverse way beginning 326' from DER, 94' left of centerline, up to 974' MSL.

Tree 747' from DER, 459' right of centerline, 962' MSL.

Trees beginning 931' from DER, 330' right of centerline, up to 973' MSL.

CONT

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

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

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ELDON, MO (CON'T)

ELDON MODEL AIRPARK (H79) (CON'T)

Rwy 36 (CON'T), tree 2715' from DER, 426' left of centerline, 988' MSL.

Tree 2763' from DER, 700' left of centerline, 991' MSL.

Trees beginning 3158' from DER, 1094' left of centerline, up to 1008' MSL.

EMMETSBURG, IA

EMMETSBURG MUNI (EGQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, 17, 35, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL.

Rwy 31, trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL.

Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEML (3EX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20AUG15 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, 300-1.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 678' from DER, 22' left of centerline, up to 150' AGL/1159' MSL.

Trees beginning 1897' from DER, 932' right of centerline, up to 150' AGL/1199' MSL.

Vehicles on roads beginning 54' from DER, left and right of centerline, up to 15' AGL/1003' MSL.

Rwy 21, trees beginning 384' from DER, 176' left of centerline, up to 150' AGL/1159' MSL.

Trees beginning 565' from DER, 127' right of centerline, up to 150' AGL/1149' MSL.

FAIRFIELD, IA

FAIRFIELD MUNI (FFL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:

Rwys 8, 26, NA-Environmental.

FARMINGTON, MO

FARMINGTON RGNL (FAM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 16MAY24 (24137) (FAA)

DEPARTURE PROCEDURE:

Rwy 20, climb on heading 206° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2, terrain 5' from DER, 323' right of centerline, 952' MSL.

Tree, terrain beginning 41' from DER, 294' right of centerline, up to 992' MSL.

Tree 77' from DER, 443' left of centerline, 970' MSL.

Tree, terrain, building beginning 146' from DER, 219' right of centerline, up to 996' MSL.

Trees beginning 186' from DER, 481' left of centerline, up to 982' MSL.

Building, terrain, vehicles on road beginning 661' from DER, 216' right of centerline, up to 999' MSL.

Tree, building beginning 697' from DER, 581' left of centerline, up to 995' MSL.

Tree, building, terrain, fence beginning 736' from DER, 194' right of centerline, up to 1006' MSL.

Pole 897' from DER, 446' left of centerline, 50' AGL/999' MSL.

Tree, terrain, vegetation beginning 904' from DER, 118' right of centerline, up to 1018' MSL.

Transmission line, pole beginning 944' from DER, 680' left of centerline, up to 49' AGL/1002' MSL.

Pole, transmission line beginning 991' from DER, 542' left of centerline, up to 1003' MSL.

Pole, tree beginning 1022' from DER, 446' left of centerline, up to 1012' MSL.

Trees beginning 1058' from DER, 240' left of centerline, up to 1018' MSL.

Trees beginning 1161' from DER, 181' left of centerline, up to 1020' MSL.

Tree, pole, transmission line, fence, vegetation, terrain, vehicles on road, building beginning 1178' from DER, 3' right of centerline, up to 1038' MSL.

Tree, pole, transmission line beginning 1312' from DER, 425' left of centerline, up to 1027' MSL.

Tree, transmission line, pole beginning 1469' from DER, 204' left of centerline, up to 1031' MSL.

Tree, building beginning 1534' from DER, 12' left of centerline, up to 1043' MSL.

Trees beginning 1664' from DER, 7' right of centerline, up to 1040' MSL.

Trees beginning 1851' from DER, 4' right of centerline, up to 106' AGL/1055' MSL.

Tree, pole beginning 1890' from DER, 21' left of centerline, up to 81' AGL/1057' MSL.

CON'T

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

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



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FARMINGTON, MO (CON'T)

FARMINGTON RGNL (FAM) (CON'T)

Rwy 20, terrain beginning 66' from DER, 371' right of centerline, up to 914' MSL.

Tree 71' from DER, 386' left of centerline, 917' MSL.

Tree, terrain, vegetation beginning 75' from DER, 301' right of centerline, up to 5' AGL/919' MSL.

Pole, transmission line, tree beginning 162' from DER, 356' right of centerline, up to 938' MSL.

Trees beginning 305' from DER, 98' left of centerline, up to 69' AGL/959' MSL.

Tree 815' from DER, 330' right of centerline, 939' MSL.

Pole, tree beginning 1000' from DER, 175' right of centerline, up to 955' MSL.

Trees beginning 1554' from DER, 295' left of centerline, up to 964' MSL.

FOREST CITY, IA

FOREST CITY MUNI/TRIMBLE FLD (FXV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 30JAN20 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-2¼ or std w/min climb of 244' per NM to 1700.

DEPARTURE PROCEDURE:

Rwy 33, climb on heading 332° to 1900 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 4' from DER, 106' right of centerline, 1205' MSL.

Trees beginning 68' from DER, 83' left of centerline, up to 70' AGL/1221' MSL.

Trees beginning 118' from DER, 1' right of centerline, up to 70' AGL/1221' MSL.

Trees beginning 2674' from DER, 16' left of centerline, up to 70' AGL/1228' MSL.

Trees beginning 3560' from DER, 71' left of centerline, up to 70' AGL/1234' MSL.

Trees 3684' from DER, 231' right of centerline, 70' AGL/1228' MSL.

Trees beginning 3781' from DER, 392' left of centerline, up to 70' AGL/1237' MSL.

Trees beginning 4077' from DER, 107' left of centerline, up to 70' AGL/1241' MSL.

Trees beginning 4249' from DER, 731' left of centerline, up to 70' AGL/1244' MSL.

Trees beginning 4298' from DER, 428' left of centerline, up to 70' AGL/1247' MSL.

Trees beginning 4470' from DER, 446' left of centerline, up to 70' AGL/1260' MSL.

Rwy 15, fence beginning 6' from DER, 180' right of centerline, up to 7' AGL/1208' MSL.

Tree 26' from DER, 499' left of centerline, 1220' MSL.

Tree 27' from DER, 356' left of centerline, 1228' MSL.

Fence 209' from DER, 142' right of centerline, 8' AGL/1209' MSL.

Tree 328' from DER, 486' left of centerline, 1229' MSL.

Trees beginning 408' from DER, 345' left of centerline, up to 1243' MSL.

Trees beginning 752' from DER, 394' left of centerline, up to 1245' MSL.

Trees beginning 1037' from DER, 506' left of centerline, up to 1256' MSL.

Rwy 27, trees beginning 52' from DER, 151' left of centerline, up to 70' AGL/1218' MSL.

Trees beginning 101' from DER, 151' right of centerline, up to 70' AGL/1218' MSL.

Trees beginning 323' from DER, 96' right of centerline, up to 70' AGL/1221' MSL.

Trees beginning 815' from DER, 6' right of centerline, up to 70' AGL/1224' MSL.

Trees beginning 962' from DER, 11' left of centerline, up to 70' AGL/1221' MSL.

Trees 2364' from DER, 575' right of centerline, 70' AGL/1228' MSL.

Trees beginning 2389' from DER, 557' right of centerline, up to 70' AGL/1231' MSL.

Rwy 33, building 181' from DER, 483' left of centerline, 15' AGL/1224' MSL.

Pole 249' from DER, 441' left of centerline, 38' AGL/1247' MSL.

Traverse way beginning 343' from DER, 281' right of centerline, up to 1222' MSL.

Tree, traverse way, pole beginning 428' from DER, 25' left of centerline, up to 1270' MSL.

Traverse way beginning 486' from DER, 56' right of centerline, up to 1223' MSL.

Tower 1.8 NM from DER, 2199' left of centerline, 250' AGL/1500' MSL.

FORT DODGE, IA

FORT DODGE RGNL (FOD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

Rwy 24, Climb heading 243° to 1700 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 106' from DER, 284' left of centerline, up to 16' AGL/1166' MSL.

Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL.

Rwy 12, pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL.

Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL.

Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL.

Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL.

Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL.

Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL.

Rwy 24, sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL.

Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL.

Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL.

Rwy 30, trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL.

Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL.

Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.



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



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NC-3



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



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FORT LEONARD WOOD, MO

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15AUG19 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, pole 11' from DER, 54' left of centerline, 3' AGL/1156' MSL.

Pole 12' from DER, 54' right of centerline, 3' AGL/1156' MSL.

Terrain 22' from DER, 282' left of centerline, 1159' MSL.

General utility 112' from DER, 409' left of centerline, 5' AGL/1168' MSL.

Terrain, sign, NAVAID beginning 163' from DER, on centerline, up to 1169' MSL.

Pole 205' from DER, 543' right of centerline, 31' AGL/1171' MSL.

NAVAID, vehicle on traverse way beginning 270' from DER, on centerline, up to 24' AGL/1172' MSL.

Fence beginning 381' from DER, 77' left of centerline, up to 18' AGL/1170' MSL.

Vehicle on traverse way beginning 437' from DER, 75' left of centerline, up to 1176' MSL.

Tree 851' from DER, 713' right of centerline, 1183' MSL.

Tree 901' from DER, 589' left of centerline, 1190' MSL.

Tree 1140' from DER, 761' right of centerline, 1197' MSL.

Tree 1669' from DER, 97' left of centerline, 1199' MSL.

Rwy 33, pole 11' from DER, 54' left of centerline, 3' AGL/1160' MSL.

Pole 12' from DER, 53' right of centerline, 3' AGL/1160' MSL.

Fence 28' from DER, 483' right of centerline, 13' AGL/1170' MSL.

Vehicle on traverse way, pole beginning 68' from DER, 451' right of centerline, up to 1175' MSL.

Trees beginning 294' from DER, 426' right of centerline, up to 1199' MSL.

FORT MADISON, IA

FORT MADISON MUNI (FSW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning at DER, 349' right of centerline, up to 125' AGL/844' MSL.

Trees beginning at DER, 164' left of centerline, up to 125' AGL/844' MSL.

Rwy 35, trees beginning 659' from DER, 304' left of centerline, up to 125' AGL/824' MSL.

Trees beginning 3107' from DER, 1184' right of centerline, up to 125' AGL/814' MSL.

FREDERICKTOWN, MO

A PAUL VANCE FREDERICKTOWN RGNL(H88)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-2¼ or std. w/min. climb of 245' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 9' from DER, 198' right of centerline, up to 955' MSL.

Tree 27' from DER, 121' left of centerline, 876' MSL.

Tree 318' from DER, 431' left of centerline, 915' MSL.

Trees beginning 522' from DER, 188' left of centerline, up to 938' MSL.

Tree 2098' from DER, 641' right of centerline, 956' MSL.

Trees beginning 2111' from DER, 323' right of centerline, up to 957' MSL.

Trees beginning 2234' from DER, 119' right of centerline, up to 962' MSL.

Trees beginning 2348' from DER, 498' right of centerline, up to 963' MSL.

Tree 1.4 NM from DER, 2752' right of centerline, 1099' MSL.

Trees beginning 1.4 NM from DER, 2688' right of centerline, up to 1120' MSL.

Trees beginning 1.4 NM from DER, 2685' right of centerline, up to 1136' MSL.

Trees beginning 1.5 NM from DER, 2640' right of centerline, up to 1138' MSL.

Trees beginning 1.5 NM from DER, 2558' right of centerline, up to 1141' MSL.

Tree 1.5 NM from DER, 2838' right of centerline, 1146' MSL.

Trees beginning 1.5 NM from DER, 2079' right of centerline, up to 1149' MSL.

Trees beginning 1.5 NM from DER, 2489' right of centerline, up to 1159' MSL.

Trees beginning 1.5 NM from DER, 1894' right of centerline, up to 1162' MSL.

Trees beginning 1.6 NM from DER, 1882' right of centerline, up to 1169' MSL.

Tree, traverse way beginning 1.6 NM from DER, 2091' right of centerline, up to 1171' MSL.

Trees beginning 1.6 NM from DER, 1590' right of centerline, up to 1174' MSL.

Trees beginning 1.6 NM from DER, 1840' right of centerline, up to 1177' MSL.

Tree 1.7 NM from DER, 2717' right of centerline, 1151' MSL.

Rwy 19, pole 10' from DER, 50' right of centerline, 26' AGL/876' MSL.

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



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

25163

FULTON, MO

ELTON HENSLEY MEML (FTT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 24MAY18 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwys 12, 30, NA - Environmental.

DEPARTURE PROCEDURE:

Rwy 36, climb heading 001° to 1400 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL.

Rwy 36, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRAIN VALLEY, MO

EAST KANSAS CITY (3GV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-1½ or std. w/min. climb of 225' per NM to 1200 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 23, 300- 1 5/8 or std. w/min. climb of 363' per NM to 1100.

Rwy 27, 300- 1¾ or std. w/min. climb of 301' per NM to 1100.

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicles beginning 27' from DER, 208' left of centerline, up to 15' AGL/854' MSL.

Hangars beginning 42' from DER, 261' right of centerline, up to 24' AGL/873' MSL.

Trees beginning 1' from DER, 208' left of centerline, up to 100' AGL/939' MSL.

Trees beginning 537' from DER, 554' right of centerline, up to 100' AGL/939' MSL.

Rwy 9, vehicles beginning 2' from DER, 175' right of centerline, up to 15' AGL/825' MSL.

Train beginning 6' from DER, 203' right of centerline, up to 23' AGL/833' MSL.

Trees beginning 7' from DER, 320' left of centerline, up to 100' AGL/920' MSL.

Trees beginning 12' from DER, 354' right of centerline, up to 100' AGL/1040' MSL.

Rwy 23, hangars beginning 16' from DER, 432' right of centerline, up to 24' AGL/863' MSL.

Trees beginning 35' from DER, 271' left side of centerline, up to 100' AGL/919' MSL.

Trees beginning 1931' from DER, 796' right of centerline, up to 100' AGL/919' MSL.

Trees beginning 3501' from DER, 1335' left of centerline, up to 100' AGL/1020' MSL.

Trees beginning 1.1 NM from DER, 150' right of centerline, up to 100' AGL/1000' MSL.

Trees beginning 1.12 NM from DER, 351' left of centerline, up to 100' AGL/1050' MSL.

Rwy 27, trees beginning 34' from DER, 458' left of centerline, up to 100' AGL/919' MSL.

Vehicles beginning 26' from DER, 145' right of centerline, up to 15' AGL/854' MSL.

Trees beginning 2148' from DER, 687' left of centerline, up to 100' AGL/949' MSL.

Trees beginning 4410' from DER, 357' right of centerline, up to 100' AGL/1050' MSL.

GREENFIELD, IA

GREENFIELD MUNI (GFZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, terrain 26' from DER, 252' left of centerline, up to 1367' MSL.

Rwy 14, trees beginning 431' from DER, 327' left of centerline, up to 100' AGL/1479' MSL.

Vehicle on road 297' from DER, 60' right of centerline, 15' AGL/1374' MSL.

Rwy 25, terrain, trees and fence beginning 96' from DER, 160' left of centerline, up to 38' AGL/1397' MSL.

Rwy 32, tree 906' from DER, 292' left of centerline, 100' AGL/1439' MSL.

GIDEON, MO

GIDEON MEML (M85)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20FEB25 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees, vehicles on road beginning 18' from DER, 10' right of centerline, up to 100' AGL/370' MSL.

Trees beginning 141' from DER, 50' left of centerline, up to 100' AGL/370' MSL.

Trees beginning 911' from DER, 19' left of centerline, up to 100' AGL/373' MSL.

Trees beginning 1699' from DER, 10' right of centerline, up to 100' AGL/373' MSL.

Rwy 33, trees beginning 119' from DER, 8' left of centerline, up to 100' AGL/366' MSL.

Trees beginning 136' from DER, 143' right of centerline, up to 100' AGL/366' MSL.

Trees beginning 627' from DER, 38' left of centerline, up to 100' AGL/370' MSL.

Trees beginning 784' from DER, 22' right of centerline, up to 100' AGL/370' MSL.

Water tower, trees beginning 2204' from DER, 7' left of centerline, up to 142' AGL/411' MSL.

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

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



25163

GRINNELL, IA

GRINNELL RGNL (GGI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, road plus vehicles beginning 164' from DER, 497' left of centerline, 15' AGL/1024' MSL.

Trees beginning 958' from DER, 324' left of centerline, up to 50' AGL/1059' MSL.

Rwy 31, tree 681' from DER, 589' right of centerline, up to 75' AGL/1075' MSL.

Tree 716' from DER, 610' left of centerline, up to 50' AGL/1009' MSL.

Road plus vehicle beginning 22' from DER, 215' right of centerline, 15' AGL/995' MSL.

Multiple poles and buildings beginning 492' from DER, 249' right of centerline, up to 23' AGL/1032' MSL.

GUTHRIE CENTER, IA

GUTHRIE COUNTY RGNL (GCT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 06MAY10 (10126) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicle on road 599' from DER, 9' left of centerline, 15' AGL/1234' MSL.

Tree beginning 1083' from DER, 432' right of centerline, 100' AGL/1319' MSL.

Tree beginning 1147' from DER, 141' left of center, 100' AGL/1319' MSL.

Rwy 36, tree beginning 1609' from DER, 432' right of centerline, 100' AGL/1319' MSL.

Tree beginning 604' from DER, 240' left of centerline, 100' AGL/1319' MSL.

HAMPTON, IA

HAMPTON MUNI (HPT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 400-1. **Rwy 35**, 300-1 or std. w/min. climb of 471' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 17, tower 238' from DER, 536' left of centerline, 30' AGL/1188' MSL.

HANNIBAL, MO

HANNIBAL RGNL (HAE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL.**Rwy 35**, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL.

Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA

HARLAN MUNI (HNR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23SEP10 (10266) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA-Environmental.**Rwy 15**, 300-1½ or std. w/ min. climb of 250' per NM to 1600.

TAKEOFF OBSTACLE NOTES:

Rwy 15, vehicle on road beginning 207' from DER, left and right of centerline, up to 17' AGL/1216' MSL.

Pole and parked plane beginning 151' from DER, 361' left of centerline, 50' AGL/1210' MSL.

Power pole 989' from DER, 9' right of centerline, 50' AGL/1249' MSL.

Trees beginning 3253' from DER, 624' left of centerline, up to 100' AGL/1439' MSL.

Rwy 33, antenna 1' from DER, 267' left of centerline, 10' AGL/1250' MSL.

Rising terrain, trees, and posts beginning 23' from DER, left and right of centerline, up to 92' AGL/1333' MSL.

Fence beginning 88' from DER, 73' right of centerline, up to 26' AGL/1286' MSL.

Vehicle on road beginning 84' from DER, left and right of centerline, up to 15' AGL/1379' MSL.



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



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

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HARRISONVILLE, MO

LAWRENCE SMITH MEML (LRY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1¼ or std. w/min. climb of 346' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicle on road 660' from DER, 618' left of centerline, 15' AGL/914' MSL.

Tree 26' from DER, 448' left of centerline, 10' AGL/889' MSL.

Multiple trees beginning 178' from DER, on centerline, up to 88' AGL/937' MSL.

Multiple trees beginning 1271' from DER, 277' left of centerline, up to 53' AGL/932' MSL.

Multiple trees beginning 1722' from DER, 500' right of centerline, up to 100' AGL/959' MSL.

Rwy 35, multiple trees beginning 69' from DER, 439' left of centerline, up to 57' AGL/984' MSL.

Vehicle on road 620' from DER, on centerline, up to 15' AGL/934' MSL.

Multiple trees beginning 572' from DER, 130' right of centerline, up to 69' AGL/987' MSL.

Multiple trees beginning 2132' from DER, 103' right of centerline, up to 85' AGL/1034' MSL.

Multiple trees beginning 3635' from DER, 877' right of centerline up to 100' AGL/1059' MSL.

Multiple trees beginning 3819' from DER, 280' left of centerline, up to 100' AGL/1099' MSL.

Trees beginning 5443' from DER, 1738' left of centerline, up to 100' AGL/1079' MSL.

Tank 1.5 NM from DER, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI (HIG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, multiple trees beginning 87' from DER, 389' right of centerline, up to 100' AGL/879' MSL.

Multiple trees beginning 472' from DER, 313' left of centerline, up to 100' AGL/889' MSL.

Multiple trees beginning 626' from DER, 472' left of centerline, up to 75' AGL/854' MSL.

Rwy 34, multiple trees beginning 23' from DER, 155' right of centerline, up to 100' AGL/949' MSL.

Multiple trees beginning 1860' from DER, 76' right of centerline, up to 100' AGL/919' MSL.

Road 644' from DER, on centerline, 15' AGL/864' MSL.

HOUSTON, MO

HOUSTON MEML (M48)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 300-1 or std. w/min. climb gradient of 400' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 16, tree 93' from DER, 330' right of centerline, up to 1225' MSL.

Building 184' from DER, 492' left of centerline, 18' AGL/1188' MSL.

Trees, building and spire beginning 762' from DER, 439' left of centerline, up to 1246' MSL.

Tree 1357' from DER, 657' left of centerline, 1257' MSL.

Tank 3602' from DER, 1320' right of centerline, 141' AGL/1345' MSL.

Rwy 34, tree 1180' from DER, 609' left of centerline, 1281' MSL.

INDEPENDENCE, IA

JAMES H CONNELL FIELD AT INDEPENDENCE MUNI (IIB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 21MAY20 (20142) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climbing right turn heading 190° and CID R-338 to 3300 before proceeding on course.**Rwy 36**, climb on heading 359° to 2200 before proceeding on course.

IOWA CITY, IA

IOWA CITY MUNI (IOW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 300-1¼ or std w/min climb of 205'/NM to 900.**Rwy 25**, 300-1¼ or std w/min climb of 255'/NM to 900.**Rwy 30**, 300-1¼ w/min climb of 210'/NM to 1200 or std w/min climb of 730'/NM to 900, or 1000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 7, climbing right turn to heading 190° to intercept IOW VOR/DME R-057 to IOW VOR/DME before proceeding on course.

VCOA:

Rwy 30, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Iowa City Muni airport at or above 1500 before proceeding on course.

CON'T

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

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NC-3

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

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IOWA CITY, IA (CON'T)

IOWA CITY MUNI (IOW) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 7, sign 39' from DER, 167' right of centerline, 2' AGL/655' MSL.
 Fence 159' from DER, 400' left of centerline, 7' AGL/657' MSL.
 Traverse ways beginning 267' from DER, 2' right of centerline, up to 660' MSL.
 Traverse way 317' from DER, 97' left of centerline, 660' MSL.
 Traverse way 332' from DER, 215' left of centerline, 661' MSL.
 Poles, building beginning 429' from DER, 348' left of centerline, up to 36' AGL/686' MSL.
 Tree 695' from DER, 602' right of centerline, 689' MSL.
 Trees beginning 1045' from DER, 279' left of centerline, up to 697' MSL.
 Pole 1822' from DER, 903' left of centerline, 58' AGL/701' MSL.
 Pole 2491' from DER, 924' right of centerline, 73' AGL/718' MSL.
 Pole 2492' from DER, 322' left of centerline, 70' AGL/718' MSL.
 Pole 2553' from DER, 733' right of centerline, 71' AGL/719' MSL.
 Poles beginning 2604' from DER, 355' right of centerline, up to 72' AGL/721' MSL.
 Pole 2733' from DER, 162' right of centerline, 73' AGL/722' MSL.
 Pole 2806' from DER, 31' left of centerline, 75' AGL/723' MSL.
 Tree 4086' from DER, 85' right of centerline, 754' MSL.
 Tree 4397' from DER, 361' left of centerline, 761' MSL.
 Tree 4434' from DER, 87' left of centerline, 763' MSL.
 Tree 4477' from DER, 19' left of centerline, 766' MSL.
 Trees beginning 4527' from DER, 82' left of centerline, up to 767' MSL.
 Tree 4746' from DER, 465' left of centerline, 780' MSL.
 Tree 4857' from DER, 379' left of centerline, 786' MSL.
 Tree 5012' from DER, 430' left of centerline, 789' MSL.
 Trees beginning 5345' from DER, 81' left of centerline, up to 795' MSL.
 Trees beginning 5578' from DER, 162' left of centerline, up to 796' MSL.
 Tree 5827' from DER, 406' left of centerline, 798' MSL.
 Tree 1 NM from DER, 1161' right of centerline, 806' MSL.
Rwy 12, traverse ways, fences beginning 169' from DER, 46' left of centerline, up to 667' MSL.
 Pole, traverse way beginning 333' from DER, 129' left of centerline, up to 35' AGL/689' MSL.
 Pole, traverse way beginning 425' from DER, 8' left of centerline, up to 35' AGL/690' MSL.
 Buildings, traverse way, poles beginning 483' from DER, 23' left of centerline, up to 36' AGL/692' MSL.
 Traverse way beginning 502' from DER, 137' right of centerline, up to 667' MSL.
 Poles, traverse way beginning 550' from DER, 2' right of centerline, up to 29' AGL/681' MSL.
 Poles, traverse way beginning 715' from DER, 212' right of centerline, up to 38' AGL/693' MSL.
 Trees, poles, building beginning 739' from DER, 136' right of centerline, up to 712' MSL.
 Trees, traverse ways, poles beginning 743' from DER, 58' left of centerline, up to 698' MSL.
 Trees, buildings beginning 779' from DER, 5' left of centerline, up to 725' MSL.
 Trees, buildings, poles beginning 959' from DER, 184' right of centerline, up to 716' MSL.
 Tree 1043' from DER, 456' right of centerline, 721' MSL.
 Trees, poles beginning 1044' from DER, 2' right of centerline, up to 733' MSL.
 Trees beginning 1876' from DER, 63' left of centerline, up to 731' MSL.
 Trees, transmission line, pole beginning 1914' from DER, 48' left of centerline, up to 745' MSL.
 Trees beginning 2303' from DER, 287' right of centerline, up to 736' MSL.
 Tree 2441' from DER, 781' right of centerline, 737' MSL.
 Tree 2515' from DER, 641' right of centerline, 740' MSL.
 Trees beginning 2581' from DER, 221' right of centerline, up to 741' MSL.
 Trees, transmission line beginning 2738' from DER, 739' left of centerline, up to 758' MSL.
 Trees, transmission line beginning 3014' from DER, 645' left of centerline, up to 774' MSL.
 Trees beginning 3658' from DER, 1317' left of centerline, up to 776' MSL.
Rwy 25, terrain 954' from DER, 438' left of centerline, 711' MSL.
 Traverse way, terrain beginning 974' from DER, 437' left of centerline, up to 720' MSL.
 Fences beginning 1096' from DER, 381' left of centerline, up to 4' AGL/726' MSL.
 Fence, traverse way, terrain beginning 1098' from DER, 422' left of centerline, up to 12' AGL/734' MSL.
 Pole, sign beginning 1199' from DER, 242' right of centerline, up to 24' AGL/735' MSL.
 Pole, fences, terrain, traverse way beginning 1289' from DER, 409' left of centerline, up to 25' AGL/751' MSL.
 Buildings, traverse ways, signs, poles beginning 1315' from DER, 168' right of centerline, up to 26' AGL/740' MSL.
 Signs, traverse ways beginning 1503' from DER, 103' right of centerline, up to 25' AGL/743' MSL.
 Tree, building beginning 1515' from DER, 532' left of centerline, up to 756' MSL.
 Pole 1608' from DER, 519' right of centerline, 24' AGL/747' MSL.
 Tree 1624' from DER, 519' left of centerline, 757' MSL.
 Pole, building beginning 1651' from DER, 657' left of centerline, up to 21' AGL/758' MSL.
 Transmission line, building beginning 1665' from DER, 248' right of centerline, up to 39' AGL/754' MSL.
 Trees, poles, traverse ways beginning 1676' from DER, 36' right of centerline, up to 783' MSL.
 Trees, traverse ways, poles, buildings, signs beginning 1744' from DER, 9' right of centerline, up to 798' MSL.
 Poles, traverse ways beginning 1805' from DER, 44' left of centerline, up to 24' AGL/766' MSL.
 Poles, signs, traverse ways, vegetation, buildings, windmill, trees beginning 1884' from DER, 5' left of centerline, up to 35' AGL/780' MSL.
 Pole, building, sign, traverse way beginning 2365' from DER, 2' left of centerline, up to 45' AGL/784' MSL.
 Signs, poles, trees, traverse ways, buildings beginning 2545' from DER, 3' left of centerline, up to 51' AGL/801' MSL.
 Poles, trees beginning 3325' from DER, 253' left of centerline, up to 55' AGL/805' MSL.
 Poles, trees, electrical system, traverse ways, signs, buildings beginning 3448' from DER, 308' left of centerline, up to 47' AGL/809' MSL.

CON'T

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

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

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IOWA CITY, IA (CON'T)

IOWA CITY MUNI (IOW) (CON'T)

Rwy 25 (CON'T), tree 4404' from DER, 426' right of centerline, 804' MSL.
 Tree 4419' from DER, 392' right of centerline, 809' MSL.
 Trees beginning 4558' from DER, 268' right of centerline, up to 811' MSL.
 Trees, poles beginning 4597' from DER, 136' right of centerline, up to 822' MSL.
 Tree 4941' from DER, 1681' left of centerline, 838' MSL.
 Trees, poles beginning 5068' from DER, 228' left of centerline, up to 844' MSL.
 Tree 5792' from DER, 1606' left of centerline, 850' MSL.
Rwy 30, terrain, light poles beginning 6' from DER, 17' right of centerline, up to 662' MSL.
 Light poles 9' from DER, 17' left of centerline, 2' AGL/662' MSL.
 Pole 140' from DER, 498' right of centerline, 28' AGL/690' MSL.
 Trees, poles, buildings beginning 201' from DER, 328' right of centerline, up to 696' MSL.
 Poles, buildings, trees beginning 520' from DER, 361' right of centerline, up to 35' AGL/698' MSL.
 Trees, poles beginning 574' from DER, 227' left of centerline, up to 692' MSL.
 Poles, traverse ways beginning 1114' from DER, 11' right of centerline, up to 41' AGL/712' MSL.
 Poles, traverse ways beginning 1191' from DER, 6' left of centerline, up to 34' AGL/697' MSL.
 Tree beginning 1420' from DER, 19' right of centerline, up to 737' MSL.
 Tree, pole beginning 1423' from DER, 56' left of centerline, up to 732' MSL.
 Tree 1434' from DER, 494' right of centerline, 758' MSL.
 Trees beginning 1444' from DER, 26' left of centerline, up to 742' MSL.
 Trees, pole, building, traverse way beginning 1446' from DER, 13' right of centerline, up to 769' MSL.
 Tree beginning 1451' from DER, 95' left of centerline, up to 743' MSL.
 Trees, building, pole beginning 1500' from DER, 72' left of centerline, up to 746' MSL.
 Trees beginning 1591' from DER, 593' right of centerline, up to 783' MSL.
 Trees, building, pole, fence beginning 1617' from DER, 31' right of centerline, up to 785' MSL.
 Trees beginning 1626' from DER, 301' left of centerline, up to 750' MSL.
 Trees, poles, traverse way, building beginning 1641' from DER, 40' left of centerline, up to 752' MSL.
 Trees, fence, building beginning 1680' from DER, 27' left of centerline, up to 755' MSL.
 Tree, fence, building, pole beginning 1704' from DER, 6' left of centerline, up to 758' MSL.
 Tree, pole beginning 1715' from DER, 94' right of centerline, up to 786' MSL.
 Tree, fence, building beginning 1728' from DER, 142' right of centerline, up to 800' MSL.
 Tree, pole, buildings, fence, antenna, traverse way beginning 1740' from DER, on centerline, up to 817' MSL.
 Trees, fence, building, pole, traverse way, antenna beginning 1746' from DER, 25' left of centerline, up to 769' MSL.
 Tree 1942' from DER, 163' left of centerline, 771' MSL.
 Trees, poles beginning 1951' from DER, 169' left of centerline, up to 777' MSL.
 Trees, building, pole beginning 1996' from DER, 4' left of centerline, up to 781' MSL.
 Tree 2329' from DER, 830' left of centerline, 782' MSL.
 Trees, building, traverse way, antenna beginning 2330' from DER, 13' left of centerline, up to 786' MSL.
 Trees, building, traverse way, fence beginning 2456' from DER, 19' left of centerline, up to 790' MSL.
 Trees, buildings beginning 2594' from DER, 202' left of centerline, up to 792' MSL.
 Tree beginning 2617' from DER, 142' left of centerline, up to 795' MSL.
 Trees, buildings, pole, fence, traverse way beginning 2619' from DER, 1' left of centerline, up to 808' MSL.
 Trees, tower, traverse way, buildings, fence beginning 2678' from DER, 8' right of centerline, up to 818' MSL.
 Trees, buildings, fences, traverse ways beginning 2719' from DER, 10' left of centerline, up to 827' MSL.
 Trees, building, fence, antenna, traverse way beginning 2763' from DER, 1' right of centerline, up to 830' MSL.
 Trees, fences, building, traverse way, poles beginning 2930' from DER, 3' left of centerline, up to 834' MSL.
 Trees, poles, traverse way, building beginning 3009' from DER, 38' right of centerline, up to 836' MSL.
 Trees, building, fence, antenna, traverse way, pole, bldgtwr beginning 3111' from DER, 5' right of centerline, up to 837' MSL.
 Trees, building, traverse ways beginning 3478' from DER, on centerline, up to 852' MSL.
 Trees, transmission line, buildings, pole, traverse way, fence beginning 3712' from DER, 2' right of centerline, up to 855' MSL.
 Tower 1.5 NM from DER, 2501' right of centerline, 258' AGL/936' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

JEFFERSON, IA

JEFFERSON MUNI (EFW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 36, NA-Environmental.

Rwy 32, 300-1% or std. w/min. climb of 259' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 14, traverse way, terrain beginning 4' from DER, 173' right of centerline, up to 1061' MSL.

Rwy 32, terrain 4' from DER, 187' left of centerline, 1044' MSL.

Terrain 16' from DER, 326' left of centerline, 1047' MSL.

CON'T

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

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



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JEFFERSON, IA (CON'T)

JEFFERSON MUNI (EFW) (CON'T)

Rwy 32 (CON'T), terrain beginning 16' from DER, 352' left of centerline, up to 1049' MSL.
Tree, beginning 35' from DER, 496' right of centerline, 1071' MSL.
Tree, traverse way beginning 98' from DER, 4' right of centerline, up to 1077' MSL.
Tree 910' from DER, 691' left of centerline, 1086' MSL.
Tree 932' from DER, 749' left of centerline, 1105' MSL.
Building tower 968' from DER, 706' left of centerline, 53' AGL/1108' MSL.
Trees beginning 991' from DER, 453' left of centerline, up to 1113' MSL.
Trees beginning 1115' from DER, 464' left of centerline, up to 1122' MSL.
Tree, building beginning 1202' from DER, 335' left of centerline, up to 1132' MSL.
Grain elevator 1.3 NM from DER, 1702' left of centerline, 250' AGL/1308' MSL.
Elevator beginning 1.3 NM from DER, 1703' left of centerline, up to 256' AGL/1311' MSL.
Tower 1.3 NM from DER, 2606' left of centerline, 199' AGL/1257' MSL.

JEFFERSON CITY, MO

JEFFERSON CITY MEML (JEF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-1% or std w/min climb of 485'/NM to 900.
Rwy 27, 300-1% or std w/min climb of 360'/NM to 900.

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 092° to 1200 before proceeding on course.
Rwy 12, climb on heading 124° to 1100 before proceeding on course.
Rwy 27, climb on heading 272° to 1100 before proceeding on course.
Rwy 30, climb on heading 304° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, sign 17' from DER, 205' left of centerline, 3' AGL/549' MSL.
Terrain beginning 138' from DER, 484' left of centerline, up to 553' MSL.
Antenna, NAVAID beginning 1099' from DER, 597' right of centerline, up to 35' AGL/580' MSL.
Tree 1152' from DER, 7' left of centerline, 48' AGL/592' MSL.
Trees beginning 4071' from DER, 1007' left of centerline, up to 791' MSL.
Trees beginning 5167' from DER, 739' left of centerline, up to 794' MSL.
Trees beginning 1 NM from DER, 940' left of centerline, up to 824' MSL.
Tree 1.1 NM from DER, 154' right of centerline, 819' MSL.
Trees beginning 1.2 NM from DER, 181' right of centerline, 835' MSL.
Trees beginning 1.3 NM from DER, 0' right of centerline, up to 841' MSL.
Tree 1.5 NM from DER, 988' right of centerline, 797' MSL.
Rwy 12, light poles beginning 1' from DER, 15' left of centerline, up to 2' AGL/549' MSL.
Light poles 1' from DER, 60' right of centerline, 2' AGL/548' MSL.
Light poles beginning 1' from DER, 6' right of centerline, up to 2' AGL/549' MSL.
Tree 40' from DER, 461' right of centerline, 550' MSL.
Tree 2134' from DER, 981' left of centerline, 603' MSL.
Rwy 27, trees, antenna, tower, terrain beginning 6' from DER, 70' left of centerline, up to 100' AGL/655' MSL.
Trees, buildings beginning 17' from DER, 200' right of centerline, up to 100' AGL/648' MSL.
Trees, buildings, pole, bridge beginning 244' from DER, 75' left of centerline, up to 100' AGL/658' MSL.
Trees beginning 1696' from DER, 187' right of centerline, up to 100' AGL/652' MSL.
Trees beginning 2410' from DER, 182' right of centerline, up to 100' AGL/658' MSL.
Trees beginning 2648' from DER, 160' right of centerline, up to 100' AGL/662' MSL.
Trees beginning 4508' from DER, 1379' left of centerline, up to 100' AGL/691' MSL.
Tree 5472' from DER, 1084' left of centerline, 100' AGL/694' MSL.
Rwy 30, sign, tree beginning 23' from DER, 244' left of centerline, up to 2' AGL/549' MSL.
Fence 383' from DER, 580' right of centerline, 6' AGL/558' MSL.
Traverse way, fence beginning 396' from DER, 520' right of centerline, up to 566' MSL.
NAVAID 616' from DER, 216' left of centerline, 20' AGL/563' MSL.
Transmission line, pole beginning 1125' from DER, 738' left of centerline, up to 31' AGL/576' MSL.
Poles, transmission line beginning 1150' from DER, 481' left of centerline, up to 581' MSL.
Pole 1214' from DER, 327' right of centerline, 32' AGL/580' MSL.
Tree 1228' from DER, 502' right of centerline, 586' MSL.
Pole, tree, traverse way beginning 1243' from DER, 449' right of centerline, up to 47' AGL/587' MSL.
Transmission line, pole beginning 1507' from DER, 339' left of centerline, up to 38' AGL/586' MSL.
Traverse way 1595' from DER, 887' right of centerline, 599' MSL.
Sign 1606' from DER, 678' left of centerline, 32' AGL/590' MSL.
Pole, traverse way, sign, tree beginning 1688' from DER, 355' right of centerline, up to 52' AGL/636' MSL.
Pole, transmission line beginning 1796' from DER, 511' left of centerline, up to 593' MSL.
Tree 2091' from DER, 514' left of centerline, 613' MSL.
Trees beginning 2118' from DER, 341' left of centerline, up to 631' MSL.
Trees beginning 3060' from DER, 377' right of centerline, up to 94' AGL/642' MSL.
Tree 3327' from DER, 784' left of centerline, 643' MSL.
Tower 3707' from DER, 1001' left of centerline, 109' AGL/649' MSL.
Trees beginning 4425' from DER, 66' right of centerline, up to 133' AGL/681' MSL.



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



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NC-3

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

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JOPLIN, MO

JOPLIN RGNL (JLN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07DEC17 (17341) (FAA)

DEPARTURE PROCEDURE:

Rwy 13, climb heading 134° to 1700 before turning right.**Rwy 18**, climb heading 178° to 2300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 13, terrain 60' from DER, 496' right of centerline, 979' MSL.

Tree 476' from DER, 501' left of centerline, 989' MSL.

Tree 867' from DER, 484' right of centerline, 1008' MSL.

Tree 979' from DER, 665' right of centerline, 1017' MSL.

Tree 1057' from DER, 448' right of centerline, 1021' MSL.

Tree 1097' from DER, 594' right of centerline, 1029' MSL.

Trees beginning 1100' from DER, 614' left of centerline, up to 1028' MSL.

Trees beginning 1145' from DER, 282' right of centerline, up to 1033' MSL.

Trees beginning 1226' from DER, 47' right of centerline, up to 1036' MSL.

Tree 1332' from DER, 598' left of centerline, 1031' MSL.

Trees beginning 1405' from DER, 15' left of centerline, up to 1039' MSL.

Trees beginning 1868' from DER, 37' left of centerline, up to 1040' MSL.

Tree 2092' from DER, 249' left of centerline, 1043' MSL.

Tree 2792' from DER, 1210' right of centerline, 1048' MSL.

Rwy 18, NAVAID 515' from DER, 630' right of centerline, 12' AGL/987' MSL.

NAVAID 1160' from DER, 264' right of centerline, 23' AGL/1007' MSL.

Pole 1578' from DER, 621' left of centerline, 24' AGL/1012' MSL.

Rwy 31, transmission line, pole beginning 617' from DER, 644' left of centerline, up to 39' AGL/969' MSL.

Trees beginning 839' from DER, 416' left of centerline, up to 987' MSL.

Trees beginning 1142' from DER, 567' left of centerline, up to 995' MSL.

Trees beginning 1198' from DER, 168' left of centerline, up to 996' MSL.

Trees beginning 1271' from DER, 570' right of centerline, up to 985' MSL.

Trees beginning 1378' from DER, 797' right of centerline, up to 996' MSL.

Trees beginning 1523' from DER, 47' left of centerline, up to 999' MSL.

Tree 2090' from DER, 870' left of centerline, 1004' MSL.

Tree 2213' from DER, 1045' left of centerline, 1005' MSL.

Trees beginning 2330' from DER, 1019' left of centerline, up to 84' AGL/1019' MSL.

Rwy 36, NAVAID 4' from DER, 0' right of centerline, 1' AGL/950' MSL.

Terrain 685' from DER, 656' right of centerline, 969' MSL.

KAISER LAKE OZARK, MO

LEE C FINE MEML (AIZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30MAY13 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, pole 366' from DER, 446' right of centerline, 17' AGL/887' MSL.

Trees beginning 333' from DER, 480' right of centerline, up to 80' AGL/913' MSL.

Trees beginning 584' from DER, 456' left of centerline, up to 80' AGL, 914' MSL.

Rwy 22, trees beginning 233' from DER, 133' right of centerline, up to 80' AGL/949' MSL.

Trees beginning 26' from DER, 350' left of centerline, up to 80' AGL/937' MSL.

KANSAS CITY, MO

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 05OCT23 (25107) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1½ or std w/min climb of 201'/NM to 1000.**Rwy 19**, std w/min climb of 465'/NM to 2500.**Rwy 22**, 300-1½ or std w/min climb of 260'/NM to 1000.

DEPARTURE PROCEDURE:

Rwy 1, climb on heading 012° to 1700 before proceeding on course.**Rwy 4**, climb on heading 037° to 1900 before proceeding on course.**Rwy 19**, climbing right turn heading 215° to 2500 before proceeding on course.**Rwy 22**, climb on heading 217° to 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, traverse way 275' from DER, 134' left of centerline, 767' MSL.

Pole 3076' from DER, 1066' right of centerline, 95' AGL/842' MSL.

Building 4048' from DER, 995' right of centerline, 875' MSL.

Tree 1.5 NM from DER, 1169' right of centerline, 997' MSL.

CON'T



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



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KANSAS CITY, MO (CON'T)

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC) (CON'T)

Rwy 4, NAVAID 10' from DER, 41' left of centerline, 1' AGL/744' MSL.

Poles, traverse way, tree beginning 50' from DER, 46' right of centerline, up to 39' AGL/788' MSL.

Tower, building beginning 145' from DER, 259' left of centerline, up to 12' AGL/755' MSL.

Traverse way, tree beginning 172' from DER, 16' left of centerline, up to 761' MSL.

Poles, traverse way beginning 285' from DER, 16' right of centerline, up to 49' AGL/794' MSL.

Traverse way beginning 340' from DER, on and left of centerline, up to 782' MSL.

Pole, buildings, traverse way beginning 596' from DER, 73' left of centerline, up to 42' AGL/785' MSL.

Tree, traverse way, building, poles beginning 742' from DER, 29' left of centerline, up to 797' MSL.

Tank, traverse way, building beginning 780' from DER, 285' right of centerline, up to 66' AGL/810' MSL.

Elevator, poles, traverse way, trees, buildings beginning 827' from DER, 45' right of centerline, up to 125' AGL/865' MSL.

Towers, tank beginning 1852' from DER, 98' left of centerline, up to 108' AGL/850' MSL.

Tower beginning 3825' from DER, 131' left of centerline, up to 115' AGL/859' MSL.

Building 5135' from DER, 924' left of centerline, 130' AGL/874' MSL.

Rwy 19, building 190' from DER, 281' right of centerline, 15' AGL/758' MSL.

Traverse way 199' from DER, 506' left of centerline, 760' MSL.

Traverse way 323' from DER, 460' right of centerline, 760' MSL.

Traverse way 355' from DER, 297' right of centerline, 761' MSL.

Traverse way 380' from DER, 177' right of centerline, 762' MSL.

Building, dam, traverse way beginning 383' from DER, 55' right of centerline, up to 29' AGL/769' MSL.

Tree 610' from DER, 485' left of centerline, 808' MSL.

Trees beginning 1000' from DER, 132' right of centerline, up to 817' MSL.

Pole 2867' from DER, 161' left of centerline, 84' AGL/833' MSL.

Pole 2996' from DER, 540' right of centerline, 82' AGL/830' MSL.

Smokestack 3211' from DER, 420' left of centerline, 168' AGL/908' MSL.

Building beginning 3412' from DER, 74' right of centerline, up to 141' AGL/889' MSL.

Building, monument beginning 4211' from DER, 1447' left of centerline, up to 51' AGL/993' MSL.

Building beginning 4372' from DER, 178' right of centerline, up to 162' AGL/912' MSL.

Building 5586' from DER, 470' right of centerline, 189' AGL/937' MSL.

Bldg twr, building beginning 6034' from DER, 1702' left of centerline, up to 100' AGL/1016' MSL.

Pole 1.5 NM from DER, 1294' left of centerline, 74' AGL/1017' MSL.

Tree 1.5 NM from DER, 1054' left of centerline, 1023' MSL.

Building 2.4 NM from DER, 3878' left of centerline, 291' AGL/1251' MSL.

Tower 2.4 NM from DER, 3136' left of centerline, 1160' AGL/2049' MSL.

Rwy 22, tree 52' from DER, 12' right of centerline, 745' MSL.

Traverse way, fence beginning 196' from DER, 379' right of centerline, up to 761' MSL.

Dam, traverse way beginning 297' from DER, 2' right of centerline, up to 1' AGL/762' MSL.

Traverse way beginning 398' from DER, 28' left of centerline, up to 761' MSL.

Dam beginning 432' from DER, 57' right of centerline, up to 8' AGL/763' MSL.

Dam, traverse way beginning 526' from DER, 53' left of centerline, up to 1' AGL/762' MSL.

Tree 964' from DER, 538' left of centerline, 781' MSL.

Trees beginning 1066' from DER, 591' left of centerline, up to 792' MSL.

Trees beginning 1486' from DER, 571' right of centerline, up to 831' MSL.

Trees beginning 1510' from DER, 19' left of centerline, up to 809' MSL.

Trees beginning 1619' from DER, 264' right of centerline, up to 93' AGL/836' MSL.

Cranes, domes beginning 2729' from DER, 349' right of centerline, up to 98' AGL/849' MSL.

Poles beginning 3686' from DER, 632' right of centerline, up to 118' AGL/858' MSL.

Building 4690' from DER, 1700' left of centerline, 120' AGL/866' MSL.

Buildings 4796' from DER, 1714' left of centerline, 869' MSL, up to 152' AGL/898' MSL.

Elevator 5178' from DER, 810' left of centerline, 152' AGL/901' MSL.

Industrial system 1 nm from DER, 1047' left of centerline, 164' AGL/911' MSL.

Smokestack 1.3 NM from DER, 587' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27OCT05 (05300) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1R, tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.

Rwy 9, tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.

Rwy 27, trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.



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



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

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KENNETT, MO

KENNETT MEML (TKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 06MAR14 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 1163' from DER, 502' left of centerline, up to 51' AGL/309' MSL.
 Pole 1062' from DER, 417' left of centerline, 28' AGL/286' MSL.
 Multiple trees beginning 1221' from DER, 324' right of centerline, up to 96' AGL/354' MSL.
Rwy 20, trees beginning 2018' from DER, 75' left of centerline, up to 62' AGL/321' MSL.
 Vehicles on road 49' from DER, 405' right of centerline, 15' AGL/269' MSL.
 Dead tree 1056' from DER, 324' right of centerline, 42' AGL/300' MSL.
 Trees beginning 1027' from DER, 94' right of centerline, up to 53' AGL/312' MSL.
 Tree line beginning 1085' from DER, 420' right of centerline, up to 40' AGL/299' MSL.
Rwy 36, hangar 64' from DER, 299' left of centerline, 21' AGL/281' MSL.
 Trees beginning 98' from DER, 352' left of centerline, up to 49' AGL/309' MSL.
 Sign 1050' from DER, 448' right of centerline, 45' AGL/305' MSL.

KEOKUK, IA

KEOKUK MUNI (EOK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 79' from DER, 513' right of centerline, 26' AGL/695' MSL.
 Fence and trees 102' from DER, 298' left of centerline, 37' AGL/706' MSL.
Rwy 14, multiple trees 200' from DER, 156' left of centerline, 65' AGL/704' MSL.
 Multiple trees 172' from DER, 92' right of centerline, 70' AGL/739' MSL.
Rwy 26, tree 298' from DER, 496' left of centerline, 56' AGL/695' MSL.
 Tank and trees 351' from DER, 508' right of centerline, 111' AGL/790' MSL.
Rwy 32, multiple trees 303' from DER, 243' left of centerline 56' AGL/725' MSL.
 Hanger and tree 281' from DER, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (07186) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA-turf runways.

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 986' from DER, 278' left of centerline, up to 44' AGL/1023' MSL.
Rwy 36, multiple trees and poles beginning 935' from DER, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction
 light on DME antenna 649' from DER, 269' right of centerline, 7' AGL/986' MSL.
 Truck on road beginning 1081' from DER, 785' right of centerline, 17' AGL/996' MSL.
 Tree 326' from DER, 473' left of centerline, 17' AGL/976' MSL.

KNOXVILLE, IA

KNOXVILLE (OXV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08APR10 (10098) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL.
 Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL.
 Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL.
 Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL.
 Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL.
Rwy 33, trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL.
 Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL.
 Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL.
 Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

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

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



25163

LAMAR, MO

LAMAR MUNI (LLU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, sign 9' from DER, 124' left of centerline, 13' AGL/998' MSL.

Tank 16' from DER, 502' right of centerline, 13' AGL/998' MSL.

Buildings beginning 66' from DER, 333' right of centerline, up to 40' AGL/1021' MSL.

Poles beginning 198' from DER, 252' right of centerline, up to 63' AGL/1038' MSL.

Pole 752' from DER, 644' left of centerline, 32' AGL/1020' MSL.

Vehicle on road beginning 190' from DER, 216' left of centerline, up to 15' AGL/1007' MSL.

Trees beginning 846' from DER, 127' left of centerline, up to 62' AGL/1040' MSL.

Trees beginning 292' from DER, 209' right of centerline, up to 50' AGL/1045' MSL.

Rwy 17, rising terrain beginning 66' from DER, 372' left of centerline, up to 999' MSL.

Trees beginning 816' from DER, 441' left of centerline, up to 54' AGL/1049' MSL.

Trees beginning 261' from DER, 264' right of centerline, up to 67' AGL/1043' MSL.

Rwy 21, vehicle on road beginning 5' from DER, 245' left of centerline, up to 15' AGL/1021' MSL.

Telephone poles and lines beginning 593' from DER, left and right of centerline, up to 70' AGL/1064' MSL.

LAMONI, IA

LAMONI MUNI (LWD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02DEC21 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 178° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 18, fence, terrain beginning 2' from DER, 271' left of centerline, up to 3' AGL/1137' MSL.

Trees beginning 188' from DER, 359' left of centerline, up to 1152' MSL.

Trees beginning 227' from DER, 375' left of centerline, up to 1163' MSL.

Trees beginning 431' from DER, 400' left of centerline, up to 1186' MSL.

Trees beginning 1198' from DER, 446' left of centerline, up to 1187' MSL.

Tree 1208' from DER, 147' right of centerline, 1161' MSL.

Rwy 36, antenna 111' from DER, 353' left of centerline, 31' AGL/1147' MSL.

Building beginning 132' from DER, 330' right of centerline, up to 28' AGL/1144' MSL.

Tree 144' from DER, 234' left of centerline, 1157' MSL.

Trees beginning 174' from DER, 229' right of centerline, up to 1145' MSL.

Trees beginning 344' from DER, 178' left of centerline, up to 1180' MSL.

Tree 677' from DER, 319' right of centerline, 1178' MSL.

LE MARS, IA

LE MARS MUNI (LRJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31DEC20 (20366) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climbing right turn heading 265° to 3000 before proceeding on course.**Rwy 36**, climb on heading 005° to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicles on road, NAVAID beginning 6' from DER, 17' left of centerline, up to 1214' MSL.

NAVAID 9' from DER, 17' right of centerline, 3' AGL/1195' MSL.

Building, NAVAID, sign beginning 10' from DER, 37' right of centerline, up to 28' AGL/1218' MSL.

Vehicles on road beginning 91' from DER, 341' left of centerline, up to 1223' MSL.

Pole, vehicles on road, terrain beginning 337' from DER, 91' left of centerline, up to 1236' MSL.

Tree, vehicles on road, building, pole, tank beginning 760' from DER, 46' left of centerline, up to 1266' MSL.

Tree 1043' from DER, 759' right of centerline, 1227' MSL.

Tree 1180' from DER, 768' right of centerline, 1230' MSL.

Tree 1364' from DER, 764' right of centerline, 1239' MSL.

Tree 1384' from DER, 617' right of centerline, 1250' MSL.

Pole 2663' from DER, 373' left of centerline, 65' AGL/1272' MSL.

Rwy 36, terrain 6' from DER, 120' right of centerline, 1195' MSL.

Tree 149' from DER, 399' left of centerline, 1206' MSL.

Tree 1607' from DER, 840' left of centerline, 1265' MSL.

Tree 1826' from DER, 899' left of centerline, 1268' MSL.

Trees beginning 1838' from DER, 599' left of centerline, up to 1293' MSL.

Trees beginning 2042' from DER, 428' left of centerline, up to 1306' MSL.

Trees beginning 2220' from DER, 6' left of centerline, up to 1307' MSL.



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



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



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LEBANON, MO

FLOYD W JONES LEBANON (LBO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ or std. w/ min. climb of 245' per NM to 1600', or alternatively, with standard TAKEOFF minimums and a normal 200' per NM climb gradient, TAKEOFF must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 49' from DER, 388' right of centerline, up to 88' AGL/1398' MSL.

Pole 440' from DER, 409' right of centerline, up to 44' AGL/1334' MSL.

Rwy 36, multiple poles and trees beginning 151' from DER, 366' left of centerline, up to 72' AGL/1372' MSL.

Multiple trees beginning 679' from DER, 504' right of centerline, up to 67' AGL/1367' MSL.

Tower 5528' from DER, 186' right of centerline, up to 182' AGL/1472' MSL.

LEE'S SUMMIT, MO

KANSAS CITY/LEE'S SUMMIT RGNL (LXT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 01FEB18 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 11, vehicle on road 6' from DER, 14' left of centerline, 1002' MSL.

Fence, terrain and vehicle on road beginning 15' from DER, 256' right of centerline, up to 1014' MSL.

Sign and terrain beginning 18' from DER, 125' left of centerline, up to 1004' MSL.

Building 139' from DER, 387' left of centerline, 27' AGL/1023' MSL.

Building 169' from DER, 334' right of centerline, 26' AGL/1018' MSL.

Trees, vehicle on road and fence beginning 179' from DER, 339' left of centerline, up to 31' AGL/1029' MSL.

Buildings and tree beginning 182' from DER, 398' right of centerline, up to 1021' MSL.

Trees beginning 447' from DER, 181' left of centerline, up to 1039' MSL.

Rwy 18, tree 1' from DER, 414' left of centerline, 1018' MSL.

Tree 29' from DER, 470' right of centerline, 991' MSL.

Trees beginning 112' from DER, 268' left of centerline, up to 75' AGL/1027' MSL.

Tree 717' from DER, 654' left of centerline, 1057' MSL.

Trees and vegetation beginning 732' from DER, 383' left of centerline, up to 1059' MSL.

Trees beginning 764' from DER, 467' right of centerline, up to 1030' MSL.

Trees, vegetation, fences and pole beginning 888' from DER, 383' left of centerline, up to 58' AGL/1062' MSL.

Trees and pole beginning 2490' from DER, 622' left of centerline, up to 1076' MSL.

Trees and pole beginning 2796' from DER, 47' left of centerline, up to 1079' MSL.

Trees and building beginning 2922' from DER, 48' left of centerline, up to 1083' MSL.

Trees and pole beginning 3047' from DER, 56' left of centerline, up to 1090' MSL.

Trees beginning 3064' from DER, 410' right of centerline, up to 1076' MSL.

Rwy 29, fence 129' from DER, 496' left of centerline, 998' MSL.

Building, tank, fence and vehicles on road beginning 140' from DER, 387' right of centerline, up to 15' AGL/1006' MSL.

Poles and vehicles on road beginning 223' from DER, 407' right of centerline, up to 25' AGL/1017' MSL.

Pole, tower and building beginning 380' from DER, 430' right of centerline, up to 1028' MSL.

Tree 515' from DER, 491' left of centerline, 1014' MSL.

Tree 538' from DER, 636' left of centerline, 1029' MSL.

Tree 1850' from DER, 991' right of centerline, 1043' MSL.

Tree 2125' from DER, 895' right of centerline, 1050' MSL.

Rwy 36, vertical structure 25' from DER, 505' right of centerline, 7' AGL/1001' MSL.

Trees and pole beginning 62' from DER, 393' right of centerline, up to 1010' MSL.

Tree 121' from DER, 517' left of centerline, 999' MSL.

Trees beginning 216' from DER, 244' left of centerline, up to 1011' MSL.

Trees beginning 424' from DER, 253' right of centerline, up to 1019' MSL.

Tree 715' from DER, 469' left of centerline, 1016' MSL.

Tree 1409' from DER, 234' right of centerline, 49' AGL/1031' MSL.

MACON, MO

MACON-POWER MEML (K89)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03APR14 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1½ or std. w/min. climb of 254' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 2, terrain beginning 15' from DER, 82' left of centerline, up to 854' MSL.

Trees beginning 20' from DER, 268' left of centerline, up to 74' AGL/912' MSL.

Trees and telephone lines beginning 356' from DER, 70' left of centerline, up to 84' AGL/890' MSL.

Terrain beginning 4' from DER, 92' right of centerline, up to 854' MSL.

Trees beginning 46' from DER, 287' right of centerline, up to 66' AGL/914' MSL.

Trees, telephone line, and pole beginning 278' from DER, 2' right of centerline, up to 75' AGL/902' MSL.

Antenna 1.1 NM from DER, 1426' left of centerline, 202' AGL/1059' MSL.

Rwy 20, trees beginning 33' from DER, 454' left of centerline, up to 53' AGL/929' MSL.

Poles beginning 425' from DER, 133' left of centerline, up to 38' AGL/909' MSL.

Trees beginning 1111' from DER, 4' left of centerline, up to 66' AGL/928' MSL.

Trees beginning 1999' from DER, 163' left of centerline, up to 85' AGL/934' MSL.

CONT



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



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MACON, MO (CON'T)

MACON-POWER MEML (K89) (CON'T)

Rwy 20 (CON'T), tree 2542' from DER, 503' left of centerline, 91' AGL/942' MSL.
 Crane 42' from DER, 433' right of centerline, 13' AGL/884' MSL.
 Poles beginning 498' from DER, 548' right of centerline, up to 38' AGL/912' MSL.
 Poles beginning 865' from DER, 100' right of centerline, up to 38' AGL/907' MSL.
 Tree 1078' from DER, 674' right of centerline, 62' AGL/933' MSL.
 Trees beginning 1201' from DER, 53' right of centerline, up to 69' AGL/937' MSL.

MALDEN, MO

MALDEN RGNL (MAW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
 ORIG 22OCT09 (09295) (FAA)

DEPARTURE PROCEDURE:

Rwy 32, climb heading 317° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL.

Rwy 18, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL.

Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL.

Rwy 36, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA

JAMES G WHITING MEML FLD (MEY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
 AMDT 1 11FEB10 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 400-2% or std. w/ min. climb of 417' per NM to 1700.

Rwy 20, 500-2% or std. w/ a min. climb of 249' per NM to 1700.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 019° to 1700 before turning left.

Rwy 20, climb heading 199° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

MAQUOKETA, IA

MAQUOKETA MUNI (OQW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
 AMDT 1A 01MAR18 (18060) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1¼ or std. w/ min. climb of 238' per NM to 1000, or alternatively with std. 200' per NM climb gradient, takeoff must occur no later than 1800 feet prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 15, terrain beginning 175' from DER, 59' right of centerline, up to 824' MSL.

Trees beginning 2209' from DER, 222' right of centerline, up to 50' AGL/889' MSL.

Terrain beginning 94' from DER, 70' left of centerline, up to 745' MSL.

Rwy 33, multiple power lines beginning 992' from DER, left and right of centerline, up to 50' AGL/829' MSL.

Trees beginning 1423' from DER, 607' right of centerline, up to 50' AGL/909' MSL.

Terrain beginning 1030' from DER, 655' right of centerline, up to 909' MSL.

MARION, IA

MARION (C17)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
 ORIG 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 500-2 or std w/min climb of 341'/NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees 39' from DER, 160' left of centerline up to 53' AGL/907' MSL.

Trees 161' from DER, 167' left of centerline up to 42' AGL/896' MSL.

Rwy 35, vehicle 143' from DER on centerline, 15' AGL/876' MSL.

Sign 663' from DER, 146' right of centerline, 18' AGL/879' MSL.

Pole 220' from DER, 330' left of centerline, 37' AGL/898' MSL.

Pole 214' from DER, 341' left of centerline, 28' AGL/889' MSL.

Trees 461' from DER, 416' left of centerline, 45' AGL/906' MSL.

Pole 255' from DER, 80' left of centerline, 22' AGL/883' MSL.

Building 342' from DER, 226' left of centerline, 20' AGL/881' MSL.

Tree 269' from DER, 47' left of centerline, 15' AGL/876' MSL.

Pole 887' from DER, 106' left of centerline, 31' AGL/888' MSL.

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

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MARSHALL, MO

MARSHALL MEML MUNI (MHL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 178° to 1600 before turning right.**Rwy 36**, climb on heading 358° to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, sign 15' from DER, 199' left of centerline, 4' AGL/780' MSL.

General utility 37' from DER, 77' right of centerline, 4' AGL/780' MSL.

Pole 231' from DER, 448' left of centerline, 31' AGL/801' MSL.

Building 278' from DER, 573' left of centerline, 39' AGL/811' MSL.

Rwy 36, trees, poles beginning 15' from DER, 356' left of centerline, up to 829' MSL.

Tree, pole beginning 167' from DER, 446' right of centerline, up to 809' MSL.

Tower 318' from DER, 482' right of centerline, 53' AGL/817' MSL.

Trees beginning 450' from DER, 494' right of centerline, up to 829' MSL.

Tree 507' from DER, 399' left of centerline, 831' MSL.

Trees beginning 515' from DER, 387' left of centerline, up to 845' MSL.

Trees, pole beginning 669' from DER, 15' right of centerline, up to 837' MSL.

Trees, poles beginning 781' from DER, 40' left of centerline, up to 847' MSL.

Trees, pole beginning 1036' from DER, 25' left of centerline, up to 849' MSL.

Trees, pole beginning 1235' from DER, 12' right of centerline, up to 838' MSL.

Trees beginning 1328' from DER, 76' left of centerline, up to 853' MSL.

Trees beginning 1383' from DER, 30' left of centerline, up to 862' MSL.

Trees beginning 1577' from DER, on centerline, up to 848' MSL.

Trees beginning 1754' from DER, 44' right of centerline, up to 858' MSL.

Tree 2555' from DER, 612' right of centerline, 860' MSL.

Trees beginning 2564' from DER, 81' right of centerline, up to 867' MSL.

Tree 4268' from DER, 485' left of centerline, 884' MSL.

MARSHALLTOWN, IA

MARSHALLTOWN MUNI (MIW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (13234) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, runway end indicator lights 27' from DER, 126' left and right of centerline, up to 5' AGL/974' MSL.

Vehicles on road beginning 37' from DER, left and right of centerline, up to 15' AGL/ 988' MSL.

Tree 96' from DER, 167' left of centerline, 19' AGL/988' MSL.

Trees beginning 1984' from DER, 777' right of centerline, up to 100' AGL/1059' MSL.

Rwy 18, vehicles on road beginning 585' from DER, left and right of centerline, up to 15' AGL/994' MSL.

Tree 1152' from DER 511' right of centerline, 100' AGL/1069' MSL.

Rwy 31, trees beginning 5' from DER, 384' right of centerline, up to 50' AGL/1029' MSL.

Trees beginning 55' from DER, 424' left of centerline, up to 36' AGL/1005' MSL.

Transmission tower 60' from DER, 478' right of centerline, 23' AGL/1002' MSL.

Rwy 36, trees beginning 191' from DER, 175' right of centerline, up to 11' AGL/981' MSL.

Trees beginning 514' from DER, 465' left of centerline, up to 44' AGL/1023' MSL.

MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 16MAY24 (24137) (FAA)

DEPARTURE PROCEDURE:

Rwy 14, climb on heading 147° to 1700 before turning right.**Rwy 32**, climb on heading 327° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 32, tree 436' from DER, 320' left of centerline, 58' AGL/1156' MSL.

MASON CITY, IA

MASON CITY MUNI (MCW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12NOV15 (15316) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, building 1599' from DER, 461' left of centerline, 53' AGL/1233' MSL.

Tree 1619' from DER, 722' left of centerline, up to 56' AGL/1245' MSL.

Trees beginning 2919' from DER, 1006' left of centerline, up to 100' AGL/1289' MSL.

Trees beginning 2900' from DER, 978' right of centerline, up to 100' AGL/1289' MSL.

Rwy 18, trees beginning 1280' from DER, 703' left of centerline, up to 56' AGL/1236' MSL.

Trees 1652' from DER, 699' right of centerline, up to 63' AGL/1243' MSL.

CONT

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

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



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MASON CITY, IA (CON'T)

MASON CITY MUNI (MCW) (CON'T)

Rwy 30, tree 54' from DER, 487' left of centerline, 45' AGL/1254' MSL.
 Bush 69' from DER, 333' left of centerline, 7' AGL/1216' MSL.
 Tree 859' from DER, 549' left of centerline, 27' AGL/1236' MSL.
 Pole 899' from DER, 559' right of centerline, 26' AGL/1235' MSL.
 Pole 1197' from DER, 354' right of centerline, 27' AGL/1246' MSL.
 Pole 1218' from DER, 332' right of centerline, 36' AGL/1246' MSL.
 Tree 1714' from DER, 167' right of centerline, 53' AGL/1272' MSL.
 Tree 1798' from DER, 57' right of centerline, 53' AGL/1272' MSL.
 Trees beginning 2042' from DER, 821' right of centerline, up to 100' AGL/1339' MSL.
 Tree 2364' from DER, 551' right of centerline, 73' AGL/1302' MSL.
 Obstruction light on building 2434' from DER, 232' right of centerline, 53' AGL/1282' MSL.
 Tree 2608' from DER, 236' right of centerline, 68' AGL/1297' MSL.
 Trees beginning 4008' from DER, 1487' left of centerline, up to 100' AGL/1319' MSL.
 Trees beginning 4421' from DER, 961' left of centerline, up to 100' AGL/1329' MSL.

MAURICE, IA

SIOUX COUNTY RGNL (SXX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28FEB19 (19059) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 35, terrain 36' from DER, 163' right of centerline, 1412' MSL.
 Terrain 172' from DER, 143' right of centerline, 1414' MSL.
 Terrain 187' from DER, 11' left of centerline, 1414' MSL.

MEMPHIS, MO

MEMPHIS MEML (03D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08JAN15 (21056) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 119' from DER, 320' right of centerline, up to 80' AGL/845' MSL.
 Power line poles beginning 165' from DER, 400' left of centerline, 29' AGL/836' MSL.
 Trees beginning 329' from DER, 202' left of centerline, up to 60' AGL/845' MSL.
Rwy 30, road beginning 33' from DER, 250' left of centerline, 15' AGL/823' MSL.
 Trees beginning 68' from DER, 252' right of centerline, up to 70' AGL/875' MSL.
 Power line poles beginning 950' from DER, 449' right of centerline, 31' AGL/837' MSL.
 Windsock and poles beginning 1074' from DER, 113' left of centerline, 24' AGL/845' MSL.
 Trees beginning 988' from DER, 283' left of centerline, up to 70' AGL/878' MSL.
 Terrain beginning 99' from DER, 169' right of centerline, up to 816' MSL.

MEXICO, MO

MEXICO MEML (MYJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19FEB04 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 24, std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions.
Rwy 36, NA, Obstacles.

DEPARTURE PROCEDURE:

Rwy 24, for climb in visual conditions: cross Mexico Meml airport at or above 1700.

TAKEOFF OBSTACLE NOTES:

Rwy 6, multiple trees and antennas beginning 60' from DER, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA

FULLER (4D8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03JAN19 (19003)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA-Environmental.
Rwy 27, 400-2½ or std. w/min. climb of 275' per NM to 2000.

TAKEOFF OBSTACLE NOTES:

Rwy 9, building abeam DER, 1182' left of centerline, 30' AGL/1469' MSL.
 Building abeam DER, 383' right of centerline, 30' AGL/1469' AGL. Trees 135' from DER, 177' left of centerline, up to 50' AGL/1489' MSL.
 Vehicles on road 152' from DER, 233' right of centerline, 15' AGL/1454' MSL.
 Buildings beginning 1445' from DER, 6' left of centerline, up to 30' AGL/1469' MSL.
 Buildings beginning 1445' from DER, 60' right of centerline, up to 30' AGL/1469' MSL.
 Trees beginning 419' from DER, 35' left of centerline, up to 50' AGL/1489' MSL.
 Trees beginning 532' from DER, 176' right of centerline, up to 50' AGL/1489' MSL.

CON'T



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



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

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MILFORD, IA (CON'T)

FULLER (4D8) (CON'T)

Rwy 27, trees beginning 157' from DER, 135' left of centerline, up to 50' AGL/1489' MSL.

Vehicles on road 427' from DER, on centerline and left and right of centerline, up to 15' AGL/1454' MSL.

Trees beginning 451' from DER, 164' right of centerline, up to 50' AGL/1479' MSL.

Building 518' from DER, 164' left of centerline, 30' AGL/1469' MSL.

Tower 1.8 NM from DER, 3060' right of centerline, 320' AGL/1771' MSL.

MOBERLY, MO

OMAR N BRADLEY (MBY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27JAN22 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 115' from DER, 7' left of centerline, up to 100' AGL/967' MSL.

Trees beginning 120' from DER, 12' right of centerline, up to 100' AGL/970' MSL.

Trees beginning 1420' from DER, 27' left of centerline, up to 100' AGL/970' MSL.

Rwy 13, trees beginning 859' from DER, 602' right of centerline, up to 903' MSL.

Trees beginning 891' from DER, 426' right of centerline, up to 79' AGL/915' MSL.

Tree 1103' from DER, 397' right of centerline, 916' MSL.

Trees beginning 1126' from DER, 154' right of centerline, up to 84' AGL/920' MSL.

Tree 1176' from DER, 720' left of centerline, 899' MSL.

Tree 1237' from DER, 605' left of centerline, 903' MSL.

Trees beginning 1348' from DER, 392' left of centerline, up to 913' MSL.

Trees beginning 1488' from DER, 371' left of centerline, up to 106' AGL/929' MSL.

Trees beginning 2634' from DER, 168' right of centerline, up to 86' AGL/933' MSL.

Trees beginning 2682' from DER, 205' right of centerline, up to 88' AGL/935' MSL.

Rwy 23, trees beginning 56' from DER, 14' left of centerline, up to 100' AGL/970' MSL.

Trees beginning 68' from DER, 4' right of centerline, up to 100' AGL/970' MSL.

Vehicle on road 630' from DER, crossing extended runway centerline, 15' AGL/884' MSL.

Rwy 31, vehicle on road beginning 279' from DER, crossing extended runway centerline, up to 877' MSL.

Trees beginning 419' from DER, 444' right of centerline, up to 915' MSL.

Trees, tower, antenna, building beginning 484' from DER, 403' right of centerline, up to 64' AGL/926' MSL.

Trees, poles beginning 564' from DER, 350' right of centerline, up to 77' AGL/939' MSL.

Tree 1211' from DER, 696' left of centerline, 905' MSL.

Tree 1245' from DER, 563' left of centerline, 910' MSL.

Trees beginning 1356' from DER, 670' left of centerline, up to 70' AGL/911' MSL.

MONETT, MO

MONETT RGNL (HFJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03NOV22 (22307) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, fence 1' from DER, 437' left of centerline, 1301' MSL.

Trees beginning 541' from DER, 422' left of centerline, up to 1341' MSL.

Tree 1750' from DER, 226' left of centerline, 1343' MSL.

Rwy 36, building 24' from DER, 494' right of centerline, 21' AGL/1342' MSL.

Pole 100' from DER, 438' right of centerline, 27' AGL/1343' MSL.

Pole, building beginning 236' from DER, 436' right of centerline, up to 27' AGL/1344' MSL.

Buildings, poles beginning 296' from DER, 438' right of centerline, up to 27' AGL/1346' MSL.

Trees beginning 859' from DER, 550' right of centerline, up to 1378' MSL.

Trees beginning 946' from DER, 458' left of centerline, up to 1343' MSL.

Tree 1067' from DER, 555' left of centerline, 1350' MSL.

Trees beginning 1205' from DER, 117' left of centerline, up to 1351' MSL.

MONROE CITY, MO

CPT BEN SMITH AIRFIELD/MONROE CITY (K52)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 01FEB18 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 2845' from DER, 875' left of centerline, 100' AGL/844' MSL.

Tree 607' from DER, on centerline, 80' AGL/819' MSL.

Rwy 27, tree 34' from DER, 466' right of centerline, 100' AGL/839' MSL.

Vehicle on road beginning 454' from DER, 571' right of centerline, 15' AGL/754' MSL.

MONTICELLO, IA

MONTICELLO RGNL (MXO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA-Environmental.

CON'T

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

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

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MONTICELLO, IA (CON'T)

MONTICELLO RGNL (MXO) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 15, lighting, NAVAID beginning 9' from DER, 103' right of centerline, up to 2' AGL/831' MSL.
Lighting, NAVAID, terrain beginning 10' from DER, 104' left of centerline, up to 2' AGL/834' MSL.
Terrain 29' from DER, 496' right of centerline, 833' MSL.
Vehicles on road beginning 57' from DER, 453' right of centerline, up to 844' MSL.
Tree 791' from DER, 706' left of centerline, 871' MSL.
Trees beginning 2361' from DER, 264' right of centerline, up to 911' MSL.
Tree 2425' from DER, 334' right of centerline, 916' MSL.
Tree 2433' from DER, 964' right of centerline, 920' MSL.
Trees beginning 2441' from DER, 389' right of centerline, up to 923' MSL.
Trees beginning 2531' from DER, 2' right of centerline, up to 931' MSL.
Trees beginning 2652' from DER, 713' right of centerline, up to 938' MSL.
Trees, pole beginning 2724' from DER, 47' right of centerline, up to 948' MSL.
Trees beginning 2923' from DER, 2' left of centerline, up to 934' MSL.
Trees beginning 2999' from DER, 48' left of centerline, up to 938' MSL.
Rwy 33, lighting 9' from DER, 246' right of centerline, 2' AGL/832' MSL.
Lighting 9' from DER, 17' left of centerline, 2' AGL/827' MSL.
Lighting, NAVAID, tree, terrain beginning 10' from DER, 105' right of centerline, up to 2' AGL/834' MSL.
Tree 222' from DER, 405' right of centerline, 835' MSL.
Pole 602' from DER, 597' right of centerline, 26' AGL/869' MSL.
Vehicle on road 704' from DER, 642' left of centerline, 860' MSL.
Vehicles on road, sign beginning 791' from DER, 465' left of centerline, up to 865' MSL.
Vehicles on road, signs, fence, tree beginning 897' from DER, 106' left of centerline, up to 872' MSL.
Vehicles on road beginning 962' from DER, 714' right of centerline, up to 871' MSL.
Vehicles on road, tree, fence, terrain beginning 1085' from DER, 44' left of centerline, up to 878' MSL.
Vehicles on road, signs beginning 1126' from DER, 630' right of centerline, up to 872' MSL.
Vehicles on road, signs beginning 1233' from DER, 14' right of centerline, up to 873' MSL.
Vehicles on road beginning 1266' from DER, 386' left of centerline, up to 882' MSL.
Tree, vehicles on road, sign beginning 1336' from DER, 48' left of centerline, up to 896' MSL.
Vehicles on road, terrain beginning 1395' from DER, 68' right of centerline, up to 879' MSL.
Poles, vehicles on road, signs, terrain, trees beginning 1437' from DER, 27' right of centerline, up to 37' AGL/892' MSL.
Tree 1480' from DER, 859' left of centerline, 915' MSL.
Trees, vehicles on road, bridge, poles beginning 1492' from DER, 14' left of centerline, up to 923' MSL.
Tree, vehicles on road beginning 1840' from DER, 55' right of centerline, up to 900' MSL.
Trees beginning 2302' from DER, 454' left of centerline, up to 930' MSL.
Trees beginning 2613' from DER, 348' left of centerline, up to 942' MSL.
Trees beginning 2919' from DER, 429' left of centerline, up to 946' MSL.
Tree 4181' from DER, 264' right of centerline, 935' MSL.
Tree 4280' from DER, 473' right of centerline, 936' MSL.
Tree 4290' from DER, 146' right of centerline, 949' MSL.

MONTICELLO, MO

LEWIS COUNTY RGNL (6M6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 36, tree 2609' from DER, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO

MIDWEST NTL AIR CENTER (GPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20DEC07 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 1562' from DER, 16' right of centerline, up to 100' AGL/861' MSL.
Multiple trees beginning 1278' from DER, 46' left of centerline, up to 100' AGL/859' MSL.
Rwy 36, multiple trees beginning 2224' from DER, 57' right of centerline, up to 100' AGL/889' MSL.
Multiple trees beginning 2302' from DER, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI (MPZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 23SEP10 (10266) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA-Environmental.
Rwy 33, 400-2½ or std. w/ min. climb of 244' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 15, equipment 3' from DER, 261' right of centerline, up to 10' AGL/734' MSL.
Rwy 33, trees beginning 178' from DER, 235' right of centerline, up to 80' AGL/751' MSL.
Trees beginning 333' from DER, 209' left of centerline, up to 80' AGL/753' MSL.

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

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

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MOUNTAIN GROVE, MO

MOUNTAIN GROVE MEML (1MO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11MAR10 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1¼ or std. w/min. climb of 221' per NM to 1700, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 080° to 2100 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL.

Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL.

Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL.

Rwy 26, trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL.

Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

MOUNTAIN VIEW, MO

MOUNTAIN VIEW (MNF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, std. w/min. climb of 454' per NM to 1500 or 400-2¼ w/min. of 257' per NM to 2100 or 1000-3 for VCOA.

VCOA:
Rwy 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mountain View airport at or above 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, fence 4' from DER, 60' right of centerline, 2' AGL/1139' MSL.

Traverse way, terrain beginning 197' from DER, 498' right of centerline, up to 1186' MSL.

Pole 313' from DER, 568' left of centerline, 26' AGL/1158' MSL.

Pole, trees beginning 373' from DER, 314' right of centerline, up to 49' AGL/1211' MSL.

Trees, pole, traverse way, buildings beginning 596' from DER, 27' right of centerline, up to 92' AGL/1260' MSL.

Traverse way 958' from DER, 2' left of centerline, 1163' MSL.

Trees, spire beginning 1611' from DER, 40' left of centerline, up to 65' AGL/1208' MSL.

Tree 1902' from DER, 202' left of centerline, 66' AGL/1219' MSL.

Trees beginning 1989' from DER, 95' left of centerline, up to 72' AGL/1225' MSL.

Tree 2167' from DER, 320' left of centerline, 73' AGL/1233' MSL.

Trees beginning 2269' from DER, 47' left of centerline, up to 80' AGL/1240' MSL.

Trees beginning 3309' from DER, 176' right of centerline, up to 86' AGL/1283' MSL.

Tree 3640' from DER, 25' left of centerline, 83' AGL/1243' MSL.

Rwy 28, catenary 67' from DER, 285' right of centerline, 33' AGL/1204' MSL.

Fence 161' from DER, 496' left of centerline, 6' AGL/1206' MSL.

Tree, fence beginning 168' from DER, 334' left of centerline, up to 39' AGL/1244' MSL.

Pole, tree beginning 250' from DER, 256' right of centerline, up to 38' AGL/1211' MSL.

Pole 616' from DER, 197' right of centerline, 40' AGL/1215' MSL.

Tree, poles beginning 692' from DER, 196' left of centerline, up to 61' AGL/1272' MSL.

Pole beginning 718' from DER, 95' right of centerline, up to 32' AGL/1221' MSL.

Tree, poles beginning 1006' from DER, 2' left of centerline, up to 62' AGL/1276' MSL.

Pole 1052' from DER, 425' right of centerline, 46' AGL/1225' MSL.

Tree 1344' from DER, 346' right of centerline, 52' AGL/1234' MSL.

Tree 1376' from DER, 614' right of centerline, 64' AGL/1248' MSL.

Trees beginning 1527' from DER, 120' right of centerline, up to 75' AGL/1257' MSL.

Tree, poles beginning 1740' from DER, 506' right of centerline, up to 62' AGL/1262' MSL.

Tree, pole beginning 1998' from DER, 63' right of centerline, up to 72' AGL/1268' MSL.

Trees, building beginning 2089' from DER, 49' left of centerline, up to 77' AGL/1320' MSL.

Tree, pole beginning 2400' from DER, 340' right of centerline, up to 74' AGL/1286' MSL.

Building 2814' from DER, 994' right of centerline, 40' AGL/1306' MSL.

Tree, poles beginning 2962' from DER, 157' right of centerline, up to 66' AGL/1309' MSL.

Pole 3221' from DER, 715' right of centerline, 40' AGL/1316' MSL.

Pole 3264' from DER, 1228' right of centerline, 47' AGL/1339' MSL.

Trees, pole beginning 3280' from DER, 36' right of centerline, up to 83' AGL/1368' MSL.

Trees beginning 4129' from DER, 53' left of centerline, up to 71' AGL/1323' MSL.

Trees beginning 4783' from DER, 55' left of centerline, up to 76' AGL/1324' MSL.

Tree 5372' from DER, 549' left of centerline, 73' AGL/1331' MSL.

Trees beginning 5532' from DER, 722' left of centerline, up to 70' AGL/1332' MSL.

Tree 1 NM from DER, 372' left of centerline, 84' AGL/1384' MSL.

Trees, pole beginning 1.1 NM from DER, 85' right of centerline, up to 77' AGL/1385' MSL.

Trees beginning 1.2 NM from DER, 8' right of centerline, up to 54' AGL/1389' MSL.

Towers beginning 1.6 NM from DER, 1718' left of centerline, up to 135' AGL/1456' MSL.

Tower 1.7 NM from DER, 2173' left of centerline, 225' AGL/1531' MSL.

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

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

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NC-3

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

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MUSCATINE, IA

MUSCATINE MUNI (MUT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

Rwy 24, 300-2, or std. w/min. climb of 220 feet per NM to 1000.**Rwy 30**, 300-1%, or std. w/min. climb of 310 feet per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 060° to 2300 before proceeding on course.**Rwy 12**, climb heading 123° to 2300 before proceeding on course.**Rwy 24**, climb heading 240° to 2300 before proceeding on course.**Rwy 30**, climb heading 306° to 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 635' from DER, 549' right of centerline, 560' MSL.

Tree 1422' from DER, 640' right of centerline, 582' MSL.

Rwy 12, ground 28' from DER, 211' right of centerline, 544' MSL.

Building, tree beginning 733' from DER, 586' right of centerline, up to 577' MSL.

Rod on OL tower, AWOS beginning 1122' from DER, 744' left of centerline, up to 580' MSL.

Pole 1122' from DER, 744' left of centerline, 34' AGL/578' MSL.

Rwy 24, tree 218' from DER, 531' left of centerline, 567' MSL.

Tree 1922' from DER, 421' right of centerline, 594' MSL.

Tree 1949' from DER, 271' right of centerline, 599' MSL.

Trees beginning 2566' from DER, 326' left of centerline, up to 616' MSL.

Tree 1.4 NM from DER, 1830' right of centerline, 768' MSL.

Trees beginning 1.4 NM from DER, 2028' left of centerline, up to 780' MSL.

Tree 1.5 NM from DER, 683' left of centerline, 789' MSL.

Trees beginning 1.5 NM from DER, 2257' right of centerline, up to 794' MSL.

Tree 1.5 NM from DER, 602' left of centerline, 795' MSL.

Tree 1.5 NM from DER, 2856' right of centerline, 802' MSL.

Trees beginning 1.6 NM from DER, 403' left of centerline, up to 807' MSL.

Tree 1.7 NM from DER, 1965' right of centerline, 810' MSL.

Tree 1.7 NM from DER, 3227' right of centerline, 815' MSL.

Tree 1.7 NM from DER, 1971' right of centerline, 815' MSL.

Tree 1.7 NM from DER, 355' left of centerline, 827' MSL.

Rwy 30, NAVAID, REIL beginning 20' from DER, 79' left of centerline, up to 1' AGL/537' MSL.

Fence beginning 28' from DER, 499' right of centerline, up to 543' MSL.

Tree, fence beginning 54' from DER, 500' left of centerline, up to 544' MSL.

Tree 383' from DER, 333' right of centerline, 546' MSL.

Trees beginning 420' from DER, 485' left of centerline, up to 577' MSL.

Tree, building, elevator beginning 658' from DER, 308' left of centerline, up to 591' MSL.

Pole beginning 1752' from DER, 826' right of centerline, up to 56' AGL/593' MSL.

Trees beginning 1.2 NM from DER, 2284' left of centerline, up to 757' MSL.

Tree 1.2 NM from DER, 2386' left of centerline, 779' MSL.

Trees beginning 1.2 NM from DER, 2062' left of centerline, up to 821' MSL.

Trees beginning 1.3 NM from DER, 1392' left of centerline, up to 837' MSL.

Trees beginning 1.3 NM from DER, 1044' left of centerline, up to 846' MSL.

Trees beginning 1.3 NM from DER, 1363' left of centerline, up to 847' MSL.

Trees beginning 1.3 NM from DER, 1136' left of centerline, up to 848' MSL.

Tree, building, ground beginning 1.3 NM from DER, 0' of centerline, up to 852' MSL.

Trees beginning 1.5 NM from DER, 41' right of centerline, up to 857' MSL.

Tree, ground, pole beginning 1.5 NM from DER, 51' left of centerline, up to 860' MSL.

Trees beginning 1.6 NM from DER, 117' left of centerline, up to 861' MSL.

Tree 2 NM from DER, 418' left of centerline, 852' MSL.

NEOSHO, MO

NEOSHO HUGH ROBINSON (EOS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 89' from DER, 431' left of centerline, up to 120' AGL/1339' MSL.

Trees and power poles beginning 584' from DER, 166' right of centerline, up to 120' AGL/1283' MSL.

Rwy 19, multiple trees and towers beginning 142' from DER, 465' right of centerline, up to 183' AGL/1403' MSL. Vehicles on road beginning 318' from DER, left and right of centerline, up to 17' AGL/1276' MSL.

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

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

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NEVADA, MO

NEVADA MUNI (NVD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees 94' from DER, 266' right of centerline, 40' AGL/907' MSL.

Trees beginning 151' from DER, 84' left of centerline, up to 40' AGL/907' MSL.

Trees beginning 202' from DER, 130' right of centerline, up to 40' AGL/910' MSL.

Trees beginning 423' from DER, 4' left of centerline, up to 40' AGL/913' MSL.

Trees beginning 580' from DER, 210' right of centerline, up to 40' AGL/916' MSL.

Trees beginning 694' from DER, 355' left of centerline, up to 40' AGL/916' MSL.

Tree 2061' from DER, 107' right of centerline, 937' MSL.

Trees beginning 2092' from DER, 96' left of centerline, up to 945' MSL.

Rwy 20, trees beginning 52' from DER, 63' left of centerline, up to 40' AGL/939' MSL.

Trees beginning 160' from DER, 16' right of centerline, up to 40' AGL/943' MSL.

Trees beginning 1139' from DER, 254' left of centerline, up to 40' AGL/943' MSL.

Trees beginning 1410' from DER, 39' left of centerline, up to 40' AGL/953' MSL.

NEW MADRID, MO

COUNTY MEML (EIW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 21JUN18 (21112) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, east departures (010° CW 170°) climb heading 180° to 1200, before proceeding on course.

Rwy 36, east departures (010° CW 170°) climb heading 360° to 1200, before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, pole 280' from DER, 262' right of centerline, 29' AGL/323' MSL.

Building 329' from DER, 292' left of centerline, 13' AGL/308' MSL.

Tree, building, pole beginning 358' from DER, 302' left of centerline, up to 50' AGL/345' MSL.

Trees beginning 467' from DER, 88' left of centerline, up to 63' AGL/358' MSL.

Tree, pole beginning 491' from DER, 225' right of centerline, up to 63' AGL/357' MSL.

Rwy 36, tree 17' from DER, 273' left of centerline, 8' AGL/302' MSL.

Trees beginning 57' from DER, 225' right of centerline, up to 13' AGL/306' MSL.

Tree 2170' from DER, 745' left of centerline, 77' AGL/368' MSL.

NEWTON, IA

NEWTON MUNI-EARL JOHNSON FLD (TNU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 21JUL16 (21336) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, truck on road 3112' from DER, 1243' right of centerline, 15' AGL/964' MSL.

Tree 7519' from DER, multiple trees beginning 2996' from DER, 1200' left of centerline, up to 100' AGL/1059' MSL.

Rwy 32, trees 10' from DER, 437' left of centerline, 30' AGL/989' MSL.

Sign 126' from DER, 490' right of centerline, 8' AGL/967' MSL.

Truck on road 302' from DER, 513' right of centerline, 17' AGL/976' MSL.

Multiple trees beginning 531' from DER, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA

OELWEIN MUNI (OLZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwys 18,36, NA - environmental.

DEPARTURE PROCEDURE:

Rwy 13, climb heading 133° to 2100 before turning left.

Rwy 31, climb heading 313° to 1500 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 13, rising terrain beginning 42' from DER, left and right of centerline, up to 1079' MSL.

Trees 1972' from DER, 32' right of centerline, up to 100' AGL/1149' MSL.

Rwy 31, vehicle on road 357' from DER, left and right of centerline, up to 15' AGL/1094' MSL.

Poles beginning 1075' from DER, 299' right of centerline, up to 30' AGL/1109' MSL.

OSAGE BEACH, MO

GRAND GLAIZE-OSAGE BEACH (K15)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08FEB90 (90039) (FAA)

DEPARTURE PROCEDURE:

Rwys 14, 32, maintain runway heading to 1200 before turning on course.

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

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



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OSCEOLA, IA

OSCEOLA MUNI (I75)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, navaid and road beginning 40' from DER, 49' left of centerline, up to 12' AGL/1131' MSL.

Navaid, trees, and road beginning 12' from DER, 3' right of centerline, up to 13' AGL/1132' MSL.

Rwy 36, trees beginning 794' from DER, 225' left of centerline, up to 57' AGL/1166' MSL.

Trees and pole beginning 581' from DER, 415' right of centerline, up to 48' AGL/1157' MSL.

OSKALOOSA, IA

OSKALOOSA MUNI (OOA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22OCT09 (09295) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL.

Rwy 31, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL.

NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL.

Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL.

Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA

OTTUMWA RGNL (OTM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Runway data.

TAKEOFF OBSTACLE NOTES:

Rwy 13, terrain 65' from DER, 497' left of centerline, 841' MSL.

Tree 1408' from DER, 629' right of centerline, 891' MSL.

Transmission lines, pole beginning 2025' from DER, 959' left of centerline, up to 58' AGL/898' MSL.

Rwy 31, trees beginning 678' from DER, 467' left of centerline, up to 885' MSL.

Tree 1445' from DER, 773' right of centerline, 893' MSL.

PELLA, IA

PELLA MUNI (PEA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20NOV08 (08325) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees, buildings and ground beginning 9' from DER, 144' left of centerline, up to 100' AGL/979' MSL.

Trees beginning 54' from DER, 193' right of centerline, up to 100' AGL/959' MSL.

Rwy 34, trees and poles beginning 838' from DER, 135' left of centerline, up to 100' AGL/979' MSL.

Trees and poles beginning 226' from DER, 296' right of centerline, up to 100' AGL/989' MSL.

Vehicle on road at DER, 499' right of centerline, 15' AGL/895' MSL.

PERRY, IA

PERRY MUNI (PRO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25JAN24 (24025) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 14, pole, vehicle on road beginning 161' from DER, 363' left of centerline, up to 26' AGL/1022' MSL.

Rwy 32, pole 874' from DER, 619' right of centerline, 35' AGL/1038' MSL.

PERRYVILLE, MO

PERRYVILLE RGNL (PCD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 400-2½ or std w/min climb of 225'/NM to 900 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

Rwy 20, 400-2½ or std w/min climb of 285'/NM to 800.

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 017° to 1100 before proceeding on course.

Rwy 20, climb on heading 197° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, traverse way 6' from DER, 478' right of centerline, 379' MSL.

Vegetation 130' from DER, 453' left of centerline, 381' MSL.

Traverse way beginning 184' from DER, 478' right of centerline, up to 384' MSL.

CONT



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



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NC-3



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



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PERRYVILLE, MO (CON'T)

PERRYVILLE RGNL (PCD) (CON'T)

Rwy 2 (CON'T), tree 264' from DER, 457' left of centerline, 382' MSL.
Trees beginning 2 NM from DER, 2263' right of centerline, up to 713' MSL.
Tree 2.1 NM from DER, 2520' right of centerline, 724' MSL.
Rwy 20, light poles 0' from DER, 120' right of centerline, 2' AGL/371' MSL.
Light poles 0' from DER, 118' left of centerline, 3' AGL/370' MSL.
Fence 306' from DER, 499' left of centerline, 5' AGL/376' MSL.
Pole 314' from DER, 521' left of centerline, 16' AGL/387' MSL.
NAVAID 455' from DER, 401' left of centerline, 29' AGL/399' MSL.
Tree 2496' from DER, 1088' left of centerline, 450' MSL.
Tree 2865' from DER, 1168' left of centerline, 459' MSL.
Tree 3142' from DER, 1221' left of centerline, 470' MSL.
Trees beginning 1.2 NM from DER, 289' right of centerline, up to 631' MSL.
Trees beginning 1.4 NM from DER, 312' left of centerline, up to 610' MSL.
Trees beginning 1.6 NM from DER, 9' left of centerline, up to 684' MSL.
Trees beginning 1.6 NM from DER, 138' right of centerline, up to 664' MSL.
Trees beginning 1.7 NM from DER, 202' right of centerline, up to 681' MSL.
Trees beginning 1.8 NM from DER, 17ft right of centerline, up to 721' MSL.
Trees beginning 1.9 NM from DER, 3101' left of centerline, up to 679' MSL.

POCAHONTAS, IA

POCAHONTAS MUNI (POH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 12, road beginning 499' from DER, 70' left of centerline, 15' AGL/1238' MSL.
Poles beginning 324' from DER, 404' left and right of centerline, up to 32' AGL/1252' MSL.
Terrain 27' from DER, 486' right of centerline, 1222' MSL.
Rwy 30, tower 1744' from DER, 765' right of centerline, 185' AGL/ 1375' MSL.
Wind sock 122' from DER, 431' right of centerline, 28' AGL/1254' MSL.
Tank 85' from DER, 331' right of centerline, 5' AGL/1231' MSL.

POPLAR BLUFF, MO

POPLAR BLUFF RGNL BUSINESS (POF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30AUG07 (20310) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 511' from DER, 515' right of centerline, up to 95' AGL/420' MSL.
Multiple trees beginning 878' from DER, 109' left of centerline, up to 103' AGL/428' MSL.
Rwy 36, multiple trees beginning 1163' from DER, 340' right of centerline, up to 66' AGL/391' MSL.
Multiple trees beginning 1191' from DER, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO

WASHINGTON COUNTY (8WC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, 500-2½ or std. w/ min. climb of 270' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 019° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 20, trees beginning 103' from DER, 464' right of centerline, up to 60' AGL/1308' MSL.
Trees beginning 1222' from DER, 242' left of centerline, up to 60' AGL/1279' MSL.
Vehicles on roadway 942' from DER, right and left of centerline, up to 15' AGL/994' MSL.
Lookout tower 2.1 NM from DER, 138' right of centerline, 132' AGL/1380' MSL.

RED OAK, IA

RED OAK MUNI (RDK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 22SEP11 (11265) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA-Environmental.

Rwy 5, 600-2½ or std. w/min. climb of 287' per NM to 1800.

Rwy 23, 300-1½ or std. w/min. climb of 263' per NM to 1500.

Rwy 35, 300-2 or std. w/min. climb of 284' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 054° to 1800 before proceeding eastbound.

CON'T



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



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



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RED OAK, IA (CON'T)

RED OAK MUNI (RDK) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 5, towers, trees, pole and windmill beginning 1744' from DER, 51' right of centerline, up to 370' AGL/1557' MSL.

Vehicles on road, trees and fence beginning 45' from DER, 150' left of centerline, up to 100' AGL/1144' MSL.

Rwy 17, train on railroad track and trees beginning 1095' from DER, on centerline, up to 100' AGL/1160' MSL.

Rwy 23, terrain, train on railroad track, trees and poles beginning 61' from DER, 30' right of centerline, up to 100' AGL/1319' MSL.

Train on railroad track and trees beginning 1111' from DER, 33' left of centerline, up to 67' AGL/1168' MSL.

Rwy 35, vehicles on road beginning 700' from DER, on centerline, 15' AGL/1070' MSL.

Hangers, trees, power poles, buildings and silos beginning 435' from DER, 323' right of centerline, up to 100' AGL/1269' MSL.

Terrain, power pole and trees beginning 828' from DER, 564' left of centerline, up to 100' AGL/1319' MSL.

ROCK RAPIDS, IA

ROCK RAPIDS MUNI (RRQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUN88 (88154) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 300-1.

ROLLA-VICHY, MO

ROLLA NTL (VIH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23SEP10 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, multiple trees and vehicle on road beginning 465' from DER, 170' left of centerline, up to 68' AGL/1208' MSL.

Multiple trees, sign, and vehicle on road beginning 297' from DER, 138' right of centerline, up to 68' AGL/1208' MSL.

Rwy 22, multiple trees, terrain, and vehicle on road beginning 161' from DER, 168' left of centerline, up to 107' AGL/1187' MSL.

Power pole, terrain, and vehicle on road beginning 126' from DER, 217' right of centerline, up to 36' AGL/1176' MSL.

Rwy 31, multiple trees, terrain, and vehicle on road beginning 230' from DER, 91' left of centerline, up to 30' AGL/1170' MSL.

Multiple trees beginning 779' from DER, 435' right of centerline, up to 58' AGL/1178' MSL.

Vehicle on road 611' from DER, on centerline, 15' AGL/1156' MSL.

SAC CITY, IA

SAC CITY MUNI (SKI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 675' from DER, 673' right of centerline, up to 50' AGL/1279' MSL.

Rwy 32, vehicles on road beginning 349' from DER, 584' right of centerline, up to 15' AGL/1264' MSL.

Rwy 36, vehicles on road beginning 562' from DER, left and right of centerline, up to 15' AGL/1264' MSL.

ST CHARLES, MO

ST CHARLES COUNTY RGNL/SMARTT FLD (SET)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 27OCT05 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, std. w/min. climb of 262' per NM to 1300, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 36, for climb in visual conditions: cross St Charles County Rgnl/Smartt Fld airport at or above 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 36, tree 2.3 NM from DER, 3932' right of centerline, 100' AGL/891' MSL.

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



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



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NC-3



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



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ST. JOSEPH, MO

ROSECRANS MEML (STJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 01FEB18 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 400-2¼ or std. w/ min. climb of 340' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 13, climb heading 132° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, electrical system 3' from DER, 47' left of centerline, 2' AGL/813' MSL.

Trees beginning 66' from DER, 456' right of centerline, up to 817' MSL.

Tree 2056' from DER, 231' left of centerline, 863' MSL.

Tower 2247' from DER, 1075' left of centerline, 61' AGL/870' MSL.

Tree 3088' from DER, 1028' left of centerline, 889' MSL.

Tree 3495' from DER, 1434' right of centerline, 914' MSL.

Rwy 17, NAVAID 56' from DER, 115' right of centerline, 7' AGL/817' MSL.

NAVAID 57' from DER, 115' left of centerline, 5' AGL/816' MSL.

Trees beginning 870' from DER, 627' right of centerline, up to 897' MSL.

Tree 880' from DER, 657' left of centerline, 852' MSL.

Trees beginning 2689' from DER, 760' left of centerline, up to 915' MSL.

Tree 2769' from DER, 1216' right of centerline, 900' MSL.

Trees beginning 2773' from DER, 1019' right of centerline, up to 920' MSL.

Rwy 31, electrical system 11' from DER, 1' right of centerline, 2' AGL/813' MSL.

Tree 401' from DER, 491' right of centerline, 840' MSL.

Trees beginning 916' from DER, 301' right of centerline, up to 848' MSL.

Tree 2542' from DER, 1173' left of centerline, 899' MSL.

Trees beginning 4061' from DER, 1132' left of centerline, up to 927' MSL.

Trees beginning 5143' from DER, 1689' left of centerline, up to 954' MSL.

Trees and terrain beginning 5260' from DER, 675' left of centerline, up to 1037' MSL.

Trees and terrain beginning 1 NM from DER, 499' left of centerline, up to 1047' MSL.

Tree 1 NM from DER, 1090' left of centerline, 1057' MSL.

Trees and terrain beginning 1 NM from DER, 464' left of centerline, up to 1072' MSL.

Trees, terrain, windmill and pole beginning 1.1 NM from DER, 9' left of centerline, up to 1095' MSL.

Trees beginning 1.1 NM from DER, 23' right of centerline, up to 1029' MSL.

Trees beginning 1.2 NM from DER, 57' right of centerline, up to 1044' MSL.

Rwy 35, NAVAIDS beginning 40' from DER, 150' left of centerline, up to 9' AGL/832' MSL.

NAVAIDs beginning 41' from DER, 150' right of centerline, up to 10' AGL/833' MSL.

Trees beginning 1742' from DER, 613' right of centerline, up to 876' MSL.

ST LOUIS, MO

CREVE COEUR (1H0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 07SEP23 (23250) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, NA-Environmental.**Rwy 16**, 300-2¼ or std w/ min climb of 206' per NM to 800, or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.**Rwy 34**, 300-2¼ or std w/ min climb of 355' per NM to 900.

DEPARTURE PROCEDURE:

Rwy 34, climb heading 338° to 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, vehicle on road, pole and trees beginning 200' from DER, 219' right of centerline, up to 100' AGL/546' MSL.

Trees beginning 100' from DER, 356' left of centerline, up to 100' AGL/719' MSL.

Rwy 34, multiple trees beginning 1847' from DER, 418' right of centerline up to 100' AGL/749' MSL.

Levee and trees beginning 744' from DER, 275' left of centerline, up to 90' AGL/612' MSL.

ST LOUIS LAMBERT INTL (STL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 05SEP24 (24249)

TAKEOFF MINIMUMS:

Rwy 11, 300-1 or std w/ min climb of 365'/NM to 900.**Rwy 24**, 300-1¼ or std w/ min climb of 205'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1100' prior to DER.**Rwy 30L**, 300-1¼ or std w/ min climb of 250'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.**Rwy 30R**, 300-1¼ or std w/ min climb of 230'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 6, sign 1' from DER, 424' left of centerline, 5' AGL/534' MSL.

Vehicle on road 577' from DER, 621' left of centerline, 557' MSL.

Terrain 707' from DER, 608' right of centerline, 552' MSL.

Terrain 885' from DER, 667' right of centerline, 565' MSL.

Utility building, terrain, pole beginning 1037' from DER, 632' right of centerline, up to 22' AGL/573' MSL.

CON'T



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



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



25163

ST LOUIS, MO (CON'T)

ST LOUIS LAMBERT INTL (STL) (CON'T)

Rwy 6 (CON'T), building 2478' from DER, 1008' right of centerline, 60' AGL/598' MSL.

Rwy 11, trees beginning 2161' from DER, 690' right of centerline, up to 630' MSL.

Building 2347' from DER, 546' left of centerline, 67' AGL/616' MSL.

Trees beginning 2670' from DER, 697' right of centerline, up to 640' MSL.

Tree 2755' from DER, 780' right of centerline, 641' MSL.

Poles, trees beginning 3012' from DER, 64' left of centerline, up to 68' AGL/650' MSL.

Tree 3065' from DER, 703' right of centerline, 658' MSL.

Trees beginning 3069' from DER, 762' right of centerline, up to 659' MSL.

Trees beginning 3227' from DER, 769' right of centerline, up to 660' MSL.

Trees beginning 3327' from DER, 929' right of centerline, up to 663' MSL.

Trees beginning 3413' from DER, 837' right of centerline, up to 676' MSL.

Trees, sign, buildings beginning 3674' from DER, 301' right of centerline, up to 692' MSL.

Building 5508' from DER, 575' right of centerline, 114' AGL/694' MSL.

Rwy 12L, tree 1330' from DER, 666' right of centerline, 654' MSL.

Tree 1528' from DER, 709' right of centerline, 669' MSL.

Trees beginning 1643' from DER, 616' right of centerline, up to 685' MSL.

Rwy 12R, terrain 168' from DER, 488' left of centerline, 591' MSL.

Terrain 1111' from DER, 774' right of centerline, 614' MSL.

Fence 1281' from DER, 723' right of centerline, 8' AGL/628' MSL.

Vehicle on road, light poles beginning 1387' from DER, 702' right of centerline, up to 637' MSL.

Vehicle on road 1436' from DER, 835' right of centerline, 642' MSL.

Tree 1930' from DER, 372' left of centerline, 636' MSL.

Tree 2427' from DER, 1047' right of centerline, 661' MSL.

Trees beginning 2542' from DER, 1017' right of centerline, up to 672' MSL.

Tree, sign beginning 2794' from DER, 869' right of centerline, up to 684' MSL.

Trees beginning 2934' from DER, 55' right of centerline, up to 689' MSL.

Tree 2936' from DER, 139' left of centerline, 664' MSL.

Trees beginning 2965' from DER, 375' left of centerline, up to 666' MSL.

Tree 3013' from DER, 387' left of centerline, 667' MSL.

Tree 3028' from DER, 590' left of centerline, 669' MSL.

Tree 3041' from DER, 7' left of centerline, 670' MSL.

Trees beginning 3143' from DER, 27' left of centerline, up to 685' MSL.

Rwy 24, tree 1151' from DER, 707' left of centerline, 591' MSL.

Tree 1806' from DER, 591' right of centerline, 616' MSL.

Trees beginning 1886' from DER, 563' right of centerline, up to 622' MSL.

Tree 2100' from DER, 493' right of centerline, 630' MSL.

Trees beginning 2190' from DER, 620' right of centerline, up to 643' MSL.

Tree 2595' from DER, 273' left of centerline, 617' MSL.

Tree 2683' from DER, 220' left of centerline, 630' MSL.

Tree 2722' from DER, 189' left of centerline, 632' MSL.

Tree 2738' from DER, 306' left of centerline, 642' MSL.

Trees beginning 2756' from DER, 108' left of centerline, up to 645' MSL.

Trees beginning 2861' from DER, 54' left of centerline, up to 648' MSL.

Trees beginning 3015' from DER, 138' left of centerline, up to 658' MSL.

Trees beginning 3034' from DER, 15' right of centerline, up to 650' MSL.

Trees beginning 3068' from DER, 17' left of centerline, up to 659' MSL.

Trees beginning 3248' from DER, 75' left of centerline, up to 661' MSL.

Trees beginning 3354' from DER, 118' left of centerline, up to 663' MSL.

Trees beginning 3472' from DER, 43' left of centerline, up to 671' MSL.

Trees beginning 3568' from DER, 107' right of centerline, up to 653' MSL.

Tree 3582' from DER, 4' right of centerline, 659' MSL.

Trees beginning 3593' from DER, 16' right of centerline, up to 660' MSL.

Trees beginning 3610' from DER, 17' left of centerline, up to 673' MSL.

Trees beginning 3660' from DER, 2' left of centerline, up to 674' MSL.

Trees beginning 3722' from DER, 120' right of centerline, up to 669' MSL.

Trees beginning 3912' from DER, 47' right of centerline, up to 679' MSL.

Trees beginning 4018' from DER, 3' right of centerline, up to 684' MSL.

Tree 4671' from DER, 16' left of centerline, 676' MSL.

Building 5165' from DER, 504' right of centerline, 90' AGL/696' MSL.

Rwy 30L, terrain 40' from DER, 276' right of centerline, 545' MSL.

Terrain 193' from DER, 270' right of centerline, 547' MSL.

Vehicle on road, terrain, NAVAID, building, fence beginning 282' from DER, on and right of centerline, up to 571' MSL.

Vehicles on road, light poles beginning 836' from DER, 217' right of centerline, up to 580' MSL.

Vehicle on road 906' from DER, 600' left of centerline, 569' MSL.

Terrain, electrical system beginning 1374' from DER, 672' right of centerline, up to 592' MSL.

Pole 1685' from DER, 640' left of centerline, 39' AGL/585' MSL.

Trees beginning 2184' from DER, 820' right of centerline, up to 653' MSL.

Trees beginning 2465' from DER, 863' right of centerline, up to 657' MSL.

Trees, pole, buildings beginning 2669' from DER, 604' right of centerline, up to 661' MSL.

Tree 3506' from DER, 618' left of centerline, 663' MSL.

Trees, building beginning 3665' from DER, 761' right of centerline, up to 665' MSL.

Trees, pole beginning 4157' from DER, 280' right of centerline, up to 682' MSL.

Tree 5154' from DER, 523' left of centerline, 678' MSL.

CON'T



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



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



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ST LOUIS, MO (CON'T)

ST LOUIS LAMBERT INTL (STL) (CON'T)

Rwy 30L (CON'T), tree 5160' from DER, 292' left of centerline, 686' MSL.
Trees beginning 5287' from DER, 199' left of centerline, up to 687' MSL.
Trees beginning 5317' from DER, 538' left of centerline, up to 690' MSL.
Rwy 30R, sign 25' from DER, 255' right of centerline, 3' AGL/529' MSL.
Electrical system 1366' from DER, 710' right of centerline, 34' AGL/567' MSL.
Antenna 1884' from DER, 891' left of centerline, 53' AGL/585' MSL.
Tower 1886' from DER, 899' left of centerline, 54' AGL/587' MSL.
Buildings beginning 1954' from DER, 560' right of centerline, up to 81' AGL/611' MSL.
Tree 4042' from DER, 929' right of centerline, 631' MSL.
Trees beginning 4179' from DER, 450' right of centerline, up to 657' MSL.
Trees beginning 4685' from DER, 289' right of centerline, up to 658' MSL.
Trees beginning 4724' from DER, 89' right of centerline, up to 668' MSL.
Trees beginning 5086' from DER, 220' right of centerline, up to 670' MSL.
Tree 5485' from DER, 132' right of centerline, 671' MSL.

SPIRIT OF ST LOUIS (SUS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 27JUN13 (13178) (FAA)

TAKEOFF MINIMUMS:

Rwy 8R, 200-1¼ or std. w/ min. climb of 238' per NM to 700.
Rwy 26L, 300-2 or std. w/ min. climb of 231' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 8L, fence 46' from DER, 338' right of centerline, 8' AGL/465' MSL.
Building 174' from DER, 498' right of centerline, 38' AGL/495' MSL.
Tree 383' from DER, 426' right of centerline, 31' AGL/488' MSL.
OL on pole 1215' from DER, 96' right of centerline, 43' AGL/496' MSL.
Multiple poles beginning 1202' from DER, 231' right of centerline, up to 48' AGL/498' MSL.
Trees beginning 1245' from DER, 52' left of centerline, up to 80' AGL/533' MSL.
Trees beginning 1229' from DER, 95' right of centerline, up to 60' AGL/516' MSL.
Rwy 8R, antenna 263' from DER, 557' left of centerline, 40' AGL/487' MSL.
Railroad car 752' from DER, 19' left of centerline, 23' AGL/482' MSL.
Antenna on building 142' from DER, 241' left of centerline, 8' AGL/470' MSL.
Trees 5357' from DER, 1793' right of centerline, up to 100' AGL/626' MSL.
Rwy 26L, tree 2240' from DER, 508' right of centerline, 58' AGL/521' MSL.
Tree 1.7 NM from DER, 2670' left of centerline, 100' AGL/759' MSL.
Rwy 26R, tree 33' from DER, 430' right of centerline, up to 9' AGL/464' MSL.
Multiple poles beginning 1269' from DER, left and right of centerline, up to 68' AGL/518' MSL.
Trees beginning 1999' from DER, right and left of centerline, up to 154' AGL/601' MSL.

SALEM, MO

SALEM MEML (K33)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-2¼ or std w/min climb of 237'/NM to 1700.

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 82' from DER, 408' left of centerline, 1244' MSL.
Trees beginning 157' from DER, 284' right of centerline, up to 48' AGL/1263' MSL.
Tree 360' from DER, 402' right of centerline, 1264' MSL.
Tree 459' from DER, 490' left of centerline, 1253' MSL.
Trees beginning 664' from DER, 430' left of centerline, up to 1295' MSL.
Trees beginning 932' from DER, 249' left of centerline, up to 1306' MSL.
Tree 938' from DER, 280' right of centerline, 1276' MSL.
Trees beginning 2620' from DER, 675' right of centerline, up to 1316' MSL.
Tree 2957' from DER, 591' right of centerline, 1318' MSL.
Tree 3029' from DER, 696' right of centerline, 1320' MSL.
Tree 4153' from DER, 409' right of centerline, 74' AGL/1348' MSL.
Rwy 35, tree 5' from DER, 405' right of centerline, 1226' MSL.
Tree 166' from DER, 405' right of centerline, 19' AGL/1231' MSL.
Trees, pole beginning 255' from DER, 245' right of centerline, up to 1255' MSL.
Tree 2413' from DER, 773' right of centerline, 1286' MSL.

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



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



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NC-3



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



25163

SEDALIA, MO

SEDALIA RGNL (DMO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (13234) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 238' from DER, 121' right of centerline, up to 71' AGL/950' MSL.

Tree 2388' from DER, 355' left of centerline, 77' AGL/946' MSL.

Buildings beginning 70' from DER, 447' left of centerline, up to 17' AGL/906' MSL.

Rwy 18, trees beginning 88' from DER, left and right of centerline, up to 61' AGL/970' MSL.**Rwy 23**, trees beginning 6' from DER, left and right of centerline, up to 78' AGL/991' MSL.

Vehicle on road, 23' from DER 504' left of centerline, 8' AGL/927' MSL.

Communication tower 4771' from DER, 582' right of centerline, 163' AGL/1032' MSL.

Rwy 36, trees beginning 583' from DER, 598' right of centerline, up to 68' AGL/ 927' MSL.

Terrain beginning 151' from DER, 307' left of centerline, up to 889' MSL.

SHELDON, IA

SHELDON RGNL (SHL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, light pole 9' from DER, 17' left of centerline, 1' AGL/1413' MSL.

Light pole 10' from DER, 27' right of centerline, 1' AGL/1413' MSL.

Trees beginning 1345' from DER, 422' left of centerline, up to 1473' MSL.

Trees beginning 2977' from DER, 357' left of centerline, up to 1497' MSL.

Rwy 33, light pole beginning 9' from DER, 16' left of centerline, up to 1' AGL/1421' MSL.

Light pole beginning 9' from DER, 18' right of centerline, up to 1' AGL/1420' MSL.

Building, light pole beginning 14' from DER, 74' left of centerline, up to 23' AGL/1441' MSL.

Bush [tmp] 14' from DER, 178' right of centerline, 1423' MSL.

Tree, beacon beginning 31' from DER, 459' left of centerline, up to 1479' MSL.

Antenna on airport beacon, tree, road (n), railroad beginning 55' from DER, 43' left of centerline, up to 1481' MSL.

Bush [tmp] 136' from DER, 196' right of centerline, 1425' MSL.

Bush [tmp] 195' from DER, 350' right of centerline, 1427' MSL.

Road (n) beginning 435' from DER, 166' right of centerline, up to 1436' MSL.

Tree 959' from DER, 366' right of centerline, 1447' MSL.

Tree 1026' from DER, 520' right of centerline, 1464' MSL.

Trees beginning 1027' from DER, 456' right of centerline, up to 1467' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 500-3 or std. w/min. climb of 260' per NM to 1700.**Rwy 12**, 500-2½ or std. w/min. climb of 285' per NM to 1600.**Rwy 30**, 300-1½ or std. w/min. climb of 255' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 4, building 70' from DER, 398' right of centerline, 10' AGL/984' MSL.

Tree 73' from DER, 192' left of centerline, 978' MSL.

Tree 175' from DER, 391' left of centerline, 979' MSL.

Tree 281' from DER, 403' left of centerline, 981' MSL.

Pole 412' from DER, 330' right of centerline, 1007' MSL.

Tree, pole beginning 551' from DER, 263' left of centerline, up to 992' MSL.

Pole 620' from DER, 470' right of centerline, 1010' MSL.

Tree 822' from DER, 646' right of centerline, 1022' MSL.

Tree 1612' from DER, 508' right of centerline, 1034' MSL.

Vegetation beginning 4706' from DER, 1686' right of centerline, up to 100' AGL/1104' MSL.

Tower 2.5 NM from DER, 3152' right of centerline, 491' AGL/1463' MSL.

Rwy 12, vegetation 27' from DER, 233' left of centerline, 974' MSL.

Vegetation 71' from DER, 336' left of centerline, 976' MSL.

Pole, tree beginning 74' from DER, 124' left of centerline, up to 28' AGL/998' MSL.

Tree 75' from DER, 91' right of centerline, 984' MSL.

Tree 96' from DER, 522' right of centerline, 986' MSL.

Trees beginning 106' from DER, 390' right of centerline, up to 18' AGL/990' MSL.

Other, tree beginning 3998' from DER, 62' right of centerline, up to 1100' MSL.

Other 5011' from DER, 68' left of centerline, 1115' MSL.

Other 5490' from DER, 691' right of centerline, 1110' MSL.

Tower 2.1 NM from DER, 2334' left of centerline, 311' AGL/1430' MSL.

Rwy 22, vegetation 101' from DER, 170' right of centerline, 972' MSL.

Fence 200' from DER, 392' left of centerline, 7' AGL/967' MSL.

Catenary, pole beginning 965' from DER, 253' left of centerline, up to 999' MSL.

Tree 2023' from DER, 507' left of centerline, 1030' MSL.

CONT



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



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NC-3



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



25163

SHENANDOAH, IA (CON'T)

SHENANDOAH MUNI (SDA) (CON'T)

Rwy 30, vegetation 73' from DER, 305' right of centerline, 959' MSL.
 Trees beginning 117' from DER, 318' right of centerline, up to 31' AGL/981' MSL.
 Trees beginning 305' from DER, 217' left of centerline, up to 970' MSL.
 Tree 600' from DER, 118' left of centerline, 972' MSL.
 Tree 790' from DER, 192' left of centerline, 977' MSL.
 Tree 876' from DER, 136' right of centerline, 983' MSL.
 Trees beginning 1007' from DER, 273' right of centerline, up to 984' MSL.
 Tree 1398' from DER, 332' left of centerline, 996' MSL.
 Tree 1533' from DER, 432' left of centerline, 1015' MSL.
 Trees beginning 1557' from DER, 432' left of centerline, up to 1044' MSL.
 Tree 2076' from DER, 693' left of centerline, 1049' MSL.
 Tree 5404' from DER, 1808' right of centerline, 1118' MSL.
 Trees beginning 5502' from DER, 1411' right of centerline, up to 1124' MSL.
 Trees beginning 5767' from DER, 1299' right of centerline, up to 1125' MSL.
 Trees beginning 5825' from DER, 1508' right of centerline, up to 1129' MSL.
 Trees beginning 5887' from DER, 1320' right of centerline, up to 1130' MSL.
 Tree, transmission line beginning 6054' from DER, 1374' right of centerline, up to 1144' MSL.
 Tree, transmission line beginning 1.1 NM from DER, 1993' right of centerline, up to 1146' MSL.

SIBLEY, IA

SIBLEY MUNI (ISB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (11125) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1½ or std. w/min. climb of 275' per NM to 1900.

TAKEOFF OBSTACLE NOTES:

Rwy 17, numerous trees beginning 1798' from DER, on runway centerline, up to 100' AGL/1629' MSL.

Vehicles on road 71' from DER, 499' right of centerline, 10' AGL/1539' MSL.

Rwy 35, vehicles on road 189' from DER, 530' left of centerline, 15' AGL/1564' MSL.

Train 401' from DER, 564' left of centerline, 23' AGL/1572' MSL.

Numerous trees beginning 550' from DER, 564' left of centerline, 100' AGL/1649' MSL.

SIKESTON, MO

SIKESTON MEML MUNI (SIK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 08NOV18 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 197' from DER, 462' right of centerline, 335' MSL.

Sign 228' from DER, 490' left of centerline, 13' AGL/323' MSL.

Tree 934' from DER, 502' right of centerline, 30' AGL/340' MSL.

Tree 952' from DER, 670' right of centerline, 373' MSL.

Trees beginning 1112' from DER, 355' right of centerline, up to 389' MSL.

Tree 2830' from DER, 765' left of centerline, 86' AGL/391' MSL.

Tree 3279' from DER, 635' right of centerline, 399' MSL.

Rwy 21, sign 160' from DER, 442' right of centerline, 11' AGL/320' MSL.

Pole, tree beginning 178' from DER, 374' right of centerline, up to 30' AGL/340' MSL.

Pole 609' from DER, 539' left of centerline, 24' AGL/335' MSL.

Building 845' from DER, 501' left of centerline, 29' AGL/341' MSL.

Tree 1088' from DER, 628' right of centerline, 34' AGL/341' MSL.

Pole 1166' from DER, 797' left of centerline, 37' AGL/348' MSL.

Trees beginning 1242' from DER, 422' right of centerline, up to 363' MSL.

Tree 1612' from DER, 579' right of centerline, 70' AGL/377' MSL.

Trees beginning 2304' from DER, 649' right of centerline, up to 69' AGL/380' MSL.

Tree 3181' from DER, 357' right of centerline, 86' AGL/407' MSL.

SIoux CITY, IA

SIoux GATEWAY/BRIG GEN BUD DAY FLD (SUX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 31DEC20 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, std. w/min. climb of 260' per NM to 4300 or 1600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 31, climb heading 313° to 2000 before turning east.

VCOA:

Rwy 36, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sioux Gateway/ Brig Gen Bud Day Fld at or above 2500 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees 2242' from DER, 920' right of centerline, 1162' MSL.

Tree 4517' from DER, 1664' left of centerline, 100' AGL/1209' MSL.

Rwy 18, sign 29' from DER, 212' left of centerline, 6' AGL/1099' MSL.

CON'T



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



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

25163

SIOUX CITY, IA (CON'T)

SIOUX GATEWAY/BRIG GEN BUD DAY FLD (SUX) (CON'T)

Rwy 31, trees 3018' from DER, 122' left of centerline, 1171' MSL.

Trees 3100' from DER, 431' right of centerline, 1173' MSL.

Tree 3205' from DER, 669' right of centerline, 1174' MSL.

Trees 4622' from DER, 1700' left of centerline, 100' AGL/1209' MSL.

Rwy 36, trees beginning 1504' from DER, 495' right of centerline, up to 1172' MSL.

SPENCER, IA

SPENCER MUNI (SPW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, light pole 9' from DER, 29' left of centerline, 1' AGL/1336' MSL.

Terrain 11' from DER, 464' right of centerline, 1337' MSL.

Terrain 114' from DER, 307' right of centerline, 1341' MSL.

Tree 2100' from DER, 896' right of centerline, 74' AGL/1401' MSL.

Trees beginning 2193' from DER, 724' right of centerline, up to 80' AGL/1407' MSL.

Tree 2218' from DER, 711' right of centerline, 86' AGL/1414' MSL.

Tree 2296' from DER, 813' right of centerline, 94' AGL/1418' MSL.

Tree 2360' from DER, 734' right of centerline, 91' AGL/1420' MSL.

Tree 3002' from DER, 959' right of centerline, 107' AGL/1424' MSL.

Rwy 18, NAVAID 40' from DER, 113' right of centerline, 3' AGL/1340' MSL.

Light pole 41' from DER, 113' left of centerline, 4' AGL/1339' MSL.

Trees beginning 717' from DER, 686' right of centerline, up to 54' AGL/1390' MSL.

Pole 780' from DER, 461' left of centerline, 31' AGL/1368' MSL.

Trees beginning 796' from DER, 537' right of centerline, up to 62' AGL/1398' MSL.

Rwy 36, terrain, fences beginning 8' from DER, 389' right of centerline, up to 1341' MSL.

SPRINGFIELD, MO

DOWNTOWN (3DW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10DEC15 (15344) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 500-2 or std. w/min. climb of 326' per NM to 2000.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 108° to 4200 before turning left.

Rwy 29, climb heading 288° to 2000 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 11, trees and buildings beginning 129' from DER, left and right of centerline, up to 80' AGL/1480' MSL.

Rwy 29, trees and buildings beginning 236' from DER, left and right of centerline, up to 80' AGL/1430' MSL.

Tower 1.6 NM from DER, 2322' right of centerline, 498' AGL/1777' MSL.

SPRINGFIELD-BRANSON NTL (SGF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08MAR90 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 300-1 or std. w/min. climb of 250' per NM to 1400.

STEELE, MO

STEELE MUNI (M12)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30APR15 (15120) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple poles beginning 158' from DER, left and right of centerline, up to 34' AGL/292' MSL.

Multiple trees beginning 1837' from DER, 507' left of centerline, up to 100' AGL/359' MSL.

Tree 1842' from DER, 903' right of centerline, 100' AGL/359' MSL.

Rwy 36, tree 608' from DER, 525' right of centerline, 19' AGL/274' MSL.

Vehicles on road beginning 682' from DER, 239' right of centerline, up to 21' AGL/276' MSL.

Multiple trees beginning 3738' from DER, 1382' left of centerline, up to 100' AGL/364' MSL.

STOCKTON, MO

STOCKTON LAKE (MO3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAR13 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 1070' from DER, 339' right of centerline, 75' AGL/1114' MSL.

Tree 2400' from DER, 227' right of centerline, 75' AGL/1114' MSL.

Rwy 19, tree 645' from DER, 8' right of centerline, 75' AGL/1105' MSL.

Tree 1911' from DER, 120' left of centerline, 75' AGL/1115' MSL.

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

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



25163

STORM LAKE, IA

STORM LAKE MUNI (SLB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA - Turf.

TAKEOFF OBSTACLE NOTES:

Rwy 13, lighting 10' from DER, 14' right of centerline, 3' AGL/1469' MSL.

Tree 58' from DER, 250' left of centerline, 1482' MSL.

Trees beginning 1865' from DER, 405' left of centerline, up to 1537' MSL.

Rwy 17, lighting, NAVAID beginning 9' from DER, 18' left of centerline, up to 3' AGL/1482' MSL.

Lighting 10' from DER, 36' right of centerline, 3' AGL/1482' MSL.

Vegetation 103' from DER, 129' left of centerline, 1483' MSL.

Fence 111' from DER, 449' left of centerline, 3' AGL/1489' MSL.

Fences beginning 120' from DER, 450' left of centerline, up to 5' AGL/1491' MSL.

Rwy 31, vehicles on road beginning 34' from DER, 320' right of centerline, up to 1497' MSL.

Terrain 94' from DER, 375' left of centerline, 1482' MSL.

Terrain 191' from DER, 492' left of centerline, 1483' MSL.

Vehicles on road 426' from DER, 50' right of centerline, 1498' MSL.

Tree, building beginning 759' from DER, 598' left of centerline, up to 1529' MSL.

Tree 855' from DER, 547' left of centerline, 1545' MSL.

Tree, building beginning 863' from DER, 618' left of centerline, up to 1546' MSL.

Tree 950' from DER, 530' left of centerline, 1554' MSL.

Tree, vehicles on road beginning 962' from DER, 489' left of centerline, up to 1555' MSL.

Tree 1031' from DER, 700' left of centerline, 1558' MSL.

Tree 1177' from DER, 739' left of centerline, 1561' MSL.

Rwy 35, NAVAID 10' from DER, 55' right of centerline, 2' AGL/1481' MSL.

Vegetation 92' from DER, 175' left of centerline, 1482' MSL.

Tree 252' from DER, 80' right of centerline, 1488' MSL.

Tree 1410' from DER, 698' right of centerline, 1543' MSL.

SULLIVAN, MO

SULLIVAN RGNL (UUV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10AUG23 (23222) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees, tower, poles beginning 176' from DER, 12' left of centerline, up to 966' MSL.

Pole 462' from DER, 471' right of centerline, 31' AGL/941' MSL.

Tree 519' from DER, 447' right of centerline, 960' MSL.

Trees beginning 526' from DER, 246' right of centerline, up to 961' MSL.

Trees beginning 594' from DER, 8' right of centerline, up to 965' MSL.

Rwy 24, pole 485' from DER, 408' right of centerline, 21' AGL/961' MSL.

Trees, buildings beginning 502' from DER, 357' left of centerline, up to 975' MSL.

Pole, tree beginning 525' from DER, 440' right of centerline, up to 30' AGL/971' MSL.

Tree 792' from DER, 419' right of centerline, 997' MSL.

Trees beginning 858' from DER, 449' right of centerline, up to 1004' MSL.

Smokestack, tree, building beginning 1001' from DER, 269' left of centerline, up to 66' AGL/1009' MSL.

Trees beginning 2027' from DER, 313' right of centerline, up to 1008' MSL.

Tree, building beginning 2469' from DER, 78' left of centerline, up to 1016' MSL.

TARKIO, MO

GOULD PETERSON MUNI (K57)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1 w/min. climb of 204' per NM to 1600 or std. w/min. climb of 407' per NM to 1200 or 1100-3 for VCOA.

VCOA:

Rwy 36, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions, to cross Gould Peterson Muni airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicle on road beginning 17' from DER, 340' right of centerline, up to 930' MSL.

Vehicle on road beginning 80' from DER, 339' left of centerline, up to 924' MSL.

Trees beginning 964' from DER, 672' left of centerline, up to 24' AGL/951' MSL.

Transmission line, pole, tree beginning 1200' from DER, 289' right of centerline, up to 67' AGL/982' MSL.

Tree 1582' from DER, 870' left of centerline, 44' AGL/956' MSL.

Trees beginning 1584' from DER, 751' left of centerline, up to 63' AGL/978' MSL.

Trees beginning 1616' from DER, 5' left of centerline, up to 115' AGL/1030' MSL.

Transmission line, tree beginning 2121' from DER, 163' right of centerline, up to 72' AGL/985' MSL.

Tree 2176' from DER, 160' right of centerline, 84' AGL/1007' MSL.

Trees beginning 2177' from DER, 161' right of centerline, up to 101' AGL/1013' MSL.

Tree, transmission line beginning 2275' from DER, on centerline, up to 97' AGL/1018' MSL.

CONT



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



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

25163

TARKIO, MO (CON'T)

GOULD PETERSON MUNI (K57) (CON'T)

Rwy 36, vehicles on road beginning 4' from DER, 365' left of centerline, up to 930' MSL.
 Building, vehicle on road beginning 43' from DER, 361' right of centerline, up to 26' AGL/939' MSL.
 Vehicle on road beginning 212' from DER, 125' left of centerline, up to 931' MSL.
 Wind indicator, pole, building, vehicle on road, tree beginning 429' from DER, 29' right of centerline, up to 41' AGL/957' MSL.
 Vehicle on road beginning 541' from DER, 101' left of centerline, up to 932' MSL.
 Pole, vehicle on road, trees beginning 545' from DER, on centerline, up to 31' AGL/947' MSL.
 Tree, terrain, pole, transmission line beginning 693' from DER, 7' right of centerline, up to 1026' MSL.
 Pole, transmission line beginning 747' from DER, 185' left of centerline, up to 35' AGL/950' MSL.
 Tree 1255' from DER, 449' left of centerline, 47' AGL/961' MSL.
 Tree 1357' from DER, 425' left of centerline, 52' AGL/970' MSL.
 Tree 1469' from DER, 431' left of centerline, 55' AGL/975' MSL.
 Trees beginning 1535' from DER, 64' left of centerline, up to 64' AGL/985' MSL.
 Trees beginning 1850' from DER, 157' left of centerline, up to 67' AGL/990' MSL.
 Tree 1863' from DER, 182' left of centerline, 62' AGL/991' MSL.
 Trees beginning 1864' from DER, 22' left of centerline, up to 58' AGL/992' MSL.
 Trees beginning 1871' from DER, 266' left of centerline, up to 66' AGL/993' MSL.
 Trees beginning 1880' from DER, 40' left of centerline, up to 66' AGL/1001' MSL.
 Trees beginning 1890' from DER, 8' left of centerline, up to 74' AGL/1005' MSL.
 Tree, terrain beginning 1891' from DER, 21' right of centerline, up to 1042' MSL.
 Trees beginning 1998' from DER, 31' left of centerline, up to 69' AGL/1010' MSL.
 Trees beginning 2021' from DER, 7' left of centerline, up to 77' AGL/1018' MSL.
 Tree, terrain beginning 2037' from DER, on centerline, up to 1046' MSL.
 Trees beginning 2067' from DER, 19' left of centerline, up to 77' AGL/1019' MSL.
 Trees beginning 2086' from DER, 33' left of centerline, up to 78' AGL/1021' MSL.
 Tree, terrain beginning 2124' from DER, on centerline, up to 1022' MSL.
 Trees beginning 2782' from DER, 2' left of centerline, up to 61' AGL/1023' MSL.
 Trees beginning 3218' from DER, 33' right of centerline, up to 55' AGL/1047' MSL.
 Tree, terrain beginning 3226' from DER, 56' right of centerline, up to 1065' MSL.
 Tree 3231' from DER, 1323' right of centerline, 57' AGL/1077' MSL.
 Tower 1.1 NM from DER, on centerline, up to 325' AGL/1391' MSL.

TIPTON, IA

MATHEWS MEML (8C4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (21112) (FAA)

DEPARTURE PROCEDURE:

Rwy 29, climb heading 288° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL.
 Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL.
 Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL.
Rwy 29, tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL.
 Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

TRENTON, MO

TRENTON MUNI (TRX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 31JAN19 (19031) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, 500-2 or std. w/min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 182° to 1400 before proceeding on course.

Rwy 36, climb heading 002° to 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 27' from DER, 482' left of centerline, 9' AGL/764' MSL.
 Fence 114' from DER, 209' left of centerline, 21' AGL/776' MSL.
 Pole sign beginning 114' from DER, 213' left of centerline, up to 27' AGL/782' MSL.
 Ground, tree, pole, building, fence, sign, bridge, beginning 263' from DER, 35' left of centerline, up to 64' AGL/821' MSL.
 Trees, beginning 1071' from DER, 253' left of centerline, up to 76' AGL/857' MSL.
Rwy 36, tree 2' from DER, 247' right of centerline, 2' AGL/759' MSL.
 Trees, terrain, fence, bridge, road, pole, beginning 12' from DER, 139' right of centerline, up to 64' AGL/821' MSL.
 Fence 78' from DER, 364' left of centerline, 4' AGL/762' MSL.
 Tree, terrain, sign, pole, beginning 189' from DER, 23' left of centerline, up to 57' AGL/814' MSL.
 Tree 2539' from DER, 185' right of centerline, 12' AGL/838' MSL.

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

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

25163

VINTON, IA

VINTON VETERANS MEML AIRPARK (VTI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24MAR22 (22083) (FAA)

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 091° to 2800 before turning left.**Rwy 16**, climb on heading 159° to 2800 before turning.**Rwy 27**, climb on heading 272° to 2800 before turning.**Rwy 34**, climb on heading 339° to 2800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 9, building, pole beginning 154' from DER, 195' right of centerline, up to 29' AGL/868' MSL.

Tree 453' from DER, 574' left of centerline, 880' MSL.

Trees, poles beginning 643' from DER, 131' left of centerline, up to 890' MSL.

Trees, building, tower beginning 959' from DER, 462' right of centerline, up to 878' MSL.

Tree 981' from DER, 737' left of centerline, 907' MSL.

Tree 1010' from DER, 676' left of centerline, 909' MSL.

Trees beginning 1090' from DER, 170' right of centerline, up to 881' MSL.

Rwy 16, vehicle on road 171' from DER, 5' left of centerline, 844' MSL.

Trees, building beginning 256' from DER, 384' right of centerline, up to 929' MSL.

Trees 358' from DER, 8' left of centerline, 919' MSL.

Trees, building beginning 396' from DER, 345' left of centerline, up to 100' 929' MSL.

Rwy 27, trees beginning 854' from DER, 517' left of centerline, up to 909' MSL.**Rwy 34**, farm equipment 327' from DER, 274' left of centerline, 854' MSL.

Trees 524' from DER, 580' left of centerline, up to 929' MSL.

WARRENSBURG, MO

SKYHAVEN (RCM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 08SEP22 (22251) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 192' from DER, 341' right of centerline, up to 37' AGL/817' MSL.**Rwy 14**, sign and vehicles on road beginning 177' from DER, on centerline, up to 30' AGL/815' MSL.**Rwy 19**, trees beginning 5' from DER, 177' right of centerline, up to 27' AGL/815' MSL.

Bldg, sign, multiple trees and poles beginning 466' from DER, 188' left of centerline up to 48' AGL/837' MSL.

Transmission lines beginning 1219' from DER, 188' left of centerline, up to 40' AGL/832' MSL.

WARSAW, MO

WARSAW MUNI (RAW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 616' from DER, 475' left of centerline, 38' AGL/944' MSL.**Rwy 36**, trees beginning 233' from DER, 284' left of centerline, up to 100' AGL/1006' MSL. Building 3720' from DER, 193' right of centerline, 100' AGL/1029' MSL.

WASHINGTON, IA

WASHINGTON MUNI (AWG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAR16 (16091) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 400-2½ or std. w/min. climb of 208' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 1411' from DER, 280' right of centerline, up to 58' AGL/807' MSL.**Rwy 18**, terrain 140' from DER, 466' right of centerline, 6' AGL/755' MSL.**Rwy 31**, tower 1.98 NM from DER, 397' right of centerline, 308' AGL/1065' MSL.**Rwy 36**, tank 5303' from DER, 285' left of centerline, 150' AGL/893' MSL.

WASHINGTON, MO

WASHINGTON RGNL (FYG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22OCT09 (09295) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 400-2½ or std. w/min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 15, climb heading 153° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 15, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL.**Rwy 33**, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL.

Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

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

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



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WATERLOO, IA

WATERLOO RGNL (ALO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 22APR21 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1% or std. w/min. climb of 235' per NM to 1100.

TAKEOFF OBSTACLE NOTES:

Rwy 18, NAVAID 40' from DER, 150' left of centerline, 4' AGL/870' MSL.
NAVAID 40' from DER, 149' right of centerline, 4' AGL/870' MSL.
Vehicle on road beginning 465' from DER, 500' right of centerline, up to 883' MSL.
Trees beginning 2383' from DER, 802' right of centerline, up to 940' MSL.
Tree 2539' from DER, 802' left of centerline, 948' MSL.
Tree 2852' from DER, 1262' right of centerline, 941' MSL.
Rwy 30, sign 15' from DER, 275' left of centerline, 3' AGL/875' MSL.
Trees beginning 554' from DER, 603' right of centerline, up to 891' MSL.
Tree 1904' from DER, 637' right of centerline, 925' MSL.
Tree 2112' from DER, 883' right of centerline, 929' MSL.
Tree 2163' from DER, 936' right of centerline, 931' MSL.
Tree 2213' from DER, 1004' right of centerline, 940' MSL.
Tree 4202' from DER, 1342' right of centerline, 978' MSL.
Trees beginning 4337' from DER, 1541' right of centerline, up to 995' MSL.
Rwy 36, terrain, NAVAID beginning 20' from DER, 150' left of centerline, up to 875' MSL.
NAVAID 28' from DER, 148' right of centerline, 4' AGL/872' MSL.
Tree 909' from DER, 605' right of centerline, 932' MSL.
Tree 1093' from DER, 752' right of centerline, 945' MSL.
Trees beginning 1131' from DER, 542' right of centerline, up to 950' MSL.
Tree 1243' from DER, 543' right of centerline, 957' MSL.
Tree, pole beginning 1463' from DER, 9' right of centerline, up to 960' MSL.
Tree 1744' from DER, 122' left of centerline, 926' MSL.
Trees beginning 1781' from DER, 10' left of centerline, up to 935' MSL.
Trees beginning 2191' from DER, 9' left of centerline, up to 959' MSL.
Tree, pole beginning 2217' from DER, 4' right of centerline, up to 976' MSL.
Trees beginning 2614' from DER, 1' right of centerline, up to 980' MSL.
Trees beginning 2734' from DER, 6' right of centerline, up to 983' MSL.
Trees beginning 4421' from DER, 460' right of centerline, up to 984' MSL.
Trees beginning 4452' from DER, 418' right of centerline, up to 987' MSL.
Tree 4480' from DER, 480' right of centerline, 988' MSL.
Tree 4484' from DER, 457' right of centerline, 993' MSL.
Tree 4485' from DER, 502' right of centerline, 995' MSL.
Trees beginning 4525' from DER, 441' right of centerline, up to 996' MSL.
Trees beginning 4564' from DER, 402' right of centerline, up to 1003' MSL.
Trees beginning 4598' from DER, 378' right of centerline, up to 1006' MSL.
Trees beginning 4670' from DER, 383' right of centerline, up to 1007' MSL.
Trees beginning 4764' from DER, 384' right of centerline, up to 1010' MSL.
Trees beginning 4793' from DER, 357' right of centerline, up to 1011' MSL.
Trees beginning 4840' from DER, 400' right of centerline, up to 1013' MSL.
Trees beginning 4846' from DER, 26' right of centerline, up to 1016' MSL.
Tree 5110' from DER, 27' left of centerline, 1009' MSL.
Tree 5180' from DER, 6' left of centerline, 1010' MSL.
Tree 5426' from DER, 721' right of centerline, 1028' MSL.

WAVERLY, IA

WAVERLY MUNI (C25)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 31DEC20 (20366) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 666' from DER, 628' right of centerline, 1018' MSL.
Transmission line beginning 1594' from DER, 448' left of centerline, up to 60' AGL/1025' MSL.
Transmission line 1812' from DER, 36' right of centerline, 65' AGL/1026' MSL.
Tree, transmission line beginning 1848' from DER, 250' right of centerline, up to 1036' MSL.
Rwy 29, pole 131' from DER, 481' right of centerline, 29' AGL/1002' MSL.
Traverse way 140' from DER, 498' left of centerline, 998' MSL.
Tree 398' from DER, 341' left of centerline, 1022' MSL.
Tree, grain elevator beginning 422' from DER, 393' left of centerline, up to 1040' MSL.
Tree 768' from DER, 441' left of centerline, 1042' MSL.



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



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NC-3

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

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WEBSTER CITY, IA

WEBSTER CITY MUNI (EBS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 23, NA-Environment.

TAKEOFF OBSTACLE NOTES:

Rwy 14, bush 22' from DER, 302' left of centerline, 5' AGL/1125' MSL.

Bush 189' from DER, 487' right of centerline, 9' AGL/1129' MSL.

Trees beginning 1838' from DER, 225' left of centerline, up to 65' AGL/1185' MSL.

Rwy 32, vehicles on roadway, 354' from DER, 497' right of centerline, up to 15' AGL/1119' MSL.

WEST PLAINS, MO

WEST PLAINS RGNL (UNO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT1 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ or std. w/ a min. climb of 215' per NM to 1500, or alternatively, with std. takeoff minimums and a normal 200' per MN climb gradient, takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 98' from DER, 65' right of centerline, up to 100' AGL/1339' MSL.

Vehicle on road, 199' from DER, 302' left of centerline, 15' AGL/1254' MSL.

Trees beginning 978' from DER, 388' left of centerline, up to 77' AGL/1277' MSL.

Rwy 36, trees beginning 374' from DER, 265' left of centerline, up to 100' AGL/1319' MSL.

Trees beginning 644' from DER, 631' right of centerline, up to 100' AGL/1319' MSL.

Trees beginning 2690' from DER, 601' right of centerline, up to 100' AGL/1339' MSL.

Trees beginning 5800' from DER, 1171' left of centerline, up to 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L SCOTT MUNI (3Y2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAR16 (16091) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, buildings beginning 105' from DER, 322' left of centerline, up to 1207' MSL.

Tower 315' from DER, 296' left of centerline, 23' AGL/1212' MSL.

Pole 341' from DER, 432' left of centerline, 34' AGL/1221' MSL.

Pole and tower beginning 342' from DER, 262' left of centerline, up to 35' AGL/1223' MSL.

NAVAID and pole beginning 345' from DER, 266' left of centerline, up to 39' AGL/1227' MSL.

Tree 2139' from DER, 1012' left of centerline, 1265' MSL.

Tree 2370' from DER, 998' left of centerline, 1273' MSL.

Tree 2477' from DER, 908' left of centerline, 1286' MSL.

Rwy 35, tree 58' from DER, 202' right of centerline, 1236' MSL.

T-I tower 842' from DER, 610' left of centerline, 28' AGL/1260' MSL.

Pole 961' from DER, 389' right of centerline, 30' AGL/1257' MSL.

Pole 1068' from DER, 407' left of centerline, 28' AGL/1266' MSL.

Tree 1136' from DER, 573' left of centerline, 1270' MSL.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20AUG15 (15232)

TAKEOFF OBSTACLE NOTES:

Rwy 1, aircraft 17' AGL/886' MSL, 40' inward of DER, 531' left of centerline.**Rwy 19**, tree 95' AGL/945' MSL, 3411' from DER, 1073' right of centerline.

WINTERSET, IA

WINTERSET MUNI (3Y3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08JAN15 (15008) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 132' from DER, left and right of centerline, up to 100' AGL/1121' MSL.**Rwy 32**, vehicles on road beginning 43' from DER, left and right of centerline, up to 15' AGL/1154' MSL.

Pole 158' from DER, 190' left of centerline 26' AGL/1139' MSL.

Trees beginning 548' from DER, left and right of centerline, up to 100' AGL/1186' MSL.

Building 599' from DER, 418' left of centerline, 25' AGL/1140' MSL.

INSTRUMENT APPROACH PROCEDURE CHARTS

A

IFR ALTERNATE AIRPORT MINIMUMS

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

⚠️NA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **⚠️NA** designation are not listed in this section. **⚠️** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	600-2	800-2
⚠️ Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	
US Military (USA/USN/USAF)	See Service Regulations	

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).

NAMEALTERNATE MINIMUMS

ALGONA, IA

ALGONA MUNI (AXA).....RNAV (GPS) Rwy 12
NA when local weather not available.

AMES, IA

AMES MUNI (AMW).....RNAV (GPS) Rwy 19
NA when local weather not available.

ANKENY, IA

ANKENY RGNL (IKV).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36

Category D, 900-2¼.

ATLANTIC, IA

ATLANTIC MUNI (AIO).....RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

NA when local weather not available.
Category C, 800-2¼.

BOONE, IA

BOONE MUNI (BNW).....RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

NAMEALTERNATE MINIMUMS

BRANSON, MO

BRANSON (BBG).....RNAV (GPS) Rwy 14¹
RNAV (GPS) Rwy 32²

NA when local weather not available.
¹Category C, 800-2¼; Category D, 800-2½.
²Category C, 1000-2¼; Category D, 1000-3.

BURLINGTON, IA

SOUTHEAST IOWA
RGNL (BRL).....RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR Rwy 12
VOR Rwy 30

NA when local weather not available.

CAMDENTON, MO

CAMDENTON MEML-LAKE
RGNL (OZS).....RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

CAPE GIRARDEAU, MO

CAPE GIRARDEAU

RGNL (CGI).....ILS or LOC Rwy 10¹²

LOC BC Rwy 28¹³

RNAV (GPS) Rwy 2³

RNAV (GPS) Rwy 10³

RNAV (GPS) Rwy 20³

RNAV (GPS) Rwy 28³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2¼.

³Category D, 800-2¼.

CARROLL, IA

ARTHUR

N NEU (CIN).....RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

NA when local weather not available.

CEDAR RAPIDS, IA

THE EASTERN

IOWA (CID).....ILS or LOC Rwy 9¹

ILS or LOC Rwy 27¹²

RNAV (GPS) Rwy 9³

RNAV (GPS) Rwy 27³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2¼.

³Category D, 800-2¼.

CENTERVILLE, IA

CENTERVILLE

MUNI (TVK).....RNAV (GPS) Rwy 16

RNAV (GPS) Rwy 34

NA when local weather not available.

CHARITON, IA

CHARITON

MUNI (CNC).....RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 17

NA when local weather not available.

CHARLES CITY, IA

NORTHEAST

IOWA RGNL (CCY).....RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

NA when local weather not available.

CHEROKEE, IA

CHEROKEE COUNTY

RGNL (CKP).....RNAV (GPS) Rwy 18

Category C, 900-2½; Category D, 1000-3.

CLARINDA, IA

SCHENCK FLD (ICL).....RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 20

Category C, 800-2¼; Category D, 800-2½.

NAME

ALTERNATE MINIMUMS

CLARION, IA

CLARION

MUNI (CAV).....RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 32

NA when local weather not available.

CLINTON, IA

CLINTON MUNI (CWI).....ILS or LOC Rwy 3

RNAV (GPS) Rwy 3

RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 21

RNAV (GPS) Rwy 32

NA when local weather not available.

CLINTON, MO

CLINTON

RGNL (GLY).....RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 22

RNAV (GPS) Rwy 36

NA when local weather not available.

COLUMBIA, MO

COLUMBIA RGNL (COU).....ILS or LOC Rwy 2¹

RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 20

RNAV (GPS) Rwy 31

VOR Rwy 13²

VOR Y Rwy 20

VOR Z Rwy 20

NA when local weather not available.

¹NA when control tower closed.

²Categories A, B, 1000-2; Categories C, D, 1000-3.

COUNCIL BLUFFS, IA

COUNCIL BLUFFS

MUNI (CBF).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

VOR-A

NA when local weather not available.

CRESTON, IA

CRESTON MUNI (CSQ).....RNAV (GPS) Rwy 16

RNAV (GPS) Rwy 34

NA when local weather not available.

DAVENPORT, IA

DAVENPORT

MUNI (DVN).....ILS or LOC Rwy 15

RNAV (GPS) Rwy 3

RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 21

RNAV (GPS) RWY 33

VOR Rwy 3

VOR Rwy 21

NA when local weather not available.

NAME ALTERNATE MINIMUMS

DECORAH, IA

DECORAH MUNI (DEH).....**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

DENISON, IA

DENISON MUNI (DNS).....**RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

Category C, 900-2½.

DES MOINES, IA

DES MOINES

INTL (DSM).....**ILS or LOC Rwy 5¹**
ILS or LOC Rwy 13¹
ILS or LOC Rwy 31²
RNAV (GPS) Rwy 5³⁴
RNAV (GPS) Rwy 13³
RNAV (GPS) Rwy 23³⁴
RNAV (GPS) Rwy 31³
VOR Rwy 23⁵

¹LOC, Category D, 900-2½.

²LOC, Category D, 900-2½; Category E, 900-2¼.

³Category D, 900-2½.

⁴NA when local weather not available.

⁵Category C, 800-2¼; Category D, 900-2½.

DUBUQUE, IA

DUBUQUE

RGNL (DBQ).....**ILS or LOC Rwy 36¹²**
LOC Rwy 31¹³
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 13³
VOR Rwy 31⁴
VOR Rwy 36³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2¼.

³Category D, 800-2¼.

⁴Category C, 800-2¼; Category D, 800-2½.

ESTHERVILLE, IA

ESTHERVILLE

MUNI (EST).....**RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

FAIRFIELD, IA

FAIRFIELD MUNI (FFL).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

FARMINGTON, MO

FARMINGTON

RGNL (FAM).....**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

NAME ALTERNATE MINIMUMS

FOREST CITY, IA

FOREST CITY MUNI/
 TRIMBLE FLD (FX).....**RNAV (GPS) Rwy 15¹**
RNAV (GPS) Rwy 33¹
VOR-A

NA when local weather not available.

¹Category C, 900-2½; Category D, 900-2¼.

FORT DODGE, IA

FORT DODGE

RGNL (FOD).....**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 30

NA when local weather not available.

Category D, 1000-3.

FORT LEONARD WOOD, MO

WAYNESVILLE-ST ROBERT RGNL FORNEY

FLD (TBN).....**ILS or LOC Rwy 15¹**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR Rwy 15¹
VOR Rwy 33¹

NA when local weather not available.

¹NA when control tower closed.

FORT MADISON, IA

FORT MADISON

MUNI (FSW).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

Category D, 800-2½.

GRINNELL, IA

GRINNELL RGNL (GGI).....**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR/DME Rwy 31

NA when local weather not available.

HARRISONVILLE, MO

LAWRENCE SMITH

MEML (LRY).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

INDEPENDENCE, IA

JAMES H CONNELL FLD AT INDEPENDENCE

MUNI (IIB).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 1500-3.

NAME

ALTERNATE MINIMUMS

IOWA CITY, IA

IOWA CITY
MUNI (IOW).....RNAV (GPS) Rwy 25¹
RNAV (GPS) Rwy 30¹
VOR-A

NA when local weather not available.

¹Category C, 800-2¼; Category D, 800-2½.

IOWA FALLS, IA

IOWA FALLS
MUNI (IFA).....RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

JEFFERSON CITY, MO

JEFFERSON CITY
MEML (JEF).....ILS or LOC Rwy 30¹²
RNAV (GPS) Rwy 12³
RNAV (GPS) Rwy 30³

NA when local weather not available.

¹NA control tower closed.

²LOC, Category C, 800-2¼; Category D, 1100-3.

³Category C, 800-2¼; Category D, 1100-3.

JOPLIN, MO

JOPLIN RGNL (JLN).....ILS or LOC Rwy 13¹
ILS or LOC Rwy 18²

¹NA when tower closed.

²NA when control tower closed.

KAISER/LAKE OZARK, MO

LEE C FINE
MEML (AIZ).....RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4

NA when local weather not available.

KANSAS CITY, MO

KANSAS CITY DOWNTOWN/WHEELER
FLD (MKC).....ILS or LOC Rwy 4¹
ILS or LOC Rwy 19²
RNAV (GPS) Rwy 4³
RNAV (GPS) Y Rwy 19³

¹LOC, Categories A, B, 900-2;
Categories C, D, 900-2¼.

²LOC, Category D, 800-2½.

³Category D, 800-2½.

KEOKUK, IA

KEOKUK MUNI (EOK).....RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32

NA when local weather not available.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK).....ILS or LOC Rwy 36

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

KNOXVILLE, IA

KNOXVILLE
MUNI (OXV).....RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

LAMONI, IA

LAMONI MUNI (LWD).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

LE MARS, IA

LE MARS MUNI (LRJ).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

LEE'S SUMMIT, MO

KANSAS CITY/LEE'S SUMMIT
RGNL (LXT).....RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 18¹
RNAV (GPS) Rwy 29¹
RNAV (GPS) Rwy 36¹
VOR-A¹

Category C, 800-2¼; Category D, 800-2½.

¹NA when local weather not available.

MALDEN, MO

MALDEN RGNL (MAW).....RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 32
RNAV (GPS) Rwy 36

NA when local weather not available.

MARSHALLTOWN, IA

MARSHALLTOWN
MUNI (MIW).....RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

Category D, 900-2¼.

MASON CITY, IA

MASON CITY
MUNI (MCW).....ILS or LOC Rwy 36
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR Rwy 36

NA when local weather not available.

MAURICE, IA

SIOUX COUNTY
RGNL (SXX).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

Category D, 800-2¼.

NAME

ALTERNATE MINIMUMS

MOBERLY, MO

OMAR N

BRADLEY (MBY).....RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

NA when local weather not available.

MONETT, MO

MONETT RGNL (HFJ).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 800-2½.

MONTICELLO, IA

MONTICELLO

RGNL (MXO).....RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

NA when local weather not available.

MOSBY, MO

MIDWEST NTL AIR

CENTER (GPH).....RNAV (GPS) Rwy 36

NA when local weather not available.

MOUNT PLEASANT, IA

MOUNT PLEASANT

MUNI (MPZ).....RNAV (GPS) Rwy 15¹

RNAV (GPS) Rwy 33

NA when local weather not available.

¹Categories A, B, C, 800-2¼.

MUSCATINE, IA

MUSCATINE

MUNI (MUT).....RNAV (GPS) Rwy 6¹

RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 24²

RNAV (GPS) Rwy 30

NA when local weather not available.

¹Categories A, B, C, 800-2½; Category D, 1000-3.

²Category D, 1000-3.

NEOSHO, MO

NEOSHO HUGH

ROBINSON (EOS).....RNAV (GPS) Rwy 1

RNAV (GPS) Rwy 19

NA when local weather not available.

NEWTON, IA

NEWTON MUNI-EARL JOHNSON

FLD (TNU).....RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 32

VOR Rwy 14

NA when local weather not available.

OELWEIN, IA

OELWEIN

MUNI (OLZ).....RNAV (GPS) Rwy 13

Category D, 800-2¼.

NAME

ALTERNATE MINIMUMS

OSCEOLA, IA

OSCEOLA

MUNI (I75).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

OSKALOOSA, IA

OSKALOOSA

MUNI (OOA).....RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

NA when local weather not available.

OTTUMWA, IA

OTTUMWA

RGNL (OTM).....RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

NA when local weather not available.

PELLA, IA

PELLA MUNI (PEA).....RNAV (GPS) Rwy 16

RNAV (GPS) Rwy 34

NA when local weather not available.

PERRY, IA

PERRY MUNI (PRO).....RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 32

NA when local weather not available.

Category D, 900-2¾.

PERRYVILLE, MO

PERRYVILLE

RGNL (PCD).....RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 20

VOR-A

NA when local weather not available.

Category C, 900-2¾; Category D, 900-3.

POPLAR BLUFF, MO

POPLAR BLUFF RGNL

BUSINESS (POF).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

RED OAK, IA

RED OAK

MUNI (RDK).....RNAV (GPS) Rwy 5¹

RNAV (GPS) Rwy 17

NA when local weather not available.

¹Categories A, B, 800-2¼.

ROLLA-VICHY, MO

ROLLA NTL (VIH).....RNAV (GPS) Rwy 4

VOR Rwy 22

VOR/DME Rwy 4

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ST CHARLES, MO

ST CHARLES COUNTY RGNL/
SMARTT FLD (SET)..... **RNAV (GPS) Rwy 18**
VOR Rwy 18

NA when local weather not available.
Category C, 800-2¼.

ST JOSEPH, MO

ROSECRANS
MEML (STJ)..... **ILS or LOC Rwy 35¹²**
LOC BC Rwy 17¹³
RNAV (GPS) Rwy 13⁴⁵
RNAV (GPS) Rwy 17⁴⁶
RNAV (GPS) Rwy 31³⁴
RNAV (GPS) Rwy 35⁴⁶
VOR or TACAN Rwy 17⁶
VOR or TACAN Rwy 35⁶

- ¹NA when control tower closed.
²LOC, Category C, 800-2¼; Category D, 900-2¼;
Category E, 1000-3.
³Category C, 800-2¼; Category D, 900-2¼.
⁴NA when local weather not available.
⁵Category C, 800-2¼; Category D, 900-2¼.
⁶Category C, 800-2¼; Category D, 900-2¼;
Category E, 1000-3.

ST LOUIS, MO

SPIRIT OF
ST LOUIS (SUS)..... **ILS or LOC Rwy 8R¹**
ILS or LOC Rwy 26L²³⁴
RNAV (GPS) Rwy 8L²
RNAV (GPS) Rwy 8R⁵
RNAV (GPS) Rwy 26L²⁵
RNAV (GPS) Rwy 26R²

- ¹ILS, LOC, Category D, 900-3.
²NA when local weather not available.
³NA when control tower closed.
⁴LOC, Category D, 900-3.
⁵Category D, 900-3.

SEDALIA, MO

SEDALIA
RGNL (DMO)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.
Category D, 800-2¼.

SHELDON, IA

SHELDON
RGNL (SHL)..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.

SHENANDOAH, IA

SHENANDOAH
MUNI (SDA)..... **RNAV (GPS) Rwy 4**
VOR/DME Rwy 12

NA when local weather not available.

NAME ALTERNATE MINIMUMS

SIOUX CITY, IA

SIOUX GATEWAY/BRIG GENERAL BUD
DAY FLD (SUX)..... **ILS or LOC Rwy 13¹²**
ILS or LOC Rwy 31¹³
RNAV (GPS) Rwy 13⁴
RNAV (GPS) Rwy 18⁵
RNAV (GPS) Rwy 31⁴
RNAV (GPS) Rwy 36⁵

- NA when local weather not available.
¹NA when control tower closed.
²LOC, Category D, 800-2¼; Category E, 900-3.
³LOC, Category D, 800-2¼; Category E, 900-3.
⁴Category D, 800-2¼; Category E, 1000-3.
⁵Category D, 800-2¼.

SPENCER, IA

SPENCER
MUNI (SPW)..... **RNAV (GPS) Rwy 12¹**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 30¹
RNAV (GPS) Rwy 36
VOR Rwy 30¹

- NA when local weather not available.
¹Category C, 800-2¼, Category D, 800-2¼.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON
NTL (SGF)..... **ILS or LOC Rwy 2¹**
ILS or LOC Rwy 14²
RNAV (GPS) Rwy 2³
RNAV (GPS) Rwy 20³
RNAV (GPS) Rwy 32³
VOR/DME or TACAN Rwy 2⁴
VOR or TACAN Rwy 20⁴

- ¹ILS, Category D, 700-2, Category E, 900-3. LOC,
Category E, 900-3.
²ILS, Category D, 700-2.
³NA when local weather not available.
⁴Category E, 800-2¼.

STORM LAKE, IA

STORM LAKE
MUNI (SLB)..... **RNAV (GPS) Rwy 17**

NA when local weather not available.

VINTON, IA

VINTON VETERANS MEML
AIRPARK (VTI)..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

WARRENSBURG, MO

SKYHAVEN (RCM)..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
WASHINGTON, IA			
WASHINGTON			
MUNI (AWG).....	RNAV (GPS) Rwy 13		
	RNAV (GPS) Rwy 18		
	RNAV (GPS) Rwy 31		
	RNAV (GPS) Rwy 36		
	VOR Rwy 36		
Category C, 800-2¼.			
WASHINGTON, MO			
WASHINGTON			
RGNL (FYG).....	RNAV (GPS) Rwy 15		
	RNAV (GPS) Rwy 33		
	VOR-A		
NA when local weather not available.			
Category C, 1100-3.			
WATERLOO, IA			
WATERLOO			
RGNL (ALO).....	ILS or LOC Rwy 12 ¹²		
	LOC BC Rwy 30 ¹²		
	RNAV (GPS) Rwy 12 ³		
	RNAV (GPS) Rwy 18 ³		
	RNAV (GPS) Rwy 30 ³		
	RNAV (GPS) Rwy 36 ³		
	VOR Rwy 12 ³		
	VOR Rwy 18 ³⁴		
¹ NA when control tower closed.			
² LOC, Category D, 800-2¼.			
³ Category D, 800-2¼.			
⁴ NA when local weather not available.			
WEBSTER CITY, IA			
WEBSTER CITY			
MUNI (EBS).....	RNAV (GPS) Rwy 14		
	RNAV (GPS) Rwy 32		
NA when local weather not available.			
WEST PLAINS, MO			
WEST PLAINS			
RGNL (UNO).....	RNAV (GPS) Rwy 18		
	RNAV (GPS) Rwy 36		
NA when local weather not available.			


NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025


RADAR INSTRUMENT APPROACH MINIMUMS


ST JOSEPH, MO
ROSECRANS MEML (STJ)
RADAR-1 120.35 360.8 

Amdt 2, 02FEB17 (21112) (FAA) ELEV 827

PAR	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
	17	3.00°/52/998	ABCDE	1027-¾	200	(200-¾)				
ASR	35 17		ABCDE AB	1220-1¼ 1380-1¼	405 553	(500-1¼) (600-1¼)	CDE	1380-1½	553	(600-1½)
 CIRCLING	ALL RWY		A C E	1400-1¼ 1620-2¼ 1760-3	573 793 933	(600-1¼) (800-2¼) (1000-3)	B D	1420-1¼ 1640-2¼	593 813	(600-1¼) (900-2¼)

When St Joseph approach control closed, procedure NA.

WHITEMAN AFB (KSZL), Knob Noster, MO Amdt 5 (22027) USAF ELEV 871
RADAR¹² - (E) 125.1 284.0 

ASR ⁶	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
	19 ³		AB CDE	1260/24 1260/35	389 389	(400-½) (400-¾)
	1 ⁴		AB CDE	1260/24 1260/40	423 423	(400-½) (400-¾)
 CIR ⁵⁶	1-19		A B C DE	1300-1 1340-1 1340-1½ 1460-2	429 469 469 589	(500-1) (500-1) (500-1½) (600-2)

¹Opr H24 fr 1300Z++ Mon thru 0500Z++ Sat; 1400-2300Z++ Sat-Sun; clsd hol.
²ASR No NOTAM MP 0700-1300Z++ Mon and Tue.
³When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1½ miles.
⁴When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.
⁵Circling NA W of Rwy 1-19.
⁶Lost communications instructions will be issued in accordance with FAAO 7110.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 318.8 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RADAR INSTRUMENT APPROACH MINIMUMS

21112

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.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
COLUMBIA, MO			
COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	2,714 feet
DUBUQUE, IA			
DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
SIOUX CITY, IA			
SIOUX GATEWAY/BRIG GENERAL BUD			
DAY FLD (SUX)	13	18-36	5,400 feet
	18	13-31	4,740 feet
WATERLOO, IA			
WATERLOO RGNL (ALO)	30	18-36	4,800 feet
	36	12-30	3,650 feet

21112

NC-3, 12 JUN 2025 to 07 AUG 2025

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25051

HOT SPOTS

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

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

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
COLUMBIA, MO COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
COUNCIL BLUFFS, IA COUNCIL BLUFFS MUNI (CBF)	HS 1	Rwy 14 not visible. Use CTAF.
	HS 2	Rwy 18 not visible. Use CTAF.
DES MOINES, IA DES MOINES INTL (DSM)	HS 1	Rwy 05-23 crossings on Twy D.
	HS 2	Rwy 13-31 crossings on Twy P.
	HS 3	Runway Incursion Risk. Rwy 05 and Twy P7. Runway Holding Position Markings not visible from tower.
DUBUQUE, IA DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JOPLIN, MO JOPLIN RGNL (JLN)	HS 1	Rwy 13-31 hold short markings on Twy E.
	HS 2	Pilots taxiing to Rwy 31 via Twy C often confuse the non-standard location of the Rwy 31 Holding Position for an ILS Holding Position. There is no ILS for Rwy 31. The Rwy 31 Holding Position is a non-standard configuration and is necessary due to the dthr on Rwy 31 and the requirement to have aircraft outside of the Object Free Area.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

25051

25107

HOT SPOTS

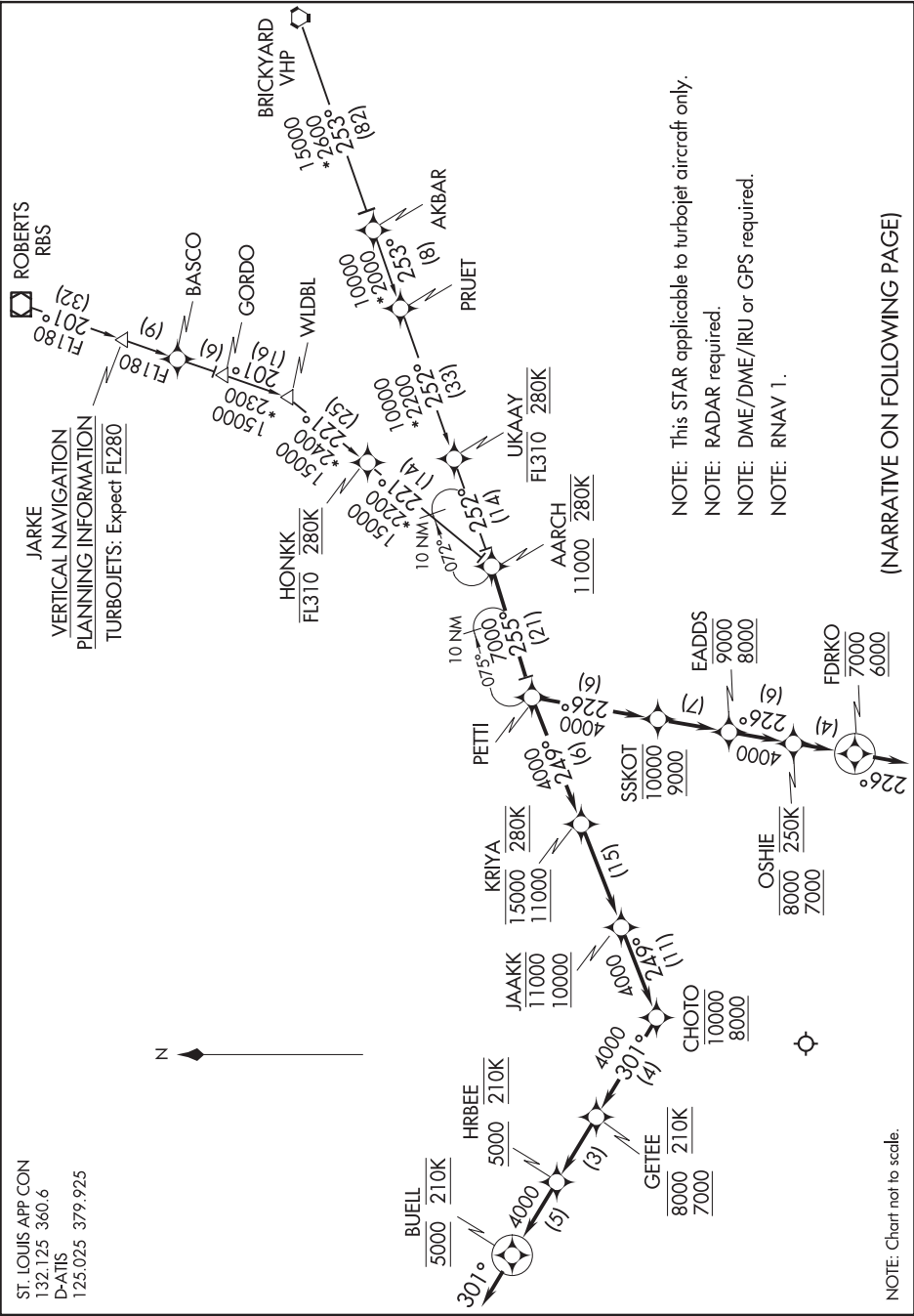
(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY DOWNTOWN/ WHEELER FLD (MKC)	HS 1 HS 2 HS 3	Twy G int with Rwy 04-22. Acft taxiing southbound on Twy L to Rwy 04 or Rwy 01, continue straight across Twy D on Twy L. Northbound traffic on Twy F and Twy D, ensure to turn left on Twy L to avoid entering Rwy 01-19. Crossing Rwy 04 at Twy L, Twy A and Twy B.
KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Expect congestion Twy B near main terminal & Twys A7, A8, A9, A10, G and taxi-lanes S, M, N. Do not enter terminal apron without approval. Misalignment risk - Twy A at Rwy 01L-19R.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEML (STJ)	HS 1 HS 2	Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO ST LOUIS LAMBERT INTL (STL)	HS 1	Turn onto Twy S from Twy F for Rwy 12L.
SIOUX CITY, IA SIOUX GATEWAY/BRIG GENERAL BUD DAY FLD (SUX)	HS 1 HS 2	Area not visible from the twr. Twy A near the ARFF bldg and Twy G are not visible from ATCT.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NTL (SGF)	HS 1 HS 2	Twr blind spot on movement area. INT of Twy D and Twy N is in close proximity to Rwy 02-20 and Rwy 14-32. Use caution to insure proper turns to avoid entering the rwy without a clearance.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2	Twy int near rwys. Twy A at Rwy 12-30.

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

25107

NC-3, 12 JUN 2025 to 07 AUG 2025



ARRIVAL ROUTE DESCRIPTION

- AKBAR TRANSITION (AKBAR.AARCH2)
- BRICKYARD TRANSITION (VHP.AARCH2)
- ROBERTS TRANSITION (RBS.AARCH2)

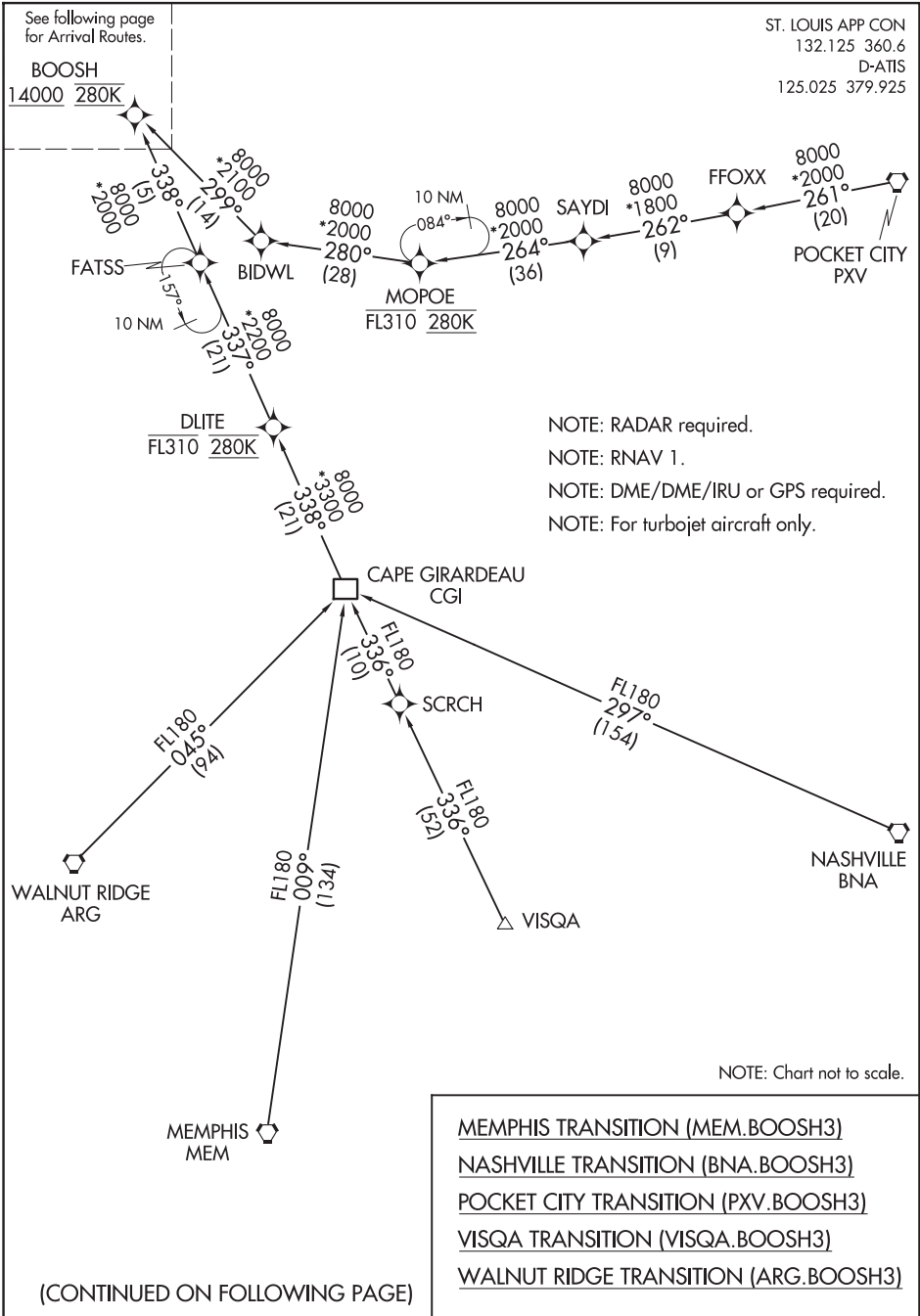
From AARCH on track 255° to PETTI.

LANDING RUNWAYS 11/12L/R: From PETTI on track 249° to cross KRIYA at or above 11000 and at or below 15000 and at 280K, then on track 249° to cross JAACK at or above 10000 and at or below 11000, then on track 249° to cross CHOTO at or above 8000 and at or below 10000, then on track 301° to cross GETEE at or above 7000 and at or below 8000 and at 210K, then on track 301° to cross HRBEE at or above 5000 and at 210K, then on track 301° to cross BUELL at 5000 and at 210K. Expect RADAR vectors to final approach course. If not received by BUELL, track via 301°.

LANDING RUNWAYS 29/30L/R: From PETTI on track 226° to cross SSKOT at or above 9000 and at or below 10000, then on track 226° to cross EADDS at or above 8000 and at or below 9000, then on track 226° to cross OSHIE at or above 7000 and at or below 8000, then on track 226° to cross FDRKO at or above 6000 and at or below 7000, then via assigned instrument approach procedure. If approach clearance not received by FDRKO, track via 226°, expect RADAR vectors to final approach course.

BOOSH THREE ARRIVAL (RNAV) Transition Routes

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI

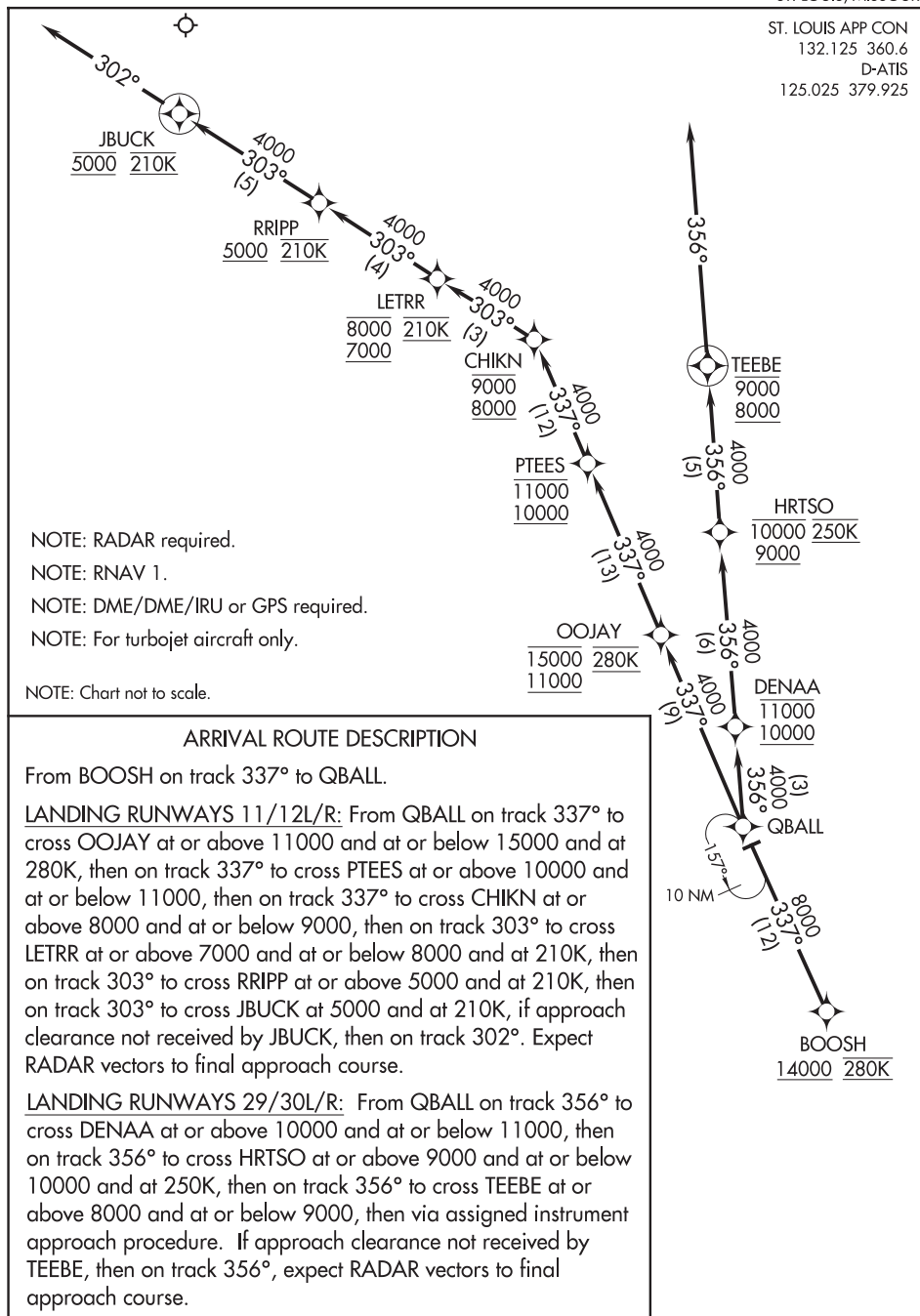


BOOSH THREE ARRIVAL (RNAV) Transition Routes

ST. LOUIS, MISSOURI
ST LOUIS LAMBERT INTL (STL)

BOOSH THREE ARRIVAL (RNAV) Arrival Routes

ST. LOUIS APP CON
132.125 360.6
D-ATIS
125.025 379.925



BOOSH THREE ARRIVAL (RNAV) Arrival Routes

(BOOSH.BOOH3) 16JUL20

ST. LOUIS, MISSOURI
ST. LOUIS LAMBERT INTL (STL)



ARRIVAL ROUTE DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS8): From over IRK VORTAC on IRK R-238 to FONIX, then on BQS R-059 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS8): From over LMN VOR/DME on LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS8): From over SPI VORTAC on SPI R-269 to HUGIN, then on BQS R-082 to BQS VOR/DME. Thence. . . .

LANDING KMCI RUNWAYS 1L/R: From over BQS VOR/DME on BQS R-234 to cross BYGEC at or above 12000 and at 210K, then on heading 190°. Expect RADAR vectors to final approach course.

LANDING KMCI RUNWAYS 9, 19L/R, 27: From over BQS VOR/DME on BQS R-234 to cross DONNS at or above 12000, then on heading 255°. Expect RADAR vectors to final approach course.

LANDING KFLV/KGPH/KIXD/KLXT/KMKC/KOJC/KSTJ: From over BQS VOR/DME on BQS R-234 to cross DONNS at or above 12000, then on heading 241°. Expect RADAR vectors to final approach course.

(BUUDD.BUUDD3) 21168

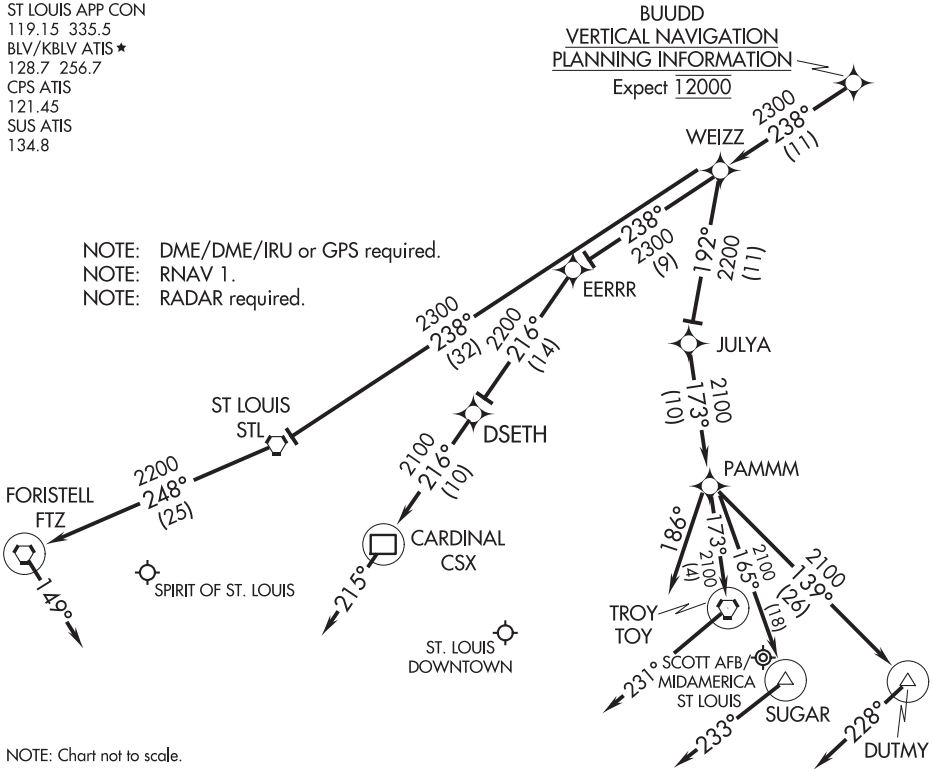
BUUDD THREE ARRIVAL (RNAV)

AL-46 (FAA)

BELLEVILLE, ILLINOIS

ST LOUIS APP CON
119.15 335.5
BLV/KBLV ATIS *
128.7 256.7
CPS ATIS
121.45
SUS ATIS
134.8

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

SPIRIT OF ST. LOUIS:

LANDING RUNWAYS 8L/R: From BUUDD on track 238° to WEIZZ, then on track 238° to STL VORTAC, then on track 248° to FTZ VORTAC. Expect RADAR vectors prior to FTZ VORTAC, if no heading received, track 149°.

LANDING RUNWAYS 26L/R: From BUUDD on track 238° to WEIZZ, then on track 238° to EERRR, then on track 216° to DSETH, then on track 216° to CSX DME. Expect RADAR vectors prior to CSX DME, if no heading received, track 215°.

ST. LOUIS DOWNTOWN:

LANDING RUNWAY 12R: From BUUDD on track 238° to WEIZZ, then on track 192° to JULYA, then on track 173° to PAMMM. Expect RADAR vectors prior to PAMMM, if no heading received, track 186°.

LANDING RUNWAYS 30L/R: From BUUDD on track 238° to WEIZZ, then on track 192° to JULYA, then on track 173° to PAMMM, then on track 165° to SUGAR. Expect RADAR vectors prior to SUGAR, if no heading received, track 233°.

SCOTT AFB/MIDAMERICA ST LOUIS:

LANDING RUNWAYS 14L/R: From BUUDD on track 238° to WEIZZ, then on track 192° to JULYA, then on track 173° to PAMMM, then on track 173° to TOY VORTAC. Expect RADAR vectors prior to TOY VORTAC, if no heading received, track 231°.

LANDING RUNWAYS 32L/R: From BUUDD on track 238° to WEIZZ, then on track 192° to JULYA, then on track 173° to PAMMM, then on track 139° to DUTMY. Expect RADAR vectors prior to DUTMY, if no heading received, track 228°.

BUUDD THREE ARRIVAL (RNAV)

BELLEVILLE, ILLINOIS

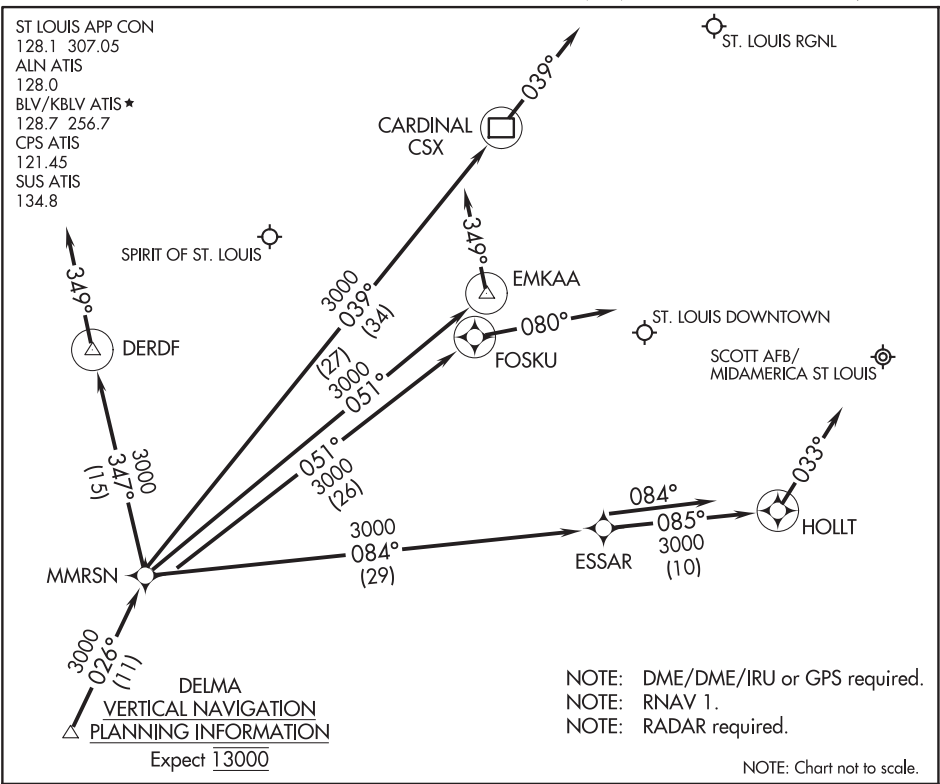
(BUUDD.BUUDD3) 08NOV18

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

DELMA FOUR ARRIVAL (RNAV)

AL-46 (FAA) BELLEVILLE, ILLINOIS



ARRIVAL ROUTE DESCRIPTION

- SPIRIT OF ST. LOUIS:
LANDING RUNWAYS 8L/R: From DELMA on track 026° to MMRSN, then on track 347° to DERDF. Expect RADAR vectors to final approach. If no heading received, track 349°.
LANDING RUNWAYS 26L/R: From DELMA on track 026° to MMRSN, then on track 051° to EMKAA. Expect RADAR vectors to final approach. If no heading received, track 349°.
- ST. LOUIS DOWNTOWN:
LANDING RUNWAY 12R: From DELMA on track 026° to MMRSN, then on track 051° to FOSKU. Expect RADAR vectors to final approach. If no heading received, track 080°.
LANDING RUNWAYS 30L/R: From DELMA on track 026° to MMRSN, then on track 084° to ESSAR, then on track 085° to HOLLT. Expect RADAR vectors to final approach. If no heading received, track 033°.
- SCOTT AFB/MIDAMERICA ST LOUIS:
LANDING RUNWAYS 14L/R, 32L/R: From DELMA on track 026° to MMRSN, then on track 084° to ESSAR. Expect RADAR vectors to final approach. If no heading received, track 084°.
- ST. LOUIS RGNL:
LANDING RUNWAYS 11, 17, 29, 35: From DELMA on track 026° to MMRSN, then on track 039° to CSX DME. Expect RADAR vectors to final approach course. If no heading received, track 039°.

DELMA FOUR ARRIVAL (RNAV)

BELLEVILLE, ILLINOIS

(DIRTT.DIRTT2) 17061

DIRTT TWO ARRIVAL (RNAV)

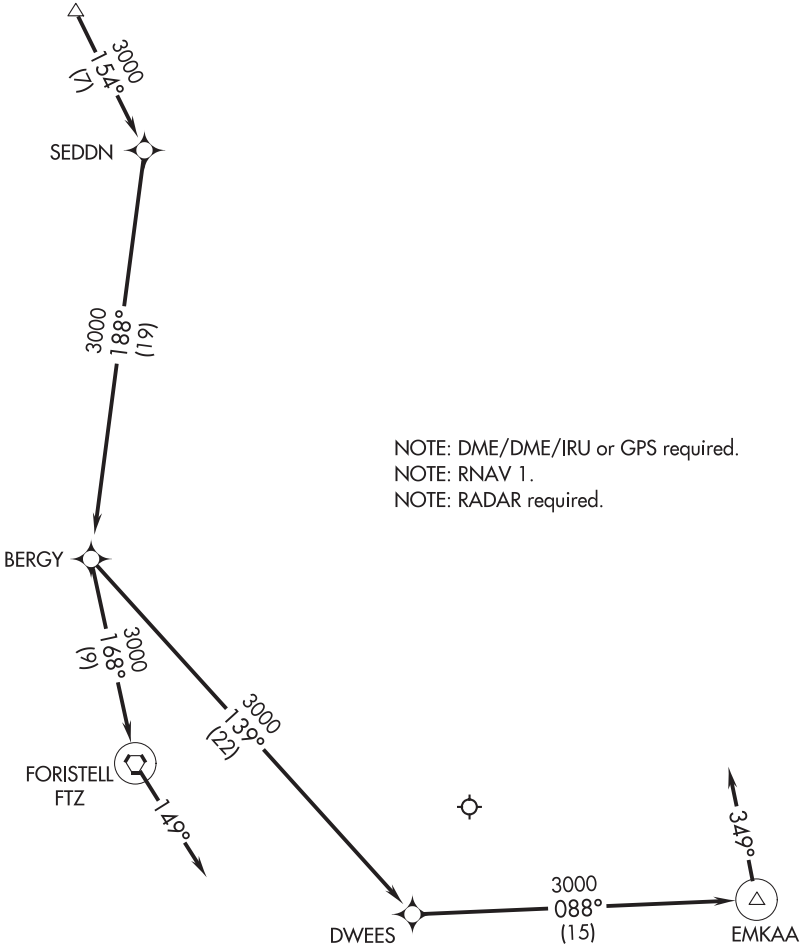
AL-5400 (FAA)

SPIRIT OF ST LOUIS (SUS)
ST. LOUIS, MISSOURI

DIRTT
VERTICAL NAVIGATION
PLANNING INFORMATION

ST. LOUIS APP CON
119.15 335.5
ATIS
134.8

Expect 13000



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From DIRT on track 154° to SEDDN, then on track 188° to BERGY.

LANDING RUNWAYS 8L/R: From BERGY on track 168° to FTZ VORTAC, then on track 149°. Expect RADAR vectors to final approach prior to FTZ VORTAC.

LANDING RUNWAYS 26L/R: From BERGY on track 139° to DWEES, then on track 088° to EMKAA, then on track 349°. Expect RADAR vectors to final approach prior to EMKAA.

DIRTT TWO ARRIVAL (RNAV)

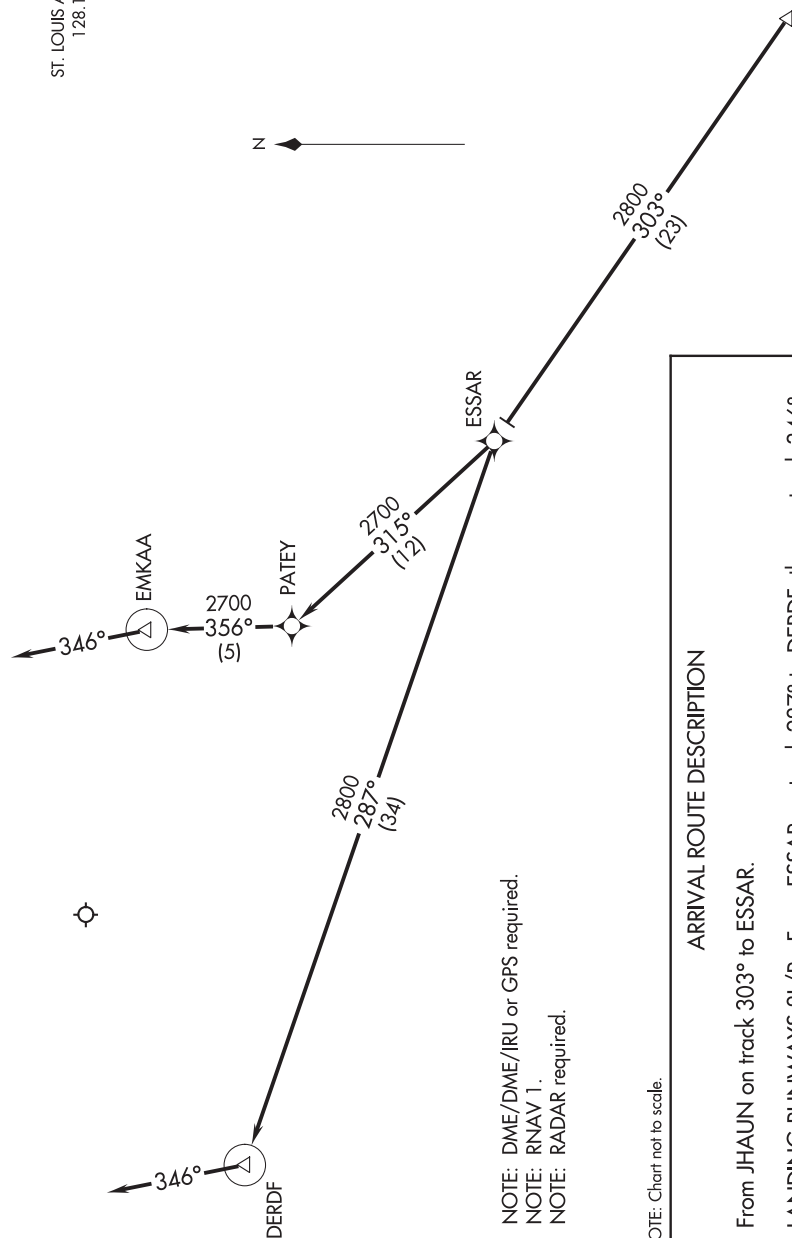
(DIRTT.DIRTT2) 02MAR17

ST. LOUIS, MISSOURI
SPIRIT OF ST LOUIS (SUS)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ATIS
134.8
ST. LOUIS APP CON
128.1 307.05



JHAUN Δ
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 12000

ARRIVAL ROUTE DESCRIPTION

From JHAUN on track 303° to ESSAR.

LANDING RUNWAYS 8L/R: From ESSR on track 287° to DERDF, then on track 346°, expect RADAR vectors prior to DERDF.

LANDING RUNWAYS 26L/R: From ESSAR on track 315° to PATEY, then on track 356° to EMKAA, then on track 346°, expect RADAR vector prior to EMKAA.

NOTE: Chart not to scale.

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

JHAUN ONE ARRIVAL (RNAV)

(JHAUN.JHAUN1) 15NOV12

ST. LOUIS, MISSOURI
SPIRIT OF ST LOUIS (SUS)

(JHAWK.JHAWK8) 25107

JHAWK EIGHT ARRIVAL

AL-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY APP CON

120.95 318.1

MCI D-ATIS

128.375

MKC ATIS

120.75


OJC ATIS

119.35

STJ ATIS

125.05

RADAR required.

ROSECRANS
MEMLKANSAS CITY
113.25 MCI 
Chan 79(Y)MIDWEST NTL
AIR CENTERKANSAS CITY
INTLKANSAS CITY
DOWNTOWN/
WHEELER FLD
KANSAS CITY/
LEE'S SUMMIT RGNLJOHNSON COUNTY
EXECNEW CENTURY
AIRCENTERSHERMAN
AAFRUGBB
Jets landing south:
Expect 12000TOPEKA
117.8 TOP 
Chan 125

R-158

R-136

R-107

R-081

NOAHS
210K

HOOZE

JHAWK
Jets landing north:
Expect 12000EMPORIA
112.8 EMP 
Chan 75

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

EMPORIA TRANSITION (EMP.JHAWK8): From over EMP VORTAC on EMP R-039 and MCI R-223 to JHAWK. Thence. . .

LANDING KANSAS CITY INTL (MCI):

RUNWAYS 19L/R: From over JHAWK on MCI R-223 to NOAHS then on heading 010°. Thence. . .

RUNWAYS 1L/R: From over JHAWK on MCI R-223 to HOOZE then on heading 060°. Thence. . .

RUNWAYS 9, 27: From over JHAWK on MCI R-223 to HOOZE. Thence. . .

LANDING KANSAS CITY DOWNTOWN/WHEELER FLD (MKC):

RUNWAYS 1, 4: From over JHAWK on MCI R-223 to HOOZE. Thence. . .

RUNWAYS 19, 22: From over JHAWK on MCI R-223 to NOAHS then on heading 010°. Thence. . .

LANDING ROSECRANS MEML (STJ) AND SHERMAN AAF (FLV):

From over JHAWK on MCI R-223 to NOAHS then on heading 010°. Thence. . .

ALL OTHER AIRPORTS: From over JHAWK on MCI R-223 to HOOZE. Thence. . .

. . . expect RADAR vectors to final approach course.

JHAWK EIGHT ARRIVAL

KANSAS CITY, MISSOURI

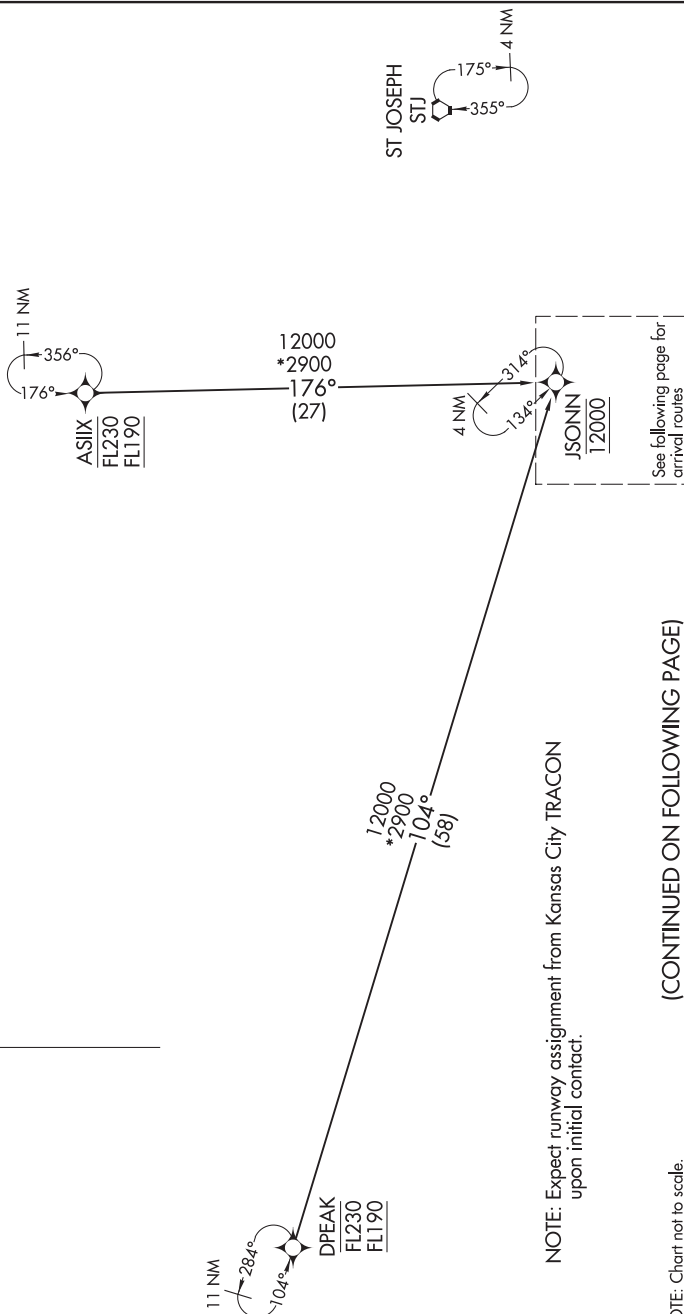
(JHAWK.JHAWK8) 16MAY24

JSONN FOUR ARRIVAL (RNAV) Transition Routes

ASIIIX TRANSITION (ASIIIX.JSONN4)
DPEAK TRANSITION (DPEAK.JSONN)

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

KANSAS CITY APP CON
120.95 318.1
D-ATIS
128.375



See following page for arrival routes

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

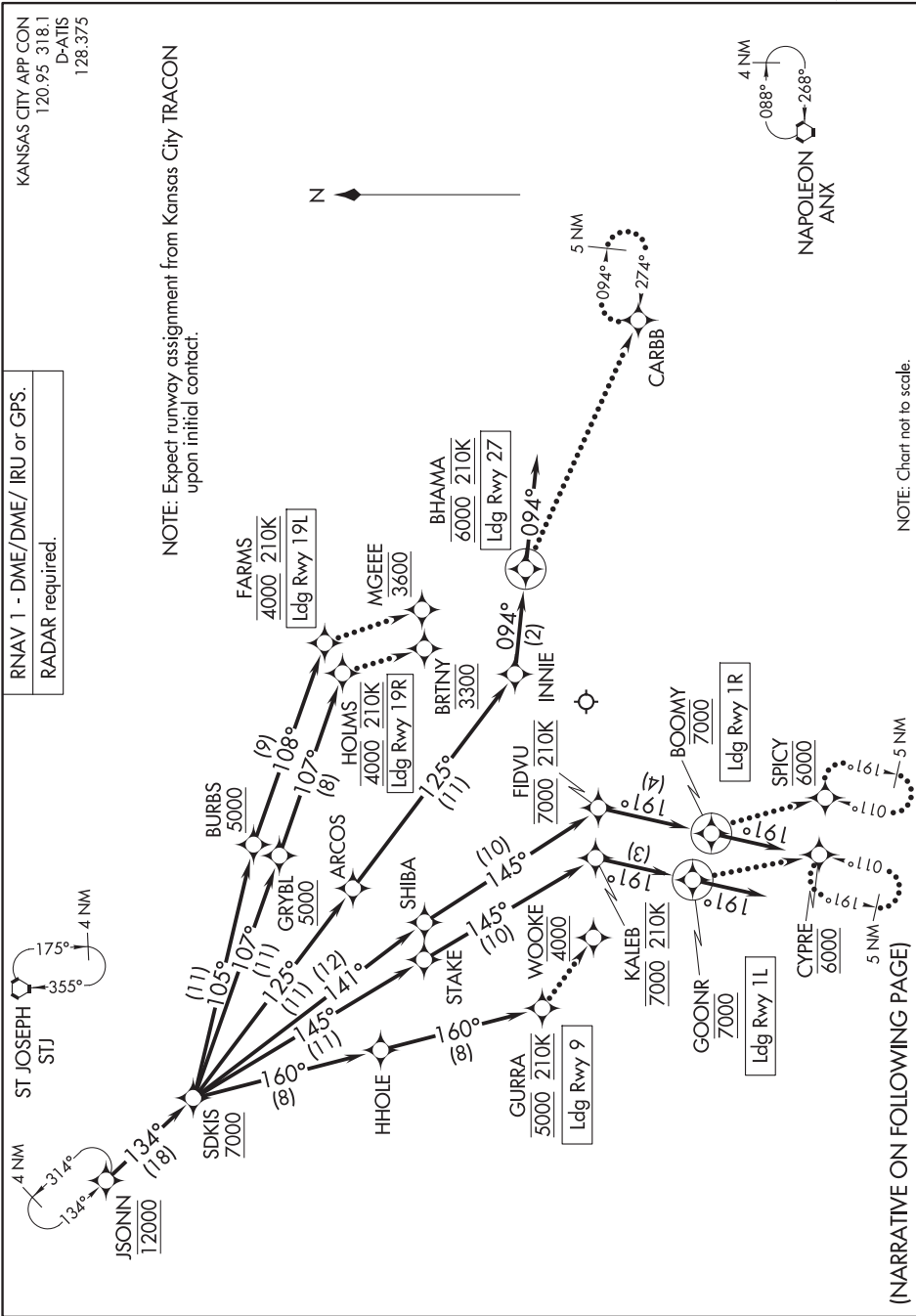
NC-3, 12 JUN 2025 to 07 AUG 2025

(JSONN.JSONN4) 23222

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

JSONN FOUR ARRIVAL (RNAV) Arrival Routes



JSONN FOUR ARRIVAL (RNAV) Arrival Routes

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

(JSONN.JSONN4) 10AUG23

ARRIVAL ROUTE DESCRIPTION

From JSONN on track 134° to cross SDKIS at or above 7000.

LANDING RUNWAY 1L: From SDKIS on track 145° to STAKE, then on track 145° to cross KALEB at 7000 and at 210K, then on track 191° to cross GOONR at 7000, then on track 191°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 1L approach.

LANDING RUNWAY 1R: From SDKIS on track 141° to SHIBA, then on track 145° to cross FIDVU at 7000 and at 210K, then on track 191° to cross BOOMY at 7000, then on track 191°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 1R approach.

LANDING RUNWAY 9: From SDKIS on track 160° to HHOLE, then on track 160° to cross GURRA at 5000 and at 210K. Expect RNP Z RWY 9 approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 9 approaches.

LANDING RUNWAY 19L: From SDKIS on track 105° to cross BURBS at or above 5000, then on track 108° to cross FARMS at 4000 and at 210K. Expect RNP Z RWY 19L approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 19L approaches.

LANDING RUNWAY 19R: From SDKIS on track 107° to cross GRYBL at or above 5000, then on track 107° to cross HOLMS at 4000 and at 210K. Expect RNP Z RWY 19R approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 19R approaches.

LANDING RUNWAY 27: From SDKIS on track 125° to ARCOS, then on track 125° to INNIE, then on track 094° to cross BHAMA at 6000 and at 210K, then on track 094°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 27 approach.

LOST COMMUNICATIONS

RUNWAY 1L: After GOONR proceed to CYPRE at 6000 and hold.

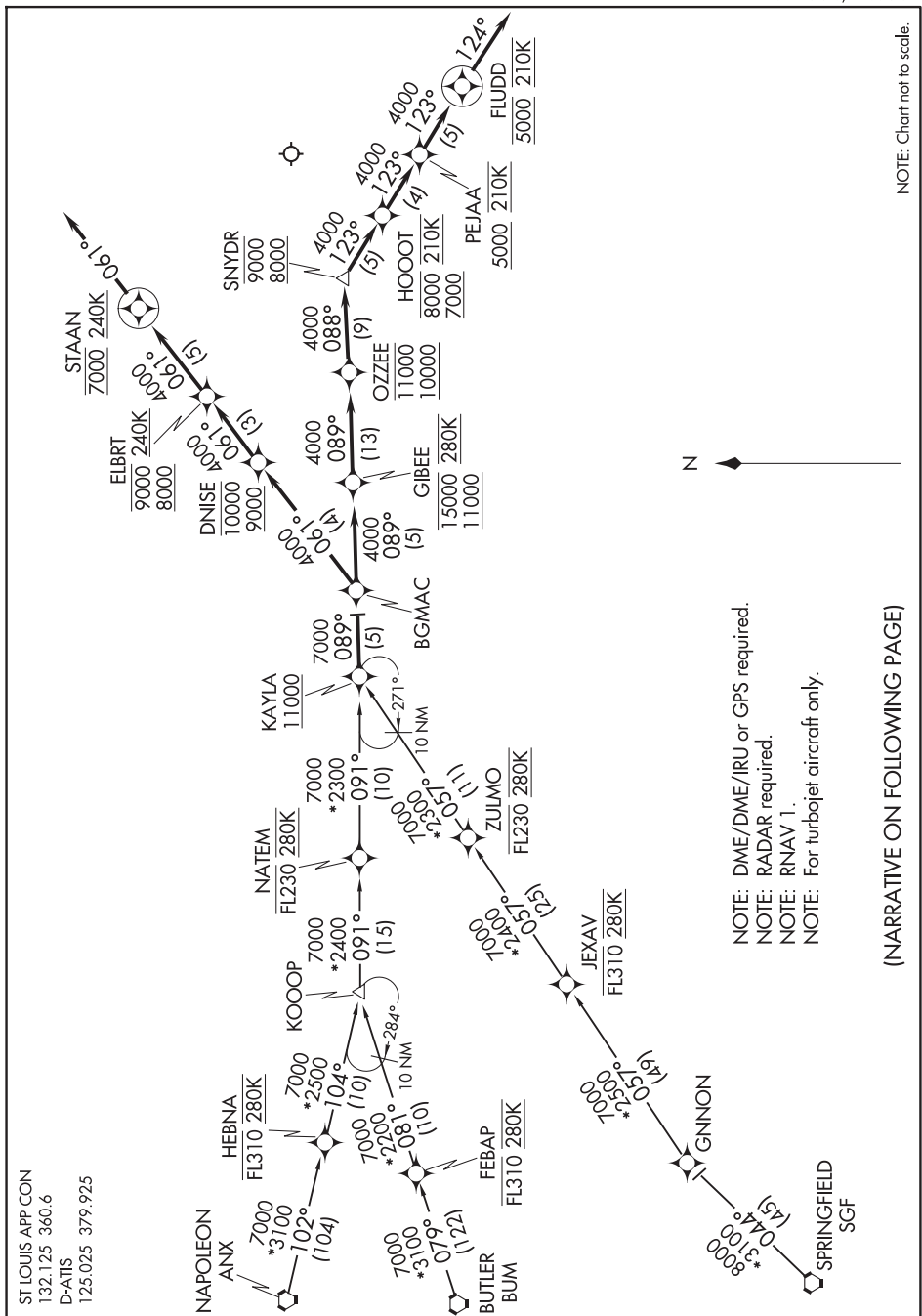
RUNWAY 1R: After BOOMY proceed to SPICY at 6000 and hold.

RUNWAY 9: After GURRA proceed to WOOKE at 4000, then on ILS or LOC RWY 9 approach.

RUNWAY 19L: After FARMS proceed to MGEEE at 3600, then on ILS or LOC RWY 19L approach.

RUNWAY 19R: After HOLMS proceed to BRTNY at 3300, then on ILS or LOC RWY 19R approach.

RUNWAY 27: After BHAMA maintain 6000, proceed to CARBB and hold.



NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For turboprop aircraft only.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 12 JUN 2025 to 07 AUG 2025

KAYLA THREE ARRIVAL (RNAV)

(KAYLA.KAYLA3) 12OCT17

ST. LOUIS, MISSOURI

ST LOUIS LAMBERT INTL (STL)

ARRIVAL ROUTE DESCRIPTION

- BUTLER TRANSITION (BUM.KAYLA3)
- KOOOP TRANSITION (KOOOP.KAYLA3)
- NAPOLEON TRANSITION (ANX.KAYLA3)
- SPRINGFIELD TRANSITION (SGF.KAYLA3)

From KAYLA on track 089° to BGMAC. Thence. . . .

LANDING RUNWAYS 11/12L/R: From BGMAC on track 061° to cross DNISE at or above 9000 or at or below 10000, then on track 061° to cross ELBRT at or above 8000 and at or below 9000 and at or above 240K, then on track 061° to cross STAAN at 7000 and at or above 240K, then on assigned approach procedure. If approach clearance not received by STAAN, then on track 061°, expect RADAR vectors to final approach course.

LANDING RUNWAYS 29/30L/R: From BGMAC on track 089° to cross GIBEE at or above 11000 and at or below 15000 and at 280K, then on track 089° to cross OZZEE at or above 10000 and at or below 11000, then on track 088° to cross SNYDR at or above 8000 and at or below 9000, then on track 123° to cross HOOOT at or above 7000 and at or below 8000 and at 210K, then on track 123° to cross PEJAA at or above 5000 and at 210K, then on track 123° to cross FLUDD at 5000 and at 210K. If approach clearance not received by FLUDD, then on track 124°, expect RADAR vectors to final approach course.

ST. LOUIS APP CON
132.125 360.6
D-ATIS
125.025 379.925

ST. LOUIS
117.4 STL $\frac{117.4}{117.4}$
Chan 121

KAYLA
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Landing Rwy 6/11/12L/R: Expect 11000

COLUMBIA
110.2 COU
Chan 39

NAPOLEON
115.15 ANX :--
Chan 98(Y)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BUTLER TRANSITION (BUM.KOOO01); From over BUM VORTAC on BUM R-071 to KOOOP. Thence
 NAPALFON TRANSITION (ANX.KOOO01); From over ANX VORTAC on ANX R-105 to PUTSY, then on FTZ R-265 to KOOOP. Thence
 SPRINGFIELD TRANSITION (SGF.KOOO01); From over SGF VORTAC on SGF R-039 to KOOOP. Thence

..... from over KOOOP on FTZ R-265 to FTZ VORTAC, then on FTZ R-082 to SNYDR. Thence

..... expect RADAR vectors to final approach course.

NC-3, 12 JUN 2025 to 07 AUG 2025

KOOOP ONE ARRIVAL

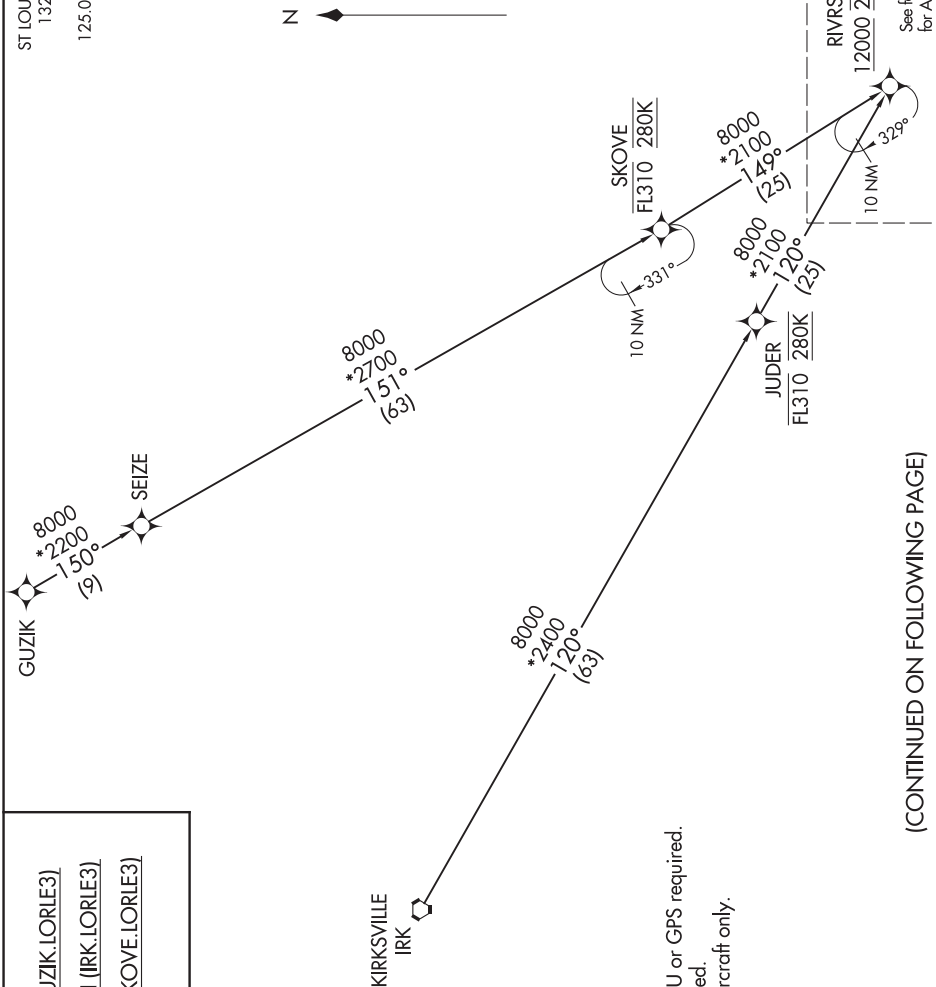
(KOOOP.KOOOP1) 12OCT17

ST. LOUIS, MISSOURI

ST LOUIS LAMBERT INTL (STL)

LORLE THREE ARRIVAL (RNAV) Transition Routes

ST LOUIS APP CON
132.125 360.6
D-ATIS
125.025 379.925



See following page
for Arrival Routes.

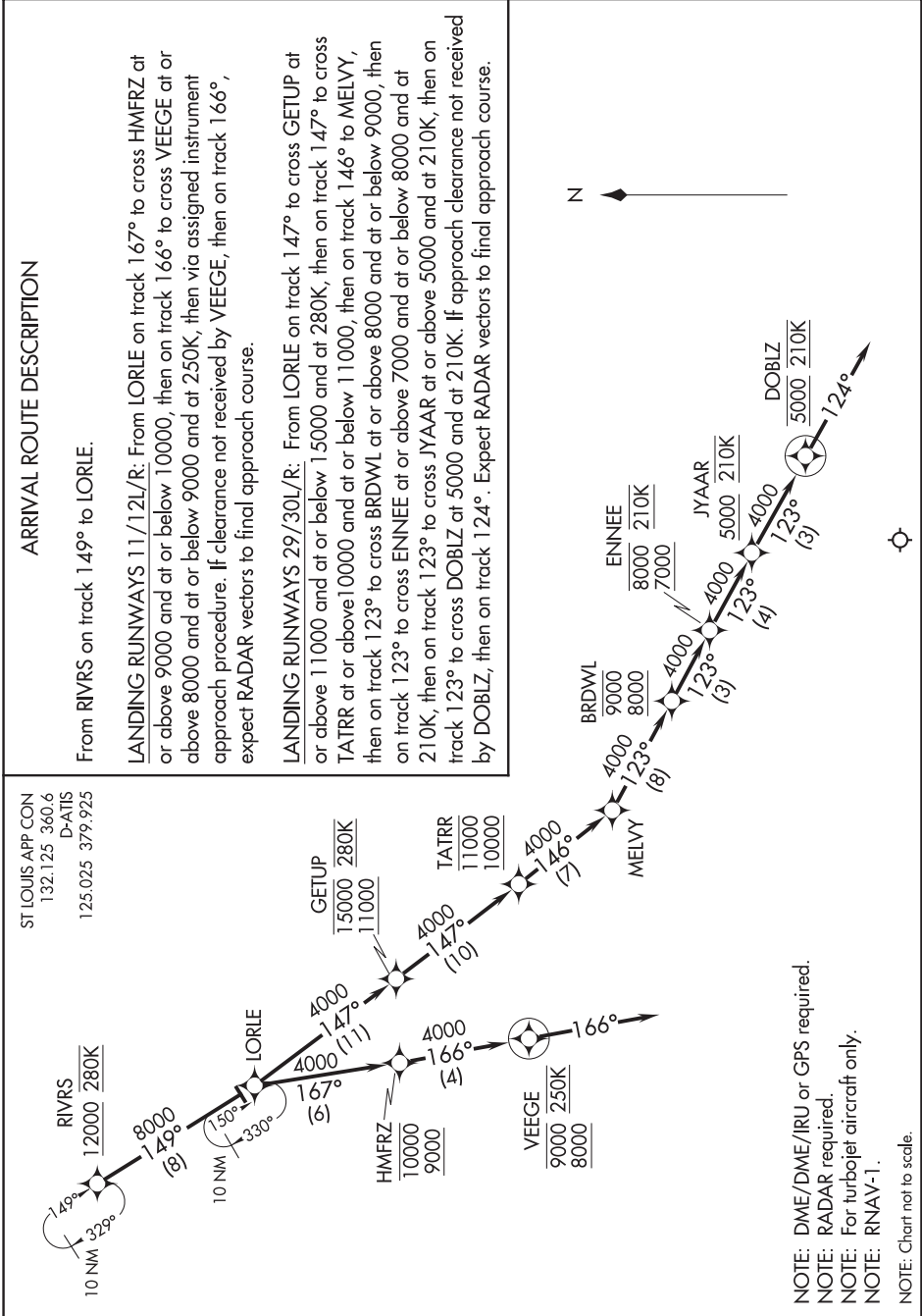
(CONTINUED ON FOLLOWING PAGE)

NC-3, 12 JUN 2025 to 07 AUG 2025

GUZIK TRANSITION (GUZIK.LORLE3)
KIRKSVILLE TRANSITION (IRK.LORLE3)
SKOVE TRANSITION (SKOVE.LORLE3)

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For turbojet aircraft only.
NOTE: RNAV-1.

NOTE: Chart not to scale.

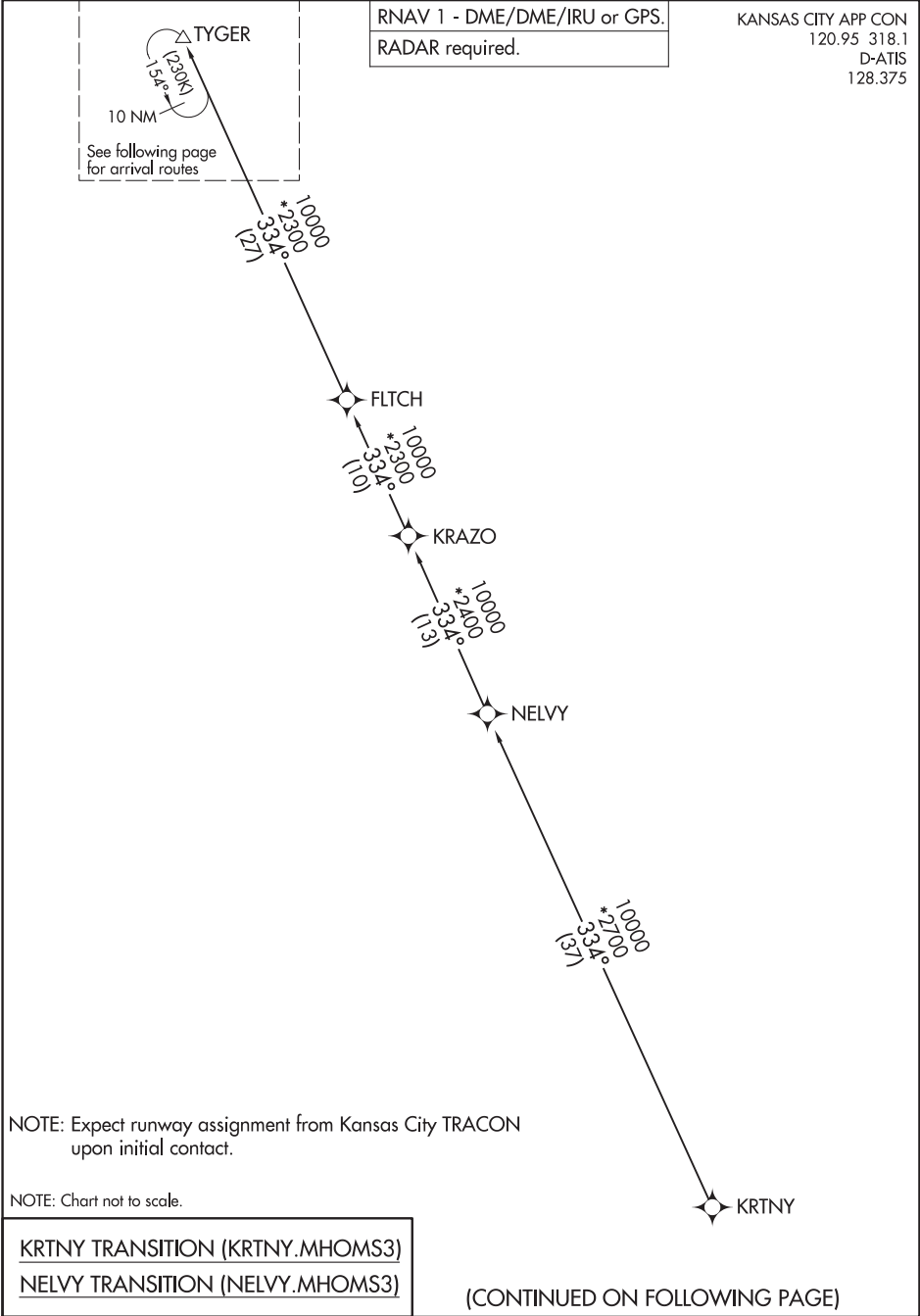


(TYGER.MHOMS3) 23222

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

MHOMS THREE ARRIVAL (RNAV) Transition Routes



(TYGER.MHOMS3) 23222

Z21

AL-780 (FAA)

KANSAS CITY INTL (MCI)

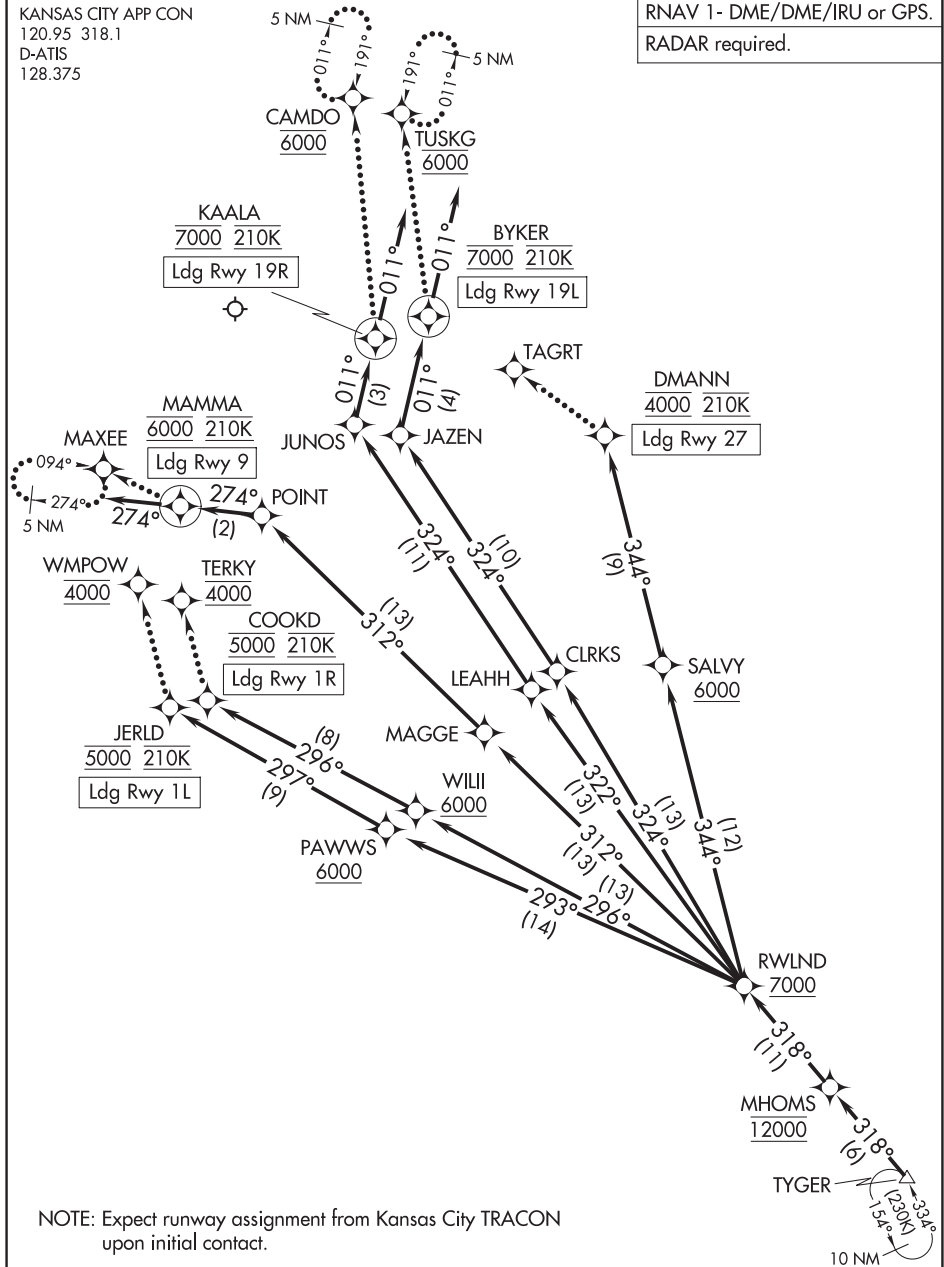
KANSAS CITY, MISSOURI

MHOMS THREE ARRIVAL (RNAV) Arrival Routes

KANSAS CITY APP CON
120.95 318.1
D-ATIS
128.375

RNAV 1- DME/DME/IRU or GPS.

RADAR required.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MHOMS THREE ARRIVAL (RNAV) Arrival Routes

(TYGER.MHOMS3) 10AUG23

KANSAS CITY, MISSOURI

KANSAS CITY INTL (MCI)

NC-3, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

From TYGER on track 318° to cross MHOMS at 12000, then on track 318° to cross RWLND at or above 7000.

LANDING RUNWAY 1L: From RWLND on track 293° to cross PAWWS at or above 6000, then on track 297° to cross JERLD at 5000 and at 210K. Expect RNP Z RWY 1L approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 1L approaches.

LANDING RUNWAY 1R: From RWLND on track 296° to cross WILII at or above 6000, then on track 296° to cross COOKD at 5000 and at 210K. Expect RNP Z RWY 1R approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 1R approaches.

LANDING RUNWAY 9: From RWLND on track 312° to MAGGE, then on track 312° to POINT, then on track 274° to cross MAMMA at 6000 and at 210K, then on track 274°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 9 approach.

LANDING RUNWAY 19L: From RWLND on track 324° to CLRKS, then on track 324° to JAZEN, then on track 011° to cross BYKER at 7000 and at 210K, then on track 011°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 19L approach.

LANDING RUNWAY 19R: From RWLND on track 322° to LEAHH, then on track 324° to JUNOS, then on track 011° to cross KAALA at 7000 and at 210K, then on track 011°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 19R approach.

LANDING RUNWAY 27: From RWLND on track 344° to cross SALVY at or above 6000, then on track 344° to cross DMANN at 4000 and at 210K. Expect RNP Z RWY 27 approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 27 approaches.

LOST COMMUNICATIONS

RUNWAY 1L: After JERLD proceed to WMPOW at 4000, then on ILS or LOC RWY 1L approach.

RUNWAY 1R: After COOKD proceed to TERKY at 4000, then on ILS or LOC RWY 1R approach.

RUNWAY 9: After MAMMA maintain 6000, proceed to MAXEE and hold.

RUNWAY 19L: After BYKER proceed to TUSKG at 6000 and hold.

RUNWAY 19R: After KAALA proceed to CAMDO at 6000 and hold.

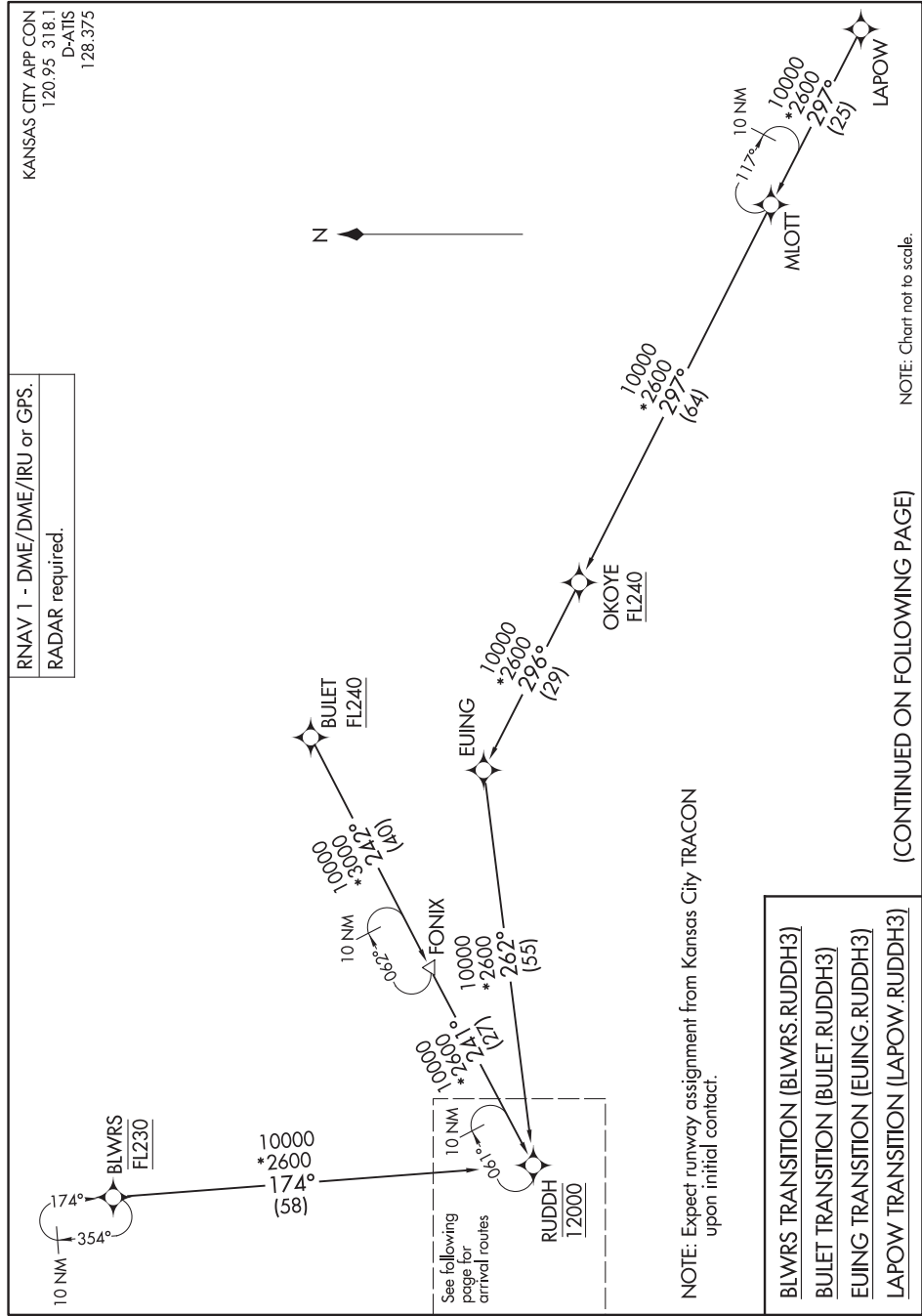
RUNWAY 27: After DMANN maintain 4000, proceed to TAGRT, then on ILS or LOC RWY 27 approach.

(RUDDH.RUDDH3) 23222

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

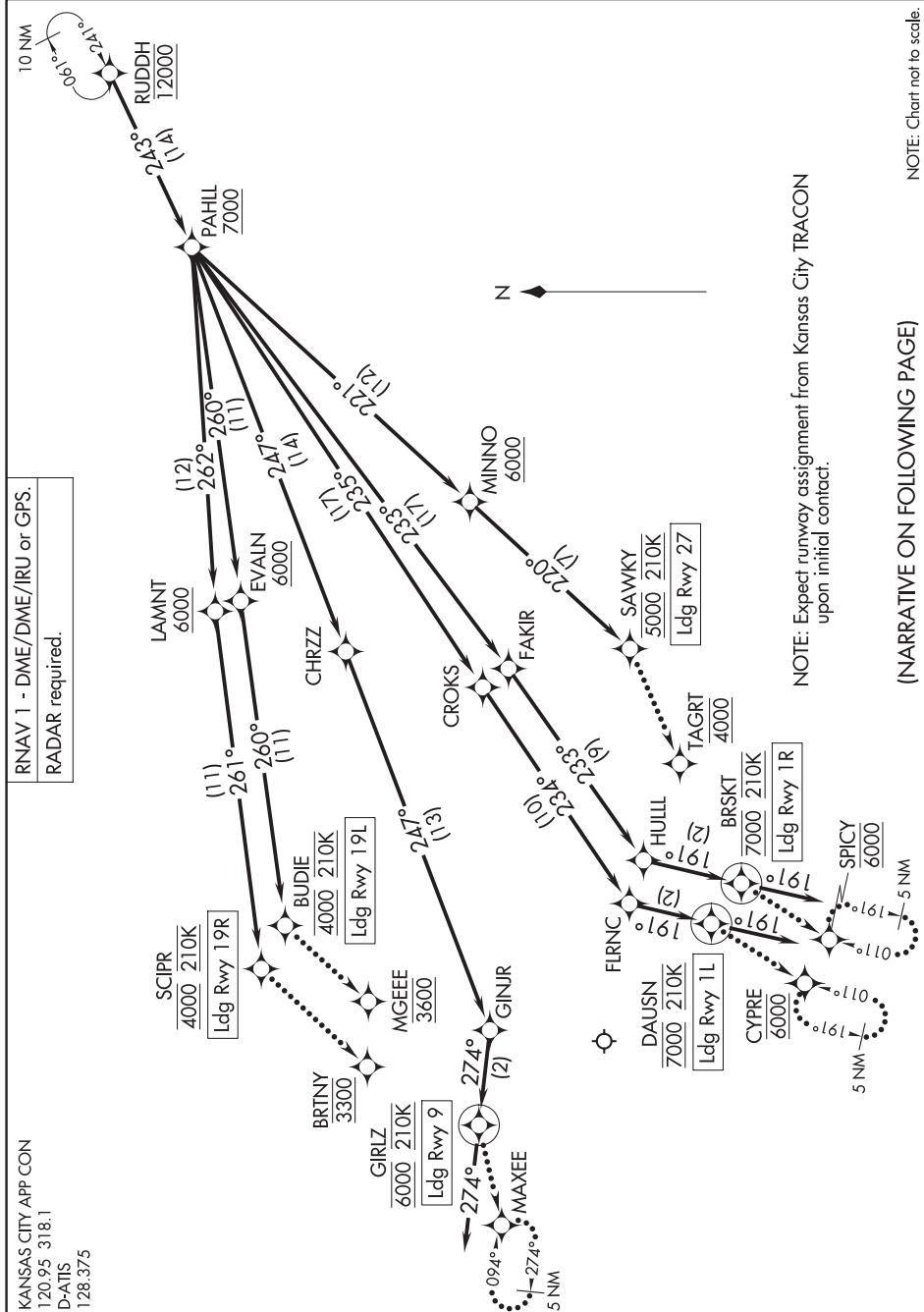
RUDDH THREE ARRIVAL(RNAV) Transition Routes



RUDDH THREE ARRIVAL(RNAV) Transition Routes

(RUDDH.RUDDH3) 10AUG23

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)



ARRIVAL ROUTE DESCRIPTION

From RUDDH on track 243° to cross PAHLL at or above 7000.

LANDING RUNWAY 1L: From PAHLL on track 235° to CROKS, then on track 234° to FLRNC, then on track 191° to cross DAUSN at 7000 and at 210K, then on track 191°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 1L approach.

LANDING RUNWAY 1R: From PAHLL on track 233° to FAKIR, then on track 233° to HULLL, then on track 191° to cross BRSKT at 7000 and at 210K, then on track 191°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 1R approach.

LANDING RUNWAY 9: From PAHLL on track 247° to CHRZZ, then on track 247° to GINJR, then on track 274° to cross GIRLZ at 6000 and at 210K, then on track 274°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 9 approach.

LANDING RUNWAY 19L: From PAHLL on track 260° to cross EVALN at or above 6000, then on track 260° to cross BUDIE at 4000 and at 210K. Expect RNP Z RWY 19L approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 19L approaches.

LANDING RUNWAY 19R: From PAHLL on track 262° to cross LAMNT at or above 6000, then on track 261° to cross SCIPR at 4000 and at 210K. Expect RNP Z RWY 19R approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 19R approaches.

LANDING RUNWAY 27: From PAHLL on track 221° to cross MINNO at or above 6000, then on track 220° to cross SAWKY at 5000 and at 210K. Expect RNP Z RWY 27 approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 27 approaches.

LOST COMMUNICATIONS

RUNWAY 1L: After DAUSN proceed to CYPRE at 6000 and hold.

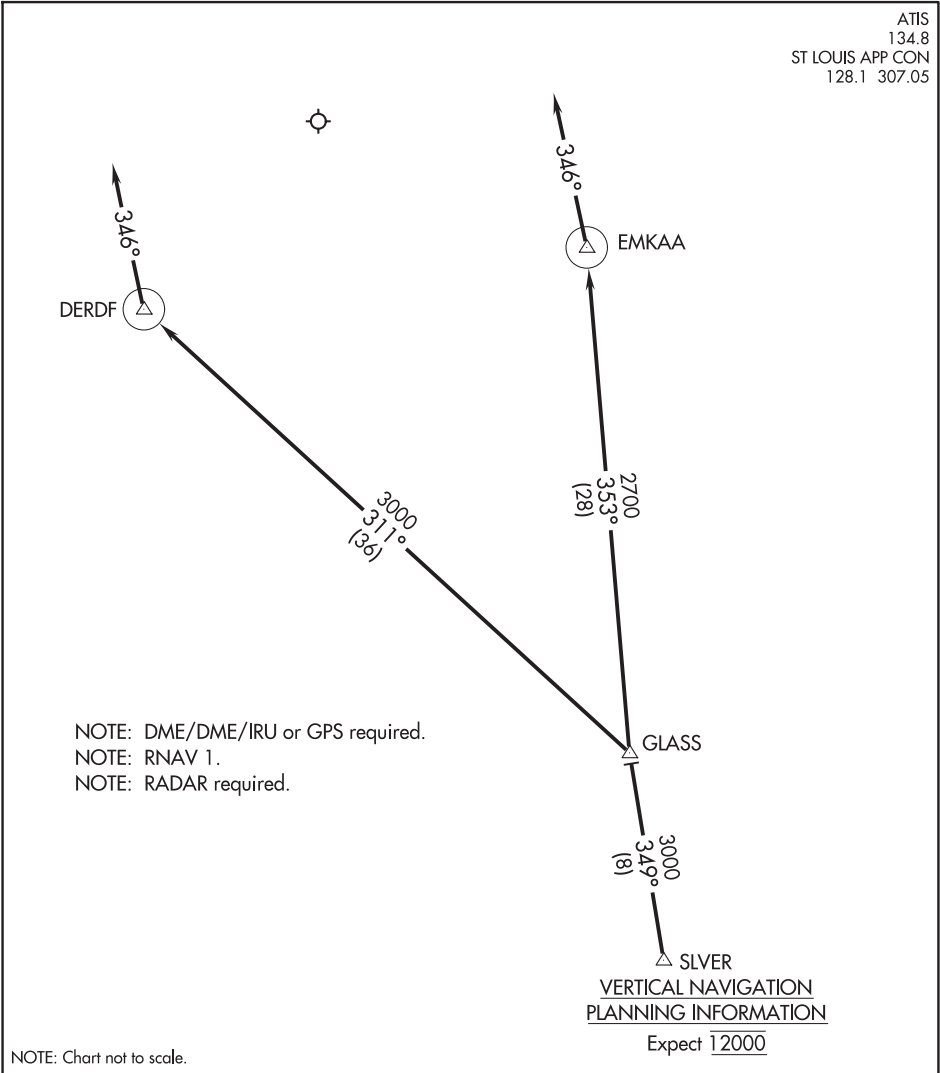
RUNWAY 1R: After BRSKT proceed to SPICY at 6000 and hold.

RUNWAY 9: After GIRLZ maintain 6000, proceed to MAXEE and hold.

RUNWAY 19L: After BUDIE proceed to MGEEE at 3600, then on ILS or LOC RWY 19L approach.

RUNWAY 19R: After SCIPR proceed to BRTNY at 3300, then on ILS or LOC RWY 19R approach.

RUNWAY 27: After SAWKY proceed to TAGRT at 4000, then on ILS or LOC RWY 27 approach.



ARRIVAL ROUTE DESCRIPTION

From SLVER on track 349° to GLASS.

LANDING RUNWAYS 8L/R: From GLASS on track 311° to DERDF, then on track 346°, expect RADAR vectors prior to DERDF.

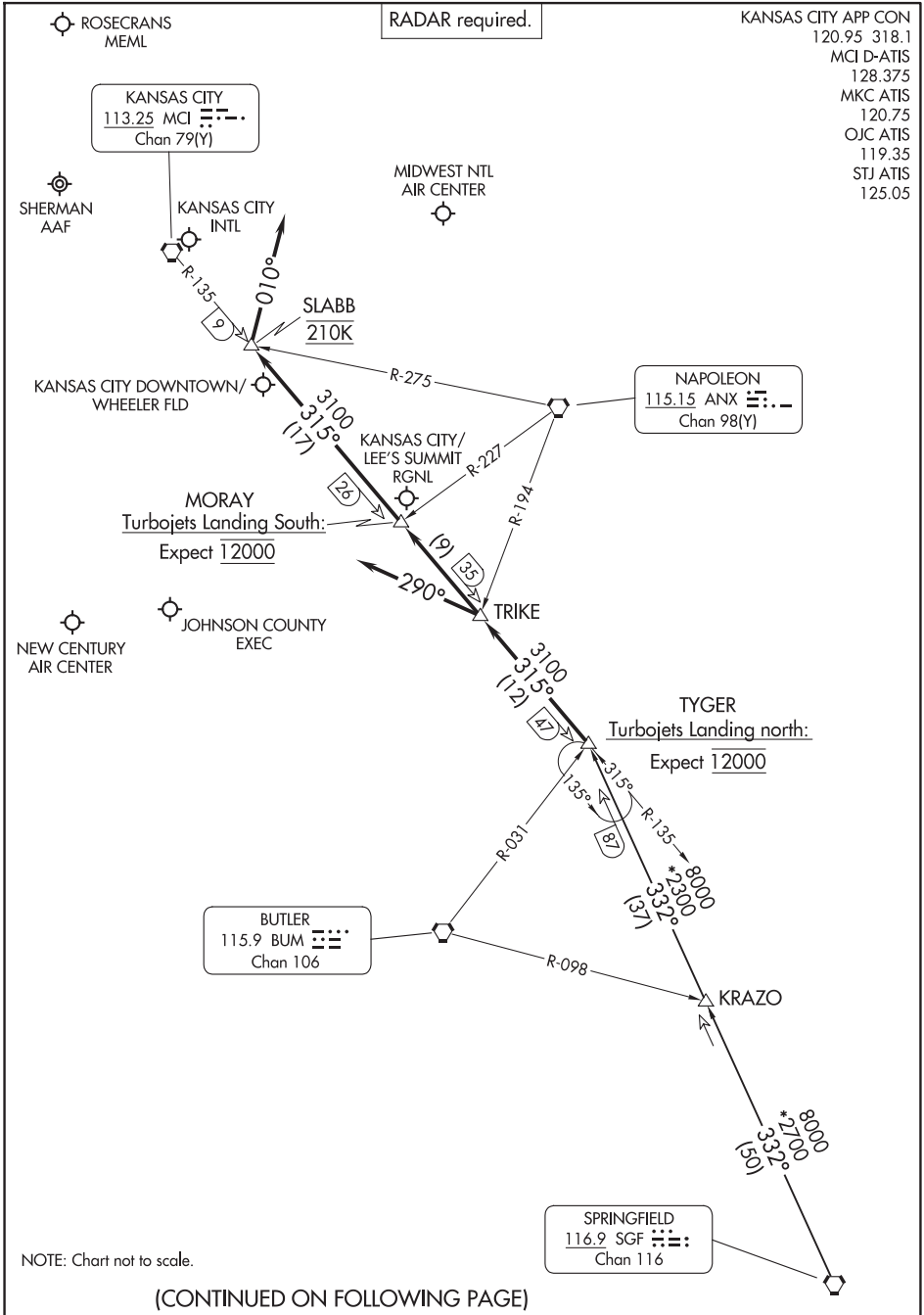
LANDING RUNWAYS 26L/R: From GLASS on track 353° to EMKAA, then on track 346°, expect RADAR prior to EMKAA.

(TYGER.TYGER7) 25107

TYGER SEVEN ARRIVAL

AL-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

TYGER SEVEN ARRIVAL

(TYGER.TYGER7) 05OCT23

KANSAS CITY, MISSOURI

ARRIVAL ROUTE DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER7): From over SGF VORTAC on SGF R-332 to TYGER. Thence. . . .

LANDING KANSAS CITY INTL (MCI):
RUNWAYS 19L/R: From over TYGER on MCI R-135 to SLABB then on heading 010°. Thence. . . .
RUNWAYS 1L/R: From over TYGER on MCI R-135 to TRIKE then on heading 290°. Thence. . . .
RUNWAYS 9, 27: From over TYGER on MCI R-135 to TRIKE. Thence. . . .

LANDING KANSAS CITY DOWNTOWN/WHEELER FLD (MKC):
RUNWAYS 1, 4: From over TYGER on MCI R-135 to TRIKE. Thence. . . .
RUNWAYS 19, 22: From over TYGER on MCI R-135 to SLABB then on heading 010°. Thence. . . .

LANDING ROSECRANS MEML (STJ) and SHERMAN AAF (FLV): From over TYGER on MCI R-135 to SLABB then on heading 010°. Thence. . . .

ALL OTHER AIRPORTS: From over TYGER on MCI R-135 to TRIKE. Thence. . . .

. . . .expect RADAR vectors to final approach course.

(WUTNG.WUTNG3) 23222

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

WUTNG THREE ARRIVAL (RNAV) Transition Routes

KANSAS CITY APP CON
120.95 318.1
D-ATIS
128.375

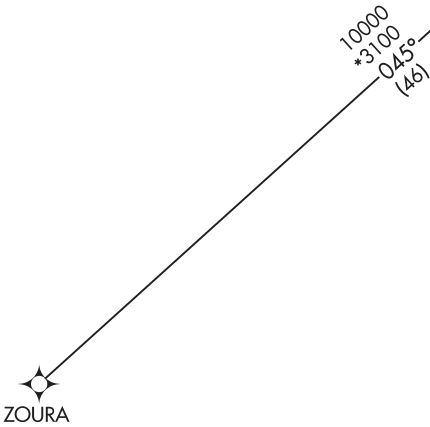
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

10 NM

225°

WUTNG
12000

See following
page for
arrival routes



NOTE: Expect runway assignment from Kansas City TRACON upon initial contact.

(CONTINUED ON FOLLOWING PAGE)

STASN TRANSITION (STASN.WUTNG3)
ZOURA TRANSITION (ZOURA.WUTNG3)

NOTE: Chart not to scale.

WUTNG THREE ARRIVAL (RNAV) Transition Routes

(WUTNG.WUTNG3) 10AUG23

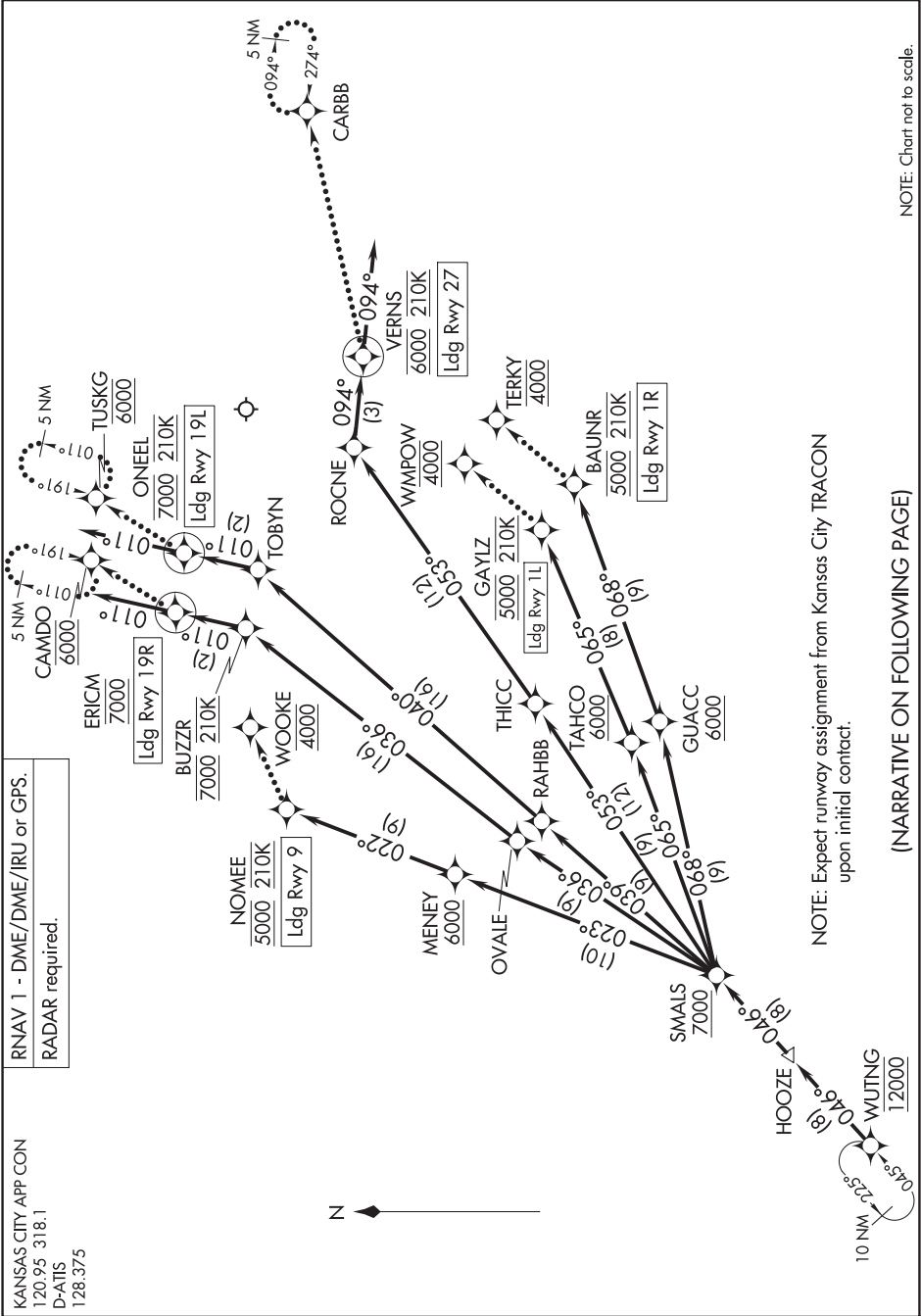
KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WUTNG THREE ARRIVAL (RNAV) Arrival Routes

NC-3, 12 JUN 2025 to 07 AUG 2025



ARRIVAL ROUTE DESCRIPTION

From WUTNG on track 046° to HOOZE, then on track 046° to cross SMALS at or above 7000.

LANDING RUNWAY 1L: From SMALS on track 065° to cross TAHCO at or above 6000, then on track 065° to cross GAYLZ at 5000 and at 210K. Expect RNP Z RWY 1L approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 1L approaches.

LANDING RUNWAY 1R: From SMALS on track 068° to cross GUACC at or above 6000, then on track 068° to cross BAUNR at 5000 and at 210K. Expect RNP Z RWY 1R approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 1R approaches.

LANDING RUNWAY 9: From SMALS on track 023° to cross MENEY at or above 6000, then on track 022° to cross NOMEY at 5000 and at 210K. Expect RNP Z RWY 9 approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 9 approaches.

LANDING RUNWAY 19L: From SMALS on track 039° to RAHBB, then on track 040° to TOBYN, then on track 011° to cross ONEEL at 7000 and at 210K, then on track 011°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 19L approach.

LANDING RUNWAY 19R: From SMALS on track 036° to OVALE, then on track 036° to cross BUZZR at 7000 and at 210K, then on track 011° to cross ERICM at 7000, then on track 011°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 19R approach.

LANDING RUNWAY 27: From SMALS on track 053° to THICC, then on track 053° to ROCNE, then on track 094° to cross VERNs at 6000 and at 210K, then on track 094°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 27 approach.

LOST COMMUNICATIONS

RUNWAY 1L: After GAYLZ proceed to WMPOW at 4000, then on ILS or LOC RWY 1L approach.

RUNWAY 1R: After BAUNR proceed to TERKY at 4000, then on ILS or LOC RWY 1R approach.

RUNWAY 9: After NOMEY proceed to WOOKIE at 4000, then on ILS or LOC RWY 9 approach.

RUNWAY 19L: After ONEEL proceed to TUSKG at 6000 and hold.

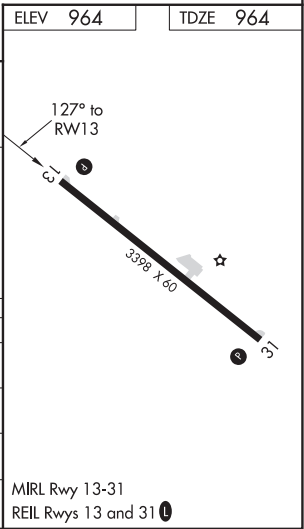
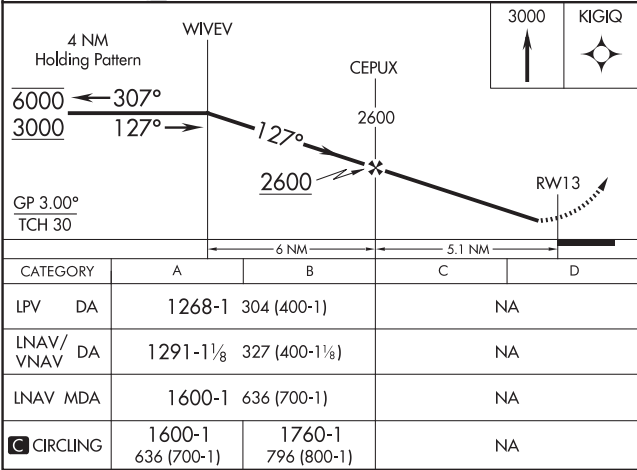
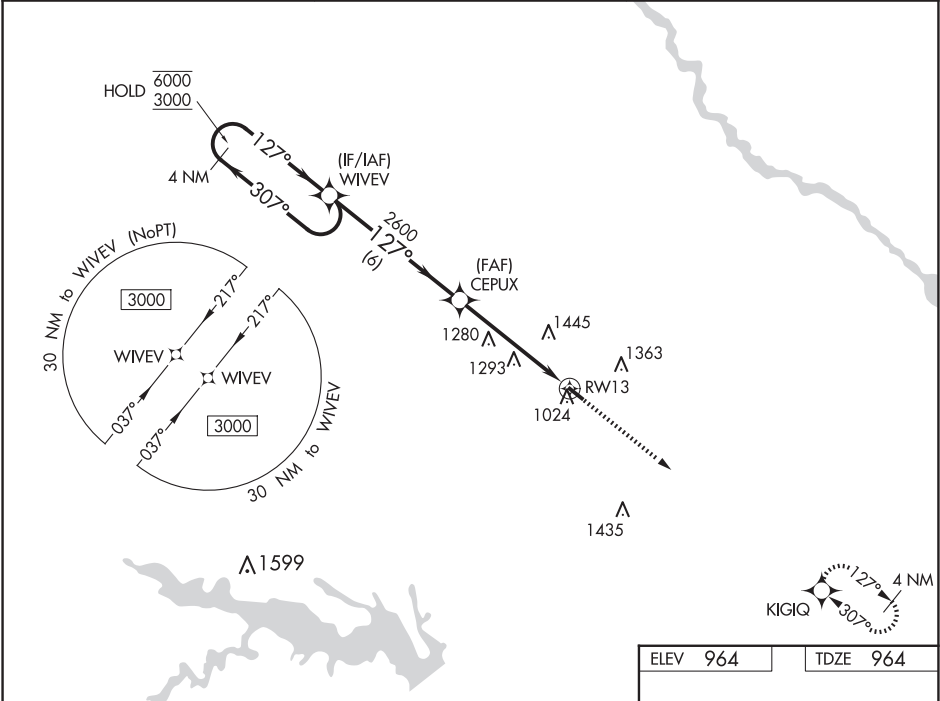
RUNWAY 19R: After ERICM proceed to CAMDO at 6000 and hold.

RUNWAY 27: After VERNs maintain 6000, proceed to CARBB and hold..

WAAS CH 50533 W13A	APP CRS 127°	Rwy Idg TDZE Apt Elev	3398 964 964
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RNAV (GPS) RWY 13
ALBIA MUNI (4C8)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct KIGIQ and hold.
▼ Rwy 13 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use ▲ NA Ottumwa altimeter setting, when not received use Centerville altimeter setting.		
OTM ASOS 124.175	CHICAGO CENTER 118.15 335.575	UNICOM 122.8 (CTAF) 0



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ALBIA, IOWA

AL-6545 (FAA)

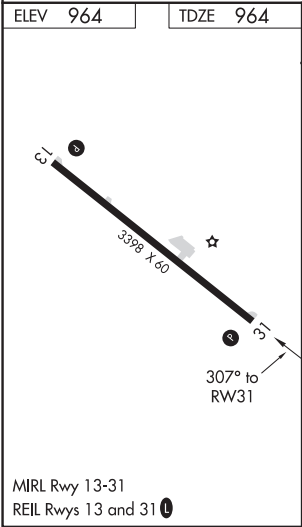
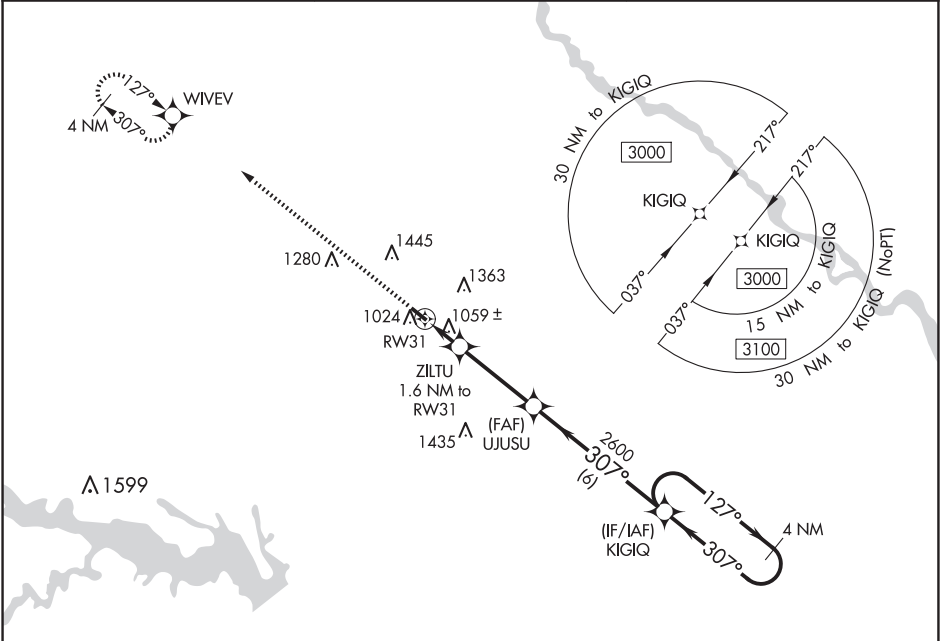
20198

WAAS CH 66033 W31A	APP CRS 307°	Rwy Idg TDZE Apt Elev	3398 964 964
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RNAV (GPS) RWY 31

ALBIA MUNI (4C8)

<div><div><div></div><div></div></div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Use Ottumwa altimeter setting, when not received use Centerville altimeter setting. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.</div>	MISSED APPROACH: Climb to 3000 direct WIVEV and hold.	
<div>OTM ASOS</div> <div>124.175</div>	<div>CHICAGO CENTER</div> <div>118.15 335.575</div>	<div>UNICOM</div> <div>122.8 (CTAF) 0</div>



3000	WIVEV	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).				4 NM Holding Pattern
* LNAV only	ZILTU 1.6 NM to RWY 31	UJUSU 2600	KIGIQ	127° → 3000	← 307°	GP 3.00° TCH 40
	1.6 NM	3.4 NM	6 NM			
CATEGORY	A	B	C	D		
LPV DA	1268-1	304 (400-1)		NA		
LNAV/VNAV DA	1314-1½	350 (400-1½)		NA		
LNAV MDA	1380-1	416 (500-1)		NA		
CIRCLING	1440-1 476 (500-1)	1760-1 796 (800-1)		NA		

ALBIA, IOWA
Amdt 1A 28MAY15

41°00'N-92°46'W

RNAV (GPS) RWY 31

ALBIA MUNI (4C8)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
129°

Rwy Idg
3960

TDZE
1215

Apt Elev
1216

RNAV (GPS) RWY 12

ALGONA MUNI (AXA)

RNP APCH.

When local altimeter setting not received, use Forest City altimeter setting and increase all MDA 80 feet. Procedure NA at night. Rwy 12 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct IFOLA and hold.

AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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The main chart displays the RNAV (GPS) RWY 12 approach. Key features include:

- Initial Approach:** From 30 NM to HIGMU (NoPT) at 3100, turn 219° to 5 NM to HIGMU at 3000.
- Intermediate Approach:** From 5 NM to HIGMU, turn 038° to 4 NM to (IF/IAF) HIGMU at 2900.
- Final Approach:** From (IF/IAF) HIGMU, turn 129° to (FAF) CUSET at 2900, then 309° to RWY12 at 1430.
- Missed Approach:** From RWY12, climb to 3000 and turn 219° to JOPOR, then 30° to IFOLA.
- Obstacles:** 1826 (near HIGMU), 1436 (near RWY12), 1663 (near RWY12), 1751 (near RWY12).
- Navigation Aids:** (IAF) JAPKA, (IAF) JOPOR, (FAF) CUSET, IFOLA.

ELEV 1216

TDZE 1215

129°

12

3960 X 75

0.4% UP

2893 X 160

0.3% UP

36

30

4 NM Holding Pattern

HIGMU

3000

309°

129°

CUSET

2900

3.00°

TCH 40

5 NM

5.2 NM

RWY12

3000

IFOLA

MIRL Rwy 12-30 0

REIL Rwy 12 and 30 0

CATEGORY	A	B	C	D
LNAV MDA	1680-1	465 (500-1)	NA	

ALGONA, IOWA

Orig-E 07NOV19

43°05'N-94°16'W

3

ALGONA MUNI (AXA)

RNAV (GPS) RWY 12

ALGONA, IOWA

AL-6144 (FAA)

23278

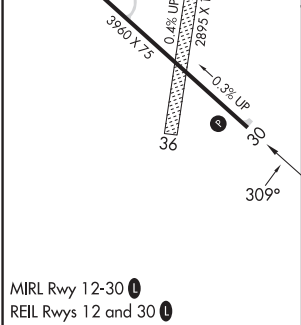
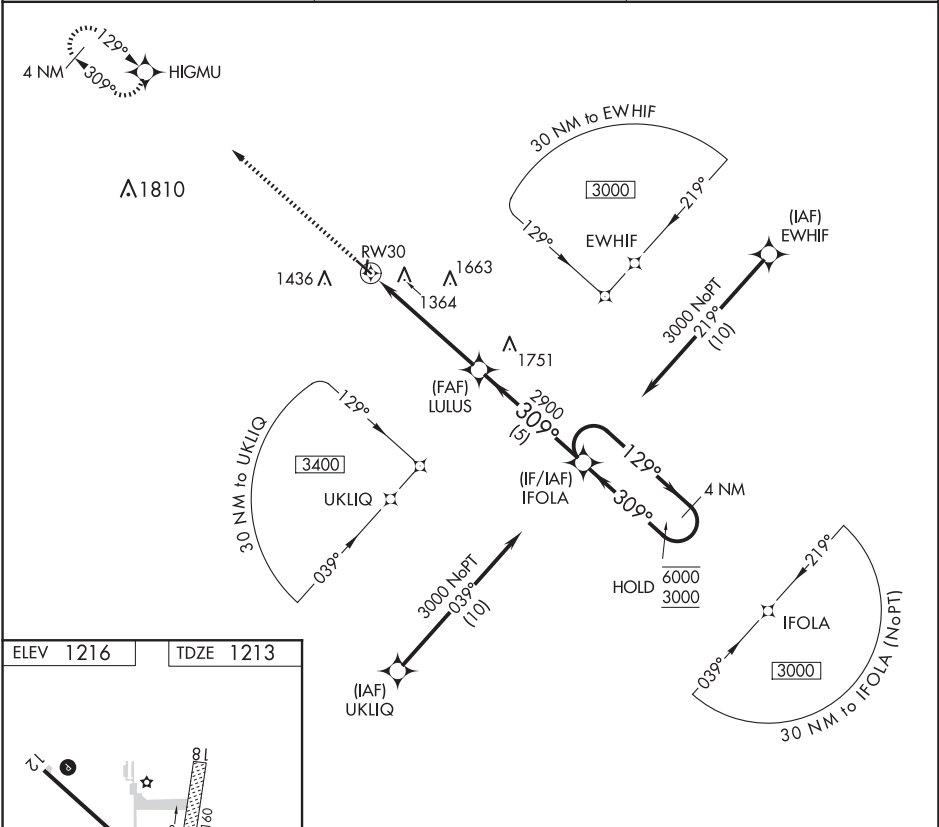
APP CRS	Rwy Idg	3960
309°	TDZE	1213
	Apt Elev	1216



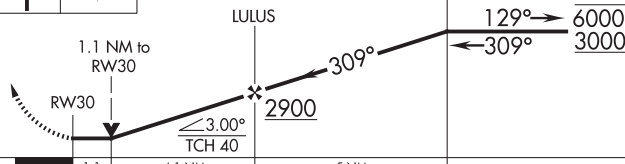
RNAV (GPS) RWY 30

ALGONA MUNI (AXA)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct HIGMU and hold.
▼ Rwy 30 helicopter visibility reduction below ¾ SM NA.	

AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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3000	HIGMU	IFOLA	4 NM Holding Pattern	
				
				
CATEGORY	A	B	C	D
LNAV MDA	1600-1	387 (400-1)	NA	

ALGONA, IOWA
Amdt 1D 07NOV19

43°05'N-94°16'W

RNAV (GPS) RWY 30

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-EEE
110.7
Chan **44**

APP CRS
014°

Rwy Ldg
TDZE **956**
Apt Elev **956**

ILS or LOC RWY 1

AMES MUNI (AMW)

DME required.

NA

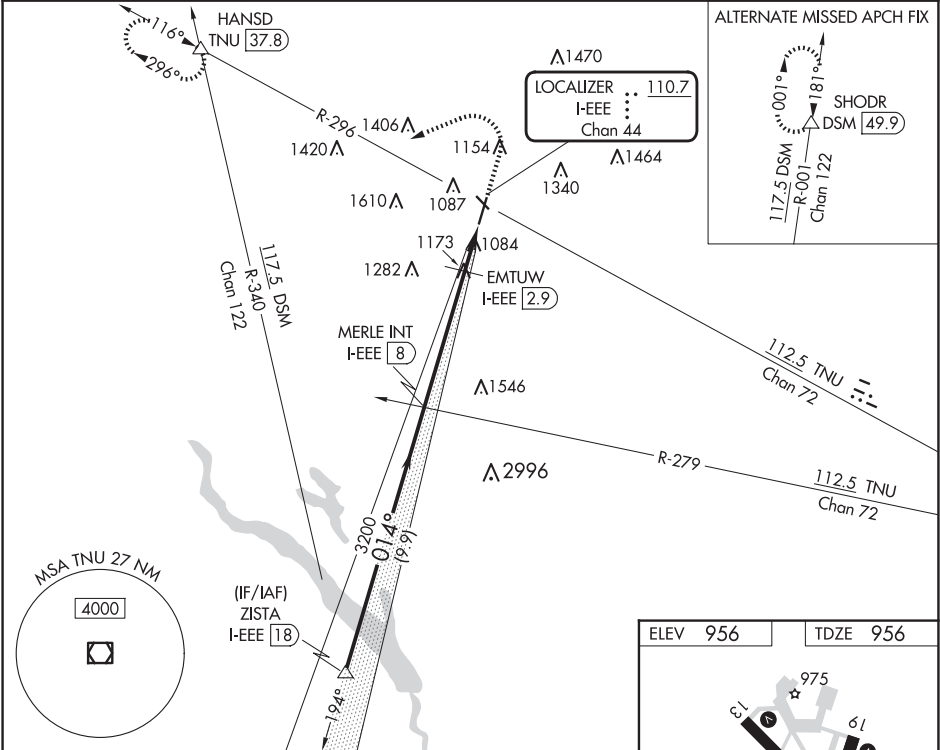
-26°C

For inop ALS increase S-LOC 1 Cat C/D visibility to 1½ SM.

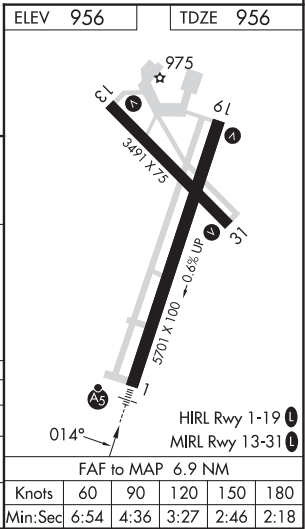
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on heading 240° and TNU VOR/DME R-296 to HANSD INT/37.8 DME and hold, continue climb-in-hold to 4000.

ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF) 0
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	ZISTA I-EEE 18	MERLE INT I-EEE 8	EMTUW I-EEE 2.9	HANSD I-EEE 1.1
	4000	3200	1580	
	GS 3.00° TCH 50			
	9.9 NM	5.1 NM	1.8 NM	
CATEGORY	A	B	C	D
S-ILS 1	1206-½ 250 (300-½)			
S-LOC 1	1440-½ 484 (500-½)	1440-1 484 (500-1)		
CIRCLING	1440-1 484 (500-1)	1460-1 504 (600-1)	1640-2 684 (700-2)	1960-3 1004 (1100-3)



AMES, IOWA

AL-5307 (FAA)

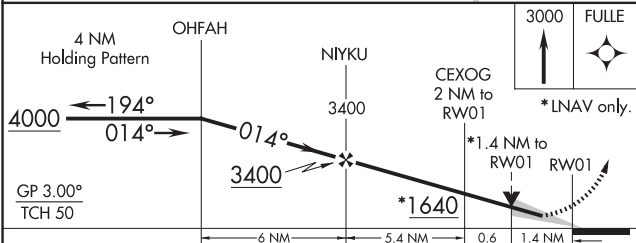
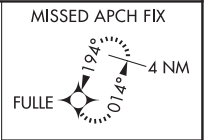
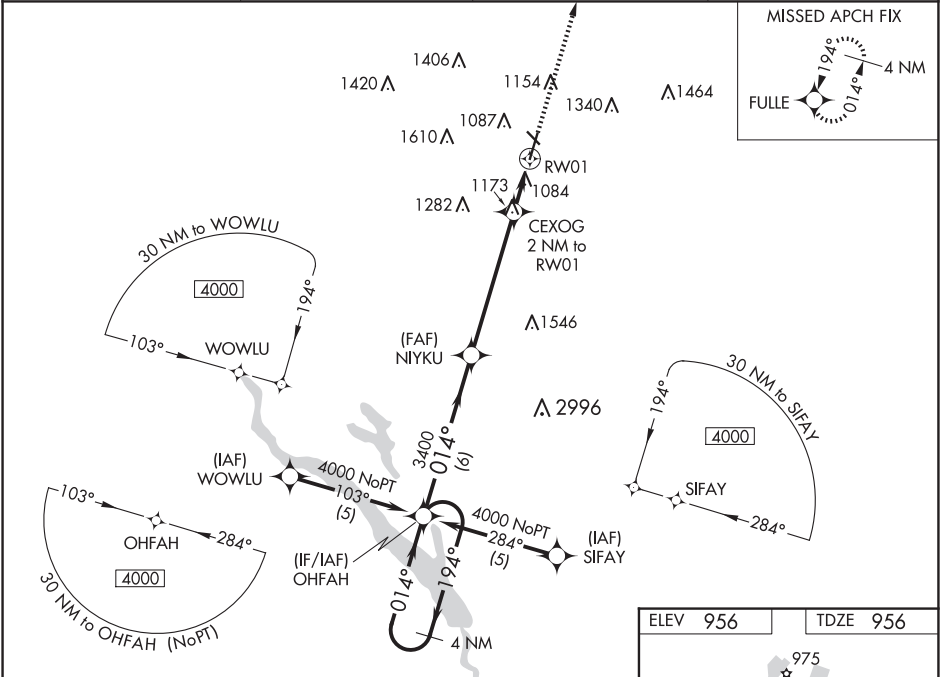
25163

WAAS CH 72717 W01A	APP CRS 014°	Rwy Ldg TDZE Apt Elev	5701 956 956
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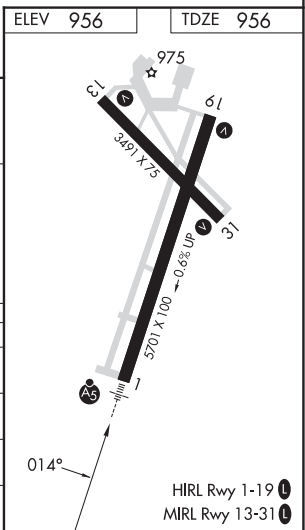
RNAV (GPS) RWY 1
AMES MUNI (AMW)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 3000 direct FULLE and hold.
▼ ✱ -26°C For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). For inop MALSR, increase LNAV Cats A, B visibility to 1 mile.	AS	

ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 [CTAF] 0
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CATEGORY	A	B	C	D
LPV DA	1261-3/4	305 (400-3/4)		NA
LNAV/VNAV DA	1364-1	408 (500-1)		NA
LNAV MDA	1440-3/4	484 (500-3/4)		NA
CIRCLING	1440-1 484 (500-1)	1460-1 504 (600-1)	1640-2 684 (700-2)	NA



AMES, IOWA
Amdt 2B 12AUG21

42°00'N-93°37'W

AMES MUNI (AMW)
RNAV (GPS) RWY 1

NC-3, 12 JUN 2025 to 07 AUG 2025

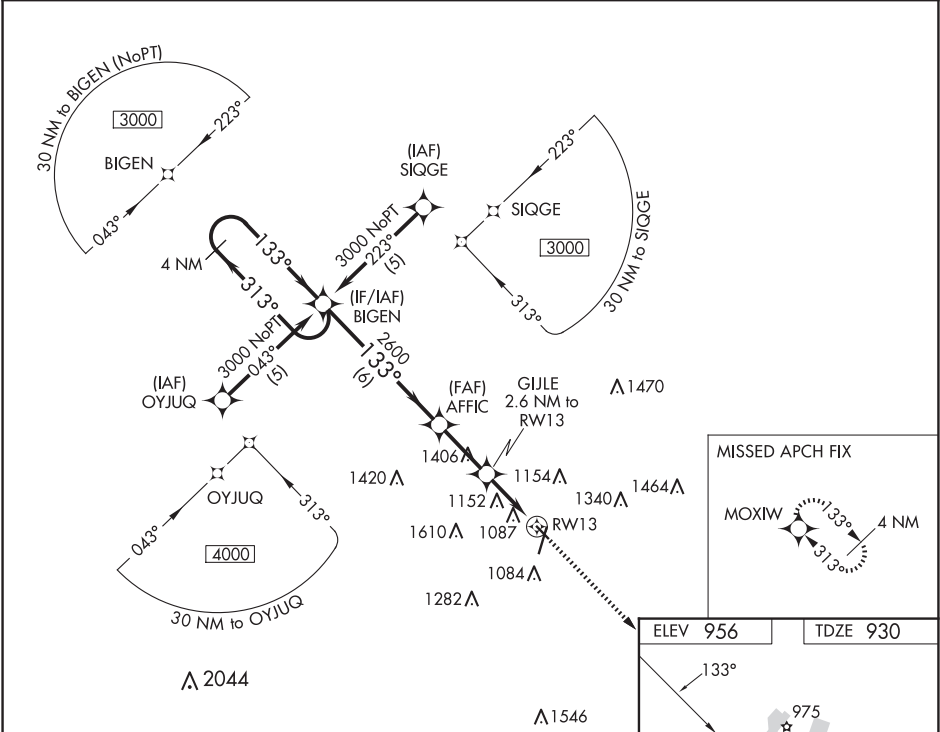
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 63117 W13A	APP CRS 133°	Rwy Ldg TDZE Apt Elev 3491 930 956
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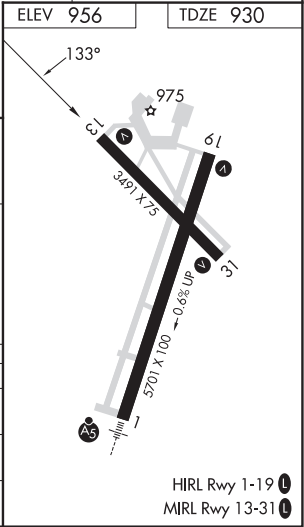
RNAV (GPS) RWY 13
AMES MUNI (AMW)

RNP APCH.	<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 13 helicopter visibility reduction below ¾ SM NA.</p>	MISSED APPROACH: Climb to 3000 direct MOXIW and hold.
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ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF) 0
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<div>4 NM Holding Pattern</div> <div>3000 ← 313° 133° →</div> <div>GP 3.00° TCH 43</div>				<div>BIGIN</div> <div>AFFIC</div> <div>GIJLE</div> <div>2.6 NM to RW13</div> <div>*1.4 NM to RW13</div> <div>RW13</div>		<div>3000</div> <div>↑</div>	<div>MOXIW</div> <div>✦</div>
<div>133°</div> <div>2600</div> <div>*1780</div>				<div>*LNAV only</div>			
<div>6 NM</div> <div>2.5 NM</div> <div>1.2 NM</div> <div>1.4 NM</div>							
CATEGORY	A	B	C	D			
LPV DA	1224-1 294 (300-1)				NA		
LNAV/VNAV DA	1478-2 548 (600-2)				NA		
LNAV MDA	1420-1 490 (500-1)			1420-1¼ 490 (500-1¼)		NA	



AMES, IOWA

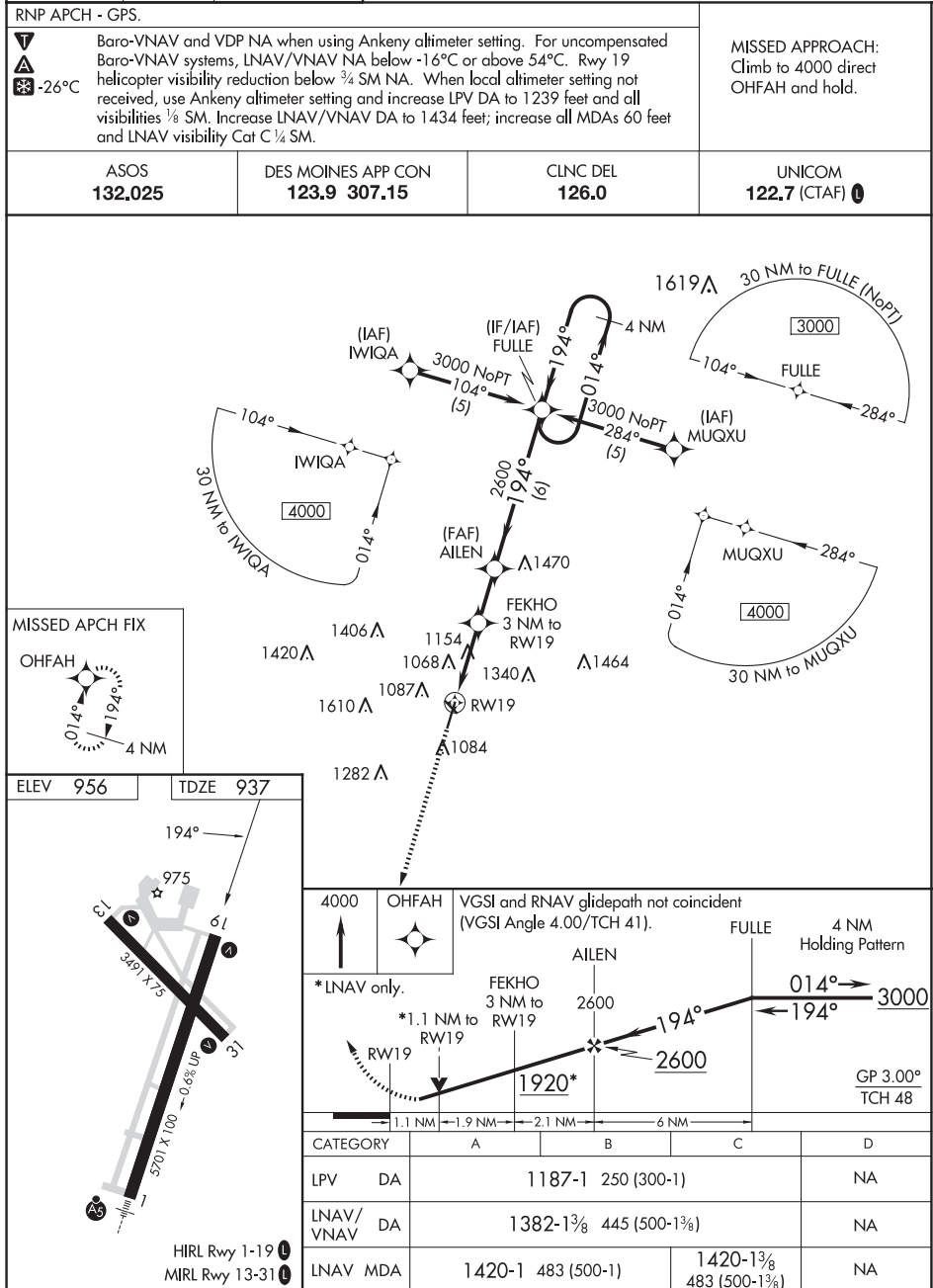
AL-5307 (FAA)

25163

WAAS CH 61217 W19A	APP CRS 194°	Rwy Ldg TDZE Apt Elev	5701 937 956
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RNAV (GPS) RWY 19

AMES MUNI (AMW)



AMES, IOWA

AL-5307 (FAA)

25163

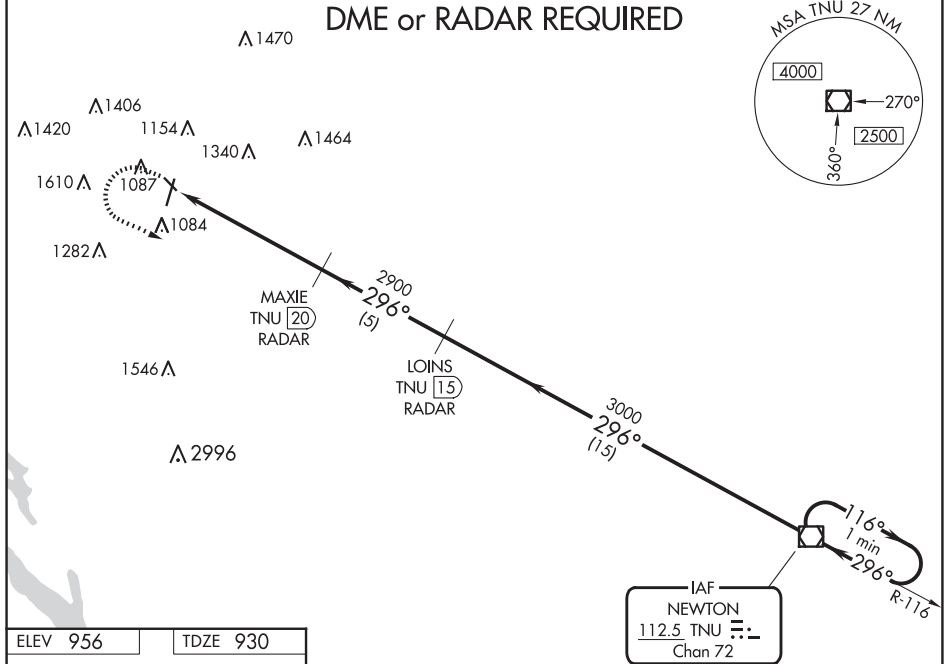
VOR/DME TNU 112.5 Chan 72	APP CRS 296°	Rwy Ldg TDZE 3491 930 Apt Elev 956
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VOR RWY 31
AMES MUNI (AMW)

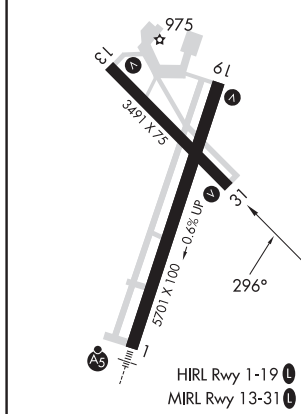
-26°C	Rwy 31 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 31 NA at night.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct TNU VOR/DME and hold.
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ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF)
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DME or RADAR REQUIRED



ELEV 956	TDZE 930
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NoPT for arrivals on TNU VOR/DME
airway radials 031 CW 081.

	2000	3000	TNU				
				LOINS TNU (15) RADAR	TNU VOR/DME		One Minute Holding Pattern
				MAXIE TNU (20) RADAR			
				TNU (26)			
				≤ 3.06° TCH 36			
				6 NM	5 NM	1.5 NM	
CATEGORY	A	B	C	D			
S-31	1580-1	650 (700-1)	1580-1 7/8 650 (700-1 7/8)	NA			
CIRCLING	1580-1	624 (700-1)	1640-2 684 (700-2)	NA			

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

AMES, IOWA

Amdt 10B 12AUG21

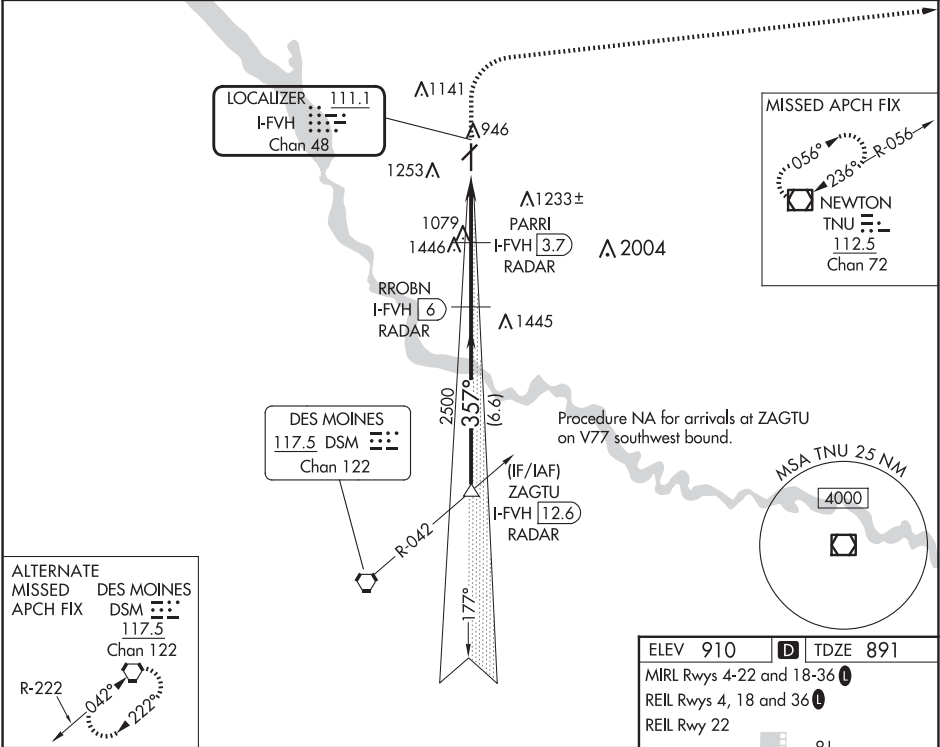
42°00'N-93°37'W

AMES MUNI (AMW)
VOR RWY 31

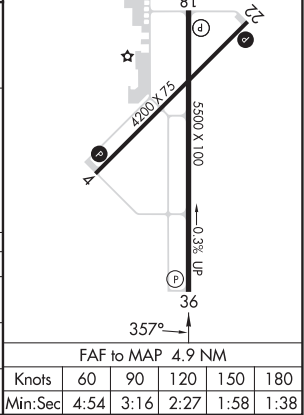
LOC/DME I-FVH	APP CRS	Rwy Idg	5500
111.1	357°	TDZE	891
Chan 48		Apt Elev	910

ILS or LOC RWY 36
ANKENY RGNL (IKV)

DME or RADAR required.		MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct TNU VOR/DME and hold.	
AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0



GS 3.00° TCH 52	ZAGTU I-FVH 12.6 RADAR		RROBN I-FVH 6 RADAR		PARRI I-FVH 3.7 RADAR		I-FVH 2.3		I-FVH 1.1	
	3000		2500		1760					
	6.6 NM		2.3 NM		1.4 NM		1.3 NM			
	CATEGORY		A		B		C		D	
S-ILS 36			1091-3/4		200 (200-3/4)					
S-LOC 36	1340-1		449 (500-1)		1340-1 3/8		449 (500-1 3/8)			
CIRCLING	1560-1		650 (700-1)		1560-1 3/4 650 (700-1 3/4)		1760-2 3/4 850 (900-2 3/4)			



ANKENY, IOWA

AL-9156 (FAA)

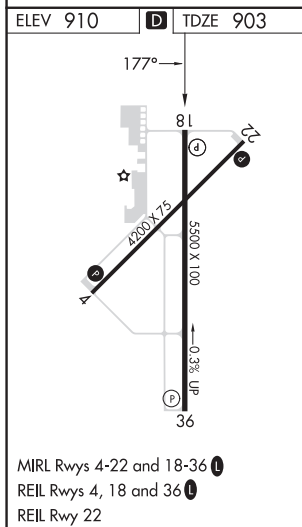
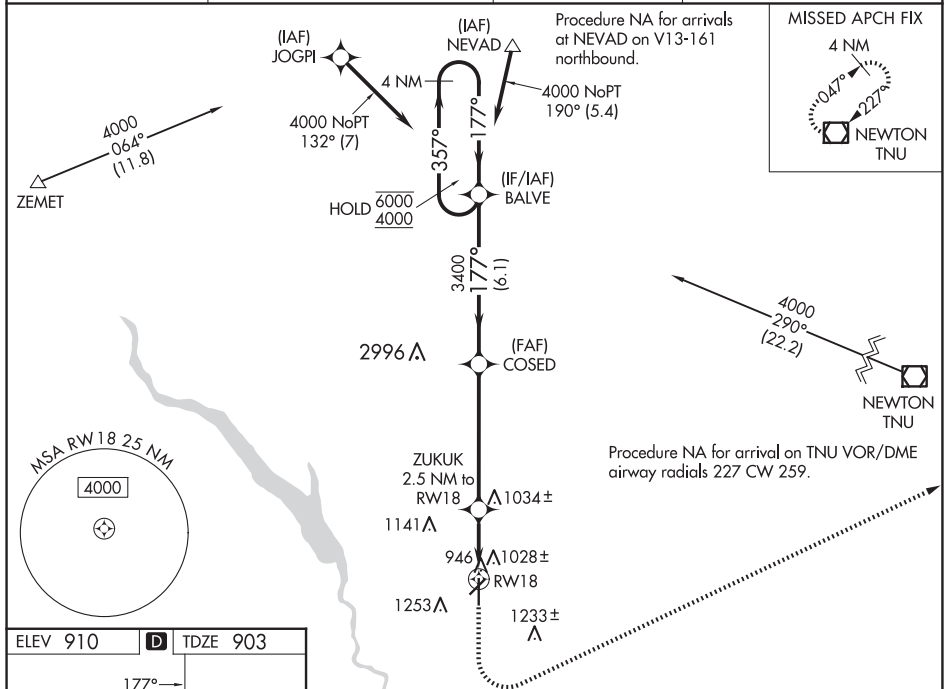
24081

WAAS CH 82720 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	5500 903 910
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RNAV (GPS) RWY 18

ANKENY RGNL (IKV)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct TNU VOR/DME and hold.	
AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF)



ELEV 910		D TDZE 903	
177°		1600 4000 TNU	
81		BALVE 4 NM Holding Pattern	
22		COSED 3400	
220 X 75		ZUKUK 2.5 NM to RW18	
5500 X 100		1.7 NM to RW18	
0.3% UP		1740	
36		GP 3.00° TCH 40	
MIRL Rwy 4-22 and 18-36		1.7 NM 0.8 NM 5.2 NM 6.1 NM	
REIL Rwy 4, 18 and 36		CATEGORY A B C D	
REIL Rwy 22		LPV DA 1153- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)	
		LNAV/VNAV DA 1354-1 $\frac{3}{8}$ 451 (500-1 $\frac{3}{8}$)	
		LNAV MDA 1480-1 577 (600-1) 1480-1 $\frac{5}{8}$ 577 (600-1 $\frac{5}{8}$)	
		CIRCLING 1560-1 650 (700-1) 1560-1 $\frac{3}{4}$ 1760-2 $\frac{3}{4}$ 650 (700-1 $\frac{3}{4}$) 850 (900-2 $\frac{3}{4}$)	

ANKENY, IOWA

Amdt 2A 21MAR24

41°41'N-93°34'W

RNAV (GPS) RWY 18

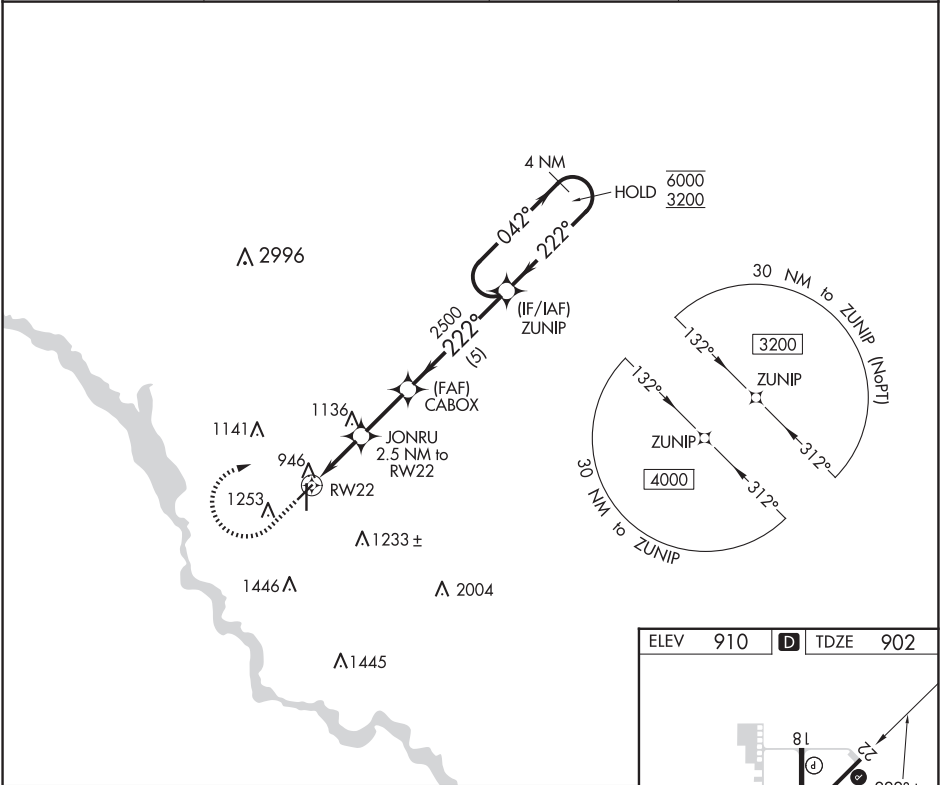
ANKENY RGNL (IKV)

APP CRS	Rwy Idg	4200
222°	TDZE	902
	Apt Elev	910

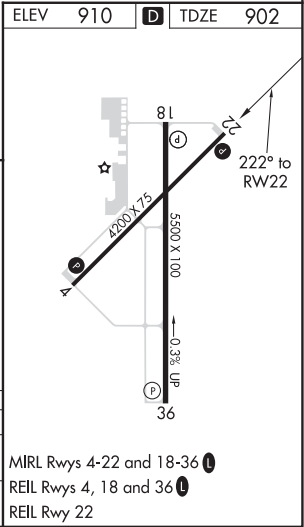
RNAV (GPS) RWY 22

ANKENY RGNL (IKV)

RNP APCH - GPS.		MISSED APPROACH: (Do not exceed 240K until ZUNIP). Climb to 1500 then climbing right turn to 3200 direct ZUNIP and hold.	
	Rwy 22 helicopter visibility reduction below 3/4 SM NA.		
AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF)



		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32).		4 NM Holding Pattern	
		CABOX		ZUNIP	
1.3 NM to RW22		≤3.00° TCH 45		042° → 6000	
JONRU 2.5 NM to RW22		2500		← 222° 3200	
1740		2.4 NM		5 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1360-1	458 (500-1)	1360-1 3/8	458 (500-1 3/8)	
CIRCLING	1560-1	650 (700-1)	1560-1 3/4	1760-2 3/4	
			650 (700-1 3/4)	850 (900-2 3/4)	



ANKENY, IOWA

AL-91.56 (FAA)

21280

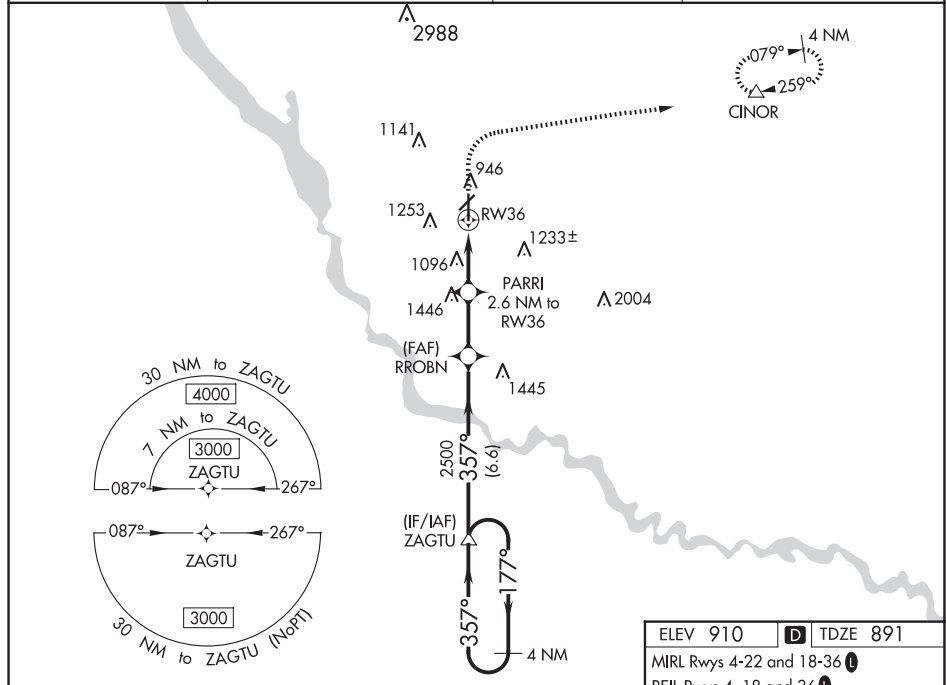
WAAS CH 70512 W36A	APP CRS 357°	Rwy Idg 5500 TDZE 891 Apt Elev 910
--	------------------------	---

RNAV (GPS) RWY 36

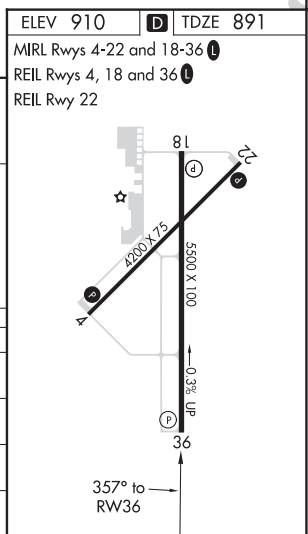
ANKENY RGNL (IKV)

▽ ▲	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Circling Rwy 22 NA at night. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct CINOR and hold, continue climb-in-hold to 4000.
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AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) ①
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		1500 ↑	4000 ↷	CINOR △	
3000 ←177° 357°→		2500	2.6 NM to RW36	*1.3 NM to RW36	*LNAV only
GP 3.00° TCH 52					
6.6 NM		2.3 NM	1.3 NM	1.3 NM	
CATEGORY	A	B	C	D	
LPV DA	1091-3¼		200 (200-¾)		
LNAV/ VNAV DA	1405-1¾		514 (500-1¾)		
LNAV MDA	1360-1	469 (500-1)	1360-1¾	469 (500-1¾)	
C CIRCLING	1560-1	650 (700-1)	1560-1¾ 650 (700-1¾)	1760-2¾ 850 (900-2¾)	

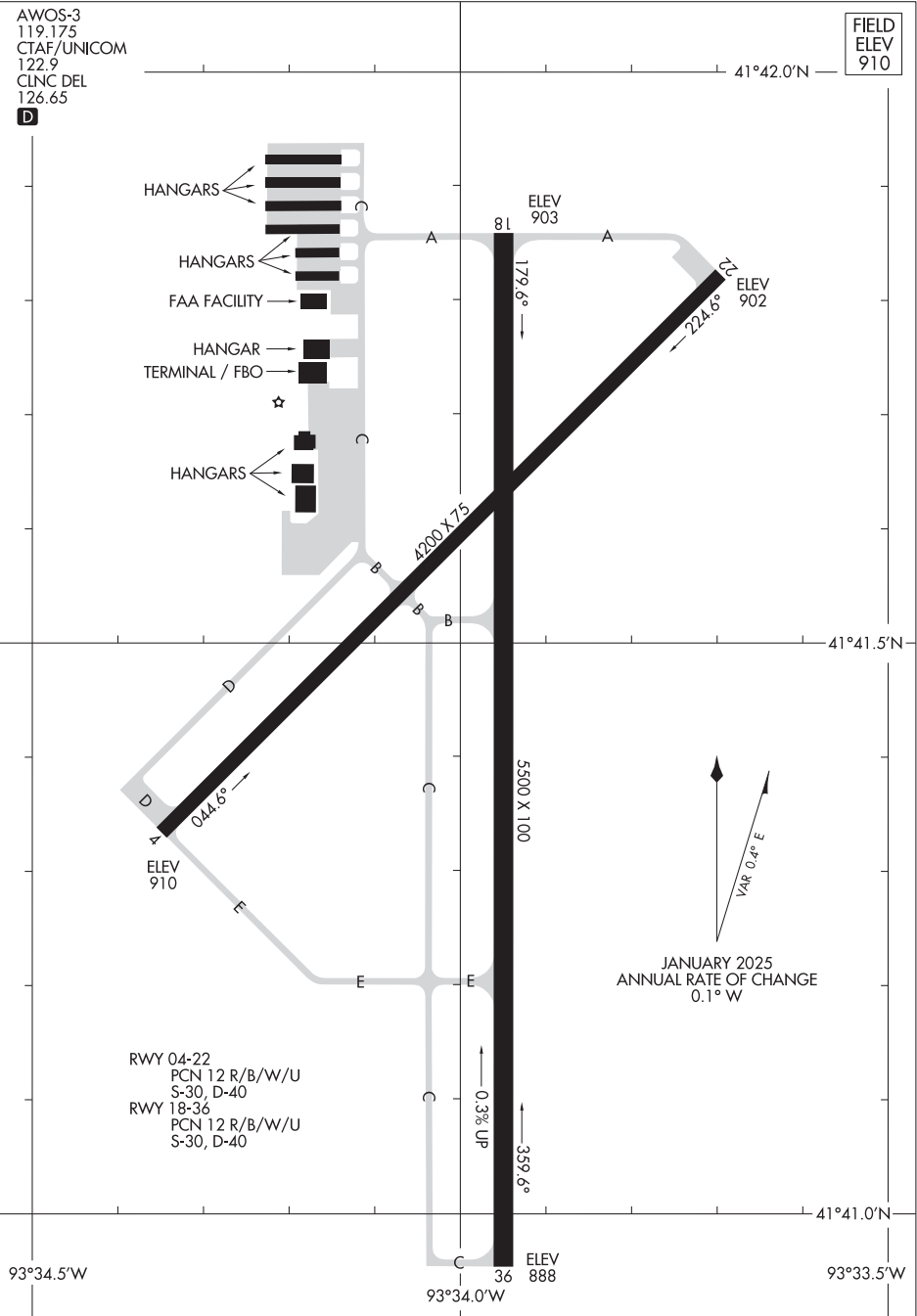


ANKENY, IOWA
Amdt 2 05JAN17

41°41'N-93°34'W

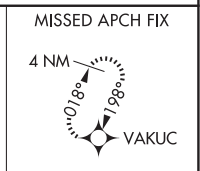
RNAV (GPS) RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025



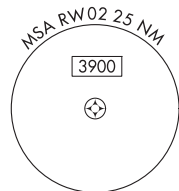
RNAV (GPS) RWY 2
ATLANTIC MUNI (AIO)

MISSED APPROACH:
Climb to 4000 direct
VAKUC and hold.

UNICOM
122.7 (CTAF) **L**

(IAF) EYNOR \triangle $\xrightarrow[4000 \text{ NoPT}]{083^\circ}$ \rightarrow
(11.1)

OBREC



ELEV 1165

TDZE 1151

3132 X .75

0.7% Up

5000 X .75

P

2

018°

REIL Rwy 2 and 20

MIRL Rwy 2-20 and 12-30

ATLANTIC MUNI (AIO)
RNAV (GPS) RWY 2

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82528 W20A	APP CRS 198°	Rwy Idg TDZE 1151 Apt Elev 1165
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RNAV (GPS) RWY 20

ATLANTIC MUNI (AIO)

RNP APCH - GPS.

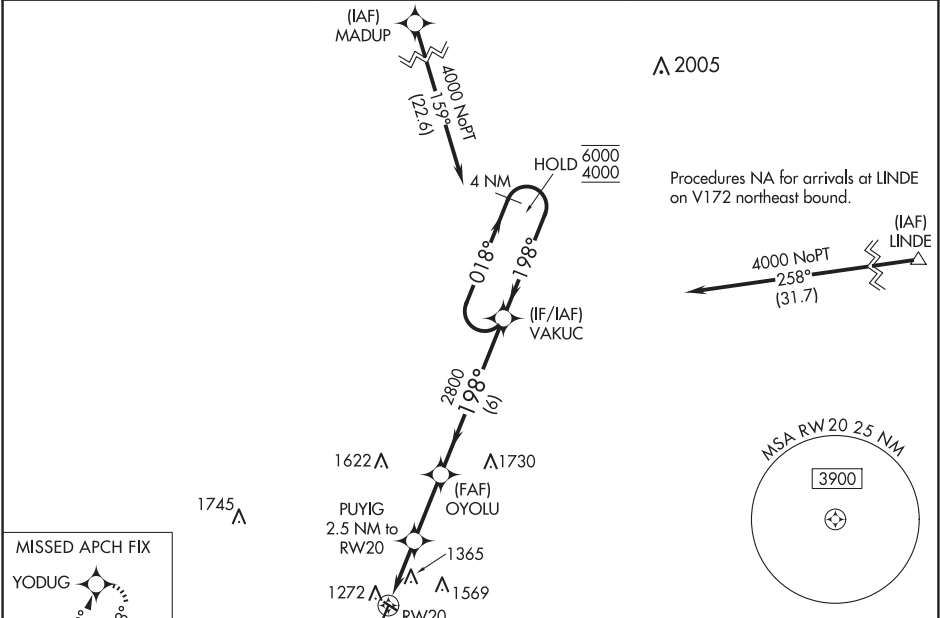
▼

▲

Circling Rwy 12, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct YODUG and hold, continue climb-in-hold to 4000.

AWOS-3 127.825	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.7 (CTAF)
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4000

YODUG

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).

PUYIG 2.5 NM to RW20

OYOLU 2800

VAKUC 4 NM Holding Pattern

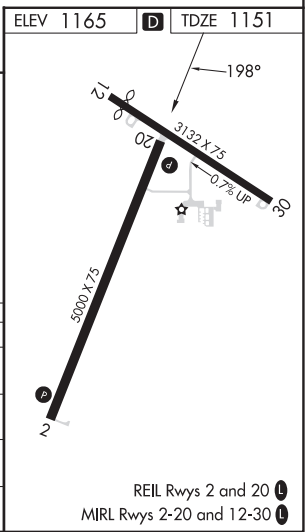
1.6 NM to RW20

1980

2800

GP 3.00° TCH 39°

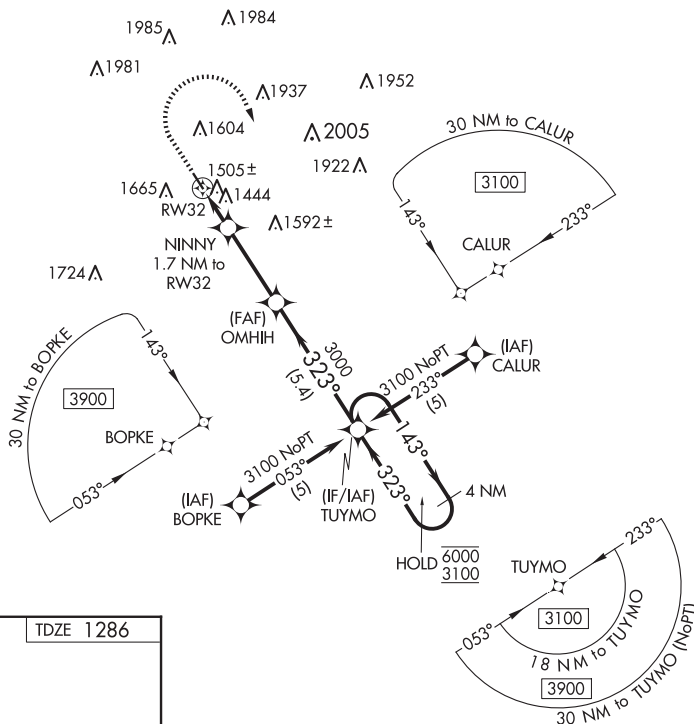
CATEGORY	A	B	C	D
LPV DA	1447-1 296 (300-1)			NA
LNAV/VNAV DA	1733-1¾ 582 (600-1¾)			NA
LNAV MDA	1680-1 529 (600-1)	1680-1½ 529 (600-1½)		NA
CIRCLING	1760-1 595 (600-1)	1920-1 755 (800-1)	1920-2¼ 755 (800-2¼)	NA



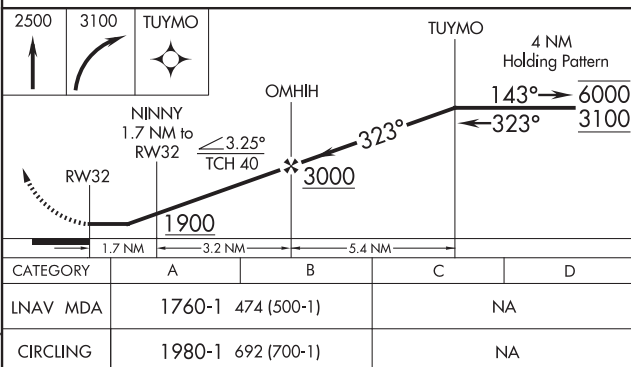
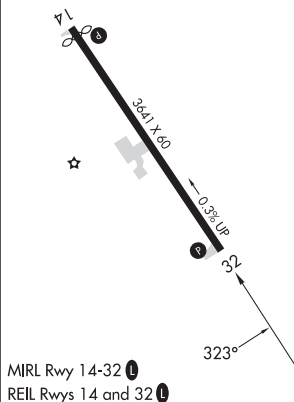
RNAV (GPS) RWY 32

AUDUBON COUNTY (ADU)

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct TUYMO and hold.

UNICOM
122.8 (CTAF) **L**

TDZE 1286



AUDUBON COUNTY (ADU)
RNAV (GPS) RWY 32

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

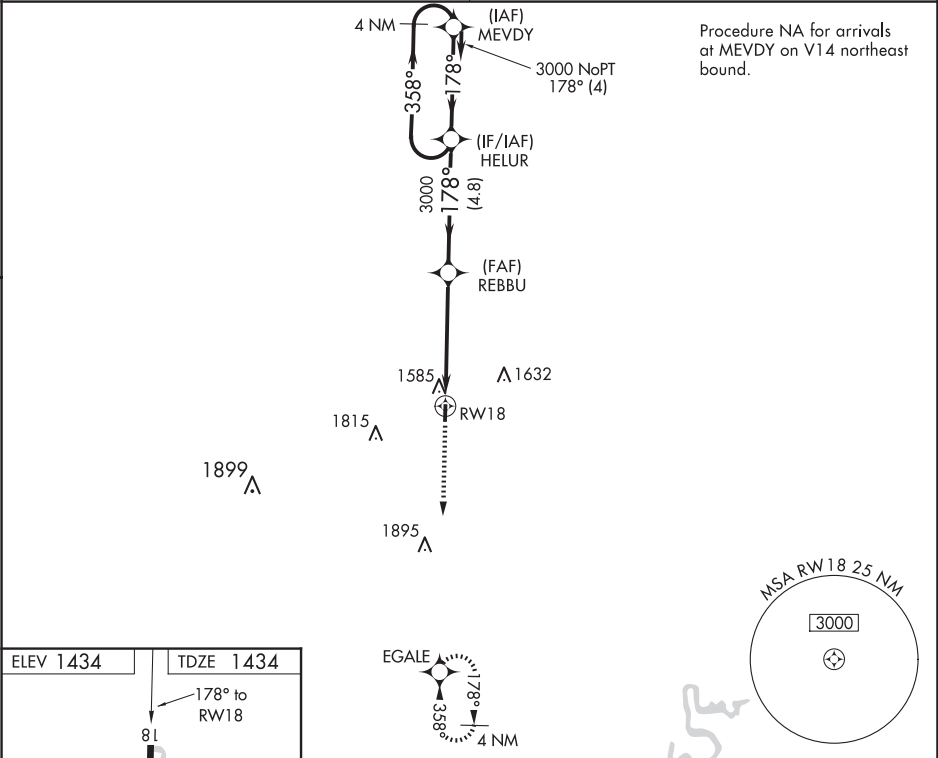
WAAS CH 58025 W18A	APP CRS 178°	Rwy Idg TDZE 1434 Apt Elev 1434	3001 1434 1434
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RNAV (GPS) RWY 18

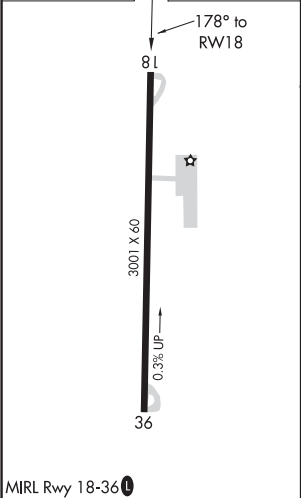
JERRY SUMNERS SR AURORA MUNI (2H2)



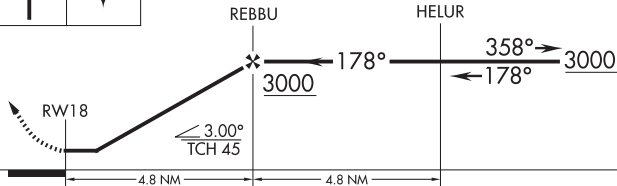
RNP APCH.	Use Springfield altimeter setting; when not received, use Branson altimeter setting and increase all MDA 40 feet. Circling Rwy 36 NA at night. Rwy 18 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 3100 direct EGALE and hold.
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SPRINGFIELD APP CON 124.95 318.2	UNICOM 122.8 (CTAF) 1
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ELEV 1434	TDZE 1434
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3100	EGALE	4 NM Holding Pattern			
					
					
CATEGORY		A	B	C	D
LP MDA		1940-1	506 (600-1)	NA	
LNAV MDA		1940-1	506 (600-1)	NA	
CIRCLING		1980-1 546 (600-1)	2080-1 646 (700-1)	NA	

WAAS CH 93726 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	3001 1434 1434
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RNAV (GPS) RWY 36

JERRY SUMNERS SR AURORA MUNI (2H2)

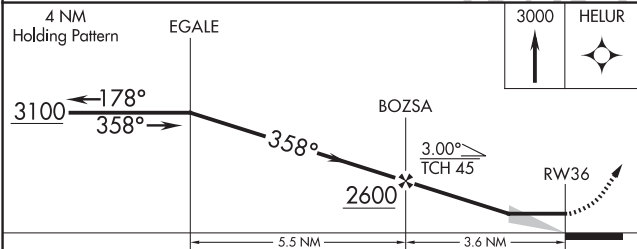
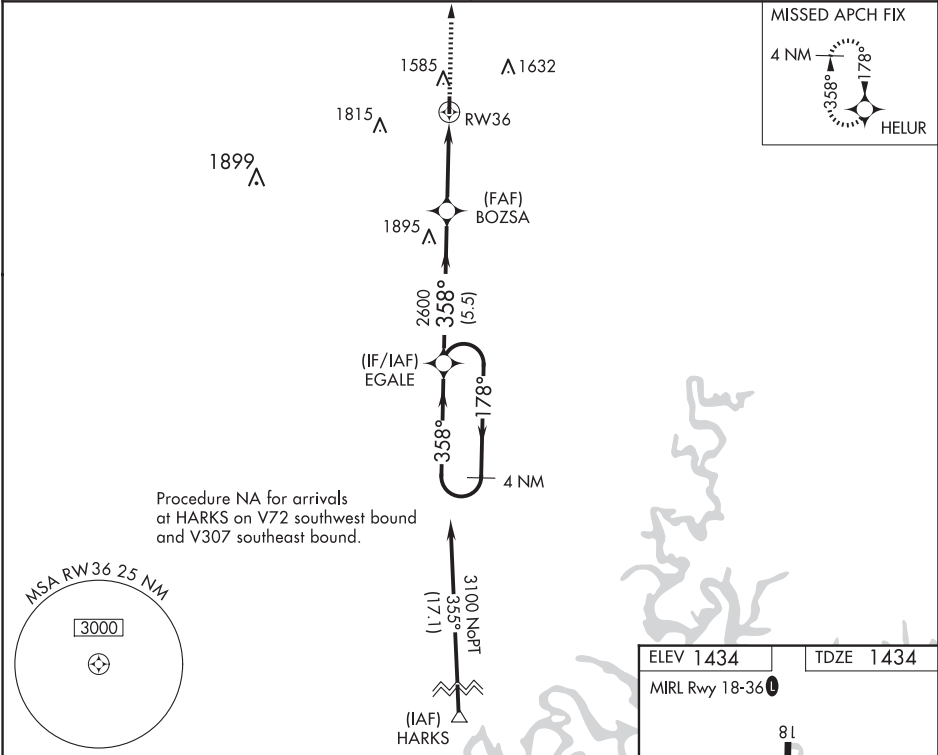
▼

NA

Use Springfield altimeter setting; when not received, use Branson altimeter setting and increase all MDA 40 feet. Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

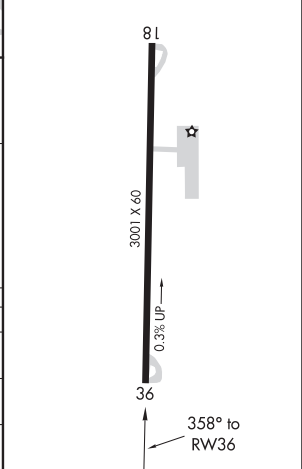
MISSED APPROACH:
Climb to 3000 direct
HELUR and hold.

SPRINGFIELD APP CON 124.95 318.2	UNICOM 122.8 (CTAF) 0
--	---------------------------------



CATEGORY	A	B	C	D
LP MDA	2060-1	626 (700-1)	NA	NA
INAV MDA	2060-1	626 (700-1)	NA	NA
CIRCLING	2060-1 626 (700-1)	2080-1 646 (700-1)	NA	NA

ELEV 1434	TDZE 1434
MIRL Rwy 18-36 0	



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

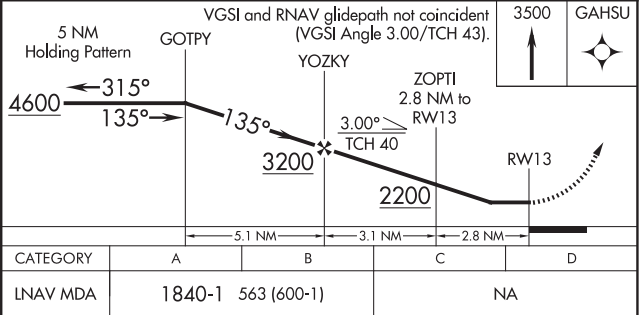
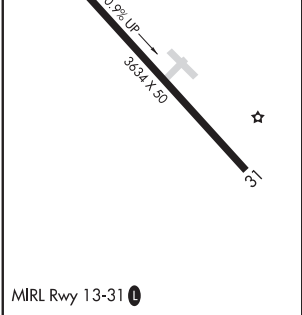
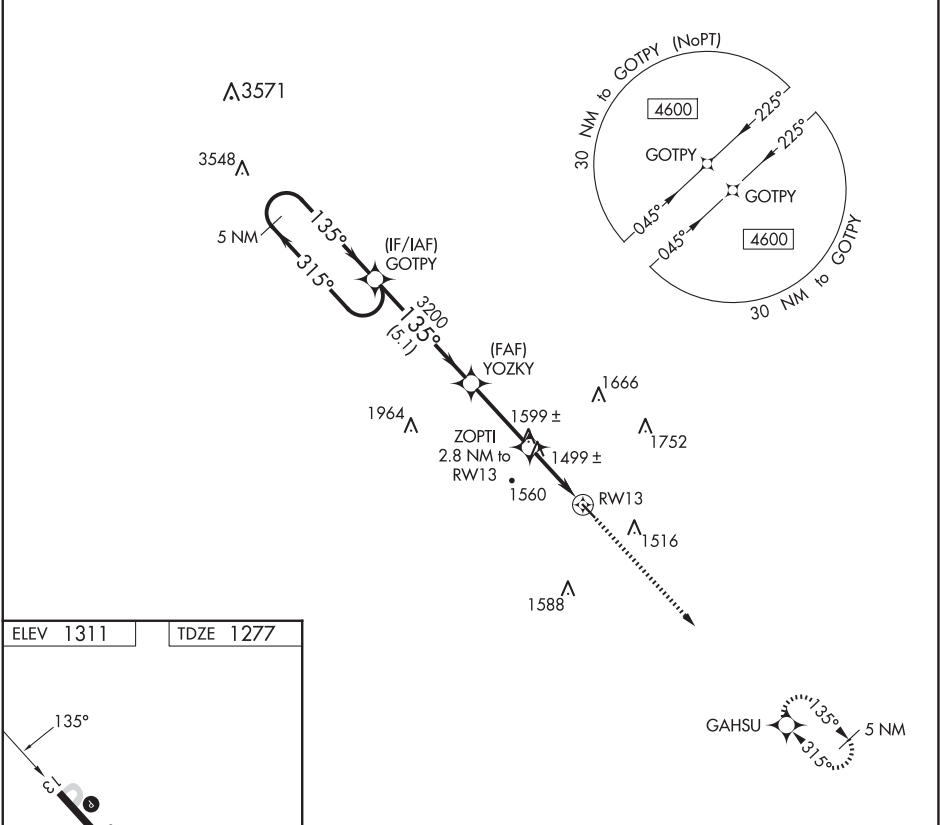
APP CRS	Rwy Idg	3634
135°	TDZE	1277
	Apt Elev	1311

RNAV (GPS) RWY 13

AVA BILL MARTIN MEML (AOV)

RNP APCH.	MISSED APPROACH: Climb to 3500 direct GAHSU and hold.
<div><div>Procedure NA at night. Use Branson altimeter setting, if not received use Springfield Branson Natl altimeter setting and increase all MDA 20 feet. Rwy 13 helicopter visibility reduction below 1 SM NA.</div></div>	

BBG AWOS-3 124.625	SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF) 0
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NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 31
AVA BILL MARTIN MEML (AOV)

MISSED APPROACH: Climb to 4600 direct GOTPY and hold, continue climb-in-hold to 4600.

UNICOM
122.7 (CTAF) **L**

Visual Segment - Obstacles.

CATEGORY	A	B	C	D
LNAV MDA	1860-1	549 (600-1)	NA	

AVA BILL MARTIN MEML (AOV)
RNAV (GPS) RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

VORTAC DGD 109.4 Chan 31	APP CRS 107°	Rwy Idg TDZE Apt Elev	N/A N/A 1311
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VOR-A

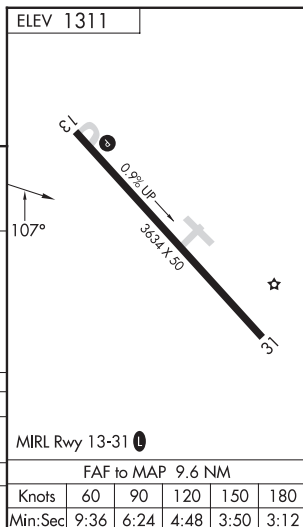
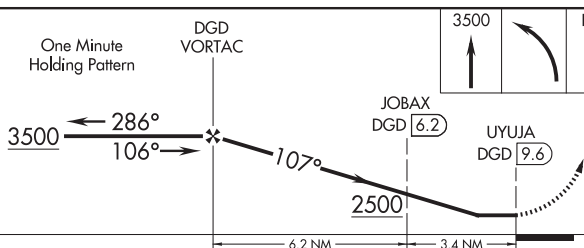
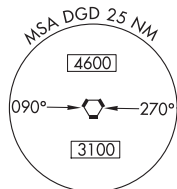
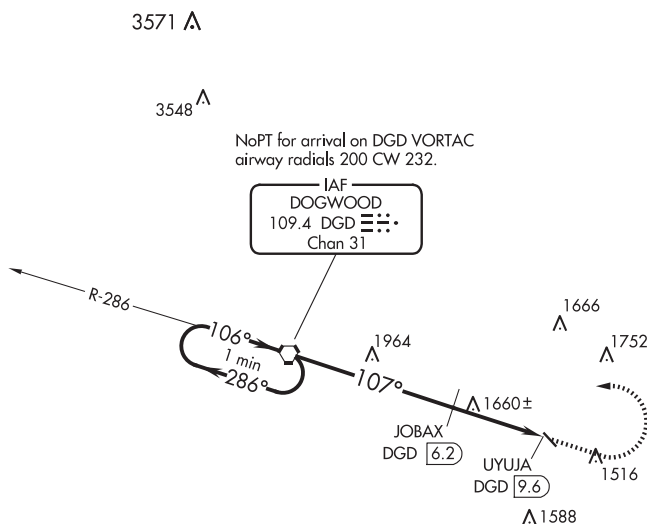
AVA BILL MARTIN MEML (AOV)

T	Procedure NA at night.
A NA	Use Branson altimeter setting, when not received use Springfield Branson Natl altimeter setting.

MISSED APPROACH: Climb to 3500 then left turn direct DGD VORTAC and hold.

BBG AWOS-3
124.625

SPRINGFIELD APP CON
126.35

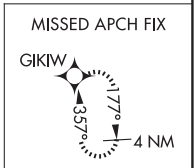
UNICOM
122.7 (CTAF) 

RNAV (GPS) RWY 18
BELLE PLAINE MUNI (TZT)

MISSED APPROACH: Climb to 3000
direct GIKIW and hold.

119.7 266.8

122.9 L



CATEGORY	A	B	C	D
LP MDA	1280-1	509 (600-1)	NA	
LNAV MDA	1420-1	649 (700-1)	NA	
C CIRCLING	1420-1 649 (700-1)	1520-1 749 (800-1)	NA	

MIRL Rwy 18-36 **L**

BELLE PLAINE MUNI (TZT)
RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36
BELLE PLAINE MUNI (TZT)

T
A NA Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
Baro-VNAV NA. Use Vinton altimeter setting

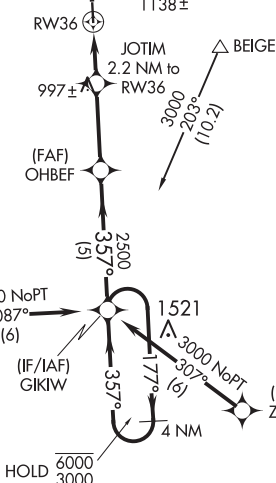
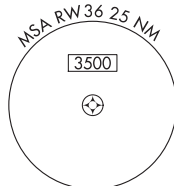
MISSED APPROACH:
Climb to 3000 direct VOBRE and hold.

CTAF

119.7 266.8

122.9 L

MISSED APCH FIX



Procedure NA for arrivals at WELMA
on V6-8 eastbound.



ELEV 771

TDZE 769



4001 X 75

3

← 357°

BELLE PLAINE, IOWA

Orig-C 10OCT19

41°53'N-92°17'W

25

BELLE PLAINE MUNI (TZT)

RNAV (GPS) RWY 36

Diagram illustrating a holding pattern for RW36. The pattern consists of a series of turns around a fix labeled OHBEF. Key distances and angles are indicated:



- JOTIM is 2.2 NM to RW36.
- The distance from JOTIM to OHBEF is 1500*.
- The distance from OHBEF to GIKIW is 2500.
- The angle between the inbound and outbound legs is 357°.
- The angle between the outbound leg and the final heading is 177°.
- The final heading is 6000/3000.
- The pattern includes a 4 NM Holding Pattern segment.
- The diagram also shows a 3000 VOBRE marker and a GP 3.00° TCH 40.

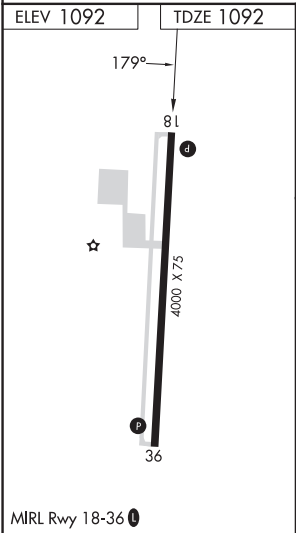
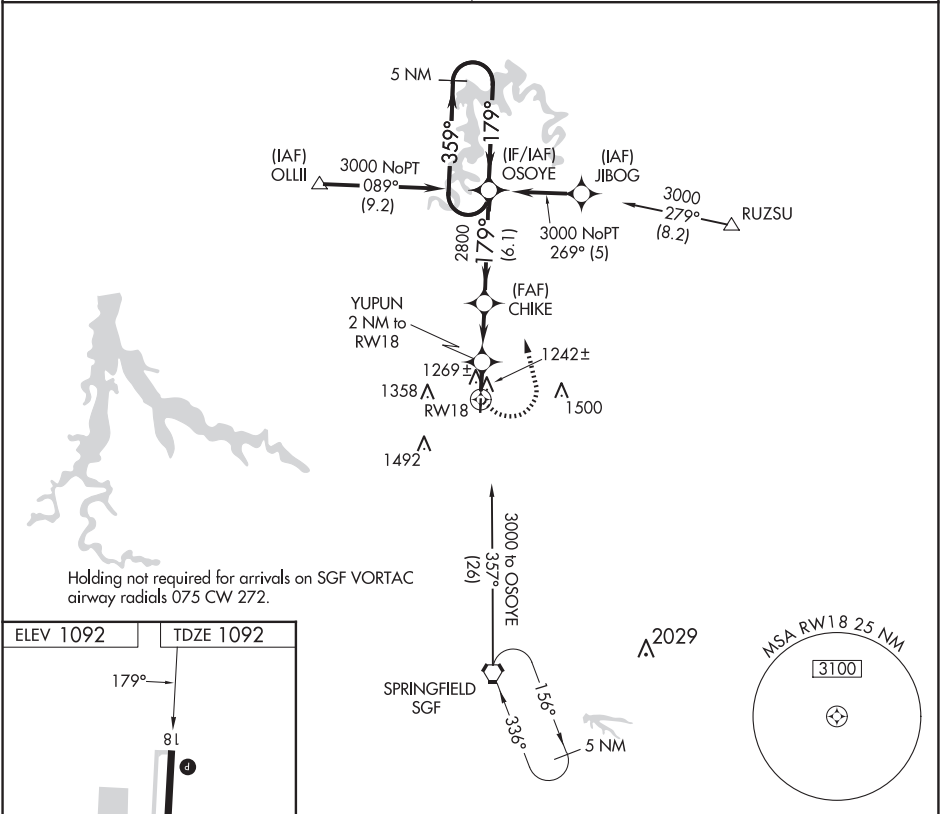
CATEGORY	A	B	C	D
LPV DA	1104-1	335 (400-1)		NA
LNAV/VNAV DA	1083-1	314 (400-1)		NA
LNAV MDA	1380-1	611 (700-1)		NA
C CIRCLING	1420-1 649 (700-1)	1520-1 749 (800-1)		NA





APP CRS	Rwy Idg	4000
179°	TDZE	1092
	Apt Elev	1092

RNAV (GPS) RWY 18

BOLIVAR MUNI (M17)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 3000 direct OSOYE and hold.
	Rwy 18 helicopter visibility reduction below 1 SM NA. Use Springfield-Branson Ntl altimeter setting. Straight-in and Circling Rwy 18 NA at night.	
SPRINGFIELD APP CON 124.95 318.2		UNICOM 123.0 (CTAF) 



				VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 40).		OSOYE		5 NM Holding Pattern	
		YUPUN 2 NM to RW18		 3.04° TCH 38		CHIKE		3000	
RW18		1760		2800		179°		359°	
2 NM		3.2 NM		6.1 NM					
CATEGORY	A		B		C		D		
LNAV MDA	1600-1 508 (600-1)		1600-1 508 (600-1 3/4)		1600-1 508 (600-1 3/4)		NA		
CIRCLING	1660-1 568 (600-1)		1740-1 648 (700-1 3/4)		1740-1 648 (700-1 3/4)		NA		

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

BOLIVAR, MISSOURI

AL-9389 (FAA)

25051

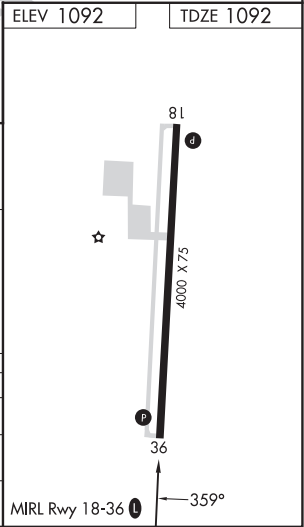
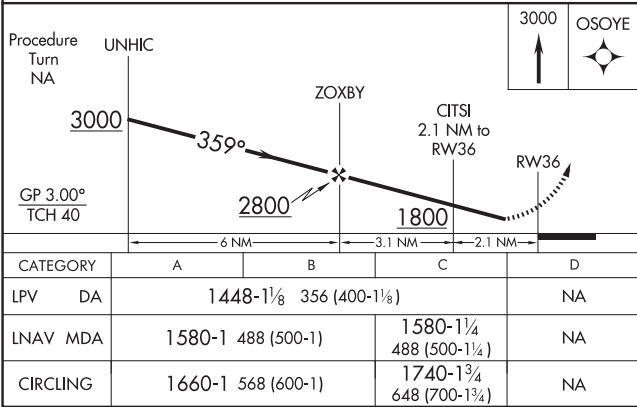
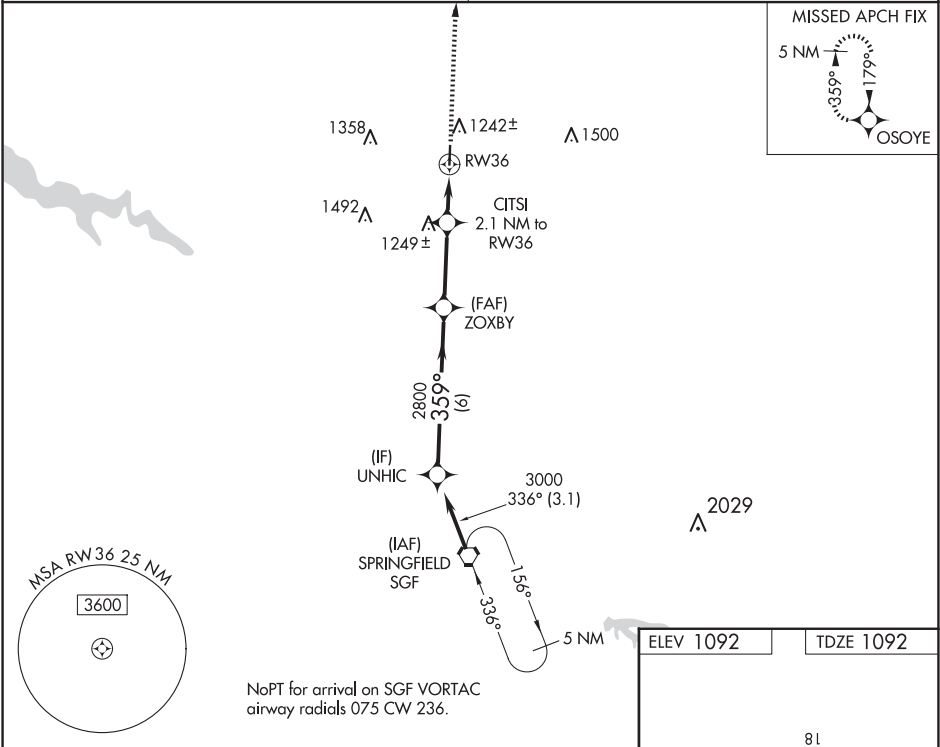
WAAS CH 78303 W36A	APP CRS 359°	Rwy Idg TDZE 1092 Apt Elev 1092
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RNAV (GPS) RWY 36

BOLIVAR MUNI (M17)

RNP APCH - GPS. ▼ Rwy 36 helicopter visibility reduction below ¾ SM NA. ▲ NA Use Springfield-Branson Ntl altimeter setting. Circling Rwy 18 NA at night.	MISSED APPROACH: Climb to 3000 direct OSOYE and hold.
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SPRINGFIELD APP CON 124.95 318.2	UNICOM 123.0 (CTAF) 1
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BOLIVAR, MISSOURI

Orig-D 20FEB25

37°36'N-93°21'W

BOLIVAR MUNI (M17)

RNAV (GPS) RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

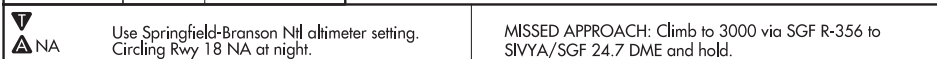
BOLIVAR, MISSOURI

AL-9389 (FAA)

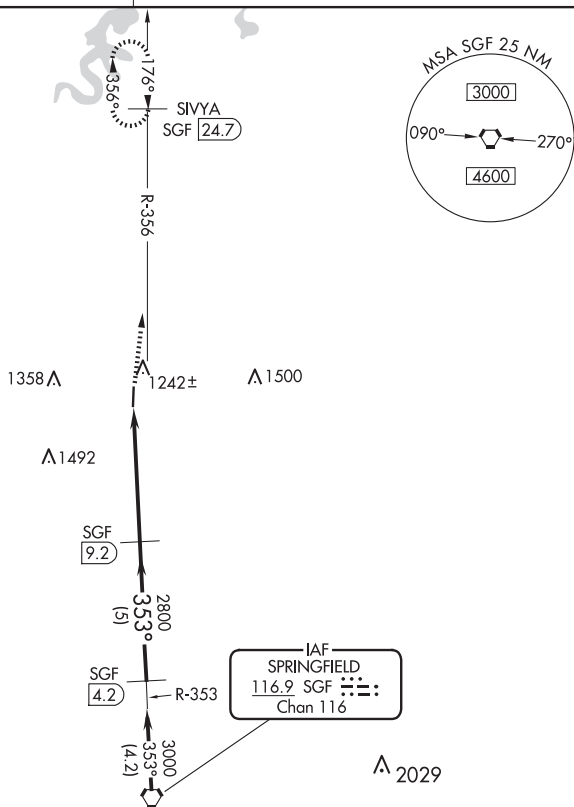
21168

VORTAC SGF 116.9 Chan 116	APP CRS 353°	Rwy Idg 4000 TDZE 1092 Apt Elev 1092
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VOR/DME RWY 36
BOLIVAR MUNI (M17)



SPRINGFIELD APP CON
124.95 318.2

UNICOM
123.0 (CTAF) **L**

ELEV 1092		TDZE 1092
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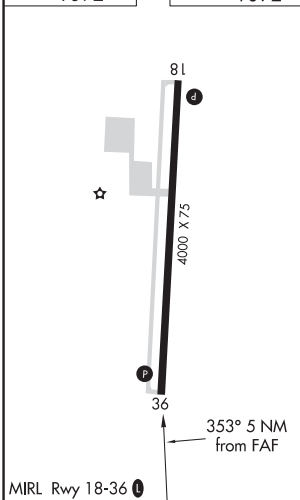


Diagram illustrating a 353° turn procedure. The aircraft starts at 3000 ft, descends to 2800 ft at a 353° angle, then levels off at 3000 ft. The turn is 5 NM wide. The procedure is for SIVYA and SGF 24.7. The turn is NA.

CATEGORY	A	B	C	D
S-36	1700-1	608 (700-1)	NA	
C CIRCLING	1700-1	608 (700-1)	NA	

BOLIVAR, MISSOURI

Orig-A 27FEB20

37°36'N-93°21'W

29

BOLIVAR MUNI (M17)

VOR/DME RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

BOONE, IOWA

WAAS CH 78033 W15A	APP CRS 146°	Rwy Idg 4667 TDZE 1139 Apt Elev 1160
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RNAV (GPS) RWY 15
BOONE MUNI (BNW)

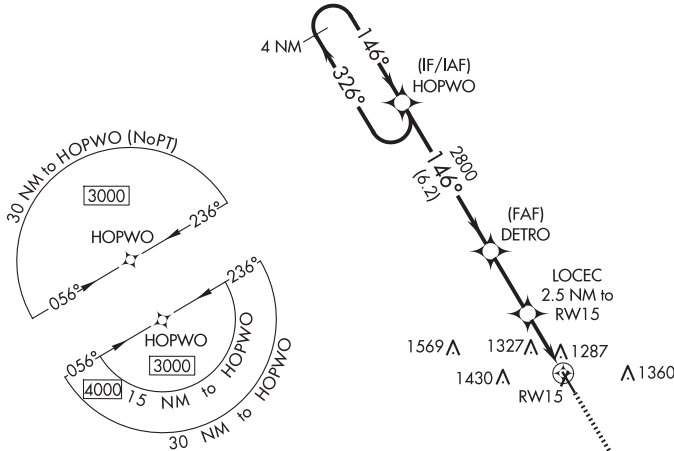
BOONE MUNI (BNW)

RNP APCH.

V Baro-VNAV and VDF NA when using Ames Munifairmeter setting. For uncompensated Baro-VNAV Systems, LNNAV/VNAV NA below -22°C or above 54°C. Rwy 15 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Ames Muni altimeter setting and increase all DA 54 feet and all MDA 60 feet. Increase LNNAV/VNAV all Cats visibility to 1½ mile. Circling NA to Rwy's 2 and 20.

MISSED APPROACH:
Climb to 4000 direct
CALUM and hold.

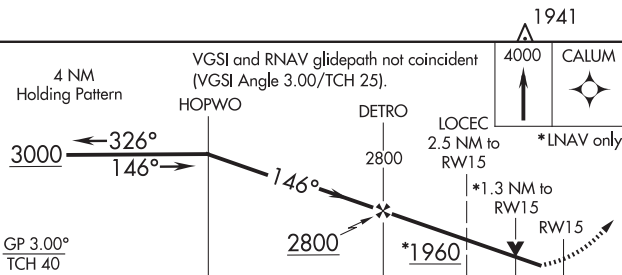
AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF) 1
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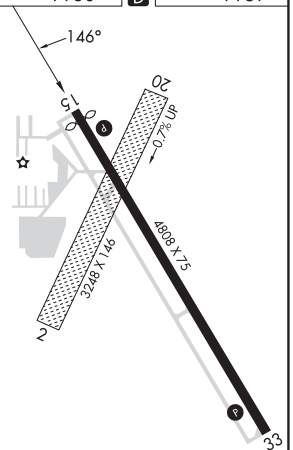
MISSED APCH FIX
CALUM



ELEV 1160	D	TDZE 1139
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CATEGORY		A	B	C	D
LPV	DA	1401-1	262 (300-1)	NA	
LNAV/ VNAV	DA	1643-1 ³ / ₄	504 (500-1 ³ / ₄)	NA	
LNAV	MDA	1580-1	441 (500-1)	NA	
 CIRCLING		1620-1 460 (500-1)	1640-1 480 (500-1)	NA	



REIL Rwy 15 **L**
MIRL Rwy 15-33 **L**

BOONE, IOWA

Amdt 1C 20JUN19

42°03'N-93°51'W

BOONE MUNI (BNW)

RNAV (GPS) RWY 15

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 40133 W33A	APP CRS 326°	Rwy Idg 4807 TDZE 1139 Apt Elev 1160
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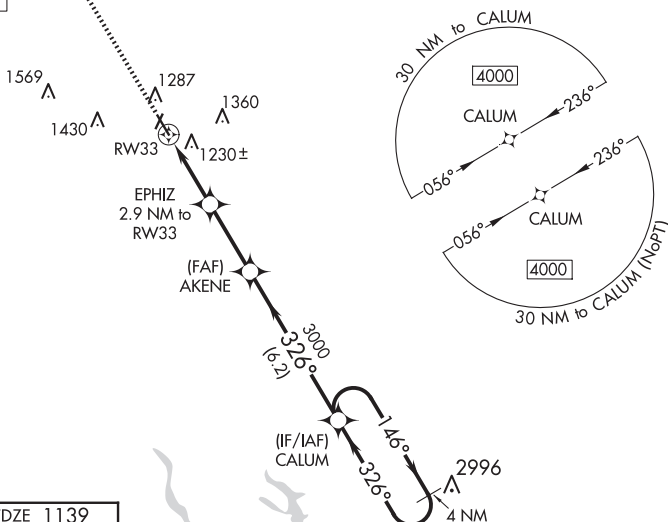
RNAV (GPS) RWY 33
BOONE MUNI (BNW)

T Baro-VNAV NA. DME/DME RNP-0.3 NA. VDP NA with Ames Muni altimeter setting. When local altimeter setting not received, use Ames Muni altimeter setting and increase all DA 54 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1 1/8 mile. Circling NA to Rwys 2 and 20.

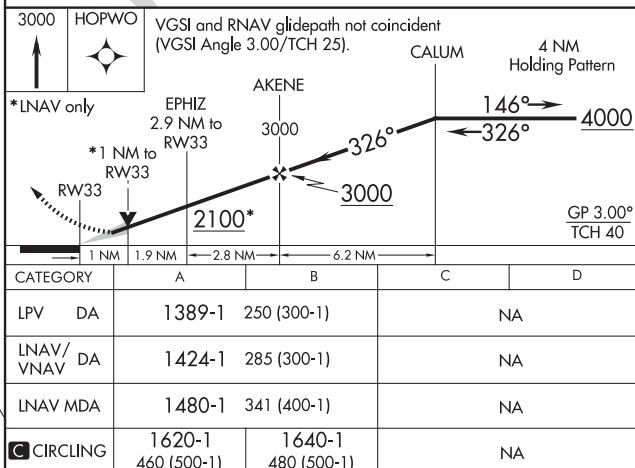
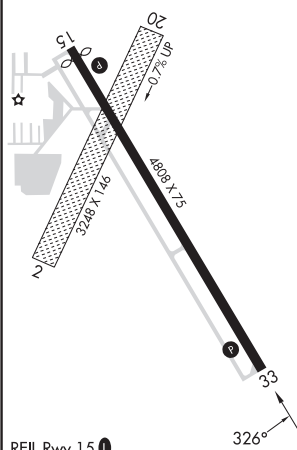
MISSED APPROACH: Climb to 3000 direct HOPWO and hold.

AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF) 0
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MISSED APCH FIX



ELEV 1160	D	TDZE 1139
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BOONVILLE, MISSOURI


AL-6192 (FAA)

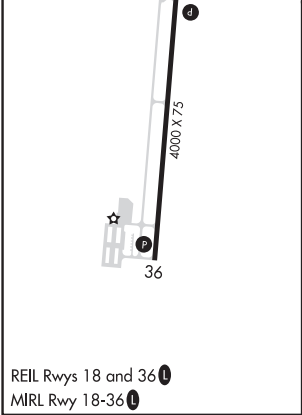
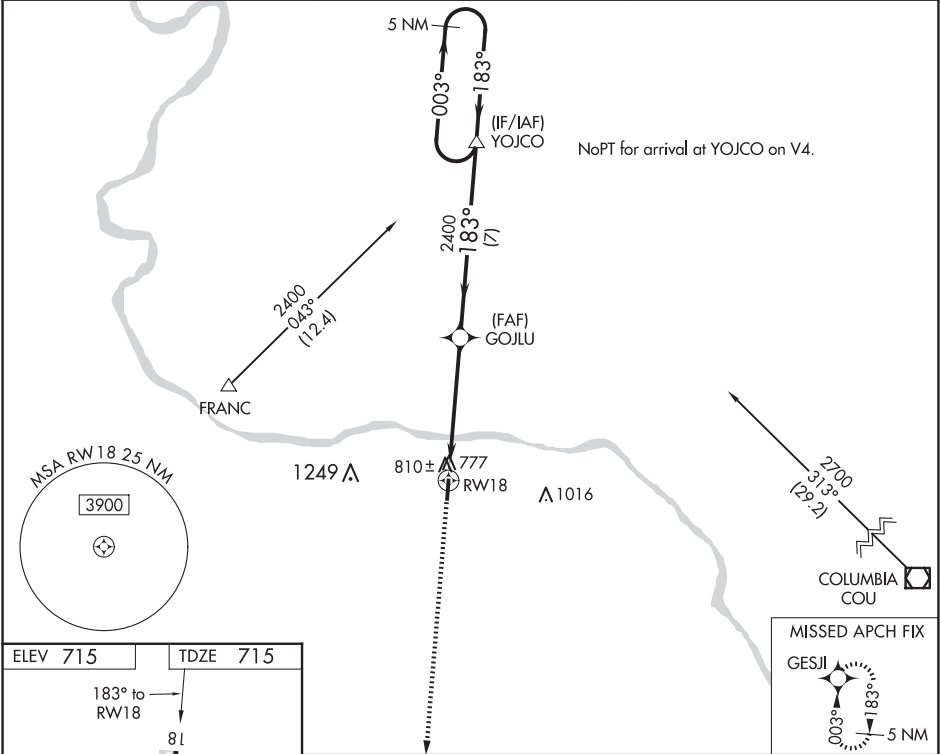
21168


WAAS CH 72703 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	4000 715 715
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RNAV (GPS) RWY 18

JESSE VIERTEL MEML (V.E.R.)

RNP APCH.		MISSED APPROACH: Climb to 2400 direct GESJ1 and hold.
 NA	Circling Rwy 36 NA at night. Rwy 18 helicopter visibility reduction below 3/4 SM NA. Use Columbia Rgnl altimeter setting.	
AWOS-3PT 119.625	MIZZU APP CON 124.375	UNICOM 122.7 (CTAF) 



2400	GESJ1	GOJLU	YOJCO	5 NM Holding Pattern
↑		183°	003°	2400
RW18	2400	183°	183°	GP 3.00° TCH 40
5.1 NM	7 NM			
CATEGORY	A	B	C	D
LPV DA	1103-1½	388 (400-1½)		NA
LNAV MDA	1140-1	425 (500-1)	1140-1¼ 425 (500-1¼)	NA
CIRCLING	1260-1 545 (600-1)	1340-1 625 (700-1)	1420-2 705 (800-2)	NA

BOONVILLE, MISSOURI
Orig-C 17JUN21

38°57'N-92°41'W

JESSE VIERTEL MEML (V.E.R.)

RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

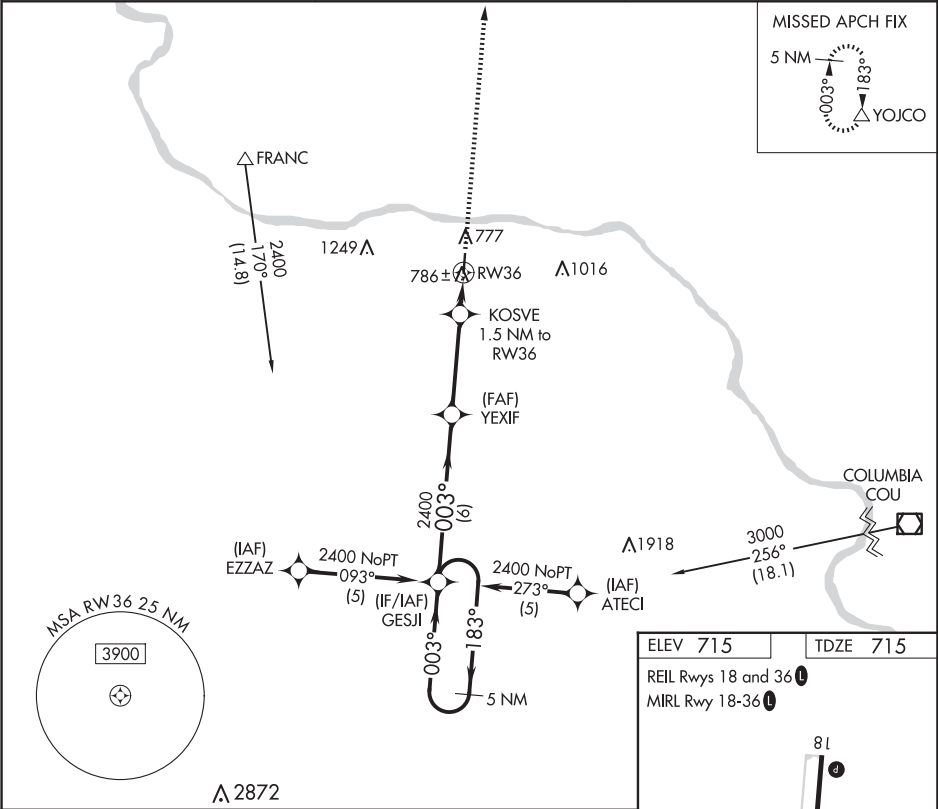
APP CRS	Rwy Idg	4000
003°	TDZE	715
	Apt Elev	715

RNAV (GPS) RWY 36

JESSE VIERTEL MEML (V.E.R.)

RNP APCH.	Straight-in Rwy 36 NA at night. Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Columbia Rgnl altimeter setting.	MISSED APPROACH: Climb to 2400 direct YOJCO and hold.
NA		

AWOS-3PT 119.625	MIZZU APP CON 124.375	UNICOM 122.7 (CTAF)
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	5 NM Holding Pattern	GESJI	YEXIF	2400	YOJCO
CATEGORY	A	B	C	D	
LNAV MDA	1120-1	405 (500-1)	1120-1¼ 405 (500-1¼)	NA	
CIRCLING	1260-1 545 (600-1)	1340-1 625 (700-1)	1420-2 705 (800-2)	NA	

BOONVILLE, MISSOURI

AL-6192 (FAA)

21112

VORTAC HLW 114.2 Chan 89	APP CRS 243°	Rwy Idg TDZE Apt Elev 715	N/A N/A 715
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VOR-A

JESSE VIERTEL MEML (V.E.R.)

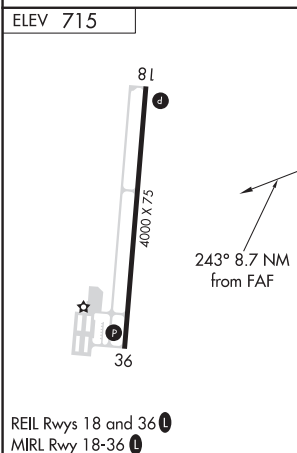
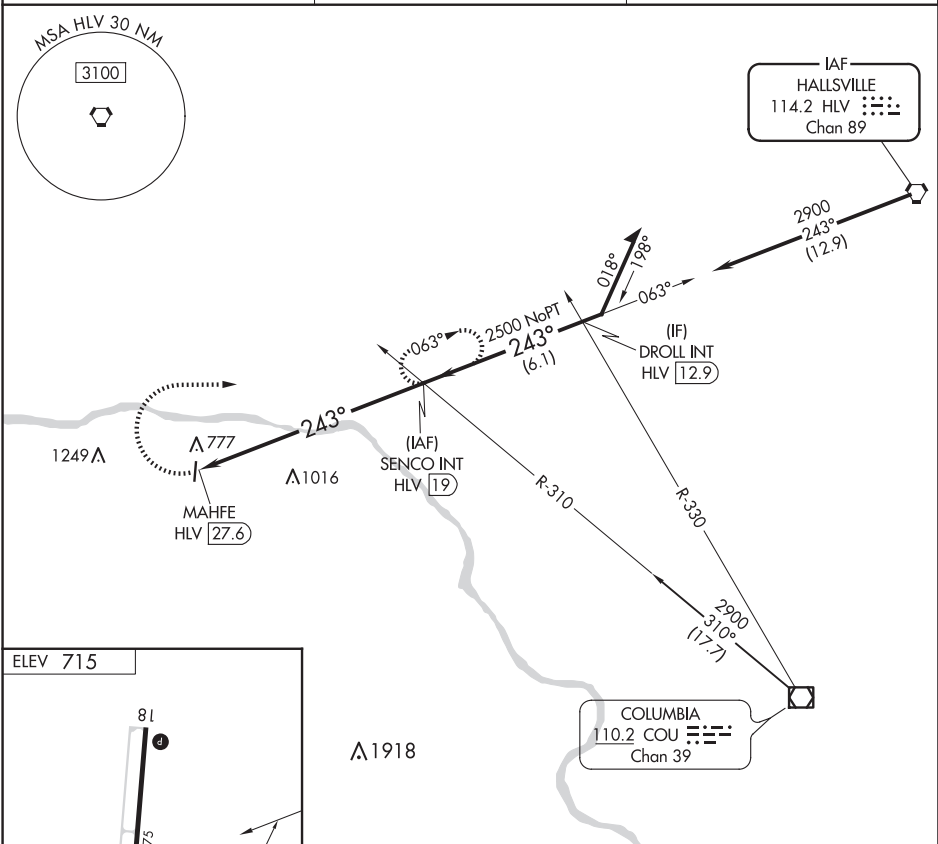
V Rwy 36 helicopter visibility reduction below 1 SM NA.
NA Circling Rwy 36 NA at night.

MISSED APPROACH: Climbing right turn to 2900 via HLW
 VORTAC R-243 to SENCO INT/HLW 19 DME and hold.

AWOS-3PT
119.625

MIZZU APP CON
124.375

UNICOM
122.7 (CTAF)



REIL Rwy 18 and 36
 MIRL Rwy 18-36

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

<div>2900 HLV R-243</div> <div>SENCO INT</div>		<div>SENCO INT HLV 19</div> <div>Remain within 10 NM</div>		
<div>MAHFE HLV 27.6</div>		<div>2900</div>		
<div>8.7 NM</div>		<div>2500</div>		
CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 1185 (1200-1¼)	1900-1½ 1185 (1200-1½)	1900-3 1185 (1200-3)	NA

BOONVILLE, MISSOURI

38°57'N-92°41'W

JESSE VIERTEL MEML (V.E.R.)

Amdt 5A 12OCT17

VOR-A

NC-3, 12 JUN 2025 to 07 AUG 2025

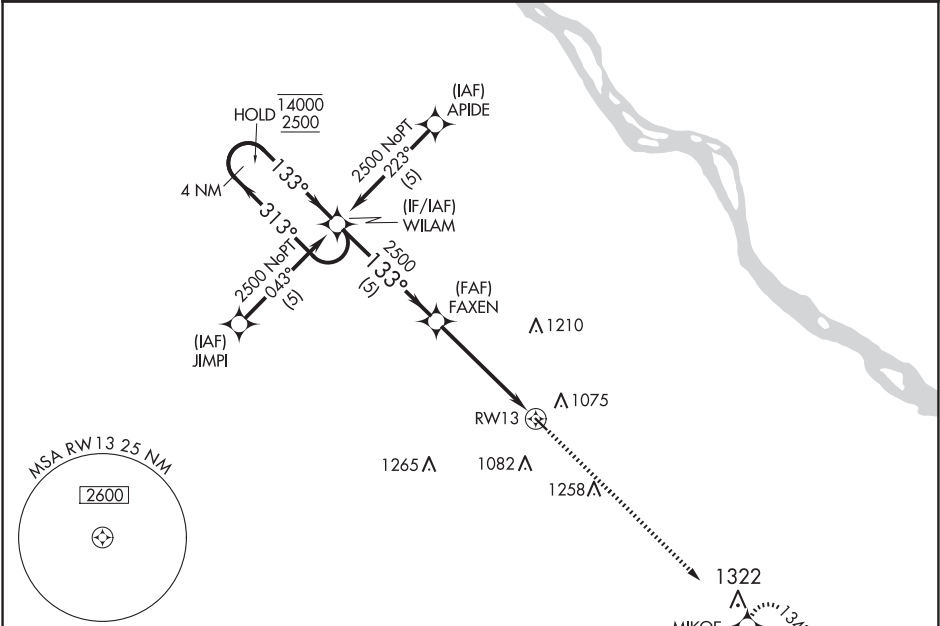
WAAS CH 77644 W13A	APP CRS 133°	Rwy Idg 3203 TDZE 889 Apt Elev 891
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RNAV (GPS) RWY 13

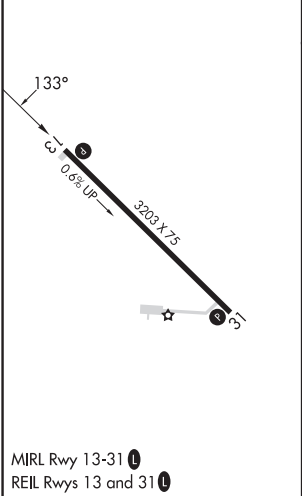
BOWLING GREEN MUNI (H19)


RNP APCH-GPS.		MISSED APPROACH: Climb to 2500 direct MIKOE and hold.
	Circling Rwy 31 NA at night. Baro-VNAV NA.  NA Use Quincy altimeter setting.	

UIN ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 0
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ELEV 891	TDZE 889
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4 NM Holding Pattern		WILAM	FAXEN	2500	MIKOE
14000 2500		← 313° 133° →	133°	2500	
GP 3.00° TCH 43					
			5 NM	5 NM	
CATEGORY	A	B	C	D	
LPV DA	1236-1	347 (400-1)	NA		
LNAV/VNAV DA	1236-1	347 (400-1)	NA		
LNAV MDA	1360-1	471 (500-1)	NA		
 CIRCLING	1480-1	589 (600-1)	NA		

RNAV (GPS) RWY 31
BOWLING GREEN MUNI (H19)

MISSED APPROACH: Climb to 2500 direct WILAM and hold.

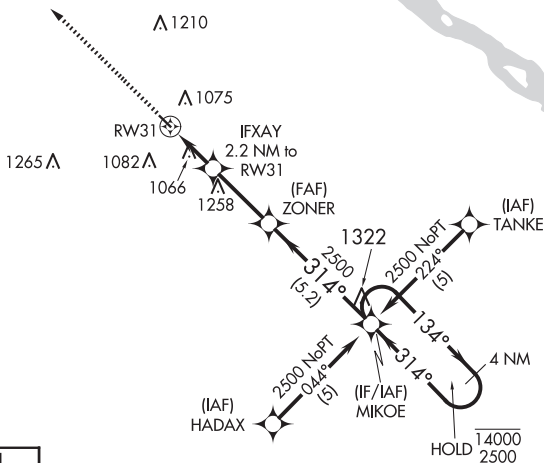
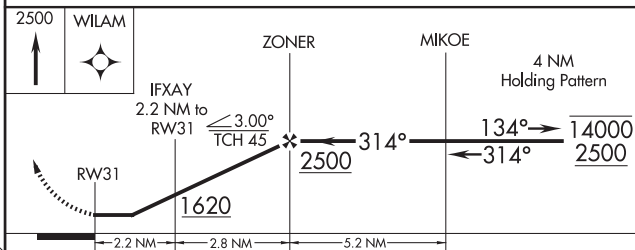

UNICOM
122.8 (CTAF) **L**

Diagram of a 3203 X 75 beam. The beam is labeled "3203 X 75". A slope indicator shows "0.6% UP" with an arrow pointing up the beam. A vertical line is labeled "314°".



CATEGORY	A	B	C	D
LP MDA	1340-1	449 (500-1)	NA	
LNAV MDA	1420-1	529 (600-1)	NA	
 CIRCLING	1480-1	589 (600-1)	NA	

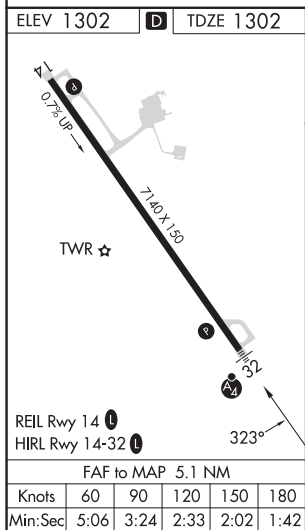
BOWLING GREEN MUNI (H19)
RNAV (GPS) RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 32
BRANSON (BBG)

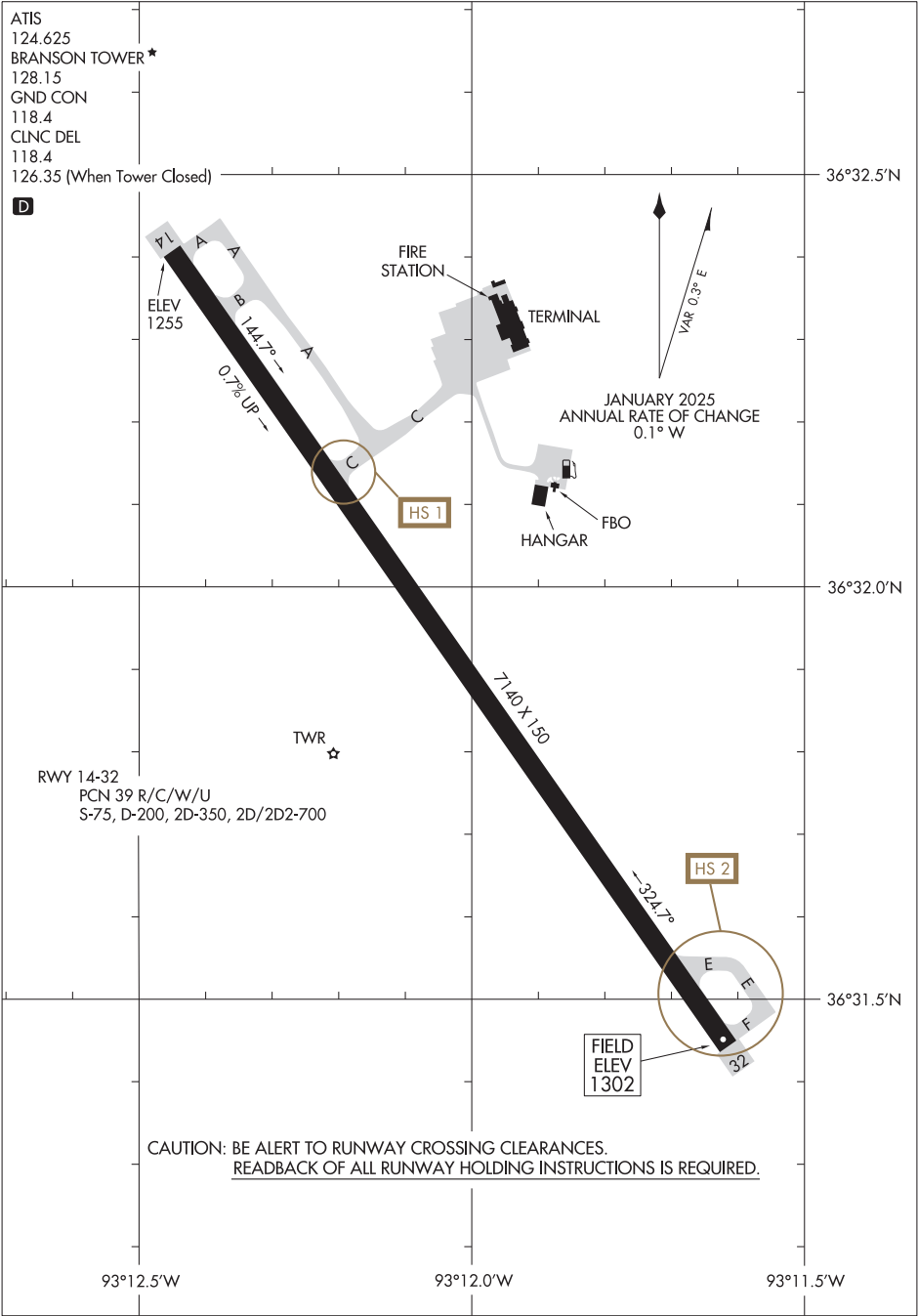
ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER ★ 128.15 (CTAF) 0	GND CON 118.4	CLNC DEL 118.4	SPRINGFIELD CLNC DEL 126.35 (When tower closed)	UNICOM 122.95
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4000 ↑ hdg 315°	HRO R-339	WUTIB △				
<p>*LOC only. *I-BBG 2.7 3000 323° 143° → 4000 ← 323° GS 3.00° TCH 50</p>						
CATEGORY	A	B	C	D		
S-ILS 32	1502-1		200 (200-1)			
S-LOC 32	1760-1		458 (500-1)			
C CIRCLING	1760-1 458 (500-1)	1900-1 598 (600-1)	2220-2 ³ / ₄ 918 (1000-2 ³ / ₄)	2220-3 918 (1000-3)		

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78220 W12A	APP CRS 117°	Rwy Idg TDZE Apt Elev	3449 940 940
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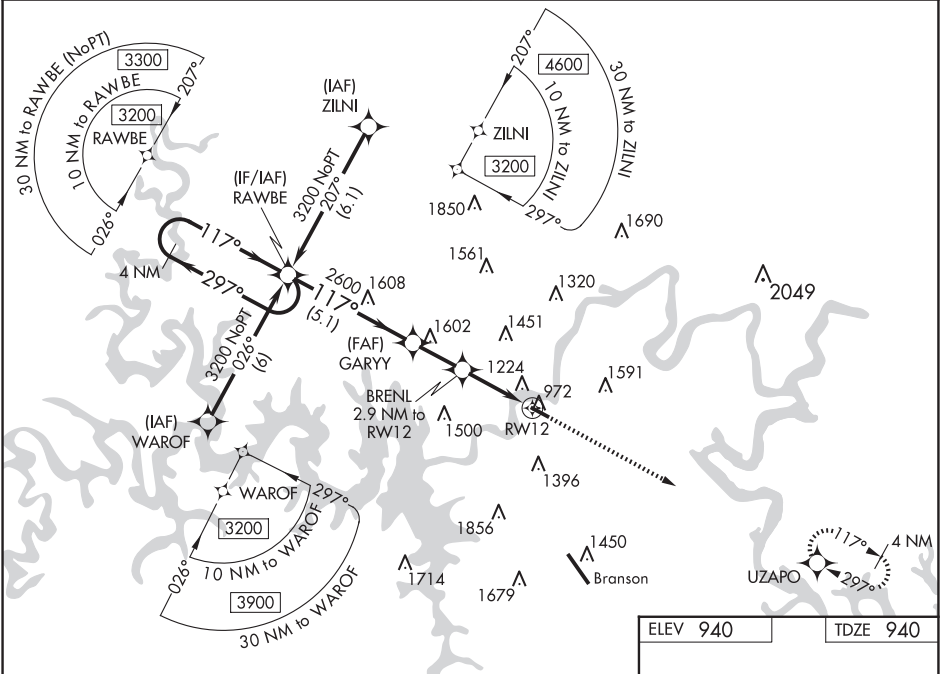
RNAV (GPS) RWY 12

M GRAHAM CLARK DOWNTOWN (PLK)

Baro-VNAV NA when using Branson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Branson altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Branson altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 3200 direct UZAPO and hold.

SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern RAWBE

3200

297°

117°

GP 3.10° TCH 40

*LNAV only

3200

UZAPO

GARYY 2600

BRENL 2.9 NM to RW12

*1.7 NM to RW12

RW12

5.1 NM

2 NM

1.2

1.7 NM

CATEGORY	A	B	C	D
LPV DA	1140-¾	200 (200-¾)		NA
LNAV/VNAV DA	1416-1⅝	476 (500-1⅝)		NA
LNAV MDA	1540-1	600 (600-1)		NA
CIRCLING	1560-1	620 (700-1)		NA

REIL Rwy 12 and 30 0

MIRL Rwy 12-30 0

BRANSON, MISSOURI

AL-5750 (FAA)

20310

WAAS CH 50420 W30A	APP CRS 297°	Rwy Idg TDZE Apt Elev	3428 939 940
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RNAV (GPS) RWY 30

M GRAHAM CLARK DOWNTOWN (PLK)

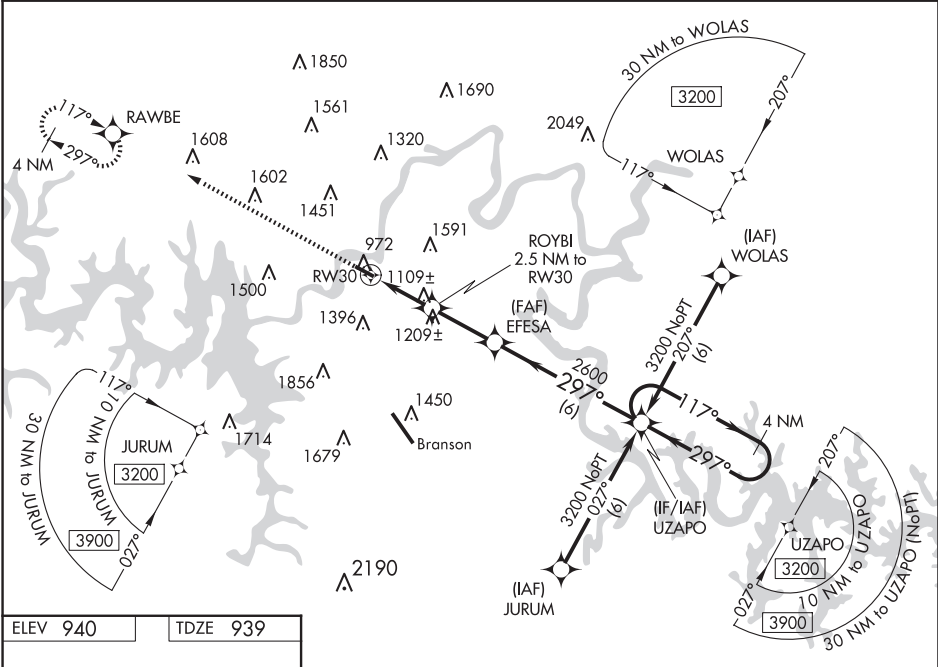
⚠

NA

Baro-VNAV NA when using Branson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with KBBG altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Branson altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile.

MISSED APPROACH:
Climb to 3200 direct
RAWBE and hold.

SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF) 0
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ELEV 940

TDZE 939

3200

RAWBE

3738 X 100

297° to RW30

REIL Rwy 12 and 30 0
MIRL Rwy 12-30 0

<div><div>3200</div><div>RAWBE</div></div> <div>4 NM Holding Pattern</div> <div>*LNAV only</div> <div>ROYBI 2.5 NM to RW30</div> <div>EFESA 2600</div> <div>UZAPO</div> <div>117°</div> <div>297°</div> <div>3200</div> <div>GP 3.00°</div> <div>TCH 52</div>				
CATEGORY	A	B	C	D
LPV DA	1189-¾	250 (300-¾)		NA
LNAV/VNAV DA	1224-⅞	285 (300-⅞)		NA
LNAV MDA	1360-1	421 (500-1)		NA
CIRCLING	1560-1	620 (700-1)		NA

BRANSON, MISSOURI
Orig-B 24JUL14

36°38'N-93°14'W

M GRAHAM CLARK DOWNTOWN (PLK)

RNAV (GPS) RWY 30

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **72726**
W03A

APP CRS
034°

Rwy ldg
TDZE
Apt Elev

5002
1308
1348

RNAV (GPS) RWY 3

BRANSON WEST MUNI/EMERSON FLD (F'WB)

▼

▲ NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Branson altimeter setting; increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV Cat A/B visibility to 1½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV NA when using Branson altimeter setting.

MISSED APPROACH: Climb to 3000 direct ENDRS and hold.

AWOS-3PT
119.725

SPRINGFIELD APP CON
126.35

UNICOM
123.0 (CTAF) 0

1733 ▲

1762 ▲

1603 ▲

1376 ▲

1608 ▲

1534 ▲

1856 ▲

WOREP
1.6 NM to RW03

(FAF)
CONIE

(IF/IAF)
EDJON

(IAF)
HARKS

(IAF)
PPAMM

3000

3000

3400 NoPT
078°
(6.9)

3400 NoPT
325°
(8.6)

034°

214°

034°

214°

4 NM

4 NM

MISSED APCH FIX

4 NM

034°

214°

ENDRS

MSA RW03 25 NM

3500

Procedure NA for arrival at HARKS on V72 southwest bound.

4 NM Holding Pattern

EDJON

CONIE

3000

ENDRS

3000

WOREP 1.6 NM to RW03

RW03

*LNAV only

*1840

GP 3.00° TCH 40

214°

034°

034°

214°

6 NM

3.6 NM

1.6 NM

CATEGORY

A

B

C

D

LPV DA

1508-1

200 (200-1)

NA

LNAV/VNAV DA

1813-1¾

505 (500-1¾)

NA

LNAV MDA

1740-1

432 (400-1)

NA

CIRCLING

1900-1

552 (600-1)

NA

ELEV 1348

TDZE 1308

MIRL Rwy 3-21 0

REIL Rwys 3 and 21 0

BRANSON WEST, MISSOURI

Amtd 1A 28MAY15

BRANSON WEST MUNI/EMERSON FLD (F'WB)

36°42'N-93°24'W

RNAV (GPS) RWY 3

43

BRANSON WEST, MISSOURI

AL-10428 (FAA)

24305

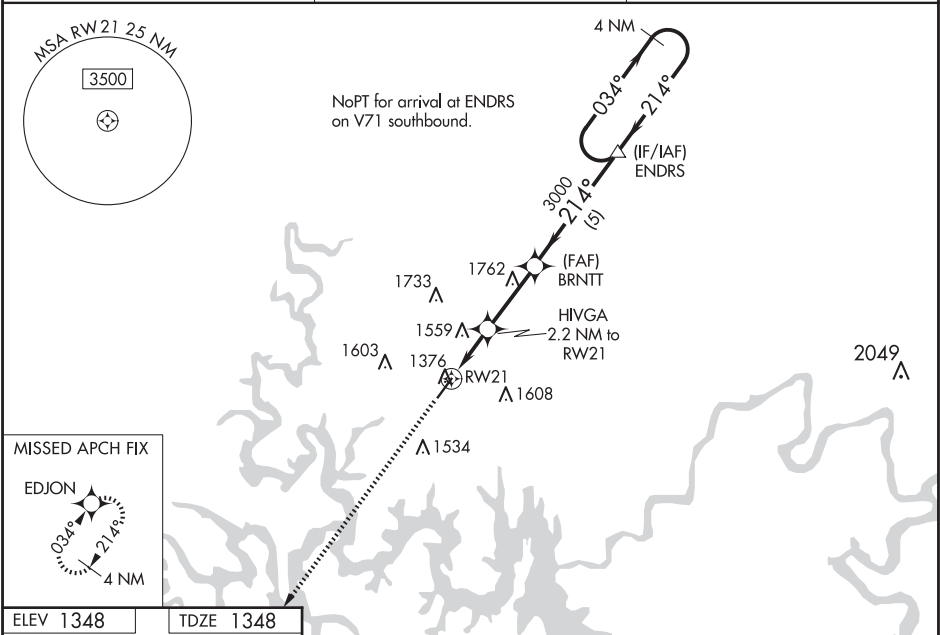
WAAS CH 86426 W21A	APP CRS 214°	Rwy Idg TDZE 1348 Apt Elev 1348
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RNAV (GPS) RWY 21

BRANSON WEST MUNI/EMERSON FLD (FWB)

<div><div>▼</div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Branson altimeter setting; increase all DA 39 feet and all MDA 40 feet; increase LPV Cat A/B visibility to 1 mile and LNAV/VNAV Cat A/B visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). VDP and Baro-VNAV NA when using Branson altimeter setting.</div>	MISSED APPROACH: Climb to 3400 direct EDJON and hold.
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AWOS-3PT 119.725	SPRINGFIELD APP CON 126.35	UNICOM 123.0 (CTAF) 1
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3400

EDJON

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.30/TCH 40).

4 NM Holding Pattern

034° →

← 214°

3000

GP 3.00° TCH 40

*LNAV only

HIVGA 2.2 NM to RW21

BRNTT 3000

ENDRS

214°

3000

2080*

1.2 NM 1 NM 2.9 NM 5 NM

CATEGORY	A	B	C	D
LPV DA	1598-1	250 (300-1)		NA
LNAV/VNAV DA	1832-1½	485 (500-1½)		NA
LNAV MDA	1800-1	452 (500-1)		NA
CIRCLING	1900-1	552 (600-1)		NA

MIRL Rwy 3-21 1

REIL Rws 3 and 21 1

BRANSON WEST, MISSOURI
Amdt 1A 05FEB15

BRANSON WEST MUNI/EMERSON FLD (FWB)
36°42'N-93°24'W
RNAV (GPS) RWY 21

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 56538 W18A	APP CRS 181°	Rwy Idg 5002 TDZE 845 Apt Elev 845
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RNAV (GPS) RWY 18

NORTH CENTRAL MISSOURI RGNL (MO8)

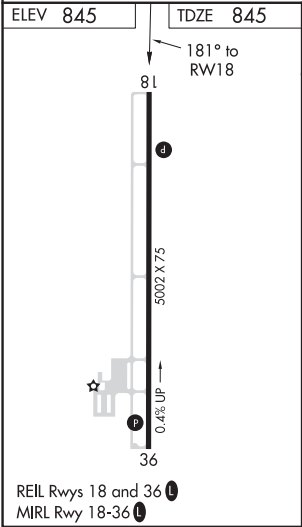
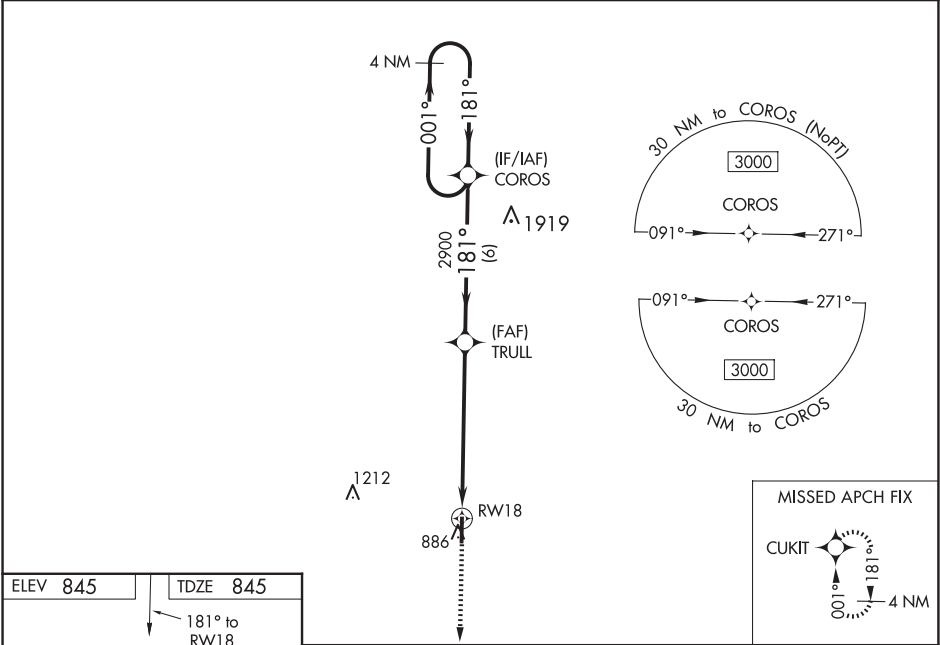
RNP APCH.

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Kirksville altimeter setting. When local altimeter setting not received, use Kirksville altimeter setting and increase LPV and LNAV/VNAV DA all Cats to 1179 feet and increase visibility 1⁄8 mile all Cats; increase all MDA 100 feet and increase LNAV Cat C/D visibility 3⁄8 mile and Circling Cat C visibility 1⁄4 mile. Rwy 18 helicopter visibility reduction below 3⁄4 SM NA.

MISSED APPROACH:
Climb to 3000 direct
CUKIT and hold.

AWOS-2 118.425	KANSAS CITY CENTER 125.25 235.975	CTAF 122.9 0
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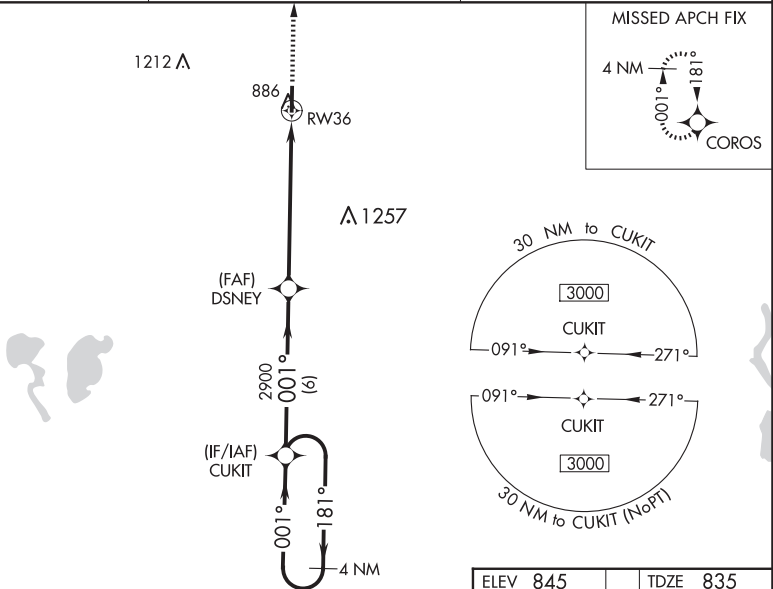
NC-3, 12 JUN 2025 to 07 AUG 2025


NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36
NORTH CENTRAL MISSOURI RGNL (M08)

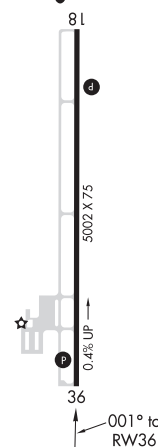
MISSED APPROACH:
Climb to 3000 direct
COROS and hold.

CTAF
122.9 **L**



CATEGORY	A	B	C	D
LPV DA	1085-1 250 (300-1)			
LNAV/ VNAV DA	1085-1 250 (300-1)			
LNAV MDA	1300-1 465 (500-1)	1300-1 ³ / ₈ 465 (500-1 ³ / ₈)		
 CIRCLING	1300-1 455 (500-1)	1300-1 ¹ / ₂ 455 (500-1 ¹ / ₂)	1400-2 555 (600-2)	

ELEV 845	TDZE 835
REIL Rwy 18 and 36 L	
MIRL Rwy 18-36 L	



RNAV (GPS) RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

LOC I-BRL	APP CRS	Rwy Idg	6102
108.9	359°	TDZE	694
		Apt Elev	698

ILS or LOC RWY 36

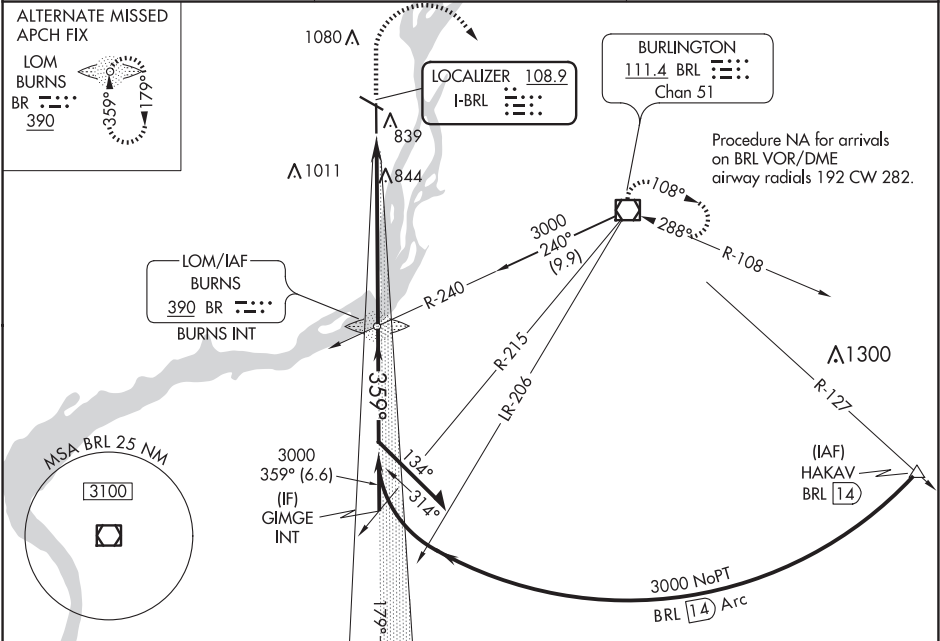
SOUTHEAST IOWA RGNL (BRL)

NA

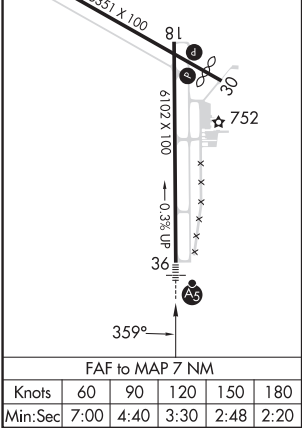
MALSR




MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 direct BRL VOR/DME and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 1
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ELEV 698	D	TDZE 694
REIL Rwy 12, 18 and 30		1
MIRL Rwy 12-30		1
HIRL Rwy 18-36		1



<div>2800</div> <div>↑</div>	<div>3000</div> <div></div>	<div>BRL</div> <div></div>	<div>BR BURNS LOM/INT</div> <div>2992</div> <div>179°</div> <div>359°</div> <div>3000</div> <div>3000</div> <div>GS 3.00°</div> <div>TCH 54</div>	
<div>Remain within 10 NM</div>				
<div>7 NM</div>				
CATEGORY	A	B	C	D
S-ILS 36	894-1/2 200 (200-1/2)			
S-LOC 36	1140-1/2 446 (500-1/2)		1140-7/8 446 (500-7/8)	1140-1 446 (500-1)
 CIRCLING	1180-1 482 (500-1)		1380-2 682 (700-2)	1380-2 1/4 682 (700-2 1/4)


BURLINGTON, IOWA

AL-69 (FAA)

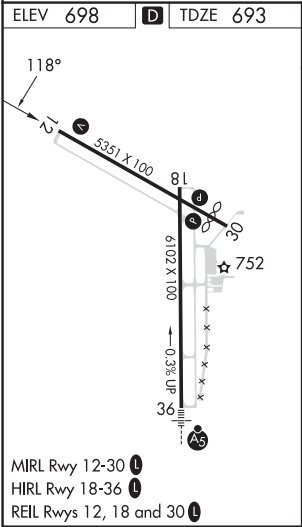
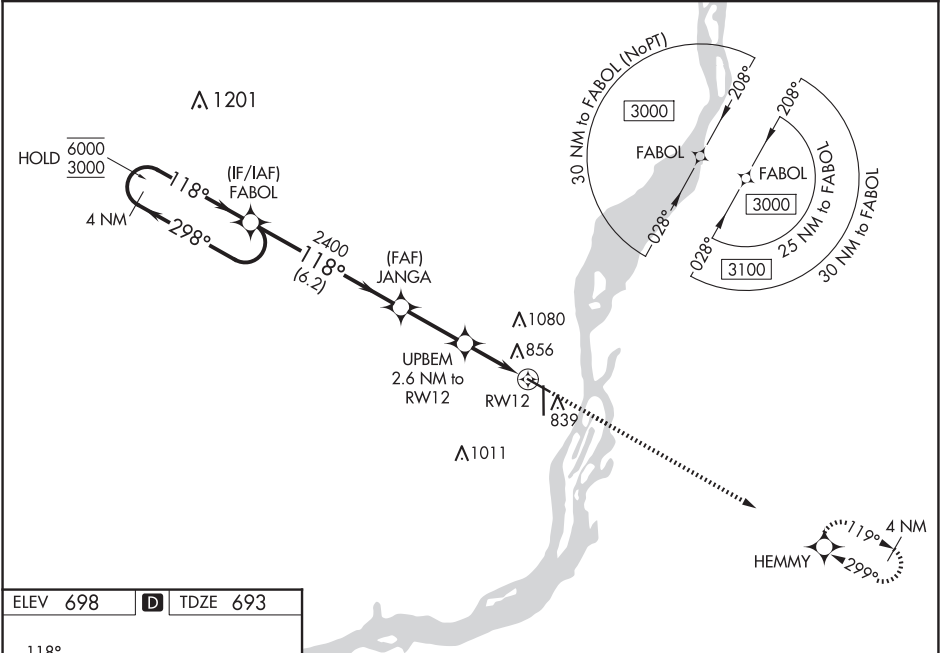
23222

WAAS CH 48834 W12A	APP CRS 118°	Rwy Idg TDZE 693 Apt Elev 698
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RNAV (GPS) RWY 12
SOUTHEAST IOWA RGNL (BRL)

RNP APCH.  For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.	MISSED APPROACH: Climb to 3000 direct HEMMY and hold.
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ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		FABOL		JANGA		UPBEM 2.6 NM to RW12		3000 ↑	HEMMY ✦
6000 ← 298° 3000 → 118°		118°		2400		*1.2 NM to RW12		*LNAV only	
GP 3.00° TCH 39				*1540		RW12			
		6.2 NM		2.6 NM		1.4		1.2	
CATEGORY	A	B	C	D					
LPV DA	943-1 250 (300-1)							NA	
LNAV/ VNAV DA	1017-1 1/8 324 (400-1 1/8)							NA	
LNAV MDA	1120-1 427 (500-1)			1120-1 1/4 427 (500-1 1/4)			NA		
CIRCLING	1180-1 482 (500-1)			1380-2 682 (700-2)			NA		

BURLINGTON, IOWA
Amdt 1B 20JUN19

40°47'N-91°08'W

SOUTHEAST IOWA RGNL (BRL)
RNAV (GPS) RWY 12

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

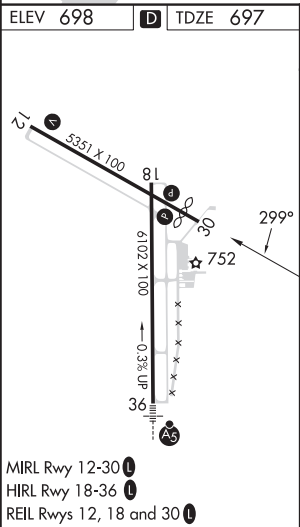
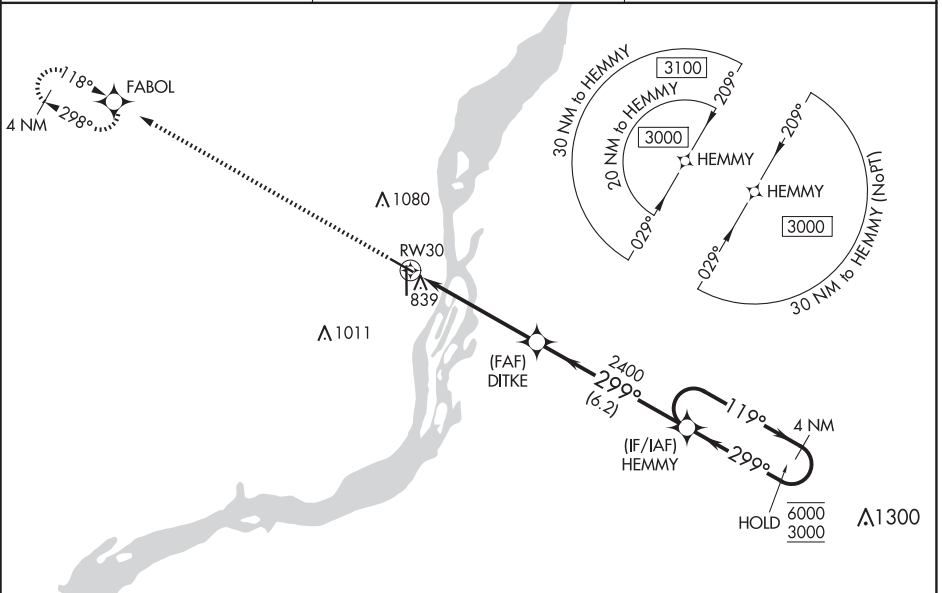
WAAS CH 45535 W30A	APP CRS 299°	Rwy Idg TDZE 697 Apt Elev 698	4850
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RNAV (GPS) RWY 30

SOUTHEAST IOWA RGNL (B.R.L.)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct FABOL and hold.
<div><div></div><div>Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.</div></div>	

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF)
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WAAS CH 42711 W36A	APP CRS 359°	Rwy Idg 6102 TDZE 694 Apt Elev 698
--	------------------------	---

RNP APCH.



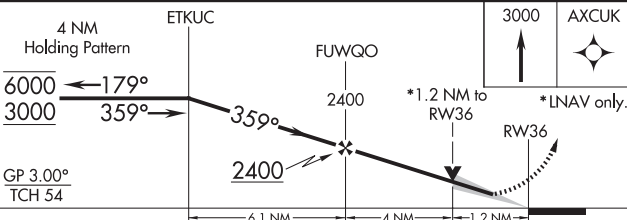
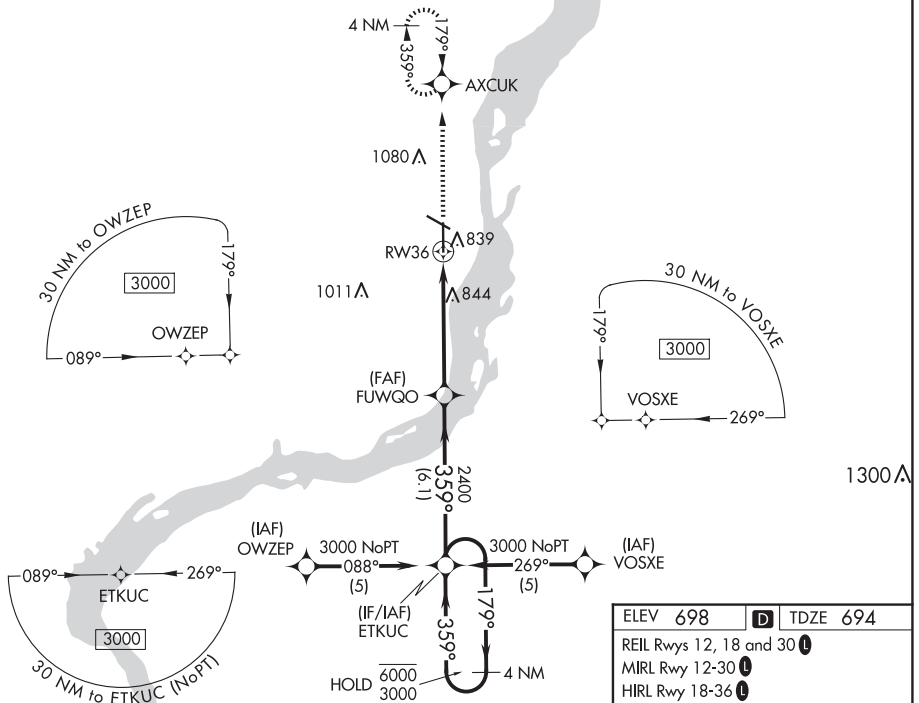
MISSED APPROACH: Climb to 3000 direct AXCUK and hold, continue climb-in-hold to 3000.

T
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

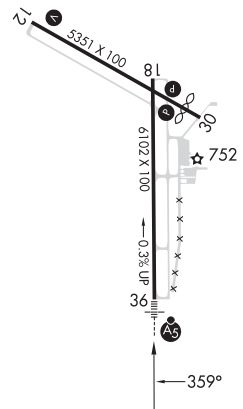
ASOS
118.025

CHICAGO CENTER
135.6 370.95

UNICOM
123.0 (CTAF) **L**



CATEGORY		A	B	C	D
LPV	DA	894-½ 200 (200-½)			NA
LNAV/ VNAV	DA	1026-¾ 332 (400-¾)			NA
LNAV	MDA	1100-½ 406 (500-½)	1100-¾ 406 (500-¾)		NA
C CIRCLING		1180-1 482 (500-1)	1380-2 682 (700-2)		NA



Amdt 1A 20JUN19

40°47'N-91°08'W

SOUTHEAST IOWA RGNL (BRL)

RNAV (GPS) RWY 36

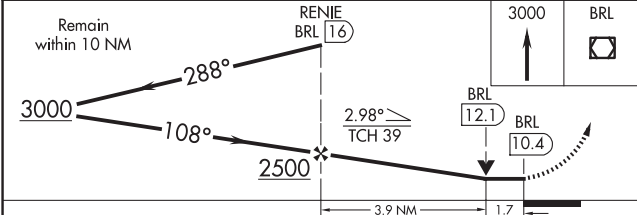
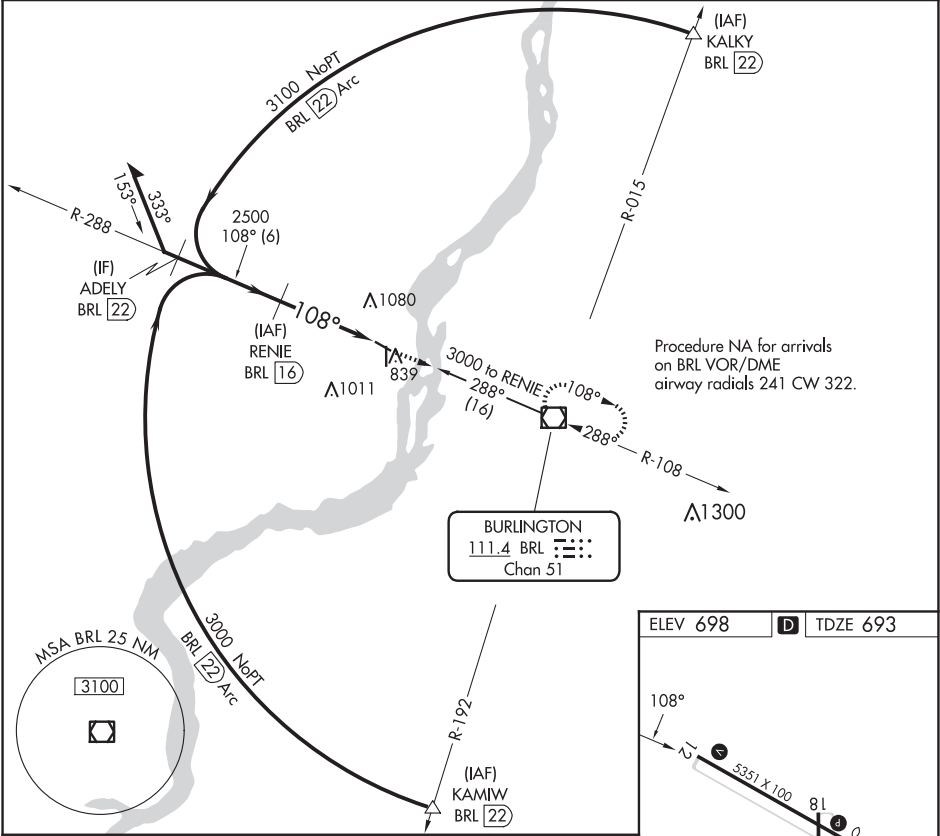
NC-3, 12 JUN 2025 to 07 AUG 2025

VOR/DME BRL	APP CRS	Rwy Idg	5350
111.4	108°	TDZE	693
Chan 51		Apt Elev	698

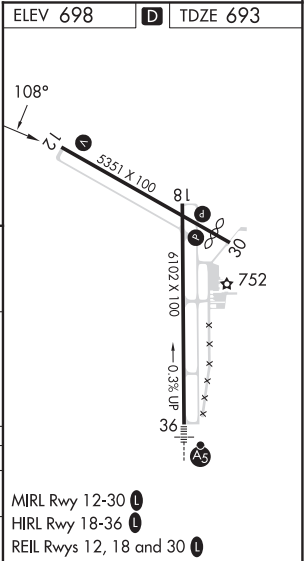
VOR RWY 12
SOUTHEAST IOWA RGNL(BRL)

DME required.	MISSED APPROACH: Climb to 3000 direct BRL VOR/DME and hold.
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ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-12	1280-1	587 (600-1)	1280-1 3/4 587 (600-1 3/4)	NA
CIRCLING	1280-1	582 (600-1)	1380-2 682 (700-2)	NA



BURLINGTON, IOWA

AL-69 (FAA)

23222

VOR/DME BRL	APP CRS	Rwy Idg	4850
111.4	288°	TDZE	697
Chan 51		Apt Elev	698

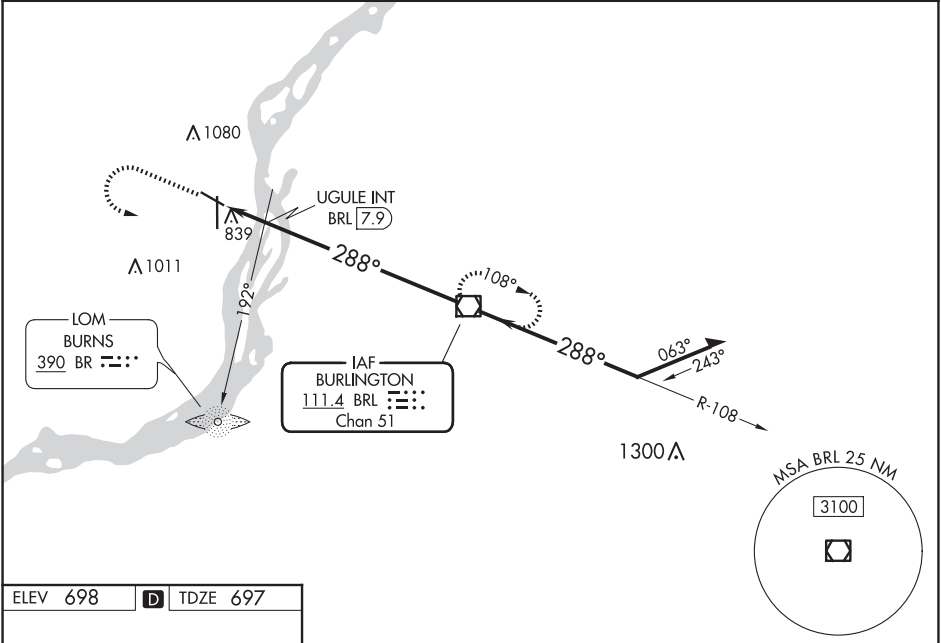
VOR RWY 30
SOUTHEAST IOWA RGNL (BRL)

V
A

Rwy 30 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct BRL VOR/DME and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 0
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ELEV 698 **D** TDZE 697

CATEGORY	A	B	C	D
S-30	1280-1	583 (600-1)	1280-1 3/4 583 (600-1 3/4)	NA
C CIRCLING	1280-1	582 (600-1)	1380-2 682 (700-2)	NA
UGULE FIX MINIMUMS				
S-30	1100-1	403 (500-1)	1100-1 1/8 403 (500-1 1/8)	NA
C CIRCLING	1180-1	482 (500-1)	1380-2 682 (700-2)	NA

MIRL Rwy 12-30 **0**
HIRL Rwy 18-36 **0**
REIL Rwys 12, 18 and 30 **0**

FAF to MAP 9.6 NM

Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

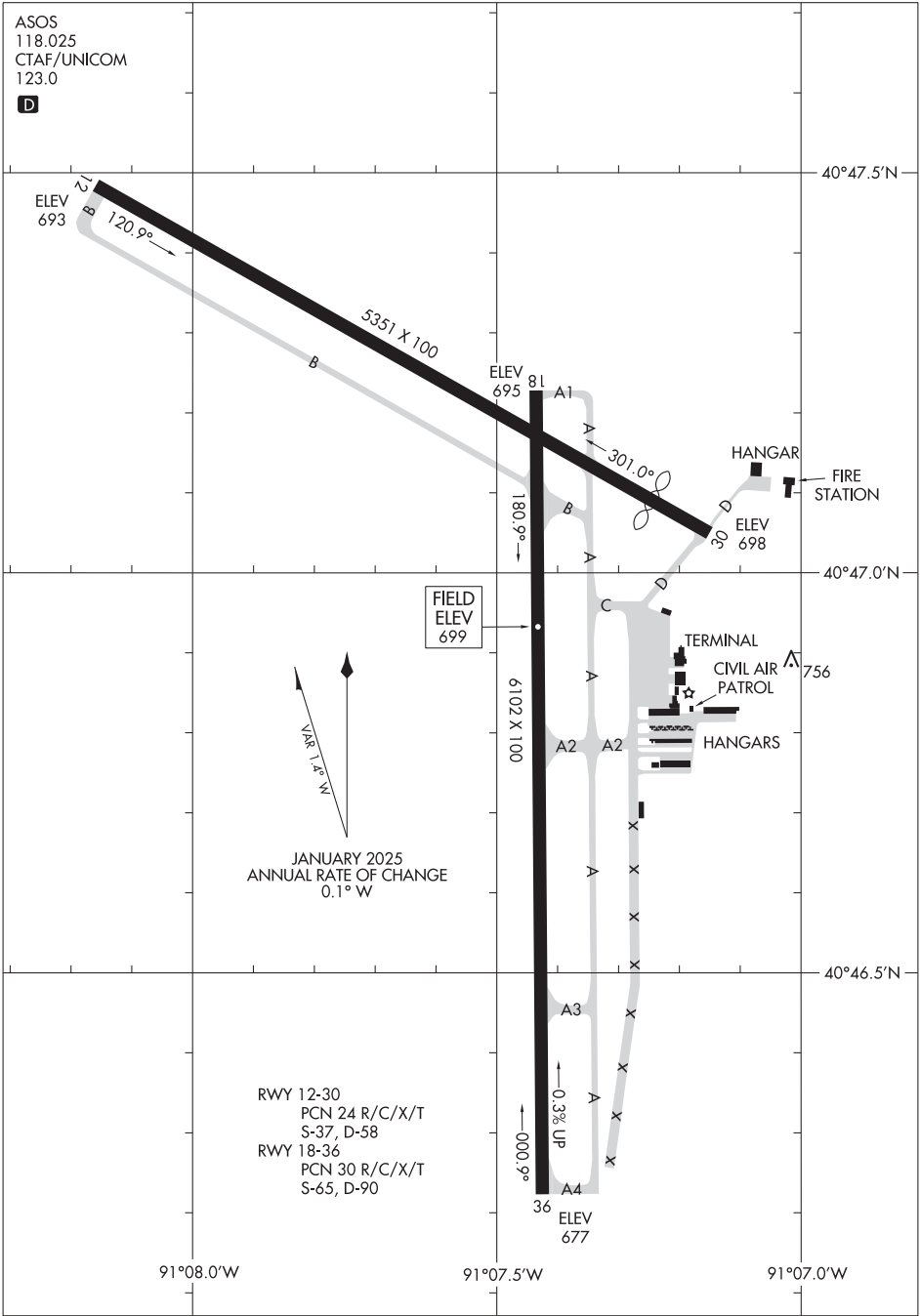
BURLINGTON, IOWA
Amdt 13D 20JUN19

40°47'N-91°08'W

SOUTHEAST IOWA RGNL (BRL)
VOR RWY 30

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



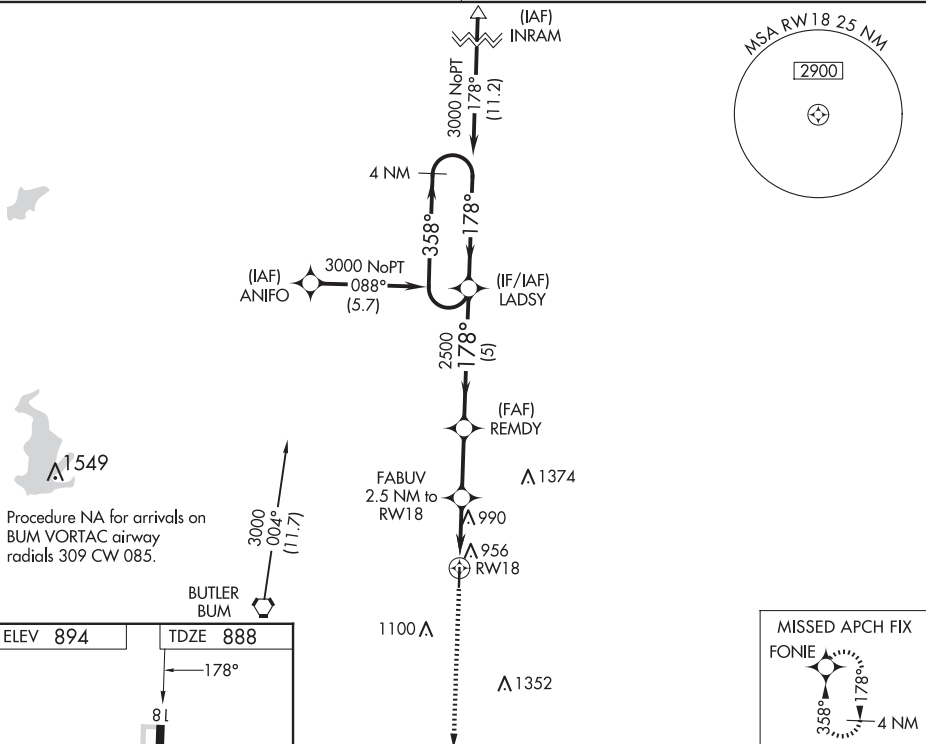
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 18
BUTLER MEML (BUM)

MISSED APPROACH: Climb to 4000 direct FONIE and hold, continue climb in hold to 4000.

CTAF
122.9



The diagram illustrates the layout of the MRL Rwy 18-36. It shows a runway segment with a width of 3999 X 75. The runway is oriented at an angle of 178°. The elevation at the top of the runway is 894, and the elevation at the bottom is 888. The runway is marked with '81' at the top and '36' at the bottom. A star symbol is located near the bottom of the runway, indicating the runway threshold. The text 'MRL Rwy 18-36' is written at the bottom of the diagram.

LADSY

4 NM Holding Pattern

REMDY 2500

FABUV 2.5 NM to RW18

RW18

1700*

2.5 NM

5 NM

178°

358° → 3000

← 178°

*LNAV only

GP 3.00°
TCH 37°

CATEGORY	A	B	C	D
LPV DA	1220-1½ 332 (400-1½)		NA	
LNAV/VNAV DA	1220-1½ 332 (400-1½)		NA	
LNAV MDA	1340-1 452 (500-1)		NA	

BUTLER MEML (BUM)
RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 90530 W36A	APP CRS 358°	Rwy Idg TDZE 894 Apt Elev 894
--	------------------------	---

RNAV (GPS) RWY 36

BUTLER MEML (BUM)

RNP APCH.

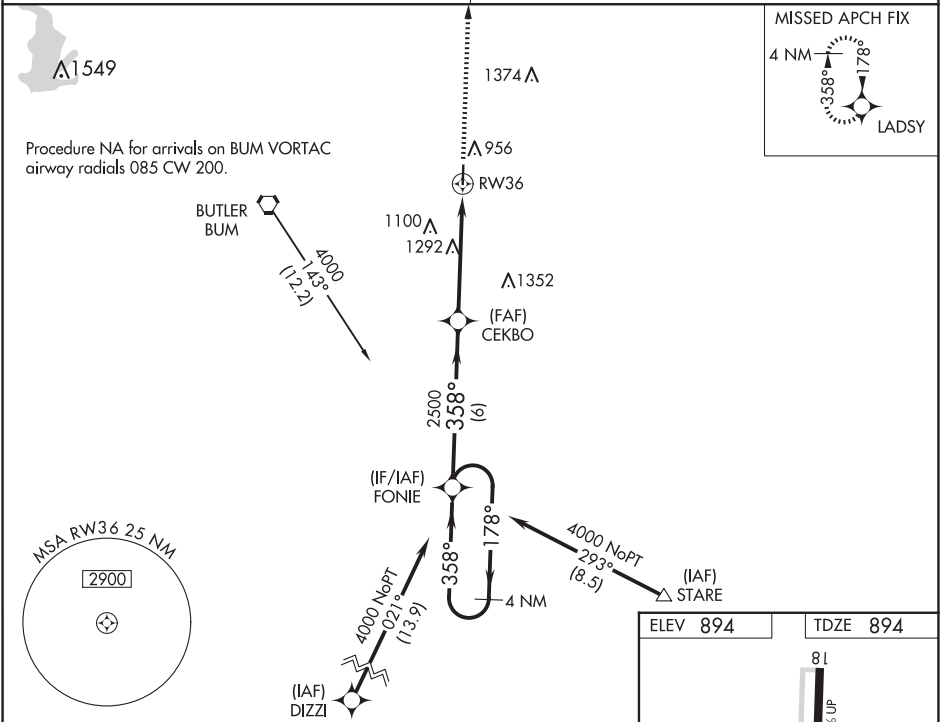
▼

▲NA

Baro-VNAV NA. Use Clinton altimeter setting; when not received, use Kansas City Downtown/Wheeler Fld altimeter setting and increase all DA/MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct LADSY and hold.

KANSAS CITY CENTER 125.55 327.0	CTAF 122.9
---	----------------------



4 NM Holding Pattern

GP 3.00° TCH 36

4000

178°

358°

358°

2500

CEKBO

2500

6 NM

4.9 NM

RW36

3000

LADSY

CATEGORY	A	B	C	D
LPV DA	1226-1⅛	332 (400-1⅛)	NA	
LNAV/VNAV DA	1523-2¼	629 (700-2¼)	NA	
LNAV MDA	1640-1 746 (800-1)	1640-1¼ 746 (800-1¼)	NA	

ELEV 894

TDZE 894

81

0.6% UP

3999 X 7.5

36

358°

MIRL Rwy 18-36

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

BUTLER, MISSOURI

AL-964 (FAA)

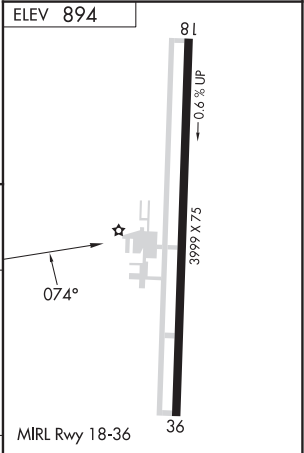
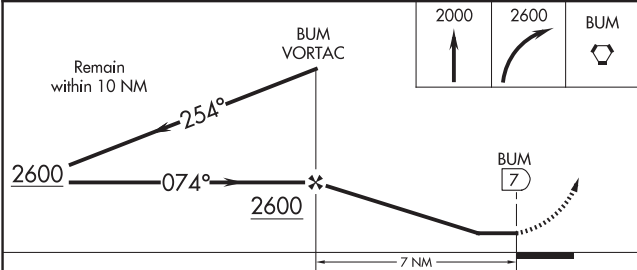
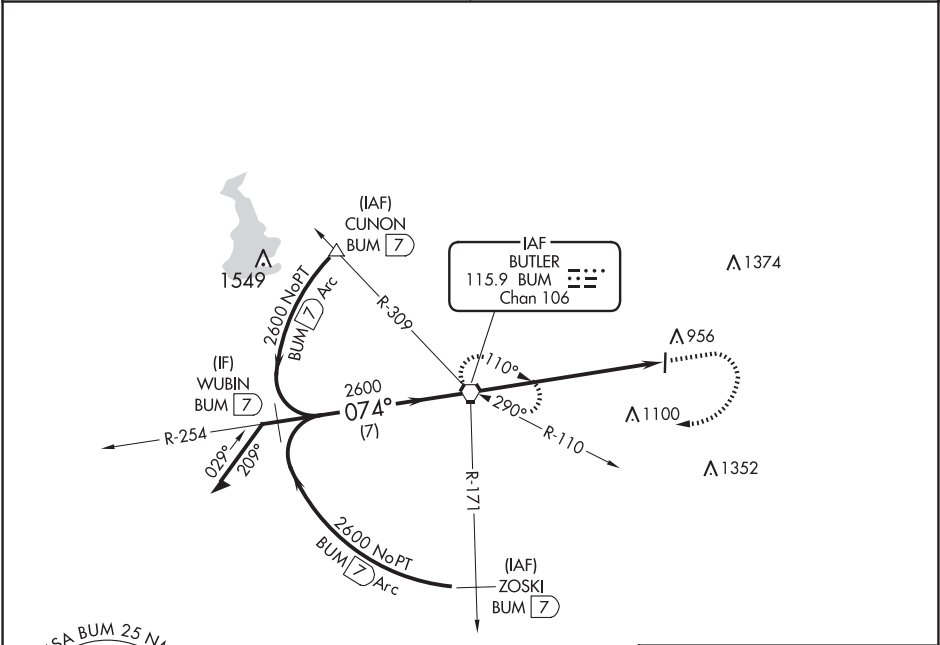
25107

VORTAC BUM 115.9 Chan 106	APP CRS 074°	Rwy Idg TDZE Apt Elev N/A N/A 894
---	------------------------	---

VOR-A
BUTLER MEML (BUM)

<p>V Use Clinton altimeter setting; when not received, use Kansas City Downtown/Wheeler Fld altimeter setting and increase all MDA 60 feet.</p> <p>Δ NA</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct BUM VORTAC and hold.</p>
---	--

<p>KANSAS CITY CENTER 125.55 327.0</p>	<p>CTAF 122.9</p>
---	------------------------------



CATEGORY	A	B	C	D	FAF to MAP 7 NM
CIRCLING	1480-1 586 (600-1)	1520-1 626 (700-1)	NA		Knots 60 90 120 150 180 Min:Sec 7:00 4:40 3:30 2:48 2:20

BUTLER, MISSOURI
Amdt 5A 23APR20

38°17'N-94°20'W

BUTLER MEML (BUM)
VOR-A

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

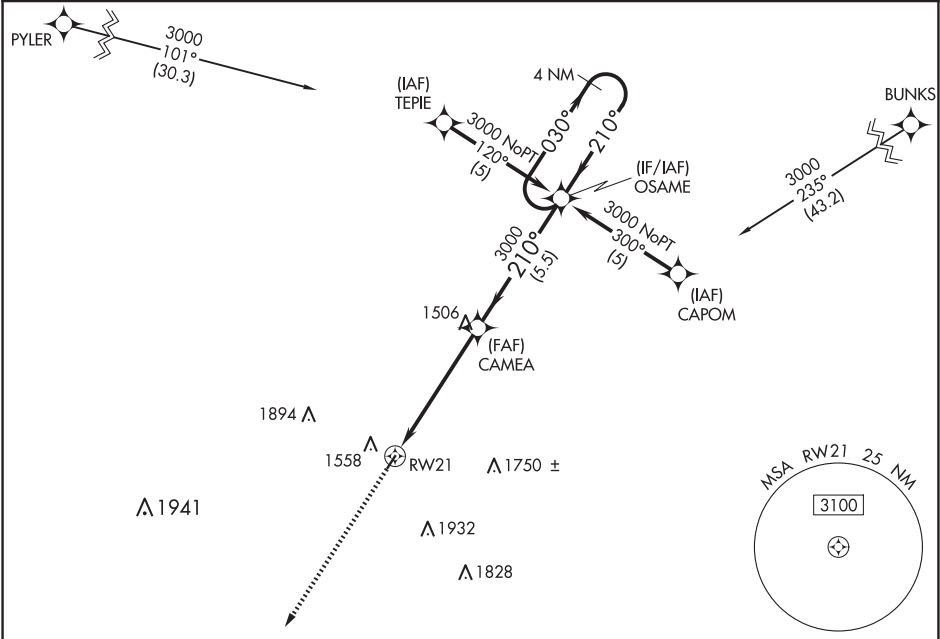
APP CRS	Rwy Idg	3002
210°	TDZE	1220
	Apt Elev	1220

RNAV (GPS) RWY 21

CABOOL MEML (TVB)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct WELKI and hold.
<div><div>▼</div><div>▲ NA</div></div> <div>Procedure NA at night. Use West Plains altimeter setting. Rwy 21 helicopter visibility reduction below 1 SM NA.</div>	

UNO ASOS 123.825	KANSAS CITY CENTER 128.35 284.675	CTAF 122.9
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ELEV 1220		TDZE 1220		
<div><div><div>3000</div><div>WELKI</div></div><div><div><div><div><div></div><div></div><div></div><div></div></div><div><div>030°</div><div>210°</div></div><div>4 NM</div></div></div></div></div>				
<div><div>Visual Segment - Obstacles.</div><div><div><div><div><div><div></div><div></div><div></div><div></div></div><div><div>030°</div><div>210°</div></div><div>4 NM</div></div></div><div><div>4 NM</div><div>Holding Pattern</div></div></div><div><div><div><div><div></div><div></div><div></div><div></div></div><div><div>030°</div><div>210°</div></div><div>3000</div></div></div><div><div>3000</div><div>210°</div></div></div><div><div>5.5 NM</div><div>5.5 NM</div></div></div></div>				
CATEGORY	A	B	C	D
LNAV MDA	1960-1	740 (800-1)	NA	
CIRCLING	2020-1 800 (800-1)	2020-1¼ 800 (800-1¼)	NA	

210°

0.68% UP

3002 XLS

3

2

1

MIRL Rwy 3-21

MIRL Rwy 3-21

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

CAMDENTON, MISSOURI

AL-6794 (FAA)

22363

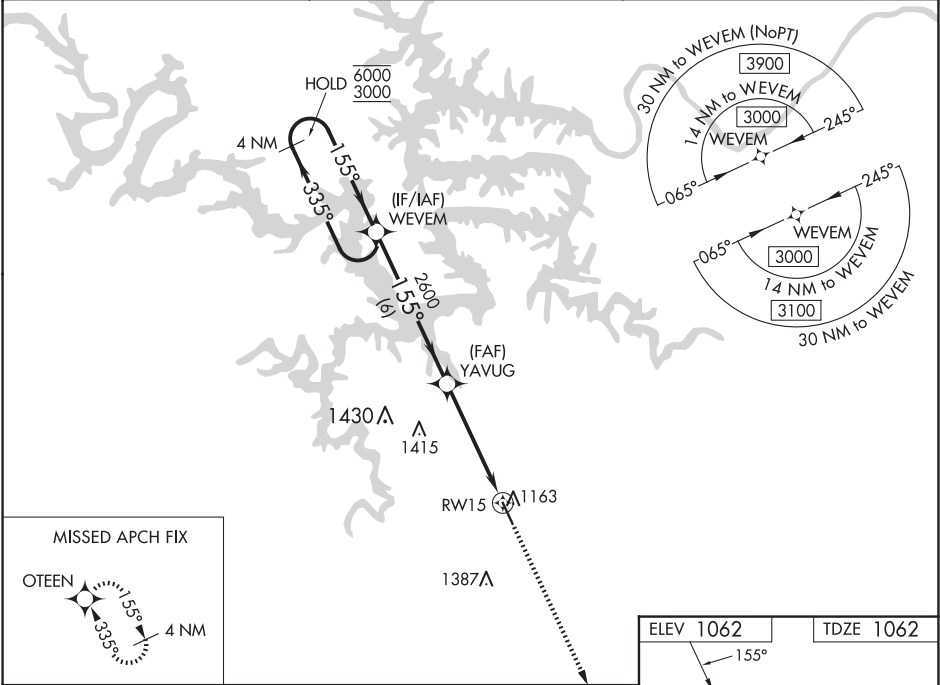
WAAS CH 50219 W15A	APP CRS 155°	Rwy Idg 5002 TDZE 1062 Apt Elev 1062
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RNAV (GPS) RWY 15

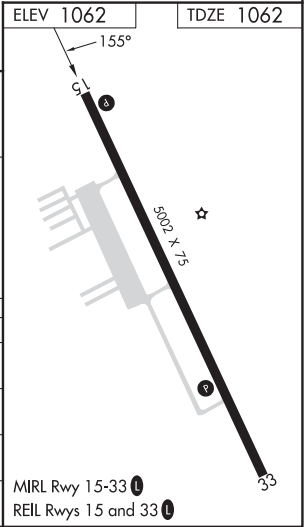
CAMDENTON MEML-LAKE RGNL (OZS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct OTEEN and hold.
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AWOS-3PT 120.225	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		WEVEM		YAVUG		RW15	
6000 ← 335°		3000 → 155°		2600		1 NM to RW15	
GP 3.00°		TCH 42		6 NM		3.7 NM	
CATEGORY		A		B		C	
LPV DA		1312-1		250 (300-1)		NA	
LNAV/VNAV DA		1313-1		251 (300-1)		NA	
LNAV MDA		1420-1		358 (400-1)		NA	
CIRCLING		1520-1		458 (500-1)		1700-1¾ 638 (700-1¾)	



CAMDENTON, MISSOURI
Amdt 2 19MAY22

37°58'N-92°41'W

CAMDENTON MEML-LAKE RGNL (OZS)
RNAV (GPS) RWY 15

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

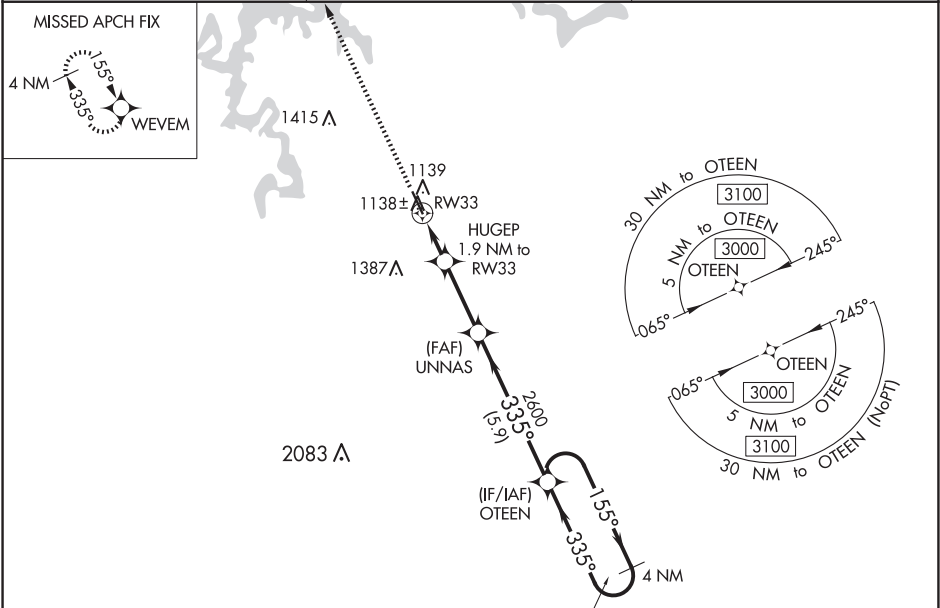
WAAS CH 97419 W33A	APP CRS 335°	Rwy Idg TDZE Apt Elev	5002 1062 1062
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 33

CAMDENTON MEML-LAKE RGNL (OZS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct WEVEM and hold.
<div><div></div><div>Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div></div>	

AWOS-3PT 120,225	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 
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ELEV 1062

TDZE 1062

MIRL Rwy 15-33

REIL Rwys 15 and 33

500 X 75

335°

3000

WEVEM

HUGEP
1.9 NM to RW33

UNNAS
2600

OTEEN

4 NM Holding Pattern

155° 6000

335° 3000

GP 3.00°

TCH 42

1 NM to RW33

1700

2600

1 NM

0.9

2.8 NM

5.9 NM

CATEGORY	A		B	C	D
LPV DA	1312-1		250 (300-1)	NA	
LNAV/VNAV DA	1312-1		250 (300-1)	NA	
LNAV MDA	1400-1		338 (400-1)	NA	
C CIRCLING	1520-1	458 (500-1)	1700-1¾ 638 (700-1¾)		NA

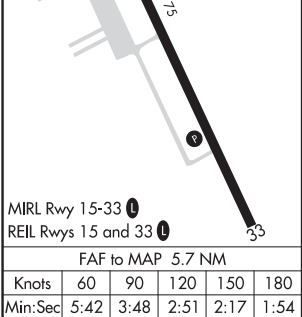
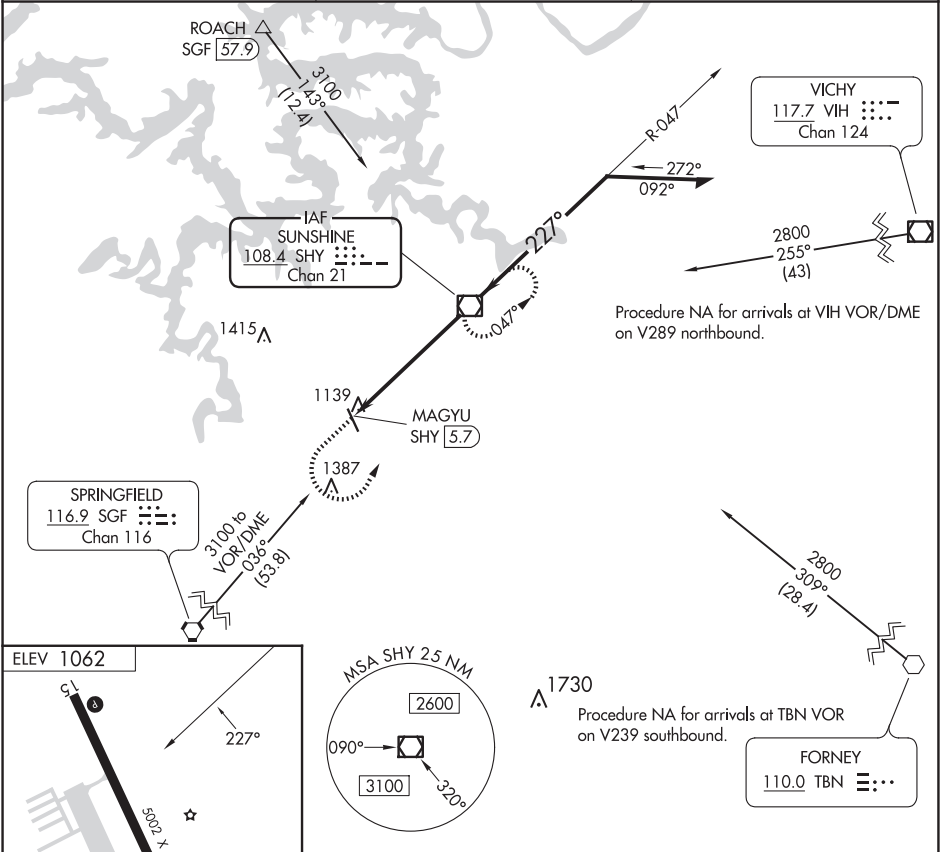
VOR/DME SHY	APP CRS	Rwy Idg	N/A
108.4	227°	TDZE	N/A
Chan 21		Apt Elev	1062





VOR-A

CAMDENTON MEML-LAKE RGNL (OZS)

<div><div>▼</div><div>▲ NA</div></div>	MISSED APPROACH: Climb to 3100 then left turn direct SHY VOR/DME and hold.
--	--

AWOS-3PT 120.225	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 0
----------------------------	---------------------------------------	---------------------------------



<div>3100</div> <div></div>		<div>SHY</div> <div></div> <div></div>	<div>SHY</div> <div>VOR/DME</div> <div>Remain within 10 NM</div> <div>047°</div> <div>2800</div> <div>227°</div> <div>2800</div> <div>MAGYU SHY 5.7</div> <div>5.7 NM</div>			
CATEGORY	A		B		C	D
 CIRCLING	1520-1		458 (500-1)		1700-1 ³ / ₄ 638 (700-1 ³ / ₄)	NA

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS

CH **82017**

W17A

APP CRS

172°

Rwy Idg

4000

TDZE

1040

Apt Elev

1040

RNAV (GPS) RWY 17

CAMERON MEML (EZZ)

RNP APCH.

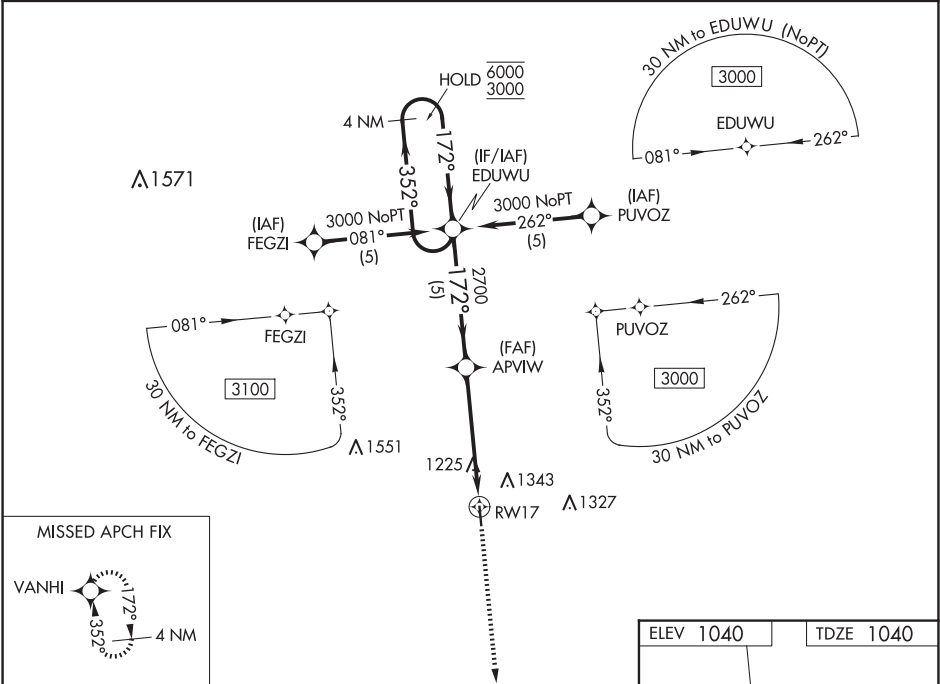
▼

Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH:

Climb to 3000 direct VANHI and hold.

AWOS-3 121.05	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 121.6	UNICOM 122.8 (CTAF) ①
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).

4 NM Holding Pattern

6000

3000

GP 3.00°

TCH 40

EDUWU

APVW

RW17

5 NM

3.7 NM

1.3 NM

3000

VANHI

*LNAV only

1.3 NM to RW17

CATEGORY	A	B	C	D
LPV DA	1290- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		NA
LNAV/VNAV DA	1518-1 $\frac{3}{8}$	478 (500-1 $\frac{3}{8}$)		NA
LNAV MDA	1480-1	440 (500-1)		NA
CIRCLING	1660-1	620 (700-1)		NA

CAMERON, MISSOURI

Amdt 1A 03JAN19

39°44'N-94°17'W

61

CAMERON MEML (EZZ)

RNAV (GPS) RWY 17

CAMERON, MISSOURI

AL-6937 (FAA)

21112

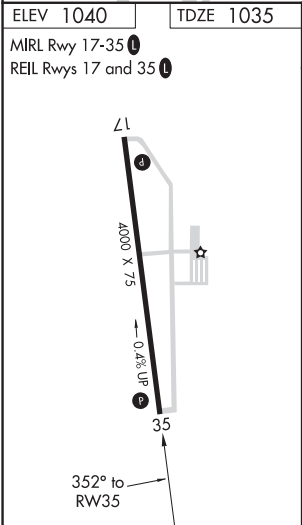
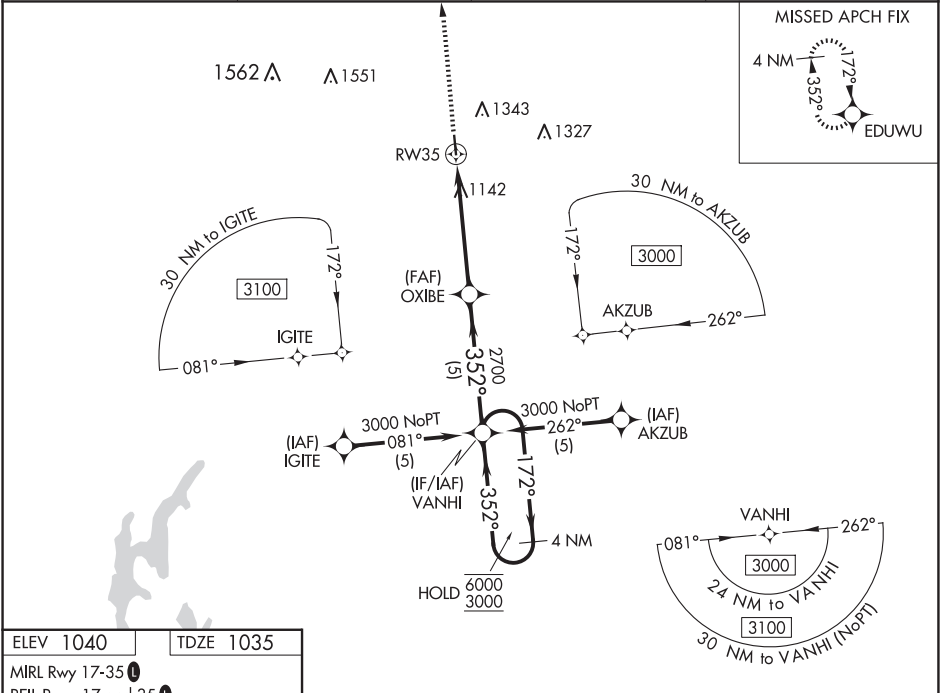
WAAS CH 77717 W35A	APP CRS 352°	Rwy Idg TDZE 1035 Apt Elev 1040
--	------------------------	---

RNAV (GPS) RWY 35

CAMERON MEML (EZZZ)

RNP APCH. ▼ Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	MISSED APPROACH: Climb to 3000 direct EDUWU and hold.
---	---

AWOS-3 121.05	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 1
-------------------------	--	--------------------------	---------------------------------



3000

EDUWU

↑

✱

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 22).

VANHI

4 NM Holding Pattern

*LNAV only

OXIBE

2700

172° →

6000

← 352°

3000

*1.3 NM to RW35

1.3 NM

3.8 NM

5 NM

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	1285-¾	250 (300-¾)	NA	
LNAV/VNAV DA	1310-⅞	275 (300-⅞)	NA	
LNAV MDA	1460-1	425 (500-1)	NA	
CIRCLING	1660-1	620 (700-1)	NA	

CAMERON, MISSOURI
Amdt 1A 03JAN19

39°44'N-94°17'W

CAMERON MEML (EZZZ)

RNAV (GPS) RWY 35

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 10
CAPE GIRARDEAU RGNL (CGI)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.

ELEV 342 **D** TDZE 337

108°

6500 X 150

3997

20

TWR 404

☆ 393

28

MIRL Rwy 2-20 **L**

HIRL Rwy 10-28 **L**

FAF to MAP 5.9 NM

	Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58	

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 2
CAPE GIRARDEAU RGNL (CGI)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Cairo altimeter setting and increase LPV DA to 849 feet, LNAV/VNAV DA to 905 feet, and all visibilities ¼ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. Rwy 2 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Cairn Rgnl altimeter setting.

MISSED APPROACH: Climb to 3500 direct UWALE and hold, continue climb-in-hold to 3500.

CAPE GIRARDEAU RGNL (CGI)
RNAV (GPS) RWY 2

WAAS CH 61399 W10A	APP CRS 108°	Rwy Idg TDZE 337 Apt Elev 342
--	------------------------	---

RNAV (GPS) RWY 10

CAPE GIRARDEAU RGNL (CGI)

RNP APCH - GPS.

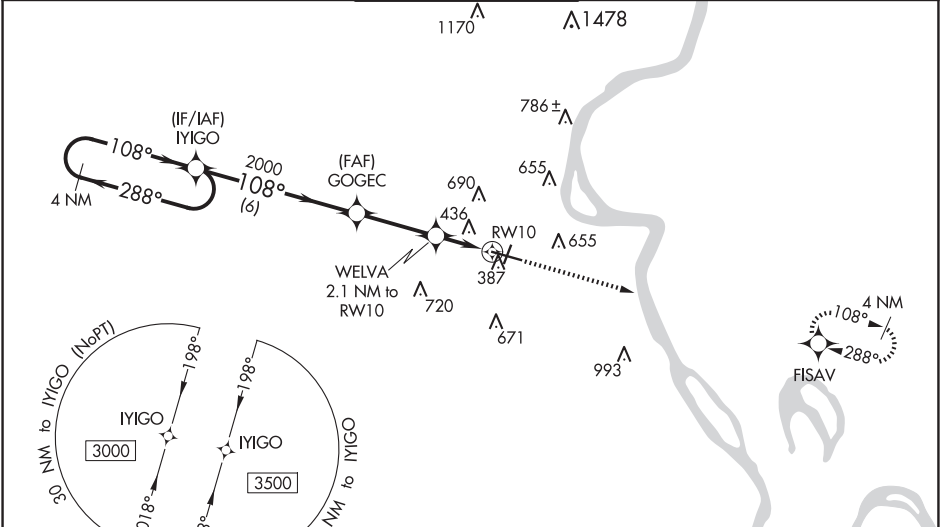
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Cairo altimeter setting and increase LPV DA to 585 feet, LNAV/VNAV DA to 761 feet, and all visibilities 1/8 SM. Increase all MDAs 60 feet and LNAV Cat C/D visibility 1/8 SM, and Circling Cats C/D visibility to 1/4 SM. Baro-VNAV and VDP NA when using Cairo Rgnl altimeter setting. For inop ALS, increase LNAV/VNAV visibility all Cats and LNAV visibility Cat C/D to 1 SM. For inop ALS, when using Cairo altimeter setting, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 SM.

MALSR

MISSED APPROACH:

Climb to 3000 direct FISAV and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER★ 125.525 (CTAF)	GND CON 124.7	UNICOM 122.95
-----------------------	--	--	-------------------------	-------------------------



ELEV 342

TDZE 337

4 NM Holding Pattern

3000

288°

108°

GP 3.00°

TCH 54

MIGO

GOGEC

WELVA 2.1 NM to RWY 10

RWY 10

3000

FISAV

2000

108°

1060

6 NM

3 NM

1.1 NM

1 NM

CATEGORY	A	B	C	D
LPV DA		537-1/2	200 (200-1/2)	
LNAV/VNAV DA		713-5/8	376 (400-5/8)	
LNAV MDA	700-1/2	363 (400-1/2)	700-5/8	363 (400-5/8)
CIRCLING	880-1 538 (600-1)	960-1 618 (700-1)	1000-13/4 658 (700-13/4)	1080-21/4 738 (800-21/4)

MIRL Rwy 2-20

HIRL Rwy 10-28

CAPE GIRARDEAU, MISSOURI

AL-943 (FAA)

24109

WAAS CH 42832 W20A	APP CRS 203°	Rwy Idg TDZE 339 Apt Elev 342
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RNAV (GPS) RWY 20

CAPE GIRARDEAU RGNL (CGI)

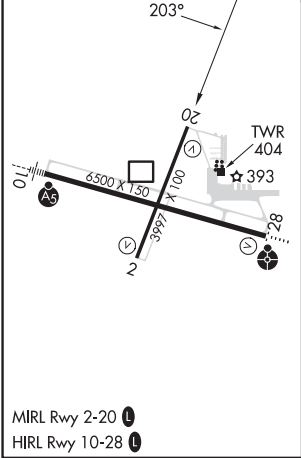
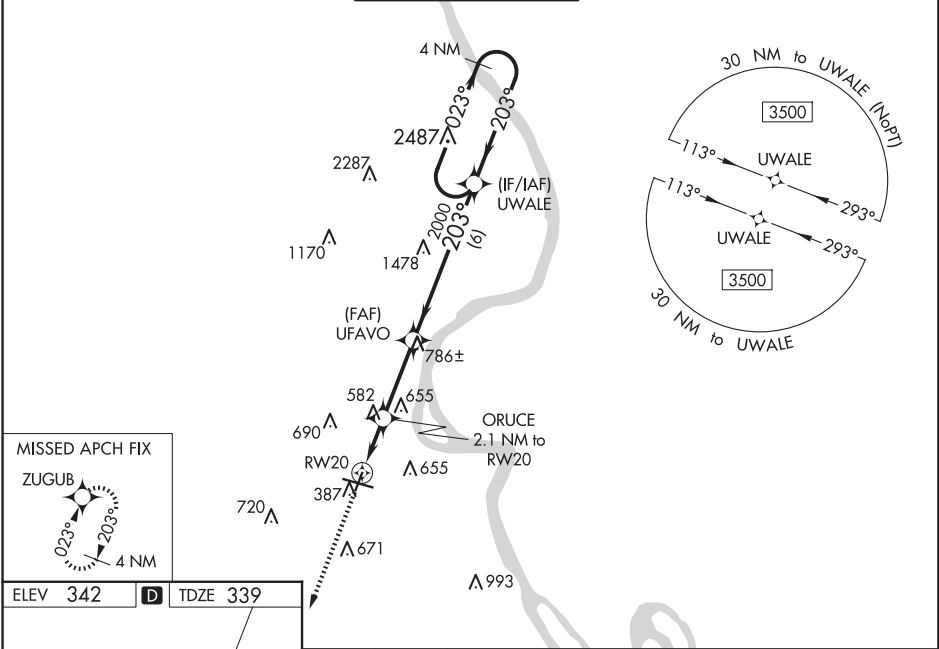
RNP APCH-GPS.



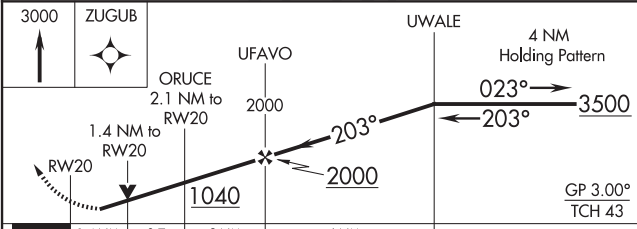

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Cairo altimeter setting and increase LPV DA to 637 feet and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 652 feet; increase all MDAs 60 feet; increase LNAV and Circling visibility Cats C and D $\frac{1}{4}$ SM. Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using Cairo altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUGUB and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER ★ 125.525 (CTAF) 0	GND CON 124.7	UNICOM 122.95
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3000	ZUGUB				
					
					
CATEGORY	A	B	C	D	
LPV DA	589-1 250 (300-1)				
LNAV/VNAV DA	604-1 265 (300-1)				
LNAV MDA	840-1 501 (500-1)	840-1 ³ / ₈ 501 (500-1 ³ / ₈)			
 CIRCLING	860-1 518 (600-1)	960-1 618 (700-1)	1000-1 ³ / ₄ 658 (700-1 ³ / ₄)	1080-2 ¹ / ₄ 738 (800-2 ¹ / ₄)	

CAPE GIRARDEAU, MISSOURI
Orig-C 18APR24

37°14'N-89°34'W

CAPE GIRARDEAU RGNL (CGI)
RNAV (GPS) RWY 20

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 90199 W28A	APP CRS 288°	Rwy Idg TDZE 341 Apt Elev 342
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RNAV (GPS) RWY 28

CAPE GIRARDEAU RGNL (CGI)

RNP APCH - GPS.

▼

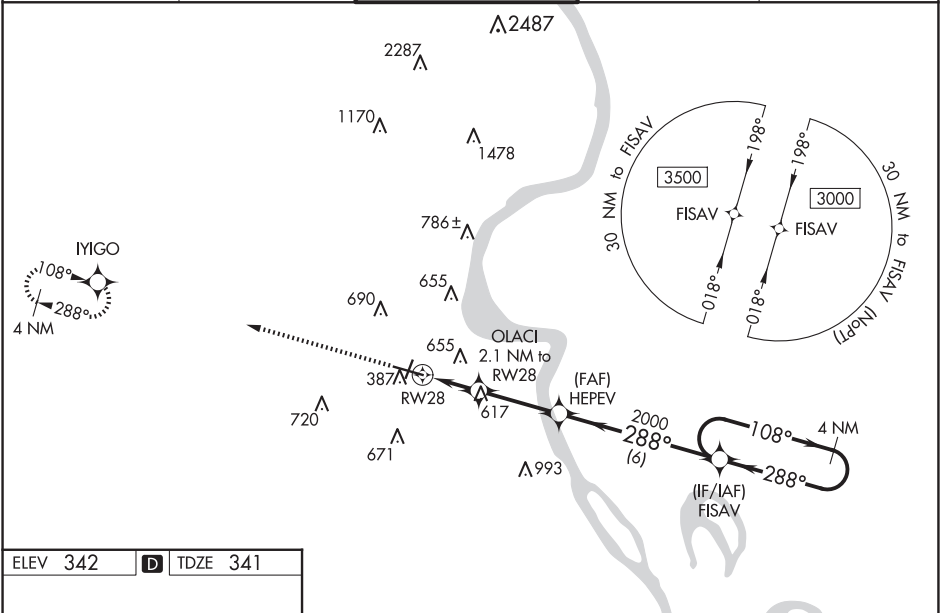
⚠

When local altimeter setting not received, use Cairo altimeter setting and increase LPV DA to 771 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 896 feet; increase all MDAs 60 feet and LNAV and Circling visibility Cats C/D ¼ SM. VDP NA when using Cairo Rgnl altimeter setting. Rwy 28 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LPV Cat A/B visibility to 1½ SM. Inop table does not apply to LNAV/VNAV all Cats. For inop ALS when using Cairo altimeter setting, increase LPV Cat A/B visibility to 1½ SM. Baro-VNAV NA.

ODALS

MISSED APPROACH:
Climb to 3000 direct
IYIGO and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER ★ 125.525 (CTAF)	GND CON 124.7	UNICOM 122.95
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ELEV 342 TDZE 341

MIRL Rwy 2-20
HIRL Rwy 10-28

	3000	IYIGO	HEPEV	FISAV	4 NM Holding Pattern
			OLACI 2.1 NM to RW28		
			1.6 NM to RW28		
			1040	2000	
			288°	108°	
			288°	288°	
			1.6 NM	0.5 NM	3 NM
			6 NM		
CATEGORY	A	B	C	D	
LPV DA	723-1 382 (400-1)				
LNAV/VNAV DA	848-1⅓ 507 (600-1⅓)				
LNAV MDA	880-¾	539 (600-¾)	880-1⅓	539 (600-1⅓)	
CIRCLING	880-1 538 (600-1)	960-1 618 (700-1)	1000-1¾ 658 (700-1¾)	1080-2¼ 738 (800-2¼)	

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

CAPE GIRARDEAU, MISSOURI

AL-943 (FAA)

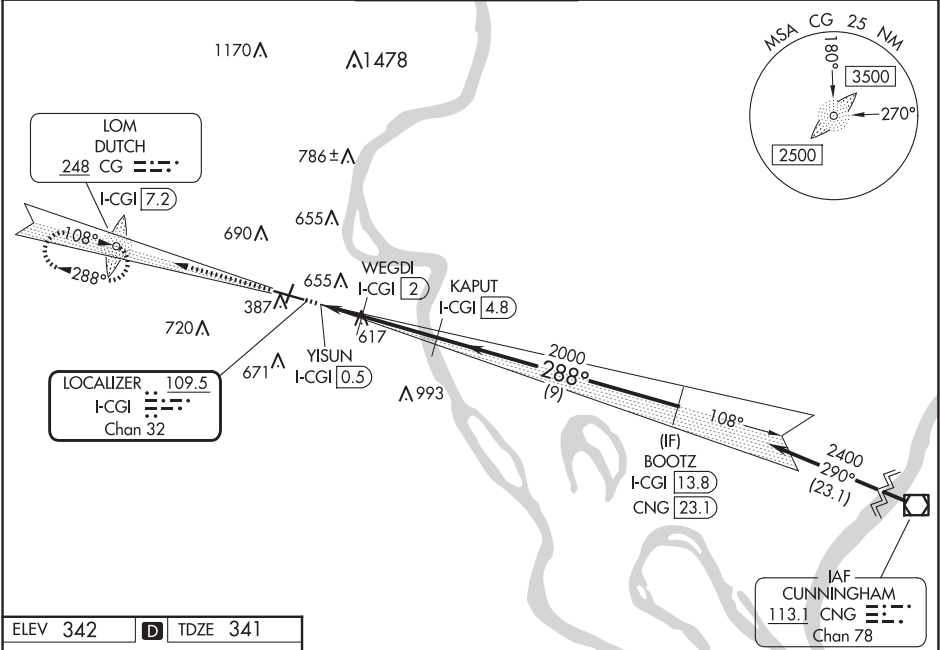
24081

LOC/DME I-CGI 109.5 Chan 32	APP CRS 288°	Rwy Idg TDZE 341 Apt Elev 342
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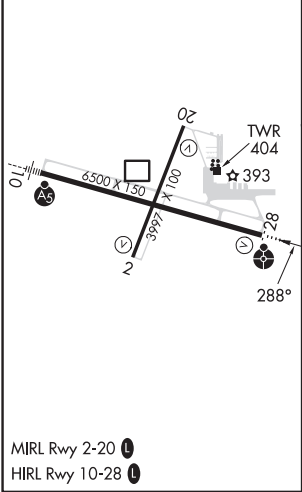
LOC BC RWY 28
CAPE GIRARDEAU RGNL (CGI)

DME required. ▼ ▲ Rwy 28 helicopter visibility reduction below ¾ SM NA.	ODALS ⚡	MISSED APPROACH: Climb to 2400 on I-CGI west course (288°) to DUTCH LOM/I-CGI 7.2 DME and hold.
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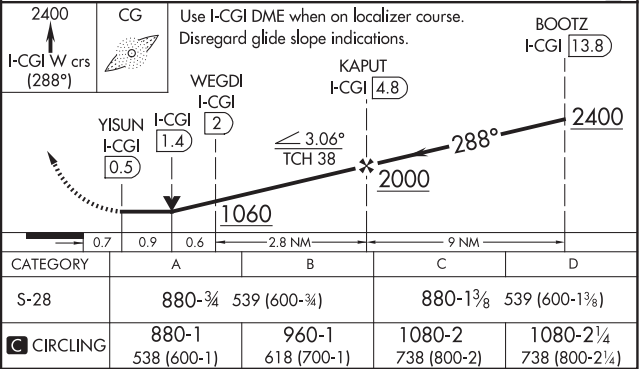
ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER ★ 125.525 (CTAF) 0	GND CON 124.7	UNICOM 122.95
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ELEV 342	D	TDZE 341
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BACK COURSE



CAPE GIRARDEAU, MISSOURI
Amdt 8D 16JUL20

37°14'N-89°34'W

CAPE GIRARDEAU RGNL (CGI)
LOC BC RWY 28

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

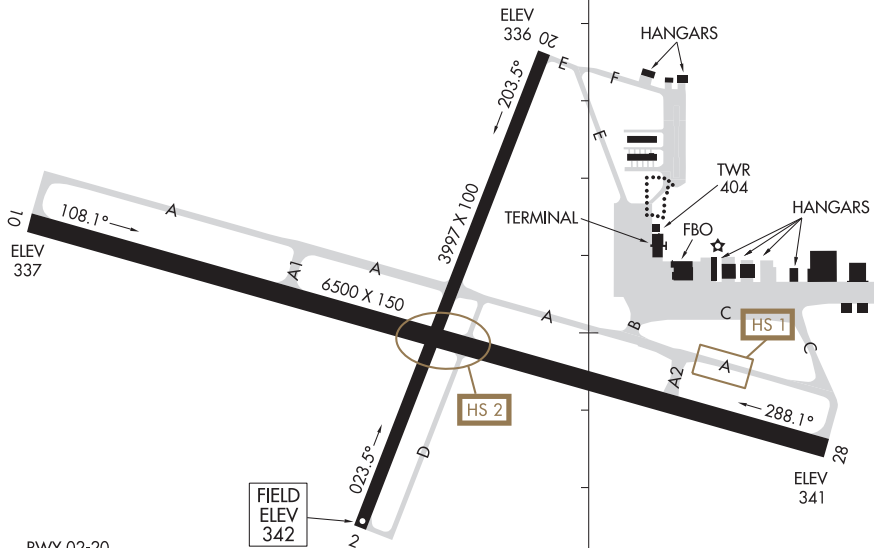
ASOS
120.55
CAPE GIRARDEAU TOWER★
125.525
GND CON
124.7

D

AL-943 (FAA)

VAR 2.3° N
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

37°14'N



RWY 02-20
PCN 16 R/D/W/T
S-45, D-60, 2D-100
RWY 10-28
PCN 30 R/D/W/T
S-93, D-125, 2D-215

FIELD
ELEV
342

HS 2

HS 1

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

89°35'W

89°34'W

CARROLL, IOWA

AL-5563 (FAA)

24193

WAAS CH 87030 W13A	APP CRS 135°	Rwy Idg TDZE 1203 Apt Elev 1204
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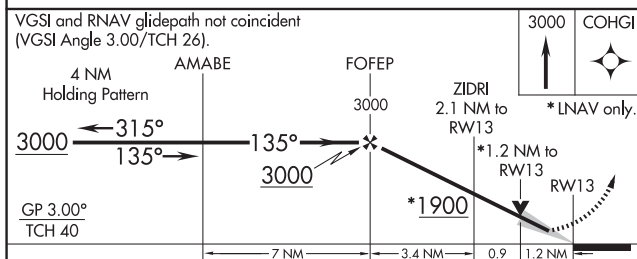
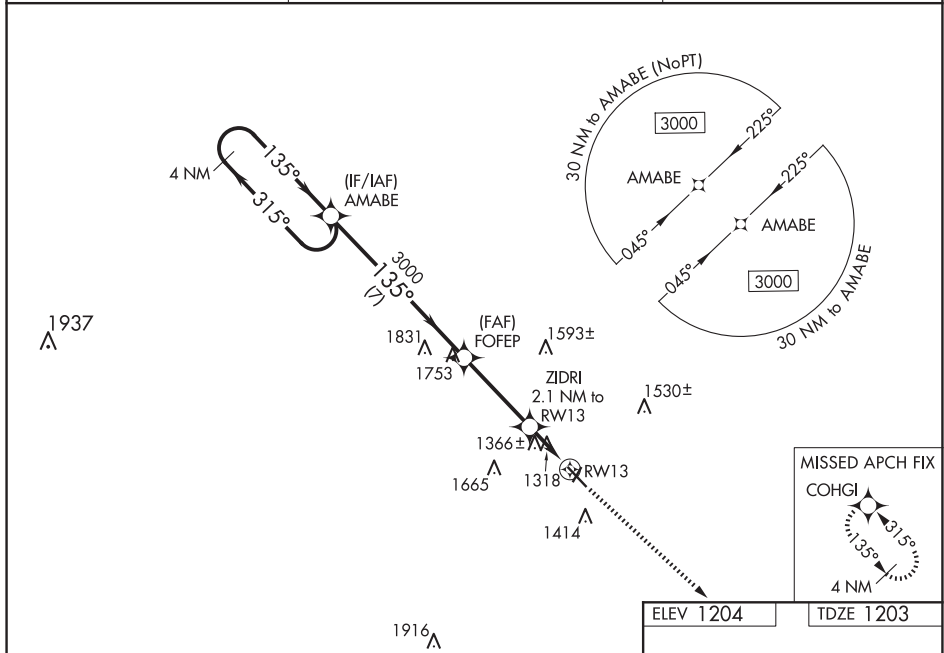
RNAV (GPS) RWY 13

ARTHUR N NEU (CIN)

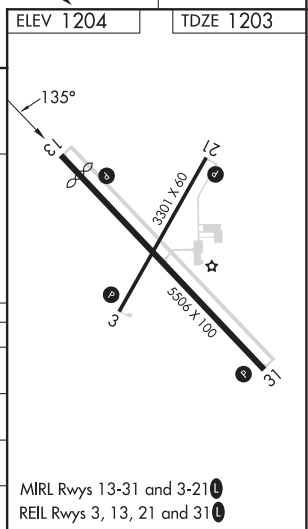
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Audubon altimeter setting. When local altimeter setting not received, use Audubon altimeter setting: increase LPV DA to 1515 feet; increase LNAV/VNAV DA to 1669 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct COHGI and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1453-1	250 (300-1)		NA
LNAV/VNAV DA	1607-1 3/8	404 (500-1 3/8)		NA
LNAV MDA	1620-1	417 (500-1)	1620-1 1/8 417 (500-1 1/8)	NA
CIRCLING	1740-1	536 (600-1)	1980-2 1/4 776 (800-2 1/4)	NA



CARROLL, IOWA
Amdt 1C 16JUN22

42°03'N-94°47'W

RNAV (GPS) RWY 13

ARTHUR N NEU (CIN)

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 49130 W31A	APP CRS 315°	Rwy Idg TDZE 1203 Apt Elev 1204	5506
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RNAV (GPS) RWY 31

ARTHUR N NEU (CIN)

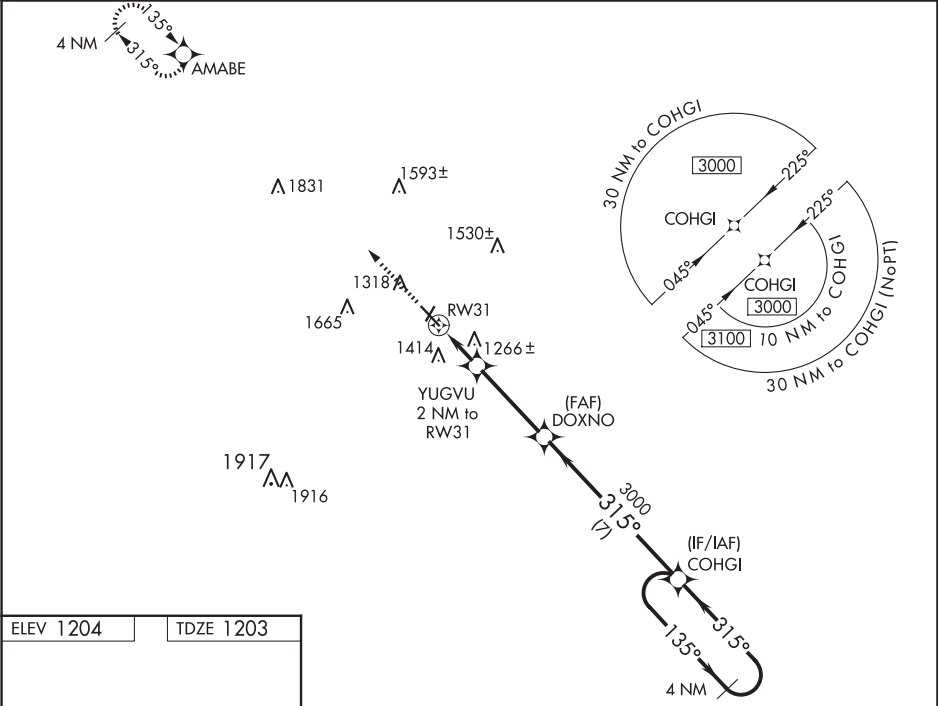
⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Audubon altimeter setting. When local altimeter setting not received, use Audubon altimeter setting: increase LPV DA to 1515 feet; increase LNAV/VNAV DA to 1515 feet and increase all MDAs 80 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct AMABE and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1204

TDZE 1203

MIRL Rwy 13-31 and 3-21
REIL Rwy 3, 13, 21 and 31

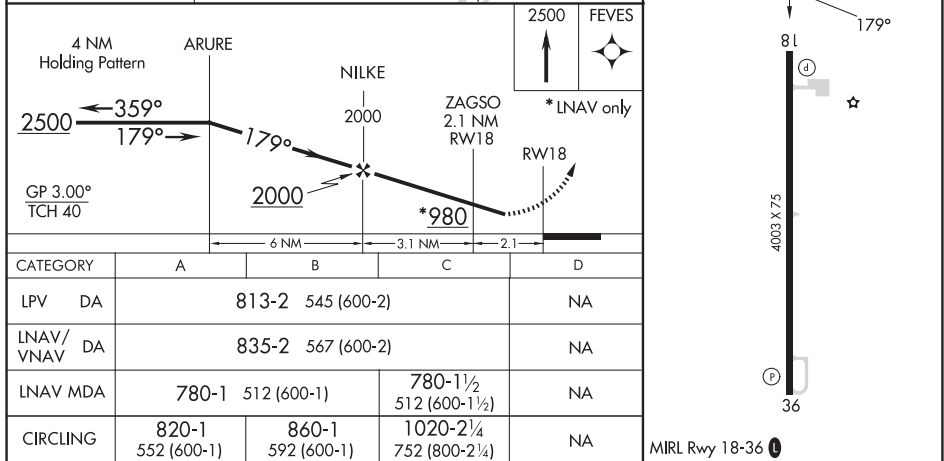
3000	AMABE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).				4 NM Holding Pattern
*LNAV only.		DOXNO	COHGI	3000		
*0.9 NM to RW31		YUGVU 2 NM to RW31	3000	135°	3000	
RW31		1860*	3000	315°	3000	GP 3.00° TCH 40
0.9 NM		1.1 NM	3.5 NM	7 NM		
CATEGORY	A	B	C	D		
LPV DA	1453-1	250 (300-1)		NA		
LNAV/VNAV DA	1453-1	250 (300-1)		NA		
LNAV MDA	1520-1	317 (400-1)		NA		
CIRCLING	1740-1	536 (600-1)	1980-2¼ 776 (800-2¼)	NA		

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 18
CARUTHERSVILLE MEML (M05)

MEMPHIS CENTER 134.65 316.15	CTAF 122.9 0
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CARUTHERSVILLE MEML (M05)
RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 77609 W36A	APP CRS 359°	Rwy Idg TDZE 266 Apt Elev 268	4003 266 268
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RNAV (GPS) RWY 36

CARUTHERSVILLE MEML (M05)

▼

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1 SM NA.
Use Blytheville Muni altimeter setting; when not received, use
Dyersburg altimeter setting and increase LPV DA to 642 feet,
LNAV/VNAV DA to 706 feet, and all MDA 20 feet.
Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct
ARURE and hold.

MEMPHIS CENTER 134.65 316.15	CTAF 122.9 0
--	------------------------

MISSED APCH FIX

4 NM

179°

359°

ARURE

30 NM to SENU

2500

179°

089°

SENU

30 NM to FEVES

2500

089°

269°

FEVES

30 NM to FEVES (NoPT)

618

Λ 512

RW36

346±

Λ 384±

(FAF) TAGLE

2000

359°

(6)

(IAF) SENU

2500 NoPT

089°

(5)

(IF/IAF) FEVES

2500 NoPT

269°

(5)

(IAF) NULPE

179°

4 NM

30 NM to NULPE

2500

179°

269°

Λ 978

NULPE

2500

ARURE

FEVES

4 NM Holding Pattern

2500

179°

359°

2000

5.2 NM

6 NM

RW36

TAGLE

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	631-1¼	365 (400-1¼)		NA
LNAV/VNAV DA	695-1½	429 (500-1½)		NA
LNAV MDA	680-1	414 (500-1)	680-1¼ 414 (500-1¼)	NA
CIRCLING	820-1 552 (600-1)	860-1 592 (600-1)	1020-2¼ 752 (800-2¼)	NA

ELEV 268

TDZE 266

MIRL Rwy 18-36 0

81

4003 X 75

36

359°

CARUTHERSVILLE, MISSOURI

Amdt 1B 22APR21

36°10'N-89°41'W

73

CARUTHERSVILLE MEML (M05)

RNAV (GPS) RWY 36

CASSVILLE, MISSOURI

AL-6454 (FAA)

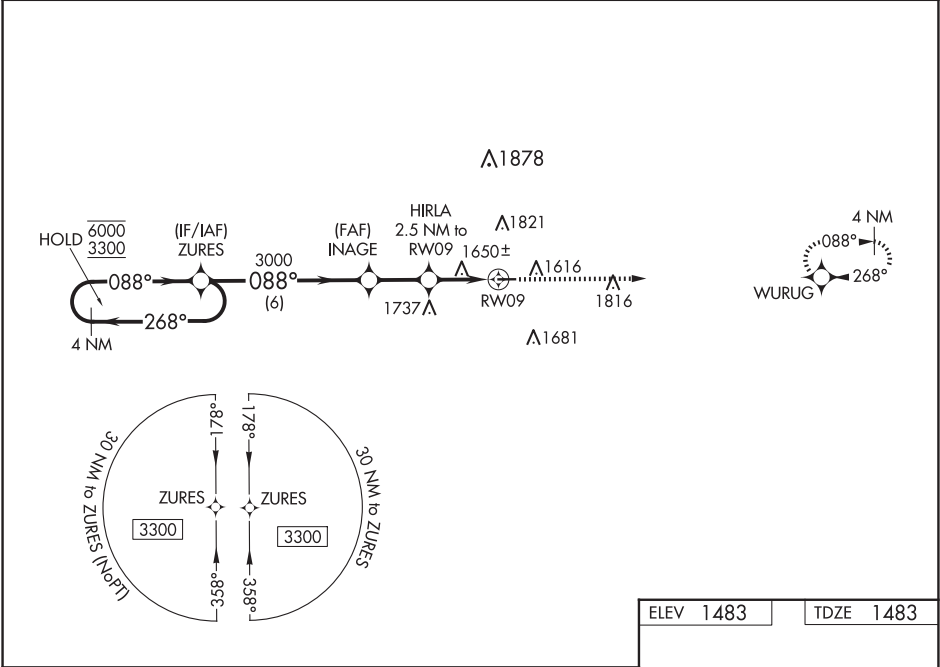
22223

WAAS CH 63133 W09A	APP CRS 088°	Rwy Idg 3599 TDZE 1483 Apt Elev 1483
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RNAV (GPS) RWY 9

CASSVILLE MUNI (94K)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3600 direct WURUG and hold.
<div><div>▼</div><div>▲ NA</div></div> <div>Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Monett altimeter setting; when not received, use Rogers altimeter setting and increase LPV DA to 1906 feet and visibility ½ SM all Cats, LNAV/VNAV DA to 2011 feet and visibility ½ SM all Cats; increase all MDAs 20 feet.</div>		
HFJ AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CTAF 122.9 ①



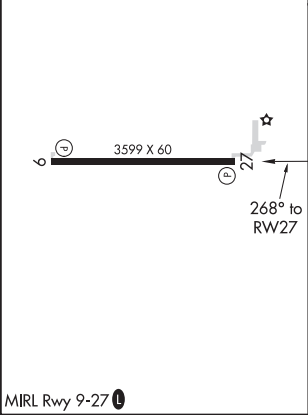
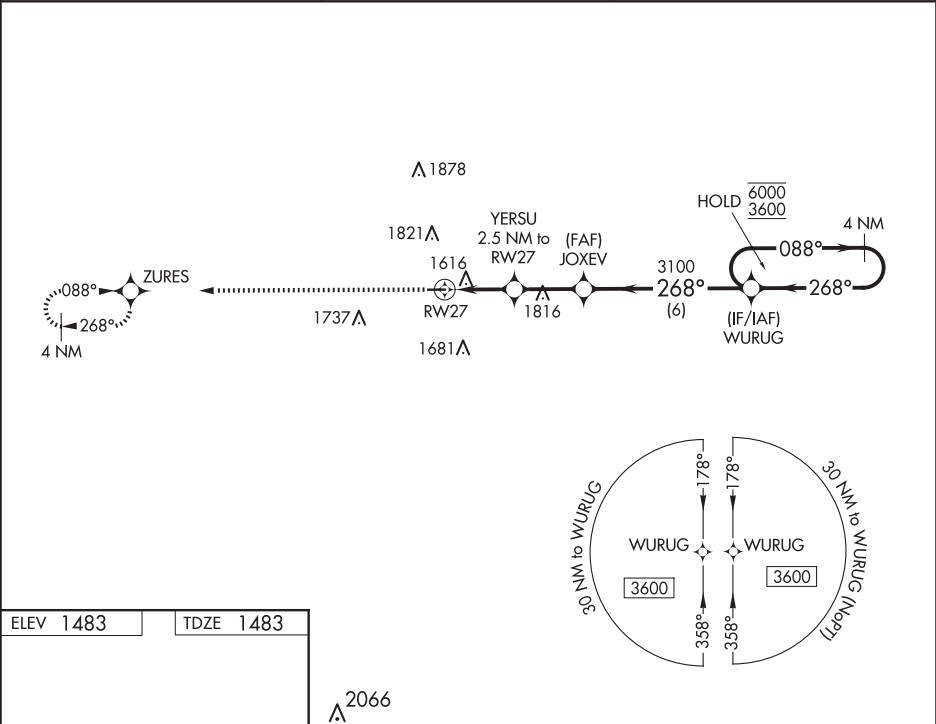
WAAS CH 50331 W27A	APP CRS 268°	Rwy Idg TDZE 1483 Apt Elev 1483
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RNAV (GPS) RWY 27

CASSVILLE MUNI (94K)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3300 direct ZURES and hold.
<div><div>Procedure NA at night. Use Monett altimeter setting, when not received, use Rogers altimeter setting and increase all MDA 20 feet. Increase LP Cat C visibility ½ SM.</div></div>	

HFJ AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CTAF 122.9
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<div><div>3300 ZURES</div><div>YERSU 2.5 NM to RW27</div><div>JOXEV</div><div>WURUG</div><div>4 NM Holding Pattern</div><div>268° 3100 2300 268° 088° 6000 268° 3600</div><div>2.5 NM 2.5 NM 6 NM</div></div>				
CATEGORY	A	B	C	D
LP MDA	1920-1	437 (500-1)	1920-1¼ 437 (500-1¼)	NA
LNAV MDA	1940-1	457 (500-1)	1940-1⅝ 457 (500-1⅝)	NA
CIRCLING	2000-1 517 (600-1)	2180-1 697 (700-1)	2180-2 697 (700-2)	NA

ILS or LOC RWY 27
THE EASTERN IOWA (CID)

MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

Figure 1-1 illustrates a VNAV profile for a flight path. The profile starts at 2900 feet (CID) and descends to 2700 feet (WAVUM INT, I-RRU 7.1). The profile is divided into segments: 1.1 NM (I-RRU 1.6), 4.4 NM (I-RRU 2.7), and 1.1 NM (I-RRU 7.1). The profile is labeled "LOC only" and "Remain within 10 NM". The profile is also labeled "GS 3.00° TCH 49". The profile is also labeled "269°" and "089°". The profile is also labeled "2700" and "2700". The profile is also labeled "269°" and "2700". The profile is also labeled "GS 3.00° TCH 49".

THE EASTERN IOWA (CID)
ILS or LOC RWY 27

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

CEDAR RAPIDS, IOWA

AL-250 (FAA)

24249

WAAS CH 77603 W09A	APP CRS 089°	Rwy Idg TDZE Apt Elev	8175 857 869
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RNAV (GPS) RWY 9

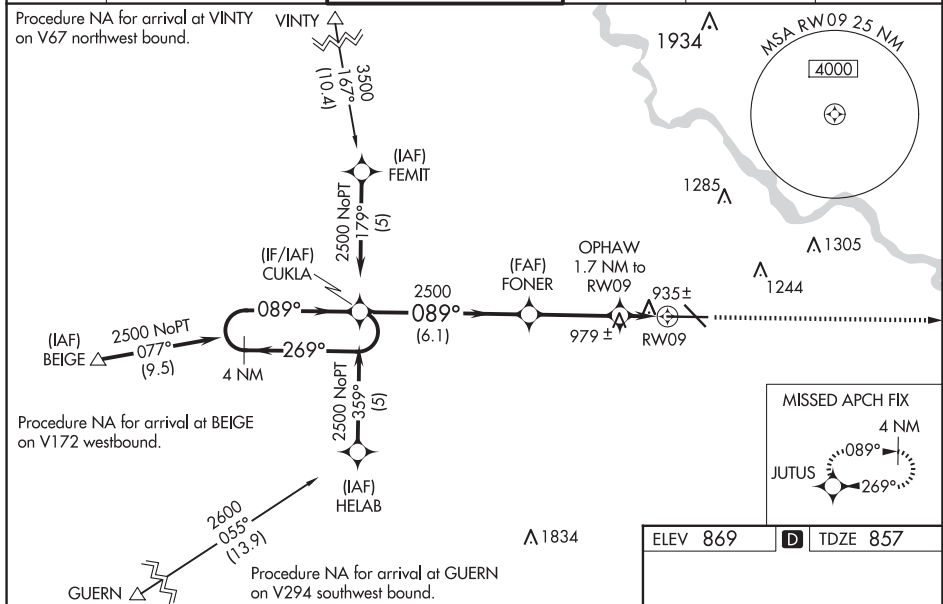
THE EASTERN IOWA (CID)



⚠ Baro-VNAV NA when using Iowa City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Iowa City altimeter setting: increase LPV DA to 1121 feet; increase LNAV/VNAV DA to 1268 feet and all visibilities to RVR 5000; increase all MDA 80 feet, LNAV Cat C visibility to RVR 4000, and Circling Cat C and D visibility ¼ SM. For inop MALSR increase LNAV Cat D visibility to RVR 6000. VDP NA with Iowa City altimeter setting. When using Iowa City altimeter setting; for inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV Cat C visibility to RVR 6000 and LNAV Cat D visibility to 1½ miles.
RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Iowa City altimeter setting.



MISSED APPROACH:
Climb to 2700 direct JUTUS and hold.

ATIS	CEDAR RAPIDS APP CON★	CEDAR RAPIDS TOWER★	GND CON	CLNC DEL	UNICOM
124.15	119.7 266.8	118.7 (CTAF) 0 266.8	121.6	125.45	122.95



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 60).					2700 JUTUS  	
4 NM Holding Pattern CUKLA FONER OPHAW 1.7 NM to RW09 2500						

CEDAR RAPIDS, IOWA

Amdt 2D 04NOV21

41°53'N-91°43'W

THE EASTERN IOWA (CID)

RNAV (GPS) RWY 9

NC-3, 12 JUN 2025 to 07 AUG 2025

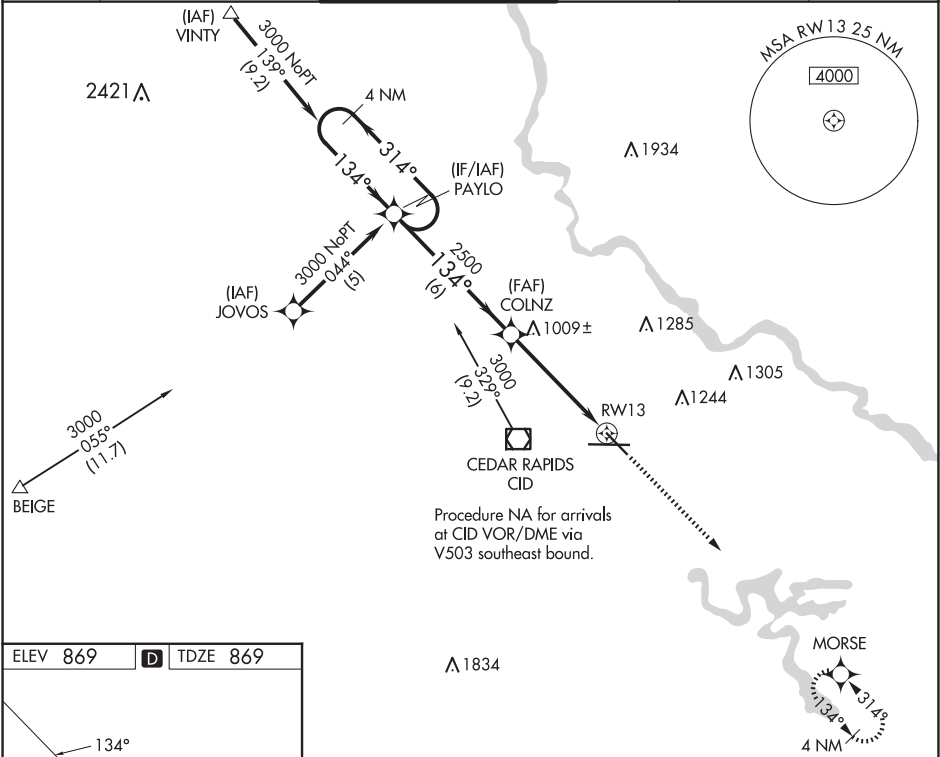
WAAS CH 86201 W13A	APP CRS 134°	Rwy ldg TDZE Apt Elev	6200 869 869
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RNAV (GPS) RWY 13

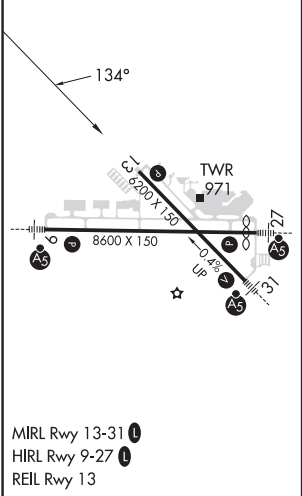
THE EASTERN IOWA (CID)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct MORSE and hold.
Baro-VNAV NA below -16°C (4°F).	

ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER ★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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ELEV 869	D	TDZE 869
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<div>4 NM Holding Pattern</div> <div>PAYLO</div> <div>COLNZ</div> <div>3000 ← 314° 134° →</div> <div>GP 3.00° TCH 40</div> <div>2500</div> <div>6 NM</div> <div>3.9 NM</div> <div>1 NM</div> <div>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 51).</div> <div>3000 ↑</div> <div>MORSE</div> <div>*LNAV only.</div> <div>*1 NM to RW13</div> <div>RW13</div>				
CATEGORY	A	B	C	D
LPV DA	1120-1 251 (300-1)			
LNAV/ VNAV DA	1200-1¼ 331 (400-1¼)			
LNAV MDA	1260-1 391 (400-1)			1260-1¼ 391 (400-1¼)

CEDAR RAPIDS, IOWA

AL-250 (FAA)

24249

WAAS CH 72902 W27A	APP CRS 269°	Rwy Idg TDZE 862 Apt Elev 869
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RNAV (GPS) RWY 27

THE EASTERN IOWA (CID)

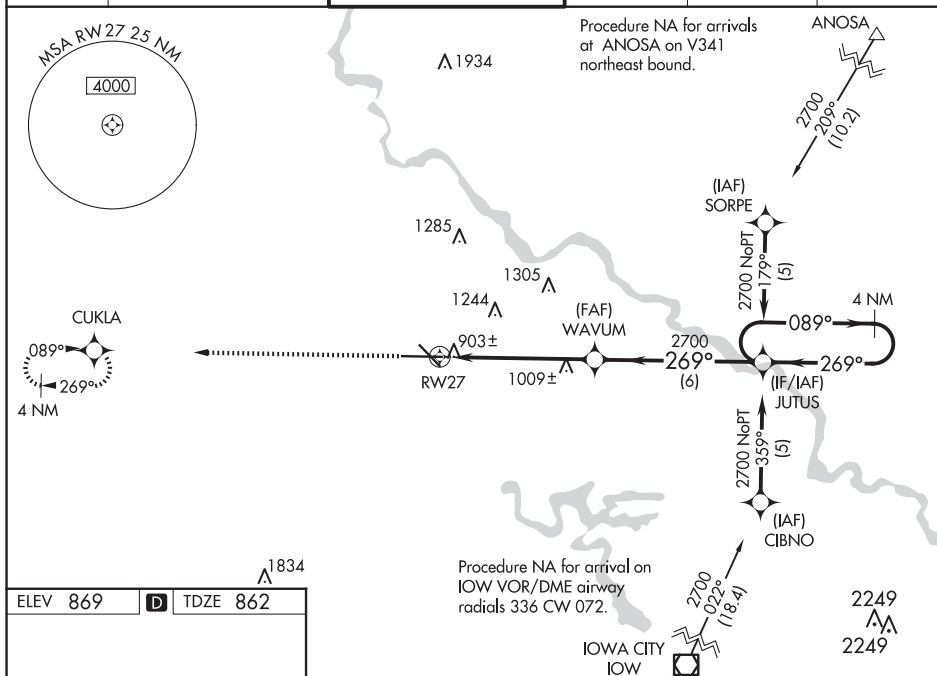
- ▼ Baro-VNAV NA when using Iowa City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
- ▲ When local altimeter setting not received, use Iowa City altimeter setting: increase LPV DA to 1192 feet; increase LNAV/VNAV DA to 1243 feet; increase all MDAs 80 feet and Circling visibility Cat C and D ¼ SM. For inop MALS increase LNAV/VNAV Cat D visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. VDP NA when using Iowa City altimeter setting.

MALS



MISSED APPROACH:
Climb to 2500 direct
CUKLA and hold.

ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER ★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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2500	CUKLA	WAVUM	JUTUS	4 NM Holding Pattern
*LNAV only	*1.1 NM to RW27	269°	2700	GP 3.00° TCH 49
1.1	4.4	6		
CATEGORY	A	B	C	D
LPV DA	1112/24 250 (300-½)			
LNAV/VNAV DA	1163/24 301 (300-½)			1163/40 301 (300-¾)
LNAV MDA	1260/24 398 (400-½)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1560-2 691 (700-2)	1560-2¼ 691 (700-2¼)

CEDAR RAPIDS, IOWA

Amdt 1B 04NOV21

41°53'N-91°43'W

THE EASTERN IOWA (CID)

RNAV (GPS) RWY 27

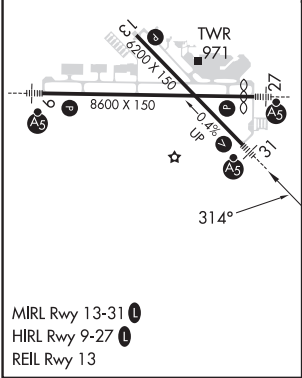
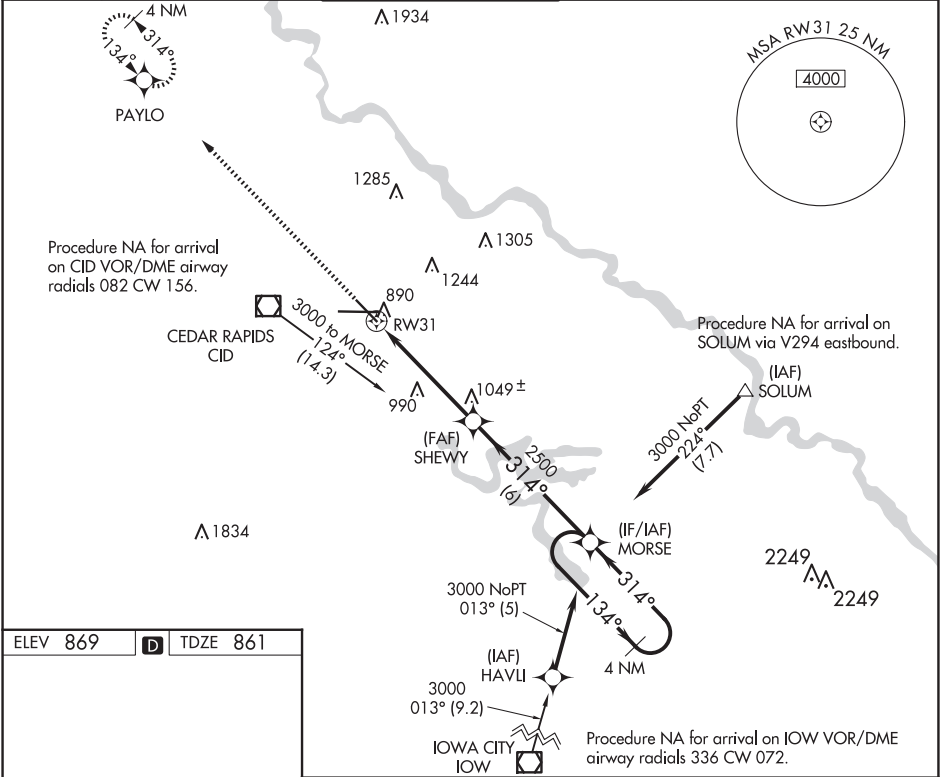
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 77503 W31A	APP CRS 314°	Rwy Idg TDZE Apt Elev	6200 861 869
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RNAV (GPS) RWY 31
THE EASTERN IOWA (CID)

RNP APCH. Baro-VNAV NA below -16°C (4°F).	MALSR 	MISSED APPROACH: Climb to 3000 direct PAYLO and hold.
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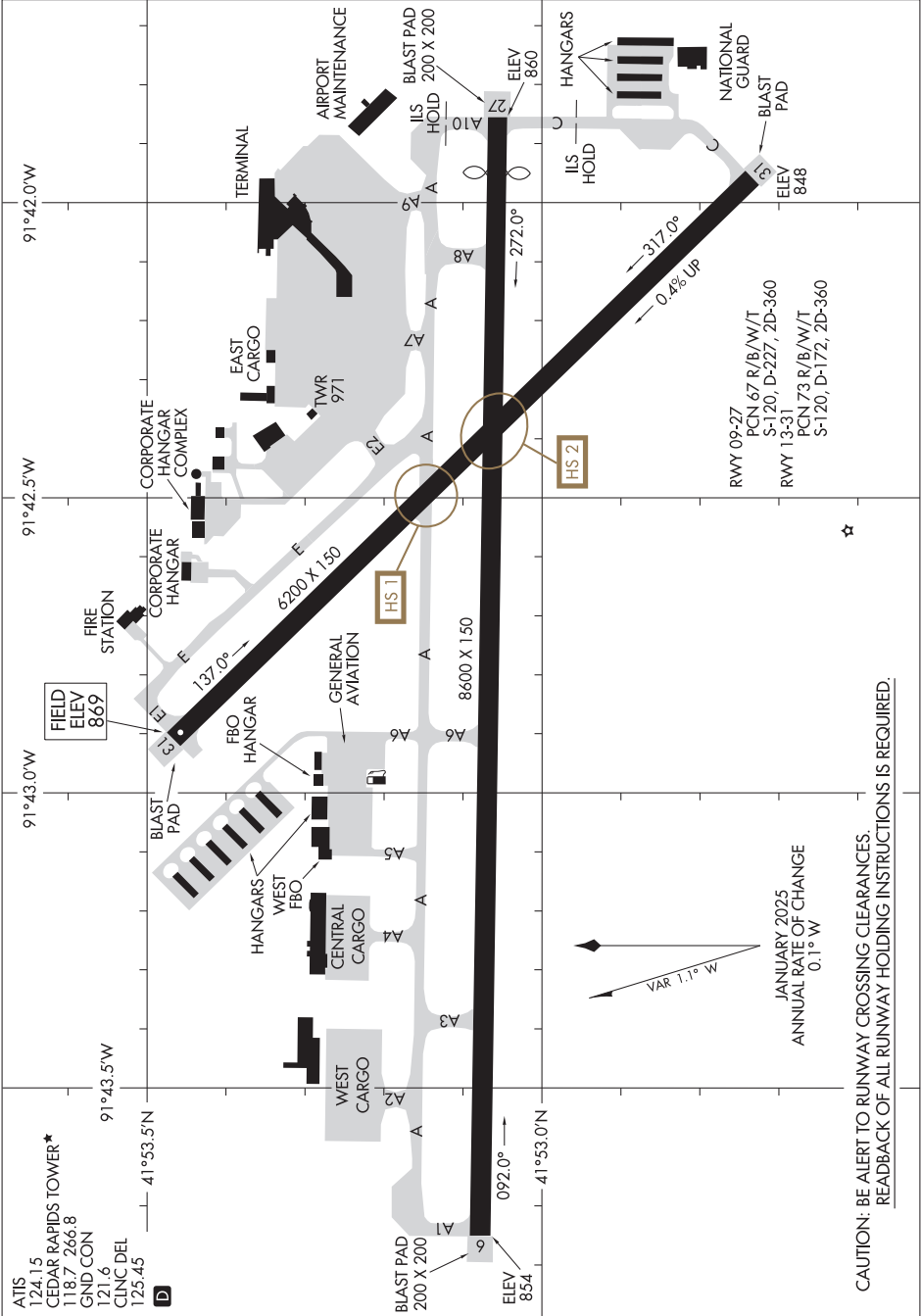
ATIS 124.15	CEDAR RAPIDS APP CON★ 119.7 266.8	CEDAR RAPIDS TOWER★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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3000 ↑	PAYLO 	MORSE			4 NM Holding Pattern
*LNAV only	*1.1 NM to RW31	SHEWY ✕	314° 2500	134° ←314°	3000
		GP 3.00° TCH 43			
CATEGORY	A	B	C	D	
LPV DA	1120-½ 259 (300-½)				
LNAV/ VNAV DA	1140-½ 279 (300-½)			1140-¾ 279 (300-¾)	
LNAV MDA	1240-½ 379 (400-½)			1240-1 379 (400-1)	

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

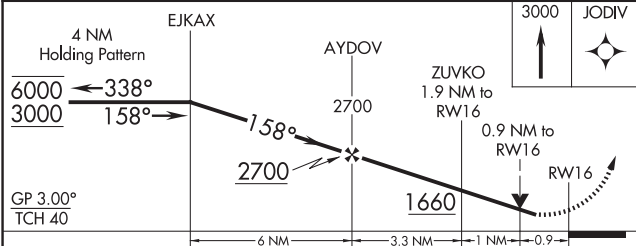
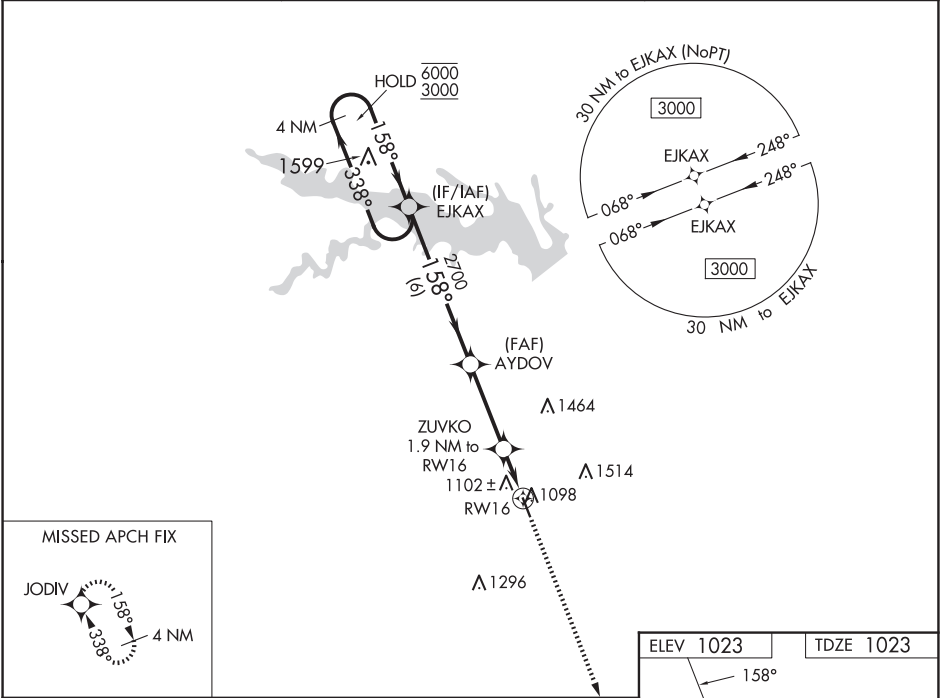


WAAS CH 70440 W16A	APP CRS 158°	Rwy ldg TDZE 1023 Apt Elev 1023	4099
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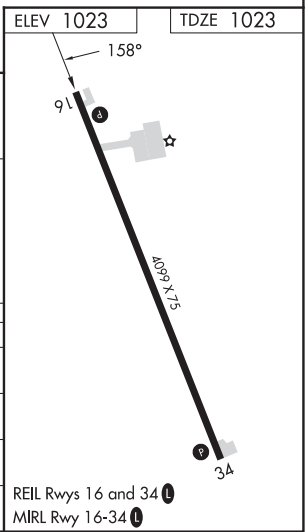
RNAV (GPS) RWY 16
CENTERVILLE MUNI (TVK)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct JODIV and hold.
<div><div></div><div>Rwy 16 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.</div></div>	

AWOS-3 123.775	CHICAGO CENTER 118.15 335.575	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1273-1	250 (300-1)	NA	
LNNAV/VNAV DA	1273-1	250 (300-1)	NA	
LNNAV MDA	1360-1	337 (400-1)	NA	
CIRCLING	1420-1 397 (400-1)	1660-1 637 (700-1)	NA	



CENTERVILLE, IOWA

AL-6869 (FAA)

22307

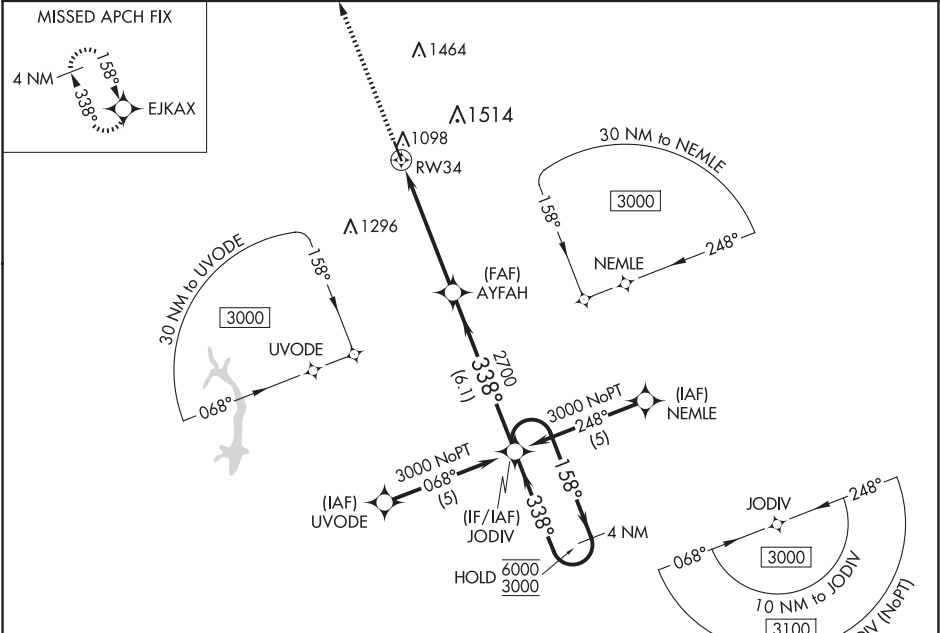
WAAS CH 86517 W34A	APP CRS 338°	Rwy Idg TDZE 1023 Apt Elev 1023	4099 1023 1023
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RNAV (GPS) RWY 34

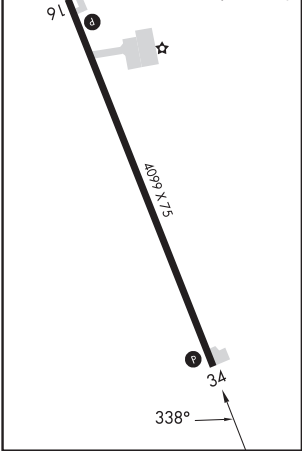
CENTERVILLE MUNI (TVK)



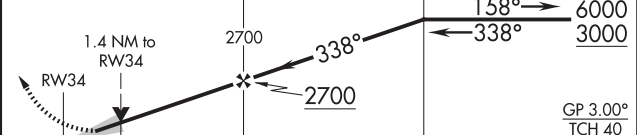

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct EJKAX and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C.	

AWOS-3 123.775	CHICAGO CENTER 118.15 335.575	UNICOM 122.8 (CTAF) 0
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ELEV 1023	TDZE 1023
REIL Rwy 16 and 34	MIRL Rwy 16-34



3000	EJKAX	JODIV				4 NM Holding Pattern
						
CATEGORY		A	B	C	D	
LPV	DA	1273-1	250 (300-1)	NA		
LNAV/ VNAV	DA	1349-1	326 (400-1)	NA		
LNAV	MDA	1500-1	477 (500-1)	NA		
 CIRCLING		1500-1 477 (500-1)	1660-1 637 (700-1)	NA		

CENTERVILLE, IOWA
Orig-C 03NOV22

40°41'N-92°54'W

CENTERVILLE MUNI (TVK) RNAV (GPS) RWY 34

NC-3, 12 JUN 2025 to 07 AUG 2025

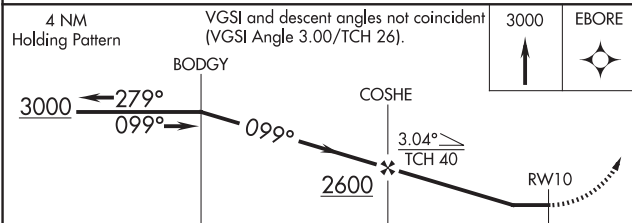
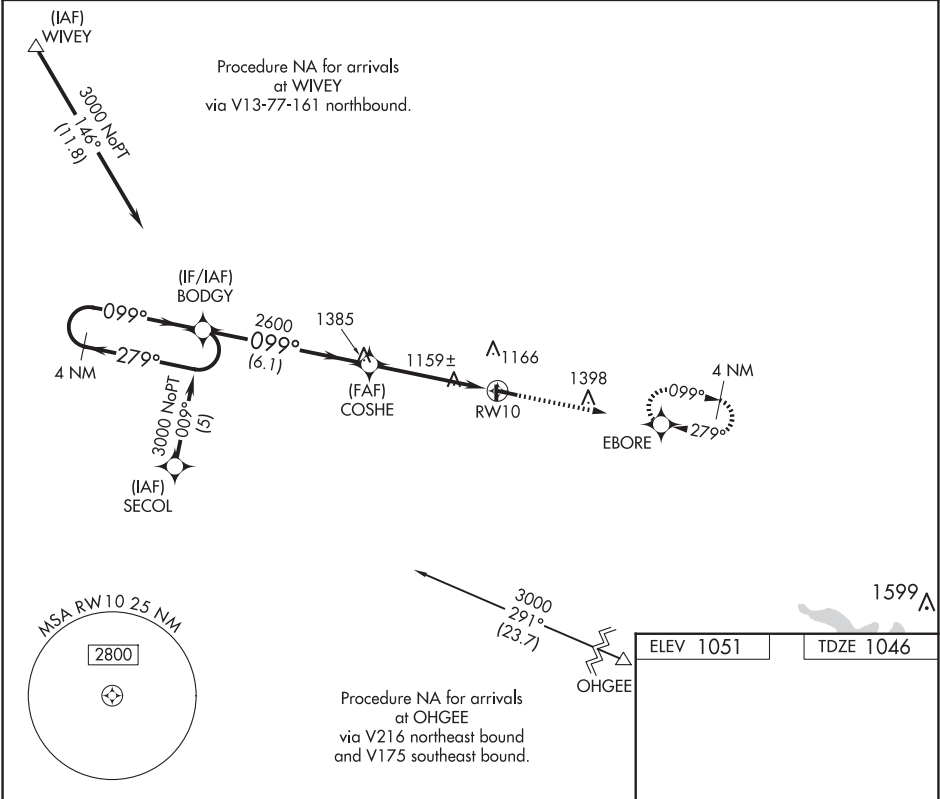
NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	4000
099°	TDZE	1046
	Apt Elev	1051

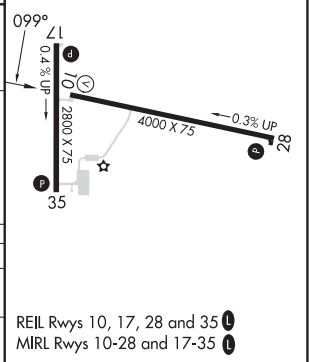
RNAV (GPS) RWY 10
CHARITON MUNI (CNC)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct EBORE and hold.
▼ When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet. Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.	

AWOS-3 125.525	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
RNAV MDA	1440-1	394 (400-1)	NA	NA
CIRCLING	1540-1	489 (500-1)	NA	NA



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

CHARITON, IOWA

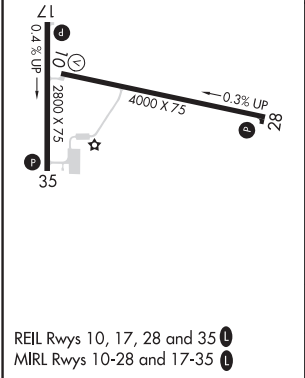
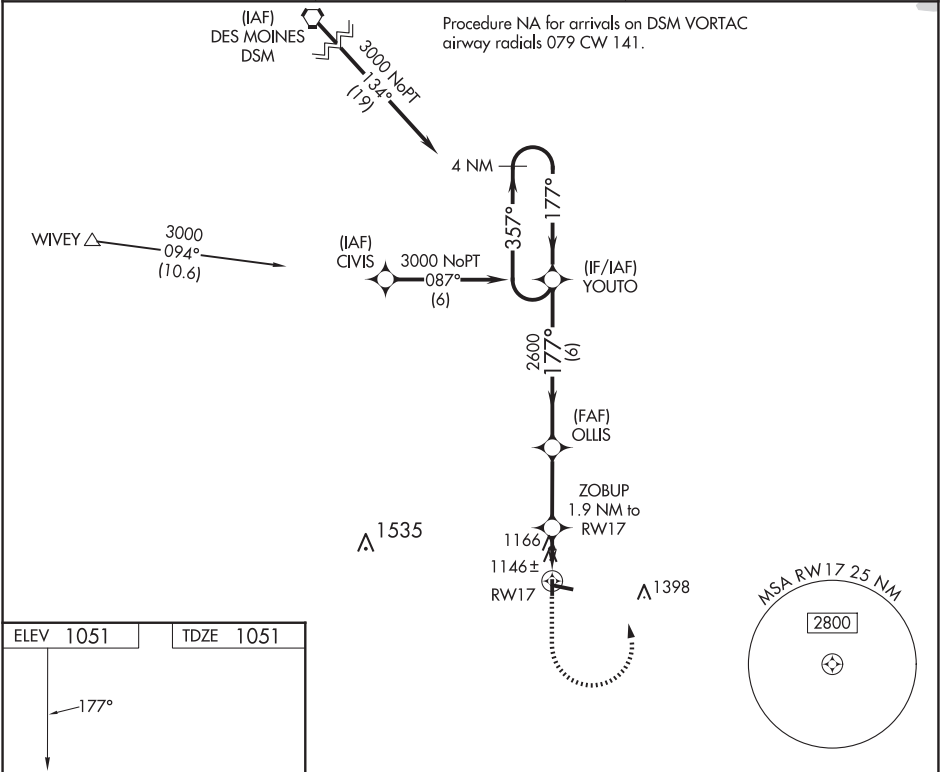
AL-6068 (FAA)

24025

APP CRS	Rwy Idg	2800
177°	TDZE	1051
	Apt Elev	1051

RNAV (GPS) RWY 17
CHARITON MUNI (CNC)

<div><div><div>T</div><div>A</div></div></div> <div>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet. Procedure NA at night.</div>	<div>MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct YOUTO and hold.</div>	
<div>AWOS-3 125.525</div>	<div>DES MOINES APP CON 123.9 360.7</div>	<div>UNICOM 122.8 (CTAF) U</div>



1500	3000	YOUTO	VGSI and descent angles not coincident.	
			OLLIS	YOUTO
			ZOBUP 1.9 NM to RWY 17	4 NM Holding Pattern
			1680	2600
			1.9 NM	2.9 NM
			6 NM	
CATEGORY	A	B	C	D
LNAV MDA	1 400-1	349 (400-1)	NA	
CIRCLING	1 540-1	489 (500-1)	NA	

CHARITON, IOWA
Amdt 1B 25JUN15

41°01'N-93°22'W

CHARITON MUNI (CNC)
RNAV (GPS) RWY 17

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS
CH 58038
W12A

APP CRS
125°

Rwy Idg
4000
TDZE 1121
Apt Elev 1125

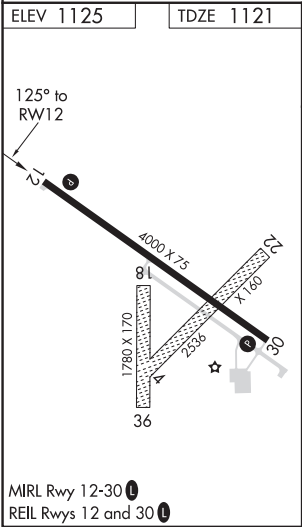
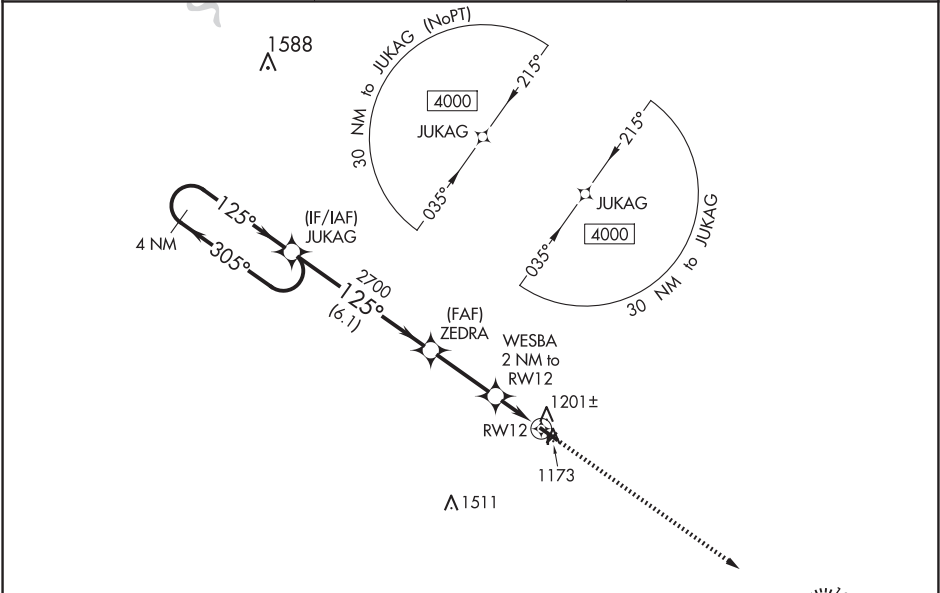
RNAV (GPS) RWY 12

NORTHEAST IOWA RGNL (CCY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Waterloo altimeter setting and increase all DA 110 feet and visibilities ¼ mile. Increase all MDA 120 feet and increase LNAV Cat C visibility ⅜ mile, and Circling visibility Cat C ½ mile. VDP and Baro-VNAV NA when using Waterloo altimeter setting. Circling Rwy 4-22 and 18-36 NA.

MISSED APPROACH: Climb to 4000 direct IJIBU and hold, continue climb-in-hold to 4000.

AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
-------------------	------------------------------------	--------------------------



4 NM Holding Pattern		JUKAG		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).		4000	IJIBU
4000 ← 305° 125° →		GP 3.00° TCH 40		ZEDRA 2700		*LNAV only	
		6.1 NM		2.9 NM		*1 NM to RW12	
				1 NM		1 NM	
CATEGORY		A		B		C	
LPV DA		1371-1		250 (300-1)		NA	
LNAV/VNAV DA		1371-1		250 (300-1)		NA	
LNAV MDA		1460-1		339 (400-1)		NA	
CIRCLING		1520-1 395 (400-1)		1580-1 455 (500-1)		1760-1¾ 635 (700-1¾)	
						NA	

CHARLES CITY, IOWA

AL-5329 (FAA)

22083

WAAS CH 82438 W30A	APP CRS 305°	Rwy Idg 4000 TDZE 1121 Apt Elev 1125
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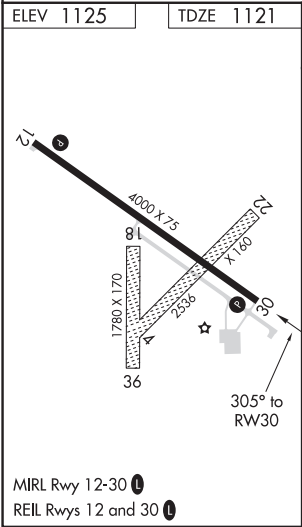
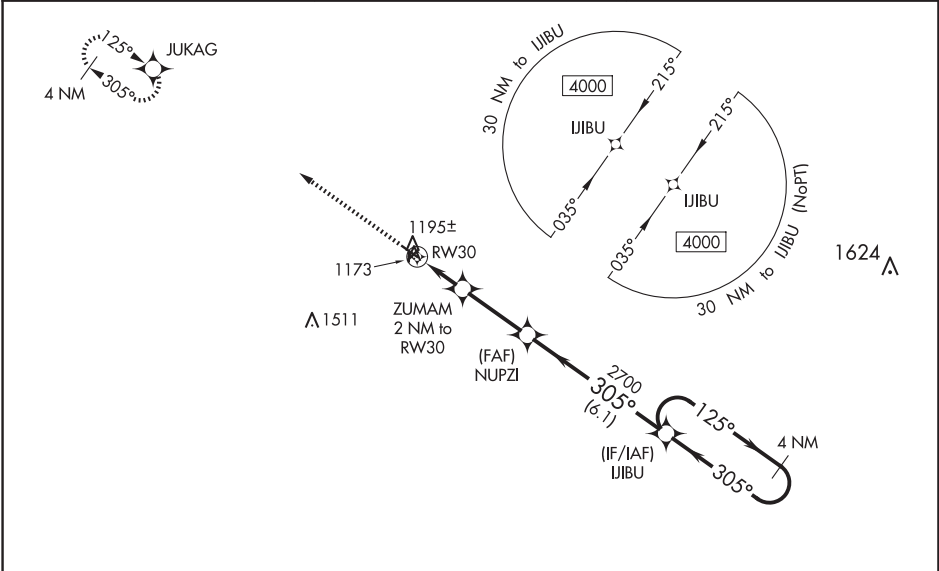
RNAV (GPS) RWY 30
NORTHEAST IOWA RGNL (CCY)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Waterloo altimeter setting and increase all DA 110 feet and visibility ¼ mile. Increase all MDA 120 feet, increase LNAV Cat C visibility ¾ mile, and Circling visibility Cat C ½ mile. VDP and Baro-VNAV NA when using Waterloo altimeter setting. Circling Rwy 4-22 and 18-36 NA.

MISSED APPROACH: Climb to 4000 direct JUKAG and hold, continue climb-in-hold to 4000.

AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) ①
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4000	JUKAG	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 27°).		4 NM Holding Pattern
* LNAV only	ZUMAM 2 NM to RW30	NUPZI 2700	IJIBU	4000
	* 1 NM to RW30	* 1780	2700	GP 3.00° TCH 40
	1 NM	1 NM	2.9 NM	6.1 NM
CATEGORY	A	B	C	D
LPV DA	1371-1 250 (300-1)			NA
LNAV/ VNAV	1371-1 250 (300-1)			NA
LNAV MDA	1460-1 339 (400-1)			NA
CIRCLING	1520-1 395 (400-1)	1580-1 455 (500-1)	1760-1¾ 635 (700-1¾)	NA

CHARLES CITY, IOWA
Amdt 1 31MAR16

43°04'N-92°37'W

NORTHEAST IOWA RGNL (CCY)
RNAV (GPS) RWY 30

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3196
182°	TDZE	313
	Apt Elev	313

RNAV (GPS) RWY 18

MISSISSIPPI COUNTY (CHQ)

RNP APCH-GPS.

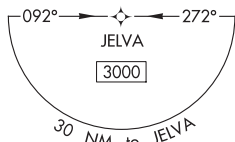
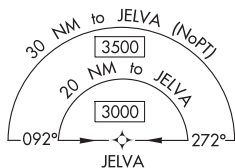
T Procedure NA at night. Use Sikeston altimeter setting, if not
A received use Cairo altimeter setting and increase all MDA 20
NA feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct CEDKA and hold.

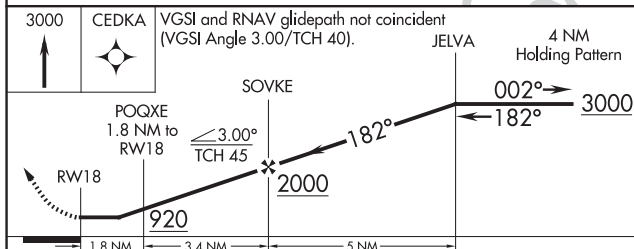
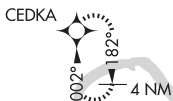
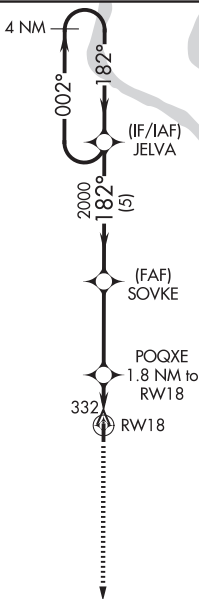
SIK AWOS-3
119,175


MEMPHIS CENTER
133.65 292.15

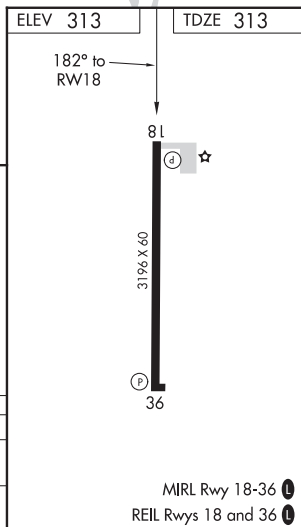
CTAF
122.9 **L**



Δ 1009



CATEGORY	A	B	C	D
LNAV MDA	800-1 487 (500-1)		NA	
 CIRCLING	800-1 487 (500-1)	860-1 547 (600-1)	NA	



CHARLESTON, MISSOURI

AL-6198 (FAA)

19283

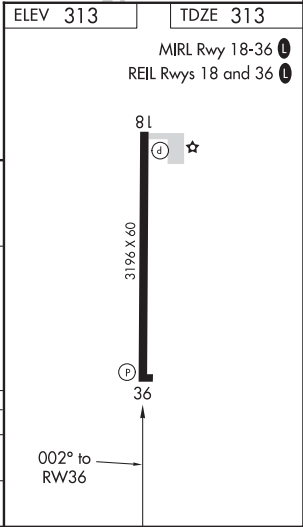
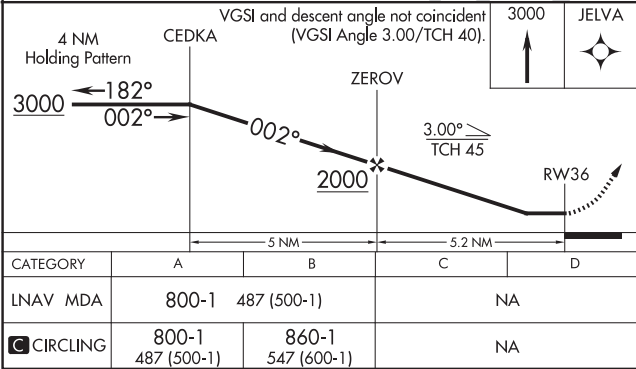
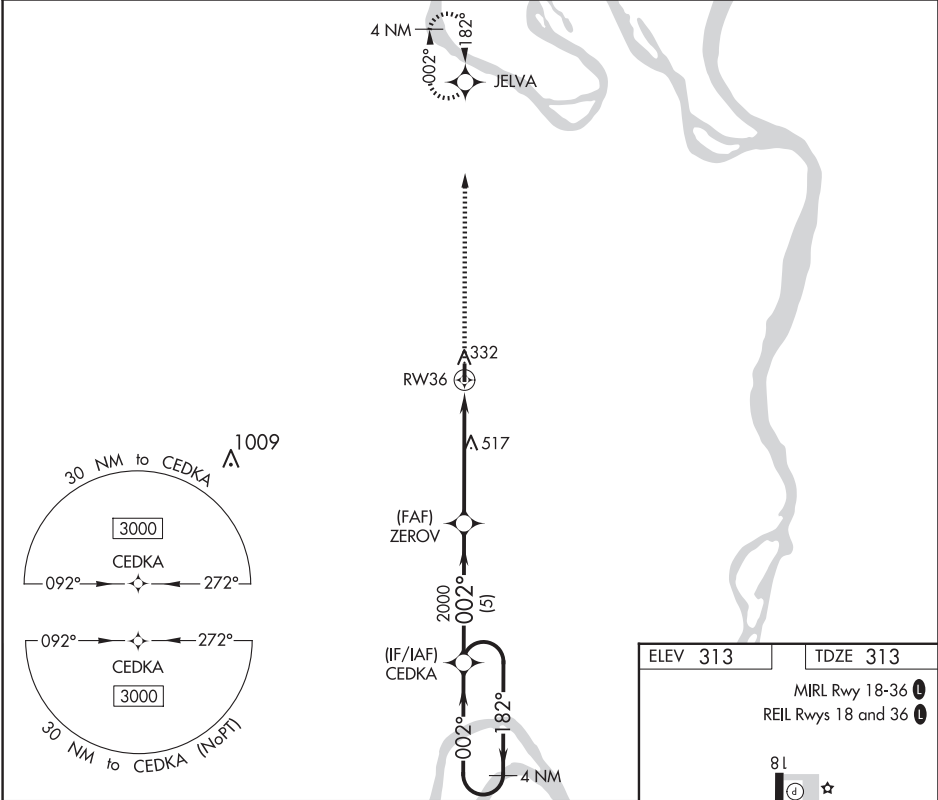
APP CRS	Rwy Idg	3196
002°	TDZE	313
	Apt Elev	313

RNAV (GPS) RWY 36

MISSISSIPPI COUNTY (CHQ)

<div><div>NA</div><div>DME/DME RNP-0.3 NA. Procedure NA at night. Use Sikeston altimeter setting, when not received use Cairo, IL altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA.</div></div>	<div>MISSED APPROACH: Climb to 3000 direct JELVA and hold.</div>
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SIK AWOS-3 119.175	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
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CHARLESTON, MISSOURI
Orig-A 26JUN14

36°51'N-89°22'W

MISSISSIPPI COUNTY (CHQ)
RNAV (GPS) RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

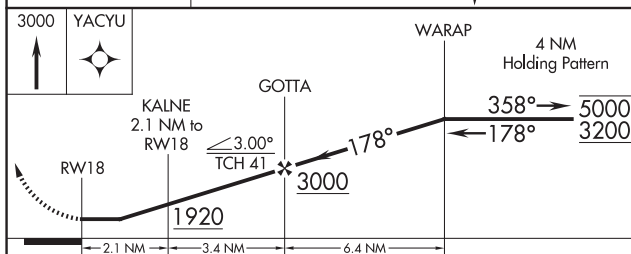
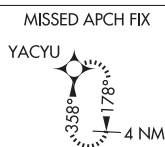
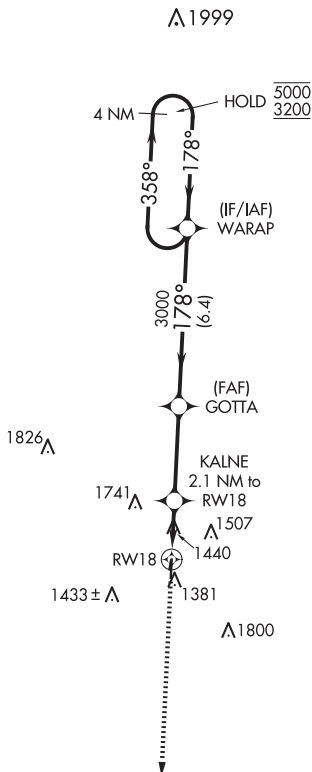
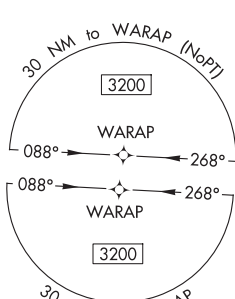
NC-3, 12 JUN 2025 to 07 AUG 2025


RNAV (GPS) RWY 18
CHEROKEE COUNTY RGNL (CKP)

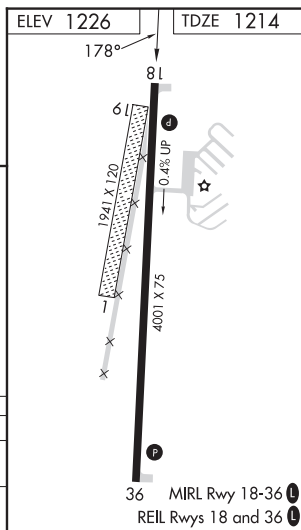
T Circling NA to Rwy 1 and 19. Rwy 18 helicopter visibility reduction
A below 1 SM NA. Rwy 18 Straight-in and Circling NA at night.

MISSED APPROACH: Climb to 3000 direct YACYU and hold.

MINNEAPOLIS CENTER
125,025 235,625

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LNAB MDA	1740-1 526 (600-1)		1740-1½ 526 (600-1½)	
 CIRCLING	1760-1 534 (600-1)	1820-1 594 (600-1)	2100-2½ 874 (900-2½)	2160-3 934 (1000-3)



NC-3, 12 JUN 2025 to 07 AUG 2025

CHEROKEE, IOWA

AL-6580 (FAA)

25107

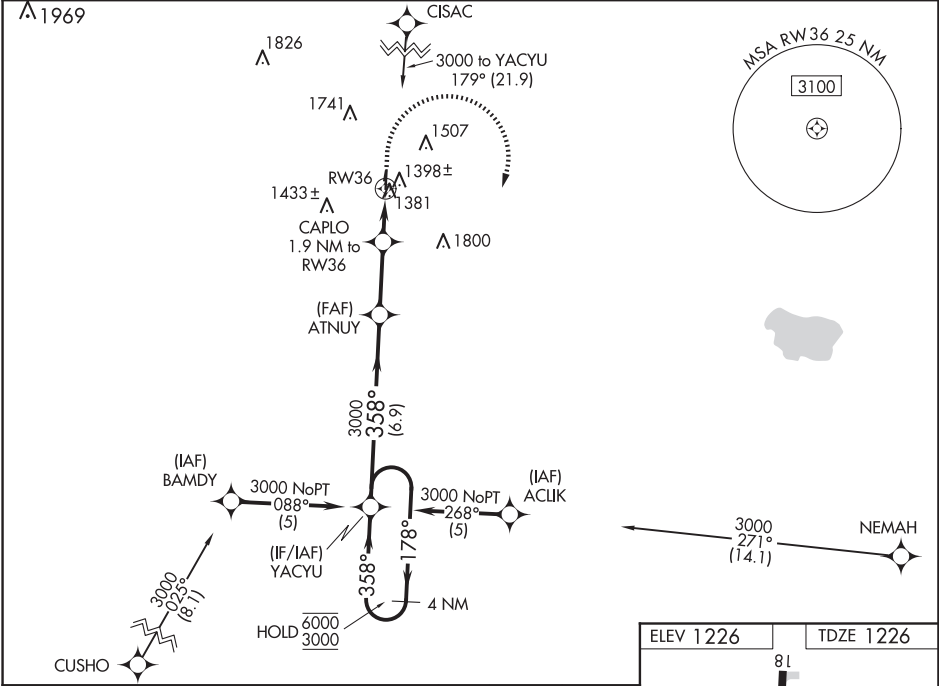
WAAS CH 73042 W36A	APP CRS 358°	Rwy Idg TDZE 1226 Apt Elev 1226
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RNAV (GPS) RWY 36

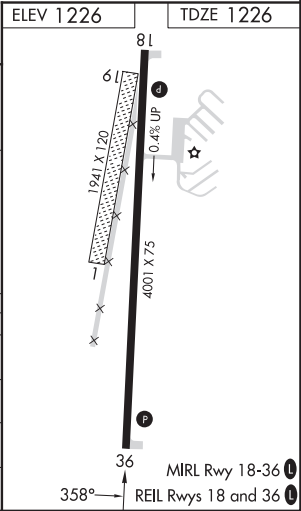
CHEROKEE COUNTY RGNL (CKP)

RNP APCH.	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct YACYU and hold.
Rwy 36 helicopter visibility reduction below 3/4 SM NA. Circling to Rwy 1-19 NA. Circling Rwy 18 NA at night.	

AWOS-3 119.225	MINNEAPOLIS CENTER 125.025 235.625	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		YACYU	ATNUY	1800	3000	YACYU
6000 3000		178°	358°	3000	358°	*LNAV only.
GP 3.60° TCH 40		6.9 NM	2.6 NM	0.9 NM	1 NM	
CATEGORY	A	B	C	D		
LPV DA	1492-1	266 (300-1)		NA		
LNAV/VNAV DA	1540-1	314 (400-1)		NA		
LNAV MDA	1660-1	434 (500-1)		NA		
CIRCLING	1760-1 534 (600-1)	1820-1 594 (600-1)		NA		



CHEROKEE, IOWA
Amdt 1 28FEB19

42°44'N-95°33'W

CHEROKEE COUNTY RGNL (CKP)
RNAV (GPS) RWY 36




NC-3, 12 JUN 2025 to 07 AUG 2025

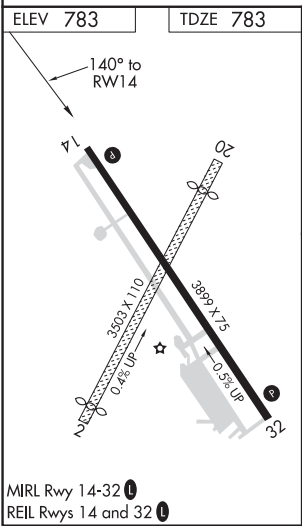
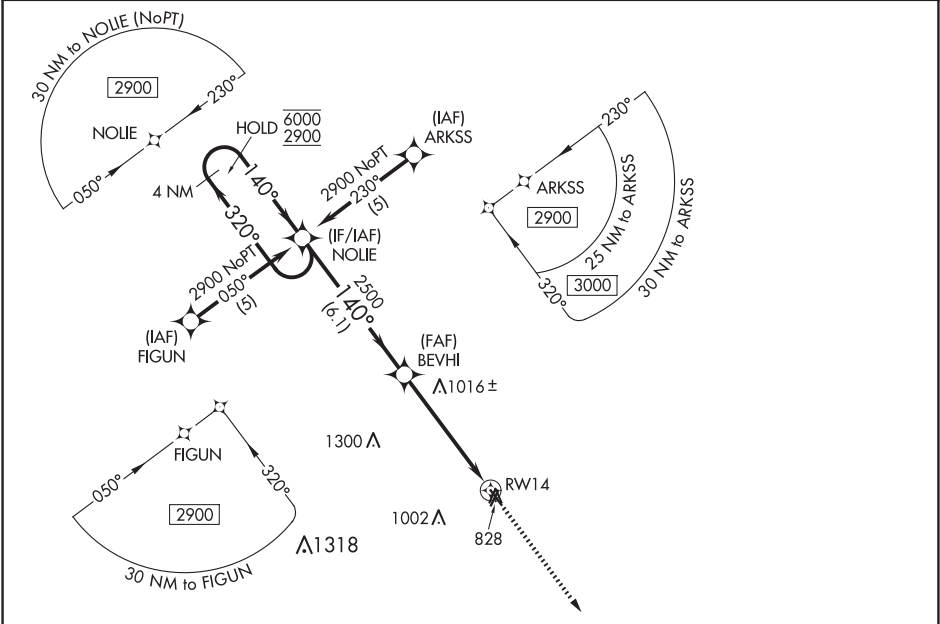
NC-3, 12 JUN 2025 to 07 AUG 2025


APP CRS	Rwy Idg	3899
140°	TDZE	783
	Apt Elev	783

RNAV (GPS) RWY 14

CHILLICOTHE MUNI (CHT)

RNP APCH.		MISSED APPROACH: Climb to 2900 direct TUDEE and hold.
	Rwy 14 helicopter visibility reduction below 1 SM NA.	
	Procedure NA at night. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet.	
AWOS-3 118.175		KANSAS CITY CENTER 125.25 235.975
		UNICOM 122.8 (CTAF) 



ELEV 783		TDZE 783	
140° to RW14		TUDEE  4 NM	
4 NM Holding Pattern		2900 TUDEE	
6000 2900		BEVHI	
320° 140°		3.04° TCH 44	
140°		2500	
6.1 NM		5.2 NM	
CATEGORY	A	B	C D
LNAV MDA	1280-1	497 (500-1)	NA

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70413 W32A	APP CRS 320°	Rwy Idg TDZE 782 Apt Elev 783	3899
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RNAV (GPS) RWY 32

CHILLICOTHE MUNI (CHT)

RNP APCH.

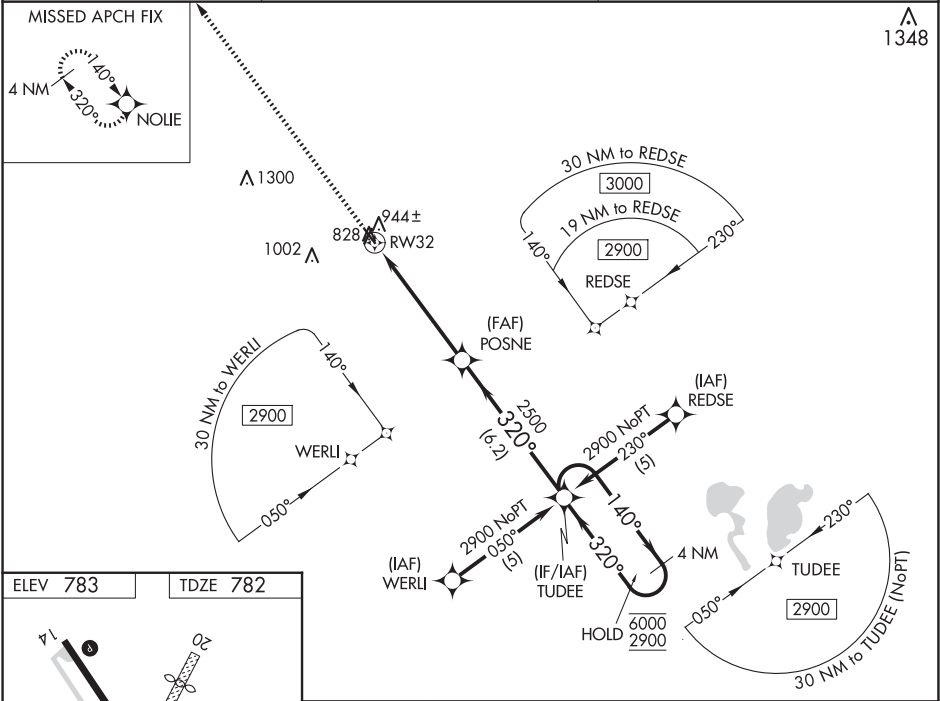
▼

NA

Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.
Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
When local altimeter setting not received, use Kansas City Intl altimeter setting and increase LPV DA to 1329 and LNAV/VNAV DA to 1335 and all MDA 200 feet, increase all LPV visibilities ¾ SM and LNAV/VNAV visibilities ½ SM.

MISSED APPROACH: Climb to 2900 direct NOLIE and hold.

AWOS-3 118.175	KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) 0
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ELEV 783		TDZE 782	
MIRL Rwy 14-32		REIL Rwy 14 and 32	
2900 NOLIE		VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 44).	
*LNAV only		*1.1 NM to RW32	
2500 POSNE		2500 TUDEE	
1.1 NM		4.1 NM	
6.2 NM		4 NM Holding Pattern	
CATEGORY		A B C D	
LPV DA		1148-1¼ 366 (400-1¼) NA	
LNAV/VNAV DA		1154-1½ 372 (400-1½) NA	
LNAV MDA		1200-1 418 (500-1) NA	

NC-3, 12 JUN 2025 to 07 AUG 2025

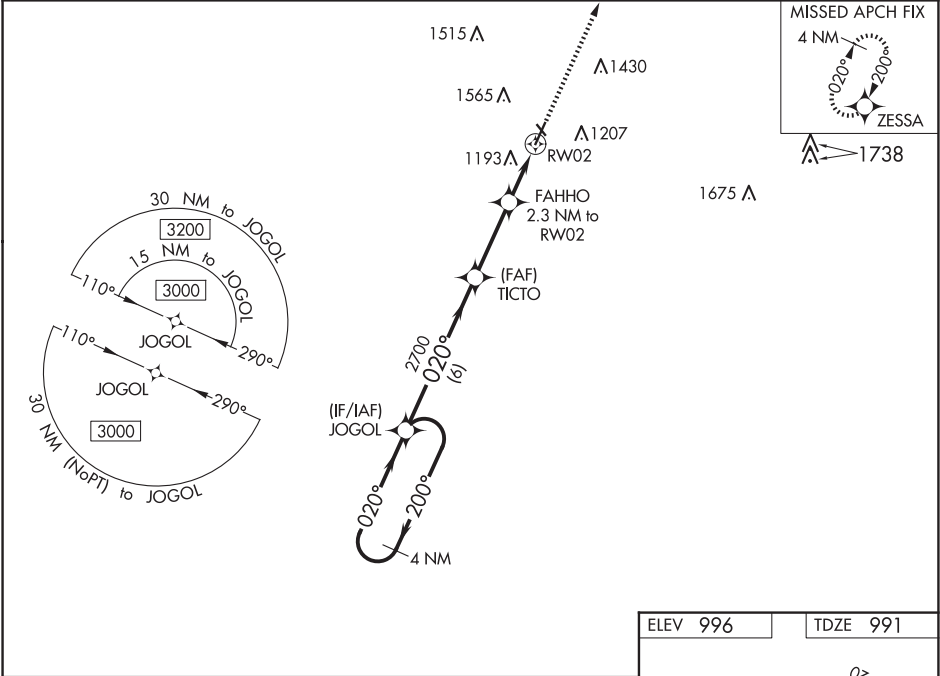
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99416 W02A	APP CRS 020°	Rwy Idg TDZE Apt Elev	5002 991 996
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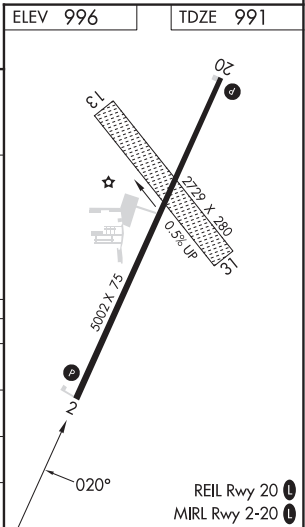
RNAV (GPS) RWY 2
SCHENCK FLD (ICL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct ZESSA and hold.
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AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 28).				
3000 ← 200° 020° → 2700 1760 RW02				
GP 3.00° TCH 40 6 NM 2.9 NM 0.9 NM 1.4 NM				
CATEGORY	A	B	C	D
LPV DA	1241-1 250 (300-1)			
LNNAV/VNAV DA	1489-1 3/8 498 (500-1 3/8)			
LNNAV MDA	1460-1	469 (500-1)	1460-1 3/8	469 (500-1 3/8)
CIRCLING	1540-1 544 (600-1)	1720-1 724 (800-1)	1780-2 1/4 784 (800-2 1/4)	1780-2 1/2 784 (800-2 1/2)



CLARINDA, IOWA

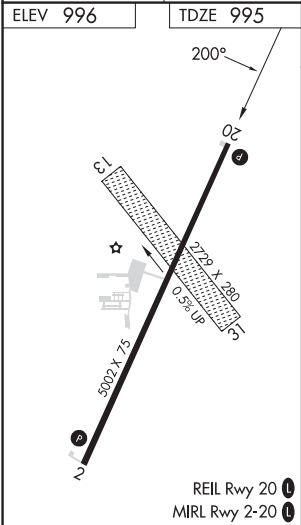
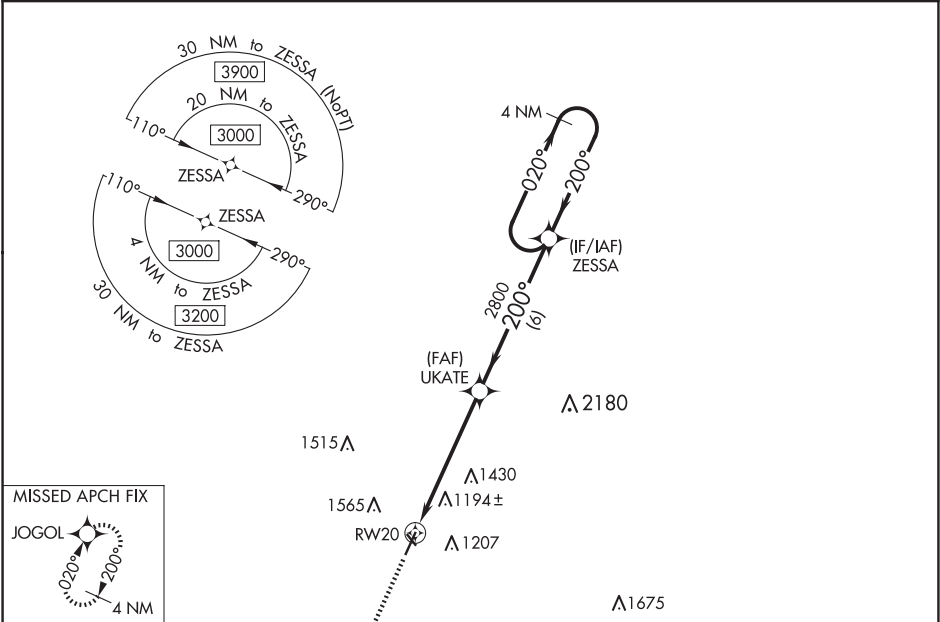
AL-6103 (FAA)

24193

WAAS CH 90541 W20A	APP CRS 200°	Rwy Idg TDZE Apt Elev	5002 995 996
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RNAV (GPS) RWY 20
SCHENCK FLD (ICL)

RNP APCH - GPS. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2-20. Circling NA to Rwys 13 and 31. Rwy 20 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 3000 direct JOGOL and hold.
AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0



ELEV 996	TDZE 995
3000 JOGOL	UKATE 2800
1.4 NM to RW20	4.2 NM
6 NM	ZESSA 4 NM Holding Pattern
020°	200°
2800	3000
GP 3.00	TCH 30
1.4 NM	4.2 NM
6 NM	
CATEGORY	A B C D
LPV DA	1261-1 266 (300-1)
LNAV/VNAV DA	1489-1 3/8 494 (500-1 3/8)
LNAV MDA	1460-1 465 (500-1) 1460-1 3/8 465 (500-1 3/8)
CIRCLING	1540-1 544 (600-1) 1720-1 724 (800-1) 1780-2 1/4 784 (800-2 1/4) 1780-2 1/2 784 (800-2 1/2)

CLARINDA, IOWA
Amdt 1A 30NOV23

40°43'N-95°02'W

SCHENCK FLD (ICL)
RNAV (GPS) RWY 20

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 45837 W14A	APP CRS 143°	Rwy Idg TDZE 1155 Apt Elev 1157
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RNAV (GPS) RWY 14

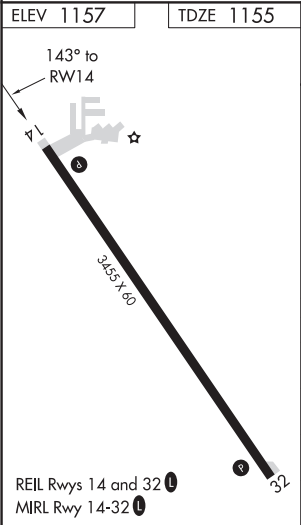
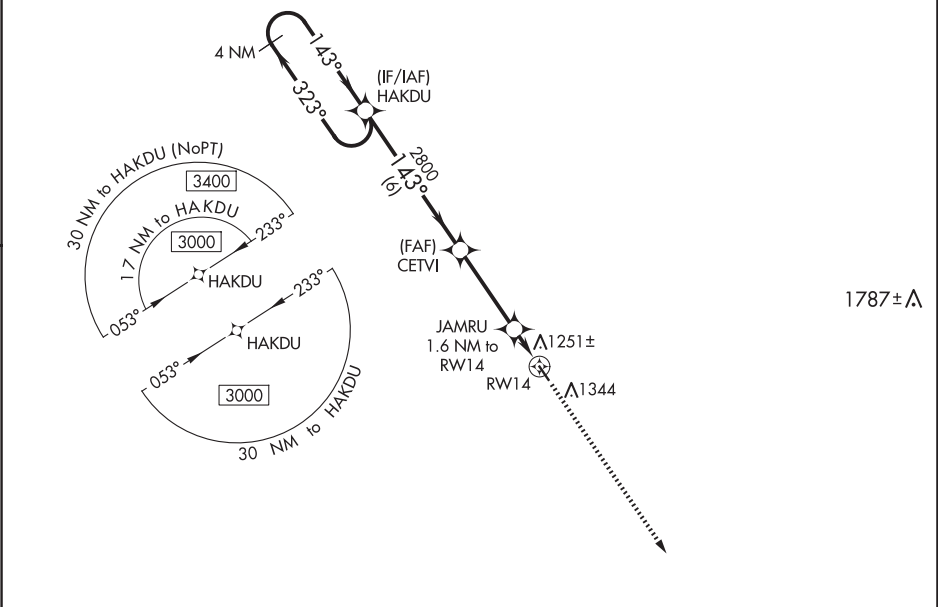
CLARION MUNI (CAV)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Dodge altimeter setting and increase all DA 52 feet, all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile. Baro-VNAV and VDP NA when using Fort Dodge altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct FEGNU and hold.

AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

3000

FEGNU

4 NM Holding Pattern

HAKDU

CETVI

JAMRU 1.6 NM to RW14

*1 NM to RW14

RW14

GP 3.00°

TCH 40

2800

*1700

6 NM

3.5 NM

0.6

1 NM

CATEGORY	A	B	C	D
LPV DA	1405-1	250 (300-1)	NA	
LNAV/VNAV DA	1415-1	260 (300-1)	NA	
LNAV MDA	1520-1	365 (400-1)	NA	
CIRCLING	1680-1	523 (600-1)	NA	

CLARION, IOWA

AL-6369 (FAA)

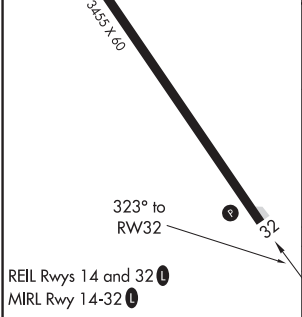
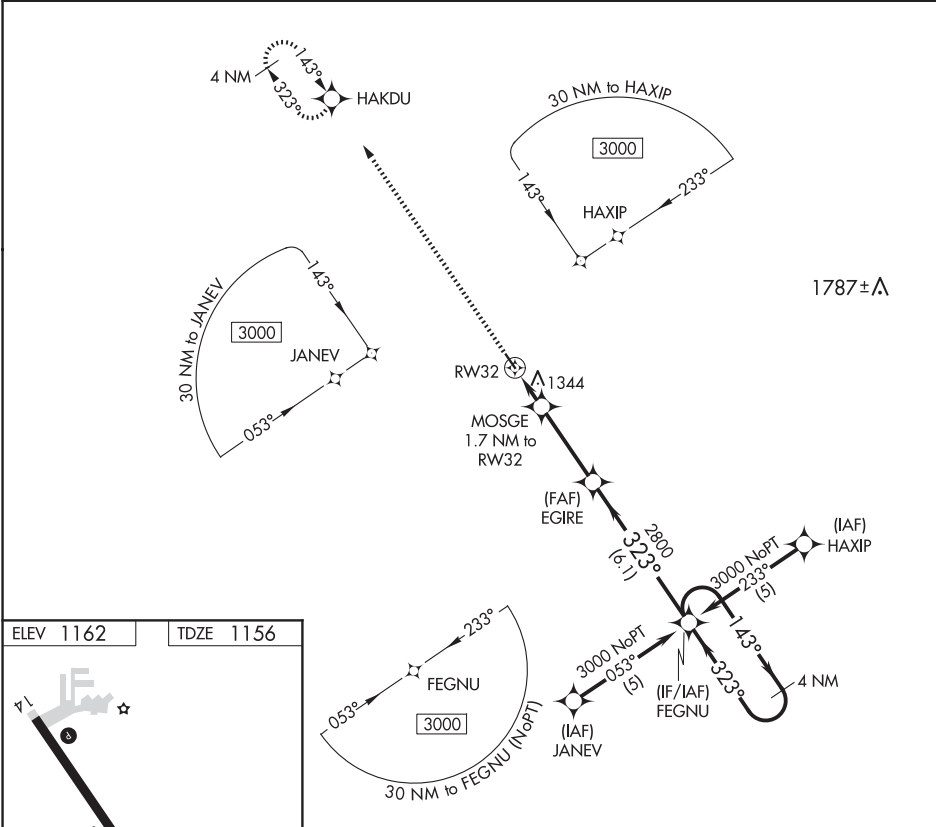
19311

APP CRS 323°	Rwy Idg 3455
	TDZE 1156
	Apt Elev 1162

RNAV (GPS) RWY 32
CLARION MUNI (CAV)

RNP APCH. ▼ When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet. Rwy 32 helicopter visibility reduction below ¾ SM NA. ▲		MISSED APPROACH: Climb to 3000 direct HAKDU and hold.
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AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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3000	HAKDU	VGSIs and descent angles not coincident (VGSi Angle 3.00/TCH 43).		FEGNU	4 NM Holding Pattern
		MOSGE 1.7 NM to RW32	EGIRE		
		1740	2800		
		1.7	3.3 NM	6.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1600-1	444 (500-1)		NA	

CLARION, IOWA
Orig-A 07NOV19

42°44'N-93°46'W

RNAV (GPS) RWY 32
CLARION MUNI (CAV)

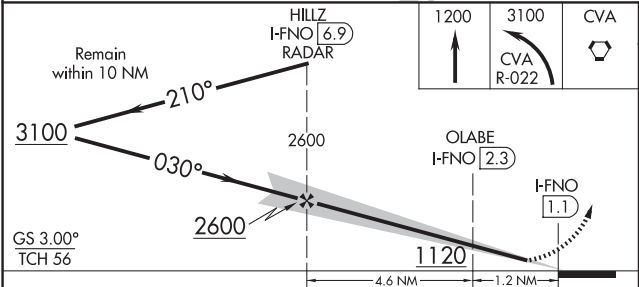
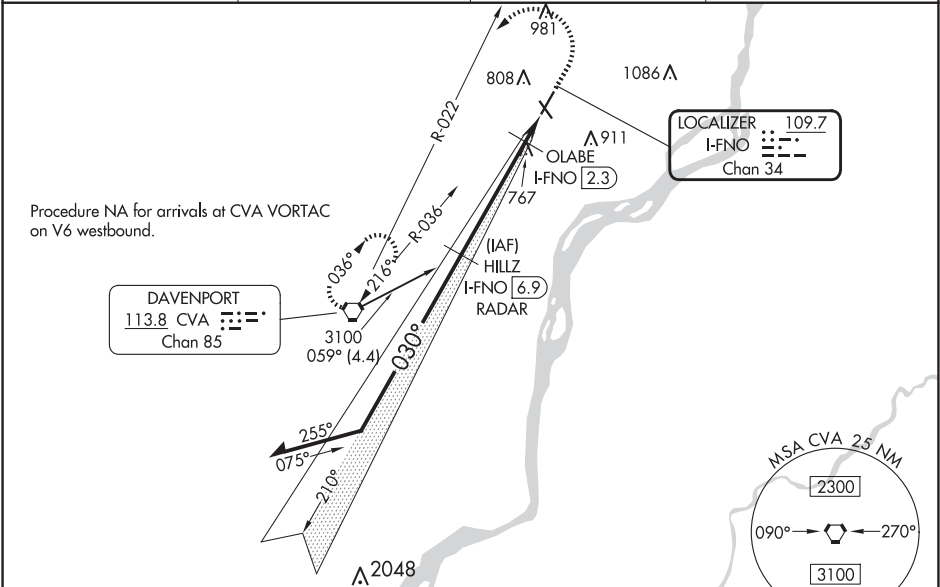
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

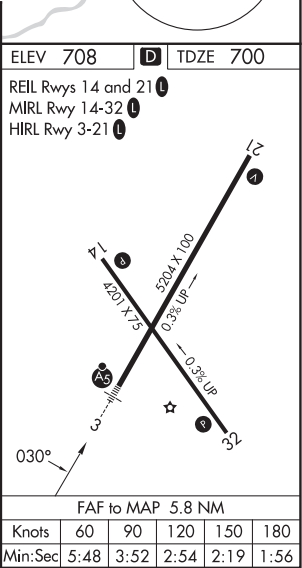
LOC/DME I-FNO 109.7 Chan 34	APP CRS 030°	Rwy Ldg TDZE 700 Apt Elev 708
---	------------------------	---

ILS or LOC RWY 3
CLINTON MUNI (CWI)

DME or RADAR required for LOC only.		MALSR 	MISSED APPROACH: Climb to 1200 then climbing left turn to 3100 on CVA VORTAC R-022 to CVA VORTAC and hold, continue climb-in-hold to 3100.
AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	CTAF 122.8



CATEGORY	A	B	C	D
S-ILS 3	900-½ 200 (200-½)			NA
S-LOC 3	1120-½	420 (500-½)	1120-¾ 420 (500-¾)	NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA
OLABE FIX MINIMUMS				
S-LOC 3	1020-½ 320 (400-½)			NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA



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CLINTON, IOWA

AL-972 (FAA)

25163

WAAS CH 69610 W03A	APP CRS 030°	Rwy Ldg TDZE Apt Elev	5204 700 708
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RNAV (GPS) RWY 3

CLINTON MUNI (CWI)

⚠

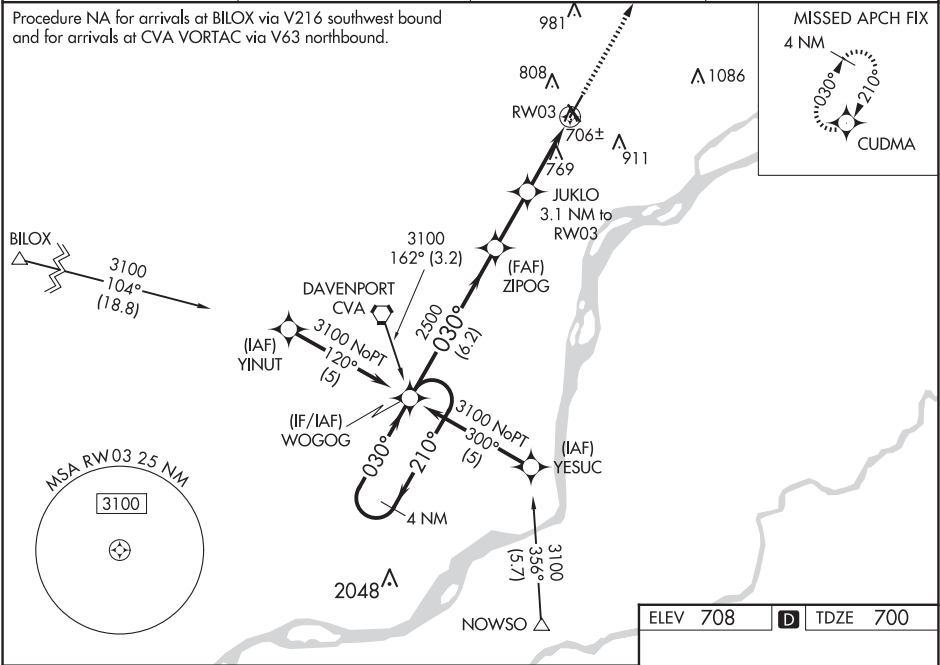
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet.

MALSR

MISSED APPROACH: Climb to 2500 direct CUDMA and hold.

AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	CTAF 122.8
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4 NM Holding Pattern

WOGOG

ZIPOG

JUKLO 3.1 NM to RW03

2500

CUDMA

GP 3.00° TCH 56

*1740

*1.1 NM to RW03

RW03

*LNAV only

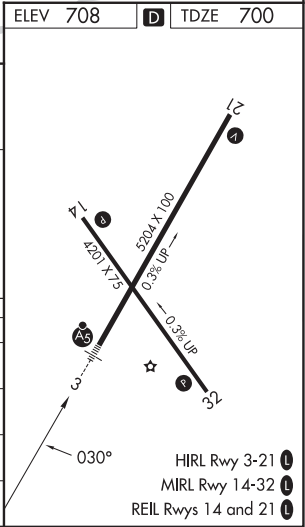
6.2 NM

2.3 NM

2 NM

1.1 NM

CATEGORY	A	B	C	D
LPV DA	900-½	200 (200-½)		NA
LNAV/VNAV DA	1039-¾	339 (400-¾)		NA
LNAV MDA	1020-½	320 (400-½)		NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA



CLINTON, IOWA
Orig-B 13AUG20

41°50'N-90°20'W

CLINTON MUNI (CWI)
RNAV (GPS) RWY 3

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86729 W14A	APP CRS 144°	Rwy Ldg TDZE Apt Elev	4200 701 708
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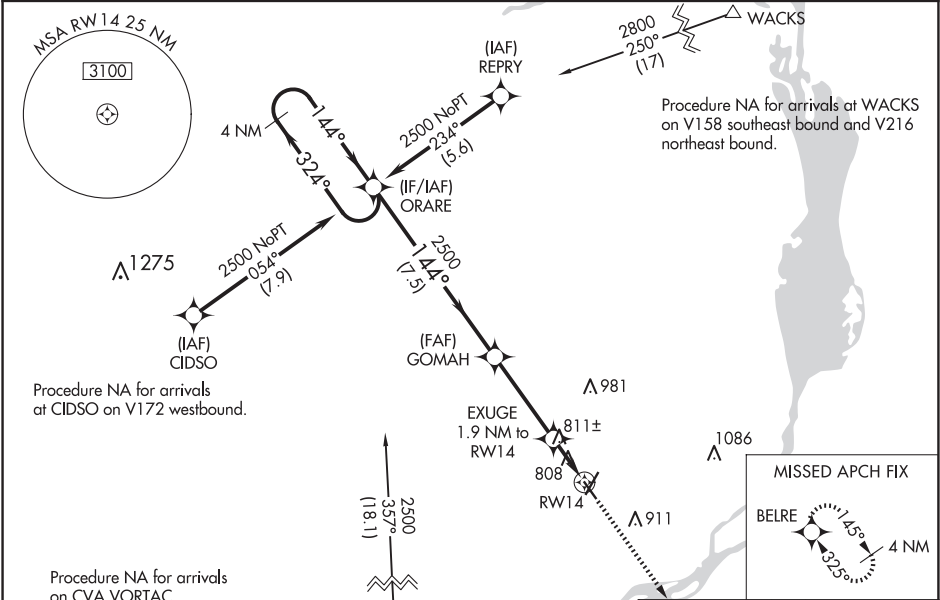
RNAV (GPS) RWY 14

CLINTON MUNI (CWI)

Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LNAV visibility Cat C ¼ mile.

MISSED APPROACH:
Climb to 2500 direct
BELRE and hold.

AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	CTAF 122.8
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4 NM Holding Pattern		ORARE	GOMAH	2500	BELRE
GP 3.00° TCH 40		2500	2500	2500	2500
324°		144°	144°	144°	144°
7.5 NM		3.6 NM	1.9 NM	1.9 NM	1.9 NM
*1340		*1340	*1340	*1340	*1340
*LNAV only		*LNAV only	*LNAV only	*LNAV only	*LNAV only
CATEGORY	A	B	C	D	
LPV DA	951-1	250 (300-1)		NA	
LNAV/VNAV DA	968-1	267 (300-1)		NA	
LNAV MDA	1080-1	379 (400-1)		NA	
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA	

REIL Rwy 14 and 21

MIRL Rwy 14-32

HIRL Rwy 3-21

CLINTON, IOWA

AL-972 (FAA)

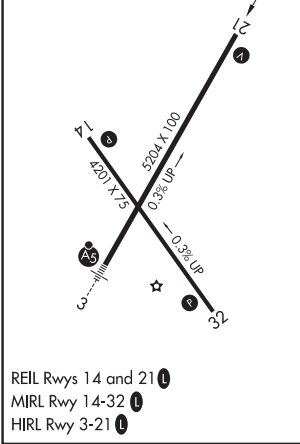
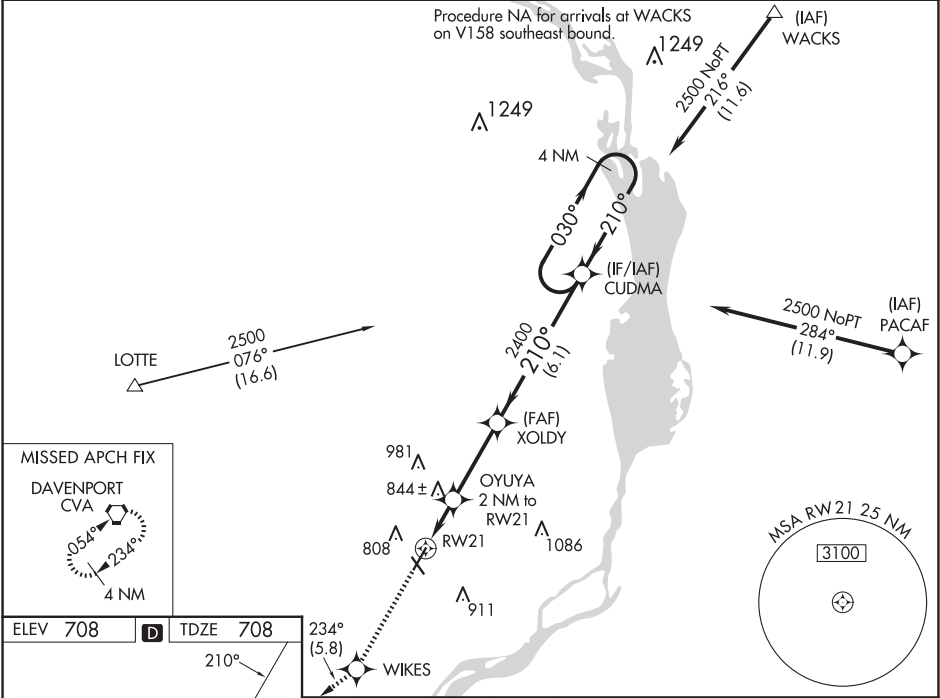
25163

WAAS CH 86829 W21A	APP CRS 210°	Rwy Ldg TDZE Apt Elev	5204 708 708
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RNAV (GPS) RWY 21
CLINTON MUNI (CWI)

⚠ ⚠	Rwy 21 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Davenport altimeter setting: increase all DA 47 feet and all MDA 60 feet. Increase LNAV Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct WIKES and on track 234° to CVA VORTAC and hold.
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AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	CTAF 122.8
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3000	WIKES	tr 234°	CVA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 34).	
*LNAV only		OYUYA 2 NM to RW21	XOLDY	CUDMA	4 NM Holding Pattern
RW21		1380*	2400	2400	GP 3.00° TCH 40
		2 NM	3.2 NM	6.1 NM	
CATEGORY	A	B	C	D	
LPV DA	958-1		250 (300-1)	NA	
LNAV/VNAV DA	958-1		250 (300-1)	NA	
LNAV MDA	1100-1	392 (400-1)	1100-1½ 392 (400-1½)	NA	
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA	

CLINTON, IOWA
Amdt 1B 13AUG20

41°50'N-90°20'W

CLINTON MUNI (CWI)
RNAV (GPS) RWY 21

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

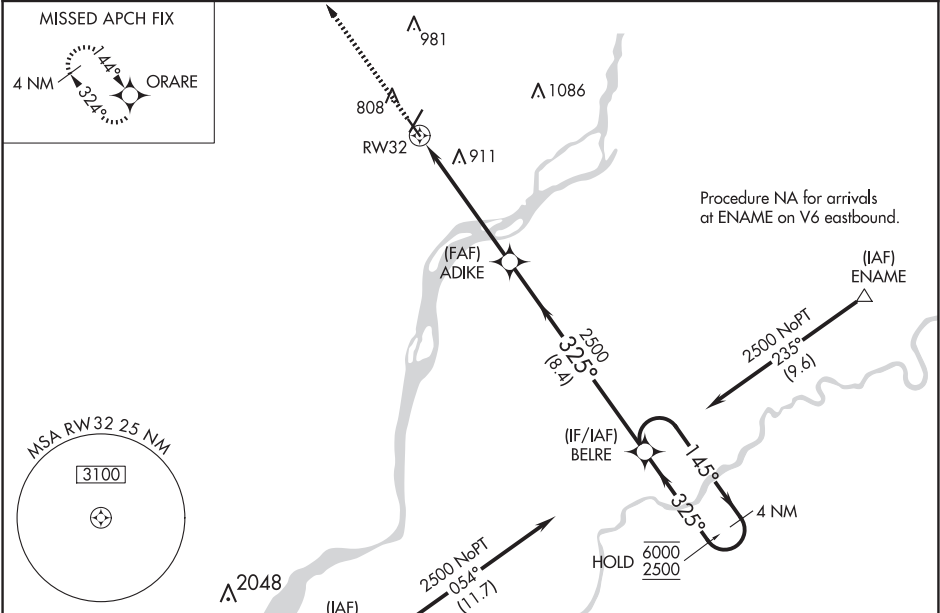
WAAS CH 77629 W32A	APP CRS 325°	Rwy Ldg TDZE Apt Elev	4200 697 708
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RNAV (GPS) RWY 32

CLINTON MUNI (CWI)

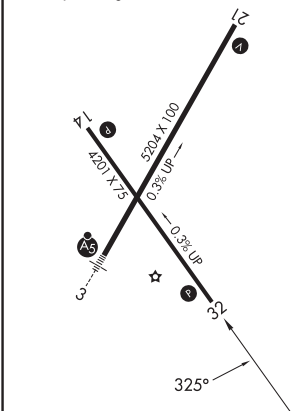
RNP APCH.	MISSED APPROACH: Climb to 2500 direct ORARE and hold.
<div><div></div><div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div>	

AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	CTAF 122.8
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ELEV 708	D	TDZE 697
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REIL Rwys 14 and 21
MIRL Rwy 14-32
HIRL Rwy 3-21



<div><div></div><div></div></div> <div>2500</div>	<div><div></div><div></div></div> <div>ORARE</div>	<div><div></div><div></div></div> <div>ADIKE</div> <div>2500</div>				<div><div></div><div></div></div> <div>BELRE</div> <div>2500</div>	<div><div></div><div></div></div> <div>4 NM Holding Pattern</div>
<div>*LNAV only.</div>		<div><div></div><div></div></div> <div>RW32</div> <div>1.4 NM to RW32</div>	<div><div></div><div></div></div> <div>325°</div> <div>2500</div>	<div><div></div><div></div></div> <div>145°</div> <div>6000</div> <div>2500</div>	<div>GP 3.00°</div> <div>TCH 40</div>		
<div>1.4 NM</div>		<div>4.2 NM</div>	<div>8.4 NM</div>				
CATEGORY	A		B		C	D	
LPV DA	947-1 250 (300-1)					NA	
LNAV/VNAV DA	1205-1 ³ / ₈ 508 (500-1 ³ / ₈)					NA	
LNAV MDA	1180-1 483 (500-1)		1180-1 ³ / ₈ 483 (500-1 ³ / ₈)		NA		
<div><div></div><div></div></div> CIRCLING	1180-1 472 (500-1)	1240-1 532 (600-1)		1240-1 ¹ / ₂ 532 (600-1 ¹ / ₂)		NA	

CLINTON, IOWA

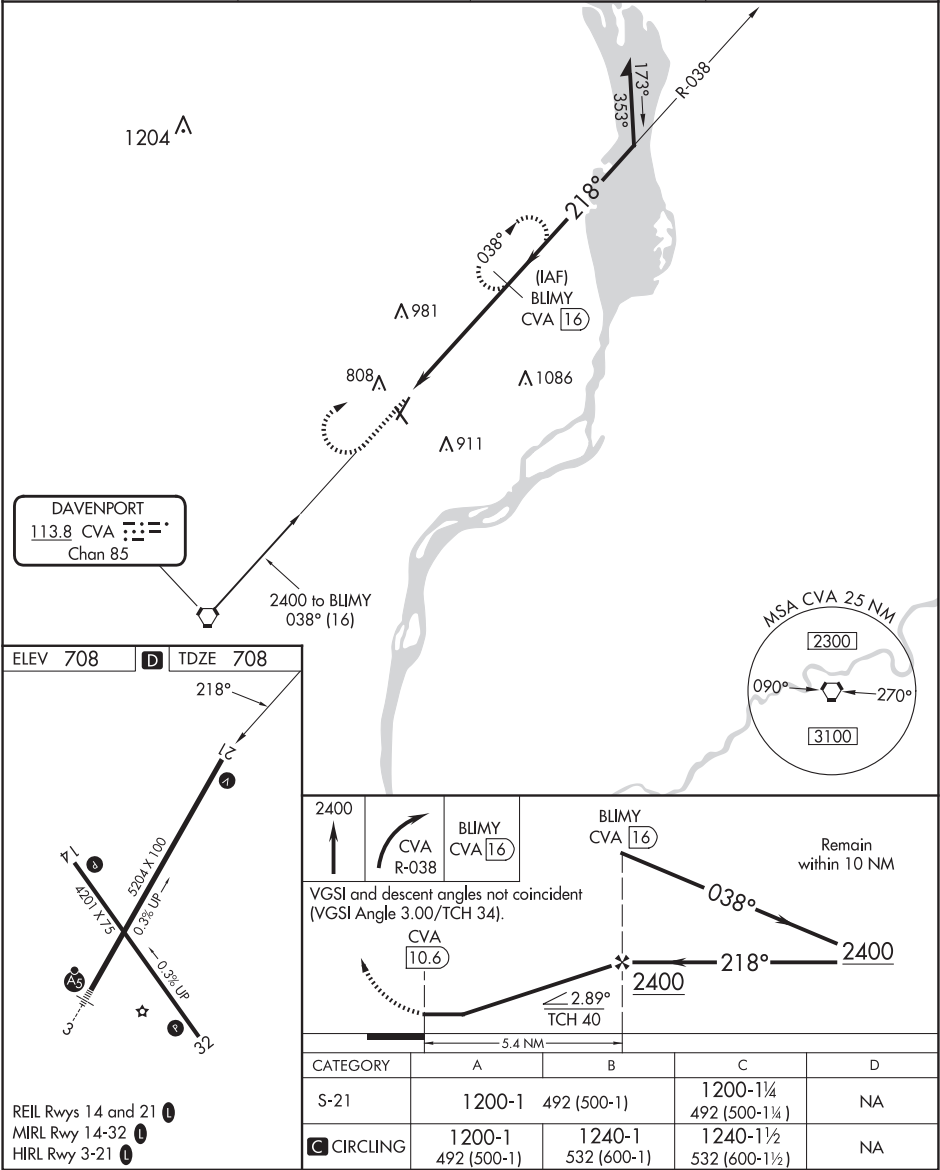
AL-972 (FAA)

25163

VORTAC CVA	APP CRS	Rwy Ldg	5204
113.8	218°	TDZE	708
Chan 85		Apt Elev	708

VOR/DME RWY 21
CLINTON MUNI (CWI)

Rwy 21 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 2400 then right turn via R-038 to BLIMY 16 DME and hold.	
AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CINC DEL 118.5 0	CTAF 122.8



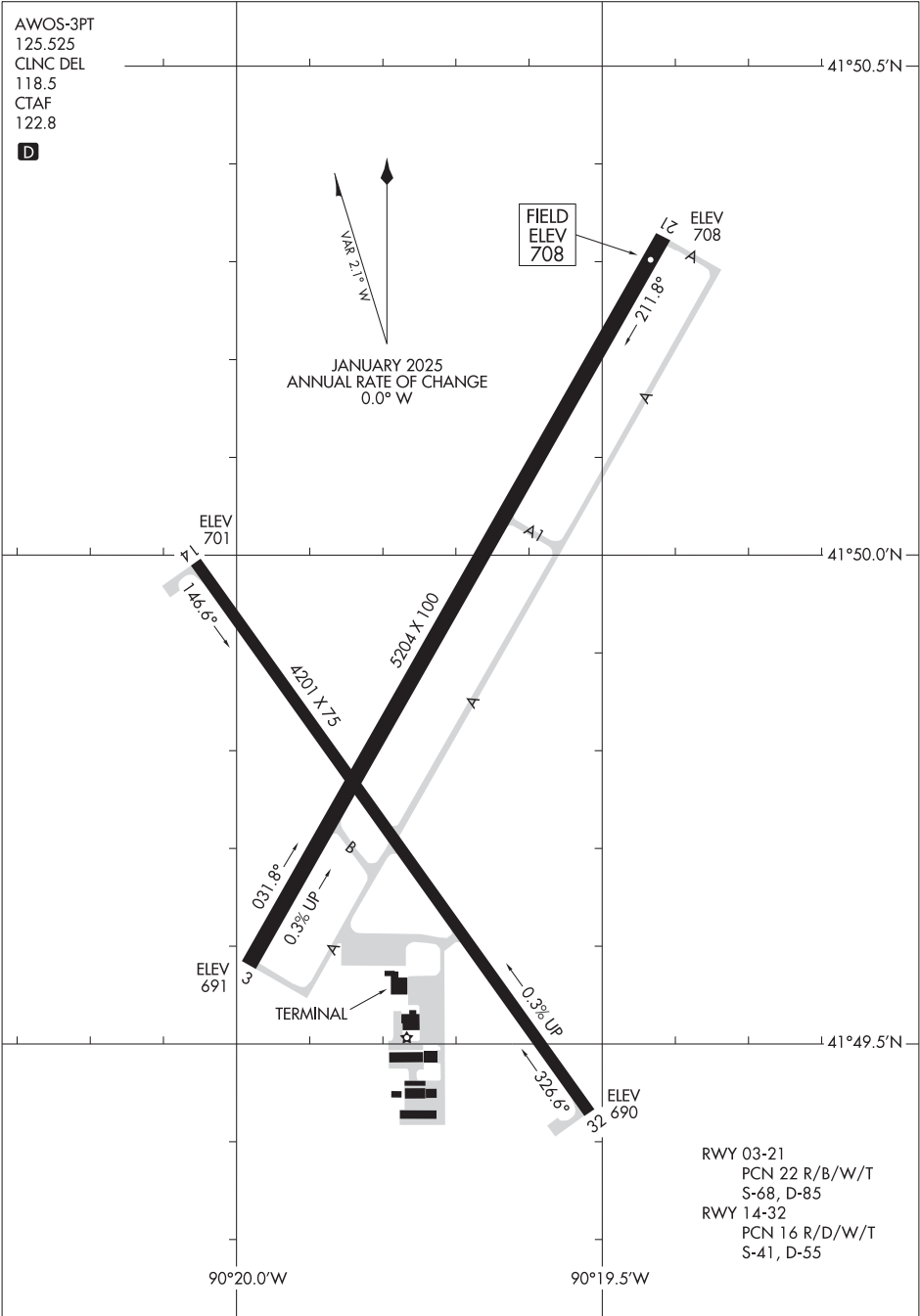
CLINTON, IOWA
Amdt 9C 13AUG20

41°50'N-90°20'W

CLINTON MUNI (CWI)
VOR/DME RWY 21

NC-3, 12 JUN 2025 to 07 AUG 2025

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NC-3, 12 JUN 2025 to 07 AUG 2025

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CLINTON, MISSOURI

AL-6145 (FAA)

25163

WAAS CH 87032 W04A	APP CRS 044°	Rwy Ldg TDZE Apt Elev 823
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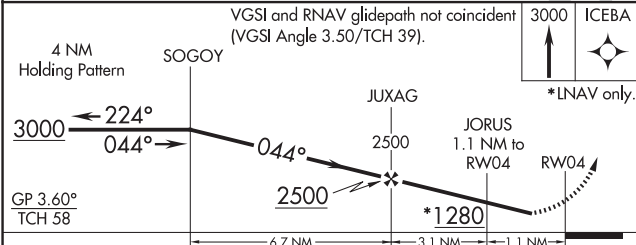
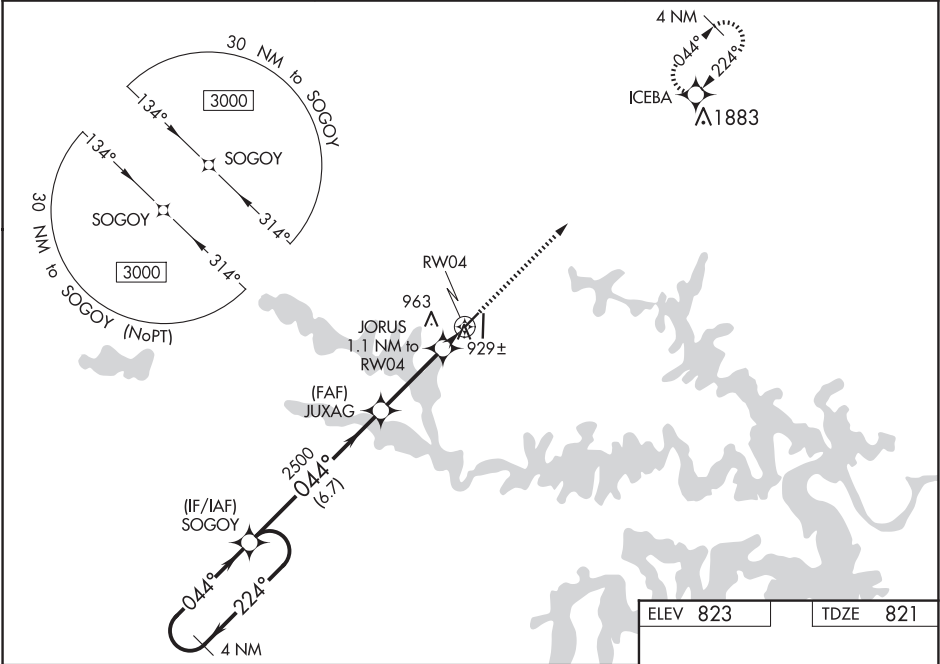
RNAV (GPS) RWY 4
CLINTON RGNL (GLY)

RNP APCH.

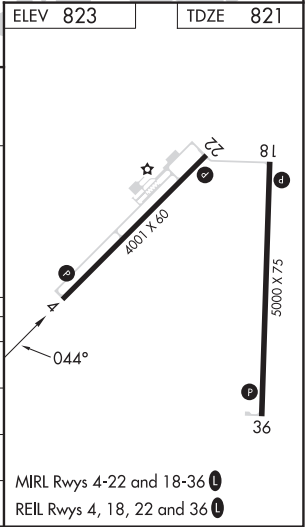
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV-VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Whiteman AFB altimeter setting. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct
ICEBA and hold.

AWOS-3PT 120.475	WHITEMAN APP CON ★ 127.45	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1121-1	300 (300-1)		NA
LNAV/VNAV DA	1206-1½	385 (400-1½)		NA
LNAV MDA	1180-1	359 (400-1)		NA
CIRCLING	1280-1 457 (500-1)	1300-1 477 (500-1)	1340-1½ 517 (600-1½)	NA



CLINTON, MISSOURI
Amdt 1B 15AUG19

38°21'N-93°41'W

CLINTON RGNL (GLY)
RNAV (GPS) RWY 4

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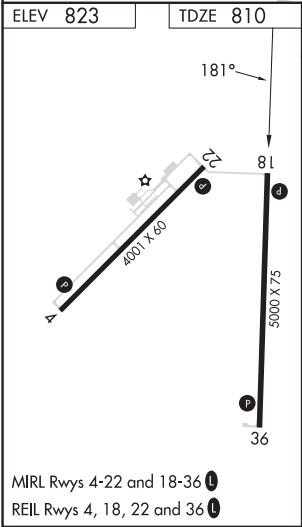
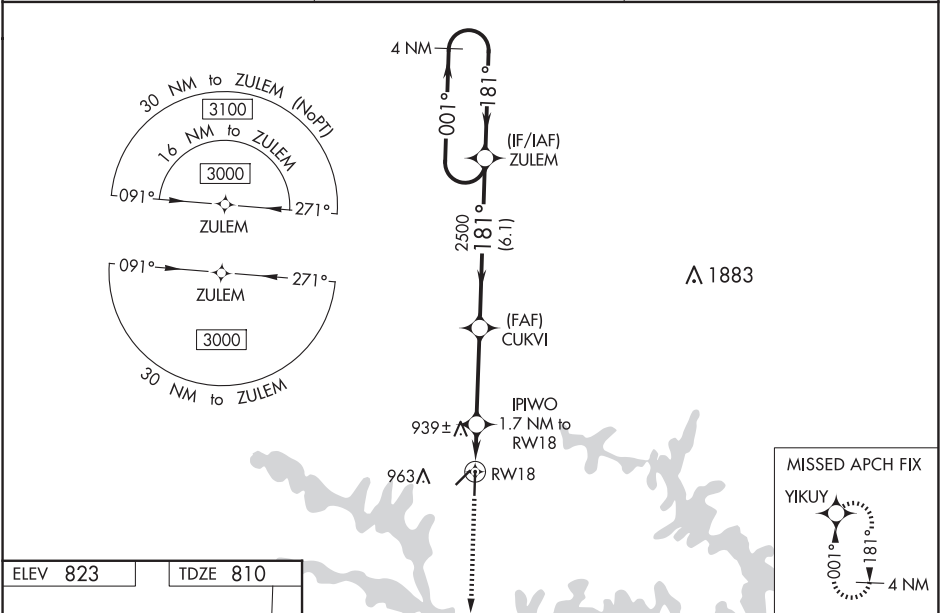
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 65637 W18A	APP CRS 181°	Rwy Ldg TDZE Apt Elev	5000 810 823
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RNAV (GPS) RWY 18

CLINTON RGNL (GLY)

RNP APCH. <div><div>▼</div><div>⚠</div></div> Baro-VNAV NA when using Whiteman AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 4 NA at night. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 61 feet and all MDA 80 feet, visibility LNAV Cat C/D ¾ mile, Circling Cat D ¼ mile. Rwy 18 helicopter visibility reduction below ¾ SM NA. VDP NA when using Whiteman AFB altimeter setting.		MISSED APPROACH: Climb to 3000 direct YIKUY and hold.
AWOS-3PT 120.475	WHITEMAN APP CON ★ 127.45	UNICOM 122.8 (CTAF) 1



3000 YIKUY		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).			
*LNAV only.		IPIWO 1.7 NM to RW18	CUKVI 2500	ZULEM 4 NM Holding Pattern	
RW18 1.1 NM to RW18		1380*	2500	001° → 3000	GP 3.00° TCH 45
1.1 NM 0.6 3.5 NM 6.1 NM					
CATEGORY	A	B	C	D	
LPV DA	1060-1 250 (300-1)				
LNAV/VNAV DA	1060-1 250 (300-1)				
LNAV MDA	1200-1 390 (400-1)				
CIRCLING	1280-1 457 (500-1)	1300-1 477 (500-1)	1340-1½ 517 (600-1½)	1480-2 657 (700-2)	

WAAS CH 49132 W22A	APP CRS 224°	Rwy Ldg 4001 TDZE 823 Apt Elev 823
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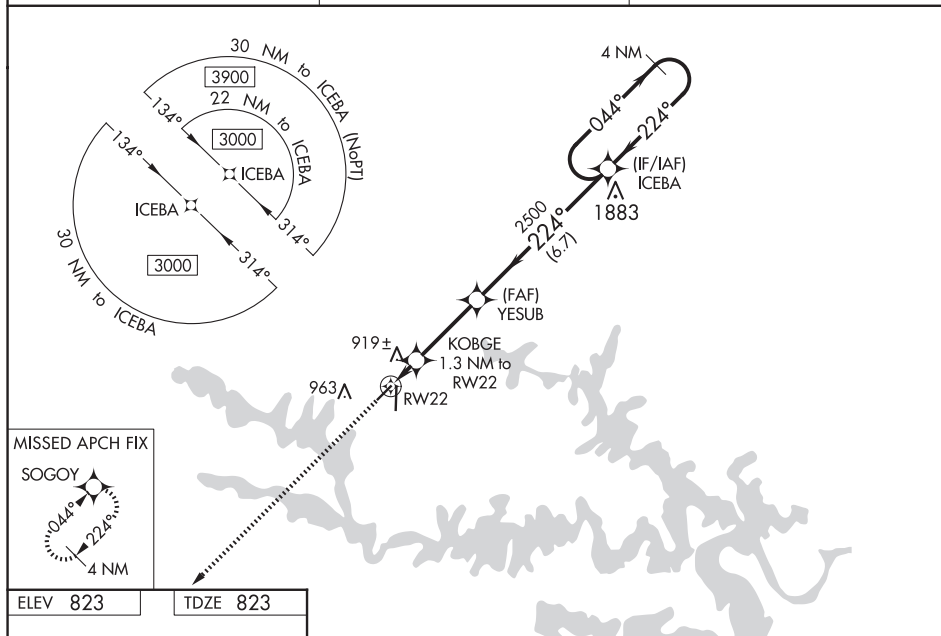
RNAV (GPS) RWY 22
CLINTON RGNL (GLY)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 61 feet and all MDA 80 feet. Increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Circling Rwy 4 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Whiteman altimeter setting.

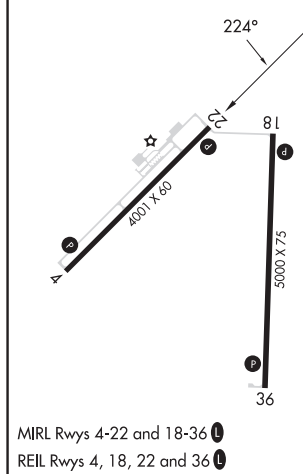
MISSED APPROACH: Climb to 3000 direct SOGOY and hold.

AWOS-3PT
120.475

WHITEMAN APP CON ★
127.45

UNICOM
122.8 (CTAF) 

TDZF 823



3000

SOGOY

VGS1 and RNAV glidepath not coincident
(VGS1 Angle 3.50/TCH 39).

ICEBA

4 NM
Holding Pattern

* LNAV only.

KOBGE
1.3 NM to
RW22

YESUB
2500

224°

044° → 3000

← 224°

2500

1340*

1.3 NM

3.1 NM

6.7 NM

GP 3.50°
TCH 51

CATEGORY	A	B	C	D
LPV DA	1115-1	292 (300-1)		NA
LNAV/ VNAV DA	1216-1 $\frac{1}{8}$	393 (400-1 $\frac{1}{2}$)		NA
LNAV MDA	1180-1	357 (400-1)		NA
CIRCLING	1280-1 457 (500-1)	1300-1 477 (500-1)	1340-1 $\frac{1}{2}$ 517 (600-1 $\frac{1}{2}$)	NA

CLINTON, MISSOURI
Amdt 1B 15AUG19

38°21'N-93°41'W

CLINTON RGNL (GLY)
RNAV (GPS) RWY 22

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82235 W36A	APP CRS 001°	Rwy Ldg TDZE Apt Elev	5000 804 823
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RNAV (GPS) RWY 36

CLINTON RGNL (GLY)

RNP APCH.

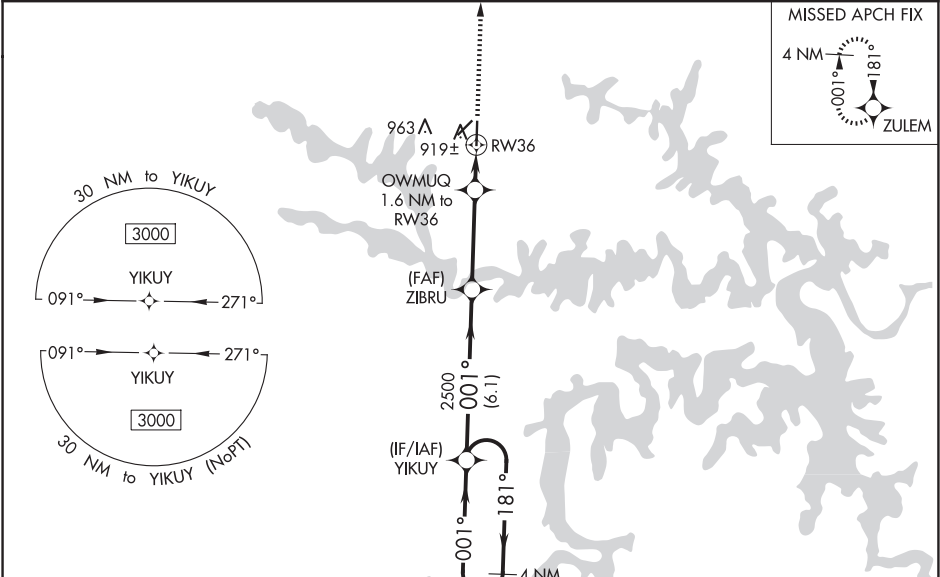
▼

⚠

Baro-VNAV NA when using Whiteman AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 4 NA at night. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase visibility LNAV Cats C/D ¾ mile, LNAV/VNAV all Cats and Circling Cat D ¼ mile. VDP NA with Whiteman AFB altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
ZULEM and hold.

AWOS-3PT 120.475	WHITEMAN APP CON ★ 127.45	UNICOM 122.8 (CTAF) 0
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ELEV 823

TDZE 804

4 NM Holding Pattern

3000

181°

001°

GP 3.00°

TCH 45

YIKUY

ZIBRU

OWMUG

RW36

1340

1375 A

2500

6.1 NM

3.6 NM

0.5

1.1 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

*LNAV only.

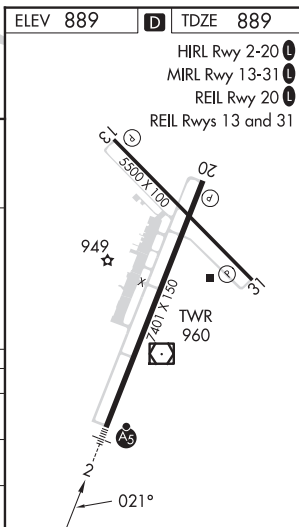
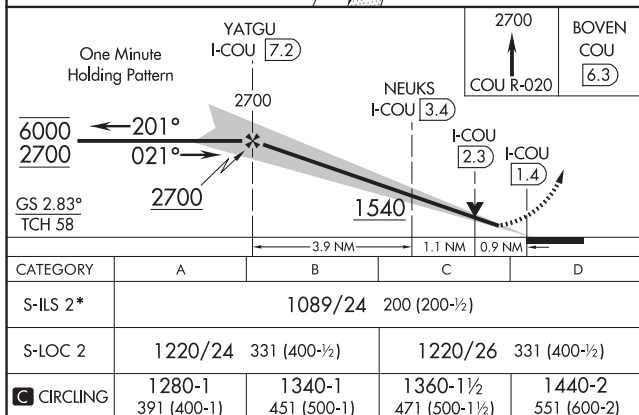
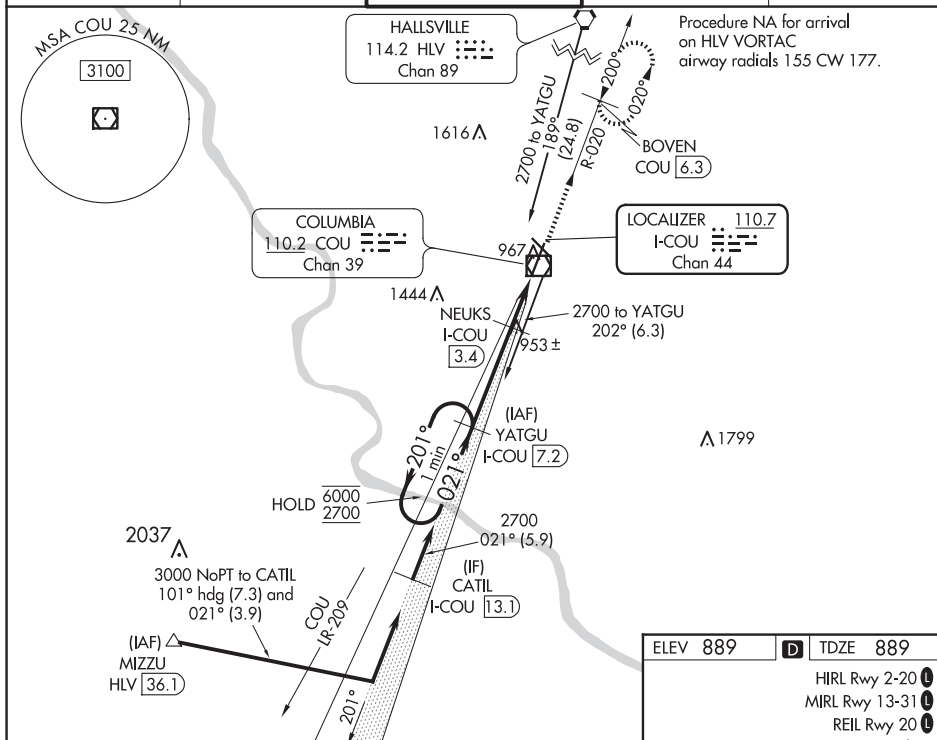
CATEGORY	A	B	C	D
LPV DA	1054-1 250 (300-1)			
LNAV/VNAV DA	1101-1 297 (300-1)			
LNAV MDA	1260-1 456 (500-1)	1260-1 456 (500-1 3/8)		
CIRCLING	1280-1 457 (500-1)	1300-1 477 (500-1)	1340-1 517 (600-1 1/2)	1480-2 657 (700-2)

MIRL Rwy 4-22 and 18-36

REIL Rwy 4, 18, 22 and 36

ILS or LOC RWY 2
COLUMBIA RGNL (COU)

MISSED APPROACH: Climb to 2700 on COU VOR/DME R-020 to BOVEN/COU 6.3 DME and hold, continue climb-in-hold to 2700.

UNICOM
122.95

COLUMBIA RGNL (COU)
ILS or LOC RWY 2

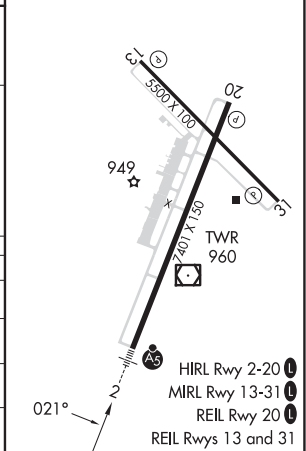
NC-3, 12 JUN 2025 to 07 AUG 2025


RNAV (GPS) RWY 2
COLUMBIA RGNL (COT)

MISSED APPROACH: Climb to 3100 direct AGVOY and hold.

*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MISSED APCH FIX
4 NM
021°
201°
AGVOY



CATEGORY		A	B	C	D
LPV	DA*	1089/24		200 (200-½)	
RNAV/ VNAV	DA	1143/24		254 (300-½)	
RNAV	MDA	1240/24	351 (400-½)	1240/30	351 (400-⅝)
 CIRCLING		1280-1 391 (400-1)	1340-1 451 (500-1)	1360-1½ 471 (500-1½)	1440-2 551 (600-2)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

COLUMBIA, MISSOURI

AL-5595 (FAA)

23110

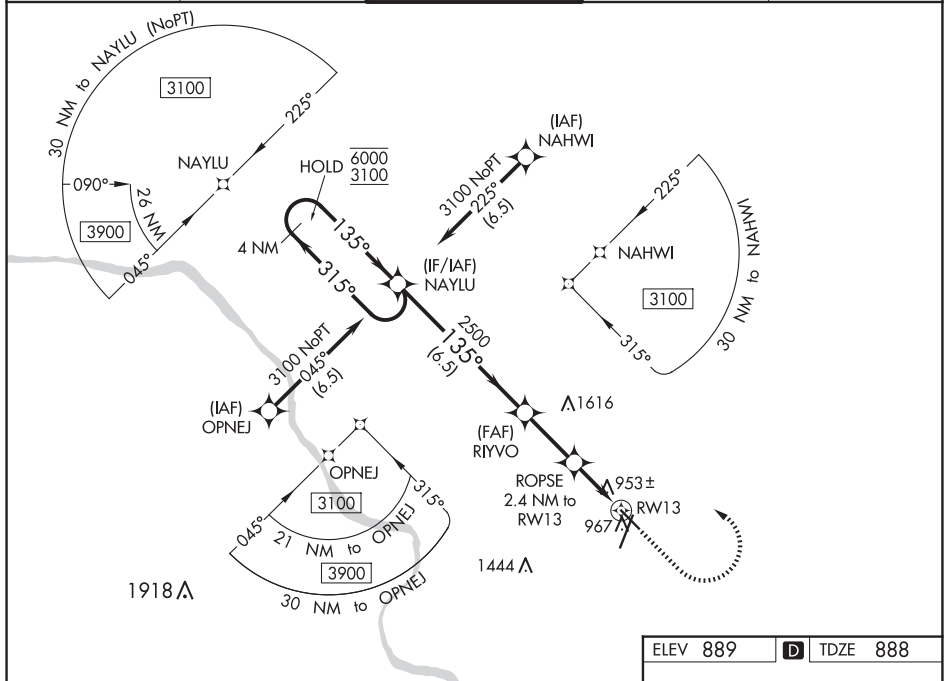
WAAS CH 40042 W13A	APP CRS 135°	Rwy Idg TDZE 888 Apt Elev 889
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RNAV (GPS) RWY 13

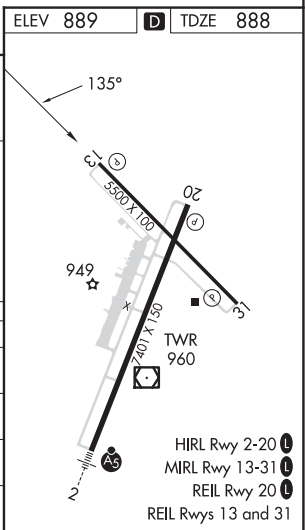
COLUMBIA RGNL (COU)

RNP APCH.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct NAYLU and hold.
⚠ Circling NA for Cat D west of Rws 2 and 13. Circling Rwy 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

ATIS 128.45	MIZZU APP CON 124.375 353.925	COLUMBIA TOWER ★ 119.3 (CTAF) 363.25	GND CON 121.6	UNICOM 122.95
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4 NM Holding Pattern				
NAYLU				
6000 ← 315°				
3100 → 135°				
GP 3.00°				
TCH 45				
2500				
*1680				
6.5 NM				
2.5 NM				
1.5 NM				
0.9 NM				
RW13				
*LNAV only				
ROPSE 2.4 NM to RW13				
*0.9 NM to RW13				
NAYLU				
2000				
3100				
NAYLU				
CATEGORY	A	B	C	D
LPV DA		1139-1	251 (300-1)	
LNAV/VNAV DA		1139-1	251 (300-1)	
LNAV MDA		1220-1	332 (400-1)	
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1360-1½ 471 (500-1½)	1440-2 551 (600-2)



COLUMBIA, MISSOURI

Amdt 1A 25FEB21

38°49'N-92°13'W

COLUMBIA RGNL (COU)

RNAV (GPS) RWY 13

NC-3, 12 JUN 2025 to 07 AUG 2025

COLUMBIA, MISSOURI

AL-5595 (FAA)

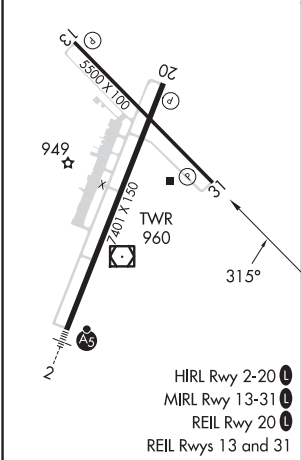
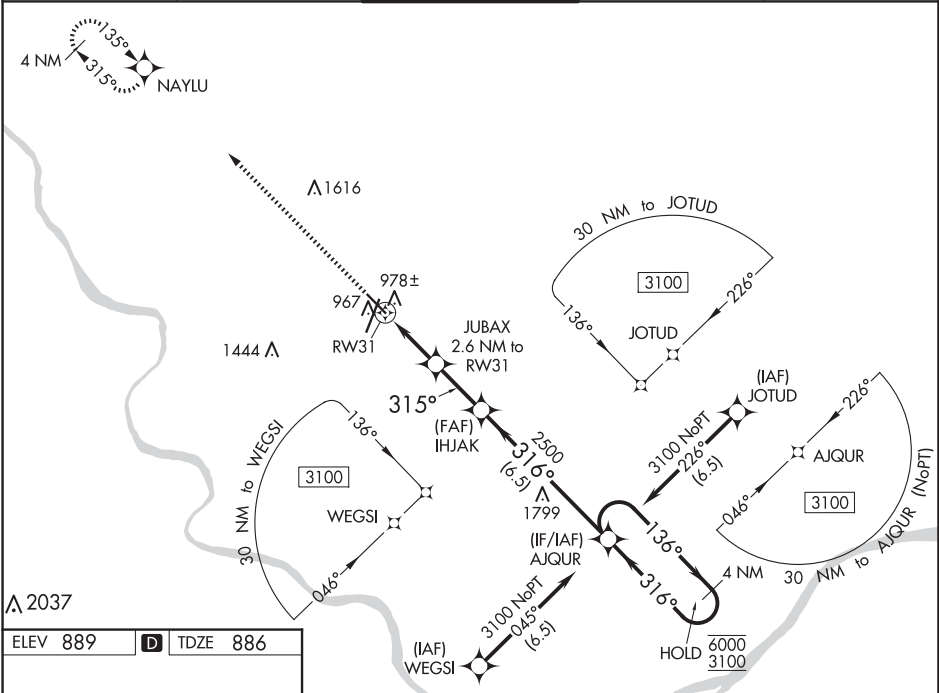
23110

WAAS CH 86242 W31A	APP CRS 315°	Rwy Idg TDZE Apt Elev	5500 886 889
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RNAV (GPS) RWY 31
COLUMBIA RGNL (COU)

RNP APCH.	MISSED APPROACH: Climb to 3100 direct NAYLU and hold.
Circling Rwy 20 NA at night. Rwy 31 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA for Cat D west of Rwy 2 and 13.	

ATIS 128.45	MIZZU APP CON 124.375 353.925	COLUMBIA TOWER ★ 119.3 (CTAF) 363.25	GND CON 121.6	UNICOM 122.95
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3100	NAYLU	IHJAK	AJQUR	4 NM Holding Pattern
*LNAV only	JUBAX 2.6 NM to RW31	2500	136° → 6000	← 316° 3100
1 NM to RW31	1760	2500	GP 3.00°	TCH 45
1 NM	1.6 NM	2.3 NM	6.5 NM	
CATEGORY	A	B	C	D
LPV DA	1138-1 252 (300-1)			
LNAV/VNAV DA	1138-1 252 (300-1)			
LNAV MDA	1240-1 354 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1360-1½ 471 (500-1½)	1440-2 551 (600-2)

COLUMBIA, MISSOURI
Amdt 1A 25FEB21

38°49'N-92°13'W

COLUMBIA RGNL (COU)
RNAV (GPS) RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

COLUMBIA, MISSOURI

AL-5595 (FAA)

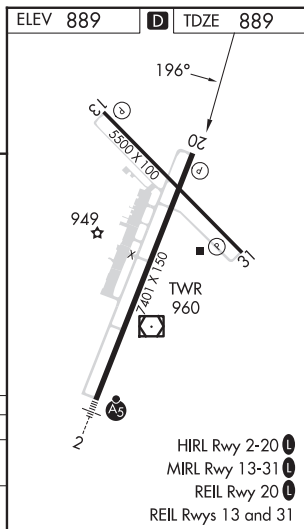
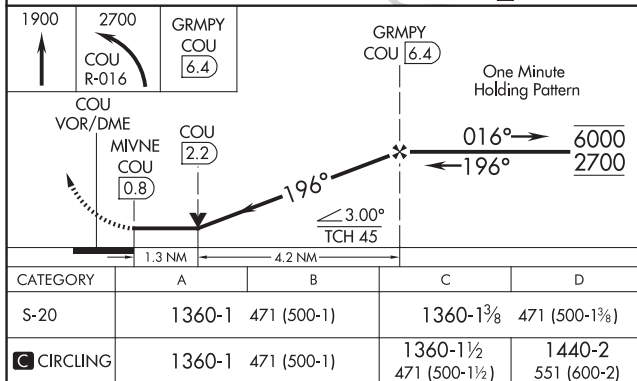
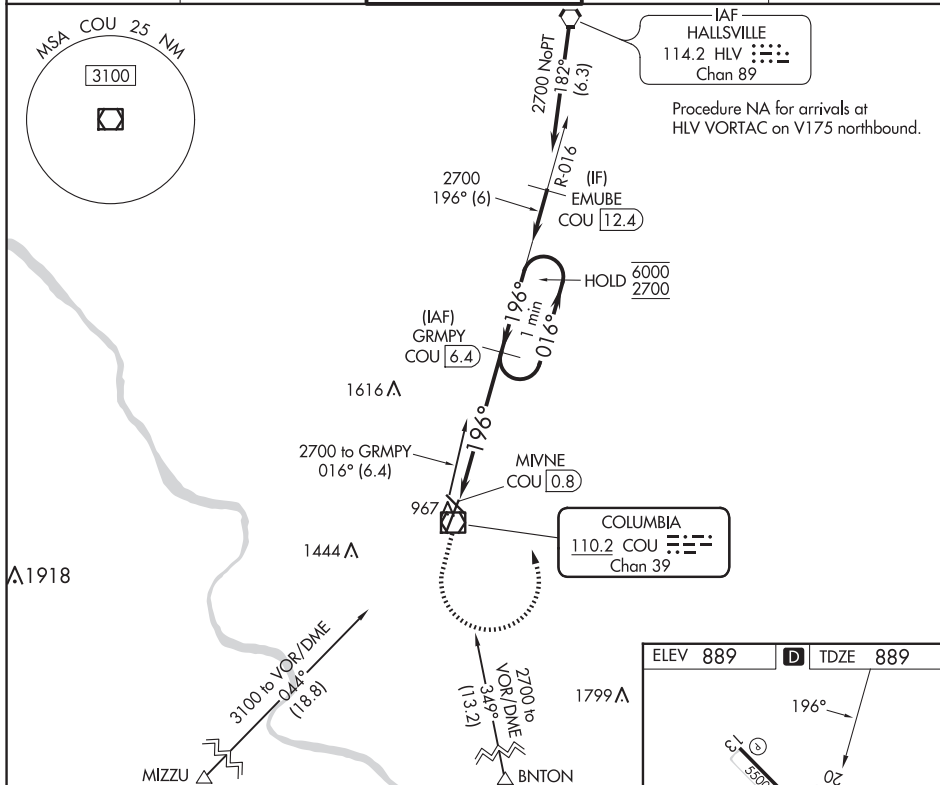
23110

VOR/DME COU 110.2 Chan 39	APP CRS 196°	Rwy Idg TDZE Apt Elev	7401 889 889
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VOR Y RWY 20
COLUMBIA RGNL (COU)

DME required.	MISSED APPROACH: Climb to 1900 then climbing left turn to 2700 on COU VOR/DME R-016 to GRMPY/COU 6.4 DME and hold.
Circling NA for Cat D west of Rwy 2 and 13.	

ATIS 128.45	MIZZU APP CON 124.375 353.925	COLUMBIA TOWER ★ 119.3 (CTAF) 363.25	GND CON 121.6	UNICOM 122.95
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COLUMBIA, MISSOURI

Amdt 5 02DEC21

38°49'N-92°13'W

COLUMBIA RGNL (COU)
VOR Y RWY 20

NC-3, 12 JUN 2025 to 07 AUG 2025

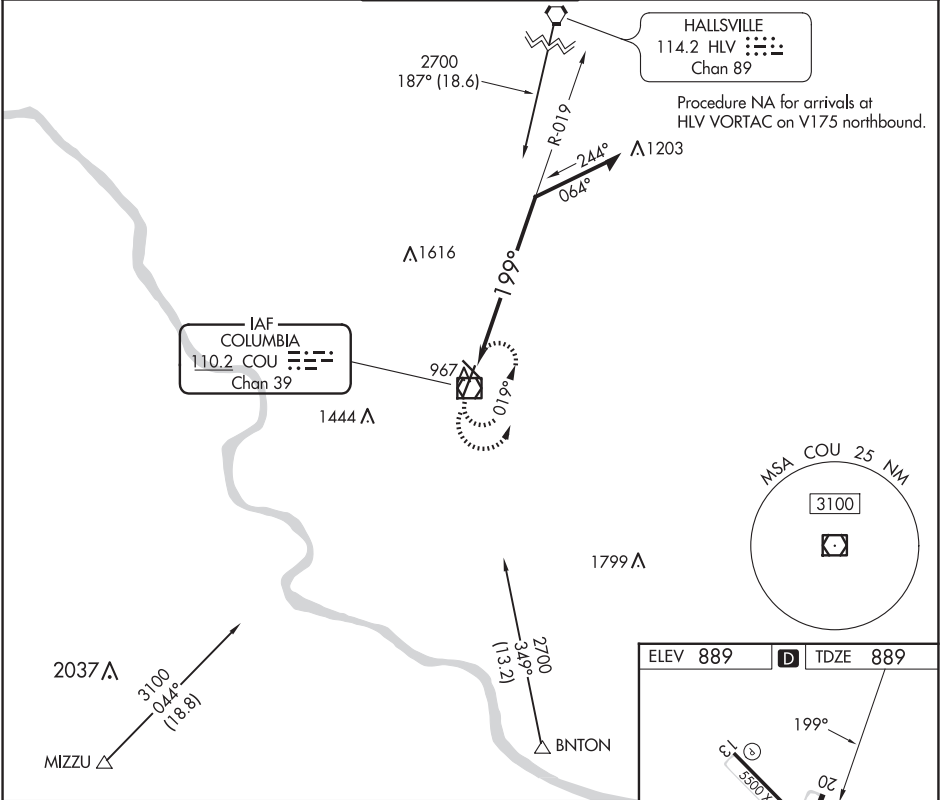
VOR/DME COU	APP CRS	Rwy Idg	7401
110.2	199°	TDZE	889
Chan 39		Apt Elev	889

VOR Z RWY 20
COLUMBIA RGNL (COU)

Circling NA for Cat D west of Rwy 2 and 13.

MISSED APPROACH: Climbing left turn to 2800 in COU
VOR/DME holding pattern.

ATIS 128.45	MIZZU APP CON 124.375 353.925	COLUMBIA TOWER ★ 119.3 (CTAF) 0 363.25	GND CON 121.6	UNICOM 122.95
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2800 COU

COU VOR/DME

019°

2700

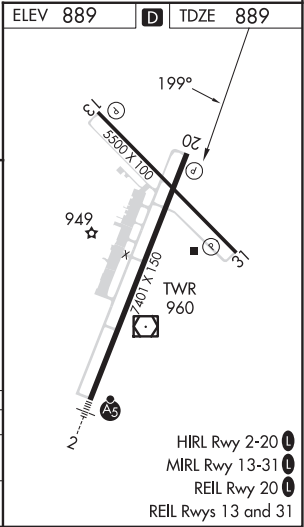
199°

COU 2.7

1.8 NM

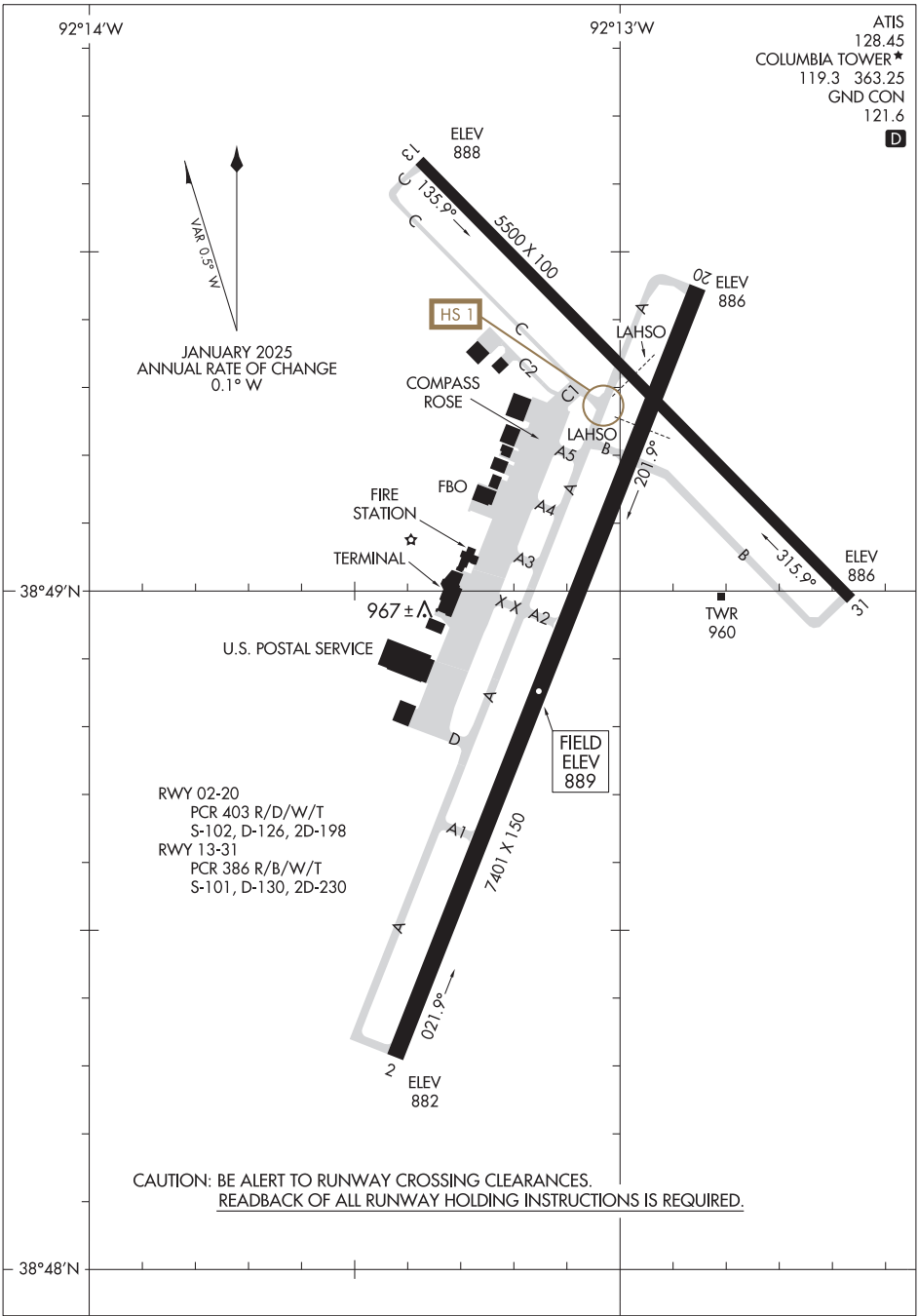
Remain within 10 NM

CATEGORY	A	B	C	D
S-20	1520-1	631 (700-1)	1520-1¾	631 (700-1¾)
CIRCLING	1520-1	631 (700-1)	1520-1¾	1520-2 631 (700-2)



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 45841 W14A	APP CRS 136°	Rwy Idg TDZE 1245 Apt Elev 1245
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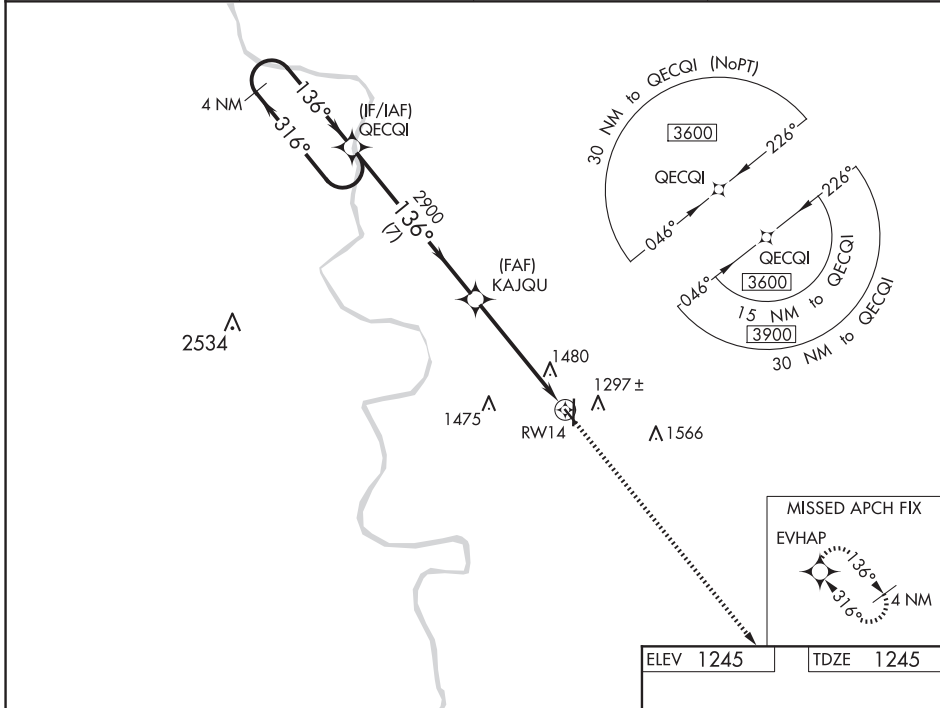
RNAV (GPS) RWY 14

COUNCIL BLUFFS MUNI (CBF)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Rwy 14 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct EVHAP and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	CLNC DEL 127.675	UNICOM 122.725 (CTAF) 0
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4NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).		3900	EVHAP
3600 ← 316° / 136° →		KAJQU 2900		↑	✧
GP 3.00° TCH 40		2900		* LNAV only	
		* 1.5 NM to RW14		✧	
		RW14			
		7 NM 3.6 NM 1.5 NM			
CATEGORY	A	B	C	D	
LPV DA	1495-¾		250 (300-¾)		
LNAV/VNAV DA	1816-1½		571 (600-1½)		
LNAV MDA	1740-1	495 (500-1)	1740-1¾	495 (500-1¾)	
CIRCLING	1780-1	535 (600-1)	1780-1½	1880-2	
			535 (600-1½)	635 (700-2)	

ELEV 1245

TDZE 1245

MIRL Rwy 14-32 0
HIRL Rwy 18-36 0
REIL Rwys 14, 32, 18, and 36 0

COUNCIL BLUFFS, IOWA

AL-5540 (FAA)

24249

WAAS CH 42806 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	5500 1241 1245
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RNAV (GPS) RWY 18

COUNCIL BLUFFS MUNI (CBF')

RNP APCH.

⚠ Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase LPV DA to 1544 feet, LNAV/VNAV DA to 1750 feet and all MDA 60 feet and increase LPV all Cats visibility $\frac{1}{8}$ SM, LNAV Cat C and D and Circling Cat C and D visibility $\frac{1}{4}$ SM.

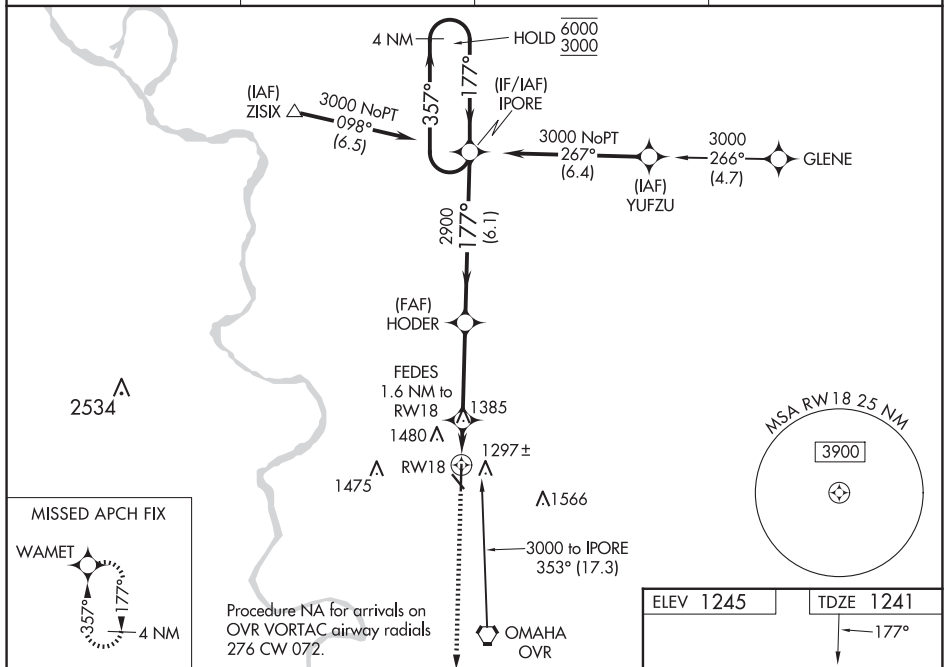
MISSED APPROACH: Climb to 3000 direct WAMET and hold.

AWOS-3
126.575

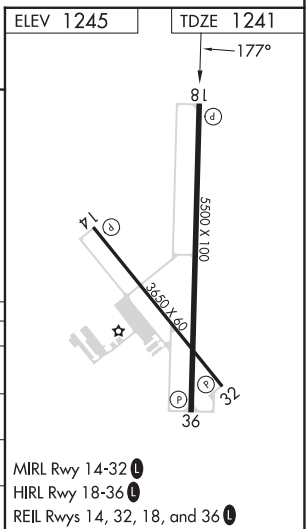
OMAHA APP CON
124.5 263.0

CLNC DEL
127.675

UNICOM
122.725 (CTAF) **0**



3000	WAMET				
*LNAV only	FEDES 1.6 NM to RWY 18	HODER 2900	IPORE 4 NM Holding Pattern	357° → 6000	← 177° 3000
	1780*	2900			GP 3.00° TCH 45
	1.6 NM	3.5 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV DA		1491- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
LNAV/VNAV DA		1697-1 $\frac{3}{8}$	456 (500-1 $\frac{3}{8}$)		
LNAV MDA	1640-1	399 (400-1)	1640-1 $\frac{1}{8}$	399 (400-1 $\frac{1}{8}$)	
C CIRCLING	1780-1 535 (600-1)	1840-1 595 (600-1)	1840-1 $\frac{1}{2}$ 595 (600-1 $\frac{1}{2}$)	1880-2 635 (700-2)	



MIRL Rwy 14-32 **0**
HIRL Rwy 18-36 **0**
REIL Rwy 14, 32, 18, and 36 **0**

COUNCIL BLUFFS, IOWA

Amdt 1A 10OCT19

41°16'N-95°46'W

COUNCIL BLUFFS MUNI (CBF')

RNAV (GPS) RWY 18

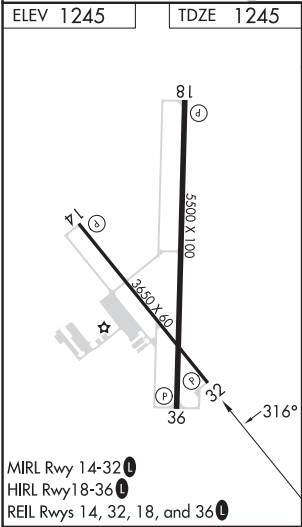
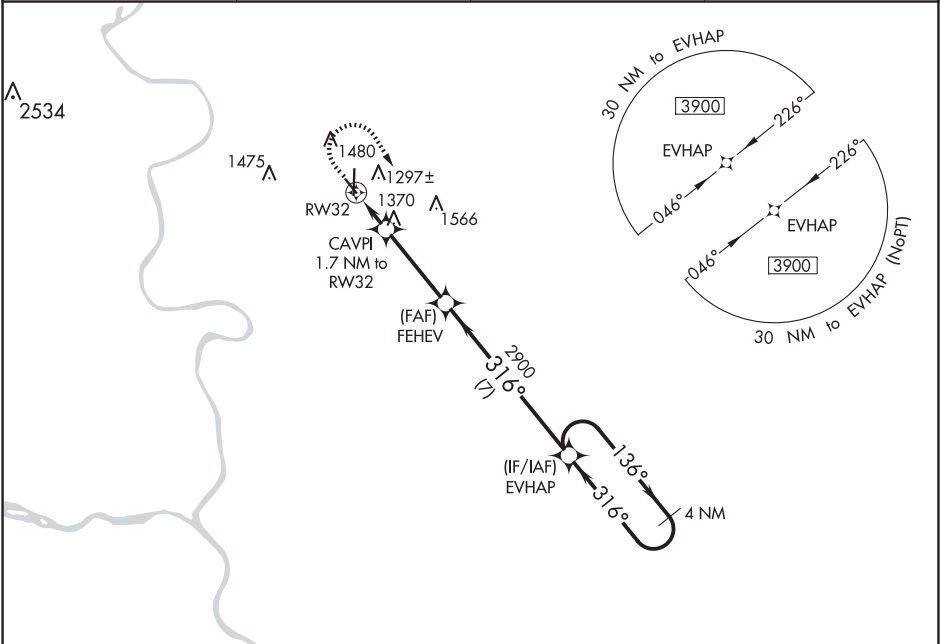
WAAS CH 90441 W32A	APP CRS 316°	Rwy Idg TDZE Apt Elev	3650 1245 1245
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RNAV (GPS) RWY 32

COUNCIL BLUFFS MUNI (CBF)

<div><div>⚠</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.</div></div>	MISSED APPROACH: Climb to 2000 then climbing right turn to 3900 direct EVHAP and hold.
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AWOS-3 126.575	OMAHA APP CON 124.5 263.0	CLNC DEL 127.675	UNICOM 122.725 (CTAF) ①
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<div><div>2000</div><div>3900</div><div>EVHAP</div></div>	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 30). 4 NM Holding Pattern			
<div>*LNAV only</div>	CAVPI 1.7 NM to RW32	FEHEV	EVHAP	
<div>*0.9 NM to RW32</div>				
<div>1820*</div>				
<div>0.9 0.8 3.4 7</div>				
CATEGORY	A	B	C	D
LPV DA	1445-¾ 200 (200-¾)			
LNAV/VNAV DA	1495-¾ 250 (300-¾)			
LNAV MDA	1620-1 375 (400-1)			
<div>Ⓢ CIRCLING</div>	1780-1	535 (600-1)	1780-1½ 535 (600-1½)	1880-2 635 (700-2)

WAAS CH 53606 W36A	APP CRS 357°	Rwy Idg 5500 TDZE 1245 Apt Elev 1245
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RNAV (GPS) RWY 36

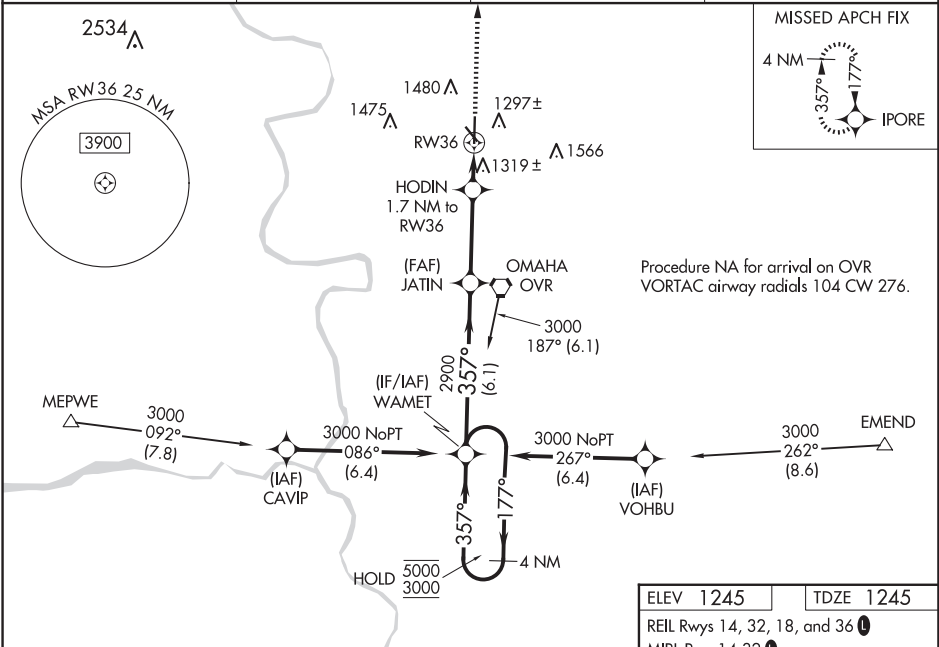
COUNCIL BLUFFS MUNI (CBF')

RNP APCH.

Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase LPV DA to 1498 feet, LNAV/VNAV DA to 1548 feet, and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C and D visibility ¼ SM, and Circling Cat C and D visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct IPORE and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	CLNC DEL 127.675	UNICOM 122.725 (CTAF)
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4 NM Holding Pattern		WAMET	JATIN	HODIN	IPORE
5000 ← 177°			2900	1.7 NM to RW36	
3000 → 357°				* 0.9 NM to RW36	* LNAV only
GP 3.00°					
TCH 50					
6.1 NM		3.4 NM	0.8 NM	0.9 NM	
* 1820					
CATEGORY	A	B	C	D	
LPV DA	1445-¾ 200 (200-¾)				
LNAV/ VNAV DA	1495-¾ 250 (300-¾)				
LNAV MDA	1580-1 335 (400-1)				
CIRCLING	1780-1 535 (600-1)	1840-1 595 (600-1)	1840-1½ 595 (600-1½)	1880-2 635 (700-2)	

ELEV 1245 TDZE 1245

REIL Rwy 14, 32, 18, and 36

MIRL Rwy 14-32

HIRL Rwy 18-36

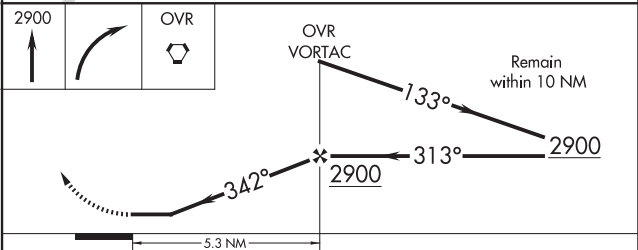
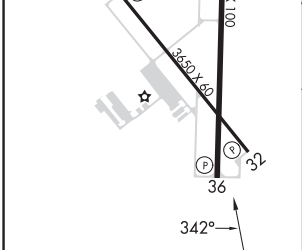
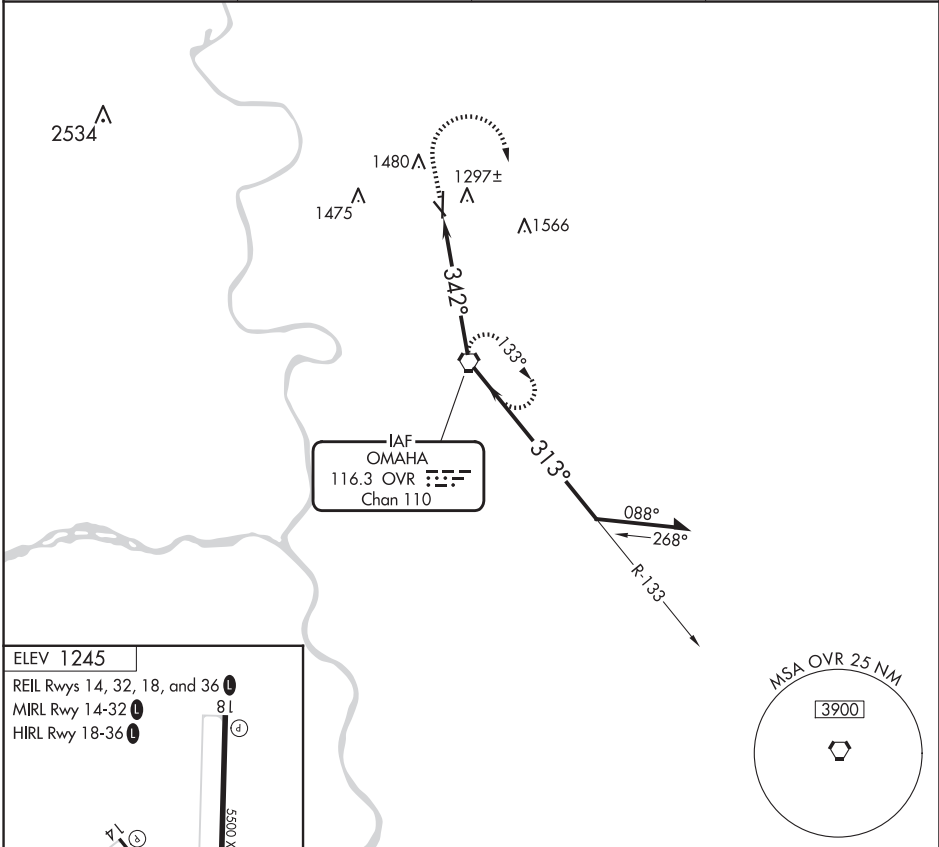
VORTAC OVR 116.3 Chan 110	APP CRS 342°	Rwy Idg TDZE Apt Elev	N/A N/A 1245
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VOR-A

COUNCIL BLUFFS MUNI (CBF')

<div><div></div><div>When local altimeter setting not received, use Eppley Airfield altimeter setting: increase all MDAs 60 feet and visibility Cat C and D ¼ SM.</div></div> <div>MISSED APPROACH: Climb to 2900 then right turn direct OVR VORTAC and hold.</div>

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	CLNC DEL 127.675	UNICOM 122.725 (CTAF) 1
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FAF to MAP 5.3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	<input checked="" type="checkbox"/> CIRCLING	1780-1 535 (600-1)		1840-1½ 595 (600-1½)	1880-2 635 (700-2)
Min:Sec	5:18	3:32	2:39	2:07	1:46					

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

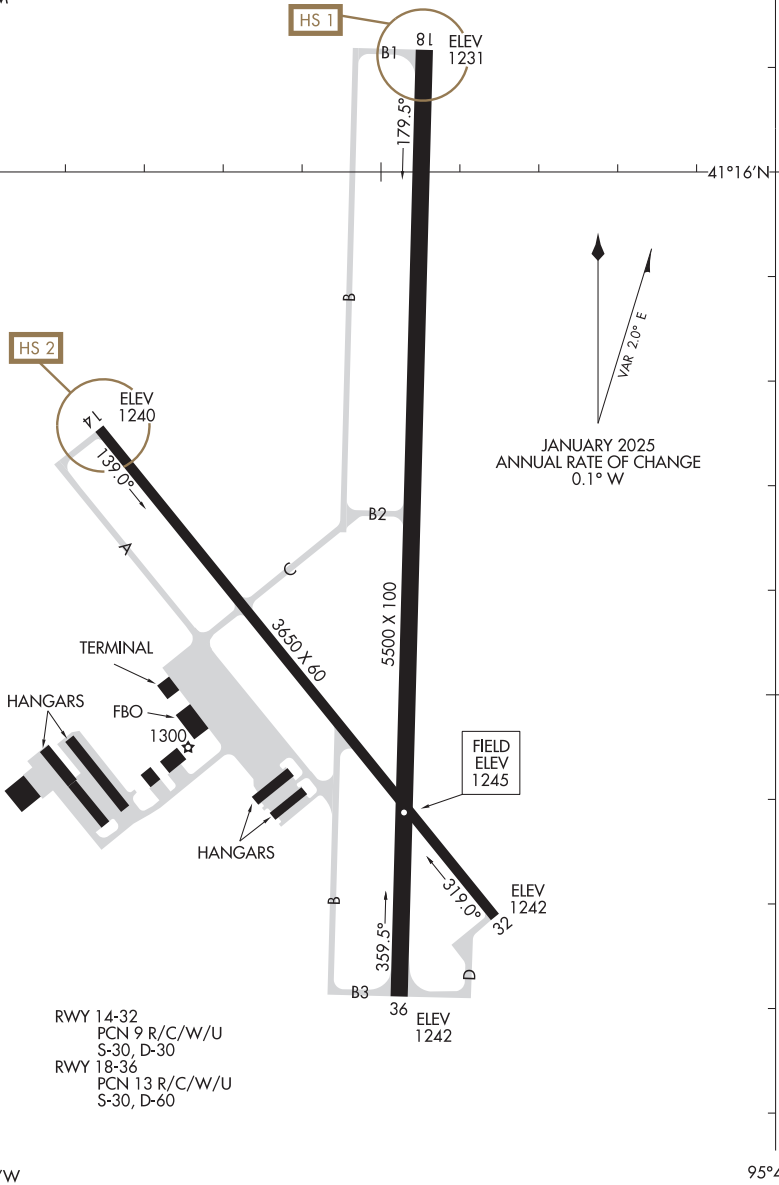
AIRPORT DIAGRAM

AL-5540 (FAA)

COUNCIL BLUFFS MUNI (CBF)

COUNCIL BLUFFS, IOWA

AWOS-3 -
126.575
CTAF/UNICOM
122.725
CLNC DEL
127.675



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

25107

COUNCIL BLUFFS, IOWA

COUNCIL BLUFFS MUNI (CBF)

APP CRS	Rwy Idg	2949
152°	TDZE	1279
	Apt Elev	1279

GPS RWY 15

ELLEN CHURCH FLD (CJJ)

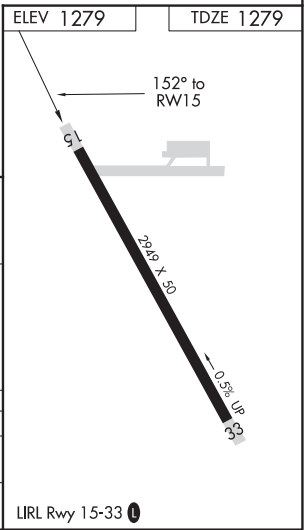
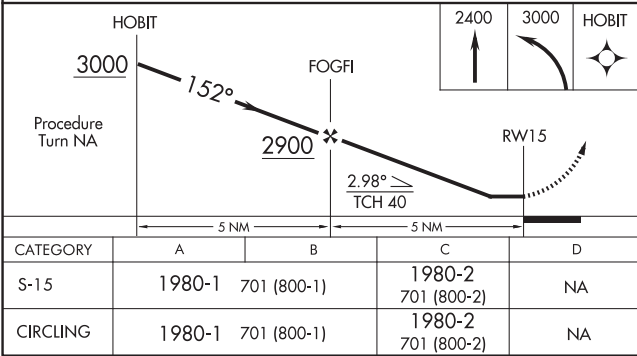
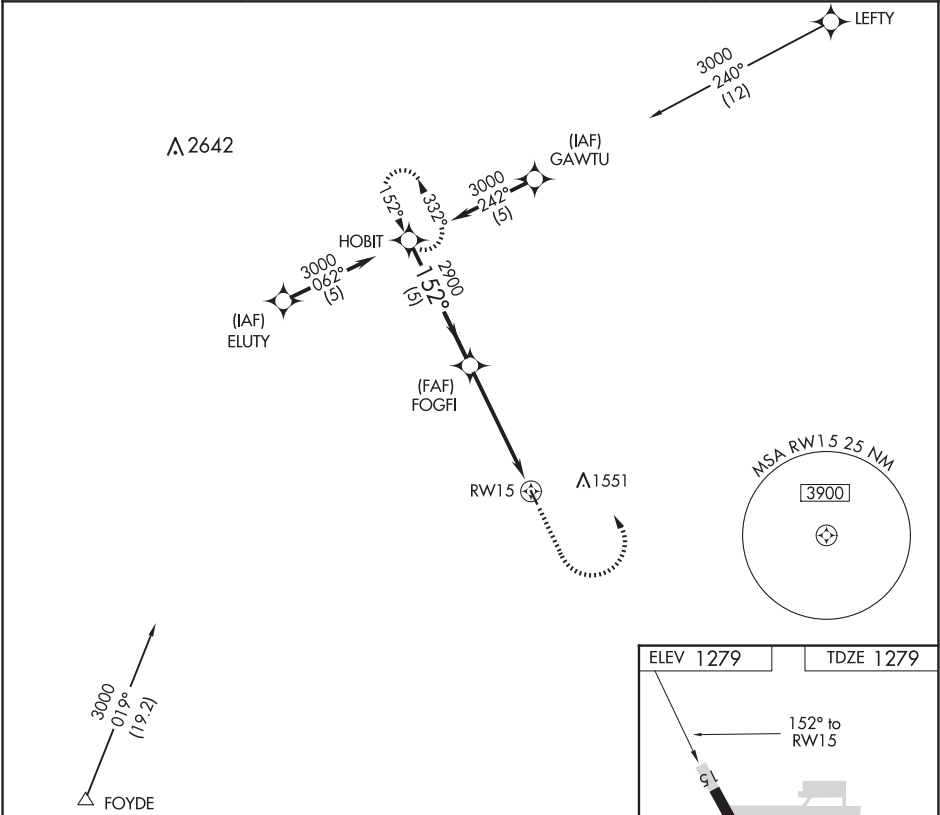
▼

NA

Use Decorah Muni altimeter setting. Procedure NA at night.
Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct HOBIT and hold.

DEH AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)	122.7 0
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NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

CRESO, IOWA

AL-6773 (FAA)

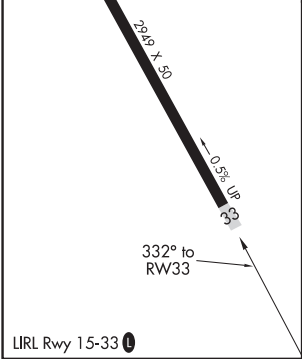
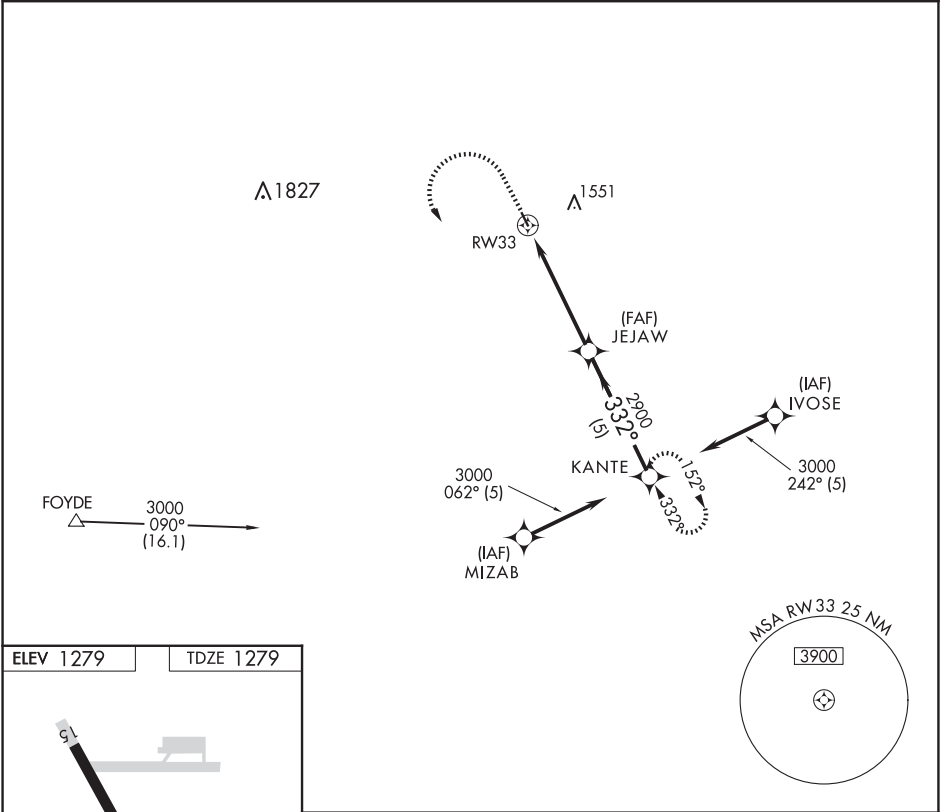
21280

APP CRS	Rwy Idg	2949
332°	TDZE	1279
	Apt Elev	1279

GPS RWY 33
ELLEN CHURCH FLD (CJJ)

<div><div>NA</div><div>Use Decorah Muni altimeter setting. Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.</div></div>	MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct KANTE and hold.
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DEH AWOS-3 120,925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)	122.7 0
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	2400	3000	KANTE	
	↑	↩	✱	
	RW33			KANTE
	JEJAW			3000
	2900			Procedure Turn NA
	3.01° TCH 40			
	5 NM			5 NM
CATEGORY	A	B	C	D
S-33	1740-1	461 (500-1)	1740-1 3/8 461 (500-1 3/8)	NA
CIRCLING	1860-1 581 (600-1)	1920-1 641 (700-1)	1920-1 3/4 641 (700-1 3/4)	NA

CRESO, IOWA
Orig-C 09SEP21

43°22'N-92°08'W

ELLEN CHURCH FLD (CJJ)
GPS RWY 33

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

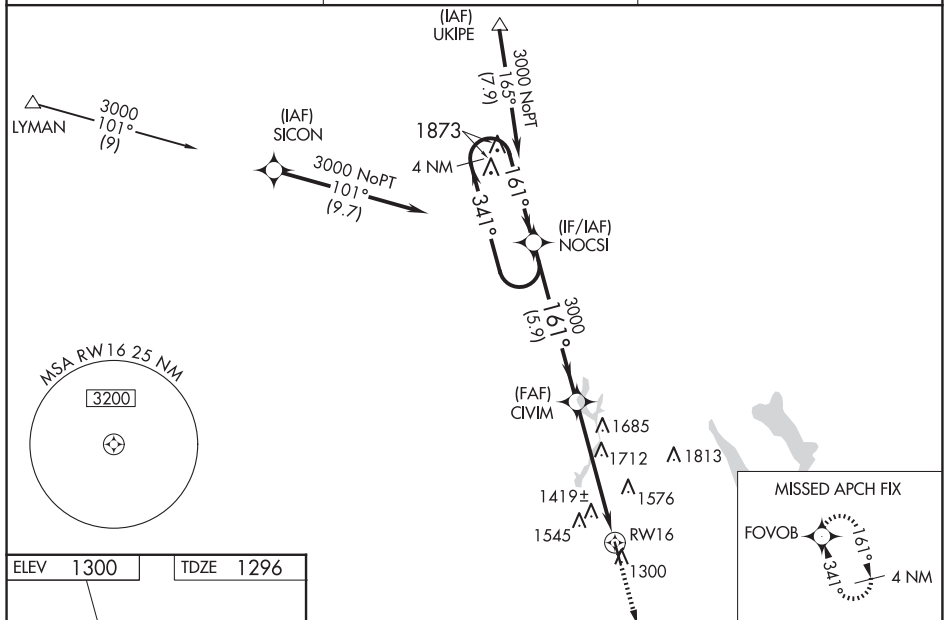
WAAS CH 62822 W16A	APP CRS 161°	Rwy Idg 4901 TDZE 1296 Apt Elev 1300
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RNAV (GPS) RWY 16
CRESTON MUNI (CSQ)

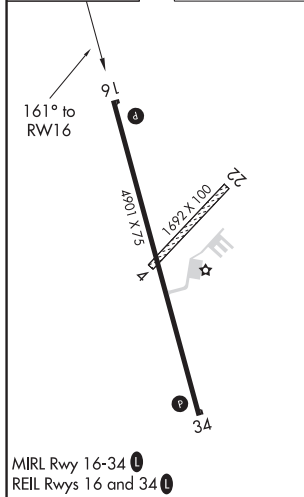
V Baro-VNAV NA when using Des Moines altimeter setting. For uncompensated **A** DME/VNAV systems, VNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy 4-22. Circling NA for Cats B and C west of Rwy 16-34. When local altimeter setting not received, use Des Moines altimeter setting and increase all DA 150 feet and all MDA 160 feet; increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV and Circling Cat A/B visibility ¼ mile, and LNAV and Circling Cat C visibility ½ mile.

MISSED APPROACH.
Climb to 3000 direct
FOVOB and hold.

AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.95	UNICOM 122.8 (CTAF) 0
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ELEV 1300	TDZE 1296
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4 NM Holding Pattern

NOCSI

CIVIM

3000

341°

161°

3000

GP 3.00° TCH 46

5.9 NM

5.2 NM

RW16

FOVOB

FOVOB

CRESTON, IOWA

AL-5531 (FAA)

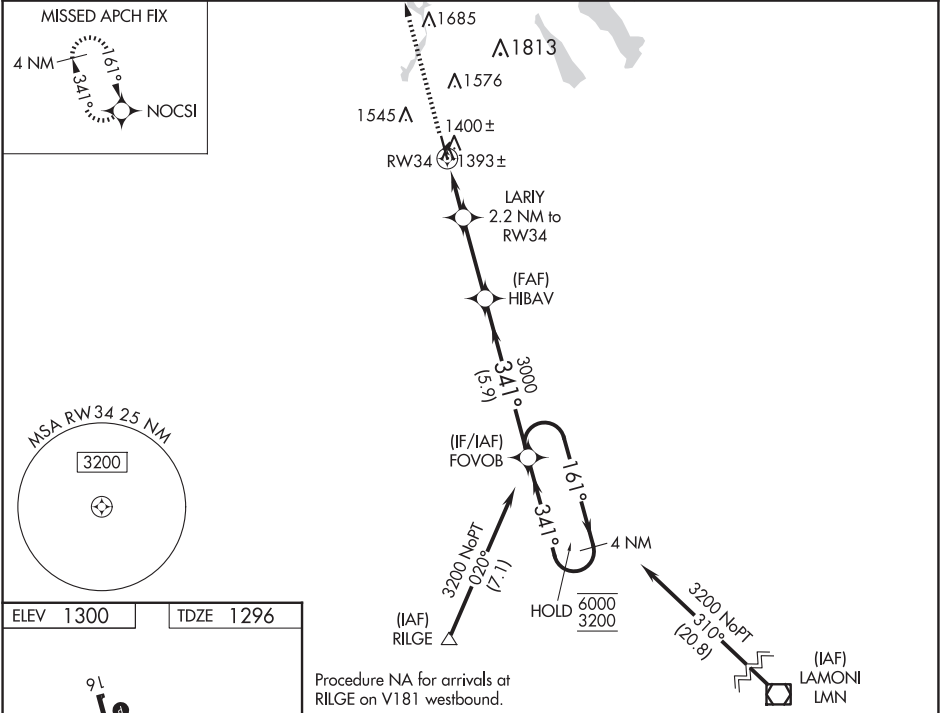
24361

WAAS CH 82422 W34A	APP CRS 341°	Rwy Idg 4901 TDZE 1296 Apt Elev 1300
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RNAV (GPS) RWY 34
CRESTON MUNI (CSQ)

RNP APCH - GPS. ▼ Rwy 34 helicopter visibility reduction below 1 SM NA. Circling NA for Cats B and C west of Rwy 16-34. Circling NA to Rwy 4-22. When local altimeter setting not received, use DSM altimeter setting and increase all MDAs 160 feet and LNAV visibility Cat C ½ SM, and LP visibility Cat C ½ SM, and Circling visibility Cat C ½ SM.	MISSED APPROACH: Climb to 3000 direct NOCSI and hold.
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AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.95	UNICOM 122.8 (CTAF) ①
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ELEV 1300 TDZE 1296		3000 NOCSI				FOVOB			
MIRL Rwy 16-34 ① REIL Rwy 16 and 34 ①		LARIY 2.2 NM to RW34		HIBAV		4 NM Holding Pattern			
		RW34		3000		161° 6000 341° 3200			
		2.2 NM		3 NM		5.9 NM			
CATEGORY		A		B		C		D	
LP MDA		1660-1		364 (400-1)				NA	
LNAV MDA		1660-1		364 (400-1)				NA	
CIRCLING		1720-1 420 (500-1)		1820-1 520 (600-1)		1940-1¾ 640 (700-1¾)		NA	

CRESTON, IOWA
Amdt 2 26DEC24

41°01'N-94°22'W

CRESTON MUNI (CSQ)
RNAV (GPS) RWY 34

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

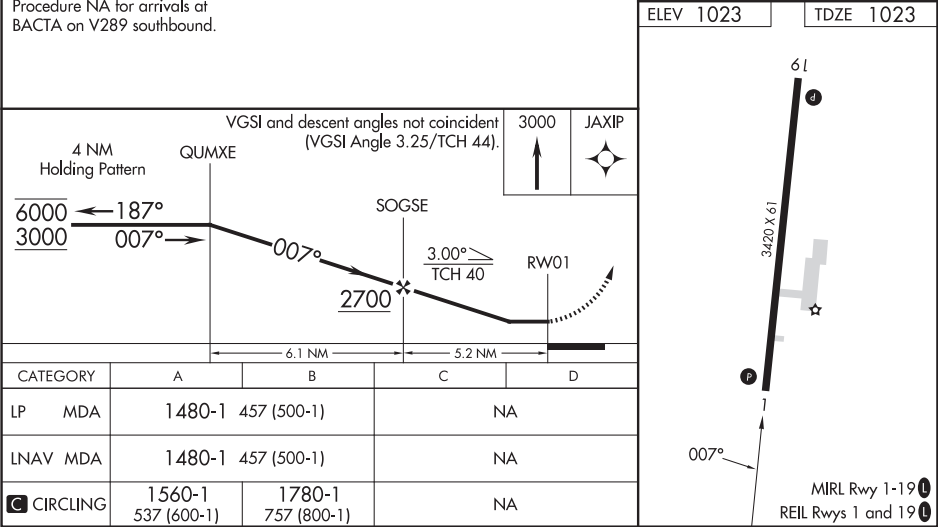
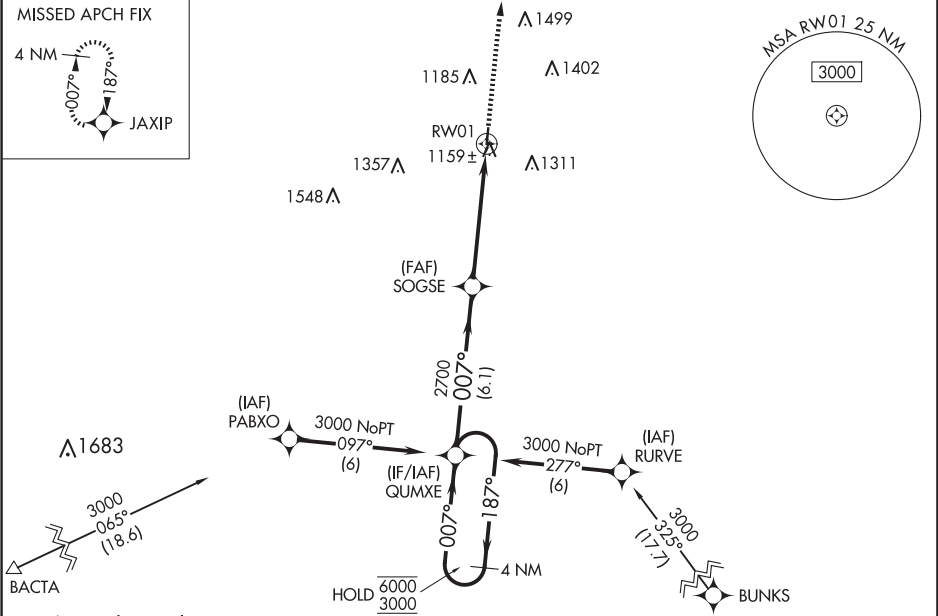
WAAS CH 70543 W01A	APP CRS 007°	Rwy Idg TDZE Apt Elev	3420 1023 1023
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RNAV (GPS) RWY 1

CUBA MUNI (UBX)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct JAXIP and hold.
<div><div></div><div>Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use Rolla/Vichy altimeter setting; when not received, use Fort Leonard Wood altimeter setting, increase all MDAs 60 feet and increase Cat B Circling visibility ¼ SM.</div></div>		

VIH ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	UNICOM 122.8 (CTAF) 1
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CUBA, MISSOURI

AL-6442 (FAA)

24305

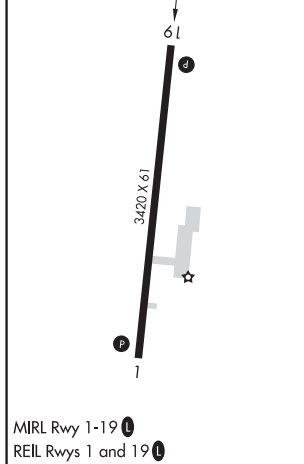
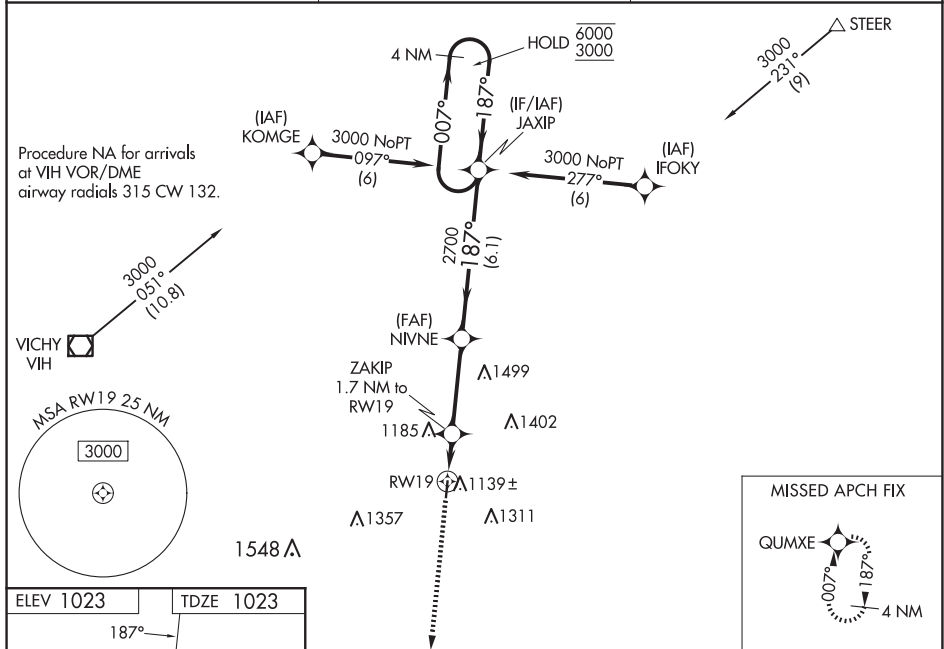
WAAS CH 40220 W19A	APP CRS 187°	Rwy Idg TDZE 1023 Apt Elev 1023
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RNAV (GPS) RWY 19

CUBA MUNI (UBX)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct QUMXE and hold.
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VIH ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	UNICOM 122.8 (CTAF) 0
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3000	QUMXE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).	JAXIP	4 NM Holding Pattern
ZAKIP 1.7 NM to RWY 19	NIVNE	2700	007°	6000 3000
RWY 19	1600	2700	187°	GP 3.00° TCH 40
1.7 NM	3.4 NM	6.1 NM		
CATEGORY	A	B	C	D
LPV DA	1329-1	306 (400-1)	NA	NA
LNAV/VNAV DA	1357-1½	334 (400-1½)	NA	NA
LNAV MDA	1460-1	437 (500-1)	NA	NA
CIRCLING	1560-1	537 (600-1)	NA	NA

CUBA, MISSOURI
Orig-D 03NOV22

38°04'N-91°26'W

RNAV (GPS) RWY 19

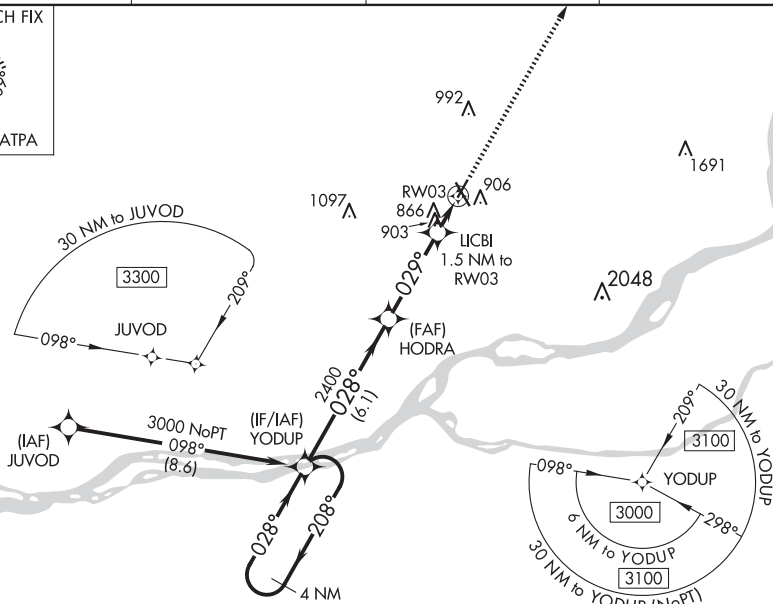
CUBA MUNI (UBX)

NC-3, 12 JUN 2025 to 07 AUG 2025

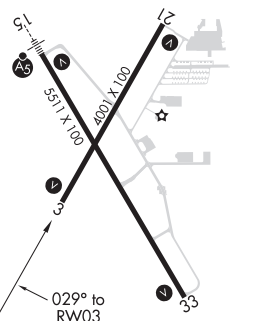
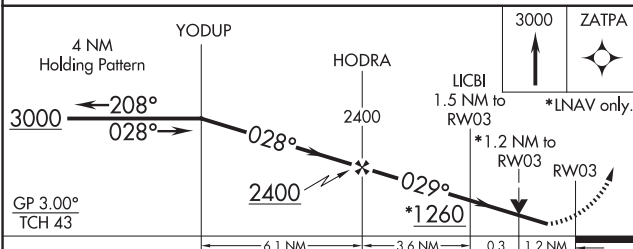
RNAV (GPS) RWY 3

DAVENPORT MUNI (DVN)

T
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Rwy 3 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

UNICOM
123.0 (CTAF) **L**

TDZE	750
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MIRL Rwy 3-21 **L**
HIRL Rwy 15-33 **L**
REIL Rwys 3, 21, and 33 **L**

DAVENPORT MUNI (DVN)
RNAV (GPS) RWY 3

WAAS CH 81821 W15A	APP CRS 149°	Rwy Idg TDZE 751 Apt Elev 751
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RNAV (GPS) RWY 15

DAVENPORT MUNI (DVN)

RNP APCH.

▼

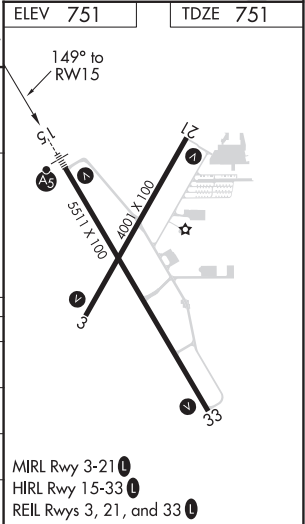
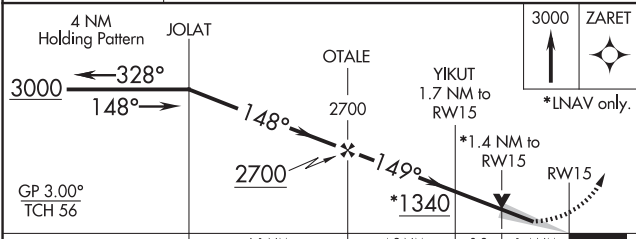
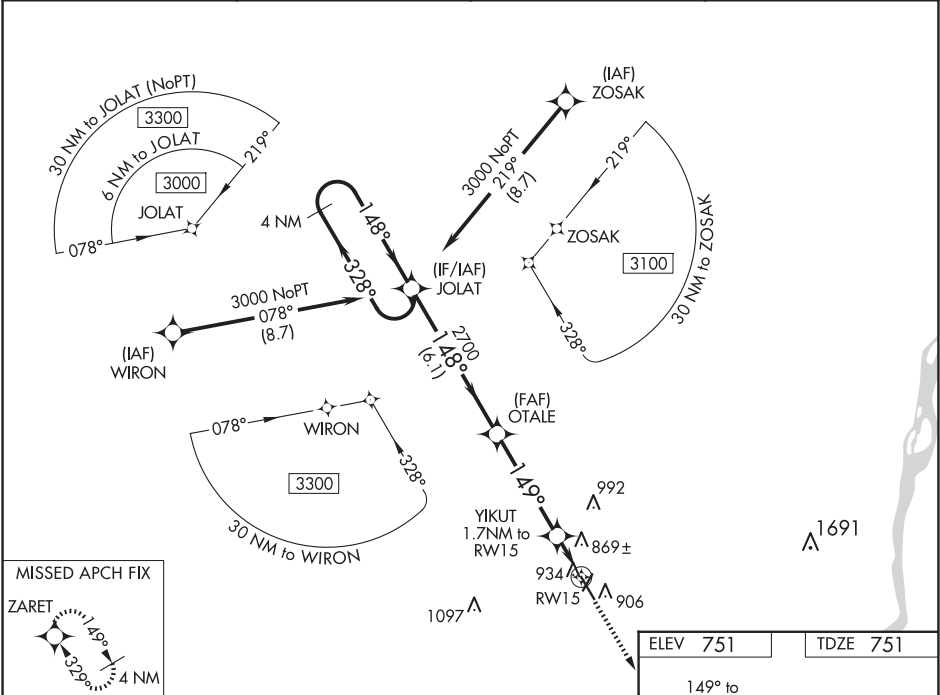
▲

For inoperative ALS, increase LNAV/VNAV visibility to 1½ SM LNAV Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct ZARET and hold.

ASOS 120.175	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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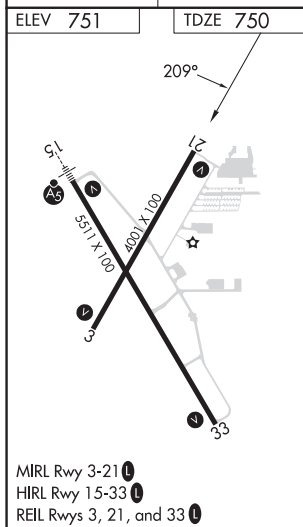
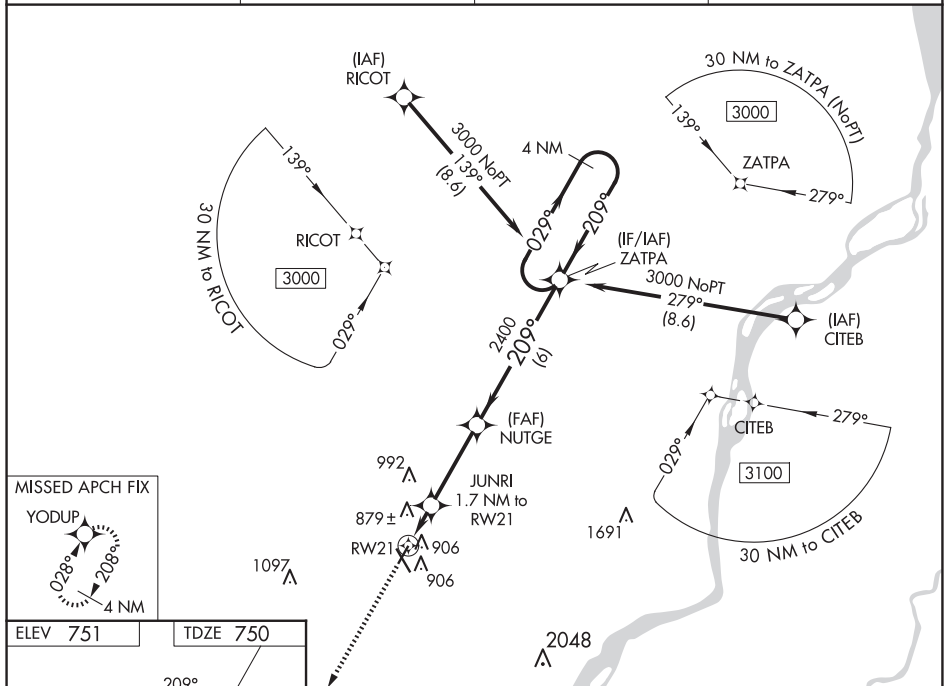


CATEGORY	A	B	C	D
LPV DA	951-½ 200 (200-½)			
LNAV/VNAV DA	1171-⅞ 420 (500-⅞)			
LNAV MDA	1240-½ 489 (500-½)	1240-1 489 (500-1)		
CIRCLING	1300-1 549 (600-1)	1300-1½ 549 (600-1½)	1320-2 569 (600-2)	

RNAV (GPS) RWY 21
DAVENPORT MUNI (DVN)

MISSED APPROACH: Climb to 3000 direct YODUP and hold.

ASOS 120.175	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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3000 ↑ YODUP		VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 45).		4 NM Holding Pattern	
*NNAV only.		NUTGE 2400		ZATPA	
JUNRI 1.7 NM to RW21		209°		029° → 3000 ← 209°	
RW21		2400		GP 3.00° TCH 52	
1340*		1.7		3.3 NM	
		6 NM			
CATEGORY	A	B	C	D	
LPV DA	1046-1		296 (300-1)		
LNNAV/ VNAV DA	1184-1½		434 (500-1½)		
LNNAV MDA	1180-1	430 (500-1)	1180-1¼	430 (500-1¼)	
C CIRCLING	1220-1	469 (500-1)	1300-1½ 549 (600-1½)	1320-2 569 (600-2)	

DAVENPORT MUNI (DVN)
RNAV (GPS) RWY 21

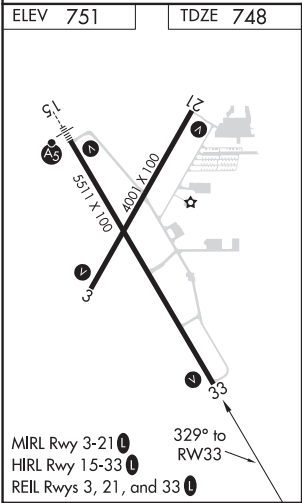
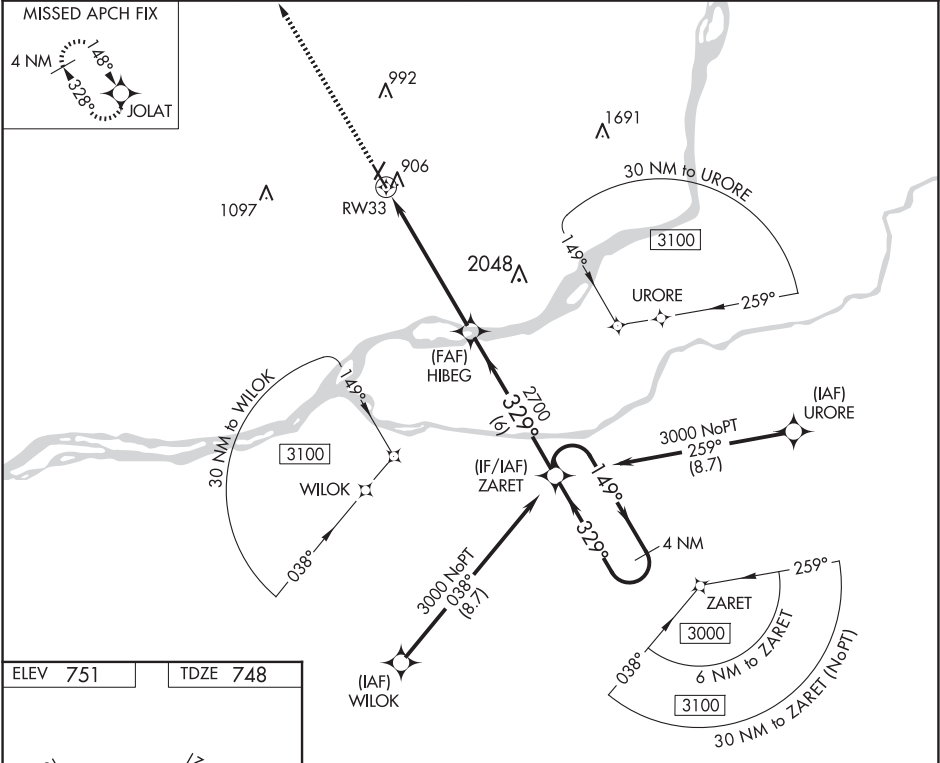
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 56324 W33A	APP CRS 329°	Rwy Idg TDZE 748 Apt Elev 751
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RNAV (GPS) RWY 33

DAVENPORT MUNI (DVN)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct JOLAT and hold.	
Rwy 33 helicopter visibility reduction below ¾ SM NA.			
ASOS 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0



3000 ↑ JOLAT		4 NM Holding Pattern			
*LNAV only.		HIBEG			
RW33		ZARET			
*1.2 NM to RW33		329°			
3.00° TCH 48		149°			
2700		3000			
1.2 NM		4.8 NM		6 NM	
CATEGORY		A		B	
LP MDA		1160-1 412 (500-1)		1160-1½ 412 (500-1½)	
LNAV MDA		1160-1 412 (500-1)		1160-1½ 412 (500-1½)	
CIRCLING		1300-1 549 (600-1)		1300-1½ 549 (600-1½)	
				1320-2 569 (600-2)	

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

DAVENPORT, IOWA

AL-949 (FAA)

20282

VORTAC CVA	APP CRS	Rwy Idg	4001
113.8	035°	TDZE	750
Chan 85		Apt Elev	751

VOR RWY 3

DAVENPORT MUNI (DVN)

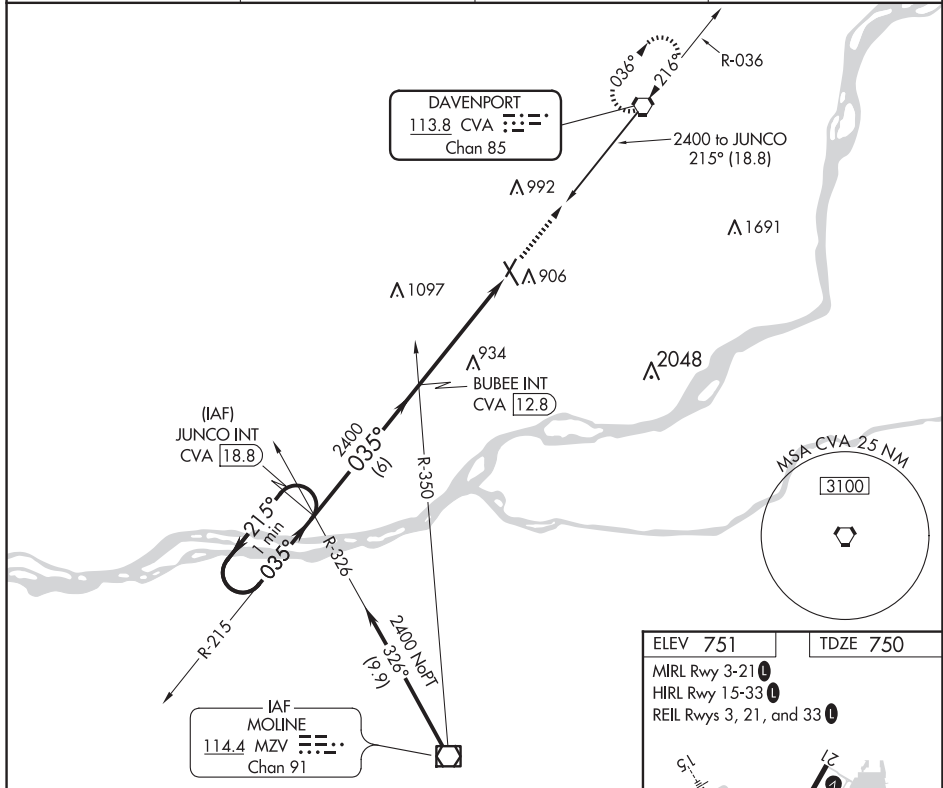
▽

▲

Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2400 direct CVA VORTAC and hold.

ASOS 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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One Minute Holding Pattern	JUNCO INT CVA 18.8		BUBEE INT CVA 12.8		2400 ↑	CVA ⬡	
	2400 ← 215° 035° →		2400				
6 NM		3.6 NM		1.4 NM	CVA 9.2	CVA 7.8	
CATEGORY		A		B			
S-3	1240-1 490 (500-1)		1240-1 490 (500-1 3/8)		1240-1 490 (500-1 1/2)		
CIRCLING	1300-1 549 (600-1)		1300-1 549 (600-1 1/2)		1320-2 569 (600-2)		

ELEV 751

TDZE 750

MIRL Rwy 3-21

HIRL Rwy 15-33

REIL Rws 3, 21, and 33

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

DAVENPORT, IOWA
Amdt 9C 08OCT20

41°37'N-90°35'W

DAVENPORT MUNI (DVN)
VOR RWY 3

NC-3, 12 JUN 2025 to 07 AUG 2025

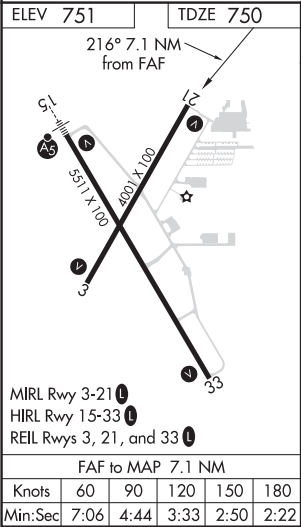
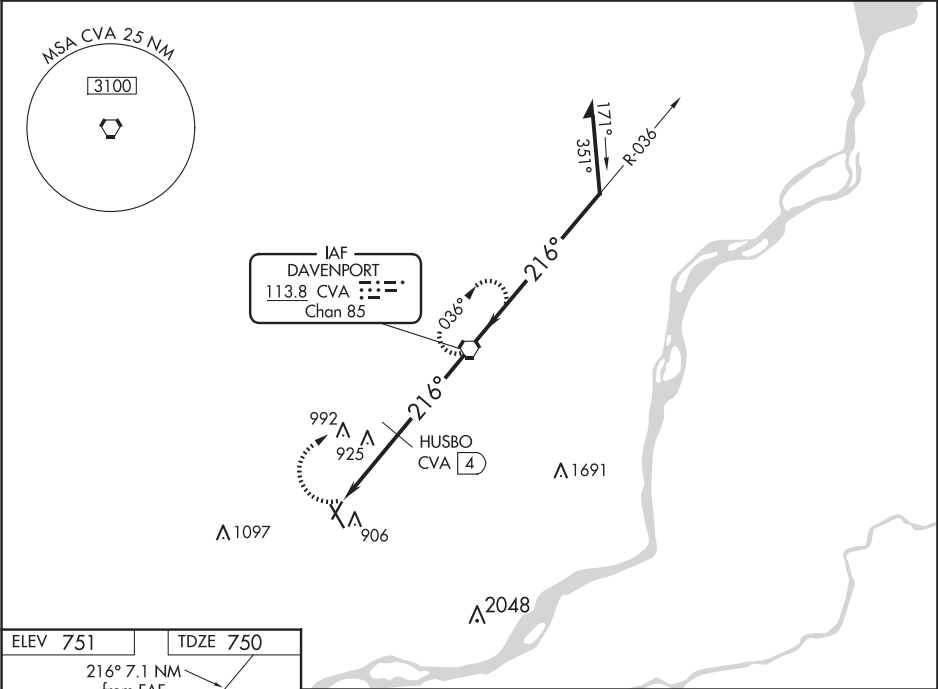
NC-3, 12 JUN 2025 to 07 AUG 2025

VORTAC CVA	APP CRS	Rwy Idg	4001
113.8	216°	TDZE	750
Chan 85		Apt Elev	751

VOR RWY 21
DAVENPORT MUNI (DVN)

<div><div></div><div></div></div> <div>Rwy 21 helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climbing right turn to 2400 direct CVA VORTAC and hold.
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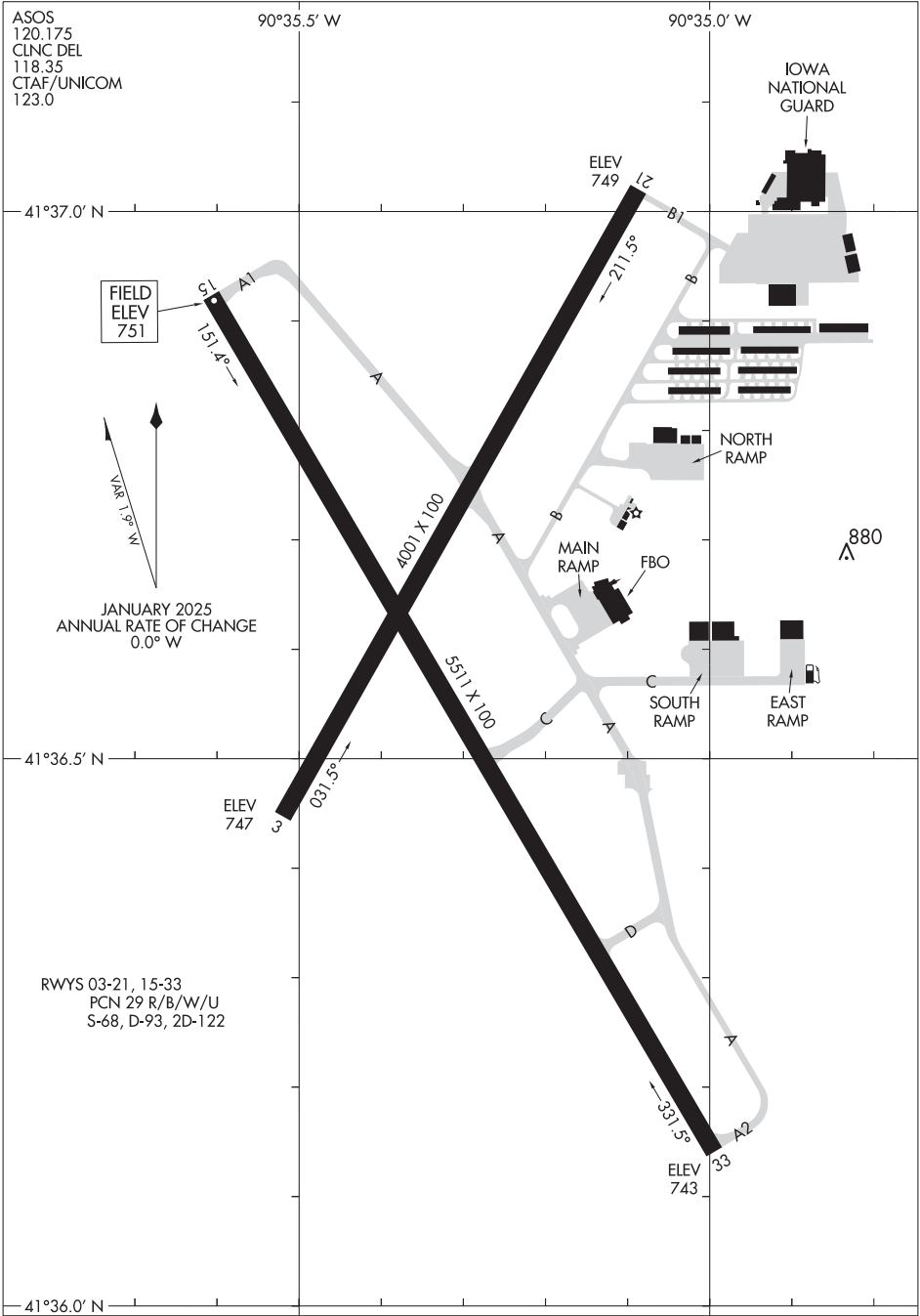
ASOS 120.175	QUAD CITY APP CON* 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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<div><div></div><div></div></div> <div>2400 CVA</div>	<div><div></div><div></div></div> <div>CVA VORTAC</div>	Remain within 10 NM		
<div><div></div><div></div></div> <div>CVA 7.1</div>	<div><div></div><div></div></div> <div>HUSBO CVA 4</div>	<div><div></div><div></div></div> <div>2400</div>		
3.1 NM	4 NM			
CATEGORY	A	B	C	D
S-21	1260-1 510 (600-1)		1260-1 $\frac{3}{8}$ 510 (600-1 $\frac{3}{8}$)	
CIRCLING	1300-1 549 (600-1)		1300-1 $\frac{1}{2}$ 549 (600-1 $\frac{1}{2}$)	1320-2 569 (600-2)
HUSBO FIX MINIMUMS (DME REQUIRED)				
S-21	1200-1 450 (500-1)		1200-1 $\frac{3}{8}$ 450 (500-1 $\frac{3}{8}$)	
CIRCLING	1300-1 549 (600-1)		1300-1 $\frac{1}{2}$ 549 (600-1 $\frac{1}{2}$)	1320-2 569 (600-2)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

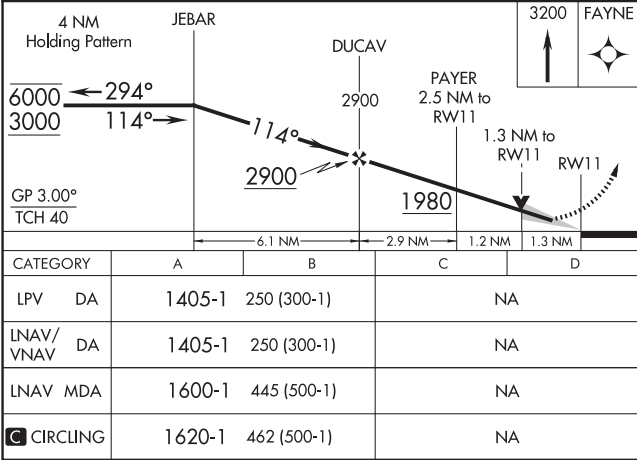
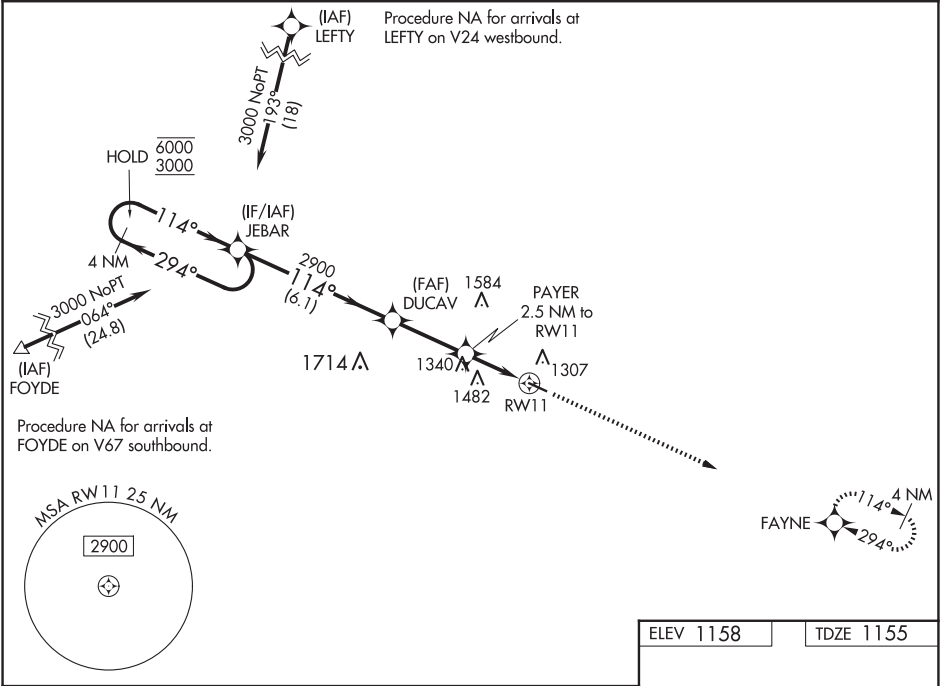
WAAS CH 78021 W11A	APP CRS 114°	Rwy Idg 4001 TDZE 1155 Apt Elev 1158
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RNAV (GPS) RWY 11

DECORAH MUNI (DEH)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3200 direct FAYNE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0
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ELEV 1158	TDZE 1155
REIL Rwy 11 and 29 0 MIRL Rwy 11-29 0	

DECORAH, IOWA

AL-5678 (FAA)

24277

APP CRS	Rwy Idg	4001
294°	TDZE	1158
	Apt Elev	1158

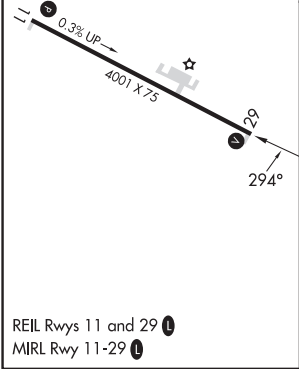
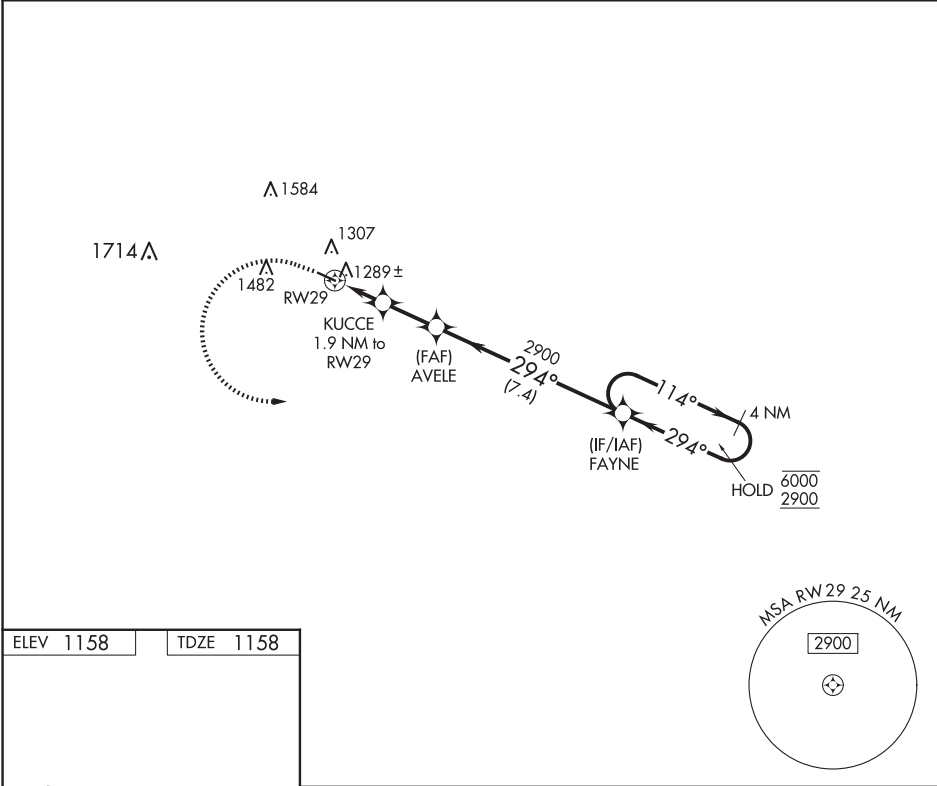
RNAV (GPS) RWY 29

DECORAH MUNI (DEH)

RNP APCH - GPS.
<div><div>▼</div><div>▲</div></div> Rwy 29 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2900 direct FAYNE and hold.

AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0
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1800	2900	FAYNE	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 58).	
↑	↶	✧	AVELE	FAYNE
KUCCE 1.9 NM to RW29		≤ 4.00° TCH 40	2900	114° → 6000 2900
RW29		2000	294°	← 294°
1.9 NM		2.1 NM	7.4 NM	4 NM Holding Pattern
CATEGORY	A	B	C	D
LNAV MDA	1540-1	382 (400-1)	NA	
CIRCLING	1620-1	462 (500-1)	NA	

DECORAH, IOWA
Amdt 1A 03OCT24

43°17'N-91°44'W

DECORAH MUNI (DEH)

RNAV (GPS) RWY 29

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 30
DENISON MUNI (DNS)

MISSED APPROACH:
Climb to 3300 direct
GECNU and hold.

120° 300° 4 NM GECNU

1780 1794 1456± 1439 1539± RW30 WERAV 2.7 NM to RW30 1544± 1352± 1892± (FAF) LAJIE 3000 (6) 3900 NoPT (IAF) NIMFI 3900 NoPT (IF/IAF) OTLAZ 6000 3900 HOLD 4 NM OTLAZ

30 NM to UKUPY 120° 030° UKUPY 3900

30 NM to NIMFI 120° 210° NIMFI 3900

30 NM to OTLAZ (NoPT) 120° 210° 030° OTLAZ 3900

ELEV 1274	TDZE 1266
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3300
↑
GECON

VGSB and RNAV glidepath not coincident
(VGSB Angle 3.50/TCH 40).

4 NM
Holding Pattern

OTLAZ

*RNAV only

WERAV
2.7 NM to
RW30

LALJE
3000

120° → 6000
← 300° 3900

*1.6 NM to RW30

*2140

300°

3000

GP 3.00°
TCH 40

CATEGORY	A	B	C	D
LPV DA	1551-1	285 (300-1)		NA
RNAV/ VNAV	1853-1 ³ / ₄	587 (600-1 ³ / ₄)		NA
RNAV MDA	1800-1	534 (600-1)	1800-1 ¹ / ₂ 534 (600-1 ¹ / ₂)	NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	2100-2 ¹ / ₂ 826 (900-2 ¹ / ₂)	NA

DENISON MUNI (DNS)
RNAV (GPS) RWY 30

LOC/DME I-DWW 111.5 Chan 52	APP CRS 053°	Rwy Ldg TDZE Apt Elev 931 958
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ILS or LOC RWY 5
DES MOINES INTL (DSM)

▼ For inop ALS, increase S-LOC 5 Cats C and D visibility to 1½ SM and CEDIP fix minimums Cats C and D visibility to RVR 5500.

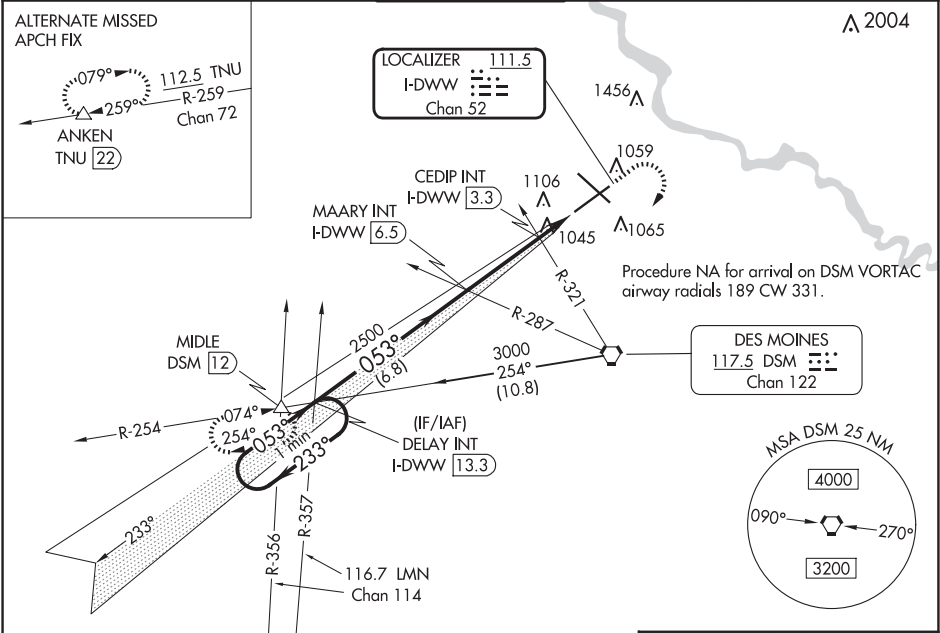
▲ Autopilot coupled approach NA below 1256 MSL.

#RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then on DSM VORTAC R-254 to MIDDLE INT/DSM 12 DME and hold.

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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One Minute Holding Pattern

3000

GS 3.00°
TCH 55

233°

053°

2500

053°

2500

MAARY INT I-DWW [6.5]

CEDIP INT I-DWW [3.3]

*LOC only

*I-DWW [2.7]

I-DWW [1.7]

*1440

6.8 NM

3.2 NM

0.6

1 NM

CATEGORY	A	B	C	D
S-ILS 5 #	1131/24			
S-LOC 5	1440/24	509 (500-½)	1440/55	509 (500-1)
C CIRCLING	1440-1	482 (500-1)	1600-1¾ 642 (700-1¾)	1760-2½ 802 (900-2½)
CEDIP FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 5	1300/24	369 (400-½)	1300/35	369 (400-¾)
C CIRCLING	1420-1	462 (500-1)	1600-1¾ 642 (700-1¾)	1760-2½ 802 (900-2½)

ELEV 958 **D** TDZE 931

REIL Rwy 5 and 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

DES MOINES, IOWA

AL-117 (FAA)

25163

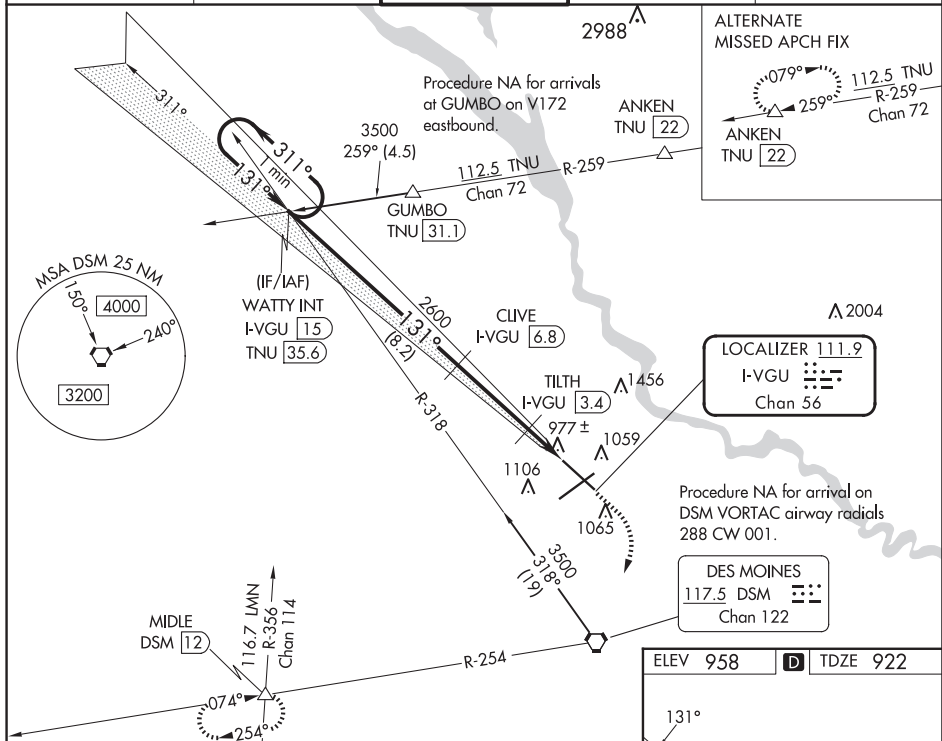
LOC/DME I-VGU 111.9 Chan 56	APP CRS 131°	Rwy Ldg TDZE 922 Apt Elev 958	9001
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ILS or LOC RWY 13

DES MOINES INTL (DSM)

V DME required. For inop ALS, increase S-LOC 13 Cots C/D visibility to RVR 4500. A #RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then on DSM VORTAC R-254 to MIDDLE INT/DSM 12 DME and hold.
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ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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One Minute Holding Pattern		WATTY INT I-VGU 15		1600 ↑		3000 ↘		DSM ⬡		DSM R-254		MIDDLE △	
3500 ← 311° 131° →		131°		CLIVE I-VGU 6.8		TILTH I-VGU 3.4		*LOC only		DSM R-254		MIDDLE △	
GS 3.00° TCH 56		2600		*1440		*I-VGU 2.5		I-VGU 1.7		DSM R-254		MIDDLE △	
		8.2 NM		3.4 NM		0.9 NM		0.9 NM		DSM R-254		MIDDLE △	
CATEGORY		A		B		C		D		DSM R-254		MIDDLE △	
S-ILS 13 #		1122/24		200 (200-½)						DSM R-254		MIDDLE △	
S-LOC 13		1240/24		318 (300-½)						DSM R-254		MIDDLE △	
CIRCLING		1420-1 462 (500-1)		1600-1¾ 642 (700-1¾)		1760-2½ 802 (900-2½)				DSM R-254		MIDDLE △	
										DSM R-254		MIDDLE △	

Diagram illustrating the approach path and holding pattern for the S-ILS 13 # and S-LOC 13 procedures. The path starts at 3500 feet, turns left 311 degrees, then right 131 degrees, and finally right 131 degrees to the final approach. The final approach is a straight line to the runway, with a 10.4% DOWN slope. The path is marked with altitudes and distances: 3500, 2600, 1440, 1600, 1760, and 1800 feet. The distances are 8.2 NM, 3.4 NM, 0.9 NM, and 0.9 NM. The path is also marked with a 10.4% UP slope and a 10.4% DOWN slope. The diagram includes a TWR 1048 and a REIL Rwy 5 and 23. The diagram also shows the FAF to MAP 5.1 NM.

Diagram illustrating the approach path and holding pattern for the S-ILS 13 # and S-LOC 13 procedures. The path starts at 3500 feet, turns left 311 degrees, then right 131 degrees, and finally right 131 degrees to the final approach. The final approach is a straight line to the runway, with a 10.4% DOWN slope. The path is marked with altitudes and distances: 3500, 2600, 1440, 1600, 1760, and 1800 feet. The distances are 8.2 NM, 3.4 NM, 0.9 NM, and 0.9 NM. The path is also marked with a 10.4% UP slope and a 10.4% DOWN slope. The diagram includes a TWR 1048 and a REIL Rwy 5 and 23. The diagram also shows the FAF to MAP 5.1 NM.

REIL Rwy 5 and 23 TDZ/CL Rwy 31 HIRL Rwy 13-31 and 5-23	
FAF to MAP 5.1 NM	
Knots	60 90 120 150 180
Min:Sec	5:06 3:24 2:33 2:02 1:42

DES MOINES, IOWA

Amdt 10A 12JUN25

41°32'N-93°40'W

DES MOINES INTL (DSM)

ILS or LOC RWY 13

NC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-DSM 110.3 Chan 40	APP CRS 311°	Rwy Ldg TDZE Apt Elev 9001 958 958
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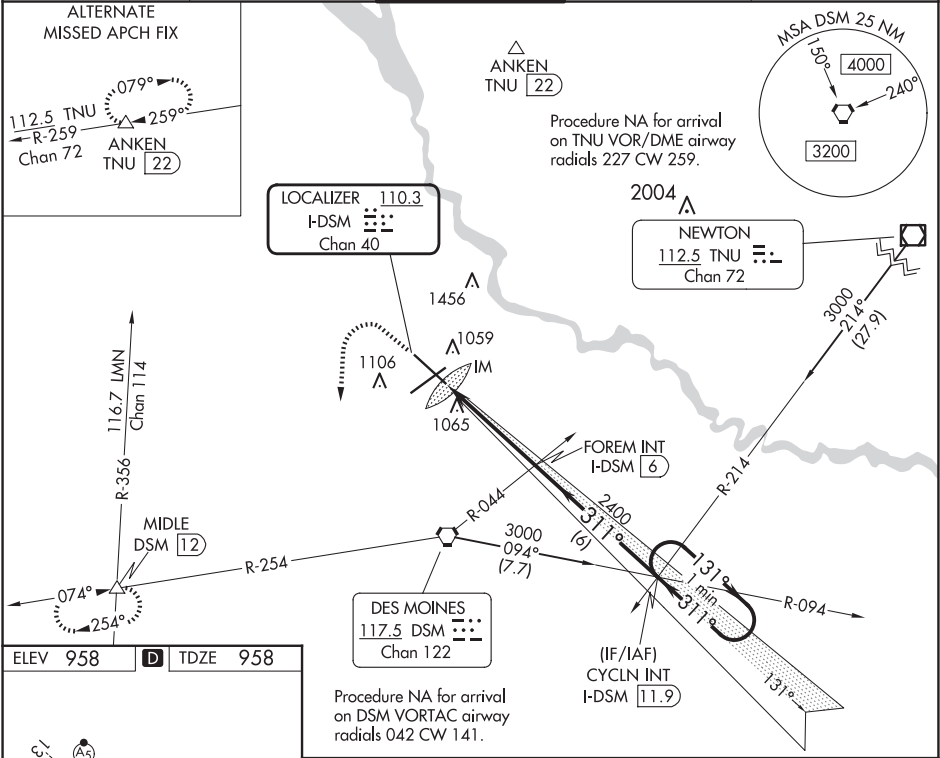
ILS or LOC RWY 31
DES MOINES INTL (DSM)

A For inop ALS, increase S-ILS 31 Cat E visibility to RVR 4000 and S-LOC 31 Cat E visibility to RVR 6000.

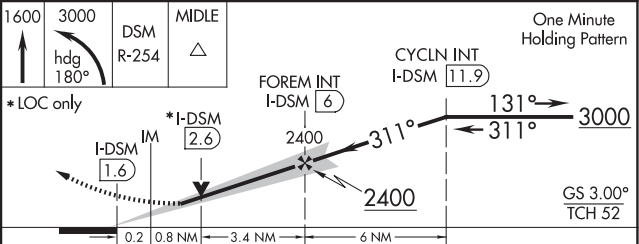
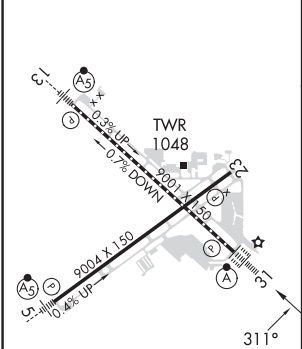
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 180° and on DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 958	D	TDZE 958
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CATEGORY	A	B	C	D	E
S-ILS 31	1158/18 200 (200-½)				
S-LOC 31	1340/24	382 (400-½)	1340/35	382 (400-¾)	
C CIRCLING	1420-1	462 (500-1)	1600-1½ 642 (700-1½)	1760-2½ 802 (900-2½)	1760-2¾ 802 (900-2¾)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

DES MOINES, IOWA

AL-117 (FAA)

25163

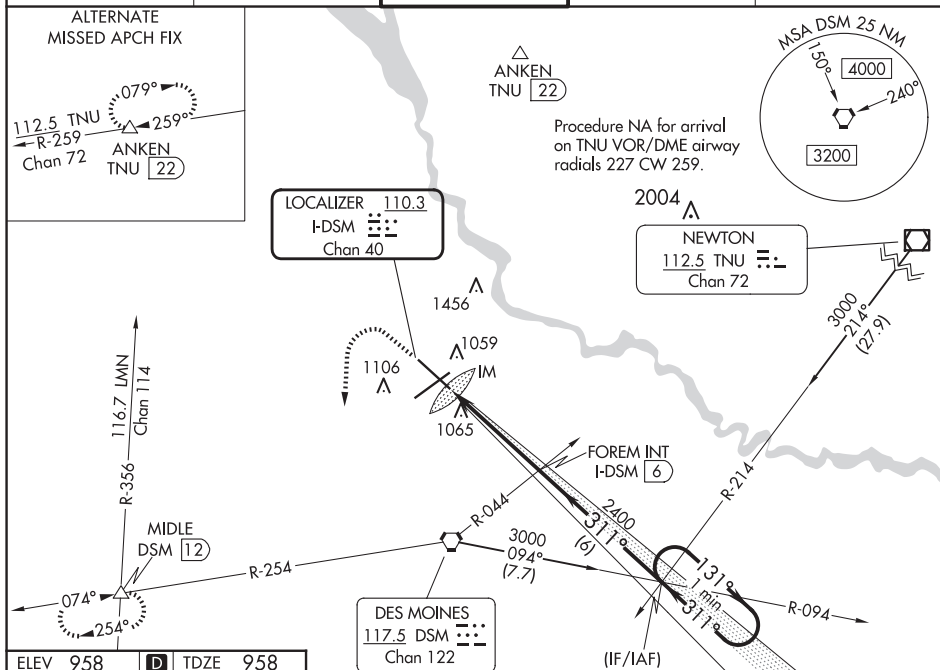
LOC/DME I-DSM 110.3 Chan 40	APP CRS 311°	Rwy Ldg TDZE Apt Elev 9001 958 958
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ILS RWY 31 (SA CAT I)

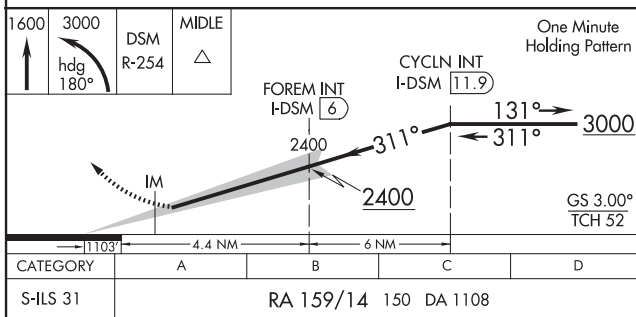
DES MOINES INTL (DSM)

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSF-2 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 180° and on DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.
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ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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Procedure NA for arrival on DSM VORTAC airway radials 042 CW 141.



REIL Rwy 5 and 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DES MOINES, IOWA
Amdt 24B 12JUN25

41°32'N-93°40'W

DES MOINES INTL (DSM)
ILS RWY 31 (SA CAT I)

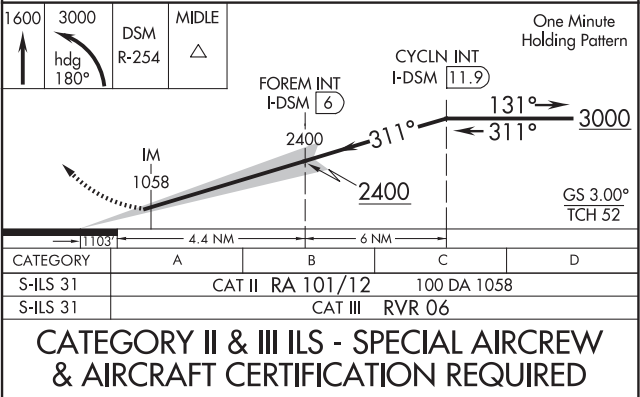
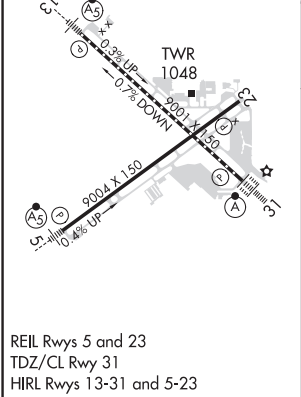
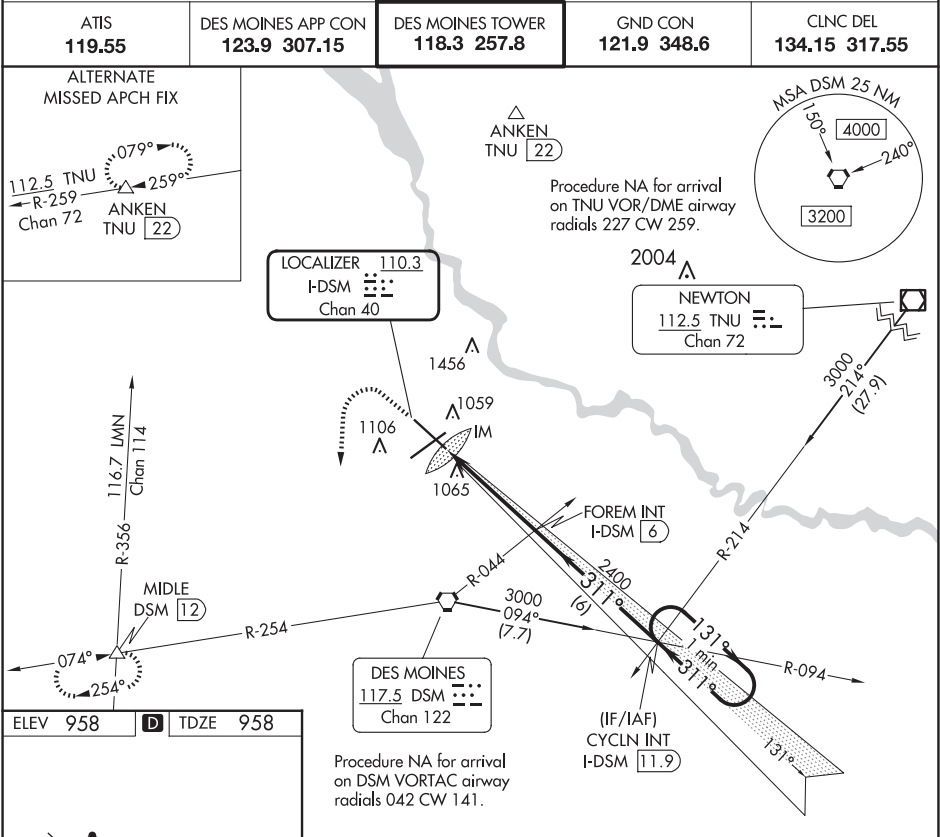
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-DSM 110.3 Chan 40	APP CRS 311°	Rwy Ldg TDZE 958 Apt Elev 958	9001
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ILS RWY 31 (CAT II & III)
DES MOINES INTL (DSM)

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

DES MOINES, IOWA

AL-117 (FAA)

24193

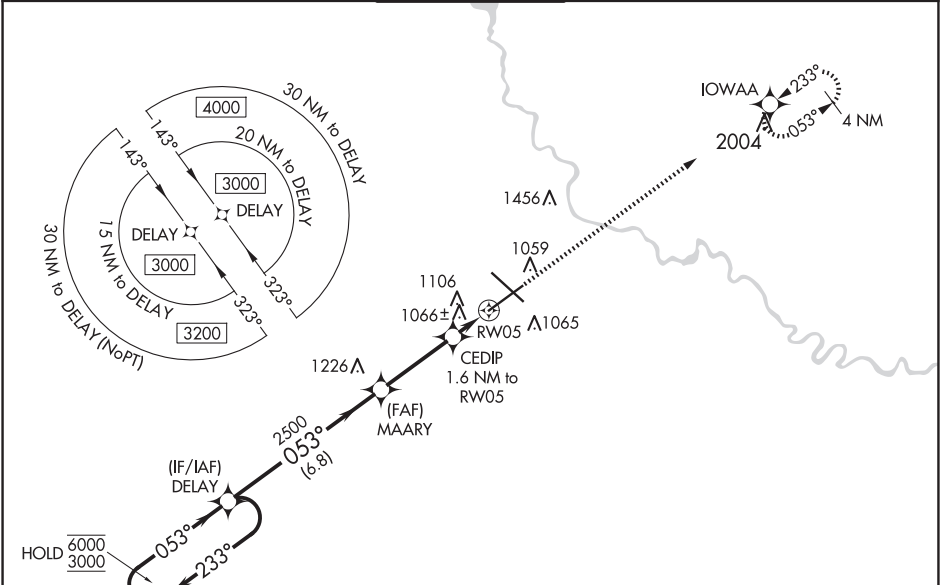
WAAS CH 69202 W05A	APP CRS 053°	Rwy Idg 9004 TDZE 931 Apt Elev 958
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RNAV (GPS) RWY 5

DES MOINES INTL (DSM)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 3100 direct IOWAA and hold.
<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.</p> <p>*RVR 1800 authorized with use of FD or AP or HUD to DA.</p>			

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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DES MOINES, IOWA
Amdt 4B 11JUL24

41°32'N-93°40'W

DES MOINES INTL (DSM)

RNAV (GPS) RWY 5

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 72602 W13A	APP CRS 131°	Rwy Idg 9001 TDZE 922 Apt Elev 958
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RNAV (GPS) RWY 13

DES MOINES INTL (DSM)

⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cats C and D visibility to RVR 4500.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct CYCLN and hold.

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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The main chart displays the RNAV (GPS) RWY 13 approach. It includes a holding pattern for WATTY (IF/IAF) with altitudes of 311° and 131° for a 4 NM hold. The approach path proceeds through CLIVE ((FAF)) and TILTH (1.7 NM to RW13) to the runway. Key altitudes include 2600 (8.2 NM), 1106, 977±, 1065, 1456, 1059, and 2004. A circular diagram shows holding altitudes of 3500 and 4000 for various distances (10 NM, 30 NM) to WATTY. A CYCLN (Climb) symbol is shown with a 4 NM distance.

ELEV 958 **D** TDZE 922

REIL Rwy 5 and 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

WATTY					3000		CYCLN			
4 NM Holding Pattern										
3500 ← 311° GP 3.00° TCH 56										
→ 131°										
2600										
CLIVE										
2600										
TILTH 1.7 NM to RW13										
*1500										
*0.9 NM to RW13										
RW13										
*LNAV only										
8.2 NM 3.4 NM 0.8 NM 0.9 NM										
CATEGORY	A	B	C	D						
LPV DA#	1122/24 200 (200-½)									
LNAV/VNAV DA	1172/24 250 (300-½)									
LNAV MDA	1240/24 318 (300-½)									
CIRCLING	1420-1	462 (500-1)	1600-1¾ 642 (700-1¾)	1760-2½ 802 (900-2½)						

DES MOINES, IOWA

Amdt 2A 29MAR18

41°32'N-93°40'W

151

DES MOINES INTL (DSM)

RNAV (GPS) RWY 13

WAAS CH 97541 W23A	APP CRS 233°	Rwy Idg 9004 TDZE 940 Apt Elev 958
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RNAV (GPS) RWY 23
DES MOINES INTL (DSM)

T Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For
A uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-20°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct DELAY and hold.

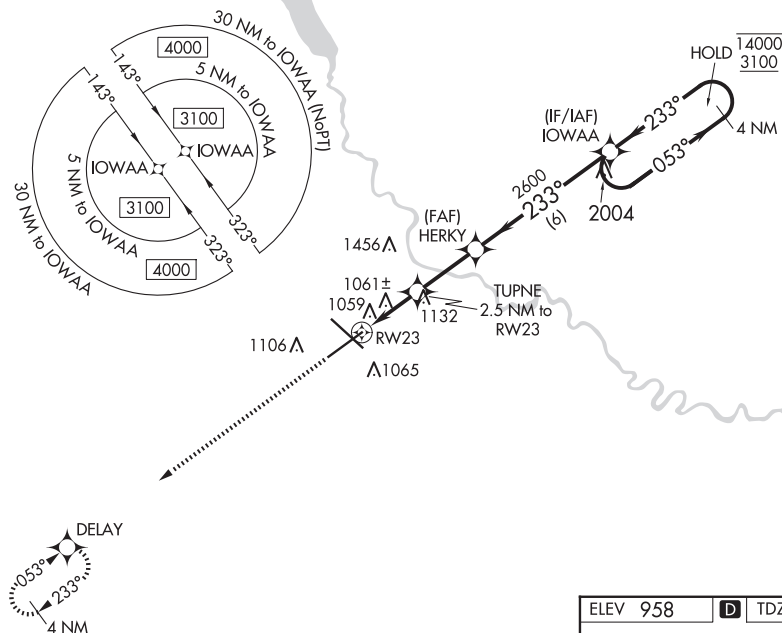
ATIS
119.55

DES MOINES APP CON
123.9 307.15

DES MOINES TOWER
118.3 257.8

GND CON
121.9 348.6

CLNC DEL
134.15 317.55



3000 DELAY

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 60).

IOWAA 4 NM Holding Pattern

053° 14000 233° 3100

TUPNE 2.5 NM to RW23

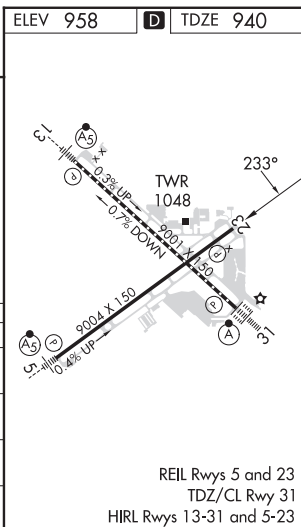
HERKY 2600

1780 2600

GP 3.00° TCH 56

1 NM 1.5 NM 2.6 NM 6 NM

CATEGORY		A	B	C	D
LPV	DA	1263-1 323 (400-1)			
LNAV/ VNAV	DA	1220-7/8 280 (300-7/8)			
LNAV	MDA	1320-1 380 (400-1)			
C CIRCLING		1420-1 462 (500-1)	1600-1 ³ / ₄ 642 (700-1 ³ / ₄)	1760-2 ¹ / ₂ 802 (900-2 ¹ / ₂)	



DES MOINES, IOWA
Amdt 3 30NOV23

41°32'N-93°40'W

DES MOINES INTL (DSM)
RNAV (GPS) RWY 23

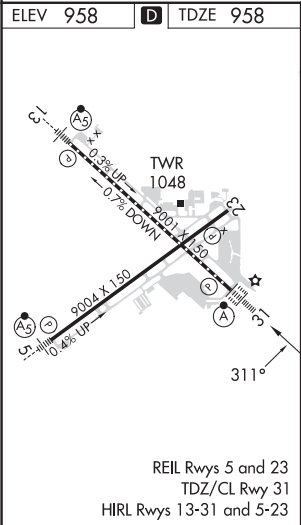
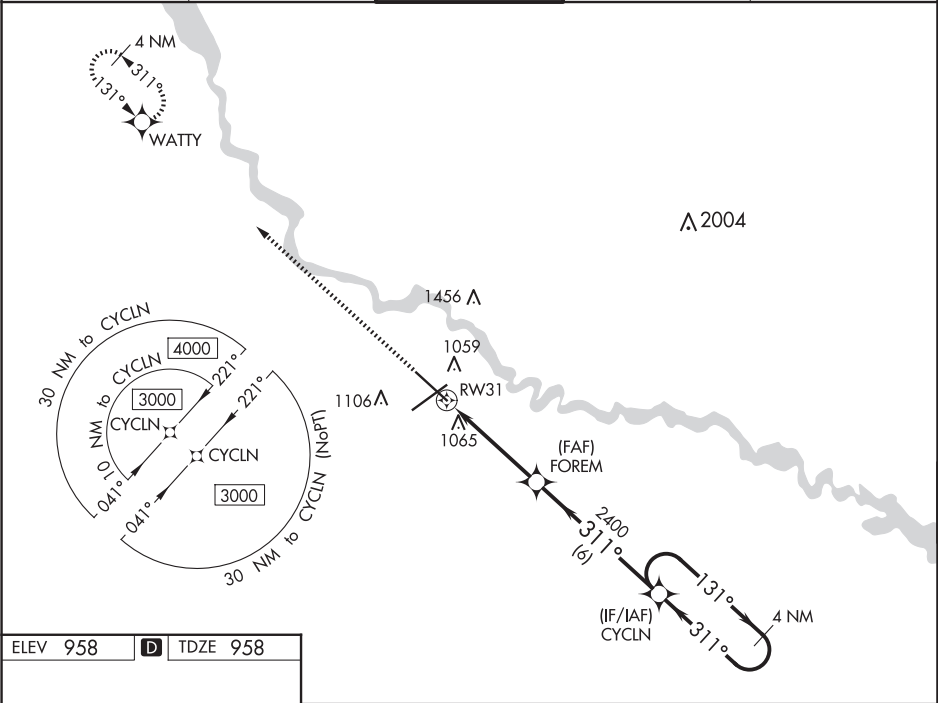
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78002 W31A	APP CRS 311°	Rwy Idg 9001 TDZE 958 Apt Elev 958
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RNAV (GPS) RWY 31

DES MOINES INTL (DSM)

RNP APCH - GPS.		ALSF-2	MISSED APPROACH: Climb to 3500 direct WATTY and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° or above 54°. For inop ALS, increase LNAV Cats C/D visibility to RVR 5500. Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.				
ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55



3500 WATTY		FOREM		CYCLN	
*LNAV only		*1 NM to RW31		4 NM Holding Pattern	
RW31		2400		131° → 3000	
1 NM		3.4 NM		← 311°	
CATEGORY		A		B	
LPV DA		1158/18		200 (200-½)	
LNAV/VNAV DA		1354/35		396 (400-¾)	
LNAV MDA		1320/24		362 (400-½)	
CIRCLING		1420-1		462 (500-1)	
		1600-1¾		1760-2½	
		642 (700-1¾)		802 (900-2½)	

DES MOINES, IOWA

AL-117 (FAA)

24025

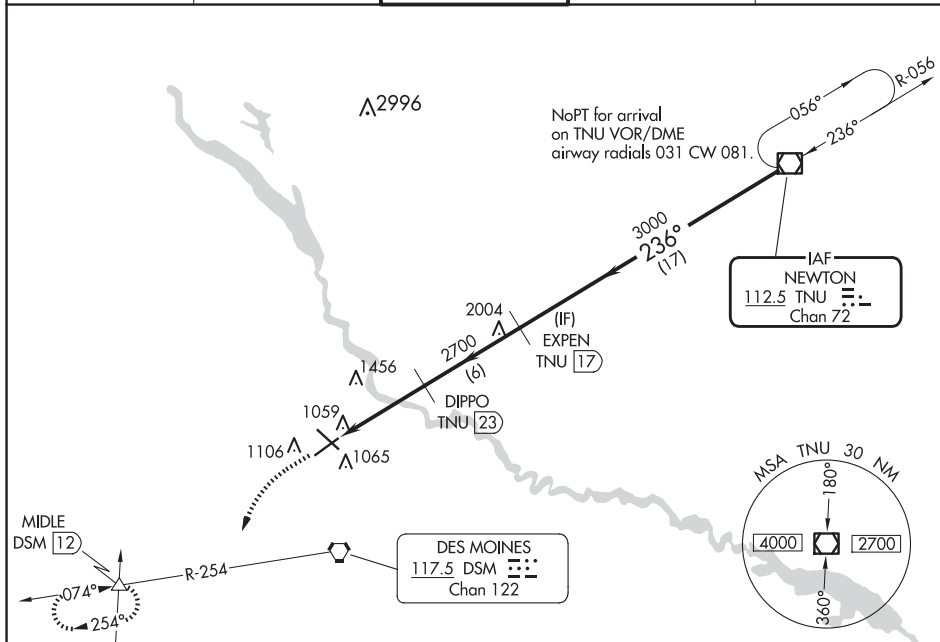
VOR/DME TNU 112.5 Chan 72	APP CRS 236°	Rwy Idg TDZE Apt Elev	9004 939 958
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VOR RWY 23

DES MOINES INTL (DSM)

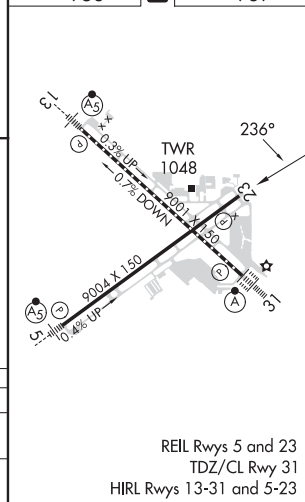
DME required.	MISSED APPROACH: Climb to 3000 then climbing left turn to 3000 on heading 200° and on DSM VORTAC R-254 direct MIDDLE INT/DSM 12 DME and hold.
Rwy 23 helicopter visibility reduction below 3/4 SM NA.	

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 958	D TDZE 939
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2000	3000	DSM R-254	MIDDLE	EXPEN TNU (17)	TNU VOR/DME
↑	hdg 200°		△		
			DIPPO TNU (23)		
			TNU (28.5)		
			≤ 2.95° TCH 56		
			2700	3000	3000
			5.5 NM	6 NM	17 NM
CATEGORY	A	B	C	D	
S-23	1720-1 781 (800-1)	1720-1½ 781 (800-1¼)	1720-2½ 781 (800-2½)		
CIRCLING	1720-1 762 (800-1)	1720-1½ 762 (800-1¼)	1720-2½ 762 (800-2½)	1760-2½ 802 (900-2½)	



REIL Rwy 5 and 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

DES MOINES, IOWA

Orig-C 07OCT21

41°32'N-93°40'W

DES MOINES INTL (DSM)

VOR RWY 23

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

(DSM2.DSM) 24361

DES MOINES TWO DEPARTURE

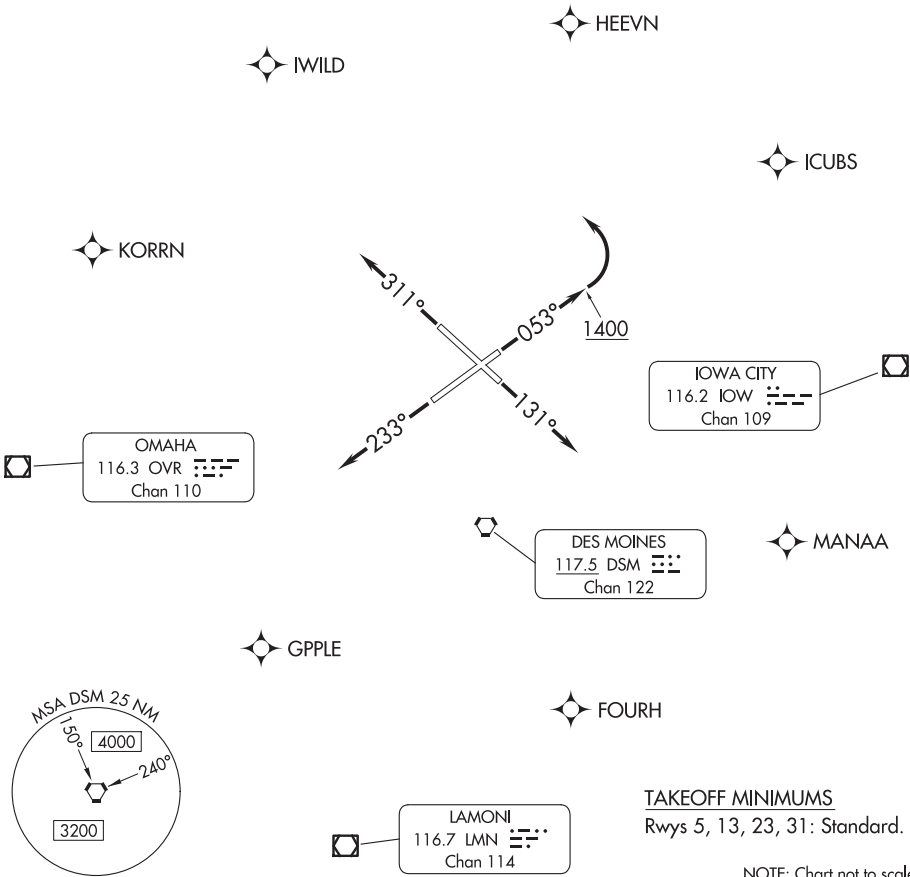
AL-117 (FAA)

DES MOINES INTL (DSM)
DES MOINES, IOWA

TOP ALTITUDE:
5000

For waypoints: RNAV 1 - GPS.
RADAR required.

DES MOINES DEP CON
123.9 307.15
CLNC DEL
134.15 317.55



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1400 before turning left for RADAR vectors to assigned route/fix, thence . . .

TAKEOFF RUNWAY 13: Climb on heading 131° for RADAR vectors to assigned route/fix, thence . . .

TAKEOFF RUNWAY 23: Climb on heading 233° for RADAR vectors to assigned route/fix, thence . . .

TAKEOFF RUNWAY 31: Climb on heading 311° for RADAR vectors to assigned route/fix, thence . . .

. . . maintain 5000. Expect clearance to filed altitude 10 minutes after departure.

DES MOINES TWO DEPARTURE
(DSM2.DSM) 26DEC24

DES MOINES, IOWA
DES MOINES INTL (DSM)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

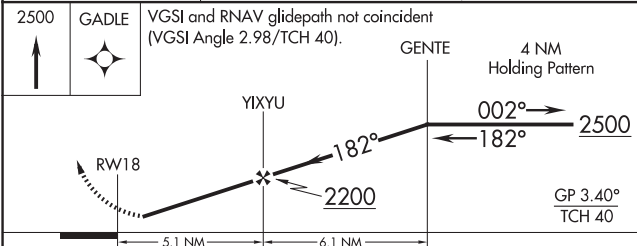
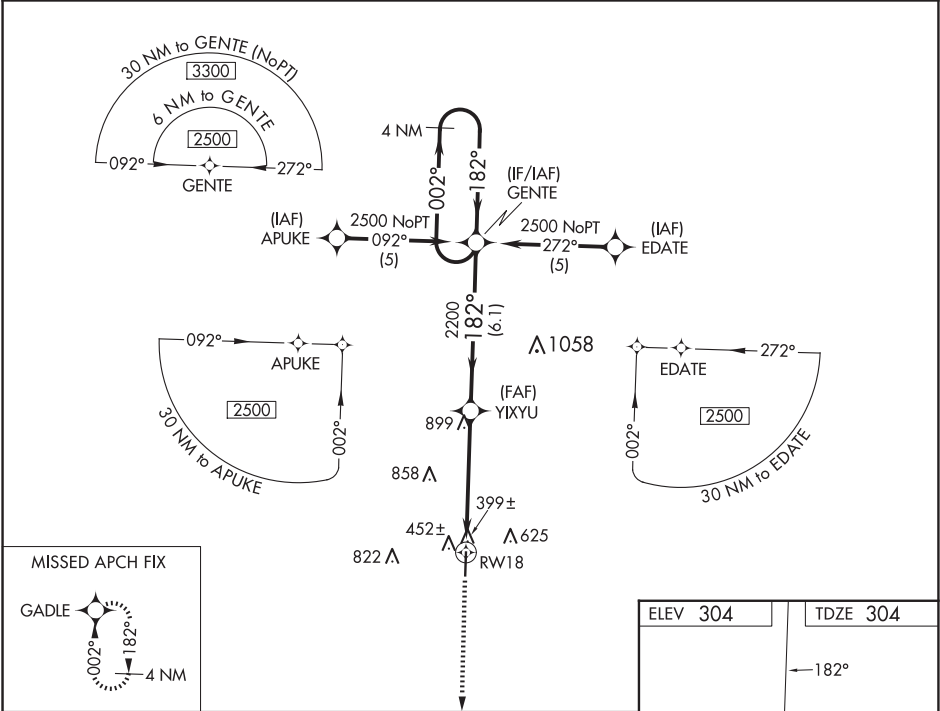
WAAS CH 62808 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	5000 304 304
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RNAV (GPS) RWY 18

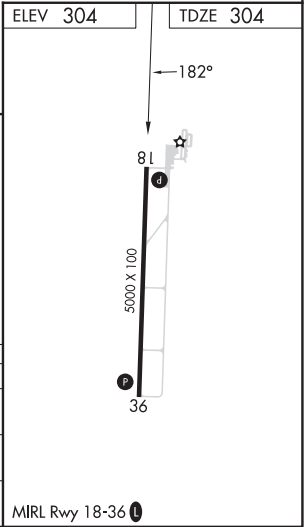
DEXTER MUNI (DXE)

RNP APCH.	<p>MISSED APPROACH: Climb to 2500 direct GADLE and hold.</p>
<p>▼ Baro-VNAV NA. Use Poplar Bluff altimeter setting, when not received use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats and increase all MDA 40 feet. Rwy 18 helicopter visibility reduction below ¾ SM NA.</p> <p>▲ NA</p>	

POF ASOS 124.225	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	724-1¼	420 (500-1¼)		NA
LNAV/VNAV DA	854-1¾	550 (600-1¾)		NA
LNAV MDA	1200-1¼	896 (900-1¼)	1200-2¾ 896 (900-2¾)	NA

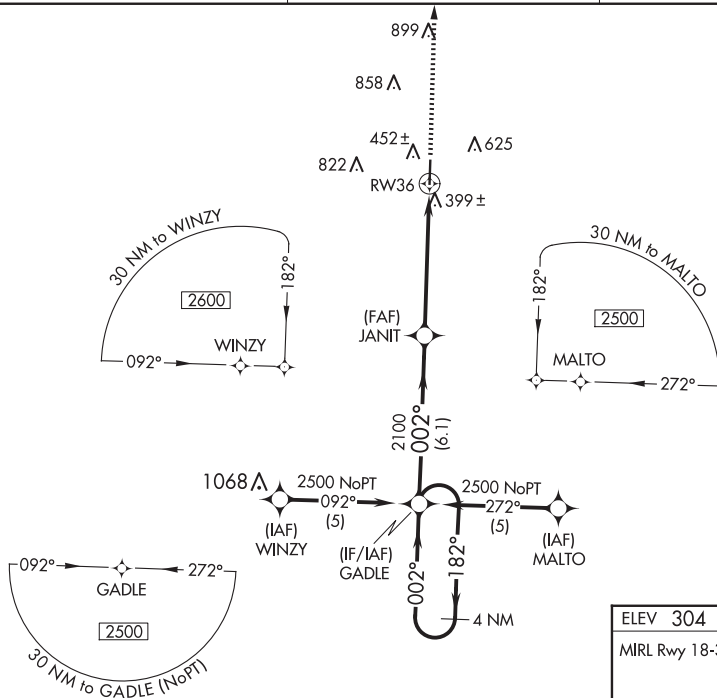


NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36
DEXTER MUNI (DXE)

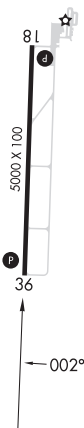
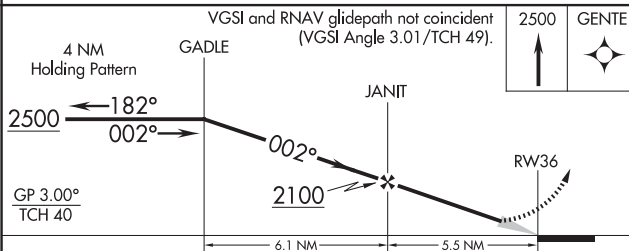
MISSED APPROACH: Climb to 2500
direct GENTE and hold.

UNICOM
122.7 (CTAF) **L**

MISSED APCH FIX



ELEV 304	TDZE 298
MIRL Rwy 18-36 L	



CATEGORY	A	B	C	D
LPV DA	595-1 297 (300-1)			
LNAV/ VNAV DA	795-1 $\frac{3}{4}$ 497 (500-1 $\frac{3}{4}$)			
LNAV MDA	880-1 582 (600-1)	880-1 $\frac{1}{2}$ 582 (600-1 $\frac{1}{2}$)	880-1 $\frac{3}{4}$ 582 (600-1 $\frac{3}{4}$)	

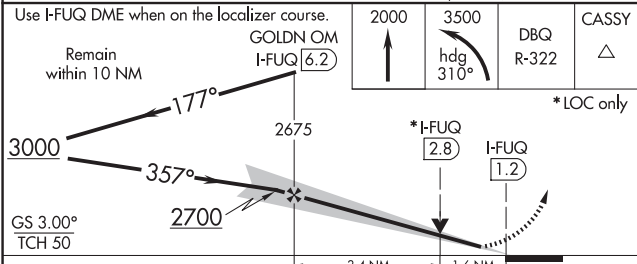
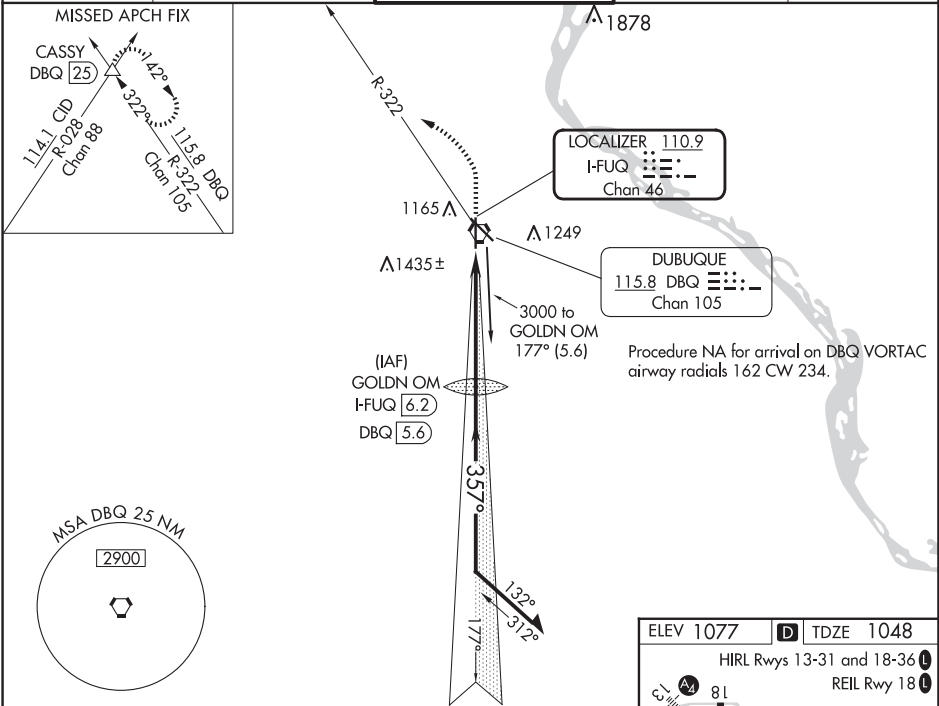
DEXTER MUNI (DXE)
RNAV (GPS) RWY 36

LOC/DME I-FUQ	APP CRS	Rwy Idg	6327
110.9	357°	TDZE	1048
Chan 46		Apt Elev	1077

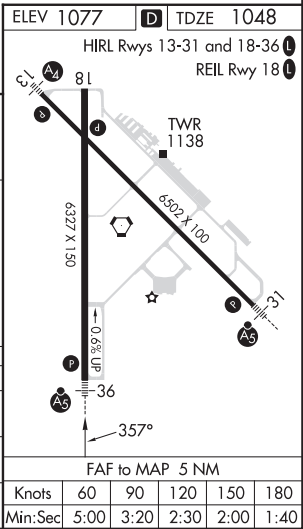
ILS or LOC RWY 36
DUBUQUE RGNL (DBQ)

DME or RADAR required for procedure entry.	MALSR	MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 on heading 310° and DBQ R-322 to CASSY INT/DBQ 25 DME and hold.
# RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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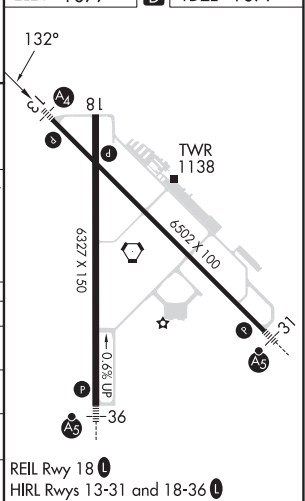
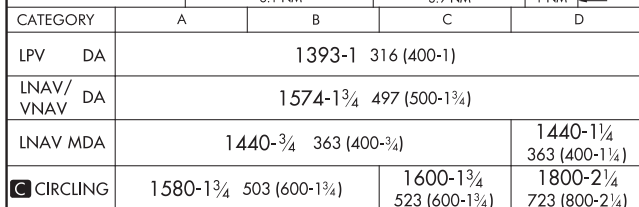
CATEGORY	A	B	C	D
S-ILS 36#		1248/24	200 (200-½)	
S-LOC 36	1580/24	532 (600-½)	1580/55	532 (600-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-½)	1800-2¼ 723 (800-2¼)



RNAV (GPS) RWY 13
DUBUQUE RGWL (DBQ)

MISSED APPROACH:
Climb to 3100 direct
JIPDA and hold.

ELEV 1077		TDZE 1077
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DUBUQUE RGNL (DBQ)
RNAV (GPS) RWY 13

WAAS CH 56431 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	6327 1073 1076
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RNAV (GPS) RWY 18

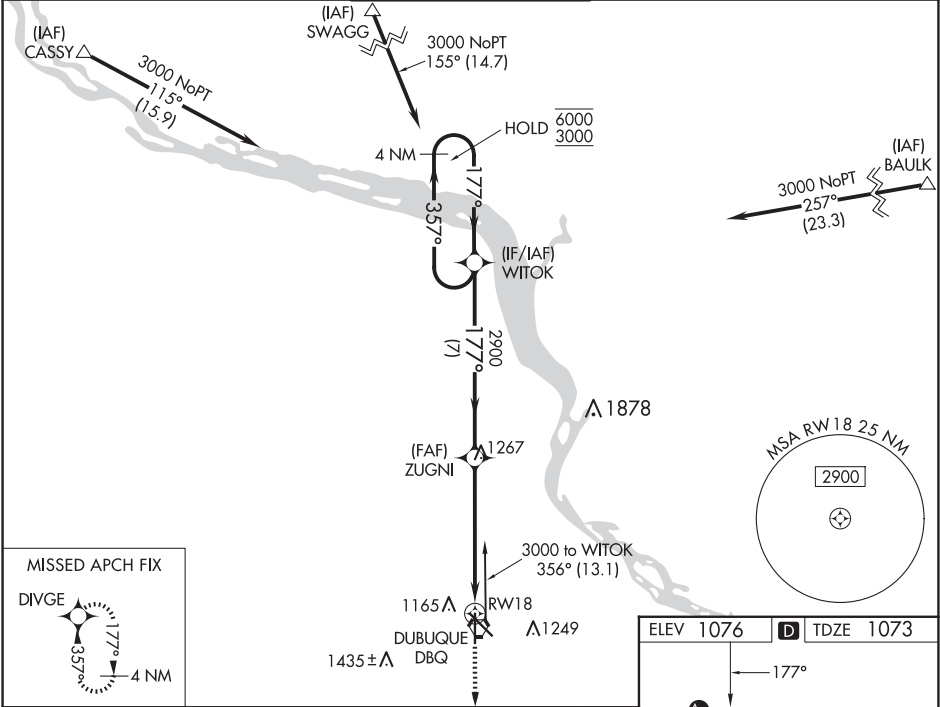
DUBUQUE RGNL (DBQ)

RNP APCH-GPS.

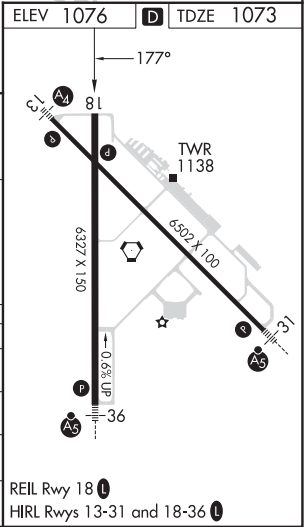
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

MISSED APPROACH: Climb to 2700 direct DIVE and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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4 NM Holding Pattern		WITOK		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).		2700	DIVE
6000 ← 357°		3000 → 177°		177°		2900	
GP 3.00°		TCH 50		2900		1.3 NM to RW18	
7 NM		4.3 NM		1.3 NM			
CATEGORY	A	B	C	D			
LPV DA	1323-¾		250 (300-¾)				
LNAV/VNAV DA	1334-⅞		261 (300-⅞)				
LNAV MDA	1520-1 447 (500-1)		1520-1⅓ 447 (500-1⅓)				
CIRCLING	1580-1 504 (600-1)		1600-1 524 (600-1)		1600-1½ 524 (600-1½)	1800-2¼ 724 (800-2¼)	



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

DUBUQUE, IOWA

AL-923 (FAA)

24249

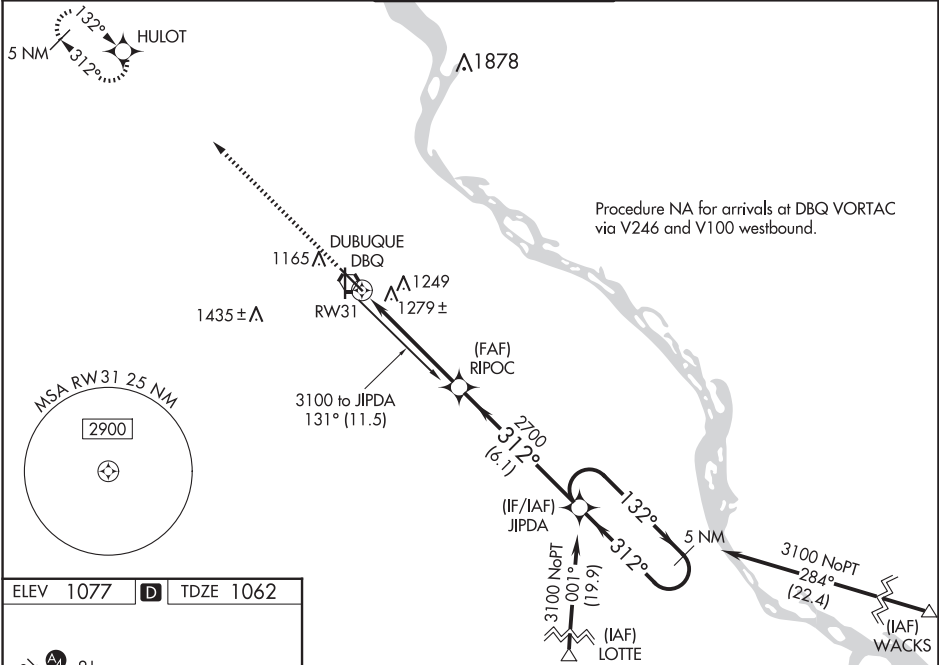
WAAS CH 69400 W31A	APP CRS 312°	Rwy Idg 6502 TDZE 1062 Apt Elev 1077
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RNAV (GPS) RWY 31

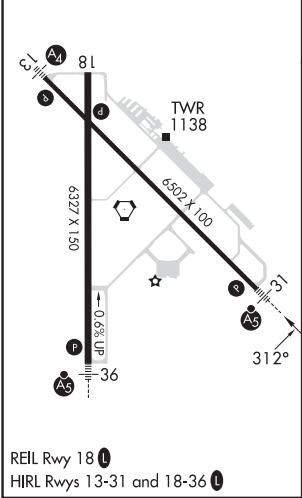
DUBUQUE RGNL (DBQ)



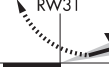

RNP APCH - GPS.		MALSRL	MISSED APPROACH: Climb to 2800 direct HULOT and hold.
<p>⚠ For inop ALS, increase LPV all Cats visibility to 1½ SM and LNAV Cats A and B visibility to 1 SM. Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP NA when using Monticello altimeter setting. If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.</p>			

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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ELEV 1077	D	TDZE 1062
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2800 		HULOT 		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 57).		JIPDA	
*LNAV only.				5 NM Holding Pattern			
		1.3 NM to RW31		RIPOC		312° 3100 GP 3.00° TCH 50	
1.3 NM		3.6 NM		6.1 NM			
CATEGORY	A		B		C		D
LPV DA	1481-1 419 (500-1)						
LNAV/ VNAV DA	1603-1½ 541 (600-1½)						
LNAV MDA	1540-¾ 478 (500-¾)					1540-1 478 (500-1)	
 CIRCLING	1620-2 543 (600-2)					1800-2¼ 723 (800-2¼)	

DUBUQUE, IOWA
Orig-B 11AUG22

42°24'N-90°43'W

DUBUQUE RGNL (DBQ) RNAV (GPS) RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 62807 W36A	APP CRS 357°	Rwy Idg TDZE 1048 Apt Elev 1077
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RNAV (GPS) RWY 36
DUBUQUE RGNL (DBQ)

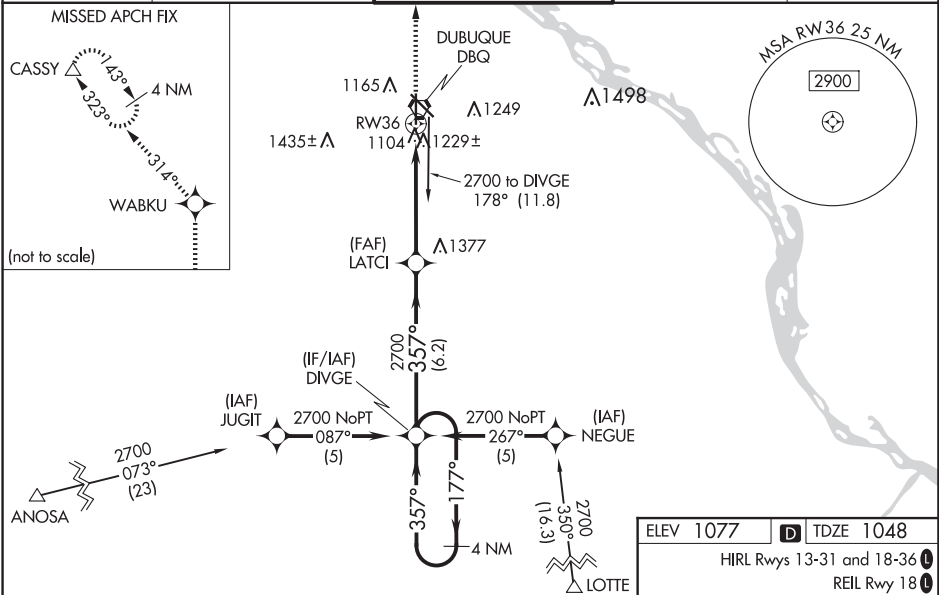
RNP APCH.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ¼ mile. For inop MALSR when using Monticello altimeter setting, increase LPV all Cats visibility to RVR 5000.
RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Monticello altimeter setting.

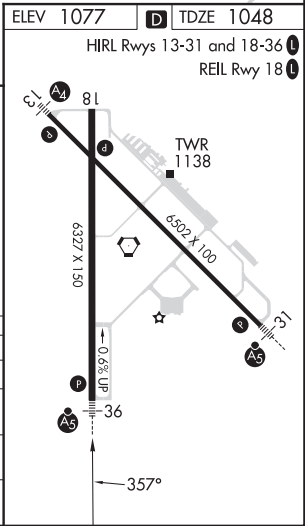
MALSR

MISSED APPROACH:
Climb to 3000 direct WABKU and via 314° track to CASSY and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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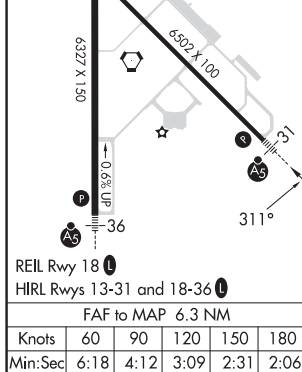
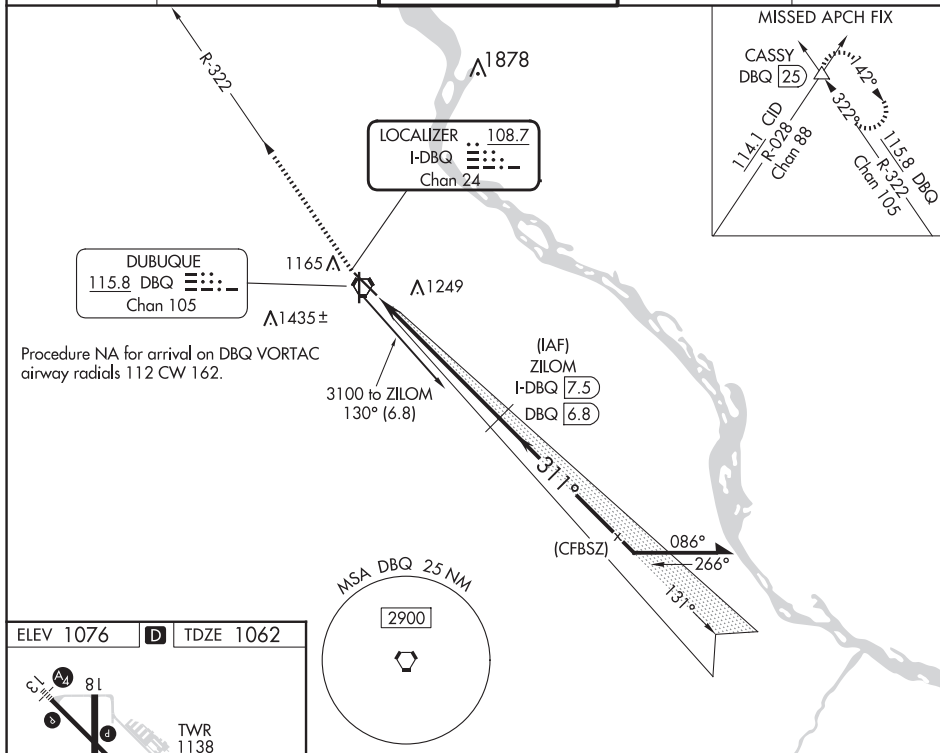


3000	WABKU	CASSY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).	
↑	314° tr	△	LATCI	DIVE
* LNAV only.		4 NM Holding Pattern		
RW36		1.1 NM	3.9 NM	6.2 NM
357°		2700	177°	2700
GP 3.00° TCH 50				
CATEGORY	A	B	C	D
LPV DA#	1248/24		200 (200-½)	
LNAV/VNAV DA	1525/60		477 (500-1¼)	
LNAV MDA	1480/24	432 (500-½)	1480/40 432 (500-¾)	1480/50 432 (500-1)
CIRCLING	1580-1	503 (600-1)	1600-1½ 523 (600-1½)	1800-2¼ 723 (800-2¼)



LOC RWY 31
DUBUQUE RGNL (DBQ)

MISSED APPROACH: Climb to 3500 on DBQ VORTAC R-322 to CASSY INT/DBQ 25 DME and hold.


UNICOM
122.95

DUBUQUE RGNL (DBQ)
LOC RWY 31

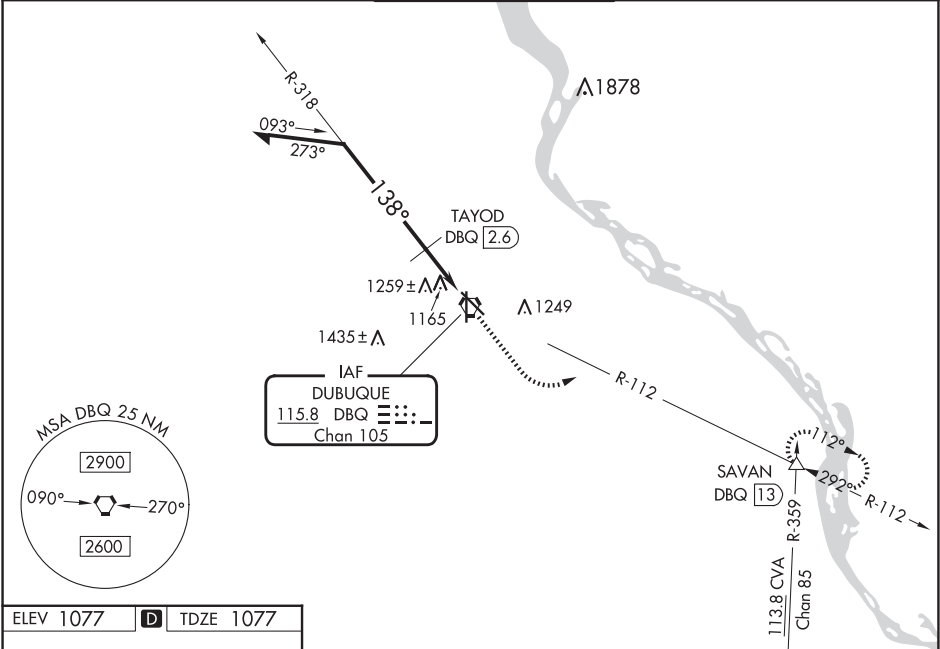
42°24'N-90°43'W

VORTAC DBQ	APP CRS	Rwy Idg	6502
115.8	138°	TDZE	1077
Chan 105		Apt Elev	1077

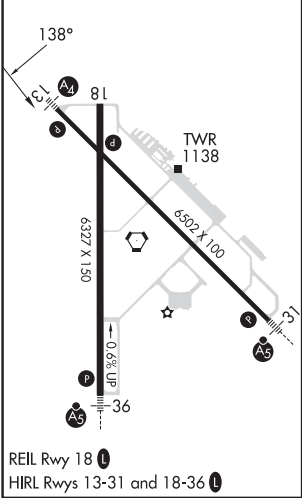
VOR RWY 13
DUBUQUE RGNL (DBQ)

<p>Inop table does not apply to Cat C. If local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 100 feet. VDP NA when using Monticello altimeter setting.</p>	<p>MALS</p> 	<p>MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via DBQ VORTAC R-112 to SAVAN INT/13 DME and hold.</p>
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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ELEV 1077	D	TDZE 1077
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).		DBQ VORTAC		2500 ↑	3300 DBQ R-112	SAVAN △
Remain within 10 NM		318°		*1880 when using Monticello altimeter setting.		
2800		138°				
TAYOD DBQ (2.6)		DBQ (1.8)				
*1780		3.03°				
TCH 50						
0.8 NM		1.3 NM		0.6 NM		
CATEGORY	A		B	C	D	
S-13	1780-¾	703 (800-¾)	1780-2 703 (800-2)	1780-2¼ 703 (800-2¼)		
CIRCLING	1780-1	703 (800-1)	1780-2 703 (800-2)	1800-2¼ 723 (800-2¼)		
TAYOD FIX MINIMUMS						
S-13	1520-¾	443 (500-¾)	1520-1¼ 443 (500-1¼)	1520-1½ 443 (500-1½)		
CIRCLING	1580-1	503 (600-1)	1600-1½ 523 (600-1½)	1800-2¼ 723 (800-2¼)		

DUBUQUE, IOWA

AL-923 (FAA)

24249

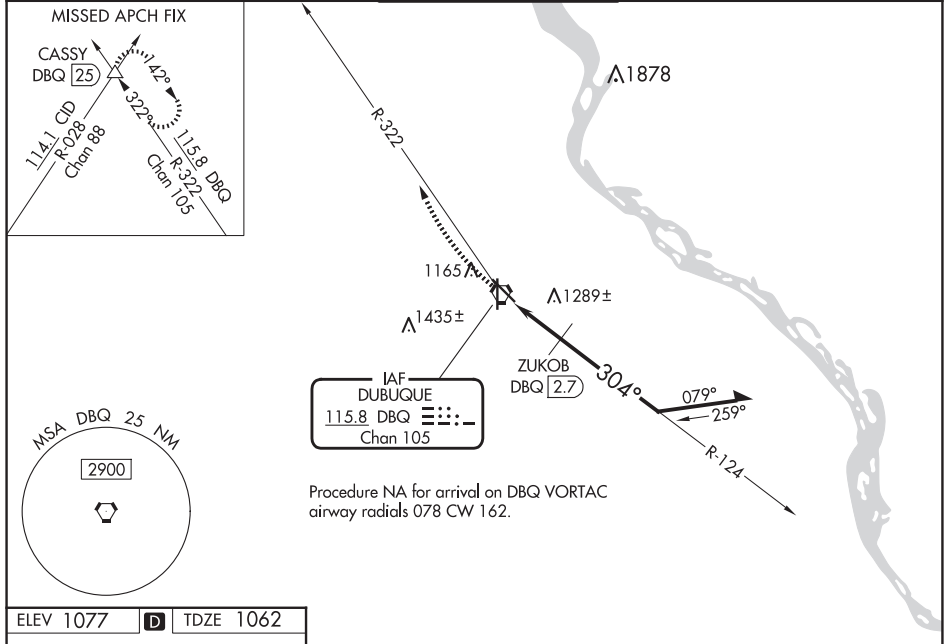
VORTAC DBQ 115.8 Chan 105	APP CRS 304°	Rwy Idg TDZE 1062 Apt Elev 1077
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VOR RWY 31

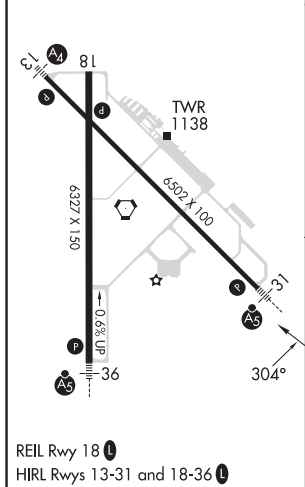
DUBUQUE RGNL (DBQ)

V A VOR minimums: For inop ALS, increase S-31 Cats C and D visibility to 2 SM. ZUKOB fix minimums: For inop ALS, increase S-31 Cats C and D visibility to 1½ SM.	MALSR AS MISSED APPROACH: Climbing right turn to 3500 on DBQ VORTAC R-322 to CASSY INT/ 25 DME and hold.
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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ELEV 1077	D	TDZE 1062
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3500 DBQ R-322	CASSY △				
CATEGORY	A	B	C	D	
S-31	1820-½ 758 (800-½)	1820-¾ 758 (800-¾)	1820-1¾	758 (800-1¾)	
C CIRCLING	1820-1 743 (800-1)	1820-1¼ 743 (800-1¼)	1820-2¼ 743 (800-2¼)	1820-2½ 743 (800-2½)	
ZUKOB FIX MINIMUMS					
S-31	1540-½	478 (500-½)	1540-1	478 (500-1)	
C CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1800-2 723 (800-2)	

DUBUQUE, IOWA
Amdt 13 26MAR20

42°24'N-90°43'W

DUBUQUE RGNL (DBQ)
VOR RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

VORTAC DBQ	APP CRS	Rwy Idg	6327
115.8	003°	TDZE	1048
Chan 105		Apt Elev	1077

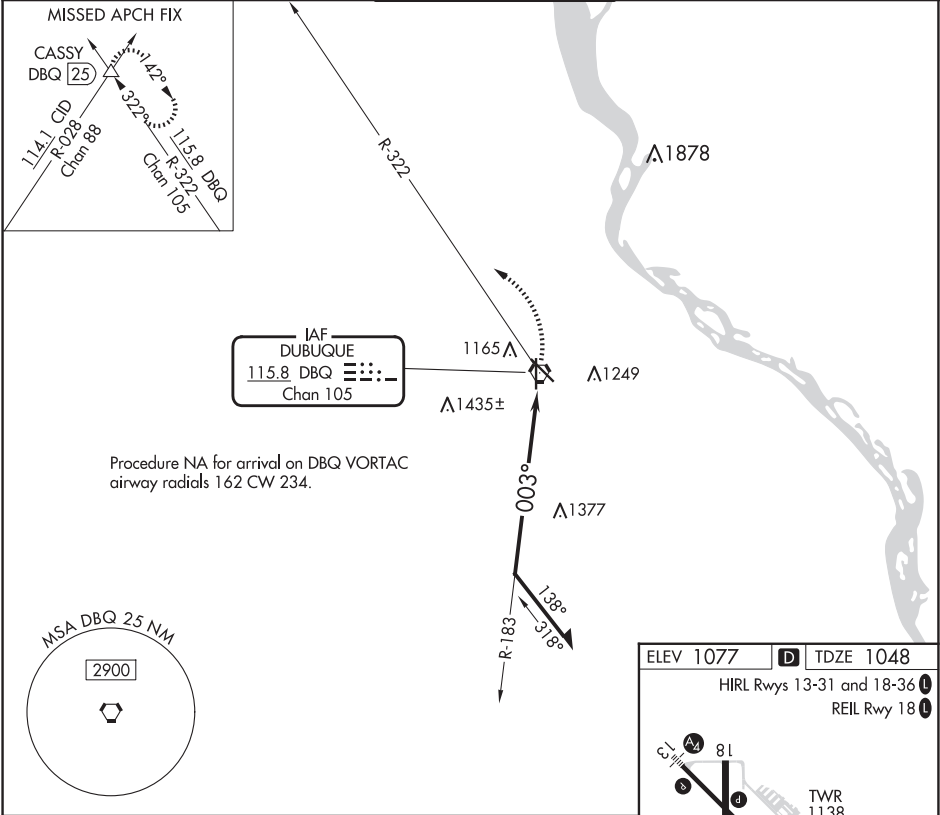
VOR RWY 36
DUBUQUE RGNL (DBQ)

For inop ALS, increase S-36 Cat C/D visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climbing left turn to 3500 on DBQ VORTAC R-322 to CASSY INT/ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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Remain within 10 NM

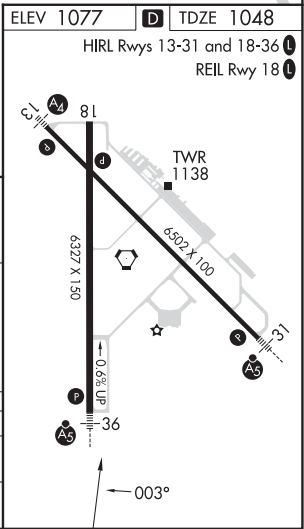
DBQ VORTAC

3500 DBQ R-322 CASSY

2700 183° 003° DBQ 2.4

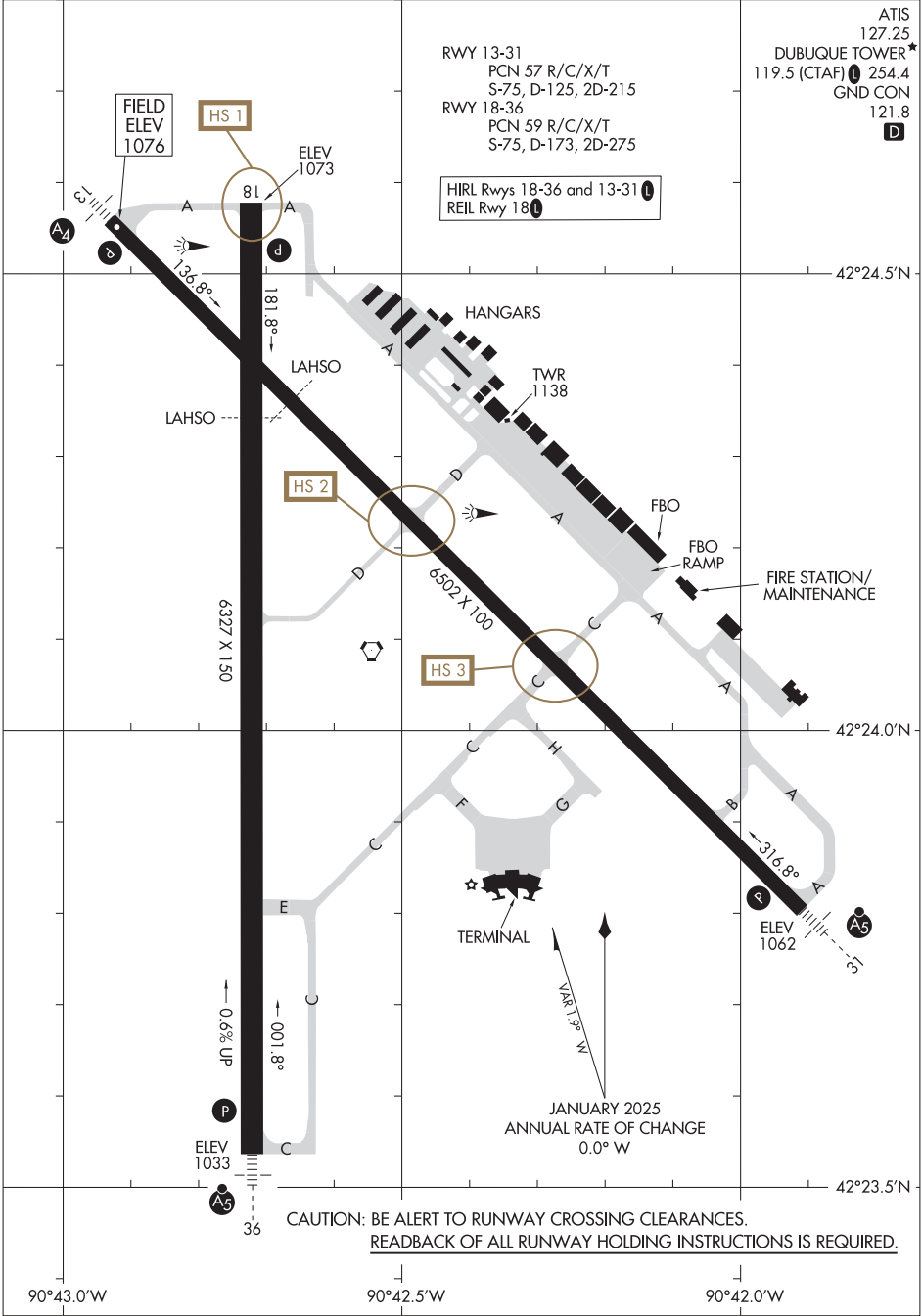
1.9 NM

CATEGORY	A	B	C	D
S-36	1680/24	632 (700-½)	1680-1¾ 632 (700-1¾)	
CIRCLING	1680-1	603 (700-1)	1680-1¾ 603 (700-1¾)	1800-2¼ 723 (800-2¼)



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025


EAGLE GROVE, IOWA

AL-6756 (FAA)

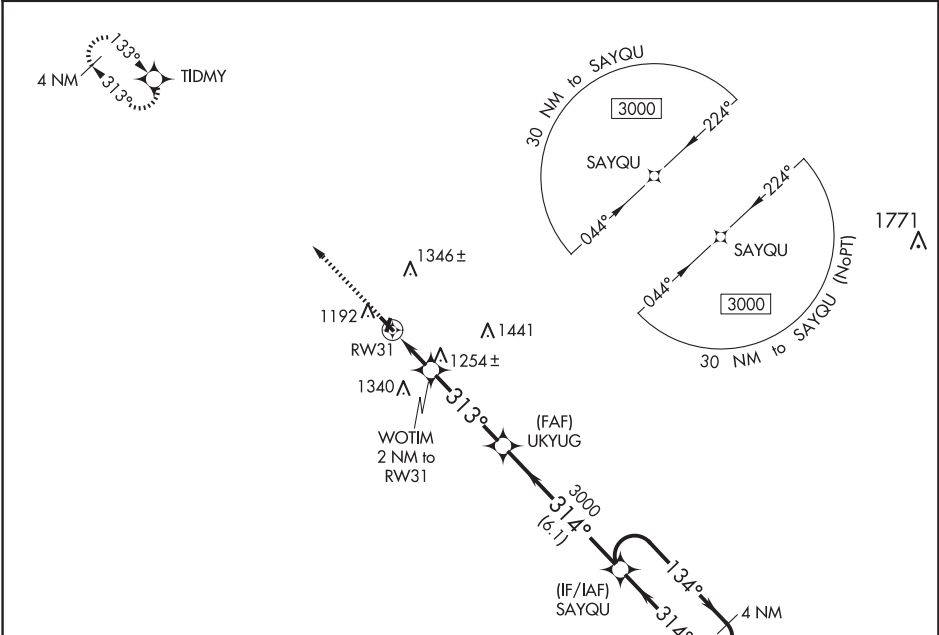
23334

WAAS CH 72634 W31A	APP CRS 313°	Rwy Idg TDZE 1132 Apt Elev 1132
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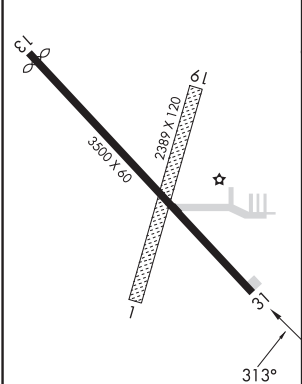
RNAV (GPS) RWY 31
EAGLE GROVE MUNI (EAG)

 NA	DME/DME RNP-0.3 NA. Use Clarion altimeter setting, when not received, use Fort Dodge altimeter setting and increase all DA and MDA 20 feet, increase all LPV and LNAV/VNAV Cats visibilities 1/8 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Night Landing: Rwy 13 NA. Circling NA to Rwys 1 and 19.	MISSED APPROACH: Climb to 3000 direct TIDMY and hold.
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CAV AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1132	TDZE 1132
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MIRL Rwy 13-31
REIL Rws 13 and 31

3000	TIDMY	UKYUG	SAYQU	4 NM Holding Pattern
* LNAV only.	WOTIM 2 NM to RW31	3000	314°	134°
	RW31	* 1800	314°	3000
	2 NM	3.8 NM	6.1 NM	GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	1510-1¼	378 (400-1¼)		NA
LNAV/VNAV DA	1575-1½	443 (500-1½)		NA
LNAV MDA	1540-1	408 (500-1)		NA
 CIRCLING	1660-1	528 (600-1)		NA

EAGLE GROVE, IOWA
Amdt 2B 28APR16

42°43'N-93°55'W

EAGLE GROVE MUNI (EAG)
RNAV (GPS) RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

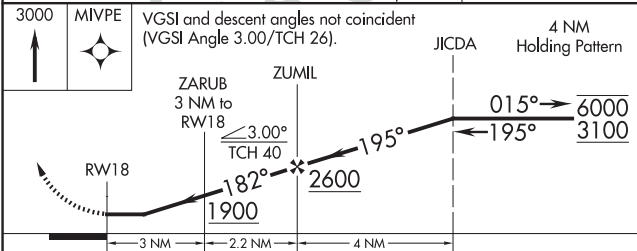
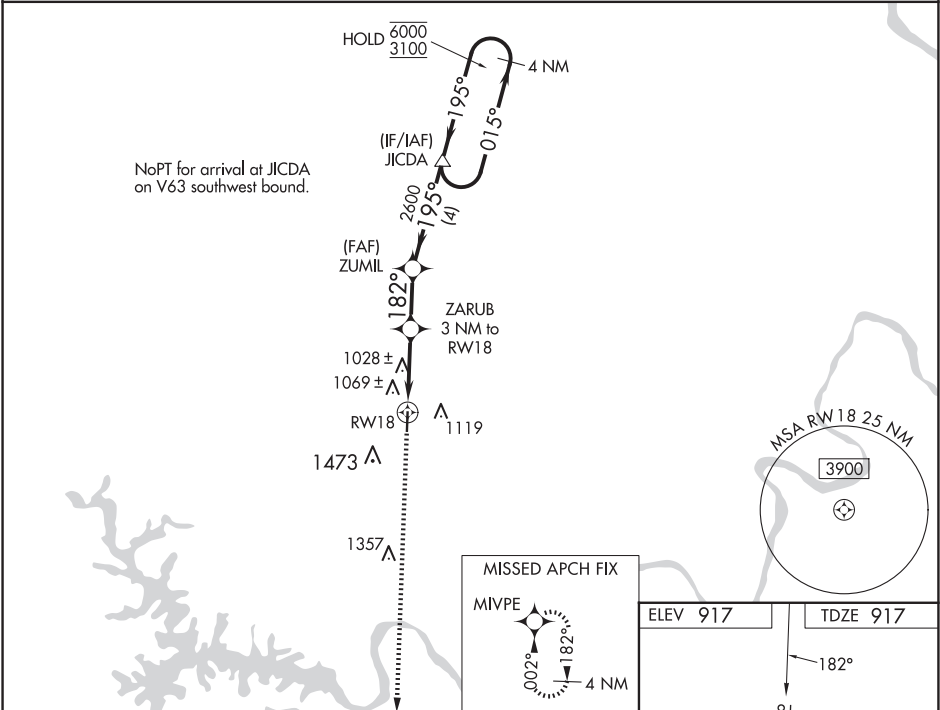
WAAS CH 45530 W18A	APP CRS 182°	Rwy ldg TDZE Apt Elev 4000 917 917
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RNAV (GPS) RWY 18

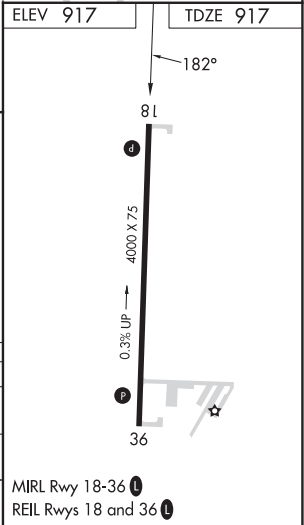
ELDON MODEL AIRPARK (H79)

RNP APCH.	Rwy 18 helicopter visibility reduction below ¾ SM NA. Use Kaiser/ Lake Ozark altimeter setting, when not received, use Fort Leonard Wood altimeter setting and increase all MDA 100 feet; increase LNAV and LP Cat C and Circling Cats B/C visibility ¼ SM.	MISSED APPROACH: Climb to 3000 direct MIVPE and hold.
NA		

AIZ AWOS-3 PT 135.325	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1340-1	423 (500-1)	1340-1¼ 423 (500-1¼)	NA
LNAV MDA	1500-1	583 (600-1)	1500-1¼ 583 (600-1¼)	NA
CIRCLING	1520-1 603 (700-1)	1820-1¼ 903 (1000-1¼)	1820-2¾ 903 (1000-2¾)	NA



ELDON, MISSOURI

WAAS CH 90130 W36A	APP CRS 002°	Rwy Idg 4000 TDZE 904 Apt Elev 917
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RNAV (GPS) RWY 36

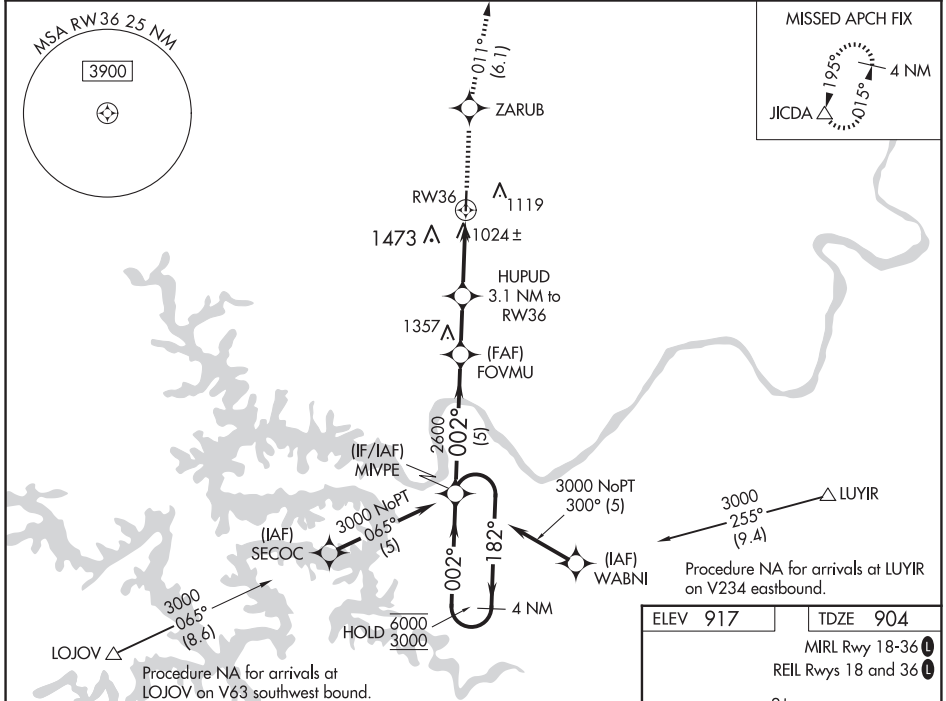
ELDON MODEL AIRPARK (H79)

RNP APCH.

T **A** NA Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Kaiser/Lake Ozark altimeter setting, when not received use Fort Leonard Wood altimeter setting and increase all MDA 100 feet; increase LP Cat C visibility $\frac{1}{2}$ SM, increase LNAV Cat C and Circling Cats B/C visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3100 direct ZARUB and on track 011° to JICDA and hold.

AIZ AWOS-3PT 135.325	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 39).

MIVPE

FOVMU

HUPUD
3.1 NM to RW36

3100

ZARUB

JICDA

\uparrow

\star

tr 011°

\triangle

6000 ← 182°

3000 → 002°

002°

2600

3.00° TCH 40

1920

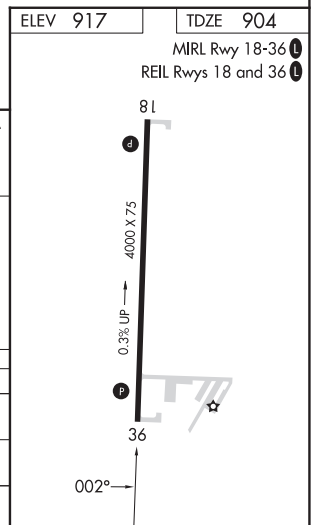
RW36

5 NM

2.1 NM

3.1 NM

CATEGORY	A	B	C	D
LP MDA	1320-1	416 (500-1)	1320-1 $\frac{1}{8}$ 416 (500-1 $\frac{1}{8}$)	NA
LNAV MDA	1440-1	536 (600-1)	1440-1 $\frac{1}{2}$ 536 (600-1 $\frac{1}{2}$)	NA
CIRCLING	1520-1 603 (700-1)	1820-1 $\frac{1}{4}$ 903 (1000-1 $\frac{1}{4}$)	1820-2 $\frac{3}{4}$ 903 (1000-2 $\frac{3}{4}$)	NA



ELDON, MISSOURI
Orig-B 15AUG19

38°22'N-92°34'W

ELDON MODEL AIRPARK (H79)
RNAV (GPS) RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
132°

Rwy Idg
TDZE
1206

3401
Apt Elev
1206

RNAV (GPS) RWY 13

EMMETSBURG MUNI (E/GQ)

RNP APCH-GPS.

▼

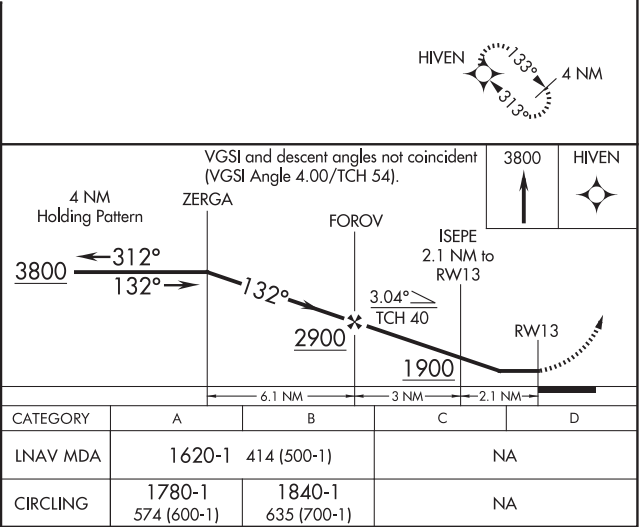
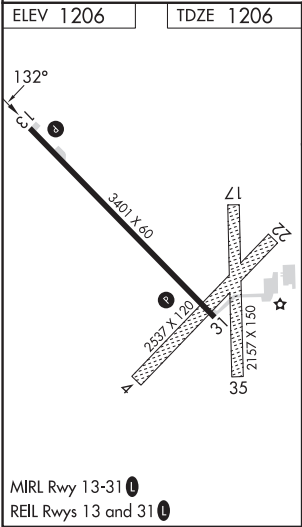
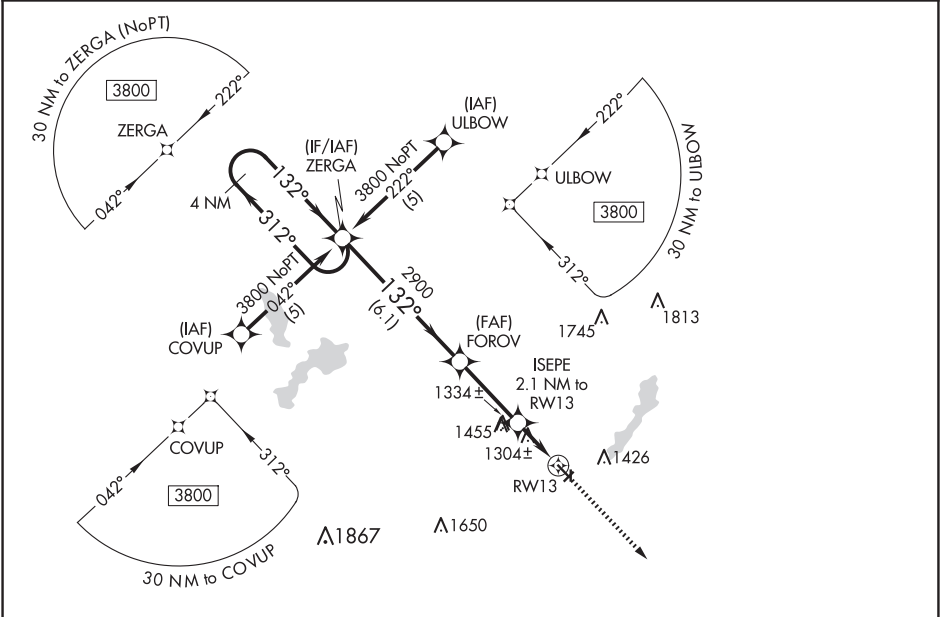
▲ NA

Use Algona altimeter setting, when not received, use Estherville altimeter setting. Procedure NA at night. Circling NA to Rwy's 4, 17, 22 and 35. Rwy 13 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3800 direct HIVEN and hold.

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) 0



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

EMMETSBURG, IOWA

AL-6523 (FAA)

23334

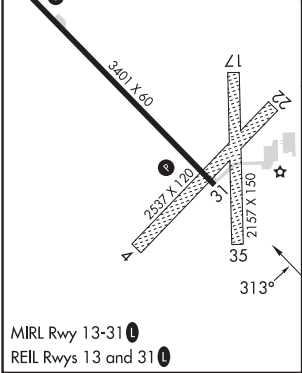
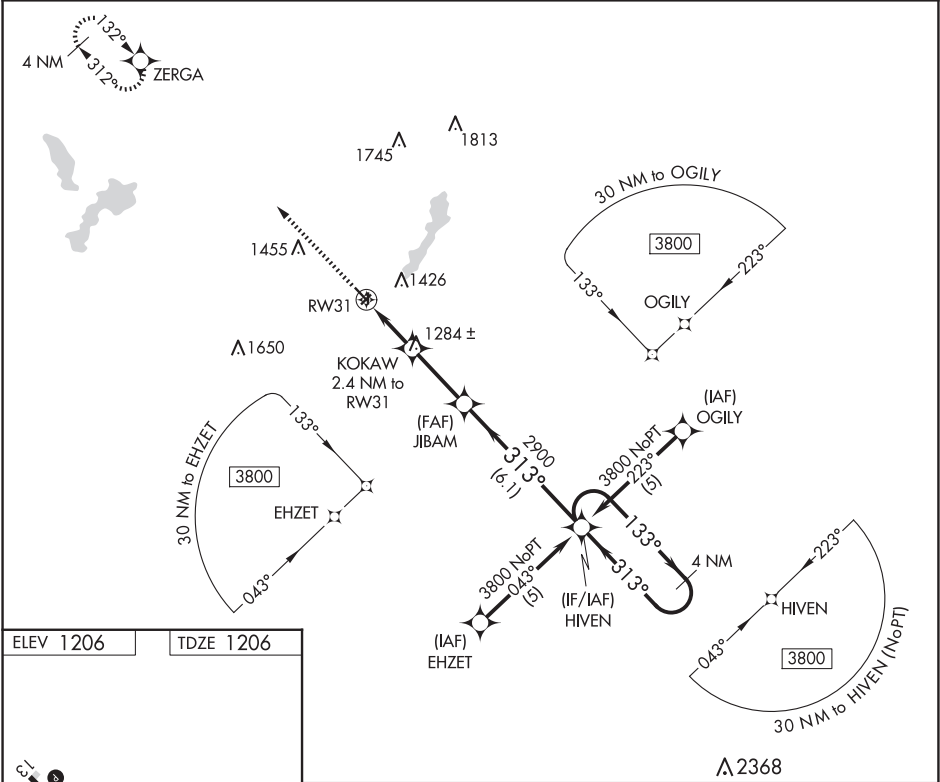
APP CRS	Rwy Idg	3401
313°	TDZE	1206
	Apt Elev	1206

RNAV (GPS) RWY 31

EMMETSBURG MUNI (E/GQ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3800 direct ZERGA and hold.
▼ ▲NA Use Algona altimeter setting, when not received, use Estherville altimeter setting. Procedure NA at night. Circling NA to Rwy 4, 17, 22 and 35. Rwy 31 helicopter visibility reduction below 1 SM NA.	

MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
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3800	ZERGA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40°).	HIVEN	4 NM Holding Pattern
KOKAW 2.4 NM to RW31	JIBAM	HIVEN	4 NM Holding Pattern	
RW31	2900	313°	133°	3800
2.4 NM	2.7 NM	6.1 NM		
CATEGORY	A	B	C	D
LNNAV MDA	1600-1	394 (400-1)	NA	NA
CIRCLING	1780-1 574 (600-1)	1840-1 635 (700-1)	NA	NA

EMMETSBURG, IOWA
Orig-C 10AUG23

43°06'N-94°42'W

RNAV (GPS) RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

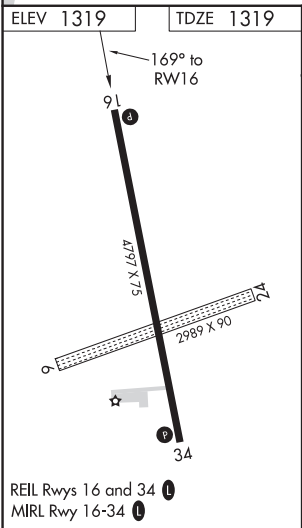
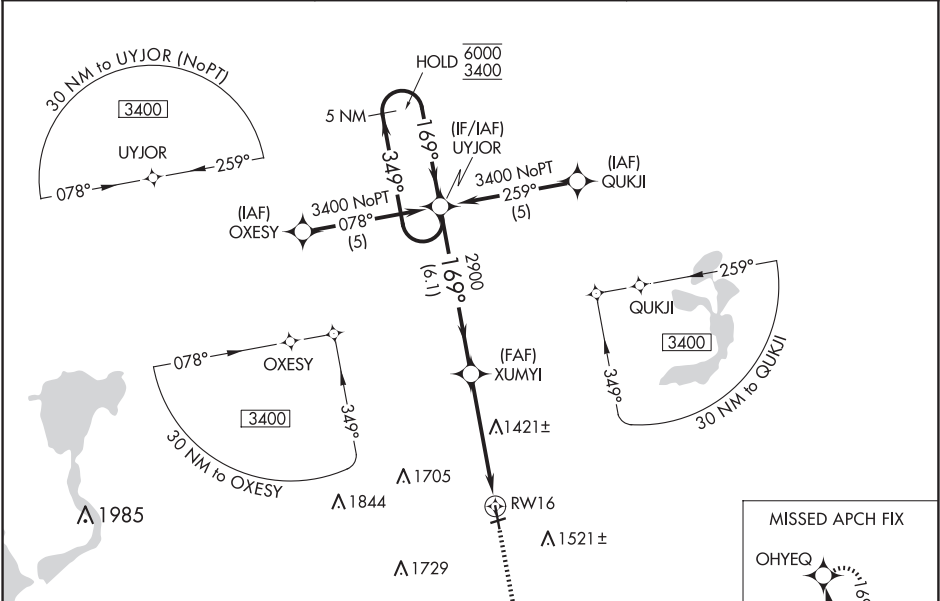
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 40104 W16A	APP CRS 169°	Rwy Idg TDZE 1319 Apt Elev 1319
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RNAV (GPS) RWY 16

ESTHERVILLE MUNI (EST)

RNP APCH.		
<div><div>⚠</div><div>Circling NA to Rwy 6 and 24. Baro-VNAV and VDP NA when using Jackson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Jackson altimeter setting and increase all DA/MDA 60 feet.</div></div>		MISSED APPROACH: Climb to 3400 direct OHYEQ and hold.
ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.975 (CTAF) 0



5 NM Holding Pattern UYJOR		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 39).		3400	OHYEQ
6000 3400		XUMYI		*1.1 NM to RWY 16	
GP 3.00° TCH 30		2900		RWY 16	
6.1 NM		3.7 NM		1.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1 569-1	250 (300-1)	NA		
LNAV/VNAV DA	1 608-1	289 (300-1)	NA		
LNAV MDA	1 720-1	401 (500-1)	NA		
CIRCLING	1 720-1 401 (500-1)	1 840-1 521 (600-1)	NA		

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 34
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3400
direct UYJOR and hold.

[illegible]

***LNAV only**

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 39).

CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)		NA
LNAV/ RNAV DA	1629-1	310 (400-1)		NA
LNAV MDA	1700-1	381 (400-1)		NA
C CIRCLING	1720-1 401 (500-1)	1840-1 521 (600-1)		NA

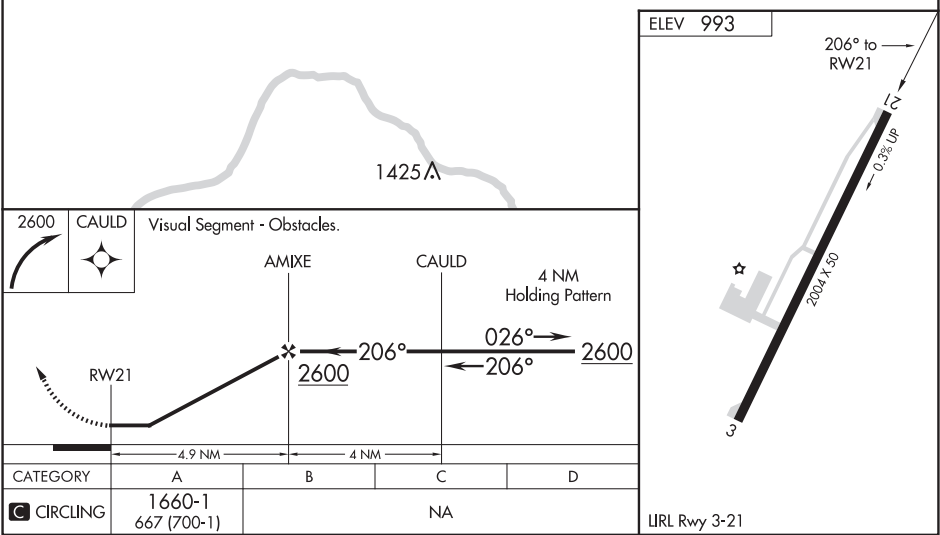
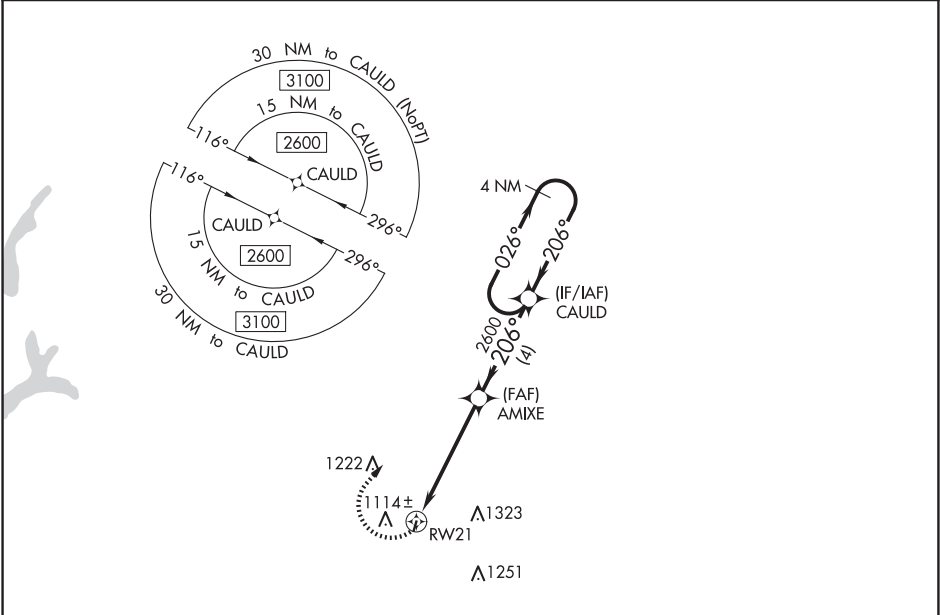
ESTHERVILLE MUNI (EST)
RNAV (GPS) RWY 34

NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	N/A
206°	TDZE	N/A
	Apt Elev	993

RNAV (GPS)-B
EXCELSIOR SPRINGS MEML (3EX)

<div><div><div>▼</div><div>NA</div></div><div>Use Charles B Wheeler Downtown altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</div></div>	MISSED APPROACH: Climbing right turn to 2600 direct CAULD and hold.
KANSAS CITY APP CON 118.4 307.35	UNICOM 122.7 (CTAF)



FAIRFIELD, IOWA

AL-5588 (FAA)

20310

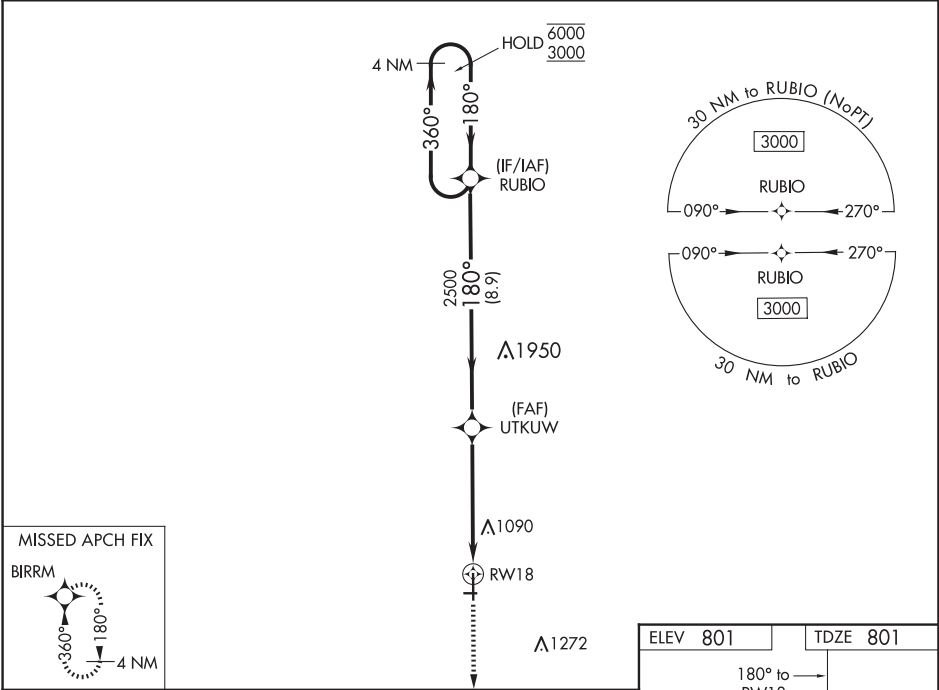
WAAS CH 82503 W18A	APP CRS 180°	Rwy Idg 5503 TDZE 801 Apt Elev 801
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RNAV (GPS) RWY 18

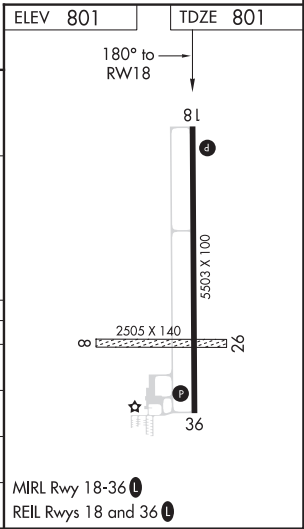
FAIRFIELD MUNI (F'FL)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct BIRRM and hold.
<div><div>▼</div><div>▲</div></div> <div>Circling NA to Rwy 8 and 26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div>	

AWOS-3 132.025	CHICAGO CENTER 118.15 335.575	UNICOM 122.7 (CTAF)
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<div>4 NM Holding Pattern</div> <div><div>6000</div><div>3000</div></div> <div>GP 3.00° TCH 40</div> <div><div>RUBIO</div><div>UTKUW</div><div>RW18</div></div> <div><div>3000</div><div>BIRRM</div></div> <div><div>*1.8 NM to RW18</div><div>*LNAV only</div></div> <div><div>8.9 NM</div><div>3.4 NM</div><div>1.8 NM</div></div>				
CATEGORY	A	B	C	D
LPV DA	1001-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1471-17/8	670 (700-17/8)		NA
LNAV MDA	1400-1	599 (600-1)	1400-13/4 599 (600-13/4)	NA
CIRCLING	1400-1 599 (600-1)	1440-1 639 (700-1)	1440-13/4 639 (700-13/4)	NA



FAIRFIELD, IOWA
Amdt 3 30JAN20

41°03'N-91°59'W

FAIRFIELD MUNI (F'FL)

RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

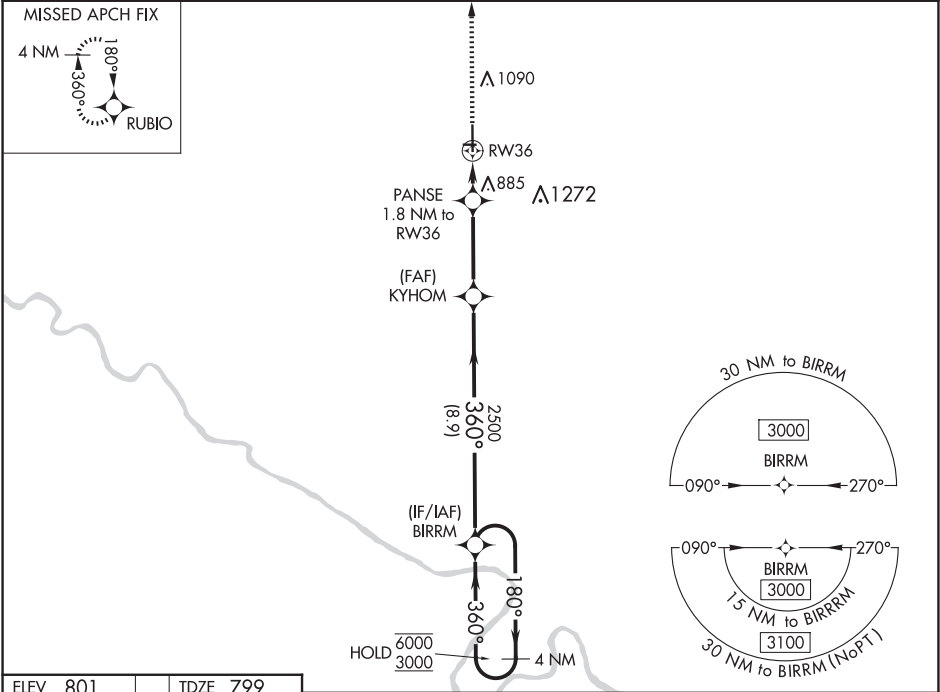
WAAS CH 72804 W36A	APP CRS 360°	Rwy Idg 5503 TDZE 799 Apt Elev 801
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RNAV (GPS) RWY 36

FAIRFIELD MUNI (F'FL)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct RUBIO and hold.
<div><div></div><div>Circling NA to Rwy 8 and 26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div></div>	

AWOS-3 132.025	CHICAGO CENTER 118.15 335.575	UNICOM 122.7 (CTAF)
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REIL Rwys 18 and 36

MIRL Rwy 18-36

81

5503 X 100

2505 X 140

36

360° to RW36

3000

RUBIO

PANSE 1.8 NM to RW36

KYHOM

BIRRM

4 NM Holding Pattern

180°

360°

6000

3000

GP 3.00°

TCH 40

*LNAV only

*1 NM to RW36

RW36

1 NM

0.8

3.4 NM

8.9 NM

1400*

2500

CATEGORY	A	B	C	D
LPV DA	999-¾	200 (200-¾)		NA
LNAV/VNAV DA	1049-¾	250 (300-¾)		NA
LNAV MDA	1140-1	341 (400-1)		NA
C CIRCLING	1200-1 399 (400-1)	1440-1 639 (700-1)	1440-1¾ 639 (700-1¾)	NA

FARMINGTON, MISSOURI

AL-5696 (FAA)

24193

WAAS CH 61019 W02A	APP CRS 026°	Rwy Idg TDZE 926 Apt Elev 946
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RNAV (GPS) RWY 2

FARMINGTON RGNL (FAM)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 2 helicopter visibility reduction below ¾ SM NA. Circling Rwy 20 NA at night. Baro-VNAV and VDP NA when using Sparta altimeter setting. When local altimeter setting not received, use Sparta altimeter setting and increase LPV DA to 1330 feet and all visibilities ¾ SM. Increase LNAV/VNAV DA to 1525 feet and all visibilities ¾ SM. Increase all MDAs 160 feet and LNAV and Circling Cat B visibility ¼ SM.

MISSED APPROACH: Climb to 3100 direct ZODUX and hold.

AWOS-3PT 119.275	KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) 0
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1657△, 1433△, 1294△, 962△, 1123△, 2109△, 2700, 3300 NoPT, 281° (5), 191°, 4 NM, HOLD 6000/3300, 3100, ZODUX, 3300, 234° (9.5), FARMINGTON FAM, MSA RW02 25 NM, 3300, 3300, 096° (24.3), 2220△, SALEM MOA, BUNKS, (IAF) JOLAG, (IF/IAF) YURGE, (FAF) WEDTO, (IAF) HODOX, 4 NM Holding Pattern, 6000, 3300, 191°, 011°, 011°, 2700, 026°, 1.8 NM to RW02, RW02, 4923 x 75, 0.2% UP, 2, 026°

ELEV 946		TDZE 926
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REIL Rwy 2 and 20 0
MIRL Rwy 2-20 0

CATEGORY	A	B	C	D
LPV DA	1176-1	250 (300-1)	NA	
LNAV/VNAV DA	1371-1378	445 (500-1378)	NA	
LNAV MDA	1540-1	614 (600-1)	NA	
C CIRCLING	1540-1	594 (600-1)	NA	

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

FARMINGTON, MISSOURI
Amdt 2 16MAY24

37°46'N-90°26'W

FARMINGTON RGNL (FAM)

RNAV (GPS) RWY 2

APP CRS
206°

Rwy Idg
TDZE
Apt Elev

4323
946
946

RNAV (GPS) RWY 20

FARMINGTON RGNL (FAM)

RNP APCH - GPS.

▼

⚠

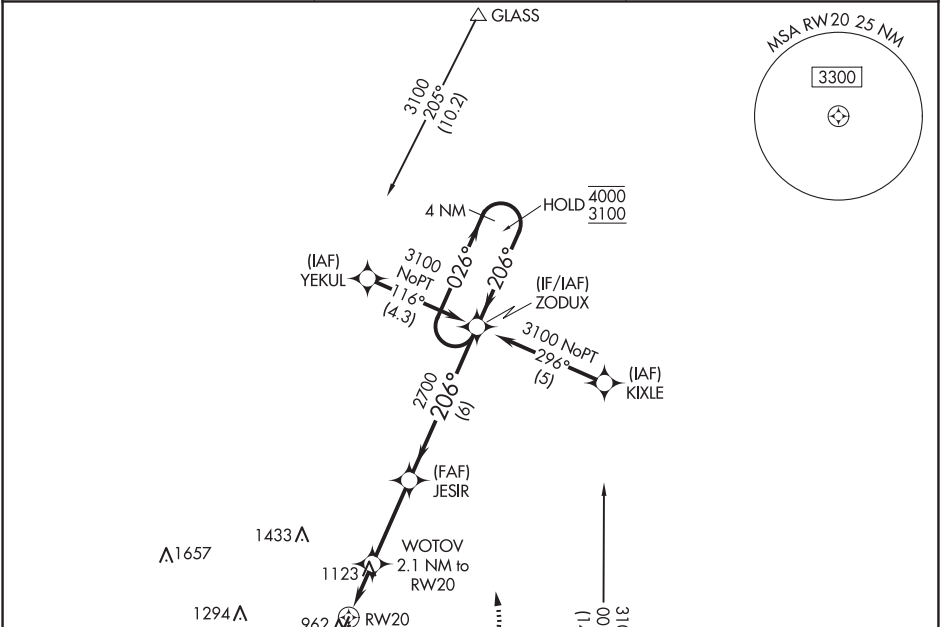
Rwy 20 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night. When local altimeter setting not received, use Sparta altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climbing left turn to 3100 direct ZODUX and hold.

AWOS-3PT
119.275

KANSAS CITY CENTER
127.475 346.275

UNICOM
122.8 (CTAF) 0



ELEV 946

TDZE 946

206°

026°

09% UP

4323 X 75

REIL Rwy 2 and 20 0

MIRL Rwy 2-20 0

<div><div>3100</div><div>ZODUX</div><div>JESIR</div><div>WOTOV 2.1 NM to RW20</div><div>RW20</div><div>1660</div><div>2700</div><div>4000</div><div>3100</div><div>4 NM Holding Pattern</div></div>				
<div><div>2.1 NM</div><div>3.3 NM</div><div>6 NM</div></div>				
CATEGORY	A	B	C	D
LNAV MDA	1380-1	434 (500-1)	NA	
CIRCLING	1460-1 514 (600-1)	1500-1 554 (600-1)	NA	

FARMINGTON, MISSOURI

AL-5696 (FAA)

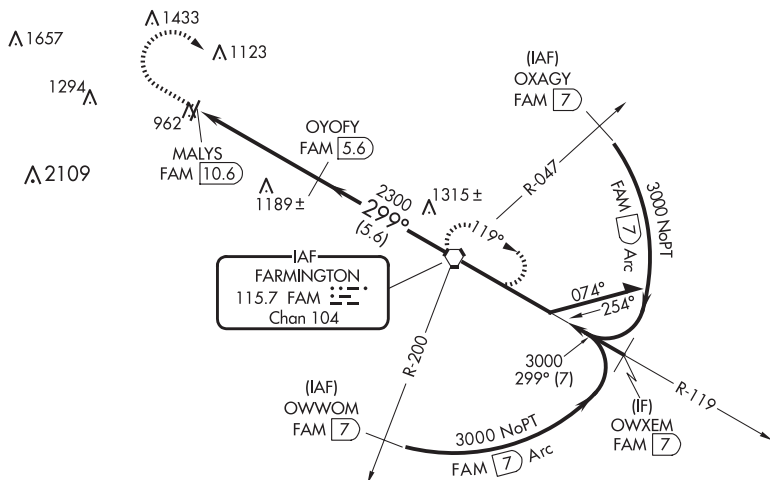
24193

VORTAC FAM 115.7 Chan 104	APP CRS 299°	Rwy Idg TDZE Apt Elev 946	N/A N/A 946
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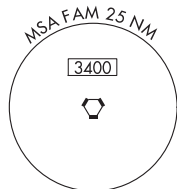
VOR/DME-A

FARMINGTON RGNL (FAM)

NA	Circling to Rwy 20 NA at night. When local altimeter setting not received, use Sparta altimeter setting and increase all MDA 160 feet and Cat A visibility ¼ mile.	MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 direct FAM VORTAC and hold.
AWOS-3PT 119.275	KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) 0



ELEV 946



2200	3000	FAM	
↑	↷		
		OYOFY FAM 5.6	
MALYS FAM 10.6			
		2300	
	5 NM	5.6 NM	
CATEGORY	A	B	C D
CIRCLING	1720-1 774 (800-1)	1720-1 ¼ 774 (800-1 ¼)	NA

FARMINGTON, MISSOURI

Orig-B 09FEB12

37°46'N-90°26'W

FARMINGTON RGNL (FAM)

VOR/DME-A

NC-3, 12 JUN 2025 to 07 AUG 2025

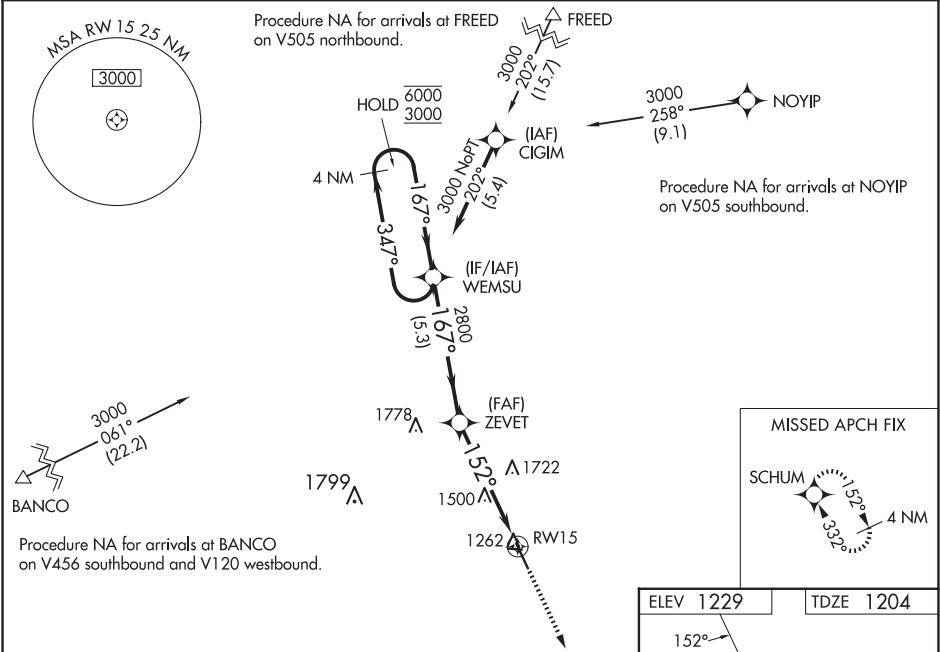
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 90428 W15A	APP CRS 152°	Rwy Idg TDZE 1204 Apt Elev 1229
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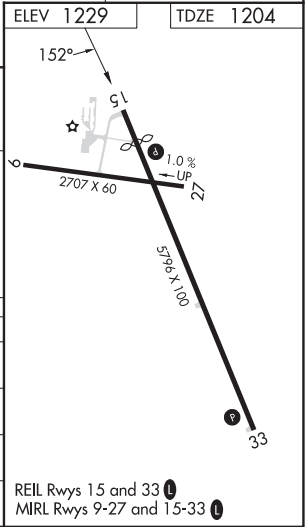
RNAV (GPS) RWY 15

FOREST CITY MUNI/TRIMBLE FLD (FXXY)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct to SCHUM and hold.
AWOS-3 123.925	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern WEMSU		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).		3000	SCHUM
6000	347°	167°	167°	2800	* LNAV only.
3000	167°	167°	167°	2800	* 1.7 NM to RWY 15
GP 3.00°				2800	RWY 15
TCH 40				5.3 NM	3.2 NM
				1.7 NM	
CATEGORY	A	B	C	D	
LPV DA		1454-1	250 (300-1)		
LNAV/VNAV DA		1482-1	278 (300-1)		
LNAV MDA	1760-1	556 (600-1)	1760-1½	556 (600-1½)	
CIRCLING	1760-1	531 (600-1)	2040-2½ 811 (900-2½)	2040-2¾ 811 (900-2¾)	



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

FOREST CITY, IOWA

AL-6092 (FAA)

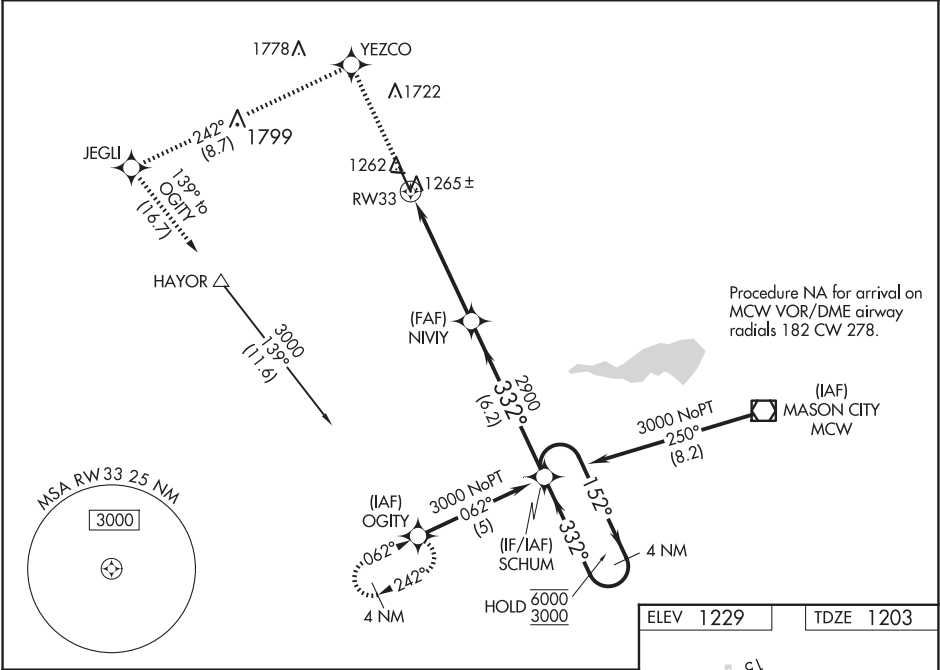
24305










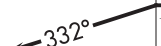
WAAS CH 78016 W33A	APP CRS 332°	Rwy Idg 5796 TDZE 1203 Apt Elev 1229
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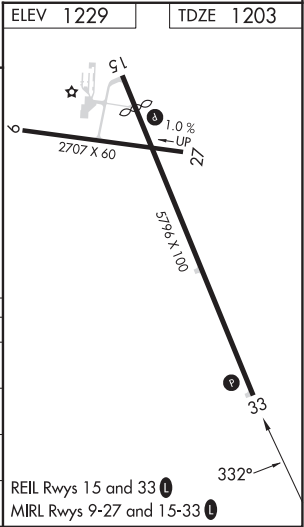
RNAV (GPS) RWY 33
FOREST CITY MUNI/TRIMBLE FLD (FXY)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct YEZCO and left turn on track 242° to JEGU and left turn on track 139° to OGITY and hold.
<div><div>T</div><div>A</div></div>	Rwy 33 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Straight-in Rwy 33 NA at night, Circling Rwy 9, 27, 33 NA at night.	

AWOS-3 123.925	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 122.8 (CTAF) 1
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3000		YEZCO		JEGLI		OGITY	SCHUM		4 NM Holding Pattern		
			tr 242°		tr 139°				152° → 6000 ← 332° 3000		
				NIVY						GP 3.00° TCH 40	
											
		5.1 NM		6.2 NM							
CATEGORY		A		B		C		D			
LPV DA		1453-1 250 (300-1)									
LNAV/ VNAV DA		1535-1¼ 332 (400-1¼)									
LNAV MDA		1520-1 317 (300-1)									
CIRCLING		1660-1 431 (500-1)		1760-1 531 (600-1)		2040-2½ 811 (900-2½)		2040-2¾ 811 (900-2¾)			



FOREST CITY, IOWA
Orig-D 21MAR24

43°14'N-93°37'W

FOREST CITY MUNI/TRIMBLE FLD (FXY)
RNAV (GPS) RWY 33

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

VOR/DME MCW
114.9
Chan **96**

APP CRS
297°

Rwy Idg
TDZE
Apt Elev **1229**

N/A
N/A
1229

VOR-A

FOREST CITY MUNI/TRIMBLE FLD (FXY)

DME required.

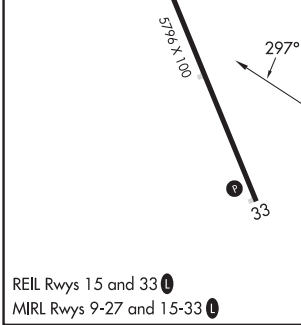
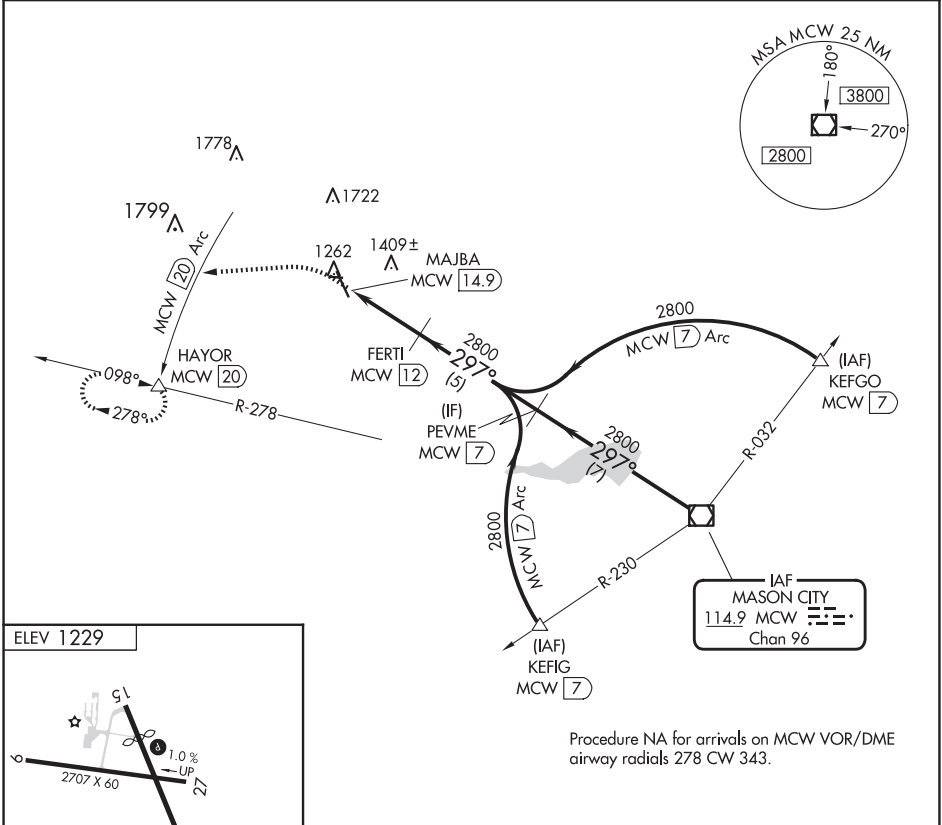
▼

⚠

When local altimeter setting not received use Mason City altimeter setting and increase all MDA 40 feet. Circling to Rwy 9, 27 33 NA at night.

MISSED APPROACH: Climb to 3000 on heading 260° to MCW 20 DME Arc and on MCW 20 DME Arc counterclockwise to HAYOR/20 DME and hold.

AWOS-3 123.925	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 122.8 (CTAF) 1
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3000	MCW 20 Arc counter-clockwise	HAYOR	FERTI MCW 12	PEVME MCW 7	MCW VOR/DME
CATEGORY	A	B	C	D	
CIRCLING	1680-1 451 (500-1)	1760-1 531 (600-1)	NA		

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

FORT DODGE, IOWA

AL-976 (FAA)

22307

LOC I-FOD 109.1	APP CRS 063°	Rwy Idg 6547 TDZE 1107 Apt Elev 1156
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ILS or LOC RWY 6

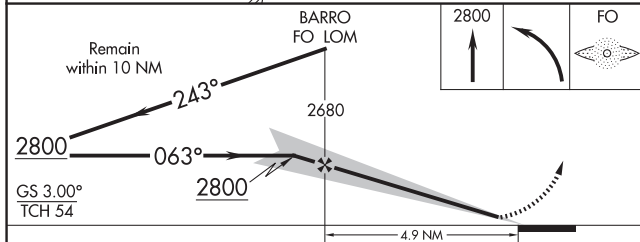
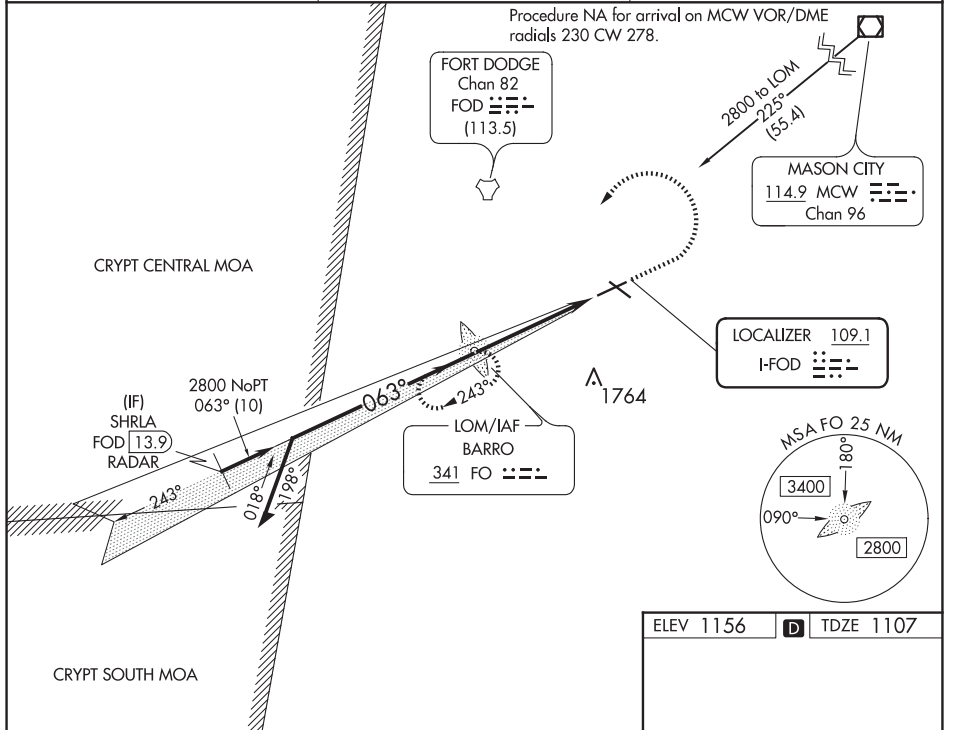
FORT DODGE RGNL (FOD)

ADF required. RADAR required for procedure entry at SHRLA.

MALSR

MISSED APPROACH: Climb to 2800 then left turn direct BARRO LOM and hold.

AWOS-3PT 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF)
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ELEV 1156	TDZE 1107
MIRL Rwy 12-30	
REIL Rwys 12, 24 and 30	
HIRL Rwy 6-24	
FAF to MAP 4.9 NM	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

FORT DODGE, IOWA
Amdt 8 14JUL22

42°33'N-94°12'W

FORT DODGE RGNL (FOD)

ILS or LOC RWY 6

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

FORT DODGE, IOWA

AL-976 (FAA)

21140

WAAS CH 99615 W12A	APP CRS 125°	Rwy Idg TDZE 1128 Apt Elev 1156
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RNAV (GPS) RWY 12

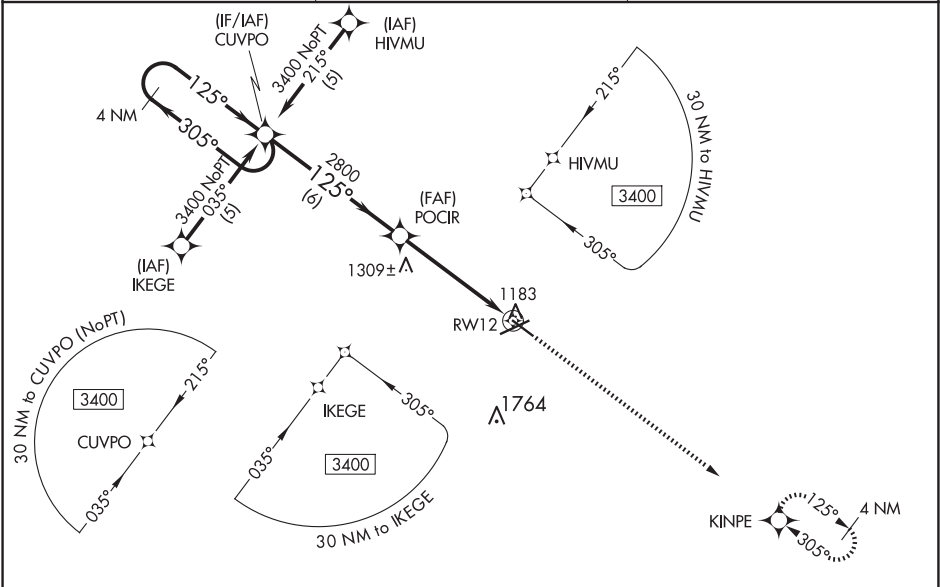
FORT DODGE RGNL (FOD)

RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting: increase LPV DA to 1447 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1495 feet; increase all MDAs 60 feet and Circling Cat C visibility ¼ SM. VDP and Baro-VNAV NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 3400 direct KINPE and hold.

AWOS-3PT 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF) 0
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ELEV 1156		TDZE 1128	
4 NM Holding Pattern		*1.3 NM to RW12	
3400 ← 305° 125° →		*LNAV only	
GP 3.00° TCH 51		RW12	
6 NM		3.8 NM	
1.3 NM		1.3 NM	
CATEGORY	A	B	C
LPV DA	1405-1	277 (300-1)	
LNAV/VNAV DA	1453-1¼	325 (300-1¼)	
LNAV MDA	1560-1	432 (500-1)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 404 (500-1)	1620-1 464 (500-1)	1740-1½ 584 (600-1½)
			2080-3 924 (1000-3)
FORT DODGE, IOWA		FORT DODGE RGNL (FOD)	
Amdt 1B 20MAY21		42°33'N - 94°12'W	
		RNAV (GPS) RWY 12	

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 45815 W24A	APP CRS 243°	Rwy Idg TDZE Apt Elev	6547 1156 1156
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RNAV (GPS) RWY 24

FORT DODGE RGNL (FOD)

RNP APCH

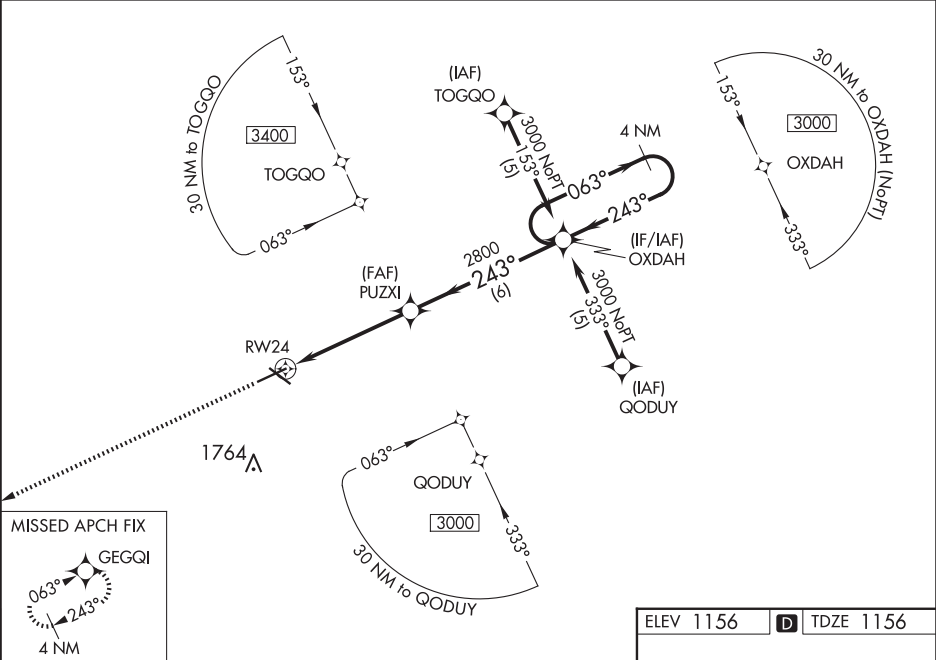
▼

▲

Baro-VNAV and VDP NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Webster City altimeter setting: increase LPV DA to 1448 feet; increase LNAV/VNAV DA to 1546 feet; increase all MDAs 60 feet and LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
GEGQI and hold.

AWOS-3PT 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF) 1
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3000	GEGQI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).			
*INAV only.		OXDAH 4 NM Holding Pattern			
		*1.1 NM to RW24			
		RW24 1.1 NM 3.8 NM 6 NM			
CATEGORY	A	B	C	D	
LPV DA	1406-1		250 (300-1)		
LNAV/VNAV DA	1504-1¼		348 (400-1¼)		
LNAV MDA	1560-1	404 (500-1)	1560-1½ 404 (500-1½)	1560-1¼ 404 (500-1¼)	
CIRCLING	1560-1 404 (500-1)	1620-1 464 (500-1)	1740-1½ 584 (600-1½)	2080-3 924 (1000-3)	

ELEV 1156 **D** TDZE 1156

243° to RW24

1254

6547 x 150

3301 x 100

1.2% UP

0.6% UP

HIRL Rwy 6-24 **1**
MIRL Rwy 12-30 **1**
REIL Rws 12, 24 and 30 **1**

FORT DODGE, IOWA

AL-976 (FAA)

21336

WAAS CH 82615 W30A	APP CRS 305°	Rwy Idg TDZE 1142 Apt Elev 1156
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RNAV (GPS) RWY 30

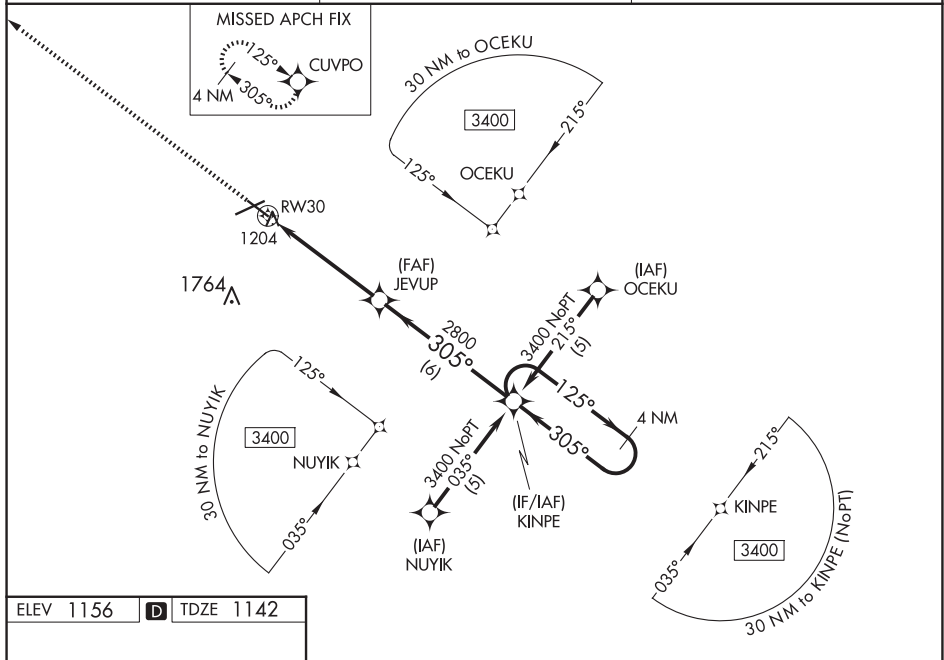
FORT DODGE RGNL (FOD)

RNP APCH.

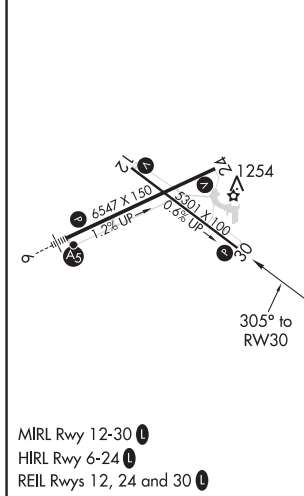
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
▲ Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting: increase LPV DA to 1466 feet and all Cats visibility ¼ SM; increase LNAV/VNAV DA to 1516 feet; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ SM.



MISSED APPROACH: Climb to 3400 direct CUVPO and hold.

AWOS-3PT 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF) 0
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ELEV 1156	D	TDZE 1142
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3400 ↑		CUVPO 		4 NM Holding Pattern		
*LNAV only.		*1.1 NM to RW30		JEVUP		
		RW30		305° 2800		
1.1		4 NM		6 NM		
KINPE		125° 305°		3400		
		GP 3.00° TCH 39				
CATEGORY	A		B		C	D
LPV DA	1424-1		282 (300-1)			
LNAV/ VNAV	1474-1¼		332 (400-1¼)			
LNAV MDA	1520-1		378 (400-1)		1520-1¼ 378 (400-1¼)	
CIRCLING	1560-1 404 (500-1)	1620-1 464 (500-1)	1740-1½ 584 (600-1½)	2080-3 924 (1000-3)		

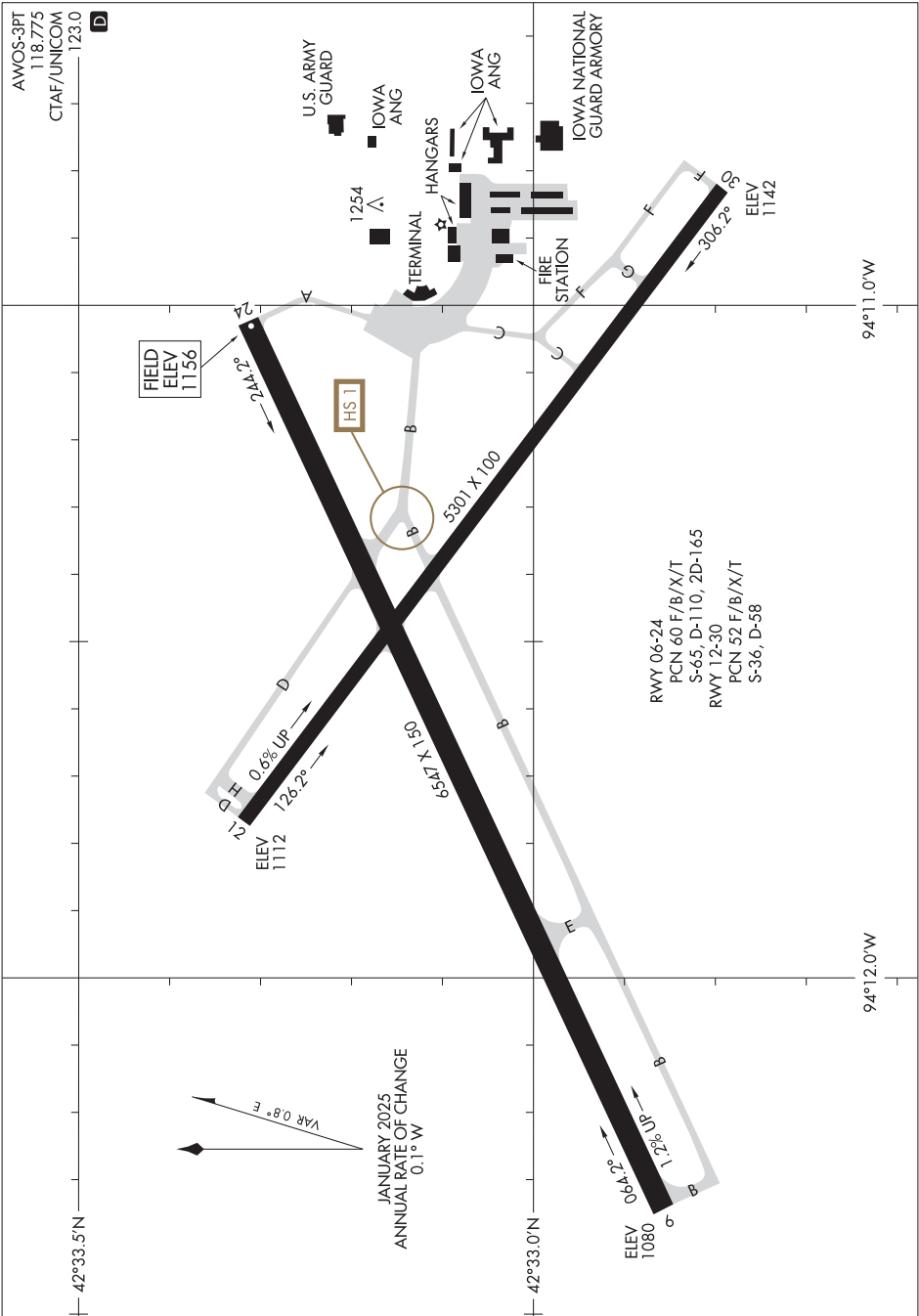
FORT DODGE, IOWA
Amdt 1B 20MAY21

42°33'N-94°12'W

RNAV (GPS) RWY 30

FORT DODGE RGNL (FOD)

NC-3, 12 JUN 2025 to 07 AUG 2025



FORT LEONARD WOOD, MISSOURI


AL-5093 (FAA)

23166

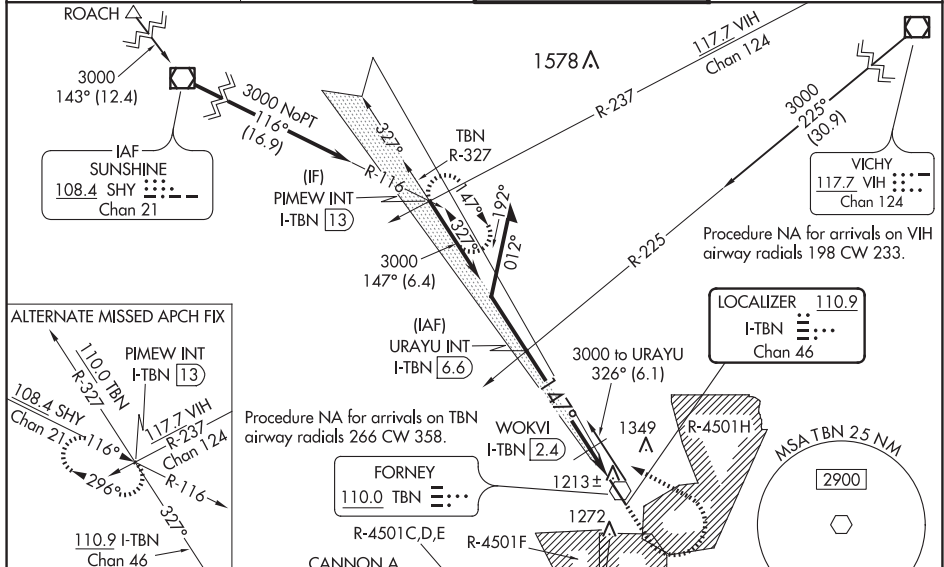
LOC/DME I-TBN 110.9 Chan 46	APP CRS 147°	Rwy Idg 5535 TDZE 1158 Apt Elev 1160
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ILS or LOC RWY 15

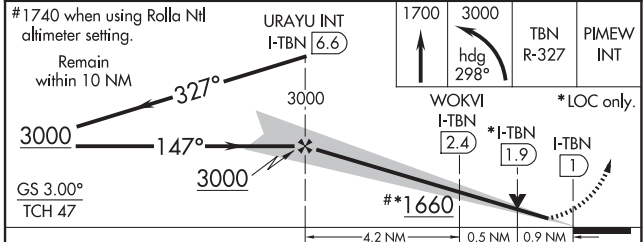
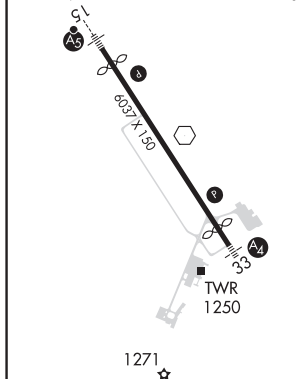
WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)

<p>⚠ Circling NA west of Rwy 15-33. For inop ALS increase S-LOC 15 Cats C/D visibility to 1½ SM. When local altimeter setting not received, use Rolla Nil altimeter setting and increase DA to 1427 feet; and all MDAs 80 feet, increase S-LOC 15 Cat C/D and Circling Cat C visibility ¼ SM and WOKVI fix minimums S-LOC 15 Cat C/D and Circling Cat C visibility ¼ SM. VDP NA when using Rolla Nil altimeter setting. For inop ALS when using Rolla Nil altimeter setting increase S-LOC 15 WOKVI fix minimums Cats C/D visibility to 1¼ SM. Inop table does not apply to S-ILS 15, S-LOC 15 Cat A/B, and WOKVI fix minimums S-LOC 15.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 on heading 298° and TBN VOR R-327 to PIMEW INT/I-TBN 13 DME and hold.</p>
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D-ATIS 118.7 229.4	KANSAS CITY CENTER 128.35 284.675	FORNEY TOWER ★ 125.4 (CTAF) 0 268.7	GND CON 123.75 256.8
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ELEV 1160	TDZE 1158
REIL Rwy 15 and 33	HIRL Rwy 15-33



CATEGORY	A	B	C	D
S-ILS 15		1358-1	200 (200-1)	
S-LOC 15		1660-1	502 (500-1)	
C CIRCLING	1660-1	500 (500-1)	1660-1½ 500 (500-1½)	1720-2 560 (600-2)
WOKVI FIX MINIMUMS				
S-LOC 15		1500-1	342 (400-1)	
C CIRCLING	1580-1 420 (500-1)	1660-1 500 (500-1)	1660-1½ 500 (500-1½)	1720-2 560 (600-2)

FORT LEONARD WOOD, MISSOURI

Amdt 2B 15JUN23

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)

37°44'N-92°08'W

ILS or LOC RWY 15

WAAS CH 53499 W15A	APP CRS 147°	Rwy Idg 5535 TDZE 1158 Apt Elev 1160
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RNAV (GPS) RWY 15
WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
A VDP and Baro-VNAV NA when using Rollo NIT altimeter setting. When local altimeter setting not received, use Rollo NIT altimeter setting and increase all LPV DA to 1427 and LNAV/VNAV DA to 1477; increase all MDAs 80 feet. Inop table does not apply. For inop ALS when using Rollo NIT altimeter setting increase LNAV Cat C/D visibility to 1½ SM. Circling NA west of Rwy 15-33. Inop table does not apply to LPV, LNAV/VNAV, all Cats, and LNAV Cats A/B minimums when using Rollo NIT altimeter setting.

MALSI

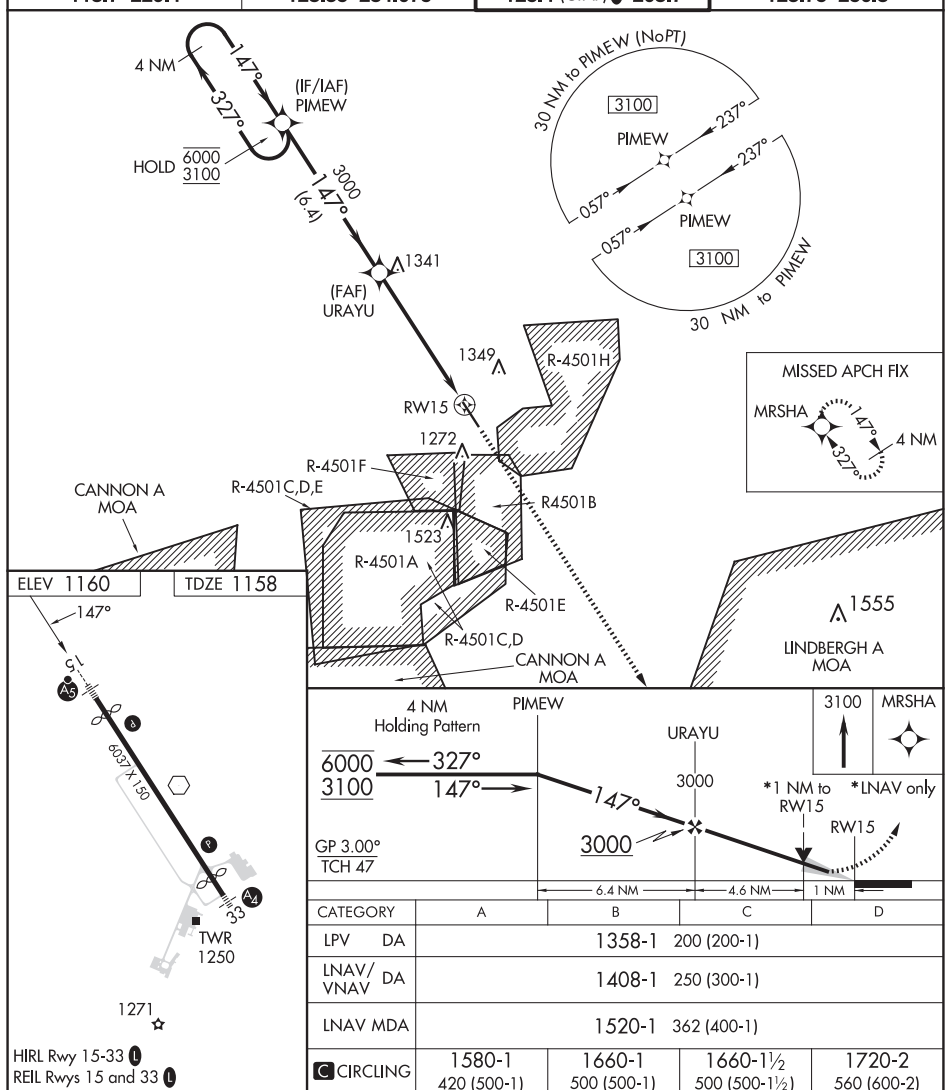
MISSED APPROACH:
Climb to 3100 direct
MRSMA and hold.

D-ATIS
118.7 229.4

KANSAS CITY CENTER
128.35 284.675

FORNEY TOWER ★
125.4 (CTAF) L 268.7

GND CON
123.75 256.8



FORT LEONARD WOOD, MISSOURI
Amdt 1 15AUG19

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)
37°44'N-92°08'W **RNAV (GPS) RWY 15**

193

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99499 W33A	APP CRS 327°	Rwy Idg TDZE 1153 Apt Elev 1160
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RNAV (GPS) RWY 33

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

When local altimeter setting not received, use Rolla Nil altimeter setting and increase LPV DA to 1472 feet, increase LNAV/VNAV DA to 1521 feet and all MDAs 80 feet.

Increase LNAV Cat C/D visibility to RVR 6000. Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A/B. For inop ALS increase LNAV Cats C/D visibility to RVR 6000. VDP and Baro-VNAV NA when using Rolla Nil altimeter setting.

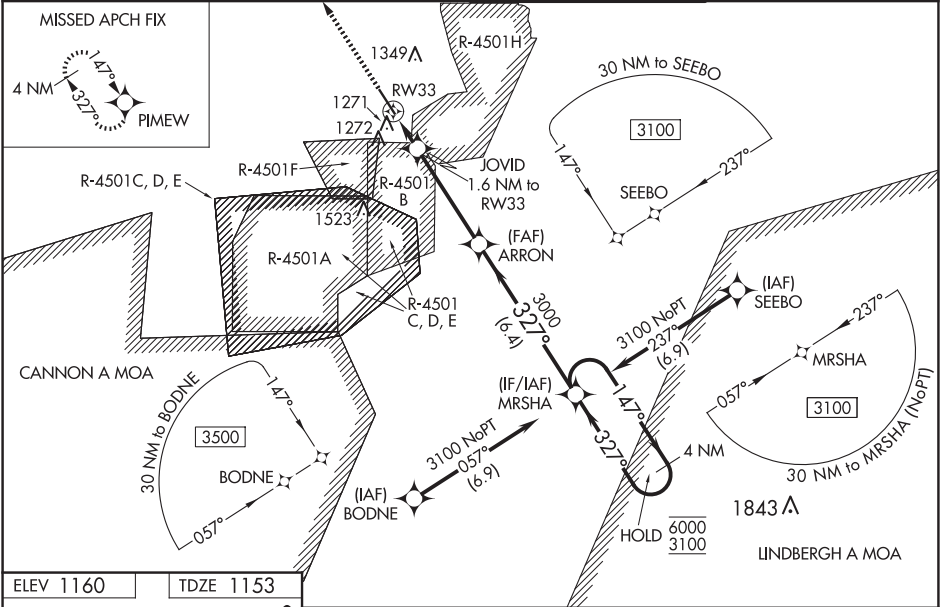
Circling NA west of Rwy 15-33. Rwy 33 helicopter visibility reduction below ¾ SM NA.

Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A/B when using Rolla Nil altimeter setting.

MALS

MISSED APPROACH:
Climb to 3100 direct PIMEW and hold.

D-ATIS 118.7 229.4	KANSAS CITY CENTER 128.35 284.675	FORNEY TOWER ★ 125.4 (CTAF) 0 268.7	GND CON 123.75 256.8
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ELEV 1160

TDZE 1153

HIRL Rwy 15-33

REIL Rwy 15 and 33

3100

PIMEW

MRSHA

4 NM Holding Pattern

JOVID

1.6 NM to RW33

ARRON

3000

MRSHA

4 NM

1700

3000

1.1 NM

0.5 NM

4.1 NM

6.4 NM

CATEGORY	A	B	C	D
LPV DA	1403/50 250 (300-1)			
LNAV/VNAV DA	1452/50 299 (300-1)			
LNAV MDA	1540/50 387 (400-1)			
CIRCLING	1580-1 420 (500-1)	1660-1 500 (500-1)	1660-1½ 500 (500-1½)	1720-2 560 (600-2)

GP 3.00°

TCH 36

VOR TBN <u>110.0</u>	APP CRS 138°	Rwy Idg 5535 TDZE 1158 Apt Elev 1160
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VOR RWY 15

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TRN)

Procedure NA when R-4501B or R-4501H in use. Inop table does not apply to S-15 Cat A and B or to ZUTMA fix minimums. Circling NA west of Rwy 15-33. When local altimeter setting not received, use Rolla Ntl altimeter setting and increase all MDA's 80 feet and increase S-15 visibility Cats C/D $\frac{1}{4}$ SM and Circling Cat C visibility $\frac{1}{8}$ SM. Inop table does not apply to Cats A/B when using Rolla Ntl altimeter setting. For inop ALS when using Rolla Ntl altimeter setting increase S-15 Cats C/D visibility to $\frac{1}{4}$ SM. For inop ALS when using Rolla Ntl altimeter setting increase S-15 ZUTMA fix minimums Cats C/D visibility to $\frac{1}{8}$ SM. #DME from I-TBN LOC/DME.

MALSR



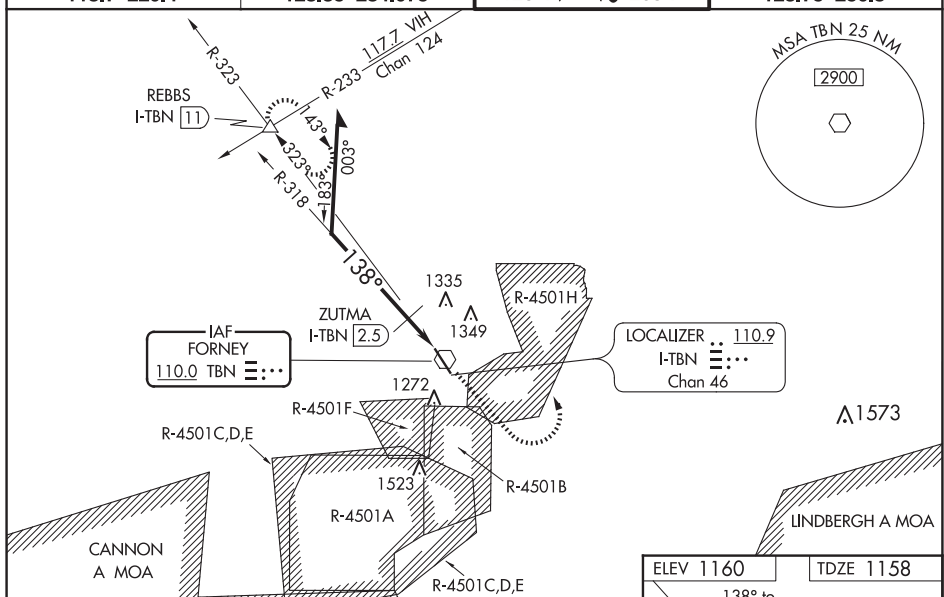
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on TBN VOR R-323 to REBBS INT/I-TBN LOC/DME 11 DME and hold.

D-ATIS
118.7 229.4

KANSAS CITY CENTER
128.35 284.675

FORNEY TOWER ★
125.4 (CTAF) **L** 268.7

GND CON
123.75 256.8



Remain within 10 NM

318°

ZUTMA

I-TBN 2.5

1780

138°

3.00°

TCH 50



I-TBN 1.9

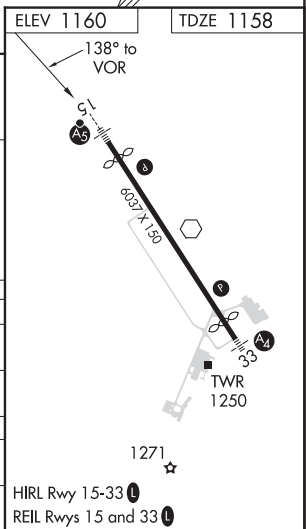
0.6 NM

1 NM

2000	3000	REBBS
↑	TBN R-323	△

* 1780 when using Rolla Ntl altimeter setting.

CATEGORY	A	B	C	D
S-15	1700-1 542 (600-1)		1700-1½ 542 (600-1½)	
 CIRCLING	1700-1 540 (600-1)		1700-1½ 540 (600-1½)	1720-2 560 (600-2)
ZUTMA FIX MINIMUMS #				
S-15		1520-1 362 (400-1)		
 CIRCLING	1580-1 420 (500-1)	1660-1 500 (500-1)	1660-1½ 500 (500-1½)	1720-2 560 (600-2)

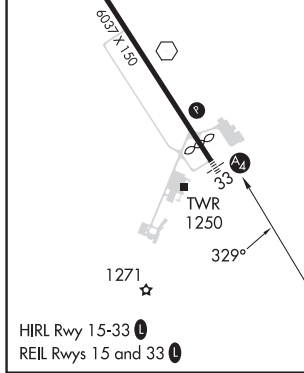
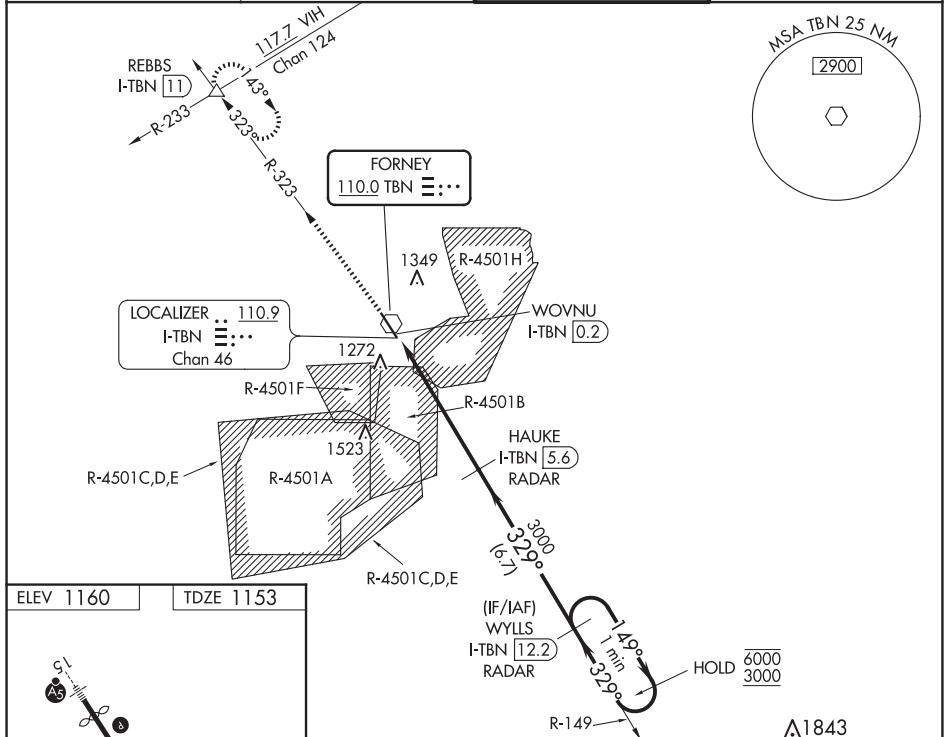


VOR TBN 110.0	APP CRS 329°	Rwy Idg TDZE Apt Elev	5510 1153 1160
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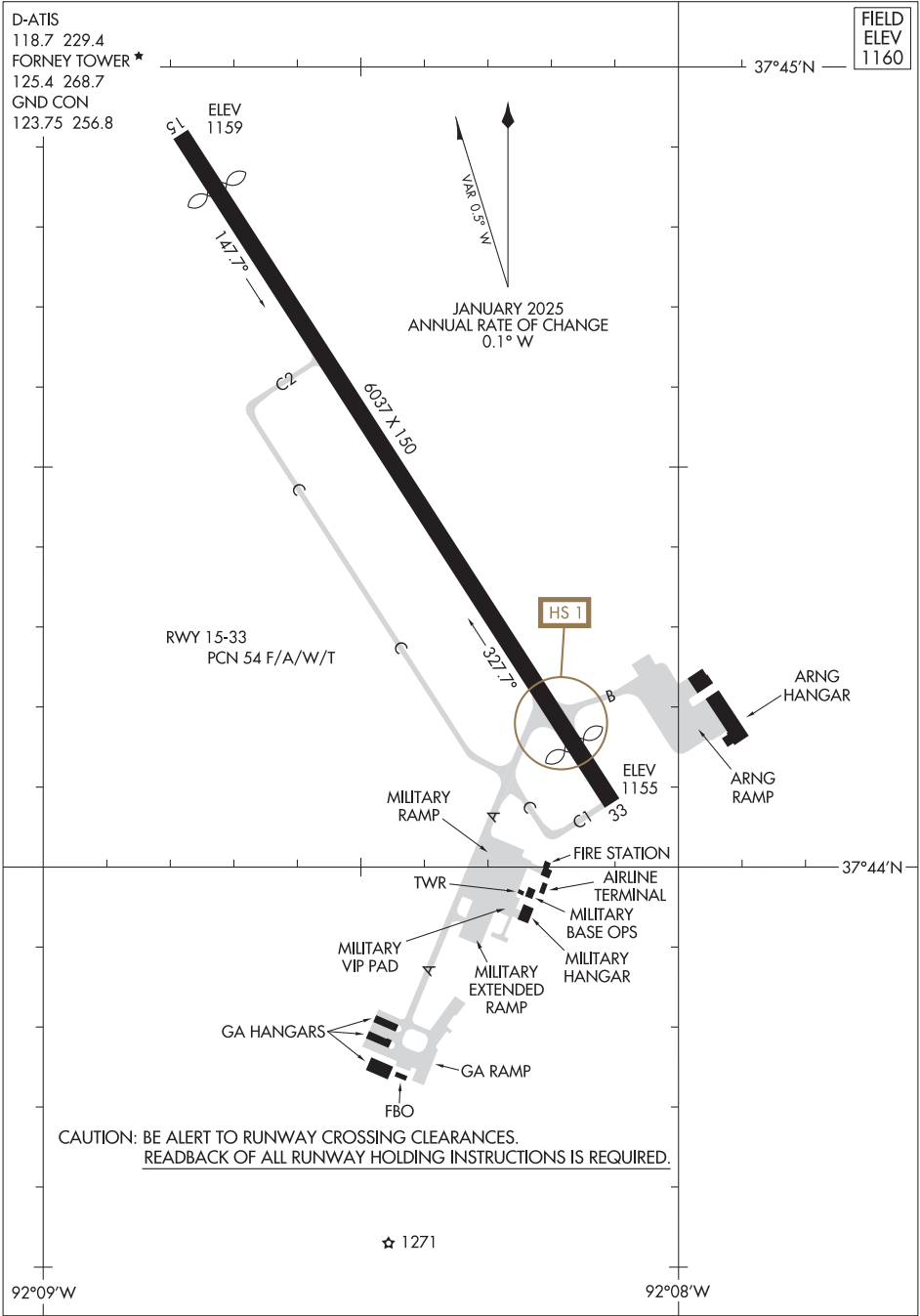
WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)
VOR RWY 33

DME or RADAR required. RADAR required for procedure entry.		MALS A2	MISSED APPROACH: Climb to 3000 on TBN VOR R-323 to REBBS INT/I-TBN LOC/DME 11 DME and hold.
<p>⚠ When local altimeter not received, use Rolla Ntl altimeter setting and increase all MDAs 80 feet. Increase S-33 Cats C/D visibility to 1¼ SM. Procedure NA when R-4501B or R-4501H in use. Circling NA west of Rwy 15-33. Rwy 33 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to Cats A and B. For inop ALS, increase Cats C and D visibility to 1¾ SM. Inop table does not apply to Cats A and B when using Rolla Ntl altimeter setting.</p>			

D-ATIS 118.7 229.4	KANSAS CITY CENTER 128.35 284.675	FORNEY TOWER ★ 125.4 (CTAF) 0 268.7	GND CON 123.75 256.8
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3000	REBBS △	HAUKE I-TBN 5.6 RADAR	WYLLS I-TBN 12.2 RADAR	One Minute Holding Pattern	
TBN R-323	I-TBN DME ANTENNA	WOVNU I-TBN 0.2	I-TBN 1.2	3000	329°
1.3 NM	4.4 NM	6.7 NM	3.00°	TCH 36	149°
CATEGORY	A	B	C	D	
S-33	1600-1 447 (500-1)				
CIRCLING	1600-1 440 (500-1)	1660-1 500 (500-1)	1660-1½ 500 (500-1½)	1720-2 560 (600-2)	



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

FORT MADISON, IOWA

AL-5625 (FAA)

25163

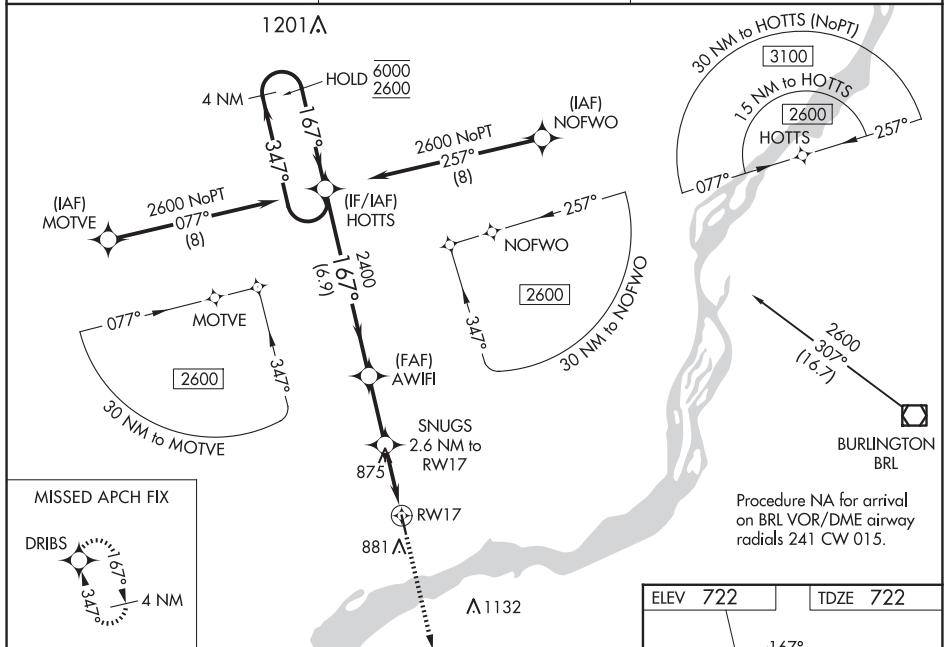
WAAS CH 82641 W17A	APP CRS 167°	Rwy Ldg TDZE Apt Elev	4000 722 722
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RNAV (GPS) RWY 17

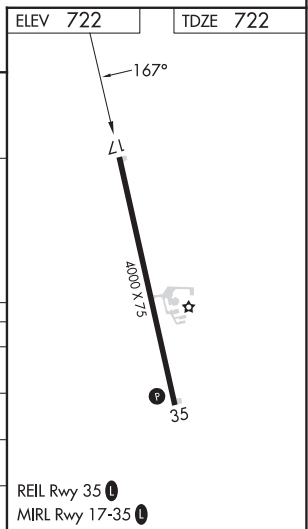
FORT MADISON MUNI (F'SW)

RNP APCH - GPS. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using BRL altimeter setting. When local altimeter setting not received, use BRL altimeter setting; increase LPV DA to 1004 feet; increase LNAV/VNAV DA to 1004 feet; increase all MDAs 40 feet and LNAV visibility Cats C and D ¼ SM, and Circling visibility Cat D ¼ SM.	MISSED APPROACH: Climb to 2600 direct DRIBS and hold.
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AWOS-3 120.925	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) 1
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HOTS 4 NM Holding Pattern		AWIFI 2400		SNUGS 2.6 NM to RW17		DRIBS
6000 ← 347°		2600 → 167°		2400		1580
GP 3.00° TCH 50		6.9 NM		2.5 NM		1.4 NM
RW17		1.2 NM		1.2 NM		
CATEGORY	A	B	C	D		
LPV DA	972-1		250 (300-1)			
LNAV/VNAV DA	972-1		250 (300-1)			
LNAV MDA	1140-1	418 (500-1)	1140-1½	418 (500-1½)		
CIRCLING	1200-1	478 (500-1)	1260-1½ 538 (600-1½)	1500-2½ 778 (800-2½)		



FORT MADISON, IOWA
Amdt 1C 12JUN25

40°40'N-91°20'W

FORT MADISON MUNI (F'SW)

RNAV (GPS) RWY 17

NC-3, 12 JUN 2025 to 07 AUG 2025

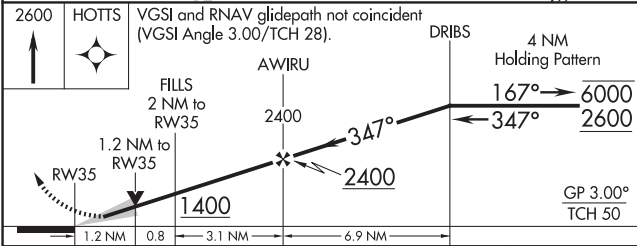
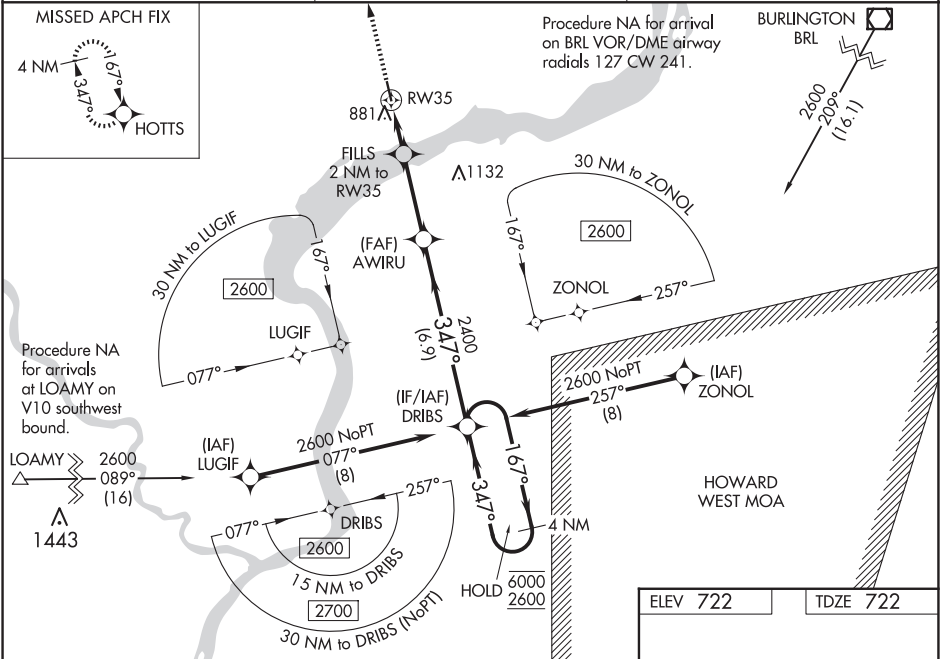
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70741 W35A	APP CRS 347°	Rwy Ldg TDZE 722 Apt Elev 722
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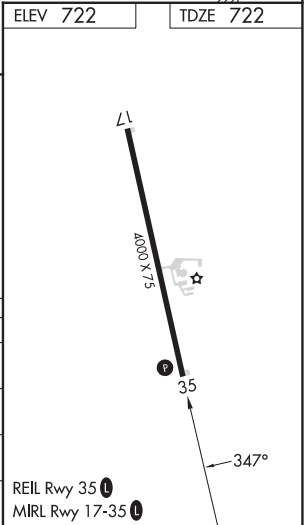
RNAV (GPS) RWY 35
FORT MADISON MUNI (F'SW)

RNP APCH - GPS. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using BRL altimeter setting. When local altimeter setting not received, use BRL altimeter setting; increase LPV DA to 1004 feet; increase LNAV/VNAV DA to 1190 feet and all visibilities 1/8 SM; increase all MDAs 40 feet and LNAV visibility Cats C and D 1/4 SM, and Circling visibility Cat D 1/4 SM.	MISSED APPROACH: Climb to 2600 direct HOTTs and hold.
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AWOS-3 120.925	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	972-1	250 (300-1)		
LNAV/VNAV DA	1158-1 1/4	436 (500-1 1/4)		
LNAV MDA	1140-1	418 (500-1)	1140-1 1/8	418 (500-1 1/8)
CIRCLING	1200-1	478 (500-1)	1260-1 1/2	1500-2 1/2
			538 (600-1 1/2)	778 (800-2 1/2)



FORT MADISON, IOWA

AL-5625 (FAA)

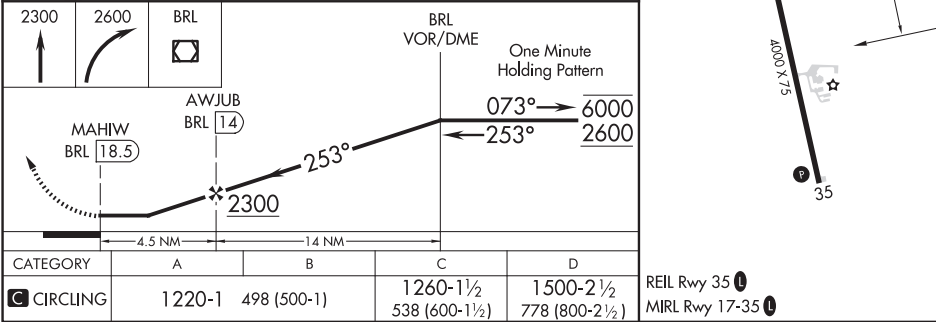
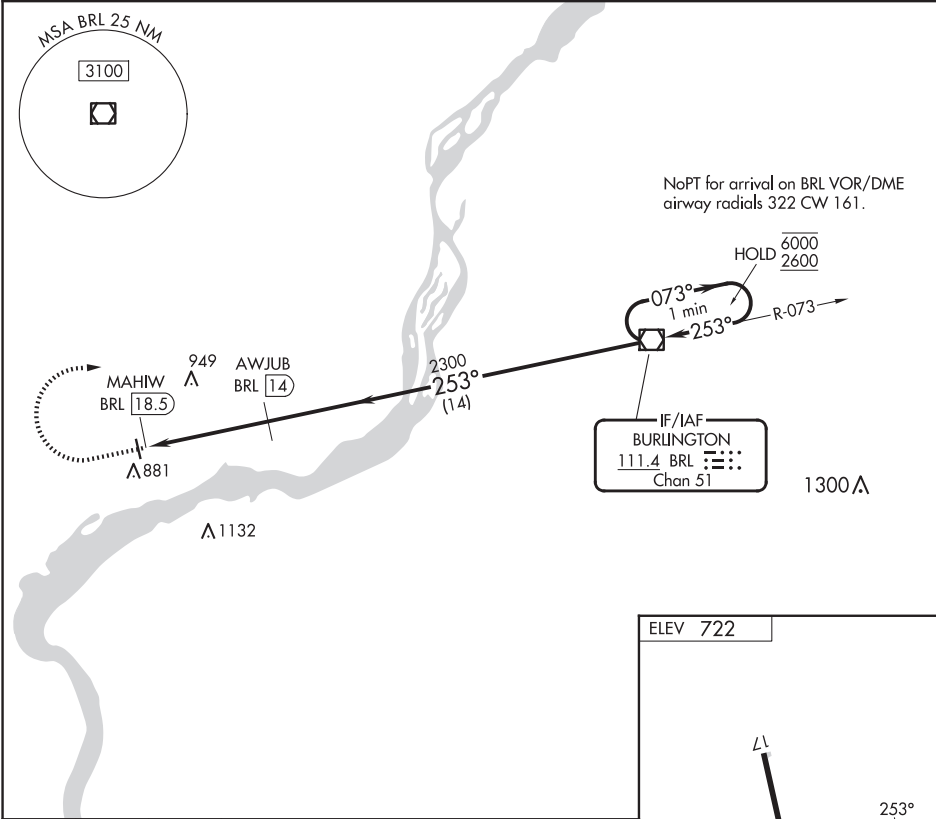
25163

VOR/DME BRL 111.4 Chan 51	APP CRS 253°	Rwy Ldg TDZE Apt Elev	N/A N/A 722
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VOR-A
FORT MADISON MUNI (F'SW)

DME required.	MISSED APPROACH: Climb to 2300 then climbing right turn to 2600 direct BRL VOR/DME and hold.
⚠ Visibility reduction by helicopters NA. When local altimeter not received, use BRL altimeter setting and increase all MDAs 40 feet and Circling visibility Cat D ¼ SM.	

AWOS-3 120.925	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) 0
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FORT MADISON, IOWA
Amdt 7C 12JUN25

40°40'N-91°20'W

FORT MADISON MUNI (F'SW)
VOR-A

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **70733**
W01A

APP CRS
015°

Rwy Ldg
TDZE **880**
Apt Elev **880**

RNAV (GPS) RWY 1

A PAUL VANCE FREDERICKTOWN RGNL (H88)

RNP APCH - GPS.

▼

Baro-VNAV NA. Use Farmington altimeter setting; when not received, use Sparta altimeter setting and increase all DA 111 feet, all MDA 120 feet and increase LPV all Cats visibility, LNAV/VNAV all Cats visibility and LNAV Cat C visibility ¾ mile, and Circling Cat C visibility ¼ mile.

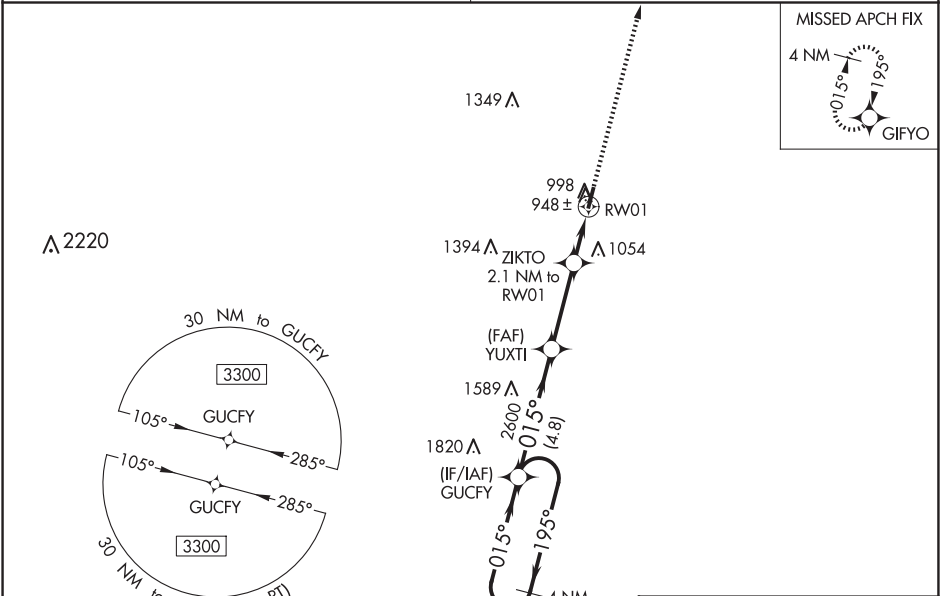
▲

NA

MISSED APPROACH: Climb to 3300 direct GIFYO and hold.

KANSAS CITY CENTER
127.475 346.275

UNICOM
122.8 (CTAF) 0



FREDERICKTOWN, MISSOURI

AL-6832 (FAA)

25163

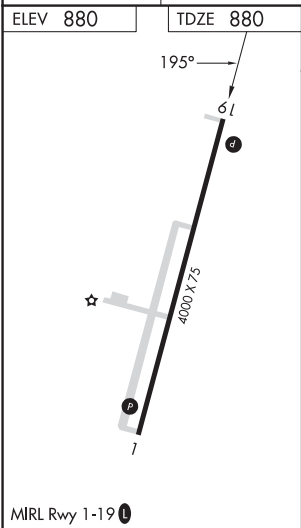
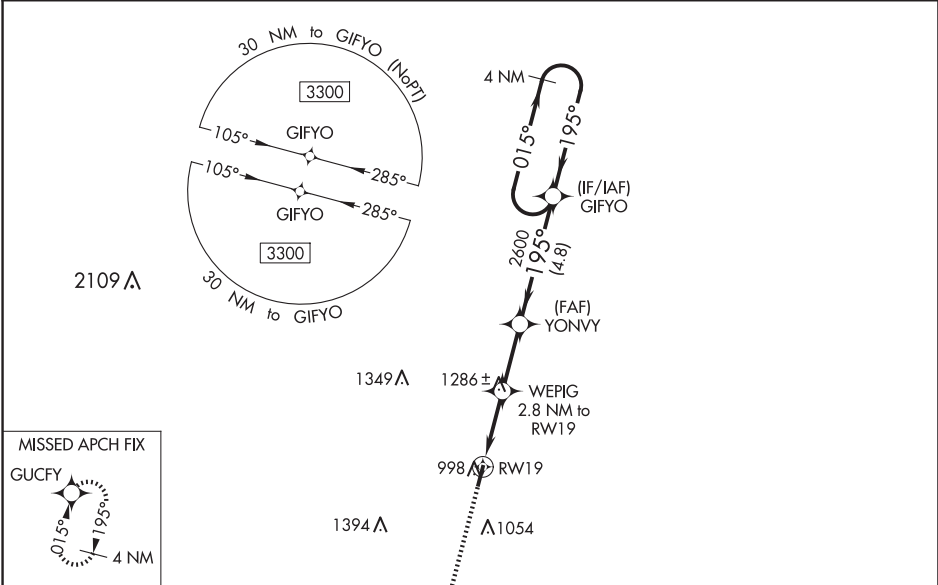
WAAS CH 72733 W19A	APP CRS 195°	Rwy Ldg TDZE 880 Apt Elev 880
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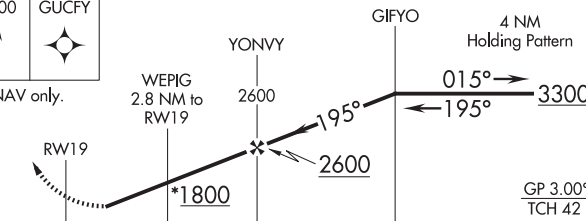
RNAV (GPS) RWY 19

A PAUL VANCE FREDERICKTOWN RGNL (H88)

<p>⚠ Baro-VNAV NA. DME/DME RNP-0.3 NA. Rwy 19 helicopter visibility reduction below ¾ SM NA. Use Farmington altimeter setting; when not received, use Sparta altimeter setting and increase all DA 111 feet, all MDA 120 feet, LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile and increase Circling all Cats visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3300 direct GUCFY and hold.</p>
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KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) 0
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3300	GUCFY				
					
*LNAV only.					
					
				GP 3.00° TCH 42	
CATEGORY	A	B	C	D	
LPV DA	1166-1 286 (300-1)			NA	
LNAV/ VNAV	1536-2¼ 656 (700-2¼)			NA	
LNAV MDA	1580-1	700 (700-1)	1580-2 700 (700-2)	NA	
C CIRCLING	1580-1	700 (700-1)	1640-2¼ 760 (800-2¼)	NA	

FREDERICKTOWN, MISSOURI
Amdt 1B 15SEP16

A PAUL VANCE FREDERICKTOWN RGNL (H88)

37°36'N-90°17'W

RNAV (GPS) RWY 19

NC-3, 12 JUN 2025 to 07 AUG 2025

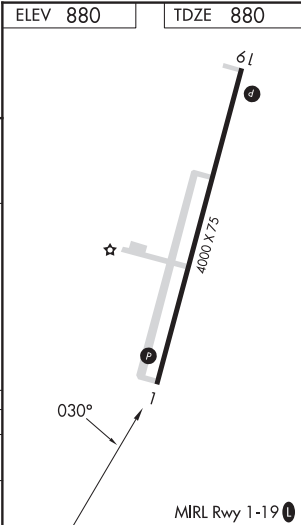
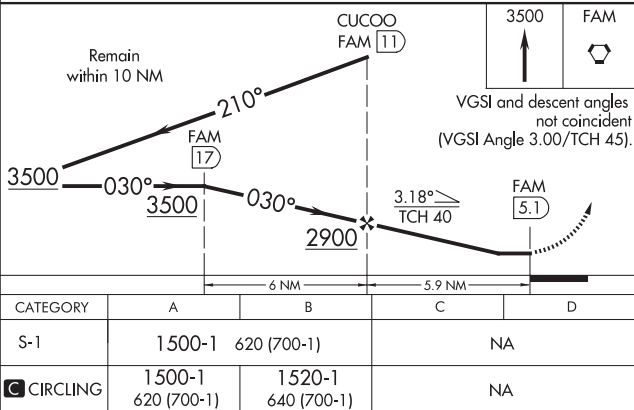
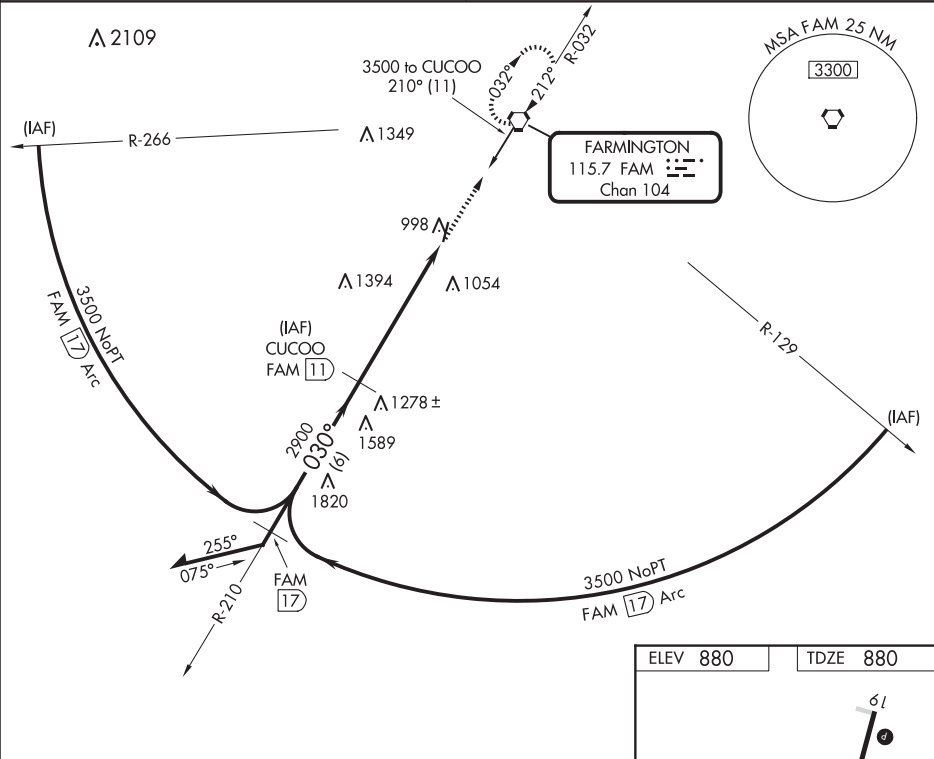
NC-3, 12 JUN 2025 to 07 AUG 2025

VORTAC FAM	APP CRS	Rwy Ldg	4000
115.7	030°	TDZE	880
Chan 104		Apt Elev	880

VOR/DME RWY 1

A PAUL VANCE FREDERICKTOWN RGNL (H88)

<div><div><div>NA</div></div><div>Use Farmington Rgnl altimeter setting.</div></div>	MISSED APPROACH: Climb to 3500 direct FAM VORTAC and hold.
KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) <div></div>

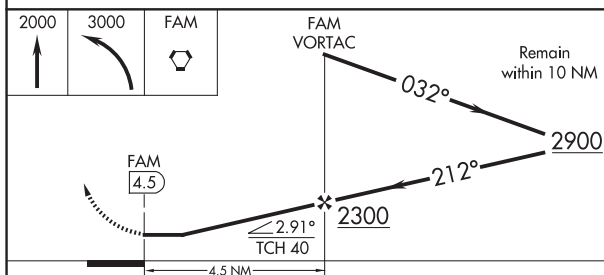
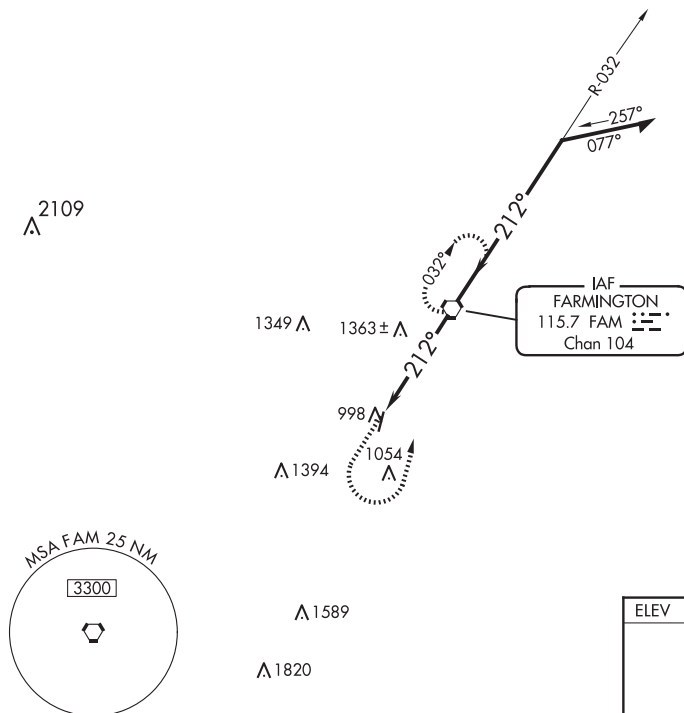



VORTAC FAM 115.7 Chan 104	APP CRS 212°	Rwy Ldg 4000 TDZE 880 Apt Elev 880
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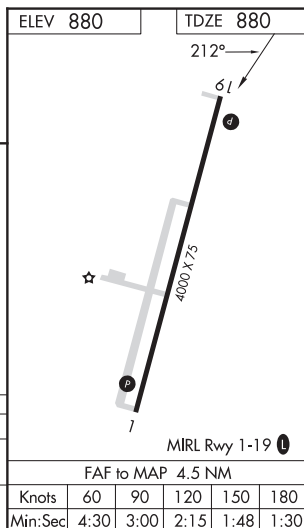
A PAUL VANCE FREDERICKTOWN RGNL (H88)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAM VORTAC and hold.

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-19	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	
 CIRCLING	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	



A PAUL VANCE FREDERICKTOWN RGNL (H88)
37°36'N-90°17'W VOP PWY 19

VOR RWY 19

NC-3, 12 JUN 2025 to 07 AUG 2025

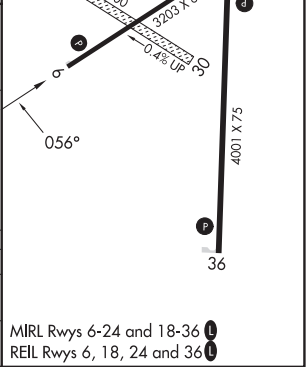
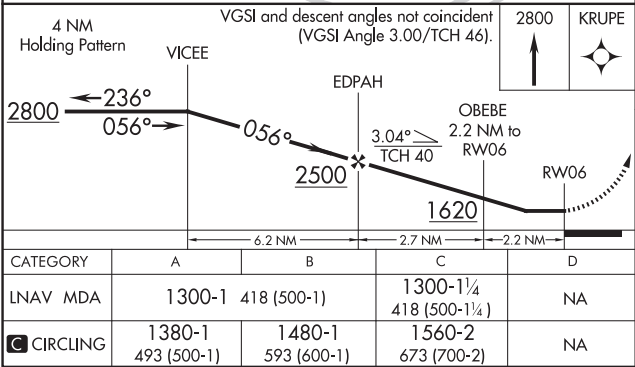
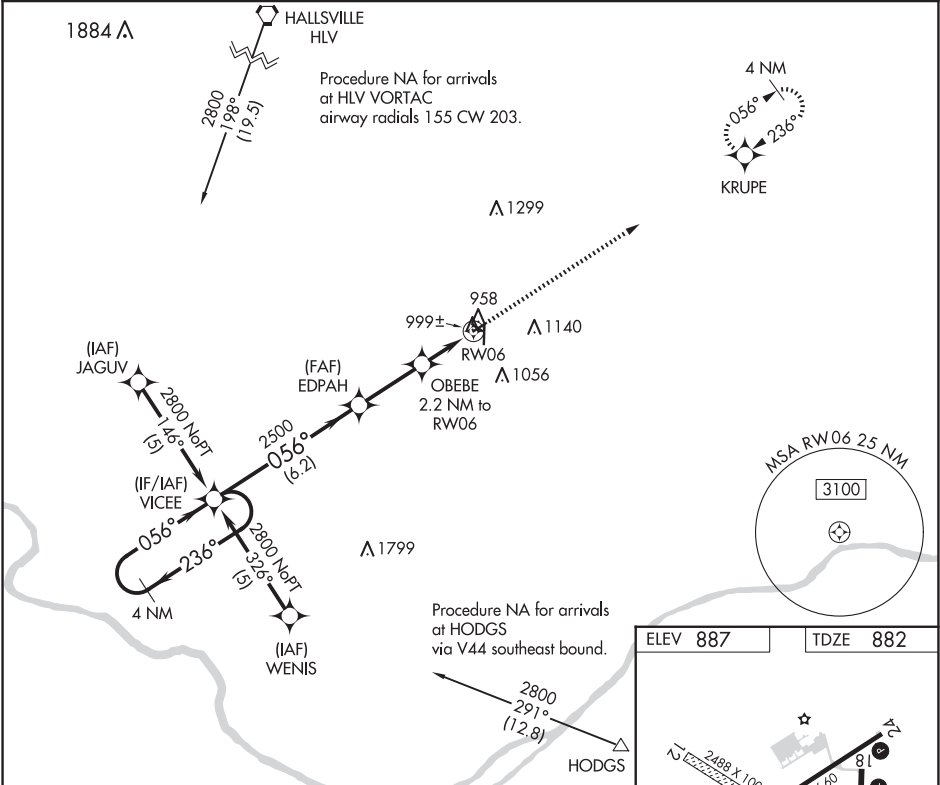
NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3203
056°	TDZE	882
	Apt Elev	887

RNAV (GPS) RWY 6

ELTON HENSLEY MEML (F'TT)

RNP APCH.		MISSED APPROACH: Climb to 2800 direct KRUPE and hold.
▼ ▲ NA Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet. Rwy 6 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18, 24 NA at night.		
COU ASOS	MIZZU APP CON	UNICOM
128.45	124.375 353.925	122.7 (CTAF) 1



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

FULTON, MISSOURI

AL-6385 (FAA)

23166

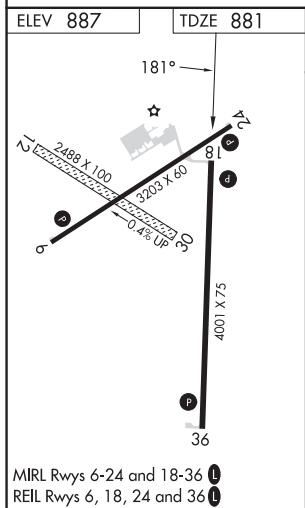
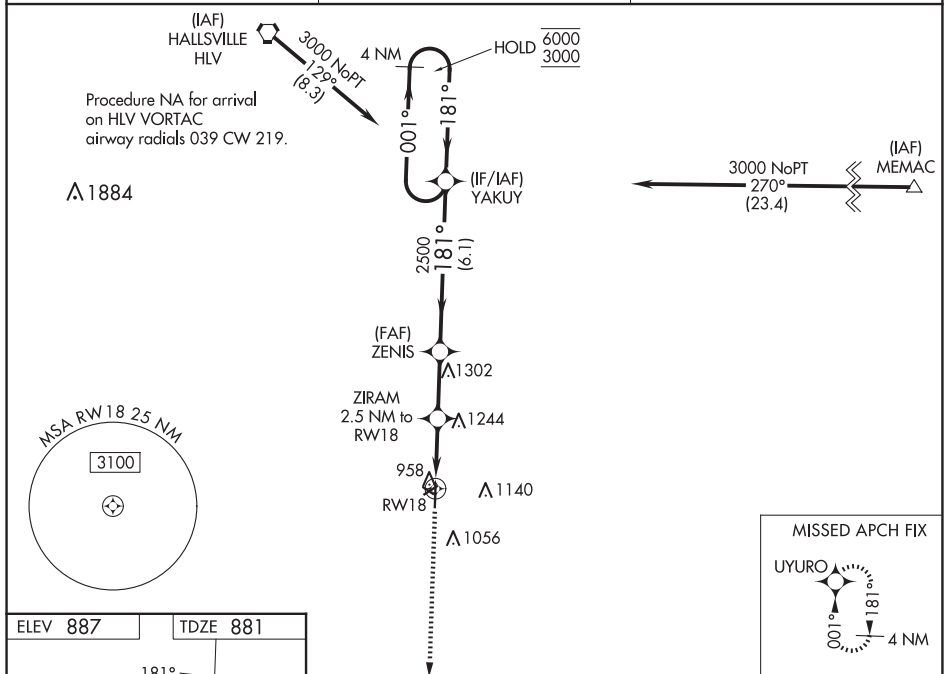
WAAS CH 42611 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	4001 881 887
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RNAV (GPS) RWY 18

ELTON HENSLEY MEML (F'TT')

RNP APCH.	<p>⚠ NA</p> <p>⚠ NA</p> <p>Circling NA to Rwy 12 and 30. Circling Rwy 24 NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cat C visibility ¼ mile.</p>	MISSED APPROACH: Climb to 3000 direct UYURO and hold.
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COU ASOS 128.45	MIZZU APP CON 124.375 353.925	UNICOM 122.7 (CTAF) 0
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3000	UYURO	ZENIS	YAKUY	4 NM Holding Pattern
*LNAV only	ZIRAM 2.5 NM to RW18	2500	181°	001° → 6000 ← 181° 3000
RW18	1720*	2500	GP 3.00° TCH 42	
2.5 NM	2.4 NM	6.1 NM		
CATEGORY	A	B	C	D
LPV DA	1155-1	274 (300-1)		NA
LNAV/VNAV DA	1313-1½	432 (500-1½)		NA
LNAV MDA	1520-1	639 (700-1)	1520-1¾ 639 (700-1¾)	NA
CIRCLING	1520-1	633 (700-1)	1560-2 673 (700-2)	NA

FULTON, MISSOURI
Orig-C 25APR19

38°50'N-92°00'W

ELTON HENSLEY MEML (F'TT')

RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

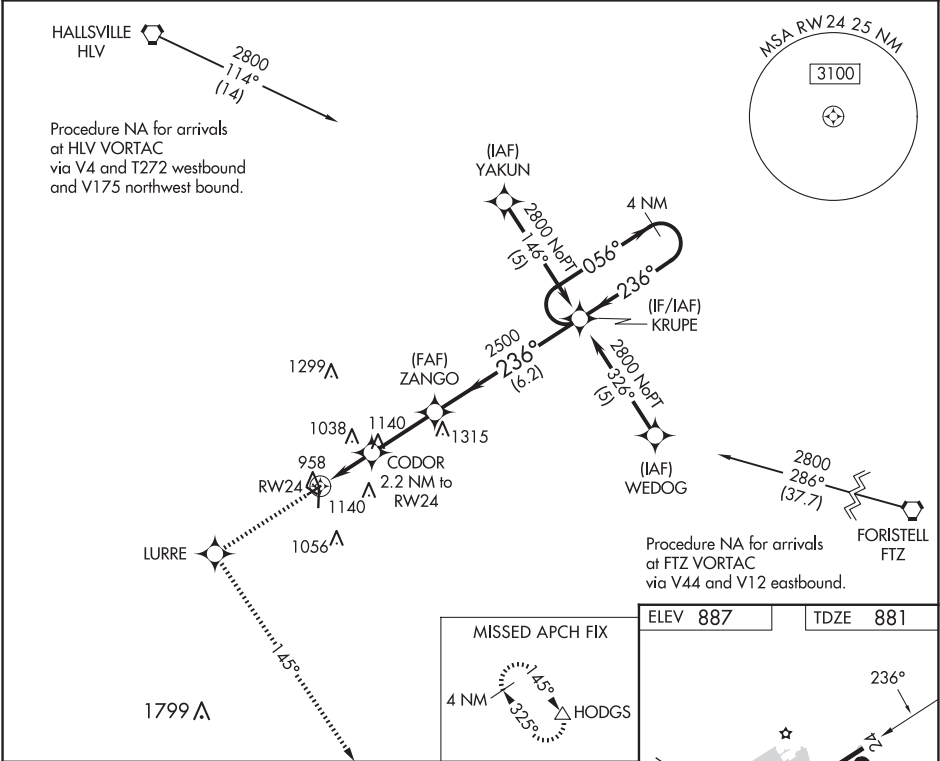
NC-3, 12 JUN 2025 to 07 AUG 2025




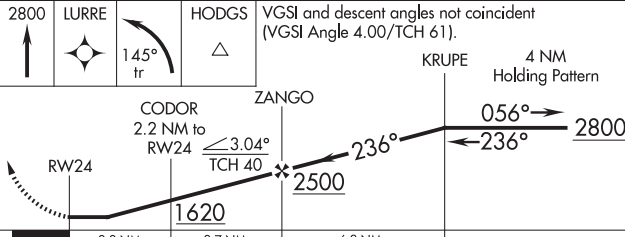

APP CRS	Rwy Idg	3203
236°	TDZE	881
	Apt Elev	887

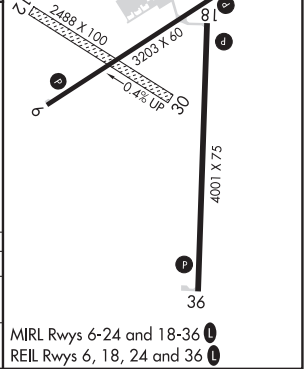
RNAV (GPS) RWY 24
ELTON HENSLEY MEML (F'TT)

RNP APCH.	<p>Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility ¼ mile. Rwy 24 helicopter visibility reduction below 1 SM NA. Circling NA to Rws 12 and 30. Straight-in Rwy 24 NA at night, Circling Rwy 18, 24 NA at night.</p>	MISSED APPROACH: Climb to 2800 direct LURRE and left turn via 145° track to HODGS and hold.
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COU ASOS 128.45	MIZZU APP CON 124.375 353.925	UNICOM 122.7 (CTAF) 0
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2800	LURRE	HODGS	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 61).	
				
RW24		CODOR 2.2 NM to RW24	ZANGO ≤ 3.04° TCH 40	KRUPF 4 NM Holding Pattern
2.2 NM		2.7 NM	6.2 NM	2800
CATEGORY	A	B	C	D
LNAV MDA	1320-1	439 (500-1)	1320-1¼ 439 (500-1¼)	NA
 CIRCLING	1380-1 493 (500-1)	1480-1 593 (600-1)	1560-2 673 (700-2)	NA



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

FULTON, MISSOURI

AL-6385 (FAA)

23166

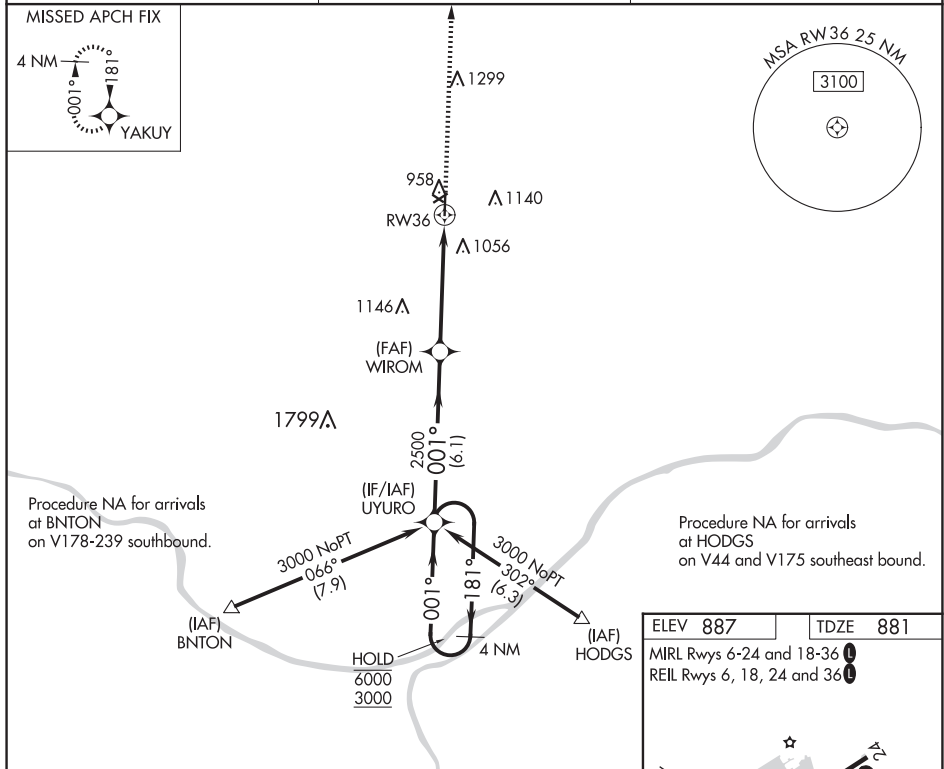
APP CRS	Rwy Idg	4001
001°	TDZE	881
	Apt Elev	887

RNAV (GPS) RWY 36

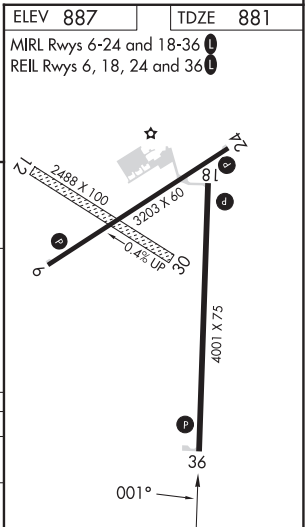
ELTON HENSLEY MEML (F'TT)

RNP APCH-GPS	<p>⚠ NA</p> <p>Circling NA to Rwys 12 and 30. Circling Rwy 18, 24 NA at night. Rwy 36 helicopter visibility reduction below ¼ SM NA. Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 100 feet. Increase LNAV Cat C visibility ¼ SM, and Circling Cat C visibility ¼ SM.</p>	MISSED APPROACH: Climb to 3000 direct YAKUY and hold.
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COU ASOS 128.45	MIZZU APP CON 124.375 353.925	UNICOM 122.7 (CTAF) 1
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4 NM Holding Pattern	UYURO	WIROM	3000	YAKUY
6000 3000	181° 001°	001°	2500	3.04° TCH 39
	6.1 NM	4.9 NM		
CATEGORY	A	B	C	D
LNAV MDA	1280-1	399 (400-1)	1280-1 ⅛ 399 (400-1 ⅛)	NA
CIRCLING	1380-1 493 (500-1)	1480-1 593 (600-1)	1560-2 673 (700-2)	NA



FULTON, MISSOURI
Orig-B 24MAR22

38°50'N-92°00'W

ELTON HENSLEY MEML (F'TT)

RNAV (GPS) RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

VORTAC HLW 114.2 Chan 89	APP CRS 154°	Rwy Idg TDZE Apt Elev N/A N/A 887
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VOR-A

ELTON HENSLEY MEML (F'TT)

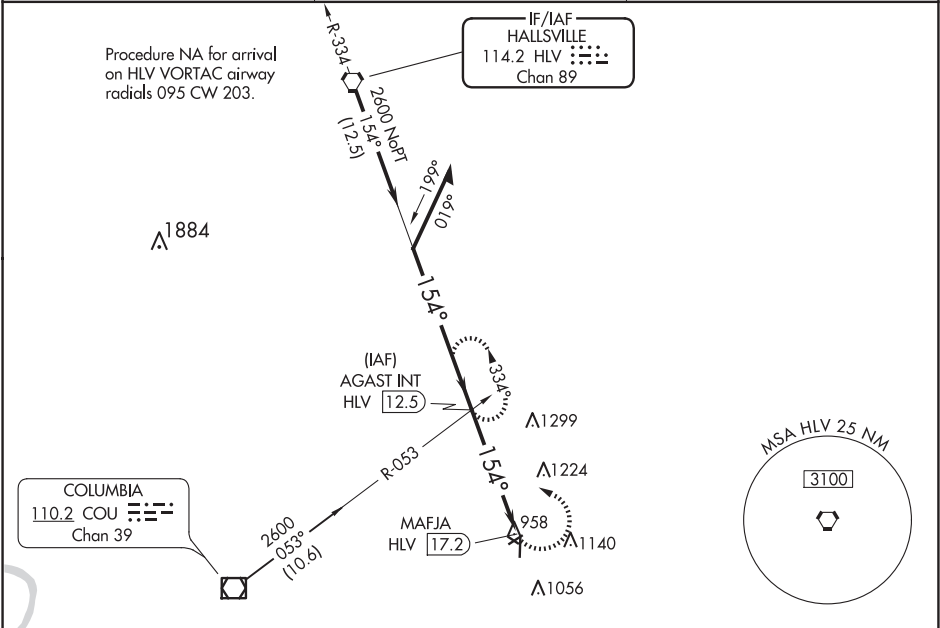
▼

▲ NA

Circling NA to Rwy 12 and 30. Circling Rwy 18, 24 NA at night. Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climbing left turn to 2600 on heading 270° and HLW VORTAC R-154 to AGAST INT/12.5 DME and hold.

COU ASOS 128.45	MIZZU APP CON 124.375 353.925	UNICOM 122.7 (CTAF)
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Remain within 10 NM

AGAST INT HLW 12.5

2600

334°

154°

2600

MAFJA HLW 17.2

4.7 NM

ELEV 887

154°

2488 X 100

3203 X 60

0.4% UP

4001 X 75

36

MIRL Rwy 6-24 and 18-36

REIL Rwy 6, 18, 24 and 36

CATEGORY	A	B	C	D	FAF to MAP 4.7 NM												
CIRCLING	1520-1	633 (700-1)	1560-2	NA	<table><tr><td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr><tr><td>Min:Sec</td><td>4:42</td><td>3:08</td><td>2:21</td><td>1:53</td><td>1:34</td></tr></table>	Knots	60	90	120	150	180	Min:Sec	4:42	3:08	2:21	1:53	1:34
Knots	60	90	120	150	180												
Min:Sec	4:42	3:08	2:21	1:53	1:34												

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

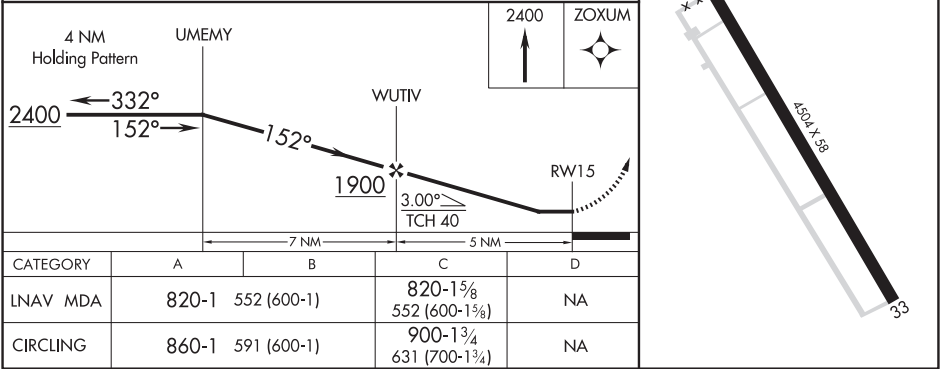
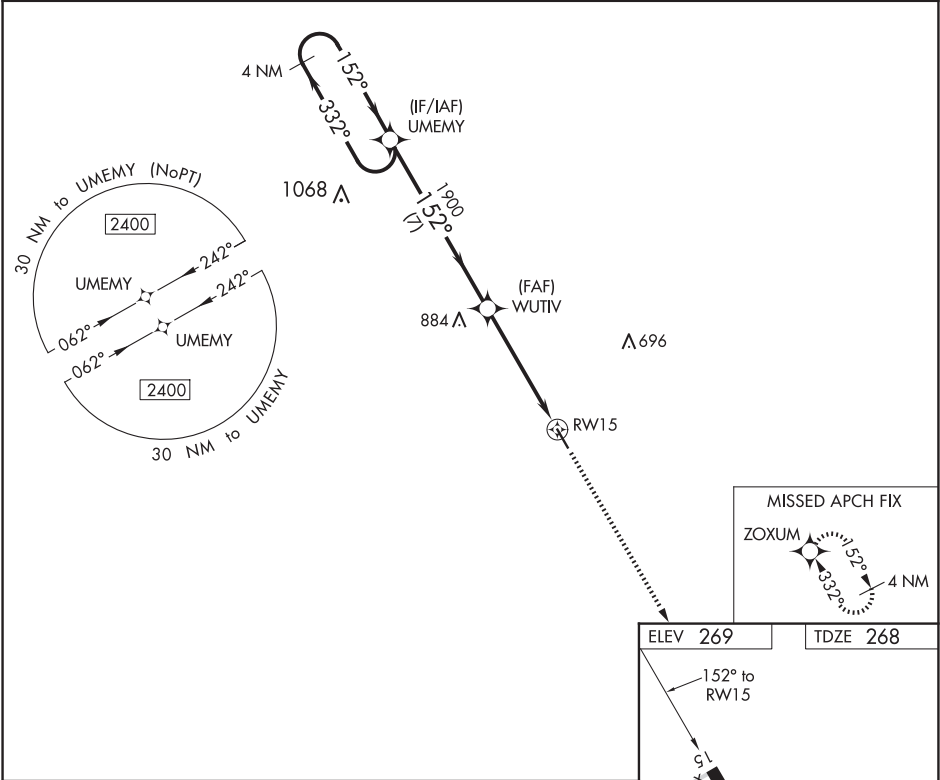
APP CRS	Rwy Idg	4504
152°	TDZE	268
	Apt Elev	269

RNAV (GPS) RWY 15

GIDEON MEML (M85)

<div><div>▼</div><div>▲NA</div></div> <div>DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Obtain Arkansas Intl altimeter setting on CTAF (122.7), when not received, use Poplar Bluff Muni altimeter setting and increase all MDA 20 feet and Circling Cat C visibility 1⁄8 mile.</div>	MISSED APPROACH: Climb to 2400 direct ZOXYM and hold.
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BYH CTAF 122.7	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
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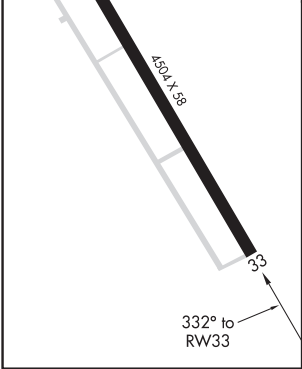
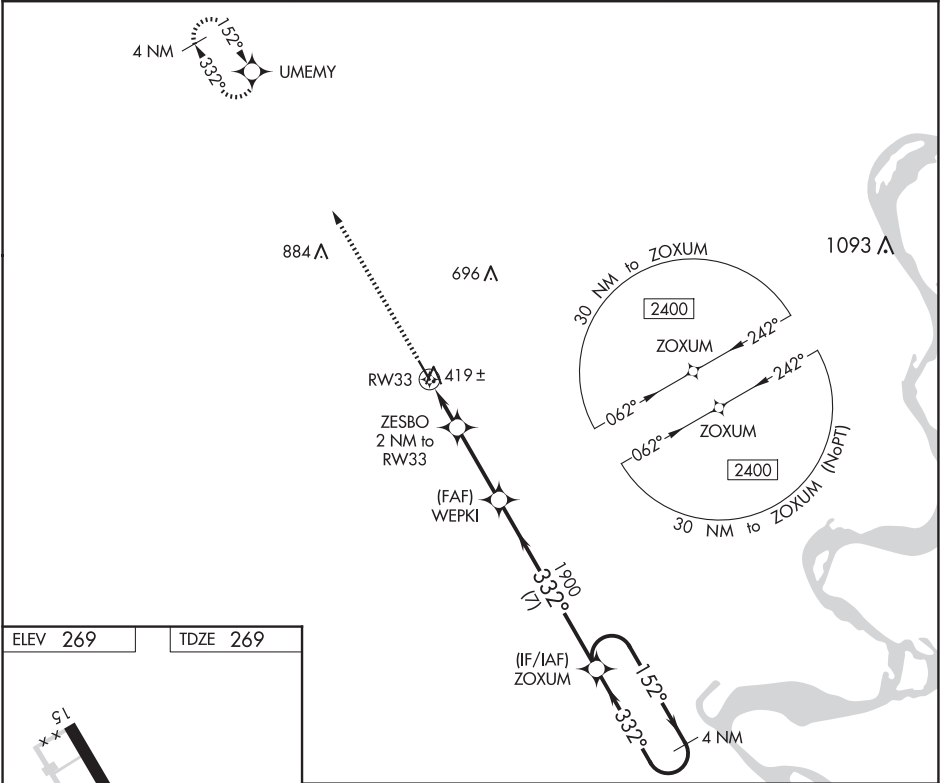
APP CRS	Rwy Idg	4504
332°	TDZE	269
	Apt Elev	269

RNAV (GPS) RWY 33

GIDEON MEML (M85)

<div><div>NA</div><div>DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Obtain Arkansas Intl altimeter setting on CTAF (122.7), when not received, use Poplar Bluff altimeter setting and increase all MDA 20 feet and Circling Cat C visibility ¼ mile.</div></div>	MISSED APPROACH: Climb to 2400 direct UMEMY and hold.
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BYH CTAF 122.7	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
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2400

↑

UMEMY

✦

WEPKI

3.00°

TCH 40

ZESBO

2 NM to RW33

940

2 NM

3 NM

7 NM

1900

332°

ZOXUM

4 NM Holding Pattern

152°

332°

2400

CATEGORY	A	B	C	D
LNAV MDA	740-1	471 (500-1)	740-1 ¹³ / ₈ 471 (500-1 ³ / ₈)	NA
CIRCLING	860-1	591 (600-1)	900-1 ³ / ₄ 631 (700-1 ³ / ₄)	NA

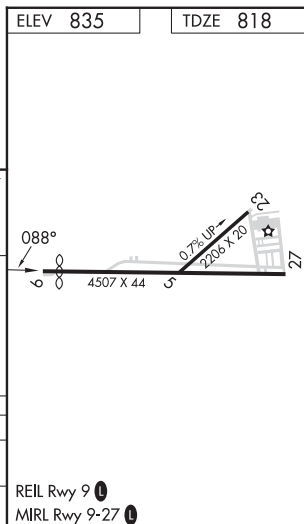
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 9
EAST KANSAS CITY (3GV)

Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM
NA. Use Kansas City Downtown/Wheeler Fld altimeter setting.

MISSED APPROACH: Climb to 3100
direct GOKLY and hold.

UN|COM
122.8 (CTAF) **L**

EAST KANSAS CITY (3GV)
RNAV (GPS) RWY 9

APP CRS
268°

Rwy Idg
TDZE
818

Apt Elev
835

RNAV (GPS) RWY 27
EAST KANSAS CITY (3GV)

NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Kansas City Downtown/Wheeler fld altimeter setting.

MISSED APPROACH: Climb to 3100 direct GIRFA and hold.

MKC ASOS 120.75	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 121.3	UNICOM 122.8 (CTAF) 0
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ELEV 835

TDZE 818

268°

0.7% UP

2206 X 20

27

REIL Rwy 9 0

MIRL Rwy 9-27 0

3100

GIRFA

ZOBUG
3 NM to
RW27

YIXER

GOKLY

4 NM
Holding Pattern

3.50°
TCH 46

1960

2600

268°

088°

3100

3 NM

1.7 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	1360-1	542 (600-1)	NA	NA
CIRCLING	1460-1	625 (700-1)	NA	NA

GRAIN VALLEY, MISSOURI

39°01'N-94°13'W

213

EAST KANSAS CITY (3GV)

RNAV (GPS) RWY 27

GREENFIELD, IOWA

AL-6670 (FAA)

20366

WAAS CH 42941 W07A	APP CRS 075°	Rwy Idg TDZE 1363 Apt Elev 1364
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RNAV (GPS) RWY 7

GREENFIELD MUNI (GFZ)

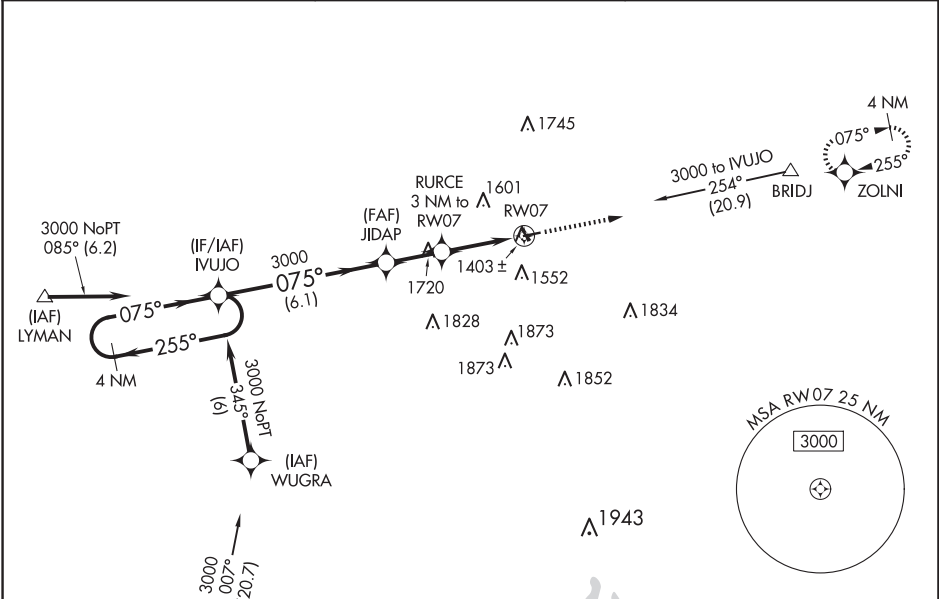
RNP APCH

NA

Circling Rwy 14, 32 NA at night. Use Creston altimeter setting; when not received, use Des Moines altimeter setting: increase DA to 1756 feet and all visibilities $\frac{1}{8}$ SM; increase all MDA 100 feet and visibility Cat B $\frac{1}{4}$ SM and Cat C $\frac{3}{8}$ SM. Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct ZOLNI and hold.

CSQ AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.95	CTAF 122.9
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4 NM Holding Pattern

3000 ← 255° / 075° → 3000

GP 3.00° TCH 40

IVUJO

JIDAP 3000

RURCE 3 NM to RW07

*2340

RW07

*LNAV only

3000 ZOLNI

CATEGORY	A	B	C	D
LPV DA	1665-1	302 (400-1)		NA
LNAV/ VNAV DA	1665-1	302 (400-1)		NA
LNAV MDA	1720-1	357 (400-1)		NA
CIRCLING	1900-1 536 (600-1)	2080-1 716 (800-1)	2260-2 $\frac{3}{4}$ 896 (900-2 $\frac{3}{4}$)	NA

MIRL Rwy 7-25

2500 X 50

3400 X 60

075° to RW07

GREENFIELD, IOWA
Amdt 1 24MAY18

41°20'N-94°27'W

GREENFIELD MUNI (GFZ)

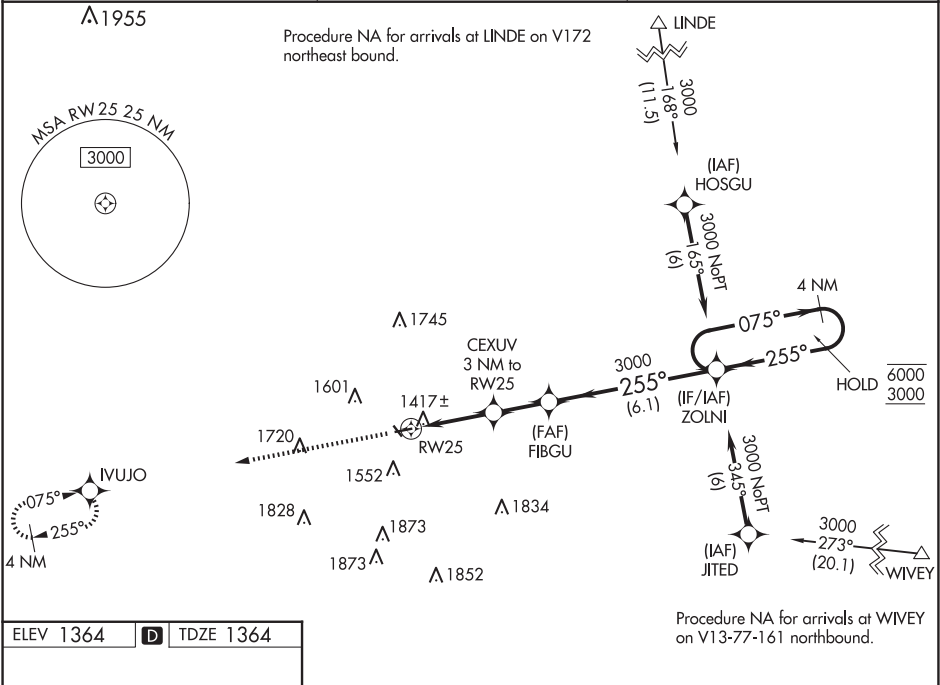
RNAV (GPS) RWY 7

WAAS CH 87141 W25A	APP CRS 255°	Rwy Idg TDZE Apt Elev	3400 1364 1364
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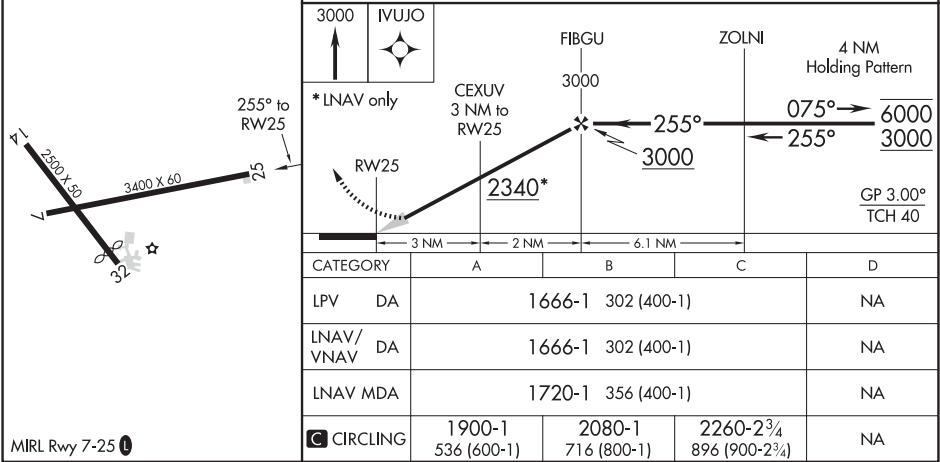
RNAV (GPS) RWY 25
GREENFIELD MUNI (GTFZ)

RNP APCH.	Circling Rwy 14, 32 NA at night. Baro-VNAV NA. Use Creston altimeter setting.	MISSED APPROACH: Climb to 3000 direct IVUJO and hold.
NA		

CSQ AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.95	CTAF 122.9
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ELEV 1364		TDZE 1364
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NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

GRINNELL, IOWA

AL-6893 (FAA)

23222

WAAS CH 58107 W13A	APP CRS 129°	Rwy Idg TDZE 1005 Apt Elev 1008
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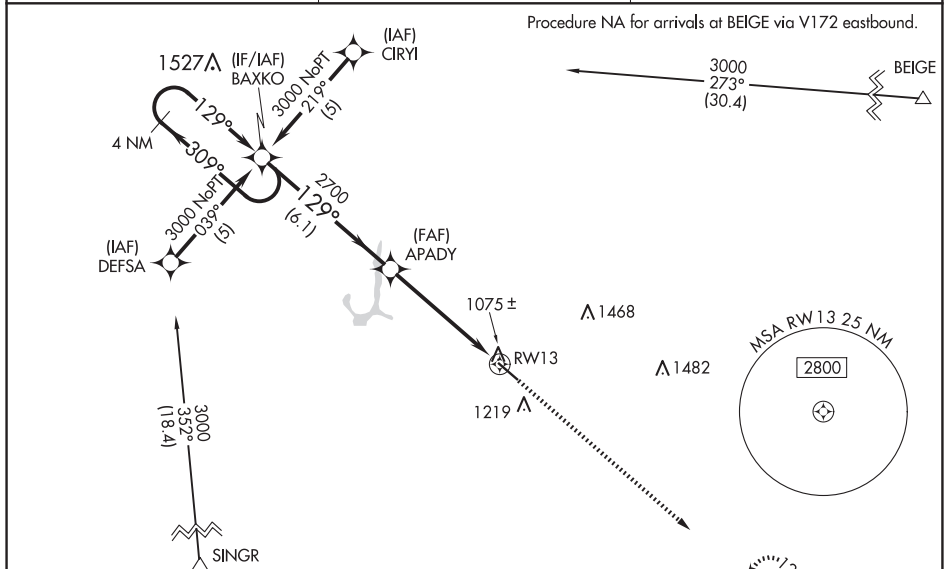
RNAV (GPS) RWY 13

GRINNELL RGNL (GGI)

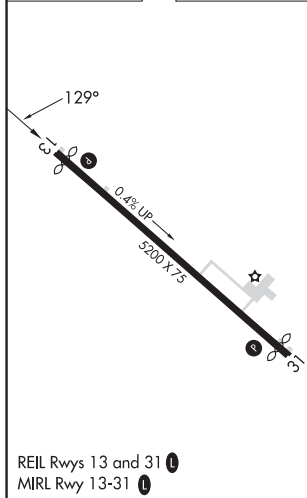
⚠ When local altimeter setting not received, use Newton altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Newton altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PICRA and hold.

AWOS-3 120.725	CHICAGO CENTER 127.05 282.35	UNICOM 122.8 (CTAF) 0
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ELEV 1008	TDZE 1005
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4 NM Holding Pattern		BAXKO	3000	PICRA
309°		129°	129°	
GP 3.00°		APADY	2700	RW13
TCH 34		6.1 NM	5.2 NM	
CATEGORY	A	B	C	D
LPV DA	1284-1 279 (300-1)			NA
LNAV/VNAV DA	1415-1½ 410 (500-1½)			NA
LNAV MDA	1480-1	475 (500-1)	1480-1¼ 475 (500-1¼)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

GRINNELL, IOWA
Amdt 1 05JUN08

41°43'N-92°44'W

RNAV (GPS) RWY 13

NC-3, 12 JUN 2025 to 07 AUG 2025

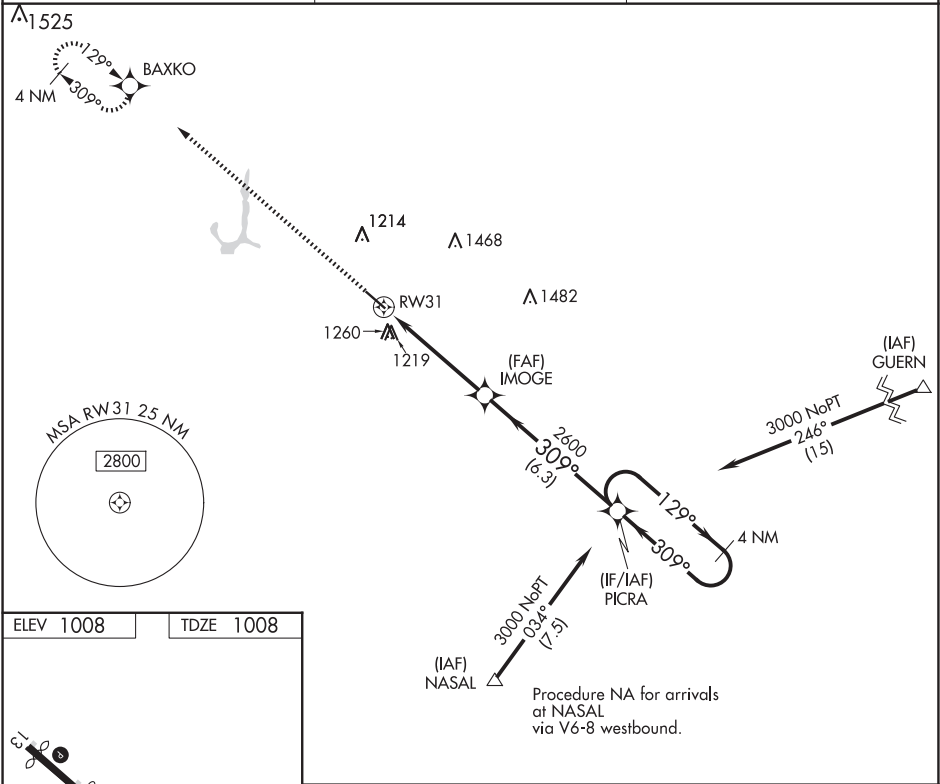
NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5000
309°	TDZE	1008
	Apt Elev	1008



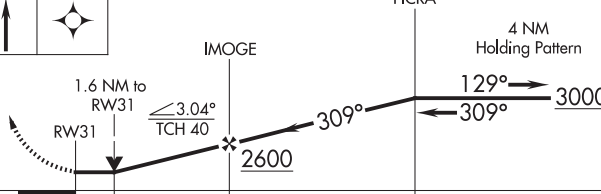
RNAV (GPS) RWY 31
GRINNELL RGNL (GGI)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct BAXKO and hold.
When local altimeter setting not received, use Newton altimeter setting and increase all MDA 40 feet and LNAV visibility Cat C ½ SM. Rwy 31 helicopter visibility reduction below ¾ SM NA. VDP NA when using Newton altimeter setting.	

AWOS-3 120.725	CHICAGO CENTER 127.05 282.35	UNICOM 122.8 (CTAF) 0
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ELEV 1008	TDZE 1008
REIL Rws 13 and 31 0 MIRL Rwy 13-31 0	

3000	BAXKO				
					
					
1.6		3.2 NM		6.3 NM	
CATEGORY	A		B	C	D
LNAV MDA	1560-1		552 (600-1)	1560-1 $\frac{5}{8}$ 552 (600-1 $\frac{5}{8}$)	NA
CIRCLING	1620-1		612 (700-1)	1620-1 $\frac{3}{4}$ 612 (700-1 $\frac{3}{4}$)	NA

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

GRINNELL, IOWA

AL-6893 (FAA)

23222

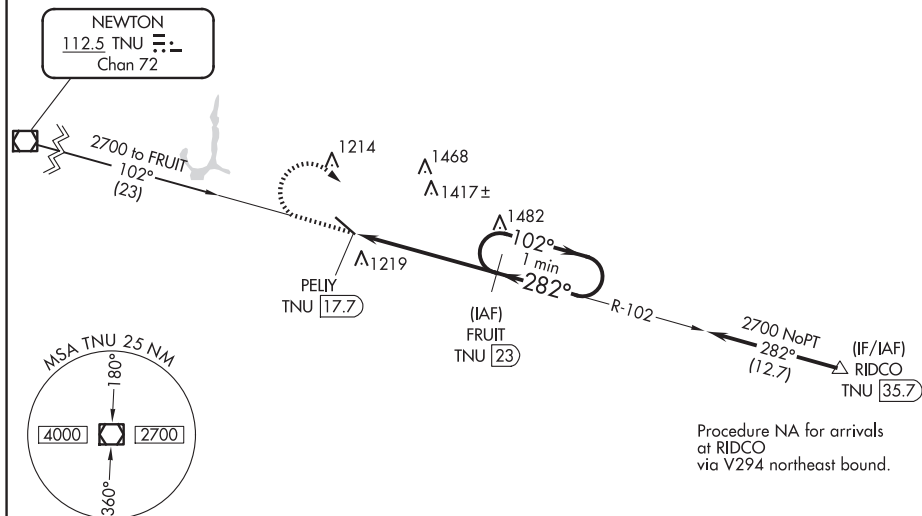
VOR/DME TNU	APP CRS	Rwy Idg	5000
112.5	282°	TDZE	1008
Chan 72		Apt Elev	1008

VOR/DME RWY 31
GRINNELL RGNL (GGI)

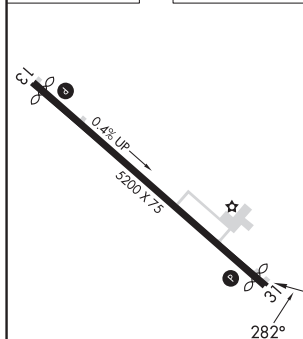
<p>⚠ When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.</p> <p>⚠ Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 2700 then right turn via TNU VOR/DME R-102 to FRUIT/TNU 23 DME and hold.</p>
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<p>AWOS-3 120.725</p>	<p>CHICAGO CENTER 127.05 282.35</p>	<p>UNICOM 122.8 (CTAF) 1</p>
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Λ 1527



ELEV 1008	TDZE 1008
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REIL Rwy 13 and 31 **1**
MIRL Rwy 13-31 **1**

2700

TNU
R-102

FRUIT

TNU 23

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 40).

FRUIT

TNU 23

One Minute
Holding Pattern

102° →

← 282°

2700

PELIY

TNU 17.7

282°

2.94°

TCH 34

5.3 NM

CATEGORY	A		B	C	D
S-31	1680-1	672 (700-1)		1680-2 672 (700-2)	NA
CIRCLING	1680-1	672 (700-1)		1680-2 672 (700-2)	NA

GRINNELL, IOWA

Amdt 4 05JUN08

41°43'N-92°44'W

GRINNELL RGNL (GGI)
VOR/DME RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 69533 W18A	APP CRS 177°	Rwy Idg TDZE 1221 Apt Elev 1221	3400
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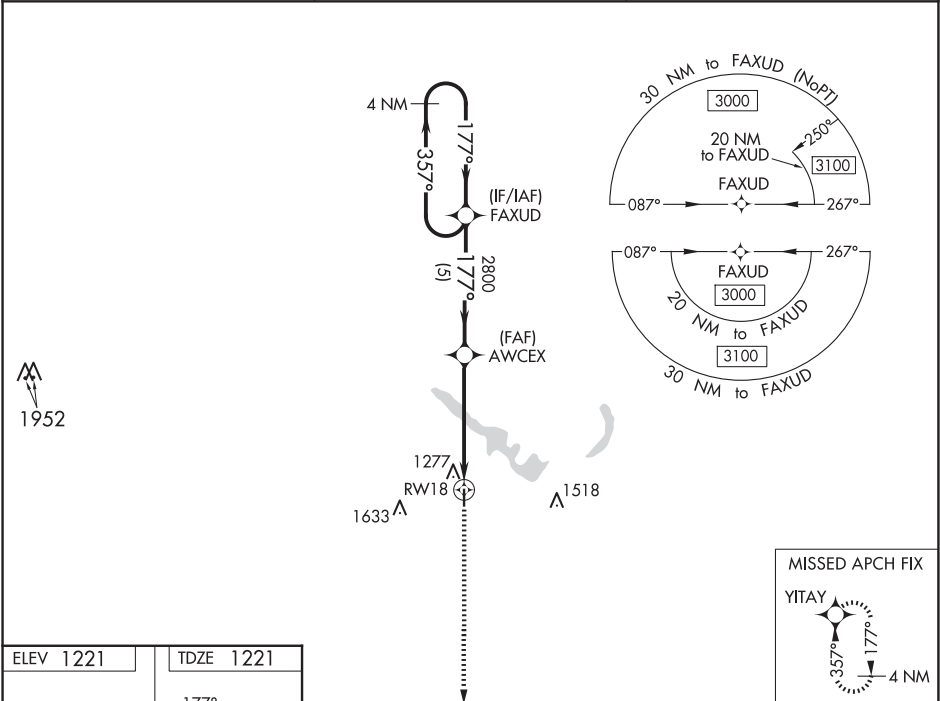
RNAV (GPS) RWY 18

GUTHRIE COUNTY RGNL (GCT)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Audubon altimeter setting; when not received, use Carroll altimeter setting and increase LPV DA to 1535, LNAV/VNAV DA to 1748 and all MDA 20 feet; increase LNAV/VNAV all Cats visibility 1/8 mile.

MISSED APPROACH: Climb to 3000 direct YITAY and hold.

ADU AWOS-3 118.075	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF) 1
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ELEV 1221

TDZE 1221

177°

81

3400 X 60

36

REIL Rws 18 and 36 **1**

MIRL Rwy 18-36 **1**

3000

↑

YITAY

✦

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 33).

AWCEX

2800

177°

357° →

← 177°

3000

4 NM Holding Pattern

FAXUD

GP 3.00° TCH 40

RW18

4.8 NM

5 NM

CATEGORY	A	B	C	D
LPV DA	1531-1	310 (400-1)	NA	
LNAV/VNAV DA	1744-1¾	523 (600-1¾)	NA	
LNAV MDA	1720-1	499 (500-1)	NA	
CIRCLING	1740-1 519 (600-1)	1880-1 659 (700-1)	NA	

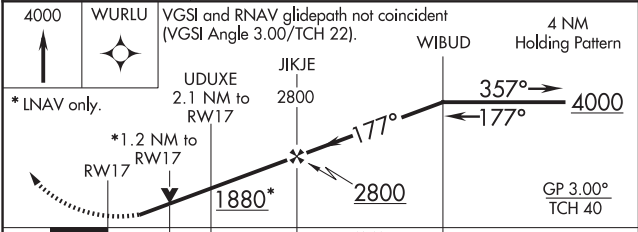
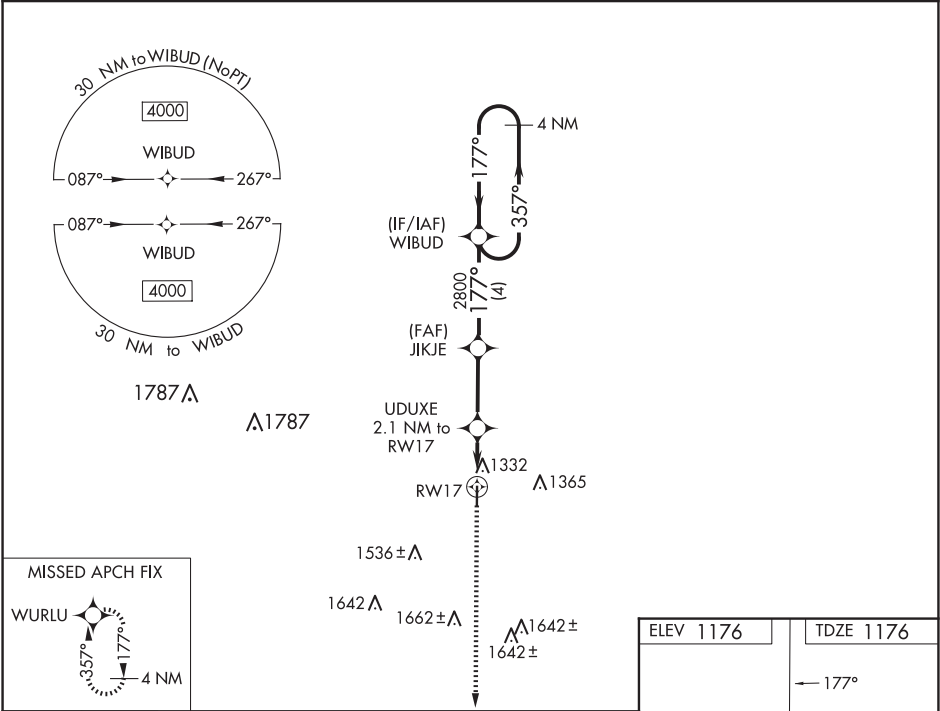
WAAS CH 58133 W17A	APP CRS 177°	Rwy Idg 4020 TDZE 1176 Apt Elev 1176
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RNAV (GPS) RWY 17
HAMPTON MUNI (HPT)

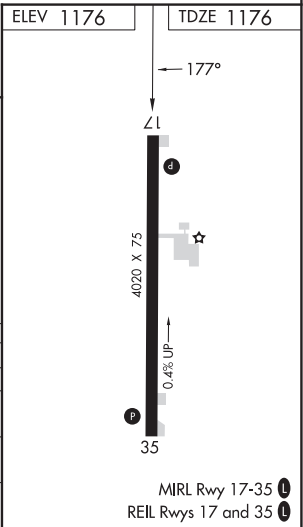
▽ VDP and Baro-VNAV NA when using Mason City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
▲ NA DME/DME RNP: 0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mason City altimeter setting and increase all DA 67 feet and all MDA 80 feet, and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 4000 direct WURLU and hold, continue climb-in-hold to 4000.

AWOS-3 121.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1426-1	250 (300-1)		NA
LNAV/VNAV DA	1605-1½	429 (500-1½)		NA
LNAV MDA	1600-1	424 (500-1)		NA
C CIRCLING	1640-1	464 (500-1)		NA



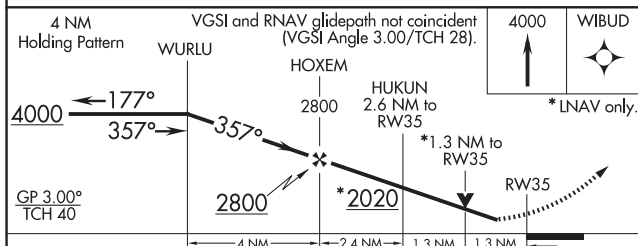
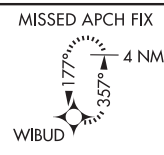
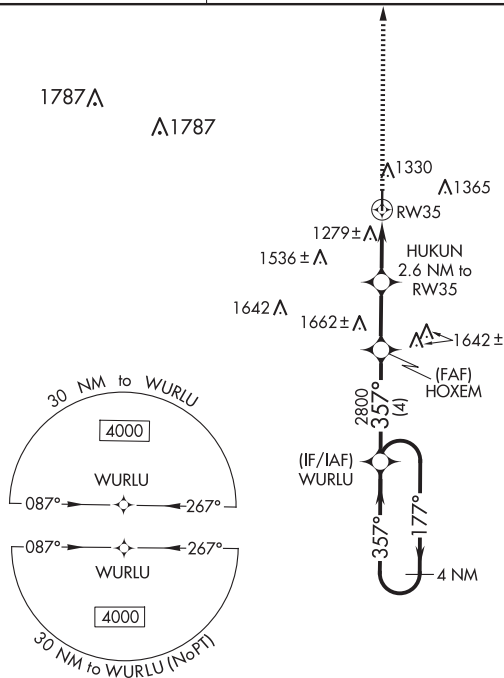
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

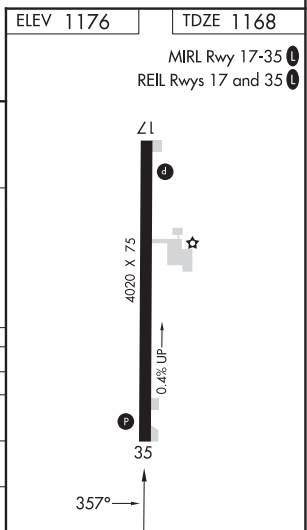
RNAV (GPS) RWY 35
HAMPTON MUNI (HPT)

MISSED APPROACH:
Climb to 4000 direct
WIBUD and hold,
continue climb-in-hold
to 4000.

AWOS-3 121.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
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CATEGORY		A	B	C	D
LPV	DA	1418-1	250 (300-1)		NA
LNAV/ VNAV	DA	1654-1 ⁵ / ₈	486 (500-1 ⁵ / ₈)		NA
LNAV	MDA	1620-1	452 (500-1)		NA
C CIRCLING		1640-1	464 (500-1)		NA



NC-3, 12 JUN 2025 to 07 AUG 2025

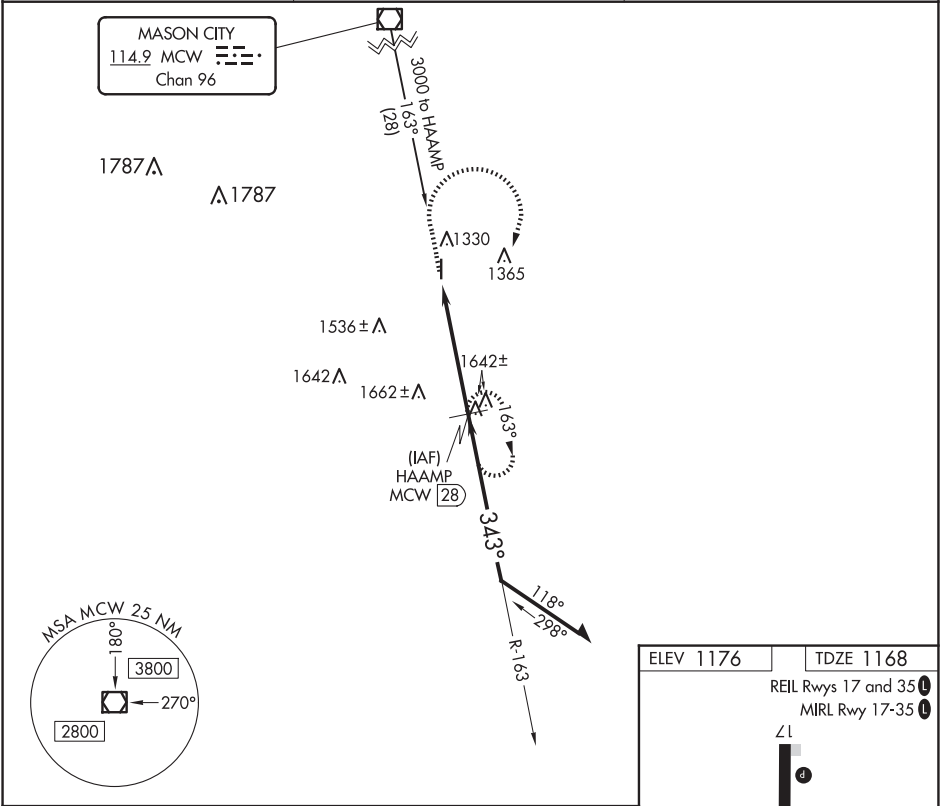
VOR/DME MCW	APP CRS	Rwy Idg	4020
114.9	343°	TDZE	1168
Chan 96		Apt Elev	1176

VOR/DME RWY 35
HAMPTON MUNI (HPT)

⚠ Rwy 35 helicopter visibility reduction below ¾ SM NA.
⚠ NA When local altimeter setting not received, use Mason City altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via MCW R-163 to HAAMP/28 DME and hold.

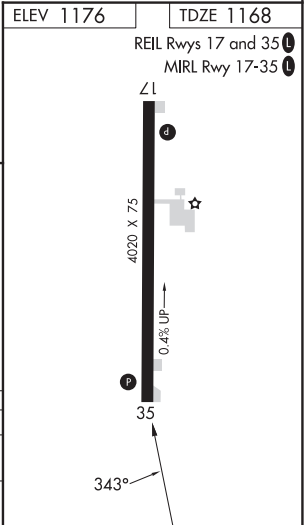
AWOS-3 121.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) Ⓛ
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3000
↑
MCW R-163
HAAMP MCW 28

HAAMP MCW 28
3000
163°
343°
3000
3.42°
TCH 40
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 28).
5 NM
Remain within 10 NM

CATEGORY	A	B	C	D
S-35	1980-1 812 (900-1)	1980-1¼ 812 (900-1¼)	NA	
C CIRCLING	1980-1 804 (900-1)	1980-1¼ 804 (900-1¼)	NA	



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NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 62812 W17A	APP CRS 170°	Rwy Idg TDZE 4400 769 Apt Elev 769
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RNAV (GPS) RWY 17

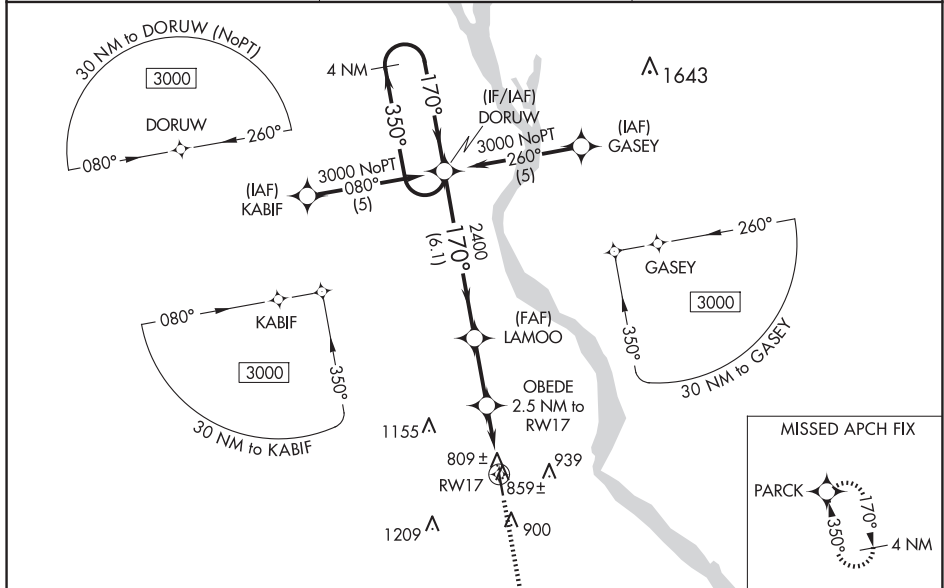
HANNIBAL RGNL (HAE)

⚠ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Quincy altimeter setting; increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat C visibility ¼ SM and Circling Cat C visibility ¼ SM. Baro-VNAV and VDP NA when using Quincy altimeter setting.

MISSED APPROACH: Climb to 3000 direct PARCK and hold.

AWOS-3PT 120.775	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8(CTAF) 0
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4 NM Holding Pattern

DORUW

LAMOO

OBEDE 2.5 NM to RW17

*1 NM to RW17

RW17

3000

PARCK

*LNAV only

GP 3.00° TCH 40

350°

170°

170°

170°

2400

*1600

6.1 NM

2.5 NM

1.5 NM

1 NM

CATEGORY	A	B	C	D
LPV DA	1019-1	250 (300-1)		NA
LNAV/VNAV DA	1079-1¼	310 (400-1¼)		NA
LNAV MDA	1120-1	351 (400-1)		NA
CIRCLING	1260-1	491 (500-1)	1640-2½ 871 (900-2½)	NA

ELEV 769

TDZE 769

170°

4000 x 100

35

MIRL Rwy 17-35

REIL Rwy 17 and 35

WAAS CH 72612 W35A	APP CRS 350°	Rwy Idg 4400 TDZE 769 Apt Elev 769
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RNAV (GPS) RWY 35

HANNIBAL RGNL (HAE)

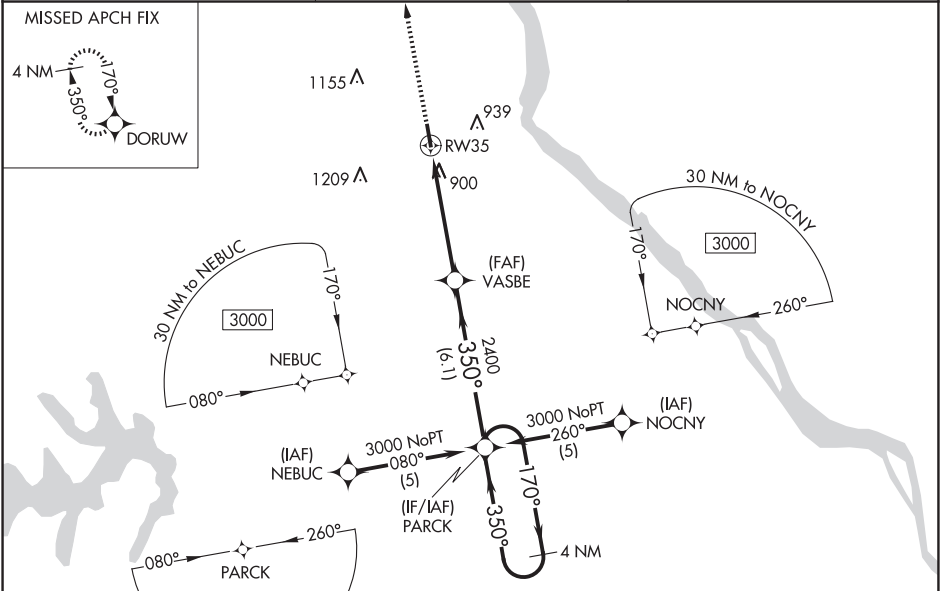
⚠

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting; increase all DA 41 feet, all MDA 60 feet, and Circling Cat C visibility ¼ SM.
Baro-VNAV and VDP NA when using Quincy, IL altimeter setting.

MISSED APPROACH: Climb to 3000 direct DORUW and hold.

AWOS-3PT 120.775	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 1
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ELEV 769

TDZE 769

3000

DORUW

*LNAV only

*1.2 NM to RW35

PARCK

4 NM Holding Pattern

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	1019-1	250 (300-1)		NA
LNAV/VNAV DA	1242-1¾	473 (500-1¾)		NA
LNAV MDA	1200-1	431 (500-1)	1200-1¼ 431 (500-1¼)	NA
CIRCLING	1260-1	491 (500-1)	1640-2½ 871 (900-2½)	NA

MIRL Rwy 17-35 1

REIL Rws 17 and 35 1

HARLAN, IOWA

AL-5762 (FAA)

25163

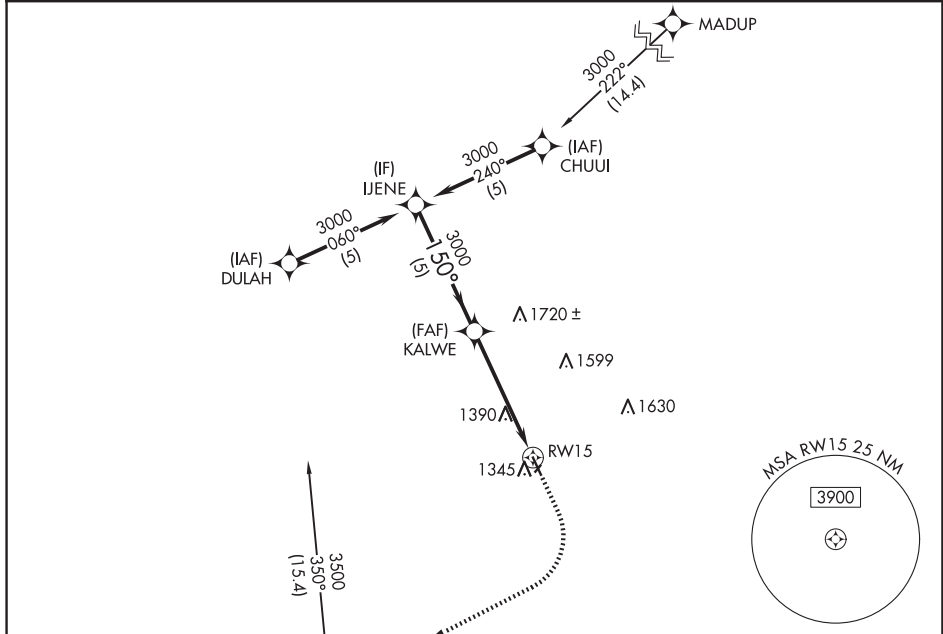
APP CRS	Rwy Ldg	4100
150°	TDZE	1231
	Apt Elev	1231

RNAV (GPS) RWY 15

HARLAN MUNI (HNR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.
Circling NA to Rwy 3 and 21. Procedure NA at night.	
NA Rwy 15 helicopter visibility reduction below 1 SM NA.	

AWOS-3 118.325	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF)
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ELEV 1231

TDZE 1231

VGSi and descent angles not coincident
(VGSi Angle 3.00/TCH 40).

CATEGORY	A	B	C	D
LNAB MDA	1860-1	629 (700-1)	NA	
CIRCLING	1860-1	629 (700-1)	NA	

REIL Rwy 15 and 33

MIRL Rwy 15-33

HARLAN, IOWA

Amdt 1 23FEB23

41°35'N-95°20'W

RNAV (GPS) RWY 15

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

HARLAN, IOWA

AL-5762 (FAA)

25163

APP CRS	Rwy Ldg	4100
330°	TDZE	1215
	Apt Elev	1231

GPS RWY 33
HARLAN MUNI (HNR)

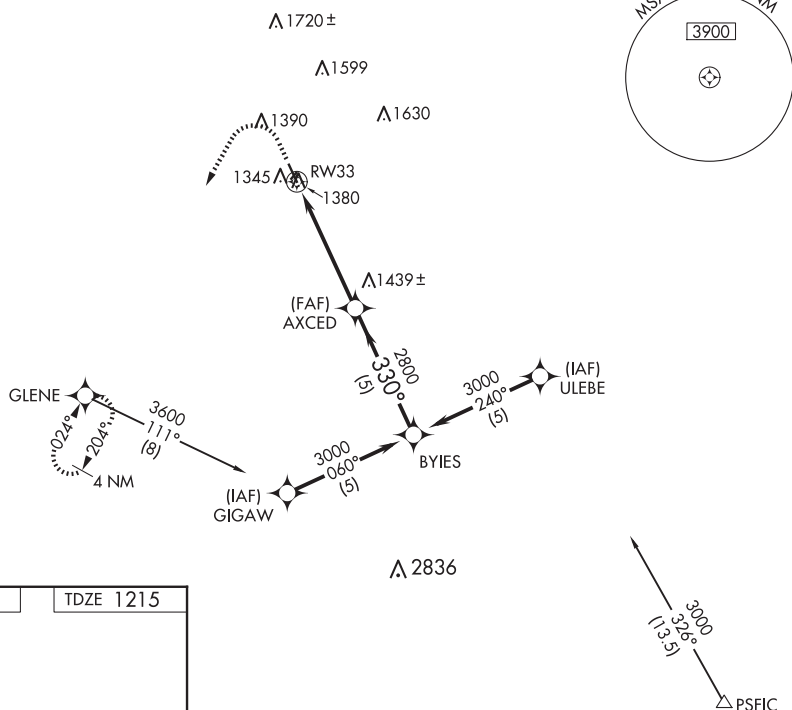
T Procedure NA at night. Helicopter visibility reduction
A NA below 1 SM NA. Circling NA to Rwy 3 and 21.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3600 direct GLENE and hold.

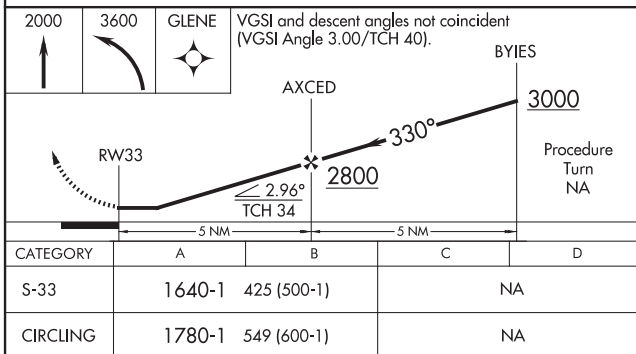
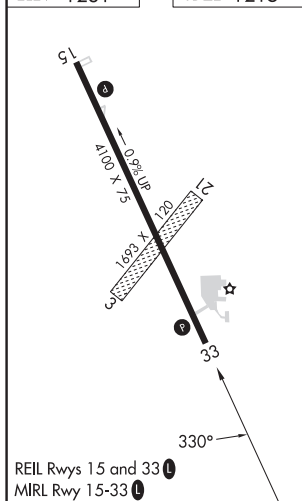
AWOS-3
118.325

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) **L**



ELEV 1231		TDZE 1215
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HARLAN, IOWA
Orig-C 16AUG18

HARLAN MUNI (HNR) GPS RWY 33

41°35'N-95°20'W

227

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS

173°

Rwy Idg

4000

TDZE

915

Apt Elev

915

RNAV (GPS) RWY 17

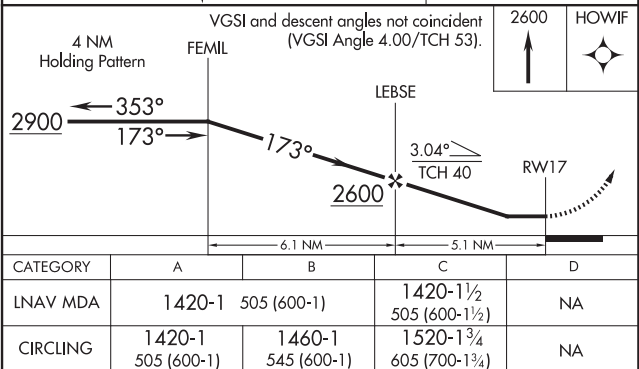
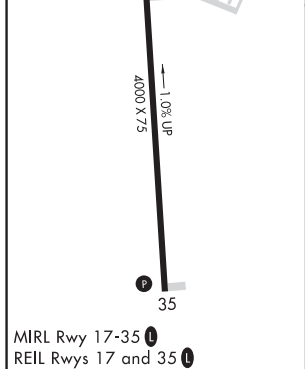
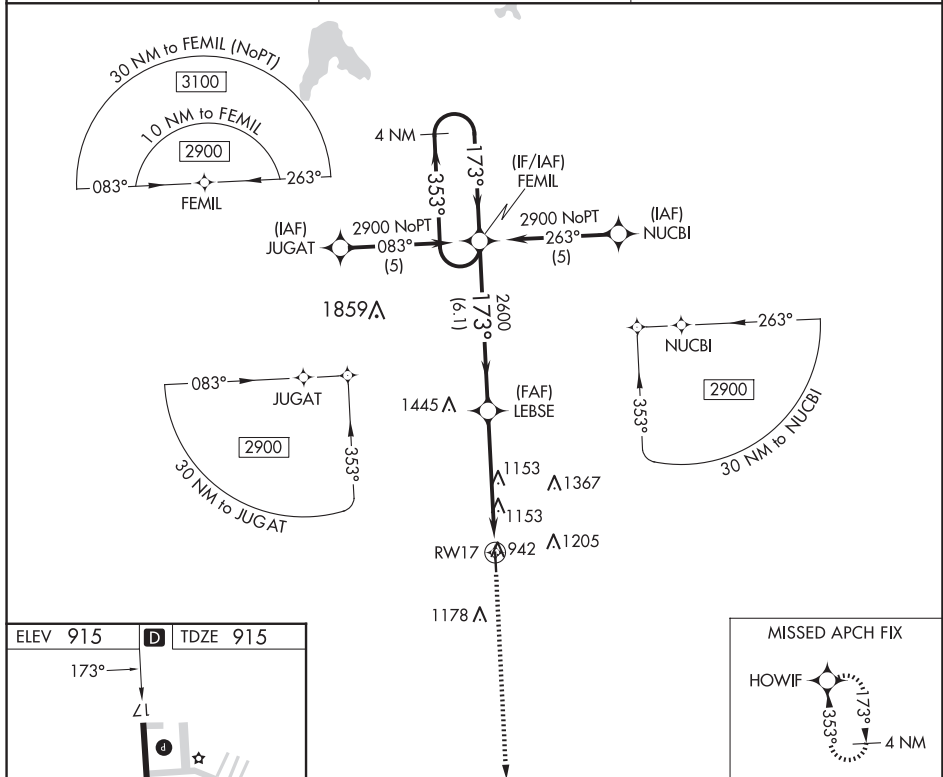
LAWRENCE SMITH MEML (L.R.Y)

RNP APCH.

When local altimeter setting not received, use Kansas City Downtown/Wheeler Fld altimeter setting: increase all MDAs 100 feet and visibility Cat C ¼ mile.
Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2600 direct HOWIF and hold.

AWOS-3PT 119.975	KANSAS CITY CENTER 125.55 327.0	UNICOM 123.0 (CTAF) 0
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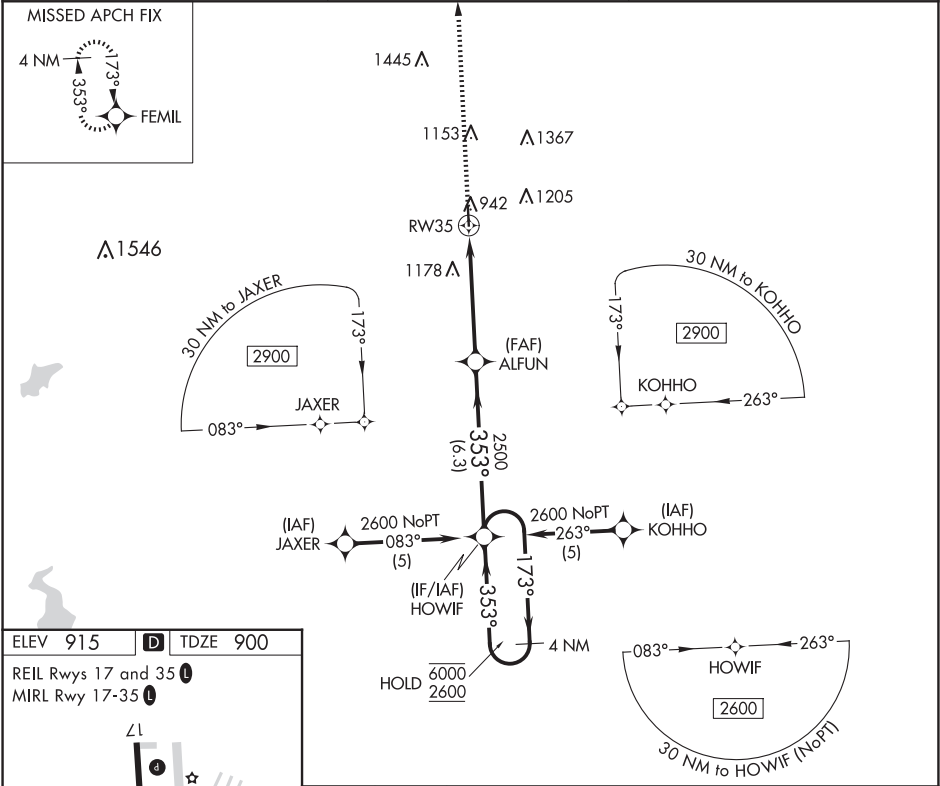


APP CRS	Rwy Idg	4000
353°	TDZE	900
	Apt Elev	915

RNAV (GPS) RWY 35
LAWRENCE SMITH MEML (L.R.Y)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct FEMIL and hold.
Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA.	

AWOS-3PT 119.975	KANSAS CITY CENTER 125.55 327.0	UNICOM 123.0 (CTAF) 0
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3000	FEMIL	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 47).			
		ALFUN	HOWIF	4 NM Holding Pattern	
		RW35	173°	6000	2600
			353°		
		4.9 NM	6.3 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1380-1	480 (500-1)	1380-1 3/8 480 (500-1 3/8)	NA	
CIRCLING	1400-1 485 (500-1)	1460-1 545 (600-1)	1520-1 3/4 605 (700-1 3/4)	NA	

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NC-3, 12 JUN 2025 to 07 AUG 2025

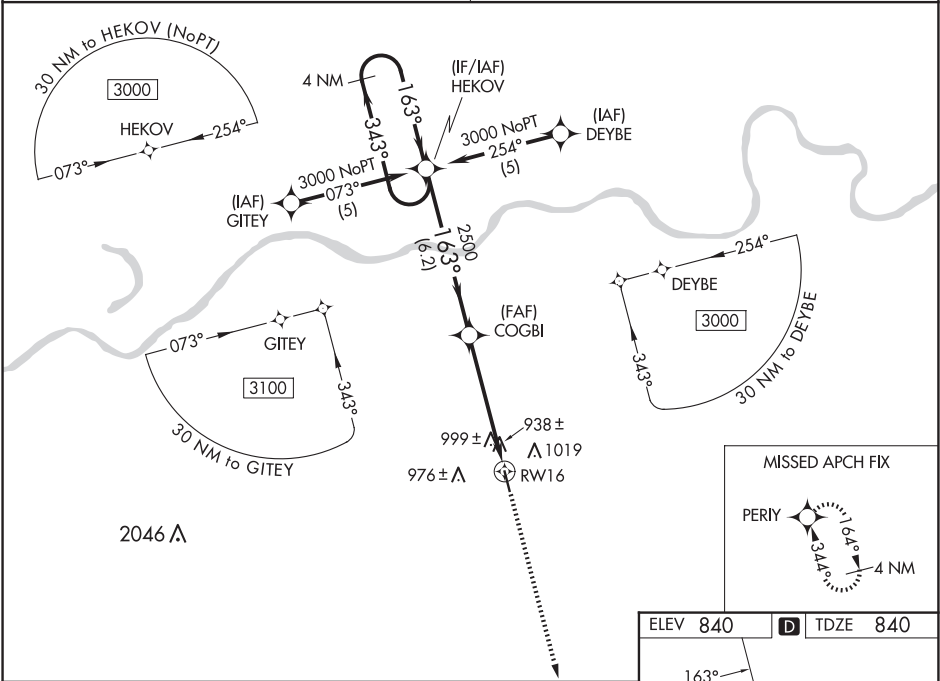
WAAS CH 86601 W16A	APP CRS 163°	Rwy Idg TDZE Apt Elev	4400 840 840
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RNAV (GPS) RWY 16

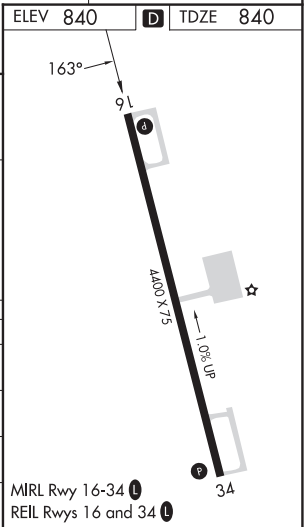
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

RNP APCH - GPS.	
<div><div>▼</div><div>NA</div></div> Baro-VNAV NA. Use Whiteman Air Force Base altimeter setting; when not received, use Kansas City/Lee's Summit Rgnl altimeter setting; increase LPV DA to 1293 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1410 feet; increase all MDAs 60 feet, LNAV visibility Cat C ½ SM and Circling visibility Cats C and D ¼ SM.	MISSED APPROACH: Climb to 3000 direct PERIY and hold.

WHITEMAN APP CON ★ 127.45 284.0	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		HEKOV	3000	PERIY
GP 3.00° TCH 31		COGBI	2500	RW16
6.2 NM		5 NM		
CATEGORY	A	B	C	D
LPV DA	1247-1½ 407 (500-1½)			
LNAV/VNAV DA	1364-2 524 (600-2)			
LNAV MDA	1360-1 520 (600-1)	1360-1½ 520 (600-1½)	1360-1¾ 520 (600-1¾)	
CIRCLING	1440-1 600 (600-1)	1440-1½ 600 (600-1½)	1460-2 620 (700-2)	



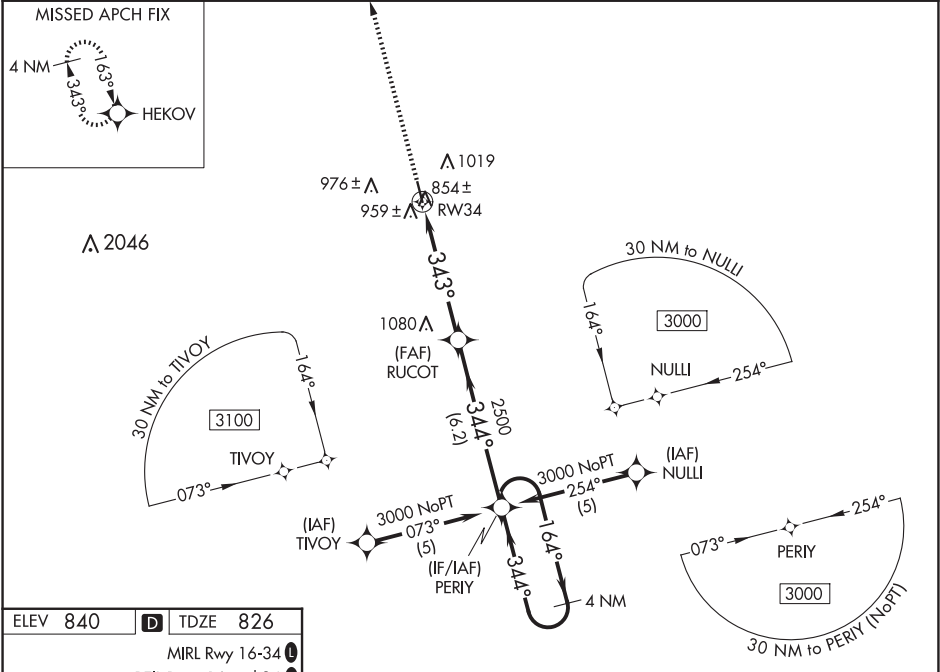
WAAS CH 45901 W34A	APP CRS 343°	Rwy Idg 4400 TDZE 826 Apt Elev 840
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RNAV (GPS) RWY 34

HIGGINSVILLE INDUSTRIAL MUNI (HIG)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct HEKOV and hold.
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WHITEMAN APP CON ★ 127.45 284.0	UNICOM 122.8 (CTAF) 0
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91

REIL Rws 16 and 34

4400 X 75

1.0% UP

34

343°

3000

HEKOV

RUCOT

PERI

4 NM Holding Pattern

164°

344°

3000

2500

343°

5.2 NM

6.2 NM

GP 3.00° TCH 39

CATEGORY	A	B	C	D
LPV DA	1144-1¼ 318 (400-1¼)			
LNAV/VNAV DA	1283-1¾ 457 (500-1¾)			
LNAV MDA	1300-1	474 (500-1)	1300-1¼ 474 (500-1½)	1300-1½ 474 (500-1½)
CIRCLING	1440-1	600 (600-1)	1440-1½ 600 (600-1½)	1460-2 620 (700-2)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

HOUSTON, MISSOURI

AL-9356 (FAA)

24249

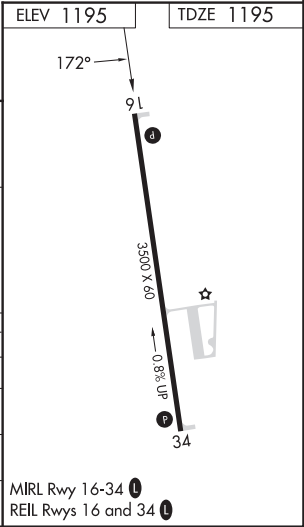
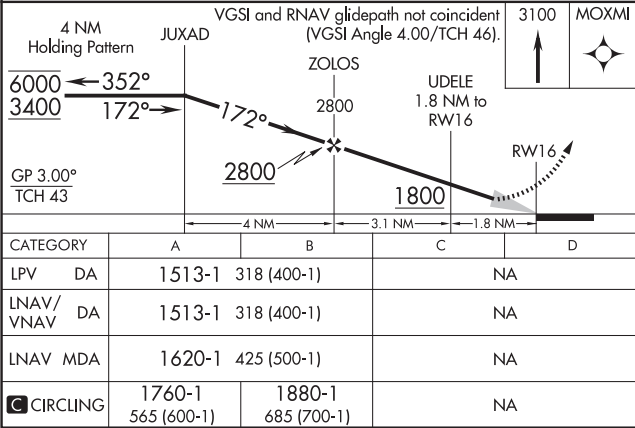
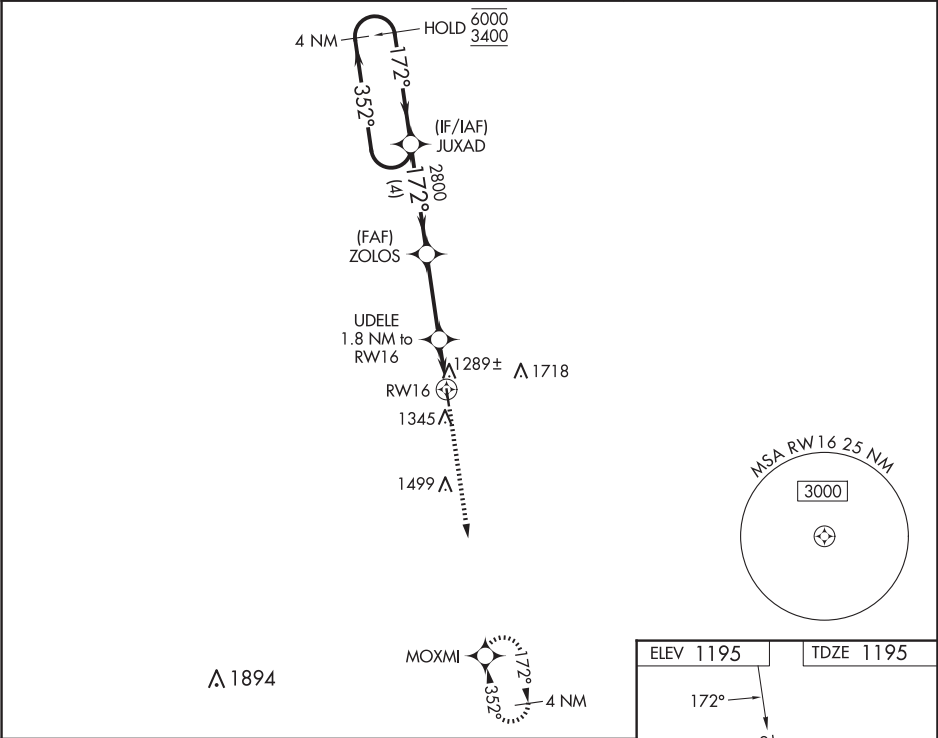
WAAS CH 97329 W16A	APP CRS 172°	Rwy Idg TDZE 1195 Apt Elev 1195
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RNAV (GPS) RWY 16

HOUSTON MEML (M48)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3100 direct MOXMI and hold.
<div><div>▼</div><div>NA</div></div> Baro-VNAV NA. Use Fort Leonard Wood altimeter setting, when not received use West Plains altimeter setting.	

TBN ASOS 118.7 229.4	KANSAS CITY CENTER 128.35 284.675	CTAF 122.90
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HOUSTON, MISSOURI
Orig-B 12AUG21

37°20'N-91°58'W

HOUSTON MEML (M48)

RNAV (GPS) RWY 16

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

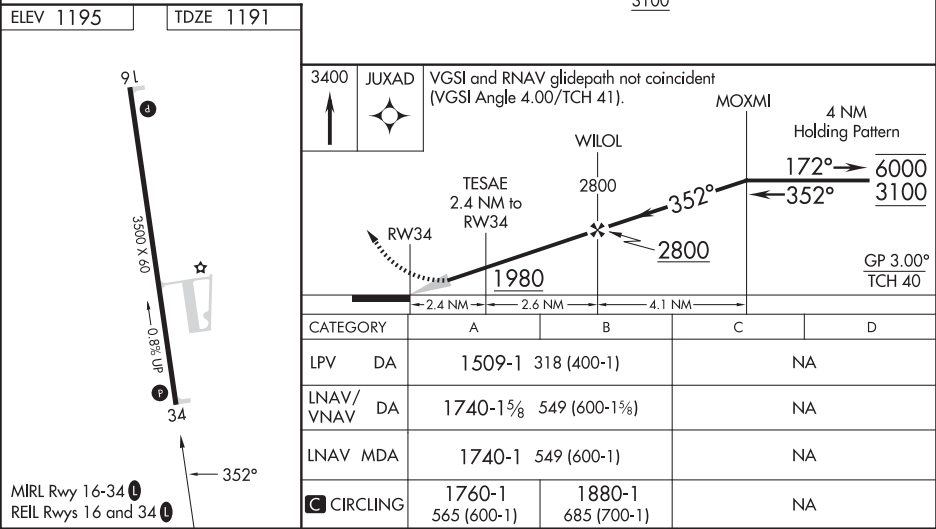
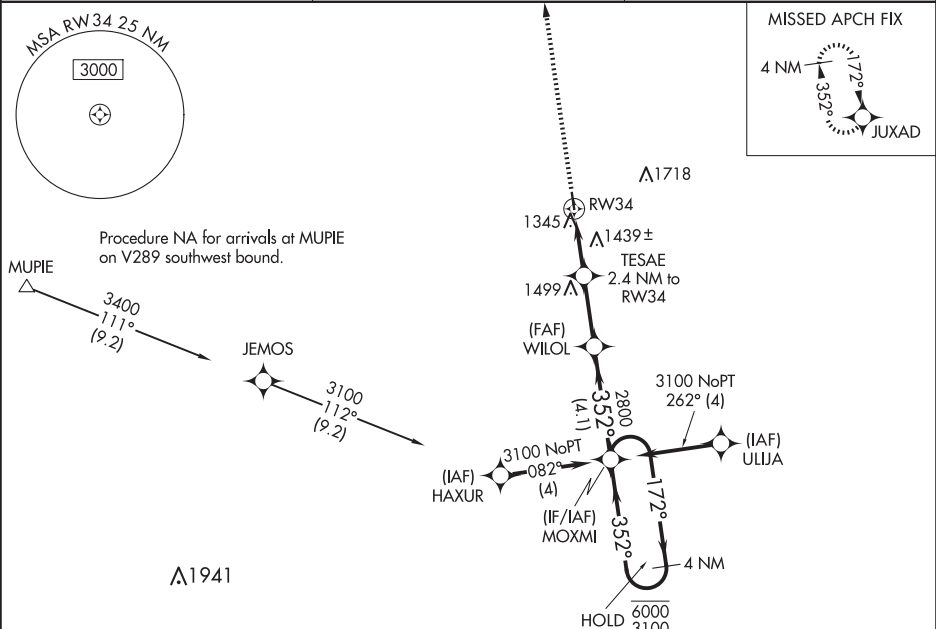
WAAS CH 72728 W34A	APP CRS 352°	Rwy Idg 3500 TDZE 1191 Apt Elev 1195
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RNAV (GPS) RWY 34

HOUSTON MEML (M48)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3400 direct JUXAD and hold.
<div><div></div>Baro-VNAV NA. Use Fort Leonard Wood altimeter setting, when not received use West Plains altimeter setting.</div>	

TBN ASOS 118.7 229.4	KANSAS CITY CENTER 128.35 284.675	CTAF 122.9 0
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INDEPENDENCE, IOWA

AL-6669 (FAA)

23334

WAAS CH 53427 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	5500 970 979
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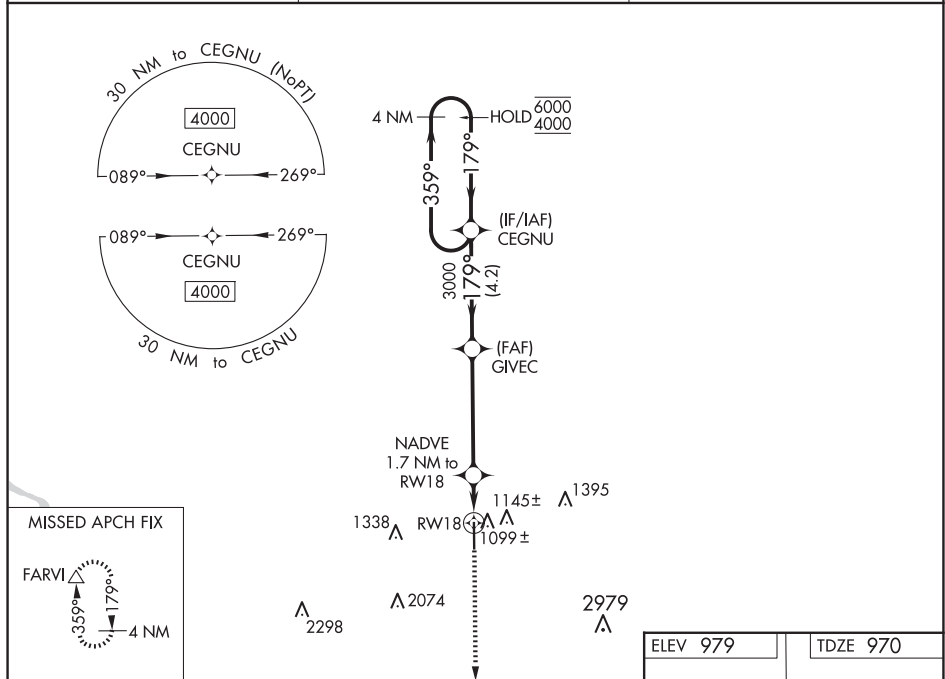
RNAV (GPS) RWY 18

JAMES H CONNELL FLD AT INDEPENDENCE MUNI (IIB)

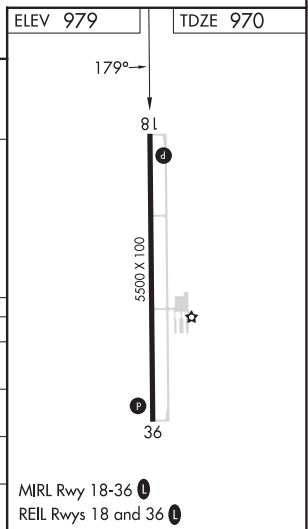
RNP APCH.

▼ ▲	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	MISSED APPROACH: Climb to 4000 direct FARVI and hold, continue climb-in-hold to 4000.
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AWOS-3 120.825	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		CEGNU	GIVEC	4000 FARVI
6000 ← 359°		179° →	3000	NADVE 1.7 NM to RW18
GP 3.00°		3000	3000	*1.1 NM to RW18
TCH 40		4.2 NM	4.6 NM	0.6
CATEGORY	A	B	C	D
LPV DA	1220-3/4		250 (300-3/4)	
LNAV/VNAV DA	1280-7/8		310 (400-7/8)	
LNAV MDA	1360-1 390 (400-1)		1360-1 390 (400-1 1/2)	
CIRCLING	1500-1 521 (600-1)		1700-2 721 (800-2) 2440-3 1461 (1500-3)	



INDEPENDENCE, IOWA
Amdt 1A 21MAY20

JAMES H CONNELL FLD AT INDEPENDENCE MUNI (IIB)
42°27'N-91°57'W

RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 90341 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	5500 979 979
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RNAV (GPS) RWY 36

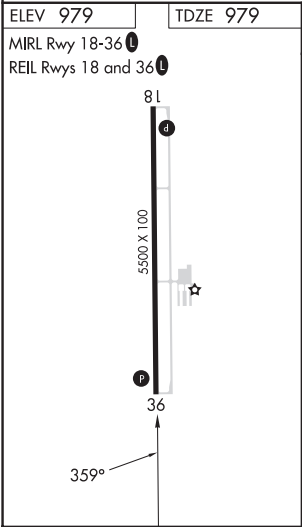
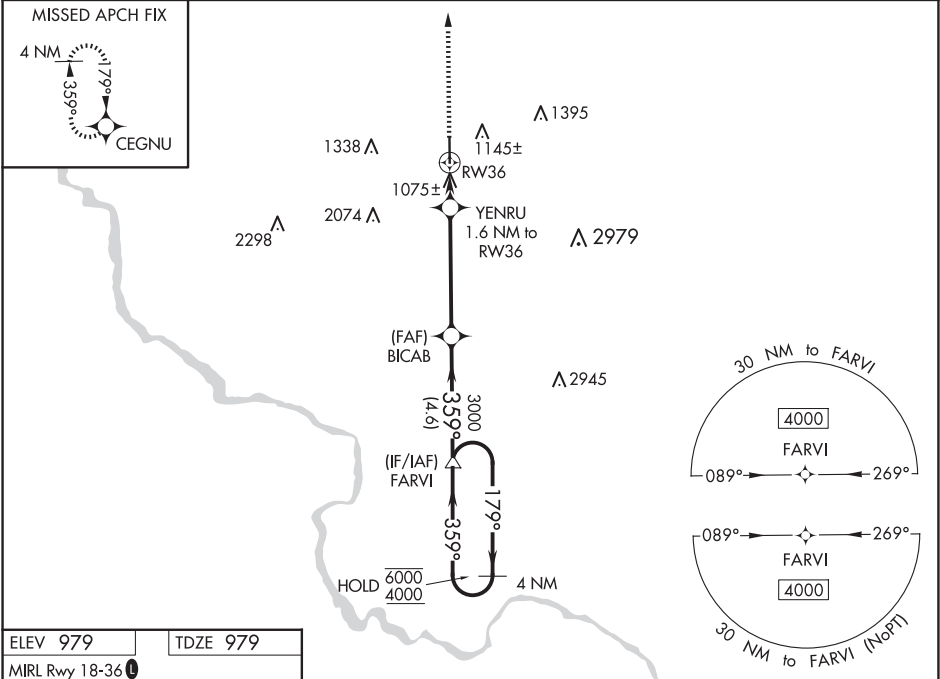
JAMES H CONNELL FLD AT INDEPENDENCE MUNI (IIB)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct CEGNU and hold, continue climb-in-hold to 4000.

AWOS-3 120.825	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) ❶
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4000

↑

CEGNU

4 NM Holding Pattern

4000

179°

6000

←359°

4000

GP 3.00°

TCH 40

YENRU

1.6 NM to RW36

*1 NM to RW36

RW36

1 NM

0.6

BICAB

3000

359°

3000

4.6 NM

4.6 NM

FARVI

3000

CATEGORY	A	B	C	D
LPV DA	1229-3/4 250 (300-3/4)			
LNAV/VNAV DA	1236-7/8 257 (300-7/8)			
LNAV MDA	1340-1 361 (400-1)			
CIRCLING	1500-1 521 (600-1)	1700-2 721 (800-2)	2440-3 1461 (1500-3)	

RNAV (GPS) RWY 36

IOWA CITY, IOWA

AL-682 (FAA)

24361

WAAS CH 58207 W25A	APP CRS 252°	Rwy Idg TDZE 659 Apt Elev 684
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RNAV (GPS) RWY 25

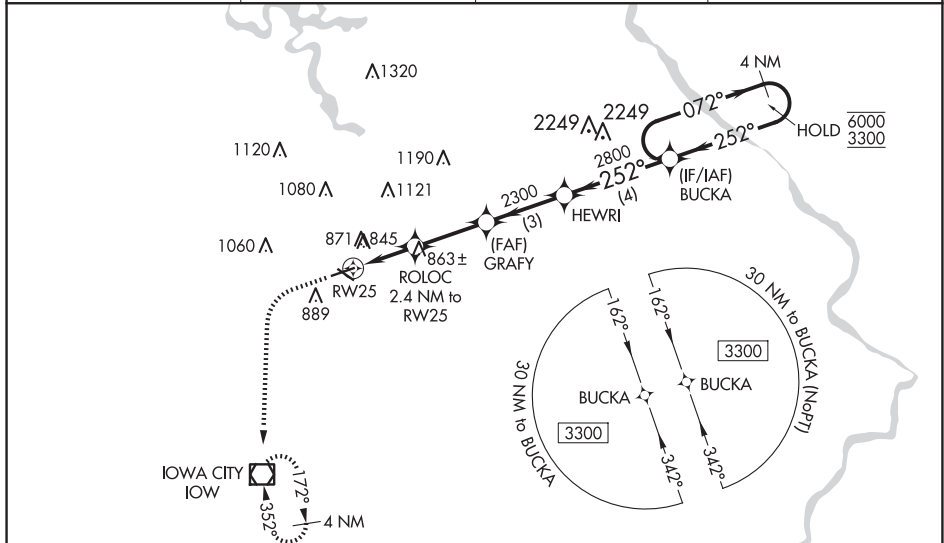
IOWA CITY MUNI (IOW)

RNP APCH - GPS.

⚠ Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Circling Rwy 12, 30 NA at night. Baro-VNAV and VDP NA when using CID altimeter setting. When local altimeter setting not received, use CID altimeter setting: increase LPV DA to 970 feet and all visibilities $\frac{1}{2}$ SM; increase LNAV/VNAV DA to 1209 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 80 feet and LNAV visibility Cats C/D $\frac{3}{4}$ SM, and Circling visibility Cat C/D $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2600 direct IOW VOR/DME and hold, continue climb-in-hold to 2600.

ASOS 128,075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) 1
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ELEV 684 **D** TDZE 659

1200 2600 IOW

↑

↙

□

1.5 NM 0.9 NM 2.7 NM 3 NM 4 NM

1.5 NM 0.9 NM 2.7 NM 3 NM 4 NM

1440 2300 2800 3300

1440 2300 2800 3300

1.5 NM 0.9 NM 2.7 NM 3 NM 4 NM

1.5 NM 0.9 NM 2.7 NM 3 NM 4 NM

1.5 NM 0.9 NM 2.7 NM 3 NM 4 NM

1.5 NM 0.9 NM 2.7 NM 3 NM 4 NM

HEWRI BUCKA 4 NM Holding Pattern

HEWRI BUCKA 4 NM Holding Pattern

GP 3.00° TCH 40

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	909- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
LNAV/VNAV DA	1150-1 $\frac{3}{8}$	491 (500-1 $\frac{3}{8}$)		
LNAV MDA	1160-1 501 (500-1)	1160-1 $\frac{3}{8}$ 501 (500-1 $\frac{3}{8}$)		
CIRCLING	1220-1 536 (600-1)	1240-1 556 (600-1)	1440-2 $\frac{1}{4}$ 756 (800-2 $\frac{1}{4}$)	1440-2 $\frac{1}{2}$ 756 (800-2 $\frac{1}{2}$)

REIL Rwys 7 and 25 & 30 1

MIRL Rwys 7-25 and 12-30 1

IOWA CITY, IOWA
Amdt 3 31OCT24

41°38'N-91°33'W

RNAV (GPS) RWY 25

IOWA CITY MUNI (IOW)

IOWA CITY, IOWA

AL-682 (FAA)

24361

WAAS CH 86841 W30A	APP CRS 306°	Rwy Idg 3900 TDZE 657 Apt Elev 684
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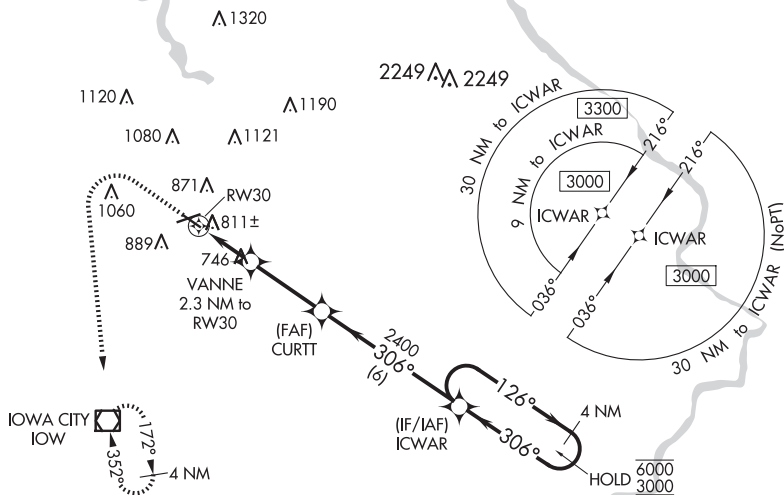
RNAV (GPS) RWY 30
IOWA CITY MUNI (IOW)

RNP APCH - GPS.

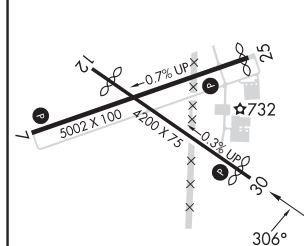
T Rwy 30 helicopter visibility reduction below 1 SM NA. Rwy 30 procedure
A NA at night. Circling Rwy 12 NA at night. When local altimeter setting not received, use CID altimeter setting and increase all MDA 80 feet and LNAV visibility Cat C/D $\frac{1}{8}$ SM and LP and Circling Cat C/D visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct IOW VOR/DME and hold.

ASOS 128.075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) ①
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ELEV 684	D	TDZE 657
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REIL Rwy 7 and 25 & 30 L

MIRL Rwy 7-25 and 12-30 **L**

IOWA CITY, IOWA

Amdt 2 31OCT24

41°38'N-91°33'W

237

IOWA CITY MUNI (IOW)

RNAV (GPS) RWY 30

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

Diagram:

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 33).

CATEGORY	A	B	C	D
LP MDA	1000-1 343 (400-1)			
LNAV MDA	1080-1 423 (400-1)		1080-1¼ 423 (400-1¼)	
C CIRCLING	1220-1 536 (600-1)	1240-1 556 (600-1)	1440-2¼ 756 (800-2¼)	1440-2½ 756 (800-2½)

IOWA CITY, IOWA

AL-682 (FAA)

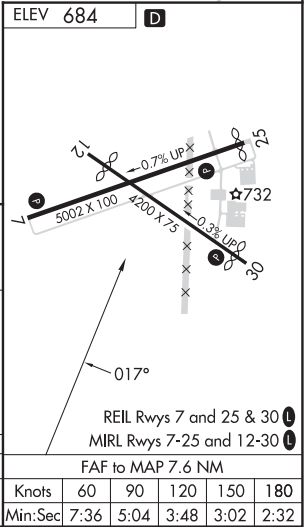
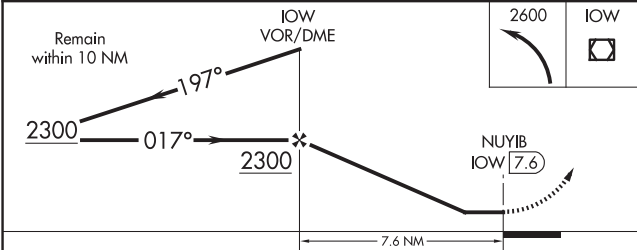
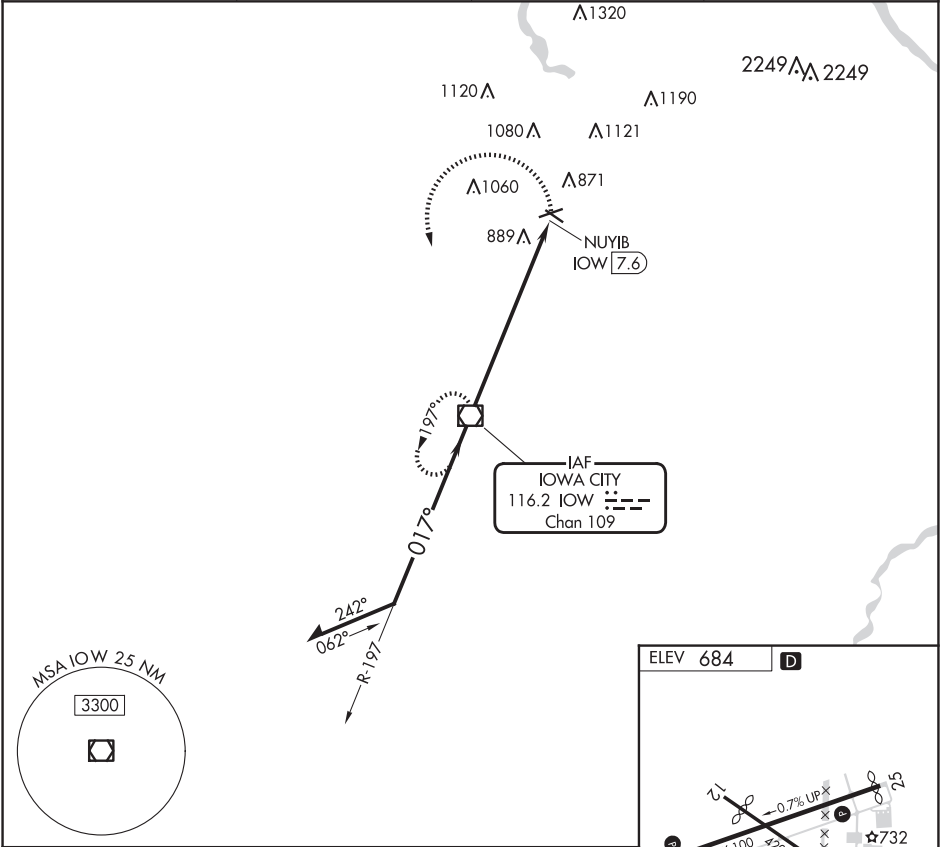
24361

VOR/DME IOW 116.2 Chan 109	APP CRS 017°	Rwy Idg TDZE Apt Elev 684	N/A N/A 684
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VOR-A
IOWA CITY MUNI (IOW)

⚠ Circling Rwy 12, 30 NA at night. Rwy 12, 30 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use CID altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climbing left turn to 2600 direct IOW VOR/DME and hold.
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ASOS 128.075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 7.6 NM					
CIRCLING	1300-1 616 (700-1)		NA		Knots	60	90	120	150	180
					Min:Sec	7:36	5:04	3:48	3:02	2:32

IOWA CITY, IOWA
Amdt 1 31OCT24

41°38'N-91°33'W

IOWA CITY MUNI (IOW)
VOR-A

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53332 W13A	APP CRS 134°	Rwy Idg 4602 TDZE 1130 Apt Elev 1137
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RNAV (GPS) RWY 13

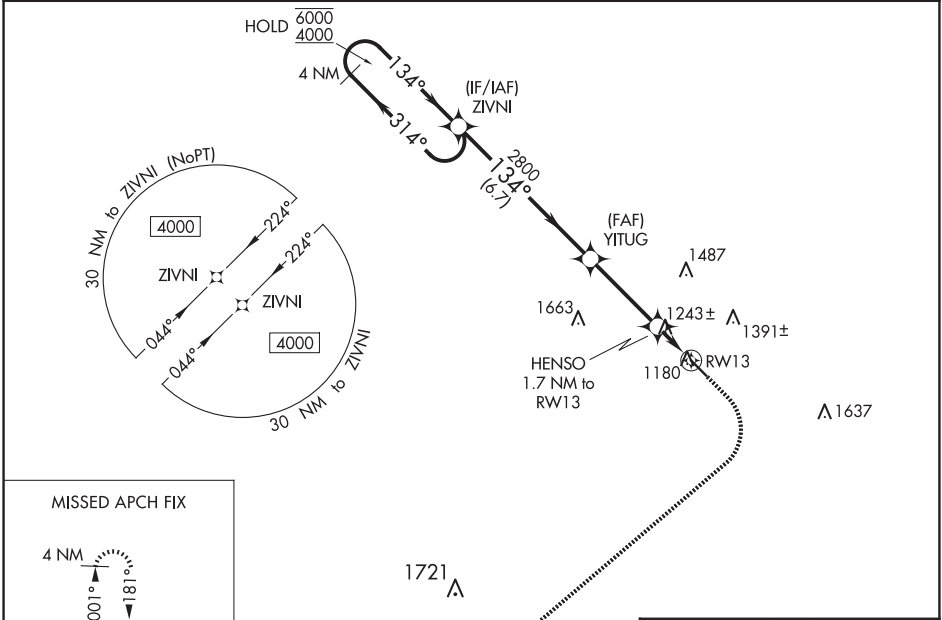
IOWA FALLS MUNI (IFA)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling Rwy 31 NA at night.

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct SHODR and hold.

AWOS-3 120.425	WATERLOO APP CON ★ 118.9	UNICOM 122.8 (CTAF) 1
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MISSED APCH FIX

4 NM

181°

001°

SHODR

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).

4 NM Holding Pattern

6000
4000

314°

134°

2800

1700

6.7 NM

3.4 NM

0.7 NM

1 NM

GP 3.00° TCH 40

YITUG

HENSO 1.7 NM to RWY13

1 NM to RWY13

RWY13

1600

4000

SHODR

CATEGORY	A	B	C	D
LPV DA		1380-1	250 (300-1)	
LNAV/VNAV DA		1395-1	265 (300-1)	
LNAV MDA		1500-1	370 (400-1)	
CIRCLING	1540-1 403 (500-1)	1620-1 483 (500-1)	1760-1¾ 623 (700-1¾)	1800-2 663 (700-2)

ELEV 1137 TDZE 1130

134°

4602 X 75

31

MIRL Rwy 13-31 **1**

REIL Rws 13 and 31 **1**

IOWA FALLS, IOWA

AL-6058 (FAA)

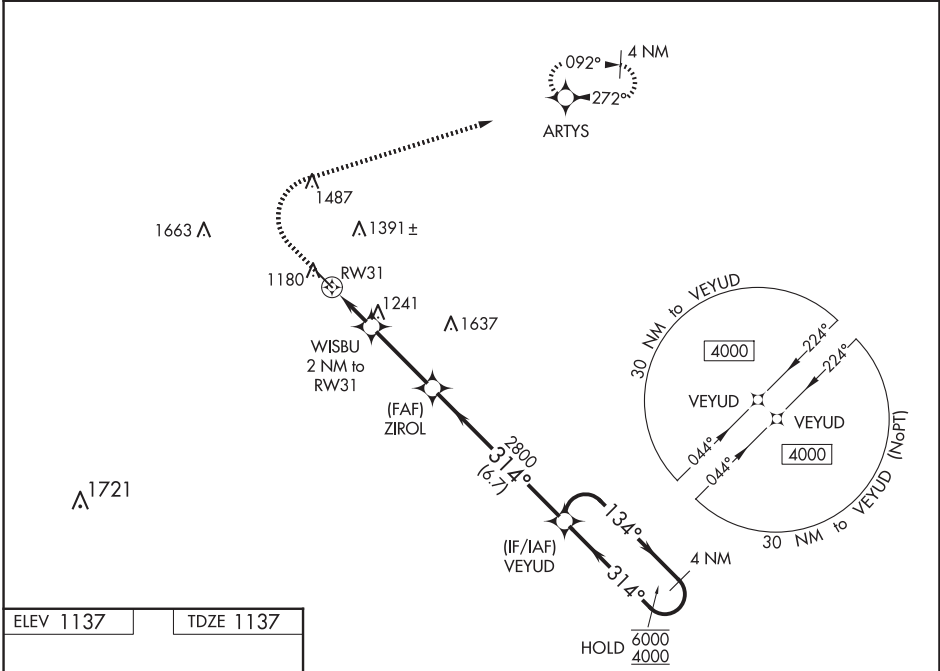
24137

WAAS CH 86732 W31A	APP CRS 314°	Rwy Idg TDZE 1137 Apt Elev 1137
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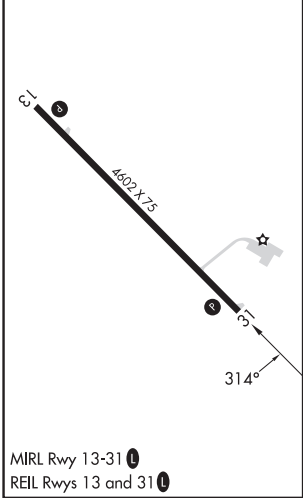
RNAV (GPS) RWY 31
IOWA FALLS MUNI (IFA)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct ARTYS and hold, continue climb-in-hold to 4000.
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AWOS-3 120.425	WATERLOO APP CON ★ 118.9	UNICOM 122.8 (CTAF) 0
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ELEV 1137	TDZE 1137
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1600	4000	ARTYS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).	4 NM Holding Pattern
↑	↻	✧		
WISBU 2 NM to RW31	ZIROL 2800	VEYUD	134° → 6000 ← 314° 4000	GP 3.00° TCH 40
1 NM to RW31	1 NM to RW31	3.1 NM	6.7 NM	
13	13	13	13	
4602 X 75	4602 X 75	4602 X 75	4602 X 75	
314°	314°	314°	314°	
MIRL Rwy 13-31 0	REIL Rwy 13 and 31 0			
CATEGORY A B C D				
LPV DA	1387-1	250 (300-1)		
LNAV/VNAV DA	1398-1	261 (300-1)		
LNAV MDA	1500-1	363 (400-1)		
CIRCLING	1540-1 403 (500-1)	1620-1 483 (500-1)	1760-1 3/4 623 (700-1 3/4)	1800-2 663 (700-2)

IOWA FALLS, IOWA
Amdt 2B 16MAY24

42°28'N-93°16'W

IOWA FALLS MUNI (IFA)
RNAV (GPS) RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

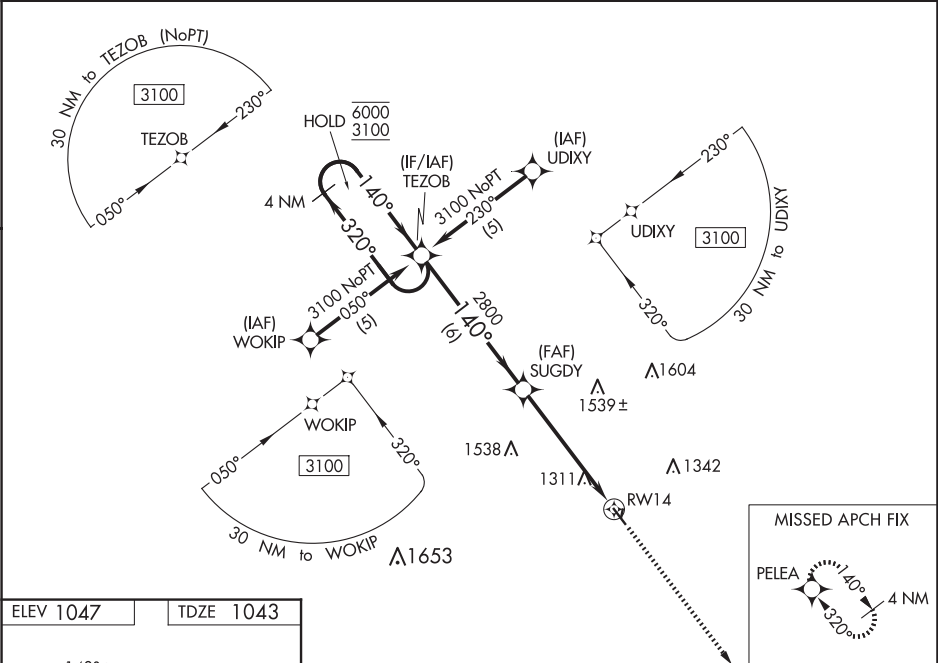
WAAS CH 40219 W14A	APP CRS 140°	Rwy Idg TDZE 1043 Apt Elev 1047
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RNAV (GPS) RWY 14

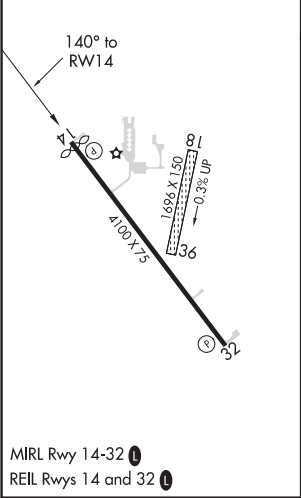
JEFFERSON MUNI (EFW)

RNP APCH-GPS.	
<div><div>⚠</div><div>NA</div></div> <div>Circling NA to Rwy 18 and 36. Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Perry altimeter setting, when not received, use Carrol altimeter setting and increase LPV DA to 1362 feet, increase LNAV/VNAV DA to 1691 feet and visibility ⅓ SM. Increase all MDA 40 feet.</div>	MISSED APPROACH: Climb to 3100 direct PELEA and hold.

PRO AWOS-3 118.0	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1047	TDZE 1043
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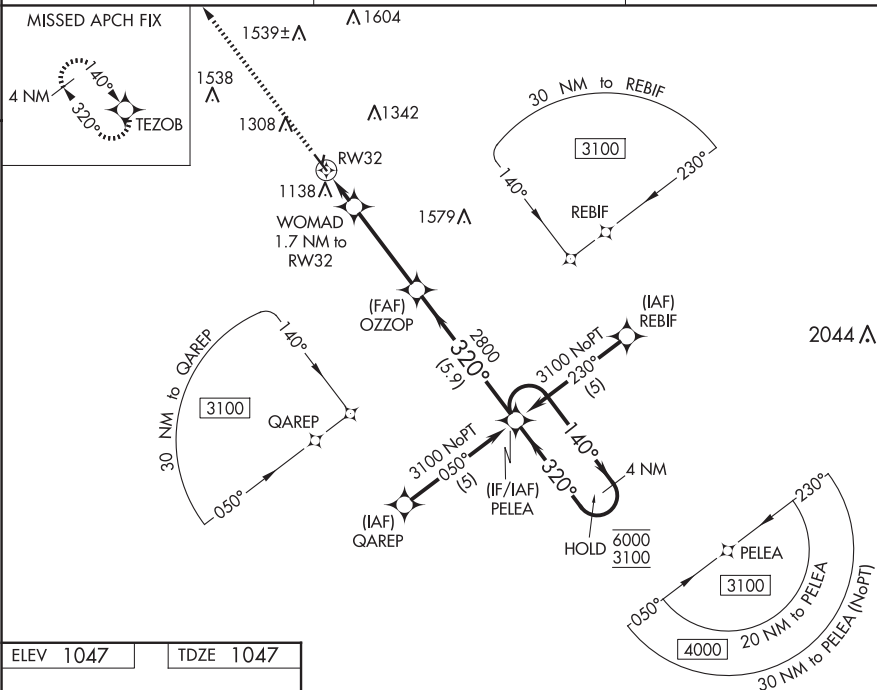
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).			
4 NM Holding Pattern			
6000 ← 320° 3100 ← 140°			
GP 3.00° TCH 40			
TEZOB			
SUGDY			
RWY 14			
6 NM			
5.4 NM			
CATEGORY	A	B	C
LPV DA	1330-1	287 (300-1)	NA
LNAV/VNAV DA	1659-1¾	616 (700-1¾)	NA
LNAV MDA	1600-1	557 (600-1)	NA
CIRCLING	1600-1 553 (600-1)	1660-1 613 (700-1)	NA

NC-3, 12 JUN 2025 to 07 AUG 2025

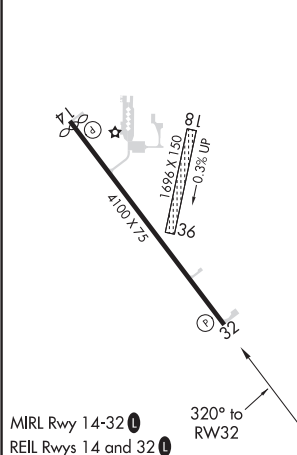
NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 32
JEFFERSON MUNI (EFW)

MISSED APPROACH: Climb to 3100
direct TEZOB and hold.

UNICOM
122.8 (CTAF) **L**

TDZE 1047



VGS1 and RNAV glidepath not coincident
(VGS1 Angle 3.00/TCH 36).

TEZOB

PELEA

WOMAD
1.7 NM to RW32

OZZOP
2800

RW32

1620

1.7 NM

3.7 NM

5.9 NM

4 NM Holding Pattern

140° → 6000

← 320° 3100

GP 3.00°
TCH 40

CATEGORY		A	B	C	D
LPV	DA	1334-1	287 (300-1)	NA	
LNAP/ VNAV	DA	1334-1	287 (300-1)	NA	
LNAP	MDA	1440-1	393 (400-1)	NA	
CIRCLING		1600-1 553 (600-1)	1660-1 613 (700-1)	NA	

JEFFERSON MUNI (EFW)
RNAV (GPS) RWY 32

LOC/DME I-JEF	APP CRS	Rwy Idg	6000
110.5	304°	TDZE	549
Chan 42		Apt Elev	549

ILS or LOC RWY 30

JEFFERSON CITY MEML (JEF)

ADF required.

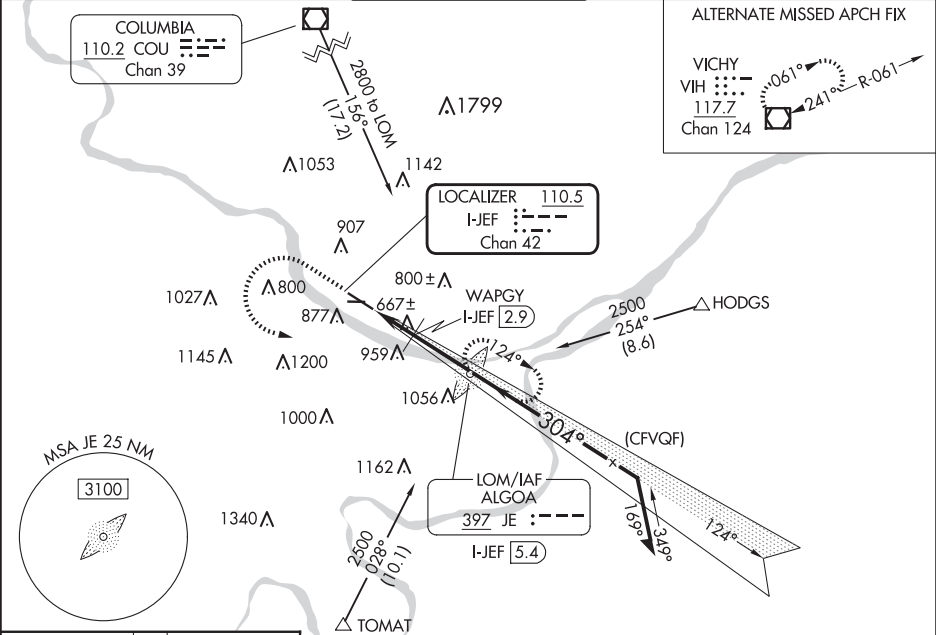
⚠

Circling Rwy 9 NA at night. For inop ALS increase S-LOC 30 Cats C/D visibility to 1¾ SM and WAPGY fix minimums: S-LOC 30 Cats C/D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct ALGOA LOM and hold, continue climb-in-hold to 2800.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER★	GND CON	UNICOM
133.625	124.375 353.925	125.6 (CTAF) 1	121.7	122.95



ELEV 549

TDZE 549

HIRL Rwy 12-30 1

MIRL Rwy 9-27

REIL Rws 9, 12, and 27 1

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

<div>1500 2800 JE</div> <div>JE LOM ALGOA I-JEF 5.4</div> <div>WAPGY I-JEF 2.9</div> <div>I-JEF 1.2</div> <div>I-JEF 2.2</div> <div>1160</div> <div>1941</div> <div>124°</div> <div>304°</div> <div>2500</div> <div>2000</div> <div>GS 3.00° TCH 54</div> <div>Remain within 10 NM</div>				
CATEGORY	A	B	C	D
S-ILS 30	749-½ 200 (200-½)			
S-LOC 30	1160-½	611 (700-½)	1160-1¾	611 (700-1¾)
CIRCLING	1280-1	731 (800-1)	1320-2¼ 771 (800-2¼)	1560-3 1011 (1100-3)
WAPGY FIX MINIMUMS				
S-LOC 30	920-½	371 (400-½)	920-⅝	371 (400-⅝)
CIRCLING	1280-1	731 (800-1)	1320-2¼ 771 (800-2¼)	1560-3 1011 (1100-3)

JEFFERSON CITY, MISSOURI

AL-796 (FAA)

24305

WAAS CH 49005 W12A	APP CRS 123°	Rwy Idg 6000 TDZE 548 Apt Elev 549
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RNAV (GPS) RWY 12

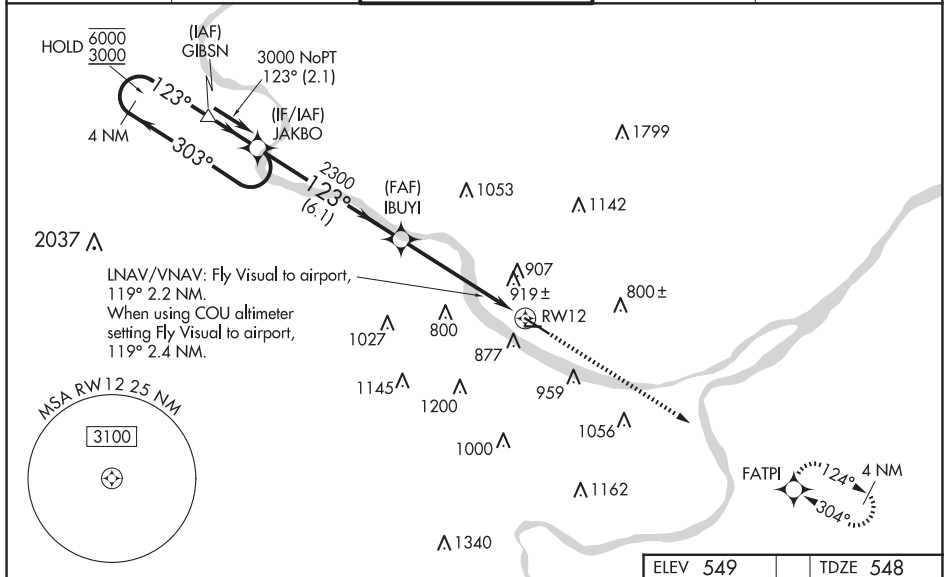
JEFFERSON CITY MEML (JEF)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 12 helicopter visibility reduction below ¾ SM NA. Circling Rwy 9 NA at night. When local altimeter setting not received, use COU altimeter setting and increase LPV DA to 1031 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1364 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cat B/C/D ½ SM, and Circling visibility Cat A/B/C ¼ SM. Baro-VNAV and VDP NA when using COU altimeter setting.

MISSED APPROACH: Climb to 2800
direct FATPI and hold.

ASOS 133.625	MIZZU APP CON 124.375 353.925	JEFFERSON CITY TOWER ★ 125.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 64).

4 NM Holding Pattern

6000 ← 303°
3000 123° →

GP 3.00°
TCH 45

JAKBO

IBUYI

LNNAV/VNAV: Fly Visual to airport, 119° 2.2 NM.
When using COU altimeter setting Fly Visual to airport, 119° 2.4 NM.

1.8 NM to RW12

RW12

2300

6.1 NM

3.5 NM

1.8 NM

2800 ↑

FATPI

123°

TWR 595

6000 X 100

3401 X 75

AS

CATEGORY	A	B	C	D
LPV DA	951-1½ 403 (500-1½)			
LNNAV/VNAV DA	1284-2 736 (800-2)		1284-2¼ 736 (800-2¼)	
LNNAV MDA	1260-1 712 (800-1)		1260-2 712 (800-2)	
CIRCLING	1280-1 731 (800-1)		1320-2¼ 771 (800-2¼) 1560-3 1011 (1100-3)	

REIL Rws 9, 12, and 27 0
MIRL Rwy 9-27
HIRL Rwy 12-30 0

JEFFERSON CITY, MISSOURI
Amdt 1C 31OCT24

38°35'N-92°09'W

JEFFERSON CITY MEML (JEF)
RNAV (GPS) RWY 12

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86410 W30A	APP CRS 304°	Rwy Idg TDZE Apt Elev	6000 549 549
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RNAV (GPS) RWY 30
JEFFERSON CITY MEML (JEF)

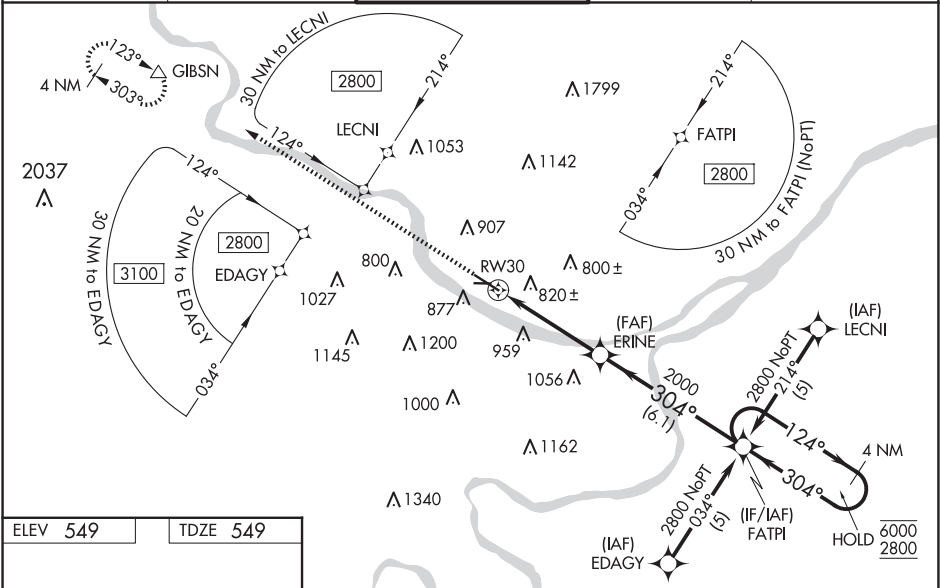
RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 9 NA at night. When local altimeter setting not received, use COU altimeter setting and increase LPV DA to 879 feet; increase LNAV/VNAV DA to 1402 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cats B/C/D ¼ SM, and Circling visibility Cats A/B/C ¼ SM. Baro-VNAV and VDP NA when using COU altimeter setting. For inop ALS increase LNAV/VNAV visibility all Cats to 2½ SM. For inop ALS when using COU altimeter setting, increase LPV visibility all Cats to 1 SM and increase LNAV visibility Cats C/D to 2½ SM.

MALSR

⚠ MISSED APPROACH: Climb to 3000 direct GIBSN and hold.

ASOS 133.625	MIZZU APP CON 124.375 353.925	JEFFERSON CITY TOWER ★ 125.6 (CTAF) Ⓛ	GND CON 121.7	UNICOM 122.95
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ELEV **549** | TDZE **549**

REIL Rwy 9, 12, and 27 Ⓛ
MIRL Rwy 9-27
HIRL Rwy 12-30 Ⓛ

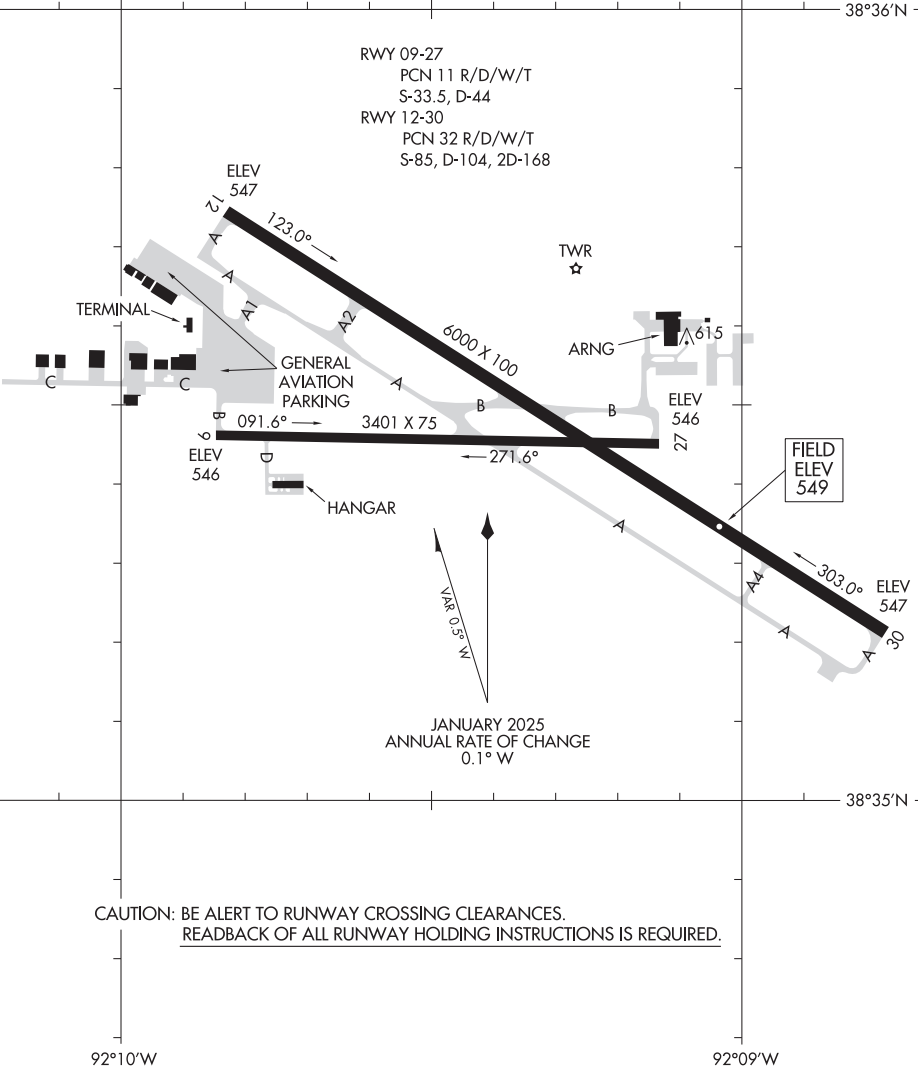
TWR 595
6000 X 100
3401 X 75
304°

3000	GIBSN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).			
		ERINE	FATPI	4 NM Holding Pattern	
		2 NM to RW30	2000	124°	6000
		2 NM	2.3 NM	304°	2800
		6.1 NM			GP 3.00° TCH 54
CATEGORY	A	B	C	D	
LPV DA	799-½ 250 (300-½)				
LNAV/VNAV DA	1322-1¾ 773 (800-1¾)				
LNAV MDA	1240-½	691 (700-½)	1240-½	691 (700-½)	
CIRCLING	1280-1	731 (800-1)	1320-2¼	1560-3	
			771 (800-2¼)	1011 (1100-3)	

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ASOS
133.625
JEFFERSON CITY TOWER ★
125.6
GND CON
121.7



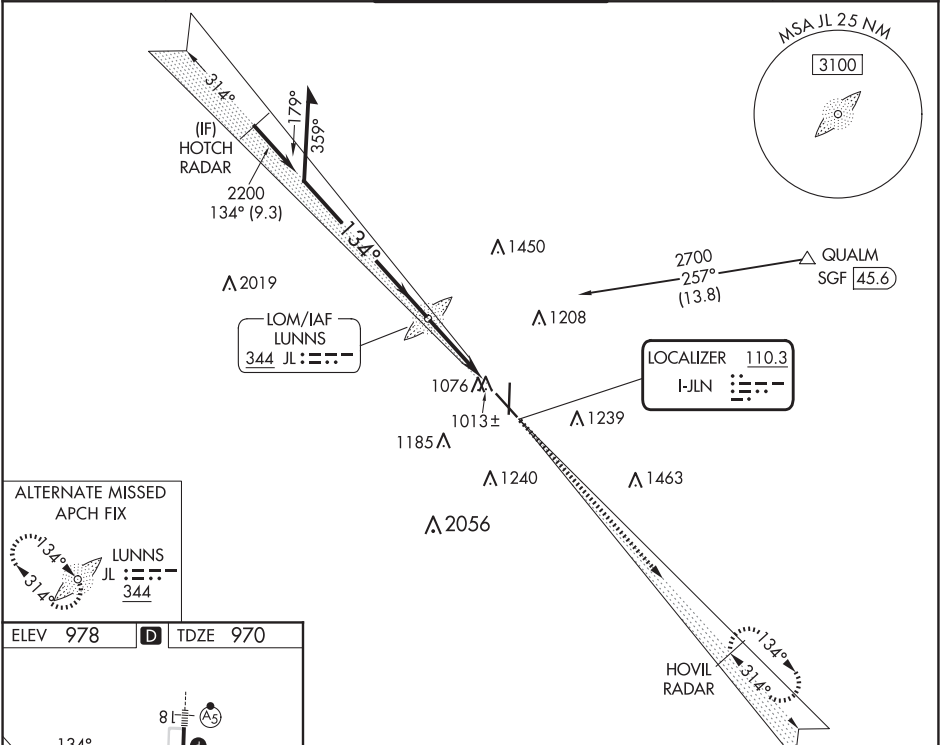
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LOC I-JLN 110.3	APP CRS 134°	Rwy Idg 5813 TDZE 970 Apt Elev 978
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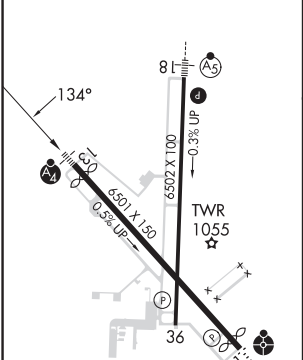
ILS or LOC RWY 13
JOPLIN RGNL (JLN)

ADF required for LOC only. RADAR required.		MALSF	MISSED APPROACH: Climb to 3100 on I-JLN LOC localizer course southeast to HOVIL/RADAR and hold.
Autopilot coupled approach NA below 1147. Inop table does not apply to S-ILS 13 all Cats. MALSF (NSTD) 1368'.			

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER* 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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ELEV 978	D	TDZE 970
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HIRL Rwy 13-31	1
HIRL Rwy 18-36	1
FAF to MAP 3.7 NM	
Knots	60 90 120 150 180
Min:Sec	3:42 2:28 1:51 1:29 1:14

Remain within 10 NM		JL LOM LUNNS	6000	3100	HOVIL RADAR
2700		314°	2178	I-JLN SE crs	
GS 3.00°		134°	2200		
TCH 40					
			3.7 NM		
CATEGORY	A	B	C	D	
S-ILS 13	1170/40 200 (200-¾)				
S-LOC 13	1300/40 330 (400-¾)				
CIRCLING	1460-1 482 (500-1)	1500-1 522 (600-1)	1540-1½ 562 (600-1½)	1580-2 602 (700-2)	

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-JQX 108.9 Chan 26	APP CRS 178°	Rwy Idg 6499 TDZE 965 Apt Elev 978
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ILS or LOC RWY 18

JOPLIN RGNL (JLN)

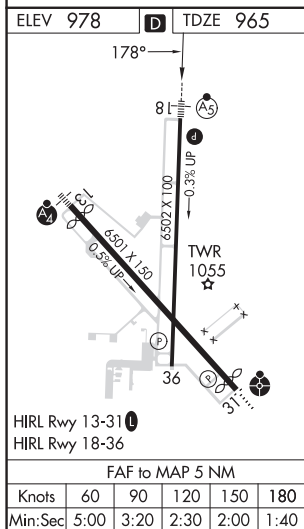
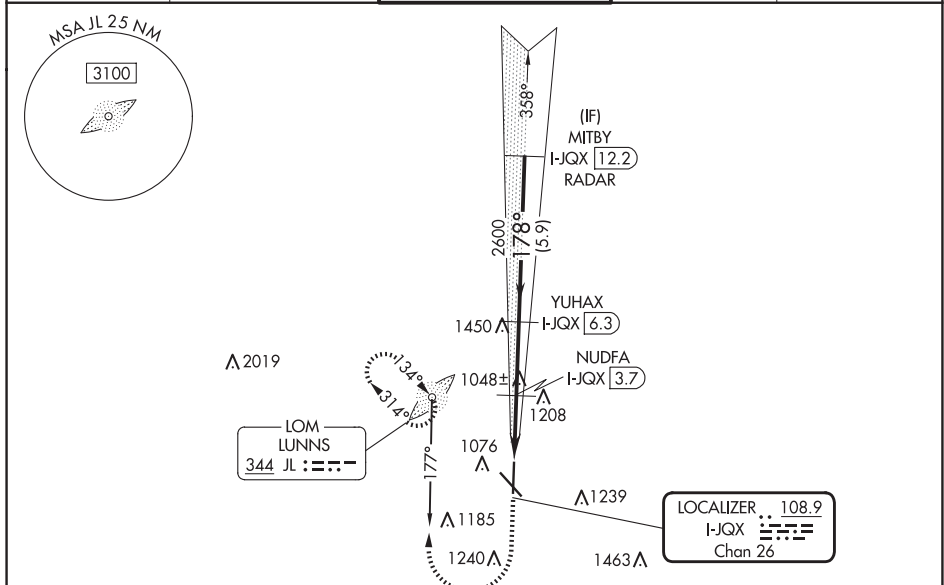
DME required for LOC only. ADF required. RADAR required for procedure entry.




⚠ Autopilot coupled approach NA below 1147.
⚠ For inop ALS, increase S-ILS 18 all Cats visibility to RVR 4500 and S-LOC 18 Cat C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 1460 then climbing right turn to 3100 on LUNNS LOM bearing 177° to LUNNS LOM and hold, continue climb-in-hold to 3100. S-ILS 18* missed approach requires minimum climb of 204 feet per NM to 2240. (If unable to meet climb gradient use S-ILS 18 minimums).

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER* 119.8 (CTAF) 1	GND CON 121.6	UNICOM 122.95
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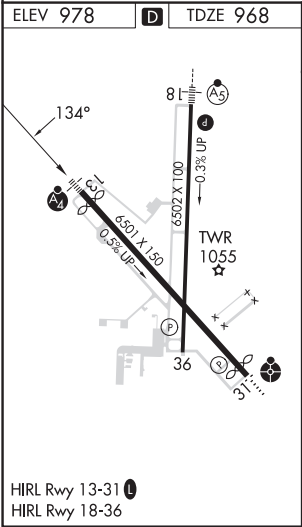
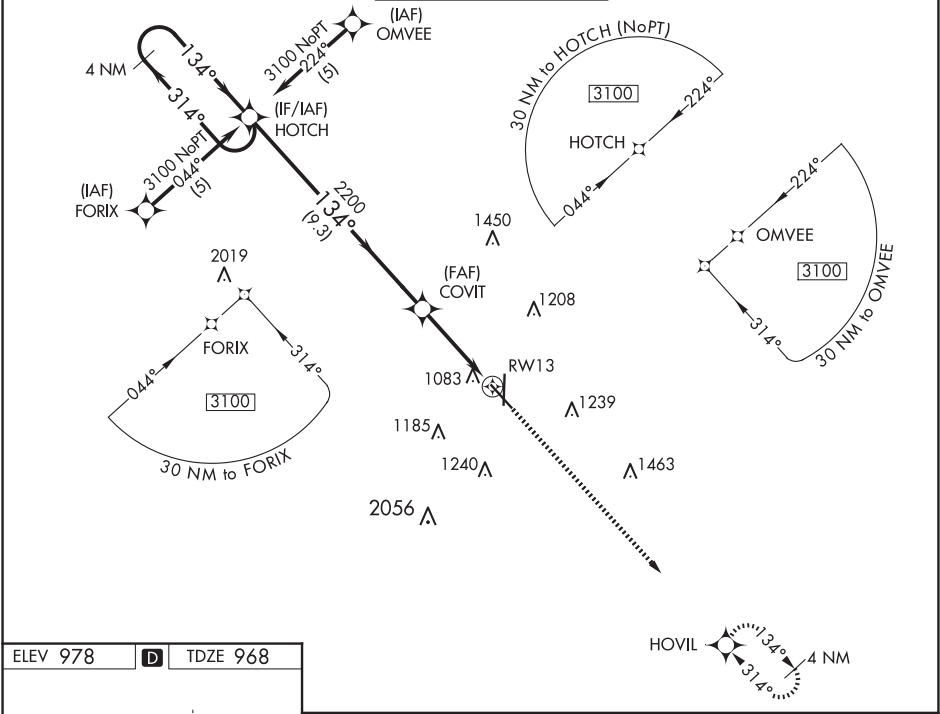
2056A					
1460 ↑	3100 ↗ JL 177°	JL 	MITBY I-JQX 12.2 RADAR		
I-JQX 1.3 		I-JQX 2.3 ↓	NUDFA I-JQX 3.7	YUHAX I-JQX 6.3 2600	
1.1 NM		1.3 NM		2.6 NM	
1760		178°		3100	
		2600		GS 3.00° TCH 46	
CATEGORY	A		B	C	D
S-ILS 18*	1165/24 200 (200-½)				
S-ILS 18	1240/24 275 (300-½)				
S-LOC 18	1340/24 375 (400-½)		1340/35 375 (400-⅝)		
 CIRCLING	1420-1 442 (500-1)	1480-1 502 (600-1)	1540-1¾ 562 (600-1¾)	1600-2 622 (700-2)	

WAAS CH 90109 W13A	APP CRS 134°	Rwy Idg 5813 TDZE 968 Apt Elev 978
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RNAV (GPS) RWY 13

JOPLIN RGNL (JLN)

RNP APCH.		MALSF	MISSED APPROACH: Climb to 3100 direct HOVIL and hold.	
MALSF (NSTD) 1368'. Baro-VNAV NA below -16°C (4°F). For inop MALSF, increase LPV Cats A/B/C visibility to 1.				
ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95



4 NM

Holding Pattern

HOTCH

COVIT

3100

314°

134°

GP 3.00°

TCH 40°

2200

134°

9.3 NM

2.7 NM

1.1 NM

RW13

*1.1 NM to RW13

*LNAV only.

3100

HOVIL

CATEGORY	A	B	C	D
LPV DA	1220-¾ 252 (300-¾)			1220-1 252 (300-1)
LNAV/ VNAV DA	1380-1¼ 412 (400-1¼)			1380-1½ 412 (400-1½)
LNAV MDA	1340-¾ 372 (400-¾)			1340-1 372 (400-1)
CIRCLING	1500-1½	522 (600-1½)	1540-1½ 562 (600-1½)	1600-2 622 (700-2)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 18
JOPLIN RGNL (JLN)

37°09'N-94°30'W

NC-3, 12 JUN 2025 to 07 AUG 2025

JOPLIN, MISSOURI

AL-540 (FAA)

24305

WAAS CH 69334 W31A	APP CRS 314°	Rwy Idg 5813 TDZE 978 Apt Elev 978
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RNAV (GPS) RWY 31
JOPLIN RGNL (JLN)

RNP APCH-GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Inoperative table does not apply. Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

ODALS



MISSED APPROACH:
Climb to 3100 direct
HOTCH and hold.

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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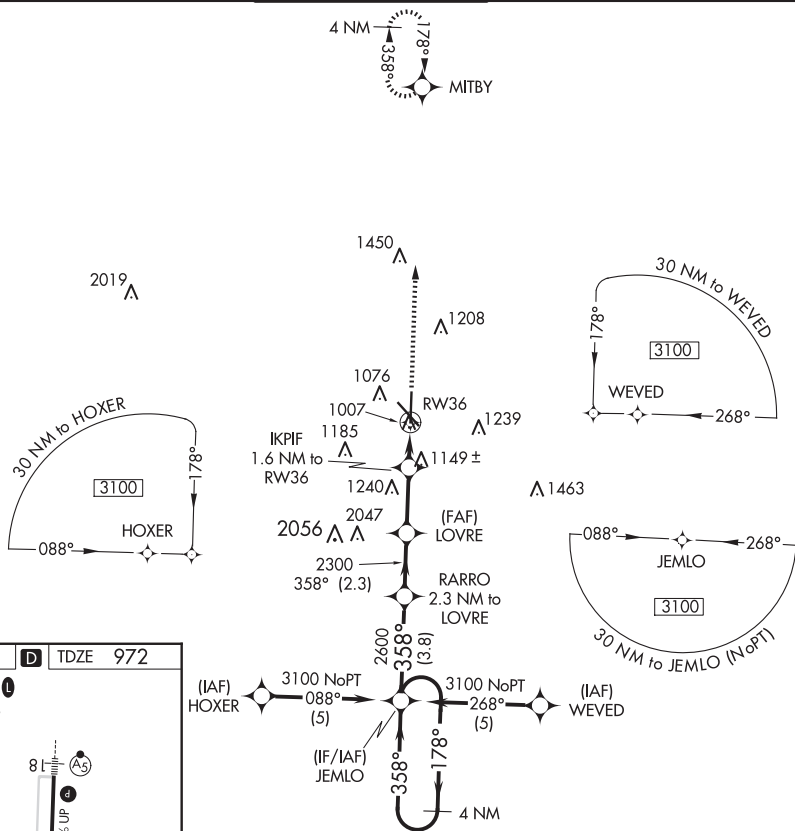
APP CRS	Rwy Idg	6499
358°	TDZE	972
	Apt Elev	978

RNAV (GPS) RWY 36
JOPLIN RGNL (JLN)

T Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3100 direct MITBY and hold.

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) ①	GND CON 121.6	UNICOM 122.95
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ELEV 978 D TDZE 972

HIRL Rwy 13-31 L

HIRL Rwy 18-36

Diagram illustrating the layout of Runway 13-31 and Runway 18-36, showing the HIRL (High Intensity Runway Lighting) system. The diagram includes the following details:

- Runway 13-31:** A diagonal runway with a centerline and edge lights. The width is marked as 650' X 150'.
- Runway 18-36:** A vertical runway with a centerline and edge lights. The width is marked as 650' X 100'.
- Lighting Symbols:** Various symbols are used to denote different types of lighting, including P (Pavement Edge Lights), S (Side Lights), A (Approach Lights), and TWR (Tower).
- Angles and Distances:** The diagram shows angles of 358° and 31°, and distances of 81, 100, and 36.
- Other Features:** A TWR (Tower) is located near the intersection of the runways, with an elevation of 1055. A 0.3% UP slope is indicated for the Runway 18-36 approach.

CATEGORY	A	B	C	D
LNNAV MDA	1400-1	428 (500-1)	1400-1¼ 428 (500-1¼)	1400-1½ 428 (500-1½)
C CIRCLING	1500-1	522 (600-1)	1540-1½ 562 (600-1½)	1600-2 622 (700-2)

JOPLIN RGNL (JLN)

RNAV (GPS) RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025



WAAS CH 65901 W04A	APP CRS 037°	Rwy Idg TDZE 863 Apt Elev 869	6497
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RNAV (GPS) RWY 4

LEE C FINE MEML (AIZ)

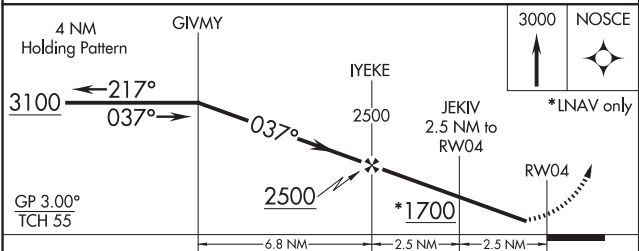
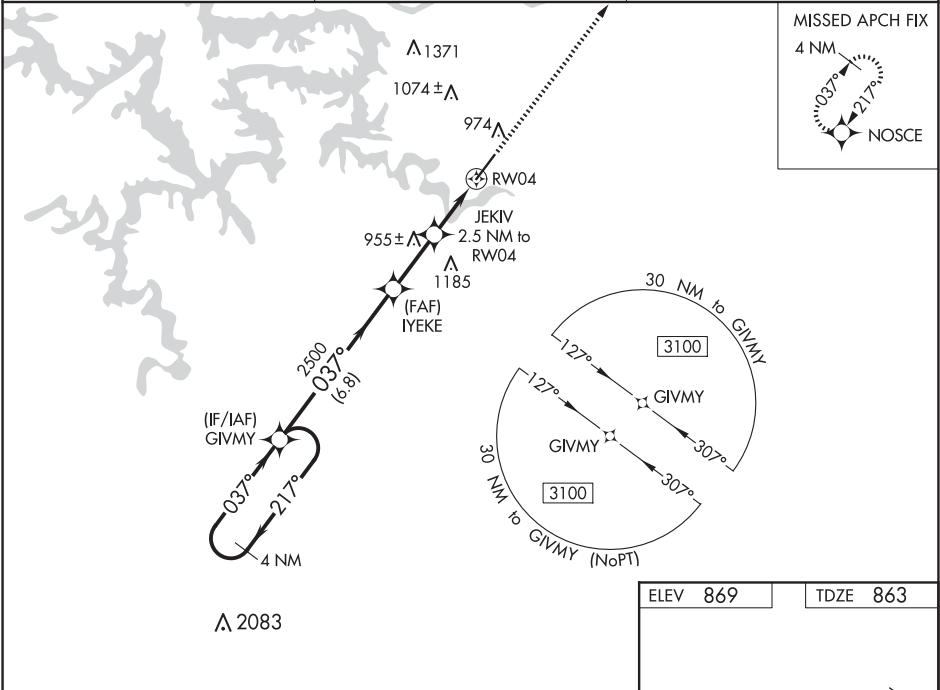
RNP APCH.

⚠

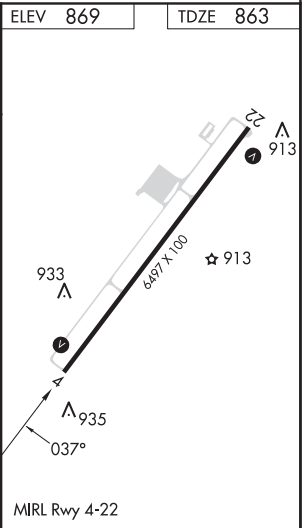
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Camdenton altimeter setting and increase all DA 50 feet, all MDA 60 feet, and LNAV Cat C visibility ½ mile. Baro-VNAV NA when using Camdenton altimeter setting.

MISSED APPROACH: Climb to 3000 direct NOSCE and hold.

AWOS-3PT 135.325	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1127-1	264 (300-1)		NA
LNAV/VNAV DA	1113-1	250 (300-1)		NA
LNAV MDA	1220-1	357 (400-1)		NA



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 72732 W22A	APP CRS 217°	Rwy Idg TDZE 869 Apt Elev 869	6497
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RNAV (GPS) RWY 22

LEE C FINE MEML (AIZ)

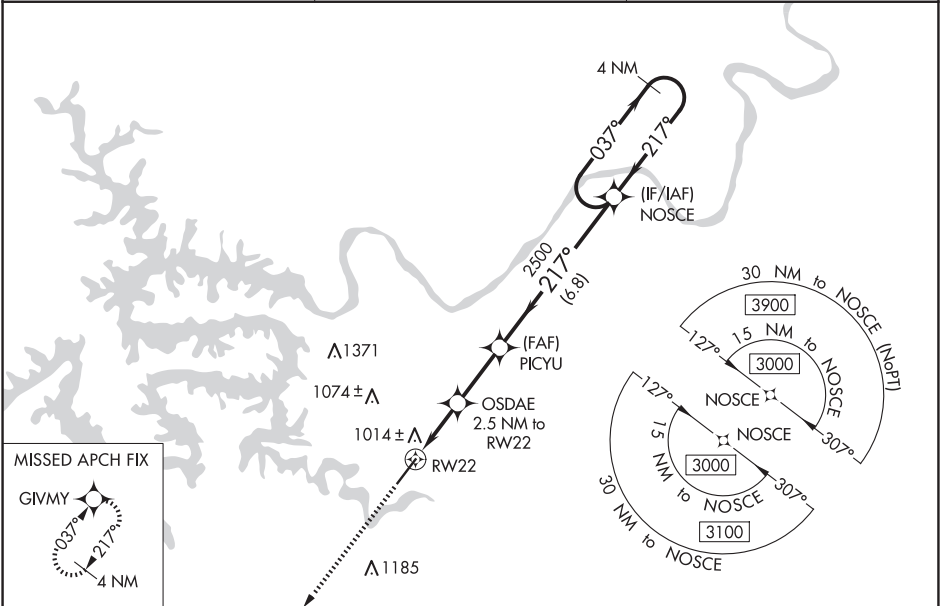
⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Camdenton altimeter setting and increase all DAs 50 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ SM and LNAV Cat C and Circling Cat C ¼ SM. Baro-VNAV and VDP NA with Camdenton altimeter setting.

MISSED APPROACH:
Climb to 3100 direct GIVMY and hold.

AWOS-3PT 135.325	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF)
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ELEV 869

TDZE 869

3100

GIVMY

*LNAV only

OSDAE 2.5 NM to RW22

PICYU 2500

NOSCE

4 NM Holding Pattern

GP 3.00°

TCH 42

217°

037°

217°

3000

1.2 NM


1.3 NM

2.5 NM

6.8 NM

CATEGORY	A	B	C	D
LPV DA	1119-1	250 (300-1)		NA
LNAV/VNAV DA	1164-1	295 (300-1)		NA
LNAV MDA	1280-1	411 (500-1)	1280-1½ 411 (500-1½)	NA
CIRCLING	1320-1 451 (500-1)	1380-1 511 (600-1)	1440-1½ 571 (600-1½)	NA

LOC/DME RWY 22
LEE C FINE MEML (AIZ)

	<p>When local altimeter setting not received, use Camden ton altimeter setting and increase all MDAs 60 feet, increase S-22 Cat C and Circling Cat C visibility 1/4 SM. Helicopter visibility reduction below 1 SM NA. DME from SHY VOR/DME. Simultaneous reception of FAIZ and SHY VOR/DME required.</p>	<p>MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold, continue climb-in-hold to 3100.</p>
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The diagram shows a runway labeled 'MRL Rwy 4-22' with a heading of 217°. The runway is 6497' x 100'. Navigation aids include a VOR station (Λ 933) at the top left, a VORTAC station (Λ 935) at the bottom left, and a star symbol (☆ 913) to the right of the runway. A taxiway (TW) is shown intersecting the runway. A distance marker '22' is indicated near the runway end. The diagram also shows a 'TDZE 869' (Threshold Crossing Height) and an 'ELEV 869' (Elevation) box at the top.

LOC/DME RWY 22

NC-3, 12 JUN 2025 to 07 AUG 2025

VOR/DME SHY	APP CRS	Rwy Idg	6497
108.4	037°	TDZE	863
Chan 21		Apt Elev	869

VOR RWY 4

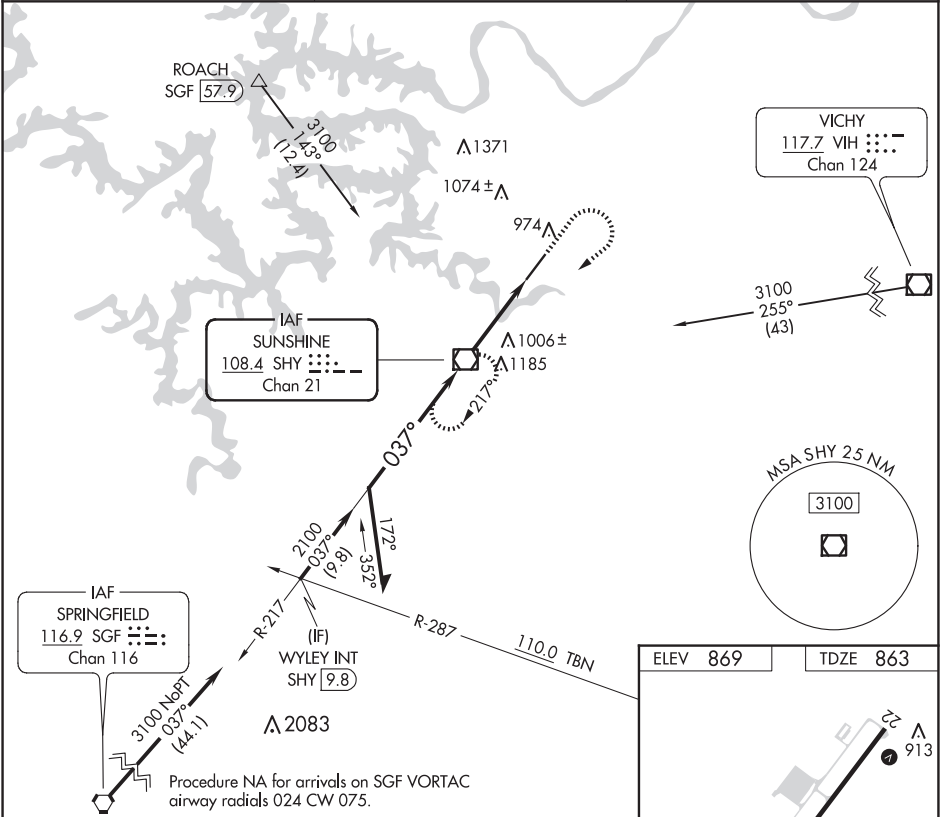
LEE C FINE MEML (AIZ)

⚠

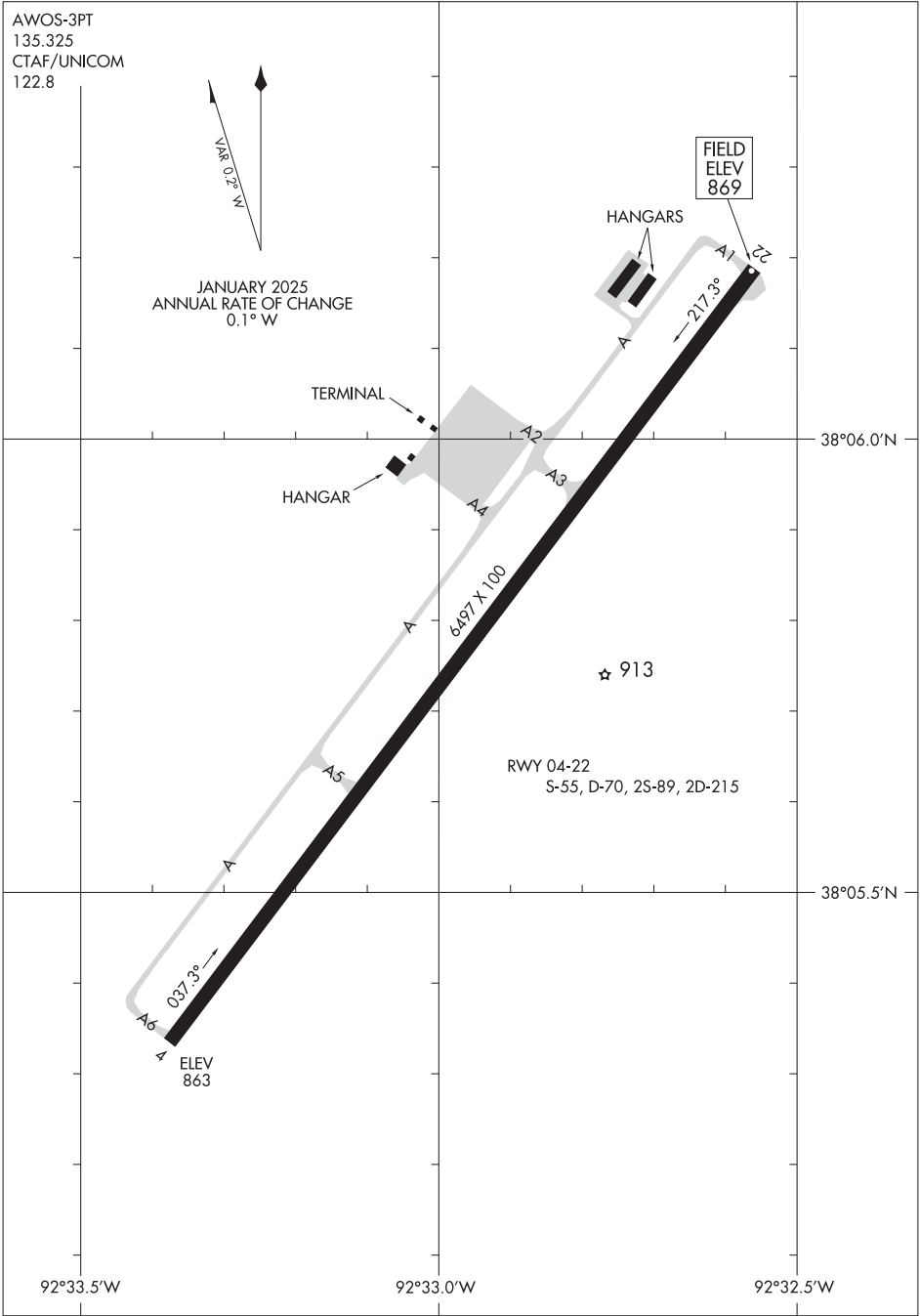
Straight-in minimums NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Camden ton altimeter setting and increase all MDAs 60 feet and S-4 Cat C and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 3100 then right turn direct SHY VOR/DME and hold.

AWOS-3PT	MIZZU APP CON	UNICOM
135.325	124.1 353.925	122.8 (CTAF) 0



Remain within 10 NM		SHY VOR/DME		3100	SHY
3100		217°		3100	SHY
037°		2100		3.07° TCH 55	SHY 3.6
				3.6 NM	
CATEGORY	A	B	C	D	
S-4	1260-1	397 (400-1)	1260-1 3/8 397 (400-1 1/8)	NA	
CIRCLING	1320-1 451 (500-1)	1380-1 511 (600-1)	1440-1 1/2 571 (600-1 1/2)	NA	
					MRL Rwy 4-22
					FAF to MAP 3.6 NM
					Knots 60 90 120 150 180
					Min:Sec 3:36 2:24 1:48 1:26 1:12



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-GQR

111.75

Chan **54 (Y)**

APP CRS

035°

Rwy Idg TDZE Apt Elev

4270 744 757

ILS or LOC RWY 4

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

DME or RADAR required for procedure entry. DME or RADAR required for LOC only.

▼

Circling NA east of Rwy 1-19. Autopilot coupled approach NA below 1013.

▲

Circling NA to Rwy 22. Circling NA for Cat D to Rwy 4. Rwy 4 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 3100 then right turn heading 100° and on ANX VORTAC R-295 to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	CLNC DEL	GND CON
120.75	118.4 307.35	133.3 233.7	121.9	121.9

HEPTO I-GQR 12.7 RADAR

3100

ANX

ELEV 757 TDZE 744

HIRL Rws 4-22 and 1-19

REIL Rws 1 and 22

RLS Rwy 1

GS 3.00° TCH 52

3000

035°

2400

1560

6.8 NM

2.4 NM

1.2 NM

1.4 NM

WIKTU I-GQR 3.4

FENEN I-GQR 5.8 RADAR

HEPTO I-GQR 12.7 RADAR

ANX R-295

3100

hdg 100°

WIKTU I-GQR 3.4

I-GQR 2.2

(CFMCC) I-GQR 0.8

CATEGORY	A	B	C	D
S-ILS 4	1001/40	257 (300-¾)		NA
S-LOC 4	1560/55 816 (900-1)	1560-1¼ 816 (900-1¼)	1560-2½ 816 (900-2½)	NA
CIRCLING	1560-1 803 (900-1)	1560-1¼ 803 (900-1¼)	1560-2½ 803 (900-2½)	
WIKTU FIX MINIMUMS				
S-LOC 4	1240/55	496 (500-1)	1240-1⅜ 496 (500-1⅜)	NA
CIRCLING	1380-1 623 (700-1)	1400-1 643 (700-1)	1460-2 703 (800-2)	1540-2½ 783 (800-2½)

TWR 854

6827 X 150

5303 X 100

035°

FAF to MAP 5 NM

Knots

60 90 120 150 180

Min:Sec

5:00 3:20 2:30 2:00 1:40

KANSAS CITY, MISSOURI

Amdt 6B 17APR25

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

39°07'N-94°36'W

259

ILS or LOC RWY 4

KANSAS CITY, MISSOURI

AL-213 (FAA)

25107

LOC/DME I-MKC 109.9 Chan 36	APP CRS 192°	Rwy Idg TDZE 754 Apt Elev 757
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ILS or LOC RWY 19

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

DME or RADAR required for LOC only. DME or RADAR required for procedure entry.

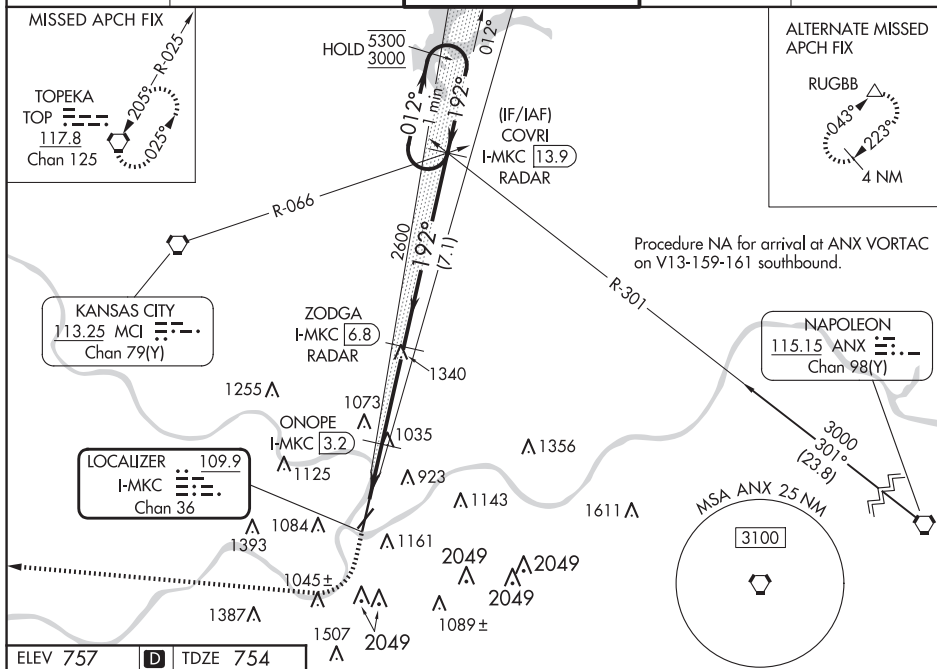
▼ Circling NA east of Rwy 1-19. Circling NA to Rwy 22. For inop ALS, increase S-LOC 19 Cat C/D visibility to 2 SM. Circling NA for Cat D to Rwy 4. Rwy 19 helicopter visibility reduction below RVR 4000 NA. S-ILS 19 inop table does not apply.

MALSF



MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct TOP VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 307.35	DOWNTOWN TOWER 133.3 233.7	CLNC DEL 121.9	GND CON 121.9
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ELEV 757	D	TDZE 754				
		1300	4000	TOP		
		ZODGA I-MKC [6.8] RADAR		COVRI I-MKC [13.9] RADAR	One Minute Holding Pattern	
		I-MKC [1.1]	I-MKC [2.7]	ONOPE I-MKC [3.2]	2600	012° → 5300 ← 192° 3000
		1460		2600	GS 3.00° TCH 46	
		1.6 NM		0.5 NM	3.6 NM	7.1 NM
		CATEGORY	A	B	C	D
		S-ILS 19	1004/40 250 (300-¾)			
		S-LOC 19	1460/40 706 (800-¾)	1460/55 706 (800-1)	1460-1⅞ 706 (800-1⅞)	706 (800-1⅞)
		C CIRCLING	1460-1 703 (800-1)	703 (800-1)	1460-2 703 (800-2)	1540-2½ 783 (800-2½)
		ONOPE FIX MINIMUMS				
		S-LOC 19	1300/40 546 (600-¾)	546 (600-¾)	1300-1⅓ 546 (600-1⅓)	546 (600-1⅓)
		C CIRCLING	1380-1 623 (700-1)	1400-1 643 (700-1)	1460-2 703 (800-2)	1540-2½ 783 (800-2½)

KANSAS CITY, MISSOURI

Amdt 24A 05OCT23

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

39°07'N-94°36'W

ILS or LOC RWY 19

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 50112 W04A	APP CRS 037°	Rwy Idg 4270 TDZE 744 Apt Elev 757
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RNAV (GPS) RWY 4

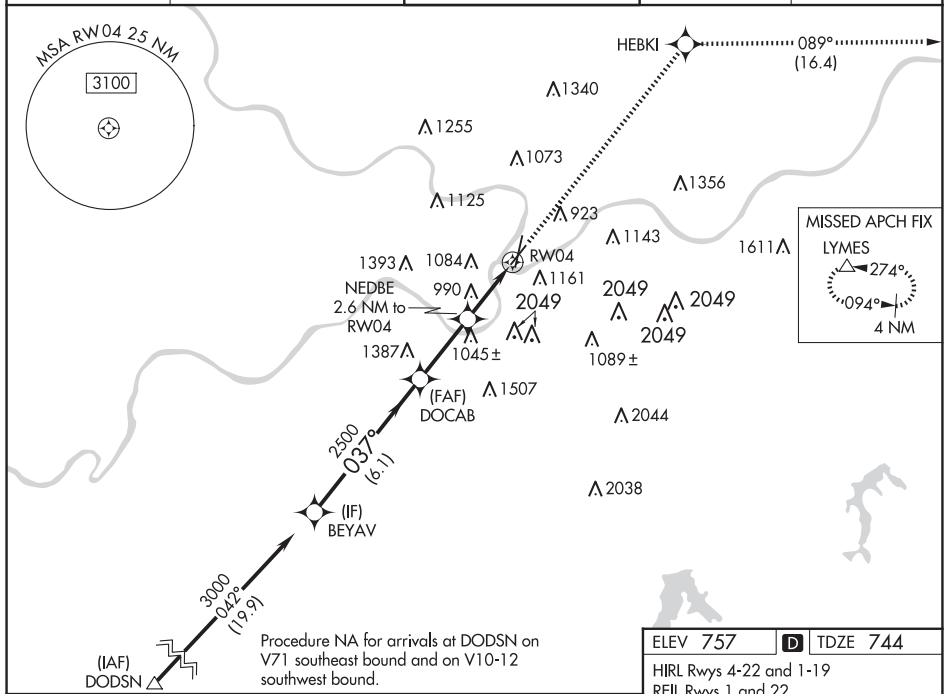
KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

RNP APCH - GPS.

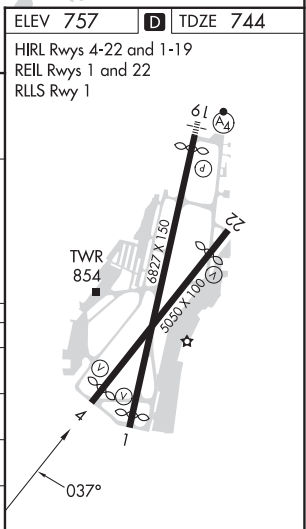
T Circling NA east of Rwy 1-19. Rwy 4 helicopter visibility reduction below RVR
A 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
 -19°C or above 54°C. Circling NA for Cat D to Rwy 4. Circling NA to Rwy 22.

MISSED APPROACH: Climb to 3000
direct HEBKI and on track 089° to
LYMES and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 307.35	DOWNTOWN TOWER 133.3 233.7	CLNC DEL 121.9	GND CON 121.9
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CATEGORY	A	B	C	D
LPV DA	999/40 255 (300-¾)			NA
LNAV/VNAV DA	1411-1⅞ 667 (700-1⅞)			NA
LNAV MDA	1240/55	496 (500-1)	1240-1⅜ 496 (500-1⅜)	NA
CIRCLING	1380-1 623 (700-1)	1400-1 643 (700-1)	1460-2 703 (800-2)	1540-2½ 783 (800-2½)



WAAS CH 40327 W22A	APP CRS 226°	Rwy Idg 4351 TDZE 744 Apt Elev 757
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KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

T Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 at night, operational VGSI required, remain at or above VGSI glidepath until threshold.

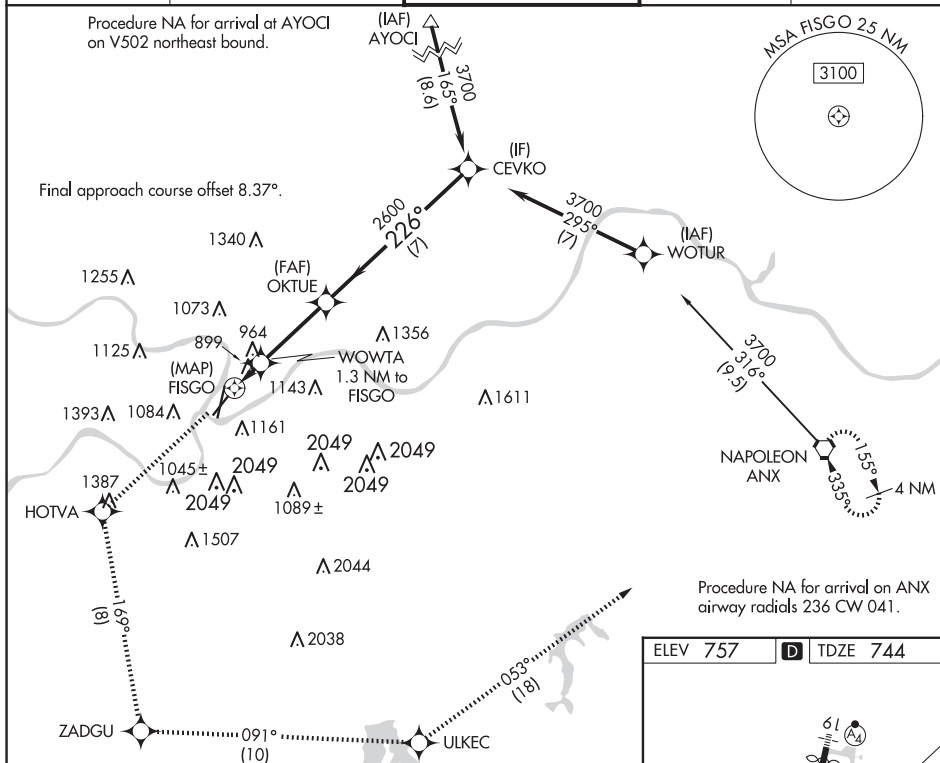
MISSED APPROACH: Climb to 3700 direct HOTVA and on track 169° to ZADGU and on track 091° to ULKEC and on track 053° to ANX VORTAC and hold.





ATIS 120.75	KANSAS CITY APP CON 118,4 307.35	DOWNTOWN TOWER 133.3 233.7	CLNC DEL 121.9	GND CON 121.9
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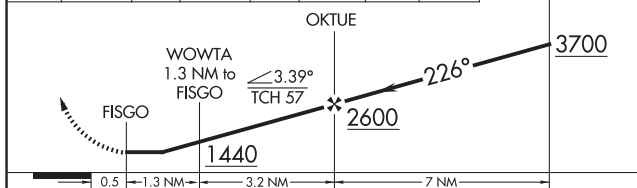
(IAF) AYOCI

MSA FIGU 25 NM

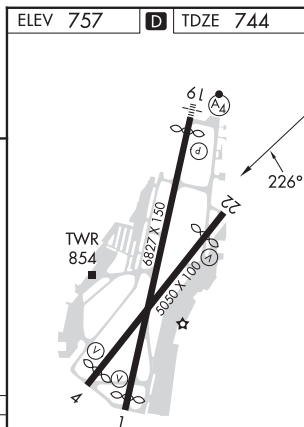
Final approach course offset 8.37° .



3700 ↑	HOTVA 	tr 169°	ZADGU 	tr 091°	ULKEC 	tr 053°	ANX 	CEVKO
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CATEGORY	A	B	C	D
LP MDA	1160-1	416 (500-1)	1160-1 $\frac{1}{8}$ 416 (500-1 $\frac{1}{8}$)	NA
LNAV MDA	1260-1	516 (600-1)	1260-1 $\frac{3}{8}$ 516 (600-1 $\frac{3}{8}$)	NA



RLLS Rwy 1
REIL Rwys 1 and 22
HIRL Rwys 4-22 and 1-19

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)
39°07'N-94°36'W RNAV (GPS) RWY 22

RNAV (GPS) RWY 22

NC-3, 12 JUN 2025 to 07 AUG 2025

KANSAS CITY, MISSOURI

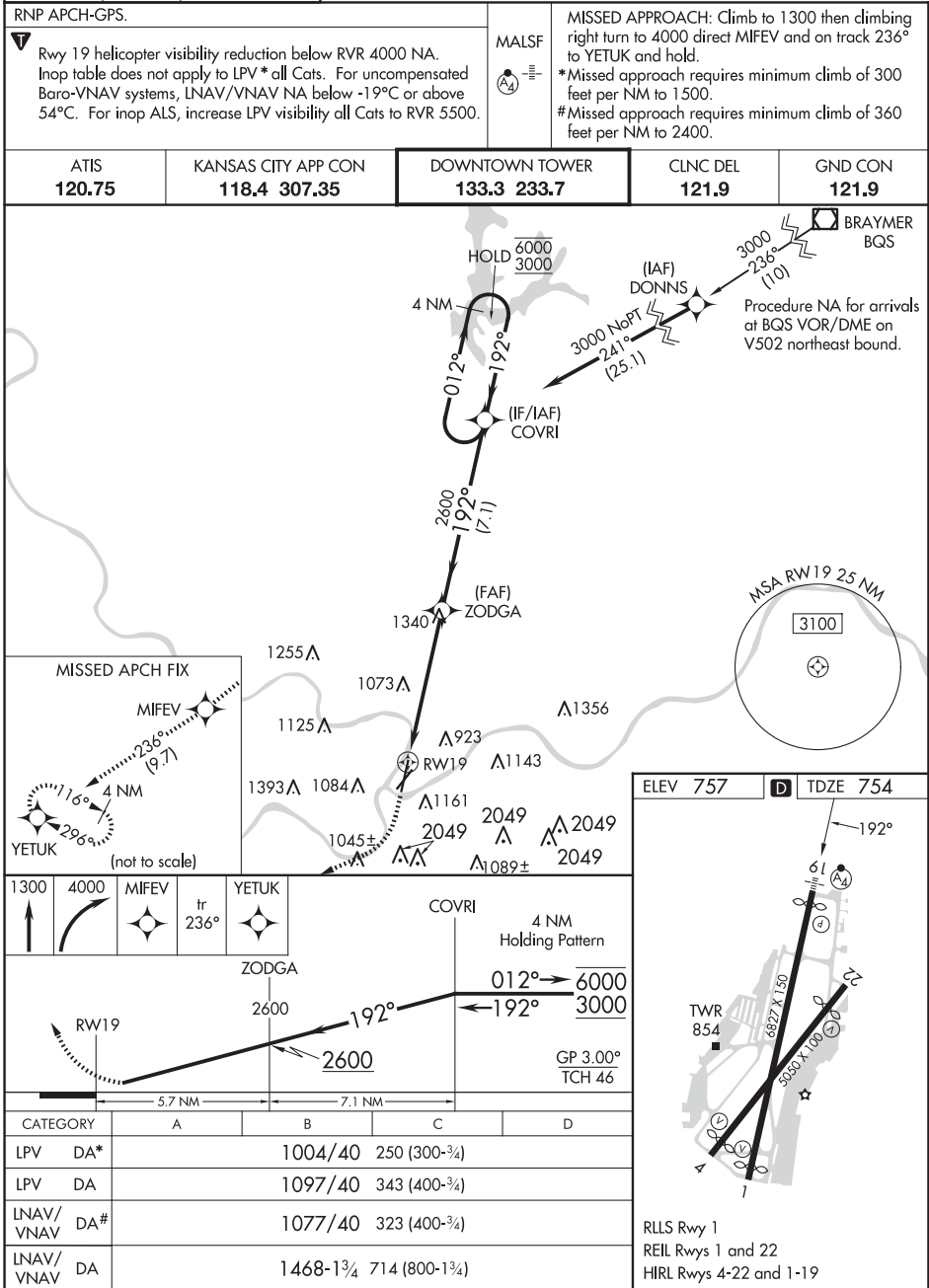
AL-213 (FAA)

25107

WAAS CH 90320 W19A	APP CRS 192°	Rwy Idg TDZE 754 Apt Elev 757	6526
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RNAV (GPS) Z RWY 19

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

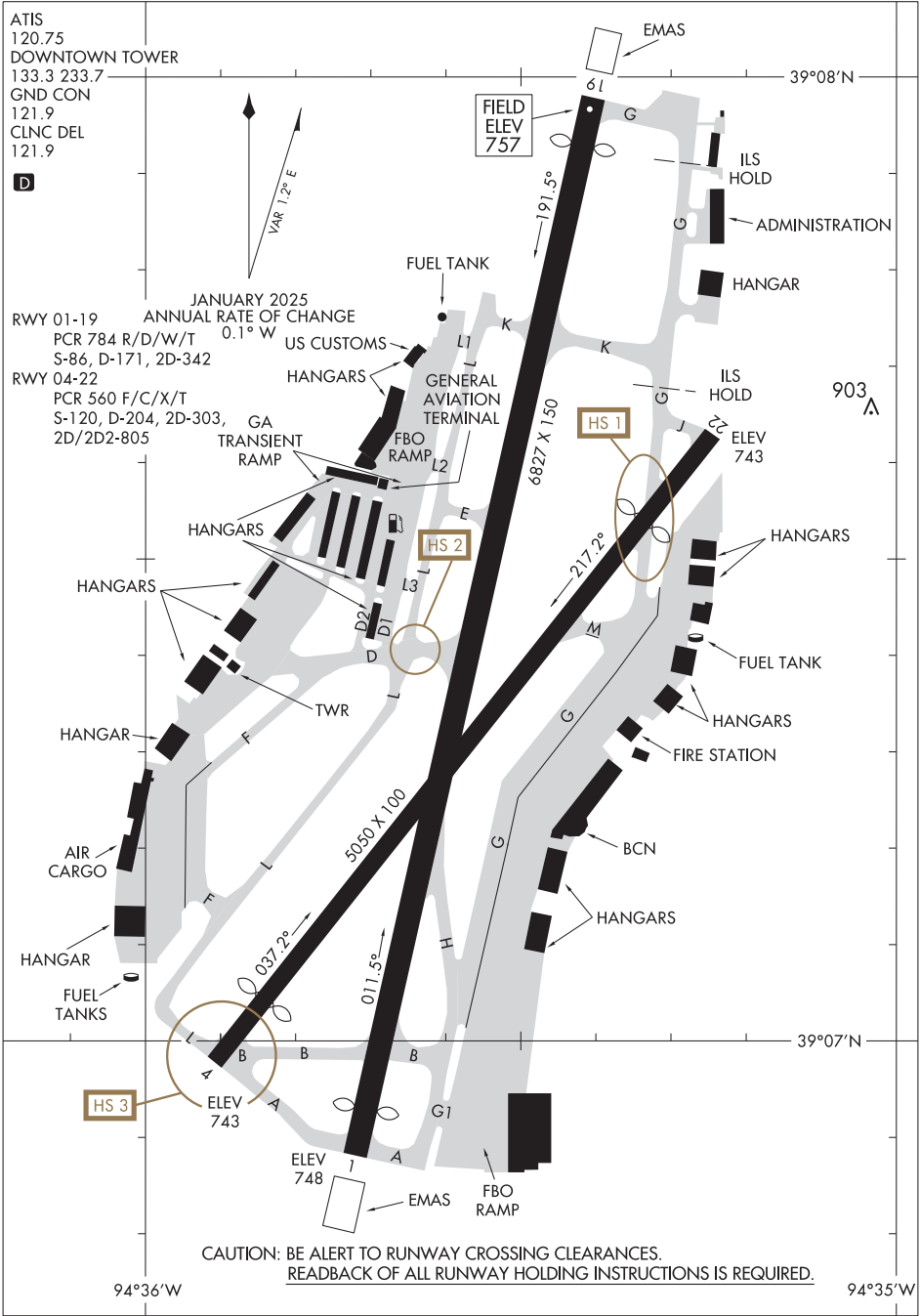
KANSAS CITY, MISSOURI

Amtd 2 05OCT23

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

39°07'N-94°36'W

RNAV (GPS) Z RWY 19



(CHIEF9.MCI) 25107

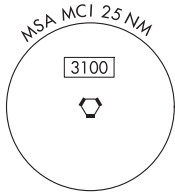
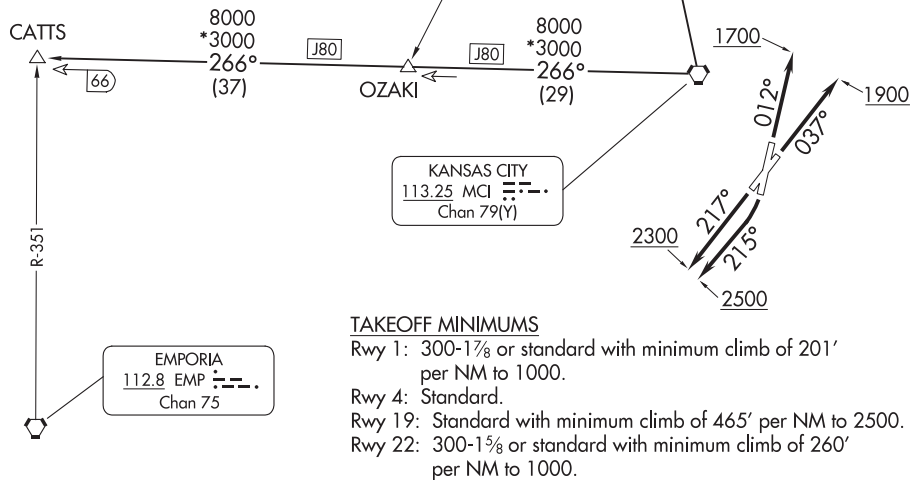
CHIEF NINE DEPARTURE

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)
AL-213 (FAA)

KANSAS CITY, MISSOURI

**TOP ALTITUDE:
10000**

RADAR required.

KANSAS CITY DEP CON
118.4 307.35
ATIS
120.75
CLNC DEL
121.9ST. JOSEPH
115.5 STJ
Chan 102

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 012° to 1700, thence. . . .TAKEOFF RUNWAY 4: Climb on heading 037° to 1900, thence. . . .TAKEOFF RUNWAY 19: Climbing right turn heading 215° to 2500, thence. . . .TAKEOFF RUNWAY 22: Climb on heading 217° to 2300, thence. . . .

. . . climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF9.CATTS): From over MCI VORTAC on MCI R-266 to CATTS.ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

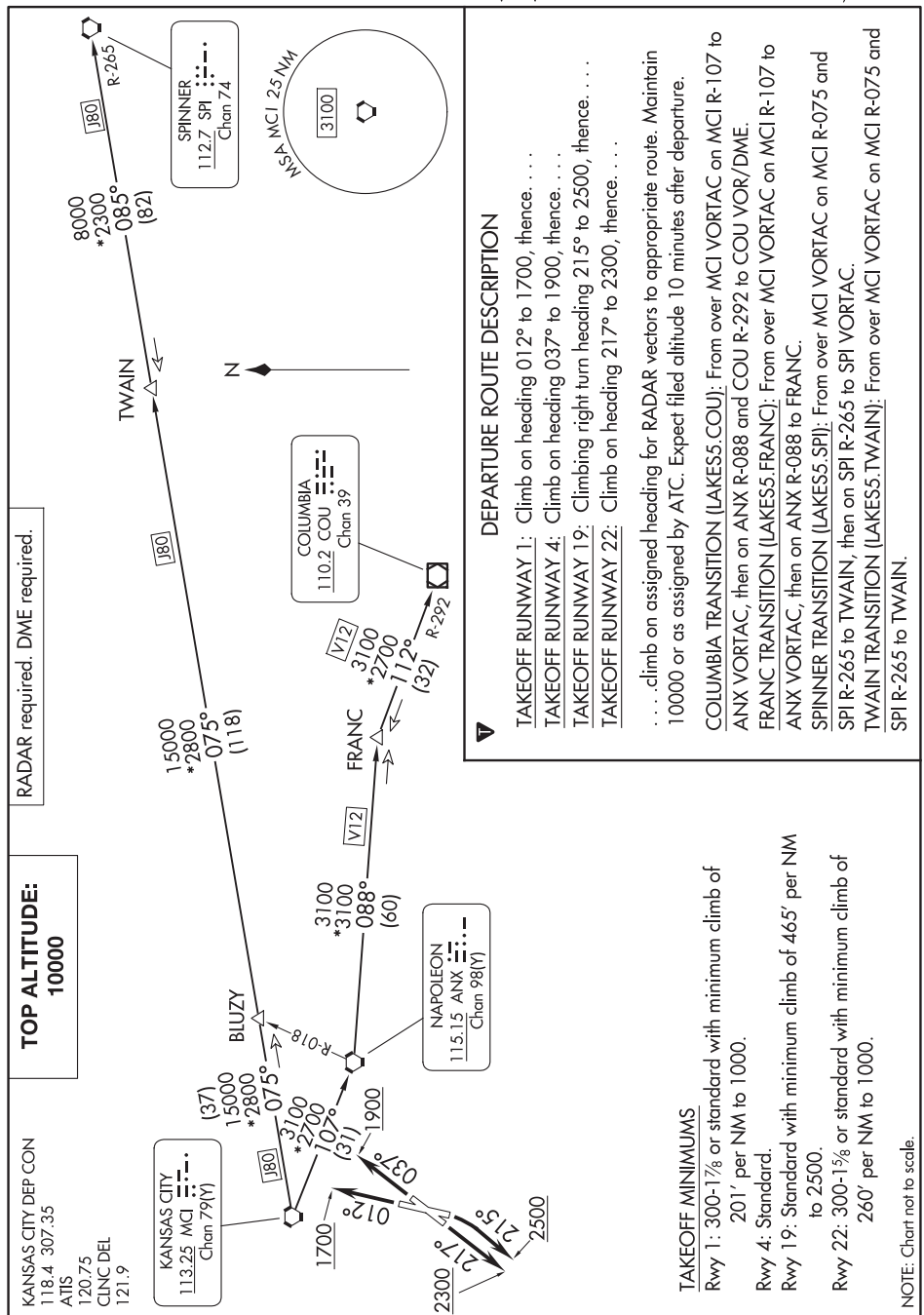
CHIEF NINE DEPARTURE

(CHIEF9.MCI) 05OCT23

KANSAS CITY, MISSOURI
KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

(LAKES5.MCI) 25107
LAKES FIVE DEPARTURE

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)
AL-213 (FAA) KANSAS CITY, MISSOURI



LAKES FIVE DEPARTURE
(LAKES5.MCI) 05OCT23

KANSAS CITY, MISSOURI
KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

RACER EIGHT DEPARTURE

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

AL-213 (FAA)

KANSAS CITY, MISSOURI

TOP ALTITUDE:
10000

RADAR required.

KANSAS CITY DEP CON	
118.4	307.35
ATIS	
120.75	
CLNC DEL	
121.9	

KANSAS CITY
113.25 MCI $\overline{=}\overline{-}\cdot$
Chan 79(Y)

TOPEKA
117.8 TOP
cl. 105

NAPOLEON
115.15 ANX $\Xi \cdot \cdot \cdot$
Chan 98(Y)

BUTLER
9 BUM $\equiv \equiv$
Class 10/

TAKEOFF MINIMUMS

Rwy 1: 300-1 $\frac{7}{8}$ or standard with minimum climb of 201' per NM to 1000.

Rwy 4: Standard.

Rwy 19: Standard with minimum climb of 465' per NM to 2500.

Rwy 22: 300-1 $\frac{5}{8}$ or standard with minimum climb of 260' per NM to 1000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 012° to 1700, thence. . .

TAKEOFF RUNWAY 4: Climb on heading 037° to 1900, thence. . .

TAKEOFF RUNWAY 19: Climbing right turn heading 215° to 2500, thence. . .

TAKEOFF RUNWAY 22: Climb on heading 217° to 2300, thence. . .

. . .climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER8.DOSOA): From over MCI VORTAC on MCI R-190 to DOSOA.

SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER EIGHT DEPARTURE

(RACER8.MCI) 05OCT23

KANSAS CITY, MISSOURI

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

ROYAL TWO DEPARTURE

RADAR and DME required.

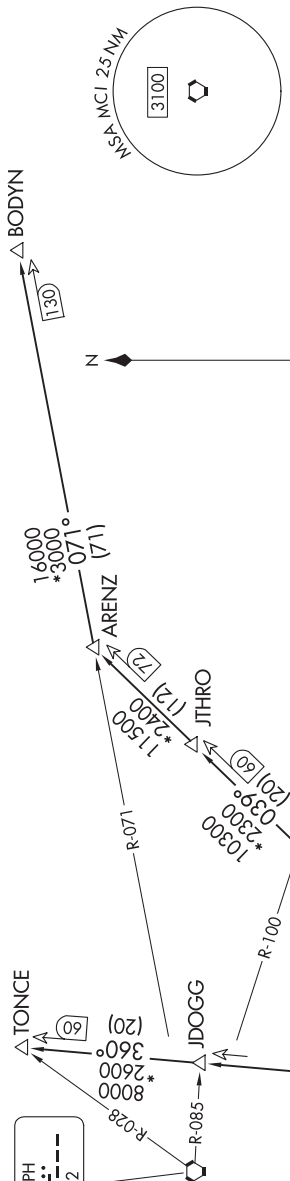
TAKEOFF MINIMUMS
Rwy 1: 300-1 1/2 or standard with minimum climb of 201' per NM to 1000.
Rwy 4: Standard.
Rwy 19: Standard with minimum climb of 465' /NM to 2500.
Rwy 22: 300-1 1/2 or standard with minimum climb of 260' /NM to 1000.

TOP ALTITUDE:
10000

KANSAS CITY DEP CON
118.4 307.35
ATIS
120.75
CINC DEL
121.9

ST. JOSEPH
115.5 STJ
Chen 102

KANSAS CITY
113.25 MCI
Chen 79(Y)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 012° to 1700, thence. . .
TAKEOFF RUNWAY 4: Climb on heading 037° to 1900, thence. . .
TAKEOFF RUNWAY 19: Climbing right turn heading 215° to 2500, thence. . .
TAKEOFF RUNWAY 22: Climb on heading 217° to 2300, thence. . .
...climb on assigned heading for RADAR vectors to appropriate route.
Maintain 10000, expect filed altitude 10 minutes after departure.
ARENZ TRANSITION (ROYAL2.ARENZ): From over MCI VORTAC on MCI R-039 to ARENZ.
BODYN TRANSITION (ROYAL2.BODYN): From over MCI VORTAC on MCI R-039 to ARENZ, then on STJ R-071 to BODYN.
TONCE TRANSITION (ROYAL2.TONCE): From over MCI VORTAC on MCI R-360 to TONCE.

NOTE: Chart not to scale.

ROYAL TWO DEPARTURE

(ROYAL2.MCI) 05SEP24

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)
AL-213 (FAA)
KANSAS CITY, MISSOURI

KANSAS CITY, MISSOURI
KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

(TIFTO8.MCI) 25107

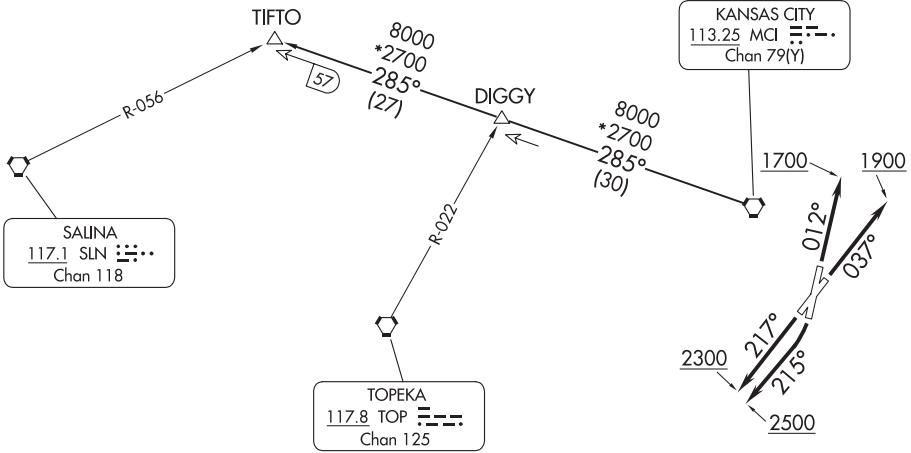
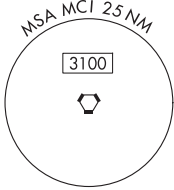
TIFTO EIGHT DEPARTURE

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)
AL-213 (FAA) KANSAS CITY, MISSOURI

TOP ALTITUDE:
10000

RADAR and DME required.

KANSAS CITY DEP CON
118.4 307.35
ATIS
120.75
CLNC DEL
121.9



TAKEOFF MINIMUMS

- Rwy 1: 300-1 $\frac{1}{8}$ or standard with minimum climb of 201' per NM to 1000.
- Rwy 4: Standard.
- Rwy 19: Standard with minimum climb of 465'/NM to 2500.
- Rwy 22: 300-1 $\frac{1}{8}$ or standard with minimum climb of 260'/NM to 1000.

NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

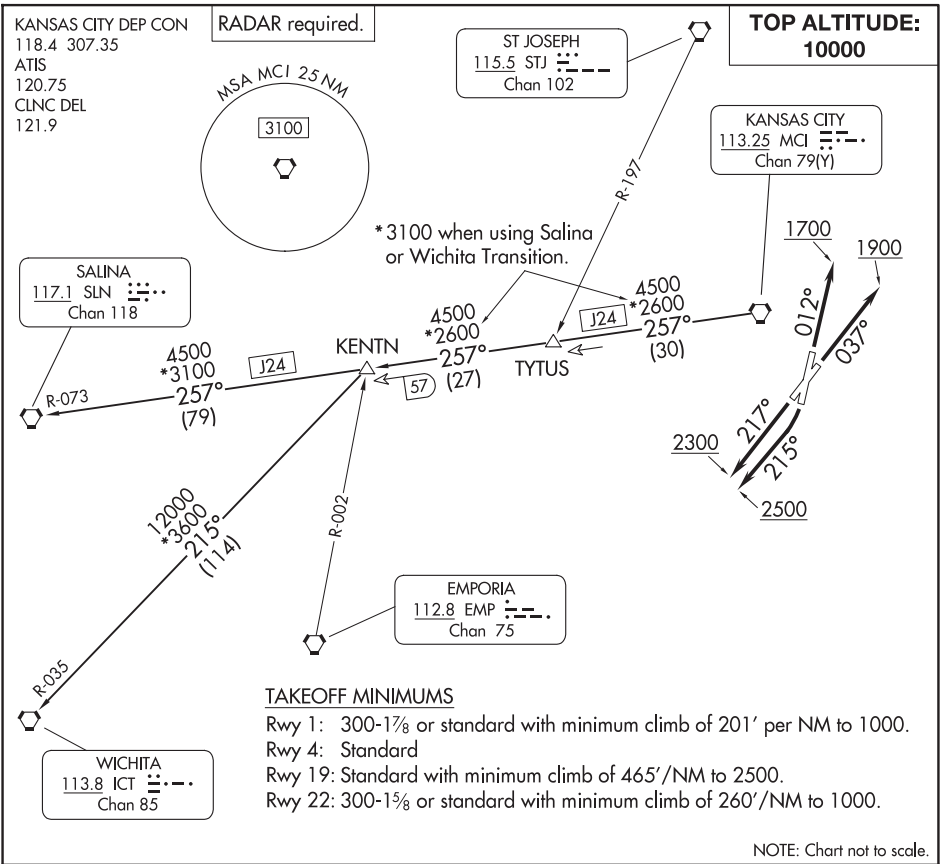
TAKEOFF RUNWAY 1: Climb on heading 012° to 1700, thence. . .
TAKEOFF RUNWAY 4: Climb on heading 037° to 1900, thence. . .
TAKEOFF RUNWAY 19: Climbing right turn heading 215° to 2500, thence. . .
TAKEOFF RUNWAY 22: Climb on heading 217° to 2300, thence. . .
. . . climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.
TIFTO TRANSITION (TIFTO8.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO.

TIFTO EIGHT DEPARTURE

(TIFTO8.MCI) 05OCT23

KANSAS CITY, MISSOURI
KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

WILDCAT SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 012° to 1700, thence. . .

TAKEOFF RUNWAY 4: Climb on heading 037° to 1900, thence. . .

TAKEOFF RUNWAY 19: Climbing right turn heading 215° to 2500, thence. . .

TAKEOFF RUNWAY 22: Climb on heading 217° to 2300, thence. . .

. . . climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT6.KENTN): From over MCI VORTAC on MCI R-257 to KENTN.

SALINA TRANSITION (WLDCT6.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT6.ICT): From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

KANSAS CITY, MISSOURI

AL-780 (FAA)

24081

LOC/DME I-DOT 110.5 Chan 42	APP CRS 011°	Rwy Idg 10801 TDZE 1014 Apt Elev 1027
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ILS or LOC RWY 1L
KANSAS CITY INTL (MCI)

RNP APCH - GPS. From GAYLZ or JERLD or WARMM or VVEST.

DME or RADAR required. RADAR required for procedure entry at CYPRE.

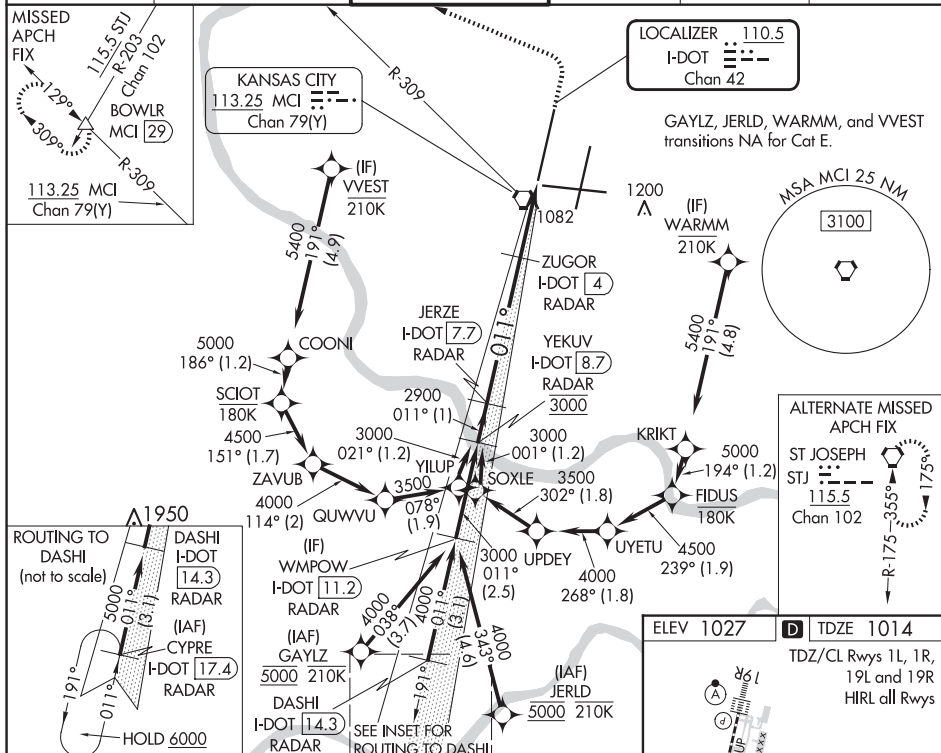
T For inop ALS, increase S-ILS 1L Cat E visibility to RVR 4000 and S-LOC 1L Cat E visibility to RVR 5000. Simultaneous approach authorized except from GAYLZ, JERLD, VVEST, and WARMM.

MALSR



MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 on heading 290° and MCI R-309 to BOWLR INT/MCI 29 DME and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78).

YEKUV I-DOT 8.7 RADAR

JERZE I-DOT 7.7 RADAR

ZUGOR I-DOT 4 I-DOT 2.7 I-DOT 2

BOWLR \triangle

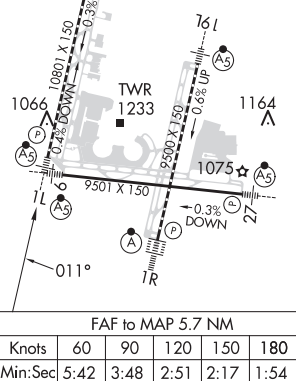
2900 2900 1700

GS 3.00° TCH 57'

See planview for multiple IF locations.

1 NM 3.7 NM 1.2 NM 0.8

CATEGORY	A	B	C	D	E
S-ILS 1L	1214/18 200 (200-½)				
S-LOC 1L	1340/24 326 (400-½)		1340/26 326 (400-½)		
C CIRCLING	1540-1 513 (600-1)		1540-1½ 513 (600-1½)	1580-2 553 (600-2)	



KANSAS CITY, MISSOURI

Amdt 19A 30NOV23

39°18'N-94°43'W

KANSAS CITY INTL (MCI)

ILS or LOC RWY 1L

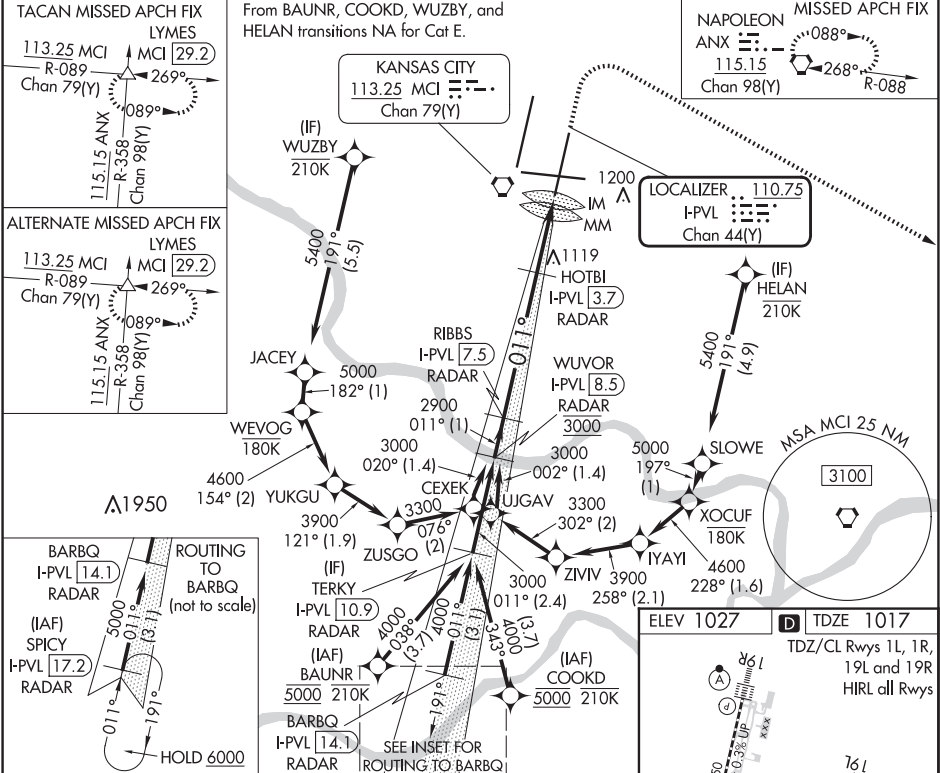
LOC/DME I-PVL 110.75 Chan 44 (Y)	APP CRS 011°	Rwy Idg TDZE Apt Elev 9500 1017 1027
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ILS or LOC RWY 1R
KANSAS CITY INTL (MCI)

RNP APCH - GPS. From BAUNR or COOKD or WUZBY or HELAN.
DME or RADAR required. RADAR required for procedure entry at SPICY.
For inop ALS, increase S-ILS 1R Cat E visibility to RVR 4000 and S-LOC 1R Cat C/D/E visibility to RVR 5500. Simultaneous approach authorized except from BAUNR, COOKD, WUZBY, and HELAN.

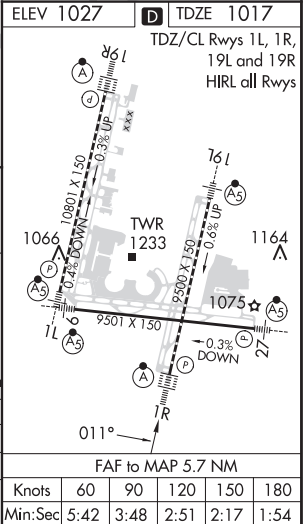
ALSF-2
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold. (TACAN aircraft) Climb to 1500 then climbing right turn to 4000 on heading 130° and MCI R-089 to LYMES INT/ MCI 29.2 DME and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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WUVOR I-PVL [8.5] RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).	ANX
RIBBS I-PVL [7.5] RADAR		
HOTBI I-PVL [3.7] RADAR		
3000	2900	1700
GS 3.00° TCH 59	See planview for multiple IF locations.	
1 NM	3.7 NM	1.2 NM
CATEGORY	A	B
S-ILS 1R	1217/18	200 (200-½)
S-LOC 1R	1360/24	343 (400-½)
CIRCLING	1540-1	513 (600-1)

C	D	E
1540-1½	513 (600-1½)	1580-2
553 (600-2)		



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 9
KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 4000 on
MCI R-089 to LYMES INT/MCI 29.2
DME and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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$$\begin{array}{r} . \\ \cdot \\ - \\ + \\ \cdot \\ \cdot \\ 84 \end{array} \overline{) 109.7}$$

CH FIX
LYMES

MCI 29.2

269°

39°

CATEGORY	A	B	C	D	E
S-ILS 9	1266/40 250 (300-¾)				
S-LOC 9	1460/40	444 (500-¾)	1460/45	444 (500-¾)	
 CIRCLING	1540-1	513 (600-1)	1540-1½ 513 (600-1½)	1580-2	553 (600-2)

KANSAS CITY INTL (MCI)
ILS or LOC RWY 9

LOC/DME I-DYH 109.55 Chan 32 (Y)	APP CRS 191°	Rwy Idg 9500 TDZE 995 Apt Elev 1027
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ILS or LOC RWY 19L


KANSAS CITY INTL (MCI)

RNP APCH - GPS. From FARMS or BUDIE or MYLLA or TOBRE.

DME or RADAR required. RADAR required for procedure entry at TUSKG.

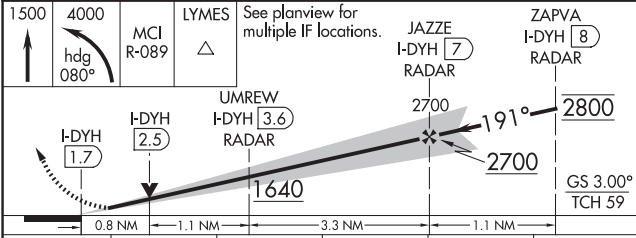
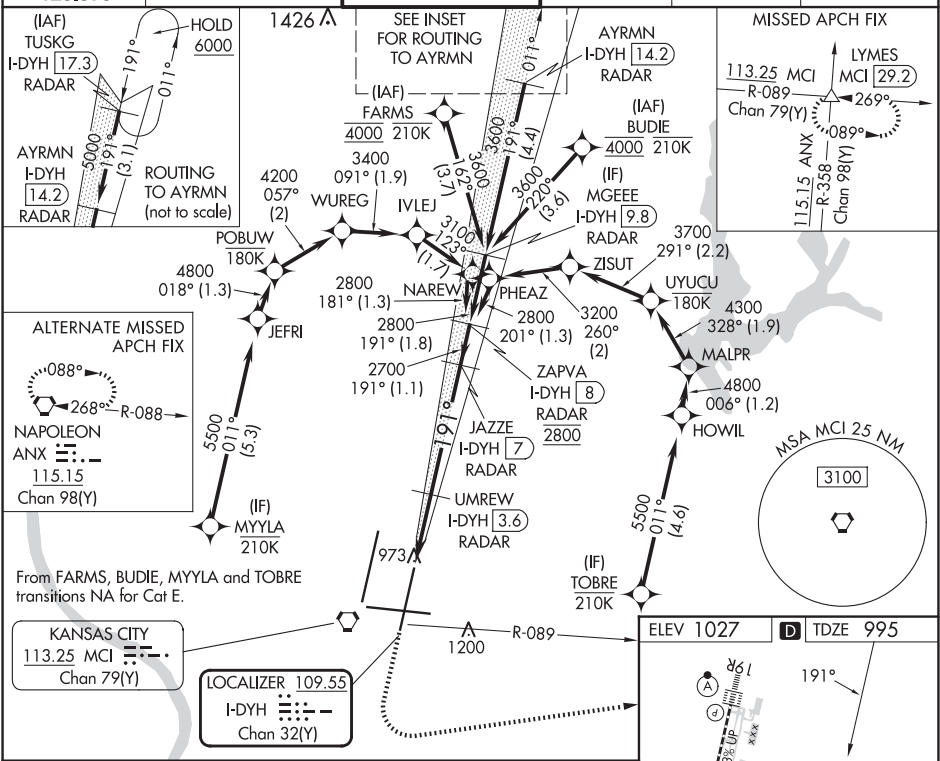
▼ For inop ALS, increase S-ILS 19L Cat E visibility to RVR 4000 and S-LOC 19L Cat C/D/E visibility to RVR 4500. Simultaneous approach authorized except from BUDIE, FARMS, TOBRE, and MYLLA.

MALSR



MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 080° and MCI VORTAC R-089 to LYMES INT/ MCI 29.2 DME and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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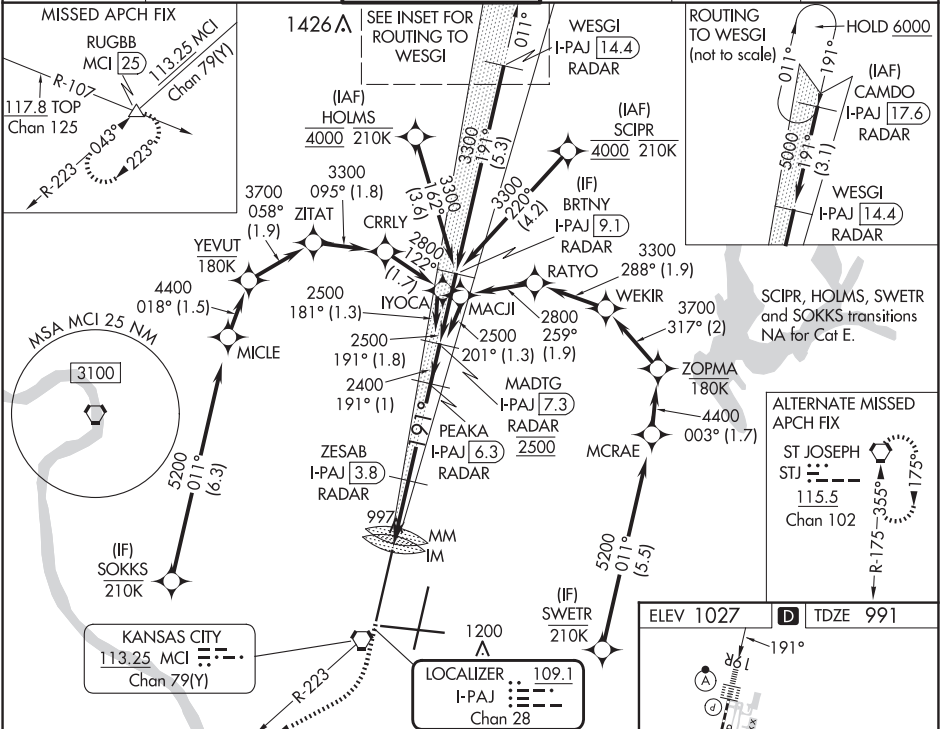
CATEGORY	A	B	C	D	E	HIRL all Rwy's TDZ/CL Rwy's 1L, 1R, 19L and 19R FAF to MAP 5.2 NM
S-ILS 19L			1195/18 200 (200-½)			Knots 60 90 120 150 180 Min:Sec 5:12 3:28 2:36 2:05 1:44
S-LOC 19L			1280/24 285 (300-½)			
CIRCLING	1540-1 513 (600-1)	1540-1½ 513 (600-1½)	1580-2 553 (600-2)			

LOC/DME I-PAJ 109.1 Chan 28	APP CRS 191°	Rwy Idg TDZE Apt Elev	10801 991 1027
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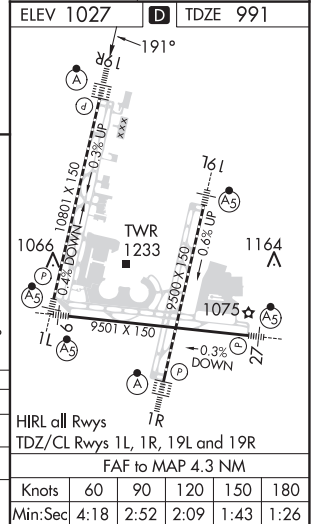
ILS or LOC RWY 19R
KANSAS CITY INTL (MCI)

RNP APCH - GPS. From SCIPR or HOLMS or SWETR or SOKKS. DME or RADAR required. RADAR required for procedure entry at CAMDO.	ALSF-2 	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.
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D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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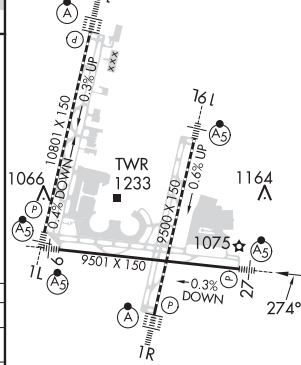
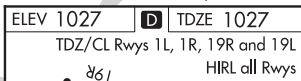
2000 4000 MCI R-223 hdg 240° See planview for multiple IF locations.	RUGBB △ VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 80).	MADTG I-PAJ [7.3] RADAR
I-PAJ [2] IM MM ZESAB I-PAJ [3.8] RADAR	PEAKA I-PAJ [6.3] RADAR	2400 191° 2500 GS 3.00° TCH 55
0.2 0.3 0.2 1.1 NM 2.5 NM 1 NM	A B C D E	
S-ILS 19R	1191/18 200 (200-½)	
S-LOC 19R	1280/24 289 (300-½)	
CIRCLING	1540-1 513 (600-1) 1540-1½ 513 (600-1½) 1580-2 553 (600-2)	



ILS or LOC RWY 27
KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 on heading 230° and MCI R-223 to RUGBB INT/MCI 25 DME and hold.

D-ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL	CPDLC
128.375	120.95 318.1	128.2 254.25	121.8	135.7	



KANSAS CITY INTL (MCI)
ILS or LOC RWY 27

ILS RWY 1R (SA CAT I)
KANSAS CITY INTL (MCI)

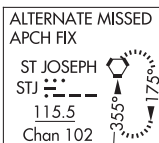
CPDLC

KANSAS CITY INTL (MCI)
ILS RWY 1R (SA CAT I)

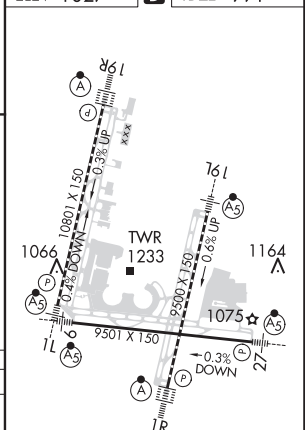
NC-3, 12 JUN 2025 to 07 AUG 2025

ILS RWY 19R (SA CAT I)
KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.

CRDLG

ELEV 1027	D	TDZE 991
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HIRL all Rwy's
TDZ/CL Rwy's 1L, 1R, 19L and 19R

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

KANSAS CITY, MISSOURI

AL-780 (FAA)

24137

LOC/DME I-PVL 110.75 Chan 44 (Y)	APP CRS 011°	Rwy Idg TDZE Apt Elev 9500 1017 1027
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ILS RWY 1R (CAT II & III) **KANSAS CITY INTL (MCI)**

RNP P-RADAR - GPS. From BAUNR or COOKD or WUZBY or HELAN.

DME or RADAR required. RADAR required for procedure entry at SPICY.

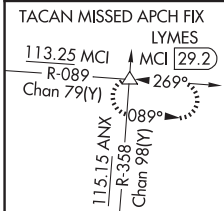
Simultaneous approach authorized except from BAUNR, COOKD, WUZBY, and HELAN. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2



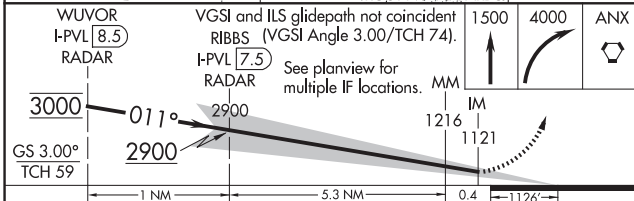
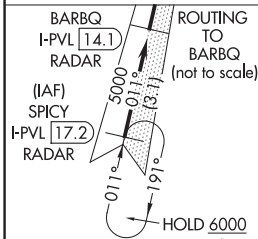
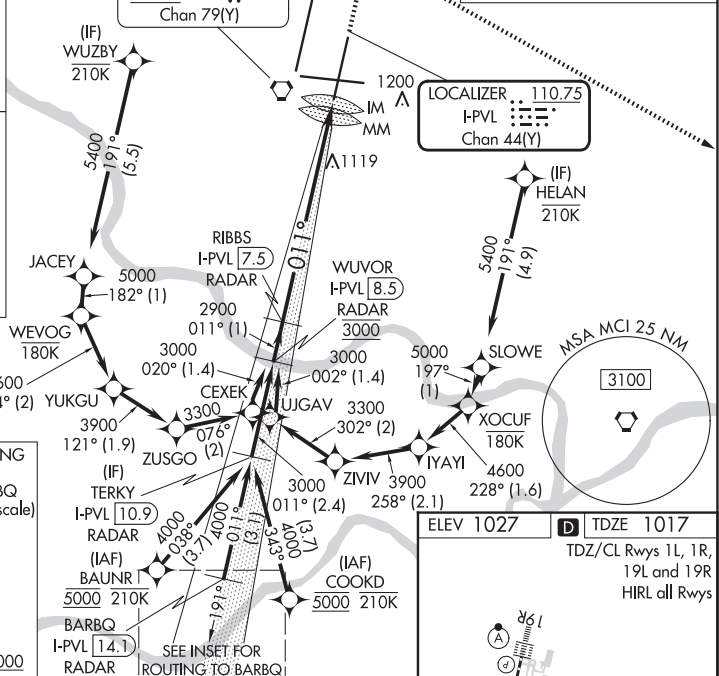
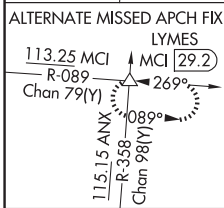
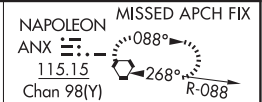
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold. (TACAN aircraft) Climb to 1500 then climbing right turn to 4000 on heading 130° and MCI R-089 to LYMES INT/MCI 29.2 DME and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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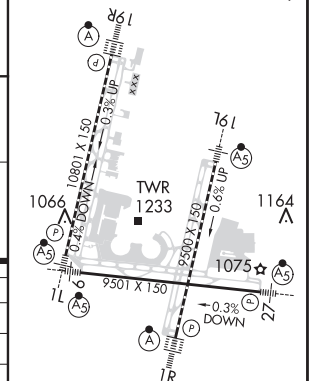


From BAUNR, COOKD, WUZBY, and HELAN transitions NA for Cat E.

KANSAS CITY
113.25 MCI
Chan 79(Y)



ELEV 1027	TDZE 1017
TDZ/CL Rwy 1L, 1R, 19L and 19R	
HIRL all Rwy	



CATEGORY	A	B	C	D	E
S-ILS 1R	CAT II RA 111/12 100 DA 1117				
S-ILS 1R	CAT III RVR 06				

CATEGORY II & III ILS - SPECIAL AIRCREW **& AIRCRAFT CERTIFICATION REQUIRED**

KANSAS CITY, MISSOURI

Amdt 7A 30NOV23

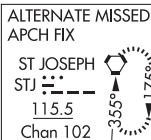
39°18'N-94°43'W

KANSAS CITY INTL (MCI)

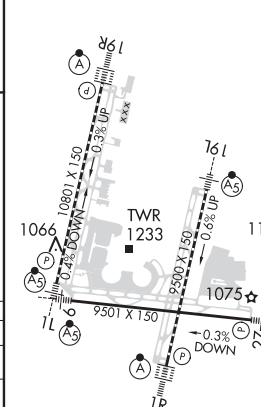
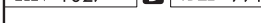
ILS RWY 1R (CAT II & III)

ILS RWY 19R (CAT II & III)
KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and on MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.

CPDLC

ELEV 1027	D	TDZE 991
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HIRL all Rwy's
TDZ/CL Rwy's 1L, 1R, 19L and 19R

KANSAS CITY INTL (MCI)
ILS RWY 19R (CAT II & III)

KANSAS CITY, MISSOURI

AL-780 (FAA)

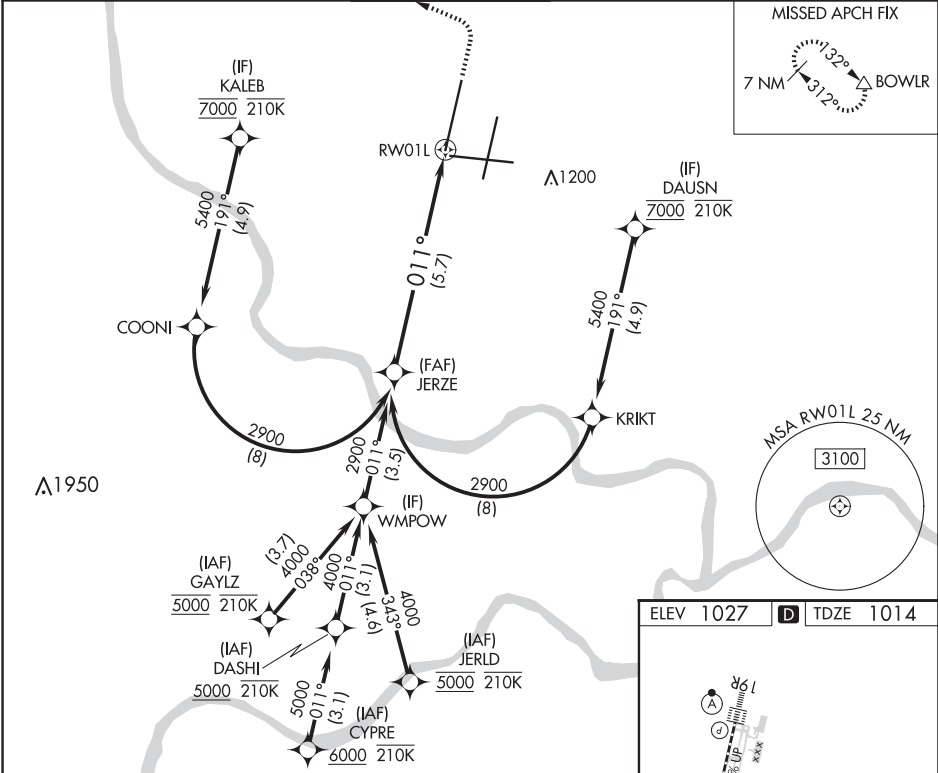
24081

APP CRS	Rwy Idg	10801
011°	TDZE	1014
	Apt Elev	1027

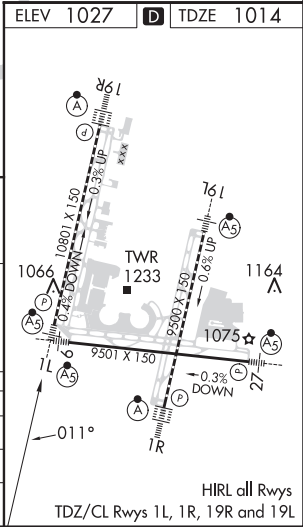
RNAV (RNP) Z RWY 1L
KANSAS CITY INTL (MCI)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct BOWLR and hold.
Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach authorized, except for arrivals at KALEB, DAUSN, GAYLZ and JERLD.		

D-ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL	CPDLC
128.375	120.95 318.1	128.2 254.25	121.8	135.7	



JERZE			
2900			
GP 3.00° TCH 57			
See planview for multiple IF locations.			
5.7 NM			
RW01L			
2000 4000 BOWLR			
↑			
△			
CATEGORY	A	B	C
RNP 0.10 DA	1264/24	250 (300-½)	
RNP 0.30 DA	1418/40	404 (400-¾)	
AUTHORIZATION REQUIRED			



KANSAS CITY, MISSOURI
Amdt 2 14JUL22

39°18'N-94°43'W

KANSAS CITY INTL (MCI)
RNAV (RNP) Z RWY 1L

NC-3, 12 JUN 2025 to 07 AUG 2025

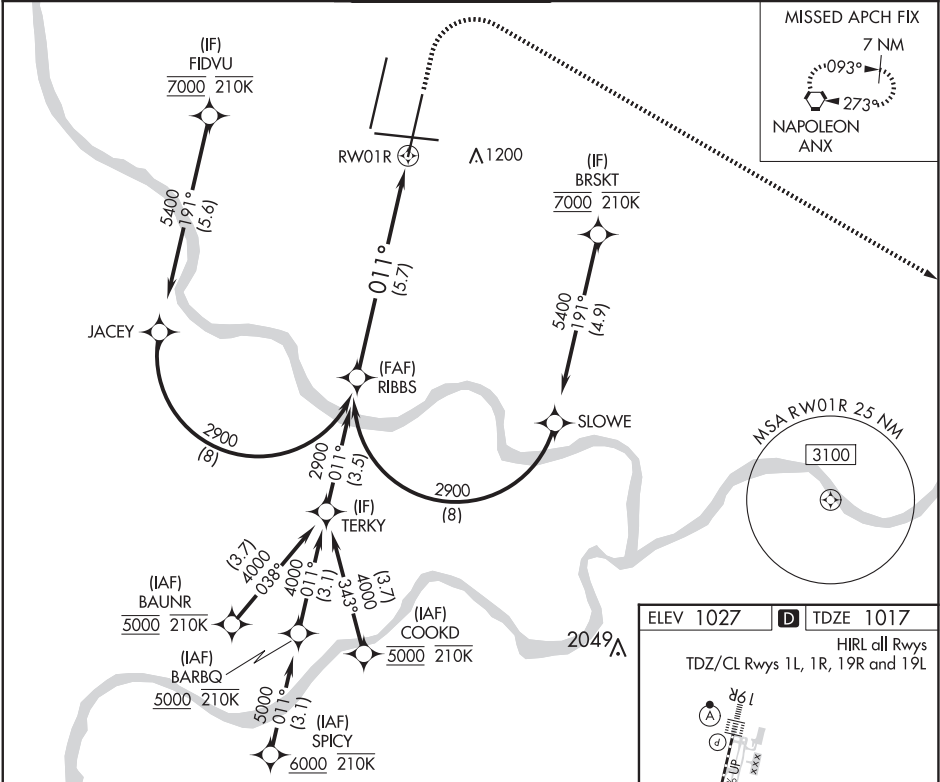
NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	9500
011°	TDZE	1017
	Apt Elev	1027

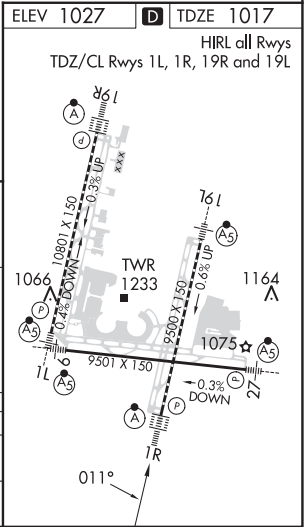
RNAV (RNP) Z RWY 1R
KANSAS CITY INTL (MCI)

RNP AR APCH - GPS.	ALSF-2 	MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.
Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. Simultaneous approach authorized, except for arrivals at FIDVU, BRSKT, BAUNR and COOKD. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500.		

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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RIBBS VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 74).				
2900				
GP 3.00° TCH 59				
See planview for multiple IF locations.				
5.7 NM				
1500	4000	ANX		
CATEGORY A B C D				
RNP 0.30 DA 1280/24 263 (300-1/2)				
AUTHORIZATION REQUIRED				



KANSAS CITY, MISSOURI


AL-780 (FAA)

24081

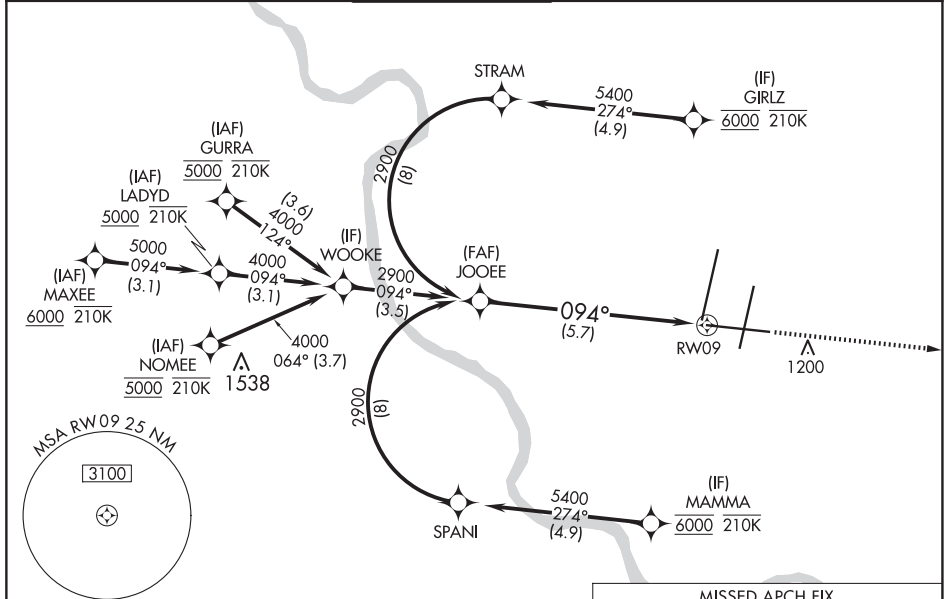
APP CRS	Rwy Idg	9501
094°	TDZE	1016
	Apt Elev	1027

RNAV (RNP) Z RWY 9

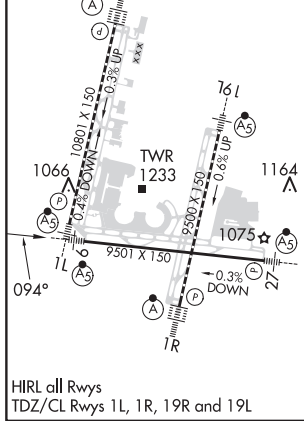
KANSAS CITY INTL (MCI)

RNP AR APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 4000 direct DUSTN and on track 092° LYMES and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500; increase RNP 0.30 all Cats visibility to RVR 6000.		

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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ELEV 1027	D	TDZE 1016
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<div>JOOEE 2900 GP 3.00° TCH 56</div>	<div><div><div>4000</div><div>↑</div></div><div><div>DUSTN</div><div>✦</div></div><div><div>tr 092°</div><div></div></div><div><div>LYMES</div><div>△</div></div></div> <div>See planview for multiple IF locations.</div>				
	<div><div>2900</div><div>094°</div><div>RW09</div><div>5.7 NM</div></div>				
	CATEGORY	A	B	C	D
	RNP 0.20 DA	1319/24 303 (300-½)			
RNP 0.30 DA	1418/40 402 (400-¾)				
AUTHORIZATION REQUIRED					

KANSAS CITY, MISSOURI

Amdt 2 14JUL22

39°18'N-94°43'W

RNAV (RNP) Z RWY 9

KANSAS CITY INTL (MCI)

APP CRS
191°

Rwy Idg
TDZE
Apt Elev

9500
995
1027

RNAV (RNP) Z RWY 19L

KANSAS CITY INTL (MCI)

RNP AR APCH - GPS.

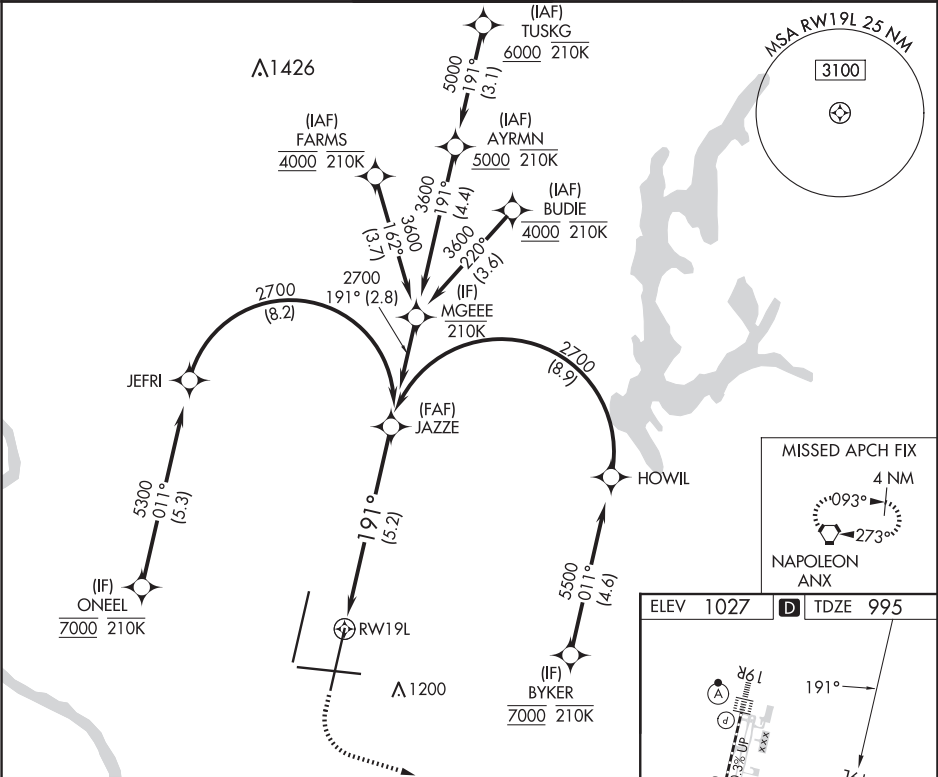
▼

Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. Simultaneous approach authorized, except for arrivals at ONEEL, BYKER, FARMS and BUDIE. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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1500

4000

ANX

RWY 19L

JAZZE 2700

GP 3.00°

TCH 59

See planview for multiple IF locations.

5.2 NM

CATEGORY	A	B	C	D
RNP 0.20 DA		1310/24	315 (300-½)	
RNP 0.30 DA		1365/35	370 (400-⅔)	

AUTHORIZATION REQUIRED

HIRL all Rwys

TDZ/CL Rwys 1L, 1R, 19R and 19L

KANSAS CITY, MISSOURI



AL-780 (FAA)

24081

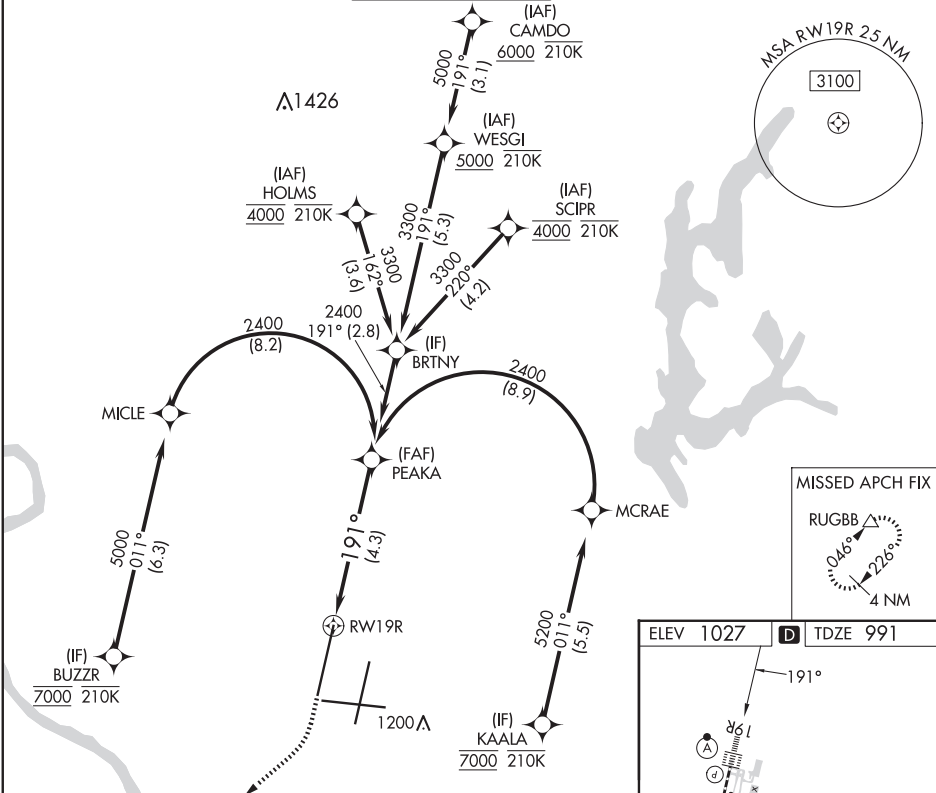
APP CRS	Rwy Idg	10801
191°	TDZE	991
	Apt Elev	1027

RNAV (RNP) Z RWY 19R

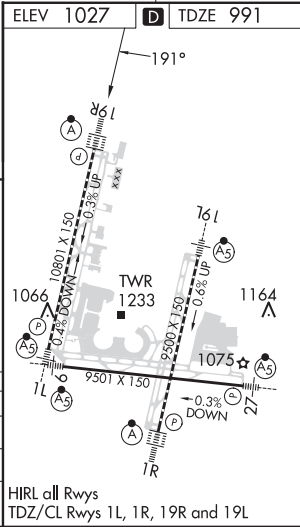
KANSAS CITY INTL (MCI)

RADAR required for procedure entry. RNP AR APCH - GPS.		ALSF-2 	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct RUGBB and hold.
	For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. Simultaneous approach authorized, except for arrivals at BUZZR, HOLMS, SCIPR, and KAALA. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility RVR 6000.		

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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2000 ↑	4000 ↗	RUGBB △	See planview for multiple IF locations. VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).		PEAKA 2400
CATEGORY	A	B	C	D	
RNP 0.15 DA	1287/24		296 (300-½)		
RNP 0.30 DA	1405/40		414 (400-¾)		
AUTHORIZATION REQUIRED					



KANSAS CITY, MISSOURI
Amdt 2 14JUL22

39°18'N-94°43'W

KANSAS CITY INTL (MCI) RNAV (RNP) Z RWY 19R

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	9501
274°	TDZE	1027
	Apt Elev	1027

RNAV (RNP) Z RWY 27

KANSAS CITY INTL (MCI)

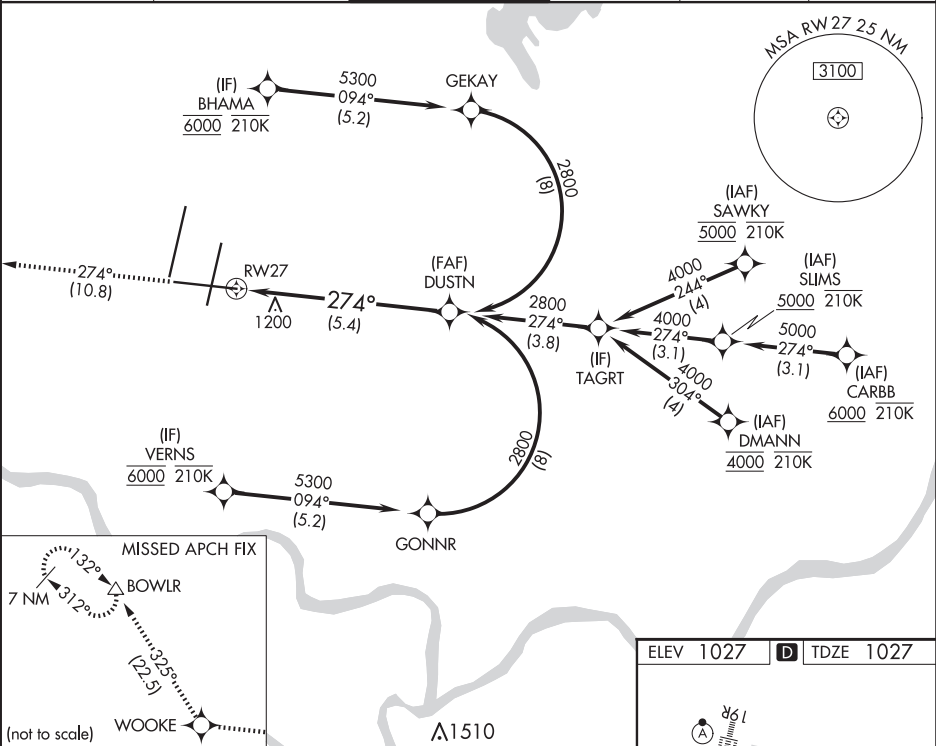
RADAR required for procedure entry. RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1 3⁄8 SM.

MALSR

MISSED APPROACH: Climb to 4000 on track 274° to WOOKIE and on track 325° to BOWLR and hold.

D-ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL	CPDLC
128.375	120.95 318.1	128.2 254.25	121.8	135.7	



4000	WOOKIE	tr 274°		tr 325°	BOWLR
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).					
RW27					
See planview for multiple IF locations.					
5.4 NM					
CATEGORY	A	B	C	D	
RNP 0.15 DA		1371/30	344 (400-%)		
RNP 0.30 DA		1506/50	479 (500-1)		

AUTHORIZATION REQUIRED

ELEV 1027

TDZE 1027

The planview diagram shows the intersection of RWY 27 and RWY 1R. Key features include:

- Obstacles:** Various obstacles are marked with their MSL and AGL altitudes, such as 1066, 10801 X 130, 1164, 1075, and 9501 X 150.
- Procedure Details:** The chart shows a missed approach fix (BOWLR) and a glidepath that is not coincident with the VGSI glidepath (3.00/TCH 72).

HIRL all Rwys

TDZ/CL Rwys 1L, 1R, 19R and 19L

RNAV (GPS) Y RWY 1L
KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct BOWLR and hold.

MISSED APCH FIX

4 NM 132° 312° BOWL

1130± RW01L

△1200

ZUGOR 2 NM to RW01L

(FAF) JERZE

(IF) WMPOW

4000 038° (3.7)

(IAF) GAYLZ 5000 210K

4000 343° (4.6)

DASHI 5000 210K

(IAF) JERLD 5000 210K

(IAF) CYPRE 210K

MSA RW01L 25 NM 3100

ELEV 1027 TDZE 1014

[illegible]

KANSAS CITY INTL (MCI)
RNAV (GPS) Y RWY 1L

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58208 W01A	APP CRS 011°	Rwy Idg TDZE Apt Elev	9500 1017 1027
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RNAV (GPS) Y RWY 1R
KANSAS CITY INTL (MCI)

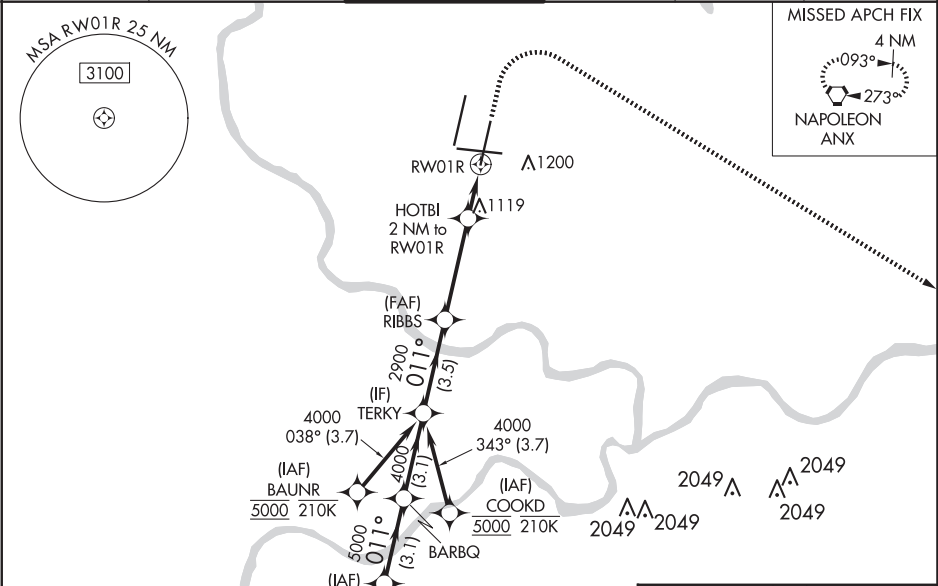
RNP APCH - GPS.

⚠ LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized except from BAUNR or COOKD. For inop ALS, increase LNAV/VNAV all Cts visibility to RVR 4500 and LNAV Cts C/D visibility to RVR 5500.

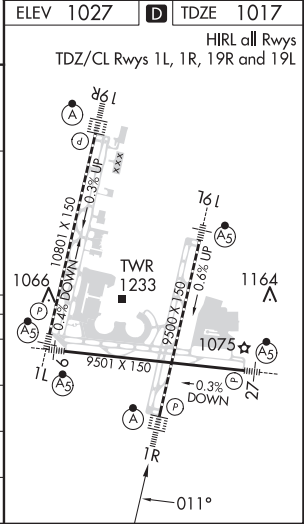
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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SPICY		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).		1500	4000	ANX
BARBQ		TERKY	RIBBS	HOTBI 2 NM to RW01R	0.9 NM to RW01R	
6000	5000	4000	2900	1700	0.9 NM	
GP 3.00° TCH 59						
3.1 NM		3.1 NM	3.5 NM	3.7 NM	1.1 NM	0.9 NM
CATEGORY	A		B	C	D	
LPV DA	1217/18 200 (200-½)					
LNAV/ VNAV DA	1311/24 294 (300-½)					
LNAV MDA	1380/24 363 (400-½)			1380/35 363 (400-¾)		
CIRCLING	1540-1 513 (600-1)			1540-1½ 513 (600-1½)		1580-2 553 (600-2)



KANSAS CITY, MISSOURI

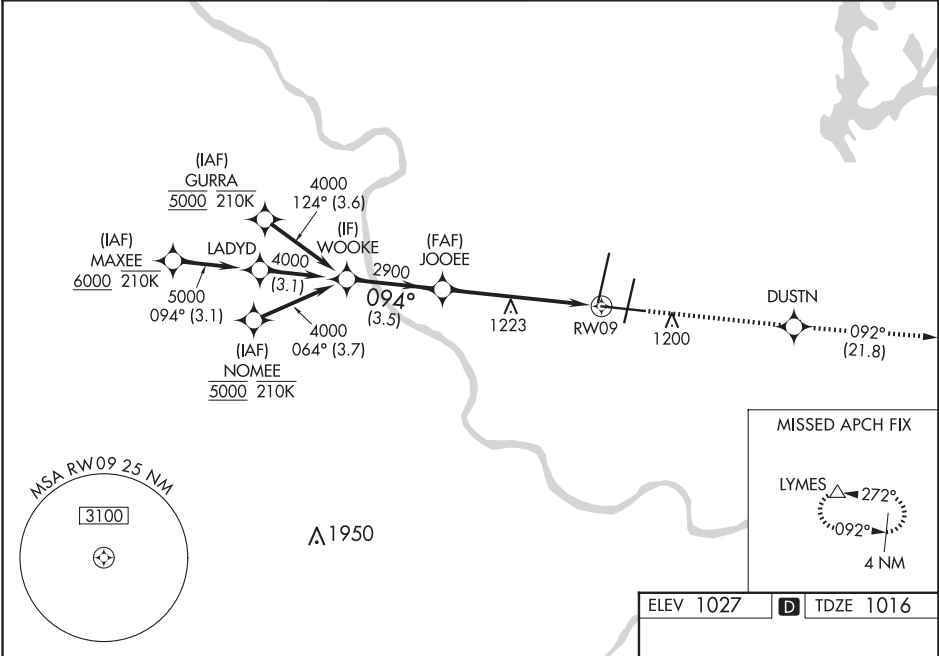
AL-780 (FAA)

24081

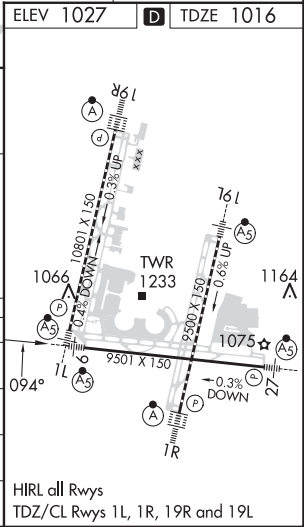
WAAS CH 56608 W09A	APP CRS 094°	Rwy Idg TDZE 1016 Apt Elev 1027
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RNAV (GPS) Y RWY 9
KANSAS CITY INTL (MCI)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LPV all Cats and LNAV/VNAV all Cats visibility to RVR 4500, and increase LNAV Cats C/D visibility to 1½ SM.		MALSR 	MISSED APPROACH: Climb to 4000 direct DUSTN and on track 092° to LYMES and hold.		
D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC



WOOKE		4000	DUSTN	tr 092°	LYMES
4000		2900	2900	1.3 NM to RWY 09	RWY 09
GP 3.00°		TCH 56	3.5 NM	4.5 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA	1316/40 300 (300-¾)				
LNAV/VNAV DA	1319/40 303 (300-¾)				
LNAV MDA	1480/24	464 (500-½)	1480/50	464 (500-1)	
CIRCLING	1540-1	513 (600-1)	1540-1½	1580-2	553 (600-2)



KANSAS CITY, MISSOURI
Amdt 4 29DEC22

39°18'N-94°43'W

KANSAS CITY INTL (MCI)
RNAV (GPS) Y RWY 9

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82108 W19A	APP CRS 191°	Rwy Idg 9500 TDZE 995 Apt Elev 1027
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RNAV (GPS) Y RWY 19L

KANSAS CITY INTL (MCI)

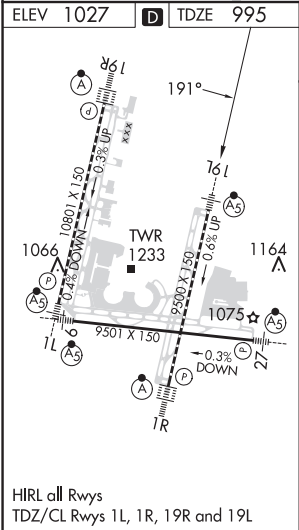
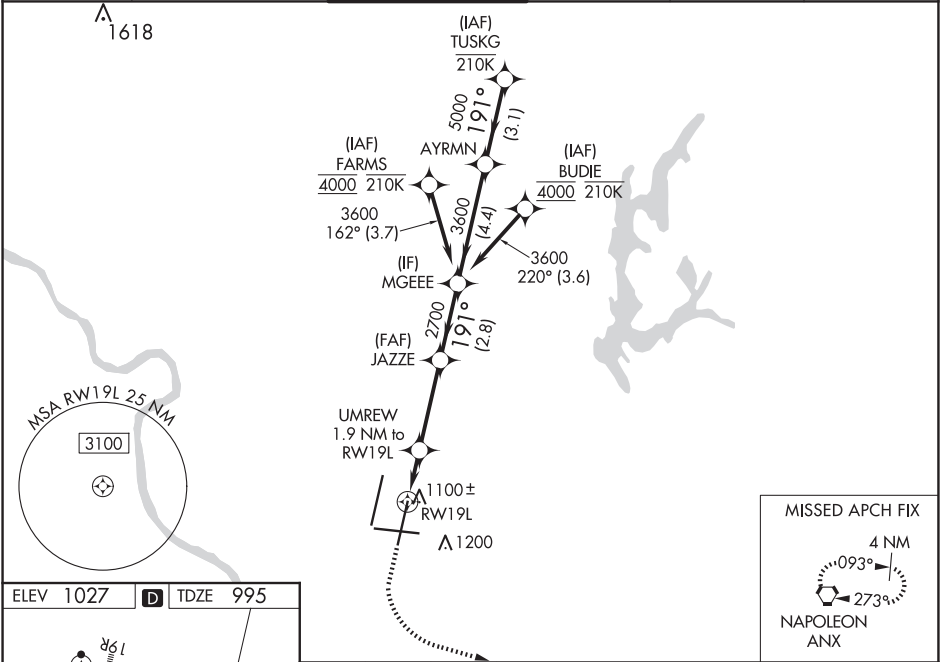
RNP APCH - GPS.

▼ Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to RVR 5500. Simultaneous approach authorized except from BUDIE and FARMS.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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1500		4000	ANX				
↑		↶					
RW19L		UMREW 1.9 NM to RW19L	JAZZE 2700	MGEEE 3600	AYRMN 5000	TUSKG 6000	
1 NM		0.9 NM	3.3 NM	2.8 NM	4.4 NM	3.1 NM	
CATEGORY	A	B	C	D			
LPV DA	1195/18		200 (200-½)				
LNAV/VNAV DA	1365/35		370 (400-⅝)				
LNAV MDA	1360/24	365 (400-½)		1360/35 365 (400-⅝)			
CIRCLING	1540-1	513 (600-1)		1540-1½ 513 (600-1½)		1580-2 553 (600-2)	

RNAV (GPS) Y RWY 19R
KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct RUGBB and hold.

CPDLC

RNAV (GPS) Y RWY 19R

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82708 W27A	APP CRS 274°	Rwy Idg TDZE Apt Elev	9501 1027 1027
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RNAV (GPS) Y RWY 27

KANSAS CITY INTL (MCI)

RNP APCH - GPS.

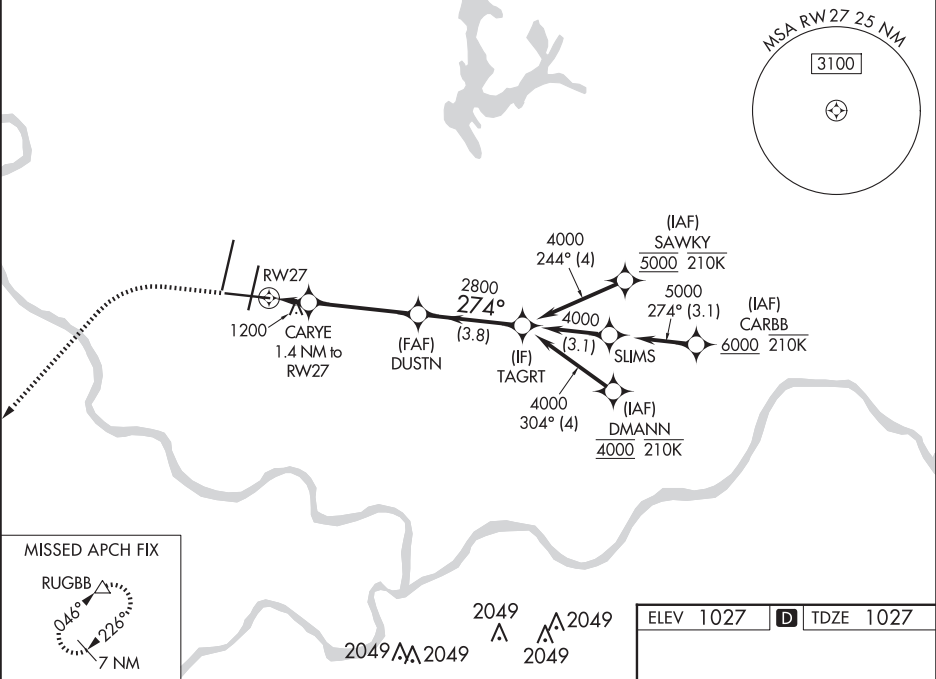
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats to 1½ SM.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct RUGBB and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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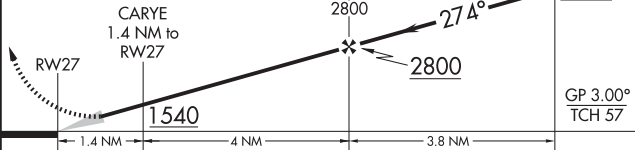
1600

4000

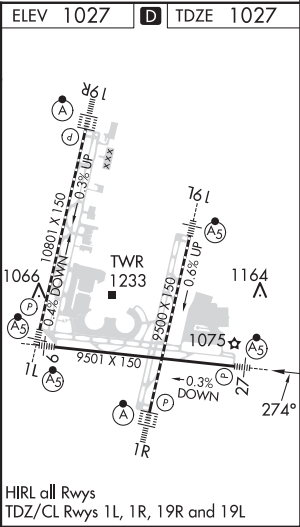
RUGBB

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

TAGRT



CATEGORY	A	B	C	D
LPV DA*	1227/24 200 (200-½)			
LNAV/VNAV DA	1496/50 469 (500-1)			
LNAV MDA	1460/24 433 (500-½)	1460/40 433 (500-¾)		
CIRCLING	1540-1 513 (600-1)	1540-1½ 513 (600-½)	1580-2 553 (600-2)	



25107

AIRPORT DIAGRAM

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

D-ATIS
128.375
INTERNATIONAL TOWER
128.2 254.25
GND CON
121.8
CLNC DEL
135.7
CPDLC
PDC
D

94°43'W

94°42'W

ELEV 980
A1
A2
B1
A3
B2
A4
B3
A6
B5
N3
N2
N1
M7
M3
S1
S2
S3
D1
D2
D3
C10
C9
C8
C7
C6
C5
C4
C3
C2
C1
Z7
ELEV 1014
ELEV 1015
ELEV 1017
ELEV 1027

CARGO B1

GENERAL
AVIATION
RAMPSERVICE RD
(NOT A TAXIWAY)

JOINT CARGO

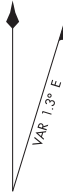
CARGO A6

U.S. POST OFFICE

TWR
1233

TERMINALS

RWY 01L-19R
PCR 1106 R/D/W/T
S-120, D-250, 2D-524, 2D/2D2-450
RWY 01R-19L
PCR 1107 R/B/W/T
S-120, D-250, 2D-550, 2D/2D2-450
RWY 09-27
PCR 646 F/B/X/T
S-120, D-250, 2D-465, 2D/2D2-260



JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

39°19'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS
IS REQUIRED.

ASSC in use. Operate transponders
with altitude reporting mode and ADS-B
(if equipped) enabled on all airport surfaces.

39°18'N

39°17'N

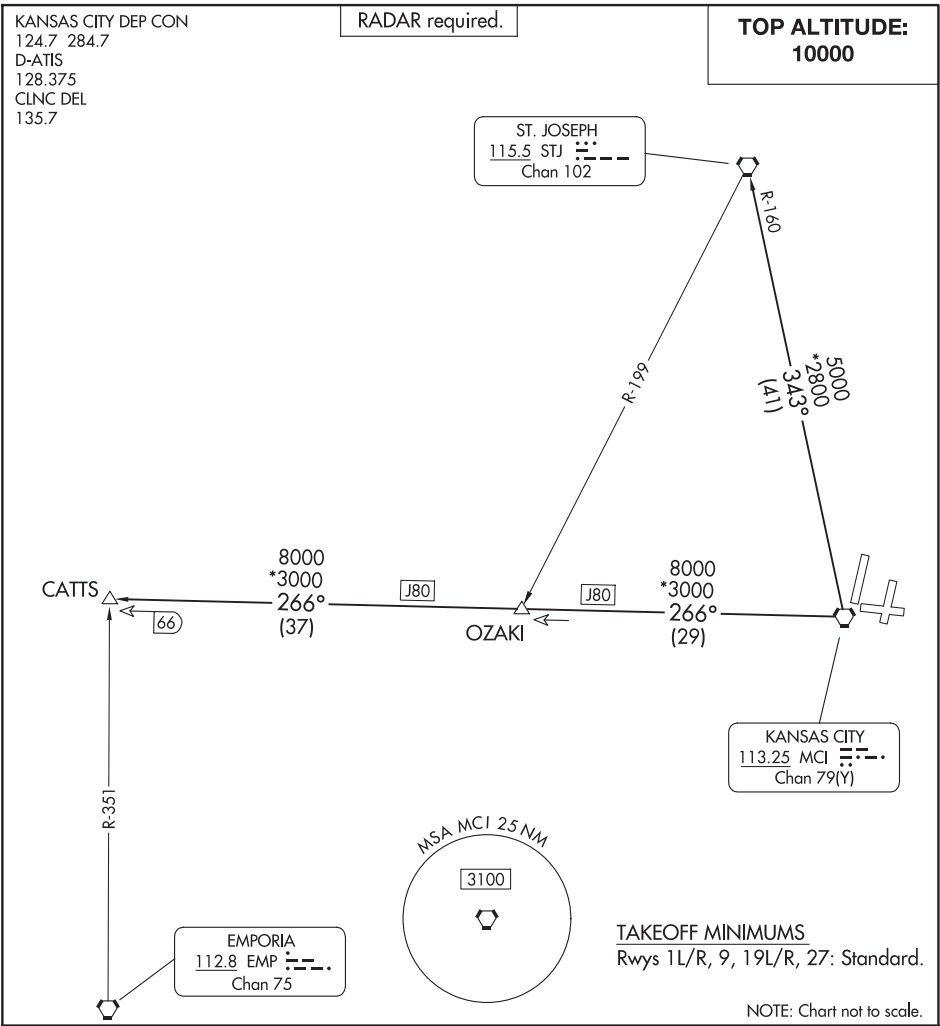
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

25107

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)



▼

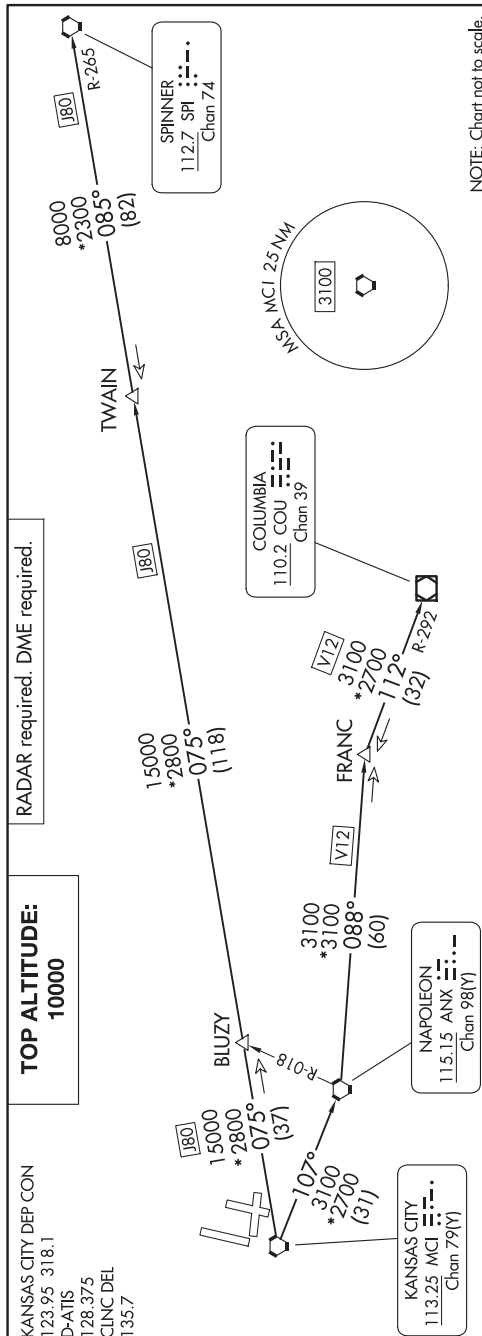
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF9.CATTS): From over MCI VORTAC on MCI R-266 to CATTS.

ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

NC-3, 12 JUN 2025 to 07 AUG 2025



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 and COU R-292 to COU VOR/DME.

FRANC TRANSITION (LAKES5.FRANC): From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 to FRANC.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC on MCI R-075 and SPI R-265 to TWIN, then on SPI R-265 to SPI VORTAC.

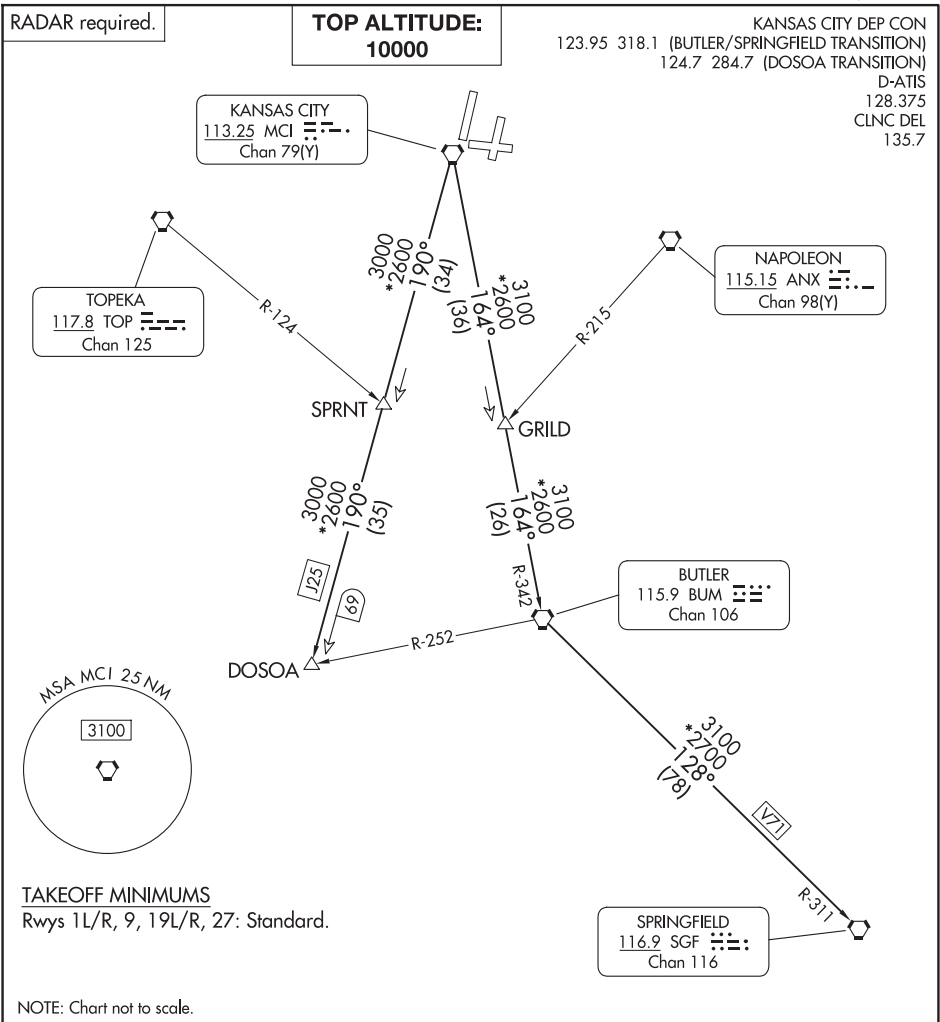
TWAIN TRANSITION (LAKE5.TWAIN): From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN.

TAKEOFF MINIMUMS
Rwys 1L/R, 9, 19L/R, 27: Standard.

RACER EIGHT DEPARTURE

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI



DEPARTURE ROUTE DESCRIPTION

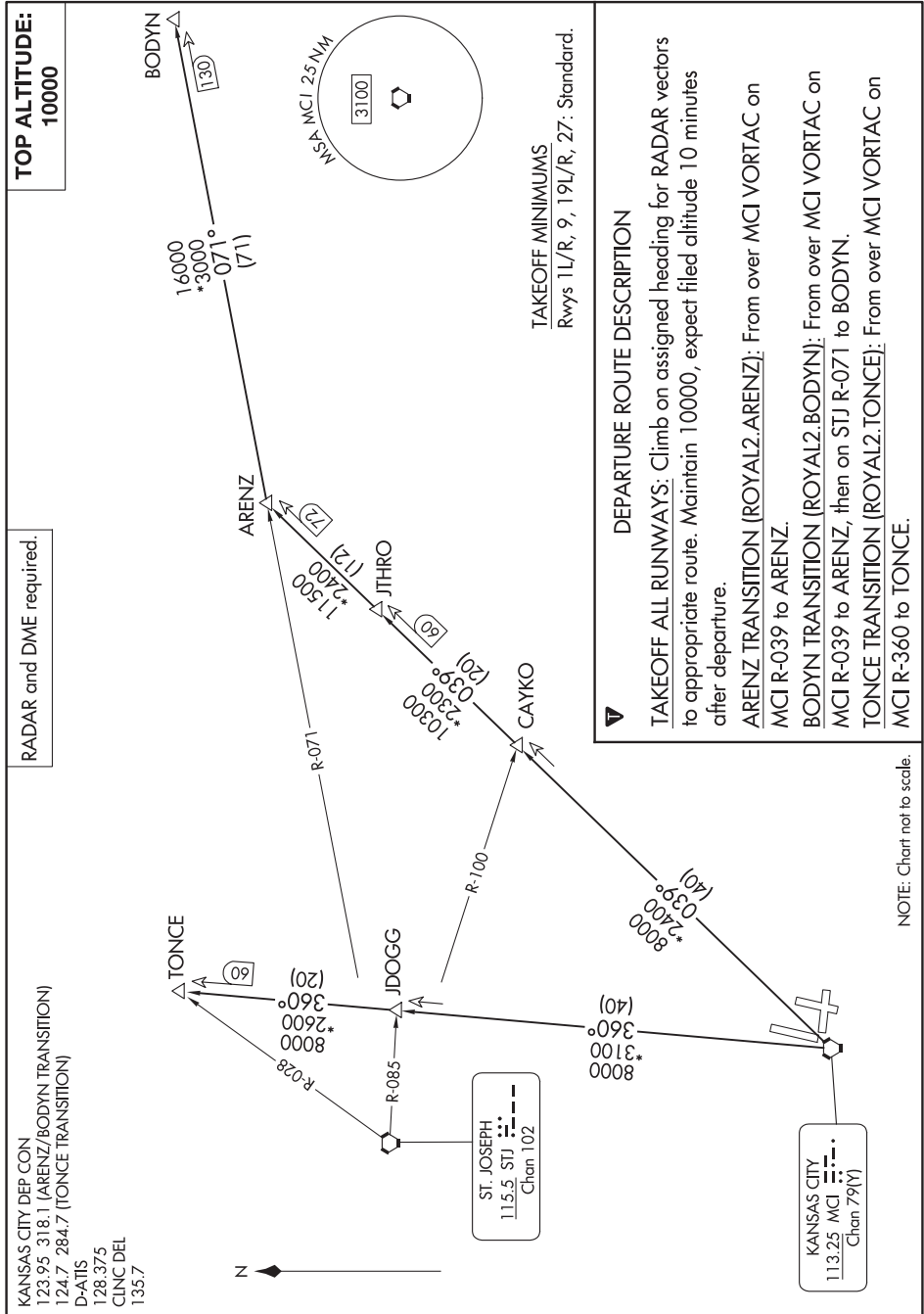
TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

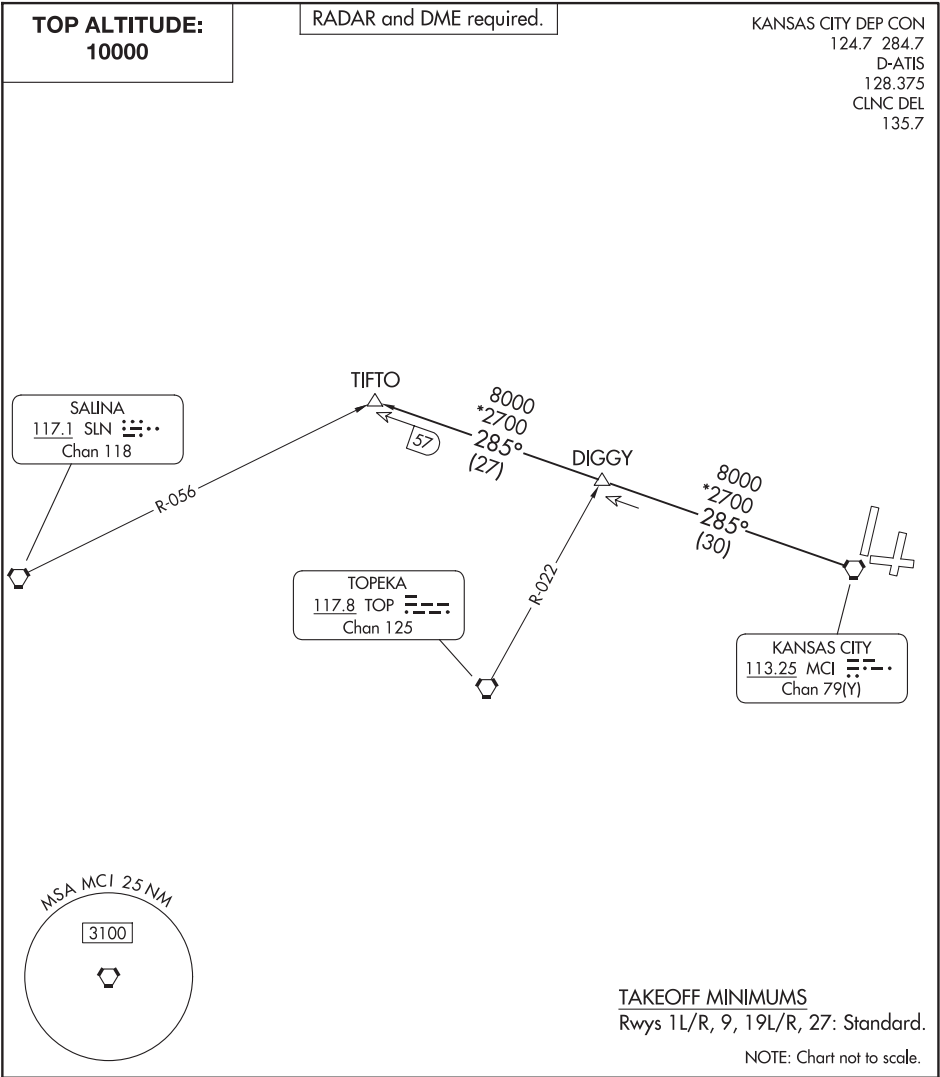
BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSO A TRANSITION (RACER8.DOSO A): From over MCI VORTAC on MCI R-190 to DOSO A.

SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER EIGHT DEPARTURE





DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO8.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO.

(WLDCT6.MCI) 23278

WILDCAT SIX DEPARTURE

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

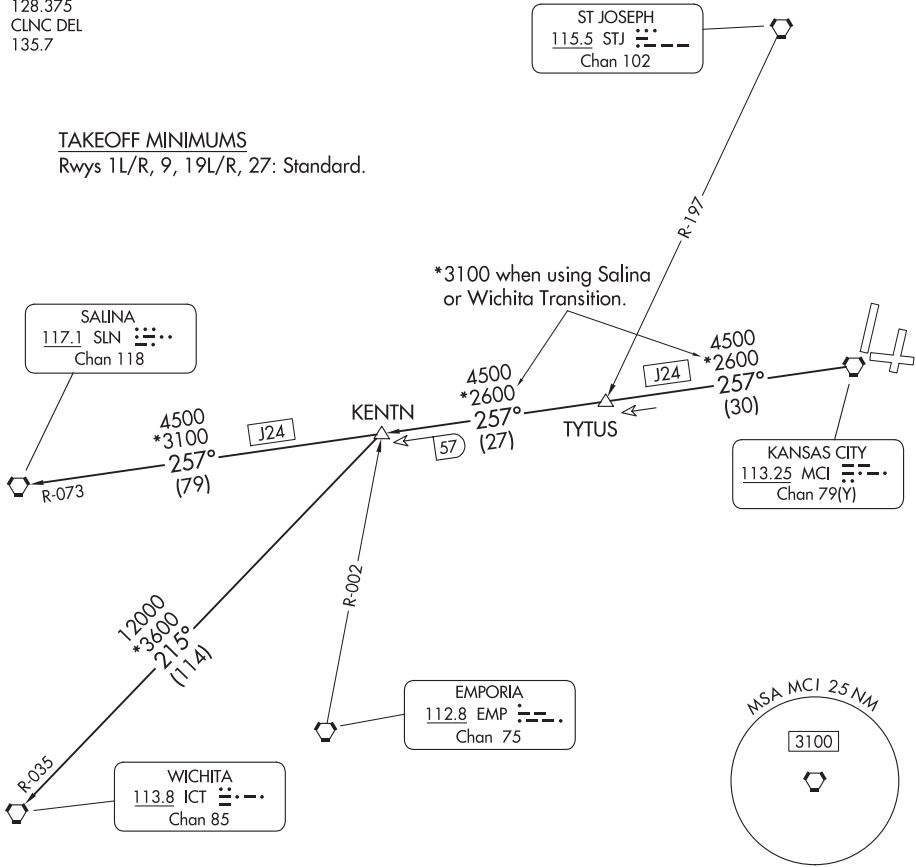
KANSAS CITY DEP CON
124.7 284.7
D-ATIS
128.375
CLNC DEL
135.7

RADAR required.

TOP ALTITUDE:
10000

TAKEOFF MINIMUMS

Rwys 1L/R, 9, 19L/R, 27: Standard.



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

- KENTN TRANSITION (WLDCT6.KENTN): From over MCI VORTAC on MCI R-257 to KENTN.
- SALINA TRANSITION (WLDCT6.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.
- WICHITA TRANSITION (WLDCT6.ICT): From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.

WILDCAT SIX DEPARTURE

(WLDCT6.MCI) 05OCT23

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

WAAS CH 93735 W02A	APP CRS 018°	Rwy Idg 5000 TDZE 262 Apt Elev 262
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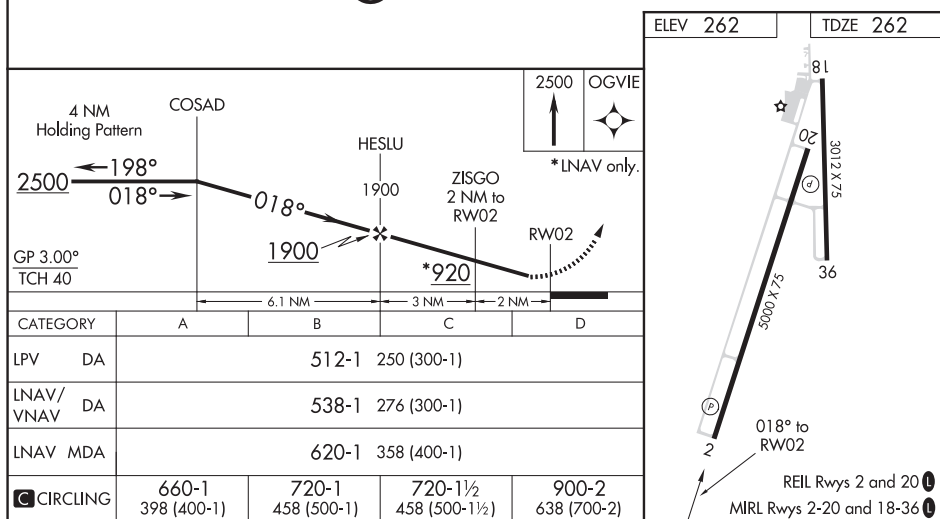
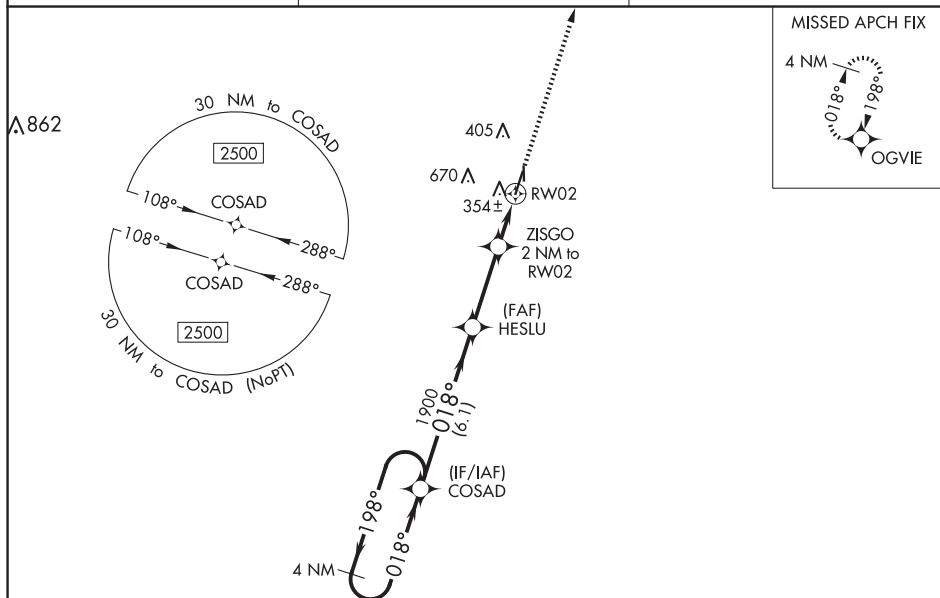
RNAV (GPS) RWY 2
KENNETT MEML (TKX)

NA Circling to Rwy 18/36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2 and 18. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Blytheville altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LNAV/VNAV visibility all Cats and LNAV/Cats C/D visibility ½ mile; increase Circling Cat D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Rwy 2 Straight in and Circling minimums NA at night.

MISSED APPROACH:
Climb to 2500 direct
OGVIE and hold.

AWOS-3PT
119.05

MEMPHIS CENTER
120 075 289 4

UNICOM
122.8 (CTAF) **L**

KENNETT, MISSOURI
Amdt 1A 28APR16

36°14'N-90°02'W
301

KENNETT MEML (TKX)
RNAV (GPS) RWY 2

KENNETT, MISSOURI

AL-5835 (FAA)

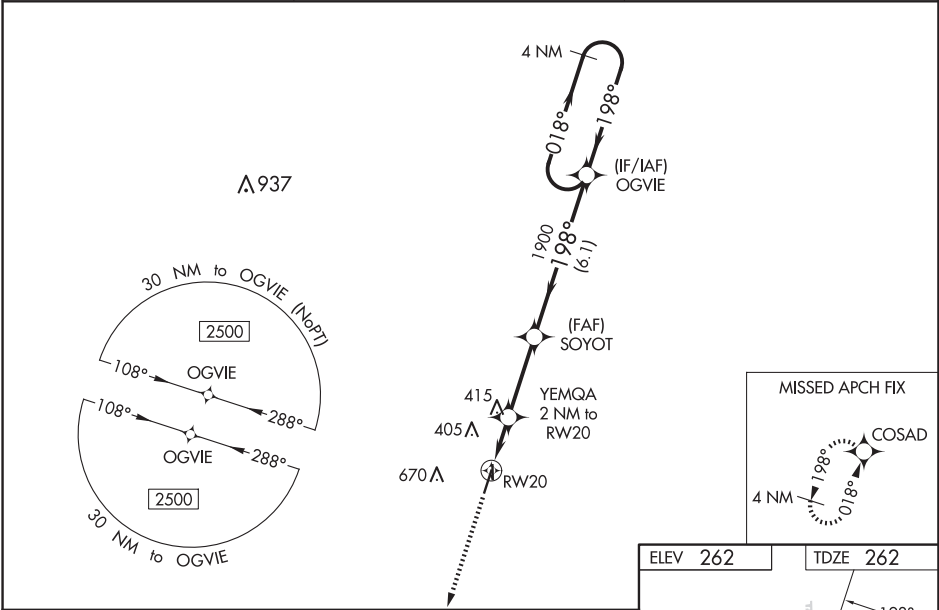
22335

WAAS CH 42635 W20A	APP CRS 198°	Rwy Idg TDZE 262 Apt Elev 262
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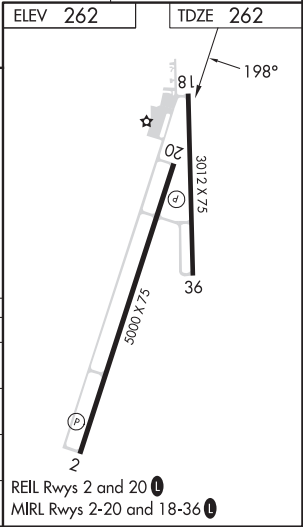
RNAV (GPS) RWY 20
KENNETT MEML (TKX)

RNP APCH-GPS.	<p>⚠ Circling to Rwy 18/36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA west of Rwy 2 and 18. When local altimeter setting not received, use Blytheville altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV visibility 1/8 mile all Cats; increase LNAV/VNAV visibility 1/4 mile all Cats; increase LNAV Cat C/D and Circling Cat D visibility 1/4 mile. Rwy 20 helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Blytheville Muni altimeter setting.</p>	MISSED APPROACH: Climb to 2500 direct COSAD and hold.
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AWOS-3PT 119.05	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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2500	COSAD	SOYOT	OGVIE	4 NM Holding Pattern
*LNAV only.	YEMQA 2 NM to RW20	1900	1900	2500
*1.2 NM to RW20		198°	198°	GP 3.00° TCH 40
1.2 NM	0.8 NM	3 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	554-1	292 (300-1)		
LNAV/VNAV DA	602-1 1/8	340 (400-1 1/8)		
LNAV MDA	680-1	418 (500-1)	680-1 1/8	418 (500-1 1/8)
CIRCLING	680-1 418 (500-1)	720-1 458 (500-1)	720-1 1/2 458 (500-1 1/2)	900-2 638 (700-2)



KENNETT, MISSOURI
Amdt 1B 14JUL22

36°14'N-90°02'W

KENNETT MEML (TKX)
RNAV (GPS) RWY 20

NC-3, 12 JUN 2025 to 07 AUG 2025

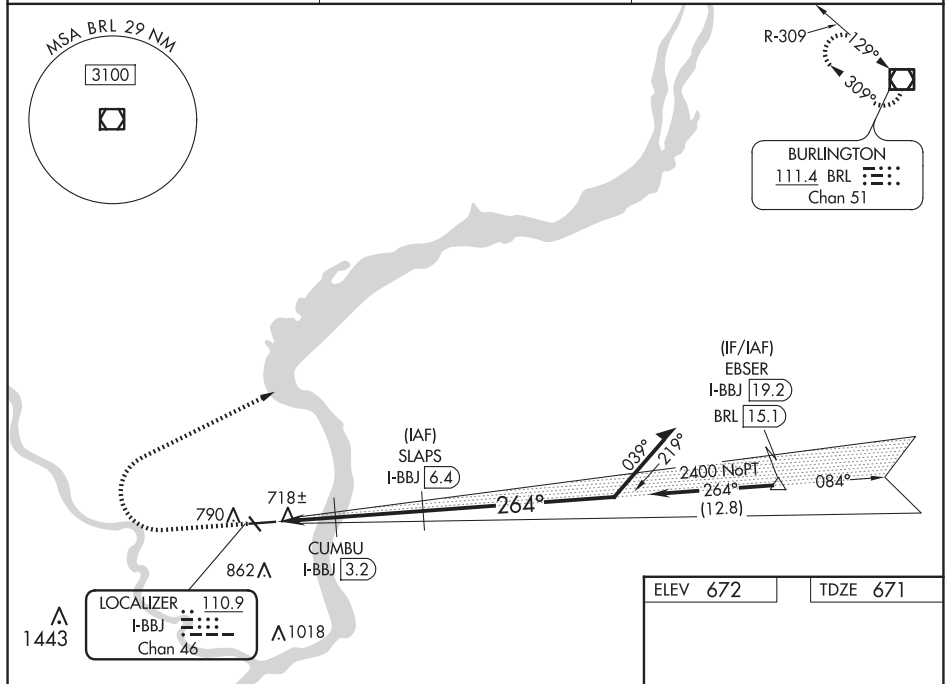
NC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 26
KEOKUK MUNI (EOK)

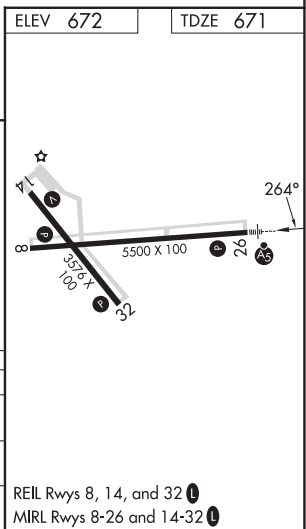
MALSR

MISSED APPROACH:
Climb to 2600 then
right turn direct BRL
VOR/DME and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) ①
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2600 ↑		BRL 	SLAPS I-BBJ [6.4]		Remain within 10 NM	
	I-BBJ [1.1] ↓	CUMBU I-BBJ [3.2]	2400	084°	264°	2400
	0.8 NM	1.3 NM	3.1 NM	2400	GS 3.00° TCH 40	
CATEGORY	A	B	C	D		
S-ILS 26	871-¾ 200 (200-¾)					NA
S-LOC 26	980-¾ 309 (400-¾)					NA
CIRCLING	1180-1 508 (600-1)	1220-1 548 (600-1)	1220-1½ 548 (600-1½)			NA



KEOKUK, IOWA

AL-970 (FAA)

23166

WAAS CH 97304 W08A	APP CRS 084°	Rwy Idg TDZE 672 Apt Elev 672
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RNAV (GPS) RWY 8

KEOKUK MUNI (EOK)

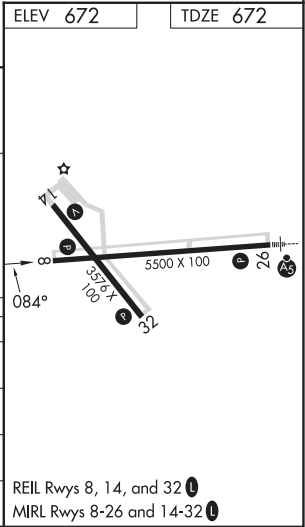
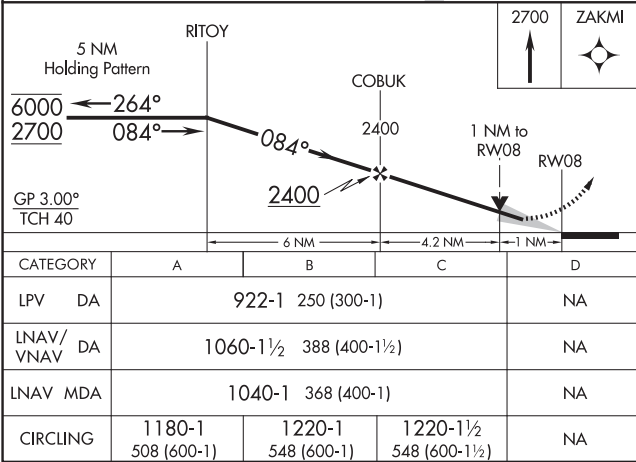
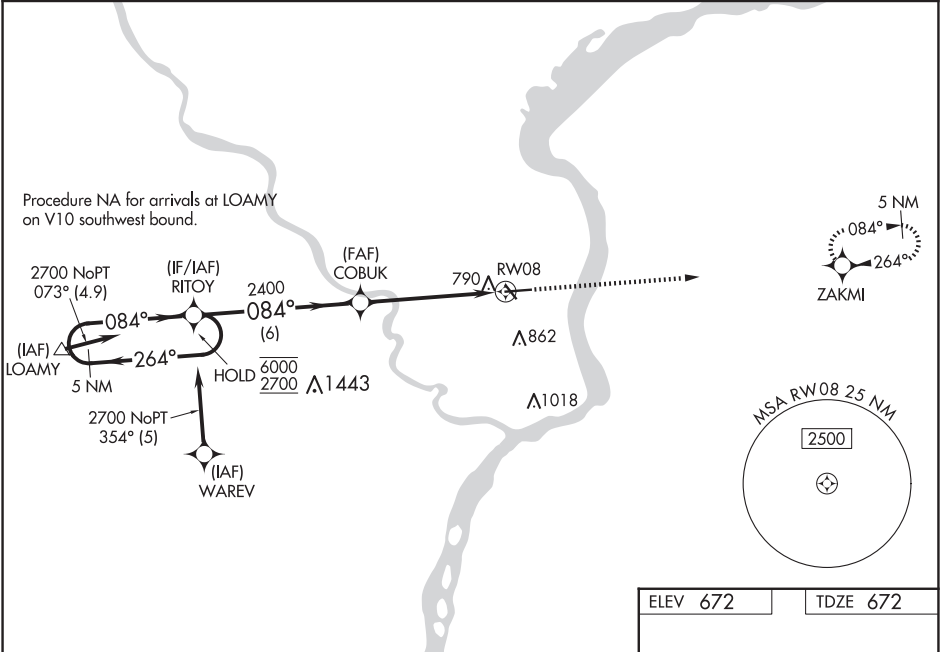
RNP APCH - GPS.

⚠

Circling to Rwy 32 NA at night. Baro-VNAV and VDP NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 978 feet; LNAV/VNAV DA to 1116; increase all MDAs 60 feet and visibility Cat C ½ SM.

MISSED APPROACH: Climb to 2700 direct ZAKMI and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 1
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KEOKUK, IOWA
Orig-D 15JUN23

40°28'N-91°26'W

KEOKUK MUNI (EOK)

RNAV (GPS) RWY 8

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 90104 W14A	APP CRS 140°	Rwy Idg 3576 TDZE 671 Apt Elev 672
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RNAV (GPS) RWY 14

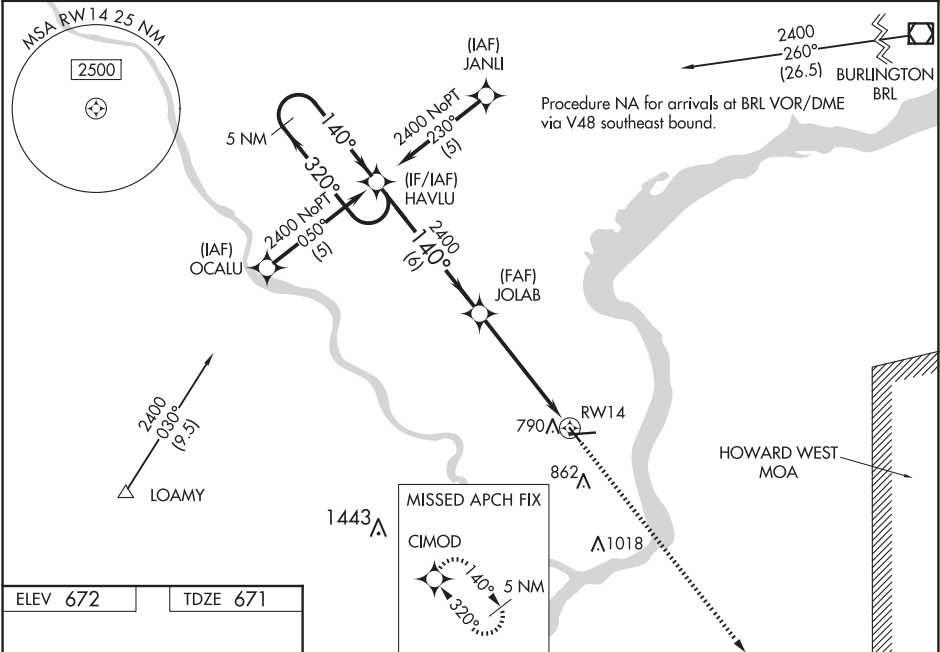
KEOKUK MUNI (EOK)

⚠

Baro-VNAV NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Burlington altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV and Circling Cat C visibility ¼ mile. Rwy 14 Straight-in and Circling and Circling to Rwy 32 NA at night.

MISSED APPROACH: Climb to 2700 direct CIMOD and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 1
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ELEV 672

TDZE 671

140° to RWY 14

5.500 X 100

26.5

REIL Rwy 8, 14 and 32 1

MIRL Rwy 8-26 and 14-32 1

5 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 36).		2700 ↑	CIMOD
HVLU		JOLAB		2400	
2400 ← 320°	140° →	140°	2400		
GP 3.00° TCH 40		6 NM		5.2 NM	RW14
CATEGORY	A	B	C	D	
LPV DA	949-1	278 (300-1)		NA	
LNAV/ VNAV	1040-1¼	369 (400-1¼)		NA	
LNAV MDA	1040-1	369 (400-1)		NA	
CIRCLING	1180-1 508 (600-1)	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	NA	

KEOKUK, IOWA

AL-970 (FAA)

24081

WAAS CH 45505 W26A	APP CRS 264°	Rwy Idg TDZE Apt Elev	5500 671 672
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RNAV (GPS) RWY 26

KEOKUK MUNI (EOK)

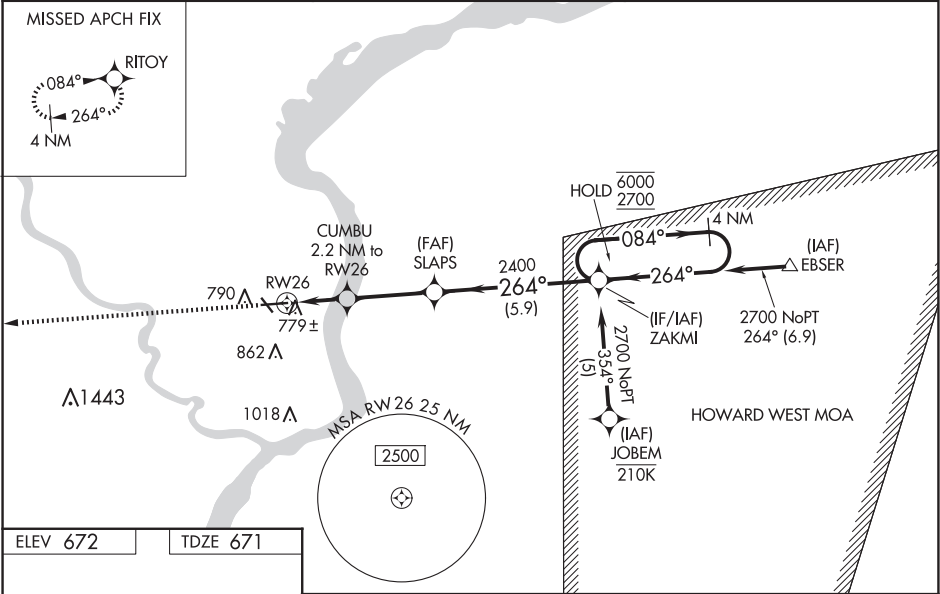
RNP APCH - GPS.

Circling Rwy 32 NA at night. Baro-VNAV and VDP NA when using Burlington altimeter setting. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Burlington altimeter setting and increase LPV DA to 927 feet, increase LNAV/VNAV DA to 1005 feet, increase all MDAs 60 feet, and Circling visibility Cat C ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV all Cats visibility to 1 SM. For inop ALS, when using Burlington altimeter setting, increase LNAV/VNAV all Cats and LNAV Cats A and B visibility to 1 SM.

MALSR

MISSED APPROACH:
Climb to 2700 direct
RIT0Y and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 1
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2700

RIT0Y

357°X 100

32

5500 X 100

264°

CUMBU 2.2 NM to RW26

SLAPS 2400

ZAKMI 4 NM Holding Pattern

6000 2700

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	871-¾	200 (200-¾)		NA
LNAV/VNAV DA	949-¾	278 (300-¾)		NA
LNAV MDA	1040-¾	369 (400-¾)		NA
CIRCLING	1180-1 508 (600-1)	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	NA

WAAS CH 40005 W32A	APP CRS 320°	Rwy ldg TDZE Apt Elev	3576 672 672
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RNAV (GPS) RWY 32

KEOKUK MUNI (EOK)

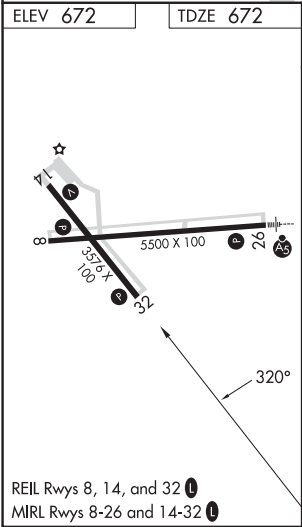
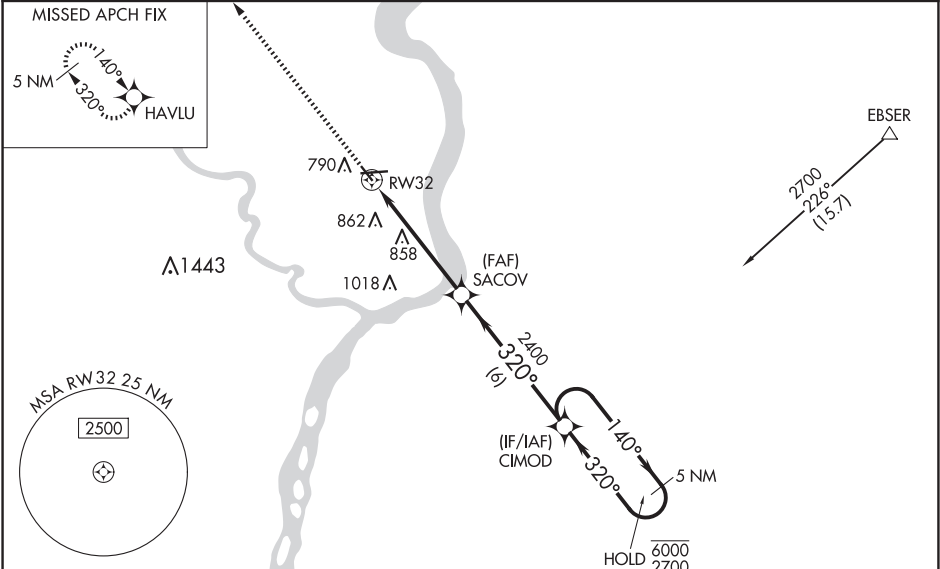
RNP APCH - GPS.

Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.

Baro-VNAV NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 978 feet; increase LNAV/VNAV DA to 1220 feet and all visibilities ¼ SM. Increase all MDAs 60 feet visibility Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2400 direct HAVLU and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 1
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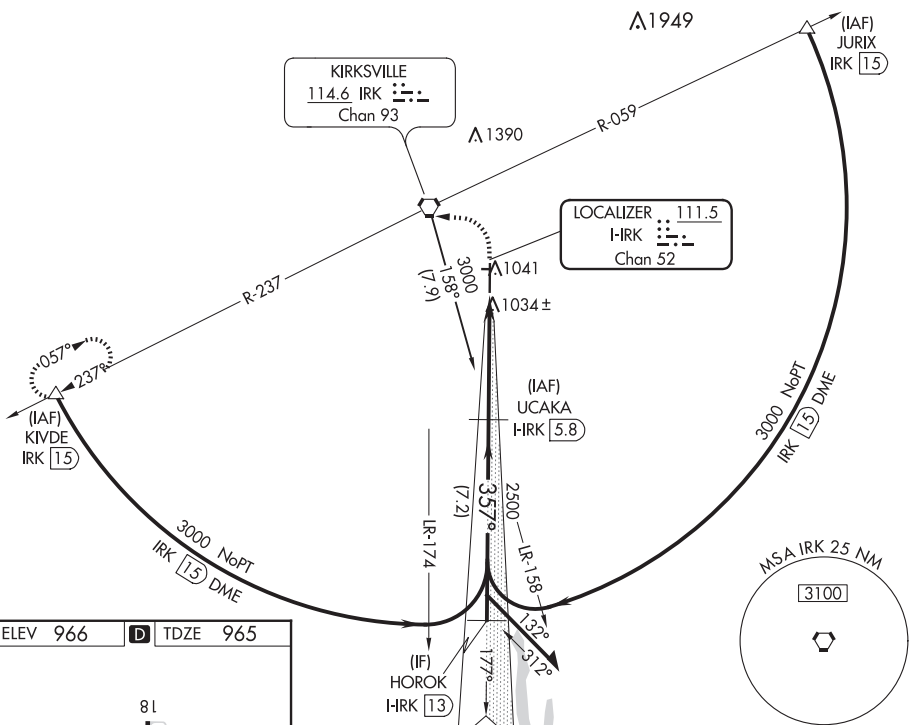
2400	↑	HAVLU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).	CIMOD	5 NM Holding Pattern	140° → 6000 320° ← 2700	GP 3.00° TCH 40
RW32	↙	SACOV	2400	↘	2400		
	5.2 NM		6 NM				
CATEGORY	A	B	C	D			
LPV DA	922-1	250 (300-1)		NA			
LNAV/VNAV DA	1164-1 3/8	492 (500-1 3/8)		NA			
LNAV MDA	1160-1	488 (500-1)	1160-1 3/8 488 (500-1 3/8)	NA			
CIRCLING	1180-1 508 (600-1)	1220-1 548 (600-1)	1220-1 1/2 548 (600-1 1/2)	NA			

ILS or LOC RWY 36

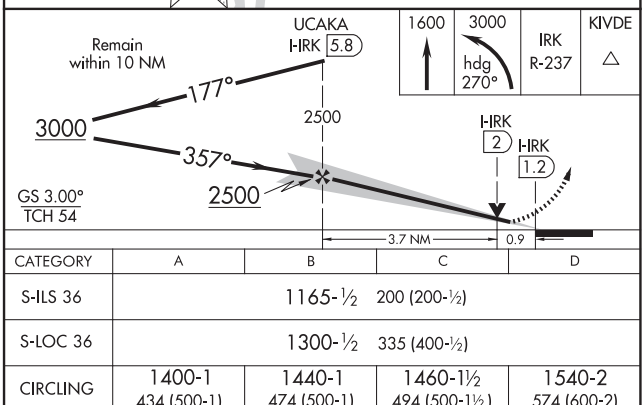
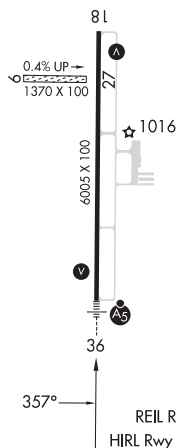
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 270° and IRK VORTAC R-237 to KIVDE/IRK 15 DME and hold.



ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) 0
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ELEV 966	D	TDZE 965
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KIRKSVILLE RGNL (IRK)
ILS or LOC RWY 36

APP CRS	Rwy Idg	6005
177°	TDZE	966
	Apt Elev	966

RNAV (GPS) RWY 18
KIRKSVILLE RGNL (IRK)

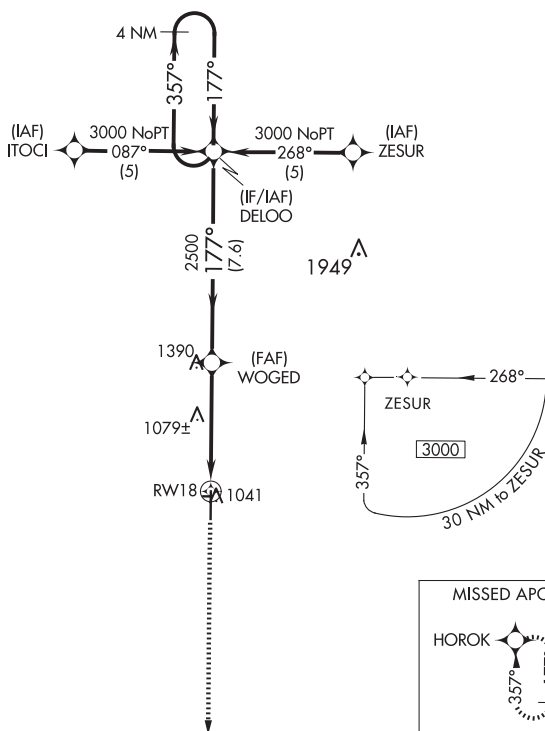
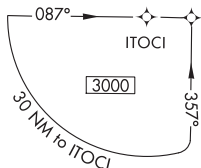
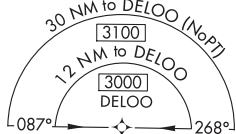
RNP APCH.

T Circling NA to Rwy 9 and 27.
Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

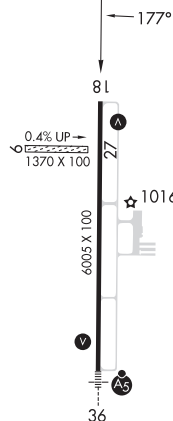
MISSED APPROACH: Climb to 3000 direct HOROK and hold.

ASOS
121.125

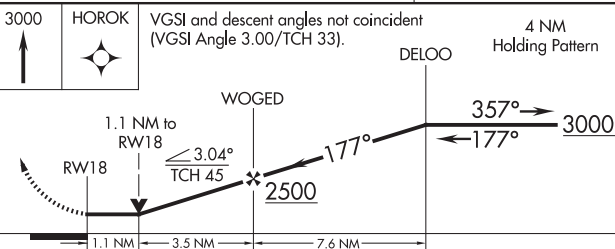
KANSAS CITY CENTER
132.6 370.9

UNICOM
122.8 (CTAF) **L**

MISSED APCH FIX



REIL Rwy 18 **L**
HIRL Rwy 18-36 **L**



CATEGORY	A	B	C	D
LNAV MDA	1340-1 374 (400-1)			1340-1¼ 374 (400-1¼)
CIRCLING	1400-1 434 (500-1)	1440-1 474 (500-1)	1460-1½ 494 (500-1½)	1540-2 574 (600-2)

KIRKSVILLE, MISSOURI

AL-217 (FAA)

24249

WAAS CH 70513 W36A	APP CRS 357°	Rwy Idg 6005 TDZE 965 Apt Elev 966
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RNAV (GPS) RWY 36


KIRKSVILLE RGNL (IRK)

RNP APCH.

T

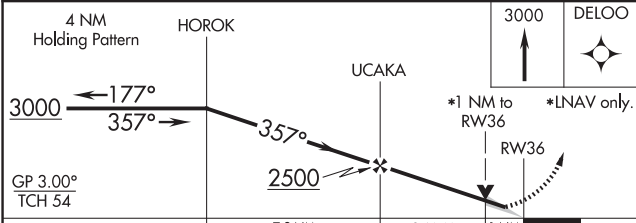
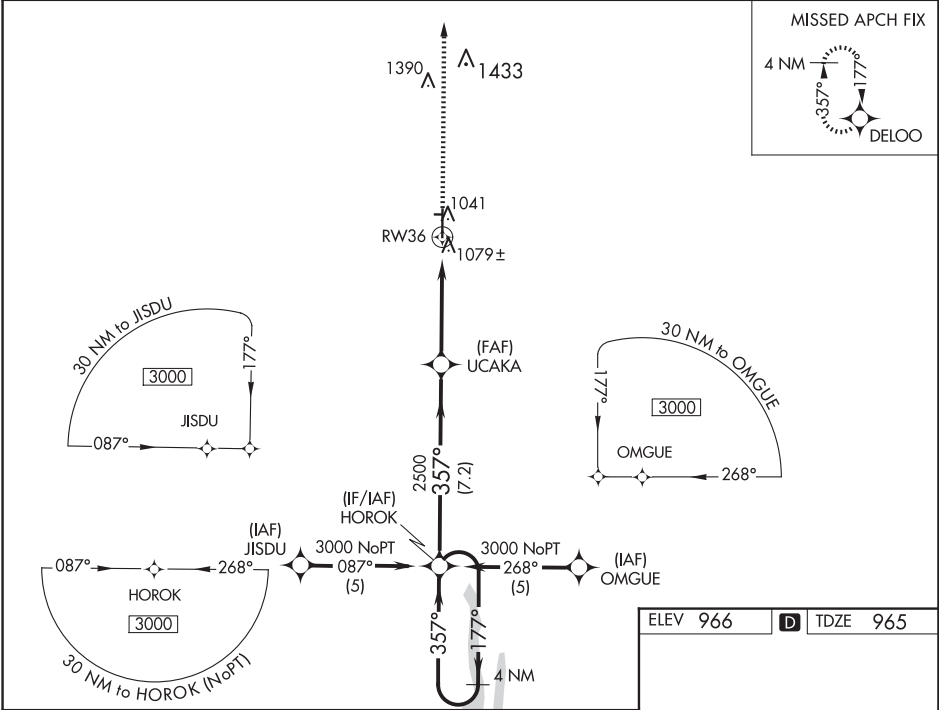
Circling NA to Rws 9 and 27. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C.

MALSR

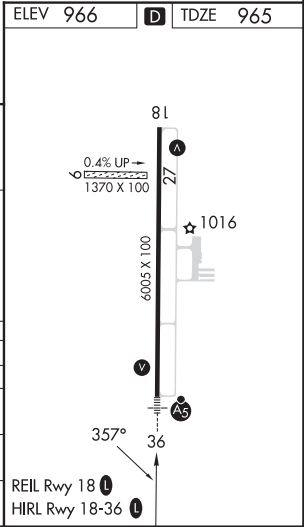


MISSED APPROACH: Climb to 3000 direct DELOO and hold.

ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA		1165-1/2	200 (200-1/2)	
LNAV/VNAV DA		1349-3/4	384 (400-3/4)	
LNAV MDA		1340-1/2	375 (400-1/2)	1340-1 375 (400-1)
CIRCLING	1400-1 434 (500-1)	1440-1 474 (500-1)	1460-1 1/2 494 (500-1 1/2)	1540-2 574 (600-2)



KIRKSVILLE, MISSOURI
Amdt 2B 17JUN21

40°06'N-92°33'W

KIRKSVILLE RGNL (IRK)

RNAV (GPS) RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

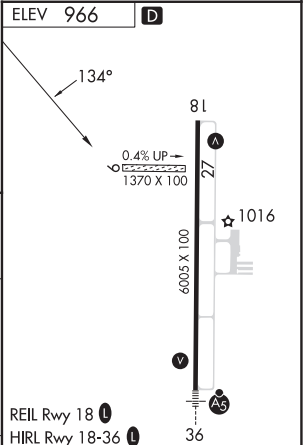
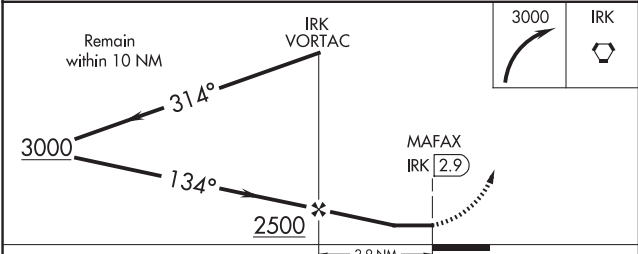
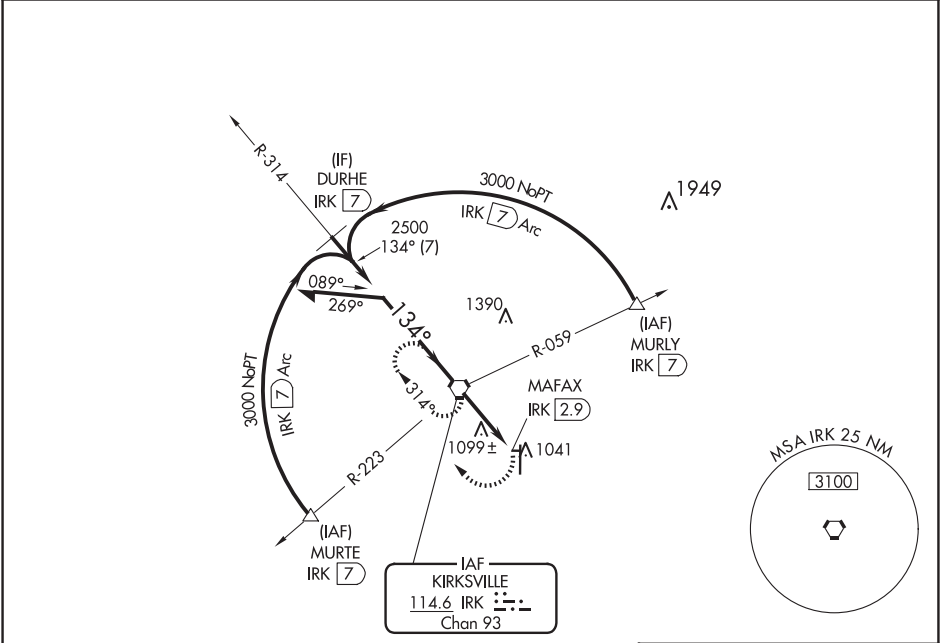
NC-3, 12 JUN 2025 to 07 AUG 2025

VORTAC IRK	Rwy Idg	N/A
114.6	TDZE	N/A
Chan 93	APP CRS	134°
	Apt Elev	966

VOR-A
KIRKSVILLE RGNL (IRK)

<div><div></div><div>Circling NA to Rwys 9 and 27.</div></div>	<div>MISSED APPROACH: Climbing right turn to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.</div>
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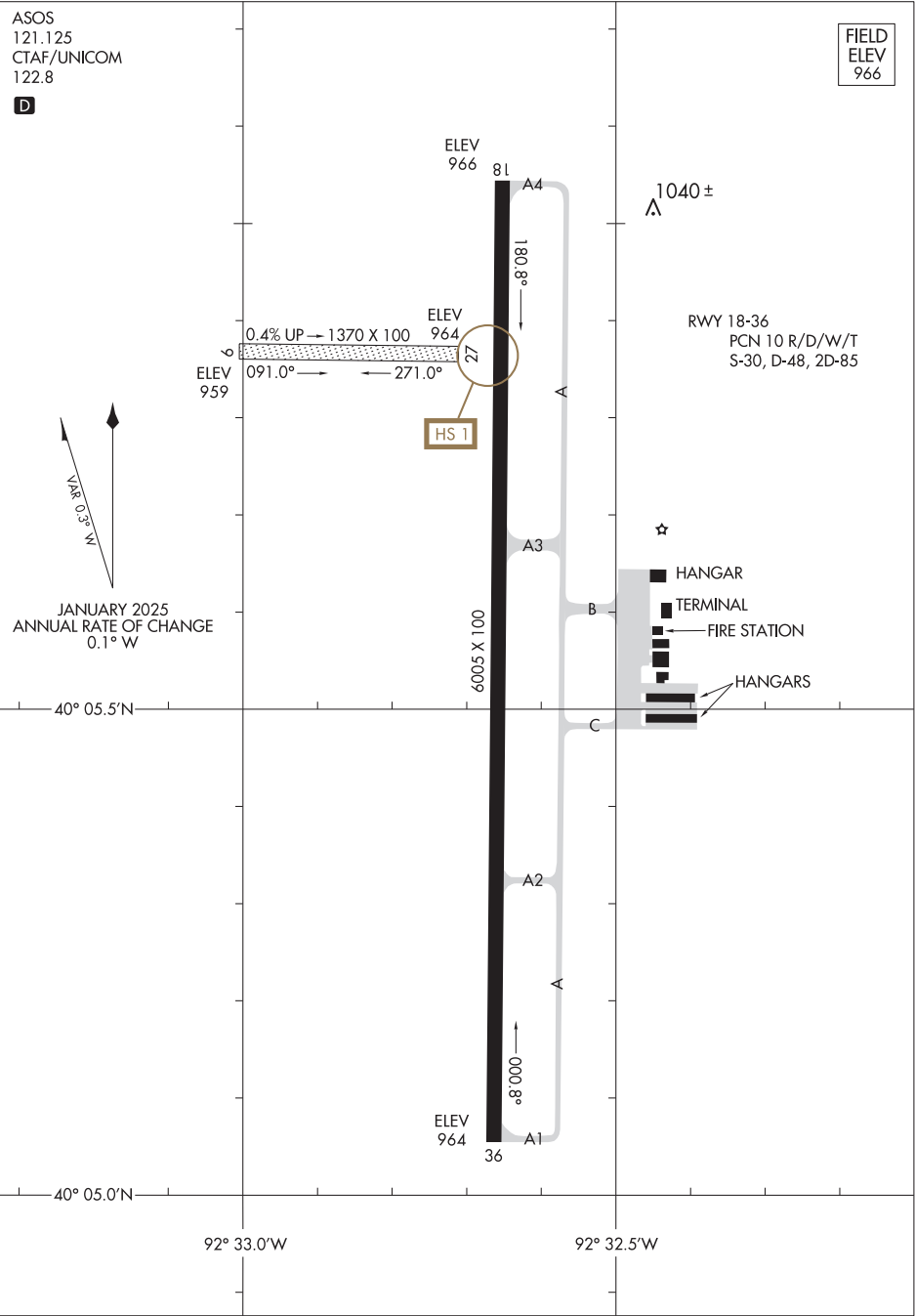
ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) L
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CATEGORY	A	B	C	D	FAF to MAP 2.9 NM					
CIRCLING	1400-1	1440-1	1460-1½	1540-2	Knots	60	90	120	150	180
	434 (500-1)	474 (500-1)	494 (500-1½)	574 (600-2)	Min:Sec	2:54	1:56	1:27	1:10	0:58

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 40116 W15A	APP CRS 154°	Rwy Idg 4000 TDZE 928 Apt Elev 928
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RNAV (GPS) RWY 15

KNOXVILLE MUNI (OXV)

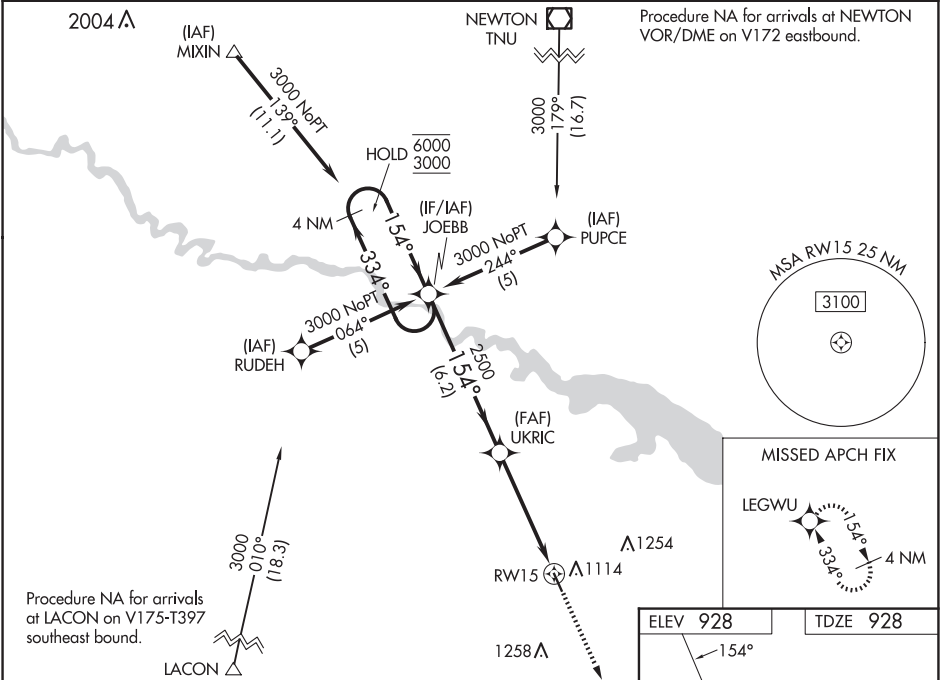
RNP APCH - GPS.

⚠

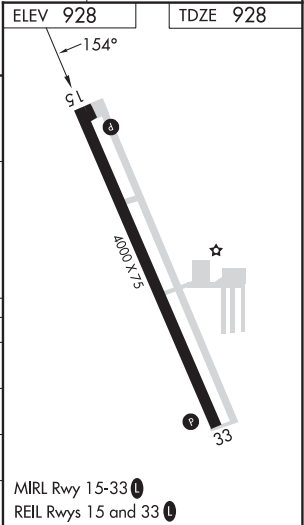
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
Baro-VNAV and VDP NA when using PEA altimeter setting. When local altimeter setting not received, use PEA altimeter setting; increase LPV DA to 1271 feet; increase LNAV/VNAV DA to 1389 feet and all visibilities ½ SM; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2700 direct LEGWU and hold.

AWOS-3 119.775	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 1
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).		2700	LEGWU
6000 3000		334° 154°		2500	1.3 NM to RWY 15
GP 3.00° TCH 40		154°		2500	RWY 15
		6.2 NM		3.5 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA	1242-1	314 (400-1)	NA		
LNAV/VNAV DA	1360-1¼	432 (500-1¼)	NA		
LNAV MDA	1360-1	432 (500-1)	NA		
CIRCLING	1480-1	552 (600-1)	NA		



KNOXVILLE, IOWA

AL-5741 (FAA)

24249

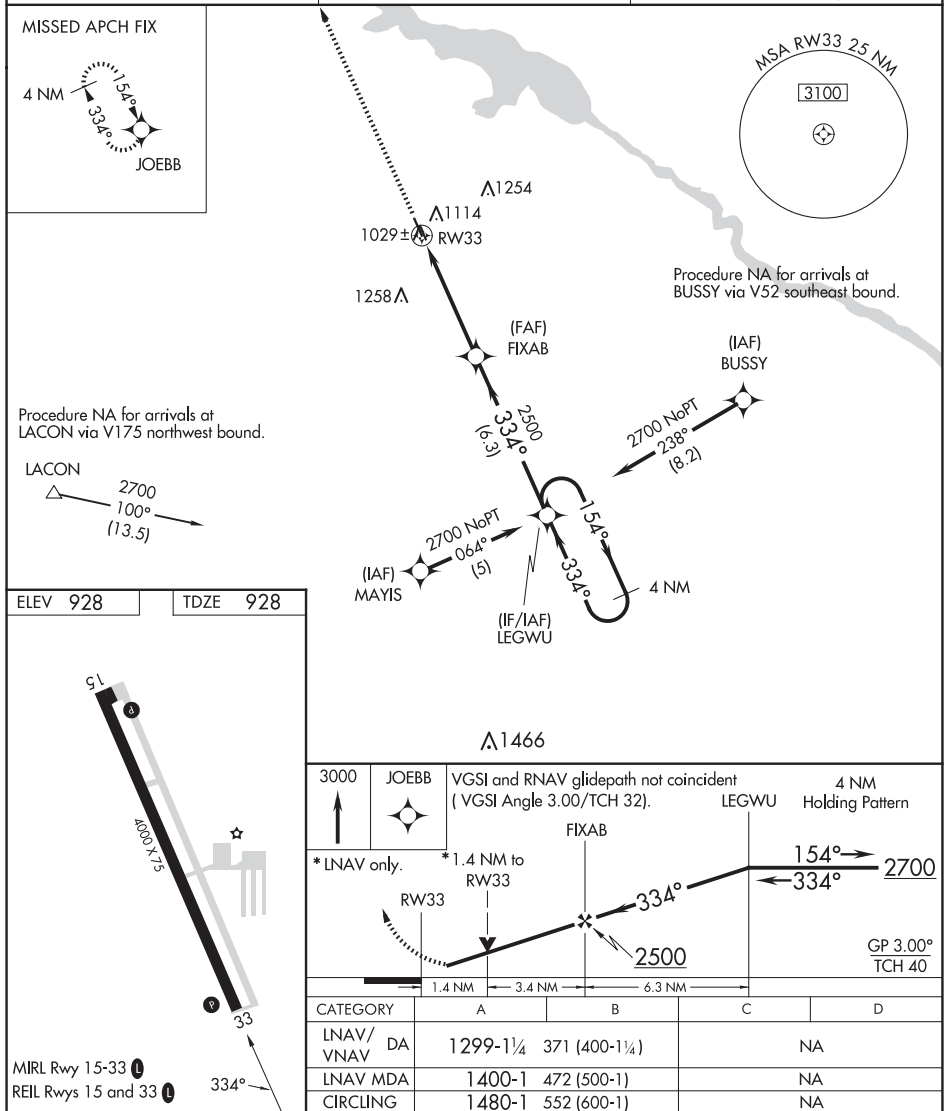
APP CRS	Rwy Idg	4000
334°	TDZE	928
	Apt Elev	928

RNAV (GPS) RWY 33

KNOXVILLE MUNI (OXV)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> <p>▲ Baro-VNAV and VDP NA when using Pella altimeter setting.</p> <p>When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet, LNAV/VNAV all Cats visibility ¼ mile.</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).</p>	<p>MISSED APPROACH: Climb to 3000 direct JOEBB and hold.</p>
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AWOS-3 119.775	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF)
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KNOXVILLE, IOWA

Orig 08APR10

41°18'N-93°07'W

RNAV (GPS) RWY 33

KNOXVILLE MUNI (OXV)

NC-3, 12 JUN 2025 to 07 AUG 2025

LAMAR, MISSOURI

AL-6725 (FAA)

23222

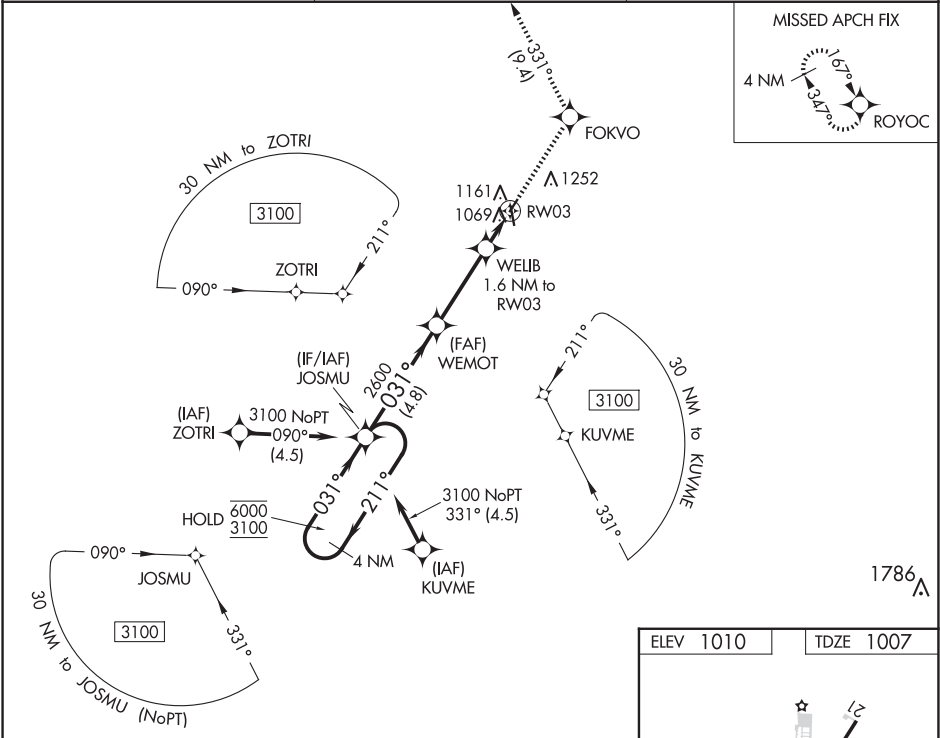
WAAS CH 45536 W03A	APP CRS 031°	Rwy Idg TDZE Apt Elev	2900 1007 1010
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RNAV (GPS) RWY 3

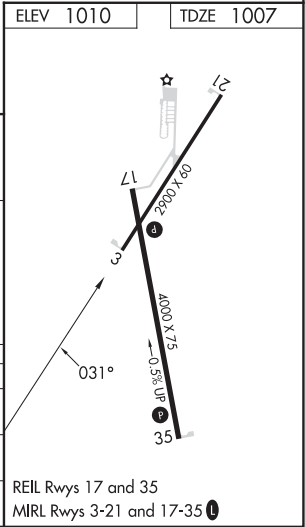
LAMAR MUNI (LLU)

RNP APCH.	MISSED APPROACH: Climb to 3100 direct FOKVO and on track 331° to ROYOC and hold.
<div><div>▼</div><div>▲ NA</div></div> <div>Circling Rwy 21 NA at night. Use Joplin altimeter setting. Rwy 3 helicopter visibility reduction below ¾ SM NA.</div>	

JLN ASOS 120.85	KANSAS CITY CENTER 128.6 282.325	CTAF 122.9
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	JOSMU		WEMOT		3100	FOKVO	tr 331°	ROYOC
	4 NM Holding Pattern							
	6000	3100	2600	1540	3.00°	1.6 NM		
	211°	031°	031°		TCH 40	1.6 NM		
			4.8 NM	3.3 NM		1.6 NM		
CATEGORY	A	B	C	D				
LP MDA	1380-1	373 (400-1)	NA					
LNAV MDA	1480-1	473 (500-1)	NA					
CIRCLING	1520-1 510 (600-1)	1620-1 610 (700-1)	NA					



LAMAR, MISSOURI
Amdt 1B 05DEC19

37°29'N-94°19'W

LAMAR MUNI (LLU)

RNAV (GPS) RWY 3

NC-3, 12 JUN 2025 to 07 AUG 2025

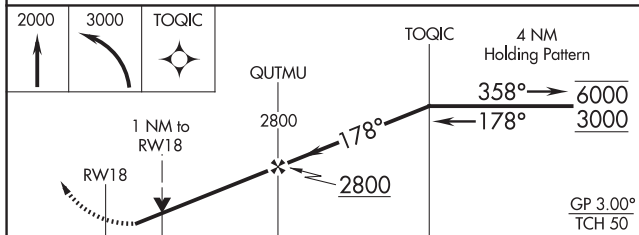
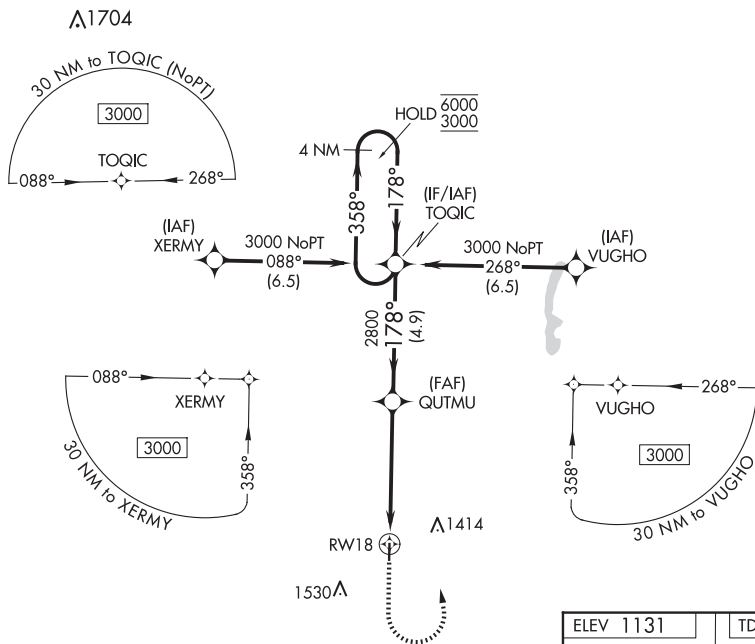
NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 18
LAMONI MUNI (LWD)

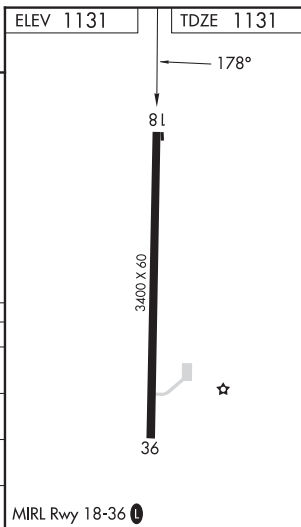
T Circling NA west of Rwy 18-36. Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 2000, then climbing left turn 3000 direct TOQIC and hold.

ASOS 120.0	MINNEAPOLIS CENTER 125.65 306.95	CTAF 122.90
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CATEGORY		A	B	C	D
LPV	DA	1381-1 250 (300-1)			
RNAV/ VNAV	DA	1381-1 250 (300-1)			
RNAV	MDA	1500-1 369 (400-1)			
C CIRCLING		1520-1 389 (400-1)	1720-1 589 (600-1)	1720-1½ 589 (600-1½)	1720-2 589 (600-2)



NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 48844 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	3400 1131 1131
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RNAV (GPS) RWY 36

LAMONI MUNI (LWD)

RNP APCH-GPS.

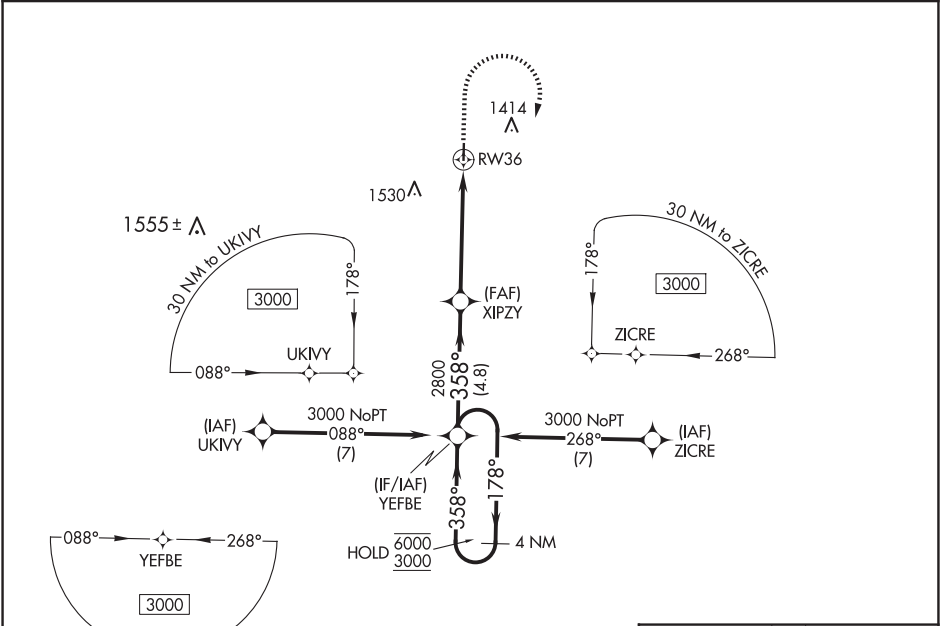
▼

⚠

Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Circling NA west of Rwy 18-36.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct YEFBE and hold.

ASOS 120.0	MINNEAPOLIS CENTER 125.65 306.95	CTAF 122.9
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ELEV 1131

TDZE 1131

MIRL Rwy 18-36

4 NM Holding Pattern

6000

3000

GP 3.00°
TCH 50

YEFBE

XIPZY

RW36

2000

3000

YEFBE

1.3 NM to RW36

4.8 NM

3.8 NM

1.3 NM

CATEGORY	A	B	C	D
LPV DA	1381-1 250 (300-1)			
LNAV/VNAV DA	1381-1 250 (300-1)			
LNAV MDA	1580-1	449 (500-1)	1580-1½	449 (500-1½)
CIRCLING	1580-1 449 (500-1)	1720-1 589 (600-1)	1720-1½ 589 (600-1½)	1720-2 589 (600-2)

81

3400 X 40

36

358°

LE MARS, IOWA

AL-5679 (FAA)

25163

WAAS CH 78415 W18A	APP CRS 185°	Rwy Ldg TDZE 1197 Apt Elev 1197
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RNAV (GPS) RWY 18

LE MARS MUNI (LRJ)

RNP APCH.

Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -17°C or above 54°C.

MISSED APPROACH: Climb to 4500 direct JAGBU
and on track 133° to FEXAT and hold.

AWOS-3P 120.975	SIOUX CITY APP CON * 124.6 307.0	UNICOM 122.8 (CTAF) 0
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ELEV 1197 TDZE 1197

4500	JAGBU	tr	133°	FEXAT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).			
* LNAV only		ATUXE 2.1 NM to RW18	CREEC		ETNOE	Holding Pattern		
* 1.3 NM to RW18		1900*	3000		185°	005°	6000	4000
1.3 NM		0.8 NM	3.5 NM		GP 3.00° TCH 40			
CATEGORY	A		B		C		D	
LPV DA	1479-1		282 (300-1)				NA	
LNAV/VNAV DA	1691-1 $\frac{3}{8}$		494 (500-1 $\frac{3}{8}$)				NA	
LNAV MDA	1660-1		463 (500-1)		1660-1 $\frac{3}{8}$ 463 (500-1 $\frac{3}{8}$)		NA	
CIRCLING	1760-1 563 (600-1)		1780-1 583 (600-1)		1840-1 $\frac{3}{4}$ 643 (700-1 $\frac{3}{4}$)		NA	

LE MARS, IOWA
Amdt 2A 07OCT21

42°47'N-96°12'W

LE MARS MUNI (LRJ)

RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

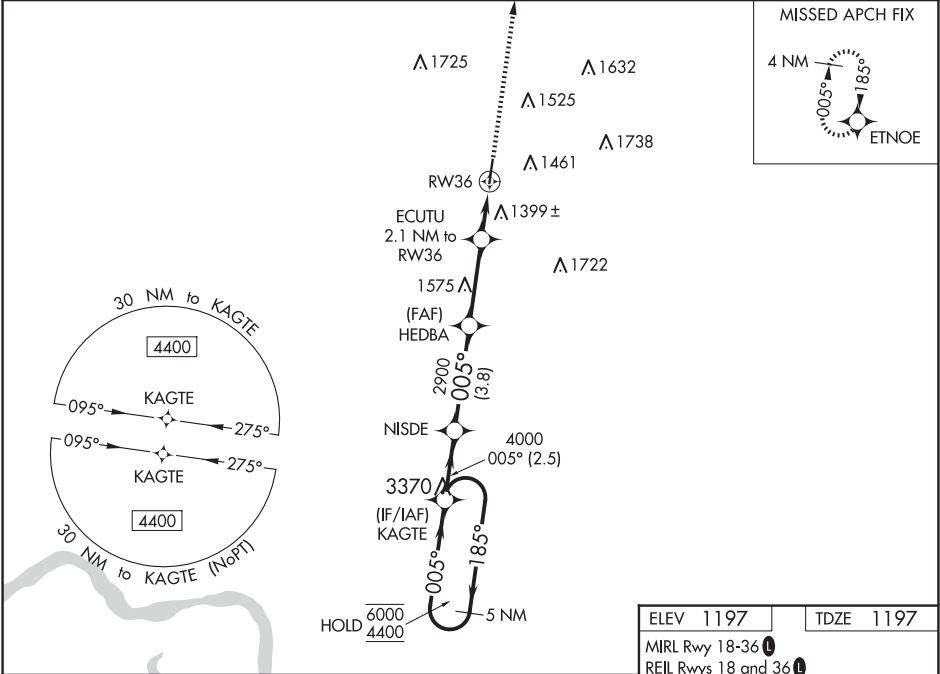
WAAS CH 42516 W36A	APP CRS 005°	Rwy Ldg TDZE 1197 Apt Elev 1197
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RNAV (GPS) RWY 36

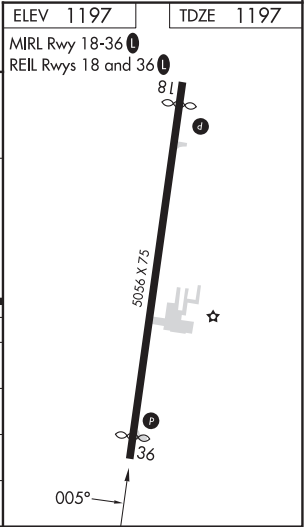
LE MARS MUNI (L.R.J)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4000 direct ETNOE and hold.
<div><div><div></div><div></div><div></div></div><div>Rwy 36 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div></div>	

AWOS-3P 120.975	SIoux CITY APP CON * 124.6 307.0	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		KAGTE		NISDE		HEDBA		ECUTU 2.1 NM to RW36		4000	ETNOE
6000 ← 185°		4400 → 005°		005°		4000		2900		1900	
GP 3.00°		TCH 40		2.5 NM		3.8 NM		3.1 NM		2.1 NM	
CATEGORY		A		B		C		D			
LPV DA		1469-1 272 (300-1)				NA					
LNAV/VNAV DA		1723-1 526 (600-1)				NA					
LNAV MDA		1660-1 463 (500-1)		1660-1 463 (500-1)		NA					
CIRCLING		1760-1 563 (600-1)		1780-1 583 (600-1)		1840-1 643 (700-1)		NA			



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

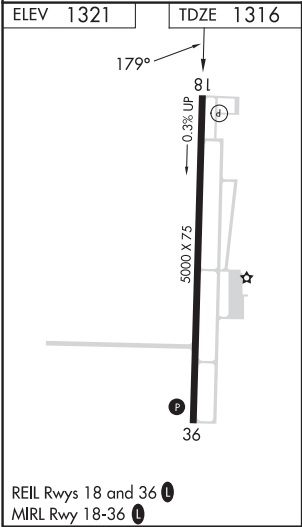
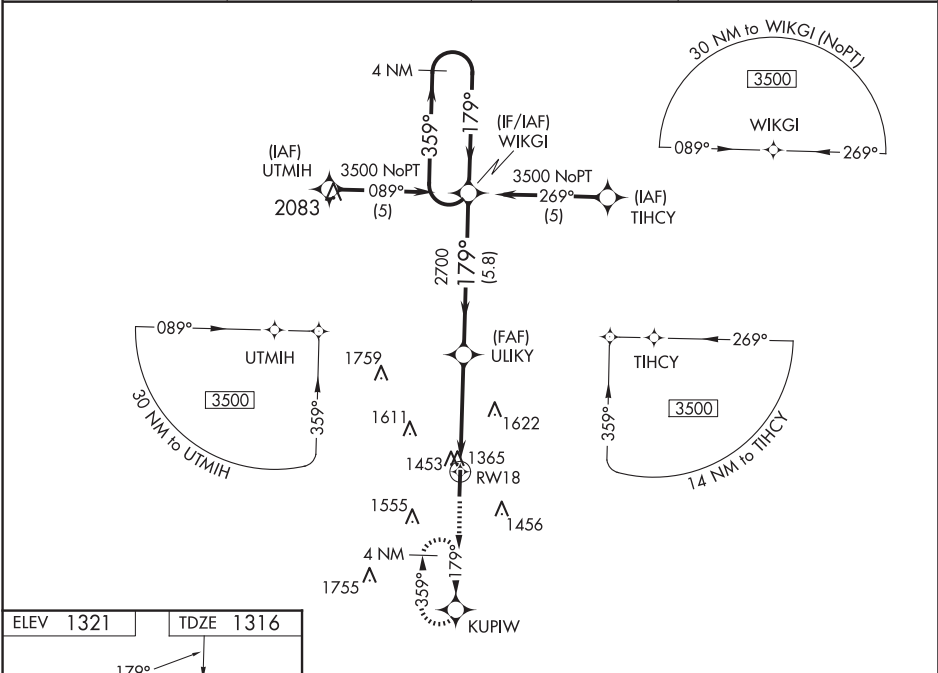
APP CRS	Rwy Idg	5000
179°	TDZE	1316
	Apt Elev	1321

RNAV (GPS) RWY 18
FLOYD W JONES LEBANON (LBO)

When local altimeter setting not received, use Springfield-Branson Ntl altimeter setting: increase LNAV/VNAV DA to 2043 feet; increase all MDAs 120 feet and Circling visibility Cat C/D ½ SM. Baro-VNAV NA when using Springfield-Branson Ntl altimeter setting. Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct KUPIW and hold.

AWOS-3PT 118.975	SPRINGFIELD APP CON 121.1 290.5	CLNC DEL 123.725	UNICOM 122.8 (CTAF) 0
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3500	KUPIW	VGSI and descent angles not coincident (VGSI Angle 3.00/ TCH 40).		
		* LNAV only, VDP NA when using Springfield-Branson Ntl altimeter setting.		
		4 NM Holding Pattern		
		GP 3.00° TCH 40		
		WIKGI		
		3500		
		179°		
		2700		
		1.3		
		2.9 NM		
		5.8 NM		
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1937-2¼ 621 (700-2¼)			
LNAV MDA	1760-1	444 (500-1)	1760-1¼	444 (500-1¼)
CIRCLING	1820-1	1860-1	1980-1¾	1980-2
	499 (500-1)	539 (600-1)	659 (700-1¾)	659 (700-2)

APP CRS 359°	Rwy ldg TDZE Apt Elev	5000 1321 1321
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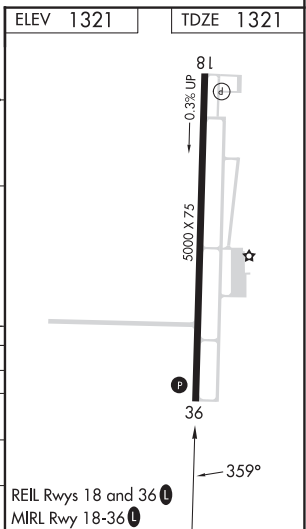
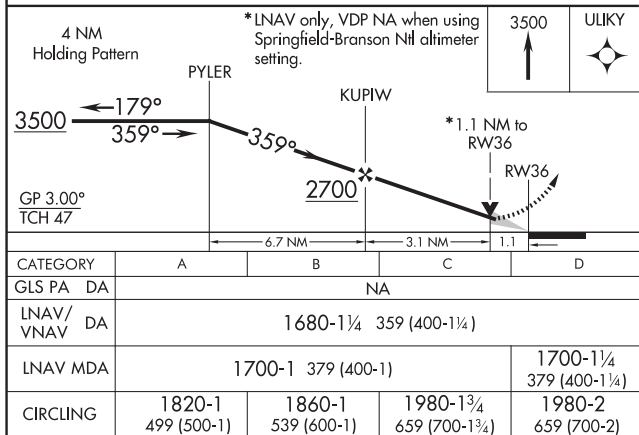
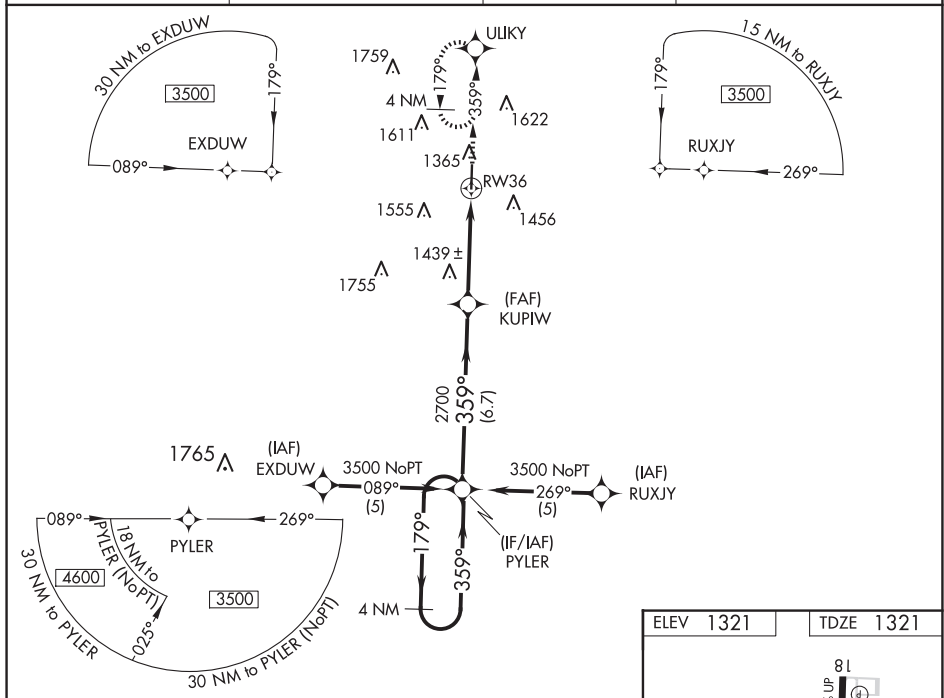
RNAV (GPS) RWY 36

FLOYD W JONES LEBANON (LBO)

When local altimeter setting not received, use Springfield-Branson Ntl altimeter setting: increase LNAV/VNAV DA to 1786 feet and all visibilities $\frac{1}{8}$ SM; increase all MDAs 120 feet and LNAV visibility Cat C $\frac{3}{8}$ SM, Cat D $\frac{1}{8}$ and Circling visibility Cat C/D $\frac{1}{2}$ SM. Baro-VNAV NA when using Springfield-Branson Ntl altimeter setting. Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ULIKY and hold.

AWOS-3PT 118.975	SPRINGFIELD APP CON 121.1 290.5	CLNC DEL 123.725	UNICOM 122.8 (CTAF) 0
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LEE'S SUMMIT, MISSOURI

AL-6104 (FAA)

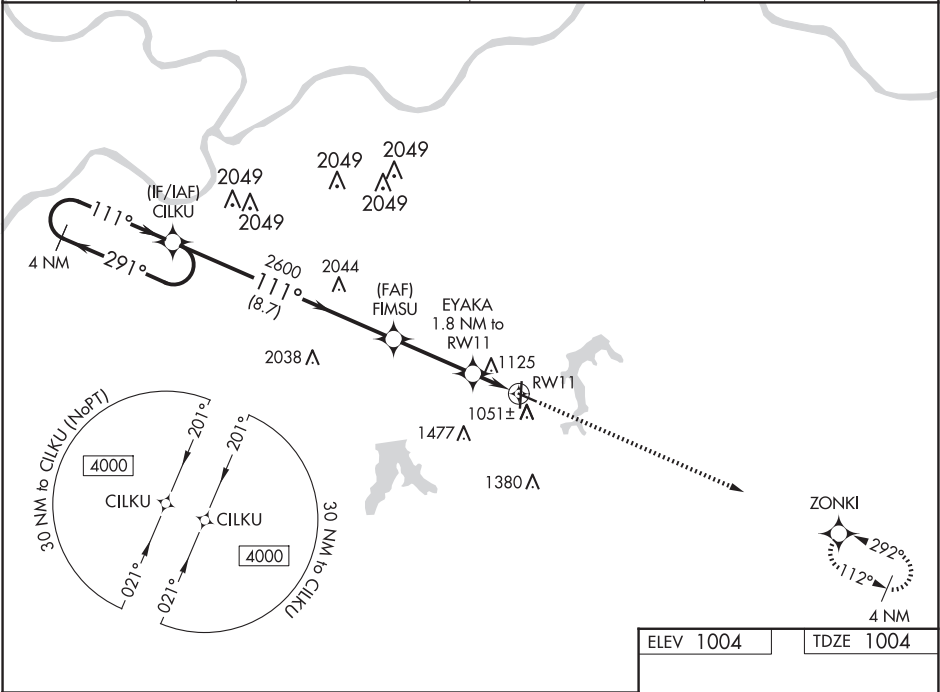
25051

WAAS CH 99405 W11A	APP CRS 111°	Rwy Idg TDZE Apt Elev	4000 1004 1004
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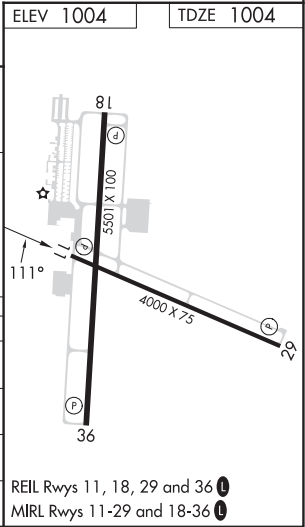
RNAV (GPS) RWY 11
KANSAS CITY/LEE'S SUMMIT RGNL (LX'T)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3100 direct ZONKI and hold.
▼	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 11 helicopter visibility reduction below ¾ SM NA.	

ASOS 124.175	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		3100 ZONKI	
4000 ← 291° 111° →		CILKU	
GP 3.00° TCH 45		FIMSU 2600	
		EYAKA 1.8 NM to RW11	
		1.1 NM to RW11	
		RW11	
CATEGORY	A	B	C
LPV DA	1254-1		250 (300-1)
LNAV/VNAV DA	1381-1¼		377 (400-1¼)
LNAV MDA	1380-1		376 (400-1)
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1780-2¼ 776 (800-2¼)



LEE'S SUMMIT, MISSOURI
Amdt 2A 13JUL23

38°58'N-94°22'W

KANSAS CITY/LEE'S SUMMIT RGNL (LX'T)
RNAV (GPS) RWY 11

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82204 W18A	APP CRS 181°	Rwy Idg TDZE 999 Apt Elev 1004
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RNAV (GPS) RWY 18

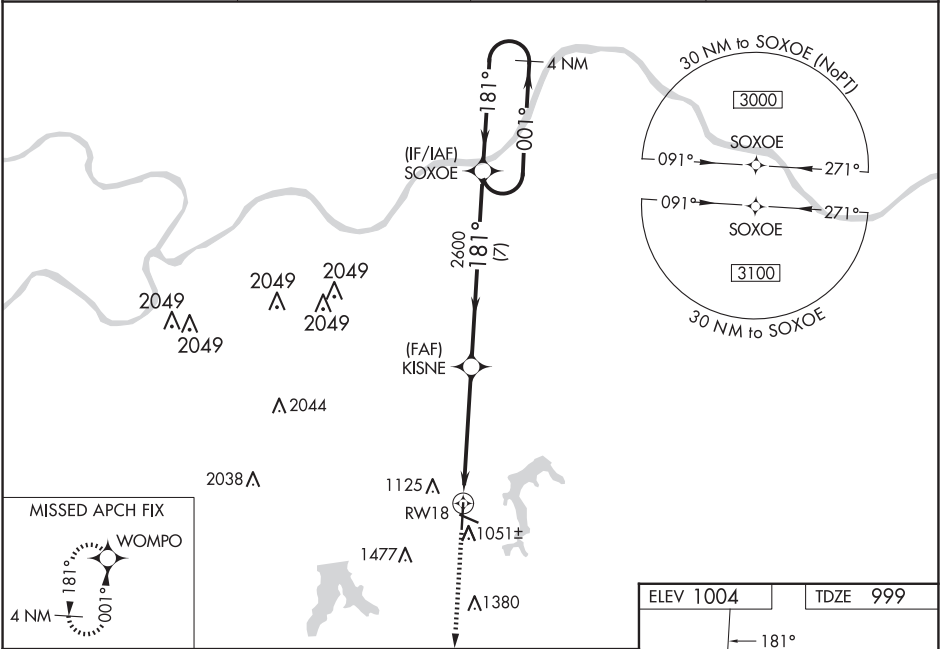
KANSAS CITY/LEE'S SUMMIT RGNL (LXT)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Rwy 18 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Kansas City Downtown/Wheeler Fld altimeter setting. When local altimeter setting not received, use Kansas City Downtown/Wheeler Fld altimeter setting: increase LPV DA to 1317 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1434 feet and all visibilities ¼ SM; increase all MDA 80 feet and LNAV visibility Cat C and D ¾ SM, Circling Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3000 direct WOMPO and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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3000 ↑ WOMPO		KISNE 2600		SOXOE		4 NM Holding Pattern	
*LNAV only		*1 NM to RW18		2600		001° → 3000 ← 181°	
RW18		1 NM		3.9 NM		7 NM	
1 NM		3.9 NM		7 NM		GP 3.00° TCH 44	
CATEGORY	A	B	C	D			
LPV DA	1249-¾ 250 (300-¾)						
LNAV/ VNAV DA	1366-1 367 (400-1)						
LNAV MDA	1360-1 361 (400-1)						
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1780-2¼ 776 (800-2¼)	1780-2½ 776 (800-2½)			

ELEV 1004 TDZE 999

REIL Rwy 11, 18, 29 and 36 0
MIRL Rwy 11-29 and 18-36 0

LEE'S SUMMIT, MISSOURI

AL-6104 (FAA)

25107

WAAS CH 48905 W29A	APP CRS 291°	Rwy Idg TDZE 1004 Apt Elev 1004
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RNAV (GPS) RWY 29

KANSAS CITY/LEE'S SUMMIT RGNL (LXT)

RNP APCH - GPS.

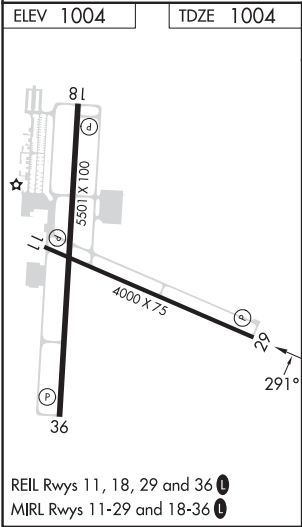
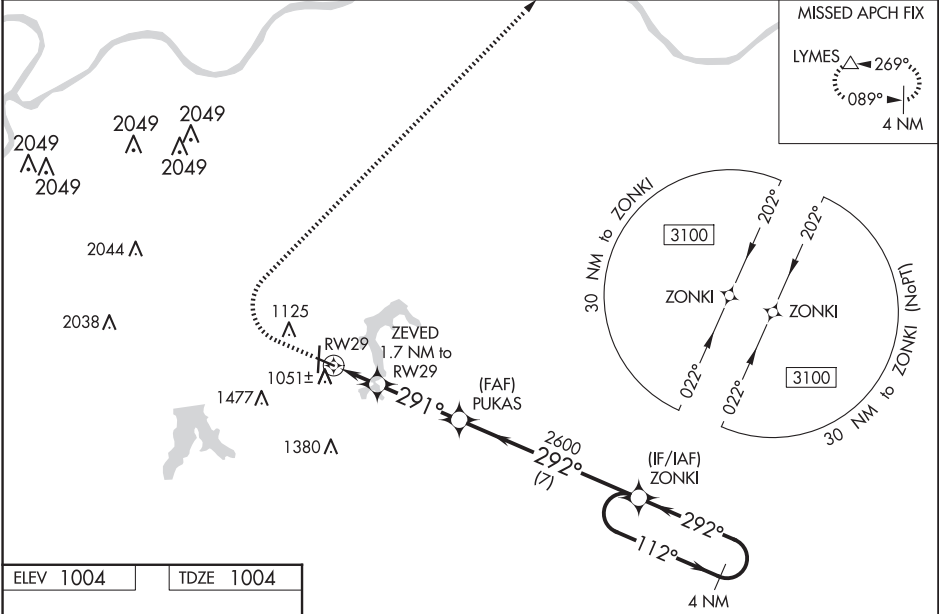
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. VDP and Baro-VNAV NA when using Kansas City Downtown/Wheeler Fld altimeter setting. When local altimeter setting not received, use Kansas City Downtown/Wheeler Fld altimeter setting: increase LPV DA to 1322 feet; increase LNAV/VNAV DA to 1359 feet; increase all MDA 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct LYMES and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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1500	3000	LYMES		
↑	↻	△		
			PUKAS	ZONKI
			2600	4 NM Holding Pattern
			1580	112° → 3100
			291°	← 292°
			292°	
			2600	
			1 NM to RW29	
			0.7 NM	
			3.2 NM	
			7 NM	
				GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA		1254-1	250 (300-1)	
LNAV/VNAV DA		1291-1	287 (300-1)	
LNAV MDA		1360-1	356 (400-1)	
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1780-2¼ 776 (800-2¼)	1780-2½ 776 (800-2½)

LEE'S SUMMIT, MISSOURI
Amdt 3A 13JUL23

38°58'N-94°22'W

KANSAS CITY/LEE'S SUMMIT RGNL (LXT)

RNAV (GPS) RWY 29

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 48805 W36A	APP CRS 001°	Rwy Idg 5501 TDZE 997 Apt Elev 1004
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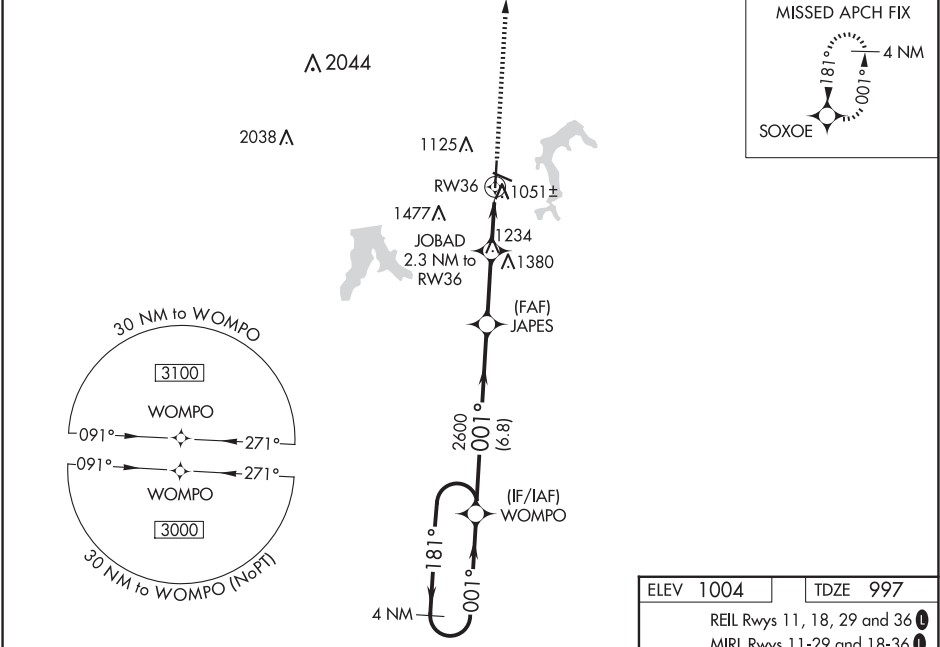
RNAV (GPS) RWY 36

KANSAS CITY/LEE'S SUMMIT RGNL (LX'T)

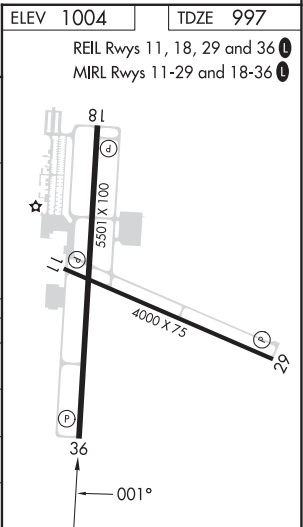
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rwy 36 helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Kansas City Downtown/Wheeler Fld altimeter setting. When local altimeter setting not received, use Kansas City Downtown/Wheeler Fld altimeter setting: increase LPV DA to 1374 feet and all visibilities ½ SM; increase LNAV/VNAV to 1367 feet and all visibilities ½ SM; increase all MDA 80 feet and LNAV visibility Cats C and D ½ SM, Circling Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3000 direct SOXOE and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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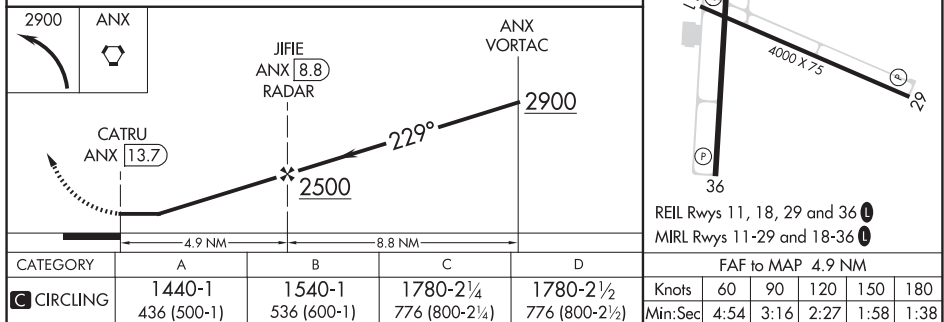
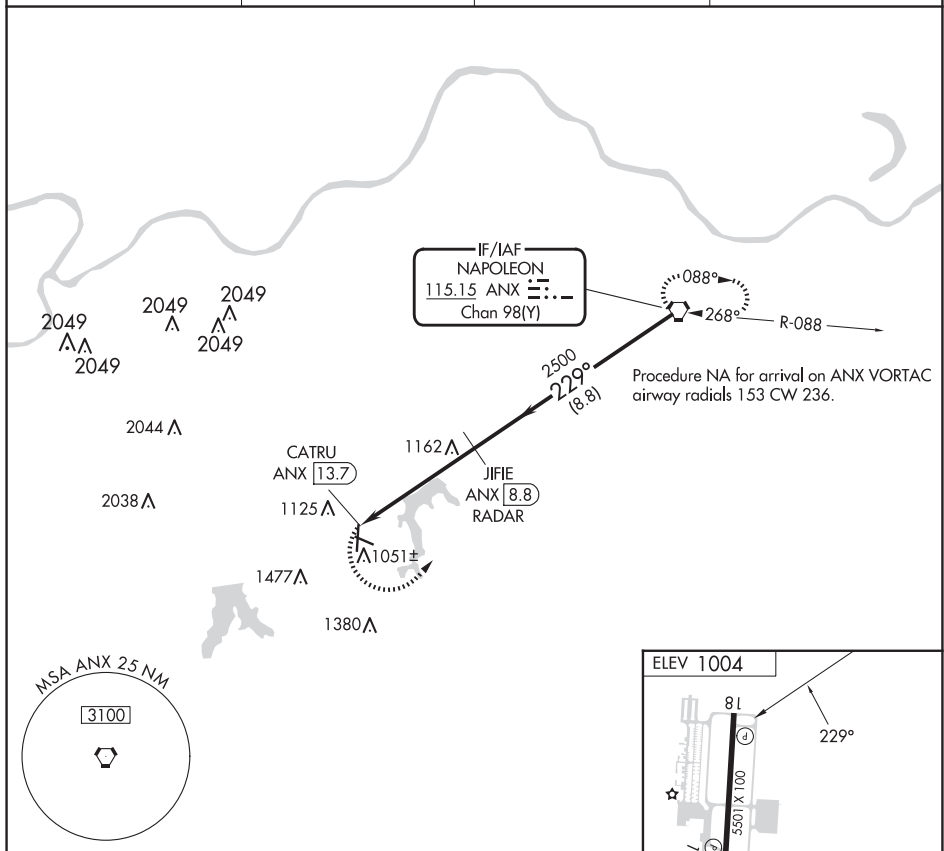
4 NM Holding Pattern		WOMPO		JAPES		JOBAD 2.3 NM to RW36		RW36	
3000		181°		001°		2600		1760	
GP 3.00°		TCH 45		6.8 NM		2.6 NM		0.7	
CATEGORY		A		B		C		D	
LPV DA		1306-7/8		309 (400-7/8)					
LNAV/VNAV DA		1299-7/8		302 (300-7/8)					
LNAV MDA		1540-1 543 (600-1)		1540-1 5/8 543 (600-1 1/8)					
CIRCLING		1540-1 536 (600-1)		1780-2 1/4 776 (800-2 1/4)		1780-2 1/2 776 (800-2 1/2)			



VOR-A
KANSAS CITY/LEE'S SUMMIT RGNL (LXT)

MISSED APPROACH: Climbing left turn to 2900 direct ANX VORTAC and hold.

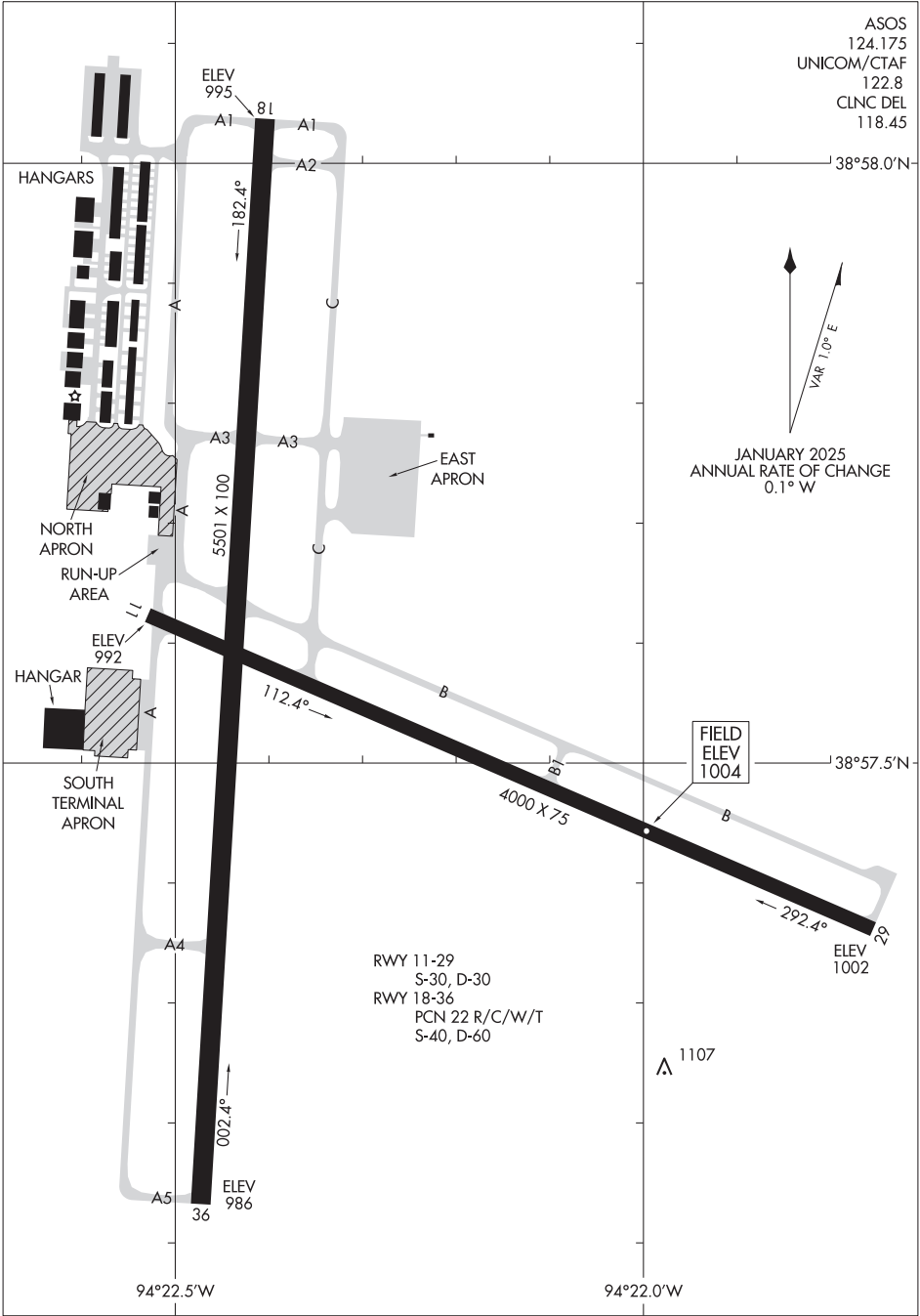
ASOS 124.175	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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KANSAS CITY/LEE'S SUMMIT RGNL (LXT)
VOR-A

38°58'N-94°22'W

NC-3, 12 JUN 2025 to 07 AUG 2025



NC-3, 12 JUN 2025 to 07 AUG 2025

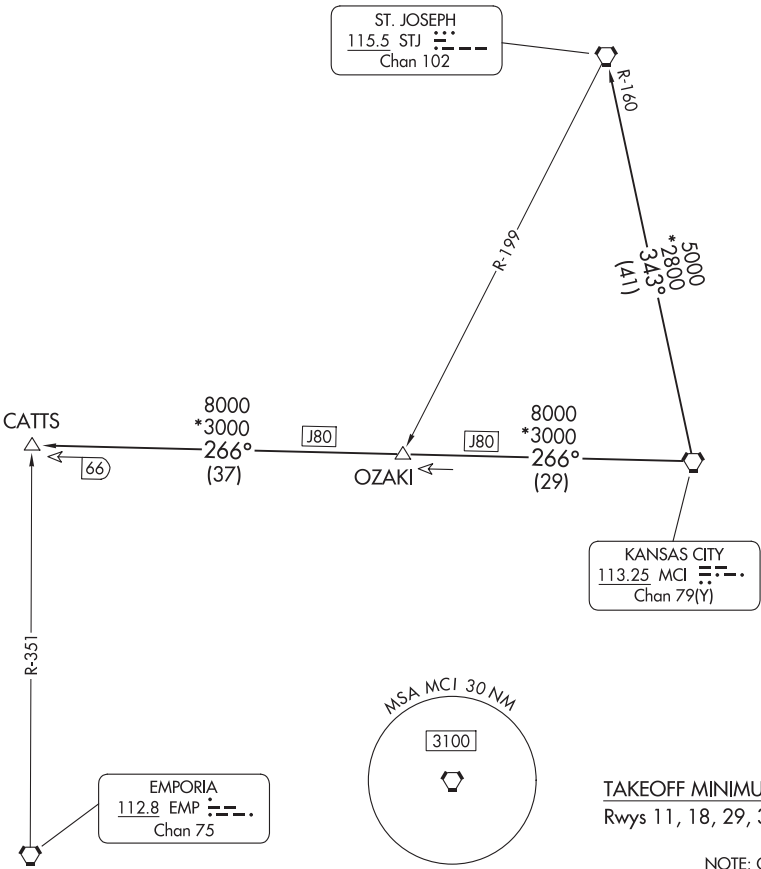
(CHIEF9.MCI) 25051
CHIEF NINE DEPARTURE

AL-6104 (FAA) KANSAS CITY/LEE'S SUMMIT RGNL (LXT)
LEE'S SUMMIT, MISSOURI

TOP ALTITUDE:
10000

RADAR required.

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.45



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF9.CATTS): From over MCI VORTAC on MCI R-266 to CATTS.

ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

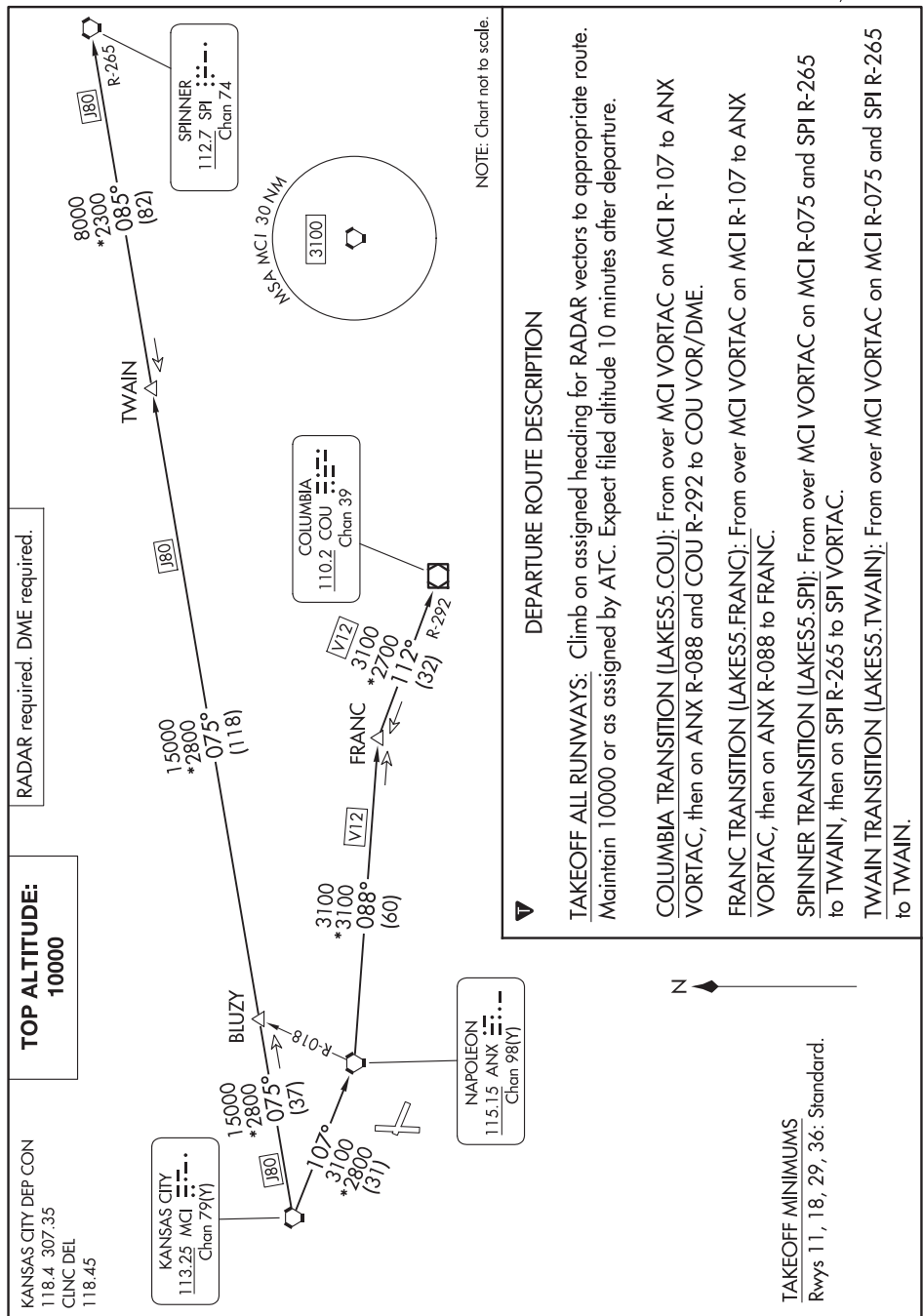
LAKES FIVE DEPARTURE

KANSAS CITY/LEE'S SUMMIT RGNL (LXT)

AL-6104 (FAA)

LEE'S SUMMIT, MISSOURI

NC-3, 12 JUN 2025 to 07 AUG 2025



LAKES FIVE DEPARTURE
(LAKES5.MCI) 05OCT23

LEE'S SUMMIT, MISSOURI
KANSAS CITY/LEE'S SUMMIT RGNL (LXT)

(RACER8.MCI) 25051

RACER EIGHT DEPARTURE

AL-6104 (FAA)

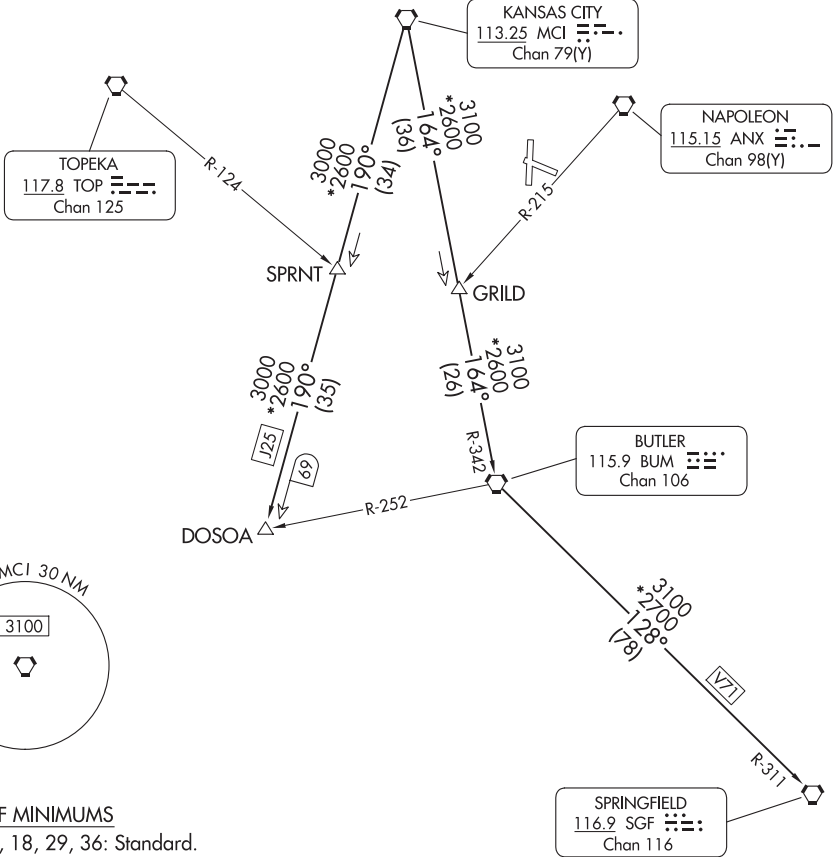
KANSAS CITY/LEE'S SUMMIT RGNL (LXT')

LEE'S SUMMIT, MISSOURI

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.45

RADAR required.

TOP ALTITUDE:
10000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOIA TRANSITION (RACER8.DOSOIA): From over MCI VORTAC on MCI R-190 to DOSOIA.

SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER EIGHT DEPARTURE

(RACER8.MCI) 05OCT23

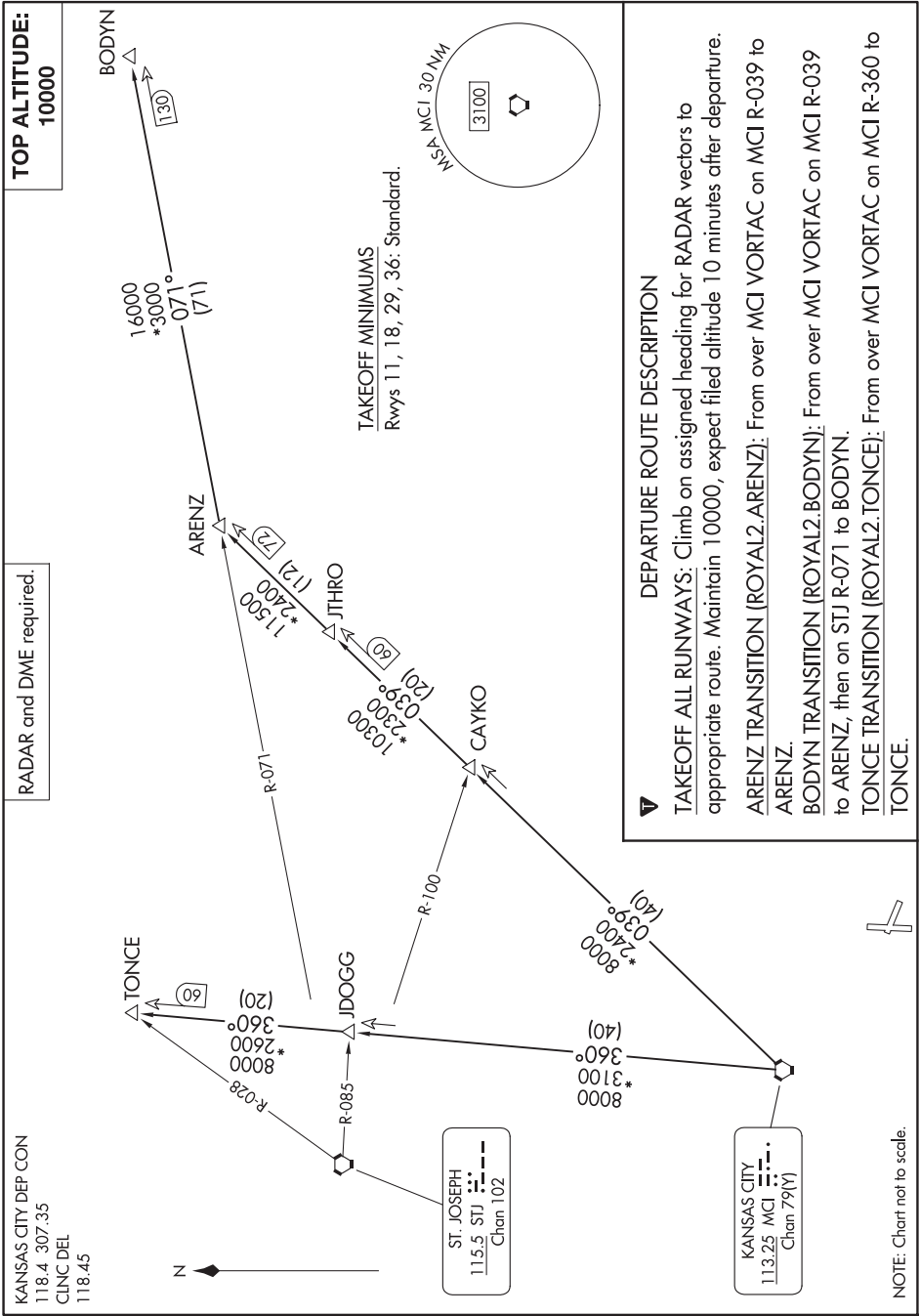
LEE'S SUMMIT, MISSOURI

KANSAS CITY/LEE'S SUMMIT RGNL (LXT')

(ROYAL2.MCI) 25051
ROYAL TWO DEPARTURE

AL-6104 (FAA) KANSAS CITY/LEE'S SUMMIT RGNL (LX'T)
LEE'S SUMMIT, MISSOURI

NC-3, 12 JUN 2025 to 07 AUG 2025



ROYAL TWO DEPARTURE
(ROYAL2.MCI) 05SEP24

LEE'S SUMMIT, MISSOURI
KANSAS CITY/LEE'S SUMMIT RGNL (LX'T)

(TIFTO8.MCI) 25051

TIFTO EIGHT DEPARTURE

AL-6104 (FAA)

KANSAS CITY/LEE'S SUMMIT RGNL (LXT)
LEE'S SUMMIT, MISSOURI

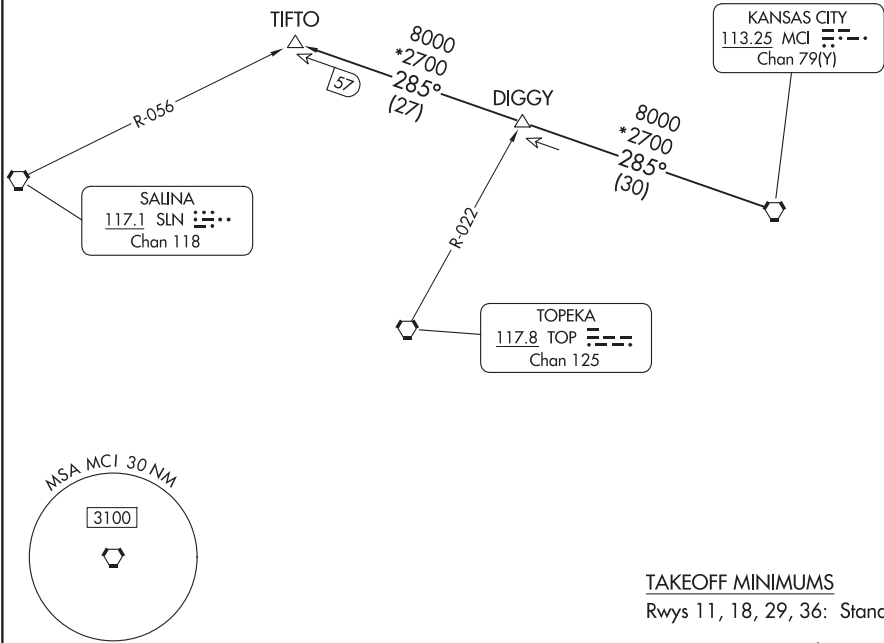
TOP ALTITUDE:
10000

RADAR and DME required.

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.45

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



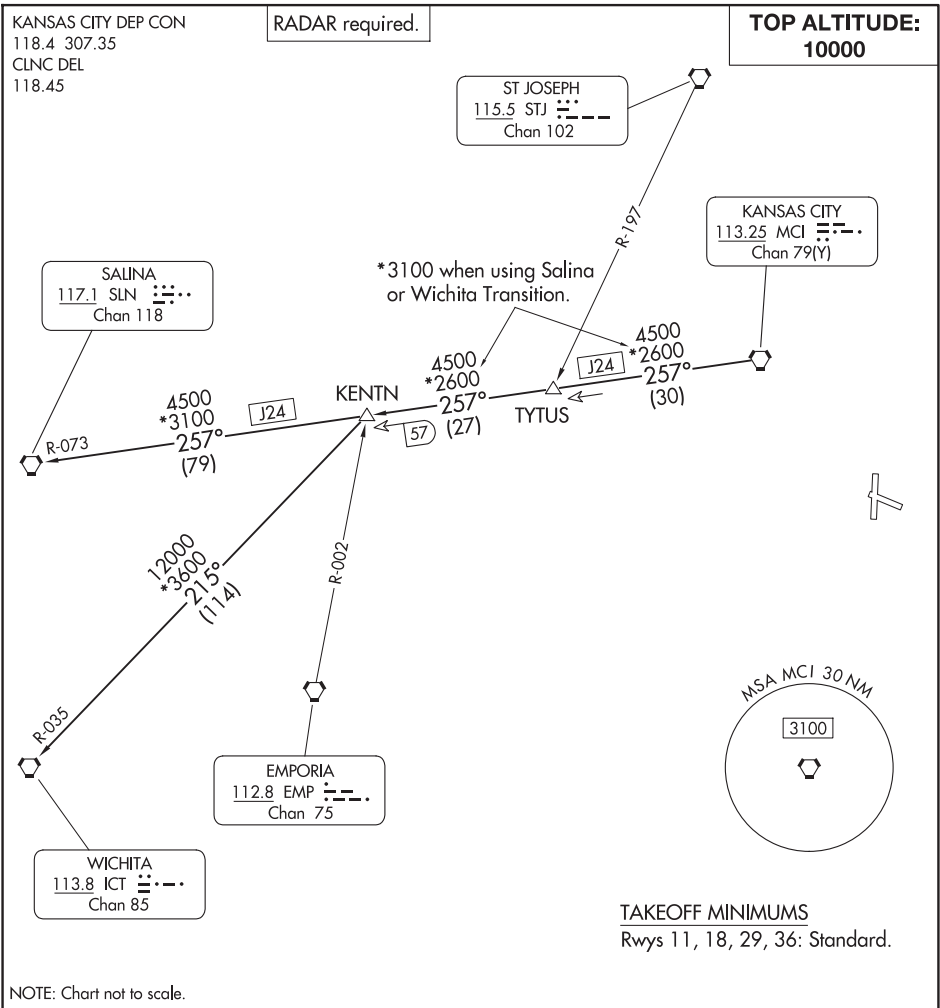
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO8.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO.

TIFTO EIGHT DEPARTURE
(TIFTO8.MCI) 05OCT23

LEE'S SUMMIT, MISSOURI
KANSAS CITY/LEE'S SUMMIT RGNL (LXT)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

KENTON TRANSITION (WLDCT6.KENTN): From over MCI VORTAC on MCI R-257 to KENTN.

SALINA TRANSITION (WLDCT6.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT6.ICT): From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.

MACON, MISSOURI

AL-6837 (FAA)

25163

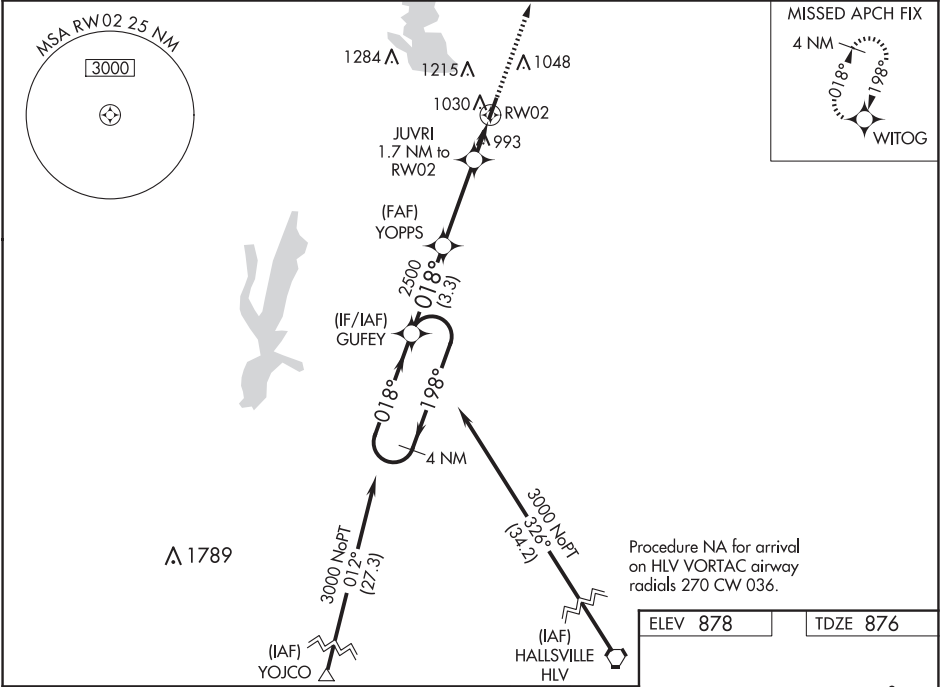
WAAS CH 65933 W02A	APP CRS 018°	Rwy Ldg TDZE Apt Elev	3554 876 878
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RNAV (GPS) RWY 2
MACON-FOWER MEML (K89)

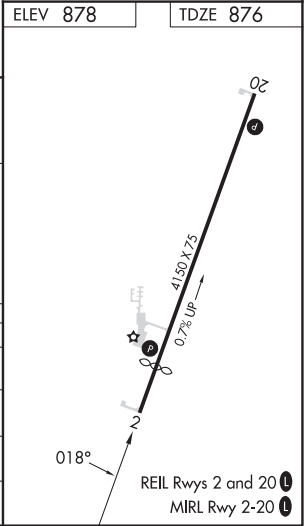
NA DME/DME RNP-0.3 NA. Use Moberly altimeter setting; when not received use Columbia altimeter setting and increase all DA 91 feet and all MDA 100 feet and increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Night Landing: Rwy 20 NA. Baro-VNAV NA.

MISSED APPROACH: Climb to 2700 direct WITOG and hold.

MBY AWOS-3PT 120.025	KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).		2700	WITOG
GUFUEY		YOPPS		*LNAV only	
3000 ← 198°		018° →		JUVRI 1.7 NM to RW02	
GP 3.00°		2500		RW02	
TCH 40		3.3 NM		*1460	
		3.3 NM		1.7 NM	
CATEGORY	A	B	C	D	
LPV DA	1165-1	289 (300-1)		NA	
LNAV/VNAV DA	1309-1½	433 (500-1½)		NA	
LNAV MDA	1320-1	444 (500-1)		NA	
CIRCLING	1400-1 522 (600-1)	1560-1 682 (700-1)		NA	



MACON, MISSOURI
Orig-A 23JUN16

39°44'N-92°27'W

MACON-FOWER MEML (K89)
RNAV (GPS) RWY 2

NC-3, 12 JUN 2025 to 07 AUG 2025

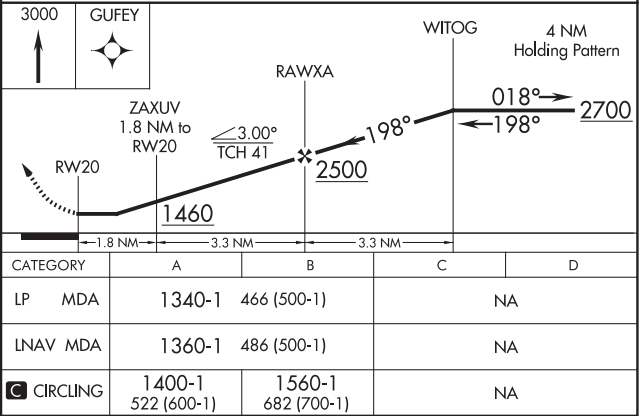
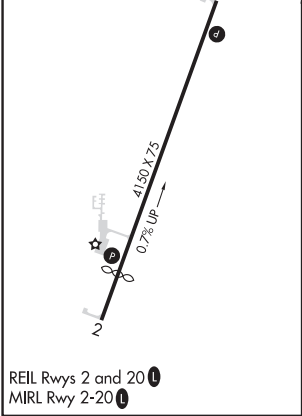
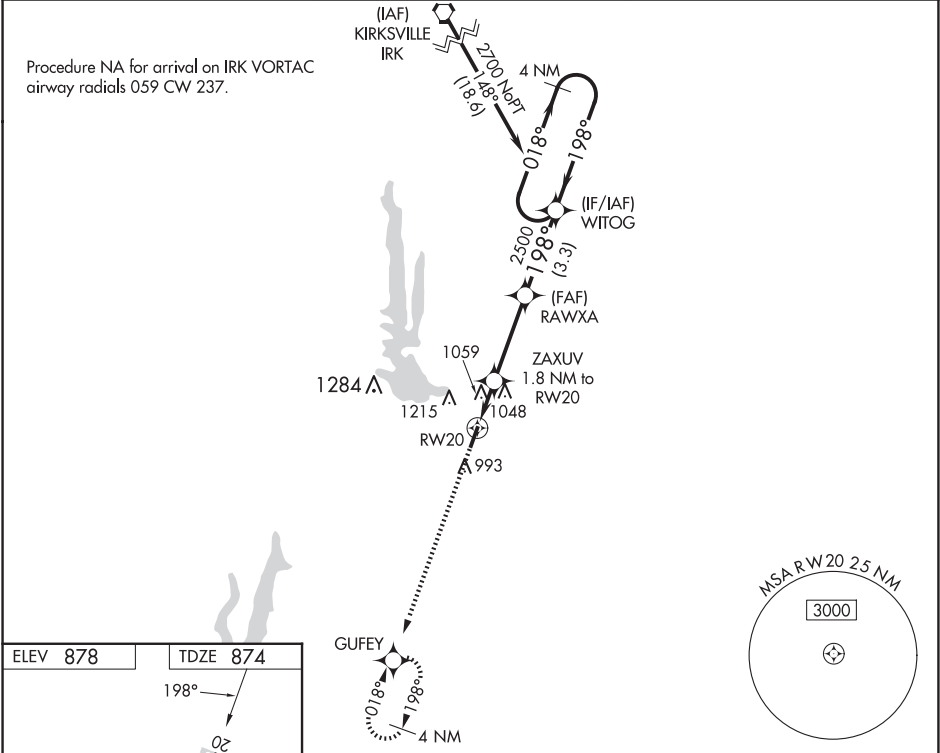
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42933 W20A	APP CRS 198°	Rwy Ldg 4150 TDZE 874 Apt Elev 878
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RNAV (GPS) RWY 20
MACON-FOWER MEML (K89)

<p>NA DME/DME RNP-0.3 NA. Use Moberly altimeter setting; when not received, use Columbia altimeter setting and increase all MDA 100 feet. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 20 NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct GUFY and hold.</p>
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MBY AWOS-3PT 120.025	KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF)
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NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

MALDEN, MISSOURI

AL-878 (FAA)

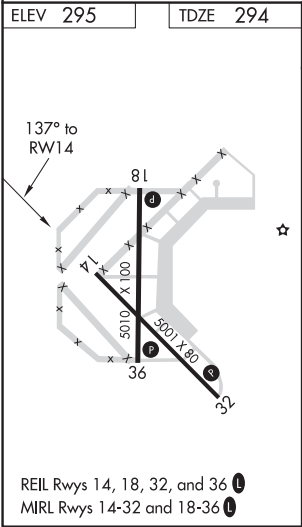
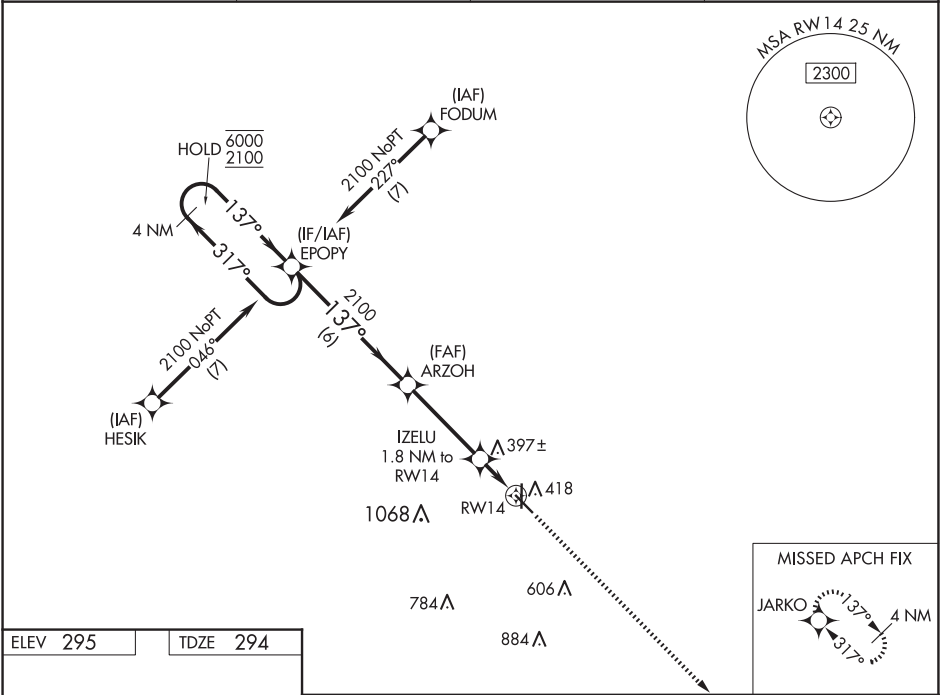
21336

WAAS CH 61315 W14A	APP CRS 137°	Rwy Idg TDZE 294 Apt Elev 295	5001
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RNAV (GPS) RWY 14

MALDEN RGNL (MAW)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2100 direct JARKO and hold.	
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.			
AWOS-3PT 119.825	MEMPHIS CENTER 133.65 292.15	GCO 135.075	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern		EPOPY	ARZOH	IZELU	JARKO
6000 ← 317°		2100	2100	920	2100
GP 3.00°		137°	137°	137°	137°
TCH 40		6 NM	3.7 NM	0.8	1 NM
CATEGORY	A	B	C	D	
LPV DA	494-1	200 (200-1)			NA
LNAV/VNAV DA	544-1	250 (300-1)			NA
LNAV MDA	660-1	366 (400-1)			NA
CIRCLING	720-1 425 (500-1)	800-1 505 (600-1)	800-1½ 505 (600-1½)		NA

MALDEN, MISSOURI
Amdt 1 02DEC21

36°36'N-90°00'W

MALDEN RGNL (MAW)

RNAV (GPS) RWY 14

NC-3, 12 JUN 2025 to 07 AUG 2025

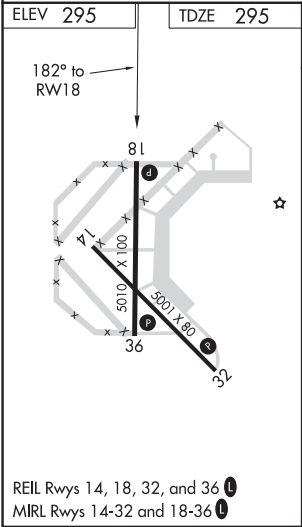
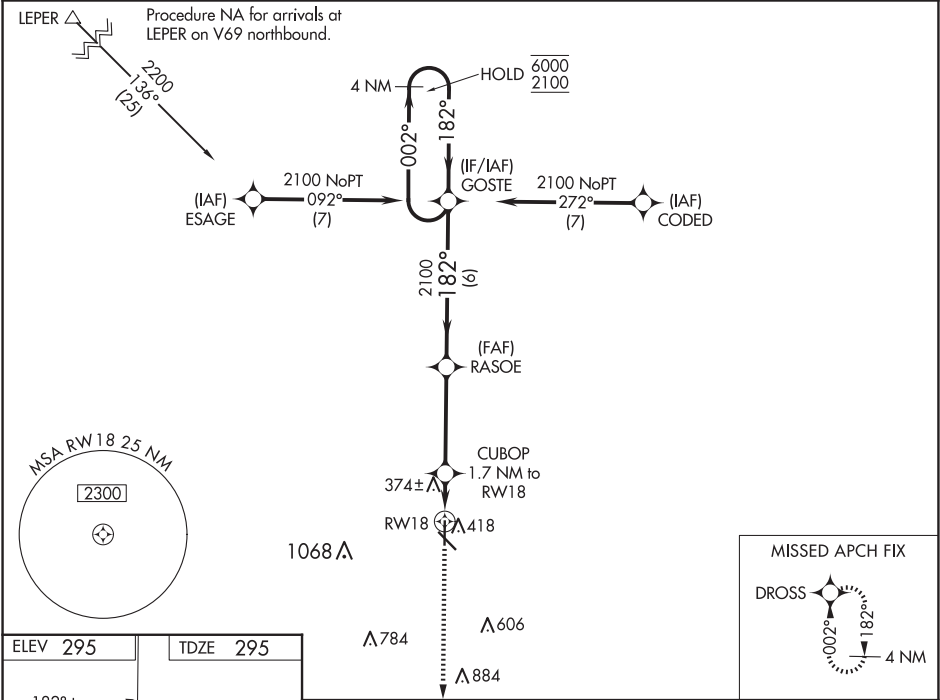
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78315 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	5010 295 295
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RNAV (GPS) RWY 18

MALDEN RGNL (MAW)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2100 direct DROSS and hold.	
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.			
AWOS-3PT 119.825	MEMPHIS CENTER 133.65 292.15	GCO 135.075	UNICOM 122.8 (CTAF) 0



2100 DROSS		RASOE	GOSTE	4 NM Holding Pattern
CUBOP 1.7 NM to RW18		2100	182°	002° 6000
1 NM to RW18		880	2100	182° 2100
RW18		1 NM	0.8	3.8 NM
		6 NM	GP 3.00° TCH 40	
CATEGORY	A	B	C	D
LPV DA	495-1 200 (200-1)			NA
LNAV/VNAV DA	545-1 250 (300-1)			NA
LNAV MDA	640-1 345 (400-1)			NA
◼ CIRCLING	720-1 425 (500-1)	800-1 505 (600-1)	800-1½ 505 (600-1½)	NA

MALDEN, MISSOURI

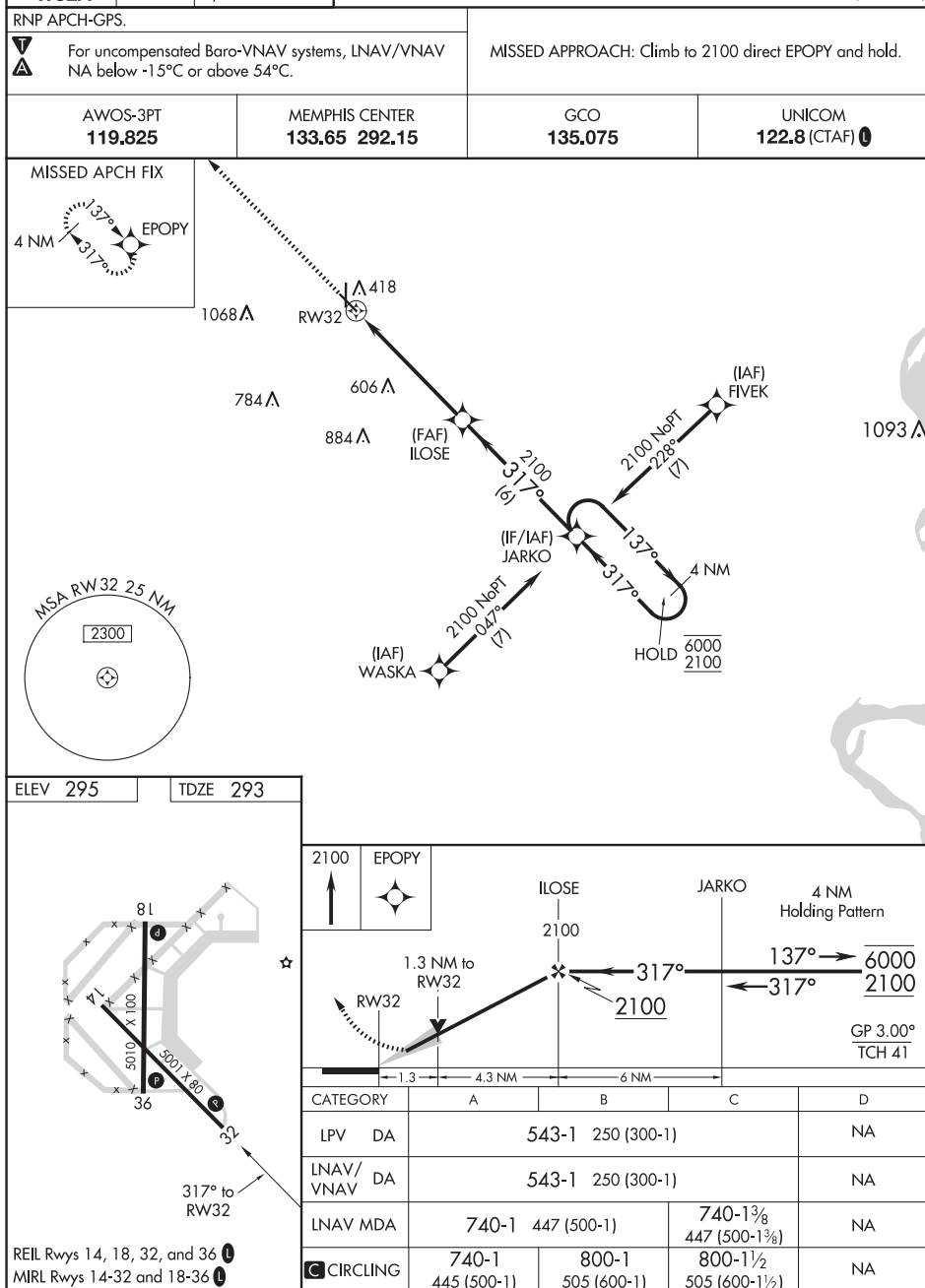
AL-878 (FAA)

21336

WAAS CH 40410 W32A	APP CRS 317°	Rwy Idg TDZE Apt Elev	5001 293 295
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RNAV (GPS) RWY 32

MALDEN RGNL (MAW)



MALDEN, MISSOURI

Amdt 2 02DEC21

36°36'N-90°00'W

MALDEN RGNL (MAW)

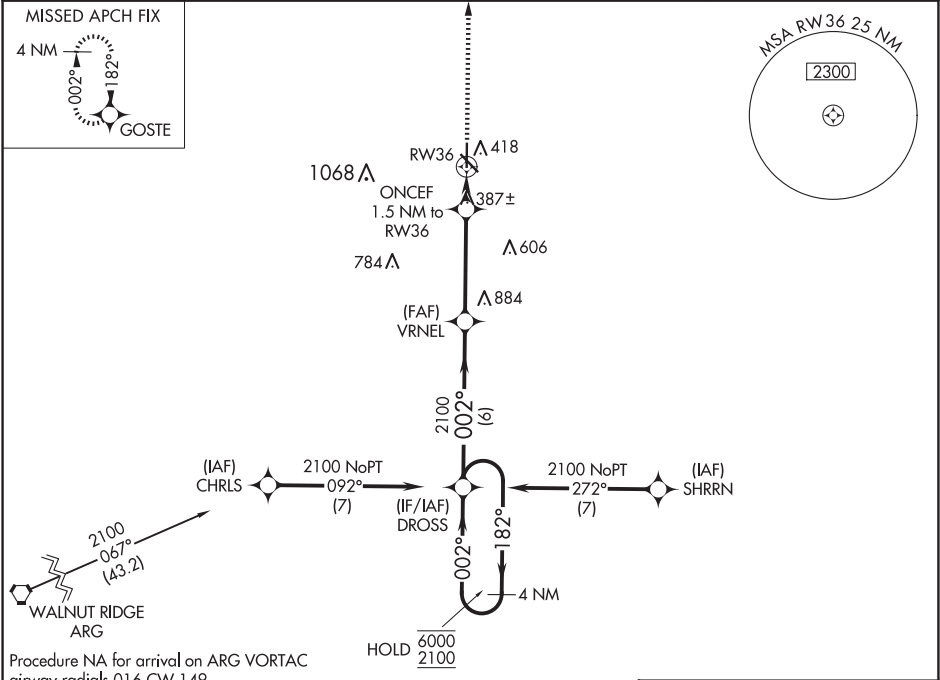
RNAV (GPS) RWY 32

WAAS CH 93815 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	5010 295 295
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RNAV (GPS) RWY 36

MALDEN RGNL (MAW)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2100 direct GOSTE and hold.	
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.			
AWOS-3PT 119.825	MEMPHIS CENTER 133.65 292.15	GCO 135.075	UNICOM 122.8 (CTAF) 0



DROSS		VRNEL		2100	GOSTE
4 NM Holding Pattern		ONCEF 1.5 NM to RW36		1 NM to RW36	RW36
6000	← 182°	002° →	2100	820	
2100					
GP 3.00°		TCH 40			
6 NM		4 NM		0.6	1 NM
CATEGORY	A	B	C	D	
LPV DA	495-1	200 (200-1)		NA	
LNAV/ VNAV DA	545-1	250 (300-1)		NA	
LNAV MDA	640-1	345 (400-1)		NA	
CIRCLING	720-1 425 (500-1)	800-1 505 (600-1)	800-1½ 505 (600-1½)	NA	

ELEV 295

TDZE 295

REIL Rwy 14, 18, 32, and 36

MIRL Rwy 14-32 and 18-36

81

4

5010

500

36

35

002° to RW36

MAPLETON, IOWA

AL-6069 (FAA)

23334

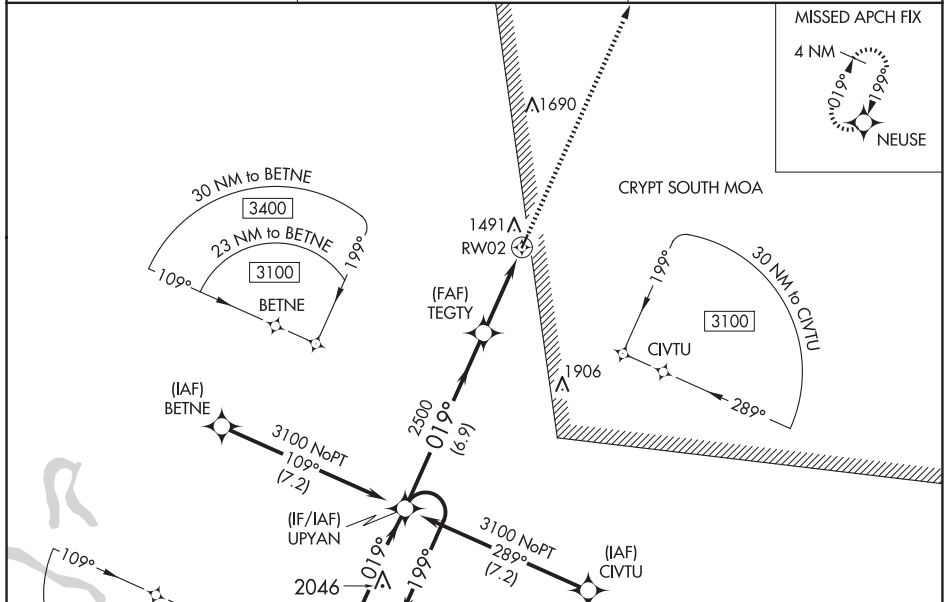
APP CRS	Rwy Idg	2801
019°	TDZE	1116
	Apt Elev	1116

RNAV (GPS) RWY 2

JAMES G WHITING MEML FLD (MEY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3200 direct NEUSE and hold.
<p>Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting and increase all MDAs 20 feet and visibility LNAV Cat B ¼ SM, and visibility Circling Cat C ¼ SM.</p>	

SUX ASOS 119.45 270.8	SIoux CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) 1
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UPYAN
3100
30 NM to UPYAN (NoPT)
HOLD 6000 3100
4 NM

4 NM Holding Pattern
UPYAN
TEGTY
3.75° TCH 37
RW02
3200
NEUSE
6000 3100
199° 019°
019°
6.9 NM
3.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1840-1	724 (800-1)	1840-2 724 (800-2)	NA
C CIRCLING	1880-1 764 (800-1)	1940-1¼ 824 (900-1¼)	1980-2½ 864 (900-2½)	NA

ELEV 1116
TDZE 1116
2800 X 60
019°
REIL Rwy 20
MIRL Rwy 2-20

MAPLETON, IOWA
Amdt 1 19MAY22

42°11'N-95°48'W

JAMES G WHITING MEML FLD (MEY)
RNAV (GPS) RWY 2

NC-3, 12 JUN 2025 to 07 AUG 2025

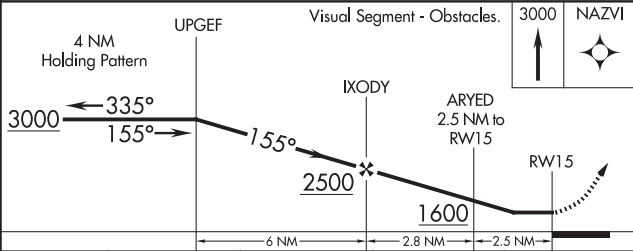
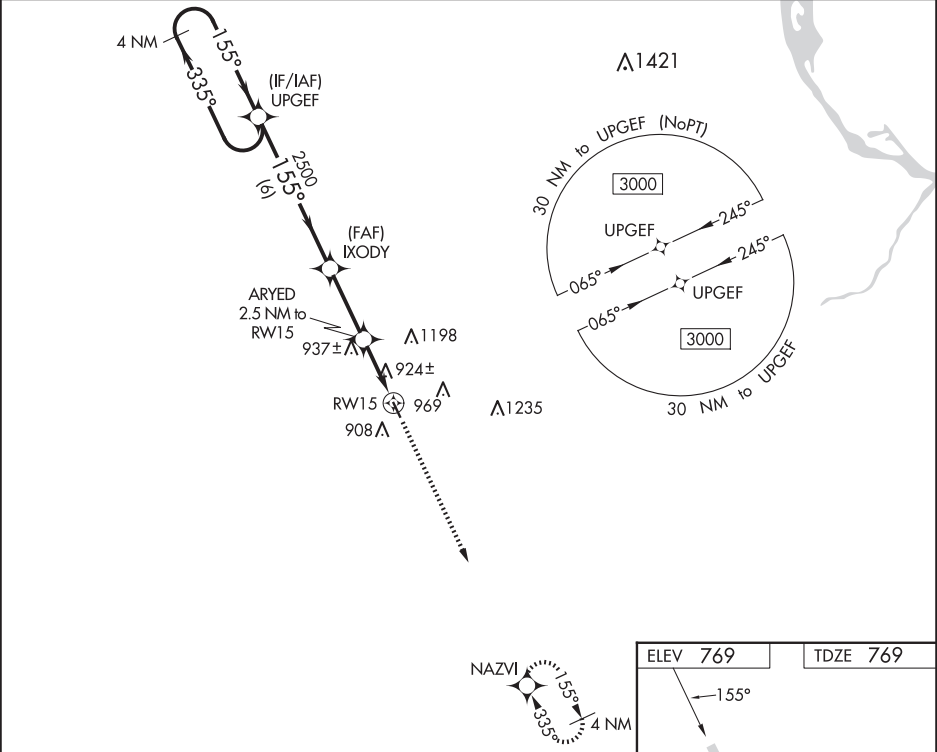
WAAS CH 69633 W15A	APP CRS 155°	Rwy Idg TDZE 769 Apt Elev 769	3304
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RNAV (GPS) RWY 15

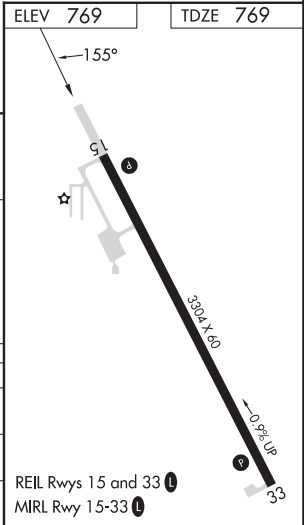
MAQUOKETA MUNI (OQW)

<div><div>▼</div><div>▲NA</div></div> <div>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 15 NA. Obtain local altimeter on CTAF; when not received, use Dubuque altimeter setting and increase all MDA 100 feet.</div>	MISSED APPROACH: Climb to 3000 direct NAZVI and hold.
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CHICAGO CENTER 133.95 281.4	UNICOM 122.725 (CTAF) 1
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CATEGORY	A	B	C	D
LP MDA	1180-1	411 (500-1)		NA
LNAV MDA	1200-1	431 (500-1)		NA
CIRCLING	1240-1 471 (500-1)	1400-1 631 (700-1)		NA



WAAS CH 82733 W33A	APP CRS 335°	Rwy Idg TDZE 766 Apt Elev 769	3304
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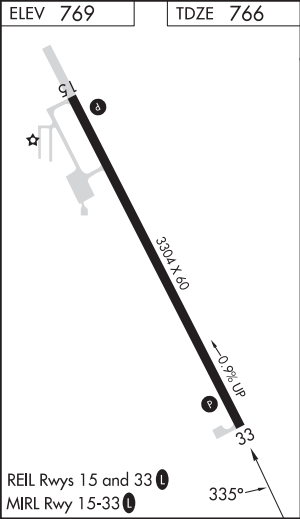
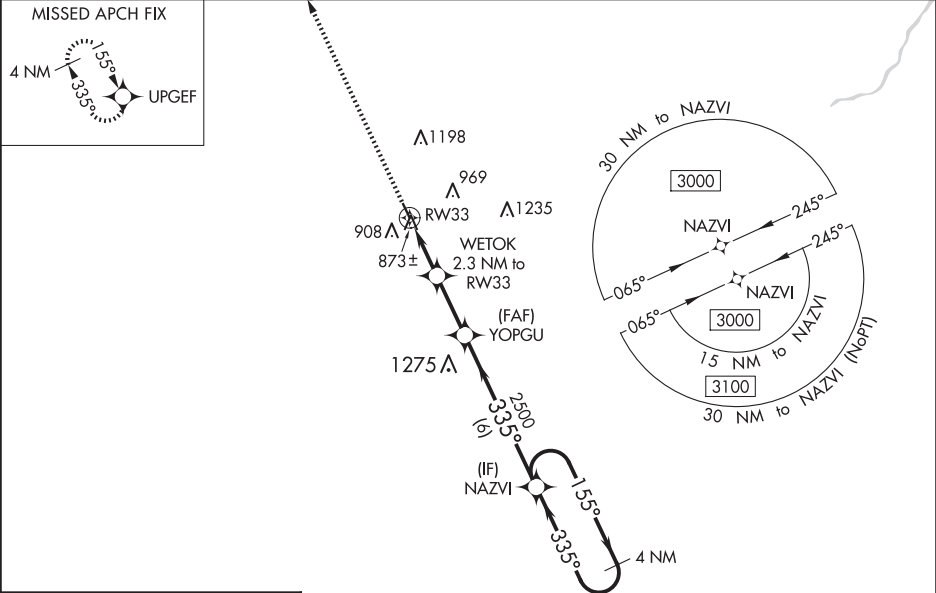
RNAV (GPS) RWY 33

MAQUOKETA MUNI (OQW)

⚠ Circling to Rwy 15 NA at night. Baro-VNAV NA when using Dubuque altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter on CTAF; when not received, use Dubuque altimeter setting and increase all DA 92 feet and all MDA 100 feet. Increase LPV all Cats visibility to 1¼ mile and LNAV/VNAV all Cats visibility to 1½ mile.

MISSED APPROACH: Climb to 3000 direct UPGEF and hold.

CHICAGO CENTER 133.95 281.4	UNICOM 122.725 (CTAF) 0
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3000	UPGEF	VGSi and RNAV glidepath not coincident (VGSi Angle 4.00/TCH 58).			
*LNAV only	WETOK 2.3 NM to RW33	YOPGU 2500	NAZVI 4 NM Holding Pattern	3000	
	1.2 NM to RW33	1620	335°	155°	GP 3.50° TCH 40
	1.2 NM	1.1 NM	2.3 NM	6 NM	
CATEGORY	A		B	C	D
LPV DA	1 106-1		340 (400-1)	NA	
LNAV/VNAV DA	1 064-1		298 (300-1)	NA	
LNAV MDA	1 140-1		374 (400-1)	NA	
CIRCLING	1 240-1 471 (500-1)		1 400-1 631 (700-1)	NA	

MARION, IOWA

AL-11919 (FAA-O)

WAAS CH 52102 W17A	APP CRS 172°	Rwy ldg 3532 TDZE 861 Apt Elev 861
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RNAV (GPS) RWY 17

MARION (C17)

RNP APCH - GPS.

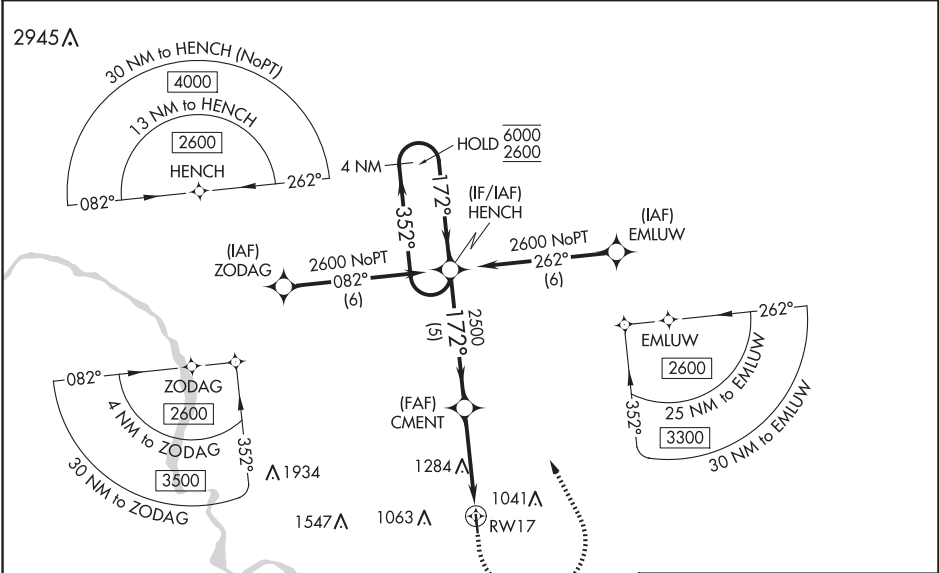
▼

▲ NA

Baro-VNAV NA. Straight-in Rwy 17, NA at night. Circling NA for Cat B west of Rwy 17/35. Use The Eastern Iowa altimeter setting; when not received, use Monticello Rgnl altimeter setting; increase LPV DA to 1162; increase LNAV/VNAV DA to 1670; increase all MDAs 40 feet. For uncompensated Baro-VNAV system, LNAV/VNAV NA below -6°C or above 54°C. Rwy 17, helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2600 direct HENCH and hold.

CID ASOS 124.15	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.7 (CTAF) 0
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ELEV 861

TDZE 861

1400

2600

HENCH

GP 3.87°

TCH 40

4 NM

HENCH

4 NM

HENCH

6000

2600

352°

172°

2500

2500

172°

2500

5 NM

3.9 NM

5 NM

3.9 NM

CATEGORY

A

B

C

D

LPV DA

1140-1

279 (300-1)

NA

LNAV/VNAV DA

1648-2½

787 (800-2½)

NA

LNAV MDA

1560-1

699 (700-1)

NA

CIRCLING

1560-1

1620-1

NA

699 (700-1)

759 (800-1)

MIRL Rwy 17-35 0

MARION, IOWA
Orig 10AUG23

42°02'N-91°32'W

MARION (C17)

RNAV (GPS) RWY 17

WAAS CH 98719 W35A	APP CRS 352°	Rwy Idg TDZE 861 Apt Elev 861
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RNAV (GPS) RWY 35

MARION (C17)

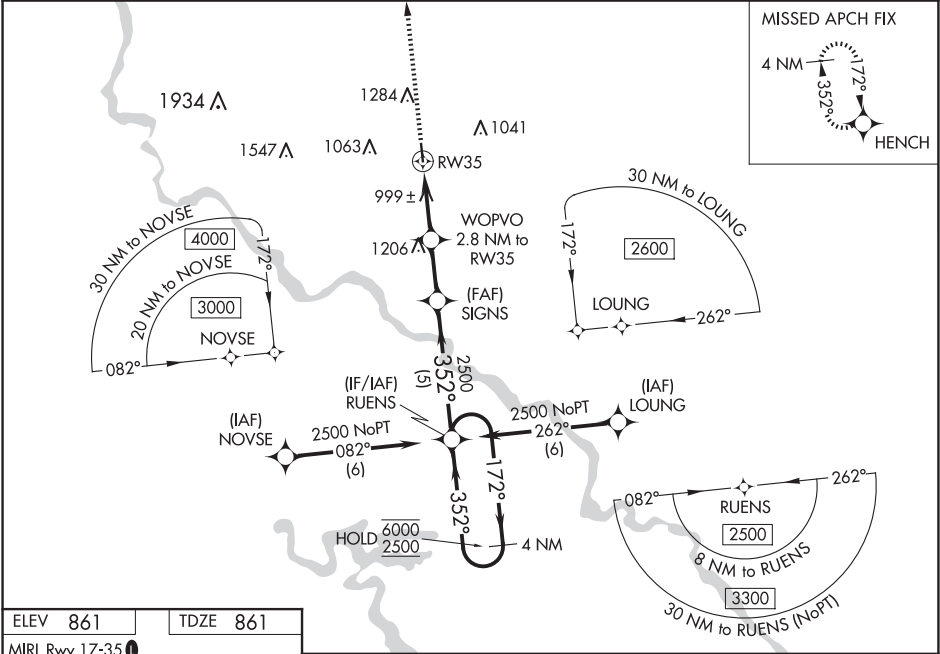
RNP APCH - GPS.

NA

Baro-VNAV NA. Circling Rwy 17, NA at night. Circling NA for Cat B west of Rwy 17/35. Use The Eastern Iowa altimeter setting; when not received, use Monticello Rgnl altimeter setting; increase LPV DA to 1133; increase LNAV/VNAV DA to 1162; increase all MDAs 40 feet. For uncompensated Baro-VNAV system, LNAV/VNAV NA below -6°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct HENCH and hold.

CID ASOS 124.15	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.7 (CTAF) 0
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ELEV 861	TDZE 861
MIRL Rwy 17-35 0	

2600

HENCH

2500

SIGNS

2500

RUENS

4 NM

Holding Pattern

WOPVO

2.8 NM to RW35

2500

1580

2500

352°

172°

6000

352°

2500

GP 3.00°

TCH 40

2.8 NM

2.2 NM

5 NM

CATEGORY	A	B	C	D
LPV DA	1111-1	250 (300-1)	NA	NA
LNAV/VNAV DA	1140-1	279 (300-1)	NA	NA
LNAV MDA	1280-1	419 (500-1)	NA	NA
CIRCLING	1280-1 419 (500-1)	1340-1 479 (500-1)	NA	NA

3776 X 60

35

352°

MARION, IOWA
Orig 10AUG23

42°02'N-91°32'W
347

MARION (C17)

RNAV (GPS) RWY 35

MARSHALL, MISSOURI

AL-6689 (FAA)

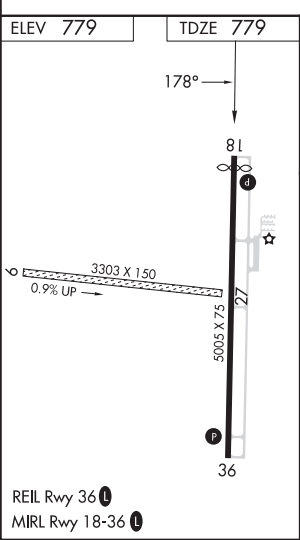
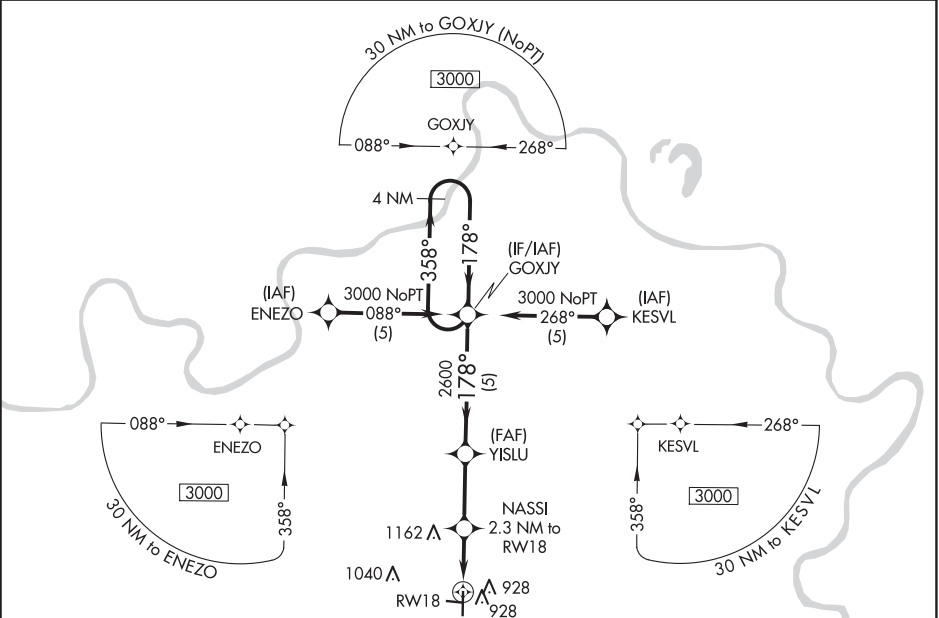
22363

APP CRS	Rwy Idg	4805
178°	TDZE	779
	Apt Elev	779

RNAV (GPS) RWY 18

MARSHALL MEML MUNI (MHL)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct GOCOL and hold.
AWOS-3PT 118.675	WHITEMAN APP CON ★ 127.45	UNICOM 122.8 (CTAF) 0



<div><div>▲ 1737</div><div>▲ 1064</div></div>		<div>MISSED APCH FIX</div> <div><div>GOCOL</div><div><div><div>358°</div><div>178°</div></div><div>4 NM</div></div></div>		
<div>3000</div> <div><div>↑</div></div>	<div>GOCOL</div> <div><div><div><div></div><div></div><div></div><div></div></div></div></div> <div>Visual Segment - Obstacles.</div> <div><div>NASSI</div><div>2.3 NM to RW18</div></div> <div><div>YISLU</div><div>1.7 NM to RW18</div></div> <div><div>GOXJY</div><div>4 NM Holding Pattern</div></div> <div><div>3000</div><div>358°</div><div>178°</div></div>	<div><div><div><div></div><div></div><div></div><div></div></div></div><div><div>1620</div><div>2600</div></div><div><div>1.7 NM</div><div>0.6</div><div>2.7 NM</div><div>5 NM</div></div></div>		
CATEGORY	A	B	C	D
LNNAV MDA	1360-1	581 (600-1)	NA	
CIRCLING	1360-1	581 (600-1)	NA	

MARSHALL, MISSOURI
Amdt 2B 28FEB19

39°06'N-93°12'W

RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 50236 W13A	APP CRS 126°	Rwy Idg TDZE Apt Elev	5007 975 975
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RNAV (GPS) RWY 13

MARSHALLTOWN MUNI (MTW)

RNP APCH.

▼

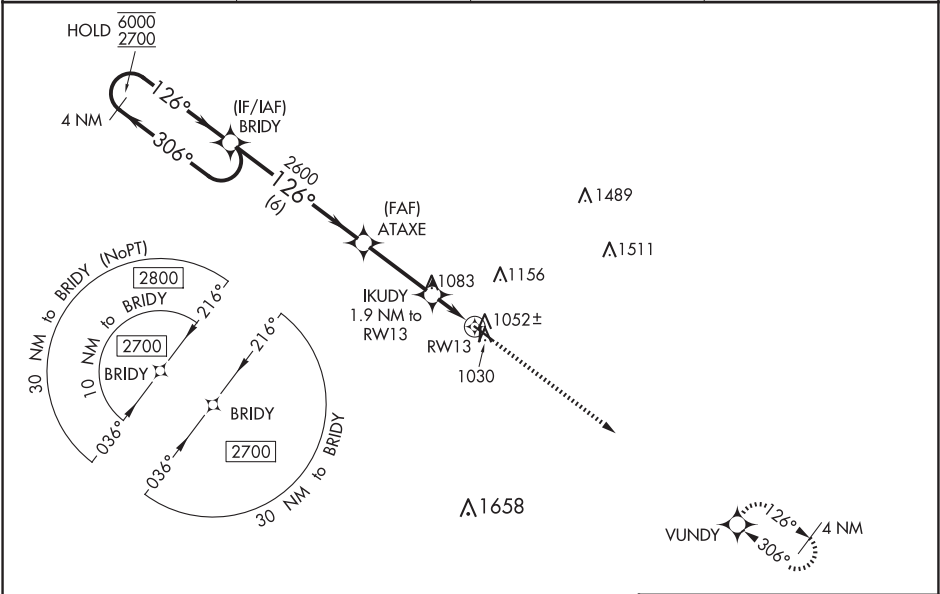
Circling Rwy 18, 36 NA at night. Baro-VNAV and VDP NA when using Grinnell altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

▲

When local altimeter setting not received, use Grinnell altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase LNAV Cats C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH:
Climb to 2600 direct VUNDY and hold.

ASOS 128.325	WATERLOO APP CON ★ 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) ❶
------------------------	------------------------------------	--------------------------	---------------------------------



ELEV 975 TDZE 975

4 NM Holding Pattern

BRIDY

ATAXE

IKUDY 1.9 NM to RW13

*LNAV only

VUNDY

GP 3.00° TCH 42

6 NM 3.1 NM 0.9 1 NM

CATEGORY	A	B	C	D
LPV DA		1225-1	250 (300-1)	
LNAV/VNAV DA		1225-1	250 (300-1)	
LNAV MDA		1320-1	345 (400-1)	
❶ CIRCLING	1400-1 425 (500-1)	1440-1 465 (500-1)	1460-1½ 485 (500-1½)	1840-2¾ 865 (900-2¾)

MIRL Rwy 13-31 and 18-36 ❶

REIL Rwy 13 and 31 ❶

WAAS CH 48936 W31A	APP CRS 306°	Rwy Idg TDZE Apt Elev	5007 973 975
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RNAV (GPS) RWY 31

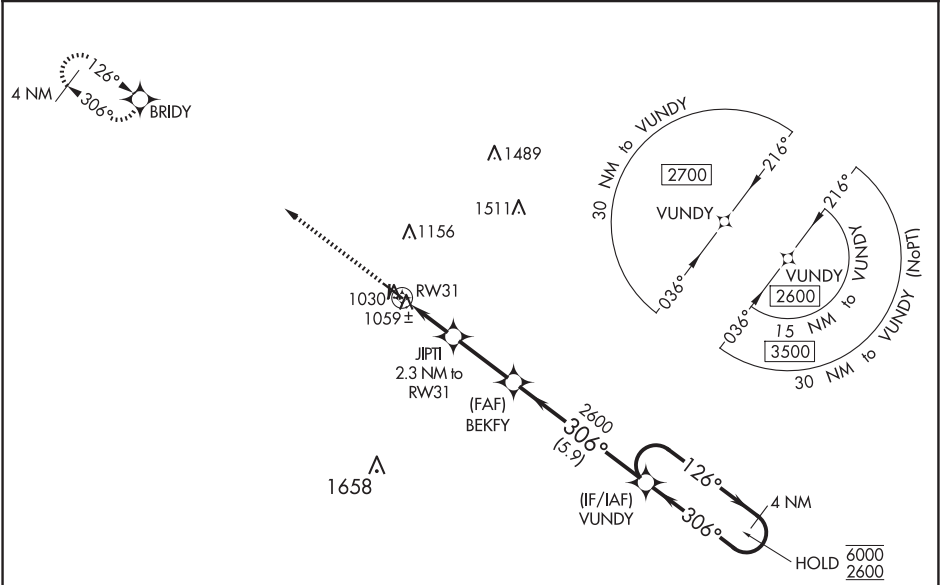
MARSHALLTOWN MUNI (MIW)

RNP APCH.

Baro-VNAV and VDP NA when using Grinnell altimeter setting. Rwy 31 Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use Grinnell altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ½ SM and LNAV Cats C/D and Circling Cat D visibility ¼ SM. Circling Rwy 18, 36 NA at night.

MISSED APPROACH:
Climb to 2700 direct BRIDY and hold.

ASOS 128.325	WATERLOO APP CON * 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) 0
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ELEV 975

TDZE 973

2700

BRIDY

*LNAV only

RW31

JIPTI 2.3 NM to RW31

BEKFY 2600

VUNDY 4 NM Holding Pattern

1740*

2600

6000

2600

GP 3.00°

TCH 37

1 NM

1.3 NM

2.7 NM

5.9 NM

CATEGORY	A	B	C	D
LPV DA		1223-1	250 (300-1)	
LNAV/VNAV DA		1223-1	250 (300-1)	
LNAV MDA		1320-1	347 (400-1)	
CIRCLING	1400-1 425 (500-1)	1440-1 465 (500-1)	1460-1½ 485 (500-1½)	1840-2¾ 865 (900-2¾)

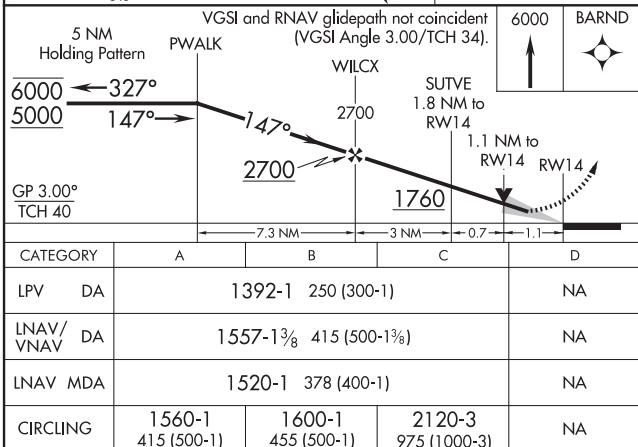
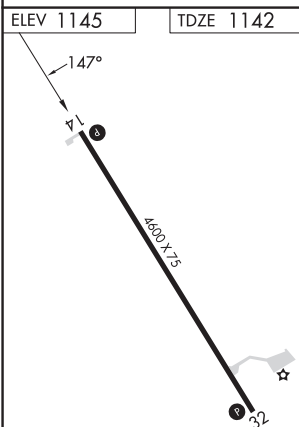
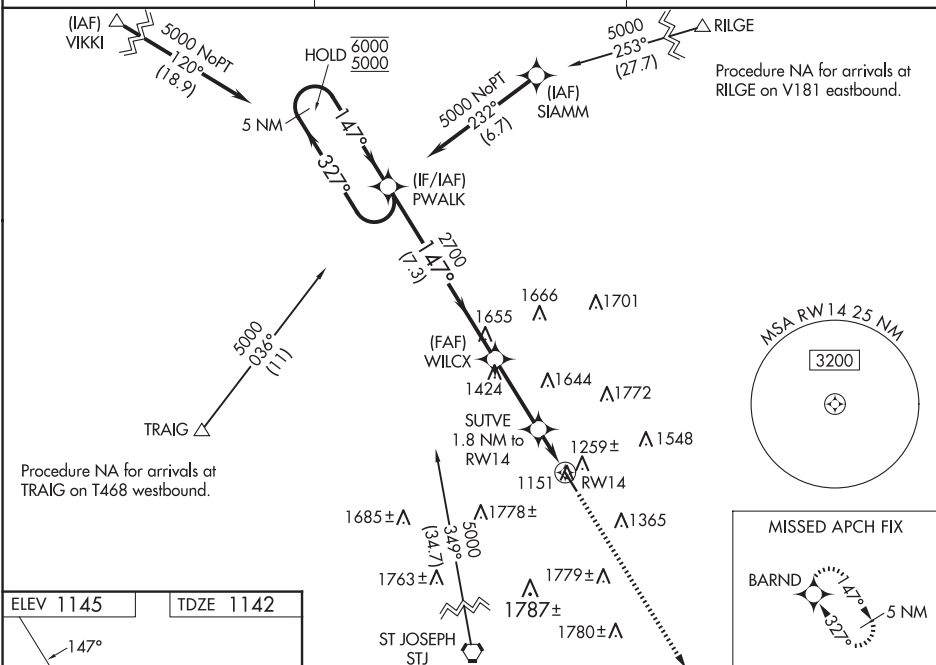
MIRL Rwy 13-31 and 18-36 **0**

REIL Rwy 13 and 31 **0**

RNAV (GPS) RWY 14
NORTHWEST MISSOURI RGNL (EVU)

V Circling NA east of Rwy 14-32. For uncompensated Baro-VNAV systems, LNAV/VNAV
A NA below -17°C or above 54°C. When local altimeter setting not received, use St. Joseph
altimeter setting and increase LPV DA to 1517 feet, LNAV/VNAV DA to 1682 feet and all
visibilities ½ SM. Increase all MDAs 140 feet, and LNAV visibility Cat C ¾ SM. Baro-VNAV
and VDP NA when using St. Joseph altimeter setting.

MISSED APPROACH: Climb to 6000 direct BARND and hold, continue climb-in-hold to 6000.

UNICOM
122.8 (CTAF) 

NORTHWEST MISSOURI RGNL (EVU)
RNAV (GPS) RWY 14

MASON CITY, IOWA

AL-667 (FAA)

25163

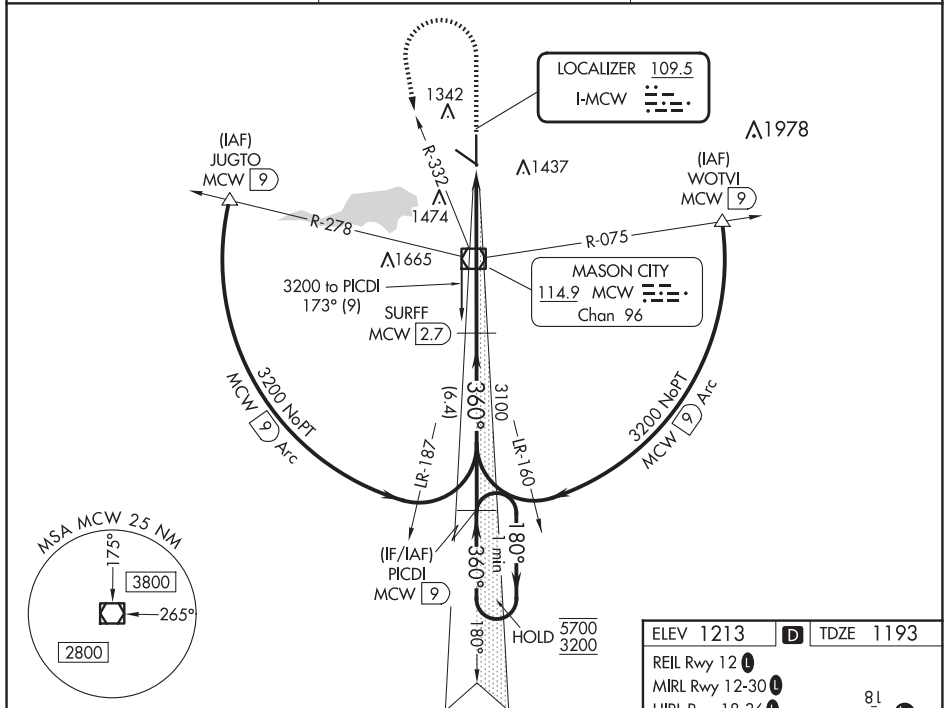
LOC I-MCW 109.5	APP CRS 360°	Rwy Ldg TDZE 1193 Apt Elev 1213
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ILS or LOC RWY 36

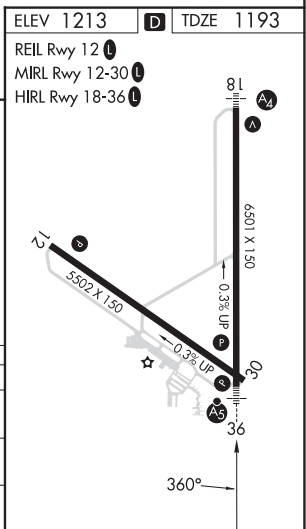
MASON CITY MUNI (MCW)

DME required. ▼ For inoperative ALS, increase S-LOC 36 Cats C and D visibility to 1¾ SM. DME from MCW VOR/DME. DME use requires simultaneous reception of I-MCW and MCW DME. ▲	MALSR AS	MISSED APPROACH: Climb to 2900 then climbing left turn to 3200 on heading 170° and MCW R-332 to MCW VOR/DME and on MCW R-173 to PICDI/MCW VOR/DME 9 DME and hold.
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ASOS 120.3	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 123.0 (CTAF) 1
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2900	3200	MCW	MCW	PICDI	VGSI and ILS glidepath not coincident (VGSI Angle 2.90°/TCH 62).
hdg 170°	MCW R-332	MCW R-173	MCW 9	One Minute Holding Pattern	
MCW 3.4	MCW 1.6	SURFF MCW 2.7	3100	360°	180°
1.8 NM	4.3 NM	6.4 NM	C	D	
CATEGORY	A	B	C	D	
S-ILS 36	1393-½	200 (200-½)			
S-LOC 36	1800-½	607 (600-½)	1800-1¾	607 (600-1¾)	
CIRCLING	1800-1	587 (600-1)	1800-1¾	587 (600-1¾)	



MASON CITY, IOWA
Amdt 7 05OCT23

43°09'N-93°20'W

MASON CITY MUNI (MCW)

ILS or LOC RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

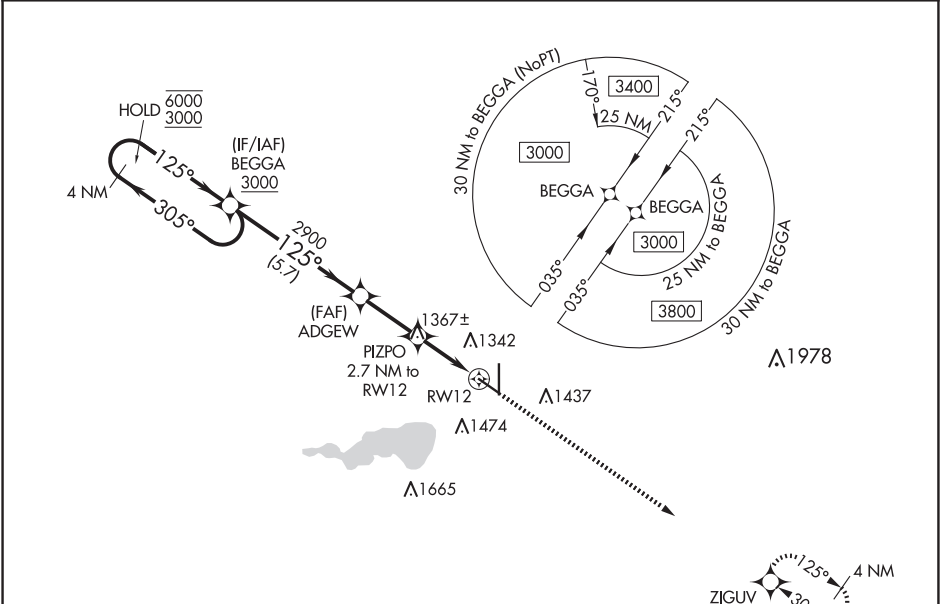
WAAS CH 78446 W12A	APP CRS 125°	Rwy Ldg TDZE 1210 Apt Elev 1213
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RNAV (GPS) RWY 12

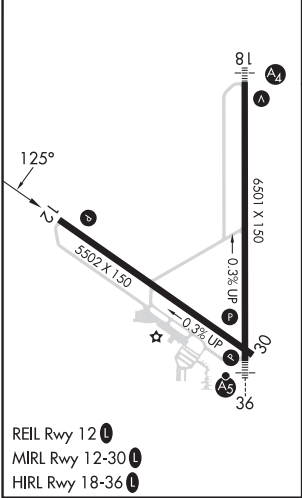
MASON CITY MUNI (MCW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct ZIGUV and hold.
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ASOS 120.3	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 123.0 (CTAF) 0
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ELEV 1213	D	TDZE 1210
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MASON CITY, IOWA
Orig 05SEP24

4 NM Holding Pattern		BEGGA	ADGEW	PIZPO 2.7 NM to RWY12	3000	ZIGUV
6000 ← 305°		125°	125°	3.00° TCH 40	↑	✧
3000		2900	2100	1.2 NM to RWY12		
		5.7 NM	2.5 NM	1.5 NM		
CATEGORY	A	B	C	D		
LP MDA	1620-1	410 (500-1)	1620-1½	410 (500-1½)		
LNAV MDA	1620-1	410 (500-1)	1620-1½	410 (500-1½)		
CIRCLING	1680-1 467 (500-1)	1760-1 547 (600-1)	1780-1½ 567 (600-1½)	1780-2 567 (600-2)		

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

MASON CITY, IOWA

AL-667 (FAA)

25163

WAAS CH 40100 W18A	APP CRS 180°	Rwy Ldg TDZE 1213 Apt Elev 1213
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RNAV (GPS) RWY 18

MASON CITY MUNI (MCW)

RNP APCH-GPS.	MALS A4	MISSED APPROACH: Climb to 3000 direct IKUWY and hold.
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ASOS 120.3	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrivals at FREED on
V505 northbound.

(IAF)
FREED

3000 NoPT
161° (22.3)

4 NM

HOLD 6000
3000

(IF/IAF)
QOJIP

1800
(7.2)

(FAF)
UHGEF

FABIT
1.8 NM to
RW18

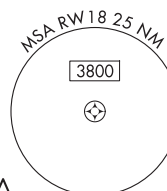
1295±

Δ 1437

1474 Δ

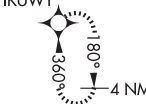
3000 NoPT
240°
(26.2)

Procedure NA for arrivals at
LIYIK on V161 northeast bound.



MISSED APCH FIX

IKUWY



<p>4 NM Holding Pattern</p> <p>GP 3.00° TCH 55</p> <p>6000 ← 360°</p> <p>3000 → 180°</p> <p>2800</p> <p>7.2 NM</p> <p>3 NM</p> <p>0.8</p> <p>1 NM</p> <p>*1840</p> <p>*1 NM to RW18</p> <p>RW18</p> <p>*LNAV only</p>				
CATEGORY	A	B	C	D
LPV DA		1413-3/4	200 (200-3/4)	
LNAV/VNAV DA		1463-3/4	250 (300-3/4)	
LNAV MDA		1560-3/4	347 (400-3/4)	
CIRCLING	1680-1 467 (500-1)	1760-1 547 (600-1)	1780-1 1/2 567 (600-1 1/2)	1780-2 567 (600-2)

ELEV 1213	D	TDZE 1213
<p>180°</p> <p>81</p> <p>4501 X 150</p> <p>0.3% UP</p> <p>0.3% UP</p> <p>36</p> <p>REIL Rwy 12 0</p> <p>MIRL Rwy 12-30 0</p> <p>HIRL Rwy 18-36 0</p>		

MASON CITY, IOWA

Amdt 2C 15JUL21

43°09'N-93°20'W

MASON CITY MUNI (MCW)

RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

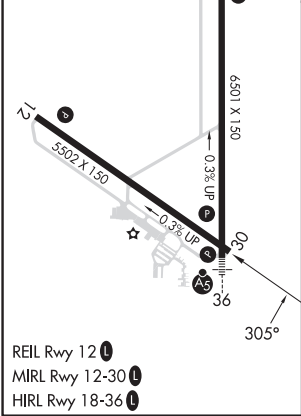
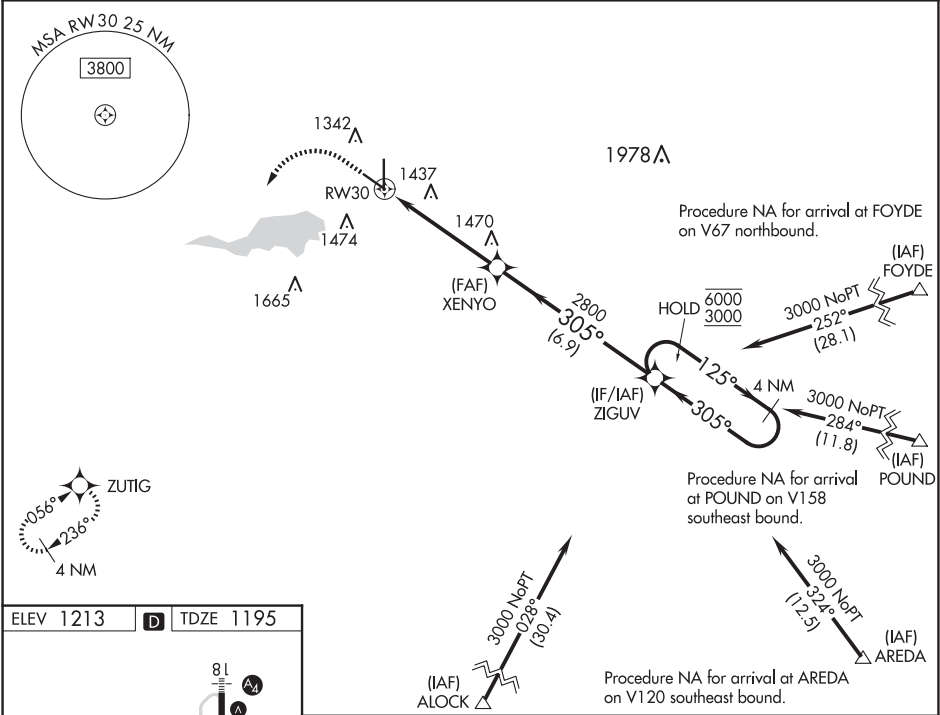
WAAS CH 40122 W30A	APP CRS 305°	Rwy Ldg TDZE 1195 Apt Elev 1213
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RNAV (GPS) RWY 30

MASON CITY MUNI (MCW)

RNP APCH-GPS.	<div><div><div><div>▼</div><div>▲</div></div><div>Rwy 30 helicopter visibility reduction below ¼ SM NA. VDP NA when using Charles City altimeter setting. When local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet and increase LP and LNAV Cat C and D visibility ⅓ SM and Circling Cat C visibility ¼ SM.</div></div></div>	MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ZUTIG and hold.
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ASOS 120.3	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 123.0 (CTAF) 1
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2500	3000	ZUTIG	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 51).		ZIGUV	4 NM Holding Pattern
			XENYO			125° → 6000 ← 305° 3000
			1.4 NM to RW30			
			305°			
			2800			
			1.4 NM	3.6 NM	6.9 NM	
CATEGORY	A	B	C	D		
LP MDA	1680-1	485 (500-1)	1680-1⅓	485 (500-1⅓)		
LNAV MDA	1680-1	485 (500-1)	1680-1⅓	485 (500-1⅓)		
CIRCLING	1680-1	1760-1	1780-1½	1780-2		
	467 (500-1)	547 (600-1)	567 (600-1½)	567 (600-2)		

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

MASON CITY, IOWA

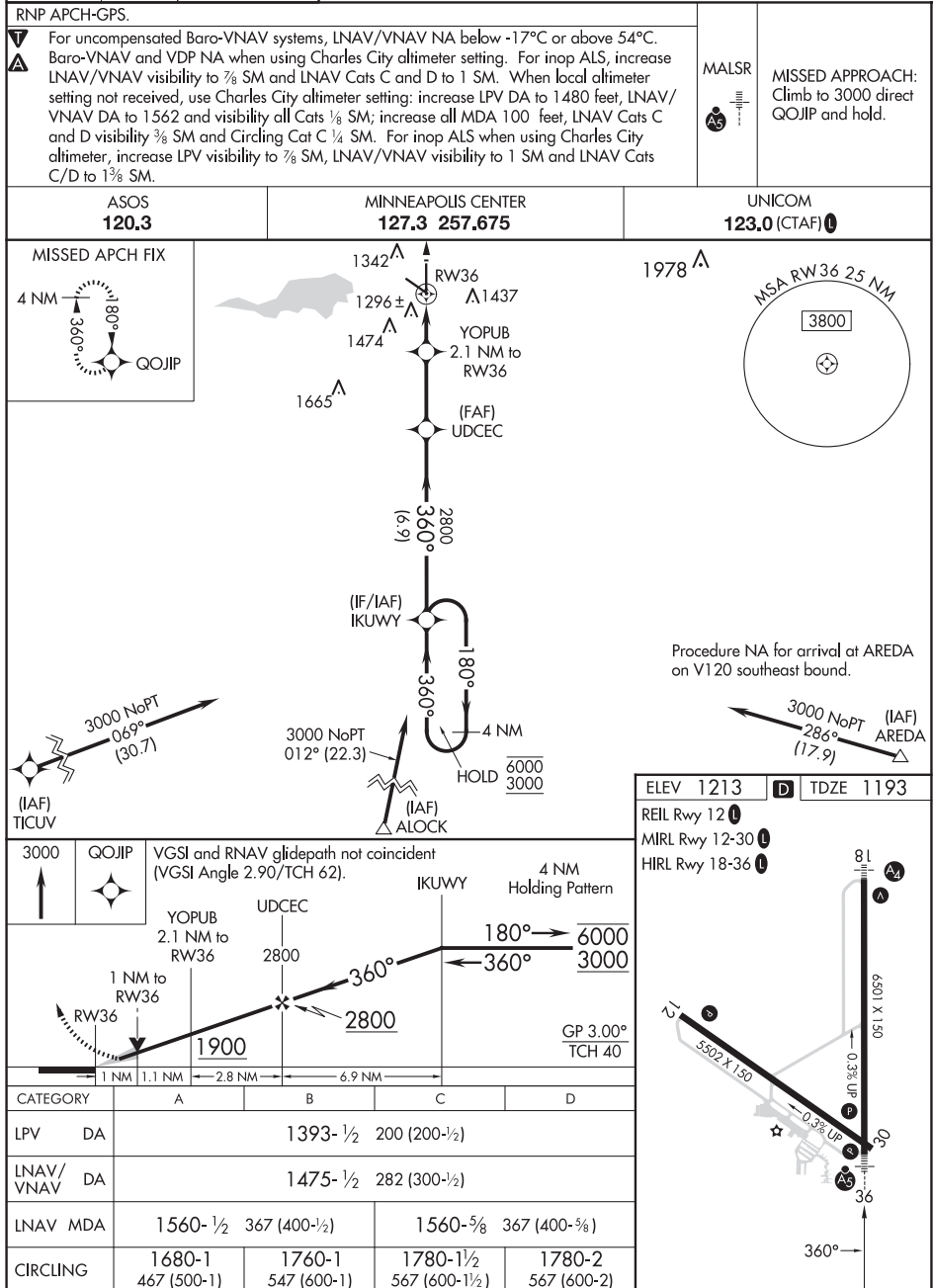
AL-667 (FAA)

25163

WAAS CH 93522 W36A	APP CRS 360°	Rwy Ldg TDZE 1193 Apt Elev 1213
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RNAV (GPS) RWY 36

MASON CITY MUNI (MCW)



MASON CITY, IOWA

Amdt 1E 28DEC23

43°09'N-93°20'W

MASON CITY MUNI (MCW)

RNAV (GPS) RWY 36

VOR/DME MCW
114.9
Chan **96**

APP CRS
356°

Rwy Ldg
TDZE **1193**
Apt Elev **1213**

VOR RWY 36
MASON CITY MUNI (MCW)

V

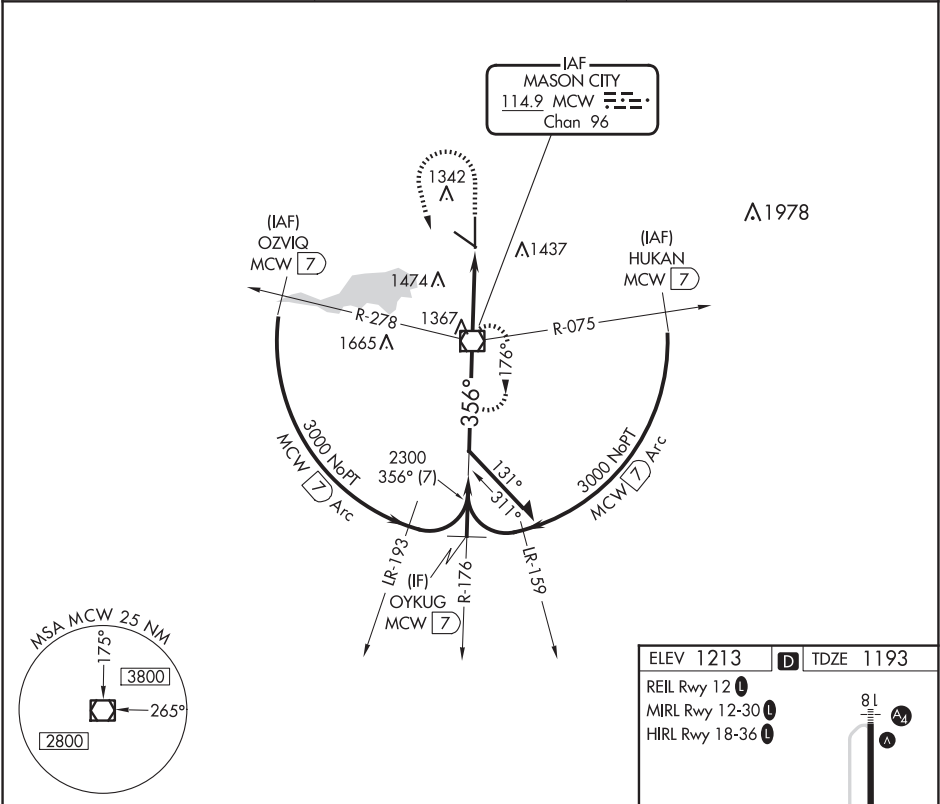
⚠

VDP NA when using Charles City altimeter setting. When local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet and increase S-36 Cat C/D and Circling Cat C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct MCW VOR/DME and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 123.0 (CTAF) 0
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Remain within 10 NM

MCW VOR/DME

2800

176°

356°

2300

2.93° TCH 62

2.1 NM

1.3 NM

2500

3000

MCW

MCW 2.1

MCW 3.4

CATEGORY	A	B	C	D
S-36	1640-¾ 447 (500-¾)		1640-⅞ 447 (500-⅞)	
CIRCLING	1680-1 467 (500-1)	1760-1 547 (600-1)	1780-1½ 567 (600-1½)	1780-2 567 (600-2)

ELEV 1213 D TDZE 1193

REIL Rwy 12 L

MIRL Rwy 12-30 L

HIRL Rwy 18-36 L

81

6501 X 150

0.3% UP

30

5502 X 150

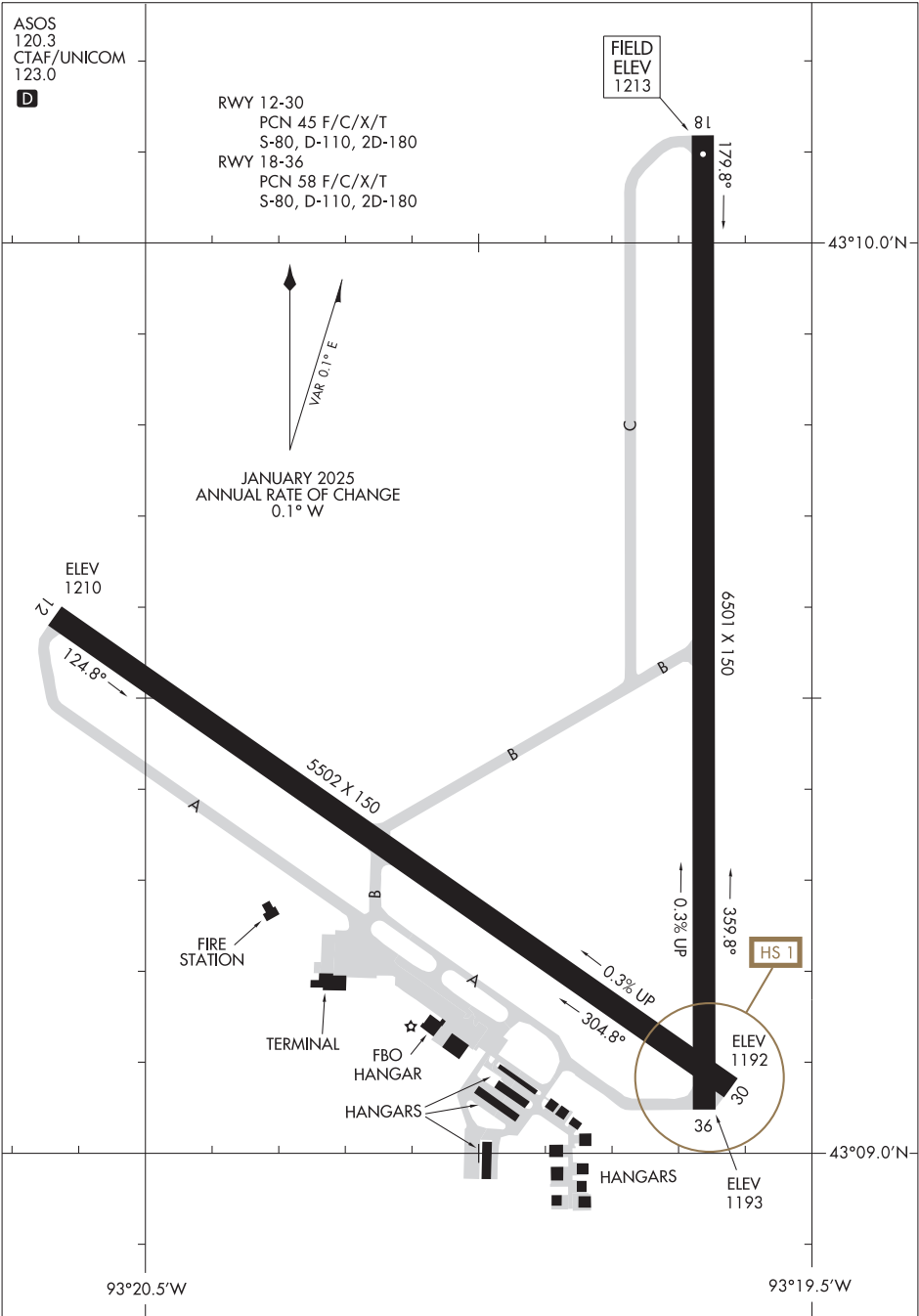
0.3% UP

36

356°

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82242 W17A	APP CRS 173°	Rwy Idg TDZE Apt Elev	5500 1409 1409
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RNAV (GPS) RWY 17

SIoux COUNTY RGnL (SXX)

RNP APCH.

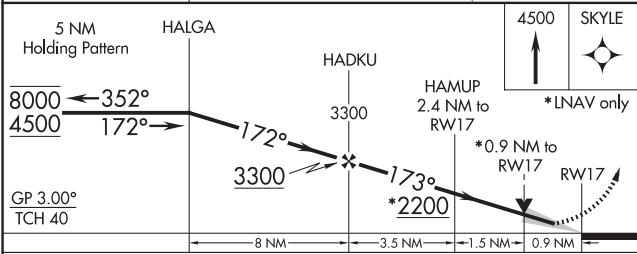
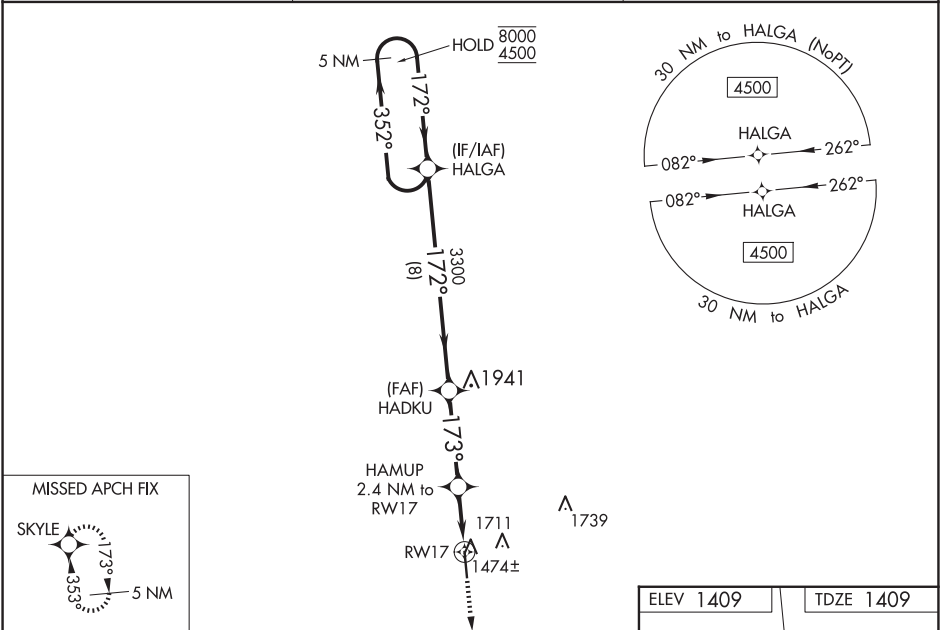
▼

⚠

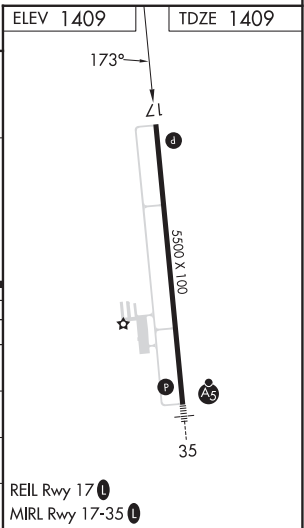
Baro-VNAV and VDP NA when using Le Mars altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 34°C. When local altimeter setting not received, use Le Mars altimeter setting: increase DA 59 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C/D visibilities to ¾ SM.

MISSED APPROACH: Climb to 4500 direct SKYLE and hold.

AWOS-3P 120.075	SIoux CITY APP CON * 124.6 307.0	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1609-¾	200 (200-¾)	
LNAV/VNAV DA		1659-¾	250 (300-¾)	
LNAV MDA		1740-1	331 (400-1)	
CIRCLING	1820-1 411 (500-1)	2080-1 671 (700-1)	2080-2 671 (700-2)	2080-2¼ 671 (700-2¼)



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

MAURICE, IOWA

AL-11316 (FAA)

23334

WAAS CH 93742 W35A	APP CRS 353°	Rwy Idg TDZE 1409 Apt Elev 1409
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RNAV (GPS) RWY 35


SIoux COUNTY RGnL(SXXK)

RNP APCH.

▼

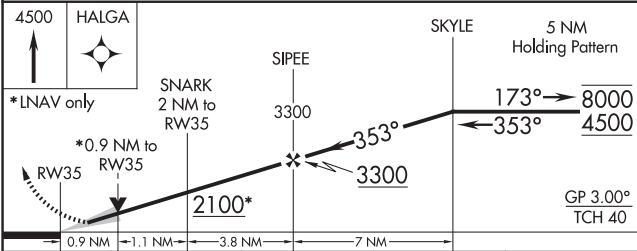
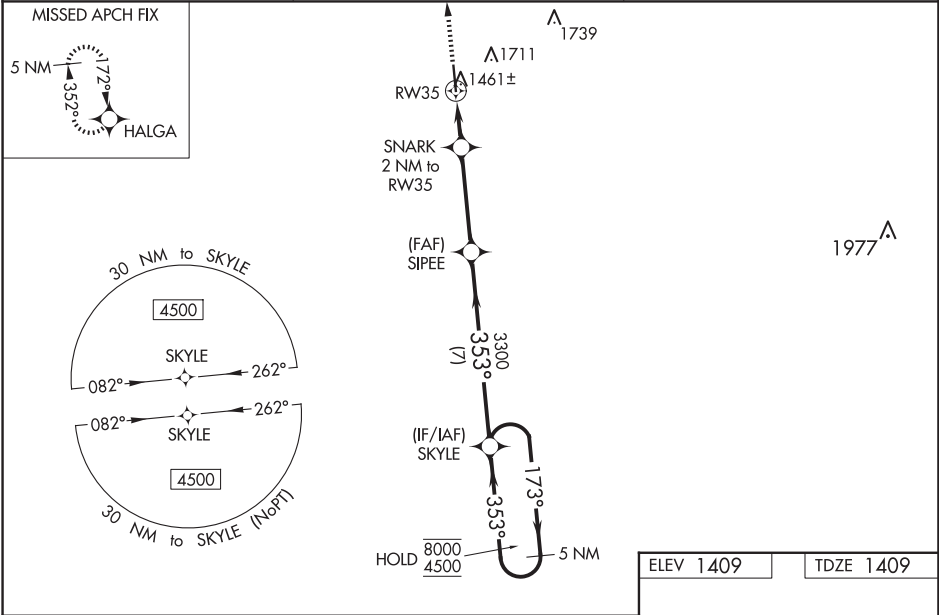
Baro-VNAV and VDP NA when using Le Mars altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received; use Le Mars altimeter setting: increase DA 59 feet and all MDA 60 feet, increase LNAV visibility Cat C/D to ½ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, and LNAV Cat C/D visibility to ¾ SM. For inop ALS when using Le Mars altimeter setting increase LNAV/VNAV all Cats visibility to ¾ SM.


MALSR

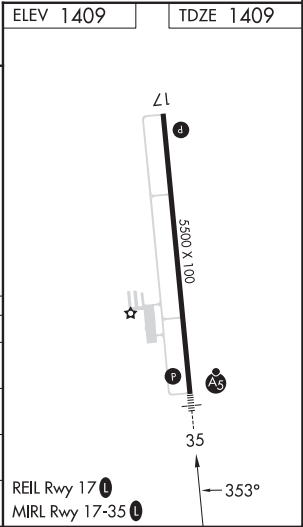


MISSED APPROACH: Climb to 4500 direct HALGA and hold.

AWOS-3P 120.075	SIoux CITY APP CON ★ 124.6 307.0	UNICOM 122.7 (CTAF) 
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CATEGORY	A	B	C	D
LPV DA		1609-½	200 (200-½)	
LNAV/VNAV DA		1659-½	250 (300-½)	
LNAV MDA		1720-½	311 (400-½)	
 CIRCLING	1820-1 411 (500-1)	2080-1 671 (700-1)	2080-2 671 (700-2)	2080-2¼ 671 (700-2¼)



MAURICE, IOWA
Orig 28FEB19

42°59'N-96°10'W

SIoux COUNTY RGnL(SXXK)

RNAV (GPS) RWY 35

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

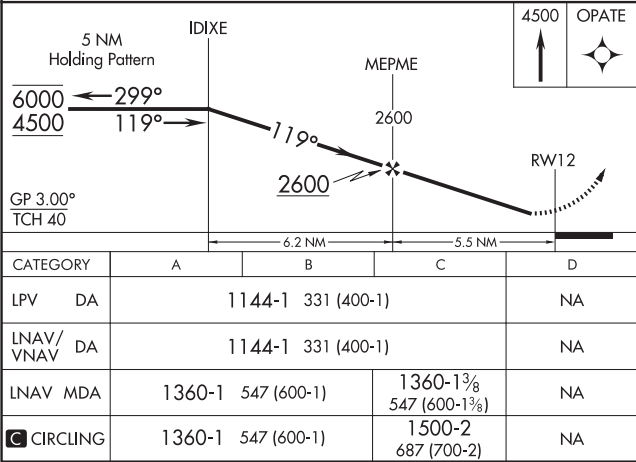
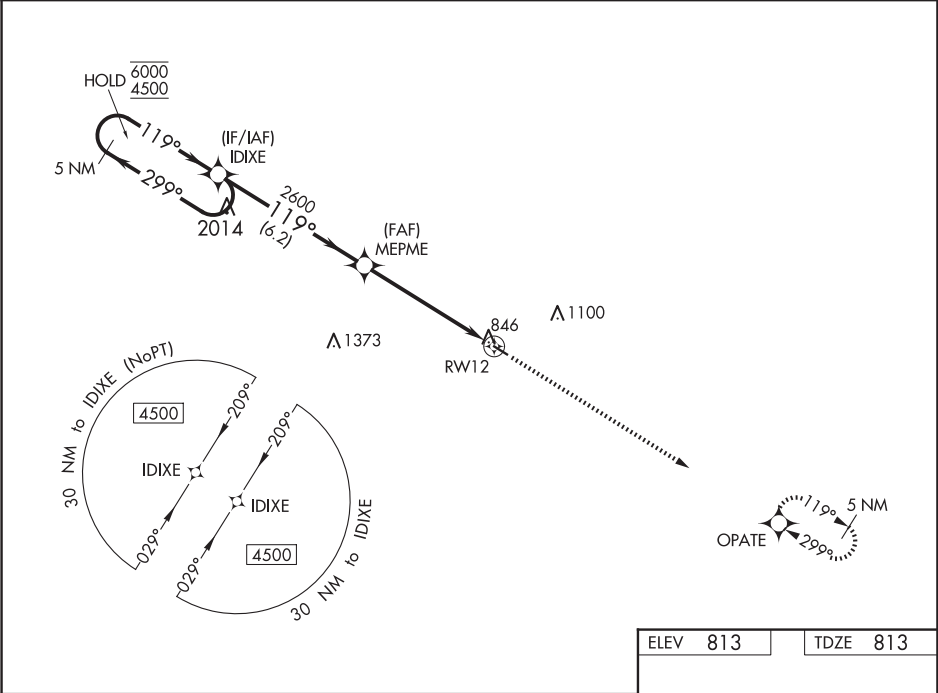
WAAS CH 93637 W12A	APP CRS 119°	Rwy Idg 3300 TDZE 813 Apt Elev 813
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RNAV (GPS) RWY 12

MEMPHIS MEML (Ø3D)

RNP APCH.	MISSED APPROACH: Climb to 4500 direct OPATE and hold, continue climb-in-hold to 4500.
▼ NA	Rwy 12 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Kirksville altimeter setting.

IRK ASOS 121.125	KANSAS CITY CENTER 126.225 317.775	CTAF 122.90
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ELEV 813	TDZE 813
MIRL Rwy 12-30 0	

WAAS CH 97423 W06A	APP CRS 064°	Rwy Idg TDZE Apt Elev	5301 822 823
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RNAV (GPS) RWY 6

MEXICO MEML (MYJ)

RNP APCH - GPS.

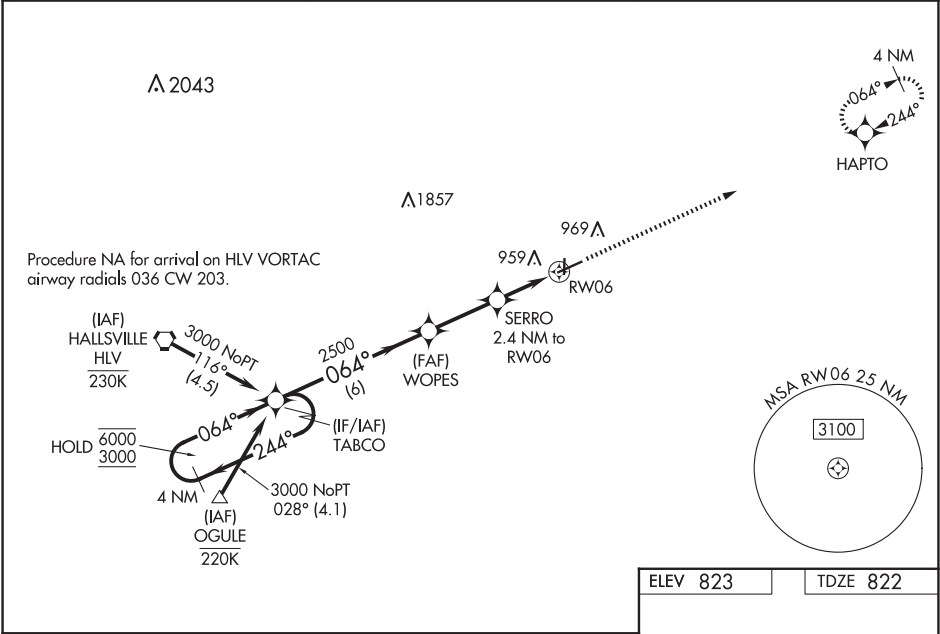
▼

▲ NA

Baro-VNAV and VDP NA when using Columbia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Columbia altimeter setting: increase LPV DA to 1146 feet and visibilities ¼ SM; increase LNAV/VNAV DA to 1167 feet and visibilities ⅓ SM; increase all MDAs 80 feet and LNAV visibility Cat C ⅓ SM and Circling visibility Cat C ½ SM.

MISSED APPROACH: Climb to 3000 direct HAPTO and hold.

AWOS-3PT 120.575	MIZZU APP CON 124.375	CTAF 122.9 0
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4 NM Holding Pattern

TABCO

WOPES

SERRO

2.4 NM to RW06

1.1 NM to RW06

RW06

3000

HAPTO

6000

3000

← 244°

064° →

064°

2500

1640

GP 3.00°

TCH 40

6 NM

2.7 NM

1.4 NM

1.1 NM

CATEGORY	A	B	C	D
LPV DA	1072-¾	250 (300-¾)		NA
LNAV/VNAV DA	1093-⅞	271 (300-⅞)		NA
LNAV MDA	1200-1	378 (400-1)		NA
CIRCLING	1280-1	457 (500-1)	1420-1½ 597 (600-1½)	NA

REIL Rwy 18 0

MIRL Rwy 6-24 and 18-36 0

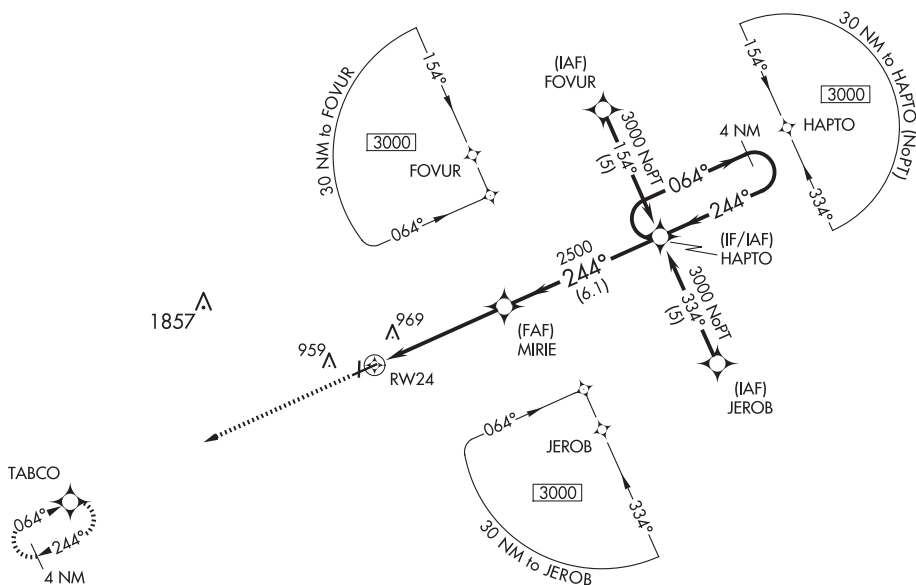
RNAV (GPS) RWY 24
MEXICO MEML (MYJ)

MEXICO MEML (MY

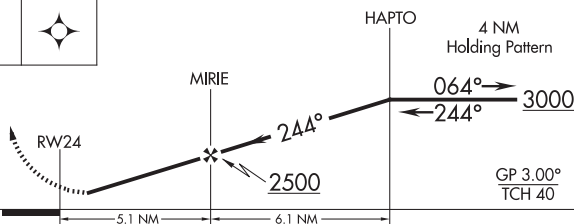
MALS



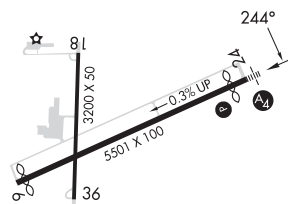
MISSED APPROACH:
Climb to 3000 direct
TABCO and hold.

CTAF
122.9 **L**

3000	TABCO
	



CATEGORY	A	B	C	D
LPV DA	1126-1	309 (400-1)		NA
LNAV/ VNAV DA	1278-1¾	461 (500-1¾)		NA
LNAV MDA	1220-1	403 (400-1)	1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1	457 (500-1)	1420-1½ 597 (600-1½)	NA



REIL Rwy 18 **L**
MIRL Rwy 6-24 and 18-36 **L**

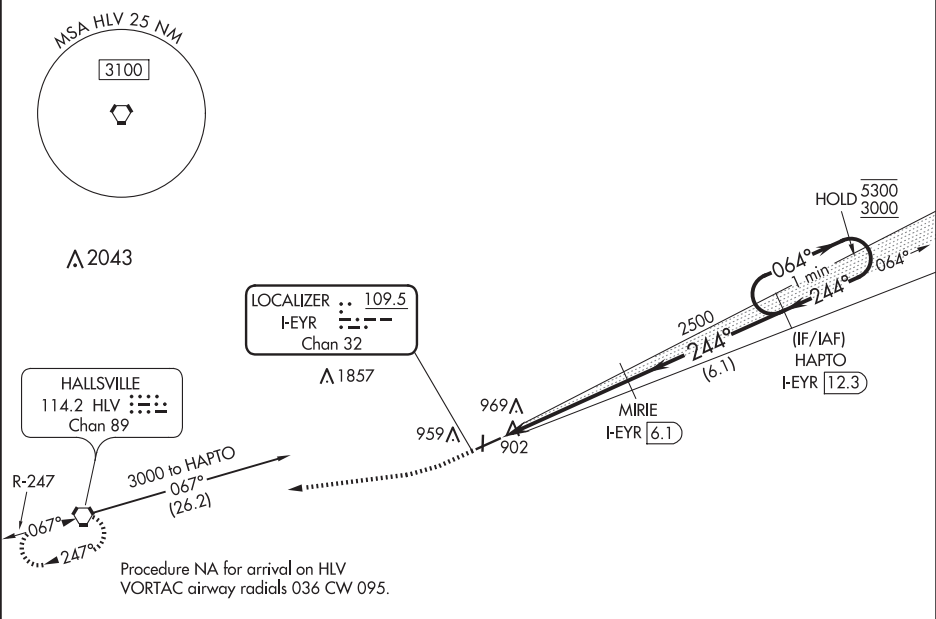
LOC/DME I-EYR	APP CRS	Rwy Idg	5130
109.5	244°	TDZE	817
Chan 32		Apt Elev	823

LOC RWY 24

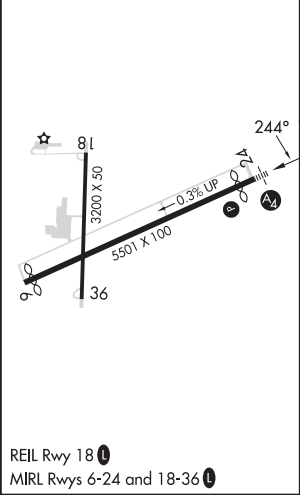
MEXICO MEML (MYJ)

DME required.	MALS	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on direct HLV VORTAC and hold.
▼ Inop table does not apply. When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.	Ⓜ	

AWOS-3PT 120.575	MIZZU APP CON 124.375	CTAF 122.9
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ELEV 823	TDZE 817
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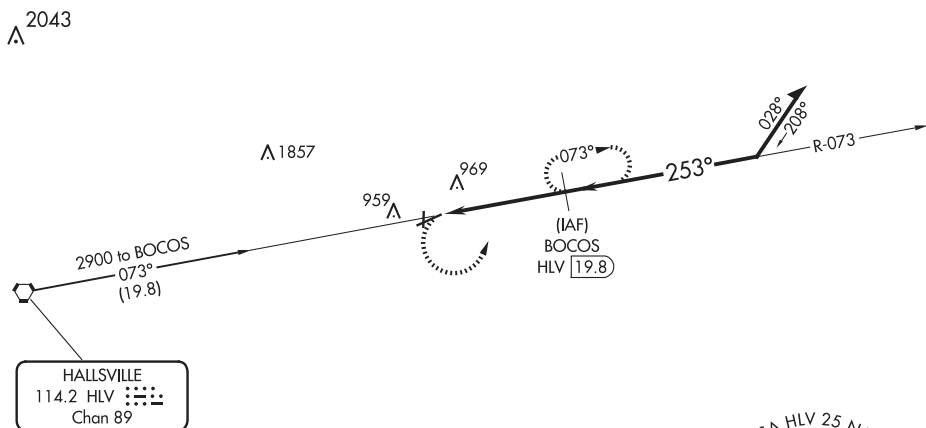
1300	3000	HLV	HAPTO	I-EYR 12.3	One Minute Holding Pattern
↑	↪	⬠	MIRIE I-EYR 6.1	2500	064° → 5300 ← 244° 3000
I-EYR 1	3.04° TCH 40	244°			
5.1 NM	6.1 NM				
CATEGORY	A	B	C	D	
S-24	1160-1	343 (400-1)		NA	
CIRCLING	1280-1	457 (500-1)	1420-1½ 597 (600-1½)	NA	

VORTAC HLW 114.2 Chan 89	APP CRS 253°	Rwy Idg TDZE Apt Elev	5130 817 823
--	------------------------	-----------------------------	---

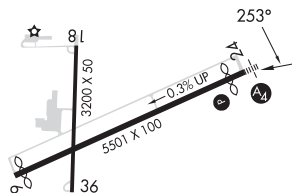
VOR/DME RWY 24
MEXICO MEML (MYJ)

T NA	Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet, increase S-24 visibility Cat C $\frac{1}{8}$ SM and Circling visibility Cat C $\frac{1}{2}$ SM. Inop table does not apply.	MALS 	MISSED APPROACH: Climbing left turn to 2300 via HLV R-073 to BOCOS/19.8 DME and hold.
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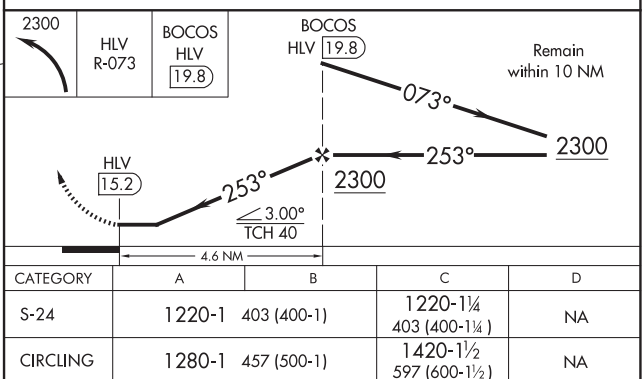
AWOS-3PT 120.575	MIZZU APP CON 124.375	CTAF 122.90
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ELEV 823		TDZE 817
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REIL Rwy 18 **L**
MIRL Rwy 6-24 and 18-36 **L**



MEXICO, MISSOURI
Amdt 2C 07OCT21

39°09'N-91°49'W

MEXICO MEML (MYJ)
VOR/DME RWY 24

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
005°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
1439

RNAV (GPS)-B
FULLER (4D8)

RNP APCH.

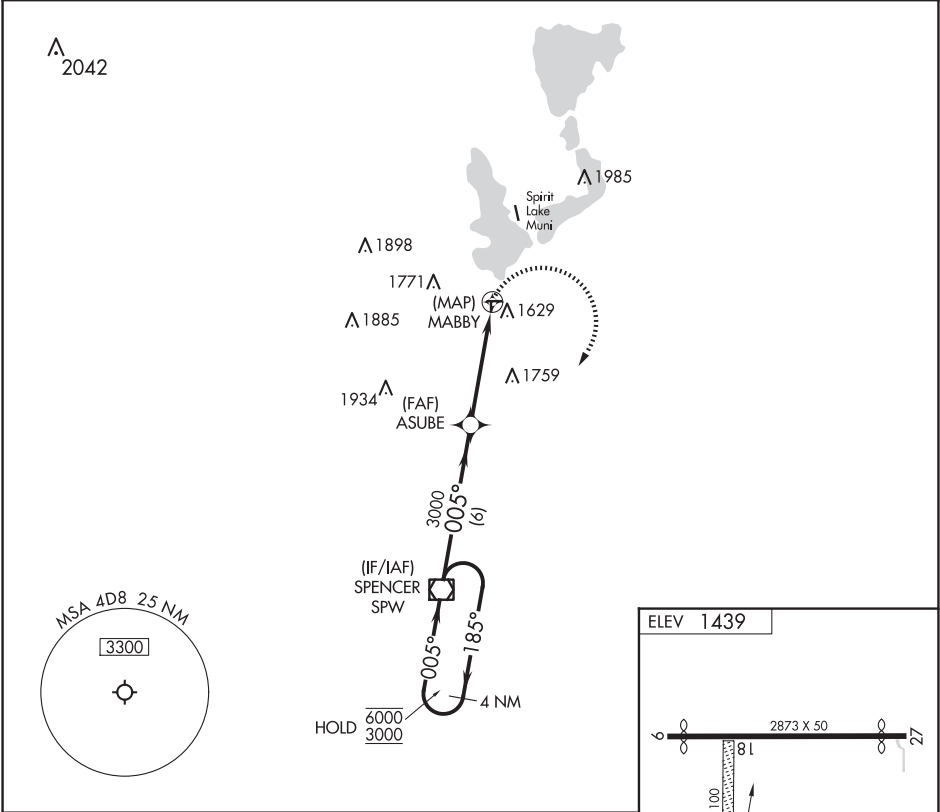
▼

NA

Circling NA to Rwy 18 and 36. Procedure NA at night.
Use Spencer altimeter setting, when not received, use
Estherville altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct
SPW VOR/DME and hold.

SPW ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	CTAF 122.9
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4 NM Holding Pattern

SPW VOR/DME

ASUBE

3000 SPW

6000 185° 005° 3000

MABBY

6 NM 4.5 NM

CATEGORY

A

B

C

D

CIRCLING

2100-1 661 (700-1)

NA

ELEV 1439

2873 X 50

81 27

0.9% Up

2200 X 100

36

005°

LIRL Rwy 9-27 and 18-36


MILFORD, IOWA

AL-6455 (FAA)

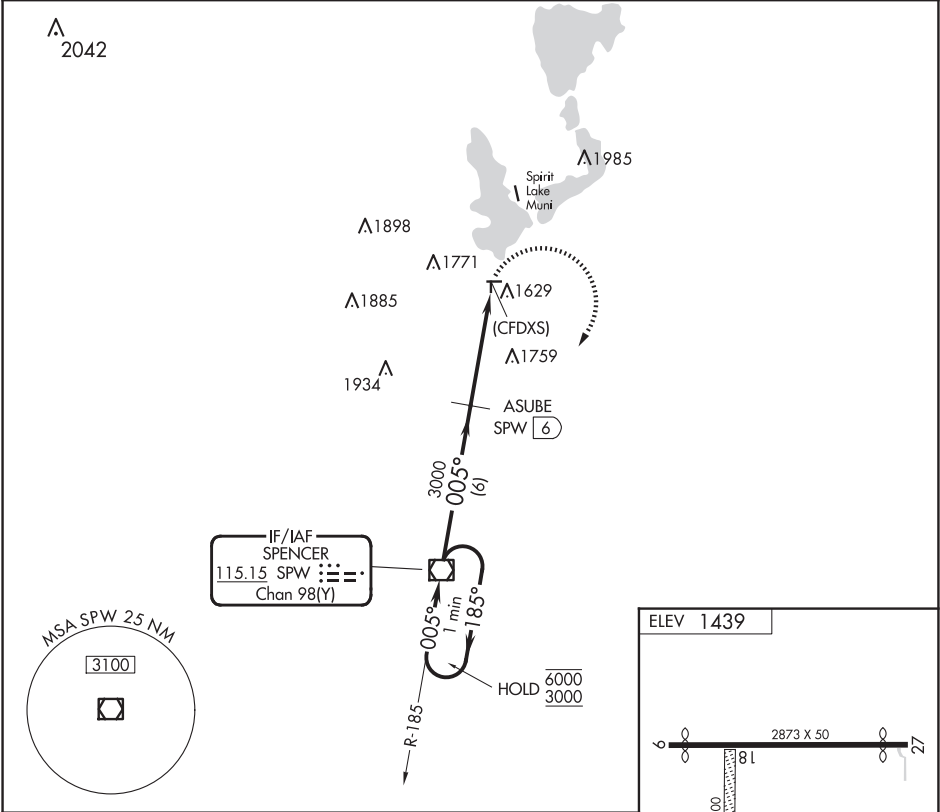
23278

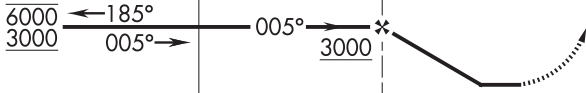
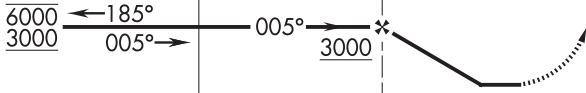

VOR/DME SPW 115.15 Chan 98 (Y)	APP CRS 005°	Rwy Idg TDZE Apt Elev N/A N/A 1439
--	------------------------	--

VOR-A
FULLER(4D8)

DME required. RADAR required for procedure entry.		MISSED APPROACH: Climbing right turn to 3000 direct SPW VOR/DME and hold.
 NA	Circling NA to Rwy 18 and 36. Procedure NA at night. Use Spencer altimeter setting, when not received, use Estherville altimeter setting and increase all MDA 40 feet.	

SPW ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	CTAF 122.9
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One Minute Holding Pattern		SPW VOR/DME	ASUBE SPW 6	3000	SPW												
																	
6 NM		4.4 NM		URL Rwy 9-27 and 18-36													
CATEGORY	A	B	C	NA	FAF to MAP 4.4 NM												
 CIRCLING	2100-1 661 (700-1)		NA		<table><tr><td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr><tr><td>Min:Sec</td><td>4:24</td><td>2:56</td><td>2:12</td><td>1:46</td><td>1:28</td></tr></table>	Knots	60	90	120	150	180	Min:Sec	4:24	2:56	2:12	1:46	1:28
Knots	60	90	120	150	180												
Min:Sec	4:24	2:56	2:12	1:46	1:28												

MILFORD, IOWA
Amdt 1 03JAN19

43°20'N-95°10'W

FULLER(4D8)
VOR-A

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

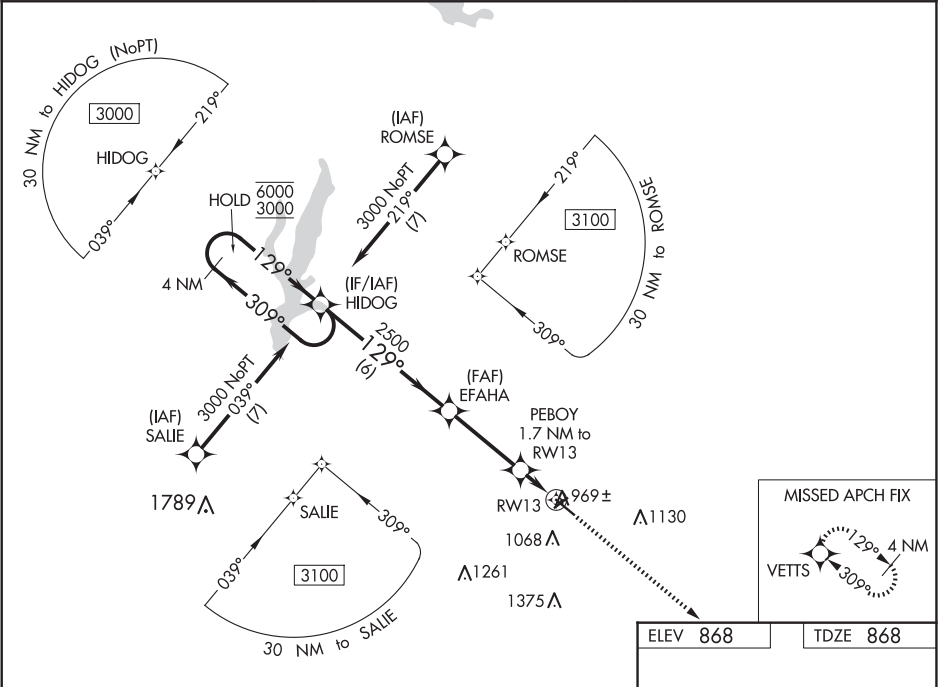
WAAS CH 56621 W13A	APP CRS 129°	Rwy Idg 5000 TDZE 868 Apt Elev 868
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RNAV (GPS) RWY 13

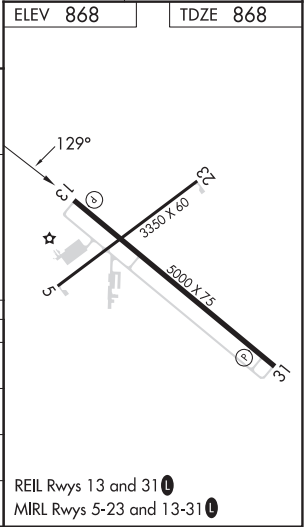
OMAR N BRADLEY (MBY)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3100 direct VETTS and hold.
<div><div></div><div></div></div> <div>Circling to Rwy 5, 23, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div>	

AWOS-3PT 120.025	KANSAS CITY CENTER 125.25 235.975	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		HIDOG		EFAHA		PEBOY 1.7 NM to RWY13		RWY13	
6000		309°		129°		2500		1400	
GP 3.00°		TCH 42		6 NM		3.3 NM		0.7 NM	
CATEGORY		A		B		C		D	
LPV DA		1118-¾		250 (300-¾)				NA	
LNAV/VNAV DA		1139-⅞		271 (300-⅞)				NA	
LNAV MDA		1220-1		352 (400-1)				NA	
CIRCLING		1380-1 512 (600-1)		1440-1 572 (600-1)		1520-1¾ 652 (700-1¾)		NA	



MONETT, MISSOURI

AL-6980 (FAA)

23110

WAAS CH 58244 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	6001 1301 1316
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RNAV (GPS) RWY 36

MONETT RGNL (HFJ)

RNP APCH - GPS.

⚠ Baro-VNAV and VDP NA when using Joplin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Joplin altimeter setting: increase LPV DA to 1613 feet; increase LNAV/VNAV DA to 1862 feet and all visibilities $\frac{3}{8}$ SM; increase all MDAs 120 feet and LNAV visibility Cats C and D $\frac{3}{8}$ SM, and Circling visibility Cat C/D $\frac{1}{2}$ SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct PHENM and hold.

AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CLNC DEL 121.85	UNICOM 123.075 (CTAF) 📻
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MISSED APCH FIX

4 NM **180°**
360°
PHENM

ELEV 1316	TDZE 1301
------------------	------------------

HIRL Rwy 18-36 **📻**
REIL Rwy 18 **📻**

4 NM Holding Pattern

4000 **180°**
3100 **360°**

STERL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

COKPT

3000

HUFY 2.1 NM to RWY 36

1.1 NM to RWY 36

RWY 36

GP 3.00° TCH 40

7 NM

3.1 NM

0.9

1.1 NM

CATEGORY	A	B	C	D
LPV DA	1501- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
LNAV/VNAV DA	1750- $\frac{7}{8}$ 449 (500- $\frac{7}{8}$)			
LNAV MDA	1700- $\frac{1}{2}$ 399 (400- $\frac{1}{2}$)	1700- $\frac{5}{8}$ 399 (400- $\frac{5}{8}$)		
📻 CIRCLING	1760-1 444 (500-1)	1900-1 584 (600-1)	1900-1 $\frac{1}{2}$ 584 (600-1 $\frac{1}{2}$)	2060-2 $\frac{1}{2}$ 744 (800-2 $\frac{1}{2}$)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
091°

Rwy Idg
TDZE
737

Apt Elev
737

RNAV (GPS) RWY 9

CPT BEN SMITH AIRFIELD/MONROE CITY (K52)

▼

NA

Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Quincy, IL altimeter setting.

MISSED APPROACH: Climb to 2600 direct HIMNI and hold.

UIN ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF)
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The main chart displays the RNAV (GPS) RWY 9 approach. Key features include:

- AYTON**: Initial approach fix at 2700' MSL, 210° heading, 11.6 NM from FANKI.
- FANKI**: (IF/IAF) at 2400' MSL, 091° heading, 6 NM from EDORE.
- EDORE**: (FAF) at 2400' MSL, 091° heading, 5 NM from RWY 09.
- RWY 09**: Runway at 2700' MSL, 091° heading.
- HIMNI**: Missed approach fix at 2600' MSL, 091° heading, 4 NM from RWY 09.
- Geographical Features**: A large lake area is shown south of the approach path.

ELEV 737

TDZE 737

4 NM Holding Pattern

14000
2700

271°

091°

FANKI

EDORE

2400

3.04° TCH 35

RWY 09

6 NM

5 NM

2600

HIMNI

091°

3515 X 50

27

CATEGORY	A	B	C	D
LNAV MDA	1280-1	543 (600-1)	1280-1½ 543 (600-1½)	NA
CIRCLING	1380-1	643 (700-1)	1380-1¾ 643 (700-1¾)	NA

MIRL Rwy 9-27

MONROE CITY, MISSOURI

CPT BEN SMITH AIRFIELD/MONROE CITY (K52)

Orig-C 15JUN23

39°38'N-91°44'W

RNAV (GPS) RWY 9

375

WAAS CH 77922 W15A	APP CRS 153°	Rwy Idg TDZE Apt Elev	4400 828 833
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RNAV (GPS) RWY 15

MONTICELLO RGNL (MXO)

RNP APCH - GPS.

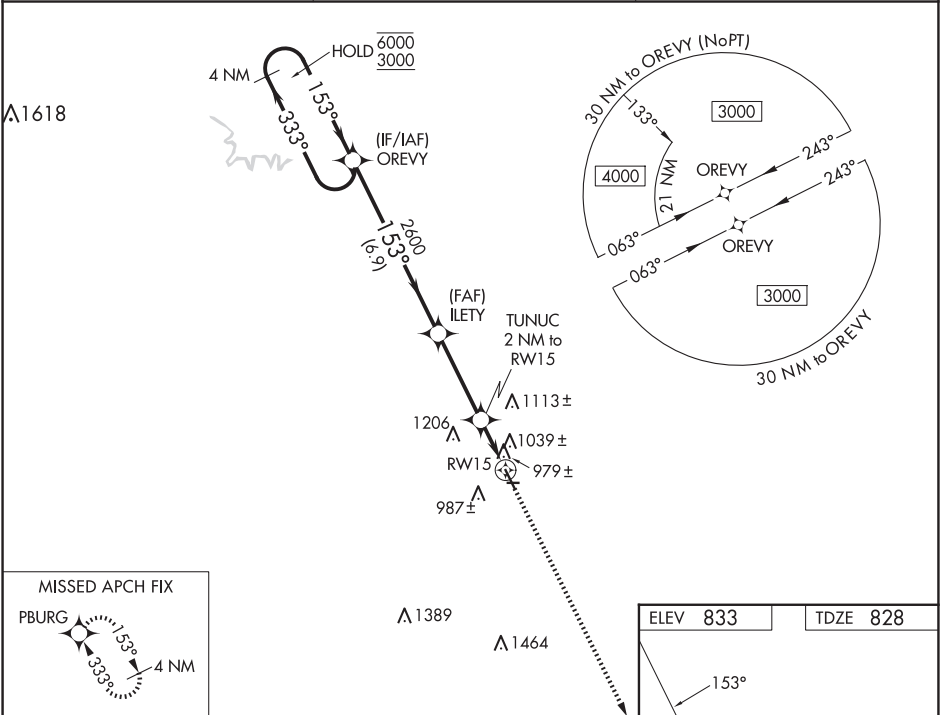
▼

⚠

Circling NA to Rwys 9 and 27. Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night. Rwy 15 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dubuque altimeter setting and increase all MDAs 100 feet; increase LP Cat C, LNAV Cat C and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 3000 direct PBURG and hold.

AWOS-3 119.275	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

OREVY

ILETY

TUNUC 2 NM to RWY 15

RWY 15

3000 PBURG

CATEGORY	A	B	C	D
LP MDA	1240-1	412 (500-1)	1240-1½ 412 (500-1½)	NA
LNAV MDA	1300-1	472 (500-1)	1300-1¾ 472 (500-1¾)	NA
CIRCLING	1380-1 547 (600-1)	1400-1 567 (600-1)	1520-2 687 (700-2)	NA

ELEV 833 TDZE 828

153°

400 X 75

2300 X 90

0.4% UP

27

33

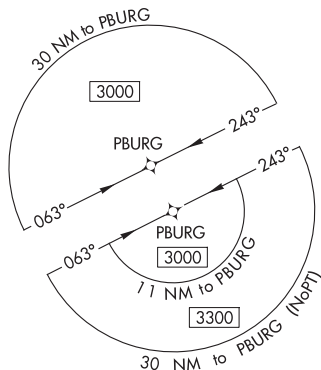
MIRL Rwy 15-33 0

REIL Rwys 15 and 33 0

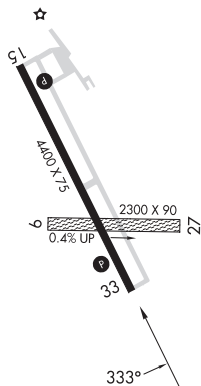
RNAV (GPS) RWY 33
MONTICELLO RGNL (MXO)

MISSED APPROACH: Climb to 3000 direct OREVV and hold.

122.8 (CTAF) **L**



TDZE 830



REIL Rwy 15 and 33 L

Amdt 1C 30NOV23

42°13'N-91°10'W

MONTICELLO RGNL (MXO)
RNAV (GPS) RWY 33

3000
↑
OREVY

YOMNG

PBURG

4 NM Holding Pattern

153° → 6000
← 333° 3000

YIXIR 2.1 NM to RW33

1.1 NM to RW33

≤ 3.00° TCH 31

1520 2600

1.1 NM 1 NM 3.4 NM 6.9 NM

CATEGORY	A	B	C	D
LP MDA	1220-1 390 (400-1)	1220-1 $\frac{1}{8}$ 390 (400-1 $\frac{1}{8}$)	NA	
RNAV MDA	1280-1 450 (500-1)	1280-1 $\frac{3}{8}$ 450 (500-1 $\frac{3}{8}$)	NA	
CIRCLING	1380-1 547 (600-1)	1400-1 567 (600-1)	1520-2 687 (700-2)	NA

WAAS CH 50401 W18A	APP CRS 180°	Rwy Ldg 3500 TDZE 675 Apt Elev 675
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RNAV (GPS) RWY 18

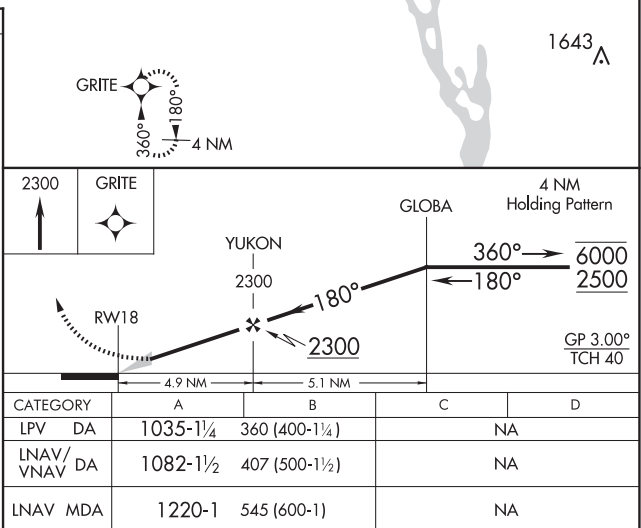
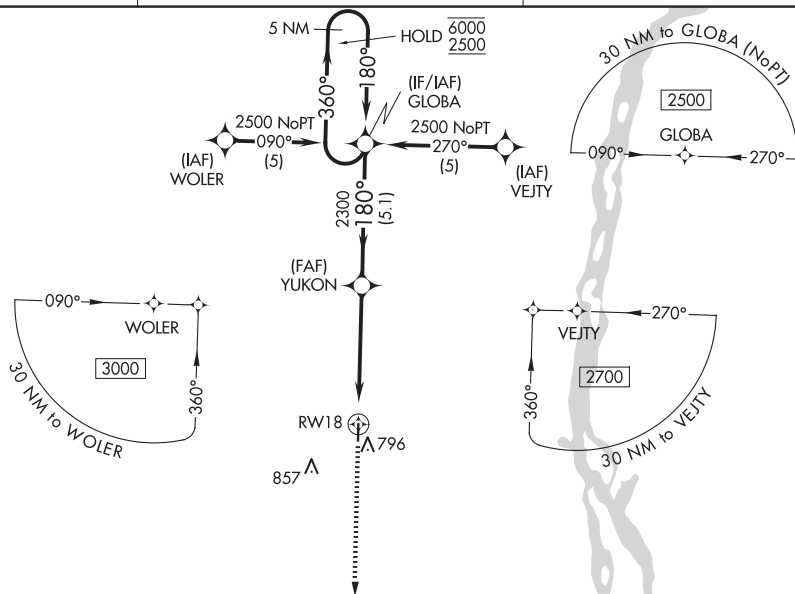
LEWIS COUNTY RGNL (6M6)

RNP APCH.

T	Baro-VNAV NA. Use Quincy altimeter setting; when not received use Kirksville altimeter setting;
A NA	increase LPV DA to 1098 feet; increase LNAV/VNAV DA to 1145 feet; increase all MDA 80 feet.

MISSED APPROACH.
Climb to 2300 direct
GRITE and hold.

UIN ASOS 121,425	KANSAS CITY CENTER 126,225 317,775	UNICOM 122.7 (CTAF) 0
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MONTICELLO, MISSOURI

AL-9193 (FAA)

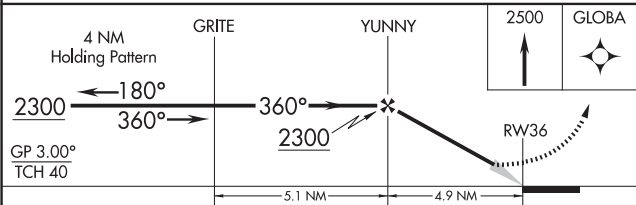
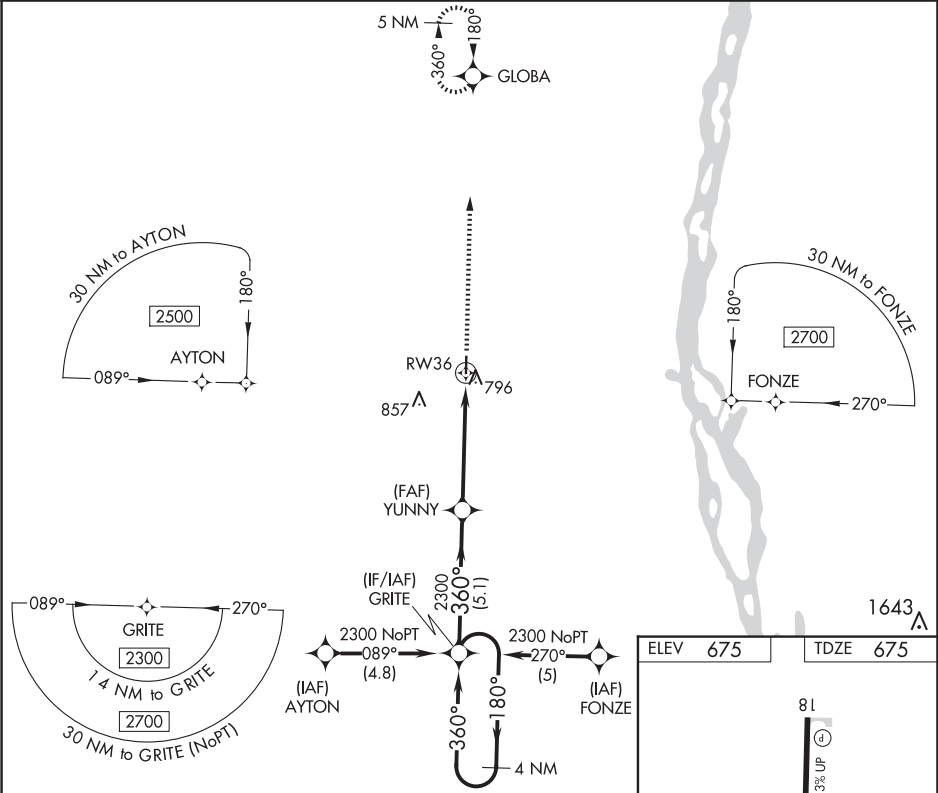
25163

WAAS CH 97601 W36A	APP CRS 360°	Rwy Ldg TDZE 675 Apt Elev 675
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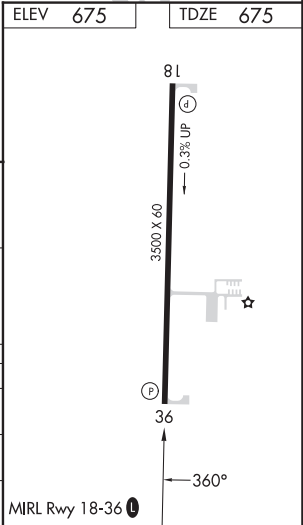
RNAV (GPS) RWY 36
LEWIS COUNTY RGNL (6M6)

RNP APCH.	MISSED APPROACH: Climb to 2500 direct GLOBA and hold.
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UIN ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	996-1¼	321 (400-1¼)	NA	
LNAV/VNAV DA	1137-1¾	462 (500-1¾)	NA	
LNAV MDA	1120-1	445 (500-1)	NA	



MONTICELLO, MISSOURI
Orig-C 15AUG19

40°08'N-91°41'W

LEWIS COUNTY RGNL (6M6)
RNAV (GPS) RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

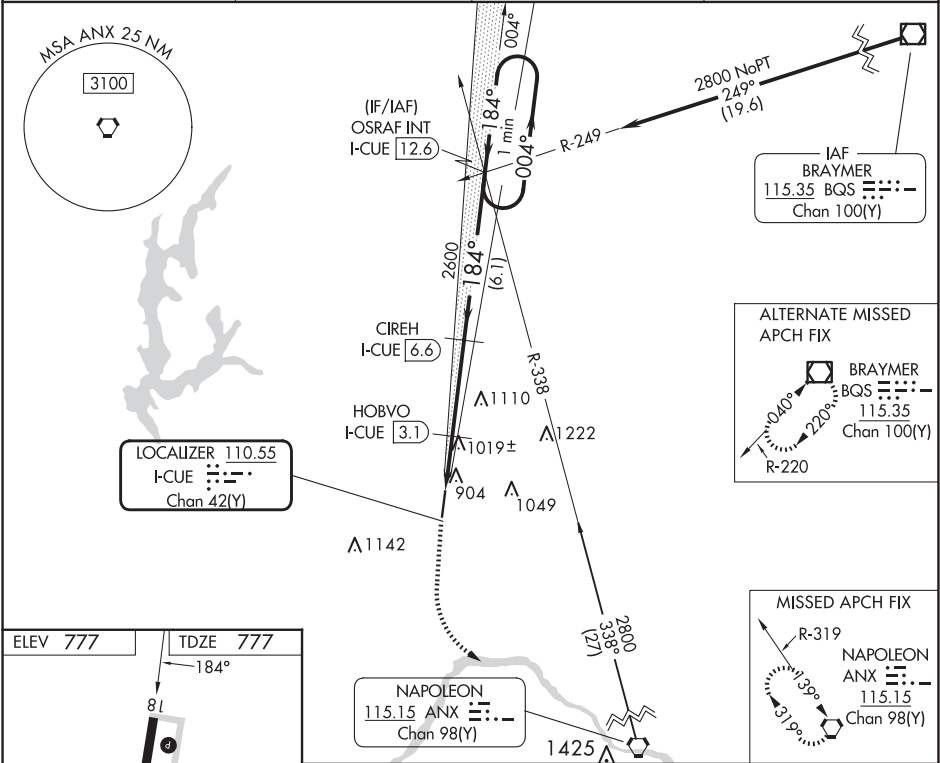
LOC/DME I-CUE 110.55 Chan 42 (Y)	APP CRS 184°	Rwy Ldg TDZE Apt Elev	5502 777 777
---	------------------------	-----------------------------	---

ILS or LOC/DME RWY 18
MIDWEST NTL AIR CENTER (GPH)

Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities ¼ mile; increase all MDAs 80 feet, and Circling visibility Cat C ¼ mile. Autopilot coupled approach NA below 960.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

AWOS-3P 120.275	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.2	UNICOM 122.7 (CTAF)
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ELEV 777	TDZE 777	184°	81	36	5502 X 100	☆
1400	2900	ANX	VGSI and ILS glidepath not coincident (VGSI Angle 3.50/TCH 59).	OSRAF INT I-CUE 12.6	One Minute Holding Pattern	
				HOBVO I-CUE 3.1		
				CIREH I-CUE 6.6		
				I-CUE 1.1		
				I-CUE 2.3		
				1460	2600	
				1.2 NM	0.8	3.5 NM
				6.1 NM		
CATEGORY	A	B	C	D		
S-ILS 18	977-¾	200 (200-¾)		NA		
S-LOC 18	1280-1	503 (600-1)	1280-1½	503 (600-1½)	NA	
CIRCLING	1300-1	1320-1	1360-1½	583 (600-1½)	NA	
	523 (600-1)	543 (600-1)				

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

MOSBY, MISSOURI

AL-9229 (FAA)

25163

WAAS CH 70323 W18A	APP CRS 184°	Rwy Ldg TDZE 777 Apt Elev 777
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RNAV (GPS) RWY 18

MIDWEST NTL AIR CENTER (GPH)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.
Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.
Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ½ mile.

MISSED APPROACH: Climb to 2700 direct WEXAL and hold.

AWOS-3P 120.275	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.2	UNICOM 122.7 (CTAF)
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Procedure NA for arrivals at LASSO via V159 southeast bound, and via V502 northeast bound.

2700	WEXAL	VGSi and RNAV glidepath not coincident (VGSi Angle 3.50/TCH 59).		OSRAF	
*LNAV only.		HOBVO 2 NM to RW18	CIREH	2700	
RW18		1.2 NM	0.8 NM	1460*	
1.2 NM		0.8 NM	3.5 NM	6.1 NM	
CATEGORY		A	B	C	D
LPV DA		1189-1½ 412 (500-1½)			NA
LNAV/VNAV DA		1324-2 547 (600-2)			NA
LNAV MDA		1280-1 503 (600-1)	1280-1½ 503 (600-1½)		NA
CIRCLING		1300-1 523 (600-1)	1320-1 543 (600-1)	1360-1½ 583 (600-1½)	NA

ELEV 777	TDZE 777
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MOSBY, MISSOURI
Amdt 1A 15JUL21

39°20'N-94°19'W

MIDWEST NTL AIR CENTER (GPH)
RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

(CHIEF9.MCI) 23278
CHIEF NINE DEPARTURE

AL-9229 (FAA)

MIDWEST NTL AIR CENTER (GPH)
MOSBY, MISSOURI

TOP ALTITUDE:
10000

RADAR required.

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.2

ST. JOSEPH
115.5 STJ
Chan 102

R-160

R-199

R-343

CATTS

8000
*3000
266°
(37)

J80

OZAKI

8000
*3000
266°
(29)

J80

KANSAS CITY
113.25 MCI
Chan 79(Y)

EMPORIA
112.8 EMP
Chan 75

MSA MCI 25 NM

3100

TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF9.CATTS): From over MCI VORTAC on MCI R-266 to CATTS.

ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

CHIEF NINE DEPARTURE
(CHIEF9.MCI) 05OCT23

MOSBY, MISSOURI
MIDWEST NTL AIR CENTER (GPH)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.2

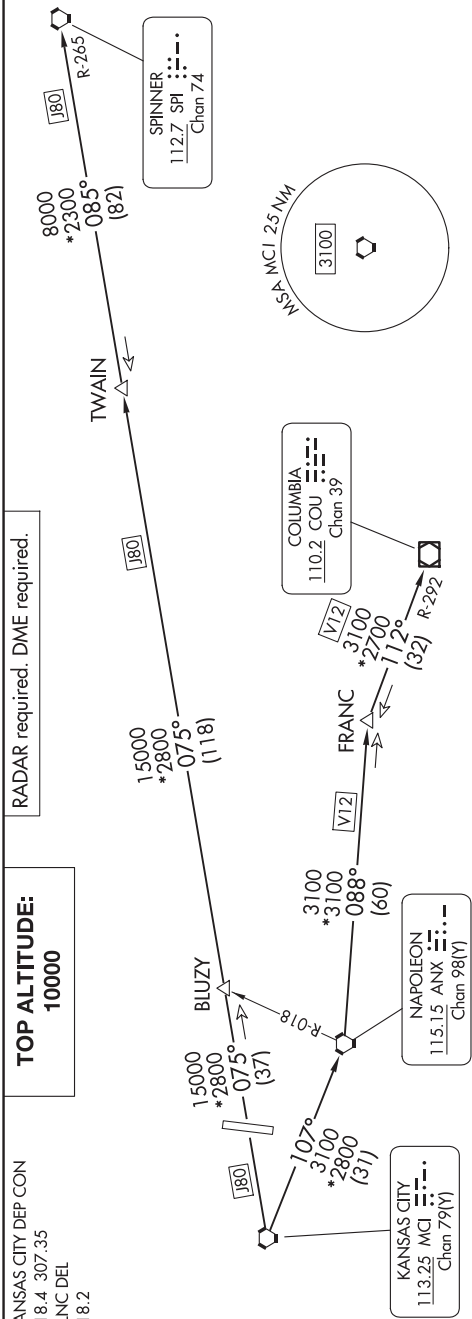
TOP ALTITUDE:
10000

RADAR required. DME required.

(LAKES5.MCI) 24137
LAKES FIVE DEPARTURE

AL-9229 (FAA)

MIDWEST NTL AIR CENTER (GPH)
MOSBY, MISSOURI



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 and COU R-292 to COU VOR/DME.

FRANC TRANSITION (LAKES5.FRANC): From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 to FRANC.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN, then on SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN.



TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

LAKES FIVE DEPARTURE
(LAKES5.MCI) 05OCT23

MOSBY, MISSOURI
MIDWEST NTL AIR CENTER (GPH)

(RACER8.MCI) 24137

RACER EIGHT DEPARTURE

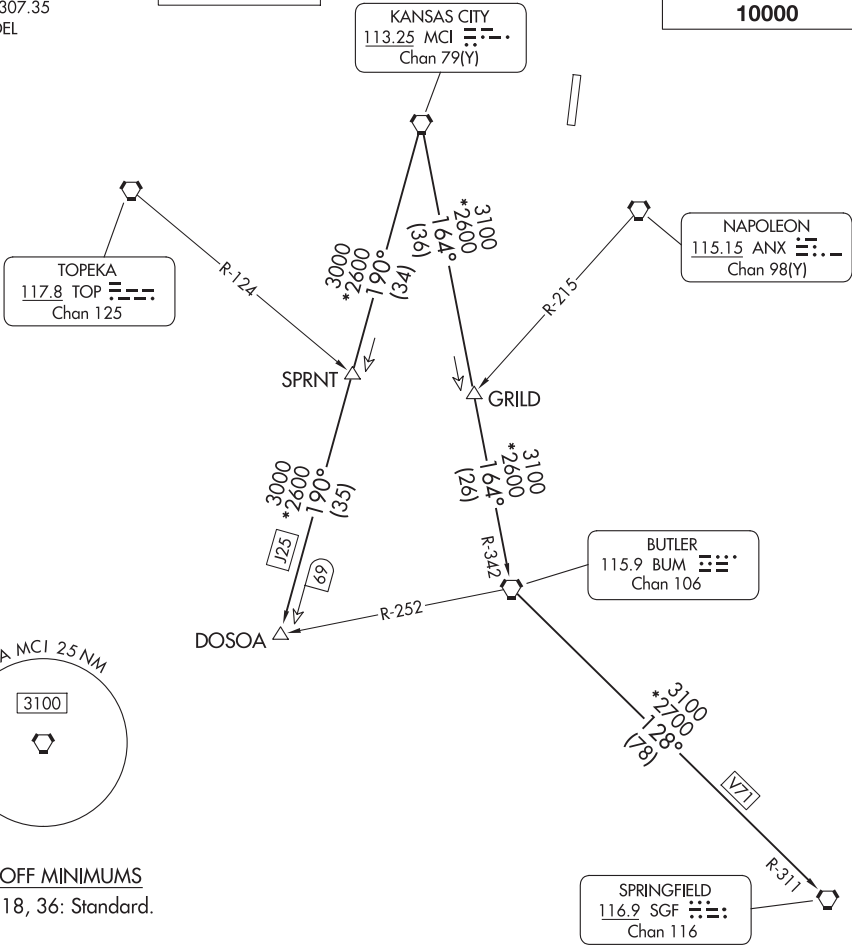
MIDWEST NTL AIR CENTER (GPH)
MOSBY, MISSOURI

AL-9229 (FAA)

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.2

RADAR required.

TOP ALTITUDE:
10000



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

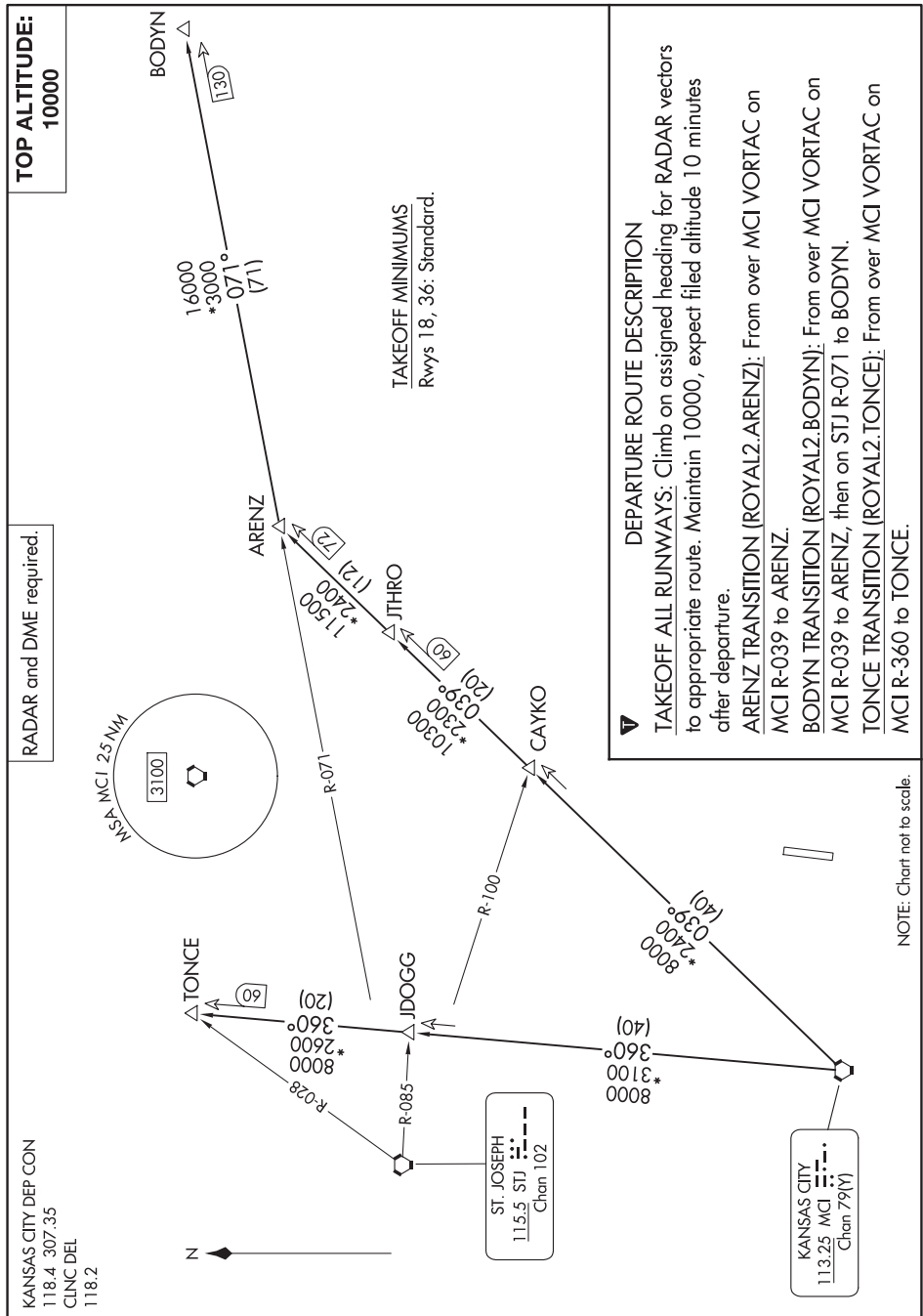
DOSOA TRANSITION (RACER8.DOSOA): From over MCI VORTAC on MCI R-190 to DOSOA.

SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER EIGHT DEPARTURE

(RACER8.MCI) 05OCT23

MOSBY, MISSOURI
MIDWEST NTL AIR CENTER (GPH)



(TIFTO8.MCI) 23278

TIFTO EIGHT DEPARTURE

AL-9229 (FAA)

MIDWEST NTL AIR CENTER (GPH)
MOSBY, MISSOURI

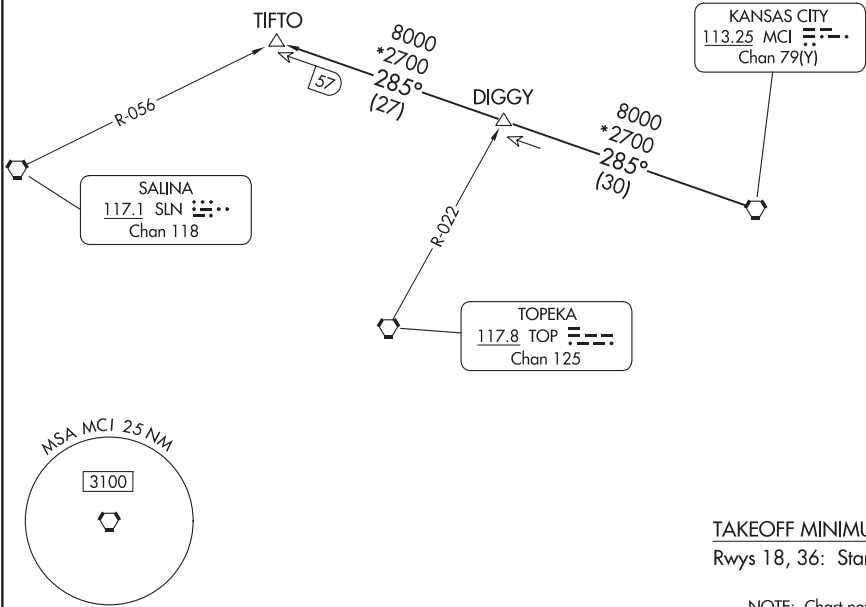
TOP ALTITUDE:
10000

RADAR and DME required.

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.2

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

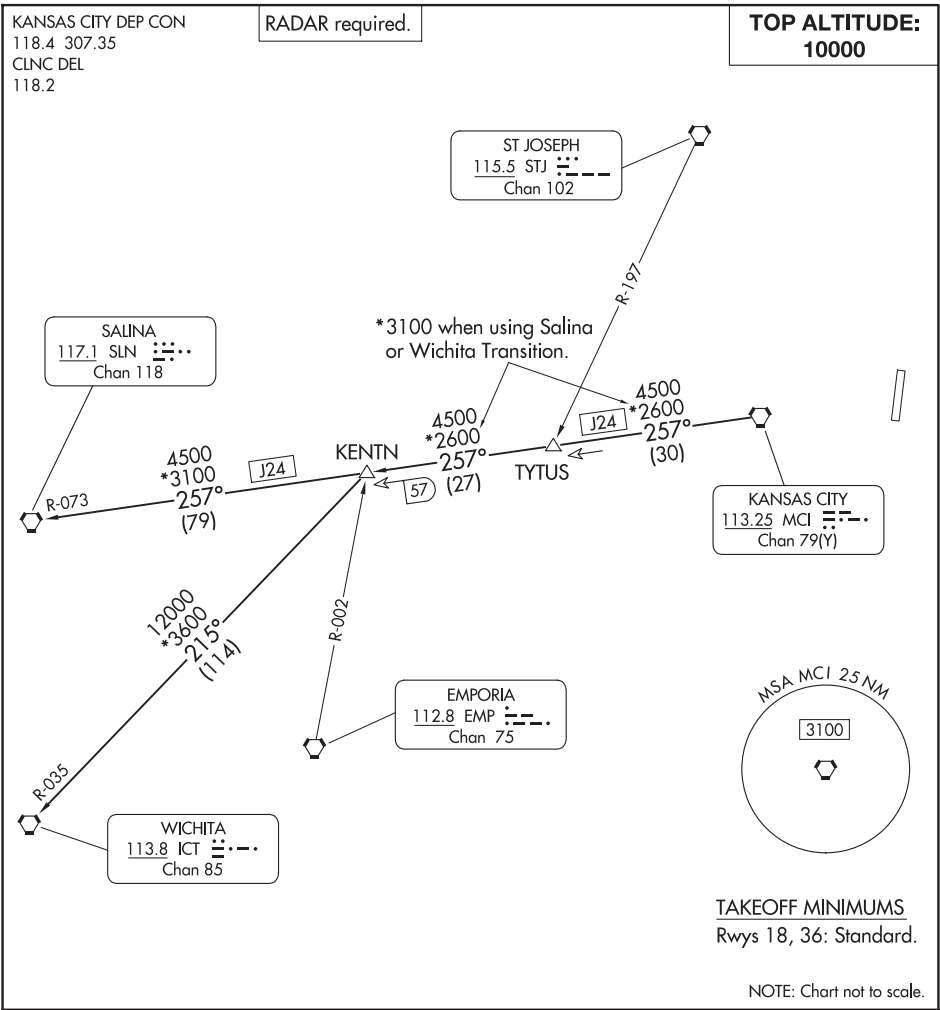
TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO8.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO.

TIFTO EIGHT DEPARTURE

(TIFTO8.MCI) 05OCT23

MOSBY, MISSOURI
MIDWEST NTL AIR CENTER (GPH)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

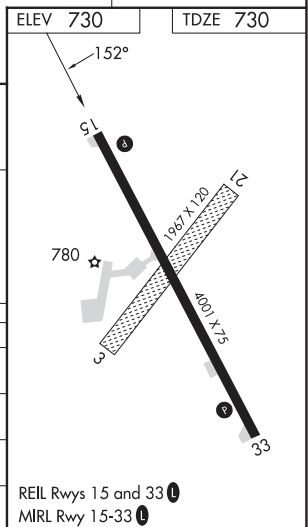
KENTN TRANSITION (WLDCT6.KENTN): From over MCI VORTAC on MCI R-257 to KENTN.

SALINA TRANSITION (WLDCT6.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT6.ICT): From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.

RNAV (GPS) RWY 15
MOUNT PLEASANT MUNI (MPZ)

MISSED APPROACH:
Climb to 3500 direct
ODOZO and hold.

UNICOM
123.05 (CTAF) **L**

CATEGORY	A	B	C	D
LPV DA	980-1 250 (300-1)			NA
LNAV/ VNAV	1343-2¼ 613 (700-2¼)			NA
LNAV MDA	1360-1 630 (700-1)		1360-1¾ 630 (700-1¾)	NA
CIRCLING	1360-1 630 (700-1)		1420-2 690 (700-2)	NA

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 81919 W33A	APP CRS 332°	Rwy Idg TDZE Apt Elev	4001 730 730
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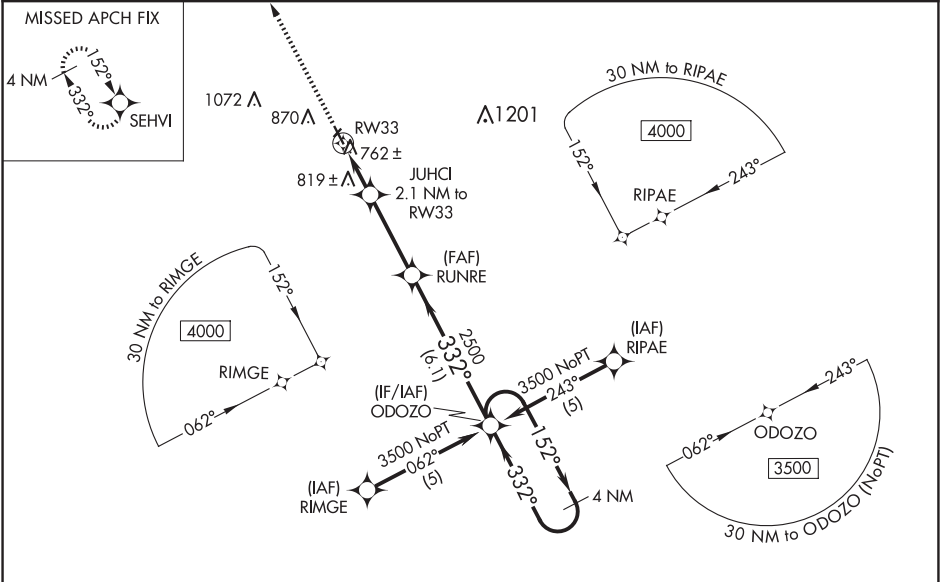
RNAV (GPS) RWY 33

MOUNT PLEASANT MUNI (MPZ)

Baro-VNAV NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 1031 feet, LNAV/VNAV DA to 1073 feet and all LNAV/VNAV visibilities ¼ mile; increase all MDA 60 feet, and LNAV and Circling Cat C visibility ¼ mile. Circling NA to Rwy 3/21.

MISSED APPROACH:
Climb to 3500 direct SEHVI and hold.

AWOS-3 119.325	CHICAGO CENTER 135.6 316.1	UNICOM 123.05 (CTAF) 0
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ELEV 730

TDZE 730

3500

SEHVI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).

*LNAV only

JUHCI

2.1 NM to RW33

RW33

1420*

RUNRE

2500

ODOZO

4 NM Holding Pattern

3500

152°

332°

2500

GP 3.00°

TCH 40

2.1 NM

3.3 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	980-1	250 (300-1)		NA
LNAV/VNAV DA	1022-1	292 (300-1)		NA
LNAV MDA	1080-1	350 (400-1)		NA
CIRCLING	1220-1 490 (500-1)	1360-1 630 (700-1)	1420-2 690 (700-2)	NA

51

1

2

3

33

REIL Rwy 15 and 33 0

MIRL Rwy 15-33 0

332°

MOUNTAIN GROVE, MISSOURI

AL-6763 (FAA)

RNAV (GPS) RWY 8
MOUNTAIN GROVE MEML (1MO)

APP CRS	Rwy Idg	2922
080°	TDZE	1476
	Apt Elev	1476

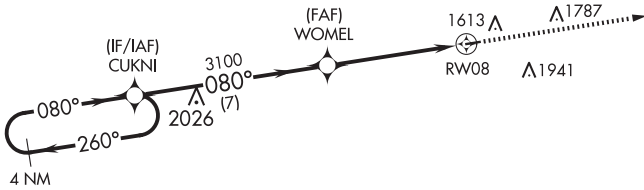
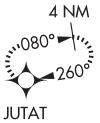
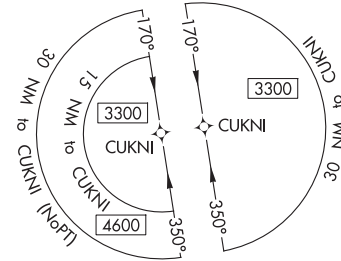
▼ DME/DME RNP-0.3 NA. Procedure NA at night. Use Fort Leonard Wood altimeter setting, when not received use Springfield altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA.

▲ NA

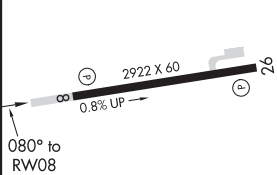
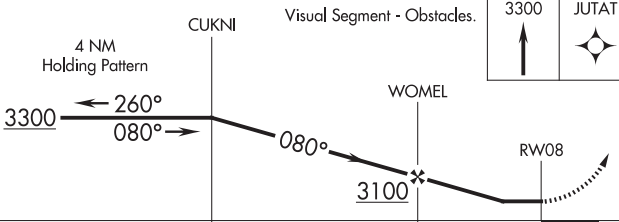
MISSED APPROACH: Climb to 3300 direct JUTAT and hold.

KANSAS CITY CENTER
128.35 284.675

CTAF
122.9 **0**



ELEV 1476 TDZE 1476



CATEGORY	A	B	C	D
LNAV MDA	2140-1	664 (700-1)	NA	
C CIRCLING	2140-1 664 (700-1)	2240-1 764 (800-1)	NA	

MIRL Rwy 8-26 **0**
REIL Rws 8 and 26 **0**

MOUNTAIN GROVE, MISSOURI
Orig-B 17AUG17

37°07'N-92°19'W

MOUNTAIN GROVE MEML (1MO)
RNAV (GPS) RWY 8

NC-3, 12 JUN 2025 to 07 AUG 2025

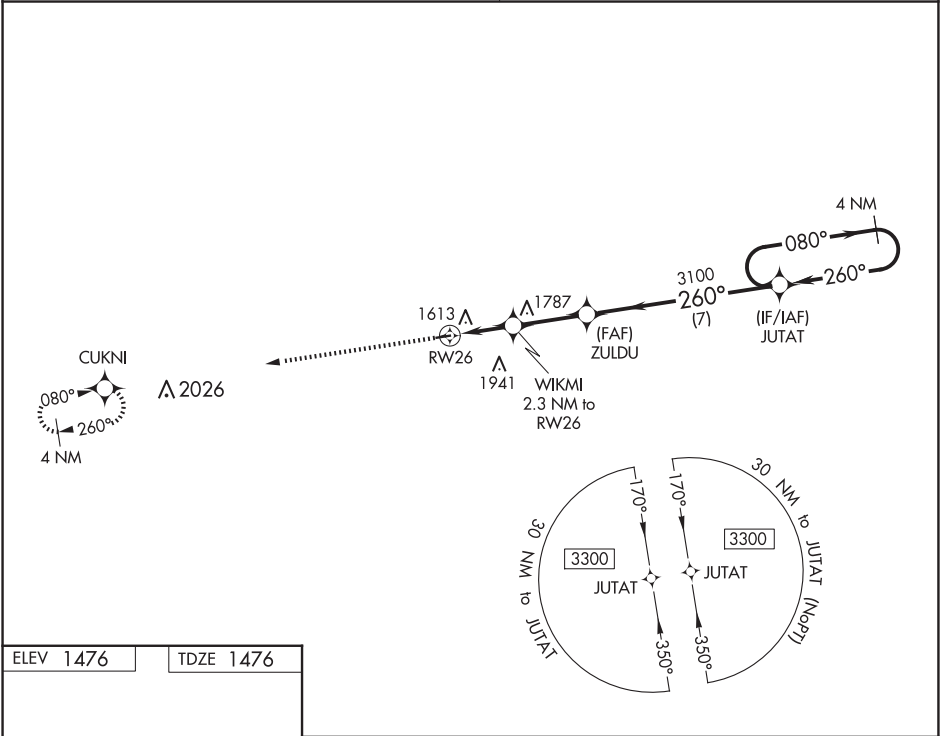
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 93736 W26A	APP CRS 260°	Rwy Idg TDZE 1476 Apt Elev 1476
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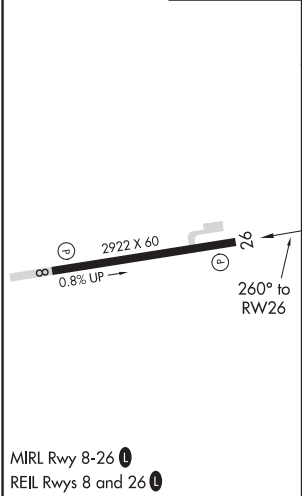
RNAV (GPS) RWY 26
MOUNTAIN GROVE MEML (1MO)



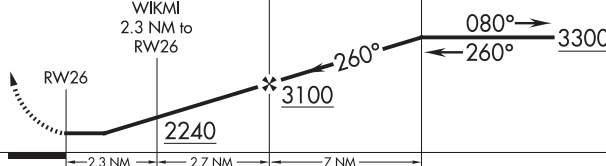
<div><div>▼</div><div>▲ NA</div></div> <div>DME/DME RNP-0.3 NA. Procedure NA at night. Use Fort Leonard Wood altimeter setting, when not received use Springfield altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climb to 3300 direct CUKNI and hold.
--	---

KANSAS CITY CENTER 128.35 284.675	CTAF 122.9 0
---	------------------------



ELEV 1476	TDZE 1476
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3300		CUKNI		Visual Segment - Obstacles.	
					
					
CATEGORY		A		B	
LP MDA		2120-1 644 (700-1)		C	
LNAV MDA		2160-1 684 (700-1)		D	
CIRCLING		2160-1 684 (700-1)		2240-1 764 (800-1)	

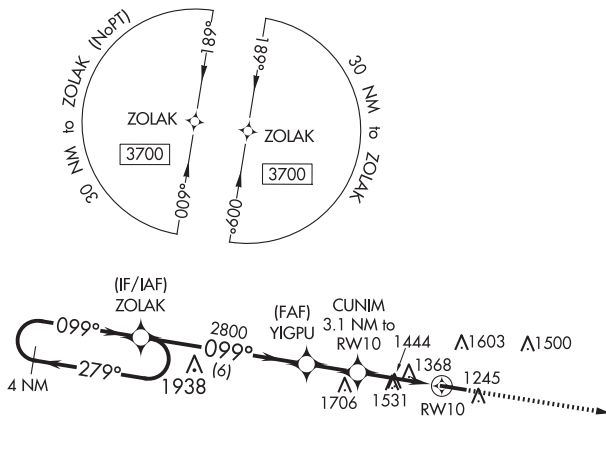
RNAV (GPS) RWY 10

MOUNTAIN VIEW (MNF)

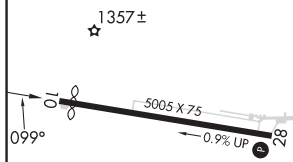
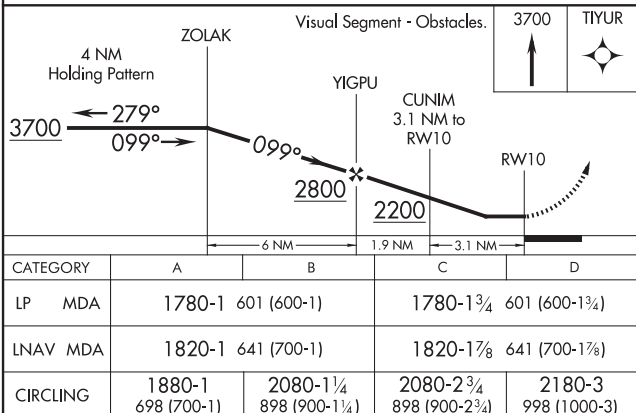
NA Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM. Use West Plains altimeter setting, when not received, use Fort Leonard Wood altimeter setting and increase all MDA 80 feet; increase LP Cats C and D visibility $\frac{1}{4}$ mile, increase LNAV Cat B visibility $\frac{1}{4}$ mile, LNAV Cats C and D visibility $\frac{1}{8}$ mile, and increase Circling Cats B and C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3700
direct TIYUR and hold.

KANSAS CITY CENTER
128.35 284.675

UNICOM
122.8 (CTAF) **L**

TDZE 1179

MIRL Rwy 10-28 **L**

Orig-D 10AUG23

37°00'N-91°43'W

MOUNTAIN VIEW (MNF)
RNAV (GPS) RWY 10

NC-3, 12 JUN 2025 to 07 AUG 2025

MUSCATINE, IOWA


AL-5564 (FAA)

24081

LOC/DME I-LUC 109.15 Chan 28(Y)	APP CRS 240°	Rwy Idg 5500 TDZE 545 Apt Elev 547
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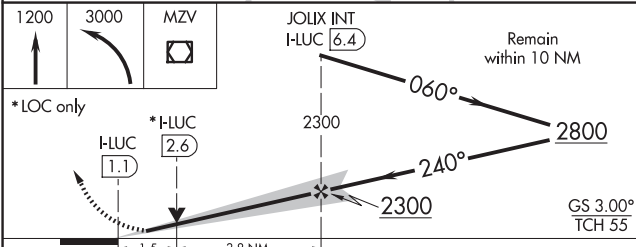
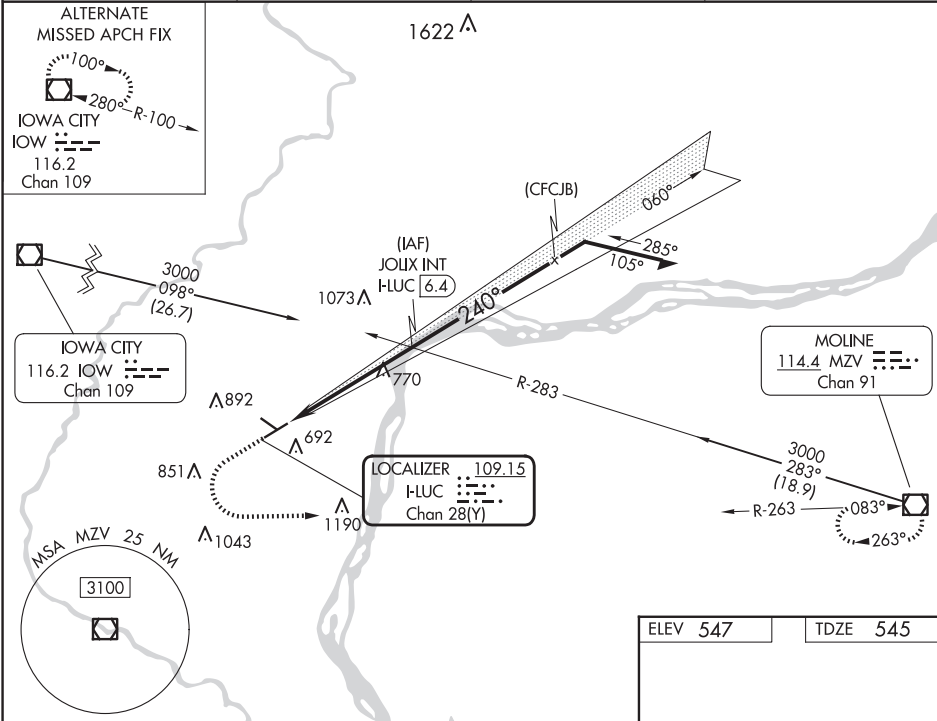
ILS or LOC RWY 24
MUSCATINE MUNI (MUT)


V VDP NA with Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting; increase DA to 825 feet; increase all MDA 80 feet and S-LOC 24 Cat C/D visibility $\frac{3}{8}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM. For inop ALS when using Iowa City altimeter setting, increase S-ILS 24 visibility to 1 SM all Cats, and S-LOC 24 Cat C/D visibility to $\frac{1}{4}$ SM.

MALSR

A5

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct MZV VOR/DME and hold.

AWOS-3P 120.625	QUAD CITY APP CON* 133.275 257.8	CLNC DEL 119.125	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 24	745- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 24	1080- $\frac{1}{2}$ 535 (600- $\frac{1}{2}$)	1080-1 535 (600-1)		
 CIRCLING	1080-1 533 (600-1)	1200-1 653 (700-1)	1200-1 $\frac{3}{4}$ 653 (700-1 $\frac{3}{4}$)	1500-3 953 (1000-3)

ELEV 547 TDZE 545

REIL Rwy 6, 12, and 30 0
MIRL Rwy 6-24 and 12-30 0
FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

MUSCATINE, IOWA
Amdt 2A 24MAY18

41°22'N-91°09'W

MUSCATINE MUNI (MUT)
ILS or LOC RWY 24

NC-3, 12 JUN 2025 to 07 AUG 2025

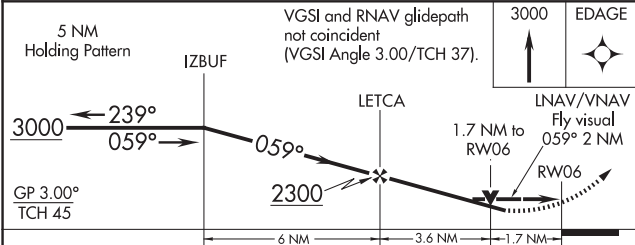
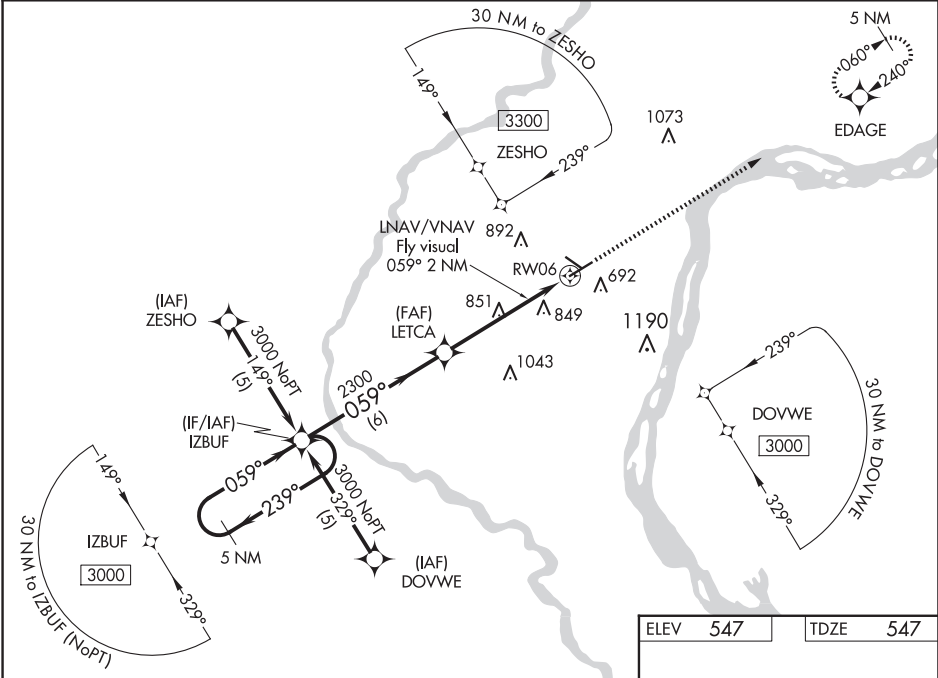
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53701 W06A	APP CRS 059°	Rwy Ldg TDZE Apt Elev	5500 547 547
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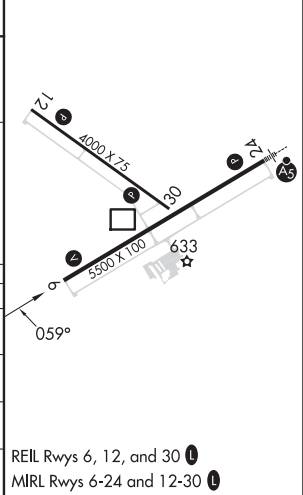
RNAV (GPS) RWY 6
MUSCATINE MUNI (MUT)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct EDAGE and hold.
⚠ Rwy 6 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.	

AWOS-3P 120.625	QUAD CITY APP CON ★ 133.275 257.8	CLNC DEL 119.125	UNICOM 122.7 (CTAF) 0
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ELEV 547	TDZE 547
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CATEGORY	A	B	C	D
LPV DA	1076-2 529 (600-2)			
LNAV/VNAV DA	1232-2 685 (700-2)			1232-2 1/4 685 (700-2 1/4)
LNAV MDA	1120-1 573 (600-1)	1120-1 1/2 573 (600-1 1/2)		1120-1 3/4 573 (600-1 3/4)
CIRCLING	1120-2 1/2 573 (600-2 1/2)	1200-2 1/2 653 (700-2 1/2)		1500-3 953 (1000-3)

REIL Rwy 6, 12, and 30 0
MRL Rwy 6-24 and 12-30 0

MUSCATINE, IOWA

AL-5564 (FAA)

24081

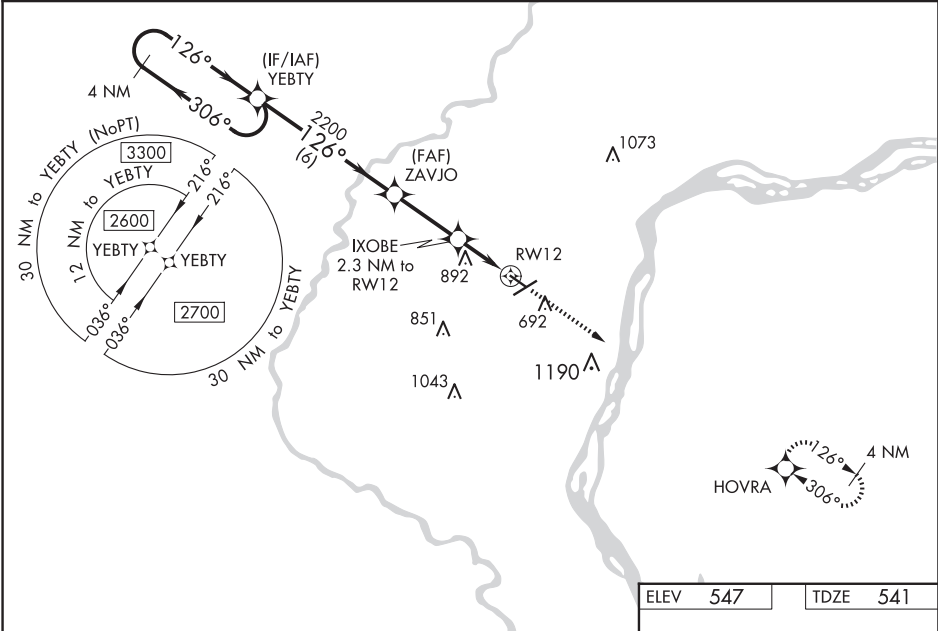
WAAS CH 56336 W12A	APP CRS 126°	Rwy Idg 4000 TDZE 541 Apt Elev 547
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RNAV (GPS) RWY 12
MUSCATINE MUNI (MUT)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. VDP and Baro-VNAV NA with Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cals visibility ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2700 direct HOVRA and hold.

AWOS-3P 120.625	QUAD CITY APP CON ★ 133.275 257.8	CINC DEL 119.125	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		YEBTY	ZAVJO	IXOBE 2.3 NM to RWY 12	2700	HOVRA
2600 ← 306°		126° →	2200	*1300	↑	★
GP 3.00°				*1.8 NM to RWY 12		
TCH 44						
		6 NM	2.8 NM	0.5	1.8	
CATEGORY		A	B	C	D	
LPV DA		1207-2½	666 (700-2½)		NA	
LNAV/VNAV DA		1223-2½	682 (700-2½)		NA	
LNAV MDA		1140-1	599 (600-1)		NA	
CIRCLING		1140-1 593 (600-1)	1200-1 653 (700-1)		NA	

ELEV 547

TDZE 541

REIL Rwy 6, 12, and 30 0

MIRL Rwy 6-24 and 12-30 0

MUSCATINE, IOWA
Orig-A 26MAY16

41°22'N-91°09'W

RNAV (GPS) RWY 12

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99701 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev	5500 545 547
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RNAV (GPS) RWY 24

MUSCATINE MUNI (MUT)

RNP APCH

▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). For inop ALS, increase LPV all visibilities to 1 SM, increase LNAV/VNAV all Cats and LNAV Cats C visibility to 1½ SM, and increase LNAV Cat D visibility to 1¼ SM. When local altimeter setting not received, use Iowa City altimeter setting and increase LPV DA to 992 and all visibilities ½ SM; increase LNAV/VNAV DA to 1030 feet and all visibilities ¼ SM; increase all MDA 80 feet and LNAV Cats C and D visibility ¼ SM and Circling Cat C visibility ¼ SM. For inop ALS when using Iowa City altimeter setting, increase LPV all visibilities to 1 SM, LNAV/VNAV all visibilities to 1¾ SM, LNAV Cats A and B visibility to 1 SM, and LNAV Cats C and D visibility to 1¾ SM. Baro-VNAV and VDP NA when using Iowa City altimeter setting.

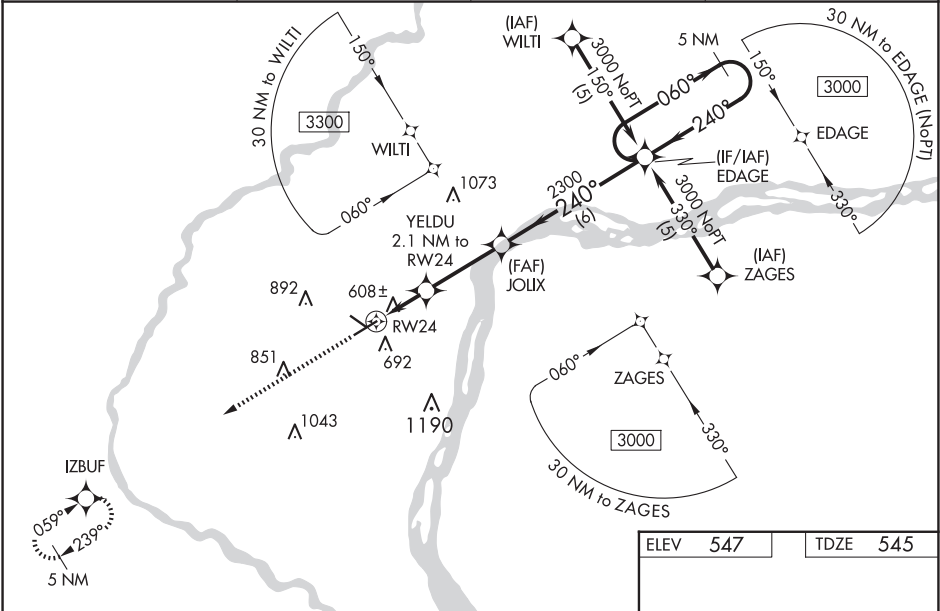
MALSR

AS

⋮

MISSED APPROACH:
Climb to 3000 direct
IZBUF and hold.

AWOS-3P 120.625	QUAD CITY APP CON * 133.275 257.8	CLNC DEL 119.125	UNICOM 122.7 (CTAF) 0
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3000	IZBUF	YELDU 2.1 NM to RW24	JOLIX	EDAGE	5 NM Holding Pattern
*LNAV only	*1.2 NM to RW24	1260*	2300	060°→	3000
	1.2	0.9	3.2 NM	6 NM	GP 3.00° TCH 55'
CATEGORY	A	B	C	D	
LPV DA		812-½	267 (300-½)		
LNAV/VNAV DA		950-¾	405 (500-¾)		
LNAV MDA	960-½	415 (500-½)	960-¾ 415 (500-¾)	960-1 415 (500-1)	
CIRCLING	1080-1¼ 533 (600-1¼)	1200-1¼ 653 (700-1¼)	1200-1¾ 653 (700-1¾)	1500-3 953 (1000-3)	

ELEV 547 TDZE 545

11

21

22

AS

633

5500 X 100

4000 X 75

30

240°

REIL Rwy 6, 12, and 30 0
MIRL Rwy 6-24 and 12-30 0

MUSCATINE, IOWA

AL-5564 (FAA)

24081

WAAS CH 42636 W30A	APP CRS 306°	Rwy Idg 4000 TDZE 543 Apt Elev 547
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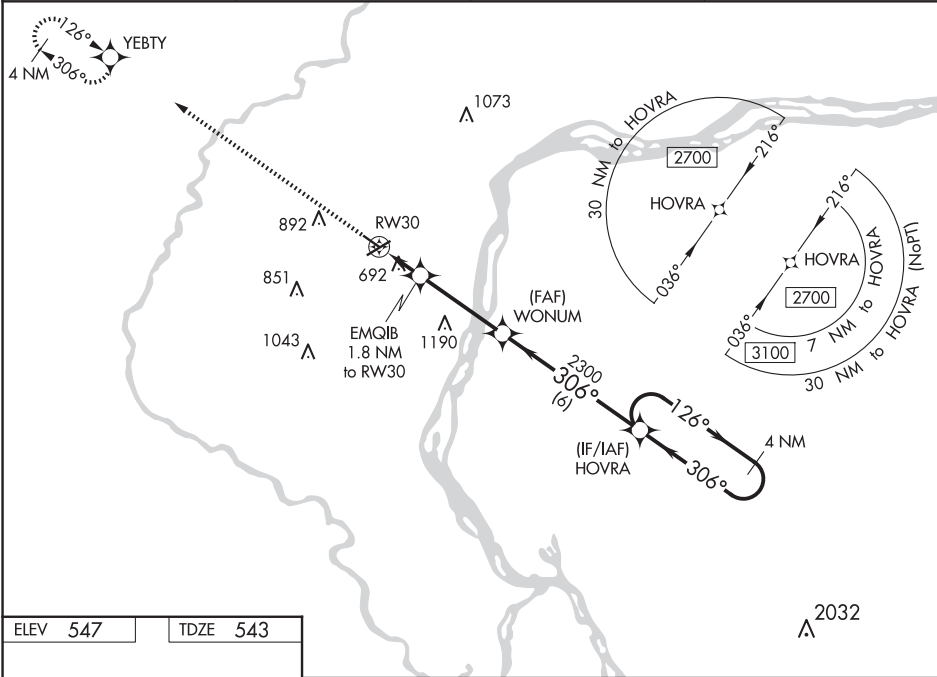
RNAV (GPS) RWY 30
MUSCATINE MUNI (MUT)

T DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. VDP and Baro-VNAV NA with Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LNAV/VNAV all Cals visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

A

MISSED APPROACH: Climb to 2600 direct YEBTY and hold.

AWOS-3P 120.625	QUAD CITY APP CON * 133.275 257.8	CLNC DEL 119.125	UNICOM 122.7 (CTAF) 0
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ELEV 547 TDZE 543

REIL Rwy 6, 12, and 30
MIRL Rwy 6-24 and 12-30

2600 YEBTY

* LNAV only

EMQIB 1.8 NM to RW30

WONUM 2300

HOVRA 4 NM Holding Pattern

126° 2700

306° 2300

GP 3.00° TCH 40

1.2 NM 0.6 3.6 NM 6 NM

CATEGORY	A	B	C	D
LPV DA	743-1	200 (200-1)	NA	
LNAV/VNAV DA	989-1½	446 (500-1½)	NA	
LNAV MDA	960-1	417 (500-1)	NA	
CIRCLING	1000-1 453 (500-1)	1200-1 653 (700-1)	NA	

MUSCATINE, IOWA
Orig-A 26MAY16

41°22'N-91°09'W

MUSCATINE MUNI (MUT)
RNAV (GPS) RWY 30

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99302 W01A	APP CRS 010°	Rwy Idg TDZE 1255 Apt Elev 1255
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RNAV (GPS) RWY 1

NEOSHO HUGH ROBINSON (E/O S)

⚠

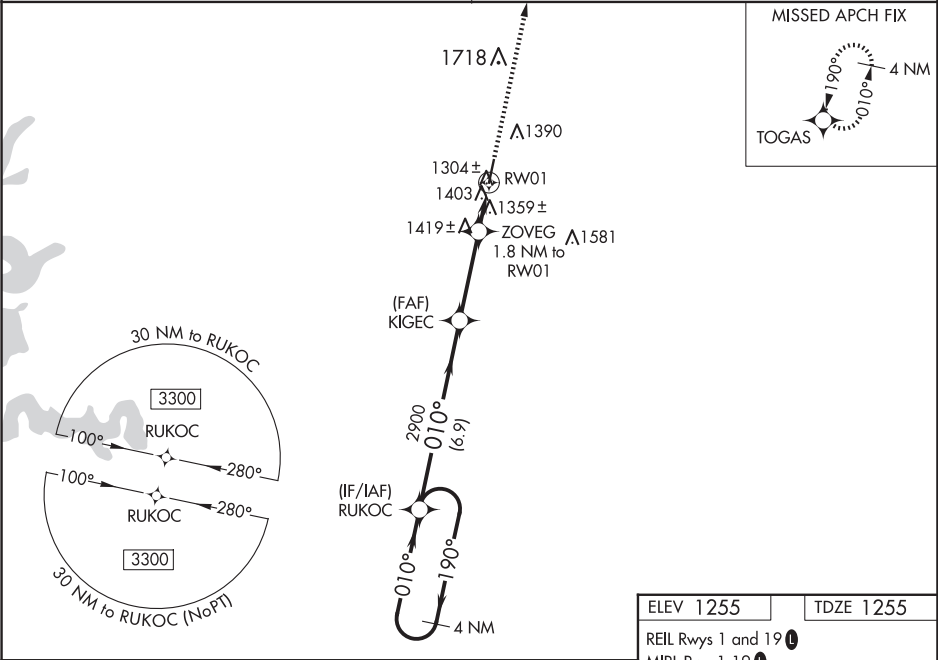
Baro-VNAV NA when using Joplin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

⚠

Visibility reduction by helicopters NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 87 feet and all MDA 100 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ⅓ mile, and LNAV Cat C visibility ¼ mile. When VGSI inop, Straight-in/Circling to Rwy 1 NA at night.

MISSED APPROACH:
Climb to 3200 direct TOGAS and hold.

KANSAS CITY CENTER 128.6 282.325	AUNICOM 122.8 (CTAF) 
--	--



4 NM Holding Pattern

RUKOC

3200 TOGAS

3300 $\xleftarrow{190^\circ}$ $\xrightarrow{010^\circ}$

GP 3.00° TCH 31

2900

KIGEC

ZOVEG 1.8 NM to RW01

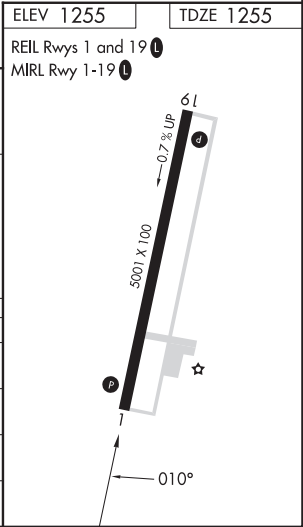
RW01

*1840

6.9 NM 3.3 NM 1.8 NM

*LNAV only

CATEGORY	A	B	C	D
LPV DA	1505-1 250 (300-1)			NA
LNAV/VNAV DA	1658-1⅓ 403 (500-1⅓)			NA
LNAV MDA	1680-1 425 (500-1)	1680-1¼ 425 (500-1¼)		NA
CIRCLING	1720-1 465 (500-1)	1740-1 485 (500-1)	1740-1½ 485 (500-1½)	NA



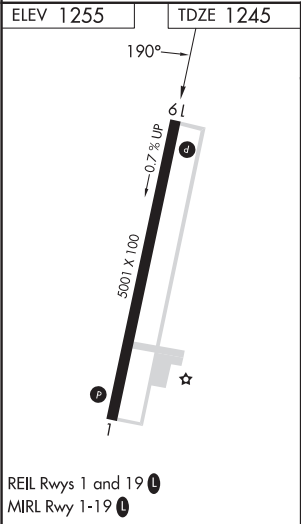
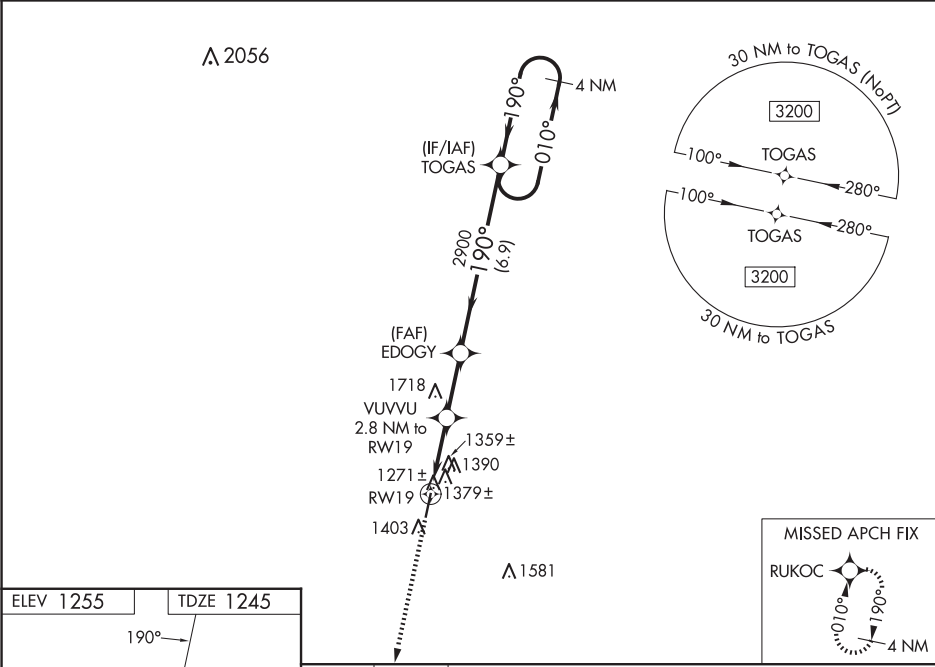
WAAS CH 56522 W19A	APP CRS 190°	Rwy Idg TDZE Apt Elev	5001 1245 1255
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RNAV (GPS) RWY 19
NEOSHO HUGH ROBINSON (E/O S)

⚠ When VGSi inop, Circling Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 87 feet and all MDA 100 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, and LNAV Cat C visibility ½ mile. VDP and Baro-VNAV NA when using Joplin altimeter setting.

MISSED APPROACH: Climb to 3300 direct RUKOC and hold.

KANSAS CITY CENTER 128.6 282.325	AUNICOM 122.8 (CTAF) 0
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3300 ↑ *LNAV only	RUKOC 				
CATEGORY	A	B	C	D	
LPV DA	1495-1 250 (300-1)			NA	
LNAV/VNAV DA	1692-1½ 447 (500-1½)			NA	
LNAV MDA	1640-1 395 (400-1)		1640-1¼ 395 (400-1¼)	NA	
CIRCLING	1720-1 465 (500-1)	1740-1 485 (500-1)	1740-1½ 485 (500-1½)	NA	

WAAS CH 82019 W02A	APP CRS 024°	Rwy Idg 5000 TDZE 890 Apt Elev 892
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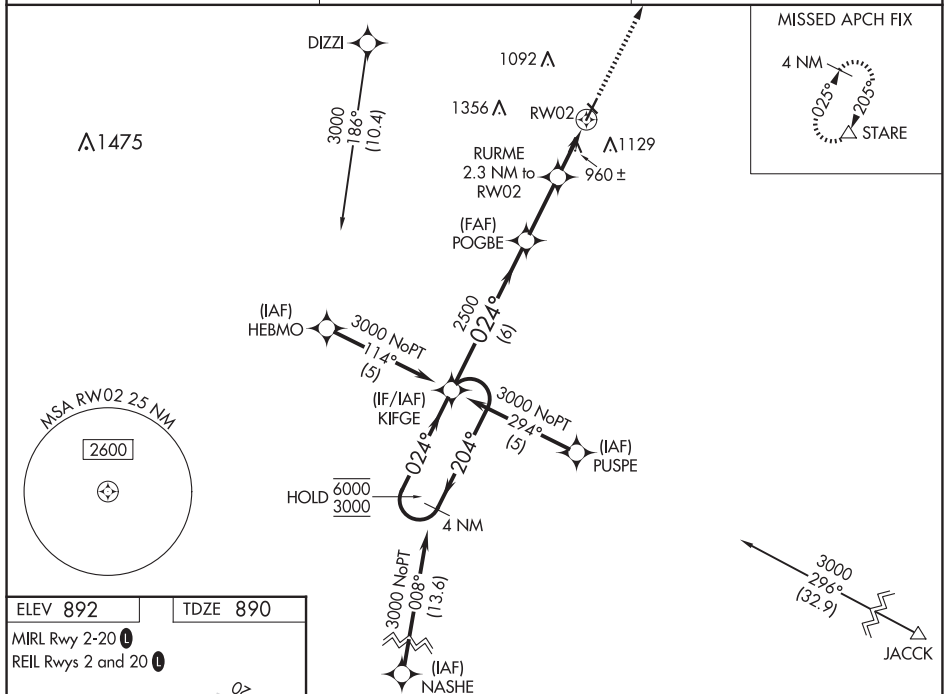
RNAV (GPS) RWY 2
NEVADA MUNI (NVD)

RNP APCH - GPS.

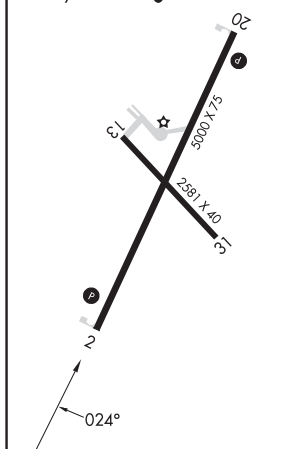
V Circling NA to Rwy 13 and 31. Baro-VNAV and VDP NA when using Joplin altimeter setting.
A **NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
 When local altimeter setting not received, use Joplin altimeter setting: increase LPV DA to 1200 feet; increase LNAV/VNAV DA to 1329 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 120 feet and LNAV visibility Cat C $\frac{3}{8}$ SM, and Circling visibility Cat C $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3000 direct
STARE and hold.

AWOS-3PT 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF) 0
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ELEV 892	TDZE 890
MIRL Rwy 2-20 L	
REIL Rwy 2 and 20 L	



4 NM Holding Pattern

KIFGE

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 40°).

3000

START

6000 ← 204°

3000 → 024°

2500

POGBE

RURME 2.3 NM to RW02

0.9 NM to RW02

RW02

GP 3.00°

TCH 45°

2500

1660

6 NM

2.6 NM

1.4 NM

0.9 NM

CATEGORY	A	B	C	D
LPV DA	1090-1 200 (200-1)			NA
LNAV/ VNAV DA	1219-1 329 (400-1)			NA
LNAB MDA	1220-1 330 (400-1)			NA
CIRCLING	1260-1 368 (400-1)	1440-1 548 (600-1)	1440-1½ 548 (600-1½)	NA

NEVADA, MISSOURI

AL-5831 (FAA)

23334

WAAS CH 77719 W20A	APP CRS 205°	Rwy Idg TDZE 884 Apt Elev 892
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RNAV (GPS) RWY 20

NEVADA MUNI (NVD)

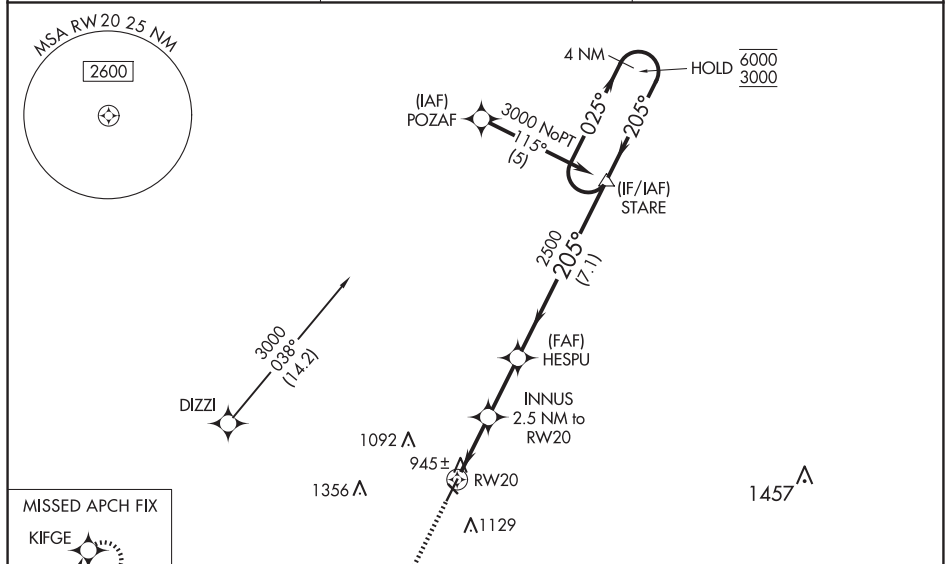
RNP APCH - GPS.

NA

Circling NA to Rwy 13 and 31. Baro-VNAV and VDP NA when using Joplin altimeter setting. Rwy 20 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Joplin altimeter setting: increase LPV DA to 1249 feet; increase LNAV/VNAV DA to 1326 feet and all visibilities ¾ SM; increase all MDAs 120 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct KIFGE and hold.

AWOS-3PT 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX
KIFGE

3000
KIFGE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

INNUS 2.5 NM to RW20

HESPU 2500

STARE

4 NM Holding Pattern

0.9 NM to RW20

1.6 NM

2.4 NM

7.1 NM

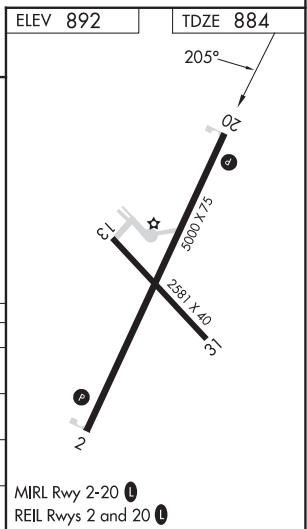
1720

2500

6000
3000

GP 3.00°
TCH 45

CATEGORY	A	B	C	D
LPV DA	1139-1	255 (300-1)		NA
LNAV/VNAV DA	1216-1	332 (400-1)		NA
LNAV MDA	1200-1	316 (400-1)		NA
CIRCLING	1260-1 368 (400-1)	1440-1 548 (600-1)	1440-1½ 548 (600-1½)	NA



NEVADA, MISSOURI
Orig-B 30NOV23

37°51'N-94°18'W

NEVADA MUNI (NVD) RNAV (GPS) RWY 20

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

VORTAC	BUM	APP CRS	Rwy Idg	N/A
115.9		154°	TDZE	N/A
Chan 106			Apt Elev	892

VOR-A

NEVADA MUNI (NVD)

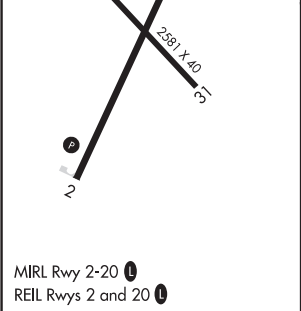
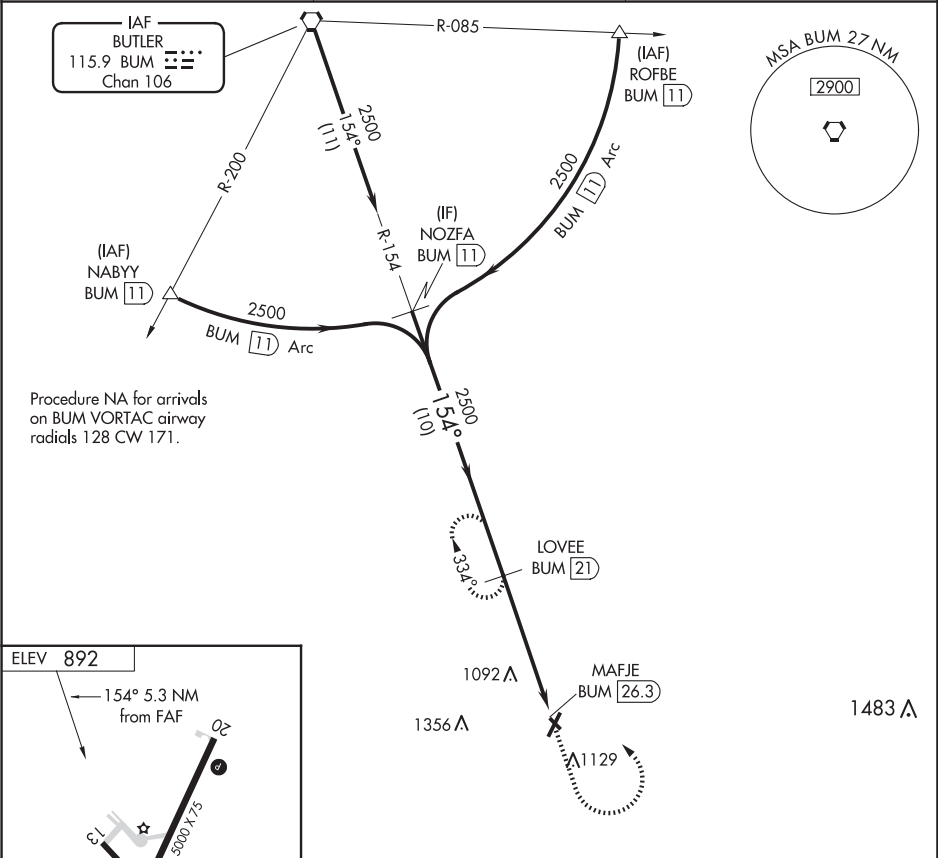
▼

▲ NA

When local altimeter setting not received, use Joplin Rgnl altimeter setting and increase all MDA 120 feet.
Circling NA to Rwy 13-31. DME required.

MISSED APPROACH: Climb to 2500 then left turn on BUM VORTAC R-154 to LOVEE/21 DME and hold.

AWOS-3PT 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF) 0
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Procedure Turn NA	NOZFA BUM 11	LOVEE BUM 21	2500	LOVEE BUM 21
	2500	154°	2500	MAFJE BUM 26.3
CATEGORY	A	B	C	D
CIRCLING	1360-1 468 (500-1)	1440-1 548 (600-1)	1440-1½ 548 (600-1½)	NA

RNAV (GPS) RWY 18
COUNTY MEML (EIW)

MISSED APPROACH: Climb to 3000 direct SEMIE and hold.

UNICOM
122.8 (CTAF) **L**

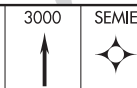
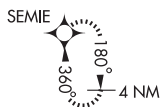


Diagram of MRL Rwy 18-36. The runway is 3200 X 60. Elevation markers are 81 and 36. A 180° turn to RW18 is indicated.

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

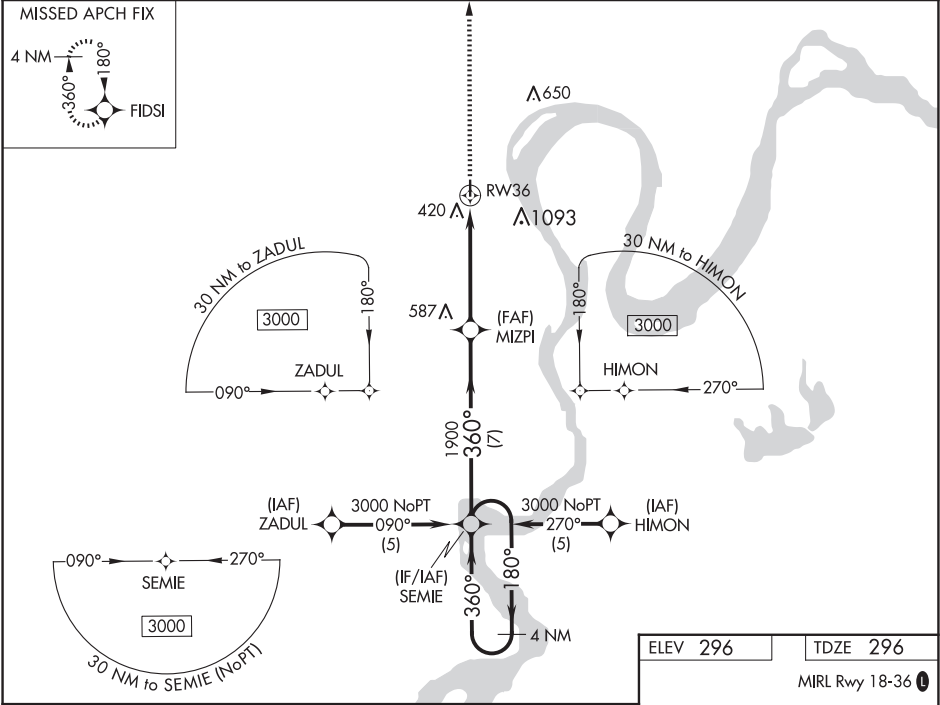
WAAS CH 56414 W36A	APP CRS 360°	Rwy Idg 3200 TDZE 296 Apt Elev 296
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RNAV (GPS) RWY 36
COUNTY MEML (EIW)

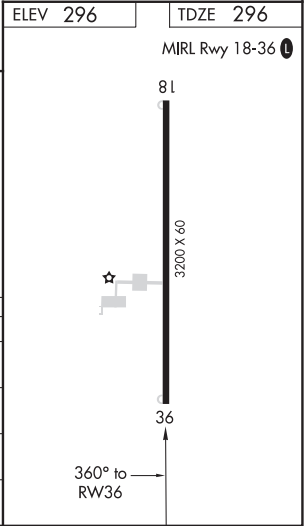
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet. Straight-in/Circling to Rwy 36 NA at night.

MISSED APPROACH: Climb to 3000 direct FIDS1 and hold.

DYR AWOS-3PT 135.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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3000		FIDS1	MIZPI		SEMIE	4 NM Holding Pattern	180° → 3000	← 360°	GP 3.00° TCH 45
RW36			4.8 NM	7 NM					
CATEGORY	A	B	C	D					
LPV DA	668-1¼	372 (400-1¼)				NA			
LNAV/VNAV DA	900-2¼	604 (700-2¼)				NA			
LNAV MDA	820-1	524 (600-1)				NA			
CIRCLING	860-1 564 (600-1)	900-1 604 (700-1)				NA			



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 32
NEWTON MUNI-EARL JOHNSON FLD (TNU)

MALSR
A5

MISSED APPROACH: Climb to 3000 direct TNU VOR/DME and hold, continue climb-in-hold to 3000.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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△ 1704
△ MIXIN
DSM 16.4

LOCALIZER 109.7
I-MGX $\ddot{=}$.

(IAF)
MATAG
TNU 13.1
RADAR

(CFBXR) \times 276°

ELEV 953		TDZE 950
----------	--	----------

3000	TNU
	

MATAG
TNU 13.1
RADAR

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 49).

within 10 NM

The diagram illustrates a climb profile. A horizontal line represents the ground level. A vertical line marks a distance of 3.7 NM from the start. A dashed line indicates a climb angle of 321°. A solid line shows the climb path, reaching an altitude of 2600 feet. A TNU of 9.4 is indicated. The ground speed is 3.00° TCH 59.

CATEGORY	A	B	C	D
S-ILS 32	1150-½ 200 (200-½)			
S-LOC 32	1400-½ 450 (500-½)		1400-⅞ 450 (500-⅞)	
CIRCLING	1420-1 467 (500-1)	1440-1 487 (500-1)	1520-1½ 567 (600-1½)	1600-2 647 (700-2)

NEWTON, IOWA
Amdt 4 05SEP24

NEWTON MUNI-EARL JOHNSON FLD (TNU)

41°40'N-93°01'W

ILS or LOC RWY 32

WAAS CH 86936 W14A	APP CRS 141°	Rwy Idg 5600 TDZE 953 Apt Elev 953
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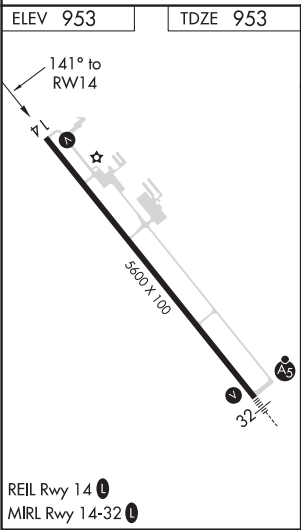
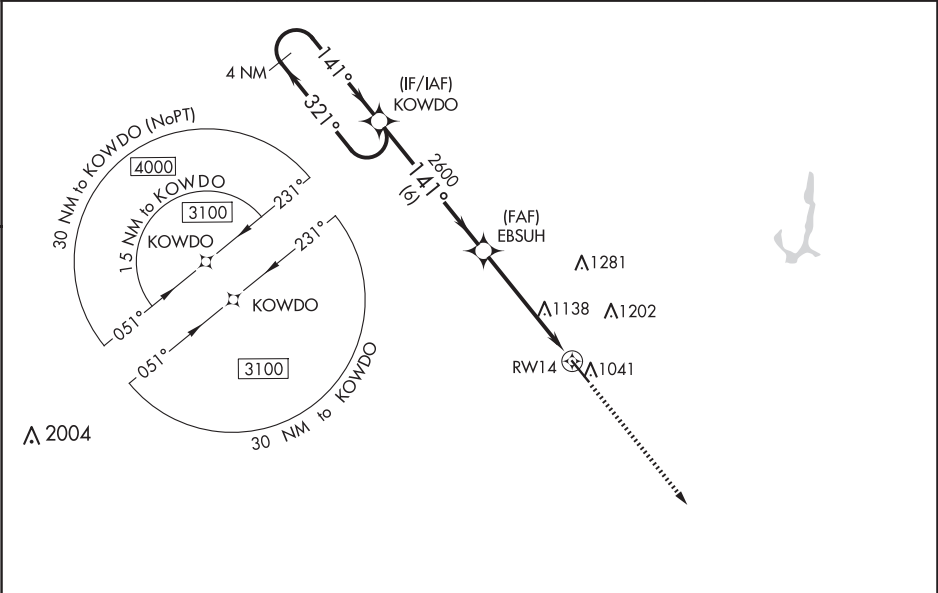
RNAV (GPS) RWY 14

NEWTON MUNI-EARL JOHNSON FLD (TNU)

DME/DME RNP-0.3 NA. When local altimeter setting not received use Des Moines altimeter setting and increase all DA/MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D and Circling Cat C/D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Des Moines altimeter setting.

MISSED APPROACH: Climb to 2700 direct UBHIT and hold.



AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF)
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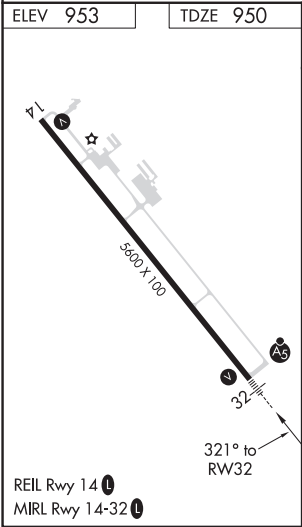
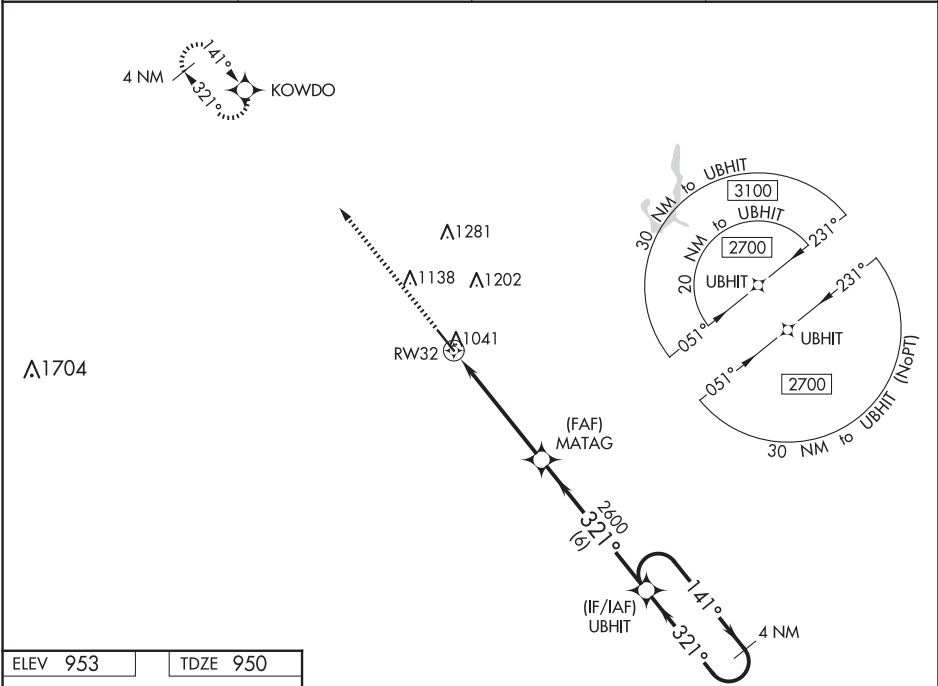
UBHIT 4 NM				
4 NM Holding Pattern				
KOWDO				
EBSUH				
RW14				
GP 3.00° TCH 39				
6 NM 3.8 NM 1.3 NM				
CATEGORY	A	B	C	D
LPV DA	1203-7/8 250 (300-7/8)			
LNAV/VNAV DA	1203-7/8 250 (300-7/8)			
LNAV MDA	1420-1 467 (500-1)		1420-13/8 467 (500-13/8)	
CIRCLING	1420-1 467 (500-1)	1440-11/2 487 (500-11/2)	1520-11/2 567 (600-11/2)	1600-2 647 (700-2)

WAAS CH 99702 W32A	APP CRS 321°	Rwy Idg TDZE 950 Apt Elev 953
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RNAV (GPS) RWY 32
NEWTON MUNI-EARL JOHNSON FLD (TNU)

 <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to ¾ SM.</p>	 <p>MALSR</p>	MISSED APPROACH: Climb to 3100 direct KOWDO and hold.
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AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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3100	KOWDO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).			
		UBHIT	4 NM Holding Pattern		
*LNAV only		MATAG			
	*1.3 NM to RW32	2600	321°	141°	2700
		2600	321°	321°	
					GP 3.00° TCH 59
CATEGORY	A	B	C	D	
LPV DA	1150-½	200 (200-½)			
LNAV/VNAV DA	1202-½	252 (300-½)			
LNAV MDA	1400-½	450 (500-½)	1400-7/8	450 (500-7/8)	
CIRCLING	1420-1 467 (500-1)	1440-1 487 (500-1)	1520-1½ 567 (600-1½)	1600-2 647 (700-2)	

NEWTON, IOWA

AL-5233 (FAA)

21336

VOR/DME TNU 112.5 Chan 72	APP CRS 147°	Rwy Idg 5600 TDZE 953 Apt Elev 953
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APP CRS 147°	Rwy Idg TDZE Apt Elev	5600 953 953
------------------------	-----------------------------	---

Rwy Idg	5600
TDZE	953
Apt Elev	953

TDŽE	953
Apt Elev	953

Apt Elev 953

VOR RWY 14

NEWTON MUNI-EARL JOHNSON FLD (TNU)

TA

Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

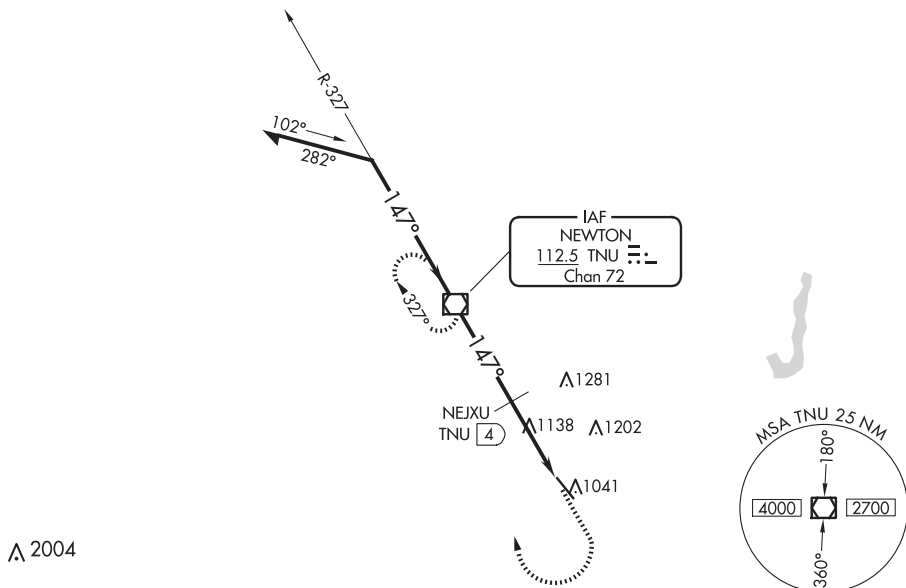
MISSED APPROACH: Climb to 2700 then right turn direct TNU VOR/DME and hold.

AWOS-3
132,275

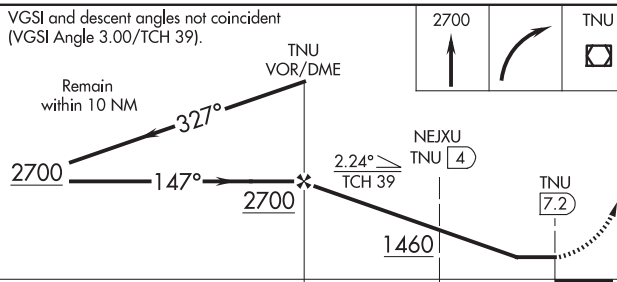
DES MOINES APP CON
123.9 307.15

CLNC DEL
126,3

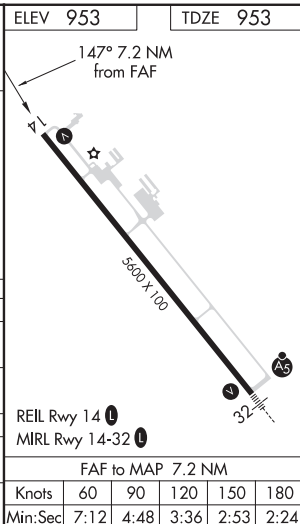
UNICOM
122.8 (CTAF) **L**



VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 39).



		4 NM		3.2 NM	
CATEGORY	A	B	C	D	
S-14	1460-1	507 (600-1)	1460-1 $\frac{3}{8}$ 507 (600-1 $\frac{3}{8}$)	1460-1 $\frac{1}{2}$ 507 (600-1 $\frac{1}{2}$)	
C CIRCLING	1460-1	507 (600-1)	1520-1 $\frac{1}{2}$ 567 (600-1 $\frac{1}{2}$)	1600-2 647 (700-2)	
NEXJU DME MINIMUMS					
S-14	1400-1	447 (500-1)	1400-1 $\frac{3}{8}$ 447 (500-1 $\frac{3}{8}$)	1400-1 $\frac{1}{2}$ 447 (500-1 $\frac{1}{2}$)	
C CIRCLING	1420-1 467 (500-1)	1440-1 487 (500-1)	1520-1 $\frac{1}{2}$ 567 (600-1 $\frac{1}{2}$)	1600-2 647 (700-2)	



NEWTON, IOWA

Amdt 9C 02DEC21

NEWTON MUNI-EARL JOHNSON FLD (TNU)

VOR RWY 14

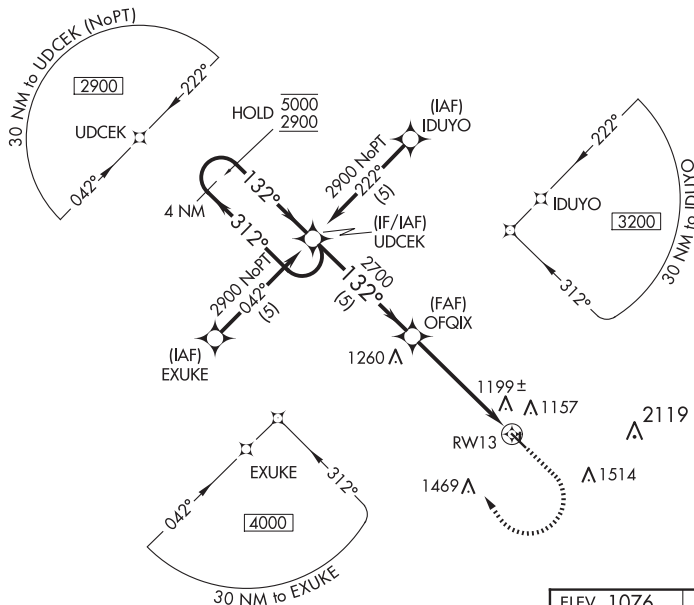
41°40'N-93°01'W

411

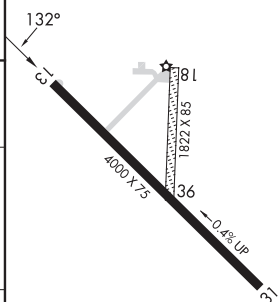
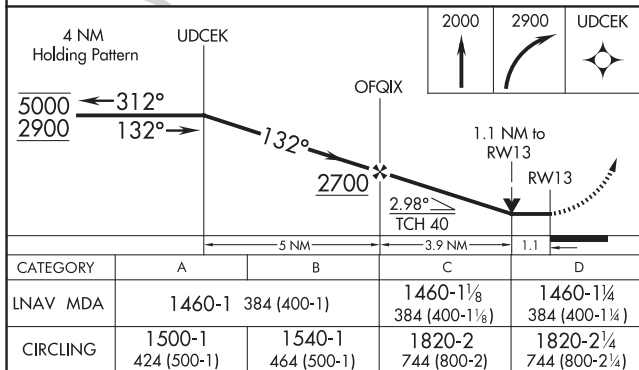
NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 13
OELWEIN MUNI (OLZ)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct UDCEK and hold.

UNICOM
122.8 (CTAF) **L**

ELEV 1076		TDZE 1076
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MIRL Rwy 13-31 **L**
REIL Rwy 13 and 31 **L**

OELWEIN MUNI (OLZ)
RNAV (GPS) RWY 13

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS

CH **48932**

W14A

APP CRS

140°

Rwy Idg

3205

TDZE

876

Apt Elev

876

RNAV (GPS) RWY 14

GRAND GLAIZE-OSAGE BEACH (K15)

Use Kaiser Lake Ozark altimeter setting; when not received, use Camdenton altimeter setting and increase all MDA 40 feet. DME/DME RNP- 0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2700 direct JOFFE and hold.

MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 0
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ELEV 876

TDZE 876

140° to RW14

3205 X 60

0.6% UP

MIRL Rwy 14-32 0

Visual Segment - Obstacles.				2700	JOFFE
4 NM Holding Pattern				↑	✧
2700 ← 320° 140° → 2500 140°					
TUGSY EYAVI 2 NM to RW14					
1540					
5 NM 3 NM 2 NM					
CATEGORY	A	B	C	D	
LP MDA	1300-1	424 (500-1)		NA	
LNAV MDA	1360-1	484 (500-1)		NA	
CIRCLING	1420-1	544 (600-1)		NA	

OSAGE BEACH, MISSOURI

Andr 1C 24FEB22

38°07'N-92°41'W

413

GRAND GLAIZE-OSAGE BEACH (K15)

RNAV (GPS) RWY 14

OSAGE BEACH, MISSOURI

AL-6480 (FAA)

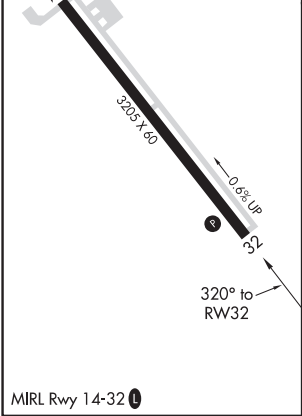
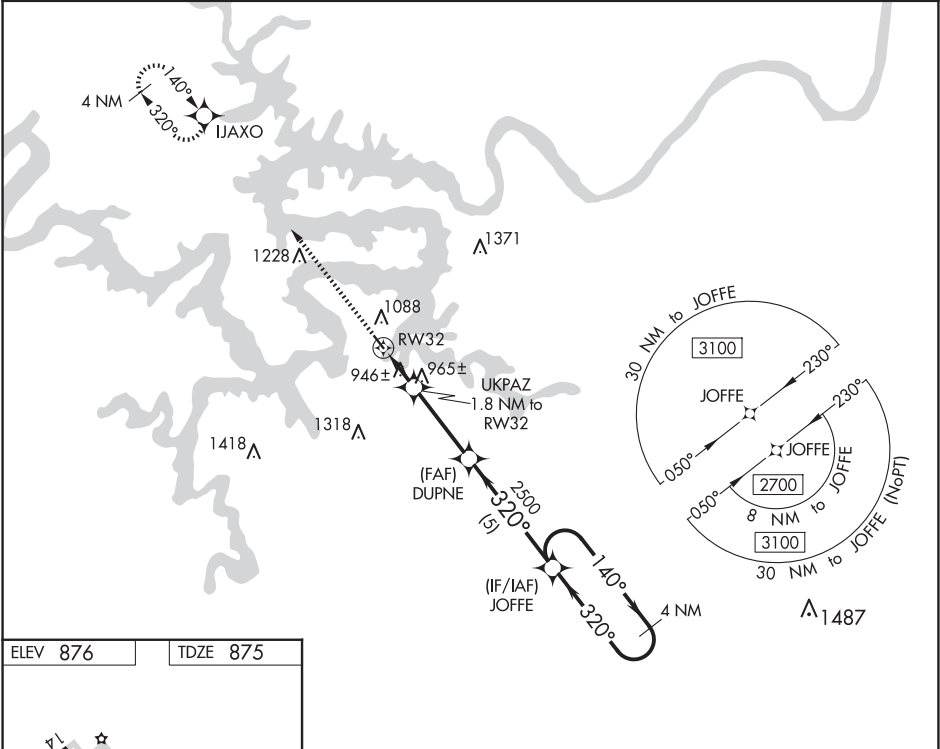
22055

WAAS CH 86832 W32A	APP CRS 320°	Rwy Idg 3205 TDZE 875 Apt Elev 876
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RNAV (GPS) RWY 32
GRAND GLAIZE-OSAGE BEACH (K15)

<p>⚠ DME/DME RNP-0.3 NA. Use Kaiser Lake Ozark altimeter setting; when not received, use Camden ton altimeter setting and increase all MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 2700 direct IJAXO and hold.</p>
--	--

MIZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 1
--------------------------------------	---------------------------------



2700	IJAXO	Visual Segment - Obstacles.			
		UKPAZ 1.8 NM to RWY 32	DUPNE	JOFFE	4 NM Holding Pattern
		1460	2500	2700	
		1.8 NM	3.2 NM	5 NM	
CATEGORY	A	B	C	D	
LP MDA	1220-1	345 (400-1)	NA		
LNAV MDA	1240-1	365 (400-1)	NA		
CIRCLING	1420-1	544 (600-1)	NA		

OSAGE BEACH, MISSOURI
Amdt 1C 24FEB22

38°07'N-92°41'W

GRAND GLAIZE-OSAGE BEACH (K15)
RNAV (GPS) RWY 32

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

VOR/DME SHY
108.4
Chan 21

APP CRS
318°

Rwy Idg
TDZE **875**
Apt Elev **876**

VOR RWY 32

GRAND GLAIZE-OSAGE BEACH (K15)

▼

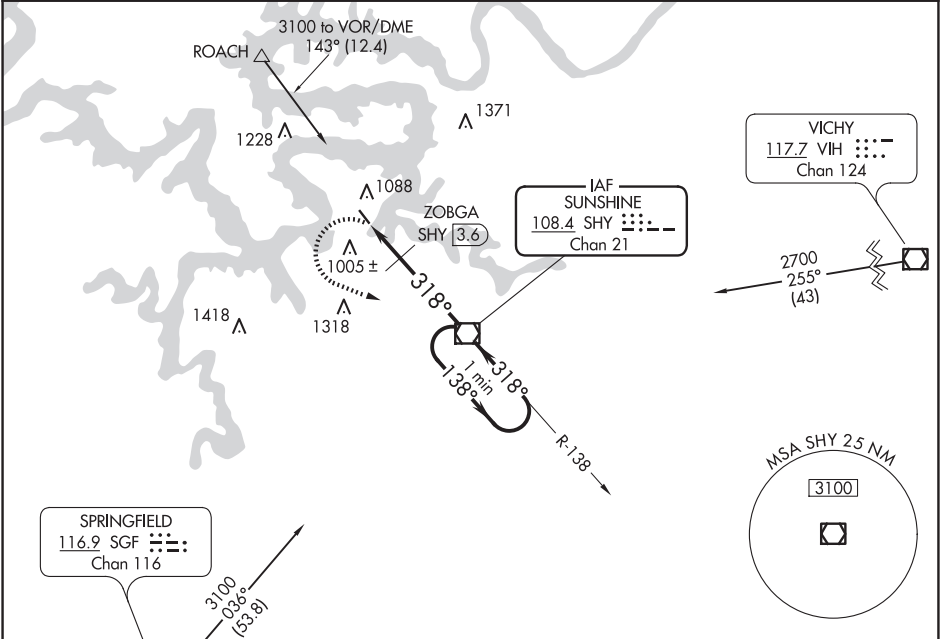
NA

Helicopter visibility reduction below 1 SM NA. Procedure NA at night.
Use Kaiser Lake Ozark altimeter setting; when not received, use
Camdenton altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to
2700 direct SHY VOR/DME and hold.

MIZZU APP CON
124.1 353.925

UNICOM
122.8 (CTAF)



2700 SHY

VGSI and descent angles not coincident
(VGSI Angle 3.50/TCH 46).

SHY VOR/DME

One Minute Holding Pattern

* 1460 when using Camdenton altimeter setting.

SHY 5.3

ZOBGA SHY 3.6

3.19° TCH 40

138° 318° 2700

1.7 NM 3.6 NM

CATEGORY	A	B	C	D
S-32	1420-1 545 (600-1)		NA	
CIRCLING	1420-1 544 (600-1)		NA	
ZOBGA FIX MINIMUMS (DME REQUIRED)				
S-32	1280-1 405 (500-1)		NA	
CIRCLING	1420-1 544 (600-1)		NA	

ELEV 876

TDZE 875

MRL Rwy 14-32

3205 X 60

0.6% UP

318° 5.3 NM from FAF

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

OSCEOLA, IOWA

AL-6974 (FAA)

24025

WAAS CH 53623 W18A	APP CRS 179°	Rwy Idg TDZE 1115 Apt Elev 1115	4001 1115 1115
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RNAV (GPS) RWY 18

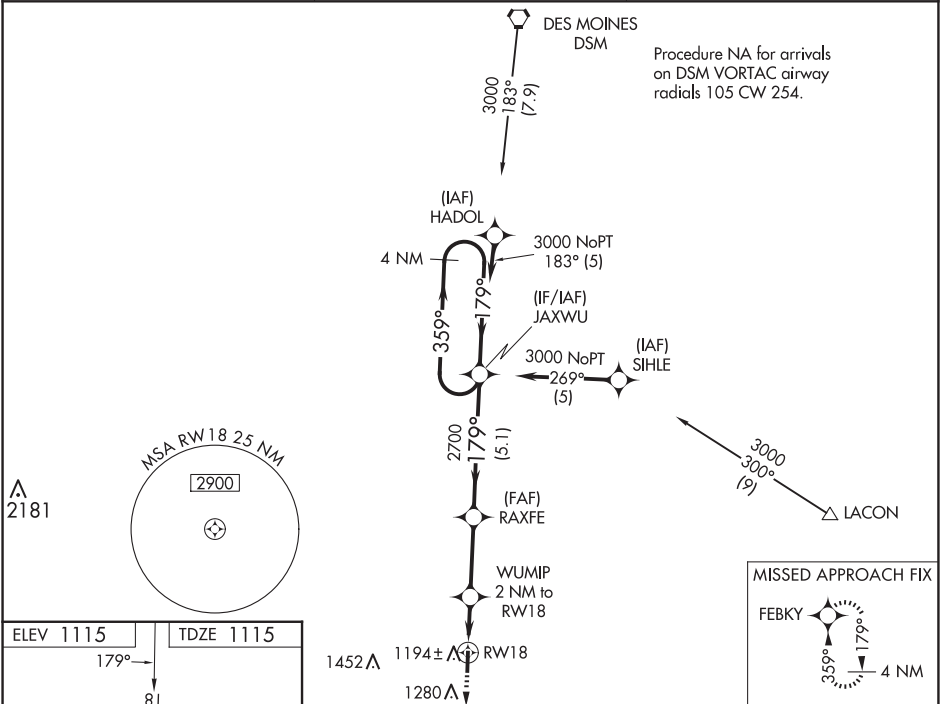
OSCEOLA MUNI (I75)

⚠

Baro-VNAV NA when using Chariton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When VGSI inop, Straight-In/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chariton altimeter setting and increase all DA 44 feet and all MDA 60 feet.

MISSED APPROACH:
Climb to 3000 direct FEBKY and hold.

AWOS-3 120.975	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



ELEV 1115

TDZE 1115

179°

81

4001 X 75

36

3000

FEBKY

VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 31).

4 NM Holding Pattern

3000

GP 3.00°

TCH 40

*LNAV only.

WUMIP 2 NM to RW18

RAXFE

2700

179°

1780*

2 NM

2.9 NM

5.1 NM

CATEGORY	A	B	C	D
LPV DA	1365-1	250 (300-1)	NA	
LNAV/VNAV DA	1365-1	250 (300-1)	NA	
LNAV MDA	1460-1	345 (400-1)	NA	
CIRCLING	1580-1	465 (500-1)	NA	

WAAS CH 72823 W36A	APP CRS 359°	Rwy Idg TDZE 1115 Apt Elev 1115
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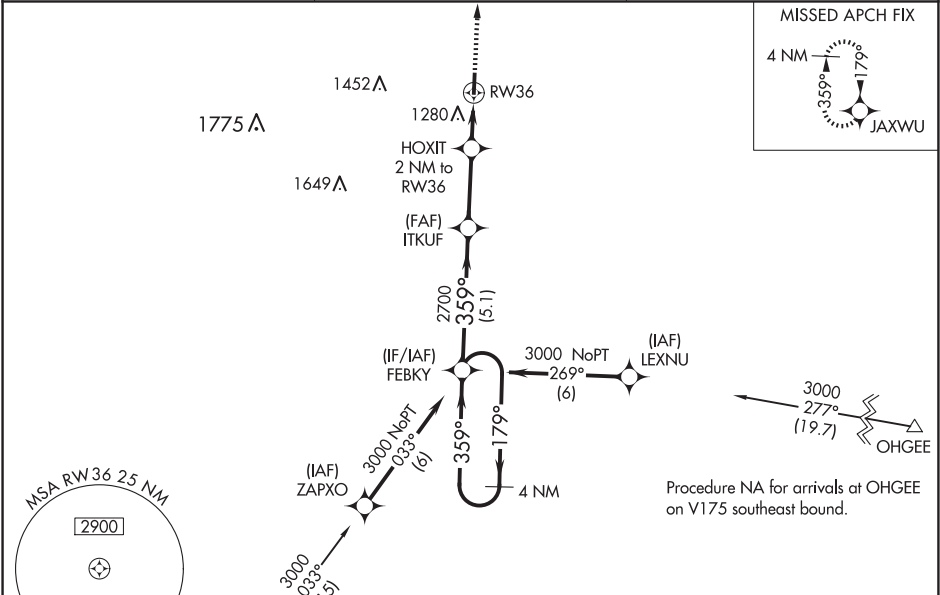
RNAV (GPS) RWY 36

OSCEOLA MUNI (I75)

When VGSI inop, Circling Rwy 18 NA at night. Baro-VNAV NA when using Chariton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Chariton altimeter setting. When local altimeter setting not received, use Chariton altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats visibility to 1¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 3000 direct JAXWU and hold.

AWOS-3 120.975	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern

GP 3.00° TCH 40

3000

179°

359°

2700

359°

5.1 NM

2.9 NM

0.8

1.2

RW36

*1780

*1.2 NM to RW36

HOXIT 2 NM to RW36

ITKUF

FEBKY

4 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).

*LNAV only.

JAXWU

3000

CATEGORY	A	B	C	D
LPV DA	1365-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1423-1	308 (400-1)		NA
LNAV MDA	1540-1	425 (500-1)		NA
CIRCLING	1580-1	465 (500-1)		NA

ELEV 1115

TDZE 1115

REIL Rwy 18 and 36

MIRL Rwy 18-36

81

400

475

36

359°

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

OSKALOOSA, IOWA

AL-6493 (FAA)

20198

WAAS CH 78215 W13A	APP CRS 134°	Rwy Idg 4012 TDZE 837 Apt Elev 841
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RNAV (GPS) RWY 13

OSKALOOSA MUNI (00A)

RNP APCH.

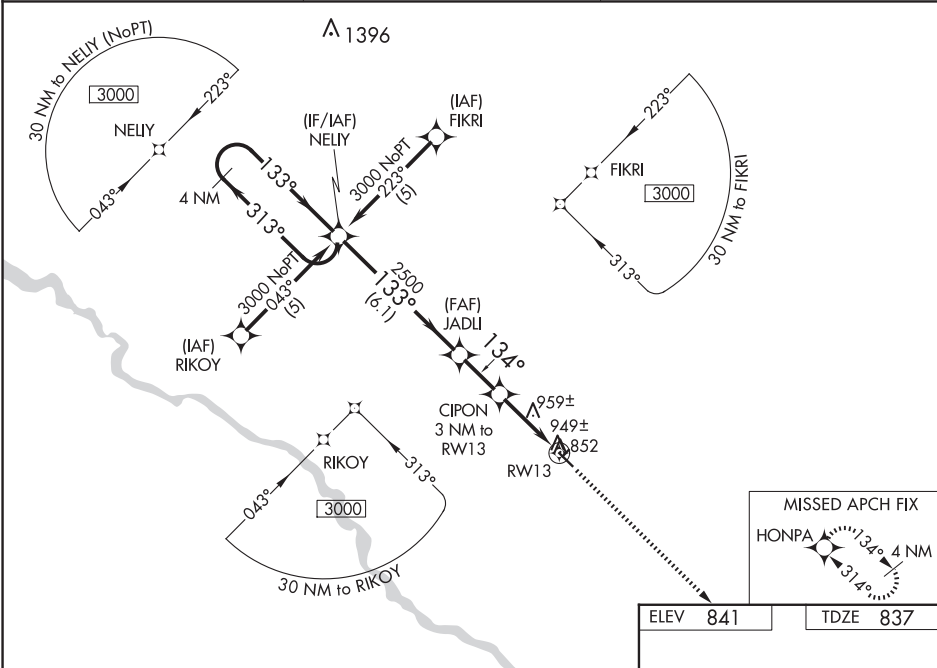
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⚠

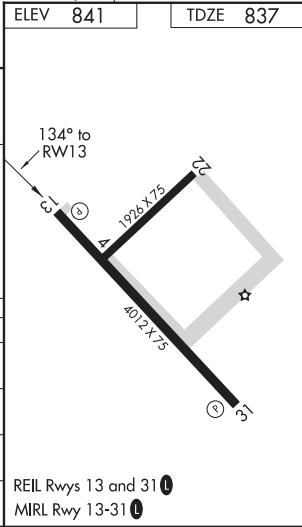
When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cts visibility ¼ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct HONPA and hold.

AWOS-3 118.625	CHICAGO CENTER 118.15 335.575	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).		3000 HONPA
NELLY		JADLI	CIPON 3 NM to RW13	* LNAV only
3000 ← 313° / 133° →		2500	134°	* 1.1 NM to RW13
GP 3.00° TCH 40		* 1820	RW13	
6.1 NM		2 NM	1.9	1.1
CATEGORY	A	B	C	D
LPV DA	1193-1¼	356 (400-1¼)		NA
LNAV/VNAV DA	1219-1¼	382 (400-1¼)		NA
LNAV MDA	1220-1	383 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA



OSKALOOSA, IOWA
Amdt 1A 20JUN19

41°14'N-92°30'W

OSKALOOSA MUNI (00A)

RNAV (GPS) RWY 13

WAAS CH 82515 W31A	APP CRS 314°	Rwy Idg TDZE 837 Apt Elev 841	4012
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RNAV (GPS) RWY 31

OSKALOOSA MUNI (00A)

RNP APCH.

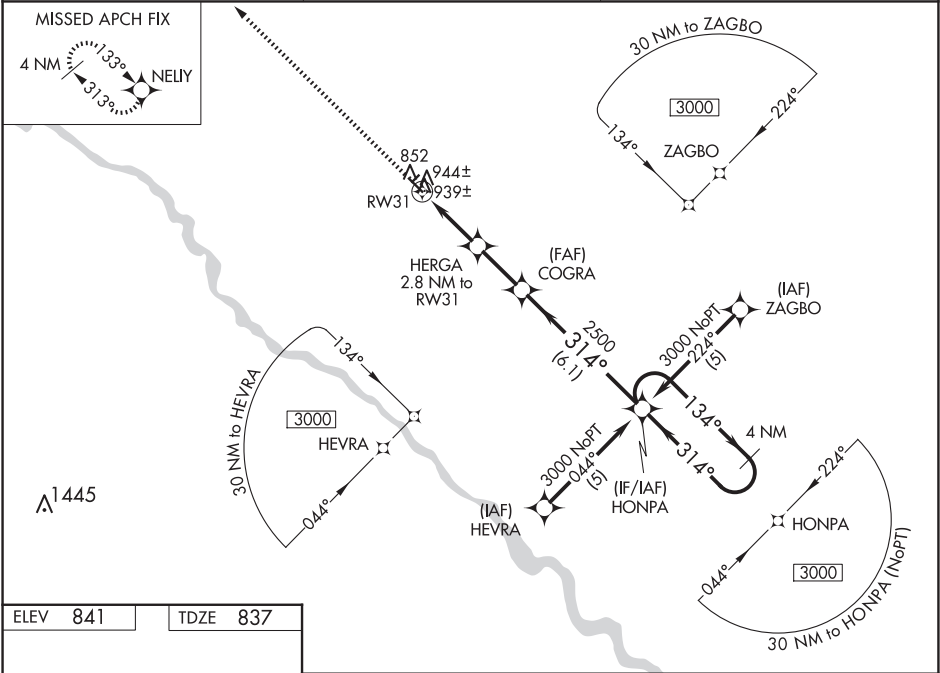
▼

⚠

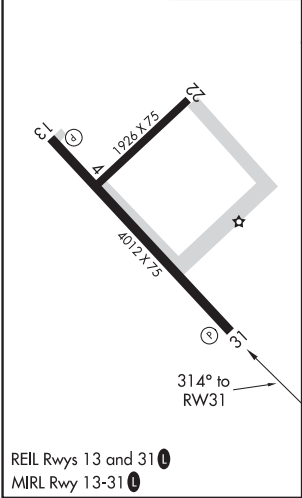
When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct NELLY and hold.

AWOS-3 118.625	CHICAGO CENTER 118.15 335.575	UNICOM 122.8 (CTAF) 0
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ELEV 841	TDZE 837
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3000	NELLY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).	HONPA	4 NM Holding Pattern
*LNAV Only	HERGA 2.8 NM to RW31	COGRA	134°	314°
1.1 NM to RW31	1760	2500	3000	GP 3.00° TCH 40
1.1	1.7	2.2 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	1187-1¼	350 (400-1¼)		NA
LNAV/VNAV DA	1209-1¼	372 (400-1¼)		NA
LNAV MDA	1200-1	363 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

OTTUMWA, IOWA

AL-915 (FAA)

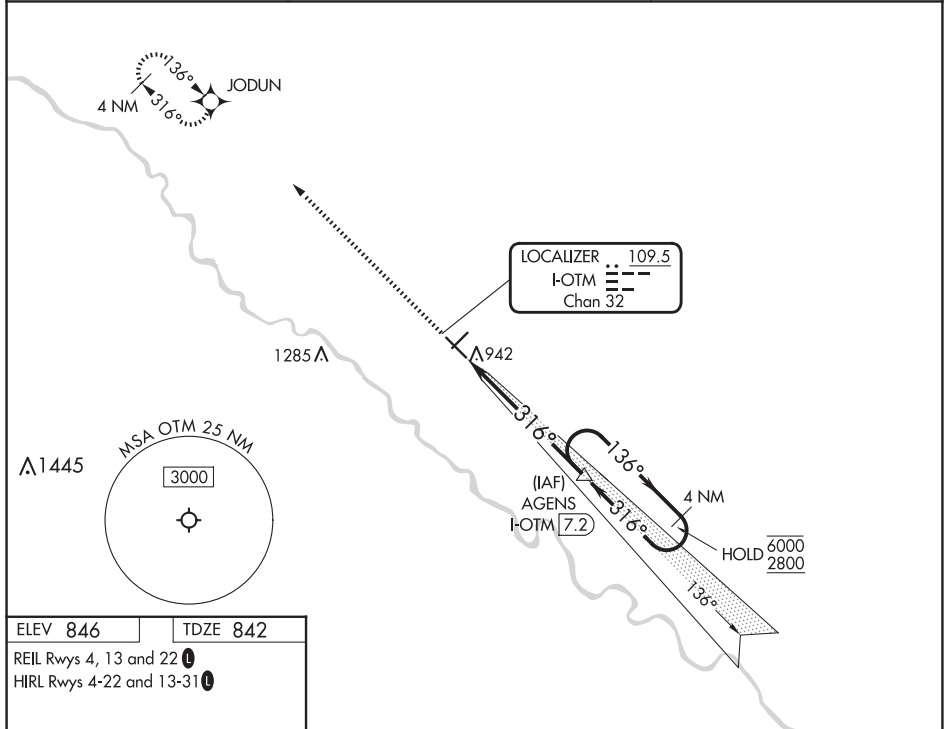
24249

LOC/DME I-OTM 109.5 Chan 32	APP CRS 316°	Rwy Idg 6001 TDZE 842 Apt Elev 846
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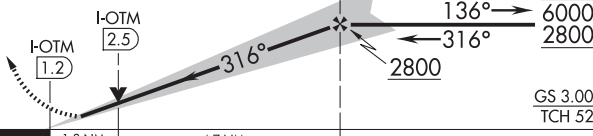
ILS or LOC RWY 31
OTTUMWA RGNL (OTM)

RNP APCH - GPS. DME required. Autopilot coupled approach NA below 1700. For inop ALS, increase S-LOC 31 Cat C visibility to 1½ SM.	MALSR A5	MISSED APPROACH: Climb to 2800 direct JODUN and hold.
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ASOS 124.175	CHICAGO CENTER 118.15 335.575	UNICOM 123.0 (CTAF) 0
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ELEV 846	TDZE 842
REIL Rwy 4, 13 and 22	HIRL Rwy 4-22 and 13-31
FAF to MAP 6 NM	
Knots	60 90 120 150 180
Min:Sec	6:00 4:00 3:00 2:24 2:00

2800	JODUN	AGENS I-OTM 7.2	4 NM Holding Pattern	
				
CATEGORY	A	B	C	D
S-ILS 31	1042-½ 200 (200-½)			NA
S-LOC 31	1300-½	458 (500-½)	1300-7/8 458 (500-7/8)	NA
C CIRCLING	1300-1	454 (500-1)	1400-1½ 554 (600-1½)	NA

OTTUMWA, IOWA
Amdt 7 05SEP24

41°06'N-92°27'W

OTTUMWA RGNL (OTM)
ILS or LOC RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

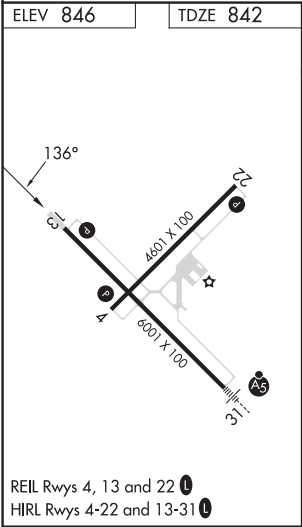
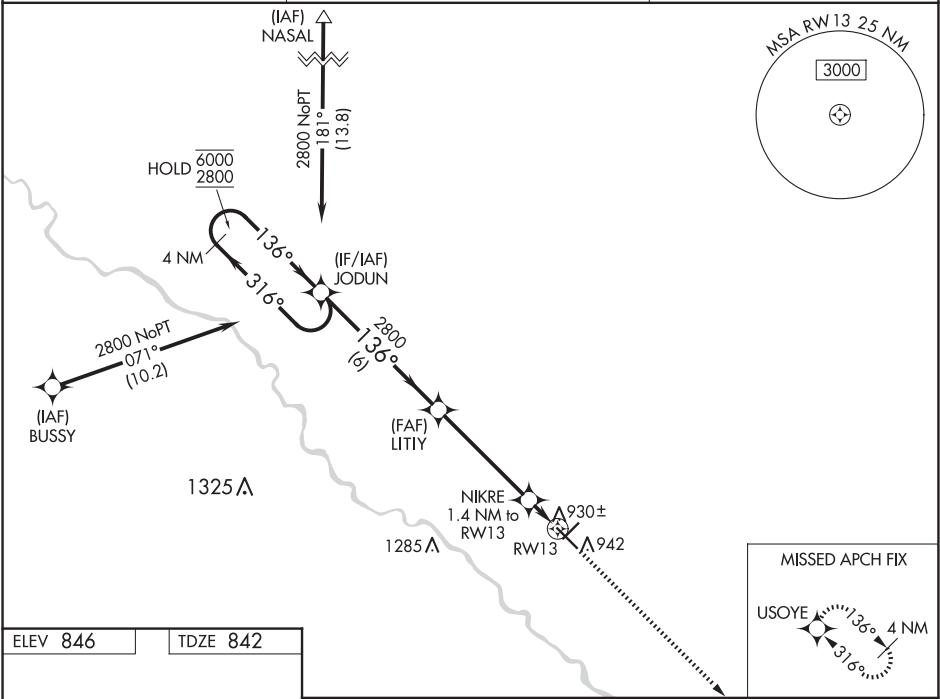
WAAS CH 86300 W13A	APP CRS 136°	Rwy Idg TDZE Apt Elev	6001 842 846
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RNAV (GPS) RWY 13

OTTUMWA RGNL (OTM)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct USOYE and hold.
<div><div></div><div></div></div> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.	

ASOS 124.175	CHICAGO CENTER 118.15 335.575	UNICOM 123.0 (CTAF)
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<div>4 NM Holding Pattern</div> <div>JODUN</div> <div>LITTY</div> <div>NIKRE 1.4 NM to RW13</div> <div>GP 3.00° TCH 41</div> <div>6 NM</div> <div>4.6 NM</div> <div>1.4 NM</div>				3000	USOYE
CATEGORY	A	B	C	D	
LPV DA	1042- ³ / ₄ 200 (200- ³ / ₄)			NA	
LNAV/VNAV DA	1229-1 ¹ / ₈ 387 (400-1 ¹ / ₈)			NA	
LNAV MDA	1200-1 358 (400-1)			NA	
CIRCLING	1260-1 414 (500-1)	1300-1 454 (500-1)	1400-1 ¹ / ₂ 554 (600-1 ¹ / ₂)	NA	

OTTUMWA, IOWA

AL-915 (FAA)

24249

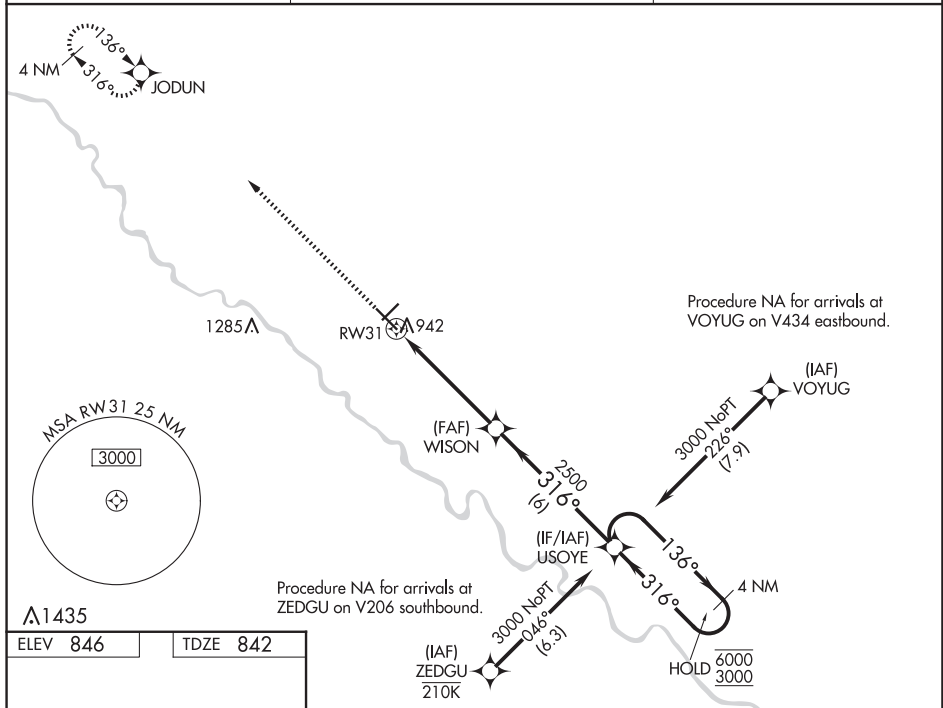
WAAS CH 93611 W31A	APP CRS 316°	Rwy Idg TDZE Apt Elev	6001 842 846
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RNAV (GPS) RWY 31

OTTUMWA RGNL (OTM)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 2800 direct JODUN and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.		

ASOS 124.175	CHICAGO CENTER 118.15 335.575	UNICOM 123.0 (CTAF)
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REIL Rwy's 4, 13 and 22 **L**
 HIRL Rwy's 4-22 and 13-31 **L**

2800		JODUN		USOYE	
				4 NM Holding Pattern	
RW31		1.2 NM to RW31		WISON	
1.2 NM		3.8 NM		6 NM	
2500		316°		136° → 6000 ← 316° 3000	
2500		GP 3.00° TCH 52			
CATEGORY	A		B		D
LPV DA	1042-1/2		200 (200-1/2)		NA
LNAV/VNAV DA	1243-3/4		401 (400-3/4)		NA
LNAV MDA	1280-1/2	438 (500-1/2)		1280-3/4 438 (500-3/4)	NA
C CIRCLING	1280-1 434 (500-1)	1300-1 454 (500-1)		1400-1 1/2 554 (600-1 1/2)	NA

OTTUMWA, IOWA
Amdt 1 08SEP22

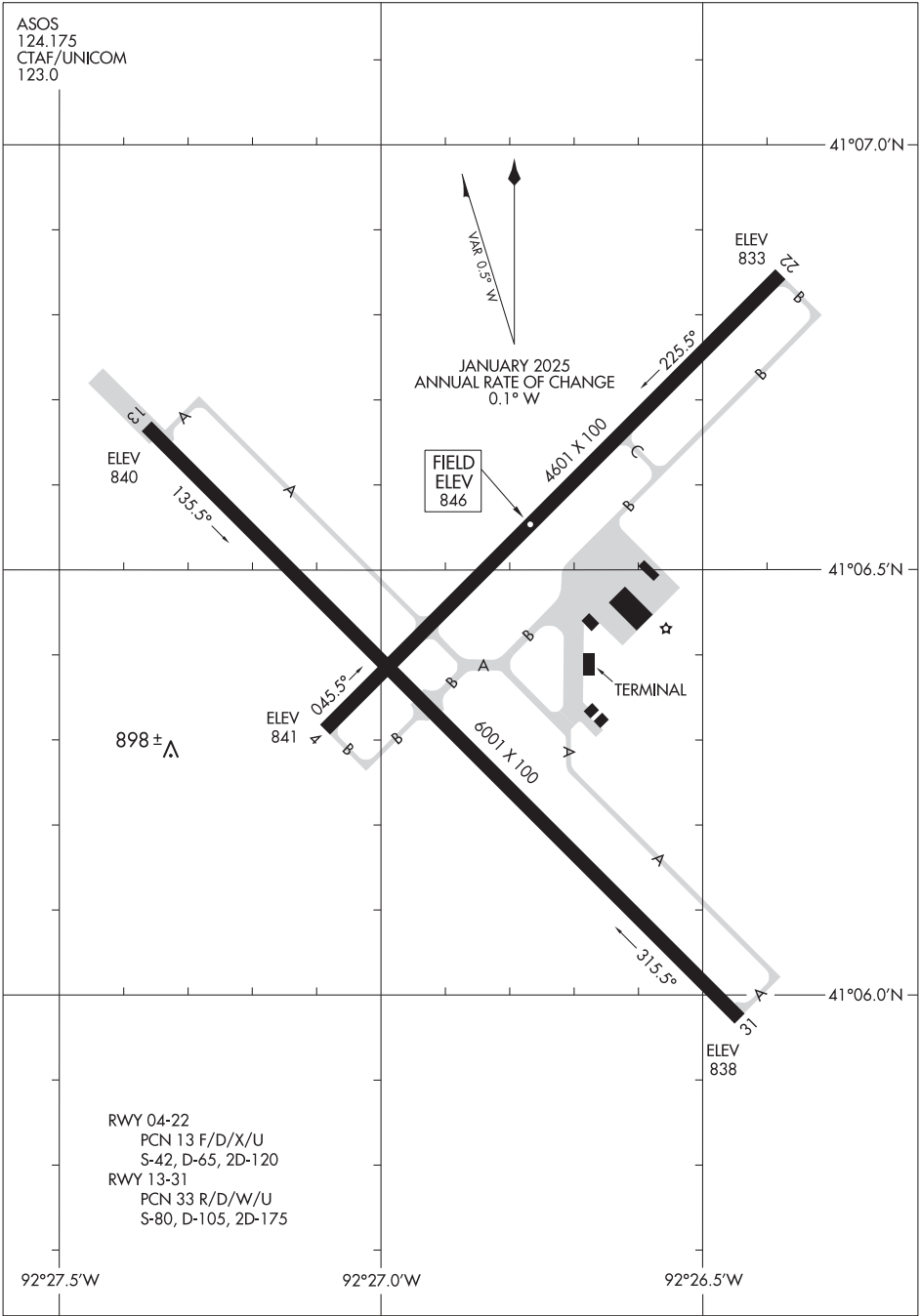
41°06'N-92°27'W

OTTUMWA RGNL (OTM)

RNAV (GPS) RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

PELLA, IOWA

AL-6034 (FAA)

22055

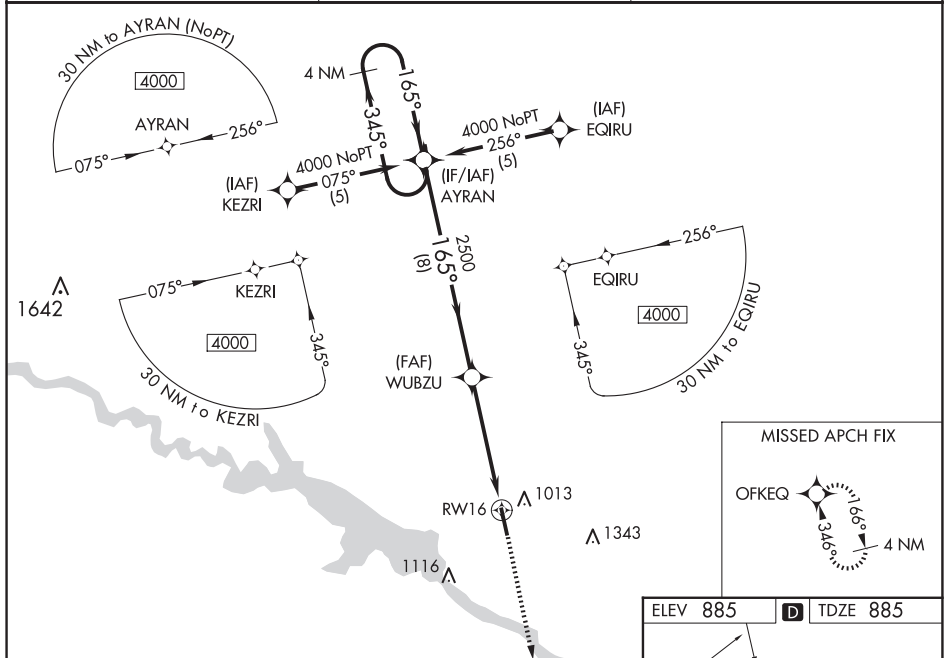
WAAS CH 77610 W16A	APP CRS 165°	Rwy Idg TDZE Apt Elev	5000 885 885
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RNAV (GPS) RWY 16

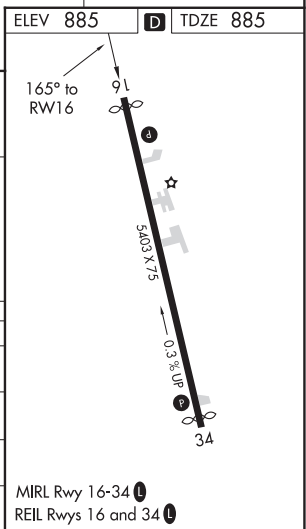
PELLA MUNI (PEA)

<p>⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Knoxville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Knoxville altimeter setting: increase LPV DA to 1261 feet; increase LNAV/VNAV DA to 1317 feet; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.</p>	<p>MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.</p>
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AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) Ⓛ
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4 NM Holding Pattern				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.30/TCH 26).				
GP 3.00° TCH 40				
8 NM 4.9 NM				
CATEGORY	A	B	C	D
LPV DA	1232-1¼	347 (400-1¼)		NA
LNAV/VNAV DA	1288-1½	403 (500-1½)		NA
LNAV MDA	1360-1	475 (500-1)	1360-1¼ 475 (500-1¼)	NA
CIRCLING	1380-1 495 (500-1)	1420-1 535 (600-1)	1480-1½ 595 (600-1½)	NA



PELLA, IOWA
Amdt 1A 24FEB22

41°24'N-92°57'W

RNAV (GPS) RWY 16

NC-3, 12 JUN 2025 to 07 AUG 2025

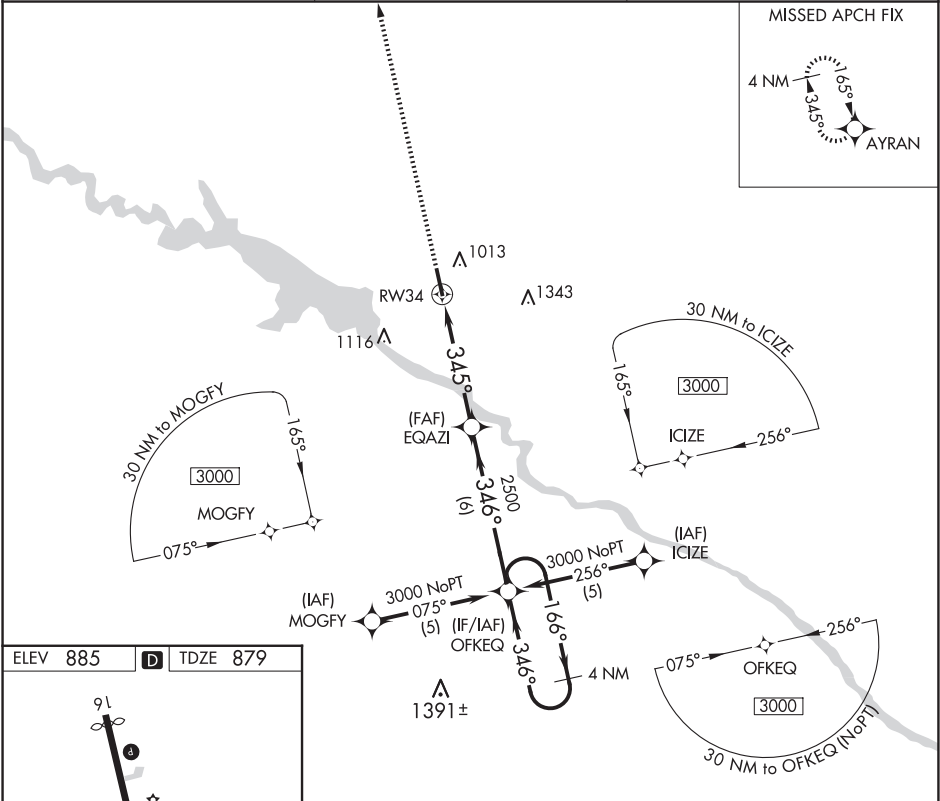
NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5000
345°	TDZE	879
	Apt Elev	885

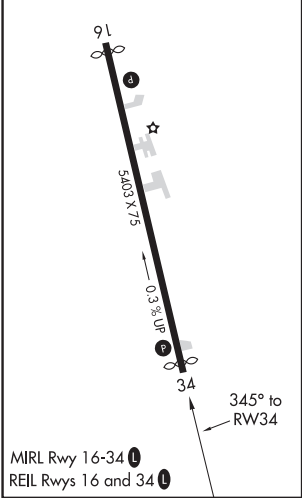
RNAV (GPS) RWY 34
PELLA MUNI (PEA)

<p>⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.</p>	<p>MISSED APPROACH: Climb to 4000 direct AYRAN and hold.</p>
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AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 📻
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ELEV 885	D	TDZE 879
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4000	AYRAN	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 46).		4 NM Holding Pattern
RW34		EQAZI		
345°		346°		
346°		166°		
2500		3000		
4.9 NM		6 NM		
CATEGORY	A	B	C	D
LNAV MDA	1320-1	441 (500-1)	1320-1¼ 441 (500-1¼)	NA
CIRCLING	1380-1 495 (500-1)	1420-1 535 (600-1)	1480-1½ 595 (600-1½)	NA

PERRY, IOWA

AL-5668 (FAA)

24361

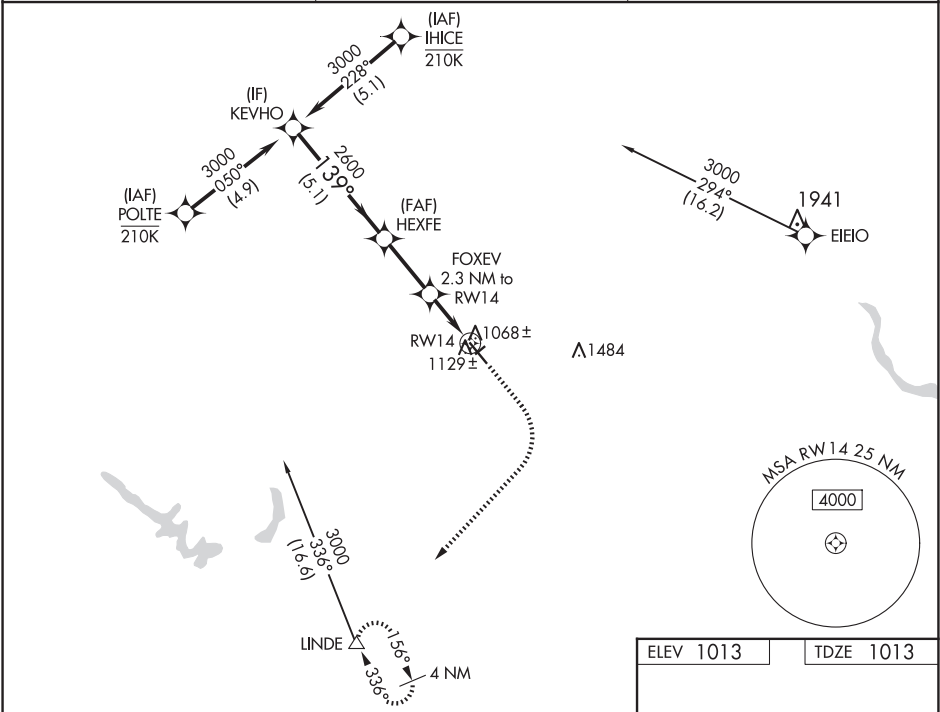
WAAS CH 99345 W14A	APP CRS 139°	Rwy Idg TDZE Apt Elev 5500 1013 1013
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RNAV (GPS) RWY 14

PERRY MUNI (PRO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 direct LINDE and hold.
<div><div></div><div></div></div> <div>Circling NA to Rwys 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div>	

AWOS-3 118.0	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).					ELEV 1013	TDZE 1013
CATEGORY	A	B	C	D		
LPV DA		1263-¾	250 (300-¾)			
LNAV/VNAV DA		1310-⅞	297 (300-⅞)			
LNAV MDA		1380-1	367 (400-1)			
CIRCLING	1440-1 427 (500-1)	1480-1 467 (500-1)	1600-1½ 587 (600-1½)	1840-2¾ 827 (900-2¾)	MIRL Rwy 14-32 0 REIL Rwys 14 and 32 0	

PERRY, IOWA
Orig 05SEP24

41°50'N-94°10'W

PERRY MUNI (PRO)

RNAV (GPS) RWY 14

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

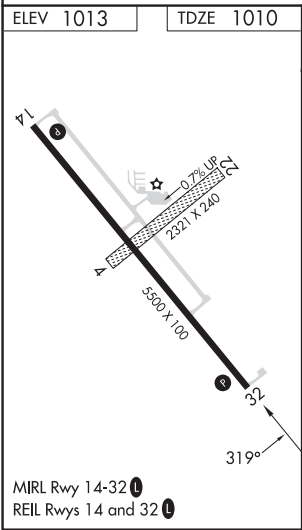
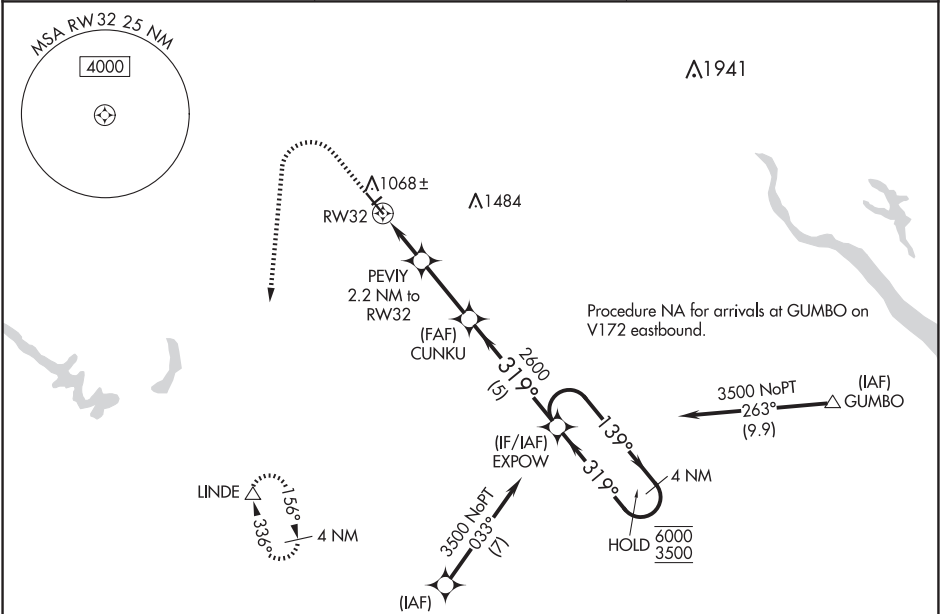
WAAS CH 53345 W32A	APP CRS 319°	Rwy Idg TDZE Apt Elev	5500 1010 1013
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RNAV (GPS) RWY 32

PERRY MUNI (PRO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct LINDE and hold.
<div><div></div><div></div></div> <div>Circling NA to Rwy's 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div>	

AWOS-3 118.0	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF) 0
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1500 ↑	3500 ↖	LINDE △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).			
		PEVIY 2.2 NM to RW32	CUNKU 2600	EXPOW	4 NM Holding Pattern	
		1.2 NM to RW32	1740	319°	139°	6000 3500
		1.2	1 NM	2.7 NM	5 NM	GP 3.00° TCH 40
CATEGORY		A	B	C	D	
LPV DA		1260-3/4 250 (300-3/4)				
LNAV/ VNAV DA		1310-7/8 300 (300-7/8)				
LNAV MDA		1380-1 370 (400-1)				
CIRCLING		1440-1 427 (500-1)	1480-1 467 (500-1)	1600-1 1/2 587 (600-1 1/2)	1840-2 3/4 827 (900-2 3/4)	

PERRYVILLE, MISSOURI

AL-5482 (FAA)

24305

WAAS CH 93618 W02A	APP CRS 017°	Rwy Idg 6483 TDZE 372 Apt Elev 373
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RNAV (GPS) RWY 2

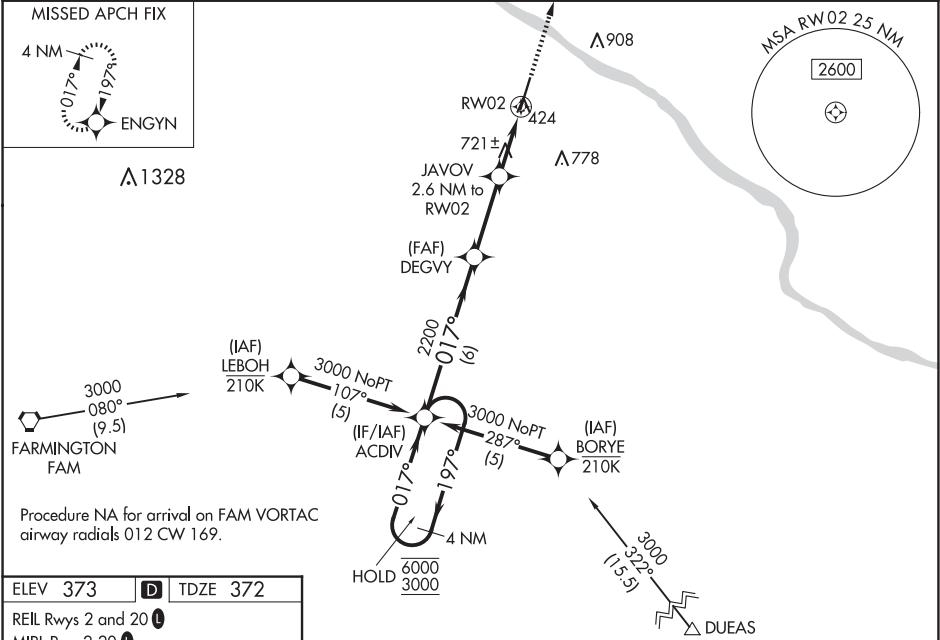
PERRYVILLE RGNL (PCD)

RNP APCH - GPS.

⚠ Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using CGI altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use CGI altimeter setting and increase LPV DA to 1223 feet and all visibility $\frac{1}{2}$ SM. Increase LNAV/VNAV DA to 1154 feet and all visibilities $\frac{1}{2}$ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D $\frac{1}{4}$ SM and Circling visibility Cat C $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3000 direct ENGYN and hold.

AWOS-3PT 118.95	KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) 0
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ELEV 373 **D** TDZE 372

REIL Rwy 2 and 20 **1**

MIRL Rwy 2-20 **1**

20

7003 x 100

2

017°

4 NM Holding Pattern		ACDIV	DEGVY	JAVOV 2.6 NM to RW02	3000	ENGYN
6000 ← 197°		017° →	017°	1.8 NM to RW02	↑	⬠
3000		2200	2200	1.8 NM		
GP 3.00°		6 NM	3 NM	0.8		
TCH 40						
CATEGORY	A	B	C	D		
LPV DA	1123-2		751 (800-2)			
LNAV/VNAV DA	1054-2		682 (700-2)			
LNAV MDA	980-1	608 (700-1)	980-1 $\frac{3}{4}$	608 (700-1 $\frac{3}{4}$)		
CIRCLING	980-1 607 (700-1)	1000-1 627 (700-1)	1260-2 $\frac{3}{4}$ 887 (900-2 $\frac{3}{4}$)	1260-3 887 (900-3)		

PERRYVILLE, MISSOURI
Amdt 1 31OCT24

37°52'N-89°52'W

RNAV (GPS) RWY 2

PERRYVILLE RGNL (PCD)

NC-3, 12 JUN 2025 to 07 AUG 2025

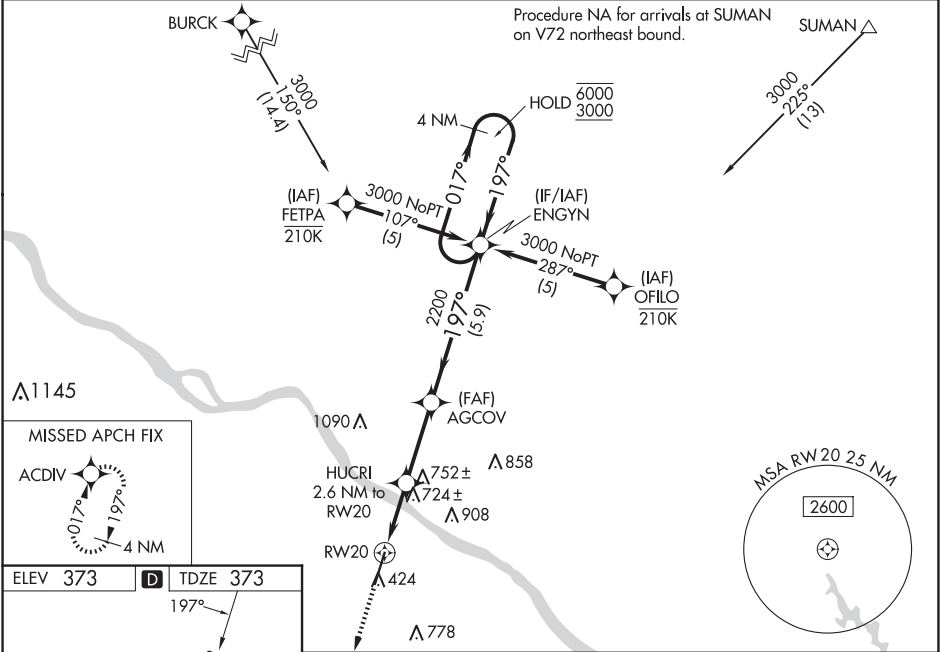
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53418 W20A	APP CRS 197°	Rwy Idg TDZE 373 Apt Elev 373
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RNAV (GPS) RWY 20
PERRYVILLE RGNL (PCD)

RNP APCH - GPS. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using CGI altimeter setting. Rwy 20 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use CGI altimeter setting and increase LPV DA to 723 feet; increase LNAV/VNAV DA to 746 feet; increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM.	MISSED APPROACH: Climb to 3000 direct ACIDV and hold.
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AWOS-3PT 118.95	KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) 0
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<div>ELEV 373</div> <div>D</div> <div>TDZE 373</div> <div>197°</div> <div>02</div> <div>7003 x 100</div> <div>MIRL Rwy 2-20</div> <div>REIL Rwy 2 and 20</div>	ACIDV	HUCRI 2.6 NM to RW20	AGCOV 2200	ENGYN 2200	4 NM Holding Pattern
	3000	1.8 NM to RW20	1240	197°	017°
	1.8	0.8	3 NM	5.9 NM	GP 3.00°
	CATEGORY	A	B	C	D
	LPV DA	623-1 250 (300-1)			
	LNAV/VNAV DA	646-1 273 (300-1)			
	LNAV MDA	980-1 607 (700-1)		980-1¾ 607 (700-1¾)	
	CIRCLING	980-1 607 (700-1)	1000-1 627 (700-1)	1260-2¾ 887 (900-2¾)	1260-3 887 (900-3)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

PERRYVILLE, MISSOURI

AL-5482 (FAA)

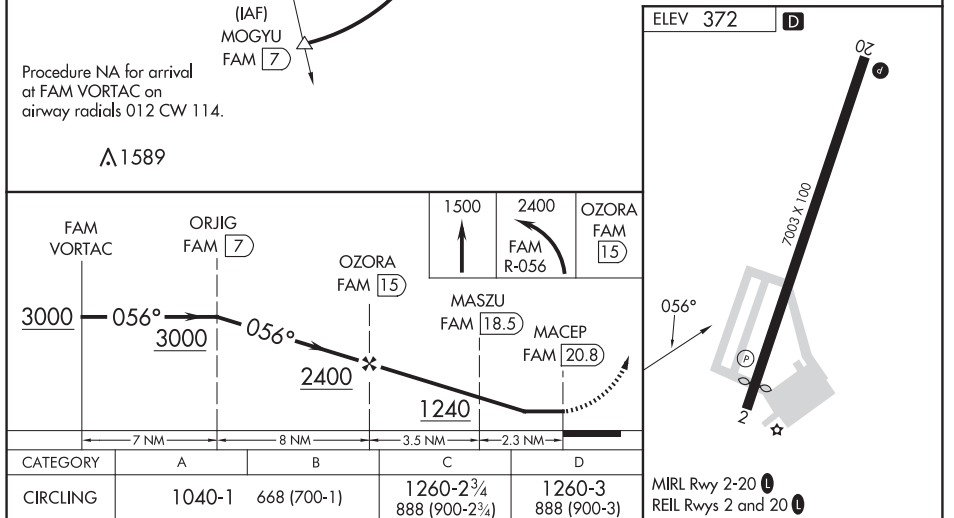
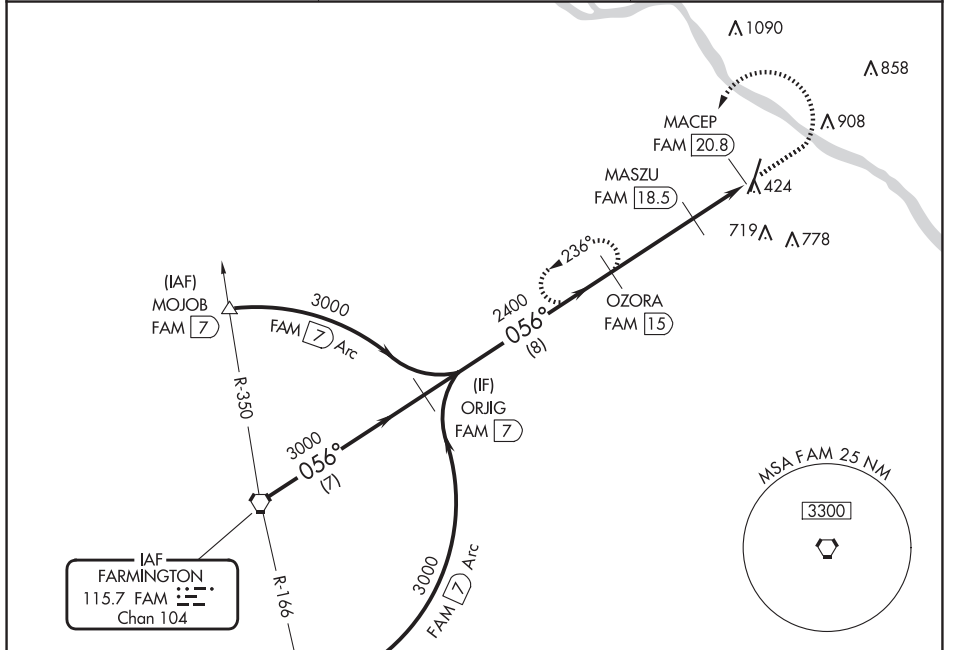
24305

VORTAC FAM 115.7 Chan 104	APP CRS 056°	Rwy Idg TDZE Apt Elev 372	N/A N/A 372
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VOR-A
PERRYVILLE RGNL (PCD)

▼ ▲ DME required.	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 on FAM VORTAC R-056 to OZORA/FAM 1.5 DME and hold.
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AWOS-3PT 118.95	KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) ①
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PERRYVILLE, MISSOURI
Amdt 5B 07OCT21

37°52'N-89°52'W

PERRYVILLE RGNL (PCD)
VOR-A

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58223 W12A	APP CRS 119°	Rwy Idg TDZE 1226 Apt Elev 1226
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RNAV (GPS) RWY 12

POCAHONTAS MUNI (POH)

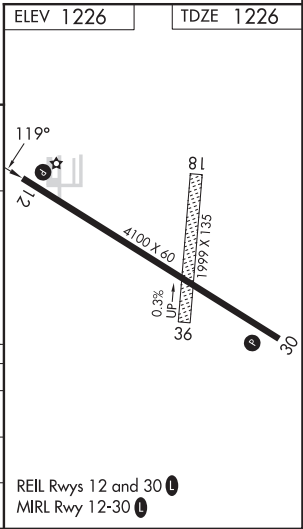
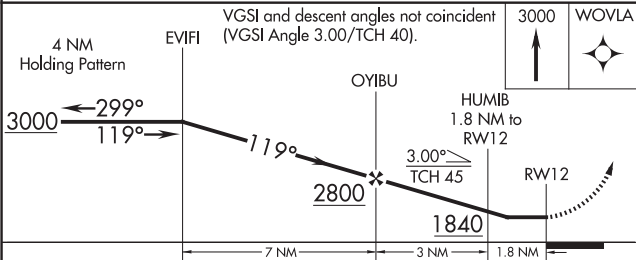
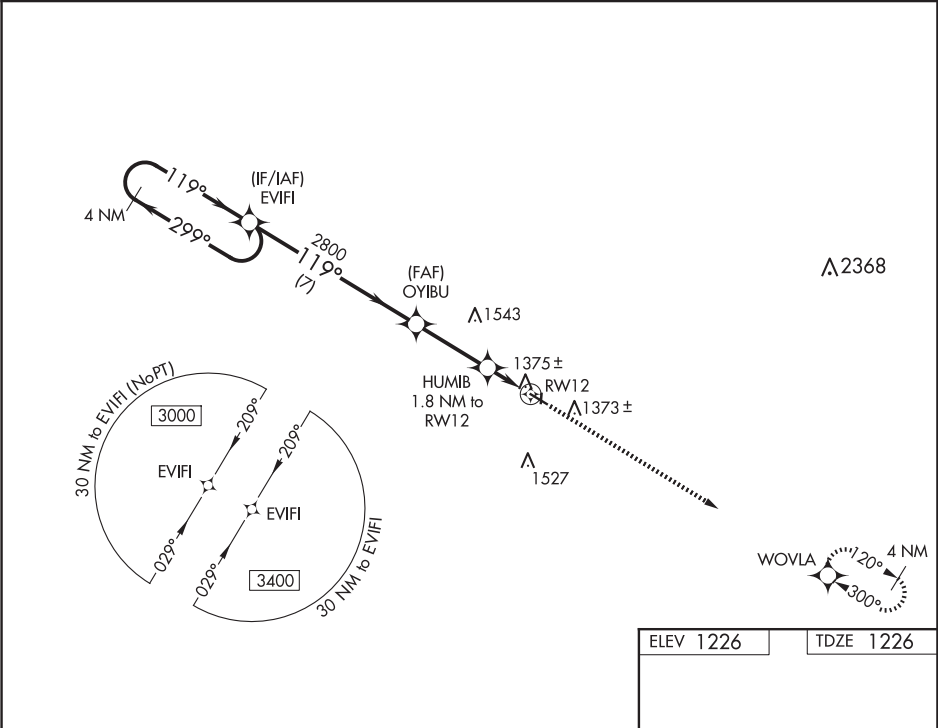
⚠

NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Algona altimeter setting; when not received, use Fort Dodge altimeter setting and increase all MDA 20 feet and LP and LNAV Cat C visibility $\frac{1}{8}$ mile. Night Landing: Rwy 12 NA. Circling NA to Rwys 18 and 36.

MISSED APPROACH: Climb to 3000 direct WOVL and hold

AXA AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LP MDA	1740-1	514 (600-1)	1740-1 $\frac{3}{8}$ 514 (600-1 $\frac{3}{8}$)	NA
LNAV MDA	1740-1	514 (600-1)	1740-1 $\frac{3}{8}$ 514 (600-1 $\frac{3}{8}$)	NA
CIRCLING	1800-1 574 (600-1)	1940-1 714 (800-1)	1940-2 714 (800-2)	NA

POCAHONTAS, IOWA

AL-6108 (FAA)

23278

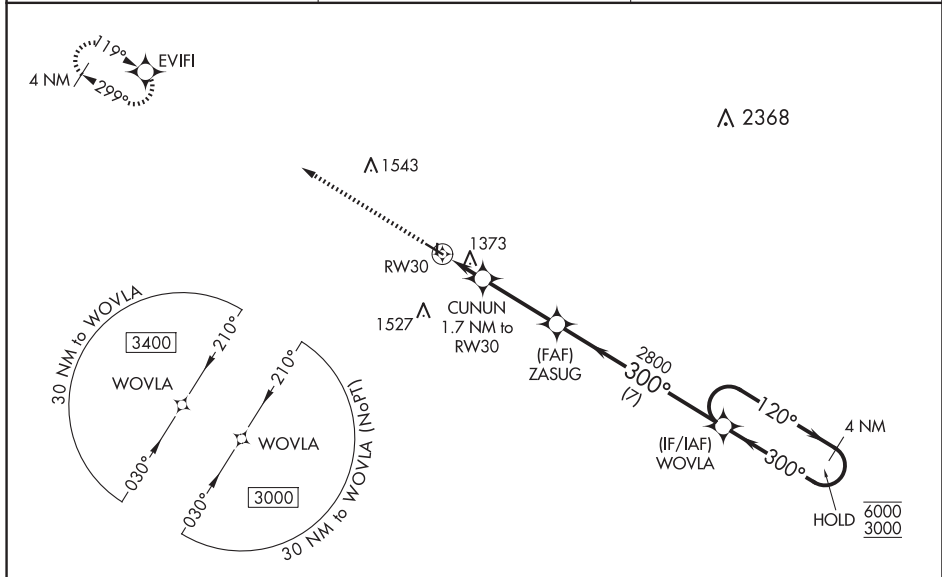
WAAS CH 70723 W30A	APP CRS 300°	Rwy Idg 4100 TDZE 1222 Apt Elev 1226
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RNAV (GPS) RWY 30

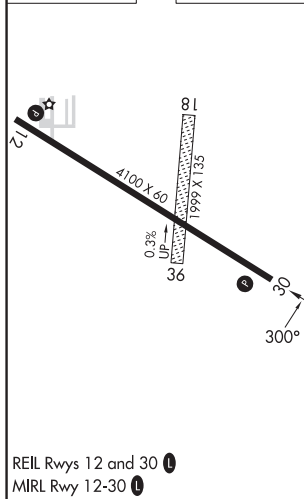
POCAHONTAS MUNI (POH)

RNP APCH.	<p>⚠ NA</p> <p>Circling NA to Rws 18 and 36. Circling Rwy 12 NA at night. Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Algona altimeter setting; when not received, use Fort Dodge altimeter setting: increase LPV all Cats DA to 1536 feet, LNAV/VNAV all Cats DA to 1784 feet; increase all MDA 20 feet and LNAV Cat C visibility $\frac{1}{8}$ SM. Baro-VNAV NA.</p>	MISSED APPROACH: Climb to 3000 direct EVIFI and hold.
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AXA AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1226	TDZE 1222
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3000	EVIFI	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).			
*LNAV only	CUNUN 1.7 NM to RW30	ZASUG 2800	WOVLA	4 NM Holding Pattern	GP 3.00° TCH 45
	1.7 NM	3.1 NM	7 NM		
CATEGORY	A	B	C	D	
LPV DA	1534-1 312 (400-1)			NA	
LNAV/VNAV DA	1782-1 $\frac{5}{8}$ 560 (600-1 $\frac{3}{8}$)			NA	
LNAV MDA	1740-1 518 (600-1)		1740-1 $\frac{3}{8}$ 518 (600-1 $\frac{3}{8}$)	NA	
CIRCLING	1800-1 574 (600-1)	1940-1 714 (800-1)	1940-2 714 (800-2)	NA	

POCAHONTAS, IOWA
Orig-E 28FEB19

42°45'N-94°39'W

RNAV (GPS) RWY 30

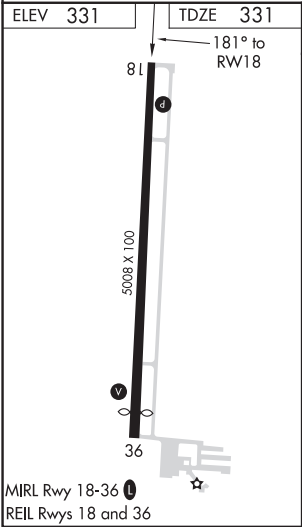
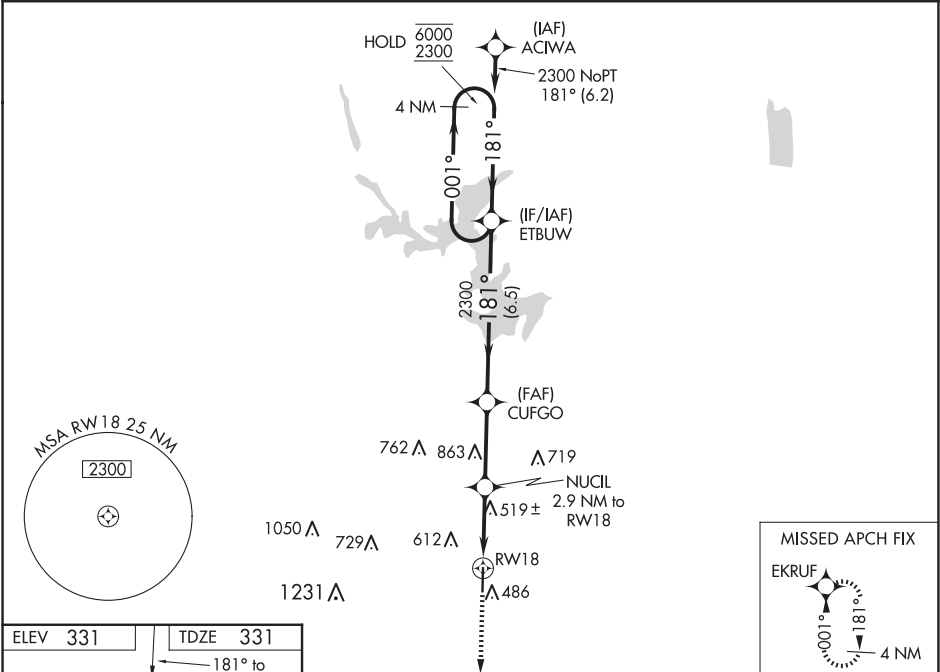
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 97499 W18A	APP CRS 181°	Rwy Idg 5008 TDZE 331 Apt Elev 331
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RNAV (GPS) RWY 18
POPLAR BLUFF RGNL BUSINESS (POB)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2300 direct EKRUF and hold.
Rwy 18 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.	

ASOS 124.225	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) 0
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2300 ↑	EKRUF 	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 30).			
CATEGORY		A	B	C	D
LPV	DA	634-7 ⁷ / ₈ 303 (400-7 ⁷ / ₈)			
LNAV/ VNAV	DA	675-1 344 (400-1)			
LNAV MDA		800-1	469 (500-1)	800-1 ³ / ₈	469 (500-1 ³ / ₈)
CIRCLING		840-1 509 (600-1)	920-1 589 (600-1)	920-1 ¹ / ₂ 589 (600-1 ¹ / ₂)	980-2 649 (700-2)

POPLAR BLUFF, MISSOURI

AL-5622 (FAA)

21280

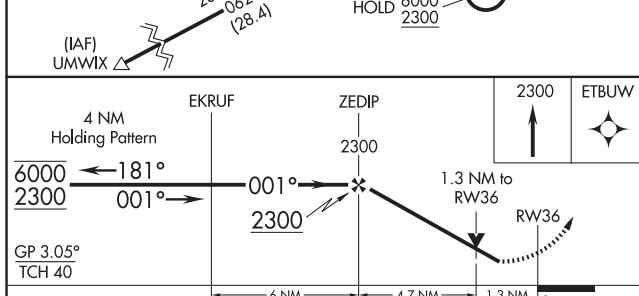
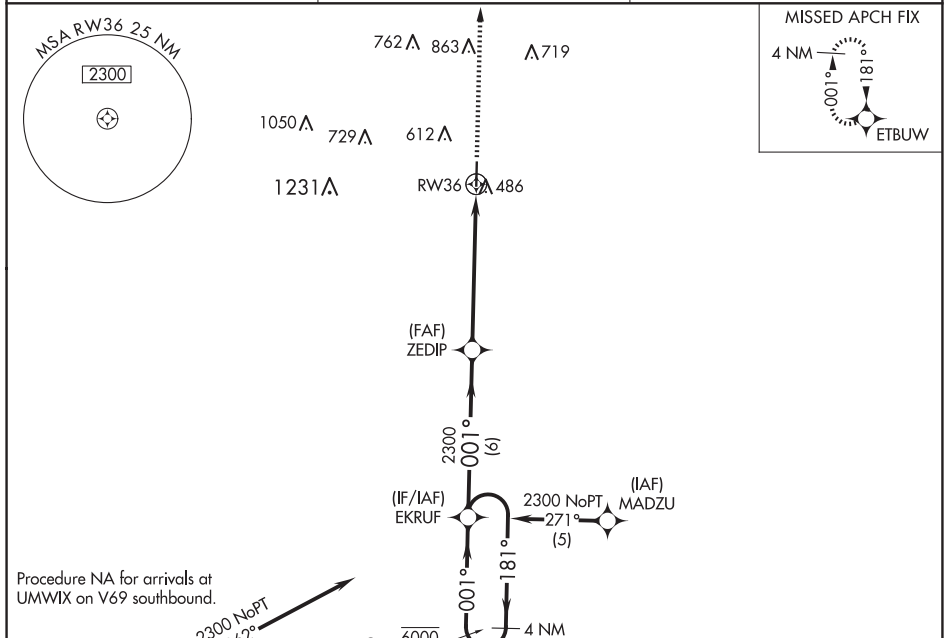
WAAS CH 56399 W36A	APP CRS 001°	Rwy Idg 4718 TDZE 330 Apt Elev 331
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RNAV (GPS) RWY 36

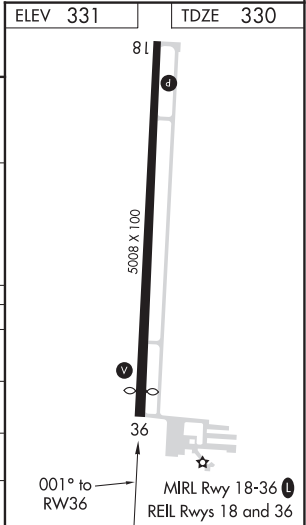
POPLAR BLUFF RGNL BUSINESS (POB)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2300 direct ETBUW and hold.
▼ Rwy 36 helicopter visibility reduction below 3/4 SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.	

ASOS 124.225	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	669-1	339 (400-1)		
LNAV/VNAV DA	773-1 3/8	443 (500-1 3/8)		
LNAV MDA	780-1	450 (500-1)	780-1 3/8	450 (500-1 3/8)
CIRCLING	840-1 509 (600-1)	920-1 589 (600-1)	920-1 1/2 589 (600-1 1/2)	980-2 649 (700-2)



POPLAR BLUFF, MISSOURI

Orig-B 07OCT21

36°46'N-90°19'W

POPLAR BLUFF RGNL BUSINESS (POB)

RNAV (GPS) RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

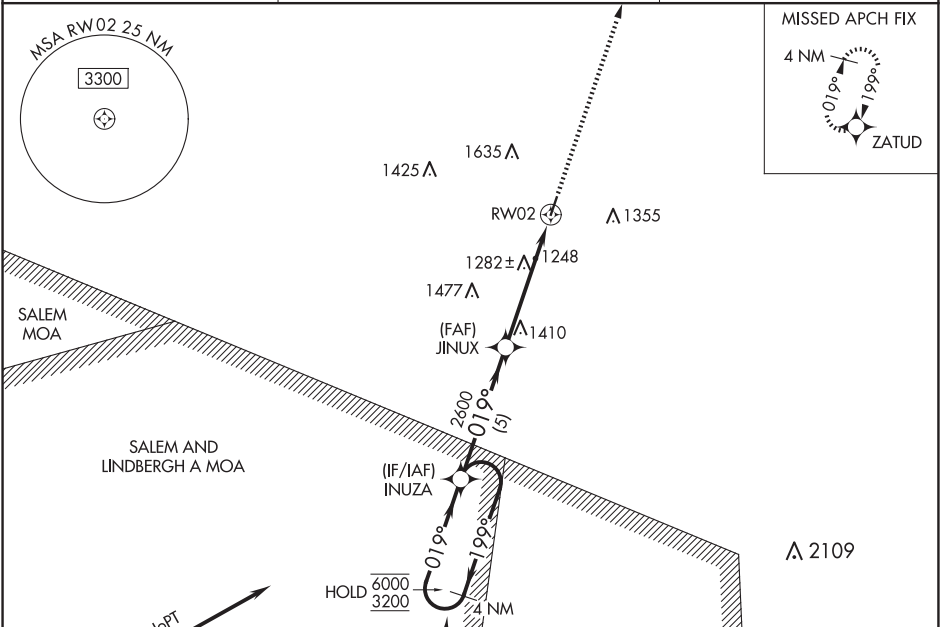
WAAS CH 93624 W02A	APP CRS 019°	Rwy Idg TDZE Apt Elev	4000 959 959
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RNAV (GPS) RWY 2

WASHINGTON COUNTY (8WC)

RNP APCH-GPS.		MISSED APPROACH: Climb to 3100 direct ZATUD and hold.
NA	Rwy 2 helicopter visibility reduction below ¾ SM NA. Use Farmington altimeter setting.	

FAM AWOS-3PT 119.275	KANSAS CITY CENTER 128.35 284.675	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		Visual Segment - Obstacles.		3100	ZATUD
6000 199°		JINUX		↑	✱
3200 019°		RWY 2			
		5 NM			
CATEGORY	A	B	C	D	
LP MDA	1680-1	721 (800-1)	NA		
LNAV MDA	1760-1 801 (900-1)	1760-1¼ 801 (900-1¼)	NA		

POTOSI, MISSOURI

AL-10241 (FAA)

21168

WAAS CH 86721 W20A	APP CRS 199°	Rwy Idg TDZE Apt Elev	4000 958 959
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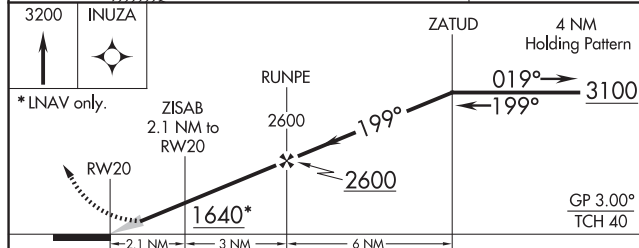
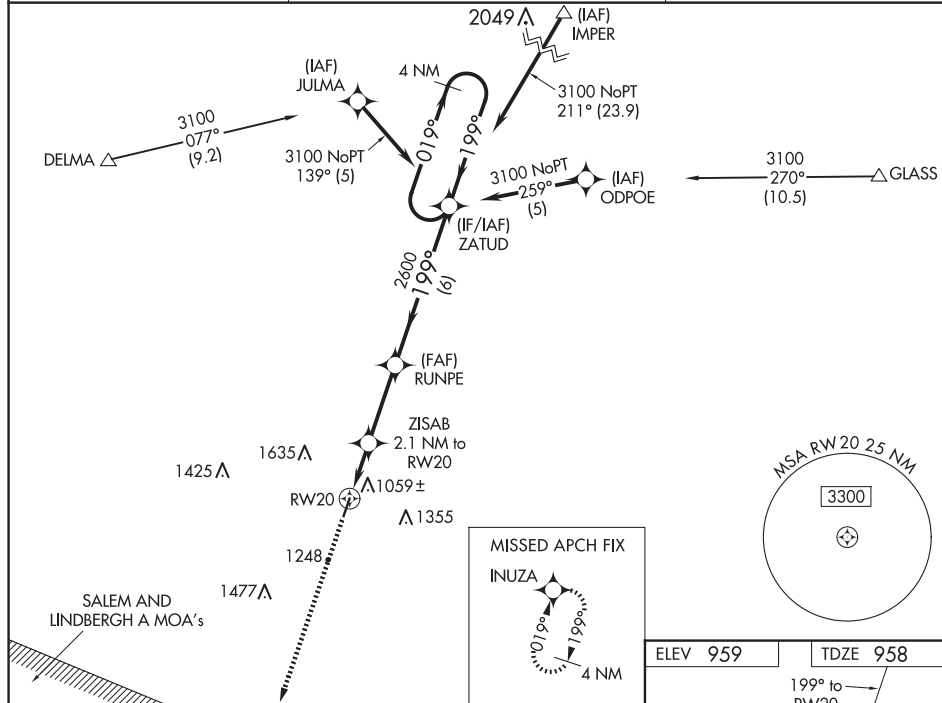
RNAV (GPS) RWY 20

WASHINGTON COUNTY (8WC)

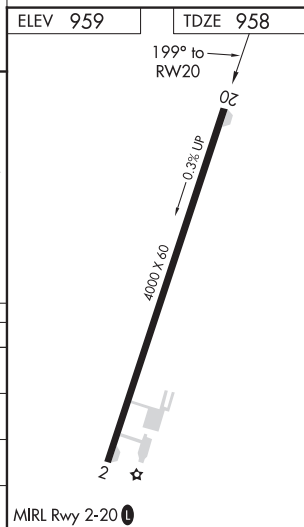
Baro-VNAV NA. DME/DME RNP- 0.3 NA. Use Farmington altimeter setting, when not received, use Rolla Ntl altimeter setting and increase all DA/MDA 100 feet; increase LPV Cats A/B visibility ¾ mile and increase LNAV/VNAV Cats A/B ¼ mile. Circling NA west of Rwy 2-20.

MISSED APPROACH: Climb to 3200 direct INUZA and hold.

FAM AWOS-3PT 119.275	KANSAS CITY CENTER 128.35 284.675	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1253-1	295 (300-1)		NA
LNAV / VNAV DA	1278-1 1/8	320 (400-1 1/8)		NA
LNAV MDA	1360-1	402 (500-1)		NA
CIRCLING	1580-1 621 (700-1)	1600-1 641 (700-1)		NA



POTOSI, MISSOURI
Amdt 1A 02APR15

37°56'N-90°44'W

WASHINGTON COUNTY (8WC)
RNAV (GPS) RWY 20

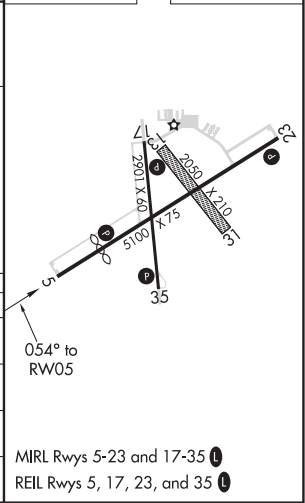
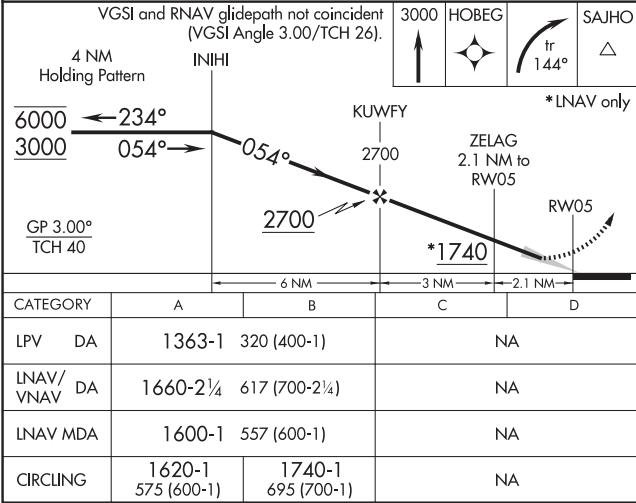
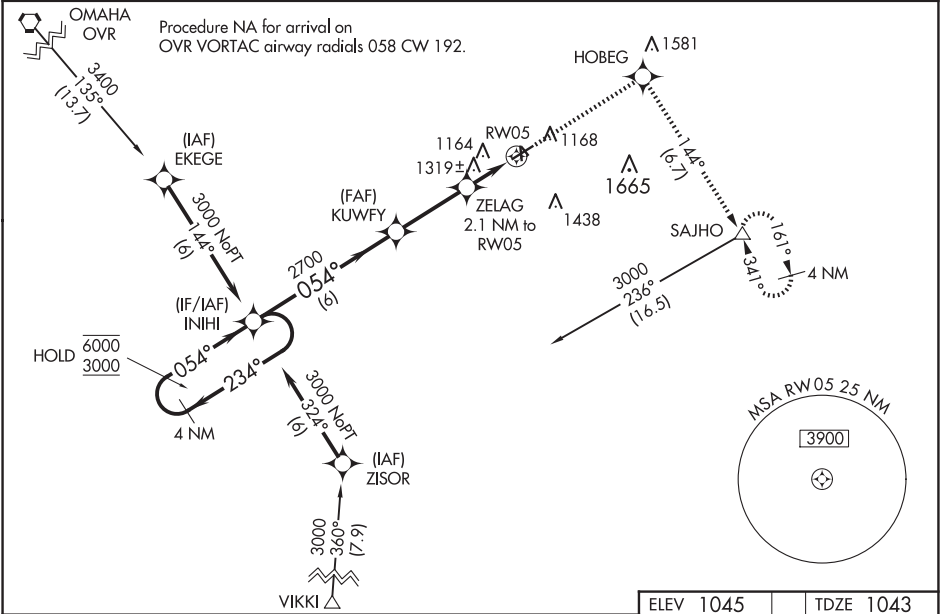
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42927 W05A	APP CRS 054°	Rwy Idg TDZE 1043 Apt Elev 1045
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RNAV (GPS) RWY 5
RED OAK MUNI (RDK)

RNP APCH		MISSED APPROACH: Climb to 3000 direct HOBEG and right turn on track 144° to SAJHO and hold.
T A Circling NA to Rwys 13 and 31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 54° C.		
AWOS-3P 123.925	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 1



RED OAK, IOWA

AL-6051 (FAA)

21084

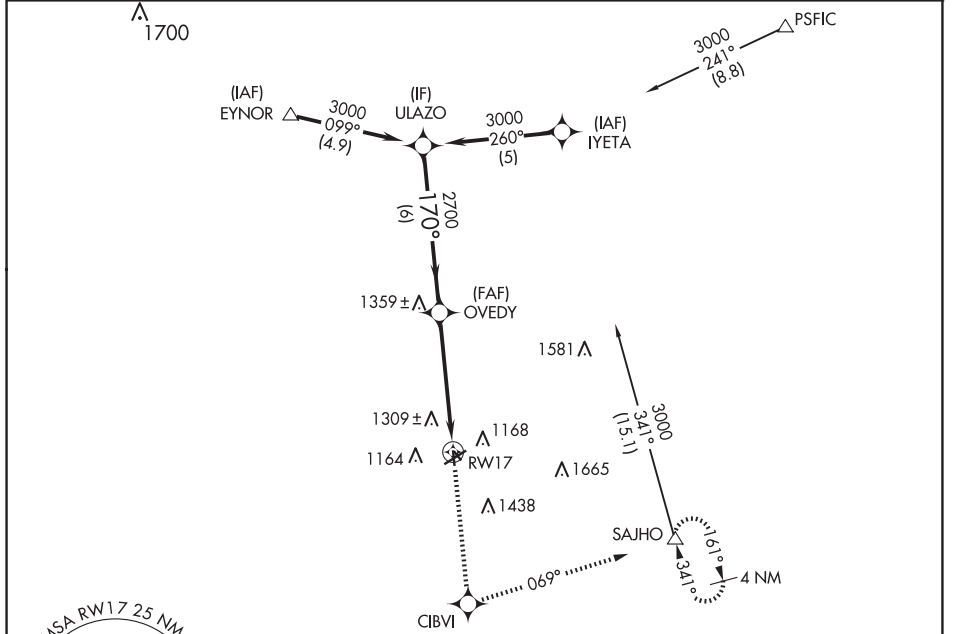
APP CRS	Rwy Idg	2901
170°	TDZE	1045
	Apt Elev	1045

RNAV (GPS) RWY 17

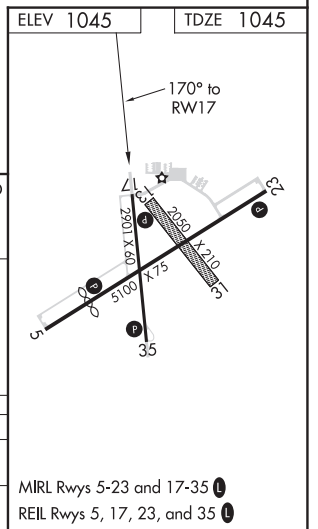
RED OAK MUNI (RDK)

<p>⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet, and increase Circling Cat B visibility ¼ mile. Circling NA to Rwys 13 and 31.</p>	<p>MISSED APPROACH: Climb to 3000 direct CIBVI and left turn via track 069° to SAJHO and hold.</p>
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AWOS-3P 123.925	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 1
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	ELEV 1045	TDZE 1045
Procedure Turn NA	3000	CIBVI
ULAZO	170°	SAJHO
OVEDY	2700	tr 069°
RWY 17	3.04° TCH 44	
6 NM	5 NM	
CATEGORY	A	B
INAV MDA	1600-1	555 (600-1)
CIRCLING	1620-1	1780-1
	575 (600-1)	735 (800-1)
		NA



RED OAK, IOWA
Orig-A 25MAR21

41°01'N-95°16'W

RNAV (GPS) RWY 17

NC-3, 12 JUN 2025 to 07 AUG 2025

RED OAK, IOWA

AL-6051 (FAA)

21084

VORTAC OVR 116.3 Chan 110	APP CRS 105°	Rwy Idg TDZE Apt Elev	N/A N/A 1045
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VOR/DME-A
RED OAK MUNI (RDK)

T

Circling NA to Rwys 13 and 31.

MISSED APPROACH: Climb to 2800 then left turn via OVR R-105 to CLOAK/19 DME and hold.

AWOS-3P
123.925

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF)

2836 A

MSA OVR 25 NM

3900

IAF
OMAHA
116.3 OVR
Chn 110

$$\begin{array}{r} 280 \\ -105 \\ \hline (11) \end{array}$$

-R-105

OVR
11

2800
105°
(8)

CLOAK
OVR 1

 $\Delta_{1300} +$

1581 A

1164

A 1438

ELEV 1045

105° 4.5 NM
from FAF

MIRL Rwyys 5-23 and 17-35 **L**REIL Rwy 5, 17, 23, and 35 **L**

Procedure

2800

CLOAK
OVR 19

2800

2800

OVR
R-105

CLOAK
OVR 19OVR
22.5

CATEGORY

1660-1

1740-1¼

NA

RED OAK, IOWA

Amdt 5A 25MAR21

41°01'N-95°16'W

439

RED OAK MUNI (RDK)
VOR/DME-A

NC-3, 12 JUN 2025 to 07 AUG 2025

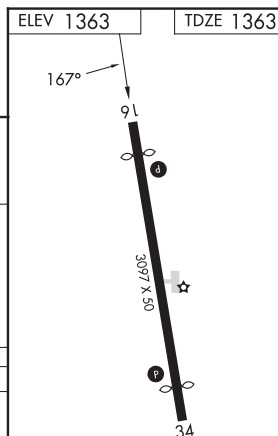
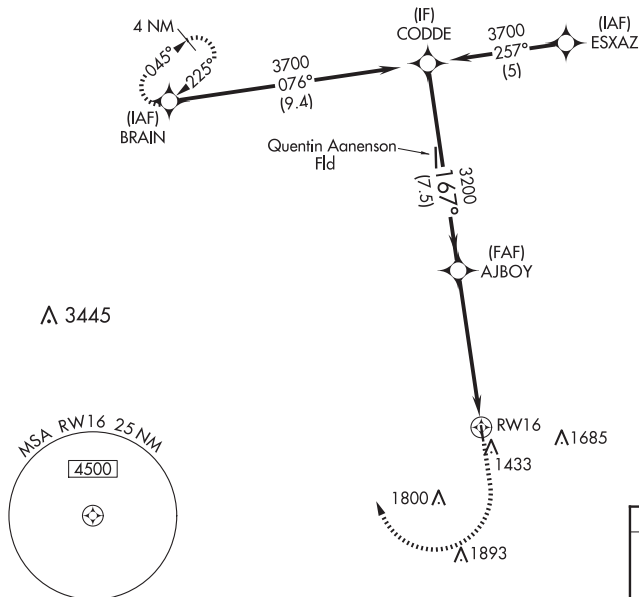
NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 16

ROCK RAPIDS MUNI (RRQ)

MISSED APPROACH: Climb to 2200 then climbing right turn to 3700 direct BRAIN and hold.

UNICOM
122.8 (CTAF) **L**

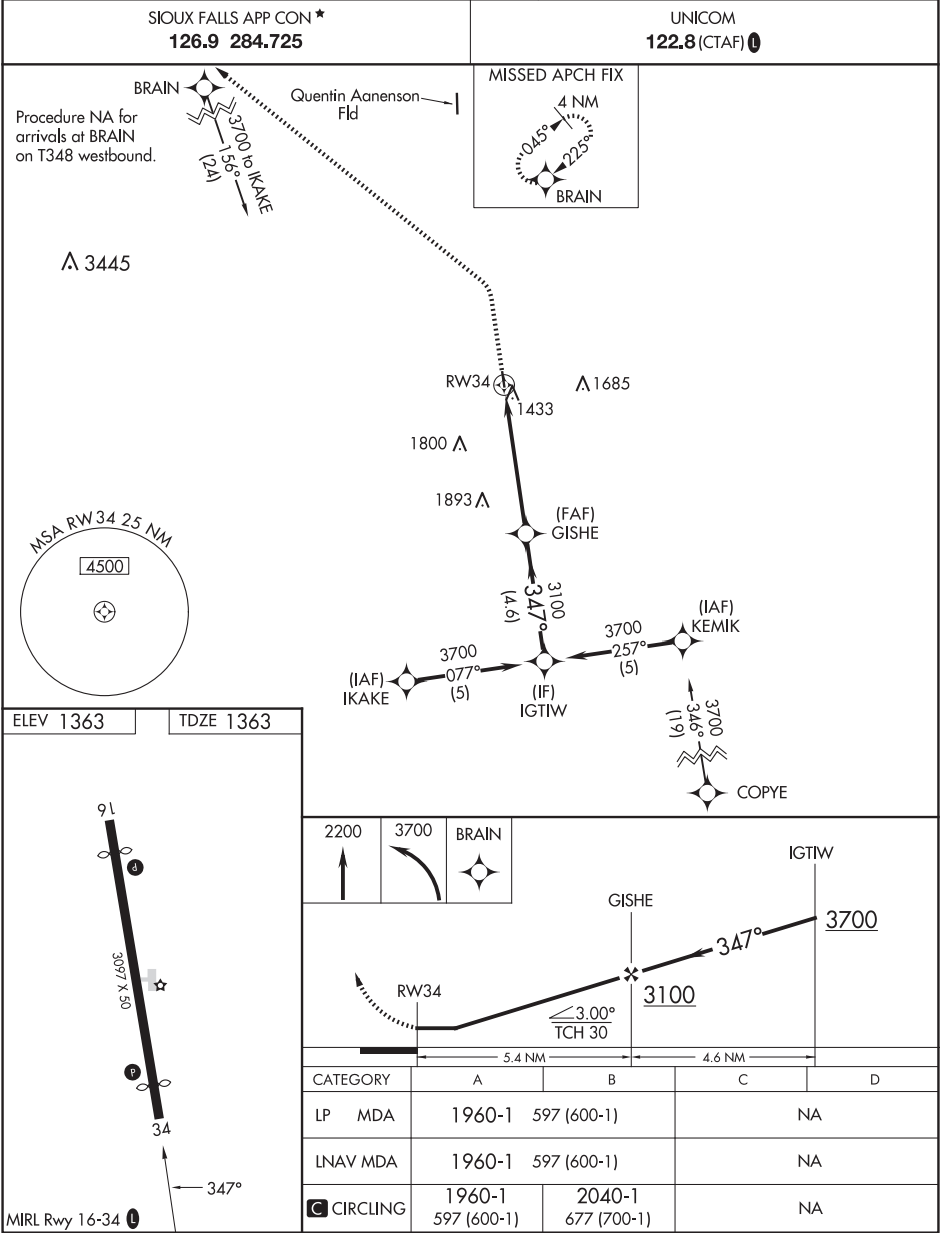
MIRL Rwy 16-34 **L**

WAAS CH 40044 W34A	APP CRS 347°	Rwy Idg TDZE Apt Elev	2797 1363 1363
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RNAV (GPS) RWY 34

ROCK RAPIDS MUNI (R.R.Q)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2200 then climbing left turn to 3700 direct BRAIN and hold.
<div><div>NA</div><div>Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. Use Sioux Falls, SD altimeter setting.</div></div>	



ROLLA/VICHY, MISSOURI

AL-510 (FAA)

22083

WAAS CH 78119 W04A	APP CRS 045°	Rwy Idg TDZE 1137 Apt Elev 1148
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RNAV (GPS) RWY 4

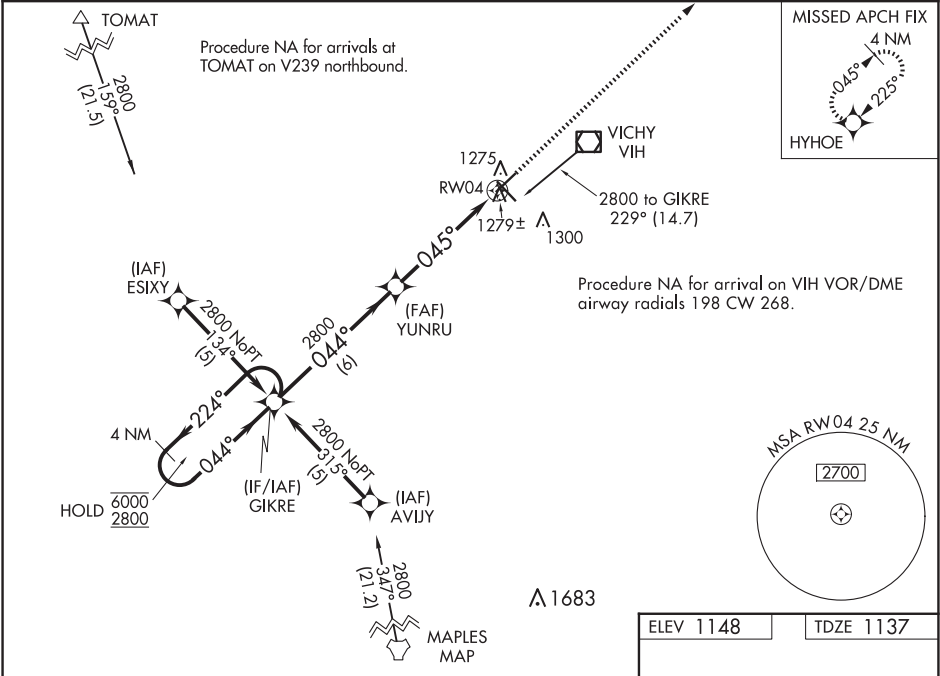
ROLLA NTL (VIH)

RNP APCH-GPS.

Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct HYHOE
and hold.

ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	UNICOM 123.0 (CTAF) 1
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4 NM Holding Pattern

GIKRE

YUNRU

3000

HYHOE

6000

2800

224°

044°

044°

045°

1.1 NM to RW04

RW04

2800

6 NM

3.9 NM

1.1 NM

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	1387-1 250 (300-1)			
LNAV/VNAV DA	1549-1½ 412 (500-1½)			
LNAV MDA	1540-1 403 (400-1)	1540-1½ 403 (400-1½)		
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1740-2 592 (600-2)

ELEV 1148

TDZE 1137

MIRL Rwy 13-31 and 4-22 1

31

31

550' X 100

550' X 100

0.5° UP

045° to RW04

ROLLA/VICHY, MISSOURI
Orig-C 27JAN22

38°08'N-91°46'W

ROLLA NTL (VIH)

RNAV (GPS) RWY 4

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 72719 W22A	APP CRS 225°	Rwy Idg TDZE Apt Elev	5500 1117 1148
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RNAV (GPS) RWY 22

ROLLA NTL (VIH)

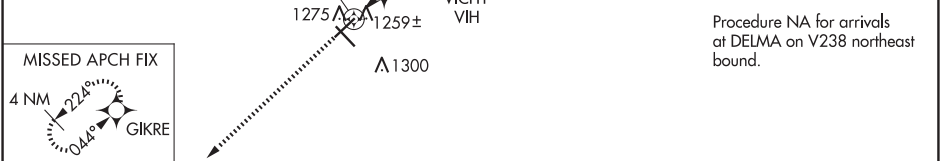
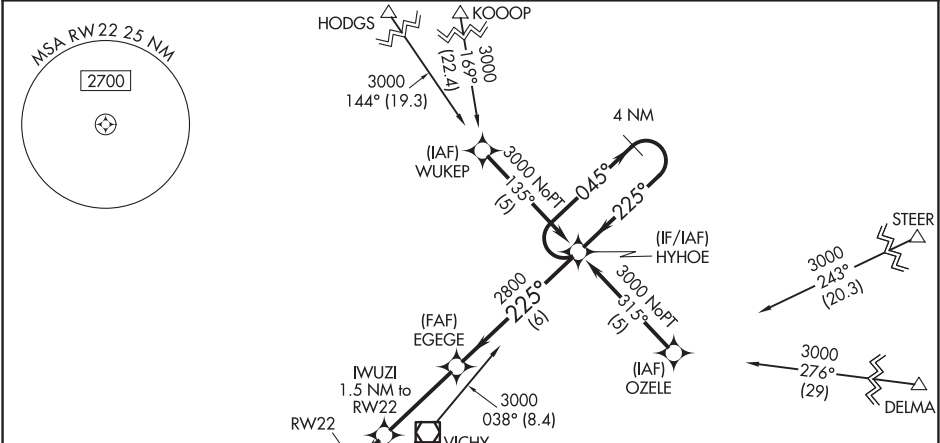
▼

▲ NA

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.

MISSED APPROACH:
Climb to 2800 direct GIKRE and hold.

ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	UNICOM 123.0 (CTAF) 1
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ELEV 1148	TDZE 1117
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2800 GIKRE

* LNAV only

225° to RW22

0.5% UP

5500 X 100

550 X 100

31

13

0

A

B

C

D

2800

EGEGE

2800

225°

045°

3000

4 NM Holding Pattern

GP 3.00° TCH 52

1.5

3.6 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1367-¾ 250 (300-¾)			
LNAV/VNAV DA	1529-1½ 412 (400-1½)			
LNAV MDA	1520-1	403 (400-1)	1520-1¼	403 (400-1¼)
CIRCLING	1700-1	552 (600-1)	1700-1½	1740-2
			552 (600-1½)	592 (600-2)

ROLLA/VICHY, MISSOURI


AL-510 (FAA)

25135

VOR/DME VIH	APP CRS	Rwy Ldg	5289
117.7	056°	TDZE	1137
Chan 124		Apt Elev	1148

VOR/DME RWY 4

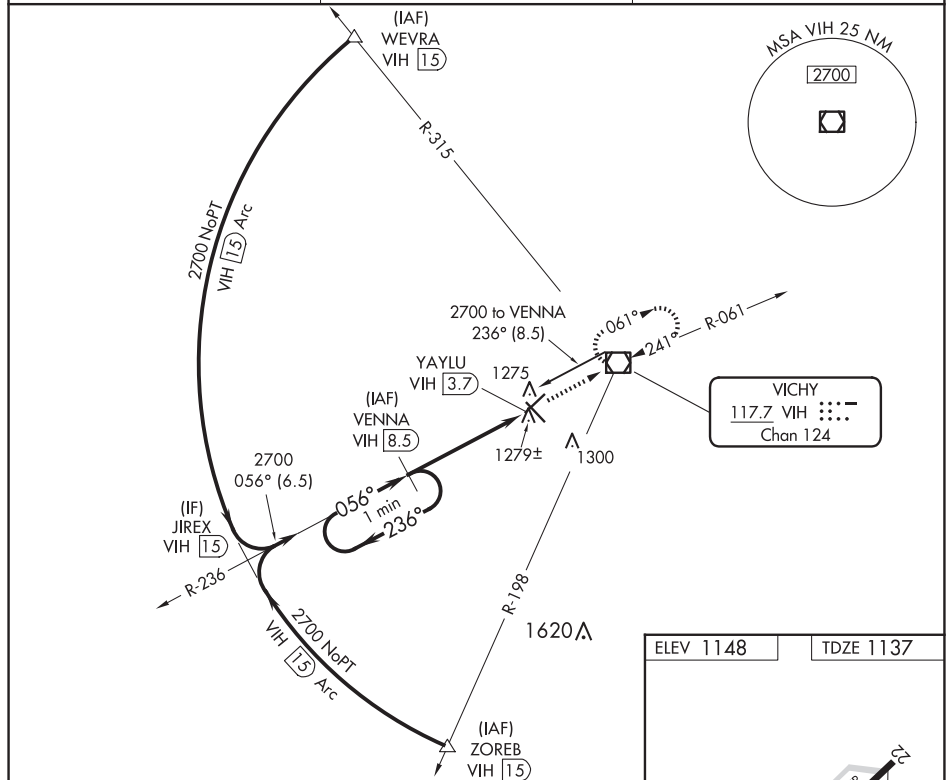
ROLLA NTL (VIH)



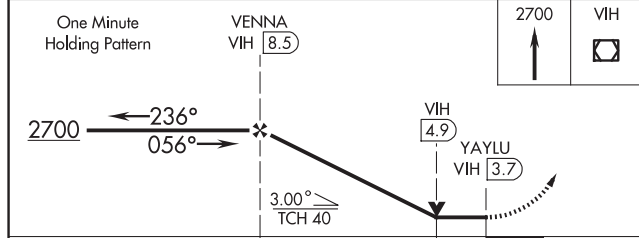
Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Leonard Wood altimeter setting; increase all MDA 80 feet and S-4 Cat D and Circling Cat D visibility ¼ SM. VDP NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH: Climb to 2700 direct VIH VOR/DME and hold.

ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	UNICOM 123.0 (CTAF) 0
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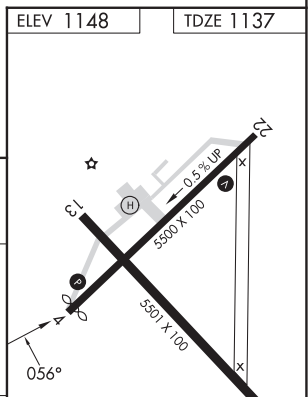


One Minute Holding Pattern



CATEGORY	A	B	C	D
S-4	1540-1	403 (400-1)	1540-1¼	403 (400-1¼)
CIRCLING	1600-1	452 (500-1)	1600-1½ 452 (500-1½)	1740-2 592 (600-2)

ELEV 1148 TDZE 1137



MIRL Rwy 13-31 and 4-22 0

ROLLA/VICHY, MISSOURI
Amdt 3A 17JUN21

38°08'N-91°46'W

ROLLA NTL (VIH)

VOR/DME RWY 4

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

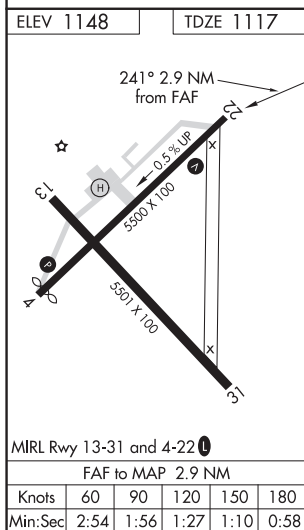
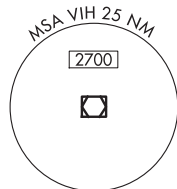
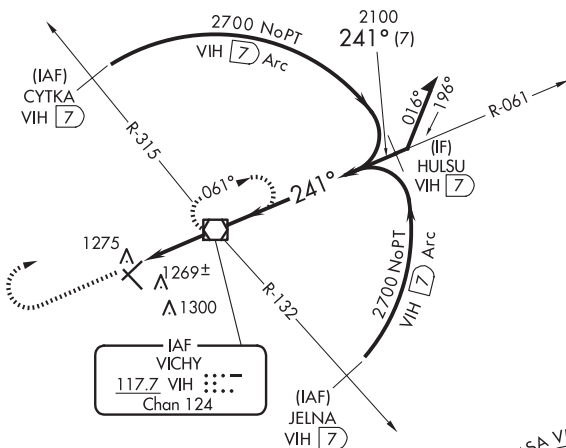
VOR/DME VIH 117.7 Chan 124	APP CRS 241°	Rwy Idg 5500 TDZE 1117 Apt Elev 1148
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VOR RWY 22
ROLLA NTL (VIH)

T When local altimeter setting not received, use Fort Leonard Wood altimeter setting; increase all MDA 80 feet and S-22 Cat D and Circling Cat D visibility $\frac{1}{4}$ SM. VDP NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	UNICOM 123.0 (CTAF) ①
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2700

VIH

VIH VOR/DME

Remain within 10 NM

067°

2700

241°

2100

VIH 1.8

VIH 2.9

3.07°

TCH 52

1.1 NM

1.8 NM

CATEGORY	A	B	C	D
S-22	1520-1	403 (400-1)	1520-1¼	403 (400-1¼)
CIRCLING	1600-1	452 (500-1)	1600-1½ 452 (500-1½)	1740-2 592 (600-2)

WAAS CH 49128 W18A	APP CRS 177°	Rwy Idg TDZE 1246 Apt Elev 1250
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RNAV (GPS) RWY 18

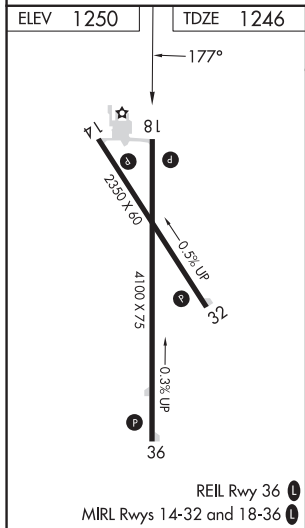
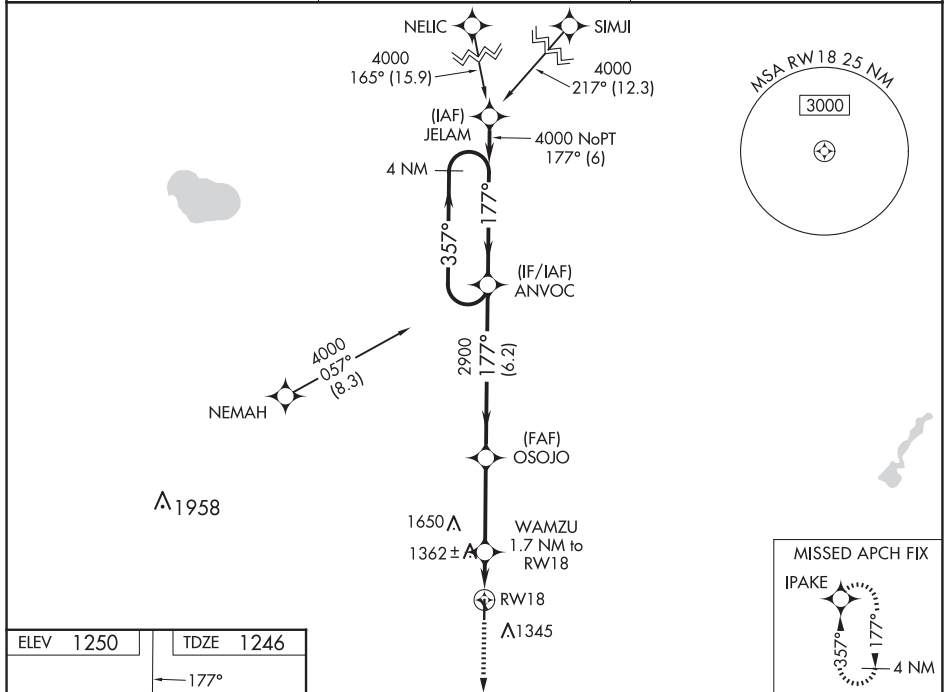
SAC CITY MUNI (SKI)

NA

Light landing: Rwy 14 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all DA 15 feet and all MDA 20 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MISSED APPROACH: Climb to 4000 direct IPAKE and hold.

CIN AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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4000	IPAKE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).	ANVOC	4 NM Holding Pattern
*LNAV only	WAMZU 1.7 NM to RWY 18	OSOJO 2900	177°	357°
RWY 18	1820*	2900	177°	4000
1.7 NM	3.4 NM	6.2 NM		
CATEGORY	A	B	C	D
LPV DA	1553-1	307 (400-1)		NA
LNAV/VNAV DA	1553-1	307 (400-1)		NA
LNAV MDA	1680-1	434 (500-1)		NA
CIRCLING	1740-1	490 (500-1)		NA

WAAS CH 58228 W36A	APP CRS 357°	Rwy Idg TDZE 1242 Apt Elev 1250
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RNAV (GPS) RWY 36

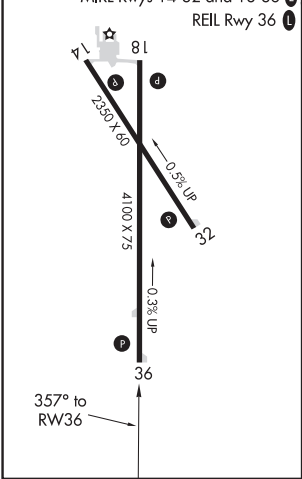
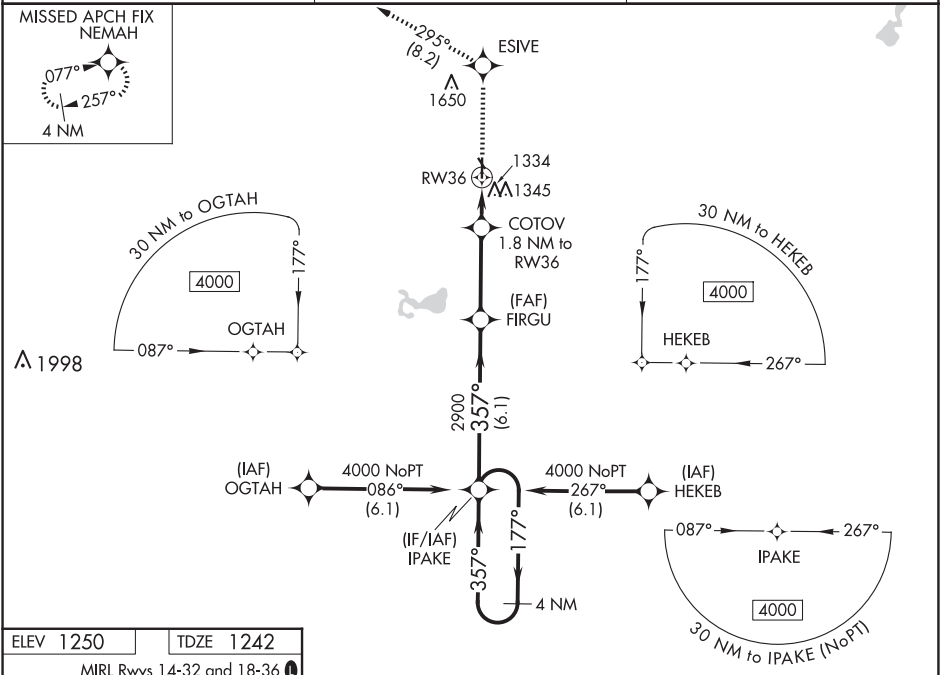
SAC CITY MUNI (SKI)

NA

Night landing: Rwy 14 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all DA 15 feet and all MDA 20 feet, increase LNAV/VNAV visibility 1/8 mile all Cats.

MISSED APPROACH: Climb to 4000 direct ESIVE and on track 295° to NEMAH and hold.

CIN AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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VGSIs and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 28).				4000	ESIVE	tr 295°	NEMAH
4 NM Holding Pattern				IPAKE			
4000 ← 177° 357° →				FIRGU			
GP 3.00° TCH 40				2900			
				COTOV 1.8 NM to RW36			
				*1820			
				6.1 NM	3.3 NM	1.8 NM	
CATEGORY	A	B	C	D			
LPV DA	1 499-1	257 (300-1)	NA				
LNAV/VNAV DA	1 549-1	307 (300-1)	NA				
LNAV MDA	1 660-1	418 (500-1)	NA				
CIRCLING	1 740-1	490 (500-1)	NA				

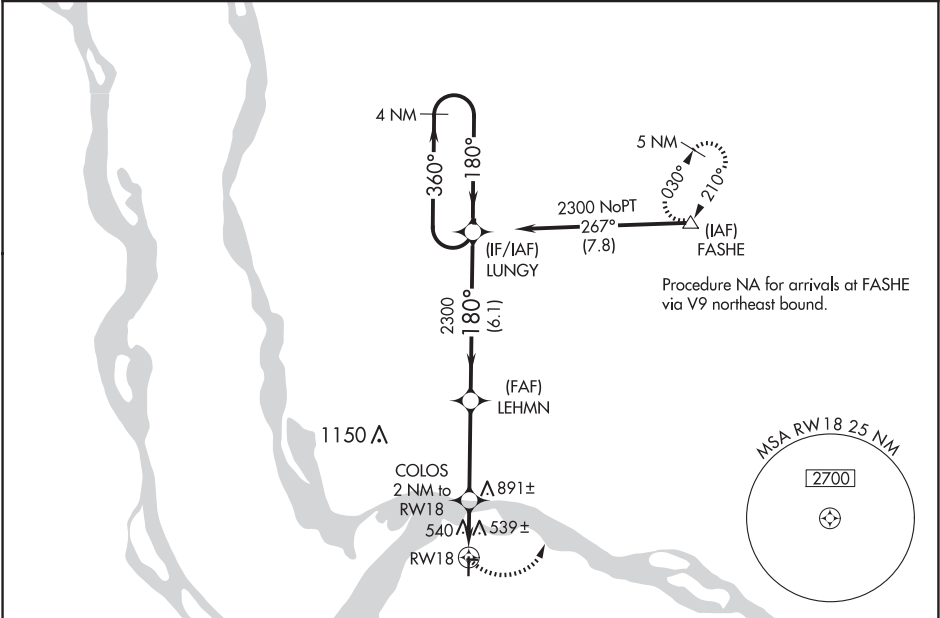
APP CRS 180°	Rwy Idg	3800
	TDZE	437
	Apt Elev	437

RNAV (GPS) RWY 18

ST CHARLES COUNTY RGNL/SMARTT FLD (S'E'T)

<div><div>▽</div><div>▲</div></div> <div>DME/DME RNP-0.3 NA. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase all MDAs 60 feet; increase visibility Cat C ¼ SM. VDP NA with St Louis Lambert Intl altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 2700 direct FASHE and hold.
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ASOS 118.075	ST. LOUIS APP CON 124.2 353.9	CLNC DEL 121.6	UNICOM 122.7 (CTAF)
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ELEV 437

TDZE 437

2700

FASHE

△

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

LEHMN

LUNGY

4 NM Holding Pattern

COLOS 2 NM to RW18

1.1 NM to RW18

1.1 NM

0.9 NM

3.6 NM

6.1 NM

1260

2300

360°

180°

2300

CATEGORY	A	B	C	D
RNAV MDA	840-1	403 (500-1)	840-1¼ 403 (500-1¼)	NA
CIRCLING	840-1 403 (500-1)	900-1 463 (500-1)	1220-2¼ 783 (800-2¼)	NA

REIL Rwy 18

MIRL Rwys 9-27 and 18-36

ST. CHARLES, MISSOURI

ST CHARLES COUNTY RGNL/SMARTT FLD (S'E'T)

Orig-A 24FEB22

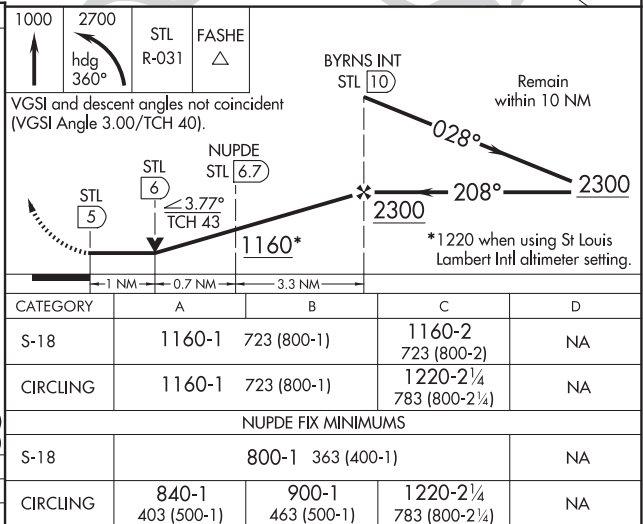
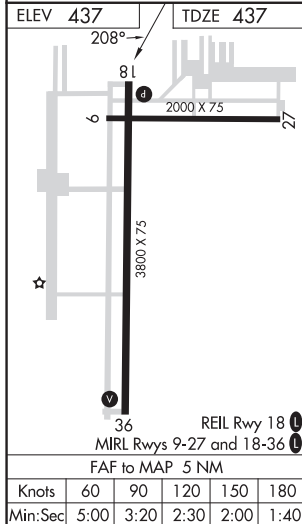
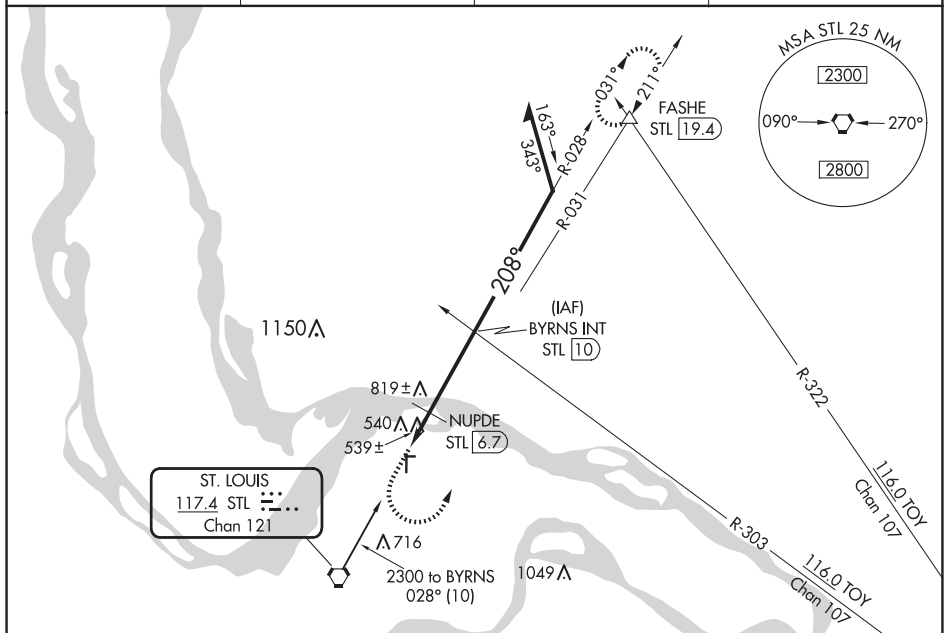
38°56'N-90°26'W

RNAV (GPS) RWY 18

VOR RWY 18
ST CHARLES COUNTY RGNL/SMARTT FLD (SET)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 via heading 360° and STL R-031 to FASHE INT/19.4 DME and hold.

ASOS 118.075	ST. LOUIS APP CON 124.2 353.9	CLNC DEL 121.6	UNICOM 122.7 (CTAF) 0
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LOC I-STJ	APP CRS	Rwy Ldg	8061
<u>110.3</u>	356°	TDZE	815
		Apt Elev	827

ILS or LOC RWY 35
ROSECRANS MEML (STJ)

MISSED APPROACH: Climb to 2700 direct AZN NDB and hold.
(TACAN aircraft climb to 2700 then climbing right turn to 3100 on STJ
VORTAC R-114 to HANOT/24 DME and hold NW, LT, 114° inbound).

T
A
ASR/PAR

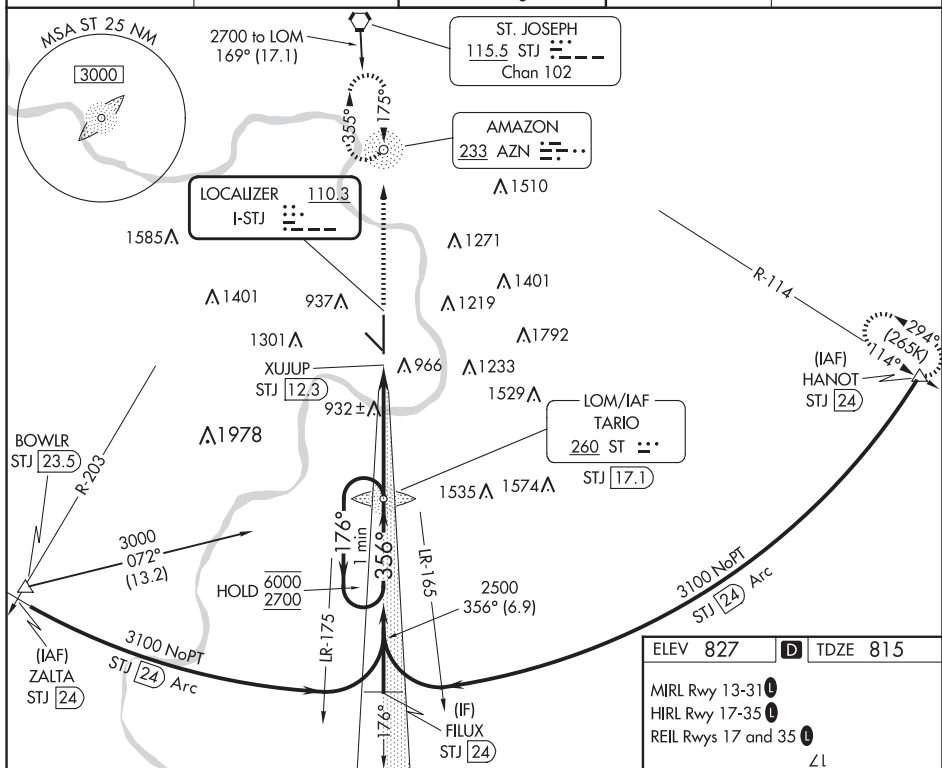
DME from STJ VORTAC, simultaneous reception of I-STJ and STJ DME required.

ATIS
125.05

ST. JOSEPH APP CON ★
120.35 360.8

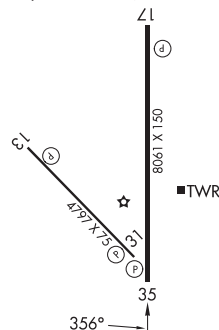
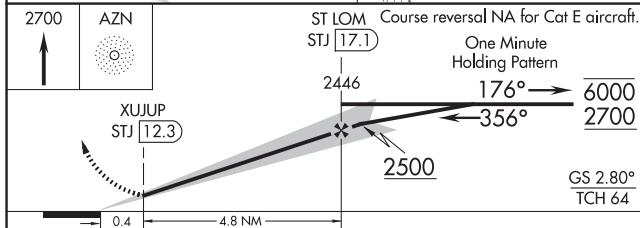
ST. JOSEPH TOWER ★
126.9(CTAF) **L** 239.0

GND CON
121.9

UNICOM
122.95

ELEV 827	D	TDZE 815
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MIRL Rwy 13-31 **L**
HIRL Rwy 17-35 **L**
REIL Rwy 17 and 35 **L**



CATEGORY	A	B	C	D	E
S-ILS 35	1015/40 200 (200-¾)				
S-LOC 35	1200/55 385 (400-1)		1200/60 385 (400-1¼)		
C CIRCLING	1400-1 573 (600-1)	1420-1 593 (600-1)	1620-2¼ 793 (800-2¼)	1640-2¾ 813 (900-2¾)	1760-3 933 (1000-3)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

39°46'N-94°55'W

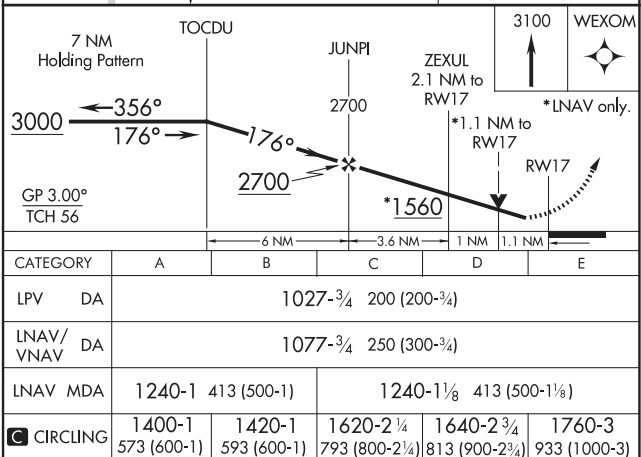
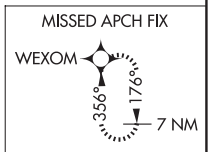
ROSECRANS MEML (STJ)
ILS or LOC RWY 35

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 17
ROSECRANS MEML (STJ)

MISSED APPROACH:
Climb to 3100 direct
WEXOM and hold.

UNICOM
122.95

ROSECRANS MEML (STJ)
RNAV (GPS) RWY 17

WAAS CH 65835 W31A	APP CRS 312°	Rwy Ldg TDZE 812 Apt Elev 827
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RNAV (GPS) RWY 31

ROSECRANS MEML (STJ)

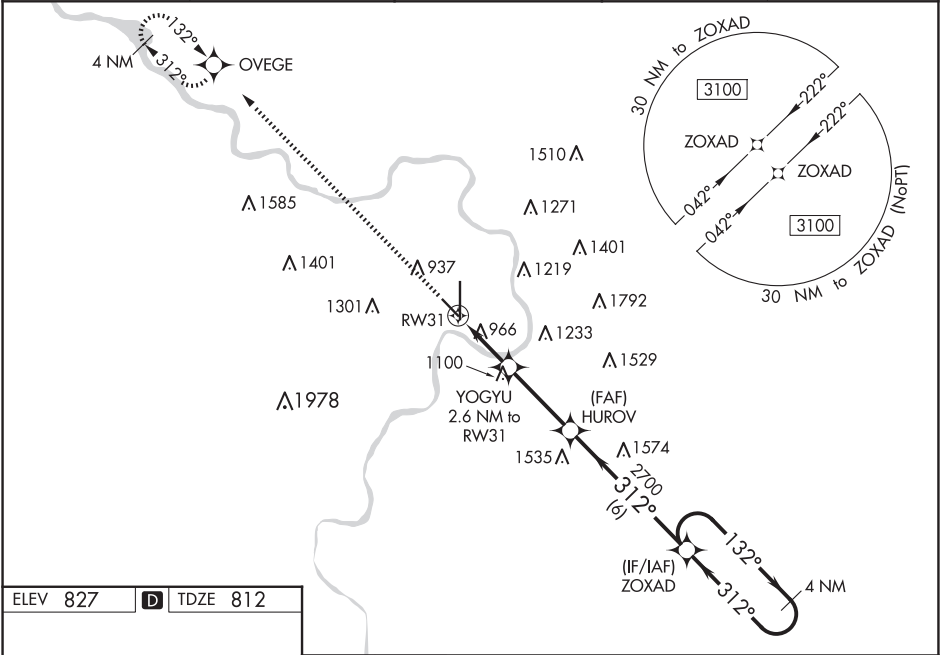
⚠

ASR/PAR

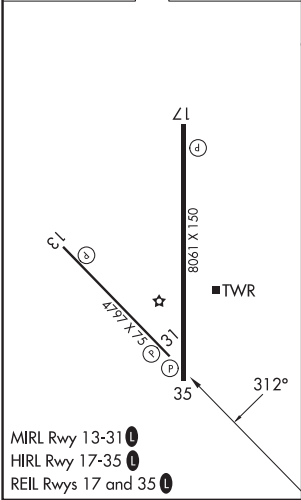
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. Straight-In minimums NA at night. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 97 feet and increase LPV visibility 1/8 mile and LNAV/VNAV visibility 3/8 mile all Cats; increase all MDA 100 feet and LNAV Cat C and D visibility 1/4 mile, and Circling Cat C 1/2 mile, Cat D 1/4 mile.

MISSED APPROACH:
Climb to 3100 direct OVEGE and hold.

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9(CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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ELEV 827	D	TDZE 812
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3100	OVEGE				
*LNAV only.		YOGYU 2.6 NM to RW31	HUROV 2700	ZOXAD	4 NM Holding Pattern
		1.1 NM to RW31	1700	312°	3100
		1.1 NM	1.5 NM	3.2 NM	6 NM
CATEGORY	A	B	C	D	
LPV DA	1062-1 250 (300-1)				
LNAV/VNAV DA	1255-1½ 443 (500-1½)				
LNAV MDA	1220-1 408 (400-1)		1220-1½ 408 (400-1½)		
CIRCLING	1400-1 573 (600-1)	1420-1 593 (600-1)	1620-2¼ 793 (800-2¼)	1640-2¾ 813 (900-2¾)	

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ST. JOSEPH, MISSOURI

AL-359 (FAA)

25163

WAAS CH 77819 W35A	APP CRS 356°	Rwy Ldg 8061 TDZE 815 Apt Elev 827
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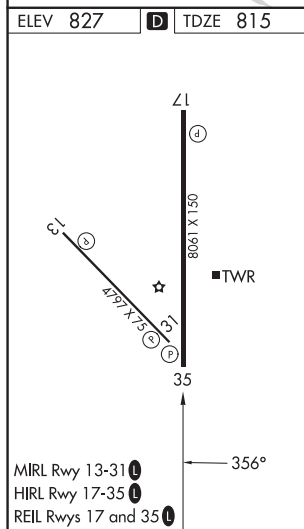
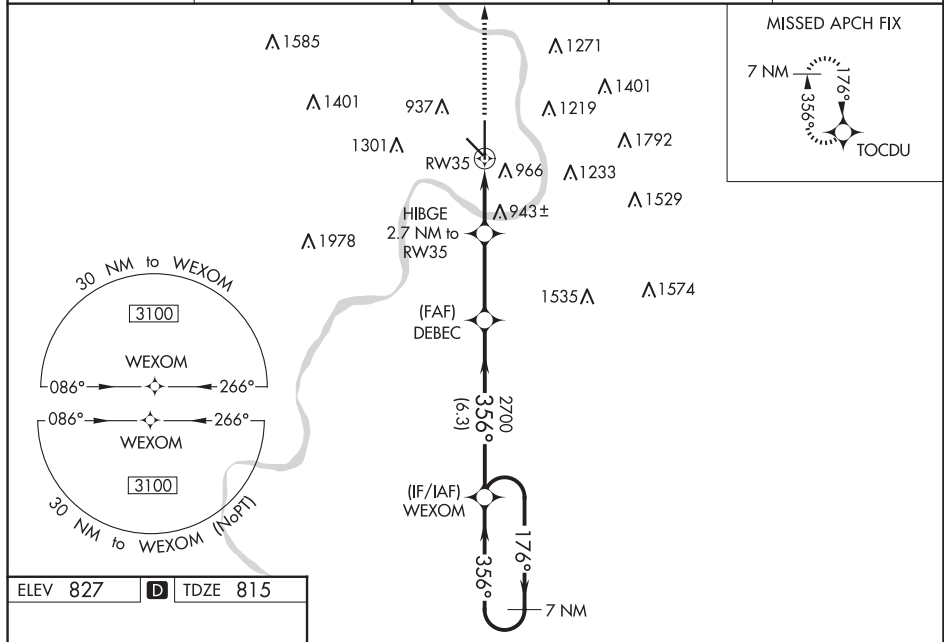
RNAV (GPS) RWY 35

ROSECRANS MEML (STJ)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Kansas City Intl altimeter setting. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 97 feet and increase LPV all Cats visibility to RVR 5000, and LNAV/VNAV all Cats visibility to 1¼ mile; increase all MDA 100 feet, and increase LNAV Cat C/D/E visibility ¼ mile, and Circling Cat C ½ mile, Cat D ½ mile.

MISSED APPROACH:
Climb to 3000 direct
TOCDU and hold.

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9(CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95
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3000 TOCDU	VGSI and RNAV glidepath not coincident (VGSI Angle 2.80/TCH 64).				
*LNAV only.	HIBGE 2.7 NM to RW35	DEBEC 2700	WEXOM 7 NM Holding Pattern	3100	
	1.1 NM to RW35	1720	176° 356°	GP 3.00° TCH 50	
	1.1 NM	1.6 NM	3.1 NM	6.3 NM	
CATEGORY	A	B	C	D	E
LPV DA	1015/40 200 (200-¾)				
LNAV/VNAV DA	1096/45 281 (300-⅞)				
LNAV MDA	1200/55	385 (400-1)	1200/60	385 (400-1¼)	
CIRCLING	1400-1 573 (600-1)	1420-1 593 (600-1)	1620-2¼ 793 (800-2¼)	1640-2¾ 813 (900-2¾)	1760-3 933 (1000-3)

ST. JOSEPH, MISSOURI
Amdt 2A 05MAR15

39°46'N-94°55'W

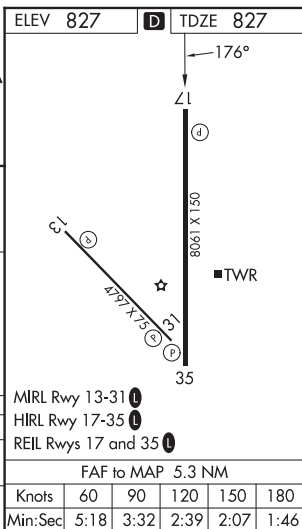
RNAV (GPS) RWY 35


NC-3, 12 JUN 2025 to 07 AUG 2025

LOC BC RWY 17
ROSECRANS MEML (STJ)

MISSED APPROACH: Climb to 2700 direct ST LOM and hold.



BACK COURSE



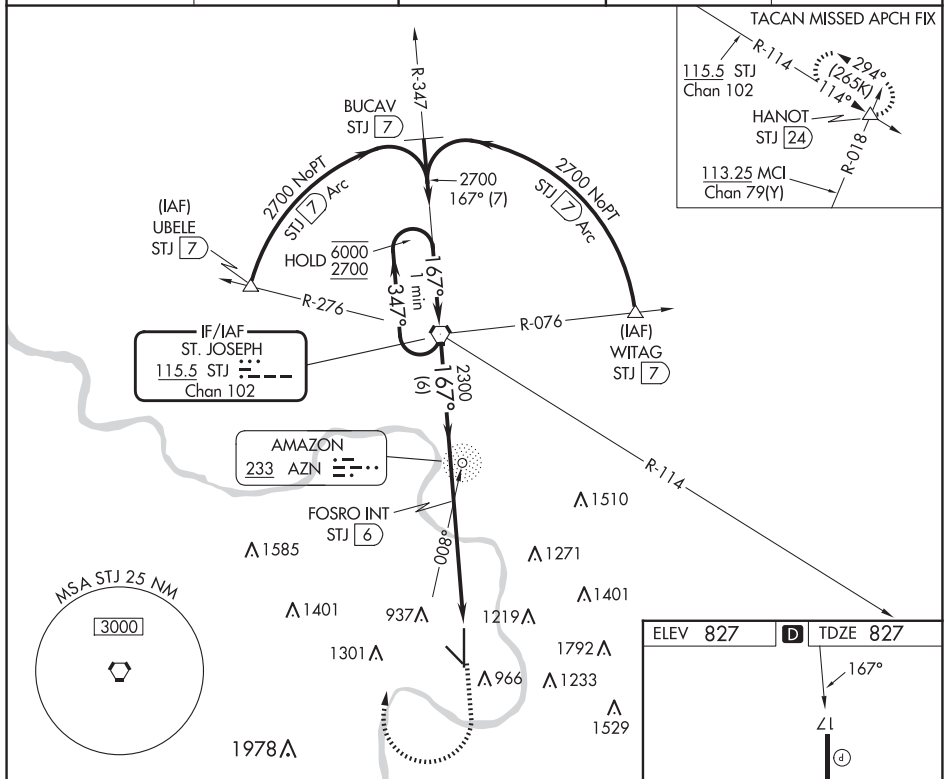
CATEGORY	A	B	C	D	FAF to MAP 5.3 NM					
S-17	1280-1	453 (500-1)	1280-1 $\frac{3}{8}$	453 (500-1 $\frac{3}{8}$)						
 CIRCLING	1400-1 573 (600-1)	1420-1 593 (600-1)	1620-2 $\frac{1}{4}$ 793 (800-2 $\frac{1}{4}$)	1640-2 $\frac{3}{4}$ 813 (900-2 $\frac{3}{4}$)	Knots	60	90	120	150	180
					Min:Sec	5:18	3:32	2:39	2:07	1:46

VORTAC STJ	APP CRS	Rwy Ldg	8061
115.5	167°	TDZE	827
Chan 102		Apt Elev	827

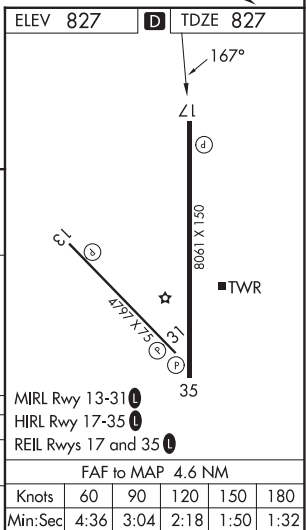
VOR or TACAN RWY 17
ROSECRANS MEML (STJ)

ADF or DME required.		MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct STJ VORTAC and hold. (TACAN aircraft climb to 2300 then climbing left turn to 3100 direct HANOT INT/STJ 24 DME and hold NW, LT, 114° inbound, GPS required).
	Missed approach to STJ VORTAC NA for Cat E aircraft.	
		
ASR/PAR		

ATIS 125.05	ST. JOSEPH APP CON * 120.35 360.8	ST. JOSEPH TOWER * 126.9 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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One Minute Holding Pattern		*STJ VORTAC		1500		2700		STJ	
6000 ← 347°		167° →		FOSRO INT STJ 6		STJ 8.7		STJ 10.6	
2700		167°		2.92° TCH 56					
*Course reversal NA for Cat E aircraft.				2300					
		6 NM		2.7 NM		1.9 NM			
CATEGORY	A	B	C	D	E				
S-17	1500-1 673 (700-1)		1500-1 7/8 673 (700-1 7/8)						
CIRCLING	1500-1 673 (700-1)		1620-2 1/4 793 (800-2 1/4)		1640-2 3/4 813 (900-2 3/4)		1760-3 933 (1000-3)		

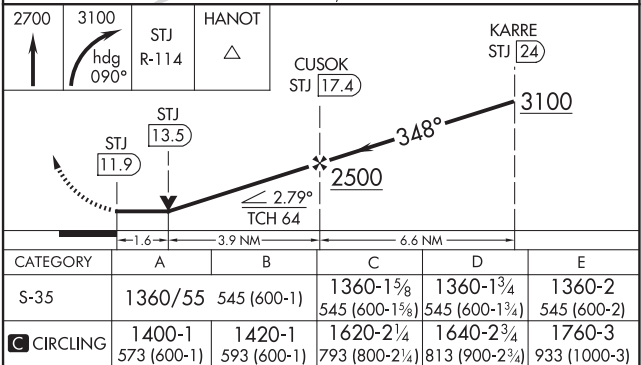
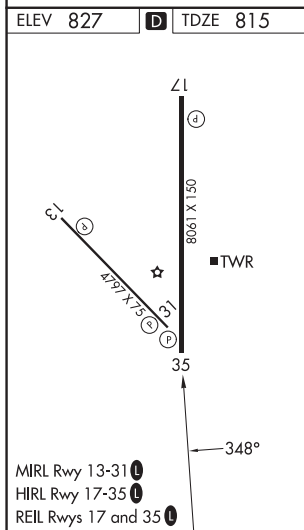
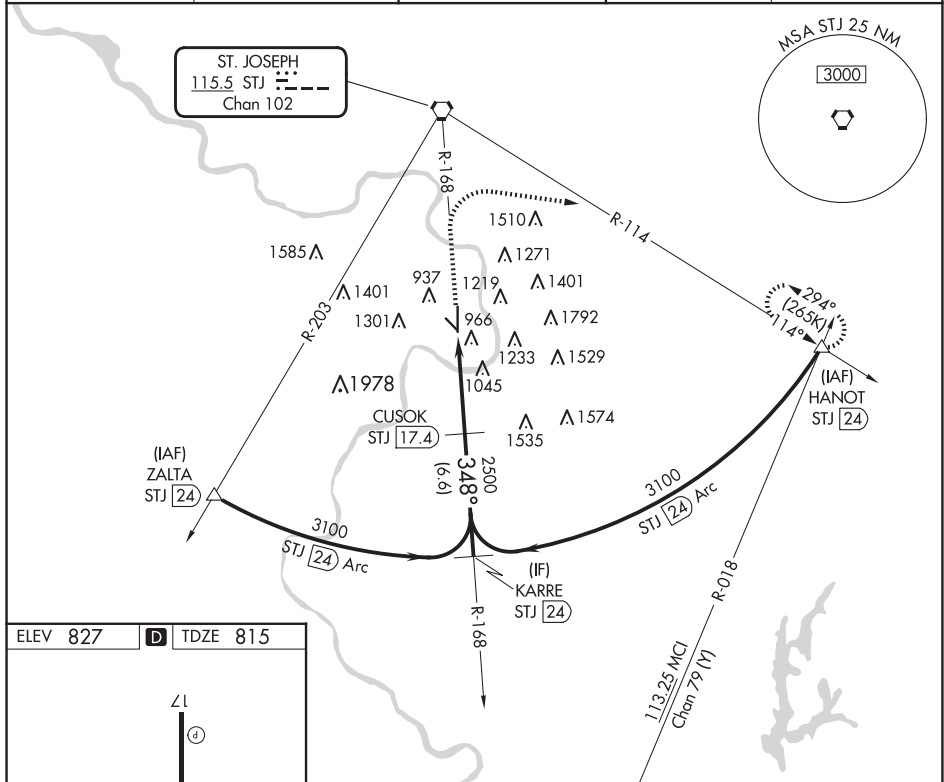


VOR or TACAN RWY 35
ROSECRANS MEML (STJ)

MISSED APPROACH: Climb to 2700 then climbing right turn to 3100 on heading 090° and STJ VORTAC R-114 to HANOT/24 DME and hold.

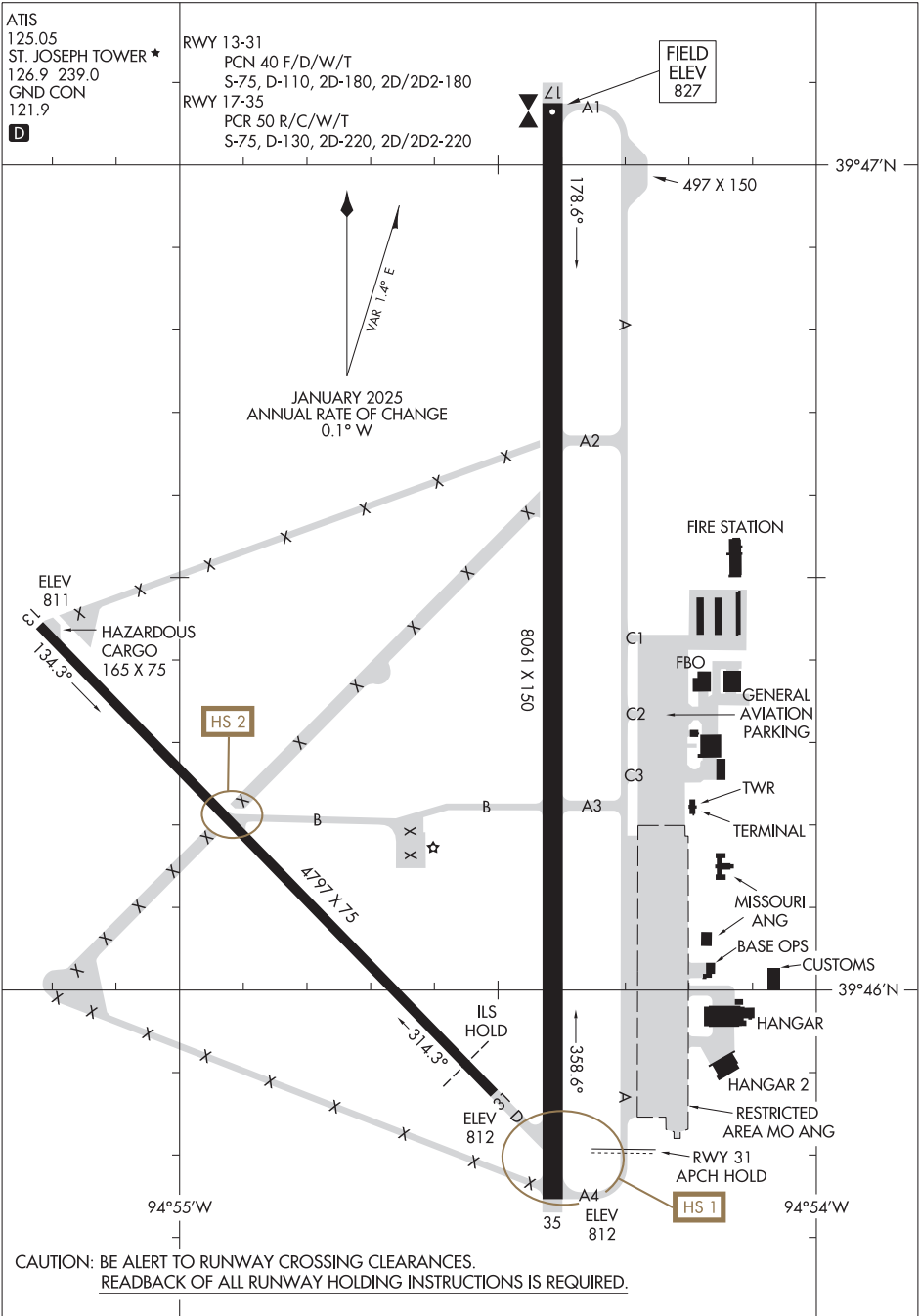
ASR/PAR

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95
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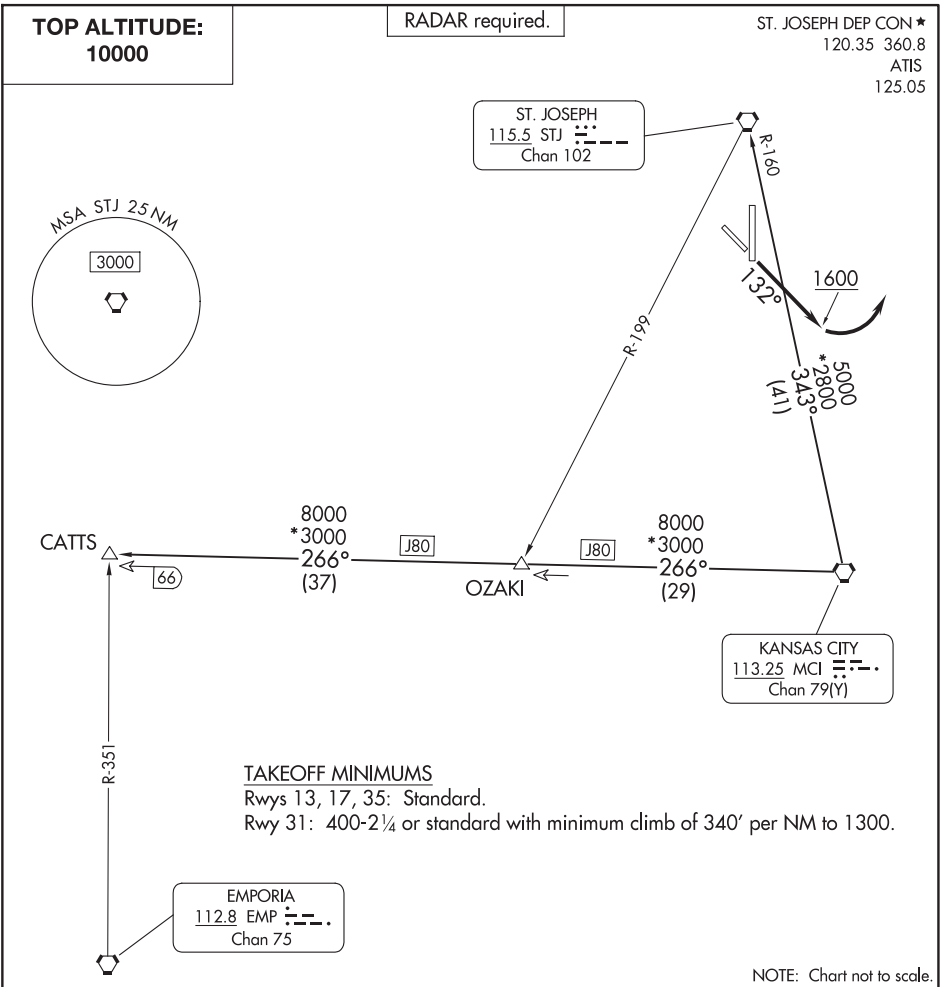
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° to 1600 before turning left, thence. . . .climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF9.CATTS): From over MCI VORTAC on MCI R-266 to CATTS.

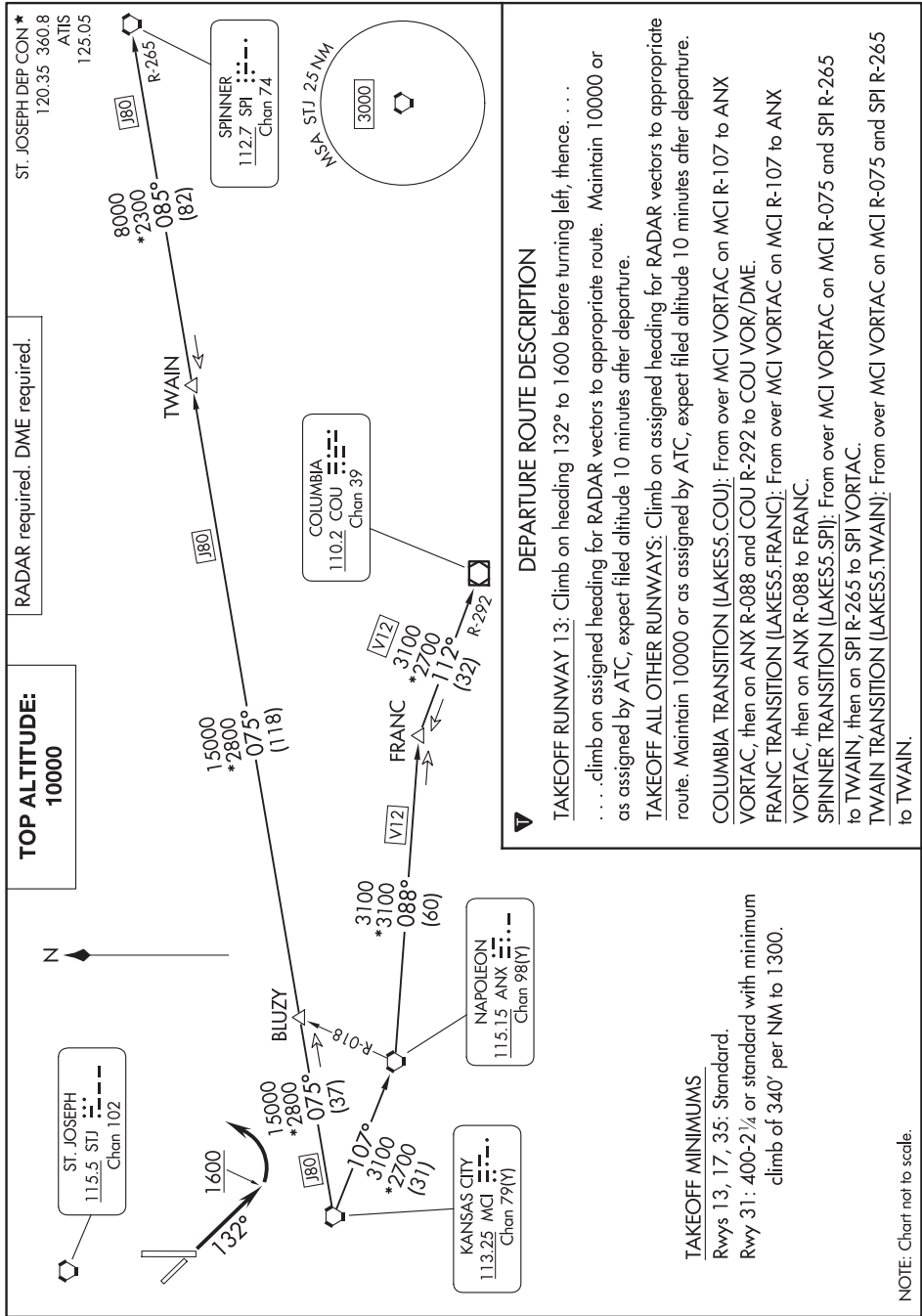
ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

LAKE FIVE DEPARTURE

AL-359 (FAA)

ROSECRANS MEML (STJ)

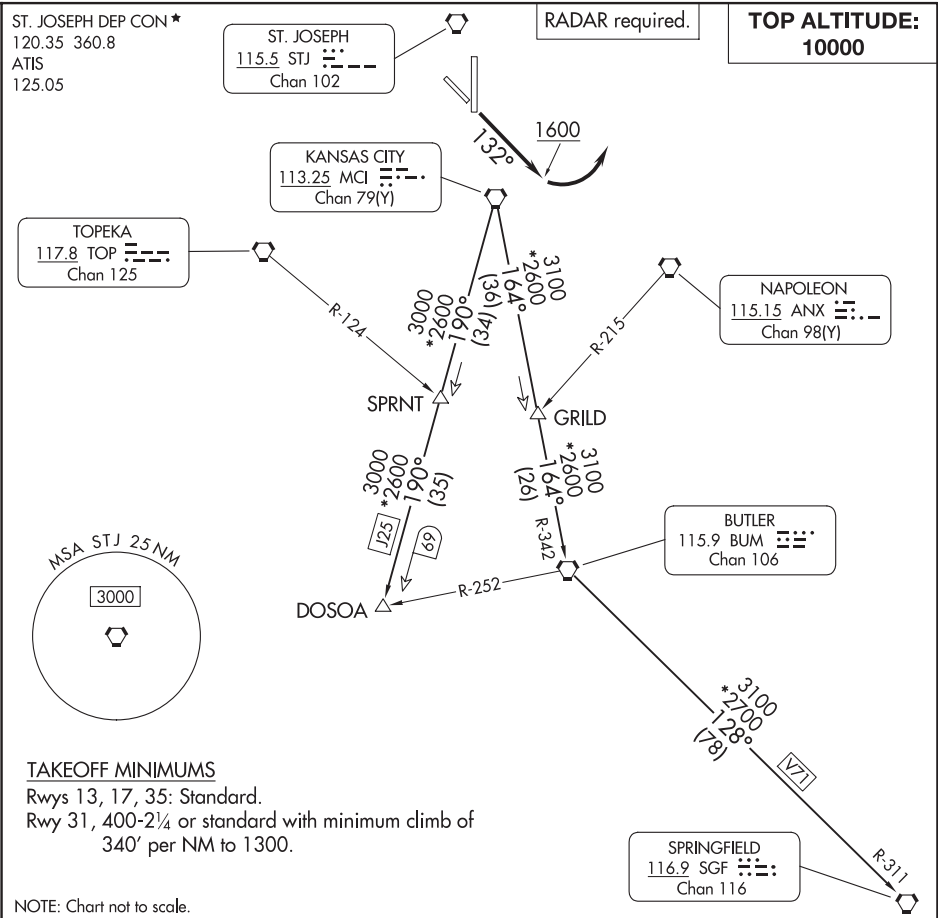
ST. JOSEPH, MISSOURI



LAKE FIVE DEPARTURE

ST. JOSEPH, MISSOURI

ROSECRANS MEML (STJ)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° to 1600 before turning left, thence . . .
. . . climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000
or as assigned by ATC, expect filed altitude 10 minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Climb on assigned heading for RADAR vectors to
appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10
minutes after departure.

BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM
R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER8.DOSOA): From over MCI VORTAC on MCI R-190 to
DOSOA.

SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and
BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

ST. JOSEPH DEP CON★
120.35 360.8
ATIS
125.05

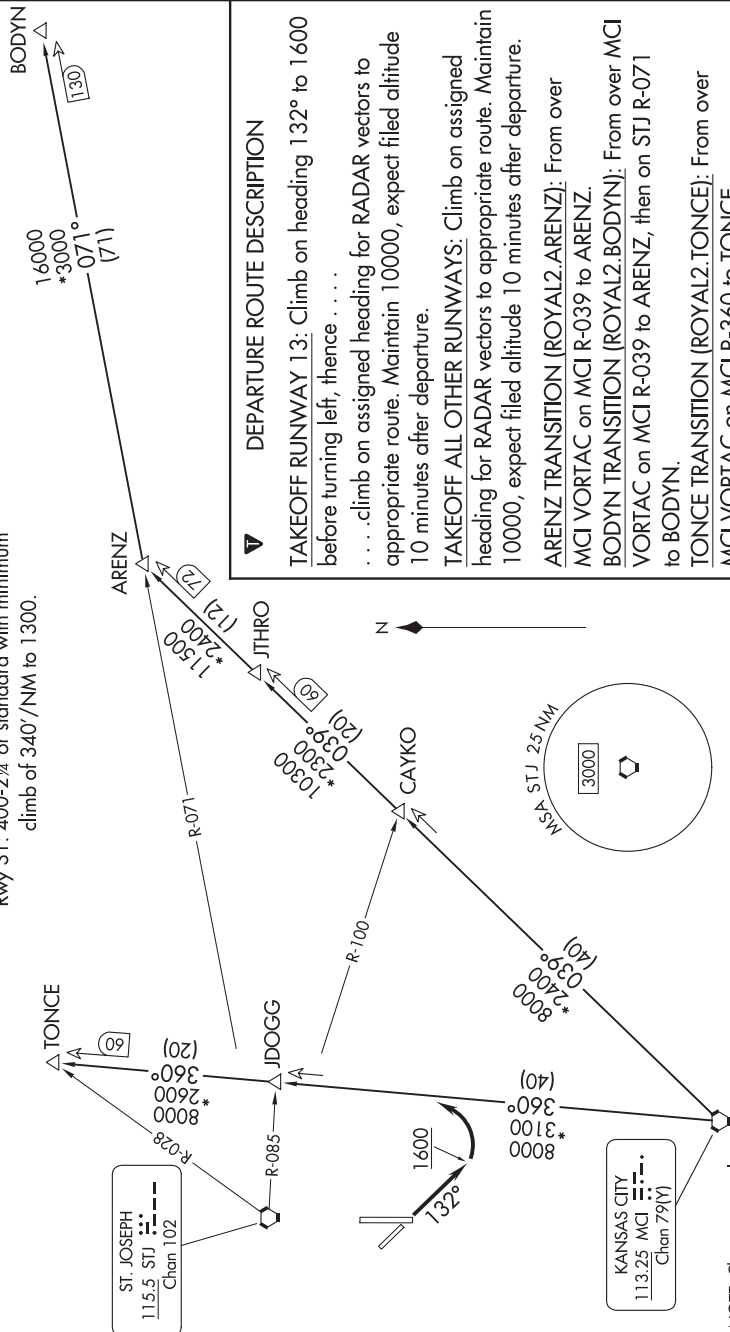
RADAR and DME required.

TAKEOFF MINIMUMS

Rwys 13, 17, 35: Standard.

Rwy 31: 400-2¼ or standard with minimum climb of 340'/NM to 1300.

TOP ALTITUDE:
10000



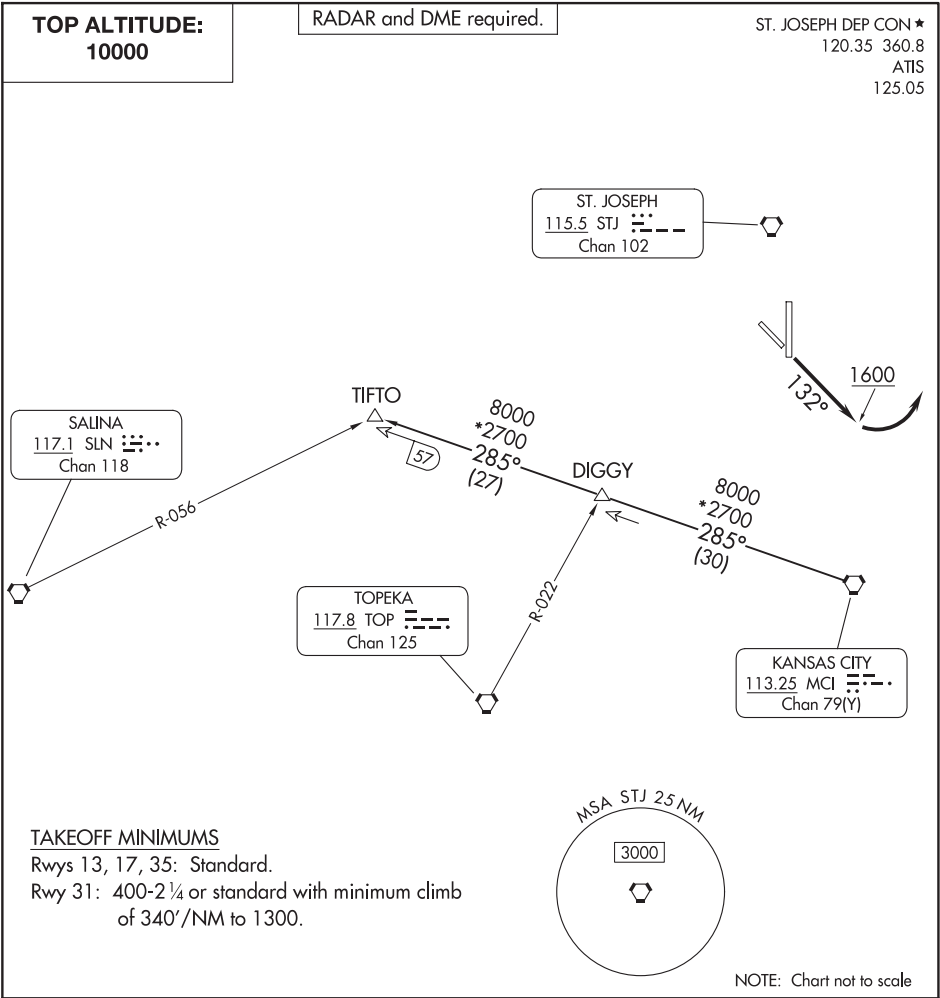
NOTE: Chart not to scale.

ROYAL TWO DEPARTURE

(ROYAL2.MCI) 05SEP24

ST. JOSEPH, MISSOURI

ROSECRANS MEML (STJ)



(WLDCT6.MCI) 23278

WILDCAT SIX DEPARTURE

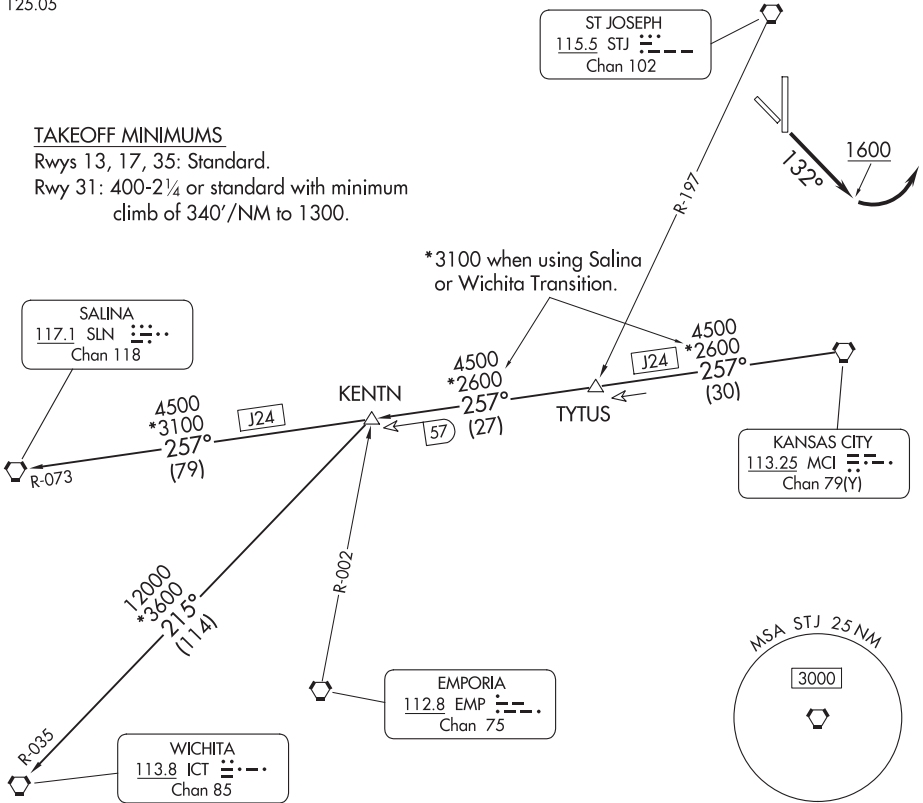
AL-359 (FAA)

ROSECRANS MEML (STJ)
ST. JOSEPH, MISSOURIST. JOSEPH DEP CON★
120.35 360.8
ATIS
125.05

RADAR required.

TOP ALTITUDE:
10000TAKEOFF MINIMUMS

Rwys 13, 17, 35: Standard.

Rwy 31: 400-2¼ or standard with minimum
climb of 340'/NM to 1300.**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 13: Climb on heading 132° to 1600 before turning left, thence climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

KENTON TRANSITION (WLDCT6.KENTN): From over MCI VORTAC on MCI R-257 to KENTN.

SALINA TRANSITION (WLDCT6.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT6.ICT): From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.

WILDCAT SIX DEPARTURE

(WLDCT6.MCI) 05OCT23

ST. JOSEPH, MISSOURI
ROSECRANS MEML (STJ)

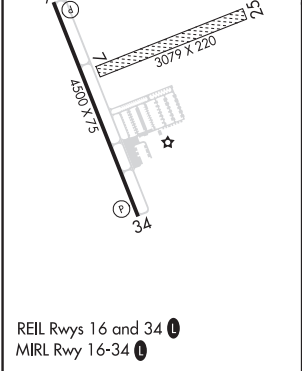
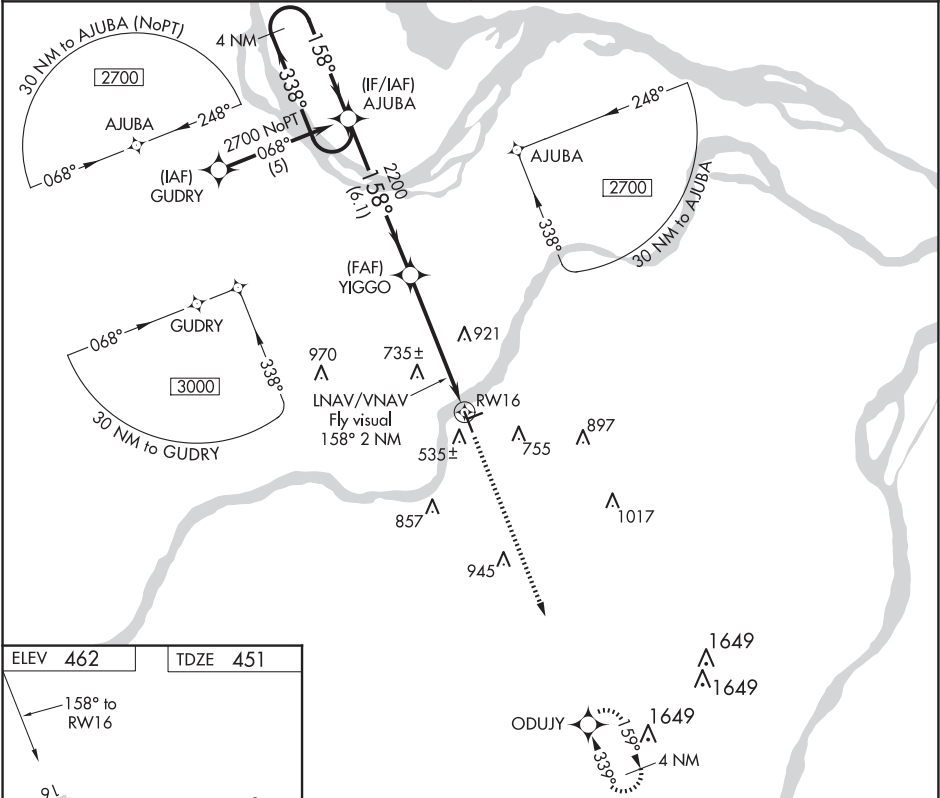
WAAS CH 50403 W16A	APP CRS 158°	Rwy Idg TDZE 451 Apt Elev 462
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RNAV (GPS) RWY 16

CREVE COEUR (1H0)

RNP APCH.	MISSED APPROACH: Climb to 2800 direct ODUJY and hold.
Baro-VNAV NA. Rwy 16 helicopter visibility reduction below 1 SM NA. Use St Louis Lambert Intl altimeter setting. Straight-in Rwy 16 NA at night, Circling Rwy 16 NA at night. Circling NA to Rwy 7 and 25.	

ST. LOUIS APP CON 126.5 254.3	UNICOM 122.8 (CTAF) 0
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AJUBA				2800	ODUJY
4 NM Holding Pattern				↑	✧
2700 ← 338° → 158° → 2200				RW16	
GP 3.00° TCH 40				LNNAV/VNAV Fly visual 158° 2 NM	
				6.1 NM	5.3 NM
CATEGORY	A	B	C	D	
LPV DA	912-1¾	461 (500-1¾)		NA	
LNNAV/VNAV DA	1130-2	679 (700-2)		NA	
LNNAV MDA	1160-1	709 (700-1)		NA	
CIRCLING	1160-1	698 (700-1)		NA	

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 34
CREVE COEUR (1H0)

MISSED APPROACH:
Climb to 2700 direct
AJUBA and hold.

UNICOM
22.8 (CTAF) **L**

CATEGORY		A	B	C	D
LPV	DA	809-1¼ 347 (400-1¼)		NA	
LNAV/ VNAV	DA	1131-2 669 (700-2)		NA	
LNAV	MDA	1080-1 618 (700-1)		NA	
CIRCLING		1080-1 618 (700-1)	1120-1 658 (700-1)	NA	

CREVE COEUR (1H0)

RNAV (GPS) RWY 34

NC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-JAK 110.3 Chan 40	APP CRS 064°	Rwy Idg 7323 TDZE 551 Apt Elev 618
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ILS or LOC RWY 6
ST LOUIS LAMBERT INTL (STL)

DME or RADAR required. DME or RADAR required for procedure entry.



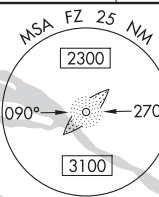
MISSED APPROACH: Climb to 2200 then climbing left turn to 3000 direct STL VORTAC and hold, continue climb-in-hold to 3000.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
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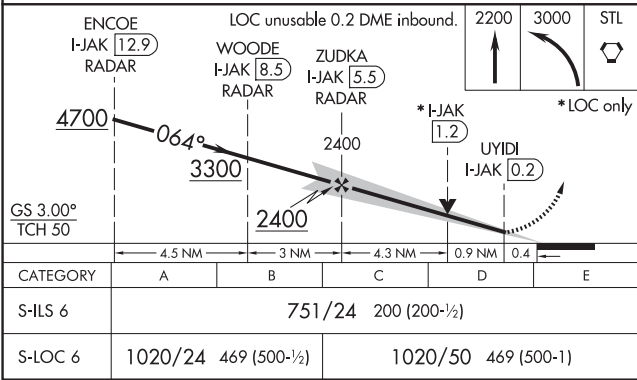
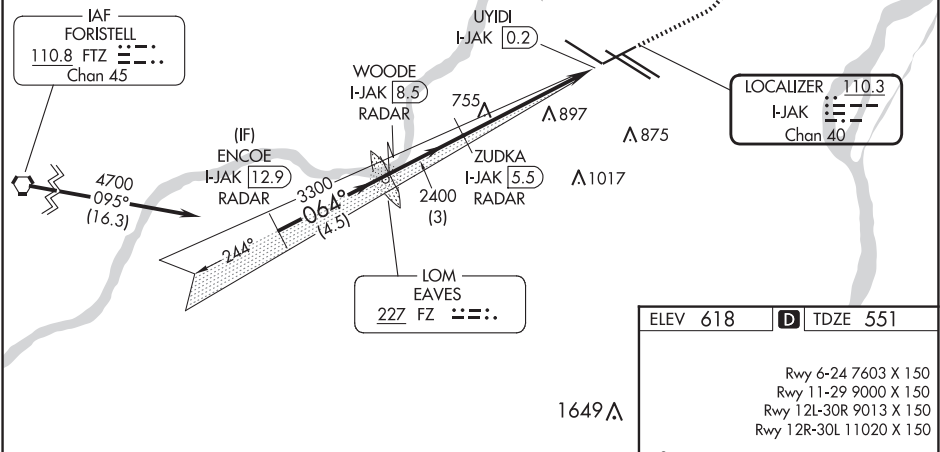
ALTERNATE MISSED
APCH FIX

090°
270° R-090

TROY
TOY
116.0
Chan 107



Procedure NA for arrival on FTZ VORTAC
airway radials 082 CW 095.



ELEV 618 TDZE 551

Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150

HIRL all Rwys
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R
FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

ST. LOUIS, MISSOURI

AL-360 (FAA)

25107

LOC/DME I-OGZ 111.95 Chan 56(Y)	APP CRS 123°	Rwy Idg TDZE 618 Apt Elev 618
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ILS or LOC RWY 11

ST LOUIS LAMBERT INTL (STL)

RADAR required for procedure entry. DME or RADAR required.

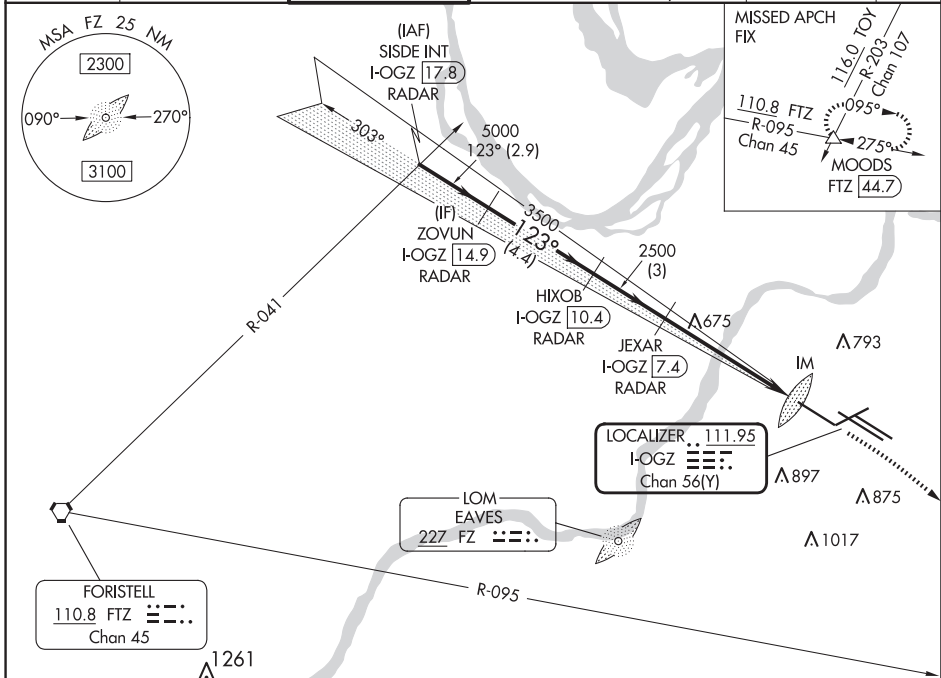
ALSF-2



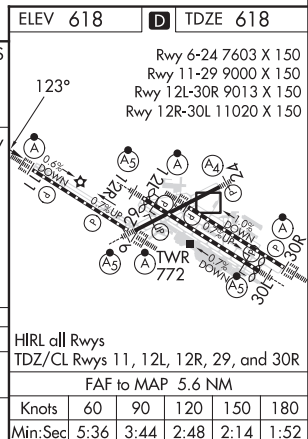
- Simultaneous approach authorized with Rwy 12R/L. Disregard OM signal associated with ILS to Rwy 12R. For inop ALS, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat C/D/E visibility to RVR 5500.

MISSED APPROACH: Climb to 1060 then climbing right turn to 3000 on heading 130° and FTZ R-095 to MOODS INT/FTZ 44.7 DME and hold.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).					
SISDE INT I-OGZ [17.8]	ZOVUN I-OGZ [14.9]	HIXOB I-OGZ [10.4]	JEXAR I-OGZ [7.4]	*I-OGZ [2.7]	I-OGZ [1.8]
5000	5000	3500	2500	2500	IM
GS 3.00° TCH 55					
2.9 NM	4.4 NM	3 NM	4.6 NM	0.9 NM	0.1 NM
CATEGORY	A	B	C	D	E
S-ILS 11	818/18 200 (200-½)				
S-LOC 11	980/24 362 (400-½)		980/35 362 (400-¾)		



ST. LOUIS, MISSOURI

Amdt 1 03JAN19

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)

ILS or LOC RWY 11


NC-3, 12 JUN 2025 to 07 AUG 2025

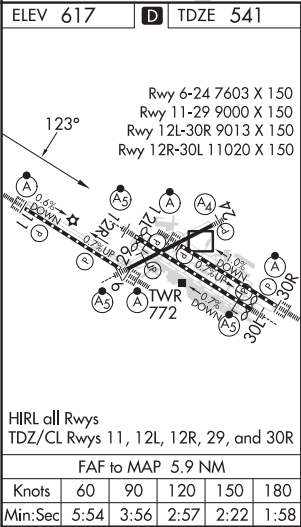
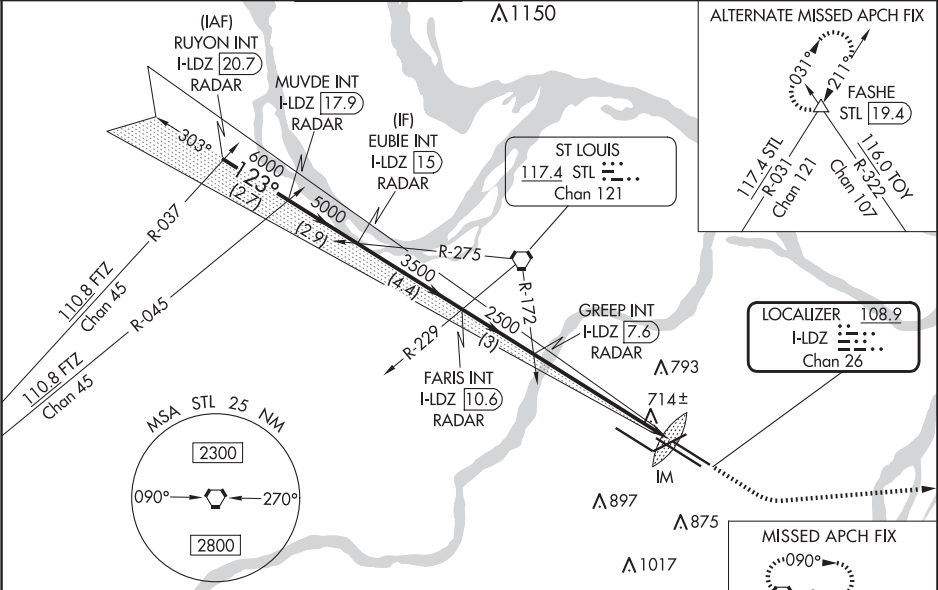
NC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-LDZ	APP CRS	Rwy Idg	8956
108.9	123°	TDZE	541
Chan 26		Apt Elev	617

ILS or LOC RWY 12L

ST LOUIS LAMBERT INTL (STL)

RADAR and DME required.			ALSF-2 	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.	
▼ For inop ALS, increase S-ILS 12L Cat E visibility to RVR 4000 and S-LOC 12L Cat E visibility to 1 1/2 SM. Simultaneous approach authorized with Rwy 11. Simultaneous approach authorized with Rwy 12R requires use of vertical guidance; maintain last altitude until established on the glideslope.					
D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 120.05 284.6	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)		CLNC DEL 119.5 363.1	CPDLC



<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 56).</p>						<p>TROY TOY 116.0 Chan 107</p>		<p>270° R-090</p>		
<p>RUYON INT I-LDZ 20.7 RADAR</p>		<p>MUVDE INT I-LDZ 17.9 RADAR</p>		<p>EUBIE INT I-LDZ 15 RADAR</p>		<p>FARIS INT I-LDZ 10.6 RADAR</p>		<p>GREEP INT I-LDZ 7.6 RADAR</p>		<p>2500 3000 TOY</p>
<p>6000 123° 6000</p>		<p>5000</p>		<p>3500</p>		<p>2500</p>		<p>2500 2.9</p>		<p>I-LDZ 1.7</p>
<p>GS 3.00° TCH 54</p>		<p>2.7 NM</p>		<p>2.9 NM</p>		<p>4.4 NM</p>		<p>3 NM</p>		<p>4.7 NM</p>
<p>1 NM</p>		<p>0.2</p>		<p>IM</p>		<p>2500</p>		<p>2500</p>		
CATEGORY		A		B		C		D		E
S-ILS 12L		741/18		200 (200-½)		741/24 200 (200-½)				
S-LOC 12L		980/24 439 (400-½)		980/40 439 (400-¾)		980/50 439 (400-1)				

ST. LOUIS, MISSOURI

AL-360 (FAA)

25107

LOC/DME I-LMR 109.7 Chan 34	APP CRS 123°	Rwy Idg 12R 10553 12L 8956 TDZE 540 541 Apt Elev 617 617
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ILS or LOC RWY 12R **ST LOUIS LAMBERT INTL (STL)**

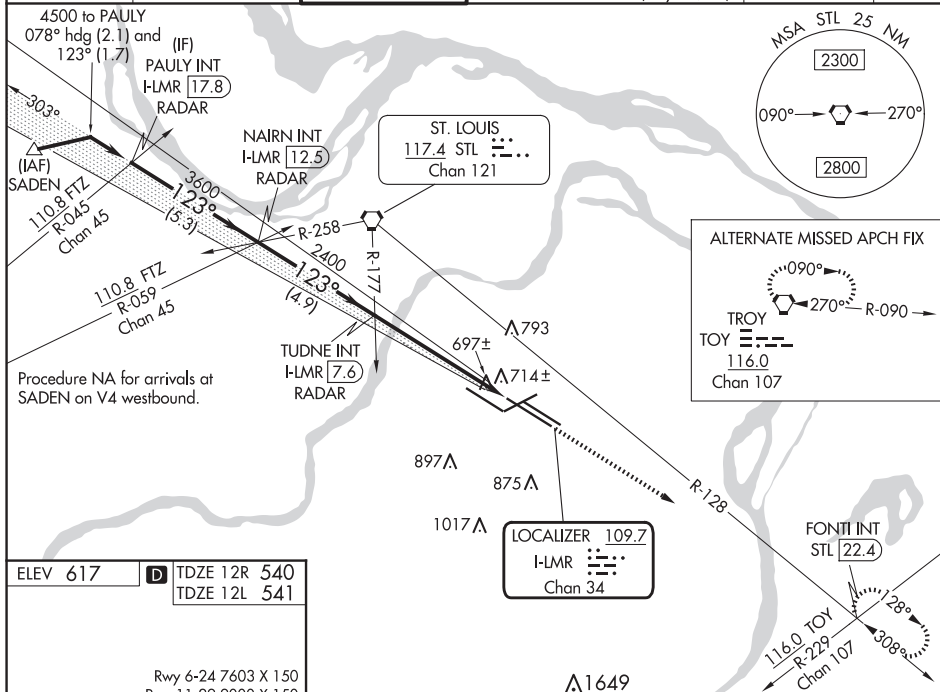
▼ LOC only: Rwy 12R helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to sidestep Rwy 12L. For inop ALS, increase S-ILS 12R Cat E visibility to RVR 4000 and increase S-LOC 12R Cats A/B visibility to RVR 5500, Cats C/D/E visibility to RVR 6000. Simultaneous approach authorized with Rwy 11. Simultaneous approach authorized with Rwy 12L requires use of vertical guidance; maintain last assigned altitude until established on glide slope.

MALSR
Rwy 12R

ALS-2
Rwy 12L

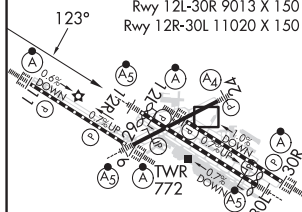
MISSED APPROACH: Climb to 5000 on STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold, continue climb-in-hold to 5000.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 118.5 257.7	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
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ELEV 617	D TDZE 12R 540 TDZE 12L 541
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Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150



HIRL all Rwy
TDZ/CL Rwy 11, 12L, 12R, 29, and 30R

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

ST. LOUIS, MISSOURI
Amdt 23A 17APR25

38°45'N-90°22'W

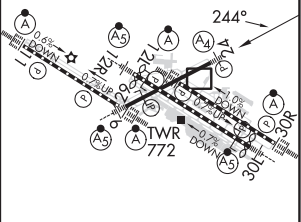
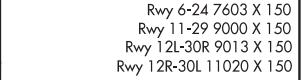
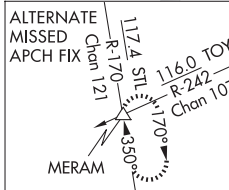
ST LOUIS LAMBERT INTL (STL)
ILS or LOC RWY 12R

ILS or LOC RWY 24
ST LOUIS LAMBERT INTL (STL)

MAIS

$$\textcircled{A_4} - \text{---}\equiv\text{---}$$

GND CC



38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)
ILS or LOC RWY 24

ILS or LOC RWY 30L
ST LOUIS LAMBERT INTL (STL)

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct STL VORTAC and hold, continue climb-in-hold to 3000.

ST. LOUIS
117.4 STL VORTAC
Chan 121

LOCALIZER 111.5
I-BKY

TROY
116.0 TOY VORTAC
Chan 107



MSA STL 25 NM
2300
2800
090° 270°

ELEV 617 D TDZE 583

Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150

Procedure NA for arrivals at MOODS on V44 eastbound.

The figure shows a detailed map of the study area. It includes several sampling locations labeled A1 through A7. There are also meteorological stations labeled TWR 772 and TWR 808. The map shows various geographical features such as roads, rivers, and land use types (forest, agricultural). Distances and bearings are indicated between key points.

2100 ↑	3000 ↗	STL 				
CATEGORY	A	B	C	D	E	
S-ILS 30L *	783/24 200 (200-½)					
S-LOC 30L	1100/40 517 (500-¾)	1100/55 517 (500-1)				

ST. LOUIS, MISSOURI

AL-360 (FAA)

25107

LOC/DME I-SJW 111.3 Chan 50	APP CRS 303°	Rwy Idg TDZE Apt Elev 9013 605 618
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ILS or LOC RWY 30R

ST LOUIS LAMBERT INTL (STL)

RADAR required for procedure entry.

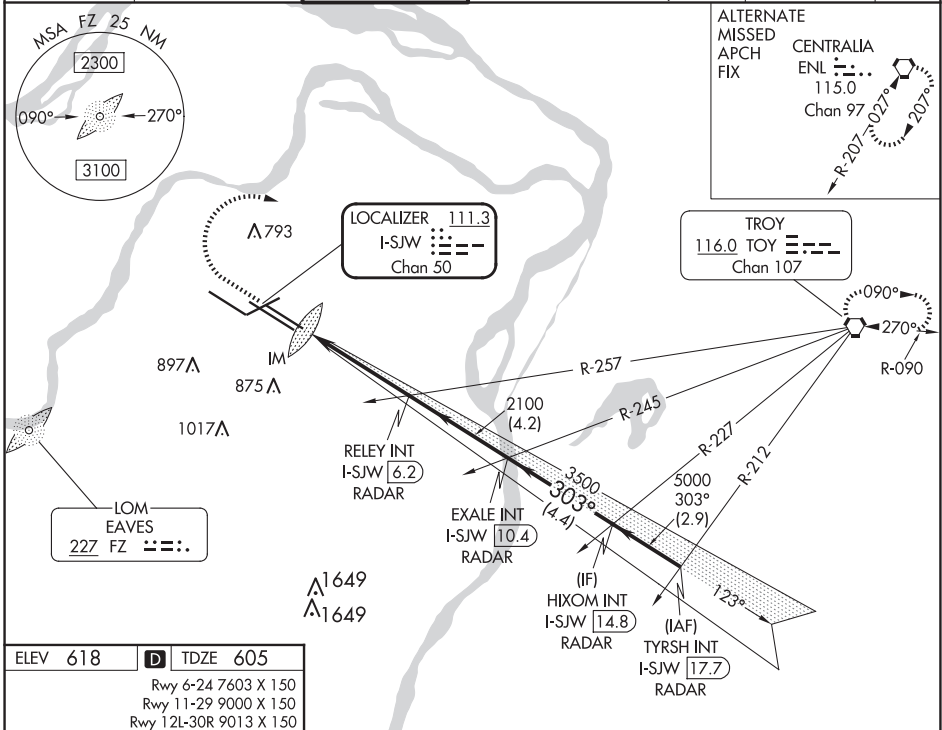
▼ For inop ALS, increase S-ILS 30R Cat E visibility to RVR 4000 and S-LOC 30R Cat C/D/E visibility to 1 $\frac{3}{8}$ SM. Simultaneous approach authorized with Rwy 29. Simultaneous approach authorized with Rwy 30L requires use of vertical guidance; maintain last assigned altitude until established on glideslope.

ALSF-2

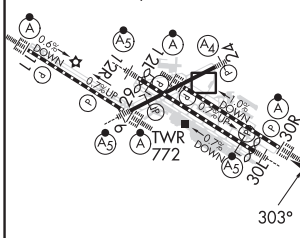


MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 direct TOY VORTAC and hold.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 120.05 284.6	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
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ELEV 618	D	TDZE 605
Rwy 6-24 7603 X 150		
Rwy 11-29 9000 X 150		
Rwy 12L-30R 9013 X 150		
Rwy 12R-30L 11020 X 150		



HIRL all Rwy's					
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R					
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

ST. LOUIS, MISSOURI

Amdt 12 03JAN19

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)

ILS or LOC RWY 30R

NC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-OGZ 111.95 Chan 56 (Y)	APP CRS 123°	Rwy Idg TDZE 618 Apt Elev 618	ILS RWY 11 (CAT II & III) ST LOUIS LAMBERT INTL (STL)
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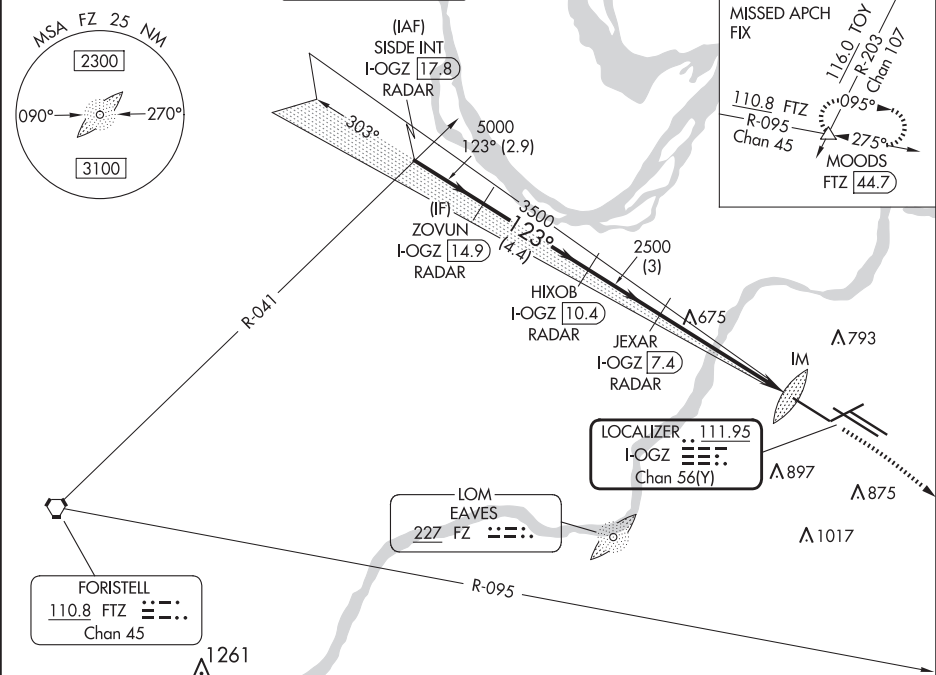
RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized with Rwy 12R/L.
Disregard OM signal associated with ILS to Rwy 12R.

ALSF-2

MISSED APPROACH: Climb to 1060 then climbing right turn to 3000 on heading 130° and FTZ R-095 to MOODS INT/FTZ 44.7 DME and hold.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).

1060 3000 FTZ R-095 MOODS

↑ hdg 130°

ELEV 618 TDZE 618

Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150

SISDE INT I-OGZ 17.8 RADAR	ZOVUN I-OGZ 14.9 RADAR	HIXOB I-OGZ 10.4 RADAR	JEXAR I-OGZ 7.4 RADAR	IM 719
5000	5000	3500	2500	
GS 3.00° TCH 55	2.9 NM	4.4 NM	3 NM	5.6 NM
CATEGORY	A	B	C	D
S-ILS 11	CAT II RA 187/12 100 DA 718			
S-ILS 11	CAT III RVR 06			

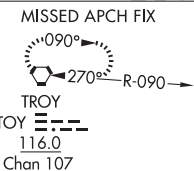
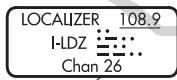
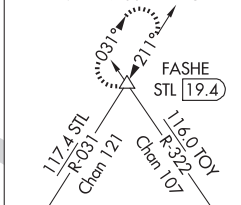
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

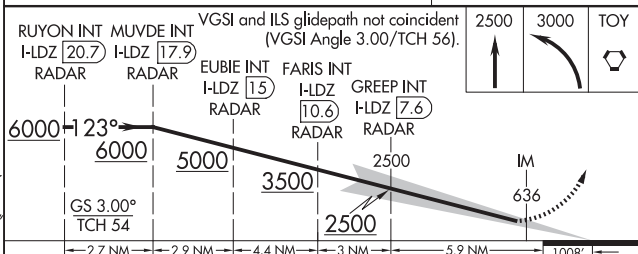
ILS RWY 12L (CAT II & III)
ST LOUIS LAMBERT INTL (STL)

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

T Simultaneous approach authorized with Rwy 11.

Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150



CATEGORY	A	B	C	D
S-ILS 12L	CAT II RA 112/12 100 DA 641			
S-ILS 12L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ST LOUIS LAMBERT INTL (STL)
ILS RWY 12L (CAT II & III)

LOC/DME I-SJW

111.3

Chan **50**

APP CRS

303°

Rwy Idg

9013

TDZE

605

Apt Elev

618

ILS RWY 30R (CAT II & III)

ST LOUIS LAMBERT INTL (STL)

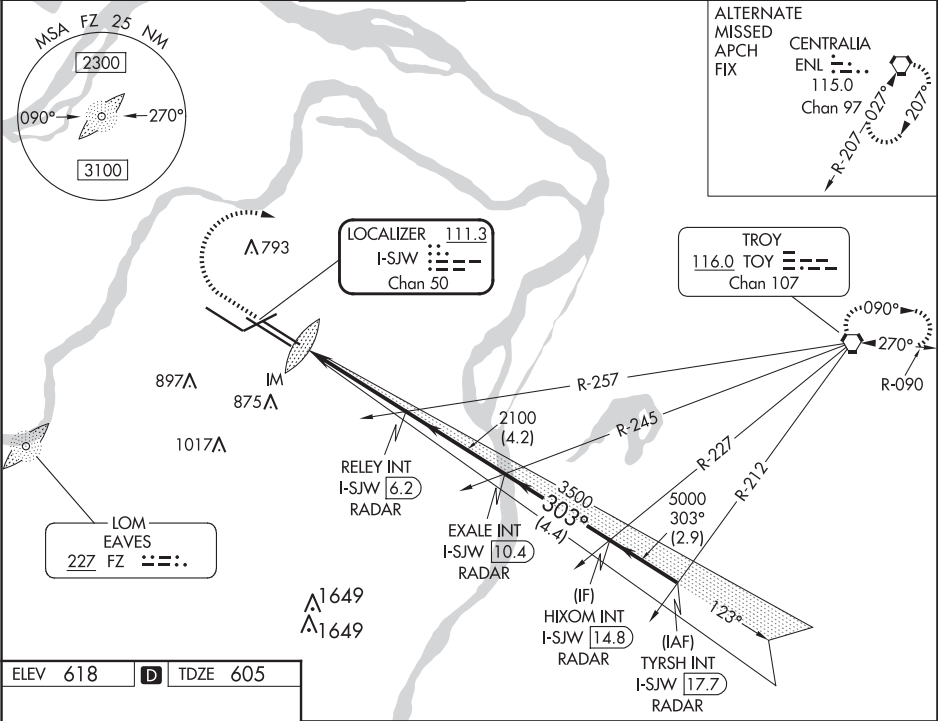
RADAR required for procedure entry.

Simultaneous approach authorized with Rwy 29.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 direct TOY VORTAC and hold.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 120.05 284.6	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
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ELEV 618

D

TDZE 605

Rwy 6-24 7603 X 150

Rwy 11-29 9000 X 150

Rwy 12L-30R 9013 X 150

Rwy 12R-30L 11020 X 150

HIRL all Rwys

TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ST. LOUIS, MISSOURI

Amdt 12 03JAN19

1020

3000

TOY

RELEY INT I-SJW 6.2 RADAR

EXALE INT I-SJW 10.4 RADAR

HIXOM INT I-SJW 14.8 RADAR

TYRSH INT I-SJW 17.7 RADAR

IM

2100

3500

5000

303°

5000

GS 3.00° TCH 57

CATEGORY

A

B

C

D

S-ILS 30R

CAT II RA 116/12 100 DA 705

S-ILS 30R

CAT III RVR 06

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

RNAV (RNP) Z RWY 11
ST LOUIS LAMBERT INTL (STL)

RADAR required for procedure entry.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct IMPER and hold.

T Simultaneous approach authorized with Rwys 12L/R, except for arrivals at RRIPP and HRBEE. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500.

D-ATIS
125.025
379.925

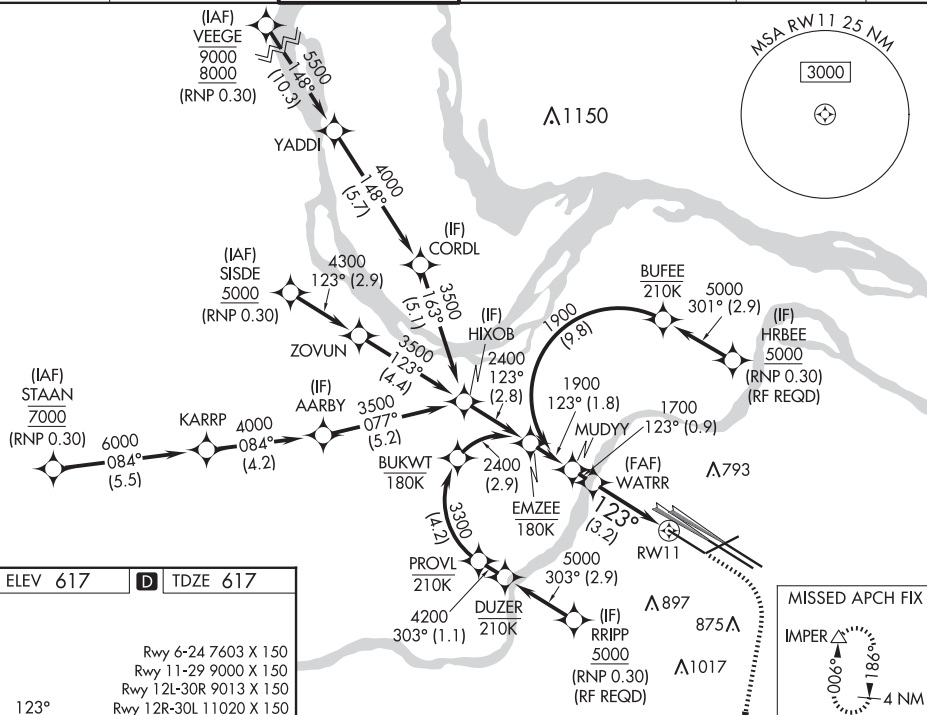
ST. LOUIS APP CON
132-125 360.6

ST. LOUIS TOWER
132,475 239,275

GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (Rwy 11/29)

CLNC DEL
119,5 363,1

CPDLC



ELEV 617	D	TDZE 617
123°	Rwy 6-24 7603 X 150 Rwy 11-29 9000 X 150 Rwy 12L-30R 9013 X 150 Rwy 12R-30L 11020 X 150	

HIRL all Rwys
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ST. LOUIS, MISSOURI

Orig-C 17APR25

38°45'N-90°22'W

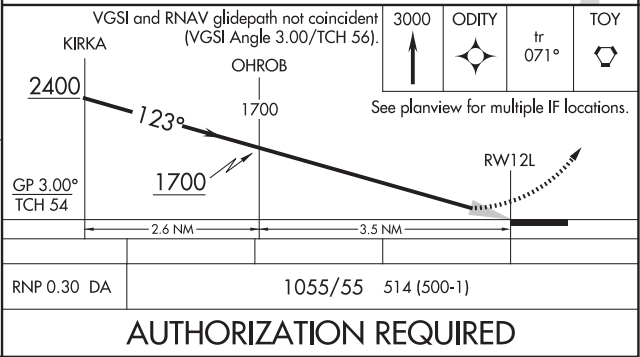
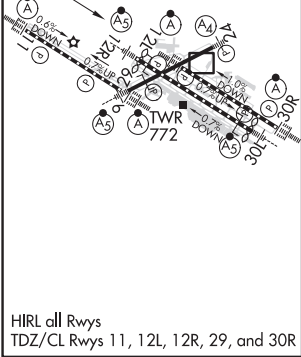
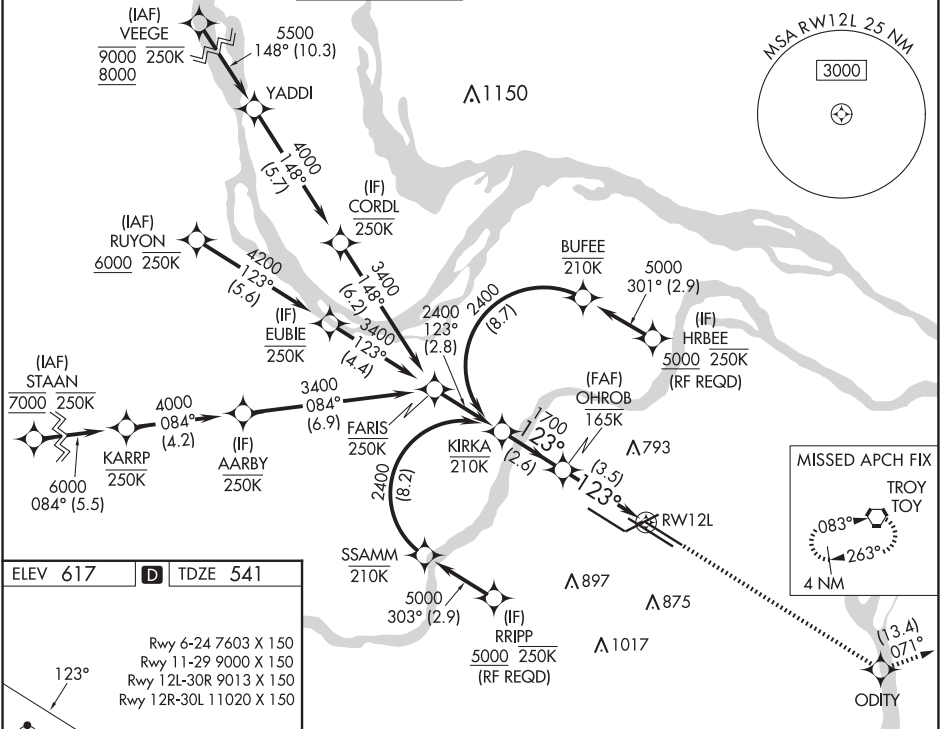
ST LOUIS LAMBERT INTL (STL)
RNAV (RNP) Z RWY 11

NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	8956
123°	TDZE	541
	Apt Elev	617

RNAV (RNP) Z RWY 12L
ST LOUIS LAMBERT INTL (STL)

RNP AR APCH - GPS. Authorization required from HRBEE or RRIPP: RF.			ALSF-2	MISSED APPROACH: Climb to 3000 direct ODITY and track 071° to TOY VORTAC and hold.	
RADAR required for procedure entry					
▼ Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with Rwy 11, except for arrivals at RRIPP and HRBEE. For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM.					
D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 120.05 284.6	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)		CLNC DEL 119.5 363.1 CPDLC



APP CRS	Rwy Idg	10553
123°	TDZE	540
	Apt Elev	617

RNAV (RNP) Z RWY 12R

ST LOUIS LAMBERT INTL (STL)

RNP AR APCH - GPS. Authorization required from HRBEE or RRIPP: RF.

RADAR required for procedure entry.

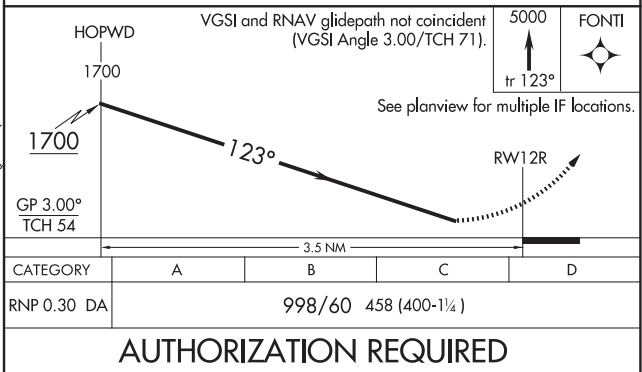
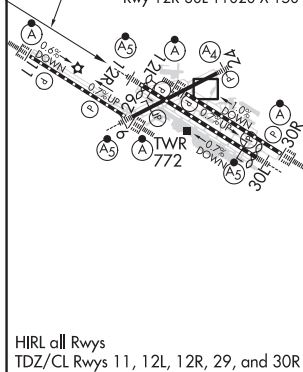
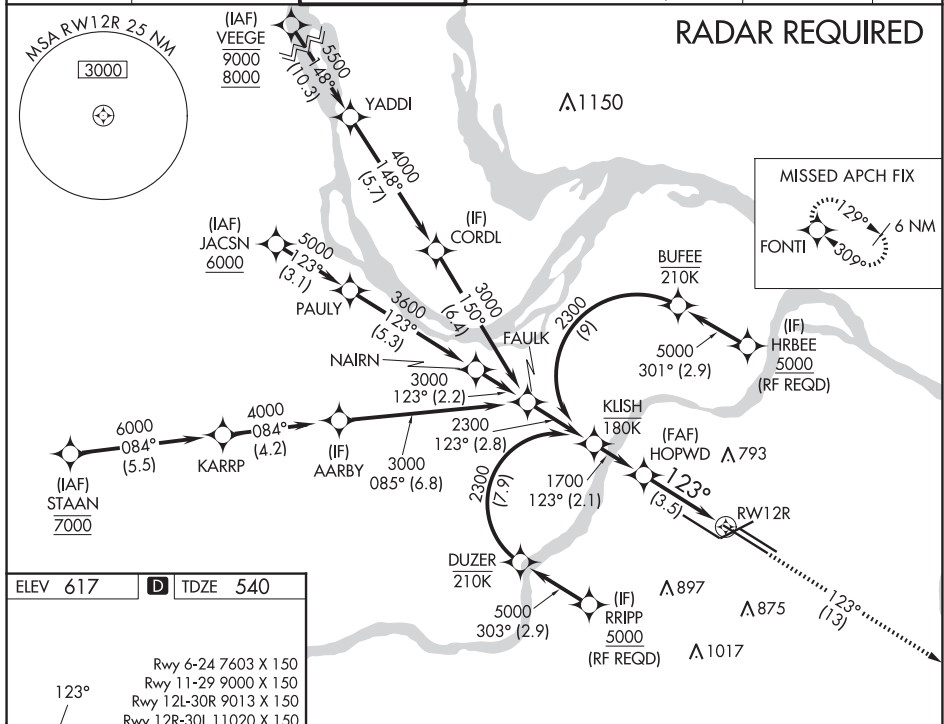
▼ For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized with Rwy 11 except for arrivals at RRIPP and HRBEE. Use of FD or AP required during simultaneous operations.

MALSR



MISSED APPROACH: Climb to 5000 on track 123° to FONTI and hold, continue climb-in-hold to 5000.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 118.5 257.7	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
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ST. LOUIS, MISSOURI

Orig-D 17APR25

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)

RNAV (RNP) Z RWY 12R

APP CRS	Rwy Idg	9000
303°	TDZE	580
	Apt Elev	618

RNAV (RNP) Z RWY 29

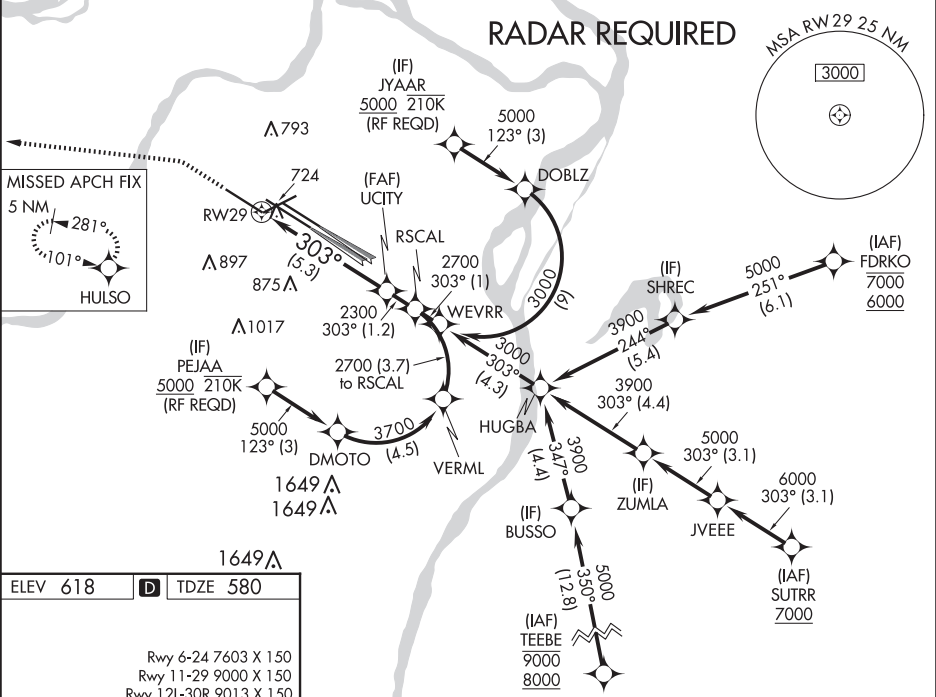
ST LOUIS LAMBERT INTL (STL)

▼ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 30L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. GPS required. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 6000, increase RNP 0.17 all Cats visibility to 1½ , and increase RNP 0.30 all Cats visibility to 1¾.

ALSf-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct HULSO and hold.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
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ELEV 618 **D** TDZE 580

Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150

HIRL all Rwys
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

1100 3000 HULSO

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 73).

See Planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.12 DA		963/50	383 (400-1)	
RNP 0.17 DA		1035/50	455 (500-1)	
RNP 0.30 DA		1088/60	508 (500-1¼)	

AUTHORIZATION REQUIRED

ST. LOUIS, MISSOURI

AL-360 (FAA)

25107

APP CRS	Rwy Idg
303°	10679
TDZE	583
Apt Elev	617

RNAV (RNP) Z RWY 30L

ST LOUIS LAMBERT INTL (STL)

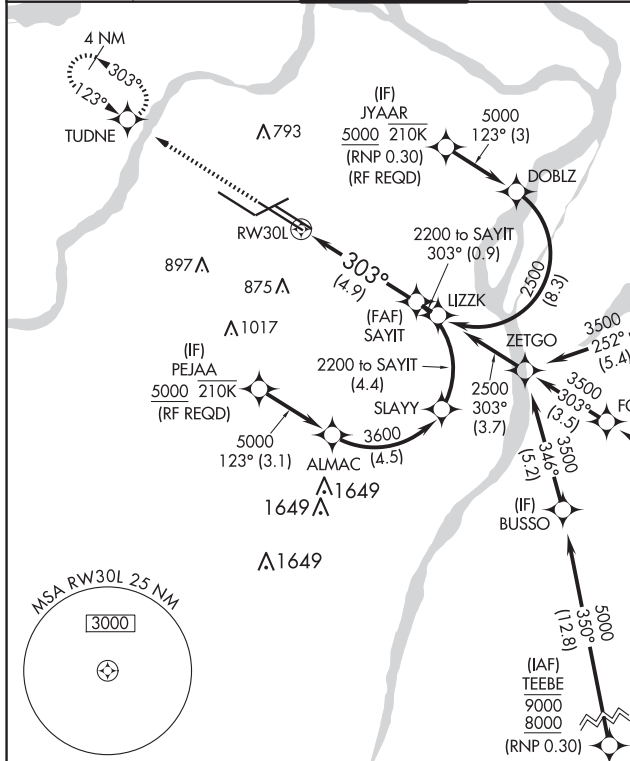
RNP AR APCH - GPS. Authorization required.
From FRDKO, JYAAR, KAACE, or TEEBE, min RNP 0.30. From PEJAA or JYAAR: RF.

Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with Rwy 29, except for arrivals at JYAAR and PEJAA. For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 direct TUDNE and hold, continue climb-in-hold to 3000.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 118.5 257.7	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
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3000 TUDNE See planview for multiple IF locations.

303° 2200 GP 3.00° TCH 58

4.9 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	998/40 415 (400-¾)			

AUTHORIZATION REQUIRED

ELEV 617 TDZE 583

Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150

HIRL all Rwys
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ST. LOUIS, MISSOURI

Amdt 1B 17APR25

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)

RNAV (RNP) Z RWY 30L

NC-3, 12 JUN 2025 to 07 AUG 2025

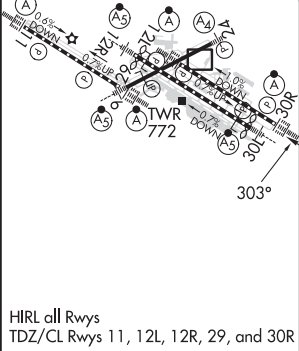
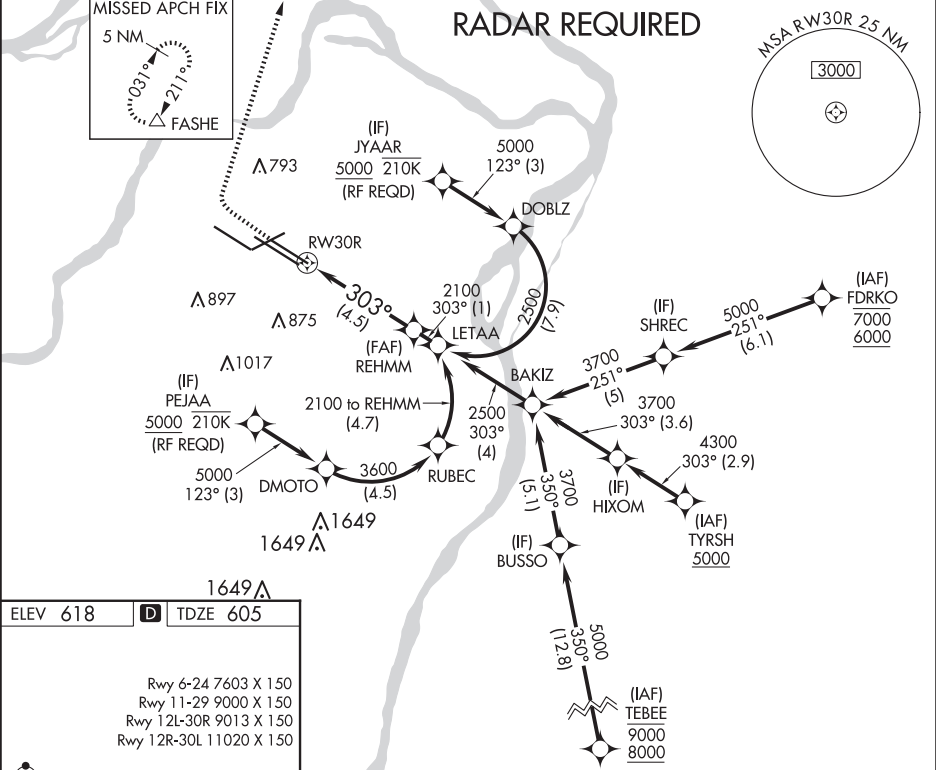
NC-3, 12 JUN 2025 to 07 AUG 2025




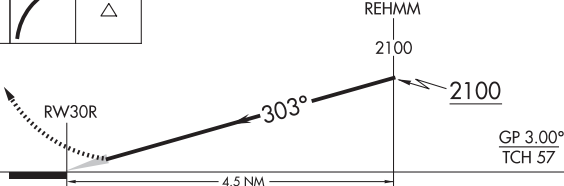
APP CRS	Rwy Idg	9013
303°	TDZE	605
	Apt Elev	618

RNAV (RNP) Z RWY 30R

ST LOUIS LAMBERT INTL (STL)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 29, except for arrivals at JYAAR and PEJAA. Use of FD or AP required during simultaneous operations. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.				ALSF-2	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct FASHE and hold.
D-ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL	CPDLC
125.025 379.925	132.125 360.6	120.05 284.6	121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	119.5 363.1	



1100	3000	FASHE	See planview for multiple IF locations.				
							
							
CATEGORY		A		B		C	D
RNP 0.30 DA		969/40 364 (400-¾)					
AUTHORIZATION REQUIRED							

ST. LOUIS, MISSOURI

AL-360 (FAA)

25107

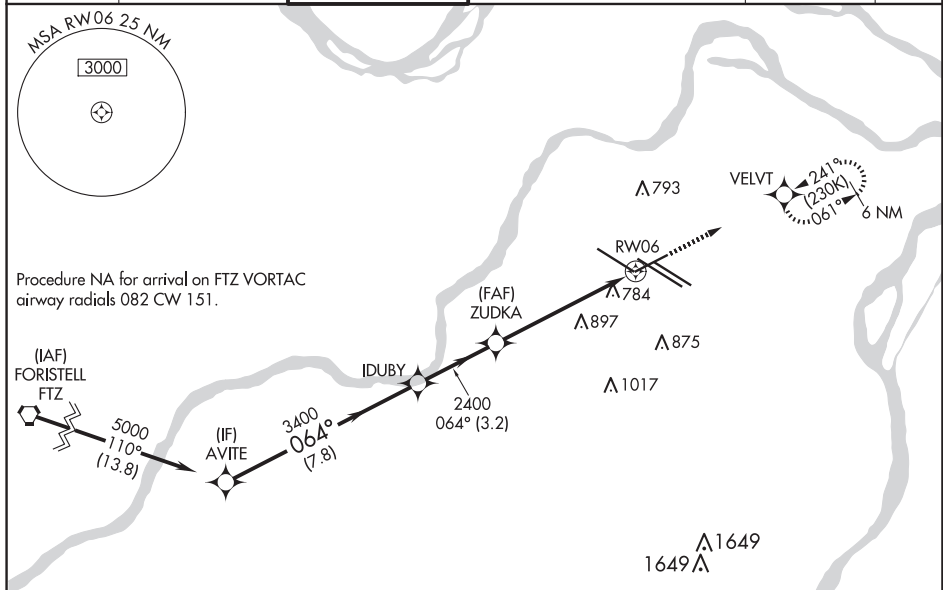
APP CRS	Rwy Idg	7323
064°	TDZE	551
	Apt Elev	618

RNAV (GPS) RWY 6

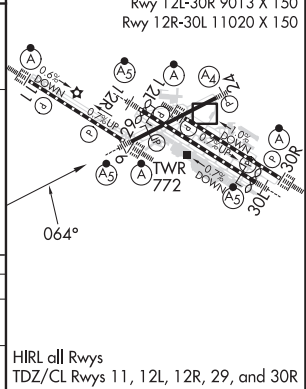
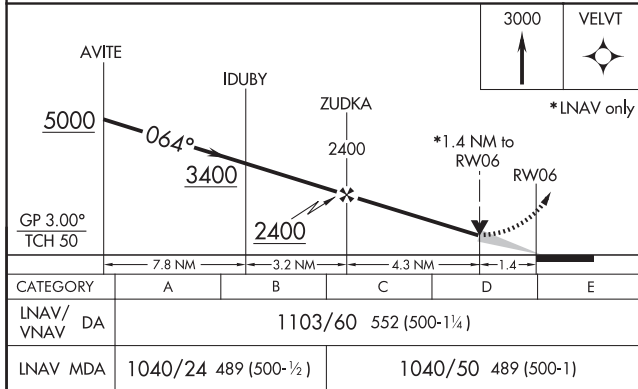
ST LOUIS LAMBERT INTL (STL)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 3000 direct VELVT and hold, continue climb-in-hold to 3000.
▼ WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS increase LNAV/VNAV Cat E visibility to 1½ SM and LNAV Cats C/D/E visibility to 1¾ SM.		

D-ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL	CPDLC
125.025	132.125 360.6	132.475 239.275	121.9 348.6 (Inbound)	119.5 363.1	
379.925			121.65 377.175 (Outbound)		
			118.925 227.125 (Rwy 11/29)		



ELEV 618	TDZE 551
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ST. LOUIS, MISSOURI

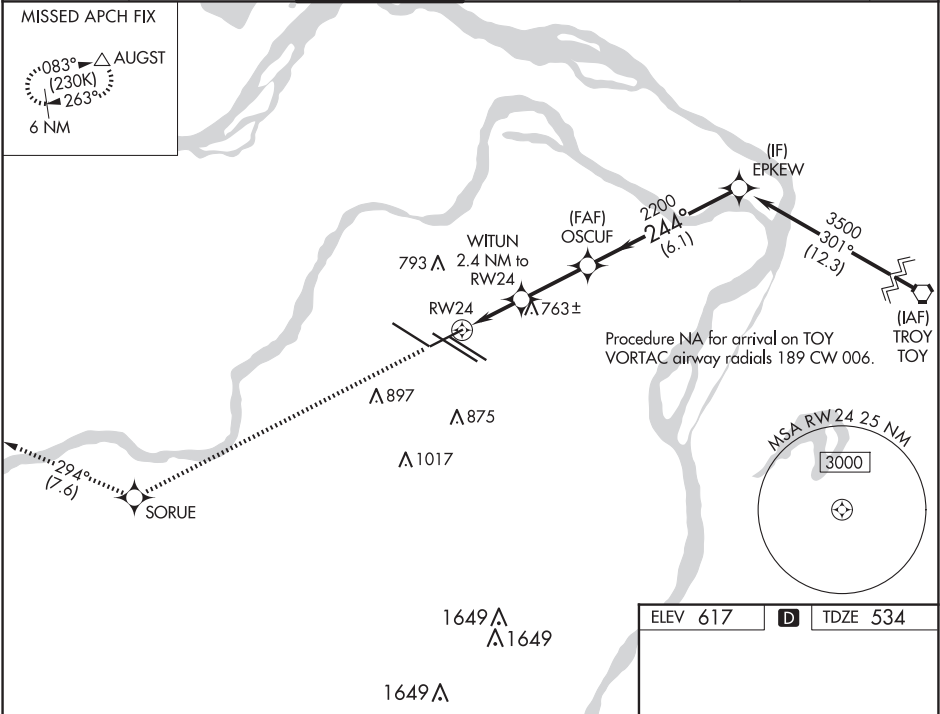
AL-360 (FAA)

25107

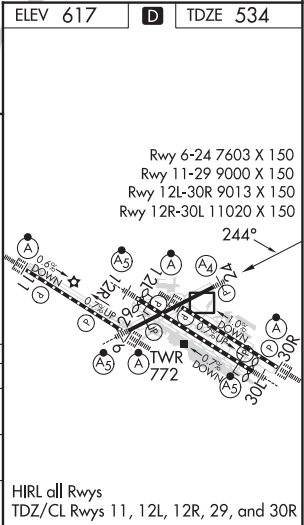
WAAS CH 87021 W24A	APP CRS 244°	Rwy Idg TDZE 534 Apt Elev 617
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RNAV (GPS) RWY 24
ST LOUIS LAMBERT INTL (STL)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cat E visibility to 1 3⁄8 SM and LNAV Cat E visibility to 1 3⁄8 SM.			MALS 	MISSED APPROACH: Climb to 3000 direct SORUE and on track 294° to AUGST and hold.	
D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 120.05 284.6	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC



3000	SORUE	tr 294°	AUGST	EPKEW	
1.5 NM		0.9 NM	2.7 NM	6.1 NM	
CATEGORY	A	B	C	D	E
LPV DA	734/40 200 (200-3⁄4)				
LNAV/VNAV DA	1015/60 481 (400-1 1⁄4)				
LNAV MDA	1080/40	546 (500-3⁄4)	1080-1 3⁄8	546 (500-1 3⁄8)	



ST. LOUIS, MISSOURI
Amdt 1D 17APR25

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)
RNAV (GPS) RWY 24

ST. LOUIS, MISSOURI

AL-360 (FAA)

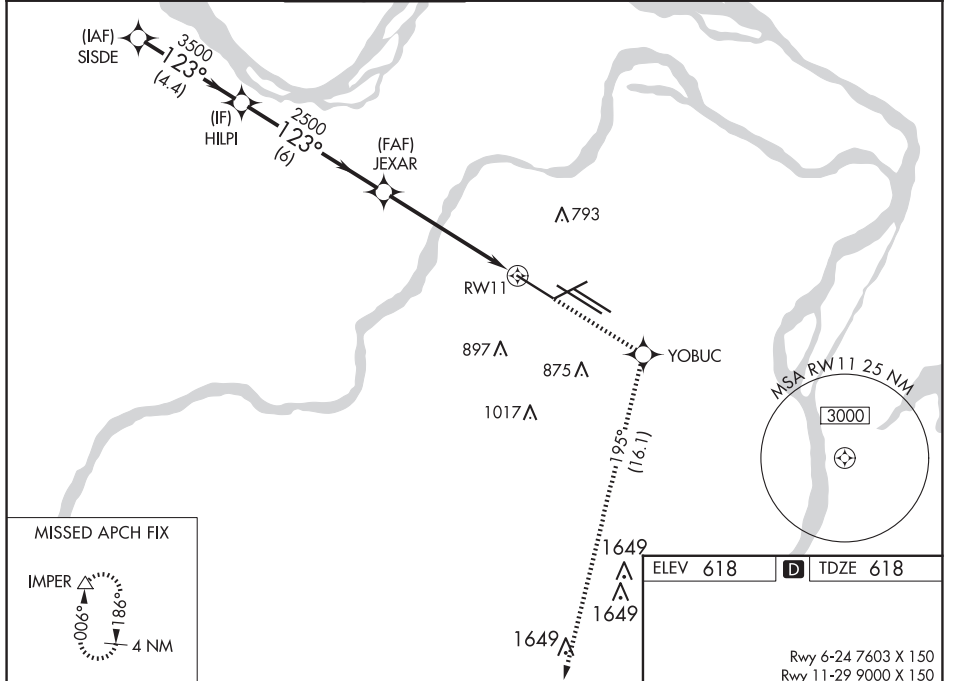
25107

WAAS CH 82699 W11A	APP CRS 123°	Rwy Idg TDZE Apt Elev	9000 618 618
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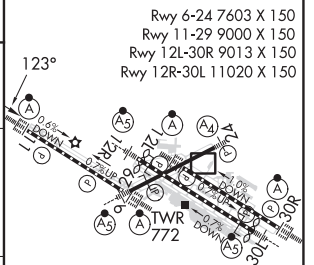
RNAV (GPS) Y RWY 11

ST LOUIS LAMBERT INTL (STL)

RNP APCH.		ALSIF-2		MISSED APPROACH: Climb to 3000 direct YOBUC and on track 195° to IMPER and hold.	
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000 and LNAV Cat E visibility to 1¼ SM.					
D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)		CLNC DEL 119.5 363.1
					CPDLC



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67°).					
SISDE	HILPI	JEXAR	YOBUC	IMPER	
5000	3500	2500	3000	195°	
GP 3.00° TCH 55			* 1.1 NM to RW11	* LNAV only	
4.4 NM	6 NM	4.5 NM	1.1		
CATEGORY	A	B	C	D	E
LPV DA	868/18 250 (300-½)				
LNAV/VNAV DA	960/40 342 (400-¾)				
LNAV MDA	1040/24	422 (500-½)	1040/40 422 (500-¾)	1040/50	422 (500-1)



ST. LOUIS, MISSOURI
Orig-E 30JAN20

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)

RNAV (GPS) Y RWY 11

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ST LOUIS, MISSOURI

AL-360 (FAA)

25107

WAAS CH 69499 W12A	APP CRS 123°	Rwy Idg 8956 TDZE 541 Apt Elev 617
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RNAV (GPS) Y RWY 12L
ST LOUIS LAMBERT INTL (STL)

ALSF-2

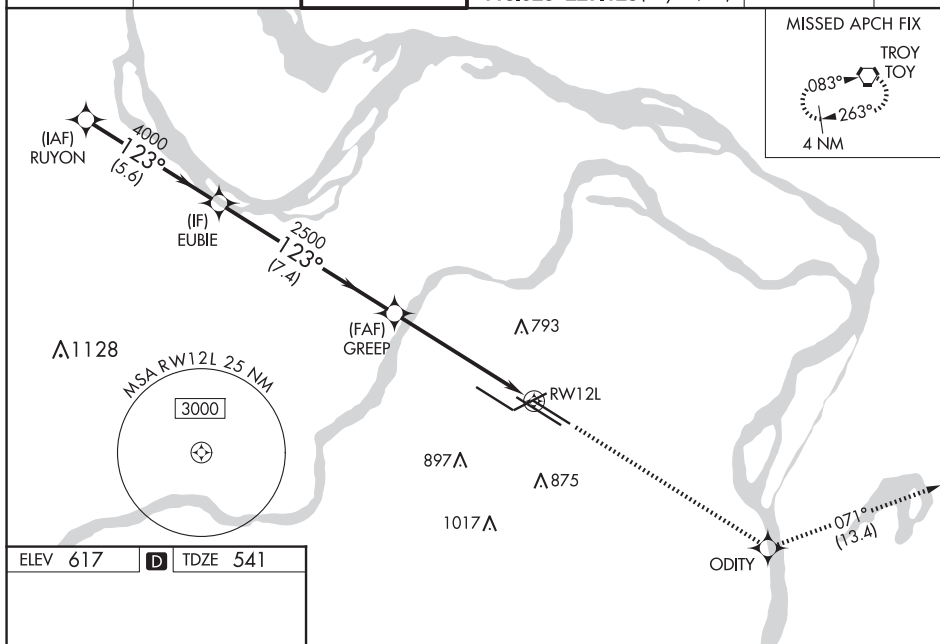
MISSED APPROACH: Climb to 3000 direct ODITY and on track 071° to TOY VORTAC and hold.

RNP APCH - GPS.

RADAR required for procedure entry.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Simultaneous approach authorized with Rwy 11. LNAV procedure NA during simultaneous operations. Use of Fd or AP required during simultaneous operations. For inop ALS, increase LPV all Cats visibility to RVR 6000, LNAV/VNAV all Cats visibility to 1½ SM, and LNAV Cat C/D/E visibility to 1½ SM.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 120.05 284.6	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
--	---	--	---	--------------------------------	-------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).					3000 ↑	ODITY ✦	tr 071°	TOY ⬡
RUYON 5000		EUBIE		GREEP 2500	1.4 NM to RW12L			RW12L
GP 3.00° TCH 54		123°		4000	2500			
5.6 NM		7.4 NM		4.5 NM		1.4 NM		
CATEGORY	A	B	C	D	E			
LPV DA	951/50 410 (400-1)							
RNAV/ VNAV DA	1040/60 499 (500-1¼)							
RNAV MDA	1040/24 499 (500-½)	1040/50 499 (500-1)			1040/60 499 (500-1¼)			

ST LOUIS, MISSOURI
Amdt 2E 17APR25

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)

RNAV (GPS) Y RWY 12L

487

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ST LOUIS, MISSOURI

AL-360 (FAA)

25107

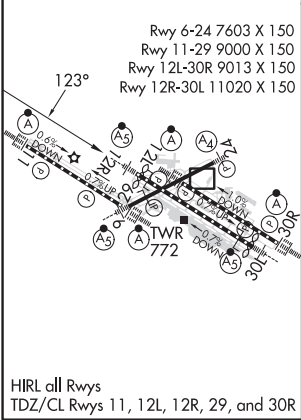
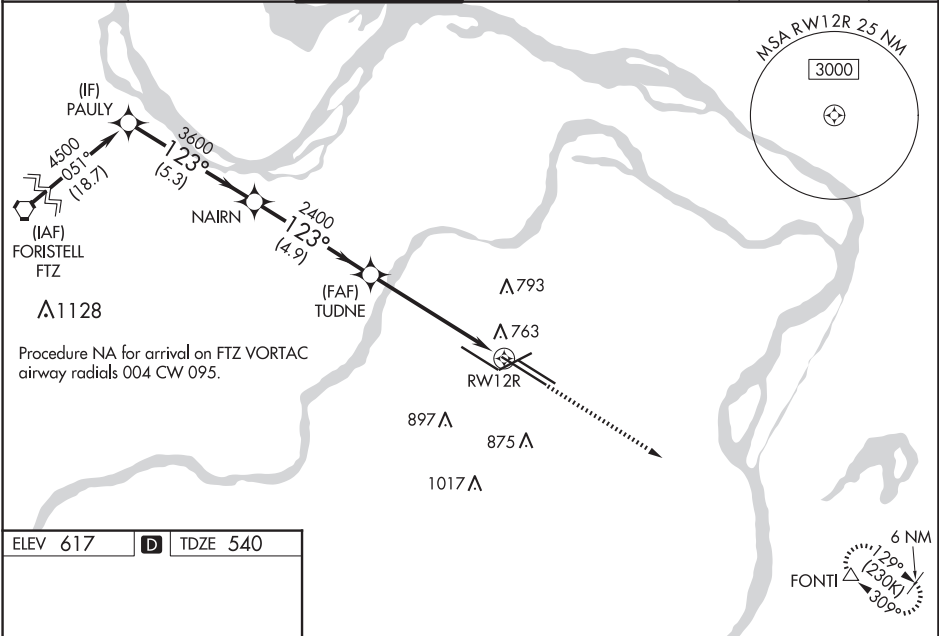
WAAS CH 78121 W12B	APP CRS 123°	Rwy ldg 10552 TDZE 540 Apt Elev 617
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RNAV (GPS) Y RWY 12R

ST LOUIS LAMBERT INTL (STL)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 5000 direct FONTI and hold, continue climb-in-hold to 5000.
▼ Rwy 12R helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Simultaneous approach authorized with Rwy 11. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ SM, LNAV Cats A/B visibility to RVR 5500, and LNAV Cat C/D/E visibility to 1¾ SM.		

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 118.5 257.7	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
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PAULY		VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 71).		5000	FONTELL
4500		123°		↑	△
NAIRN		TUDNE		1.3 NM to RWY 12R	
3600		2400		RWY 12R	
GP 3.00°		TCH 54			
5.3 NM		4.9 NM		4.4 NM	
1.3 NM					
CATEGORY	A	B	C	D	E
LPV	DA	740/18		200 (200-½)	
LNAV/VNAV	DA	1103-1¼		563 (500-1¼)	
LNAV	MDA	1020/40		1020/50	
		480 (500-¾)		480 (500-1)	

ST LOUIS, MISSOURI
Amdt 1E 17APR25

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)

RNAV (GPS) Y RWY 12R

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ST. LOUIS, MISSOURI

AL-360 (FAA)

25107

WAAS CH 42500 W29A	APP CRS 303°	Rwy Idg 9000 TDZE 580 Apt Elev 618
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RNAV (GPS) Y RWY 29
ST LOUIS LAMBERT INTL (STL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 29 helicopter visibility reduction below ¾ SM NA. Simultaneous approach authorized with Rwy 30R/L. LNAV procedure NA during simultaneous operations. Use of FD or AP provided RNAV track guidance required during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LPV alt Cats visibility to RVR 6000, increase LNAV/VNAV Cat E visibility to 1¼, increase LNAV Cat A and B visibility to 1, Cat E visibility to 1¼.

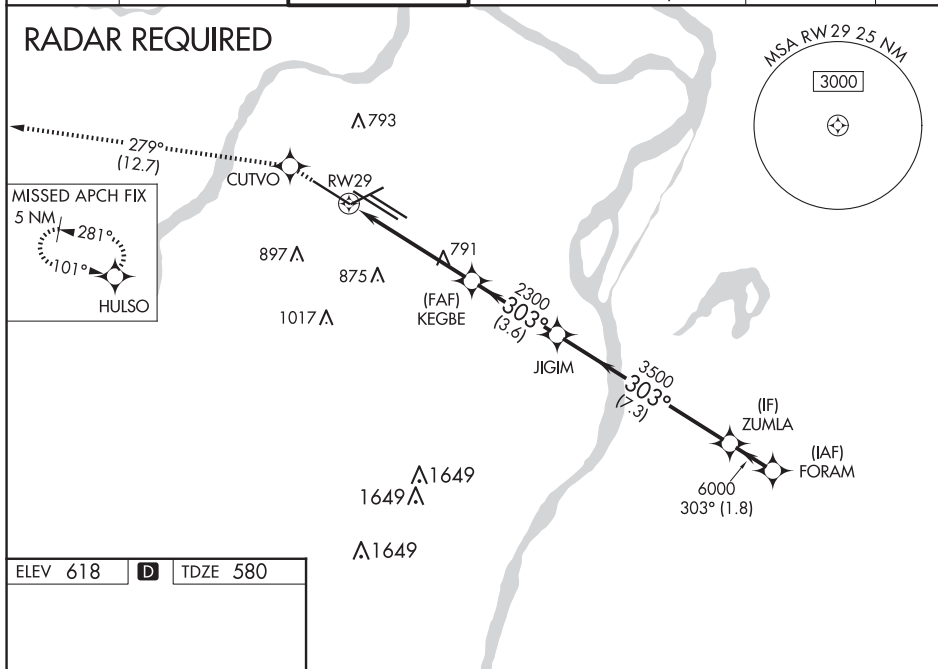
ALSF-2



MISSED APPROACH:
Climb to 3000 direct CUTVO
and on track 279° to HULSO
and hold.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
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RADAR REQUIRED



CATEGORY	A	B	C	D	E
LPV DA	943/40 363 (400-¾)				
LNNAV/VNAV DA	1074/60 494 (500-1¼)				
LNNAV MDA	1100/40 520 (500-¾)	1100/50 520 (500-1)	1100/60 520 (500-1¼)		

ST. LOUIS, MISSOURI

Orig-D 17AUG17

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)

RNAV (GPS) Y RWY 29

ST. LOUIS, MISSOURI

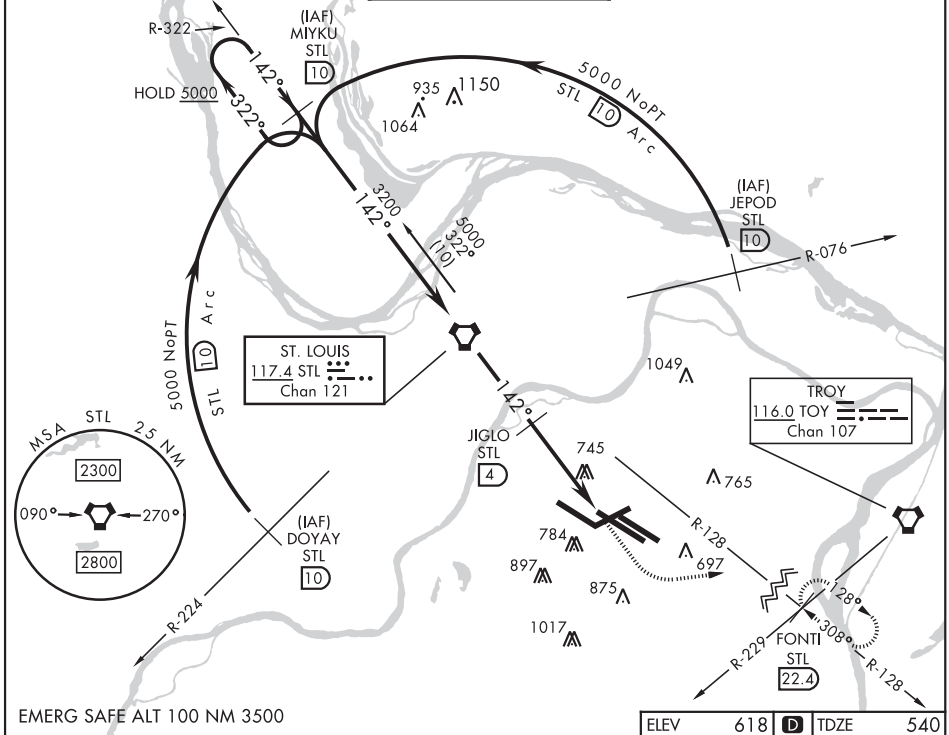
VORTAC STL 117.4 Chan 121	APCH CRS 142°	Rwy Idg 10,552 TDZE 540 Arpt Elev 618
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[USAF]

TACAN RWY 12R

ST. LOUIS LAMBERT INTL (KSTL)

<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div> <div>* Inoperative table does not apply. Visibility reduction by helicopters not authorized.</div>		<div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div>MALSR</div>	<div>MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold, continue climb in hold.</div>						
ATIS		ST. LOUIS APP CON		N ST. LOUIS TOWER S		GND CON		CLNC DEL	
125.025 379.925		121.02 338.25		120.05 132.475 118.5 284.6 239.275 257.7		(Inbnd) 121.9 348.6 (Outbnd) 121.65 377.175 (West) 118.925 227.125		119.5 363.1	



EMERG SAFE ALT 100 NM 3500					ELEV 618 TDZE 540
1500 5000 STL R-128 FONTI INT 22.4 Rwy 6-24 7603 x 150 Rwy 11-29 9000 x 150 Rwy 12L-30R 9013 x 150 Rwy 12R-30L 11,020 x 150					Rwy 6 Idg 7323' Rwy 12L Idg 8956' Rwy 12R Idg 10,552' Rwy 30L Idg 10,679'
MIYKU STL 10 5000 322° 142° 3200 STL VORTAC JIGLO STL 4 1900 STL 8.1 4.0 NM 4.1 NM					142° 692' 30L 0.7% Up 0.4% Up TWR 774
CATEGORY	A	B	C	D	E
S-12R *	1060/50	520 (500-1)	1060-1½ 520(500-1½)	1060-1¾ 520 (500-1¾)	
CIRCLING	NOT AUTHORIZED				

ST. LOUIS, MISSOURI

38°45'N-90°22'W

ST. LOUIS LAMBERT INTL (KSTL)

Amdt 1 25107

TACAN RWY 12R

NC-3, 12 JUN 2025 to 07 AUG 2025

TACAN RWY 30L

VORTAC STL 117.4 Chn 121	APCH CRS 318°	Rwy Idg 10,679 TDZE 583 Arpt Elev 618
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[USAF]

ST. LOUIS LAMBERT INTL (KSTL)

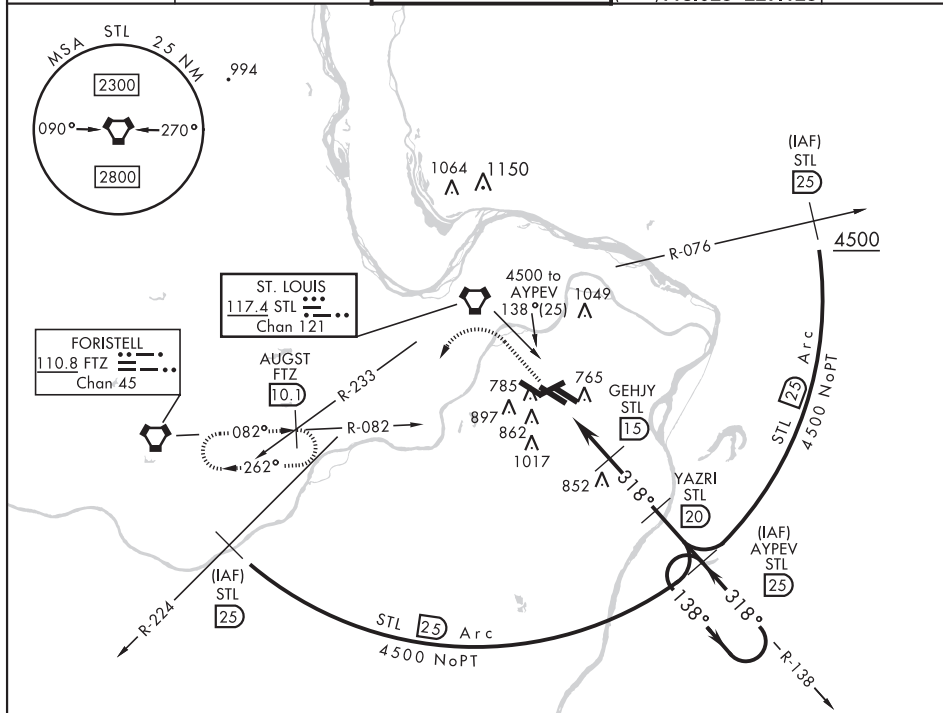


* Inoperative table does not apply.

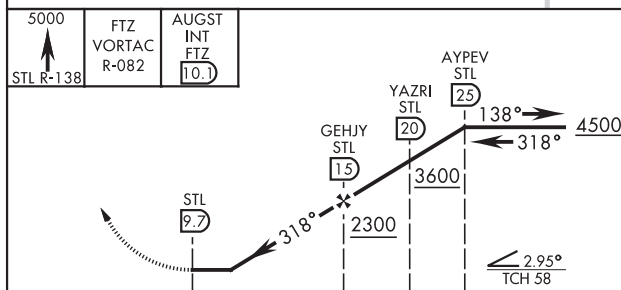


MISSED APPROACH: Climb to 5000 via STL R-138 and FTZ VORTAC R-082 to AUGST INT/FTZ 10.1 DME and hold.

ATIS		ST. LOUIS APP CON		ST. LOUIS TOWER		GND CON		CLNC DEL	
125.025	379.925	121.02	338.25	120.05	132.475	118.5	121.9	348.6	119.5
				284.6	239.275	257.7	(Inbnd)		
							(Outbnd)	121.65	377.175
							(West)	118.925	227.125



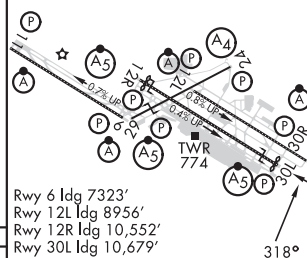
EMERG SAFE ALT 100 NM 3500



CATEGORY		A	B	C	D	E
S-30L *		1100/50	517 (500-1)	1100-1½ 517(500-1½)	1100-1¾	517 (500-1¾)
CIRCUITING		NOT AUTHORIZED				

ELEV	618	D	TDZE	583
------	-----	----------	------	-----

Rwy 6-24 7603 x 150
Rwy 11-29 9000 x 150
Rwy 12L-30R 9013 x 150
Rwy 12R-30L 11,020 x 150



Rwy 6 Idg 7323'
Rwy 12L Idg 8956'
Rwy 12R Idg 10,552'
Rwy 30L Idg 10,679'

HIRL all rwy
TDZL/CL Rwy 11-29,
121-30R, and 12R

ST. LOUIS, MISSOURI

38°45'N-90°22'W

ST. LOUIS LAMBERT INTL (KSTL)

Amdt 1 25107

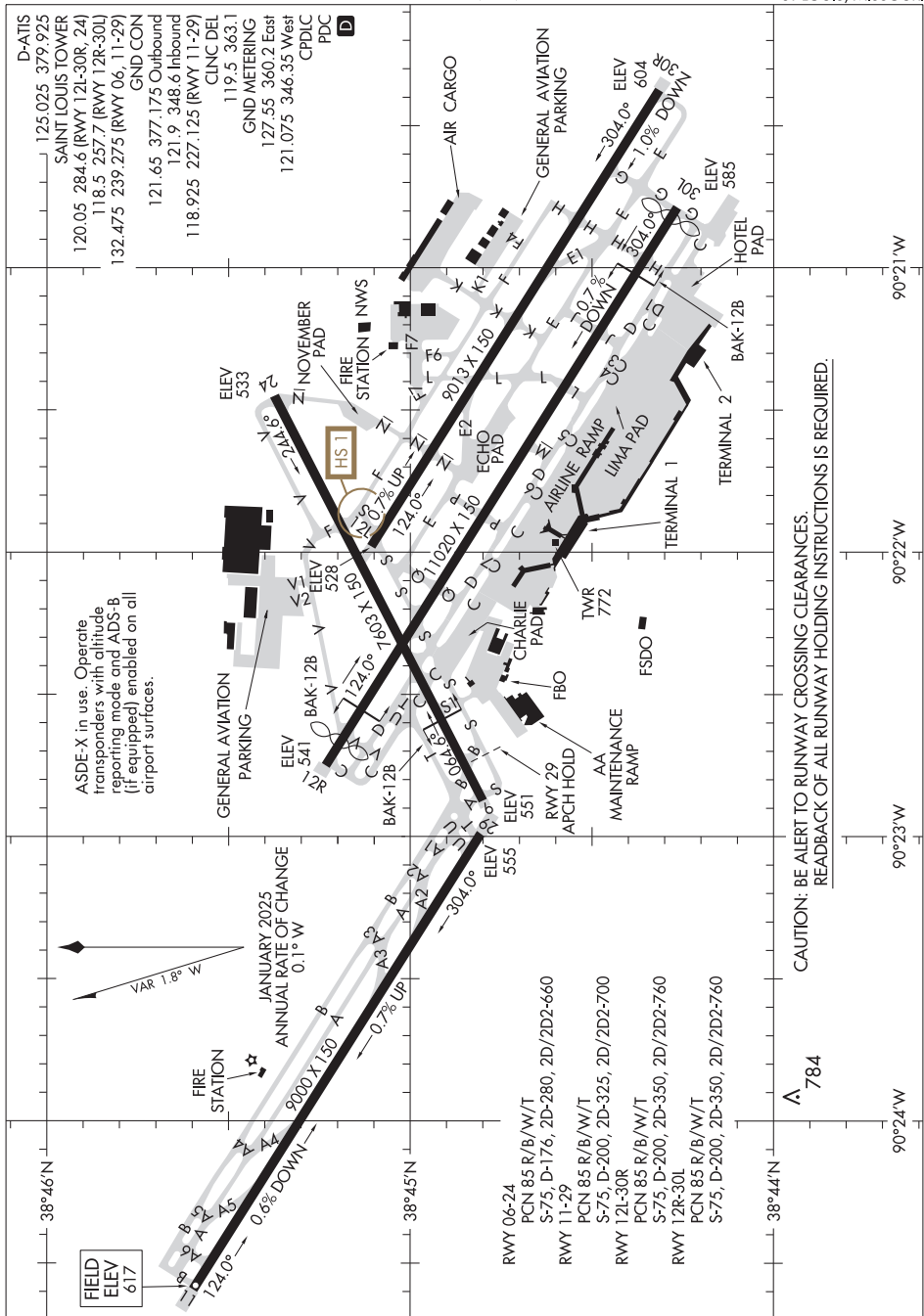
TACAN RWY 30L

NC-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

ST LOUIS LAMBERT INTL (STL)

ST LOUIS, MISSOURI



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

ST LOUIS, MISSOURI

ST LOUIS LAMBERT INTL (STL)

(BERYY5.BERYY) 18312

BERYY FIVE DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI

D-ATIS

125.025 379.925

CLNC DEL

119.5 363.1

CPDLC

GND CON

121.9 348.6 (Inbound)

121.65 377.175 (Outbound)

118.925 227.125 (Rwy 11/29)

ST. LOUIS TOWER

120.05 284.6 (Rwys 12L/30R, 24)

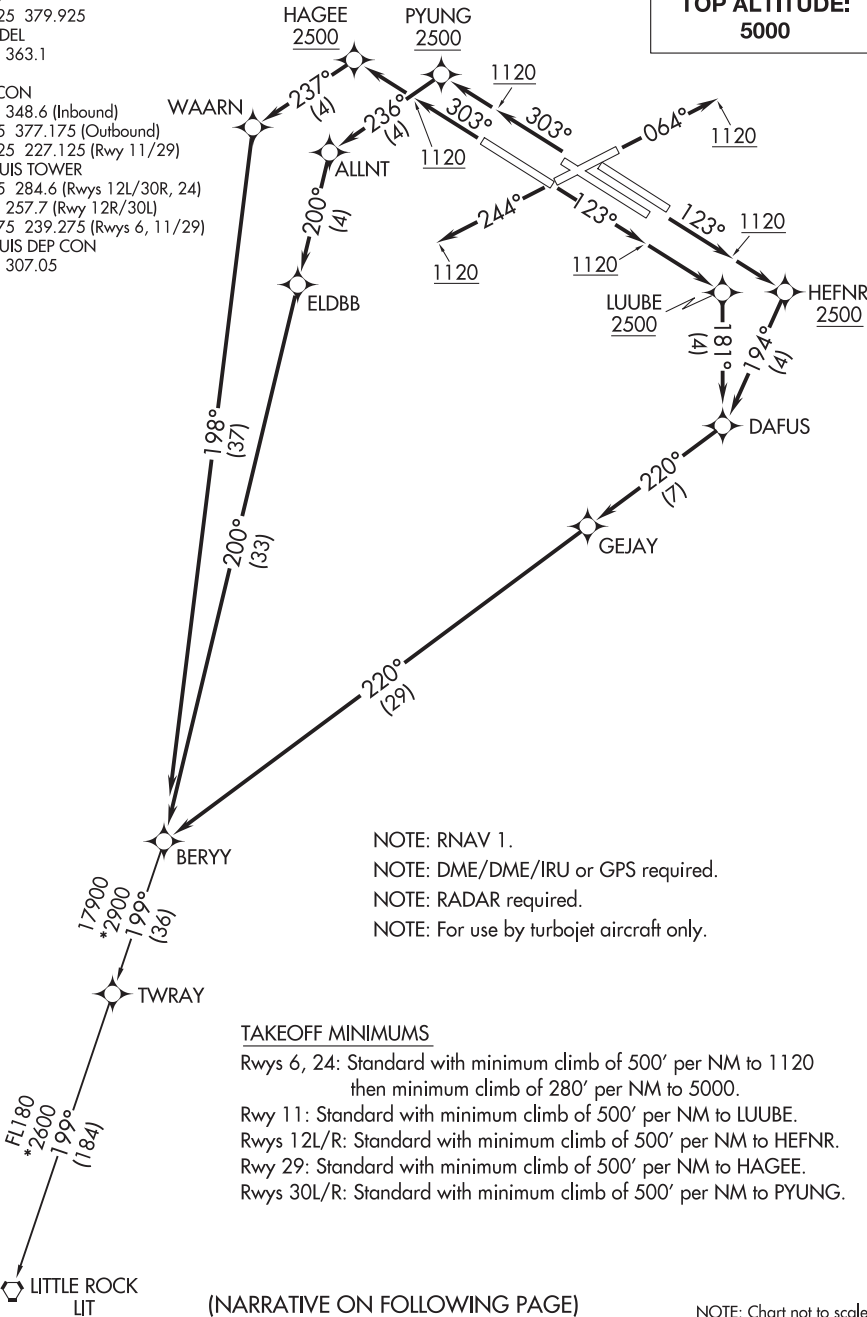
118.5 257.7 (Rwy 12R/30L)

132.475 239.275 (Rwys 6, 11/29)

ST. LOUIS DEP CON

128.1 307.05

TOP ALTITUDE:
5000



BERYY FIVE DEPARTURE (RNAV)

(BERYY5.BERYY) 19JUL18

ST. LOUIS, MISSOURI
ST LOUIS LAMBERT INTL (STL)

(BERYY5.BERYY) 18200

BERYY FIVE DEPARTURE (RNAV)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI

AL-360 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to BERYY. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to BERYY. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 123° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to BERYY. Thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 123° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to BERYY. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to BERYY. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to BERYY. Thence. . . .

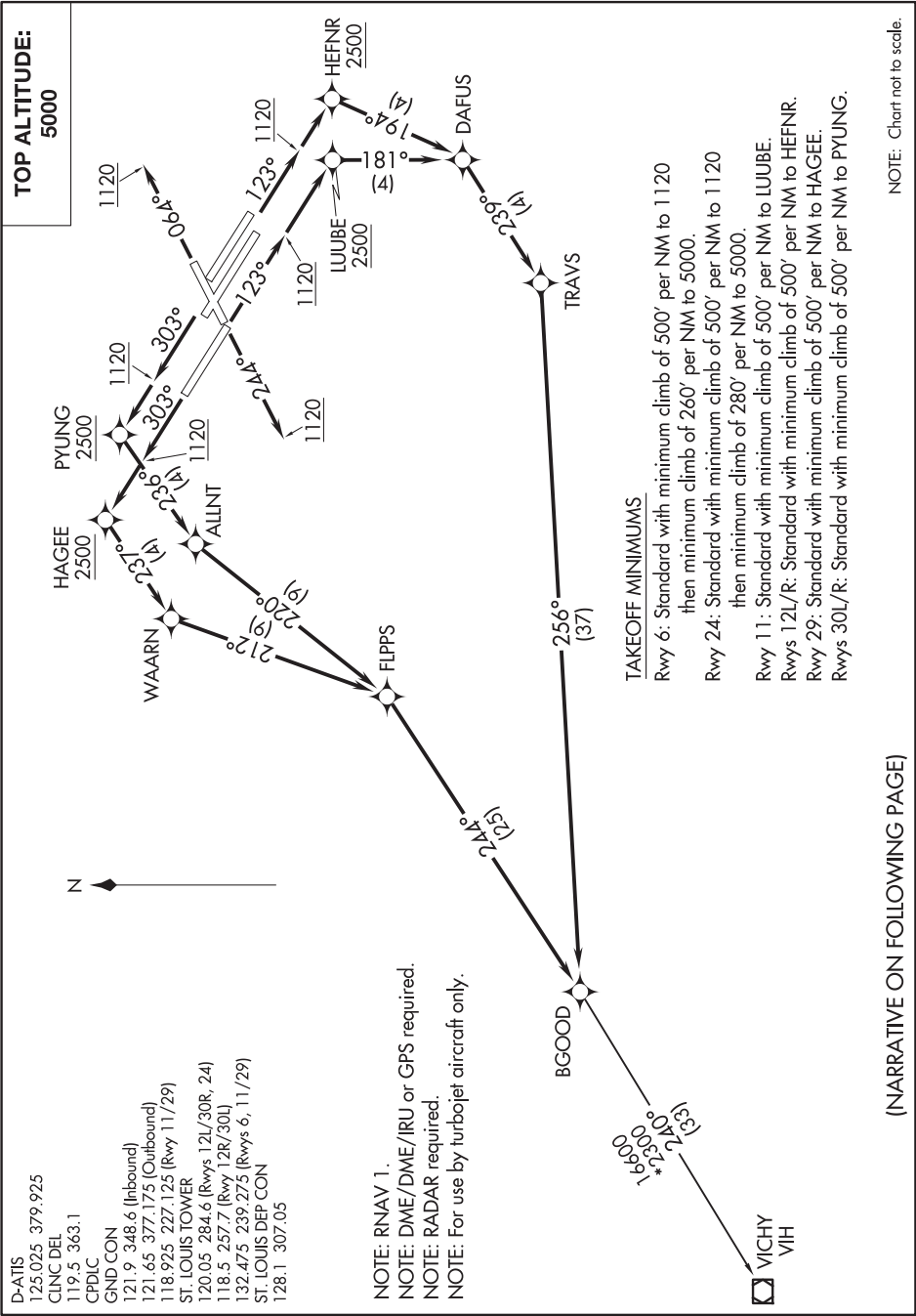
. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (BERYY5.LIT)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



NOTE: Chart not to scale.

(BGOOD5.BGOOD) 18200

BGOOD FIVE DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to BGOOD. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to BGOOD. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 123° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to BGOOD. Thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 123° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to BGOOD. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to BGOOD. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to BGOOD. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

VICHY TRANSITION (BGOOD5.VIH)

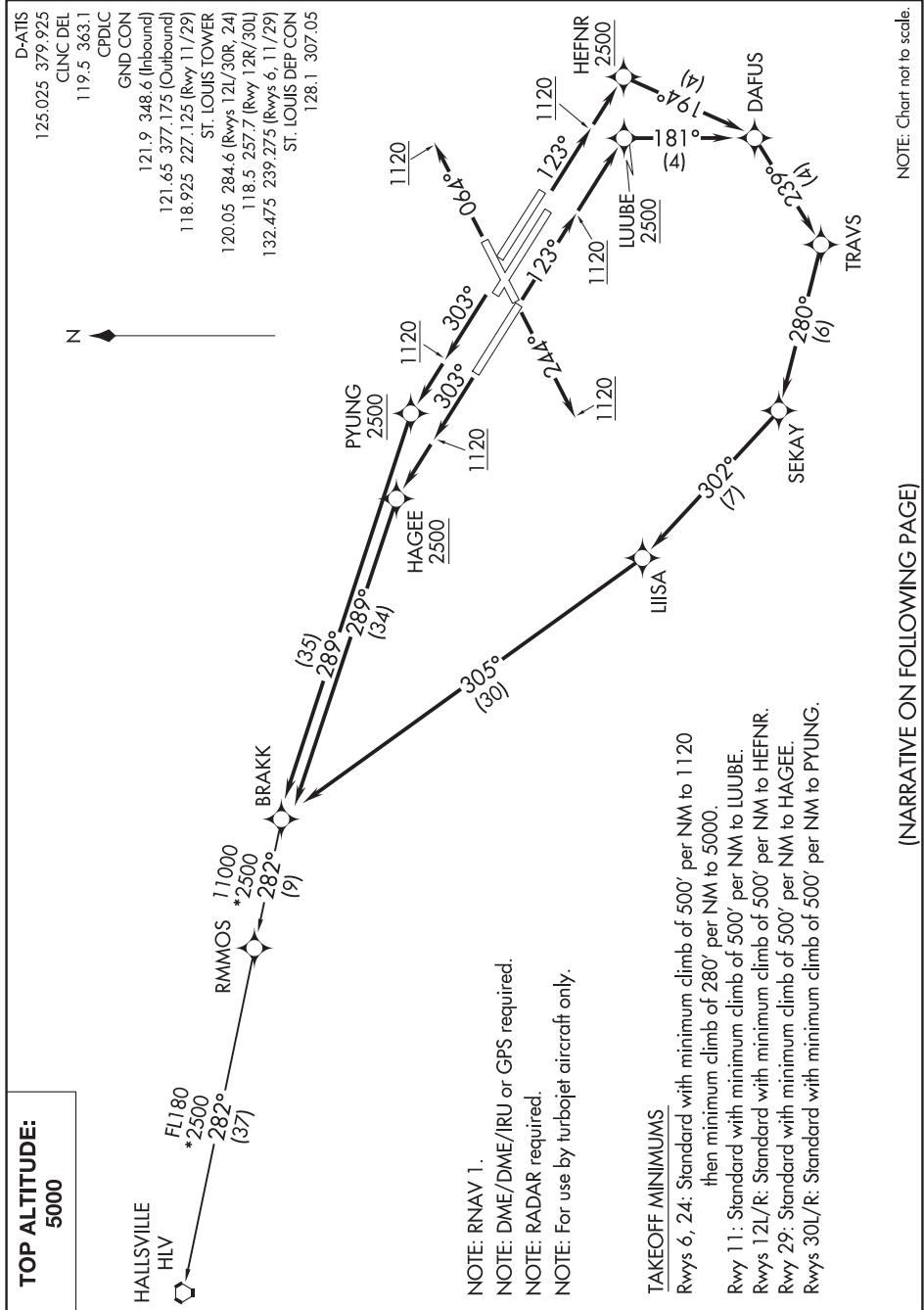
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

BGOOD FIVE DEPARTURE (RNAV)

(BGOOD5.BGOOD) 19JUL18

ST. LOUIS, MISSOURI
ST LOUIS LAMBERT INTL (STL)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to BRAKK. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to BRAKK. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 123° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to BRAKK. Thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 123° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to BRAKK. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to BRAKK. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to BRAKK. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (BRAKK5.HLV)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

CHUUC SIX DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)

ST. LOUIS, MISSOURI

D-ATIS
125.025 379.925

CLNC DEL

119.5 363.1

CPDLC

GND CON

121.9 348.6 (Inbound)

121.65 377.175 (Outbound)

118.925 227.125 (Rwy 11/29)

ST. LOUIS TOWER

120.05 284.6 (Rwys 12L/30R. 24)

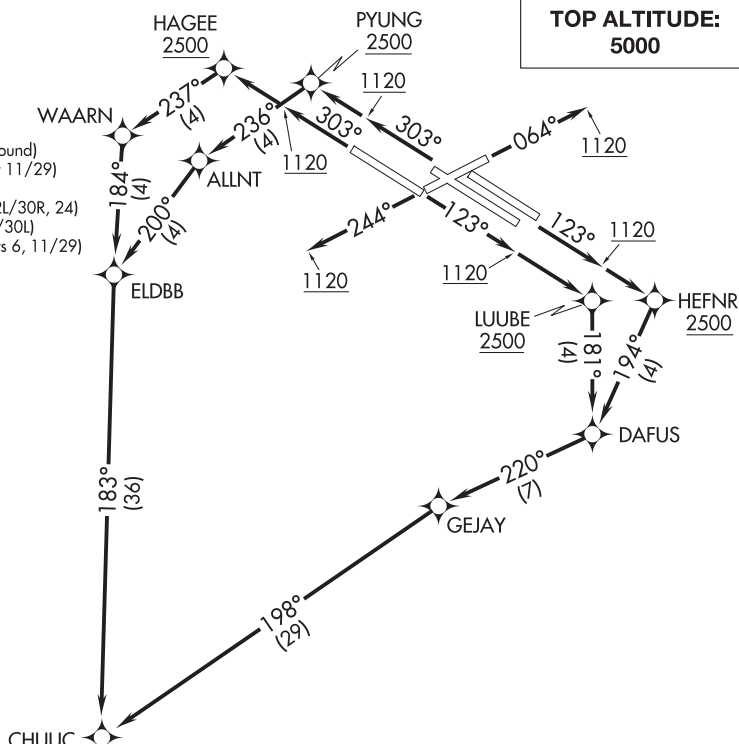
118.5 257.7 (Rwy 12R/30L)

132.475 239.275 (Rwys 6, 11/29)

ST. LOUIS DEP CON

128.1 307.05

TOP ALTITUDE:
5000



NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: For use by turbojet aircraft only.

TAKEOFF MINIMUMS

Rwy 6: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 240' per NM to 5000.

Rwy 24: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 260' per NM to 5000.

Rwy 11: Standard with minimum climb of 500' per NM to LUUBE.

Rwys 12L/R: Standard with minimum climb of 500' per NM to
HEFNR.

Rwy 29: Standard with minimum climb of 500' per NM to HAGEE.

Rwys 30L/R: Standard with minimum climb of 500' per NM to PYUNG.

WALNUT RIDGE
ARG

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CHUUC SIX DEPARTURE (RNAV)

ST. LOUIS, MISSOURI

ST LOUIS LAMBERT INTL (STL)

(CHUUC6.CHUUC) 19MAY22

(CHUUC6.CHUUC) 22139

CHUUC SIX DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to CHUUC. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to CHUUC. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 123° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to CHUUC. Thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 123° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to CHUUC. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to CHUUC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to CHUUC. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

MYERZ TRANSITION (CHUUC6.MYERZ)

WALNUT RIDGE TRANSITION (CHUUC6.ARG)

NC-3, 12 JUN 2025 to 07 AUG 2025

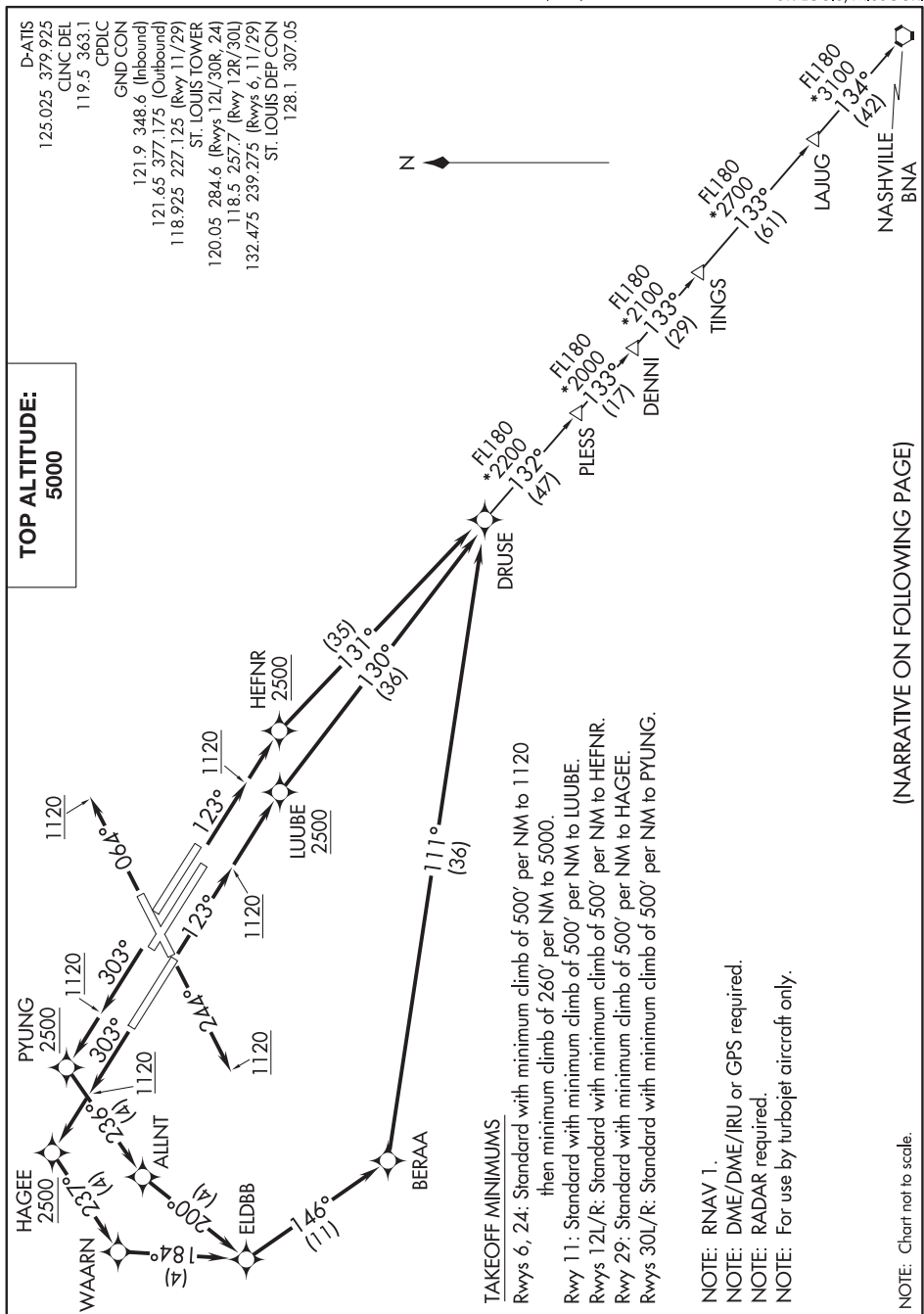
NC-3, 12 JUN 2025 to 07 AUG 2025

DRUSE FIVE DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)

ST. LOUIS, MISSOURI



DRUSE FIVE DEPARTURE (RNAV)

(DRUSE5.DRUSE) 19JUL18

ST. LOUIS, MISSOURI

ST LOUIS LAMBERT INTL (STL)

(DRUSE5.DRUSE) 18200

DRUSE FIVE DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to DRUSE. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to DRUSE. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 123° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to DRUSE. Thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 123° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to DRUSE. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to DRUSE. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to DRUSE. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

DENNI TRANSITION (DRUSE5.DENNI)

NASHVILLE TRANSITION (DRUSE5.BNA)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

D-ATIS	
125.025	379.925
CLNC DEL	
119.5	363.1
CPDLC	
GND CON	
121.9	348.6 (Inbnd)
121.65	377.175
118.925	227.125
ST. LOUIS TOWER	
120.05	284.6 (Rwy 18)
118.5	257.7 (Rwy 16)
132.475	239.275
ST. LOUIS DEP CON	
119.15	335.5

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS

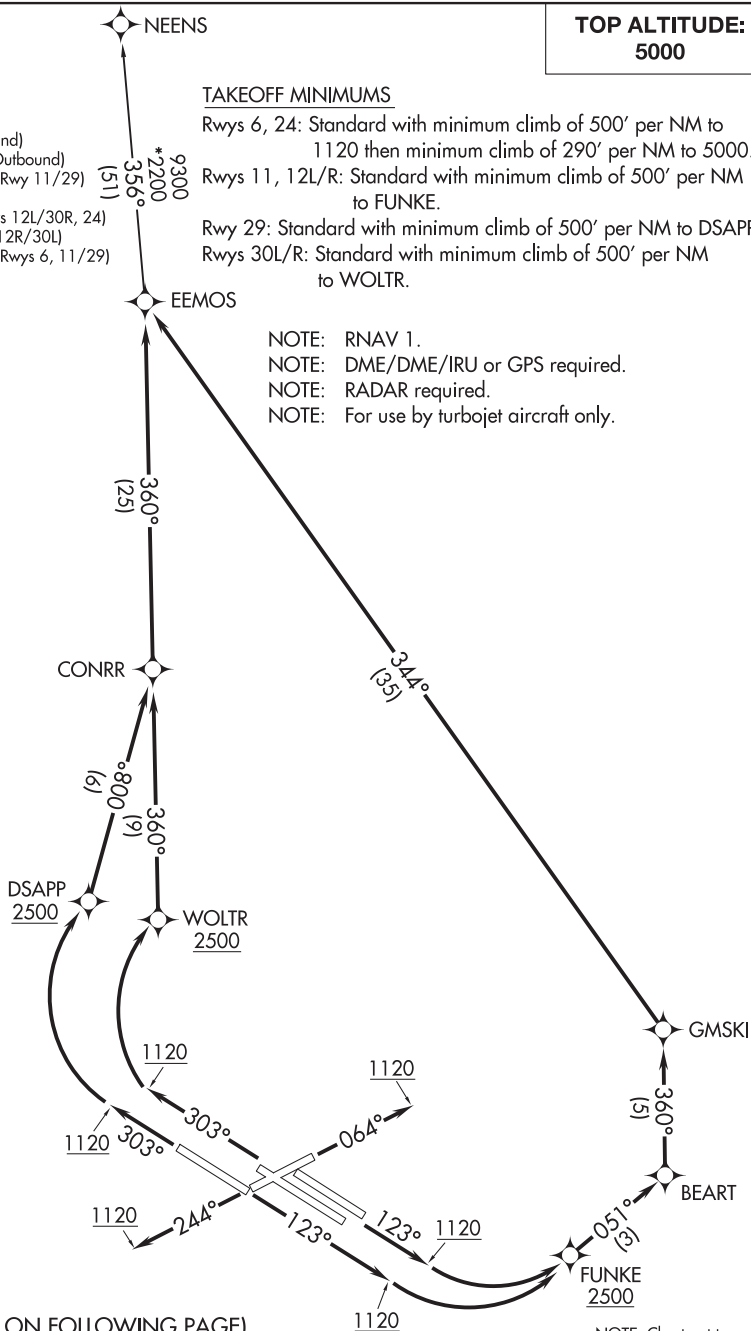
Rwys 6, 24: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 290' per NM to 5000.

Rwys 11, 12L/R: Standard with minimum climb of 500' per NM to FUNKE.

Rwy 29: Standard with minimum climb of 500' per NM to DSAPP.

Rwys 30L/R: Standard with minimum climb of 500' per NM to WOLTR.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For use by turbojet aircraft only.



NOTE: Chart not to scale.

EEMOS FIVE DEPARTURE (RNAV)

(EEMOS5.EEMOS) 19JUL18

ST. LOUIS, MISSOURI
ST LOUIS LAMBERT INTL (STL)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to EEMOS. Thence. . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to EEMOS. Thence. . .

TAKEOFF RUNWAYS 11, 12L/R: Climb heading 123° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to EEMOS. Thence. . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to EEMOS. Thence. . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to EEMOS. Thence. . .

. . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

NEENS TRANSITION (EEMOS5.NEENS)

NC-3, 12 JUN 2025 to 07 AUG 2025

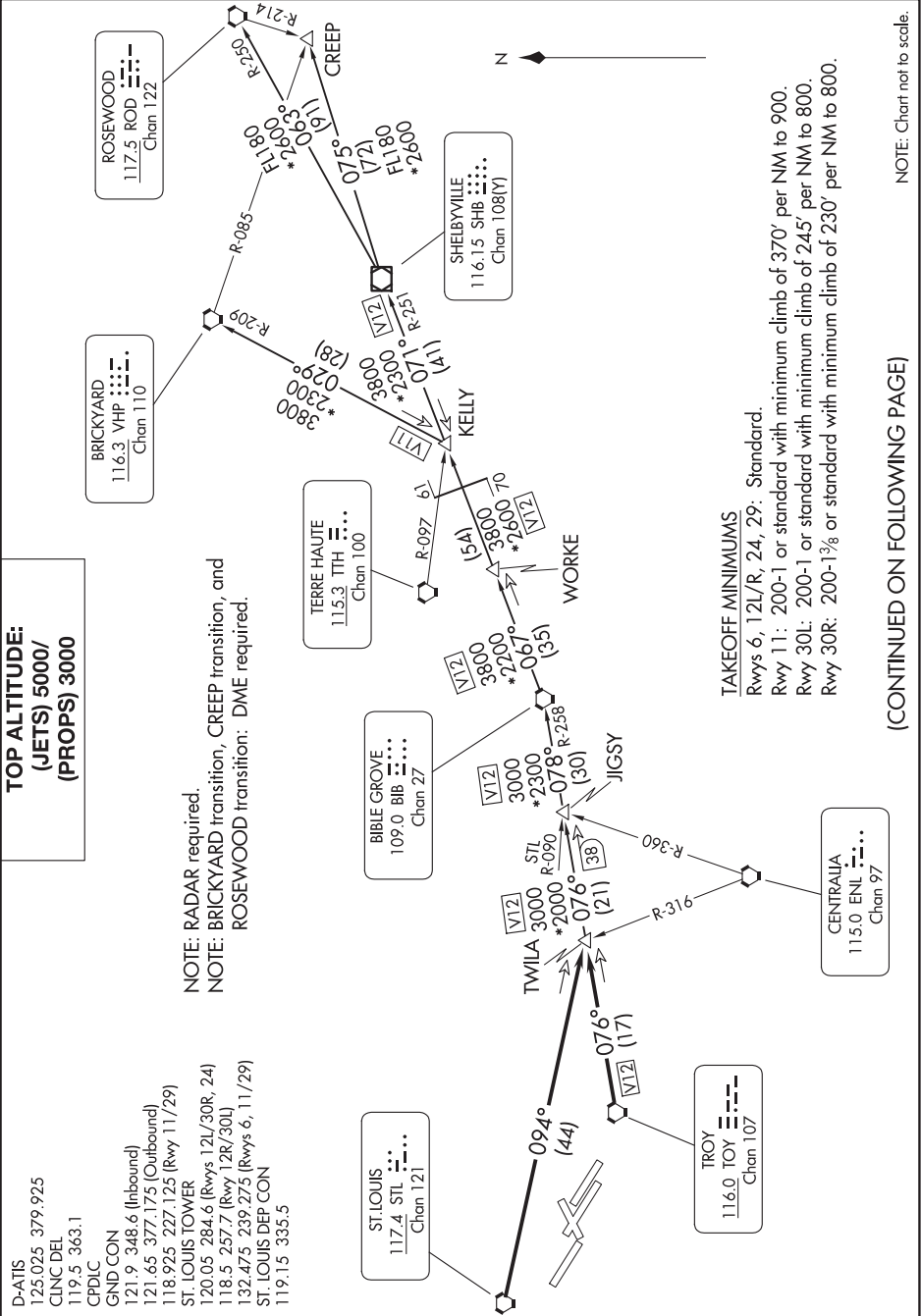
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

TOP ALTITUDE:
(JETS) 5000/
(PROPS) 3000

D-ATIS 125.025 379.925
CLNC DEL 119.5 363.1
CPD/C 121.9 348.6 (Inbound)
GND CON 121.65 377.175 (Outbound)
118.925 227.125 (Rwy 11/29)
ST. LOUIS TOWER 120.05 284.6 (Rwys 12L/30R, 24)
118.5 257.7 (Rwy 12R/30L)
132.475 239.275 (Rwys 6, 11/29)
ST. LOUIS DEP CON 119.15 335.5

NOTE: RADAR required.
NOTE: BRICKYARD transition, CREEP transition, and
ROSEWOOD transition: DME required.



TAKEOFF MINIMUMS
Rwys 6, 12L/R, 24, 29: Standard.
Rwy 11: 200-1 or standard with minimum climb of 370' per NM to 900.
Rwy 30L: 200-1 or standard with minimum climb of 245' per NM to 800.
Rwy 30R: 200-1 3/4 or standard with minimum climb of 230' per NM to 800.

(CONTINUED ON FOLLOWING PAGE)

NC-3, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route.

JETS: Maintain 5000 or assigned altitude, thence. . . .

PROPS: Maintain 3000 or assigned altitude, thence. . . .

. . . .from over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY1.BIB): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY1.VHP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on VHP R-209 to VHP VORTAC.

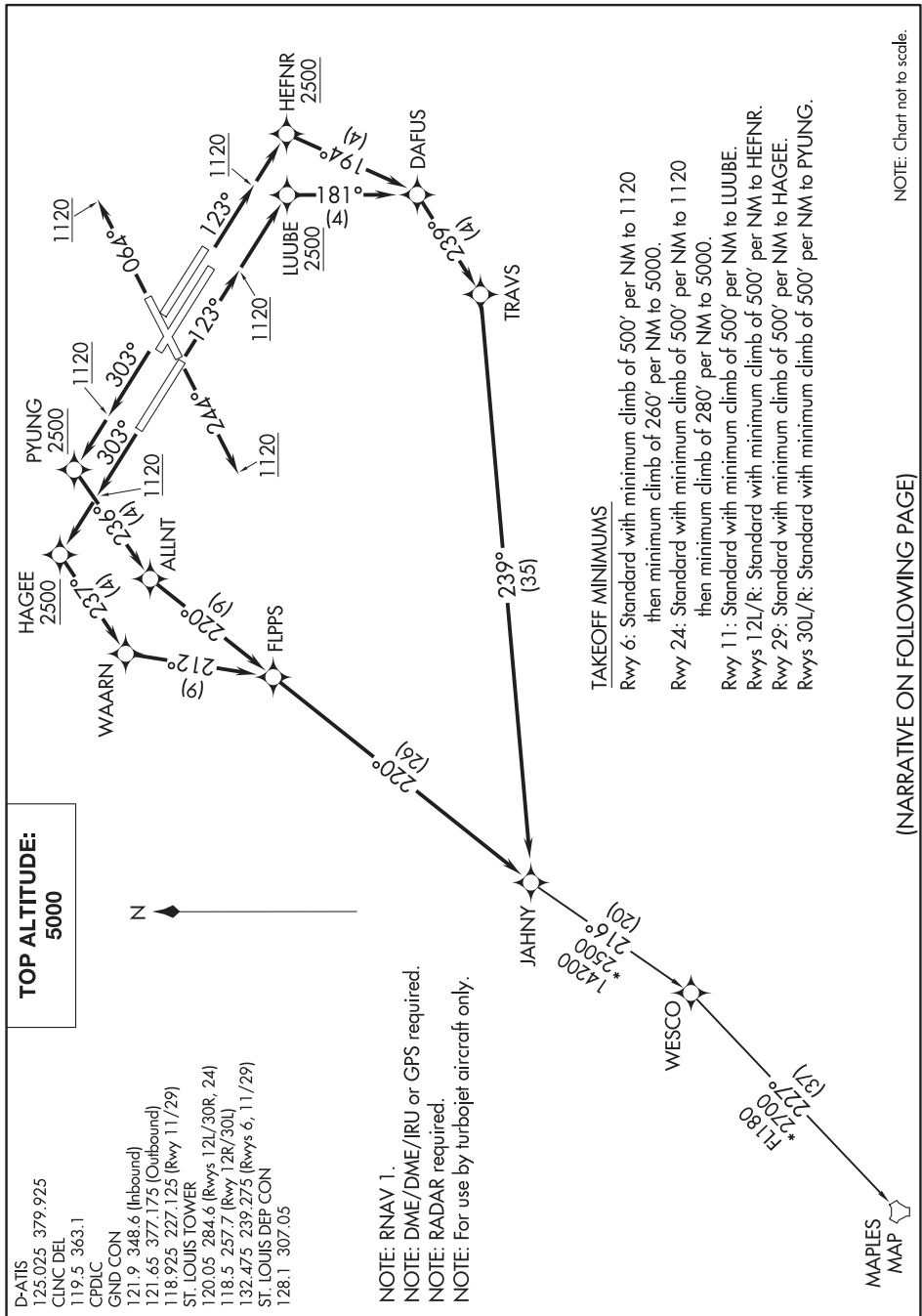
CREEP TRANSITION (GATWY1.CREEP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP.

JIGSY TRANSITION (GATWY1.JIGSY): From over TWILA on TOY R-076 to JIGSY.

ROSEWOOD TRANSITION (GATWY1.ROD): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



(NARRATIVE ON FOLLOWING PAGE)

NC-3, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to JAHNY. Thence. . .

TAKEOFF RUNWAY 24: Climb on heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to JAHNY. Thence. . .

TAKEOFF RUNWAY 11: Climb on heading 123° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to JAHNY. Thence. . .

TAKEOFF RUNWAYS 12L/R: Climb on heading 123° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to JAHNY. Thence. . .

TAKEOFF RUNWAY 29: Climb on heading 303° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to JAHNY. Thence. . .

TAKEOFF RUNWAYS 30L/R: Climb on heading 303° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to JAHNY. Thence. . .

. . . . Maintain 5000, expect filed altitude 10 minutes after departure.

MAPLES TRANSITION (JAHNY6.MAP)

NC-3, 12 JUN 2025 to 07 AUG 2025

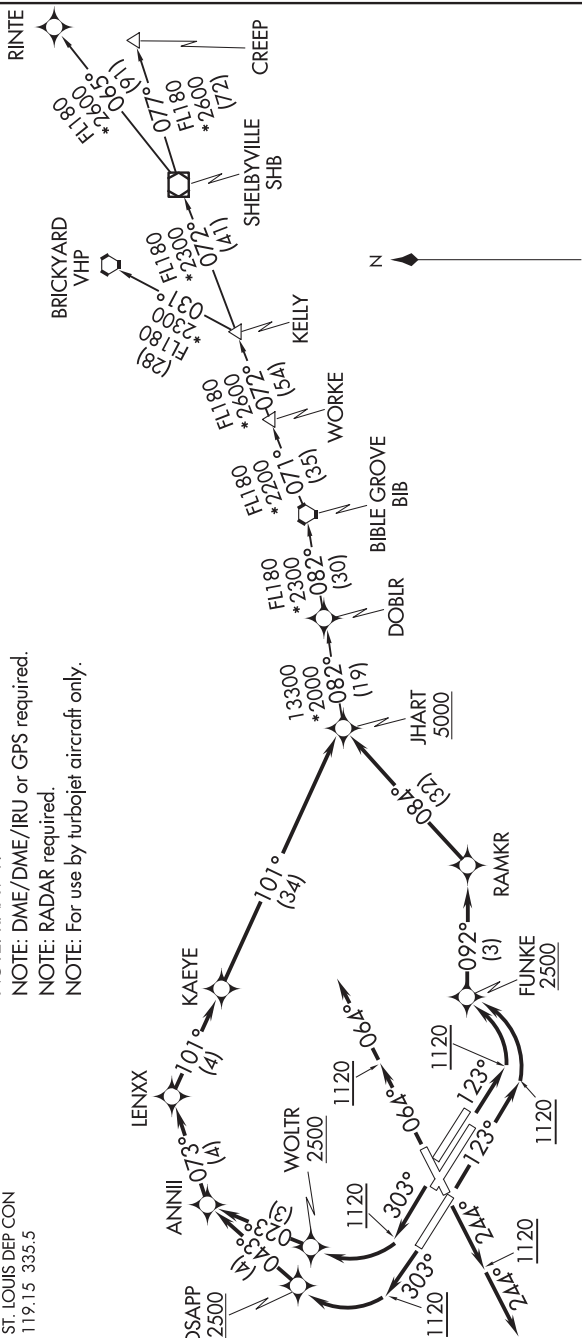
NC-3, 12 JUN 2025 to 07 AUG 2025

D-ATIS
125.025 379.925
CLNC DEL
119.5 363.1
CPDLC
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (Rwy 11/29)
ST. LOUIS TOWER
118.05 284.6 (Rwys 12L/30R, 24)
118.5 257.7 (Rwy 12R/30L)
132.475 239.275 (Rwys 6, 11/29)
ST. LOUIS DEP CON
119.15 335.5

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For use by turbojet aircraft only.

(JHART7.JHART) 07OCT21

ST LOUIS LAMBERT INTL (STL)



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 12 JUN 2025 to 07 AUG 2025

(JHART7.JHART) 21280

JHART SEVEN DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 064° to 1120, then climb on heading 064° or as assigned by ATC for vectors to cross JHART at or above 5000. Thence. . .

TAKEOFF RUNWAY 24: Climb on heading 244° to 1120, then climb on heading 244° or as assigned by ATC for vectors to cross JHART at or above 5000. Thence. . .

TAKEOFF RUNWAYS 11, 12L/R: Climb on heading 123° to 1120, then climbing left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to cross JHART at or above 5000. Thence. . .

TAKEOFF RUNWAY 29: Climb on heading 303° to 1120, then climbing right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to cross JHART at or above 5000. Thence. . .

TAKEOFF RUNWAYS 30L/R: Climb on heading 303° to 1120, then climbing right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to cross JHART at or above 5000. Thence. . .

. . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (JHART7.BIB)

BRICKYARD TRANSITION (JHART7.VHP)

CREEP TRANSITION (JHART7.CREEP)

DOBLR TRANSITION (JHART7.DOBLR)

KELLY TRANSITION (JHART7.KELLY)

RINTE TRANSITION (JHART7.RINTE)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

JHART SEVEN DEPARTURE (RNAV)

(JHART7.JHART) 07OCT21

ST. LOUIS, MISSOURI
ST LOUIS LAMBERT INTL (STL)

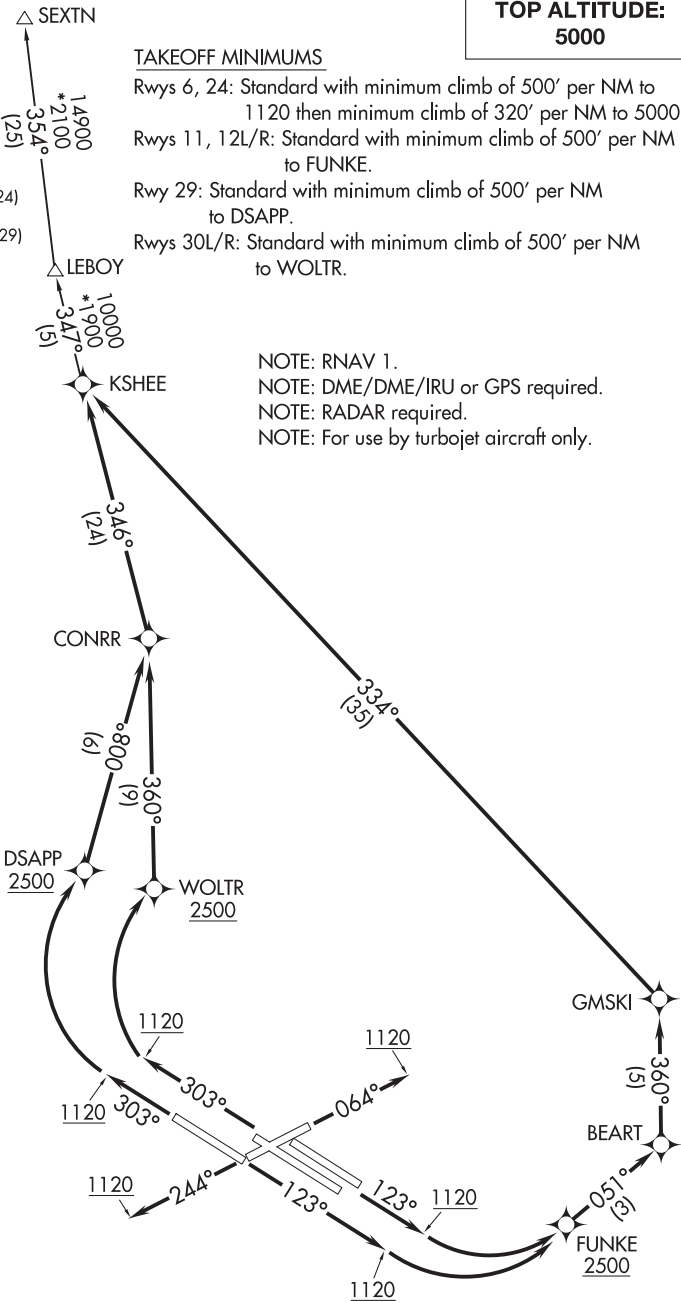
D-ATIS
125.025 379.925
CLNC DEL
119.5 363.1
CPDLC
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (Rwy 11/29)
ST. LOUIS TOWER
120.05 284.6 (Rwys 12L/30R, 24)
118.5 257.7 (Rwy 12R/30L)
132.475 239.275 (Rwys 6, 11/29)
ST. LOUIS DEP CON
119.15 335.5

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS

Rwys 6, 24: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 320' per NM to 5000.
Rwys 11, 12L/R: Standard with minimum climb of 500' per NM to FUNKE.
Rwy 29: Standard with minimum climb of 500' per NM to DSAPP.
Rwys 30L/R: Standard with minimum climb of 500' per NM to WOLTR.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For use by turbojet aircraft only.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to KSHEE. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to KSHEE. Thence. . . .

TAKEOFF RUNWAYS 11, 12L/R: Climb heading 123° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to KSHEE. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to KSHEE. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to KSHEE. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

LEBOY TRANSITION (KSHEE5.LEBOY)

SEXTN TRANSITION (KSHEE5.SEXTN)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

LINDBERGH EIGHT DEPARTURE

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI

D-ATIS
125.025 379.925
CLNC DEL
119.5 363.1
CPDLC
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (Rwy 11/29)
ST. LOUIS TOWER
120.05 284.6 (Rwys 12L/30R, 24)
118.5 257.7 (Rwy 12R/30L)
132.475 239.275 (Rwys 6, 11/29)
ST. LOUIS DEP CON
128.1 307.05

ST LOUIS
117.4 STL
Chan 121

TOP ALTITUDE:
(JETS) 5000/
(PROPS) 3000

VICHY
117.7 VIH
Chan 124

KLAIR

SAGZA

SAJOY

TWRAY

FARMINGTON
115.7 FAM
Chan 104

MYERZ

TAKEOFF MINIMUMS

Rwys 6, 12L/R, 24, 29: Standard.
Rwy 11: 200-1 or standard with minimum
climb of 370' per NM to 900.
Rwy 30L: 200-1 or standard with minimum
climb of 245' per NM to 800.
Rwy 30R: 200-1½ or standard with minimum
climb of 230' per NM to 800.

NOTE: DME and RADAR required.

LITTLE ROCK
113.9 LIT
Chan 86

WALNUT RIDGE
114.5 ARG
Chan 92

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LINDBERGH EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route.

JETS: Maintain 5000 or assigned altitude, thence

PROPS: Maintain 3000 or assigned altitude, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY8.LIT): From over STL VORTAC on STL R-198 to TWRAY, then on STL R-198 and LIT R-013 to LIT VORTAC.

MYERZ TRANSITION (LINDY8.MYERZ): From over STL VORTAC on STL R-184 to MYERZ.

VICHY TRANSITION (LINDY8.VIH): From over STL VORTAC on STL R-229 to KLAIR, then on VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY8.ARG): From over STL VORTAC on STL R-184 to MYERZ, then on ARG R-008 to ARG VORTAC.

NC-3, 12 JUN 2025 to 07 AUG 2025

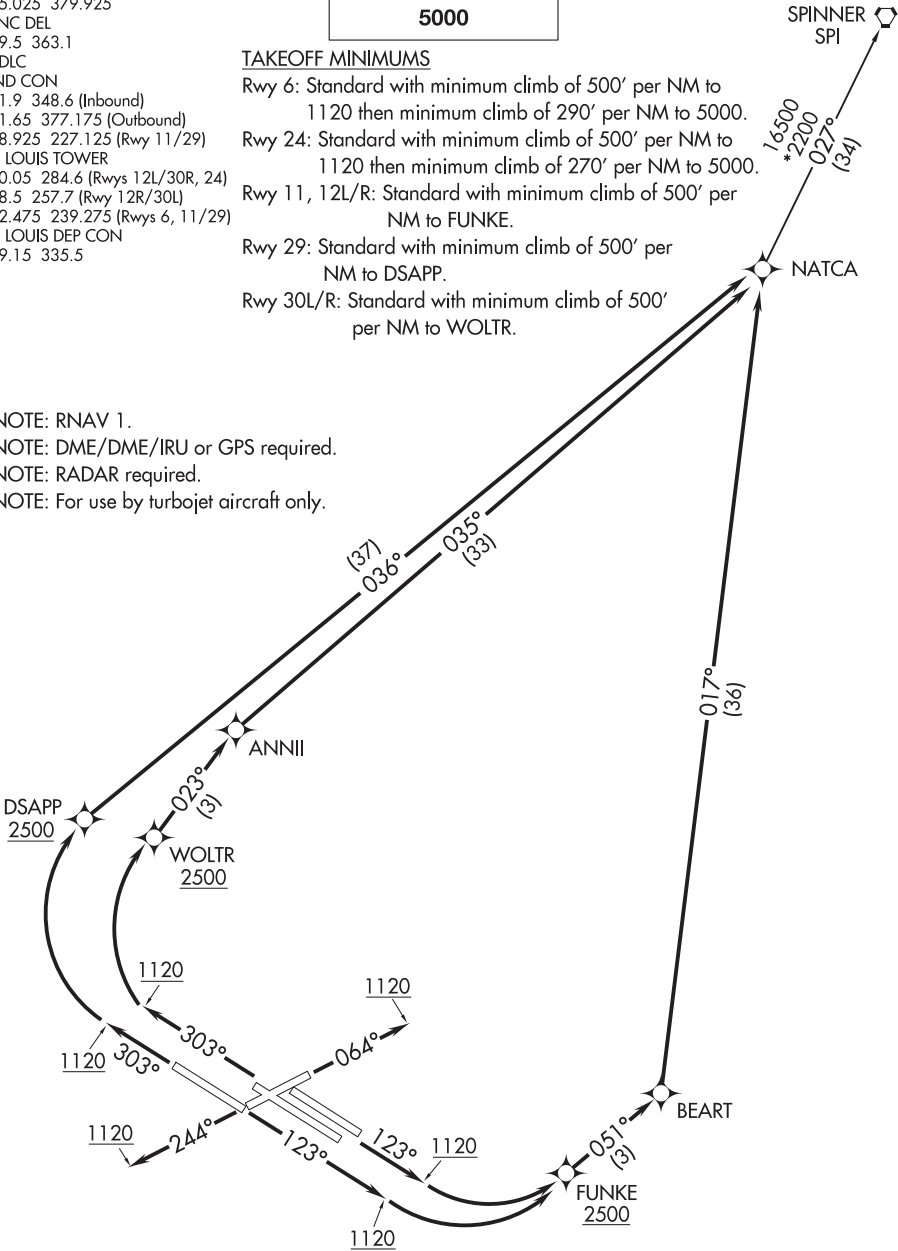
NC-3, 12 JUN 2025 to 07 AUG 2025

D-ATIS
125.025 379.925
CLNC DEL
119.5 363.1
CPDLC
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (Rwy 11/29)
ST. LOUIS TOWER
120.05 284.6 (Rwys 12L/30R, 24)
118.5 257.7 (Rwy 12R/30L)
132.475 239.275 (Rwys 6, 11/29)
ST. LOUIS DEP CON
119.15 335.5

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 290' per NM to 5000.
Rwy 24: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 270' per NM to 5000.
Rwy 11, 12L/R: Standard with minimum climb of 500' per NM to FUNKE.
Rwy 29: Standard with minimum climb of 500' per NM to DSAPP.
Rwy 30L/R: Standard with minimum climb of 500' per NM to WOLTR.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For use by turbojet aircraft only.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to NATCA. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to NATCA. Thence. . . .

TAKEOFF RUNWAYS 11, 12L/R: Climb heading 123° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to NATCA. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to NATCA. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to NATCA. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

SPINNER TRANSITION (NATCA5.SPI)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

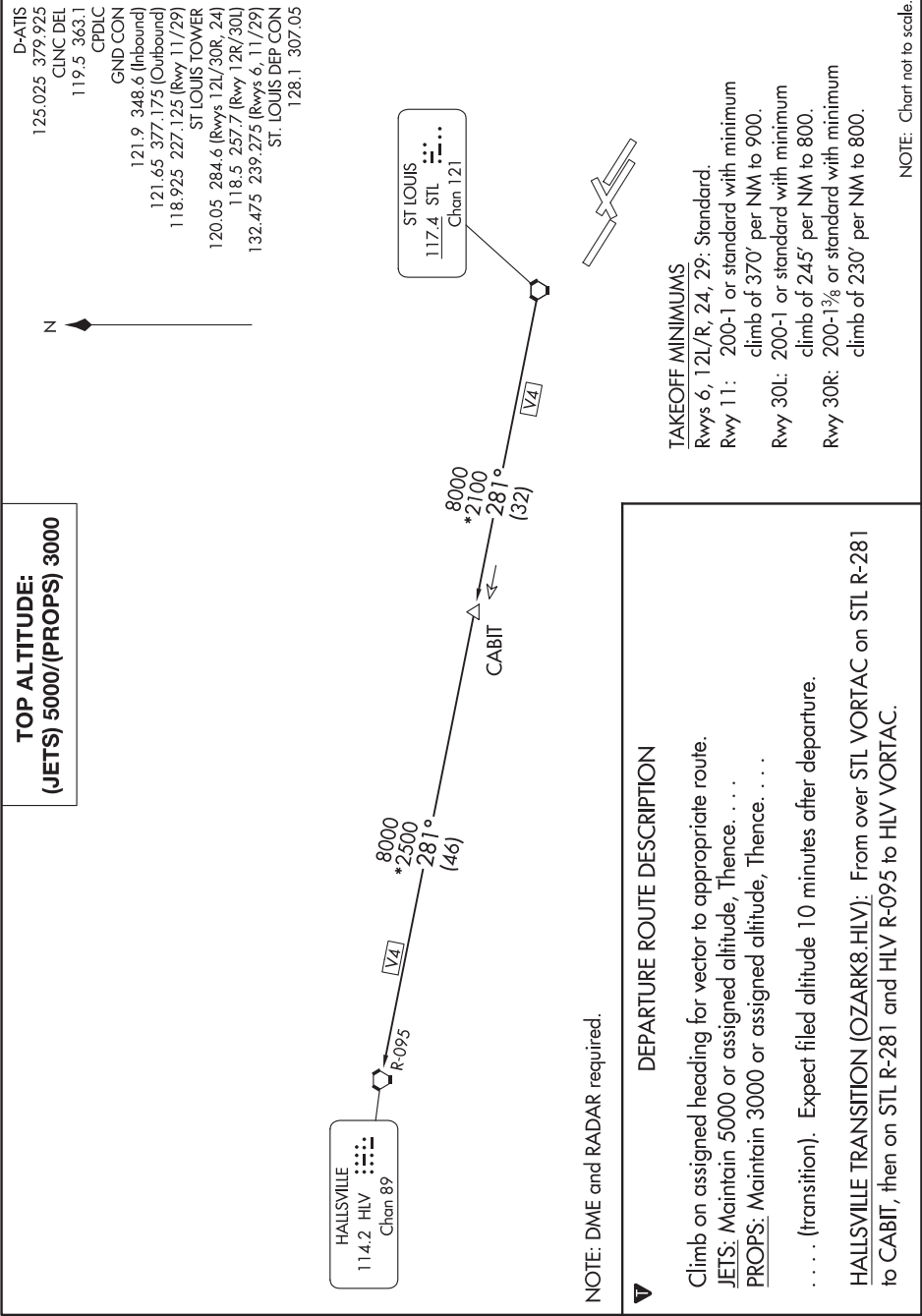
NC-3, 12 JUN 2025 to 07 AUG 2025

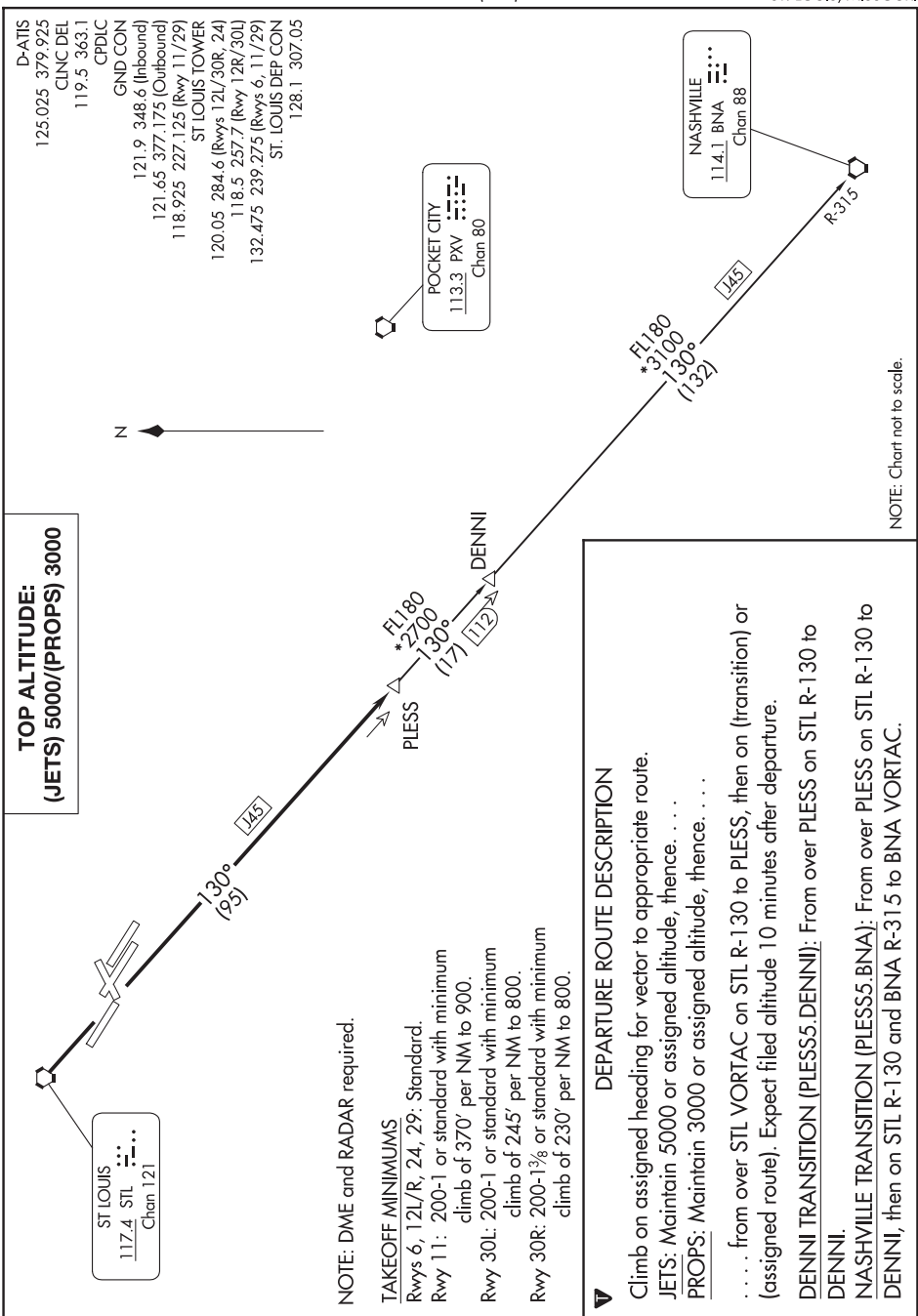
(OZARK8.STL) 24025

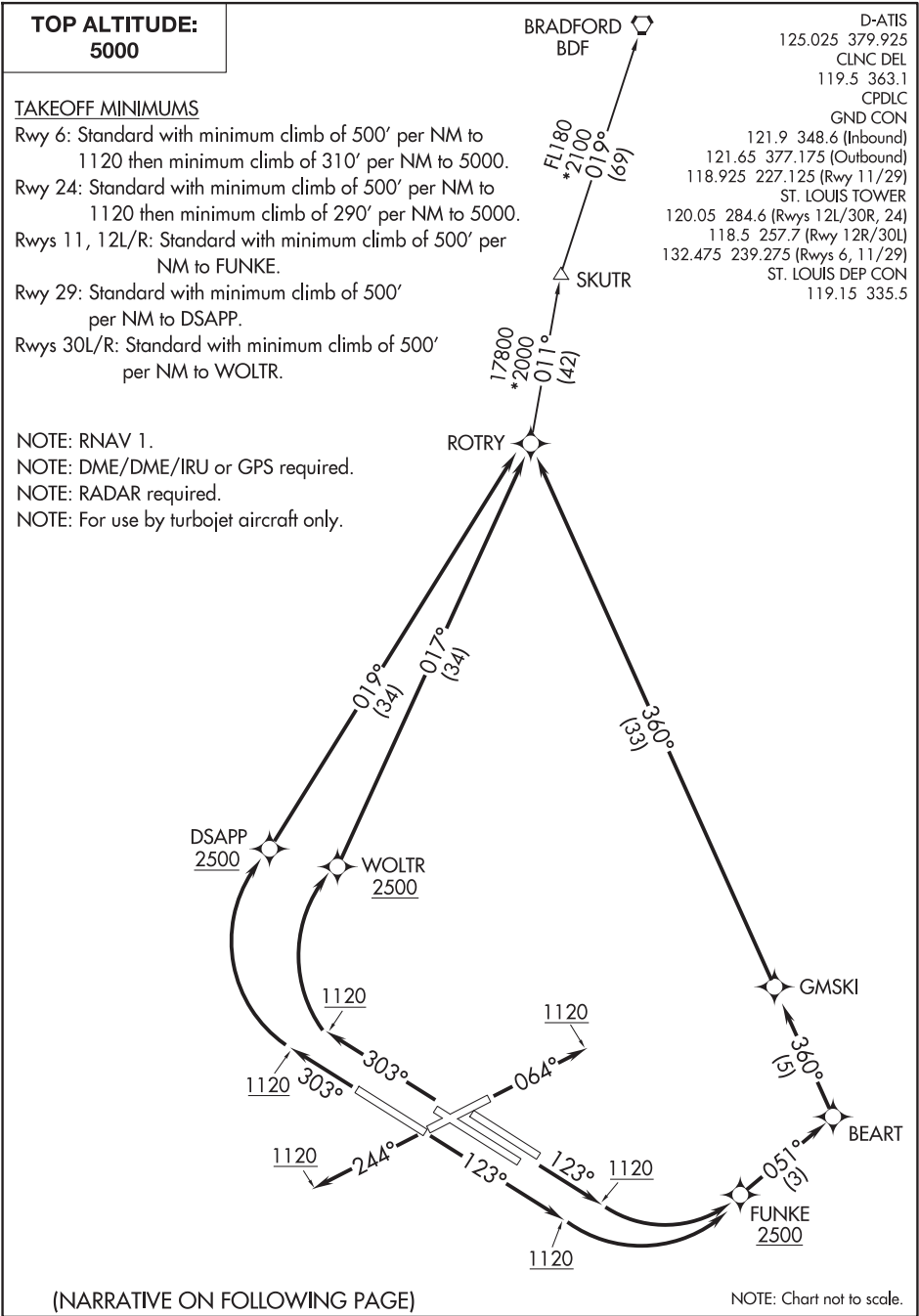
OZARK EIGHT DEPARTURE

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI









DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to ROTRY. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to ROTRY. Thence. . . .

TAKEOFF RUNWAYS 11, 12L/R: Climb heading 123° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to ROTRY. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to ROTRY. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to ROTRY. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (ROTRY5.BDF)

NC-3, 12 JUN 2025 to 07 AUG 2025

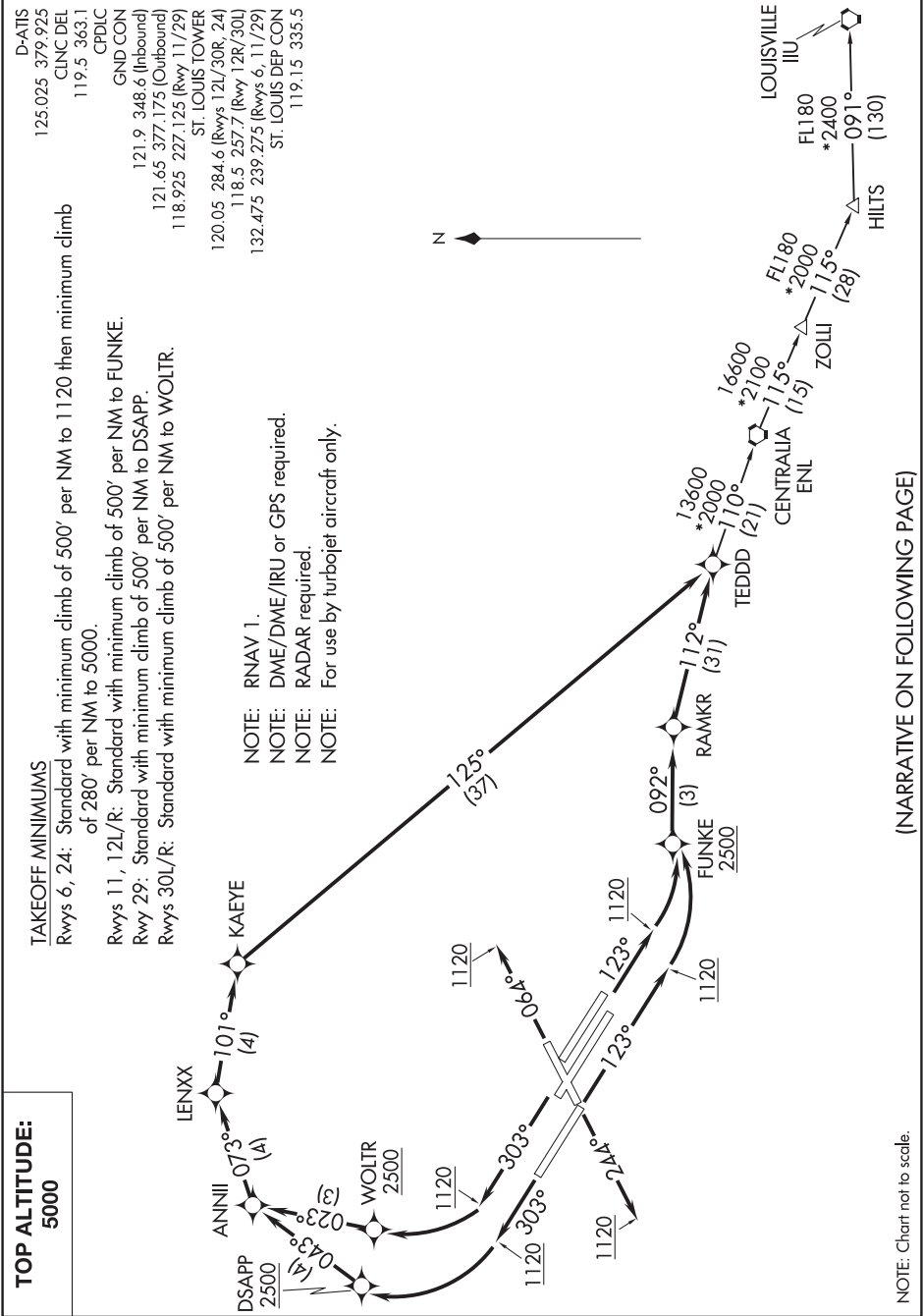
NC-3, 12 JUN 2025 to 07 AUG 2025

TEDDD FIVE DEPARTURE (RNAV)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI

AL-360 (FAA)

NC-3, 12 JUN 2025 to 07 AUG 2025



TEDDD FIVE DEPARTURE (RNAV)

(TEDDD5.TEDDD) 19JUL18

ST. LOUIS, MISSOURI
ST LOUIS LAMBERT INTL (STL)

NC-3, 12 JUN 2025 to 07 AUG 2025

(TEDDD5.TEDDD) 18200

TEDDD FIVE DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to TEDDD. Thence. . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to TEDDD. Thence. . .

TAKEOFF RUNWAYS 11, 12L/R: Climb heading 123° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to TEDDD. Thence. . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to TEDDD. Thence. . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to TEDDD. Thence. . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

HILTS TRANSITION (TEDDD5.HILTS)

LOUISVILLE TRANSITION (TEDDD5.IIU)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 064° to 1120, then on heading 064° or as assigned by ATC, expect RADAR vectors to WHRLI. Thence. . . .

TAKEOFF RUNWAY 24: Climb on heading 244° to 1120, then on heading 244° or as assigned by ATC, expect RADAR vectors to WHRLI. Thence. . . .

TAKEOFF RUNWAY 11: Climb on heading 123° to 1120, then direct, to cross LUUBE, at or above 2500, then on depicted route to WHRLI. Thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb on heading 123° to 1120, then direct, to cross HEFNR at or above 2500, then on depicted route to WHRLI. Thence. . . .

TAKEOFF RUNWAY 29: Climb on heading 303° to 1120, then direct, to cross HAGEE at or above 2500, then on depicted route to WHRLI. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb on heading 303° to 1120, then direct, to cross PYUNG at or above 2500, then on depicted route to WHRLI. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

MACON TRANSITION (WHRLI7.MCM)

NC-3, 12 JUN 2025 to 07 AUG 2025

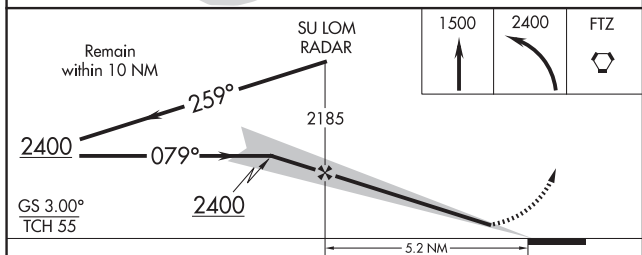
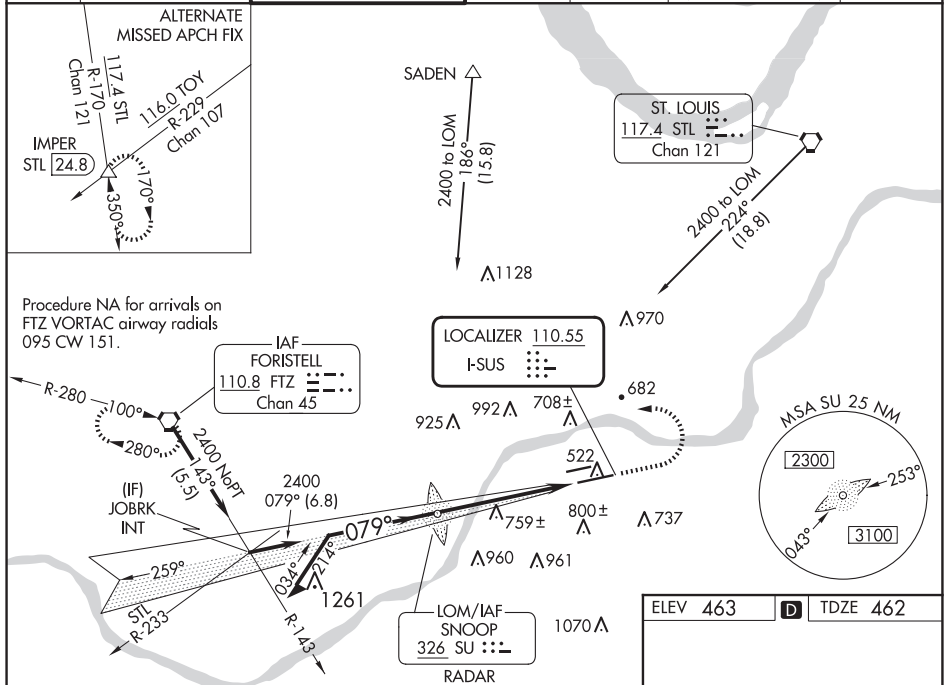
NC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 8R
SPIRIT OF ST LOUIS (SUS)

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 8R *	662/24 200 (200-½)			
S-LOC 8R	880/24 418 (500-½)		880/40 418 (500-¾)	
CIRCLING	1100-1 637 (700-1)	1140-1 677 (700-1)	1160-2 697 (700-2)	1360-3 897 (900-3)

ELEV 463
D
TDZE 462

MIRL Rwy 8L-26R **L**

HIRL Rwy 8R-26L **L**

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ST. LOUIS, MISSOURI

AL-5400 (FAA)

24025

LOC I-FZU 111.1	APP CRS 259°	Rwy Idg TDZE Apt Elev	7004 462 463
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ILS or LOC RWY 26L

SPIRIT OF ST LOUIS (SUS)

⚠ When local alimeter setting not received, use St Louis Lambert Intl alimeter setting:
⚠ increase S-ILS 26L DA to 705 feet; increase all MDAs 60 feet and S-LOC 26L visibility
 Cat C and D $\frac{1}{2}$ SM and Circling visibility C $\frac{1}{4}$ SM. For inop ALS, increase S-LOC 26L Cats C
 and D visibility to 1 $\frac{1}{2}$ SM. For inop ALS when using St Louis Lambert Intl alimeter setting,
 increase S-LOC 26L Cats C and D visibility to 2 SM. *RVR 1800 authorized with use of FD
 or AP or HUD to DA (NA when using St Louis Lambert Intl alimeter setting).

MALSR



MISSED APPROACH:
 Climb to 2400 then
 right turn direct FTZ
 VORTAC and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95
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MISSED APCH FIX

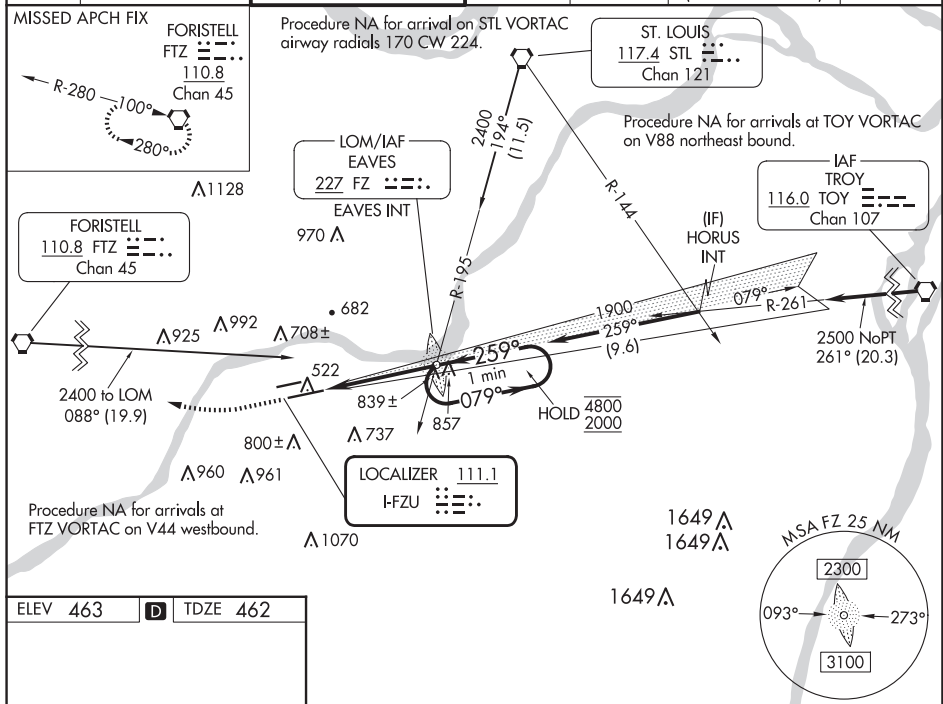
FORISTELL
 FTZ $\equiv \equiv \equiv$
 110.8
 Chan 45

Procedure NA for arrival on STL VORTAC
 airway radials 170 CW 224.

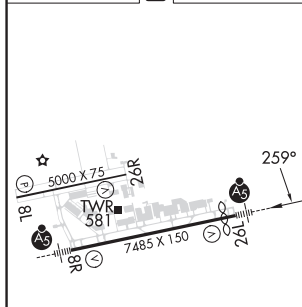
ST. LOUIS
 117.4 STL $\equiv \equiv \equiv$
 Chan 121

Procedure NA for arrivals at TOY VORTAC
 on V88 northeast bound.

IAF TROY
 116.0 TOY $\equiv \equiv \equiv$
 Chan 107



ELEV 463	D	TDZE 462
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HIRL Rwy 8R-26L	0
MIRL Rwy 8L-26R	0
FAF to MAP 4.2 NM	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24

ST. LOUIS, MISSOURI

Orig-F 25JAN24

38°40'N-90°39'W

SPIRIT OF ST LOUIS (SUS)

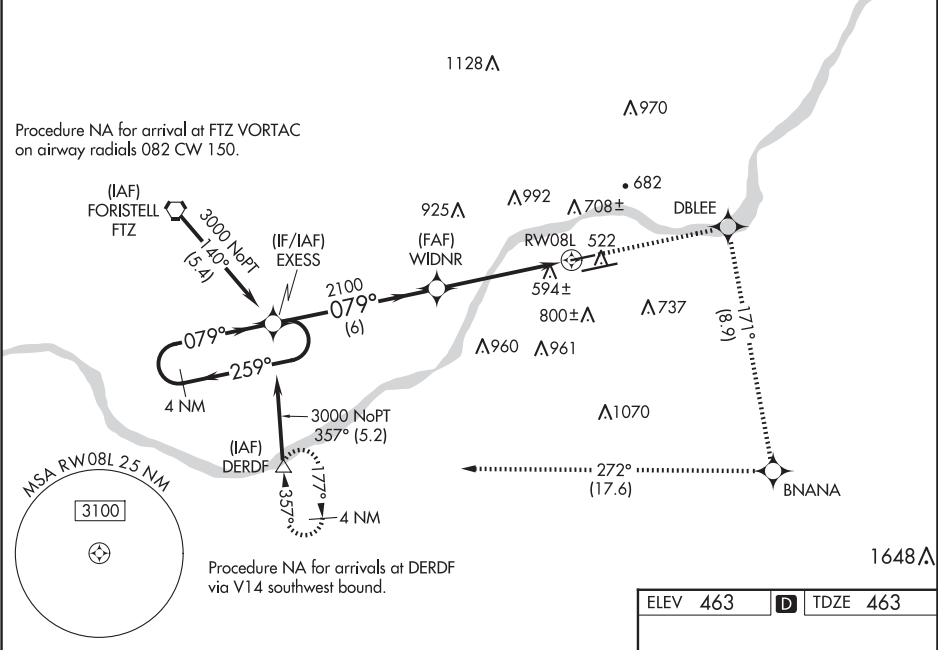
ILS or LOC RWY 26L

WAAS CH 99414 W08A	APP CRS 079°	Rwy Idg 5000 TDZE 463 Apt Elev 463
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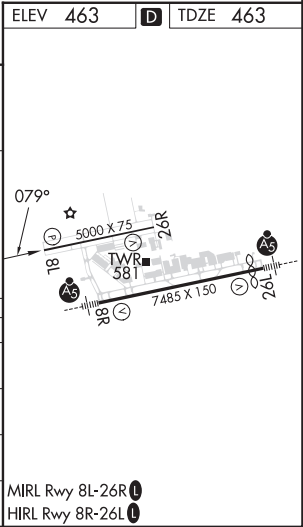
RNAV (GPS) RWY 8L

SPIRIT OF ST LOUIS (SUS)

RNP APCH - GPS.				MISSED APPROACH: Climb to 3000 direct DBLEE and right turn on track 171° to BNANA and right turn on track 272° to DERDF and hold.		
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using St Louis Lambert Intl altimeter setting. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase LPV DA to 912, LNAV/VNAV DA to 1132 and all MDA 60 feet, increase LPV all Cats visibility to 1½ miles.						
ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95



4 NM Holding Pattern		EXESS	3000	DBLEE	BNANA	DERDF
			↑	✧	tr 171°	tr 272°
3000 ← 259°		079° →				
GP 3.00°		TCH 41				
		2100	WIDNR	* LNAV only		
		2100	2100	* 1.7 NM to RW08L		
				RW08L		
			6 NM	3.3 NM	1.7 NM	
CATEGORY	A	B	C	D		
LPV DA	855-1⅓	392 (400-1⅓)	NA			
LNAV/VNAV DA	1075-2½	612 (700-2½)	NA			
LNAV MDA	1040-1	577 (600-1)	NA			
CIRCLING	1100-1 637 (700-1)	1140-1 677 (700-1)	NA			



ST. LOUIS, MISSOURI

AL-5400 (FAA)

22279

WAAS CH 61114 W08B	APP CRS 079°	Rwy Idg 7414 TDZE 462 Apt Elev 463
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RNAV (GPS) RWY 8R

SPIRIT OF ST LOUIS (SUS)

RNP APCH - GPS.

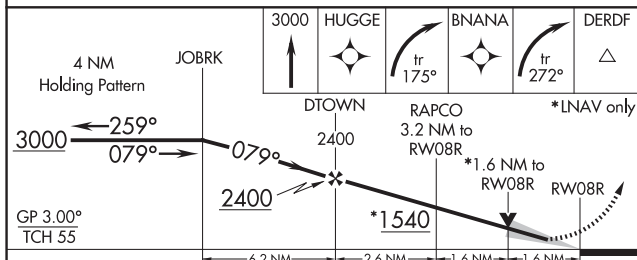
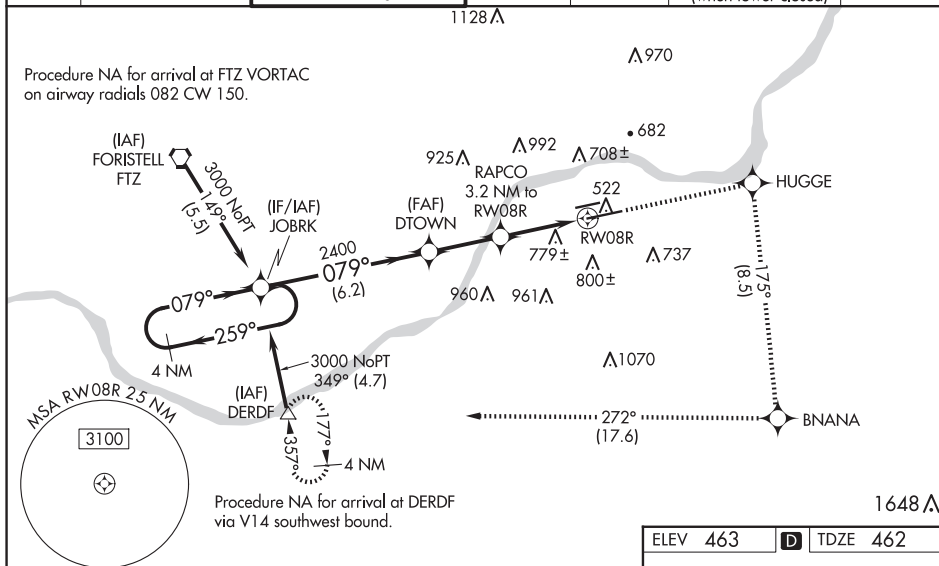
- ⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using St Louis Lambert Intl altimeter setting. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase visibility LNAV/VNAV all Cats and LNAV Cats C/D ½ mile, and Circling Cat C ¼ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 2½ mile and LNAV Cats C/D visibility to 1½ mile. For inop MALSR when using St Louis Lambert Intl altimeter setting, increase LNAV Cats C/D visibility to 1¾ mile.
- # RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using St Louis Lambert Intl altimeter setting.

MALSR

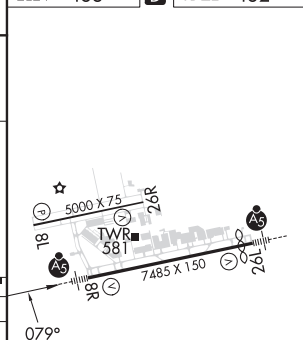


MISSED APPROACH:
Climb to 3000 direct HUGGE and right turn on track 175° to BNANA and right turn on track 272° to DERDF and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER*	GND CON	CLNC DEL	ST. LOUIS CLNC DEL	UNICOM
134.8	126.5 254.3	124.75 (CTAF) 0 257.2	121.7	133.1	121.7 (when tower closed)	122.95



CATEGORY	A	B	C	D
LPV DA#	662/24	200 (200-½)		
LNAV/VNAV DA	1129-1⅞	667 (700-1⅞)		
LNAV MDA	1040/24	578 (600-½)	1040-1¼	578 (600-1¼)
CIRCLING	1100-1 637 (700-1)	1140-1 677 (700-1)	1160-2 697 (700-2)	1360-3 897 (900-3)

ELEV 463 **D** TDZE 462MIRL Rwy 8L-26R **1**HIRL Rwy 8R-26L **1**

ST. LOUIS, MISSOURI

Orig-D 06OCT22

38°40'N-90°39'W

SPIRIT OF ST LOUIS (SUS)

RNAV (GPS) RWY 8R

WAAS CH 81914 W26B	APP CRS 259°	Rwy Idg TDZE 462 Apt Elev 463
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RNAV (GPS) RWY 26L

SPIRIT OF ST LOUIS (SUS)

RNP APCH - GPS.

▼

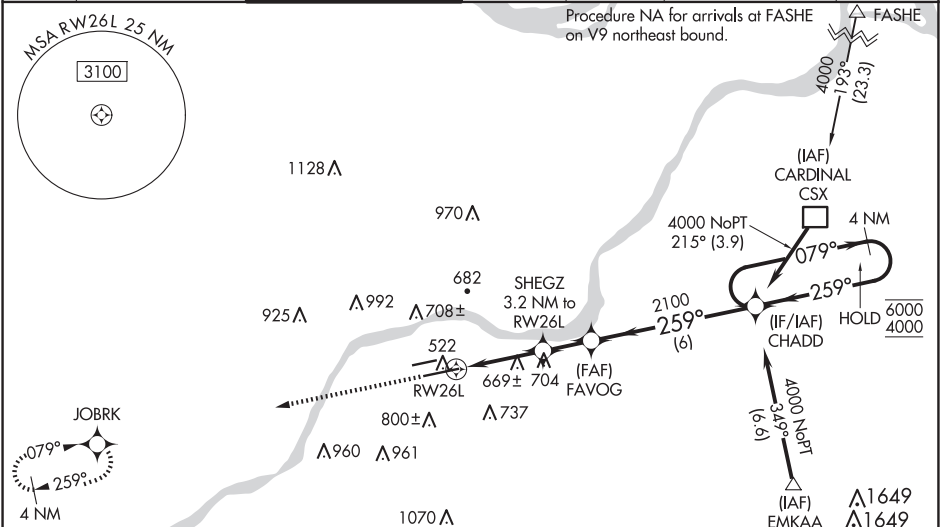
Baro-VNAV and VDP NA when using St Louis Lambert Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS when using St Louis Lambert Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1 3⁄8 SM and LNAV Cat C and D to 1 3⁄8 SM. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting: increase LPV DA to 705 feet; increase LNAV/VNAV DA to 959 feet and all visibilities to RVR 5000; increase all MDAs 60 feet and LNAV visibility Cat C/D to RVR 5500 and Circling visibility Cat C 1⁄4 SM.

*RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using St Louis Lambert Intl altimeter setting).

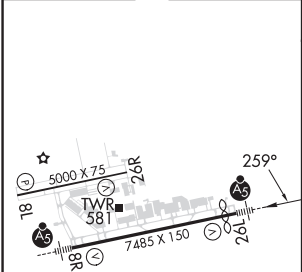
MALSR

MISSED APPROACH:
Climb to 3000 direct
JOBRK and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95
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ELEV 463	D	TDZE 462
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3000	JOBRK	FAVOG	CHADD	4 NM	Holding Pattern
		SHEGZ 3.2 NM to RW26L	2100	079°→	6000 4000
		1.3 NM to RW26L	259°	←259°	GP 3.00° TCH 55
		1540	2100		
		1.3 NM	1.9 NM	1.8 NM	6 NM
CATEGORY	A	B	C	D	
LPV DA*	662/24 200 (200-½)				
LNAV/VNAV DA	916/45 454 (500-¾)				
LNAV MDA	920/24	458 (500-½)	920/45	458 (500-¾)	
C CIRCLING	1100-1 637 (700-1)	1140-1 677 (700-1)	1180-2 717 (800-2)	1360-3 897 (900-3)	

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

ST. LOUIS, MISSOURI

AL-5400 (FAA)

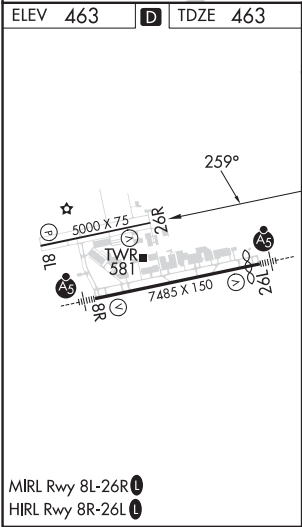
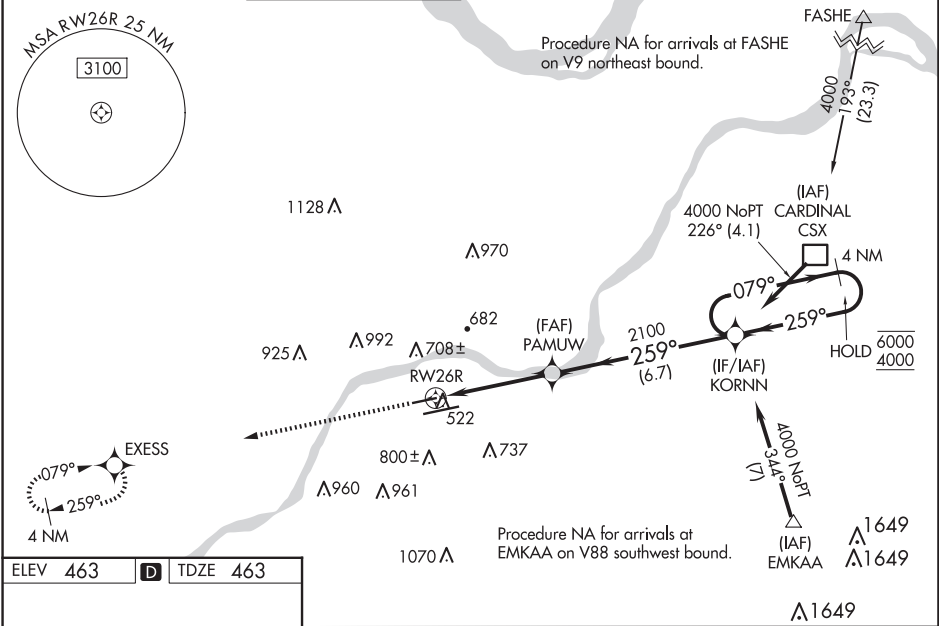
24025

WAAS CH 97414 W26A	APP CRS 259°	Rwy Idg TDZE 463 Apt Elev 463
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RNAV (GPS) RWY 26R

SPIRIT OF ST LOUIS (SUS)

RNP APCH - GPS.					MISSED APPROACH: Climb to 3000 direct EXESS and hold.	
<div><div><div>▼</div><div>▲</div></div><div>Baro-VNAV and VDP NA when using St Louis Lambert Intl altimeter setting. Rwy 26R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting: increase LPV DA to 798 feet and all visibilities ½ SM, increase LNAV/VNAV DA to 823 feet and all visibilities ½ SM; increase all MDAs 60 feet.</div></div>						
ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95



3000 EXESS		KORN 4 NM Holding Pattern			
RW26R		PAMUW 2100			
1.2 NM to RW26R		2100 259°			
1.2 NM		3.1 NM			
1.2 NM		6.7 NM			
CATEGORY	A	B	C	D	
LPV DA	755-7/8	292 (300-7/8)	NA		
LNAV/VNAV DA	780-7/8	317 (400-7/8)	NA		
LNAV MDA	940-1	477 (500-1)	NA		
CIRCLING	1100-1 637 (700-1)	1140-1 677 (700-1)	NA		

ST. LOUIS, MISSOURI
Amdt 1B 25JAN24

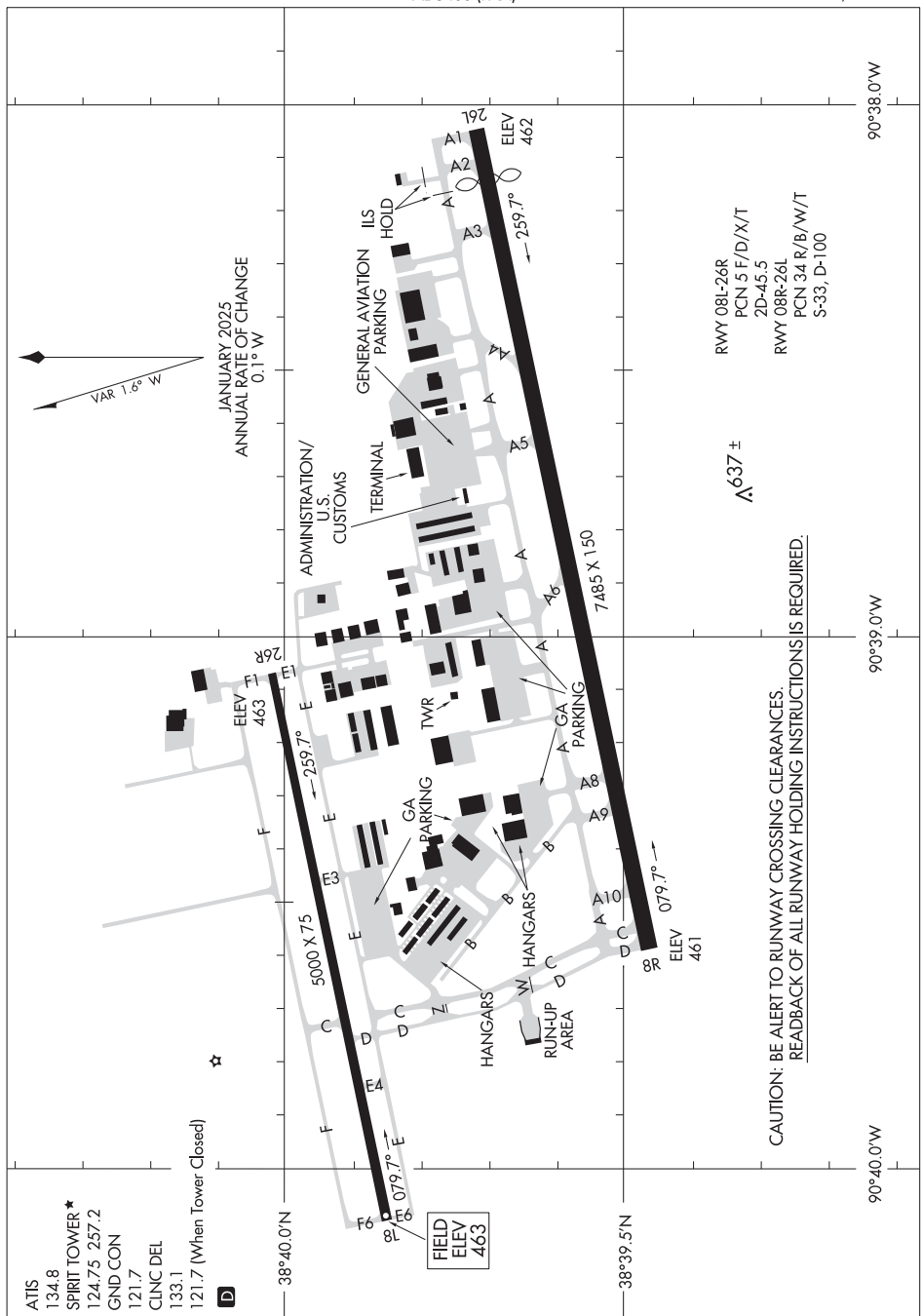
38°40'N-90°39'W

SPIRIT OF ST LOUIS (SUS)

RNAV (GPS) RWY 26R

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



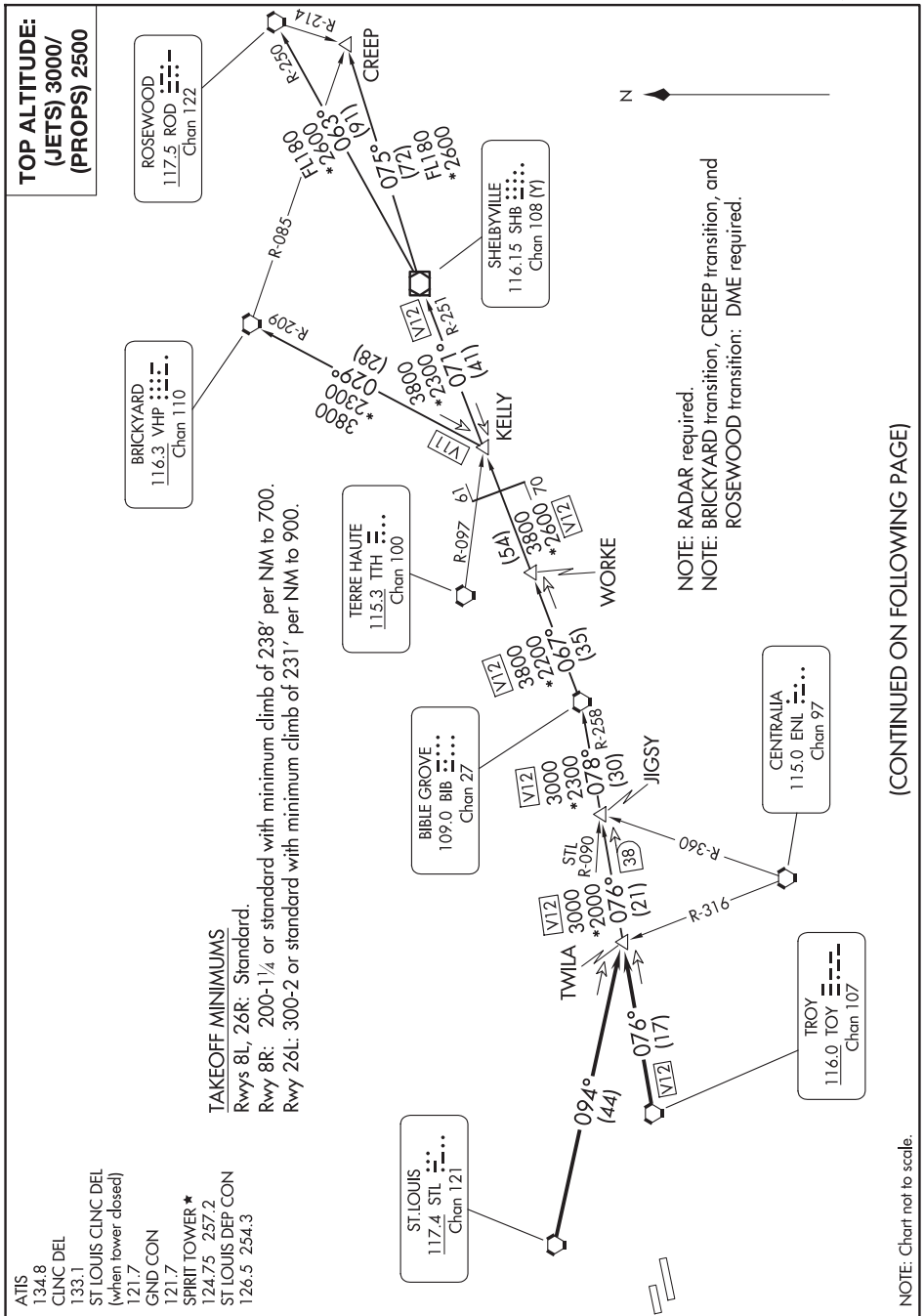
GATEWAY ONE DEPARTURE
(GATWY1.TWILA)

534

AL-5400 (FAA)

SPRIT OF ST LOUIS (SUS)
ST. LOUIS, MISSOURI

NC-3, 12 JUN 2025 to 07 AUG 2025



(CONTINUED ON FOLLOWING PAGE)

NC-3, 12 JUN 2025 to 07 AUG 2025

GATEWAY ONE DEPARTURE
(GATWY1.TWILA)

08NOV18

ST. LOUIS, MISSOURI
SPRIT OF ST LOUIS (SUS)



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route.

JETS: Maintain 3000 or assigned altitude, thence. . . .

PROPS: Maintain 2500 or assigned altitude, thence. . . .

. . . .from over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY1.BIB): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY1.VHP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY1.CREEP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP.

JIGSY TRANSITION (GATWY1.JIGSY): From over TWILA on TOY R-076 to JIGSY.

ROSEWOOD TRANSITION (GATWY1.ROD): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

(LINDY8.STL) 24025

LINDBERGH EIGHT DEPARTURE

AL-5400 (FAA)

SPIRIT OF ST LOUIS (STLS)
ST. LOUIS, MISSOURI

ATIS
134.8
CLNC DEL
133.1
CLNC DEL
121.7 (when twr closed)
GND CON
121.7
SPIRIT TOWER ★
124.75 257.2
ST LOUIS DEP CON
126.5 254.3

TOP ALTITUDE:
(JETS) 3000/(PROPS) 2500

ST. LOUIS
117.4 STL
Chan 121

VICHY
117.7 VIH
Chan 124

KLAIR

SAGZA

SAJOY

TWRAY

FARMINGTON
115.7 FAM
Chan 104

MYERZ

LITTLE ROCK
113.9 LIT
Chan 86

WALNUT RIDGE
114.5 ARG
Chan 92

TAKEOFF MINIMUMS

Rwys 8L, 26R: Standard.

Rwy 8R: 200-1¼ or standard with minimum
climb of 238' per NM to 700.

Rwy 26L: 300-2 or standard with minimum
climb of 231' per NM to 900.

NOTE: DME and RADAR required.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LINDBERGH EIGHT DEPARTURE

(LINDY8.STL) 17JUN21

ST. LOUIS, MISSOURI
SPIRIT OF ST LOUIS (STLS)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route.

JETS: Maintain 3000 or assigned altitude, thence

PROPS: Maintain 2500 or assigned altitude, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY8.LIT): From over STL VORTAC on STL R-198 to TWRAY, then on STL R-198 and LIT R-013 to LIT VORTAC.

MYERZ TRANSITION (LINDY8.MYERZ): From over STL VORTAC on STL R-184 to MYERZ.

VICHY TRANSITION (LINDY8.VIH): From over STL VORTAC on STL R-229 to KLAIR, then on VIH R-053 to VIH VOR/DME.

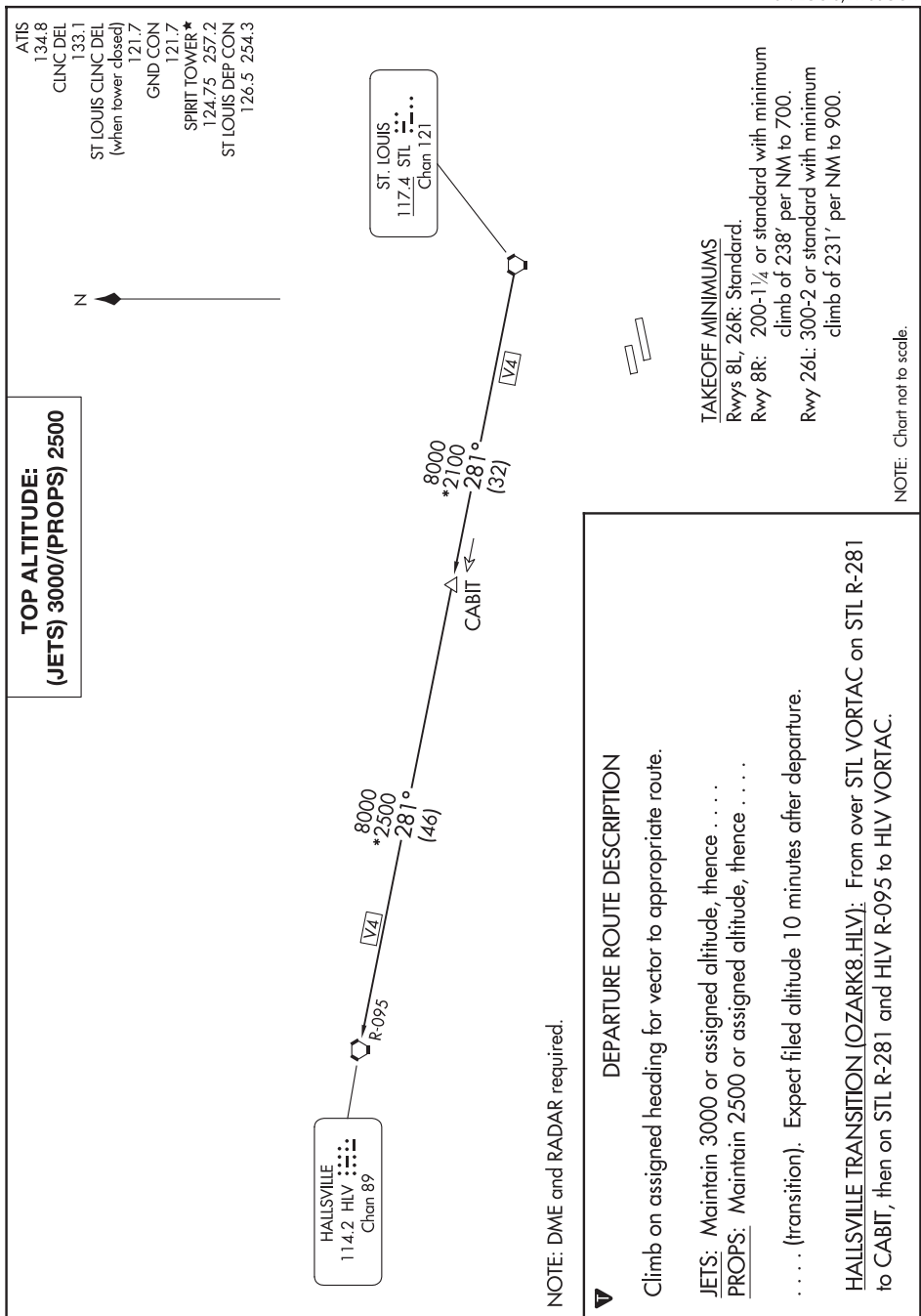
WALNUT RIDGE TRANSITION (LINDY8.ARG): From over STL VORTAC on STL R-184 to MYERZ, then on ARG R-008 to ARG VORTAC.

OZARK EIGHT DEPARTURE

AL-5400 (FAA)

SPIRIT OF ST LOUIS (SUS)

ST. LOUIS, MISSOURI



OZARK EIGHT DEPARTURE

(OZARK8.STL) 07OCT21

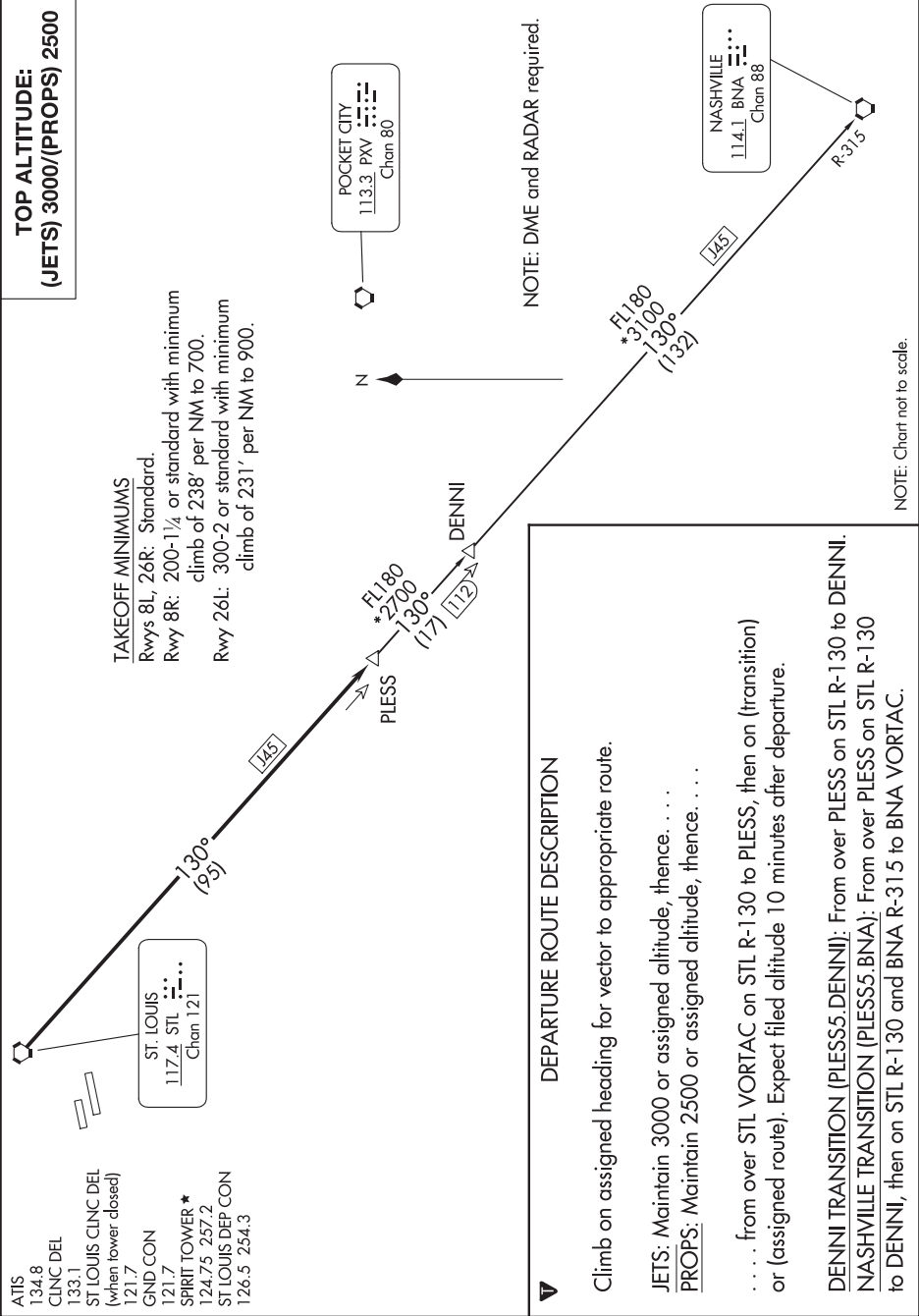
ST. LOUIS, MISSOURI
SPIRIT OF ST LOUIS (SUS)

(PLESS5.PLESS) 24025

PLESS FIVE DEPARTURE

AL-5400 (FAA)

SPIRIT OF ST LOUIS (STLS)
ST. LOUIS, MISSOURI



SALEM, MISSOURI

AL-9436 (FAA)

25051

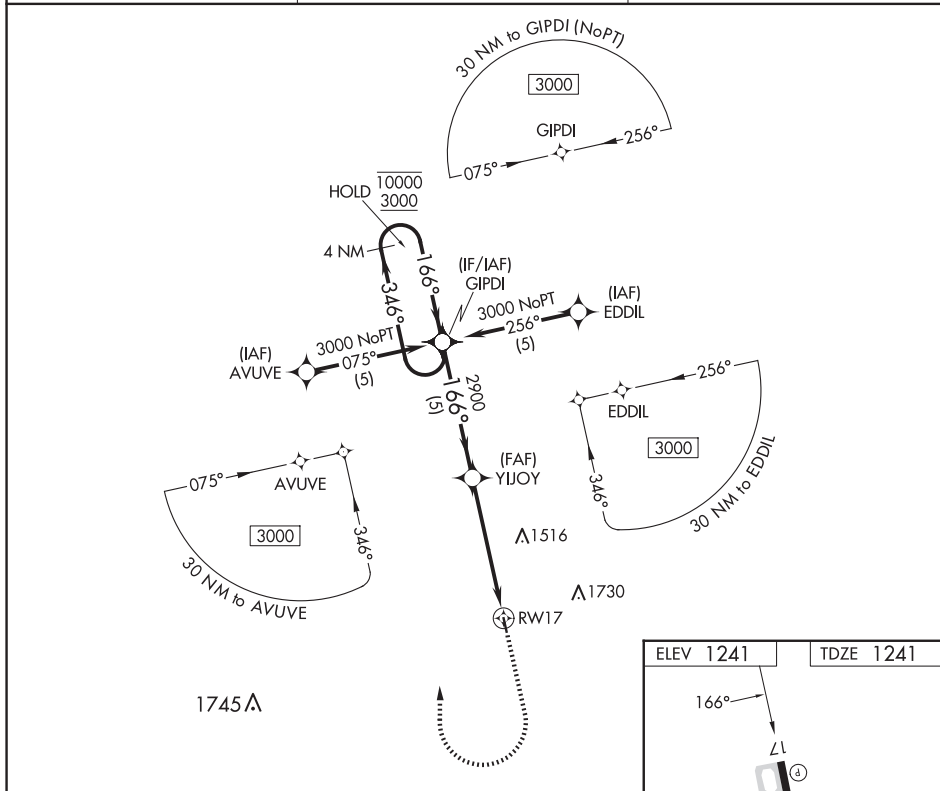
APP CRS	Rwy Idg	2998
166°	TDZE	1241
	Apt Elev	1241

RNAV (GPS) RWY 17

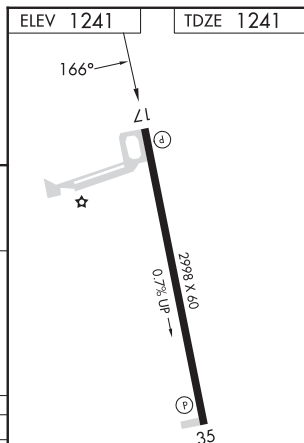
SALEM MEML (K33)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GIPDI and hold.
Rwy 17 helicopter visibility reduction below 3/4 SM NA. When VIH altimeter setting not received, procedure NA. Use VIH altimeter setting.	

VIH ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	CTAF 122.9
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4 NM Holding Pattern 10000 3000 346° 166°				2000	3000	GIPDI
YIJOY 166° 2900 3.00° TCH 40 RWY 17				5 NM 5.2 NM		
CATEGORY	A	B	C	D		
LNVA MDA	1800-1	559 (600-1)	NA			
CIRCLING	1840-1 599 (600-1)	1940-1 699 (700-1)	NA			



MIRL Rwy 17-35

REIL Rws 17 and 35

SALEM, MISSOURI

Orig-B 20FEB25

37°37'N-91°36'W

SALEM MEML (K33)

RNAV (GPS) RWY 17

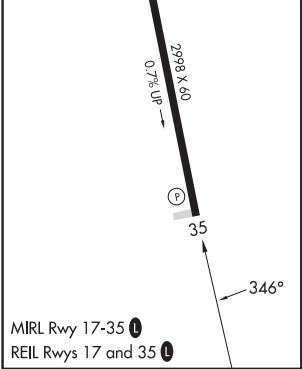
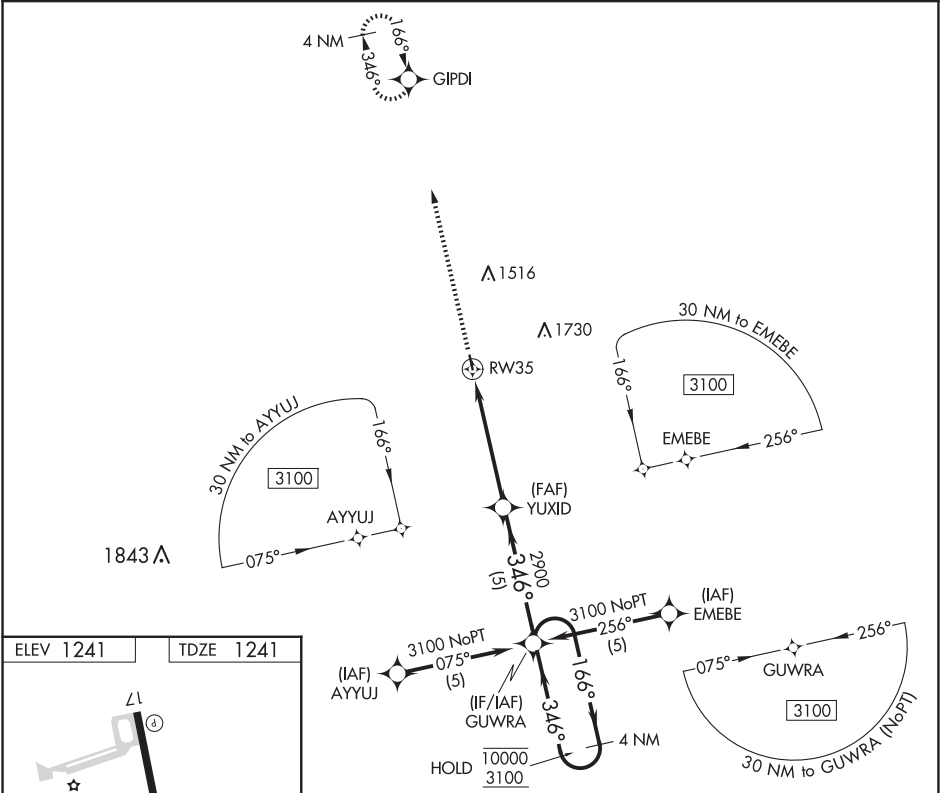
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	2998
346°	TDZE	1241
	Apt Elev	1241

RNAV (GPS) RWY 35
SALEM MEML (K33)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct GIPDI and hold.
▼ Rwy 35 helicopter visibility reduction below ¾ SM NA. When VIH altimeter setting not received, procedure NA. Use VIH altimeter setting.		
VIH ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	CTAF 122.9 0



3000 GIPDI		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).	
YUXID		GUVWRA	
RW35		4 NM Holding Pattern	
3.00° TCH 40		166° 10000	
346° 2900		346° 3100	
5.1 NM		5 NM	
CATEGORY	A	B	C D
LNAV MDA	1960-1	719 (800-1)	NA
CIRCLING	1960-1	719 (800-1)	NA

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

SEDALIA, MISSOURI

AL-5584 (FAA)

19171

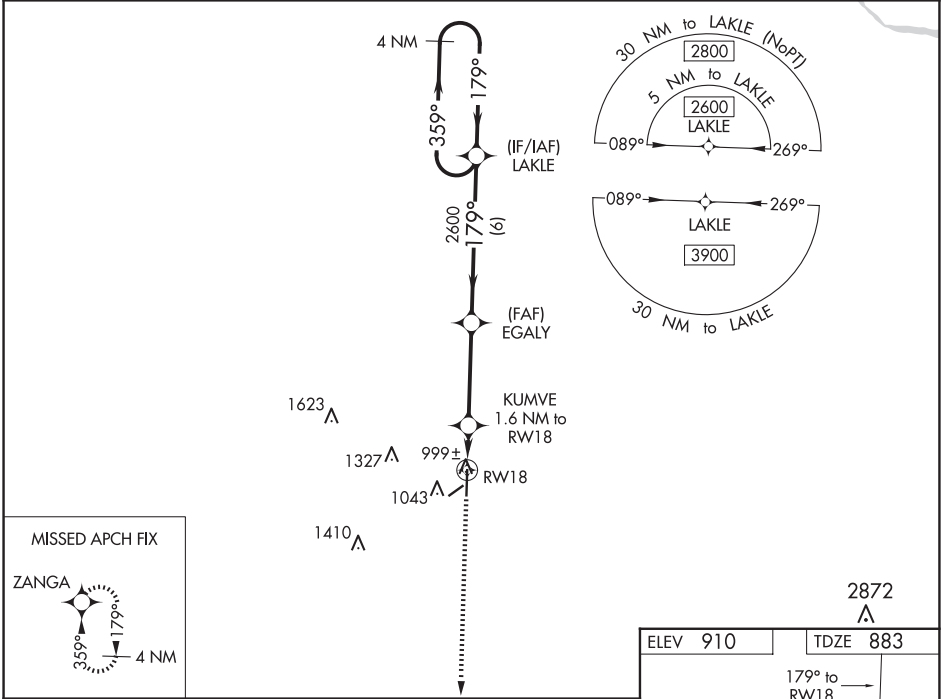
WAAS CH 61133 W18A	APP CRS 179°	Rwy Idg 5500 TDZE 883 Apt Elev 910
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RNAV (GPS) RWY 18
SEDALIA RGNL (DMO)

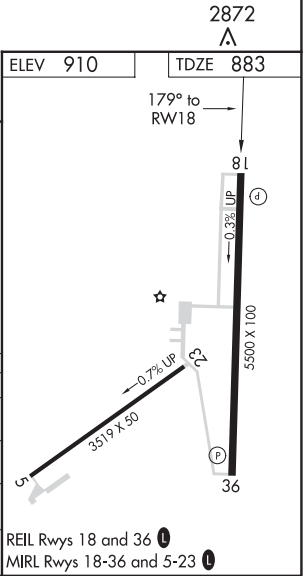
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Whiteman AFB altimeter setting: increase all DA 46 feet and LNAV/VNAV visibility 1/8 mile; increase all MDA 60 feet and Cats C and D visibilities 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Whiteman AFB altimeter setting. Night Landing Rwy 5, 23 NA.

MISSED APPROACH:
Climb to 2600 direct ZANGA and hold.

ASOS 120.525	WHITEMAN APP CON* 127.45 284.0	UNICOM 122.8 (CTAF) 0
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2600 ZANGA		KUMVE 1.6 NM to RW18		EGALY 2600	LAKLE 4 NM Holding Pattern	2600	359°	179°	2600	GP 3.00° TCH 37
*LNAV only		*1 NM to RW18		*1420		2600		179°		
RW18		0.6		3.7 NM		6 NM				
CATEGORY		A		B		C		D		
LPV DA				1133-1		250 (300-1)				
LNAV/VNAV DA				1155-1		272 (300-1)				
LNAV MDA				1260-1		377 (400-1)				
CIRCLING		1360-1 450 (500-1)		1460-1 550 (600-1)		1640-2 730 (800-2)		1640-2 1/4 730 (800-2 1/4)		



SEDALIA, MISSOURI
Amdt 2A 29MAY14

38°42'N-93°11'W

SEDALIA RGNL (DMO)
RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

SHELDON, IOWA

AL-5712 (FAA)

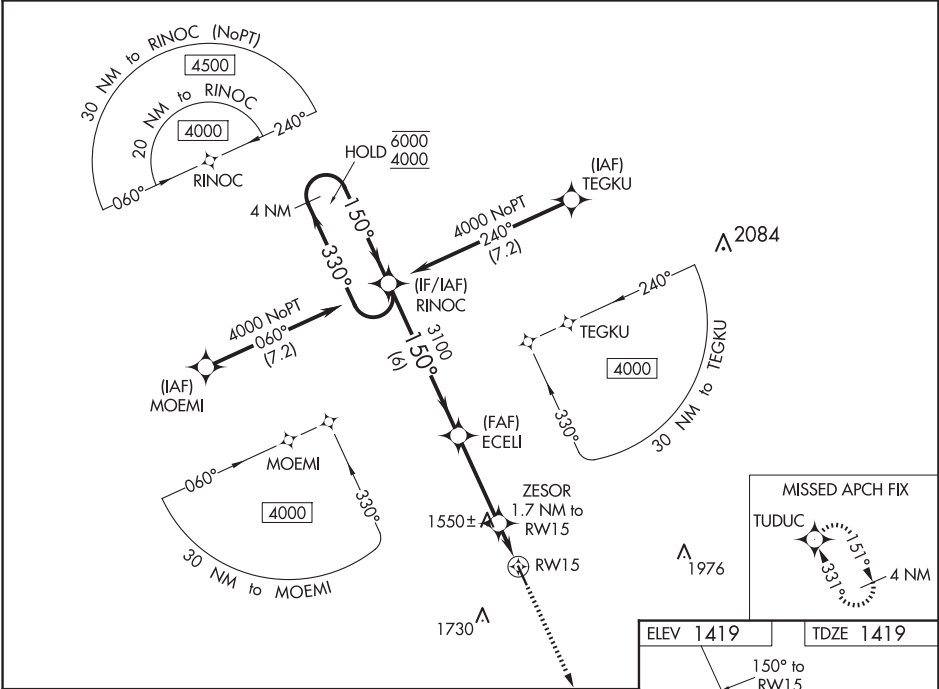
22027

WAAS CH 45828 W15A	APP CRS 150°	Rwy Idg TDZE 1419 Apt Elev 1419
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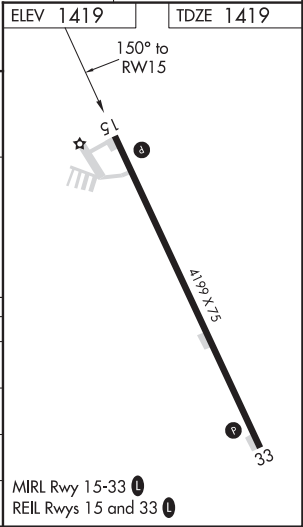
RNAV (GPS) RWY 15
SHELDON RGNL (SHL)

RNP APCH-GPS.	MISSED APPROACH: Climb to 4000 direct TUDUC and hold, continue climb-in-hold to 4000.
<div><div></div><div>Rwy 15 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C or above 54°C.</div></div>	

AWOS-3 119.775	MINNEAPOLIS CENTER 125.025 235.625	UNICOM 122.8 (CTAF) ①
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4 NM Holding Pattern		RINOC	ECELI	ZESOR 1.7 NM to RW15	4000 TUDUC
6000 ← 330°		← 150°	150°	3100	1.1 NM to RW15
4000				2000	RW15
GP 3.00°		6 NM	3.5 NM	0.6	1.1
TCH 40					
CATEGORY	A	B	C	D	
LPV DA	1669-1	250 (300-1)		NA	
LNAV/VNAV DA	1765-1	346 (400-1)		NA	
LNAV MDA	1800-1	381 (400-1)	1800-1 3/8 381 (400-1 3/8)	NA	
CIRCLING	1820-1 401 (500-1)	1920-1 501 (600-1)	2080-1 661 (700-1 3/4)	NA	



SHELDON, IOWA
Amdt 2 27JAN22

43°13'N-95°50'W

SHELDON RGNL (SHL)
RNAV (GPS) RWY 15

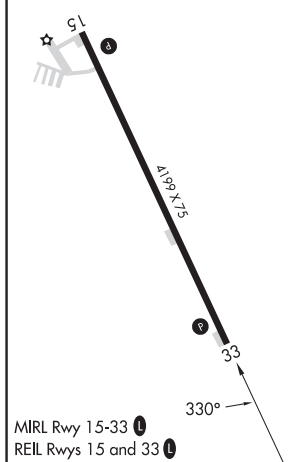
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

23362

RNAV (GPS) RWY 33
SHELDON RGNL (SHL)

MISSED APPROACH: Climb to 4000 direct RINOC and hold.



4000' RINOC VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 40)

4 NM Holding Pattern

YEPUL 1.8 NM to RW33

ZOLUS 3000

TUDUC

1.1 NM to RW33

330°

331°

151°

6000

4000

GP 3.00° TCH 44

1.1 0.7 3.1 NM 6 NM

CATEGORY	A	B	C	D
LPV DA	1718-1 299 (300-1)			NA
RNAV/ VNAV	1696-1 277 (300-1)			NA
RNAV MDA	1800-1 381 (400-1)		1800-1 $\frac{1}{8}$ 381 (400-1 $\frac{1}{8}$)	NA
CIRCLING	1820-1 401 (500-1)	1920-1 501 (600-1)	2080-1 $\frac{3}{4}$ 661 (700-1 $\frac{3}{4}$)	NA

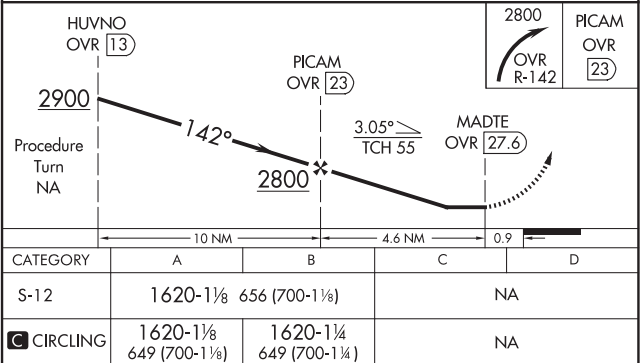
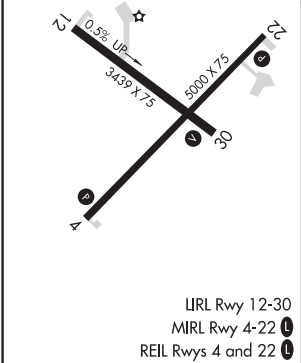
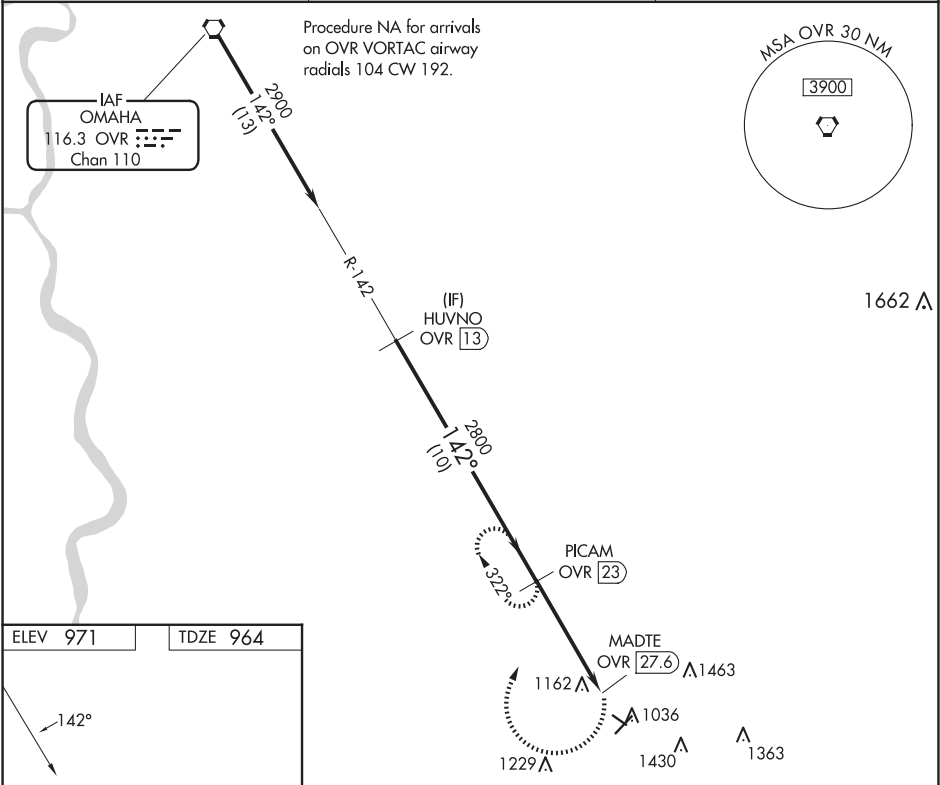
RNAV (GPS) RWY 33

VORTAC OVR 116.3 Chan 110	APP CRS 142°	Rwy Idg TDZE 964 Apt Elev 971	3439 964 971
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VOR/DME RWY 12
SHENANDOAH MUNI (SDA)

<p>⚠ Rwy 12 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Clarinda altimeter setting and increase all MDA 60 feet. Circling Rwy 30 NA at night.</p>	<p>MISSED APPROACH: Climbing right turn to 2800 on OVR VORTAC R-142 to PICAM/OVR 23 DME and hold.</p>
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AWOS-3 125.525	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 0
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NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

SIBLEY, IOWA

AL-6829 (FAA)

21084

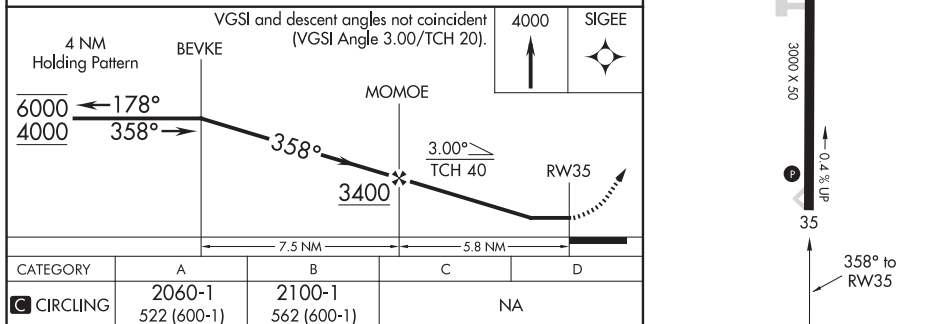
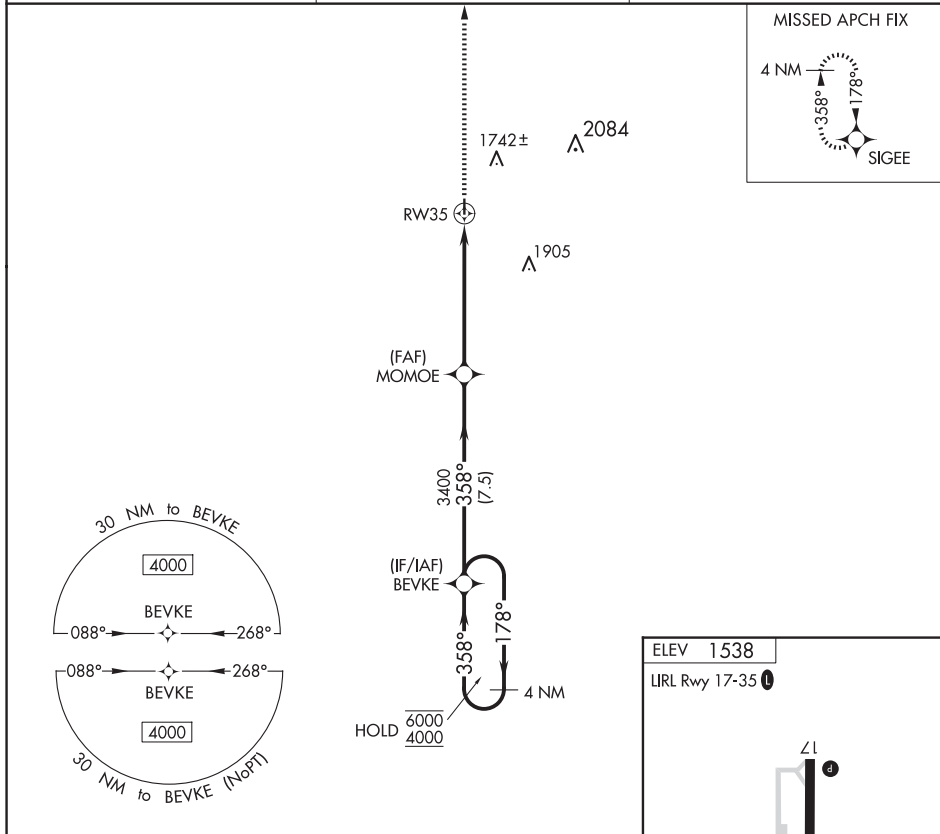
APP CRS 358°	Rwy Idg TDZE Apt Elev	N/A N/A 1538
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RNAV (GPS)-A

SIBLEY MUNI (ISB)

RNP APCH.	Procedure NA at night. Use Worthington altimeter setting.	MISSED APPROACH: Climb to 4000 direct SIGEE and hold.
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OTG AWOS-3PT 121.075	MINNEAPOLIS CENTER 132.05 317.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	2060-1 522 (600-1)	2100-1 562 (600-1)	NA	NA

SIBLEY, IOWA
Orig 13SEP18

43°22'N-95°46'W

SIBLEY MUNI (ISB)
RNAV (GPS)-A

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86801 W03A	APP CRS 026°	Rwy Idg 5502 TDZE 315 Apt Elev 315
--	------------------------	---

RNAV (GPS) RWY 3

SIKESTON MEML MUNI (SIK)

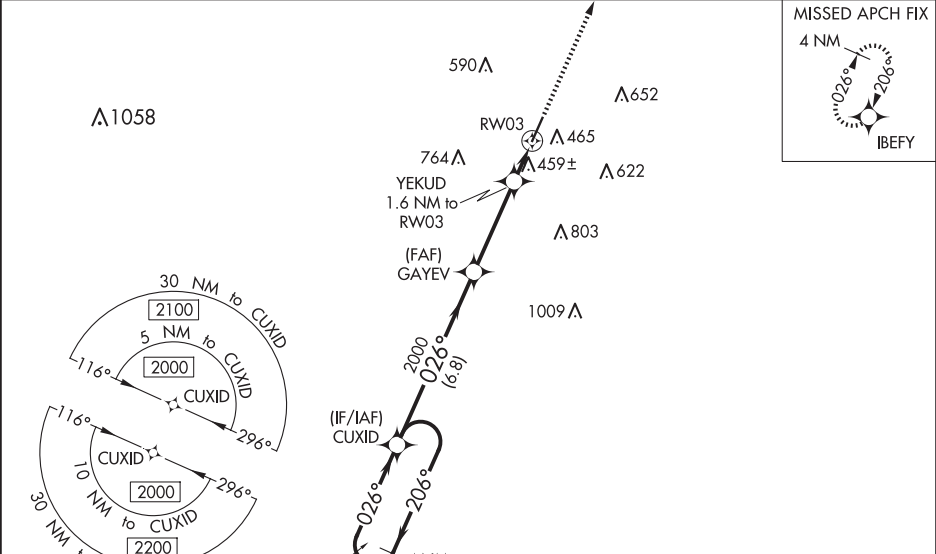
RNP APCH.

NA

Rwy 3 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Cape Girardeau altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. When local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DA 49 feet and all MDA 60 feet. Increase LNAV and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2200 direct IBEFY and hold.

AWOS-3 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF)
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ELEV 315		TDZE 315	

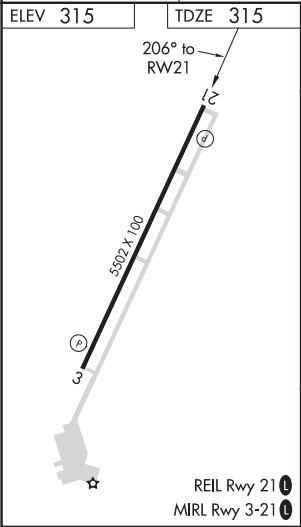
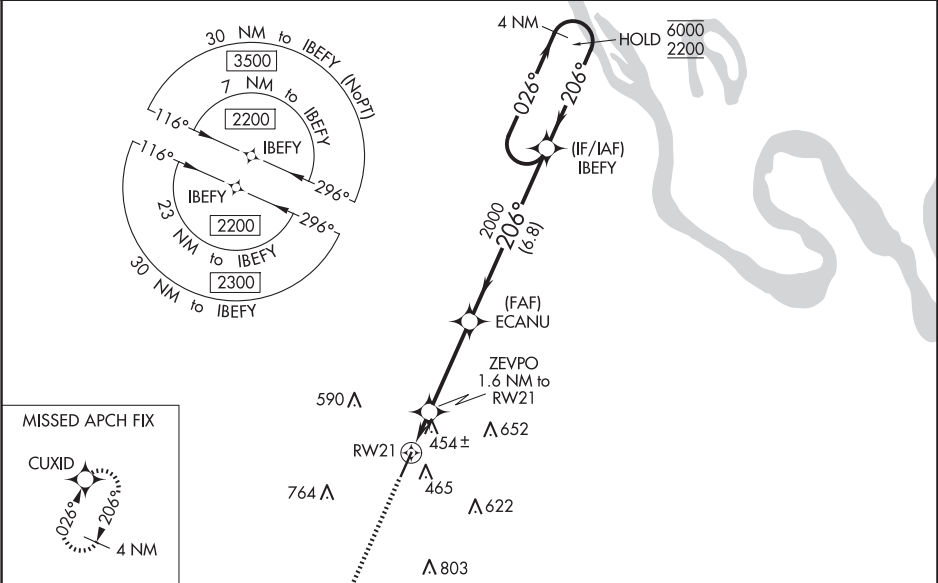
WAAS CH 62823 W21A	APP CRS 206°	Rwy Idg TDZE Apt Elev	5502 315 315
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RNAV (GPS) RWY 21

SIKESTON MEML MUNI (SIK)

RNP APCH.	<div><div><div>▼</div><div>▲NA</div></div><div>Rwy 21 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Cape Girardeau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DA 49 feet and all MDA 60 feet. Increase LNAV and Circling Cat C/D visibility ¼ SM.</div></div>	MISSED APPROACH: Climb to 2000 direct CUXID and hold.
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AWOS-3 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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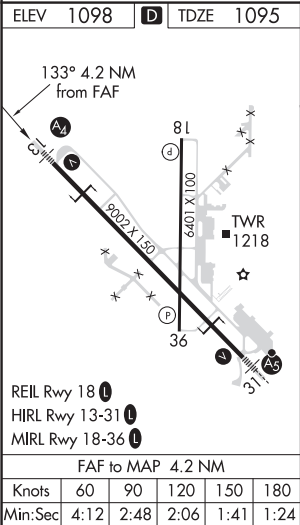
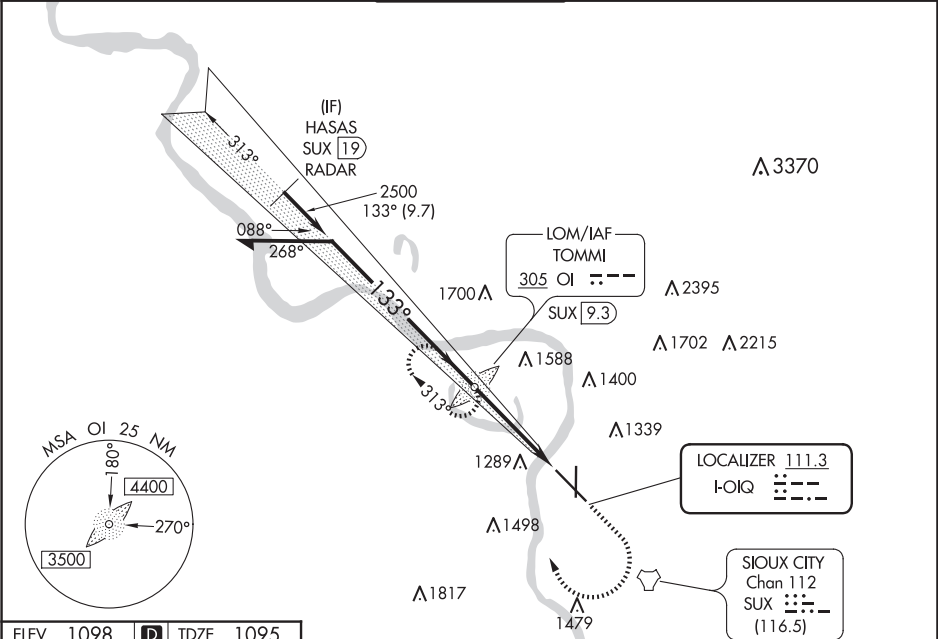


LOC I- OIQ 111.3	APP CRS 133°	Rwy Idg 9002 TDZE 1095 Apt Elev 1098
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ILS or LOC RWY 13

SIoux GATEWAY/BRIG GENERAL BUD DAY FLD (SUX)

ADF required. ADF or RADAR required for procedure entry.		MALS	MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct TOMMI LOM/SUX 9.3 DME and hold, continue climb-in-hold to 3100	
For inop ALS, increase S-LOC 13 Cat E visibility to 1½ SM. Inop table does not apply to S-ILS 13.				
ATIS 119.45 270.8	SIoux CITY APP CON ★ 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).					
Remain within 15 NM					
3100 133° 2500					
GS 3.00° TCH 54					
2.9 NM 1.3 NM					
CATEGORY	A	B	C	D	E
S-ILS 13	1295/40 200 (200-¾)				
S-LOC 13	1560/40 465 (500-¾)		1560/60 465 (500-1¼)		
CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1¾ 602 (700-1¾)	1860-2½ 762 (800-2½)	1940-3 842 (900-3)

ILS or LOC RWY 31
SIOUX GATEWAY/BRIG GENERAL BUD DAY FLD (SUX)

MISSED APPROACH: Climb to 3100 direct TOMMI LOM and hold, continue climb-in-hold to 3100.

- 

3100

OI

VGS and ILS glidepath not coincident
(VGS Angle 3.00/TCH 51).

SALIX
I-SUX [7.3]

EKUC
I-SUX [15.3]
RADAR

I-SUX [2.9]

2900

313°

2900

GS 3.00°
TCH 43

1.2 NM

4.3 NM

8.1 NM

CATEGORY	A	B	C	D	E
S-ILS 31*	1296/24 200 (200-½)				
S-LOC 31	1540/24 444 (500-½)		1540/45 444 (500-¾)		
CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1¾ 602 (700-1¾)	1860-2½ 762 (800-2½)	1940-3 842 (900-3)

SIOUX GATEWAY/BRIG GENERAL BUD DAY FLD (SUX)
42°24'N-96°23'W ILS or LOC RWY 31

ILS or LOC RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

SIoux CITY, IOWA

AL-395 (FAA)

22223

WAAS CH 57911 W13A	APP CRS 133°	Rwy Idg 9002 TDZE 1095 Apt Elev 1098
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RNAV (GPS) RWY 13

SIoux GATeway/BRIG General Bud Day Fld (SUX)

RNP APCH-GPS.

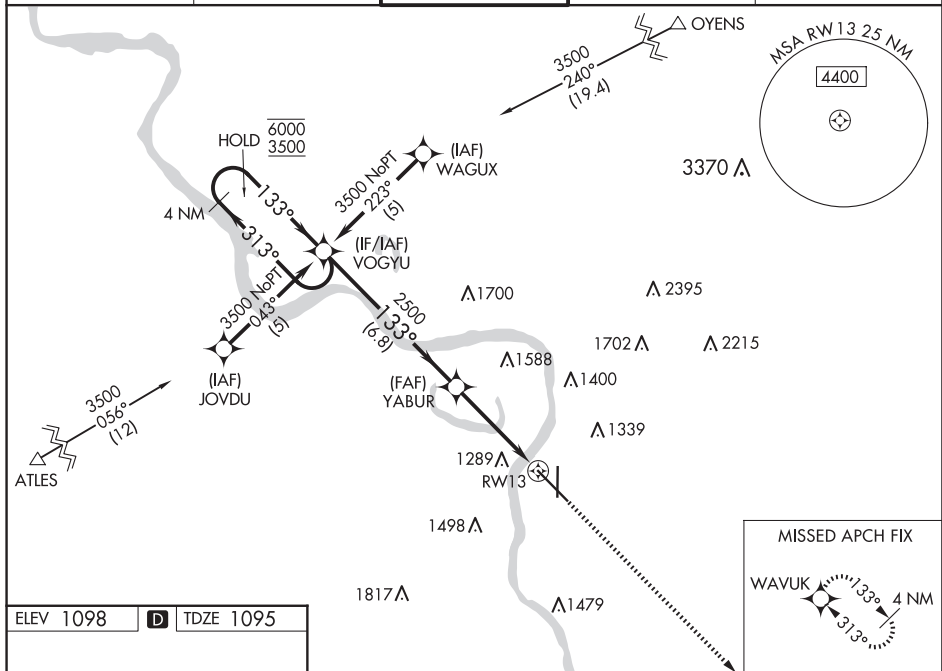
T Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV Cat E visibility to 1⁵/₈ SM and LNAV Cat E visibility to 1¹/₂ SM.

MALS

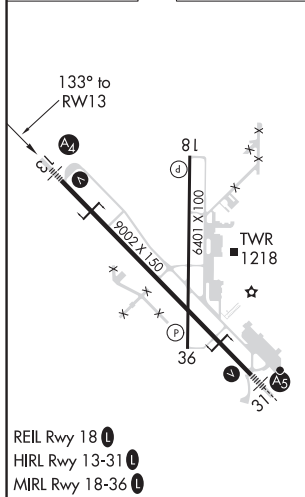


MISSED APPROACH: Climb to 3900 direct WAVUK and hold.

ATIS 119.45 270.8	SIoux CITY APP CON ★ 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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ELEV 1098	D	TDZE 1095
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VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 50).

4 NM Holding Pattern

VOGYU

YABUR

6000 ← 313°

3500 → 133°

733°

2500

2500

*1.5 NM to RW13

RW13

GP 3.00° TCH 54

6.8 NM

2.7 NM

1.5 NM

3900

WAVUK

*LNNAV only.

CATEGORY	A	B	C	D	E
LPV DA	1295/40 200 (200-¾)				
LNNAV/DA	1582/60 487 (500-1¼)				
LNNAV MDA	1620/40	525 (600-¾)	1620-1¼ 525 (600-1¼)		
CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1¾ 602 (700-1¼)	1860-2½ 762 (800-2½)	2000-3 902 (1000-3)

SIoux CITY, IOWA
Orig-G 11AUG22

SIOUX GATEWAY/BRIG GENERAL BUD DAY FLD (SUX)

42°24'N-96°23'W

RNAV (GPS) RWY 13

553

NC-3, 12 JUN 2025 to 07 AUG 2025

SIoux CITY, IOWA

AL-395 (FAA)

21336

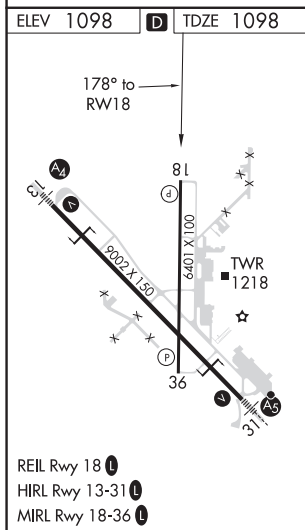
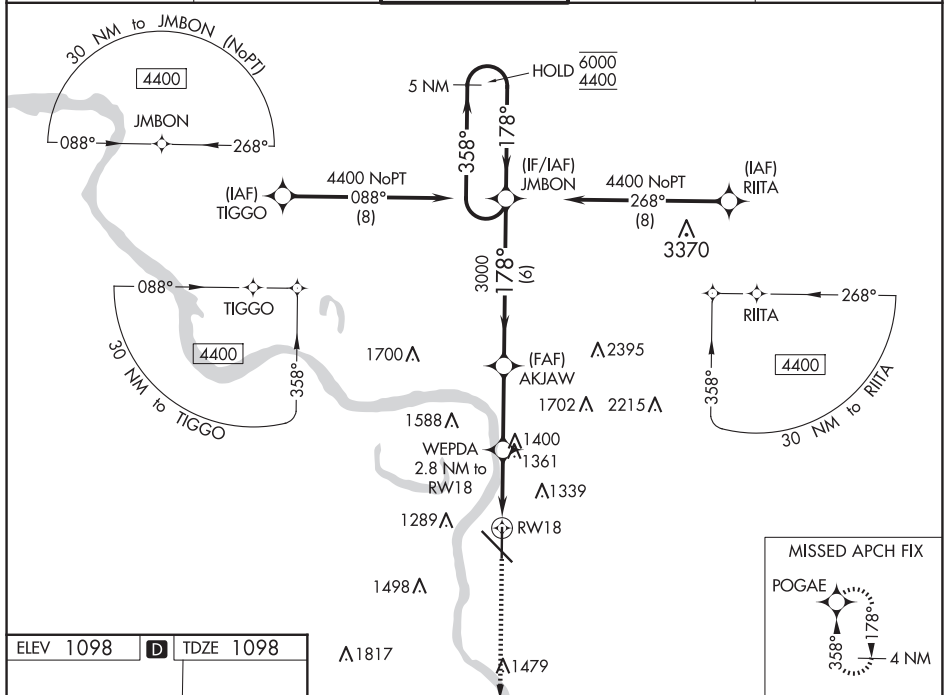
WAAS CH 77838 W18A	APP CRS 178°	Rwy Idg TDZE 1098 Apt Elev 1098	6400
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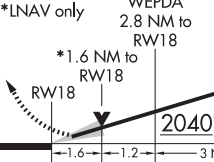

RNAV (GPS) RWY 18

SIoux GATEWAY/BRIG GENERAL BUD DAY FLD (SUx)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV ▲ NA below -20°C or above 54°C.	MISSED APPROACH: Climb to 3200 direct POGAE and hold.
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ATIS 119.45 270.8	SIoux CITY APP CON * 124.6 307.0	SIoux CITY TOWER * 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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3200	POGAE				
					
*LNAV only					
		WEPDA 2.8 NM to RW18			JMBON 5 NM Holding Pattern
RW18		3000	AKJAW	358° → 6000	← 178° 4400
2040*		3000	178°	GP 3.00°	
1.6		1.2	3 NM	6 NM	TCH 54
CATEGORY	A	B	C	D	
LPV DA	1352-¾ 254 (300-¾)				
LNAV/ VNAV DA	1430-1 332 (400-1)				
LNAV MDA	1680-1 582 (600-1)		1680-1¾ 582 (600-1¾)		
 CIRCLING	1680-1 582 (600-1)	1700-1 602 (700-1)	1700-1¾ 602 (700-1¾)	1860-2½ 762 (800-2½)	

SIoux CITY, IOWA
Amdt 2 31DEC20

SIoux GATEWAY/BRIG GENERAL BUD DAY FLD (SUx)
42°24'N-96°23'W
RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

SIoux CITY, IOWA

AL-395 (FAA)

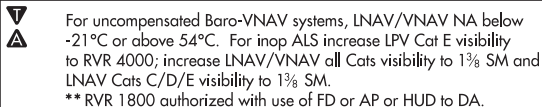
25107

WAAS CH 90211 W31A	APP CRS 313°	Rwy Idg 9002 TDZE 1096 Apt Elev 1098
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RNAV (GPS) RWY 31

SIOUX GATEWAY/BRIG GENERAL BUD DAY FLD (SUX)

RNP APCH-GPS.

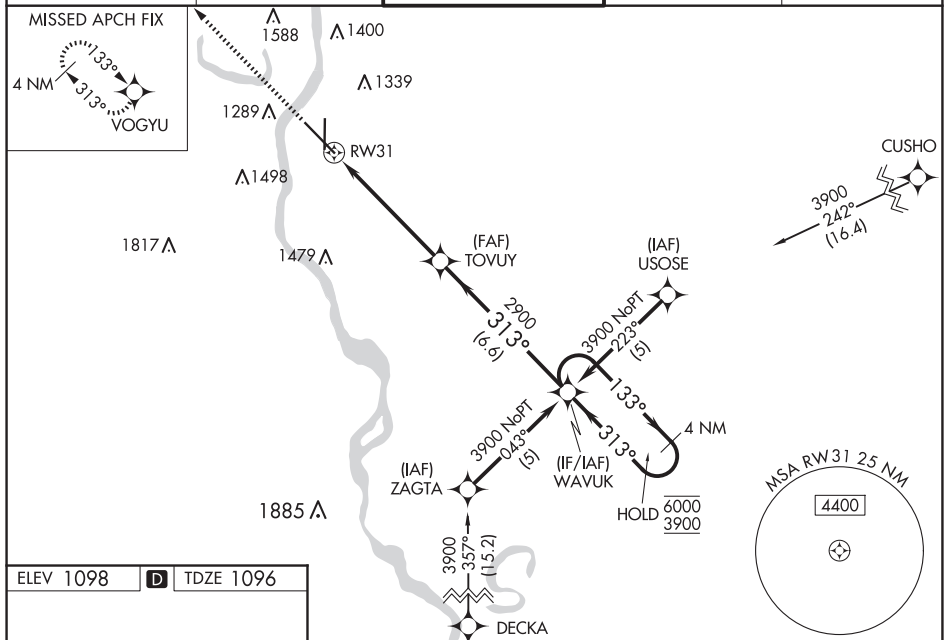


MALSR



MISSED APPROACH: Climb to 3500
direct VOGYU and hold.

ATIS 119.45 270.8	SIOUX CITY APP CON ★ 124.6 307.0	SIOUX CITY TOWER ★ 118.7(CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA**	1296/24 200 (200-½)				
LNAV/ VNAV	DA 1596/50 500 (500-1)				
LNAV MDA	1560/24 464 (500-½)		1560/50 464 (500-1)		
CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1¼ 602 (700-1¾)	1860-2½ 762 (800-2½)	2000-3 902 (1000-3)

SIOUX CITY, IOWA

Orig-I 11AUG22

SIOUX GATEWAY/BRIG GENERAL BUD DAY FID (STIX)

42°24'N-96°23'W

RNAV (GPS) RWY 31

555

NC-3, 12 JUN 2025 to 07 AUG 2025

SIoux CITY, IOWA

AL-395 (FAA)

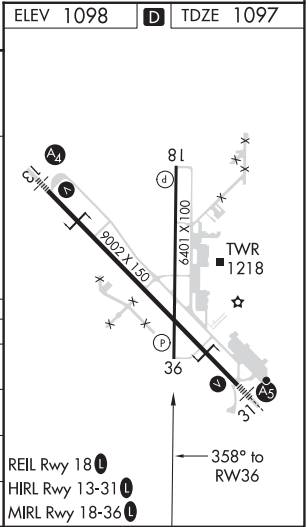
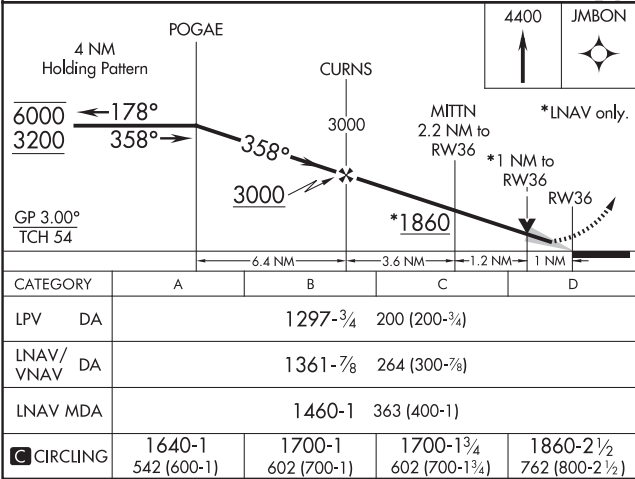
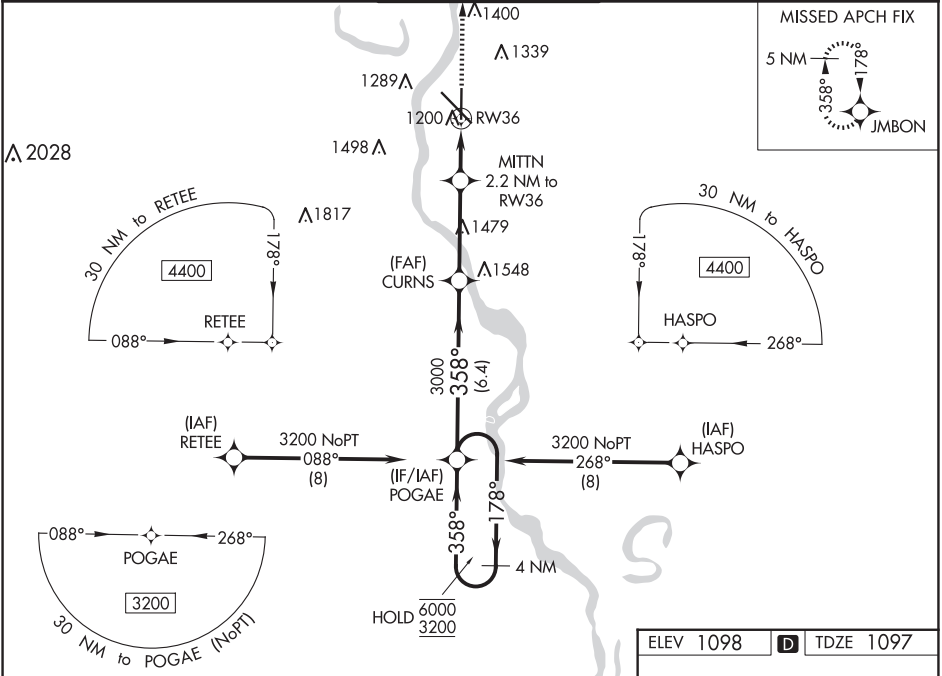
21336

WAAS CH 61238 W36A	APP CRS 358°	Rwy Idg TDZE 1097 Apt Elev 1098
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RNAV (GPS) RWY 36
SIoux GATEWAY/BRIG GENERAL BUD DAY FLD (SU_X)

RNP APCH.	MISSED APPROACH: Climb to 4400 direct JMBON and hold, continue climb-in-hold to 4400.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.	

ATIS 119.45 270.8	SIoux CITY APP CON ★ 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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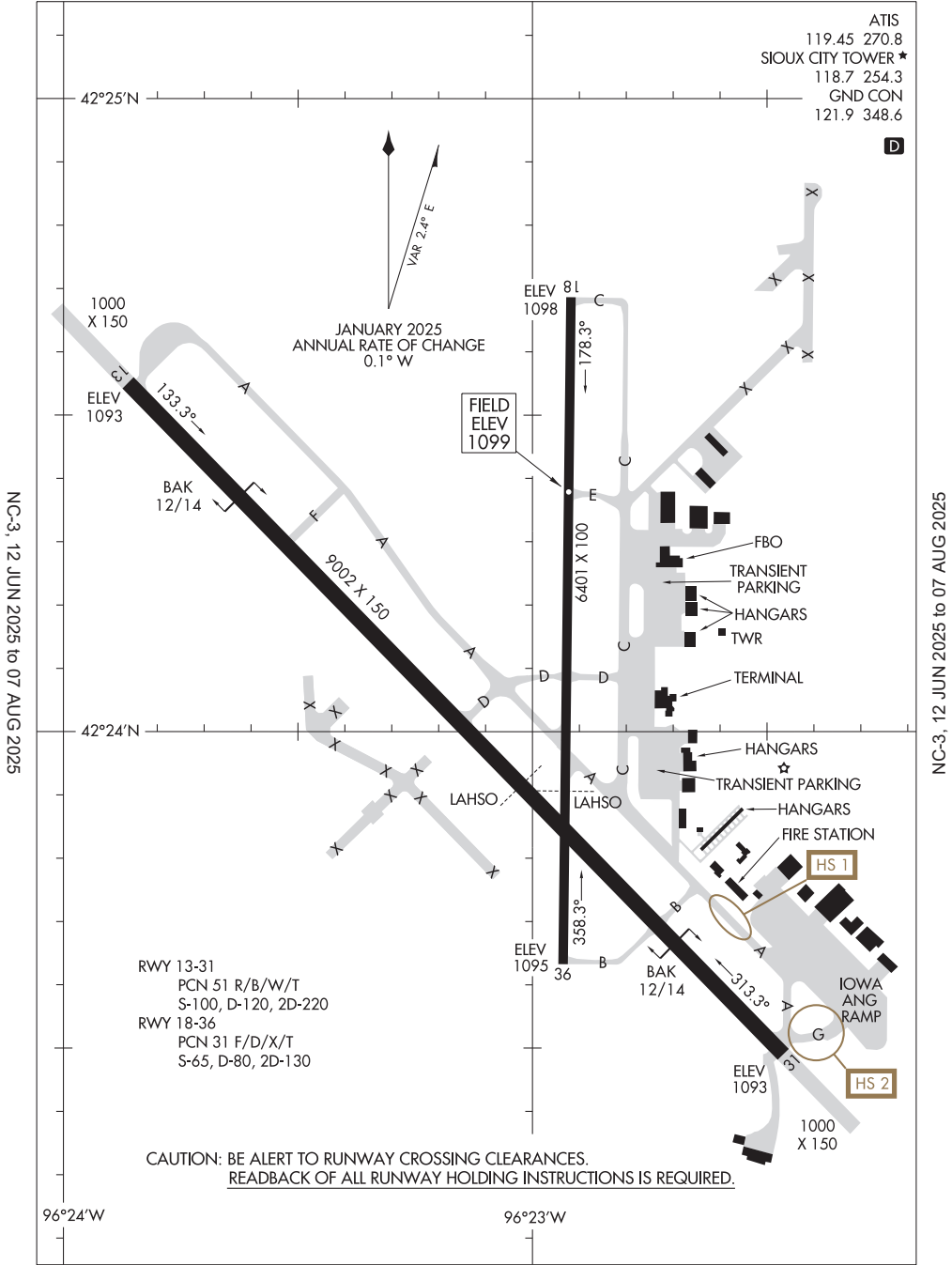


SIoux CITY, IOWA
Amdt 1 31DEC20

SIoux GATEWAY/BRIG GENERAL BUD DAY FLD (SU_X)
42°24'N-96°23'W
RNAV (GPS) RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

SPENCER, IOWA

AL-5309 (FAA)

22139

LOC I-SPW 110.9	APP CRS 121°	Rwy Idg TDZE Apt Elev 6001 1339 1339
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ILS or LOC RWY 12

SPENCER MUNI (SPW)

ADF or DME required.

NA For inop ALS, increase S-LOC 12 Cats C and D visibility to 1½ SM. When local altimeter setting not received, use Estherville altimeter setting and increase S-ILS 12 DA to 1599 feet; increase all MDAs 60 feet and S-LOC 12 visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM. For inop ALS, when using Estherville altimeter setting, increase S-LOC 12 Cats C and D visibility to 1½ SM.

MALSR

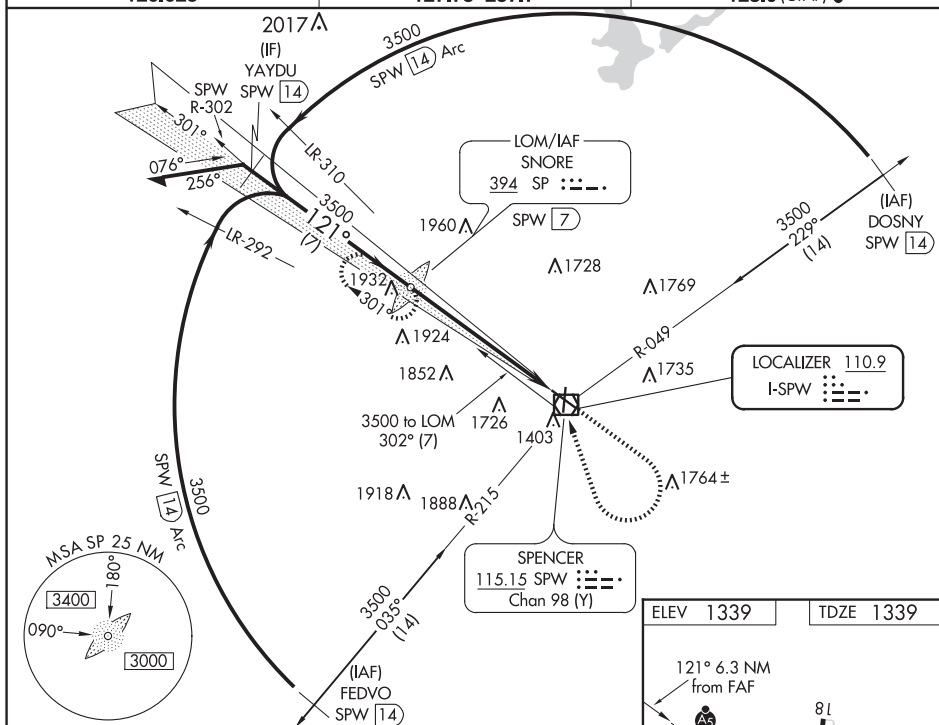


MISSED APPROACH: Climb to 3500 then right turn direct SPW VOR/DME then on SPW VOR/DME R-302 to SNORE LOM/SPW VOR/DME 7 DME and hold.

ASOS
126.625

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF)



Remain
within 10 NM

SNORE
SP LOM
SPW 7

3500
↑

SPW
R-302

SPW
R-302

SPW
R-302

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 45).

GS 3.00°
TCH 53

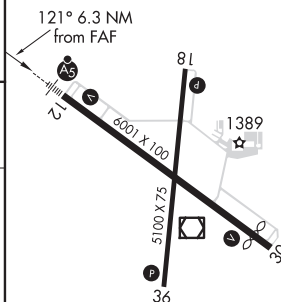
3500

SPW
0.7

6.3 NM

CATEGORY	A	B	C	D
S-ILS 12	1539-½ 200 (200-½)			
S-LOC 12	1900-½ 561 (600-½)	1900-1¼ 561 (600-1¼)		
CIRCLING	1900-1 561 (600-1)	2100-2¼ 761 (800-2¼)	2100-2½ 761 (800-2½)	

ELEV 1339 TDZE 1339



REIL Rwy 18, 30 and 36
MIRL Rwy 12-30 and 18-36

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SPENCER, IOWA
Amdt 2C 24MAR22

43°10'N-95°12'W

SPENCER MUNI (SPW)
ILS or LOC RWY 12

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 56517 W12A	APP CRS 121°	Rwy Idg TDZE Apt Elev	6001 1339 1339
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RNAV (GPS) RWY 12

SPENCER MUNI (SPW)

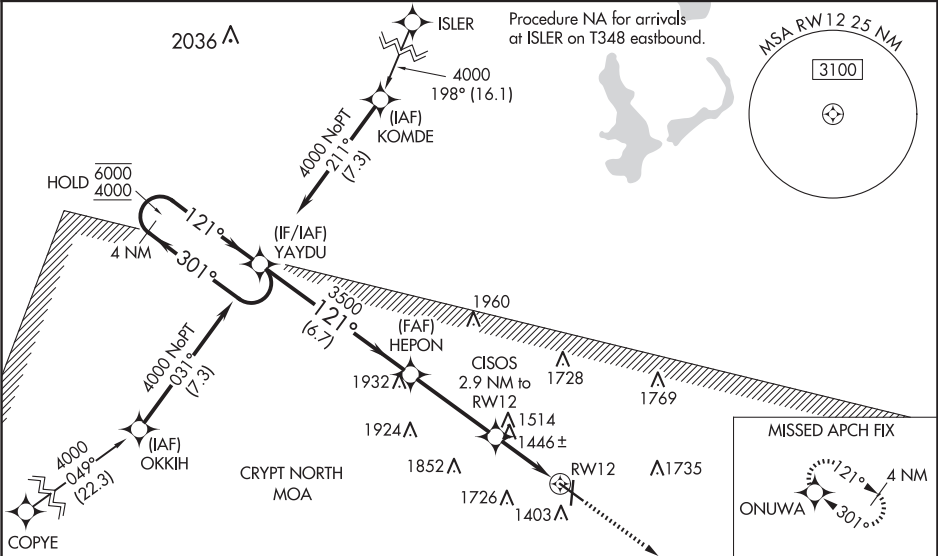
RNP APCH+GPS.

Baro-VNAV and VDP NA when using Estherville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Estherville altimeter setting: increase LPV DA to 1599 feet, LNAV/VNAV DA to 1650 feet; increase all MDAs 60 feet, and visibility LNAV Cat C/D ½ SM, and Circling Cat C/D ¼ SM. For inop ALS when using Estherville altimeter setting, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D to 1 SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C/D to 1 SM.

MALSRL

MISSED APPROACH:
Climb to 4000 direct
ONUWA and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern

6000

4000

301°

121°

GP 3.00°

TCH 49

YAYDU

HEPON

CISOS 2.9 NM to RW12

ONUWA

4000

3500

2300

1 NM to RW12

6.7 NM

3.8 NM

1.9 NM

1 NM

CATEGORY	A	B	C	D
LPV DA	1539-½ 200 (200-½)			
LNAV/VNAV DA	1590-½ 251 (300-½)			
LNAV MDA	1700-½ 361 (400-½)	1700-⅝ 361 (400-⅝)		
CIRCLING	1760-1 421 (500-1)	1800-1 461 (500-1)	2100-2¼ 761 (800-2¼)	2100-2½ 761 (800-2½)

REIL Rwy 18, 30 and 36

MIRL Rwy 12-30 and 18-36

SPENCER, IOWA

AL-5309 (FAA)

21168

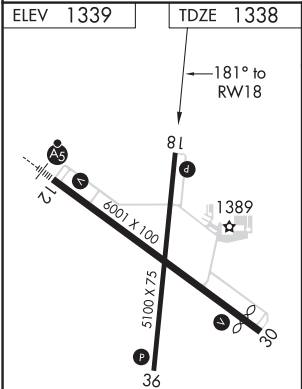
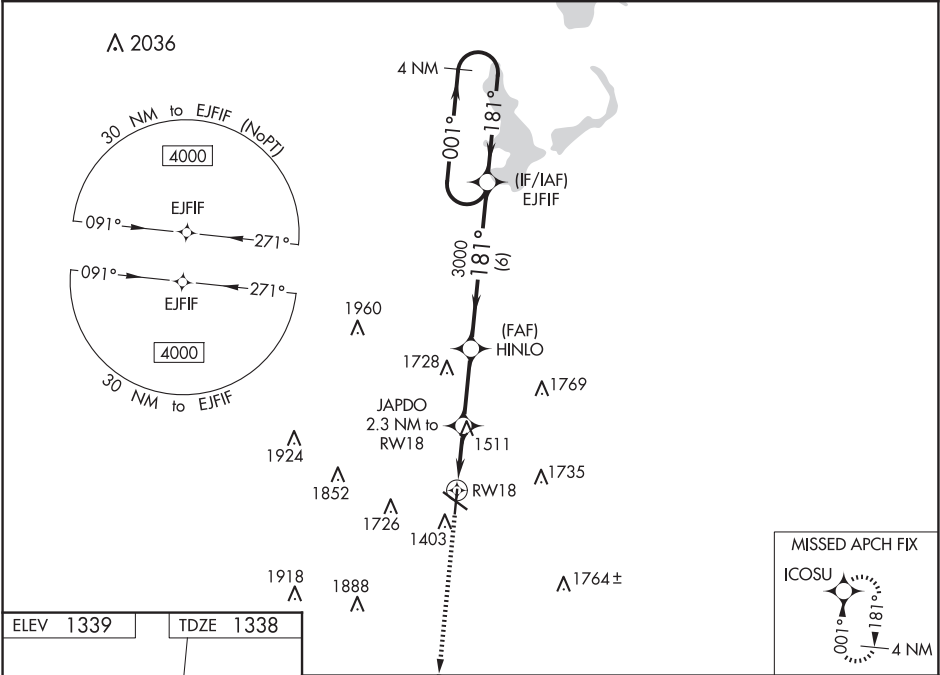
WAAS CH 61333 W18A	APP CRS 181°	Rwy Idg TDZE 1338 Apt Elev 1339
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RNAV (GPS) RWY 18
SPENCER MUNI (SPW)

⚠ Baro-VNAV and VDP NA when using Estherville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all DA/MDA 60 feet; increase LNAV/VNAV all Cats visibility to 1½ mile.

MISSED APPROACH:
Climb to 4000 direct
ICOSU and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) ①
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4000		ICOSU				EJFIF		4 NM Holding Pattern	
									
*LNAV only.		JAPDO 2.3 NM to RW18		HINLO 3000		181°		001° → 4000 ← 181°	
		*1.2 NM to RW18		2120*		3000		GP 3.00° TCH 53	
1.2		1.1		2.8 NM		6 NM			
CATEGORY		A		B		C		D	
LPV DA		1588-1 250 (300-1)						NA	
LNAV/ VNAV		1608-1 270 (300-1)						NA	
LNAV MDA		1780-1 442 (500-1)						NA	
 CIRCLING		1780-1 441 (500-1)		1820-1 481 (500-1)				NA	

REIL Rwy 18, 30 and 36 ①
MIRL Rwy 12-30 and 18-36 ①

SPENCER, IOWA
Amdt 1A 05FEB15

43°10'N-95°12'W

SPENCER MUNI (SPW)
RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 87133 W30A	APP CRS 301°	Rwy Idg TDZE 1338 Apt Elev 1339
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RNAV (GPS) RWY 30

SPENCER MUNI (SPW)

RNP APCH-GPS.

Baro-VNAV and VDP NA when using Estherville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Estherville altimeter setting: increase LPV DA to 1648 feet, LNAV/VNAV DA to 1683 feet and all visibilities ½ SM; increase all MDAs 60 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH:
Climb to 4000 direct YAYDU and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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ELEV 1339	TDZE 1338
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REIL Rwy 18, 30 and 36
MIRL Rwy 12-30 and 18-36

4000	YAYDU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).				4 NM Holding Pattern
		UMANY 1.8 NM to RW30	MESVE	ONUWA		
		1.1 NM to RW30	3000	301°	121°	6000 4000
		1940	3000			GP 3.00° TCH 50
		1.1	0.7	3.3 NM	7.6 NM	
CATEGORY	A	B	C	D		
LPV DA	1588-¾		250 (300-¾)			
LNAV/VNAV DA	1623-⅞		285 (300-⅞)			
LNAV MDA	1720-1	382 (400-1)	1720-1½	382 (400-1½)		
CIRCLING	1760-1 421 (500-1)	1800-1 461 (500-1)	2100-2¼ 761 (800-2¼)	2100-2½ 761 (800-2½)		

SPENCER, IOWA
Amdt 1C 27JAN22

43°10'N-95°12'W

SPENCER MUNI (SPW)

RNAV (GPS) RWY 30

561

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

SPENCER, IOWA

AL-5309 (FAA)

22027

WAAS CH 82233 W36A	APP CRS 001°	Rwy Idg TDZE Apt Elev	5100 1337 1339
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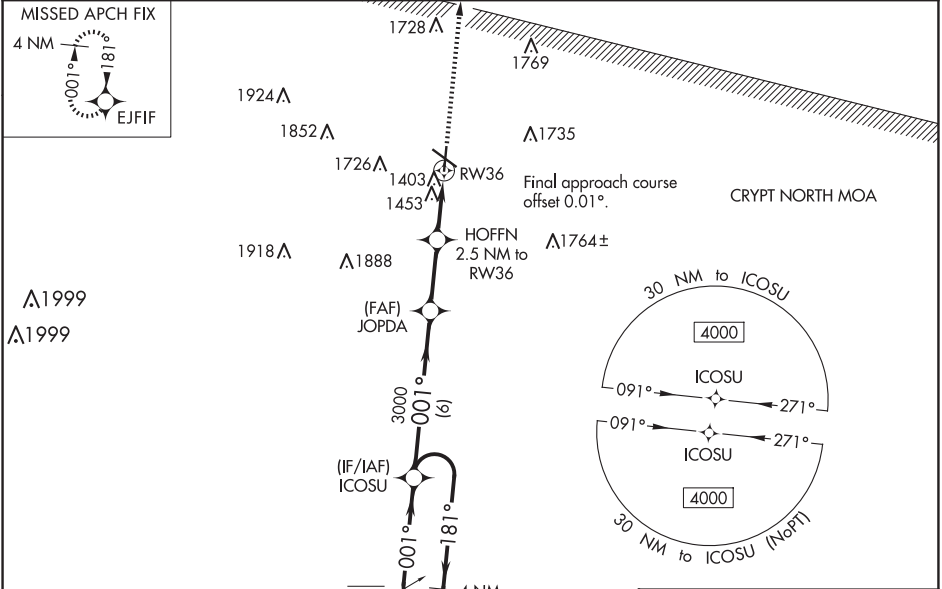
RNAV (GPS) RWY 36
SPENCER MUNI (SPW)

RNP APCH-GPS.

Baro-VNAV and VDP NA when using Estherville altimeter setting. Rwy 36 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° C or above 54° C. When local altimeter setting not received, use Estherville altimeter setting: increase LPV DA to 1648 feet, LNAV/VNAV DA to 1792 feet and LNAV/VNAV visibility ¼ SM; increase all MDAs 60 feet.

MISSED APPROACH:
Climb to 4000 direct EJFIF and hold, continue climb-in-hold to 4000.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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ELEV 1339 | TDZE 1337

REIL Rwy 18, 30 and 36 0

MIRL Rwy 12-30 and 18-36 0

4 NM Holding Pattern

ICOSU

JOPDA

HOFFN 2.5 NM to RW36

1 NM to RW36

RW36

GP 3.00° TCH 53

6000 4000

181° 001°

3000 2180

6 NM 2.6 NM 1.5 NM 1 NM

CATEGORY	A	B	C	D
LPV DA	1588-1	251 (300-1)		NA
LNAV/VNAV DA	1732-1½	395 (400-1½)		NA
LNAV MDA	1720-1	383 (400-1)		NA
CIRCLING	1760-1 421 (500-1)	1800-1 461 (500-1)		NA

Diagram showing the approach path and the 30 NM to ICOSU area.

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

SPENCER, IOWA
Amdt 1B 27JAN22

43°10'N-95°12'W

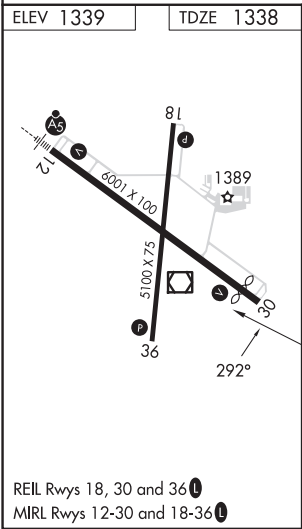
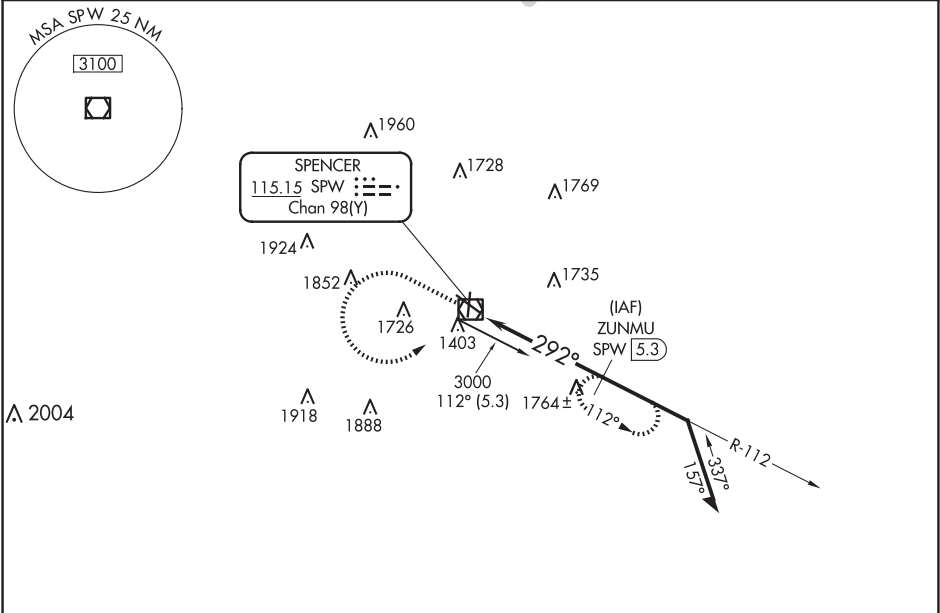
SPENCER MUNI (SPW)
RNAV (GPS) RWY 36

VOR/DME SPW	APP CRS	Rwy Idg	5511
115.15	292°	TDZE	1338
Chan 98(Y)		Apt Elev	1339

VOR RWY 30
SPENCER MUNI (SPW)

DME required.	MISSED APPROACH: Climb to 3000, then left turn direct SPW VOR/DME, then on SPW VOR/DME R-112 to ZUNMU/SPW 5.3 DME and hold.
▼ VDP NA when using Estherville altimeter setting. ▲ When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet and increase S-30 Cat C/D visibility ½ SM and Circling Cat C/D visibility ¼ SM.	

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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3000	SPW R-112	ZUNMU SPW 5.3	ZUNMU SPW 5.3	Remain within 10 NM
SPW VOR/DME	SPW 2.4	≤ 3.01° TCH 40	3000	292°
2.2 NM	2.9 NM			
CATEGORY	A	B	C	D
S-30	2080-1 742 (800-1)	2080-1¼ 742 (800-1¼)	2080-2	742 (800-2)
CIRCLING	2080-1 741 (800-1)	2080-1¼ 741 (800-1¼)	2100-2¼ 761 (800-2¼)	2100-2½ 761 (800-2½)

SPRINGFIELD, MISSOURI

AL-405 (FAA)

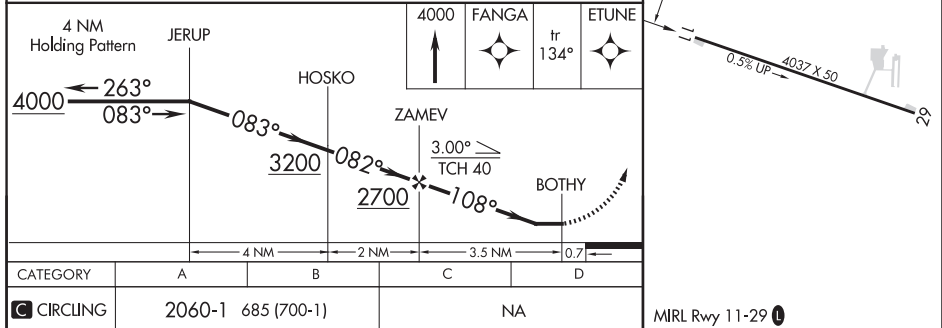
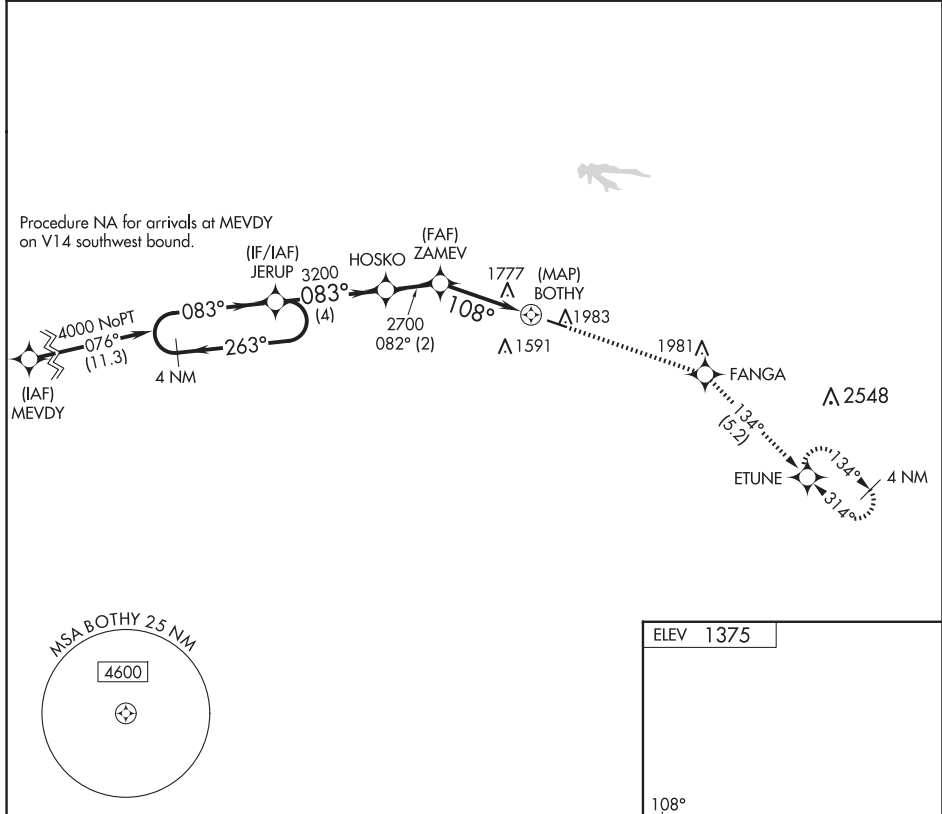
23334

APP CRS 108°	Rwy Idg TDZE Apt Elev	N/A N/A 1375
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RNAV (GPS)-A DOWNTOWN (3DW)

<p>NA</p> <p>Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA. Use Springfield-Branson NII altimeter setting; when not received, use Branson West altimeter setting and increase all MDA 60 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 4000 direct FANGA and track 134° to ETUNE and hold.</p>
--	--

SPRINGFIELD APP CON 124.95 353.925	UNICOM 122.8 (CTAF) 0
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APP CRS
288°

Rwy Idg	N/A
TDZE	N/A
Apt Elev	1375

RNAV (GPS)-B
DOWNTOWN (3DW)

<div> <div></div> <div></div> </div>	<div> <div>Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA. Use Springfield-Branson Ntl altimeter setting; when not received, use Branson West altimeter setting and increase all MDA 60 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</div> </div>
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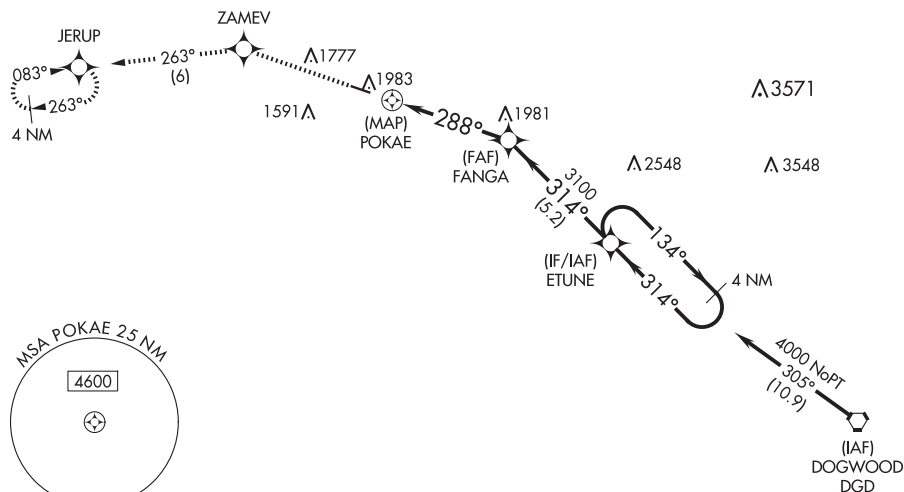
MISSED APPROACH: Climb to 4000 direct ZAMEV and track 263° to JERUP and hold.

SPRINGFIELD APP CON

124.95 353.925

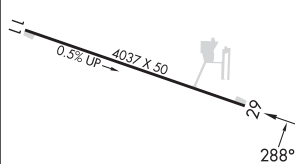
UNICOM

122.8 (CTAF) **L**



ELEV 1375

Procedure NA for arrivals on DGD VORTAC
airway radials 232 CW 311.



4000	ZAMEV	tr 263°	JERUP	Visual Segment - Obstacles.			
				FANGA	ETUNE	4 NM Holding Pattern	
CATEGORY	A		B	C	D		
C CIRCLING	2280-1¼ 905 (1000-1¼)			NA			

MIRL Rwy 11-29 **L**

SPRINGFIELD, MISSOURI

Orig-A 17AUG17

37°13'N-93°15'W

DOWNTOWN (3DW)
RNAV (GPS)-B

SPRINGFIELD, MISSOURI

AL-604 (FAA)

24081

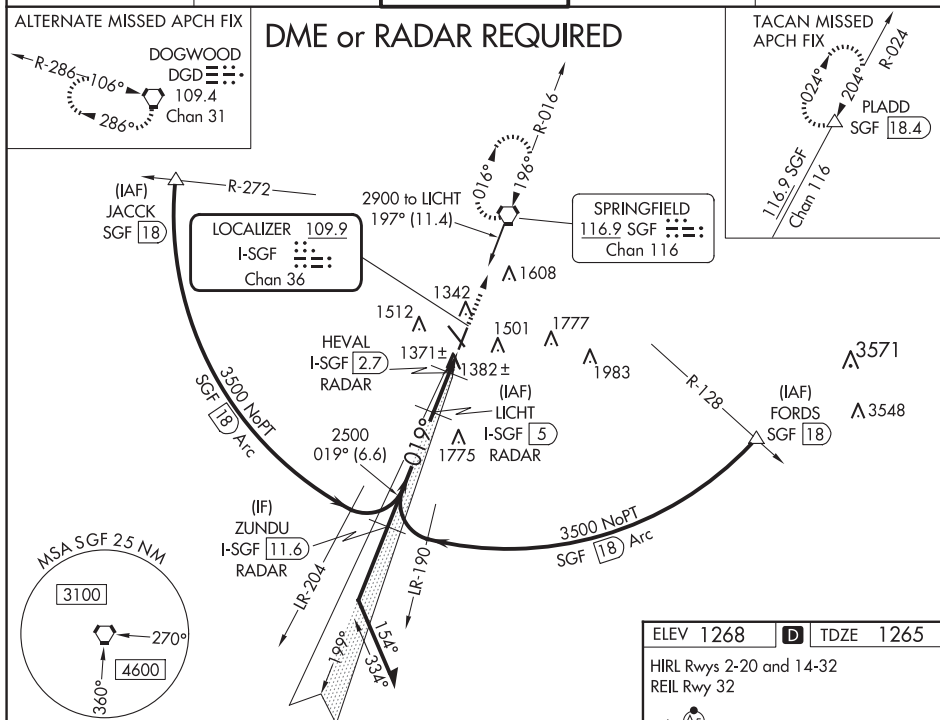
LOC/DME I-SGF 109.9 Chan 36	APP CRS 019°	Rwy Idg TDZE Apt Elev	7003 1265 1268
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ILS or LOC RWY 2

SPRINGFIELD-BRANSON NTL (SGF)

⚠ DME or RADAR required. For inop MALSR, increase S-ILS 2 Cat E visibility to RVR 4000, and S-LOC 2 Cat E visibility to 1½ mile. #RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN aircraft continue on SGF VORTAC R-024 to PLADD/SGF 18.4 DME and hold northeast, right turn, 204° inbound).
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ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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2900 199° 019° 2500 *1760 2.3 NM 1.4 NM GS 3.00° TCH 54 Remain within 15 NM Use I-SGF DME when on the localizer course. *LOC only 3000 SGF ELEV 1268 D TDZE 1265 HIRL Rwy 2-20 and 14-32 REIL Rwy 32 TWR 1361 019° 8000 X 150 7003 X 130 020° 019° 32 FAF to MAP 3.7 NM Knots 60 90 120 150 180 Min:Sec 3:42 2:28 1:51 1:29 1:14	CATEGORY A B C D E S-ILS 2# S-LOC 2 CIRCLING SPRINGFIELD, MISSOURI Amdt 19 10DEC15 37°15'N-93°23'W	SPRINGFIELD-BRANSON NTL (SGF) ILS or LOC RWY 2
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SPRINGFIELD, MISSOURI

Amdt 19 10DEC15

37°15'N-93°23'W


SPRINGFIELD-BRANSON NTL (SGF)

ILS or LOC RWY 2

LOC/DME I-GWA 109.7 Chan 34	APP CRS 139°	Rwy Idg TDZE Apt Elev 8000 1260 1268
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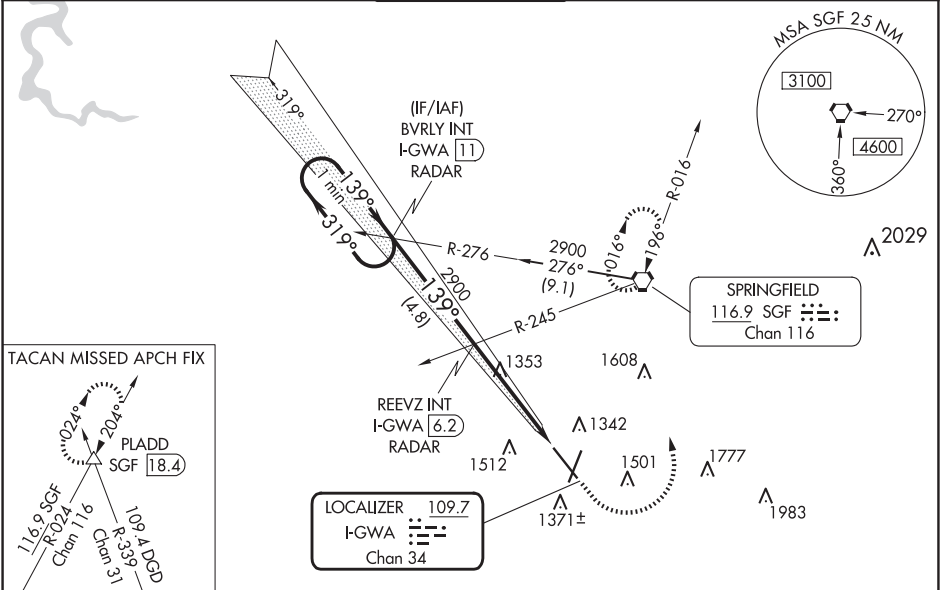
ILS or LOC RWY 14
SPRINGFIELD-BRANSON NTL (SGF)

A Helicopter visibility reduction below $\frac{3}{4}$ SM NA.
Inoperative table does not apply to S-ILS 14.
For inoperative MALS, increase S-LOC 14 all Cts
visibility to 1.

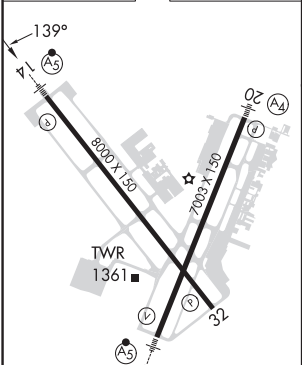
MALS


MISSED APPROACH: Climb to 1800 then climbing
left turn to 2900 to SGF VORTAC and hold.
(TACAN aircraft continue on SGF VORTAC R-024
to PLADD INT and hold NE, RT, 204° inbound).

ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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ELEV 1268 **D** TDZE 1260



REIL Rwy 32
HIRL Rwy 2-20 and 14-32
FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

One Minute Holding Pattern		BVRly INT I-GWA 11 RADAR		REEVZ INT I-GWA 6.2 RADAR		<div><div>1800</div><div>↑</div></div>	<div><div>2900</div><div>↘</div></div>	<div><div>SGF</div><div></div></div>
<div>2900</div> <div>← 319°</div> <div>139° →</div> <div>GS 3.00°</div> <div>TCH 56</div>		<div>139°</div> <div>2900</div> <div>↘</div>		<div>2900</div> <div>↘</div> <div>*I-GWA 2.4</div> <div>*LOC only</div> <div>I-GWA 1.5</div>				
		4.8 NM		3.8 NM		1 NM		
CATEGORY	A		B	C		D		
S-ILS 14	1517-¾ 257 (300-¾)							
S-LOC 14	1620-¾ 360 (400-¾)							
<div><div>C</div><div>CIRCLING</div></div>	1760-1 492 (500-1)		1820-1 552 (600-1)		1820-1½ 552 (600-1½)		1920-2 652 (700-2)	

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86214 W02A	APP CRS 019°	Rwy Idg 7003 TDZE 1265 Apt Elev 1268
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RNAV (GPS) RWY 2

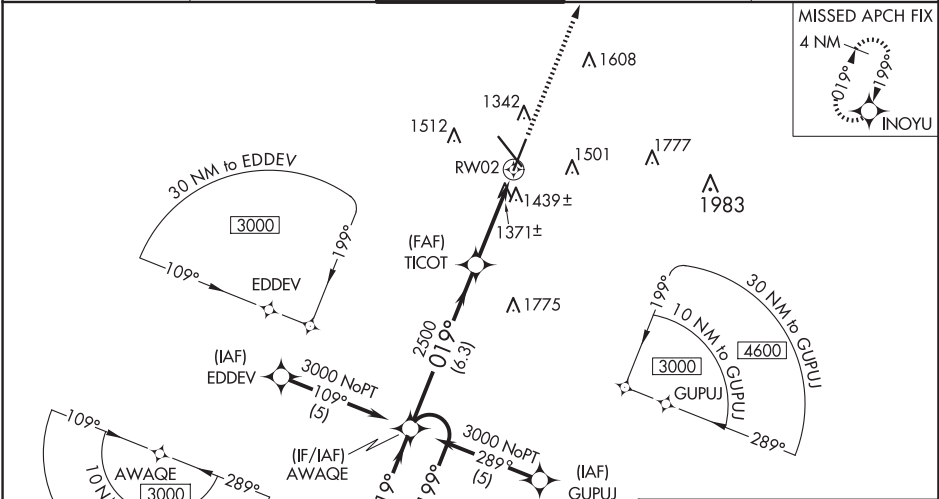
SPRINGFIELD-BRANSON NTL (SGF)

DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
For inoperative MALS, increase LNAV Cat A and B visibility to RVR 5000.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and all MDAs 100 feet, increase LPV visibility all Cats to RVR 5000, LNAV/VNAV visibility all Cats to 1½ miles, LNAV visibility Cat C to RVR 5000 and Cat D to RVR 6000, and increase visibility Circling Cat C to 1¾ miles, and Cat D to 2 miles.
For inoperative MALS, when using Monett altimeter setting, increase LPV visibility all Cats to 1½, LNAV Cat A and B visibility to RVR 5000.

MALS

MISSED APPROACH: Climb to 3000 direct INOYU and hold.

ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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ELEV 1268	TDZE 1265
REIL Rwy 32 HIRL Rwys 2-20 and 14-32	

4 NM Holding Pattern

AWAQE

TICOT

3000

199°

019°

2500

6.3 NM

2.4 NM

1.3 NM

3000

INOYU

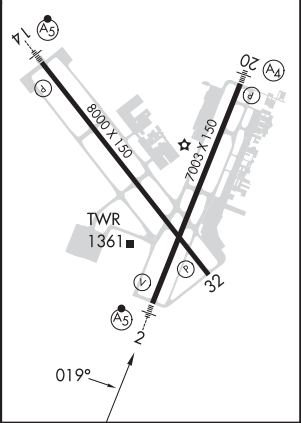
GP 3.00° TCH 54

*1.3 NM to RW02

*LNAV only

RW02

CATEGORY	A	B	C	D
LPV DA	1590/40 325 (400-¾)			
LNAV/VNAV DA	1754/60 489 (500-1¼)			
LNAV MDA	1720/40 455 (500-¾)			1720/50 455 (500-1)
CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1½ 552 (600-1½)	1920-2 652 (700-2)



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 40121 W14A	APP CRS 139°	Rwy Idg 8000 TDZE 1260 Apt Elev 1268
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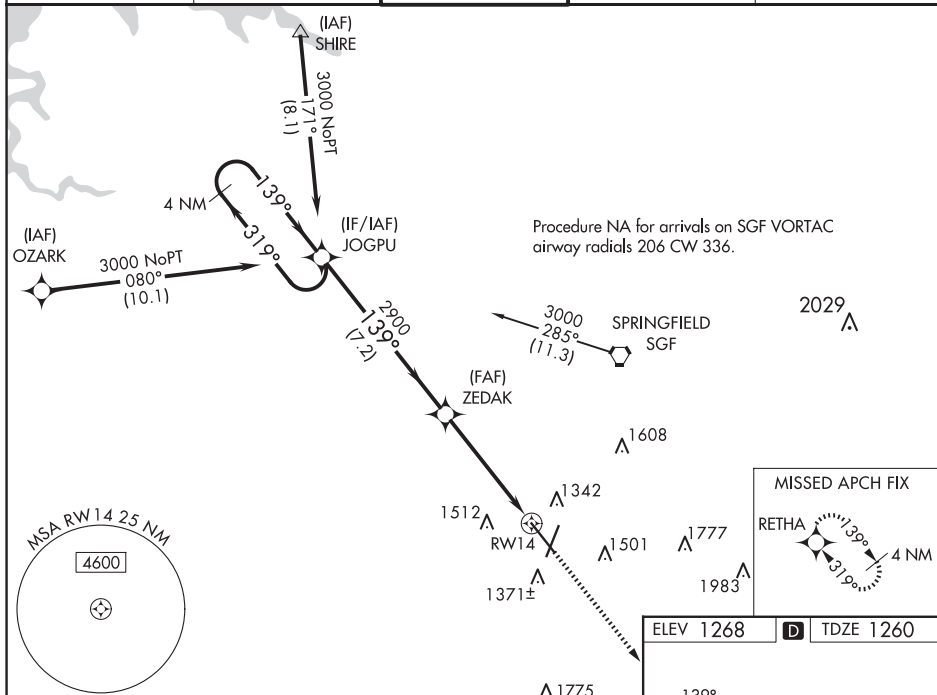
RNAV (GPS) RWY 14
SPRINGFIELD-BRANSON NTL (SGF)

T Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. For inoperative MALS, increase LNAV/VNAV all Cats visibility to 1½, increase LNAV Cat A/B visibility to 1.



MISSED APPROACH: Climb to 3000 direct RETHA and hold.

ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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VGSIs and RNAVs glidepaths not coincident
(VGSIs Angle 3.00/TCH 56).

4 NM Holding Pattern

JOGPU

ZEDAK 2900

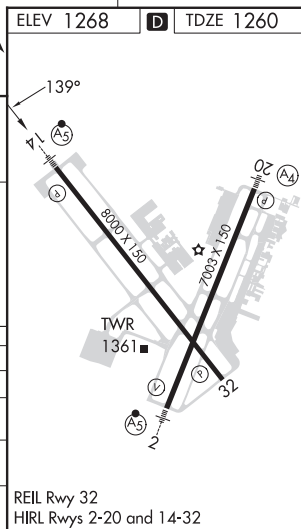
RW14

*RNAV only

*1.3 NM to RW14

GP 3.00°
TCH 50

CATEGORY	A	B	C	D
LPV DA		1518-¾	258 (300-¾)	
RNAV/ VNAV DA		1620-¾	360 (400-¾)	
RNAV MDA	1720-¾	460 (500-¾)	1720-⅞	460 (500-⅞)
C CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1½ 552 (600-1½)	1920-2 652 (700-2)



WAAS CH 65613 W20A	APP CRS 199°	Rwy ldg TDZE 1262 Apt Elev 1268	7003
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RNAV (GPS) RWY 20

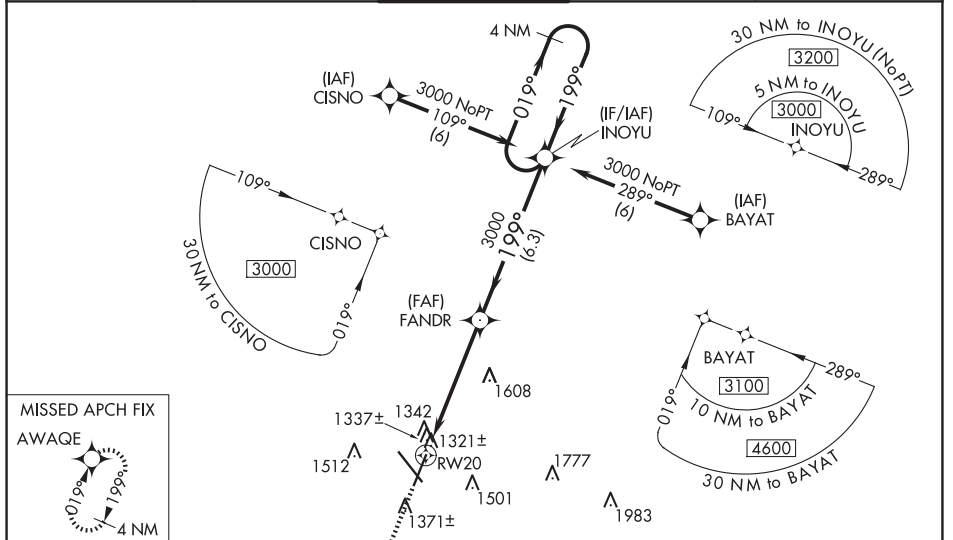
SPRINGFIELD-BRANSON NTL (SGT')

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and increase all MDAs 100 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV all Cats ¼ mile, increase LNAV Cats C and D ½ mile, increase Circling Cat C ¼ mile.

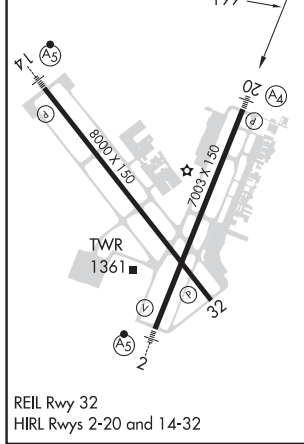
MALS
⊙ =

MISSED APPROACH: Climb to 3000 direct AWAQE and hold.

ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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ELEV 1268	D	TDZE 1262
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3000	AWAQE	FANDR	INOYU	4 NM Holding Pattern
*LNAV only	*1.5 NM to RW20			
1.5 NM	3.7 NM	6.3 NM		
CATEGORY	A	B	C	D
LPV DA	1531-1	269 (300-1)		
LNAV/VNAV DA	1656-1½	394 (400-1½)		
LNAV MDA	1780-¾ 518 (600-¾)	1780-1½ 518 (600-1½)	1780-1¾ 518 (600-1¾)	
C CIRCLING	1780-1 512 (600-1)	1820-1 552 (600-1)	1820-1½ 552 (600-1½)	1920-2 652 (700-2)

WAAS CH 72933 W32A	APP CRS 319°	Rwy Idg TDZE 1268 Apt Elev 1268	8000
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RNAV (GPS) RWY 32

SPRINGFIELD-BRANSON NTL (SGT¹)

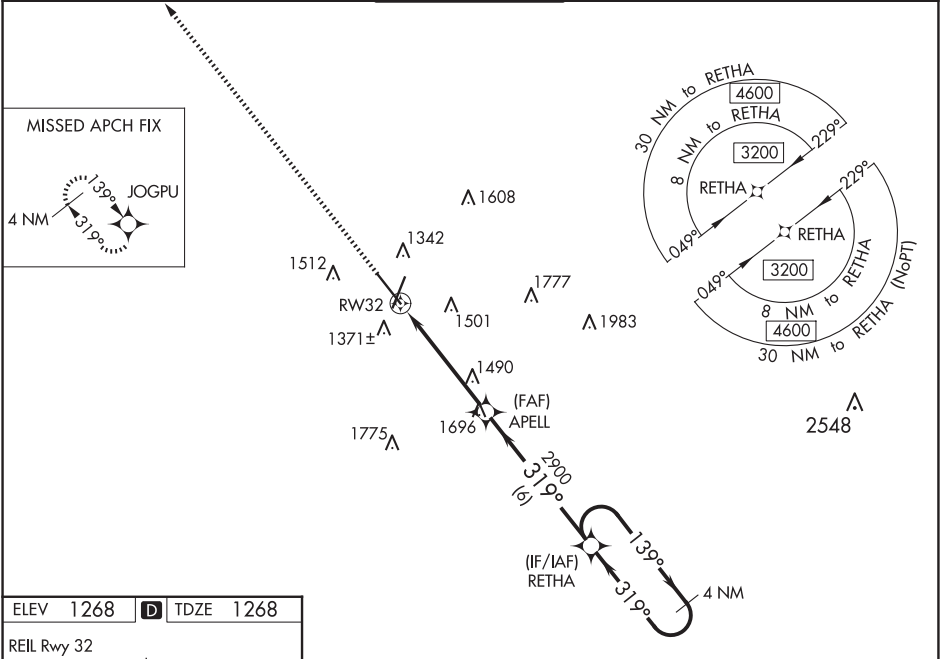
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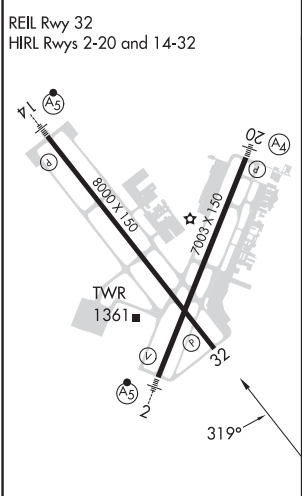
Baro-VNAV and VDP NA when using Monnett altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Monnett altimeter setting and increase all DA 90 feet and all MDA 100 feet; increase LPV all Cts visibility ⅓ mile, LNAV/VNAV all Cts ⅓ mile, LNAV Cts C and D ¼ mile and Circling Cat C ¼ mile and Cat D ½ mile. DME/DME RNP- 0.3 NA.

MISSED APPROACH:
Climb to 3000 direct
JOGPU and hold.

ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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ELEV 1268	D	TDZE 1268
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3000	JOGPU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).	4 NM	Holding Pattern
*LNAV only.				
*1.4 NM to RW32				
RW32				
APELL				
2900				
2900				
1.4 NM				
3.6 NM				
6 NM				
RETHA				
139°				
319°				
3200				
GP 3.00°				
TCH 51				
CATEGORY	A	B	C	D
LPV	DA	1518-1	250 (300-1)	
LNAV/VNAV	DA	1660-1¼	392 (400-1¼)	
LNAV	MDA	1740-1	472 (500-1)	1740-1⅓ 472 (500-1⅓)
CIRCLING	1760-1	1820-1	1820-1½	1920-2
	492 (500-1)	552 (600-1)	552 (600-1½)	652 (700-2)

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

SPRINGFIELD, MISSOURI

AL-604 (FAA)

24081

VORTAC SGF	APP CRS	Rwy Idg	7003
116.9	016°	TDZE	1265
Chan 116		Apt Elev	1268

VOR/DME or TACAN RWY 2

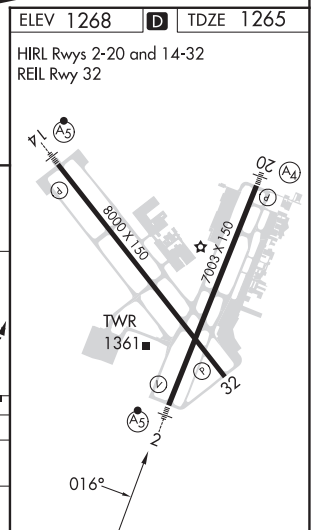
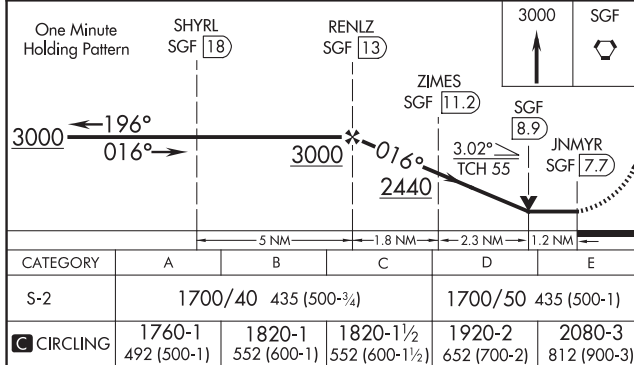
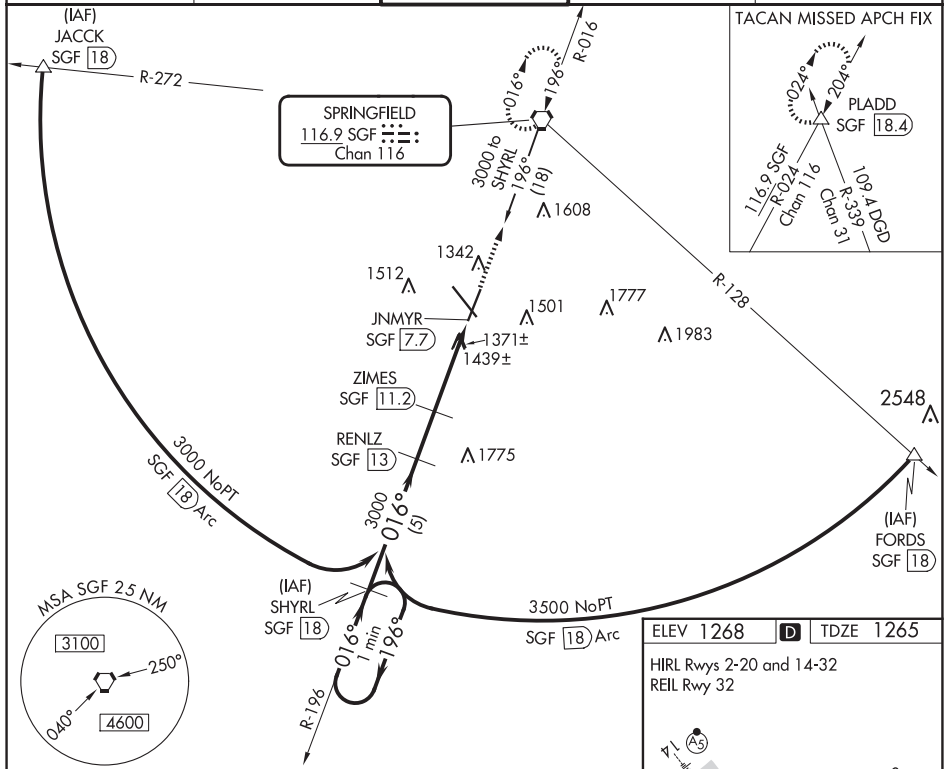
SPRINGFIELD-BRANSON NTL (SGF)

⚠ For inoperative MALSR, increase S-2 Cat A and B visibility to RVR 5000 and Cat E to 1½. When local altimeter setting not received, use Monett altimeter setting and increase all MDA 100 feet, increase Circling Cat C to 1¾ mile. VDP NA when using Monett altimeter setting.



MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN Aircraft continue on SGF R-024 to PLADD INT/SGF 18.4 DME and hold, north, right turns, 204° inbound).

ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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SPRINGFIELD, MISSOURI

Orig-D 28MAY15

37° 15' N-93° 23' W

SPRINGFIELD-BRANSON NTL (SGF)

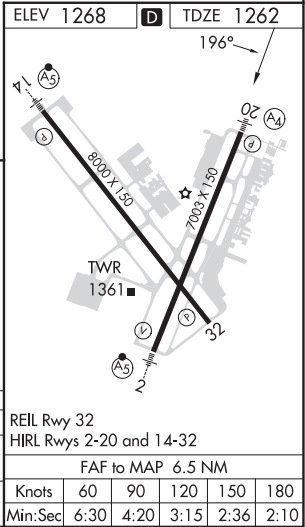
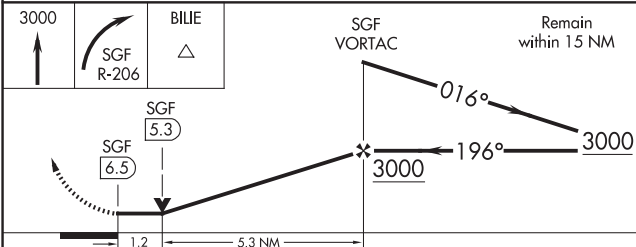
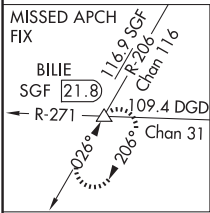
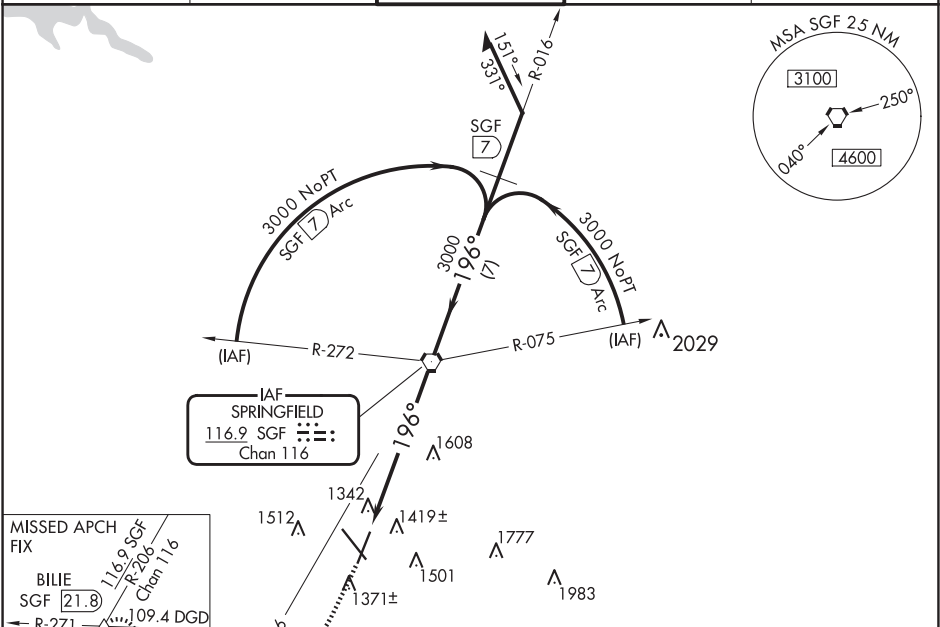
VOR/DME or TACAN RWY 2

VORTAC SGF	APP CRS	Rwy Idg	7003
116.9	196°	TDZE	1262
Chan 116		Apt Elev	1268

VOR or TACAN RWY 20
SPRINGFIELD-BRANSON NTL (SGF')

<p>⚠ Inoperative table does not apply to Cat C. Helicopter visibility reduction below 3/4 SM not authorized. When local altimeter setting not received, use Monett altimeter setting and increase all MDA 100 feet, increase S-20 Cat C/D/E visibility 1/4 mile, increase Circling Cat C/E visibility 1/4 mile. VDP NA when using Monett altimeter setting.</p>	<p>MALS</p> <p>(A4) =</p>	<p>MISSED APPROACH: Climb to 3000 then right turn to intercept SGF R-206 to BLUE INT/SGF 21.8 DME and hold.</p>
---	---------------------------	---

ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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CATEGORY	A	B	C	D	E	REIL Rwy 32
S-20	1700-3/4 438 (500-3/4)		1700-1 1/4 438 (500-1 1/4)	1700-1 1/2 438 (500-1 1/2)		HIRL Rwy 2-20 and 14-32
CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1 1/2 552 (600-1 1/2)	1920-2 652 (700-2)	2080-3 812 (900-3)	FAF to MAP 6.5 NM
						Knots 60 90 120 150 180
						Min:Sec 6:30 4:20 3:15 2:36 2:10

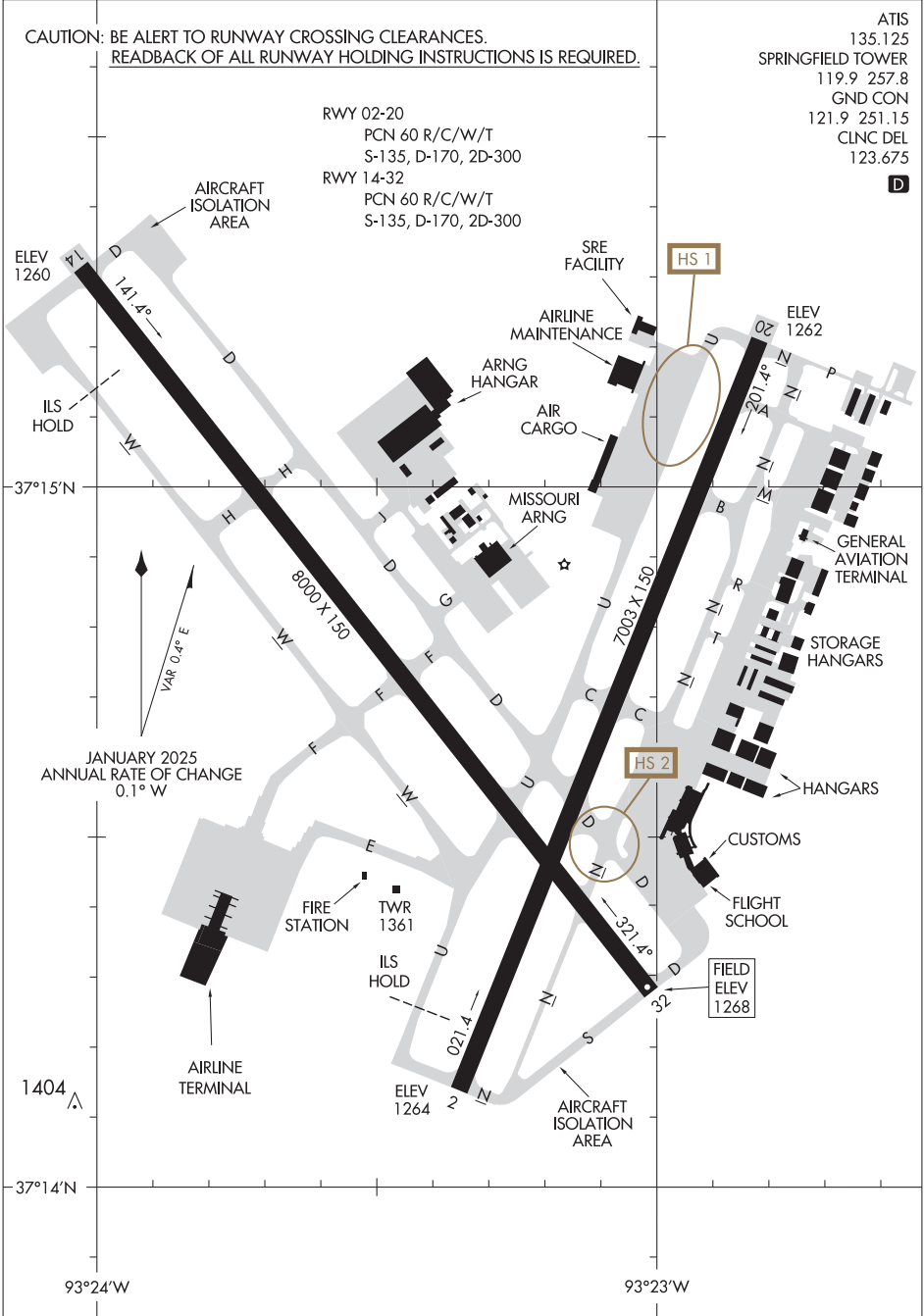
NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

AL-604 (FAA)

SPRINGFIELD-BRANSON NTL (SGF)
SPRINGFIELD, MISSOURI



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

SPRINGFIELD, MISSOURI
SPRINGFIELD-BRANSON NTL (SGF)

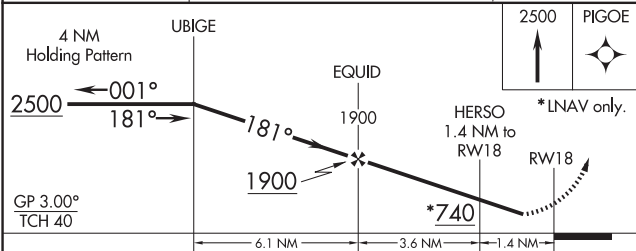
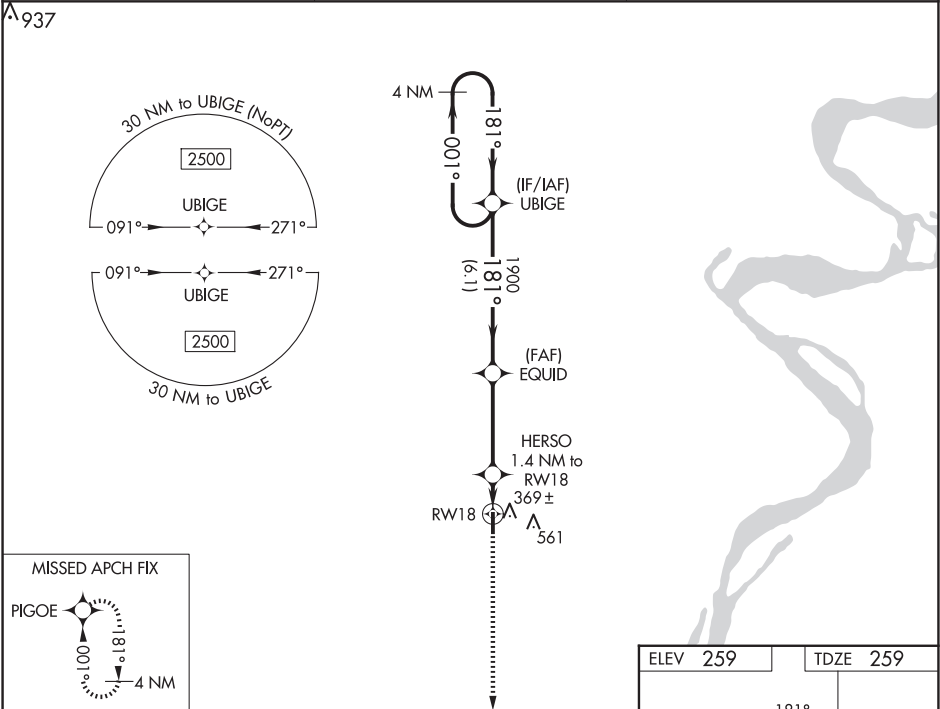
WAAS CH 42837 W18A	APP CRS 181°	Rwy ldg TDZE Apt Elev	3984 259 259
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RNAV (GPS) RWY 18

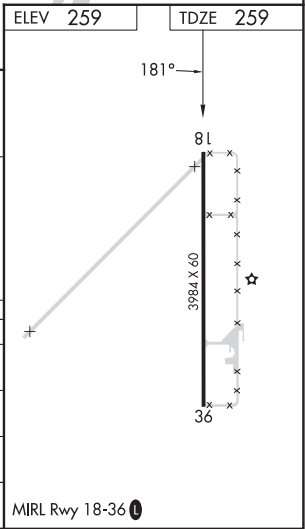
STEELE MUNI (M12)

<div><div>Baro-VNAV NA. Use Blytheville Muni altimeter setting; when not received, use Arkansas Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.</div><div>NA</div></div> <div>MISSED APPROACH: Climb to 2500 direct PIGOE and hold.</div>
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HKA ASOS 135.025	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	531-1 272 (300-1)			NA
LNAV/VNAV DA	539-1 280 (300-1)			NA
LNAV MDA	660-1 401 (500-1)	660-1 1/8 401 (500-1 1/8)		NA
CIRCLING	700-1 441 (500-1)	900-1 641 (700-1)	900-2 641 (700-2)	NA



STEELE, MISSOURI

AL-10597 (FAA)

23222

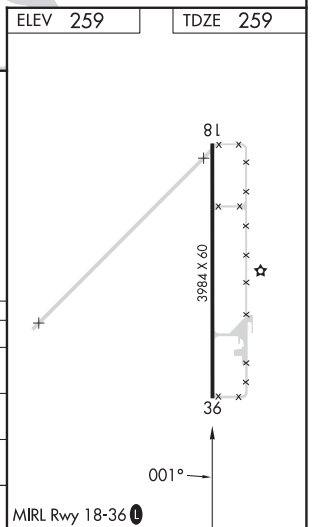
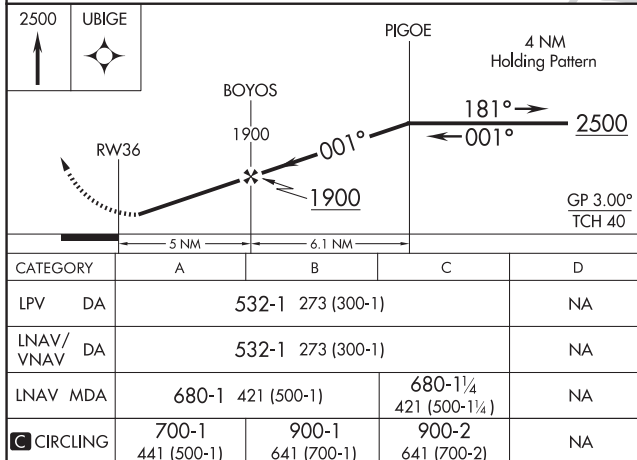
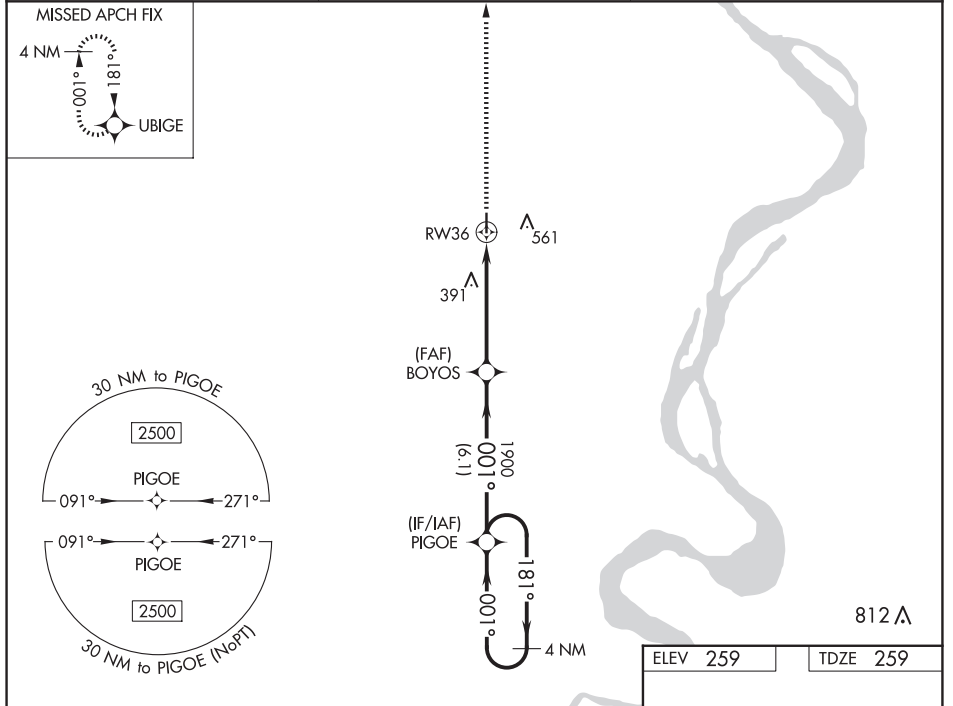
WAAS CH 82137 W36A	APP CRS 001°	Rwy Idg TDZE 259 Apt Elev 259	3984
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RNAV (GPS) RWY 36

STEELE MUNI (M12)

▽ Baro-VNAV NA. Use Blytheville Muni altimeter setting; when not received, use Arkansas Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2500 direct UBIGE and hold.
---	--

HKA ASOS 135.025	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF) 0
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STEELE, MISSOURI

Orig 30APR15

36°06'N-89°52'W

RNAV (GPS) RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
013°

Rwy Idg
TDZE
Apt Elev

3060
1034
1042

RNAV (GPS) RWY 1
STOCKTON LAKE (MO3)

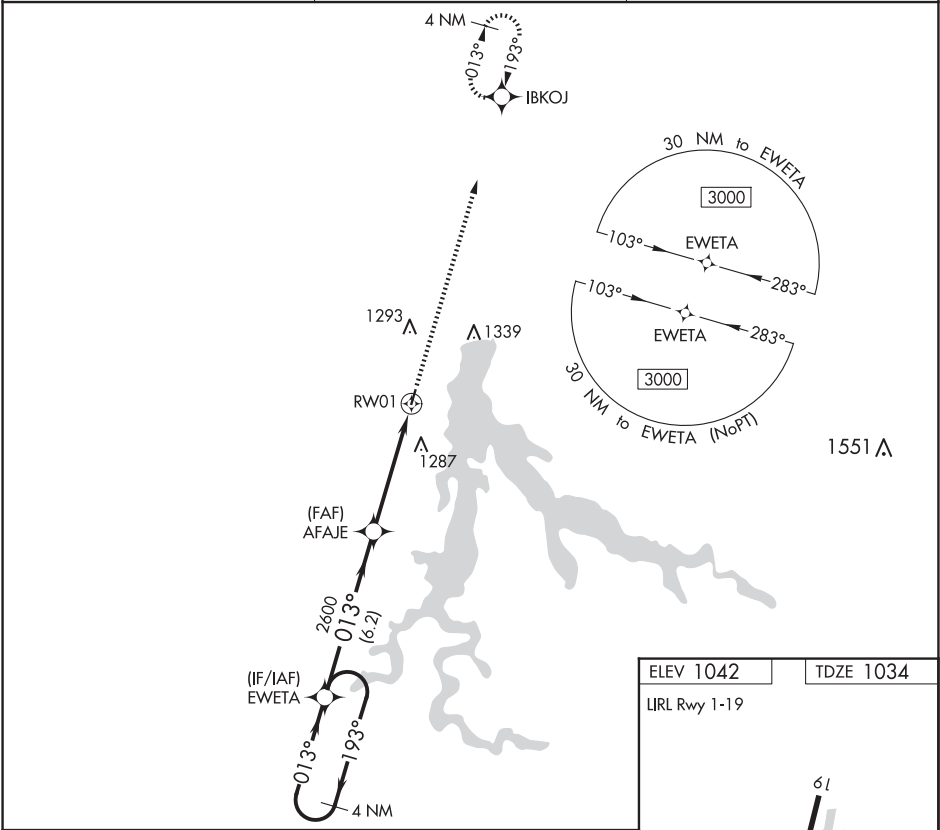
▼

NA

Use Nevada altimeter setting; when not received, use Springfield altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct IBKOJ and hold.

NVD AWOS-3PT 119.175	SPRINGFIELD APP CON 124.95	CTAF 122.9
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ELEV 1042 TDZE 1034

LIRL Rwy 1-19

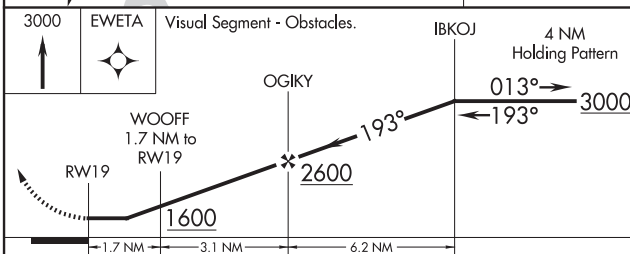
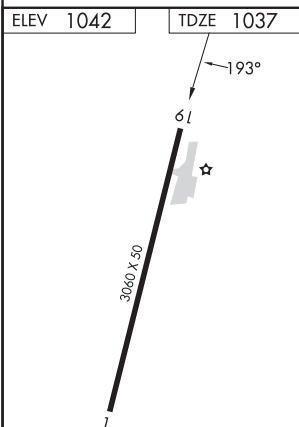
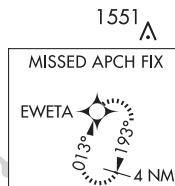
4 NM Holding Pattern		EWETA		Visual Segment - Obstacles.		3000 ↑	IBKOJ ✦
3000 ← 193° 013° →				AFAJE 2600 ✕		RW01 ↗	
		6.2 NM		4.8 NM			
CATEGORY	A	B	C	D			
LNAV MDA	1600-1	566 (600-1)	NA				
CIRCLING	1600-1 558 (600-1)	1700-1 658 (700-1)	NA				

RNAV (GPS) RWY 19

STOCKTON LAKE (M03)

MISSED APPROACH: Climb to 3000 direct EWETA and hold.

CTAF
122.9



CATEGORY	A	B	C	D
LP MDA	1460-1	423 (500-1)	NA	
LNAV MDA	1480-1	443 (500-1)	NA	
CIRCLING	1560-1 518 (600-1)	1700-1 658 (700-1)	NA	

LIRL Rwy 1-19

37°40'N-93°49'W

STOCKTON LAKE (M03)

RNAV (GPS) RWY 19

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

VORTAC SGF	APP CRS	Rwy Idg	N/A
116.9	305°	TDZE	N/A
Chan 116		Apt Elev	1042

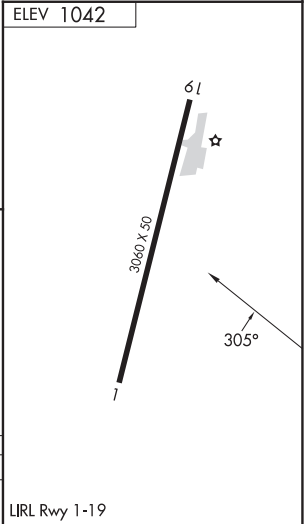
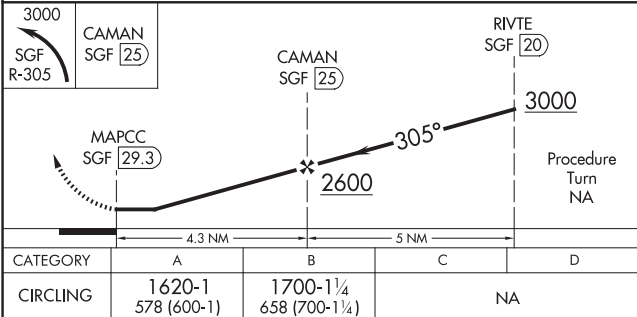
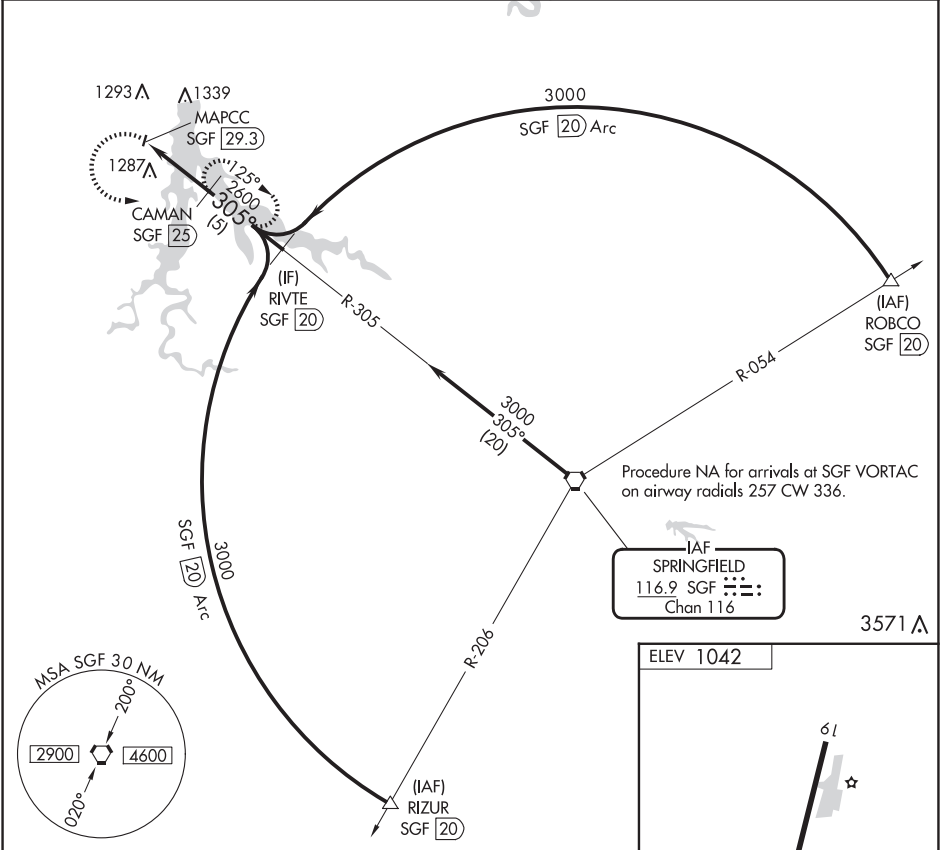
VOR/DME-A
STOCKTON LAKE (MO3)

**NA**

Use Nevada altimeter setting; when not received, use Springfield altimeter setting and increase all MDA 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 on SGF VORTAC R-305 to CAMAN/25 DME and hold.

NVD AWOS-3PT 119.175	SPRINGFIELD APP CON 124.95	CTAF 122.9
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APP CRS	Rwy Idg	5002
171°	TDZE	1484
	Apt Elev	1488

RNAV (GPS) RWY 17

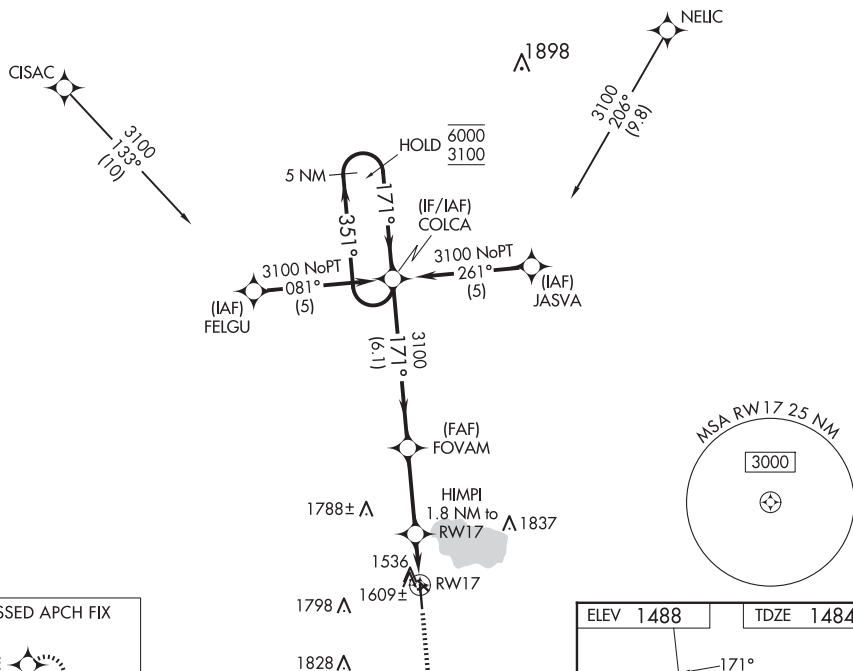
STORM LAKE MUNI (SLB)

T Circling NA to Rwy 6 and 24. Rwy 17 helicopter visibility reduction
A below 1 SM NA. Straight-in Rwy 17 NA at night, Circling Rwy 13,
17 NA at night.

MISSED APPROACH: Climb to 3100 direct REBPE and hold.

AWOS-3
118.525



MINNEAPOLIS CENTER
134.0 288.3

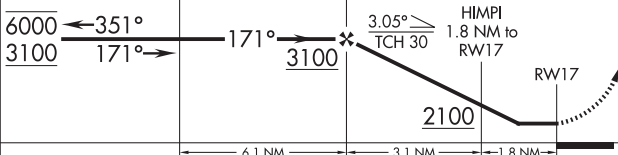
UNICOM
122.7 (CTAF) **L**

MISSED APCH FIX



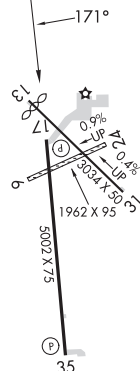
5 NM
Holding Pattern

3100	REBP
	



CATEGORY	A	B	C	D
LNAV MDA	1860-1	376 (400-1)	NA	
CIRCLING	1920-1 432 (500-1)	1940-1 452 (500-1)	NA	

ELEV	1488		TDZE	1484
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 TDZE | 1484 |

REIL Rwy 17 and 35 **L**
MIRL Rwy 13-31 and 17-35 **L**

42°36'N-95°14'W

STORM LAKE MUNI (SLB)

RNAV (GPS) RWY 17

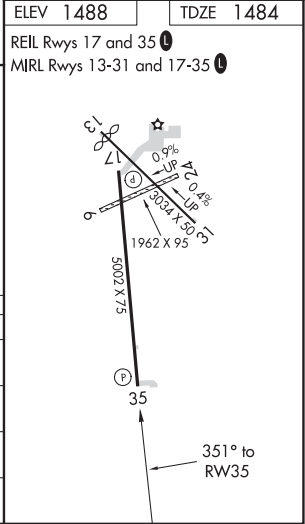
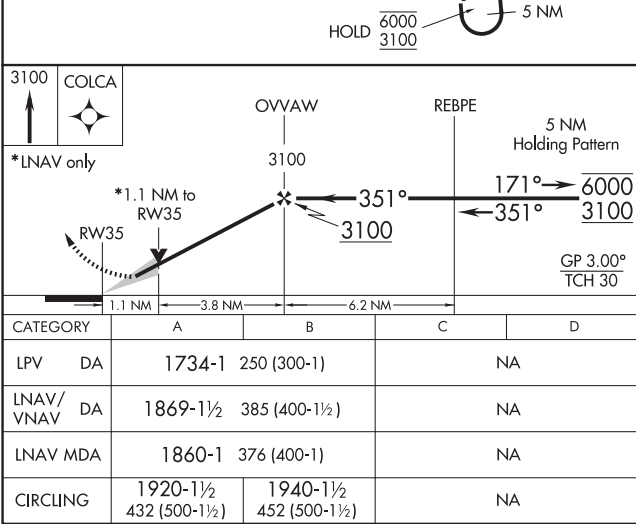
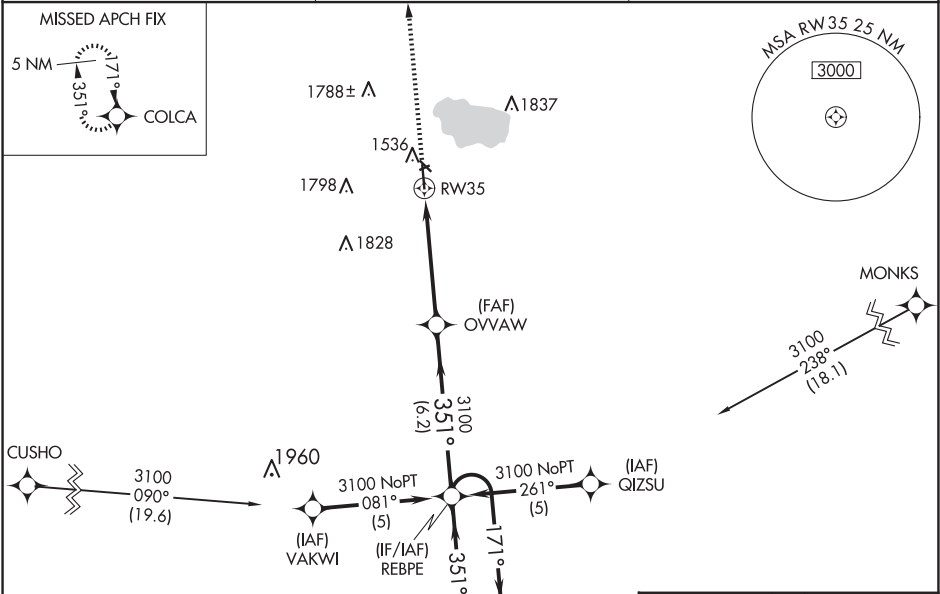
NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86600 W35A	APP CRS 351°	Rwy Idg TDZE 1484 Apt Elev 1488
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RNAV (GPS) RWY 35
STORM LAKE MUNI (SLB)

RNP APCH. <div><div>⚠</div><div>Circling NA to Rwy 6 and 24. Circling Rwy 13, 17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div></div>	MISSED APPROACH: Climb to 3100 direct COLCA and hold.
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AWOS-3 118.525	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
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SULLIVAN, MISSOURI

AL-9135 (FAA)

21112

WAAS CH 82414 W06A	APP CRS 058°	Rwy Idg 4500 TDZE 933 Apt Elev 933
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RNAV (GPS) RWY 6

SULLIVAN RGNL (UUV)

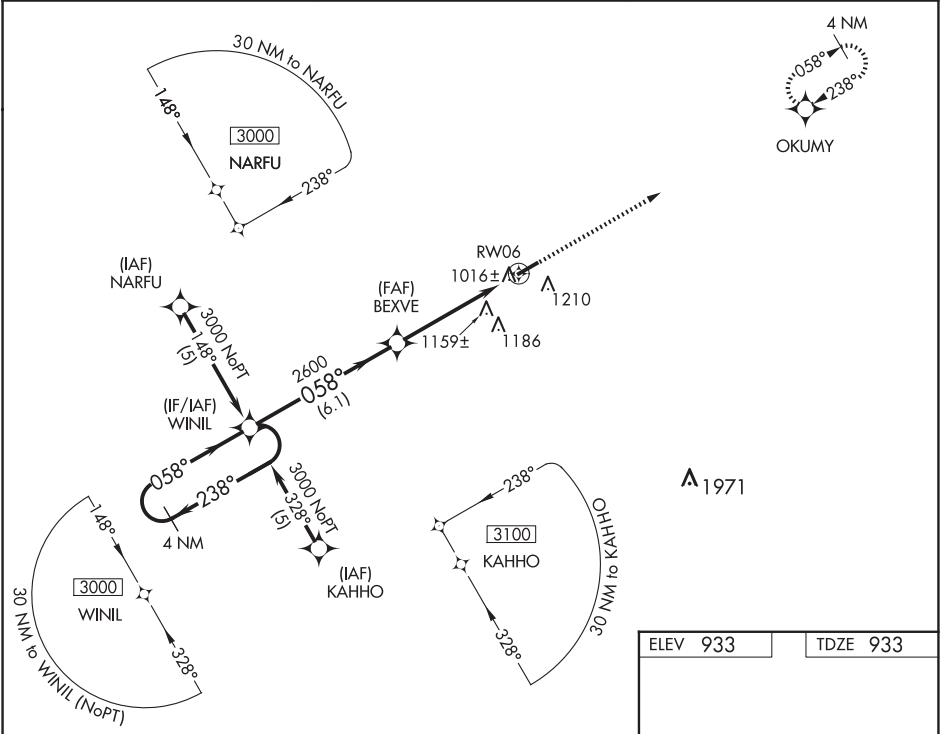
▼

NA

Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Rolla Nt altimeter setting. When local altimeter setting not received, use Rolla Nt altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV Cat A and B visibility ½ mile and LNAV/VNAV Cat A and B visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct OKUMY and hold.

AWOS-3PT 119.375	KANSAS CITY CENTER 128.35 284.675	UNICOM 122.7 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 57).

*LNAV only.

3000 OKUMY

4 NM Holding Pattern

GP 3.00° TCH 40

WINIL

BEXVE

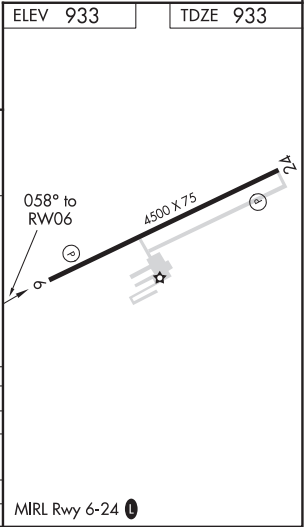
RW06

6.1 NM

4.0 NM

1.1 NM

CATEGORY	A	B	C	D
LPV DA	1236-1	303 (400-1)		NA
LNAV/VNAV DA	1488-2	555 (600-2)		NA
LNAV MDA	1420-1	487 (500-1)		NA
CIRCLING	1520-1	587 (600-1)		NA



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

SULLIVAN, MISSOURI
Orig 27AUG09

38°14'N-91°10'W

SULLIVAN RGNL (UUV)
RNAV (GPS) RWY 6

TARKIO, MISSOURI

AL-551 (FAA)

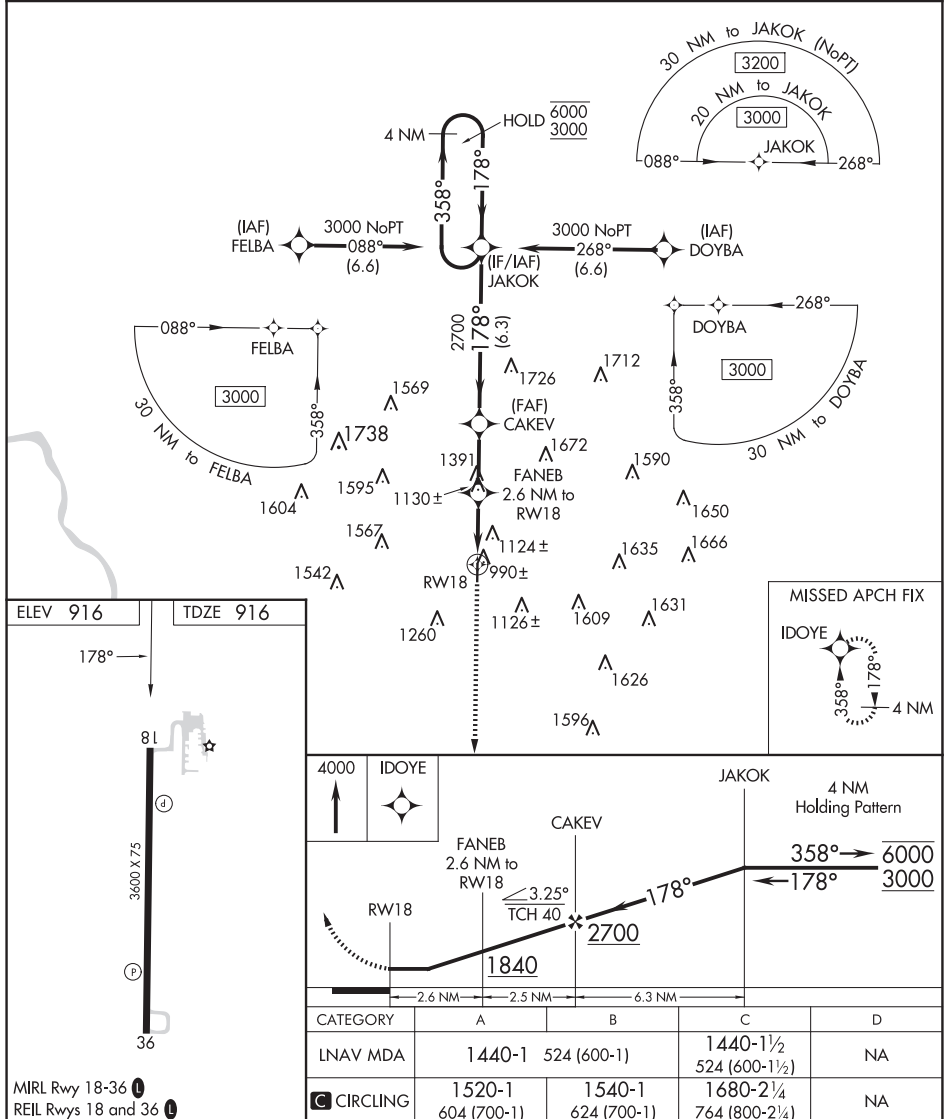
24305

APP CRS	Rwy Idg	3600
178°	TDZE	916
	Apt Elev	916

RNAV (GPS) RWY 18

GOULD PETERSON MUNI (K57)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4000 direct IDOYE and hold, continue climb-in-hold to 4000.
<p>NA Rwy 18 helicopter visibility reduction below 1 SM NA.</p> <p>Use Shenandoah altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 20 feet and visibility LNAV Cat C ½ SM.</p> <p>Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.</p>		
SDA AWOS-3 125.525	MINNEAPOLIS CENTER 119.6 290.4	CTAF 122.9



TARKIO, MISSOURI

Amdt 1A 19MAY22

40°27'N-95°22'W

GOULD PETERSON MUNI (K57)

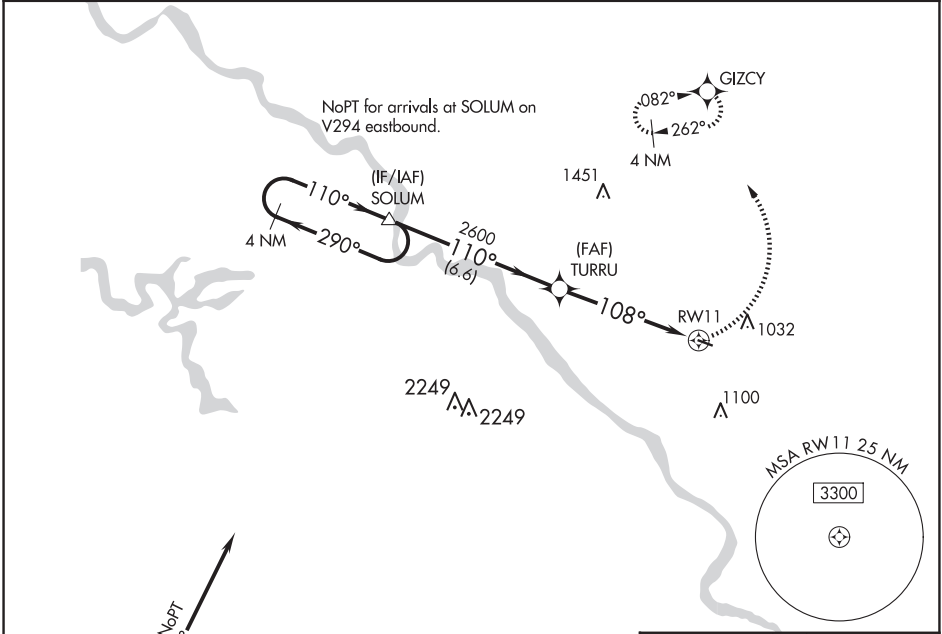
RNAV (GPS) RWY 18

APP CRS	Rwy Idg	3000
108°	TDZE	840
	Apt Elev	840

RNAV (GPS) RWY 11

MATHEWS MEML (8C4)

<div><div>NA</div><div>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Iowa City altimeter setting, when not received use Cedar Rapids altimeter setting.</div></div>	<div>MISSED APPROACH: Climbing left turn to 3300 direct GIZCY and hold.</div>
<div>CEDAR RAPIDS APP CON ★</div> <div>119.7 266.8</div>	<div>CTAF</div> <div>122.9</div>

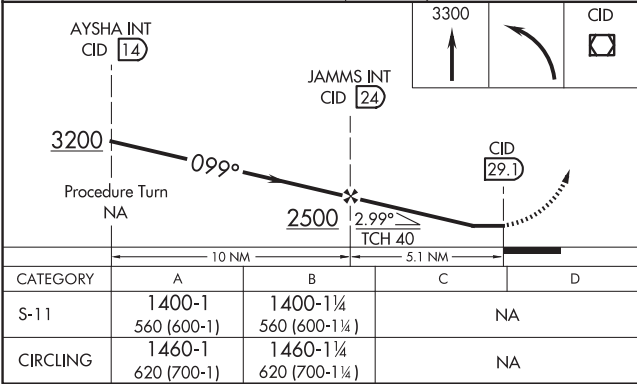
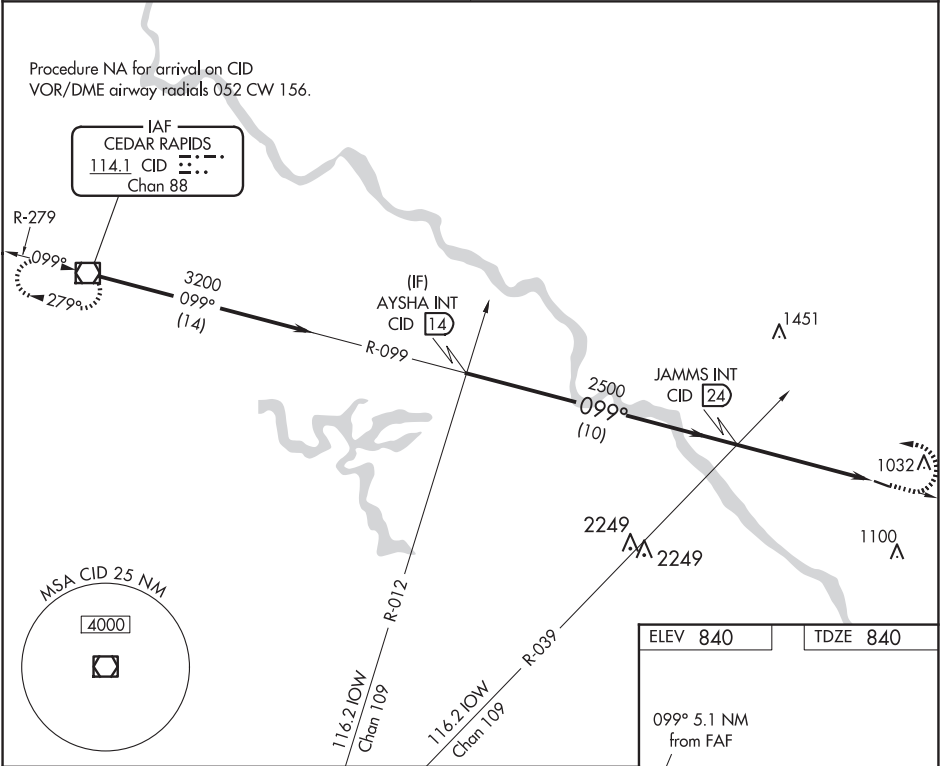


<div><div><div><div><div><div></div><div>2600</div><div>024</div><div>(21-2)</div></div></div><div><div>(IAF)</div><div>IOWA CITY</div><div>IOW</div></div></div><div>Procedure NA for arrivals at IOW VOR/DME on airway radials 336 CW 072.</div></div></div>				<div><div>ELEV 840</div><div>TDZE 840</div></div>	
<div><div><div><div>4 NM Holding Pattern</div><div>SOLUM</div><div>TURRU</div><div><div><div>2600</div><div>←290°</div><div>110°→</div></div><div>110°</div><div>2600</div></div><div><div>108°</div><div>3.05°</div><div>TCH 40</div></div><div><div>6.6 NM</div><div>5.3 NM</div></div><div><div>RW11</div><div><div><div></div><div></div><div></div></div></div></div></div><div><div><div>3300</div><div>GIZCY</div></div><div><div>108°</div><div>3000 X 60</div><div>29</div></div></div></div></div>					
CATEGORY	A	B	C	D	
LNAV MDA	1360-1 520 (600-1)		NA		
CIRCLING	1460-1 620 (700-1)		NA		
<div><div>MIRL Rwy 11-29</div><div>REIL Rwy 11</div></div>					

VOR/DME CID	APP CRS	Rwy Idg	3000
114.1	099°	TDZE	840
Chan 88		Apt Elev	840

VOR RWY 11
MATHEWS MEML (8C4)

<div><div><div></div><div></div></div><div>Use Iowa City altimeter setting, when not received use Cedar Rapids altimeter setting.</div></div> <div>MISSED APPROACH: Climb to 3300 then left turn direct CID VOR/DME and hold.</div>



ELEV 840	TDZE 840
099° 5.1 NM from FAF	
3000 X 60	
MIRL Rwy 11-29 REIL Rwy 11	
FAF to MAP 5.1 NM	
Knots	60 90 120 150 180
Min:Sec	5:06 3:24 2:33 2:02 1:42

TRENTON, MISSOURI

AL-5454 (FAA)

21280

WAAS CH 99626 W18A	APP CRS 176°	Rwy Idg 3907 TDZE 757 Apt Elev 758
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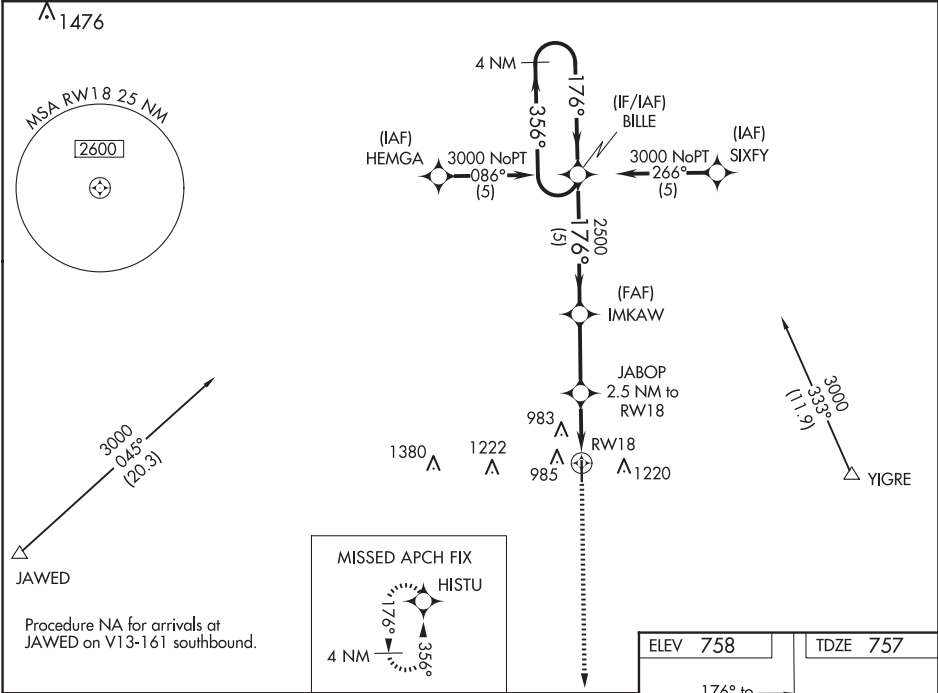
RNAV (GPS) RWY 18

TRENTON MUNI (TRX)

Baro-VNAV NA. Use Chillicothe altimeter setting; when not received, use Kirksville altimeter setting and increase LPV DA to 1191 feet and all visibilities 3⁄8 SM, LNAV/VNAV DA to 1341 feet and all visibilities 1⁄4 SM; increase all MDAs 100 feet and Circling Cat B visibility 1⁄4 SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3⁄4 SM NA.

MISSED APPROACH: Climb to 3000 direct HISTU and hold.

KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		BILLE		IMKAW		3000	HISTU
3000		←356°		176°→		2500	
GP 3.00°		TCH 40		2500		*1580	
		5 NM		2.9 NM		2.5 NM	
CATEGORY		A	B	C	D		
LPV DA		1098-1 1⁄8	341 (400-1 1⁄8)	NA			
LNAV/VNAV DA		1248-1 3⁄4	491 (500-1 3⁄4)	NA			
LNAV MDA		1180-1	423 (500-1)	NA			
CIRCLING		1340-1 582 (600-1)	1700-1 1⁄4 942 (1000-1 1⁄4)	NA			

ELEV 758

TDZE 757

176° to RWY 18

8 L

4307 X 75

36

MIRL Rwy 18-36 0

REIL Rwy 18 and 36 0

WAAS CH 63126 W36A	APP CRS 356°	Rwy Idg 4307 TDZE 757 Apt Elev 758
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RNAV (GPS) RWY 36

TRENTON MUNI (TRX)

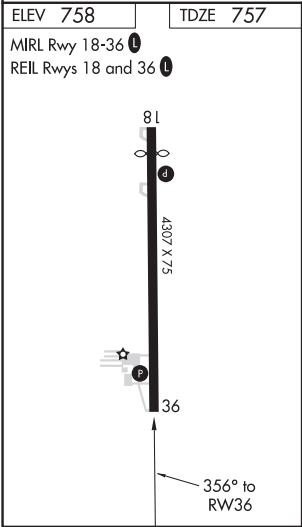
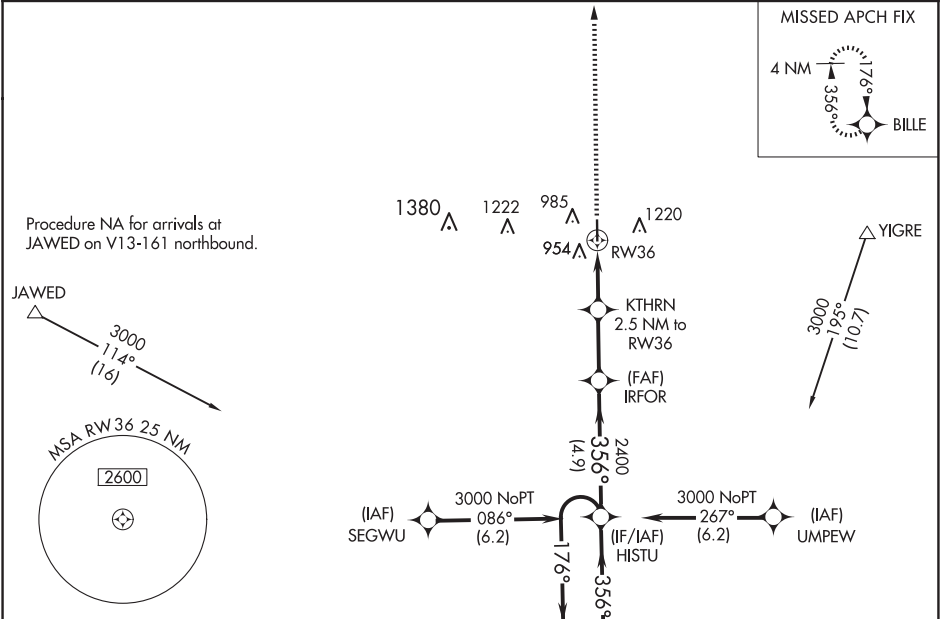
▼

▲ NA

When VGSI inop, Circling Rwy 18 NA at night. Baro-VNAV NA. Use Chillicothe altimeter setting; when not received, use Kirksville altimeter setting and increase LPV DA to 1175 feet and all visibilities $\frac{1}{4}$ SM, LNAV/VNAV DA to 1288 feet and all visibilities $\frac{3}{8}$ SM; increase all MDAs 100 feet and Circling Cat B visibility $\frac{1}{4}$ SM. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct BILLE and hold.

KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) 0
---	---------------------------------



3000

↑

BILLE

✦

HISTU

4 NM Holding Pattern

* LNAV only.

KTHRN

2.5 NM to RW36

IRFOR

2400

176°

356°

3000

RW36

*1580

2400

GP 3.00°

TCH 40

2.5 NM

2.5 NM

4.9 NM

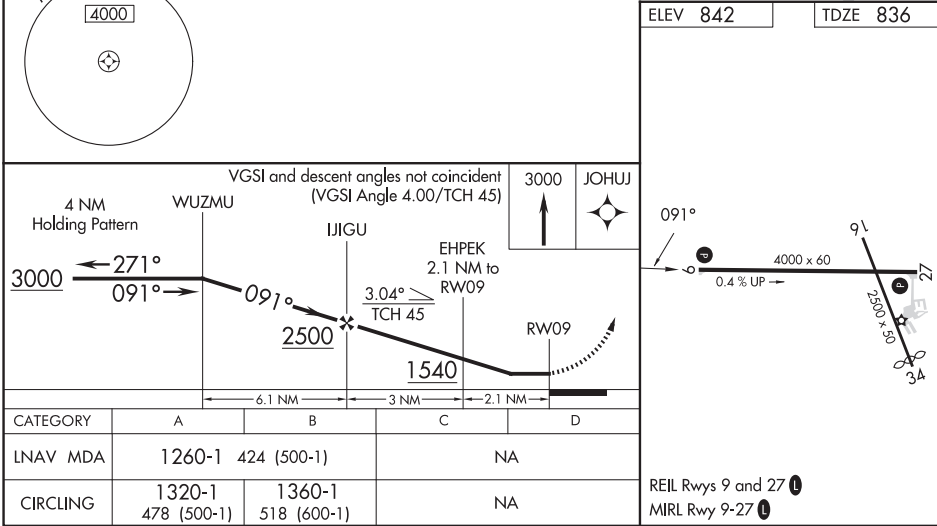
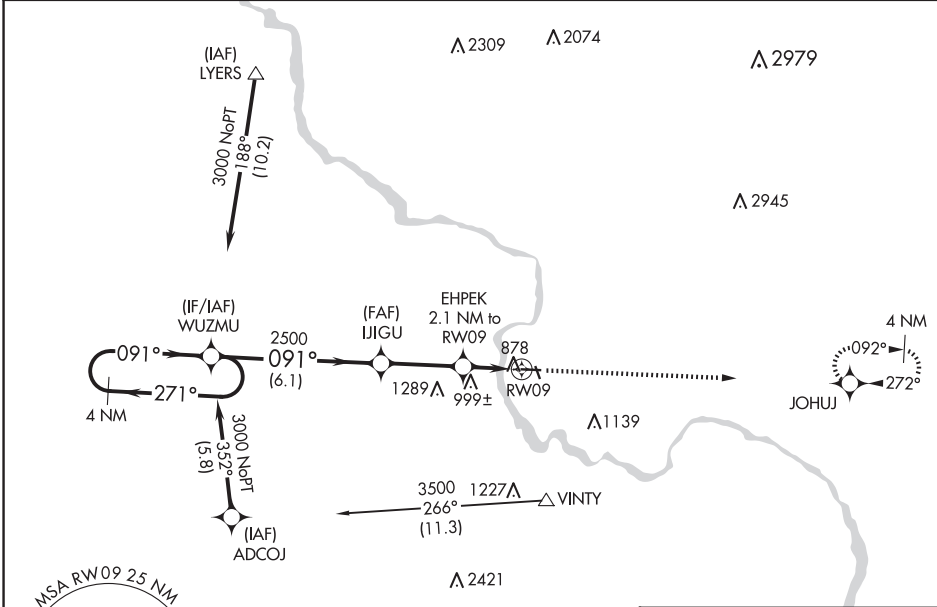
CATEGORY	A	B	C	D
LPV DA	1082-1⅛	325 (400-1⅛)	NA	
LNAV/ VNAV DA	1195-1½	438 (500-1½)	NA	
LNAV MDA	1320-1	563 (600-1)	NA	
CIRCLING	1340-1 582 (600-1)	1700-1¼ 942 (1000-1¼)	NA	

APP CRS	Rwy ldg	4000
091°	TDZE	836
	Apt Elev	842

RNAV (GPS) RWY 9
VINTON VETERANS MEML AIRPARK (VTI)

RNP APCH - GPS.	<p>⚠ Straight-in Rwy 9/ Circling Rwy 9 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 9 helicopter visibility reduction below 1 SM NA.</p> <p>⚠ When local altimeter setting not received, use Independence altimeter setting and increase all MDA 60 feet.</p>	MISSED APPROACH: Climb to 3000 direct JOHUJ and hold.
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AWOS-3 120.075	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.8 (CTAF) ①
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WAAS CH 62917 W27A	APP CRS 272°	Rwy Idg TDZE 839 Apt Elev 842
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RNAV (GPS) RWY 27

VINTON VETERANS MEML AIRPARK (VTI)

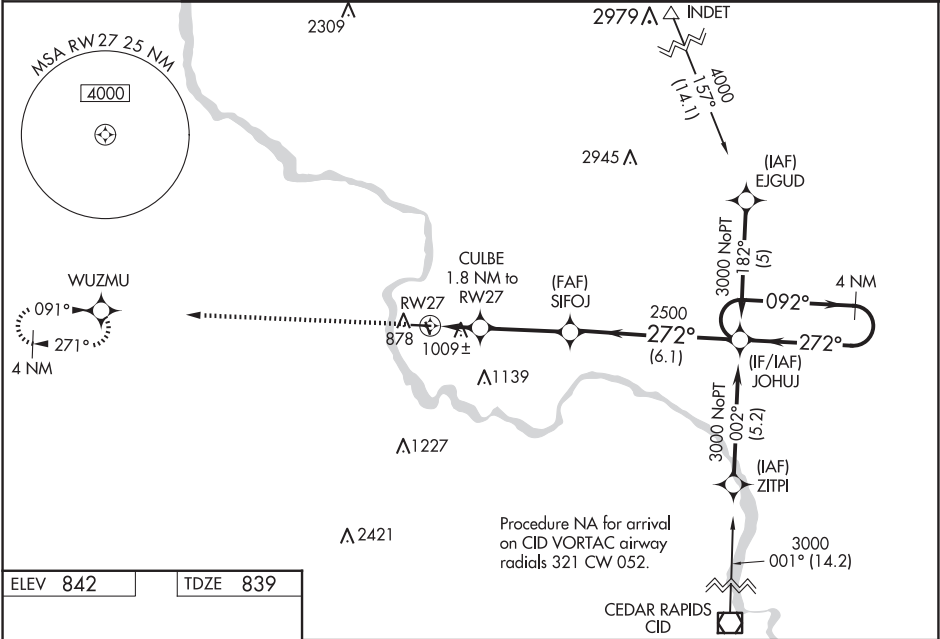
RNP APCH-GPS.

▼

When Circling to Rwy 9 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Independence altimeter setting: increase LPV DA to 1140 feet, LNAV/VNAV DA to 1374 feet and all visibilities ½ SM; increase all MDAs 60 feet. Baro-VNAV and VDP NA when using Independence altimeter setting.

MISSED APPROACH: Climb to 3000 direct WUZMU and hold.

AWOS-3 120.075	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.8 (CTAF) 0
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ELEV 842	TDZE 839
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3000

WUZMU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

CULBE

1.8 NM to RWY 27

SIFOJ

2500

JOHUJ

4 NM Holding Pattern

1.2 NM to RWY 27

1.2 NM

0.6

3.2 NM

6.1 NM

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	1089-1	250 (300-1)		NA
LNAV/VNAV DA	1323-1¾	484 (500-1¾)		NA
LNAV MDA	1260-1	421 (500-1)		NA
CIRCLING	1320-1 478 (500-1)	1360-1 518 (600-1)		NA

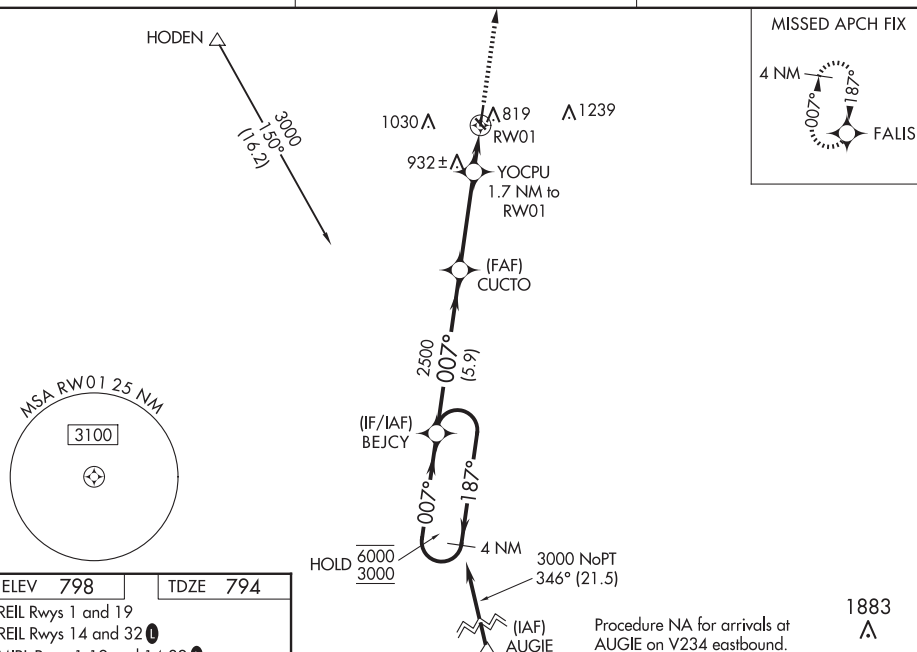
RNAV (GPS) RWY 1
SKYHAVEN (RCM)

Baro-VNAV NA when using SZL altimeter setting. Rwy 1 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use SZL altimeter setting and increase LPV DA to 1083 feet; increase LNAV/VNAV DA to 1194 feet and all visibilities $\frac{1}{2}$ SM; increase all MDAs 40 feet and LNAV visibility Cat C $\frac{1}{2}$ SM, and Circling visibility Cat C $\frac{1}{4}$ SM.

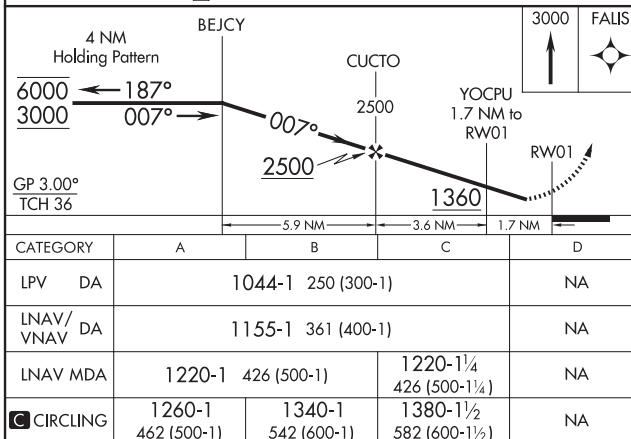
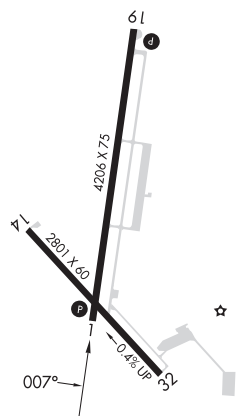
MISSED APPROACH: Climb to 3000 direct FALIS and hold.

WHITEMAN APP CON ★
127.45 284.0

UNICOM
123.0 (CTAF) **L**



REIL Rwy 1 and 19
REIL Rwy 14 and 32 **L**
MIRL Rwy 1-19 and 14-32 **L**



SKYHAVEN (RCM)
RNAV (GPS) RWY 1

WAAS CH 45803 W19A	APP CRS 187°	Rwy Ldg 4206 TDZE 795 Apt Elev 798
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RNAV (GPS) RWY 19

SKYHAVEN (RCM)

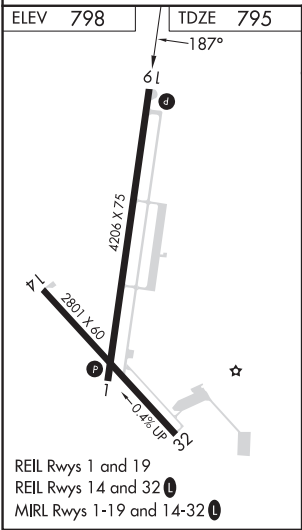
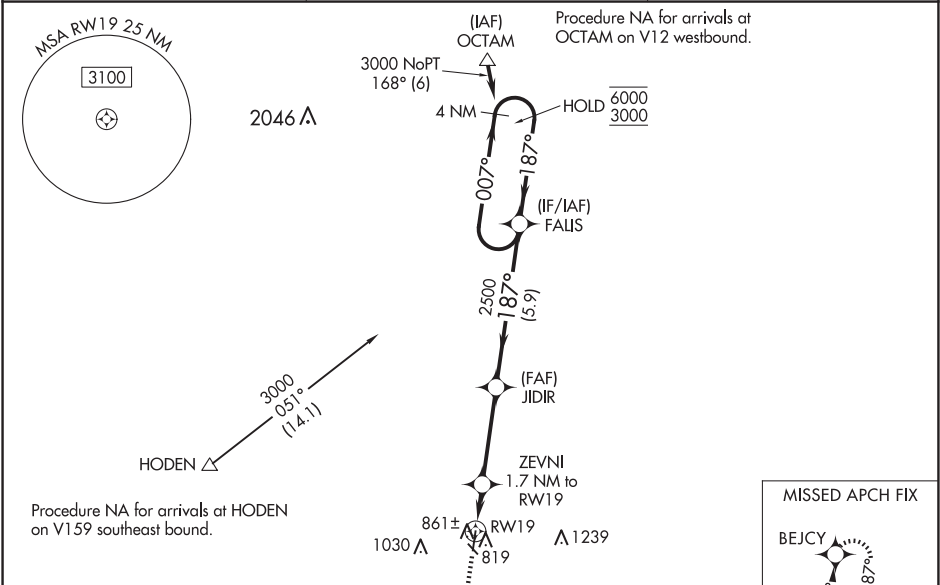
RNP APCH - GPS.

⚠

Baro-VNAV NA when using SZL altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use SZL altimeter setting and increase LPV DA to 1084 feet; increase LNAV/VNAV DA to 1139 feet; increase all MDAs 40 feet; and Circling visibility Cat C ½ SM.

MISSED APPROACH: Climb to 3000 direct BEJCY and hold.

AWOS-3PT 119.575	WHITEMAN APP CON ★ 127.45 284.0	UNICOM 123.0 (CTAF) 0
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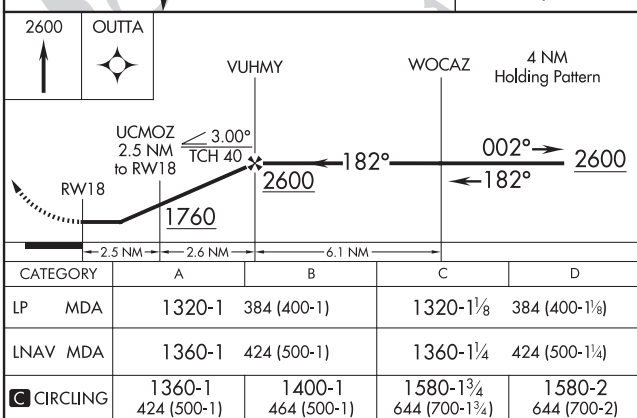
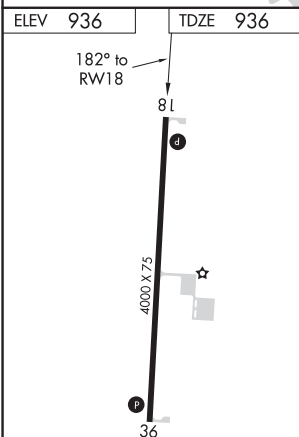
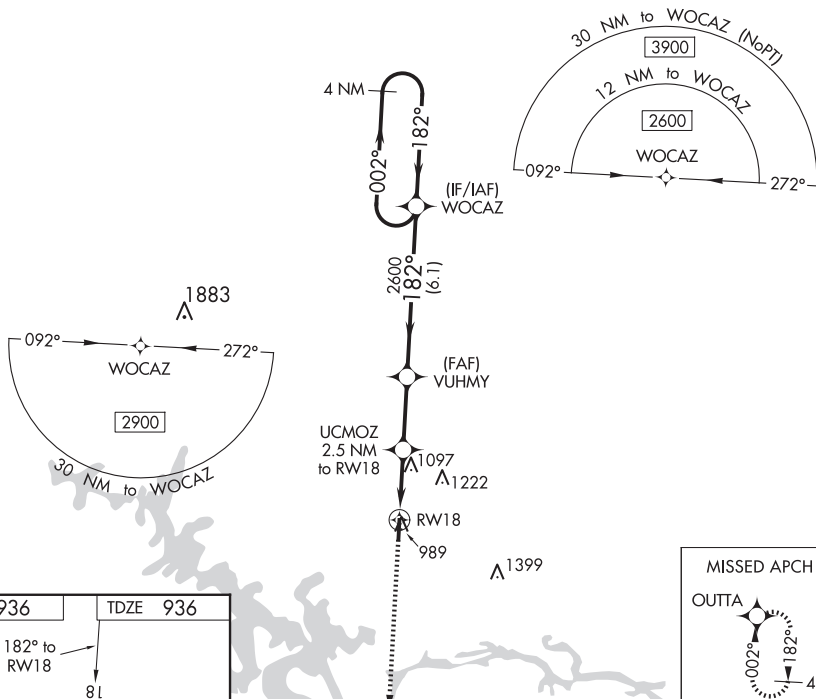
3000	BEJCY	FALIS	JIDIR	ZEVNI 1.7 NM to RWY 19	RWY 19	1360	2500	187°	007°	6000	3000	GP 3.00°	TCH 40
1.7 NM	3.5 NM	5.9 NM											
CATEGORY	A	B	C	D									
LPV DA	1045-1	250 (300-1)		NA									
LNAV/VNAV DA	1100-1	305 (400-1)		NA									
LNAV MDA	1240-1	445 (500-1)	1240-1 ¾ 445 (500-1 ¾)	NA									
CIRCLING	1260-1 462 (500-1)	1340-1 542 (600-1)	1380-1 ½ 582 (600-1 ½)	NA									

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 18
WARSAW MUNI (RAW)

MISSED APPROACH: Climb to 2600 direct OUTTA and hold.

CTAF
122.9 **L**

MIRL Rwy 18-36 **L**
REIL Rwy 18 and 36 **L**

WARSAW, MISSOURI
Orig-A 23JUN16

38°21'N-93°21'W

WARSAW MUNI (RAW)
RNAV (GPS) RWY 18

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **56635**
W36A

APP CRS
002°

Rwy Idg
TDZE **936**
Apt Elev **936**

RNAV (GPS) RWY 36

WARSAW MUNI (R.A.W)

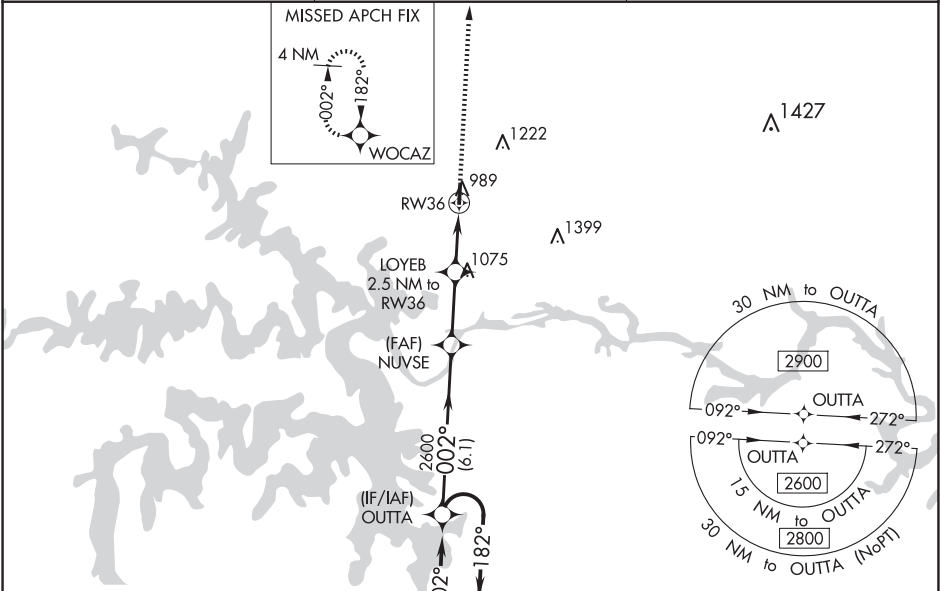
⚠

NA

Baro-VNAV and VDP NA when using Clinton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter not received, use Clinton altimeter setting and increase all DA 53 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C/D visibility to 1¾ mile and Circling Cat C visibility to 2 and Cat D visibility to 2½ mile.

MISSED APPROACH:
Climb to 2600 direct
WOCAZ and hold.

AWOS-3PT 118.325	WHITEMAN APP CON ★ 127.45 284.0	CTAF 122.9 0
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ELEV 936

TDZE 936

4 NM Holding Pattern

OUTTA

NUVSE

LOYEB
2.5 NM to RW36

2600

WOCAZ

2600

182°

002°

002°

2600

GP 3.00°

TCH 40

6.1 NM

2.6 NM

1.3 NM

1.2 NM

RW36

*LNAV only.

*1760

CATEGORY	A	B	C	D
LPV DA	1136-1 200 (200-1)			
LNAV/VNAV DA	1215-1 279 (300-1)			
LNAV MDA	1340-1 404 (500-1)	1340-1 ½ 404 (500-1 ½)		
CIRCLING	1340-1 404 (500-1)	1400-1 464 (500-1)	1580-1 ¾ 644 (700-1 ¾)	1580-2 644 (700-2)

81

4000 X 75

36

002° to RW36

MIRL Rwy 18-36

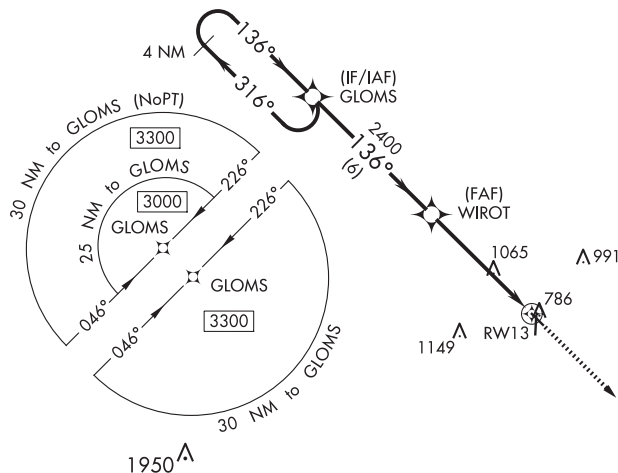
REIL Rwys 18 and 36

RNAV (GPS) RWY 13

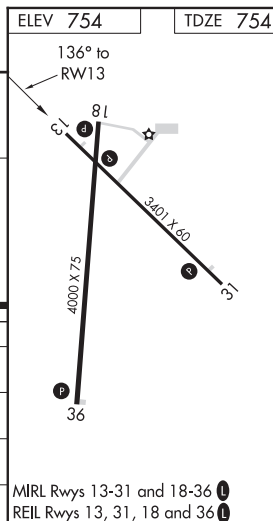
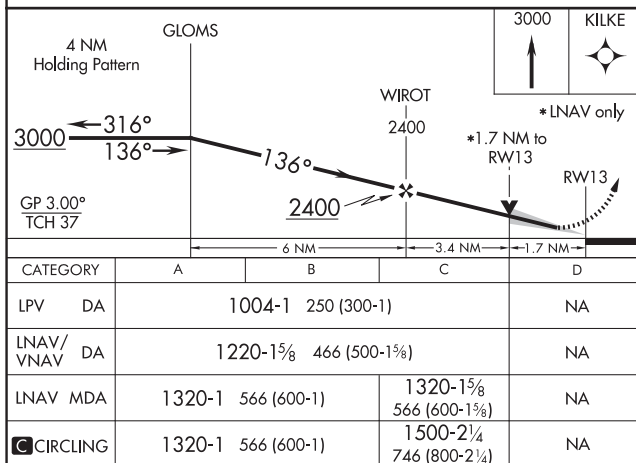
WASHINGTON MUNI (AWG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).
⚠ Baro-VNAV and VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting: increase LPV DA to 1066 feet, LNAV/VNAV DA to 1282 feet; increase all MDAs 80 feet and visibility LNAV and Circling Cat C ¼ SM.

MISSED APPROACH:
Climb to 3000 direct
KILKE and hold.

UNICOM
122.7 (CTAF) **L**

NC-3, 12 JUN 2025 to 07 AUG 2025



WASHINGTON MUNI (AWG)
RNAV (GPS) RWY 13

WAAS CH 45816 W18A	APP CRS 184°	Rwy Idg TDZE 752 Apt Elev 754
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RNAV (GPS) RWY 18

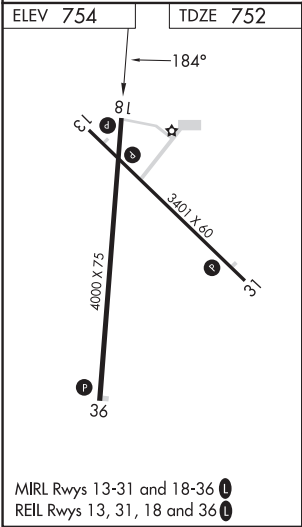
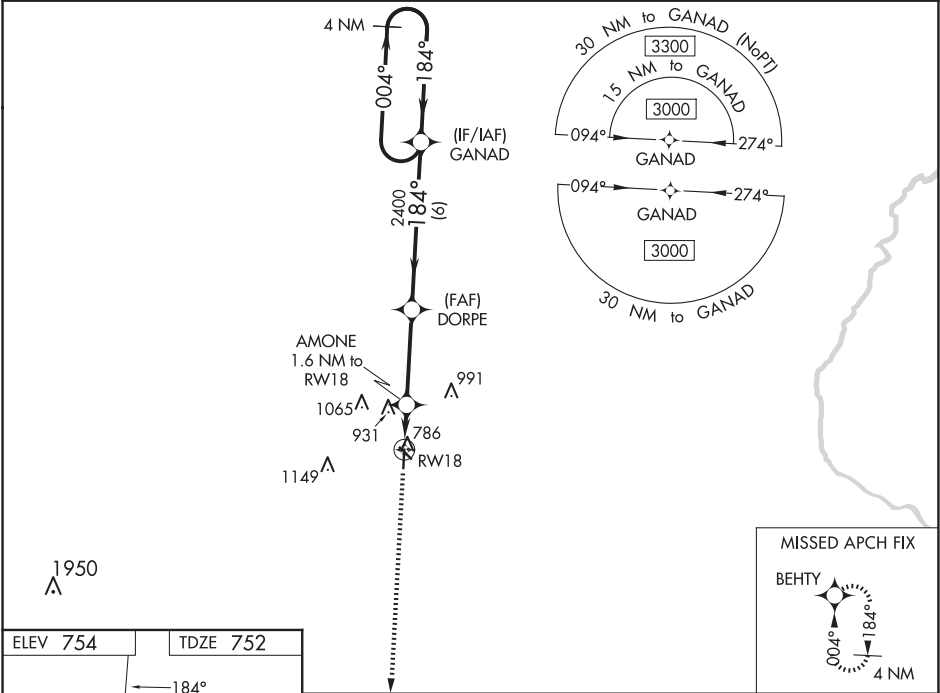
WASHINGTON MUNI (A WG)

RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).
▲ Baro-VNAV NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting: increase LPV DA to 1064 feet, LNAV/VNAV DA to 1116 feet; increase all MDAs 80 feet and visibility LNAV and Circling Cat C ¼ SM.

MISSED APPROACH:
Climb to 3000 direct
BEHTY and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	UNICOM 122.7 (CTAF) 0
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3000	BEHTY	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 45).		GANAD	4 NM Holding Pattern
*LNAV only.	AMONE 1.6 NM to RW18	DORPE 2400	184°	004°	3000
RW18	1300*	2400	184°	GP 3.00°	TCH 45
-1.6 NM		3.4 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA	1002-1 250 (300-1)			NA	
LNAV/VNAV DA	1054-1 302 (300-1)			NA	
LNAV MDA	1160-1 408 (500-1)	1160-1½ 408 (500-1½)		NA	
CIRCLING	1200-1 446 (500-1)	1260-1 506 (600-1)	1500-2¼ 746 (800-2¼)	NA	

WASHINGTON, IOWA

AL-6289 (FAA)

20198

WAAS CH 90538 W31A	APP CRS 316°	Rwy Idg 3401 TDZE 754 Apt Elev 754
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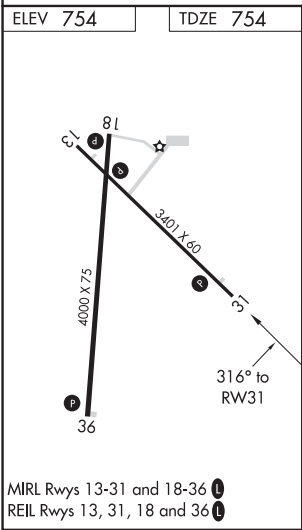
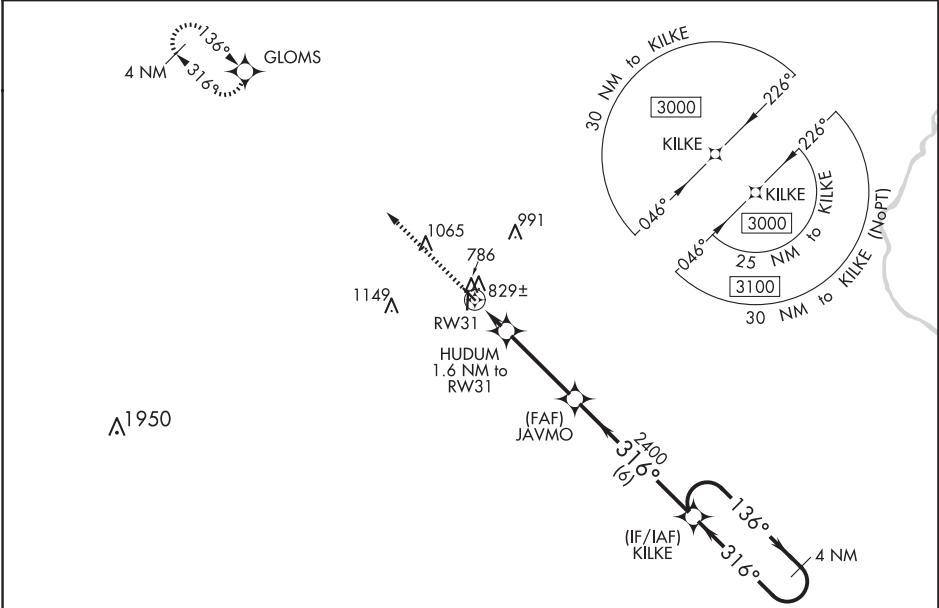
RNAV (GPS) RWY 31
WASHINGTON MUNI (A WG)

RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).
▲ Rwy 31 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting: increase LPV and LNAV/VNAV DA to 1066 feet; increase all MDAs 80 feet and visibility LNAV Cat C ¼ SM and Circling Cat C ¼ SM.

MISSED APPROACH:
Climb to 3000 direct GLOMS and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	UNICOM 122.7 (CTAF) 0
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3000	GLOMS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).			
*LNAV only	HUDUM 1.6 NM to RW31	JAVMO 2400	KILKE 4 NM Holding Pattern		
*0.9 NM to RW31	*1280	2400	316°	136°	3000
0.9 NM	0.7 NM	3.5 NM	6 NM	GP 3.00° TCH 34	
CATEGORY	A	B	C	D	
LPV DA	1004-1		250 (300-1)	NA	
LNAV/VNAV DA	1004-1		250 (300-1)	NA	
LNAV MDA	1080-1		326 (400-1)	NA	
C CIRCLING	1200-1 446 (500-1)	1260-1 506 (600-1)	1500-2¼ 746 (800-2¼)	NA	

WASHINGTON, IOWA
Orig-A 20JUN19

41°17'N-91°41'W

WASHINGTON MUNI (A WG)
RNAV (GPS) RWY 31

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 90416 W36A	APP CRS 004°	Rwy Idg 4000 TDZE 752 Apt Elev 754
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RNAV (GPS) RWY 36

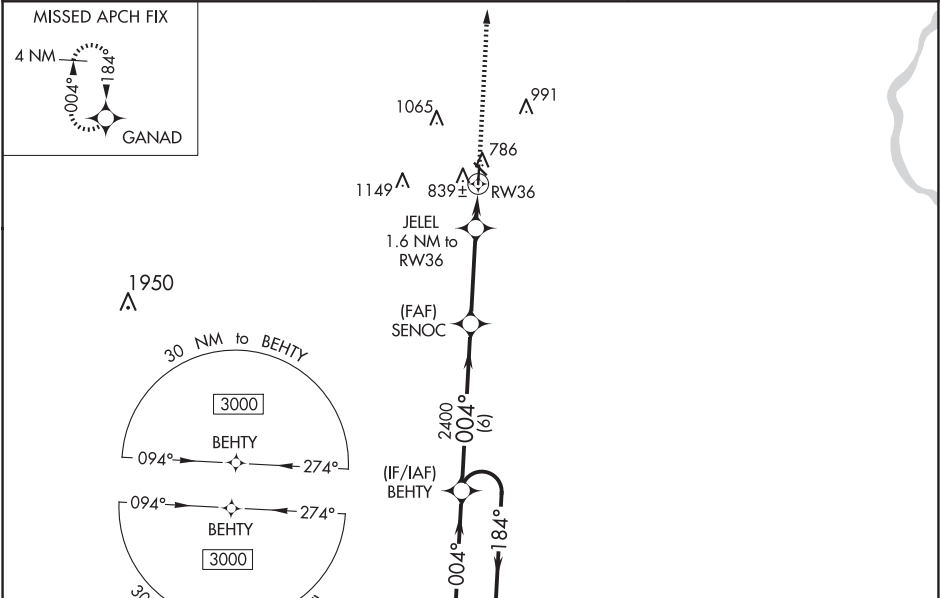
WASHINGTON MUNI (AWG)

RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting: increase LPV DA to 1064 feet and LNAV/VNAV DA to 1072 feet; increase all MDAs 80 feet and visibility LNAV and Circling Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct GANAD and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	UNICOM 122.7 (CTAF) 0
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ELEV 754		TDZE 752		
MIRL Rwys 13-31 and 18-36		REIL Rwys 18, 13, 31 and 36		
<div>VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 35).</div> <div><div>4 NM Holding Pattern</div><div>BEHTY</div><div>SENOC</div><div>JELEL</div><div>3000</div><div>184°</div><div>004°</div><div>004°</div><div>2400</div><div>2400</div><div>1300</div><div>6 NM</div><div>3.4 NM</div><div>0.6</div><div>1 NM</div><div>3000</div><div>GANAD</div><div>1.6 NM to RW36</div><div>*1 NM to RW36</div><div>*RNAV only</div><div>RW36</div></div>				
CATEGORY	A	B	C	D
LPV DA	1002-1 250 (300-1)			NA
LNAV/VNAV DA	1010-1 258 (300-1)			NA
LNAV MDA	1100-1 348 (400-1)			NA
CIRCLING	1200-1 446 (500-1)	1260-1 506 (600-1)	1500-2¼ 746 (800-2¼)	NA

4000 X 75

81

31

3401 X 60

004°

36

WASHINGTON, IOWA

AL-6289 (FAA)

24081

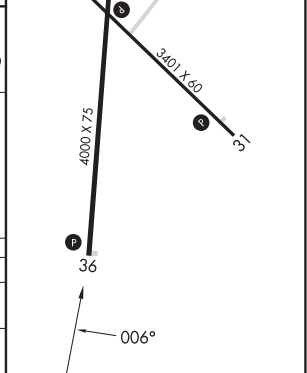
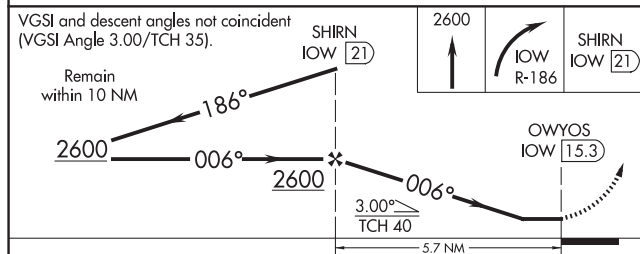
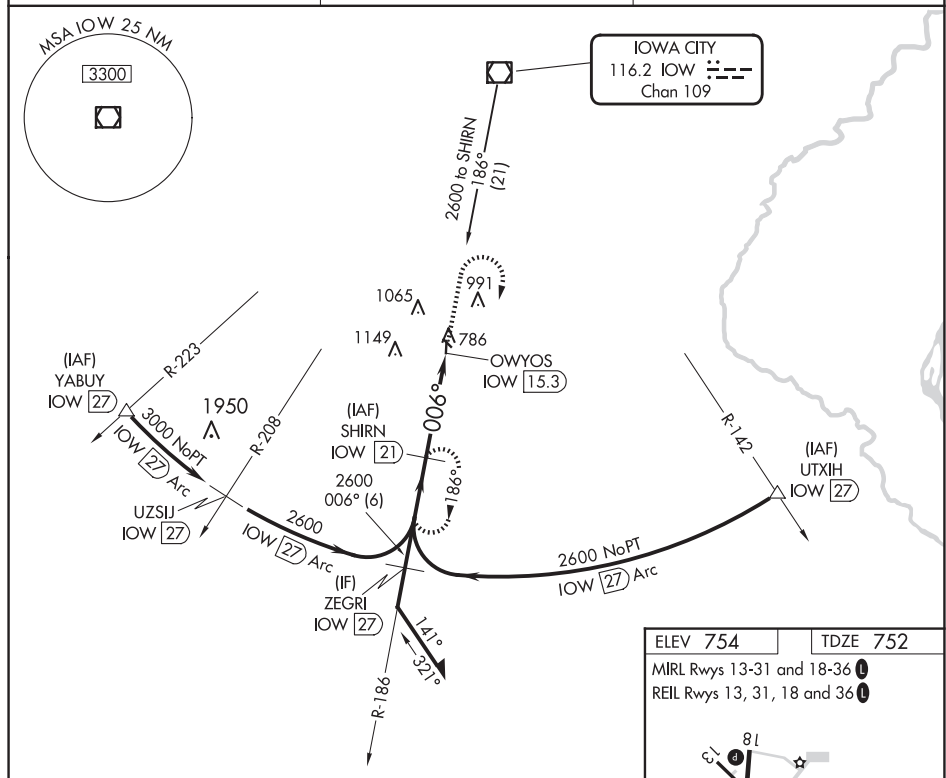
VOR/DME IOW	APP CRS	Rwy Idg	4000
116.2	006°	TDZE	752
Chan 109		Apt Elev	754

VOR RWY 36

WASHINGTON MUNI (AWG)

DME Required.	MISSED APPROACH: Climb to 2600 then right turn on IOW VOR/DME R-186 to SHIRN/21 DME and hold.
▼ ⚠	When local altimeter setting not received, use Iowa City altimeter setting and increase all MDAs 80 feet and visibility S-36 Cat C and Circling Cat C ¼ SM.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-36	1240-1	488 (500-1)	1240-1 3/8 488 (500-1 3/8)	NA
CIRCLING	1240-1 486 (500-1)	1260-1 506 (600-1)	1500-2 1/4 746 (800-2 1/4)	NA

WASHINGTON, IOWA

Amdt 1C 20JUN19

41°17'N-91°41'W

WASHINGTON MUNI (AWG)
VOR RWY 36

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
153°

Rwy Idg
5002

TDZE
488

Apt Elev
488

RNAV (GPS) RWY 15

WASHINGTON RGNL (FYG)

RNP APCH-GPS.

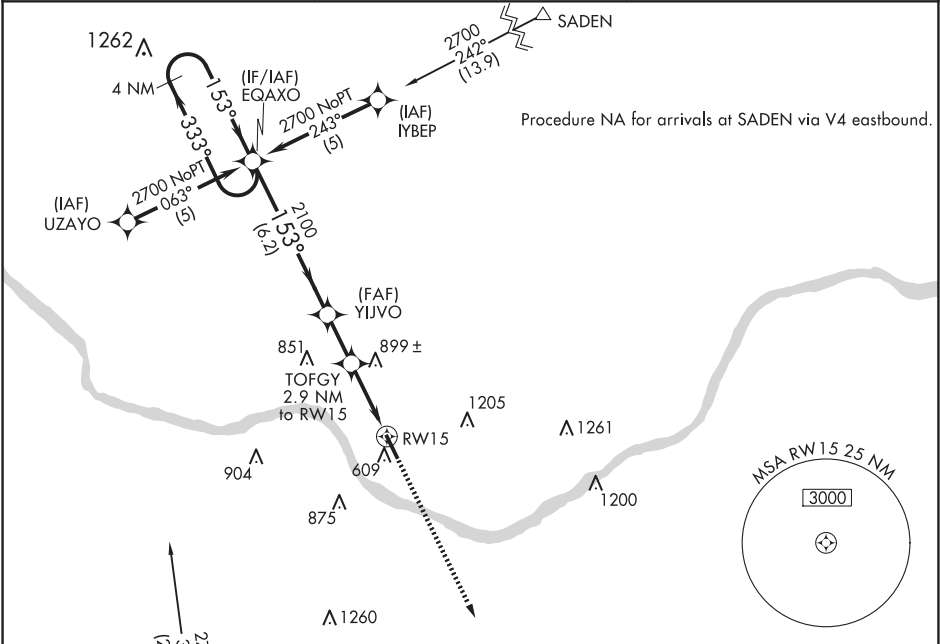
Visibility reduction by helicopters NA. When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2700 direct WEXJI and hold.

AWOS-3PT
121.325

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF)



ELEV 488

TDZE 488

153° to RW15

WEXJI 153° 333° 4 NM

4 NM Holding Pattern EQAXO

YIJVO

TOFGY 2.9 NM to RW15

2700 WEXJI

2100 1400

3.04° TCH 45

RW15

6.2 NM 2 NM 2.9 NM

CATEGORY	A	B	C	D
LNNAV MDA	1160-1	672 (700-1)	1160-2 672 (700-2)	NA
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1520-3 1032 (1100-3)	NA

MIRL Rwy 15-33

REIL Rwy 15 and 33

WASHINGTON, MISSOURI

AL-6478 (FAA)

22083

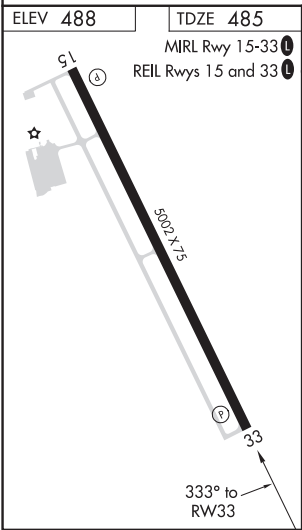
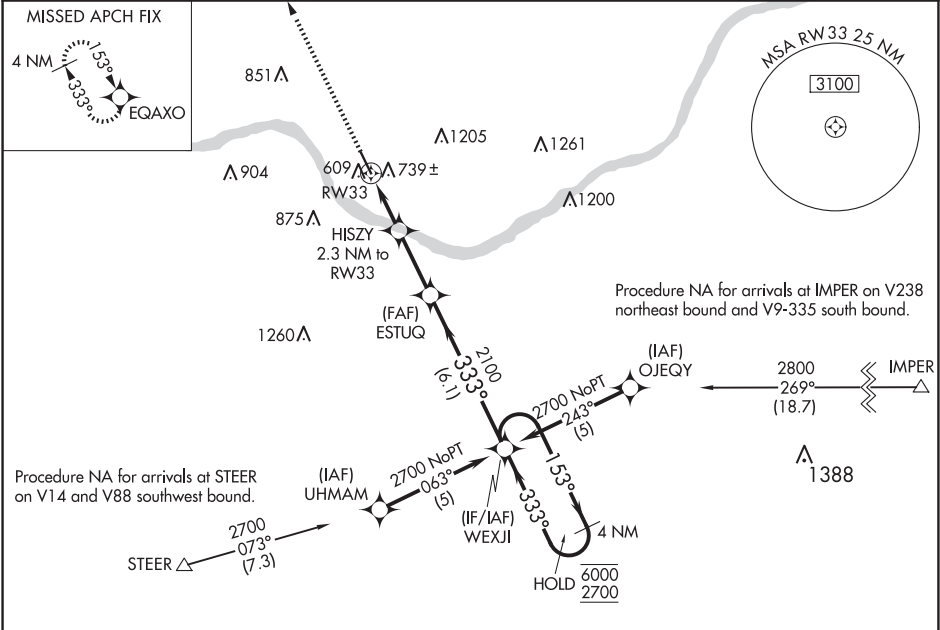
WAAS CH 45715 W33A	APP CRS 333°	Rwy Idg TDZE 485 Apt Elev 488
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RNAV (GPS) RWY 33

WASHINGTON RGNL (FYG)

RNP APCH-GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV ▲ NA below -15°C or above 54°C.	MISSED APPROACH: Climb to 2700 direct EQAXO and hold.
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AWOS-3PT 121.325	ST. LOUIS APP CON 126.5 254.3	UNICOM 122.8 (CTAF) 0
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2700	EQAXO	HISZY 2.3 NM to RW33	ESTUQ	WEXJI 4 NM Holding Pattern	GP 3.00° TCH 43
1.5 NM	0.8	2.6 NM	6.1 NM		
1260	2100	333°	2100	153° 6000 333° 2700	
CATEGORY	A	B	C	D	
LPV DA	823-1	338 (400-1)		NA	
LNAV/VNAV DA	1050-1 5/8	565 (600-1 5/8)		NA	
LNAV MDA	1000-1	515 (600-1)	1000-1 3/8 515 (600-1 3/8)	NA	
CIRCLING	1220-1 732 (800-1)	1260-1 772 (800-1)	1520-3 1032 (1100-3)	NA	

WASHINGTON, MISSOURI
Amdt 2A 12AUG21

38°35'N-91°00'W

WASHINGTON RGNL (FYG)

RNAV (GPS) RWY 33

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

VORTAC FTZ

110.8

Chan 45

APP CRS

184°

Rwy Idg
TDZE
Apt Elev

**N/A
N/A
488**

VOR-A

WASHINGTON RGNL (FYG)

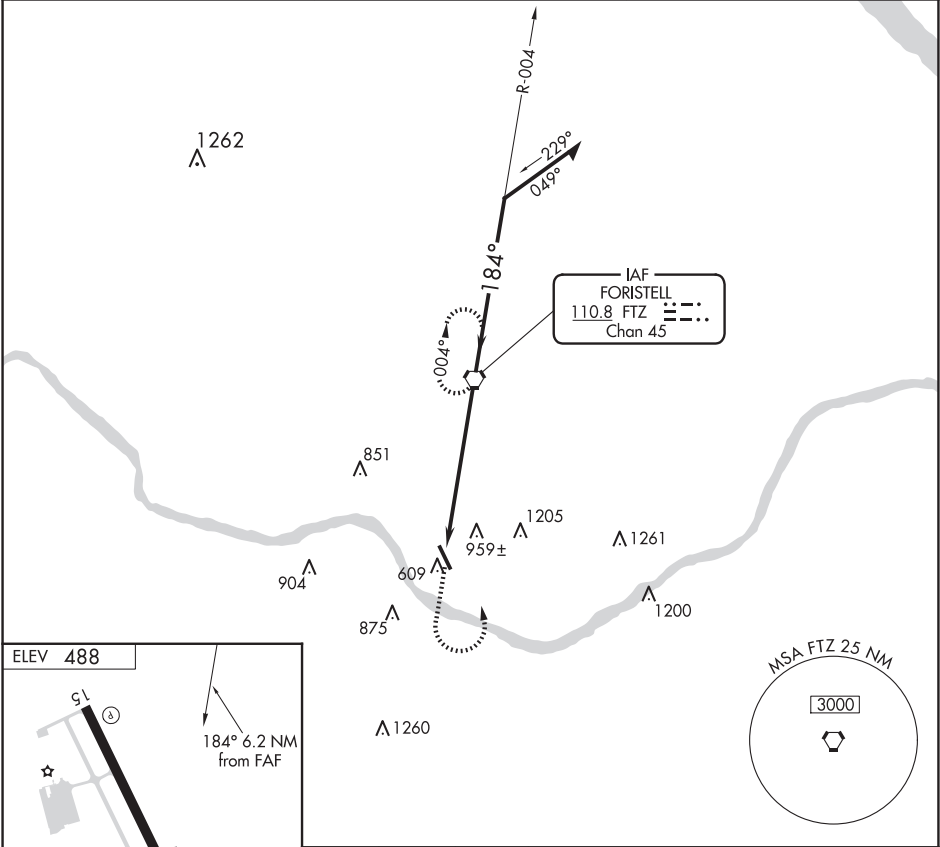
▼

▲

When local alimeter setting not received, use Spirit of St. Louis alimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct FTZ VORTAC and hold.

AWOS-3PT 121.325	ST. LOUIS APP CON 126.5 254.3	UNICOM 122.8 (CTAF)
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ELEV 488

1500

2500

FTZ

FTZ VORTAC

Remain within 10 NM

FTZ 6.2

184°

004°

2500

6.2 NM

FAF to MAP 6.2 NM	CATEGORY	A	B	C	D
Knots 60 90 120 150 180	CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1520-3 1032 (1100-3)	NA
Min:Sec 6:12 4:08 3:06 2:29 2:04					

ILS or LOC RWY 12
WATERLOO RGNL (ALO)

WATERLOO RGNL (A10)
ILS or LOC RWY 12

NC-3, 12 JUN 2025 to 07 AUG 2025

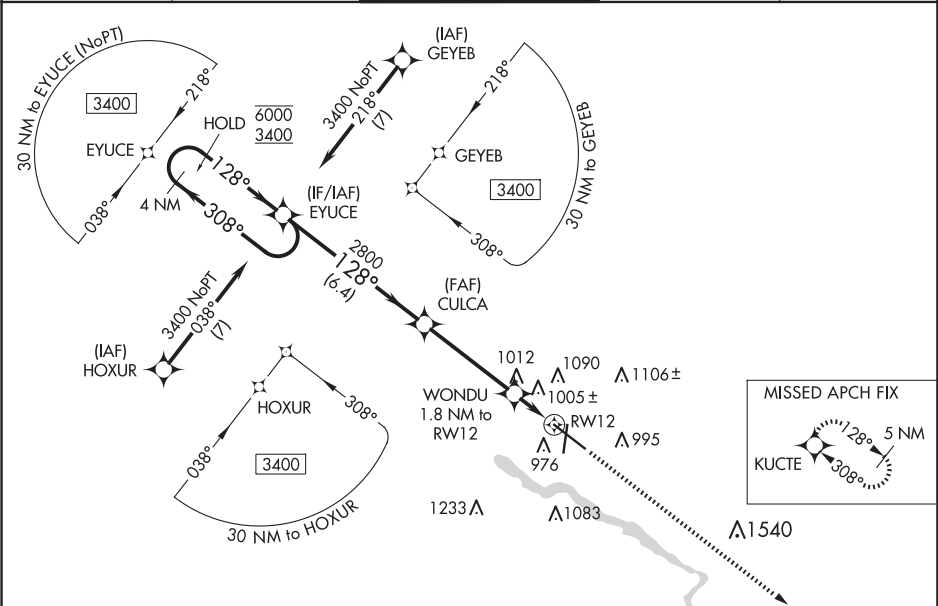
WAAS CH 72801 W12A	APP CRS 128°	Rwy Idg TDZE Apt Elev	8399 873 873
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RNAV (GPS) RWY 12

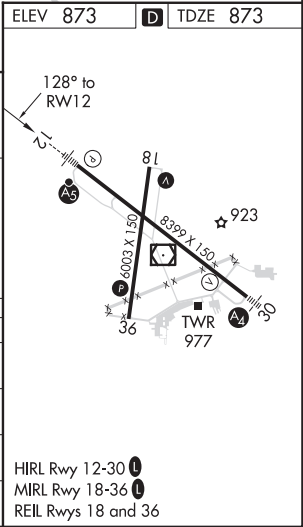
WATERLOO RGNL (ALO)

RNP APCH.	<div><div>⚠</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats to RVR 5500. # RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>	<div><div>MALSR</div><div></div></div>	MISSED APPROACH: Climb to 3400 direct KUCTE and hold.
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ATIS 120.65	WATERLOO APP CON★ 118.9 251.15	WATERLOO TOWER★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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					ELEV 873	D	TDZE 873
<div><div>4 NM Holding Pattern</div><div></div><div>GP 3.00° TCH 55</div></div>					<div><div>3400</div><div>KUCTE</div><div>*LNAV only</div></div>		
<div><div>6.4 NM</div><div>4.1 NM</div><div>0.8 NM</div><div>1 NM</div></div>					<div></div>		
CATEGORY	A	B	C	D			
LPV DA#	1073/24 200 (200-½)						
LNAV/VNAV DA	1252/30 379 (400-⅝)						
LNAV MDA	1260/24 387 (400-½)		1260/35 387 (400-⅝)				
CIRCLING	1360-1 487 (500-1)	1400-1 527 (600-1)	1480-1¾ 607 (700-1¾)	1600-2¼ 727 (800-2¼)	HIRL Rwy 12-30 MIRL Rwy 18-36 REIL Rws 18 and 36		



WAAS CH 58042 W18A	APP CRS 188°	Rwy Idg TDZE Apt Elev	6003 871 873
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RNAV (GPS) RWY 18

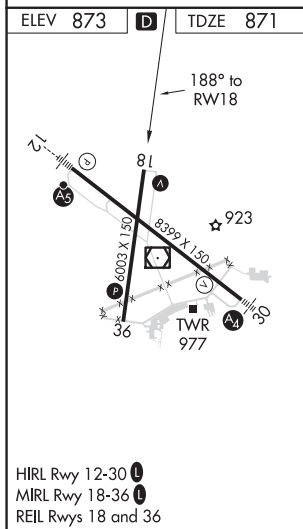
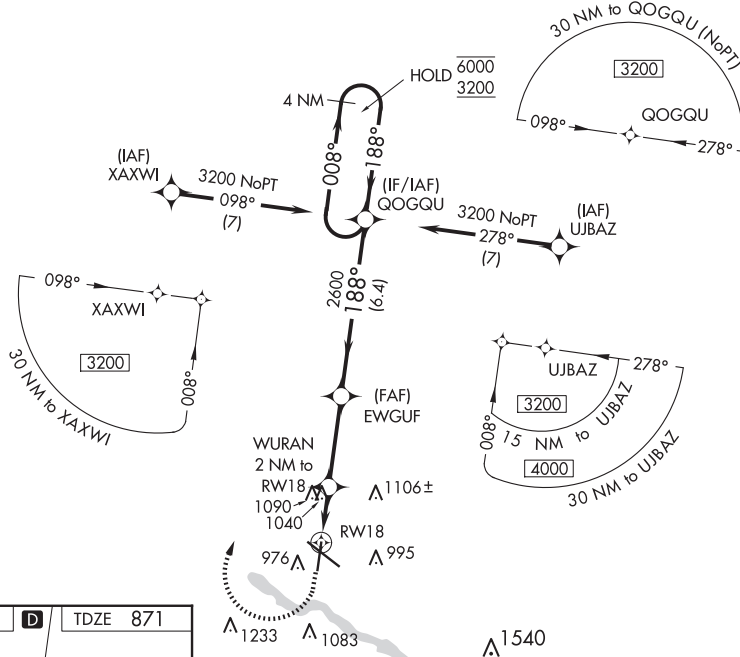
WATERLOO RGNL (A.O)

RNP APCH.

Rwy 18 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3200 direct QOGQU and hold.

ATIS 120.65	WATERLOO APP CON * 118.9 251.15	WATERLOO TOWER * 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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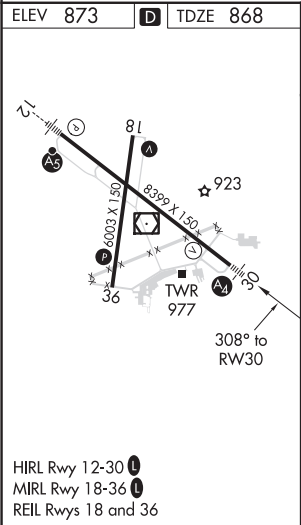
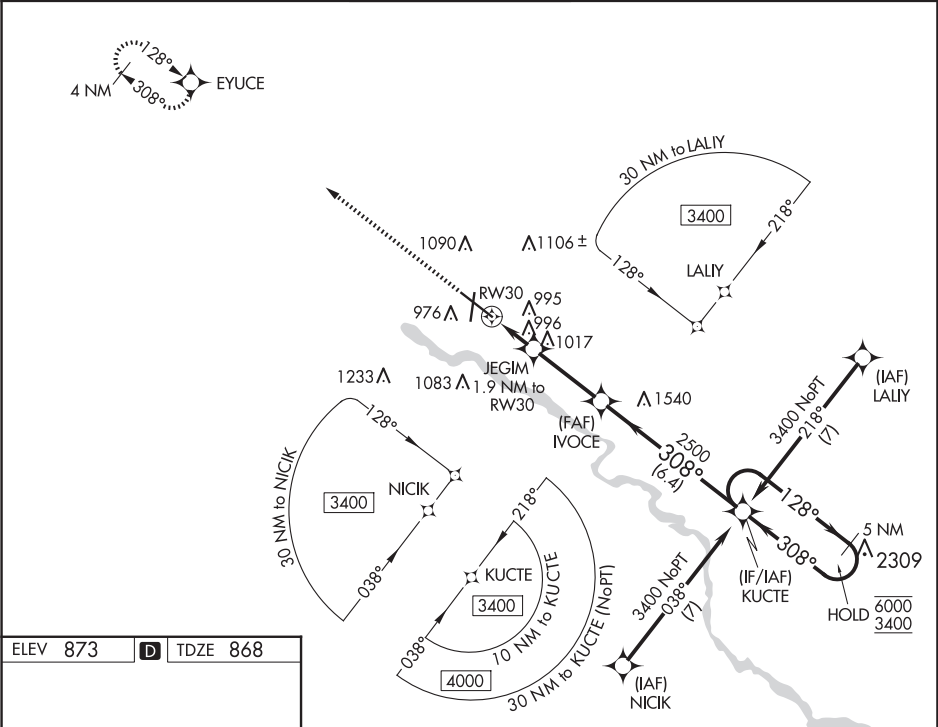
2000	3200	QOGQU								
WURAN 2 NM to RW18			EWGUF			QOGQU 4 NM Holding Pattern				
RW18			TCH 42			008° → 6000 ← 188° 3200				
1.2 NM to RW18			3.00°			188°				
1.2 NM			0.8 NM			3.3 NM				
1540			2600			6000 3200				
CATEGORY			A		B		C		D	
LP MDA		1300-1		429 (500-1)		1300-1¼		429 (500-1¼)		
LNAV MDA		1340-1		469 (500-1)		1340-1⅜		469 (500-1⅜)		
CIRCLING		1360-1 487 (500-1)		1400-1 527 (600-1)		1480-1¾ 607 (700-1¾)		1600-2¼ 727 (800-2¼)		

WAAS CH 78201 W30A	APP CRS 308°	Rwy Idg 8399 TDZE 868 Apt Elev 873
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RNAV (GPS) RWY 30

WATERLOO RGNL (A.L.O)

RNP APCH. <div><div>T</div><div>A</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Inop table does not apply LPV all Cats. For inop ALS, increase LNAV/VNAV all Cats visibility to 7/8 SM.</div></div>			MALS <div><div>A1</div><div>≡</div></div>	MISSED APPROACH: Climb to 3400 direct EYUCE and hold.	
ATIS 120.65	WATERLOO APP CON★ 118.9 251.15	WATERLOO TOWER★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95	



3400 EYUCE		KUCTE 5 NM Holding Pattern		
<div><div><div>↑</div><div>* LNAV only</div></div><div><div>✧</div></div></div>		<div><div><div>JEGIM 1.9 NM to RW30</div><div>1520*</div><div>1.1 NM</div><div>0.8</div><div>3.1 NM</div><div>6.4 NM</div></div><div><div>IVOCE 2500</div><div>308°</div><div>2500</div><div>128°</div><div>308°</div><div>6000</div><div>3400</div><div>GP 3.00° TCH 52</div></div></div>		
CATEGORY	A	B	C	D
LPV DA	1068-¾		200 (200-¾)	
LNAV/VNAV DA	1145-¾		277 (300-¾)	
LNAV MDA	1260-¾	392 (400-¾)	1260-7⁄8	392 (400-7⁄8)
CIRCLING	1360-1 487 (500-1)	1400-1 527 (600-1)	1480-1¾ 607 (700-1¾)	1600-2¼ 727 (800-2¼)

WATERLOO, IOWA

AL-945 (FAA)

25107

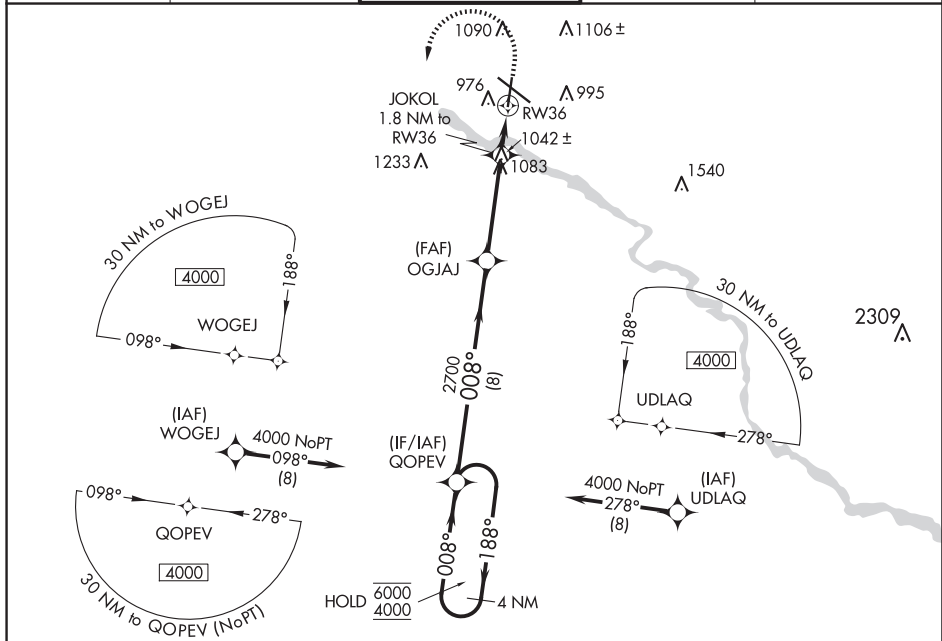
WAAS CH 48942 W36A	APP CRS 008°	Rwy Idg TDZE Apt Elev	6003 869 873
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RNAV (GPS) RWY 36

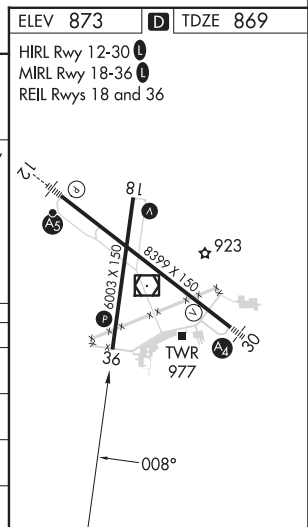
WATERLOO RGNL (A.O)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct QOPEV and hold.
▼ ▲	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 51).				
4 NM Holding Pattern				
<div> <div>6000</div> <div>4000</div> <div>GP 3.00°</div> <div>TCH 40</div> </div> <div> <div>188°</div> <div>008°</div> <div>008°</div> <div>2700</div> <div>2700</div> <div>1480</div> <div>1.2 NM to RW36</div> <div>0.6 NM</div> <div>1.2 NM</div> <div>0.6 NM</div> <div>1.2 NM</div> </div>				
CATEGORY	A	B	C	D
LPV DA	1069-3/4 200 (200-3/4)			
LNAV/VNAV DA	1190-1 321 (400-1)			
LNAV MDA	1300-1	431 (500-1)	1300-1 1/4	431 (500-1 1/4)
CIRCLING	1360-1 487 (500-1)	1400-1 527 (600-1)	1480-1 3/4 607 (700-1 3/4)	1600-2 1/4 727 (800-2 1/4)



WATERLOO, IOWA

Amdt 1A 21APR22

42°34'N-92°24'W

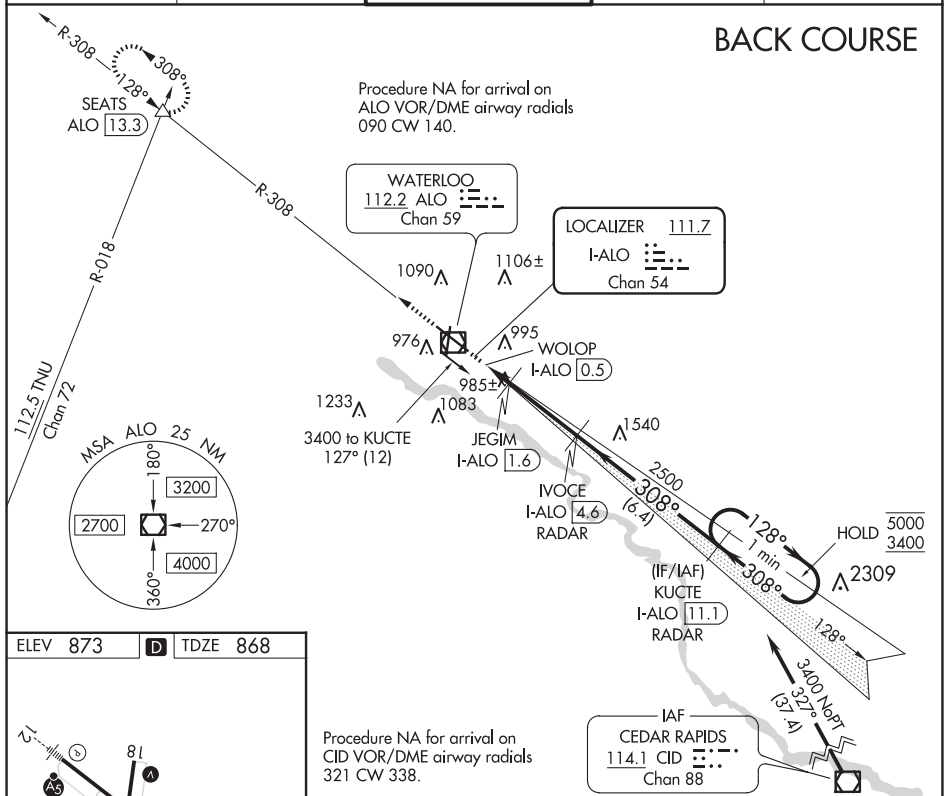
WATERLOO RGNL (A.O)

RNAV (GPS) RWY 36

LOC BC RWY 30
WATERLOO RGNL (ALO)

MISSED APPROACH: Climb to 3500 on ALO VOR/DME R-308 to SEATS INT/ALO 13.3 DME and hold.

ATIS 120.65	WATERLOO APP CON★ 118.9 251.15	WATERLOO TOWER★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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ELEV 873 D TDZE 868

HIRL Rwy 12-30 L
 MIRL Rwy 18-36 L
 REIL Rws 18 and 36

FAF to MAP 4.1 NM

	Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22	

3500 ↑ ALO R-308		SEATS 		Disregard glide slope indications.			
I-ALO DME ANTENNA 		JEGIM I-ALO 1.6 WOLOP I-ALO 0.5		IVOCE I-ALO 4.6 RADAR $\leq 3.00^\circ$ TCH 52		KUCTE I-ALO 11.1 RADAR One Minute Holding Pattern	
 0.8 NM		 1.1 NM		 3.1 NM		 6.4 NM	
CATEGORY S-LOC 30		A 1360-1 487 (500-1)		B 1400-1 527 (600-1)		C 1480-1 607 (700-1½)	
C CIRCLING		1600-2 727 (800-2½)		1240-¾ 372 (400-¾)		1600-2½ 727 (800-2½)	

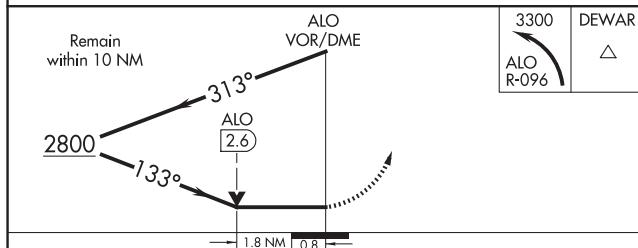
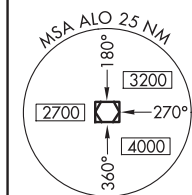
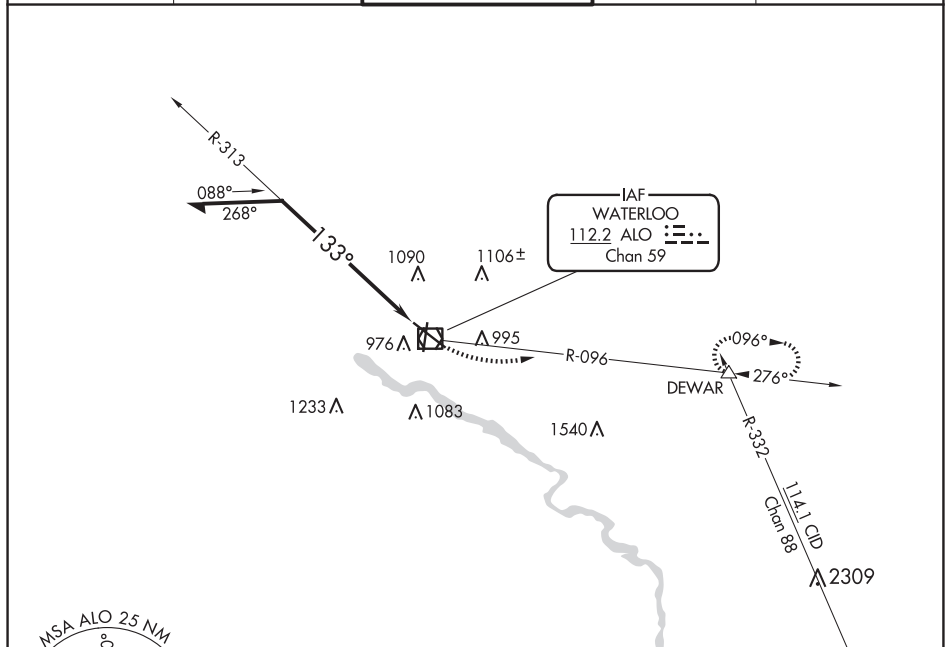
WATERLOO, IOWA

VOR/DME ALO 112.2 Chan 59	APP CRS 133°	Rwy Idg 8399 TDZE 873 Apt Elev 873
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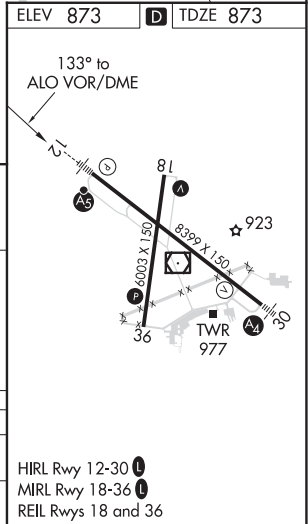
VOR RWY 12
WATERLOO RGNL (ALO)

 <p>For inop ALS, increase S-12 Cat C/D visibility to 1¾ SM.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climbing left turn to 3300 on ALO VOR/DME R-096 to DEWAR INT and hold.</p>
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ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-12	1500-24 627 (700-½)		1500-1⅓ 627 (700-1⅓)	
C CIRCLING	1500-1 627 (700-1)		1500-1¾ 627 (700-1¾)	1600-2¼ 727 (800-2¼)



WATERLOO, IOWA
Amdt 10C 05DEC19

42°34'N-92°24'W

WATERLOO RGNL (ALO)
VOR RWY 12

NC-3, 12 JUN 2025 to 07 AUG 2025

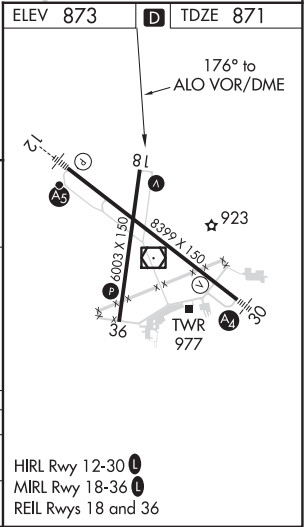
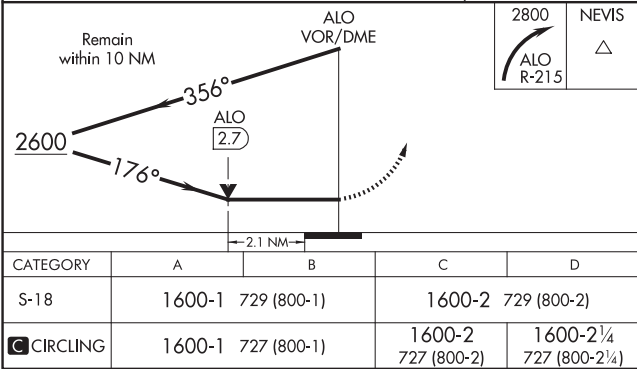
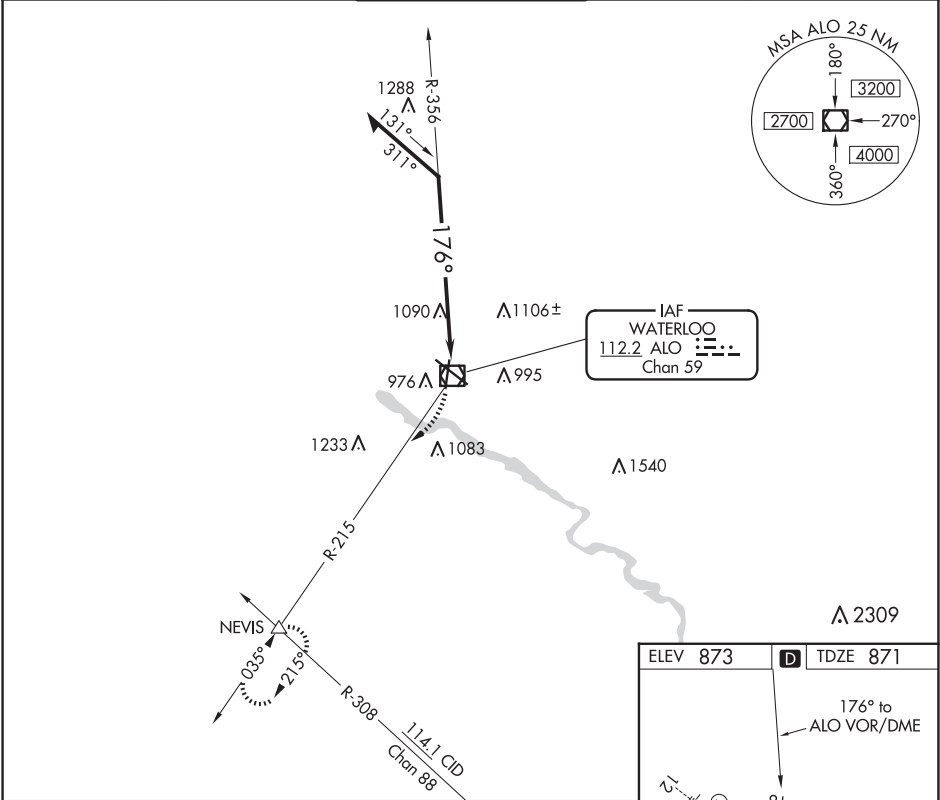
NC-3, 12 JUN 2025 to 07 AUG 2025

VOR/DME ALO	APP CRS	Rwy Idg	6003
112.2	176°	TDZE	871
Chan 59		Apt Elev	873

VOR RWY 18
WATERLOO RGNL (ALO)

<div><div></div><div></div></div> <div>Rwy 18 helicopter visibility reduction below ¾ SM NA.</div>	MISSED APPROACH: Climbing right turn to 2800 on ALO VOR/DME R-215 to NEVIS INT and hold.
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ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

AL-945 (FAA)

WATERLOO RGNL (A.O)

WATERLOO, IOWA

ATIS
120.65
WATERLOO TOWER ★
125.075 257.8
GND CON
121.9 269.1

D

FIELD
ELEV
873

ELEV 871

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W



42°34'N

128.4°

188.4°

LAHSO
LAHSO

HS 1
HS 2

6003 X 150
8399 X 150

TWR 977

AASF HANGAR

AASF RAMP

ELEV 867

GENERAL AVIATION

FBO

TERMINAL

FIRE STATION

42°33'N

36

ELEV 868

RWY 12-30
PCN 59 R/A/X/T
S-55, D-75, 2D-140
RWY 18-36
PCN 51 F/B/X/T
S-50, D-75

983

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92°24'W

92°23'W

AIRPORT DIAGRAM

25107

WATERLOO, IOWA

WATERLOO RGNL (A.O)

NC-3, 12 JUN 2025 to 07 AUG 2025

WAVERLY, IOWA

AL-6558 (FAA)

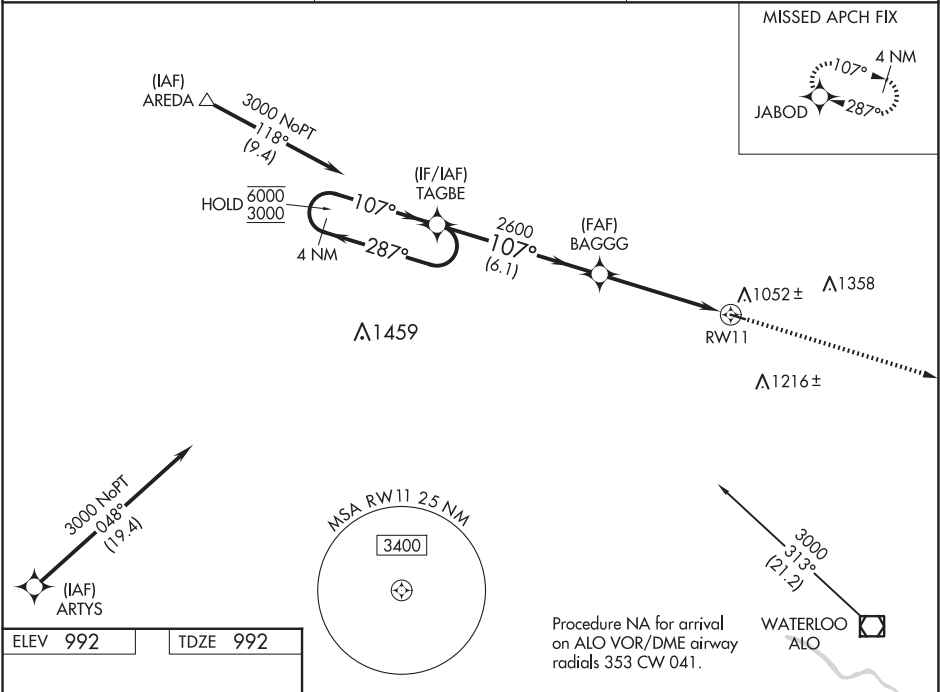
22307

WAAS CH 58243 W11A	APP CRS 107°	Rwy Idg 3200 TDZE 992 Apt Elev 992
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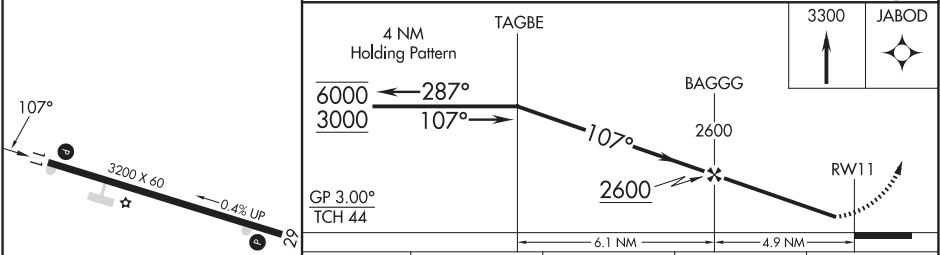
RNAV (GPS) RWY 11
WAVERLY MUNI (C25)

RNP APCH.	MISSED APPROACH: Climb to 3300 direct JABOD and hold.
NA	Rwy 11 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Waterloo altimeter setting. Straight-in and Circling Rwy 11 NA at night.

ALO ASOS 120.65	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF)
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ELEV 992	TDZE 992
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CATEGORY	A	B	C	D
LPV DA	1287-1	295 (300-1)		NA
LNAV/ VNAV DA	1334-1	342 (400-1)		NA
LNAV MDA	1540-1	548 (600-1)	1540-1½ 548 (600-1½)	NA
CIRCLING	1540-1 548 (600-1)	1620-1 628 (700-1)	1620-1¾ 628 (700-1¾)	NA

WAVERLY, IOWA
Orig 31DEC20

42°45'N-92°30'W
613

WAVERLY MUNI (C25)
RNAV (GPS) RWY 11

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WAVERLY, IOWA

AL-6558 (FAA)

22223

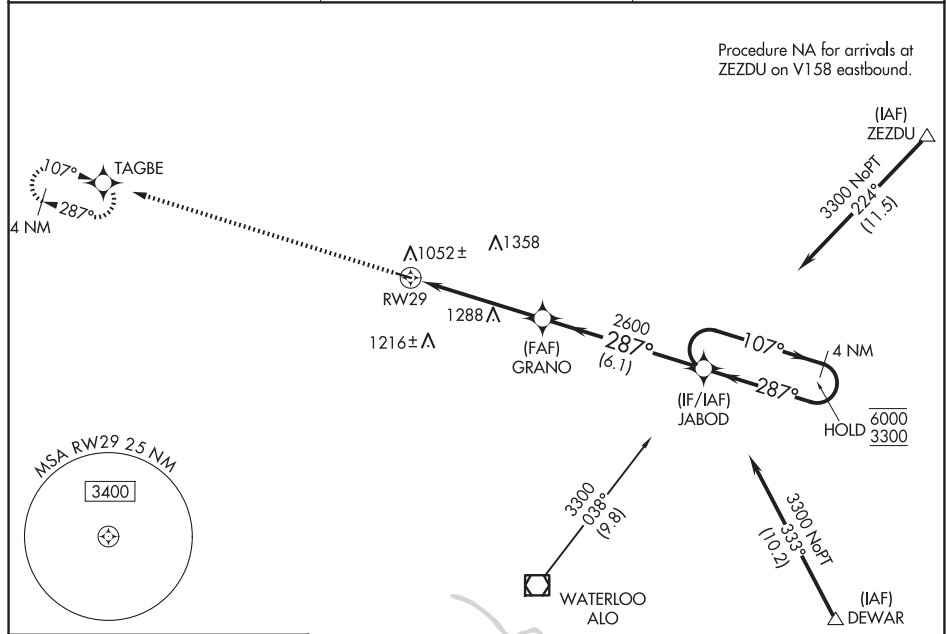
WAAS CH 78343 W29A	APP CRS 287°	Rwy Idg TDZE Apt Elev	3200 992 992
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RNAV (GPS) RWY 29

WAVERLY MUNI (C25)

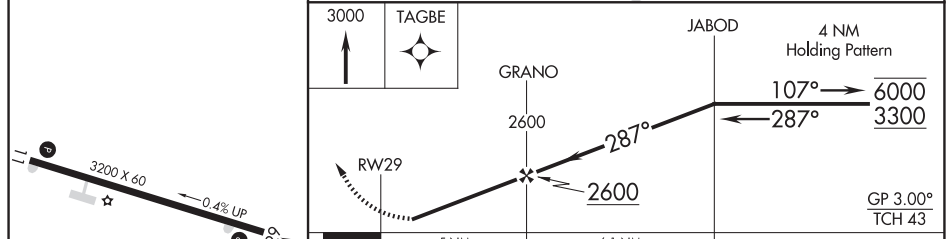
RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct TAGBE and hold.
V Circling to Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Waterloo altimeter setting.	

ALO ASOS 120.65	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
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ELEV 992	TDZE 992
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Procedure NA for arrival on ALO VOR/DME airway radials 308 CW 353.



CATEGORY	A	B	C	D
LPV DA	1287-1	295 (300-1)		NA
LNAV/VNAV DA	1334-1	342 (400-1)		NA
LNAV MDA	1600-1	608 (700-1)	1600-1¾ 608 (700-1¾)	NA
C CIRCLING	1600-1 608 (700-1)	1620-1 628 (700-1)	1620-1¾ 628 (700-1¾)	NA

REIL Rws 11 and 29 0
MIRL Rwy 11-29 0

WAVERLY, IOWA
Orig-A 11AUG22

42°45'N-92°30'W

RNAV (GPS) RWY 29

NC-3, 12 JUN 2025 to 07 AUG 2025

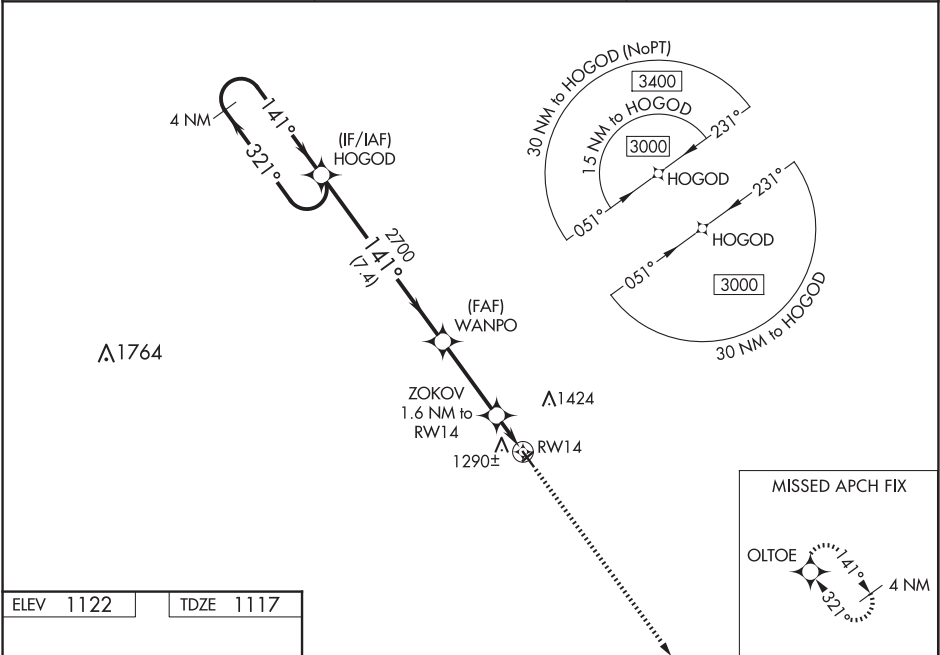
WAAS CH 40237 W14A	APP CRS 141°	Rwy Idg TDZE 1117 Apt Elev 1122	3851
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RNAV (GPS) RWY 14
WEBSTER CITY MUNI (EBS)

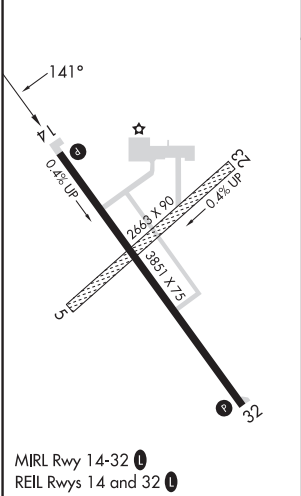
⚠ Baro-VNAV NA when using Clarion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clarion altimeter setting and increase all DAs 49 feet, and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct OLT OE and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1122	TDZE 1117
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 32).				3000	OLT OE
4 NM Holding Pattern HOGOD				↑	✦
3000 ← 321°				*LNNAV only	
GP 3.00° TCH 40				↑	
WANPO 2700				✦	
ZOKOV 1.6 NM to RW14				↑	
RW14				✦	
7.4 NM				↑	
3.3 NM				✦	
1.6 NM				↑	
CATEGORY				✦	
A				✦	
B				✦	
C				✦	
D				✦	
LPV DA				✦	
1367-1				✦	
250 (300-1)				✦	
NA				✦	
LNNAV/VNAV DA				✦	
1463-1 1/4				✦	
346 (400-1 1/4)				✦	
NA				✦	
LNNAV MDA				✦	
1540-1				✦	
423 (500-1)				✦	
NA				✦	
CIRCLING				✦	
1600-1				✦	
478 (500-1)				✦	
NA				✦	

WEBSTER CITY, IOWA

AL-5407 (FAA)

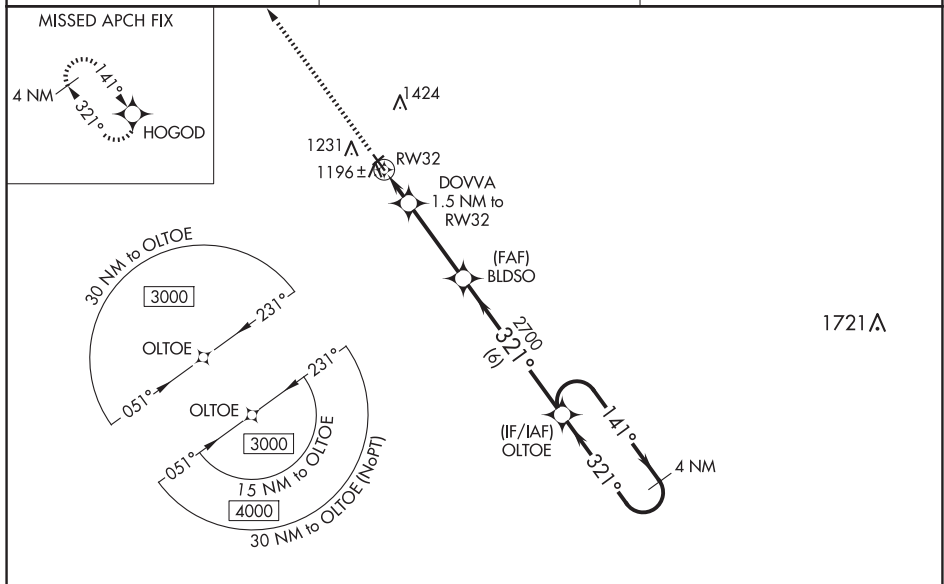
24361

WAAS CH 90516 W32A	APP CRS 321°	Rwy Idg TDZE 1122 Apt Elev 1122
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RNAV (GPS) RWY 32 WEBSTER CITY MUNI (EBS)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clarion altimeter setting and increase all DA 49 feet and all MDA 60 feet. Baro-VNAV and VDP NA when using Clarion altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct HOGOD and hold.</p>
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AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) ①
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ELEV 1122

TDZE 1122

MIRL Rwy 14-32 ①

REIL Rws 14 and 32 ①

3000

HOGOD

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

OLTOE

4 NM Holding Pattern

DOVVA 1.5 NM to RW32

BLDSO 2700

*1 NM to RW32

1620*

1 NM

0.5 NM

3.3 NM

6 NM

*LNAV only.

RW32

141°

321°

3000

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	1372-1 250 (300-1)			NA
LNAV/VNAV DA	1372-1 250 (300-1)			NA
LNAV MDA	1460-1 338 (400-1)			NA
CIRCLING	1600-1 478 (500-1)			NA

WEBSTER CITY, IOWA

Amdt 2 05MAR15

42°26'N-93°52'W

WEBSTER CITY MUNI (EBS)
RNAV (GPS) RWY 32

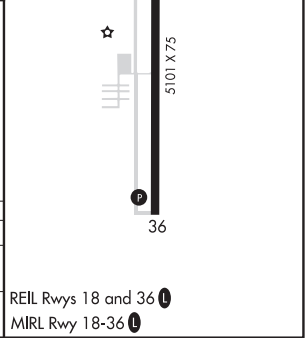
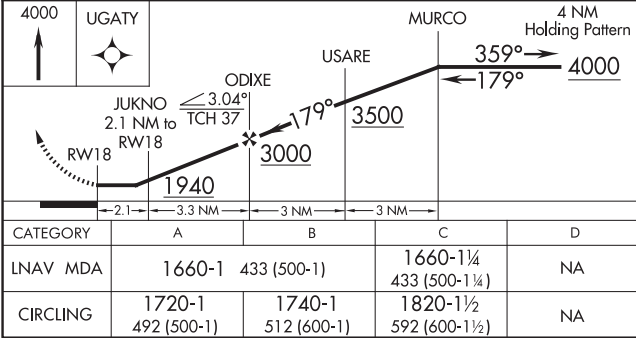
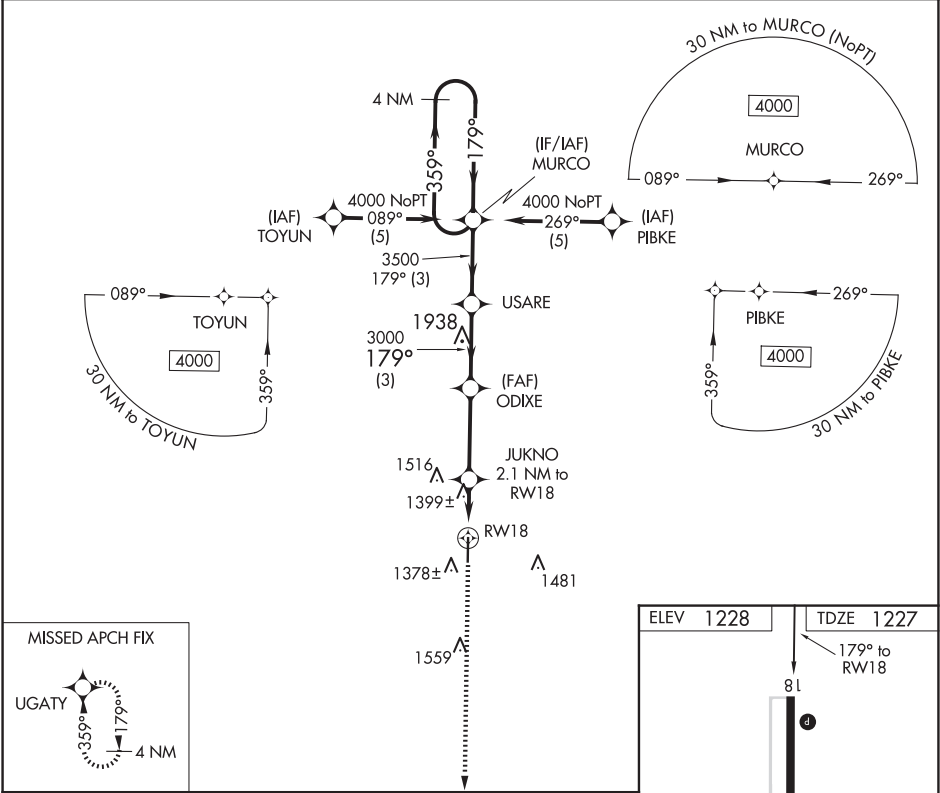
NC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5101
179°	TDZE	1227
	Apt Elev	1228

RNAV (GPS) RWY 18
WEST PLAINS RGNL (UNO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4000 direct UGATY and hold.
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Mountain Home, AR altimeter setting: increase all MDAs 140 feet and visibility LNAV Cat C ¼ SM and Circling Cat C ½ SM. When VGSI inop, Straight-in NA at night.	

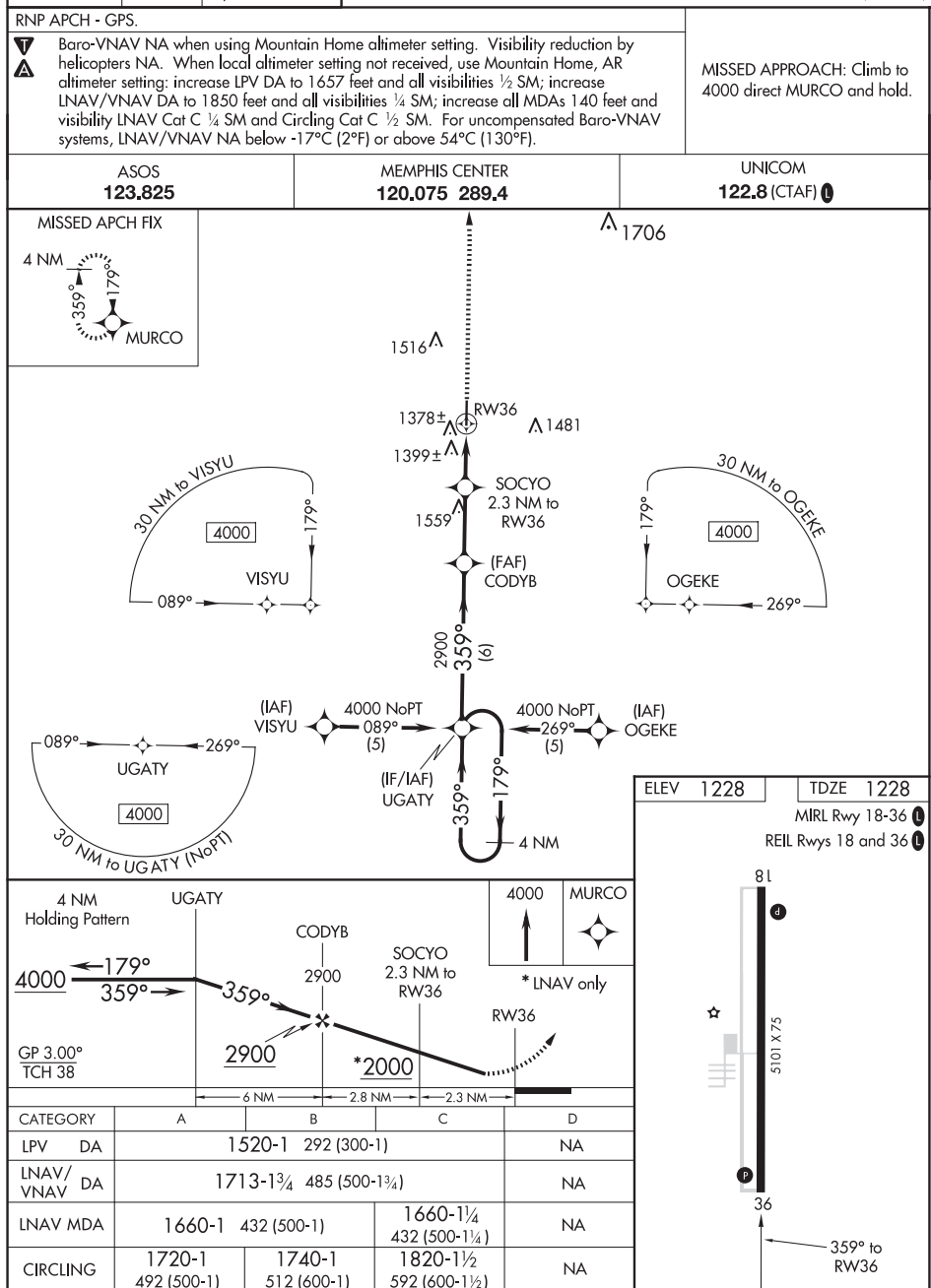
ASOS 123.825	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 1
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WAAS CH 40202 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	5101 1228 1228
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RNAV (GPS) RWY 36

WEST PLAINS RGNL (UNO)



WEST UNION, IOWA

AL-6441 (FAA)

18228

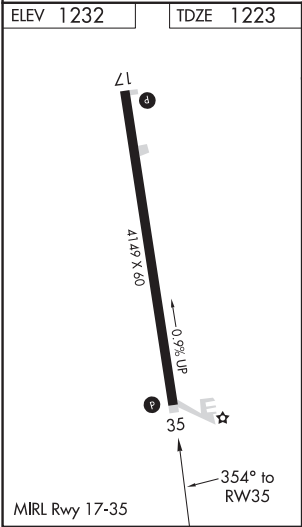
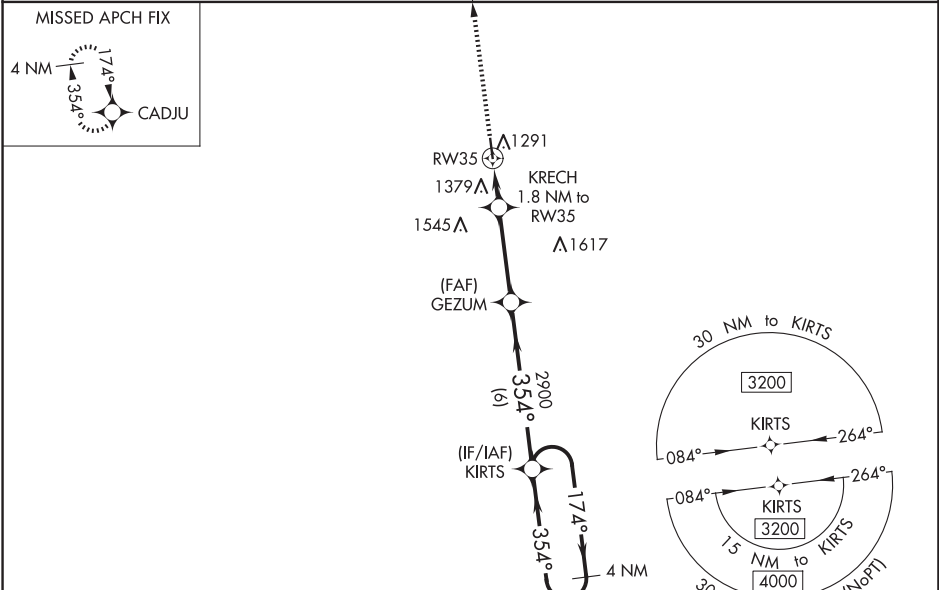
WAAS CH 82538 W35A	APP CRS 354°	Rwy Idg TDZE 1223 Apt Elev 1232
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RNAV (GPS) RWY 35

GEORGE L SCOTT MUNI (3Y2)

RNP APCH.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Decorah altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Decorah altimeter setting and increase LPV DA to 1524 all Cats and all visibilities ½ mile, LNAV/VNAV DA to 1773 all Cats and all visibilities ½ mile; increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct CADJU and hold.
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MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1473-1 250 (300-1)			NA
LNAV/VNAV DA	1722-178 499 (500-178)			NA
LNAV MDA	1640-1	417 (500-1)	1640-178 417 (500-178)	NA
CIRCLING	1740-1	508 (600-1)	1860-134 628 (700-134)	NA

WEST UNION, IOWA
Amdt 1A 16AUG18

42°59'N-91°47'W

GEORGE L SCOTT MUNI (3Y2)

RNAV (GPS) RWY 35

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

NOB NOSTER, MISSOURI

ILS or LOC Y RWY 1

LOC I-SZL <u>110.3</u>	APCH CRS 010°	Rwy Idg 12,400 TDZE 837 Arpt Elev 871
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AL-496 (USAF)

WHITEMAN AFB (KSZL)

RADAR or DME required

T * When ALS inop, increase CAT ABCDE RVR to 40, vis to 3/4 mile.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

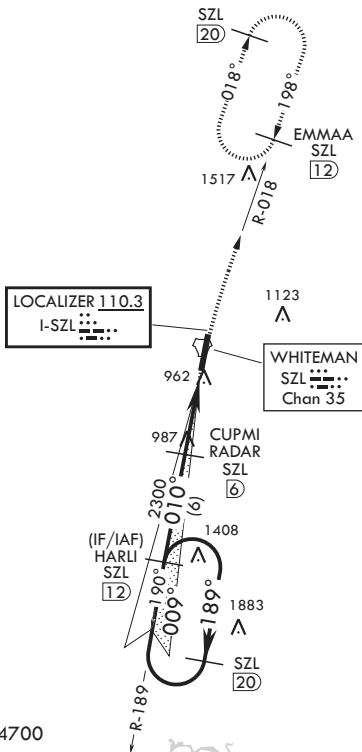
A gel electrophoresis image showing a single band labeled A1.

MISSED APPROACH: Climb to 3000
via SZL TACAN R-018 to EMMAA and
hold.

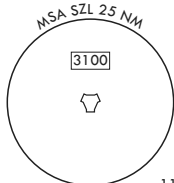
ATIS★ 118.725 239.025	APP CON★ 127.45 284.0	TOWER★ 132.4 318.8	GND CON★ 119.125 275.8	CLNC DEL★ 121.75 335.8	ASR
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2046

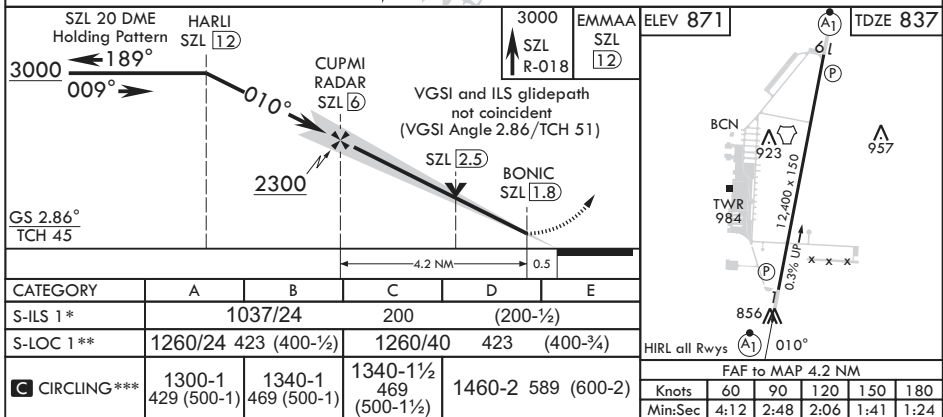
*** Circling not authorized
W of Rwy 1-19.



EMERG SAFE ALT 100 NM 4700



1185



NOB NOSTER, MISSOURI

38°44'N - 93°33'W

WHITEMAN AFB (KSZL)

ILS or LOC Y RWY 1

Amdt 1 10OCT19

NC-3, 12 JUN 2025 to 07 AUG 2025

KNOB NOSTER, MISSOURI

ILS or LOC Y RWY 19

LOC I-MXJ 108.5	APCH CRS 190°	Rwy Idg 12,400 TDZE 871 Arpt Elev 871
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AL-496 [USAF]

WHITEMAN AFB (KSZL)

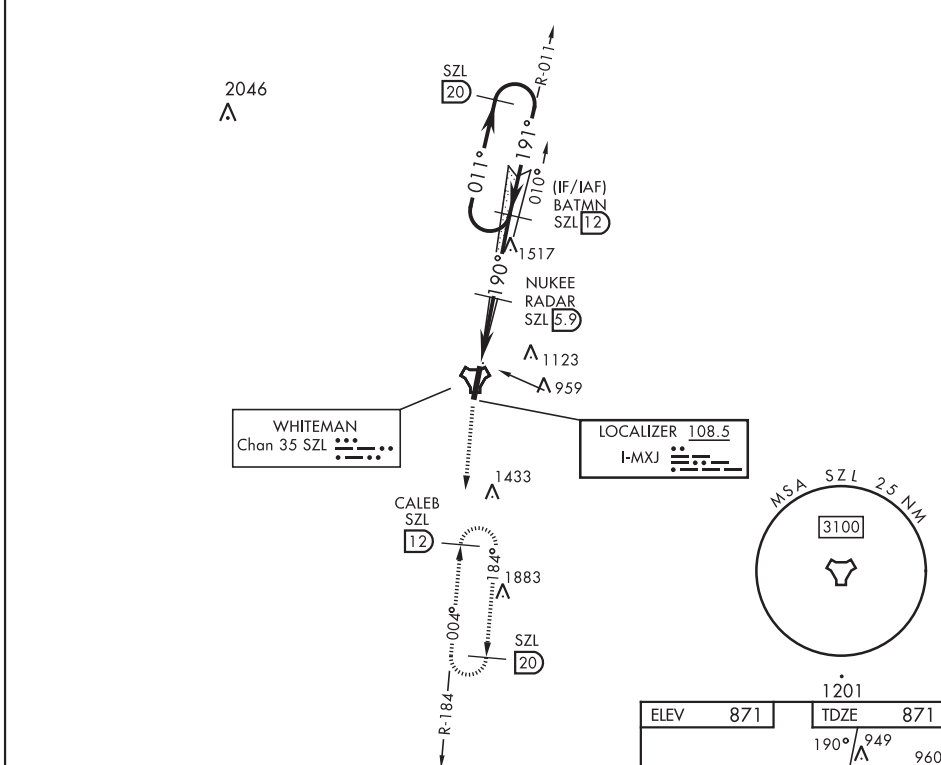
RADAR or DME required.

- ▼ *When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 **When ALS inop, increase RVR to 55 and vis to 1 mile.
 ***Circling not authorized W of Rwy 1-19.

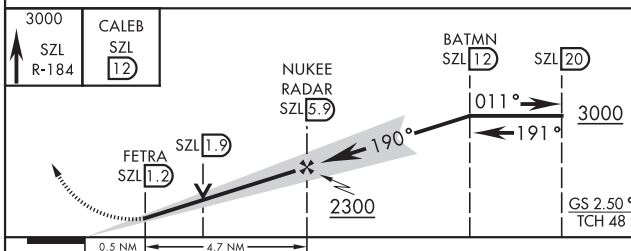


MISSED APPROACH: Climb to 3000 via
 SZL TACAN R-184 to CALEB and hold.

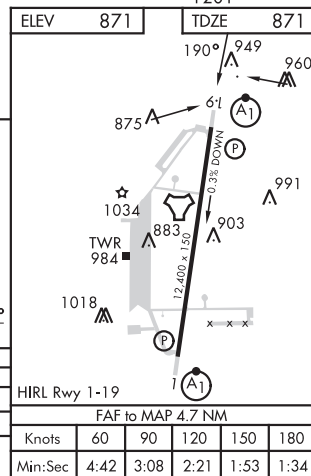
ATIS ★ 118.725 239.025	APP CON ★ 127.45 284.0	TOWER ★ 132.4 318.8	GND CON ★ 119.125 275.8	CLNC DEL ★ 121.75 335.8	ASR
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EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-ILS 19 *	1071/24		200	(200-½)	
S-LOC 19 **	1220/24	349 (400-½)	1220/30	349	(400-%)
CIRCLING ***	1300-1	1340-1	1340-1½	1460-2	589 (600-2)
	429 (500-1)	469 (500-1)	469 (500-1½)		



KNOB NOSTER, MISSOURI

38°44'N-93°33'W

WHITEMAN AFB (KSZL)

Amdt 1 10OCT19

ILS or LOC Y RWY 19

NC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 1

APCH CRS	Rwy Idg	12,400
010°	TDZE	837
	Arprt Elev	871

AL-496 (USAF)

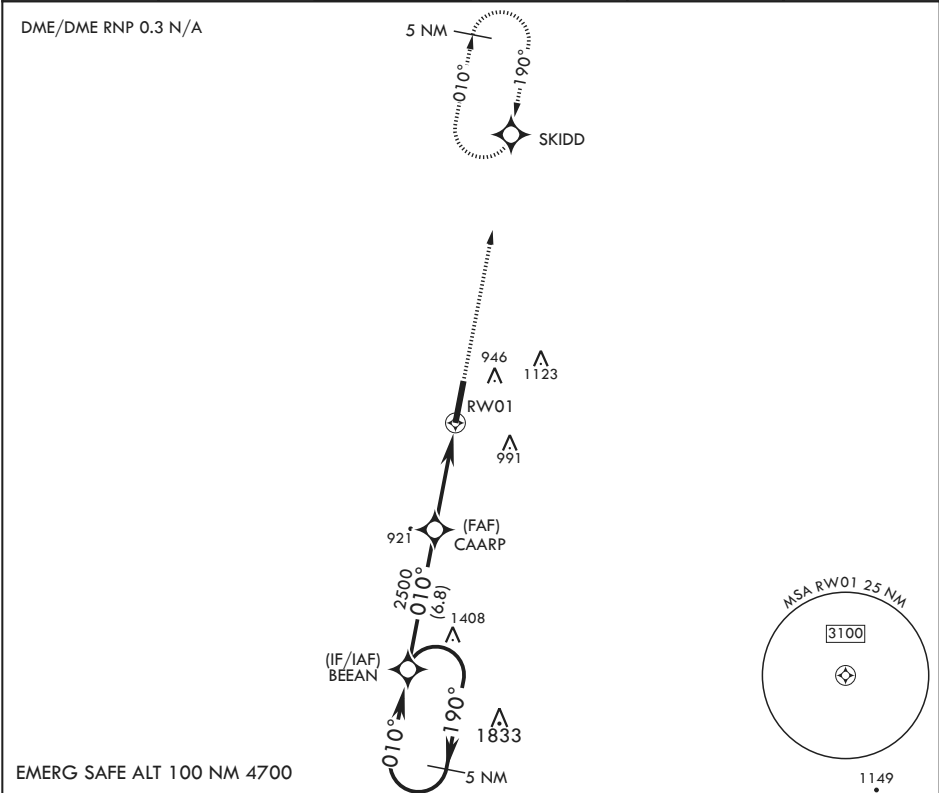
WHITEMAN AFB (KSZL)

⚠ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1

MISSED APPROACH: Climb to 3000 direct SKIDD and hold.

ATIS★	APP CON★	TOWER★	GND CON★	CLNC DEL★	ASR
118.725 239.025	127.45 284.0	132.4 318.8	119.125 275.8	121.75 335.8	



EMERG SAFE ALT 100 NM 4700

5 NM Holding Pattern

3000

190°

010°

BEEAN

CAARP

2500

1.3 NM to RW01

5.2 NM

RW01

3000

SKIDD

ELEV 871

TDZE 837

1034 BCN

909

TWR 984

1018

12,400 x 150

0.3% UP

010°

HIRL all Rwys

CATEGORY	A	B	C	D	E
LNAV MDA*	1280/24 443 (500-½)		1280/45 443 (500-¾)		
CIRCLING**	1300-1 429 (500-1)	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1460-2 589 (600-2)	

RNAV (GPS) RWY 1

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

NOB NOSTER, MISSOURI

APCH CRS 190°	Rwy Idg	12,400
	TDZE	871
	Arpt Elev	871

AL-496 (USAF)

WHITEMAN AFB (KSZL)

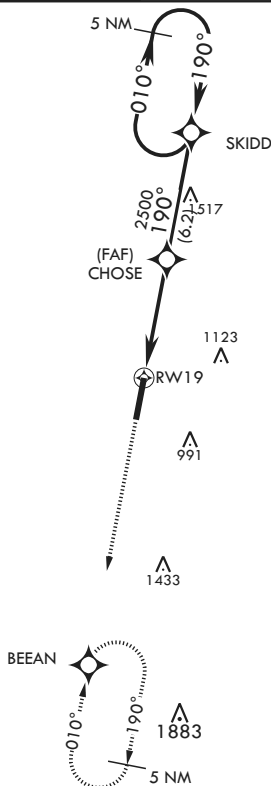
T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/8 miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1

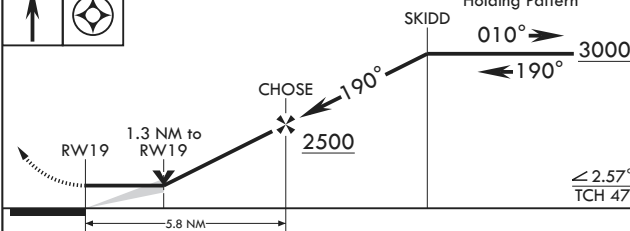
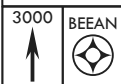
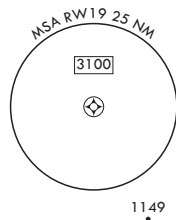
MISSED APPROACH: Climb to 3000 direct BEEAN and hold.


ATIS★ 118.725 239.025	APP CON★ 127.45 284.0	TOWER★ 132.4 318.8	GND CON★ 119.125 275.8	CLNC DEL★ 121.75 335.8	ASR
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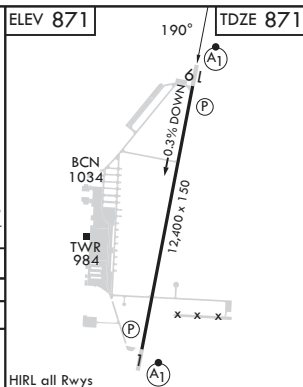
DME/DME RNP 0.3 N/A



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
LNAV MDA*	1260/24 389 (400-½)		1260/35	389	(400-¾)
 CIRCLING**	1300-1 429 (500-1)	1340-1 469 (500-1)	1340-1½ 469 (500-½)	1460-2	589 (600-2)



KNOB NOSTER, MISSOURI

38°44'N - 93°33'W

WHITEMAN AFB (KSZL)

Amdt 6 10OCT19

RNAV (GPS) RWY 19

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

TACAN Y RWY 1

TACAN SZL Chan 35	APCH CRS 004°	Rwy Idg TDZE Arpt Elev	12,400 837 871
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AL-496 (USAF)

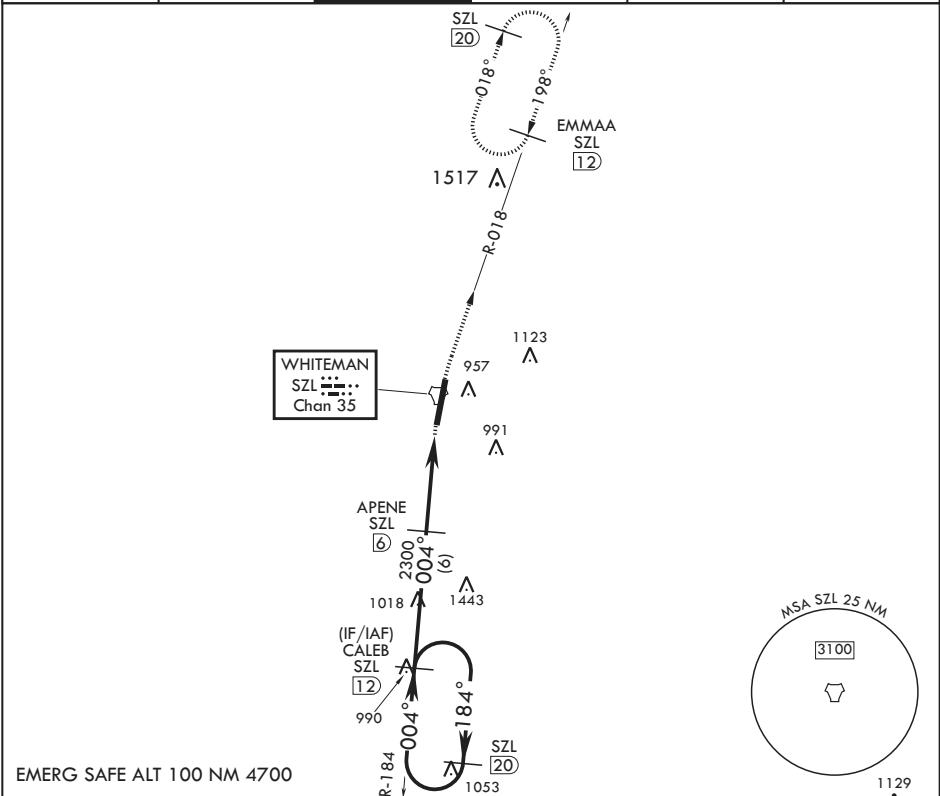
WHITEMAN AFB (KSZL)

⚠ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-018 to EMMAA and hold.

ATIS★ 118.725 239.025	APP CON★ 127.45 284.0	TOWER★ 132.4 318.8	GND CON★ 119.125 275.8	CLNC DEL★ 121.75 335.8	ASR
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EMERG SAFE ALT 100 NM 4700

SZL 20 DME Holding Pattern

3000

184°

004°

2300

4.2 NM

0.5 NM

2.85°

TCH 51

3000

SZL R-018

EMMAA SZL 12

ELEV 871

TDZE 837

BCN 1034

TWR 984

12,400 x 150

0.3% UP

004°

HIRL all Rwys

CATEGORY	A	B	C	D	E
S-1*	1260/24 423 (400-½)	1260/40 423 (400-¾)	1260/40 423 (400-¾)	1260/40 423 (400-¾)	1260/40 423 (400-¾)
CIRCLING**	1300-1 429 (500-1)	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1460-2 589 (600-2)	1460-2 589 (600-2)

TACAN Y RWY 1

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

KNOB NOSTER, MISSOURI

TACAN Y RWY 19

TACAN SZL Chan 35	APCH CRS 198°	Rwy Idg TDZE Arprt Elev	12,400 871 871
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AL-496 (USAF)

WHITEMAN AFB (KSZL)

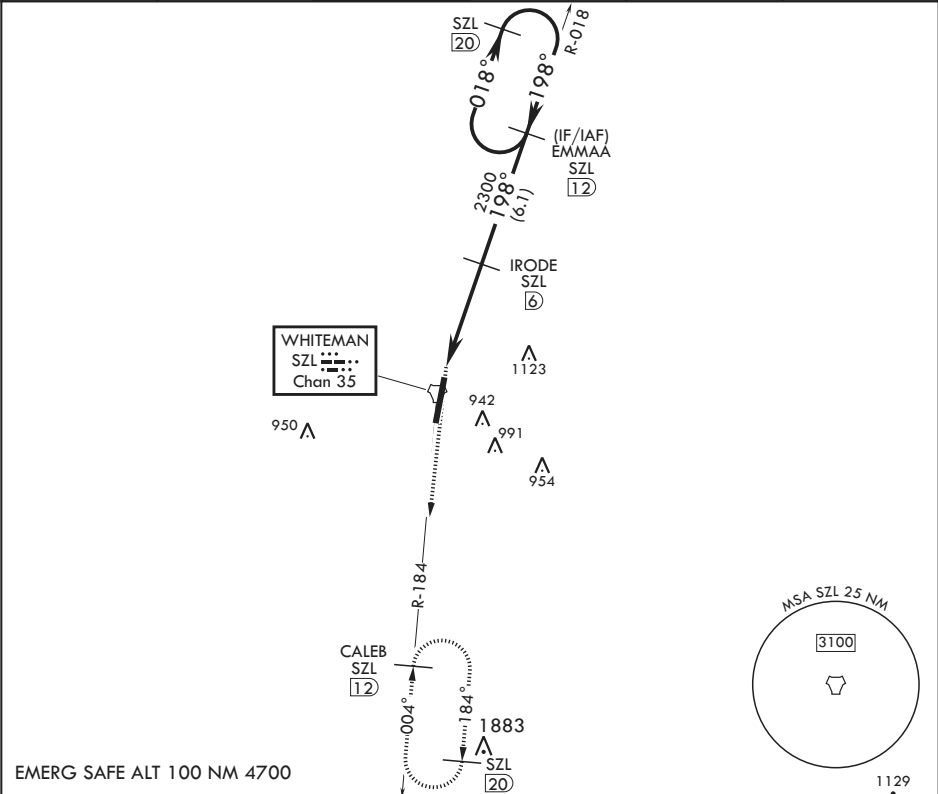
⚠ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/8 miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1



MISSED APPROACH: Climb to 3000 via SZL TACAN R-184 to CALEB and hold.

ATIS★ 118.725 239.025	APP CON★ 127.45 284.0	TOWER★ 132.4 318.8	GND CON★ 119.125 275.8	CLNC DEL★ 121.75 335.8	ASR
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3000 SZL R-184

CALEB SZL 12

EMMAA 12

SZL 20 DME Holding Pattern

ELEV 871

TDZE 871

198°

018°

198°

3000

2300

198°

2300

2

SAVBE 1.2

TACAN

BCN 1034

TWR 984

12,400 x 130

0.3% DOWN

61

198°

A1

P

HIRL all Rwys

CATEGORY	A	B	C	D	E
S-19*	1260/24 389 (400-½)		1260/40 389 (400-¾)		
C CIRCLING**	1300-1 429 (500-1)	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1460-2 589 (600-2)	

KNOB NOSTER, MISSOURI

38°44'N - 93°33'W

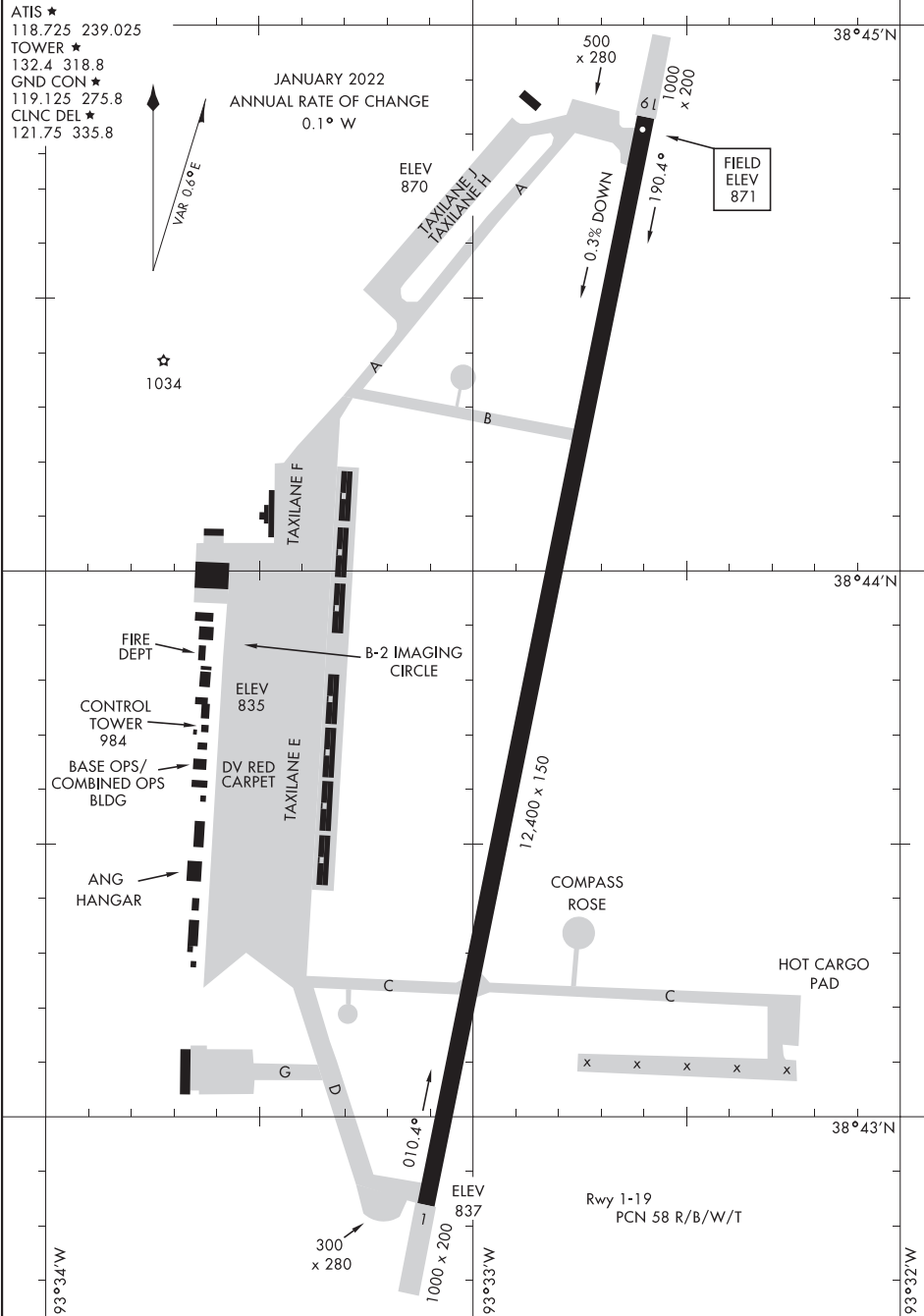
WHITEMAN AFB (KSZL)

Amdt 1 07NOV19

TACAN Y RWY 19

NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025



NC-3, 12 JUN 2025 to 07 AUG 2025

NC-3, 12 JUN 2025 to 07 AUG 2025

WINTERSET, IOWA

AL-6953 (FAA)

24025

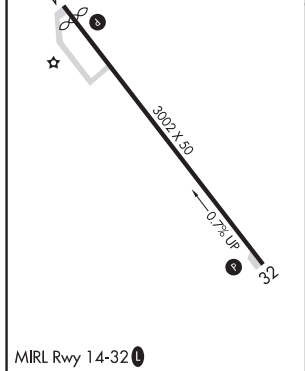
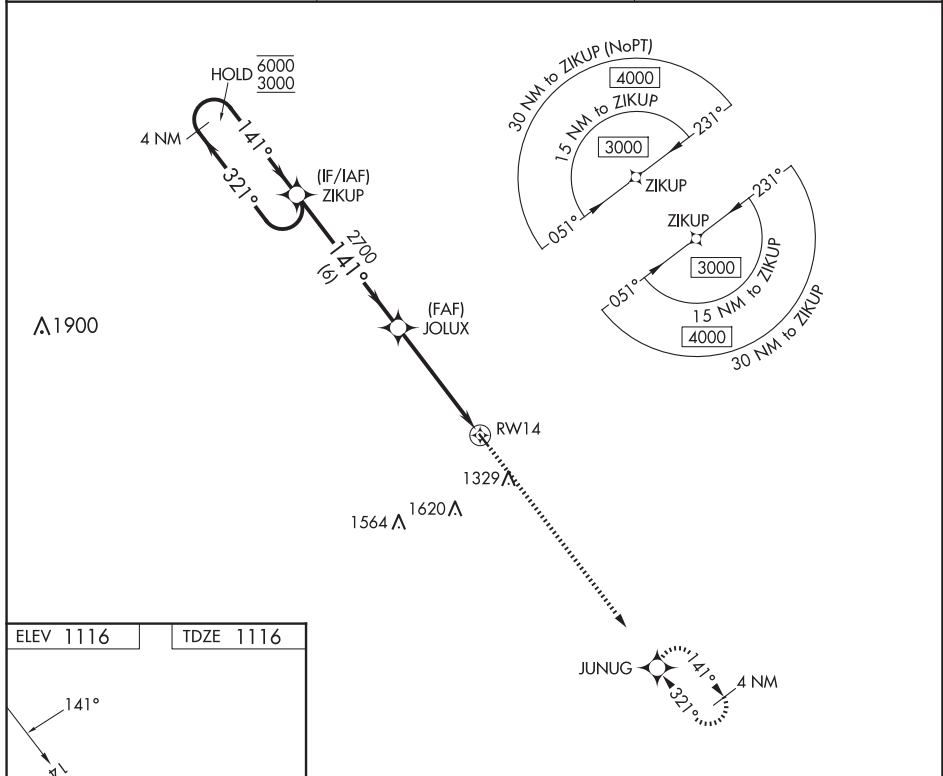
APP CRS	Rwy Idg	2827
141°	TDZE	1116
	Apt Elev	1116

RNAV (GPS) RWY 14

WINTERSET MUNI (3Y3)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct JUNUG and hold.
<div><div>▼</div><div>NA</div></div> Circling NA for Cat B southwest of Rwy 14-32. Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Osceola altimeter setting.	

I75 AWOS-3 120.975	DES MOINES APP CON 123.9 360.7	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern				VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 32).		3000	JUNUG
						↑	✦
6000 ← 321°				ZIKUP			
3000 → 141°				JOLUX			
141°				2700		RW14	
6 NM				4.9 NM			
CATEGORY	A	B	C	D			
LNAV MDA	1640-1	524 (600-1)	NA				
CIRCLING	1640-1	1700-1	NA				
	524 (600-1)	584 (600-1)					

WINTERSET, IOWA
Amdt 1A 12AUG21

41°22'N-94°01'W

RNAV (GPS) RWY 14

WINTERSET MUNI (3Y3)

INTENTIONALLY
LEFT
BLANK

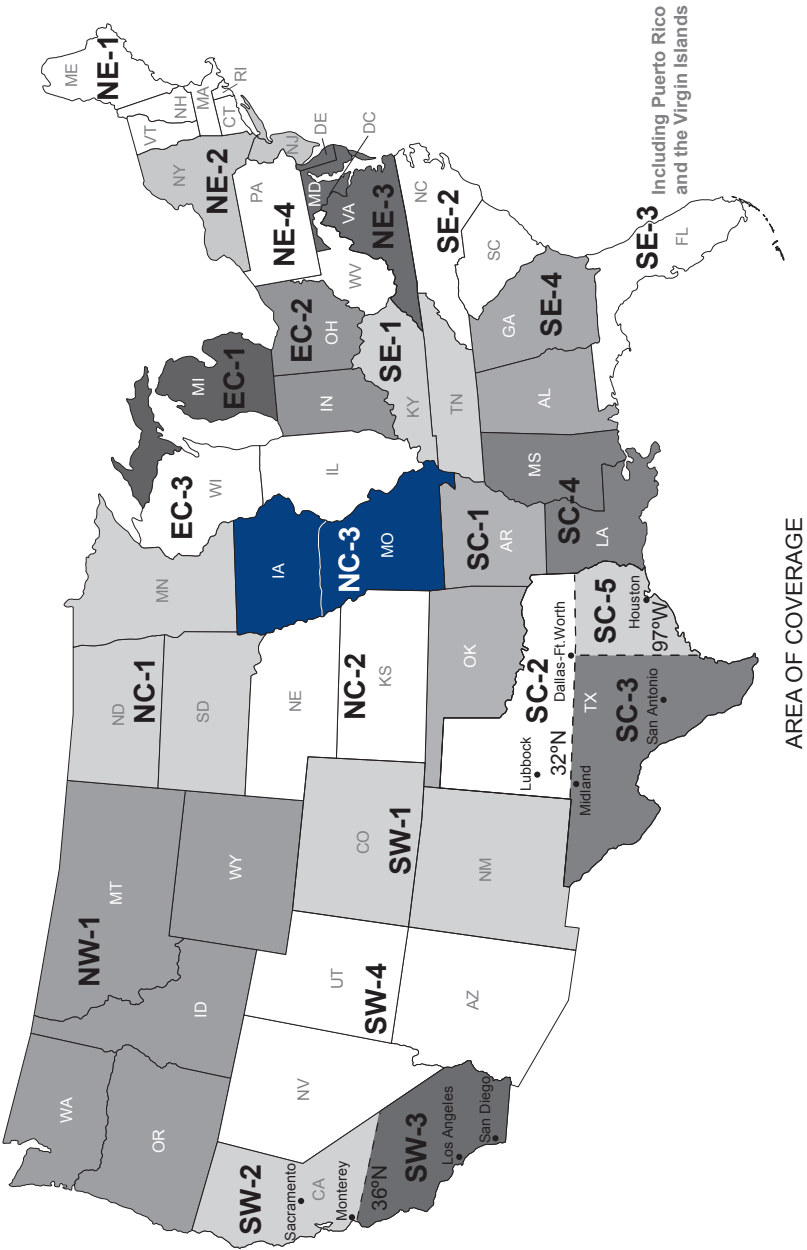
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



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NGA REF. NO. OK-10-2859 TERMXFAABTTPPNC3



EFF. DATE 25163