

SC-4

LA MS

12 JUN 25 to 07 AUG 25



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

South Central (SC) Vol 4 of 5

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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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)		561 (600-2)	
Aircraft Approach Category	200		(300-1/2)		461 (500-1 1/2)		(200-1/2)	
MDA	361 (400-1)		461 (500-1)		461 (500-1 1/2)		561 (600-2)	
HAA	361 (400-1)		461 (500-1)		461 (500-1 1/2)		561 (600-2)	
Visibility in Statute Miles	461 (500-1)		461 (500-1 1/2)		561 (600-2)			

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

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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

PBN Requirements Box

Equipment Requirements Box

Standard Procedure Notes Box

From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1 GPS from MAP to YARKU.
DME required for LOC only.
⚠ Circling to Rwy 25 NA at night.
For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box



PBN Requirements Box


Equipment Requirements Box


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

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "" 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 Heliprot	DTHR.....	Displaced Runway Threshold
AFIS.....	Automatic Flight Information Service	DVA.....	Diverse Vector Area
AHP.....	Army Heliprot	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

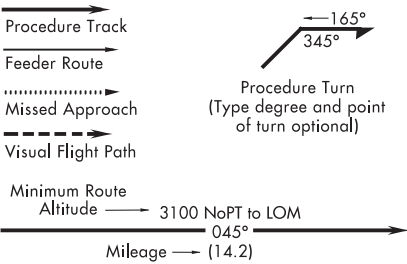
USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules
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

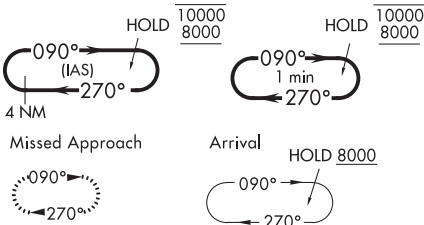
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
4300 Maximum Altitude	3000 Altitude

INDICATED AIRSPEED

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

HOLDING PATTERNS

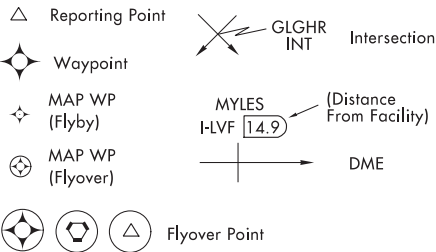
Hold-in-lieu of Procedure Turn



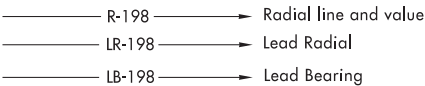
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

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

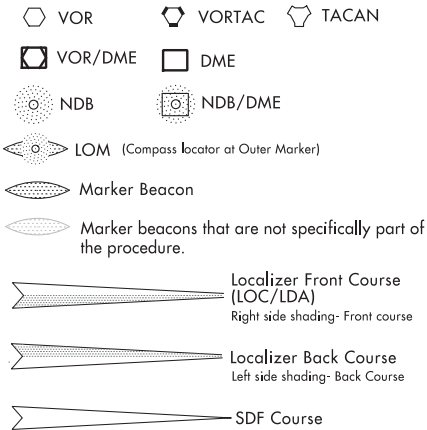


x (CFTSP) Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



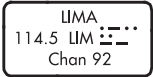
RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

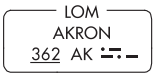


○ LOC/LDA/SDF Transmitter ⬡ LOC/DME (shown when installation is offset from its normal position off the end of the runway.)

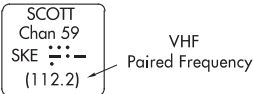
Primary NAVAID



Secondary NAVAID



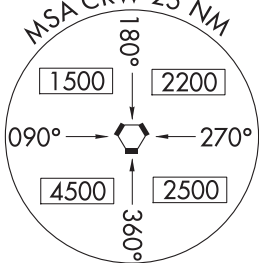
TACAN or DME NAVAID



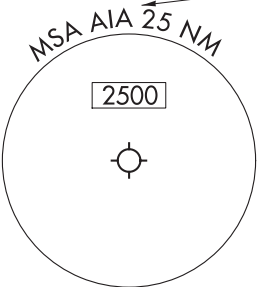
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

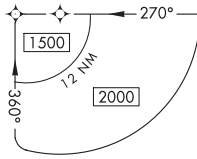
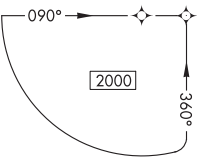
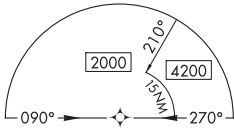


Airport Identifier



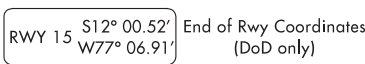
(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point



SPECIAL USE AIRSPACE



R-Restricted
P-Prohibited
MOA-Military Operations Area

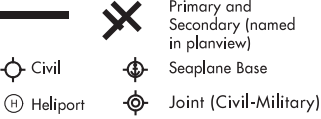
W-Warning
A-Alert

Distance not to scale

International Boundary

Air Defense Identification Zone

AIRPORTS



OBSTACLES



LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

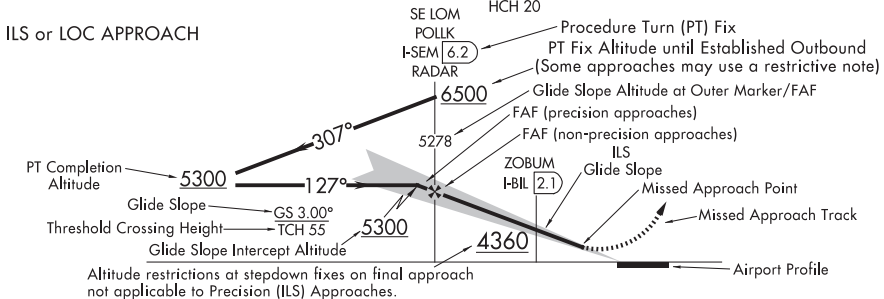
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $\angle 3.00^\circ$ TCH 55

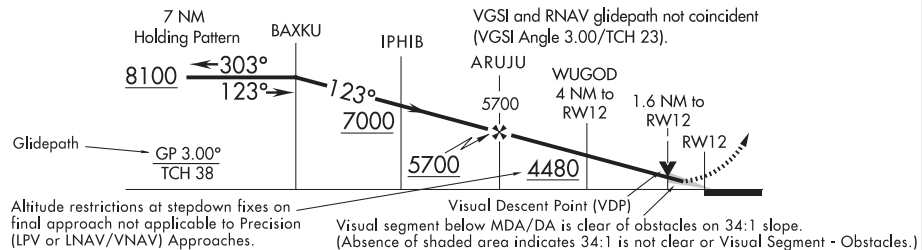
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: $\angle 3.00^\circ$ TCH 55. On Copter procedures this is depicted in the following format: $\angle 7.30^\circ$ HCH 20

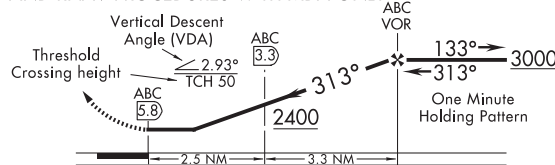
ILS or LOC APPROACH



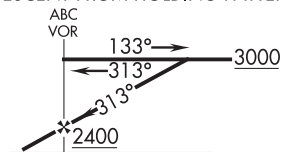
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



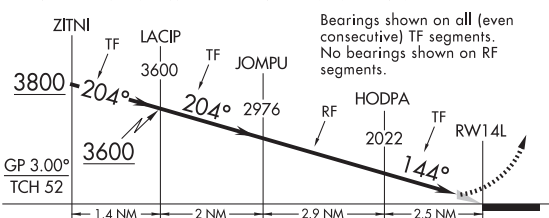
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



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.	Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.
	Visual Descent Point (VDP)	
	Visual Flight Path	

LEGEND 24361

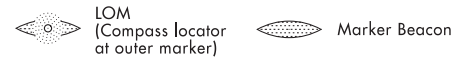
LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:

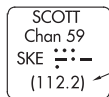


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box

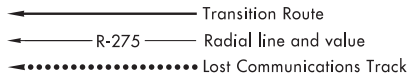


VHF Paired Frequency

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

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



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
W-Warning
A-Alert

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

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

AIRPORTS

Civil Military Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil Military Joint (Civil-Military)

MISCELLANEOUS

Changeover Point

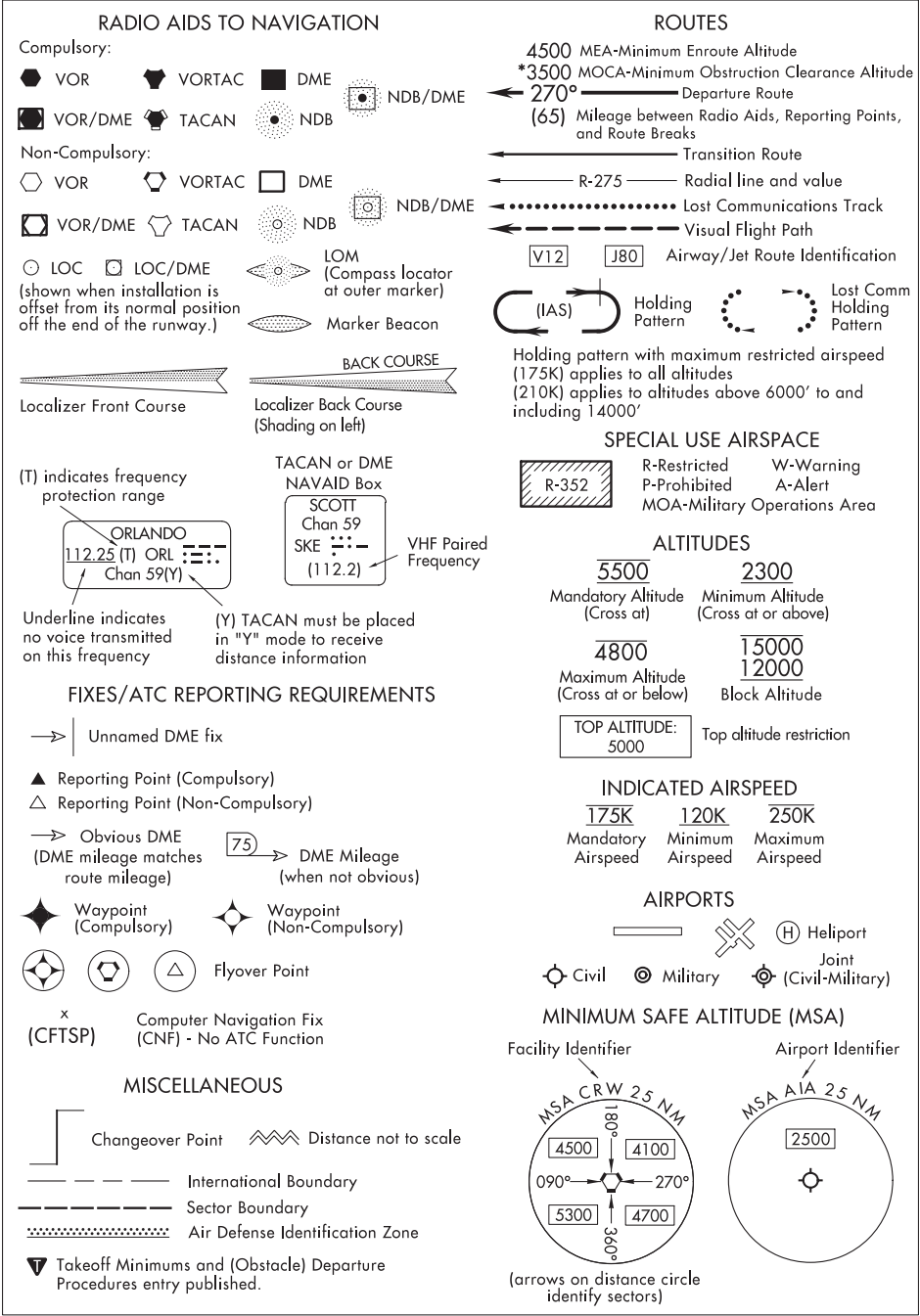
Air Defense Identification Zone

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

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier

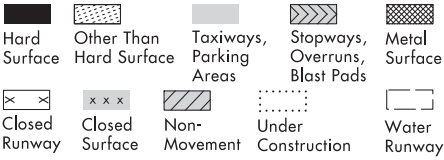


LEGEND

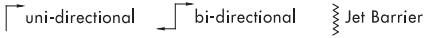
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

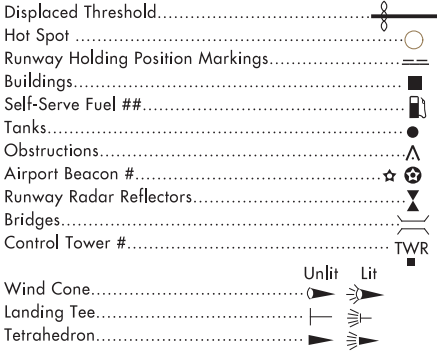


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM [Symbol] (EMAS)

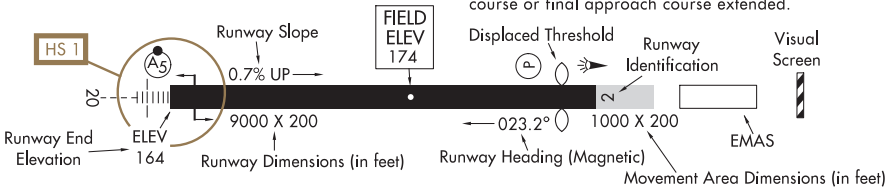
REFERENCE FEATURES



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



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.

Helicopter Alighting Areas [Symbol] [Symbol] [Symbol] [Symbol] [Symbol]

Negative Symbols used to identify Copter Procedures landing point. [Symbol] [Symbol] [Symbol] [Symbol] [Symbol]

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 ≥ 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 [Symbol] 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.

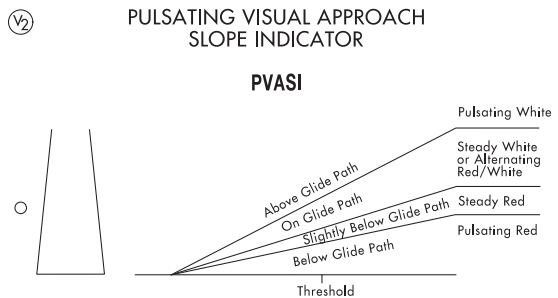
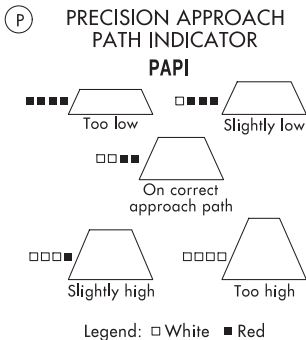
LEGEND

LEGEND 22195

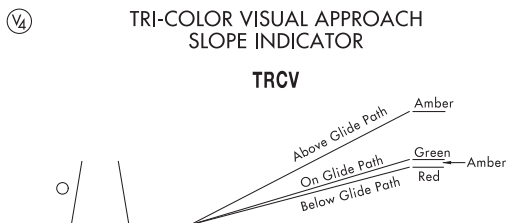
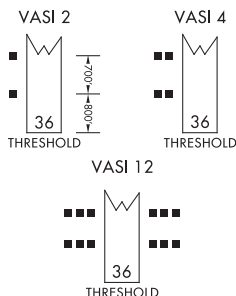
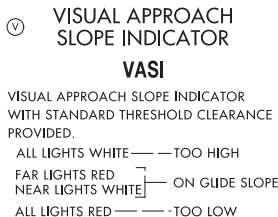
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

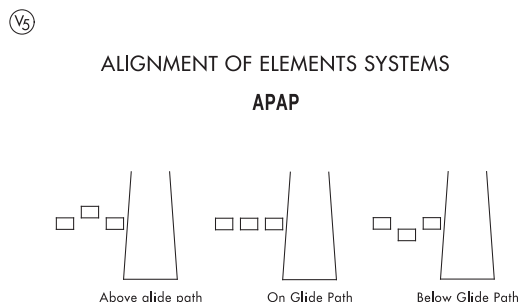
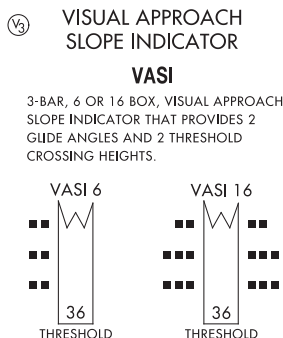
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A₁). Negative symbology, e.g., (A₁), (V) indicates Pilot Controlled Lighting (PCL).



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.



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



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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ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA MEML(IYA)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

RNAV (GPS) RWY 16

RNAV (GPS) RWY 34

LOC RWY 16

VOR/DME-B

ABERDEEN/AMORY, MS

MONROE COUNTY(M40)

TAKEOFF MINIMUMS

IAPS

RNAV (GPS) RWY 18

RNAV (GPS) RWY 36

ACADIANA RGNL

---SEE NEW IBERIA, LA

ALEXANDRIA, LA

ALEXANDRIA INTL(AEX)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

ILS OR LOC RWY 14

RNAV (GPS) RWY 14

RNAV (GPS) RWY 18

RNAV (GPS) RWY 32

RNAV (GPS) RWY 36

VOR/DME RWY 32

VOR RWY 14

AIRPORT DIAGRAM

ESLER RGNL(ESF)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

ILS OR LOC/DME RWY 27

RNAV (GPS) RWY 09

RNAV (GPS) RWY 27

ALLEN PARISH

---SEE OAKDALE, LA

BARKSDALE AFB(KBAD)

BOSSIER CITY, LA

RADAR MINIMUMS

IAPS

ILS OR LOC W RWY 33

ILS OR LOC Y RWY 15

ILS OR LOC Z RWY 15

VOR/DME Y RWY 33

TACAN Y RWY 15

TACAN Y RWY 33

AIRPORT DIAGRAM

BASTROP, LA

MOREHOUSE MEML(BQP)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

RNAV (GPS) RWY 16

RNAV (GPS) RWY 34

VOR/DME-A

NDB RWY 34

BATESVILLE, MS

PANOLA COUNTY(PMU)

TAKEOFF MINIMUMS

IAPS

RNAV (GPS) RWY 01

RNAV (GPS) RWY 19

BATON ROUGE, LA

BATON ROUGE METRO, RYAN FLD(BTR)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

HOT SPOT

IAPS

ILS OR LOC RWY 13

ILS OR LOC/DME RWY 22R

ILS RWY 22R (SA CAT I - II)

RNAV (GPS) RWY 04L

RNAV (GPS) RWY 13

RNAV (GPS) RWY 22R

RNAV (GPS) RWY 31

VOR RWY 04L

AIRPORT DIAGRAM

BAY ST LOUIS, MS

STENNIS INTL(HSA)

ALTERNATE MINIMUMS

IAPS

ILS Y OR LOC Y RWY 18

ILS Z OR LOC Z RWY 18

RNAV (GPS) RWY 18

RNAV (GPS) RWY 36

NDB RWY 18

AIRPORT DIAGRAM

BEAUREGARD RGNL

---SEE DE RIDDER, LA

BILOXI, MS

---SEE KEESLER AFB

BOGALUSA, LA

GEORGE R CARR MEML AIR FLD(BXA)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

RNAV (GPS) RWY 18

RNAV (GPS) RWY 36

LOC RWY 18

BOONEVILLE/BALDWIN, MS

BOONEVILLE/BALDWIN(8M1)

TAKEOFF MINIMUMS

IAPS

RNAV (GPS) RWY 15

RNAV (GPS) RWY 33

BOSSIER CITY, LA

---SEE BARKSDALE AFB

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY(1R7)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

RNAV (GPS) RWY 23

BRUCE CAMPBELL FLD

---SEE MADISON, MS

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IAPS RNAV (GPS) RWY 18	52		HOT SPOT	P	
RNAV (GPS) RWY 36	53		IAPS ILS OR LOC Y RWY 13C	65	
VOR/DME-A	54		ILS OR LOC Y RWY 31C	66	
			RNAV (GPS) RWY 13C	67	
C A MOORE			RNAV (GPS) RWY 13L	68	
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IAPS RNAV (GPS) RWY 05	60		ROSCOE TURNER(CRX)		
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			ALTERNATE MINIMUMS	M	
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COLUMBUS-LOWNDES COUNTY(UBS)			COUSHATTA, LA		
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			---SEE WINNFIELD, LA		
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			DE QUINCY INDUSTRIAL AIRPARK(5R8)		
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			IAPS RNAV (GPS) RWY 16	90	
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DE RIDDER, LA

BEAUREGARD RGNL(DRI)

TAKEOFF MINIMUMSL

ALTERNATE MINIMUMSM

IAPSRNAV (GPS) RWY 1892

LOC RWY 3693

NDB RWY 3694

NDB RWY 3695

DEAN GRIFFIN MEML

---SEE WIGGINS, MS

DREW, MS

RULEVILLE-DREW(M37)

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IAPSRNAV (GPS) RWY 1896

RNAV (GPS) RWY 3697

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---SEE ALEXANDRIA, LA

EUNICE, LA

EUNICE(4R7)

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IAPSRNAV (GPS) RWY 1699

RNAV (GPS) RWY 34100

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---SEE NEW ROADS, LA

FLETCHER FLD

---SEE CLARKSDALE, MS

FORT JOHNSON, LA

---SEE MAKS AAF

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR(GAO)

TAKEOFF MINIMUMSL

ALTERNATE MINIMUMSM

IAPSILS OR LOC RWY 36101

RNAV (GPS) RWY 18102

RNAV (GPS) RWY 36103

GEORGE M BRYAN

---SEE STARKVILLE, MS

GEORGE R CARR MEML AIR FLD

---SEE BOGALUSA, LA

GOLDEN TRIANGLE RGNL

---SEE COLUMBUS/W POINT/STARKVILLE, MS

GONZALES, LA

LOUISIANA RGNL(REG)

TAKEOFF MINIMUMSL

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IAPSRNAV (GPS) RWY 17104

RNAV (GPS) RWY 35105

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GREENVILLE, MS

GREENVILLE MID-DELTA(GLH)

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ILS Z OR LOC Z RWY 32125

ILS Z RWY 14 (SA CAT II)126

RNAV (GPS) RWY 14127

RNAV (GPS) RWY 18128

RNAV (GPS) RWY 32129

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VOR Y RWY 32132

VOR Z RWY 32133

VOR Z OR TACAN Z RWY 14134

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HART

---SEE MANY, LA

HATTIESBURG, MS

HATTIESBURG BOBBY L CHAIN MUNI(HBG)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

DPS

HATTIESBURG-LAUREL, MS

HATTIESBURG/LAUREL RGNL(PIB)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

HAWKINS FLD

---SEE JACKSON, MS

HESLER/NOBLE FLD

---SEE LAUREL, MS

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY(M41)

TAKEOFF MINIMUMS

IAPS

HOUMA, LA

HOUMA-TERREBONNE(HUM)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

HOT SPOT

IAPS

AIRPORT DIAGRAM

INDIANOLA, MS

INDIANOLA MUNI(IDL)

TAKEOFF MINIMUMS

IAPS

UKA, MS

SEGARS FLD(15M)

TAKEOFF MINIMUMS

IAPS

JACKSON, MS

HAWKINS FLD(HKS)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

AIRPORT DIAGRAM

JACKSON-MEDGAR WILEY EVERS INTL(JAN)

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ALTERNATE MINIMUMS

RADAR MINIMUMS

IAPS

AIRPORT DIAGRAM

JENNINGS, LA

JENNINGS(3R7)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

JOE WILLIAMS NOLF(KNJW)

MOSCOW, MS

RADAR MINIMUMS

JOHN BELL WILLIAMS

---SEE RAYMOND, MS

JOHN H HOOKS JR MEML

---SEE RAYVILLE, LA

JONESBORO, LA

JONESBORO(F88)

TAKEOFF MINIMUMS

IAPS

KEESLER AFB(KBIX)

BILOXI, MS

TAKEOFF MINIMUMS

IAPS

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LAKE CHARLES, LA

CHENNAULT INTL(CWF)

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LEESVILLE(L39)

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C A MOORE(19M)

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---SEE NEW ORLEANS, LA

LOUISIANA RGNL

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---SEE LOUISVILLE, MS

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MAGEE, MS

MAGEE MUNI(17M)

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FORT JOHNSON, LA

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MANY, LA

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MC COMB/PIKE COUNTY/JOHN E LEWIS FLD
(MCB)
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MCCHAREN FLD
---SEE WEST POINT, MS

MERIDIAN, MS
KEY FLD(MEI)
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ALTERNATE MINIMUMSM
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 ILS OR LOC RWY 19242
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 ILS OR LOC RWY 22260
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---SEE ABERDEEN/AMORY, MS

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---SEE BASTROP, LA
MOSCOW, MS
---SEE JOE WILLIAMS NOLF

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 RNAV (GPS) RWY 18271
 RNAV (GPS) RWY 32272
 RNAV (GPS) RWY 36273

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NATCHITOCHES RGNL(IER)
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 RNAV (GPS) RWY 35275
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NEW ALBANY/UNION COUNTY(M72)
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IAPS RNAV (GPS) RWY 18278
 RNAV (GPS) RWY 36279

NEW IBERIA, LA
ACADIANA RGNL(ARA)
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OKTIBBEHA

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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.

ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA MEML (IYA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25AUG11 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees and poles beginning 1' from DER, 36' left of centerline, up to 98' AGL/112' MSL.

Trees and poles beginning 32' from DER, 14' right of centerline, up to 81' AGL/95' MSL.

Rwy 34, trees beginning 121' from DER, 275' right of centerline, up to 15' AGL/29' MSL.

Trees and pole beginning 1110' from DER, 625' left of centerline, up to 80' AGL/95' MSL.

Transmission tower 4414' from DER, 724' left of centerline, 114' AGL/129' MSL.

ABERDEEN/AMORY, MS

MONROE COUNTY (M40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, pole 460' from DER, 365' left of centerline, 25' AGL/254' MSL.

Trees beginning 7' from DER, 61' left of centerline, up to 100' AGL/310' MSL.

Trees beginning 839' from DER, 83' right of centerline, up to 116' AGL/316' MSL.

Rwy 36, trees beginning 241' from DER, 490' left of centerline, up to 83' AGL/303' MSL.

Trees beginning 27' from DER, 426' right of centerline, up to 92' AGL/312' MSL.

Tree 3078' from DER, 276' right of centerline, 81' AGL/301' MSL.

ALEXANDRIA, LA

ALEXANDRIA INTL (AEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees and bush beginning 897' from DER, 210' right of centerline, up to 83' AGL/173' MSL.

Multiple trees and fence beginning 91' from DER, 326' left of centerline, up to 80' AGL/167' MSL.

Rwy 32, multiple trees beginning 1537' from DER, 662' right of centerline, up to 80' AGL/162' MSL.

Rwy 36, multiple trees beginning 1298' from DER, 25' left of centerline, up to 90' AGL/170' MSL.

Multiple trees beginning 1340' from DER, 155' right of centerline, up to 90' AGL/169' MSL.

Antenna, 5041' from DER, 793' left of centerline, 140' AGL/216' 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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ALEXANDRIA, LA (CON'T)

ESLER RGNL (ESF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08APR10 (10098) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL.

Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL.

Rwy 14, trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL.

Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL.

Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL.

Rwy 27, light 38' from DER, 148' right of centerline, 8' AGL/98' MSL.

Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL.

Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL.

Rwy 32, rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL.

Multiple trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL.

Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL.

Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

BASTROP, LA

MOREHOUSE MEML (BQP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 14NOV13 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 1033' from DER, 591' right of centerline, up to 90' AGL/247' MSL.

Trees beginning 152' from DER, 402' left of centerline, up to 90' AGL/256' MSL.

Rwy 34, tree 394' right of DER, 53' AGL/218' MSL.

Trees beginning 2627' from DER, 119' left of centerline, up to 123' AGL/248' MSL.

Power lines 1700' from DER, 70' AGL/214' MSL.

BATESVILLE, MS

PANOLA COUNTY (PMU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 08SEP22 (22251) (FAA)

DEPARTURE PROCEDURE:

Rwy 1, climb heading 011° to 800 before proceeding on course.**Rwy 19**, climb heading 191° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 72' from DER, 157' left of centerline, up to 80' AGL/283' MSL.

Trees beginning 129' from DER, 214' right of centerline, up to 100' AGL/305' MSL.

Rwy 19, poles, vehicle on road, NAVAID beginning 49' from DER, 257' left of centerline, up to 33' AGL/252' MSL.

Trees beginning 478' from DER, 539' left of centerline, up to 299' MSL.

Poles beginning 606' from DER, 503' right of centerline, up to 34' AGL/252' MSL.

Trees beginning 665' from DER, 654' left of centerline, up to 344' MSL.

Pole 698' from DER, 507' right of centerline, 34' AGL/253' MSL.

Pole 762' from DER, 690' right of centerline, 34' AGL/254' MSL.

Tree 945' from DER, 363' right of centerline, 258' MSL.

Tree 1072' from DER, 215' right of centerline, 264' MSL.

Tree 1146' from DER, 615' left of centerline, 347' MSL.

Trees, terrain, poles beginning 1217' from DER, 19' left of centerline, up to 349' MSL.

Tree 1363' from DER, 170' right of centerline, 269' MSL.

Trees beginning 1683' from DER, 471' right of centerline, up to 293' MSL.

Trees, building, poles beginning 1881' from DER, 68' right of centerline, up to 325' MSL.

Tree 2121' from DER, 506' right of centerline, 343' MSL.

Trees, vehicle on road beginning 2216' from DER, 12' right of centerline, up to 345' MSL.

Trees beginning 4119' from DER, 194' right of centerline, up to 347' MSL.

Trees beginning 4315' from DER, 172' right of centerline, up to 348' MSL.

Trees beginning 4491' from DER, 3' right of centerline, up to 360' MSL.

Trees beginning 4659' from DER, 39' left of centerline, up to 357' MSL.

Trees beginning 4777' from DER, 340' left of centerline, up to 358' MSL.

Trees beginning 4935' from DER, 325' right of centerline, up to 367' MSL.

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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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BATON ROUGE, LA

BATON ROUGE METRO, RYAN FLD (BTR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 17SEP15 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 22R, 300-2¼ or std. w/min. climb of 229' per NM to 500.

DEPARTURE PROCEDURE:

Rwy 22L, climb heading 220° to 2000 before proceeding on course.**Rwy 22R**, climb heading 220° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4L, vehicles on roadway 210' from DER, 482' right of centerline, 15' AGL/79' MSL.

Poles 631' from DER, 469' left of centerline, 23' AGL/92' MSL.

Trees beginning 1180' from DER, 153' left of centerline, up to 75' AGL/144' MSL.

Trees beginning 1380' from DER, 7' right of centerline, up to 79' AGL/148' MSL.

Transmission tower 2516' from DER, 897' left of centerline, 80' AGL/149' MSL.

Rwy 4R, vehicles on roadway 5' from DER, 392' right of centerline, up to 15' AGL/84' MSL.

Trees beginning 207' from DER, 128' right of centerline, up to 85' AGL/153' MSL.

Rwy 13, pole 300' from DER, 549' left of centerline, 22' AGL/91' MSL.

Vehicles on roadway 342' from DER, left and right of centerline, up to 15' AGL/84' MSL.

Antenna on building 479' from DER, 247' right of centerline, 22' AGL/91' MSL.

Sign 968' from DER, 741' right of centerline, 31' AGL/100' MSL.

Trees beginning 1395' from DER, 114' left of centerline, up to 97' AGL/166' MSL.

Trees beginning 1807' from DER, 203' right of centerline, up to 95' AGL/164' MSL.

Water tank 1631' from DER, 903' left of centerline, 50' AGL/117' MSL.

Rwy 22L, trees beginning 2140' from DER, 52' left of centerline, up to 90' AGL/156' MSL.

Tree 2371' from DER, 60' right of centerline, 69' AGL/135' MSL.

Sign 3507' from DER, 284' left of centerline, 77' AGL/163' MSL.

Rwy 22R, poles beginning 431' from DER, 81' right of centerline, up to 55' AGL/120' MSL.

Building 503' from DER, 481' right of centerline, 14' AGL/79' MSL.

Poles beginning 1063' from DER, 77' left of centerline, up to 93' AGL/158' MSL.

Trees beginning 1210' from DER, 352' left of centerline, up to 103' AGL/168' MSL.

Trees beginning 444' from DER, 108' right of centerline, up to 89' AGL/154' MSL.

Stacks beginning 9852' from DER, 2390' left of centerline, up to 311' AGL/366' MSL.

Rwy 31, fence 191' from DER, 468' right of centerline, 7' AGL/73' MSL.

Trees beginning 814' from DER, 120' right of centerline, up to 37' AGL/103' MSL.

Trees beginning 1076' from DER, 310' left of centerline, up to 70' AGL/136' MSL.

Poles 1353' from DER, 287' right of centerline, up to 57' AGL/123' MSL.

Tank 1862' from DER, 868' right of centerline, 53' AGL/119' MSL.

Poles beginning 2507' from DER, 274' left of centerline, up to 76' AGL/142' MSL.

BOGALUSA, LA

GEORGE R CARR MEML AIR FLD (BXA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 17APR25 (25107) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 500-3 or std w/min climb of 254'/NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 1273' from DER, 726' right of centerline, 183' MSL.

Tree 1464' from DER, 333' left of centerline, 173' MSL.

Tree 2026' from DER, 350' left of centerline, 198' MSL.

Tree 2197' from DER, 359' right of centerline, 185' MSL.

Tree 2455' from DER, 710' left of centerline, 203' MSL.

Tank 2734' from DER, 1047' left of centerline, 159' AGL/262' MSL.

Tree 2756' from DER, 1173' right of centerline, 200' MSL.

Rwy 36, building 12' from DER, 306' right of centerline, 15' AGL/130' MSL.

Tree 486' from DER, 459' left of centerline, 215' MSL.

Tree 648' from DER, 673' left of centerline, 217' MSL.

BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN (8M1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees 1250' from DER, 100' right of centerline, 100' AGL/465' MSL.

Trees 3847' from DER, 127' left of centerline, 100' AGL/519' MSL.

Rwy 33, road and vehicle 8' from DER, 188' right of centerline, 15' AGL/394' 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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BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY (1R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20APR23 (23110) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree, vehicle on road, pole, building beginning 23' from DER, 243' left of centerline, up to 524' MSL.

Tree 42' from DER, 360' right of centerline, 531' MSL.

Tree, pole, building beginning 141' from DER, 194' left of centerline, up to 548' MSL.

Tree 191' from DER, 477' right of centerline, 536' MSL.

Tree, vehicle on road, building, pole beginning 239' from DER, 26' left of centerline, up to 568' MSL.

Tree, pole, building beginning 340' from DER, 17' right of centerline, up to 546' MSL.

Tree, pole, tower beginning 904' from DER, 120' right of centerline, up to 561' MSL.

Tree 1271' from DER, 558' right of centerline, 562' MSL.

Tree, pole beginning 1293' from DER, 283' right of centerline, up to 570' MSL.

Trees beginning 1537' from DER, 375' right of centerline, up to 574' MSL.

Trees beginning 1830' from DER, 307' left of centerline, up to 569' MSL.

Trees beginning 1868' from DER, 382' right of centerline, up to 580' MSL.

Trees beginning 1970' from DER, 86' left of centerline, up to 585' MSL.

Trees beginning 2093' from DER, 27' right of centerline, up to 584' MSL.

Trees beginning 2498' from DER, 18' right of centerline, up to 586' MSL.

Trees beginning 2734' from DER, 134' left of centerline, up to 586' MSL.

Trees beginning 2924' from DER, 101' left of centerline, up to 587' MSL.

Rwy 23, tree, pole beginning 11' from DER, 40' right of centerline, up to 561' MSL.

Tree, pole beginning 126' from DER, 20' left of centerline, up to 557' MSL.

Tree, pole beginning 881' from DER, 10' left of centerline, up to 558' MSL.

Tree 1088' from DER, 543' left of centerline, 567' MSL.

Tree, pole beginning 1094' from DER, 137' left of centerline, up to 583' MSL.

Tree, pole beginning 1253' from DER, 47' left of centerline, up to 586' MSL.

Pole, transmission line, tree beginning 2336' from DER, 39' right of centerline, up to 580' MSL.

BUNKIE, LA

BUNKIE MUNI (2R6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL.

Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS

FLETCHER FLD (CKM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, building 476' from DER, 495' right of centerline 168' AGL/215' MSL.

Vehicle 995' from DER, 502' left of centerline, 165' AGL/190' MSL.

Trees beginning 5619' from DER, 630' left of centerline, 158' AGL/273' MSL.

Rwy 36, trees beginning 2258' from DER, 220' left of centerline, 100' AGL/274' MSL.

CLEVELAND, MS

CLEVELAND MUNI (RVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03APR14 (14093) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 178° to 600 before turning eastbound.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees and poles beginning 797' from DER, 29' left and right of centerline, up to 40' AGL/180' MSL.

Rwy 36, poles beginning 1318' from DER, 66' left of centerline, up to 37' AGL/177' MSL.

Tree 1418' from DER, 274' left of centerline, 39' AGL/179' MSL.

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

25107

SC-4

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

25107

COLUMBIA, MS

COLUMBIA/MARION COUNTY (0R0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA-Obstacles.**Rwy 5**, 300-1½ or std. w/min. climb of 220' per NM to 500, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500 feet prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 23, sign 8' from DER, 260' left of centerline, 3' AGL/246' MSL.

Pole, trees beginning 26' from DER, 293' right of centerline, up to 26' AGL/266' MSL.

Trees, building beginning 132' from DER, 339' right of centerline, up to 299' MSL.

Poles, transmission line beginning 244' from DER, 492' left of centerline, up to 45' AGL/275' MSL.

Tree, pole beginning 317' from DER, 11' right of centerline, up to 307' MSL.

Trees beginning 433' from DER, 464' left of centerline, up to 297' MSL.

Trees beginning 540' from DER, 176' left of centerline, up to 312' MSL.

Trees beginning 1489' from DER, 22' right of centerline, up to 319' MSL.

Trees beginning 1552' from DER, 40' left of centerline, up to 313' MSL.

Trees beginning 1906' from DER, 8' left of centerline, up to 317' MSL.

Tree 1953' from DER, 173' right of centerline, 320' MSL.

Trees beginning 1980' from DER, 39' right of centerline, up to 322' MSL.

Tree 2803' from DER, 642' left of centerline, 329' MSL.

Rwy 5, tree 24' from DER, 499' right of centerline, 326' MSL.

Terrain 159' from DER, 417' left of centerline, 275' MSL.

Trees beginning 225' from DER, 208' right of centerline, up to 332' MSL.

Tree 1213' from DER, 716' right of centerline, 342' MSL.

Trees beginning 1353' from DER, 10' right of centerline, up to 346' MSL.

Trees beginning 1907' from DER, 49' left of centerline, up to 328' MSL.

Trees beginning 1934' from DER, 19' left of centerline, up to 337' MSL.

Trees beginning 2218' from DER, 179' left of centerline, up to 346' MSL.

Trees beginning 2406' from DER, 74' right of centerline, up to 361' MSL.

Trees beginning 2504' from DER, 712' left of centerline, up to 358' MSL.

Trees, transmission line, pole beginning 2507' from DER, 94' left of centerline, up to 371' MSL.

Trees beginning 3173' from DER, 532' left of centerline, up to 374' MSL.

Tree 3411' from DER, 811' left of centerline, 377' MSL.

Tree 3483' from DER, 519' left of centerline, 380' MSL.

Tree 3578' from DER, 1000' left of centerline, 383' MSL.

Tree 3674' from DER, 1133' left of centerline, 384' MSL.

Trees beginning 3797' from DER, 70' right of centerline, up to 392' MSL.

COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY (UBS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07APR11 (11097) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1 or std. w/ min. climb of 350' per NM to 500.**Rwy 36**, 500-3 or std. w/ min. climb of 280' per NM to 900.

DEPARTURE PROCEDURE:

Rwys 18, 36, climb runway heading to 600 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 36, tower 2.5 NM from DER, 3441' left of centerline, 492' AGL/657' MSL.

COLUMBUS AFB (KCBM)

COLUMBUS, MS

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21APR22 (22111) (USAF)

TAKEOFF MINIMUMS:

Rwy 13C, std. w/min. climb of 210' per NM to 700' or 300-1¼. Alternatively, with std. takeoff mins and a std. 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.**Rwy 13L**, std. w/min. climb of 210' per NM to 700' or 300-1¼. Alternatively, with std. takeoff mins and a std. 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.**Rwy 13R**, std. w/min. climb of 210' per NM to 700' or 300-1½. Alternatively, with std. takeoff mins and a std. 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 13C, terrain 6070' from DER, 1202' left of centerline, 372' MSL.**Rwy 13L**, terrain 1.0 NM from DER, 2048' left of centerline, 385' MSL.**Rwy 13R**, terrain 0' from DER, 25' right of centerline, 206' MSL.

Terrain 1.1 NM from DER, 1580' right of centerline, 376' MSL.

Rwy 31C, trees 2250' from DER, 769' right of centerline, 74' AGL/251' MSL.**Rwy 31L**, C-5 parked on stub 8 2147' from DER, 490' left of centerline, 66' AGL/240' MSL.

T1 ramp moc 548' from DER, 169' left of centerline, 14' AGL/204' MSL.

T1 ramp moc 550' from DER, 268' right of centerline, 14' AGL/205' MSL.

Rwy 31R, T1 ramp moc 83' from DER, 472' left of centerline, 14' AGL/197' MSL.

Trees 2124' from DER, 1104' right of centerline, 74' AGL/251' MSL.

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

25107

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

25107

CORINTH, MS

ROSCOE TURNER (CRX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicle on road 207' from DER, 481' right of centerline, 15' AGL/446' MSL.

Trees 305' from DER, 451' left of centerline, up to 71' AGL/500' MSL.

Trees 633' from DER, 505' right of centerline, up to 79' AGL/520' MSL.

Rwy 36, trees 1099' from DER, 766' right of centerline, up to 86' AGL/480' MSL.

Trees 1645' from DER, 751' left of centerline, up to 86' AGL/480' MSL.

COUSHATTA, LA

THE RED RIVER (0R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25APR19 (19115) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 43' from DER, 237' left of centerline, up to 225' MSL.

NAVAID, pole, tree beginning 113' from DER, 257' right of centerline, up to 56' AGL/215' MSL.

Tree 626' from DER, 383' right of centerline, 241' MSL.

Trees beginning 631' from DER, 490' right of centerline, up to 245' MSL.

Trees, pole beginning 816' from DER, 46' right of centerline, up to 251' MSL.

Tree 1280' from DER, 714' left of centerline, 228' MSL.

Trees beginning 1431' from DER, 628' left of centerline, up to 231' MSL.

Trees beginning 1607' from DER, 119' left of centerline, up to 235' MSL.

Trees beginning 1882' from DER, 765' left of centerline, up to 265' MSL.

Trees beginning 1985' from DER, 135' left of centerline, up to 240' MSL.

Trees beginning 2132' from DER, 297' left of centerline, up to 259' MSL.

Tree 2167' from DER, 148' right of centerline, 256' MSL.

Trees beginning 2175' from DER, 170' right of centerline, up to 257' MSL.

Trees beginning 2279' from DER, 140' left of centerline, up to 265' MSL.

Trees beginning 2290' from DER, 2' right of centerline, up to 263' MSL.

Trees beginning 3611' from DER, 277' left of centerline, up to 268' MSL.

Rwy 36, NAVAID 39' from DER, 110' right of centerline, 2' AGL/179' MSL.

NAVAID 40' from DER, 111' left of centerline, 3' AGL/180' MSL.

Tree 100' from DER, 452' left of centerline, 194' MSL.

Trees, terrain beginning 134' from DER, 231' right of centerline, up to 213' MSL.

Trees beginning 153' from DER, 250' left of centerline, up to 250' MSL.

Trees beginning 742' from DER, 83' right of centerline, up to 283' MSL.

Trees beginning 1523' from DER, 135' left of centerline, up to 261' MSL.

Tree 3492' from DER, 823' left of centerline, 277' MSL.

Tree 3634' from DER, 1134' left of centerline, 282' MSL.

Tree 3724' from DER, 933' left of centerline, 287' MSL.

Trees beginning 3868' from DER, 641' left of centerline, up to 299' MSL.

CRYSTAL SPRINGS, MS

COPIAH COUNTY (M11)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 01JAN19 (19003) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 57' from DER, 506' left of centerline, 407' MSL.

Tree 569' from DER, 491' left of centerline, 425' MSL.

Trees beginning 645' from DER, 588' left of centerline, up to 433' MSL.

Trees beginning 1020' from DER, 191' left of centerline, up to 443' MSL.

Trees beginning 1474' from DER, 209' left of centerline, up to 92' AGL/446' MSL.

Trees beginning 1524' from DER, 156' left of centerline, up to 453' MSL.

Tree 1861' from DER, 839' right of centerline, 446' MSL.

Trees beginning 1909' from DER, 169' left of centerline, up to 101' AGL/456' MSL.

Trees beginning 1936' from DER, 183' left of centerline, up to 107' AGL/461' MSL.

Tree 2148' from DER, 542' right of centerline, 450' MSL.

Tree 2197' from DER, 411' right of centerline, 458' MSL.

Tree 2705' from DER, 1057' left of centerline, 470' MSL.

Tree 2993' from DER, 71' left of centerline, 95' AGL/471' MSL.

CON'T

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

25107

CRYSTAL SPRINGS, MS (CON'T)

COPIAH COUNTY (M11) (CON'T)

Rwy 36, trees beginning 58' from DER, 499' right of centerline, up to 77' AGL/480' MSL.

Trees beginning 350' from DER, 492' right of centerline, up to 487' MSL.

Pole 350' from DER, 587' left of centerline, 462' MSL.

Trees beginning 516' from DER, 508' right of centerline, up to 492' MSL.

Trees beginning 730' from DER, 539' right of centerline, up to 495' MSL.

Pole, vehicles on traverse way beginning 779' from DER, 517' left of centerline, up to 474' MSL.

Trees beginning 845' from DER, 481' right of centerline, up to 510' MSL.

Tree 1014' from DER, 567' right of centerline, 511' MSL.

Trees beginning 1070' from DER, 474' right of centerline, up to 512' MSL.

Tree 1133' from DER, 555' right of centerline, 516' MSL.

Trees beginning 1180' from DER, 440' right of centerline, up to 521' MSL.

Tree 1247' from DER, 717' left of centerline, 509' MSL.

Trees beginning 1325' from DER, 9' right of centerline, up to 527' MSL.

Trees beginning 1341' from DER, 5' left of centerline, up to 527' MSL.

Tree 1473' from DER, 294' right of centerline, 90' AGL/528' MSL.

Trees beginning 1481' from DER, 14' right of centerline, up to 89' AGL/529' MSL.

Trees beginning 1528' from DER, 1' right of centerline, up to 87' AGL/530' MSL.

Trees beginning 1554' from DER, on centerline, up to 88' AGL/532' MSL.

Trees beginning 1579' from DER, 1' left of centerline, up to 535' MSL.

Trees beginning 1935' from DER, 25' left of centerline, up to 538' MSL.

Trees beginning 1960' from DER, 4' left of centerline, up to 541' MSL.

Trees beginning 2326' from DER, 9' right of centerline, up to 533' MSL.

Trees beginning 2409' from DER, 116' right of centerline, up to 535' MSL.

Trees beginning 2530' from DER, 44' right of centerline, up to 538' MSL.

Trees beginning 3960' from DER, 60' right of centerline, up to 95' AGL/541' MSL.

Trees beginning 4262' from DER, 49' left of centerline, up to 95' AGL/543' MSL.

Trees beginning 4357' from DER, 33' left of centerline, up to 95' AGL/551' MSL.

DE QUINCY, LA

DE QUINCY INDUSTRIAL AIRPARK (5R8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 400-2 or std. w/min. climb of 280' per NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 26' from DER, 362' right of centerline, up to 20' AGL/98' MSL.

Trees beginning 1016' from DER, 679' right of centerline up to 70' AGL/145' MSL.

Trees beginning 1833' from DER, 574' right of centerline, up to 81' AGL/150' MSL.

Trees 2251' from DER, 206' right of centerline, up to 75' AGL/138' MSL.

Trees beginning 2277' from DER, 280' left of centerline, up to 82' AGL/145' MSL.

Trees 992' from DER, 590' left of centerline, up to 85' AGL/164' MSL.

Pole 815' from DER 708' left of centerline 37' AGL/115' MSL.

Trees 486' from DER, 538' left of centerline, up to 55' AGL/128' MSL.

Rwy 34, sign 15' from DER, 214' left of centerline, 8' AGL/81' MSL.

NAVAIDS beginning 29' from DER, 110' left of centerline up to 5' AGL/75' MSL.

Trees beginning 81' from DER, 341' right of centerline, up to 8' AGL/81' MSL.

Pole 138' from DER, 483' right of centerline, 41' AGL/109' MSL.

Trees beginning 256' from DER, 521' left of centerline up to 75' AGL/157' MSL.

Telephone line 1377' from DER, 293' left of centerline, 40' AGL/119' MSL.

Telephone line 1376' from DER, 294' right of centerline, 39' AGL/117' MSL.

Trees beginning 1431' from DER, 491' right of centerline, up to 74' AGL/136' MSL.

SC-4, 12 JUN 2025 to 07 AUG 2025

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

25107

SC-4



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



25107

DE RIDDER, LA

BEAUREGARD RGNL (DRI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 300-2¼ or std. w/min. climb of 215' per NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 14, vehicle on road 707' from DER, 613' left of centerline, 15' AGL/224' MSL.

Trees beginning 1307' from DER, 566' right of centerline, up to 100' AGL/299' MSL.

Trees beginning 1765' from DER, 40' right of centerline, up to 100' AGL/309' MSL.

Rwy 18, trees beginning 52' from DER, 222' left of centerline, up to 220' MSL.

Tree 151' from DER, 271' right of centerline, 100' AGL/208' MSL.

Trees beginning 580' from DER, 353' right of centerline, up to 263' MSL.

Rwy 32, vegetation 129' from DER, 162' left of centerline, 203' MSL.

Vegetation 164' from DER, 227' left of centerline, 205' MSL.

Tree, vegetation beginning 251' from DER, 16' left of centerline, up to 248' MSL.

Tree 298' from DER, 189' right of centerline, 216' MSL.

Trees beginning 610' from DER, 141' left of centerline, up to 100' AGL/299' MSL.

Trees beginning 722' from DER, 203' right of centerline, up to 100' AGL/309' MSL.

Tower 1.7 NM from DER, 1400' right of centerline, 275' AGL/479' MSL.

Rwy 36, trees beginning 556' from DER, 351' right of centerline, up to 266' MSL.

Pole 563' from DER, 352' left of centerline, 36' AGL/238' MSL.

Trees beginning 634' from DER, 369' left of centerline, up to 285' MSL.

Trees beginning 650' from DER, 1' left of centerline, up to 295' MSL.

Tree 659' from DER, 558' right of centerline, 270' MSL.

Trees beginning 710' from DER, 465' right of centerline, up to 273' MSL.

Trees beginning 2033' from DER, 140' right of centerline, up to 284' MSL.

Tree 2234' from DER, 372' right of centerline, 290' MSL.

Tree 2304' from DER, 313' right of centerline, 291' MSL.

Trees beginning 2372' from DER, 73' right of centerline, up to 299' MSL.

Trees beginning 2615' from DER, 219' left of centerline, up to 298' MSL.

Trees beginning 2784' from DER, 184' left of centerline, up to 299' MSL.

Tree 3607' from DER, 540' left of centerline, 305' MSL.

Tree 4277' from DER, 473' left of centerline, 313' MSL.

DREW, MS

RULEVILLE-DREW (M37)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11MAR10 (10070) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 215' from DER, 521' left of centerline, up to 100' AGL/229' MSL.**Rwy 36**, trees beginning 3438' from DER, 225' left of centerline, up to 100' AGL/234' MSL.

EUNICE, LA

EUNICE (4R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, std w/min climb of 280'/NM to 2400, or 1300-3 for VCOA.**Rwy 34**, std w/min climb of 220'/NM to 2400, or 1300-3 for VCOA.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Eunice airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning abeam DER, 288' right of centerline, up to 100' AGL/139' MSL.

Trees beginning abeam DER, 214' left of centerline, up to 100' AGL/144' MSL.

Trees beginning 844' from DER, 185' right of centerline, up to 100' AGL/144' MSL.

Tree 1149' from DER, 257' left of centerline, 100' AGL/139' MSL.

Tree 1343' from DER, 553' left of centerline, 100' AGL/144' MSL.

Trees beginning 1769' from DER, on and left of centerline, up to 100' AGL/144' MSL.

Trees beginning 1776' from DER, on and right of centerline, up to 100' AGL/144' MSL.

Rwy 34, trees, vehicle on road beginning abeam DER, 310' left of centerline, up to 100' AGL/139' MSL.

Trees beginning abeam DER, 212' right of centerline, up to 100' AGL/139' MSL.

Trees, buildings beginning 704' from DER, 201' left of centerline, up to 100' AGL/139' MSL.

Trees, buildings beginning 1097' from DER, on and left of centerline, up to 100' AGL/139' MSL.

Trees beginning 1138' from DER, on and right of centerline, up to 100' AGL/139' MSL.

Trees beginning 1674' from DER, 29' left of centerline, up to 100' AGL/139' MSL.

Trees beginning 3031' from DER, 488' right of centerline, up to 100' AGL/144' MSL.



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



25107

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

25107

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 1258' from DER, 661' left of centerline, up to 45' AGL/56' MSL.

Multiple trees beginning 127' from DER, 275' right of centerline, up to 45' AGL/53' MSL.

Rwy 36, tree 14' from DER, 454' right of centerline, up to 35' AGL/45' MSL.

Multiple trees beginning 1391' from DER, 449' right of centerline, up to 55' AGL/86' MSL.

Multiple trees beginning 2288' from DER, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES, LA

LOUISIANA RGNL (REG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicle 25' from DER, 103' left of centerline, 7' AGL/18' MSL.

Vehicle 42' from DER, 119' left of centerline, 9' AGL/20' MSL.

Tree 115' from DER, 380' left of centerline, 45' MSL.

Tree 131' from DER, 379' right of centerline, 49' MSL.

Tree 360' from DER, 515' right of centerline, 61' MSL.

Tree 380' from DER, 477' left of centerline, 76' MSL.

Trees beginning 836' from DER, 270' right of centerline, up to 115' MSL.

Rwy 35, Rwy lt 5' from DER, 22' right of centerline, 1' AGL/13' MSL.

Rwy lt 6' from DER, 27' left of centerline, 1' AGL/14' MSL.

Tree 190' from DER, 379' left of centerline, 26' MSL.

Tree 197' from DER, 378' right of centerline, 38' MSL.

Trees beginning 679' from DER, 463' left of centerline, up to 76' MSL.

Trees beginning 691' from DER, 402' right of centerline, up to 77' MSL.

Trees beginning 779' from DER, 395' right of centerline, up to 80' MSL.

Trees beginning 863' from DER, 392' right of centerline, up to 81' MSL.

Trees beginning 869' from DER, 436' left of centerline, up to 113' MSL.

Tree 1008' from DER, 393' right of centerline, 84' MSL.

Trees beginning 1031' from DER, 30' right of centerline, up to 110' MSL.

Trees beginning 1720' from DER, 31' left of centerline, up to 116' MSL.

Tree 2808' from DER, 71' right of centerline, 111' MSL.

Trees beginning 2866' from DER, 4' right of centerline, up to 114' MSL.

Trees beginning 3654' from DER, 26' left of centerline, up to 120' MSL.

Tree 3816' from DER, 420' left of centerline, 125' MSL.

GREENVILLE, MS

GREENVILLE MID-DELTA (GLH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25JAN24 (24025) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18L, tree 3503' from DER, 858' right of centerline, 219' MSL.

Tree 3995' from DER, 1065' left of centerline, 236' MSL.

Rwy 18R, tree 1207' from DER, 540' right of centerline, 206' MSL.

Tree 3503' from DER, 704' left of centerline, 219' MSL.

Tree 3871' from DER, 501' right of centerline, 237' MSL.

GREENWOOD, MS

GREENWOOD-LEFLORE (GWO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 07MAR13 (13066) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 255' per NM to 1000, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, for climb in visual conditions, cross Greenwood-Leflore airport at or above 1000 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 95' from DER, 6' left of centerline, up to 49' AGL/240' MSL.

Trees beginning 765' from DER, 42' right of centerline, up to 84' AGL/180' MSL.

Trees beginning 2812' from DER, left and right of centerline, up to 99' AGL/259' MSL.

Trees beginning 1.2 NM from DER, 1608' right of centerline, up to 123' AGL/392' MSL.

Rwy 23, bushes beginning 137' from DER, 219' left of centerline, up to 24' AGL/ 160' MSL.

Bushes and trees beginning 233' from DER, 20' right of centerline, up to 82' AGL/251' MSL.

Trees beginning 1031' from DER, 14' left of centerline, up to 112' AGL/252' MSL.

Rwy 36, sign 25' from DER, 242' right of centerline, 3' AGL/148' MSL.

Trees beginning 743' from DER, 91' left of centerline, up to 95' AGL/257' MSL.

Trees beginning 1037' from DER, 662' right of centerline, up to 45' AGL/242' 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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GRENADA, MS

GRENADA MUNI (GNF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 300-1 or std. w/ min. climb of 240' per NM to 500, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 051° to 700 before turning left.

Rwy 22, climb heading 231° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 320' from DER, 10' left of centerline, up to 100' AGL/299' MSL.

Trees beginning 630' from DER, 650' left of centerline, up to 100' AGL/300' MSL.

Road and vehicles beginning 45' from DER, from 292' left of centerline to 320' right of centerline, up to 15' AGL/215' MSL.

Rwy 13, trees beginning 28' from DER, 60' right of centerline, up to 100' AGL/296' MSL.

Trees beginning 1110' from DER, 11' left of centerline, up to 100' AGL/293' MSL.

Rwy 22, trees beginning 940' from DER, 617' right of centerline, up to 100' AGL/290' MSL.

Pole and trees 874' from DER, 382' left of centerline, 100' AGL/290' MSL.

Rwy 31, vehicle on road 2' from DER, 188' right of centerline, 15' AGL/222' MSL.

Pole 4749' from DER, 1284' left of centerline, 110' AGL/330' MSL.

Trees beginning 192' from DER, 482' right of centerline, up to 100' AGL/359' MSL.

Trees beginning 2442' from DER, 575' left of centerline, up to 100' AGL/361' MSL.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 500-3 or std. w/min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE:

Rwy 36, climb on heading 013° to 700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 1029' from DER, 741' right of centerline, 57' MSL.

Trees beginning 1438' from DER, 732' left of centerline, up to 93' MSL.

Trees beginning 1908' from DER, 459' left of centerline, up to 98' MSL.

Pole 3354' from DER, 1067' right of centerline, 85' AGL/115' MSL.

Tree 3430' from DER, 1028' left of centerline, 108' MSL.

Trees beginning 3445' from DER, 1278' left of centerline, up to 110' MSL.

Rwy 18, terrain 2' from DER, 479' right of centerline, 27' MSL.

Tree 731' from DER, 321' right of centerline, 48' MSL.

Trees beginning 928' from DER, 268' right of centerline, up to 60' MSL.

Trees beginning 1274' from DER, 540' right of centerline, up to 98' MSL.

Tree 1373' from DER, 207' left of centerline, 71' MSL.

Trees beginning 1485' from DER, 32' right of centerline, up to 72' MSL.

Tree 1745' from DER, 87' left of centerline, 76' MSL.

Tree 1948' from DER, 1017' right of centerline, 84' MSL.

Pole 2509' from DER, 773' right of centerline, 89' MSL.

Trees beginning 2670' from DER, 376' right of centerline, up to 97' MSL.

Tower 5412' from DER, 1579' left of centerline, 139' AGL/172' MSL.

Rwy 32, tree 1272' from DER, 833' left of centerline, 60' MSL.

Pole 1294' from DER, 835' right of centerline, 56' MSL.

Trees beginning 1405' from DER, 819' left of centerline, up to 85' MSL.

Trees beginning 1586' from DER, 796' right of centerline, up to 98' MSL.

Tree 1903' from DER, 894' left of centerline, 88' MSL.

Tree 1907' from DER, 922' left of centerline, 92' MSL.

Tree 3063' from DER, 1021' left of centerline, 99' MSL.

Rwy 36, fence 1' from DER, 472' left of centerline, 6' AGL/25' MSL.

Vehicle on road 302' from DER, 568' right of centerline, 36' MSL.

Vehicle on road 325' from DER, 543' left of centerline, 33' MSL.

Vehicle on road 429' from DER, 633' right of centerline, 35' MSL.

Pole 553' from DER, 623' left of centerline, 46' MSL.

Building 592' from DER, 713' right of centerline, 44' MSL.

Tree 1337' from DER, 1005' right of centerline, 65' MSL.

Tree 1473' from DER, 705' right of centerline, 66' MSL.

Tree 1530' from DER, 486' left of centerline, 65' MSL.

Trees beginning 1619' from DER, 566' right of centerline, up to 88' MSL.

Trees beginning 1667' from DER, 651' left of centerline, up to 85' MSL.

Tree 1760' from DER, 1049' right of centerline, 67' MSL.

Trees beginning 1970' from DER, 231' left of centerline, up to 103' MSL.

Tree 2776' from DER, 330' right of centerline, 81' AGL/94' MSL.

Trees beginning 2784' from DER, 350' right of centerline, up to 85' AGL/97' MSL.

Tower 2.4 NM from DER, 4248' left of centerline, 406' AGL/457' MSL.

Tower 2.4 NM from DER, 4050' left of centerline, 406' AGL/457' MSL.

Tower 2.5 NM from DER, 3969' left of centerline, 406' AGL/457' 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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HAMMOND, LA

HAMMOND NORTHSORE RGNL (HDC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (10098) (FAA)

DEPARTURE PROCEDURE:

Rwy 31, climb heading 312° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL.

Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL.

Rwy 18, antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL.

Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL.

Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL.

Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL.

Rwy 31, trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL.

Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL.

Rwy 36, tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL.

Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JAN09 (09015) (FAA)

DEPARTURE PROCEDURE:

Rwy 31, climb heading 309° to 900 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 13, numerous trees beginning 1184' from DER, 26' left of centerline, up to 111' AGL/251' MSL.

Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229'.

Rwy 31, numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL.

Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

HATTIESBURG-LAUREL, MS

HATTIESBURG/LAUREL RGNL (PIB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 06DEC18 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwys 18, 36, climb runway heading to 1000 before turning east.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 50' from DER, 275' right of centerline, 304' MSL.

Tree 194' from DER, 325' right of centerline, 318' MSL.

Trees beginning 346' from DER, 467' left of centerline, up to 329' MSL.

Tree 531' from DER, 466' left of centerline, 331' MSL.

Tree 1019' from DER, 579' right of centerline, 331' MSL.

Trees beginning 1051' from DER, 264' right of centerline, up to 340' MSL.

Tree 1134' from DER, 465' left of centerline, 332' MSL.

Trees beginning 1172' from DER, 371' right of centerline, up to 343' MSL.

Tree 1438' from DER, 536' left of centerline, 342' MSL.

Rwy 36, tree 515' from DER, 551' right of centerline, 326' MSL.

Trees beginning 760' from DER, 639' right of centerline, up to 329' MSL.

Tree 1579' from DER, 660' left of centerline, 345' MSL.

Tree 1840' from DER, 923' left of centerline, 369' MSL.

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY (M41)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 06MAR14 (14065) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees and vertical structure beginning 1' from DER, 249' right of centerline, up to 76' AGL/627' MSL.

Trees beginning 182' from DER, 390' left of centerline, up to 85' AGL/636' MSL.

Trees and vertical structure beginning 637' from DER, 20' right of centerline, up to 91' AGL/642' MSL.

Trees beginning 701' from DER, 63' left of centerline, up to 96' AGL/647' MSL.

Rwy 36, trees beginning 22' from DER, 283' left of centerline, up to 66' AGL/582' MSL.

Pole and trees beginning 501' from DER, 376' right of centerline, up to 56' AGL/572' MSL.



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



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SC-4, 12 JUN 2025 to 07 AUG 2025



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



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HOUMA, LA

HOUMA-TERREBONNE (HUM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02JUL09 (09183) (FAA)

DEPARTURE PROCEDURE:

Rwy 30, climb heading 304° to 600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL.

Rwy 18, trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL.

Rwy 30, trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL.

Rwy 36, antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

INDIANOLA MUNI (IDL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23SEP10 (10266) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 180° to 1800 before turning East.

Rwy 36, climb heading 360° to 800 before turning East.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 383' from DER, 75' left of centerline, up to 81' AGL/201' MSL.

Trees beginning 385' from DER, 165' right of centerline, up to 90' AGL/210' MSL.

Rwy 36, fence 37' from DER, 400' left of centerline, 6' AGL/129' MSL.

Trees beginning 898' from DER, 684' right of centerline, up to 100' AGL/224' MSL.

Trees beginning 1086' from DER, 576' left of centerline, up to 100' AGL/224' MSL.

IUKA, MS

SEGARS FLD (15M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14JUL22 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree, terrain beginning 5' from DER, 282' right of centerline, up to 682' MSL.

Electrical system, fence, trees beginning 35' from DER, 487' left of centerline, up to 33' AGL/671' MSL.

Trees, terrain beginning 175' from DER, 133' right of centerline, up to 691' MSL.

Tree 1310' from DER, 598' left of centerline, 700' MSL.

Trees beginning 1312' from DER, 160' left of centerline, up to 703' MSL.

Trees beginning 1414' from DER, 7' right of centerline, up to 697' MSL.

Trees beginning 1512' from DER, 137' right of centerline, up to 698' MSL.

Tree 1513' from DER, 547' left of centerline, 707' MSL.

Trees beginning 1555' from DER, 149' left of centerline, up to 708' MSL.

Tree 1575' from DER, 429' left of centerline, 709' MSL.

Trees beginning 1622' from DER, 47' left of centerline, up to 721' MSL.

Trees beginning 1667' from DER, 38' right of centerline, up to 709' MSL.

Trees beginning 1961' from DER, 43' left of centerline, up to 729' MSL.

Rwy 19, vegetation 7' from DER, 133' right of centerline, 621' MSL.

Trees, pole beginning 77' from DER, 38' right of centerline, up to 683' MSL.

Terrain 90' from DER, 121' left of centerline, 623' MSL.

Tree 123' from DER, 240' left of centerline, 676' MSL.

Trees beginning 129' from DER, 378' left of centerline, up to 701' MSL.

Trees beginning 271' from DER, 373' left of centerline, up to 703' MSL.

Trees, pole beginning 787' from DER, 19' left of centerline, up to 709' MSL.

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025



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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JACKSON, MS

HAWKINS FLD (HKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20JUN19 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 300-1¼ or std. w/min. climb of 235' per NM to 600, alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

Rwy 16, std. w/min. climb of 300' per NM to 2000.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 115° to 900 before proceeding on course.

Rwy 16, climb heading 159° to 1400 before turning right.

Rwy 29, climb heading 295° to 1400 before turning left.

Rwy 34, climb heading 339° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, trees beginning 1141' from DER, 33' right of centerline, up to 100' AGL/374' MSL.

Trees beginning 460' from DER, 155' left of centerline, up to 100' AGL/406' MSL.

Tower 5514' from DER, 1566' left of centerline, 164' AGL/483' MSL.

Rwy 16, trees beginning 1023' from DER, 373' right of centerline, up to 100' AGL/438' MSL.

Trees beginning 588' from DER, 27' left of centerline, up to 100' AGL/449' MSL.

Rwy 29, hangar, 481' from DER, 357' right of centerline, 13' AGL/332' MSL.

Light, 880' from DER, 255' left of centerline, 10' AGL/339' MSL.

Antenna on hangar, 1065' from DER, 595' right of centerline, 40' AGL/362' MSL.

Trees beginning 698' from DER, 186' left of centerline, up to 100' AGL/426' MSL.

Rwy 34, terrain 50' from DER, 316' right of centerline, 345' MSL.

Trees, 2700' from DER, 884' left of centerline, up to 100' AGL/410' MSL.

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:

Rwy 16R, 200-1¼ or std. w/min. climb of 227' per NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 16L, trees beginning 1130' from DER, 722' left of centerline, up to 68' AGL/408' MSL.

Trees, beginning 1231' from DER, 321' left of centerline, up to 81' AGL/421' MSL.

Trees beginning 2323' from DER, 158' left of centerline, up to 123' AGL/459' MSL.

Tree 3159' from DER, 169' right of centerline, 108' AGL/435' MSL.

Rwy 16R, trees beginning 1411' from DER, 766' left of centerline, up to 65' AGL/405' MSL.

Tree 3824' from DER, 1210' left of centerline, 86' AGL/426' MSL.

Trees 5211' from DER, 1882' left of centerline, up to 85' AGL/482' MSL.

Trees beginning 2648' from DER, 537' right of centerline, up to 95' AGL/425' MSL.

Rwy 34L, trees beginning 2165' from DER, left and right of centerline, up to 120' AGL/402' MSL.

Rwy 34R, trees beginning 3117' from DER, 953' left of centerline, up to 108' AGL/396' MSL.

Trees beginning 2273' from DER, 1002' right of centerline, up to 93' AGL/374' MSL.

JENNINGS, LA

JENNINGS (3R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1 or std. w/ min. climb of 400' per NM to 300.

Rwys 17, 35, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 8, vehicles on road 112' from DER, 479' left of centerline, 37' MSL.

Pole 1294' from DER, 177' left of centerline, 43' AGL/65' MSL.

Pole 1458' from DER, 349' left of centerline, 42' AGL/74' MSL.

Pole 1659' from DER, 316' left of centerline, 42' AGL/78' MSL.

Pole 2065' from DER, 241' left of centerline, 41' AGL/85' MSL.

Pole 2278' from DER, 204' left of centerline, 44' AGL/88' MSL.

Rwy 13, tree, pole beginning 689' from DER, 261' left of centerline, up to 71' MSL.

Power lines beginning 1182' from DER, 34' right of centerline, up to 81' AGL/106' MSL.

Power lines, tree beginning 1403' from DER, 20' left of centerline, up to 90' AGL/116' MSL.

Tree 2027' from DER, 490' left of centerline, 126' MSL.

Trees 2102' from DER, 362' left of centerline, 141' MSL.

Tank 3491' from DER, 1087' left of centerline, 172' AGL/197' MSL.

Tree 3495' from DER, 1154' right of centerline, 119' MSL.

Rwy 26, tree 185' from DER, 416' right of centerline, 26' MSL.

Tree 1090' from DER, 65' right of centerline, 56' MSL.

Tree 1137' from DER, 407' left of centerline, 47' MSL.

Tree 1558' from DER, 722' right of centerline, 66' MSL.

Rwy 31, fence 104' from DER, 395' right of centerline, 7' AGL/21' MSL.

Tree 353' from DER, 381' left of centerline, 56' MSL.

Tree, sign beginning 448' from DER, 215' left of centerline, up to 62' 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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JONESBORO, LA

JONESBORO (F88)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 211' from DER, 352' right of centerline, up to 100' AGL/349' MSL.

Trees beginning 270' from DER, 462' left of centerline, up to 100' AGL/369' MSL.

Rwy 36, trees beginning 200' from DER, 386' left of centerline, up to 100' AGL/339' MSL.

Trees beginning 375' from DER, 502' right of centerline, up to 100' AGL/339' MSL.

KEESLER AFB (KBIX)

BILOXI, MS

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10AUG23 (23222) (USAF)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees 1625' from DER, 726' right of centerline, 51' AGL/62' MSL.

Trees 1977' from DER, 728' right of centerline, 65' AGL/76' MSL.

Rwy 22, trees 1794' from DER, 660' left of centerline, 49' AGL/68' MSL.

Trees 1927' from DER, 709' right of centerline, 71' AGL/101' MSL.

Pylons-street light 1193' from DER, 443' right of centerline, 30' AGL/61' MSL.

Trees 2704' from DER, 728' right of centerline, 70' AGL/96' MSL.

Trees 1904' from DER, 668' right of centerline, 71' AGL/101' MSL.

KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY (OSX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAY05 (05132) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees 1054' from DER, 503' left of centerline, 100' AGL/559' MSL.

Trees 1172' from DER, 555' right of centerline, 100' AGL/559' MSL.

Terrain 18' from DER, 91' right of centerline, 473' MSL.

Terrain 68' from DER, 485' right of centerline, 473' MSL.

Rwy 32, trees 1676' from DER, 288' right of centerline, 100' AGL/619' MSL.

Trees 1341' from DER, 231' left of centerline, 100' AGL/609' MSL.

Terrain 129' from DER, 139' right of centerline, 502' MSL.

Terrain 182' from DER, 532' right of centerline, 493' MSL.

Terrain 352' from DER, 344' right of centerline, 496' MSL.

Terrain 79' from DER, 254' left of centerline, 486' MSL.

Terrain 525' from DER, 156' right of centerline, 496' MSL.

Terrain 302' from DER, 49' left of centerline, 489' MSL.

LAFAYETTE, LA

LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 23JUL15 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4L, trees beginning 257' from DER, 268' left of centerline, up to 100' AGL/139' MSL.

Fence 2506' from DER, 682' left of centerline, 121' AGL/163' MSL.

Pole 2978' from DER, 1061' left of centerline, 121' AGL/163' MSL.

Obstruction lights beginning 155' from DER, 251' right of centerline, up to 54' AGL/83' MSL.

Rwy 4R, vehicle on road 76' from DER, 498' left of centerline, 15' AGL/44' MSL.

Trees beginning 815' from DER, 110' left of centerline, up to 75' AGL/94' MSL.

Light on pole 912' from DER, 738' left of centerline, 32' AGL/71' MSL.

Vehicle on road 25' from DER, 272' right of centerline, 15' AGL/44' MSL.

Trees beginning 31' from DER, 268' right of centerline, up to 100' AGL/103' MSL.

Rwy 11, vehicle on road 37' from DER, 302' left of centerline, 15' AGL/48' MSL.

Trees beginning 553' from DER, 128' left of centerline, up to 87' AGL/91' MSL.

Vehicle on road 20' from DER, 34' right of centerline, 15' AGL/49' MSL.

Trees beginning 522' from DER, 27' right of centerline, up to 83' AGL/87' MSL.

Rwy 22L, poles beginning 1282' from DER, 62' left of centerline, up to 52' AGL/91' MSL.

Trees beginning 1454' from DER, 97' left of centerline, up to 100' AGL/106' MSL.

Terrain and trees beginning 95' from DER, 22' right of centerline, up to 100' AGL/129' MSL.

Railroad 875' from DER, 629' right of centerline, 23' AGL/63' MSL.

poles beginning 899' from DER, 248' right of centerline, up to 50' AGL/89' MSL.

Rwy 22R, tower 2544' from DER, 25' left of centerline, 104' AGL/142' MSL.

Trees, buildings, obstruction lights and antenna beginning 152' from DER, 268' right of centerline, up to 104' AGL/142' MSL.

Rwy 29, trees, towers, poles beginning 925' from DER, 5' left of centerline, up to 110' AGL/150' MSL.

Vehicle on road 12' from DER, 403' right of centerline, 15' AGL/48' MSL.

Trees, towers and poles beginning 63' from DER, 68' right of centerline, up to 130' AGL/165' MSL.

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

25107

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

25107

LAKE CHARLES, LA

CHENNAULT INTL (CWF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1¼ or std. w/min. climb of 205' per NM to 300. Alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 1114' from DER, 670' left of centerline, up to 51' AGL/70' MSL.

Trees beginning 1261' from DER, 380' right of centerline, up to 62' AGL/81' MSL.

Rwy 33, tanks 5977' from DER, 1577' right of centerline, 156' AGL/170' MSL.

Trees beginning 1763' from DER, 685' left of centerline, up to 71' AGL/85' MSL.

Trees beginning 1202' from DER, 399' right of centerline, up to 52' AGL/71' MSL.

LAKE CHARLES RGNL (LCH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (11125) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, antenna 38' from DER, 396' right of centerline, 8' AGL/23' MSL.

Vehicle on road 457' from DER, 605' left of centerline, up to 15' AGL/34' MSL.

Wire on pole 647' from DER, 530' left of centerline, 30' AGL/50' MSL.

Transmission pole 707' from DER, 602' right of centerline, 42' AGL/57' MSL.

Vehicle on road 710' from DER, 428' left of centerline, 15' AGL/33' MSL.

Transmission pole 767' from DER, 531' left of centerline, 31' AGL/46' MSL.

Transmission pole 825' from DER, 454' right of centerline, 32' AGL/47' MSL.

Pole 862' from DER, 485' right of centerline, 18' AGL/38' MSL.

Wire on pole 863' from DER, 485' right of centerline, 34' AGL/49' MSL.

Rwy 23, multiple trees beginning 19' from DER, left and right of centerline, up to 73' AGL/87' MSL.

Pole 1112' from DER, 130' left of centerline, 14' AGL/50' MSL.

Poles beginning 631' from DER, 283' right of centerline, up to 22' AGL/44' MSL.

Rwy 33, tree 1225' from DER, 622' left of centerline, 34' AGL/44' MSL.

LAUREL, MS

HESLER/NOBLE FLD (LUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24JUN82 (24305) (FAA)

DEPARTURE PROCEDURE:

Rwy 13, climb runway heading to 500 before turning.

LEESVILLE, LA

LEESVILLE (L39)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 26' from DER, 78' left of centerline, 100' AGL/359' MSL.

Trees beginning 12' from DER, 210' right of centerline, up to 100' AGL/389' MSL.

Rwy 36, trees beginning 262' from DER, 396' left of centerline, 47' AGL/336' MSL.

Trees beginning 180' from DER, 130' right of centerline, up to 58' AGL/347' MSL.

LEXINGTON, MS

C. A. MOORE (19M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09JUN83 (83160) (FAA)

DEPARTURE PROCEDURE:

Rwy 19, climb runway heading to 1000 before turning.

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

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

25107

SC-4



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



25107

LOUISVILLE, MS

LOUISVILLE/WINSTON COUNTY (LMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29DEC22 (22363) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, std. w/min. climb of 295' per NM to 1100, or 1000-3 for VCOA.

VCOA:

Rwy 17, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Louisville/ Winston county airport at or above 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees, poles beginning 13' from DER, 5' left of centerline, up to 104' AGL/655' MSL.

Trees, buildings beginning 108' from DER, on and right of centerline, up to 607' MSL.

Trees beginning 1235' from DER, 376' right of centerline, up to 623' MSL.

Tree 1389' from DER, 728' right of centerline, 636' MSL.

Trees beginning 1445' from DER, 306' right of centerline, up to 644' MSL.

Trees beginning 1733' from DER, 290' right of centerline, up to 656' MSL.

Trees beginning 1894' from DER, 88' right of centerline, up to 658' MSL.

Trees beginning 2092' from DER, 69' left of centerline, up to 658' MSL.

Trees beginning 2165' from DER, 4' right of centerline, up to 664' MSL.

Trees beginning 2228' from DER, 50' left of centerline, up to 661' MSL.

Trees beginning 2400' from DER, 6' left of centerline, up to 672' MSL.

Tree 3966' from DER, 792' right of centerline, 106' AGL/676' MSL.

Tank, tower beginning 4774' from DER, 1578' left of centerline, up to 154' AGL/701' MSL.

Tower 1.7 NM from DER, 2221' left of centerline, 407' AGL/951' MSL.

Rwy 35, trees beginning 16' from DER, 383' left of centerline, up to 87' AGL/604' MSL.

Trees beginning 42' from DER, 352' right of centerline, up to 582' MSL.

Tree 300' from DER, 413' right of centerline, 603' MSL.

Trees beginning 427' from DER, 383' left of centerline, up to 613' MSL.

Trees beginning 427' from DER, 387' right of centerline, up to 626' MSL.

Trees beginning 603' from DER, 360' left of centerline, up to 618' MSL.

Trees beginning 896' from DER, 378' left of centerline, up to 619' MSL.

Trees beginning 1070' from DER, 477' left of centerline, up to 621' MSL.

Trees beginning 1191' from DER, 413' left of centerline, up to 630' MSL.

Trees beginning 1475' from DER, 648' left of centerline, up to 645' MSL.

Trees beginning 1685' from DER, on and left of centerline, up to 652' MSL.

Trees beginning 2026' from DER, 693' right of centerline, up to 629' MSL.

Trees beginning 2214' from DER, 457' right of centerline, up to 634' MSL.

Trees beginning 2292' from DER, 7' right of centerline, up to 636' MSL.

Trees beginning 2305' from DER, 4' left of centerline, up to 111' AGL/659' MSL.

MADISON, MS

BRUCE CAMPBELL FLD (MBO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-2 or std. w/min. climb of 267' per NM to 700, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL.**Rwy 35**, house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL.

Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

MAGEE, MS

MAGEE MUNI (17M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning abeam DER, 201' left of centerline, up to 100' AGL/649' MSL.

Trees beginning abeam DER, 205' right of centerline, up to 100' AGL/649' MSL.

Trees 562' from DER, 577' right of centerline, up to 100' AGL/659' MSL.

Trees beginning 1217' from DER, left and right of centerline, up to 100' AGL/659' MSL.

Rwy 36, trees beginning abeam DER, 165' right of centerline, up to 100' AGL/659' MSL.

Vehicle on road 411' from DER, 423' left of centerline, up to 15' AGL/565' MSL.

Trees 621' from DER, 343' left of centerline, up to 100' AGL/659' MSL.

Trees 1160' from DER, 447' right of centerline, up to 100' AGL/659' MSL.



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



25107

SC-4



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



25107

MAKS AAF (KPOE)

FORT JOHNSON, LA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07SEP23 (23362) (USA)

TAKEOFF MINIMUMS:

Rwy 16, 300-1 or std w/min climb of 270'/NM to 700.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 2284' from DER, 1004' left of centerline, up to 364' MSL.

Trees beginning 3223' from DER, 1193' right of centerline, up to 365' MSL.

Tree 4597' from DER, 137' left of centerline, 429' MSL.

Tree 3905' from DER, 706' right of centerline, 401' MSL.

Tree 3384' from DER, 1100' right of centerline, 392' MSL.

Tree 3962' from DER, 882' left of centerline, 387' MSL.

Pole 4151' from DER, 203' left of centerline, 382' MSL.

Tree 3524' from DER, 963' left of centerline, 379' MSL.

Tree 3304' from DER, 1079' right of centerline, 375' MSL.

Tree 1739' from DER, 874' right of centerline, 369' MSL.

Twr 2213' from DER, 535' left of centerline, 43' AGL/335' MSL.

Windsock 100' from DER, 460' right of centerline, 300' MSL.

Terrain 50' from DER, 480' right of centerline, 282' MSL.

Tree 4657' from DER, 404' right of centerline, 435' MSL.

Rwy 34, trees beginning 2305' from DER, 470' left of centerline, up to 80' AGL/402' MSL.

Trees beginning 2866' from DER, 1193' right of centerline, up to 449' MSL.

Tree 1874' from DER, 885' right of centerline, 416' MSL.

Tree 2831' from DER, 154' right of centerline 411' MSL.

Tree 2076' from DER, 980' left of centerline, 410' MSL.

Tree 1424' from DER, 753' right of centerline, 393' MSL.

Tree 1771' from DER, 35' left of centerline, 377' MSL.

Tree 433' from DER, 513' right of centerline, 365' MSL.

Terrain 415' from DER, 611' left of centerline, 345' MSL.

Terrain at DER, 500' left of centerline, 333' MSL.

MANSFIELD, LA

C E 'RUSTY' WILLIAMS (3F3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicles on road 62' from DER, 343' left of centerline, 340' MSL.

Vehicles on road 187' from DER, 356' left of centerline, 341' MSL.

Vehicles on road 309' from DER, 367' left of centerline, 342' MSL.

Vehicles on road 425' from DER, 375' left of centerline, 344' MSL.

Pole, tree, vehicles on road beginning 479' from DER, 280' left of centerline, up to 29' AGL/356' MSL.

Poles, vehicles on road beginning 650' from DER, 13' left of centerline, up to 55' AGL/382' MSL.

Vehicles on road 798' from DER, 72' right of centerline, 348' MSL.

Vehicles on road 810' from DER, 224' right of centerline, 350' MSL.

Vehicles on road, tree beginning 825' from DER, 216' right of centerline, up to 351' MSL.

Trees beginning 980' from DER, 205' left of centerline, up to 388' MSL.

Trees, pole beginning 1056' from DER, 73' left of centerline, up to 421' MSL.

Trees beginning 1102' from DER, 467' right of centerline, up to 408' MSL.

Trees beginning 1296' from DER, 52' right of centerline, up to 414' MSL.

Trees beginning 2098' from DER, 96' left of centerline, up to 430' MSL.

Trees beginning 2105' from DER, 138' right of centerline, up to 423' MSL.

Trees beginning 2414' from DER, 23' right of centerline, up to 437' MSL.

Tree 3375' from DER, 1025' left of centerline, 437' MSL.

Rwy 36, vehicles on road, utility building beginning 5' from DER, 124' right of centerline, up to 329' MSL.

Trees beginning 29' from DER, 395' left of centerline, up to 372' MSL.

Trees beginning 116' from DER, 256' right of centerline, up to 372' MSL.

Trees beginning 159' from DER, 265' left of centerline, up to 377' MSL.

Trees beginning 330' from DER, 278' left of centerline, up to 381' MSL.

Trees beginning 2082' from DER, 233' left of centerline, up to 387' MSL.

Tree 2363' from DER, 1126' right of centerline, 384' MSL.

Tree 2621' from DER, 1114' right of centerline, 398' MSL.

Trees beginning 2670' from DER, 213' left of centerline, up to 395' MSL.

Tree 2802' from DER, 1232' right of centerline, 409' MSL.

Trees beginning 2889' from DER, 1057' right of centerline, up to 414' MSL.

Trees beginning 3455' from DER, 375' left of centerline, up to 410' MSL.



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



25107

SC-4

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

25107

MANY, LA

HART (3R4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03JUL08 (08185) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE:

Rwy 12, climb heading 117° to 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 1' from DER, 594' left to 598' right of centerline, up to 100' AGL/385' MSL.

Power line/poles beginning 1198' from DER, 309' right of centerline, up to 58' AGL/354' MSL.

Rwy 30, trees beginning 74' from DER, 781' left to 509' right of centerline, up to 100' AGL/391' MSL.

Power line/pole 484' from DER, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS

SELFS (MMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (12264) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicles on road beginning 3' from DER, 210' left of centerline, up to 15' AGL/161' MSL.

Vehicles on road, building, and poles beginning 51' from DER, 4' right of centerline, up to 38' AGL/195' MSL.

Trees beginning 1171' from DER, 32' left of centerline, up to 110' AGL/265' MSL.

Trees beginning 1071' from DER, 4' right of centerline, up to 110' AGL/265' MSL.

Rwy 20, trees beginning 44' from DER, 389' right of centerline, up to 85' AGL/238' MSL.

Trees 3684' from DER, 550' right of centerline, up to 106' AGL/263' MSL.

MARKSVILLE, LA

MARKSVILLE MUNI (MKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, light pole 61' from DER, 459' right of centerline, 5' AGL/84' MSL.

Power pole 287' from DER, 315' right of centerline, 35' AGL/111' MSL.

Water tower 3870' from DER, 1134' left of centerline, 148' AGL/217' MSL.

Tree 1504' from DER, 374' left of centerline, 88' AGL/164' MSL.

Trees beginning 465' from DER, 148' right of centerline, up to 110' AGL/183' MSL.

Rwy 22, trees beginning 248' from DER, 373' left of centerline, up to 100' AGL/173' MSL.

Trees beginning 2571' from DER, 1008' right of centerline, up to 100' AGL/166' MSL.

MC COMB, MS

MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAY18 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, tree 516' from DER, 603' left of centerline, 405' MSL.

Tree 610' from DER, 653' right of centerline, 430' MSL.

Tree 653' from DER, 590' left of centerline, 441' MSL.

Trees beginning 819' from DER, 519' right of centerline, up to 438' MSL.

Tree 1180' from DER, 770' left of centerline, 462' MSL.

Trees beginning 1265' from DER, 561' left of centerline, up to 467' MSL.

Trees beginning 1496' from DER, 394' right of centerline, up to 458' MSL.

Trees beginning 1575' from DER, 392' left of centerline, up to 470' MSL.

Tree 2734' from DER, 565' right of centerline, 459' MSL.

Tree 2838' from DER, 421' right of centerline, 460' MSL.

Tree 2883' from DER, 921' right of centerline, 465' MSL.

Trees beginning 2940' from DER, 500' right of centerline, up to 467' MSL.

Trees beginning 3291' from DER, 443' left of centerline, up to 475' MSL.

Rwy 34, tree 69' from DER, 271' left of centerline, 444' MSL.

Trees beginning 164' from DER, 307' left of centerline, up to 454' MSL.

Trees beginning 193' from DER, 493' left of centerline, up to 459' MSL.

Trees beginning 667' from DER, 568' left of centerline, up to 471' MSL.

Tree 717' from DER, 593' right of centerline, 455' MSL.

Tree 889' from DER, 630' right of centerline, 465' MSL.

Tree, pole beginning 957' from DER, 693' left of centerline, up to 493' MSL.

Tree 1128' from DER, 684' right of centerline, 470' MSL.

Trees beginning 1258' from DER, 657' right of centerline, up to 478' MSL.

Trees beginning 1821' from DER, 643' right of centerline, up to 487' MSL.

Trees beginning 2745' from DER, 690' right of centerline, up to 491' MSL.

Tree 3017' from DER, 753' right of centerline, 501' MSL.

Trees beginning 3021' from DER, 929' right of centerline, up to 507' MSL.

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

25107



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



25107

MERIDIAN, MS KEY FLD (MEI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 300-1% or std w/min climb of 290'/NM to 600.

DEPARTURE PROCEDURE:

Rwy 4, climb on heading 046° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 1, building, tree beginning 177' from DER, 425' right of centerline, up to 13' AGL/310' MSL.
Pole 533' from DER, 448' left of centerline, 18' AGL/318' MSL.
Tree 804' from DER, 628' left of centerline, 338' MSL.
Tree, vehicles on road beginning 925' from DER, 421' left of centerline, up to 370' MSL.
Trees, pole, tower beginning 1345' from DER, 411' left of centerline, up to 384' MSL.
Trees beginning 1480' from DER, 503' left of centerline, up to 388' MSL.
Trees beginning 1498' from DER, 105' left of centerline, up to 393' MSL.
Smokestack 2146' from DER, 317' right of centerline, 45' AGL/350' MSL.
Trees beginning 2200' from DER, 122' left of centerline, up to 394' MSL.
Tanks beginning 2227' from DER, 262' right of centerline, up to 58' AGL/362' MSL.
Trees beginning 2380' from DER, 150' left of centerline, up to 395' MSL.
Trees, tank beginning 2424' from DER, on centerline, up to 399' MSL.
Trees beginning 2624' from DER, 90' left of centerline, up to 401' MSL.
Trees beginning 2744' from DER, 21' left of centerline, up to 404' MSL.
Trees beginning 3067' from DER, 3' right of centerline, up to 414' MSL.
Tree 3431' from DER, 209' left of centerline, 409' MSL.
Trees beginning 3449' from DER, 15' left of centerline, up to 412' MSL.
Rwy 4, pole, vehicles on road beginning 144' from DER, 375' right of centerline, up to 38' AGL/334' MSL.
Fences beginning 180' from DER, 250' left of centerline, up to 8' AGL/305' MSL.
Building 257' from DER, 310' left of centerline, 17' AGL/314' MSL.
Pole, building beginning 284' from DER, 345' left of centerline, up to 23' AGL/319' MSL.
Poles, vehicles on road, tree beginning 334' from DER, 278' right of centerline, up to 39' AGL/335' MSL.
Tank 411' from DER, 390' left of centerline, 29' AGL/327' MSL.
Poles beginning 444' from DER, 253' left of centerline, up to 32' AGL/330' MSL.
Poles beginning 634' from DER, 292' left of centerline, up to 33' AGL/331' MSL.
Tree 662' from DER, 608' right of centerline, 343' MSL.
Trees, vehicles on road beginning 678' from DER, 327' right of centerline, up to 348' MSL.
Pole 838' from DER, 654' left of centerline, 33' AGL/332' MSL.
Trees, vehicles on road beginning 896' from DER, 262' right of centerline, up to 373' MSL.
Trees beginning 1107' from DER, 33' right of centerline, up to 385' MSL.
Pole 1414' from DER, 32' left of centerline, 37' AGL/336' MSL.
Tree 1857' from DER, 324' left of centerline, 348' MSL.
Tree 2042' from DER, 613' left of centerline, 366' MSL.
Trees beginning 2078' from DER, 65' left of centerline, up to 388' MSL.
Trees beginning 2565' from DER, 14' right of centerline, up to 386' MSL.
Trees beginning 2680' from DER, 24' left of centerline, up to 391' MSL.
Rwy 19, tower 481' from DER, 570' left of centerline, 32' AGL/312' MSL.
Tree 1079' from DER, 626' left of centerline, 318' MSL.
Tree 1137' from DER, 717' left of centerline, 328' MSL.
Tree 1217' from DER, 592' left of centerline, 329' MSL.
Trees beginning 1330' from DER, 771' right of centerline, up to 371' MSL.
Tree 1355' from DER, 546' left of centerline, 335' MSL.
Trees beginning 1364' from DER, 466' left of centerline, up to 350' MSL.
Trees beginning 1689' from DER, 313' left of centerline, up to 376' MSL.
Tree 1893' from DER, 935' right of centerline, 380' MSL.
Trees beginning 1963' from DER, 40' right of centerline, up to 394' MSL.
Trees beginning 2661' from DER, 38' left of centerline, up to 395' MSL.
Trees beginning 3745' from DER, 3' left of centerline, up to 400' MSL.
Trees beginning 3803' from DER, 69' right of centerline, up to 396' MSL.
Rwy 22, trees beginning 1250' from DER, 723' right of centerline, up to 330' MSL.
Tree 1417' from DER, 775' right of centerline, 372' MSL trees beginning 1428' from DER, 588' right of centerline, up to 377' MSL.
Trees beginning 1528' from DER, 503' right of centerline, up to 379' MSL.
Trees beginning 1620' from DER, 2' right of centerline, up to 384' MSL.
Trees beginning 2350' from DER, 23' left of centerline, up to 373' MSL.
Trees beginning 2617' from DER, 29' left of centerline, up to 376' MSL.
Trees beginning 2741' from DER, 144' left of centerline, up to 387' MSL.
Trees beginning 3332' from DER, 1169' right of centerline, up to 395' MSL.
Trees beginning 3468' from DER, 412' left of centerline, up to 393' MSL.
Trees beginning 3839' from DER, 606' left of centerline, up to 404' MSL.
Tree 4201' from DER, 1359' right of centerline, 424' MSL.
Trees beginning 4287' from DER, 319' right of centerline, up to 427' MSL.
Trees beginning 4370' from DER, 1166' right of centerline, up to 436' MSL.
Trees beginning 4450' from DER, 41' right of centerline, up to 449' MSL.
Tree 4941' from DER, 483' left of centerline, 415' 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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MERIDIAN, MS (CON'T) KEY FLD (MEI) (CON'T)

Rwy 22 (CON'T), Tree 5294' from DER, 137' left of centerline, 427' MSL.
Trees beginning 5567' from DER, 1356' right of centerline, up to 454' MSL.
Trees beginning 5649' from DER, 1274' right of centerline, up to 478' MSL.
Trees beginning 5704' from DER, 1235' right of centerline, up to 491' MSL.
Tree 1 NM from DER, 907' left of centerline, 457' MSL.
Trees beginning 1 NM from DER, 1238' right of centerline, up to 493' MSL.
Trees beginning 1.1 NM from DER, 1620' right of centerline, up to 499' MSL.
Trees beginning 1.2 NM from DER, 715' right of centerline, up to 520' MSL.
Tree 1.3 NM from DER, 2263' right of centerline, 496' MSL.

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08SEP22 (22251) (USN)

TAKEOFF MINIMUMS:

Rwy 1R, std. w/min. climb of 251' per NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 1R, terrain 0' from DER, 500' right of centerline, 329' MSL.
Terrain 554' from DER, 648' left of centerline, 343' MSL.
Terrain 556' from DER, 649' left of centerline, 343' MSL.
Terrain 614' from DER, 617' left of centerline, 344' MSL.
Terrain 617' from DER, 665' left of centerline, 345' MSL.
Terrain 620' from DER, 666' left of centerline, 345' MSL.
Terrain 2709' from DER, 1137' left of centerline, 0' AGL/399' MSL.
Terrain 3148' from DER, 953' left of centerline, 0' AGL/399' MSL.
Terrain, tree 1.1 NM from DER, 2315' left of centerline, 0' AGL/499' MSL.
Rwy 10, terrain 0' from DER, 500' right of centerline, 306' MSL.
Rwy 19R, terrain 0' from DER, 500' right of centerline, 257' MSL.

MINDEN, LA

MINDEN (MNE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 2' from DER, 134' left of centerline, up to 116' AGL/383' MSL.
Trees beginning 791' from DER, 68' right of centerline, up to 104' AGL/383' MSL.
Rwy 19, trees beginning 232' from DER, 46' left of centerline, up to 103' AGL/352' MSL.
Trees beginning 192' from DER, 12' right of centerline, up to 116' AGL/365' MSL.
Poles beginning 1234' from DER, 226' right of centerline, up to 69' AGL/318' MSL.

MONROE, LA

MONROE RGNL (MLU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 02DEC21 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 22, climb on heading 222° to 900 before turning west.

Rwy 32, climb on heading 317° to 900 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 4, lighting 6' from DER, 5' right of centerline, 2' AGL/76' MSL.
Sign 29' from DER, 248' left of centerline, 3' AGL/77' MSL.
Tree 1010' from DER, 711' left of centerline, 104' MSL.
Trees beginning 1568' from DER, 768' right of centerline, up to 154' MSL.
Trees beginning 2287' from DER, 911' right of centerline, up to 160' MSL.
Trees beginning 2421' from DER, 804' right of centerline, up to 162' MSL.
Tree 3361' from DER, 1144' left of centerline, 166' MSL.
Trees beginning 3488' from DER, 1047' left of centerline, up to 183' MSL.
Rwy 14, tree 905' from DER, 722' left of centerline, 117' MSL.
Trees beginning 950' from DER, 509' left of centerline, up to 120' MSL.
Trees beginning 1007' from DER, 59' left of centerline, up to 128' MSL.
Trees beginning 1188' from DER, 79' right of centerline, up to 107' MSL.
Trees beginning 1215' from DER, 150' right of centerline, up to 110' MSL.
Tree 1264' from DER, 281' right of centerline, 114' MSL.
Trees, poles beginning 1284' from DER, 227' right of centerline, up to 138' MSL.
Trees beginning 1682' from DER, 737' left of centerline, up to 139' MSL.
Trees beginning 2214' from DER, 962' left of centerline, up to 154' MSL.
Trees, towers, antenna beginning 2771' from DER, 539' left of centerline, up to 184' MSL.

CON'T



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



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MONROE, LA (CON'T)

MONROE RGNL (MLU) (CON'T)

Rwy 22, lighting 5' from DER, 5' left of centerline, 1' AGL/77' MSL.
Sign 31' from DER, 342' right of centerline, 3' AGL/77' MSL.
Sign 102' from DER, 459' right of centerline, 10' AGL/83' MSL.
Tree 1273' from DER, 809' left of centerline, 114' MSL.
Tree 1990' from DER, 718' left of centerline, 131' MSL.
Tree 2160' from DER, 742' left of centerline, 134' MSL.
Trees beginning 2273' from DER, 212' left of centerline, up to 137' MSL.
Tree 2418' from DER, 180' left of centerline, 139' MSL.
Trees beginning 2429' from DER, 245' left of centerline, up to 140' MSL.
Tree 2594' from DER, 508' left of centerline, 145' MSL.
Tree 2616' from DER, 1052' right of centerline, 170' MSL.
Rwy 32, terrain 7' from DER, 63' right of centerline, 79' MSL.
Lighting 27' from DER, 120' right of centerline, 3' AGL/82' MSL.
Sign 28' from DER, 439' left of centerline, 3' AGL/81' MSL.
Lighting, sign beginning 30' from DER, 119' left of centerline, up to 3' AGL/82' MSL.
Pole 385' from DER, 489' left of centerline, 20' AGL/97' MSL.
Tree 934' from DER, 659' left of centerline, 109' MSL.
Trees beginning 1010' from DER, 514' left of centerline, up to 114' MSL.
Tree 1073' from DER, 735' left of centerline, 116' MSL.
Tree 1328' from DER, 773' left of centerline, 119' MSL.
Tree 1581' from DER, 448' left of centerline, 133' MSL.
Pole, trees beginning 1582' from DER, 261' left of centerline, up to 69' AGL/145' MSL.
Trees beginning 1607' from DER, 322' right of centerline, up to 138' MSL.
Tree 1630' from DER, 643' right of centerline, 140' MSL.
Trees beginning 1681' from DER, 100' left of centerline, up to 153' MSL.
Trees beginning 1708' from DER, 295' right of centerline, up to 158' MSL.
Trees, poles beginning 1713' from DER, 126' left of centerline, up to 155' MSL.
Trees beginning 1877' from DER, 156' right of centerline, up to 166' MSL.
Tree 2031' from DER, 283' right of centerline, 171' MSL.
Trees, pole beginning 2042' from DER, 34' right of centerline, up to 176' MSL.
Trees, pole beginning 2098' from DER, 12' left of centerline, up to 169' MSL.
Trees beginning 2347' from DER, 10' left of centerline, up to 179' MSL.
Trees beginning 3970' from DER, 678' right of centerline, up to 182' MSL.

NATCHEZ, MS

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20APR23 (23110) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 16' from DER, 309' right of centerline, up to 326' MSL.
Trees beginning 239' from DER, 250' right of centerline, up to 343' MSL.
Trees beginning 1180' from DER, 526' left of centerline, up to 364' MSL.
Trees beginning 1445' from DER, 86' left of centerline, up to 380' MSL.
Trees beginning 2332' from DER, 123' right of centerline, up to 344' MSL.
Tree 3624' from DER, 1390' right of centerline, 363' MSL.
Rwy 18, tree 30' from DER, 467' left of centerline, 54' AGL/306' MSL.
Trees beginning 112' from DER, 364' left of centerline, up to 323' MSL.
Trees beginning 131' from DER, 445' right of centerline, up to 285' MSL.
Trees beginning 164' from DER, 427' right of centerline, up to 337' MSL.
Trees beginning 663' from DER, on centerline, up to 338' MSL.
Trees beginning 969' from DER, 50' left of centerline, up to 332' MSL.
Trees beginning 1149' from DER, on centerline, up to 346' MSL.
Trees beginning 2175' from DER, 168' right of centerline, up to 339' MSL.
Trees beginning 2258' from DER, 149' right of centerline, up to 350' MSL.
Tree 2523' from DER, 1044' right of centerline, 365' MSL.
Trees beginning 2543' from DER, 19' right of centerline, up to 374' MSL.
Trees beginning 3100' from DER, 10' right of centerline, up to 385' MSL.
Trees beginning 3134' from DER, 20' left of centerline, up to 347' MSL.
Trees beginning 3400' from DER, 835' left of centerline, up to 350' MSL.
Tree 3442' from DER, 1044' left of centerline, 355' MSL.
Trees beginning 3487' from DER, 727' left of centerline, up to 356' MSL.
Trees beginning 3569' from DER, 59' left of centerline, up to 359' MSL.
Trees beginning 3669' from DER, 761' left of centerline, up to 360' MSL.
Trees beginning 3823' from DER, 482' left of centerline, up to 365' MSL.
Trees beginning 3908' from DER, 161' left of centerline, up to 374' MSL.
Tree 4008' from DER, 218' left of centerline, 384' MSL.
Trees beginning 4047' from DER, 220' left of centerline, up to 386' MSL.
Trees beginning 4107' from DER, 14' left of centerline, up to 388' 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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NATCHEZ, MS (CON'T)

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ) (CON'T)

Rwy 32, light poles 2' from DER, 4' right of centerline, 2' AGL/263' MSL.
 Tree 428' from DER, 542' left of centerline, 301' MSL.
 Tree 656' from DER, 615' right of centerline, 338' MSL.
 Tree 701' from DER, 648' left of centerline, 325' MSL.
 Trees beginning 764' from DER, 524' right of centerline, up to 342' MSL.
 Tree 901' from DER, 695' left of centerline, 336' MSL.
 Trees beginning 1187' from DER, 736' left of centerline, up to 346' MSL.
 Trees beginning 1482' from DER, 504' right of centerline, up to 349' MSL.
 Tree, pole beginning 1531' from DER, 789' left of centerline, up to 351' MSL.
 Trees beginning 1625' from DER, 204' right of centerline, up to 352' MSL.
 Trees beginning 1867' from DER, 50' left of centerline, up to 360' MSL.
 Trees beginning 3197' from DER, 314' right of centerline, up to 355' MSL.
 Trees beginning 3268' from DER, 694' left of centerline, up to 364' MSL.
 Trees beginning 3332' from DER, 85' left of centerline, up to 366' MSL.
 Trees beginning 3835' from DER, 1223' left of centerline, up to 374' MSL.
Rwy 36, fence beginning 36' from DER, 409' right of centerline, up to 274' MSL.
 Fence 235' from DER, 394' right of centerline, 276' MSL.
 Tree 422' from DER, 603' right of centerline, 337' MSL.
 Trees beginning 473' from DER, 464' right of centerline, up to 338' MSL.
 Trees beginning 692' from DER, 1' left of centerline, up to 347' MSL.
 Trees beginning 783' from DER, 140' right of centerline, up to 342' MSL.
 Trees beginning 1236' from DER, 256' right of centerline, up to 348' MSL.
 Trees beginning 1376' from DER, 128' right of centerline, up to 357' MSL.

NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 24JUL14 (14205) (FAA)

TAKEOFF MINIMUMS:

Rwy 25, 300-1½ or std. w/min. climb of 336' per NM to 600.
Rwy 35, std. w/min. climb of 202' per NM to 800, or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE:

Rwy 35, climb heading 342° to 700 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 17, building, poles, beginning 90' from DER, 359' right of centerline, up to 32' AGL/142' MSL.,
 Tree 2573' from DER, 1022' right of centerline, 94' AGL/204' MSL.
Rwy 25, tower 1.3 NM from DER, 632' right of centerline, 205' AGL/385' MSL.
Rwy 35, light pole 1975' from DER, 418' right of centerline, 66' AGL/180' MSL.
 Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY/UNION COUNTY (M72)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, std. w/min. climb of 245' per NM to 900, or 500-2½ w/ min. climb of 207' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to DER, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 18, for climb in visual conditions: cross New Albany/Union County airport at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 146' from DER, 158' left of centerline, up to 100' AGL/519' MSL.
 Multiple trees beginning 387' from DER, 565' right of centerline, up to 100' AGL/499' MSL.
Rwy 36, multiple trees beginning 467' from DER, 524' left of centerline, up to 100' AGL/499' MSL.
 Multiple trees beginning 2000' from DER, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL (ARA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27APR17 (17117) (FAA)

TAKEOFF MINIMUMS:

Rwys 17W, 35W, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 41' from DER, 497' right of centerline, 12' AGL/32' 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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NEW ORLEANS, LA

LAKEFRONT (NEW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 27JAN22 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 18R, 400-2% or std. w/min. climb of 220' per NM to 600, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 087° to 1400 before turning right.

Rwy 18L, climb on heading 177° to 1400 before turning left.

Rwy 18R, climb on heading 177° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, building 79' from DER, 419' right of centerline, 52' MSL.

Buildings, and vehicles on road beginning 287' from DER, 162' left of centerline, up to 48' MSL.

Poles beginning 804' from DER, 199' left of centerline, up to 43' AGL/51' MSL.

Trees beginning 1824' from DER, 232' right of centerline, up to 71' MSL.

Tree 2220' from DER, 167' right of centerline, 73' MSL.

Pole 2491' from DER, 254' left of centerline, 67' AGL/72' MSL.

Rwy 18L, NAVAIDs beginning 273' from DER, 340' left of centerline, up to 35' AGL/37' MSL.

Tower, and building beginning 334' from DER, 418' left of centerline, up to 40' AGL/42' MSL.

Buildings, tree, tower, and poles beginning 1451' from DER, 522' left of centerline, up to 93' AGL/98' MSL.

Building 2035' from DER, 35' right of centerline, 62' MSL.

Rwy 18R, building, and NAVAIDs beginning 51' from DER, 49' left of centerline, up to 22' AGL/26' MSL.

NAVAID 106' from DER, on centerline, 19' MSL.

Trees, vehicles on road, and poles beginning 150' from DER, 182' left of centerline, up to 45' MSL.

Vehicles on road 296' from DER, 1' right of centerline, 22' MSL.

Vehicles on road 474' from DER, on centerline, 35' MSL.

Pole, sign, and tree beginning 484' from DER, 114' right of centerline, up to 43' AGL/47' MSL.

Pole 709' from DER, 524' right of centerline, 47' AGL/48' MSL.

Poles beginning 747' from DER, 420' right of centerline, up to 51' AGL/51' MSL.

Elevators beginning 1512' from DER, 573' right of centerline, up to 80' AGL/85' MSL.

Building 1711' from DER, 839' right of centerline, 87' AGL/92' MSL.

Towers, and pole beginning 2817' from DER, 83' left of centerline, up to 101' AGL/101' MSL.

Poles, and transmission line beginning 3235' from DER, 64' right of centerline, up to 106' AGL/111' MSL.

Transmission line 2.3 NM from DER, 3385' left of centerline, 385' AGL/388' MSL.

Rwy 27, boats 300' from DER, left to right of centerline, up to 50' MSL.

Fence 278' from DER, 67' right of centerline, 15' AGL/15' MSL.

Fence 278' from DER, 64' left of centerline, 10' AGL/14' MSL.

Rwy 36L, bridge 51' from DER, 6' right of centerline, 7' AGL/10' MSL.

Rwy 36R, boats 350' from DER, left to right of centerline, up to 50' MSL.

Vegetation 16' from DER, 488' right of centerline, 11' MSL.

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15OCT15 (15288) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, multiple vehicles on roads beginning 3' from DER, 437' right of centerline, up to 26' AGL/28' MSL.

Multiple trees beginning 493' from DER, 542' right of centerline, up to 38' AGL/40' MSL.

Multiple poles beginning 831' from DER, 583' left of centerline, up to 34' AGL/36' MSL.

Multiple signs beginning 906' from DER, 235' right of centerline, up to 49' AGL/51' MSL.

Multiple buildings beginning 1369' from DER, 679' right of centerline, up to 48' AGL/50' MSL.

Multiple trees beginning 1555' from DER, 574' left of centerline, up to 45' AGL/47' MSL.

Antenna 1888' from DER, 692' right of centerline, 49' AGL/51' MSL.

Obstruction light 1822' from DER, 834' right of centerline, 64' AGL/66' MSL.

Crane 2412' from DER, 487' left of centerline, 81' AGL/83' MSL.

Rwy 11, obstruction light 623' from DER, 620' right of centerline, 21' AGL/25' MSL.

Pole 936' from DER, 663' right of centerline, 25' AGL/29' MSL.

Multiple trees beginning 1051' from DER, 37' left of centerline, up to 96' AGL/100' MSL.

Multiple trees beginning 1919' from DER, 157' right of centerline, up to 81' AGL/85' MSL.

Rwy 20, vehicle on road 201' from DER, 458' left of centerline, 29' AGL/30' MSL.

Sign 708' from DER, 688' left of centerline, 38' AGL/39' MSL.

Rod on building 664' from DER, 249' left of centerline, 23' AGL/24' MSL.

Pole 1124' from DER, 635' left of centerline, 31' AGL/32' MSL.

Multiple poles beginning 1358' from DER, 420' right of centerline, up to 46' AGL/47' MSL.

Tree 2057' from DER, 881' left of centerline, 67' AGL/68' MSL.

Multiple trees beginning 2604' from DER, 622' right of centerline, up to 85' AGL/86' MSL.

Ship 4166' from DER, on centerline, 152' AGL/153' MSL.

Rwy 29, tree 1265' from DER, 748' left of centerline, 58' AGL/59' MSL.

Multiple trees beginning 1541' from DER, 550' right of centerline, up to 65' AGL/66' 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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NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 20MAR25 (25079) (USN)

TAKEOFF MINIMUMS:

Rwy 14, std w/min climb of 275'/NM to 400' or 300-1¼.**Rwy 32**, std w/min climb of 292'/NM to 400'.

DEPARTURE PROCEDURE:

Rwy 4, diverse departures authorized 045° CW 224°. Right turn to departure heading only.**Rwy 22**, diverse departures authorized 045° CW 314°.**Rwy 32**, climb on heading between 141° CW to 300°. Left turn to departure heading only.

TAKEOFF OBSTACLE NOTES:

Rwy 4, terrain 0' from DER, 500' left of centerline, 3' MSL.**Rwy 14**, terrain 0' from DER, 500' left of centerline, 3' MSL.

Tank 3450' from DER, 1424' left of centerline, 74' AGL/92' MSL.

Cruise ship 1 NM from DER, 57' right of centerline, 213' MSL.

Rwy 22, terrain 0' from DER, 500' left of centerline, 3' MSL.**Rwy 32**, terrain 0' from DER, 287' right of centerline, 3' MSL.

Terrain 0' from DER, 500' left of centerline, 3' MSL.

Glideslope 1395' from DER, 64' left of centerline, 40' MSL.

NEW ROADS, LA

FALSE RIVER RGNL (HZR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 36, fence 97' from DER, 248' right of centerline, 5' AGL/44' MSL.

Pole 1263' from DER, 215' left of centerline, 45' AGL/84' MSL.

Trees beginning 1268' from DER, 127' right of centerline, up to 110' AGL/159' MSL.

Trees beginning 2436' from DER, 26' left of centerline, up to 127' AGL/176' MSL.

Rwy 18, road beginning 86' from DER, 398' right of centerline, up to 15' AGL/49' MSL.

Fence 220' from DER, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH (ACP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23NOV06 (06327) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees 400' from DER, 260' left of centerline, 30' AGL/134' MSL.**Rwy 36**, trees 1300' from DER, on centerline, 50' AGL/159' MSL.

OKOLONA, MS

OKOLONA MUNI/RICHARD STOVALL FLD (5A4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24JUL14 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 47' from DER, 456' left of centerline, 69' AGL/390' MSL.

Tree 423' from DER, 602' right of centerline, 85' AGL/396' MSL.

Transmission line towers and trees, beginning 962' from DER, left and right of centerline, up to 79' AGL/402' MSL.

Rwy 36, trees beginning 288' from DER, 529' right of centerline, up to 70' AGL/371' MSL.

Trees beginning 771' from DER, left and right of centerline, up to 85' AGL/376' MSL.

Trees beginning 1585' from DER, 34' right of centerline, up to 81' AGL/402' MSL.

Trees beginning 3010' from DER, 1173' right of centerline, up to 106' AGL/427' MSL.

OLIVE BRANCH, MS

OLIVE BRANCH/TAYLOR FLD (OLV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12DEC13 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, ground beginning 164' from DER, 385' right of centerline, 401' MSL.

Trees beginning 191' from DER, 395' left of centerline, up to 23' AGL/413' MSL.

Trees beginning 1212' from DER, left and right of centerline, up to 100' AGL/480' MSL.

Trees beginning 3028' from DER, 123' left of centerline, up to 93' AGL/483' MSL.

Trees beginning 4193' from DER, left and right of centerline, up to 100' AGL/519' MSL.

Rwy 36, trees beginning 1224' from DER, left and right of centerline, up to 100' AGL/509' MSL.

Trees beginning 2763' from DER, left and right of centerline, up to 100' AGL/479' 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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OPELOUSAS, LA

ST LANDRY PARISH (OPL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1¼ or std w/min climb of 265'/NM to 400.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees, fence, building, traverse ways, poles beginning 75' from DER, 1' left of centerline, up to 78' AGL/151' MSL.

Trees beginning 576' from DER, on centerline, up to 34' AGL/106' MSL.

Tree 677' from DER, 83' right of centerline, 35' AGL/107' MSL.

Trees beginning 704' from DER, 103' right of centerline, up to 45' AGL/117' MSL.

Trees beginning 805' from DER, 192' right of centerline, up to 126' MSL.

Trees beginning 858' from DER, 100' right of centerline, up to 58' AGL/130' MSL.

Trees beginning 924' from DER, 39' right of centerline, up to 61' AGL/133' MSL.

Trees beginning 935' from DER, 45' right of centerline, up to 61' AGL/134' MSL.

Trees beginning 945' from DER, on centerline, up to 64' AGL/136' MSL.

Trees, poles beginning 1170' from DER, 3' right of centerline, up to 64' AGL/137' MSL.

Tree, poles beginning 1175' from DER, 15' left of centerline, up to 79' AGL/152' MSL.

Tree 1359' from DER, 366' right of centerline, 143' MSL.

Trees, poles beginning 1360' from DER, 14' right of centerline, up to 166' MSL.

Trees beginning 3024' from DER, 456' left of centerline, up to 156' MSL.

Tree 3152' from DER, 768' left of centerline, 158' MSL.

Rwy 18, tree 64' from DER, 459' right of centerline, 108' MSL.

Tree 92' from DER, 503' right of centerline, 135' MSL.

Trees, traverse way beginning 165' from DER, 2' right of centerline, up to 77' AGL/144' MSL.

Trees, traverse ways beginning 220' from DER, 20' left of centerline, up to 107' MSL.

Trees beginning 366' from DER, 184' left of centerline, up to 108' MSL.

Tree 425' from DER, 417' left of centerline, 111' MSL.

Tree 751' from DER, 381' left of centerline, 117' MSL.

Trees beginning 809' from DER, 434' left of centerline, up to 118' MSL.

Tree 875' from DER, 577' left of centerline, 124' MSL.

Trees beginning 911' from DER, on centerline, up to 149' MSL.

Trees beginning 924' from DER, 24' left of centerline, up to 136' MSL.

Trees beginning 1059' from DER, 1' left of centerline, up to 142' MSL.

Trees beginning 1717' from DER, 570' left of centerline, up to 143' MSL.

Trees beginning 1739' from DER, 497' left of centerline, up to 161' MSL.

Trees beginning 1791' from DER, 394' right of centerline, up to 152' MSL.

Trees, poles beginning 1796' from DER, 5' left of centerline, up to 168' MSL.

Trees beginning 1939' from DER, 173' right of centerline, up to 154' MSL.

Trees beginning 2053' from DER, 16' right of centerline, up to 158' MSL.

Trees beginning 2139' from DER, 11' right of centerline, up to 162' MSL.

Trees, pole beginning 2270' from DER, on centerline, up to 96' AGL/164' MSL.

Trees, poles beginning 2428' from DER, 66' right of centerline, up to 96' AGL/165' MSL.

Trees, poles beginning 3190' from DER, 103' left of centerline, up to 179' MSL.

Transmission line 3523' from DER, 1153' right of centerline, 98' AGL/169' MSL.

Tree 4096' from DER, 590' right of centerline, 110' AGL/181' MSL.

Tree 4181' from DER, 591' right of centerline, 112' AGL/183' MSL.

Rwy 24, trees beginning 42' from DER, 264' right of centerline, up to 134' MSL.

Tree 92' from DER, 507' left of centerline, 137' MSL.

Trees, traverse ways, poles, building beginning 132' from DER, 14' right of centerline, up to 138' MSL.

Trees, poles beginning 140' from DER, 74' left of centerline, up to 73' AGL/141' MSL.

Trees, poles, transmission lines beginning 637' from DER, 6' left of centerline, up to 84' AGL/153' MSL.

Trees beginning 767' from DER, 113' right of centerline, up to 73' AGL/139' MSL.

Trees, poles, antenna, building beginning 854' from DER, 16' right of centerline, up to 82' AGL/147' MSL.

Rwy 36, tree, fences beginning 17' from DER, 498' right of centerline, up to 48' AGL/117' MSL.

Tree 355' from DER, 567' right of centerline, 142' MSL.

Tree 474' from DER, 569' right of centerline, 148' MSL.

Tree 685' from DER, 617' right of centerline, 149' MSL.

Trees, pole beginning 829' from DER, 16' right of centerline, up to 159' MSL.

Trees beginning 955' from DER, 35' left of centerline, up to 48' AGL/116' MSL.

Trees beginning 982' from DER, 42' left of centerline, up to 128' MSL.

Trees beginning 1014' from DER, 12' left of centerline, up to 139' MSL.

Trees beginning 1933' from DER, 105' left of centerline, up to 141' MSL.

Trees beginning 2074' from DER, 164' left of centerline, up to 149' MSL.

Trees beginning 2275' from DER, 551' left of centerline, up to 152' MSL.

Trees beginning 2480' from DER, 496' left of centerline, up to 153' MSL.

Tree 3299' from DER, 475' left of centerline, 157' MSL.

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025



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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OXFORD, MS

UNIVERSITY-OXFORD (UOX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-1½ or std. w/min. climb of 472' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 092° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 58' from DER, 237' right of centerline, up to 79' AGL/622' MSL.

Trees beginning 140' from DER, 404' left of centerline, up to 84' AGL/555' MSL.

Trees, tower and obstruction light antenna beginning 3729' from DER, left and right of centerline, up to 147' AGL/672' MSL.

Rwy 27, tree 39' from DER, 494' right of centerline, up to 74' AGL/434' MSL.

Trees beginning 602' from DER, 572' right of centerline, up to 94' AGL/474' MSL.

PASCAGOULA, MS

TRENT LOTT INTL (PQL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1½ or std. w/min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.**Rwy 35**, std. w/min. climb of 217' per NM to 1000 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 35, for climb in visual conditions: cross Trent Lott Intl Airport at or above 800' MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 1622' from DER, 46' left of centerline, up to 64' AGL/71' MSL.

Tree 2298' from DER, 77' right of centerline, 71' AGL/80' MSL.

Transmission tower 3912' from DER, 1412' left of centerline, 112' AGL/121' MSL.

Sign 5417' from DER, 1141' right of centerline, 159' AGL/170' MSL.

Rwy 35, tree 2997' from DER, 1162' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA

HARRY P WILLIAMS MEML (PTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 20JUN19 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwys 4W, 22W, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence 84' from DER, 303' left of centerline, 8' AGL/14' MSL.

Trees beginning 1876' from DER, 935' left of centerline, up to 76' AGL/85' MSL.

Rwy 24, fence 2' from DER, 443' left of centerline, 4' AGL/11' MSL.

Fence 197' from DER, 252' right of centerline, 7' AGL/14' MSL.

Obstruction light on DME 490' from DER, 255' right of centerline, 21' AGL/28' MSL.

Trees and pole beginning 772' from DER, 256' right of centerline, up to 97' AGL/102' MSL.

PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22OCT09 (09295) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL.**Rwy 36**, trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL.

Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS

PICAYUNE MUNI (MJD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

DEPARTURE PROCEDURE:

Rwy 36, climb heading 359° to 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees and bushes beginning 76' from DER, 18' left of centerline, up to 20' AGL/69' MSL.

Trees and bushes beginning 211' from DER, 182' right of centerline, up to 28' AGL/77' MSL.

Rwy 36, pole, trees, and bushes beginning 969' from DER, 183' left of centerline, up to 94' AGL/144' MSL.

Pole, bush, and trees beginning 63' from DER, 74' right of centerline, up to 97' AGL/143' 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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POPLARVILLE, MS

POPLARVILLE/PEARL RIVER COUNTY (M13)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10DEC15 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 400-1¼ or std. w/min. climb of 405' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 504' from DER, 530' left of centerline, up to 100' AGL/399' MSL.

Trees beginning 745' from DER, crossing centerline, up to 100' AGL/389' MSL.

Trees beginning 1239' from DER, 450' right of centerline, up to 100' AGL/419' MSL.

Rwy 34, trees beginning 104' from DER, 469' right of centerline, up to 100' AGL/419' MSL.

Trees beginning 436' from DER, 467' left of centerline, up to 100' AGL/409' MSL.

Trees beginning 2720' from DER, 1166' right of centerline, up to 100' AGL/429' MSL.

Tower 1.3 NM from DER, 2414' right of centerline, 335' AGL/665' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, poles and trees beginning 168' from DER, 256' left of centerline, up to 85' AGL/544' MSL.

Trees beginning 231' from DER, 264' right of centerline, up to 72' AGL/511' MSL.

Rwy 30, vehicle on road and trees beginning 91' from DER, 110' left of centerline, up to 64' AGL/513' MSL.

Trees beginning 673' from DER, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (JVW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25AUG11 (11237) (FAA)

DEPARTURE PROCEDURE:

Rwy 12, climb via heading 124° to 2600 before proceeding on course.**Rwy 30**, climb via heading 304° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 1' from DER, 132' right of centerline, up to 100' AGL/379' MSL.

Trees beginning 1753' from DER, 788' left of centerline, up to 100' AGL/359' MSL.

Rwy 30, pole 1522' from DER, 533' right of centerline, 57' AGL/ 287' MSL.

Trees beginning 593' from DER, 426' right of centerline, up to 100' AGL/339' MSL.

Trees beginning 36' from DER, 163' left of centerline, up to 100' AGL/349' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEML (M79)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16MAY24 (24137) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, building 103' from DER, 364' right of centerline, 20' AGL/101' MSL.

Trees beginning 441' from DER, 395' left of centerline, up to 134' MSL.

Building 1539' from DER, 15' right of centerline, 43' AGL/129' MSL.

Tree 1874' from DER, 971' right of centerline, 146' MSL.

Trees beginning 2425' from DER, 230' left of centerline, up to 166' MSL.

Tree 2633' from DER, 263' left of centerline, 174' MSL.

Rwy 36, tree 19' from DER, 327' right of centerline, 109' MSL.

Tree 928' from DER, 356' right of centerline, 154' MSL.

Tree 1222' from DER, 388' right of centerline, 156' MSL.

Tree 1972' from DER, 303' right of centerline, 173' MSL.

Trees beginning 2233' from DER, 366' left of centerline, up to 177' MSL.

Trees beginning 2295' from DER, 736' right of centerline, up to 174' MSL.

Tree 2747' from DER, 1028' left of centerline, 178' 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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RESERVE, LA

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 05JAN17 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1% or std. w/min. climb of 240' per NM to 400.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 173° to 1400 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, bush 43' from DER, 362' right of centerline, 3' AGL/8' MSL.

Tree 131' from DER, 497' left of centerline, 22' AGL/22' MSL.

Poles beginning 1377' from DER, 109' right of centerline, up to 40' AGL/46' MSL.

Poles beginning 1482' from DER, 135' right of centerline, up to 42' AGL/46' MSL.

Transmission towers beginning 1706' from DER, 184' right of centerline, up to 118' AGL/124' MSL.

Transmission towers beginning 2156' from DER, 151' left of centerline, up to 73' AGL/78' MSL.

Transmission tower 3209' from DER, 214' right of centerline, 86' AGL/93' MSL.

Transmission tower 3293' from DER, 364' left of centerline, 92' AGL/98' MSL.

Elevator 1.44 NM from DER, 114' right of centerline, 250' AGL/266' MSL.

Rwy 35, rising terrain 14' from DER, 432' right of centerline, 7' MSL.

Rising terrain 14' from DER, 260' left of centerline, 7' MSL.

Trees beginning 424' from DER, 540' left of centerline, up to 74' AGL/78' MSL.

Trees beginning 811' from DER, 621' right of centerline, up to 82' AGL/86' MSL.

Trees beginning 1091' from DER, 44' left of centerline, up to 87' AGL/91' MSL.

Trees beginning 1142' from DER, 100' right of centerline, up to 44' AGL/48' MSL.

Trees beginning 1438' from DER, 60' left of centerline, up to 88' AGL/92' MSL.

Trees beginning 1526' from DER, 9' right of centerline, up to 92' AGL/96' MSL.

Trees beginning 2394' from DER, 40' right of centerline, up to 100' AGL/104' MSL.

Trees beginning 2698' from DER, 13' left of centerline, up to 98' AGL/102' MSL.

RIPLEY, MS

RIPLEY (25M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18JAN07 (07018) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1% or std. w/min. climb of 233' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE:

Rwy 21, climb heading 213° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 3, multiple trees beginning 774' from DER, 189' left of centerline, up to 100' AGL/569' MSL.

Multiple trees beginning 1485' from DER, 331' left of centerline, up to 100' AGL/576' MSL.

Multiple trees beginning 1.2 NM from DER, 1852' right of centerline, up to 100' AGL/689' MSL.

Multiple trees beginning 1.2 NM from DER, 9' left of centerline, up to 100' AGL/669' MSL.

Multiple trees beginning 1.4 NM from DER, 2100' right of centerline, up to 100' AGL/699' MSL.

Rwy 21, multiple trees beginning 198' from DER, 189' left of centerline, up to 100' AGL/519' MSL.

Multiple trees beginning 333' from DER, 307' right of centerline, up to 100' AGL/519' MSL.

RUSTON, LA

RUSTON RGNL (RSN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12AUG21 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, terrain 3' from DER, 194' right of centerline, 319' MSL.

Terrain 4' from DER, 395' left of centerline, 319' MSL.

Terrain beginning 4' from DER, 79' right of centerline, up to 322' MSL.

Fence, terrain beginning 5' from DER, 56' right of centerline, up to 4' AGL/324' MSL.

Terrain beginning 10' from DER, 449' left of centerline, up to 320' MSL.

Traverse way, terrain, fence beginning 94' from DER, 6' right of centerline, up to 333' MSL.

Terrain 108' from DER, 9' left of centerline, 324' MSL.

Traverse way, terrain beginning 139' from DER, 8' right of centerline, up to 334' MSL.

Pole, terrain, traverse way beginning 181' from DER, 34' right of centerline, up to 38' AGL/346' MSL.

Trees, poles beginning 270' from DER, 28' right of centerline, up to 391' MSL.

Tree 437' from DER, 282' left of centerline, 339' MSL.

Trees beginning 574' from DER, 300' left of centerline, up to 346' MSL.

Trees beginning 649' from DER, 233' left of centerline, up to 79' AGL/354' MSL.

Trees, pole beginning 1309' from DER, 36' left of centerline, up to 107' AGL/377' MSL.

Trees beginning 1565' from DER, 730' left of centerline, up to 378' MSL.

Tree 1663' from DER, 727' left of centerline, 93' AGL/383' MSL.

Trees beginning 1782' from DER, 236' left of centerline, up to 100' AGL/398' MSL.

Trees beginning 1994' from DER, 274' right of centerline, up to 64' AGL/404' MSL.

Tree 2080' from DER, 309' left of centerline, 74' AGL/399' MSL.

Trees beginning 2117' from DER, 10' right of centerline, up to 422' MSL.

Trees beginning 2124' from DER, 22' left of centerline, up to 76' AGL/400' 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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RUSTON, LA (CON'T)

RUSTON RGNL (RSN) (CON'T)

Rwy 18 (CON'T), trees beginning 2150' from DER, 23' right of centerline, up to 97' AGL/423' MSL.

Rwy 36, terrain beginning 69' from DER, 290' right of centerline, up to 281' MSL.

Trees beginning 101' from DER, 495' right of centerline, up to 54' AGL/320' MSL.

Trees beginning 2211' from DER, 117' left of centerline, up to 92' AGL/337' MSL.

Trees beginning 2220' from DER, 64' right of centerline, up to 84' AGL/332' MSL.

Trees beginning 2294' from DER, 160' left of centerline, up to 90' AGL/338' MSL.

Trees beginning 2298' from DER, 195' left of centerline, up to 93' AGL/341' MSL.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN (DTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, 300-1½ or std. w/min. climb of 205' per NM to 500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1100 feet prior to DER.

Rwy 32, std. w/min. climb of 215' per NM to 2700.

DEPARTURE PROCEDURE:

Rwy 23, climb on heading 234° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 94' from DER, 469' right of centerline, 214' MSL.

Vegetation 95' from DER, 476' left of centerline, 178' MSL.

Trees beginning 184' from DER, 263' right of centerline, up to 215' MSL.

Trees beginning 323' from DER, 31' right of centerline, up to 223' MSL.

Trees beginning 362' from DER, 8' left of centerline, up to 252' MSL.

Trees beginning 426' from DER, 6' right of centerline, up to 249' MSL.

Trees beginning 618' from DER, on centerline, up to 255' MSL.

Trees beginning 1088' from DER, 30' left of centerline, up to 256' MSL.

Trees beginning 1162' from DER, 118' left of centerline, up to 260' MSL.

Trees beginning 1164' from DER, 25' left of centerline, up to 269' MSL.

Trees beginning 1248' from DER, 3' left of centerline, up to 274' MSL.

Trees beginning 1681' from DER, 9' right of centerline, up to 263' MSL.

Trees beginning 1723' from DER, 12' right of centerline, up to 269' MSL.

Trees beginning 1868' from DER, 7' right of centerline, up to 271' MSL.

Tree 3478' from DER, 9' right of centerline, 274' MSL.

Trees beginning 3484' from DER, 32' right of centerline, up to 279' MSL.

Trees beginning 3498' from DER, 14' right of centerline, up to 281' MSL.

Trees beginning 3611' from DER, 214' left of centerline, up to 283' MSL.

Trees beginning 3797' from DER, 1167' left of centerline, up to 286' MSL.

Tree 3904' from DER, 1258' left of centerline, 288' MSL.

Rwy 14, building 23' from DER, 465' right of centerline, 191' MSL.

Tree 493' from DER, 371' left of centerline, 222' MSL.

Tree 497' from DER, 426' left of centerline, 228' MSL.

Trees beginning 1119' from DER, 351' left of centerline, up to 241' MSL.

Barge 1502' from DER, crossing centerline, 238' MSL.

Trees beginning 1561' from DER, 359' right of centerline, up to 255' MSL.

Trees beginning 1895' from DER, 25' right of centerline, up to 277' MSL.

Trees beginning 2006' from DER, 169' right of centerline, up to 286' MSL.

Trees beginning 2121' from DER, 149' left of centerline, up to 276' MSL.

Trees beginning 2720' from DER, 66' left of centerline, up to 279' MSL.

Rwy 23, building 187' from DER, 483' right of centerline, 196' MSL.

Building 257' from DER, 396' right of centerline, 198' MSL.

Pole 305' from DER, 543' right of centerline, 202' MSL.

Trees, poles, buildings on road, buildings beginning 337' from DER, 283' right of centerline, up to 224' MSL.

Buildings, pole beginning 477' from DER, 227' left of centerline, up to 204' MSL.

Tree, poles, buildings beginning 644' from DER, 297' left of centerline, up to 207' MSL.

Tree, pole beginning 1048' from DER, 494' left of centerline, up to 237' MSL.

Trees beginning 1074' from DER, 271' left of centerline, up to 266' MSL.

Trees, pole beginning 1153' from DER, 254' left of centerline, up to 267' MSL.

Trees beginning 1244' from DER, 396' right of centerline, up to 247' MSL.

Tree 2348' from DER, 948' right of centerline, 256' MSL.

Trees beginning 3464' from DER, 1283' left of centerline, up to 271' MSL.

Pole 4345' from DER, 196' right of centerline, 295' MSL.

Tower 1.2 NM from DER, 1695' right of centerline, 363' MSL.

Rwy 32, fence beginning 12' from DER, 241' right of centerline, up to 180' MSL.

Vehicle on road 72' from DER, 471' right of centerline, 191' MSL.

Tree 284' from DER, 556' right of centerline, 259' MSL.

Vehicle on road beginning 319' from DER, 266' left of centerline, up to 193' MSL.

Tree 374' from DER, 441' left of centerline, 206' MSL.

Trees beginning 593' from DER, 495' left of centerline, up to 250' MSL.

Tree 1077' from DER, 755' left of centerline, 261' MSL.

Trees beginning 1267' from DER, 32' left of centerline, up to 262' MSL.

Tree 2506' from DER, 760' left of centerline, 267' 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)



25107

SHREVEPORT, LA (CON'T)

SHREVEPORT RGNL (SHV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMD 2 16JUL20 (20198) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 225' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, obtain ATC approval for VOCA when requesting IFR clearance. Climb in visual conditions to cross Shreveport Rgnl airport at or above 1000 before proceeding on course

TAKEOFF OBSTACLE NOTES:

Rwy 6, pole, beginning 34' from DER, 150' left of centerline, up to 2' AGL/231' MSL.

Tree 1306' from DER, 757' left of centerline, 267' MSL.

Tree 1353' from DER, 784' left of centerline, 271' MSL.

Trees beginning 1499' from DER, 699' left of centerline, up to 290' MSL.

Tree 1499' from DER, 856' right of centerline, 66' AGL/280' MSL.

Trees beginning 1527' from DER, 21' right of centerline, up to 81' AGL/295' MSL.

Tree 1960' from DER, 848' left of centerline, 73' AGL/291' MSL.

Stack 1.2 NM from DER, 2437' left of centerline, 175' AGL/416' MSL.

Tank 1.3 NM from DER, 1984' left of centerline, 214' AGL/440' MSL.

Tower 2.5 NM from DER, 262' right of centerline, 420' AGL/661' MSL.

Rwy 14, pole 67' from DER, 4' right of centerline, 5' AGL/227' MSL.

Traverse way 193' from DER, 513' left of centerline, 228' MSL.

Pole beginning 727' from DER, 0' of centerline, up to 16' AGL/245' MSL.

Pole, NAVAID beginning 727' from DER, 27' left of centerline, up to 16' AGL/245' MSL.

Pole 867' from DER, 579' left of centerline, 25' AGL/246' MSL.

Pole beginning 960' from DER, 0' of centerline, up to 25' AGL/252' MSL.

Trees beginning 1033' from DER, 175' left of centerline, up to 257' MSL.

Pole 1116' from DER, 333' right of centerline, 22' AGL/254' MSL.

Trees beginning 1147' from DER, 512' left of centerline, up to 266' MSL.

Pole, tree beginning 1156' from DER, 0' of centerline, up to 26' AGL/257' MSL.

Trees beginning 1315' from DER, 167' right of centerline, up to 260' MSL.

Tree 1477' from DER, 261' left of centerline, 267' MSL.

Tree 1547' from DER, 169' right of centerline, 264' MSL.

Trees beginning 1587' from DER, 368' left of centerline, up to 277' MSL.

Tree 1743' from DER, 634' left of centerline, 285' MSL.

Trees beginning 1803' from DER, 292' left of centerline, up to 288' MSL.

Tree 2136' from DER, 1070' right of centerline, 296' MSL.

Trees beginning 2143' from DER, 303' left of centerline, up to 293' MSL.

Trees beginning 2327' from DER, 317' left of centerline, up to 295' MSL.

Trees beginning 2409' from DER, 66' right of centerline, up to 316' MSL.

Tree 2570' from DER, 913' left of centerline, 297' MSL.

Tree, pole beginning 2573' from DER, 111' right of centerline, up to 329' MSL.

Trees beginning 2621' from DER, 117' left of centerline, up to 299' MSL.

Trees beginning 2809' from DER, 91' left of centerline, up to 301' MSL.

Trees beginning 2899' from DER, 89' right of centerline, up to 331' MSL.

Tree 3110' from DER, 349' left of centerline, 302' MSL.

Tree 3808' from DER, 1279' right of centerline, 336' MSL.

Trees beginning 3817' from DER, 84' right of centerline, up to 340' MSL.

Trees beginning 3968' from DER, 1172' right of centerline, up to 348' MSL.

Trees beginning 4046' from DER, 457' right of centerline, up to 359' MSL.

Trees beginning 4229' from DER, 244' right of centerline, up to 366' MSL.

Trees beginning 4354' from DER, 142' left of centerline, up to 342' MSL.

Tree 4549' from DER, 429' left of centerline, 346' MSL.

Trees beginning 4575' from DER, 298' left of centerline, up to 358' MSL.

Rwy 24, terrain 4' from DER, 194' right of centerline, 239' MSL.

Terrain 6' from DER, 335' right of centerline, 240' MSL.

Traverse way 170' from DER, 494' right of centerline, 254' MSL.

Pole, transmission line beginning 1017' from DER, 178' left of centerline, up to 47' AGL/274' MSL.

Pole beginning 1117' from DER, 13' left of centerline, up to 49' AGL/277' MSL.

Tree 2366' from DER, 945' right of centerline, 301' MSL.

Tree 2375' from DER, 974' left of centerline, 54' AGL/308' MSL.

Tree 2396' from DER, 1093' right of centerline, 308' MSL.

Trees beginning 2438' from DER, 5' left of centerline, up to 64' AGL/319' MSL.

Tree 2515' from DER, 981' right of centerline, 71' AGL/309' MSL.

Trees beginning 2586' from DER, 19' right of centerline, up to 78' AGL/317' MSL.

Trees beginning 2774' from DER, 25' left of centerline, up to 81' AGL/333' MSL.

Trees beginning 2797' from DER, 55' right of centerline, up to 320' MSL.

Trees beginning 2820' from DER, 1' right of centerline, up to 324' MSL.

Trees beginning 2843' from DER, 338' left of centerline, up to 83' AGL/354' MSL.

Trees beginning 2851' from DER, 16' left of centerline, up to 356' MSL.

Trees beginning 2873' from DER, 289' right of centerline, up to 327' MSL.

Trees beginning 2882' from DER, 19' right of centerline, up to 80' AGL/331' MSL.

Trees beginning 2941' from DER, 26' right of centerline, up to 90' AGL/339' MSL.

Trees beginning 2949' from DER, 73' left of centerline, up to 87' AGL/358' MSL.

Trees beginning 2997' from DER, 83' right of centerline, up to 343' 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)

25107

SHREVEPORT, LA (CON'T)

SHREVEPORT RGNL (SHV) (CON'T)

Rwy 24 (CON'T), trees beginning 3067' from DER, 112' right of centerline, up to 346' MSL.

Trees beginning 3182' from DER, 37' left of centerline, up to 93' AGL/359' MSL.

Trees beginning 3229' from DER, 15' left of centerline, up to 94' AGL/360' MSL.

Tree, spire beginning 3235' from DER, 1' right of centerline, up to 359' MSL.

Trees beginning 3294' from DER, 82' left of centerline, up to 362' MSL.

Trees beginning 3306' from DER, 8' left of centerline, up to 103' AGL/365' MSL.

Trees beginning 3440' from DER, 2' left of centerline, up to 103' AGL/366' MSL.

Trees beginning 4394' from DER, 183' left of centerline, up to 103' AGL/367' MSL.

Rwy 32, tree 999' from DER, 632' right of centerline, 294' MSL.

Trees beginning 1197' from DER, 732' right of centerline, up to 299' MSL.

Sign 1945' from DER, 776' left of centerline, 44' AGL/310' MSL.

Trees beginning 2220' from DER, 591' right of centerline, up to 327' MSL.

SLIDELL, LA

SLIDELL (ASD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 126' from DER, 103' left and right of centerline, up to 100' AGL/129' MSL.

Bush 38' from DER, 422' left of centerline, 1' AGL/29' MSL.

Rwy 36, tree 89' from DER, 460' right of centerline, 22' AGL/47' MSL.

SPRINGHILL, LA

SPRINGHILL (SPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAR18 (18088) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 6' from DER, 146' left of centerline, up to 273' MSL.

Tree 816' from DER, 716' right of centerline, 67' AGL/287' MSL.

Trees beginning 1096' from DER, 293' left of centerline, up to 277' MSL.

Trees beginning 1166' from DER, 91' right of centerline, up to 291' MSL.

Trees beginning 1331' from DER, 6' right of centerline, up to 91' AGL/293' MSL.

Trees beginning 1345' from DER, 41' left of centerline, up to 280' MSL.

Trees beginning 1437' from DER, 21' left of centerline, up to 283' MSL.

Trees beginning 1552' from DER, 7' left of centerline, up to 291' MSL.

Trees beginning 1648' from DER, 2' right of centerline, up to 307' MSL.

Trees beginning 1812' from DER, 6' left of centerline, up to 297' MSL.

Trees beginning 1840' from DER, 120' left of centerline, up to 298' MSL.

Trees beginning 1854' from DER, 47' left of centerline, up to 302' MSL.

Trees beginning 1871' from DER, 141' left of centerline, up to 113' AGL/305' MSL.

Trees beginning 1972' from DER, 34' right of centerline, up to 311' MSL.

Trees beginning 2051' from DER, 8' left of centerline, up to 83' AGL/309' MSL.

Trees beginning 2333' from DER, 16' left of centerline, up to 103' AGL/318' MSL.

Trees beginning 2342' from DER, 32' right of centerline, up to 83' AGL/312' MSL.

Trees beginning 2542' from DER, 2' right of centerline, up to 98' AGL/319' MSL.

Trees beginning 2844' from DER, 267' left of centerline, up to 96' AGL/319' MSL.

Trees beginning 2938' from DER, 771' left of centerline, up to 324' MSL.

Trees beginning 3100' from DER, 676' left of centerline, up to 99' AGL/331' MSL.

Trees beginning 3257' from DER, 537' right of centerline, up to 99' AGL/336' MSL.

Rwy 36, tree 36' from DER, 115' left of centerline, 7' AGL/210' MSL.

Tree 109' from DER, 249' left of centerline, 5' AGL/211' MSL.

Terrain 191' from DER, 489' left of centerline, 212' MSL.

Terrain 408' from DER, 573' left of centerline, 217' MSL.

Trees beginning 757' from DER, 676' right of centerline, up to 82' AGL/278' MSL.

Tree 1026' from DER, 683' left of centerline, 86' AGL/292' MSL.

Trees beginning 1127' from DER, 671' right of centerline, up to 80' AGL/283' MSL.

Tree 1174' from DER, 802' left of centerline, 110' AGL/317' MSL.

Trees beginning 1212' from DER, 4' left of centerline, up to 112' AGL/319' MSL.

Trees beginning 1575' from DER, 63' right of centerline, up to 82' AGL/286' MSL.

Tree 2080' from DER, 35' right of centerline, 289' MSL.

Trees beginning 2106' from DER, 104' right of centerline, up to 292' MSL.

Trees beginning 2129' from DER, 9' right of centerline, up to 295' MSL.

Tree 2182' from DER, 322' right of centerline, 296' MSL.

Trees beginning 2210' from DER, 77' right of centerline, up to 297' MSL.

Trees beginning 2242' from DER, 113' right of centerline, up to 298' MSL.

Trees beginning 2261' from DER, 4' right of centerline, up to 301' MSL.

Trees beginning 2283' from DER, 49' right of centerline, up to 305' MSL.

Trees beginning 2487' from DER, 30' right of centerline, up to 106' AGL/310' 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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STARKVILLE, MS

GEORGE M BRYAN (STF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (07186) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 52' from DER, 395' right of centerline up to 79' AGL/378' MSL.

Trees 1037' from DER, 463' left of centerline, 45' AGL/365' MSL.

Tower 5406' from DER, 402' left of centerline, 165' AGL/464' MSL.

Rwy 36, windsock and trees beginning 24' from DER, 340' right of centerline up to 110' AGL/429' MSL.

Trees 170' from DER, 323' left of centerline, 67' AGL/376' MSL.

OKITIBBEHA (M51)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03APR14 (14093) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL.

Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL.

Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL.

Rwy 19, trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL.**Rwy 32**, trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL.

Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

Rwy 1, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL.

Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA

SOUTHLAND FLD (UXL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (21252) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL.

Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL.

Rwy 33, numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL.

Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH/VICKSBURG, MS, LA

VICKSBURG TALLULAH RGNL (TVR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17OCT13 (13290) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, fence 200' from DER, 349' right of centerline, 6' AGL/91' MSL.

Pole 1410' from DER, 512' right of centerline, 35' AGL/121' MSL.

Trees beginning 1514' from DER, 881' left of centerline, up to 114' AGL/203' MSL.

Trees 3258' from DER, 129' right of centerline, 94' AGL/179' MSL.

Rwy 36, trees beginning 2382' from DER, 73' left of centerline, up to 89' AGL/177' MSL.

THIBODAUX, LA

THIBODAUX MUNI (L83)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAR13 (13066) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain 1' from DER, 335' left of centerline, 10' MSL.

Vehicle on road 7' from DER, 187' left of centerline, up to 15' AGL/24' MSL.

Vehicle on road 11' from DER, 200' right of centerline, up to 15' AGL/24' MSL.

Trees 144' from DER, 412' right of centerline, up to 100' AGL/109' MSL.

Trees beginning 685' from DER, 62' right of centerline, up to 100' AGL/109' MSL.

Tower 4157' from DER, 1355' right of centerline, 122' AGL/139' MSL.

Rwy 26, trees beginning at DER, 135' left of centerline, up to 100' AGL/104' MSL.

Trees beginning at DER, 146' right of centerline, up to 100' AGL/104' MSL.

Trees and power lines beginning 2445' from DER, left and right of centerline, up to 100' AGL/104' MSL.

TUNICA, MS

TUNICA MUNI (UTA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 35, tree 1211' from DER, 803' right of centerline, 70' AGL/258' 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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TUPELO, MS

TUPELO RGNL (TUP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF OBSTACLE NOTES:

- Rwy 18**, runway lights 5' from DER, 4' left and right of centerline, 1' AGL/347' MSL.
Trees beginning 1202' from DER, 804' left of centerline up to 100' AGL/400' MSL.

VICKSBURG, MS

VICKSBURG MUNI (VKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

- Rwy 1**, std. w/min. climb of 290' per NM to 800 or 900 2-1/2 for VCOA.

- Rwy 19**, 300-2 or std. w/min. climb of 425' per NM to 400.

VCOA:

- Rwy 1**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Vicksburg Muni airport at or above 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

- Rwy 1**, vegetation, fence beginning 1' from DER, 293' right of centerline, up to 12' AGL/114' MSL.

- Pole, fence beginning 146' from DER, 295' right of centerline, up to 26' AGL/128' MSL.

- Traverse way beginning 193' from DER, 9' left of centerline, up to 41' AGL/136' MSL.

- Pole, traverse way beginning 352' from DER, 218' right of centerline, up to 38' AGL/139' MSL.

- Pole 397' from DER, 315' right of centerline, 41' AGL/141' MSL.

- Tree, traverse way, pole beginning 438' from DER, 234' left of centerline, up to 59' AGL/152' MSL.

- Tree 468' from DER, 432' right of centerline, 76' AGL/175' MSL.

- Tree 683' from DER, 579' left of centerline, 81' AGL/174' MSL.

- Trees beginning 775' from DER, 239' right of centerline, up to 86' AGL/182' MSL.

- Trees beginning 905' from DER, 463' left of centerline, up to 85' AGL/176' MSL.

- Tree 1364' from DER, 45' right of centerline, 79' AGL/185' MSL.

- Tree 1365' from DER, 208' right of centerline, 80' AGL/189' MSL.

- Tree 1470' from DER, 183' left of centerline, 80' AGL/177' MSL.

- Trees beginning 1727' from DER, 76' left of centerline, up to 118' AGL/208' MSL.

- Trees beginning 1736' from DER, 5' right of centerline, up to 113' AGL/211' MSL.

- Trees beginning 2628' from DER, 119' left of centerline, up to 118' AGL/209' MSL.

- Trees beginning 2832' from DER, 153' right of centerline, up to 122' AGL/219' MSL.

- Stack 2.2 NM from DER, 2896' left of centerline, 502' AGL/592' MSL.

- Rwy 19**, fence beginning 13' from DER, 78' right of centerline, up to 30' AGL/135' MSL.

- Trees beginning 176' from DER, 237' right of centerline, up to 88' AGL/193' MSL.

- Tree 235' from DER, 177' left of centerline, 9' AGL/110' MSL.

- Trees beginning 1518' from DER, 70' left of centerline, up to 83' AGL/181' MSL.

- Trees beginning 2008' from DER, 682' left of centerline, up to 105' AGL/203' MSL.

- Trees beginning 2544' from DER, 3' left of centerline, up to 124' AGL/217' MSL.

- Trees beginning 2632' from DER, 246' right of centerline, up to 100' AGL/196' MSL.

- Trees beginning 2848' from DER, 173' right of centerline, up to 94' AGL/208' MSL.

- Tree 2898' from DER, 597' left of centerline, 120' AGL/241' MSL.

- Tree, building, pole beginning 2971' from DER, 42' left of centerline, up to 131' AGL/255' MSL.

- Tree 3317' from DER, 331' right of centerline, 85' AGL/217' MSL.

- Tree, pole beginning 3693' from DER, 251' left of centerline, up to 124' AGL/295' MSL.

- Trees beginning 3836' from DER, 625' right of centerline, up to 119' AGL/245' MSL.

- Tree 3899' from DER, 143' right of centerline, 111' AGL/252' MSL.

- Trees beginning 3950' from DER, 321' right of centerline, up to 129' AGL/264' MSL.

- Tree, traverse way beginning 4060' from DER, 28' left of centerline, up to 112' AGL/302' MSL.

- Tree, pole beginning 4219' from DER, 53' right of centerline, up to 109' AGL/283' MSL.

- Tree, pole beginning 4465' from DER, 99' left of centerline, up to 126' AGL/316' MSL.

- Tree 5091' from DER, 1507' right of centerline, 85' AGL/284' MSL.

- Trees beginning 5195' from DER, 20' right of centerline, up to 110' AGL/299' MSL.

- Trees beginning 5197' from DER, 1197' left of centerline, up to 132' AGL/326' MSL.

- Trees beginning 5747' from DER, 69' left of centerline, up to 139' AGL/329' MSL.

- Trees beginning 1 NM from DER, 570' left of centerline, up to 116' AGL/334' MSL.

- Tree 1 NM from DER, 297' right of centerline, 106' AGL/302' MSL.

- Tree, pole beginning 1 NM from DER, 1084' left of centerline, up to 118' AGL/340' MSL.

- Tree 1 NM from DER, 26' right of centerline, 121' AGL/305' MSL.

- Tree 1.1 NM from DER, 1925' right of centerline, 136' AGL/351' MSL.

- Trees beginning 1.1 NM from DER, 106' left of centerline, up to 107' AGL/355' MSL.

- Tree, building beginning 1.1 NM from DER, 287' right of centerline, up to 96' AGL/359' MSL.

- Trees beginning 1.2 NM from DER, 69' right of centerline, up to 104' AGL/365' MSL.

- Tree, tower beginning 1.2 NM from DER, 855' right of centerline, up to 116' AGL/374' MSL.

- Trees beginning 1.4 NM from DER, 1371' left of centerline, up to 107' AGL/356' MSL.

- Tree 1.6 NM from DER, 1820' left of centerline, 110' AGL/361' MSL.

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

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SC-4

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

25107

VIDALIA, LA

CONCORDIA PARISH (0R4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10DEC15 (15344) (FAA)

DEPARTURE PROCEDURE:

Rwy 14, climb heading 144° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 37' from DER, 244' right of centerline, up to 41' AGL/92' MSL.

Trees, buildings, and T-L tower beginning 58' from DER, 275' left of centerline, up to 83' AGL/134' MSL.

Trees beginning 1115' from DER, 236' left of centerline, up to 58' AGL/112' MSL.

T-L tower 3484' from DER, 522' right of centerline, 87' AGL/145' MSL.

Rwy 32, pole 6' from DER, 420' left of centerline, 29' AGL/81' MSL.

Trees beginning 803' from DER, 299' left of centerline, up to 31' AGL/82' MSL.

Trees beginning 844' from DER, 432' right of centerline, up to 79' AGL/130' MSL.

Trees and T-L tower beginning 2181' from DER, crossing centerline, up to 99' AGL/157' MSL.

VIVIAN, LA

VIVIAN (3F4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 09APR09 (09099) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 200-1¼ or std. w/ min. climb of 303' per NM to 600.

Rwy 27, 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 088° to 1900 before turning left.

Rwy 27, climb heading 268° to 1900 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 9, tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL.

Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL.

Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL.

Rwy 27, vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WELSH, LA

WELSH (6R1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22APR21 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 7, bldg, poles beginning 404' from DER, 46' right of centerline, up to 40' MSL.

Trees beginning 534' from DER, 113' right of centerline, up to 120' MSL.

Vehicles on road 553' from DER, 3' left of centerline, 15' AGL/35' MSL.

Poles beginning 598' from DER, 188' left of centerline, up to 40' MSL.

Tree 990' from DER, 709' left of centerline, 117' MSL.

Trees beginning 1201' from DER, 629' left of centerline, up to 120' MSL.

Trees beginning 1998' from DER, 53' right of centerline, up to 123' MSL.

Rwy 25, trees, bldg, beginning 63' from DER, 86' left of centerline, up to 116' MSL.

Trees beginning 216' from DER, 211' right of centerline, up to 114' MSL.

Trees beginning 1051' from DER, 437' left of centerline, up to 117' MSL.

Trees beginning 2324' from DER, 39' right of centerline, up to 117' MSL.

Tree 3548' from DER, 616' left of centerline, 120' MSL.

Tree 3762' from DER, 144' right of centerline, 120' MSL.

WEST POINT, MS

MCCHAREN FLD (M83)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 06MAR14 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 400-1¼ or std. w/min. climb of 370' per NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 18, numerous trees beginning 1' from DER, 250' left of centerline, up to 100' AGL/309' MSL.

Terrain beginning 146' from DER, 22' left of centerline, up to 207' MSL.

Fence 200' from DER, on centerline, up to 4' AGL/213' MSL.

Terrain 151' from DER, 232' right of centerline, 207' MSL.

Numerous trees beginning 913' from DER, 744' right of centerline, up to 100' AGL/279' MSL.

Vehicle on road 268' from DER, on centerline, 10' AGL/219' MSL.

Rwy 36, train on railroad track beginning 50' from DER, on centerline, 23' AGL/232' MSL.

Terrain 243' from DER, 262' left of centerline, 214' MSL.

Numerous trees beginning 1287' from DER, 299' left of centerline, up to 100' AGL/349' MSL.

Tree 2016' from DER, 138' right of centerline, 100' AGL/319' MSL.

Tower 1.5 NM from DER, 1399' right of centerline, 353' AGL/597' 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)



25107

WIGGINS, MS

DEAN GRIFFIN MEML (M24)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08SEP22 (22251) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 175° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 22' from DER, 444' left of centerline, up to 263' MSL.

Trees beginning 41' from DER, 362' right of centerline, up to 293' MSL.

Trees beginning 292' from DER, 385' right of centerline, up to 299' MSL.

Tree 390' from DER, 467' left of centerline, 274' MSL.

Trees beginning 549' from DER, 426' left of centerline, up to 288' MSL.

Trees beginning 686' from DER, 367' left of centerline, up to 290' MSL.

Trees beginning 1222' from DER, 452' left of centerline, up to 307' MSL.

Trees beginning 1372' from DER, 335' left of centerline, up to 332' MSL.

Trees beginning 1618' from DER, 432' right of centerline, up to 300' MSL.

Tree 1708' from DER, 662' right of centerline, 302' MSL.

Rwy 35, pole 48' from DER, 453' right of centerline, 35' AGL/300' MSL.

Tree 83' from DER, 373' left of centerline, 295' MSL.

Trees beginning 126' from DER, 80' left of centerline, up to 330' MSL.

Trees beginning 175' from DER, 470' right of centerline, up to 331' MSL.

Tree 964' from DER, 445' right of centerline, 336' MSL.

Trees beginning 1017' from DER, 138' right of centerline, up to 338' MSL.

Trees beginning 1587' from DER, 12' right of centerline, up to 355' MSL.

Tree 1692' from DER, 84' left of centerline, 336' MSL.

Trees beginning 1773' from DER, 44' left of centerline, up to 339' MSL.

Trees beginning 2046' from DER, 21' left of centerline, up to 340' MSL.

WINNFIELD, LA

DAVID G. JOYCE (0R5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL.

Trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL.

Rwy 27, trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL.

Trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS

WINONA-MONTGOMERY COUNTY (5A6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 400-2% or std. w/min. climb of 215' per NM to 900. Alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:

Rwy 3, Climb heading 030° to 1000 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 21, Tower 2.1 NM from DER, 2789' right of centerline, 350' AGL/703' MSL.

YAZOO CITY, MS

YAZOO COUNTY (871)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 684' from DER, 131' left of centerline, up to 100' AGL/202' MSL.

Trees beginning 1016' from DER, 103' right of centerline, up to 100' AGL/200' MSL.

Rwy 35, trees beginning 2616' from DER, 837' left of centerline, up to 100' AGL/200' MSL.

Trees beginning 303' from DER, 1228' right of centerline, up to 100' AGL/200' MSL.



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



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SC-4



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

ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA
MEML (IYA).....RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

ALEXANDRIA, LA

ALEXANDRIA
INTL (AEX).....ILS or LOC Rwy 14¹
RNAV (GPS) Rwy 14²³
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 32²
RNAV (GPS) Rwy 36²³
VOR Rwy 14²
VOR/DME Rwy 32²

¹LOC, Category D, 800-2½.
²Category D, 800-2½.
³NA when local weather not available.

ESLER RGNL (ESF).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

BASTROP, LA

MOREHOUSE
MEML (BQP).....RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

NAMEALTERNATE MINIMUMS

BATON ROUGE, LA

BATON ROUGE METRO,
RYAN FLD (BTR).....ILS or LOC Rwy 13¹²⁴
ILS or LOC/DME Rwy 22R¹²⁴
RNAV (GPS) Rwy 4L⁴
RNAV (GPS) Rwy 13⁴⁵
RNAV (GPS) Rwy 22R⁴⁵
RNAV (GPS) Rwy 31⁴⁵
VOR Rwy 4L³⁴

¹ILS, Category C, 800-2; Category D, 800-2½;
LOC, Category D, 800-2½.
²NA when control tower closed.
³Categories C, D, 800-2½.
⁴NA when local weather not available.
⁵Category D, 800-2½.

BAY ST LOUIS, MS

STENNIS
INTL (HSA).....ILS Y or LOC Y Rwy 18¹
ILS Z or LOC Z Rwy 18¹
NDB Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.
Category D, 800-2½; Category E, 800-2¾.
¹NA when control tower closed.

NAME ALTERNATE MINIMUMS

BOGALUSA, LA

GEORGE R CARR MEML AIR
FLD (BXA).....**LOC Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.
Category C, 800-2¼.

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN
COUNTY (1R7).....**RNAV (GPS) Rwy 23**
NA when local weather not available.

CLARKSDALE, MS

FLETCHER
FLD (CKM).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

CLEVELAND, MS

CLEVELAND
MUNI (RNV).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

COLUMBIA, MS

COLUMBIA-MARION
COUNTY (0R0).....**RNAV (GPS) Rwy 23**
NA when local weather not available.
Category D, 800-2¼.

COLUMBUS/W POINT/

STARKVILLE, MS

GOLDEN TRIANGLE
RGNL (GTR).....**ILS or LOC Rwy 18¹³**
ILS or LOC Rwy 36²³
RNAV (GPS) Rwy 18⁴
RNAV (GPS) Rwy 36⁴

NA when local weather not available.
¹LOC, Category D, 800-2¼; Category E, 800-2½.

²LOC, Categories A, B, 900-2;
Category C, 900-2½; Category D, 900-2¾;
Category E, 900-3.

³NA when control tower closed.

⁴Category D, 800-2¼; Category E, 800-2½.

CORINTH, MS

ROSCOE
TURNER (CRX).....**ILS or LOC Rwy 18¹**
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36²

NA when local weather not available.

¹LOC, Category D, 800-2¼.

²Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

DE RIDDER, LA

BEAUREGARD
RGNL (DRI).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.
Category D, 800-2¼.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD
MILLER JR (GAO).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

GONZALES, LA

LOUISIANA RGNL (REG).....**RNAV (GPS) Rwy 35**
Category D, 800-2¼.

GREENVILLE, MS

GREENVILLE-MID
DELTA (GLH).....**ILS or LOC Rwy 18L**
RNAV (GPS) Rwy 18L
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
RNAV (GPS) Rwy 36R
VOR Rwy 18R¹

NA when local weather not available.

¹Categories A, B, C, D, 800-2½.

GREENWOOD, MS

GREENWOOD-
LEFLORE (GWO).....**ILS or LOC Rwy 18¹**
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36²
VOR Rwy 5²

NA when local weather not available.

¹LOC, Category C, 800-2¾; Category D,
900-3.

²Category C, 900-2½; Category D, 1000-3.

GRENADA, MS

GRENADA
MUNI (GNF).....**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31

NA when local weather not available.

Category C, 800-2¼; Category D, 900-2¾.

NAME	ALTERNATE MINIMUMS
GULFPORT, MS	
GULFPORT-BILOXI	
INTL (GPT).....	ILS Z or LOC Z Rwy 14 ¹² ILS Z or LOC Z Rwy 32 ³⁴⁵ RADAR-1 ⁶ RNAV (GPS) Rwy 14 ¹⁷ RNAV (GPS) Rwy 18 ¹⁸ RNAV (GPS) Rwy 32 ¹⁸ RNAV (GPS) Rwy 36 ¹⁸ VOR Y Rwy 14 ⁷ VOR Y Rwy 32 ¹⁹ VOR Z Rwy 32 ¹⁹ VOR Z or TACAN Z Rwy 14 ¹⁶

- ¹NA when local weather not available.
²LOC, Category C, 800-2½; Category D, 800-2½;
 Category E, 800-2½.
³LOC, NA when control tower closed.
⁴LOC, Category D, 800-2½; Category E, 800-2½.
⁵LOC, NA when local weather not available.
⁶Category C, 800-2½; Category D, 800-2½;
 Category E, 800-2½.
⁷Category C, 800-2½; Category D, 800-2½.
⁸Category D, 800-2½.
⁹Category D, 800-2½; Category E, 800-2½.

HAMMOND, LA	
HAMMOND NORTHSORE	
RGNL (HDC).....	RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 36

NA when local weather not available.
 Category D, 900-2½.

HATTIESBURG, MS	
HATTIESBURG BOBBY L. CHAIN	
MUNI (HBG).....	RNAV (GPS) Y Rwy 13 RNAV (GPS) Z Rwy 13

NA when local weather not available.
 Category D, 800-2½.

HATTIESBURG-LAUREL, MS	
HATTIESBURG/LAUREL	
RGNL (PIB).....	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36

NA when local weather not available.
 Category C, 900-2½; Category D, 900-2½.

NAME	ALTERNATE MINIMUMS
HOUMA, LA	
HOUMA-TERREBONNE	
(HUM).....	COPTER VOR/DME Rwy 12 ILS or LOC Rwy 12 ¹² RNAV (GPS) Rwy 12 ³ RNAV (GPS) Rwy 18 ³ RNAV (GPS) Rwy 30 ³ RNAV (GPS) Rwy 36 ³ VOR/DME Rwy 30 ³

- NA when local weather not available.
¹NA when control tower closed.
²ILS, LOC, Category C, 800-2½;
 Category D, 800-2½.
³Category C, 800-2½; Category D, 800-2½.

JACKSON, MS	
HAWKINS	
FLD (HKS).....	ILS or LOC Rwy 16 ¹² RNAV (GPS) Rwy 16 ³ RNAV (GPS) Rwy 34 ³

- NA when local weather not available.
¹NA when control tower closed.
²ILS, LOC, Category C, 800-2½; Category D,
 1000-3.
³Category C, 800-2½; Category D, 1000-3.

JACKSON-MEDGAR WILEY EVERS	
INTL (JAN).....	ILS or LOC Rwy 16L ¹²³ ILS or LOC Rwy 34L ¹²³ RADAR-1 ⁴ RNAV (GPS) Rwy 16L ³⁵ RNAV (GPS) Rwy 16R ³⁵ RNAV (GPS) Rwy 34L ³⁵ RNAV (GPS) Rwy 34R ³⁵ VOR/DME or TACAN Rwy 16L ³⁵ VOR/DME or TACAN Rwy 16R ³⁵ VOR/DME or TACAN Rwy 34L ³⁵ VOR/DME or TACAN Rwy 34R ³⁵

- ¹NA when control tower closed.
²LOC, Category E, 800-2½.
³NA when local weather not available.
⁴Category E, 800-2½.
⁵Category E, 800-2½.

JENNINGS, LA	
JENNINGS (3R7).....	RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 26

NA when local weather not available.

LAFAYETTE, LA	
LAFAYETTE RGNL/PAUL FOURNET	
FLD (LFT).....	ILS or LOC Rwy 4R ¹² ILS or LOC Rwy 22L ¹²³ RNAV (GPS) Rwy 4R ² RNAV (GPS) Rwy 22L ² RNAV (GPS) Rwy 29 ² VOR/DME Rwy 11 ²

- ¹ILS, Category D, 700-2.
²NA when local weather not available.
³NA when control tower closed.

NAME ALTERNATE MINIMUMS

LAKE CHARLES, LA

CHENNAULT

INTL (CWF).....**RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.

Category D, 800-2½.

LAKE CHARLES

RGNL (LCH).....**ILS or LOC Rwy 15¹**
RADAR-1²

¹NA when local weather not available.

²When control tower closed, ASR NA.

LAUREL, MS

HESLER/NOBLE

FLD (LUL).....**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

Category C, 900-2½; Category D, 900-2¾.

LOUISVILLE, MS

LOUISVILLE/WINSTON

COUNTY (LMS).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

Category D, 800-2½.

MADISON, MS

BRUCE CAMPBELL

FLD (MBO).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 17

NA when local weather not available.

Category D, 800-2½.

MANSFIELD, LA

C E 'RUSTY'

WILLIAMS (3F3).....**RNAV (GPS) Rwy 18**

NA when local weather not available.

MC COMB, MS

MC COMB/PIKE COUNTY/JOHN E LEWIS

FLD (MCB).....**ILS or LOC Rwy 16¹**
RNAV (GPS) Rwy 16²
RNAV (GPS) Rwy 34²
VOR/DME-A²³

¹LOC, Category D, 800-2½.

²Category D, 800-2½.

³NA when local weather not available.

NAME

ALTERNATE MINIMUMS

MERIDIAN, MS

KEY FLD (MEI).....**ILS or LOC Rwy 1¹²³**
ILS or LOC Rwy 19¹³⁶
RNAV (GPS) Rwy 1³⁷
RNAV (GPS) Rwy 4³⁴
RNAV (GPS) Rwy 19³⁵
RNAV (GPS) Rwy 22³⁴
VOR-A⁷

¹NA when control tower closed.

²ILS, Categories A, B, C, 700-2; Category D, 900-2¾; Category E, 900-3. LOC, Category D, 900-2¾; Category E, 900-3.

³NA when local weather not available.

⁴Category D, 900-2¾.

⁵Category D, 900-2¾; Category E, 900-3.

⁶ILS, Categories A, B, 800-2; Category C, 800-2¾; Category D, 900-2¾; Category E, 900-3; LOC, Category C, 800-2½; Category D, 900-2¾; Category E, 900-3.

⁷Category D, 900-2¾; Category E, 900-3.

MINDEN, LA

MINDEN (MNE).....**RNAV (GPS) Rwy 1¹**
RNAV (GPS) Rwy 19¹
VOR/DME-A²

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

²Categories A, B, 1300-2; Categories C, D, 1300-3.

MONROE, LA

MONROE

RGNL (MLU).....**ILS or LOC Rwy 4¹²³**
ILS or LOC Rwy 22¹²³
RADAR-1²⁴
RNAV (GPS) Rwy 4¹⁴
RNAV (GPS) Rwy 14⁴
RNAV (GPS) Rwy 22¹⁴
RNAV (GPS) Rwy 32¹⁴
VOR/DME Rwy 4⁴
VOR Rwy 22⁴
VOR Rwy 32¹⁴

¹NA when local weather not available.

²NA when control tower closed.

³LOC, Category D, 1100-3.

⁴Category D, 1100-3.

NATCHEZ, MS

HARDY-ANDERS FLD/NATCHEZ-ADAMS

COUNTY (HEZ).....**ILS or LOC Rwy 14¹²**
RNAV (GPS) Rwy 14³
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 32³
RNAV (GPS) Rwy 36³

NA when local weather not available.

¹NA when FBO closed.

²LOC, Category C, 800-2½; Category D, 1000-3.

³Category C, 800-2½; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

NATCHITOCHES, LA

NATCHITOCHES
RGNL (IER).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

NEW IBERIA, LA

ACADIANA RGNL (ARA).....**ILS or LOC Rwy 35¹²**
VOR or TACAN Rwy 17³
VOR Rwy 35³

¹NA when LFT APP CON closed.

²LOC, Category E, 900-3.

³Category E, 900-3.

NEW ORLEANS, LA

LAKEFRONT (NEW).....**ILS or LOC Rwy 18R¹²**
RNAV (GPS) Rwy 18R³
RNAV (GPS) Rwy 36L³
VOR/DME Rwy 36L³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 900-2½.

³Category D, 900-2½.

LOUIS ARMSTRONG

NEW ORLEANS INTL (MSY).....**LOC Rwy 20**
Category D, 800-2½.

OAKDALE, LA

ALLEN PARISH (ACP).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

OLIVE BRANCH, MS

OLIVE BRANCH/
TAYLOR FLD (OLV).....**ILS or LOC Rwy 18¹²**
LOC Rwy 36²³
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 36³

NA when local weather not available.

¹ILS, Categories, A, B, C, 700-2; Category D,
800-2½; LOC, Category D, 800-2½.

²NA when control tower closed.

³Category D, 800-2½.

OPELOUSAS, LA

ST LANDRY PARISH (OPL).....**VOR Rwy 36**
NA when local weather not available.
Category D, 900-2½.

OXFORD, MS

UNIVERSITY-
OXFORD (UOX).....**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

PASCAGOULA, MS

TRENT LOTT
INTL (PQL).....**ILS or LOC Rwy 17¹**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

¹ILS, LOC, Category A, B, 900-2; Category C,
900-2¾; Category D, 900-3.

PATTERSON, LA

HARRY P WILLIAMS
MEML (PTN).....**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24

NA when local weather not available.

PHILADELPHIA, MS

PHILADELPHIA
MUNI (MPE).....**RNAV (GPS) Rwy 18¹**
RNAV (GPS) Rwy 36²

¹Category C, 900-2½; Category D, 900-2¾.

²Categories A, B, 800-2¾; Category C, 900-2½;
Category D, 900-2¾.

PICAYUNE, MS

PICAYUNE
MUNI (MJD).....**RNAV (GPS) Y Rwy 18**
RNAV (GPS) Z Rwy 18¹
RNAV (GPS) Rwy 36¹
VOR-A

NA when local weather not available.

¹Category D, 1000-3.

RAYMOND, MS

JOHN BELL
WILLIAMS (JWV).....**ILS or LOC Rwy 12¹**
RNAV (GPS) Rwy 12²
RNAV (GPS) Rwy 30²

NA when local weather not available

¹ILS, Category C, 800-2; Category D, 800-2½;
LOC, Category D, 800-2½.

²Category D, 800-2½.

RESERVE, LA

PORT OF SOUTH LOUISIANA EXEC
RGNL (APS).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35

NA when local weather not available.

Category C, 900-2½.

RUSTON, LA

RUSTON RGNL (RSN).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

SHREVEPORT, LA

SHREVEPORT

DOWNTOWN (DTN).....LOC Rwy 14¹²³

RNAV (GPS) Rwy 5¹

RNAV (GPS) Rwy 14¹³

RNAV (GPS) Rwy 23¹

RNAV (GPS) Rwy 32³

- ¹NA when local weather not available.
- ²NA when control tower closed.
- ³Category C, 1000-2½; Category D, 1000-3.

SHREVEPORT

RGNL (SHV).....ILS or LOC Rwy 14¹

ILS or LOC Rwy 32²

LOC Rwy 6³

RADAR-1³

RNAV (GPS) Rwy 6⁴

RNAV (GPS) Rwy 14⁴

RNAV (GPS) Rwy 24⁴

RNAV (GPS) Rwy 32⁴

- ¹LOC, Category D, 900-2½; Category E, 900-3.
- ²LOC, Category D, 900-2½.
- ³Category D, 900-2½; Category E, 900-3.
- ⁴Category D, 900-2½.

SLIDELL, LA

SLIDELL (ASD).....RNAV (GPS) Rwy 36

NA when local weather not available.

STARKVILLE, MS

GEORGE M

BRYAN (STF).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

Category D, 800-2½.

NA when local weather not available.

SULPHUR, LA

SOUTHLAND FLD (UXL).....LOC Rwy 15

RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

NA when local weather not available.

TALLULAH, LA

VICKSBURG TALLULAH

RGNL (TVR).....ILS or LOC Rwy 36

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

TUNICA, MS

TUNICA MUNI (UTA).....ILS or LOC Rwy 35

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

TUPELO, MS

TUPELO RGNL (TUP).....ILS Y or LOC Y Rwy 36¹

ILS Z or LOC Z Rwy 36²⁴

RNAV (GPS) Rwy 18³⁴

RNAV (GPS) Rwy 36³⁴

VOR Rwy 18³⁴

- ¹ILS, NA when local weather not available; Category D, 800-2½. LOC, NA.
- ²LOC, Category D, 800-2½.
- ³Category D, 800-2½.
- ⁴NA when local weather not available.

VICKSBURG, MS

VICKSBURG

MUNI (VKS).....RNAV (GPS) Rwy 1¹

RNAV (GPS) Rwy 19²

- ¹Category D, 800-2½.
- ²Category C, 800-2½; Category D, 800-2½.

VIDALIA, LA

CONCORDIA

PARISH (0R4).....RNAV (GPS) Rwy 14

NA when local weather not available.


Category C, 1000-2½.

RADAR INSTRUMENT APPROACH MINIMUMS

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 5, 15176 USAF)

ELEV 165

RADAR¹ - (E) 118.6 119.9 125.1 335.55 350.2

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR ²	15		AB	640/24	477	(500-½)
			CDE	640/50	477	(500-1)
	33		AB	640/24	479	(500-½)
			CDE	640/50	479	(500-1)
 CIR ³	ALL RWY		ABC	NOT AUTHORIZED		
			D	760-2	595	(600-2)
			E	780-2¼	615	(700-2¼)

¹Opr 1200-0500Z++.

²When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.


³Circling not authorized W of Rwy.


GULFPORT, MS

Amdt 7A, 21MAR24 (24081) (FAA)

ELEV 28

GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25 

ASR	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
	32		ABCDE	440/40	413	(500-¾)				
	14		AB	560/24	533	(600-½)	CDE	560/55	533	(600-1¼)
 CIRCLING	ALL RWY		A	560-1	532	(600-1)	B	640-1	612	(700-1)
			C	820-2¼	792	(800-2¼)	D	820-2½	792	(800-2½)
			E	820-2¾	792	(800-2¾)				

When control tower closed, ASR NA.

For inoperative ALS, increase ASR S-14 CAT E to 1½ SM; and ASR S-32 A/B visibility to RVR 5500, and CAT C/D/E to RVR 6000.

Rwy 32 helicopter visibility reduction below RVR 4000 not authorized.

SC-4, 12 JUN 2025 to 07 AUG 2025

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RADAR INSTRUMENT APPROACH MINIMUMS


RADAR INSTRUMENT APPROACH MINIMUMS


JACKSON, MS

Amdt 12A, 22APR21 (21112) (FAA)

ELEV 346

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RADAR-1 123.9 317.7 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	16L		AB	740/24	428	(400-½)	CDE	740/40	428	(400-¾)
	16R		AB	740-1	420	(400-1)	CDE	740-1½	420	(400-1½)
	34L		AB	820/40	491	(500-¾)	CDE	820/50	491	(500-1)
	34R		AB	840/55	494	(500-1¼)	CDE	840-1½	494	(500-1¾)
 CIRCLING	ALL RWY		A	880-1	534	(600-1)	B	900-1	554	(600-1)
			C	900-1½	554	(600-1½)	D	960-2	614	(700-2)
			E	1040-2½	694	(700-2½)				

When control tower closed, procedure NA.
CAT E Circling not authorized southwest of runway 16R-34L.
Rwy 16L: For inoperative ALSF-2, increase Cat E visibility to RVR 6000.
Rwy 34L: For inoperative MALSR, increase Cat A/B visibility to RVR 5000, Cat C/D/E to 1½.
Rwy 16R, 34R: Helicopter visibility reduction below ¾ SM not authorized.

JOE WILLIAMS NOLF (KNJW)

Moscow, MS Amdt 5 15MAY25 (25135) (USN)

ELEV 539

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR ¹	32		CD	1500-3	961	(1000-3)
CIR ¹	All Rwy		CD	1500-3	961	(1000-3)

¹Procedure NA at night.

SC-4, 12 JUN 2025 to 07 AUG 2025

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

LAKE CHARLES, LA

Amdt 1B, 31MAY12 (14149) (FAA)

ELEV 17

CHENNAULT INTL (CWF)

RADAR-1 119.8 282.3

▽

▲

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
				AB	580-1	564 (600-1)		CDE	580-1 $\frac{1}{8}$	564 (600-1 $\frac{1}{8}$)
ASR	33		AB	620- $\frac{3}{4}$	606	(700- $\frac{3}{4}$)	CDE	620-1 $\frac{1}{8}$	606	(700-1 $\frac{1}{8}$)
CIRCLING	ALL RWY		AB	640-1	623	(700-1)	C	640-1 $\frac{1}{4}$	623	(700-1 $\frac{1}{4}$)
			D	640-2	623	(700-2)	E	880-3	863	(900-3)

When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.
For inoperative MALS, increase ASR 15 CATs A/B visibility to 1 and CATs C/D/E to 1 $\frac{1}{4}$.
Rwy 15: visibility reduction by helicopters NA.
Procedure not available when Lake Charles approach control closed.

LAKE CHARLES, LA

Amdt 5D, 05NOV20 (20310) (FAA)

ELEV 15

LAKE CHARLES RGNL(LCH)

RADAR-1 119.35 353.75

▽

▲

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
				ABC	380- $\frac{3}{4}$	369 (400- $\frac{3}{4}$)		D	380-1 $\frac{1}{4}$	369 (400-1 $\frac{1}{4}$)
ASR	33		ABC	380-1	366	(400-1)	D	380-1 $\frac{1}{4}$	366	(400-1 $\frac{1}{4}$)
	5		AB	440/24	428	(500- $\frac{1}{2}$)	C	440/40	428	(500- $\frac{1}{2}$)
	15		D	440/50	428	(500-1)				
	23		AB	440-1	425	(500-1)	CD	440-1 $\frac{1}{4}$	425	(500-1 $\frac{1}{4}$)
<div>C</div> CIRCLING	ALL RWY		A	440-1	425	(500-1)	B	480-1	465	(500-1)
			C	580-1 $\frac{1}{2}$	565	(600-1 $\frac{1}{2}$)	D	680-2	665	(700-2)

When control tower closed, ASR NA.

MAKS AAF (KPOE), Fort Johnson, LA

RADAR 1 Amdt 4C RADAR 2 Orig

ELEV 330

(23362) USA

RADAR - (E) 123.7 261.3

▽

 NA Opr 1400-0600Z++ exc hol.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
				AB	256	(300- $\frac{1}{2}$)
PAR ¹	34	3.0°/42/799	AB	579- $\frac{1}{2}$	256	(300- $\frac{1}{2}$)
ASR	34		CD	579- $\frac{3}{4}$	256	(300- $\frac{3}{4}$)
			AB	760- $\frac{3}{4}$	482	(500- $\frac{3}{4}$)
	16		CD	760-1	482	(500-1)
			AB	800-1	472	(500-1)
CIR	ALL RWY		CD	800-1 $\frac{1}{8}$	472	(500-1 $\frac{1}{8}$)
			AB	820-1	490	(500-1)
			C	820-1 $\frac{1}{2}$	490	(500-1 $\frac{1}{2}$)
			D	880-2	550	(600-2)

¹Rwy 34 VGSI and PAR glidepath not coincident.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (MC CAIN FIELD) (KNMM), Meridian, MS Amdt 6

29DEC22 (22363) (USN)

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4



ELEV 316

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	19L	3.0°/50/1178	ABCDE	416 -½	100	(100-½)
	1L ²	3.0°/50/1079	ABCDE	454 -½	200	(200-½)
	1R	3.0°/50/1151	ABCDE	470 -¾	200	(200-¾)
	19R	3.0°/50/1180	ABCDE	494 -¾	200	(200-¾)
PAR W/O GS ¹	19R ³		AB	700 -1	406	(400-1)
			CDE	700 -1½	406	(400-1½)
	1L ^{4,5}		AB	760 -½	506	(500-½)
			CDE	760 -1	506	(500-1)
ASR ⁶	28 ⁷		ABCDE	680 -1	375	(400-1)
	1R ⁸		AB	700 -1	430	(400-1)
			CDE	700 -1¼	430	(400-1¼)
	1L ^{4,9}		AB	760 -½	506	(500-½)
			CDE	760 -1	506	(500-1)
	19L ⁴		AB	780 -½	464	(500-½)
			CDE	780 -1	464	(500-1)
	19R ¹⁰		AB	720 -1	426	(500-1)
			CDE	720 -1¼	426	(500-1¼)
	10 ¹¹		AB	740 -1	436	(500-1)
			CDE	740 -1¼	436	(500-1¼)
CIR	All Rwy		A	820 -1	504	(600-1)
			B	840 -1	524	(600-1)
			C	840 -1½	524	(600-1½)
			D	880 -2	564	(600-2)
			E	1080 -2¾	764	(800-2¾)

¹No-NOTAM MP sked: PAR 1300-1700Z++ Tue. PAR and PAR W/O GS apch not avbl dur this time.

²When ALS inop, increase vis to ¾ mile.

³Step Down at 2 NM from thld, 860 min.

⁴When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1¾ miles.

⁵Step Down at 3 NM from thld, 1140 min.

⁶No-NOTAM MP sked: DASR 11 1300-1700Z++ Tue. No ASR apch dur this time.

⁷Step Down at 2 NM from thld, 980 min.

⁸Step Down at 3 NM from thld, 1080 min.

⁹Step Down at 2.5 NM from thld, 1020 min.

¹⁰Step Down at 2 NM from thld, 880 min.

¹¹Step Down at 3 NM from thld, 1220 min.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS


MONROE, LA
MONROE RGNL (MLU)
RADAR- 1 118.15 290.475 

Amdt 7B, 08OCT20 (20282) (FAA) ELEV 79

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	4 22		AB AB	560/40 560-¾	484 485	(500-¾) (500-¾)	CD CD	560/50 560-1	484 485	(500-1) (500-1)
 CIRCLING ALL RWY			AB D	580-1¼ 1160-3	501 1081	(600-1¼) (1100-3)	C	740-1¾	661	(700-1¾)

When control tower closed, ASR NA.
Circling Rwy 14 NA at night.
For inop ALS: increase S-4 Cat A/B visibility to RVR 5500, Cat C/D visibility to 1 ¾ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ¾ SM.

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG), ELEV 2
New Orleans, LA Amdt 6 20MAR25 (25079) (USN)
RADAR¹ - (E) 125.95 126.55 225.5 254.4 269.025 288.25 299.2 353.65 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	4 ² 22 ^{3,4}	3.0°/49/928 3.0°/41/816	ABCDE ABCDE	98-¼ 200-½	100 200	(100-¼) (200-½)
PAR W/O GS	4 ^{5,6} 22 ^{6,7,8}		AB CDE ABCDE	460-½ 460-1 380-½	462 462 380	(500-½) (500-1) (400-¾)
ASR	4 ^{6,9} 22 ^{6,9,10} 32 ^{6,11,12}		AB CDE AB CDE AB CDE	600-½ 600-1½ 600-½ 600-1¼ 580-¾ 580-1½	602 602 600 600 578 578	(600-½) (600-1½) (600-½) (600-1¼) (600-¾) (600-1½)
 CIR ⁶	Rwy 04/22/32		AB C D E	640-1 640-1¼ 660-2 680-2½	638 638 658 678	(700-1) (700-1¼) (700-2) (700-2½)

¹No-NOTAM preventive maint Mon 1300-1800Z++.
²When ALS inop, increase vis to ½ mile.
³When ALS inop, increase vis to ¾ mile.
⁴CAUTION: TCH (41') is less than min TCH (45') for aircraft similar to B-747/767/720/757, DC-10, A-300, KC-10, E-4, C-5 and VC-25.
⁵When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
⁶CAT E circling not authorized NW of Rwy 4-22.
⁷When ALS inop, increase vis to 1 mile.
⁸Step Down Fix at 2 NM from RPI, 660 min.
⁹When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.
¹⁰Step Down Fix at 3 NM from thld, 1000 min.
¹¹When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
¹²Rwy 32 helicopter vis reduction below ¾ mile not authorized.

SC-4, 12 JUN 2025 to 07 AUG 2025

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

SHREVEPORT, LA

Amdt 6A, 05NOV20 (20310) (FAA)

ELEV 258

SHREVEPORT RGNL (SHV)

RADAR- 1 119.9 335.55 **T A**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	32		AB	720/40	498	(500-¾)
			CDE	720/50	498	(500-1)
	14		AB	800/40	542	(600-¾)
			CDE	800/60	542	(600-1¼)
	6		AB	800-1¼	562	(600-1¼)
			CDE	800-1½	562	(600-1½)
C CIRCLING	ALL RWY		AB	800-1¼	542	(600-1¼)
			C	980-2	722	(800-2)
			D	1100-2¾	842	(900-2¾)
			E	1100-3	842	(900-3)

Rwy 6, 32 helicopter visibility reduction below ¾ SM NA.
For inoperative ALS, increase S-14 Cat E visibility to 1% SM and S-32 Cat C/D/E visibility to 1% SM.
When control tower closed, ASR NA.

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RADAR INSTRUMENT APPROACH MINIMUMS

15344

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD
SHORT OPERATIONS (LAHSO)
FOR LOUISIANA AND MISSISSIPPI

SC-4, 12 JUN 2025 to 07 AUG 2025

15344

SC-4, 12 JUN 2025 to 07 AUG 2025

24193

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*
BATON ROUGE, LA BATON ROUGE METRO, RYAN FLD (BTR)	HS 1	Complex int Twy A, Twy B, Twy D and Twy K W of Rwy 13-31 and Rwy 04L-22R.
	HS 2	Rwy 04R-22L and Twy E in close proximity.
	HS 3	Twy F turning onto Twy E and Rwy 13-31.
	HS 4	Rwy 13 and Rwy 04R-22L.
COLUMBUS, MS COLUMBUS AFB (CBM)	HS 1	Maintain vigilance numerous twys in area of Rwy 13R.
	HS 2	Rwy incursion risk for Rwy 13R/31L, Twy M.
	HS 3	Rwy incursion risk for Rwy 13R/31L, Twy J, Twy E.
HOUMA, LA HOUMA-TERREBONNE (HUM)	HS 1	Twy H, Twy E, Twy B at Rwy 18-36 & Rwy 12-30.
	HS 2	Remain alert due to numerous helicopter operations
LAFAYETTE, LA LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)	HS 1	Twy B, Twy J, Twy F: Confusing geometry with INT of Rwy 04L-22R and Rwy 11-29.
	HS 2	Rwy 22L arriving large aircraft exiting on Twy H: Do not enter Twy F.
NEW ORLEANS, LA LAKEFRONT (NEW)	HS 1	Twy F south of Rwy 09-27.
	HS 2	Twy F at Apch end Rwy 27.
	HS 3	Twy B at Rwy 36L.
NEW ORLEANS, LA LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)	HS 1	Limited wingtip clearance on Twy G near Concourse Bravo due to acft pushbacks. Maint vigilance exiting Rwy 11/29 on Twy G8 and when taxing on Twy G. High Traffic area.
	HS 2	Rwy 11 green painted overrun mistaken for Twy E.
	HS 3	Rwy 11-29 and Twy G6.

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

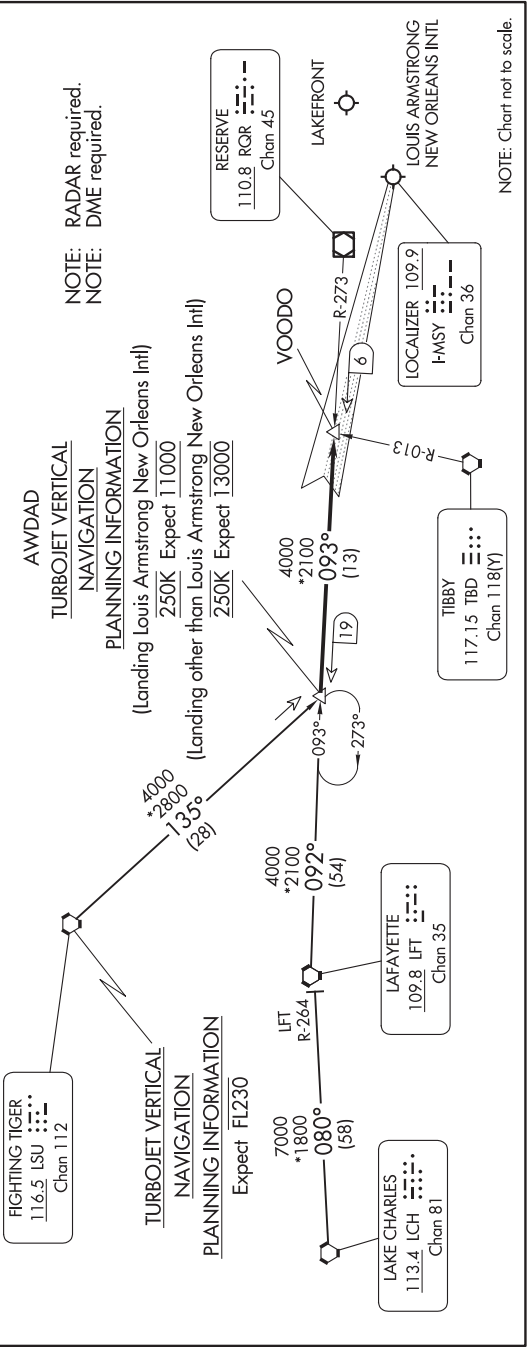
24193

NEW ORLEANS APP CON
125.5 350.35
MSY D-ATIS
127.55
NEW ATIS
124.9

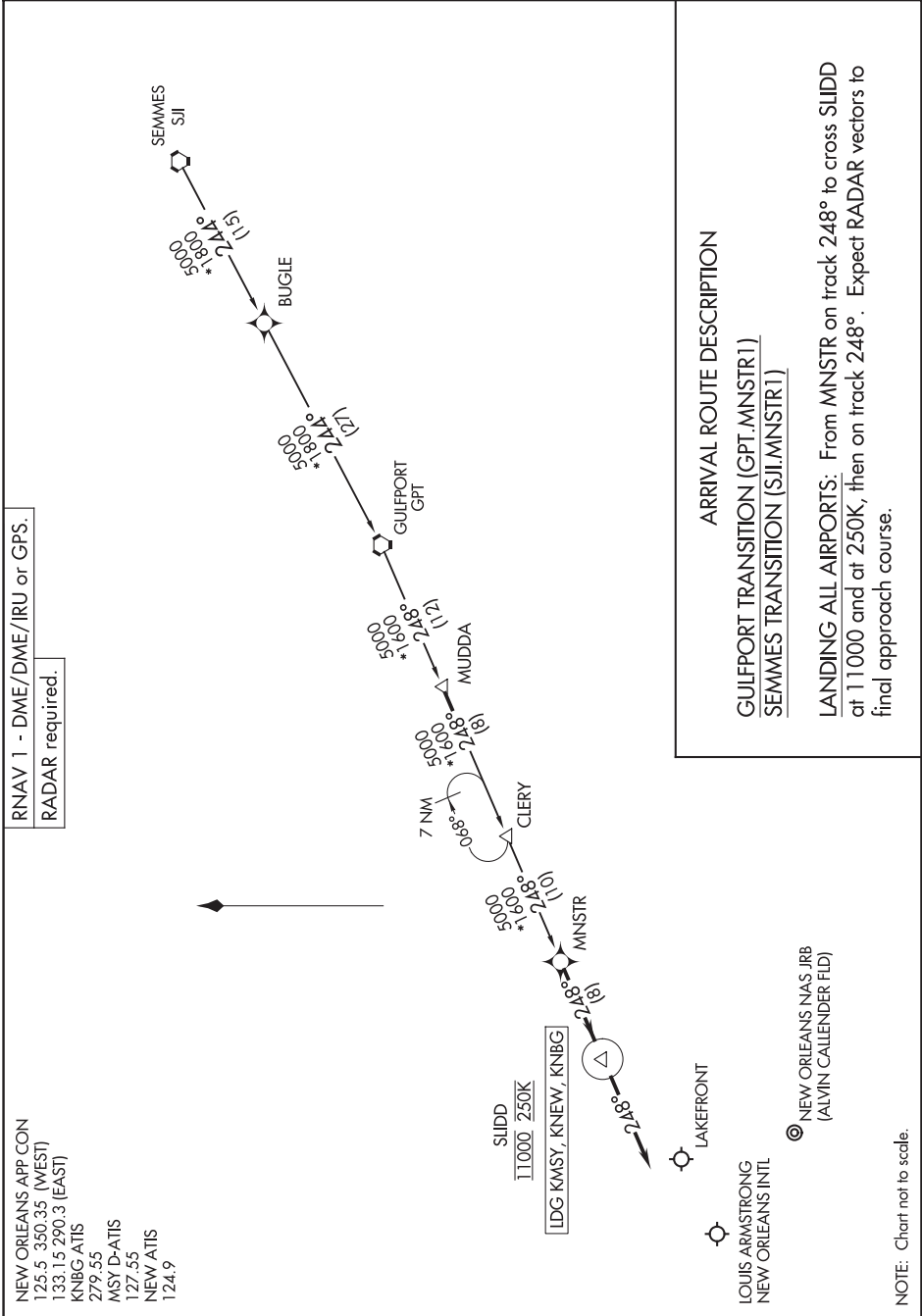
ARRIVAL ROUTE DESCRIPTION

FIGHTING TIGER TRANSITION (LSU.AWDAD1): From over LSU VORTAC on LSU R-135 to AWDAD INT.
LAFAYETTE TRANSITION (LFT.AWDAD1): From over LFT VOTRAC on LFT R-092 and RQR R-273 to AWDAD INT.
LAKE CHARLES TRANSITION (LCH.AWDAD1): From over LCH VORTAC on LCH R-080 and LFT R-264 to LFT VORTAC then on LFT R-092 and RQR R-273 to AWDAD INT.

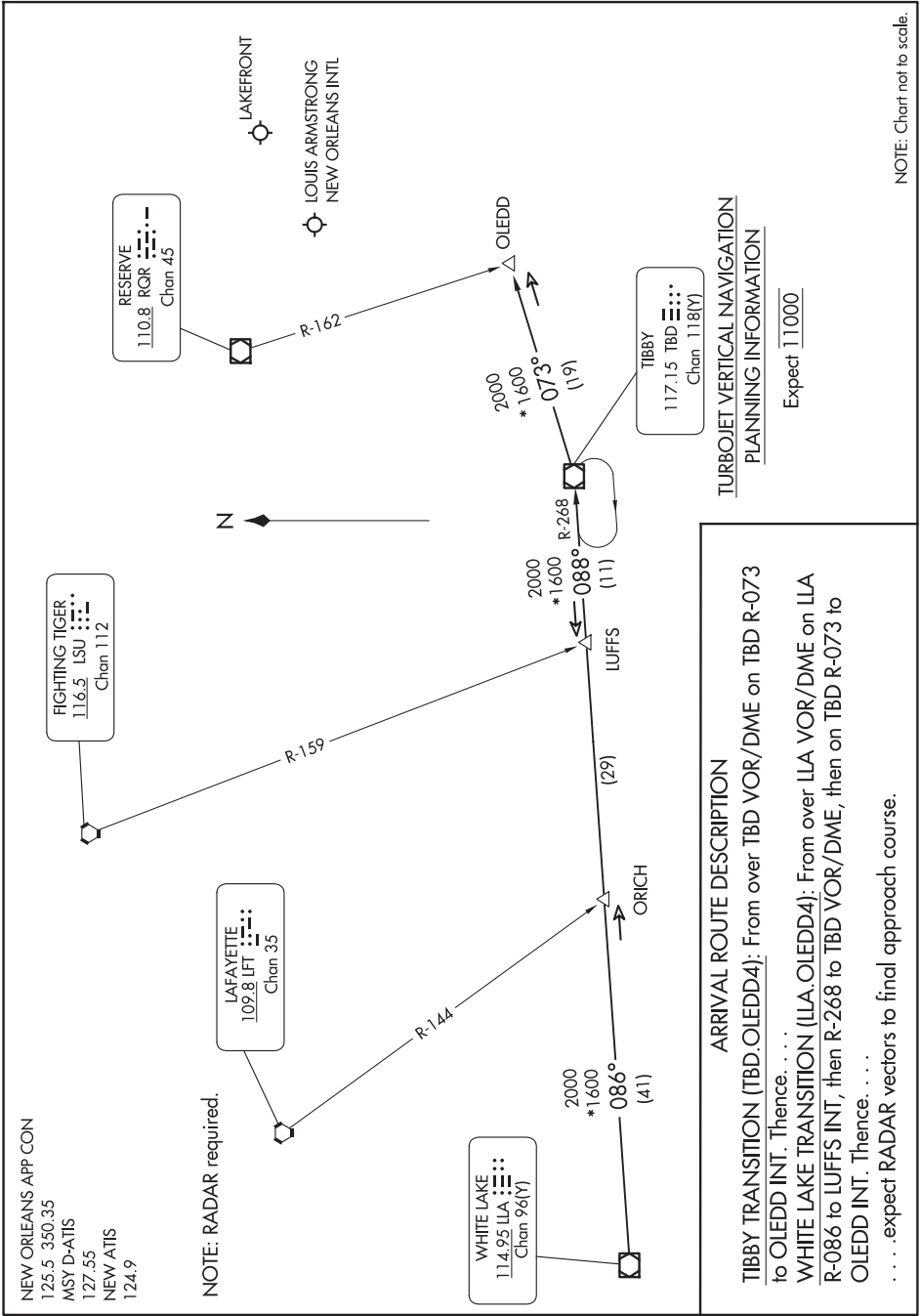
From over AWDAD INT on RQR VOR/DME R-273 to VOODO INT.
LANDING KMSY RWY 11: Intercept H-MSY localizer and expect clearance for ILS RWY 11 approach.
LANDING OTHER: Expect vectors to final approach course.



NOTE: Chart not to scale.



SC-4, 12 JUN 2025 to 07 AUG 2025



(TRSSH.TRSSH1) 23278

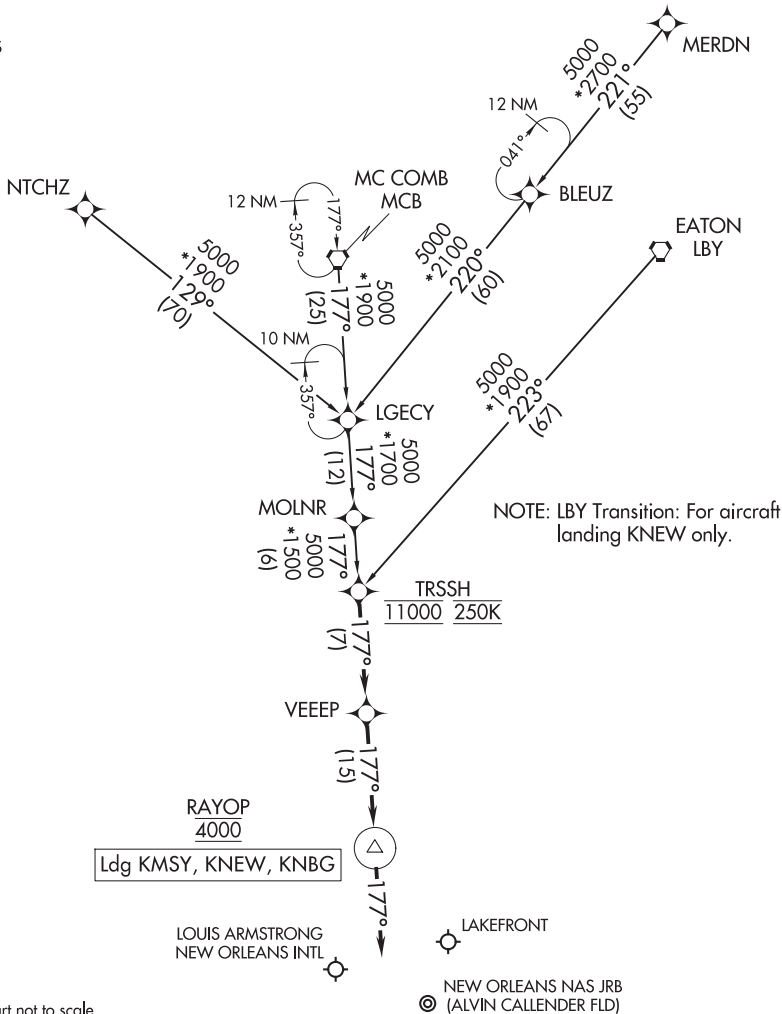
Z4
AL-609 (FAA)

TRSSH ONE ARRIVAL (RNAV)

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35 (WEST)
133.15 290.3 (EAST)
KNBG ATIS
279.55
MSY D-ATIS
127.55
NEW ATIS
124.9

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

- EATON TRANSITION (LBY.TRSSH1)
- MC COMB TRANSITION (MCB.TRSSH1)
- MERDN TRANSITION (MERDN.TRSSH1)
- NTCHZ TRANSITION (NTCHZ.TRSSH1)

LANDING KMSY/KNBG/KNEW: From TRSSH on track 177° to VEEEP, then on track 177° to cross RAYOP at 4000, then on track 177°. Expect RADAR vectors to final approach course.

TRSSH ONE ARRIVAL (RNAV)

NEW ORLEANS, LOUISIANA

(TRSSH.TRSSH1) 05OCT23

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78023 W16A	APP CRS 157°	Rwy Idg TDZE 16 Apt Elev 16
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RNAV (GPS) RWY 16

ABBEVILLE CHRIS CRUSTA MEML (IYA)

RNP APCH.

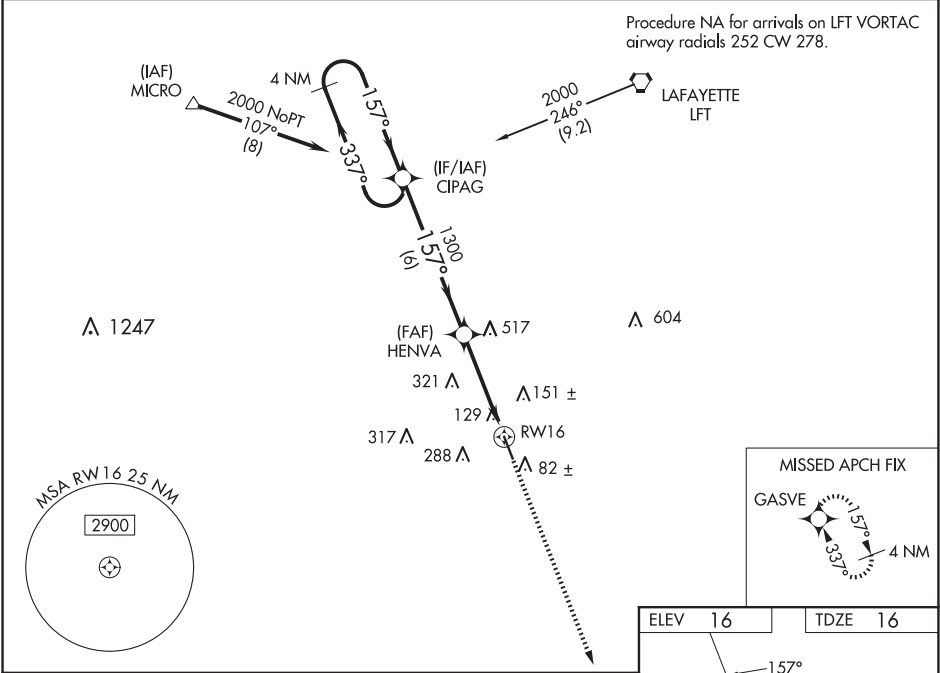
▼

▲

Baro-VNAV NA when using New Iberia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 27 feet and all MDA 40 feet.

MISSED APPROACH:
Climb to 2000 direct
GASVE and hold.

AWOS-3PT 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF) ①
----------------------------	---	-----------------------	---------------------------------



4 NM Holding Pattern

CIPAG

2000

337°

157°

GP 3.00° TCH 50

HENVA

1300

157°

1300

6 NM

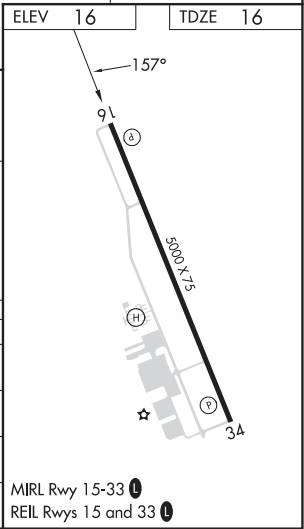
3.9 NM

RW16

2000

GASVE

CATEGORY	A	B	C	D
LPV DA	266-1	250 (300-1)		NA
LNAV/ VNAV DA	279-1	263 (300-1)		NA
LNAV MDA	380-1	364 (400-1)		NA
① CIRCLING	520-1 504 (600-1)	600-1 584 (600-1)	700-2 684 (700-2)	NA



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

ABBEVILLE, LOUISIANA

AL-5541 (FAA)

24081

WAAS CH 45823 W34A	APP CRS 337°	Rwy Idg TDZE 15 Apt Elev 16	5000
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RNAV (GPS) RWY 34

ABBEVILLE CHRIS CRUSTA MEML (IYA)

RNP APCH.

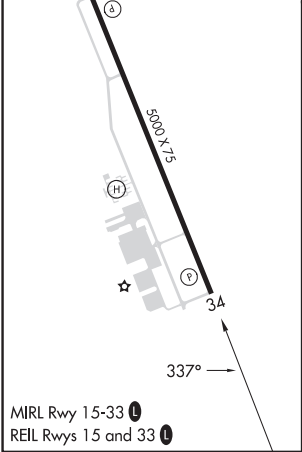
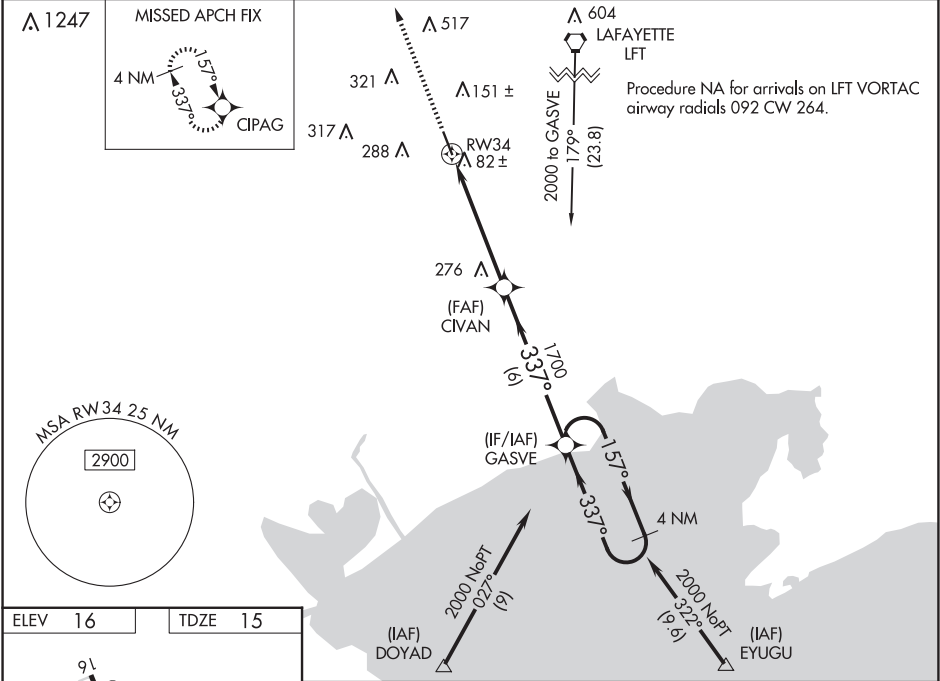
▼

▲

Baro-VNAV NA when using New Iberia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ SM.

MISSED APPROACH:
Climb to 2000 direct CIPAG and hold.

AWOS-3PT 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF) ①
----------------------------	---	-----------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	298-1	283 (300-1)		NA
LNAV/VNAV DA	320-1	305 (400-1)		NA
LNAV MDA	580-1	565 (600-1)	580-1⅝ 565 (600-1⅝)	NA
CIRCLING	580-1 564 (600-1)	600-1 584 (600-1)	700-2 684 (700-2)	NA

ABBEVILLE, LOUISIANA
Amdt 1B 08OCT20

29°59'N-92°05'W

ABBEVILLE CHRIS CRUSTA MEML (IYA)

RNAV (GPS) RWY 34

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-YA	APP CRS	Rwy Idg	5000
110.95	157°	TDZE	16
		Apt Elev	16

ADF required.

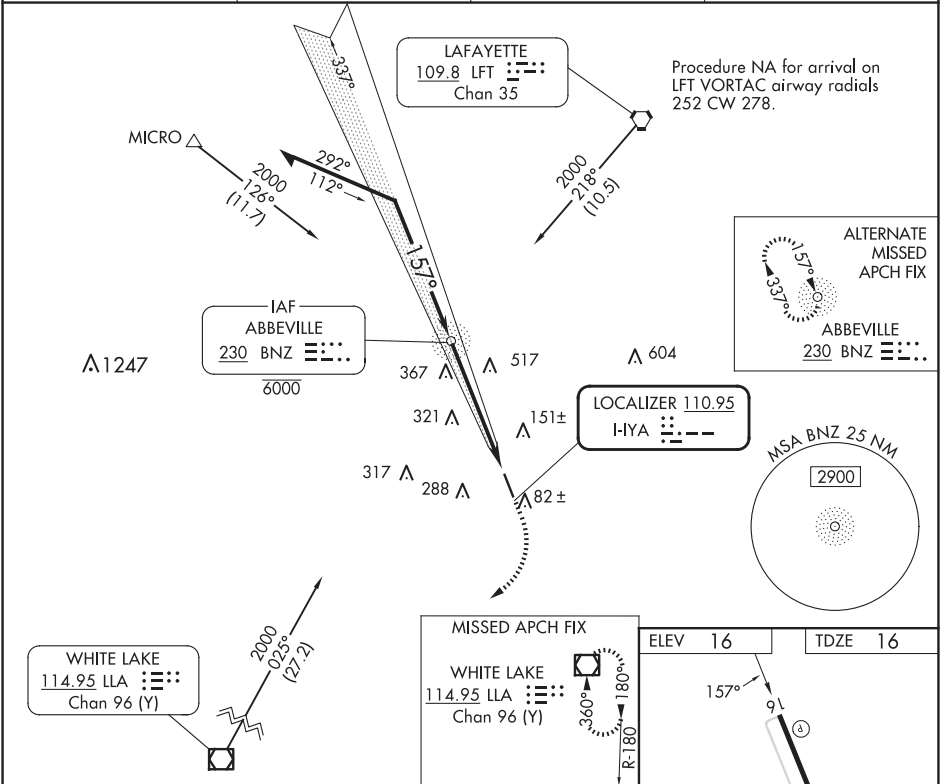
▼

▲ NA

Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 40 feet and increase S-16 Cat C visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 2000 direct LLA VOR/DME and hold.

AWOS-3PT 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

BNZ NDB

6000

2000

337°

157°

1700

3.02°

TCH 50

5.1 NM

2000

LLA

500 X 75

H

P

34

CATEGORY	A	B	C	D
S-16	520-1	504 (600-1)	520-1½ 504 (600-1½)	NA
C CIRCLING	520-1 504 (600-1)	600-1 584 (600-1)	700-2 684 (700-1)	NA

MIRL Rwy 16-34

REIL Rws 16 and 34

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

ABBEVILLE, LOUISIANA

AL-5541 (FAA)

24081

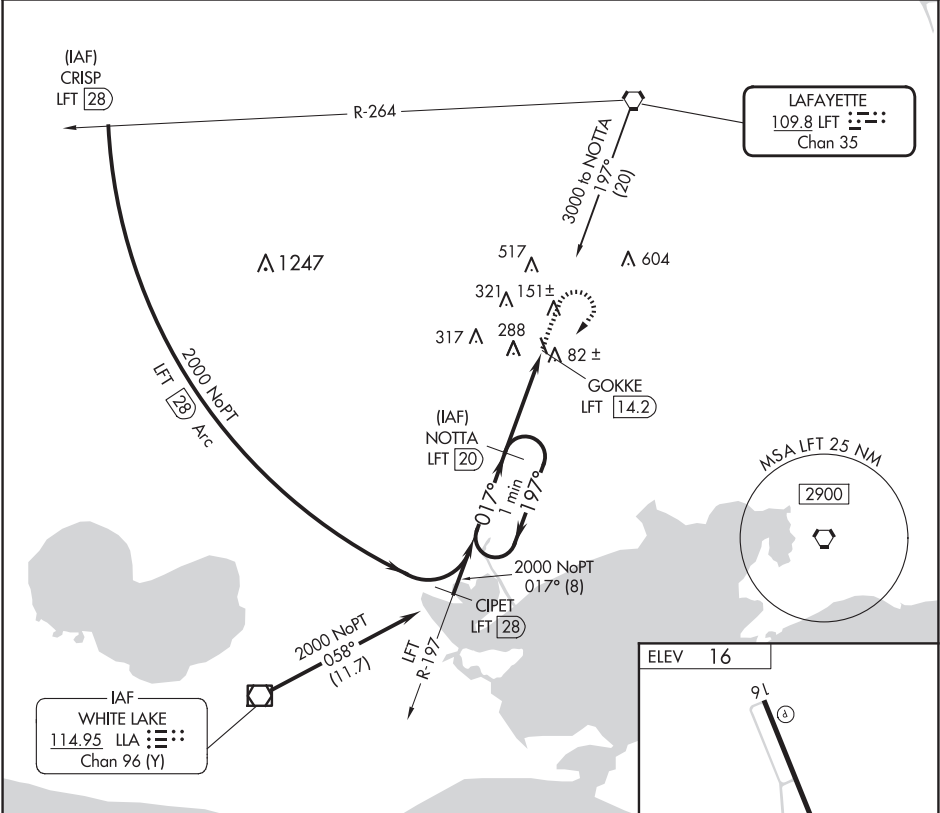
VORTAC LFT 109.8 Chan 35	APP CRS 017°	Rwy Idg TDZE Apt Elev N/A N/A 16
--	------------------------	--

VOR/DME-B

ABBEVILLE CHRIS CRUSTA MEML (1Y A)

NA	When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 via LFT R-197 to NOTTA/LFT 20 DME and hold.
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AWOS-3PT 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF)
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One Minute Holding Pattern		NOTTA LFT 20		1000	2000	NOTTA LFT 20
2000		197°		017°		GOKKE LFT 14.2
		5.8 NM				
CATEGORY	A	B	C	D		
CIRCLING	600-1	584 (600-1)	700-2 684 (700-2)	NA		

ABBEVILLE, LOUISIANA
Amdt 3C 08OCT20

29°59'N-92°05'W

ABBEVILLE CHRIS CRUSTA MEML (1Y A)
VOR/DME-B

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70414 W36A	APP CRS 008°	Rwy Idg 4999 TDZE 226 Apt Elev 226
--	------------------------	---

RNAV (GPS) RWY 36
MONROE COUNTY (M40)

RNP APCH.

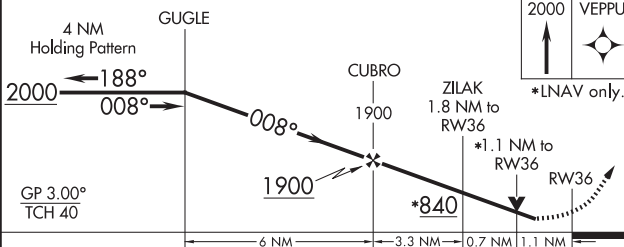
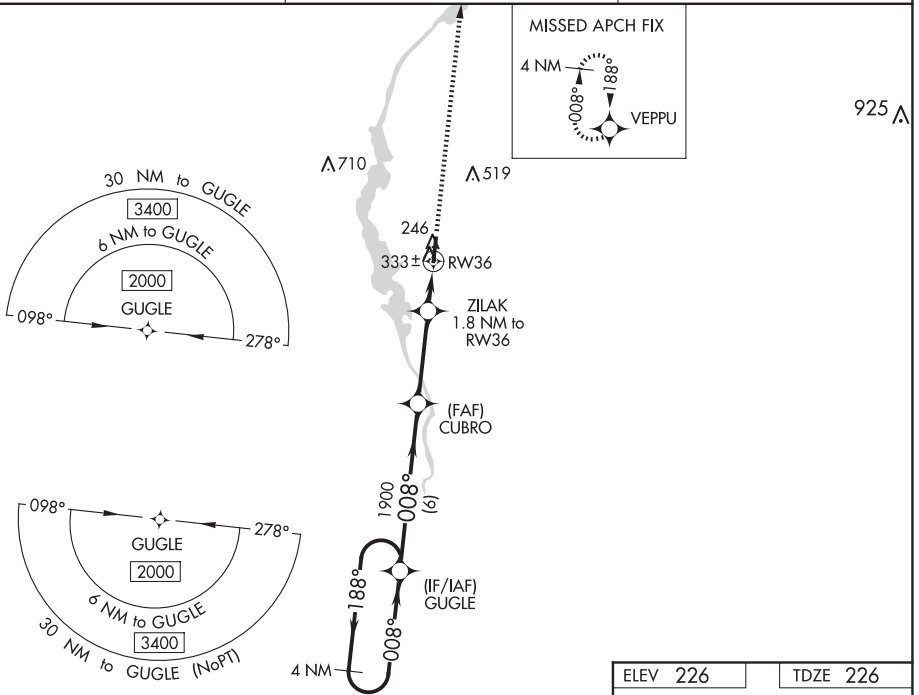
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.


MISSED APPROACH: Climb to 2000 direct VEPPU and hold.

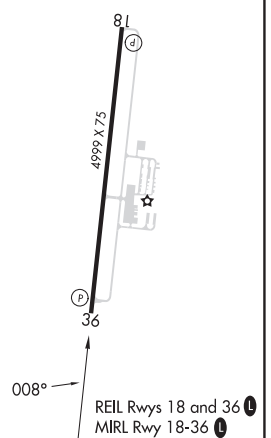
AWOS-3P
118.475

COLUMBUS APP CON
126.075 239.25

UNICOM
122.8 (CTAF) **L**



CATEGORY		A	B	C	D
LPV	DA		506-7 $\frac{5}{8}$	280 (300-7 $\frac{5}{8}$)	
LNAV/ VNAV	DA		624-1 $\frac{1}{8}$	398 (400-1 $\frac{1}{8}$)	
LNAV	MDA		600-1	374 (400-1)	
 CIRCULING		660-1 434 (500-1)	680-1 454 (500-1)	820-1 $\frac{1}{2}$ 594 (600-1 $\frac{1}{2}$)	860-2 634 (700-2)



ABERDEEN/AMORY, MISSISSIPPI
Amdt 2 24MAY18

33°52'N-88°29'W

MONROE COUNTY (M40)

RNAV (GPS) RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

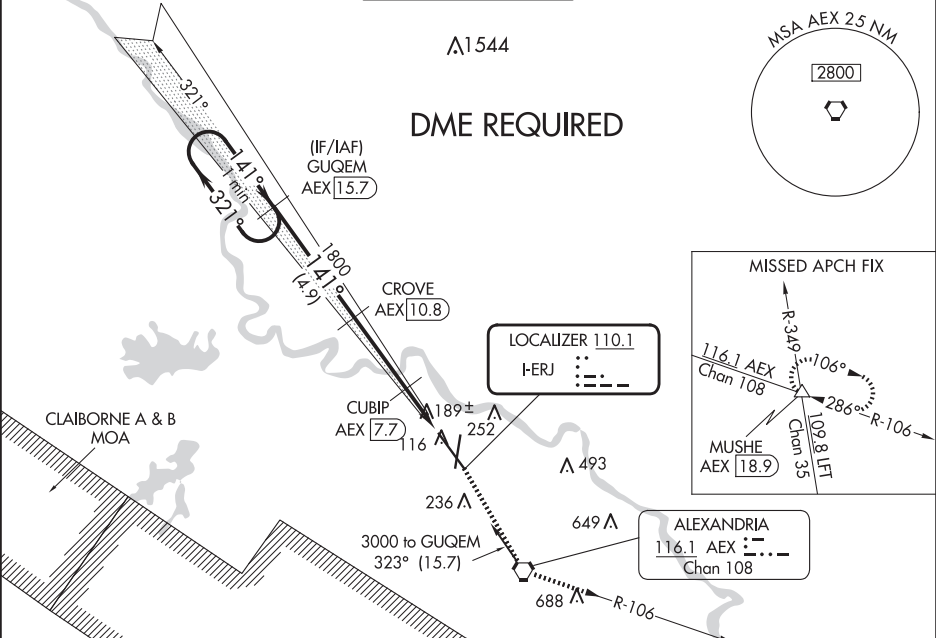
LOC I-ERJ 110.1	APP CRS 141°	Rwy Ldg 9352 TDZE 85 Apt Elev 89
---------------------------	------------------------	---

ILS or LOC RWY 14

ALEXANDRIA INTL (AEX)

<div><div>▼</div><div>▲</div></div> <div>DME from AEX VORTAC. Simultaneous reception of I-ERJ and AEX DME required. When R-3801 B active, RADAR and DME required. DME required.</div>	<div><div>MALSR</div><div></div></div> <div>MISSED APPROACH: Climb to 4000 direct AEX VORTAC and on AEX VORTAC R-106 to MUSHE INT/18.9 DME and hold.</div>
---	--

ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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R-3801A & B					
One Minute Holding Pattern		GUQEM AEX 15.7	4000 ↑ AEX CUBIP AEX 7.7	AEX R-106 △	MUSHE
3000	←321° 141°→	CROVE AEX 10.8 1800	*LOC only.		
GS 3.00° TCH 56		1800	*780		
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).					
		4.9 NM	3.1 NM	2 NM	
CATEGORY	A	B	C	D	
S-ILS 14	346/24		261 (300-½)		
S-LOC 14	460/24		375 (400-½)		460/40 375 (400-¾)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	700-1¾ 611 (700-1¾)	860-2½ 771 (800-2½)	

ALEXANDRIA, LOUISIANA

Amdt 1C 11AUG22

31°20'N-92°33'W

7

ELEV 89

D

TDZE 85

TDZL Rwy 14

REIL Rws 18, 32 and 36

HIRL Rws 18-36 and 14-32

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

ALEXANDRIA, LOUISIANA

AL-13 (FAA)

25163

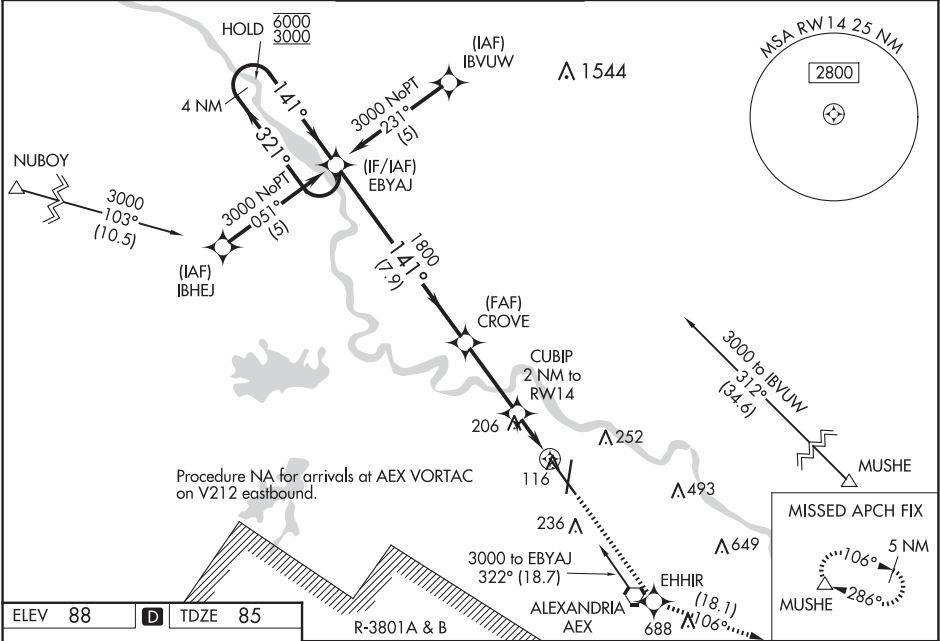
WAAS CH 56417 W14A	APP CRS 141°	Rwy Ldg 9352 TDZE 85 Apt Elev 88
--	------------------------	---

RNAV (GPS) RWY 14

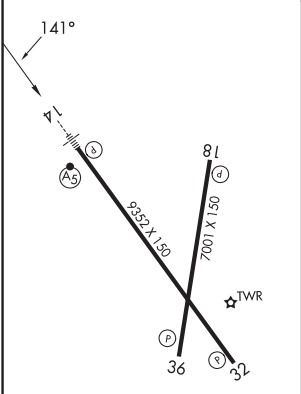
ALEXANDRIA INTL (AEX)

RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 4000 direct EHIR and on track 106° to MUSHE and hold.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. For inop ALS increase LNAV Cat D visibility to RVR 6000. RADAR required when R-3801 A-B in use.		

ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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ELEV 88	D	TDZE 85
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TDZL Rwy 14
REIL Rwy 18, 32 and 36
HIRL Rwy 18-36 and 14-32

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71). 4 NM Holding Pattern EBYAJ				
GP 3.00° TCH 56				
7.9 NM 3.1 NM 1 NM 1 NM				
CATEGORY	A	B	C	D
LPV DA		346/24	261 (300-1/2)	
LNAV/VNAV DA		488/50	403 (400-1)	
LNAV MDA		480/24	395 (400-1/2)	480/50 395 (400-1)
CIRCLING	540-1 452 (500-1)	560-1 472 (500-1)	700-1 3/4 612 (700-1 3/4)	860-2 1/2 772 (800-2 1/2)

ALEXANDRIA, LOUISIANA
Amdt 1C 11AUG22

31°20'N-92°33'W

ALEXANDRIA INTL (AEX) RNAV (GPS) RWY 14

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

ALEXANDRIA, LOUISIANA

AL-13 (FAA)

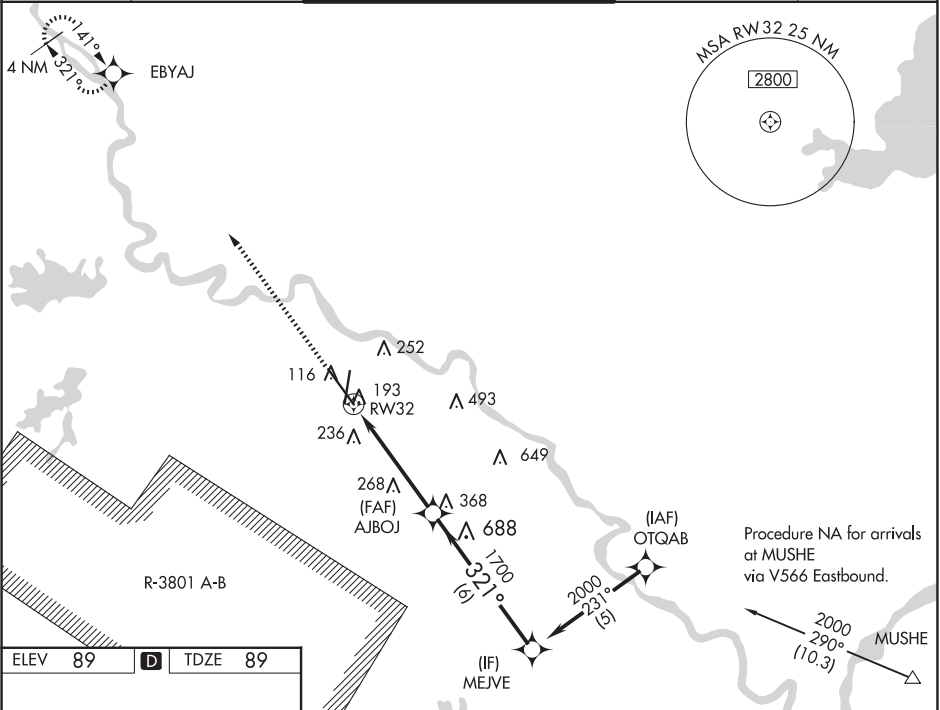
25163

WAAS CH 50110 W32A	APP CRS 321°	Rwy Ldg 9352 TDZE 89 Apt Elev 89
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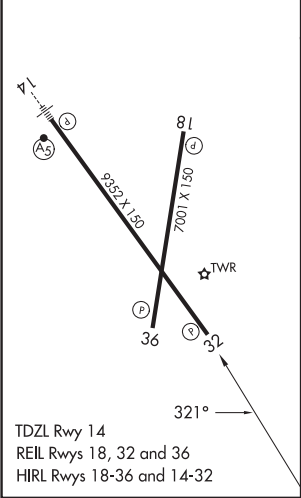
RNAV (GPS) RWY 32
ALEXANDRIA INTL (AEX)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct EBYAJ WP and hold.
▼ Rwy 32 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA below -15°C. ▲ When R-3801 A-B active, RADAR required.	

ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
------------------------	------------------------------------	--	-------------------------------	--------------------------



ELEV 89	D	TDZE 89
----------------	----------	----------------



3000 ↑		EBYAJ 		VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 80).		Procedure Turn NA	
				AJBOJ		MEJVE	
		1.2 NM to RW32				2000	
		RW32		321°		1700	
		1.2 NM		3.6 NM		6 NM	
CATEGORY		A		B		C	
LPV DA				340/50 251 (300-1)			
LNAV/ VNAV		DA		460/60 371 (400-1¼)			
LNAV MDA		520/55 431 (500-1)		520-1¼ 431 (500-1¼)		520-1½ 431 (500-1½)	
CIRCLING		540-1 451 (500-1)		560-1 471 (500-1)		700-1¾ 611 (700-1¾)	
						860-2½ 771 (800-2½)	

ALEXANDRIA, LOUISIANA
Amdt 1D 05SEP24

31°20'N-92°33'W

ALEXANDRIA INTL (AEX)
RNAV (GPS) RWY 32

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS
006°

Rwy Ldg
TDZE
Apt Elev

7001
87
88

RNAV (GPS) RWY 36
ALEXANDRIA INTL (AEX)

RNP APCH - GPS.

▼

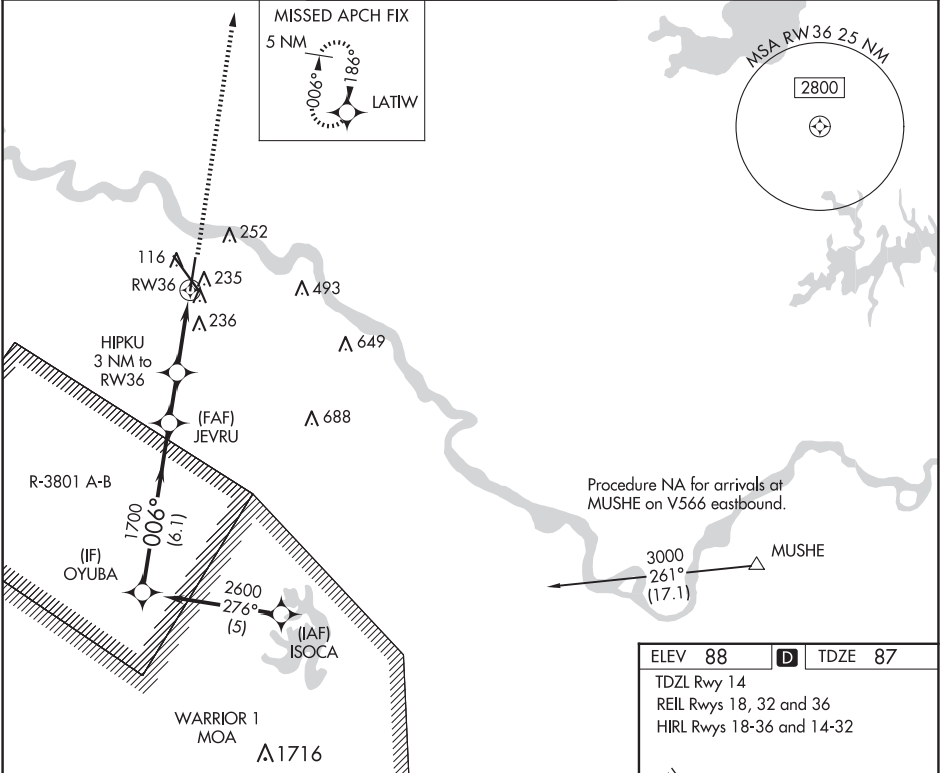
Rwy 36 helicopter visibility reduction below ¾ SM NA.

▲

Procedure NA when R-3801 A-B in use.

MISSED APPROACH: Climb to 2600 direct LATIW and hold.

ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
------------------------	------------------------------------	---	-------------------------------	--------------------------



OYUBA

2600

006°

JEVRU

1700

HIPKU

3 NM to RW36

1.1 NM to RW36

3.00° TCH 55

2600 LATIW

↑

✦

CATEGORY	A	B	C	D
LNVA MDA	500-1	413 (500-1)	500-1½	413 (500-1½)
CIRCLING	540-1 452 (500-1)	560-1 472 (500-1)	700-1¾ 612 (700-1¾)	860-2½ 772 (800-2½)

ELEV 88

D

TDZE 87

TDZL Rwy 14

REIL Rwy 18, 32 and 36

HIRL Rwy 18-36 and 14-32

36

81

9252 X 150

7001 X 150

TWR

006°

ALEXANDRIA, LOUISIANA

AL-13 (FAA)

25163

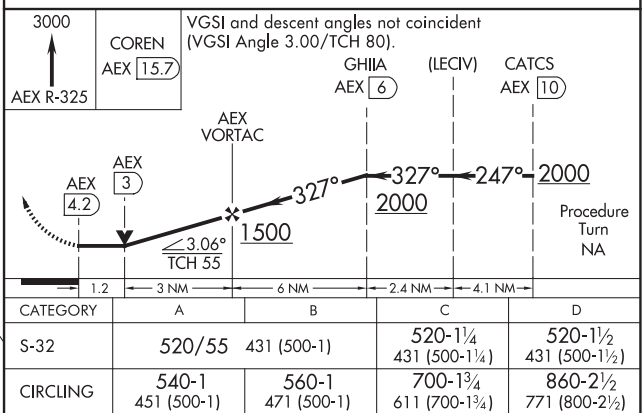
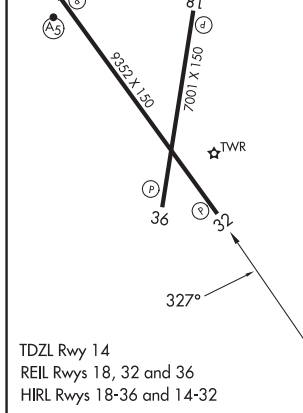
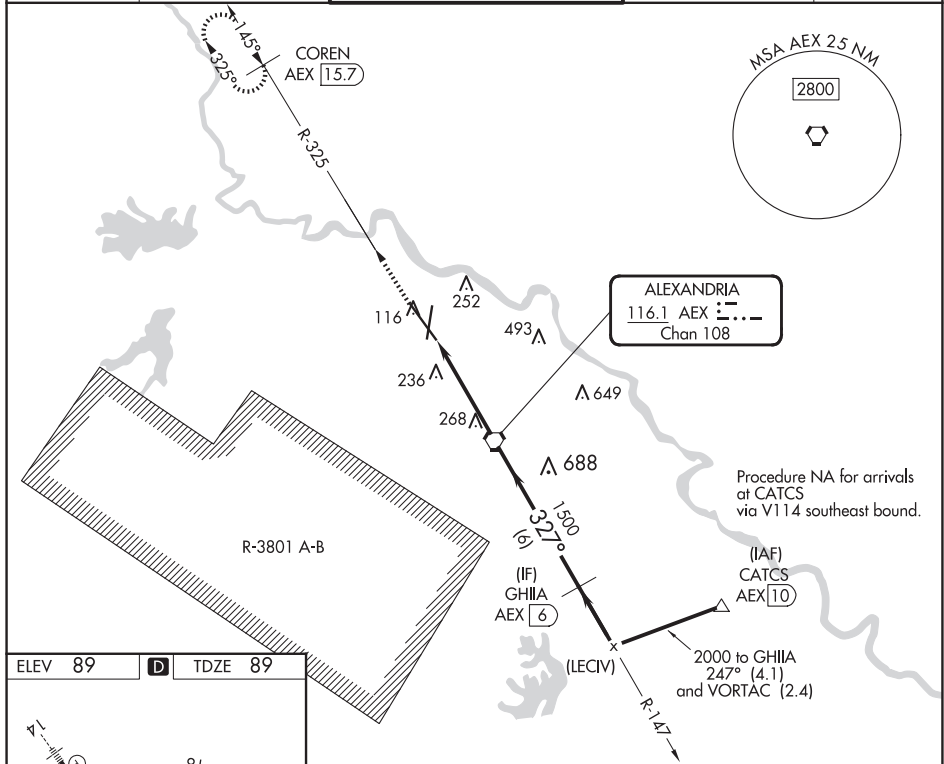
VORTAC AEX 116.1 Chan 108	APP CRS 327°	Rwy Ldg TDZE 89 Apt Elev 89
---	------------------------	---

VOR/DME RWY 32

ALEXANDRIA INTL (AEX)

▼ RADAR required when R-3801 A-B in use.	MISSED APPROACH: Climb to 3000 via AEX R-325 to COREN/AEX 15.7 DME and hold.
▲ Rwy 32 helicopter visibility reduction below ¾ SM NA.	

ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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ALEXANDRIA, LOUISIANA
Amdt 1D 05SEP24

31°20'N-92°33'W

ALEXANDRIA INTL (AEX)

VOR/DME RWY 32

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

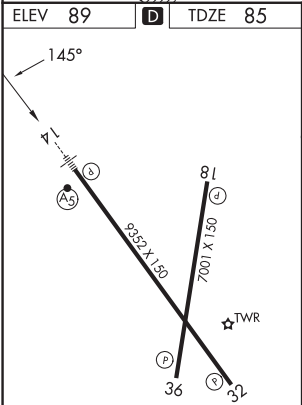
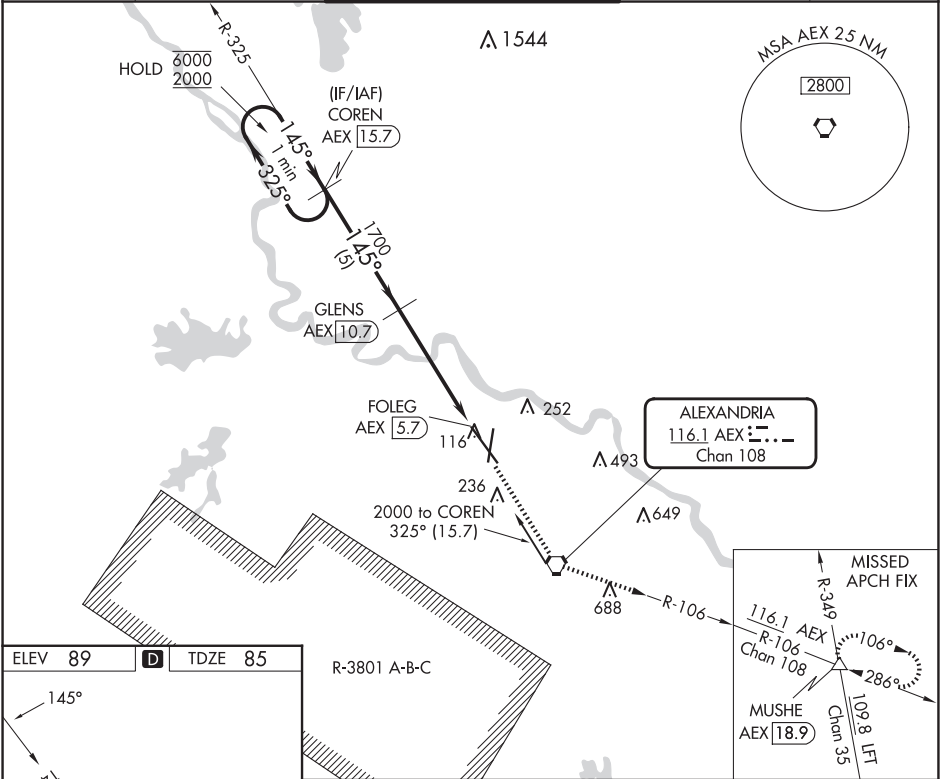
VORTAC AEX	APP CRS	Rwy Ldg	9352
116.1	145°	TDZE	85
Chan 108		Apt Elev	89

VOR RWY 14

ALEXANDRIA INTL (AEX)

DME required.	MALSR	MISSED APPROACH: Climb to 4000 direct AEX VORTAC, then on AEX VORTAC R-106 to MUSHE INT and hold.
▼ When R-3801B active, RADAR required.		
▲ Rwy 14 helicopter visibility reduction below ¾ SM NA.		

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 254.8	127.35 (CTAF) 269.2	121.9 372.0	121.9



TDZL Rwy 14
REIL Rwy 18, 32 and 36
HIRL Rwy 18-36 and 14-32

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 71).			
One Minute Holding Pattern			
COREN AEX 15.7			
6000 ← 325° → 2000			
1700			
2.94° TCH 55			
5 NM 4 NM 1 NM			
CATEGORY	A	B	C
S-14	500/40	415 (500-¾)	500/55
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	700-1¾ 611 (700-1¾)

25163

AIRPORT DIAGRAM

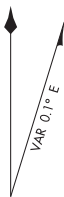
AL-13 (FAA)

ALEXANDRIA INTL (AEX)
ALEXANDRIA, LOUISIANA

ASOS
123.975
ALEXANDRIA TOWER
127.35 269.2
GND CON
121.9 372.0
CLNC DEL
121.9

D

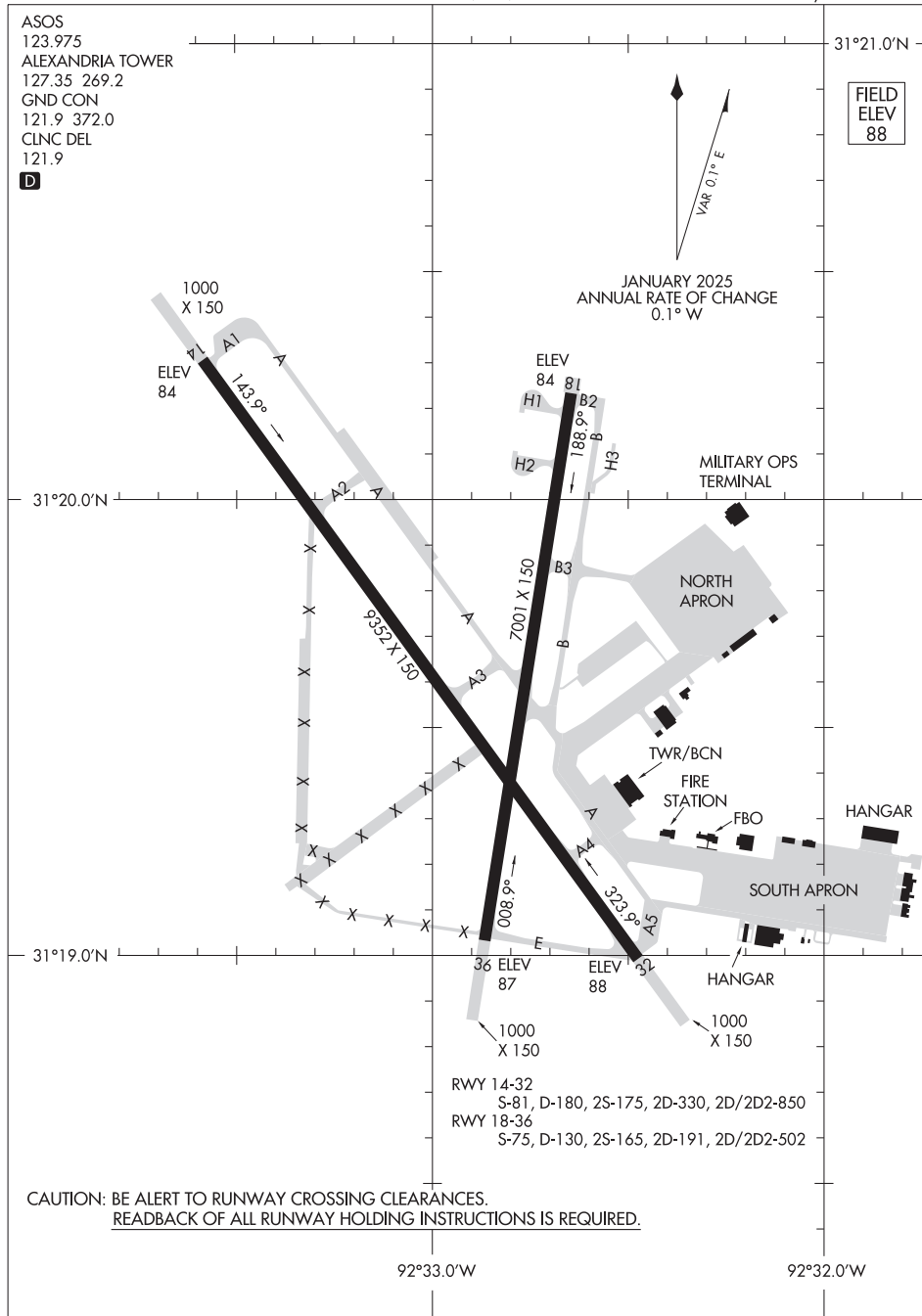
FIELD
ELEV
88



JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025



AIRPORT DIAGRAM


25163

ALEXANDRIA, LOUISIANA
ALEXANDRIA INTL (AEX)

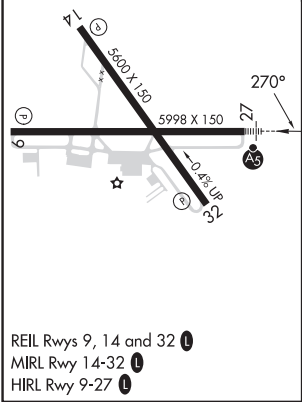
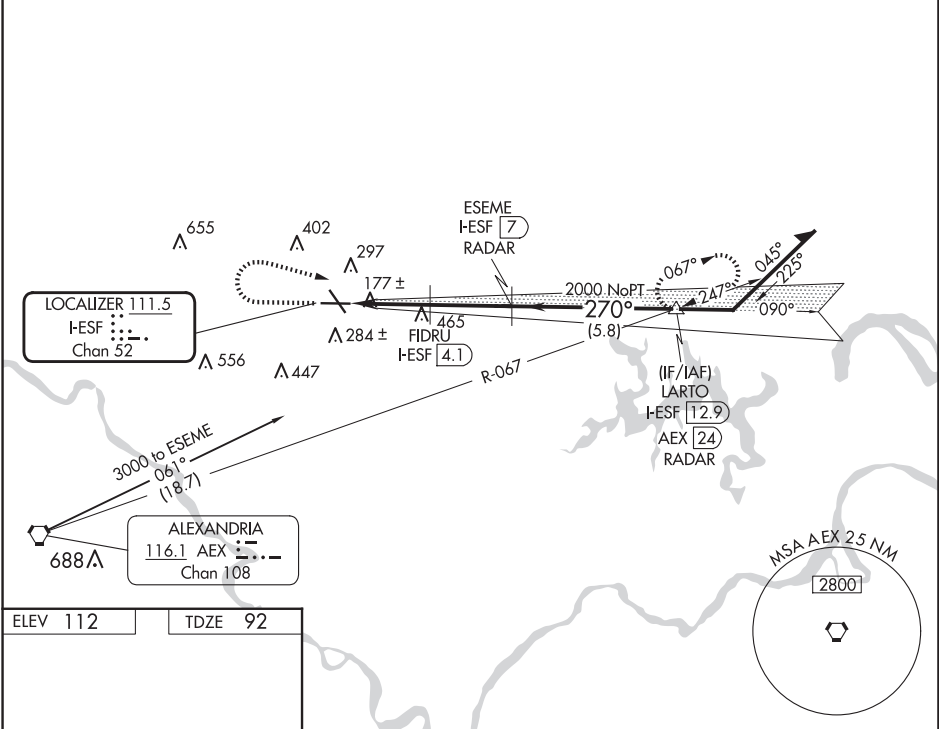
LOC I-ESF	APP CRS	Rwy Idg	5998
111.5	270°	TDZE	92
Chan 52		Apt Elev	112

ILS or LOC/DME RWY 27

ESLER RGNL (E/SF')

RADAR or DME required.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 120° and on AEX VORTAC R-067 to LARTO/AEX 24.1 DME/RADAR and hold.
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div><div>NA</div></div>	<div>Circling Rwy 14, 32 NA at night. VDP NA with Alexandria Intl altimeter setting. When local altimeter not received, use Alexandria Intl altimeter setting and increase DA to 327 feet; increase all MDA to 40 feet and Circling visibility Cat D ¼ SM. For inop MALSR, increase S-LOC 27 Cat C/D visibility to 1 SM.</div>		

ESF ASOS 119,425	POLK APP CON 125.4 254.8	UNICOM 122.8 (CTAF) 0
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1500	3000	AEX R-067	LARTO AEX [24.1] RADAR	ESEME I-ESF [7] RADAR	Remain within 10 NM
*LOC only.					
Diagram illustrating the ILS/LOC approach for Runway 27. Key features include: Pathway starting at 3000 feet, descending to 2700 feet (5.8 NM), and then to 2000 feet (2.9 NM). Waypoints: ALEXANDRIA (116.1, Chan 108), FIDRU I-ESF (4.1), and LARTO AEX (24.1). Missed approach procedure: Climb to 1500, then 3000 on heading 120°, and finally to 2500 on heading 090°.					
GS 3.00° TCH 59					
CATEGORY	A	B	C	D	
S-ILS 27	292-1/2 200 (200-1/2)				
S-LOC 27	440-1/2 348 (400-1/2)		440-5/8 348 (400-5/8)		
CIRCLING	600-1 488 (500-1)		740-13/4 628 (700-13/4)		760-2 648 (700-2)

ALEXANDRIA, LOUISIANA

WAAS CH 77617 W09A	APP CRS 090°	Rwy Idg 5998 TDZE 96 Apt Elev 112
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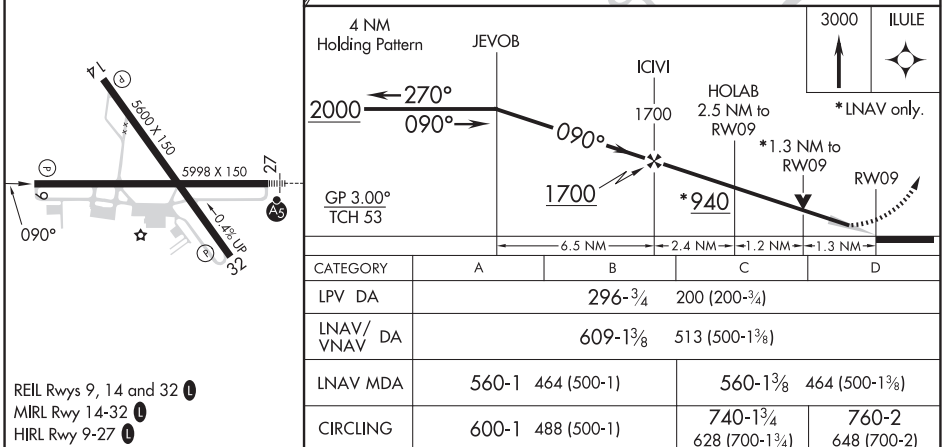
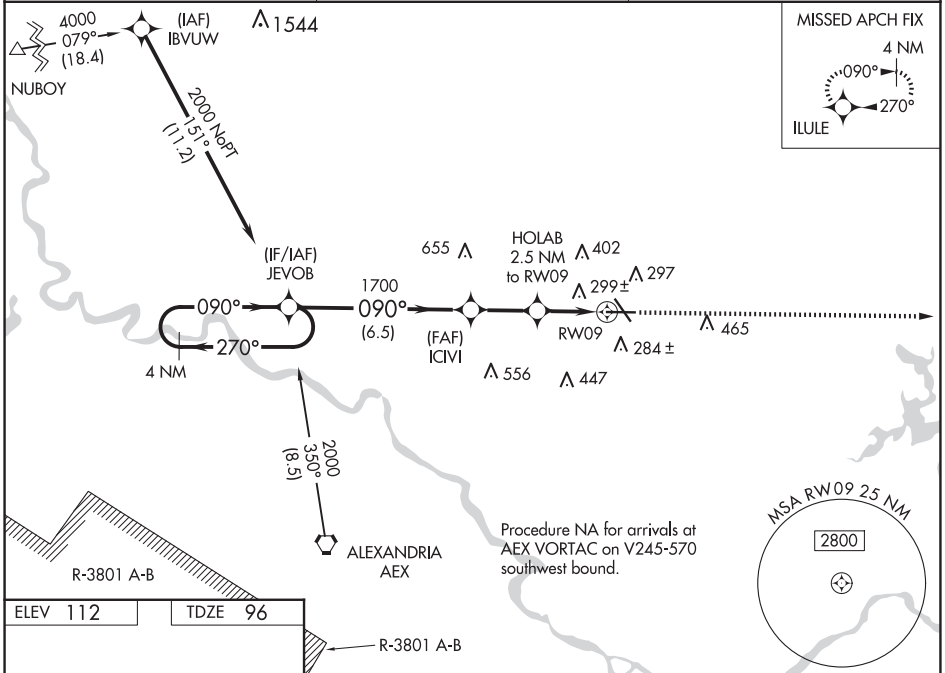
RNAV (GPS) RWY 9

RNP APCH-GPS.

T Circling Rwy 14, 32 NA at night. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase LPV DA to 331 feet; increase LNAV/VNAV DA to 644 feet and all visibility ¼ SM; increase all MDAs 40 feet and Circling visibility Cat D ¼.

MISSED APPROACH: Climb to 3000 direct ILULE and hold.

ESF ASOS 119,425	POLK APP CON 125.4 254.8	UNICOM 122.8 (CTAF) 0
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ALEXANDRIA, LOUISIANA

Amdt 2B 15JUL21

31°24'N-92°18'W

ESLER RGNL (ESF)

RNAV (GPS) RWY 9

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 61103 W27A	APP CRS 270°	Rwy Idg TDZE 92 Apt Elev 112
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RNAV (GPS) RWY 27

ESLER RGNL (E/SF')

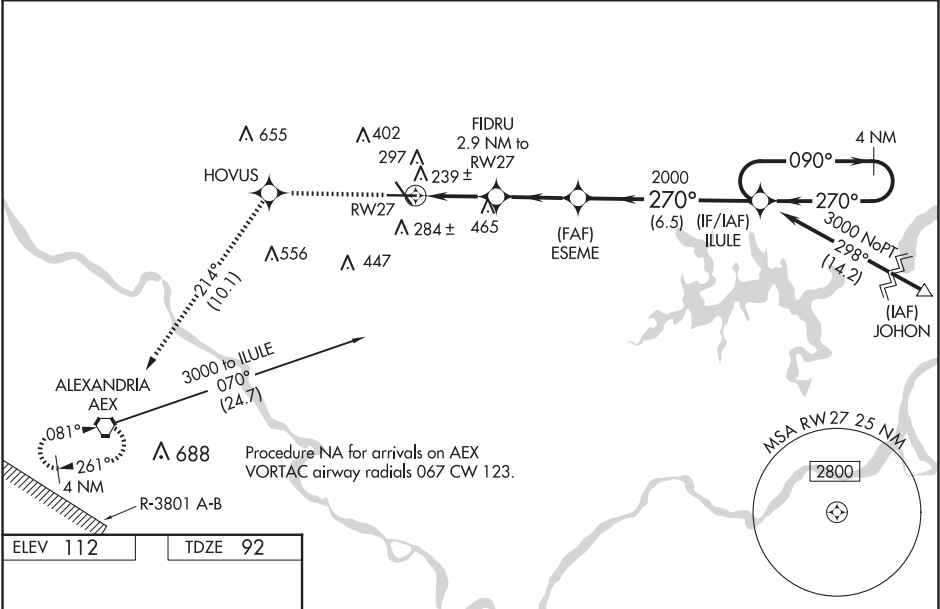
RNP APCH-GPS.

⚠ Circling Rwy 14, 32 NA at night. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase LPV DA to 327 feet; increase LNAV/VNAV DA to 457 feet and all visibility 1/8 SM; increase all MDAs 40 feet and LNAV visibility Cat C/D 1/8 SM and Circling visibility Cat D 1/4 SM. For inop MALSR increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cat C/D visibility to 1 1/8. For inop MALSR, when using Alexandria Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1 SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct HOVUS and on track 214° to AEX VORTAC and hold.

ESF ASOS 119.425	POLK APP CON 125.4 254.8	UNICOM 122.8 (CTAF) 1
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ELEV 112

TDZE 92

REIL Rws 9, 14 and 32 **1**

MIRL Rwy 14-32 **1**

HIRL Rwy 9-27 **1**

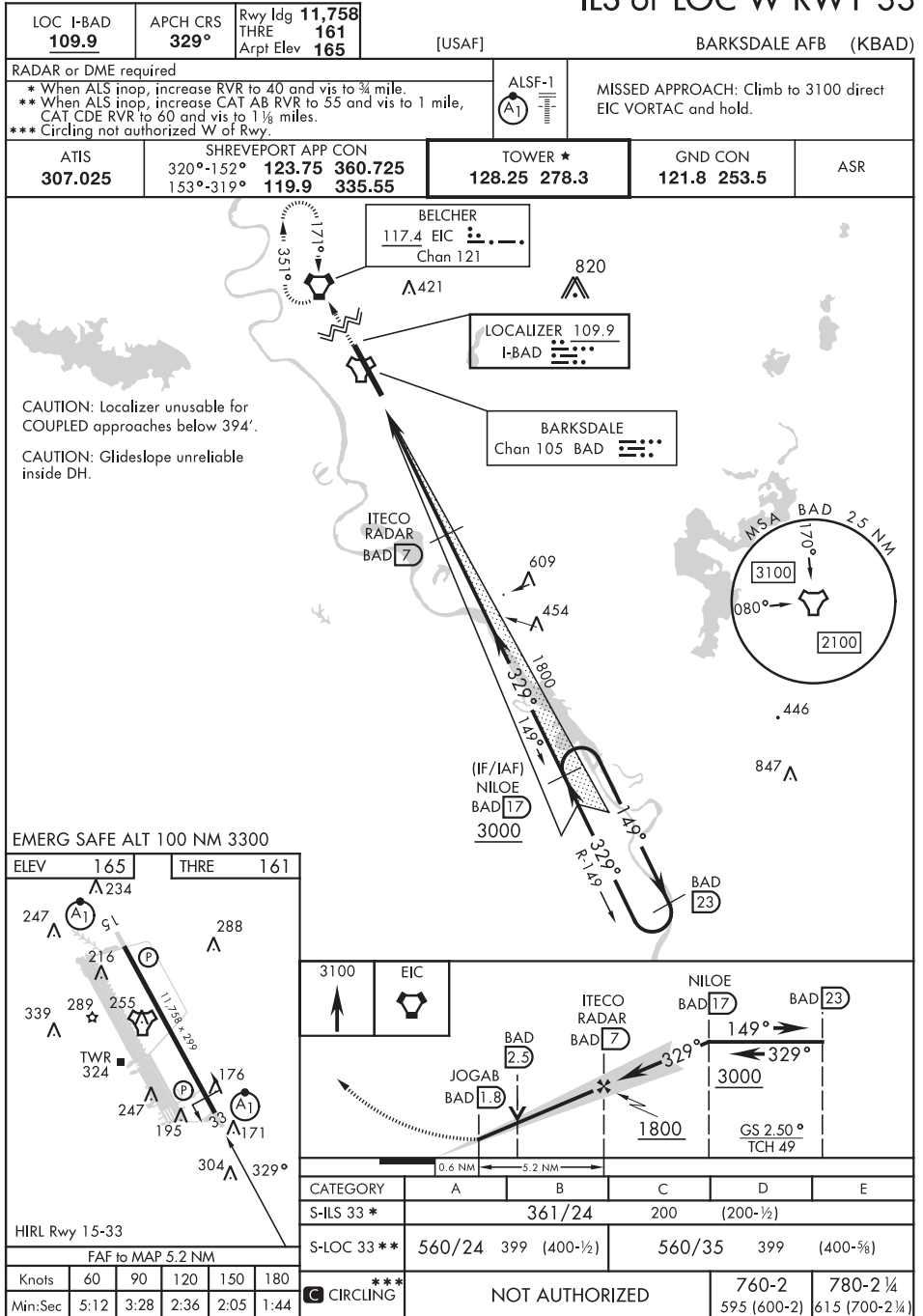
3000	HOVUS	tr 214°	AEX	
*LNAV only.				
CATEGORY	A	B	C	D
LPV DA	292-1/2		200 (200-1/2)	
LNAV/VNAV DA	422-1/2		330 (400-1/2)	
LNAV MDA	500-1/2	408 (400-1/2)	500-3/4	408 (400-3/4)
CIRCLING	600-1	488 (500-1)	740-13/4 628 (700-13/4)	760-2 648 (700-2)

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

BOSSIER CITY, LOUISIANA

ILS or LOC W RWY 33



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

BOSSIER CITY, LOUISIANA

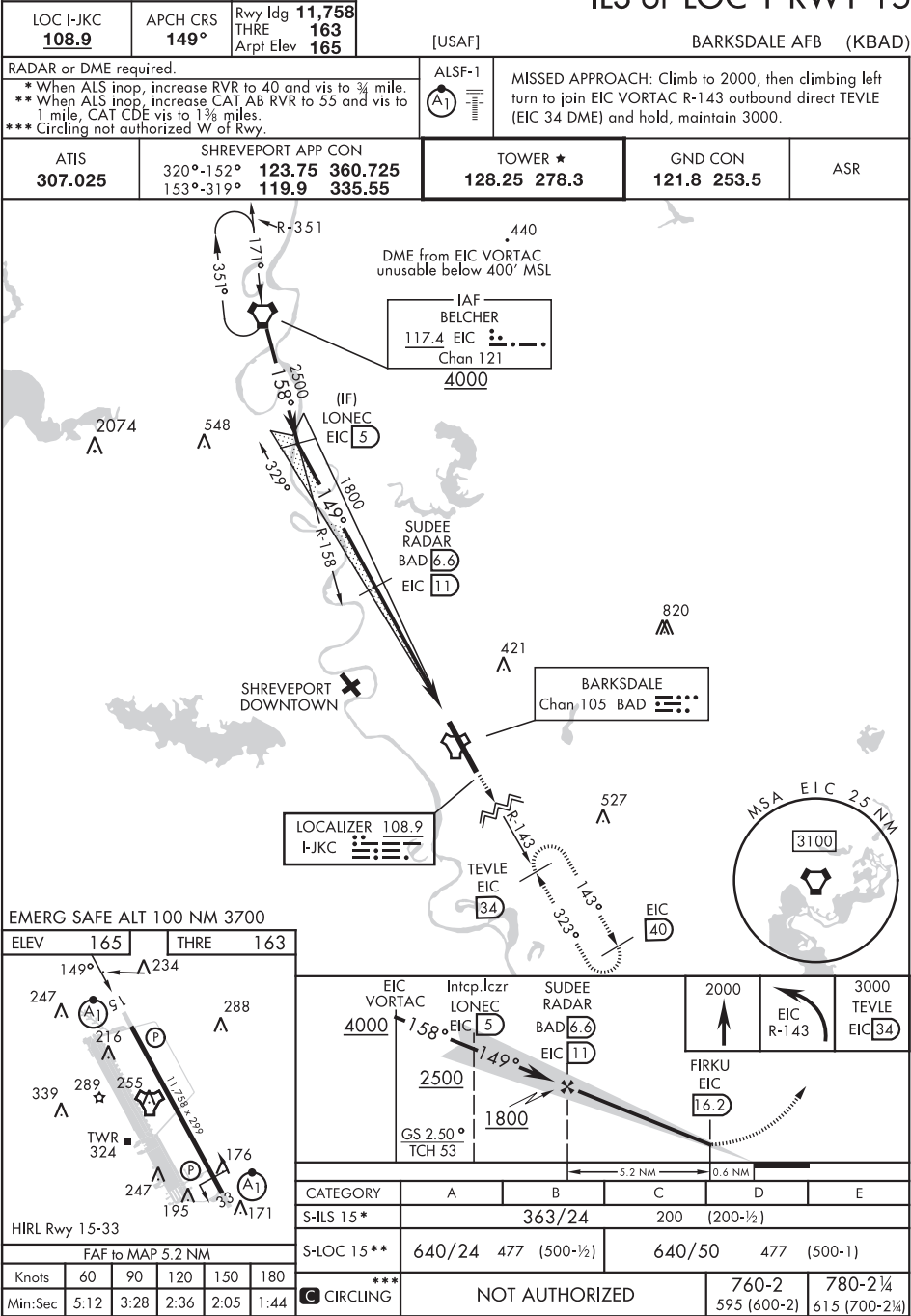
32°30'N-93°40'W

BARKSDALE AFB (KBAD)

Amdt 5 25JUN15


ILS or LOC W RWY 33

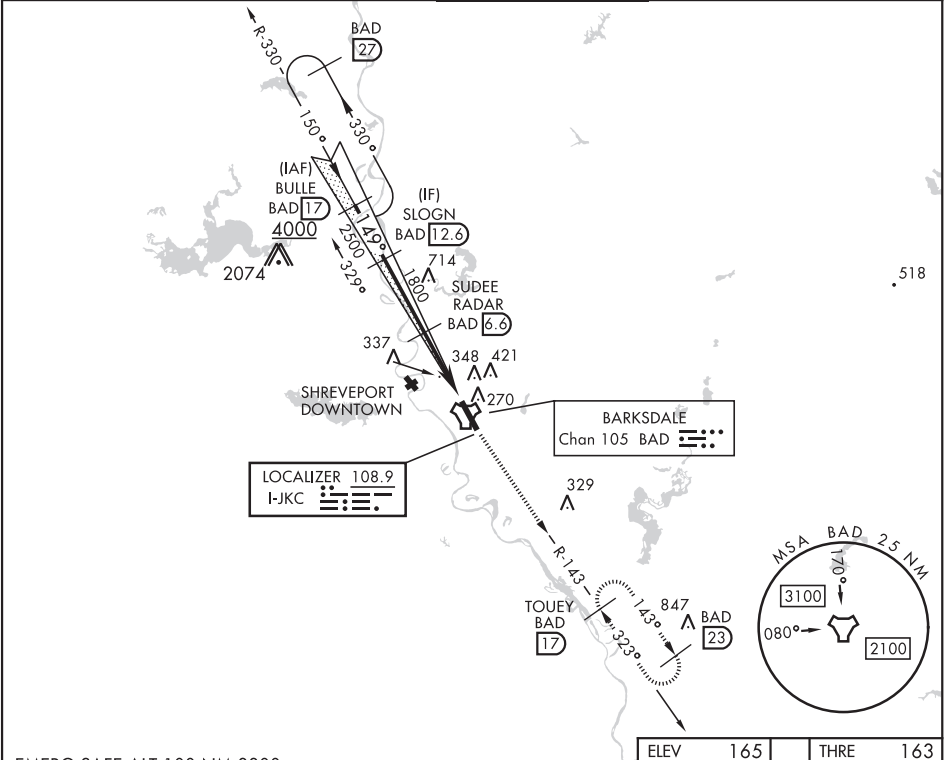
ILS or LOC Y RWY 15



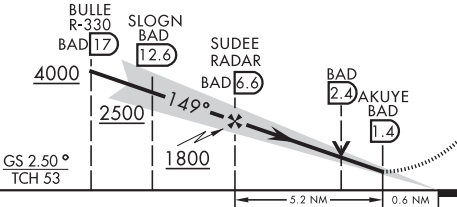
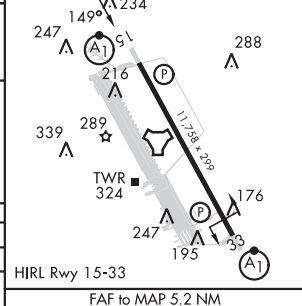
BOSSIER CITY, LOUISIANA

ILS or LOC Z RWY 15

LOC I-JKC 108.9	APCH CRS 149°	Rwy ldg 11,758 THRE 163 Arpt Elev 165	[USAF]	BARKSDALE AFB (KBAD)		
RADAR or DME required			ALSIF-1 	MISSED APPROACH: Climb to 3000 via BAD R-143 direct TOUEY and hold.		
* When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles. *** Circling not authorized W of Rwy.						
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55		TOWER ★ 128.25 278.3		GND CON 121.8 253.5	ASR



EMERG SAFE ALT 100 NM 3300

					<div>3000 BAD R-143</div> <div>TOUEY BAD R-143</div>					
CATEGORY	A	B	C	D	E					
S-ILS 15 *	363/24		200	(200-½)						
S-LOC 15 **	640/24 477 (500-½)		640/50 477 (500-1)							
*** CIRCLING	NOT AUTHORIZED		760-2 595 (600-2)		780-2½ 615 (700-2½)					
FAF to MAP 5.2 NM										
Knots					60	90	120	150	180	
Min:Sec					5:12	3:28	2:36	2:05	1:44	

BOSSIER CITY, LOUISIANA

32°30'N-93°40'W

BARKSDALE AFB (KBAD)

Amtd 6 25JUN15

ILS or LOC Z RWY 15

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

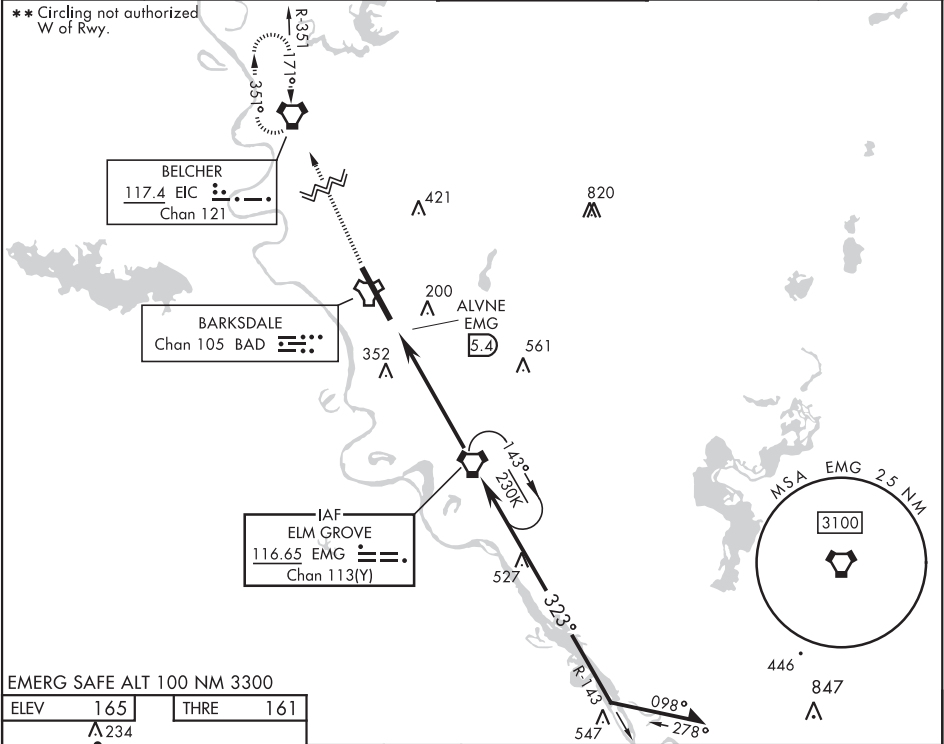
VOR/DME Y RWY 33

VORTAC EMG 116.65 Chan 113(Y)	APCH CRS 323°	Rwy Idg 11,758 THRE 161 Arpt Elev 165
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[USAF]

BARKSDALE AFB (KBAD)

DME or RADAR required.		ALSIF-1 	MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.	
ATIS 307.025	SHREVEPORT APP CON 123.75 360.725 (320°-152°) 119.9 335.55 (153°-319°)	TOWER ★ 128.25 278.3	GND CON 121.8 253.5	ASR



ELEV 165 THRE 161		3100 EIC	
HIRL Rwy 15-33		CATEGORY	
FAF to MAP 5.4 NM		A	
Knots		B	
Min:Sec		C	
S-VOR 33 *		D	
CIRCLING **		E	
NOT AUTHORIZED		760-2 780-2 ¼	
		595 (600-2) 615 (700-2 ¼)	

VOR/DME Y RWY 33

BOSSIER CITY, LOUISIANA

TACAN BAD Chan 105	APCH CRS 158°	Rwy Idg 11,758 THRE 163 Arpt Elev 165
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[USAF]

BARKSDALE AFB (KBAD)

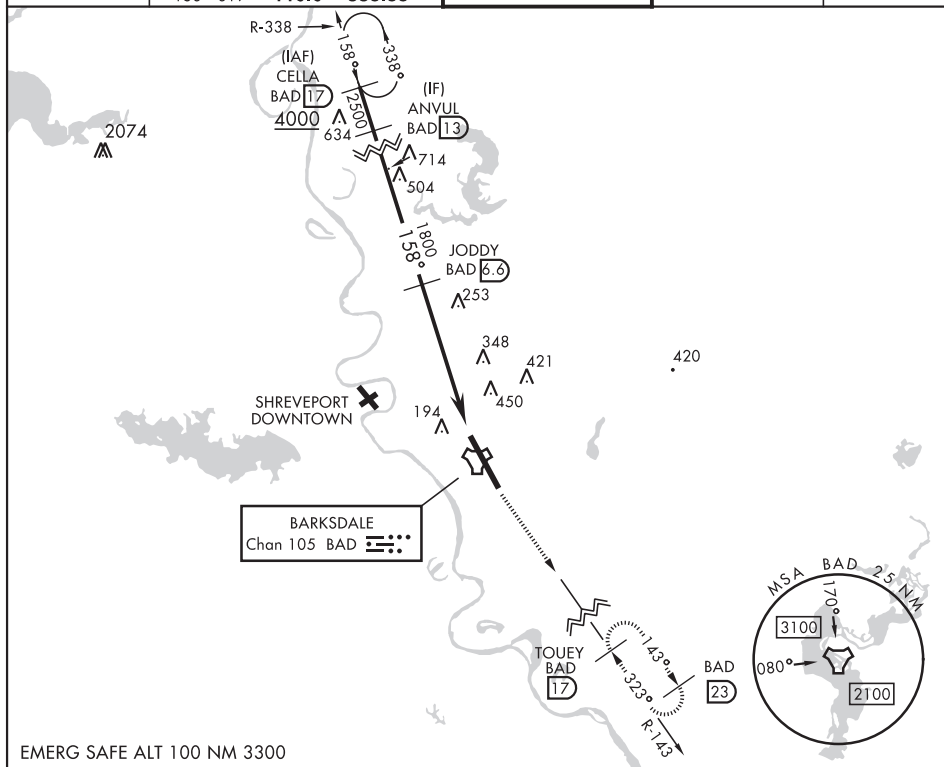
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile
CAT CDE vis to 1 3/4 miles.

** Circling not authorized W of Rwy.

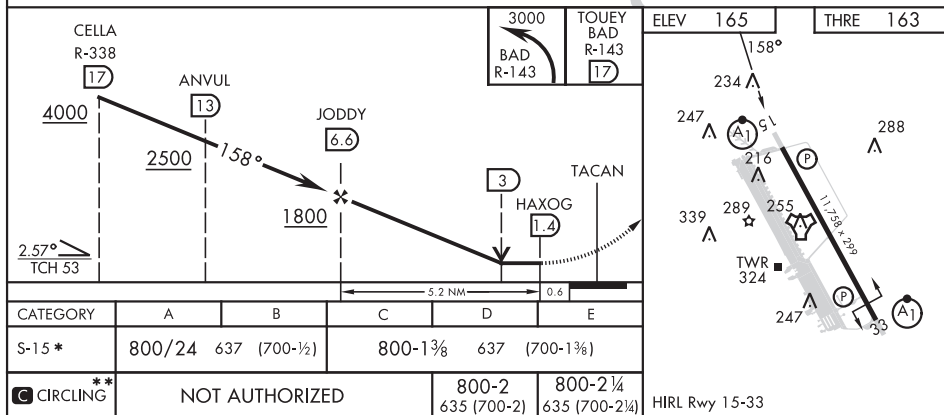


MISSED APPROACH: Climb to 3000 via
BAD R-143 direct TOUEY and hold.

ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	TOWER ★ 128.25 278.3	GND CON 121.8 253.5	ASR
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EMERG SAFE ALT 100 NM 3300



BOSSIER CITY, LOUISIANA

32°30'N-93°40'W

BARKSDALE AFB (KBAD)


Amdt 8 25JUN15

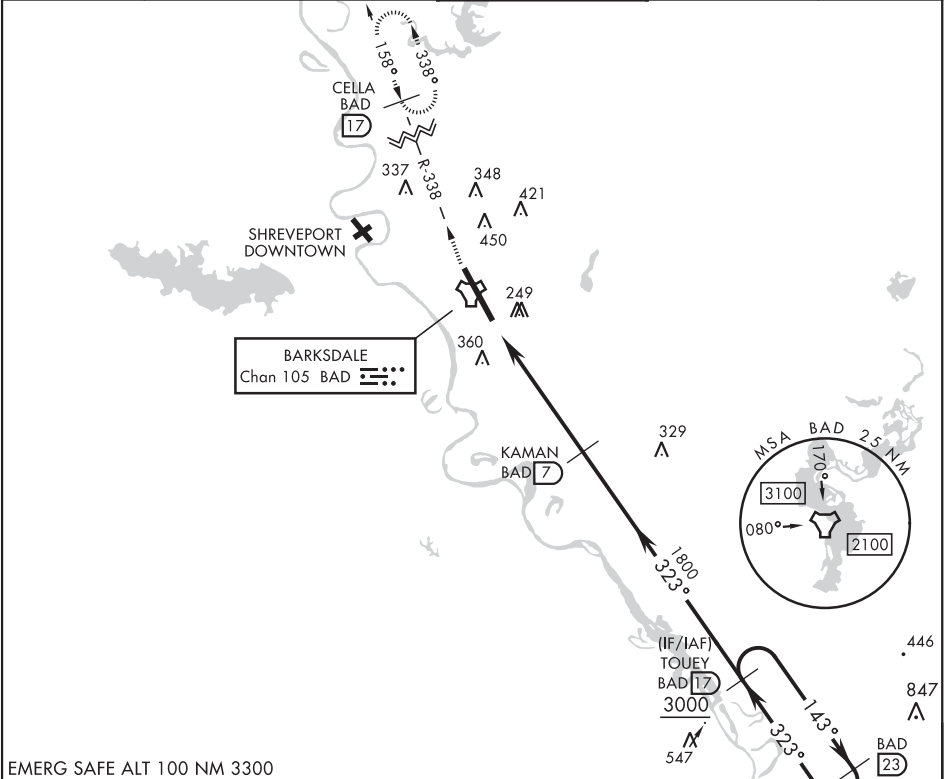
TACAN Y RWY 15

SC-4, 12 JUN 2025 to 07 AUG 2025

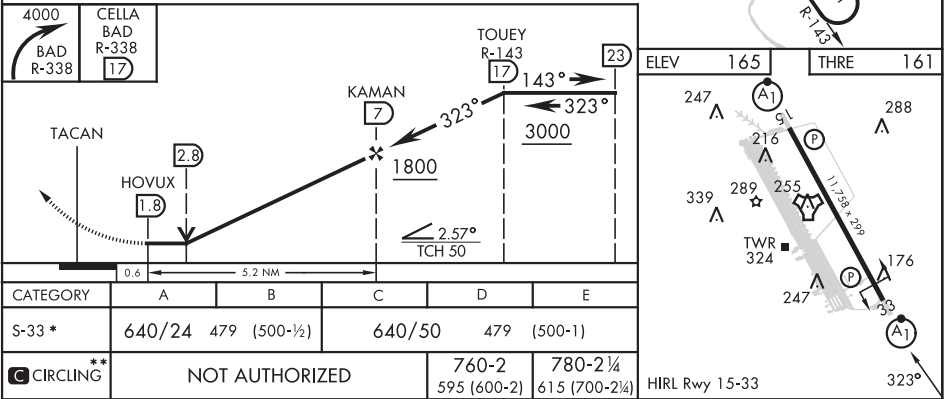
SC-4, 12 JUN 2025 to 07 AUG 2025

TACAN Y RWY 33

TACAN BAD Chan 105	APCH CRS 323°	Rwy Idg 11,758 THRE 161 Arpt Elev 165	[USAF]	BARKSDALE AFB (KBAD)	
* 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.			ALSF-1 	MISSED APPROACH: Climb to 4000 via BAD R-338 direct CELLA and hold.	
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55		TOWER ★ 128.25 278.3		GND CON 121.8 253.5
			ASR		



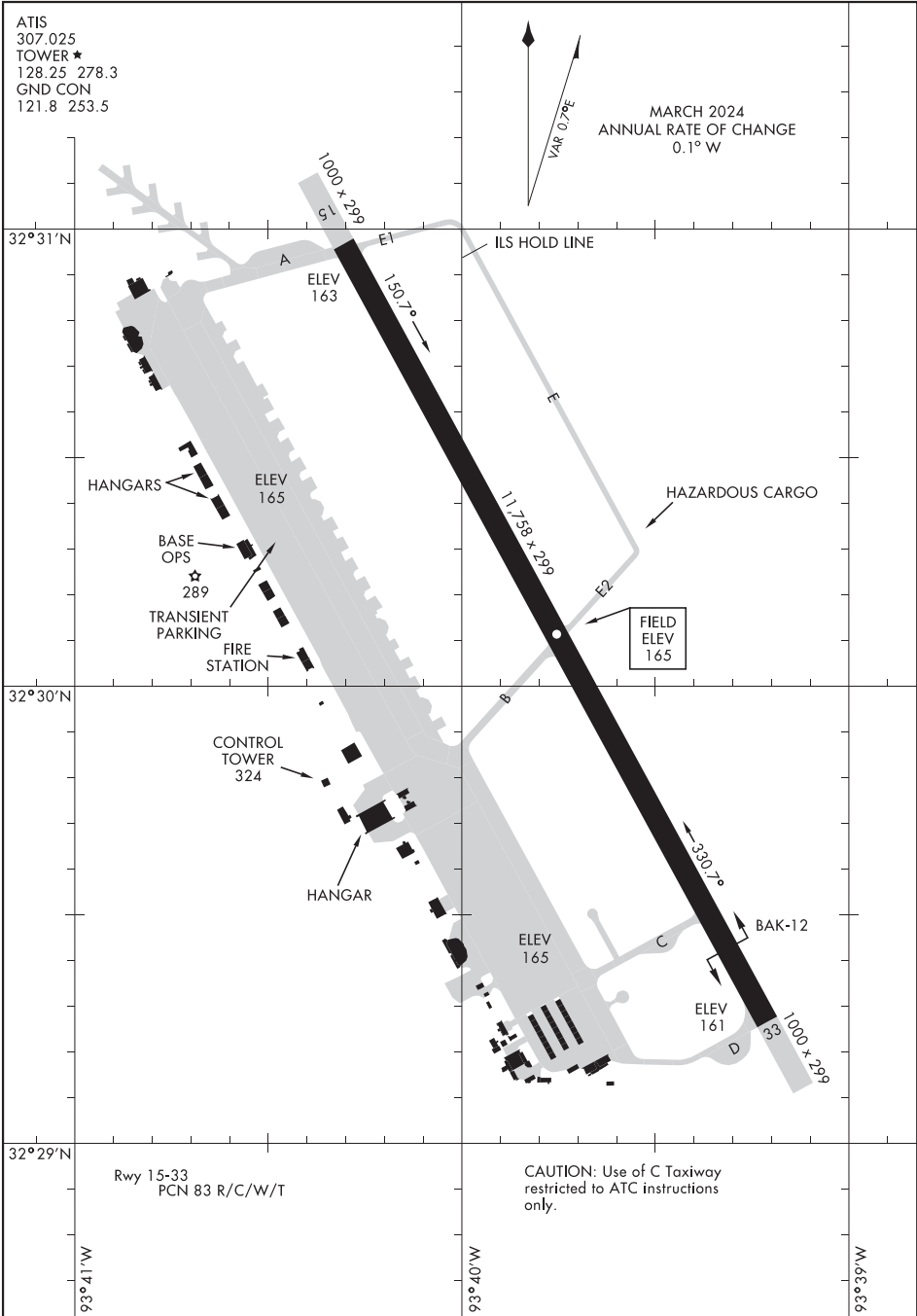
EMERG SAFE ALT 100 NM 3300



TACAN Y RWY 33

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **58307**
W16A

APP CRS
161°

Rwy ldg **4002**
TDZE **168**
Apt Elev **168**

RNAV (GPS) RWY 16

MOREHOUSE MEML (BQP)

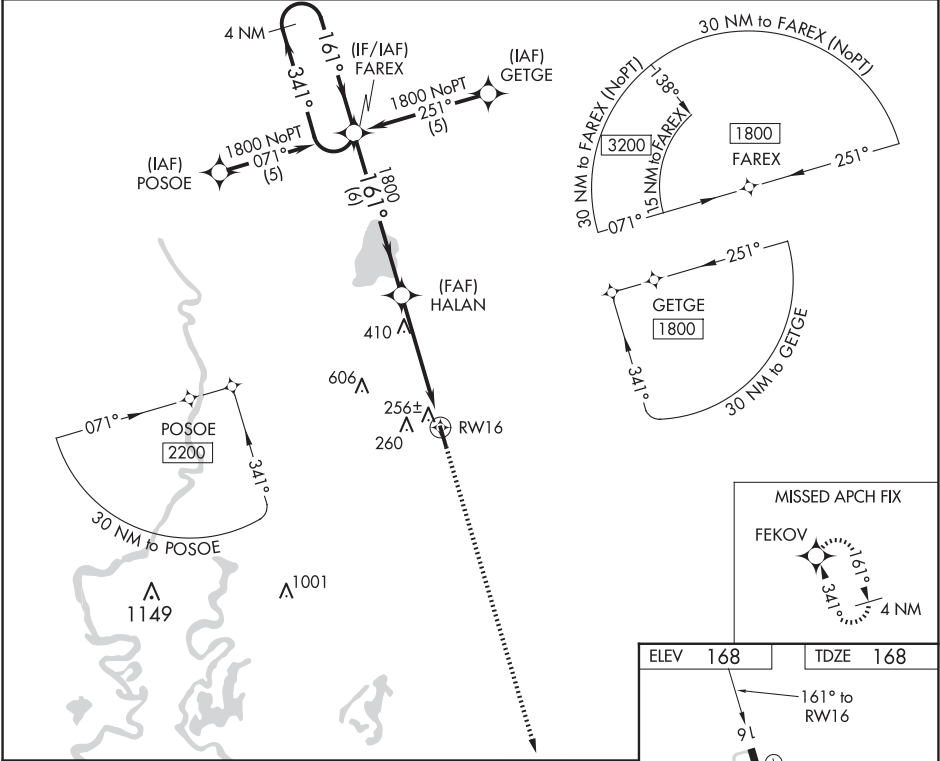
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase LPV DA to 550, LNAV/VNAV DA to 577 and all MDA 60 feet; increase LNAV Cat C visibility 1/8 SM and Circling Cat C visibility 1/4 SM. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

MISSED APPROACH:
Climb to 1800 direct
FEKOV and hold.

AWOS-3PT
118.375

MONROE APP CON ★
126.9 307.9

UNICOM
122.8 (CTAF) 0



4 NM Holding Pattern

FAREX

HALAN

1800 FEKOV

1800 ← 341°

161° →

161°

1800

*1.6 NM to RW16

*LNAV only.

GP 3.00° TCH 50

6 NM

3.3 NM

1.6 NM

CATEGORY	A	B	C	D
LPV DA	499-1¼	331 (400-1¼)		NA
LNAV/VNAV DA	526-1¼	358 (400-1¼)		NA
LNAV MDA	720-1	552 (600-1)	720-1⅝ 552 (600-1⅝)	NA
CIRCLING	720-1 552 (600-1)	780-1 612 (700-1)	820-1¾ 652 (700-1¾)	NA

ELEV 168 | TDZE 168

161° to RW16

9L

400 X 100

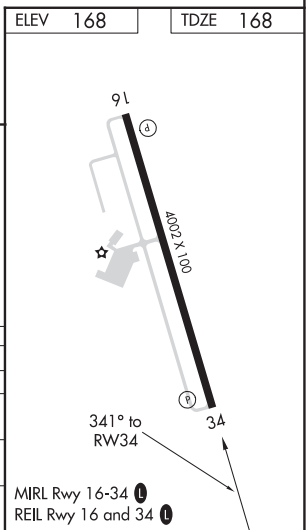
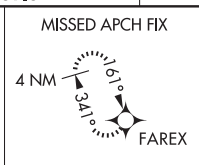
34

MIRL Rwy 16-34 0
REIL Rwy 16 and 34 0

RNAV (GPS) RWY 34

MOREHOUSE MEML (BQP)

MISSED APPROACH:
Climb to 1800 direct
FAREX and hold.

UNICOM
122.8 (CTAF) **L**

CATEGORY		A	B	C	D
LPV	DA	508-1¼	340 (400-1¼)		NA
LNAV/ VNAV	DA	551-1¼	383 (400-1¼)		NA
LNAV	MDA	520-1	352 (400-1)		NA
CIRCLING		560-1 392 (400-1)	780-1 612 (700-1)	820-1¾ 652 (700-1¾)	NA

MOREHOUSE MEML (BQP)

RNAV (GPS) RWY 34

SC-4, 12 JUN 2025 to 07 AUG 2025

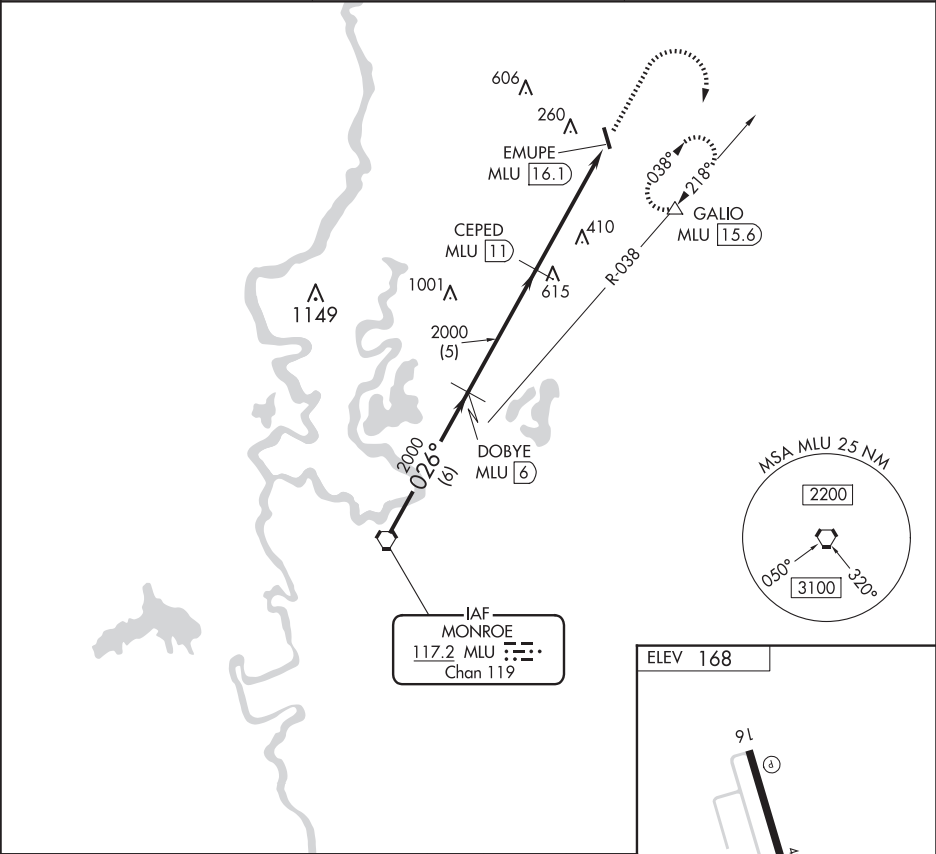
VORTAC MLU 117.2 Chan 119	APP CRS 026°	Rwy Idg TDZE Apt Elev N/A N/A 168
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VOR/DME-A

MOREHOUSE MEML (BQP)

<div><div><div>▼</div><div>▲ NA</div></div><div>When local altimeter setting not received, use Monroe altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.</div></div> <div>MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MLU R-038 to GALLO/MLU 15.6 DME and hold.</div>
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AWOS-3PT 118.375	MONROE APP CON★ 126.9 307.9	UNICOM 122.8 (CTAF) ①
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MLU VORTAC	DOBYE MLU ⑥	CEPED MLU ⑪	2000	3000	GALLO
2000	2000	2000	EMUPE MLU ⑪.①	MLU R-038	△
Procedure Turn NA	6 NM	5 NM	5.1 NM	026° 5.1 NM from FAF	91 ④ 34 ③
CATEGORY	A	B	C	D	
CIRCLING	720-1 552 (600-1)	780-1 612 (700-1)	820-1¾ 652 (700-1¾)	NA	

ELEV 168

MIRL Rwy 16-34 ①
REIL Rwy 16 and 34 ①

BASTROP, LOUISIANA

AL-5566 (FAA)

22195

NDB BQP 329	APP CRS 330°	Rwy Idg TDZE Apt Elev 4002 168 168
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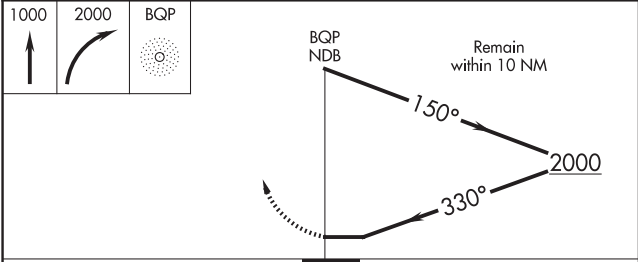
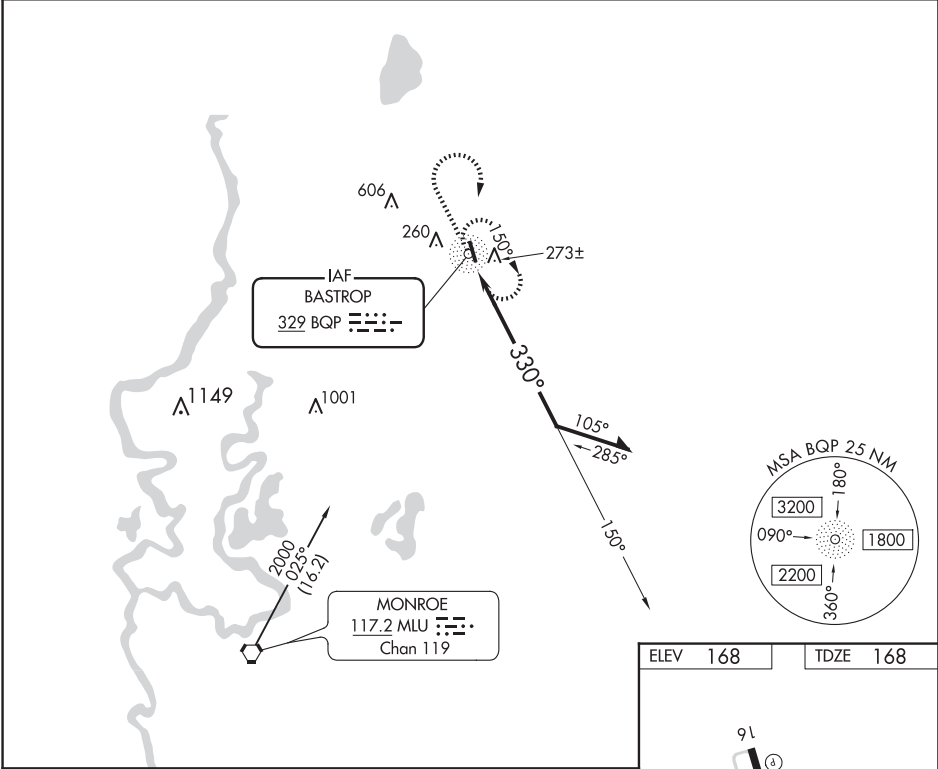
NDB RWY 34
MOREHOUSE MEML (BQP)

⚠ When local altimeter setting not received, use Monroe altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

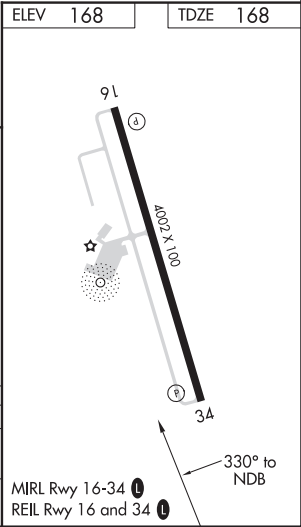
⚠ NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BQP NDB and hold.

AWOS-3PT 118.375	MONROE APP CON ★ 126.9 307.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-34	820-1	652 (700-1)	820-1¾ 652 (700-1¾)	NA
CIRCLING	820-1	652 (700-1)	820-1¾ 652 (700-1¾)	NA



BASTROP, LOUISIANA
Amdt 6B 10MAR11

32°45'N-91°53'W

MOREHOUSE MEML (BQP)
NDB RWY 34

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

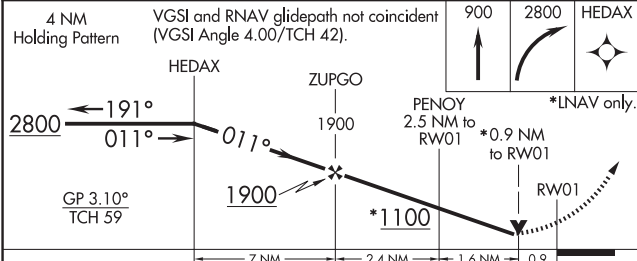
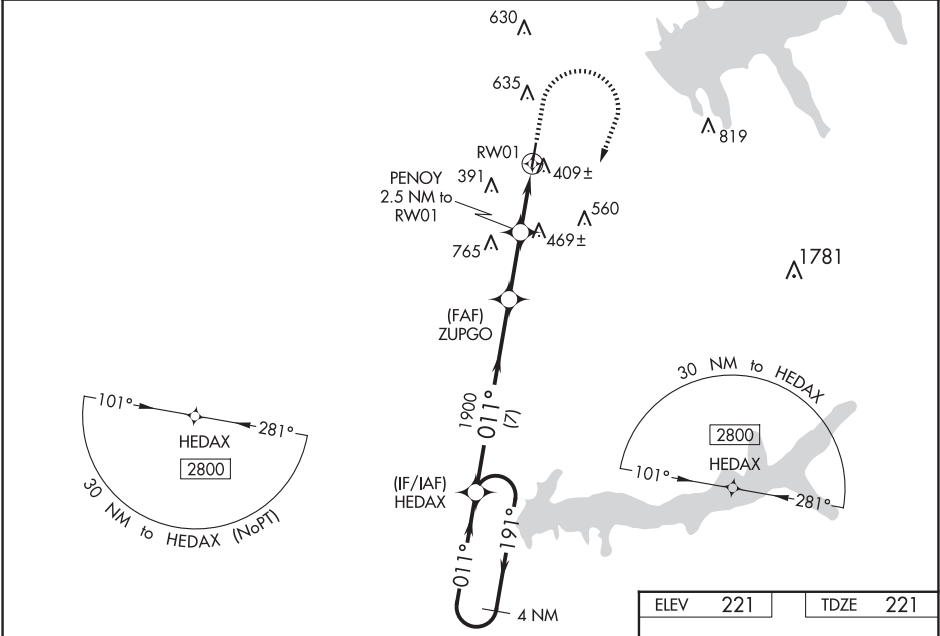
WAAS CH 58134 W01A	APP CRS 011°	Rwy Idg 4412 TDZE 221 Apt Elev 221
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RNAV (GPS) RWY 1
PANOLA COUNTY (PMU)

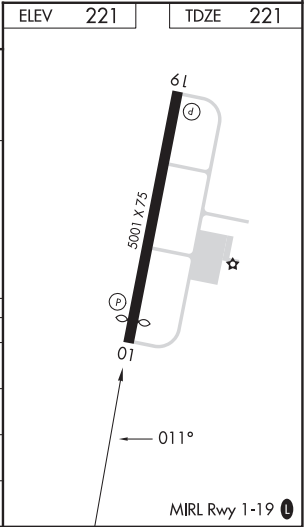
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 46°C (115°F).
⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using University-Oxford altimeter setting.
When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 688, LNAV/VNAV DA to 729 and MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C, D visibility ½ mile, and Circling Cats B, C visibility ¼ mile.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 900 then climbing right turn to 2800 direct HEDAX and hold.

AWOS-3PT 118.225	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	614-1¼		393 (400-1¼)	
LNAV/VNAV DA	661-1¾		440 (500-1¾)	
LNAV MDA	660-1	439 (500-1)	660-1¼	439 (500-1¼)
CIRCLING	740-1 519 (600-1)	1000-1 779 (800-1)	1000-2¼ 779 (800-2¼)	1120-3 899 (900-3)



BATESVILLE, MISSISSIPPI

AL-9738 (FAA)

23278

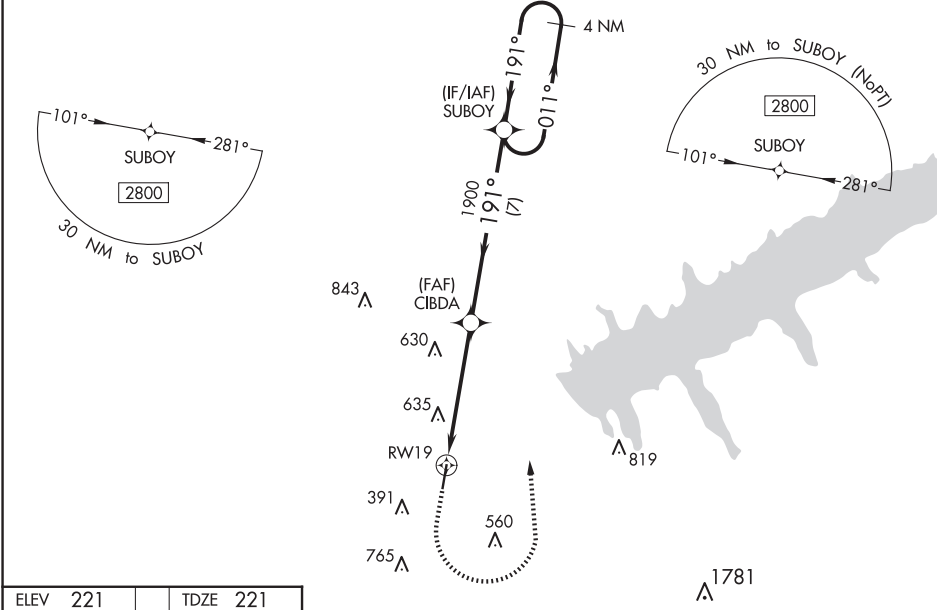
WAAS CH 72834 W19A	APP CRS 191°	Rwy Idg 5001 TDZE 221 Apt Elev 221
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RNAV (GPS) RWY 19
PANOLA COUNTY (PMU)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
▲ NA DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Oxford altimeter setting.
When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 571,
LNAV/VNAV DA to 1116 and all MDA 80 feet, increase LPV all Cats visibility $\frac{3}{8}$ mile,
LNAV/VNAV all Cats visibility $\frac{1}{2}$ mile, LNAV Cat B visibility $\frac{1}{4}$ mile, LNAV Cats C, D visibility $\frac{1}{2}$ mile,
and Circling Cats B, C visibility $\frac{1}{4}$ mile. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 1100 then
climbing left turn to
2800 direct SUBOY
and hold.

AWOS-3PT 118.225	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF) 0
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ELEV 221	TDZE 221
----------	----------

191° →

61

5001 X 75

01

MIRL Rwy 1-19 0

1100 2800 SUBOY

↑ ↪ ✦

*LNAV only.

191°

61

5001 X 75

01

VGSI and RNAV glidepath not coincident
(VGSI Angle 4.00/TCH 45).

4 NM Holding Pattern

SUBOY

011° → 2800

← 191°

GP 3.00° TCH 40

1900

191°

1.6 3.6 NM 7 NM

CATEGORY	A	B	C	D
LPV DA	500- $\frac{7}{8}$ 279 (300- $\frac{7}{8}$)			
LNAV/VNAV DA	1045-3 824 (900-3)			
LNAV MDA	940-1 719 (800-2)		940-2 719 (800-2)	
C CIRCLING	940-1 719 (800-1)	1000-1 779 (800-1)	1000-2 $\frac{1}{4}$ 779 (800-2 $\frac{1}{4}$)	1120-3 899 (900-3)

BATESVILLE, MISSISSIPPI
Amdt 1A 26APR18

34°22'N-89°54'W

PANOLA COUNTY (PMU)
RNAV (GPS) RWY 19

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

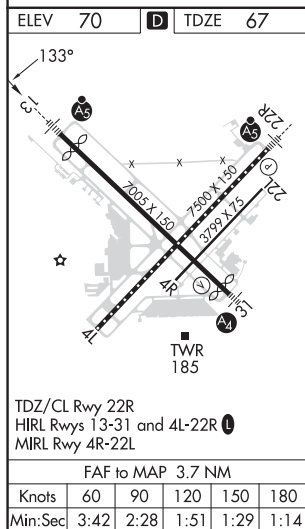
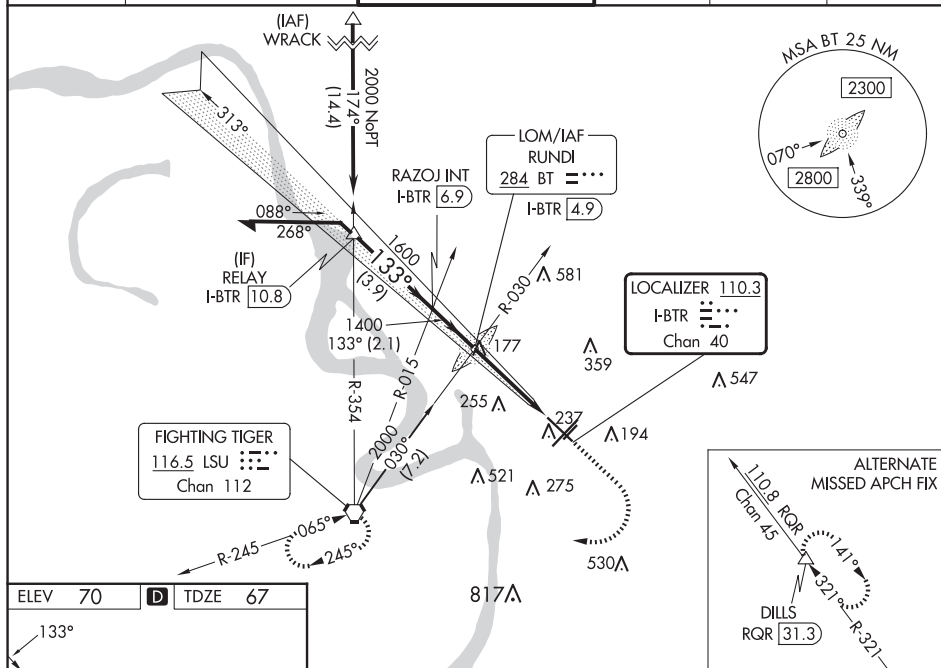
24305

ILS or LOC RWY 13
BATON ROUGE METRO, RYAN FLD (BTR)

MALSR

MISSED APPROACH:
Climb to 700 then
climbing right turn to
2000 direct LSU
VORTAC and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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Remain within 10 NM

RUNDI 10M/INT I-BTR 4.9°

313°

2000

RAZOJ INT I-BTR 6.9°

1600

1733°

1400

1321

700

2000

LSU

*LOC only.

Use I-BTR DME when on the localizer course.

*I-BTR 2.2°

I-BTR 1.1°

GS 3.00° TCH 57°

2.1 NM

2.7 NM

1 NM

CATEGORY	A	B	C	D
S-ILS 13		267- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)	
S-LOC 13	480- $\frac{1}{2}$	413 (500- $\frac{1}{2}$)	480- $\frac{3}{4}$	413 (500- $\frac{3}{4}$)
C CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2 $\frac{1}{2}$ 770 (800-2 $\frac{1}{2}$)

BATON ROUGE METRO, RYAN FLD (BTR)
ILS or LOC RWY 13

BATON ROUGE, LOUISIANA

AL-40 (FAA)

24305

LOC/DME I-CLZ 108.7 Chan 24	APP CRS 223°	Rwy Idg 7500 TDZE 70 Apt Elev 70
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ILS or LOC/DME RWY 22R

BATON ROUGE METRO, RYAN FLD (BTR)

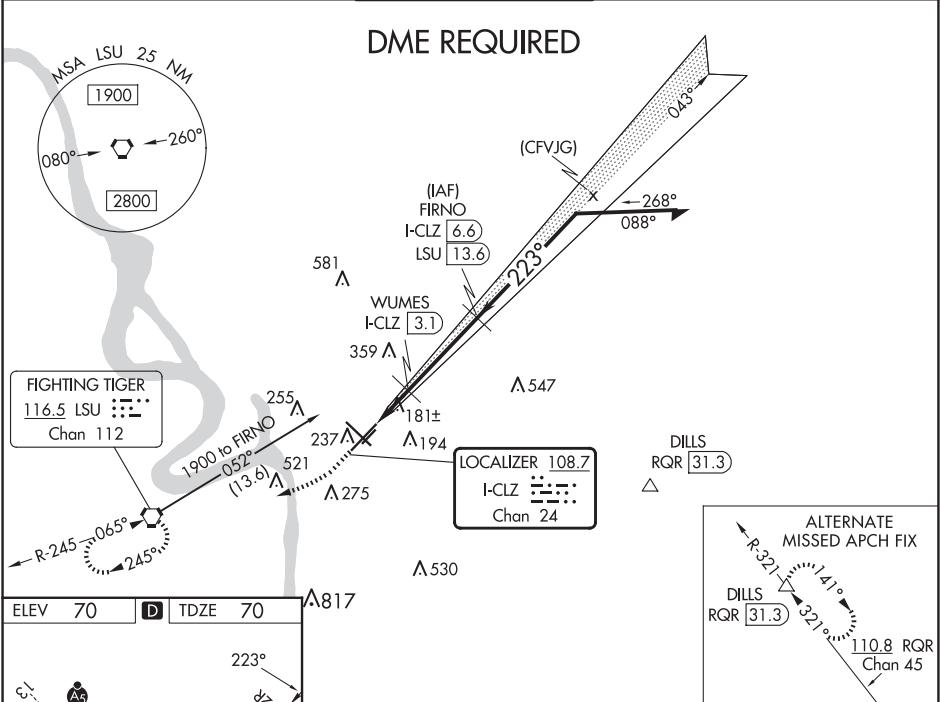
⚠ When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet; increase S-ILS 22R all Cts visibility to RVR 2200; increase S-LOC 22R Cat C/D visibility to RVR 5000. For inop MALS R when using Hammond altimeter setting, increase S-ILS 22R all Cts visibility to RVR 4500, and S-LOC 22R Cat C/D visibility to 1 3/8 mile. For inop MALS R, increase S-LOC 22R Cat C/D visibility to RVR 5500. VDP NA with Hammond altimeter setting.

MALS R

A5

MISSED APPROACH:
Climb to 600 then climbing right turn to 2000 direct LSU VORTAC and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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ELEV 70 **D** TDZE 70

223°

600 2000 LSU

*LOC only.

FIRNO
I-CLZ [6.6]

Remain within 10 NM

1800 043° 1900

223°

1800

GS 3.00° TCH 55

1 NM 0.7 NM 3.6 NM

CATEGORY	A	B	C	D
S-ILS 22R	270/18 200 (200-1/2)			
S-LOC 22R	440/24	370 (400-1/2)	440/35	370 (400-3/4)
C CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2 1/2 770 (800-2 1/2)

TDZ/CL Rwy 22R
HIRL Rwy 13-31 and 4L-22R **0**
MIRL Rwy 4R-22L

TWR
185

BATON ROUGE, LOUISIANA
Amdt 12A 04FEB16

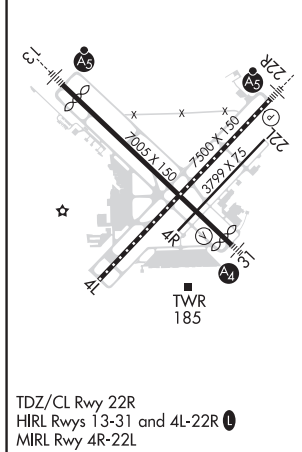
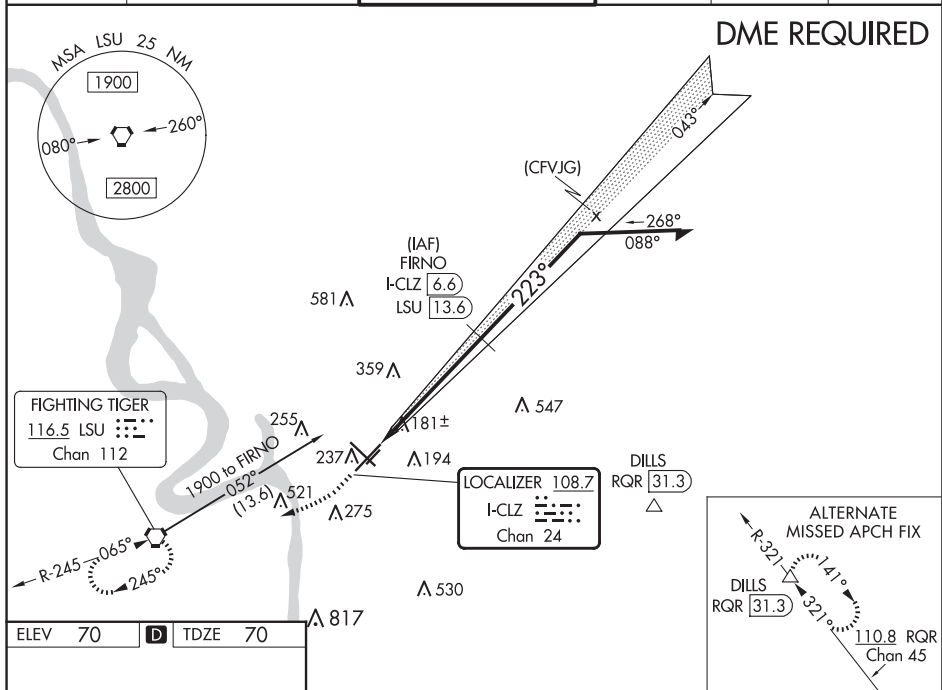
BATON ROUGE METRO, RYAN FLD (BTR)
30°32'N-91°09'W
ILS or LOC/DME RWY 22R

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

ILS RWY 22R (SA CAT I & II)
BATON ROUGE METRO, RYAN FLD (BTR)

<div><div>T</div><div>A</div></div> <div>SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. SA CAT I/II: Procedure NA when tower closed.</div>			<div>MALS R</div> <div><div>A5</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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[illegible]

BATON ROUGE, LOUISIANA

AL-40 (FAA)

24305

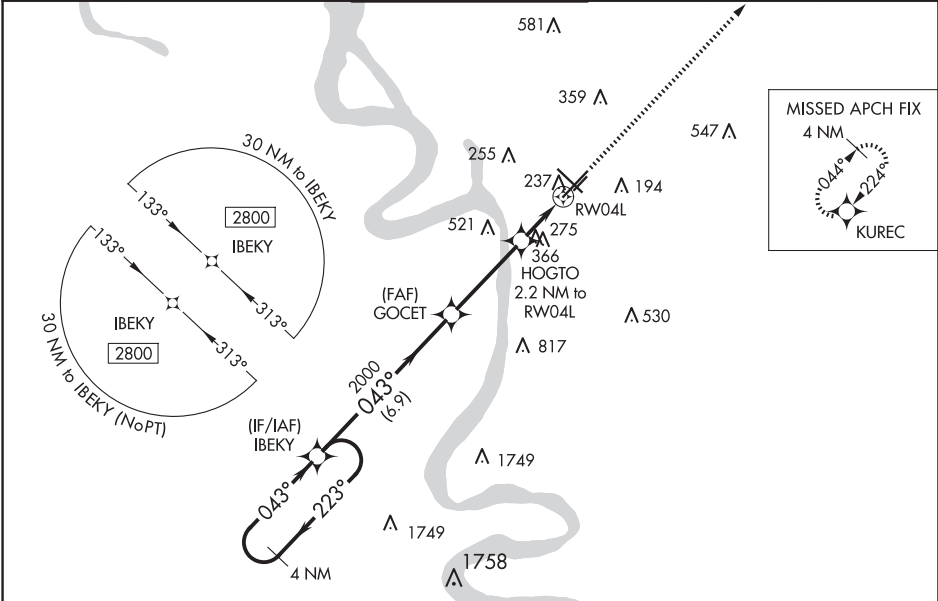
WAAS CH 81825 W04A	APP CRS 043°	Rwy Idg 7500 TDZE 69 Apt Elev 70
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RNAV (GPS) RWY 4L
BATON ROUGE METRO, RYAN FLD (BTR)

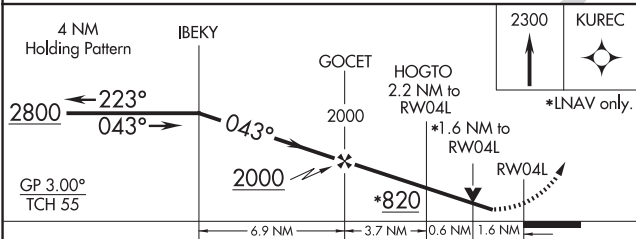
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet; increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C/D visibility ¼ mile, Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2300 direct KUREC and hold.

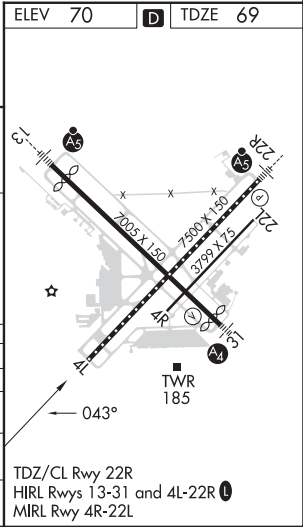
ATIS 125.2	BATON ROUGE APP CON★ 120.3 278.3	RYAN TOWER★ 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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ELEV 70	D	TDZE 69
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CATEGORY	A	B	C	D
LPV DA	345-7/8 276 (300-7/8)			
LNAV/VNAV DA	656-2 587 (600-2)			
LNAV MDA	620-1 551 (600-1)	620-15/8 551 (600-15/8)		
C CIRCLING	620-1 550 (600-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2 770 (800-2½)



BATON ROUGE, LOUISIANA
Amdt 3 20AUG15

30°32'N-91°09'W

BATON ROUGE METRO, RYAN FLD (BTR)
RNAV (GPS) RWY 4L

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 72817 W13A	APP CRS 133°	Rwy Idg 5720 TDZE 67 Apt Elev 70
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RNAV (GPS) RWY 13

BATON ROUGE METRO, RYAN FLD (BTR)

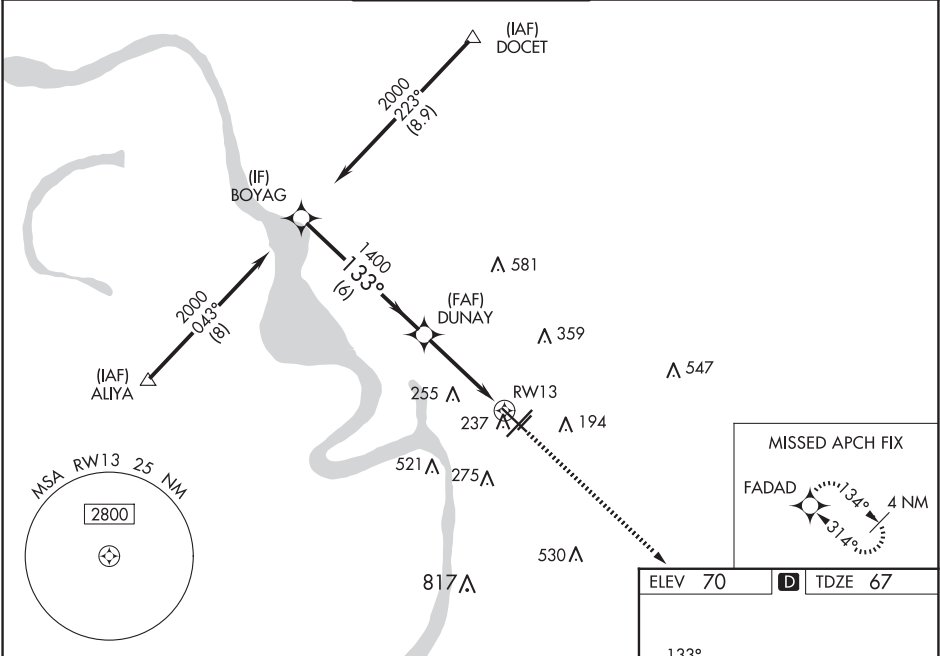
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, and increase LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cats C and D visibility ⅓ mile. For inop MALSR when using Hammond altimeter setting, increase LPV all Cats visibility to ⅓ mile, LNAV Cat C and D visibility to 1 ⅓ mile. Baro-VNAV and VDP NA when using Hammond altimeter setting.

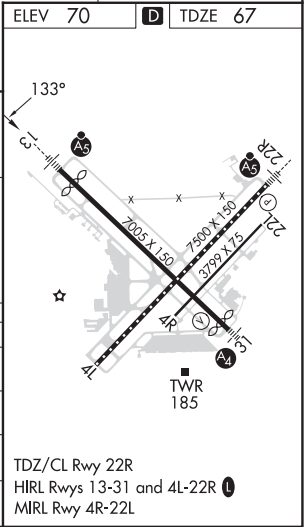
MALSR

MISSED APPROACH: Climb to 2300 direct FADAD and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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<div>BOYAG</div> <div>2000</div> <div>GP 3.00° TCH 57°</div> <div>133°</div> <div>DUNAY</div> <div>1400</div> <div>2300</div> <div>FADAD</div> <div>*1.3 NM to RWY 13</div> <div>*LNAV only.</div>				
<div>6 NM</div> <div>2.7 NM</div> <div>1.3</div>				
CATEGORY	A	B	C	D
LPV DA		267-½	200 (200-½)	
LNAV/VNAV DA		465-⅞	398 (400-⅞)	
LNAV MDA	540-½	473 (500-½)	540-1	473 (500-1)
CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

BATON ROUGE, LOUISIANA

AL-40 (FAA)

24305

WAAS CH 86225 W22A	APP CRS 224°	Rwy Idg 7500 TDZE 70 Apt Elev 70
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RNAV (GPS) RWY 22R

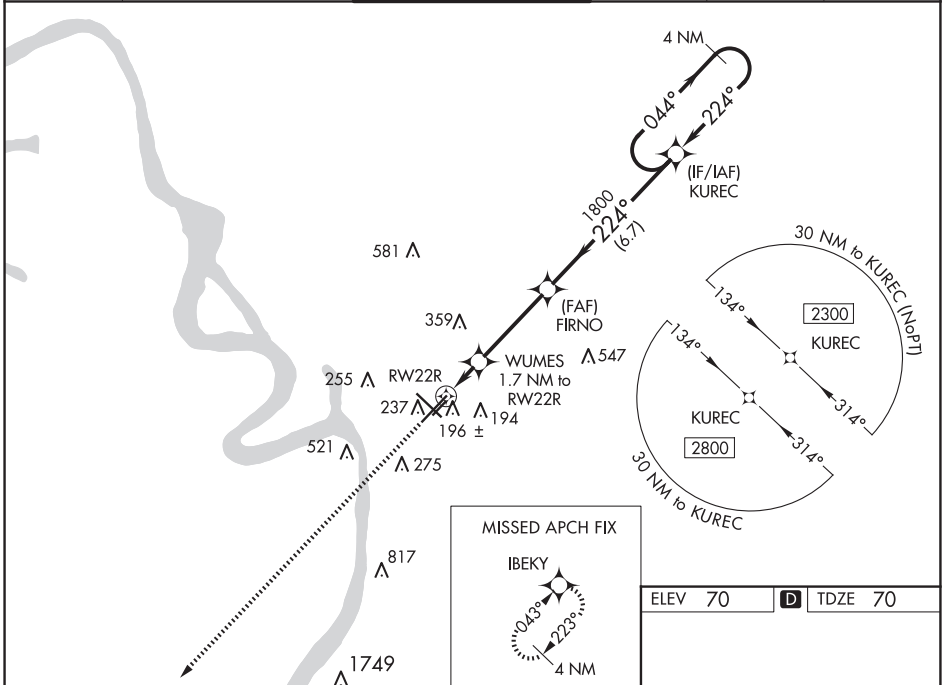
BATON ROUGE METRO, RYAN FLD (BTR)

⚠ Baro-VNAV NA when using Hammond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet, and all MDA 100 feet; increase LNAV/VNAV all Cats visibility $\frac{3}{8}$ mile, LNAV Cat C/D visibility to RVR 5000, and Circling Cat C/D visibility $\frac{1}{4}$ mile. For inop MALSR when using Hammond altimeter setting, increase LPV all Cats visibility to RVR 4500, and LNAV C/D visibility to $\frac{1}{8}$ mile.

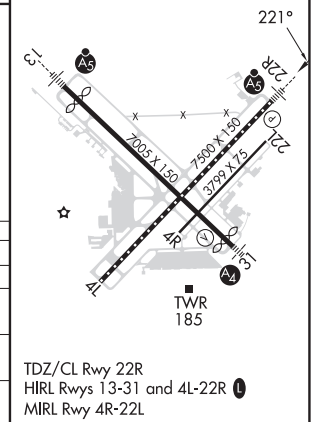


MISSED APPROACH:
Climb to 2800 direct
IBEKY and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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2800	IBEKY				
*LNAV only.	WUMES	FIRNO	KUREC	4 NM Holding Pattern	
	*1.1 NM to RW22R	1.7 NM to RW22R	1800	044° → 2300	
				← 224°	
				GP 3.00°	
				TCH 55	
	1.1	0.6	3.6 NM	6.7 NM	
CATEGORY	A	B	C	D	
LPV DA		270/18	200 (200-½)		
LNAV/VNAV DA		486/45	416 (500-¾)		
LNAV MDA	460/24	390 (400-½)	460/35	390 (400-¾)	
CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)	



BATON ROUGE, LOUISIANA

Amdt 3A 17AUG17

BATON ROUGE METRO, RYAN FLD (BTR)

30°32'N-91°09'W

RNAV (GPS) RWY 22R

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

Baton Rouge, Louisiana

AL-40 (FAA)

24305

WAAS CH 90125 W31A	APP CRS 314°	Rwy Idg 6094 TDZE 69 Apt Elev 70
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RNAV (GPS) RWY 31

BATON ROUGE METRO, RYAN FLD (BTR)

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). For inop MALS, increase LNAV Cat C/D visibility to 1½ mile. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D visibility ¾ mile, and Circling Cat C and D visibility ¾ mile. Baro-VNAV and VDP NA when using Hammond altimeter setting. Rwy 31 helicopter visibility reduction below ¾ SM NA.

MALS

A_4 

MISSED APPROACH:
Climb to 2000 direct
BOYAG and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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MISSED APCH FIX

MSA RW 31 25 NM



ELEV 70

TDZE 69

TDZ/CL Rwy 22R
HIRL Rwy 13-31 and 4L-22R **L**
MIRL Rwy 4R-22L

Baton Rouge, Louisiana

Amdt 2A 11OCT18

30°32'N-91°09'W

Baton Rouge Metro. Ryan FLD (BTR)

RNAV (GPS) RWY 31

37

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

BATON ROUGE, LOUISIANA

AL-40 (FAA)

24305

VORTAC LSU	APP CRS	Rwy Idg	7500
116.5	066°	TDZE	69
Chan 112		Apt Elev	70

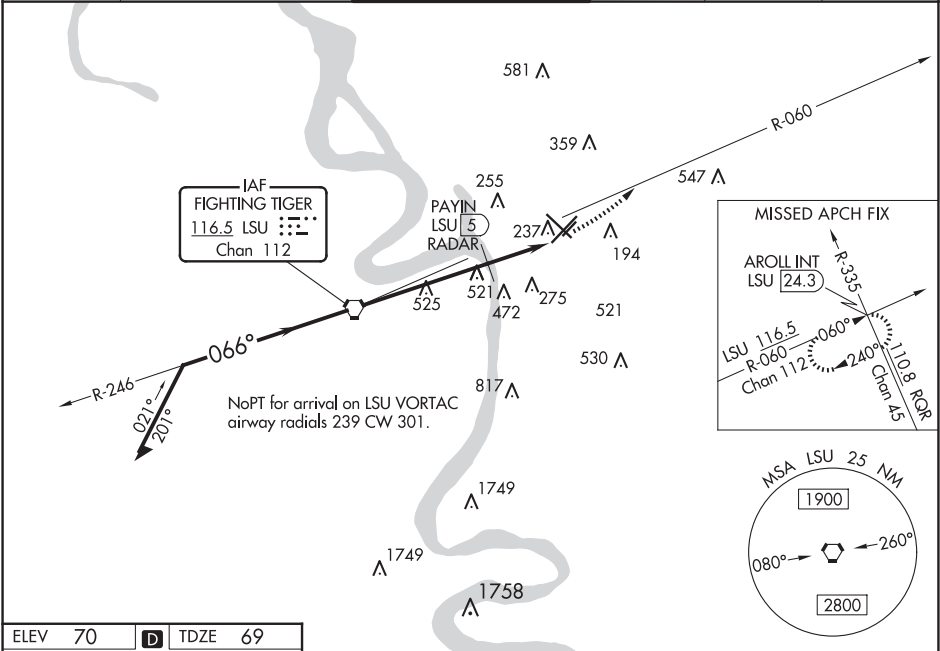
VOR RWY 4L

BATON ROUGE METRO, RYAN FLD (BTR)

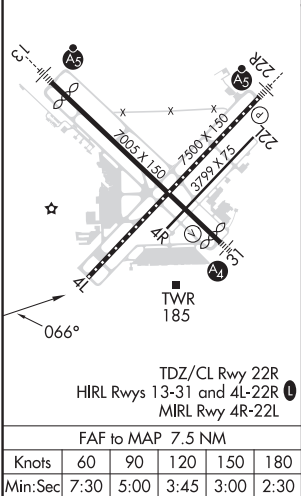
T Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hammond altimeter setting and increase all MDA 100 feet, increase S-4L Cat A and Circling Cat A and Cat C visibility ¼ mile and Circling Cat D visibility ½ mile, PAYIN Fix Minimums: increase S-4L Cats C/D and Circling Cats C/D visibility ¼ mile. VDP NA when using Hammond altimeter setting.

MISSED APPROACH: Climb to 2500 on LSU VORTAC R-060 to AROLL INT/LSU 24.3 DME and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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ELEV 70	D	TDZE 69
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<div>Remain within 10 NM</div> <div><div>2500</div><div>246°</div><div>066°</div><div>2500</div></div>		<div>LSU VORTAC</div> <div><div>3.00°</div><div>TCH 55</div></div>	<div><div>PAYIN</div><div>LSU 5</div><div>RADAR</div></div> <div><div>LSU 5.8</div><div>LSU 7.5</div></div> <div><div>*860</div><div>5 NM</div><div>0.8</div><div>1.6</div></div>	<div><div>2500</div><div>↑</div><div>LSU R-060</div></div> <div>AROLL INT</div>
<div>*960 when using Hammond altimeter setting.</div>				
CATEGORY	A	B	C	D
S-4L	860-1 791 (800-1)	860-1¼ 791 (800-1¼)	860-2½	791 (800-2½)
<div>CIRCLING</div>	860-1 790 (800-1)	860-1¼ 790 (800-1¼)	860-2½	790 (800-2½)
PAYIN FIX MINIMUMS				
S-4L	640-1	571 (600-1)	640-1½	571 (600-1½)
<div>CIRCLING</div>	640-1 570 (600-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

BATON ROUGE, LOUISIANA

Amdt 18A 15OCT15

BATON ROUGE METRO, RYAN FLD (BTR)

30°32'N-91°09'W

VOR RWY 4L

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-HSA <u>110.35</u>	APP CRS 182°	Rwy Idg 8498 TDZE 23 Apt Elev 23
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ILS Z or LOC Z RWY 18
STENNIS INTL (HSA)

STENNIS INTL (HSA)

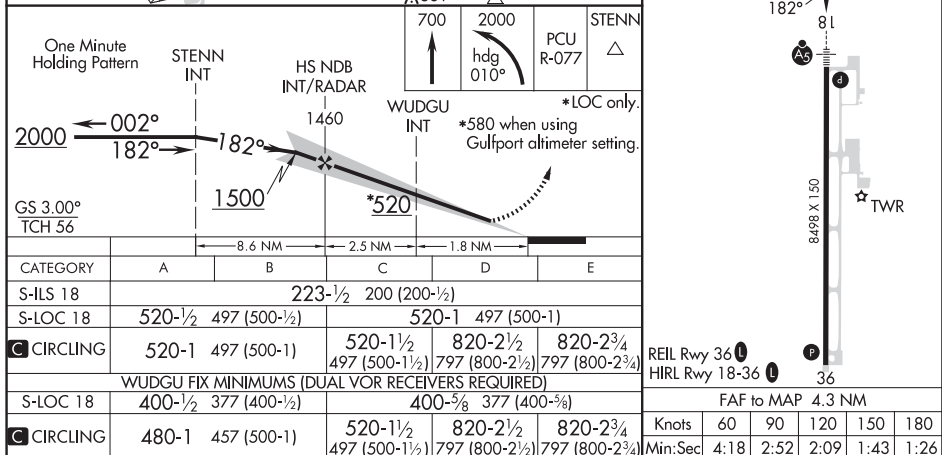
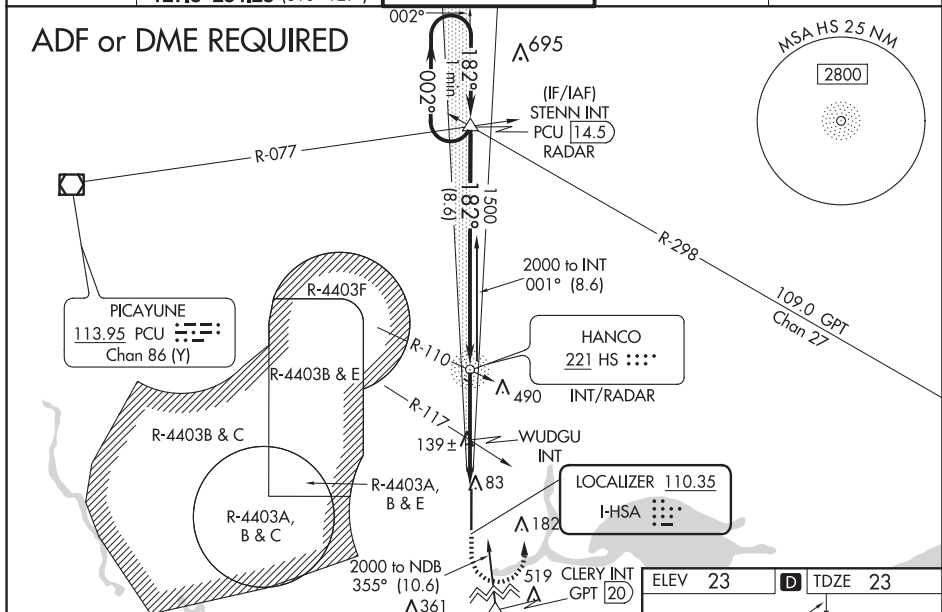
A Circling NA for Cat E W of Rwy 18-36. ADF or DME required. When local altimeter setting not received, use Gulfport altimeter setting; increase SDA to 270 feet; increase all MDA 60 feet and S-LOC 18 Cats C/D/E visibility $\frac{1}{8}$ mile, Circling Cat C visibility $\frac{1}{8}$ mile and Cats D/E visibility $\frac{1}{4}$ mile. WUDGU FIX minimums: increase S-LOC 18 Cats C/D/E visibility $\frac{1}{4}$ mile, and Circling Cats D/E $\frac{1}{4}$ mile. For inop MALSR, increase S-ILS 18 Cat E visibility $\frac{1}{4}$ mile, and S-LOC 18 Cats C/D/E visibility to 1 mile. WUDGU FIX minimums: increase S-LOC 18 Cats C/D/E visibility to 1 mile. For inop MALSR when using Gulfport altimeter setting, increase S-ILS 18 Cat E visibility to $\frac{1}{4}$ mile and S-LOC Cat E visibility to $\frac{1}{8}$ mile. WUDGU FIX minimums: increase S-LOC 18 Cat E visibility to $\frac{1}{4}$ mile.

MALS®

MISSED APPROACH:
Climb to 700 then
climbing left turn to
2000 on heading
010° and on PCU
VOR/DME R-077 to
STENN INT and hold.

AWOS-3PT 118.375	GULFPORT APP CON★ 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	STENNIS TOWER★ 127.15 (CTAF) 0 229.4	GND CON 121.725 229.4	UNICOM 122.95
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ADF or DME REQUIRED



BAY ST. LOUIS, MISSISSIPPI

AL-5860 (FAA)

23222

WAAS CH 58224 W18A	APP CRS 182°	Rwy Idg TDZE 23 Apt Elev 23	8498
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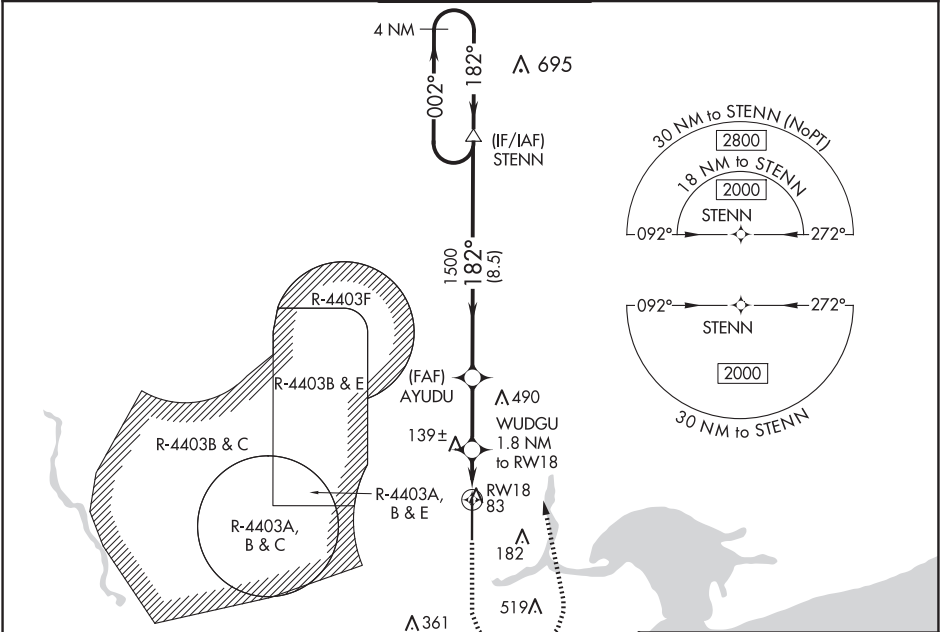
RNAV (GPS) RWY 18
STENNIS INTL (HSA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA for Cat E west of Rwy 18-36. Baro-VNAV and VDP NA when using Gulfport altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gulfport altimeter setting: increase LPV DA to 247 feet; increase LNAV/VNAV DA to 373 feet; increase all MDA 60 feet and LNAV Cats C/D/E visibility 1/8 mile, and Circling Cats D/E visibility 1/4 mile. For inop MALS, increase LNAV Cats C/D/E visibility to 1 mile. For inop MALS when using Gulfport altimeter setting, increase LNAV Cat E visibility to 1 1/4 mile.



MISSED APPROACH:
Climb to 1400, then
climbing left turn to
2000 direct STENN
and hold.

AWOS-3PT 118.375	GULFPORT APP CON* 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	STENNIS TOWER* 127.15 (CTAF) 0 229.4	GND CON 121.725 229.4	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).		ELEV 23		D TDZE 23	
4 NM Holding Pattern		1400		2000	
STENN		AYUDU		WUDGU	
1500		1.8 NM to RW18		1 NM to RW18*	
GP 3.00° TCH 56		*640		RW18	
8.5 NM		2.7 NM		0.8 NM	
1 NM		1 NM		1 NM	
CATEGORY	A	B	C	D	E
LPV DA	223-1/2 200 (200-1/2)				
LNAV/VNAV DA	326-1/2 303 (400-1/2)				
LNAV MDA	400-1/2	377 (400-1/2)	400-5/8	377 (400-5/8)	
CIRCLING	480-1	457 (500-1)	520-1 1/2 497 (500-1 1/2)	820-2 1/2 797 (800-2 1/2)	820-2 3/4 797 (800-2 3/4)
REIL Rwy 36 1 HIRL Rwy 18-36 1					

BAY ST. LOUIS, MISSISSIPPI
Amdt 2 26MAY16

30°22'N-89°27'W

STENNIS INTL (HSA)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

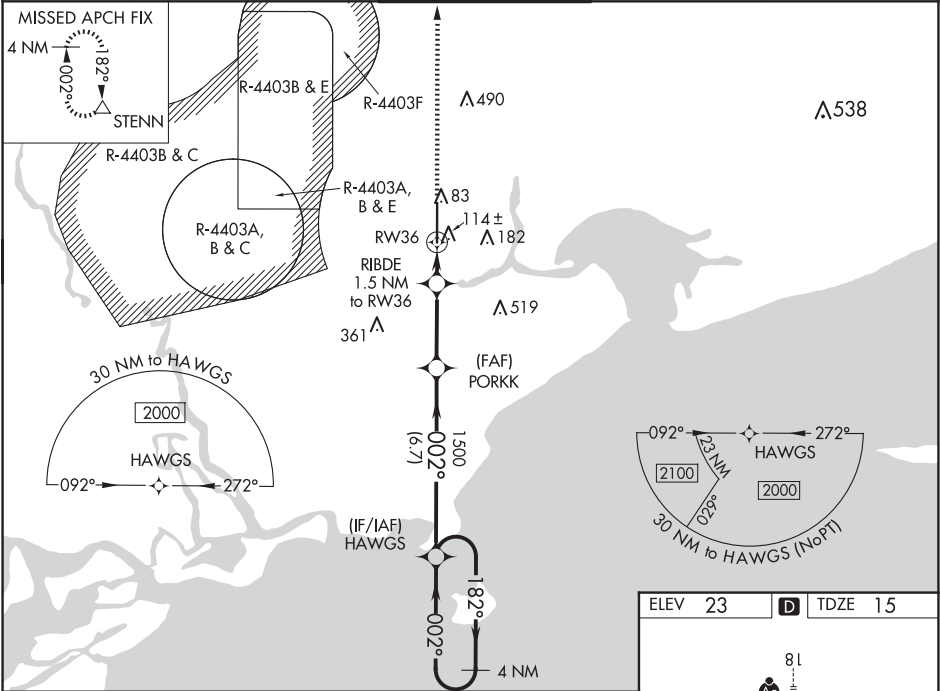
WAAS CH 63109 W36A	APP CRS 002°	Rwy Idg 8498 TDZE 15 Apt Elev 23
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RNAV (GPS) RWY 36
STENNIS INTL (HSA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA for Cat E West of Rwy 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Gulfport altimeter setting. When local altimeter setting not received, use Gulfport altimeter setting and increase LPV DA to 332 feet and LNAV/VNAV DA to 344 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ⅓ mile and LNAV Cats C/D/E and Circling Cats D/E visibility ¼ mile.

MISSED APPROACH: Climb to 2000
direct STENN and hold.

AWOS-3PT 118.375	GULFPORT APP CON★ 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	STENNIS TOWER★ 127.15 (CTAF) 0 229.4	GND CON 121.725 229.4	UNICOM 122.95
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2000 STENN

*LNAV only.

RW36

RIBDE 1.5 NM to 1500

PORKK

HAWGS

4 NM Holding Pattern

182°

002°

2000

GP 3.00°

TCH 55

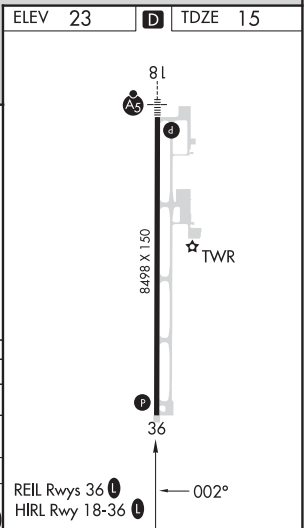
*540

1500

1 NM 0.5 NM 3 NM 6.7 NM

A B C D E

LPV	DA	285-7/8	270 (300-7/8)		
LNAV/VNAV	DA	297-7/8	282 (300-7/8)		
LNAV	MDA	380-1	365 (400-1)		
CIRCLING		480-1 457 (500-1)	520-1½ 497 (500-1½)	820-2½ 797 (800-2½)	820-2¾ 797 (800-2¾)



BAY ST. LOUIS, MISSISSIPPI

AL-5860 (FAA)

23222

NDB HS	APP CRS	Rwy Idg	8498
221	181°	TDZE	23
		Apt Elev	23

NDB RWY 18

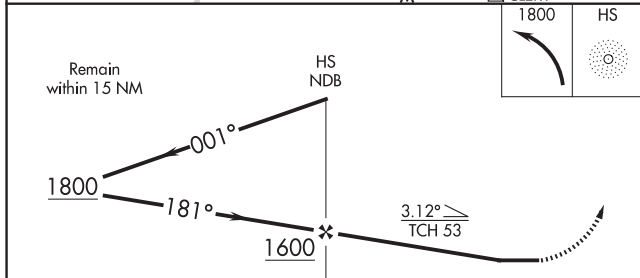
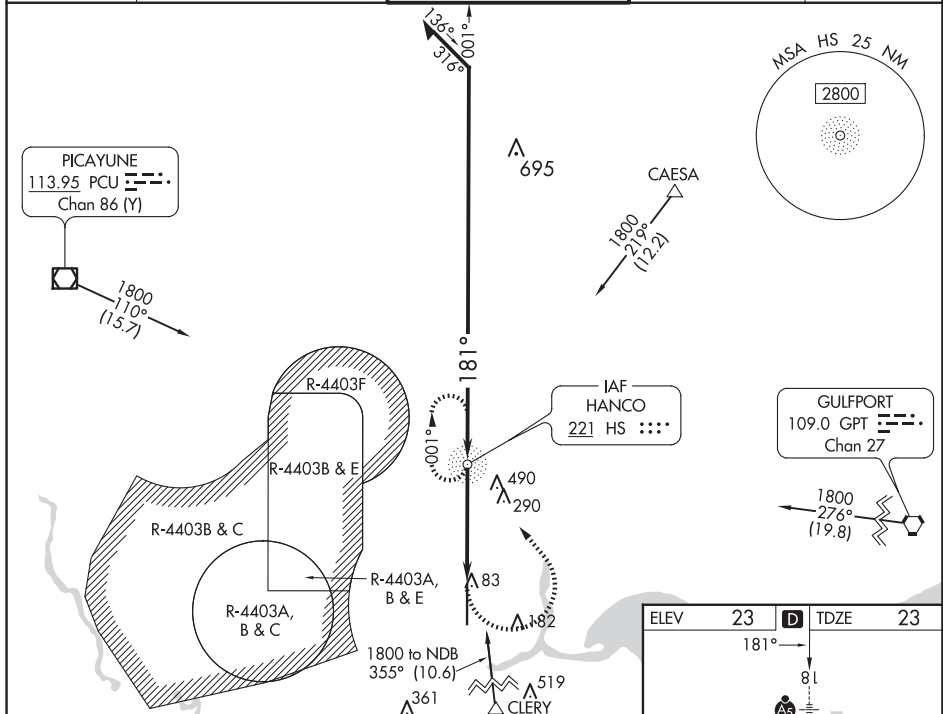
STENNIS INTL (HSA)

Procedure NA when R4403B and R4403E are active. Circling NA for Cat E west of Rwy 18-36.
⚠ When local altimeter setting not received use Gulfport altimeter setting and increase all MDAs 60 feet and increase S-18 Cat C/D/E and Circling Cat C visibility ½ SM and Circling Cat D/E visibility ¼ SM. For inop ALS, increase S-18 Cat A/B visibility to 1 SM, and Cat C/D/E visibility to 1½ SM. For inop ALS when using Gulfport altimeter setting, increase Cat C/D/E visibility to 1¾ SM.

MALSRL

MISSED APPROACH:
Climbing left turn to 1800 direct HS NDB and hold.

AWOS-3PT	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	127.15 (CTAF) 0 229.4	121.725 229.4	122.95



ELEV	23	<div>D</div>	TDZE	23	
<div><div>181°</div><div>81</div><div>AS</div><div>8498 X 150</div><div>TWR</div><div>REIL Rwy 36</div><div>HIRL Rwy 18-36</div><div>36</div></div>					
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D	E
S-18	600-¾	577 (600-¾)	600-1¼	577 (600-1¼)	
CIRCLING	600-1	577 (600-1)	600-1⅝ 577 (600-1⅝)	820-2½ 797 (800-2½)	820-2¾ 797 (800-2¾)

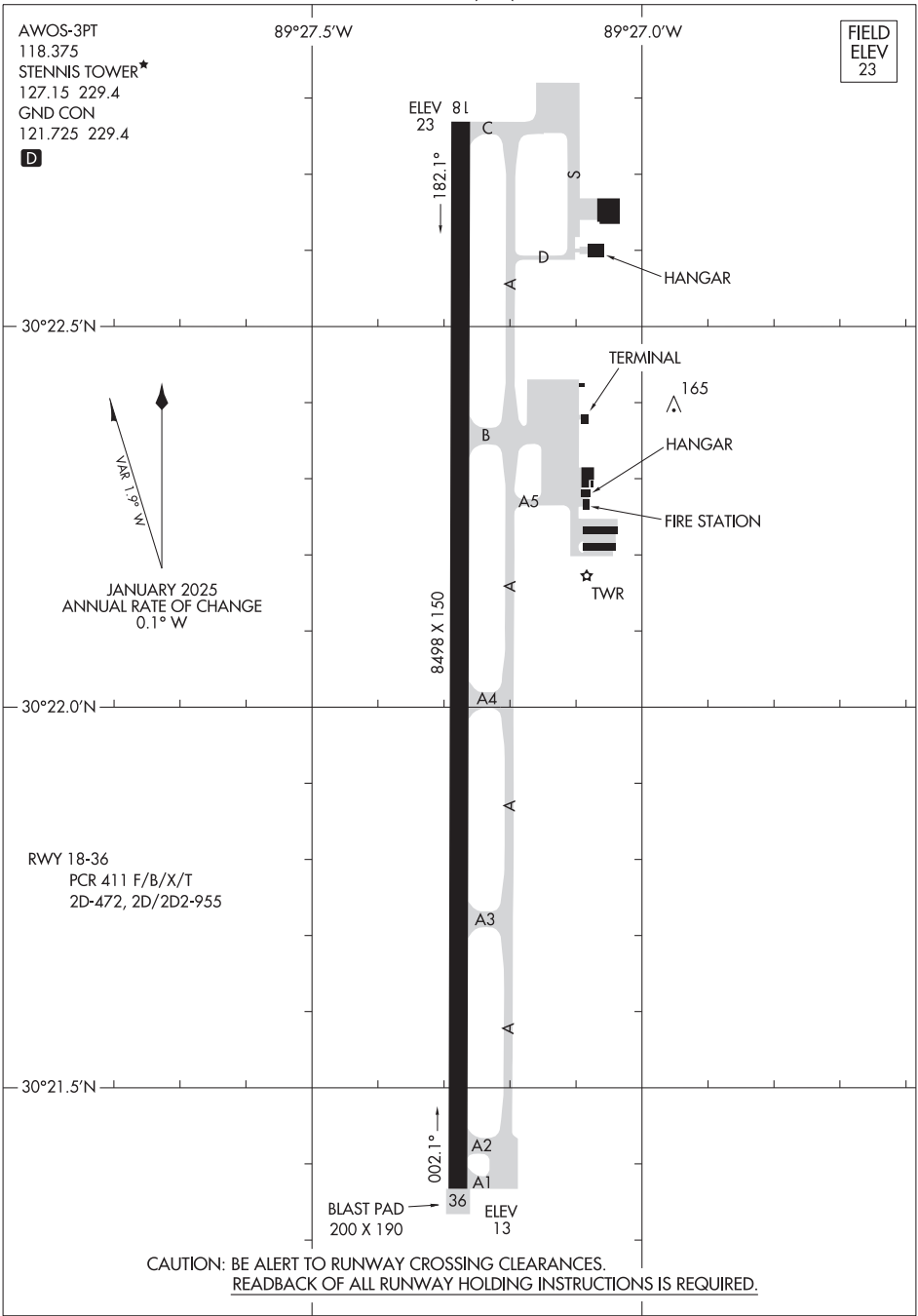
BAY ST. LOUIS, MISSISSIPPI
Amtd 2B 20JUN19

30°22'N-89°27'W

STENNIS INTL (HSA)
NDB RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025


BOGALUSA, LOUISIANA

AL-6397 (FAA)

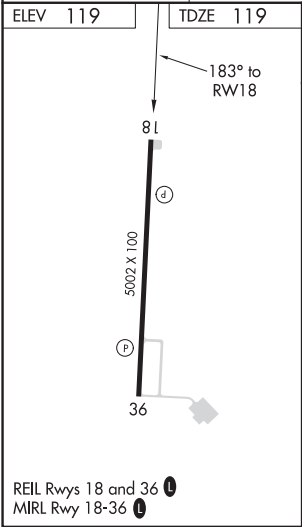
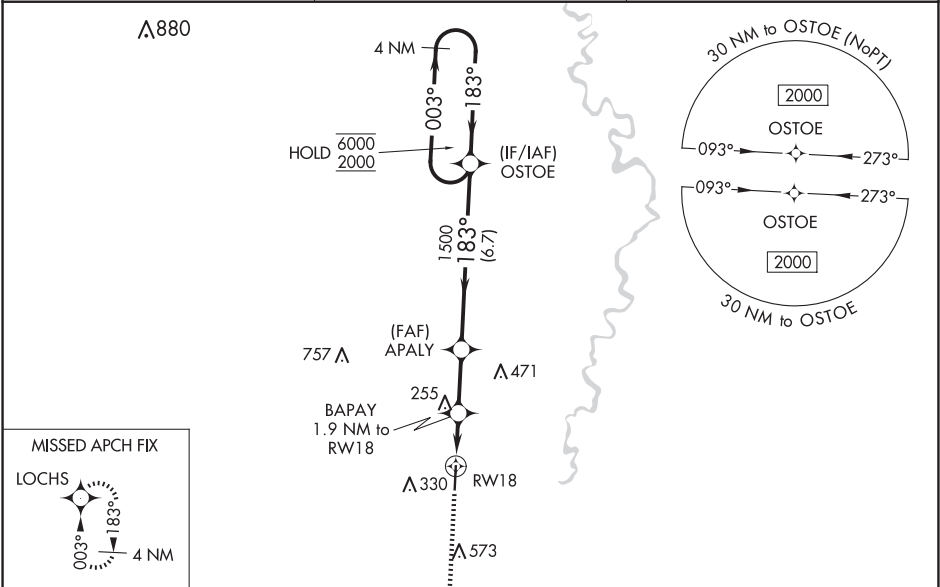
21196

WAAS CH 72613 W18A	APP CRS 183°	Rwy Idg TDZE 119 Apt Elev 119
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RNAV (GPS) RWY 18
GEORGE R CARR MEML AIR FLD (BXA)

RNP APCH.  For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.	MISSED APPROACH: Climb to 2000 direct LOCHS and hold.
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AWOS-3PT 118.025	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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2000 ↑ LOCHS ☼		<p>*LNAV only.</p> <p>BAPAY 1.9 NM to RW18</p> <p>APALY 1500</p> <p>OSTOE</p> <p>003° → 6000 ← 183° 2000</p> <p>GP 3.00° TCH 50</p>			
CATEGORY	A	B	C	D	
LPV DA	387-1		268 (300-1)		NA
LNAV/VNAV DA	554-1 3/8		435 (500-1 3/8)		NA
LNAV MDA	520-1 401 (500-1)		520-1 1/8 401 (500-1 1/8)		NA
CIRCLING	620-1 501 (600-1)		720-1 601 (700-1)		880-2 1/4 761 (800-2 1/4) NA

BOGALUSA, LOUISIANA
Amdt 1D 15JUL21

30°49'N-89°52'W

GEORGE R CARR MEML AIR FLD (BXA)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

BOGALUSA, LOUISIANA

AL-6397 (FAA)

21224

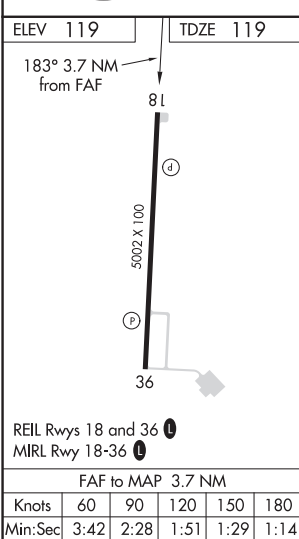
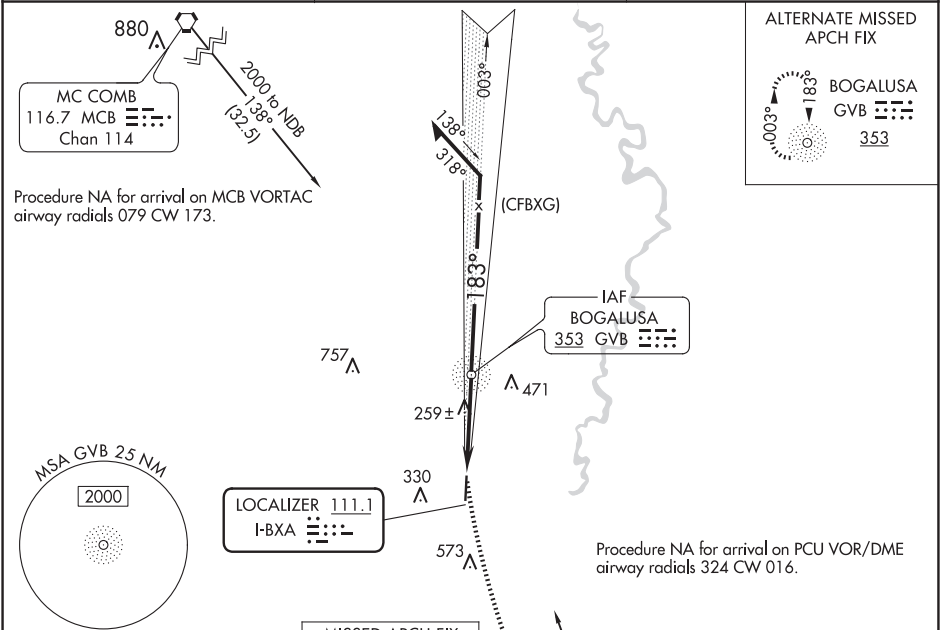
LOC I-BXA 111.1	APP CRS 183°	Rwy Idg TDZE 119 Apt Elev 119
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LOC RWY 18

GEORGE R CARR MEML AIR FLD (BXA)

ADF required ▼ ▲	MISSED APPROACH: Climbing left turn to 2000 direct PCU VOR/DME and hold.
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AWOS-3PT 118.025	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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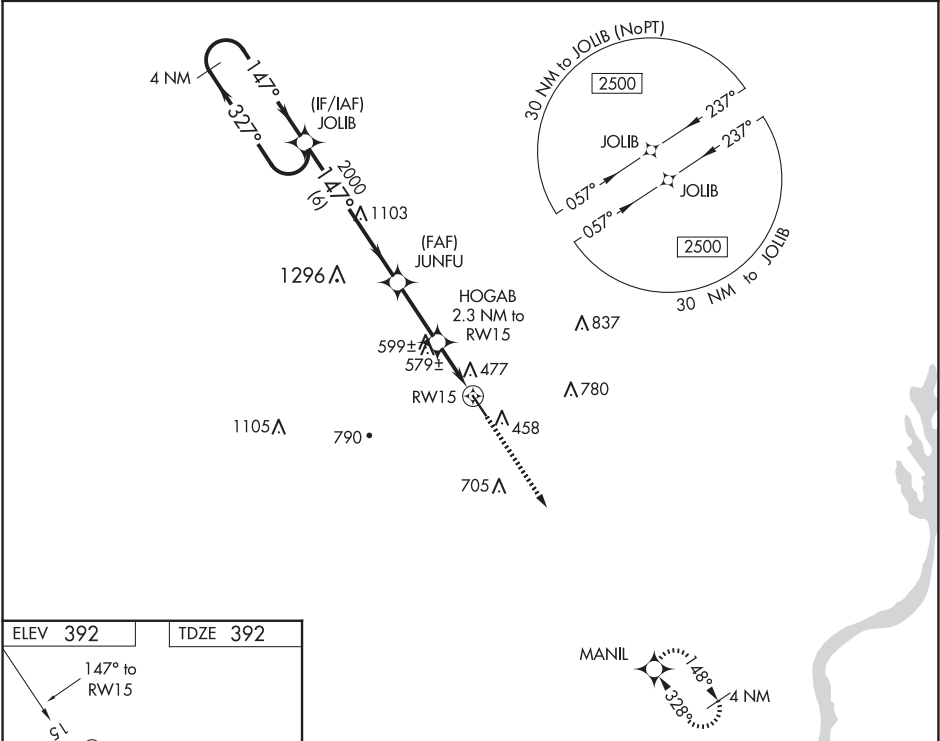
MISSED APCH FIX				
PICAYUNE PCU 113.95 Chan 86 (Y)				
2000 PCU		PICAYUNE 113.95 PCU Chan 86 (Y)		
2000	PCU	GVN NDB		
		Remain within 10 NM		
		003° 2000 183° 1500		
		VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 50).		
CATEGORY		A	B	C
S-18		520-1	401 (500-1)	520-1 ¹ / ₈ 401 (500-1 ¹ / ₈)
CIRCLING		620-1 501 (600-1)	720-1 601 (700-1)	880-2 ¹ / ₄ 761 (800-2 ¹ / ₄)

WAAS CH 49234 W15A	APP CRS 147°	Rwy Idg TDZE Apt Elev	5003 392 392
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RNAV (GPS) RWY 15

BOONEVILLE/BALDWIN (8M1)

RNP APCH. Baro-VNAV NA. Use Corinth altimeter setting, when not received use Tupelo altimeter setting and increase all DA 4 feet, and all MDA 20 feet. Rwy 15 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 2500 direct MANIL and hold.
CRX AWOS-3PT 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 0



ELEV 392	TDZE 392
MIRL Rwy 15-33 0 REIL Rwy 15 and 33	
VGSIs and RNAV glidepath not coincident (VGSIs Angle 3.00/TCH 40).	
4 NM Holding Pattern JOLIB 2500 327° 147° GP 3.00° TCH 55 JUNFU 2000 HOGAB 2.3 NM to RW15 *1160 RW15 *LNNAV only.	
6 NM 2.6 NM 2.3 NM	
CATEGORY	A B C D
LPV DA	777-1¼ 385 (400-1¼)
LNNAV/VNAV DA	842-1½ 450 (500-1½)
LNNAV MDA	880-1 488 (500-1) 880-1¾ 488 (500-1¾)

BOONEVILLE/BALDWIN, MISSISSIPPI

AL-6948 (FAA)

19283

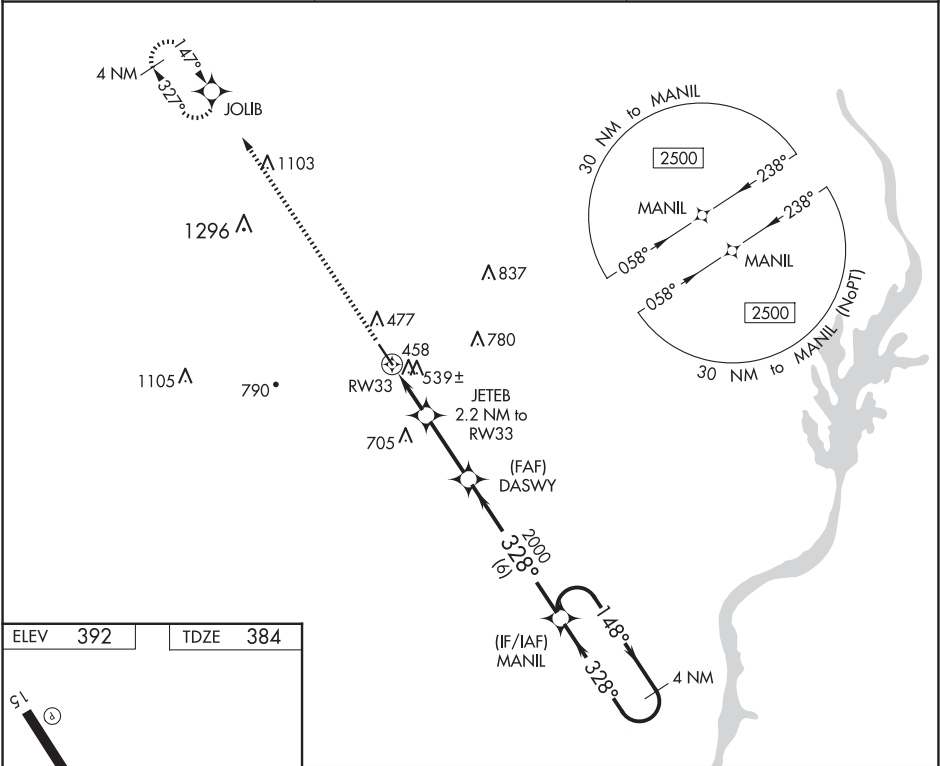
WAAS CH 87134 W33A	APP CRS 328°	Rwy Idg TDZE Apt Elev	5003 384 392
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RNAV (GPS) RWY 33

BOONEVILLE/BALDWIN (8M1)

RNP APCH.	Baro-VNAV NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting. Rwy 33 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2500 direct JOLIB and hold.
▼ ▲ NA		

CRX AWOS-3PT 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 0
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ELEV 392	TDZE 384
<p>500x75 0.3% UP 328° to RW33</p>	
2500 JOLIB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).
*LNAV only.	MANIL 4 NM Holding Pattern
JETEB 2.2 NM to RW33	DASWY 2000
1120*	2000
2.2 NM	2.8 NM
6 NM	
CATEGORY	A B C D
LPV DA	688-1 304 (300-1)
LNAV/VNAV DA	783-1 399 (400-1)
LNAV MDA	860-1 476 (500-1) 860-1 476 (500-1)

BOONEVILLE/BALDWIN, MISSISSIPPI
Amdt 1B 15AUG19

34°36'N-88°39'W

BOONEVILLE/BALDWIN (8M1)

RNAV (GPS) RWY 33

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS
229°

Rwy Idg
TDZE
488

Apt Elev
492

RNAV (GPS) RWY 23

BROOKHAVEN-LINCOLN COUNTY (1R7)

RNP APCH - GPS.

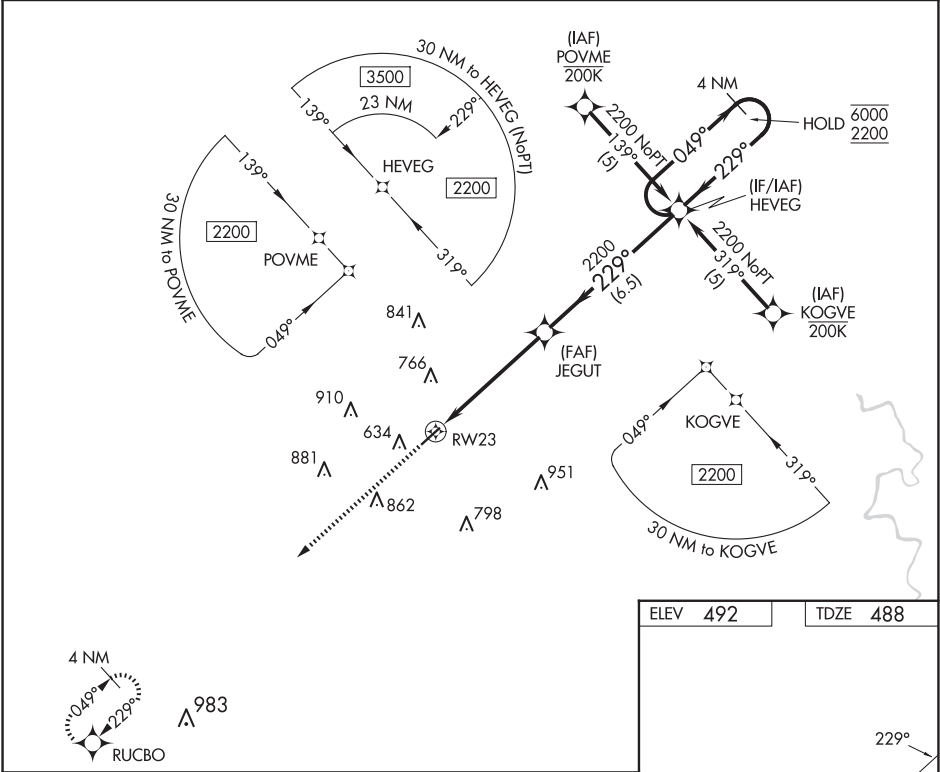
▼

▲

Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet; increase LNAV Cat C and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct RUCBO and hold.

AWOS-3T 118.125	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
---------------------------	--------------------------------------	---------------------------------



2000

RUCBO

↑

✦

JEGUT

HEVEG

4 NM Holding Pattern

RW23

2200

229°

049°

6000

2200

5.3 NM

6.5 NM

CATEGORY	A	B	C	D
LNAV MDA	900-1	412 (500-1)	900-1½ 412 (500-1½)	NA
CIRCLING	940-1 448 (500-1)	1080-1 588 (600-1)	1220-2 728 (800-2)	NA

MIRL Rwy 5-23 0

BUNKIE, LOUISIANA

AL-6010 (FAA)

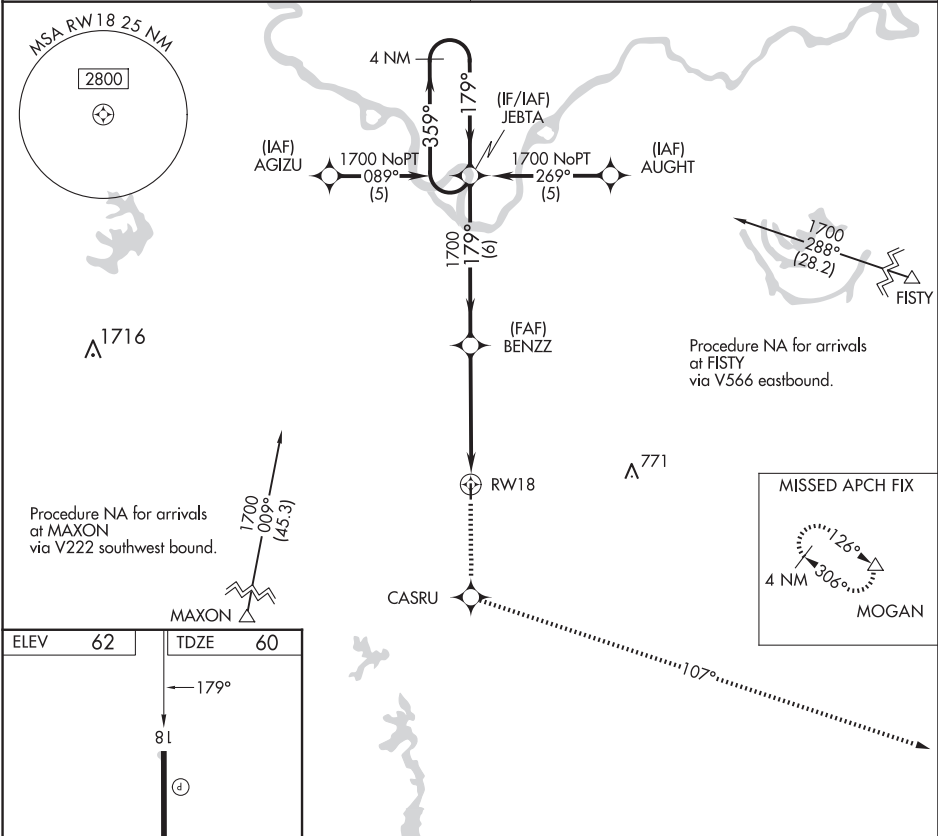
23054

APP CRS	Rwy Idg	3005
179°	TDZE	60
	Apt Elev	62

RNAV (GPS) RWY 18

BUNKIE MUNI (2R6)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct CASRU and via 107° track to MOGAN and hold.
Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.	
POLK APP CON 125.4 302.2	CTAF 122.9



ELEV 62	TDZE 60
179°	
81	
3005 X 75	
36	

2000	CASRU	107° tr	MOGAN	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).
CATEGORY	A	B	C	D
LNAV MDA	600-1	540 (600-1)	NA	

BUNKIE, LOUISIANA
Orig-A 18JUL19

30°57'N-92°14'W

RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

BUNKIE, LOUISIANA

AL-6010 (FAA)

23054

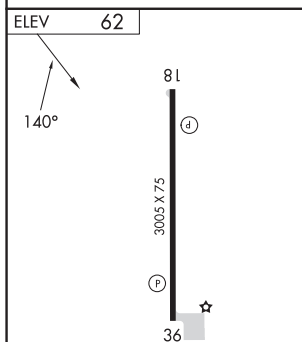
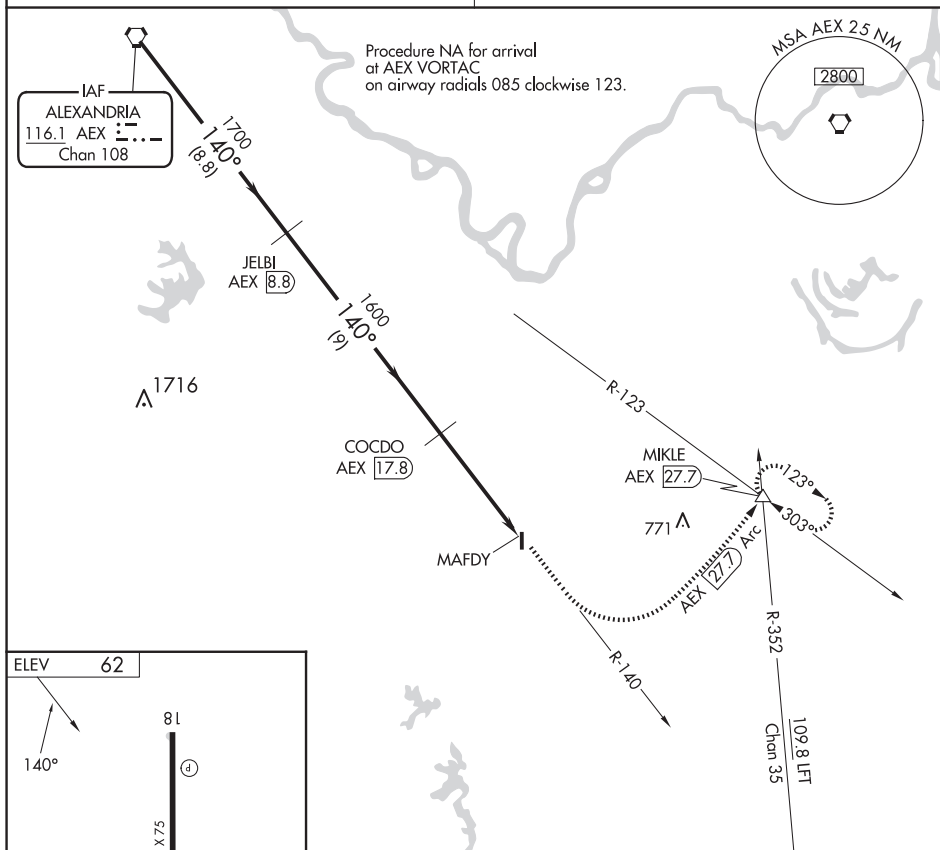
VORTAC AEX 116.1 Chan 108	APP CRS 140°	Rwy Idg TDZE Apt Elev 62	N/A N/A 62
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VOR/DME-A
BUNKIE MUNI (2R6)

NA Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.	MISSED APPROACH: Climb to 3000 via AEX R-140 and AEX 27.7 DME Arc to MIKLE Int/AEX 27.7 DME and hold.
---	--

POLK APP CON
125.4 302.2

CTAF
122.9



REIL Rwy 18 and 36
MIRL Rwy 18-36

	AEX VORTAC	JELBI AEX (8.8)	COCDO AEX (17.8)	MAFDY AEX (22.4)	MIKLE AEX (27.7) Arc
	2000	1700	1600		
	Procedure Turn NA				
	8.8 NM	9 NM	4.6 NM		
CATEGORY	A	B	C	D	
CIRCLING	880-1 818 (900-1)	880-1¼ 818 (900-1¼)		NA	

BUNKIE, LOUISIANA
Amdt 6 07MAY09

30°57'N-92°14'W

BUNKIE MUNI (2R6)
VOR/DME-A

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **72619**
W18A

APP CRS
183°

Rwy Idg **5404**
TDZE **173**
Apt Elev **173**

RNAV (GPS) RWY 18
FLETCHER FLD (CKM)

RNP APCH-GPS.

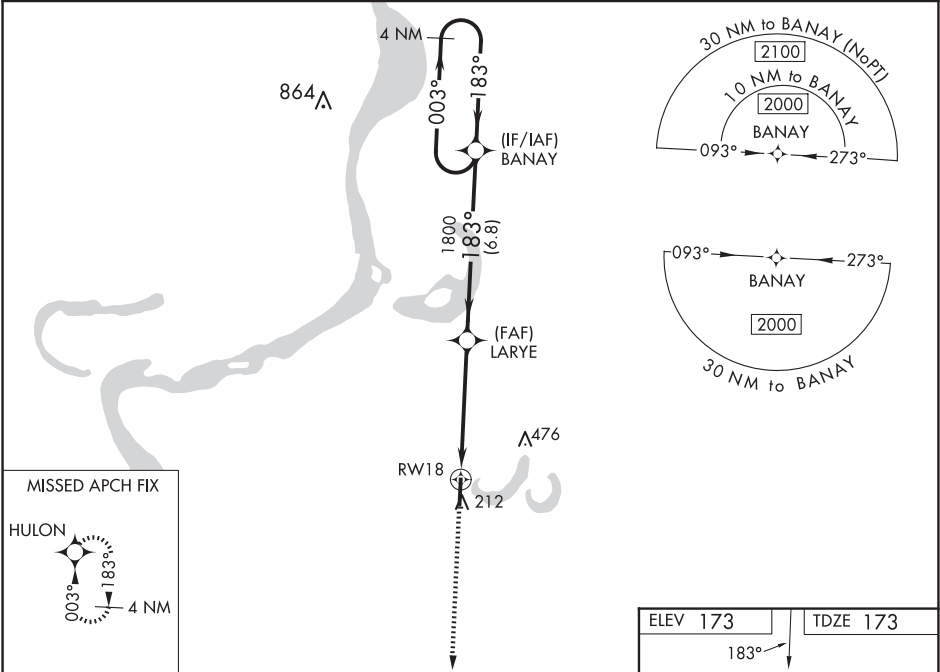
▼

⚠

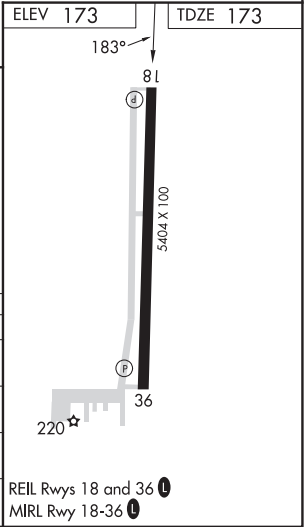
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Tunica altimeter setting. When local altimeter setting not received, use Tunica altimeter setting: increase LPV DA to 483 feet, LNAV/VNAV DA to 647 feet and all MDA 60 feet; increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, and LNAV Cat C/D visibility ½ SM. Circling Rwy 36 NA at night.

MISSED APPROACH:
Climb to 2000 direct
HULON and hold.

AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) 0
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2000 ↑ HULON		4 NM Holding Pattern			
RWY 18		1.4 NM to RWY 18	LARYE 1800	BANAY	003° → 2000 ← 183°
		1.4 NM	3.6 NM	6.8 NM	GP 3.00° TCH 40
CATEGORY		A	B	C	D
LPV DA		423-7⁄8		250 (300-7⁄8)	
LNAV/VNAV DA		587-13⁄8		414 (500-13⁄8)	
LNAV MDA		640-1	467 (500-1)	640-13⁄8	467 (500-13⁄8)
CIRCLING		740-1	567 (600-1)	780-13⁄4 607 (700-13⁄4)	780-2 607 (700-2)



CLARKSDALE, MISSISSIPPI

AL-5734 (FAA)

24193

WAAS CH 40120 W36A	APP CRS 003°	Rwy Idg 5404 TDZE 173 Apt Elev 173
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RNAV (GPS) RWY 36

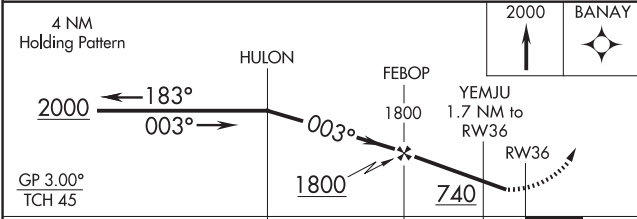
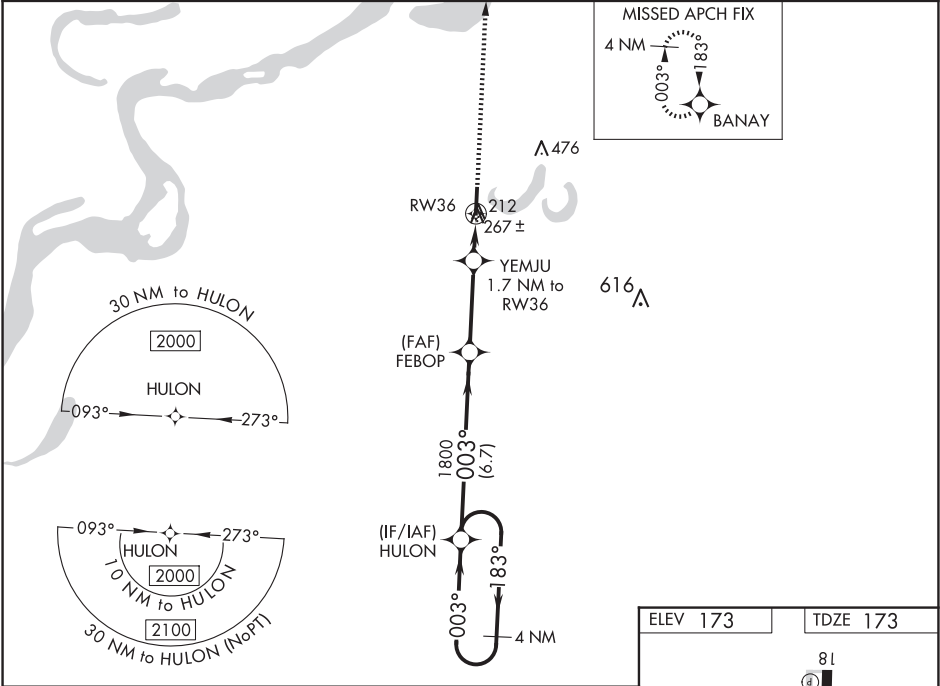
FLETCHER FLD (CKM)

RNP APCH-GPS.

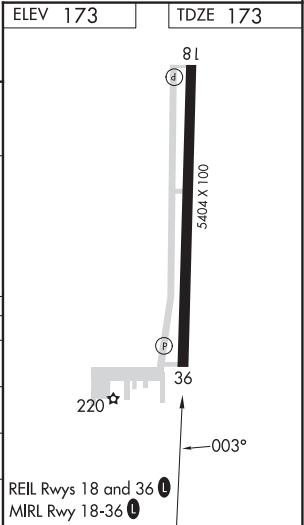
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Tunica altimeter setting: increase LPV DA to 537 feet, LNAV/VNAV DA to 508 feet and all MDA 60 feet; increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ⅓ SM, and LNAV Cat C/D visibility ⅓ SM. Baro-VNAV NA with Tunica altimeter setting. Straight-in/Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 2000 direct BANAY and hold.

AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		477-1	304 (400-1)	
LNAV/VNAV DA		448-1	275 (300-1)	
LNAV MDA		520-1	347 (400-1)	
CIRCLING	740-1	567 (600-1)	780-1¾ 607 (700-1¾)	780-2 607 (700-2)



CLARKSDALE, MISSISSIPPI
Amdt 2A 11JUL24

34°18'N-90°31'W

FLETCHER FLD (CKM)

RNAV (GPS) RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58322 W18A	APP CRS 178°	Rwy ldg TDZE Apt Elev	5005 140 140
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RNAV (GPS) RWY 18

CLEVELAND MUNI (RNV)

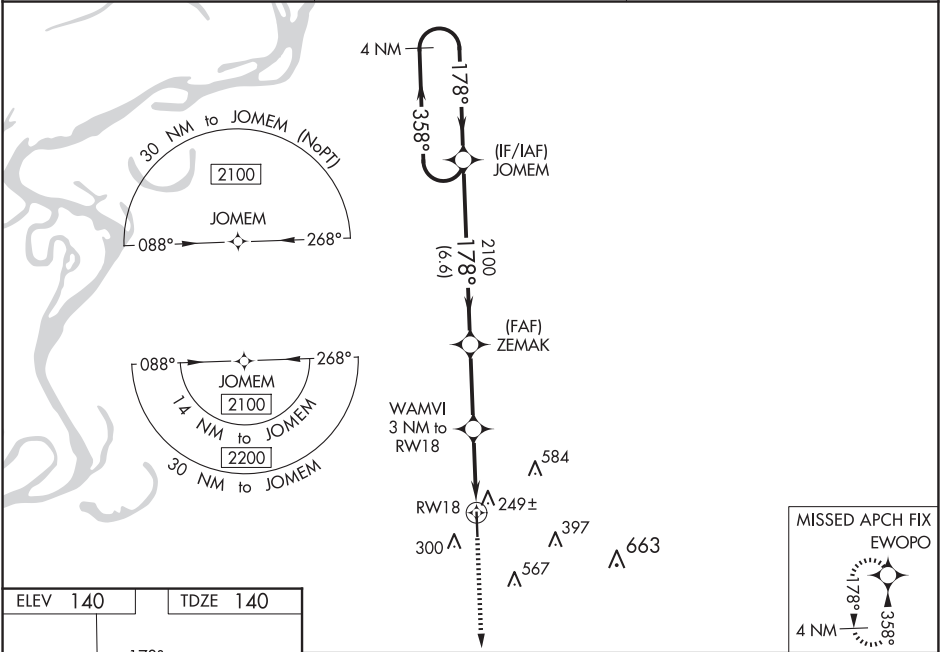
⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ½ mile, increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Greenville altimeter setting. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2100 direct
EWOP and hold.

AWOS-3PT 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) ①
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ELEV 140

TDZE 140

178°

81

5005 X 75

36

MIRL Rwy 18-36 ①

REIL Rwys 18 and 36 ①

4 NM Holding Pattern		JOMEM	ZEMAK	WAMVI	RW18	
2100 ← 358°		178° →	2100	*1120	*1 NM to RW18	
GP 3.00°		TCH 42	6.6 NM	3 NM	2 NM	1 NM
CATEGORY	A	B	C	D		
LPV DA	390-7⅘		250 (300-7⅘)			
LNAV/VNAV DA	549-1⅜		409 (500-1⅜)			
LNAV MDA	500-1		360 (400-1)			
Ⓢ CIRCLING	600-1	460 (500-1)	900-2¼ 760 (800-2¼)		900-2½ 760 (800-2½)	

CLEVELAND, MISSISSIPPI

AL-5921 (FAA)

23278

WAAS CH 86823 W36A	APP CRS 358°	Rwy Idg TDZE 140 Apt Elev 140
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RNAV (GPS) RWY 36

CLEVELAND MUNI (RNV)

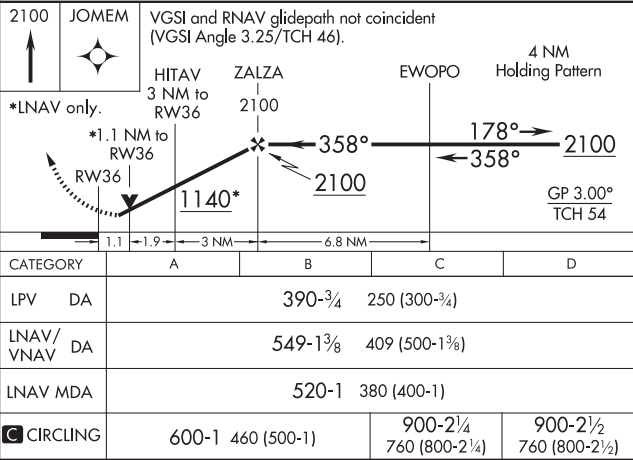
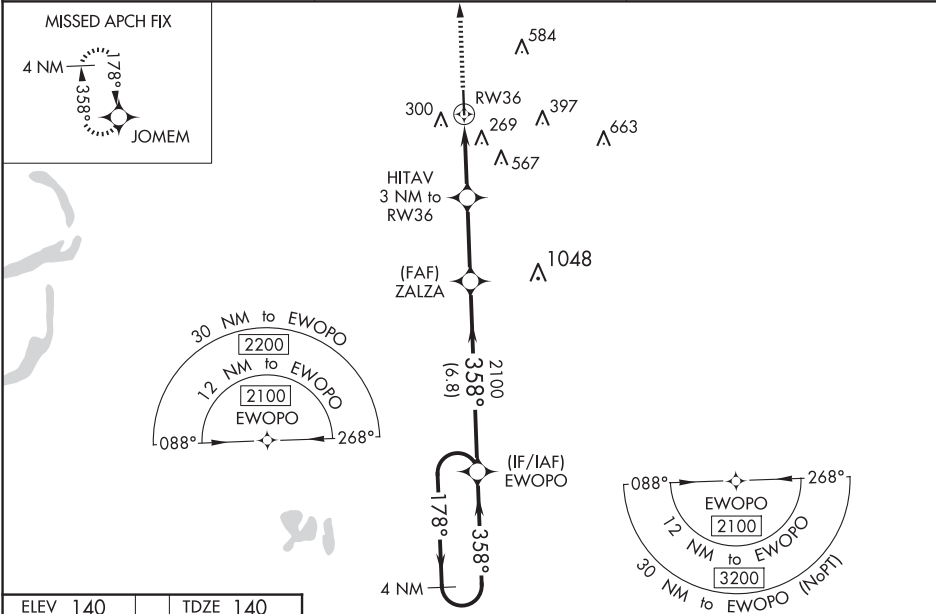
⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greenville altimeter setting. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ¼ mile, and LNAV/VNAV all Cats visibility ⅓ mile. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2100 direct JOMEM and hold.

AWOS-3PT 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) 0
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SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

VOR/DME GLH 114.25 Chan 89 (Y)	APP CRS 035°	Rwy Idg TDZE Apt Elev 140	N/A N/A 140
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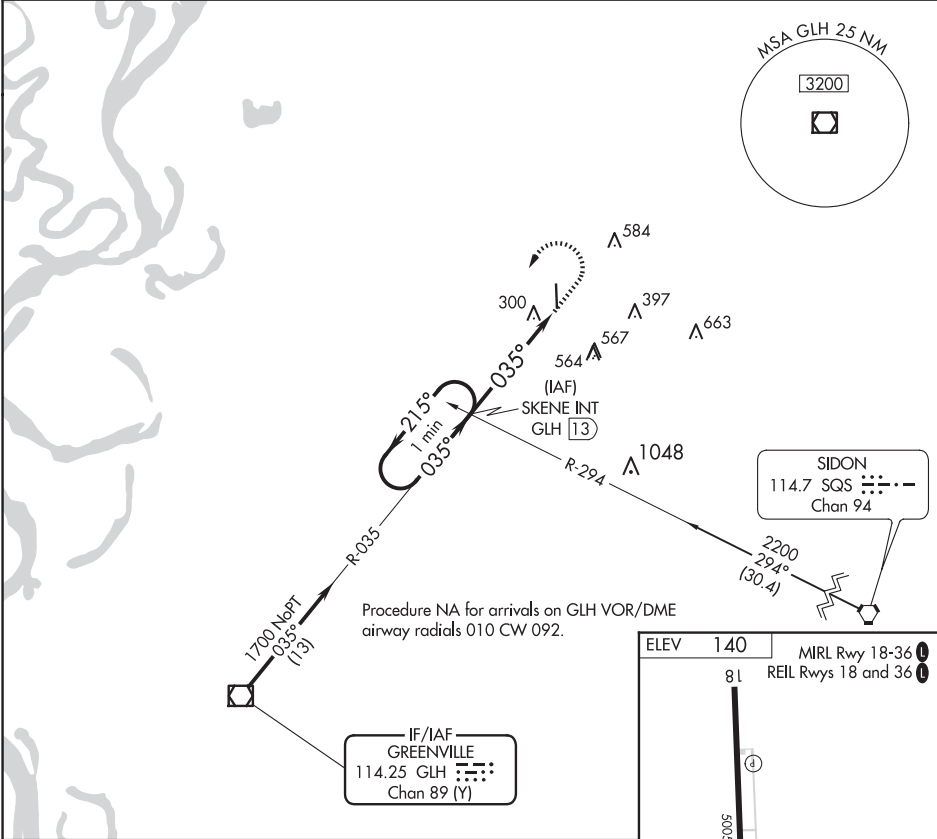
VOR-A

CLEVELAND MUNI (RNV)

When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 on GLH VOR/DME R-035 to SKENE INT/GLH 13 DME and hold.

AWOS-3PT 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) 0
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One Minute Holding Pattern

SKENE INT GLH 13

1000 1700

GLH R-035

SKENE INT GLH 13

1700 215° 035°

GLH 17.9

4.9 NM

CATEGORY	A	B	C	D
CIRCLING	880-1	740 (800-1)	900-2¼ 760 (800-2¼)	900-2½ 760 (800-2½)

ELEV 140

MIRL Rwy 18-36

REIL Rwys 18 and 36

81

5005 X 75

36

035°

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

COLUMBIA, MISSISSIPPI

AL-6418 (FAA)

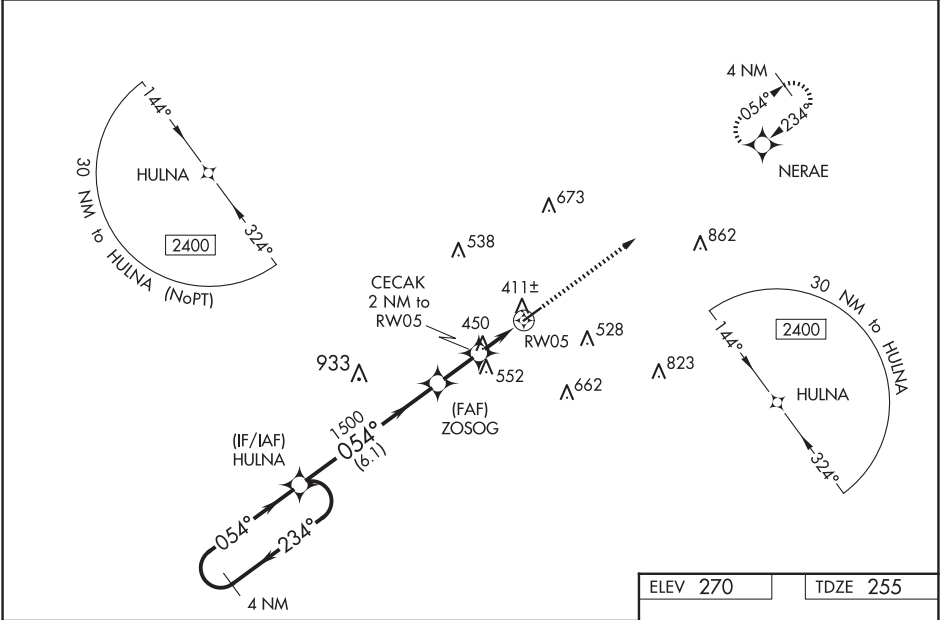
23278

WAAS CH 81836 W05A	APP CRS 054°	Rwy Idg TDZE 255 Apt Elev 270
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RNAV (GPS) RWY 5

COLUMBIA/MARION COUNTY (ØRØ)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2400 direct NERAE and hold.
▼ ▲NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Hattiesburgh/Laurel Rgnl altimeter setting and increase all DA 66 feet and all MDA 80 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats and Circling Cat C visibilities ¼ mile, increase Circling Cat D visibility ½ mile, increase LNAV Cat C and D visibility ¾ mile. VDP and Baro-VNAV NA when using Hattiesburgh/Laurel Rgnl altimeter setting. Rwy 5 helicopter visibility reduction below ¾ SM NA.		
AWOS-3PT 120.675	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern		2400 NERAE	
2400 ← 234°		054° →	
GP 3.00° TCH 40		*1500 only.	
HULNA		ZOSOG	
1500		1500	
6.1 NM		1.8 NM	
0.5 NM		1.5 NM	
RW05		RW05	
CATEGORY		ELEV 270 TDZE 255	
LPV DA		505-7½ 250 (300-7½)	
LNAV/VNAV DA		743-1½ 488 (500-1½)	
LNAV MDA		760-1 505 (500-1) 760-1¾ 505 (500-1½)	
CIRCLING		760-1 820-1 920-1¾ 1000-2¼ 490 (500-1) 550 (600-1) 650 (700-1¾) 730 (800-2¼)	
REIL Rwy 5 and 23Ø		MIRL Rwy 5-23Ø	

COLUMBIA, MISSISSIPPI
Orig-B 08SEP22

31°18'N-89°49'W

COLUMBIA/MARION COUNTY (ØRØ)
RNAV (GPS) RWY 5

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 56236 W23A	APP CRS 234°	Rwy Idg TDZE Apt Elev	5500 270 270
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RNAV (GPS) RWY 23
COLUMBIA/MARION COUNTY (OR)

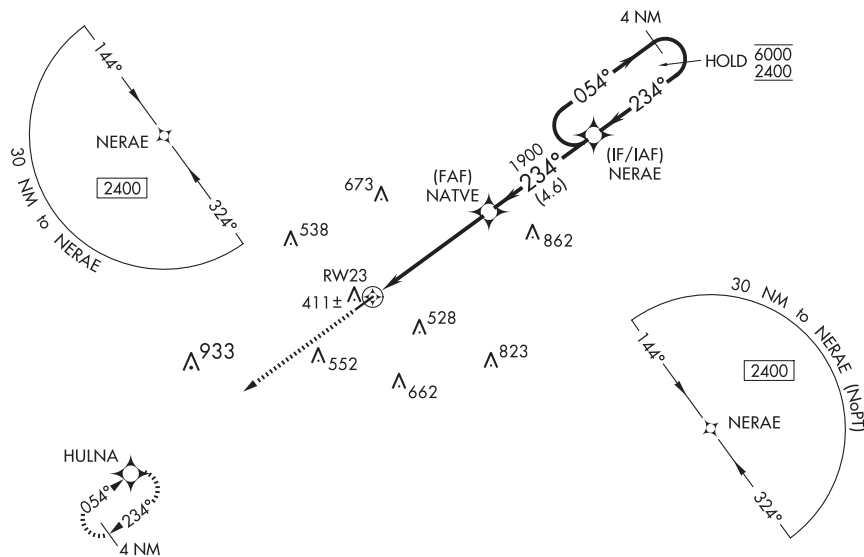
RNP APCH - GPS.



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2400 direct
HULNA and hold.

AWOS-3PT 120.675	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 270		TDZE 270
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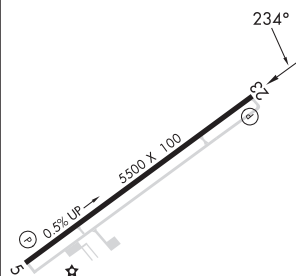


Diagram illustrating the flight path for the 2400 HULNA approach. The path is divided into segments A, B, and C, with a total distance of 9.6 NM. The path starts at 2400 feet, descends to 1900 feet at a 234-degree angle, then turns to 054 degrees and descends to 2400 feet at a 234-degree angle. The path is divided into segments A, B, and C. Segment A is 1.7 NM, Segment B is 3.3 NM, and Segment C is 4.6 NM. The total distance is 9.6 NM. The diagram also shows the NATVE and NERAE points, the RW23 runway, and the GP 3.00° TCH 45.

REIL Rwy 5 and 23 **L**
MIRL Rwy 5-23 **L**

COLUMBIA, MISSISSIPPI
Amdt 2A 10AUG23

COLUMBIA/MARION COUNTY (ØRØ)
RNAV (GPS) RWY 23

31°18'N-89°49'W

WAAS CH 61340 W36A	APP CRS 002°	Rwy Idg 4503 TDZE 187 Apt Elev 188
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RNAV (GPS) RWY 36

COLUMBUS-LOWNDES COUNTY (UBS)

RNP APCH.

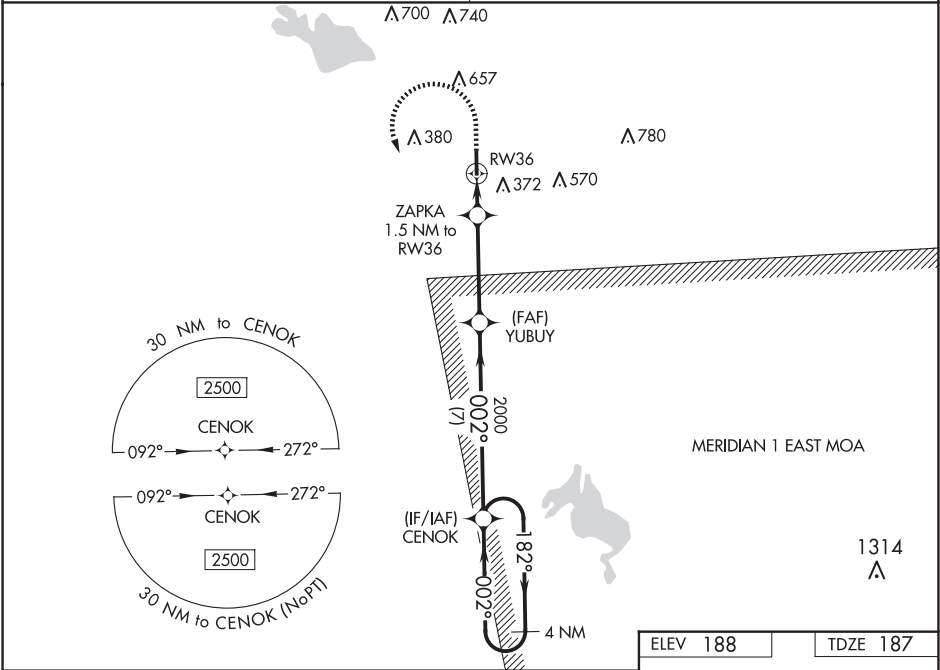
▼

▲ NA

Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all DA 5 feet and all MDA 20 feet; increase LPV and LNAV/VNAV all Cats visibilities to 1½ SM. Baro-VNAV NA.

MISSED APPROACH: Climb to 740 then climbing left turn to 2500 direct CENOK and hold.

COLUMBUS APP CON ★ 135.6 323.275	UNICOM 122.8 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

740

2500

CENOK

*LNAV only.

4 NM Holding Pattern

2500 ← 182°

002° →

002°

YUBUY 2000

ZAPKA 1.5 NM to RW36

RW36

720

7 NM

3.8 NM

1.5 NM

GP 3.10°

TCH 58

CATEGORY	A	B	C	D
LPV DA		527-1	340 (400-1)	
LNAV/VNAV DA		526-1	339 (400-1)	
LNAV MDA	600-1 413 (500-1)		600-1½ 413 (500-1½)	
CIRCLING	760-1 572 (600-1)	780-1 592 (600-1)	1040-2½ 852 (900-2½)	1040-2¾ 852 (900-2¾)

ELEV 188

TDZE 187

81

4503 X 100

235 ☆

P

36

002° to RW36

MIRL Rwy 18-36 0

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

VORTAC IGB	APP CRS	Rwy Idg	N/A
116.2	096°	TDZE	N/A
Chan 109		Apt Elev	188

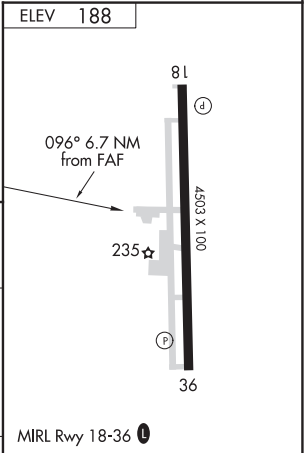
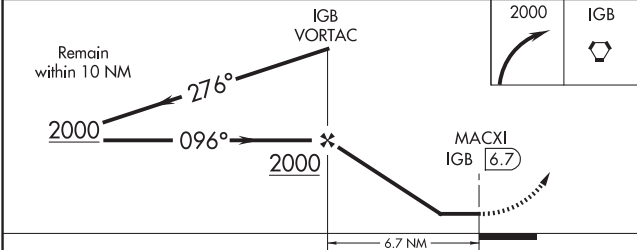
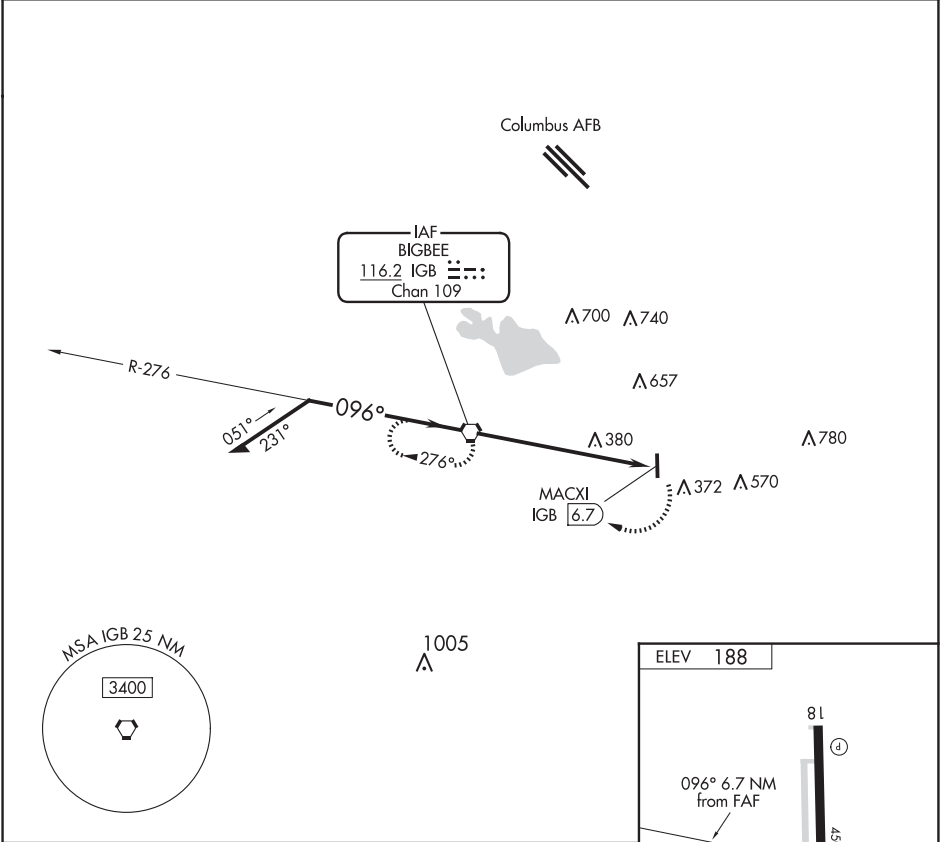
VOR-A

COLUMBUS-LOWNDES COUNTY (UBS)

▼ ▲ NA	Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet.	MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.
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COLUMBUS APP CON ★
135.6 323.275

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP 6.7 NM					
CIRCLING	780-1	592 (600-1)	1040-2½ 852 (900-2½)	1040-2¾ 852 (900-2¾)	Knots	60	90	120	150	180
					Min:Sec	6:42	4:28	3:21	2:41	2:14

LOC I-CBM <u>109.3</u>	APCH CRS 135°	Rwy Idg 12,004 8001 TDZE 196 194 Arpt Elev 218 218
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COLUMBUS AFB (KCBM)

T * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to $1\frac{3}{8}$ miles.

ALSF-1

MISSED APPROACH: Climb heading 135° to intercept the CBM VORTAC R-135 outbound to WEEWA (CBM R-135/20) and hold. Maintain 4000

ATIS ★
115.2 273.5

APP CON ★

34.55	350.3
35.6	323.275
36.075	320.25

TOWER ★
126.65 379.925

GND CON ★
121.9 275.8

CLNC DEL ★
269.55

*** CAUTION:

Rwy centerlines separated by 1450'.
SIDESTEP not for civilian use.

**** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 7/8 miles.

EMERG SAFE ALT 100 NM 3700 FROM CBM

When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

EMERG SAFE ALT 100 NM 3700 FROM CBM

Diagram illustrating a 135° heading and a 1700 ft radius of action. The diagram shows a ship's path starting from a point labeled "PLACD IGB R-339 CBM 13" and heading 135° for 1700 ft. A shaded gray area represents the radius of action. A target is marked with a cross at the intersection of the path and a vertical line labeled "GAITR IGB R-354 CBM 5.9". Other points along the path are labeled "JULSU CBM 3.6", "CBM 2.5", and "CBM 1.3". A scale bar at the bottom indicates distances of 980 and 1700 ft. A compass rose in the top right corner shows a heading of 135° and a distance of 4000 ft. A table in the top right corner lists "CBM R-135" and "WEEWA R-135 20". A note at the bottom left indicates "GS 3.00° TCH 49".

CATEGORY	A	B	C	D	E
S-ILS 13C *	396/24		200	(200-½)	
S-LOC 13C **	640/24	444 (500-½)	640/45	444	(500-¾)
SIDESTEP RWY 13L ***	640/55	446 (500-1)	640/1½	446	(500-1 ¾)
C CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1½ 522 (600-1½)	880-2 662 (700-2)	1240-3 1022(1100-3)
LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX					
S-LOC 13C **	840/24	644 (700-½)	840-1¾	644	(700-1¾)
SIDESTEP*** RWY 13L	840/55	646 (700-1)	840-1½	646	(700-1½)
C CIRCLING	840-1	622 (700-1)	840-1½ 622 (700-1½)	880-2 662 (700-2)	1240-3 1022(1100-3)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

Amdt 2 19MAY22

ILS or LOC Y RWY 13C

SC-4, 12 JUN 2025 to 07 AUG 2025

COLUMBUS, MISSISSIPPI

LOC I-TBB	APCH CRS	31C	31R
108.7	315°	Rwy Ldg 12,004	8001
		TDZE 213	218
		Arpt Elev 218	218

[USAF]

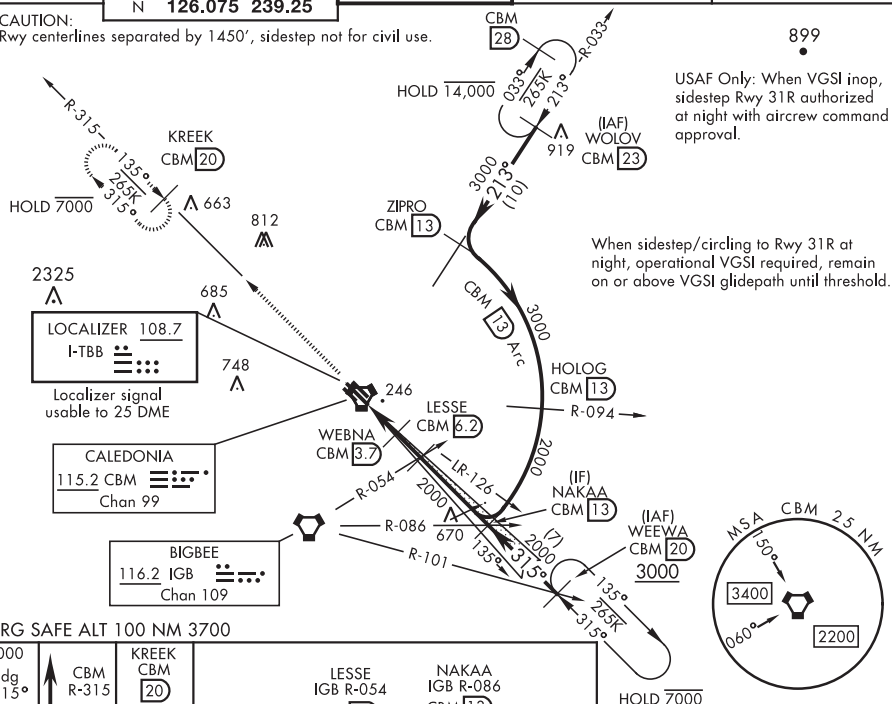
COLUMBUS AFB (KCBM)

▼ * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile: CAT CDE vis to $1\frac{1}{4}$ miles. † When ALS inop, increase CAT AB RVR to 55, vis to 1 mile: CAT CDE vis to $1\frac{3}{8}$ miles.	ALSF-1 	MISSED APPROACH: Climb heading 315° to intercept the VOR/TAC CBM R-315 outbound to KREEK (CBM R-315/20) and hold. Maintain 4000.
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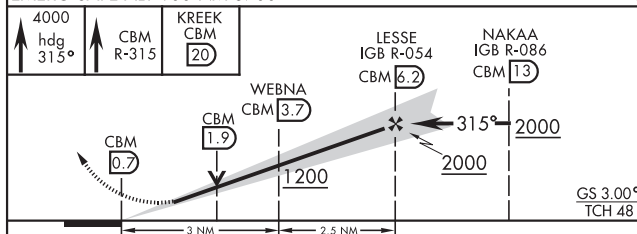
ATIS★	APP CON★	TOWER★	GND CON★	CLNC DEL★
115.2 273.5	SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

*** CAUTION:

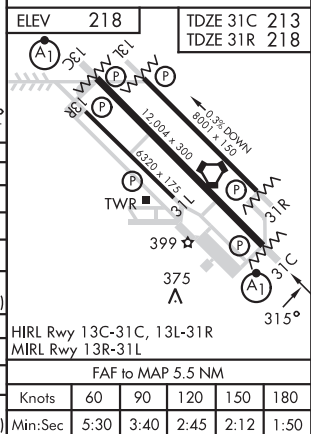
Rwy centerlines separated by 1450', sidestep not for civil use.



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-ILS 31C*		413/24	200	(200-½)	
S-LOC 31C**	640/24	427 (500-½)	640/40	427 (500-¾)	
SIDESTEP Rwy 31R***	640/55	422 (500-1)	640-1 ¼	422 (500-1 ¼)	
CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1 ½ 522 (600-1 ½)	880-2 662 (700-2)	1240-3 1022 (1100-3)
LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX					
S-LOC 31C †	720/24	507 (600-½)	720/55	507 (600-1)	
SIDESTEP*** Rwy 31R	760/55	542 (600-1)	760-1 ½	542 (600-1 ½)	
CIRCLING	760-1	542 (600-1)	760-1 ½ 542 (600-1 ½)	880-2 662 (700-2)	1240-3 1022 (1100-3)



COLUMBUS, MISSISSIPPI

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

Amdt 2 23FEB23

ILS or LOC Y RWY 31C

SC-4, 12 JUN 2025 to 07 AUG 2025

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 13C

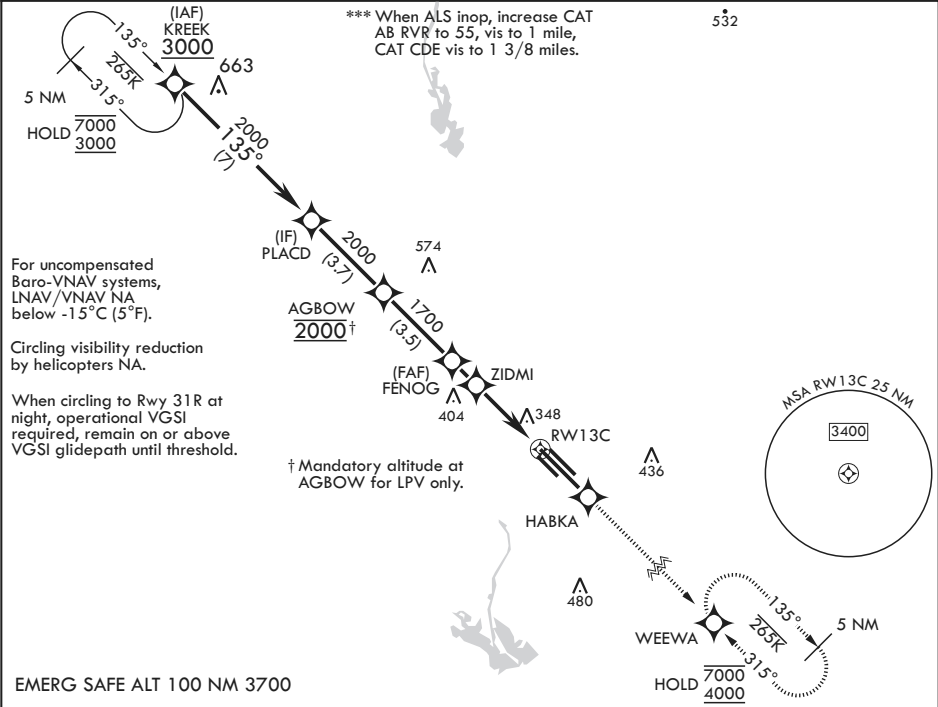
WAAS CH 53183 W13A	APCH CRS 135°	Rwy ldg TDZE Arpt Elev	12,004 196 218
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AL-91 (USAF)

COLUMBUS AFB (KCBM)

RNP APCH * When ALS inop increase RVR to 40, vis to 3/4 mile. ** When ALS inop, increase vis to 1 3/8 miles.	ALSF-1	MISSED APPROACH: Climb to 4000 direct HABKA, direct track to WEEWA and hold as published.
--	--------	---

ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8	CLNC DEL★ 269.55
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KREEK	3000	135°	PLACD	AGBOW	2000	†2000	FENOG	ZIDMI	1260	1.4 NM to RW13C	RW13C	tr 135°	WEEWA	ELEV 218	TDZE 196
GP 3.00°	TCH 49														
CATEGORY	A	B	C	D	E										
LPV DA*		396/24	200	(200-½)											
LNAV/VNAV DA**		666/50	470	(500-1)											
LNAV MDA***		680/24 484 (500-½)	680/50 484 (500-1)												
CIRCLING		700-1 482 (500-1)	720-1 502 (600-1)	740-1½ 522 (600-½)	880-2 662 (700-2)	1240-3 1022 (1100-3)									

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amtdr 4 07SEP23

RNAV (GPS) RWY 13C

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 13L

APCH CRS	Rwy Idg	8001
135°	TDZE	194
	Arpt Elev	218

AL-91 (USAF)

COLUMBUS AFB (KCBM)

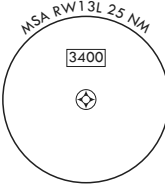
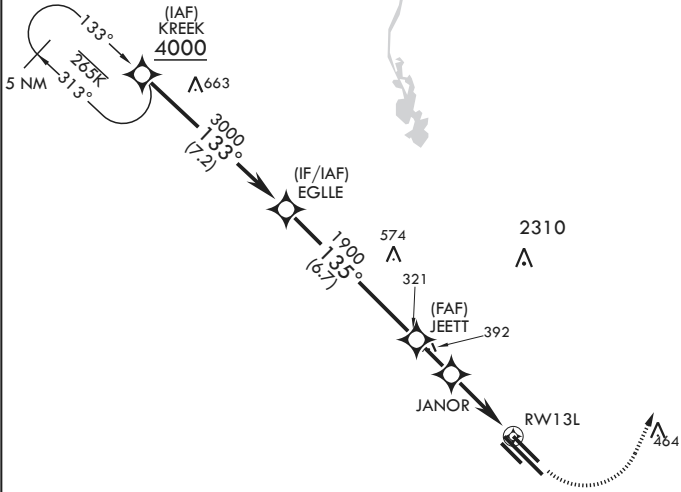
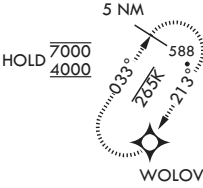
RNP APCH DME/DME RNP-0.3 NA	MISSED APPROACH: Climb to 800 then climbing left turn to 4000 direct WOLOV and hold.
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ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8	CLNC DEL★ 269.55
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When Circling to Rwy 31R at Night, operational VGSi required, remain on or above VGSi glidepath until threshold.

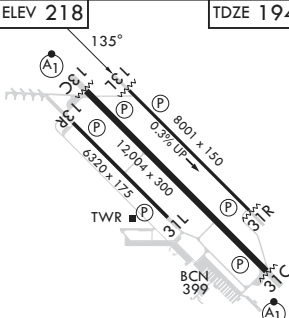
Circling Visibility Reduction by Helicopters NA.

HOLD 7000
4000



EMERG SAFE ALT 100 NM 3700

EGLLE	3000	135°	JEETT	1900	JANOR	1300	1.3 NM to RWY 13L	RWY 13L	800	4000	WOLOV	ELEV 218	TDZE 194
		3.15° TCH 39											
					1.8 NM		3.2 NM						
CATEGORY	A	B	C	D	E								
LNAV MDA	660/55	466 (500-1)	660-1%	466 (500-1%)									
CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1½ 522 (600-1½)	880-2 662 (700-2)	1240-3 1022 (1100-3)								



COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amdt 2 21APR22

RNAV (GPS) RWY 13L

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 31C

WAAS CH 89580 W31A	APCH CRS 315°	Rwy ldg TDZE Arprt Elev	12,004 213 218
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AL-91 (USAF)

COLUMBUS AFB (KCBM)

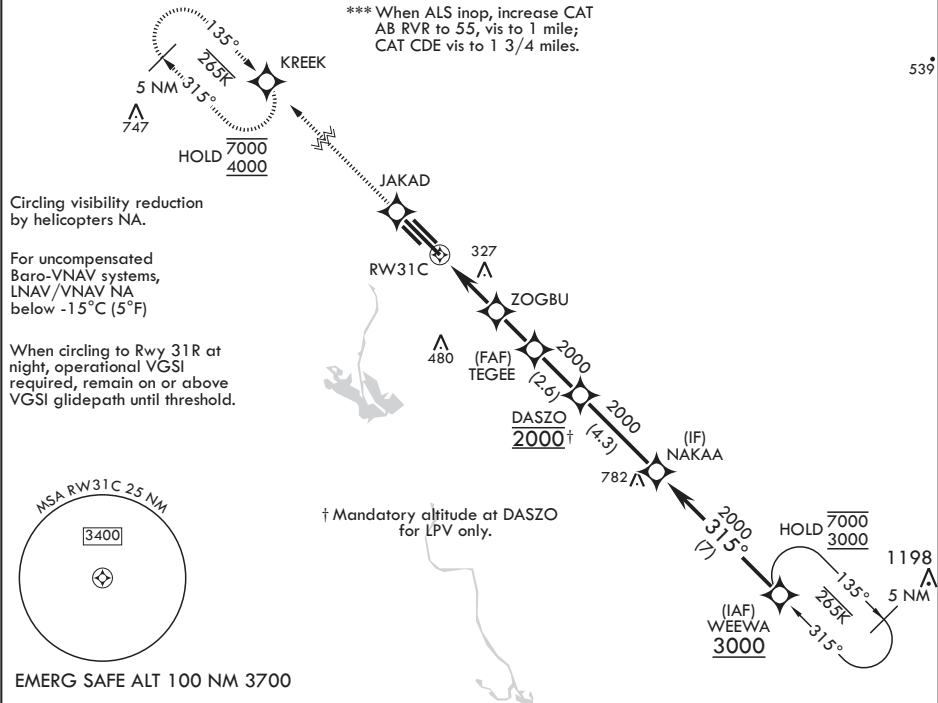
RNP APCH

▼ * When ALS inop increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase vis to 1 3/8 miles.



MISSED APPROACH: Climb to 4000 direct JAKAD, direct KREEK and hold.

ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8	CLNC DEL★ 269.55
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4000	JAKAD	tr 315°	KREEK	ELEV 218	TDZE 213
CATEGORY	A	B	C	D	E
LPV DA*	413/24		200	(200-½)	
LNAV/VNAV DA**	671/45		458	(500-¾)	
LNAV MDA***	840/24 627 (700-½)		840-1¾	627	(700-1¾)
CIRCLING	840-1 622 (700-1)		880-2 662 (700-2)	1240-3 1022 (1100-3)	

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amtdr 4 07SEP23

RNAV (GPS) RWY 31C

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 31R

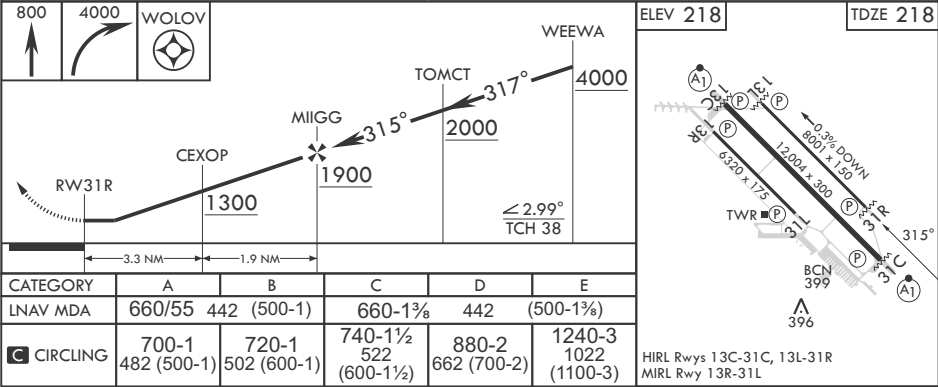
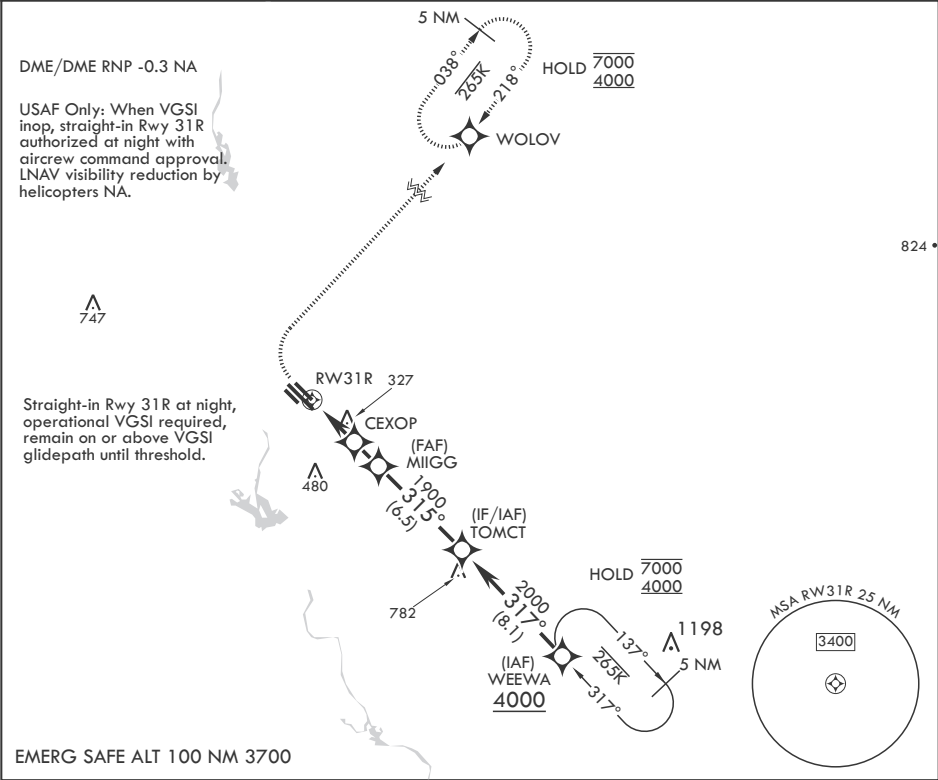
APCH CRS	Rwy Idg	8001
315°	TDZE	218
	Arprt Elev	218

- (USAF)

COLUMBUS AFB (KCBM)

RNP APCH	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct WOLOV and hold.
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ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8	CLNC DEL★ 269.55
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COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amdt 2 21APR22

RNAV (GPS) RWY 31R

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

COLUMBUS, MISSISSIPPI

RNAV (GPS) E

APCH CRS 090°	Rwy Idg TDZE Arpt Elev	N/A N/A 218
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AL-91 (USAF)

COLUMBUS AFB (KCBM)

RNP APCH-GPS

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

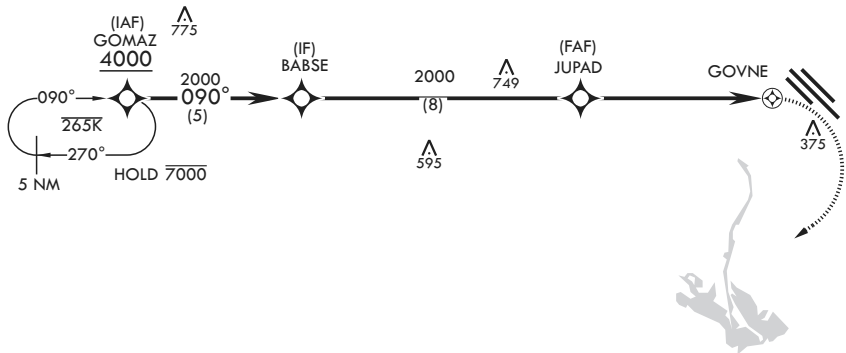
ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8	CLNC DEL★ 269.55
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522
Circling visibility reduction
by helicopters NA.

DME/DME RNP-0.3 NA

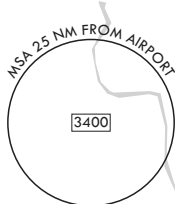
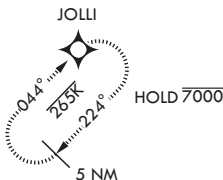
775

When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.



FOR USE BY 14
FTW ACFT ONLY

EMERG SAFE ALT 100 NM 3700



CATEGORY	A		B		C	D
C CIRCLING	760-1	542	(600-1)		760-1½ 542 (600-1½)	NA

HIRL Rwy 13C-31C, 13L-31R
MIRL Rwy 13R-31L

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

RNAV (GPS) E

Amdt 4 21APR22

COLUMBUS, MISSISSIPPI

RNAV (GPS) F

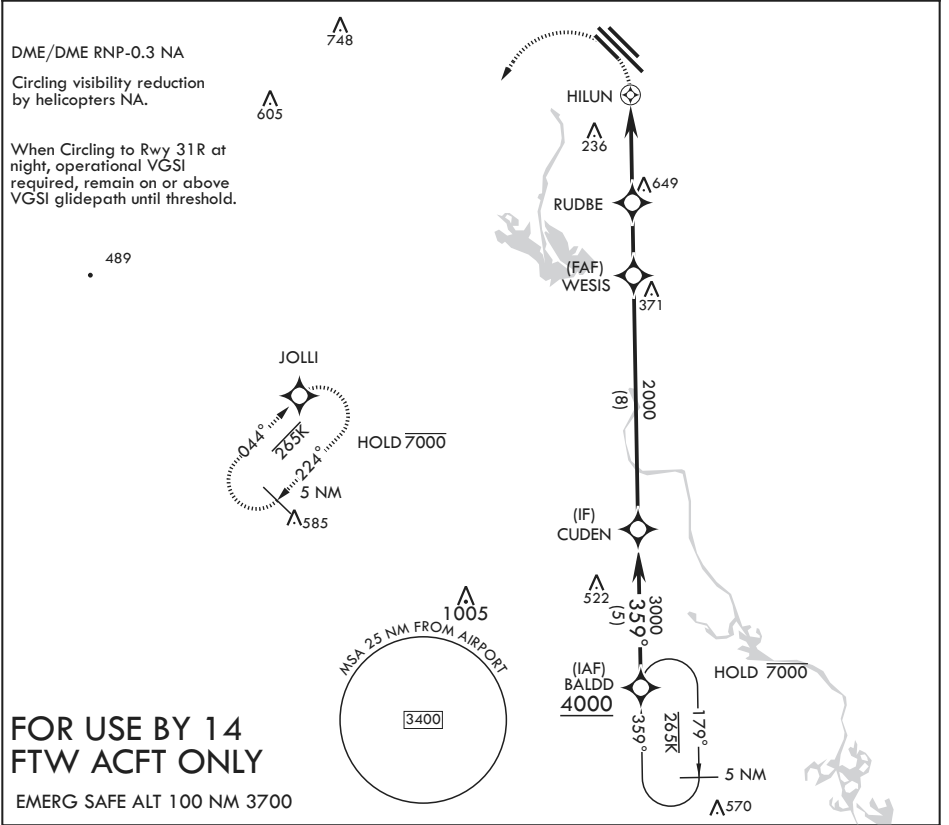
APCH CRS 359°	Rwy Idg TDZE Arprt Elev	N/A N/A 218
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AL-91 (USAF)

COLUMBUS AFB (KCBM)

RNP APCH-GPS	MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.
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ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8	CLNC DEL★ 269.55
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3000 JOLLI		CUDEN		ELEV 218	
HILUN		RUDBE		WESIS	
3.4 NM		2.3 NM		359°	
CATEGORY	A	B	C	D	
CIRCLING	720-1	502 (600-1)	740-1½ 522 (600-1½)	NA	

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

COLUMBUS, MISSISSIPPI

VOR/DME A

VORTAC CBM 115.2 Chan 99	APCH CRS 090°	Rwy Idg TDZE Arprt Elev N/A N/A 218
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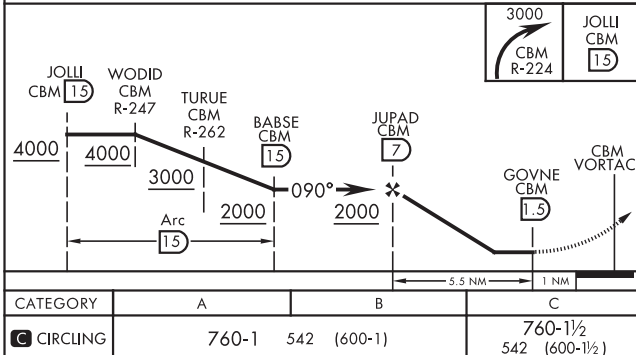
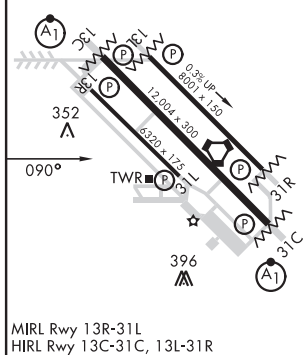
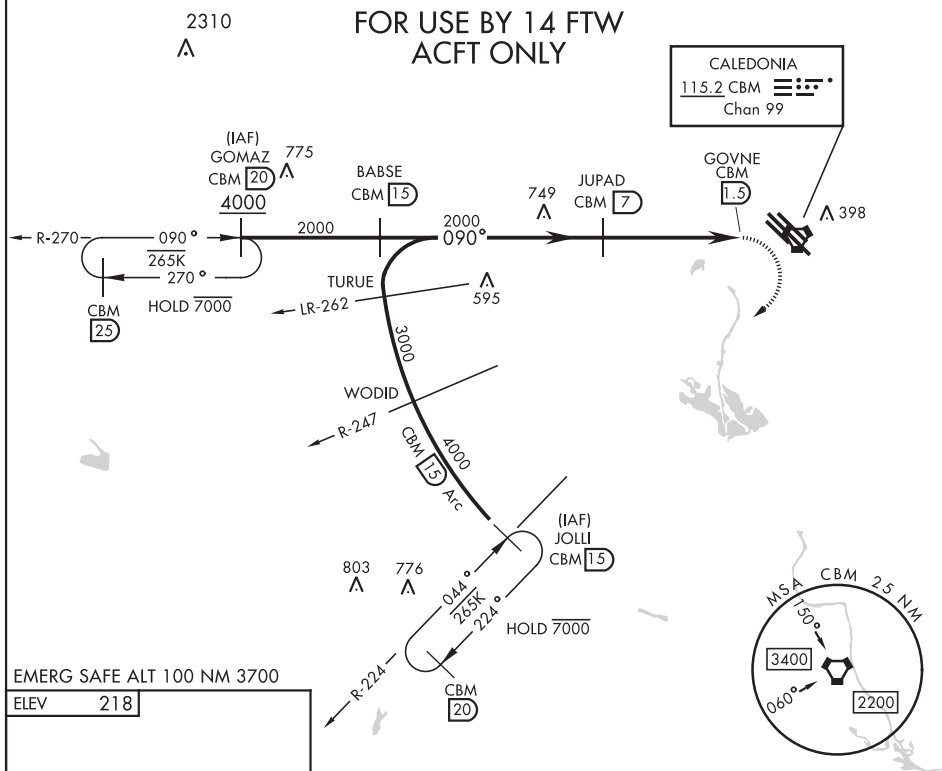
[USAF]

COLUMBUS AFB (KCBM)

When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing right turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and hold. Maintain 3000.

ATIS ★ 115.2 273.5	APP CON ★ 134.55 350.3 (SE) 135.6 323.275 (SW) 126.075 239.25 (N)	TOWER ★ 126.65 379.925	GND CON ★ 121.9 275.8	CLNC DEL ★ 269.55
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COLUMBUS, MISSISSIPPI
Amdt 6 21APR22

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

VOR/DME A

VOR/DME C

VOR/DME C

SC-4, 12 JUN 2025 to 07 AUG 2025

TACAN RWY 13L

VORTAC CBM 115.2 Chan 99	APCH CRS 142°	Rwy Idg 8001 TDZE 194 Arpt Elev 218
--	-------------------------	--

[USAF]

COLUMBUS AFB (KCBM)

T Missed Approach requires use of RNAV or ATC RADAR monitoring.
When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing left turn to WOLOV and hold as published. Maintain 3000.

ATIS★
115.2 273.5

APP CON ★

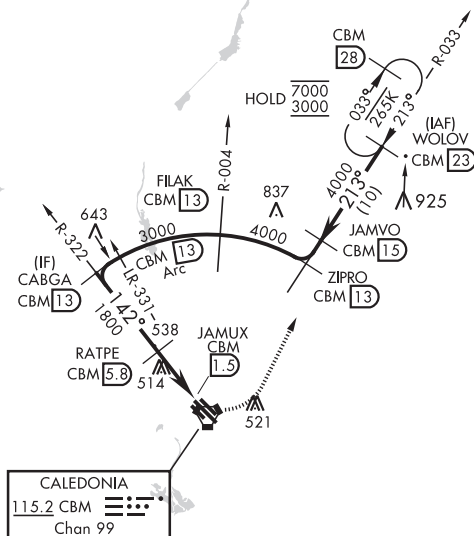
126.075	239.25	N
134.55	350.3	SE
135.6	323.275	SW

TOWER ★
126.65 379.5

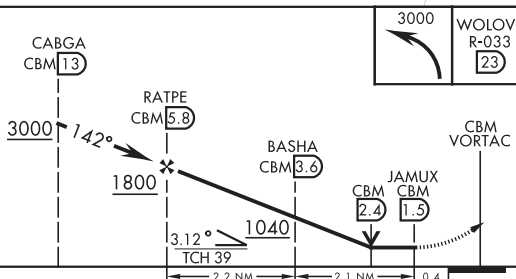
GND CON★
121.9 275.8

CLNC DEL★
269.55

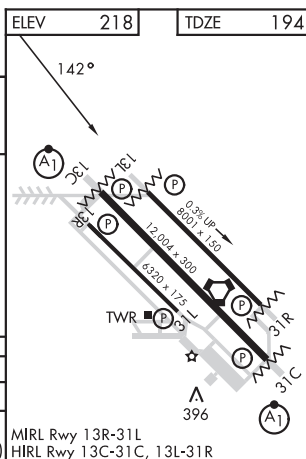
950



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-13L	660/55 466 (500-1)		660-1½ 466 (500-1½)		
C CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1½ 522 (600-1½)	880-2 662 (700-2)	1240-3 1022 (1100-3)



COLUMBUS, M|SS|SS|PP|

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

Amdt 1 21APR22

TACAN RWY 13L

SC-4, 12 JUN 2025 to 07 AUG 2025

COLUMBUS, MISSISSIPPI

TACAN RWY 31R

VORTAC CBM 115.2 Chan 99	APCH CRS 302°	Rwy Idg TDZE 218 Arprt Elev 218	8001
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[USAF]

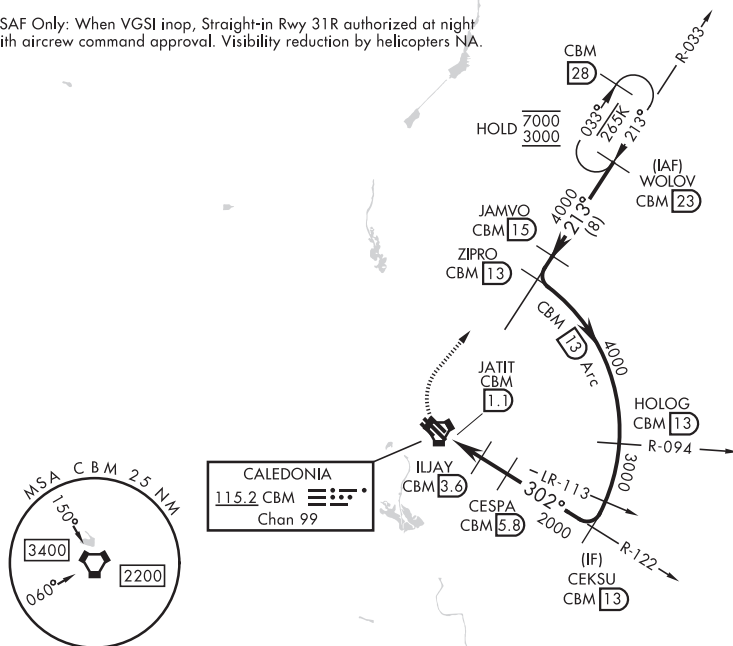
COLUMBUS AFB (KCBM)

V Missed approach requires use of RNAV or ATC RADAR monitoring.	MISSED APPROACH: Climbing right turn to WOLOV and hold as published. Maintain 3000.
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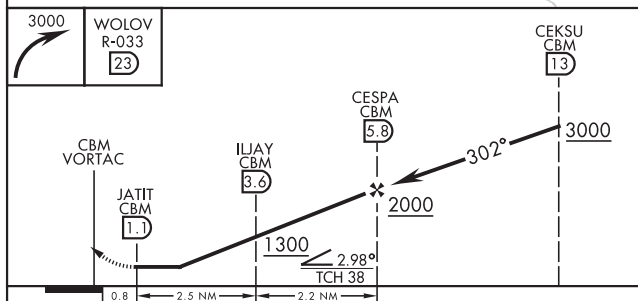
ATIS ★ 115.2 273.5	APP CON ★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER ★ 126.65 379.925	GND CON ★ 121.9 275.8	CLNC DEL ★ 269.55
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Straight-in Rwy 31R at Night, operational VGSI required, remain on or above VGSI glidepath until threshold.

USAF Only: When VGSI inop, Straight-in Rwy 31R authorized at night with aircrew command approval. Visibility reduction by helicopters NA.

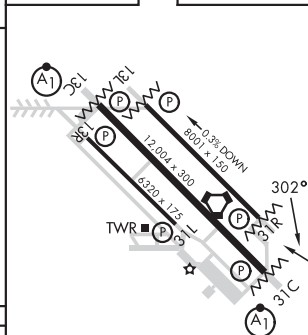


EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-31R	680/55 462 (500-1)	680-1 3/8 462 (500-1 3/8)			
CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1 1/2 522 (600-1 1/2)	880-2 662 (700-2)	1240-3 1022 (1100-3)

ELEV	218	TDZE	218
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MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

COLUMBUS, MISSISSIPPI

33° 39' N-88° 27' W

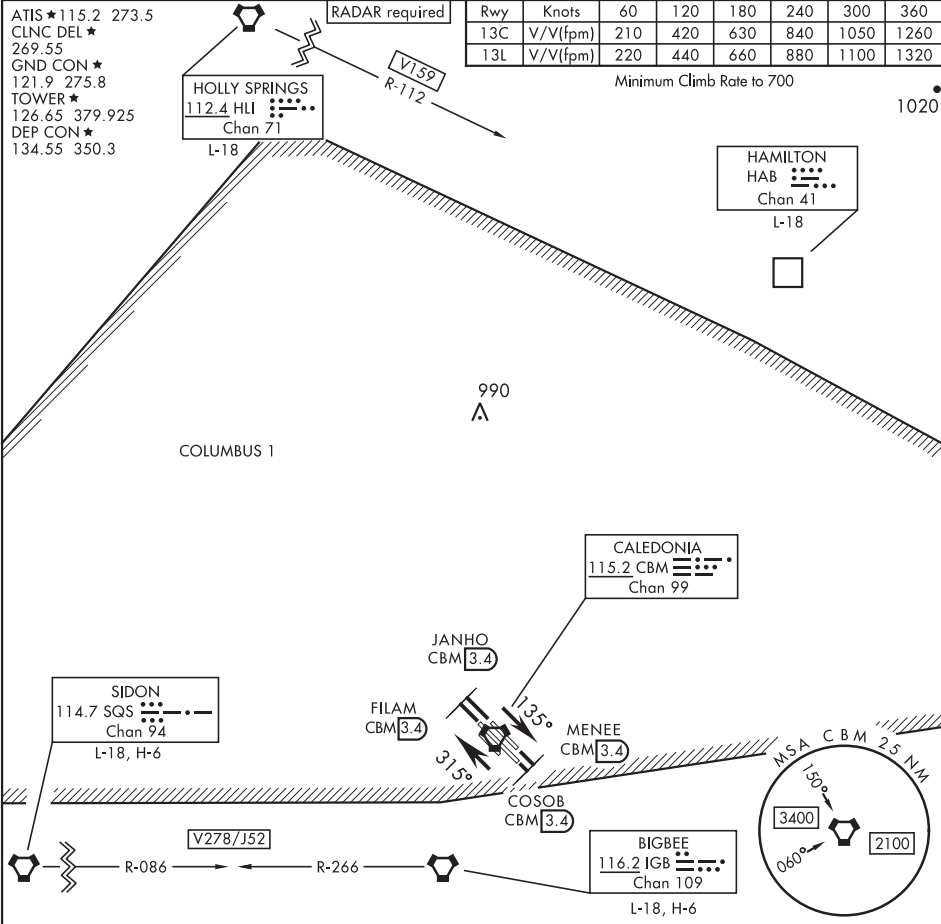
COLUMBUS AFB (KCBM)

Amdt 1 21APR22

TACAN RWY 31R

SC-4, 12 JUN 2025 to 07 AUG 2025





DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier approximately 110' into the overrun and 4' high.

TAKEOFF RWY 13C: Climb on heading 135° to intercept CBM VORTAC R-138, direct COSOB (CBM R-138/3.4 DME), then via ATC instructions.

TAKEOFF RWY 13L: Climb on heading 135° to intercept CBM VORTAC R-132, direct MENE (CBM R-132/3.4 DME), then via ATC instructions.

TAKEOFF RWY 31C: Climb on heading 315° to intercept CBM VORTAC R-312, direct FILAM (CBM R-312/3.4 DME), then via ATC instructions.

TAKEOFF RWY 31R: Climb heading 315° to intercept CBM VORTAC R-318, direct JANHO (CBM R-318/3.4 DME), then via ATC instructions.

LOC I-GTR	APP CRS	Rwy Idg	8003
<u>110.7</u>	182°	TDZE	264
		Apt Elev	264

ILS or LOC RWY 18
GOLDEN TRIANGLE RGWL (GTR)

A For inop ALS, increase S-ILS 18 Cat E visibility to $\frac{3}{4}$ SM, S-LOC 18 Cat E visibility to $1\frac{1}{8}$ SM.



MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 on heading 090° and on IGB VORTAC R-180 to IGB VORTAC and hold, continue climb-in-hold to 2100.

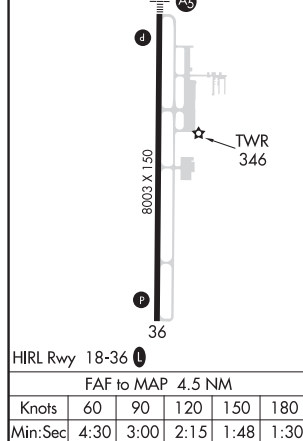
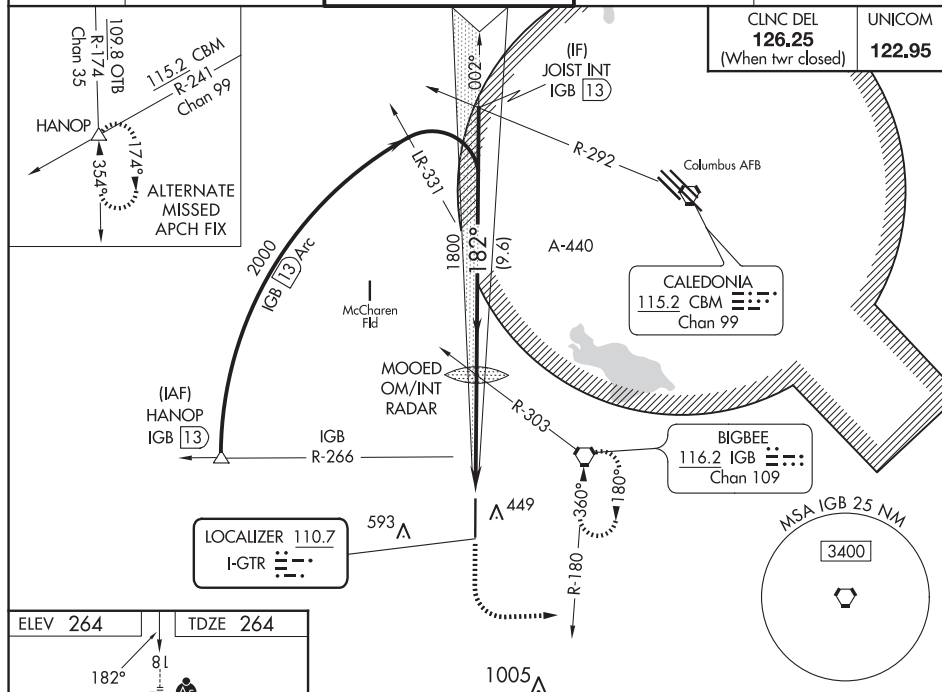
ATIS
126.375

COLUMBUS APP CON ★
135.6 323.275

GOLDEN TRIANGLE TOWER★
118.2 (CTAF) 298.875

GND CON
135.375 322.475

CLNC DEL
135.375 322.475



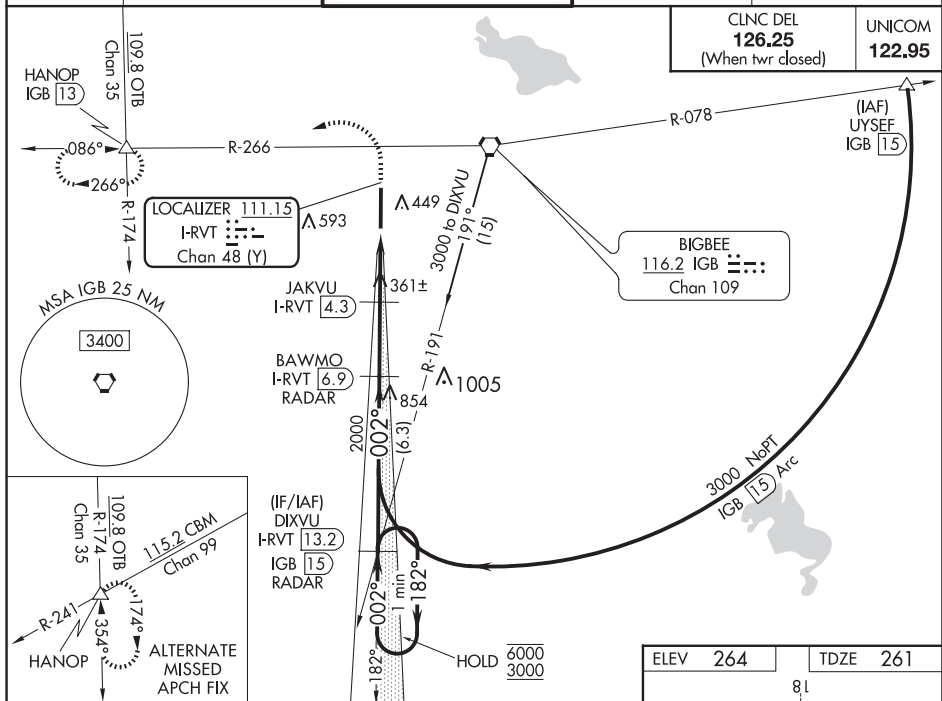
COLUMBUS/W POINT/STARKVILLE, MISSISSIPPI
Amdt 9 10AUG23

33°27'N-88°35'W

GOLDEN TRIANGLE RGNL (GTR)
ILS or LOC RWY 18

ILS or LOC RWY 36
GOLDEN TRIANGLE RGNL (GTR)

MISSED APPROACH: Climb to 900 then climbing left turn to 2400 on IGB VORTAC R-266 to HANOP INT/IGB VORTAC 13 DME and hold.



One Minute Holding Pattern

VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 55).

DIXVU I-RVT 13.2

IGB 15 RADAR

BAWMO I-RVT 6.9 RADAR

JAKVU I-RVT 4.3

I-RVT 2.6

I-RVT 1.6

900 2400 HANOI

IGB R-266

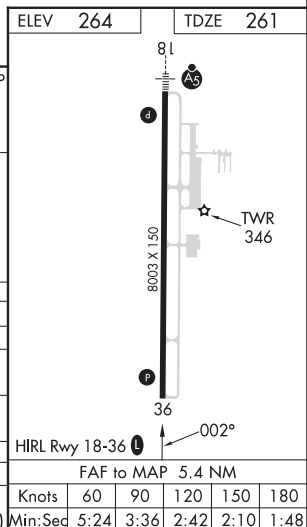
6000 3000 GS 3.00° TCH 42

182° 002° 002°

2000 2000 1140

Use I-RVT DME when on the localizer course.

CATEGORY	A	B	C	D	E	
S-ILS 36	461- ³ / ₄ 200 (200- ³ / ₄)					
S-LOC 36	1140-1 ¹ / ₄	879 (900-1 ¹ / ₄)	1140-2 ¹ / ₂ 879 (900-2 ¹ / ₂)			
CIRCLING	1140-1 ¹ / ₄	876 (900-1 ¹ / ₄)	1140-2 ¹ / ₂ 876 (900-2 ¹ / ₂)	1140-2 ³ / ₄ 876 (900-2 ³ / ₄)	1140-3 876 (900-3)	
JAKVU FIX MINIMUMS						
S-LOC 36	620-1 359 (400-1)					
CIRCLING	760-1	496 (500-1)	960-2 696 (700-2)	960-2 ¹ / ₄ 696 (700-2 ¹ / ₄)	960-2 ¹ / ₂ 696 (700-2 ¹ / ₂)	



WAAS CH 63203 W18A	APP CRS 182°	Rwy Idg TDZE 264 Apt Elev 264	8003 264 264
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RNAV (GPS) RWY 18

GOLDEN TRIANGLE RGNL (GTR)

RNP APCH - GPS.

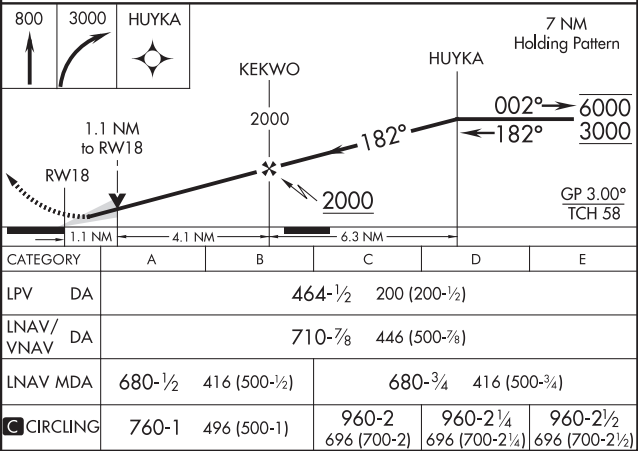
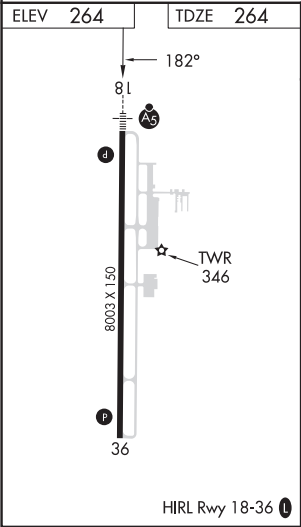
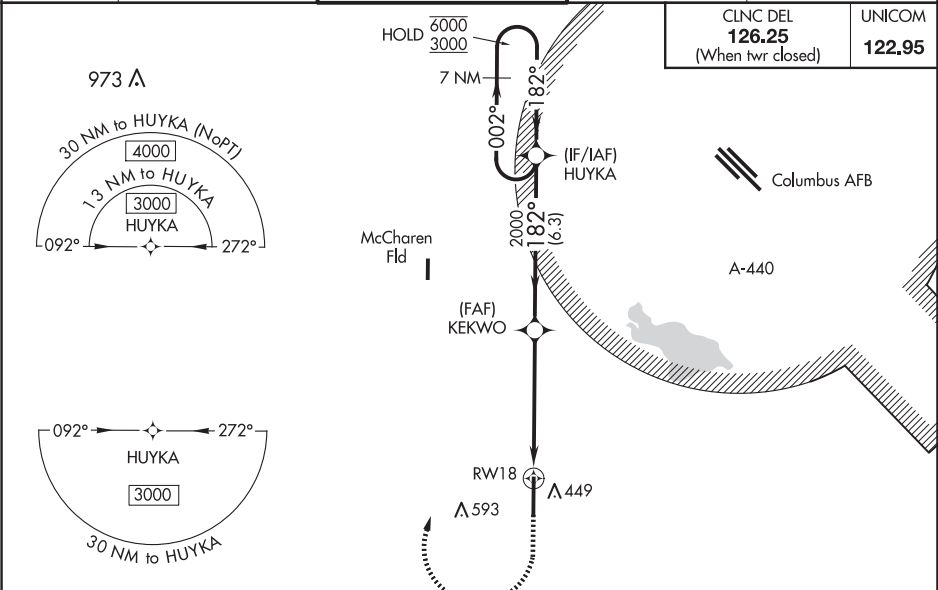
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to ¾ SM, LNAV/VNAV Cat E to 1¾ SM, and LNAV Cat C/D/E to 1¾ SM.

MALSR

MISSED APPROACH:
Climb to 800 then climbing right turn to 3000 direct HUYKA and hold, continue climb-in-hold to 3000.

ATIS 126.375	COLUMBUS APP CON★ 135.6 323.275	GOLDEN TRIANGLE TOWER★ 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
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COLUMBUS/W POINT/STARKVILLE, MISSISSIPPI

AL-5855 (FAA)

22335

WAAS CH 99600 W36A	APP CRS 002°	Rwy Idg 8003 TDZE 261 Apt Elev 264
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RNAV (GPS) RWY 36

GOLDEN TRIANGLE RGNL (GTR)

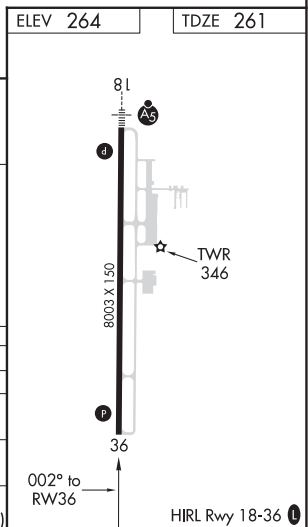
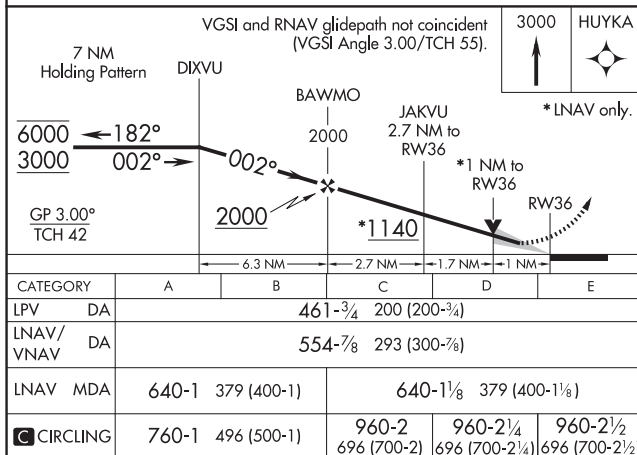
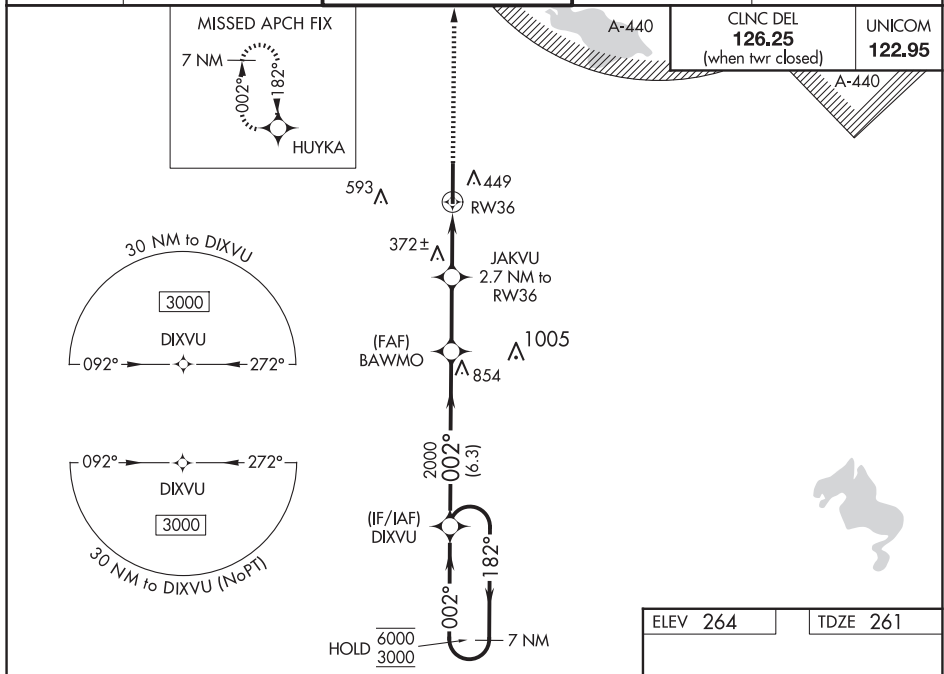
RNP APCH.



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Columbus AFB altimeter setting: increase LPV DA to 500 feet, LNAV/VNAV DA to 593 feet and LNAV/VNAV visibility $\frac{1}{8}$ SM; increase all MDAs 40 feet. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
HUYKA and hold.

ATIS 126.375	COLUMBUS APP CON ★ 135.6 323.275	GOLDEN TRIANGLE TOWER ★ 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
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COLUMBUS/W POINT/STARKVILLE, MISSISSIPPI

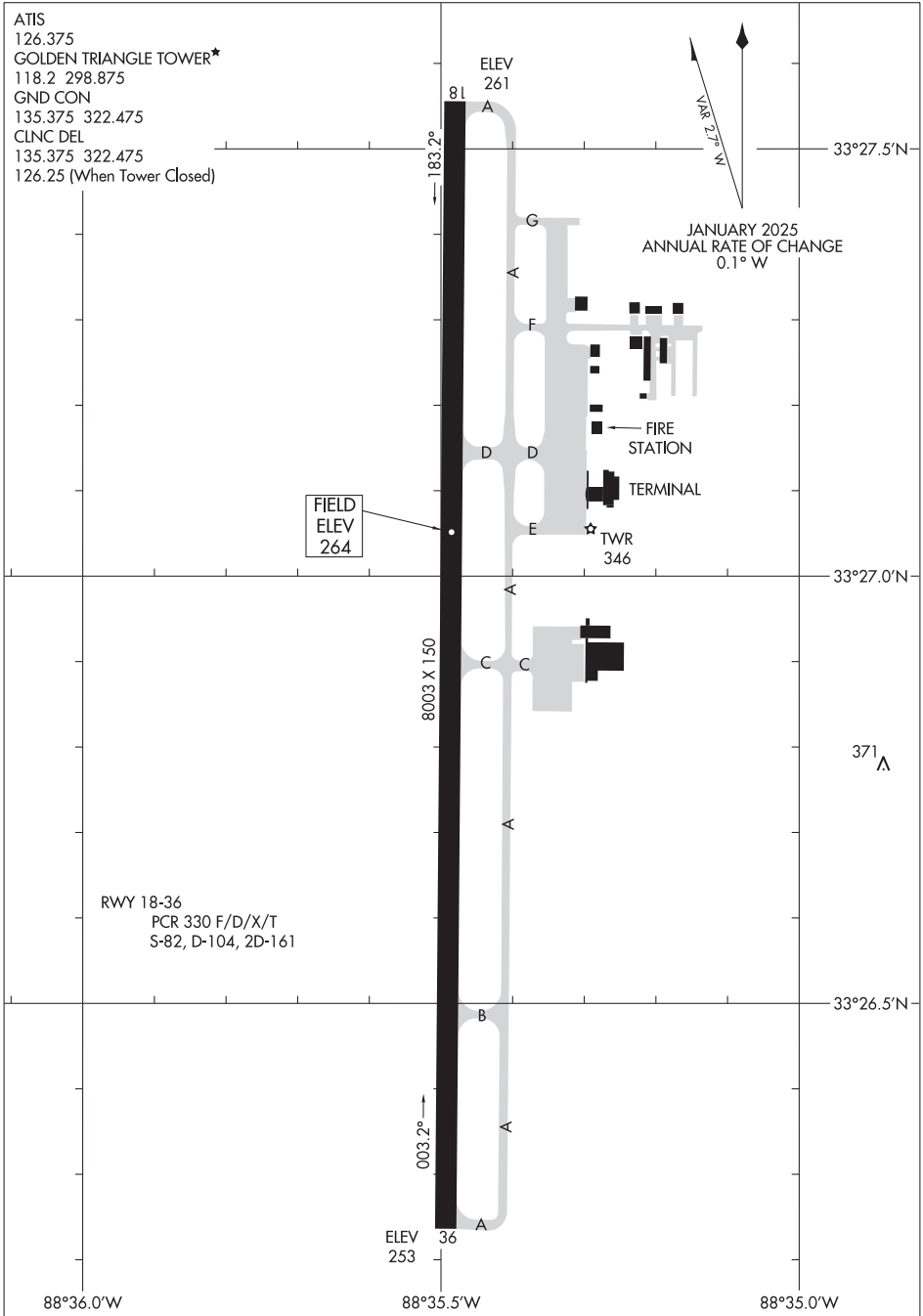
Amdt 1B 20JUN19

33°27'N-88°35' W

GOLDEN TRIANGLE RGNL (GTR)

RNAV (GPS) RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

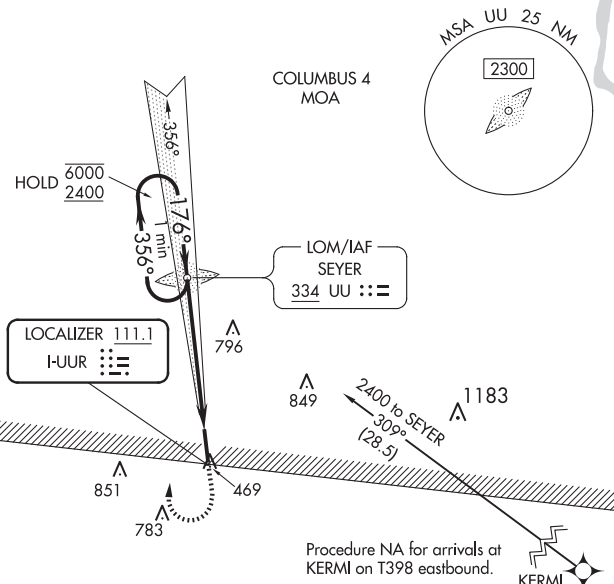


ILS or LOC RWY 18
ROSCOE TURNER (CRX)

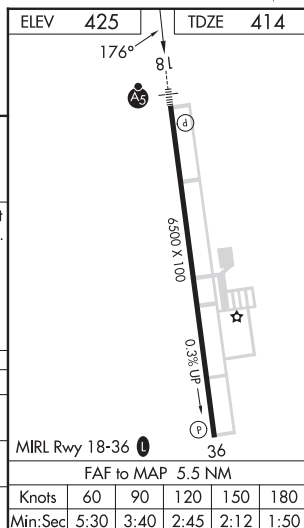
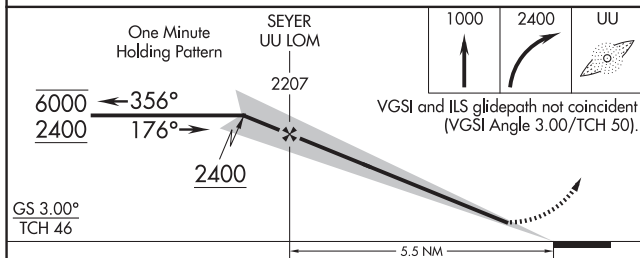
MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold, continue climb-in-hold to 2400.

T
A Autopilot coupled approach NA below 1040.
For inop ALS, increase S-LOC 18 Cats C and D visibility to 1¾ SM.

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at KERMI on T398 eastbound.



34°55'N-88°36'W

ROSCOE TURNER (CR-X)

ILS or LOC RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **72806**
W18A

APP CRS
176°

Rwy Idg
TDZE
Apt Elev

6500
414
425

RNAV (GPS) RWY 18
ROSCOE TURNER (CRX)

RNP APCH-GPS.

Baro-VNAV NA when using Selmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682 feet, increase LNAV/VNAV DA to 812 feet and all visibilities ½ SM; increase all MDAs 80 feet and LNAV visibility Cats C and D ¾ SM and Circling visibility Cats C and D 1½ SM. For inop ALS when using Selmer altimeter setting, increase LPV all Cats visibility to ¾ SM and LNAV visibility Cats C and D to 1¾ SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct
WEDGO and hold.

AWOS-3PT
118.675

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) 0

ELEV 425

TDZE 414

176°

81

4

6500 X 100

0.3% UP

36

MISSED APCH FIX
WEDGO

176°

3560

4 NM

4 NM Holding Pattern

3000

176°

356°

GP 3.00°

TCH 46

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

3000

WEDGO

1.5 NM to RW18

RW18

6.1 NM

4.5 NM

1.5 NM

CATEGORY	A	B	C	D
LPV DA		614-½	200 (200-½)	
LNAV/VNAV DA		744-½	330 (400-½)	
LNAV MDA	940-½	526 (600-½)	940-1	526 (600-1)
CIRCLING	940-1	515 (600-1)	1100-2 675 (700-2)	1160-2¼ 735 (800-2¼)

CORINTH, MISSISSIPPI

Amdt 1B 29DEC22

34°55'N-88°36'W

85

ROSCOE TURNER (CRX)

RNAV (GPS) RWY 18

CORINTH, MISSISSIPPI

AL-5867 (FAA)

22363

WAAS CH 48832 W36A	APP CRS 356°	Rwy Idg TDZE Apt Elev	6500 425 425
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RNAV (GPS) RWY 36

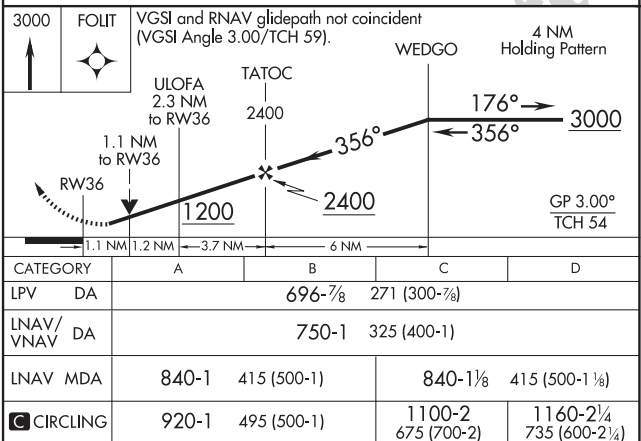
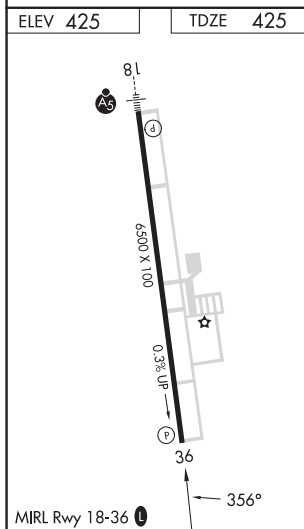
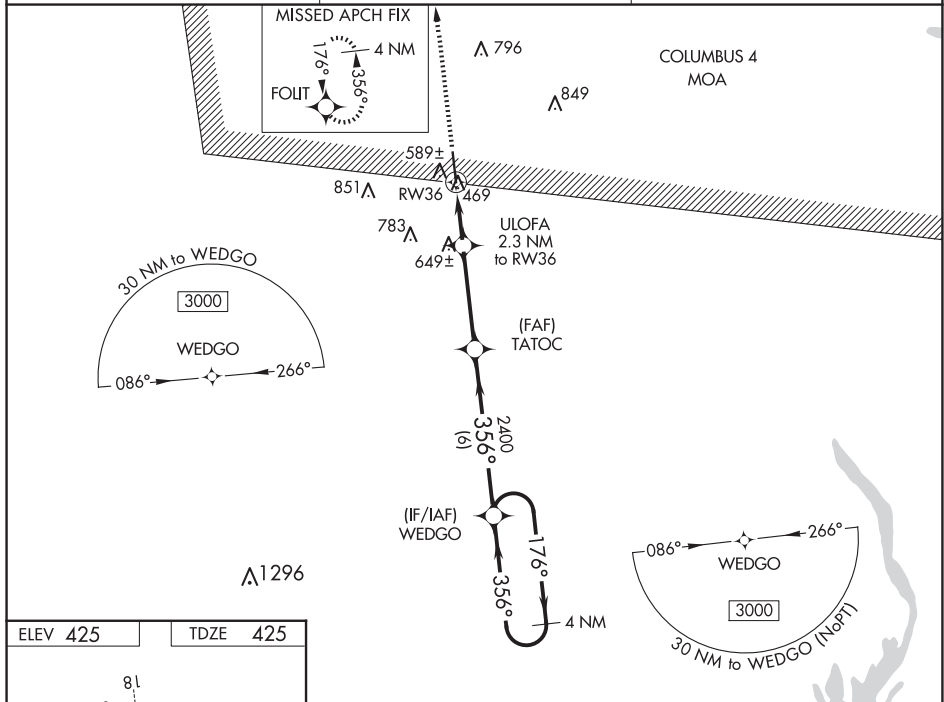
ROSCOE TURNER (CRX)

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 Selmer altimeter setting and increase LPV DA to 764 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 818 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cats C and D ¼ SM, and Circling visibility Cats C and D ½ SM. Baro-VNAV and VDP NA when using Selmer altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct
FOLIT and hold.

AWOS-3PT 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 1
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CORINTH, MISSISSIPPI
Amdt 1D 29DEC22

34°55'N-88°36'W

RNAV (GPS) RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

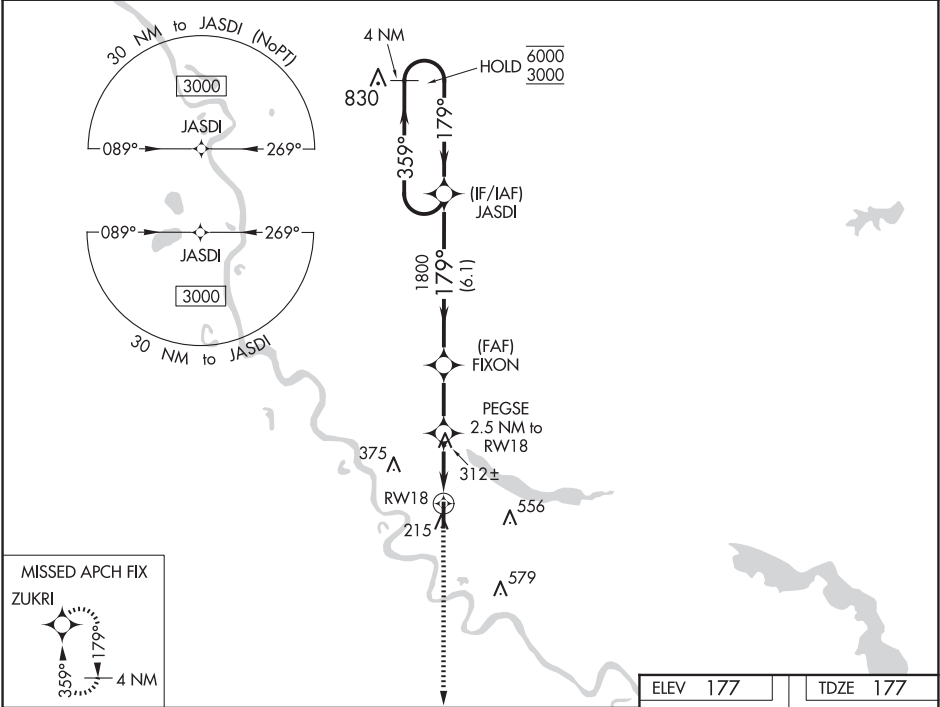
WAAS CH 93842 W18A	APP CRS 179°	Rwy Idg TDZE 177 Apt Elev 177	5002
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RNAV (GPS) RWY 18

THE RED RIVER (ØR7)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct ZUKRI and hold, continue climb in hold to 3000.
▼ Rwy 18 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. ▲ NA Use Natchitoches altimeter setting. Procedure NA at night.	

IER AWOS-3 119.025	POLK APP CON 132.05 254.8	CTAF 122.9 0
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4 NM Holding Pattern		JASDI	3000	ZUKRI
6000 ← 359°		179° →	179°	
GP 3.00°		TCH 50	1800	
		FIXON	1800	PEGSE 2.5 NM to RW18
		*1020		RW18
		6.1 NM	2.4 NM	2.5 NM
CATEGORY	A	B	C	D
LPV DA	478-1 301 (400-1)			
LNNAV/VNAV DA	632-1⅜ 455 (500-1⅜)			
LNNAV MDA	620-1	443 (500-1)	620-1⅜	443 (500-1⅜)
Ⓢ CIRCLING	660-1	483 (500-1)	920-2¼ 743 (800-2¼)	940-2½ 763 (800-2½)

ELEV 177

TDZE 177

179°

81

5002 X 74

36

MIRL Rwy 18-36

REIL Rwy 18 and 36

CRYSTAL SPRINGS, MISSISSIPPI

AL-11437 (FAA)

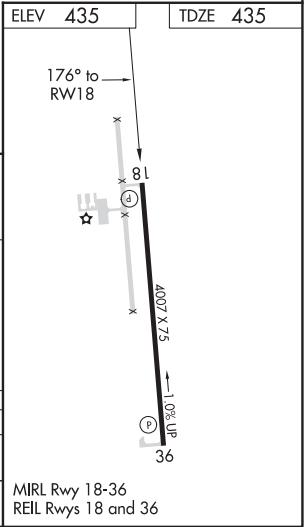
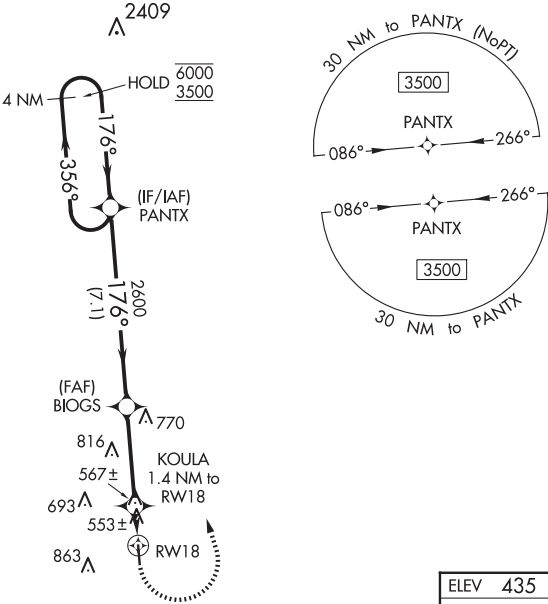
21112

APP CRS	Rwy Idg	4007
176°	TDZE	435
	Apt Elev	435

RNAV (GPS) RWY 18

COPIAH COUNTY (M11)

RNP APCH.		MISSED APPROACH: Climbing left turn to 3500 direct PANTX and hold, continue climb-in-hold to 3500.
<div><div>▼</div><div>▲ NA</div></div> <div>Rwy 18 helicopter visibility reduction below 1 SM NA. Use Brookhaven altimeter setting, when not received, use Hawkins Fld altimeter setting and increase all MDA 40 feet. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.</div>		
1R7 AWOS-3P 118.125	MEMPHIS CENTER 132.5 259.1	CTAF 122.9



4 NM Holding Pattern		PANTX	3500	PANTX
6000	3500	356°	176°	176°
				2600
				1080
				1.4 NM
				1.4 NM
				1.4 NM
CATEGORY	A	B	C	D
LNAV MDA	860-1	425 (500-1)	NA	NA
CIRCLING	940-1	1140-1	NA	NA
	505 (600-1)	705 (800-1)		

CRYSTAL SPRINGS, MISSISSIPPI
Orig 03JAN19

31°54'N-90°22'W

COPIAH COUNTY (M11)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS
CH 53542
W36A

APP CRS
356°

Rwy Idg	4007
TDZE	430
Apt Elev	435

RNAV (GPS) RWY 36
COPIAH COUNTY (M11)

RNP APCH - GPS.

T Circling Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A NA Baro-VNAV NA. Use Brookhaven altimeter setting; when not received, use
Hawkins Fld altimeter setting and increase LPV DA to 756; increase LNAV/VNAV DA
to 906; increase all MDAs 40 feet and Circling visibility Cots C and D $\frac{1}{4}$ SM.

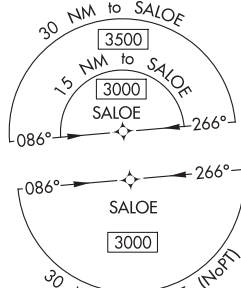
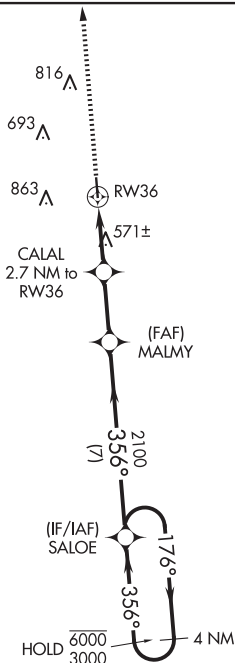
MISSED APPROACH: Climb to 3500 direct PANTX and hold, continue climb-in-hold to 3500.

1R7 AWOS-3P
118.125

MEMPHIS CENTER
132.5 259.1

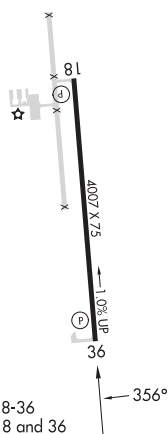
CTAF
122.9

MISSED APCH FIX

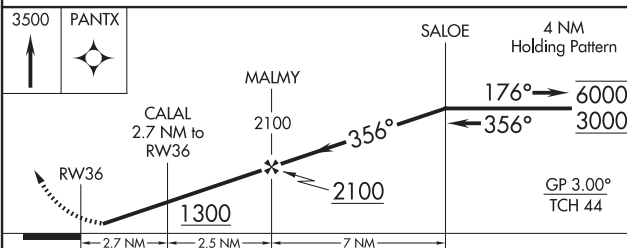



ELEV 435

TDZE 430



MIRL Rwy 18-36
REIL Rwy 18 and 36



CATEGORY		A	B	C	D
LPV	DA	730-1 300 (300-1)			
LNNAV/ VNAV	DA	880-1 $\frac{3}{8}$ 450 (500-1 $\frac{3}{8}$)			
LNNAV	MDA	880-1 450 (500-1)		880-1 $\frac{3}{8}$ 450 (500-1 $\frac{3}{8}$)	
 CIRCLING		940-1 505 (600-1)	1140-1 705 (800-1)	1280-2 $\frac{1}{2}$ 845 (900-2 $\frac{1}{2}$)	1280-2 $\frac{3}{4}$ 845 (900-2 $\frac{3}{4}$)

DE QUINCY, LOUISIANA

AL-5940 (FAA)

22363

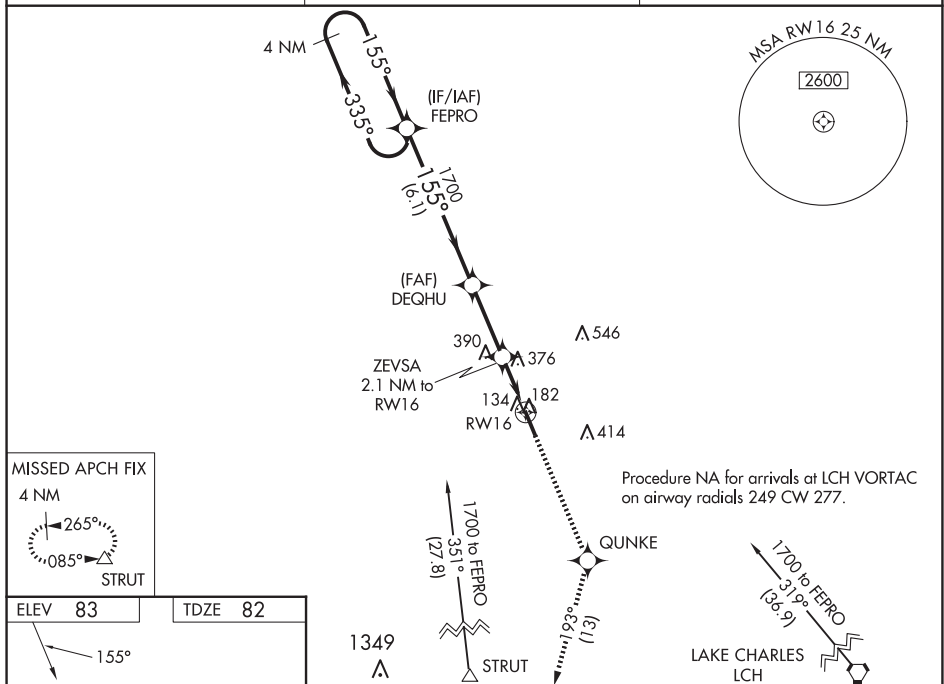
WAAS CH 45737 W16A	APP CRS 155°	Rwy Idg TDZE Apt Elev	4997 82 83
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RNAV (GPS) RWY 16

DE QUINCY INDUSTRIAL AIRPARK (5R8)

<p>Baro-VNAV NA when using Sulphur altimeter setting. DME/DME RNP-0.3 NA.</p> <p>NA When local altimeter setting not received, use Sulphur altimeter setting and increase all DA 55 feet and MDA 60 feet, increase LPV visibility all Cats $\frac{1}{8}$, LNAV/VNAV all Cats $\frac{1}{4}$ and LNAV and Circling Cat C visibility $\frac{1}{4}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 16 NA.</p>	<p>MISSED APPROACH: Climb to 2000 direct QUNKE and on track 193° to STRUT and hold.</p>
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AWOS-3PT 121.2	LAKE CHARLES APP CON * 119.35 282.3	UNICOM 122.8 (CTAF) 0
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ELEV 83	TDZE 82
155°	335°
91	142
34	
4997 X 75	
REIL Rws 16 and 34	
MIRL Rwy 16-34	

CATEGORY	A	B	C	D
LPV DA	365-1	283 (300-1)		NA
LNAV/VNAV DA	799-2½	717 (800-2½)		NA
LNAV MDA	700-1	618 (700-1)	700-1¾ 618 (700-1¾)	NA
CIRCLING	700-1 617 (700-1)	740-1 657 (700-1)	740-1¾ 657 (700-1¾)	NA

DE QUINCY, LOUISIANA

Amdt 2 05MAR15

DE QUINCY INDUSTRIAL AIRPARK (5R8)

30°26'N-93°28'W

RNAV (GPS) RWY 16

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

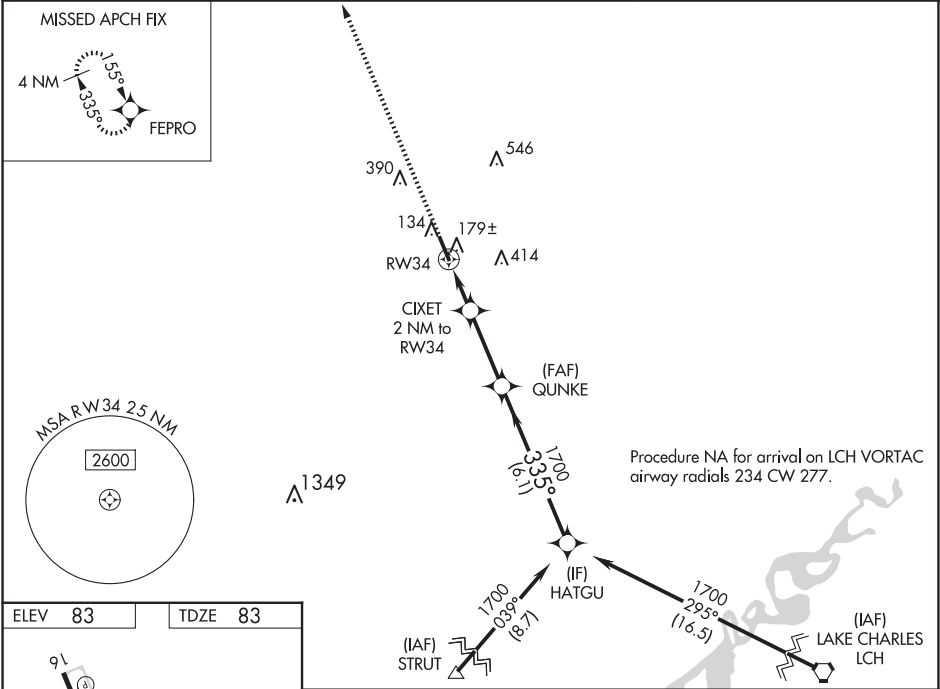
WAAS CH 87036 W34A	APP CRS 335°	Rwy Idg TDZE Apt Elev	4997 83 83
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RNAV (GPS) RWY 34
DE QUINCY INDUSTRIAL AIRPARK (5R.8)

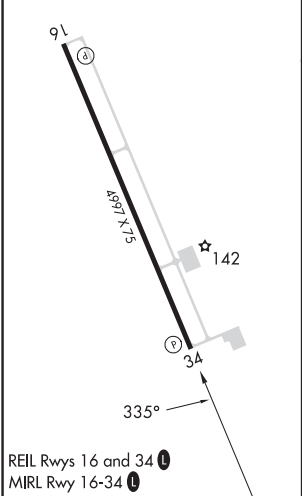
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Sulphur altimeter setting and increase all DA 55 feet and MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats 1/4, LNAV and Circling Cat C visibility 3/8 mile. Baro-VNAV and VDP NA with Sulphur altimeter setting. Night landing Rwy 16 NA.

MISSED APPROACH: Climb to 1700 direct FEPRO and hold.

AWOS-3PT 121.2	LAKE CHARLES APP CON ★ 119.35 282.3	UNICOM 122.8 (CTAF) ①
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ELEV 83	TDZE 83
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1700	FEPRO	CIXET 2 NM to RW34	QUNKE 1700	HATGU	GP 3.00° TCH 50
*LNAV only		*1.3 NM to RW34	*760		
	1.3	0.7	2.9 NM	6.1 NM	
CATEGORY	A	B	C	D	
LPV DA	339-3/4	256 (300-3/4)		NA	
LNAV/VNAV DA	333-3/4	250 (300-3/4)		NA	
LNAV MDA	540-1	457 (500-1)	540-1 3/8 457 (500-1 3/8)	NA	
CIRCLING	540-1 457 (500-1)	740-1 657 (700-1)	740-1 3/4 657 (700-1 3/4)	NA	

SC-4, 12 JUN 2025 to 07 AUG 2025

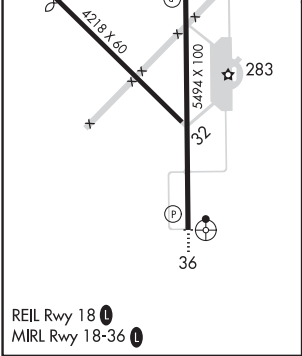
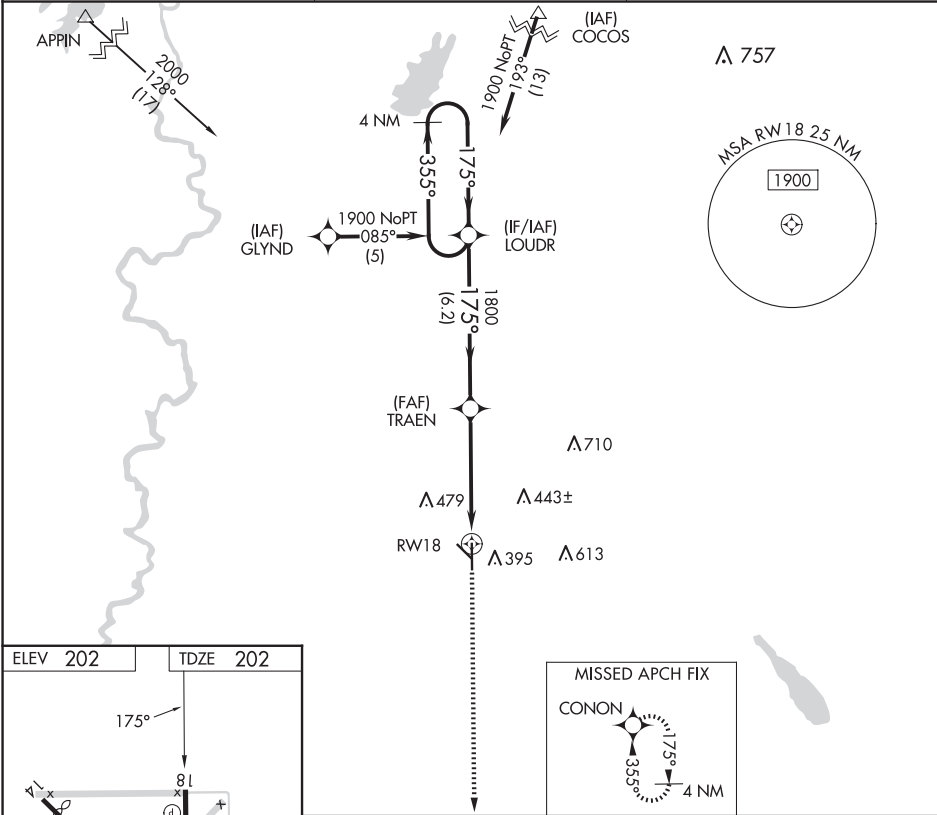
SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5494
175°	TDZE	202
	Apt Elev	202

RNAV (GPS) RWY 18
BEAUREGARD RGNL (DRI)

 <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDAs 60 feet and visibility LNAV Cats C/D and Circling Cats C/D ¼ SM.</p>	<p>MISSED APPROACH: Climb to 1700 direct CONON and hold.</p>
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AWOS-3PT 118.225	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF) 
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1700	CONON	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).		4 NM	4 NM Holding Pattern
		TRAEN	1800	175°	355°
		RW18		175°	1900
			4.8 NM	6.2 NM	
CATEGORY	A	B	C	D	
LNAV MDA	680-1	478 (500-1)	680-1¼ 478 (500-1¼)	680-1½ 478 (500-1½)	
CIRCLING	720-1	518 (600-1)	780-1½ 578 (600-1½)	1000-2½ 798 (800-2½)	

APP CRS
355°

Rwy Idg
TDZE
Apt Elev

5494
197
202

RNAV (GPS) RWY 36

BEAUREGARD RGNL (DRI)

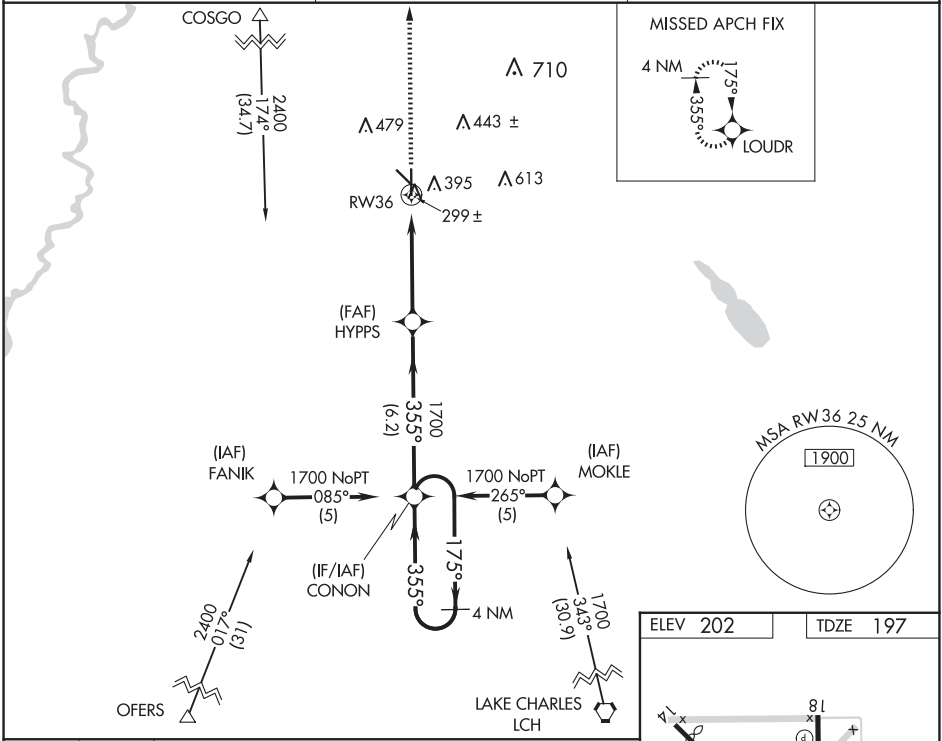
⚠

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase LNAV/LNAV DA to 622 feet and visibility all Cats ¼ SM; increase all MDAs 60 feet and visibility LNAV Cats C/D and Circling Cats C/D ¼ SM.

ODALS

MISSED APPROACH:
Climb to 1900 direct LOUDR and hold.

AWOS-3PT 118.225	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF) 0
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1900 LOUDR

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

HYPPS

CONON

RW36

4.5 NM

6.2 NM

355°

174°

1700

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LNAV/VNAV DA	569-1¼ 372 (400-1¼)			
LNAV MDA	660-1 463 (500-1)	660-1¼ 463 (500-1¼)	660-1½ 463 (500-1½)	660-1½ 463 (500-1½)
CIRCLING	720-1 518 (600-1)	780-1½ 578 (600-1½)	1000-2½ 798 (800-2½)	

ELEV 202 TDZE 197

REIL Rwy 18 0

MIRL Rwy 18-36 0

DE RIDDER, LOUISIANA

AL-116 (FAA)

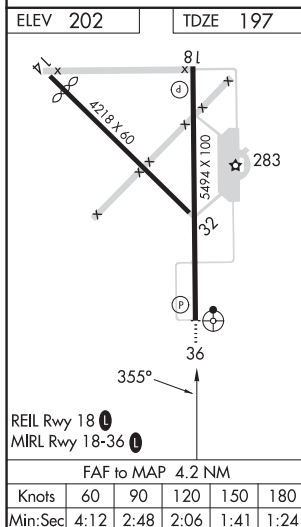
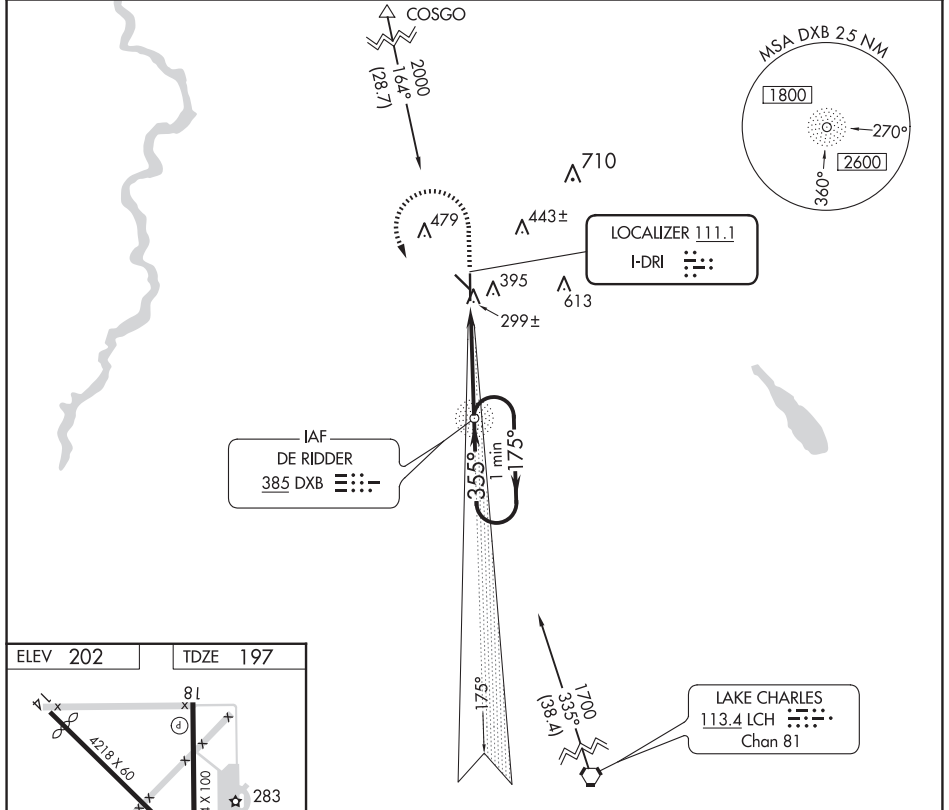
23166

LOC I-DRI 111.1	APP CRS 355°	Rwy Idg TDZE 197 Apt Elev 202
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LOC RWY 36
BEAUREGARD RGNL (DRI)

<p>NA</p> <p>Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDAs 60 feet and S-36 visibility Cat C ½ SM and Circling Cats C/D visibility ¼ SM.</p>	<p>ODALS</p> <p></p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.</p>
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AWOS-3PT 118.225	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF)
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1000	1700	DXB	DXB NDB	One Minute Holding Pattern
<p>1700 → 175° → 1700</p> <p>1700 ← 355°</p> <p>355°</p> <p>3.25° TCH 40</p> <p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).</p> <p>4.2 NM</p>				
CATEGORY	A	B	C	D
S-36	560-1 363 (400-1)			560-1¼ 363 (400-1¼)
CIRCLING	720-1 518 (600-1)		780-1½ 578 (600-1½)	1000-2½ 798 (800-2½)

DE RIDDER, LOUISIANA

Amdt 3B 04NOV21

30°50'N-93°20'W

BEAUREGARD RGNL (DRI)

LOC RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

NDB DXB

385

APP CRS

354°

Rwy Idg

5494

TDZE

197

Apt Elev

202

NDB RWY 36

BEAUREGARD RGNL (DRI)

▼

NA

Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDAs 60 feet and S-36 visibility Cat D 1/8 SM and Circling Cats C/D 1/4 SM.

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3PT	POLK APP CON	UNICOM
118.225	123.7 261.3	122.8 (CTAF) 0

ELEV 202

TDZE 197

REIL Rwy 18 0

MIRL Rwy 18-36 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

1000	1700	DXB	One Minute Holding Pattern	
		DXB NDB	174° → 1700 ← 354°	
		1700	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).	
		4.2 NM		
CATEGORY	A	B	C	D
S-36	700-1	503 (500-1)	700-1½	503 (500-1½)
CIRCLING	720-1	518 (600-1)	780-1½	1000-2½
			578 (600-1½)	798 (800-2½)

DE RIDDER, LOUISIANA

Amtd 5B 04NOV21

30°50'N-93°20'W

95

BEAUREGARD RGNL (DRI)

NDB RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

DREW, MISSISSIPPI

AL-5859 (FAA)

19115

APP CRS 180°	Rwy Idg	3000
	TDZE	137
	Apt Elev	137

RNAV (GPS) RWY 18

RULEVILLE-DREW (M37)

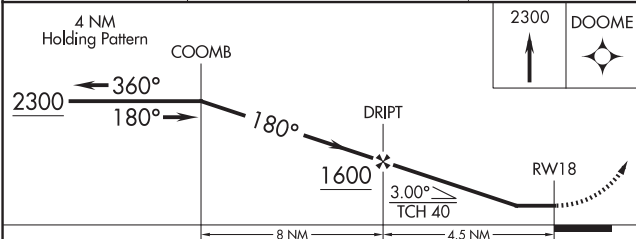
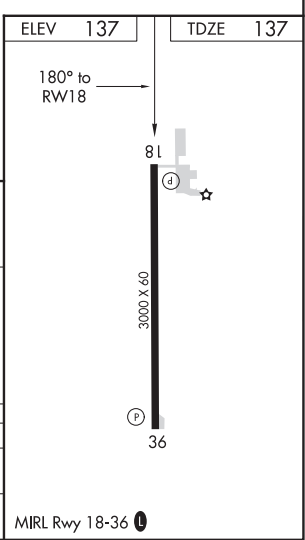
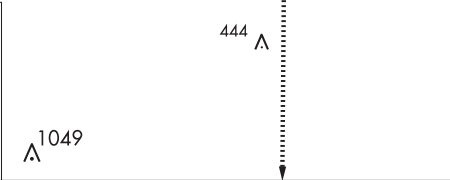
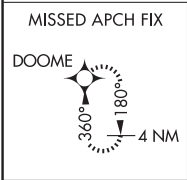
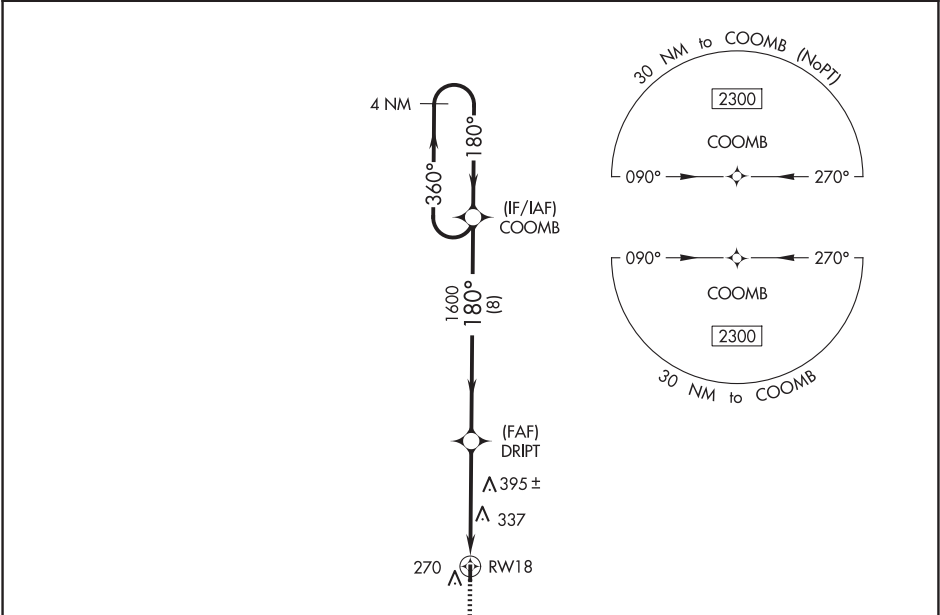
▼

▲ NA

DME/DME RNP-0.3 NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and increase LNAV and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct DOOME and hold.

MEMPHIS CENTER 135.875 269.35	CTAF 122.9
---	----------------------



CATEGORY	A	B	C	D
LNAV MDA	680-1	543 (600-1)	680-1 3/8 543 (600-1 3/8)	NA
CIRCLING	680-1 543 (600-1)	720-1 583 (600-1)	780-1 3/4 643 (700-1 3/4)	NA

DREW, MISSISSIPPI

Orig 04FEB16

33°47'N-90°32'W

RULEVILLE-DREW (M37)

RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3000
360°	TDZE	137
	Apt Elev	137

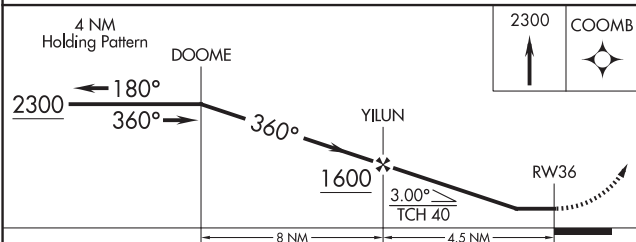
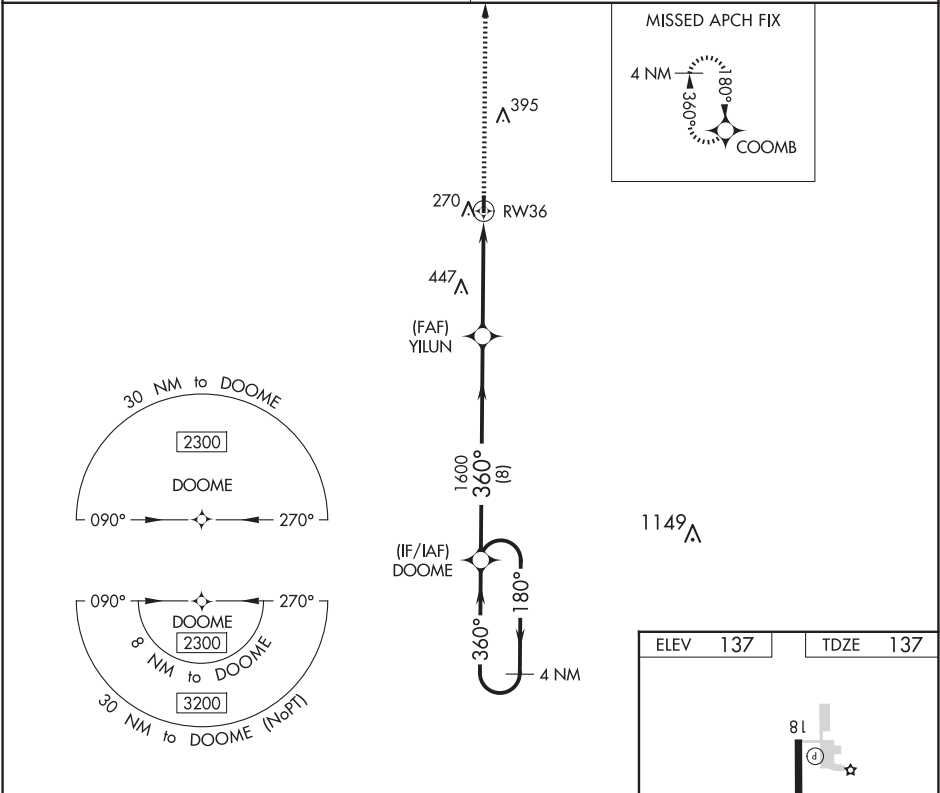
RNAV (GPS) RWY 36
RULEVILLE-DREW (M37)

NA

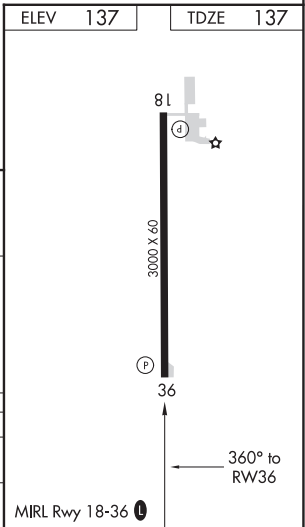
DME/DME RNP-0.3 NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet; increase LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct COOMB and hold.

MEMPHIS CENTER 135.875 269.35	CTAF 122.9
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CATEGORY	A	B	C	D
LNAV MDA	620-1	483 (500-1)	620-1 3/8 483 (500-1 3/8)	NA
C CIRCLING	620-1 483 (500-1)	720-1 583 (600-1)	780-1 3/4 643 (700-1 3/4)	NA



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

DREW, MISSISSIPPI

AL-5859 (FAA)

24025

VORTAC SQS 114.7 Chan 94	APP CRS 324°	Rwy Idg TDZE Apt Elev	N/A N/A 137
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VOR-A
RULEVILLE-DREW (M37)

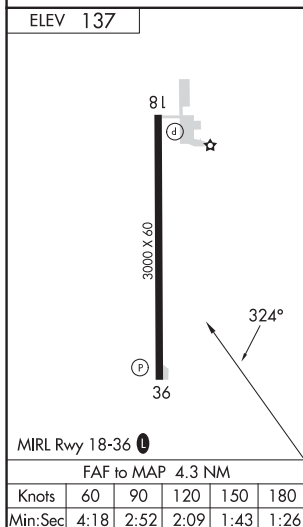
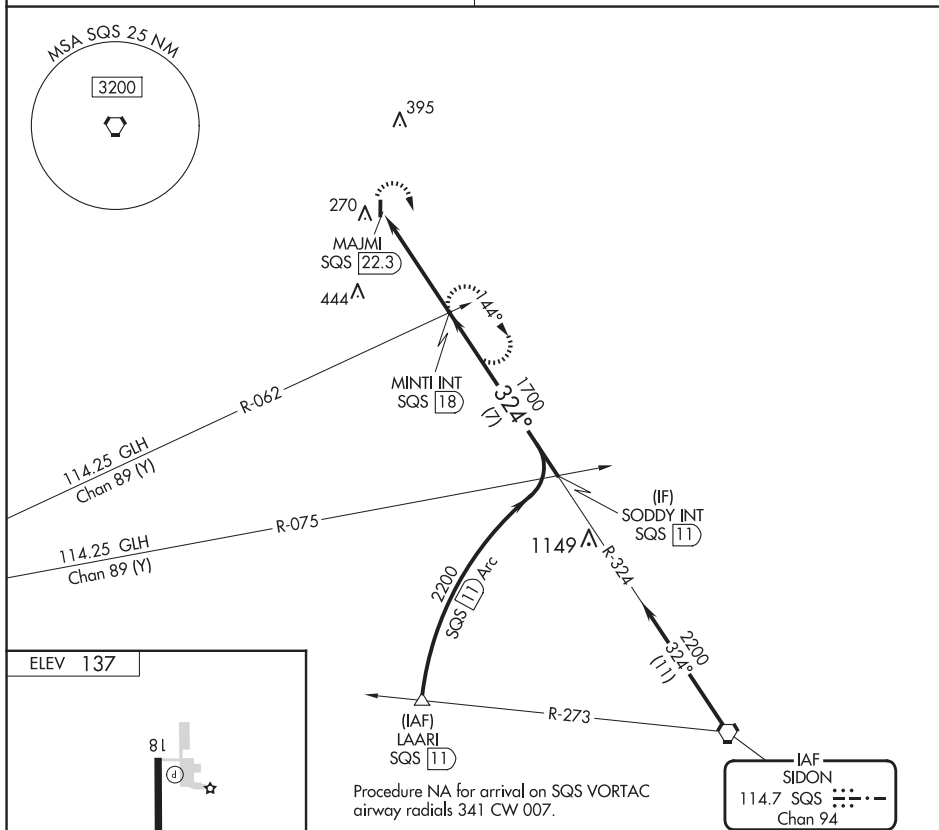


Rwy 18 and 36 helicopter visibility reduction below 1 SM NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDAs 40 feet, increase Cat C visibility 1/4 SM. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 1700 on SQS VORTAC R-324 to MINTI INT/SQS 18 DME and hold.

MEMPHIS CENTER
135.875 269.35

CTAF
122.9



FAF to MAP 4.3 NM				
Knots	60	90	120	150
Min:Sec	4:18	2:52	2:09	1:43
180	1:26			
CATEGORY	A	B	C	D
CIRCLING	620-1 483 (500-1)	720-1 583 (600-1)	780-1 3/4 643 (700-1 3/4)	NA

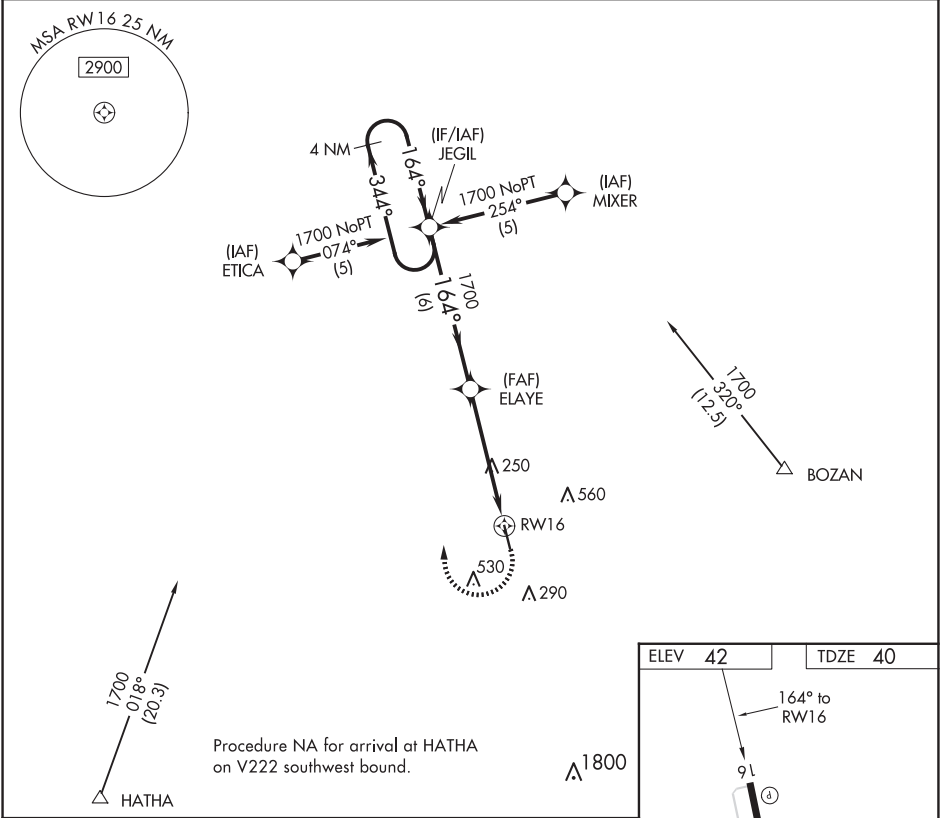
DREW, MISSISSIPPI
Amdt 5A 25JAN24

33°47'N-90°32'W

RULEVILLE-DREW (M37)
VOR-A

SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS 164°	Rwy Idg 5001 TDZE 40 Apt Elev 42	RNAV (GPS) RWY 16	
EUNICE (4R7)			
RNP APCH.		MISSED APPROACH: Climbing right turn to 1700 direct JEGIL WP and hold.	
Use Lafayette Rgnl/Paul Fournet Fld altimeter setting. Procedure NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA.			
LFT ASOS 134.05	LAFAYETTE APP CON ★ 128.7 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 1



4 NM Holding Pattern		JEGIL	ELAYE	1700 JEGIL
1700 ← 344° 164° →		164°	1700	RWY 16
		6 NM	5 NM	3.04° TCH 52
CATEGORY	A	B	C	D
LNAV MDA	580-1	540 (600-1)	580-1½ 540 (600-1½)	NA
CIRCLING	620-1	578 (600-1)	940-2¾ 898 (900-2¾)	NA

ELEV 42

TDZE 40

164° to RWY 16

91

500 X 75

34

REIL Rwys 16 and 34 **1**

MIRL Rwy 16-34 **1**

EUNICE, LOUISIANA

AL-5524 (FAA)

21112

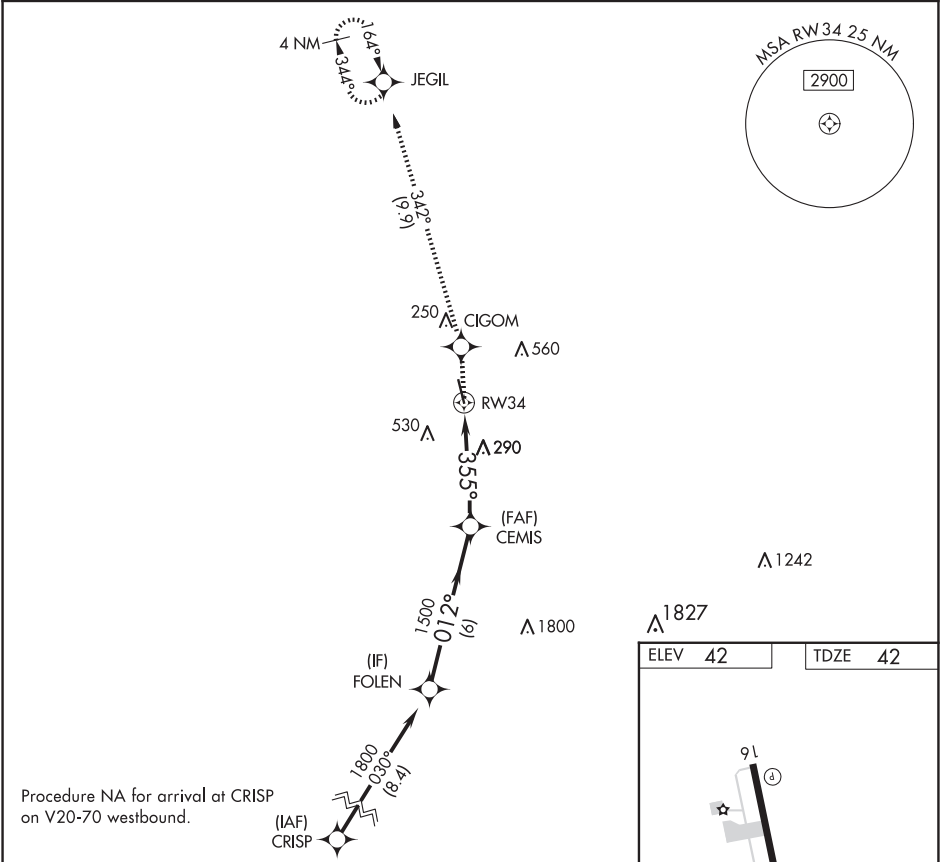
APP CRS 355°	Rwy Idg TDZE Apt Elev	5001 42 42
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RNAV (GPS) RWY 34

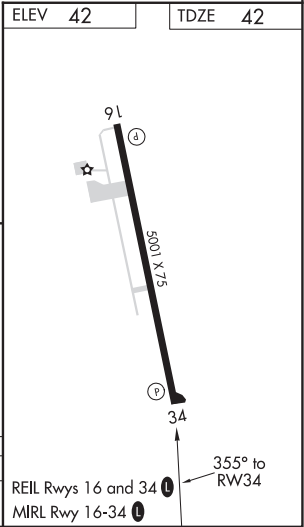
EUNICE (4R7)

RNP APCH.	MISSED APPROACH: Climb to 1700 direct CIGOM and on 342° track to JEGIL and hold.
▼ Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. Use Lafayette Rgnl/Paul Fournet Fld altimeter setting.	

LFT ASOS 134.05	LAFAYETTE APP CON ★ 128.7 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 0
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1700	CIGOM	342° tr	JEGIL	Visual Segment - Obstacles.	FOLEN
↑	✧		✧	CEMIS	
					1800
					1500
					012°
					355°
					RW34
					4.4 NM
					6 NM
CATEGORY	A	B	C	D	
LNAV MDA	660-1	618 (700-1)	660-1¾ 618 (700-1¾)	NA	



EUNICE, LOUISIANA
Orig-B 18JUL19

30°28'N-92°25'W

EUNICE (4R7)

RNAV (GPS) RWY 34

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-GAO

109.1

Chan 28

APP CRS

359°

Rwy ldg

6500

TDZE

-2

Apt Elev

0

ILS or LOC RWY 36

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

DME required.

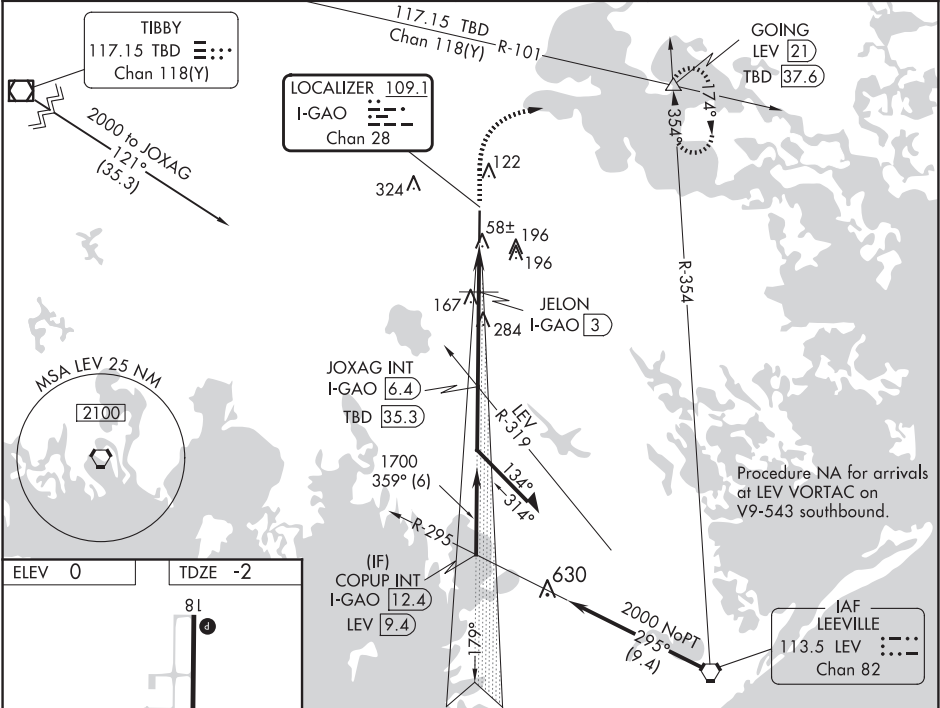
T

SSALR

A3

MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 on heading 050° and TBD VOR/DME R-101 to GOING INT/LEV 21 DME and hold.

AWOS-3PT	NEW ORLEANS APP CON	CLNC DEL	UNICOM
118.175	120.85 256.9	120.85	123.0 (CTAF) 0



1200	2000	TBD R-101	GOING	JOXAG INT I-GAO 6.4	Remain within 10 NM
↑	hdg 050°		△		
*LOC only.	*I-GAO 2.1	JELON I-GAO 3			
I-GAO 1.2					
	620*	1700			
		179°			
		359°			
		2000			
		1700			
		GS 3.00° TCH 51			
	0.9 NM	0.9 NM	3.4 NM		
CATEGORY	A	B	C	D	
S-ILS 36		198-½	200 (200-½)		
S-LOC 36		320-½	322 (400-½)		
CIRCLING	440-1	560-1	640-1¾	640-2	
	440 (500-1)	560 (600-1)	640 (700-1¾)	640 (700-2)	

GALLIANO, LOUISIANA

AL-9049 (FAA)

24361

WAAS CH 61308 W18A	APP CRS 179°	Rwy ldg 6500 TDZE 0 Apt Elev 0
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RNAV (GPS) RWY 18

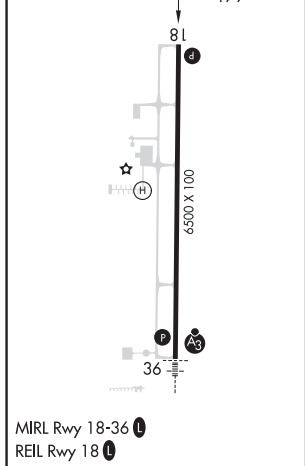
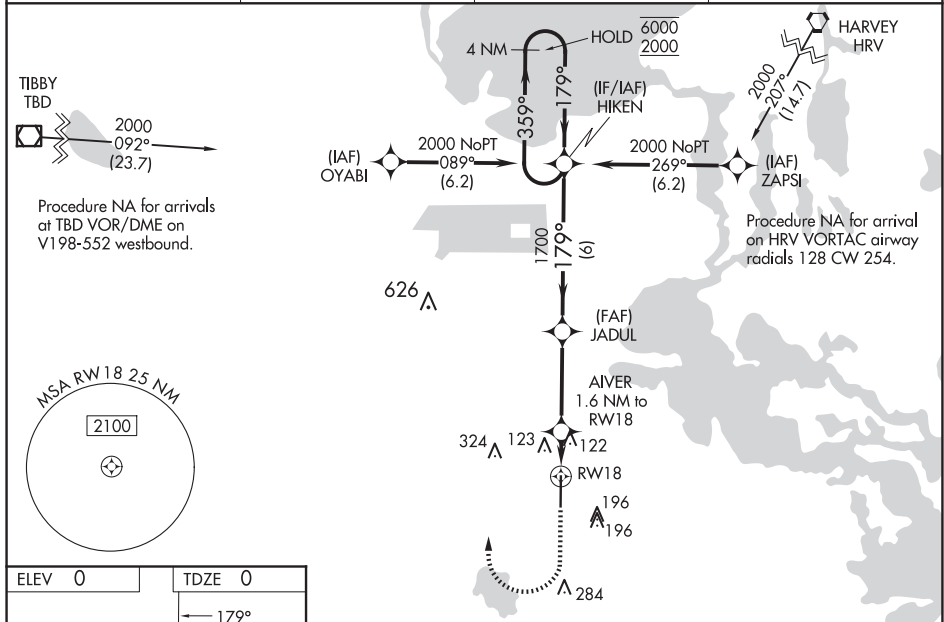
SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

RNP APCH - GPS.

⚠ Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C . When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 396 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 361 feet, visibility Cats A and B $\frac{1}{4}$ SM and Cats C and D $\frac{1}{2}$ SM; increase all MDAs 80 feet and LNAV visibility Cats C and D $\frac{3}{4}$ SM and Circling visibility Cats C and D $\frac{1}{4}$ SM. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH:
Climb to 520 then climbing right turn to 2000 direct HIKEN and hold.

AWOS-3PT 118.175	NEW ORLEANS APP CON 120.85 256.9	CINC DEL 120.85	UNICOM 123.0 (CTAF) 0
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520	2000	HIKEN	4 NM Holding Pattern			
AIVER 1.6 NM to RW18		JADUL 1700	359° → 6000 ← 179° 2000		GP 3.00° TCH 51	
RW18 1.1 NM to RW18		560	1700			
1.1		0.5	3.6 NM		6 NM	
CATEGORY	A		B	C	D	
LPV DA	319-1		319 (400-1)			
LNAV/VNAV DA	284-7/8		284 (300-7/8)		284-1	284 (300-1)
LNAV MDA	380-1		380 (400-1)		380-1 3/4 380 (400-1 3/4)	380-2 380 (400-2)
CIRCLING	440-1		560-1		640-1 3/4 640 (700-1 3/4)	640-2 640 (700-2)
	440 (500-1)		560 (600-1)			

GALLIANO, LOUISIANA
Amdt 2C 25JAN24

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)
29°26'N-90°16'W
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 69608 W36A	APP CRS 359°	Rwy Idg 6500 TDZE -2 Apt Elev 0
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RNAV (GPS) RWY 36

SOUTH LAFOURCHE LEONARD MILLER JR (G.A.O)

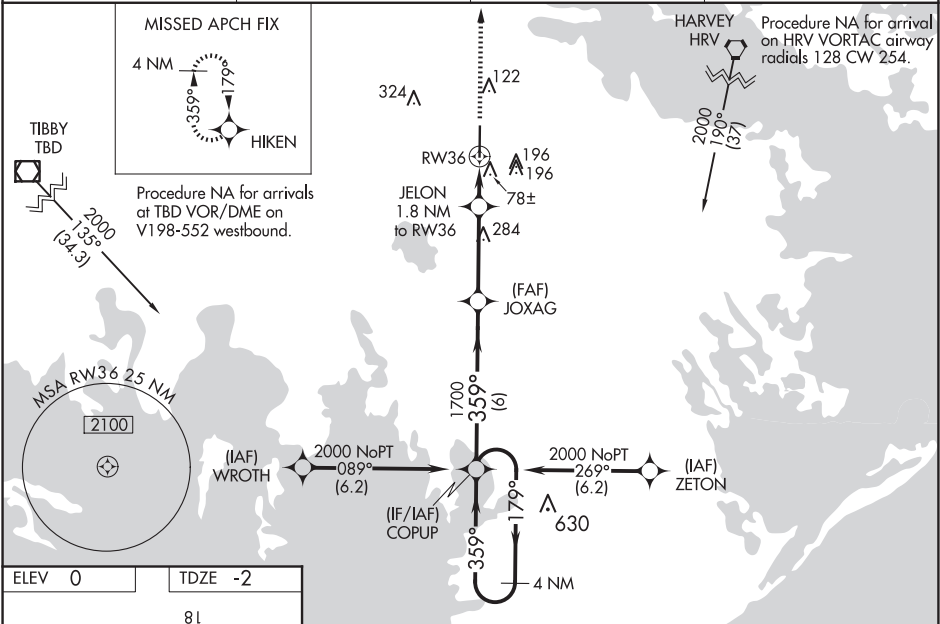
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C and D visibility to 1 SM. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase LPV DA to 275 feet, LNAV/VNAV DA to 325 feet and all MDA 80 feet and increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C and D visibility ½ SM and Circling Cat C and D visibility ½ SM. For inop ALS, when using Louis Armstrong New Orleans Intl altimeter setting, increase LPV and LNAV/VNAV all Cats visibility ¾ SM. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

SSALR

MISSED APPROACH:
Climb to 2000 direct
HIKEN and hold.

AWOS-3PT 118.175	NEW ORLEANS APP CON 120.85 256.9	CLNC DEL 120.85	UNICOM 123.0 (CTAF)
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ELEV 0	TDZE -2
MIRL Rwy 18-36 REIL Rwy 18	
*LNAV only.	
*0.9 NM to RW36	
JELON 1.8 NM to RW36	
JOXAG	
COPUP	
4 NM Holding Pattern	
179° 2000	
359° 1700	
GP 3.00° TCH 51	
0.9 0.9 NM 3.4 NM 6 NM	
CATEGORY	A B C D
LPV DA	198-½ 200 (200-½)
LNAV/VNAV DA	248-½ 250 (300-½)
LNAV MDA	340-½ 342 (400-½) 340-⅝ 342 (400-⅝)
CIRCLING	440-1 440 (500-1) 560-1 560 (600-1) 640-1¾ 640 (700-1¾) 640-2 640 (700-2)

GONZALES, LOUISIANA

AL-9076 (FAA)

25023

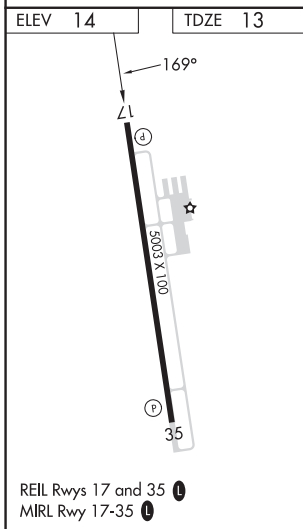
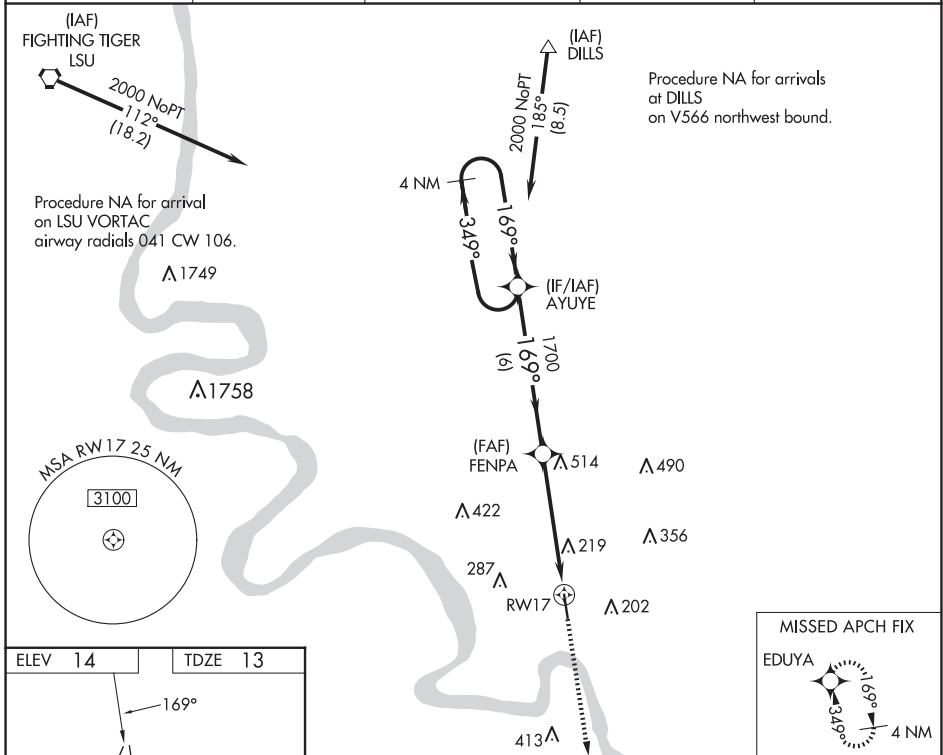
WAAS CH 78429 W17A	APP CRS 169°	Rwy Idg TDZE 13 Apt Elev 14	5003
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RNAV (GPS) RWY 17

LOUISIANA RGNL (REG)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Baton Rouge altimeter setting.	MISSED APPROACH: Climb to 2000 direct EDUYA and hold.
Rwy 17 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 121.175	BTR ASOS 125.2	BATON ROUGE APP CON★ 133.225 278.3	GCO 135.075	UNICOM 123.0 (CTAF) ①
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4 NM Holding Pattern				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).				
AYUYE				
FENPA				
RW17				
6 NM				
5.1 NM				
CATEGORY	A	B	C	D
LPV DA		407-1⅜	394 (400-1⅜)	
LNAV/VNAV DA		471-1⅝	458 (500-1⅝)	
LNAV MDA	540-1	527 (600-1)	540-1½	527 (600-1½)
CIRCLING	540-1 526 (600-1)	600-1 586 (600-1)	760-2¼ 746 (800-2¼)	760-2½ 746 (800-2½)

GONZALES, LOUISIANA
Amdt 1D 10SEP20

30°10'N-90°56'W

RNAV (GPS) RWY 17

SC-4, 12 JUN 2025 to 07 AUG 2025

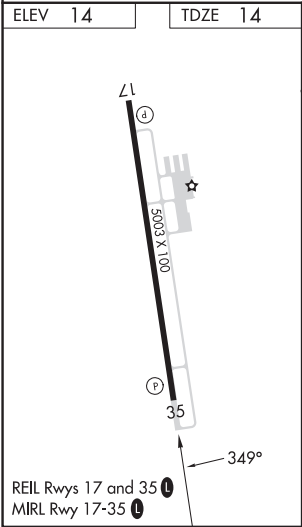
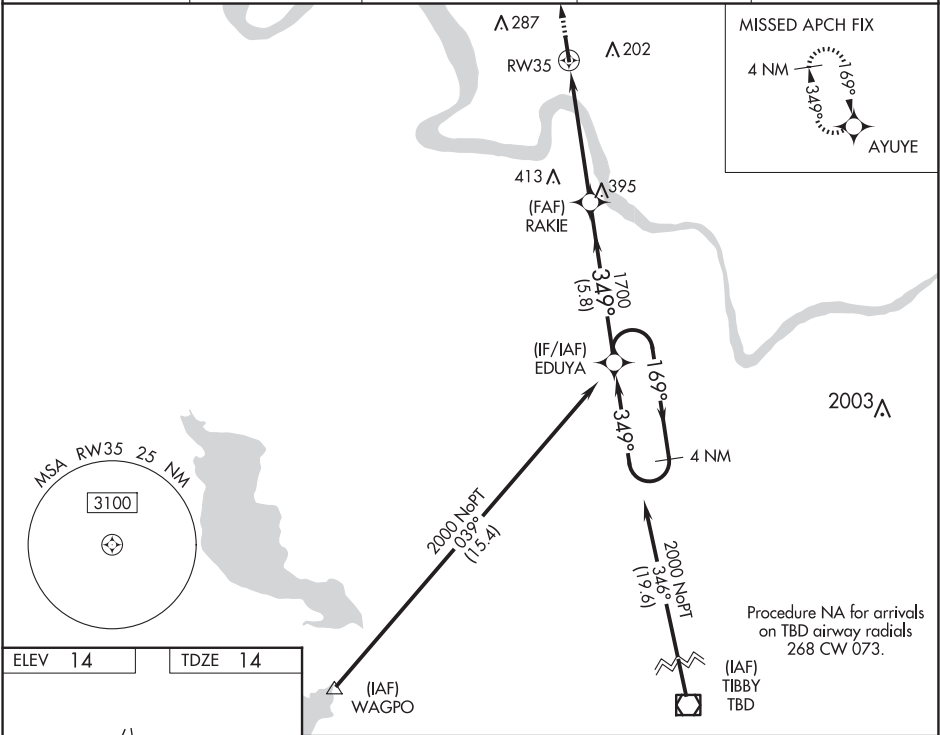
WAAS CH 45940 W35A	APP CRS 349°	Rwy Idg TDZE 14 Apt Elev 14	5003
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RNAV (GPS) RWY 35
LOUISIANA RGNL (REG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct AYUYE and hold.

AWOS-3PT 121.175	BTR ASOS 125.2	BATON ROUGE APP CON★ 133.225 278.3	GCO 135.075	UNICOM 123.0 (CTAF) ①
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2000

↑

AYUYE

✦

EDUYA

4 NM Holding Pattern

169°

349°

2000

*LNAV only.

*1.4 NM to RW35

RAKIE

1700

1700

349°

GP 3.00° TCH 50

RW35

1.4 NM

3.7 NM

5.8 NM

CATEGORY	A		B	C	D
LPV DA			264-¾	250 (300-¾)	
LNAV/VNAV DA			417-1⅓	403 (500-1⅓)	
LNAV MDA	500-1	486 (500-1)		500-1⅓	486 (500-1⅓)
CIRCLING	500-1 486 (500-1)	520-1 506 (600-1)	700-2 686 (700-2)	700-2¼ 686 (700-2¼)	

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

GONZALES, LOUISIANA

AL-9076 (FAA)

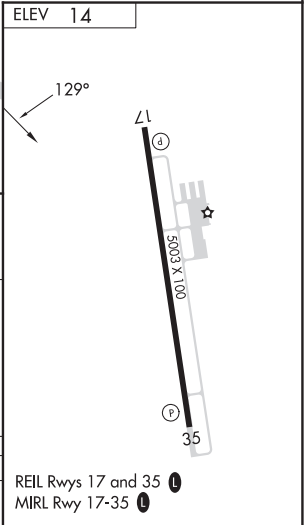
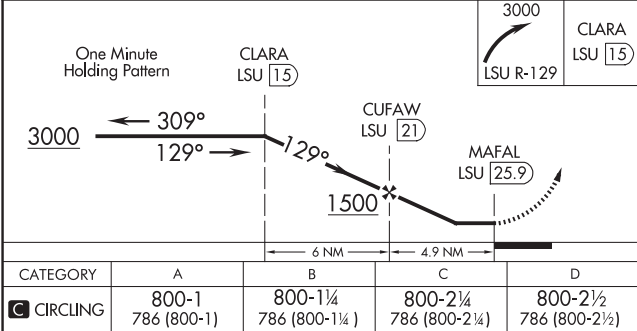
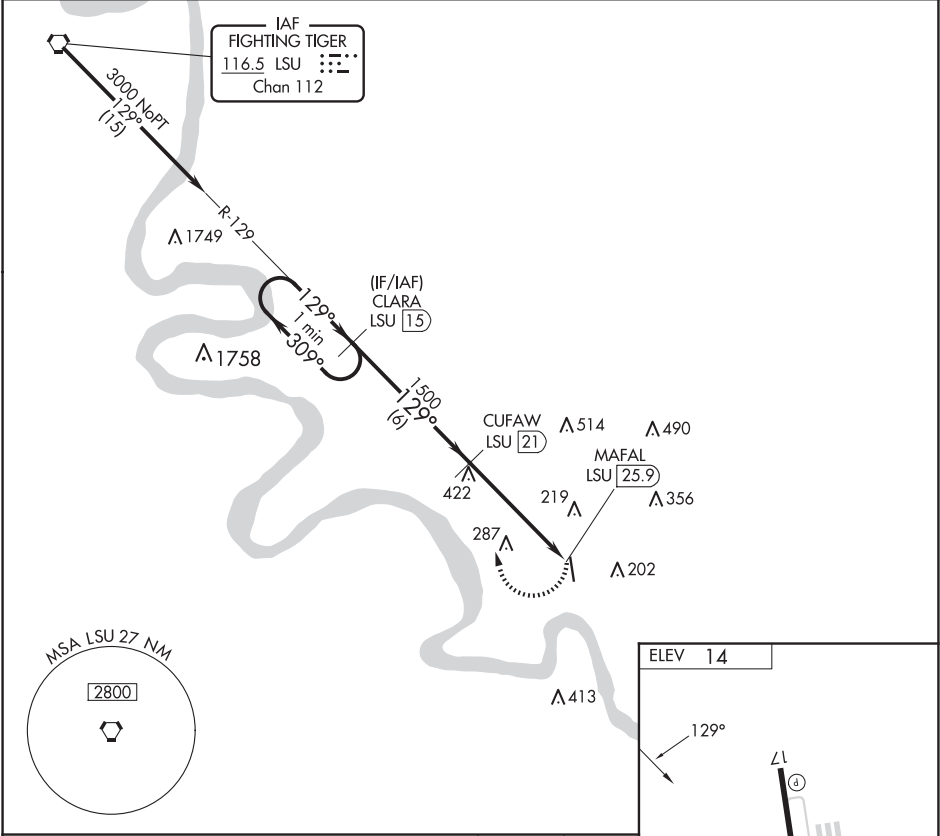
25023

VORTAC LSU 116.5 Chan 112	APP CRS 129°	Rwy Idg TDZE Apt Elev 14	N/A N/A
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VOR-A
LOUISIANA RGNL (REG)

NA	DME required. Use Baton Rouge altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 on LSU VORTAC R-129 to CLARA/15 DME and hold.
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AWOS-3PT 121.175	BTR ASOS 125.2	BATON ROUGE APP CON ★ 133.225 278.3	GCO 135.075	UNICOM 123.0 (CTAF) 1
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GONZALES, LOUISIANA
Amdt 2C 10SEP20

30°10'N-90°56'W

LOUISIANA RGNL (REG)
VOR-A

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-GLH 109.1	APP CRS 181°	Rwy Idg 7981 TDZE 129 Apt Elev 131	ILS or LOC RWY 18L GREENVILLE MID-DELTA (GLH)
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▼

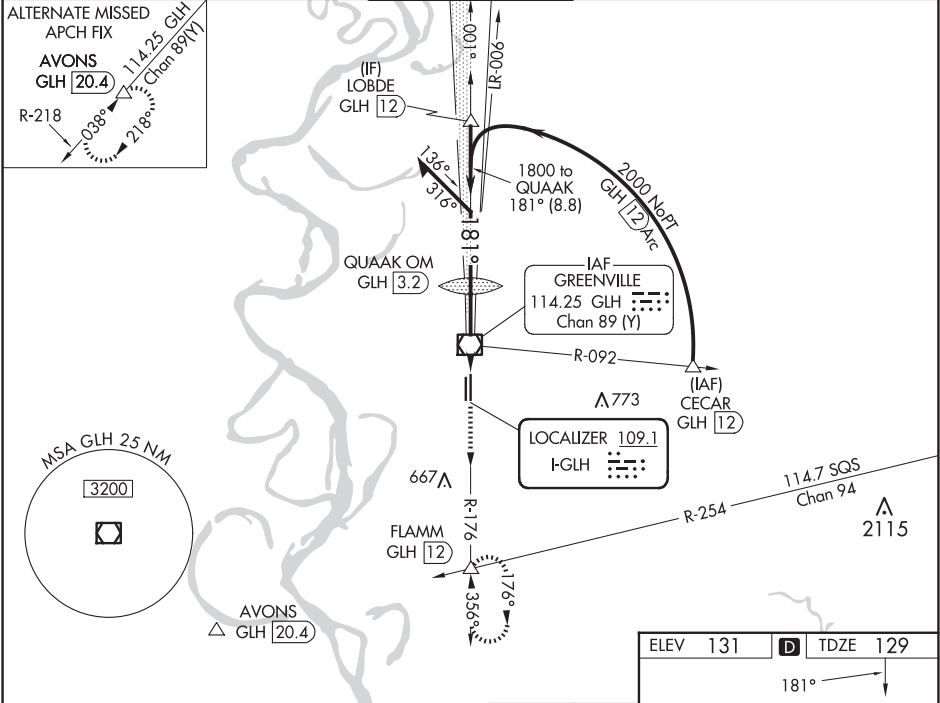
Inop table does not apply to S-ILS 18L all Cats and S-LOC 18L Cats A and B. For inop ALS, increase S-LOC 18L Cat C and D visibility to 1½ SM.

MALSR

AG

MISSED APPROACH: Climb to 2000 on GLH VOR/DME R-176 to FLAMM INT/GLH 12 DME and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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Remain within 10 NM

GLH VOR/DME

2000 FLAMM
GLH R-176

1800 181° 1800
GS 3.00° TCH 53

QUAAK OM GLH 3.2

1702

GLH 0.4

3.2 NM 0.4 NM 1.2

CATEGORY	A	B	C	D
S-ILS 18L		329/50	200 (200-1)	
S-LOC 18L		580/50	451 (500-1)	
CIRCLING	600-1	469 (500-1)	600-1½ 469 (500-1½)	800-2 669 (700-2)

ELEV 131 D TDZE 129

181°
18L

HIRL Rwy 18L-36R
MIRL Rwy 18R-36L
REIL Rwy 36R

881
7019 X 150
298
36L 36R

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

RNAV (GPS) RWY 18L
GREENVILLE MID-DELTA (GLH)

MISSED APPROACH: Climb to 2000 direct BETJL and hold.

ELEV 131

TDZE 129

181°

18L

18R

7019 X 150

8001 X 150

298

36L

36R

REIL Rwy 36R

MIRL Rwy 18R-36L

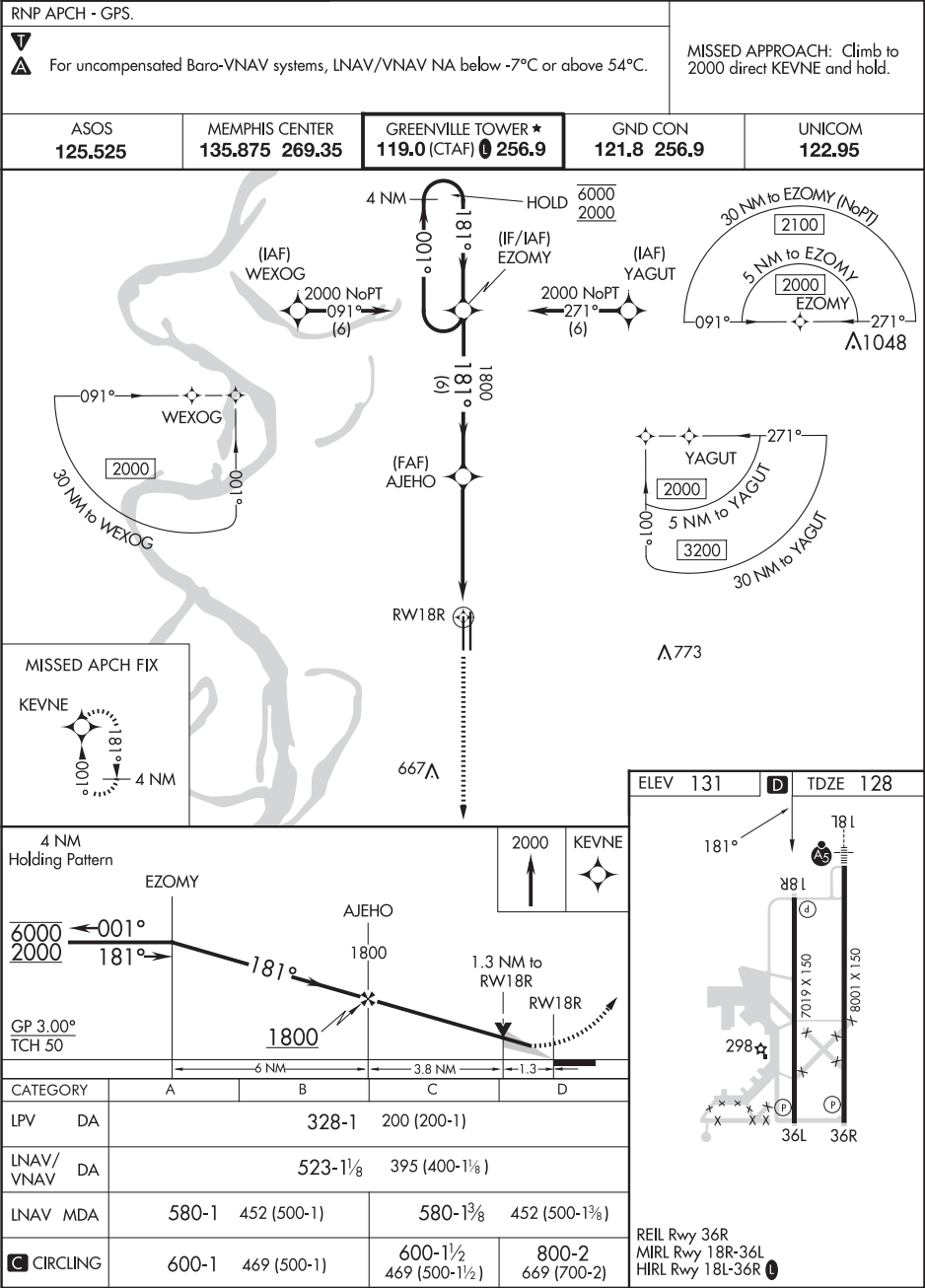
HIRL Rwy 18L-36R

CATEGORY	A	B	C	D
LPV DA	329/50 200 (200-1)			
LNAV/ VNAV DA	527/50 398 (400-1)			
LNAV MDA	600/50 471 (500-1)			
C CIRCLING	600-1 469 (500-1)	600-1½ 469 (500-1½)	800-2 669 (700-2)	

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70411 W18B	APP CRS 181°	Rwy Idg 7019 TDZE 128 Apt Elev 131
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RNAV (GPS) RWY 18R
GREENVILLE MID-DELTA (GLH)



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

GREENVILLE, MISSISSIPPI

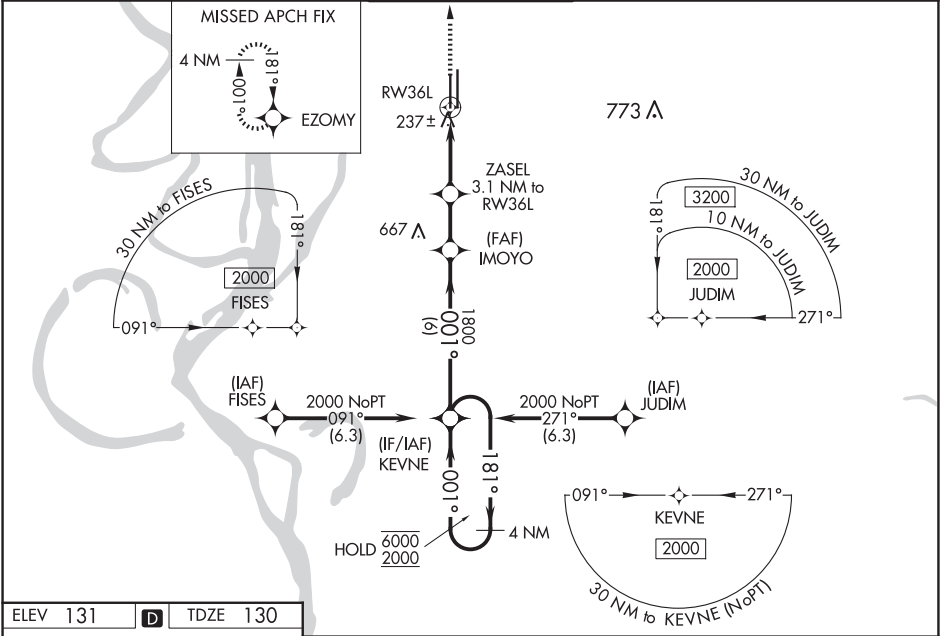
AL-572 (FAA)

24025

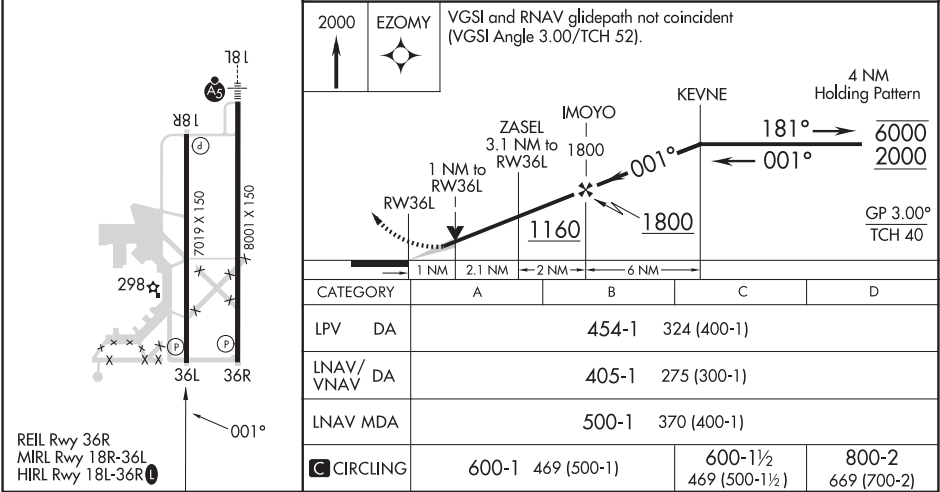
WAAS CH 77611 W36A	APP CRS 001°	Rwy Idg 7019 TDZE 130 Apt Elev 131
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RNAV (GPS) RWY 36L
GREENVILLE MID-DELTA (GLH)

RNP APCH - GPS.				
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.				
ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95



ELEV 131	D	TDZE 130
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GREENVILLE, MISSISSIPPI

Amdt 1 25JAN24

33°29'N-90°59'W

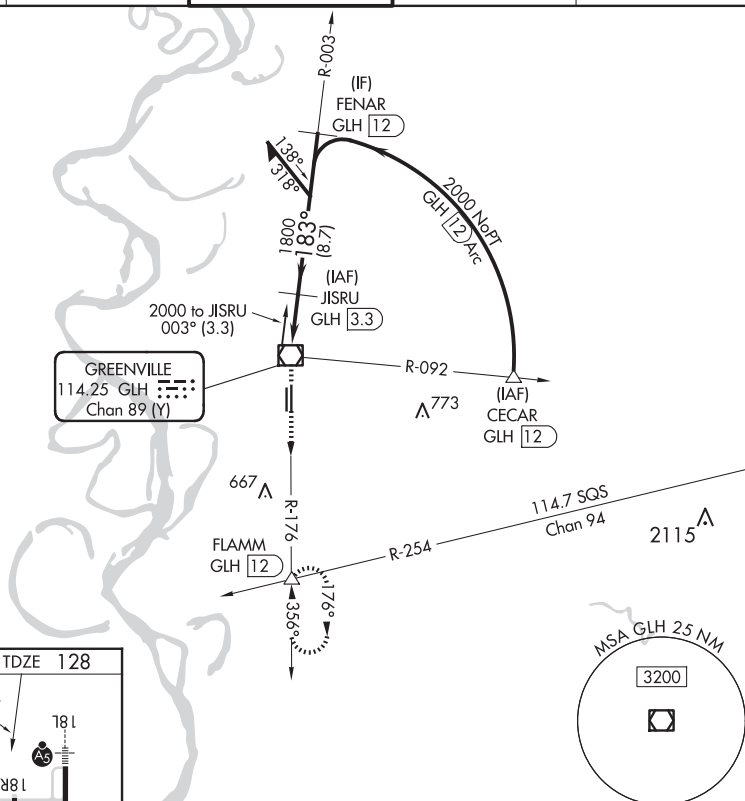
GREENVILLE MID-DELTA (GLH)
RNAV (GPS) RWY 36L

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

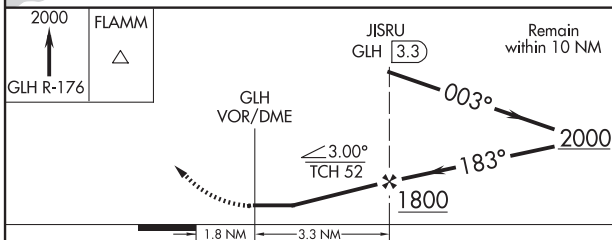
VOR RWY 18R
GREENVILLE MID-DELTA (GLH)

MISSED APPROACH: Climb to 2000 on GLH VOR/DME R-176 to FLAMM INT/GLH 12 DME and hold.

UNICOM
122.95

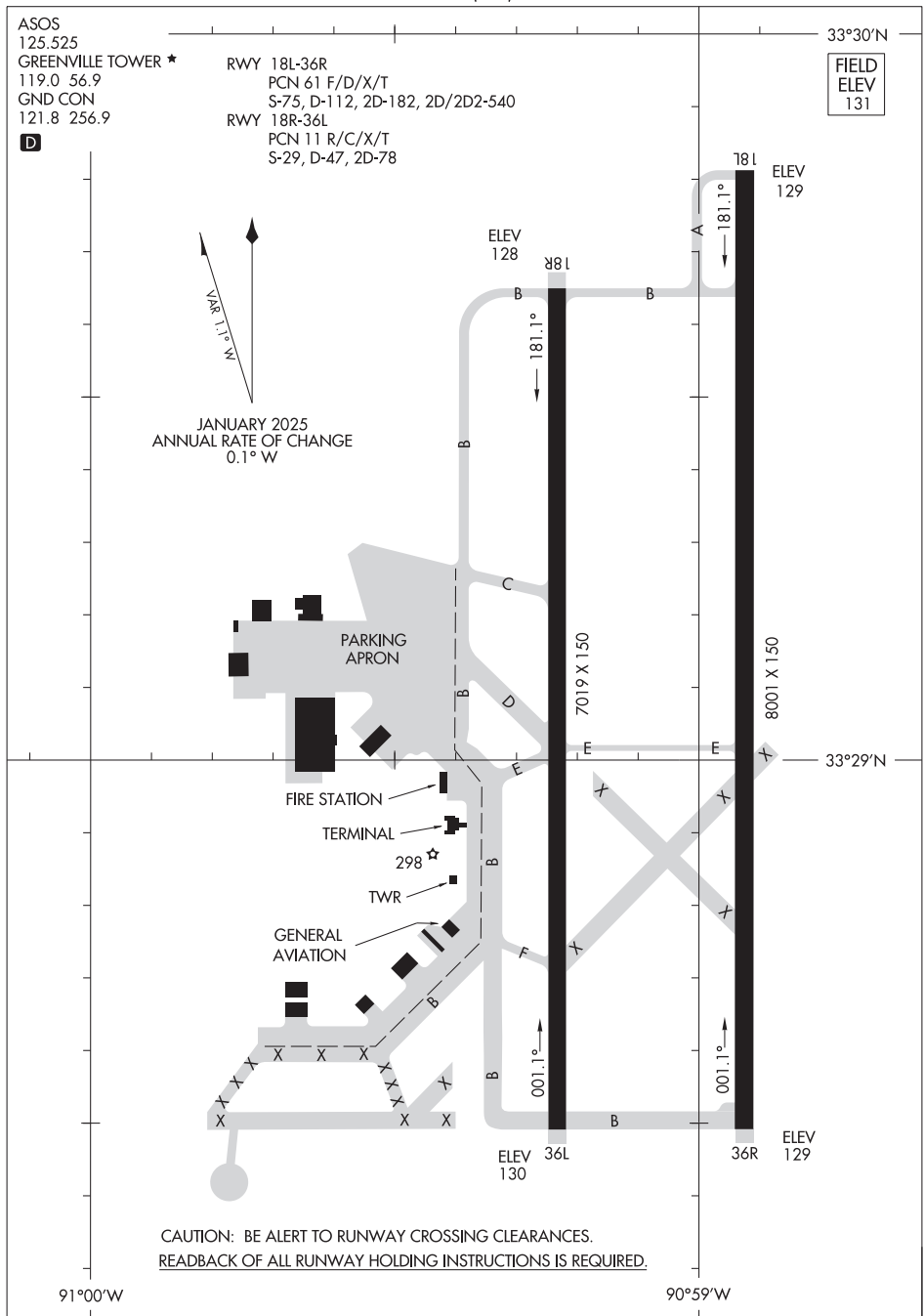
SC-4, 12 JUN 2025 to 07 AUG 2025

REIL Rwy 36R
MIRL Rwy 18R-36L
HIRL Rwy 18L-36R **L**



CATEGORY	A	B	C	D
S-18R	580-2½ 452 (500-2½)			
C CIRCLING	600-2½ 469 (500-2½)			800-2½ 669 (700-2½)

VOR RWY 18R



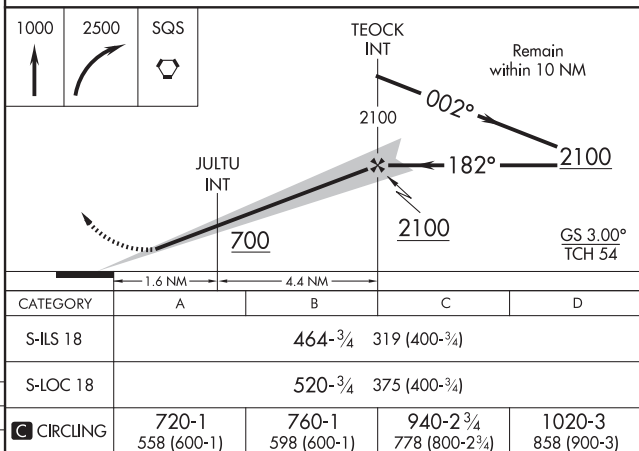
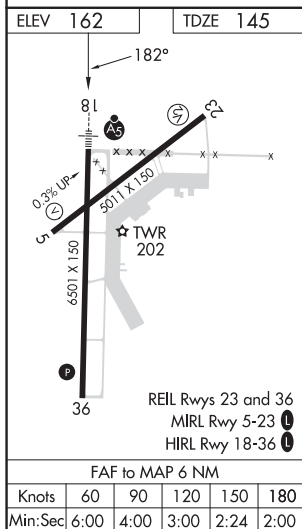
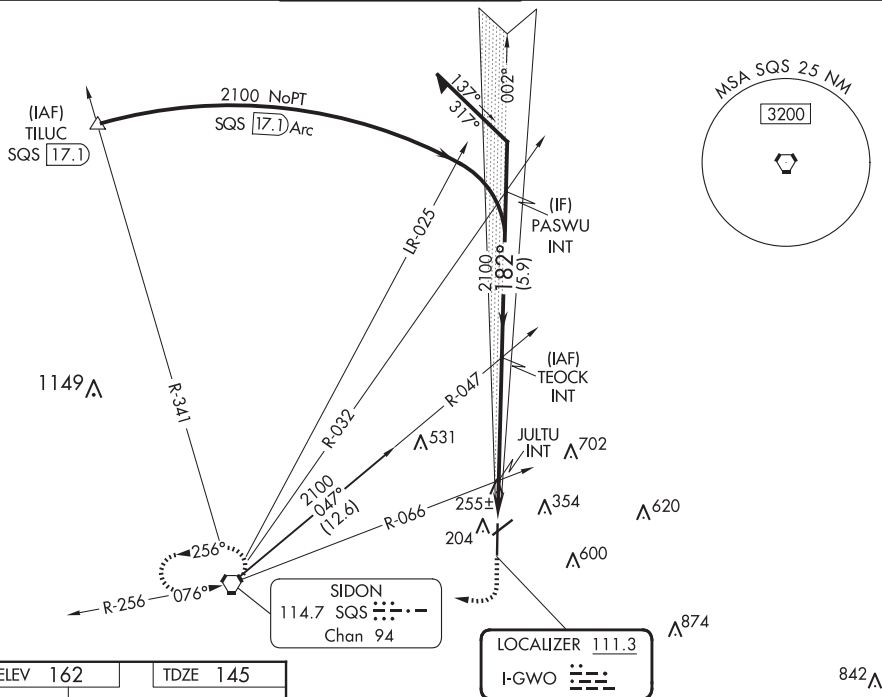
SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 18
GREENWOOD-LEFLORE (GWO)

	<p>Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling Rwy 5, 23 NA at night. For inop ALIS, increase S-ILS 18 all Cats $\frac{3}{8}$ SM, and S-LOC 18 Cat A/B visibility to 1 SM.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct QCS VORTAC and hold.</p>
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ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER ★ 118.35 (CTAF) 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95
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SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **69526**
W05A

APP CRS
053°

Rwy ldg
TDZE **149**
Apt Elev **162**

RNAV (GPS) RWY 5
GREENWOOD-LEFLORE (GWO)

RNP APCH - GPS.

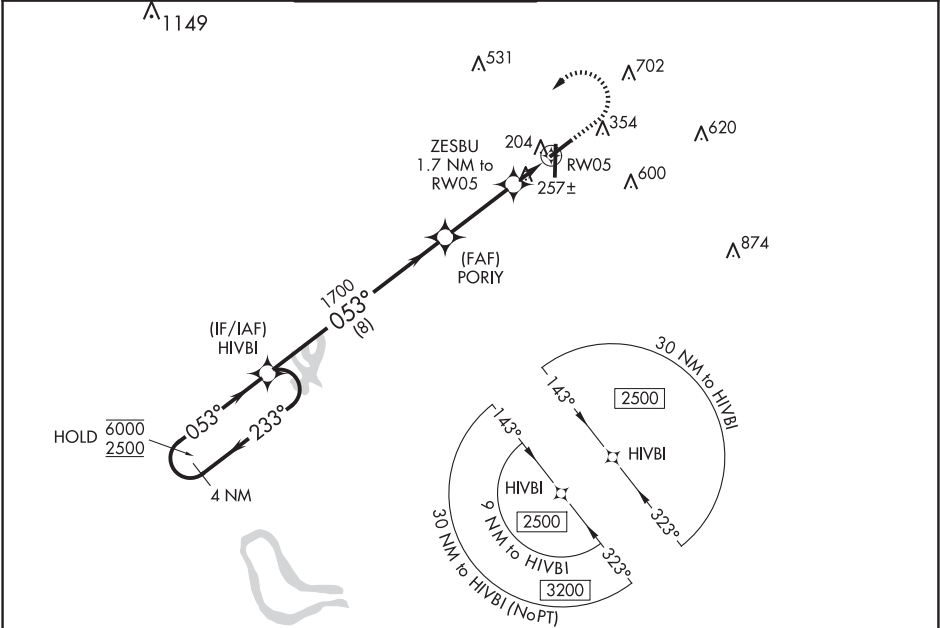
▼

▲

Rwy 5 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Greenville altimeter setting and increase all MDAs 120 feet and visibility LP Cat C/D ¾ SM, LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. Straight-in Rwy 5 NA at night, Circling Rwy 5, 23 NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 2500 direct HIVBI and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) 0 367.6	125.55 373.4	125.55	122.95



ELEV 162

TDZE 149

Visual Segment - Obstacles.

600

2500

HIVBI

4 NM Holding Pattern

6000 2500 233° 053° 053°

8 NM 3.1 NM 1.7 NM

PORIY

ZESBU 1.7 NM to RW05

RW05

700

CATEGORY	A	B	C	D
LP MDA	520-1 371 (400-1)			
LNAV MDA	540-1 391 (400-1)	540-1½ 391 (400-1½)		
CIRCLING	760-1 598 (600-1)	1000-2½ 838 (900-2½)	1120-3 958 (1000-3)	

81

03% UP

5011 X 150

6501 X 150

36

REIL Rwy 23 and 36

MIRL Rwy 5-23 0

HIRL Rwy 18-36 0

TWR 202

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

GREENWOOD, MISSISSIPPI


AL-181 (FAA)

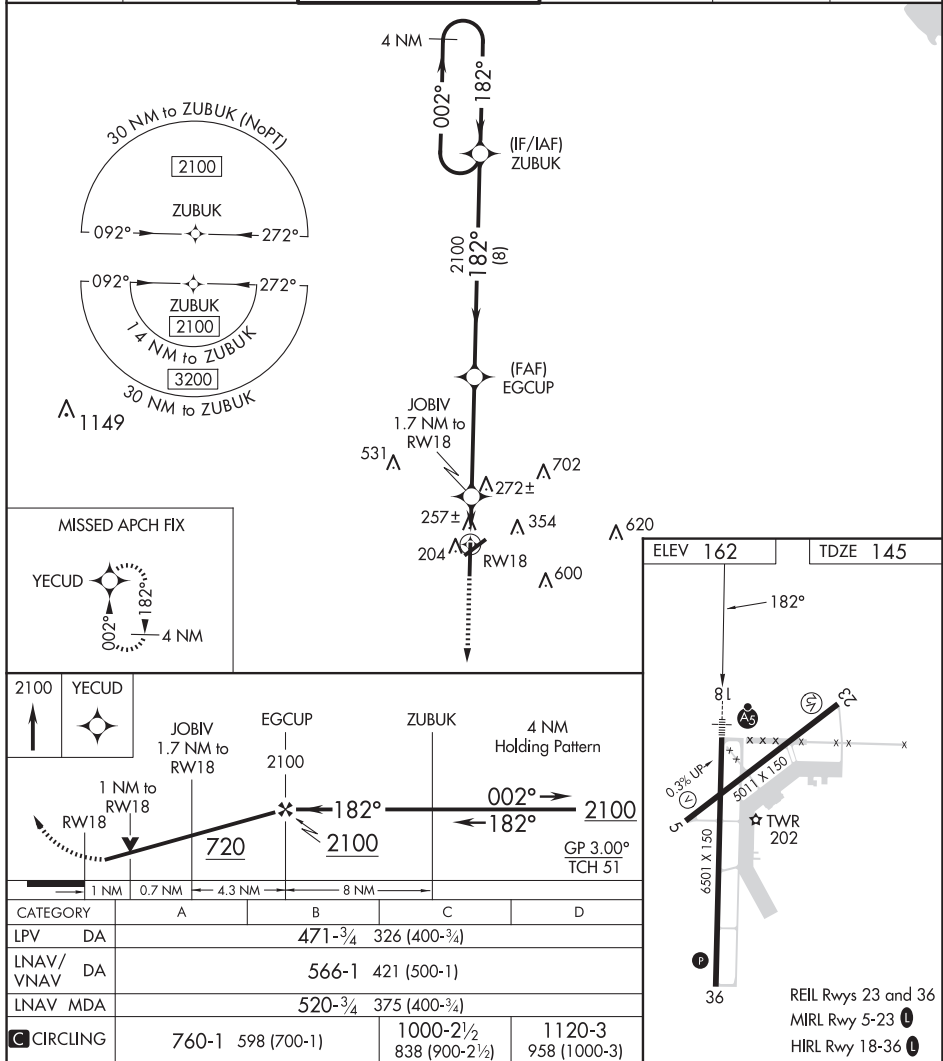
22363

WAAS CH 50199 W18A	APP CRS 182°	Rwy ldg TDZE Apt Elev	6501 145 162
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RNAV (GPS) RWY 18

GREENWOOD-LEFLORE (GWO)

RNP APCH-GPS.					MALSR 	MISSED APPROACH: Climb to 2100 direct YECUD and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Baro-VNAV and VDP NA when using Greenville altimeter setting. For inop ALS when using Greenville altimeter setting, increase LPV all Cats visibility to 1½ SM, and LNAV/VNAV all Cats to 1¾ SM, and LNAV Cat A/B to 1 SM, and Cat C/D to 1¾ SM. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 580 feet and visibility ¾ SM, LNAV/VNAV DA to 675 feet and visibility ¾ SM; increase all MDAS 120 feet and visibility LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¾ SM, and LNAV all Cats to 1 SM. Rwy 18 helicopter visibility reduction below ¾ SM NA. Circling Rwy 5, 23 NA at night.						
ASOS 119,975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER ★ 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95	



GREENWOOD, MISSISSIPPI
Amdt 2C 29DEC22

33°30'N-90°05'W

GREENWOOD-LEFLORE (GWO) RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 69631 W36A	APP CRS 002°	Rwy Idg 6501 TDZE 142 Apt Elev 162
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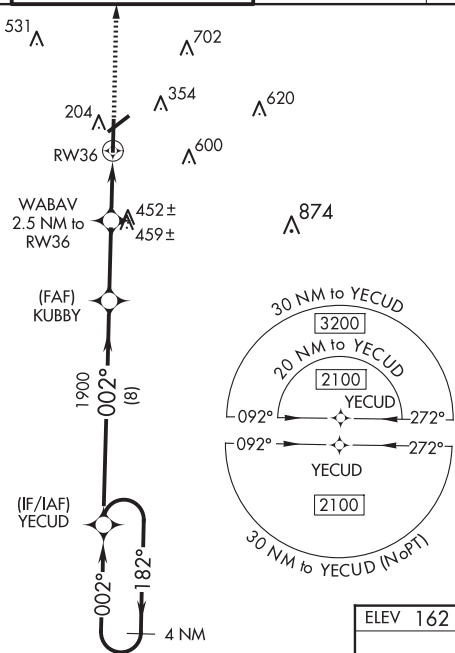
RNAV (GPS) RWY 36
GREENWOOD-LEFLORE (GWO)

RNP APCH-GPS.

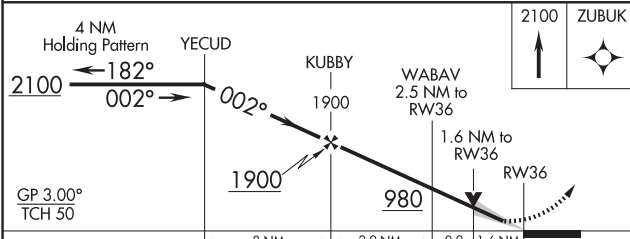
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.
A VDP and Baro-VNAV NA when using Greenville altimeter setting. Circling Rwy 5, 23 NA at night. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 501 feet and visibility $\frac{1}{2}$ SM, LNAV/VNAV DA to 667 feet and visibility $\frac{3}{8}$ SM; increase all MDAs 120 feet and visibility LNAV Cat C/D $\frac{1}{4}$ SM and Circling Cat C $\frac{1}{2}$ SM.

MISSED APPROACH:
Climb to 2100 direct
ZUBUK and hold.

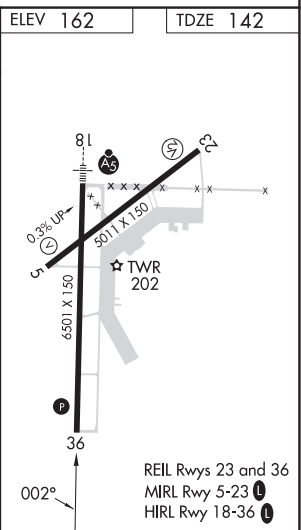
ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER ★ 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95
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MISSED APCH FIX



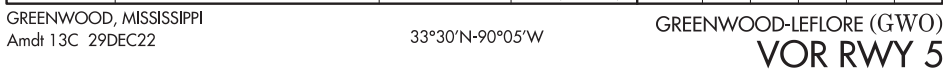
CATEGORY		A		B		C		D	
LPV	DA	392-3/4		250 (300-3/4)					
LNAV/ VNAV	DA	558-13/8		416 (400-13/8)					
LNAV	MDA	700-1 558 (600-1)		700-15/8 558 (600-15/8)					
C CIRCLING		760-1 598 (600-1)		1000-2 1/2 838 (900-2 1/2)		1120-3 958 (1000-3)			

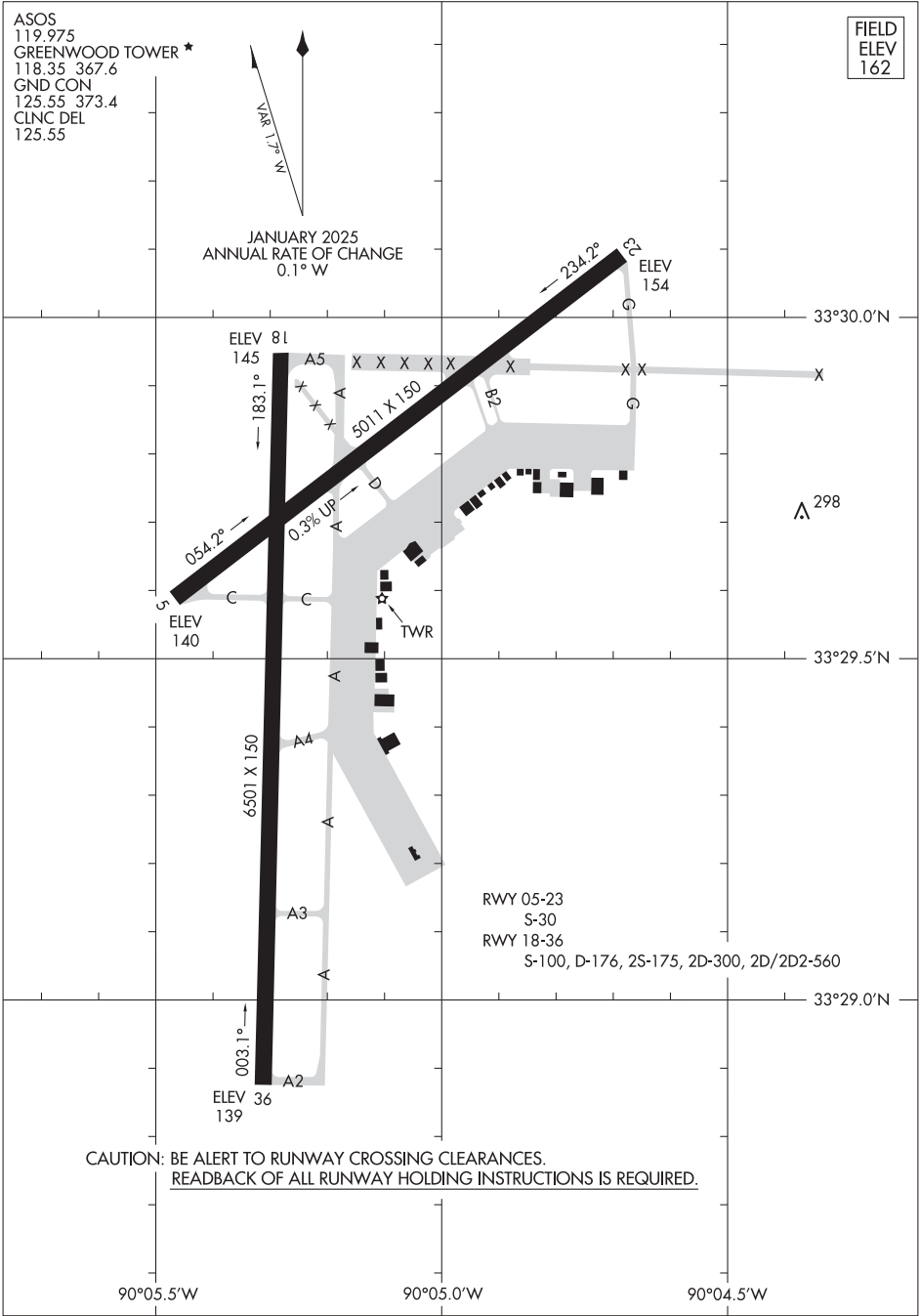


VOR RWY 5
GREENWOOD-LEFLORE (GWO)

MISSED APPROACH:
Climbing right turn to
2500 direct SQS
VORTAC and hold.

SC-4, 12 JUN 2025 to 07 AUG 2025





SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

GRENADA, MISSISSIPPI

AL-6569 (FAA)

23278

APP CRS	Rwy Idg	4998
051°	TDZE	197
	Apt Elev	208

RNAV (GPS) RWY 4

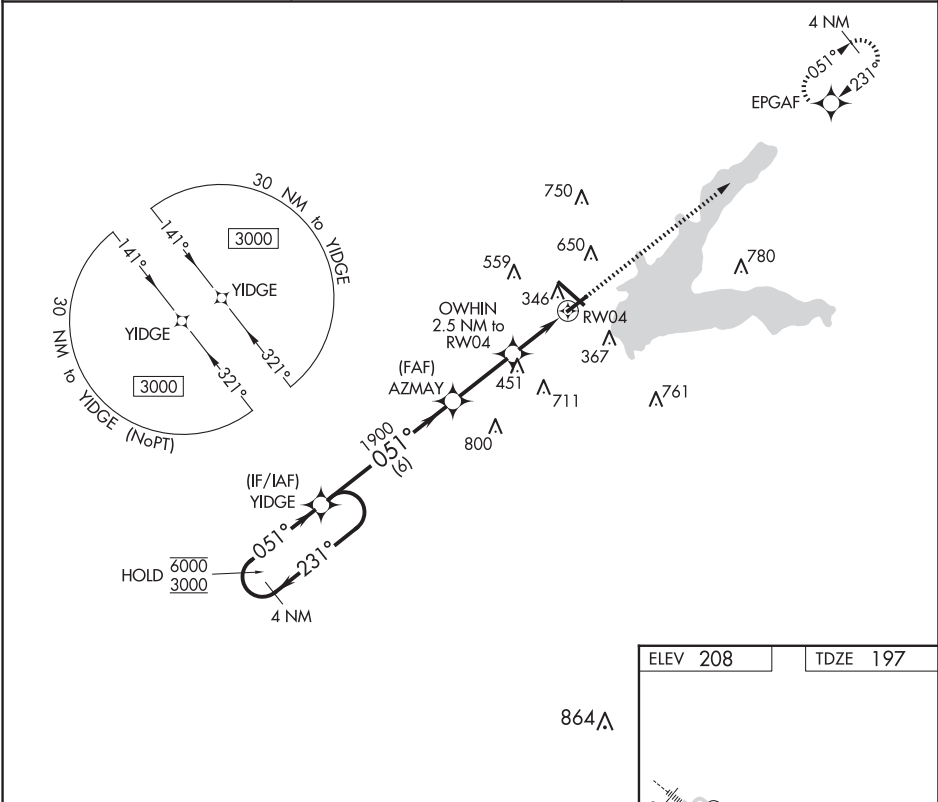
GRENADA MUNI (GNTF)

RNP APCH

Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night, Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use Greenwood altimeter setting: increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats ¼ SM.

MISSED APPROACH: Climb to 3000 direct EPGAF and hold.

AWOS-3PT 118.025	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern

YIDGE

Visual Segment - Obstacles.

3000

EPGAF

6000

3000

←231°

051°→

051°

1900

1020

6 NM

2.7 NM

2.5 NM

OWHIN 2.5 NM to RW04

RW04

CATEGORY	A	B	C	D
LNAV MDA	680-1	483 (500-1)	680-1⅓	483 (500-1⅓)
CIRCLING	1000-1	792 (800-1)	1000-2¼	1060-2¾
			792 (800-2¼)	852 (900-2¾)

ELEV 208

TDZE 197

AS

7000 X 130

249

4998 X 99

31

051°

MIRL Rwy 13-31

GRENADA, MISSISSIPPI

Amdt 1D 05NOV20

33°50'N-89°48'W

GRENADA MUNI (GNTF)

RNAV (GPS) RWY 4

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 97328 W13A	APP CRS 131°	Rwy Idg TDZE Apt Elev	7000 208 208
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RNAV (GPS) RWY 13

GRENADA MUNI (GNTF)

RNP APCH.

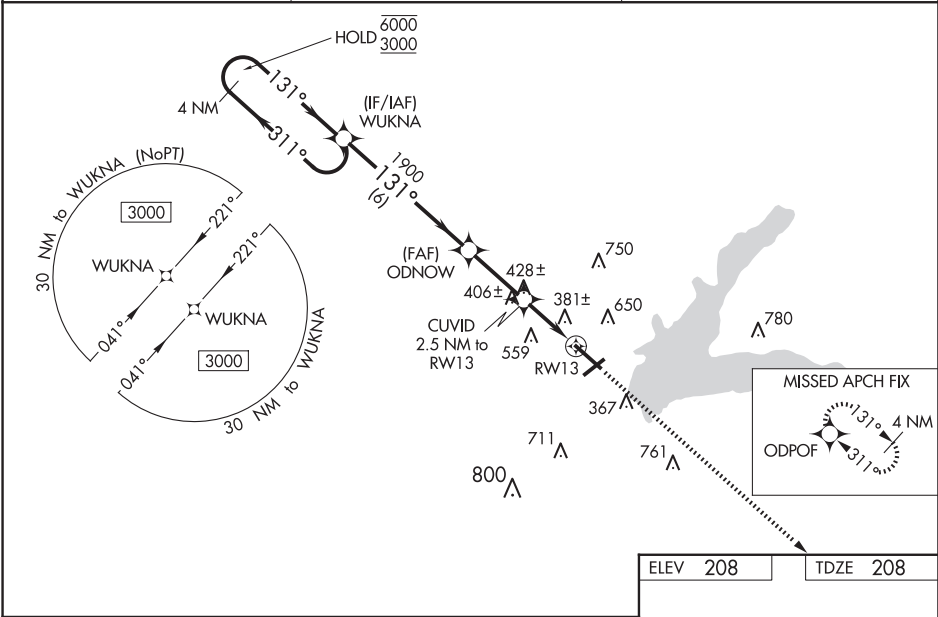
For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. Baro-VNAV and VDP NA when using Greenwood altimeter setting. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1½ SM. When local altimeter setting not received, use Greenwood altimeter setting: Increase all DAs 65 feet; increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats ¼ SM. For inop ALS when using Greenwood altimeter setting, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 1½ SM. Circling Rwy 4, 22 NA at night.

MALSR

MISSED APPROACH:

Climb to 3000 direct ODPOF and hold.

AWOS-3PT 118.025	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern

WUKNA

6000 ← 311°

3000 → 131°

GP 3.00° TCH 55

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).

3000 ODPOF

*LNNAV only.

ODNOW

CUVID 2.5 NM to RW13

*1.3 NM to RW13

RW13

6 NM 2.6 NM 1.2 1.3 NM

CATEGORY	A	B	C	D
LPV DA	453-1½ 245 (300-1½)			
LNAV/VNAV DA	666-1⅛ 458 (500-1⅛)			
LNAV MDA	680-1½ 472 (500-½)		680-1 472 (500-1)	
CIRCLING	1000-1 792 (800-1)		1000-2¼ 1060-2¾ 792 (800-2¼) 852 (900-2¾)	

MIRL Rwy 13-31

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

GRENADA, MISSISSIPPI

AL-6569 (FAA)

23278

APP CRS	Rwy Idg	4726
231°	TDZE	201
	Apt Elev	208

RNAV (GPS) RWY 22

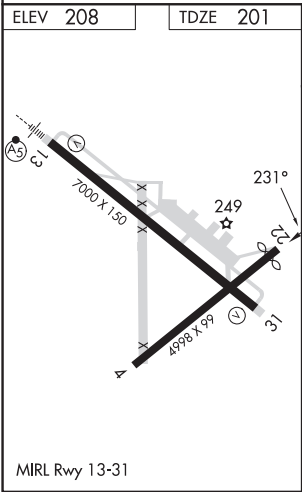
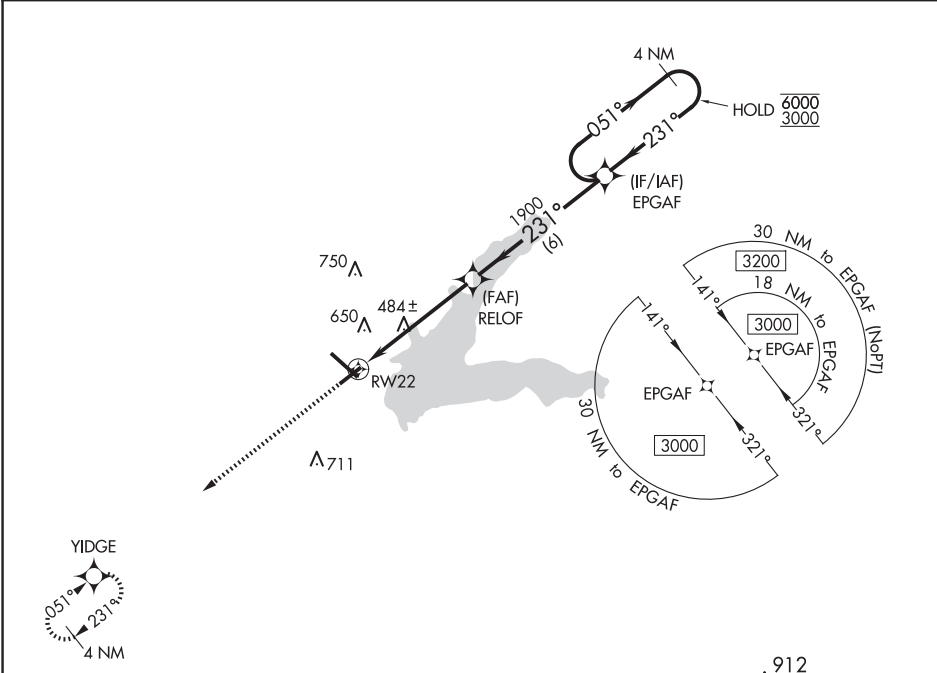
GRENADA MUNI (GNTF)

RNP APCH.

V Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 NA at night, Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use Greenwood altimeter setting: increase all MDAs 80 feet and visibility LNAV Cots C and D and Circling all Cots ¼ SM.

MISSED APPROACH: Climb to 3000 direct YIDGE and hold.

AWOS-3PT 118.025	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF)
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3000

YIDGE

Visual Segment - Obstacles.

4 NM

Holding Pattern

RW22

RELOF

1900

231°

EPGAF

051°

6000

3000

231°

5.2 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	740-1	539 (600-1)	740-1½	539 (600-1½)
CIRCLING	1000-1	792 (800-1)	1000-2¼ 792 (800-2¼)	1060-2¾ 852 (900-2¾)

GRENADA, MISSISSIPPI

Amdt 1D 05NOV20

33°50'N-89°48'W

GRENADA MUNI (GNTF)

RNAV (GPS) RWY 22

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS

CH **40029**

W31A

APP CRS

311°

Rwy Idg

7000

TDZE

202

Apt Elev

208

RNAV (GPS) RWY 31

GRENADA MUNI (GNTF)

RNP APCH.

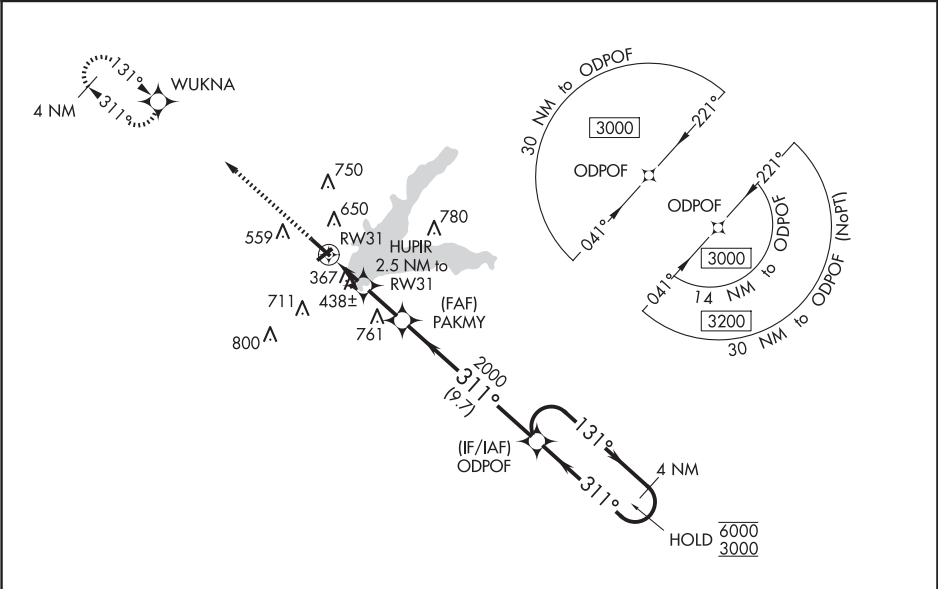
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Baro-VNAV and VDP NA when using Greenwood altimeter setting. Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 46°C. When local altimeter setting not received use Greenwood altimeter setting: increase all DAs 65 feet and visibility LNAV/VNAV Cat C and D $\frac{1}{8}$ SM; increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats $\frac{5}{8}$ SM. Circling Rwy 4, 22, NA at night.

MISSED APPROACH:
Climb to 3000 direct WUKNA and hold.

AWOS-3PT 118.025	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF)
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ELEV 208

TDZE 202

3000

WUKNA

*LNAV only.

HUPIR 2.5 NM to RW31

*1.5 NM to RW31

RW31

PAKMY 2000

ODPOF

4 NM Holding Pattern

131° → 6000

← 311° 3000

GP 3.10°

TCH 59

CATEGORY	A	B	C	D
LPV DA	513-1 311 (400-1)			
LNAV/VNAV DA	679-1½ 477 (500-1½)			
LNAV MDA	720-1 518 (600-1)	720-1¼ 518 (600-1¼)		
CIRCLING	1000-1 792 (800-1)	1000-2¼ 792 (800-2¼)		1060-2¾ 852 (900-2¾)

GULFPORT, MISSISSIPPI

AL-576 (FAA)

21224

LOC I-GPT	APP CRS	Rwy Idg	9002
110.9	137°	TDZE	27
		Apt Elev	28

ILS Z or LOC Z RWY 14

GULFPORT-BILOXI INTL (GPT)

T For inop ALS, increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1½ SM.

ASR **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

AS

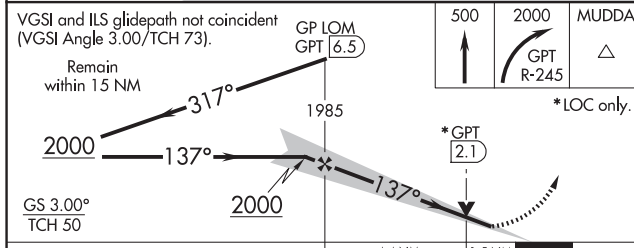
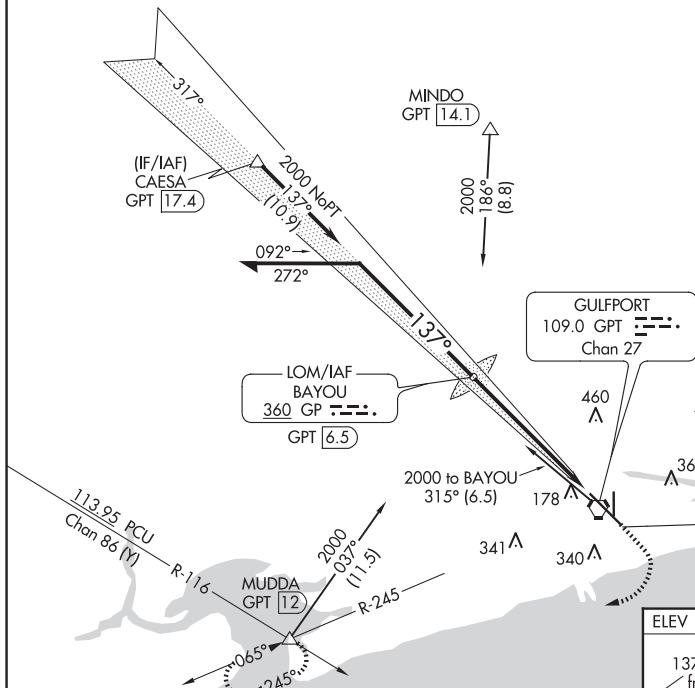
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

ATIS	GULFPORT APP CON *	GULFPORT TOWER *	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) 0 339.8	120.4 348.6	122.95

Procedure NA for arrivals at CAESA on V552 westbound.

1549

ALTERNATE MISSED APCH FIX



ELEV 28	TDZE 27
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HIRL Rwy 14-32	1
MIRL Rwy 18-36	1
FAF to MAP 5.9 NM	
Knots	60 90 120 150 180
Min:Sec	5:54 3:56 2:57 2:22 1:58

CATEGORY	A	B	C	D	E
S-ILS 14**	227/24 200 (200-½)				
S-LOC 14	560/24	533 (600-½)	560/55 533 (600-1)		
CIRCLING	560-1 532 (600-1)	640-1 612 (700-1)	820-2¼ 792 (800-2¼)	820-2½ 792 (800-2½)	820-2¾ 792 (800-2¾)

GULFPORT, MISSISSIPPI

Amdt 15A 31DEC20

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

ILS Z or LOC Z RWY 14

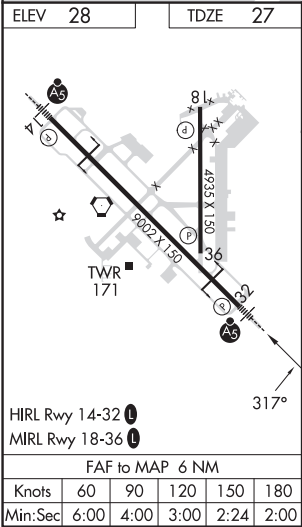
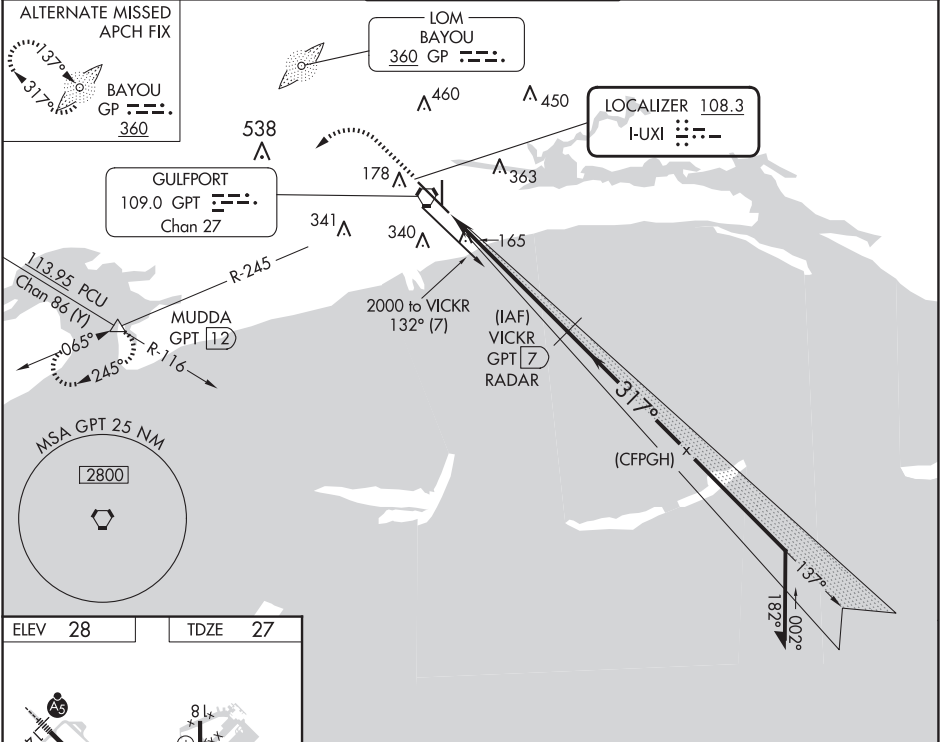
SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-UXI 108.3	APP CRS 317°	Rwy Idg TDZE 27 Apt Elev 28
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ILS Z or LOC Z RWY 32
GULFPORT-BILOXI INTL (GPT')

DME or RADAR required, except DME required when control tower closed.		MALSR 	MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/GPT 12 DME and hold.
Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 32. DME from GPT VORTAC. Simultaneous reception of I-UXI and GPT DME required. For inop ALS, increase S-LOC 32 all Cats visibility to RVR 5500.			

ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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500	2000	GPT R-245	MUDDA	VICKR GPT 7 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).
GS unusable when control tower closed. Only localizer minimums authorized during this period.					Remain within 15 NM
					GS 3.00° TCH 55
CATEGORY	A	B	C	D	E
S-ILS 32	277/40 250 (300-¾)				
S-LOC 32	380/40 353 (400-¾)				
	520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2¼ 732 (800-2¼)	760-2½ 732 (800-2½)

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-GPT <u>110.9</u>	APP CRS 137°	Rwy Idg 9002 TDZE 27 Apt Elev 28
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ILS Z RWY 14 (SA CAT II)
GULFPORT-BILOXI INTL (GPT)

T	Reduced lighting: requires specific OPSPEC, MSPEC, or
A	LOA approval and use of autoland or HUD to touchdown.
ASR	Procedure NA when tower closed.



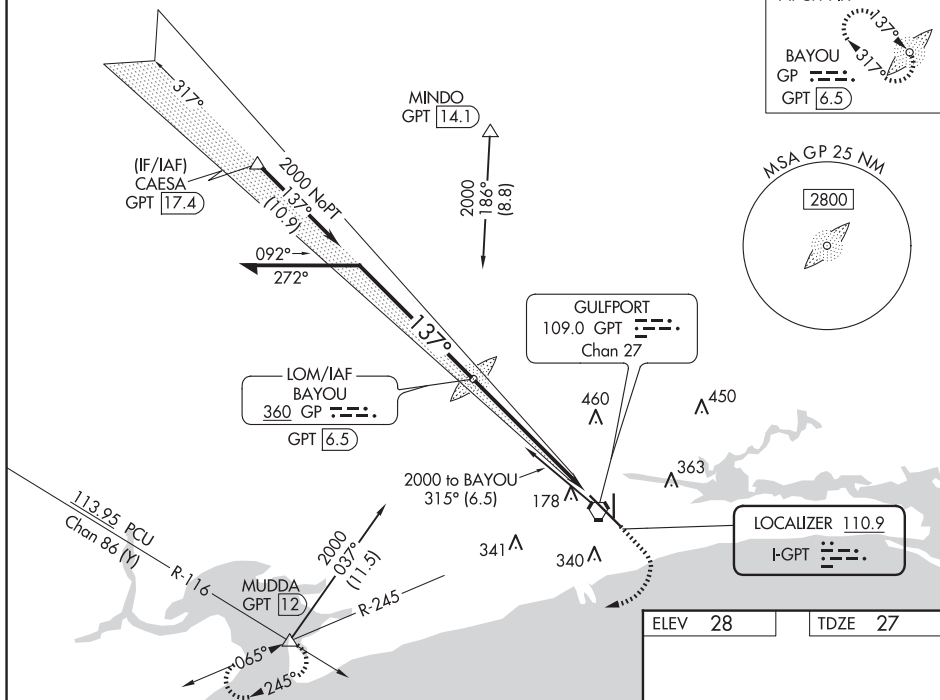
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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Procedure NA for arrivals at CAESA on V552 westbound.

$\Delta 1549$

ALTERNATE MISSED
APCH FIX

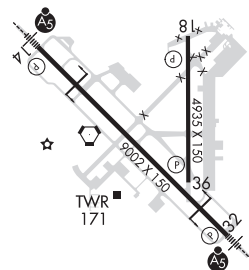


VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 73).

Remain
within 15 NM

GP LOM
GPT 65

500 ↑	2000 ↗ GPT R-245	MUDDA △
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			5.9 NM	991
CATEGORY	A	B	C	D
S-ILS 14	CAT II RA 113/12 100 DA 127			

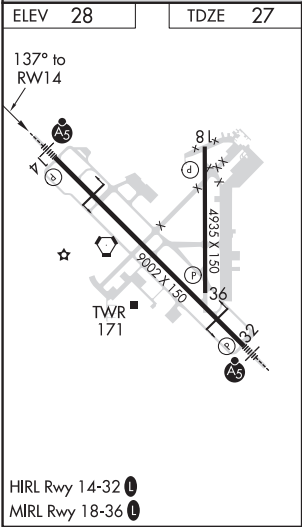
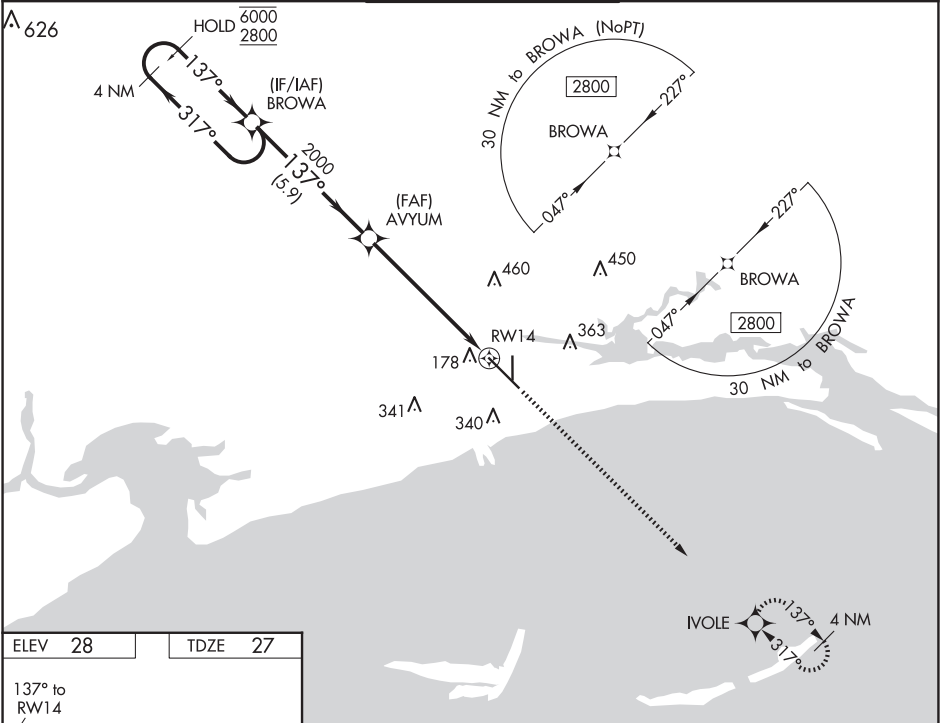
SA CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

HIRL Rwy 14-32 **L**
MIRL Rwy 18-36 **L**

WAAS CH 97301 W14A	APP CRS 137°	Rwy Idg TDZE 27 Apt Elev 28
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RNAV (GPS) RWY 14
GULFPORT-BILOXI INTL (GPT)

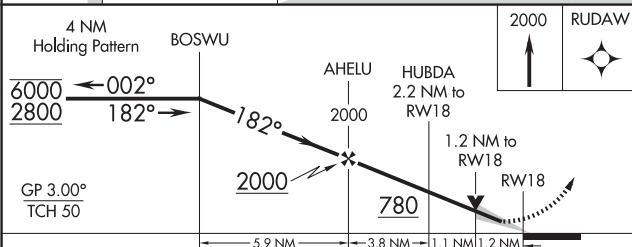
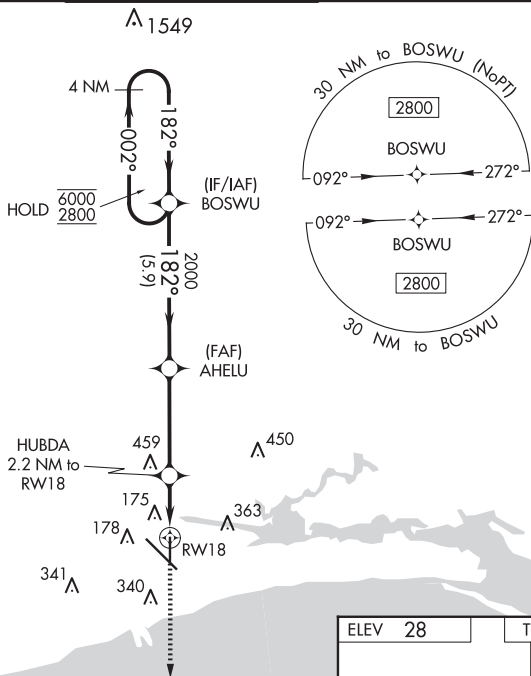
RNP APCH. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. ASR **RVR 1800 authorized with use of FD or AP or HUD to DA.		MALSRL ⚠	MISSED APPROACH: Climb to 2800 direct IVOLE and hold.	
ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95




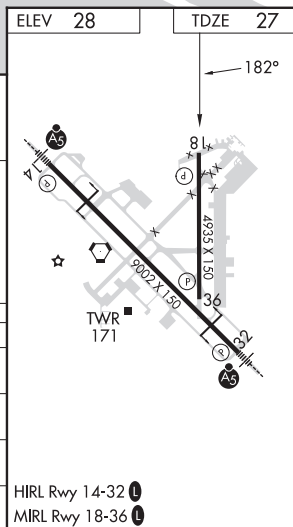
4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		2800	IVOLE
6000 2800		317° 137°	137°	2000	*LNAV only.
GP 3.00° TCH 50		5.9 NM	4.6 NM	1.5 NM	
CATEGORY	A	B	C	D	
LPV DA**		227/24	200 (200-½)		
LNAV/VNAV DA		404/35	377 (400-⅝)		
LNAV MDA	580/24	553 (600-½)	580/60	553 (600-1¼)	
CIRCLING	580-1 552 (600-1)	640-1 612 (700-1)	820-2¼ 792 (800-2¼)	820-2½ 792 (800-2½)	

RNAV (GPS) RWY 18
GULFPORT-BILOXI INTL (GPT)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.

UNICOM
122.95

CATEGORY		A	B	C	D
LPV	DA	227- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
LNAV/ VNAV	DA	442-1 $\frac{1}{8}$ 415 (500-1 $\frac{1}{8}$)			
LNAV	MDA	440-1 413 (500-1)		440-1 $\frac{1}{8}$ 413 (500-1 $\frac{1}{8}$)	
 CIRCLING		520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2 $\frac{1}{4}$ 732 (800-2 $\frac{1}{4}$)



GULFPORT-BILOXI INTL (GPT)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 56207 W32A	APP CRS 317°	Rwy Idg 9002 TDZE 27 Apt Elev 28
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RNAV (GPS) RWY 32
GULFPORT-BILOXI INTL (GPT)

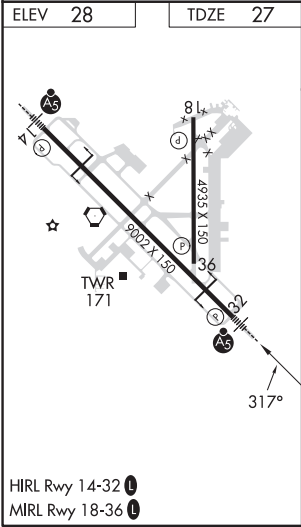
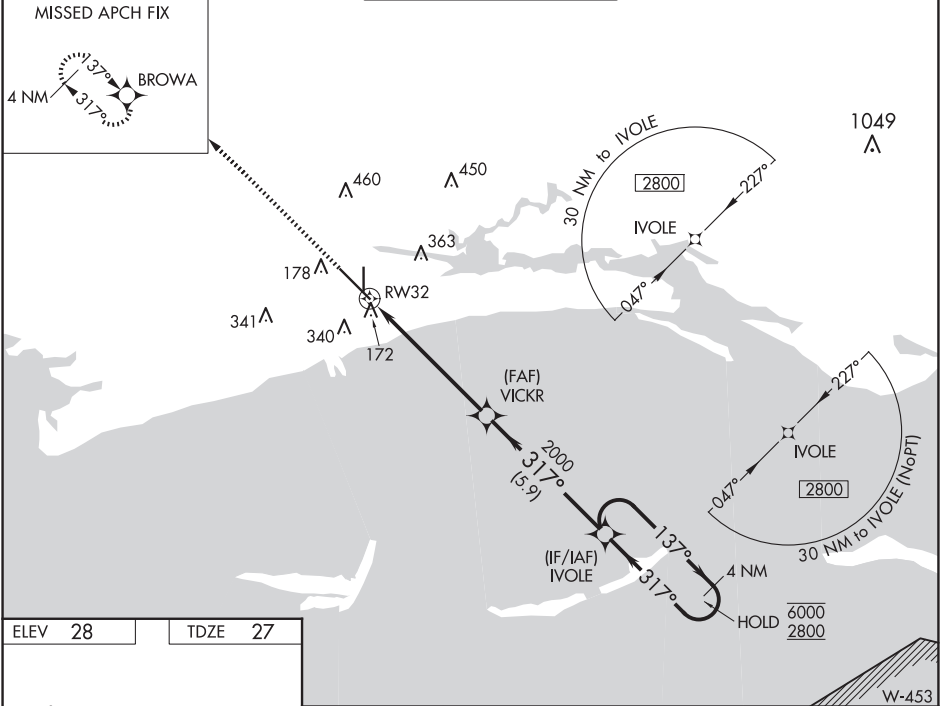
RNP APCH-GPS

ASR Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D to RVR 6000.



MISSED APPROACH:
Climb to 2000 direct
BROWA and hold.

ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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2000	BROWA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).				4 NM Holding Pattern
						GP 3.00° TCH 55
CATEGORY	A	B	C	D		
LPV DA	277/40		250 (300-¾)			
LNAV/VNAV DA	466/40		439 (500-¾)			
LNAV MDA	440/40		413 (500-¾)			
	520-1		760-2			
	492 (500-1)		732 (800-2)		760-2¼ 732 (800-2¼)	

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

GULFPORT, MISSISSIPPI

AL-576 (FAA)

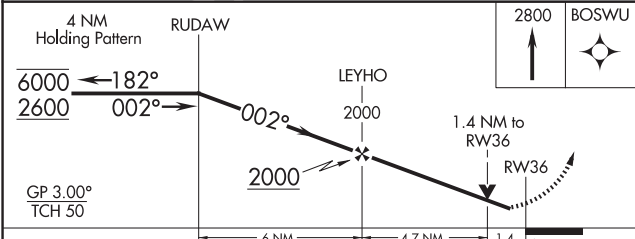
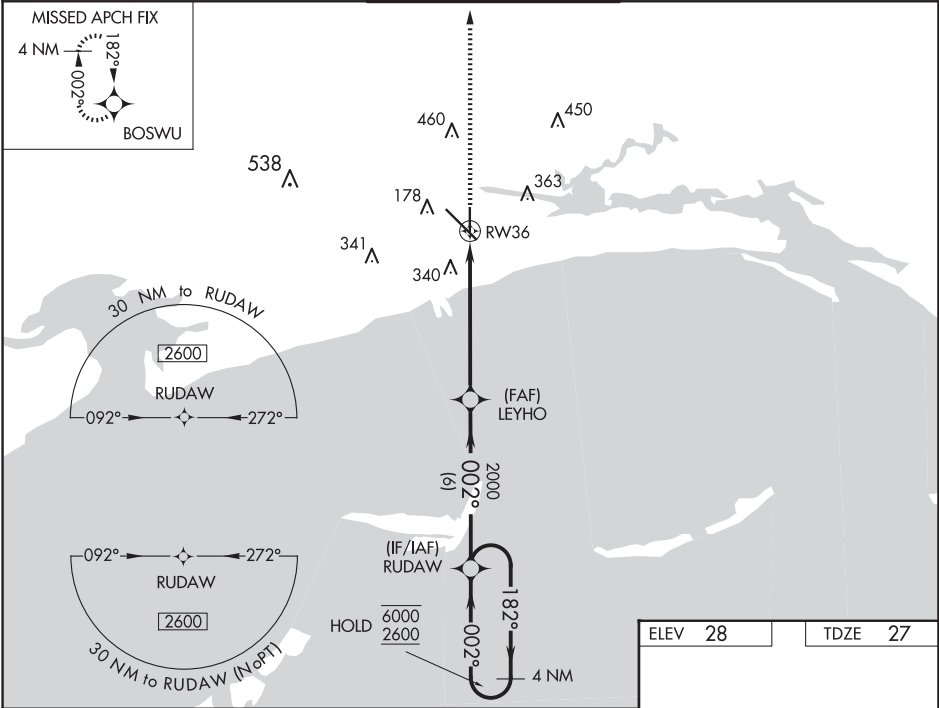
25023

WAAS CH 42812 W36A	APP CRS 002°	Rwy Idg 4935 TDZE 27 Apt Elev 28
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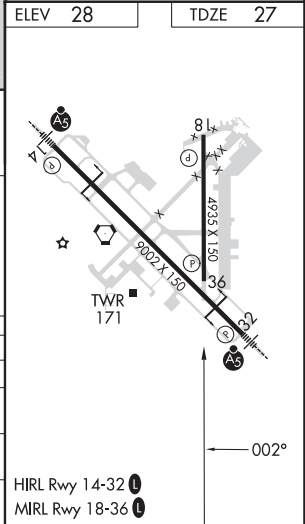
RNAV (GPS) RWY 36
GULFPORT-BILOXI INTL (GPT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2800 direct BOSWU and hold.	
Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.			

ATIS 119.45	GULFPORT APP CON * 127.5 254.25	GULFPORT TOWER * 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		277-¾	250 (300-¾)	
LNAV/VNAV DA		520-1⅜	493 (500-1⅜)	
LNAV MDA	520-1	493 (500-1)	520-1⅜	493 (500-1⅜)
CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2¼ 732 (800-2¼)



GULFPORT, MISSISSIPPI
Amdt 2B 07OCT21

30°24'N-89°04'W

RNAV (GPS) RWY 36
GULFPORT-BILOXI INTL (GPT)

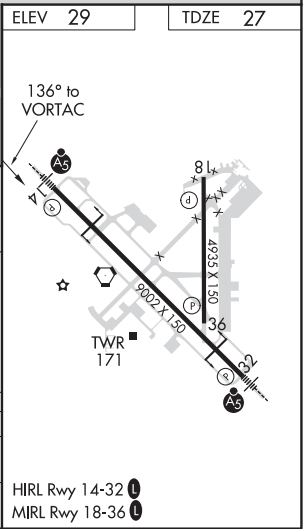
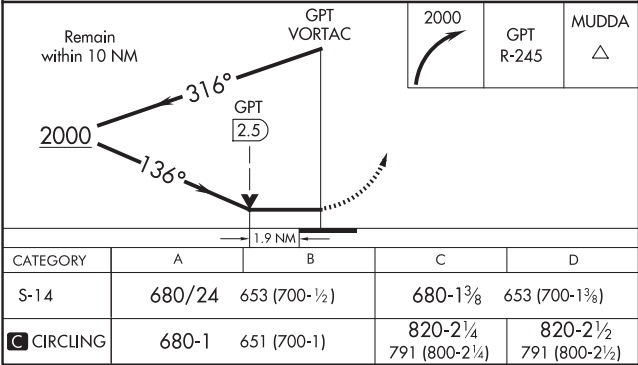
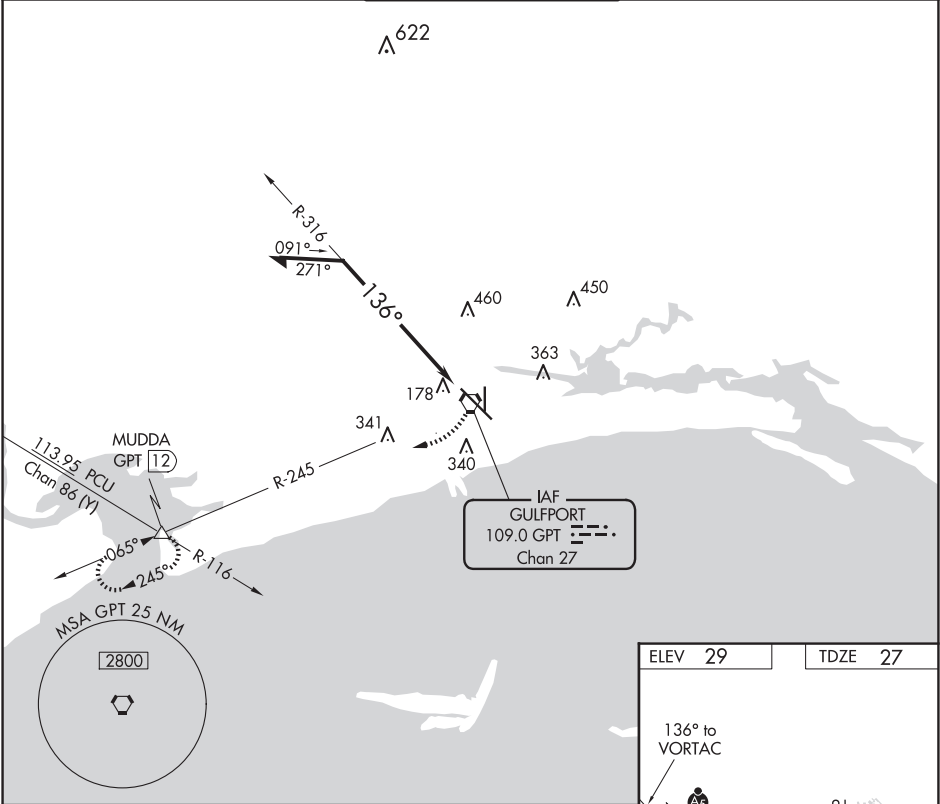
SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

VORTAC GPT	APP CRS	Rwy Idg	9002
109.0	136°	TDZE	27
Chan 27		Apt Elev	29

VOR Y RWY 14
GULFPORT-BILOXI INTL (GPT)

<div><div>T</div><div>A</div><div>ASR</div></div>		<div><div>MALSR</div><div>A5</div></div>	MISSED APPROACH: Climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.	
ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

GULFPORT, MISSISSIPPI

AL-576 (FAA)

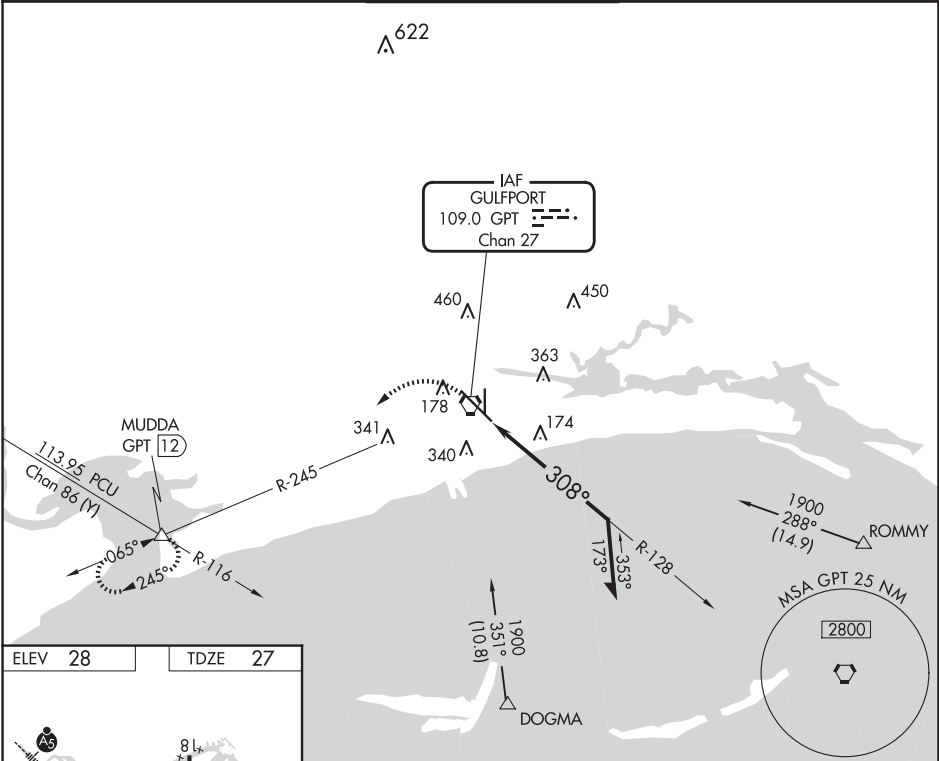
25023

VORTAC GPT	APP CRS	Rwy Idg	9002
109.0	308°	TDZE	27
Chan 27		Apt Elev	28

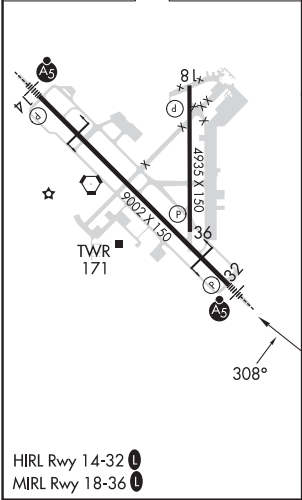
VOR Y RWY 32
GULFPORT-BILOXI INTL (GPT)

<p>T Rwy 32 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-32 Cat A/B visibility to RVR 5500.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.</p>
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ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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ELEV 28	TDZE 27
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2000	GPT R-245	MUDDA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 72).	
			GPT VORTAC	Remain within 10 NM
			GPT 2.2	128° 1900 308°
			1.2 NM	
CATEGORY	A	B	C	D
S-32	480/40 453 (500-¾)		480/45 453 (500-¾)	
CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2¼ 732 (800-2¼)

GULFPORT, MISSISSIPPI
Amdt 21D 07OCT21

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)
VOR Y RWY 32

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

GULFPORT, MISSISSIPPI

AL-576 (FAA)

25023

VORTAC GPT 109.0 Chan 27	APP CRS 307°	Rwy Idg 9002 TDZE 27 Apt Elev 28
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VOR Z RWY 32
GULFPORT-BILOXI INTL (GPT)

DME required.

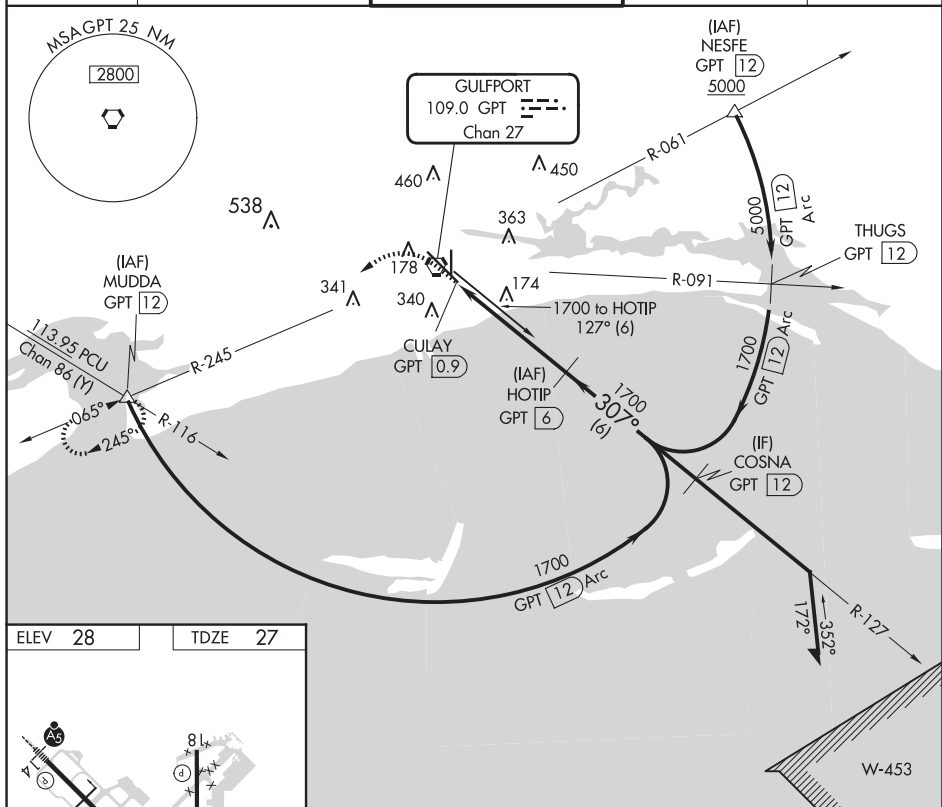
T Rwy 32 helicopter visibility reduction below RVR 4000 NA.
A For inop ALS, increase S-32 Cat A/B visibility to RVR 5500,
 ASR and Cat C/D/E to RVR 6000.

MALSR

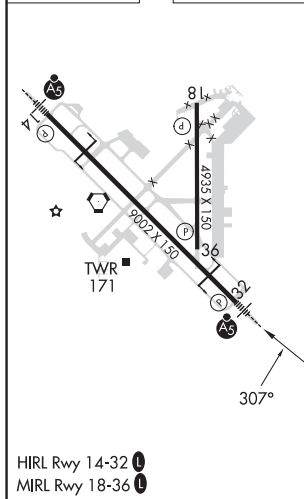


MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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ELEV 28		TDZE 27
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		GPT R-245	MUDDA △	HOTIP GPT ⑥	Remain within 15 NM
		CULAY GPT ⑨	GPT ②	127° 307°	1700
		1.1	4 NM	≤ 3.04° TCH 47	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 72).
CATEGORY	A	B	C	D	E
S-32			440/40	413 (500-¾)	
CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2¼ 732 (800-2¼)	760-2½ 732 (800-2½)

GULFPORT, MISSISSIPPI
Amdt 5A 07OCT21

GULFPORT-BILOXI INTL (GPT)
VOR Z RWY 32

30°24'N-89°04'W

133

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

GULFPORT, MISSISSIPPI

AL-576 (FAA)

21224

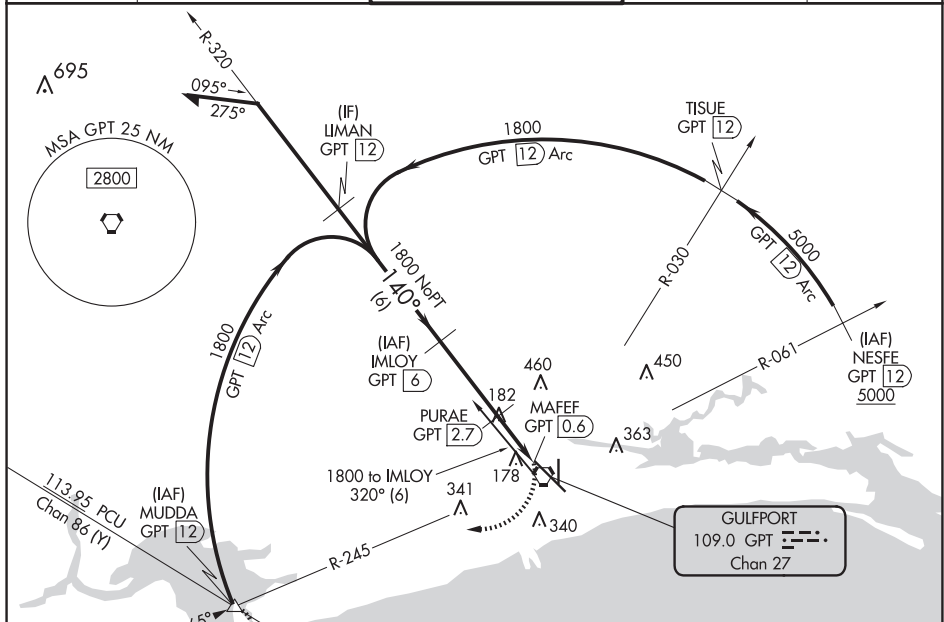
VORTAC GPT	APP CRS	Rwy Idg	9002
109.0	140°	TDZE	27
Chan 27		Apt Elev	28

VOR Z or TACAN Z RWY 14

GULFPORT-BILOXI INTL (GPT)

DME required.	MALSR	MISSED APPROACH: Climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.
For inop ALS, increase S-14 Cat C/D/E visibility to RVR 6000.	A5	
ASR		

ATIS	GULFPORT APP CON *	GULFPORT TOWER *	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) 0 339.8	120.4 348.6	122.95



ELEV 28	TDZE 27
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140° 5.4 NM from FAF

CATEGORY	A	B	C	D	E
S-14	440/24	413 (500-1/2)	440/40	413 (500-3/4)	
CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	820-2 1/4 792 (800-2 1/4)	820-2 1/2 792 (800-2 1/2)	820-2 3/4 792 (800-2 3/4)

HIRL Rwy 14-32 1

MIRL Rwy 18-36 1

GULFPORT, MISSISSIPPI
Amdt 4A 31DEC20

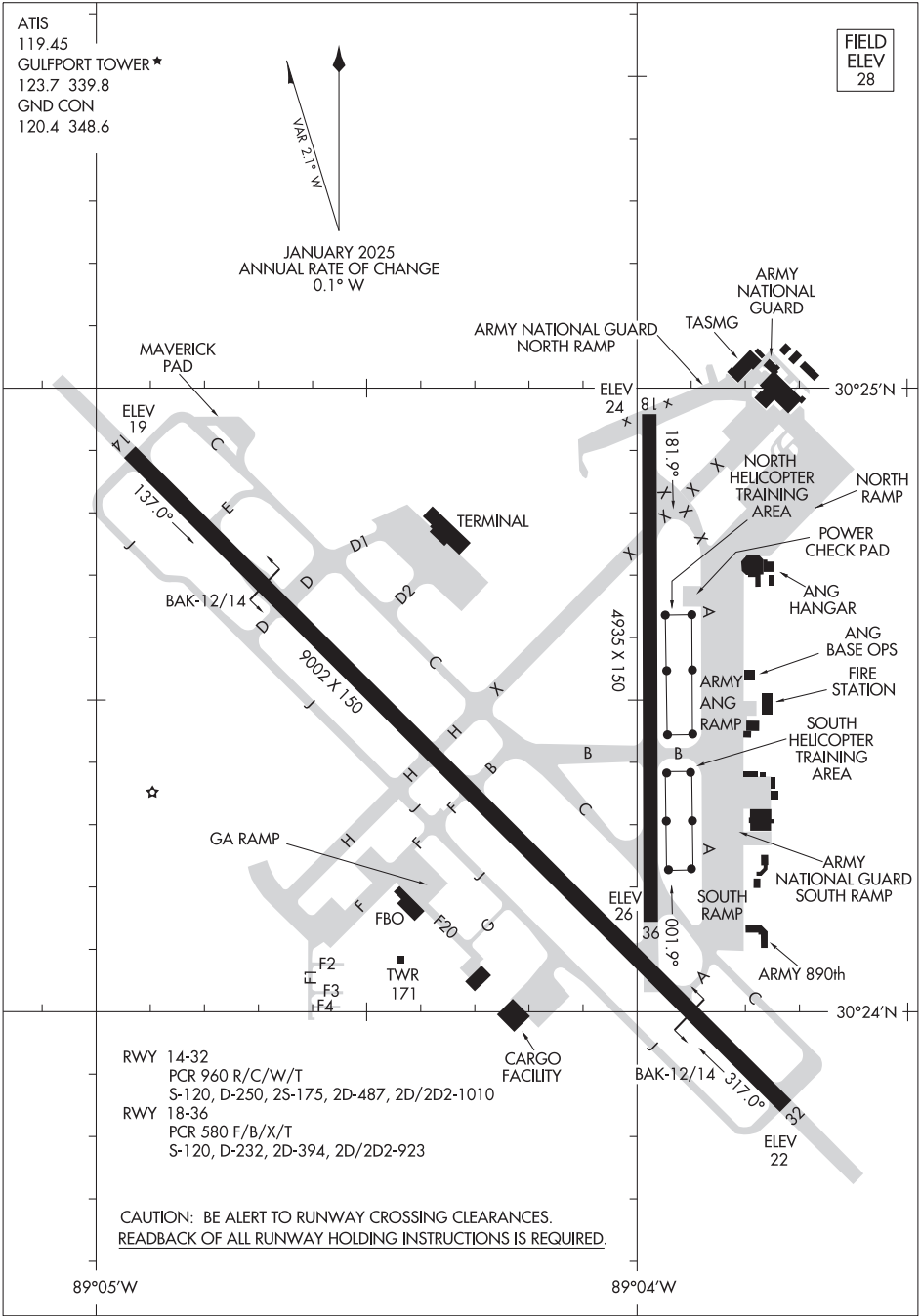
30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

VOR Z or TACAN Z RWY 14

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

HAMMOND, LOUISIANA

AL-6035 (FAA)

25163

LOC I-HPF 111.5	APP CRS 180°	Rwy Ldg TDZE 44 Apt Elev 46
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ILS or LOC RWY 18

HAMMOND NORTHSORE RGNL (HDC)

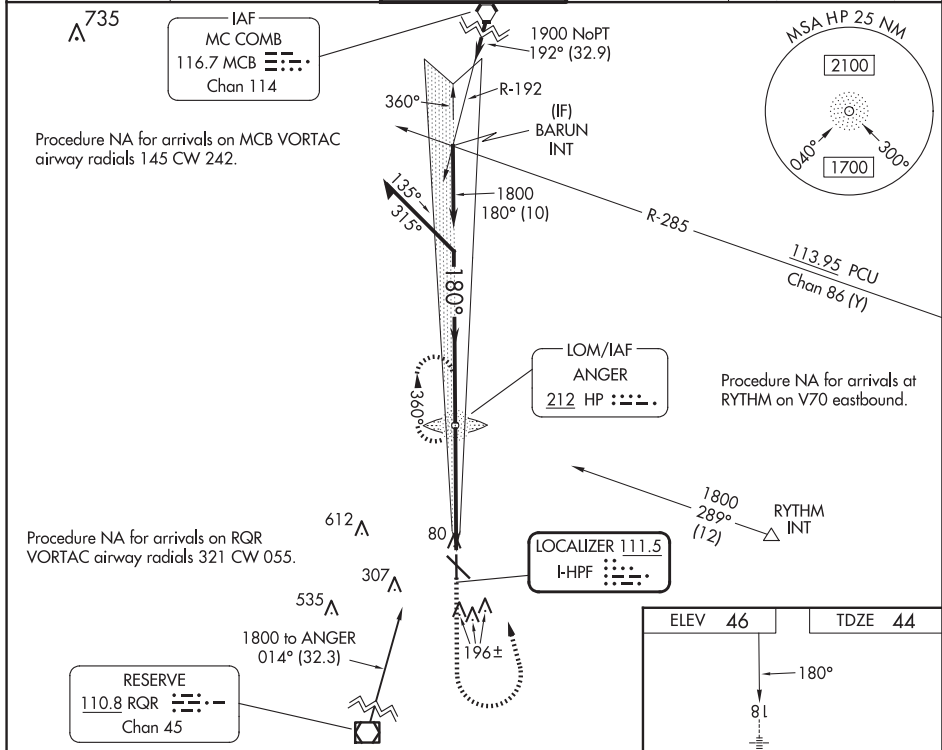
ADF required.

For inop ALS, increase S-LOC 18 Cat C/D visibility to 1 $\frac{1}{2}$ SM. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase S-ILS 18 DA to 339 feet; increase all MDAs 100 feet and S-LOC 18 visibility Cat C/D $\frac{1}{4}$ SM, and Circling visibility Cat C/D $\frac{1}{2}$ SM. For inop ALS when using Louis Armstrong New Orleans Intl altimeter setting, increase S-ILS all Cats visibility to $\frac{1}{2}$ SM.

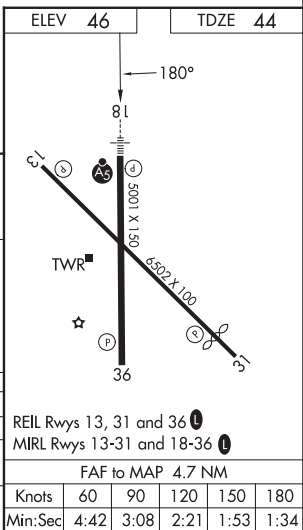
MALSR

MISSED APPROACH:
Climb to 1800 then left turn on 345° bearing to ANGER LOM and hold.

ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER ★ 120.575 (CTAF) 0	GND CON 119.85	CLNC DEL 119.3 (When twr closed)
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<p>Remain within 10 NM</p> <p>1800</p> <p>360°</p> <p>180°</p> <p>GS 3.00° TCH 52</p> <p>1800</p> <p>HP LOM ANGER</p> <p>1598</p> <p>4.7 NM</p>		<p>1800</p> <p>345° brg</p> <p>ANGER</p>		
CATEGORY	A	B	C	D
S-ILS 18	250-1/2 206 (300-1/2)			
S-LOC 18	540-1/2 496 (500-1/2)		540-1 496 (500-1)	
CIRCLING	540-1 494 (500-1)		620-1 1/2 574 (600-1 1/2)	920-2 3/4 874 (900-2 3/4)



HAMMOND, LOUISIANA
Amdt 5A 03NOV22

30°31'N-90°25'W

ILS or LOC RWY 18

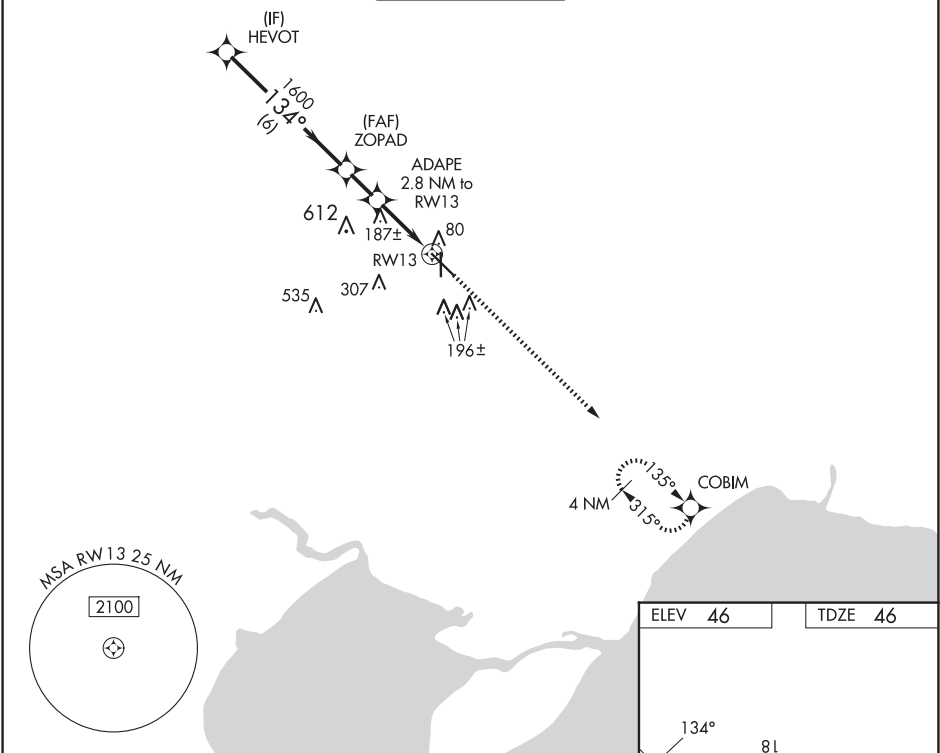
SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

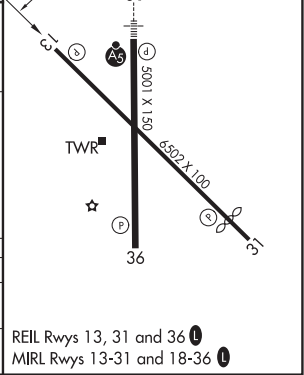
APP CRS	Rwy Ldg	6502
134°	TDZE	46
	Apt Elev	46

RNAV (GPS) RWY 13
HAMMOND NORTHSORE RGNL (HDC)

RNP APCH - GPS.				MISSED APPROACH: Climb to 2000 direct COBIM and hold.
▼ Rwy 13 helicopter visibility reduction below ¾ SM NA. VDP NA when using Louis Armstrong ▲ New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ½ SM.				
ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER ★ 120.575 (CTAF) 0	GND CON 119.85	CLNC DEL 119.3 (When twr closed)



2000 COBIM			
HEVOT ZOPAD ADAPE 2.8 NM to RWY13 TCH 50 RWY13			
6 NM 1.5 NM 1.8 NM 1 NM			
CATEGORY	A	B	C
LNAV MDA	440-1	394 (400-1)	440-1½ 394 (400-1½)
CIRCLING	500-1	454 (500-1)	620-1½ 574 (600-1½) 920-2¾ 874 (900-2¾)



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

HAMMOND, LOUISIANA

AL-6035 (FAA)

25163

WAAS CH 45818 W18A	APP CRS 180°	Rwy Ldg 5001 TDZE 44 Apt Elev 46
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RNAV (GPS) RWY 18
HAMMOND NORTHSHORE RGNL (HDC)

RNP APCH - GPS.

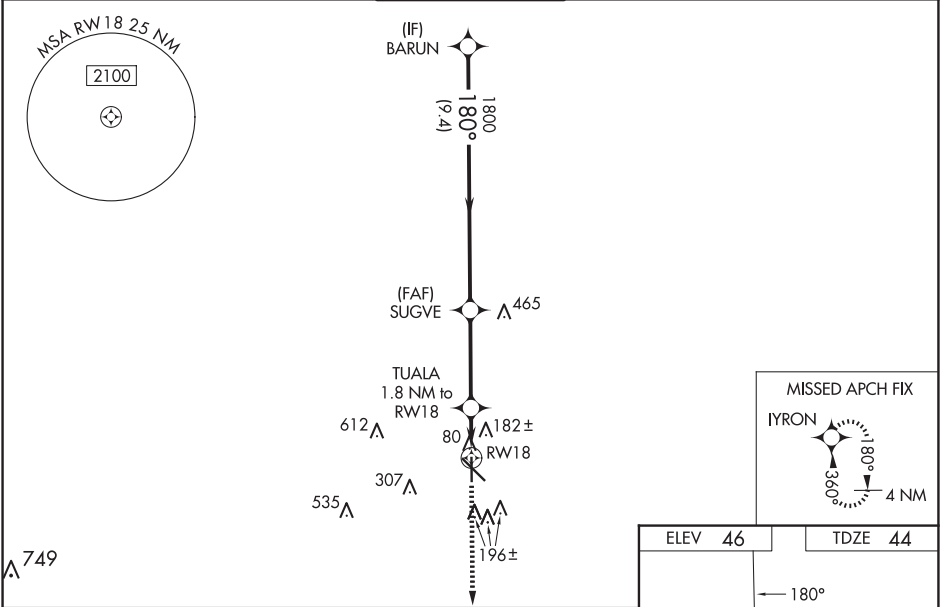
⚠ Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase LPV DA to 339 feet; increase LNAV/VNAV DA to 555 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ½ SM. For inop ALS when using Louis Armstrong New Orleans Intl altimeter increase LPV all Cats visibility to ¾ SM; LNAV/VNAV all Cats visibility to 1¾ SM and LNAV Cats C/D visibility to 1¾ SM. For inop ALS increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cat C/D visibility to 1¾ SM.

MALSR

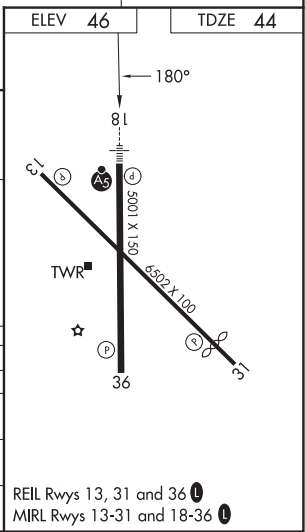


MISSED APPROACH:
Climb to 2200 direct IYRON and hold.

ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER ★ 120.575 (CTAF) 0	GND CON 119.85	CLNC DEL 119.3 (When twr closed)
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GP 3.00° TCH 52				
2200 IYRON				
1800 180° 1800 180° 660 1.1 NM to RW18 0.7 NM 1.1 NM				
CATEGORY	A	B	C	D
LPV DA	250-½		206 (300-½)	
LNAV/VNAV DA	466-¾		422 (500-¾)	
LNAV MDA	460-½	416 (500-½)	460-¾	416 (500-¾)
C CIRCLING	500-1	454 (500-1)	620-1½ 574 (600-1½)	920-2¾ 874 (900-2¾)



HAMMOND, LOUISIANA
Amdt 1B 03NOV22

30°31'N-90°25'W

HAMMOND NORTHSHORE RGNL (HDC)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS
315°

Rwy Ldg
5812

TDZE
42

Apt Elev
46

RNAV (GPS) RWY 31

HAMMOND NORTHSORE RGNL (HDC)

RNP APCH - GPS.

T

A

Rwy 31 helicopter visibility reduction below ¾ SM NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH:
Climb to 2000 direct HEVOT and hold.

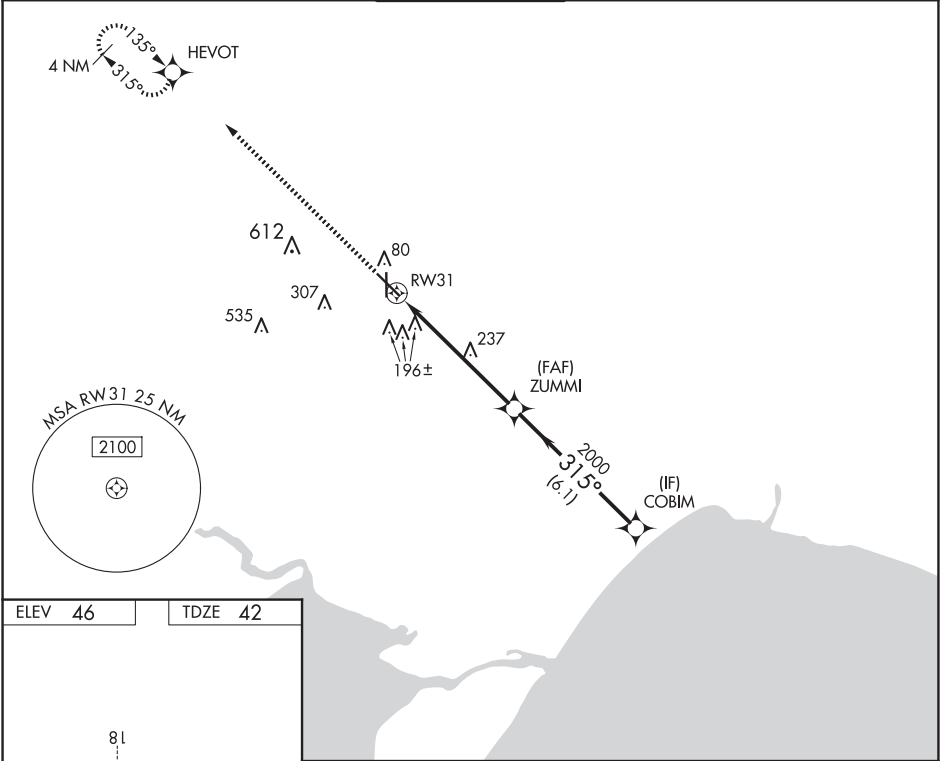
ATIS
118.325

NEW ORLEANS APP CON
119.3 350.35

HAMMOND TOWER ★
120.575 (CTAF) 0

GND CON
119.85

CLNC DEL
119.3
(When twr closed)



ELEV 46

TDZE 42

81

5001 X 130

4502 X 100

36

315°

TWR

REIL Rws 13, 31 and 36

MIRL Rws 13-31 and 18-36

2000

HEVOT

ZUMMI

COBIM

1.2 NM to RW31

3.05° TCH 50

1.2 NM

4.8 NM

6.1 NM

315°

2000

2000

VGSI and descent angles not coincident (VGSI Angle 3.30/TCH 56).

CATEGORY	A	B	C	D
LNAV MDA	500-1	458 (500-1)	500-1⅓	458 (500-1⅓)
CIRCLING	500-1	454 (500-1)	620-1½ 574 (600-1½)	920-2¾ 874 (900-2¾)

HAMMOND, LOUISIANA

AL-6035 (FAA)

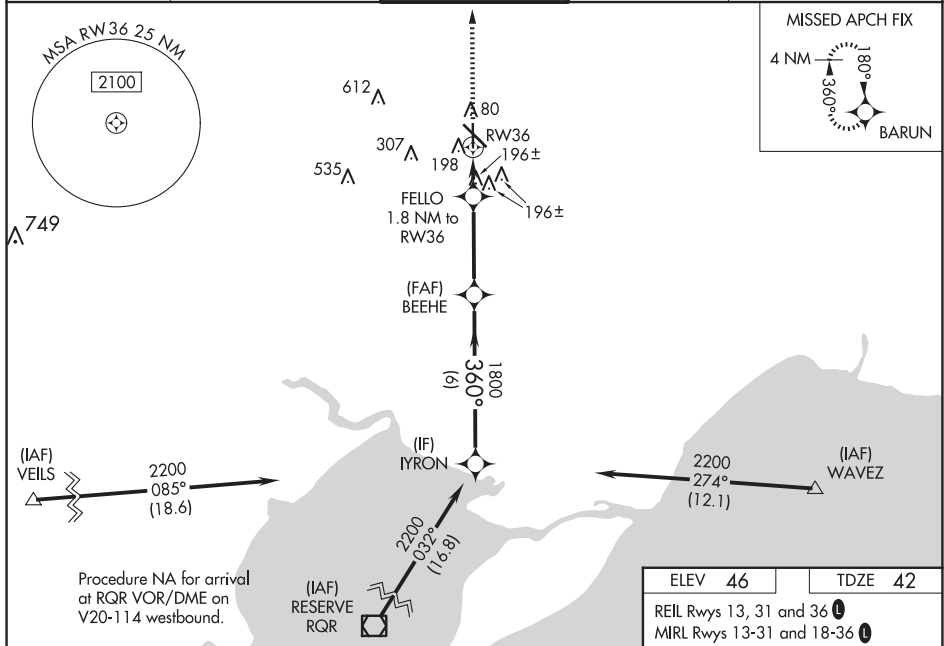
25163

WAAS CH 42718 W36A	APP CRS 360°	Rwy Ldg TDZE Apt Elev	5001 42 46
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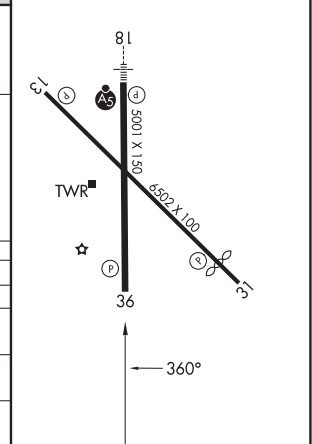
RNAV (GPS) RWY 36

HAMMOND NORTHSORE RGNL (HDC)

RNP APCH - GPS.				MISSED APPROACH: Climb to 1800 direct BARUN and hold.
ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER ★ 120.575 (CTAF) 0	GND CON 119.85	



CATEGORY	A		B	C	D
LPV DA	292-3/4		250 (300-3/4)		
LNAV/VNAV DA	446-1 1/8		404 (400-1 1/8)		
LNAV MDA	460-1	418 (500-1)	460-1 1/8	418 (500-1 1/8)	
C CIRCLING	500-1	454 (500-1)	620-1 1/2 574 (600-1 1/2)	920-2 3/4 874 (900-2 3/4)	



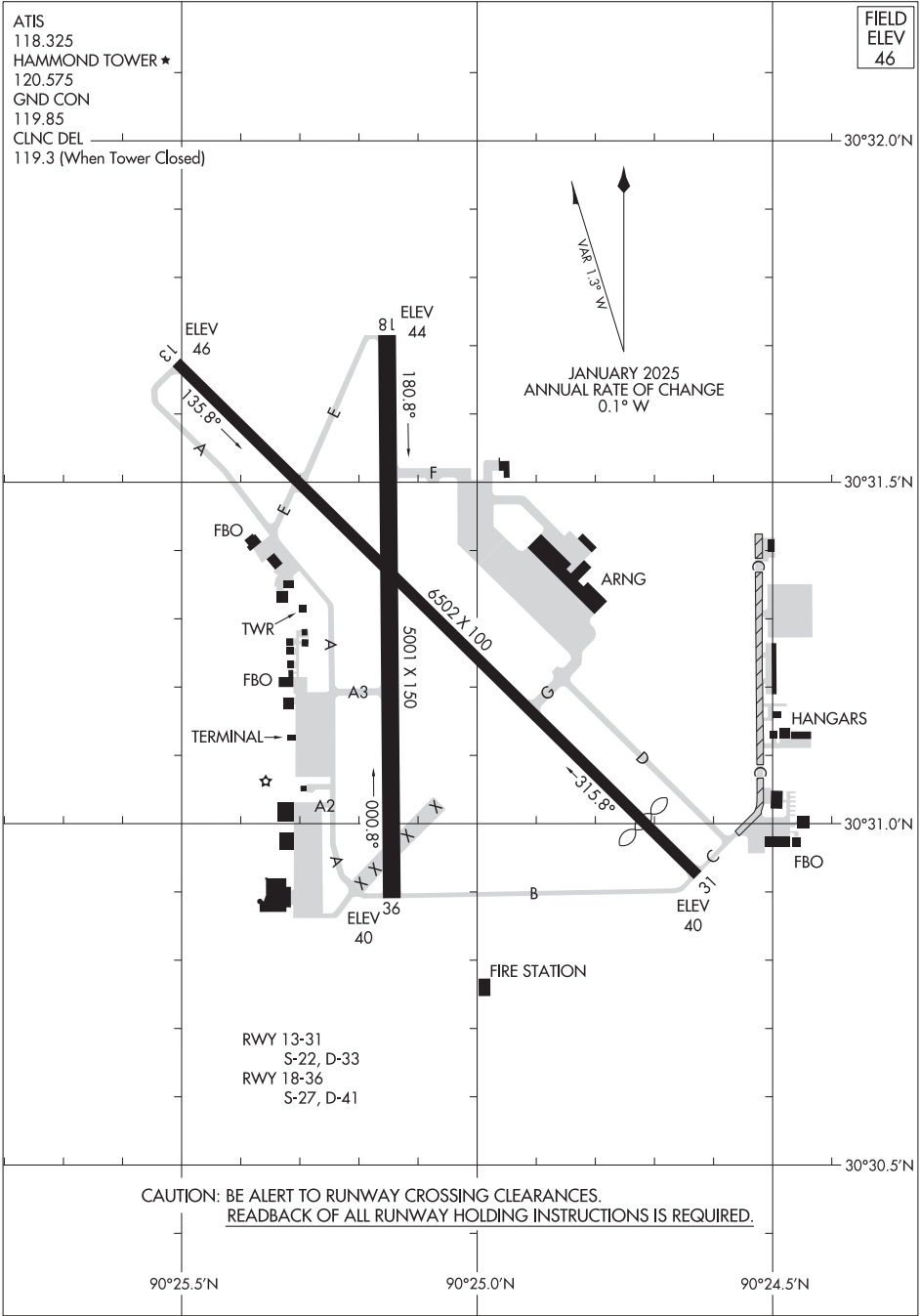
HAMMOND, LOUISIANA
Orig-B 03NOV22

30°31'N-90°25'W

HAMMOND NORTHSORE RGNL (HDC)
RNAV (GPS) RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

HATTIESBURG, MISSISSIPPI

AL-853 (FAA)

24305

WAAS CH 86720 W13B	APP CRS 132°	Rwy Idg TDZE 151 Apt Elev 151	5098
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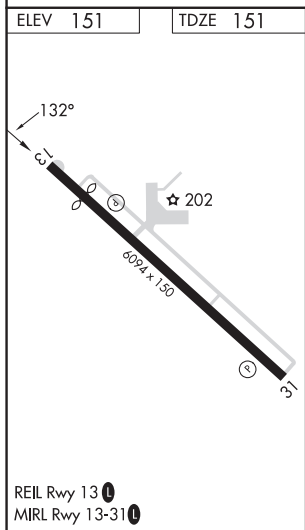
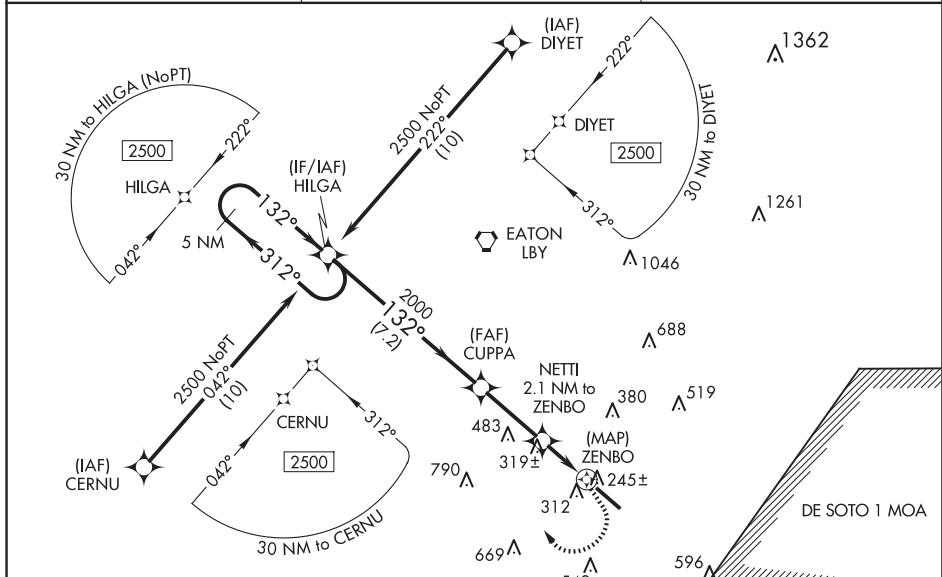
RNAV (GPS) Y RWY 13

HATTIESBURG BOBBY L CHAIN MUNI (HBG)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 51 feet and all MDA 60 feet. Increase LPV all Cats and LNAV Cat C/D visibility ½ mile and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct HILGA and hold.

ASOS 135.425	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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Uncontrolled helicopter and military airlift aircraft in vicinity of Hagler AAF and Shelby Auxiliary 1 Airfield.		542 HAGLER AAF 530 628		SHELBY AUXILIARY 1 AIRFIELD R4401 A-B	
5 NM Holding Pattern		HILGA		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).	
2500		2000		2500 HILGA	
GP 3.00° TCH 40		CUPPA		NETTI 2.1 NM to ZENBO	
312° 132°		132°		*1.2 NM to RW13	
2000		*1080		ZENBO	
7.2 NM		2.9 NM		1.6 NM	
0.5		0.7		*LNAV only.	
CATEGORY	A	B	C	D	
LPV DA	442-1		291 (300-1)		
LNAV/ VNAV	523-1¼		372 (400-1¼)		
LNAV MDA	580-1		429 (500-1)		580-1¼ 429 (500-1¼)
CIRCLING	680-1 529 (600-1)		720-1 569 (600-1)		860-2 709 (800-2) 900-2½ 749 (800-2½)

HATTIESBURG, MISSISSIPPI
Amdt 2C 30DEC21

HATTIESBURG BOBBY L CHAIN MUNI (HBG)
31°16'N-89°15'W
RNAV (GPS) Y RWY 13

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86403 W13A	APP CRS 132°	Rwy Idg TDZE 151 Apt Elev 151
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RNAV (GPS) Z RWY 13

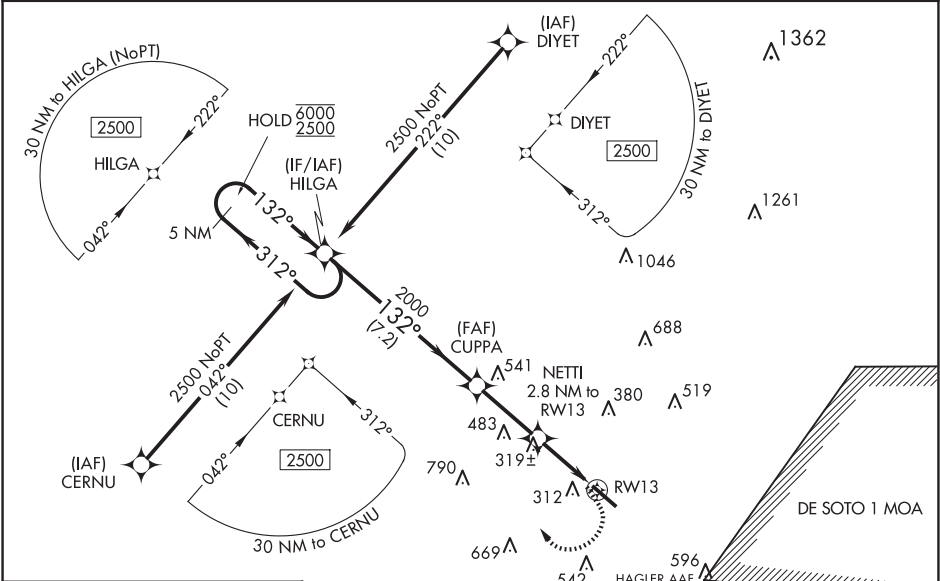
HATTIESBURG BOBBY L CHAIN MUNI (HBG)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.
Cat D aircraft require ATC approval when R-4401 is active.

MISSED APPROACH:
Climb to 600 then climbing
right turn to 2500 direct
HILGA and hold.

ASOS 135.425	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 151

TDZE 151

REIL Rwy 13
MIRL Rwy 13-31

Uncontrolled helicopter and military airlift aircraft in vicinity of Hagler AAF and Shelby Auxiliary 1 Airfield.				
5 NM Holding Pattern HILGA				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).				
<div>6000 2500</div> <div>312° 132°</div> <div>132°</div> <div>2000</div> <div>GP 3.00° TCH 40</div> <div>7.2 NM</div> <div>2.9 NM</div> <div>1.6 NM</div> <div>1.2 NM</div> <div>CUPPA</div> <div>NETTI 2.8 NM to RW13</div> <div>*1.2 NM to RW13</div> <div>RW13</div> <div>*1080</div> <div>600</div> <div>2500</div> <div>HILGA</div> <div>*LNAV only.</div>				
CATEGORY	A	B	C	D
LPV DA	351-3/4 200 (200-3/4)			
LNAV/VNAV DA	473-1 322 (400-1)			
LNAV MDA	580-1	429 (500-1)	580-1 1/4	429 (500-1 1/4)
CIRCLING	680-1 529 (600-1)	720-1 569 (600-1)	860-2 709 (800-2)	900-2 1/2 749 (800-2 1/2)

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

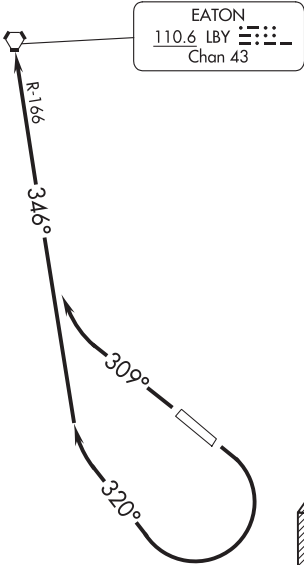
(LBY2.LBY) 24025

EATON TWO DEPARTURE

HATTIESBURG BOBBY L CHAIN MUNI (HBG)
HATTIESBURG, MISSISSIPPI

ASOS 135.425
HOUSTON CENTER
126.8 327.8
CTAF 122.8

TOP ALTITUDE:
3000



TAKEOFF MINIMUMS:
Rwy 13: ATC climb of 300' per
NM to 600.
Rwy 13: Do not exceed 230K until
established on heading 320°.
Rwy 31: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climbing right turn heading 320° and LBV VORTAC R-166 to
LBV VORTAC. Thence. . . .
TAKEOFF RUNWAY 31: Climb heading 309° and LBV VORTAC R-166 to LBV VORTAC.
Thence. . . .
. . . .maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes
after departure.

EATON TWO DEPARTURE

(LBY2.LBY) 21JUL16

HATTIESBURG, MISSISSIPPI
HATTIESBURG BOBBY L CHAIN MUNI (HBG)

HATTIESBURG-LAUREL, MISSISSIPPI

AL-6134 (FAA)

24361

WAAS CH 49201 W18A	APP CRS 181°	Rwy Idg 6503 TDZE 298 Apt Elev 298
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RNAV (GPS) RWY 18

HATTIESBURG/LAUREL RGNL (PIB)

RNP APCH-GPS.

T

A

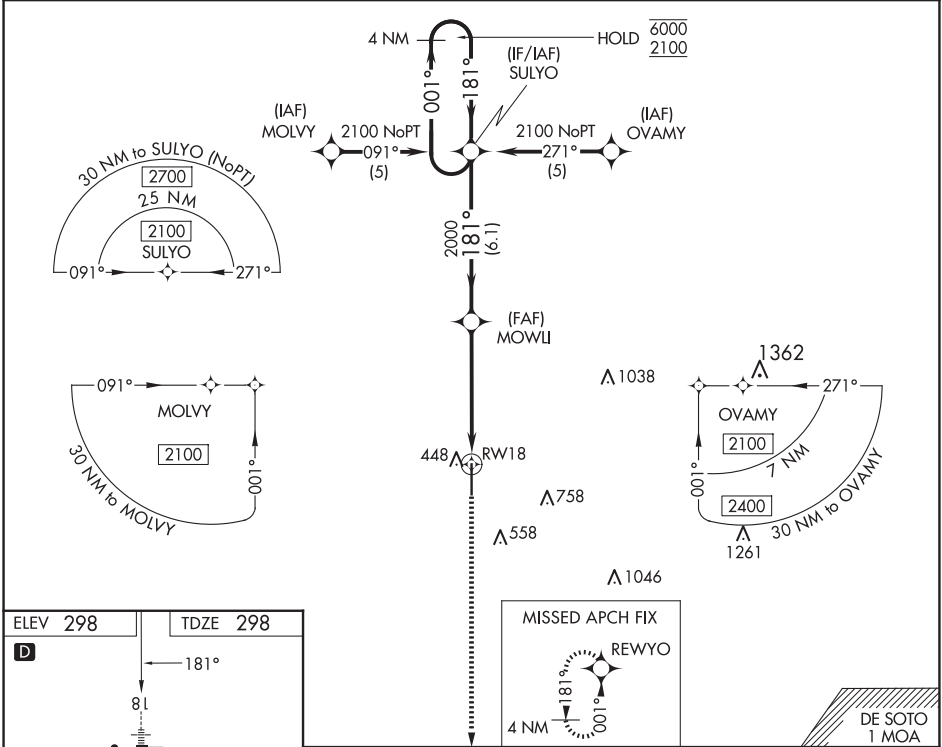
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MALSR

MISSED APPROACH:

Climb to 2000 direct REWYO and hold.

AWOS-3PT 128.325	HOUSTON CENTER 126.8 327.8	UNICOM 123.0 (CTAF) 1
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ELEV 298

TDZE 298

D

HIRL Rwy 18-36 1

REIL Rwy 18 and 36 1

4 NM Holding Pattern			
<div><div>6000</div><div>2100</div><div>GP 3.00°</div><div>TCH 60</div></div>			
<div><div>SULYO</div><div>MOWLI</div><div>RWY 18</div><div>DE SOTO 1 MOA</div></div>			
CATEGORY	A	B	C
LPV DA	498-1/2	200 (200-1/2)	
LNAV/VNAV DA	691-5/8	393 (400-5/8)	
LNAV MDA	820-1/2	522 (600-1/2)	820-1 522 (600-1)
CIRCLING	820-1	522 (600-1)	1120-2 1/2 822 (900-2 1/2) 1120-2 3/4 822 (900-2 3/4)

HATTIESBURG-LAUREL, MISSISSIPPI
Amdt 1A 07OCT21

31°28'N-89°20'W

HATTIESBURG/LAUREL RGNL (PIB)

RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 93901 W36A	APP CRS 001°	Rwy Idg 6503 TDZE 296 Apt Elev 298
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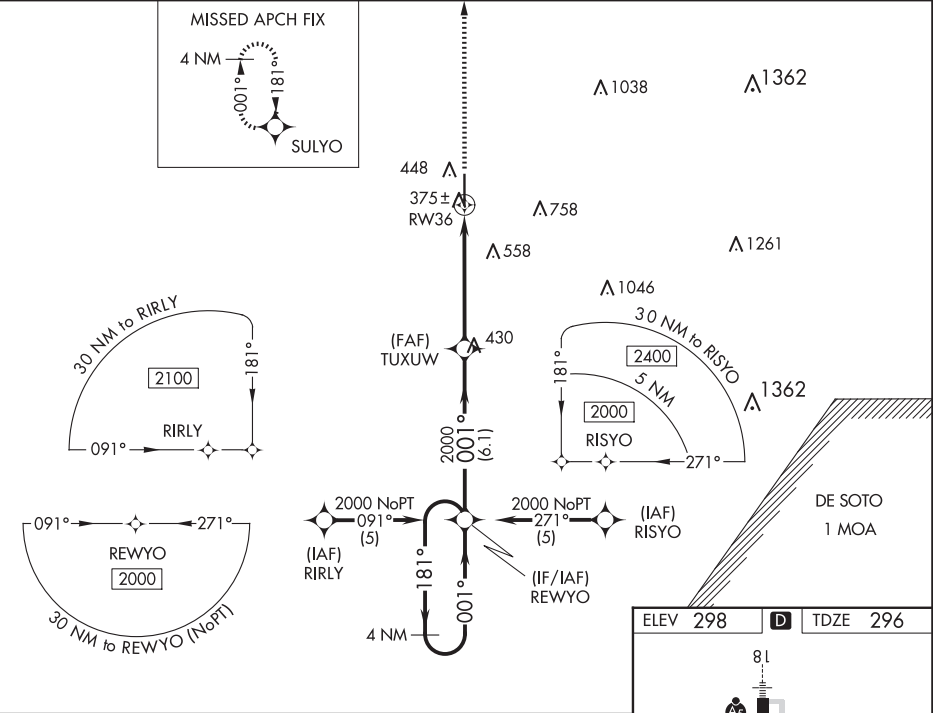
RNAV (GPS) RWY 36

HATTIESBURG/LAUREL RGNL (PIB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hattiesburg Bobby L Chain Muni altimeter setting: increase LPV DA to 597 feet and LNAV/VNAV DA to 676; increase all MDA 60 feet and visibility LNAV Cat C/D and Circling Cat C/D ¼ SM. Baro-VNAV NA when using Hattiesburg Bobby L Chain Muni altimeter setting.

MISSED APPROACH:
Climb to 2100 direct
SULYO and hold.

AWOS-3PT 128.325	HOUSTON CENTER 126.8 327.8	UNICOM 123.0 (CTAF) 1
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2100

SULYO

↑

✦

TUXUW

REWYO

4 NM Holding Pattern

181°

001°

2000

GP 3.00°

TCH 45

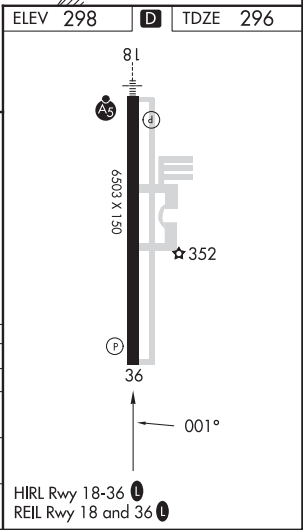
5.1 NM

6.1 NM

RW36

2000

CATEGORY	A	B	C	D
LPV DA		546-1	250 (300-1)	
LNAV/ VNAV DA		625-1¼	329 (400-1¼)	
LNAV MDA		680-1	384 (400-1)	680-1¼ 384 (400-1¼)
CIRCLING	760-1	462 (500-1)	1120-2½ 822 (900-2½)	1120-2¾ 822 (900-2¾)



HOLLY SPRINGS, MISSISSIPPI

AL-6093 (FAA)

22223

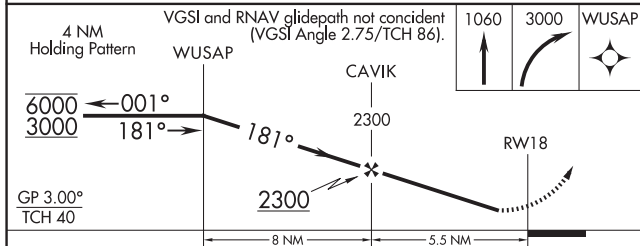
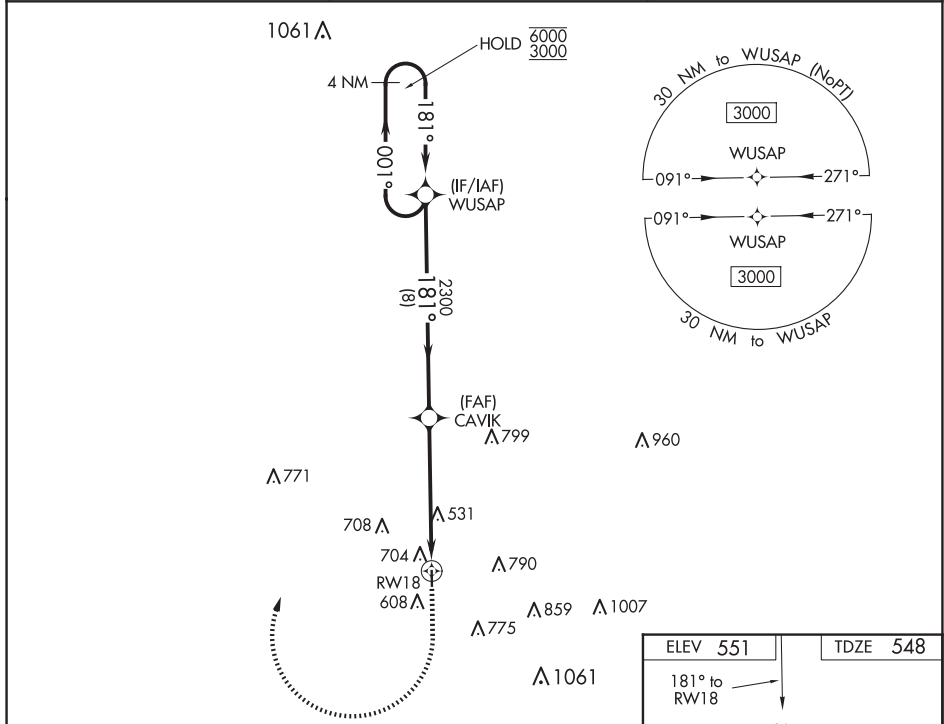
WAAS CH 58338 W18A	APP CRS 181°	Rwy Idg 3202 TDZE 548 Apt Elev 551
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RNAV (GPS) RWY 18

HOLLY SPRINGS-MARSHALL COUNTY (M41)

RNP APCH-GPS.	MISSED APPROACH: Climb to 1060 then climbing right turn to 3000 direct WUSAP and hold.
▽ Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV NA. Use Olive Branch altimeter setting; when not received, use Oxford altimeter setting and increase LPV DA to 870, and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 957 and all MDAs 20 feet.	
⚠ NA	

OLV AWOS-3 119.925	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	858-1 $\frac{1}{8}$	310 (400-1 $\frac{1}{8}$)		NA
LNAV/VNAV DA	945-1 $\frac{1}{2}$	397 (400-1 $\frac{1}{2}$)		NA
LNAV MDA	1020-1	472 (500-1)	1020-1 $\frac{3}{8}$ 472 (500-1 $\frac{3}{8}$)	NA
Ⓢ CIRCLING	1080-1 529 (600-1)	1100-1 549 (600-1)	1260-2 709 (800-2)	NA



HOLLY SPRINGS, MISSISSIPPI
Orig-B 11AUG22

34°48' N-89°31' W

HOLLY SPRINGS-MARSHALL COUNTY (M41)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

RNP APCH-GPS.

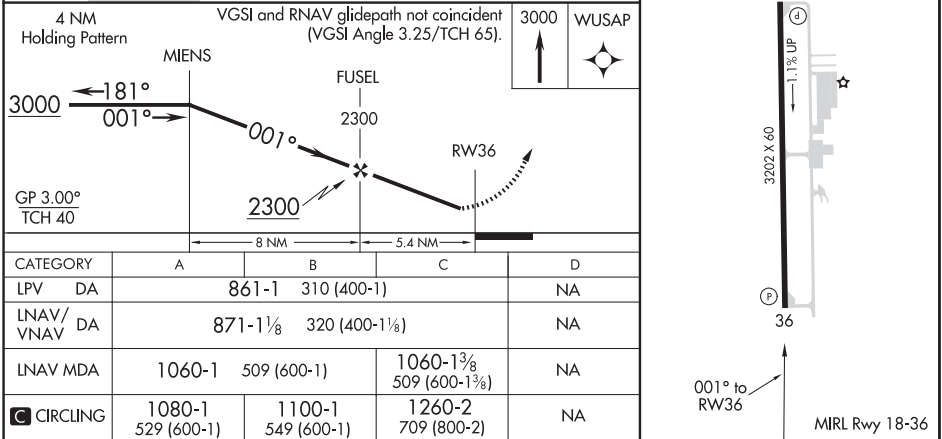
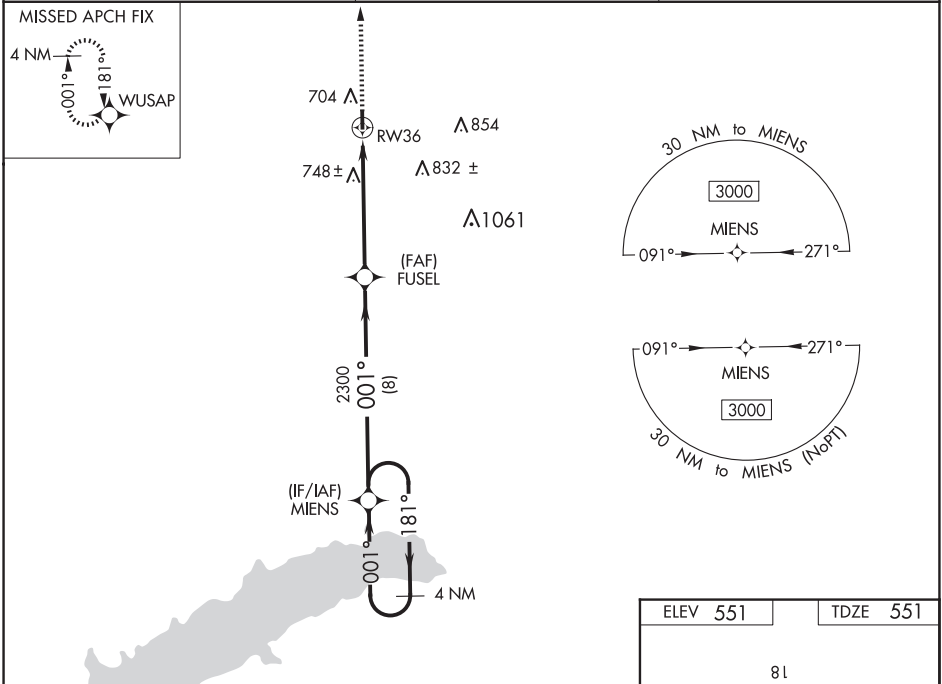
▼

NA

Baro-VNAV NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.
Use Olive Branch altimeter setting; when not received, use Oxford
altimeter setting and increase LPV DA to 873, LNAV/VNAV DA to 883
and all MDA 20 feet; increase LPV all Cats and LNAV Cat C visibility $\frac{1}{8}$ mile.

MISSED APPROACH: Climb to
3000 direct WUSAP and hold.

OLV AWOS-3 119.925	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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HOUMA, LOUISIANA


AL-5037 (FAA)

25163

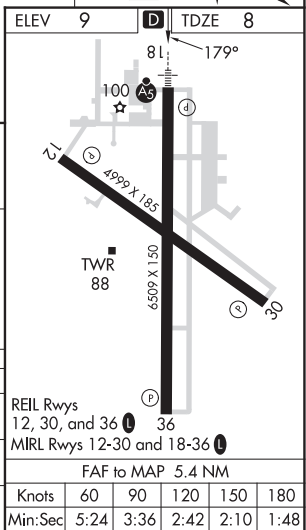
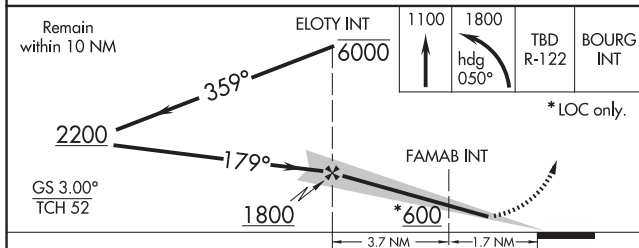
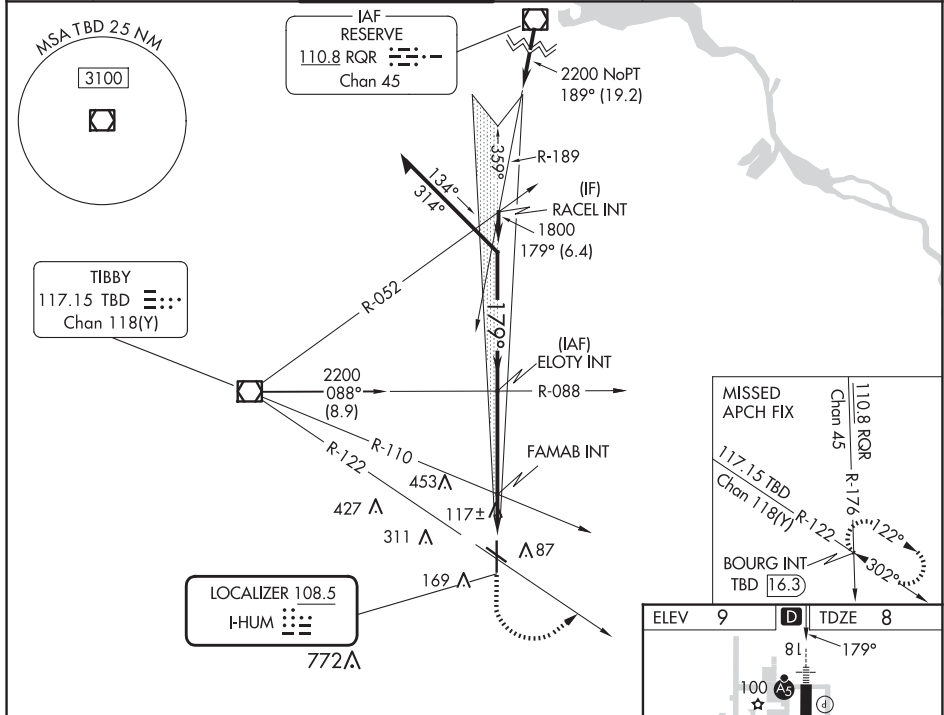
LOC I-HUM	APP CRS	Rwy Ldg	6143
108.5	179°	TDZE	8
		Apt Elev	9

ILS or LOC RWY 18

HOUMA-TERREBONNE (HUM)

▼ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase DA to 285 feet; increase all MDA 80 feet and S-LOC 18 Cat C/D visibility ¼ SM and Circling Cat C/D visibility ¼ SM. For inop ALS increase S-LOC 18 Cat C/D visibility to 1 SM. For inop ALS when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility ⅞ SM.	MALSR 	MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 on heading 050° and TBD VOR/DME R-122 to BOURG INT/TBD 16.3 DME and hold.
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ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER ★ 125.3 (CTAF) 0 346.3	GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 18		208-½ 200 (200-½)		
S-LOC 18	380-½ 372 (400-½)		380-⅝ 372 (400-⅝)	
CIRCLING	480-1 471 (500-1)		760-2¼ 751 (800-2¼)	760-2½ 751 (800-2½)

HOUMA, LOUISIANA

Amdt 5 27APR17

29°34'N-90°40'W

HOUMA-TERREBONNE (HUM)

ILS or LOC RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 56313 W12A	APP CRS 124°	Rwy Idg TDZE 8 Apt Elev 9
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RNAV (GPS) RWY 12

HOUMA-TERREBONNE (HUM)

⚠

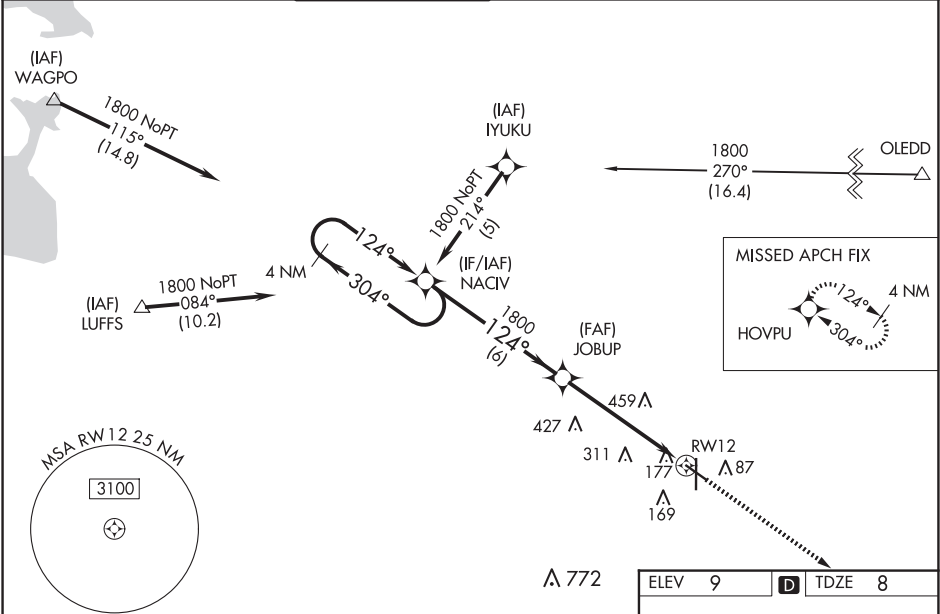
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

⚠

When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 370 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 567 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats B, C and D ¼ SM. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct HOVPU and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER ★ 125.3 (CTAF) 0 346.3	GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).

1800

HOVPU

GP 3.00° TCH 45

6 NM

5.4 NM

RWY 12

CATEGORY	A	B	C	D
LPV DA	293-7⁄8 285 (300-7⁄8)			
LNAV/VNAV DA	490-13⁄8 482 (500-13⁄8)			
LNAV MDA	680-1 672 (700-1)		680-17⁄8 672 (700-17⁄8)	
CIRCLING	680-1 671 (700-1)		760-2¼ 751 (800-2¼) 760-2½ 751 (800-2½)	

REIL Rwy 12, 30 and 36

MIRL Rwy 12-30 and 18-36

25163

RNAV (GPS) RWY 18
HOUMA-TERREBONNE (HUM)

MISSED APPROACH:
Climb to 1900 direct
ITWE and hold.

MSA RW18 25 NM

3100

(IAF) BEVPE

2300 NoPT 089° (5)

4 NM

359°

2300 NoPT 179° (19.2)

(IAF) RESERVE RQR

(IAF) DIEAN

2300 NoPT 269° (5)

2300 289° (4.8)

OLEDD

1800 179° (6.4)

(FAF) ELOTY

FAMAB 1.7 NM to RW18

427 A

453 A

311 A RW18

169 A

91 ± 109 ±

87 A

MISSED APCH FIX

ITIWE

359°

179°

4 NM

ELEV	9	D	TDZE	8
179°				
81				

1900 ↑	ITIWE ✦	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 52).		4 NM Holding Pattern
*LNAV only.				
CATEGORY	A	B	C	D
LPV DA	208-½	200 (200-½)		
LNAV/ VNAV DA	449-⅞	441 (500-⅞)		
LNAV MDA	440-½ 432 (500-½)	440-¾ 432 (500-¾)		
CIRCLING	480-1 471 (500-1)	760-2¼ 751 (800-2¼)	760-2½ 751 (800-2½)	

HOUMA-TERREBONNE (HUM)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **61013**
W30A

APP CRS
304°

Rwy Idg **4999**
TDZE **9**
Apt Elev **9**

RNAV (GPS) RWY 30

HOUMA-TERREBONNE (HUM)

▼

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 336, LNAV/VNAV DA to 489, and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ⅜ SM. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct NACIV and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER★ 125.3 (CTAF) 0 346.3	GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95
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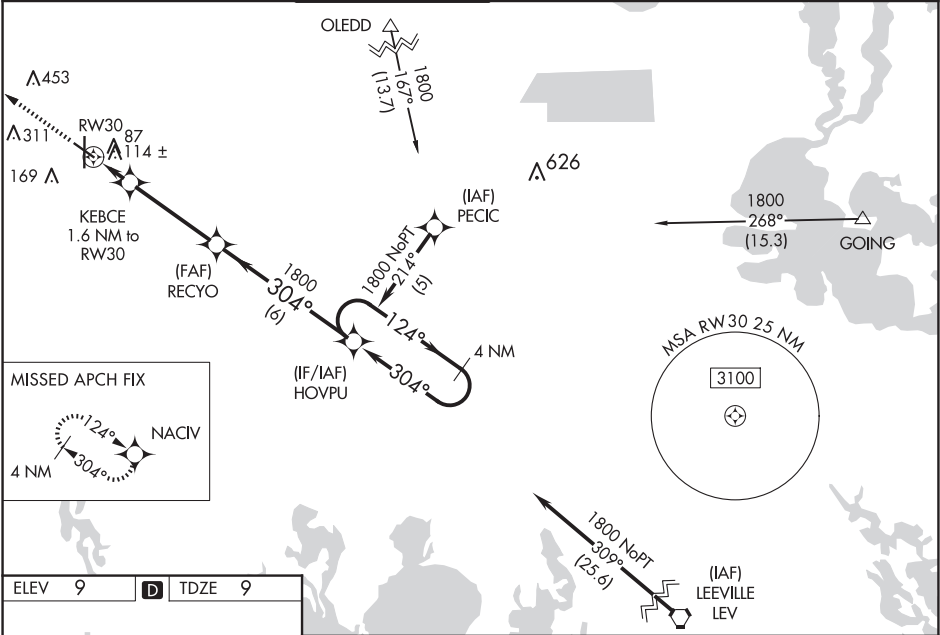


Diagram of Runway 12, 30, and 36. Runway 12 is 4999 x 185. Runway 30 is 6509 x 150. Runway 36 is 36. Elevation is 81. TWIR 88. MRL Rwy 12-30 and 18-36.

1800

NACIV

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).

4 NM Holding Pattern

* LNAV only

KEBCE 1.6 NM to RW30

RW30

560*

304°

124°

1800

GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA	259-¾ 250 (300-¾)			
LNAV/VNAV DA	412-1½ 403 (500-1½)			
LNAV MDA	380-1 371 (400-1)			
CIRCLING	480-1 471 (500-1)		760-2¼ 751 (800-2¼)	760-2½ 751 (800-2½)

HOUMA, LOUISIANA

AL-5037 (FAA)

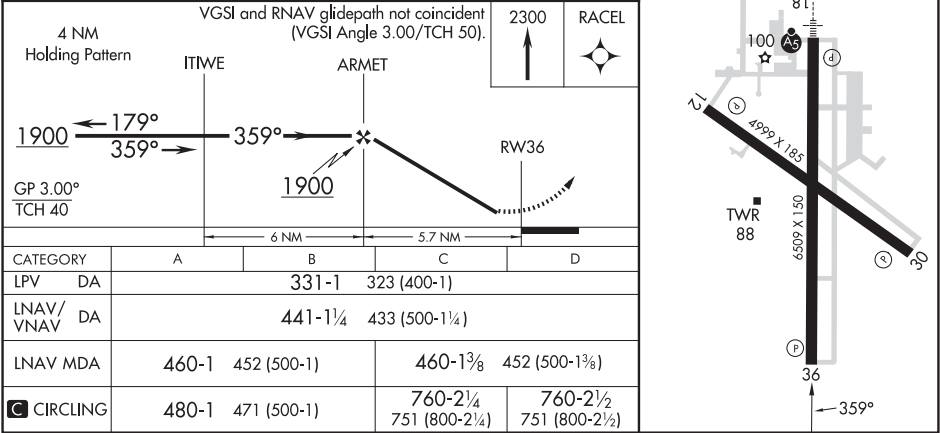
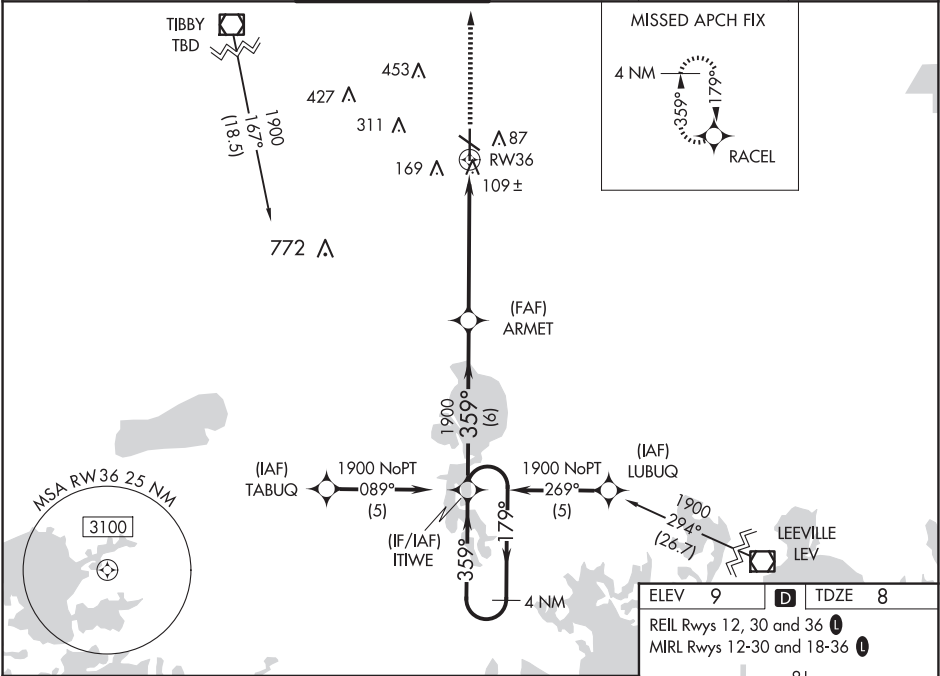
24361

WAAS CH 56413 W36A	APP CRS 359°	Rwy Idg 6508 TDZE 8 Apt Elev 9
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RNAV (GPS) RWY 36
HOUMA-TERREBONNE (HUM)

- ▼ Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 408, LNAV/VNAV DA to 518, and all visibilities 1/8 SM; increase all MDAs 80 feet and visibility Cats C and D 1/4 SM.
- ⚠ MISSED APPROACH: Climb to 2300 direct RACEL and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER ★ 125.3 (CTAF) 0 346.3	GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95
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HOUMA, LOUISIANA
Orig-B 15JUL21

29°34'N-90°40'W

HOUMA-TERREBONNE (HUM)
RNAV (GPS) RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

VOR/DME	TBD	Rwy Idg	4999
117.15	APP CRS	TDZE	9
Chan 118(Y)	302°	Apt Elev	9

VOR/DME RWY 30

HOUMA-TERREBONNE (HUM)

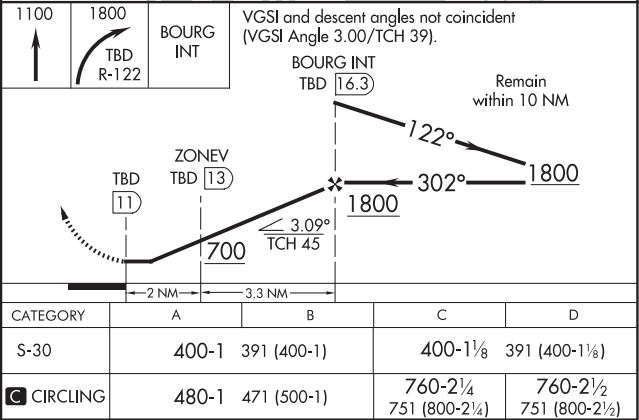
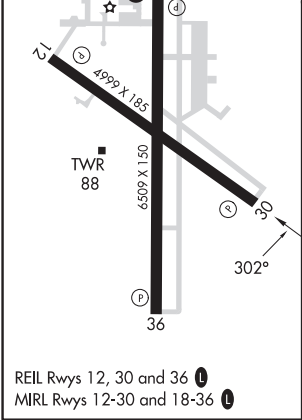
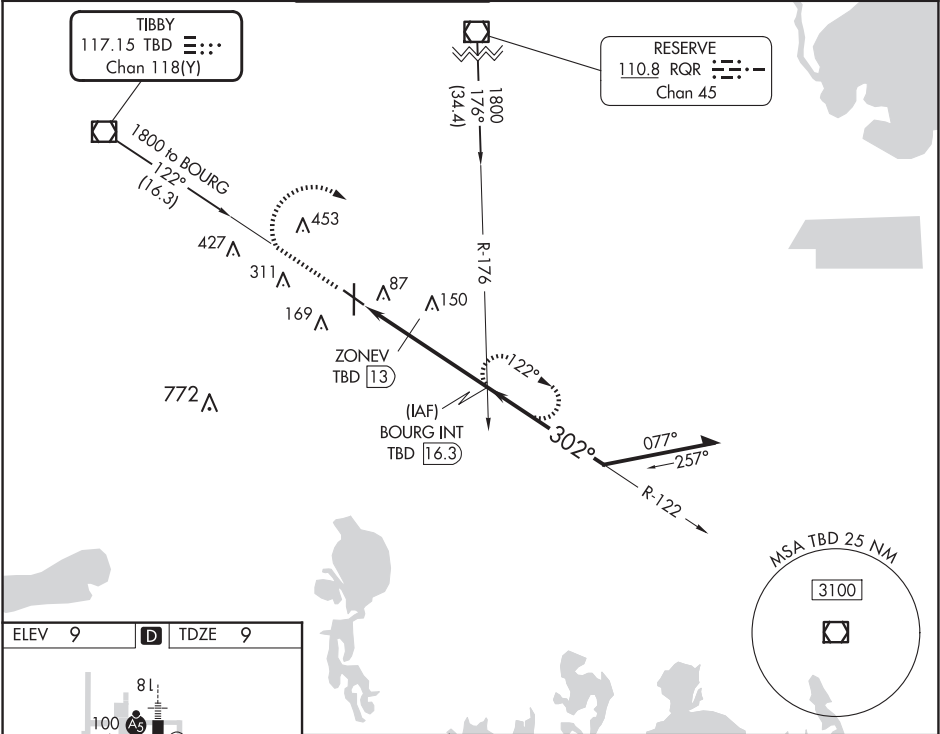
▼

▲

Rwy 30 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 80 feet, and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 via TBD VOR/DME R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	CLNC DEL	UNICOM
120.25	118.9 350.35	125.3 (CTAF) 346.3	123.875	118.9 (When twr closed)	122.95



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

HOUMA, LOUISIANA


AL-5037 (FAA)


25023

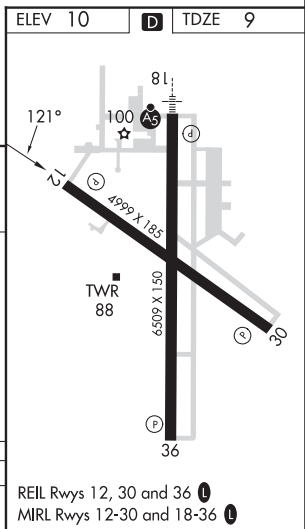
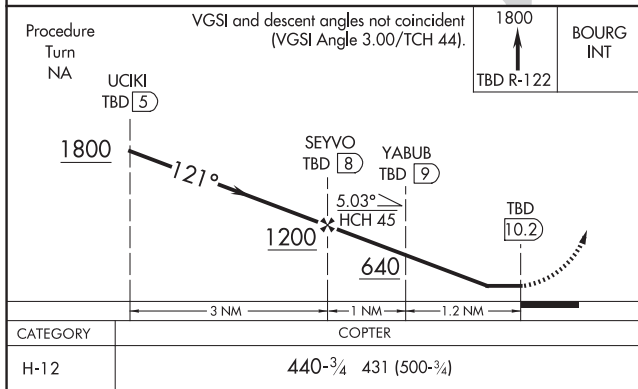
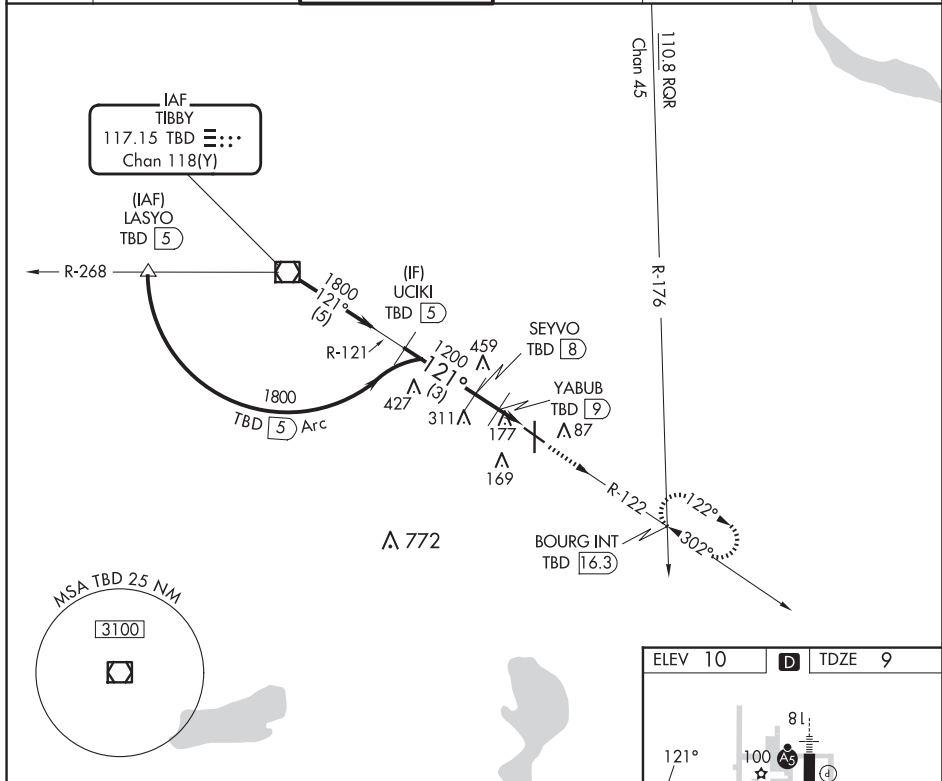
VOR/DME TBD	APP CRS	Rwy Idg	4843
117.15	121°	TDZE	9
Chan 118(Y)		Apt Elev	10

COPTER VOR/DME RWY 12

HOUMA-TERREBONNE (HUM)

 When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase MDA 80 feet.	MISSED APPROACH: Climb to 1800 via TBD VOR/DME R-122 to BOURG INT/16.3 DME and hold.
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ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER ★ 125.3 (CTAF)  346.3	GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95
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HOUMA, LOUISIANA
Amdt 4A 21JUL16

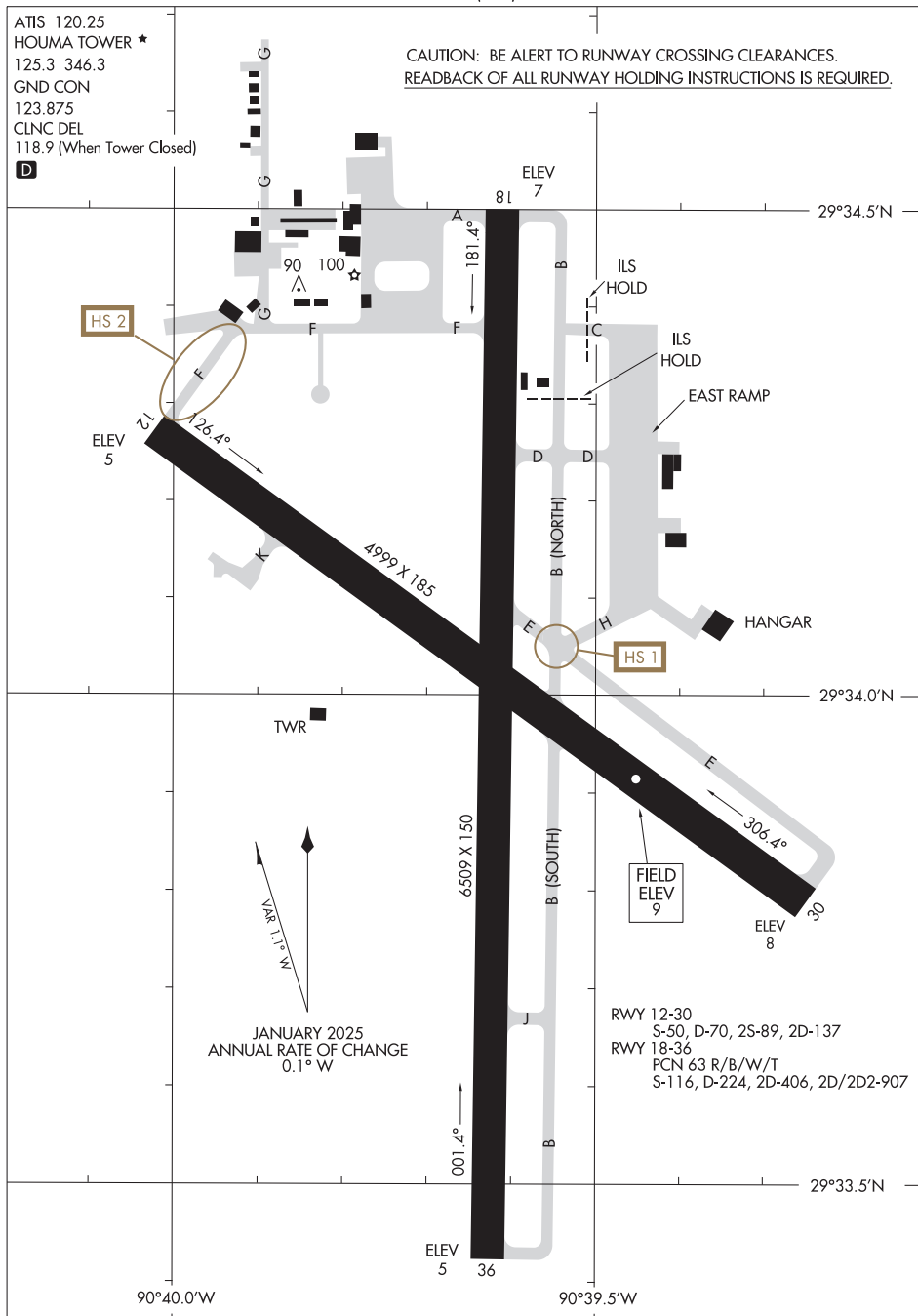
29°34'N-90°40'W

HOUMA-TERREBONNE (HUM)

COPTER VOR/DME RWY 12

ATIS 120.25
HOUMA TOWER ★
125.3 346.3
GND CON
123.875
CLNC DEL
118.9 (When Tower Closed)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



SC-4, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

HOUMA, LOUISIANA
HOUMA-TERREBONNE (HUM)

INDIANOLA, MISSISSIPPI

AL-5685 (FAA)

21224

APP CRS	Rwy Idg	7004
180°	TDZE	126
	Apt Elev	126

RNAV (GPS) RWY 18

INDIANOLA MUNI (IDL)

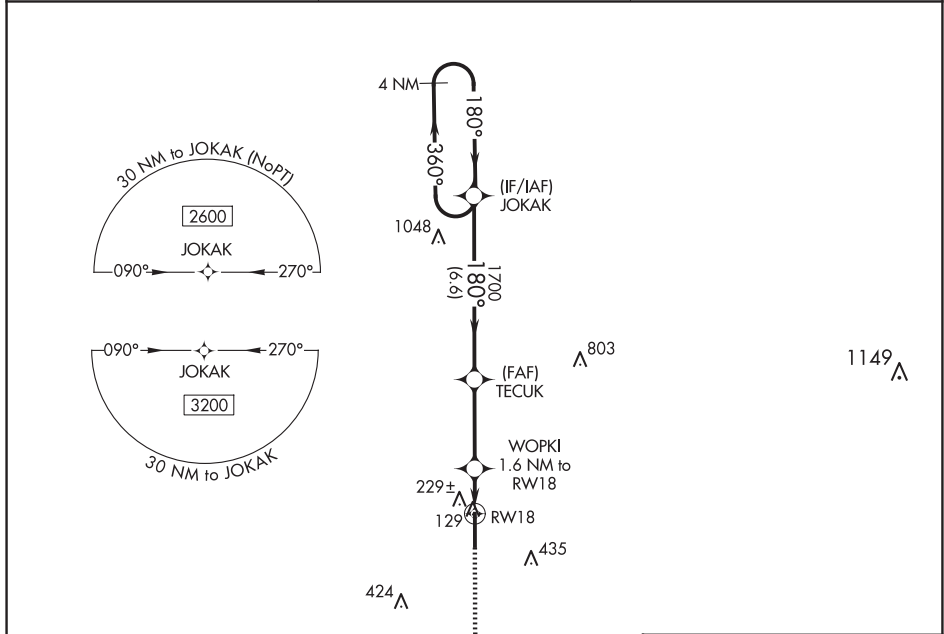
▼

▲NA

DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in/Circling to Rwy 18 NA at night. Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase all MDA 40 feet, increase LNAV Cat C/D visibility 1/8 SM and Circling Cat C/D visibility 1/4 SM.

MISSED APPROACH: Climb to 2500 direct WUPUK and hold.

GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX
WUPUK

ELEV 126

TDZE 126

180° to RW18

81

7004 X 150

36

4 NM Holding Pattern

2600

360°

180°

JOKAK

TECUK

WOPKI 1.6 NM to RW18

1700

680

RW18

6.6 NM

3.2 NM

1.6 NM

2500 WUPUK

CATEGORY	A	B	C	D
LNAV MDA	520-1	394 (400-1)	520-1 1/8	394 (400-1 1/8)
CIRCLING	580-1 454 (500-1)	600-1 474 (500-1)	840-2 714 (800-2)	840-2 1/4 714 (800-2 1/4)

MIRL Rwy 18-36 0

WAAS CH 69319 W36A	APP CRS 360°	Rwy Idg TDZE 120 Apt Elev 126
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RNAV (GPS) RWY 36

INDIANOLA MUNI (IDL)

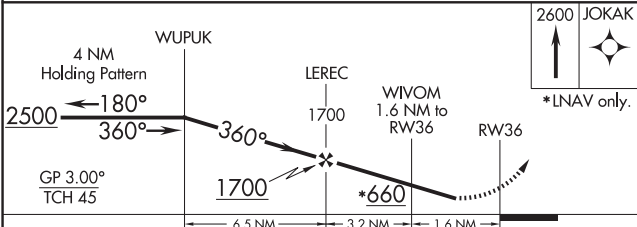
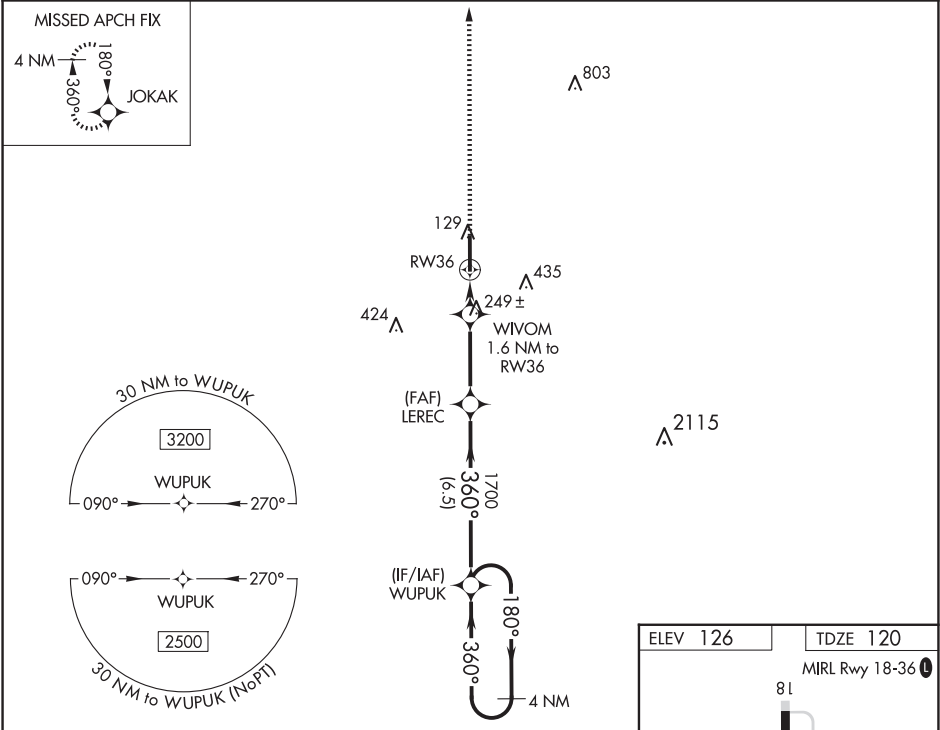
▼

▲NA

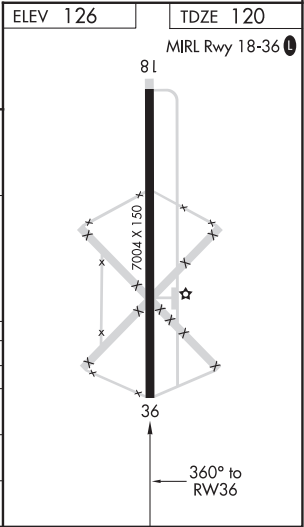
Night landing: Rwy 18 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase LPV DA to 507 and all Cats visibility $\frac{1}{8}$ SM, increase LNAV/VNAV DA to 465 and all Cats visibility $\frac{1}{8}$ SM, increase all MDA 40 feet, increase LNAV Cat C/D and Circling Cat C/D visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 2600 direct JOKAK and hold.

GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	470-1 $\frac{1}{8}$ 350 (400-1 $\frac{1}{8}$)			
LNAV/VNAV DA	428-1 308 (400-1)			
LNAV MDA	540-1 420 (500-1)	540-1 $\frac{1}{8}$ 420 (500-1 $\frac{1}{8}$)		
CIRCLING	580-1 454 (500-1)	600-1 474 (500-1)	840-2 714 (800-2)	840-2 $\frac{1}{4}$ 714 (800-2 $\frac{1}{4}$)



INDIANOLA, MISSISSIPPI

AL-5685 (FAA)

21224

VORTAC SQS	APP CRS	Rwy Idg	N/A
114.7	271°	TDZE	N/A
Chan 94		Apt Elev	126

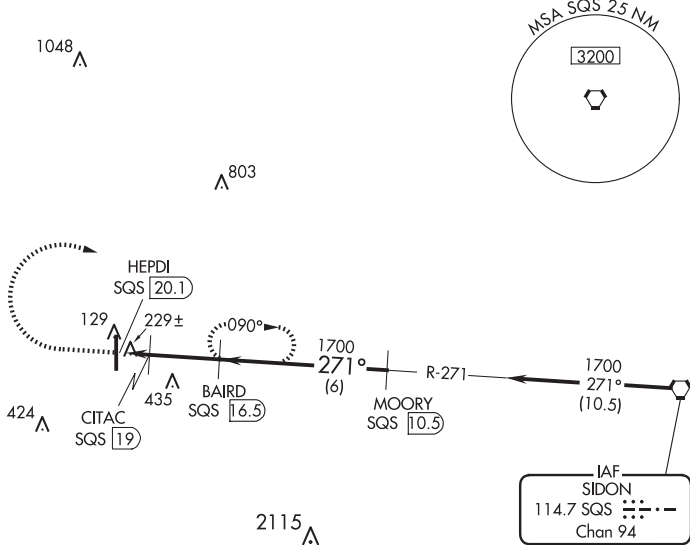
VOR/DME-A
INDIANOLA MUNI (IDL)



Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase all MDA 40 feet and Circling Cat C/D visibility ¼ SM. Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA.

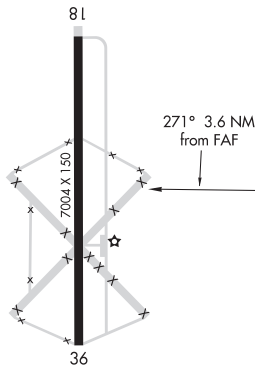
MISSED APPROACH: Climb to 900, then climbing right turn to 1700 on SQS VORTAC R-271 to BAIRD/16.50 DME and hold.

GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at SQS VORTAC on airway radial 273.

ELEV 126



MRL Rwy 18-36 0

	900	1700	BAIRD SQS 16.5		BAIRD SQS 16.5	MOORY SQS 10.5	
		SQS R-271					
			CITAC SQS 19				
			HEPDI SQS 20.1				
				271°	1700		
				920			
				1.1 NM	2.5 NM	6 NM	
CATEGORY	A	B	C	D	Procedure Turn NA		
CIRCLING	580-1 454 (500-1)	600-1 474 (500-1)	840-2 714 (800-2)	840-2¼ 714 (800-2¼)			

INDIANOLA, MISSISSIPPI

Amdt 9D 12AUG21

33°29'N-90°40'W

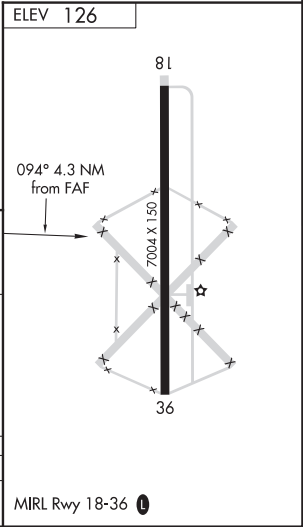
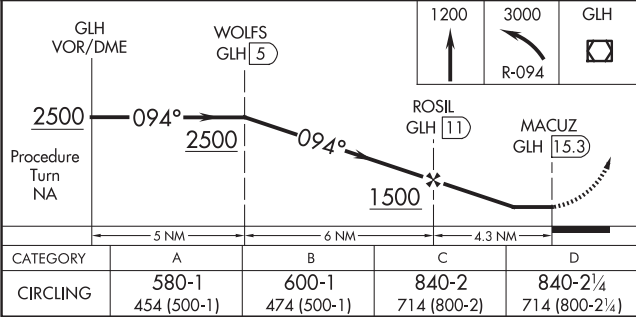
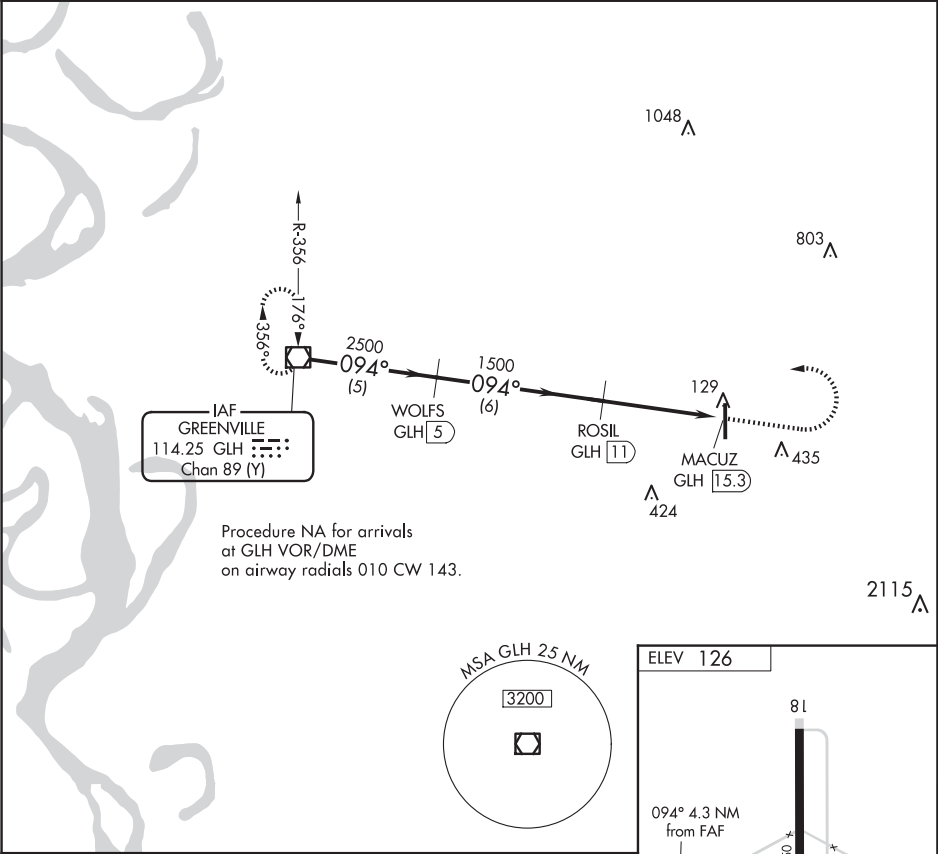
INDIANOLA MUNI (IDL)
VOR/DME-A

VOR/DME GLH	APP CRS	Rwy Idg	N/A
114.25	094°	TDZE	N/A
Chan 89 (Y)		Apt Elev	126

VOR/DME-B
INDIANOLA MUNI (IDL)

<div><div></div><div>NA</div></div> <div>Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase all MDA 40 feet, Circling Cat C/D visibility ¼ SM. Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on R-094 to GLH VOR/DME and hold.
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GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

IUKA, MISSISSIPPI

AL-11013 (FAA)

24361

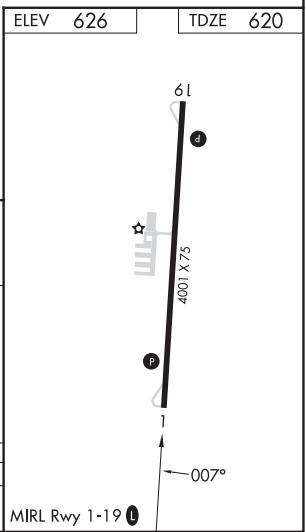
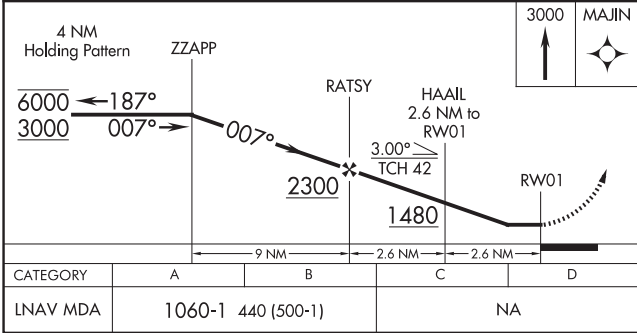
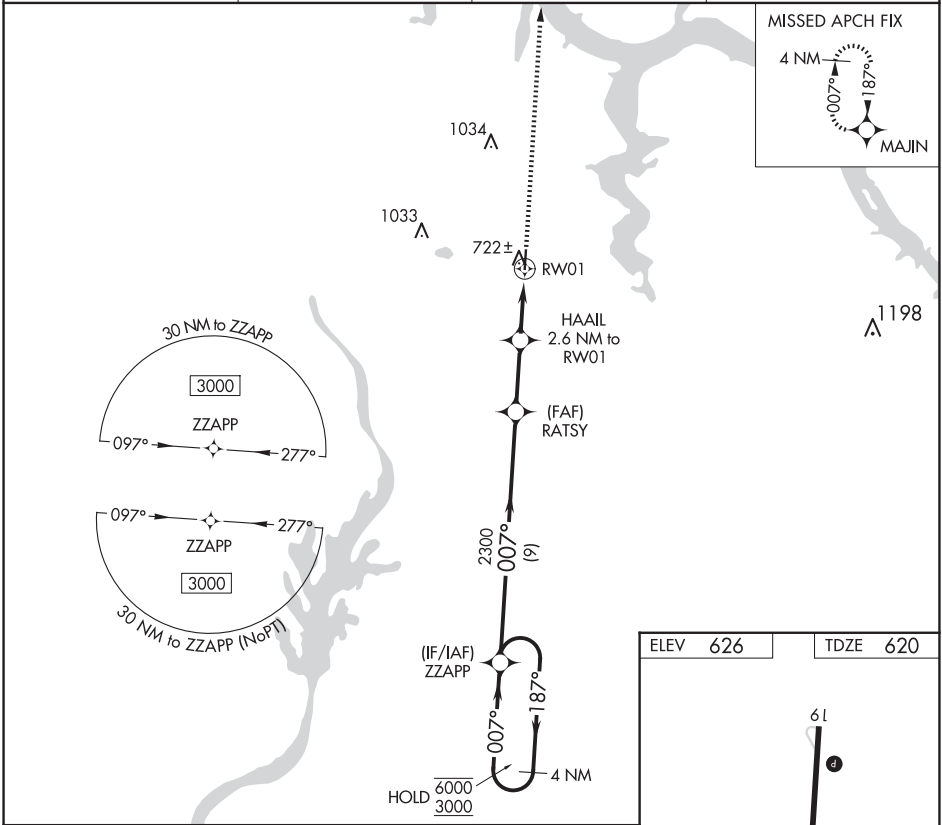
APP CRS	Rwy Idg	4001
007°	TDZE	620
	Apt Elev	626

RNAV (GPS) RWY 1

SEGARS FLD (15M)

RNP APCH-GPS.	<div><div>Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA.</div><div>Use Muscle Shoals altimeter setting.</div></div>	<div>MISSED APPROACH: Climb to 3000 direct MAJIN and hold.</div>
<div><div>NA</div></div>		

AWOS-3PT 119.250	MSL ASOS 119.425	MEMPHIS CENTER 124.35 318.1	CTAF 122.9
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IUKA, MISSISSIPPI
Orig 14JUL22


34°46'N-88°10'W

SEGARS FLD (15M)

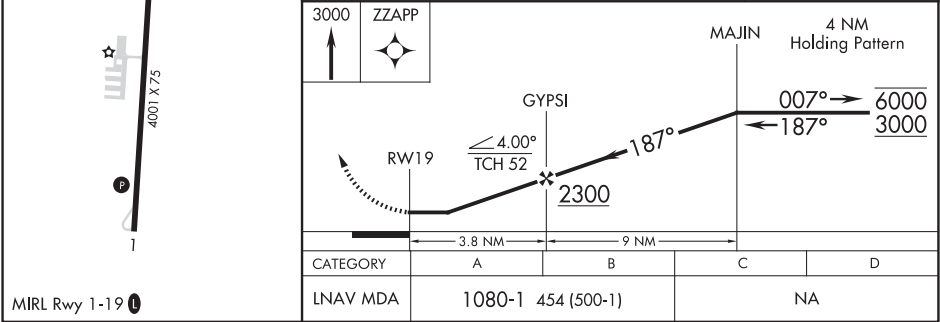
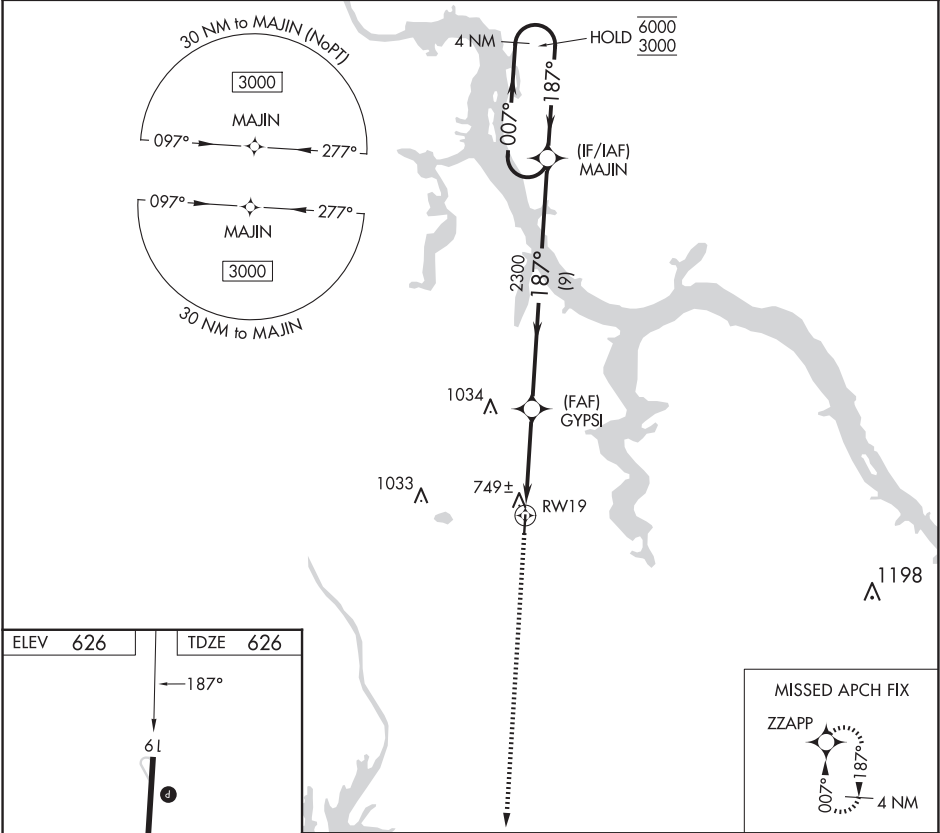
RNAV (GPS) RWY 1

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RNP APCH-GPS.		MISSED APPROACH: Climb to 3000 direct ZZAPP and hold.
	Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA. Use Muscle Shoals altimeter setting.	

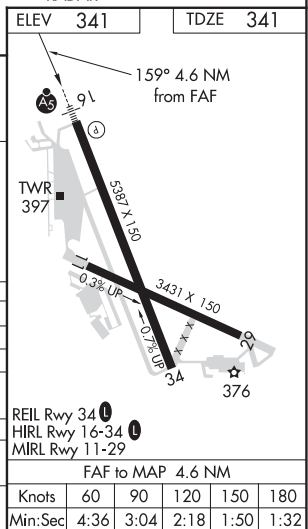
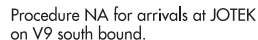
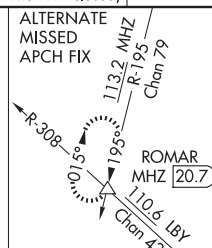
AWOS-3PT 119.250	MSL ASOS 119.425	MEMPHIS CENTER 124.35 318.1	CTAF 122.9 
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ILS or LOC RWY 16
HAWKINS FLD (HKS)

MISSED APPROACH:
Climb to 2000 then
climbing right turn to
3500 direct BRENZ
LOM and hold.

Procedure NA for arrivals at WOSBU
on V74 northwest bound.



			3.1 NM	1.5 NM	
CATEGORY	A	B	C	D	
S-ILS 16	541-½		200 (200-½)		
S-LOC 16	840-½ 499 (500-½)		840-1 499 (500-1)		
 CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2¼ 799 (800-2¼)	1320-3 979 (1000-3)	
UTUWI FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)					
S-LOC 16	760-½ 419 (500-½)		760-¾ 419 (500-¾)		
 CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2¼ 799 (800-2¼)	1320-3 979 (1000-3)	

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WAAS CH 50316 W16A	APP CRS 159°	Rwy Idg TDZE 341 Apt Elev 341
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RNAV (GPS) RWY 16

HAWKINS FLD (HKS)

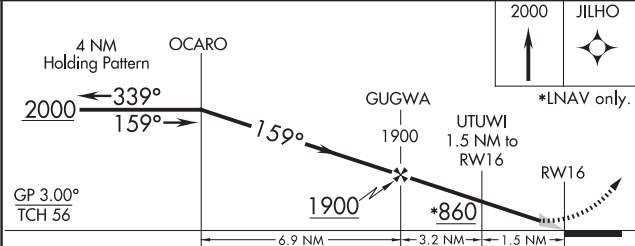
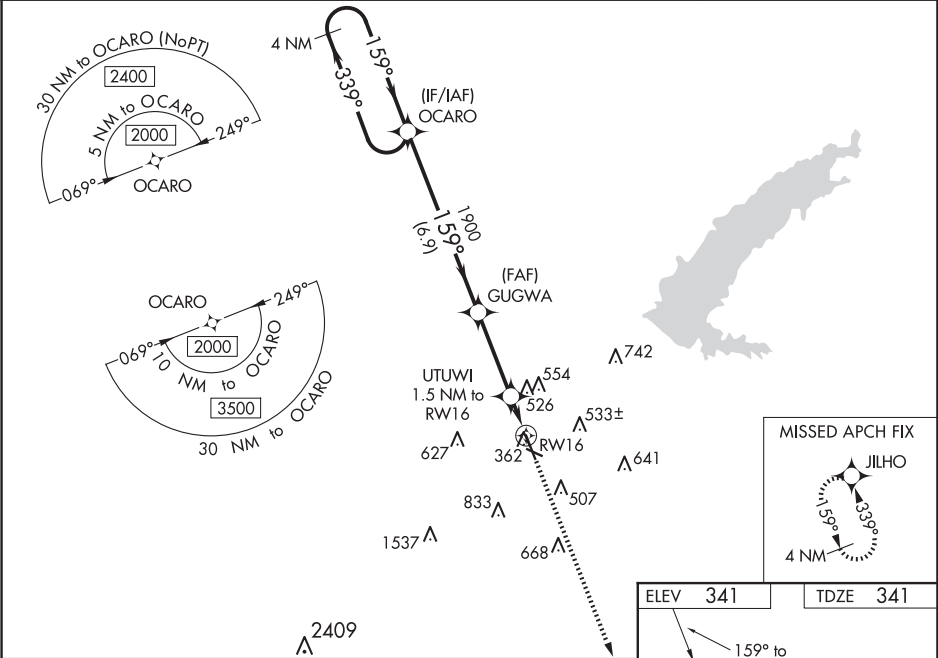
⚠ Baro-VNAV NA when using Jackson-Medgar Wiley Evers Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 19 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities ½ mile and Circling Cat C ¼ mile. For inop MALS when using Jackson-Medgar Wiley Evers Intl altimeter setting increase LNAV/VNAV all Cats to 1½.

MALS

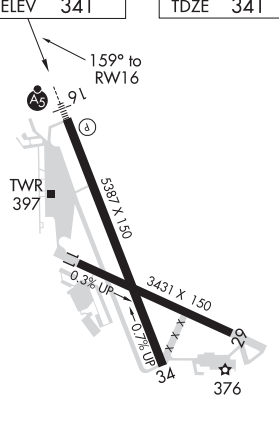




MISSED APPROACH:
Climb to 2000 direct JILHO and hold.

ASOS 120.625	JACKSON APP CON ★ 123.9 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 (When twr closed)	UNICOM 122.95
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ELEV	341	TDZE	341
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REIL Rwy 34 
HIRL Rwy 16-34 
MIRL Rwy 11-29

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 34
HAWKINS FLD (HKS)

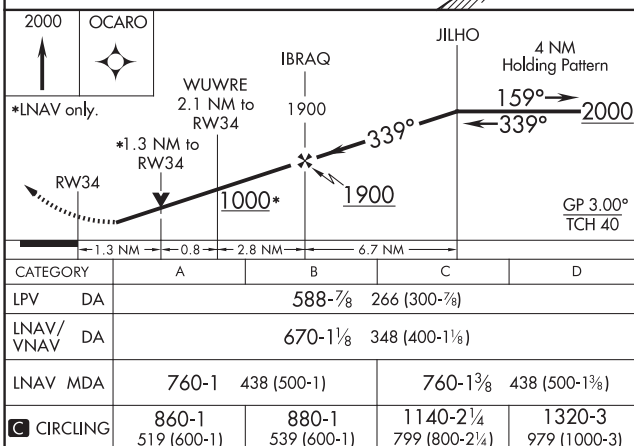
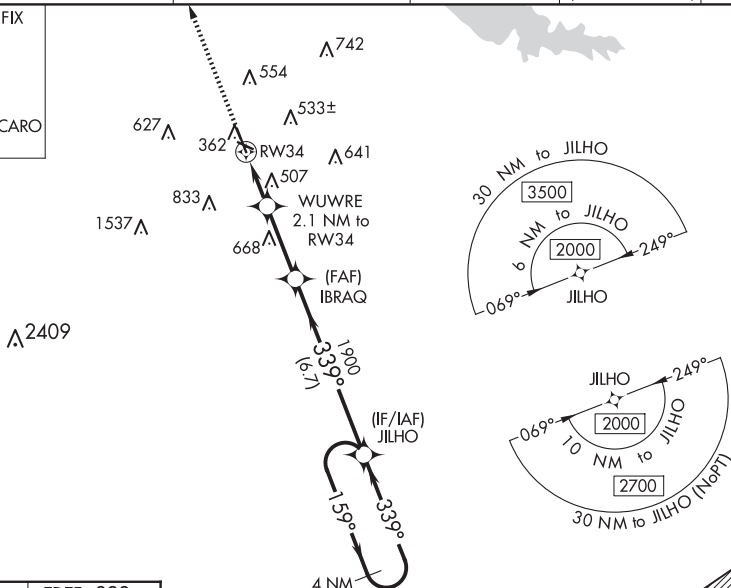
MISSED APPROACH:
Climb to 2000 direct
OCARO and hold.

MISSED APCH FIX

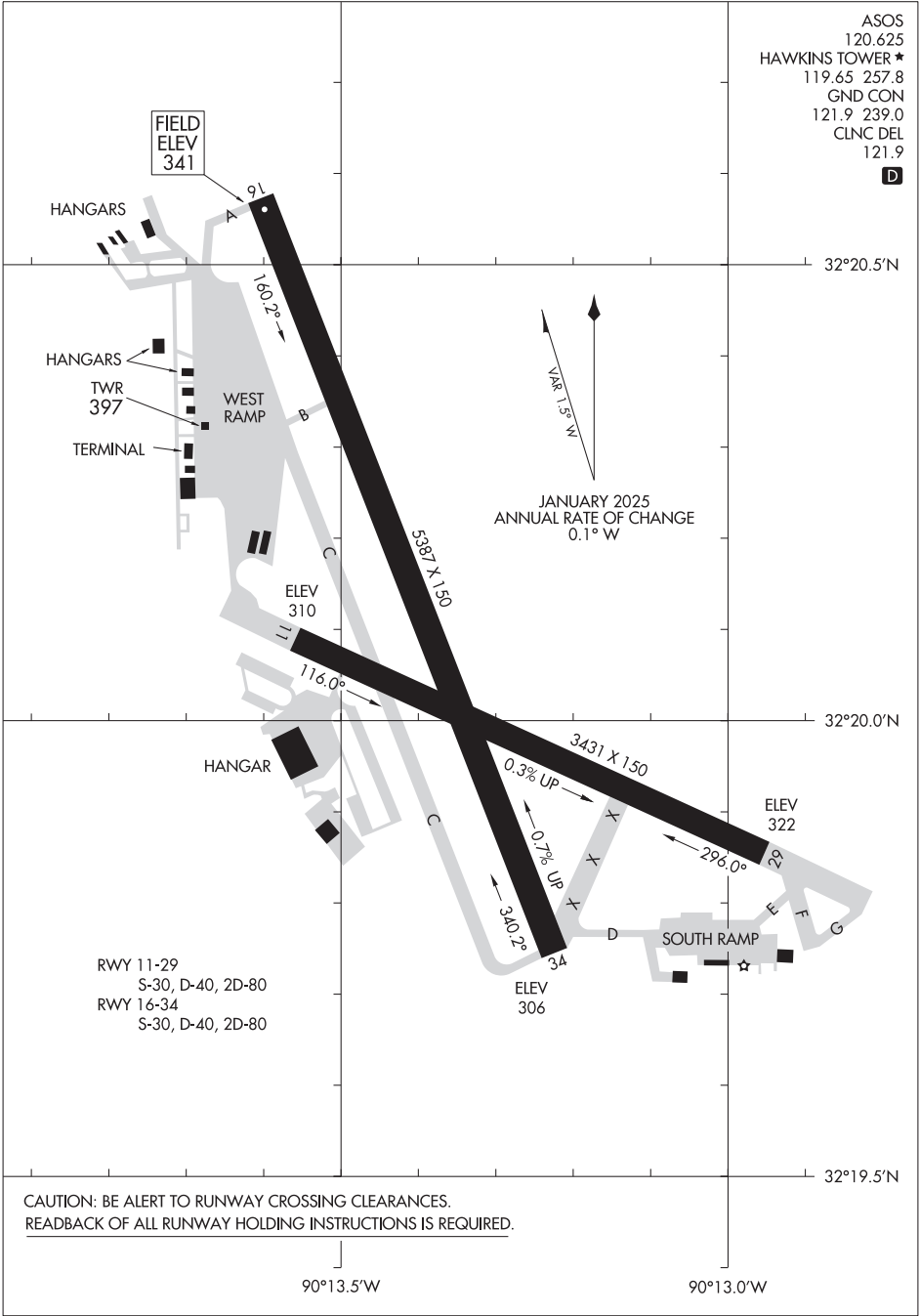
4 NM

15°

OCARO



SC-4, 12 JUN 2025 to 07 AUG 2025



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-FRL 109.3	APP CRS 339°	Rwy Ldg TDZE Apt Elev 8500 329 346
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ILS or LOC RWY 34L
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

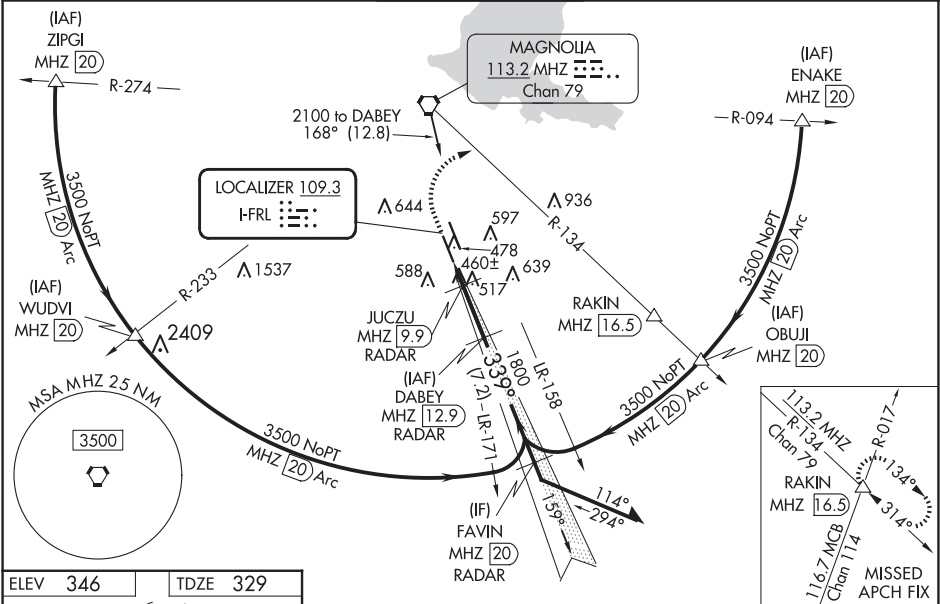
DME or RADAR required.

⚠ Circling NA for Cat E southwest of Rwy 16R-34L. Rwy 34L helicopter visibility reduction below RVR 4000 NA. When local altimeter setting not received, use HKS altimeter setting and increase all S-ILS 34L DA to 548 feet increase MDAs 20 feet. For Inop ALS, increase S-ILS 34L ASR Cat E visibility to RVR 4000, increase S-LOC 34L Cat A/B visibility to RVR 5500 and Cat C/D/E to 1½SM. Procedure turn NA for Cat E.
* 860 when using HKS altimeter setting.
DME from MHZ VORTAC.

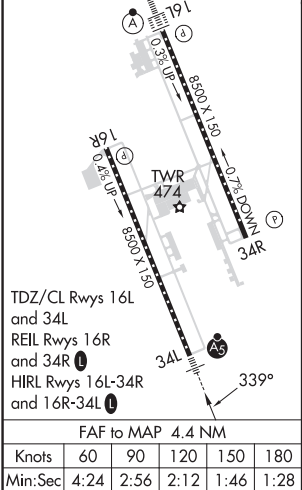
MALSR

MISSED APPROACH:
Climb to 1200 then
climbing right turn to
3000 on heading 070°
and MHZ VORTAC
R-134 to RAKIN INT/
MHZ 16.5 DME and
hold, continue
climb-in-hold to 3000.

ATIS 121.05	JACKSON APP CON★ 123.9 317.7	JACKSON TOWER★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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ELEV 346	TDZE 329
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1200	3000	RAKIN	DABEY	Remain within 10 NM	
↑	hdg 070°	MHZ R-134	MHZ 12.9 RADAR	159°	2100
		JUCZU MHZ 9.9 RADAR	MHZ 8.5	339°	GS 3.00°
				840*	TCH 58
				1800	
				1.4	3 NM
CATEGORY	A	B	C	D	E
S-ILS 34L	529/18 200 (200-½)				
S-LOC 34L*	840/40	511 (500-¾)	840/55	511 (500-1)	
CIRCLING	880-1	900-1	900-1½	960-2	1040-2½
	534 (600-1)	554 (600-1)	554 (600-1½)	614 (700-2)	694 (700-2½)
JUCZU DME MINIMUMS #					
S-LOC 34L	760/40 431 (500-¾)				
CIRCLING	880-1	900-1	900-1½	960-2	1040-2½
	534 (600-1)	554 (600-1)	554 (600-1½)	614 (700-2)	694 (700-2½)

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-JAN
110.5

APP CRS
159°

Rwy Ldg
8500
TDZE
312
Apt Elev
346

ILS RWY 16L (SA CAT I)

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

⚠

When control tower closed, procedure NA.

⚠

When local altimeter setting not received, procedure NA.

ASR

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD TO DA.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and on MHZ VORTAC R-134 to RAKIN INT/16.5 DME and hold, continue climb-in-hold to 3000.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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The diagram illustrates the ILS approach for Runway 16L. Key features include:

- Initial Approach (IAF) WOSBU** at 116 MHz, with a 114° heading and 294° turn.
- Intermediate Approach (IF) IGIHL** at 8 MHz, with a 114° heading and 159° turn.
- Final Approach (FAF) ECESU** at 8 MHz, with a 116.7 MHz MCB and 114° turn.
- Localizer** at 110.5 MHz (I-JAN) with a 113.2 MHz R-134 and 114° turn.
- Navigation Aids**: VORTAC at 110.5 MHz, R-134, R-228, R-344, R-052, R-134, and R-017.
- Obstacles**: Magnolia (113.2 MHz, Chan 79), Harag Int (1.5 MHz), and various terrain elevations (644, 588, 517, 639, 1537).
- Missed Approach**: Climb to 800, then 3000 on heading 090°.

Remain within 10 NM

HARAG INT MHZ 1.5

2200

339°

159°

GS 3.00° TCH 55

5.8 NM

1051'

800

3000

hdg 090°

MHZ R-134

RAKIN

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

CATEGORY	A	B	C	D
S-ILS 16L		RA 169/14 150 DA 462		

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 346

TDZE 312

34L

34R

16L

16R

16L-34R

16R-34L

JACKSON, MISSISSIPPI

Amtd 9 12JUN25

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

32°19'N-90°05'W

ILS RWY 16L (SA CAT I)

LOC I-JAN
110.5

APP CRS
159°

Rwy Ldg
TDZE
Apt Elev
8500
312
346

ILS RWY 16L (CAT II & III)
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

⚠

ASR

When control tower closed, procedure NA.
When local altimeter setting not received, procedure NA.

ALSF-2

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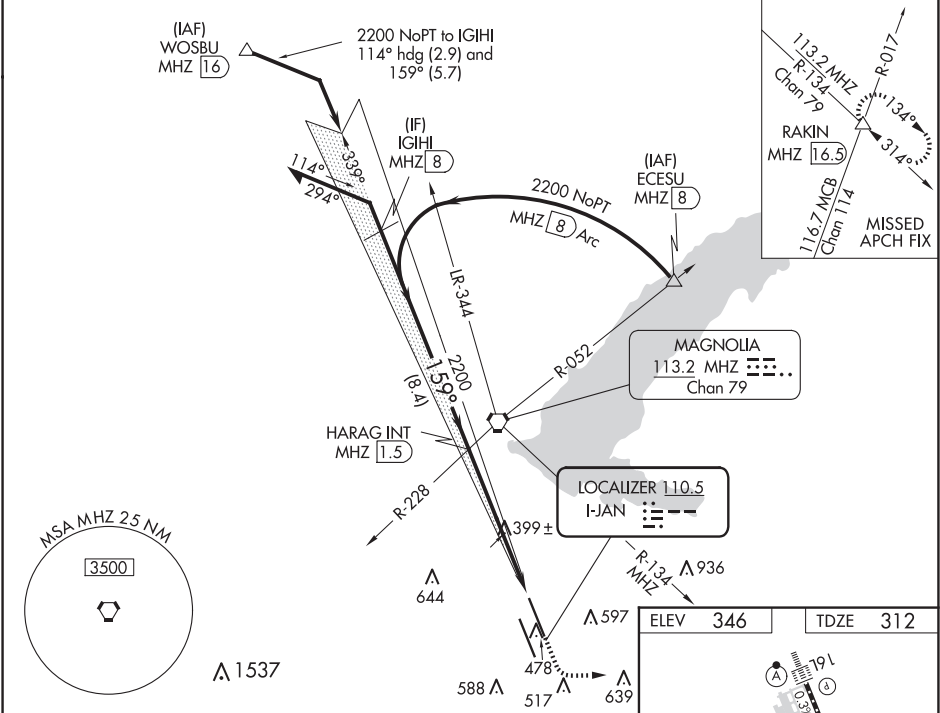
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MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and on MHZ VORTAC R-134 to RAKIN INT/16.5 DME and hold, continue climb-in-hold to 3000.

ATIS 121.05	JACKSON APP CON★ 123.9 317.7	JACKSON TOWER★ 120.9 (CTAF) 352.0	GND CON 121.7 348.6	UNICOM 122.95
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Remain within 10 NM

HARAG INT MHZ 1.5

2200

339°

159°

GS 3.00° TCH 55

2200

5.8 NM

1051

800

3000

hdg 090°

MHZ R-134

RAKIN

△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

CATEGORY	A	B	C	D
S-ILS 16L	CAT II RA 119/12 100 DA 412			
S-ILS 16L	CAT III RVR 07			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 16L and 34L

REIL Rwy 16R and 34R

HIRL Rwy 16L-34R and 16R-34L

JACKSON, MISSISSIPPI

AL-5132 (FAA)

25051

WAAS CH 72911 W16A	APP CRS 159°	Rwy Idg 8500 TDZE 312 Apt Elev 346
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RNAV (GPS) RWY 16L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

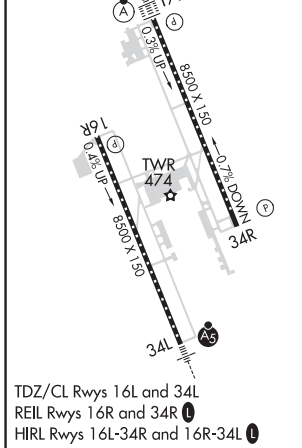
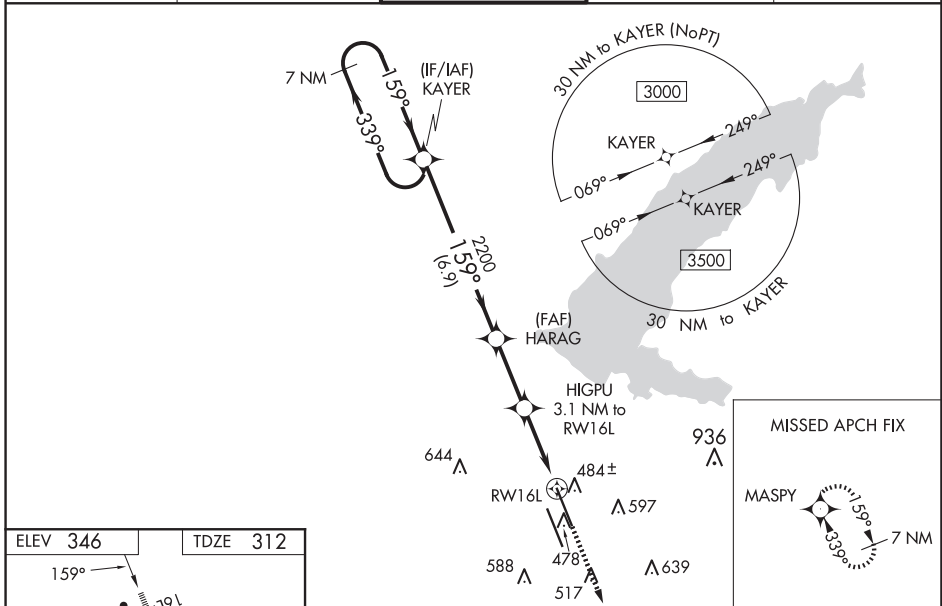
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.
▲ Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase ASR LNAV/VNAV all Cats visibility to RVR 3400 and LNAV Cats C/D/E visibility to RVR 5000. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5500, and LNAV Cat E visibility to 1½ SM. For inop ALS when using Hawkins Fld altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1½ SM.

ALSF-2
A

MISSED APPROACH:
Climb to 3000 direct
MASPY and hold.

ATIS 121.05	JACKSON APP CON* 123.9 317.7	JACKSON TOWER* 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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7 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).			3000	MASPY
GP 3.00° TCH 55		*1340		*LNAV only.		
CATEGORY		A	B	C	D	E
LPV DA		512/18 200 (200-½)				
LNAV/VNAV DA		652/31 340 (400-¾)				
LNAV MDA		760/24 448 (500-½)		760/45 448 (500-¾)		
CIRCLING		880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

JACKSON, MISSISSIPPI
Amdt 2C 22APR21

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
32°19'N-90°05'W
RNAV (GPS) RWY 16L

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **49211**
W16B

APP CRS
159°

Rwy Idg **8500**
TDZE **320**
Apt Elev **346**

RNAV (GPS) RWY 16R

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RNP APCH.

▽

▲

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D/E visibility 1/8 SM. Rwy 16R helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting.

MISSED APPROACH:
Climb to 3000 direct FAVIN and hold.

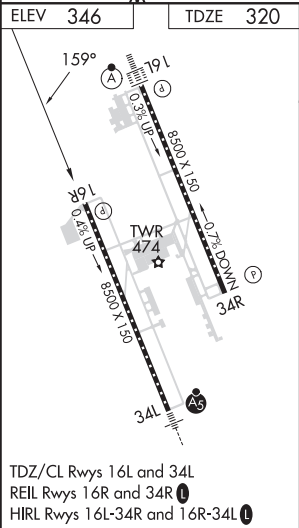
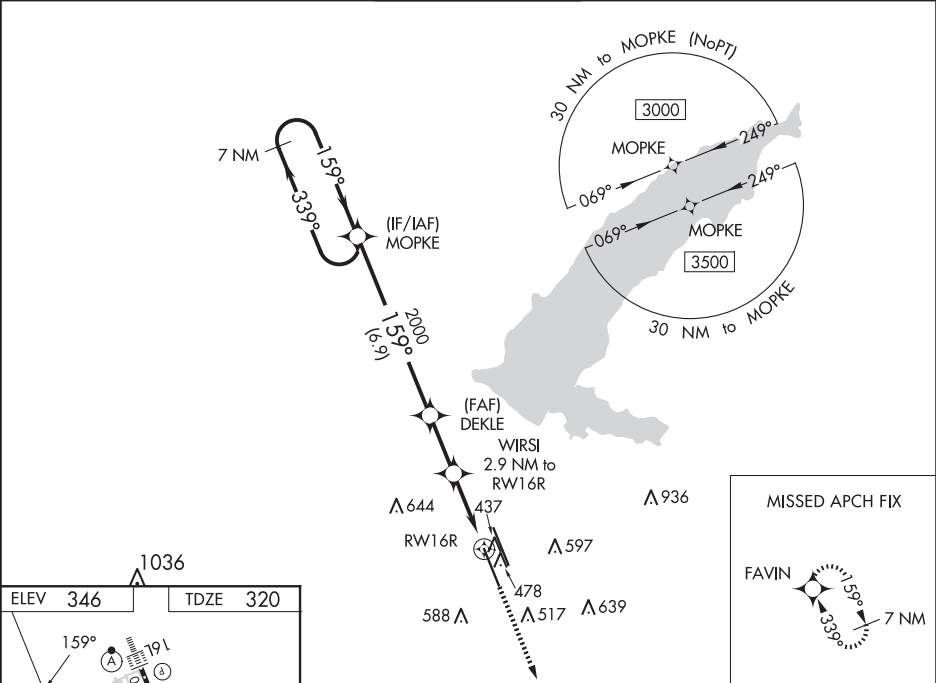
ATIS
121.05

JACKSON APP CON★
123.9 317.7

JACKSON TOWER★
120.9 (CTAF) 0 352.0

GND CON
121.7 348.6

UNICOM
122.95



7 NM Holding Pattern MOPKE		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 80).		3000	FAVIN
3000		339°	159°	2000	WIRSI 2.9 NM to RWY 16R
GP 3.00° TCH 55		*1280		*1.1 NM to RWY 16R	
		6.9 NM		2.3 NM	1.8 NM
CATEGORY	A	B	C	D	E
LPV DA	621-1 301 (300-1)				
LNAV/VNAV DA	638-1 318 (300-1)				
LNAV MDA	720-1	400 (400-1)	720-1 1/8	400 (400-1 1/8)	
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1 1/2 554 (600-1 1/2)	960-2 614 (700-2)	1040-2 1/2 694 (700-2 1/2)

WAAS CH 45811 W34B	APP CRS 339°	Rwy Idg TDZE 346 Apt Elev 346
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RNAV (GPS) RWY 34R

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RNP APCH.

▼

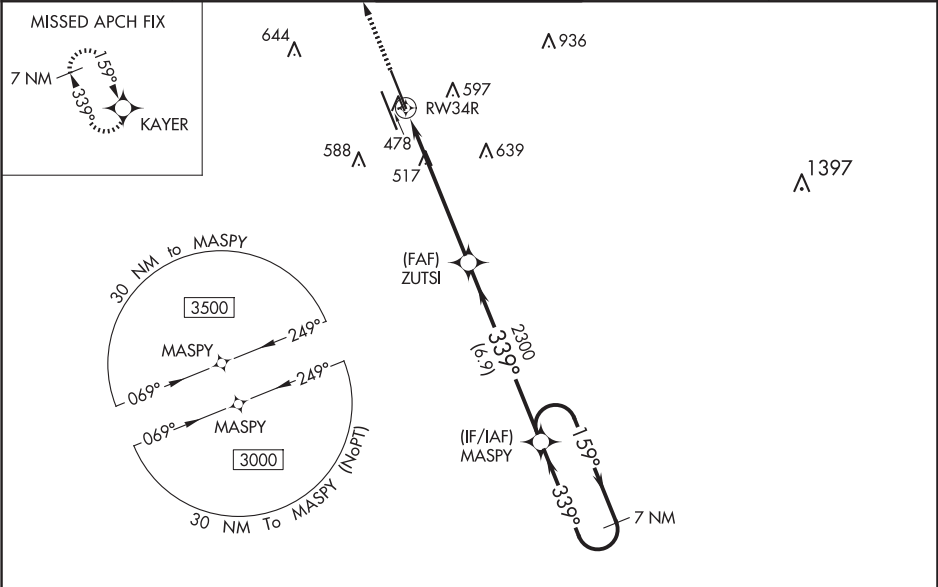
⚠

ASR

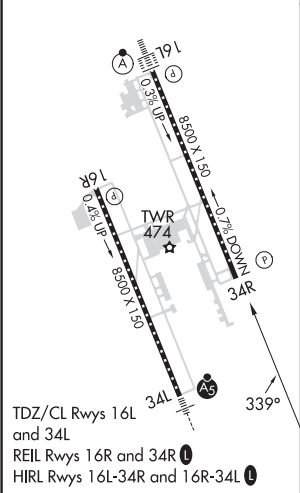
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to RVR 5100, LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cats C/D/E visibility to 1½ SM. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct KAYER and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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ELEV 346	TDZE 346
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3000 KAYER VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 66°).

↑

✧

*LNAV only.

ZUTSI 2300 339° 159° 3000 7 NM Holding Pattern

*1.4 NM to RW34R

GP 3.00° TCH 55°

1.4 4.6 NM 6.9 NM

CATEGORY	A	B	C	D	E
LPV DA	646/47 300 (300-1)				
LNAV/VNAV DA	846-1½ 500 (500-1½)				
LNAV MDA	860/55	514 (600-1)	860-1¾	514 (600-1¾)	
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

JACKSON, MISSISSIPPI

AL-5132 (FAA)

25051

MHZ VORTAC 113.2 Chan 79	APP CRS 171°	Rwy Idg 8500 TDZE 312 Apt Elev 346
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VOR/DME or TACAN RWY 16L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

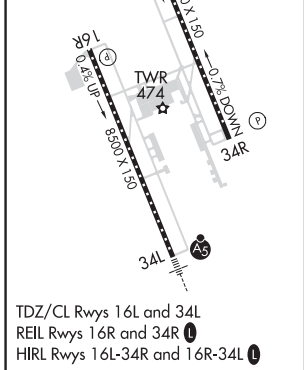
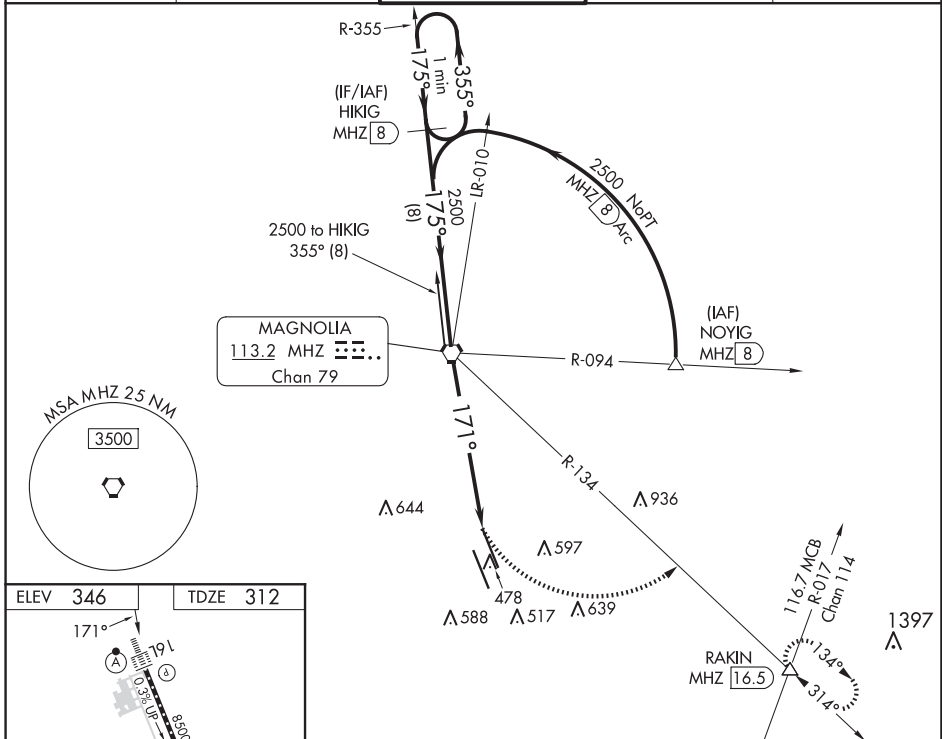
⚠ VDP NA with Hawkins Fld altimeter setting. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all MDA 20 feet; increase S-16L Cats C/D/E visibility to 1¼ mile. For inop ALSF, increase S-16L Cats A/B visibility to 1 mile; Cat E to 1½. For inop ALSF when using Hawkins Fld altimeter setting, increase S-16L Cats A/B visibility to 1 mile, and Cats C/D/E visibility to 1½. Circling NA for Cat E southwest of Rwy 16R-34L. Helicopter visibility reduction below ¾ SM NA.

ALSF-2

A

MISSED APPROACH: Climbing left turn to 3000 on heading 103° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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One Minute Holding Pattern		HIKIG MHZ 8	MHZ VORTAC	MHZ 4.9	MHZ 6.4
2500		175°	175°	171°	171°
355°		175°	175°	171°	171°
8 NM		4.9 NM	1.5		
3.11° TCH 71					
CATEGORY	A	B	C	D	E
S-16L	860/40	548 (600-¾)	860/60	548 (600-1¼)	
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

JACKSON, MISSISSIPPI
Orig-B 22APR21

32°19' N-90°05' W

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

VOR/DME or TACAN RWY 16L

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

MHZ VORTAC
113.2
Chan **79**

APP CRS
175°

Rwy Idg **8500**
TDZE **320**
Apt Elev **346**

VOR/DME or TACAN RWY 16R

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

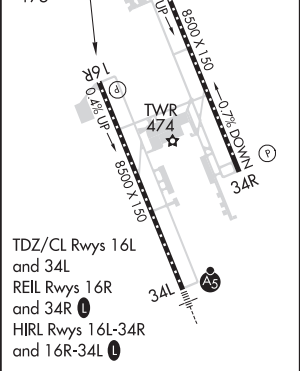
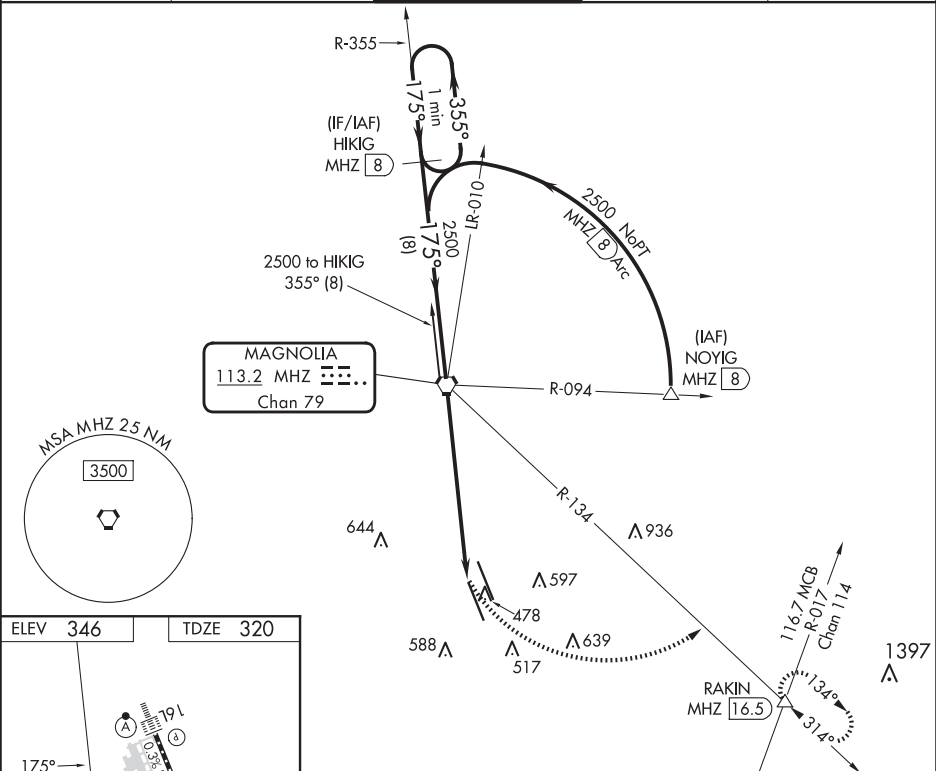
▽

ASR

VDP NA with Hawkins Fld altimeter setting. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all MDA 20 feet; increase S-16R Cats C/D/E visibility ½ mile. Circling NA for Cat E SW of Rwy 16R-34L. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3000 on heading 103° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

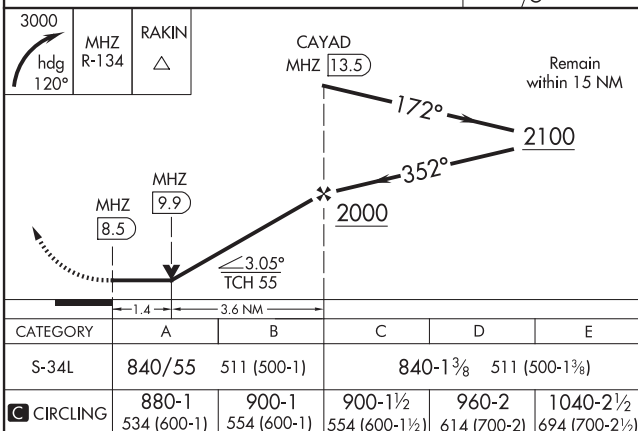
ATIS 121.05	JACKSON APP CON★ 123.9 317.7	JACKSON TOWER★ 120.9 (CTAF) 352.0	GND CON 121.7 348.6	UNICOM 122.95
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One Minute Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 80).		3000	RAKIN
HIKIG MHZ 8		MHZ VORTAC		hdg 103°	MHZ R-134
2500		2500		MHZ 5.6	MHZ 7.1
355°		175°		2.83°	TCH 55
8 NM		5.5 NM		1.6	
CATEGORY	A	B	C	D	E
S-16R	880-1	560 (600-1)	880-1½	560 (600-1½)	
CIRCLING	880-1	900-1	900-1½	960-2	1040-2½
	534 (600-1)	554 (600-1)	554 (600-1½)	614 (700-2)	694 (700-2½)

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

MISSED APPROACH: Climbing right turn to 3000 on heading 120° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold.

UNICOM
122.95

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
VOR/DME or TACAN RWY 34L

VORTAC MHZ	APP CRS	Rwy Idg	8500
113.2	349°	TDZE	346
Chan 79		Apt Elev	346

VOR/DME or TACAN RWY 34R

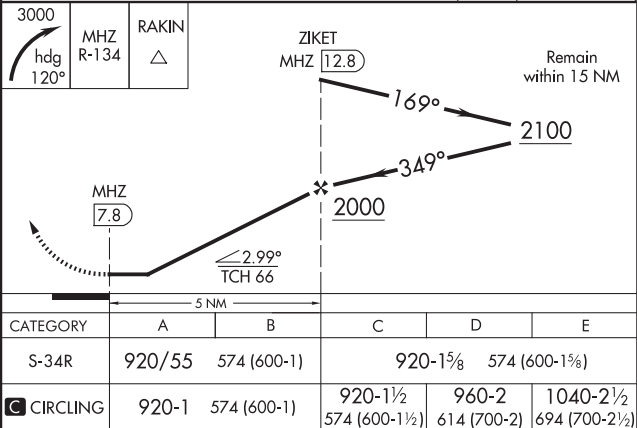
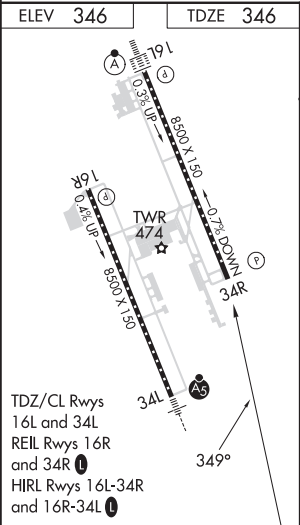
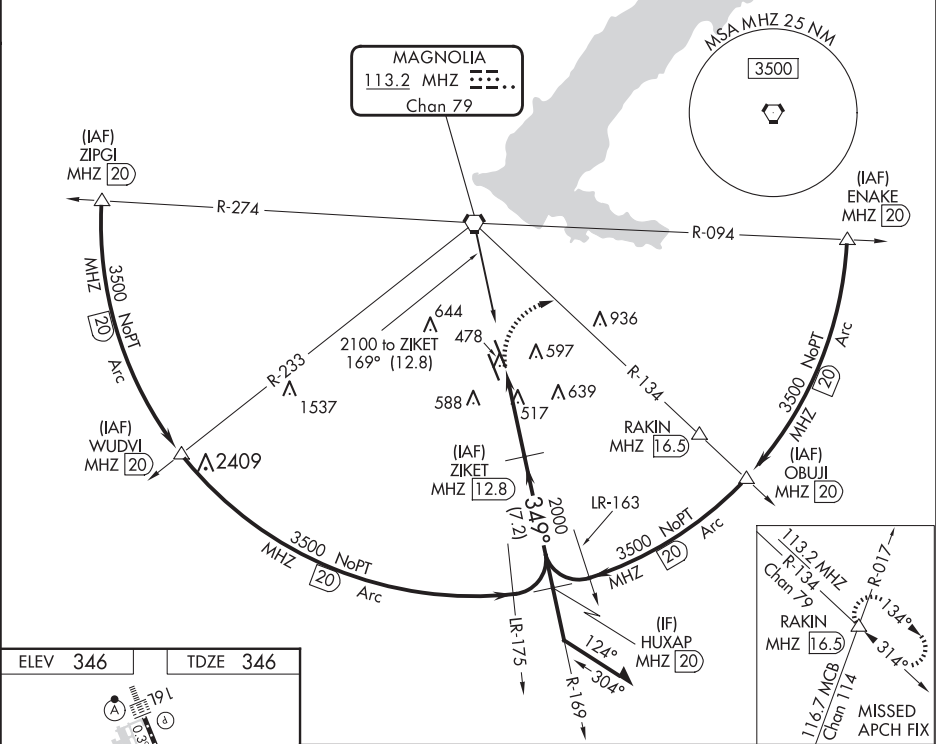
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

When local alimeter setting not received, use Hawkins fld alimeter setting and increase all MDA 20 feet; increase S-34R Cats C/D/E visibility 1/8 mile.

⚠ Circling NA for Cat E southwest of Rwy 16R-34L. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing right turn to 3000 on heading 120° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

ATIS 121.05	JACKSON APP CON★ 123.9 317.7	JACKSON TOWER★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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AIRPORT DIAGRAM

ATIS	
121.05	
JACKSON TOWER ★	
120.9 352.0	
GND CON	
121.7 348.6	

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

SC-4, 12 JUN 2025 to 07 AUG 2025

RWY 16L-34R
PCR 605 F/C/X/T
S-120, D-221, 2D-326
RWY 16R-34L
PCR 816 F/D/X/T
S-120, D-250, 2D-340

CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

JACK
AL-5132 (FAA)

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
JACKSON, MISSISSIPPI

JACKSON, MISSISSIPPI

90°0.5' W

90°04' W

AIRPORT DIAGRAM

25107

JACKSON, M|SS|SS|PP|

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

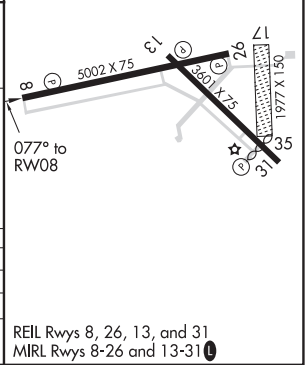
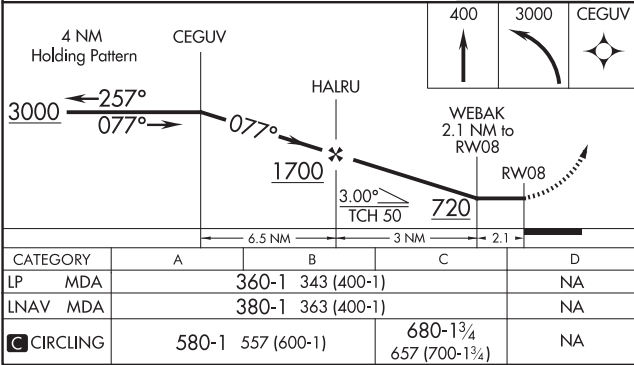
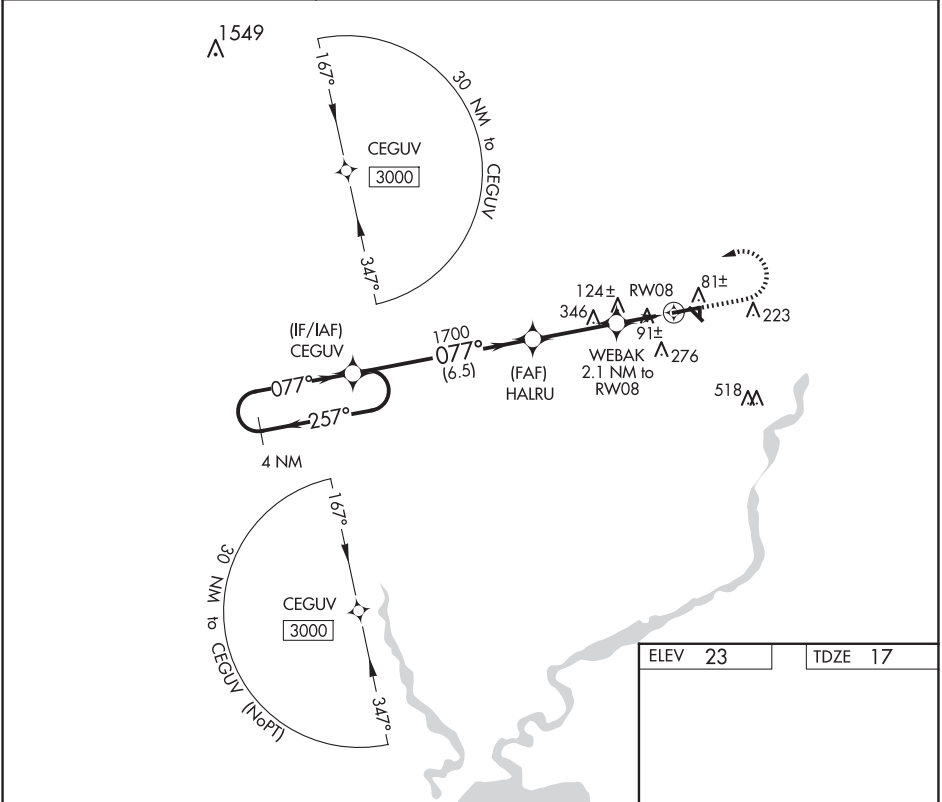
SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 90436 W08A	APP CRS 077°	Rwy Idg 5002 TDZE 17 Apt Elev 23
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RNAV (GPS) RWY 8
JENNINGS (3R7)

<p>▼ DME/DME RNP-0.3 NA. Night landing: Rwy 08, 31 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase all MDA 80 ft, LP Cat C visibility ¼ mile, LNAV Cat C visibility ⅜ mile, and Circling Cat C visibility ½ mile.</p>	<p>⚠ MISSED APPROACH: Climb to 400 then climbing left turn to 3000 direct CEGUV and hold.</p>
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AWOS-3PT 121.150	LAKE CHARLES APP CON★ 119.8 282.3	UNICOM 122.8 (CTAF) 0
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SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

JENNINGS, LOUISIANA

AL-5716 (FAA)

20198

WAAS CH 90236 W26A	APP CRS 257°	Rwy Idg TDZE Apt Elev	5002 20 23
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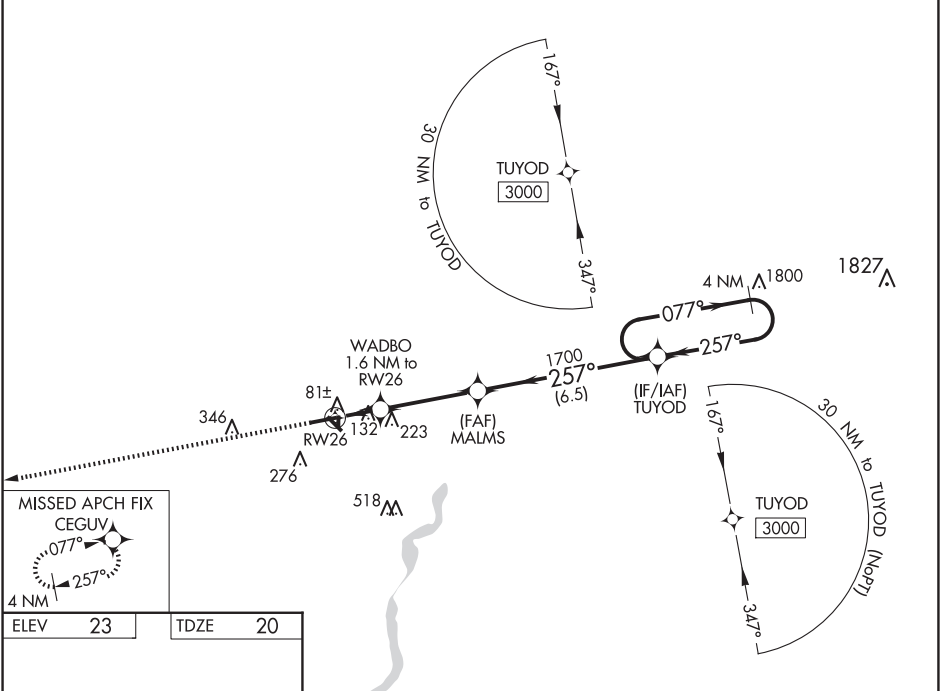
RNAV (GPS) RWY 26

JENNINGS (3R7)

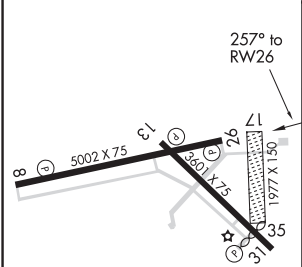
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting.
▲ Night landing: Rwy 8, 31 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase all DA 69 ft and all MDA 80 ft; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV/Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
CEGVU and hold.

AWOS-3PT 121.150	LAKE CHARLES APP CON ★ 119.8 282.3	UNICOM 122.8 (CTAF) 0
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ELEV 23	TDZE 20
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3000 CEGUV		TUYOD 4 NM Holding Pattern	
*LNAV only.		GP 3.00° TCH 50	
*1 NM to RW26		MALMS 1700	
WADBO 1.6 NM to RW26		257°	
*580		1700	
-1 NM - 0.6 NM - 3.5 NM - 6.5 NM			
CATEGORY	A	B	C
LPV DA	290-7/8	270 (300-7/8)	NA
LNAV/VNAV DA	300-7/8	280 (300-7/8)	NA
LNAV MDA	400-1	380 (400-1)	NA
CIRCLING	580-1	557 (600-1)	680-13/4 657 (700-13/4)

REIL Rwy 8, 26, 13, and 31
MIRL Rwy 8-26 and 13-31

JENNINGS, LOUISIANA
Orig-A 23JUN16

30°15'N-92°40'W

RNAV (GPS) RWY 26

SC-4, 12 JUN 2025 to 07 AUG 2025

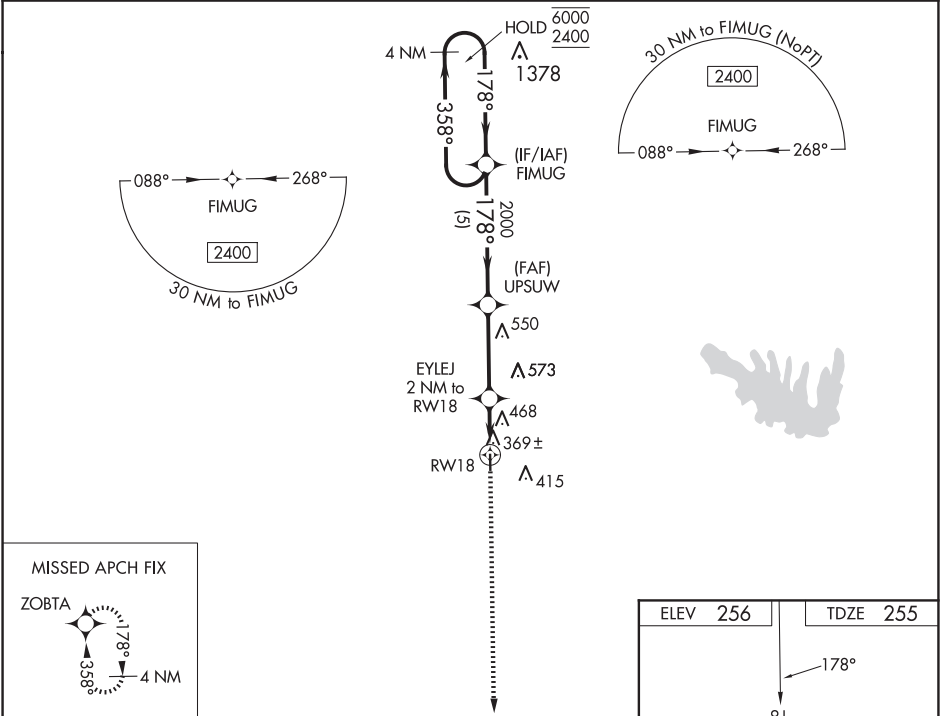
WAAS CH 86728 W18A	APP CRS 178°	Rwy Idg TDZE 255 Apt Elev 256
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RNAV (GPS) RWY 18

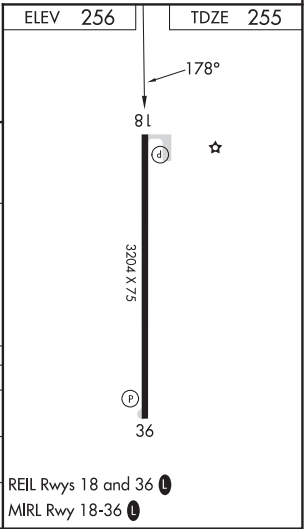
JONESBORO (F88)

RNP APCH - GPS. ▼ Rwy 18 helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received, use Ruston altimeter setting and increase all MDAs 60 feet, and LNAV visibility Cat C ⅓ SM, LP visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM. VDP NA when using Ruston altimeter setting.	MISSED APPROACH: Climb to 2000 direct ZOBTA and hold.
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MONROE APP CON ★ 126.9 307.9	CTAF 122.9 0
--	------------------------



4 NM Holding Pattern		FIMUG	2000	ZOBTA
6000 ← 358°		178° →	2000	
		UPSUW	EYLEJ 2 NM to RW18	1 NM to RW18
		3.00° TCH 50	920	RW18
5 NM		3.3 NM	1 NM	1 NM
CATEGORY	A	B	C	D
LP MDA	620-1 365 (400-1)			NA
LNAV MDA	720-1	465 (500-1)	720-1⅓ 465 (500-1⅓)	NA
CIRCLING	780-1	524 (600-1)	880-1⅓ 624 (700-1⅓)	NA



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36
JONESBORO (F88)

MISSED APPROACH: Climb to 2400 direct FIMUG and hold.

CTAF
122.9 **L**

81

★

3204 X / 5

2

358°

REIL Rwy 18 and 36

MPL Rwy 18-36

2400	FIMUG
	

Figure 1-10 is a sample of a typical instrument approach chart. It shows a route starting from RW36, passing through CIGED (1.5 NM to RW36), PUYOC, and ZOBTA, ending at a 4 NM Holding Pattern. Key features include a 3.00° TCH 50, a 358° heading, and a 178° heading. The chart also includes a 1 NM to RW36 distance and a 6000/2000 altitude restriction.

CATEGORY	A	B	C	D
LP MDA	620-1 364 (400-1)			NA
LNAV MDA	640-1 384 (400-1)	640-1 $\frac{1}{8}$ 384 (400-1 $\frac{1}{8}$)		NA
CIRCLING	780-1 524 (600-1)	880-1 $\frac{3}{4}$ 624 (700-1 $\frac{3}{4}$)		NA

JONESBORO (F88)

RNAV (GPS) RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

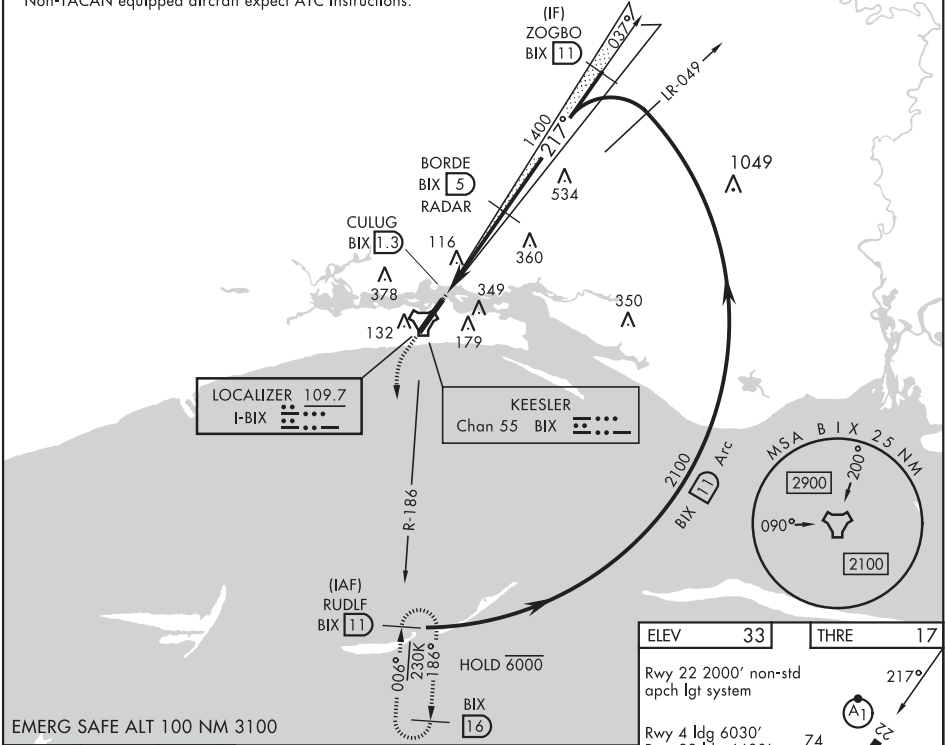
BILOXI, MISSISSIPPI

ILS or LOC RWY 22

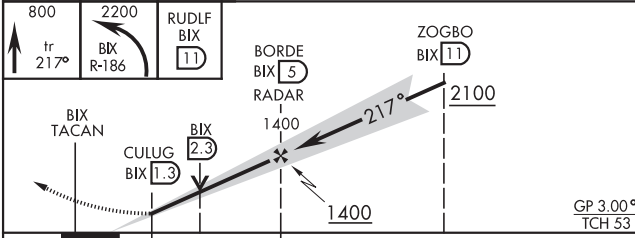
LOC I-BIX 109.7	APCH CRS 217°	Rwy ldg THRE 17 Arpt Elev 33	[USAF]		KEESLER AFB (KBIX)
RADAR or DME required			ALSIF-1 	† MISSED APPROACH: Climb to 800 tracking 217°, upon reaching 800 turn left to intercept BIX TACAN R-186 climbing to 2200 to 11 DME (RUDLF) and hold.	
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 1/2 miles.					
ATIS★ 281.55	GULFPORT APP CON★ 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)		TOWER★ 120.75 269.075	GND CON★ 121.8 275.8	CLNC DEL 121.8 275.8

• 272

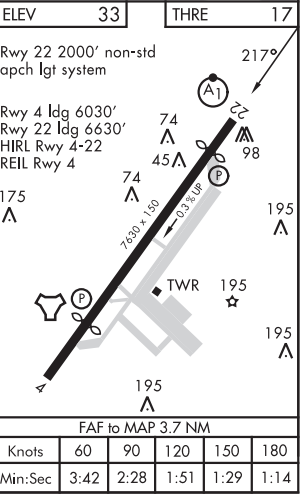
† Missed approach requires use of RNAV or ATC RADAR monitoring.
Non-TACAN equipped aircraft expect ATC instructions.



EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-ILS 22	217/40		200	(200-3/4)
S-LOC 22*	540-1	523	540-1 1/4	523 (600-1 1/4)
CIRCLING	580-1	660-1	680-1 1/4	680-2
	547 (600-1)	627 (700-1)	647 (700-1 1/4)	647 (700-2)



BILOXI, MISSISSIPPI 30°25'N-88°55'W KEESLER AFB (KBIX)

Amtd 2 03NOV22

ILS or LOC RWY 22

SC-4, 12 JUN 2025 to 07 AUG 2025

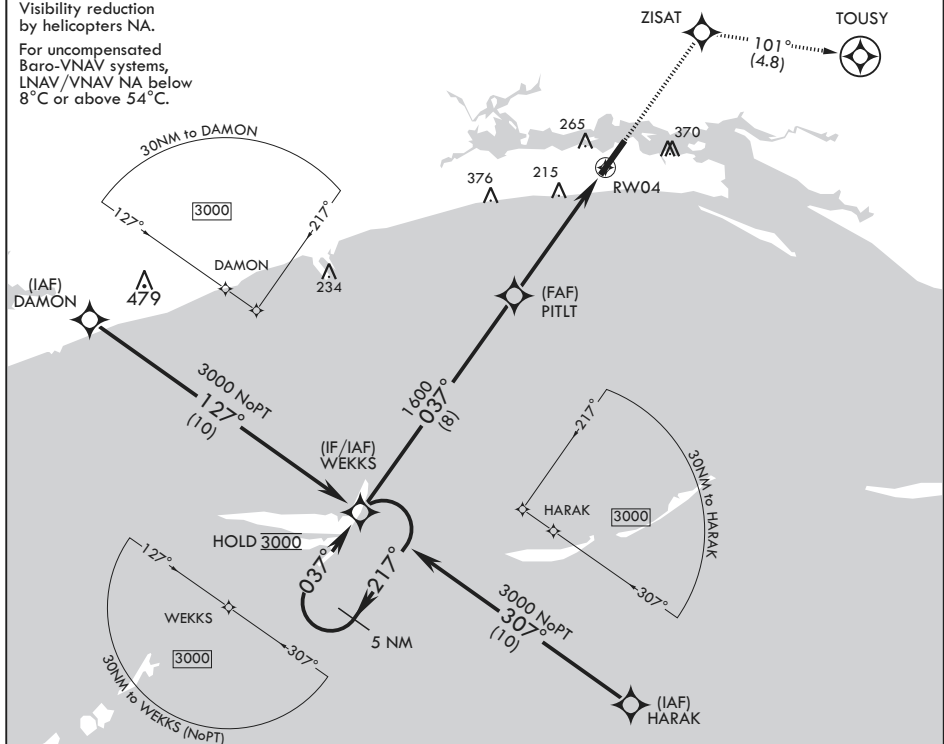
SC-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 4

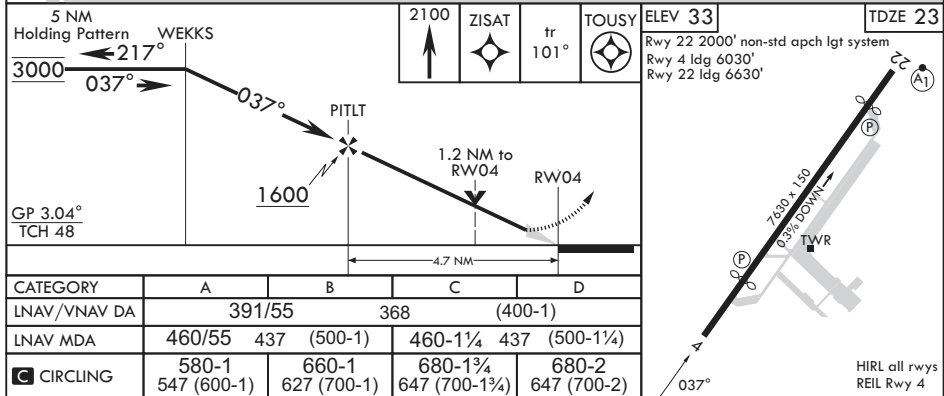
KEESLER AFB (KBIX)

MISSED APPROACH: Climb to 2100 direct ZISAT and track 101° to TOUSY. Expect ATC instructions.

Visibility reduction
by helicopters NA.
For uncompensated
Baro-VNAV systems,
LNAV/VNAV NA below
8°C or above 54°C.



EMERG SAFE ALT 100 NM 3100



30°25'N - 88°55'W

KEESLER AFB (KBIX)

Amdt 2 07SEP23

RNAV (GPS) RWY 4

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

BILOXI, MISSISSIPPI

RNAV (GPS) RWY 22

APCH CRS 217°	Rwy Idg THRE 17 Arprt Elev 33
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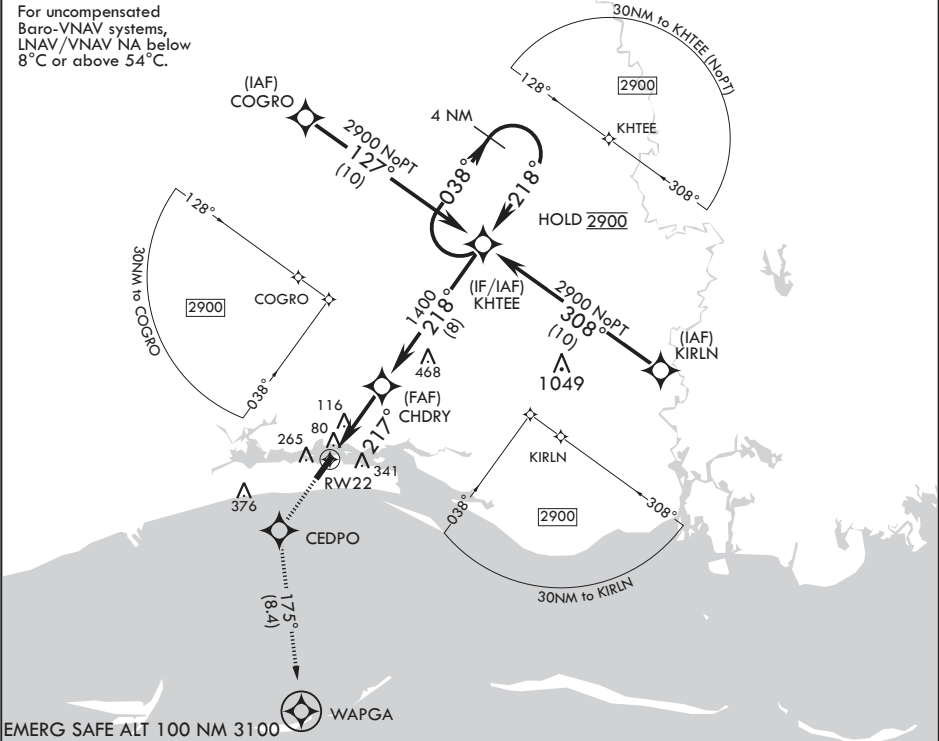
(USAF)

KEESLER AFB (KBIX)

RNP APCH	ALSF-1	MISSED APPROACH: Climb to 2200 direct CEDPO and track 175° to WAPGA. Expect ATC instructions.
▼ * When ALS inop, increase vis to 1 3/8 miles. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/8 miles.		

ATIS★ 281.55	GULFPORT APP CON/DEP CON★ 124.6 354.1 130° - 309° 127.5 254.25 310° - 129°	TOWER★ 120.75 269.075	GND CON★ 121.8 275.8	CLNC DEL 121.8 275.8
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For uncompensated
Baro-VNAV systems,
LNAV/VNAV NA below
8°C or above 54°C.



2200	CEDPO	tr 175°	WAPGA	KHTEE	4 NM Holding Pattern	ELEV 33	THRE 17
						Rwy 4 Idg 6030' Rwy 22 Idg 6630'	
CATEGORY	A	B	C	D			
LNAV/VNAV DA*	520-1¼	503 (500-¾)	520-1¼	503 (500-1¼)			
LNAV MDA**	520-40	503 (500-¾)	520-1¼	503 (500-1¼)			
CIRCLING	580-1 547 (600-1)	660-1 627 (700-1)	680-1¼ 647 (700-1¼)	680-2 647 (700-2)			

BILOXI, MISSISSIPPI

30°25'N - 88°55'W

KEESLER AFB (KBIX)

Amdt 2 21APR22

RNAV (GPS) RWY 22

BILOXI, MISSISSIPPI

TACAN RWY 4

TACAN BIX Chan 55	APCH CRS 026°	Rwy Idg 6030 TDZE 23 Arpt Elev 33
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[USAF]

KEESLER AFB (KBIX)

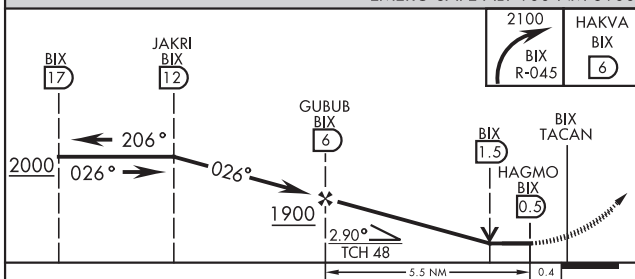
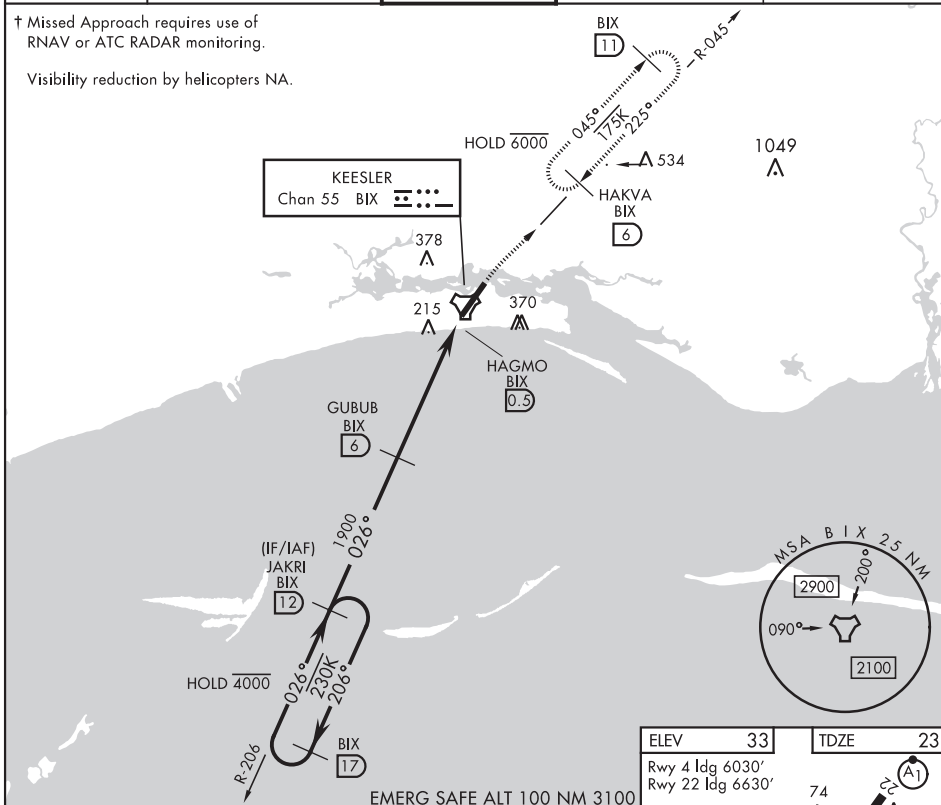



† MISSED APPROACH: Turn right climbing to 2100 to intercept BIX TACAN R-045 to 6 DME (HAKVA) and hold.

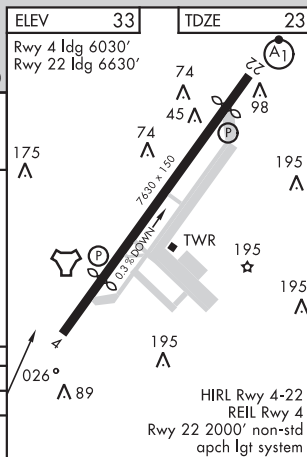
ATIS ★ 281.55	GULFPORT APP CON ★ 124.6 354.1 (130° - 309°) 127.5 254.25 (310° - 129°)	KEESLER TOWER ★ 120.75 269.075	GND CON ★ 121.8 275.8	CLNC DEL 121.8 275.8
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† Missed Approach requires use of RNAV or ATC RADAR monitoring.

Visibility reduction by helicopters NA.



CATEGORY	A	B	C	D
S-4	520/55 497 (500-1)		520-1 $\frac{3}{8}$ 497 (500-1 $\frac{3}{8}$)	
 CIRCLING	580-1 547 (600-1)	660-1 627 (700-1)	680-1 $\frac{3}{4}$ 647 (700-1 $\frac{3}{4}$)	680-2 647 (700-2)



B|LOX|, M|SS|SS|PP|

30° 25' N-88° 55' W

KEESLER AFB (KBIX)

Amdt 1 25MAR21

TACAN RWY 4

SC-4, 12 JUN 2025 to 07 AUG 2025

TACAN RWY 22

TACAN BIX Chan 55	APCH CRS 222°	Rwy Idg 6630 THRE 17 Arpt Elev 33
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[USAF]

KEESLER AFB (KBIX)

T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1¾ miles.

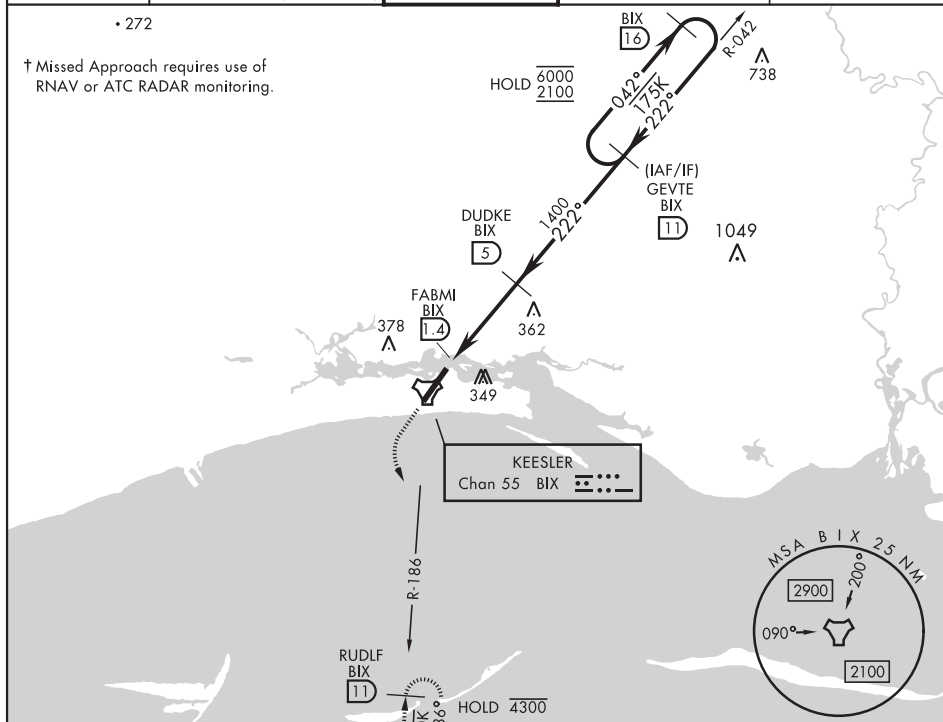
ALSF-1

† MISSED APPROACH: Climb to 800 tracking 215°, then turn left to intercept BIX R-186 to 11 DME (RUDLF) climbing to 2200 and hold.

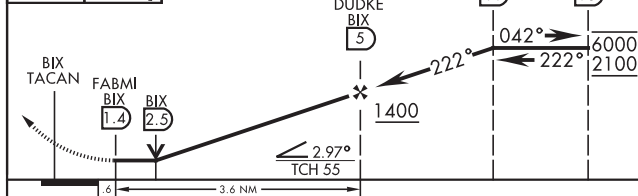
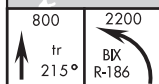
ATIS★ 281.55	GULFPORT APP CON★ 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	TOWER★ 120.75 269.075	GND CON★ 121.8 275.8	CLNC DEL 121.8 275.8
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• 272

† Missed Approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-22*	620/40 603 (600-34)		620-1½ 603 (600-1½)	
 CIRCLING	620-1 587 (600-1)	660-1 627 (700-1)	680-1¾ 647 (700-1¾)	680-2 647 (700-2)

ELEV 33

THRE 17

Rwy 4 Idg 6030'

Rwy 22 Idg 6630'

HIRL Rwy 4-22

REIL Rwy 4

222°

69

74

45

74

7650 x 150

0.33 US

TWR

175

195

195

195

195

Rwy 22 2000' non-std
apch lgt system

BILOXI, MISSISSIPPI

30°25'N-88°55'W

KEESLER AFB (KBIX)

Amdt 1 25MAR21

TACAN RWY 22

SC-4, 12 JUN 2025 to 07 AUG 2025

BILOXI, MISSISSIPPI

TACAN-A

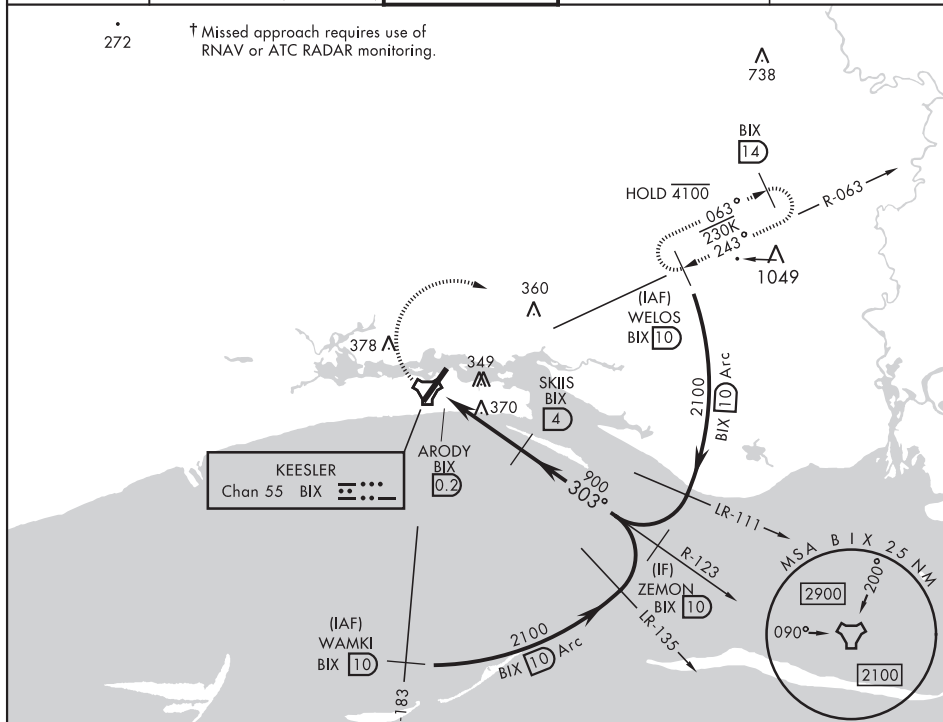
TACAN BIX Chan 55	APCH CRS 303°	Rwy Idg THRE Arpt Elev	N/A N/A 33
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[USAF]

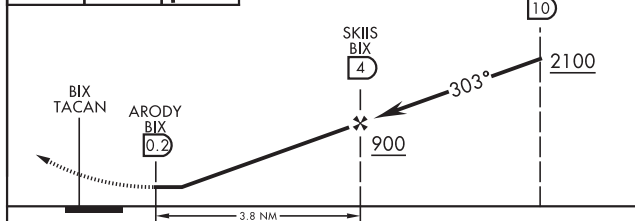
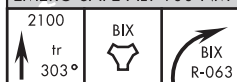
KEESLER AFB (KBIX)

† MISSED APPROACH: Climb tracking 303° to BIX TACAN then right turn to intercept BIX R-063 climbing to 2100 to 10 DME (WELOS) and hold.
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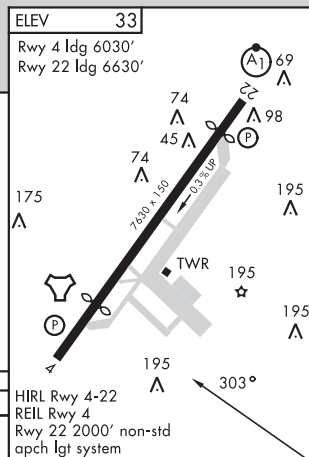
ATIS ★ 281.55	GULFPORT APP CON ★ 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	TOWER ★ 120.75 269.075	GND CON ★ 121.8 275.8	CLNC DEL 121.8 275.8
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EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
CIRCLING	620-1 587 (600-1)	660-1 627 (700-1)	680-1 3/4 647 (700-1 3/4)	680-2 647 (700-2)



BILOXI, MISSISSIPPI

30°25'N-88°55'W

KEESLER AFB (KBIX)

Amdt 3 25MAR21

TACAN-A

BILOXI, MISSISSIPPI

TACAN-B

VORTAC GPT 109.0 Chan 27	APCH CRS 266°	Rwy Idg N/A TDZE N/A Arpt Elev 33
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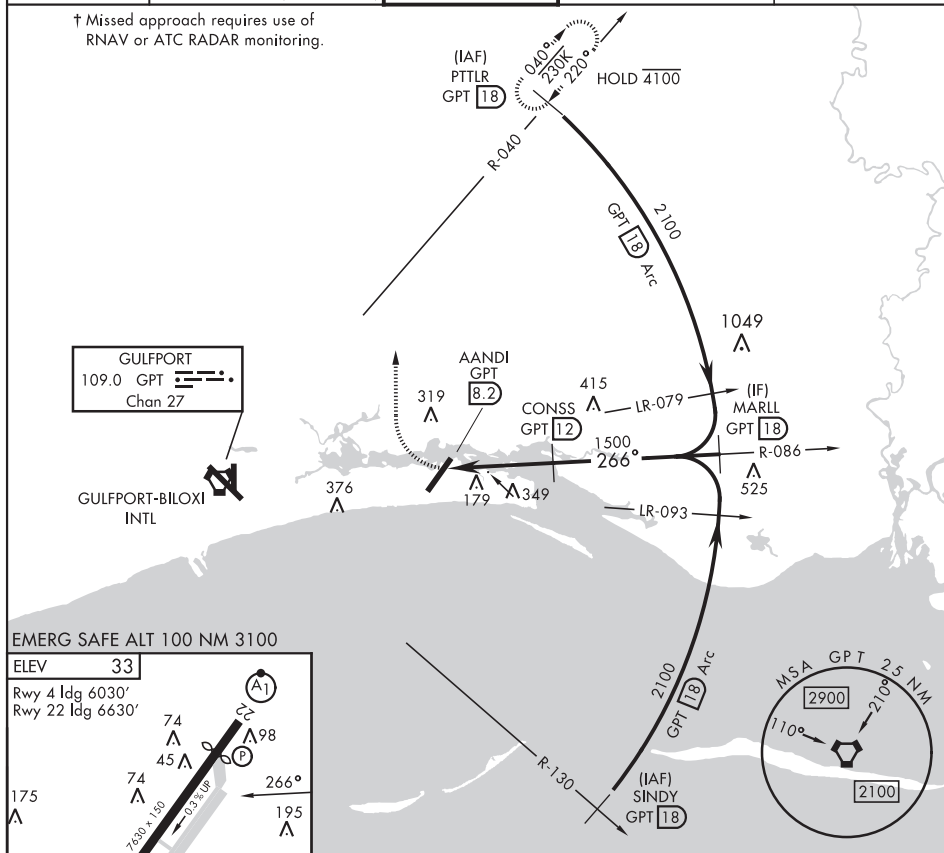
[USAF]

KEESLER AFB (KBIX)

† MISSED APPROACH: Climbing right turn to 2300 intcp GPT VORTAC R-040 to PTLR (R-040/18 DME) and hold.

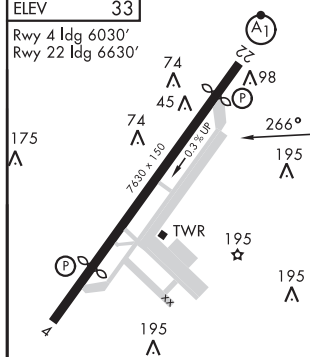
ATIS ★ 281.55	GULFPORT APP CON ★ 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	TOWER ★ 120.75 269.075	GND CON ★ 121.8 275.8	CLNC DEL 121.8 275.8
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† Missed approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 3100

ELEV	33
Rwy 4 Idg 60301	
Rwy 22 Idg 6630	



HIRL Rwy 4-22
REIL Rwy 4
Rwy 22 2000' non-std apch lgt system

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
C CIRCLING	620-1 587 (600-1)	660-1 627 (700-1)	680-1 $\frac{3}{4}$ 647 (700-1 $\frac{3}{4}$)	680-2 647 (700-2)

B|LOX|, M|SS|SS|PP|

30° 25' N-88° 55' W

KEESLER AFB (KBIX)

TACAN-B

Amdt 3 03NOV22

SC-4, 12 JUN 2025 to 07 AUG 2025

25163

AIRPORT DIAGRAM

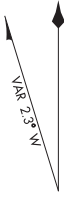
[USAF]

KEESLER AFB (KBIX)

BILOXI, MISSISSIPPI

ATIS 281.55 ★
TOWER ★
120.75 269.075
GND CON ★
121.8 275.8
CLNC DEL
121.8 275.8

JUNE 2025
ANNUAL RATE OF CHANGE
0.1 ° W



30° 25' N

HOT BRAKES
HAZARDOUS
CARGO

0.3% UP

7630 x 150

TRANS ALERT

BASE OPS

CONTROL TOWER

FIRE STATION

195

BACKLINE

NO HELICOPTER
OPERATIONS
ON RAMP 3

FIELD
ELEV
33

HOT BRAKES

Rwy 4-22
PCN 32 F/B/W/T

Rwy 4 ldg 6030'
Rwy 22 ldg 6630'

30° 24' N

88° 56' W

88° 55' W

AIRPORT DIAGRAM

BILOXI, MISSISSIPPI

KEESLER AFB (KBIX)

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS
137°

Rwy Idg **5009**
TDZE **494**
Apt Elev **494**

RNAV (GPS) RWY 14
KOSCIUSKO-ATTALA COUNTY (OSX)

RNP APCH - GPS.

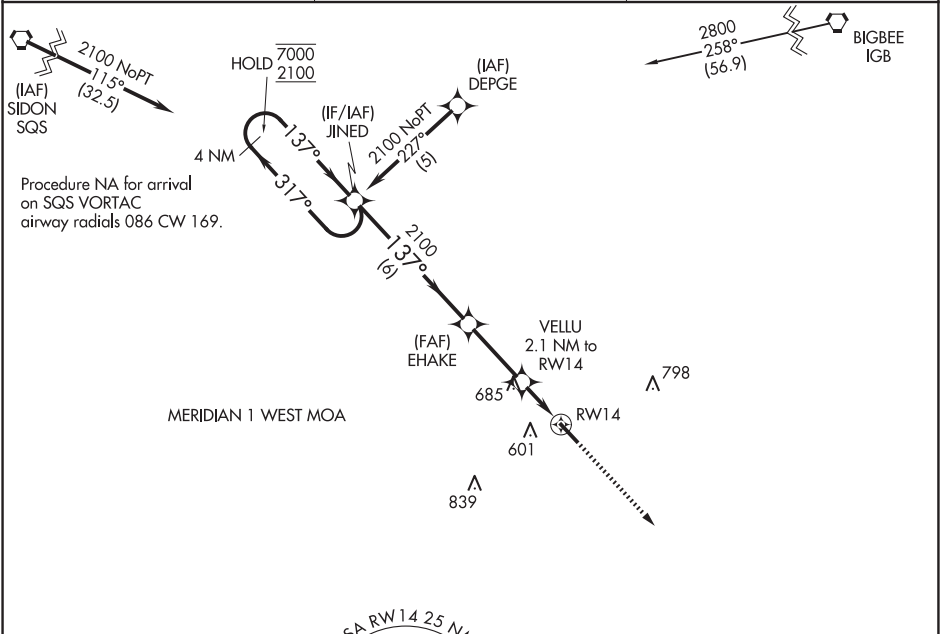
▼

NA

Rwy 14 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Philadelphia altimeter setting; when not received, use Greenwood altimeter setting and increase all MDAs 80 feet, increase visibility LNAV Cat C ¼ SM and Circling Cat C ¾ SM.

MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

MPE AWOS-3P 118.725	MEMPHIS CENTER 132.75 263.0	CTAF 122.9
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ELEV **494**

TDZE **494**

137°

5009 X 75

521

0.5% UP

MSA RW 14 25 NM

2800

Visual Segment - Obstacles.

2200

GUDRE

4 NM Holding Pattern

JINED

EHAKE

VELLU 2.1 NM to RW14

RW14

7000

2100

317°

137°

2100

1180

6 NM

2.8 NM

2.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1020-1	526 (600-1)	1020-1½ 526 (600-1½)	NA
CIRCLING	1020-1	526 (600-1)	1160-1¾ 666 (700-1¾)	NA

KOSCIUSKO, MISSISSIPPI

AL-5671 (FAA)

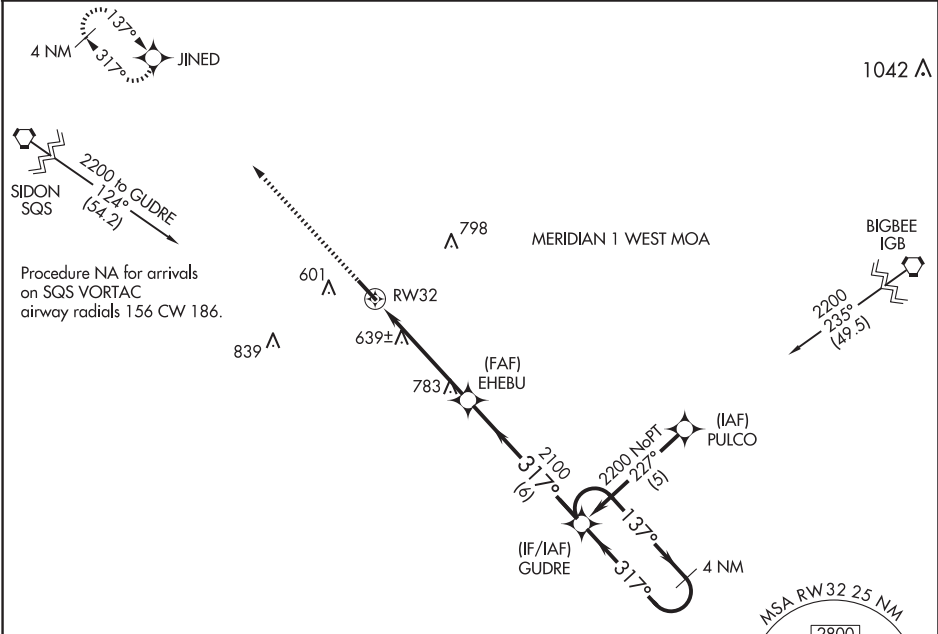
23334

APP CRS	Rwy Idg	5009
317°	TDZE	480
	Apt Elev	494

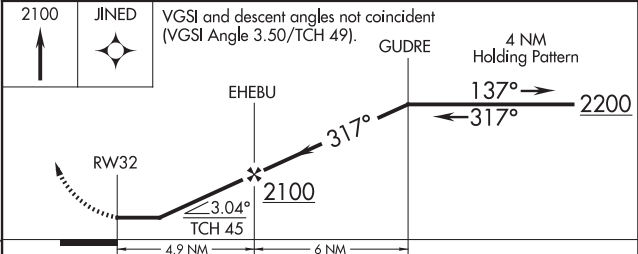
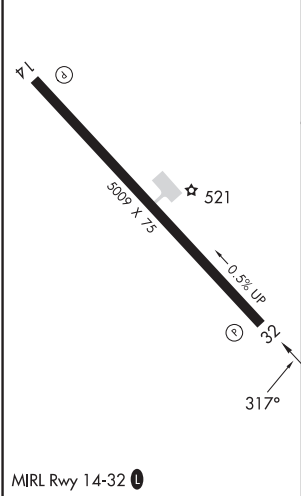
RNAV (GPS) RWY 32
KOSCIUSKO-ATTALA COUNTY (OSX)

RNP APCH - GPS	MISSED APPROACH: Climb to 2100 direct JINED and hold.
Rwy 32 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Philadelphia altimeter setting; when not received, use Greenwood altimeter setting and increase all MDAs 80 feet, increase visibility LNAV Cat C ¾ SM and Circling Cat C ¾ SM.	

MPE AWOS-3P 118.725	MEMPHIS CENTER 132.75 263.0	CTAF 122.9 0
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ELEV 494	TDZE 480
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CATEGORY	A	B	C	D
LNAV MDA	960-1	480 (500-1)	960-1 ¾ 480 (500-1 ¾)	NA
CIRCLING	1020-1	526 (600-1)	1160-1 ¾ 666 (700-1 ¾)	NA

KOSCIUSKO, MISSISSIPPI
Orig-C 06OCT22

33°05'N-89°33'W

KOSCIUSKO-ATTALA COUNTY (OSX)
RNAV (GPS) RWY 32

SC-4, 12 JUN 2025 to 07 AUG 2025

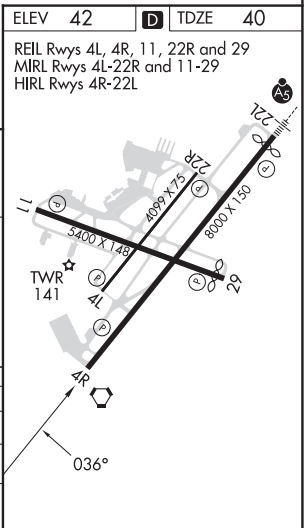
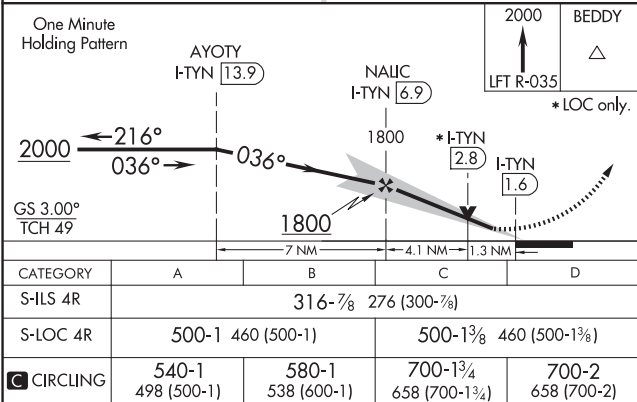
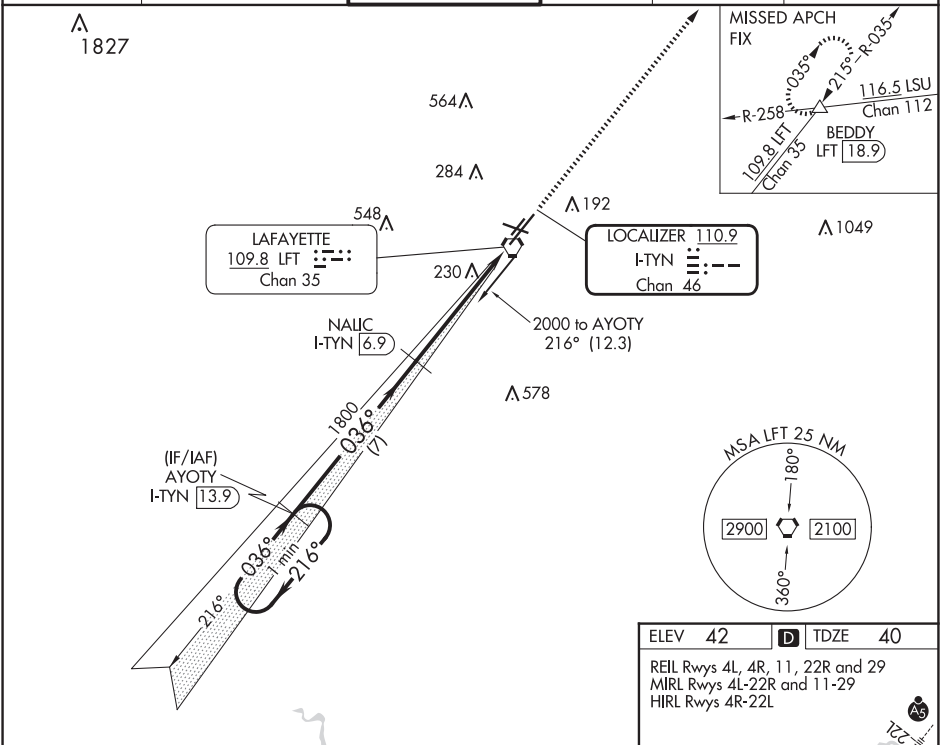
SC-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-TYN 110.9 Chan 46	APP CRS 036°	Rwy Idg 8000 TDZE 40 Apt Elev 42
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ILS or LOC RWY 4R
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

DME required for procedure entry and for LOC only.			MISSED APPROACH: Climb to 2000 on LFT R-035 to BEDDY INT/LFT 18.9 DME and hold.		
<div><div></div><div></div></div> <p>Rwy 4R helicopter visibility reduction below 3/4 SM NA. VDP NA when using Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase S-ILS 4R and S-LOC 4R visibility all Cats 1/8 SM, Circling visibility Cat C/D 1/4 SM.</p>					

ATIS 134.05	LAFAYETTE APP CON * 121.1 363.0	LAFAYETTE TOWER * 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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WAAS CH 45903 W04A	APP CRS 036°	Rwy Idg 8000 TDZE 40 Apt Elev 42
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RNAV (GPS) RWY 4R

LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

RNP APCH.

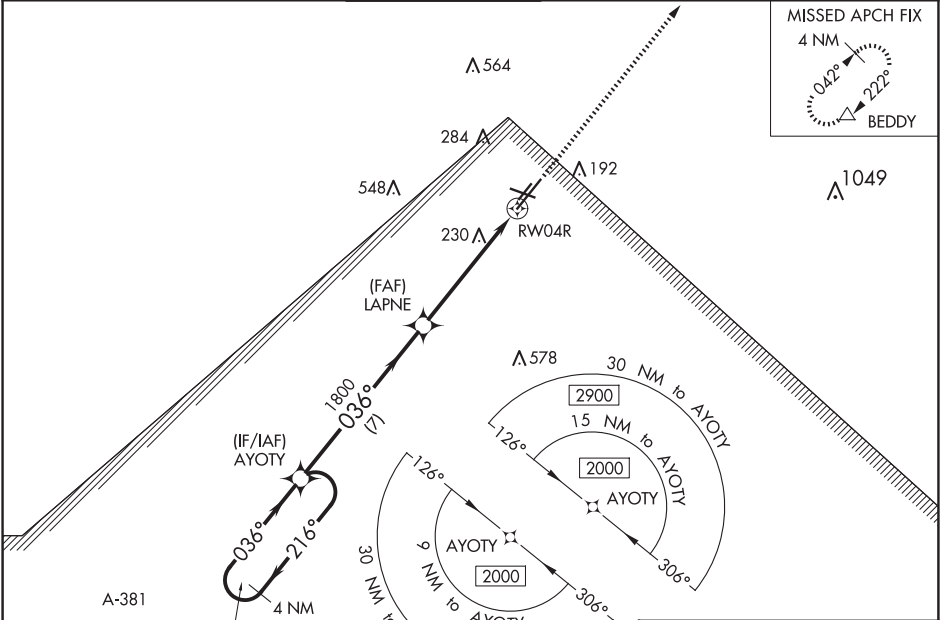
▼

▲

Rwy 4R helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

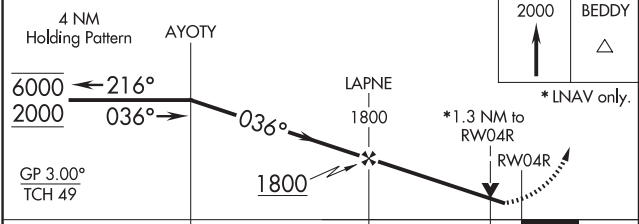
MISSED APPROACH: Climb to 2000 direct BEDDY and hold.

ATIS 134.05	LAFAYETTE APP CON ★ 121.1 363.0	LAFAYETTE TOWER ★ 118.5 (CTAF) 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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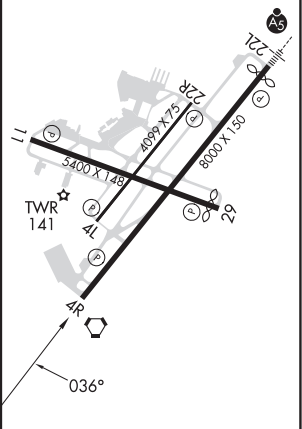


ELEV 42	D TDZE 40
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REIL Rwy 4L, 4R, 11, 22R and 29
MIRL Rwy 11-29 and 4L-22R
HIRL Rwy 4R-22L



CATEGORY	A	B	C	D
LPV DA		317-7/8	277 (300-7/8)	
LNAV/VNAV DA		440-1 1/8	400 (400-1 1/8)	
LNAV MDA	500-1	460 (500-1)	500-1 3/8	460 (500-1 3/8)
CIRCLING	500-1 458 (500-1)	580-1 538 (600-1)	700-1 3/4 658 (700-1 3/4)	700-2 658 (700-2)



LAFAYETTE, LOUISIANA

AL-865 (FAA)

24193

WAAS CH 50503 W22A	APP CRS 216°	Rwy Idg 7659 TDZE 38 Apt Elev 42
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RNAV (GPS) RWY 22L

LAFAYETTE RGNL/PAUL FOURNET FLD (L.F'T)

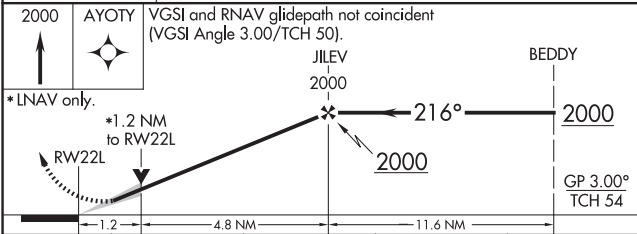
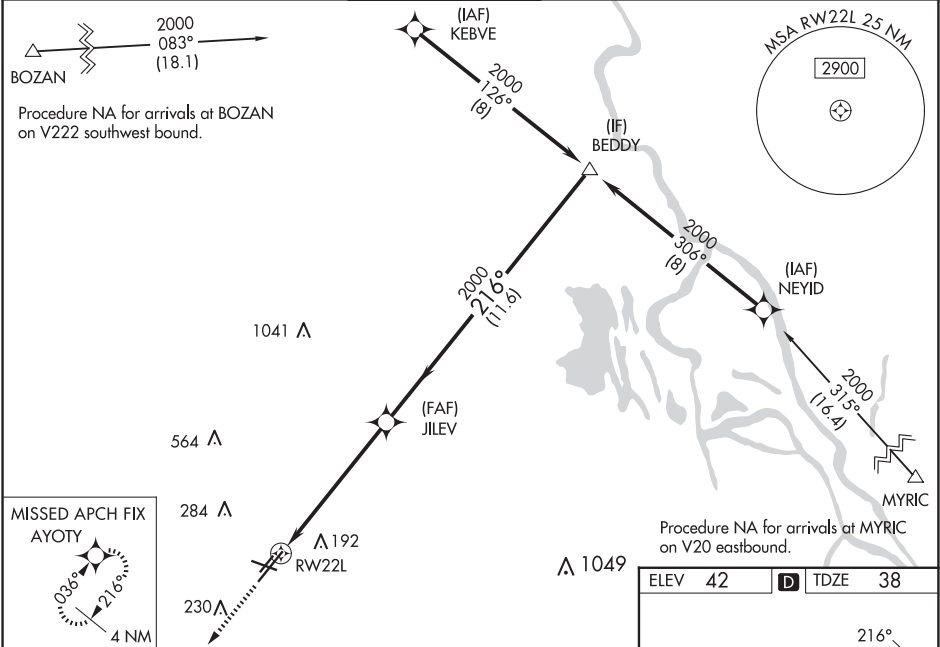
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). VDP NA with Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats to RVR 3500, increase Circling visibility Cat C/D ¼ SM. For inop MALS, increase LNAV Cats C and D visibility ⅓ mile. For inop MALS, when using Acadiana Rgnl altimeter setting, increase LNAV/VNAV all Cts visibility to RVR 6000. Baro-VNAV NA when using Acadiana Rgnl altimeter setting.

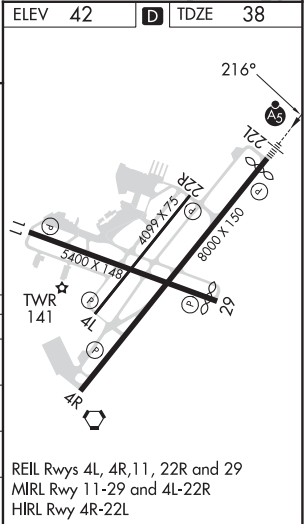
MALS

MISSED APPROACH: Climb to 2000 direct AYOTY and hold.

ATIS 134.05	LAFAYETTE APP CON * 121.1 363.0	LAFAYETTE TOWER * 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	238/24		200 (200-½)	
LNAV/VNAV DA	349/24		311 (400-½)	
LNAV MDA	480/24	442 (500-½)	480/45	442 (500-¾)
CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)



LAFAYETTE, LOUISIANA
Amdt 1D 23APR20

LAFAYETTE RGNL/PAUL FOURNET FLD (L.F'T)
30°12'N-91°59'W
RNAV (GPS) RWY 22L

SC-4, 12 JUN 2025 to 07 AUG 2025

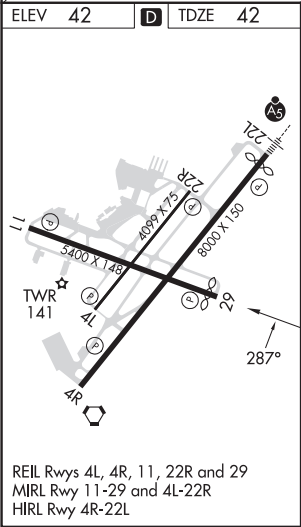
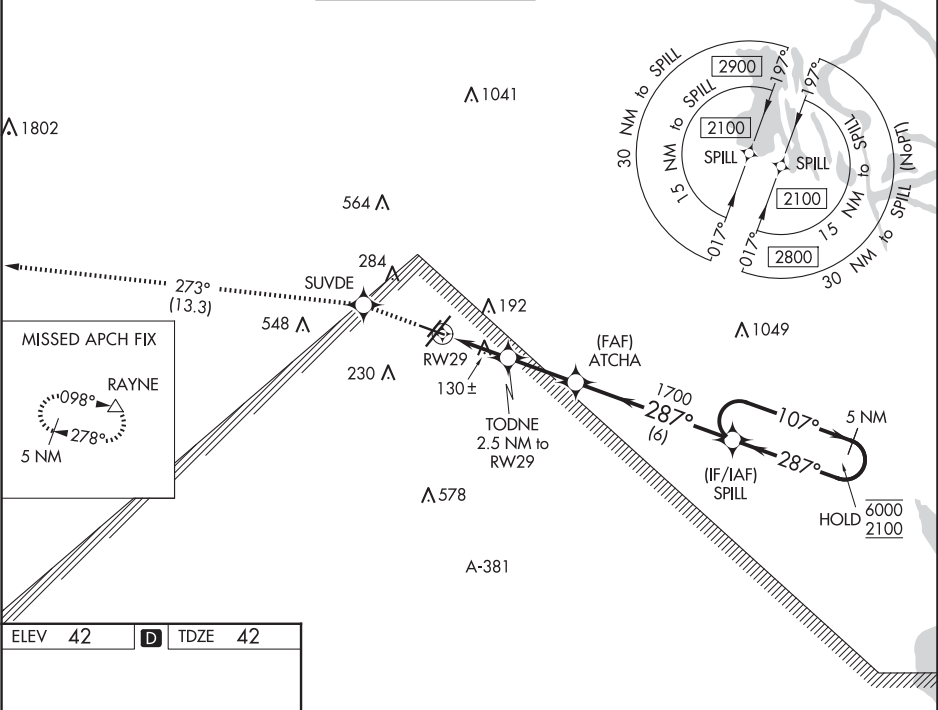
SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 45703 W29A	APP CRS 287°	Rwy ldg 5150 TDZE 42 Apt Elev 42
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RNAV (GPS) RWY 29

LAFAYETTE RGNL/PAUL FOURNET FLD (L.F'T')

RNP APCH.				MISSED APPROACH: Climb to 2800 direct SUVDE and on track 273° to RAYNE and hold.	
<div>T</div> <div>A</div>	Rwy 29 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.				
ATIS 134.05	LAFAYETTE APP CON ★ 121.1 363.0	LAFAYETTE TOWER ★ 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95



ELEV 42		D	TDZE 42	
2800		SUVDE	fr 273°	RAYNE
*LNAV only.		TODNE 2.5 NM to RW29	ATCHA 1700	SPILL 5 NM Holding Pattern
*0.9 NM to RW29		*880	1700	GP 3.00° TCH 51
0.9		1.6	2.6 NM	6 NM
CATEGORY	A	B	C	D
LPV DA	292-¾	250 (300-¾)		
LNAV/VNAV DA	292-¾	250 (300-¾)		
LNAV MDA	380-1	338 (400-1)		
CIRCLING	500-1 458 (500-1)	580-1 538 (600-1)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)

LAFAYETTE, LOUISIANA


AL-865 (FAA)

24193

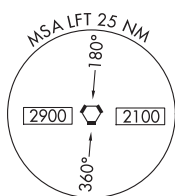
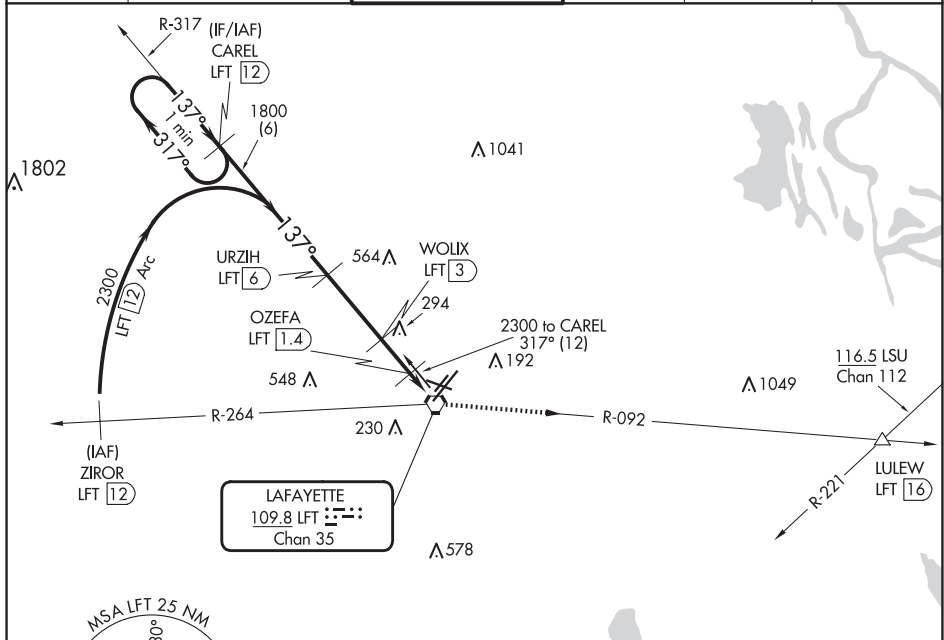
VORTAC LFT	APP CRS	Rwy Idg	5400
109.8	137°	TDZE	42
Chan 35		Apt Elev	42

VOR/DME RWY 11

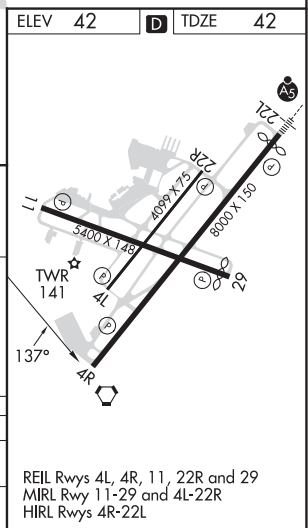
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

 Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all MDAs 40 feet, increase Circling visibility Cat C/D ¼ SM.	MISSED APPROACH: Climb to 2100 to LFT VORTAC and on LFT VORTAC R-092 to LULEW/LFT 16 DME.
--	---

ATIS 134.05	LAFAYETTE APP CON* 121.1 363.0	LAFAYETTE TOWER* 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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One Minute Holding Pattern		CAREL LFT 12	2100 LFT	LFT	LULEW
2300		317°	137°	R-092	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 36).		1800	3.11°	TCH 50	800
		6 NM	3 NM	1.6 NM	
CATEGORY	A	B	C	D	
S-11	660-1	618 (700-1)	660-1¾ 618 (700-1¾)	660-2 618 (700-2)	
CIRCLING	660-1	618 (700-1)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)	



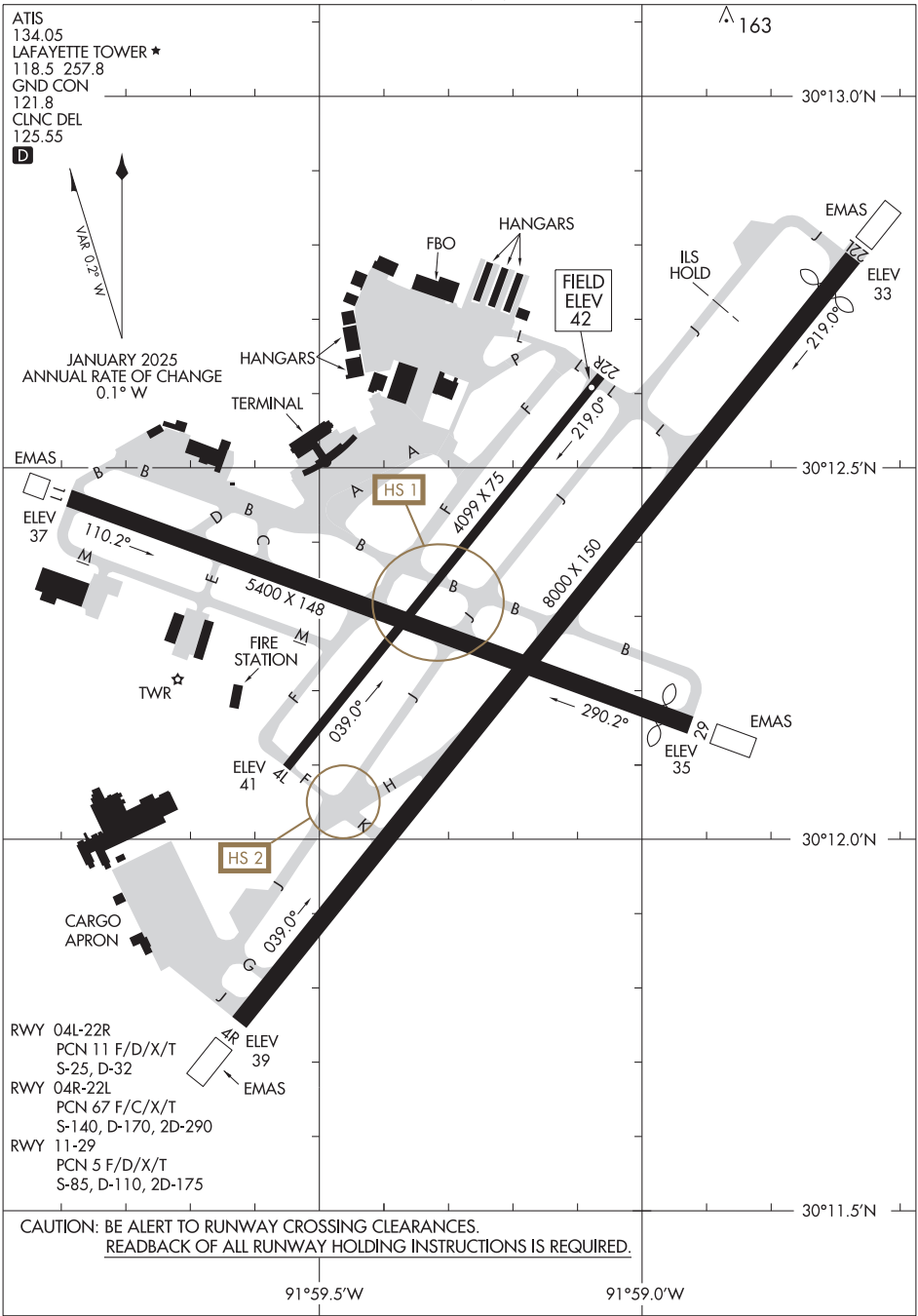
LAFAYETTE, LOUISIANA
Amdt 1G 23APR20

30°12'N-91°59'W

VOR/DME RWY 11

LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

SC-4, 12 JUN 2025 to 07 AUG 2025



ILS or LOC RWY 15
CHENNAULT INTL (CWF)

MISSED APPROACH:
Climb to 2000 direct
LCH VORTAC and
hold, continue
climb-in-hold to 2000.

ALTERNATE MISSED
APCH FIX

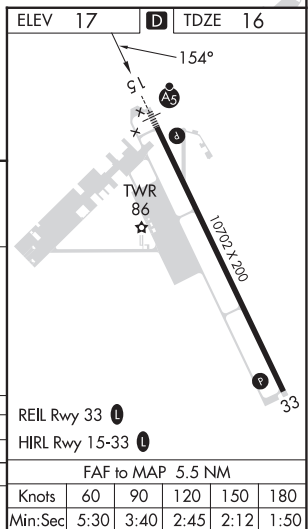


Diagram illustrating a circling approach for a Category C aircraft. The diagram shows the aircraft's path, altitude, and distance from the runway.

Diagram Labels:

- Remain within 10 NM
- 2000
- 334°
- 154°
- GS 3.00° TCH 55
- 1900
- CW NDB LCH 11
- 1820
- 4.2 NM
- 1.3 NM
- LCH 6.8
- LCH 5.5
- 2000
- LCH

CATEGORY	A	B	C	D	E
S-ILS 15	216-1/2 200 (200-1/2)				
S-LOC 15	480-1/2	464 (500-1/2)	480-1	464 (500-1)	
C CIRCLING	640-1	623 (700-1)	640-1 3/4 623 (700-1 3/4)	740-2 1/4 723 (800-2 1/4)	900-3 883 (900-3)

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 45502 W15A	APP CRS 154°	Rwy Idg 10702 TDZE 16 Apt Elev 17
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RNAV (GPS) RWY 15

CHENNAULT INTL (CWF')

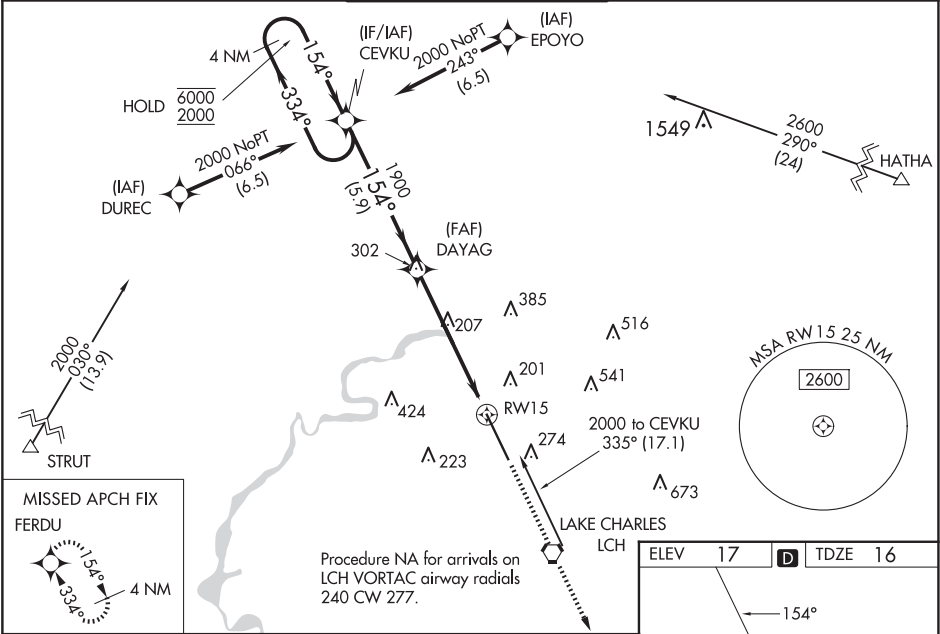
RNP APCH - GPS

Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. When local altimeter setting not received, use Lake Charles Rgnl altimeter ASR setting and increase LPV DA to 232 feet; increase LNAV/VNAV DA to 523 feet; increase all MDAs 20 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat D ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM. For inop ALS when using Lake Charles Rgnl altimeter setting increase LNAV/VNAV visibility all Cats to 1½ SM.

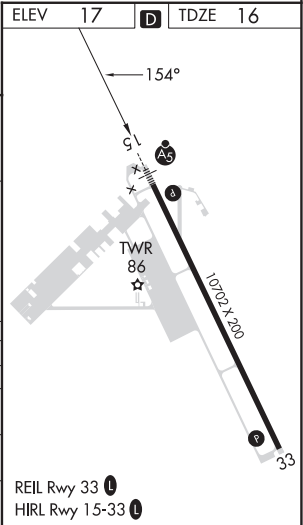
MALSR

MISSED APPROACH: Climb to 2000 direct FERDU and hold.

ATIS 120.0	LAKE CHARLES APP CON* 119.8 282.3	CHENNAULT TOWER* 124.2 (CTAF) 0 290.4	GND CON 121.65 275.8	UNICOM 122.95
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4 NM Holding Pattern		CEVKU		DAYAG		2000 ↑		FERDU ✱	
6000 ← 334° 2000 → 154°		154°		1900		1.2 NM to RW15		RW15	
GP 3.00° TCH 55		1900		4.6 NM		1.2 NM			
		5.9 NM							
CATEGORY	A	B	C	D					
LPV DA	216-½		200 (200-½)						
LNAV/ VNAV DA	507-1		491 (500-1)						
LNAV MDA	460- ½	444 (500-½)	460-¾		444 (500-¾)				
CIRCLING	640-1	623 (700-1)	640-1¾ 623 (700-1¾)		740-2¼ 723 (800-2¼)				



LAKE CHARLES, LOUISIANA

AL-5111 (FAA)

22363

WAAS	APP CRS	Rwy Idg	10702
CH 65817	334°	TDZE	17
W33A		Apt Elev	17

RNAV (GPS) RWY 33

CHENNAULT INTL (CWF')

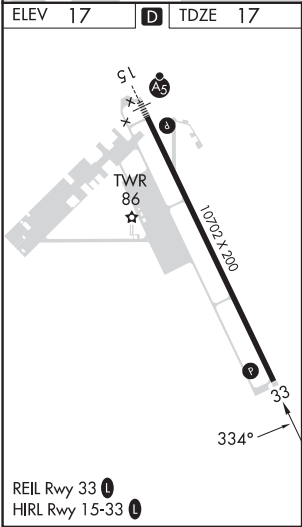
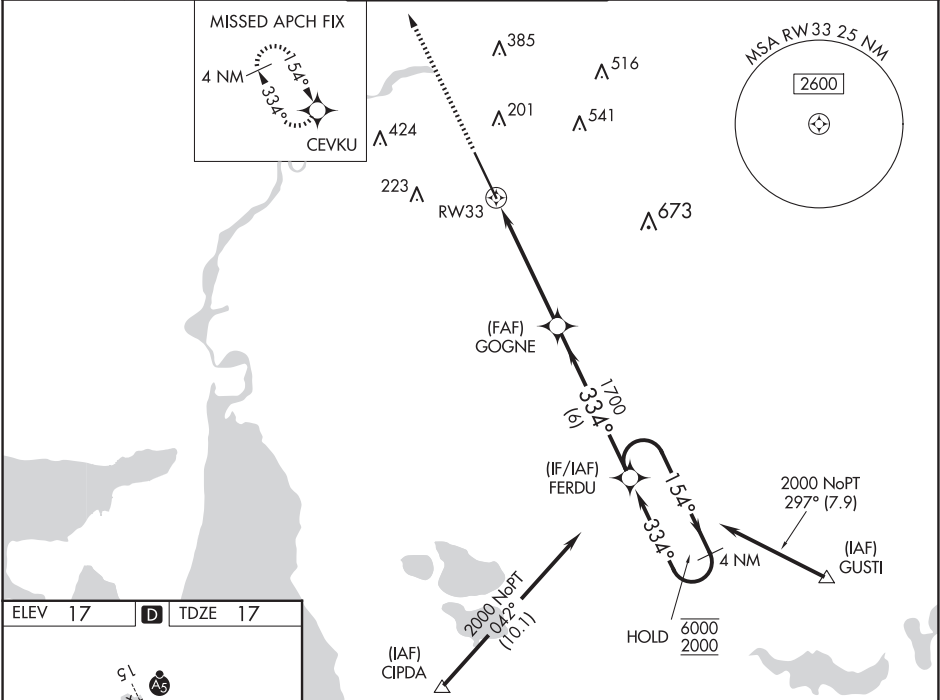
RNP APCH - GPS.

⚠

Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase LPV DA to 233 feet; increase LNAV/VNAV DA to 510 feet and all visibilities ½ SM.
Increase all MDAs 20 feet and LNAV visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 2000 direct CEVKU and hold.

ATIS	LAKE CHARLES APP CON ★	CHENNAULT TOWER ★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) 290.4	121.65 275.8	122.95



2000	CEVKU	GOGNE	FERDU	4 NM Holding Pattern
1.6 NM to RW33	1700	1700	154° 6000 334° 2000	GP 3.00° TCH 53
1.6	3.5 NM	6 NM		
CATEGORY	A	B	C	D
LPV DA		217-3/4	200 (200-3/4)	
LNAV/VNAV DA		494-1 3/4	477 (500-1 3/4)	
LNAV MDA	580-1	563 (600-1)	580-1 5/8	563 (600-1 5/8)
CIRCLING	640-1	623 (700-1)	640-1 3/4 623 (700-1 3/4)	740-2 1/4 723 (800-2 1/4)

LAKE CHARLES, LOUISIANA
Amdt 1B 29DEC22

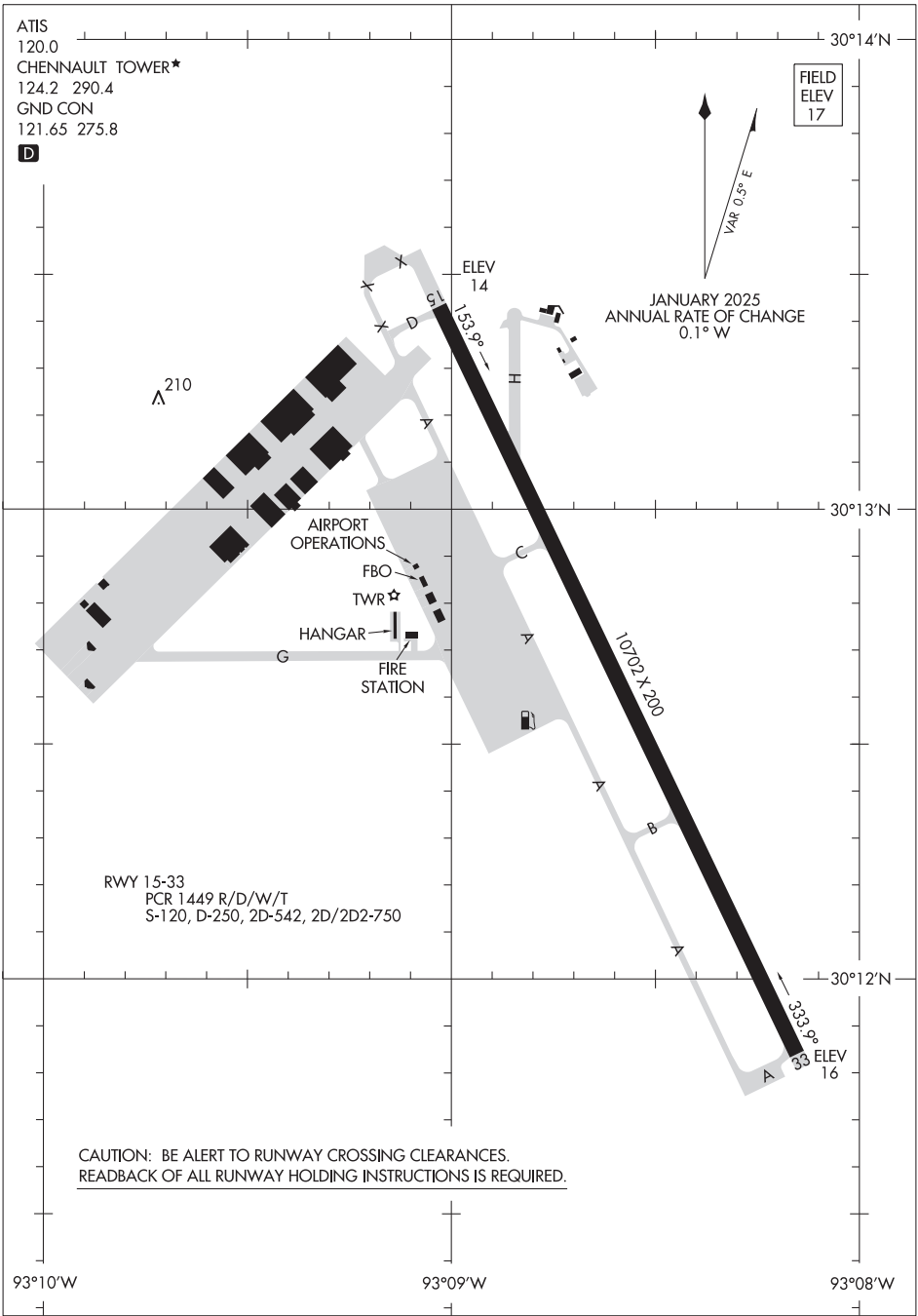
30°13'N-93°09'W

CHENNAULT INTL (CWF')

RNAV (GPS) RWY 33

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

23110

LOC/DME I-LCH	APP CRS	Rwy Idg
109.1	152°	6500
Chan 28	TDZE	12
	Apt Elev	15

ILS or LOC RWY 15

LAKE CHARLES RGNL (LCH)

⚠ For inop ALS, increase S-LOC 15 Cats C and D visibility to 1½ mile.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

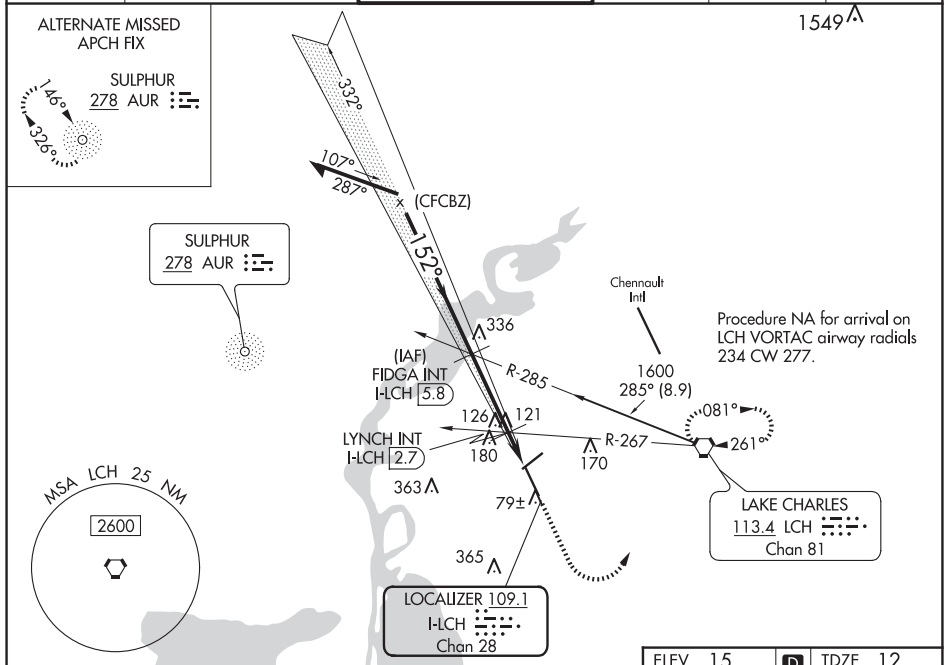
ASR

MALSR

A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC and hold, continue climb-in-hold to 2000.

ATIS	LAKE CHARLES APP CON *	LAKE CHARLES TOWER *	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) 0 257.8	121.8	126.25	122.95



Remain within 10 NM

FIDGA INT I-LCH 5.8

1600 332° 152° 1500

GS 3.00° TCH 55

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

LYNCH INT I-LCH 2.7

500

I-LCH 1.3

3.1 NM 1.4 NM

ELEV 15 TDZE 12

152°

5200 X 100

TWR 97

6500 X 50

CATEGORY	A	B	C	D
S-ILS 15*	212/24 200 (200-½)			
S-LOC 15	500/24 488 (500-½)	500/50 488 (500-1)		
CIRCLING	500-1 485 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)	
LYNCH FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 15	440/24 428 (500-½)	440/40 428 (500-¾)		
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)

REIL Rwy 5 and 23

MIRL Rwy 5-23

HIRL Rwy 15-33

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

LAKE CHARLES, LOUISIANA

Amdt 23A 08SEP22

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)

ILS or LOC RWY 15

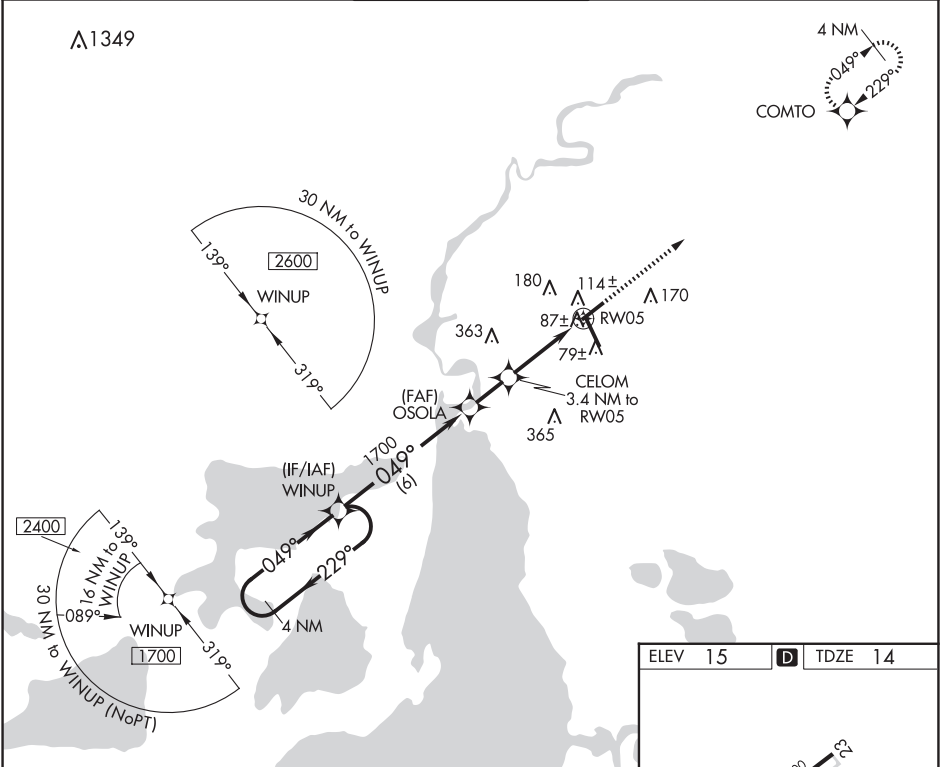
SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 69440 W05A	APP CRS 049°	Rwy Idg TDZE Apt Elev	5200 14 15
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RNAV (GPS) RWY 5
LAKE CHARLES RGNL (LCH)

<div><div>▼</div><div>ASR</div></div> <div>Rwy 5 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climb to 1900 direct COMTO and hold.				
ATIS 118.75	LAKE CHARLES APP CON ★ 119.35 353.75	LAKE CHARLES TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95



4 NM Holding Pattern	WINUP	OSOLA	1900	COMTO
1700 ← 229°	← 049°	1700	CELOM 3.4 NM to RW05	0.9 NM to RW05
			1140	3.00° TCH 49
	6 NM	1.8 NM	2.5 NM	0.9
CATEGORY	A	B	C	D
LP MDA	340-1 326 (400-1)			
LNAV MDA	380-1 366 (400-1)			
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)

ELEV 15 D TDZE 14

5700 X 100

6500 X 150

TW97

RW05

33

5

1

2

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REIL Rwy 5 and 23

MIRL Rwy 5-23

HIRL Rwy 15-33

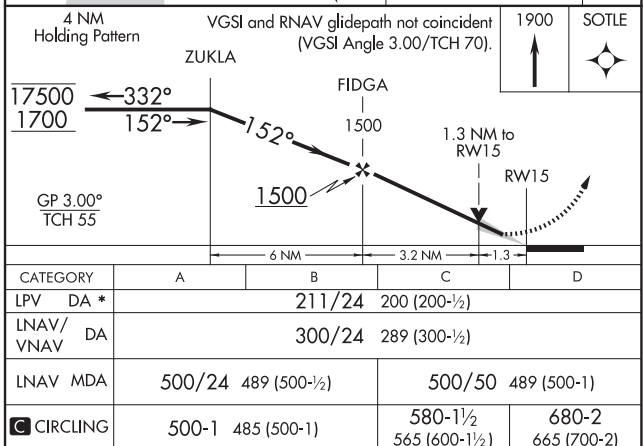
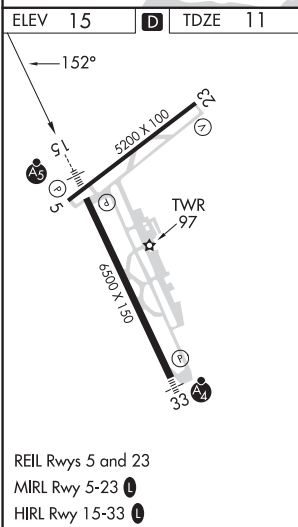
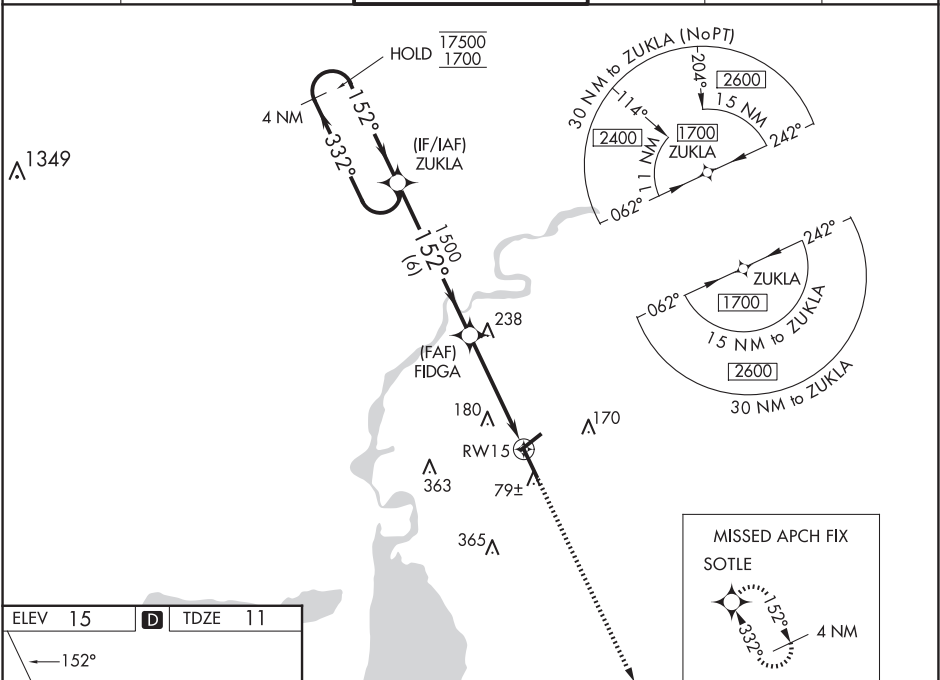
SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 15
LAKE CHARLES RGNL (LCH)

MISSED APPROACH:
Climb to 1900 direct
SOTLE and hold.

ATIS 118.75	LAKE CHARLES APP CON ★ 119.35 353.75	LAKE CHARLES TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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LAKE CHARLES RGNL (LCH)
RNAV (GPS) RWY 15

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **61041**
W23A

APP CRS
229°

Rwy Idg
TDZE
Apt Elev
5200
15
15

RNAV (GPS) RWY 23

LAKE CHARLES RGNL (LCH)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.
Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1700 direct WINUP and hold.

ATIS
118.75

LAKE CHARLES APP CON ★
119.35 353.75

LAKE CHARLES TOWER ★
120.7 (CTAF) 0 257.8

GND CON
121.8

CLNC DEL
126.25

UNICOM
122.95

1700

WINUP

OCALI

COMTO

4 NM Holding Pattern

1.1 NM to RW23

1700

229°

049°

1900

GP 3.00° TCH 47

CATEGORY	A	B	C	D
LPV DA	265-¾		250 (300-¾)	
LNAV/ VNAV DA	301-⅞		286 (300-⅞)	
LNAV MDA	420-1 405 (500-1)		420-1½ 405 (500-1½)	
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)

ELEV 15

TDZE 15

REIL Rwy 5 and 23

MIRL Rwy 5-23

HIRL Rwy 15-33

LAKE CHARLES, LOUISIANA

Amdt 1A 20APR23

30°08'N-93°13'W

209

LAKE CHARLES RGNL (LCH)

RNAV (GPS) RWY 23


LAKE CHARLES, LOUISIANA

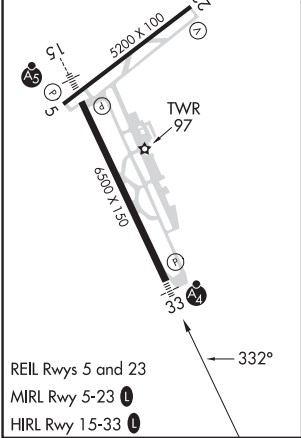
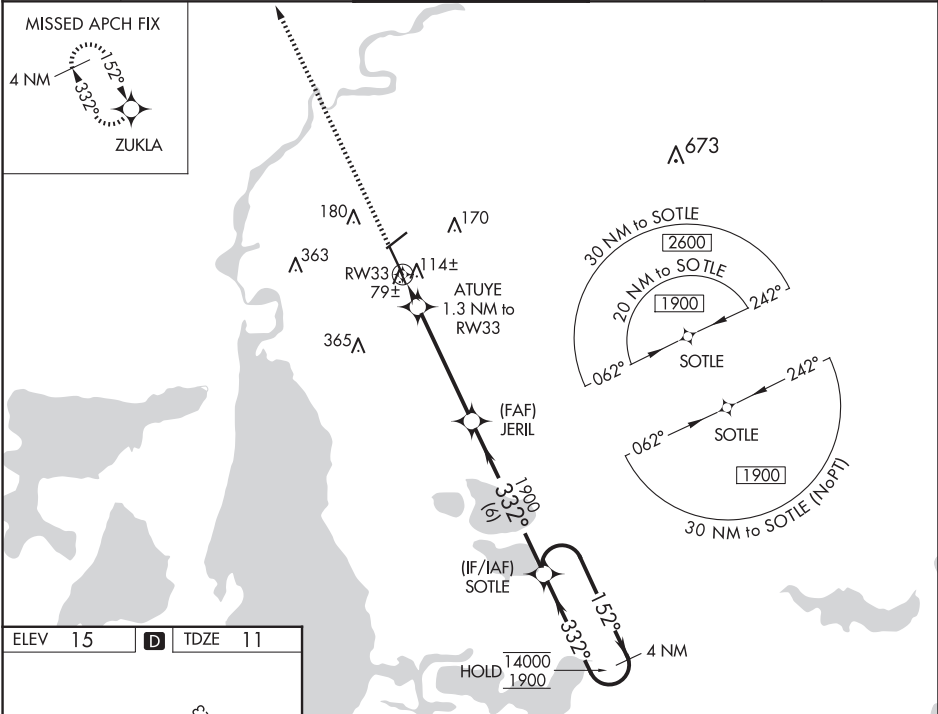
AL-5083 (FAA)

25163

WAAS CH 56215 W33A	APP CRS 332°	Rwy Ldg TDZE 11 Apt Elev 15
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RNAV (GPS) RWY 33
LAKE CHARLES RGNL (LCH)

RNP APCH - GPS.			MALSF 	MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.		
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 43°C. Inop table does not apply to LPV all Cats. For inop ALS, increase ASR LNAV/VNAV all Cats visibility to ½ SM.						
ATIS 118.75	LAKE CHARLES APP CON★ 119.35 353.75	LAKE CHARLES TOWER★ 120.7 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95	



ELEV 15 D TDZE 11		1700 ZUKLA		ATUYE 1.3 NM to RW33		JERIL 1900		SOTLE		4 NM Holding Pattern	
RW33		1.3 NM		4.5 NM		6 NM		152°		14000 1900	
CATEGORY		A		B		C		D		GP 3.00° TCH 50	
LPV DA		211-¾		200 (200-¾)							
LNAV/VNAV DA		296-¾		285 (300-¾)							
LNAV MDA		380-¾		369 (400-¾)							
CIRCLING		440-1 425 (500-1)		480-1 465 (500-1)		580-1½ 565 (600-1½)		680-2 665 (700-2)			

LAKE CHARLES, LOUISIANA
Amdt 2D 12JUN25

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)
RNAV (GPS) RWY 33

SC-4, 12 JUN 2025 to 07 AUG 2025

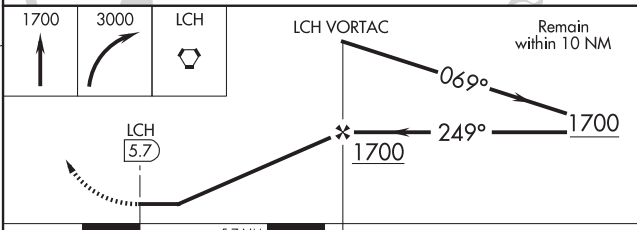
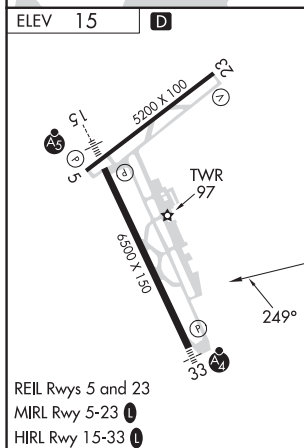
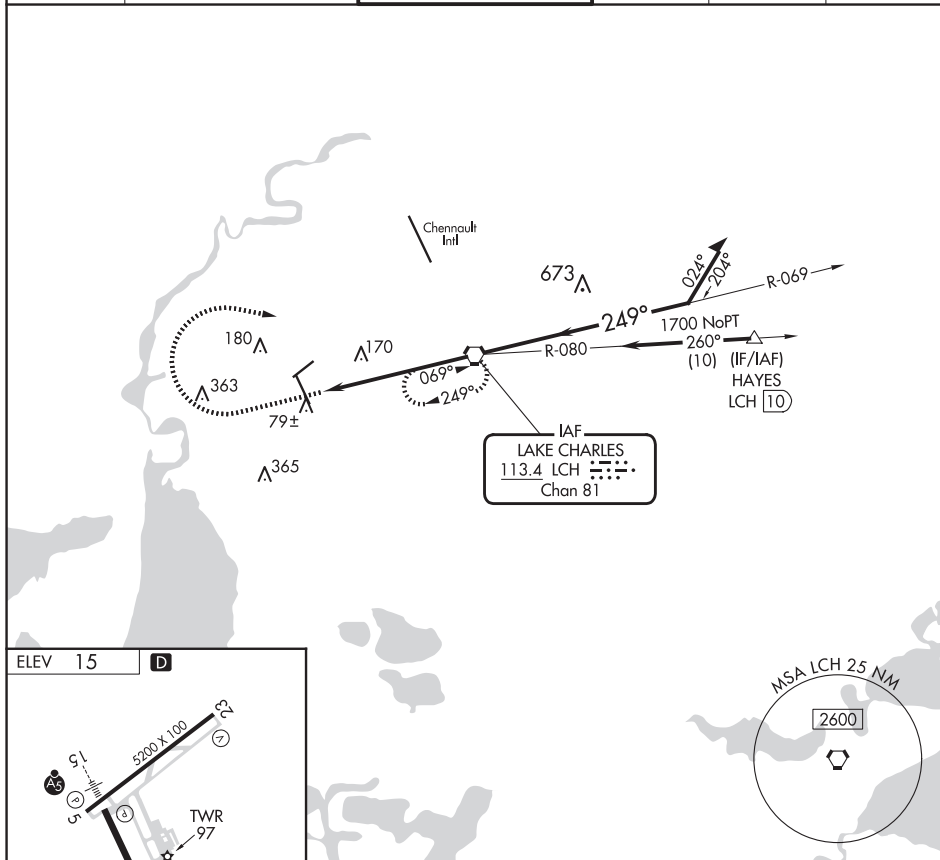
SC-4, 12 JUN 2025 to 07 AUG 2025

25051

VOR-A
LAKE CHARLES RGNL (LCH)

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct LCH VORTAC and hold, continue climb-in-hold 3000.

ATIS 118.75	LAKE CHARLES APP CON ★ 119.35 353.75	LAKE CHARLES TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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FAF to MAP 5.7 NM						5.7 NM				
Knots	60	90	120	150	180	CATEGORY	A	B	C	D
Min:Sec	5:42	3:48	2:51	2:17	1:54	CIRCLING	460-1 445 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)

LAKE CHARLES RGNL (LCH)
VOR-A

LAKE CHARLES, LOUISIANA

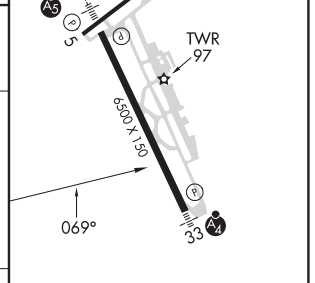
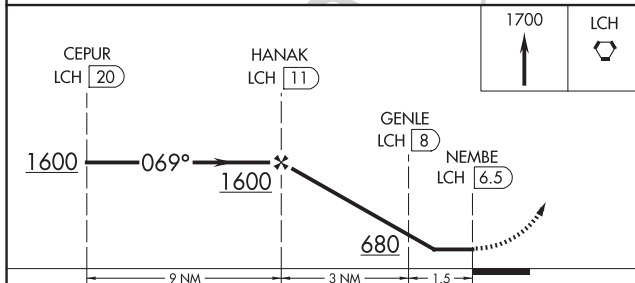
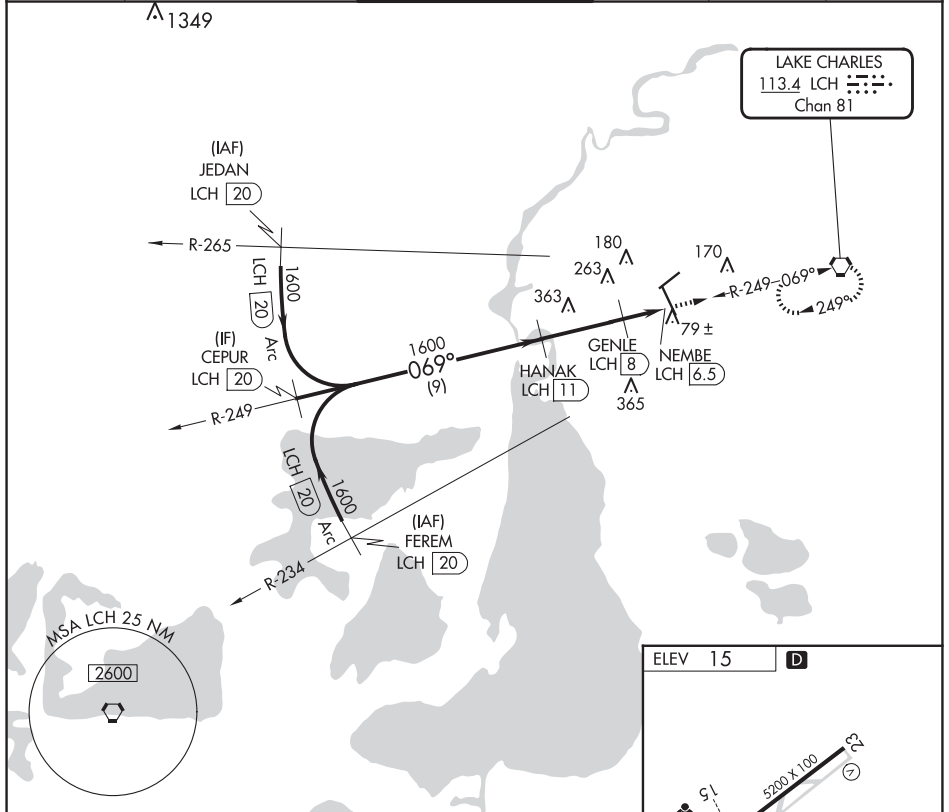
AL-5083 (FAA)

24025

VORTAC LCH 113.4 Chan 81	APP CRS 069°	Rwy Idg TDZE Apt Elev N/A N/A 15
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VOR-B
LAKE CHARLES RGNL (LCH)

DME required.		MISSED APPROACH: Climb to 1700 direct LCH VORTAC and hold.			
ATIS 118.75	LAKE CHARLES APP CON* 119.35 353.75	LAKE CHARLES TOWER* 120.7 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95



CATEGORY	A	B	C	D
CIRCLING	500-1	485 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)

REIL Rwy 5 and 23
MRL Rwy 5-23
HIRL Rwy 15-33

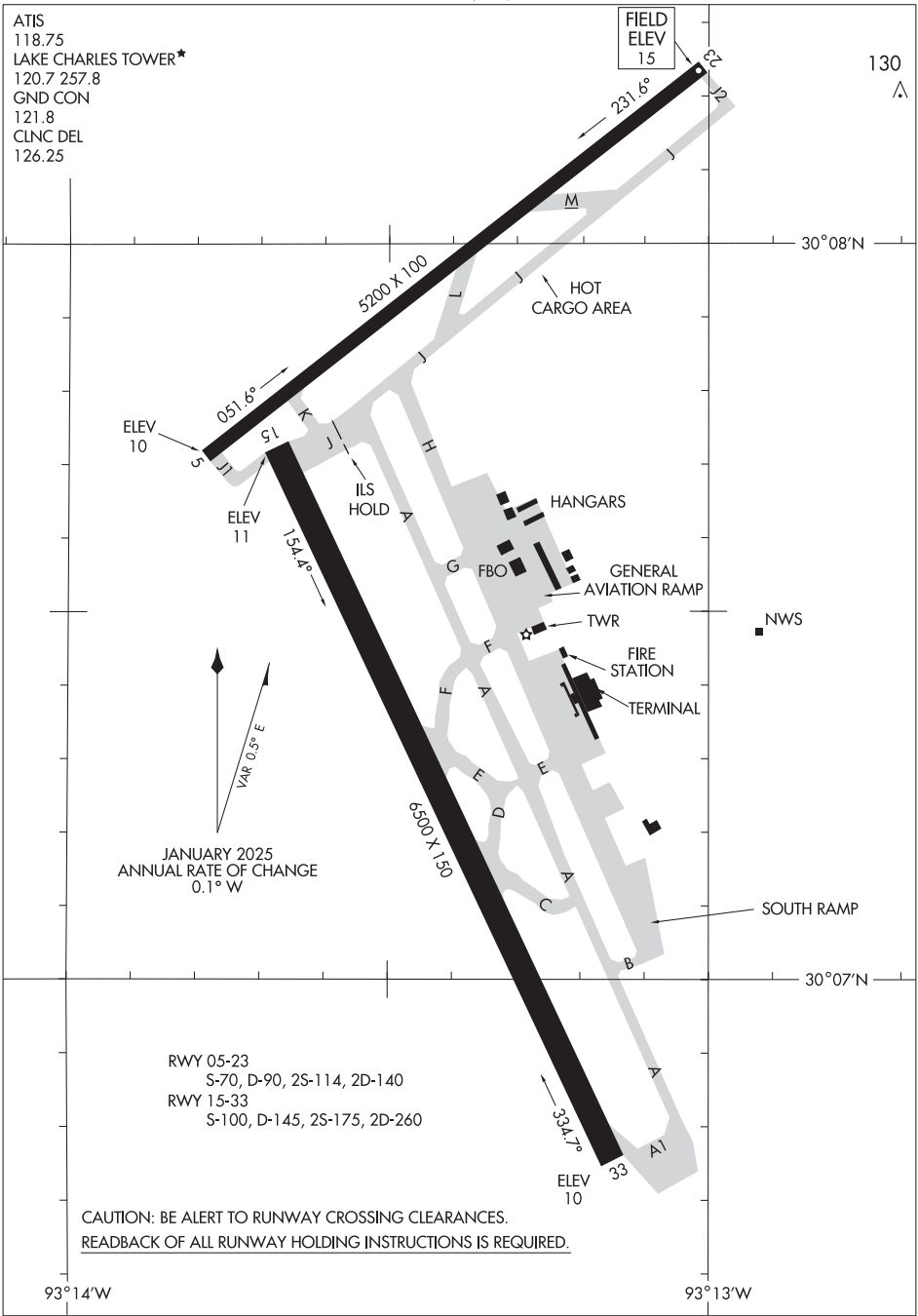
LAKE CHARLES, LOUISIANA

Amdt 9 25JAN24

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)
VOR-B

SC-4, 12 JUN 2025 to 07 AUG 2025



LAUREL, MISSISSIPPI

AL-5185 (FAA)

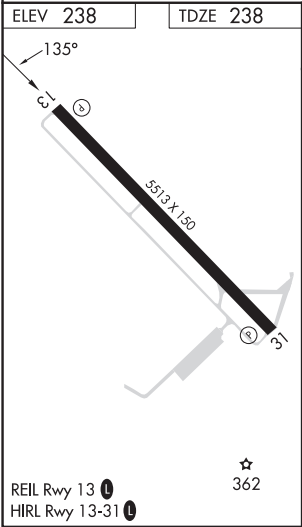
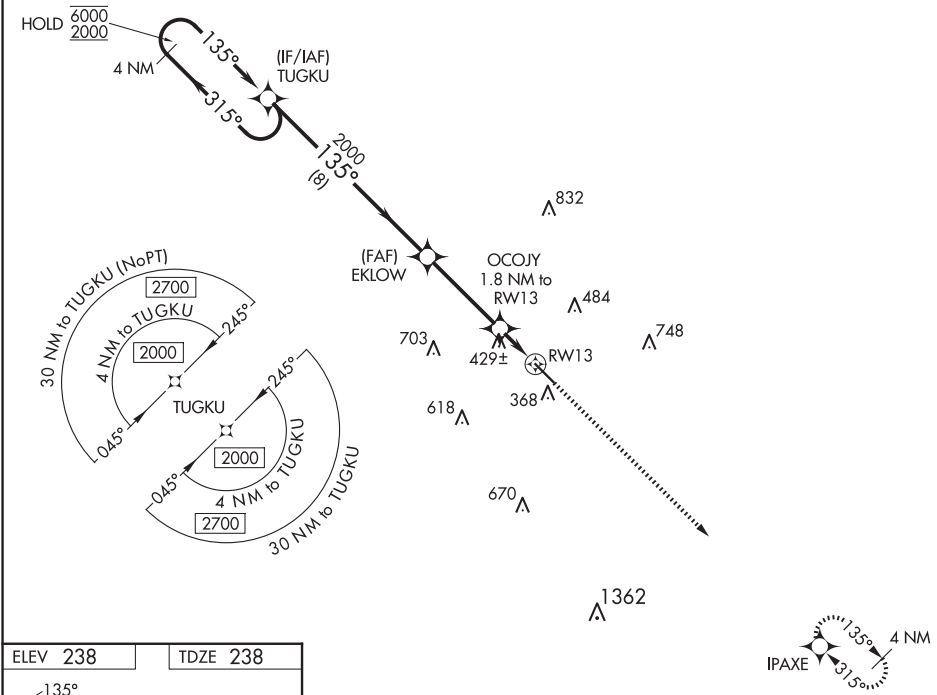
24305

WAAS CH 45704 W13A	APP CRS 135°	Rwy Idg TDZE 238 Apt Elev 238
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RNAV (GPS) RWY 13
HESLER/NOBLE FLD (LUL)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct IPAXE and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

AWOS-3PT 119.275	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi angle 3.00/TCH 40).		2000	IPAXE
TUGKU		EKLW		OCOJY	
6000 ← 315°		135° →		1.8 NM to RWY 13	
2000		2000		*1.3 NM to RWY 13	
GP 3.00° TCH 40		*840		RWY 13	
8 NM		3.6 NM		0.5 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA	488-1		250 (300-1)		
LNAV/VNAV DA	759-1¾		521 (600-1¾)		
LNAV MDA	680-1	442 (500-1)	680-1¾	680-2	
			442 (500-1¾)	442 (500-2)	
CIRCLING	700-1	800-1	1040-2¼	1060-2¾	
	462 (500-1)	562 (600-1)	802 (900-2¼)	822 (900-2¾)	

LAUREL, MISSISSIPPI
Amdt 1C 08OCT20

31°40'N-89°10'W

HESLER/NOBLE FLD (LUL)
RNAV (GPS) RWY 13

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LAUREL, MISSISSIPPI

AL-5185 (FAA)

24305

WAAS CH 86404 W31A	APP CRS 315°	Rwy Idg 5513 TDZE 238 Apt Elev 238
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RNAV (GPS) RWY 31
HESLER/NOBLE FLD (LUL)

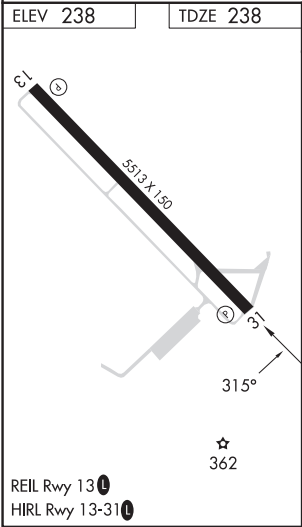
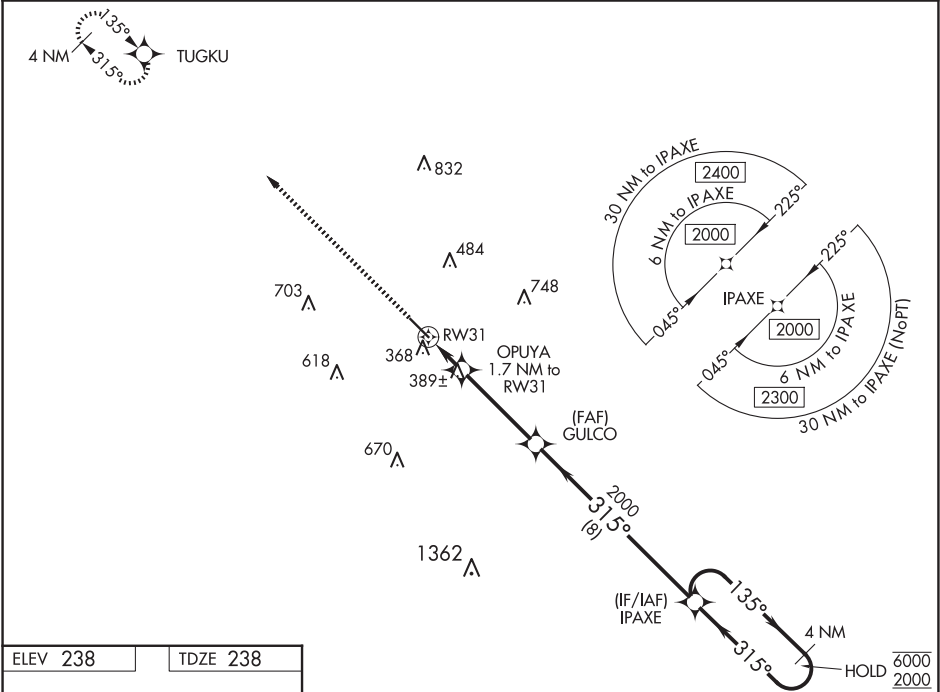
RNP APCH.

- ▼ Rwy 31 helicopter visibility reduction below ¾ SM NA.

▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct TUGKU and hold.

AWOS-3PT 119.275	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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2000	TUGKU	VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 40).			
		OPUYA 1.7 NM to RW31	GULCO	IPAXE	4 NM Holding Pattern
*LNAV only.		*1.1 NM to RW31	2000	315°	135° 6000
		800*	2000	315°	2000
		1.1 NM	0.6 NM	3.7 NM	8 NM
CATEGORY	A	B	C	D	
LPV DA	524-1		286 (300-1)		
LNAV/VNAV DA	554-1		316 (400-1)		
LNAV MDA	640-1 402 (500-1)		640-1½ 402 (500-1½)		
CIRCLING	700-1 462 (500-1)	800-1 562 (600-1)	1040-2¼ 802 (900-2¼)	1060-2¾ 822 (900-2¾)	

LAUREL, MISSISSIPPI
Amdt 1C 08OCT20

31°40'N-89°10' W
215

HESLER/NOBLE FLD (LUL)
RNAV (GPS) RWY 31

SC-4, 12 JUN 2025 to 07 AUG 2025

LEESVILLE, LOUISIANA

AL-9048 (FAA)

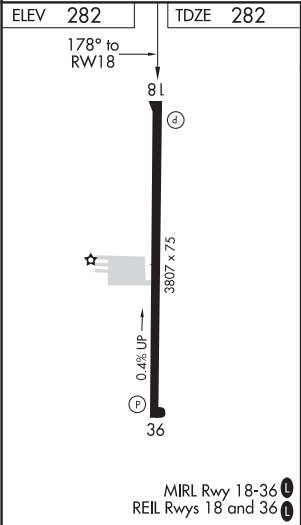
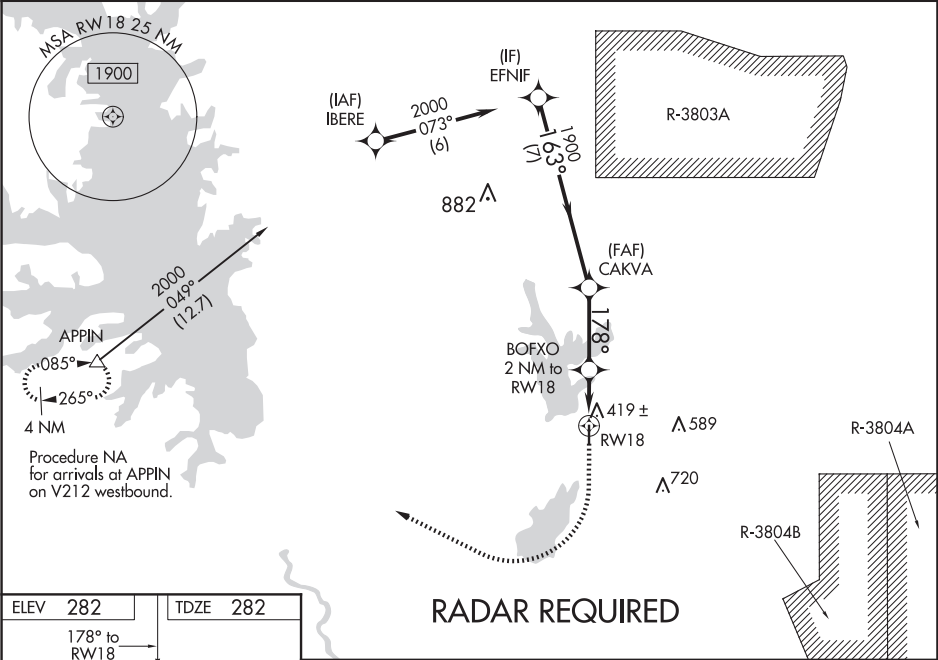
22139

WAAS CH 77725 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	3807 282 282
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RNAV (GPS) RWY 18
LEESVILLE (L39)

<p>⚠ NA</p> <p>When VGSI inop, Circling Rwy 36 NA at night. Baro-VNAV NA. When VGSI inop, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use De Ridder altimeter setting and increase all DA 26 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C visibility 1/8 SM, and Circling Cat C visibility 1/4 SM.</p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct APPIN and hold.</p>
--	--

KPOE ATIS 134.85 282.2	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF) 📻
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	800	4000	APPIN	
	↑	↷	△	
*LNAV only.				
	BOFXO 2 NM to RWY 18	CAKVA	EFNIF	
				2000
				GP 3.00° TCH 50
	2 NM	2.9 NM	7 NM	
CATEGORY	A	B	C	D
LPV DA	564-1	282 (300-1)		NA
LNAV/VNAV DA	622-1 1/8	340 (400-1 1/8)		NA
LNAV MDA	720-1	438 (500-1)	720-1 1/4 438 (500-1 1/4)	NA
CIRCLING	760-1 478 (500-1)	800-1 518 (600-1)	1000-2 718 (800-2)	NA

LEESVILLE, LOUISIANA

Orig-B 19MAY22

31°10'N-93°21'W

LEESVILLE (L39)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 40325 W36A	APP CRS 358°	Rwy Idg TDZE 280 Apt Elev 282
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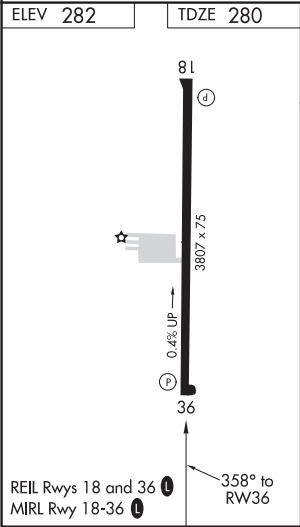
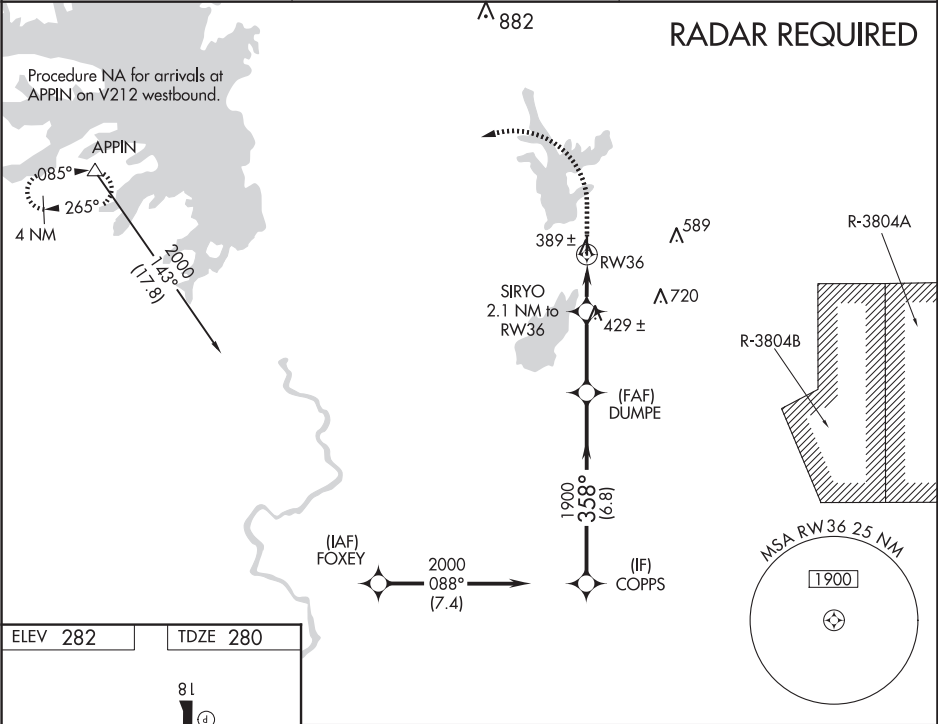
RNAV (GPS) RWY 36

LEESVILLE (L39)

⚠ When VGSI inop, Straight-in/Circling Rwy 36 procedure NA at night. DME/DME NA RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use De Ridder altimeter setting and increase all MDA 40 feet, increase LP Cat C visibility 1⁄8 SM, and Circling Cat C visibility 1⁄4 SM.

MISSED APPROACH: Climb to 800 then climbing left turn to 4000 direct APPIN and hold.

KPOE ATIS 134.85 282.2	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF) 📻
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800 4000 APPIN		DUMPE COPPS	
RW36 2.1 NM to RW36		358° 2000 1900 3.00° TCH 50	
2.1 NM		2.9 NM 6.8 NM	
CATEGORY	A	B	D
LP MDA	680-1 400 (400-1)	680-1 400 (400-1 1⁄8)	NA
LNAV MDA	720-1 440 (500-1)	720-1 440 (500-1 3⁄8)	NA
CIRCLING	760-1 478 (500-1)	800-1 518 (600-1)	1000-2 718 (800-2)

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025



LEXINGTON, MISSISSIPPI

AL-6752 (FAA)

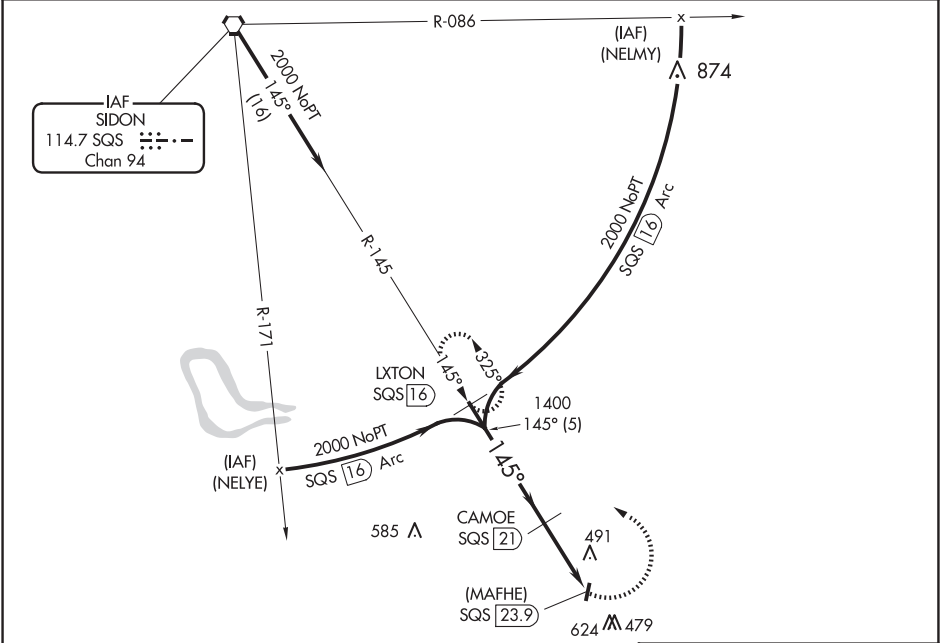
21308

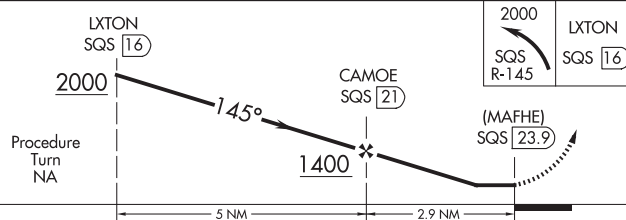
VORTAC SQS 114.7 Chan 94	APP CRS 145°	Rwy Idg TDZE Apt Elev	N/A N/A 340
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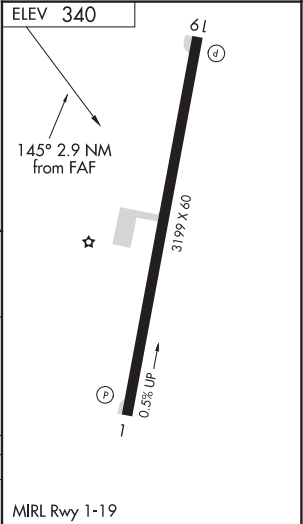
VOR/DME or GPS-A
C A MOORE (19M)

 Use Greenwood altimeter setting.  Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 2000 on SQS R-145 to LXTON 16 DME and hold.
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GWO ASOS 119.975	MEMPHIS CENTER 132.5 259.1	CTAF 122.9
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Procedure Turn NA				LXTON SQS 16
CATEGORY	A	B	C	D
CIRCLING	920-1 580 (600-1)	960-1¼ 620 (700-1¼)	1020-2 680 (700-2)	NA



LEXINGTON, MISSISSIPPI
Orig-C 04NOV21

33°08'N-90°02'W

C A MOORE (19M)
VOR/DME or GPS-A

SC-4, 12 JUN 2025 to 07 AUG 2025

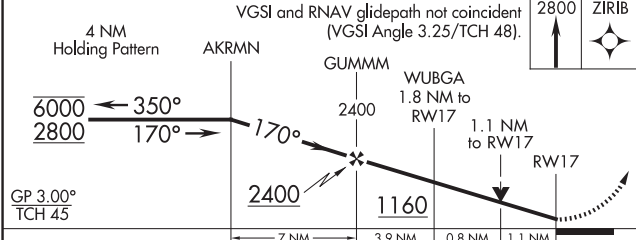
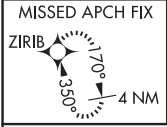
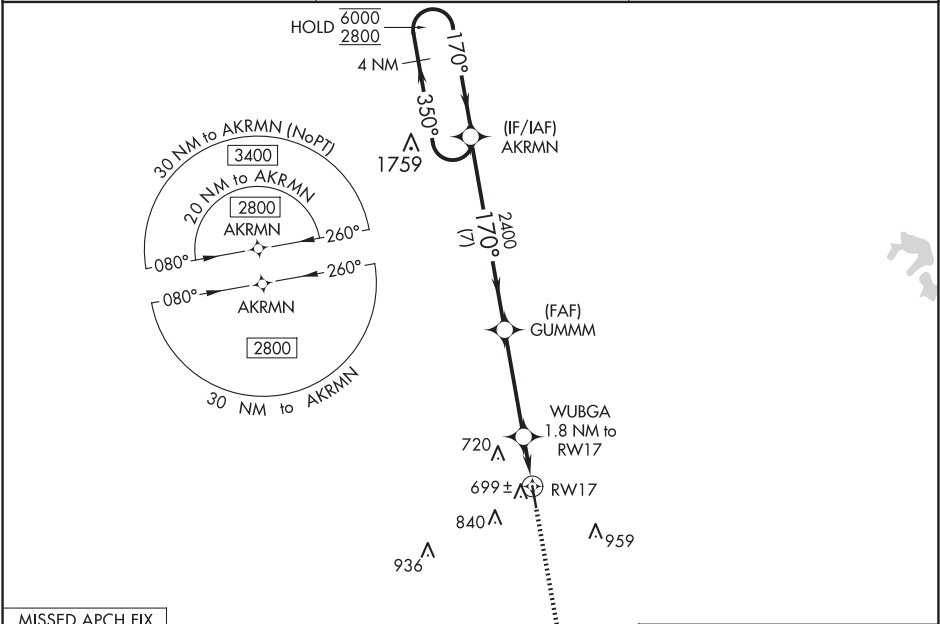
SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70336 W17A	APP CRS 170°	Rwy Idg TDZE 574 Apt Elev 575	4669
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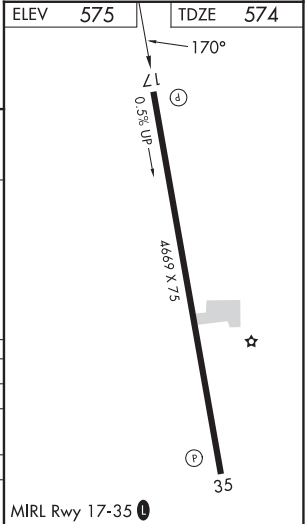
RNAV (GPS) RWY 17
LOUISVILLE/WINSTON COUNTY (LMS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2800 direct ZIRIB and hold.
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AWOS-3PT 118.325	MEMPHIS CENTER 132.75 263.0	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		824-1	250 (300-1)	
LNAV/VNAV DA		880-1	306 (400-1)	
LNAV MDA	960-1	386 (400-1)	960-1 1/8	386 (400-1 1/8)
CIRCLING	1020-1 445 (500-1)	1260-1 685 (700-1)	1260-2 685 (700-2)	1260-2 1/4 685 (700-2 1/4)



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

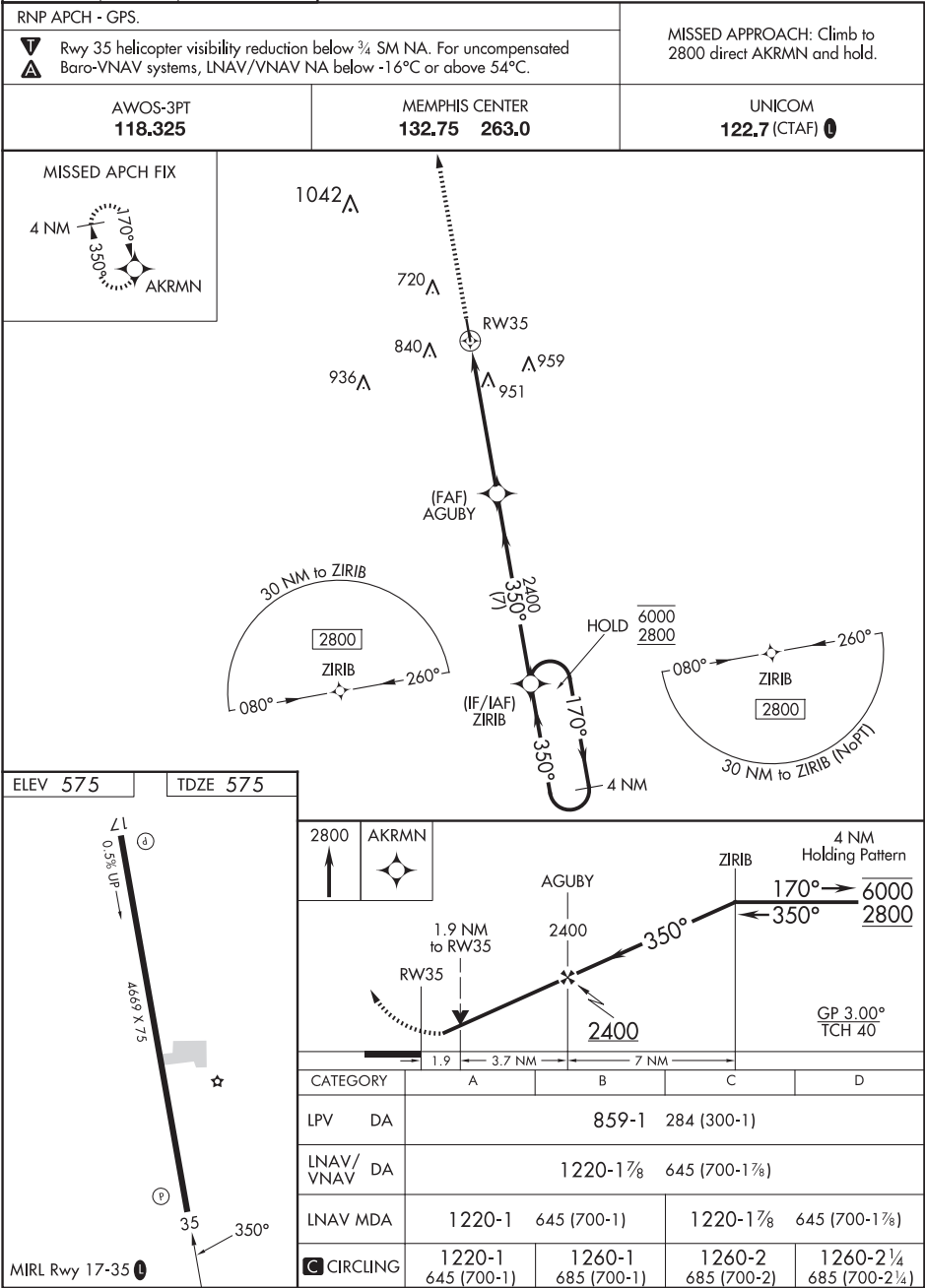
LOUISVILLE, MISSISSIPPI

AL-5868 (FAA)

23334

WAAS CH 53335 W35A	APP CRS 350°	Rwy Idg 4669 TDZE 575 Apt Elev 575
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RNAV (GPS) RWY 35
LOUISVILLE/WINSTON COUNTY (LMS)



LOUISVILLE, MISSISSIPPI
Amdt 3 29DEC22

33°09'N-89°04'W

LOUISVILLE/WINSTON COUNTY (LMS)
RNAV (GPS) RWY 35

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

RNP APCH.

▼

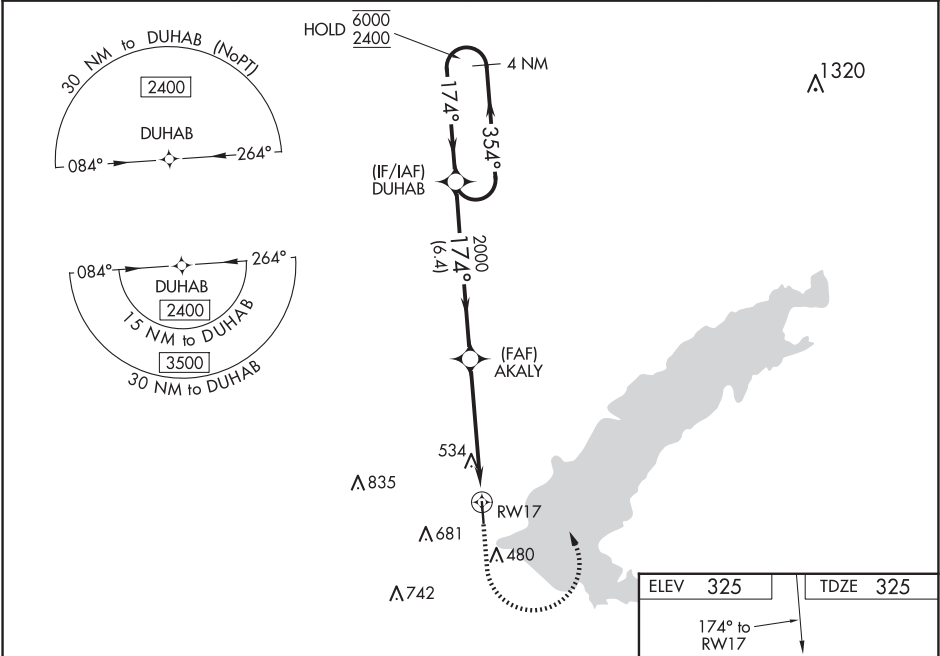
Baro-VNAV and VDP NA when using Jackson-Medgar Wiley Evers Intl altimeter setting.

▲

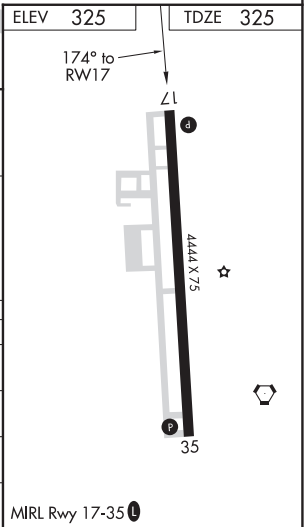
Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 21 feet and all MDA 40 feet, and increase LNAV/VNAV visibility $\frac{1}{8}$ SM, and Circling Cats C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct DUHAB and hold.

AWOS-3PT 119.125	JACKSON APP CON ★ 123.9 317.7	CLNC DEL 125.9	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern DUHAB		AKALY		1200	2400	DUHAB
6000 ← 354° 2400 → 174°		2000		*1.4 NM to RWY 17		
GP 3.00° TCH 40		2000		*LNAV only		
6.4 NM		3.7 NM		1.4 NM		
CATEGORY	A	B	C	D		
LPV DA	600- $\frac{7}{8}$		275 (300- $\frac{7}{8}$)			
LNAV/VNAV DA	832-1 $\frac{3}{8}$		507 (600-1 $\frac{3}{8}$)			
LNAV MDA	800-1		475 (500-1)			
CIRCLING	820-1 495 (500-1)		840-1 515 (600-1)			
	1040-2 715 (800-2)		1040-2 $\frac{1}{4}$ 715 (800-2 $\frac{1}{4}$)			



MADISON, MISSISSIPPI

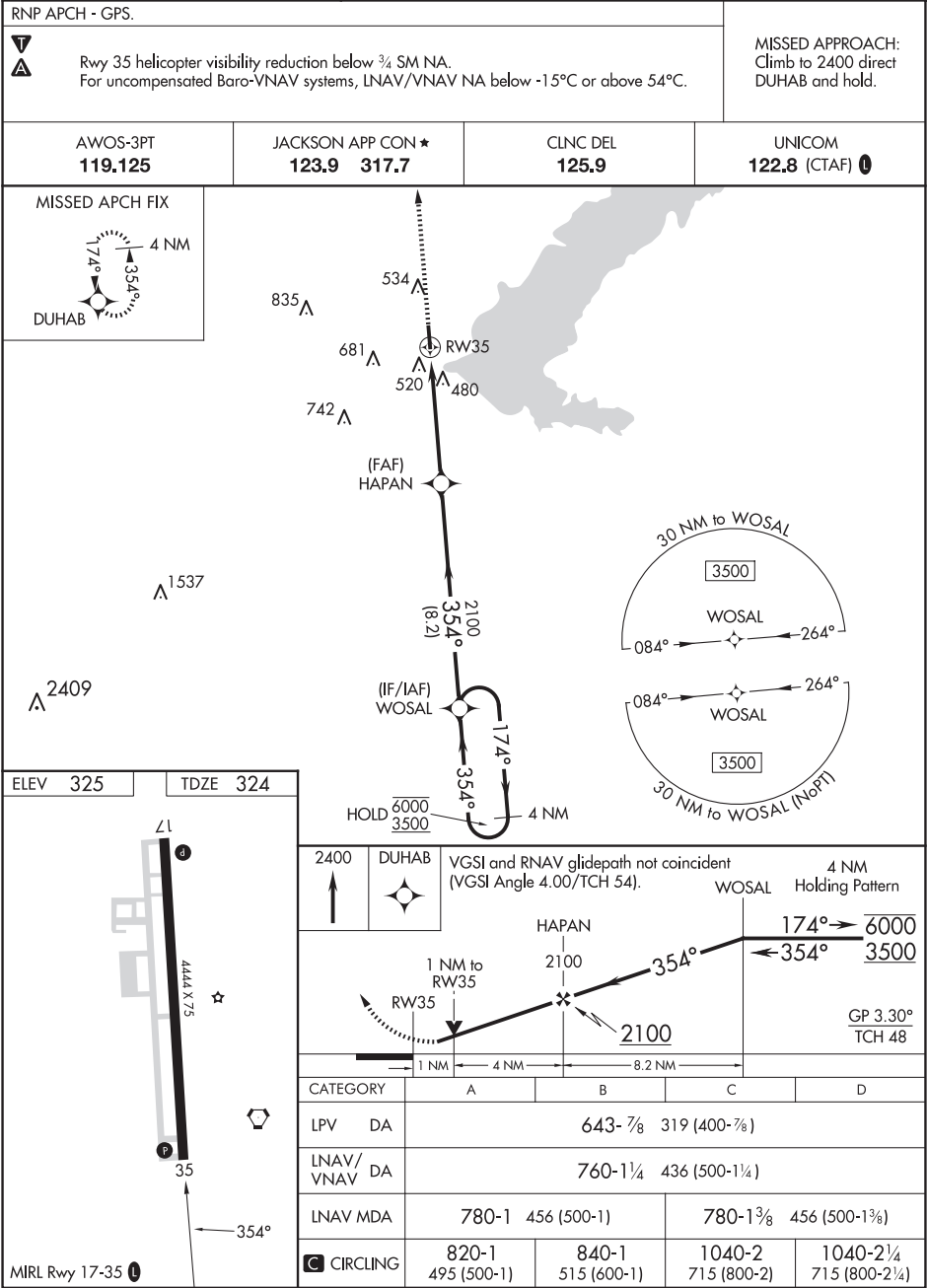
AL-5164 (FAA)

23278

WAAS CH 72631 W35A	APP CRS 354°	Rwy Idg TDZE 324 Apt Elev 325
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RNAV (GPS) RWY 35

BRUCE CAMPBELL FLD (MBO)



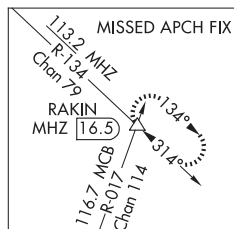
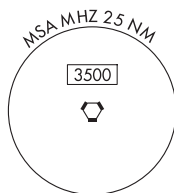
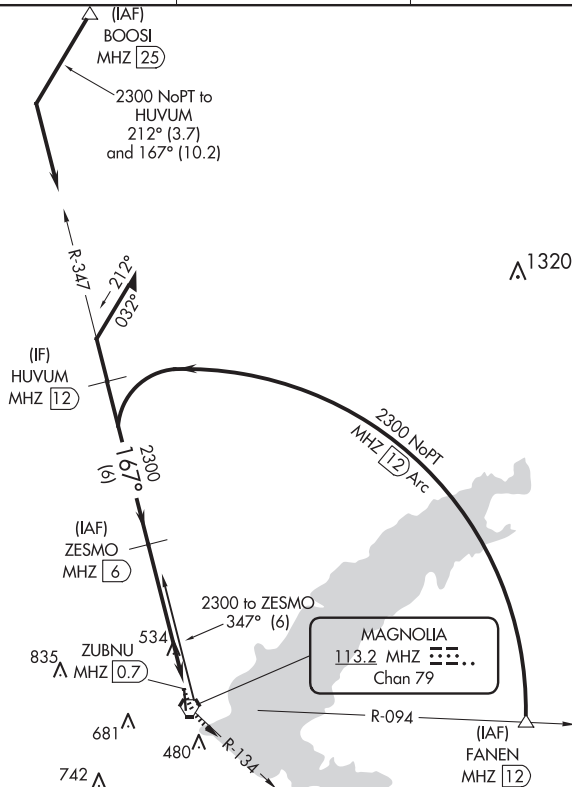
VOR RWY 17
BRUCE CAMPBELL FLD (MBO)

T Rwy 17 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all MDA 40 feet, and Circling Cats C/D $\frac{1}{4}$ SM. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night.

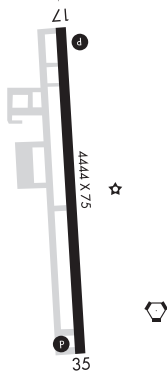
MISSED APPROACH: Climbing left turn to 3000 on MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME.

UNICOM

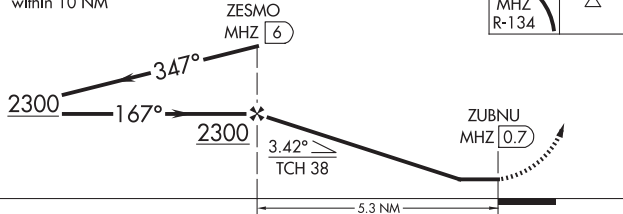
122.8 (CTAF) L




ELEV 325	TDZE 325
167° 5.3 NM from FAF	



Remain within 10 MM	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 38).	3000	RAKIN
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CATEGORY	A	B	C	D
S-17	800-1	475 (500-1)	800-1 $\frac{3}{8}$	475 (500-1 $\frac{3}{8}$)
 CIRCling	820-1 495 (500-1)	840-1 515 (600-1)	1040-2 715 (800-2)	1040-2 $\frac{1}{4}$ 715 (800-2 $\frac{1}{4}$)

MIRL Rwy 17-35 **L**

MAGEE, MISSISSIPPI

AL-9829 (FAA)

21084

WAAS CH 62835 W18A	APP CRS 180°	Rwy ldg 3103 TDZE 555 Apt Elev 555
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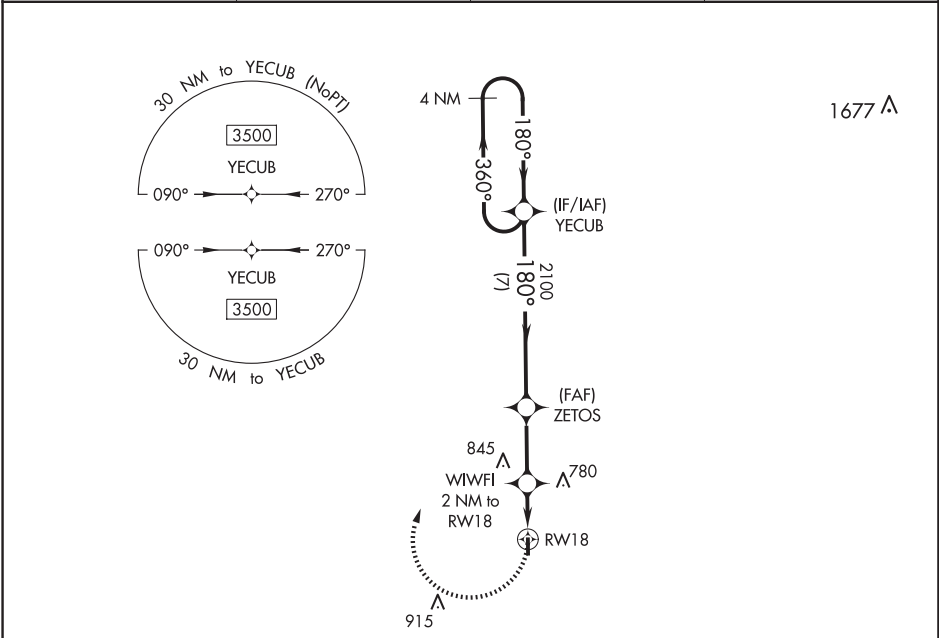
RNAV (GPS) RWY 18

MAGEE MUNI (17M)

Use Brookhaven altimeter setting; when not received, use Jackson-Medgar Wiley Evers Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.
Rwy 18, 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3500 direct YECUB and hold.

1R7 AWOS-3P 118.125	JAN ASOS 121.05	MEMPHIS CENTER 125.975 307.275	UNICOM 122.8 (CTAF) 0
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ELEV 555		TDZE 555	
4 NM Holding Pattern YECUB		Visual Segment - Obstacles.	
3500		3500 YECUB	
360°		180°	
180°		2100	
7 NM		2.7 NM	
2 NM		1220	
RW18		3103 X 60	
CATEGORY		A	
LP MDA		1060-1 505 (600-1)	
LNAV MDA		1080-1 525 (600-1)	
CIRCLING		1080-1 525 (600-1)	
B		1160-1 605 (700-1)	
C		1260-2 705 (800-2)	
D		NA	
MIRL Rwy 18-36 0		36	

MAGEE, MISSISSIPPI
Orig-A 25MAY17

31°52'N-89°48'W

MAGEE MUNI (17M)

RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

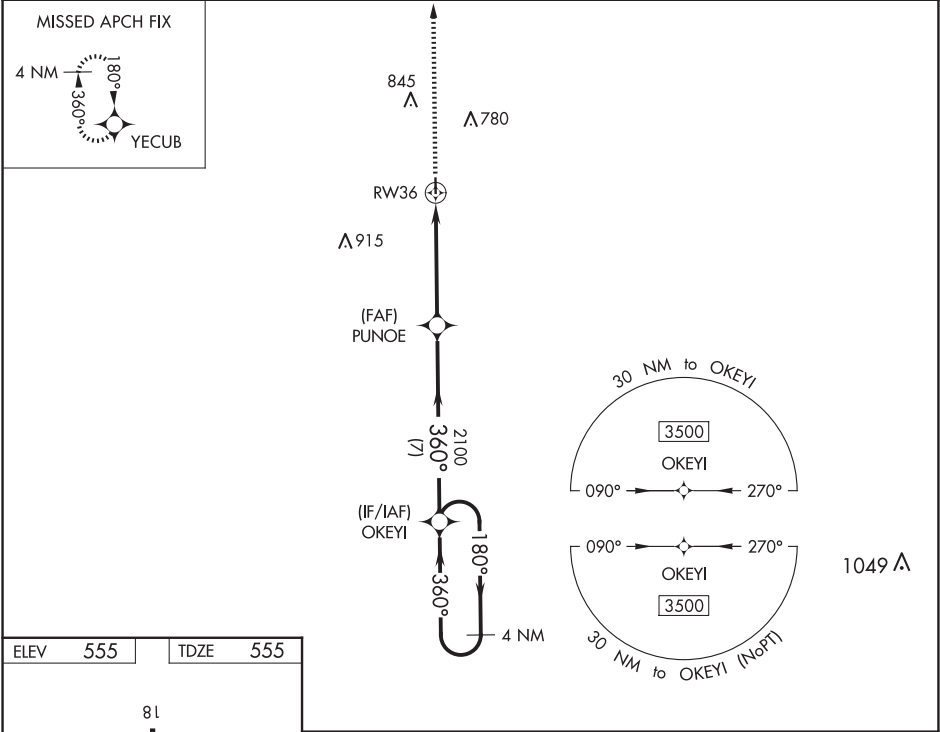
SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 69235 W36A	APP CRS 360°	Rwy ldg 3103 TDZE 555 Apt Elev 555
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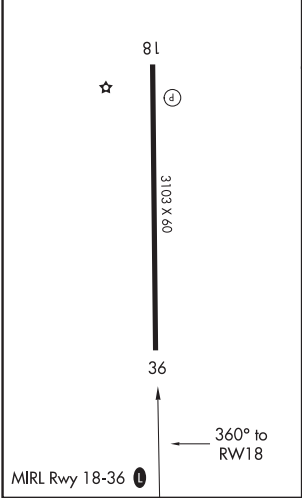
RNAV (GPS) RWY 36
MAGEE MUNI (17M)

T Use Brookhaven altimeter setting; when not received, use Jackson-Medgar Wiley Evers Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. NA	MISSED APPROACH: Climb to 3500 direct YECUB and hold.
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1R7 AWOS-3P 118.125	JAN ASOS 121.05	MEMPHIS CENTER 125.975 307.275	UNICOM 122.8 (CTAF) 0
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ELEV 555	TDZE 555
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3500	YECUB	Visual Segment - Obstacles.	OKEYI	4 NM Holding Pattern
180°	360°	PUNOE	180°	3500
4.8 NM	7 NM	RW36	2100	
CATEGORY	A	B	C	D
LP MDA	1100-1	545 (600-1)	1100-1½ 545 (600-1½)	NA
LNAV MDA	1120-1	565 (600-1)	1120-1½ 565 (600-1½)	NA
CIRCLING	1120-1 565 (600-1)	1160-1 605 (700-1)	1260-2 705 (800-2)	NA

FORT JOHNSON, LOUISIANA

WAAS CH 99069 W16A	APCH CRS 158°	Rwy Idg 3913 TDZE 328 Arpt Elev 330
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[USA]

MAKS AAF (KPOE)

RNAV (GPS) RWY 16

RNP APCH - GPS

RADAR required for arrivals at CATVO.

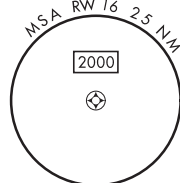
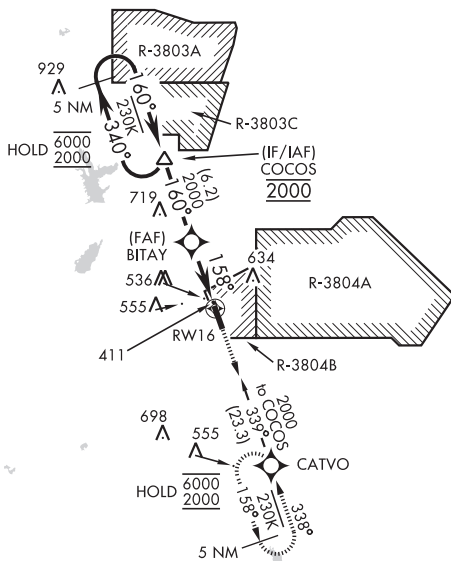
T For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 54°C.
When control tower is closed, increase vis to 1 mile.

MISSED APPROACH: Climb to 2000 direct CATVO and hold.

ATIS 134.85 282.2	APP CON 123.7 261.3	TOWER ★ 119.0 (CTAF) 257.75	GND CON 121.8 239.25	ASR/PAR
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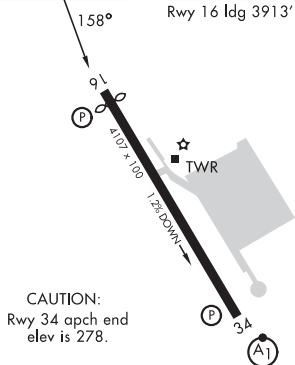
NoPT for arrival at COCOS on V212 eastbound.

When R-3803C is active, procedure entry from
COCOS not authorized. Expect radar vectors to final.

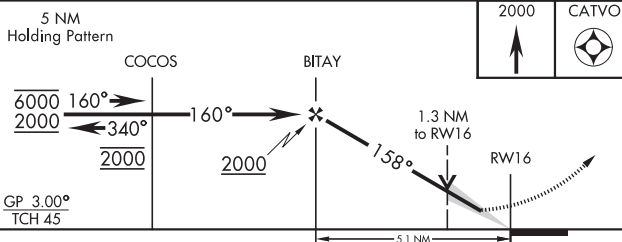



ELEV	330	TDZE	328
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Rwy 16 Idg 3913'



HIRL Rwy 16-34
REIL Rwy 16-34



CATEGORY	A	B	C	D
LPV DA	611-7 $\frac{1}{8}$	283	(300-7 $\frac{1}{8}$)	
INAV/VNAV DA	800-13 $\frac{1}{8}$	472	(500-13 $\frac{1}{8}$)	
INAV MDA	800-1	472 (500-1)	800-13 $\frac{1}{8}$ 472	(500-13 $\frac{1}{8}$)
 CIRCLING	880-1	550 (600-1)	880-1 $\frac{1}{2}$ 550 (600-1 $\frac{1}{2}$)	940-2 610 (700-2)

FORT JOHNSON, LOUISIANA

31° 03' N-93° 11' W

MAKS AAF (KPOE)

Amdt 3 15MAY25

RNAV (GPS) RWY 16

SC-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 34

WAAS
CH **88848**
W34A

APCH CRS
338°

Rwy Idg
TDZE **321**
Arpt Elev **330**

4107

[USA]

MAKS AAF (KPOE)

RNP APCH - GPS

RADAR required for arrivals at CATVO.

▼ *When ALS inop, increase vis to 1 mile.
**When ALS inop, increase vis to ¾ mile.
***When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.
When control tower is closed, increase vis to 1 mile.

ALSF-1
A1

MISSED APPROACH: Climb to 2000 direct BITAY and on track 340° to COCOS and hold.

ATIS
134.85 282.2

APP CON
123.7 261.3

TOWER★
119.0 (CTAF) 257.75

GND CON
121.8 239.25

ASR/PAR

Rwy 34 helicopter visibility reduction below ¾ mile not authorized.
For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 54°C.

ELEV 330

TDZE 321

Rwy 16 Idg 3913'

2000

BITAY

COCOS

BIYAL

CATVO

1.4 NM to RWY 34

5.3 NM

5 NM Holding Pattern

GP 3.00°

TCH 45'

CATEGORY	A	B	C	D
LPV DA *	668-¾	347	(400-¾)	
LNAV/VNAV DA**	594-¾ 273 (300-¾)	605-¾ 284 (300-¾)	613-¾ 292 (300-¾)	624-¾ 303 (300-¾)
LNAV MDA***	760-¾	439	(500-¾)	
CIRCLING	880-1 550 (600-1)		880-1½ 550 (600-1½)	940-2 610 (700-2)

CAUTION:
Rwy 34 apch end elev is 278.

HIRL Rwy 16-34
REIL Rwy 16 and 34

338°

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

FORT JOHNSON, LOUISIANA

31° 03'N-93° 11'W

MAKS AAF (KPOE)

Amtd 3 15MAY25

RNAV (GPS) RWY 34

227

VOR RWY 16

[USA]

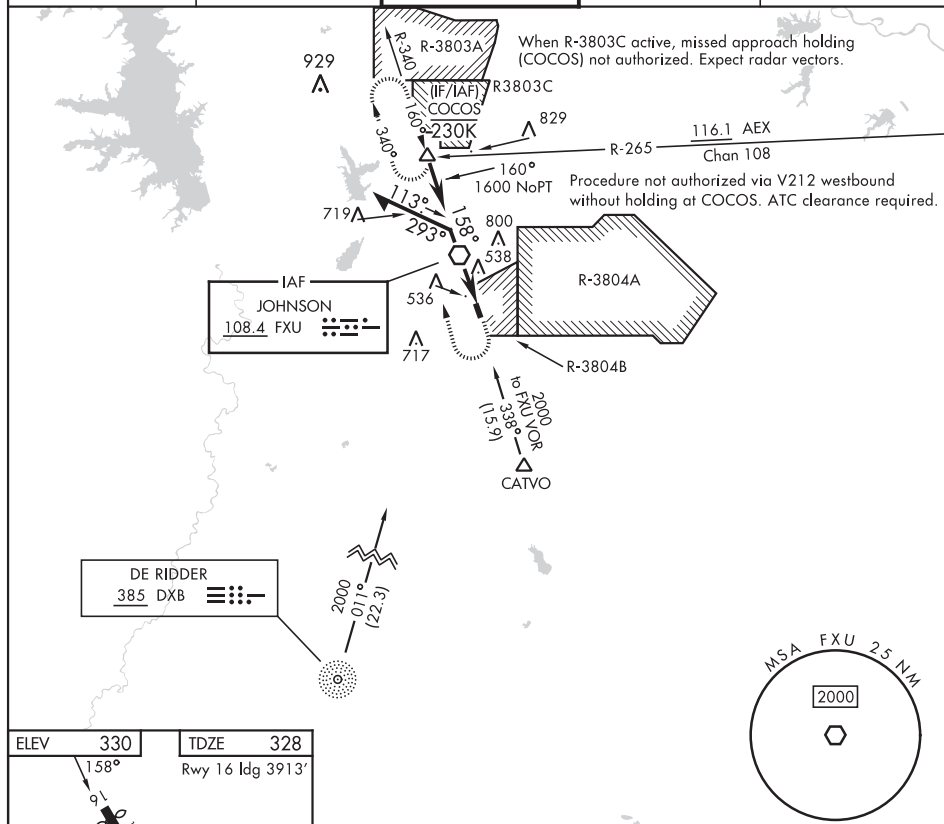
MAKS AAF (KPOE)

RADAR required for arrivals at DXB NDB and CATVO.

MISSED APPROACH: Climbing right turn to 2000 on FXU
VOR R-340 to COCOS int and hold.

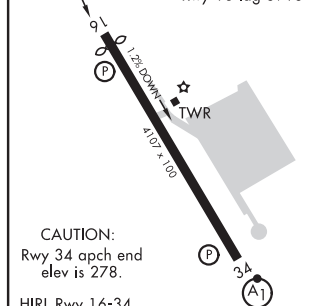
T Helicopter visibility reduction below $\frac{3}{4}$ miles NA.

ATIS 134.85 282.2	APP CON 123.7 261.3	TOWER★ 119.0(CTAF) 257.75	GND CON 121.8 239.25	ASR/PAR
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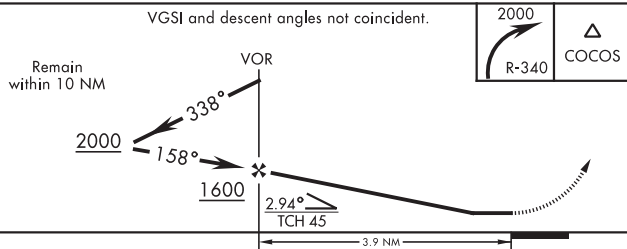


ELEV 330	TDZE 328
158°	Rwy 16 Idg 3913'

Rwy 16 Idg 3913'



VGS| and descent angles not coincident.



REIL Rwy 16 and 34							CATEGORY	A		B		C		D			
FAF to MAP 3.9 NM							S-16	820-1		492	(500-1)		820-1½		492	(500-1½)	
Knots	60	90	120	150	180		CIRCLING	880-1		550	(600-1)		880-1½		880-2		
Min:Sec	3:54	2:36	1:57	1:34	1:18			550 (600-1½)		550 (600-2)							

FORT JOHNSON, LOUISIANA

31°03'N-93°11'W

MAKS AAF (KPOE)

Amdt 1 13JUN24

VOR RWY 16

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025



SC-4, 12 JUN 2025 to 07 AUG 2025

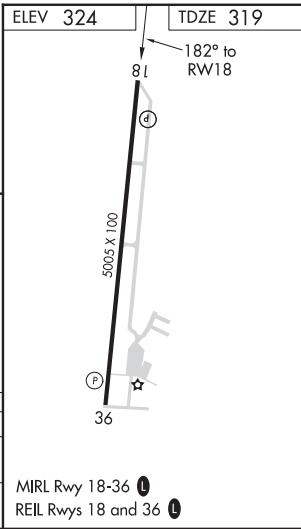
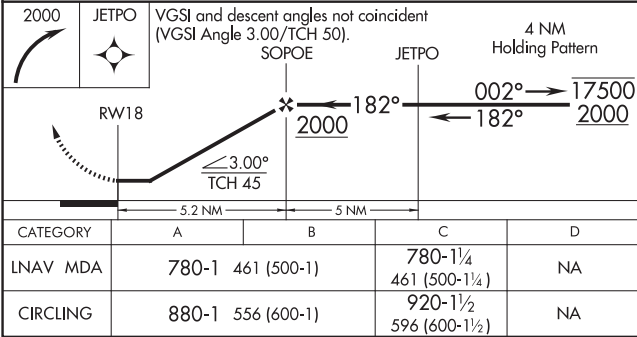
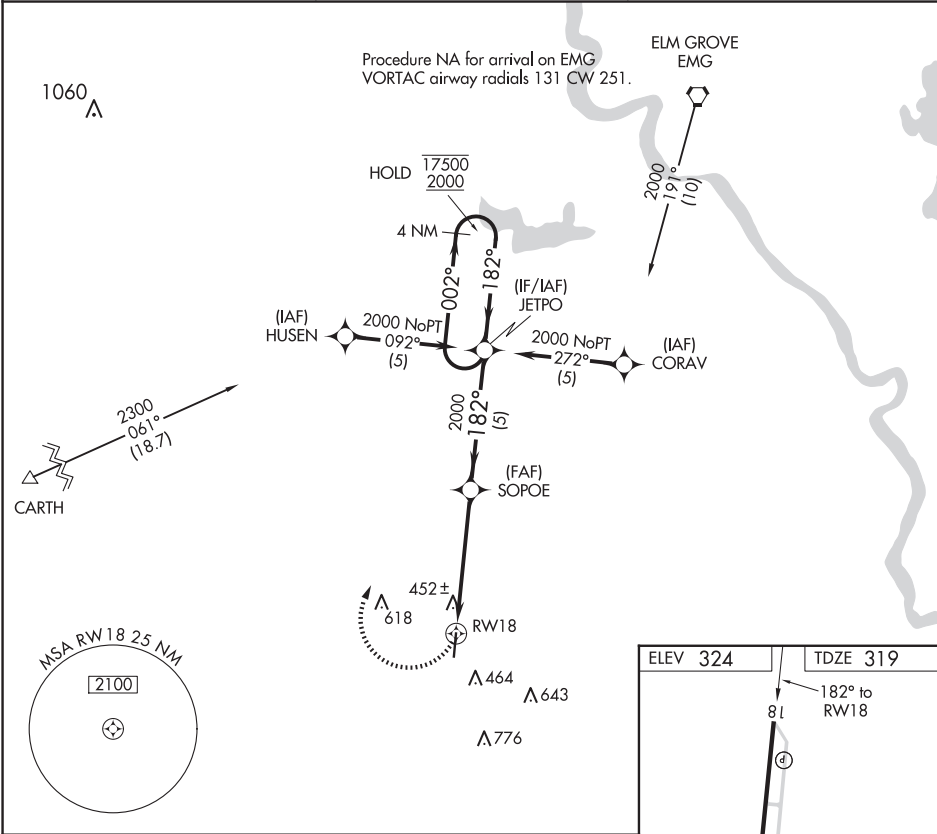
APP CRS	Rwy Idg	5005
182°	TDZE	319
	Apt Elev	324

RNAV (GPS) RWY 18

C E 'RUSTY' WILLIAMS (3F'3)

RNP APCH	MISSED APPROACH: Climbing right turn to 2000 direct JETPO and hold.
Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Shreveport Rgnl altimeter setting: increase Circling Cat C MDA 80 feet and visibility ½ SM.	

AWOS-3PT 119.125	SHREVEPORT APP CON ★ 119.9 335.55	UNICOM 122.8 (CTAF) 0
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SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

MANY, LOUISIANA

AL-6220 (FAA)

24305

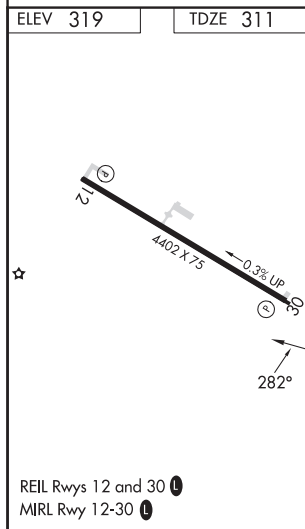
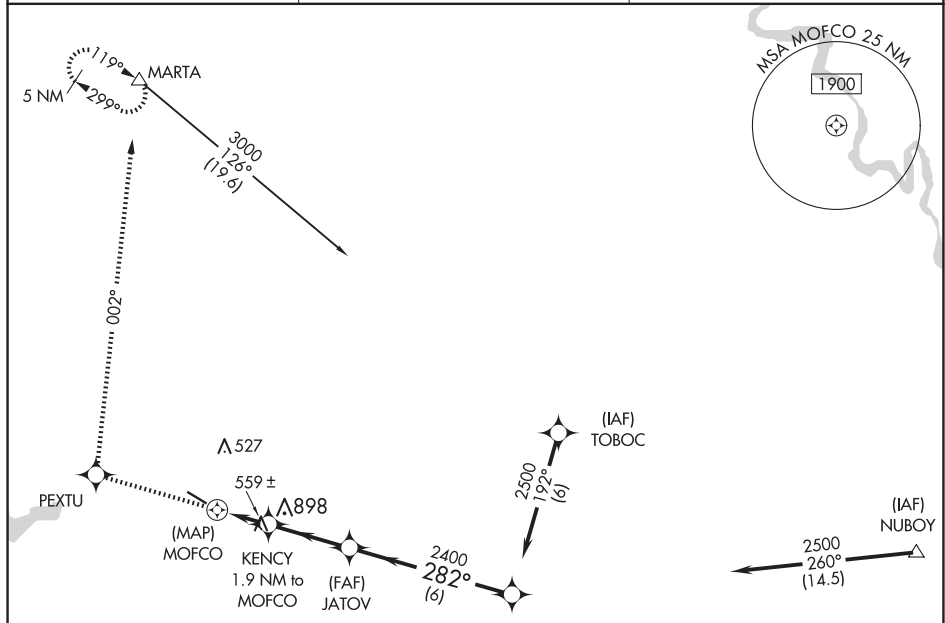
APP CRS	Rwy Idg	4402
282°	TDZE	311
	Apt Elev	319

RNAV (GPS) RWY 30

HART (3R4)

RNP APCH.	MISSED APPROACH: Climb to 4500 direct PEXTU and right turn via track 002° to MARTA and hold, continue climb in hold to 4500.
▼ ▲NA	Rwy 30 helicopter visibility reduction below ¾ SM NA. Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all MDA 20 feet.

POLK APP CON 123.7 261.3	GCO 135.075	UNICOM 122.8 (CTAF) 0
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4500	PEXTU	MARTA	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 56).	OXIDE
	▲	△		
		KENCY 1.9 NM to MOFCO	JATOV	2500
		MOFCO	2400	Procedure Turn NA
		1260		
	0.5	1.9 NM	3 NM	6 NM
CATEGORY	A	B	C	D
LNAV MDA	900-1	589 (600-1)	900-1¾ 589 (600-1¾)	NA

MANY, LOUISIANA
Orig-B 18JUL19

31°33'N - 93°29'W

RNAV (GPS) RWY 30


HART (3R4)

SC-4, 12 JUN 2025 to 07 AUG 2025

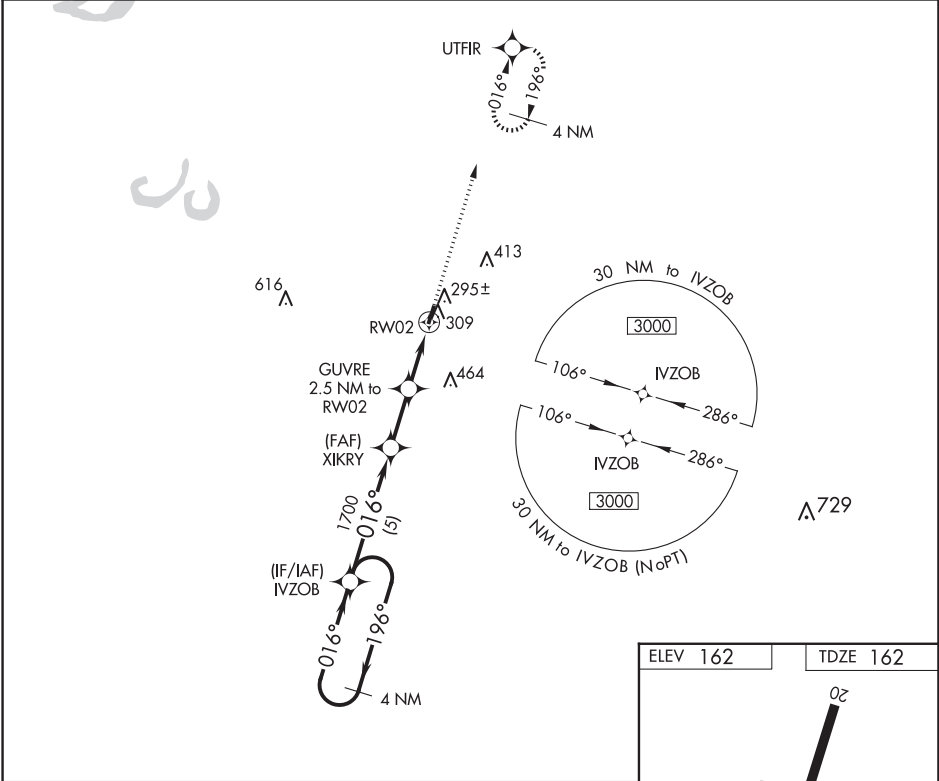
SC-4, 12 JUN 2025 to 07 AUG 2025


WAAS CH 99734 W02A	APP CRS 016°	Rwy Idg 3346 TDZE 162 Apt Elev 162
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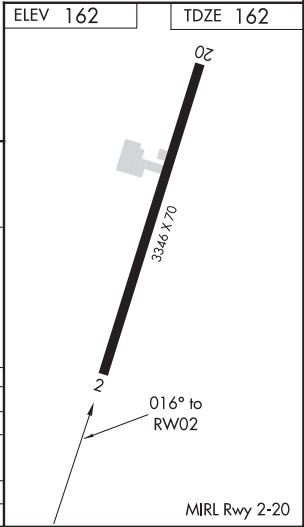
RNAV (GPS) RWY 2
SELF5 (MMS)

 NA	Circling to Rwy 20 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Clarksdale altimeter setting; when not received, use Tunica altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LPV all Cats visibility to 1½ mile and LNAV/VNAV all Cats visibility to 1½ mile.	MISSED APPROACH: Climb to 3000 direct UTFIR and hold, continue climb-in-hold to 3000.
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CKM AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	CTAF 122.9
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4 NM Holding Pattern IVZOB				
3000 ← 196° 016° → 016°				
GP 3.00° TCH 40				
1700				
XIKRY 1700				
GUVRE 2.5 NM to RWY 20				
RWY 20				
*980				
5 NM 2.2 NM 2.5 NM				
CATEGORY	A	B	C	D
LPV DA	441-1	279 (300-1)		NA
LNAV/VNAV DA	608-1½	446 (500-1½)		NA
LNAV MDA	600-1	438 (500-1)		NA
 CIRCLING	680-1	518 (600-1)		NA



MARKS, MISSISSIPPI

AL-5691 (FAA)

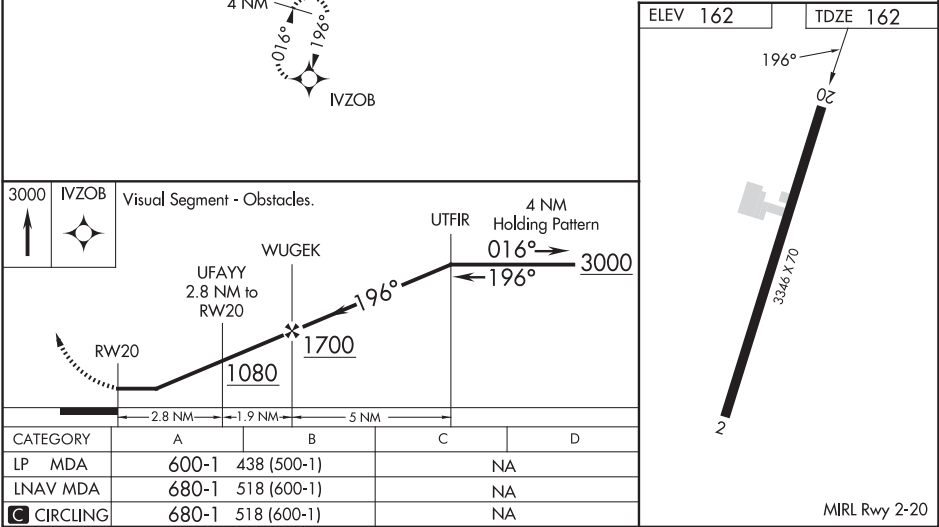
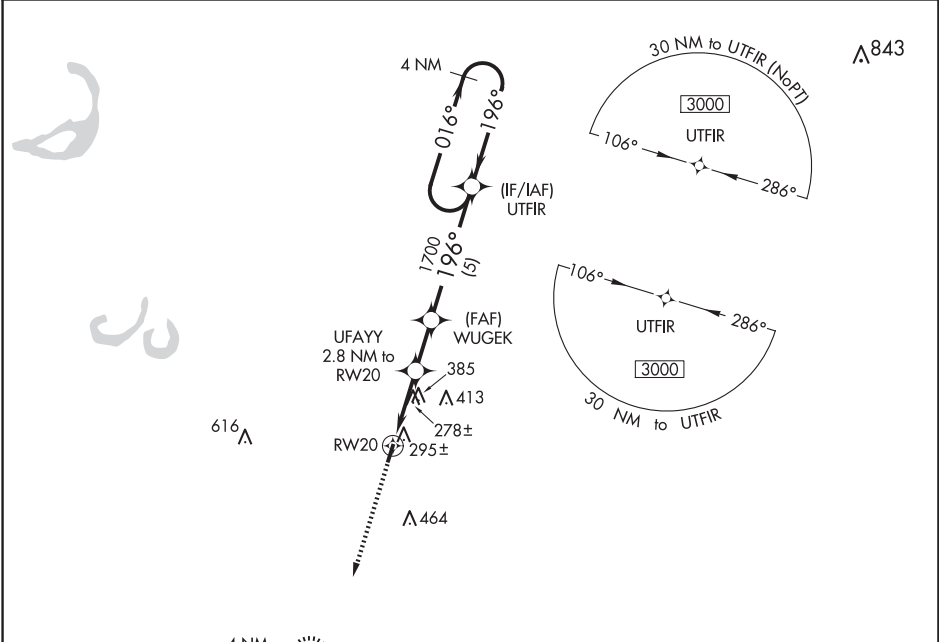
23138

WAAS CH 69634 W20A	APP CRS 196°	Rwy Idg 3346 TDZE 162 Apt Elev 162
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RNAV (GPS) RWY 20
SELF5 (MMS)

<p>▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Clarksdale altimeter setting, when not received, use Tunica altimeter setting and increase all MDA 40 feet. Rwy 20 Straight-in and Circling minimums NA at night.</p> <p>Δ NA</p>	<p>MISSED APPROACH: Climb to 3000 direct IVZOB and hold, continue climb-in-hold to 3000.</p>
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CKM AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	CTAF 122.9
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MARKS, MISSISSIPPI
Amdt 1B 12OCT17

34°14'N-90°17'W

SELF5 (MMS)
RNAV (GPS) RWY 20

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

MARKSVILLE, LOUISIANA

AL-6259 (FAA)

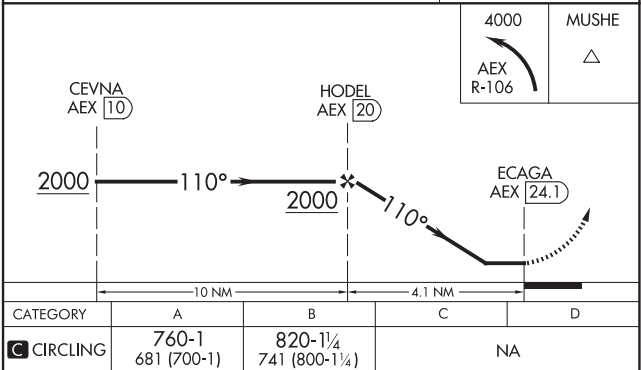
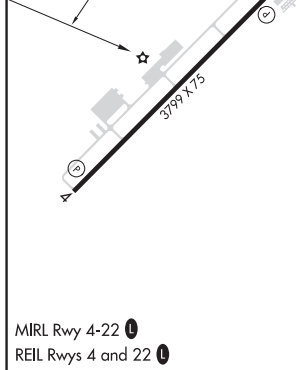
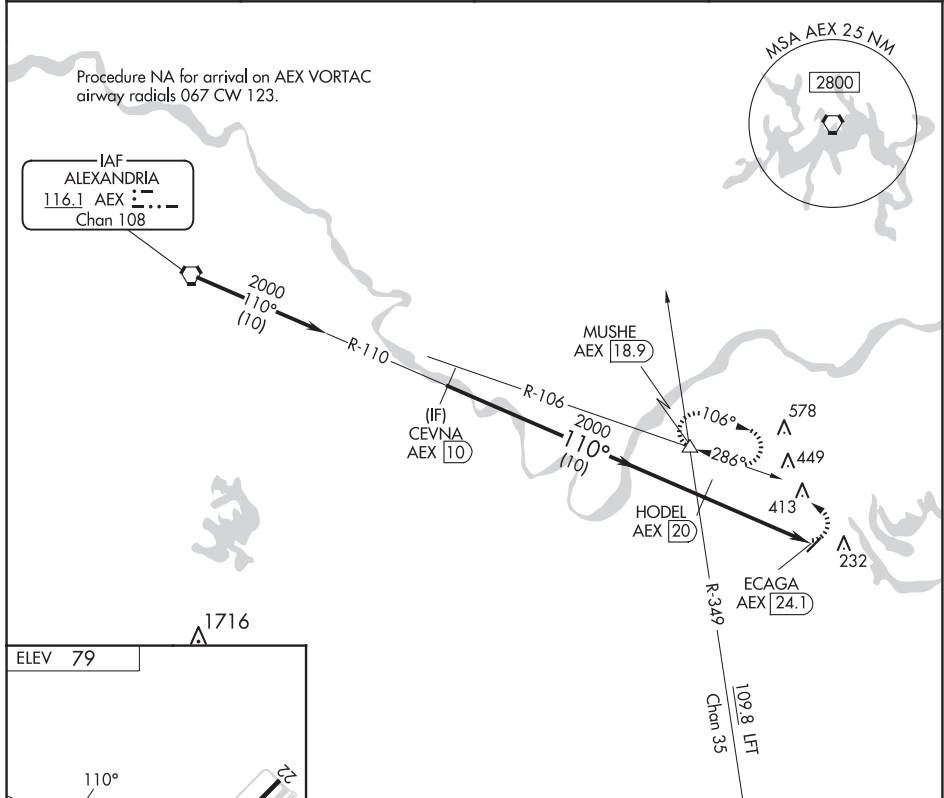
25163

VORTAC AEX 116.1 Chan 108	APP CRS 110°	Rwy Ldg TDZE Apt Elev N/A N/A 79
---	------------------------	--

VOR-A
MARKSVILLE MUNI (MKV)

DME required.	MISSED APPROACH: Climbing left turn to 4000 on AEX VORTAC R-106 to MUSHE INT/AEX 18.9 DME and hold, continue climb-in-hold to 4000.
NA	Circling Rwy 22 NA at night. Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl altimeter setting.

AWOS-3PT 124.175	ESF ASOS 119.425	POLK APP CON 125.4 302.2	CTAF 122.9
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MARKSVILLE, LOUISIANA
Amdt 4A 25FEB21

31°06'N-92°04'W

MARKSVILLE MUNI (MKV)
VOR-A

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-MCB
109.1

APP CRS
157°

Rwy Idg
TDZE
Apt Elev
5000
413
413

ILS or LOC RWY 16

MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

▼

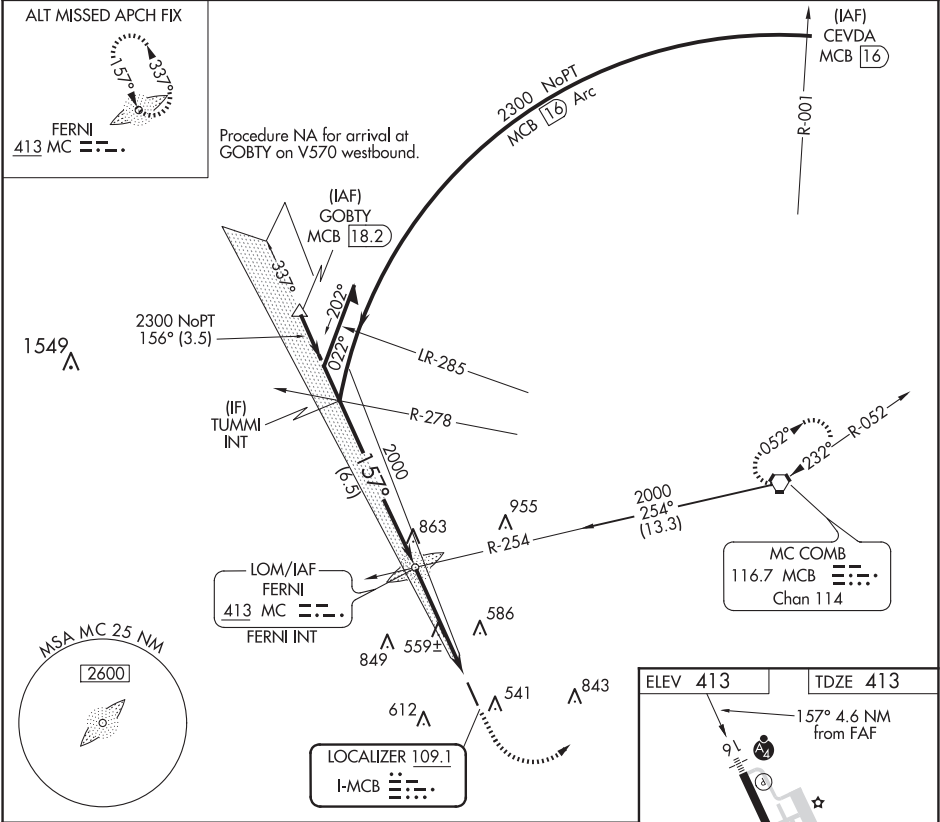
▲

Inop table does not apply to S-ILS 16 all Cats and S-LOC 16 Cats C and D.

MAISF

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MCB VORTAC and hold.

ASOS 119.025	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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Remain within 10 NM

GS 3.00° TCH 43

2000

1927

ILS unusable from 0.5 NM inbound.

1000

2000

MCB

CATEGORY	A	B	C	D
S-ILS 16	632-3/4 219 (300-3/4)			
S-LOC 16	820-3/4 407 (500-3/4) 820-1/4 407 (500-1/4)			
CIRCLING	880-1 467 (500-1) 940-1 527 (600-1/2) 1160-2 747 (800-2 1/2)			

ELEV 413

TDZE 413

157° 4.6 NM from FAF

MIRL Rwy 16-34

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

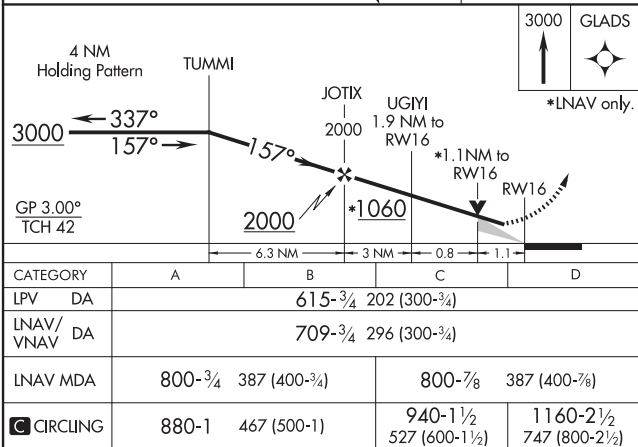
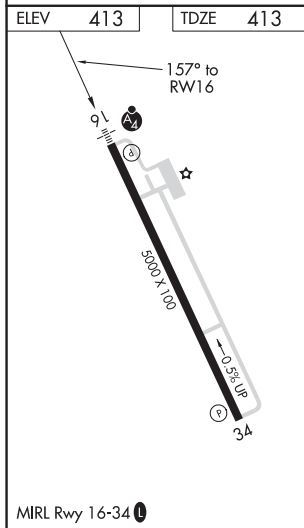
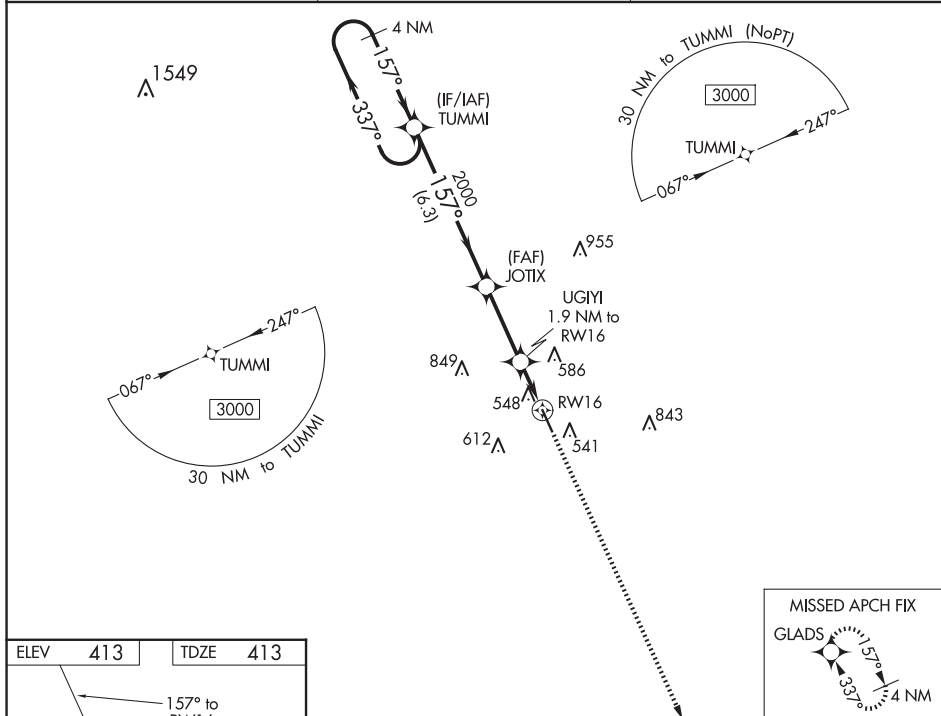
WAAS CH 72824 W16A	APP CRS 157°	Rwy Idg TDZE Apt Elev	5000 413 413
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 16

MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

RNP APCH.	MALSF	MISSED APPROACH: Climb to 3000 direct GLADS and hold.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV all Cats visibility to 7/5 SM.		

ASOS 119.025	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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RNAV (GPS) RWY 16

WAAS CH 77808 W34A	APP CRS 337°	Rwy Idg TDZE 406 Apt Elev 413
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RNAV (GPS) RWY 34

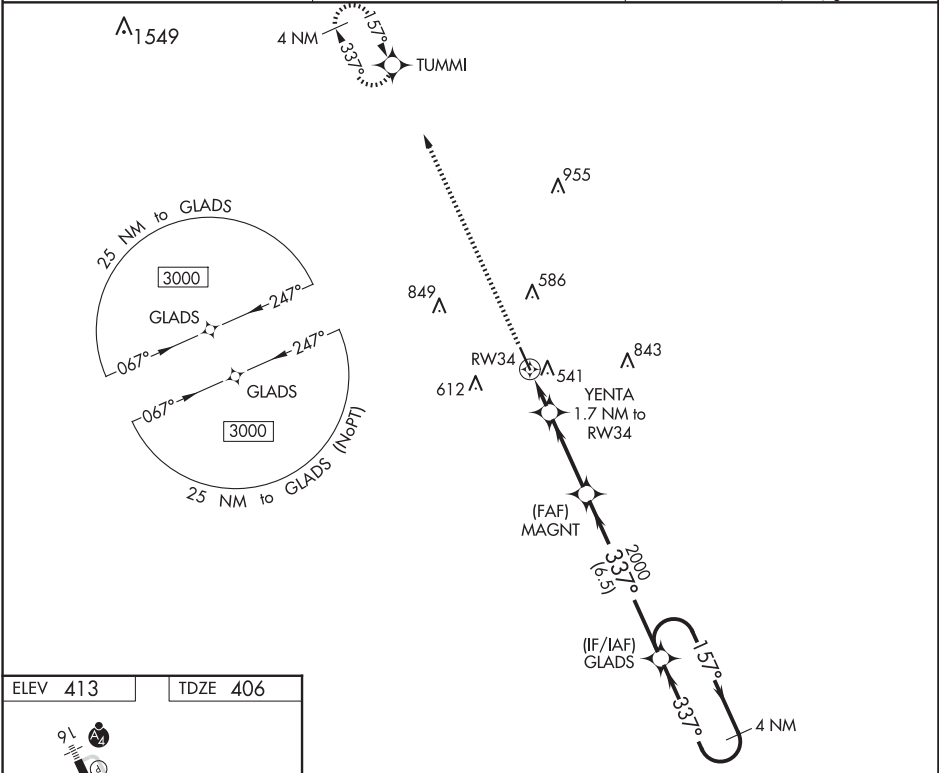
MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

RNP APCH.

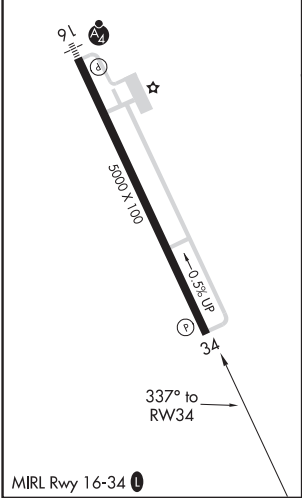
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F)
or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct TUMMI and hold.

ASOS 119.025	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
------------------------	--------------------------------------	----------------------------------



ELEV 413	TDZE 406
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3000	TUMMI	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 40).		4 NM Holding Pattern
*LNAV only	YENTA 1.7 NM to RW34	MAGNT	2000	3000
	1.2 NM to RW34		980	2000
	1.2 NM	0.5	3.2 NM	6.5 NM
CATEGORY	A	B	C	D
LPV DA		606-3/4	200 (200-3/4)	
LNAV/VNAV DA		739-1	333 (400-1)	
LNAV MDA	800-1	394 (400-1)	800-1 1/8	394 (400-1 1/8)
CIRCLING	880-1	467 (500-1)	940-1 1/2 527 (600-1 1/2)	1160-2 1/2 747 (800-2 1/2)

RNAV (GPS) RWY 34

MCCOMB, MISSISSIPPI

AL-5753 (FAA)

22195

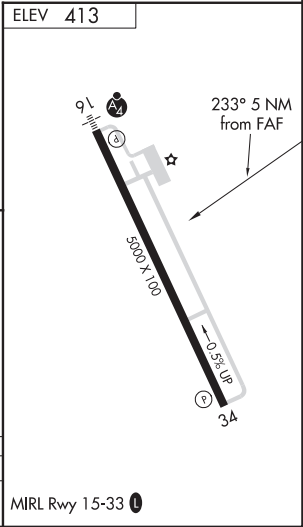
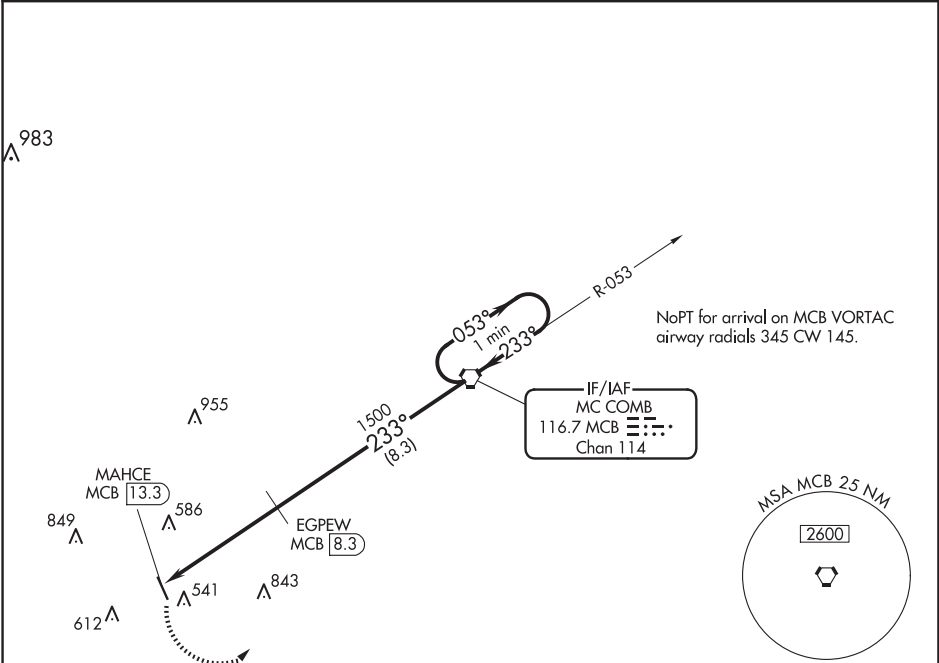
VORTAC MCB	APP CRS	Rwy Idg	N/A
116.7	233°	TDZE	N/A
Chan 114		Apt Elev	413




VOR/DME-A

MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

 When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility ¼ mile.	MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold
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ASOS 119.025	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 
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	MCB 	EGPEW MCB 8.3	MCB VORTAC	One Minute Holding Pattern
MAHCE MCB 13.3	233°	053°	2000	
1500	233°	053°	2000	
5 NM	8.3 NM			
CATEGORY	A	B	C	D
 CIRCLING	880-1	467 (500-1)	940-1½ 527 (600-1½)	1160-2½ 747 (800-2½)

MCCOMB, MISSISSIPPI

Amdt 8A 08OCT20

MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

31°11'N - 90°28'W

VOR/DME-A

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-MEI <u>110.1</u>	APP CRS 011°	Rwy Ldg 9013 TDZE 289 Apt Elev 298
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ILS or LOC RWY 1
KEY FLD (MEI)

RNAV 1- GPS or DME required for procedure entry.

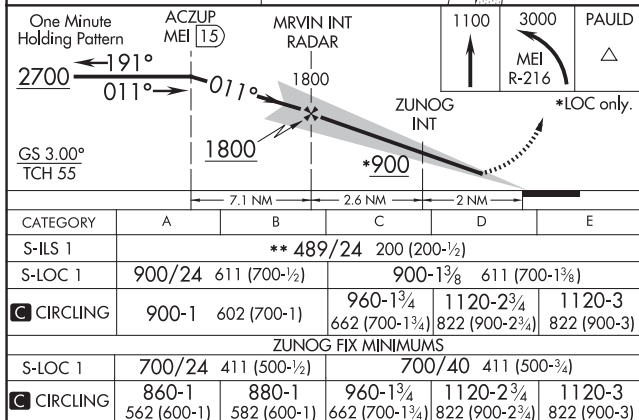
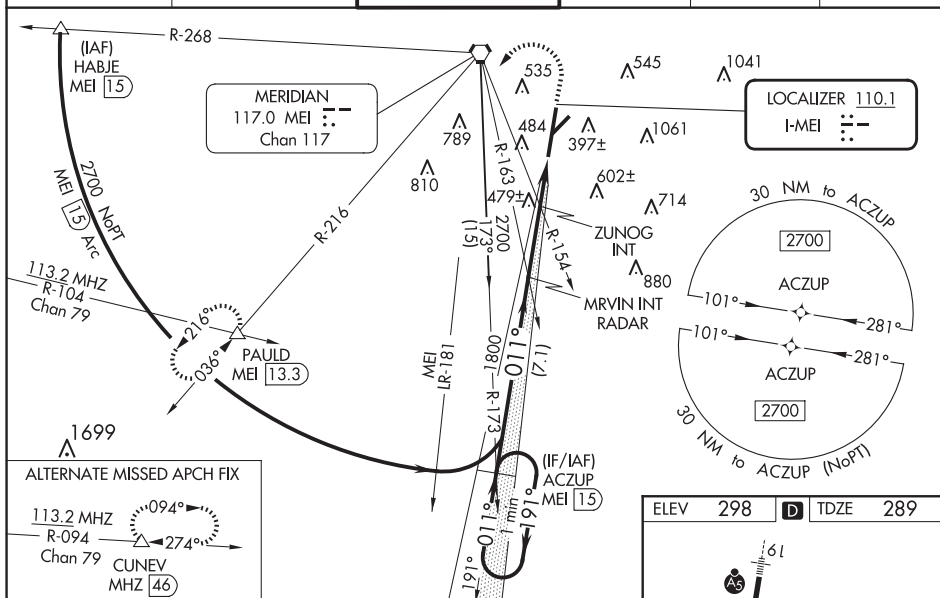
T Circling NA southeast of Rwy's 1 and 22. When local altimeter not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet. **A** S-LS 1 all Cats visibility to RVR 3500, S-LOC 1 Cat B visibility to RVR 4000, Cat C, D, and E visibility ¾ mile, and Circling Cats B and D visibility ¼ mile, Cat C visibility ½ mile; increase ZUNOG Fix minimums S-LOC 1 Cats C, D, and E to RVR 6000, and Circling Cat C visibility ½ mile, Cat D and E visibility ¼ mile. For inop MALSR when using Hattiesburg/Laurel Rgnl altimeter setting, increase S-LS 1 all Cats visibility to RVR 6000 and S-LOC 1 Cat E visibility to 1 ¾ mile; increase ZUNOG Fix minimums S-LOC 1 Cat E visibility to 2 miles. Circling Rwy 22 NA at night. **RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Hattiesburg/Laurel Rgnl altimeter setting).

MALSR



MISSED APPROACH:
Climb to 1100 then
climbing left turn
to 3000 on MEI
VORTAC R-216 to
PAULD INT/MEI 13.3
DME and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	CLNC DEL	UNICOM
126.475 291.675	120.5 269.325	133.975 (CTAF) 0 257.8	121.9 348.6	121.9 348.6	122.95



ELEV 298 **D** TDZE 289

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

ILS or LOC RWY 1

MERIDIAN, MISSISSIPPI

AL-254 (FAA)

25163

LOC/DME I-KQ	APP CRS	Rwy Ldg	9013
111.35	191°	TDZE	293
Chan 50 (Y)		Apt Elev	298

ILS or LOC RWY 19

KEY FLD (MEI)

When local altimeter not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase S-ILS 19 all Cats visibility to RVR 6000, S-LOC 19 Cats C, D, and E visibility to 2 miles, and Circling Cats A/D visibility ¼ mile and Cat C visibility ½ mile; increase HOLUN Fix minimums S-LOC Cats C, D and E to 1½ mile, and Circling Cat C visibility ½ mile, and Cat D visibility ¼ mile. For inop MALS, increase S-ILS 19 all Cats visibility to RVR 6000, and S-LOC 19 Cat E to 2 miles; increase HOLUN fix minimums S-LOC 19 Cat E visibility to 1½ mile. For inop MALS when using Hattiesburg/Laurel Rgnl altimeter setting, increase S-ILS 19 all Cats visibility to 1½ mile, and S-LOC 19 Cat E to 2½ miles; increase HOLUN Fix minimums S-LOC 19 Cat E visibility to 1¾ mile. Helicopter visibility reduction below RVR 4000 NA. Night landing: Rwy 22 NA. Circling NA southeast of Rwy 1 and 22. VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting.

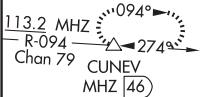
MALS



MISSED APPROACH:
Climb to 1000 then climbing right turn to 3000 on heading 250° and MEI VORTAC R-216 to PAULD INT/MEI 13.3 DME and hold.

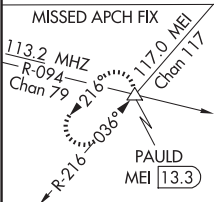
ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	CLNC DEL	UNICOM
126.475 291.675	120.5 269.325	133.975 (CTAF) 0 257.8	121.9 348.6	121.9 348.6	122.95

ALTERNATE MISSED
APCH FIX

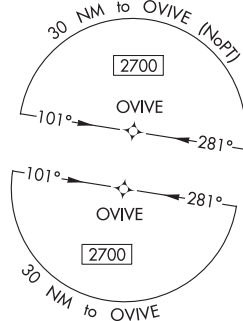


A1544

DME REQUIRED



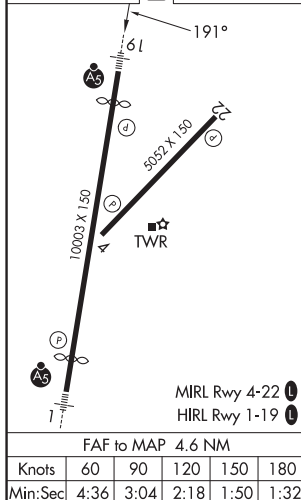
MERIDIAN
117.0 MEI
Chan 117



GPS REQUIRED
FOR TERMINAL
ARRIVAL AREA

LOCALIZER 111.35
I-KQ
Chan 50 (Y)

ELEV 298	D	TDZE 293
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1000 ↑	3000 hdg 250°	MEI R-216	PAULD △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69). #1180 when using Hattiesburg/Laurel Rgnl altimeter setting.	
*LOC only.					
CATEGORY	A	B	C	D	E
S-ILS 19	633/40 340 (400-¾)				
S-LOC 19	1040/40	747 (800-¾)	1040-1¾	747 (800-1¾)	
CIRCLING	1040-1	1040-1¼	1040-2¼	1120-2¾	1120-3
	742 (800-1)	742 (800-1¼)	742 (800-2¼)	822 (900-2¾)	822 (900-3)
HOLUN FIX MINIMUMS					
S-LOC 19	780/40	487 (500-¾)	780/50	487 (500-1)	
CIRCLING	860-1	880-1	960-1¾	1120-2¾	1120-3
	562 (600-1)	582 (600-1)	662 (700-1¾)	822 (900-2¾)	822 (900-3)

MERIDIAN, MISSISSIPPI

32°20'N-88°45'W

KEY FLD (MEI)

Amdt 1C 17SEP15

ILS or LOC RWY 19

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86500 W01A	APP CRS 011°	Rwy Ldg TDZE 289 Apt Elev 298	9013
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RNAV (GPS) RWY 1

KEY FLD (MEI)

▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA.

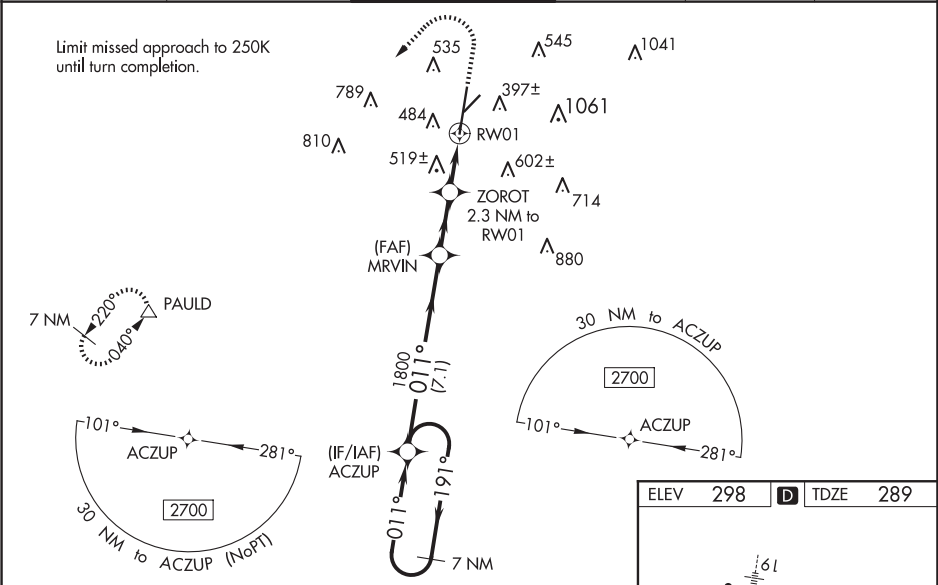
When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, LPV all Cats visibility to RVR 3100, LNAV/VNAV all Cats and LNAV Cats C, D, and E visibilities to 1½ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inop MALSR increase LPV Cat E to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1½ mile. For inop MALSR when using Hattiesburg/Laurel Rgnl altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat E visibility to 1¾ mile. VDP and Baro-VNAV NA when using Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hattiesburg/Laurel Rgnl altimeter setting.

MALSR

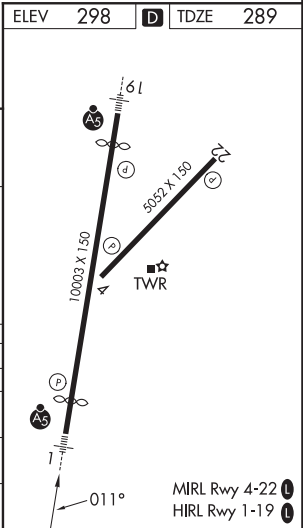
MISSED APPROACH:

Climb to 800 then climbing left turn to 3000 direct PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.325	KEY TOWER ★ 133.975 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.9 348.6	UNICOM 122.95
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7 NM Holding Pattern		ACZUP		MRVIN		ZOROT 2.3 NM to RW01		PAULD		
2700		191°		011°		1800		800		
GP 3.00° TCH 55				1800		*1060		3000		
				7.1 NM		2.3 NM		0.9 NM		
						1.4 NM				
						*1.4 NM to RW01		*LNAV only.		
								△		
CATEGORY	A		B		C		D		E	
LPV DA **			489/24		200 (200-½)					
LNAV/VNAV DA			709/47		420 (500-1)					
LNAV MDA	780/24		491 (500-½)		780/50		491 (500-1)			
CIRCLING	860-1		880-1		960-1¾		1120-2¾		1120-3	
	562 (600-1)		582 (600-1)		662 (700-1¾)		822 (900-2¾)		822 (900-3)	



RNAV (GPS) RWY 1

MERIDIAN, MISSISSIPPI

AL-254 (FAA)

25163

WAAS CH 42533 W04A	APP CRS 046°	Rwy Ldg TDZE Apt Elev	5052 295 298
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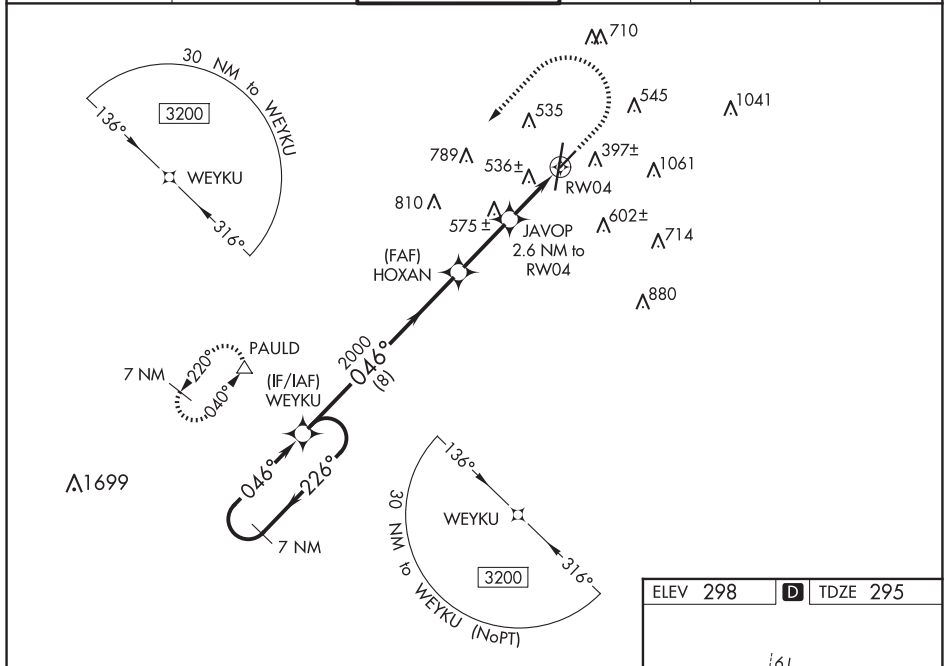
RNAV (GPS) RWY 4

KEY FLD (MEI)

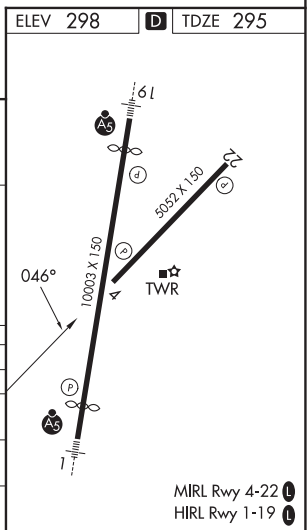
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cats visibilities ½ mile, LNAV Cats C/D visibility ½ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 direct PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.325	KEY TOWER ★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.9 348.6	UNICOM 122.95
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7 NM Holding Pattern		WEYKU		HOXAN		JAVOP		1300		3000		PAULD	
3200		←226°		046°→		046°		2000		2.6 NM to RW04		*LNAV only.	
GP 3.00°		TCH 45		2000		*1160		*1.4 NM to RW04		RW04			
		8 NM		2.6 NM		1.2 NM		1.4 NM					
CATEGORY		A		B		C		D					
LPV DA				576-7/8		281 (300-7/8)							
LNAV/VNAV DA				849-17/8		554 (600-17/8)							
LNAV MDA		800-1		505 (600-1)		800-13/8		505 (600-13/8)					
CIRCLING		860-1		880-1		960-13/4		1120-23/4					
		562 (600-1)		582 (600-1)		662 (700-13/4)		822 (900-23/4)					



MERIDIAN, MISSISSIPPI
Amtd 1b 17APR25

32°20'N-088°45'W

KEY FLD (MEI)


RNAV (GPS) RWY 4

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 61003 W19A	APP CRS 191°	Rwy Ldg TDZE 293 Apt Elev 298	9013
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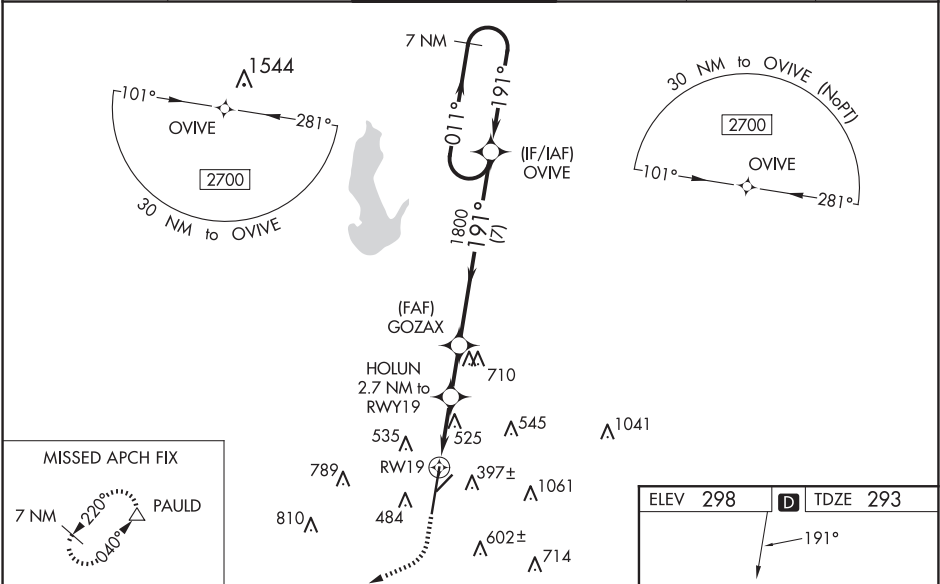
RNAV (GPS) RWY 19
KEY FLD (MEI)

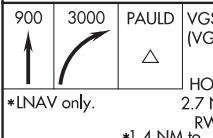
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats visibility to 1½ mile, LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C, D, and E visibility to 1¾ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¾ mile. For inop MALSR increase LPV Cat E to RVR 5500, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat E visibility to 1¾ mile. For inop MALSR when using Hattiesburg/Laurel Rgnl altimeter setting, increase LPV Cat E visibility to 1¾ mile, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1¾ mile. Helicopter visibility reduction below RVR 4000 NA. Baro-VNAV and VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

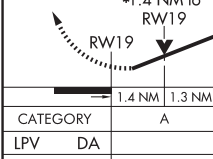
MALSR


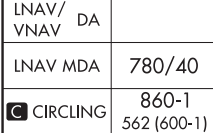
MISSED APPROACH:
Climb to 900 then climbing right turn to 3000 direct PAULD and hold.

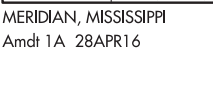
ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.325	KEY TOWER ★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.9 348.6	UNICOM 122.95
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MISSED APCH FIX


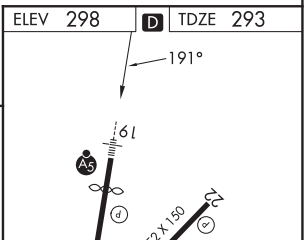
900 3000 PAULD


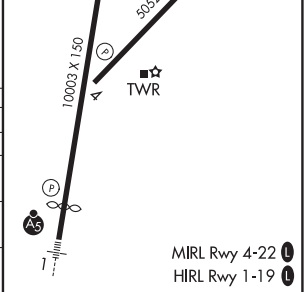
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).


***LNAV only.**


1.4 NM	1.3 NM	1.9 NM	7 NM
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CATEGORY	A	B	C	D	E
LPV DA	651/40		358 (400-¾)		
LNAV/VNAV DA	745/53		452 (500-1)		
LNAV MDA	780/40	487 (500-¾)	780/50	487 (500-1)	
CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)

ELEV 298 D TDZE 293


191°


MIRL Rwy 4-22 0
HIRL Rwy 1-19 0

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

MERIDIAN, MISSISSIPPI

AI-254 (FAA)

25163

WAAS CH 48833 W22A	APP CRS 226°	Rwy Ldg TDZE 298 Apt Elev 298
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RNAV (GPS) RWY 22

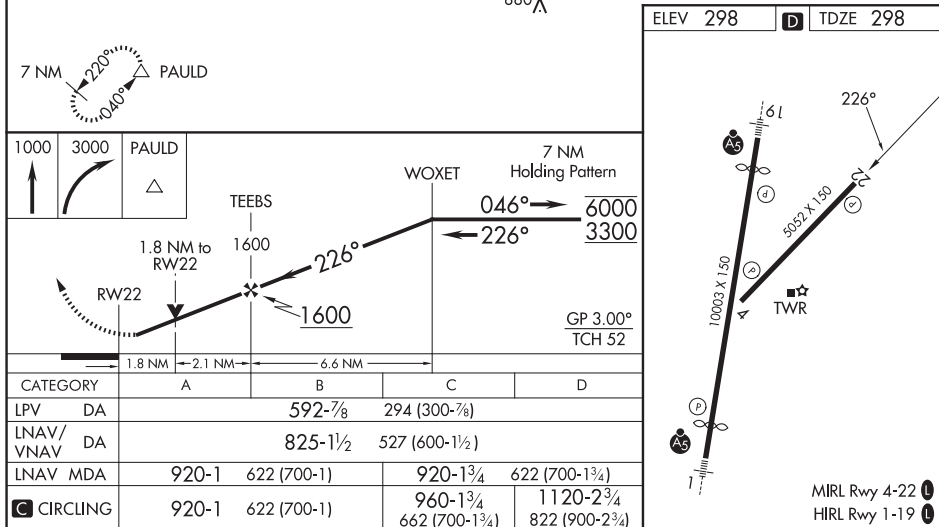
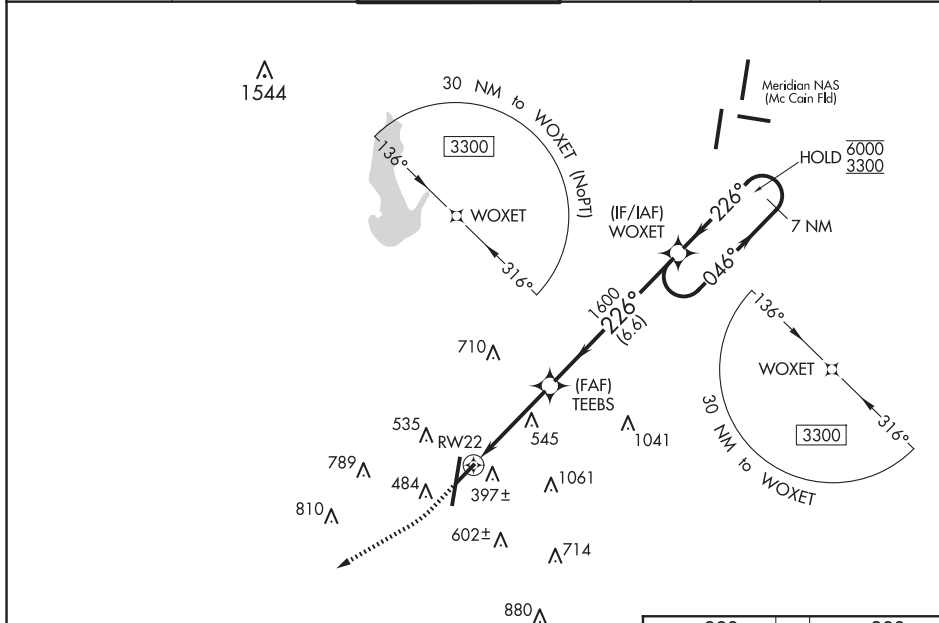
KEY FLD (MEI)

RNP APCH - GPS.

- ▼ Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
 ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.
 ▲ Circling NA east of Rwy 1 and southeast of Rwy 22.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.325	KEY TOWER ★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.9 348.6	UNICOM 122.95
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MERIDIAN, MISSISSIPPI

Amdt 2 16MAY24

32°20'N-88°45'W

KEY FLD (MEI)

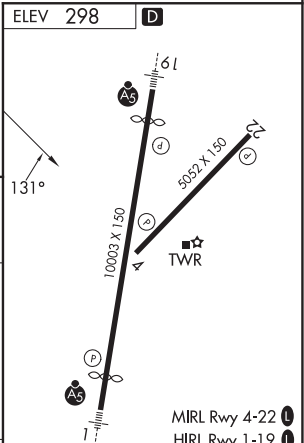
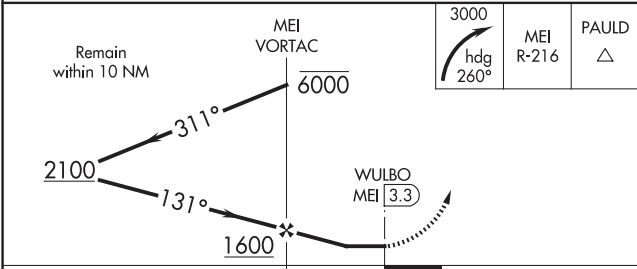
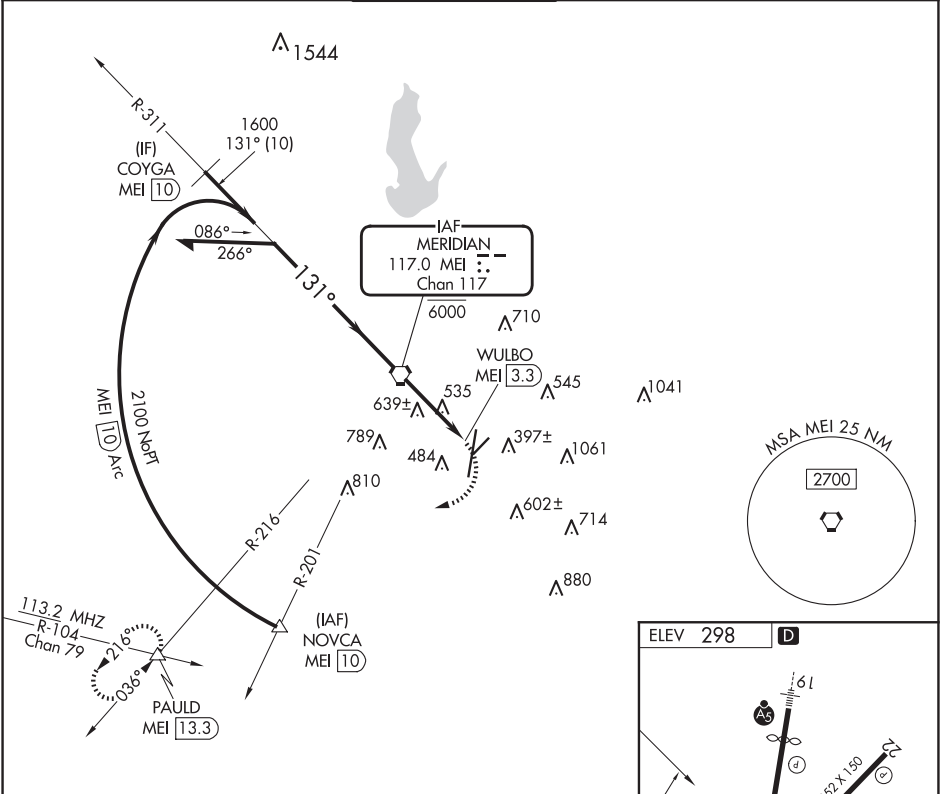
RNAV (GPS) RWY 22


SC-4, 12 JUN 2025 to 07 AUG 2025

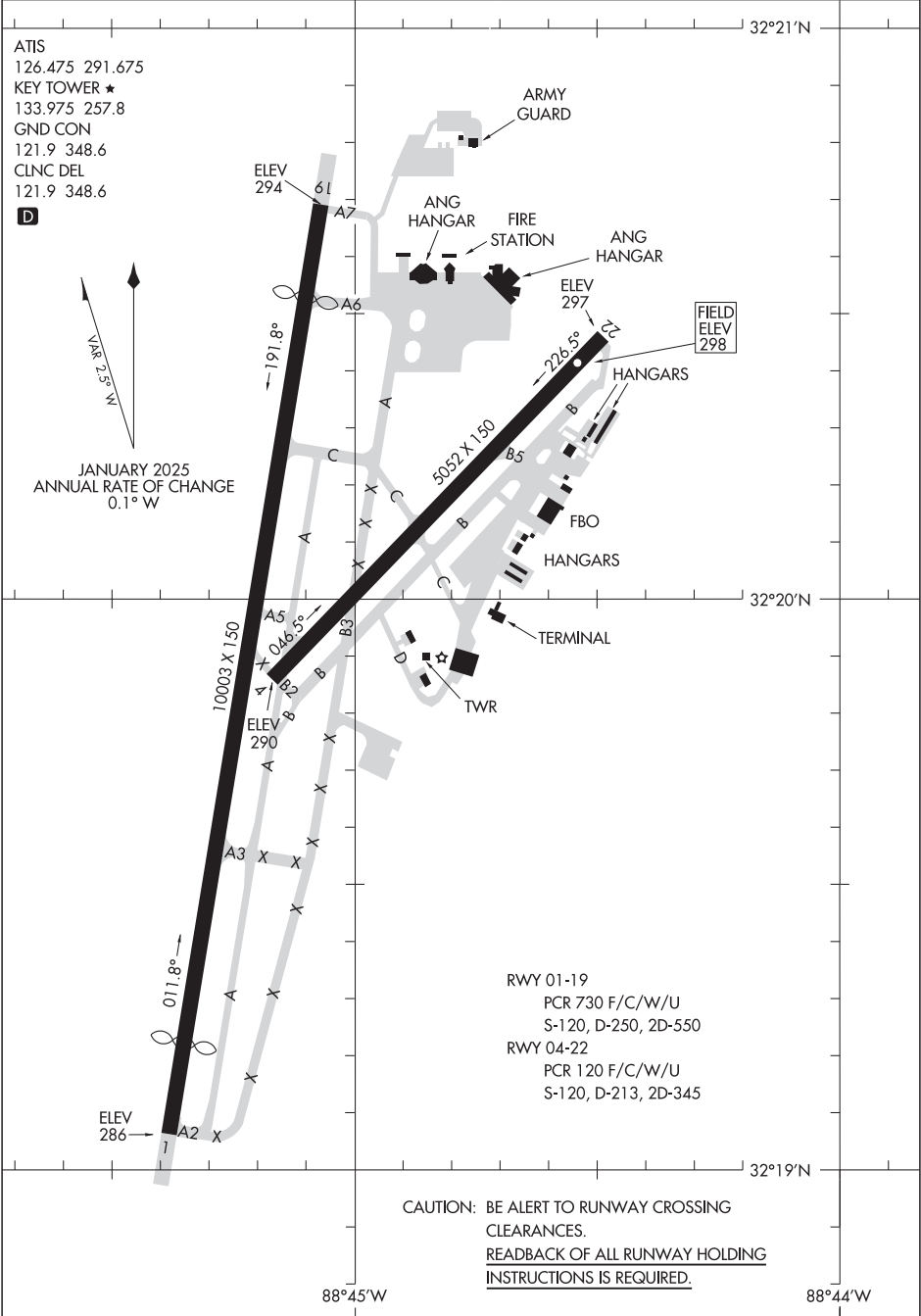
VORTAC MEI 117.0 Chan 117	APP CRS 131°	Rwy Ldg TDZE Apt Elev	N/A N/A 298
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VOR-A
KEY FLD (MEI)

<div><div><div></div><div></div></div><div>Circling NA east of Rwy 1 and southeast of Rwy 22. Procedure turn NA for Cat E.</div></div>		MISSED APPROACH: Climbing right turn to 3000 on heading 260° and MEI VORTAC R-216 to PAULD INT/MEI VORTAC 13.3 DME and hold.			
ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.325	KEY TOWER ★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.9 348.6	UNICOM 122.95



			3.3 NM			FAF to MAP 3.3 NM					
CATEGORY	A	B	C	D	E	Knots	60	90	120	150	180
 CIRCLING	900-1	602 (700-1)	960-1¾	1120-2¾	1120-3						
			662 (700-1¾)	822 (900-2¾)	822 (900-3)	Min:Sec	3:18	2:12	1:39	1:19	1:06




MERIDIAN, MISSISSIPPI

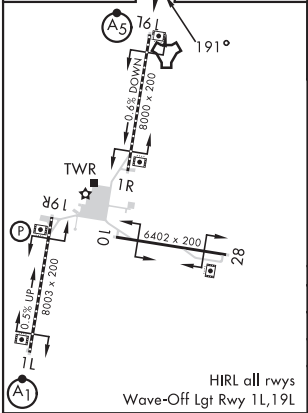
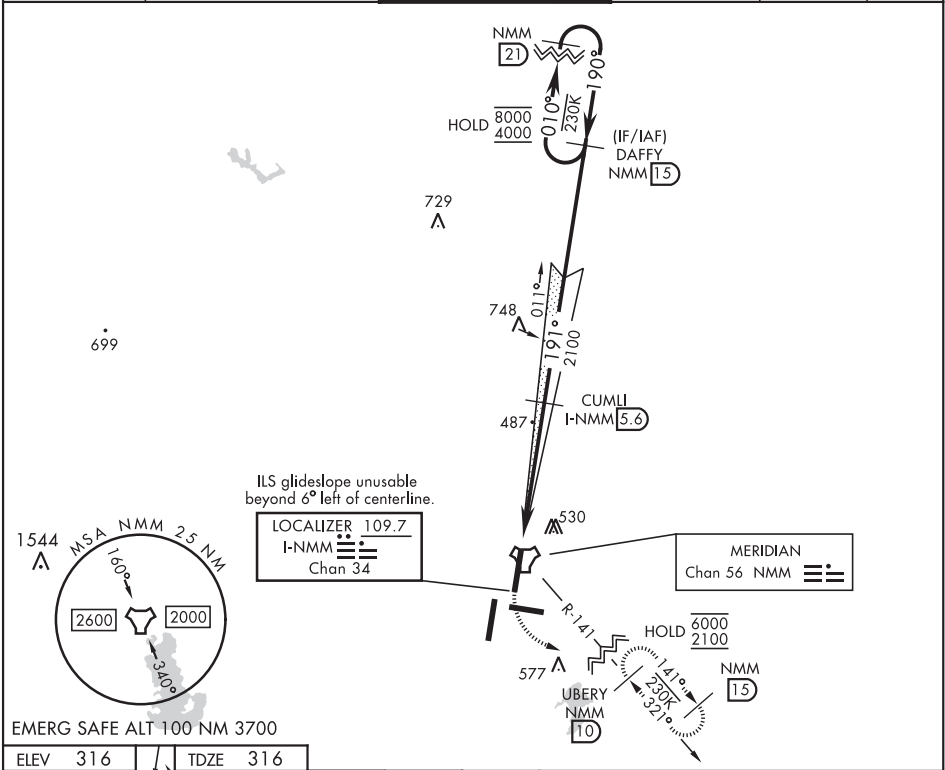
ILS W or LOC/DME W RWY 19L

LOC/DME I-NMM 109.7 Chan 34	APCH CRS 191°	Rwy Idg TDZE Arpt Elev 8000 316 316
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AL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

RADAR required		MALSR 	MISSED APPROACH: Climb to 800, then climbing left turn to 2100 to intercept NMM R-141 to UBERY and hold.			
▼ * When ALS inop, increase vis to ¾ mile. ** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.						
ATIS ★ 290.525	APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2		GND CON 336.4	CINC DEL 301.0	ASR/PAR



800 ↑		2100 NMM R-141		UBERY NMM 10		CUMLI I-NMM 5.6		2100		DAFFY NMM 15		NMM 21		8000 4000	
TACAN		FAXAR I-NMM 0.7		I-NMM 1.4		191°		190°		010°		4000		GS 3.00° TCH 49	
LOC DME		0.5		4.9 NM											
CATEGORY	A			B			C			D					
S-ILS 19L *	516-½			200			(200-½)								
S-LOC 19L **	740-½			424 (500-½)			740-¾			424 (500-¾)					
CIRCLING	820-1 504 (600-1)			840-1 524 (600-1)			840-1½ 524 (600-1½)			880-2 564 (600-2)					

MERIDIAN, MISSISSIPPI

32°33'N-88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 01DEC22

ILS W or LOC/DME W RWY 19L

MERIDIAN, MISSISSIPPI

LOC I-NMM <u>109.7</u>	APCH CRS 191°	Rwy Idg 8000 TDZE 316 Arpt Elev 316
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AL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

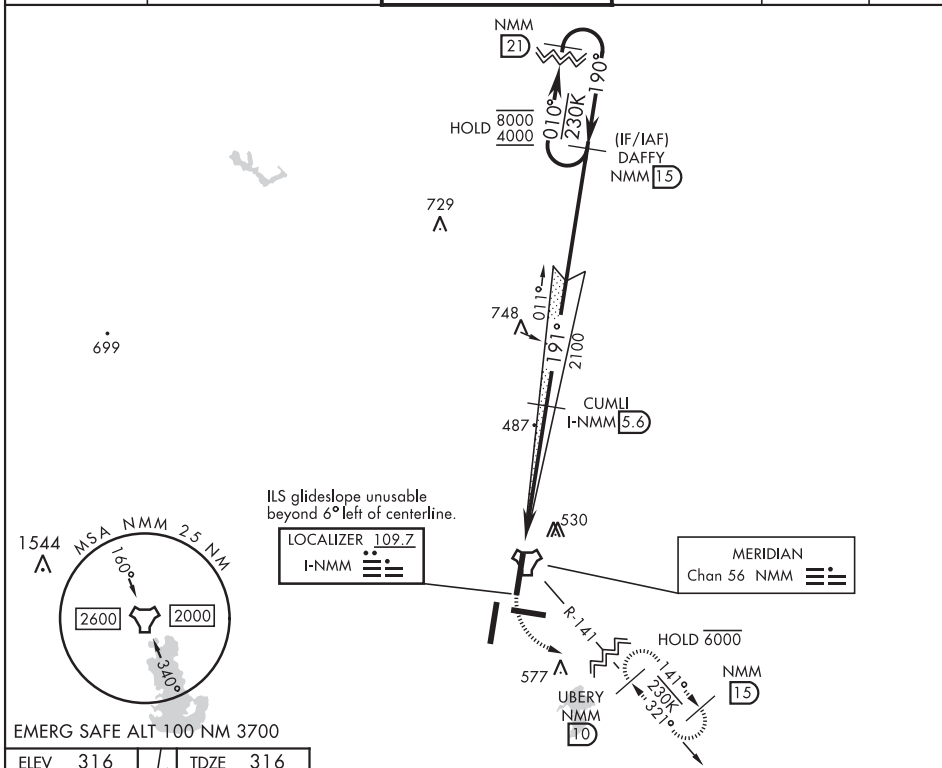
RADAR required.

T * When ALS inop, increase vis to $\frac{3}{4}$ mile.
** When ALS inop, increase CAT AB vis to 1 mile,
CAT CD vis to $1\frac{1}{4}$ miles.

MALSR

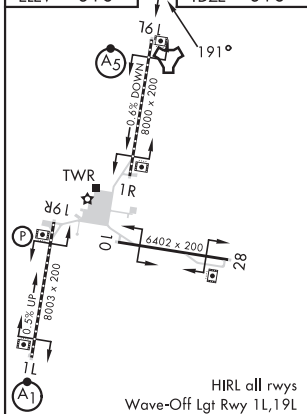
MISSED APPROACH: Climb to 800, then climbing left turn to 2100 to intercept NMM R-141 to UBERY and hold.

ATIS ★ 290.525	APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/PAR
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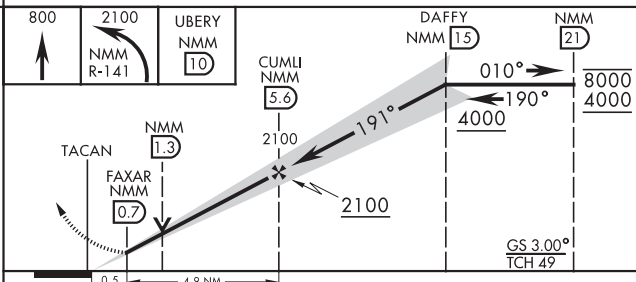


EMERG SAFE ALT 100 NM 3700

FILEV	316	/	TDZFE	316
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HIRL all rwys
Wave-Off Lat Rwy 1L, 19L



CATEGORY	A	B	C	D
S-ILS 19L *	516- $\frac{1}{2}$	200	(200- $\frac{1}{2}$)	
S-LOC 19L **	740- $\frac{1}{2}$	424 (500- $\frac{1}{2}$)	740- $\frac{3}{4}$	424 (500- $\frac{3}{4}$)
CIRCLING	820-1 504 (600-1)	840-1 524 (600-1)	840-1 $\frac{1}{2}$ 524 (600-1 $\frac{1}{2}$)	880-2 564 (600-2)

MER|D|AN, MISS|SS|PP|

32°33'N-88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 03NOV22

ILS Y or LOC/DME Y RWY 19L

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

APCH CRS 011°	Rwy Idg TDZE Arpt Elev	8003 254 316
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AL-5079 (USN)

MERIDIAN NAS (MC CAIN FLD) (KNMM)

RNP APCH.

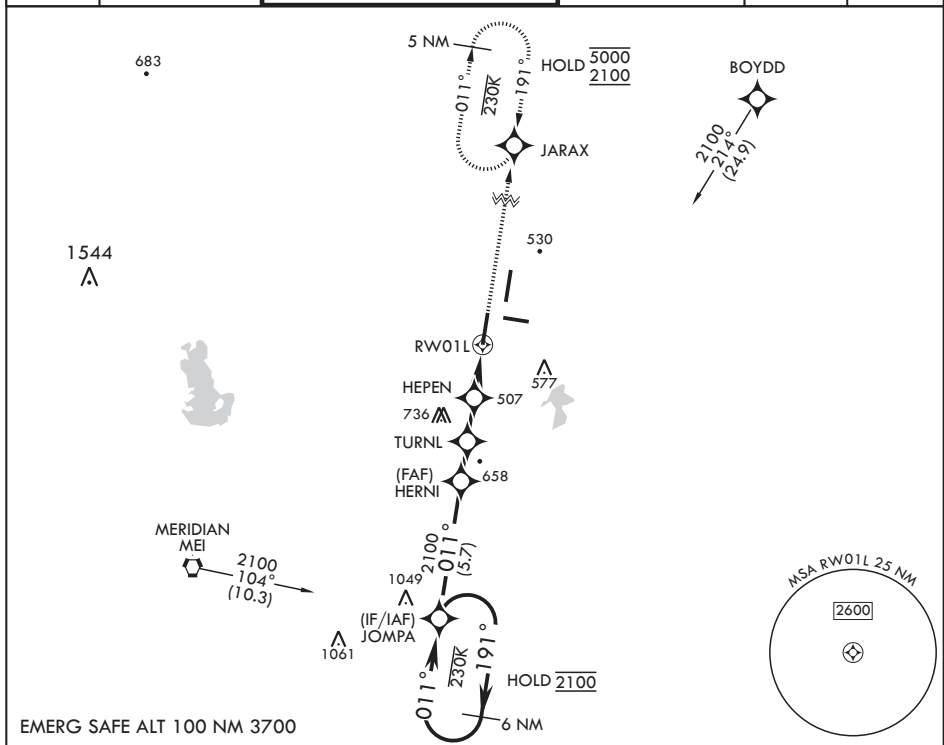
ALSF-1

MISSED APPROACH: Climb to 2100 direct JARAX and hold.

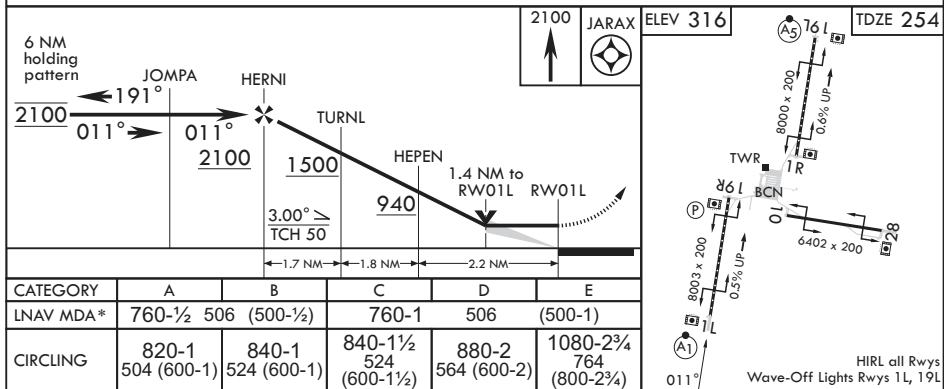
T * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1 3/8 miles.



ATIS★ 290.525	APP CON 120.5 269.325 S 379.275 N 120.95 276.4 W 121.275 348.7 E	MC CAIN TOWER★ 126.2 340.2 RWY 01L, 19L AND 28 126.2 360.2 RWY 01R, 19R AND 10	MC CAIN GND CON 336.4	CLNC DEL 301.0	ASR/PAR
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EMERG SAFE ALT 100 NM 3700



MERIDIAN, MISSISSIPPI

32°33'N - 88°33'W

MERIDIAN NAS (MC CAIN FLD) (KNMM)

Amdt 4 08SEP22

RNAV (GPS) RWY 1L

MERIDIAN, MISSISSIPPI

APCH CRS 191°	Rwy Idg	8000
	TDZE	316
	Arpt Elev	316

AL-5079 (USN)

MERIDIAN NAS (MC CAIN FLD) (KNMM)

RNP APCH.

T * When ALS inop, increase CAT AB vis to 1 mile, increase CAT CDE to 1 3/8 miles.
** When ALS inop, increase vis to 1 3/8 miles.



MISSED APPROACH: Climb to 2100 direct RUCKS and hold.

ATIS★
290.525

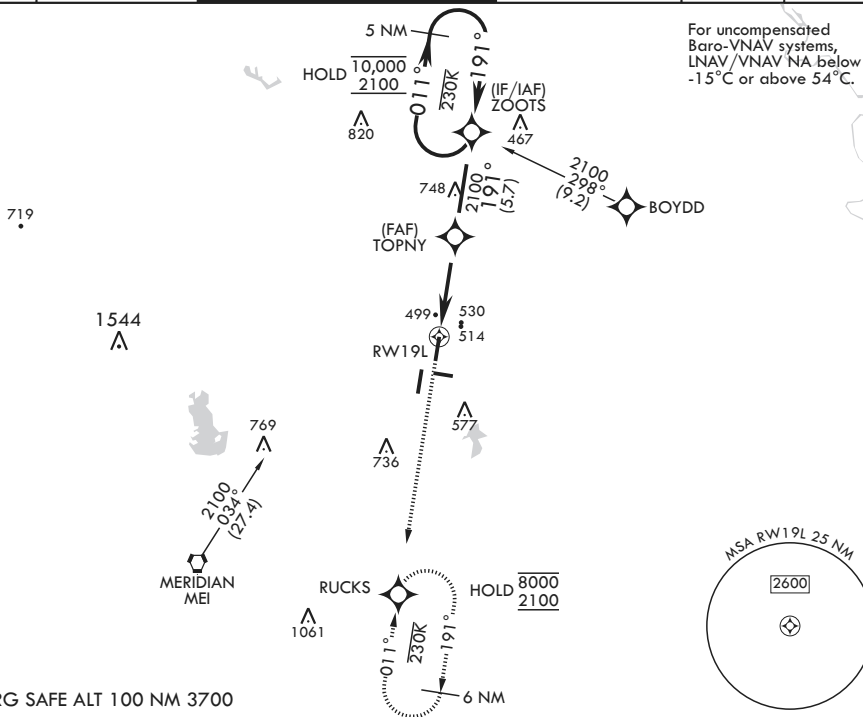
APP CON
120.5 269.325 S
379.275 N
120.95 276.4 W
121.275 348.7 E

MC CAIN TOWER★
126.2 340.2 RWY 01L, 19L AND 28
126.2 360.2 RWY 01R, 19R AND 10

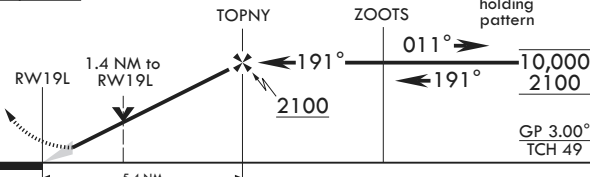
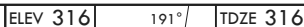
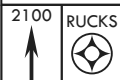
MC CAIN GND CON
336.4

CLNC DEL
301.0

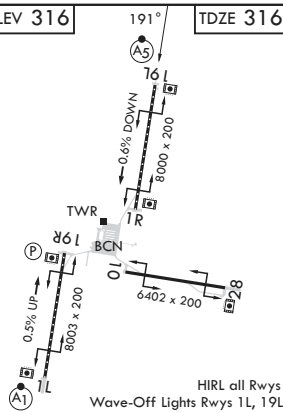
ASR/PAR



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
LNAV/VNAV DA**	800-1		484 (500-1)		
LNAV MDA*	800-1½ 484 (500-½)		800-1 484 (500-1)		
CIRCLING	820-1 504 (600-1)	840-1 524 (600-1)	840-1½ 524 (600-1½)	880-2 564 (600-2)	1080-2½ 764 (800-2½)



MERIDIAN, MISSISSIPPI

32°33'N - 88°33'W

MERIDIAN NAS (MC CAIN FLD) (KNMM)

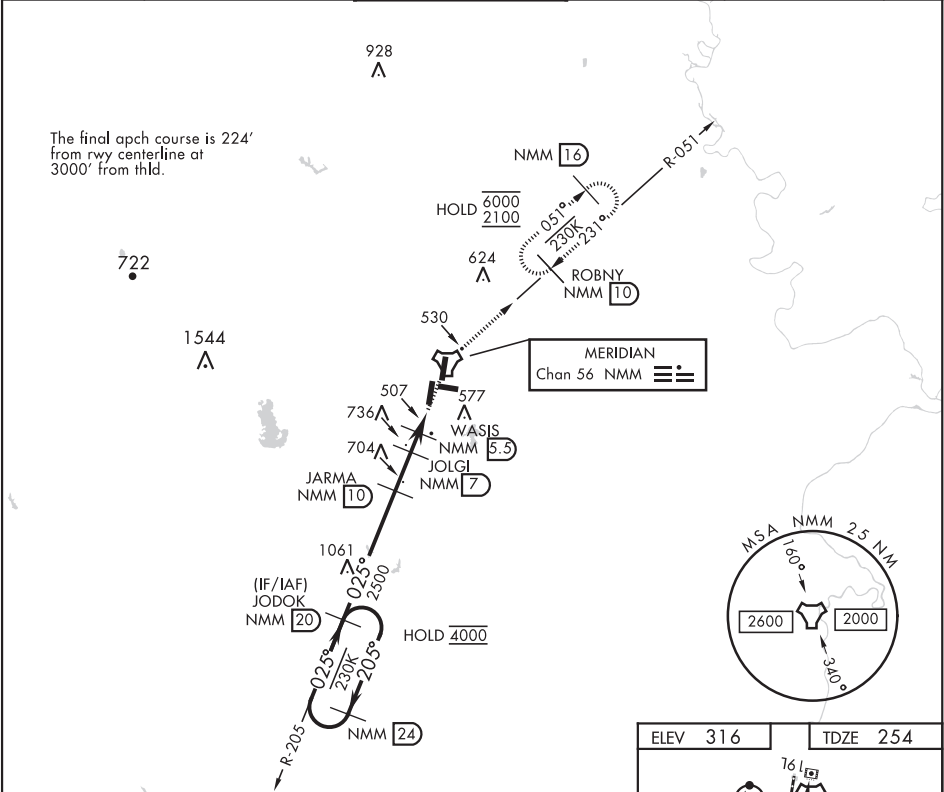
Amdt 4 08SEP22

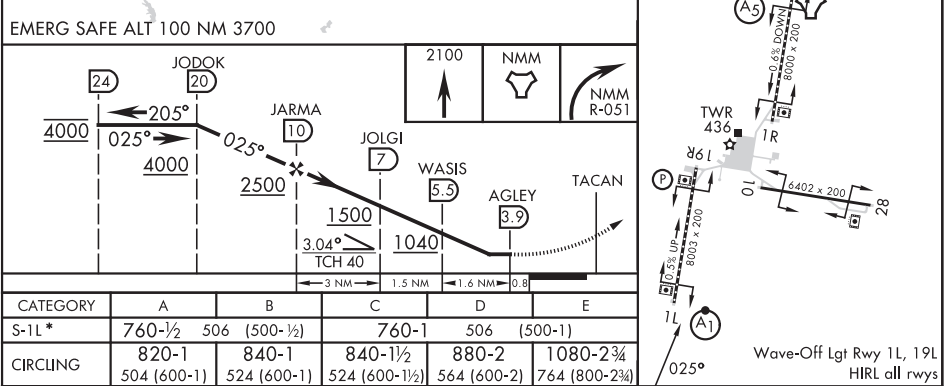
RNAV (GPS) RWY 19L

SC-4, 12 JUN 2025 to 07 AUG 2025

TACAN Y RWY 1L

TACAN NMM Chan 56	APCH CRS 025°	Rwy Idg 8003 TDZE 254 Arpt Elev 316	AL-5079 [USN]	MERIDIAN NAS (MC CAIN FIELD) (KNMM)	
RADAR required.			ALSF-1	MISSED APPROACH: Climb to 2100 direct NMM TACAN then via R-051 to ROBNY and hold.	
* When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1½ miles.			A1		
ATIS ★ 290.525	APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/ PAR



EMERG SAFE ALT 100 NM 3700			ELEV 316		TDZE 254	
			Wave-Off Lgt Rwy 1L, 19L HIRL all rwy's			
CATEGORY	A	B	C	D	E	
S-1L *	760-½	506 (500-½)	760-1	506 (500-1)		
CIRCLING	820-1	840-1	840-1½	880-2	1080-2¾	
	504 (600-1)	524 (600-1)	524 (600-1½)	564 (600-2)	764 (800-2¾)	

TACAN Y RWY 1L

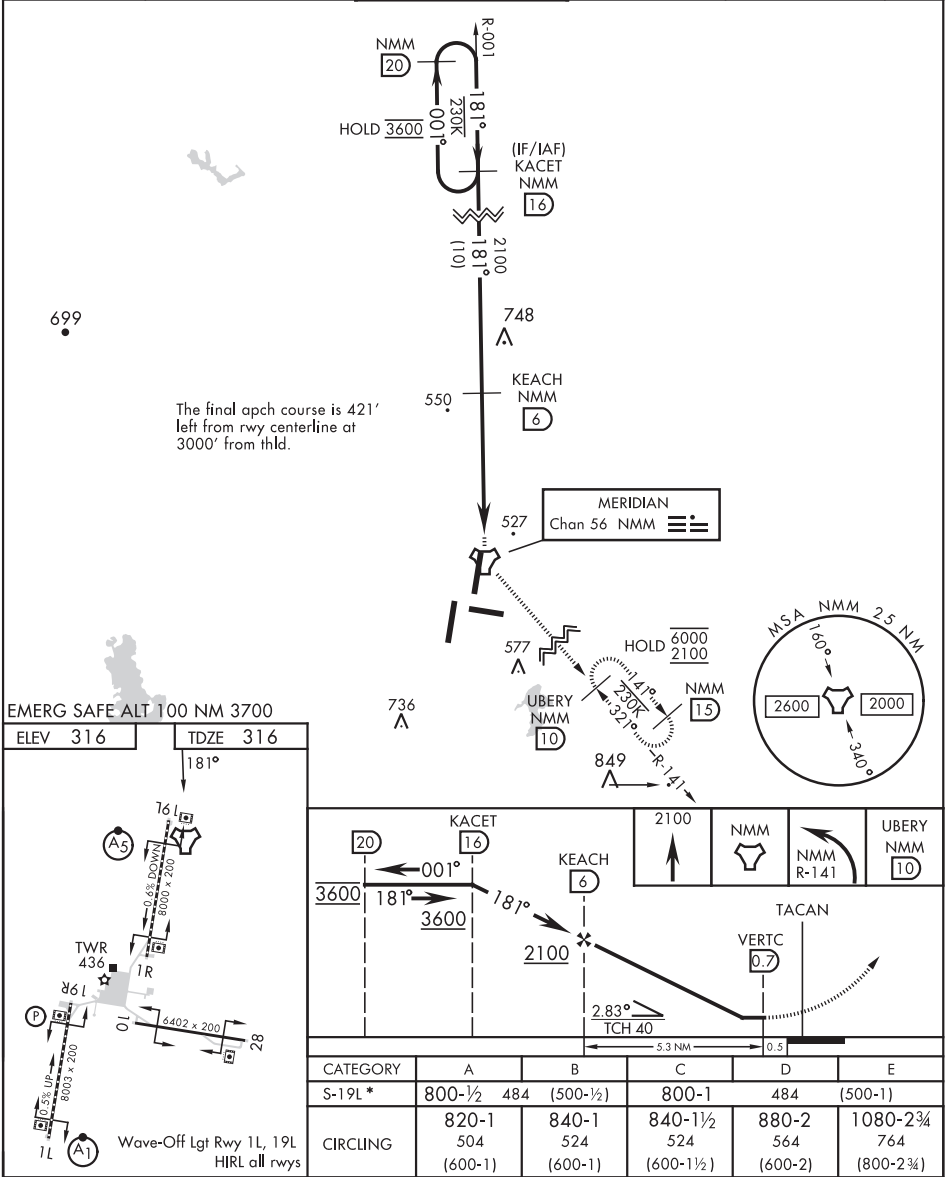
SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

MERIDIAN, MISSISSIPPI

TACAN Y RWY 19L

TACAN NMM Chan 56	APCH CRS 181°	Rwy ldg TDZE 316 Arpt Elev 316	AL-5079 [USN]	MERIDIAN NAS (MC CAIN FIELD) (KNMM)	
RADAR required.			MALSR (A5)	MISSED APPROACH: Climb to 2100 direct NMM TACAN then via R-141 to UBERY and hold.	
ATIS ★ 290.525	APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/ PAR



MERIDIAN, MISSISSIPPI

32°33' N -88°33' W

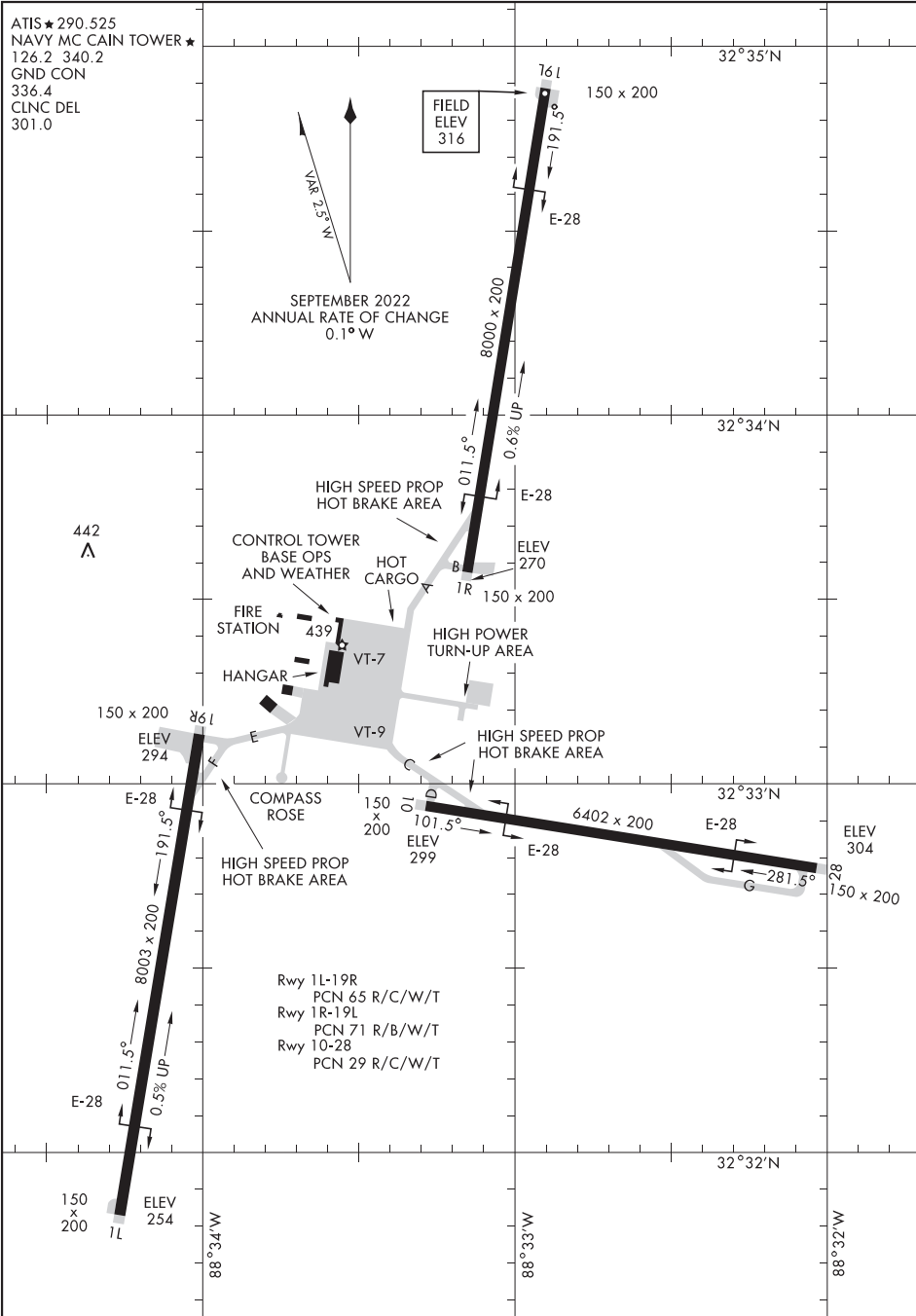
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Amtd 2 08SEP22

TACAN Y RWY 19L

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

MINDEN, LOUISIANA

AL-6064 (FAA)

24193

APP CRS	Rwy Idg	5004
012°	TDZE	278
	Apt Elev	278

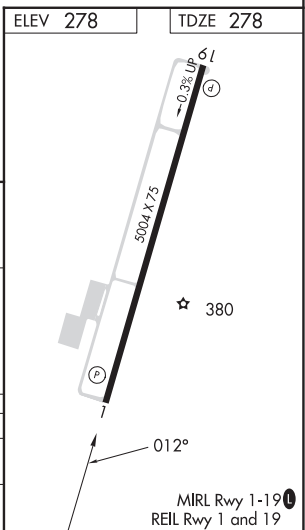
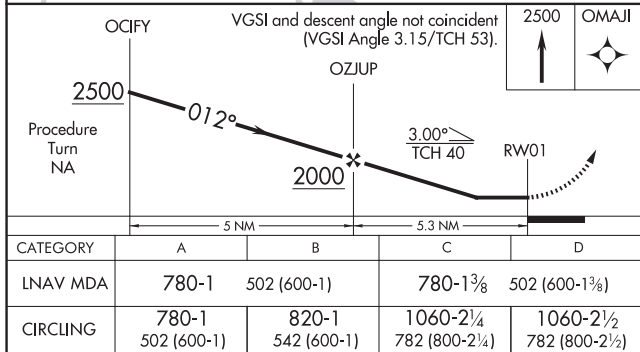
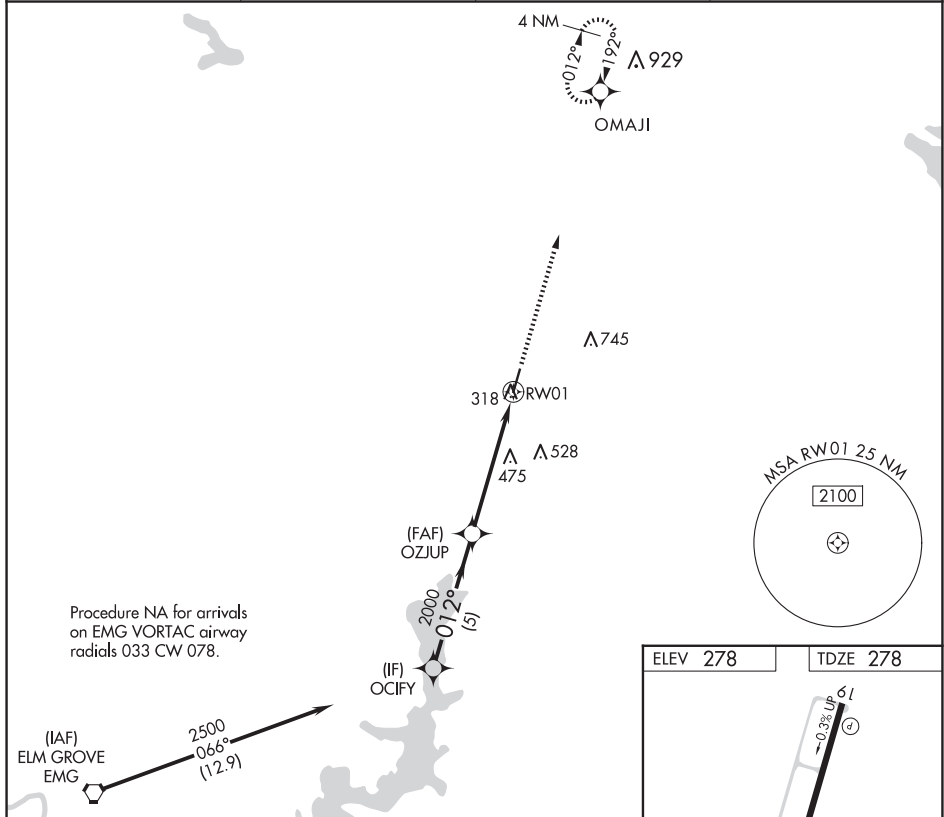
RNAV (GPS) RWY 1

MINDEN (MNE)

⚠ When VGSi inop, procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Barksdale AFB altimeter setting; increase all MDA 80 feet, increase LNAV visibility Cats C/D ½ SM and Circling visibility Cats C/D ¼ SM.

MISSED APPROACH:
Climb to 2500 direct OMAJI and hold.

AWOS-3PT 119.325	SHREVEPORT APP CON 123.75 360.725	GCO 135.075	UNICOM 122.8 (CTAF) 1
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MINDEN, LOUISIANA
Orig-B 07OCT21

32°39'N-93°18'W

RNAV (GPS) RWY 1

MINDEN (MNE)

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS
192°

Rwy Idg
TDZE
Apt Elev

5004
269
278

RNAV (GPS) RWY 19

MINDEN (MNE)

RNP APCH.

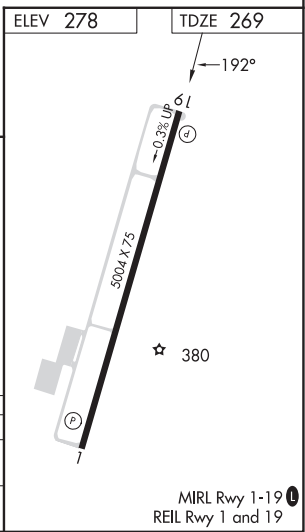
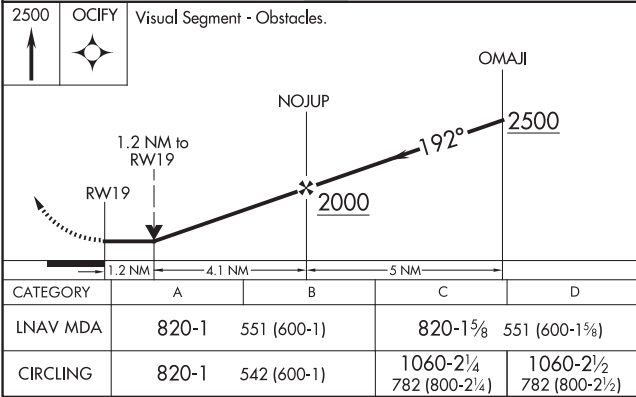
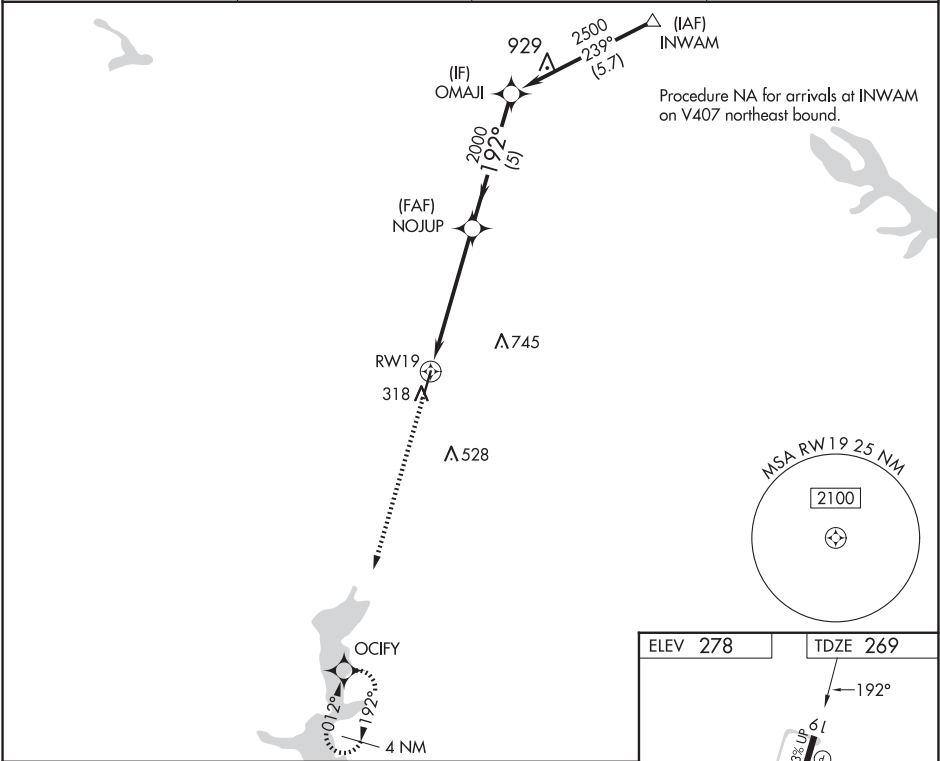
▼

▲

Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Barksdale AFB altimeter setting; increase all MDAs 80 feet; increase visibility LNAV Cats C/D ½ SM and Circling Cats C/D ¼ SM.

MISSED APPROACH:
Climb to 2500 direct OCIFY and hold.

AWOS-3PT 119.325	SHREVEPORT APP CON 123.75 360.725	GCO 135.075	UNICOM 122.8 (CTAF) 1
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MINDEN, LOUISIANA

AL-6064 (FAA)

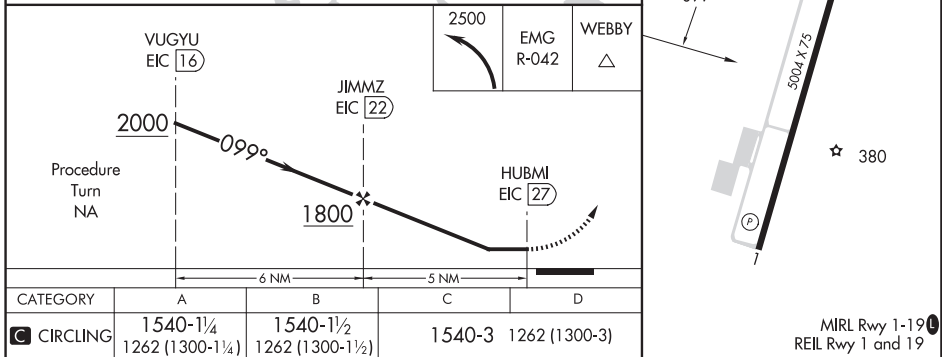
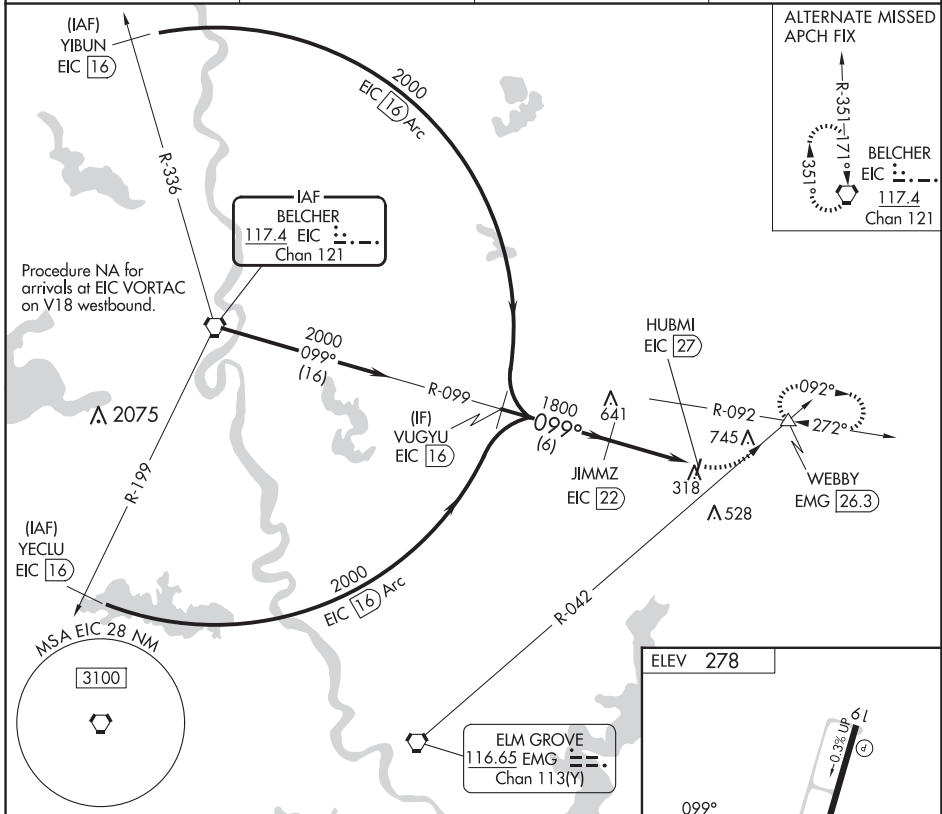
25107

VORTAC EIC 117.4 Chan 121	APP CRS 099°	Rwy Idg TDZE Apt Elev N/A N/A 278
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VOR/DME-A
MINDEN (MNE)

<p>▼ When VGSI inoperative, procedure NA at night. When local altimeter setting not received, use Barksdale AFB altimeter setting. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climbing left turn to 2500 and EMG VORTAC R-042 to WEBBY INT/EMG 26.3 DME and hold.</p>
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AWOS-3PT 119.325	SHREVEPORT APP CON 123.75 360.725	GCO 135.075	UNICOM 122.8 (CTAF)
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MINDEN, LOUISIANA
Amdt 5A 05NOV20

32°39'N-93°18'W

MINDEN (MNE)
VOR/DME-A

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-MLU	APP CRS	Rwy Idg	7504
109.5	042°	TDZE	78
		Apt Elev	79

ILS or LOC RWY 4
MONROE RGNL (MLU)

ADF or DME required for procedure entry.

⚠ Circling Rwy 14 NA at night. For inop ALS, increase S-LOC 4 Cat C/D visibility to 1½ SM.
⚠ UXGOY FIX MINIMUMS: For inop ALS, increase S-LOC 4 Cat C/D visibility to RVR 5500.
ASR **RVR 1800 authorized with the use of FD or AP or HUD to DA.
DME from MLU VORTAC.

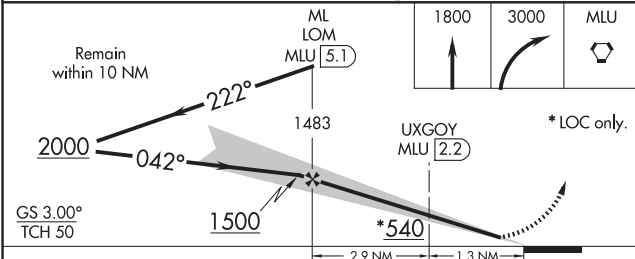
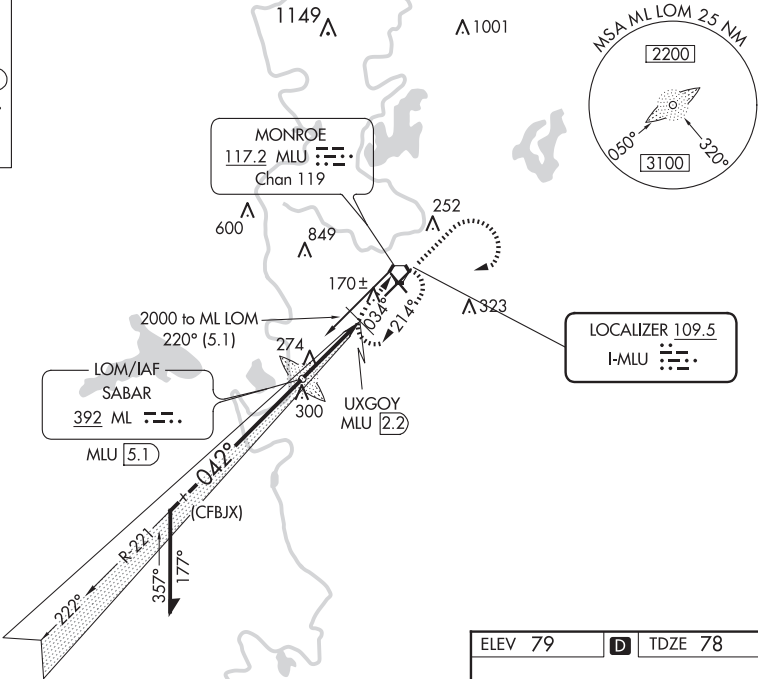


MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON *	MONROE TOWER *	GND CON	CLNC DEL	UNICOM
125.05	118.15 290.475	118.9 (CTAF) 0 257.8	121.9	121.65	122.95

ALTERNATE MISSED APCH FIX

SABAR
MLU 5.1
ML 392



CATEGORY	A	B	C	D
S-ILS 4	**278/24 200 (200-½)			
S-LOC 4	540/24	462 (500-½)	540/50	462 (500-1)
CIRCLING	580-1	501 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)
# UXGOY FIX MINIMUMS				
S-LOC 4	420/24	342 (400-½)	420/30	342 (400-¾)
CIRCLING	580-1	501 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)

ELEV 79 D TDZE 78

REIL Rws 14 and 32
MIRL Rwy 14-32
HIRL Rwy 4-22

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

MONROE, LOUISIANA

AL-270 (FAA)

22363

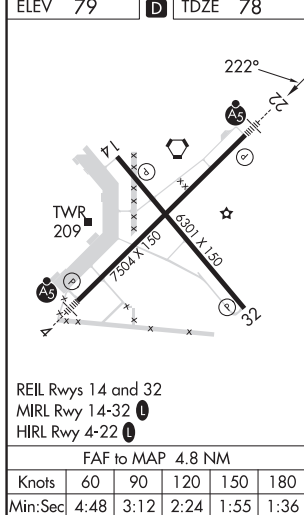
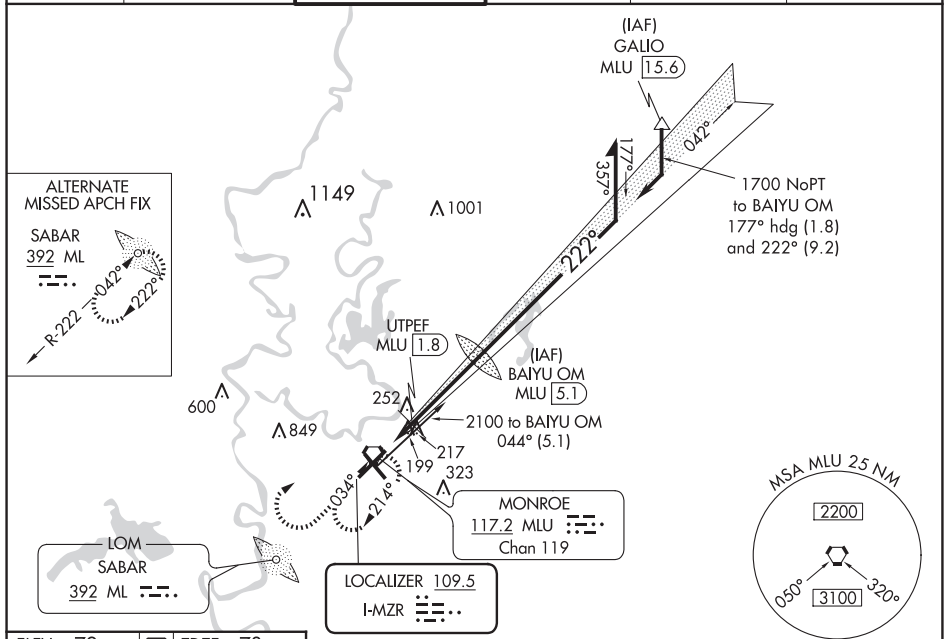
LOC I-MZR 109.5	APP CRS 222°	Rwy Idg TDZE 78 Apt Elev 79
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ILS or LOC RWY 22

MONROE RGNL (MLU)

DME or RADAR required for procedure entry.		MALSRL 	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.
Circling Rwy 14 NA at night. For inop ALS, increase S-LOC 22 Cat C/D visibility to 1½ SM. # DME from MLU VORTAC.			

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 22	278-½ 200 (200-½)			
S-LOC 22	560-½	482 (500-½)	560-1	482 (500-1)
CIRCLING	580-1	501 (600-1)	740-¾ 661 (700-¾)	1160-3 1081 (1100-3)
# UTPEF FIX MINIMUMS				
S-LOC 22	500-½	422 (500-½)	500-¾	422 (500-¾)
CIRCLING	580-1	501 (600-1)	740-¾ 661 (700-¾)	1160-3 1081 (1100-3)

MONROE, LOUISIANA
Amdt 4C 12AUG21

32°31'N-92°02'W

MONROE RGNL (MLU)

ILS or LOC RWY 22

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **56410**
W04A

APP CRS
042°

Rwy Idg **7504**
TDZE **78**
Apt Elev **79**

RNAV (GPS) RWY 4

MONROE RGNL (MLU)

RNP APCH.

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. Circling ASR Rwy 14 NA at night.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct LURBY and hold.

ATIS 125.05	MONROE APP CON★ 118.15 290.475	MONROE TOWER★ 118.9 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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4 NM Holding Pattern

KUYRE

CAGNU

UXGOY 1.3 NM to RW04

RW04

3000 LURBY

*LNAV only.

GP 3.00° TCH 50

7 NM

3 NM

1.3 NM

CATEGORY	A	B	C	D
LPV DA **		278/24	200 (200-½)	
LNAV/VNAV DA		383/24	305 (400-½)	
LNAV MDA	460/24	382 (400-½)	460/35	382 (400-¾)
CIRCLING	580-1	501 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)

TWR 209

REIL Rwy 14 and 32

MIRL Rwy 14-32 0

HIRL Rwy 4-22 0

MONROE, LOUISIANA

Amtd 1C 08OCT20

32°31'N-92°02'W

261

MONROE RGNL (MLU)

RNAV (GPS) RWY 4

MONROE, LOUISIANA

AL-270 (FAA)

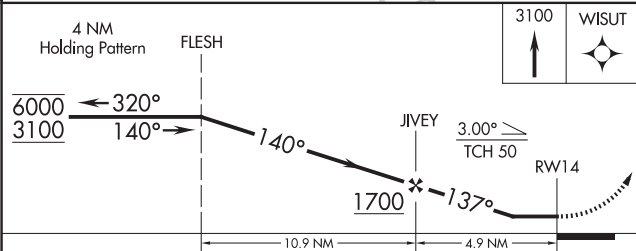
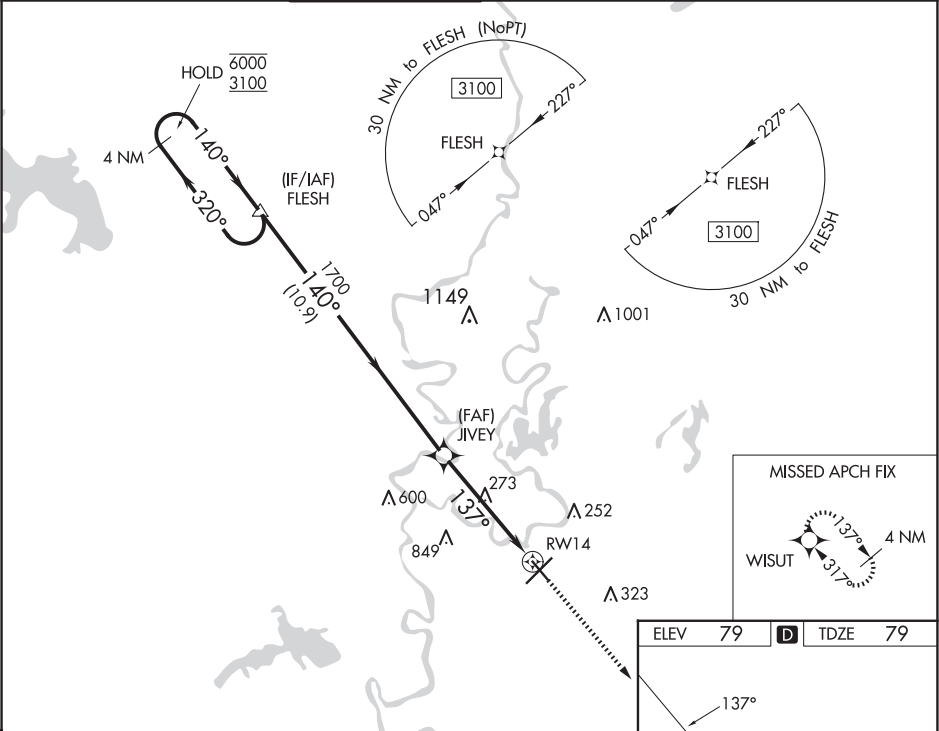
23026

WAAS CH 90542 W14A	APP CRS 137°	Rwy Idg TDZE 79 Apt Elev 79
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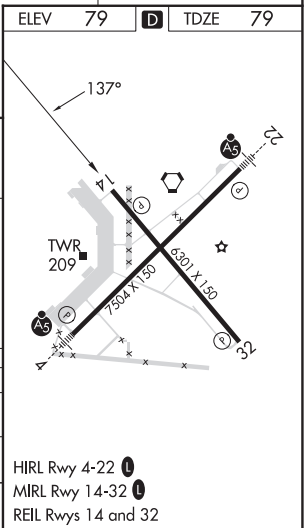
RNAV (GPS) RWY 14
MONROE RGNL (MLU)

RNP APCH.	MISSED APPROACH: Climb to 3100 direct WISUT and hold. Continue climb-in-hold to 3100.
<div><div><div>▼</div><div>▲</div><div>ASR</div></div><div>Rwy 14 helicopter visibility reduction below 1 SM NA. Straight-In and Circling Rwy 14 NA at night.</div></div>	

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	580-1	501 (600-1)	580-1 $\frac{3}{8}$	501 (600-1 $\frac{3}{8}$)
LNAV MDA	580-1	501 (600-1)	580-1 $\frac{3}{8}$	501 (600-1 $\frac{3}{8}$)
CIRCLING	580-1 501 (600-1)	620-1 541 (600-1)	740-1 $\frac{3}{4}$ 661 (700-1 $\frac{3}{4}$)	1160-3 1081 (1100-3)



MONROE, LOUISIANA
Orig 28FEB19

32°31'N-92°02'W

MONROE RGNL (MLU)
RNAV (GPS) RWY 14

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70510 W22A	APP CRS 222°	Rwy Idg 7504 TDZE 78 Apt Elev 79
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RNAV (GPS) RWY 22
MONROE RGNL (MLU)

RNP APCH...

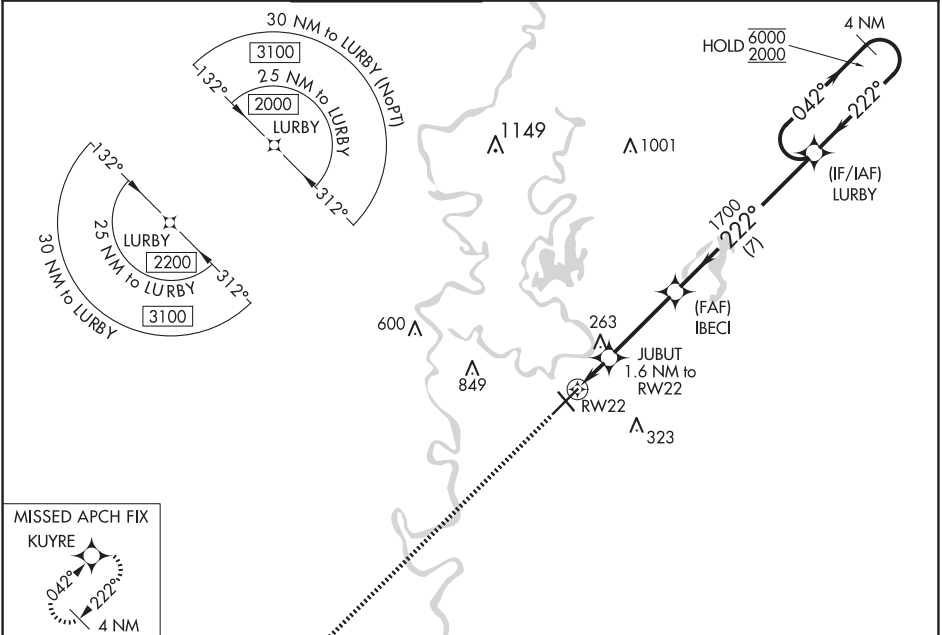
Circling Rwy 14 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM.

MALSR

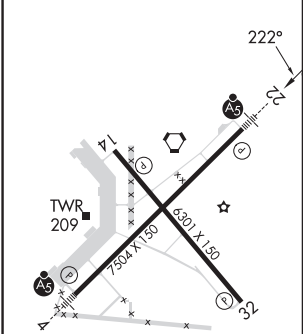


MISSED APPROACH: Climb to 3000 direct KUYRE and hold, continue climb-in-hold to 3000.

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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ELEV 79	D	TDZE 78
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REIL Rwy 14 and 32
MIRL Rwy 14-32
HIRL Rwy 4-22

3000

KUYRE

↑

↗

LURBY

4 NM

Holding Pattern

JUBUT

1.6 NM to RW22

IBECI

1700

RW22

620*

1700

042° →

← 222°

6000

2000

GP 3.00°

TCH 50

1.6 NM

3.4 NM

7 NM

CATEGORY	A	B	C	D
LPV DA		278-½	200 (200-½)	
LNAV/VNAV DA		534-1	456 (500-1)	
LNAV MDA	520-½	442 (500-½)	520-¾	442 (500-¾)
CIRCLING	540-1 461 (500-1)	580-1 501 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)

MONROE, LOUISIANA

AL-270 (FAA)

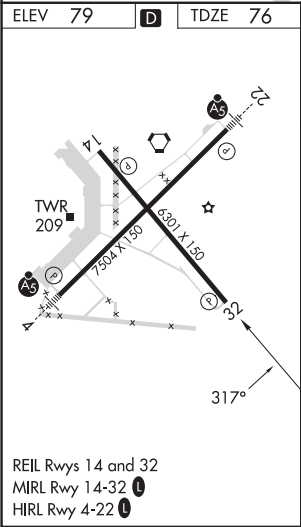
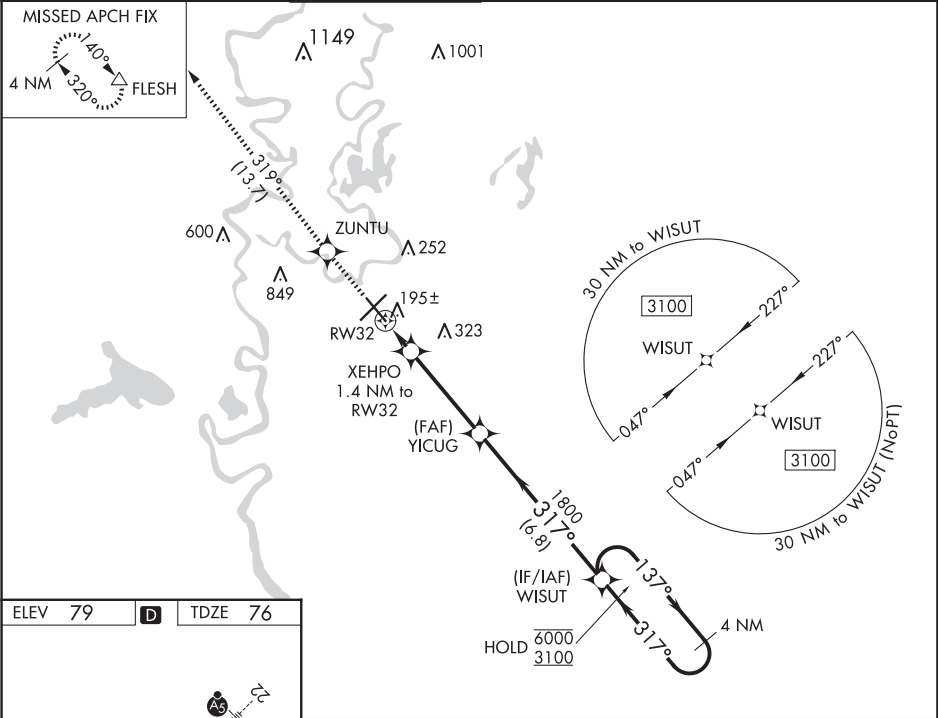
22363

WAAS CH 56428 W32A	APP CRS 317°	Rwy Idg 6301 TDZE 76 Apt Elev 79
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RNAV (GPS) RWY 32
MONROE RGNL (MLU)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct ZUNTU and on track 319° to FLESH and hold.	
Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. Circling Rwy 14 NA at night.			

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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3000	ZUNTU	tr 319°	FLESH	WISUT	4 NM Holding Pattern
				137° → 6000 ← 317° 3100	GP 3.00° TCH 53
	XEHPO 1.4 NM to RW32	YICUG 1800			
	580	1800			
	1.4 NM	3.8 NM	6.8 NM		
CATEGORY	A	B	C	D	
LPV DA		326-1	250 (300-1)		
LNNAV/VNAV DA		356-1	280 (300-1)		
LNNAV MDA	460-1	384 (400-1)	460-1½ 384 (400-1½)		
CIRCLING	540-1 461 (500-1)	580-1 501 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)	

MONROE, LOUISIANA
Amdt 1A 02DEC21

32°31'N-92°02'W

MONROE RGNL (MLU)
RNAV (GPS) RWY 32

SC-4, 12 JUN 2025 to 07 AUG 2025

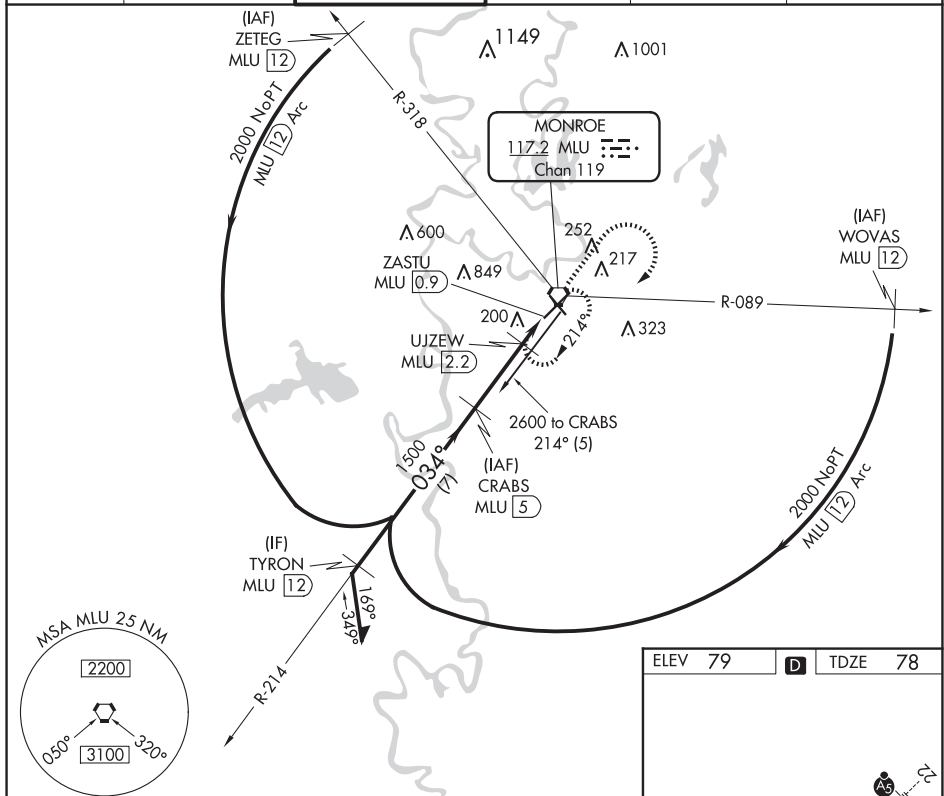
SC-4, 12 JUN 2025 to 07 AUG 2025

VORTAC MLU <u>117.2</u> Chan 119	APP CRS 034°	Rwy Idg 7504 TDZE 78 Apt Elev 79
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VOR/DME RWY 4
MONROE RGNL (MLU)

 Circling to Rwy 14 NA at night.  ASR	 	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.
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ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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Remain within 10 NM

CRABS MLU 5

214°

2600

034°

1500

580

2.8 NM

1.3 NM

UJZEW MLU 2.2

ZASTU MLU 0.9

3.37°

TCH 50


MLU VORTAC

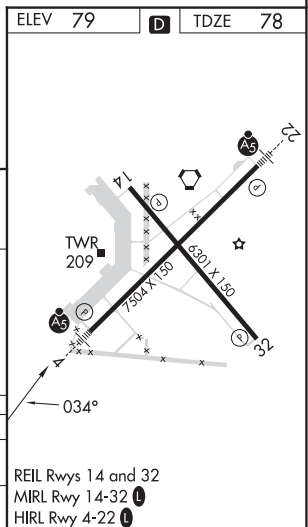
1800

3000

MLU

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

CATEGORY	A	B	C	D
S-4	460/24 382 (400-½)		460/40 382 (400-¾)	
 CIRCLING	580-1 501 (600-1)	620-1 541 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)



MONROE, LOUISIANA

AL-270 (FAA)

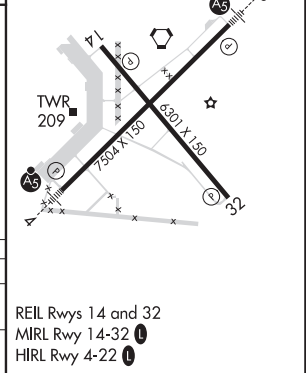
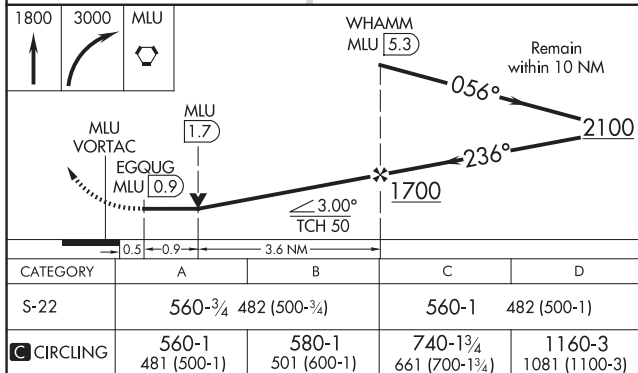
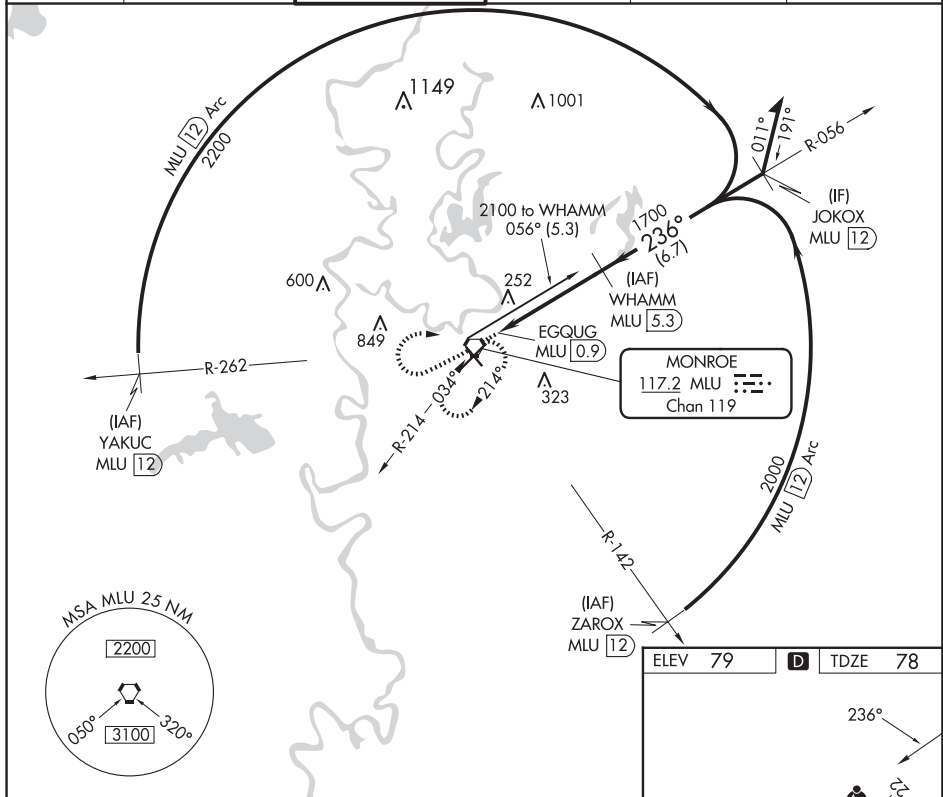
22363

VORTAC MLU	APP CRS	Rwy Idg	7504
117.2	236°	TDZE	78
Chan 119		Apt Elev	79

VOR RWY 22

MONROE RGNL (MLU)

DME required.			MALSR	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.	
<div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div>Circling Rwy 14 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-22 Cat A/B visibility to 1 SM, and Cat C/D to 1½ SM.</div></div>			<div><div><div></div><div></div><div></div></div><div>AS</div></div>		
ASR					
ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	118.15 290.475	118.9 (CTAF) 0 257.8	121.9	121.65	122.95



MONROE, LOUISIANA
Amdt 10 12AUG21

32°31'N-92°02'W

MONROE RGNL (MLU)
VOR RWY 22

SC-4, 12 JUN 2025 to 07 AUG 2025

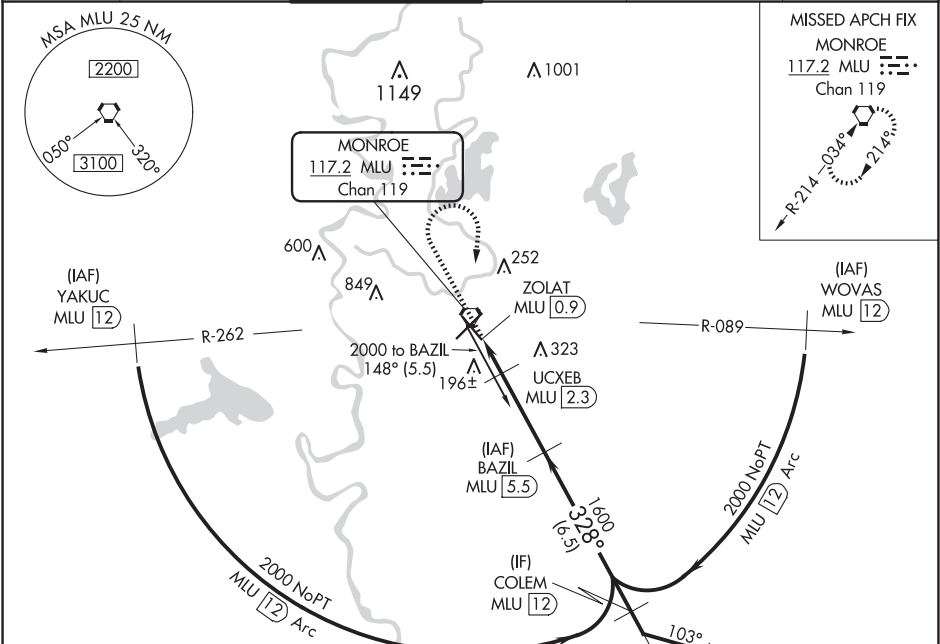
SC-4, 12 JUN 2025 to 07 AUG 2025

VORTAC MLU	APP CRS	Rwy Idg	6301
117.2	328°	TDZE	76
Chan 119		Apt Elev	79

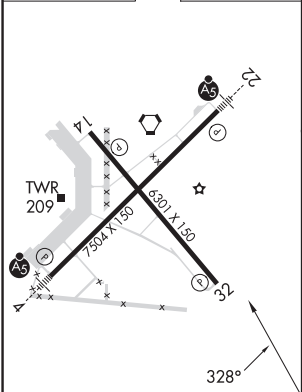
VOR RWY 32
MONROE RGNL (MLU)

DME required.	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.
ASR Rwy 32 helicopter visibility reduction below ¾ SM NA. Circling Rwy 14 NA at night.	

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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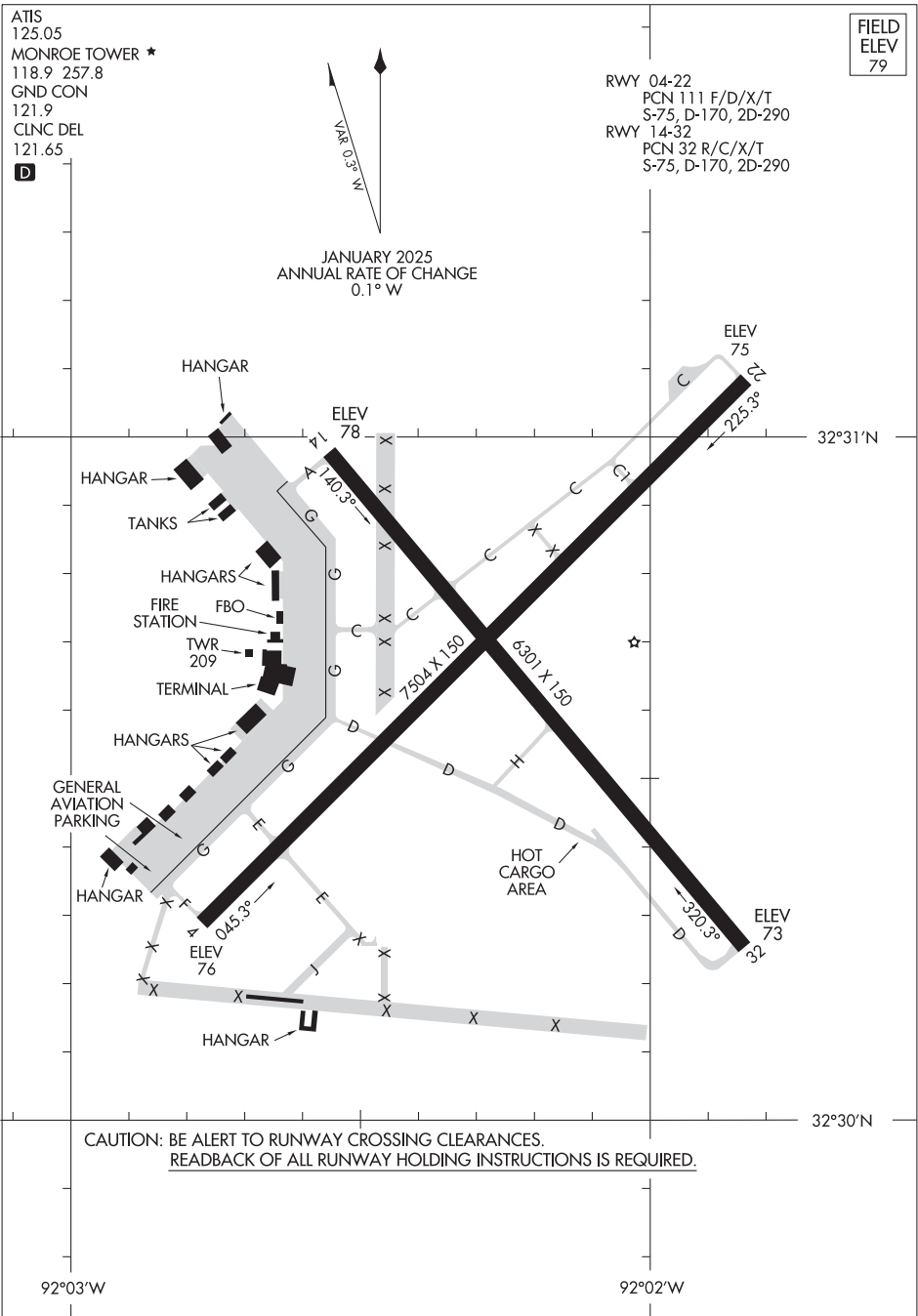


ELEV 79	D	TDZE 76
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REIL Rwy 14 and 32
MIRL Rwy 14-32
HIRL Rwy 4-22

	1800	3000	MLU	
	↑	↗	⬡	
	BAZIL MLU 5.5			
	148°			
	328°			
	2000			
	1600			
	3.00°			
	TCH 53			
	0.1 1.4 NM 3.2 NM			
CATEGORY	A	B	C	D
S-32	460-1	384 (400-1)	460-1 1/8	384 (400-1 1/8)
CIRCLING	540-1 461 (500-1)	580-1 501 (600-1)	740-1 3/4 661 (700-1 3/4)	1160-3 1081 (1100-3)



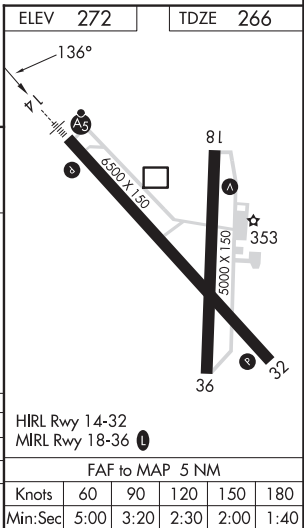
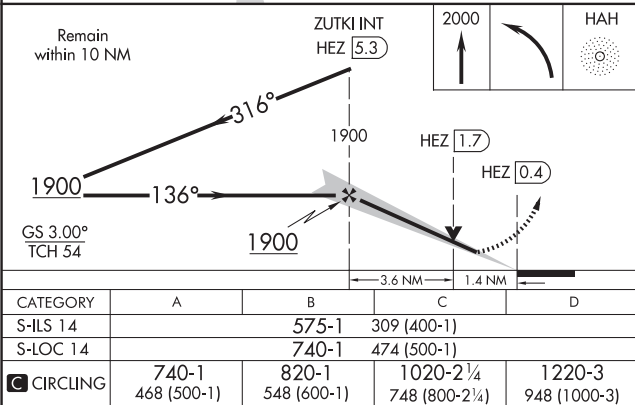
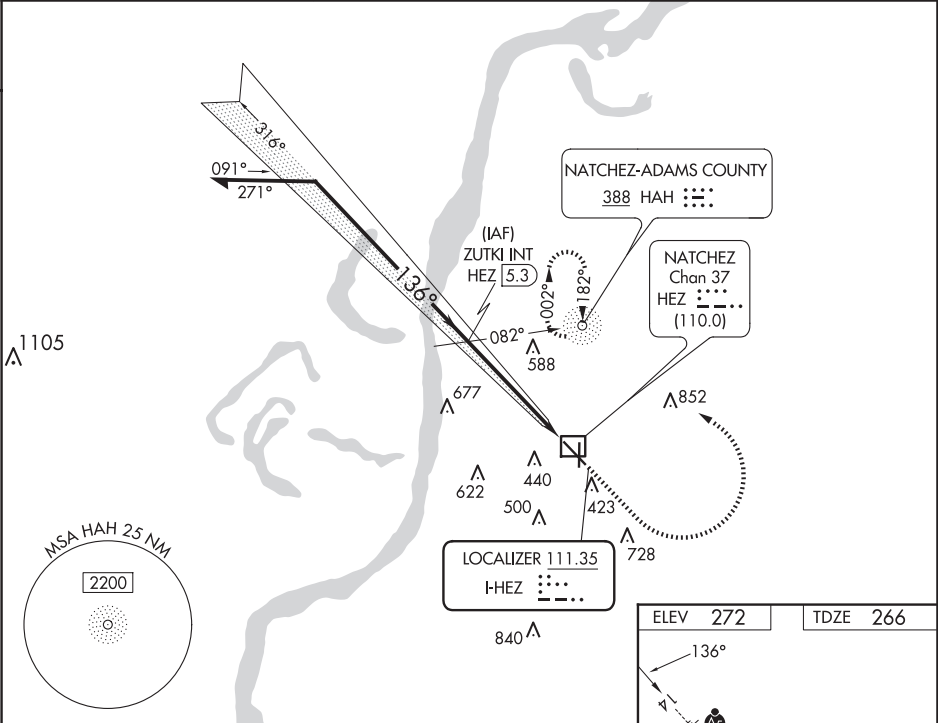
LOC I-HEZ 111.35	APP CRS 136°	Rwy Idg TDZE Apt Elev	6500 266 272
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ILS or LOC RWY 14

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)

RNP APCH - GPS required for procedure entry.		<div>MALSR</div> <div><div><div>A5</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div><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AWOS-3PT 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 0
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NATCHEZ, MISSISSIPPI

AL-967 (FAA)

23278

WAAS CH 50505 W14A	APP CRS 136°	Rwy Idg 6500 TDZE 266 Apt Elev 272
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RNAV (GPS) RWY 14

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)

RNP APCH - GPS.

T

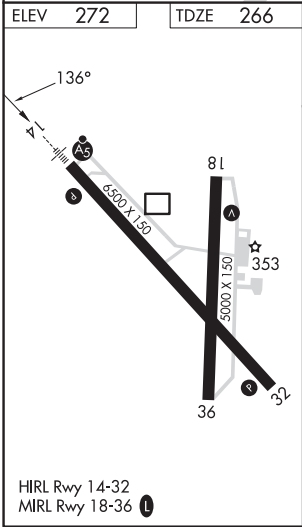
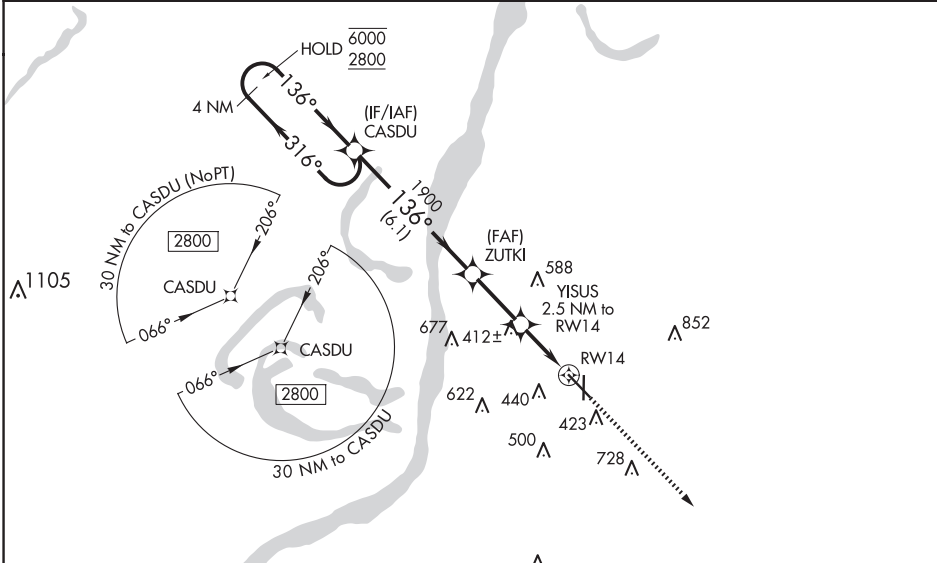
A

Circling Rwy 36 NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C. For inop ALS, increase LNAV Cats C and D visibility to 1½ SM. Inop table does not apply to LPV, LNAV/VNAV, and LNAV Cats A and B.

MALSR

MISSED APPROACH: Climb to 2800 direct WEGRA and hold.

AWOS-3PT 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern CASDU					2800 WEGRA	
6000 ← 316°					↑	
2800 → 136°					✱	
GP 3.00° TCH 54					1.1 NM to RWY14	
CASDU ZUTKI YISUS 2.5 NM to RWY14					RWY14	
1900 1900 1100					1.1 NM to RWY14	
6.1 NM 2.5 NM 1.4 NM 1.1 NM					1.1 NM to RWY14	
CATEGORY	A	B	C	D		
LPV DA	575-1		309 (400-1)			
LNAV/VNAV DA	560-1		294 (300-1)			
LNAV MDA	680-1		414 (500-1)			
CIRCLING	740-1 468 (500-1)	820-1 548 (600-1)	1020-2¼ 748 (800-2¼)	1220-3 948 (1000-3)		

NATCHEZ, MISSISSIPPI
Amdt 1C 20APR23

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)
31°37'N-91°18'W

RNAV (GPS) RWY 14

SC-4, 12 JUN 2025 to 07 AUG 2025


SC-4, 12 JUN 2025 to 07 AUG 2025

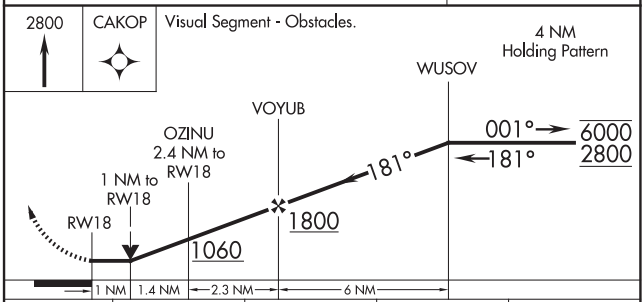
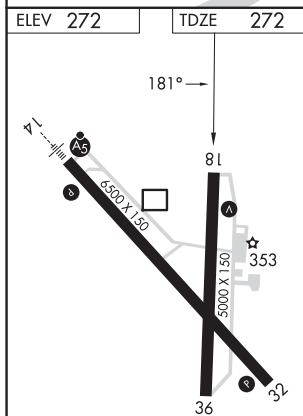
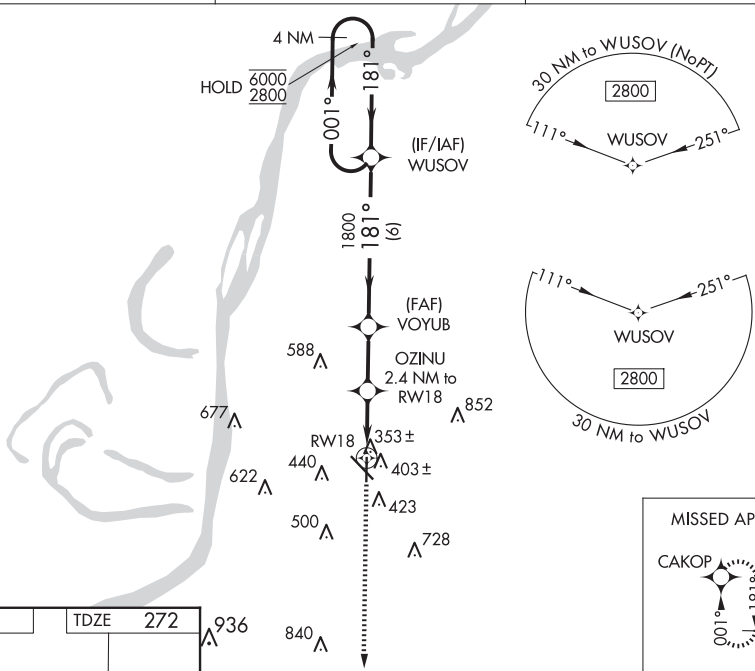
RNAV (GPS) RWY 18


HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)

T
A Circling Rwy 36 NA at night. Rwy 18 helicopter
visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2800 direct CAKOP and hold.

AWOS-3PT 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
LP MDA	620-1 348 (400-1)			
LNAB MDA	660-1 388 (400-1)		660-1 $\frac{1}{8}$ 388 (400-1 $\frac{1}{8}$)	
 CIRCLING	740-1 468 (500-1)	820-1 548 (600-1)	1020-2 $\frac{1}{4}$ 748 (800-2 $\frac{1}{4}$)	1220-3 948 (1000-3)

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

23278

WAAS CH 90334 W32A	APP CRS 316°	Rwy ldg 6500 TDZE 272 Apt Elev 272
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RNAV (GPS) RWY 32

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)

RNP APCH - GPS.

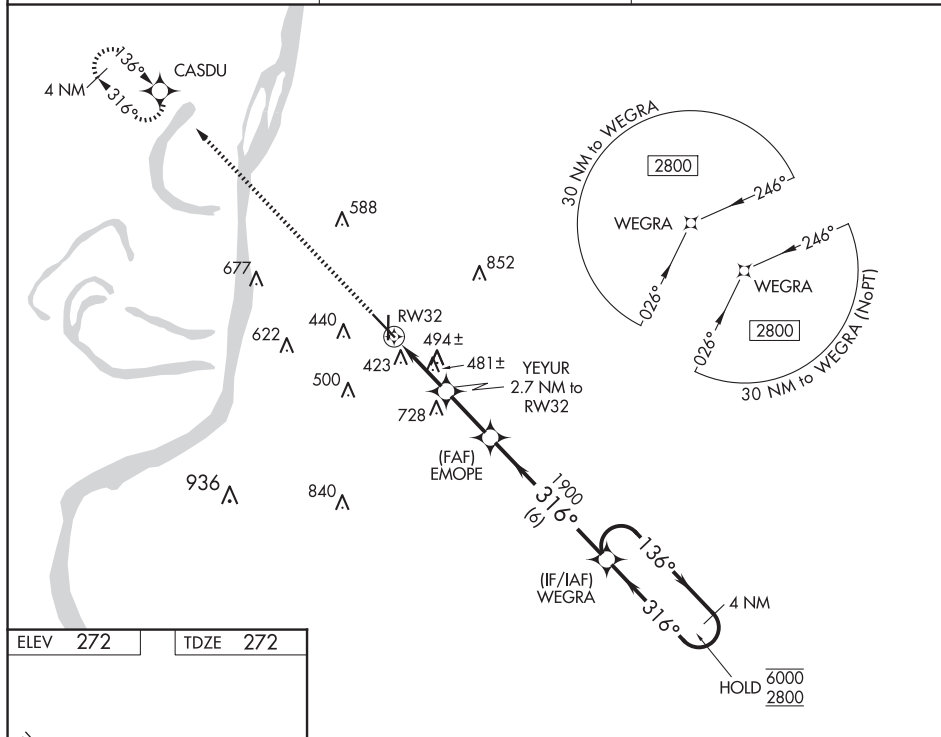
- Circling Rwy 36 NA at night.
- Rwy 32 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2800 direct CASDU and hold.

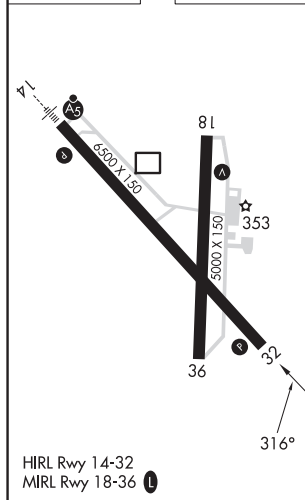
AWOS-3PT
124.675

HOUSTON CENTER
120.975 299.6

UNICOM
122.8 (CTAF) 0



ELEV 272 TDZE 272



2800 CASDU		Visual Segment - Obstacles.		4 NM Holding Pattern	
RWY 32		YEYUR 2.7 NM to RWY 32		EMOPE 1900	
1.3 NM to RWY 32		1.4 NM		2.3 NM	
1.3 NM		1.4 NM		2.3 NM	
CATEGORY	A	B	C	D	
LP MDA	740-1	468 (500-1)	740-1 3/8	468 (500-1 3/8)	
LNNAV MDA	800-1	528 (600-1)	800-1 1/2	528 (600-1 1/2)	
CIRCLING	800-1 528 (600-1)	820-1 548 (600-1)	1020-2 1/4 748 (800-2 1/4)	1220-3 948 (1000-3)	

NATCHEZ, MISSISSIPPI
Amdt 1E 20APR23

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)
31°37'N- 91°18'W

RNAV (GPS) RWY 32

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 77734 W36A	APP CRS 001°	Rwy Idg TDZE Apt Elev	5000 272 272
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RNAV (GPS) RWY 36

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)

RNP APCH

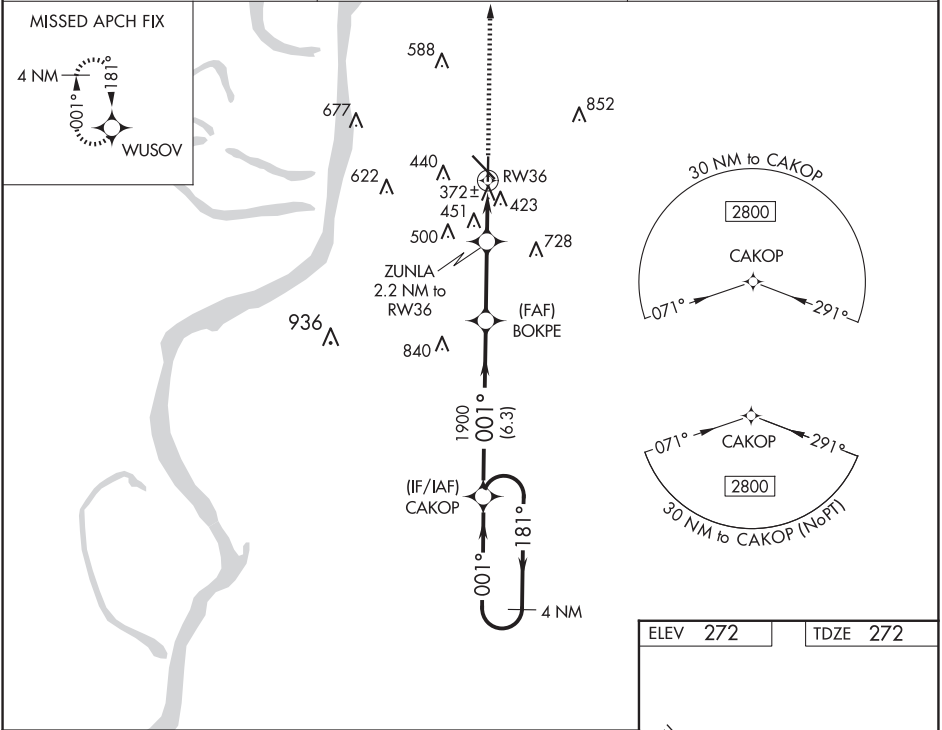
▼

▲

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet; increase LP and LNAV Cats C/D visibility ¾ SM. Increase Circling Cats C visibility ½ SM. Rwy 36 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night.

MISSED APPROACH: Climb to 2800 direct WUSOV and hold.

AWOS-3PT 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

Visual Segment - Obstacles.

2800

WUSOV

2800

181°

001°

001°

BOKPE

ZUNLA
2.2 NM to RW36

1900

1000

RW36

6.3 NM

2.8 NM

2.2 NM

CATEGORY	A	B	C	D
LP MDA	660-1	388 (400-1)	660-1⅓	388 (400-1⅓)
LNAV MDA	720-1	448 (500-1)	720-1⅓	448 (500-1⅓)
CIRCLING	740-1 468 (500-1)	820-1 548 (600-1)	1020-2¼ 748 (800-2¼)	1220-3 948 (1000-3)

ELEV 272

TDZE 272

45

81

353

36

32

001°

HIRL Rwy 14-32

MIRL Rwy 18-36 0

WAAS CH 77810 W17A	APP CRS 162°	Rwy ldg 5003 TDZE 117 Apt Elev 121
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RNAV (GPS) RWY 17

NATCHITOCHES RGNL (IER)

RNP APCH.

- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
- ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: Increase LPV DA to 458 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 749 feet and visibility all Cats ¾ SM; increase all MDA 100 feet and LNAV Cat C visibility ¾ SM and Circling Cat C visibility ½ SM. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting.

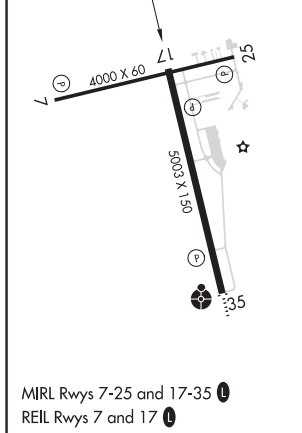
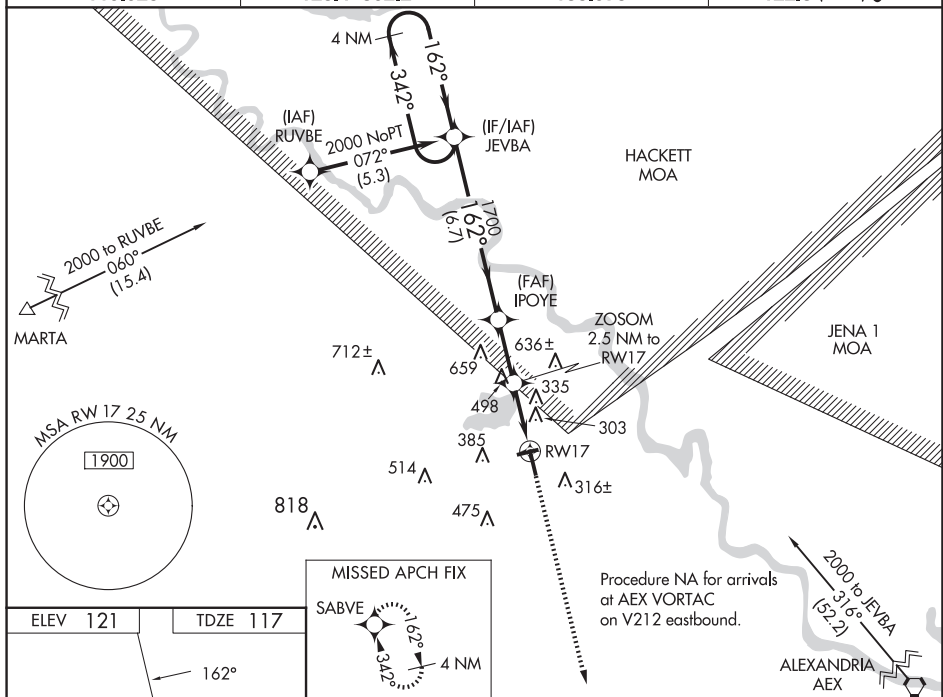
MISSED APPROACH: Climb to 2000 direct SABVE and hold.

AWOS-3
119.025

POLK APP CON
125.4 302.2

GCO
135.075

UNICOM
122.8 (CTAF) 0



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).				2000	SABVE
4 NM Holding Pattern				1700	
GP 3.00° TCH 45				1700	
JEVBA				1700	
IPOYE				1700	
ZOSOM 2.5 NM to RWY 17				1700	
*1.4 NM to RWY 17				1700	
*940				1700	
6.7 NM				2.3 NM	1.1
1.4					
CATEGORY	A	B	C	D	
LPV DA	367-¾	250 (300-¾)		NA	
LNAV/VNAV DA	658-1 ⅞	541 (600-1 ⅞)		NA	
LNAV MDA	620-1	503 (500-1)	620-1 ⅞	503 (500-1 ⅞)	NA
CIRCLING	800-1	679 (700-1)	860-2	739 (800-2)	NA

WAAS CH 86510 W35A	APP CRS 342°	Rwy Idg 5003 TDZE 121 Apt Elev 121
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RNAV (GPS) RWY 35
NATCHITOCHES RGNL (I&R)

RNP APCH.

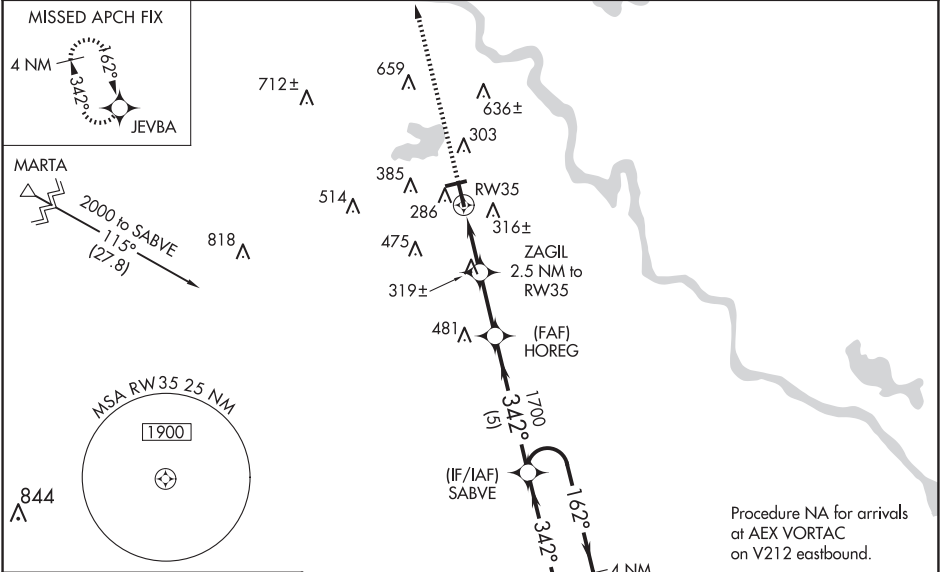
▼ Inop table does not apply to LPV all Cats, and LNAV Cats A and B. Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: Increase LPV DA to 462 feet; increase LNAV/VNAV DA to 577 feet and visibility all Cats ¼ SM; increase all MDA 100 feet and LNAV Cat C visibility ¼ SM and Circling Cat C visibility ½ SM. For inoperative ODALS, increase LNAV/VNAV all Cats visibility ½ mile.

ODALS



MISSED APPROACH:
Climb to 2000 direct JEVBA and hold.

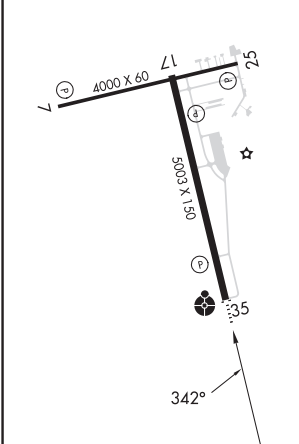
AWOS-3 119.025	POLK APP CON 125.4 302.2	GCO 135.075	UNICOM 122.8 (CTAF)
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ELEV 121	TDZE 121
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MIRL Rwy 7-25 and 17-35

REIL Rwy 7 and 17



2000	JEVBA	HOREG	SABVE	4 NM Holding Pattern
*LNAV only.		ZAGIL 2.5 NM to RW35		162° 2000
		940*	1700	GP 3.00° TCH 43
		2.5 NM	2.3 NM	5 NM
CATEGORY	A	B	C	D
LPV DA	371-1	250 (300-1)		NA
LNAV/VNAV DA	486-1½	365 (400-1½)		NA
LNAV MDA	580-1	459 (500-1)	580-1½ 459 (500-1½)	NA
CIRCLING	680-1 559 (600-1)	740-1 619 (700-1)	860-2 739 (800-2)	NA

LOC I-IER 110.5	APP CRS 342°	Rwy Idg TDZE Apt Elev	5003 121 121
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LOC RWY 35
NATCHITOCHE RGNL (I-E-R)

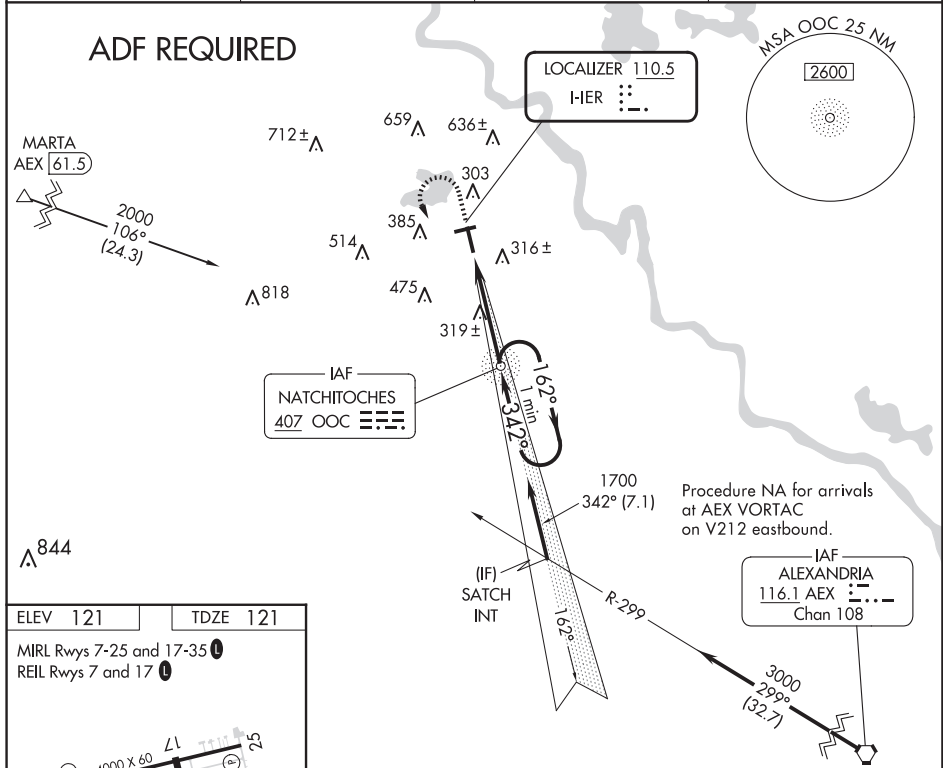
NA

Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase all MDA 100 feet and S-35 Cat C visibility 1/4 SM and Circling Cat C visibility 1/2 SM. For inop ODALS when using Alexandria Intl altimeter setting, increase S-35 Cat C visibility 1/8 mile. Inop table does not apply to S-35 Cat A/B. ADF required.




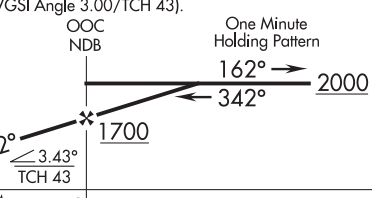
ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3 119.025	POLK APP CON 125.4 302.2	GCO 135.075	UNICOM 122.8 (CTAF)
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ELEV 121	TDZE 121
MIRL Rwy 7-25 and 17-35	REIL Rwy 7 and 17
FAF to MAP 4.2 NM	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24

1000	2000	OOC	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).			
						
		OOC NDB	One Minute Holding Pattern			
			162° → 2000 ← 342°			
			1700			
			342°			
			3.43° TCH 43			
			4.2 NM			
CATEGORY	A		B		C	D
S-35	580-1 459 (500-1)		580-1 ¹ / ₈ 459 (500-1 ¹ / ₈)		NA	
CIRCLING	680-1 559 (600-1)		740-1 619 (700-1)		860-2 739 (800-2) NA	

NDB OOC	APP CRS	Rwy Idg	5003
407	343°	TDZE	121
		Apt Elev	121

NDB RWY 35

NATCHITOCHES RGNL (IER)

▼

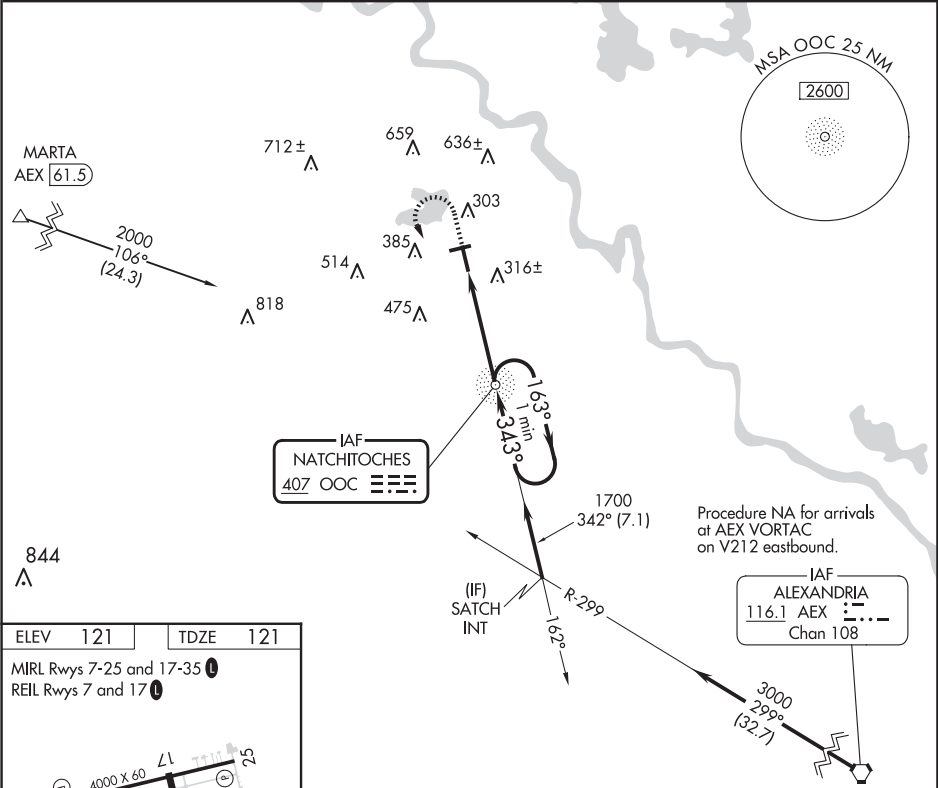
▲NA

Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: Increase all MDA 100 feet and S-35 Cat C visibility ½ SM and Circling Cat C visibility ½ SM. For inoperative ODALS increase S-35 Cat C visibility ½ mile. Inoperative table does not apply to S-35 Cat A/B.

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119,025	125.4 302.2	135,075	122.8 (CTAF) 0



ELEV 121

TDZE 121

MIRL Rwy 7-25 and 17-35

REIL Rwy 7 and 17

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

1000

2000

OOB

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).

OOB NDB

One Minute Holding Pattern

CATEGORY	A	B	C	D
S-35	720-1	599 (600-1)	720-1½ 599 (600-1½)	NA
CIRCLING	720-1 599 (600-1)	740-1 619 (700-1)	860-2 739 (800-2)	NA

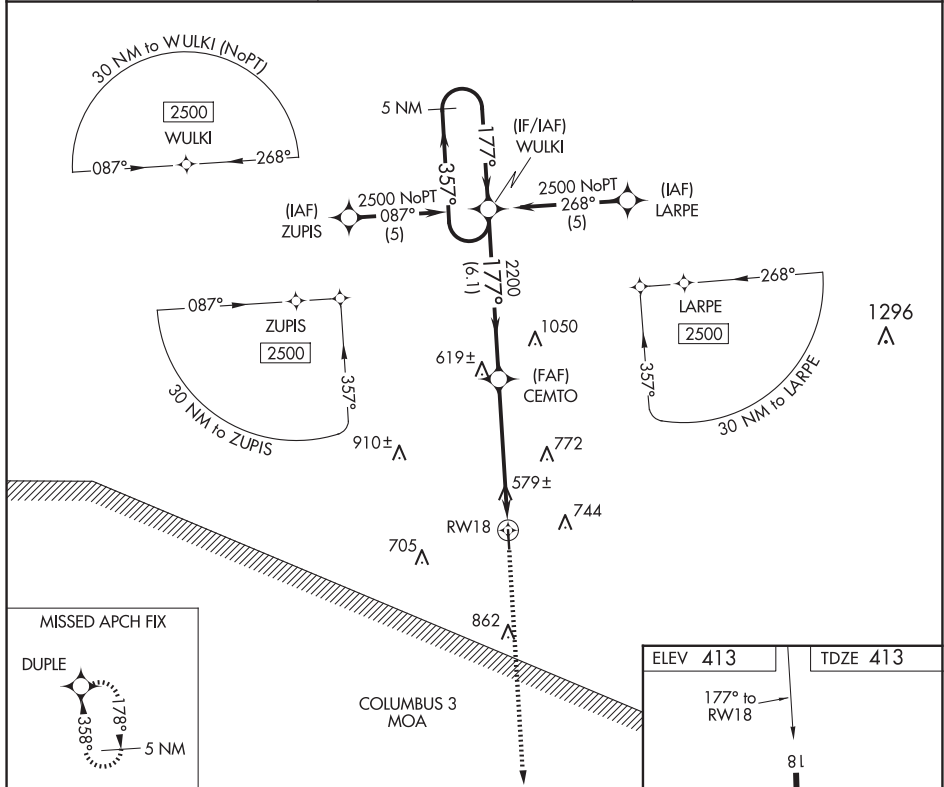
APP CRS	Rwy Idg	3903
177°	TDZE	413
	Apt Elev	413

RNAV (GPS) RWY 18

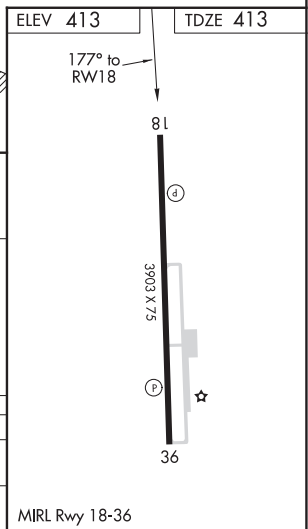
NEW ALBANY/UNION COUNTY (M72)

<p>▼ Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDA 20 feet and visibility Circling Cat C ¼ SM. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2500 direct DUPLR and hold.</p>
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TUP ASOS 133.525	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern WULKI			
2500 ← 357° 177° →			
CEMTO 2200 3.04 TCH 40 RW18			
6.1 NM 5.4 NM			
CATEGORY	A	B	C
LNAB MDA	900-1 487 (500-1)	900-1¼ 487 (500-1¼)	NA
CIRCLING	940-1 527 (600-1)	1140-2 727 (800-2)	NA



APP CRS
357°

Rwy Idg
TDZE
Apt Elev

3903
413
413

RNAV (GPS) RWY 36

NEW ALBANY/UNION COUNTY (M72)

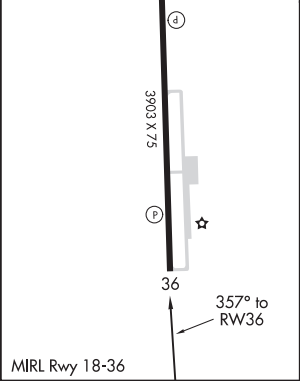
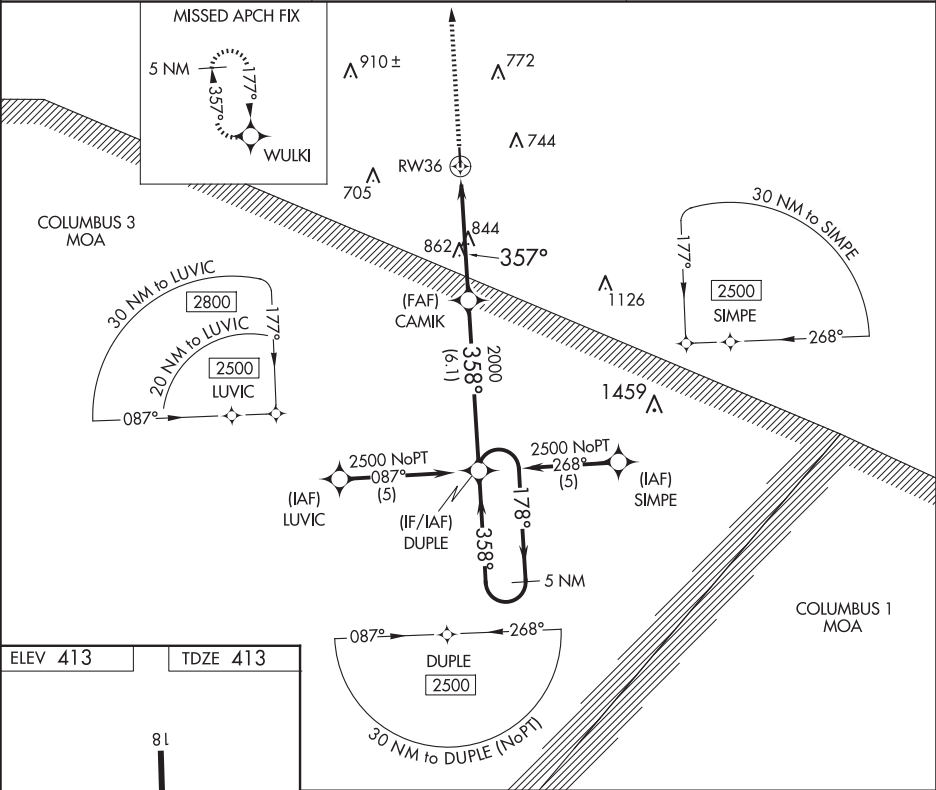
▼

NA

Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct WULKI and hold.

TUP ASOS 133.525	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF)
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2500 WULKI				
5 NM Holding Pattern				
DUPL				
178° → 2500				
← 358°				
CAMIK				
3.04° TCH 40				
RW36				
357°				
2000				
4.8 NM				
6.1 NM				
CATEGORY	A	B	C	D
LNAV MDA	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA
CIRCLING	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA

NEW IBERIA, LOUISIANA

AL-5040 (FAA)

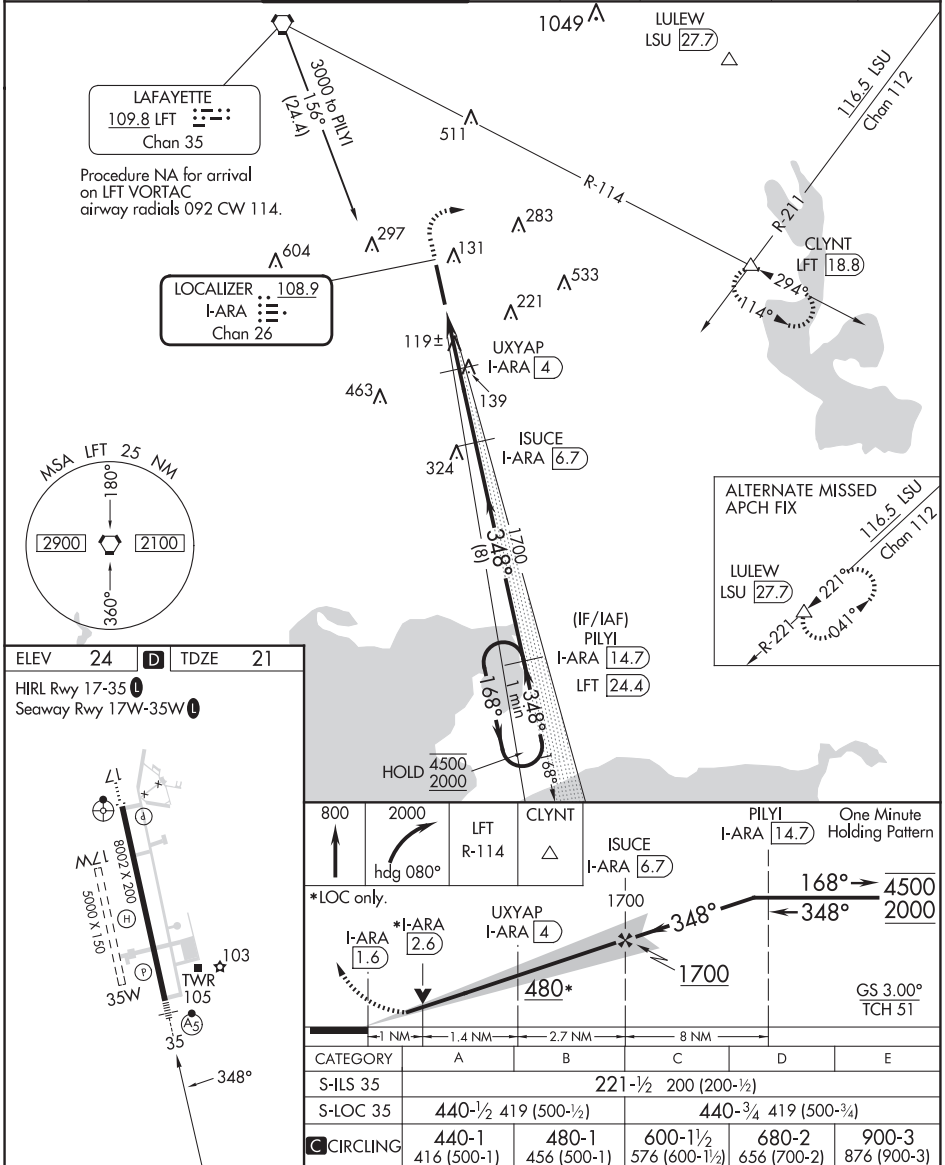
25107

LOC/DME I-ARA 108.9 Chan 26	APP CRS 348°	Rwy Idg 8002 TDZE 21 Apt Elev 24
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ILS or LOC RWY 35 ACADIANA RGNL (ARA)

DME required for procedure entry. DME required for LOC only.				MALSR 	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 080° and LFT R-114 to CLYNT INT/LFT 18.8 DME and hold.		
<div> <div> Circling NA to Rwy 17W and 35W. For inop ALS increase S-ILS 35 Cat E visibility to 3/4 SM and S-LOC 35 Cats C/D/E visibility to 1 1/2 SM. </div> </div>							

ASOS 133.325	LAFAYETTE APP CON★ 121.1 268.7	ACADIANA TOWER★ 125.0 (CTAF) 239.3	GND CON 121.7	CLNC DEL 121.7	CLNC DEL 118.05 (when twr closed)	UNICOM 122.95	122.7
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NEW IBERIA, LOUISIANA

Amdt 2A 11AUG22

30°02'N-91°53'W

ILS or LOC RWY 35 ACADIANA RGNL (ARA)

WAAS
CH **82501**
W17A

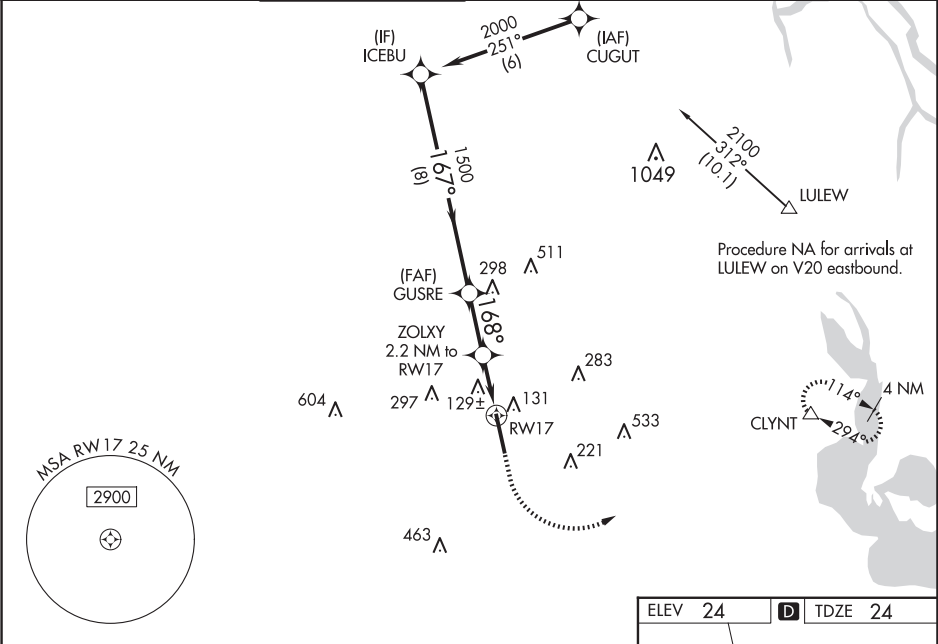
APP CRS
168°

Rwy Idg
TDZE **24**
Apt Elev **24**

RNAV (GPS) RWY 17

ACADIANA RGNL (ARA)

RNP APCH. ▼ Circling NA to Rwys 17W and 35W. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cats C/D visibility to 1 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.					ODALS 	MISSED APPROACH: Climb to 480 then climbing left turn to 2000 direct CLYNT and hold.		
ASOS 133.325	LAFAYETTE APP CON * 121.1 268.7	ACADIANA TOWER * 125.0 (CTAF) 239.3	GND CON 121.7	CLNC DEL 121.7	CLNC DEL 118.05 (when twr closed)	UNICOM 122.95	122.7 0	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).					480 ↑		2000 ↘		CLYNT △	
<p>GP 3.00° TCH 51</p> <p>8 NM 2.3 NM 1.2 NM 1 NM</p> <p>*LNAV only.</p>										
CATEGORY	A		B		C		D			
LPV DA			274-¾		250 (300-¾)					
LNAV/VNAV DA			420-1½		396 (400-1½)					
LNAV MDA	380-¾ 356 (400-¾)				380-⅞ 356 (400-⅞)					
CIRCLING	440-1 416 (500-1)		480-1 456 (500-1)		600-1½ 576 (600-1½)		680-2 656 (700-2)		HIRL Rwy 17-35 0 Seaway Rwy 17W-35W 0	

NEW IBERIA, LOUISIANA

AL-5040 (FAA)

25107

WAAS CH 40301 W35A	APP CRS 348°	Rwy Idg 8002 TDZE 21 Apt Elev 24
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RNAV (GPS) RWY 35

ACADIANA RGNL (ARA)

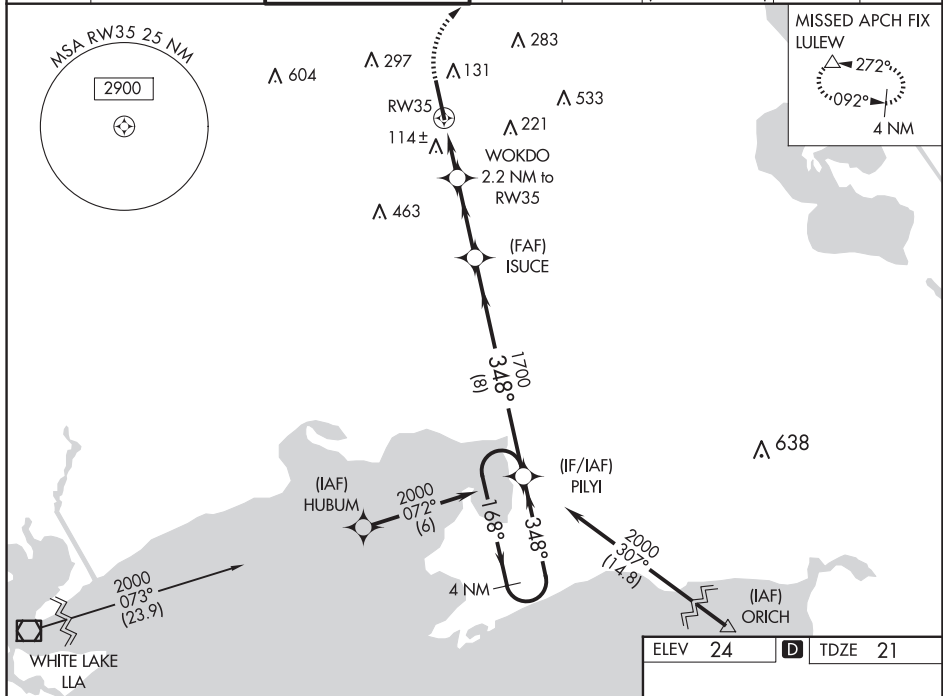
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D visibility to 1 SM. Circling NA to Rwys 17W and 35W.

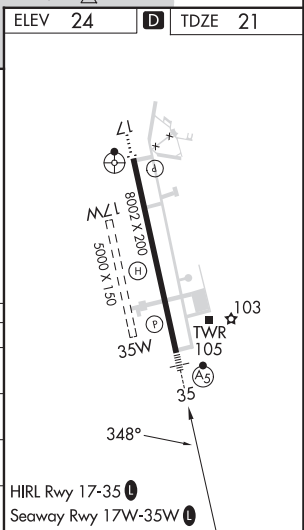
MALSRL

MISSED APPROACH: Climb to 440 then climbing right turn to 2000 direct LULEW and hold.

ASOS 133.325	LAFAYETTE APP CON ★ 121.1 268.7	ACADIANA TOWER ★ 125.0 (CTAF) 239.3	GND CON 121.7	CLNC DEL 121.7	CLNC DEL 118.05 (when twr closed)	UNICOM 122.95	122.7
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440 ↑	2000 ↘	LULEW △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).	4 NM Holding Pattern
*LNAV only.	ISUCE	WOKDO 2.2 NM to RW35	1700	168° → 2000
		*1 NM to RW35	348°	← 348°
			760*	GP 3.00° TCH 52
			1700	
			1 NM	1.2 NM
			2.9 NM	8 NM
CATEGORY	A	B	C	D
LPV DA	221-½	200 (200-½)		
LNAV/DA	303-½	282 (300-½)		
LNAV MDA	380-½	359 (400-½)	380-¾	359 (400-¾)
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	600-1½ 576 (600-1½)	680-2 656 (700-2)



NEW IBERIA, LOUISIANA
Amdt 1A 15AUG19

30°02'N-91°53'W

RNAV (GPS) RWY 35

ACADIANA RGNL (ARA)

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

VORTAC LFT	APP CRS	Rwy Idg	8002
109.8	328°	TDZE	21
Chan 35		Apt Elev	24

VOR RWY 35

ACADIANA RGNL (A.R.A.)

⚠

⚠

Circling NA to Rwy's 17W and 35W.
DME required.
Inop table does not apply.

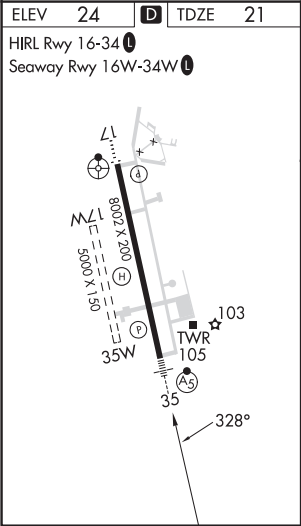
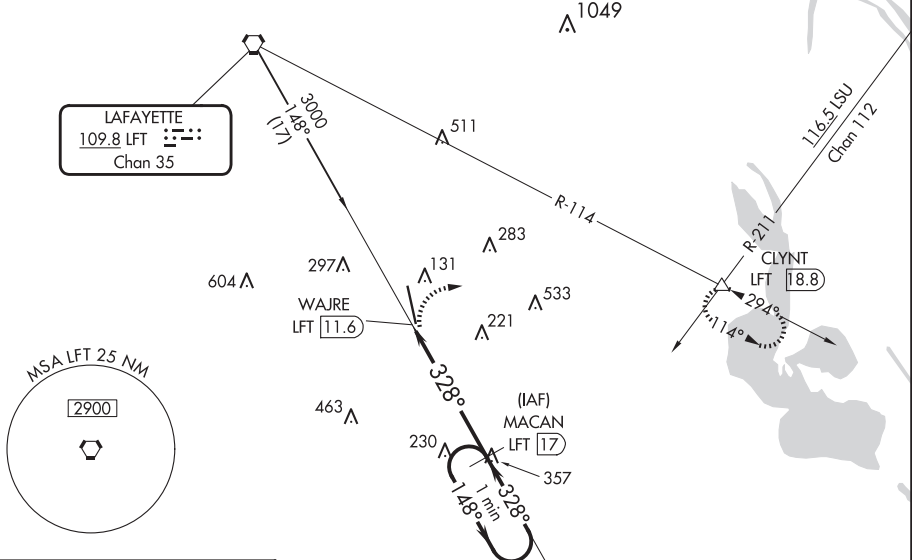
MALSR

AS

MISSED APPROACH: Climbing right turn to 2000 on heading 080° and LFT R-114 to CLYNT INT/LFT 18.8 DME and hold.

ASOS	LAFAYETTE APP CON *	ACADIANA TOWER *	GND CON	CLNC DEL	CLNC DEL	UNICOM	122.7
133.325	121.1 268.7	125.0 (CTAF) 239.3	121.7	121.7	118.05 (when twr closed)	122.95	

DME REQUIRED



2000	LFT R-114	CLYNT	MACAN LFT 17	One Minute Holding Pattern	
hdg 080°					
	WAJRE LFT 11.6	LFT 13	3.00° TCH 52	148°	1800
				328°	
	1.5	4 NM			
CATEGORY	A	B	C	D	E
S-35	540-1½	519 (600-½)	540-1⅔	519 (600-1⅔)	
CIRCLING	540-1	516 (600-1)	600-1½ 576 (600-1½)	680-2 656 (700-2)	900-3 876 (900-3)

NEW IBERIA, LOUISIANA

AL-5040 (FAA)

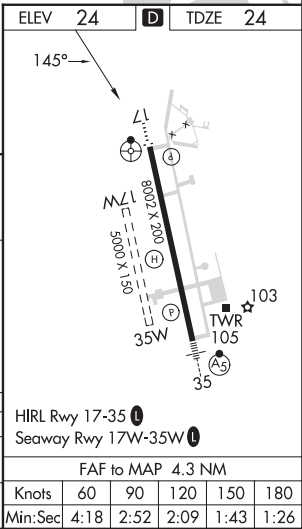
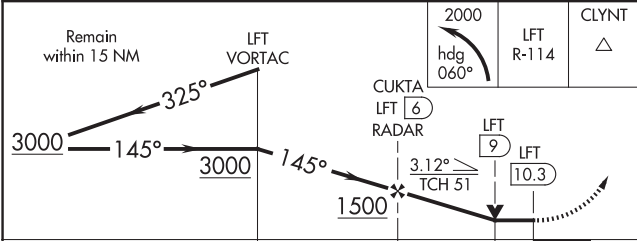
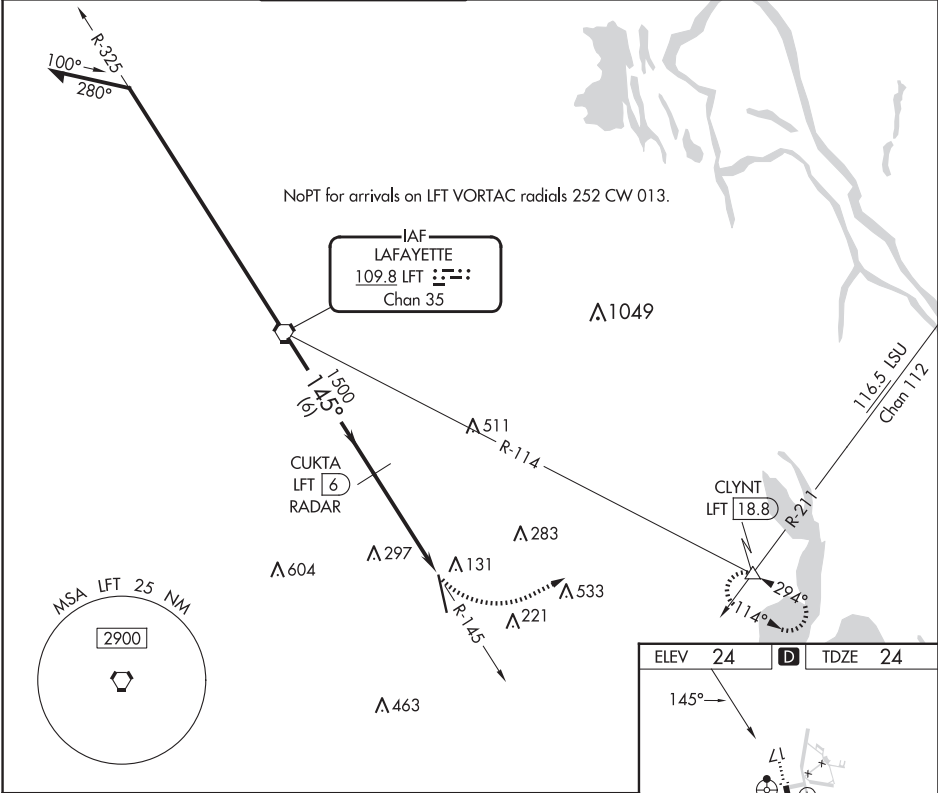
25107

VORTAC LFT	APP CRS	Rwy Idg	8002
109.8	145°	TDZE	24
Chan 35		Apt Elev	24

VOR or TACAN RWY 17

ACADIANA RGNL (A.R.A.)

<div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div><div>Circling NA to Rwy's 17W and 35W. DME or RADAR required. For inop ALS, increase S-17 Cat E visibility to 1½ mile.</div></div>			<div><div>ODALS</div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div>	<div>MISSED APPROACH: Climbing left turn to 2000 on heading 060° and LFT VORTAC R-114 to CLYNT INT/18.8 DME and hold.</div>			
<div>ASOS</div> <div>133.325</div>	<div>LAFAYETTE APP CON★</div> <div>121.1 268.7</div>	<div>ACADIANA TOWER★</div> <div>125.0 (CTAF) 0 239.3</div>	<div>GND CON</div> <div>121.7</div>	<div>CLNC DEL</div> <div>121.7</div>	<div>CLNC DEL</div> <div>118.05 (when twr closed)</div>	<div>UNICOM</div> <div>122.95</div>	<div>122.7 0</div>



NEW IBERIA, LOUISIANA

Amtd 2 27APR17

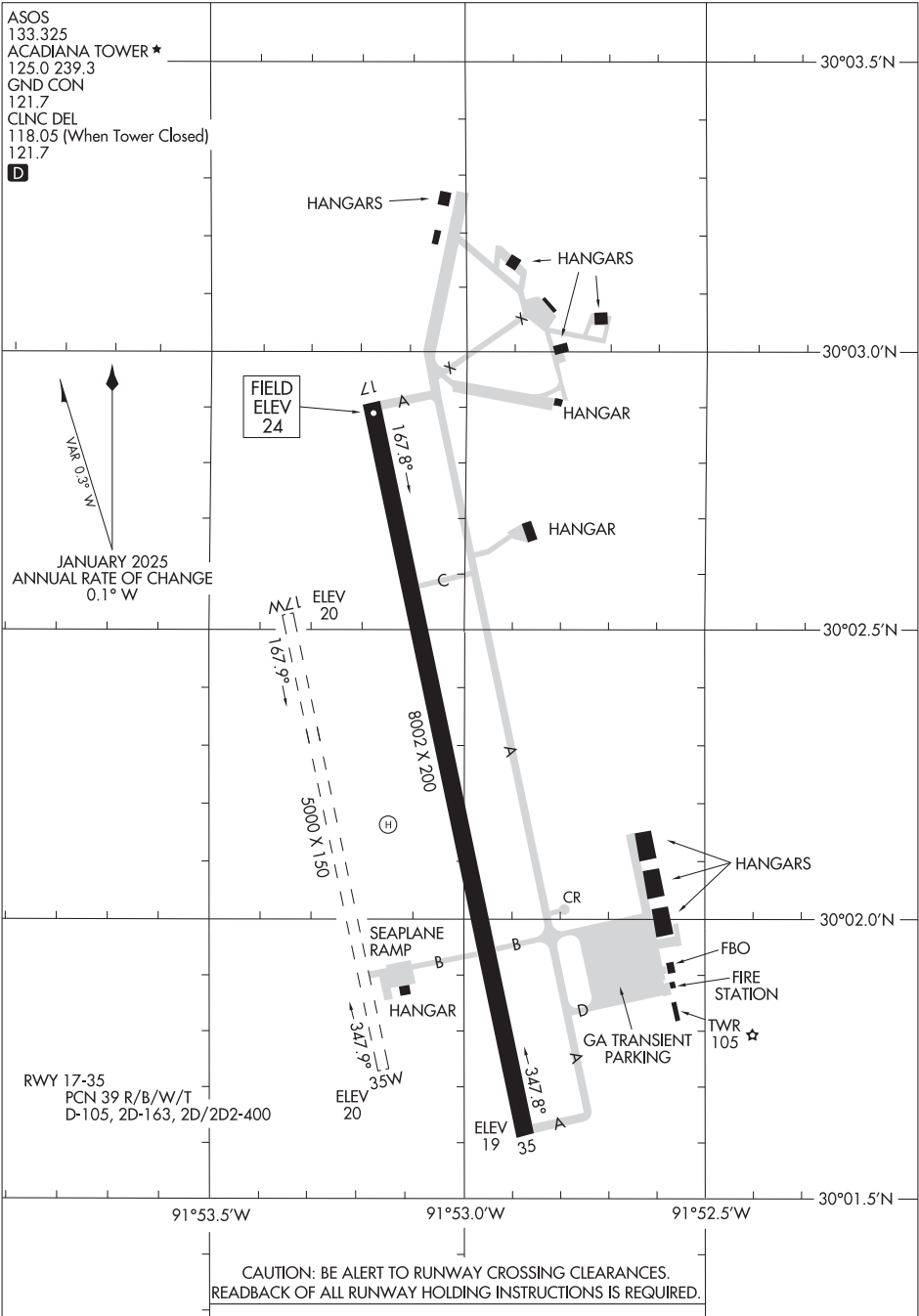
30°02'N-91°53'W

ACADIANA RGNL (A.R.A.)

VOR or TACAN RWY 17

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

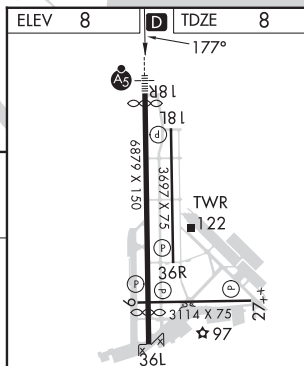


ILS or LOC RWY 18R
LAKEFRONT (NEW)



MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on HRV VORTAC R-016 to SNAKI INT and hold.

RADAR REQUIRED



MIRL Rwy 18R-36L	FAF to MAP 4.5 NM
MIRL Rwy 9-27 and 18L-36R	
REIL Rwy 9, 18L, 36L and 36R	

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 61302 W18A	APP CRS 177°	Rwy Idg 5510 TDZE 8 Apt Elev 8
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RNAV (GPS) RWY 18R
LAKEFRONT (NEW)

Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV and Circling Cat C and D visibility ¼ mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting, increase LNAV Cat A and B visibility to 1 mile.

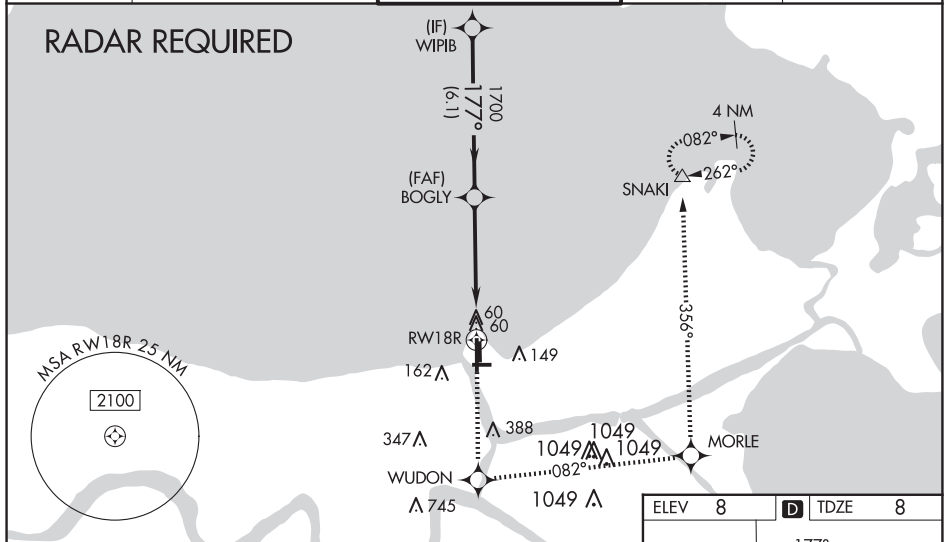
MALSR



MISSED APPROACH:
Climb to 2100 direct
WUDON and left turn
on track 082° to MORLE
and on track 356° to
SNAKI and hold.

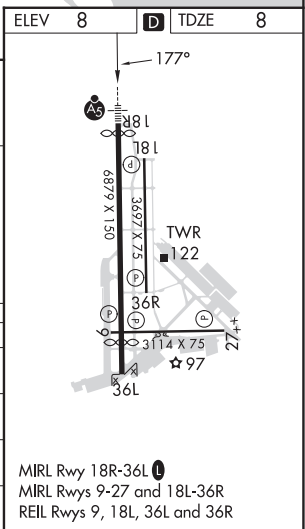
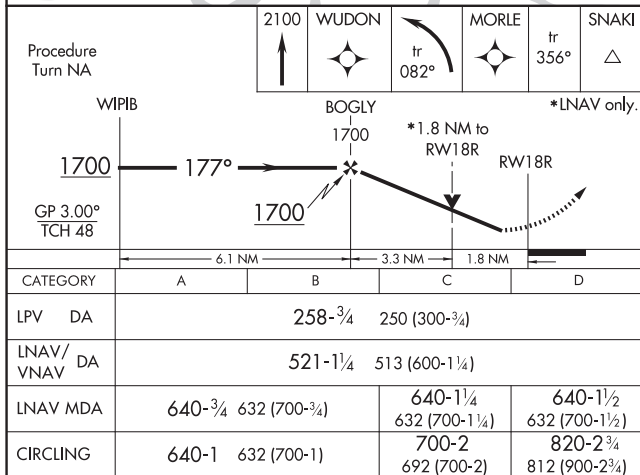
ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER * 118.95(CTAF) 0	GND CON 121.7 335.575	CLNC DEL 127.4
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RADAR REQUIRED



Procedure
Turn N/A

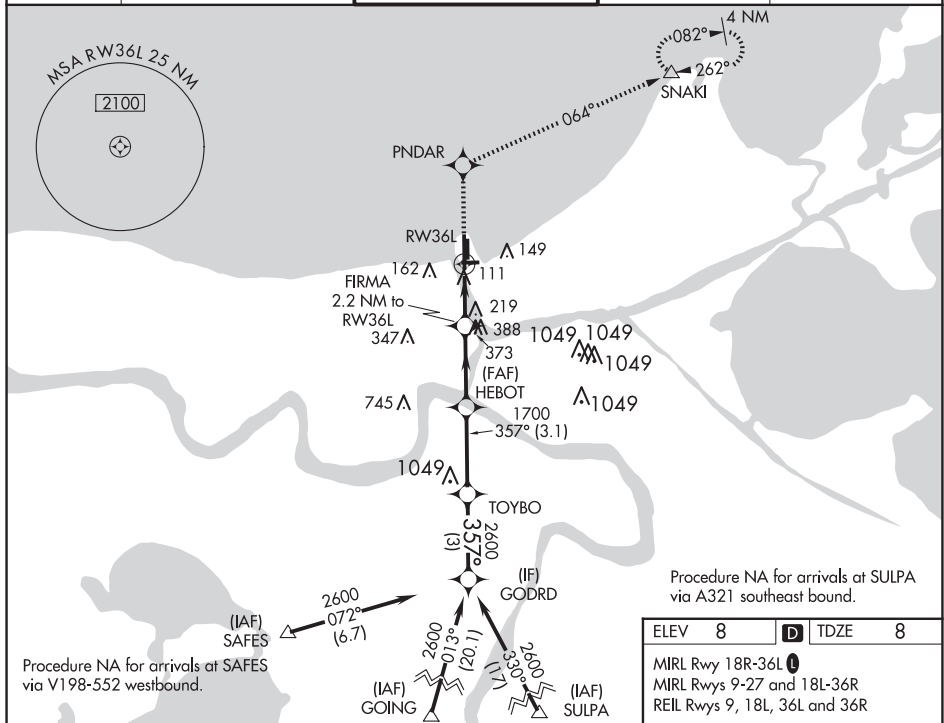
TOTAL RNA



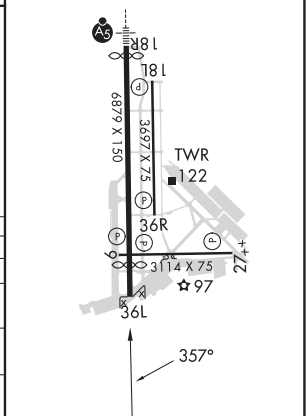
RNAV (GPS) RWY 36L
LAKEFRONT (NEW)

MISSED APPROACH: Climb to 2100 direct PNDAR and via track 064° to SNAKI and hold.

ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER * 118.95 (CTAF) 0	GND CON 121.7 335.575	CLNC DEL 127.4
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2100 ↑	PNDAR ✱	Ir 064°	SNAKI △	Procedure Turn NA TOYBO GODRD			
LNAV only. FIRMA 2.2 NM to RW36L HEBOT 1.7 NM to RW36L 760 1700 357° 2600 GP 3.00° TCH 50							
1.7 NM		0.5 NM		2.9 NM		3.1 NM	
A		B		C		D	
CATEGORY	DA	340-1 $\frac{1}{8}$		332 (400-1 $\frac{1}{8}$)			
LNAV/VNAV	DA	431-1 $\frac{3}{8}$		423 (500-1 $\frac{3}{8}$)			
LNAV MDA		600-1 592 (600-1)		600-1 $\frac{3}{4}$ 592 (600-1 $\frac{3}{4}$)			
CIRCLING		600-1 592 (600-1)		700-2 692 (700-2)		820-2 $\frac{3}{4}$ 812 (900-2 $\frac{3}{4}$)	



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

VORTAC	HRV	Rwy Idg	5135
114.1	APP CRS	TDZE	8
Chan 88	351°	Apt Elev	8

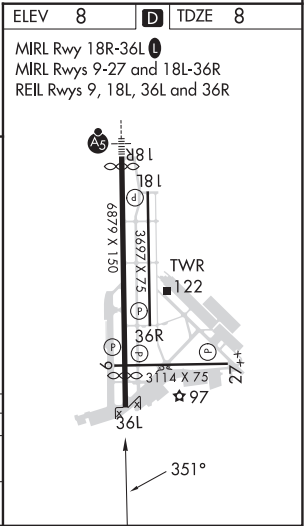
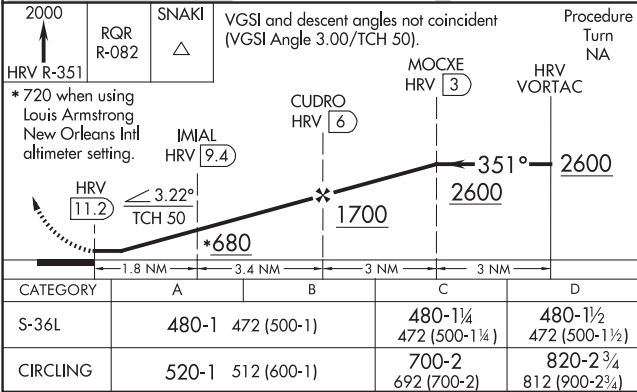
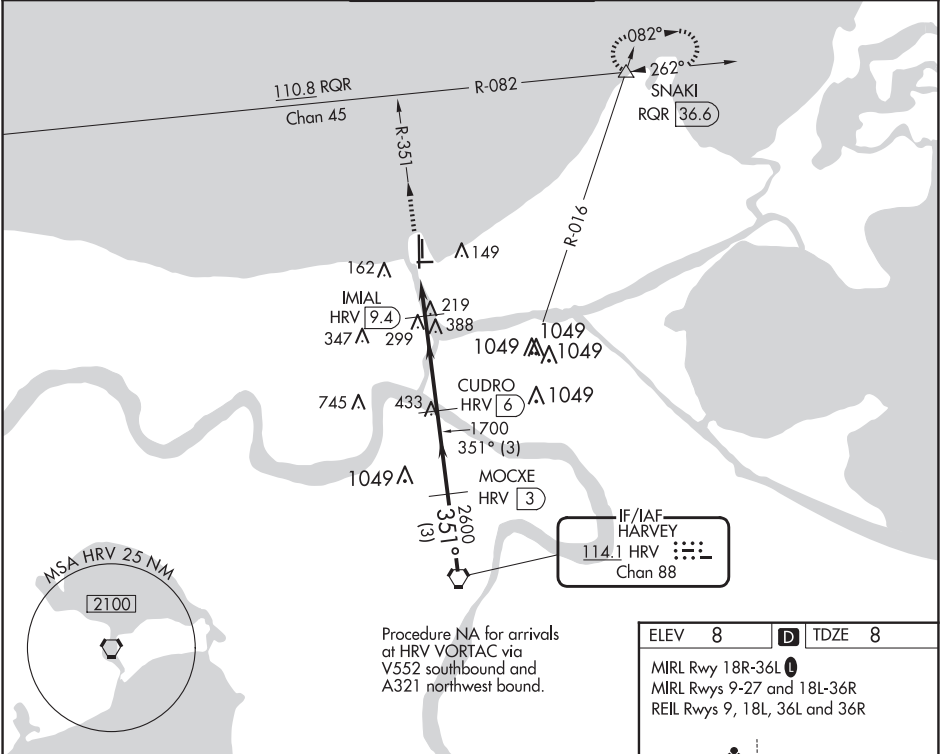
VOR/DME RWY 36L

LAKEFRONT (NEW)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 40 feet and increase S-36L Cat C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 via HRV R-351 and RQR R-082 to SNAKI INT/RQR 36.6 DME and hold.

ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER ★ 118.95(CTAF) 0	GND CON 121.7 335.575	CLNC DEL 127.4
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AIRPORT DIAGRAM

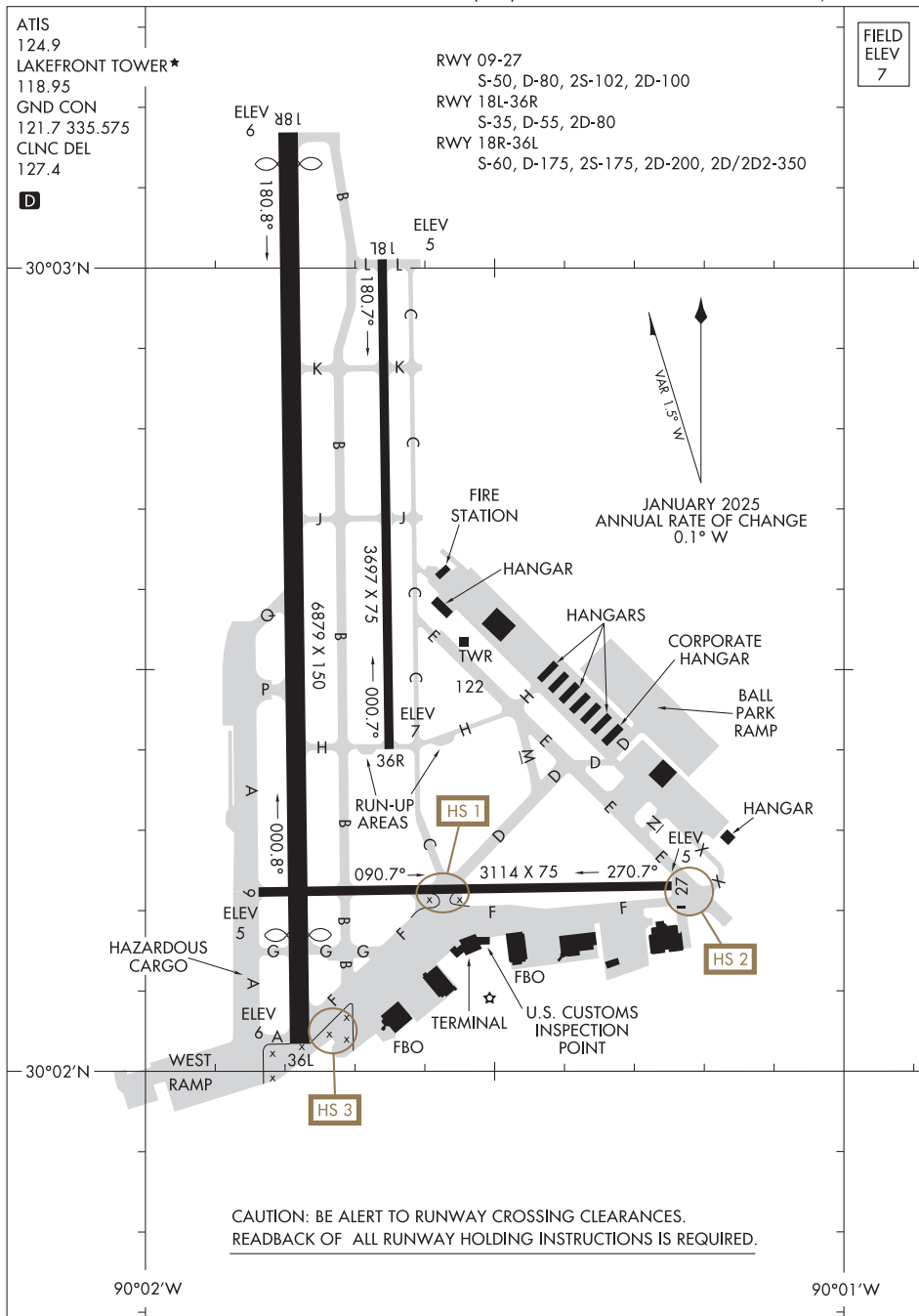
AL-288 (FAA)

LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA

ATIS
124.9
LAKEFRONT TOWER★
118.95
GND CON
121.7 335.575
CLNC DEL
127.4

D

RWY 09-27
S-50, D-80, 2S-102, 2D-100
RWY 18L-36R
S-35, D-55, 2D-80
RWY 18R-36L
S-60, D-175, 2S-175, 2D-200, 2D/2D2-350

FIELD
ELEV
7

SC-4, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

25107

NEW ORLEANS, LOUISIANA
LAKEFRONT (NEW)

ILS or LOC RWY 2
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on RQR VOR/DME R-082 to SNAKI INT/RQR 36.6 DME and hold.

MSA HRV 25 NM
2100

110.8 RQR
Chan 45

110.8 RQR
R-082
Chan 45

LOCALIZER 111.7
I-FJI
Chan 54

156 A

151 A

219 A

YERUB
I-FJI [2.7]

POVVI INT
I-FJI [7.4]

Procedure NA for arrivals
at OLEDD on V198-552
westbound.

2000
074°

ROYUL INT
I-FJI [1.4]

(IF)

R-254

R-277

586 A

500 A

MISSED APCH
FIX

113.95 PCU
R-193
Chan 86 (V)

082°

262°

110.8 RQR
R-082
Chan 45

SNAKI
RQR [36.6]

ALTERNATE MISSED
APCH
FIX

WAVEZ
HRV [29.2]

159°

339°

114.1 HRV
R-339
Chan 88

HARVEY
114.1 HRV
Chan 88

NEW ORLEANS, LOUISIANA
Amdt 20A 14JUL22

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
°16'W ILS or LOC RWY 2


ILS or LOC RWY 29
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct RQR VOR/DME and hold.

MISSED APCH FIX

R-273 093°

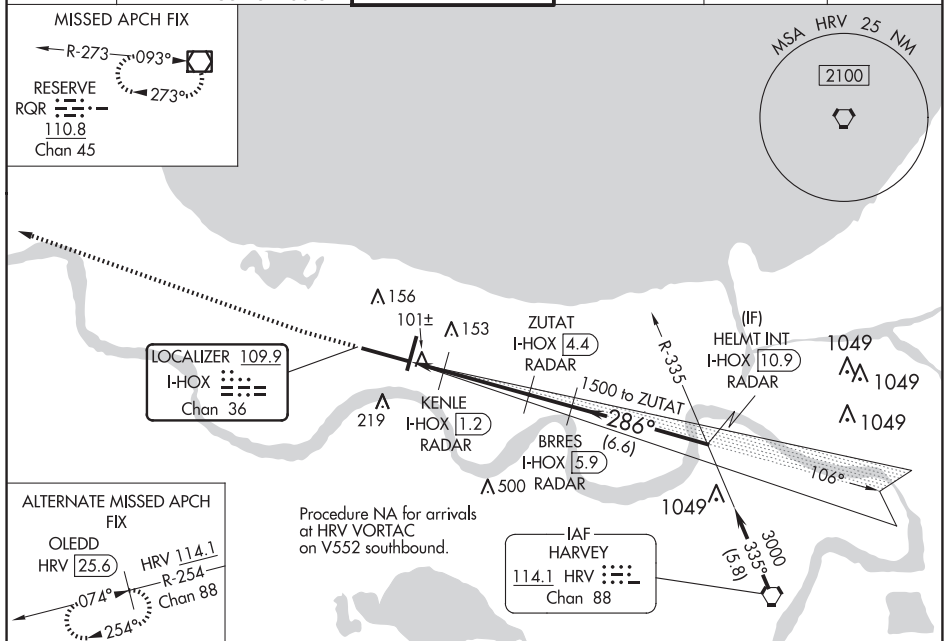
RESERVE

RQR 

110.8

Chan 45

273°



ELEV 4 **D** TDZE 2

<div style="display: flex; justify-content: space-around; align-items: center;"> <div> <p>↑</p> <p>3000</p> </div> <div> <p>↗</p> <p>3000</p> </div> <div> <p>☐</p> <p>RQR</p> </div> </div> <p>*LOC only.</p>																																							
<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).</p>																																							
<p>BRRES</p> <p>I-HOX <u>5.9</u></p> <p>RADAR</p>																																							
<p>HELMET INT</p> <p>I-HOX <u>10.9</u></p> <p>RADAR</p>																																							
<p>KENLE</p> <p>I-HOX <u>1.2</u></p> <p>RADAR</p>																																							
<p>ZUTAT</p> <p>I-HOX <u>4.4</u></p> <p>RADAR</p>																																							
<p>I-HOX</p> <p><u>0.2</u></p> <p>ANTENNA</p>																																							
<p>286°</p> <p>3000</p> <p>2000</p> <p>1500</p> <p>*480</p>																																							
<p>1.4 NM 3.1 NM 1.6 NM 5 NM</p>																																							
<p>GS 3.00°</p> <p>TCH 53</p>																																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 25%;">CATEGORY</th> <th style="width: 25%;">A</th> <th style="width: 25%;">B</th> <th style="width: 25%;">C</th> <th style="width: 25%;">D</th> </tr> <tr> <td>S-ILS 29**</td> <td colspan="4">202/24 200 (200-½)</td> </tr> <tr> <td>S-LOC 29</td> <td>480/24</td> <td>478 (500-½)</td> <td>480/50</td> <td>478 (500-1)</td> </tr> <tr> <td>C CIRCLING</td> <td>520-1</td> <td>516 (600-1)</td> <td>580-1½ 576 (600-½)</td> <td>600-2 596 (600-2)</td> </tr> <tr> <td colspan="5">KENLE FIX MINIMUMS</td> </tr> <tr> <td>S-LOC 29</td> <td>360/24</td> <td>358 (400-½)</td> <td>360/30</td> <td>358 (400-¾)</td> </tr> <tr> <td>C CIRCLING</td> <td>520-1</td> <td>516 (600-1)</td> <td>580-1½ 576 (600-½)</td> <td>600-2 596 (600-2)</td> </tr> </table>					CATEGORY	A	B	C	D	S-ILS 29**	202/24 200 (200-½)				S-LOC 29	480/24	478 (500-½)	480/50	478 (500-1)	C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-½)	600-2 596 (600-2)	KENLE FIX MINIMUMS					S-LOC 29	360/24	358 (400-½)	360/30	358 (400-¾)	C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-½)	600-2 596 (600-2)
CATEGORY	A	B	C	D																																			
S-ILS 29**	202/24 200 (200-½)																																						
S-LOC 29	480/24	478 (500-½)	480/50	478 (500-1)																																			
C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-½)	600-2 596 (600-2)																																			
KENLE FIX MINIMUMS																																							
S-LOC 29	360/24	358 (400-½)	360/30	358 (400-¾)																																			
C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-½)	600-2 596 (600-2)																																			

RLLS Rwy 2

TDZ/CL Rwy 11

HIRL All Runways

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NEW ORLEANS, LOUISIANA

AL-609 (FAA)

25163

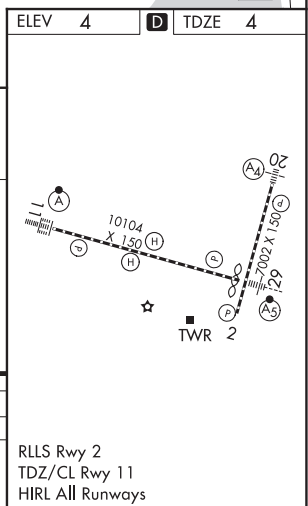
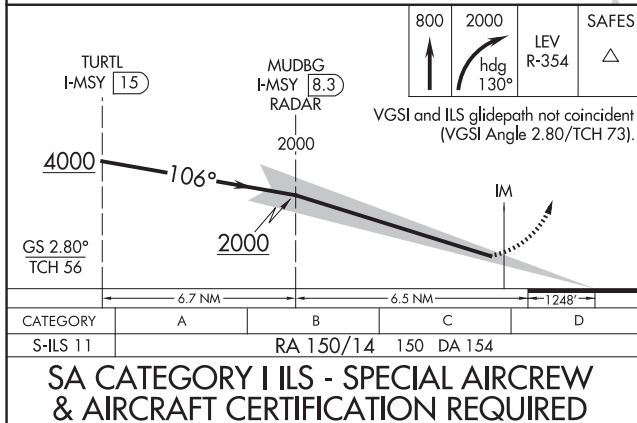
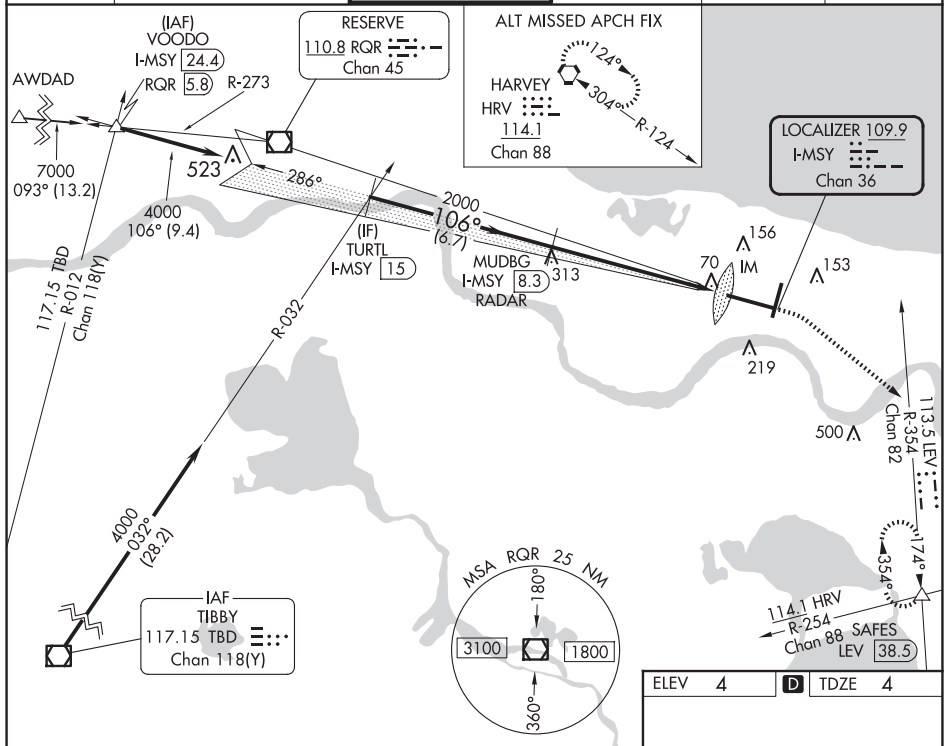
LOC/DME I-MSY 109.9 Chan 36	APP CRS 106°	Rwy Ldg 9800 TDZE 4 Apt Elev 4
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ILS RWY 11 (SA CAT I)

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RADAR or DME required.	ALSF-2	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.
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D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC
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NEW ORLEANS, LOUISIANA
Amdt 5B 05SEP24

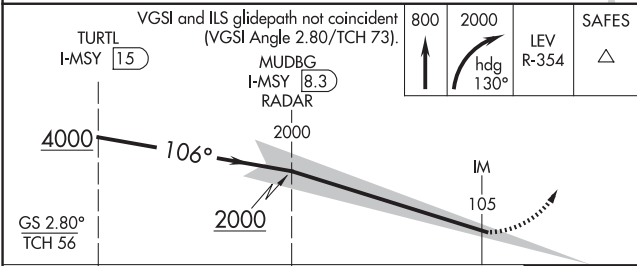
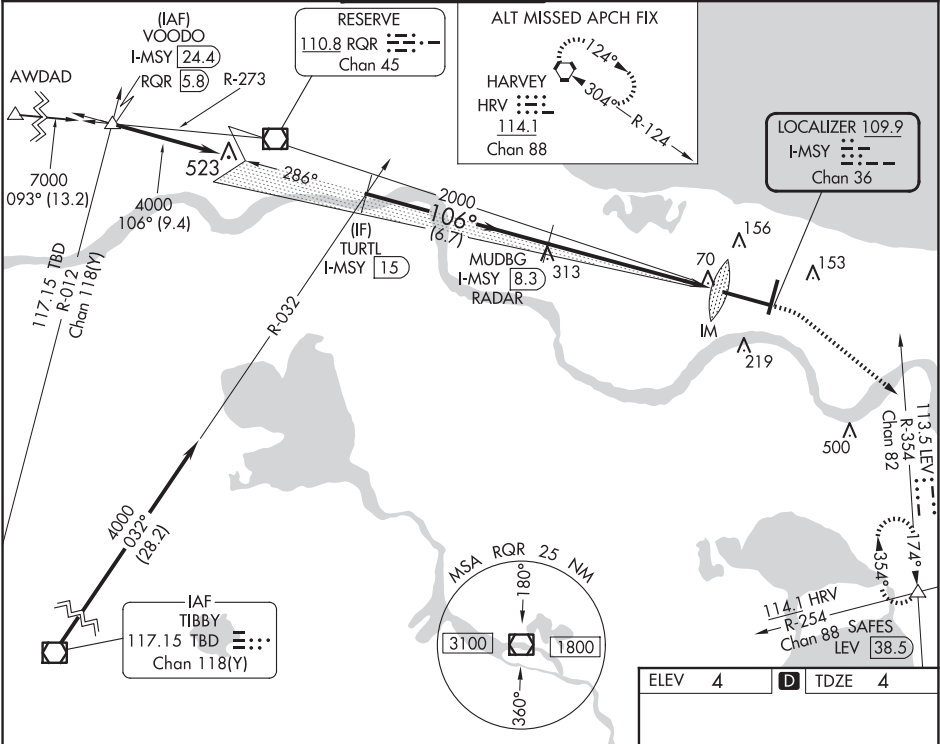
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°16'W
ILS RWY 11 (SA CAT I)

LOC/DME I-MSY 109.9 Chan 36	APP CRS 106°	Rwy Ldg 9800 TDZE 4 Apt Elev 4
---	------------------------	---

ILS RWY 11 (CAT II & III)
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

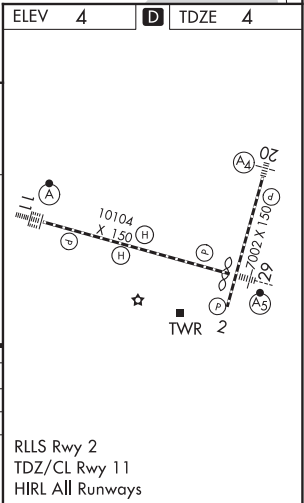
RADAR or DME required.	ALSF-2	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.
------------------------	--------	--

D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC
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CATEGORY	A	B	C	D
S-ILS 11	CAT II	RA 100/12	100 DA 104	
S-ILS 11	CAT III	RVR 06		

**CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**



APP CRS
106°

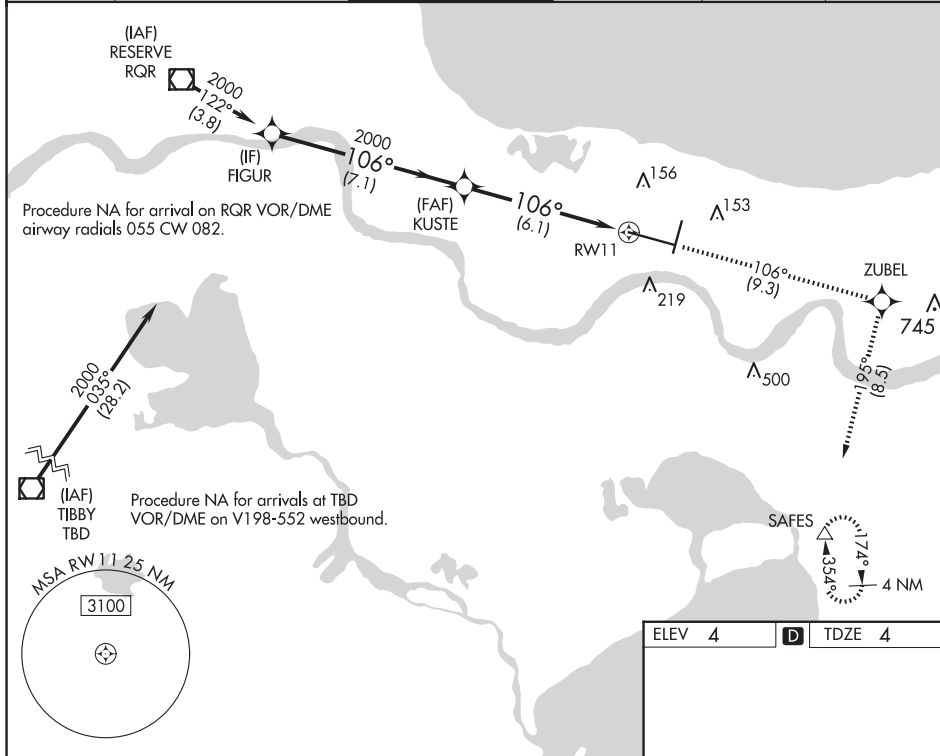
Rwy Ldg
TDZE
Apt Elev

9800
4
4

RNAV (RNP) Z RWY 11

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RNP AR APCH - GPS.		ALSIF-2		MISSED APPROACH: Climb to 2000 on track 106° to ZUBEL and on track 195° to SAFES and hold.	
For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.					
D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC



VGSI and RNAV glidepath not coincident (VGSI Angle 2.80/TCH 73).

2000

↑

tr 106°

ZUBEL

tr 195°

SAFES

FIGUR

KUSTE

RW11

GP 3.00° TCH 55

7.1 NM

6.1 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	367/35 363 (400-5%)			

AUTHORIZATION REQUIRED

RLS Rwy 2

TDZ/CL Rwy 11

HIRL All Runways

APP CRS	Rwy Ldg	6948
197°	TDZE	-1
	Apt Elev	4

RNAV (RNP) Z RWY 20
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RNP AR APCH - GPS.

T For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

MALS



MISSED APPROACH: Climb to 2000 on track 197° to POLLY and track 109° to SAFES and hold.

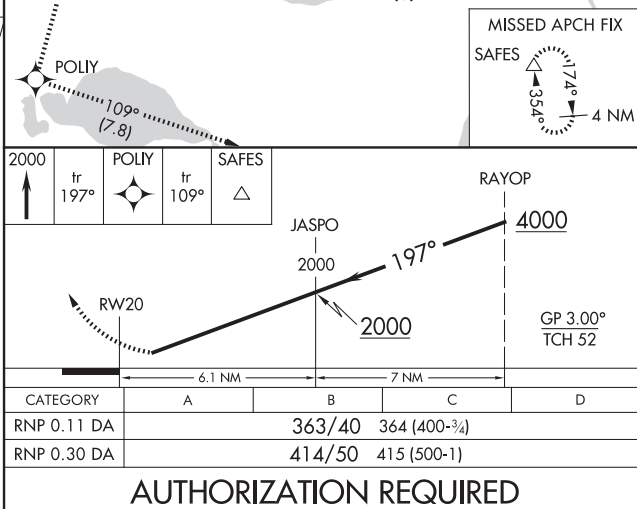
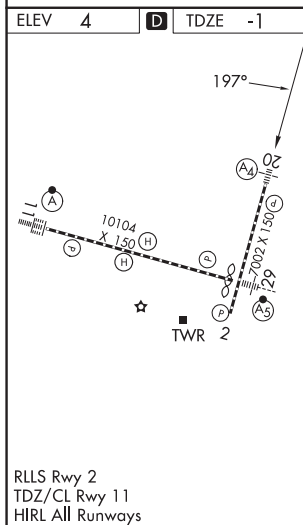
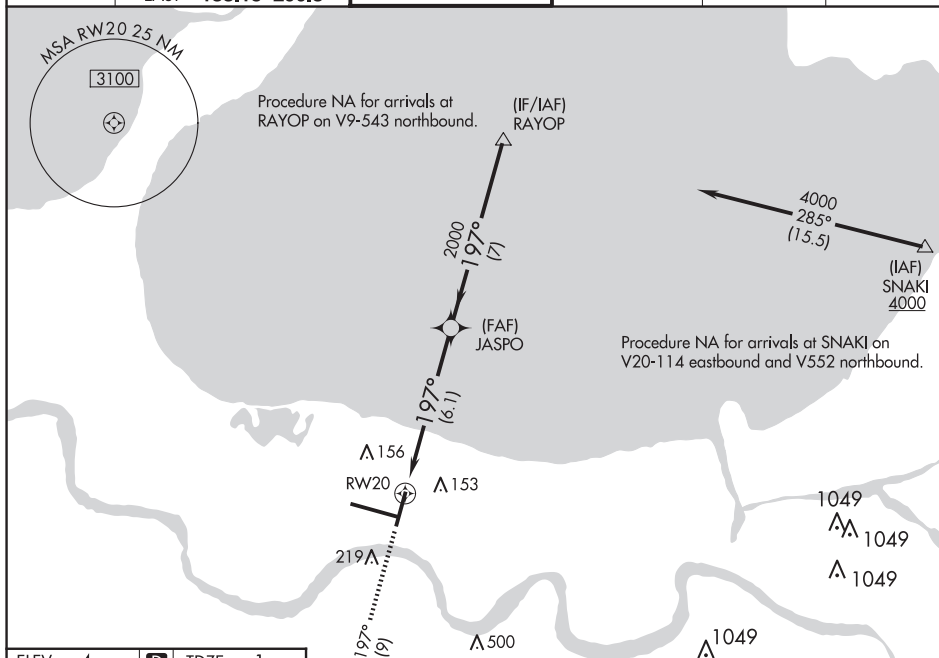
D-ATIS
127.55

NEW ORLEANS APP CON		
WEST	125.5	350.35
EAST	133.15	290.3

NEW ORLEANS TOWER
119 5 254 3

GND CON
121.9 273.525

CLNC DEL
120-925



NEW ORLEANS, LOUISIANA

AL-609 (FAA)

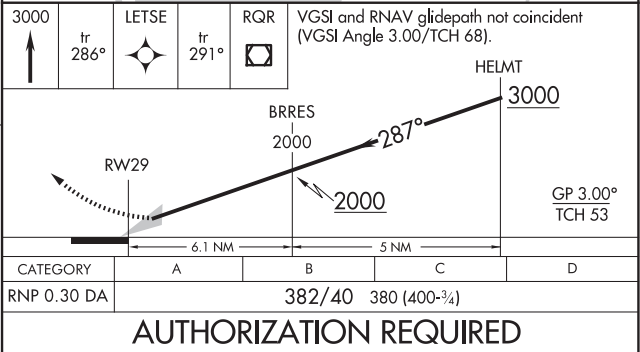
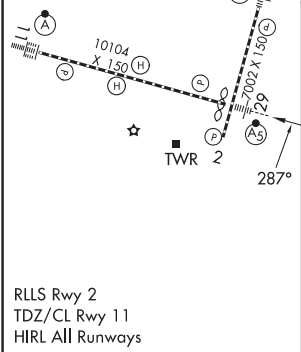
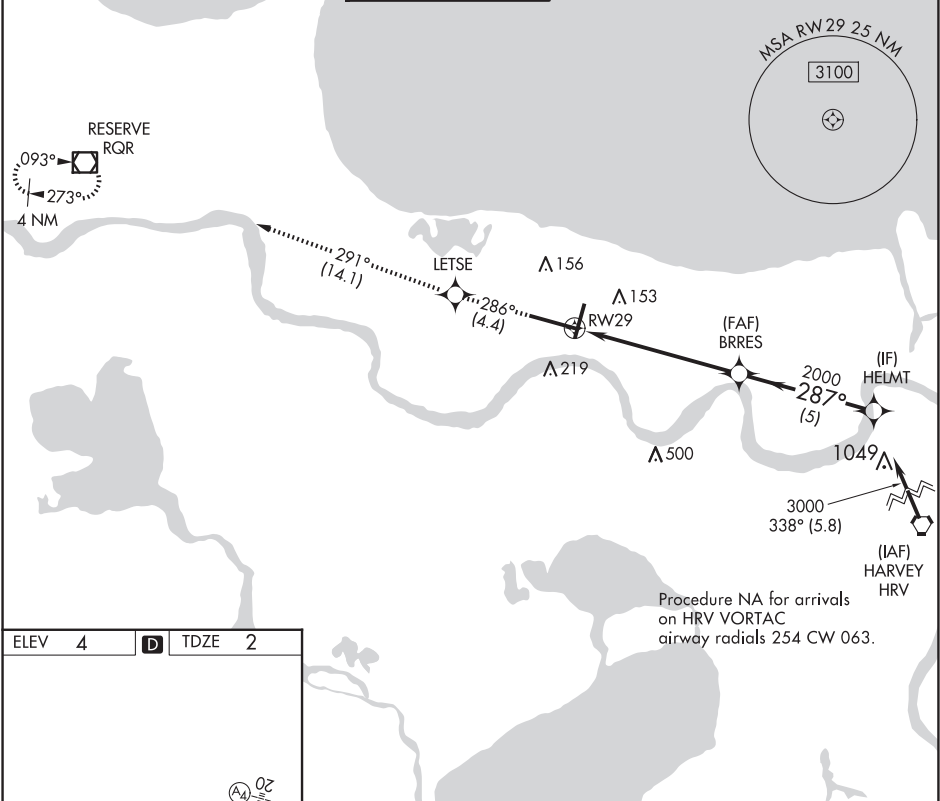
25163

APP CRS	Rwy Ldg	9800
287°	TDZE	2
	Apt Elev	4

RNAV (RNP) Z RWY 29

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS Required.			MALSR 	MISSED APPROACH: Climb to 3000 on track 286° to LETSE and on track 291° to RQR VOR/DME and hold.	
D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC



NEW ORLEANS, LOUISIANA
Amdt 2 15OCT15

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°16'W
RNAV (RNP) Z RWY 29

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

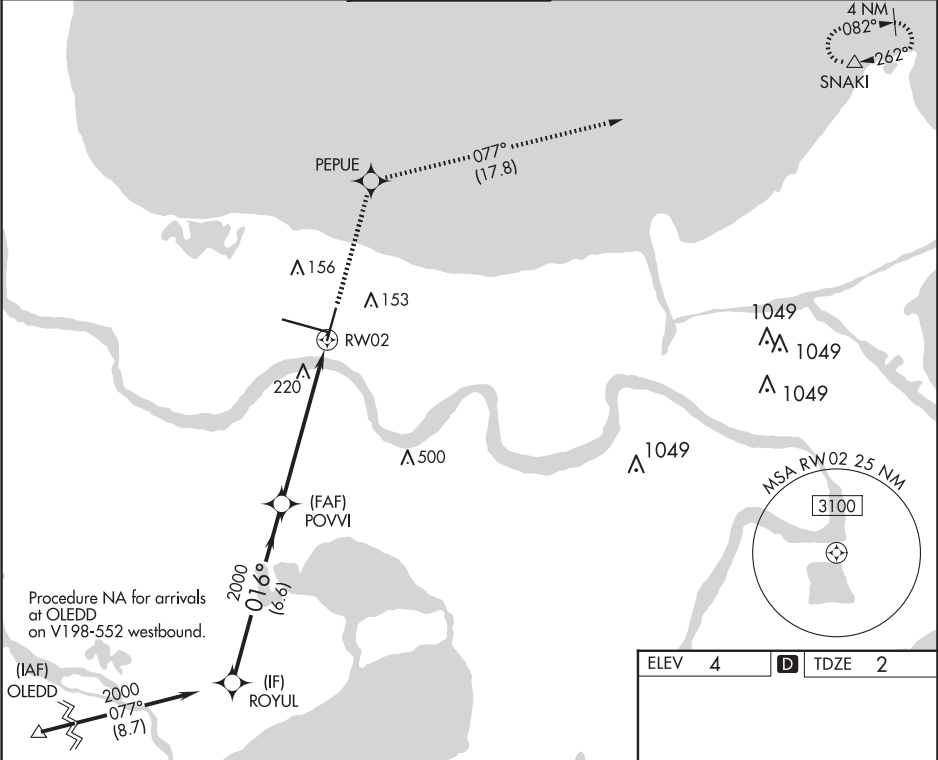
WAAS CH 49220 W02A	APP CRS 016°	Rwy Ldg 7002 TDZE 2 Apt Elev 4
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RNAV (GPS) RWY 2

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct PEPUE and on track 077° to SNAKI and hold.	
▼ Rwy 2 helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.			

D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).		3000	PEPUE	tr 077°	SNAKI
ROYUL		2000	POVVI 2000	1.3 NM to RW02	RW02
GP 3.00° TCH 56		2000			
6.6 NM		4.8 NM	1.3 NM		
CATEGORY	A	B	C	D	
LPV DA	398/60		396 (400-1¼)		
LNAV/VNAV DA	379/55		377 (400-1)		
LNAV MDA	480/55	478 (500-1)	480-1⅜	478 (500-1⅝)	
Ⓢ CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-½)	580-2 576 (600-2)	

RLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

016°

NEW ORLEANS, LOUISIANA

AL-609 (FAA)

25163

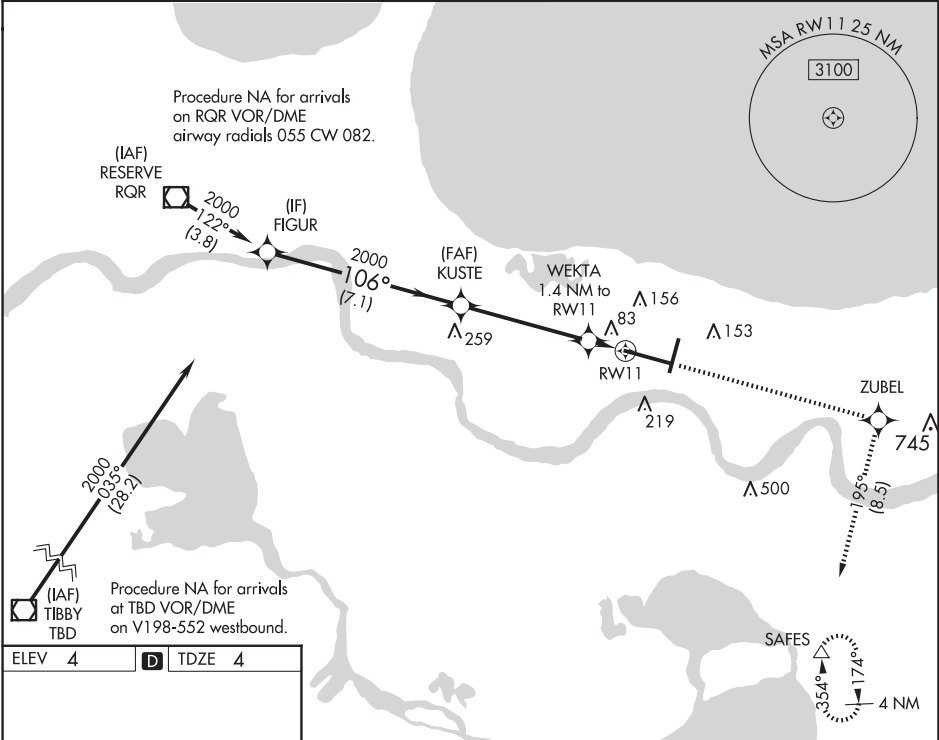
WAAS CH 61319 W11A	APP CRS 106°	Rwy Ldg TDZE Apt Elev 9800 4 4
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RNAV (GPS) Y RWY 11

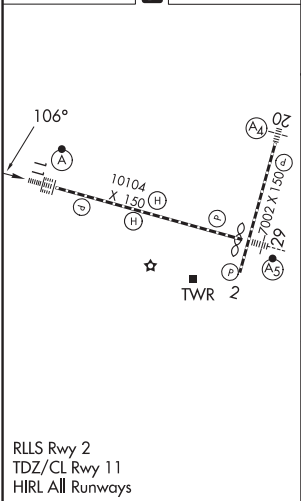
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RNP APCH - GPS.	ALSF-2	MISSED APPROACH: Climb to 2000 direct ZUBEL and on track 195° to SAFES and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to RVR 4000.		

D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC
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ELEV 4	D	TDZE 4
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VGSI and RNAV glidepath not coincident (VGSI Angle 2.80/TCH 73).			
FIGUR	KUSTE	ZUBEL	SAFES
2000	2000	2000	tr 195°
GP 3.00° TCH 55	WEKTA 1.4 NM to RW11		
7.1 NM	4.7 NM	1.4 NM	
CATEGORY	A	B	C
LPV DA	204/18	200 (200-½)	
LNAV/VNAV DA	254/24	250 (300-½)	
LNAV MDA	340/24	336 (400-½)	340/26 336 (400-½)
CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-½) 600-2 596 (600-2)

NEW ORLEANS, LOUISIANA
Amdt 2C 05SEP24

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°16'W
RNAV (GPS) Y RWY 11

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

NEW ORLEANS, LOUISIANA

AL-609 (FAA)

25163

WAAS CH 49006 W29A	APP CRS 287°	Rwy Ldg TDZE Apt Elev 9800 2 4
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RNAV (GPS) Y RWY 29
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

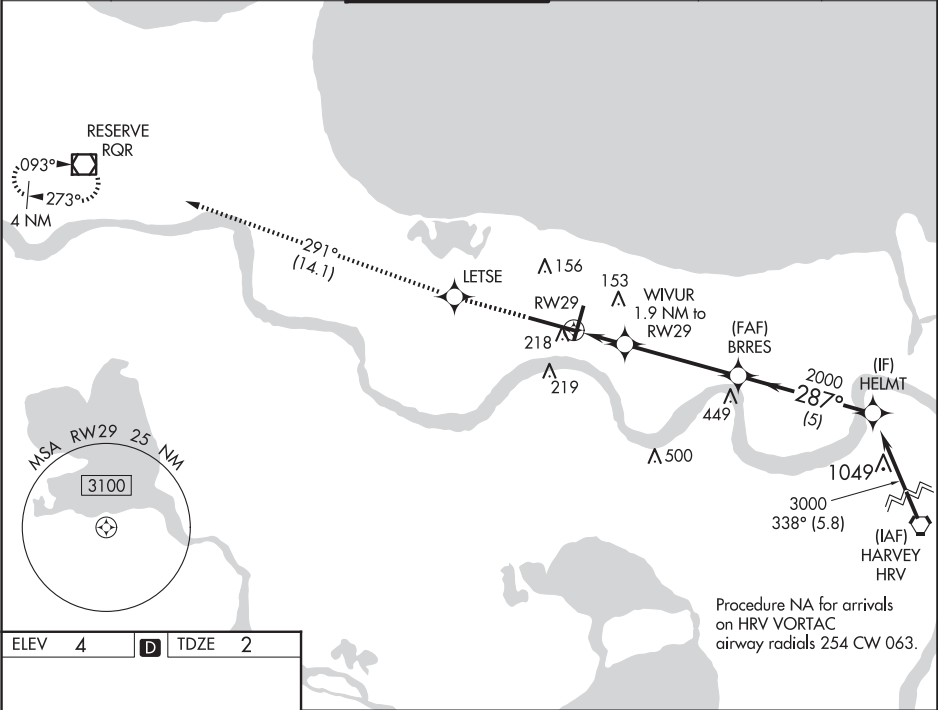
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 1½ mile.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

AS

MISSED APPROACH: Climb to 3000 direct LETSE and on track 291° to RQR VOR/DME and hold.

D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC
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ELEV 4	D	TDZE 2
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RLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

3000	LETSE	tr 291°	RQR	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).
*LNAV only.				
CATEGORY	A	B	C	D
LPV DA**	202/24		200 (200-½)	
LNAV/VNAV DA	380/40		378 (400-¾)	
LNAV MDA	480/24	478 (500-½)	480/50	478 (500-1)
C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-1½)	600-2 596 (600-2)

NEW ORLEANS, LOUISIANA
Amdt 4A 17AUG17

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°16'W
RNAV (GPS) Y RWY 29

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-ONW 111.7 Chan 54	APP CRS 196°	Rwy Ldg 6948 TDZE -1 Apt Elev 4
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LOC RWY 20
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

T Rwy 20 helicopter visibility reduction below RVR 4000 NA.
A For inop ALS when using SHORE fix minimums, increase S-20 Cat D visibility to RVR 5500. For inop ALS, increase S-20 Cat D visibility to 2 SM.

MALS
 

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 on heading 180° and RQR VOR/DME R-123 to SAFES INT/RQR 28 DME and hold.

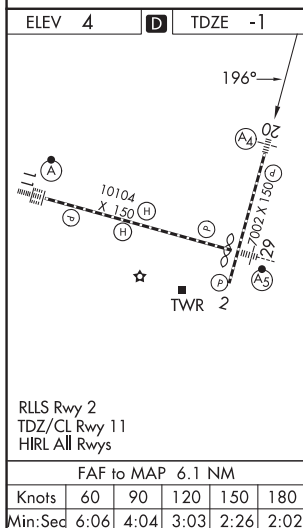
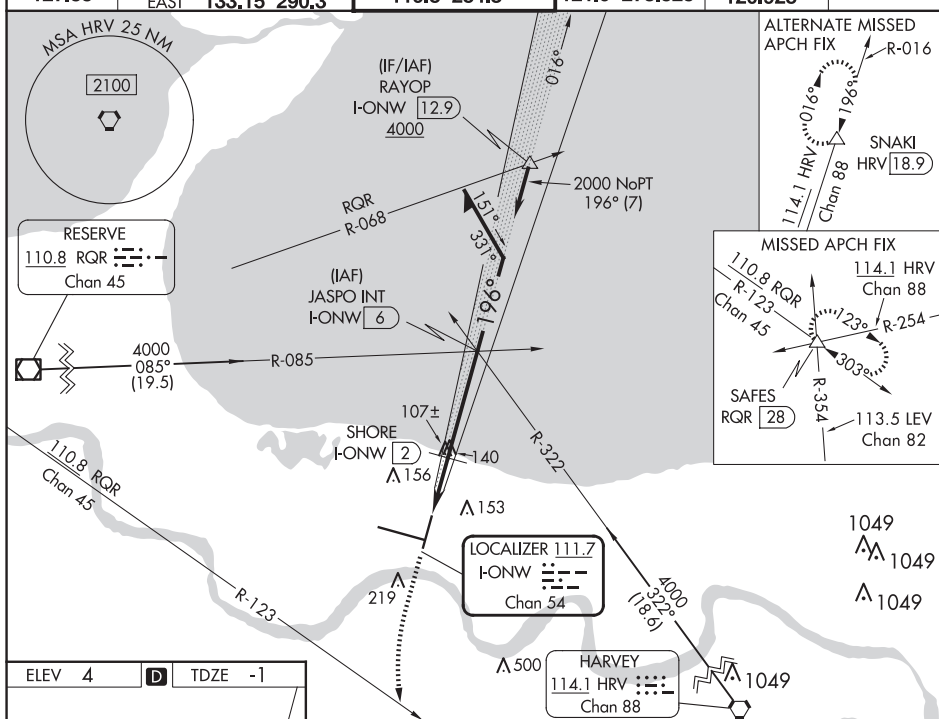
D-ATIS	NEW ORLEANS APP CON	
127.55	WEST	125.5 350.35
	EAST	133.15 290.3

NEW ORLEANS TOWER
119.5 254.3

GND CON
121.9 273.525

CLNC DEL
120-925

CPDLC



The diagram illustrates a coastal navigation scenario. At the top, a compass rose shows headings: 1300 (up), 1000 (up-left), hdg 180° (left), RQR R-123 (right), and SAFES (up-right). A vessel's path is shown starting from a point labeled 'JASPO INT I-ONW' with a bearing of 016° and a distance of 10 NM. The path then turns to a bearing of 196° for a distance of 4000. A second turn occurs at a bearing of 196° and a distance of 2000. A third turn occurs at a bearing of 196° and a distance of 3.00° TCH 52. The path then turns to a bearing of 196° and a distance of 700. The path ends at a point labeled 'SHORE I-ONW' with a bearing of 016° and a distance of 400. The diagram also shows a 'DME ANTENNA' and 'I-ONW' points with bearings of 0.2 and 0.8 respectively. A scale bar indicates distances of 1 NM, 1.2 NM, and 4 NM. Below the diagram is a table of shore fix minimums.

CATEGORY	A	B	C	D
S-20	700/40	701 (700-¾)	700-1¾	701 (700-1¾)
C CIRCLING	700-1	696 (700-1)	700-2 696 (700-2)	700-2½ 696 (700-2½)
SHORE FIX MINIMUMS				
S-20	360/40		361 (400-¾)	
C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-1½)	600-2 596 (600-2)

NEW ORLEANS, LOUISIANA

AL-609 (FAA)

25163

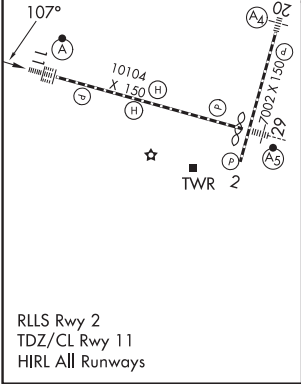
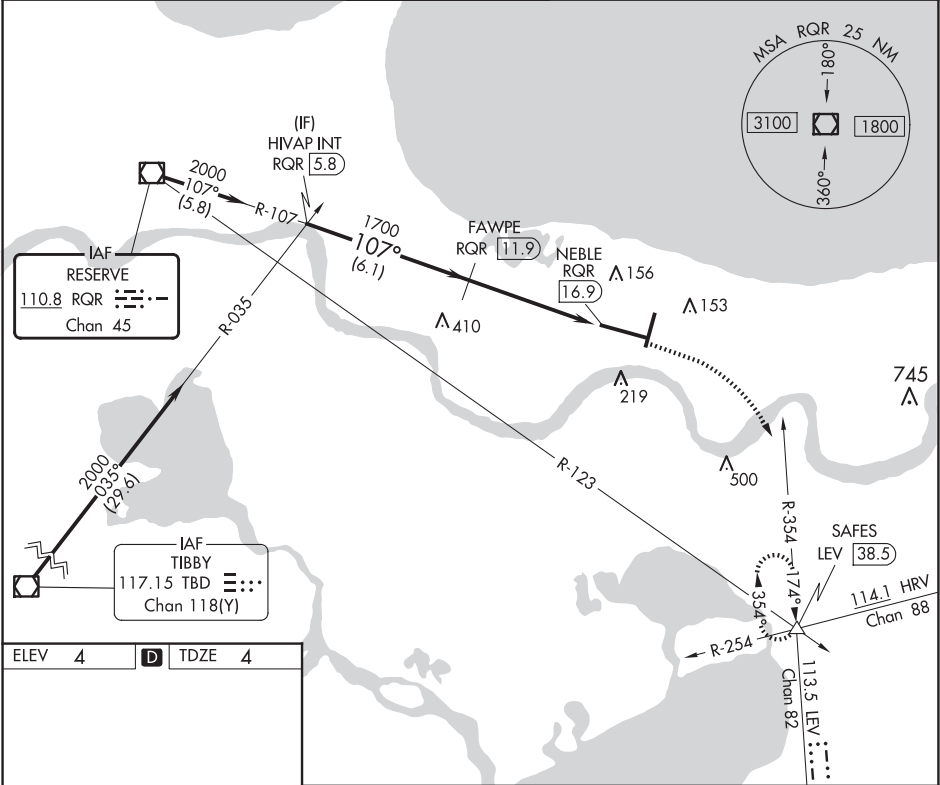
VOR/DME RQR	APP CRS	Rwy Ldg	9800
110.8	107°	TDZE	4
Chan 45		Apt Elev	4

VOR/DME RWY 11

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

V		ALSF-2	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.	
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D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	120.925	



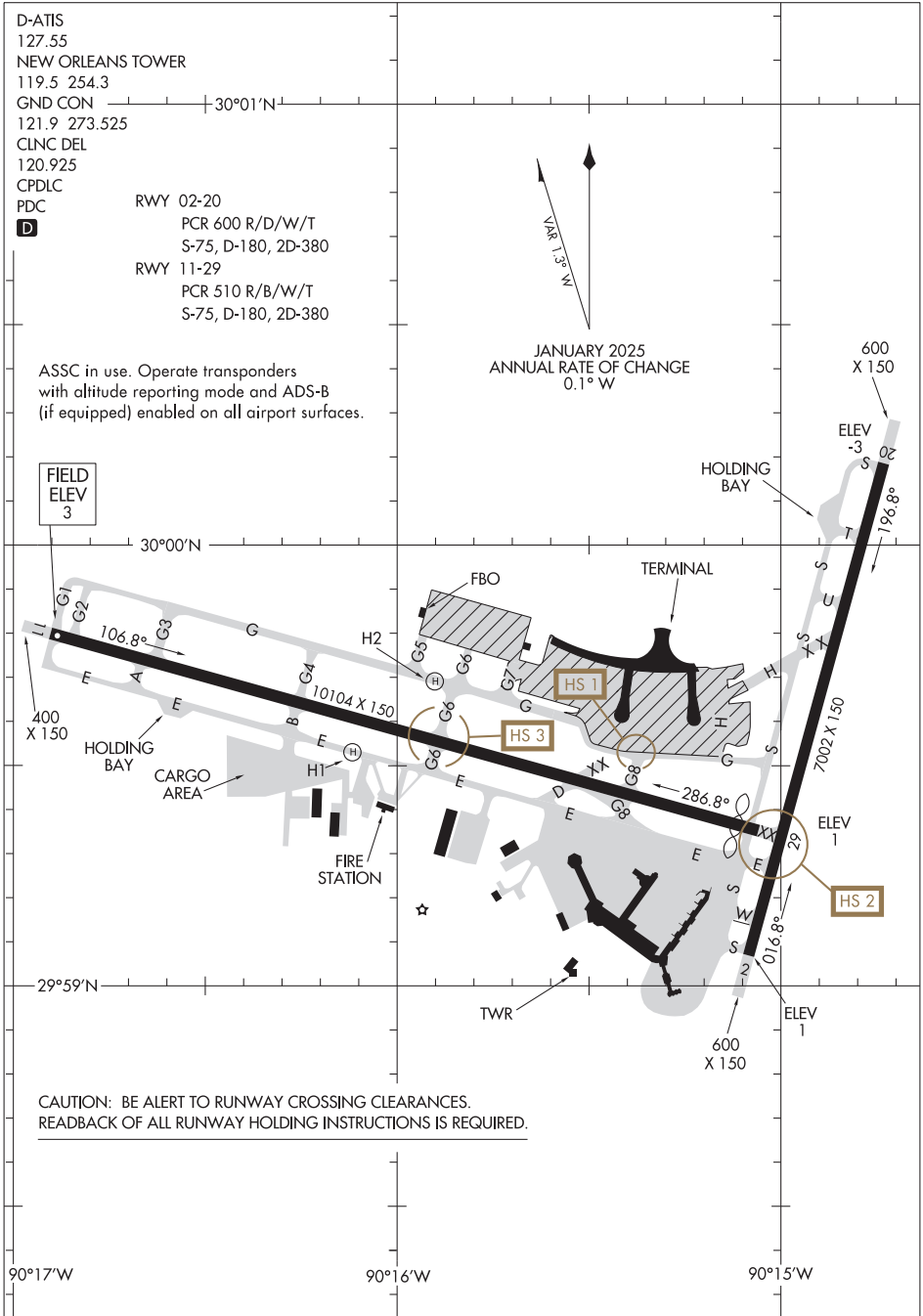
VGSIs and descent angles not coincident (VGSi Angle 2.80/TCH 73).		800	2000	LEV R-354	SAFES
HIVAP INT RQR 5.8		↑	hdg 130°		△
2000		1700	1500	16.9	
6.1 NM		3.7 NM	1.3 NM		
CATEGORY	A	B	C	D	
S-11	460/24 456 (500-1/2)				
CIRCLING	520-1	516 (600-1)	580-1 1/2 576 (600-1 1/2)	600-2	596 (600-2)

NEW ORLEANS, LOUISIANA
Amdt 1A 21JUL16

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

30°00'N-90°16'W

VOR/DME RWY 11



NEW ORLEANS, LOUISIANA

LOC I-NBG 109.5	APCH CRS 044°	Rwy Idg TDZE Arpt Elev 10,000 -2 2
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[USN]

ILS or LOC/DME RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

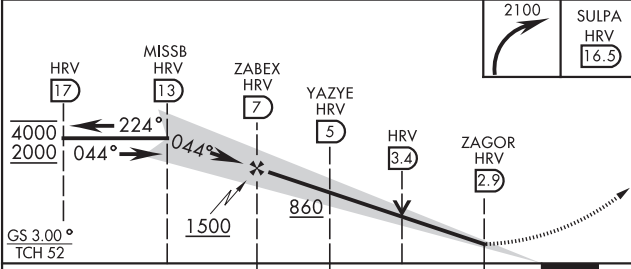
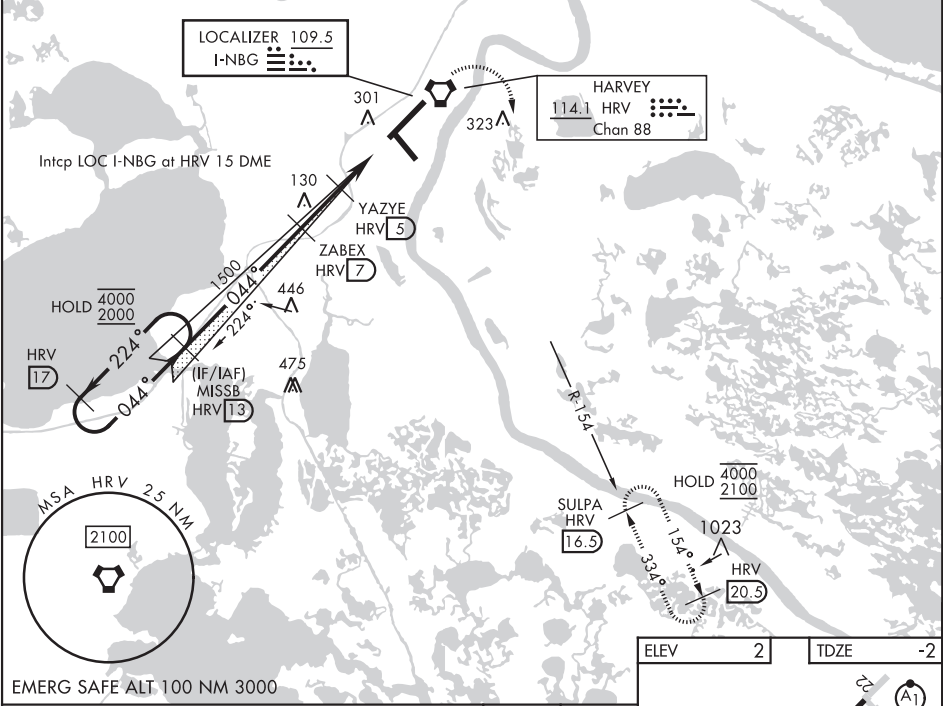
RNAV required

- * When ALS inop, increase vis to ¾ mile.
- ** When ALS inop, increase CAT AB vis to 1 mile;
CAT CDE vis to 1½ miles.
- *** Circling not authorized for CAT E NW of Rwy 4-22.

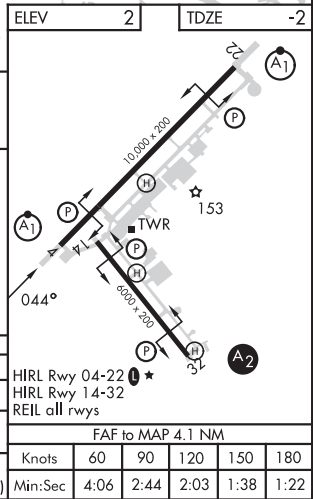


MISSED APPROACH: Climbing right turn to 2100
direct SULPA and hold.

ATIS ★ 279.55	APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 123.8 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/ PAR
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CATEGORY	A	B	C	D	E
S-ILS 4 *	198-½	200	(200-½)		
S-LOC 4 **	380-½ 382 (400-½)	380-⅝ 382 (400-⅝)			
*** CIRCLING	640-1 638 (700-1)	640-1¾ 638 (700-1¾)	660-2 658 (700-2)	680-2½ 678 (700-2½)	



NEW ORLEANS, LOUISIANA

29°50'N-90°02'W

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

Amtd 4 20MAR25

ILS or LOC/DME RWY 4

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

NEW ORLEANS, LOUISIANA

RNAV (GPS) RWY 4

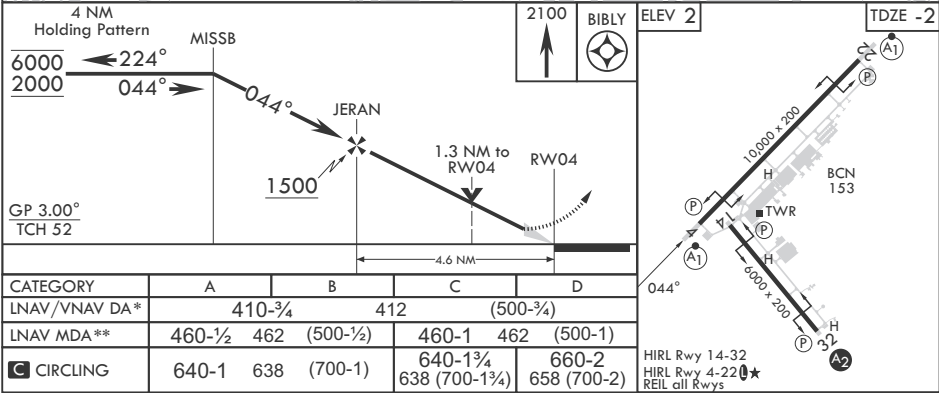
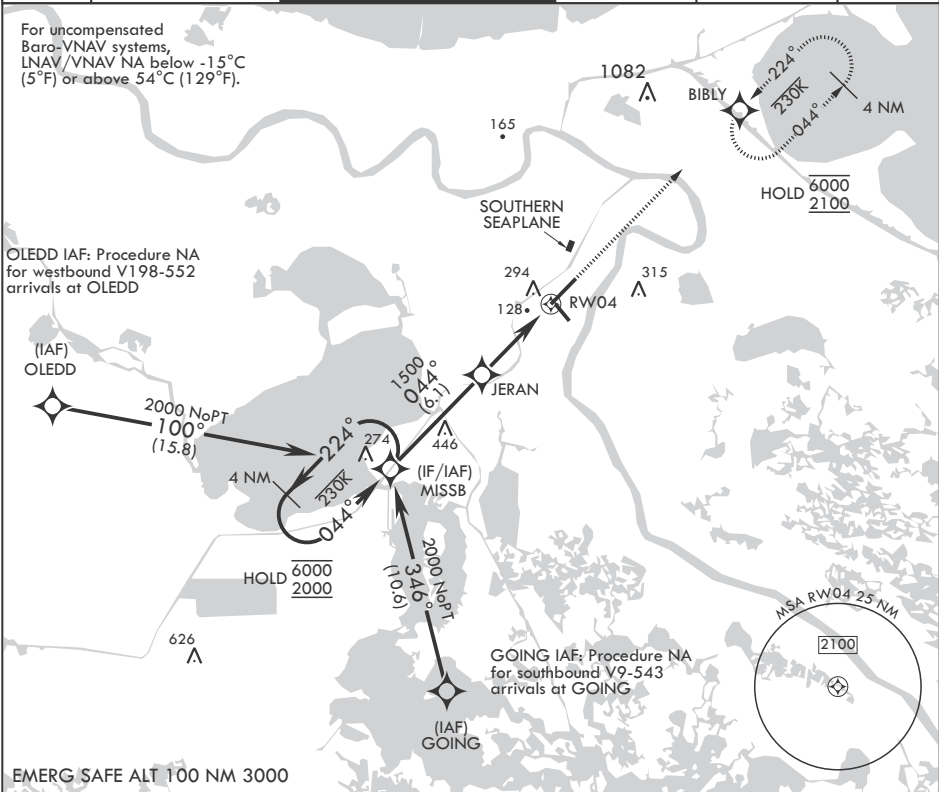
APCH CRS	Rwy Idg	10,000
044°	TDZE	-2
	Arprt Elev	2

- (USN)

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

RNP APCH-GPS		ALSF-1	MISSED APPROACH: Climb to 2100 direct BIBLY and hold.
* When ALS inop, increase vis to 1 1/8 miles. ** When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 3/8 miles.			

ATIS★	APP CON/DEP CON	NAVY NEW ORLEANS TOWER★	GND CON	CLNC DEL	ASR/PAR
279.55	123.85 256.9	123.8 0★ 340.2 (CTAF)	121.6 270.35	128.35 263.0	



NEW ORLEANS, LOUISIANA

29°50'N - 90°02'W NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Amdt 6 20MAR25

RNAV (GPS) RWY 4

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

NEW ORLEANS, LOUISIANA

RNAV (GPS) RWY 14

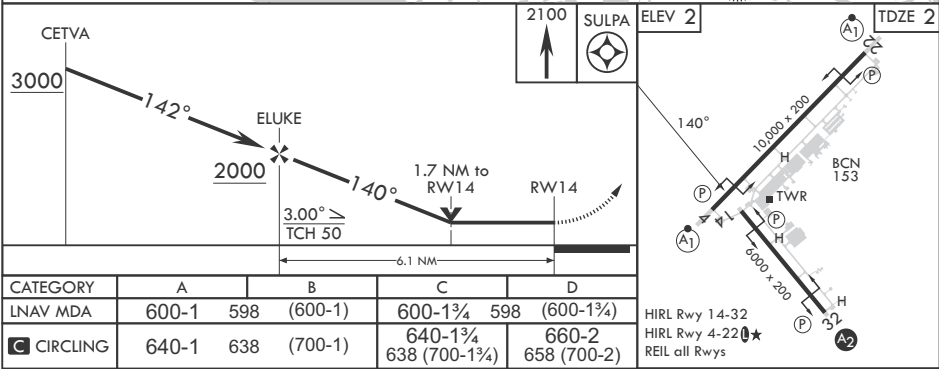
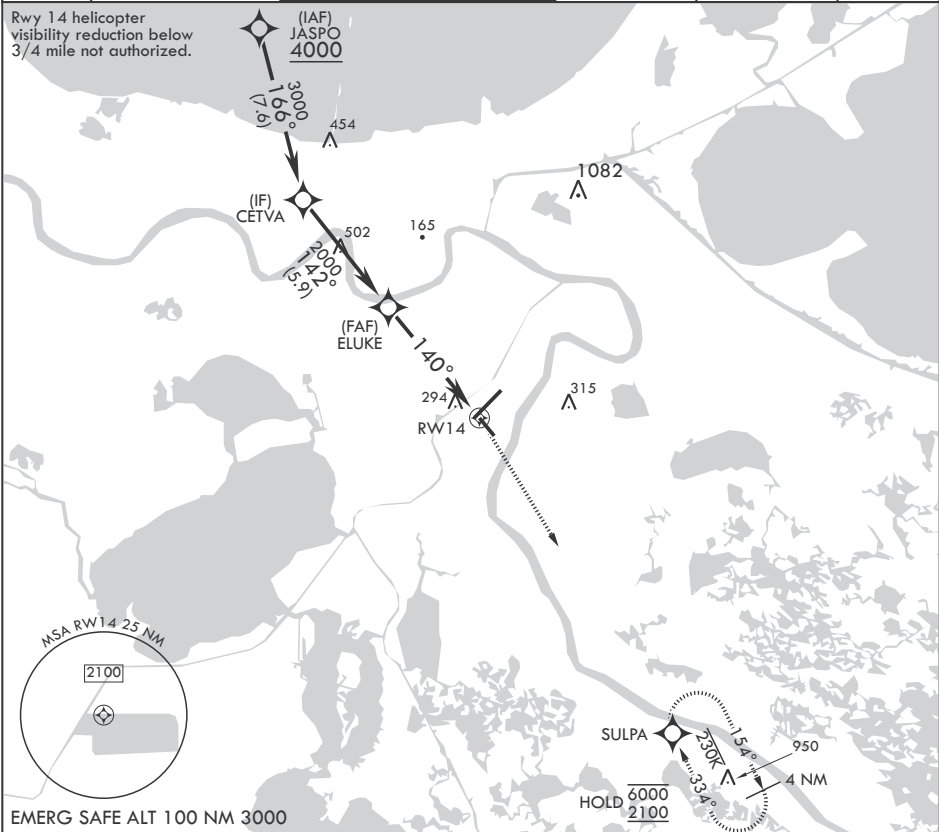
APCH CRS	Rwy Idg	6000
140°	TDZE	2
	Arprt Elev	2

- (USN)

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

RNP APCH-GPS	MISSED APPROACH: Climbing right turn to 2100 direct SULPA and hold.
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ATIS★ 279.55	APP CON/DEP CON 123.85 256.9	NAVY NEW ORLEANS TOWER★ 123.8 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/PAR
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NEW ORLEANS, LOUISIANA

29°50'N - 90°02'W NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Amdt 3 20MAR25

RNAV (GPS) RWY 14

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

NEW ORLEANS, LOUISIANA

RNAV (GPS) RWY 22

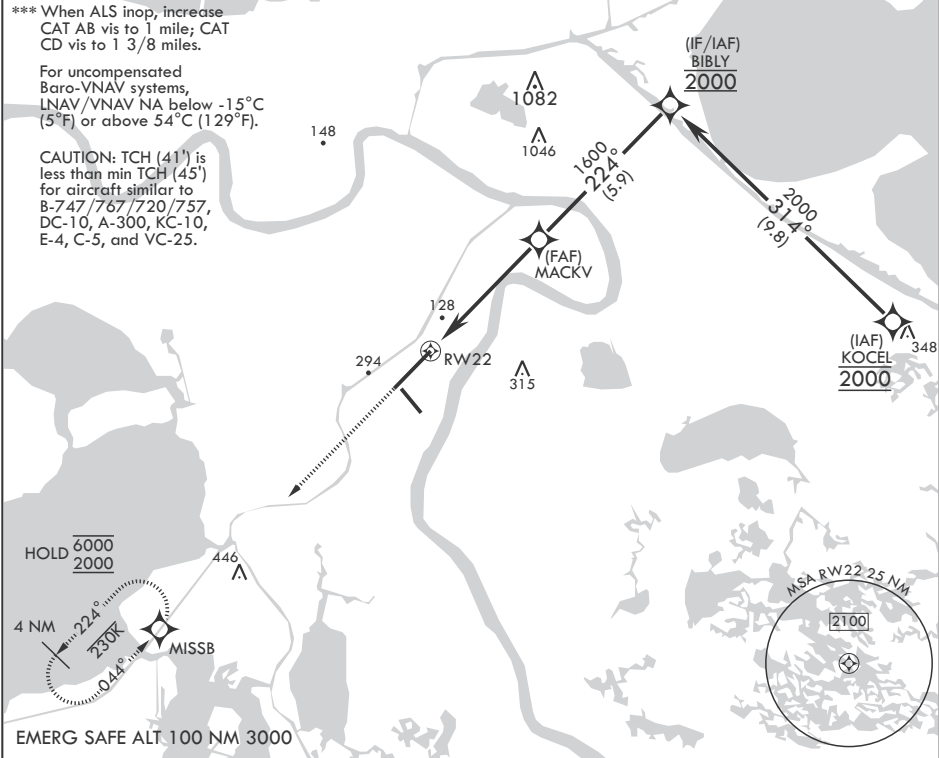
WAAS CH 60141 W22A	APCH CRS 224°	Rwy ldg TDZE Arprt Elev	10,000 0 2
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- (USN)
NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

RNP APCH-GPS	ALSF-1	MISSED APPROACH: Climbing left turn to 2000 direct MISSB and hold.
▼ * When ALS inop, increase vis to 3/4 mile. ** When ALS inop, increase vis to 1 1/8 miles.		

ATIS★ 279.55	APP CON/DEP CON 123.85 256.9	NAVY NEW ORLEANS TOWER★ 123.8 0★ 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/PAR
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*** When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 3/8 miles.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).
CAUTION: TCH (41') is less than min TCH (45') for aircraft similar to B-747/767/720/757, DC-10, A-300, KC-10, E-4, C-5, and VC-25.



2000	MISSB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48)	BIBLY	KOCEL	ELEV 2	TDZE 0
CATEGORY	A	B	C	D		
LPV DA*	200-1/2	200	(200-1/2)			
LNAV/VNAV DA**	409-3/4	409	(500-3/4)			
LNAV MDA***	480-1/2	480 (500-1/2)	480-1	480 (500-1)		
✈ CIRCLING	640-1	638 (700-1)	640-1 3/4 638 (700-1 3/4)	660-2 658 (700-2)	HIRL Rwy 14-32 HIRL Rwy 4-22 0★ REIL all Rwys	

NEW ORLEANS, LOUISIANA 29°50'N - 90°02'W NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Amtrd 4 20MAR25

RNAV (GPS) RWY 22

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

NEW ORLEANS, LOUISIANA

RNAV (GPS) RWY 32

APCH CRS	Rwy Idg	6000
321°	TDZE	2
	Arprt Elev	2

- (USN)

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

RNP APCH-GPS

▼ * When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 3/8 miles.

SALS



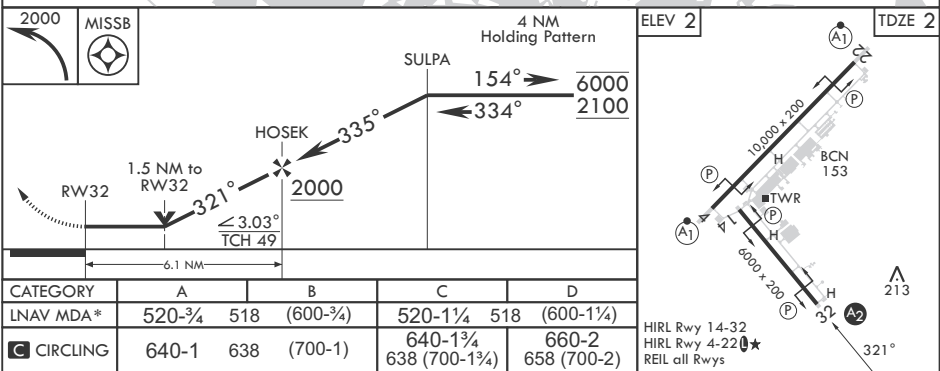
MISSED APPROACH: Climbing left turn to 2000 direct MISSB and hold.

ATIS★ 279.55	APP CON/DEP CON 123.85 256.9	NAVY NEW ORLEANS TOWER★ 123.8 0★ 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/PAR
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Rwy 32 helicopter visibility reduction below 3/4 mile not authorized.



EMERG SAFE ALT 100 NM 3000



NEW ORLEANS, LOUISIANA

29°50'N - 90°02'W NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Amdt 5 20MAR25

RNAV (GPS) RWY 32

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

NEW ORLEANS, LOUISIANA

VORTAC HRV 114.1 Chan 88	APCH CRS 046°	Rwy Idg TDZE Arpt Elev 10,000 -2 2
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[USN]

VOR/DME or TACAN Z RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

RNAV required

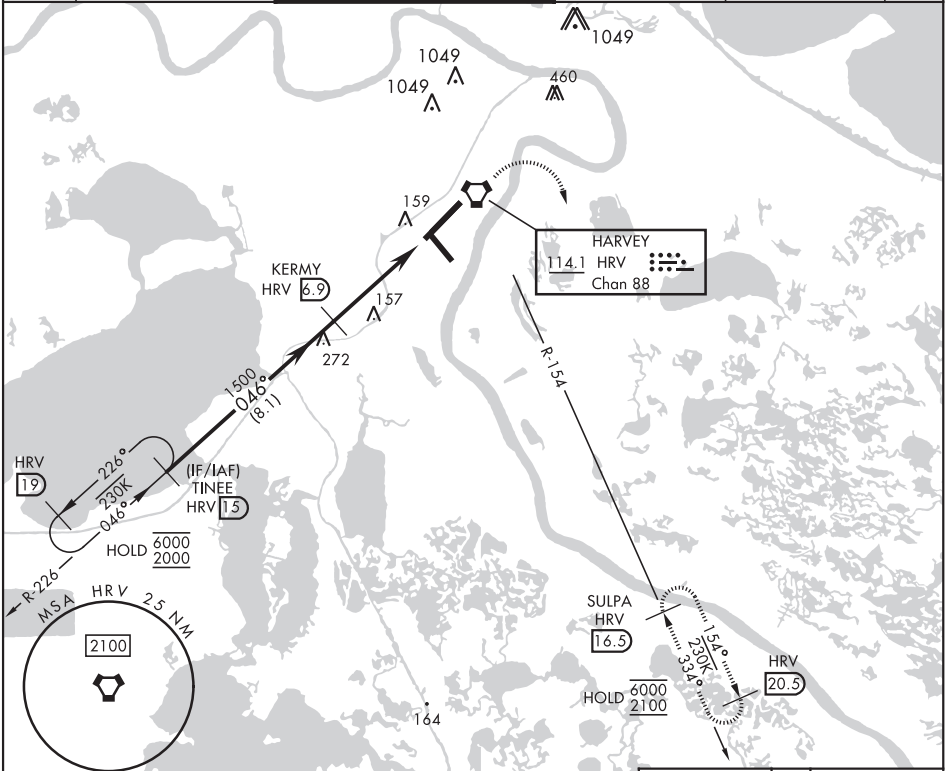
V * When ALS inop, increase CAT AB vis to 1 mile;
CAT CD vis to 1¾ miles.

ALSF-1



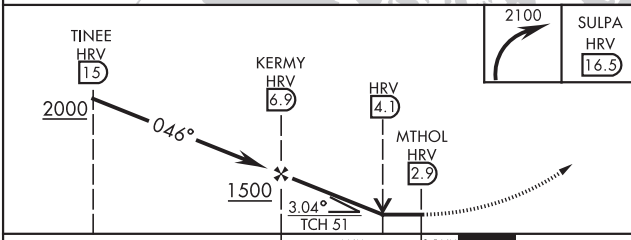
MISSED APPROACH: Climbing right turn to 2100
direct SULPA and hold.

ATIS ★ 279.55	APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 0 123.8 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/ PAR
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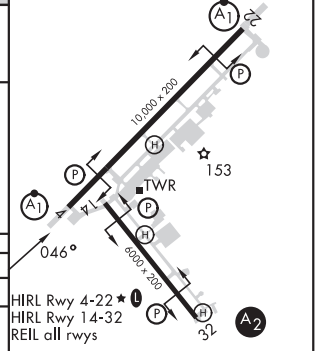


EMERG SAFE ALT 100 NM 3000

ELEV	2	TDZE	-2
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CATEGORY	A	B	C	D
S-4 *	600-½ 602 (600-½)	600-1¾ 602 (600-1¾)	640-1¾ 638 (700-1¾)	660-2 658 (700-2)
CIRCLING	640-1 638 (700-1)			



NEW ORLEANS, LOUISIANA

29° 50' N-90° 02' W

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

Amtd 1 20MAR25

VOR/DME or TACAN Z RWY 4

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

NEW ORLEANS, LOUISIANA

VOR/DME or TACAN Z RWY 22

VORTAC HRV 114.1 Chan 88	APCH CRS 237°	Rwy Idg 10,000 TDZE 0 Arpt Elev 2
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[USN]

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

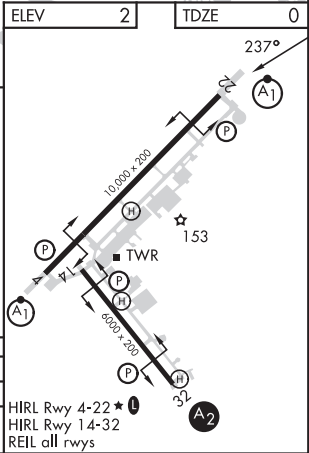
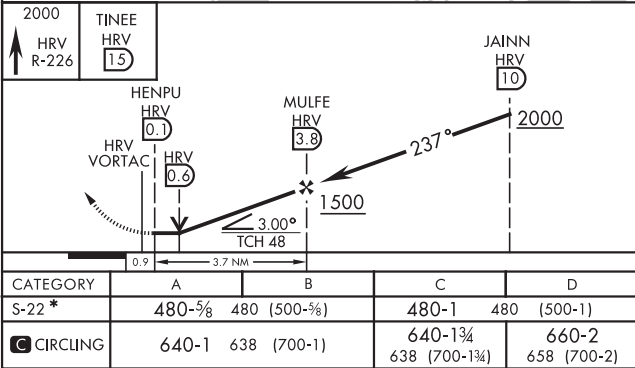
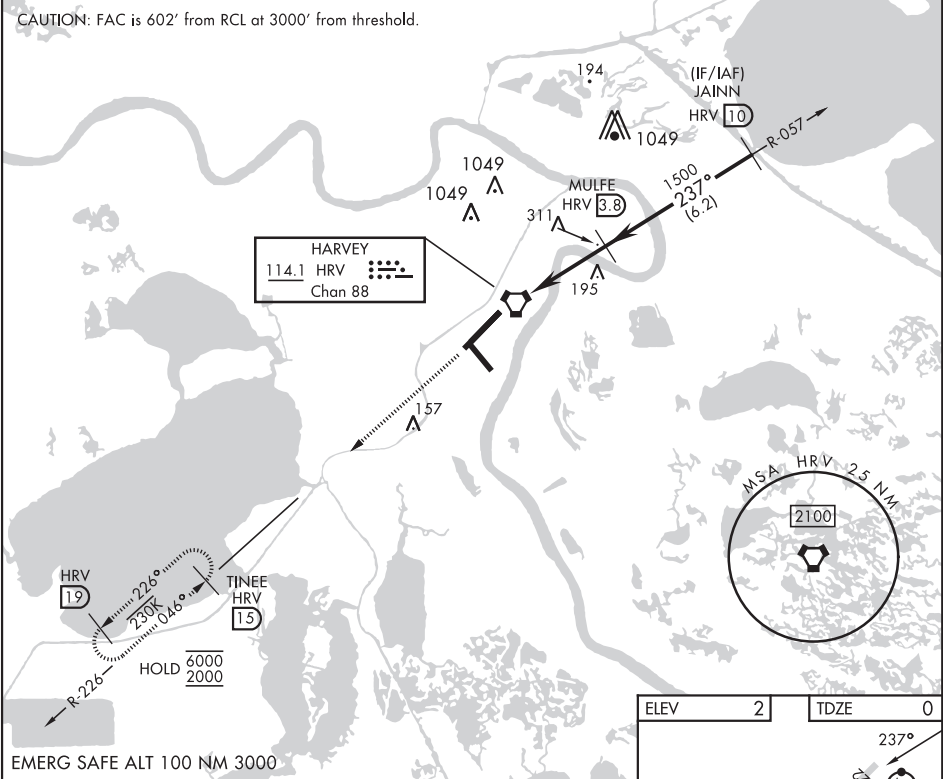
RNAV required

* When ALS inop, increase CAT AB vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 2000 on HVR R-226 to TINEE and hold.

ATIS ★ 279.55	APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 123.8 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/ PAR
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NEW ORLEANS, LOUISIANA

29°50'N-90°02'W

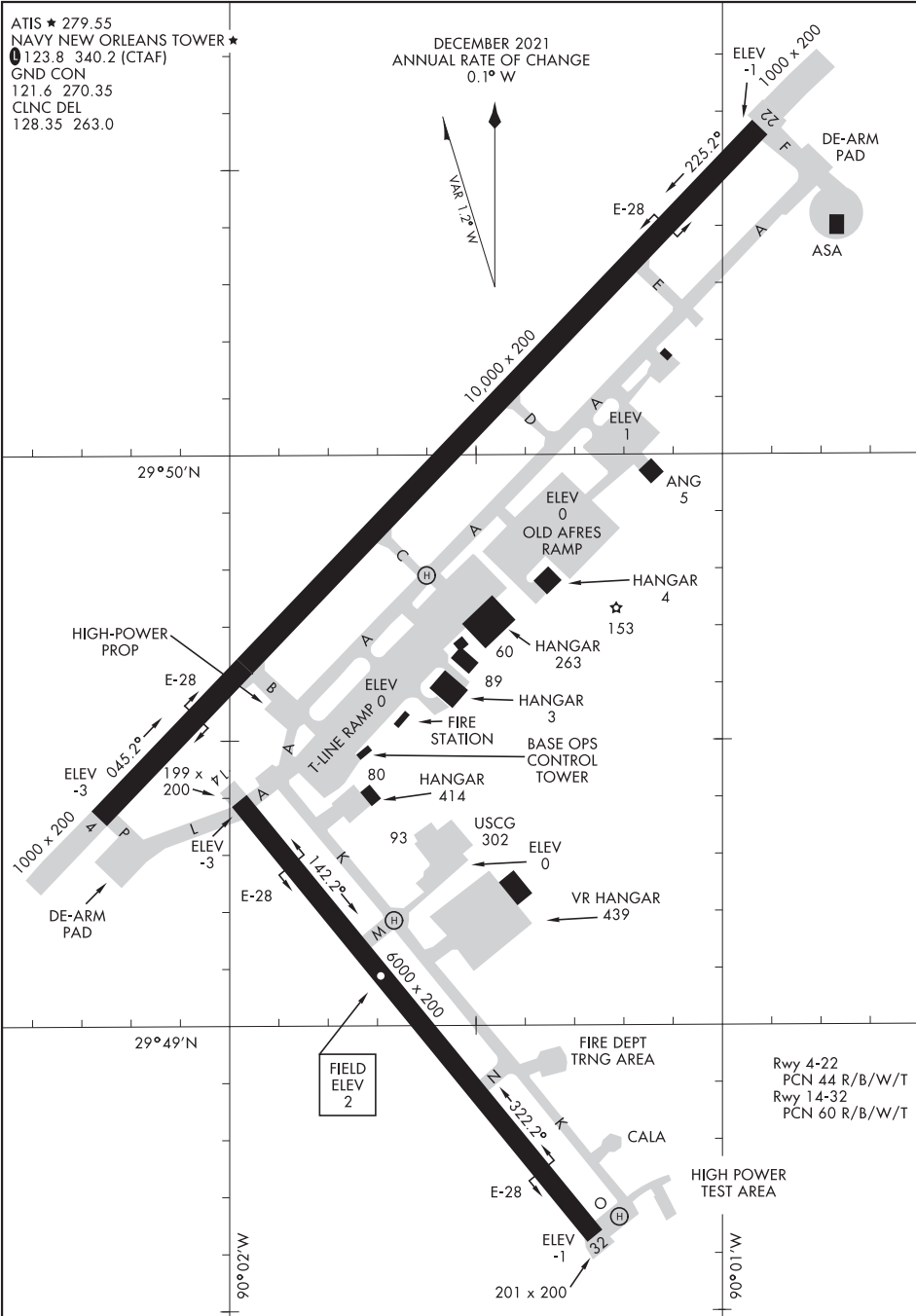
NEW ORLEANS NAS JRB (KNBG)
(ALVIN CALLENDER FLD)

Amtd 1 20MAR25

VOR/DME or TACAN Z RWY 22

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025



RNAV (GPS) RWY 18
FALSE RIVER RGNL (HZR)

MISSED APPROACH:
Climb to 2100 direct
OVBAB and hold.

UNICOM
122.8 (CTAF) **L**

SC-4, 12 JUN 2025 to 07 AUG 2025

2100 ↑ OVBAE

*LNAV only.

RW18

1 NM

2.9 NM to RW18

ZOLOD

1000*

1700

CIDLA

1700

184°

6.2 NM

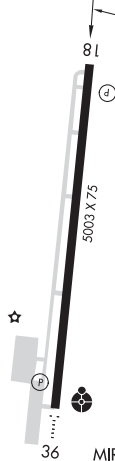
FENPU


4 NM Holding Pattern

004° → 6000

← 184° 2300

GP 3.00° TCH 50



CATEGORY		A	B	C	D
LPV	DA	347- $\frac{7}{8}$		308 (400- $\frac{7}{8}$)	
RNAV/ VNAV	DA	317- $\frac{7}{8}$		278 (300- $\frac{7}{8}$)	
RNAV	MDA	420-1 381 (400-1)		420-1 $\frac{1}{8}$ 381 (400-1 $\frac{1}{8}$)	
 CIRCLING		480-1 441 (500-1)	520-1 481 (500-1)	600-1 $\frac{1}{2}$ 561 (600-1 $\frac{1}{2}$)	600-2 561 (600-2)

WAAS CH 42607 W36A	APP CRS 004°	Rwy Idg TDZE Apt Elev	5003 36 39
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RNAV (GPS) RWY 36

FALSE RIVER RGNL (HZR)

RNP APCH

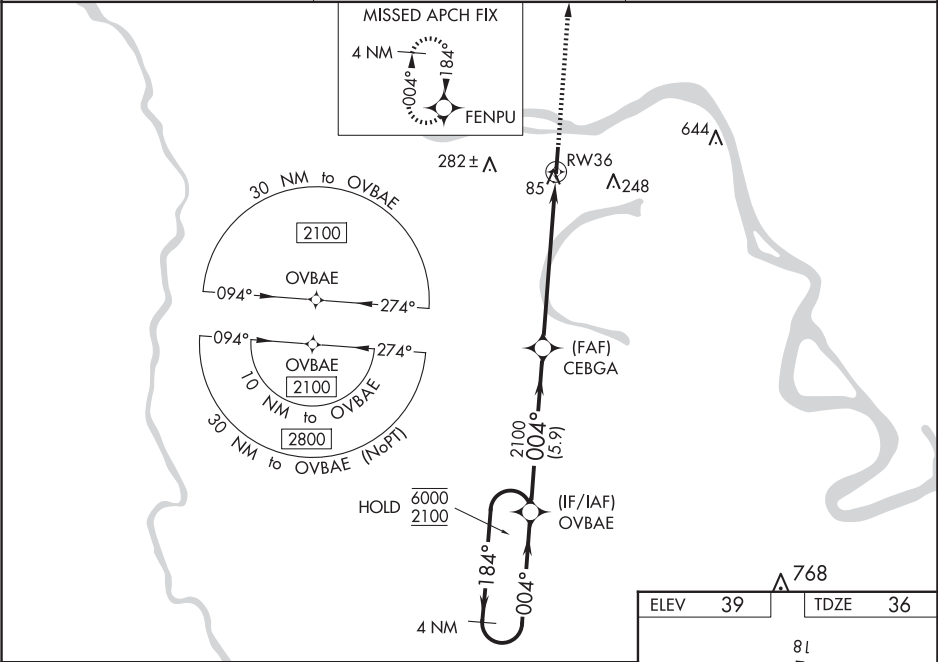
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Baton Rouge altimeter setting. When local altimeter setting not received, use Baton Rouge altimeter setting and increase all DA 51 feet and all visibility 1/8 SM; increase all MDA 60 feet, and LNAV Cat C/D visibility 1/8 SM and Circling Cat C visibility 1/4 SM. For inop ALS when using Baton Rouge altimeter setting, increase LNAV/VNAV visibility to 1 SM and LNAV Cat C/D visibility to 1 1/8 SM.

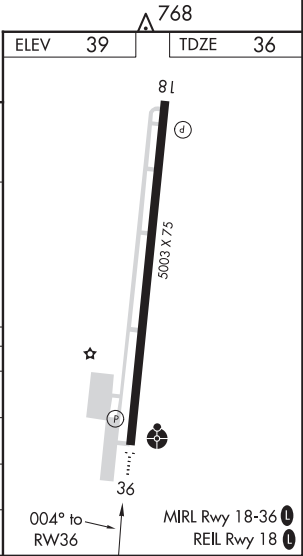
ODALS

MISSED APPROACH: Climb to 2300 direct FENPU and hold.

AWOS-3PT 121.250	BATON ROUGE APP CON★ 120.3 278.3	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		OVB AE	CEBGA	2100	2300 FENPU	*LNAV only.
6000 ← 184°		004° →	004° →	2100	*1.4 NM to RW36	RW36
GP 3.00° TCH 50						
		5.9 NM	4.9 NM	1.4 NM		
CATEGORY	A	B	C	D		
LPV DA		286-3/4	250 (300-3/4)			
LNAV/VNAV DA		307-3/4	271 (300-3/4)			
LNAV MDA	520-3/4 484 (500-3/4)	520-1 484 (500-1)	520-1 1/4 561 (600-1 1/2)	484 (500-1 1/4) 561 (600-2)		
CIRCLING	520-1	481 (600-1)				



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

NEW ROADS, LOUISIANA

AL-6238 (FAA)

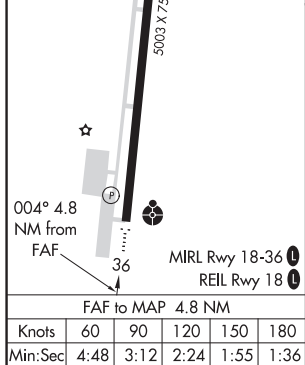
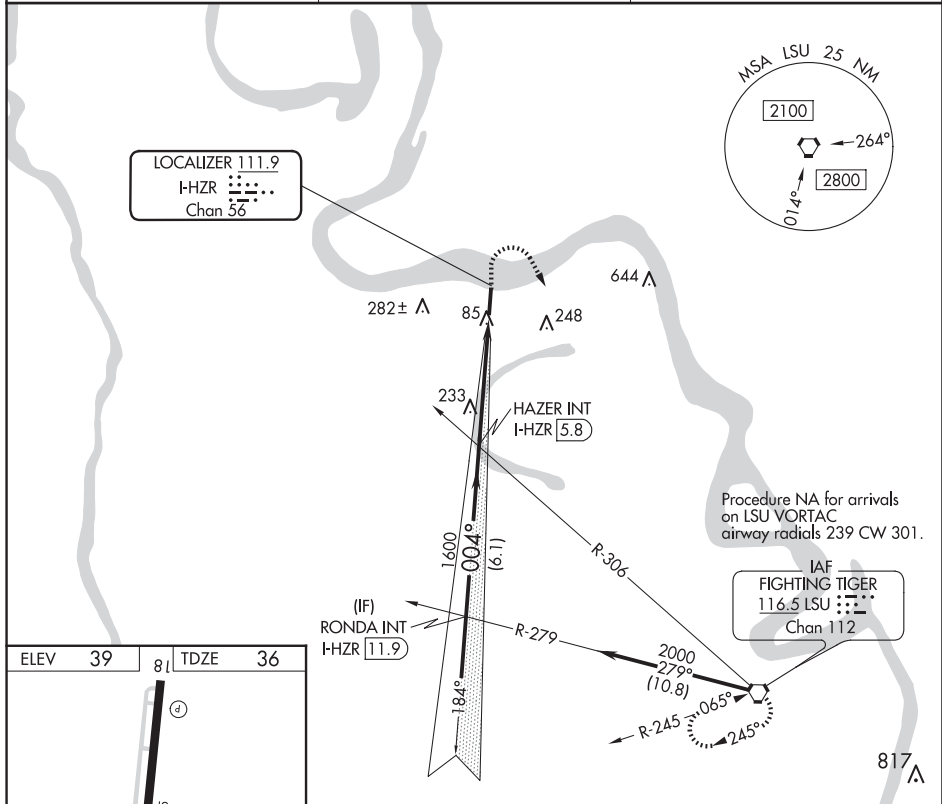
20198

LOC/DME I-HZR	APP CRS	Rwy Idg	5003
111.9	004°	TDZE	36
Chan 56		Apt Elev	39

LOC RWY 36
FALSE RIVER RGNL (HZR)

When local altimeter setting not received, use Baton Rouge altimeter setting and increase all MDA 60 feet; increase S-36 Cat C/D visibility to 1½ SM and Circling Cat C to 1¾ SM.	ODALS 	MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct LSU VORTAC and hold.
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AWOS-3PT 121.250	BATON ROUGE APP CON★ 120.3 278.3	UNICOM 122.8 (CTAF) 0
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	RONDA INT I-HZR 11.9	HAZER INT I-HZR 5.8	I-HZR 2.3	
	2000	1600		
	004°	3.00°		
	6.1 NM	3.5 NM	1.3	
CATEGORY	A	B	C	D
S-36	500-¾ 464 (500-¾)		500-1¼ 464 (500-1¼)	
CIRCLING	500-1 461 (500-1)	520-1 481 (500-1)	600-1½ 561 (600-1½)	600-2 561 (600-2)

NEW ROADS, LOUISIANA

Amtd 2 13SEP18

30°43'N-91°29'W

FALSE RIVER RGNL (HZR)
LOC RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS
177°

Rwy Idg
TDZE
Apt Elev

5000
105
107

RNAV (GPS) RWY 18

ALLEN PARISH (ACP)

RNP APCH - GPS.

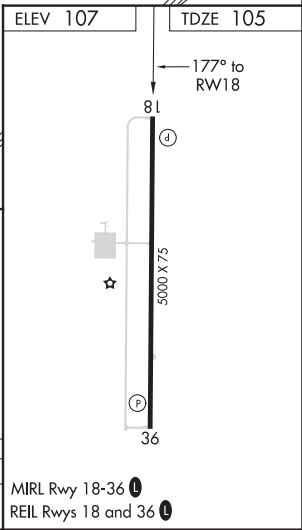
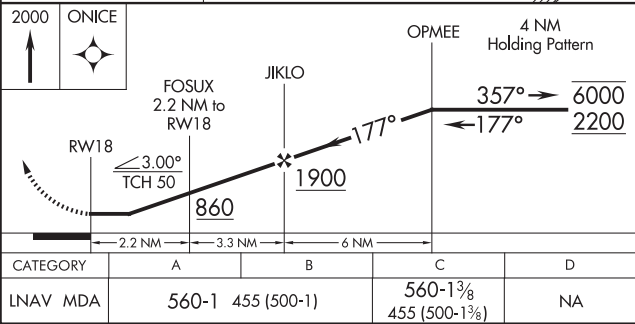
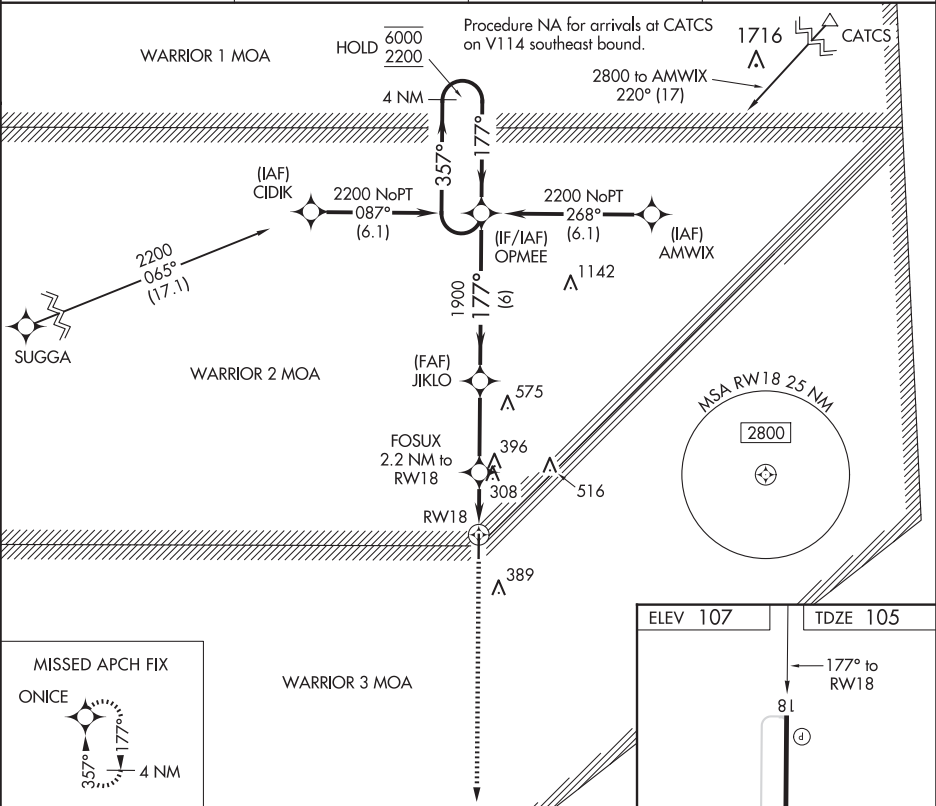
T

A

Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase all MDAs 100 feet and visibility LNAV Cat C ¼ SM.

MISSED APPROACH: Climb to 2000 direct ONICE and hold.

AWOS-3PT 118.275	POLK APP CON 123.7 261.3	GCO 135.075	UNICOM 122.8 (CTAF) 1
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OAKDALE, LOUISIANA

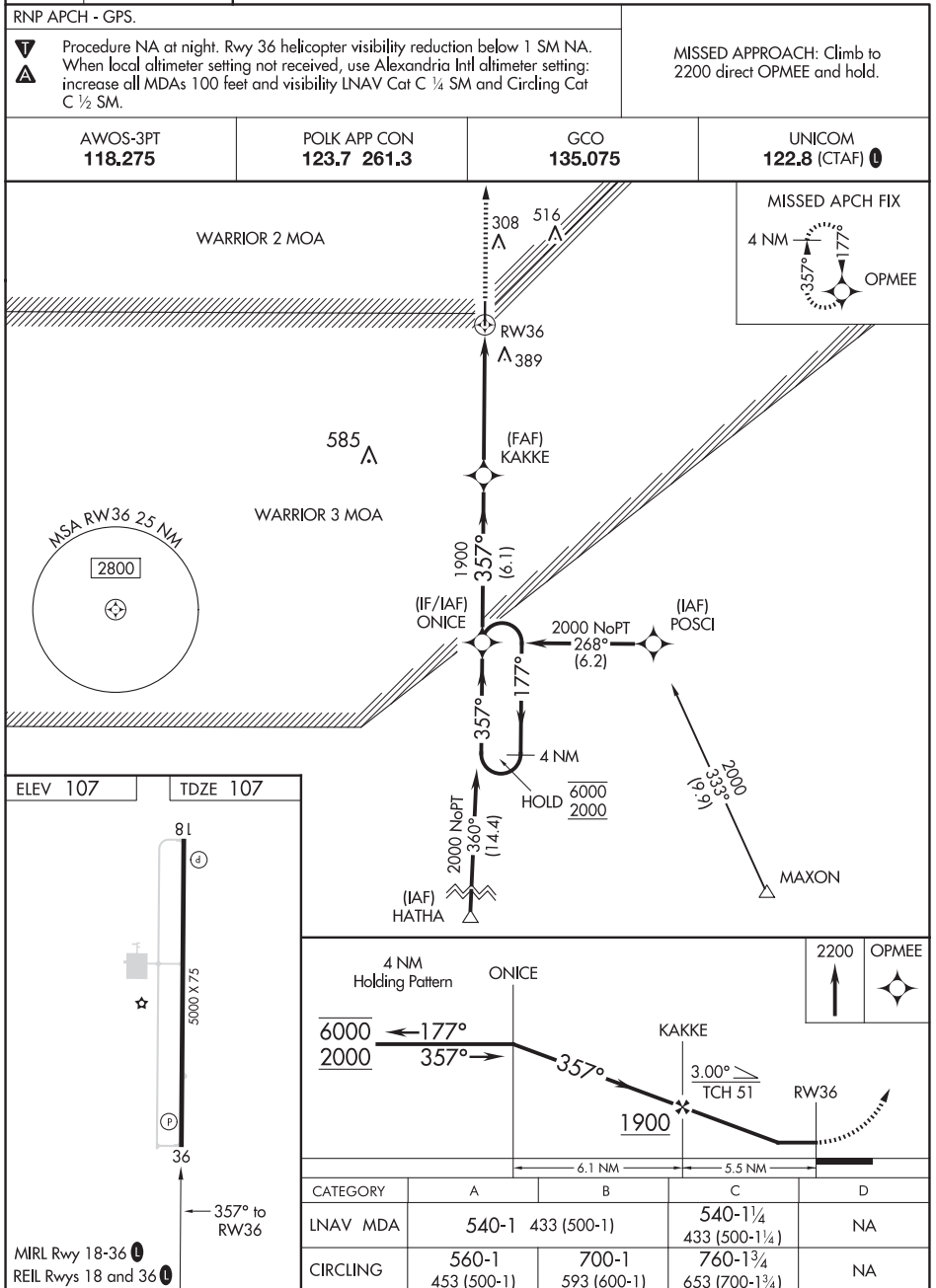
AL-9133 (FAA)

22083

APP CRS	Rwy Idg	5000
357°	TDZE	107
	Apt Elev	107

RNAV (GPS) RWY 36

ALLEN PARISH (ACP)



OAKDALE, LOUISIANA

Amdt 3 24MAR22

30°45'N-92°41'W

ALLEN PARISH (ACP)

RNAV (GPS) RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53535 W18A	APP CRS 182°	Rwy Idg 3197 TDZE 337 Apt Elev 337
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RNAV (GPS) RWY 18

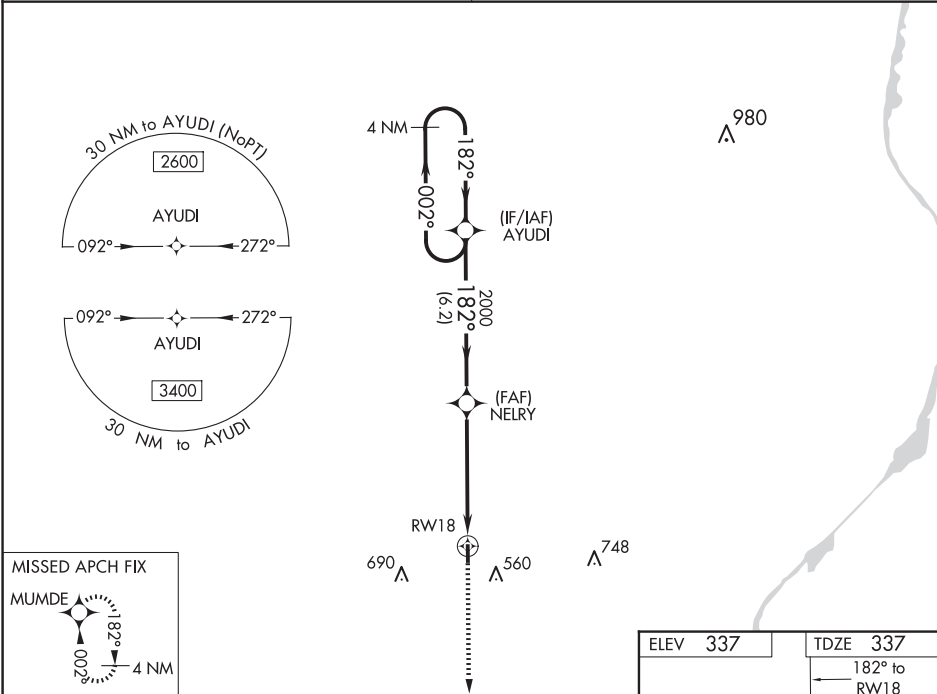
OKOLONA MUNI/RICHARD STOVALL FLD (5A4)

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C visibility 1/2 mile. Rwy 18 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2000 direct MUMDE and hold.

COLUMBUS APP CON ★ 126.075 229.15	CTAF 122.9 0
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4 NM

Holding Pattern

AYUDI

2000

↑

MUMDE

✳

2600

←002°

182°→

182°

2000

2000

2000

2000

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SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

OKOLONA, MISSISSIPPI

AL-6780 (FAA)

22083

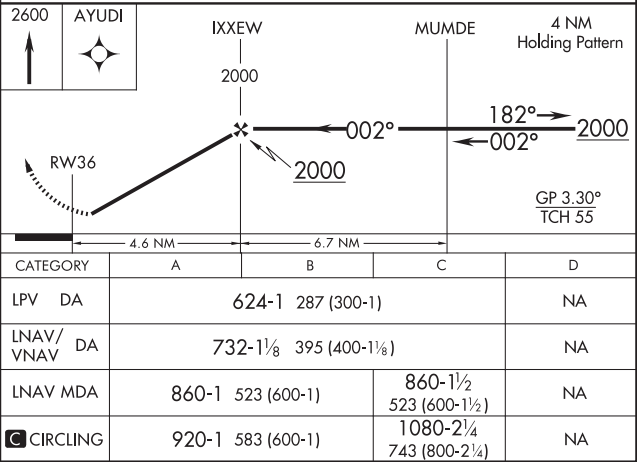
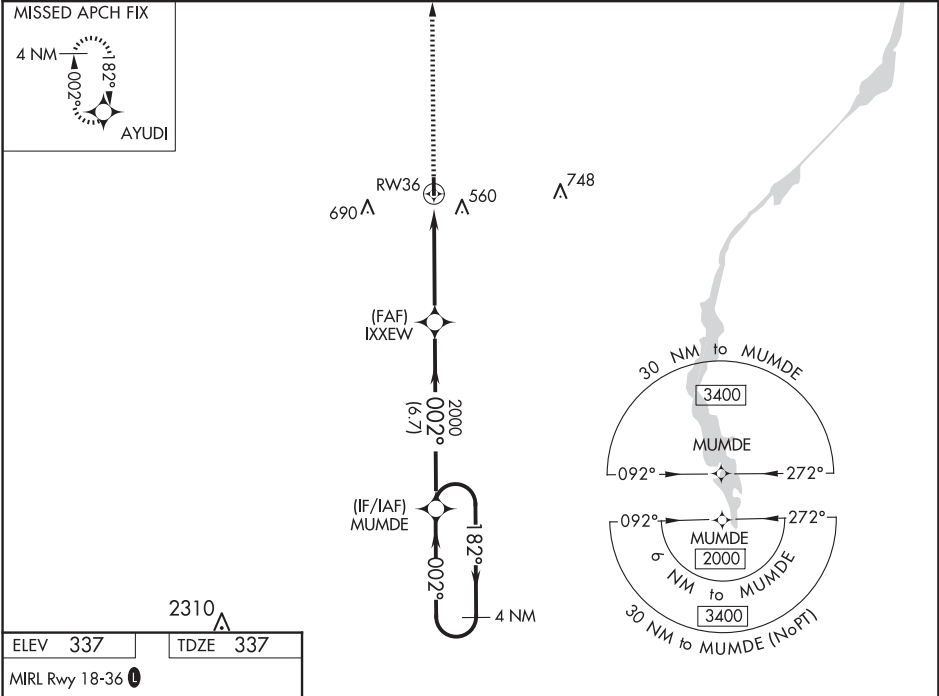
WAAS CH 99535 W36A	APP CRS 002°	Rwy Idg 3197 TDZE 337 Apt Elev 337
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RNAV (GPS) RWY 36

OKOLONA MUNI/RICHARD STOVALL FLD (5A4)

<div><div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile.</div><div>Rwy 36 helicopter visibility reduction below ¾ SM NA.</div></div>	MISSED APPROACH: Climb to 2600 direct AYUDI and hold.
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COLUMBUS APP CON ★ 126.075 229.15	CTAF 122.9 0
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OKOLONA, MISSISSIPPI
Amdt 1A 15SEP16

34°-01'N - 88°44'W

OKOLONA MUNI/RICHARD STOVALL FLD (5A4)

RNAV (GPS) RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

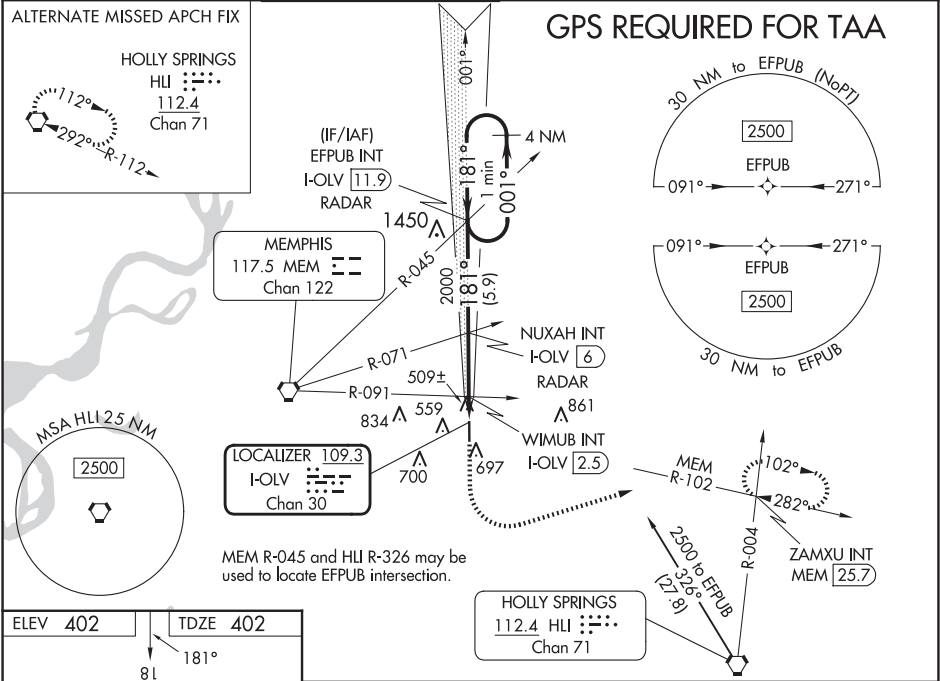
SC-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-OLV	APP CRS	Rwy Idg	6000
109.3	181°	TDZE	402
Chan 30		Apt Elev	402

ILS or LOC RWY 18

OLIVE BRANCH/TAYLOR FLD (OLV)

<div><div>▼</div><div>▲</div></div> <div>When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase S-LOC 18 Cats C and D visibility ¼ mile and Circling Cats C and D visibility ¼ mile; increase WIMUB fix minimums Circling Cats C and D visibility ¼ mile.</div>	<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 on heading 074° and on MEM VORTAC R-102 to ZAMXU INT/MEM 25.7 DME and hold.				
ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	CLNC DEL 121.3 (When twr closed)	UNICOM 122.95



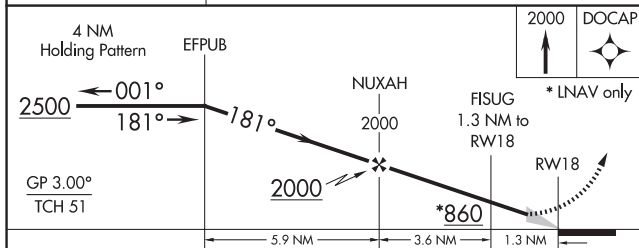
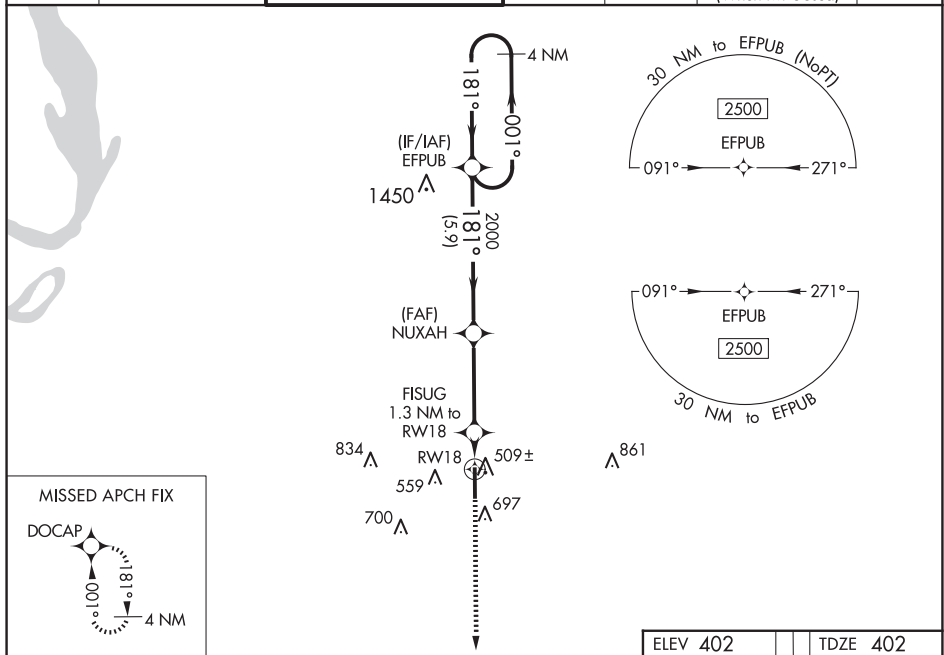
RNAV (GPS) RWY 18

OLIVE BRANCH/TAYLOR FLD (OLV)

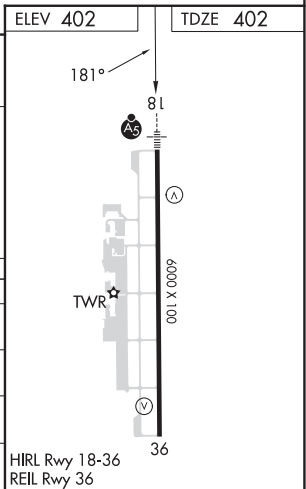
MALSR

MISSED APPROACH:
Climb to 2000 direct
DOCAP and hold.

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	CLNC DEL 121.3 (When twr closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	602-1/2 200 (200-1/2)			
RNAV/DA	691-1/2 289 (300-1/2)			
RNAV MDA	760-1/2 358 (400-1/2)		760-5/8 358 (400-5/8)	
CIRCLING	1060-1 658 (700-1)		1060-1 3/4 658 (700-1 3/4)	1200-2 1/2 798 (800-2 1/2)



SC-4, 12 JUN 2025 to 07 AUG 2025

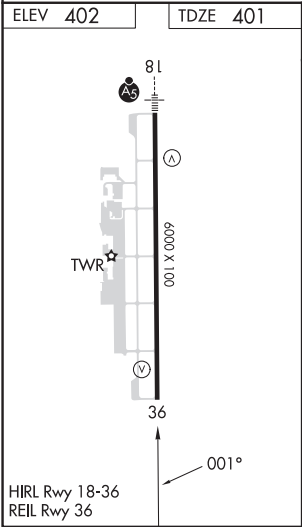
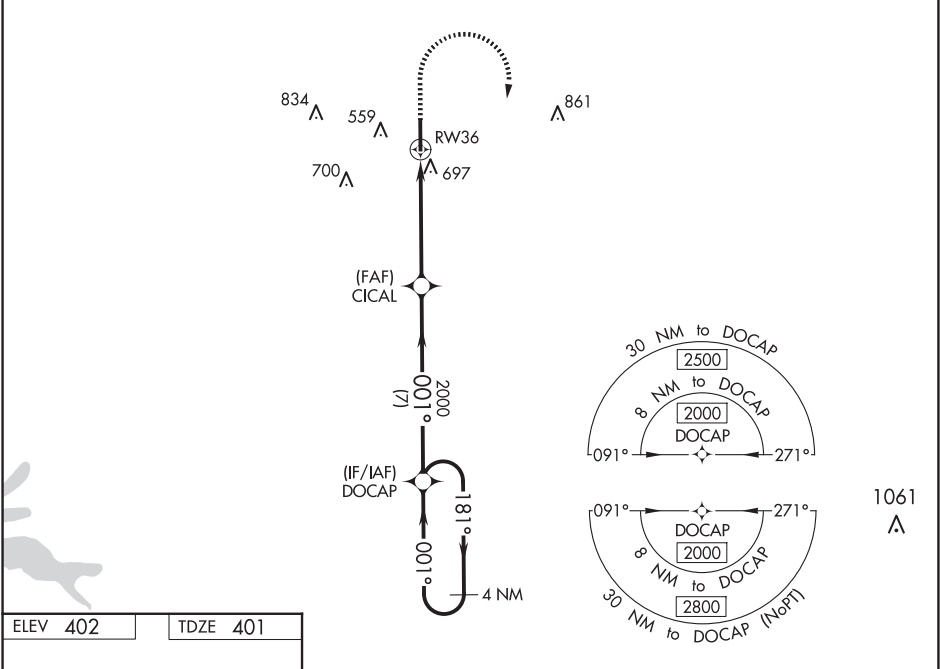
SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86735 W36A	APP CRS 001°	Rwy Idg TDZE 401 Apt Elev 402	RNAV (GPS) RWY 36 OLIVE BRANCH/TAYLOR FLD (OLV)
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Int'l altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA with Memphis Int'l altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 1500 then
climbing right turn
to 2000 direct
DOCAP and hold.

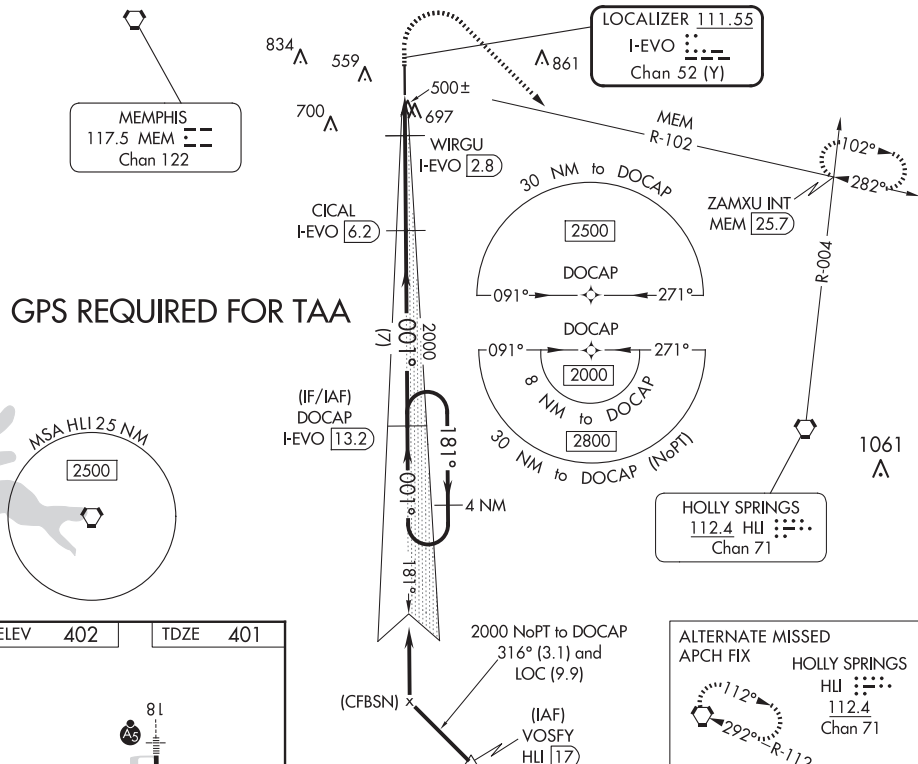
ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	CLNC DEL 121.3 (When twr closed)	UNICOM 122.95
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1500	2000	DOCAP	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 31).			
*LNAV only		*1.8 NM to RW36	CICAL 2000	DOCAP	4 NM Holding Pattern	
RW36		1.8 NM	3.1 NM	7 NM	181° → 2000	GP 3.00° TCH 45
CATEGORY	A	B	C	D		
LPV DA	709-1		308 (400-1)			
LNAV/VNAV DA	915-1¾		514 (600-1¾)			
LNAV MDA	1000-1	599 (600-1)	1000-1¾	599 (600-1¾)		
CIRCLING	1060-1	658 (700-1)	1060-1¾ 658 (700-1¾)	1200-2½ 798 (800-2½)		

OLIVE BRANCH/TAYLOR FLD (OLV)

MISSED APPROACH: Climb to 1100 then climbing right turn to 2500 on heading 134° and MEM VORTAC R-102 to ZAMXU INT/MEM 25.7 DME and hold.

UNICOM
122.95

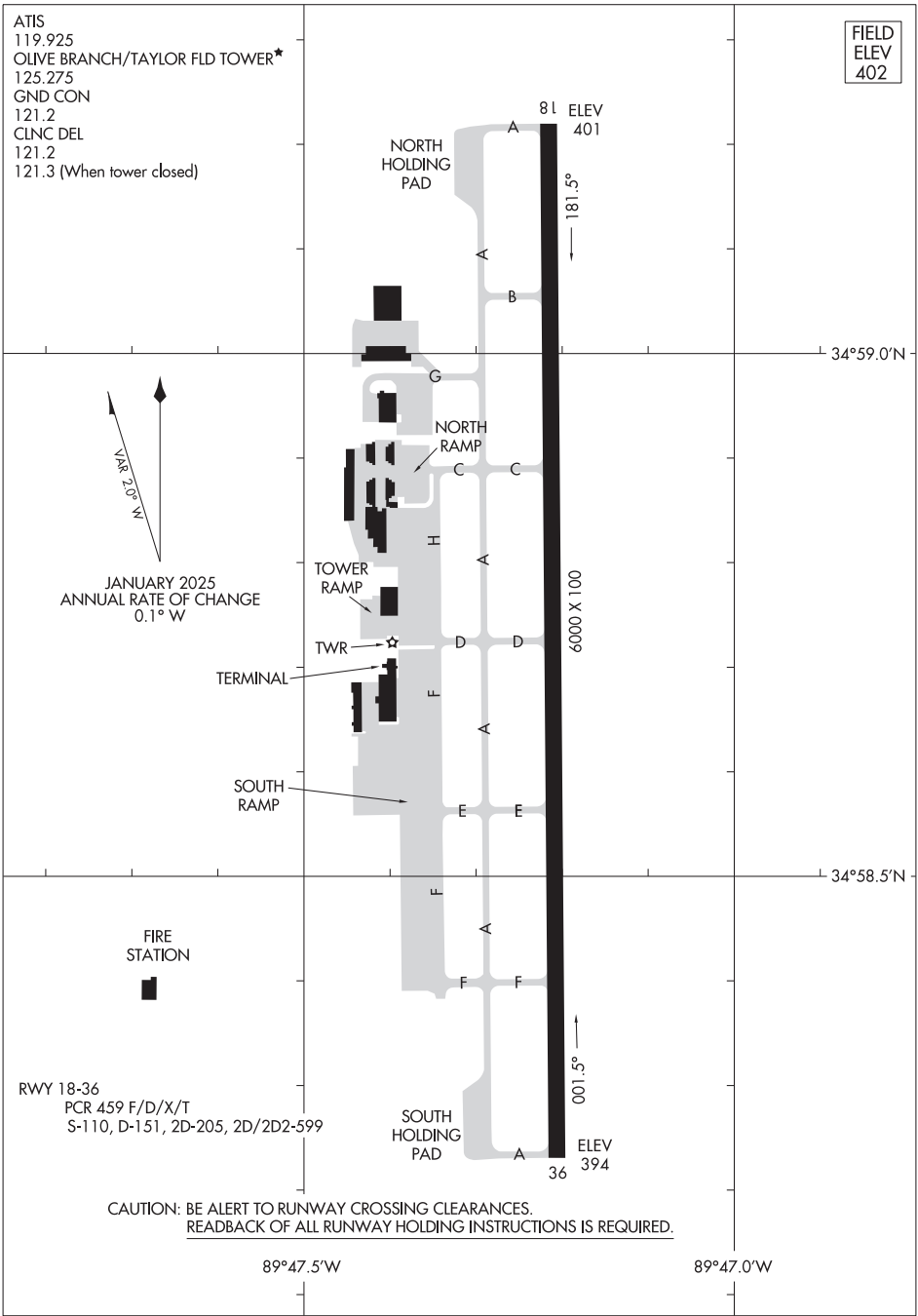
ALTERNATE MISSED
APCH FIX HOLLY SPRINGS
HU $\begin{smallmatrix} \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot \end{smallmatrix}$
 $\frac{112.4}{\text{Chan 71}}$


1 100 ↑	2500 hdg 134°	MEM R-102	ZAMXU INT	VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 31).	
		4 NM Holding Pattern			
CATEGORY	A	B	C	D	
S-36	760-1		359 (400-1)		
CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)		1200-2½ 798 (800-2½)

OLIVE BRANCH/TAYLOR FLD (OLV)

LOC RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86229 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	5849 71 75
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RNAV (GPS) RWY 18

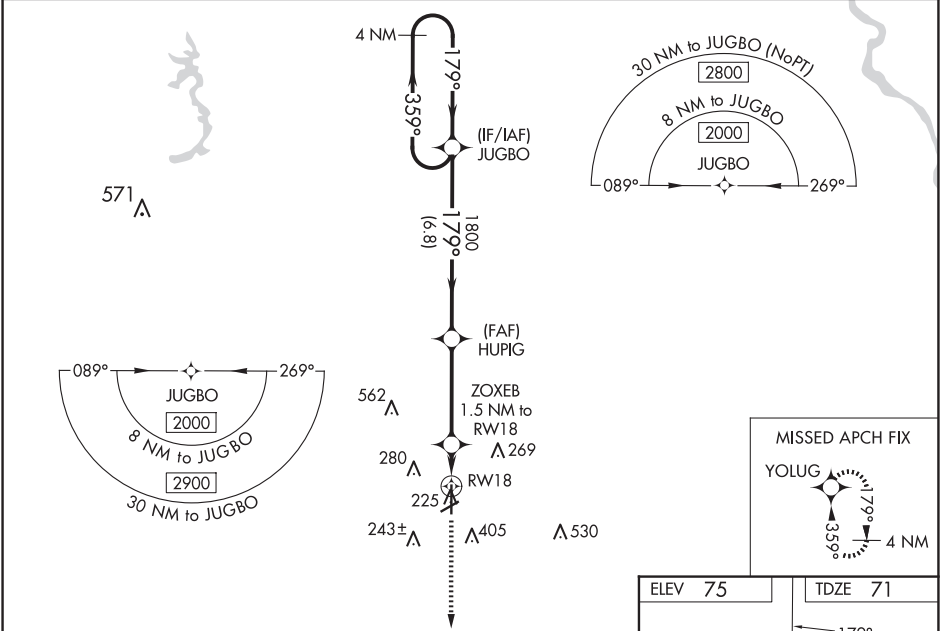
ST LANDRY PARISH (OPL)

NA

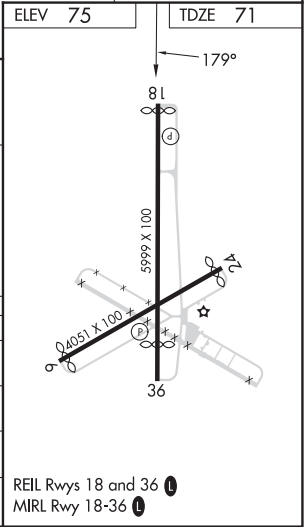
Baro-VNAV NA when using Lafayette altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSI inop, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Lafayette altimeter setting: Increase LPV DA to 377 feet, LNAV/VNAV DA to 442 feet, and visibility LNAV/VNAV all Cats ¼ SM; increase all MDA 60 feet and visibility LNAV Cat C and D and Circling Cat C and D ¼ SM.

MISSED APPROACH: Climb to 2300 direct YOLUG and hold.

AWOS-3PT 118.775	LAFAYETTE APP CON ★ 128.7 268.7	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 58).		2300	YOLUG
JUGBO		HUIG		ZOXEB	
2000		1800		1.5 NM to RW18	
GP 3.00° TCH 52		1800		RW18	
		6.8 NM		3.8 NM	
				1.5 NM	
CATEGORY	A	B	C	D	
LPV DA	321-1		250 (300-1)		
LNAV/VNAV DA	386-1		315 (400-1)		
LNAV MDA	480-1	409 (500-1)	480-1 1/8	409 (500-1 1/8)	
CIRCLING	780-1	705 (800-1)	780-2	920-2 3/4	
			705 (800-2)	845 (900-2 3/4)	



WAAS CH 73027 W36A	APP CRS 359°	Rwy Idg 5210 TDZE 74 Apt Elev 75
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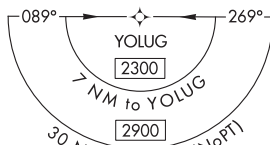
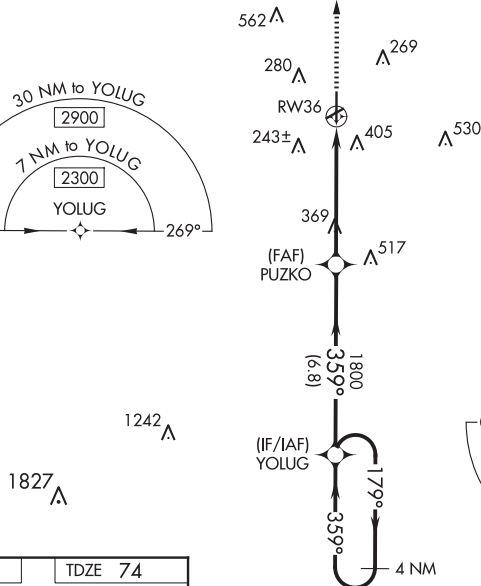
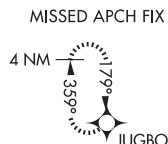
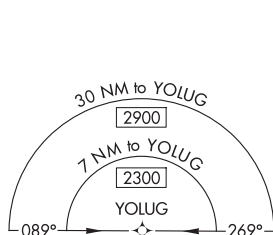
RNAV (GPS) RWY 36
ST LANDRY PARISH (OPT.)

ST LANDRY PARISH (OPL)

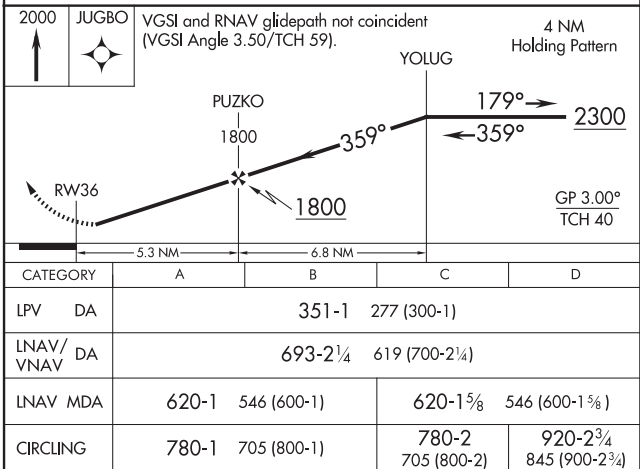
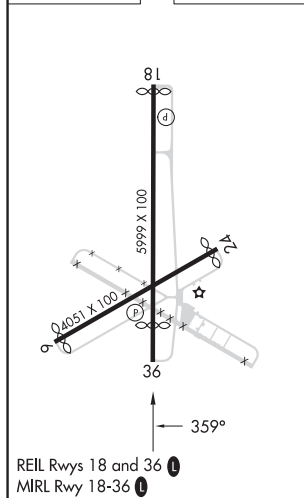
V Baro-VNAV NA when using Lafayette alimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSi inop, Straight-in/Circling Rwy 36 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 6/24 NA at night. When local alimeter setting not received, use Lafayette alimeter setting: Increase LPV DA to 407 feet, LNAV/VNAV DA to 749 feet, and visibility LPV all Cats ½ SM and LNAV/VNAV all Cats ¾ SM; increase all MDA 60 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C and D ¼ SM.

MISSED APPROACH: Climb to 2000 direct JUGBO and hold.

AWOS-3PT 118.775	LAFAYETTE APP CON★ 128.7 268.7	UNICOM 123.0 (CTAF) 
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ELEV 75		TDZE 74
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OPELOUSAS, LOUISIANA

AL-5775 (FAA)

23166

VORTAC LFT	APP CRS	Rwy Idg	5210
109.8	343°	TDZE	74
Chan 35		Apt Elev	75

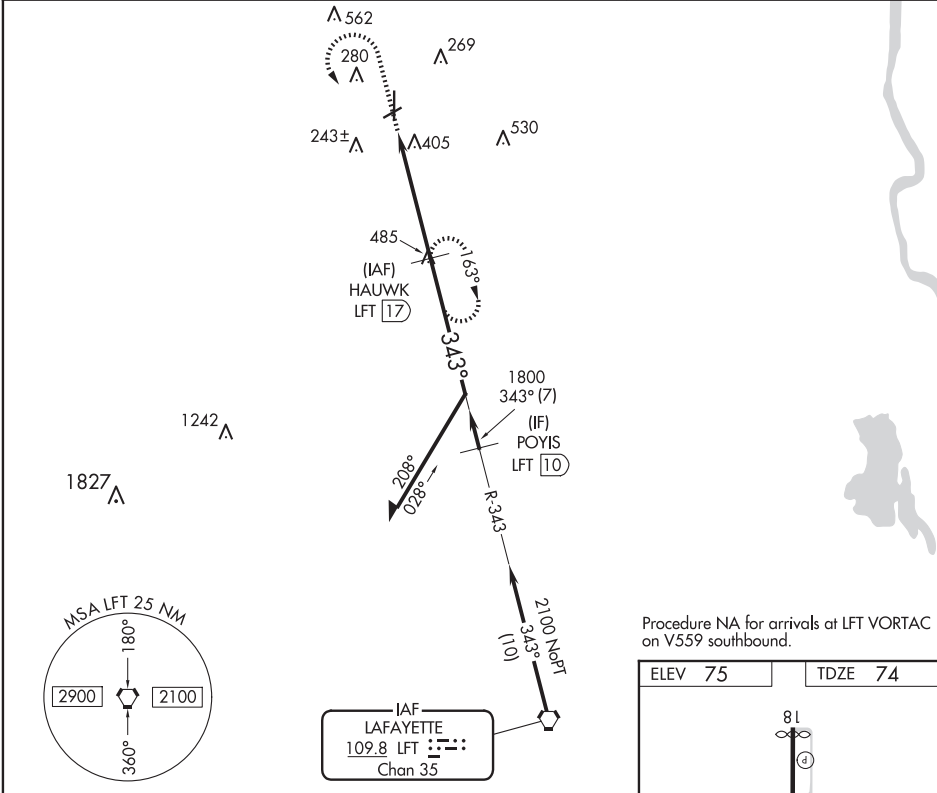
VOR RWY 36
ST LANDRY PARISH (OPL)

DME required.

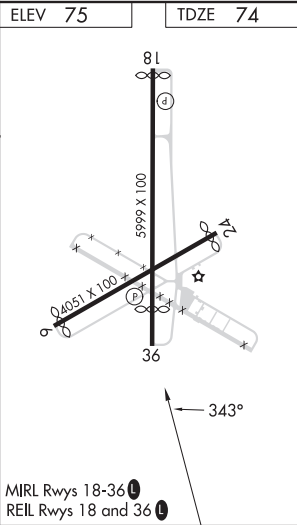
- ▼ Circling Rwy 6, 24 NA at night.
▲ Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 on heading 120° and LFT R-343 to HAUWK/17 DME and hold.

AWOS-3PT 118.775	LAFAYETTE APP CON ★ 128.7 268.7	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrivals at LFT VORTAC on V559 southbound.



1000	2100	HAUWK LFT 17	HAUWK LFT 17	Remain within 10 NM
↑	HDG 120° LFT R-343	6000	163°	2100
LFT 22.3	3.01° TCH 50	1800	343°	
5.3 NM				
CATEGORY	A	B	C	D
S-36	720-1 646 (700-1)	720-1¼ 646 (700-1¼)	720-1⅞ 646 (700-1⅞)	720-2 646 (700-2)
CIRCLING	780-1 705 (800-1)	780-1¼ 705 (800-1¼)	780-2 705 (800-2)	920-2¾ 845 (900-2¾)

OPELOUSAS, LOUISIANA
Amdt 1C 15JUL21

30°34'N-92°06'W

ST LANDRY PARISH (OPL)
VOR RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

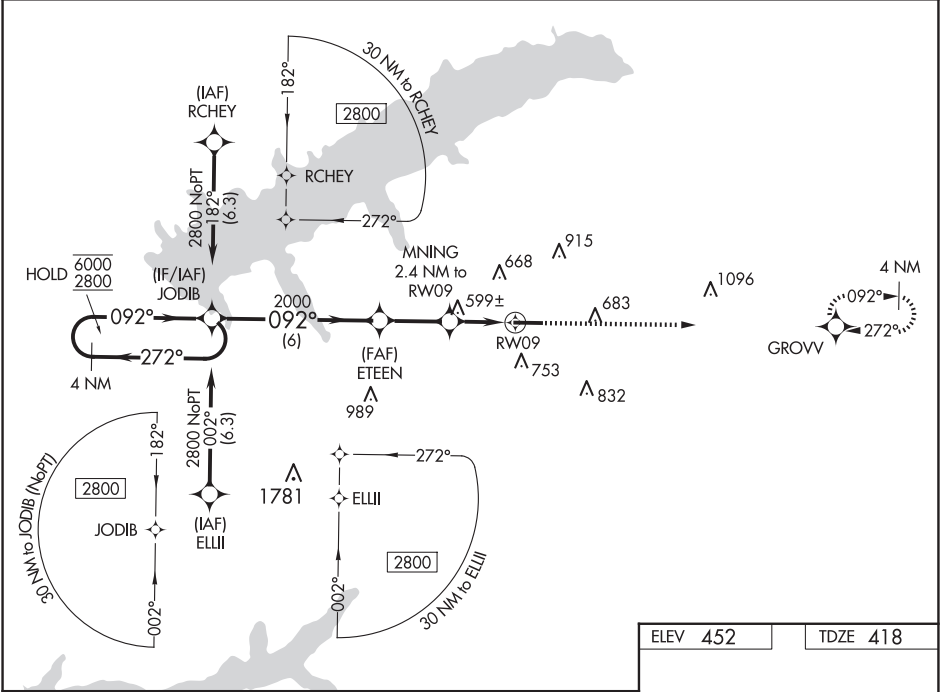
WAAS CH 77800 W09A	APP CRS 092°	Rwy Idg TDZE Apt Elev	5600 418 452
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RNAV (GPS) RWY 9

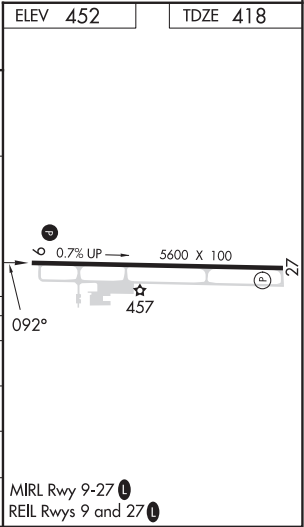
UNIVERSITY-OXFORD (UOX)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2800 direct GROVV and hold.
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div>		

AWOS-3PT 132.725	MEMPHIS CENTER 128.5 279.55	GCO 135.075	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern		2800 GROVV	
6000 2800		GP 3.00° TCH 40	
JODIB		ETEEN	
2000		1200	
6 NM		2.5 NM	
1.1 NM		1.3 NM	
CATEGORY		A	
LPV DA		618-¾ 200 (200-¾)	
LNAV/VNAV DA		940-½ 522 (500-½)	
LNAV MDA		860-1 442 (500-1)	
CIRCLING		980-1 528 (600-1)	



OXFORD, MISSISSIPPI

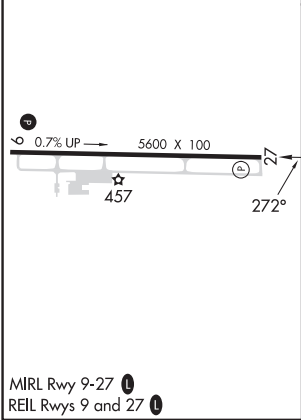
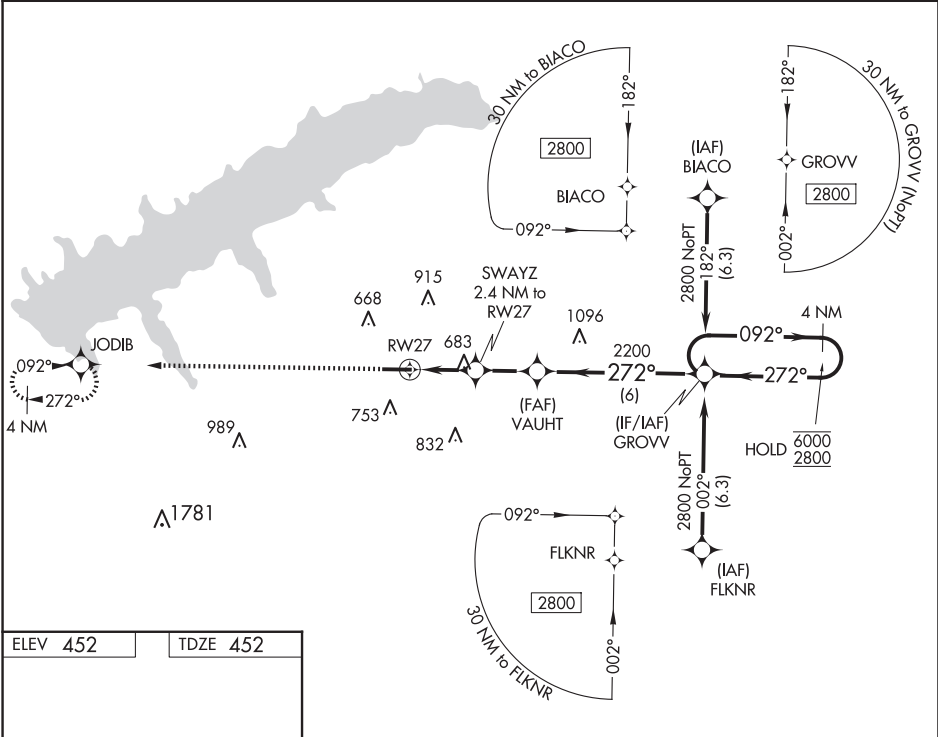
AL-5327 (FAA)

23278

WAAS CH 63235 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	5600 452 452
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RNAV (GPS) RWY 27
UNIVERSITY-OXFORD (UOX)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2800 direct JODIB and hold.	
<div><div></div><div></div></div> <p>Rwy 27 helicopter visibility reduction below ¾ SM NA.</p>			
AWOS-3PT 132.725	MEMPHIS CENTER 128.5 279.55	GCO 135.075	UNICOM 123.0 (CTAF)



2800 JODIB		VAUHT		GROV 4 NM Holding Pattern	
SWAYZ 2.4 NM to RW27		VAUHT		092° → 6000 2800	
RW27 1.1 NM to RW27		VAUHT		← 272°	
RW27		VAUHT		2200	
RW27		VAUHT		1380	
RW27		VAUHT		6 NM	
CATEGORY	A	B	C	D	
LP MDA	940-1	488 (500-1)	940-1 3/8	488 (500-1 3/8)	
LNAV MDA	940-1	488 (500-1)	940-1 3/8	488 (500-1 3/8)	
CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	1380-2 1/2 928 (1000-2 1/2)	1380-2 3/4 928 (1000-2 3/4)	

OXFORD, MISSISSIPPI
Amdt 2 05OCT23

34°23'N-89°32'W

UNIVERSITY-OXFORD (UOX)
RNAV (GPS) RWY 27

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-UVD
111.7

APP CRS
092°

Rwy Idg
TDZE
Apt Elev
5600
418
452

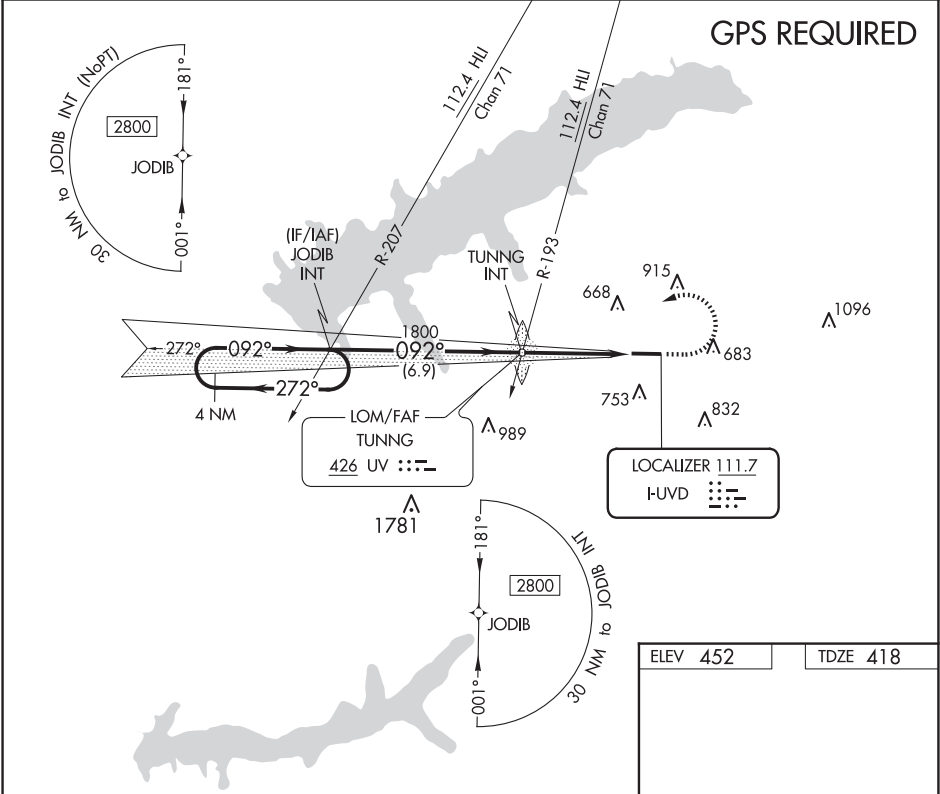
LOC Y RWY 9



UNIVERSITY-OXFORD (UOX)

GPS required. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase S-LOC Cats C, D visibility $\frac{3}{8}$ mile, and Circling Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct JODIB INT and hold.

AWOS-3PT 132.725	MEMPHIS CENTER 128.5 279.55	GCO 135.075	UNICOM 123.0 (CTAF)
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<div>4 NM Holding Pattern</div> <div>JODIB INT</div> <div>2800 ← 272° 092° →</div> <div>TUNING INT/LOM</div> <div>1100 ↑</div> <div>2800 ↶</div> <div>JODIB INT</div> <div>092°</div> <div>0.7% UP</div> <div>5600 X 100</div> <div>27</div> <div>457</div>								
<div>2800</div> <div>092°</div> <div>092°</div> <div>1800</div> <div>3.20° TCH 40</div> <div>6.9 NM</div> <div>4 NM</div>								
CATEGORY	A		B		C		D	
S-LOC 9	920-1 502 (500-1)		920-1 $\frac{3}{8}$ 502 (500-1 $\frac{3}{8}$)					
C CIRCLING	980-1 528 (600-1)		1060-1 608 (700-1)		1380-2 $\frac{3}{4}$ 928 (1000-2 $\frac{3}{4}$)		1380-3 928 (1000-3)	
MIRL Rwy 9-27  REIL Rlys 9 and 27 								
FAF to MAP 4 NM								
Knots			60	90	120	150	180	
Min:Sec			4:00	2:40	2:00	1:36	1:20	

OXFORD, MISSISSIPPI

AL-5327 (FAA)

23278

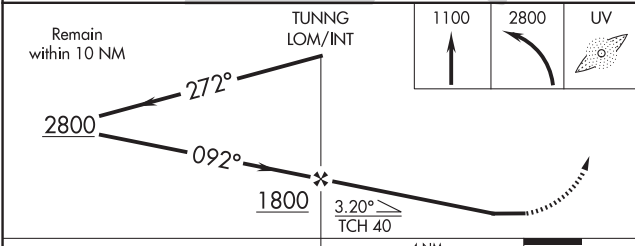
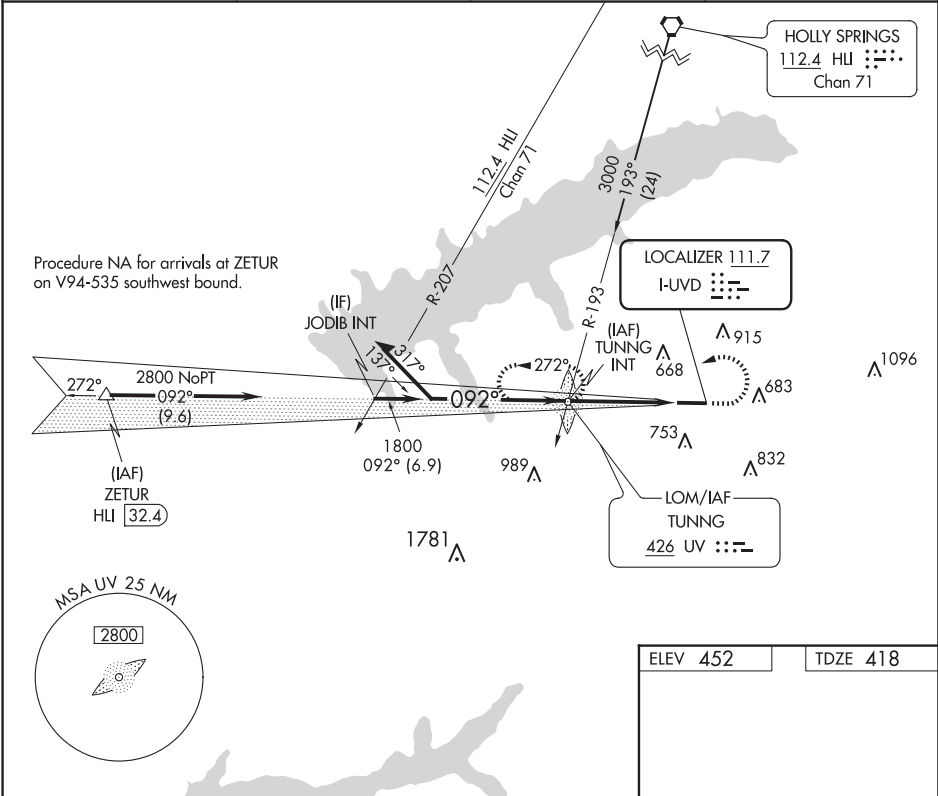
LOC I-UVD	APP CRS	Rwy Idg	5600
111.7	092°	TDZE	418
		Apt Elev	452

LOC Z RWY 9
UNIVERSITY-OXFORD (UOX)

ADF required. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase S-LOC Cats C, D visibility ¾ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct TUNNG LOM/INT and hold, continue climb-in-hold to 2800.

AWOS-3PT	MEMPHIS CENTER	GCO	UNICOM
132.725	128.5 279.55	135.075	123.0 (CTAF) 0



ELEV 452 TDZE 418

MIRL Rwy 9-27 0
REIL Rwys 9 and 27 0

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

OXFORD, MISSISSIPPI
Amdt 3 13NOV14

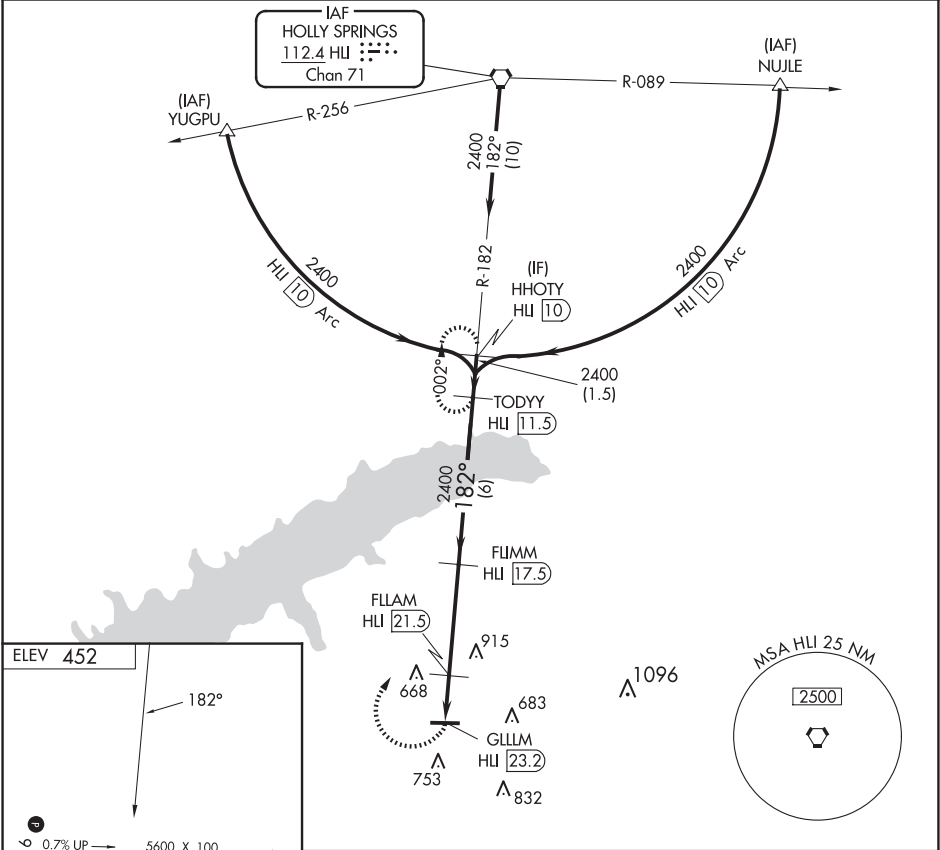
34°23'N-89°32'W

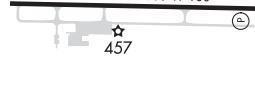



UNIVERSITY-OXFORD (UOX)
LOC Z RWY 9

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

DME required.		MISSED APPROACH: Climbing right turn to 2400 on heading 030° and on HLI R-182 to TODAYY/HLI 11.5 DME and hold.	
AWOS-3PT 132.725	MEMPHIS CENTER 128.5 279.55	GCO 135.075	UNICOM 123.0 (CTAF)



 <p>MIRL Rwy 9-27 1 REIL Rwy 9 and 27 1</p>	 <p>2400 hdg 030°</p>		HLL R-182 TODYY HLL 11.5		FLMM HLL 17.5		TODYY HLL 11.5		HHOTY HLL 10	
	 <p>GLLM HLL 23.2</p>		FLLAM HLL 21.5		 <p>182° 2400</p>		2400		2400	
	1.7		4 NM		6 NM		1.5 NM			
	CATEGORY		A		B		C		D	
C CIRCLING		980-1 528 (600-1)		1060-1¼ 608 (700-1¼)		1380-2¾ 928 (1000-2¾)		1380-3 928 (1000-3)		

ILS or LOC RWY 17
TRENT LOTT INTL (PQL)

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.

(IAF) SUVOC I-PQL [15.2]

1800 NoPT 168° (3.2)

(IF) BEJU INT I-PQL [12.1]

1800 168° (5.4)

(IAF) PORAN INT I-PQL [6.7]

OTIME I-PQL [4.2]

SEMMES 115.3 SJI Chan 100

LOCALIZER 110.1 I-PQL Chan 38

MSA SJI 25 NM 3100

ALTERNATE MISSED APCH FIX

VICKI BFM [32.5]

116.35 BFM Chan 110(V)

115.3 SJI Chan 100

062° 242°

R-242 R-210

738 A

681 A

377 A

120 91±

645 A

1 min 348° 168°

R-243 R-238 R-221

1800 22° (14.3)

058° 238°

FAF to MAP 5.4 NM	
Knots	60 90 120 150 180
Min:Sec	5:24 3:36 2:42 2:10 1:48

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58204 W17A	APP CRS 168°	Rwy Idg 6501 TDZE 17 Apt Elev 17
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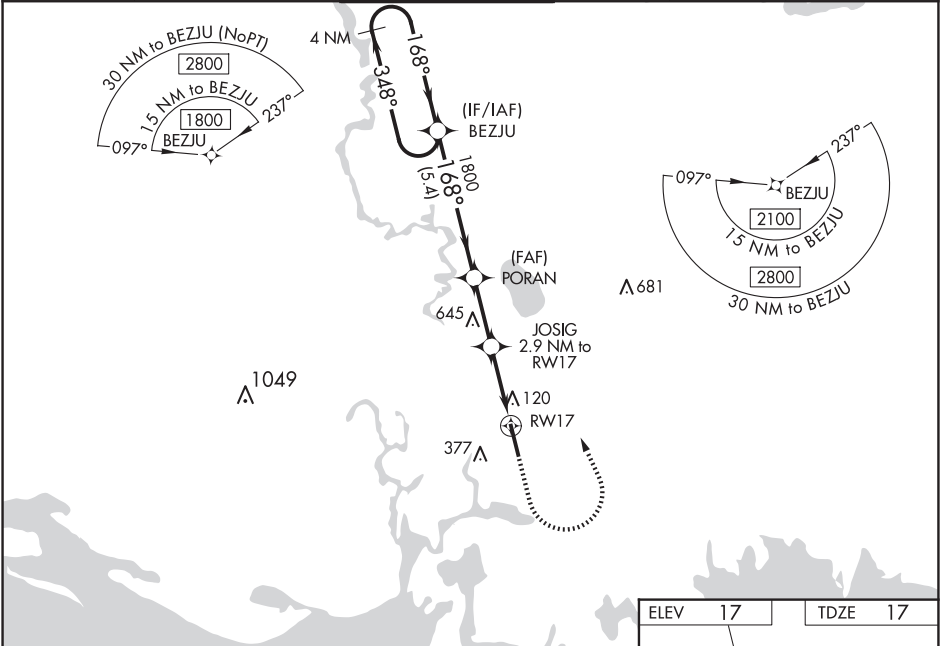
RNAV (GPS) RWY 17
TRENT LOTT INTL (PQL)

RNP APCH - GPS.

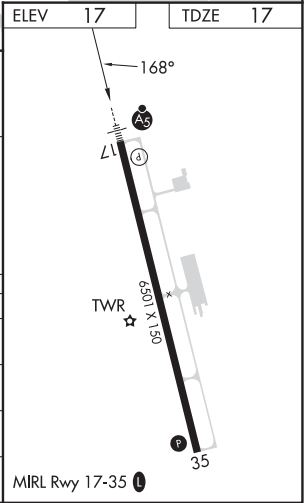
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.
When local altimeter setting not received, use Mobile Rgnl altimeter setting; increase LPV DA to 292 feet and LNAV/VNAV DA to 357 feet; increase LNAV/VNAV all visibilities 1/8 SM. Increase all MDA 80 feet and LNAV Cat C/D visibility 1/4 SM and Circling Cat C/D visibility 1/2 SM. Baro-VNAV and VDP NA with Mobile Rgnl altimeter setting. For inop ALS when using Mobile Rgnl altimeter setting increase LPV all Cats visibility to 7/8 SM.

MALSR
MISSED APPROACH:
Climb to 800 then climbing left turn to 1800 direct BEZJU and hold.

ATIS 135.175	MOBILE APP CON ★ 121.0 307.1	TRENT LOTT TOWER ★ 118.575 (CTAF) 0	GND CON 121.725	CLNC DEL 121.725	UNICOM 122.8
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4 NM Holding Pattern		BEZJU	PORAN	JOSIG	1800	1680	1800	980	1 NM to RW17	1800	BEZJU
1800 ← 348°		168° →	168°	2.9 NM to RW17	1800	168°	1800	980	1 NM to RW17	1800	BEZJU
GP 3.00°											
TCH 50											
		5.4 NM	2.5 NM	1.9 NM	1 NM						
CATEGORY		A	B	C	D						
LPV DA			217-1/2	200 (200-1/2)							
LNAV/ VNAV DA			282-1/2	265 (300-1/2)							
LNAV MDA		380-1/2	363 (400-1/2)	380-5/8	363 (400-5/8)						
CIRCLING		480-1 463 (500-1)	680-1 663 (700-1)	680-1 3/4 663 (700-1 3/4)	680-2 663 (700-2)						



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

PASCAGOULA, MISSISSIPPI

AL-5404 (FAA)

23222

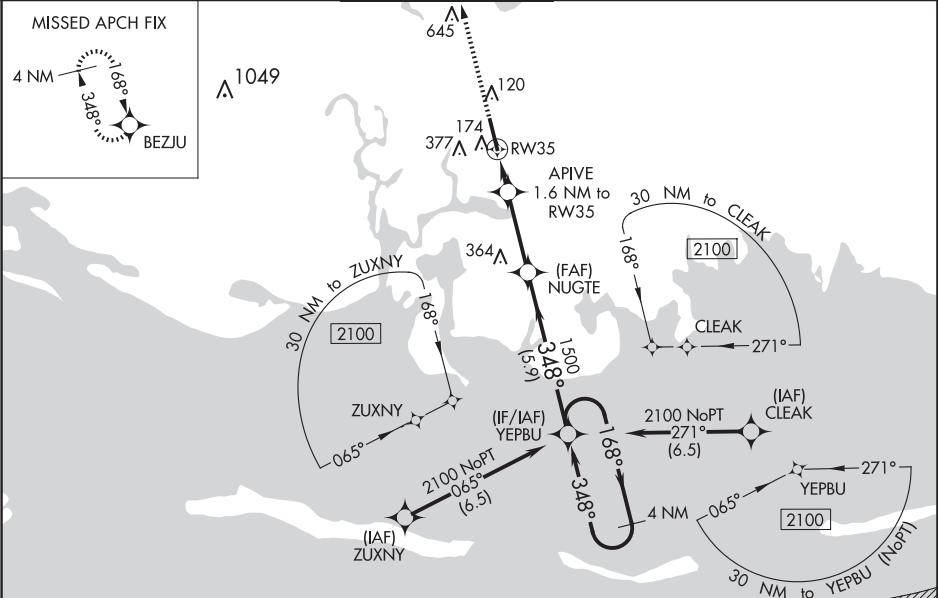
WAAS CH 72904 W35A	APP CRS 348°	Rwy Idg 6501 TDZE 17 Apt Elev 17
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RNAV (GPS) RWY 35
TRENT LOTT INTL (PQL)

⚠ **⚠** Baro-VNAV NA when using Mobile Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase LPV DA to 342 feet, LNAV/VNAV DA to 422 feet, and all MDA 80 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV visibility Cats C/D ½ mile and Circling visibility Cats C/D ½ mile.

MISSED APPROACH: Climb to 1800 direct BEZJU and hold.

ATIS 135.175	MOBILE APP CON ★ 121.0 307.1	TRENT LOTT TOWER ★ 118.575 (CTAF) 0	GND CON 121.725	CLNC DEL 121.725	UNICOM 122.8
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ELEV 17 TDZE 17

1800 BEZJU

*LNAV only.

APIVE 1.6 NM to RW35

RW35

NUGTE 1500

YEPBU 4 NM Holding Pattern

GP 3.00° TCH 40

W-453

CATEGORY	A	B	C	D
LPV DA	267-¾ 250 (300-¾)			
LNAV/VNAV DA	347-1½ 330 (400-1½)			
LNAV MDA	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)

PASCAGOULA, MISSISSIPPI
Amdt 1 10DEC15

30°28'N-88°32'W

TRENT LOTT INTL (PQL)
RNAV (GPS) RWY 35

SC-4, 12 JUN 2025 to 07 AUG 2025

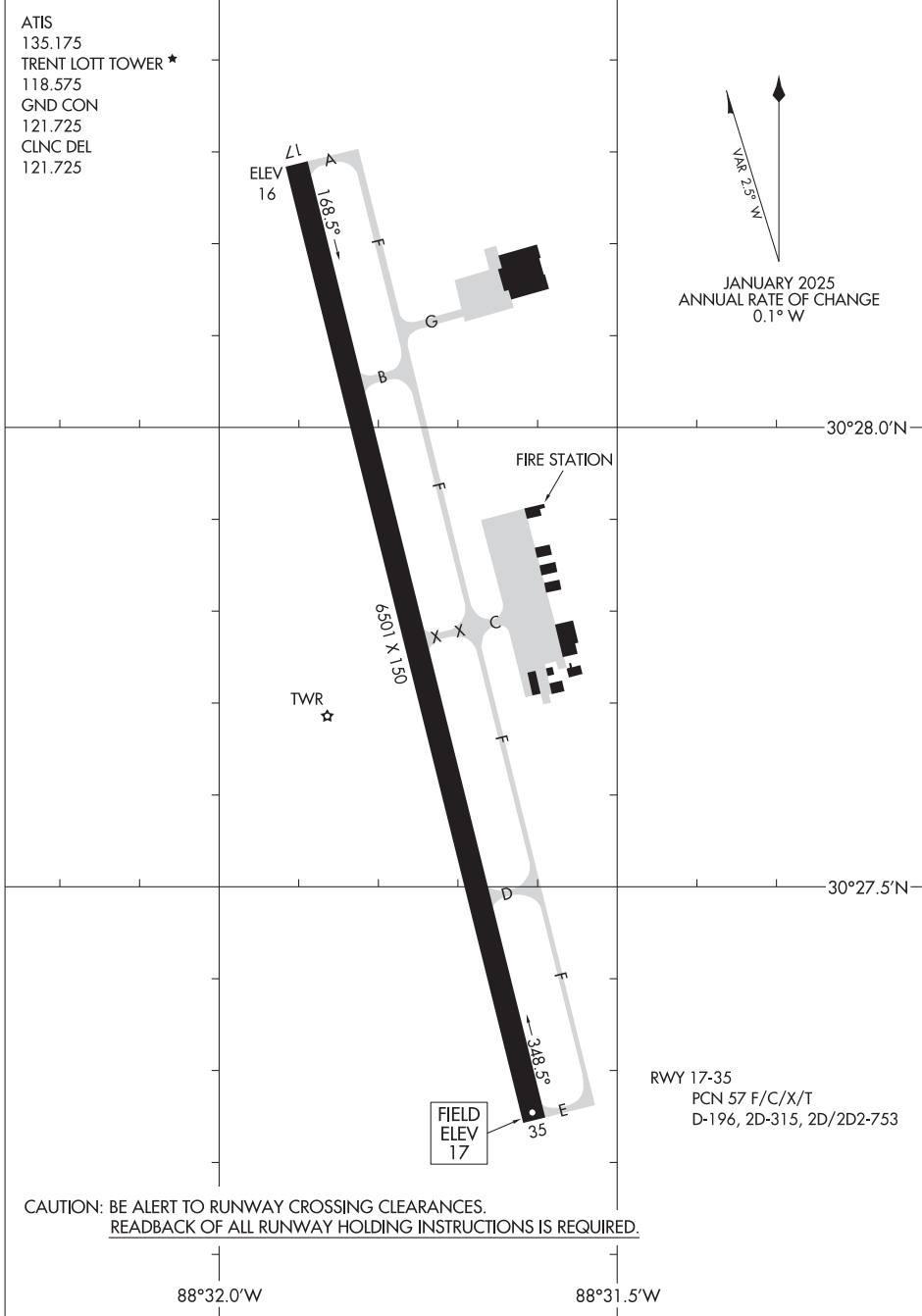
SC-4, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

AL-5404 (FAA)

TRENT LOTT INTL (PQL)
PASCAGOULA, MISSISSIPPI



25107

AIRPORT DIAGRAM

PASCAGOULA, MISSISSIPPI
TRENT LOTT INTL (PQL)

PATTERSON, LOUISIANA

AL-5717 (FAA)

24137

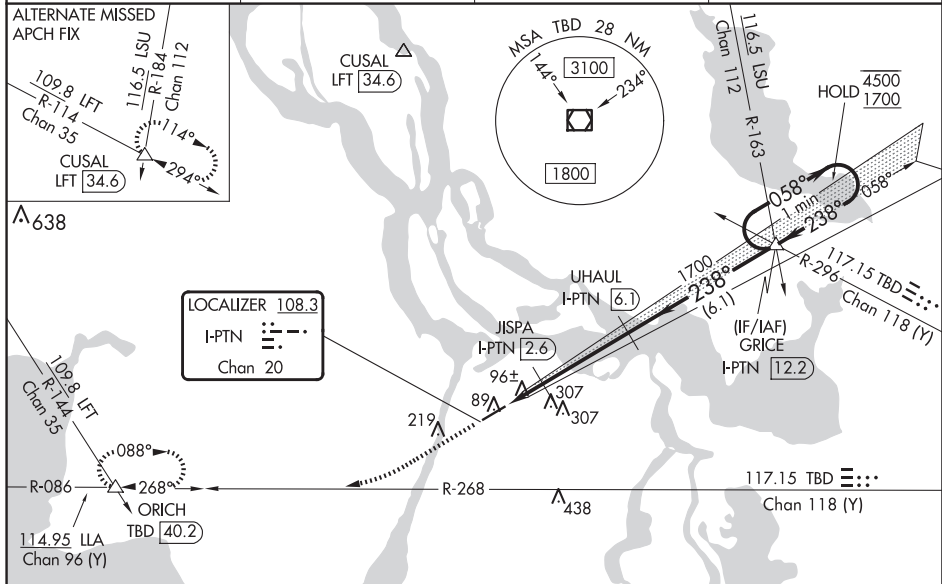
LOC/DME I-PTN 108.3 Chan 20	APP CRS 238°	Rwy ldg TDZE Apt Elev 5399 9 9
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ILS or LOC RWY 24

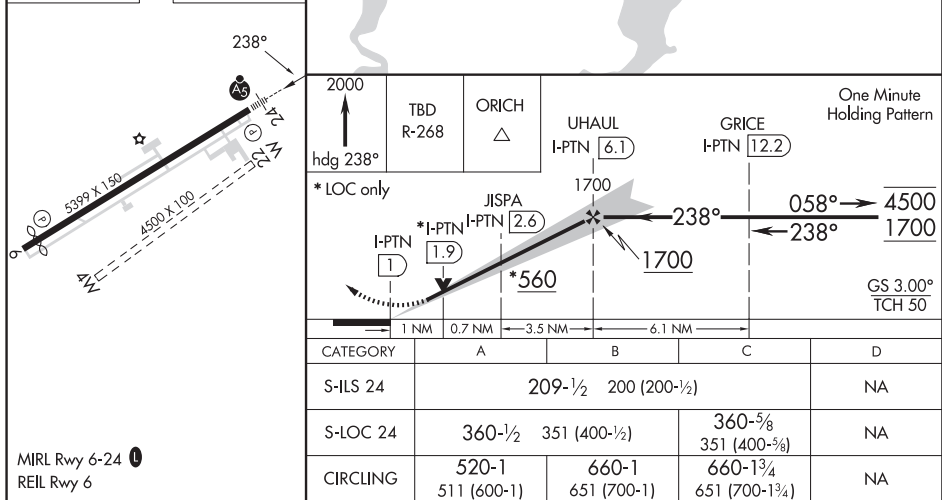
HARRY P WILLIAMS MEML (PTN)

DME required.	MALSR	MISSED APPROACH: Climb to 2000 on heading 238° and TBD VOR/DME R-268 to ORICH INT/ TBD 40.2 DME and hold.
NA Circling NA to Rwy 4W and 22W. For inop ALS, increase S-LOC 24 Cat C visibility to 1 SM.		

AWOS-3PT 134.575	NEW ORLEANS APP CON 124.3 350.35	CLNC DEL 124.3	UNICOM 122.8 (CTAF)
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ELEV 9	TDZE 9
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PATTERSON, LOUISIANA
Amdt 2G 22APR21

29°43'N-91°20'W

HARRY P WILLIAMS MEML (PTN)

ILS or LOC RWY 24

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5005
058°	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 6

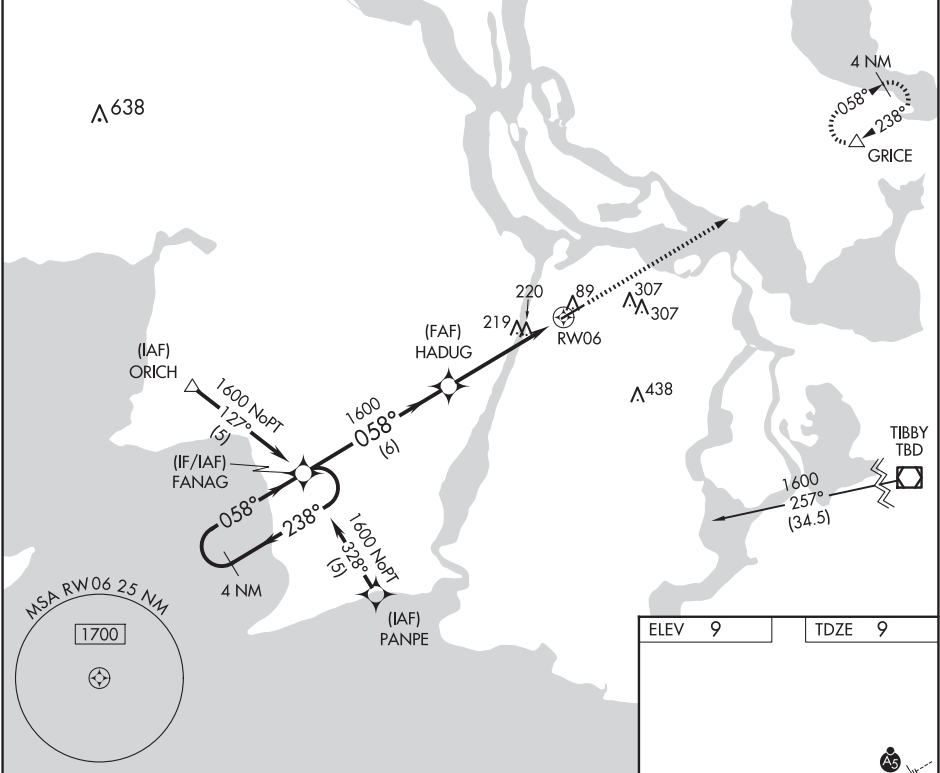
HARRY P WILLIAMS MEML (PTN)

RNP APCH.

Circling NA to Rwy 4W and 22W. Rwy 6 helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 100 feet; increase LNAV Cat C visibility ¼ SM and Circling Cat C visibility ½ SM.
When VGSI inop, Straight-in/Circling Rwy 6 procedure NA at night.

MISSED APPROACH: Climb to 1700 direct GRICE and hold.

AWOS-3PT 134.575	NEW ORLEANS APP CON 124.3 350.35	CLNC DEL 124.3	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

1700 GRICE

1600 ← 238°

058° →

058° →

1600

6 NM

4.8 NM

3.03° TCH 45

RW06

CATEGORY	A	B	C	D
LNAV MDA	540-1	531 (600-1)	540-1½ 531 (600-1½)	NA
CIRCLING	540-1 531 (600-1)	660-1 651 (700-1)	660-1¾ 651 (700-1¾)	NA

REIL Rwy 6

MIRL Rwy 6-24 0

PATTERSON, LOUISIANA

AL-5717 (FAA)

22139

WAAS CH 40320 W24A	APP CRS 238°	Rwy Idg TDZE Apt Elev	5399 9 9
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RNAV (GPS) RWY 24

HARRY P WILLIAMS MEML (PTN)

RNP APCH.

▼

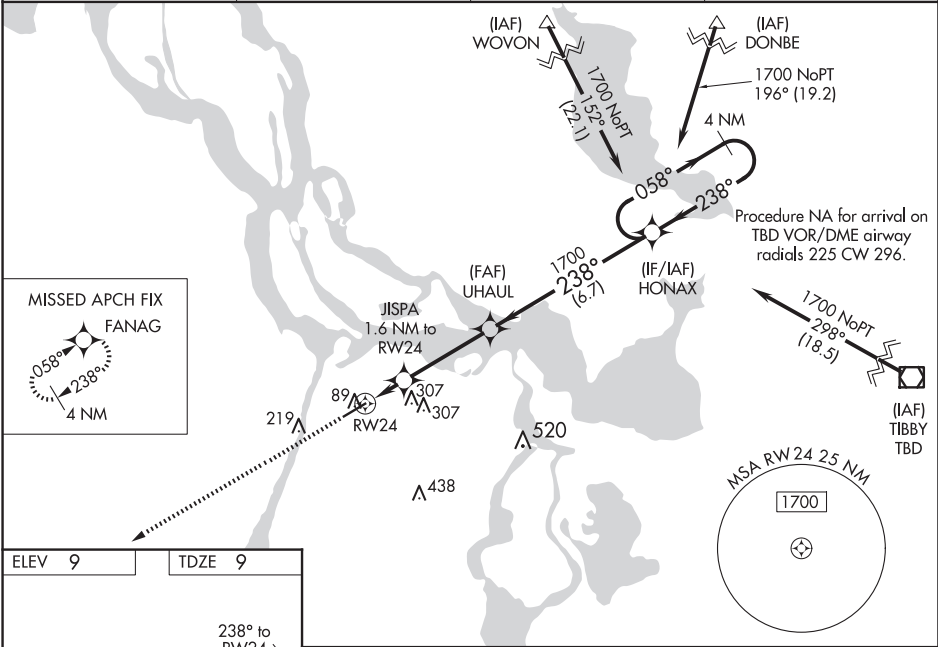
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA to Rwy 4W and 22W. Baro-VNAV and VDP NA when using New Iberia altimeter setting. When local altimeter setting not received, use New Iberia altimeter setting: increase LPV DA to 291 feet; increase LNAV/VNAV DA to 341 feet and visibility all Cats ½ SM; increase all MDAs 100 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ½ SM. For inop MALSR, increase LNAV Cat C visibility to 1 mile. For inop MALSR, when using New Iberia altimeter setting, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1 ½ mile, and LNAV Cat C visibility to 1 ¾ mile. When VGSI inop, Circling Rwy 6 NA at night.

MALSR

MISSED APPROACH: Climb to 2000 direct FANAG and hold.

AWOS-3PT 134.575	NEW ORLEANS APP CON 124.3 350.35	CLNC DEL 124.3	UNICOM 122.8 (CTAF)
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ELEV **9** TDZE **9**

REIL Rwy 6
MIRL Rwy 6-24

2000 FANAG		UHAUL 1700		HONAX 1700		4 NM Holding Pattern	
*LNAV only		JISPA 1.6 NM to RW24		238°		058°	
RW24		*1.1 NM to RW24		*560		1700	
1.1 NM		0.5		3.6 NM		6.7 NM	
CATEGORY	A	B		C		D	
LPV DA	209-½		200 (200-½)				NA
LNAV/VNAV DA	259-½		250 (300-½)				NA
LNAV MDA	400-½		391 (400-½)		400-5/8 391 (400-5/8)		NA
CIRCLING	520-1 511 (600-1)		660-1 651 (700-1)		660-1¾ 651 (700-1¾)		NA

PATTERSON, LOUISIANA
Amdt 1E 22APR21

29°43'N-91°20'W

HARRY P WILLIAMS MEML (PTN)

RNAV (GPS) RWY 24

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78115 W18A	APP CRS 185°	Rwy Idg TDZE Apt Elev	5001 454 458
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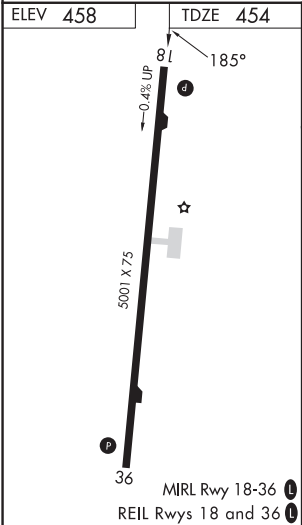
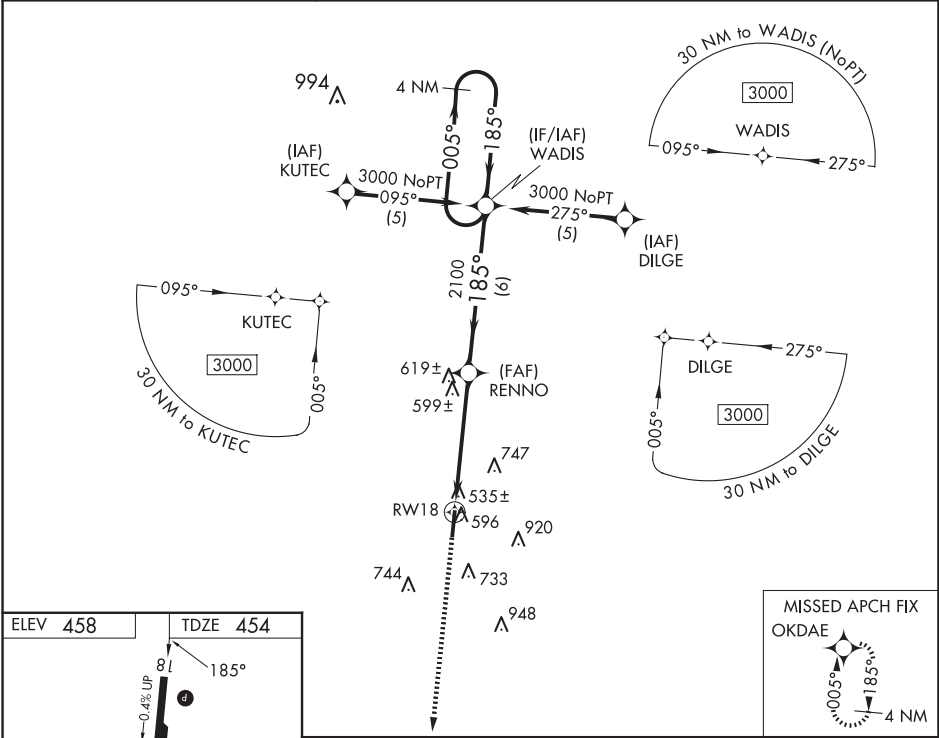
RNAV (GPS) RWY 18
PHILADELPHIA MUNI (MPPE)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

⚠ When local altimeter setting not received, use Key Fld altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Key Fld altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
OKDAE and hold.

AWOS-3P 118.725	MEMPHIS CENTER 132.75 263.0	UNICOM 123.0 (CTAF) 0
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3000	OKDAE	RENNO	WADIS	4 NM Holding Pattern
*LNAV only.	*1.5 NM to RW18	2100	185°	005° → 3000
GP 3.00° TCH 47				
CATEGORY	A	B	C	D
LPV DA	774-1¼ 320 (400-1¼)			
LNAV/VNAV DA	850-1½ 396 (400-1½)			
LNAV MDA	960-1 506 (600-1)		960-1½ 506 (600-1½)	
CIRCLING	1060-1 602 (700-1)		1280-2½ 822 (900-2½) 1280-2¾ 822 (900-2¾)	

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

PHILADELPHIA, MISSISSIPPI

AL-6960 (FAA)

23334

WAAS CH 48915 W36A	APP CRS 005°	Rwy Idg 5001 TDZE 458 Apt Elev 458
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RNAV (GPS) RWY 36

PHILADELPHIA MUNI (MPPE)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Fld altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Fld altimeter setting.

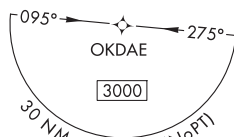
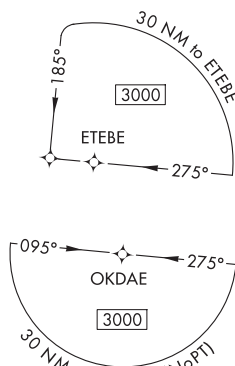
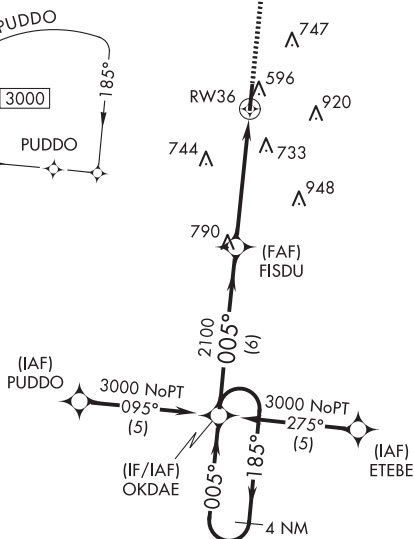
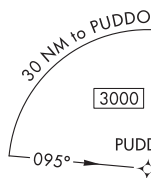
MISSED APPROACH:
Climb to 3000 direct WADIS and hold.

AWOS-3P
118.725

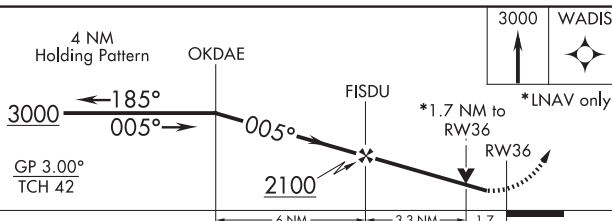
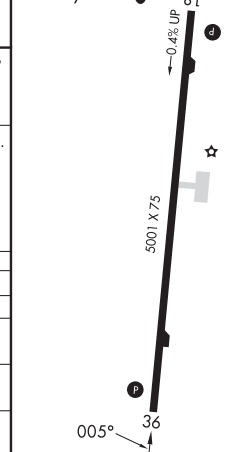
MEMPHIS CENTER
132.75 263.0

UNICOM
123.0 (CTAF)

MISSED APCH FIX



ELEV **458** TDZE **458**
REIL Rwy 18 and 36
MIRL Rwy 18-36



CATEGORY	A	B	C	D
LPV DA		838-1¼	380 (400-1¼)	
LNAV/VNAV DA		1107-2¼	649 (700-2¼)	
LNAV MDA	1040-1 582 (600-1)	1040-1½ 582 (600-1½)	1040-1¾ 582 (600-1¾)	
CIRCLING	1060-1 602 (700-1)	1280-2½ 822 (900-2½)	1280-2¾ 822 (900-2¾)	

PHILADELPHIA, MISSISSIPPI

Amdt 1A 24MAR22

32°48'N-89°08'W

PHILADELPHIA MUNI (MPPE)
RNAV (GPS) RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42909 W36A	APP CRS 359°	Rwy Idg 5000 TDZE 54 Apt Elev 55
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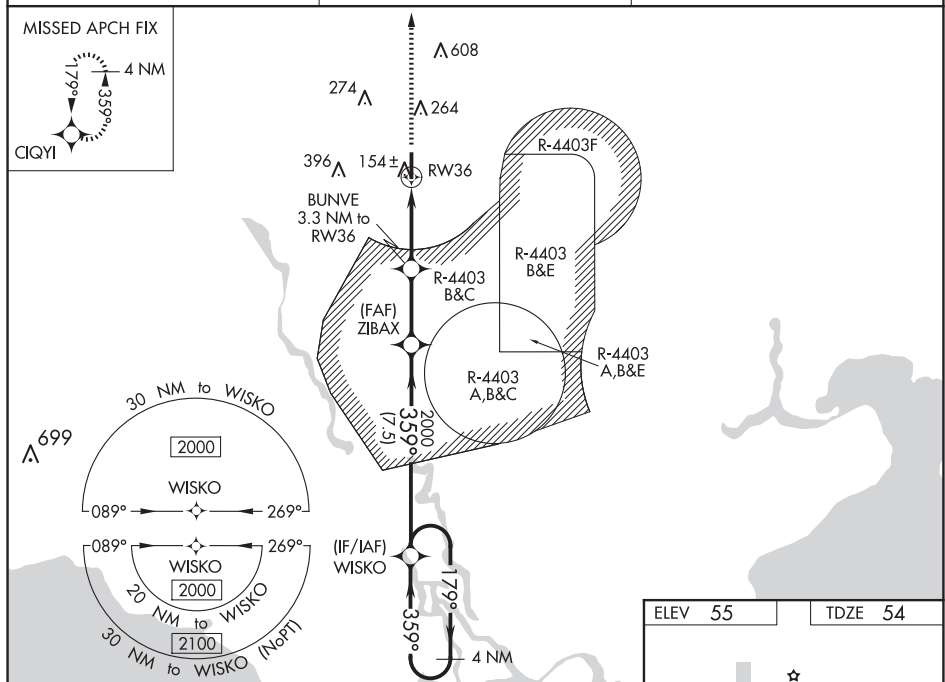
RNAV (GPS) RWY 36

PICAYUNE MUNI (MJD)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Stennis Inlt altimeter setting. DME/DVNP 0.3 NA. Helicopter visibility reduction below ¾ SM NA. Procedure NA when R-4403 A, B, C, or E is active. When local altimeter setting not received, use Stennis Inlt altimeter setting: increase LPV DA to 338 and all Cats visibility ½ mile; increase LNAV/VNAV DA to 374 and all Cats visibility ½ mile; increase all MDA 40 feet and LNAV Cats C and D visibility ½ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH:
Climb to 1800 direct
CIQYI and hold.

AWOS-3PT 119.075	GULFPORT APP CON ★ 124.6 354.1	UNICOM 122.8 (CTAF) 0
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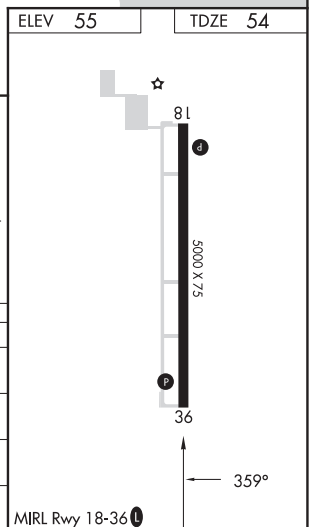
ZIBAX 4 NM Holding Pattern

Diagram illustrating the ZIBAX 4 NM Holding Pattern. The pattern is centered at ZIBAX (2000). The inbound leg is from the east (2000) to ZIBAX (2000) at 359°. The outbound leg is from ZIBAX (2000) to RW36 at 179°. The distance between ZIBAX and RW36 is 3.3 NM. The holding pattern is a standard racetrack pattern with a width of 4 NM. The diagram also shows the approach from the west (WISKO) and the final approach to RW36. The diagram includes a scale bar showing distances of 1 NM, 2.3 NM, 2.7 NM, and 7.5 NM.

CATEGORY	A	B	C	D
LPV DA		304-7 ⁸ / ₈	250 (300-7 ⁸ / ₈)	
LNAV/ VNAV DA		340-1	286 (300-1)	
LNAV MDA		420-1	366 (400-1)	

CIRCLING

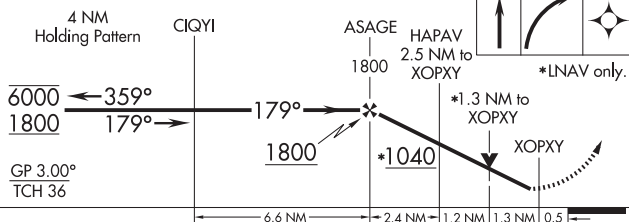
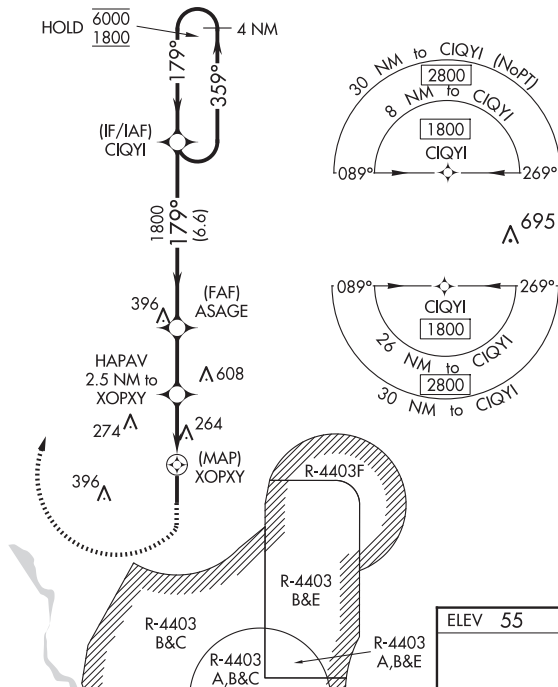
Frequency	Altitude
480-1 425 (500-1)	580-1 525 (600-1)
700-1 ³ / ₄ 645 (700-1 ³ / ₄)	960-3 905 (1000-3)



RNAV (GPS) RWY 36

RNAV (GPS) Y RWY 18
PICAYUNE MUNI (MJD)

MISSED APPROACH: (Do not exceed 185K) Climb to 560 then climbing right turn to 1800 direct CIQYI and hold.

UNICOM
122.8 (CTAF) **L**

ELEV 55

TDZE 55

179°

☆

81

5000 X 7.5

P

36

MRL Rwy 18-36 L

PICAYUNE MUNI (MJD)
RNAV (GPS) Y RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99310 W18B	APP CRS 179°	Rwy Idg TDZE Apt Elev	5000 55 55
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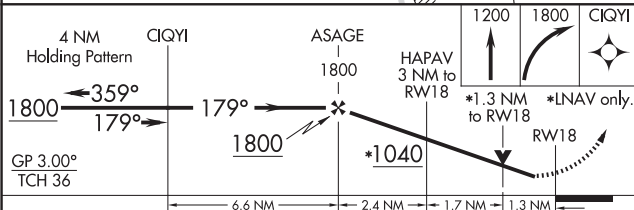
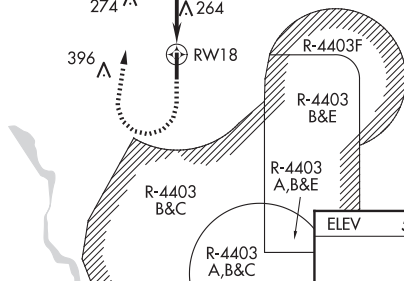
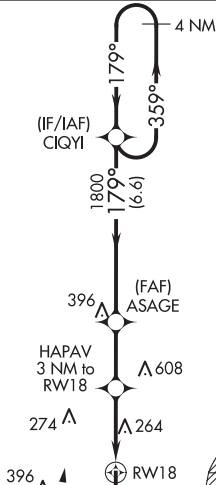
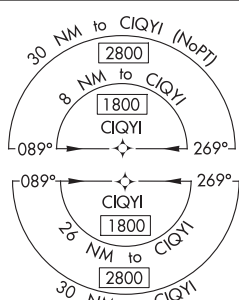
RNAV (GPS) Z RWY 18


PICAYUNE MUNI (MJD)

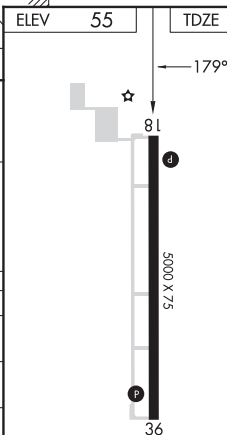
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Procedure NA when R-4403 B, C, or E is active. When local altimeter setting not received, used Stennis Intl altimeter setting: increase LPV DA to 377 and visibility all Cnts ½ mile; increase LNAV/VNAV DA to 621 and visibility all Cnts ½ mile; increase all MDA 40 feet and Circling Cnt C visibility ¼ mile.

MISSED APPROACH: Climb to 1200, then climbing right turn to 1800 direct CIQYI and hold.

AWOS-3PT 119.075	GULFPORT APP CON★ 124.6 354.1	UNICOM 122.8 (CTAF) 0
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CATEGORY		A	B	C	D
LPV	DA	343-1 288 (300-1)			
LNAV/ VNAV	DA	587-1 $\frac{7}{8}$ 532 (600-1 $\frac{1}{2}$)			
LNAV	MDA	520-1 465 (500-1)		520-1 $\frac{3}{8}$ 465 (500-1 $\frac{1}{2}$)	
 CIRCLING		520-1 465 (500-1)	580-1 525 (600-1)	700-1 $\frac{3}{4}$ 645 (700-1 $\frac{3}{4}$)	960-3 905 (1000-3)




PICAYUNE, MISSISSIPPI

AL-9504 (FAA)

24305

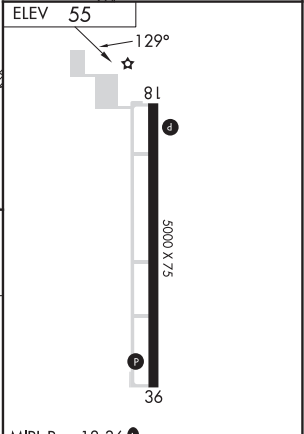
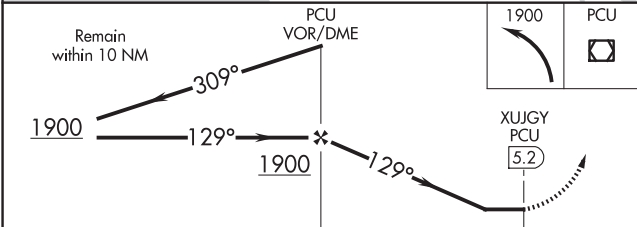
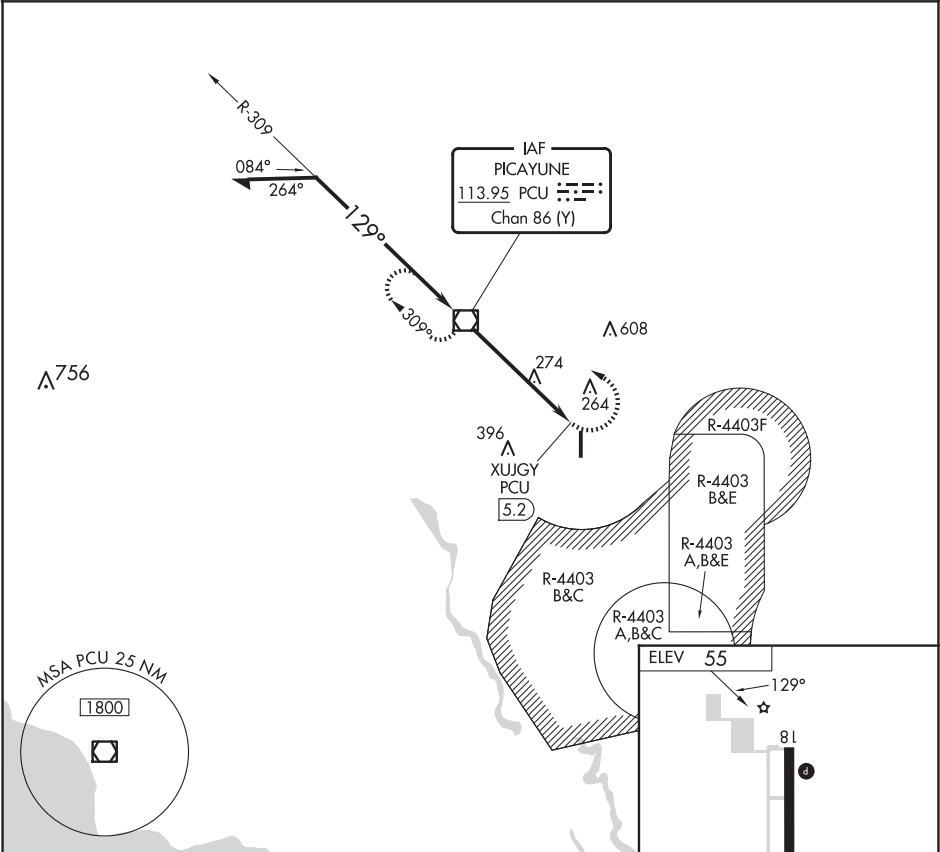
VOR/DME PCU 113.95 Chan 86 (Y)	APP CRS 129°	Rwy Idg TDZE Apt Elev 5000 N/A 55
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VOR-A
PICAYUNE MUNI (MJD)

 When local altimeter setting not received, use Stennis Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 1900 direct PCU VOR/DME and hold.

AWOS-3PT 119.075	GULFPORT APP CON★ 124.6 354.1	UNICOM 122.8 (CTAF) 
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					5.2 NM		0.5		MIRL Rwy 18-36		
CATEGORY	A	B	C	D	FAF to MAP 5.2 NM						
 CIRCLING	540-1	580-1	NA			Knots	60	90	120	150	180
	485 (500-1)	525 (600-1)				Min:Sec	5:12	3:28	2:36	2:05	1:44

PICAYUNE, MISSISSIPPI
Amdt 1 23JUN16

30°29'N-89°39'W

PICAYUNE MUNI (MJD)
VOR-A

SC-4, 12 JUN 2025 to 07 AUG 2025

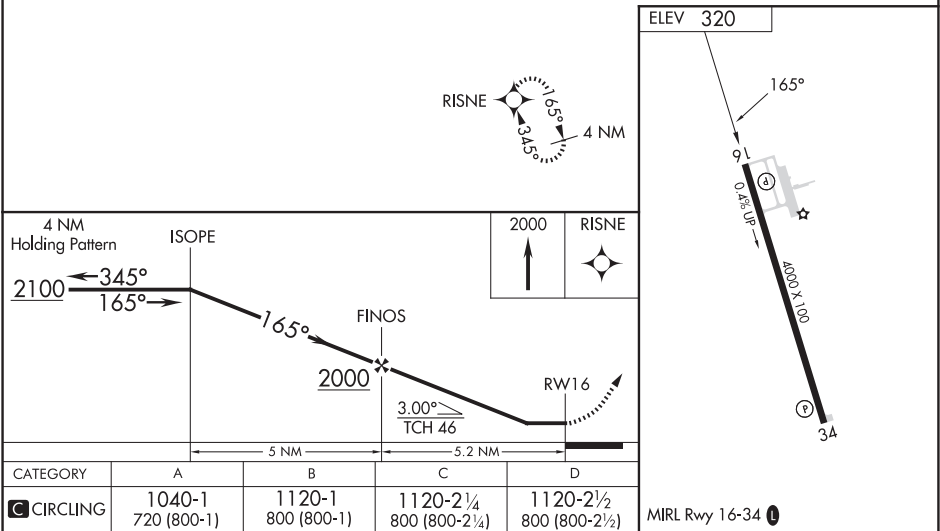
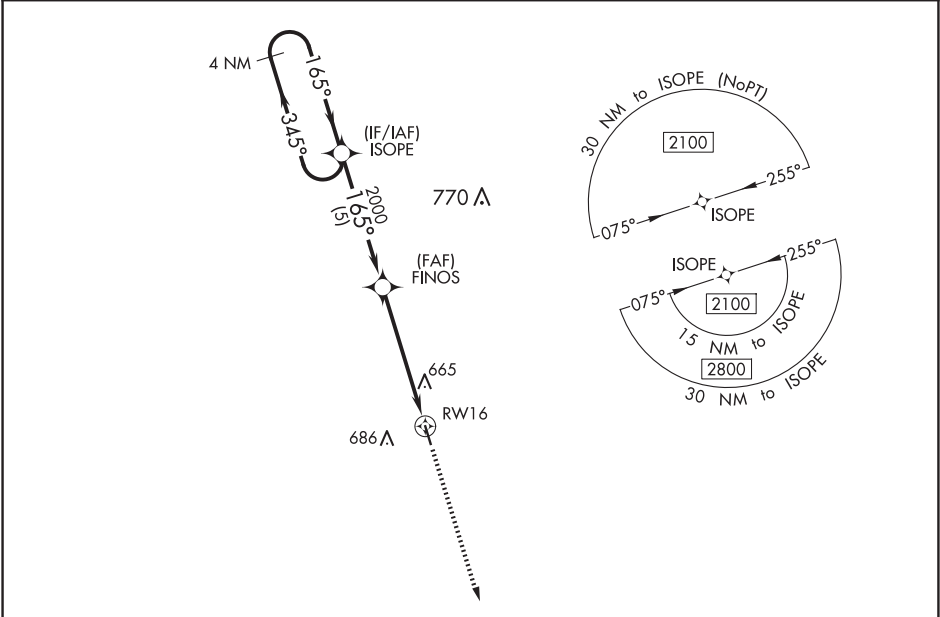
SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	N/A
165°	TDZE	N/A
	Apt Elev	320

RNAV (GPS)-A
POPLARVILLE/PEARL RIVER COUNTY (M13)

<p>▼</p> <p>▲ NA</p>	<p>DME/DME RNP-0.3 NA. Use Bogalusa altimeter setting; when not received, use Hattiesburg altimeter setting and increase MDA 40 feet and increase Circling Cat B/C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 2000 direct RISNE and hold.</p>
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<p>BXA AWOS-3PT</p> <p>118.025</p>	<p>GULFPORT APP CON ★</p> <p>124.6 354.1</p>	<p>CTAF</p> <p>122.9</p>
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POPLARVILLE, MISSISSIPPI

AL-11024 (FAA)

25163

APP CRS	Rwy Ldg	N/A
345°	TDZE	N/A
	Apt Elev	320

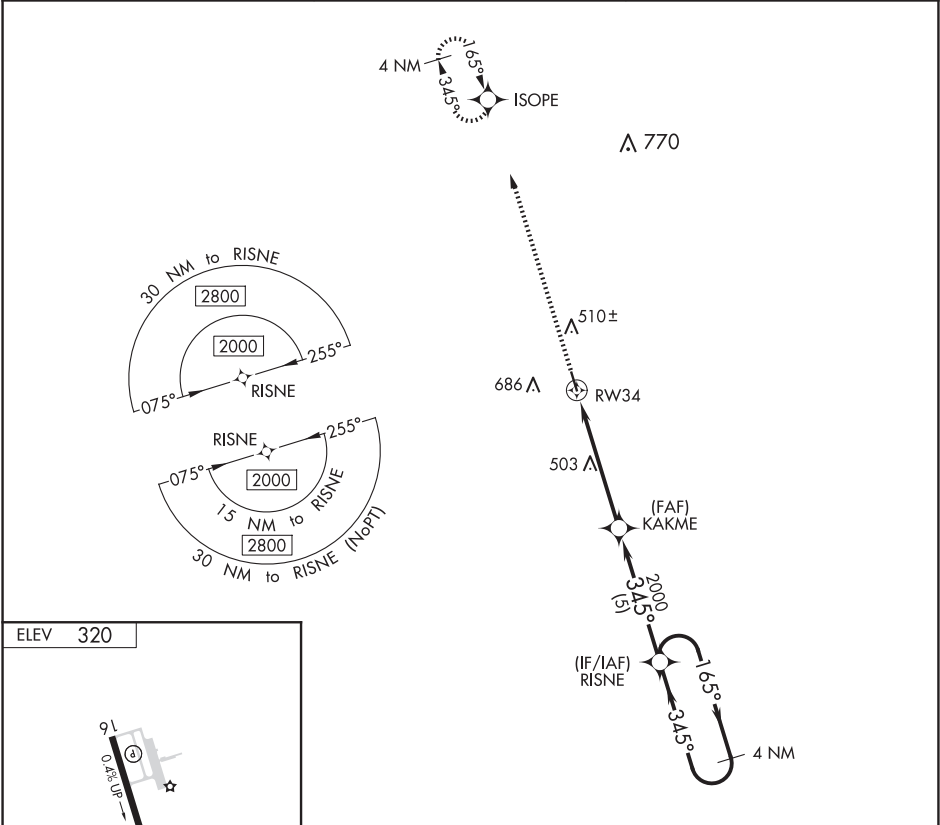
RNAV (GPS)-B
POPLARVILLE/PEARL RIVER COUNTY (M13)

RNP APCH-GPS.

▼
▲ NA Use Bogalusa altimeter setting; when not received, use Hattiesburg altimeter setting and increase all MDA 40 feet and increase Circling Cat B/C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2100 direct ISOPE and hold.

BXA AWOS-3PT 118.025	GULFPORT APP CON ★ 124.6 354.1	CTAF 122.9 0
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ELEV 320	2100	ISOPE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).			
		KAKME		RISNE	4 NM Holding Pattern	
		2000		345°	165°	2000
		RW34		3.00° TCH 37	5.2 NM	5 NM
CATEGORY	A	B	C	D		
◼ CIRCLING	880-1 560 (600-1)	1120-1 800 (800-1)	1120-2¼ 800 (800-2¼)	1120-2½ 800 (800-2½)		

POPLARVILLE, MISSISSIPPI
Orig-A 16MAY24

30°47'N-89°30'W

POPLARVILLE/PEARL RIVER COUNTY (M13)
RNAV (GPS)-B

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **90408**
W12A

APP CRS
124°

Rwy Idg
TDZE **455**
Apt Elev **455**

RNAV (GPS) RWY 12

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

RNP APCH.

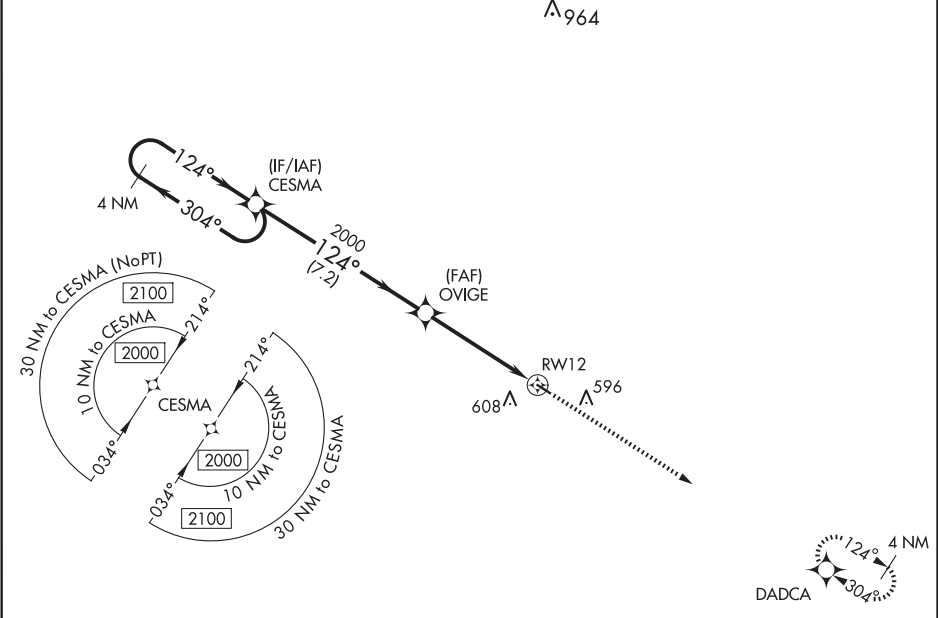
▼

NA

Baro-VNAV NA. Use Brookhaven altimeter setting; when not received, use Hattiesburg/Laurel altimeter setting and increase all DA 27 feet and all MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility 1/8 mile. Rwy 12 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2000 direct
DADCA and hold.

1R7 AWOS-3P 118.125	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 1
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ELEV 455

TDZE 455

VGSI and RNAV glidepath not coincident
(VGSI Angle 2.75/TCH 45).

2000

DADCA

4 NM Holding Pattern

CESMA

OVIGE

RWY 12

GP 3.00°
TCH 30

7.2 NM

4.8 NM

CATEGORY	A	B	C	D
LPV DA	770-1 1/8	315 (400-1 1/8)		NA
LNAV/VNAV DA	959-1 3/4	504 (600-1 3/4)		NA
LNAV MDA	1020-1	565 (600-1)		NA
CIRCLING	1080-1	625 (700-1)		NA

MIRL Rwy 12-30 1

PRENTISS, MISSISSIPPI

AL-6873 (FAA)

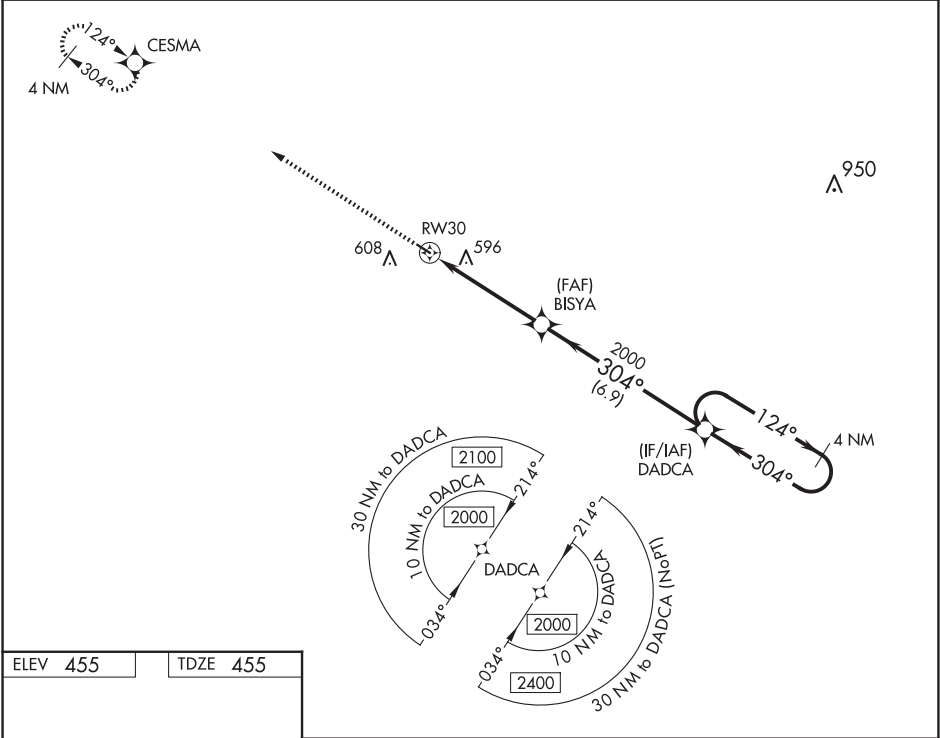
19339

WAAS CH 61208 W30A	APP CRS 304°	Rwy Idg 3197 TDZE 455 Apt Elev 455
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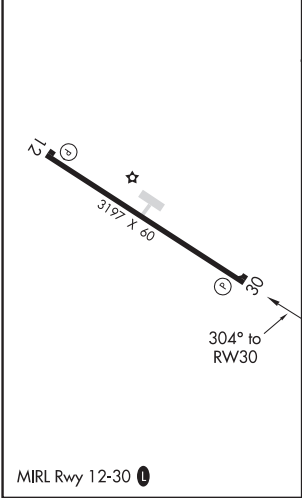
RNAV (GPS) RWY 30
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

▼ ▲ NA	Baro-VNAV NA, DME/DME RNP-0.3 NA. Use Brookhaven altimeter setting; when not received, use Hattiesburg/Laurel altimeter setting and increase all DA 27 feet and all MDA 40 feet. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.	MISSED APPROACH: Climb to 2000 direct CESMA and hold.
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1R7 AWOS-3P 118.125	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 455	TDZE 455
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2000

↑

CESMA

VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 45).

BISYA

2000

DADCA

4 NM Holding Pattern

RW30

2000

304°

2000

124°

304°

4.8 NM

6.9 NM

GP 3.00°

TCH 30

CATEGORY		A	B	C	D
LPV	DA	770-1⅛	315 (400-1⅛)		NA
LNNAV/VNAV	DA	797-1¼	342 (400-1¼)		NA
LNNAV	MDA	980-1	525 (600-1)		NA
		1020-1 565 (600-1)	1080-1 625 (700-1)		NA
CIRCLING					NA

PRENTISS, MISSISSIPPI
Amdt 2A 11DEC14

PRENTISS-JEFFERSON DAVIS COUNTY (M43)
31°36'N-89°54'W
RNAV (GPS) RWY 30

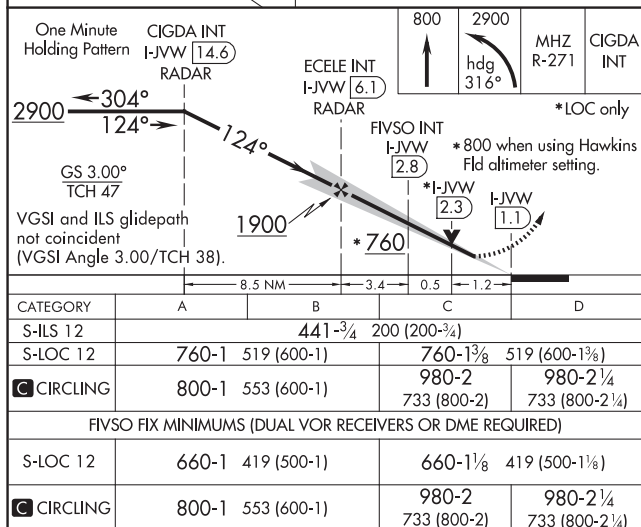
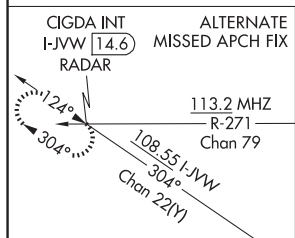
SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 12

JOHN BELL WILLIAMS (JBW)

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHZ VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

UNICOM
123.0 (CTAF) **L**

SC-4, 12 JUN 2025 to 07 AUG 2025

RAYMOND, MISSISSIPPI

AL-6778 (FAA)

21336

WAAS CH 50205 W12A	APP CRS 123°	Rwy Idg 5499 TDZE 241 Apt Elev 247
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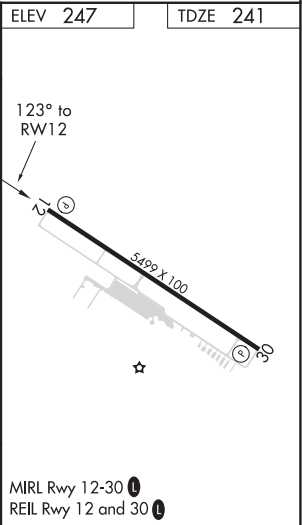
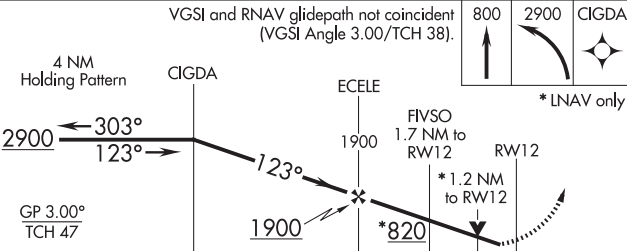
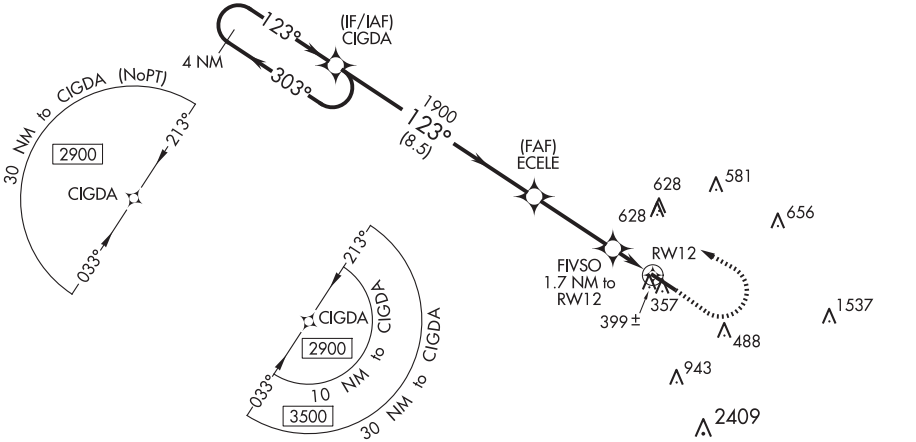
RNAV (GPS) RWY 12

JOHN BELL WILLIAMS (JVW)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA for Cat D southwest of Rwy 12-30. Baro-VNAV and VDP NA when using Hawkins Fld altimeter setting. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Hawkins Fld altimeter setting: increase all DA 36 feet, all MDA 40 feet, all LNAV/VNAV visibilities ⅛ mile, LNAV Cat C and D visibilities ¼ mile, and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 direct CIGDA and hold.

AWOS-3PT 118.675	JACKSON APP CON★ 125.25 319.2	UNICOM 123.0 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		441-¾	200 (200-¾)	
LNAV/VNAV DA		662-1⅓	421 (500-1⅓)	
LNAV MDA	660-1	419 (500-1)	660-1⅓	419 (500-1⅓)
C CIRCLING	800-1	553 (600-1)	980-2 733 (800-2)	980-2¼ 733 (800-2¼)

RAYMOND, MISSISSIPPI
Amdt 3B 20AUG15

32°18'N-90°25'W

JOHN BELL WILLIAMS (JVW)
RNAV (GPS) RWY 12

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78034 W30A	APP CRS 304°	Rwy Idg TDZE Apt Elev	5499 247 247
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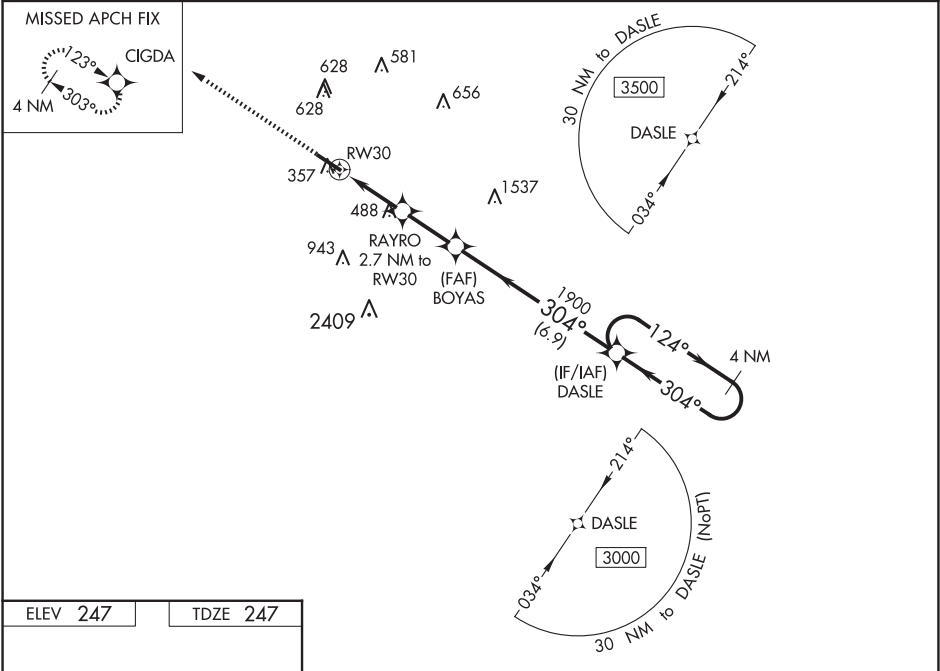
RNAV (GPS) RWY 30

JOHN BELL WILLIAMS (JVW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA for Cat D southwest of Rwy 12-30. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hawkins Fld altimeter setting increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility ⅓ mile, increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hawkins Fld altimeter setting.

MISSED APPROACH:
Climb to 2900 direct
CIGDA and hold.

AWOS-3PT 118.675	JACKSON APP CON★ 125.25 319.2	UNICOM 123.0 (CTAF)
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ELEV 247 TDZE 247

2900

CIGDA

VGSI and RNAV glidepath not coincident
(VGSI Angle 4.00/TCH 50).

*LNAV only

RAYRO 2.7 NM to RW30

BOYAS 1900

DASLE 3000

4 NM Holding Pattern

124°

304°

3000

GP 3.03°

TCH 53

1 NM

1.7 NM

2.3 NM

6.9 NM

CATEGORY	A	B	C	D
LPV DA	513-7⁄8 266 (300-7⁄8)			
LNAV/VNAV DA	699-1½ 452 (500-1½)			
LNAV MDA	740-1	493 (500-1)	740-1¾	493 (500-1¾)
CIRCLING	740-1 493 (500-1)	760-1 513 (600-1)	980-2 733 (800-2)	980-2¼ 733 (800-2¼)

RAYVILLE, LOUISIANA

AL-6352 (FAA)

22363

WAAS CH 58011 W18A	APP CRS 180°	Rwy Idg 3998 TDZE 83 Apt Elev 83
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RNAV (GPS) RWY 18

JOHN H HOOKS JR MEML (M79)

RNP APCH - GPS.

▼

▲ NA

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility 1/8 SM. Baro-VNAV NA.

MISSED APPROACH:
Climb to 1600 direct
APERE and hold.

MLU ASOS
125.05

MONROE APP CON ★
126.9

UNICOM
122.8 (CTAF) **0**

1149

▲

4 NM

HOLD

6000
1700

360°

180°

(IF/IAF)

OGELS

1600

180°

(6.9)

(FAF)

YIGLU

ZAPOR

1.3 NM to RW18

▲ 298

▲ 187±

▲ 492

▲ 131±

▲ 335

MISSED APCH FIX

APERE

360°

180°

4 NM

30 NM to OGELS (NoPT)

9 NM

2200

1700

090°

270°

OGELS

9 NM

2200

30 NM to OGELS

1600

APERE

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 50).

4 NM Holding Pattern

360°

180°

6000
1700

GP 3.60°
TCH 59

*640 When using Bastrop altimeter setting.

YIGLU

1600

ZAPOR

1.3 NM to RW18

▲ 620

1600

1.3 NM

2.5 NM

6.9 NM

CATEGORY	A	B	C	D
LPV DA	448-1	365 (400-1)	NA	NA
RNAV/VNAV DA	559-1 3/8	476 (500-1 3/8)	NA	NA
RNAV MDA	480-1	397 (400-1)	NA	NA
CIRCLING	600-1	517 (600-1)	NA	NA

ELEV 83

TDZE 83

180°

81

57 X 36

3998 X 1700

36

REIL Rwy 18 and 36 **0**

MIRL Rwy 18-36 **0**

RAYVILLE, LOUISIANA
Amdt 1C 29DEC22

32°29'N-91°46'W

JOHN H HOOKS JR MEML (M79)

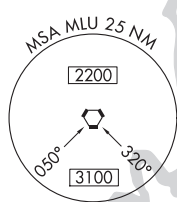
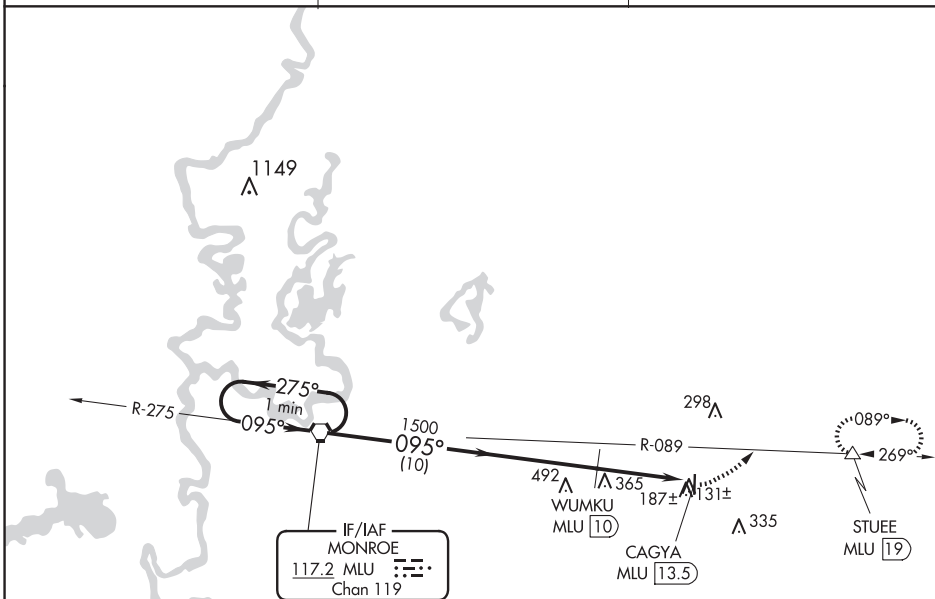
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

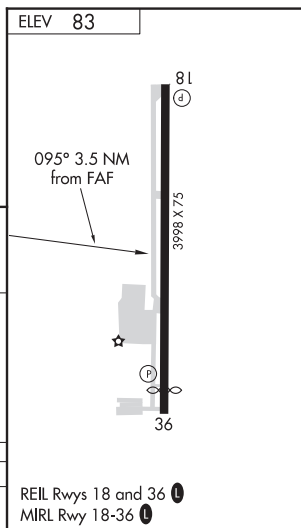
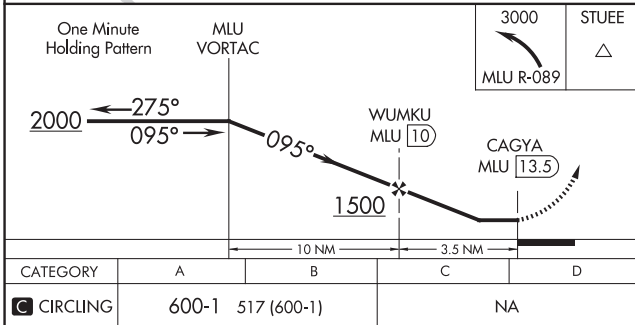
SC-4, 12 JUN 2025 to 07 AUG 2025

VOR/DME-A
JOHN H HOOKS JR MEML (M79)

MISSED APPROACH: Climbing left turn to 3000 on MLU VORTAC R-089 to STUEE/MLU 19 DME and hold, continue climb-in-hold to 3000.

UNICOM
122.8 (CTAF) **L**

NoPT for arrival on MLU VORTAC
airway radials 157 CW 318.



JOHN H HOOKS JR MEML (M79)
VOR/DME-A

SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS
173°

Rwy Idg
TDZE
Apt Elev

4405
6
7

RNAV (GPS) RWY 17

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

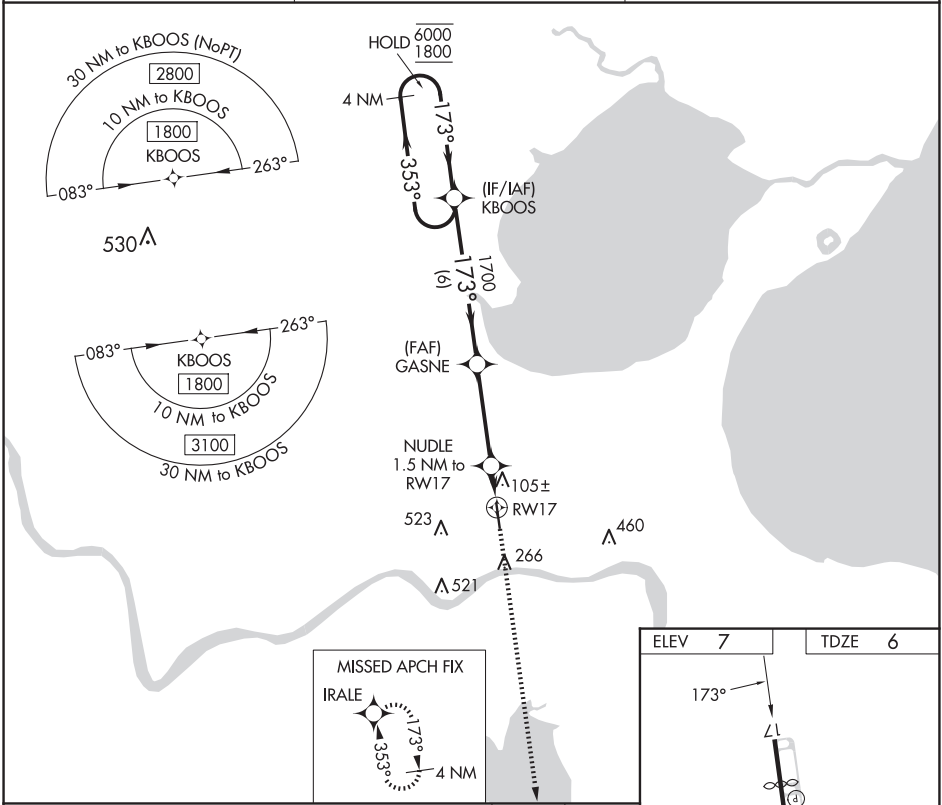
RNP APCH - GPS.

▼
▲

Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct IRALE and hold.

AWOS-3PT 125.45	NEW ORLEANS APP CON 125.5 350.35	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern

KBOOS

GASNE

NUDLE 1.5 NM to RW17

RW17

6000 1800

353° 173°

1700

520

6 NM 3.7 NM 1.5 NM

2000 IRALE

MISSED APCH FIX

IRALE

173° 353°

4 NM

TCH 50

3.00°

CATEGORY	A	B	C	D
LNAV MDA	400-1 394 (400-1)		400-1½ 394 (400-1½)	NA
CIRCLING	700-1 693 (700-1)		840-2½ 833 (900-2½)	NA

ELEV 7 TDZE 6

173°

L1

5.51 X 7.5

35

REIL Rwy 17 and 35 0

MIRL Rwy 17-35 0

RESERVE, LOUISIANA

AL-9134 (FAA)

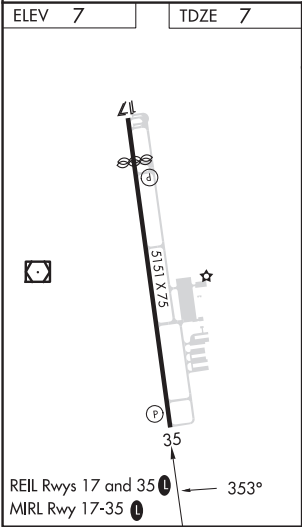
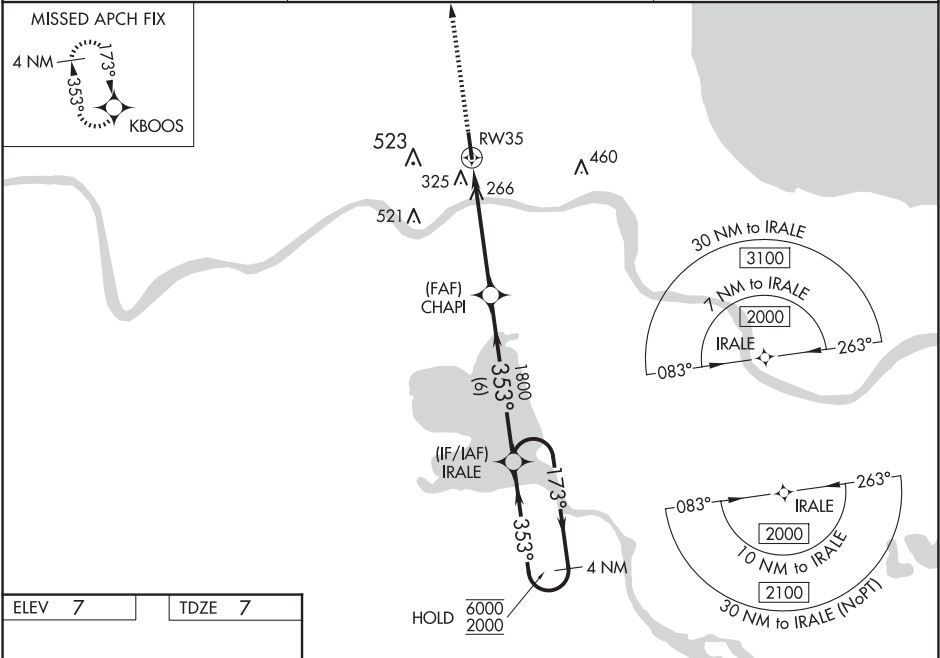
24361

WAAS CH 87111 W35A	APP CRS 353°	Rwy Idg 5151 TDZE 7 Apt Elev 7
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RNAV (GPS) RWY 35
PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1800 direct KBOOS and hold.
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AWOS-3PT 125.45	NEW ORLEANS APP CON 125.5 350.35	UNICOM 122.7 (CTAF) 0
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<div>1800 ↑</div> <div>KBOOS </div>		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).		<div>4 NM Holding Pattern</div> <div>IRALE</div>	
<div></div>		<div>1.6 NM to RW35</div> <div>↓</div>	<div>CHAPI 1800</div> <div>✕</div>	<div>353°</div> <div>↗</div>	<div>173° → 6000</div> <div>← 353° 2000</div> <div>GP 3.30°</div> <div>TCH 55</div>
<div>1.6 NM</div>		<div>3.3 NM</div>	<div>6 NM</div>		
CATEGORY	A	B	C	D	
LPV DA	276-7 ⁷ / ₈ 269 (300-7 ⁷ / ₈)			NA	
LNAV/ VNAV	576-1 ⁵ / ₈ 569 (600-1 ⁵ / ₈)			NA	
LNAV MDA	580-1	573 (600-1)	580-1 ⁵ / ₈ 573 (600-1 ⁵ / ₈)	NA	
CIRCLING	700-1	693 (700-1)	840-2 ¹ / ₂ 833 (900-2 ¹ / ₂)	NA	

RESERVE, LOUISIANA
Amdt 1B 21MAR24

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)
30°05'N-90°35'W
RNAV (GPS) RWY 35

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

VOR/DME RQR
110.8
Chan **45**

APP CRS
335°

Rwy Idg **5151**
TDZE **7**
Apt Elev **7**

VOR RWY 35

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

▼

▲

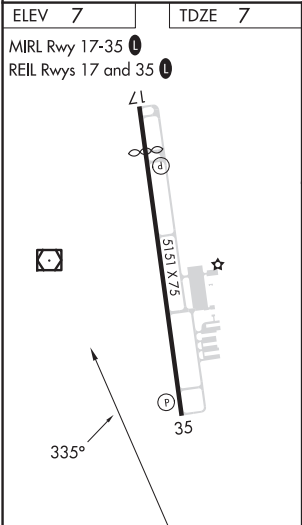
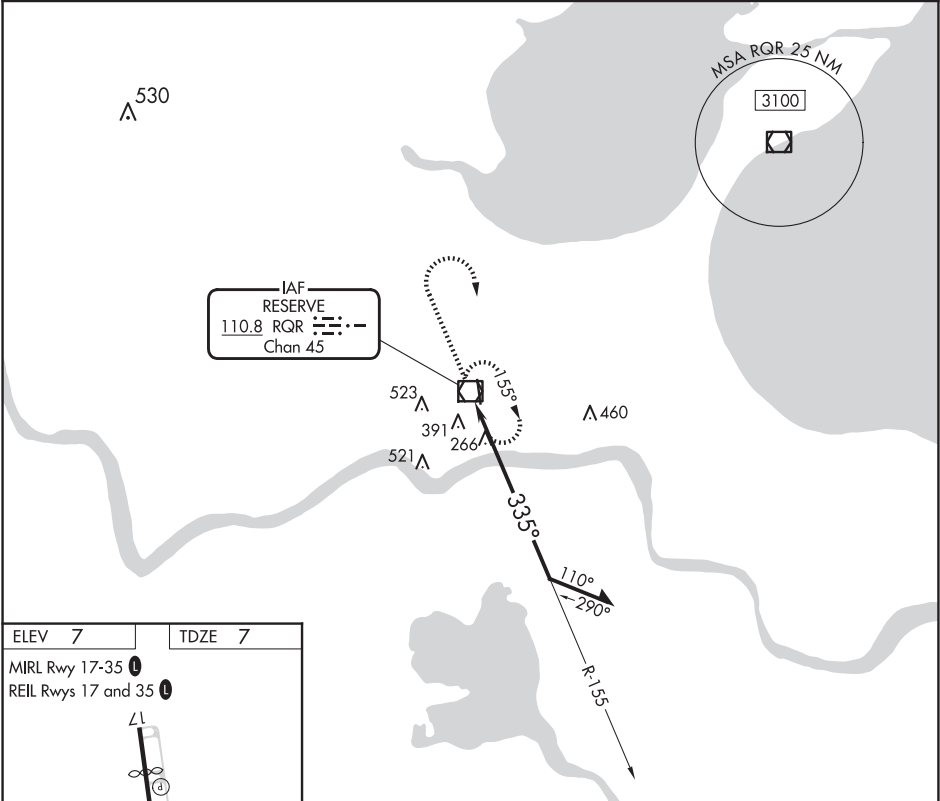
Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RQR VOR/DME and hold.

AWOS-3PT
125.45

NEW ORLEANS APP CON
125.5 350.35

UNICOM
122.7 (CTAF) 0



1500

2000

RQR

RQR VOR/DME

155°

2000

335°

2.5

2 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-35	700-1	693 (700-1)	700-2 693 (700-2)	NA
CIRCLING	700-1	693 (700-1)	840-2½ 833 (900-2½)	NA

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)
RESERVE, LOUISIANA

AWOS-3PT
125.45
CTAF/UNICOM 122.7

90°35.0'W

ELEV 3
A8
A7
A6
A5
A4
A3
A2
A1

173.3°



JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

30°05.5'N

5151 X 75

TERMINAL

30°05.0'N

353.3°

35

FIELD
ELEV
7

MIRL Rwy 17-35
REIL Rws 17 and 35

AIRPORT DIAGRAM

RESERVE, LOUISIANA
PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

RIPLEY, MISSISSIPPI

AL-6339 (FAA)

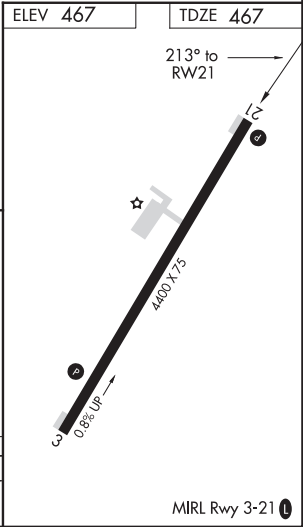
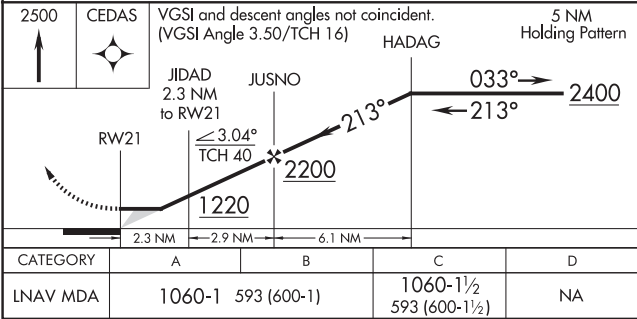
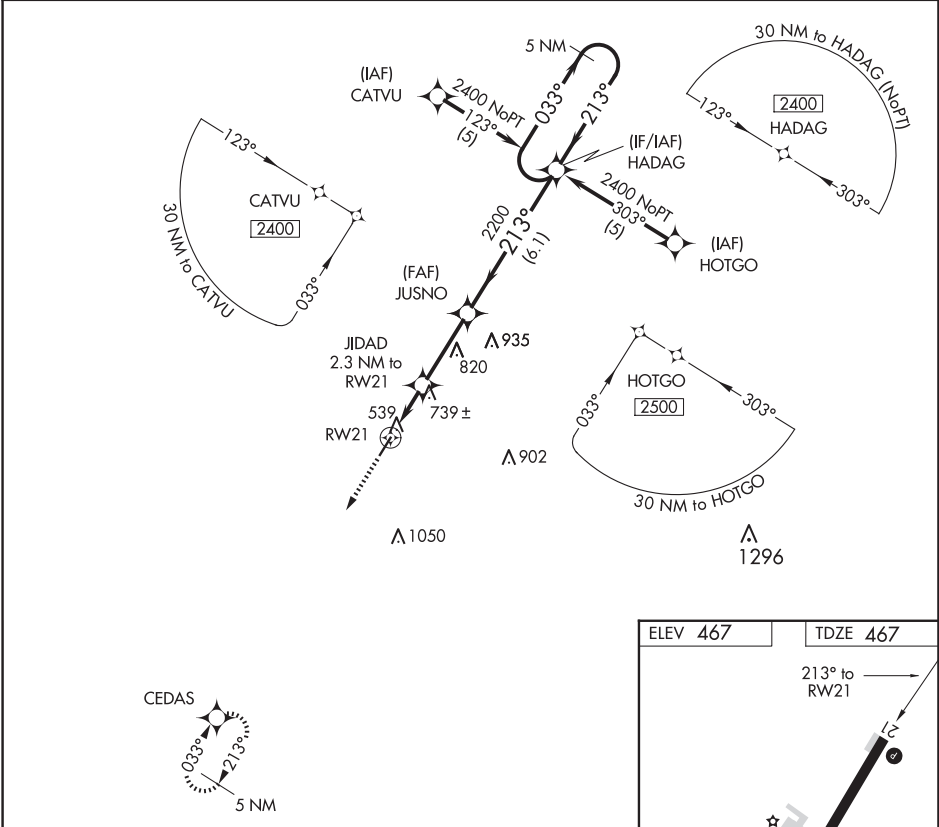
19283

APP CRS	Rwy Idg	4400
213°	TDZE	467
	Apt Elev	467

RNAV (GPS) RWY 21

RIPLEY (25M)

RNP APCH.		
▼ NA Use Corinth altimeter setting; when not received, use Tupelo altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C visibility ¼ mile. Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.		MISSED APPROACH: Climb to 2500 direct CEDAS and hold.
CRX AWOS-3PT 118.675	MEMPHIS CENTER 135.9 260.6	UNICOM 122.8 (CTAF) 0



RIPLEY, MISSISSIPPI
Amdt 1B 15AUG19

34°43'N-89°01'W

RIPLEY (25M)

RNAV (GPS) RWY 21

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

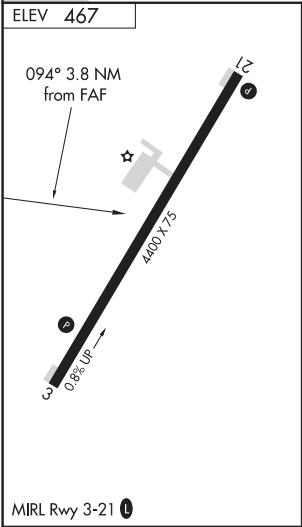
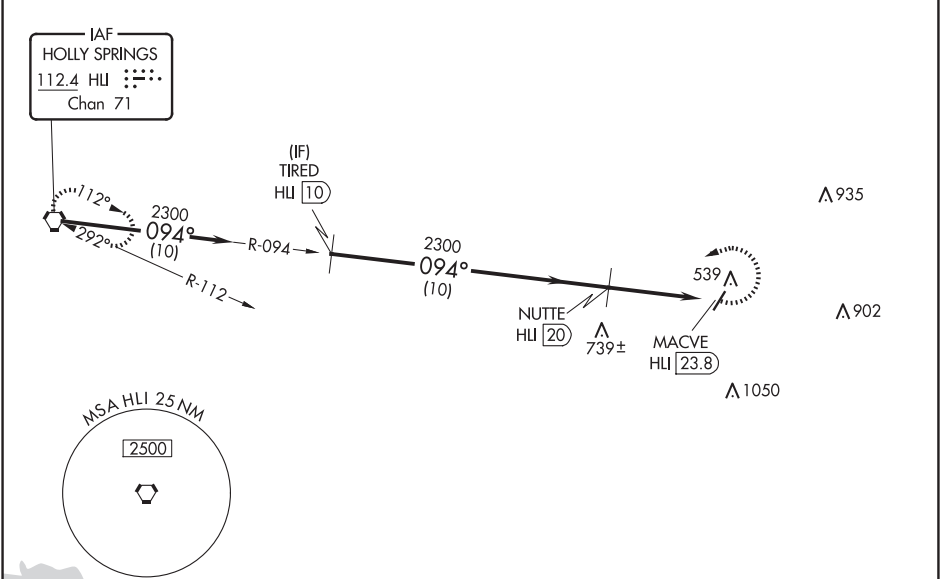
VORTAC HLI 112.4 Chan 71	APP CRS 094°	Rwy Idg TDZE Apt Elev 467	N/A N/A 467
--	------------------------	--	--

VOR/DME-A
RIPLEY (25M)

<p>▼ Use Corinth altimeter setting; when not received, use Tupelo altimeter setting and increase all MDAs 40 feet, and visibility Cat C ¼ SM. ▲ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.</p>
--	--

CRX AWOS-3PT 118.675	MEMPHIS CENTER 135.9 260.6	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals on HLI VORTAC
airway radials 045 CW 112.



	HLI VORTAC	TIRED HLI 10	NUTTE HLI 20	MACVE HLI 23.8
	2300	2300	2300	
	094°	094°	094°	
	10 NM	10 NM	3.8 NM	
CATEGORY	A	B	C	D
CIRCLING	1060-1 593 (600-1)	1100-1¼ 633 (700-1¼)	1120-1¾ 653 (700-1¾)	1420-3 953 (1000-3)

RUSTON, LOUISIANA

AL-9201 (FAA)

24249

WAAS CH 87121 W18A	APP CRS 177°	Rwy Idg 6002 TDZE 297 Apt Elev 317
--	------------------------	---

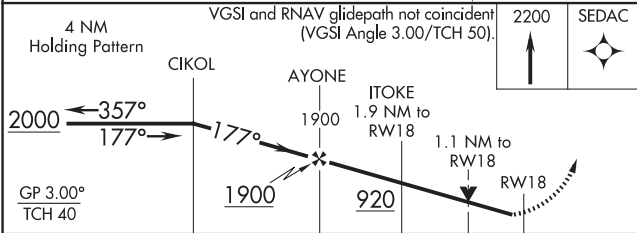
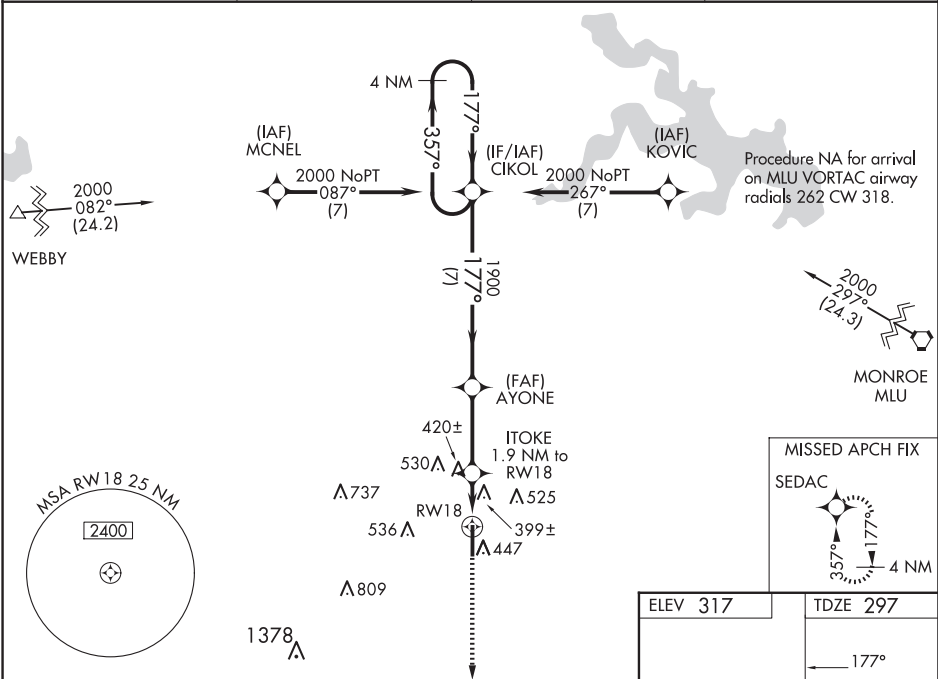
RNAV (GPS) RWY 18
RUSTON RGNL (RSN)

RNP APCH - GPS.

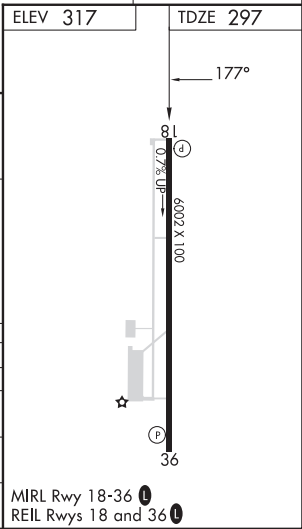
⚠ Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 42°C. Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA with Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA 97 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility $\frac{1}{4}$ SM, and Circling Cat C and D visibility $\frac{1}{2}$ SM.

MISSED APPROACH:
Climb to 2200 direct
SEDAC and hold.

AWOS-3PT 119.525	MONROE APP CON * 126.9 307.9	CLNC DEL 118.8	UNICOM 122.7 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		547- $\frac{7}{8}$	250 (300- $\frac{7}{8}$)	
LNAV/VNAV DA		723-1 $\frac{1}{2}$	426 (500-1 $\frac{1}{2}$)	
LNAV MDA	680-1	383 (400-1)	680-1 $\frac{1}{8}$	383 (400-1 $\frac{1}{8}$)
CIRCLING	760-1 443 (500-1)	780-1 463 (500-1)	900-1 $\frac{1}{2}$ 583 (600-1 $\frac{1}{2}$)	960-2 643 (700-2)



RUSTON, LOUISIANA
Orig-E 05SEP24

32°31'N-92°35'W

RUSTON RGNL (RSN)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

RUSTON, LOUISIANA

AL-9201 (FAA)

23278

WAAS CH 86722 W36A	APP CRS 357°	Rwy Idg 6002 TDZE 317 Apt Elev 317
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APP CRS
357°

Rwy Idg	6002
TDZE	317
Apt Elev	317

RNAV (GPS) RWY 36
RUSTON RGNL (RSN)

RUSTON RGNI (RSN)

RNP APCH - GPS.

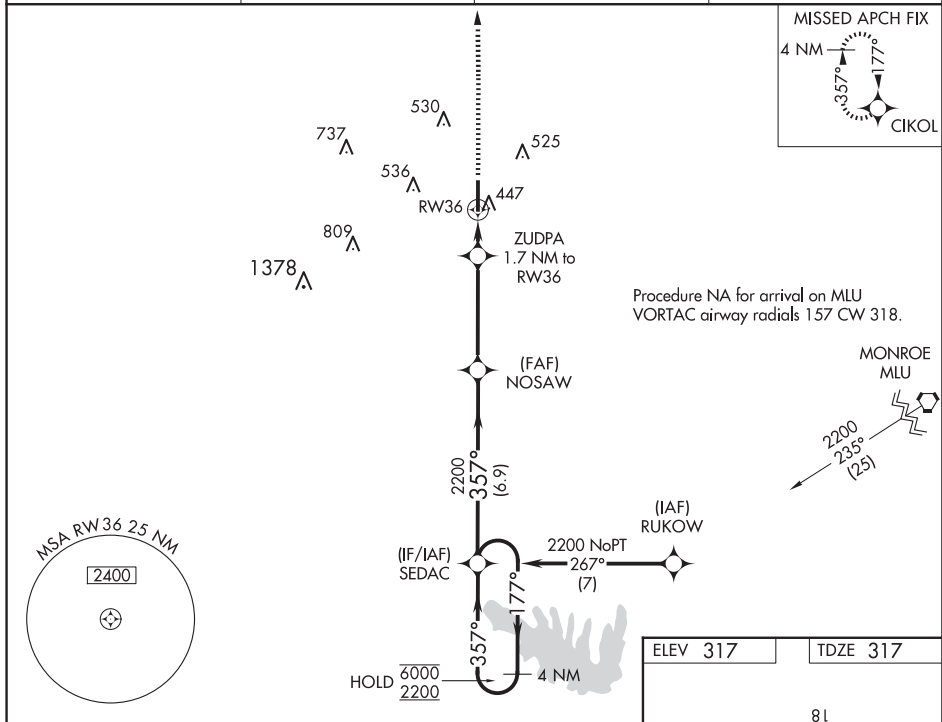
T Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct CIKOL and hold.

AWOS-3PT
119.525

MONROE APP CON ★
126.9 307.9

CLNC DEL
118.8

UNICOM
122.7 (CTAF) 

2000	CIKOL
	

NOSAW

SEDAC

4 NM
Holding Pattern

ZUDPA 2200

1.7 NM to |

• • • • •

1

35

--	--

 $7^{\circ} \rightarrow$

57°


GP 3.00°

	1
--	---

NM	

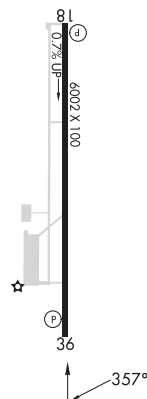
0.6 NM

← 4.1

CATEGORY		A	B	C	D
LPV	DA	602- $\frac{3}{4}$		285 (300- $\frac{3}{4}$)	
LNNAV/ VNAV	DA	628- $\frac{3}{4}$		311 (400- $\frac{3}{4}$)	
LNNAV MDA		700- $\frac{3}{4}$	383 (400- $\frac{3}{4}$)	700-1	383 (400-1)
 CIRCLING		760-1 443 (500-1)	780-1 463 (500-1)	900-1 $\frac{1}{2}$ 583 (600-1 $\frac{1}{2}$)	960-2 643 (700-2)

ELEV 317

TDZE 317



RUSTON, LOUISIANA

Amdt 2 05OCT23

32°31'N-92°35'W

365

RUSTON RGNL (RSN)

RNAV (GPS) RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

RUSTON, LOUISIANA

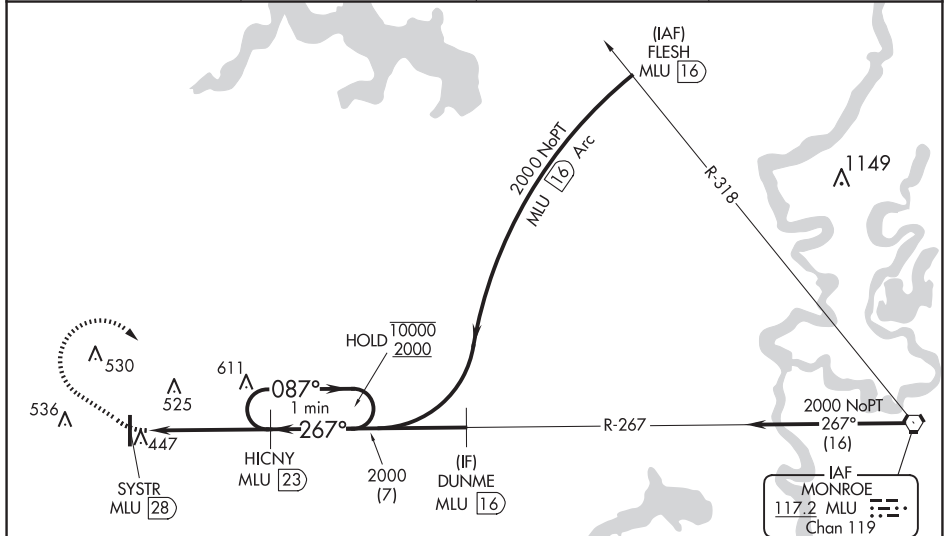
AL-9201 (FAA)

21224

VORTAC MLU 117.2 Chan 119	APP CRS 267°	Rwy Idg TDZE Apt Elev N/A N/A 317
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VOR-A
RUSTON RGNL (RSN)

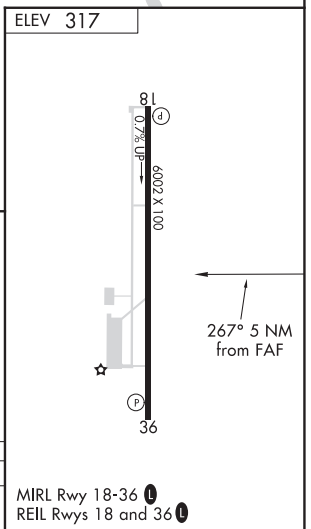
DME required.		MISSED APPROACH: Climbing right turn to 2000 on heading 120° and on MLU VORTAC R-267 to HICNY/23 DME and hold, continue climb-in-hold to 2000.	
AWOS-3PT 119.525	MONROE APP CON ★ 126.9 307.9	CLNC DEL 118.8	UNICOM 122.7 (CTAF)



Procedure NA for arrival on MLU VORTAC
airway radials 262 CW 277.



2000 hdg 120°		MLU R-267	HICNY MLU [23]	HICNY MLU [23]	One Minute Holding Pattern	DUNME MLU [16]
SYSTR MLU [28]		087° → 10000 ← 267° 2000		2000		
5 NM		7 NM				
CATEGORY	A	B	C	D		
CIRCLING	880-1	563 (600-1)	900-1½ 583 (600-1½)	960-2 643 (700-2)		



RUSTON, LOUISIANA
Amdt 1 12AUG21



32°31'N - 92°35'W

RUSTON RGNL (RSN)
VOR-A

SC-4, 12 JUN 2025 to 07 AUG 2025

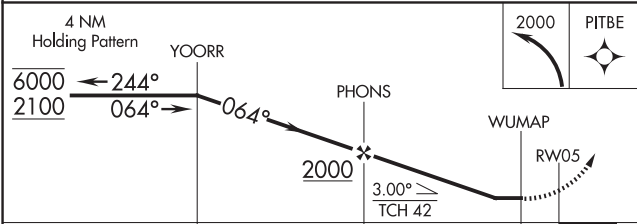
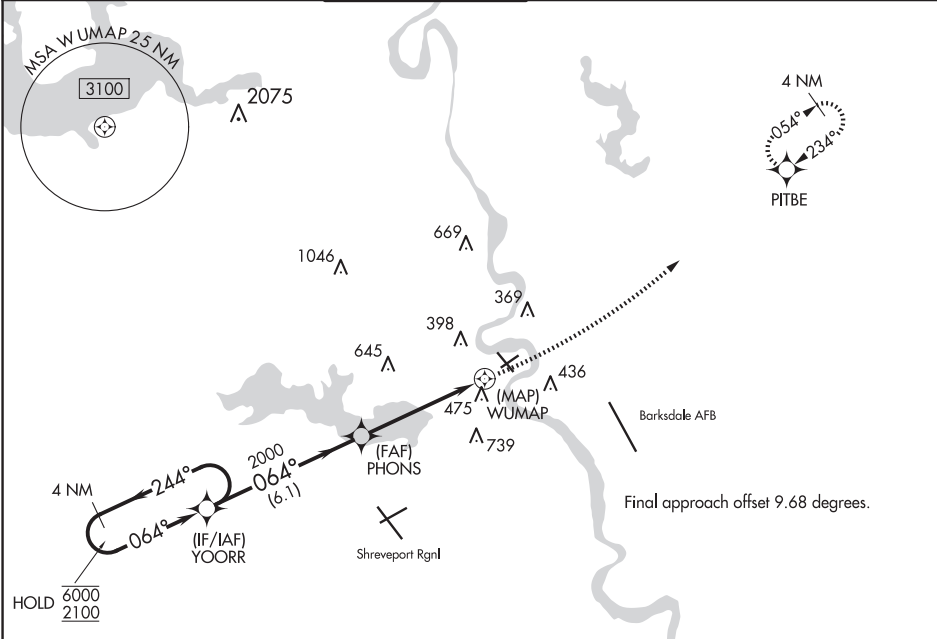
APP CRS	Rwy Ldg	4198
064°	TDZE	178
	Apt Elev	179


RNAV (GPS) RWY 5
SHREVEPORT DOWNTOWN (DTN)

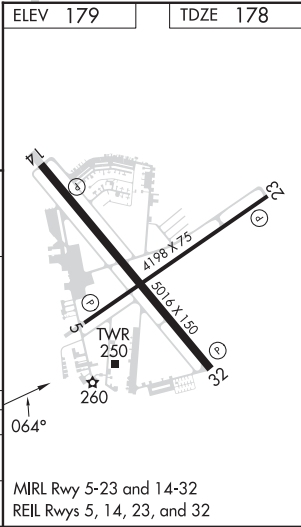
RNP APCH.	
 	Circling Rwy 23, 32 NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in minimums NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct PITBE and hold.

ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER *	GND CON	CLNC DEL	CLNC DEL	UNICOM
118.525	119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	120.225 (CTAF) 284.6	121.65	121.65	119.9 (When twr closed)	122.95



CATEGORY	A	B	C	D
LNAV MDA	720-1	542 (600-1)	NA	
 CIRCLING	800-1 621 (700-1)	920-1 741 (800-1)	NA	



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

SHREVEPORT, LOUISIANA

AL-392 (FAA)

25163

WAAS CH 97399 W14A	APP CRS 139°	Rwy Ldg TDZE Apt Elev	5016 179 179
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RNAV (GPS) RWY 14

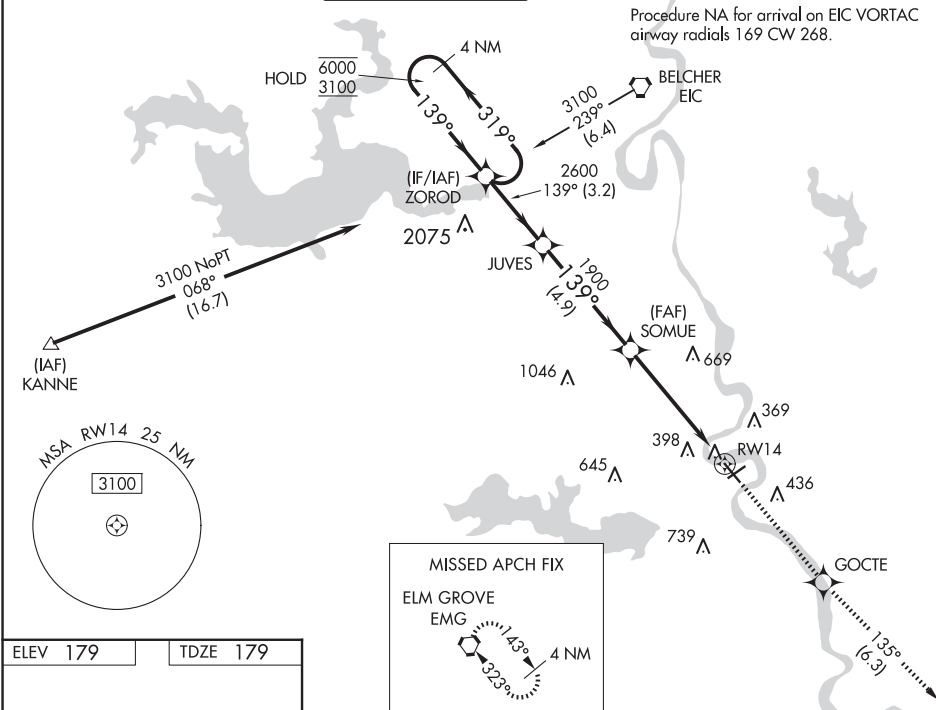
SHREVEPORT DOWNTOWN (DTN)

RNP APCH.

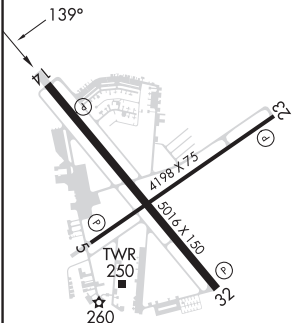
⚠ Circling Rwy 5, 23, 32 NA at night. Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct GOCTE and on track 135° to EMG VORTAC and hold.

ASOS 118.525	SHREVEPORT APP CON 119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	CLNC DEL 121.65	CLNC DEL 119.9 (When twr closed)	UNICOM 122.95
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ELEV 179	TDZE 179
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MIRL Rwy 5-23 and 14-32
REIL Rwy 5, 14, 23, and 32

4 NM Holding Pattern		ZOROD		JUVES		SOMUE		*LNAV only.	
<div>6000 ← 319° 3100 ← 139°</div>		2600		1900		1900		*1.4 NM to RW14	
GP 3.00° TCH 40°		3.2 NM		4.9 NM		3.9 NM		1.4 NM	
CATEGORY	A	B	C	D					
LPV DA	429-¾		250 (300-¾)						
LNAV/VNAV DA	510-1		331 (400-1)						
LNAV MDA	680-1 501 (600-1)		680-1⅜ 501 (600-1⅜)						
CIRCLING	800-1 621 (700-1)	920-1 741 (800-1)	1100-2¾ 921 (1000-2¾)	1100-3 921 (1000-3)					

SHREVEPORT, LOUISIANA
Amdt 1C 14JUL22

32°32'N-93°45'W

SHREVEPORT DOWNTOWN (DTN)
RNAV (GPS) RWY 14

SC-4, 12 JUN 2025 to 07 AUG 2025

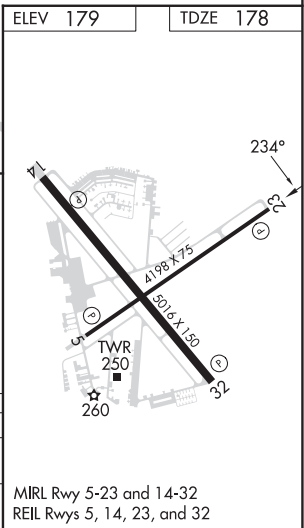
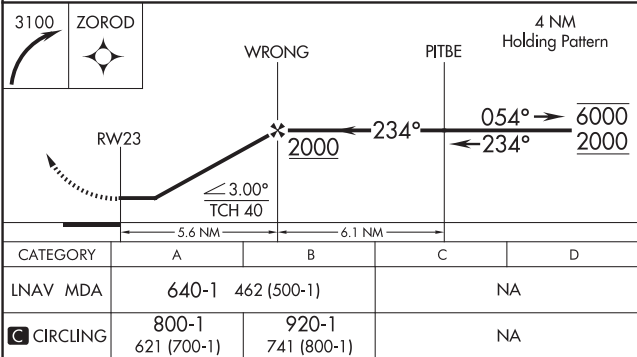
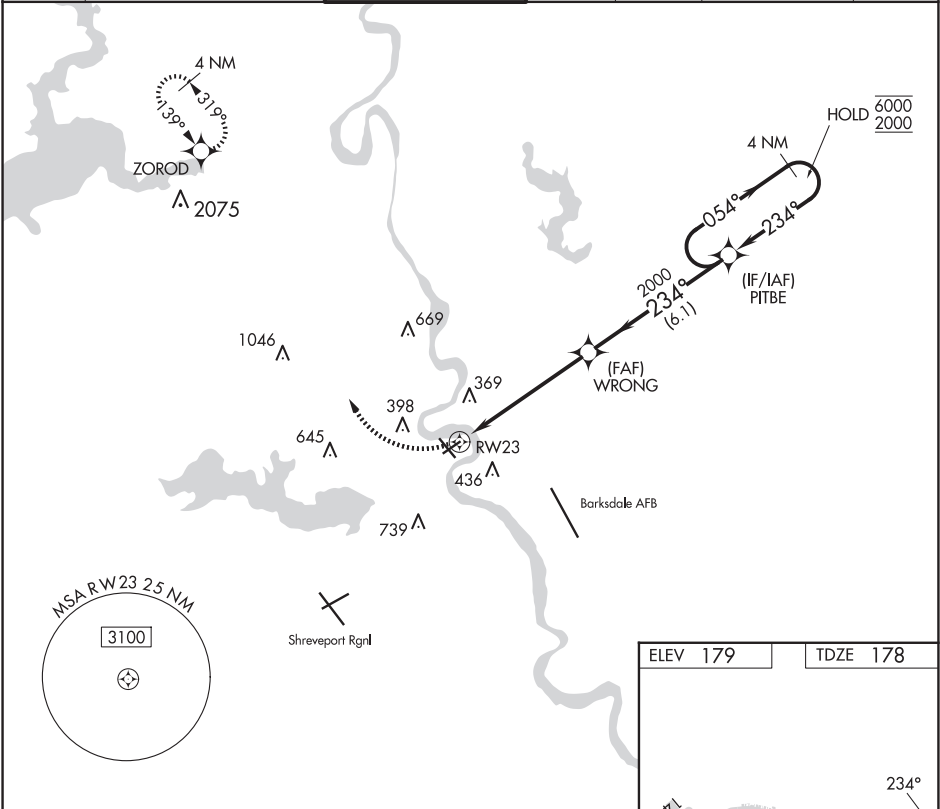
SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	4198
234°	TDZE	178
	Apt Elev	179

RNAV (GPS) RWY 23

SHREVEPORT DOWNTOWN (DTN)

RNP APCH.		MISSED APPROACH: Climbing right turn to 3100 direct ZOROD and hold.			
ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.525	119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	120.225 (CTAF) 284.6	121.65	121.65	119.9 (When twr closed)
					UNICOM
					122.95



SHREVEPORT, LOUISIANA

AL-392 (FAA)

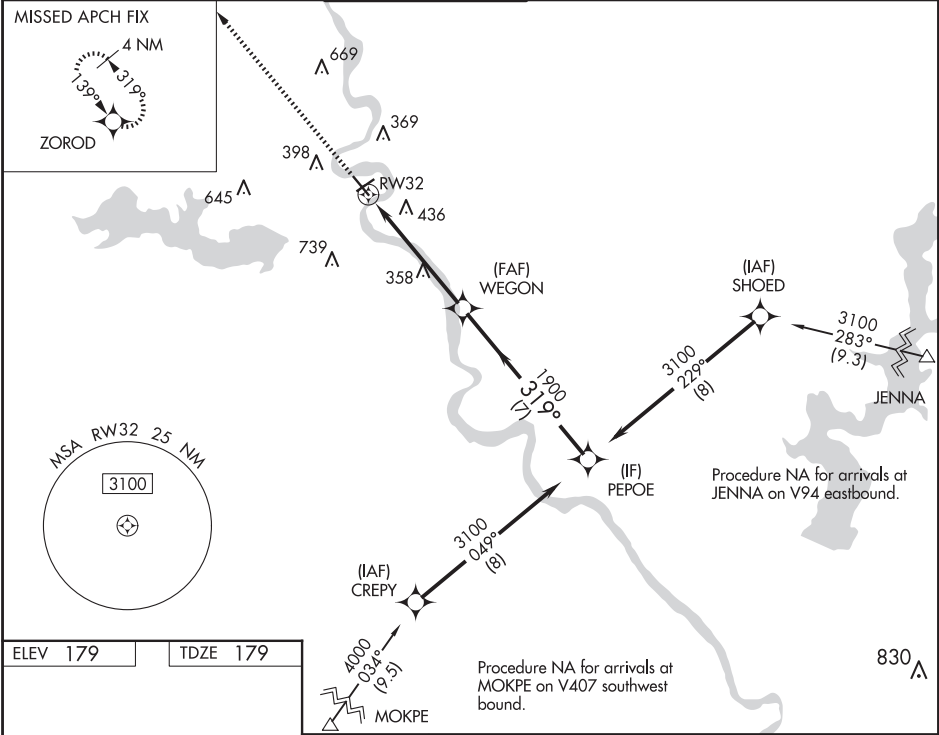
25163

WAAS CH 58140 W32A	APP CRS 319°	Rwy Ldg TDZE 179 Apt Elev 179	5016
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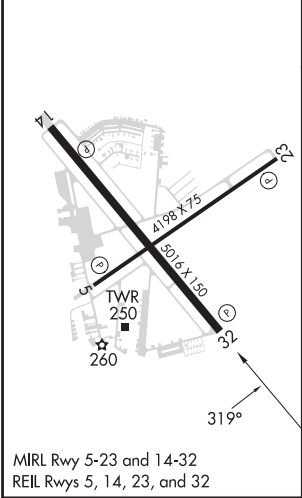
RNAV (GPS) RWY 32
SHREVEPORT DOWNTOWN (DTN)

RNP APCH.		MISSED APPROACH: Climb to 3100 direct ZOROD and hold.			
▼ Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in ▲ Rwy 32 NA at night. Circling Rwy 5, 23, 32 NA at night.					

ASOS 118.525	SHREVEPORT APP CON 119.9 335.55 (153°-319°)	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	CLNC DEL 121.65	CLNC DEL 119.9 (When twr closed)	UNICOM 122.95
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ELEV 179	TDZE 179
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3100

ZOROD

Visual Segment - Obstacles.

PEPOE

3100

WEGON

1900

RW32

5.3 NM

7 NM

319°

CATEGORY	A	B	C	D
LP MDA	620-1	441 (500-1)	620-1 $\frac{3}{8}$	441 (500-1 $\frac{3}{8}$)
LNAV MDA	740-1	561 (600-1)	740-1 $\frac{5}{8}$	561 (600-1 $\frac{5}{8}$)
CIRCLING	800-1 621 (700-1)	920-1 741 (800-1)	1100-2 $\frac{3}{4}$ 921 (1000-2 $\frac{3}{4}$)	1100-3 921 (1000-3)

SHREVEPORT, LOUISIANA

Orig-A 25APR19

32°32'N-93°45'W

SHREVEPORT DOWNTOWN (DTN)

RNAV (GPS) RWY 32

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

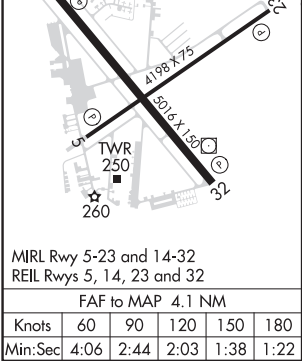
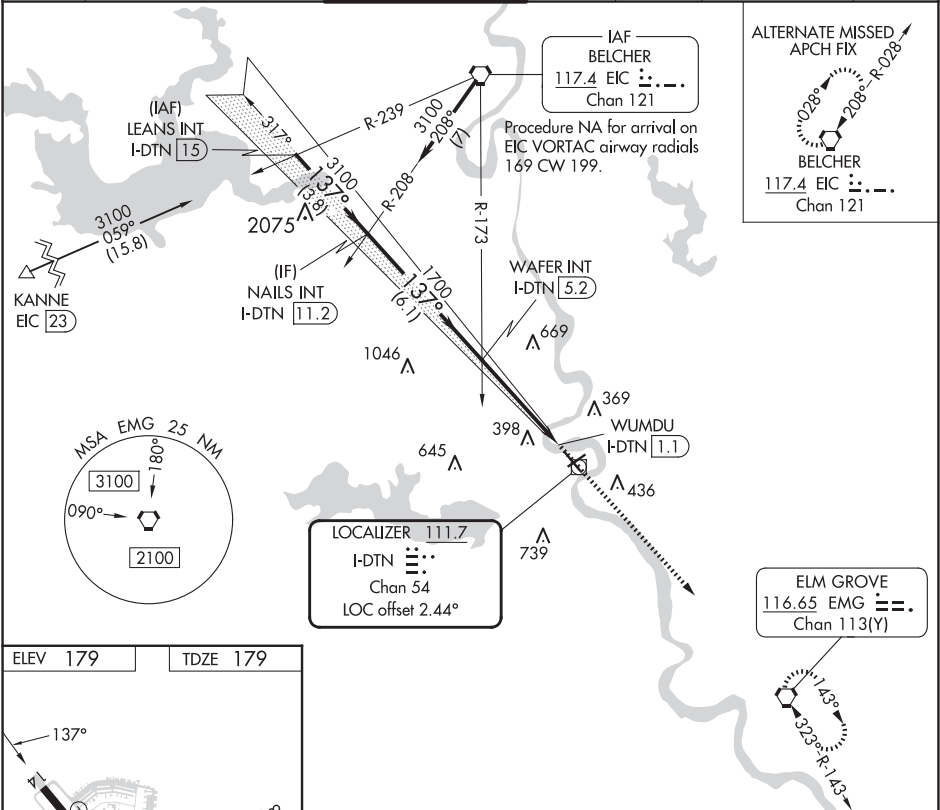
LOC/DME I-DTN 111.7 Chan 54	APP CRS 137°	Rwy Ldg TDZE Apt Elev 5016 179 179
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LOC RWY 14

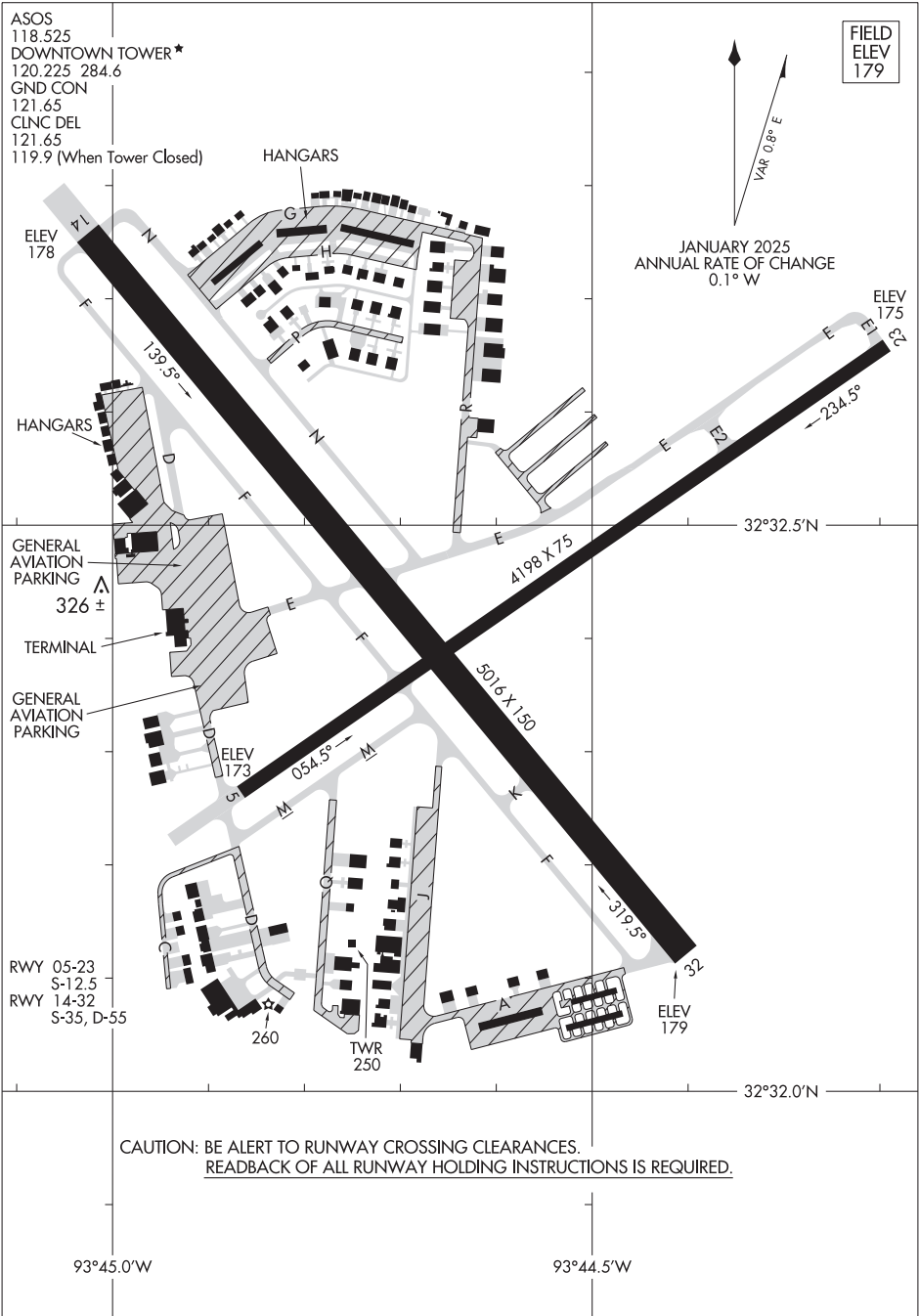
SHREVEPORT DOWNTOWN (DTN)

 	Circling Rwy 5, 23, 32 NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2000 direct EMG VORTAC and hold.
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ASOS 118.525	SHREVEPORT APP CON 119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	CLNC DEL 121.65	CLNC DEL 119.9 (When twr closed)	UNICOM 122.95
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VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 43).				2000	EMG
LEANS INT I-DTN 15	NAILS INT I-DTN 11.2	WAVER INT I-DTN 5.2	I-DTN 2.2	WUMDU I-DTN 1.1	
3100	3100	1700	3.12° TCH 55		
3.8 NM				6.1 NM	3 NM
1.1 NM				0.3 NM	
CATEGORY	A	B	C	D	
S-LOC 14	680-1	501 (600-1)	680-1 3/8	501 (600-1 3/8)	
CIRCLING	800-1 621 (700-1)	920-1 741 (800-1)	1100-2 3/4 921 (1000-2 3/4)	1100-3 921 (1000-3)	



SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-SHV 110.7 Chan 44	APP CRS 141°	Rwy Idg TDZE 258 Apt Elev 258
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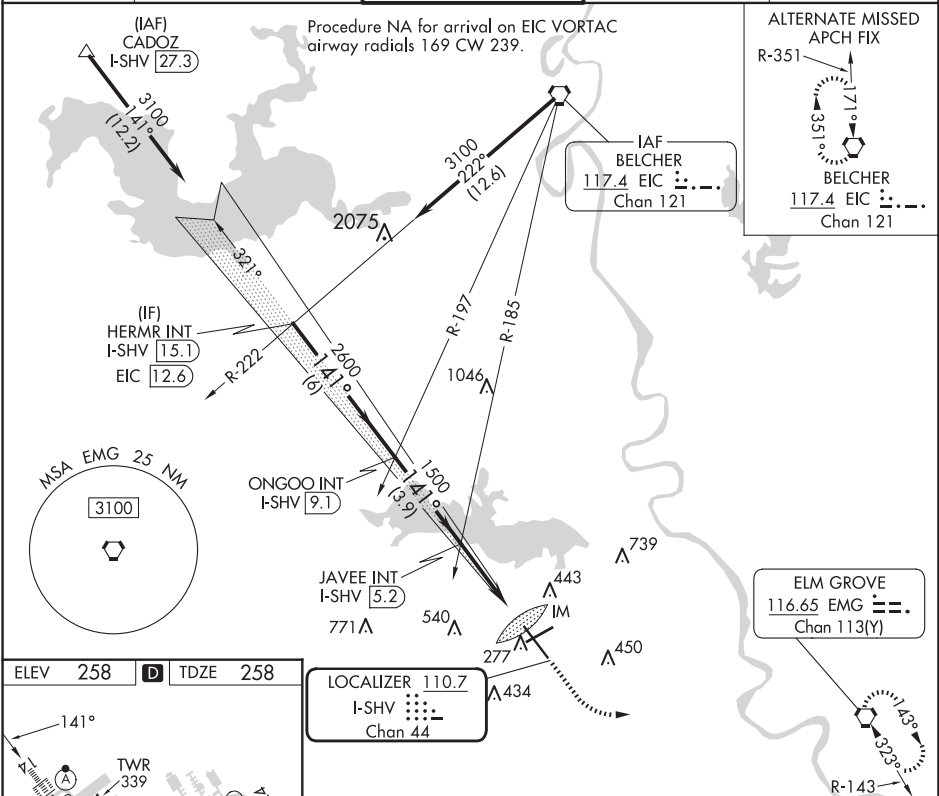
ILS or LOC RWY 14
SHREVEPORT RGNL (SHV)

ALSF-2

For inop ALS, increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1 1/4 SM.

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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REIL Rwy 6 and 24
 TDZ/CL Rwy 14
 HIRL Rwy 14-32
 MIRL Rwy 6-24

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

HERMR INT I-SHV 15.1
 ONGOO INT I-SHV 9.1
 JAVEE INT I-SHV 5.2
 *I-SHV 2.7
 I-SHV 1.5
 GS 3.00° TCH 51
 3100 141° 2600 1500 1500 2.7 1.5 IM
 6 NM 3.9 NM 2.6 NM 1.1 NM 0.1

CATEGORY	A	B	C	D	E
S-ILS 14	458/18 200 (200-½)				
S-LOC 14	680/24	422 (500-½)	680/40	422 (500-¾)	
C CIRCLING	760-1	502 (600-1)	980-2 722 (800-2)	1100-2¾ 842 (900-2¾)	1100-3 842 (900-3)

SHREVEPORT, LOUISIANA

AL-884 (FAA)

25107

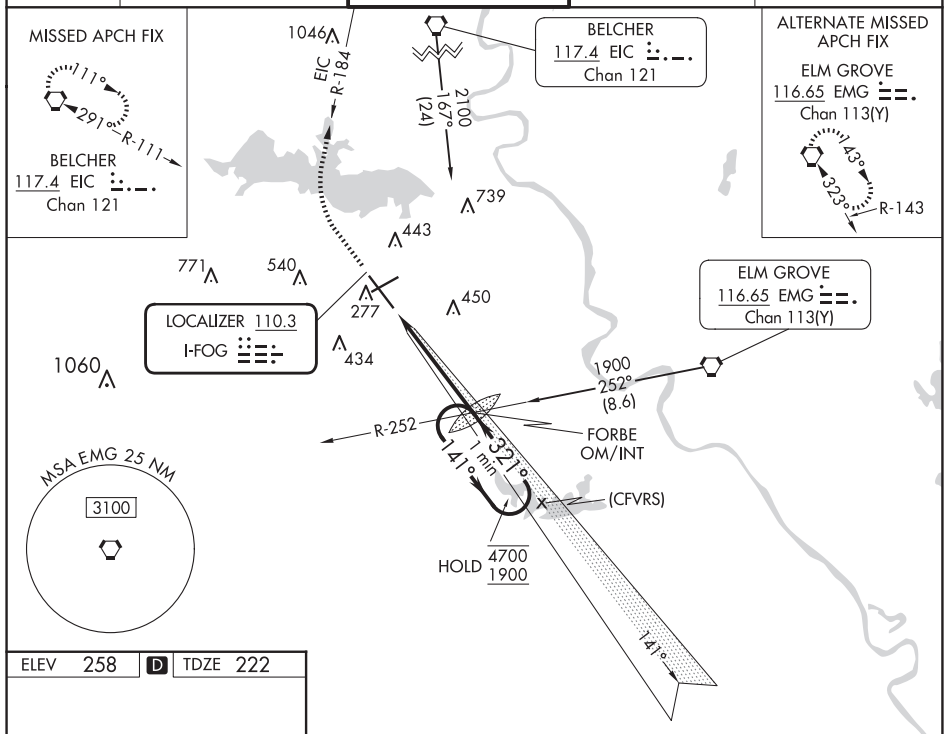
LOC I-FOG 110.3	APP CRS 321°	Rwy Idg TDZE Apt Elev	7975 222 258
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ILS or LOC RWY 32

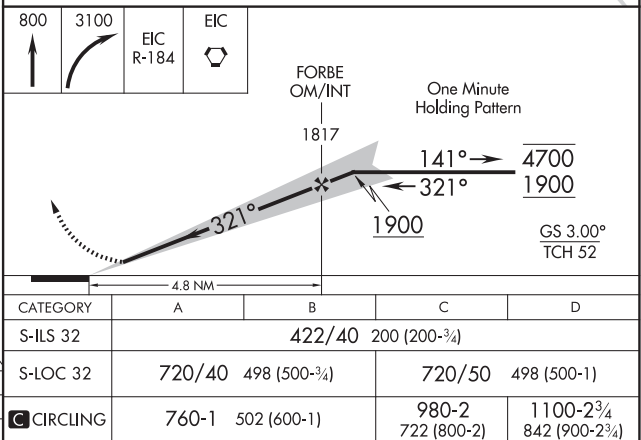
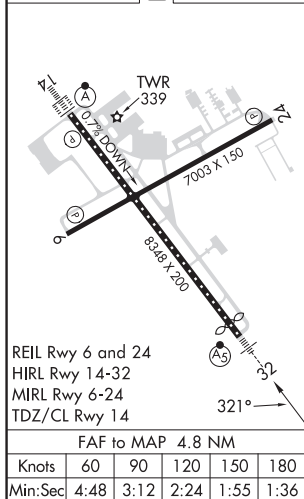
SHREVEPORT RGNL (SHV)

<p>T Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 32 all Cats. For inop ALS, increase S-LOC 32 Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1½ SM.</p> <p>ASR</p>	<p>MALSR</p> <p>AS</p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 3100 on EIC VORTAC R-184 to EIC VORTAC and hold.</p>
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ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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ELEV 258	D	TDZE 222
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SHREVEPORT, LOUISIANA

Amdt 6B 12AUG21

32°27'N-93°50'W

SHREVEPORT RGNL (SHV)

ILS or LOC RWY 32

SC-4, 12 JUN 2025 to 07 AUG 2025

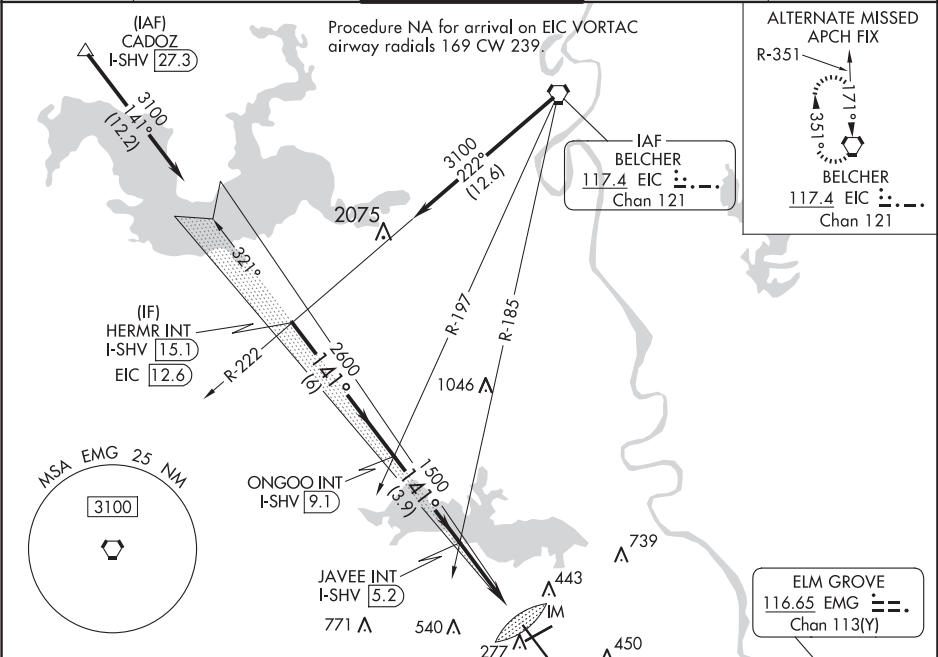
SC-4, 12 JUN 2025 to 07 AUG 2025

ASR

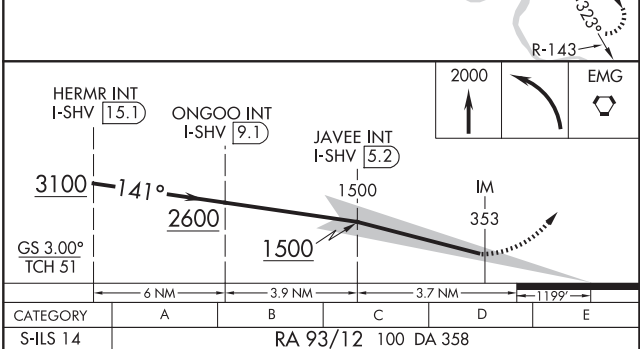
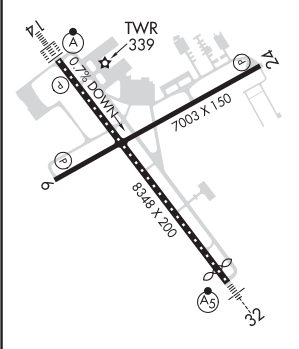
ALSF-2

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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ELEV 258	D	TDZE 258	LOCALIZER 110.7 I-SHV Chan 44
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SHREVEPORT, LOUISIANA

Amdt 26B 12AUG21

SHREVEPORT RGNL (SHV)

ILS RWY 14 (CAT II)

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

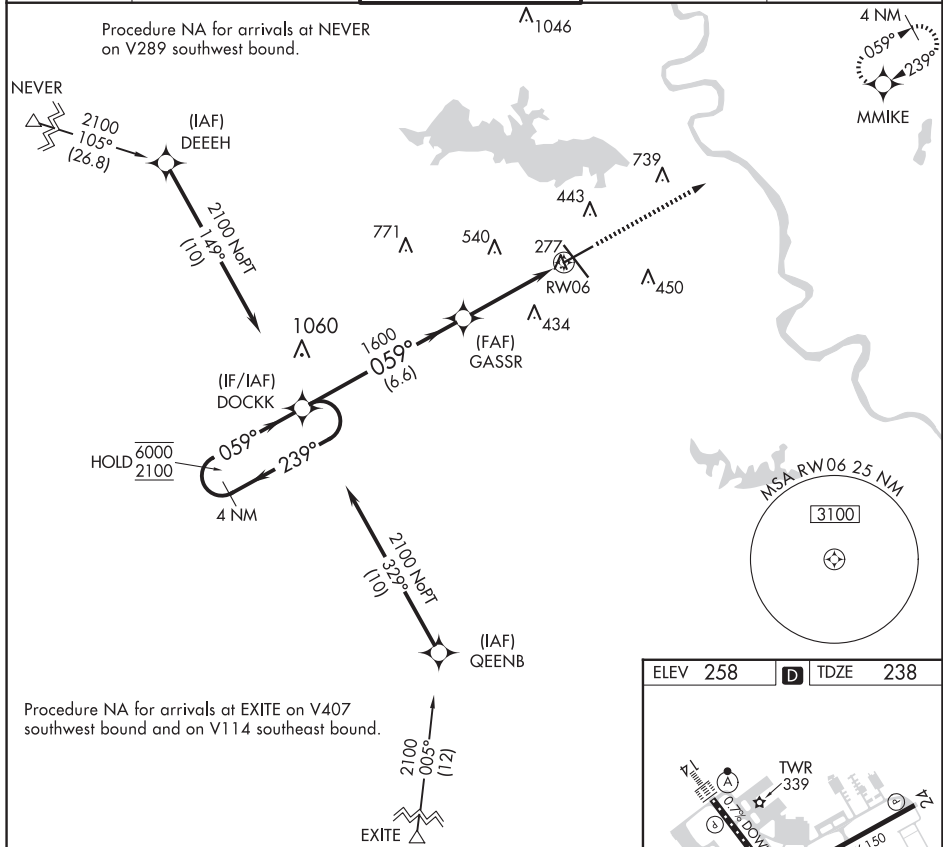
APP CRS	Rwy Idg	7003
059°	TDZE	238
	Apt Elev	258

RNAV (GPS) RWY 6

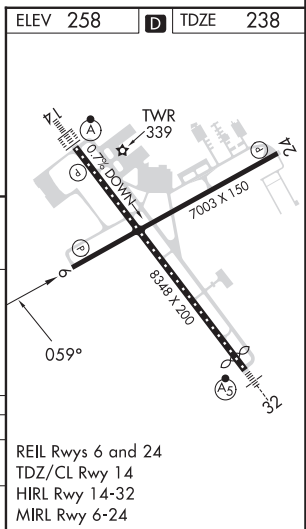
SHREVEPORT RGNL (SHV)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct MMIKE and hold.
Rwy 6 helicopter visibility reduction below 3/4 SM NA.	

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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4 NM Holding Pattern DOCKK		3000	MMIKE
6000 ← 239° 2100 059° →		1600	
		1.3 NM to RWY 06 3.00° TCH 51	
		6.6 NM 2.8 NM 1.3 NM	
CATEGORY	A	B	C
LNNAV MDA	700-1	462 (500-1)	700-1 3/8 462 (500-1 3/8)
CIRCLING	760-1	502 (600-1)	980-2 722 (800-2) 1100-2 3/4 842 (900-2 3/4)



WAAS CH 45913 W14A	APP CRS 141°	Rwy Idg TDZE 258 Apt Elev 258
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RNAV (GPS) RWY 14

SHREVEPORT RGNL (SHV)

RNP APCH.

⚠

ASR

For inop ALS, increase LNAV Cat C and D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

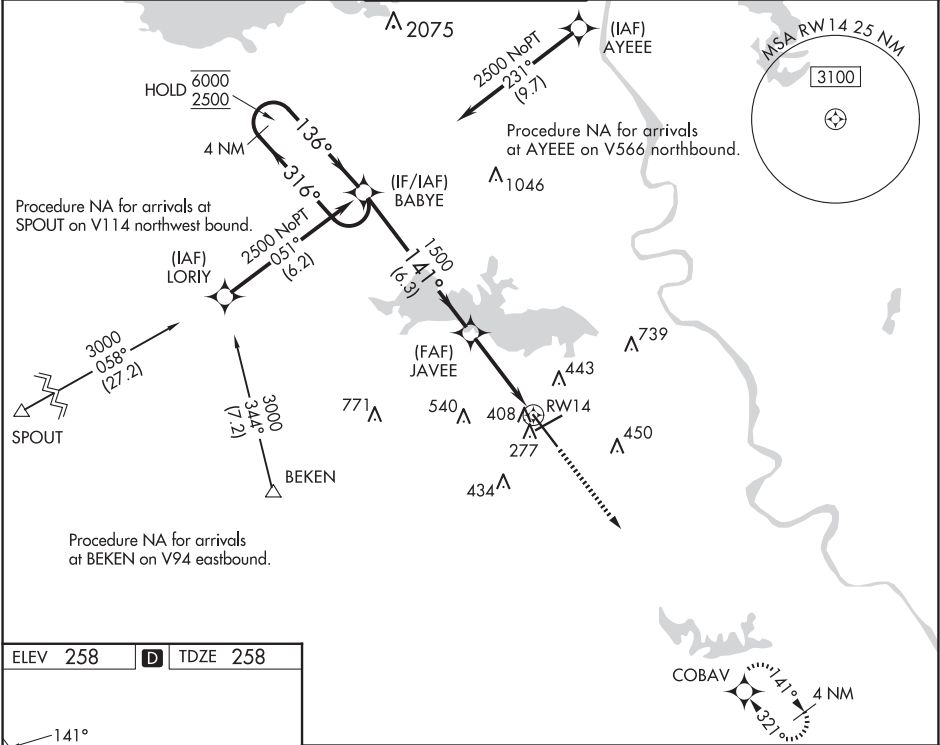
ALSF-2

ⓘ

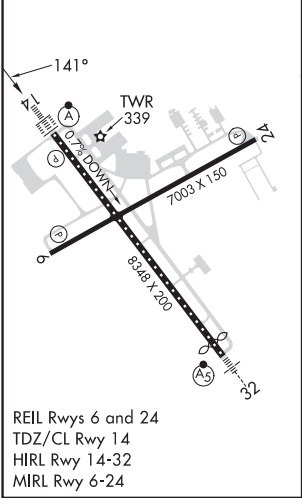
ⓘ

MISSED APPROACH: Climb to 3000 direct COBAV and hold, continue to climb-in-hold to 3000.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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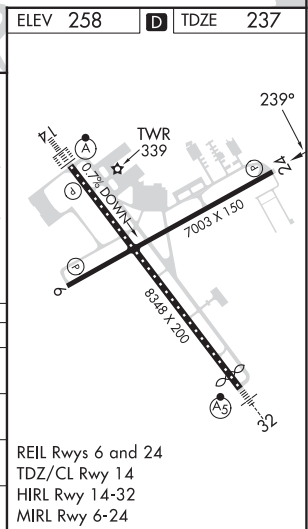
ELEV 258	D	TDZE 258
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4 NM Holding Pattern		BABYE		JAVEE		RW14	
6000 ← 316°		136° →		1500		1.1 NM to RW14	
2500		141°		1500		2.6 NM	
GP 3.00° TCH 51		6.3 NM		1.1 NM		*1.1 NM to RW14	
						*LNAV only.	
CATEGORY	A	B	C	D			
LPV DA	458/18		200 (200-½)				
LNAV/ VNAV DA	640/40		382 (400-¾)				
LNAV MDA	660/24	402 (500-½)	660/40		402 (500-¾)		
CIRCLING	760-1	502 (600-1)	980-2 722 (800-2)		1100-2¾ 842 (900-2¾)		

RNAV (GPS) RWY 24
SHREVEPORT RGNL (SHV)

MISSED APPROACH: Climb to 3000 direct DOCKK and hold, continue to climb-in-hold to 3000.

CLNC DEL
124.65SHREVEPORT RGNL (SHV)
RNAV (GPS) RWY 24

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **77913**
W32A

APP CRS
321°

Rwy Idg **7975**
TDZE **222**
Apt Elev **258**

RNAV (GPS) RWY 32
SHREVEPORT RGNL (SHV)

RNP APCH.

▼

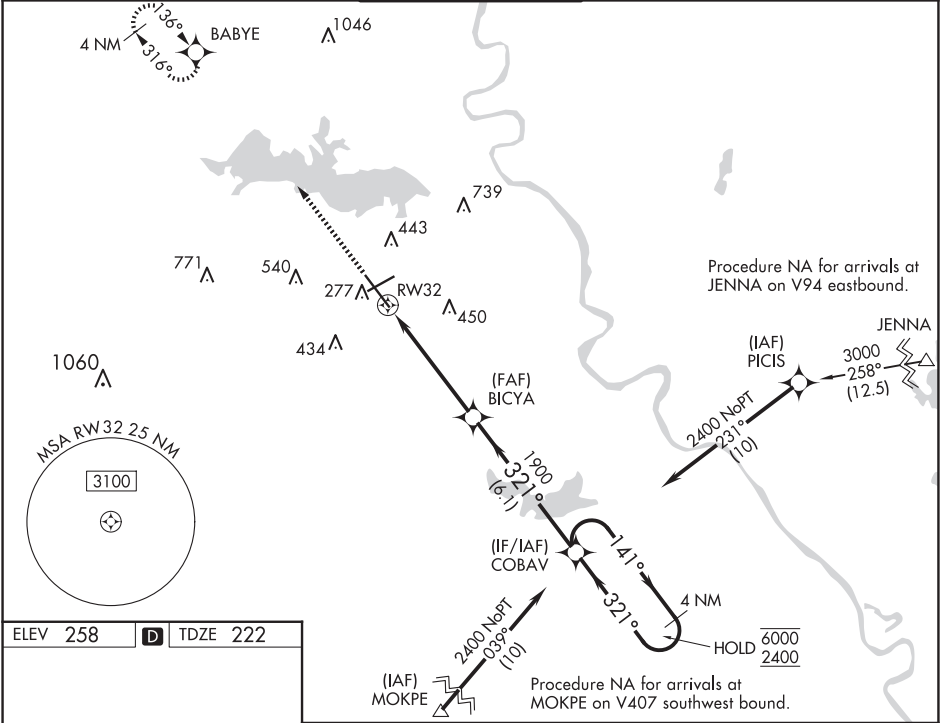
ASR

Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat A and B visibility to RVR 5500.

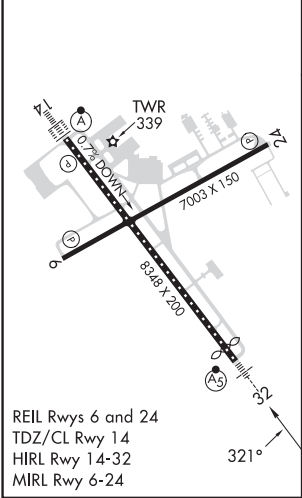
MALSR

MISSED APPROACH:
Climb to 2600 direct
BABYE and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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ELEV 258	D	TDZE 222
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REIL Rws 6 and 24
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 6-24

2600

BABYE

*LNAV only.

RW32

1.3 NM

3.8 NM

6.1 NM

BICYA

1900

321°

1900

COBAV

4 NM Holding Pattern

141°

6000

321°

2400

GP 3.00°

TCH 52

CATEGORY	A	B	C	D
LPV DA		422/40	200 (200-¾)	
LNAV/VNAV DA		629/40	407 (400-¾)	
LNAV MDA	680/40	458 (500-¾)	680/45	458 (500-¾)
C CIRCLING	760-1	502 (600-1)	980-2 722 (800-2)	1100-2¾ 842 (900-2¾)

LOC/DME I-MWP 109.1 Chan 28	APP CRS 059°	Rwy Idg TDZE 238 Apt Elev 258	7003
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LOC RWY 6
SHREVEPORT RGNL (SHV)

RADAR required for procedure entry. RADAR or DME required.

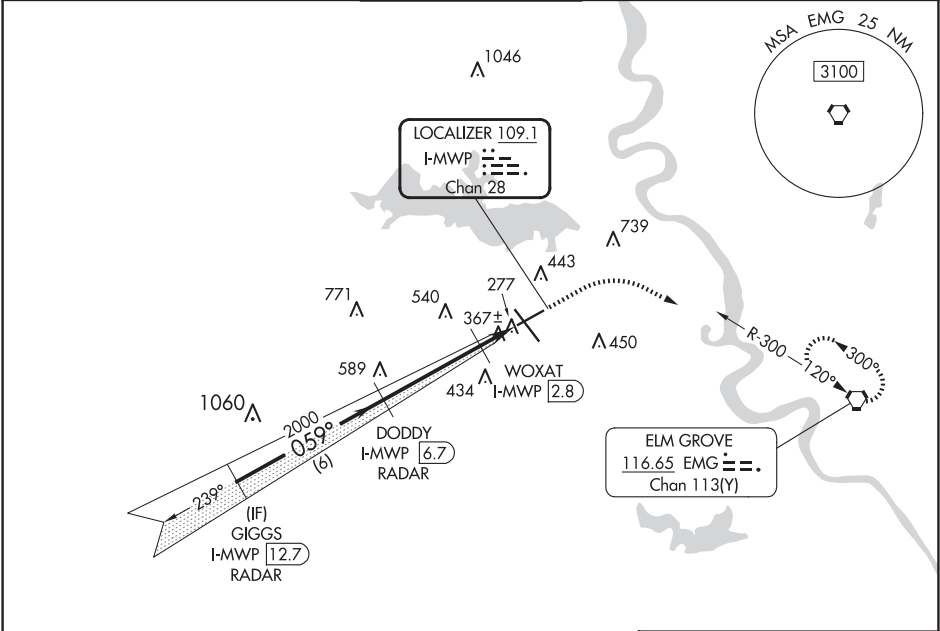
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct EMG VORTAC and hold.

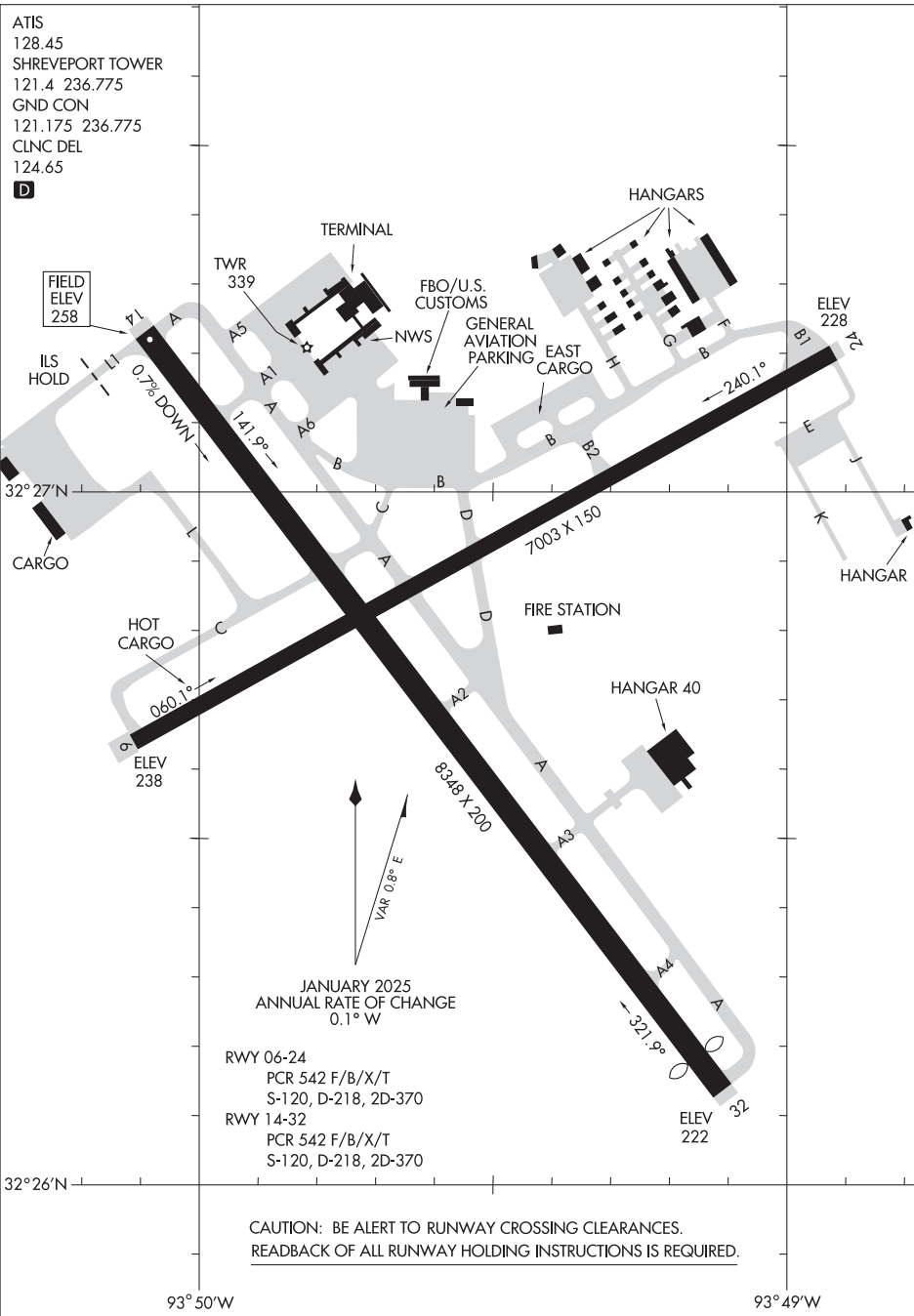
⚠

ASR

Rwy 6 helicopter visibility reduction below ¾ SM NA.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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SLIDELL, LOUISIANA

AL-5806 (FAA)

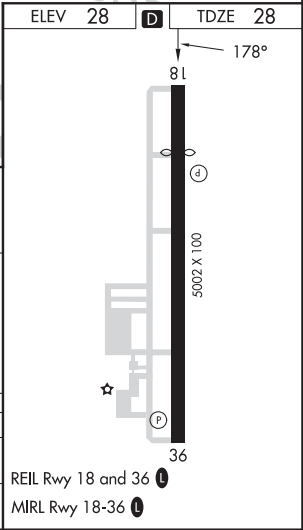
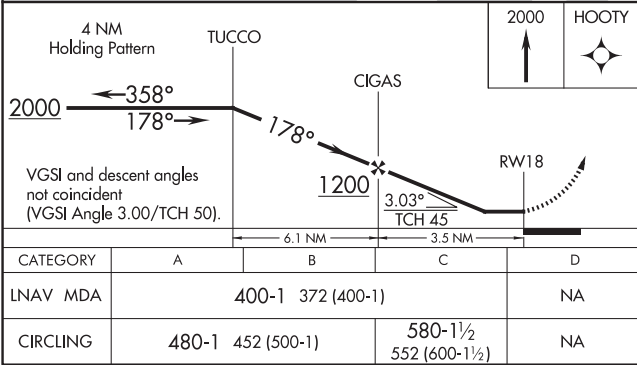
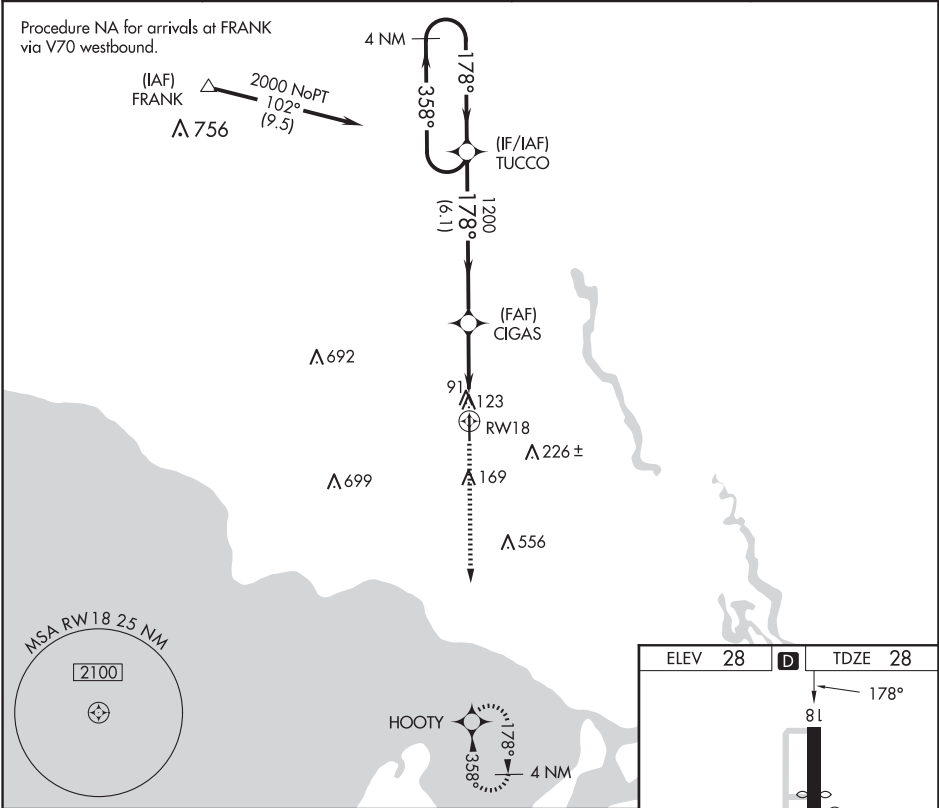
23054

APP CRS	Rwy Idg	4058
178°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 18
SLIDELL (ASD)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct HOOTY and hold.
NA	Helicopter visibility reduction below 1 SM NA.

ASOS 132.475	NEW ORLEANS APP CON 133.15 290.3	UNICOM 122.8 (CTAF) 0	GCO 135.075
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SLIDELL, LOUISIANA
Orig-C 15JUL21

30°21' N-89°49' W

SLIDELL (ASD)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

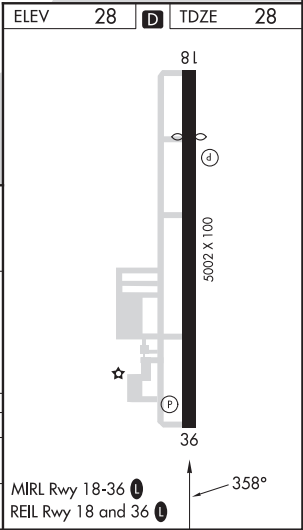
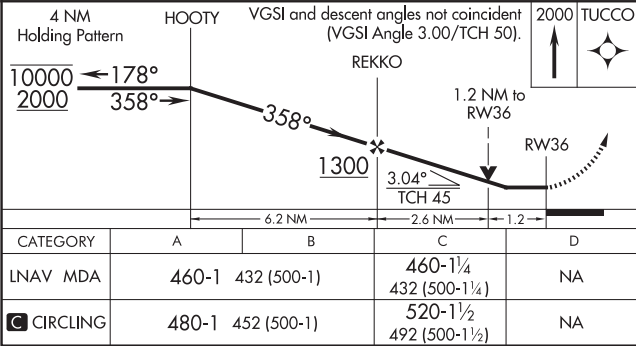
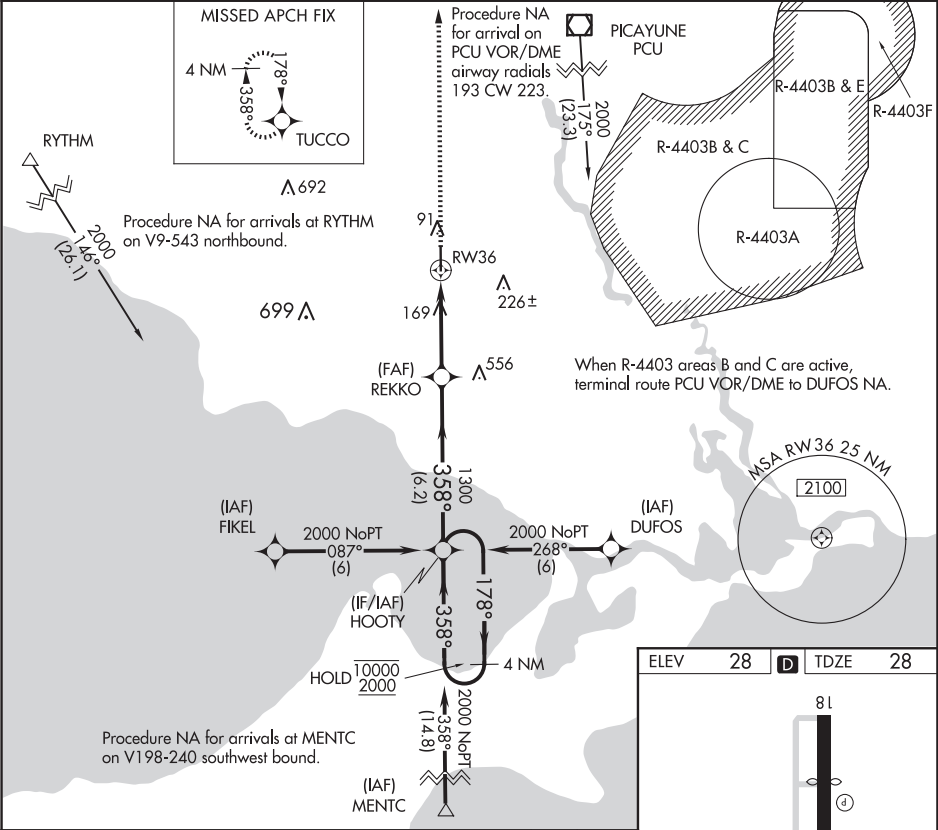
SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	5001
358°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 36
SLIDELL (ASD)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct TUCCO and hold.
Rwy 36 helicopter visibility reduction below 3/4 SM NA.	

ASOS 132.475	NEW ORLEANS APP CON 133.15 290.3	UNICOM 122.8 (CTAF)	GCO 135.075
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SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

SPRINGHILL, LOUISIANA

AL-6288 (FAA)

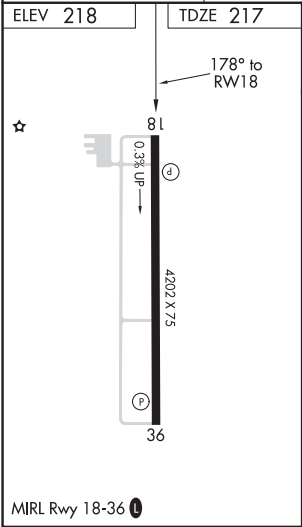
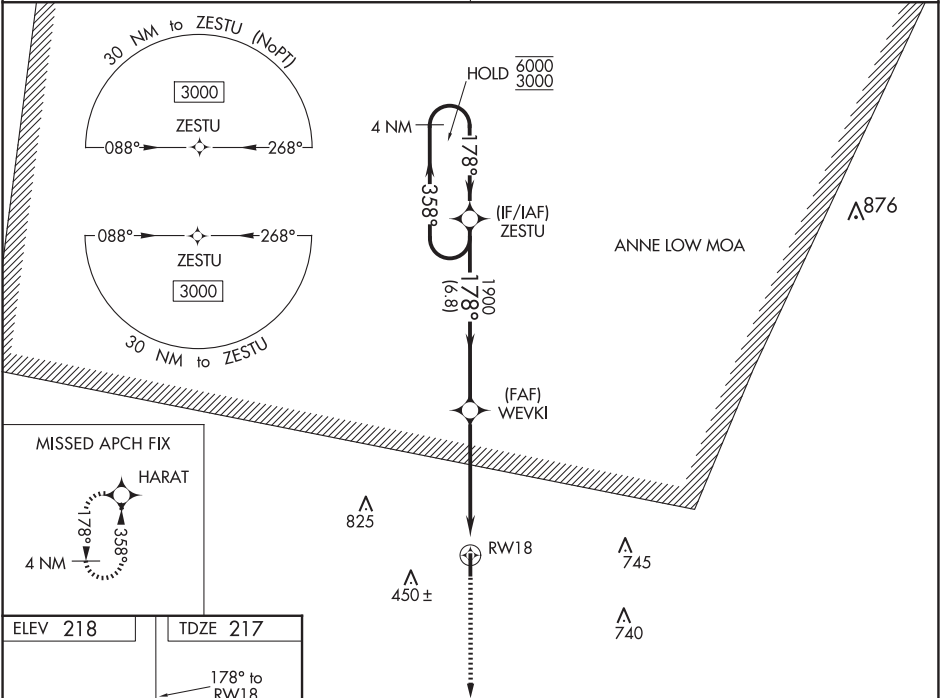
21252

WAAS CH 86541 W18A	APP CRS 178°	Rwy Idg TDZE 217 Apt Elev 218
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RNAV (GPS) RWY 18
SPRINGHILL (SPH)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct HARAT and hold.
NA	Rwy 18 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.

SHREVEPORT APP CON 123.75 360.725	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern ZESTU				3000	HARAT
6000 ← 358° 3000 → 178°				↑	✱
GP 3.00° TCH 49				*1.4 NM to RW18 *LNAV only.	
1900				RW18	
6.8 NM				3.8 NM	
1.4 NM					
CATEGORY	A	B	C	D	
LPV DA	498-7/8	281 (300-7/8)		NA	
LNAV/VNAV DA	496-7/8	279 (300-7/8)		NA	
LNAV MDA	700-1	483 (500-1)	700-1 3/8 483 (500-1 3/8)	NA	
CIRCLING	700-1	482 (500-1)	820-1 1/2 602 (700-1 1/2)	NA	

SPRINGHILL, LOUISIANA
Orig 20JUN19

32°59'N-93°25'W

SPRINGHILL (SPH)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 61024 W36A	APP CRS 358°	Rwy Idg 4202 TDZE 218 Apt Elev 218
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RNAV (GPS) RWY 36
SPRINGHILL (SPH)

RNP APCH.

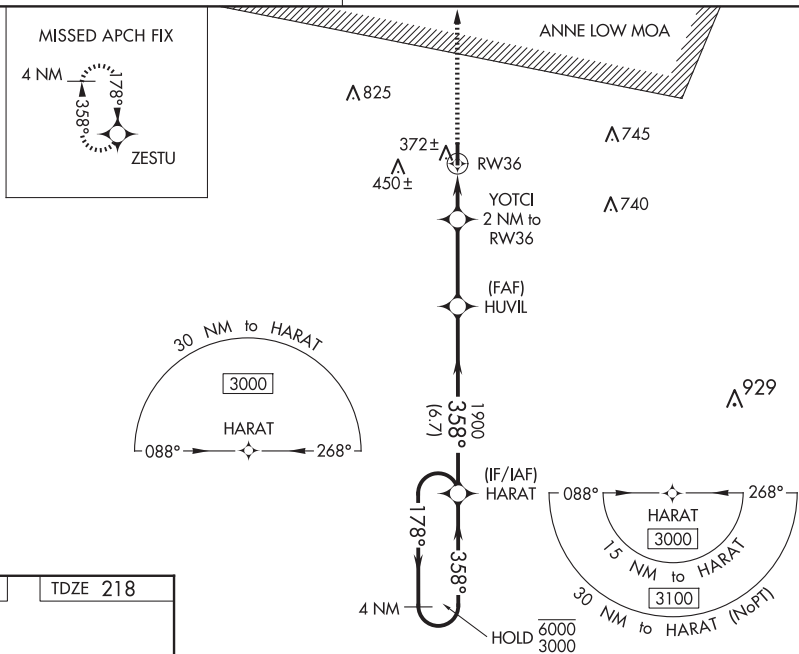


A NA

Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.

MISSED APPROACH:
Climb to 3000 direct
ZESTU and hold.

SHREVEPORT APP CON
123.75 360.725

UNICOM
122.8 (CTAF) **L**[illegible]

STARKVILLE, MISSISSIPPI

AL-5699 (FAA)

22363

WAAS CH 50419 W18A	APP CRS 180°	Rwy Idg 4171 TDZE 333 Apt Elev 333
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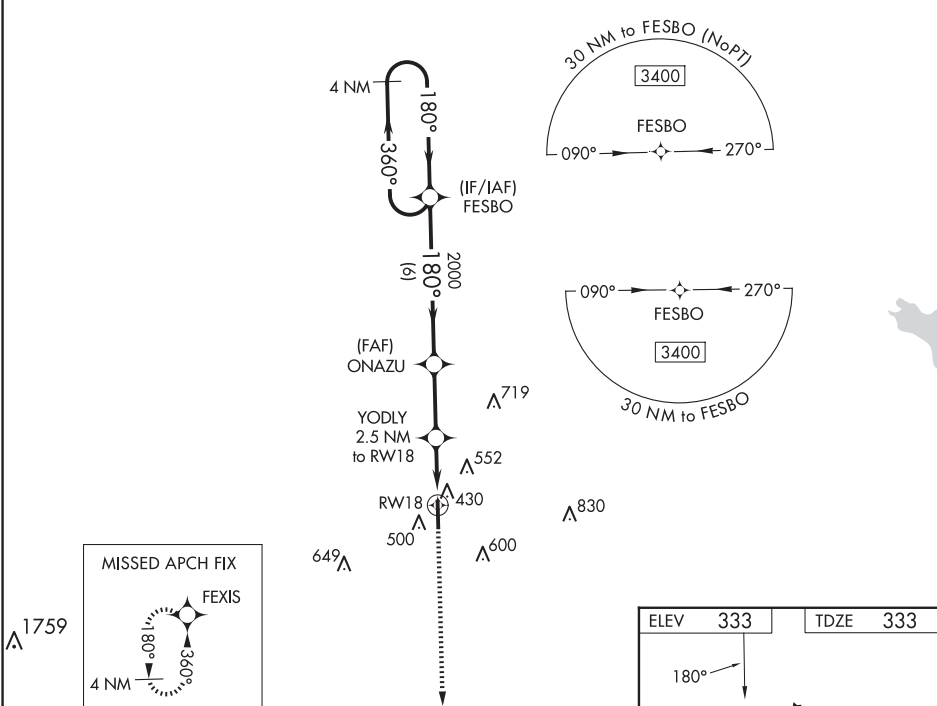
RNAV (GPS) RWY 18
GEORGE M BRYAN (STF)

RNP APCH-GPS.

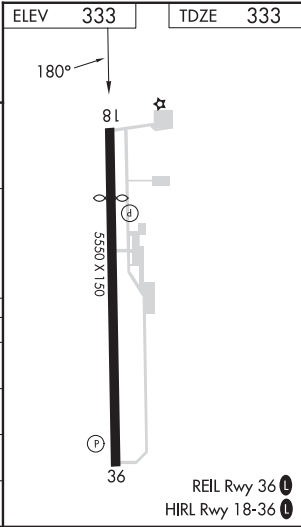
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase LPV DA to 673 feet, increase LNAV/VNAV DA to 656 feet and visibilities all Cats ½ SM. Increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH:
Climb to 3000 direct FEXIS and hold.

AWOS-3PT 118.975	COLUMBUS APP CON ★ 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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<div>4 NM Holding Pattern</div> <div>3400</div> <div>GP 3.00° TCH 36</div>		<div>FESBO</div>	<div>ONAZU</div> <div>2000</div>	<div>YODLY 2.5 NM to RW18</div>	<div>3000</div> <div>↑</div>	<div>FEXIS</div> <div>✦</div>
<div>←360°</div> <div>180°→</div>		<div>180°</div>	<div>180°</div>	<div>*1 NM to RW18</div>	<div>*LNAV only.</div>	
		<div>6 NM</div>	<div>2.6 NM</div>	<div>1.5 NM</div>	<div>1 NM</div>	
CATEGORY	A	B	C	D		
LPV DA	633-1		300 (300-1)			
LNAV/ VNAV DA	616-1		283 (300-1)			
LNAV MDA	680-1		347 (400-1)			
CIRCLING	920-1	587 (600-1)	920-1½ 587 (600-1½)	1020-2¼ 687 (700-2¼)		



STARKVILLE, MISSISSIPPI
Amdt 2C 06OCT22

33°26'N-88°51'W

GEORGE M BRYAN (STF)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53604 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5550 326 333
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RNAV (GPS) RWY 36
GEORGE M BRYAN (STF)

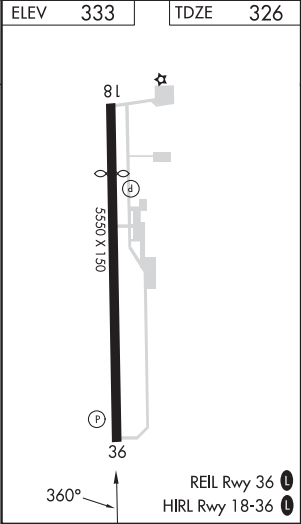
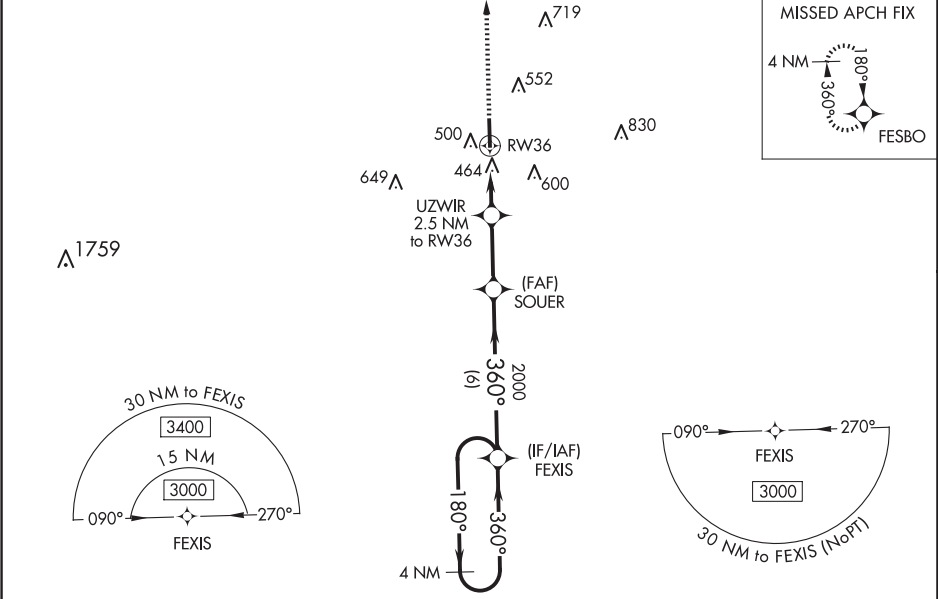
RNP APCH-GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C .
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase LPV DA to 566 feet; increase LNAV/VNAV DA to 690 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ⅓ SM, and Circling visibility Cat C ¼ SM.
Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb-in-hold to 3400.

AWOS-3PT 118.975	COLUMBUS APP CON★ 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 📻
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SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

STARKVILLE, MISSISSIPPI

AL-5699 (FAA)

22363

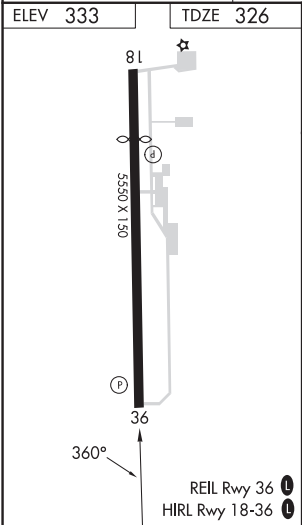
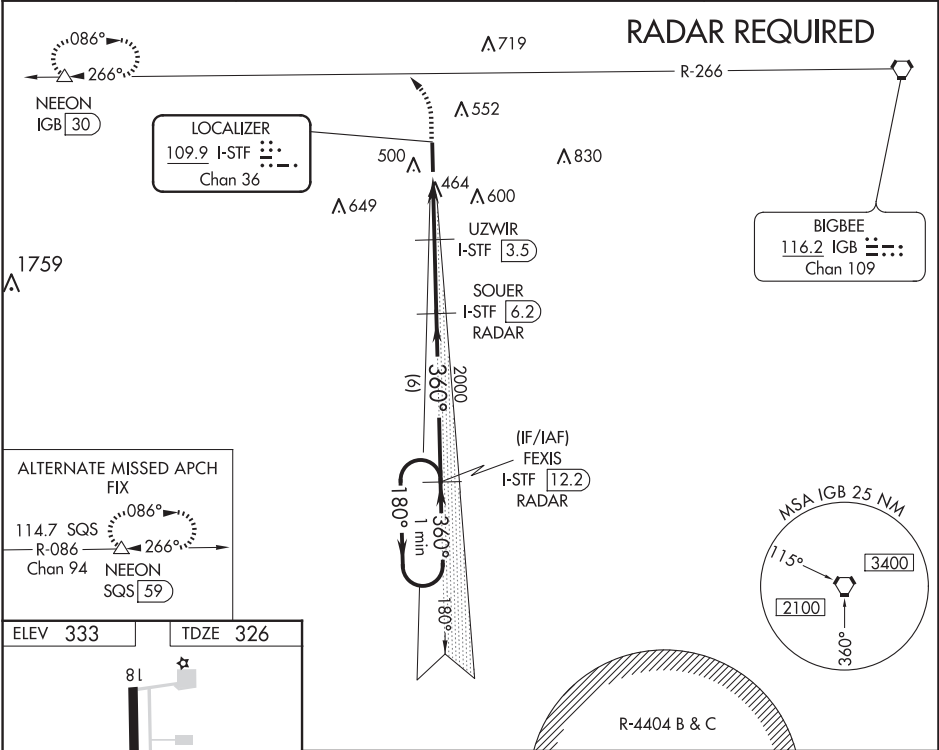
LOC/DME I-STF 109.9 Chan 36	APP CRS 360°	Rwy Idg 5550 TDZE 326 Apt Elev 333
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LOC/DME RWY 36
GEORGE M BRYAN (STF)

NA DME Required. When local altimeter setting not received, use Golden Triangle altimeter setting and increase all MDA 40 feet; increase S-36 Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. VDP NA when using Golden Triangle altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 on IGB VORTAC R-266 to NEEON/IGB 30 DME and hold.

AWOS-3PT 118.975	COLUMBUS APP CON ★ 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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ELEV 333	TDZE 326
1000	2400
IGB R-266	NEEON
SOUER I-STF 6.2	FEXIS I-STF 12.2
UZWIR I-STF 3.5	One Minute Holding Pattern
I-STF 2.1	180° → 3000
1140	← 360°
1.1 NM	1.4 NM
2.7 NM	6 NM
CATEGORY	A
S-36	720-1 395 (400-1)
CIRCLING	920-1 587 (600-1)
C	720-1½ 395 (400-1½)
D	920-1½ 587 (600-1½)
D	1020-2¼ 687 (700-2¼)

STARKVILLE, MISSISSIPPI
Amdt 1B 13SEP18

33°26'N-88°51'W

GEORGE M BRYAN (STF)
LOC/DME RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

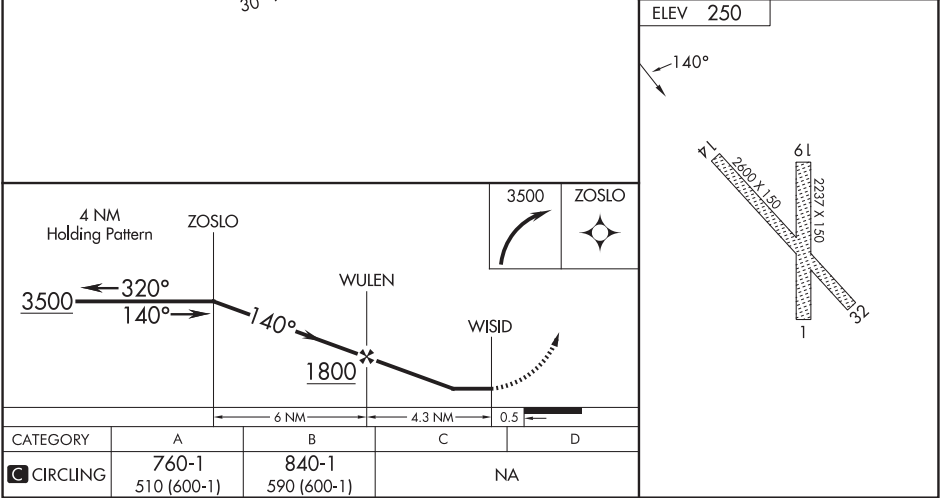
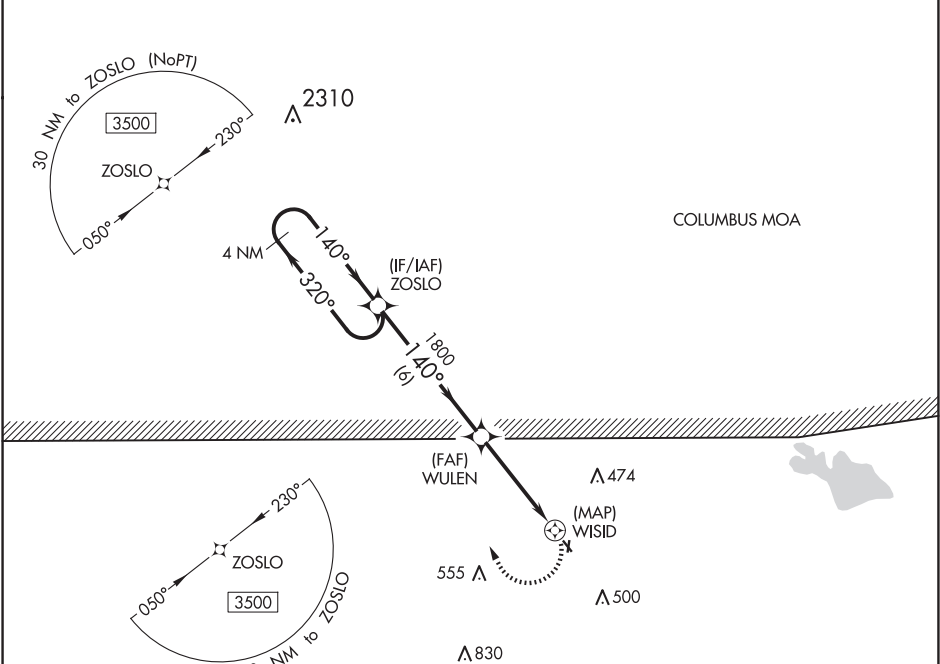
▼

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Golden Triangle Rgnl altimeter setting; when not received, use George M Bryan altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn 3500 direct ZOSLO and hold.

GTR AWOS-3PT 126.375	COLUMBUS APP CON ★ 135.6 323.275	UNICOM 122.8 (CTAF)
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WAAS CH 86711 W15A	APP CRS 146°	Rwy Idg TDZE Apt Elev	5001 10 10
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RNAV (GPS) RWY 15

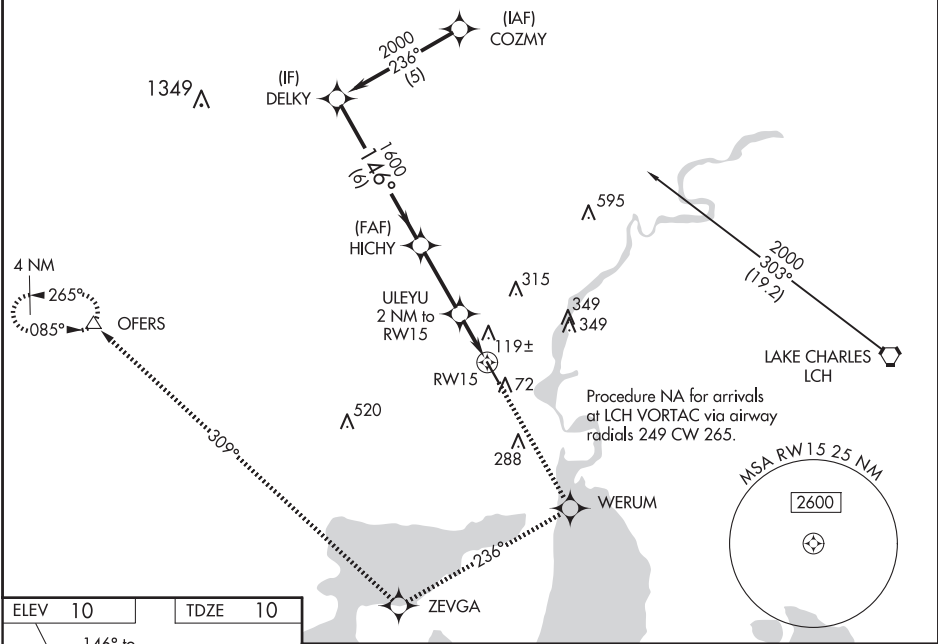
SOUTHLAND FLD (UXL)

RNP APCH-GPS.

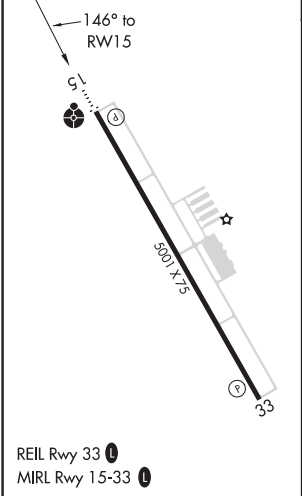
⚠ Inoperative table does not apply to LNAV/VNAV. Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 15 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase LPV DA to 438 feet and all visibilities 1/4 SM; increase LNAV/VNAV DA to 438 feet; increase all MDAs 20 feet and Circling visibility Cat C/D 1/4 SM. VDP NA when using Lake Charles Rgnl altimeter setting.

ODALS

MISSED APPROACH: Climb to 2500 direct WERUM and via 236° track to ZEVEGA and via 309° track to OFERS and hold.

AWOS-3PT 118.175	LAKE CHARLES APP CON * 119.35 282.3	UNICOM 122.8 (CTAF) 0
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ELEV 10	TDZE 10
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Procedure Turn NA	2500	WERUM	tr 236°	ZEVEGA	tr 309°	OFERS
DELKY	2000	HICHY	ULEYU 2 NM to RW15	*1.1 NM to RW15	RW15	
GP 3.00° TCH 40	1600	*680				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).						
	6 NM	2.8 NM	0.9	1.1		
CATEGORY	A	B	C	D		
LPV DA		309-1	299 (300-1)			
LNAV/VNAV DA		419-1½	409 (500-1½)			
LNAV MDA		380-¾	370 (400-¾)		380-1¼	370 (400-1¼)
CIRCLING	420-1	520-1	680-1¾	670 (700-1¾)	680-2	670 (700-2)

WAAS CH 99610 W33A	APP CRS 326°	Rwy Idg TDZE Apt Elev	5001 10 10
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RNAV (GPS) RWY 33

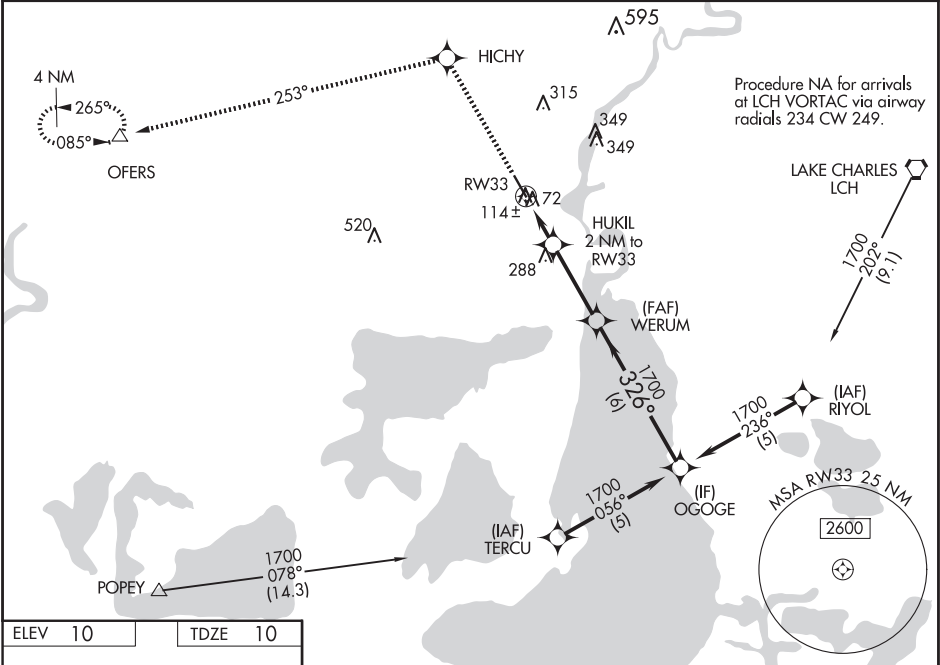
SOUTHLAND FLD (UXL)

RNP APCH-GPS.

▼ Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 49°C. Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase LPV DA to 367 feet; increase LNAV/VNAV DA to 403 feet and all visibilities ½ SM; increase all MDAs 20 feet and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2500 direct HICHY and via 253° track to OFERS and hold.

AWOS-3PT 118.175	LAKE CHARLES APP CON ★ 119.35 282.3	UNICOM 122.8 (CTAF) 0
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ELEV 10

TDZE 10

REIL Rwy 33 0

MIRL Rwy 15-33 0

2500	HICHY	tr 253°	OFERS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).
* LNAV only				
HUKIL 2 NM to RW33				
RW33				
*680				
2 NM 3.1 NM 6 NM				
CATEGORY	A	B	C	D
LPV DA	348-1¼		338 (400-1¼)	
LNAV/VNAV DA	384-1¼		374 (400-1¼)	
LNAV MDA	380-1 370 (400-1)		380-1¼ 370 (400-1¼)	
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	680-1¾ 670 (700-1¾)	680-2 670 (700-2)

SULPHUR, LOUISIANA

AL-6934 (FAA)

22279

LOC I-UXL	APP CRS	Rwy Idg
109.3	146°	5001
		TDZE 10
		Apt Elev 10

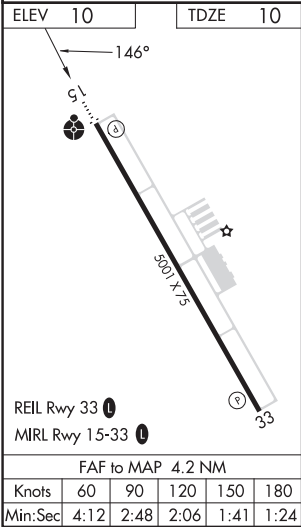
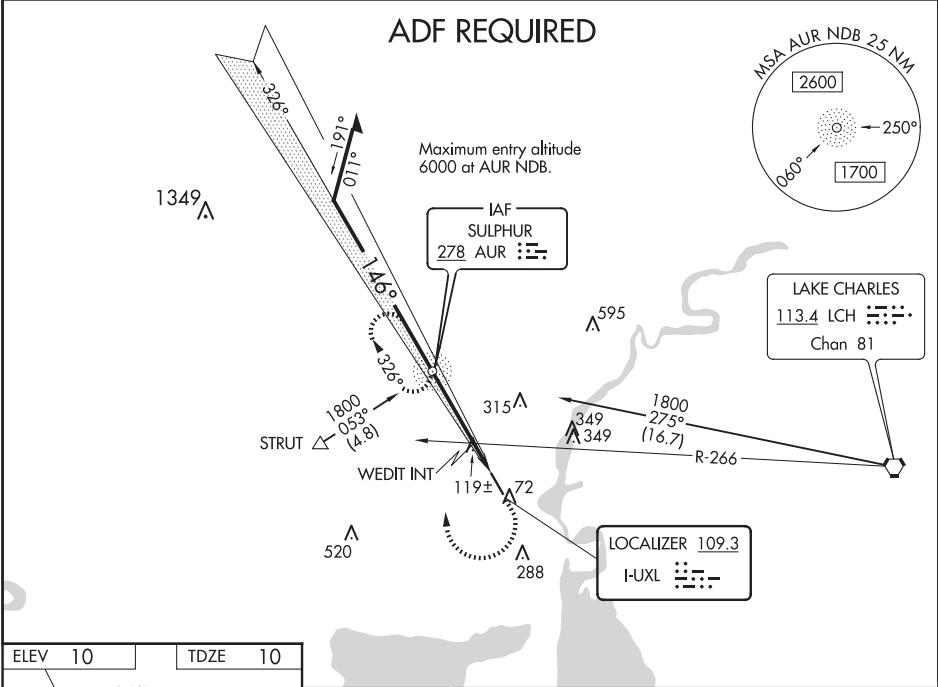
LOC RWY 15
SOUTHLAND FLD (UXL)

⚠ Inoperative table does not apply to S-15 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet and Circling visibility Cat C/D ¼ SM.

ODALS

MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct AUR NDB and hold, continue climb-in-hold to 2400.

AWOS-3PT 118.175	LAKE CHARLES APP CON ★ 119.35 282.3	UNICOM 122.8 (CTAF) 0
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* 500 when using Lake Charles Rgnl altimeter setting.

Remain within 10 NM

1800

326°

146°

1500

AUR NDB

WEDIT INT

3.25° TCH 40

*480

3 NM

1.2 NM

500

2400

AUR

CATEGORY	A	B	C	D
S-15	480-¾ 470 (500-¾)		480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	480-1 470 (500-1)	520-1 510 (600-1)	680-1¾ 670 (700-1¾)	680-2 670 (800-2)
WEDIT FIX MINIMUMS				
S-15	380-¾ 370 (400-¾)			380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	680-1¾ 670 (700-1¾)	680-2 670 (700-2)

SULPHUR, LOUISIANA
Amdt 2A 09SEP21

30°08'N-93°23'W

SOUTHLAND FLD (UXL)
LOC RWY 15

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-TV 109.7	APP CRS 357°	Rwy Idg 5002 TDZE 86 Apt Elev 86
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ILS or LOC RWY 36

VICKSBURG TALLULAH RGNL (TVR)

RNP APCH - GPS required for procedure entry at BARNE.

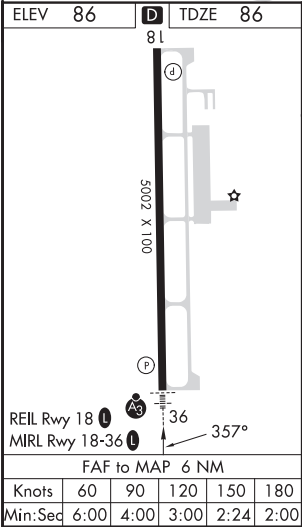
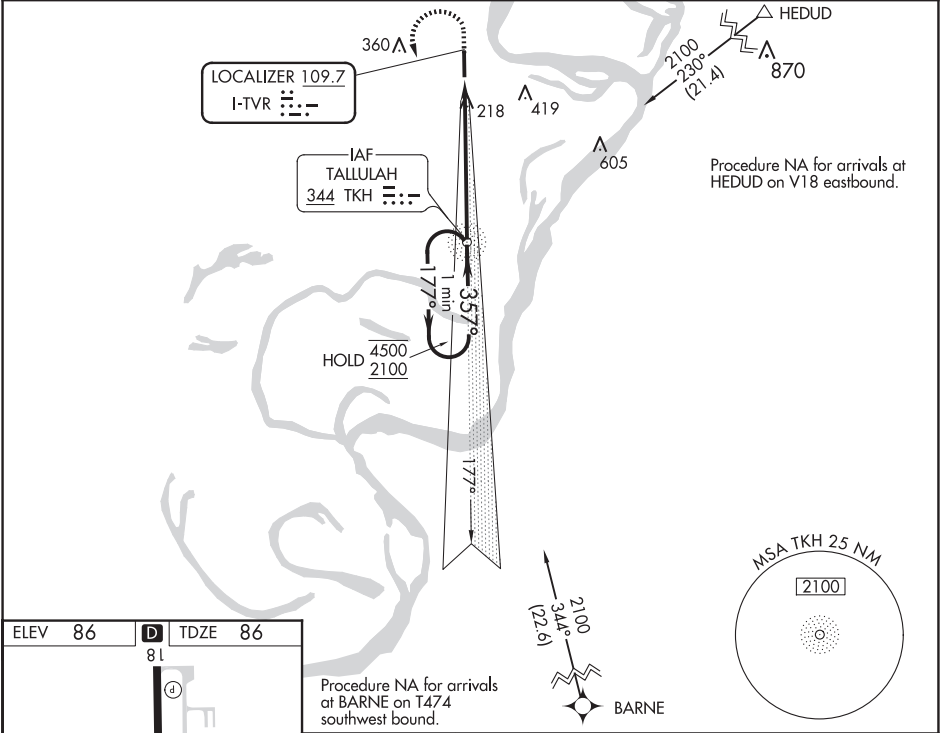
ADF required.

For inop ALS when using Vicksburg Muni, MS altimeter setting, increase S-LOC Cats C and D visibility to 1 3/8 SM. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting: increase SHLS 36 DA to 309 feet; increase all MDAs 40 feet and visibility S-LOC 36 Cats C/D 1/8 SM and Circling Cats C/D 1/4 SM.

SSALR

MISSED APPROACH:
Climb to 1200 then climbing left turn to 2100 direct TKH NDB and hold.

ASOS 118.525	MEMPHIS CENTER 132.5 259.1	UNICOM 123.0 (CTAF)
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1200	2100	TKH	TKH NDB	One Minute Holding Pattern
↑	↪	○	2061	
		177°		4500
		357°		2100
		2100		GS 3.00° TCH 49°
		6 NM		
CATEGORY	A	B	C	D
S-ILS 36	286-1/2		200 (200-1/2)	
S-LOC 36	540-1/2	454 (500-1/2)	540-7/8	454 (500-7/8)
CIRCLING	540-1	454 (500-1)	720-1 3/4 634 (700-1 3/4)	720-2 634 (700-2)

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

TALLULAH, LOUISIANA

AL-9196 (FAA)

22083

APP CRS	Rwy Idg	5002
177°	TDZE	85
	Apt Elev	86

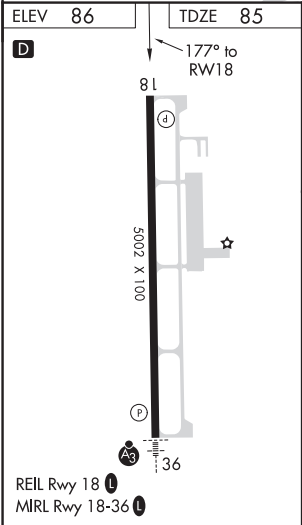
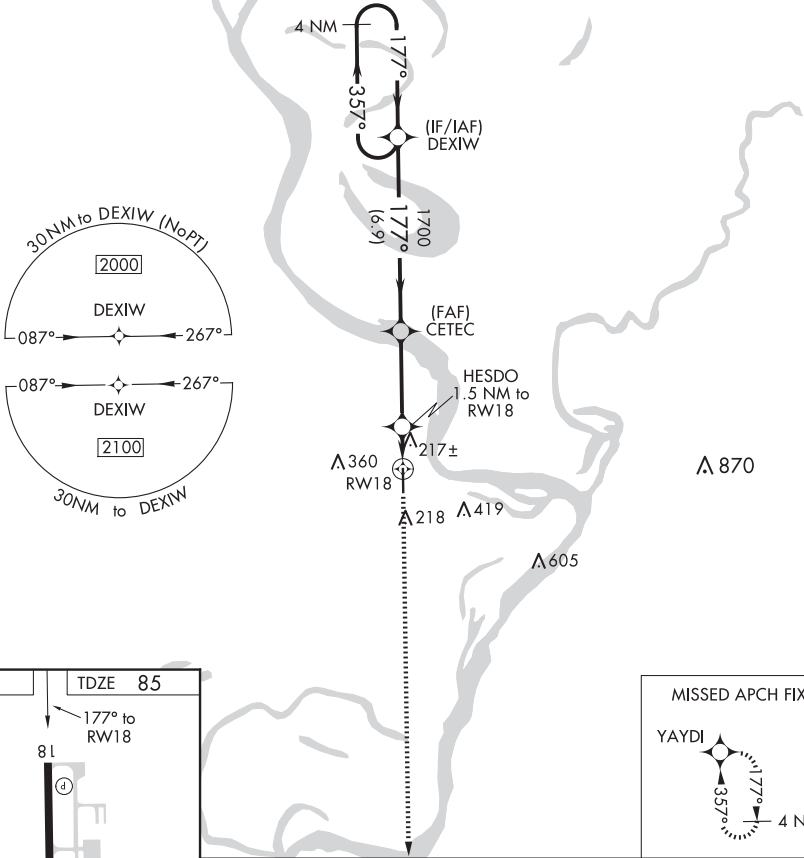
RNAV (GPS) RWY 18

VICKSBURG TALLULAH RGNL (TVR)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting and increase all MDA 40 feet and visibility Cats C and D ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct YAYDI and hold.

ASOS 118.525	MEMPHIS CENTER 132.5 259.1	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern				DEXIW	CETEC	HESDO	2000	YAYDI
2000				177°	177°	1.5 NM to RW18	↑	✦
357°				1700	3.00° TCH 50	600		
				6.9 NM	3.4 NM	1.5 NM		
CATEGORY	A	B	C	D				
LNAV MDA	480-1	395 (400-1)	480-1 1/8	395 (400-1 1/8)				
CIRCLING	540-1	454 (500-1)	720-1 3/4	720-2				
			634 (700-1 3/4)	634 (700-2)				

TALLULAH, LOUISIANA
Amdt 3 15SEP16

32°21'N-91°02'W

VICKSBURG TALLULAH RGNL (TVR)
RNAV (GPS) RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

THIBODAUX, LOUISIANA

AL-6136 (FAA)

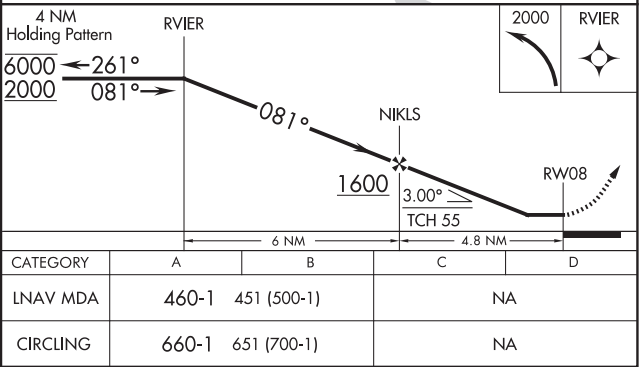
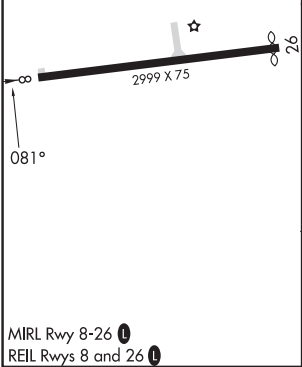
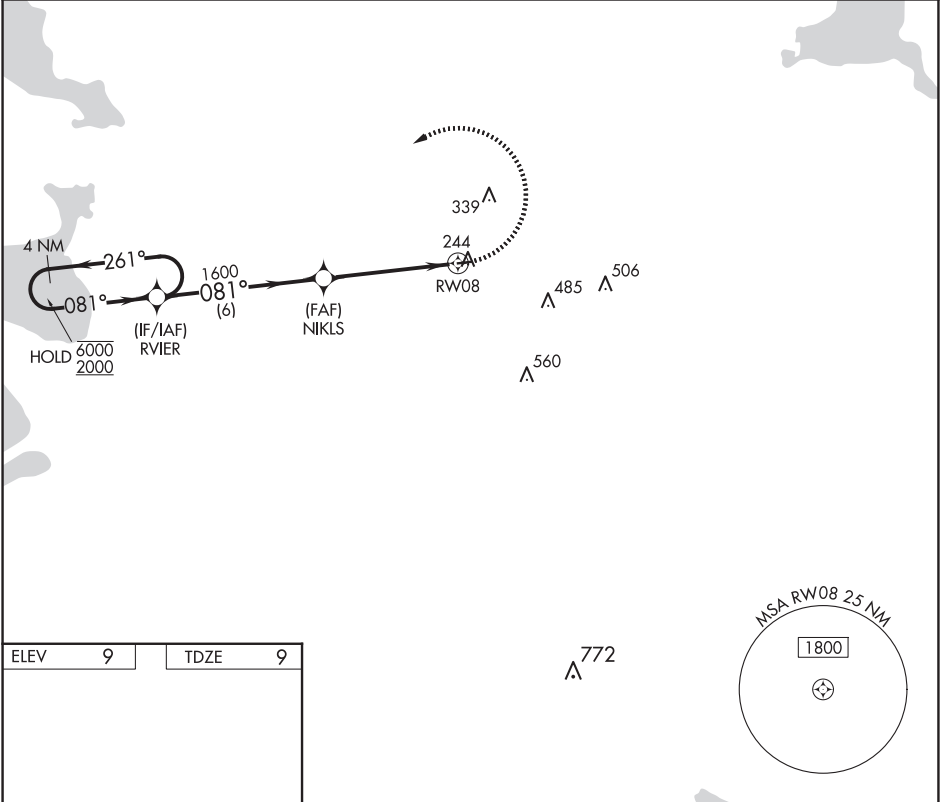
24361

APP CRS	Rwy Idg	2999
081°	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 8
THIBODAUX MUNI (L83)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn 2000 direct RVIER and hold.
NA Rwy 8 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use MSY altimeter setting and increase all MDAs 80 feet.	

NEW ORLEANS APP CON 118.9 256.9	UNICOM 122.8 (CTAF) 1
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THIBODAUX, LOUISIANA
Orig 26DEC24

29°45'N-90°50'W

THIBODAUX MUNI (L83)
RNAV (GPS) RWY 8

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

LOC I-UTA 110.95 Chan 46 (Y)	APP CRS 347°	Rwy Idg 8500 TDZE 194 Apt Elev 194
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ILS or LOC RWY 35
TUNICA MUNI (UTA)

T VDP NA with Memphis altimeter setting. When local altimeter not received, use Memphis altimeter setting and increase S-ILS 35 DA to 480 and all MDA 100 feet, increase S-LOC 35 Cats C and D and Circling Cat C visibility $\frac{1}{4}$ mile. **A** For inoperative MALSR when using Memphis altimeter setting increase S-ILS 35 all Cats visibility to 1 mile.

MALSR



MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

AWOS-3 118.075	MEMPHIS APP CON 119.1 291.6	CLNC DEL 118.9	UNICOM 123.0 (CTAF) ①
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LOCALIZER 110.95
I-UTA
Chan 46 (Y)

MEMPHIS
7.5 MEM
Chan 122

MARVELL
113.65 UJM
Chan 83 (Y)




(IAF)
PEYIT INT
LUTA 68

(BXCDD

MSA UJM 25 NM

2100

FIFV 194		TD7E 194
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700	1900	UJM
		

*LOC only.

REXIT INIT

Remain
within 10 NM

LITA

1900

17° 1900

1900	GS 3.00°
	TCH 43

	1.3 NM	3.9 NM		
CATEGORY	A	B	C	D
S-ILS 35	394-1/2 200 (200-1/2)			
S-LOC 35	640-1/2 446 (500-1/2)		640-7/8 446 (500-7/8)	
CIRCLING	680-1 486 (500-1)	740-1 546 (600-1)	760-1 1/2 566 (600-1 1/2)	760-2 566 (600-2)

TUNICA, MISSISSIPPI
Amdt 1A 20MAY21

34°41'N-90°21'W

TUNICA MUNI (UTA)

ILS or LOC RWY 35

TUNICA, MISSISSIPPI

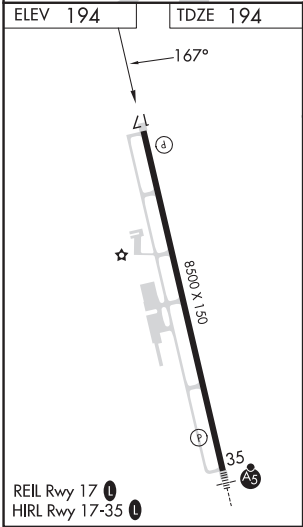
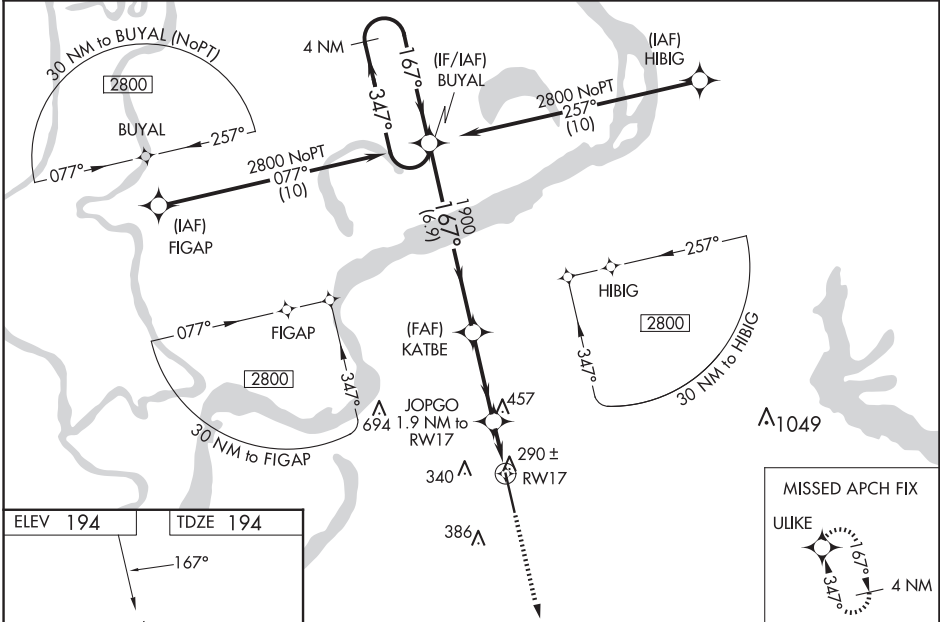
AL-9521 (FAA)

24137

WAAS CH 56212 W17A	APP CRS 167°	Rwy Idg 8500 TDZE 194 Apt Elev 194
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RNAV (GPS) RWY 17
TUNICA MUNI (UTA)

RNP APCH.		MISSED APPROACH: Climb to 2800 direct ULIKE and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). For inop ALS, increase LNAV/VNAV visibility all Cats to ¾ SM, and LNAV Cats C, D visibility to 1¾ SM. Baro VNAV and VDP NA when using Memphis altimeter setting. When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 557, and all MDA 100 feet, increase LNAV/VNAV visibility all Cats to 1 SM, and Circling Cat C visibility to 1¾ SM. For inop ALS when using Memphis altimeter setting, increase LPV all Cats visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV Cats C/D visibility to 1¾ SM.			
AWOS-3 118.075	MEMPHIS APP CON 119.1 291.6	CLNC DEL 118.9	UNICOM 123.0 (CTAF) 0



4 NM Holding Pattern BUYAL		KATBE		JOPGO 1.9 NM to RW17		2800	ULIKE
2800		1900		*840		*LNAV only.	
GP 3.00° TCH 50		6.9 NM		3.3 NM		0.7	
CATEGORY		A		B		C	
LPV DA		394-¾		200 (200-¾)			
LNAV/VNAV DA		471-¾		277 (300-¾)			
LNAV MDA		640-¾ 446 (500-¾)		640-1⅛ 446 (500-1⅛)			
CIRCLING		680-1 486 (500-1)		740-1 546 (600-1)		760-1½ 566 (600-1½)	
						760-2 566 (600-2)	

TUNICA, MISSISSIPPI
Amdt 3B 20MAY21

34°41'N-90°21'W

TUNICA MUNI (UTA)
RNAV (GPS) RWY 17

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

TUPELO, MISSISSIPPI

AL-854 (FAA)

24361

LOC/DME I-TUP 108.5 Chan 22	APP CRS 002°	Rwy Idg TDZE Apt Elev	7150 347 347
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ILS Y or LOC Y RWY 36

TUPELO RGNL (TUP)

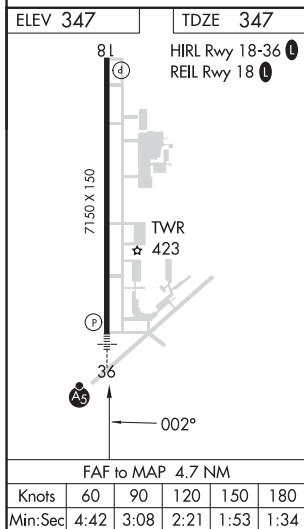
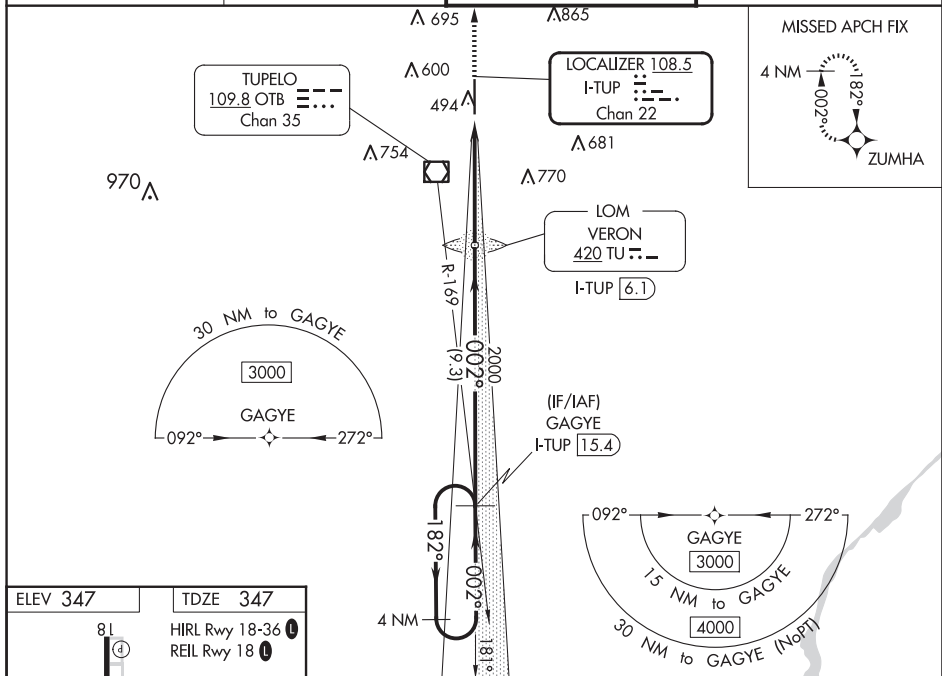
RNAV 1-GPS required.
DME or ADF required for LOC only.

⚠ When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 112 feet and all MDA 120 feet; increase S-LOC 36 Cat C and D visibility $\frac{3}{8}$ SM and Circling Cat C and D visibility $\frac{1}{2}$ SM. For inop ALS when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats visibility $\frac{1}{2}$ SM. VDP NA when using Columbus AFB altimeter setting. Autopilot coupled approach NA below 650 feet.



MISSED APPROACH:
Climb to 3000 direct ZUMHA and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER ★ 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275
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<div>3000 ↑ ZUMHA</div> <div>Use I-TUP DME when on the localizer course.</div>		<div>GAGYE I-TUP 15.4</div> <div>4 NM Holding Pattern</div>		
*LOC only		VERON LOM I-TUP 6.1		
<div>I-TUP 1.3</div> <div>*I-TUP 2.2</div>		1924		
<div>0.9 NM</div> <div>3.8 NM</div> <div>9.3 NM</div>		<div>002°</div> <div>182° → 3000</div> <div>← 002°</div> <div>GS 3.00° TCH 55</div>		
CATEGORY	A	B	C	D
S-ILS 36	547-½		200 (200-½)	
S-LOC 36	700-½	353 (400-½)	700-⅝	353 (400-⅝)
C CIRCLING	820-1	473 (500-1)	900-1½ 553 (600-1½)	1140-2½ 793 (800-2½)

TUPELO, MISSISSIPPI
Orig-B 27FEB20

34°16'N-88°46'W

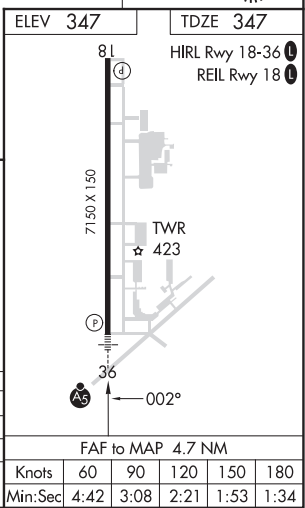
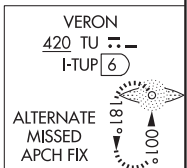
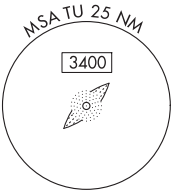
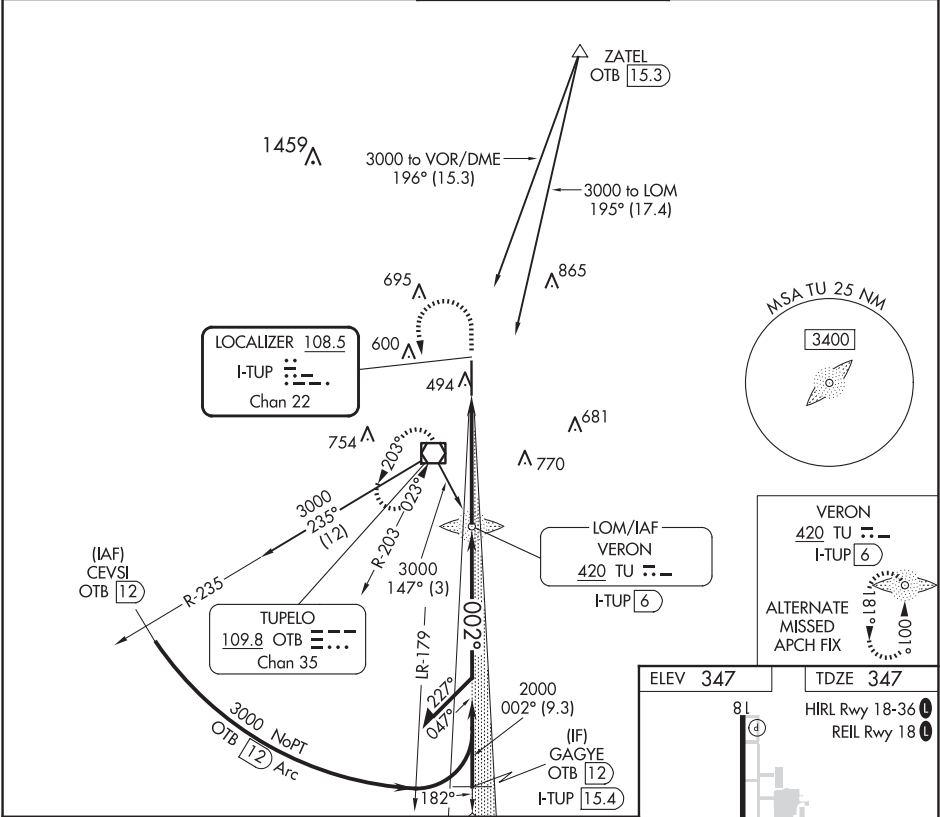
ILS Y or LOC Y RWY 36

LOC/DME I-TUP 108.5 Chan 22	APP CRS 002°	Rwy Idg TDZE Apt Elev	7150 347 347
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ILS Z or LOC Z RWY 36
TUPELO RGNL (TUP)

ADF or DME required.	MALSR 	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OTB VOR/DME and hold.
Autopilot coupled approach NA below 650.		

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER★ 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275
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1500

3000

OTB

*LOC only.

I-TUP

1.3

I-TUP

2.5

1.2 NM

3.5 NM

VERON LOM

I-TUP

6

Remain within 10 NM

182°

002°

2000

GS 3.00°

TCH 55

Use I-TUP DME when on the localizer course.

CATEGORY	A	B	C	D
S-ILS 36	547-1/2 200 (200-1/2)			
S-LOC 36	800-1/2	453 (500-1/2)	800-7/8	453 (500-7/8)
CIRCLING	820-1	473 (500-1)	900-1/2 553 (600-1/2)	1140-2/2 793 (800-2 1/2)

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 18
TUPELO RGNL (TUP)

MISSED APPROACH:
Climb to 3000 direct
GAGYE and hold.

30 NM to ZUMHA (NoPT)

3000

ZUMHA

092° 272°

4 NM

182°

002°

(IF/IAF) ZUMHA

2000

182°

(7.4)

Δ1459

(FAF) BONND

Δ695

ZALIM

2.6 NM to RW18

Δ865

600

486

494

RW18

Δ754

Δ681

Δ770

MISSED APCH FIX

GAGYE

4 NM

182°

002°

ELEV 346	TDZE 344
182°	

ELEV 346

TDZE 344

182°

81

7150 X 150

TWR 423

P

36

Ag

HIRL Rwy 18-36

REIL Rwy 18

SC-4, 12 JUN 2025 to 07 AUG 2025

RNP APCH

⚠

⚠

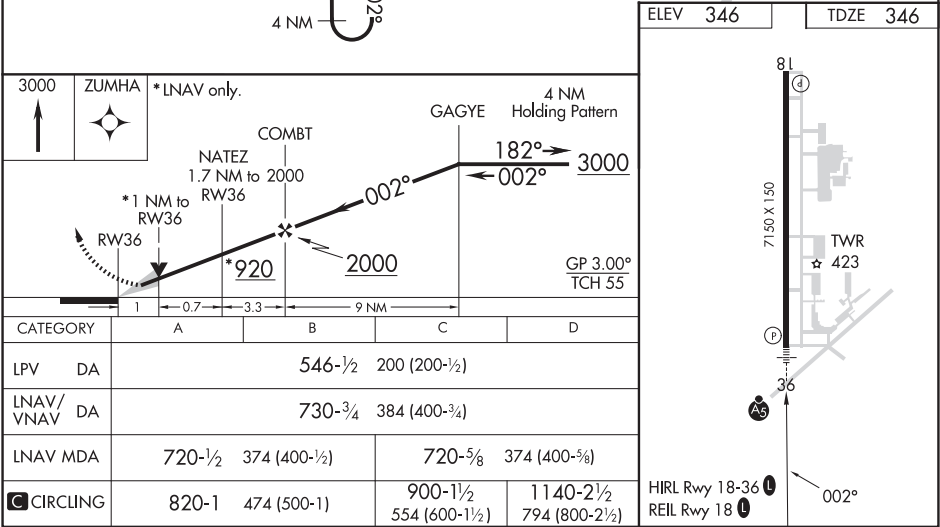
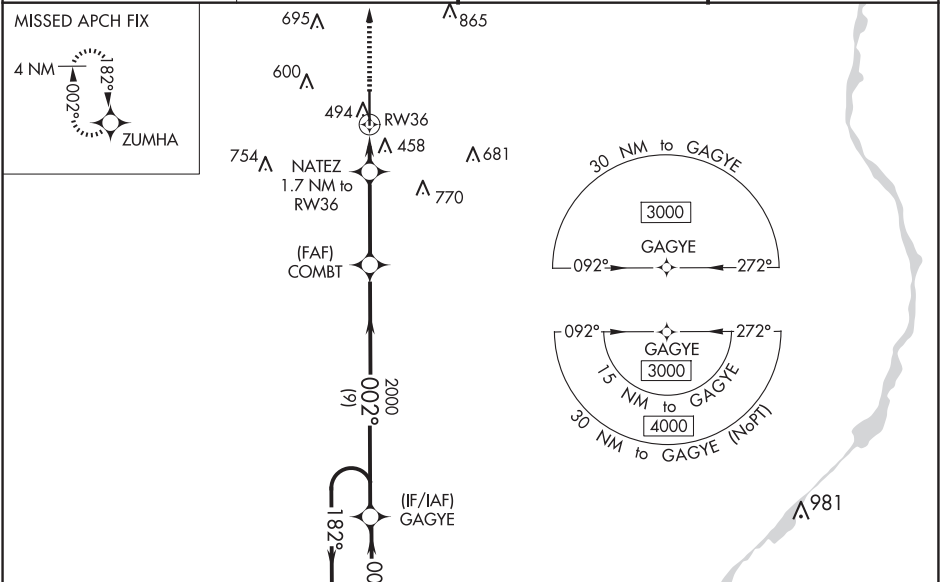
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 112 feet and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D ¾ mile and Circling Cats C and D ½ mile. For inop ALS when using Columbus AFB altimeter setting, increase LPV all Cats visibility ½ SM. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

MALSR

AS

MISSED APPROACH:
Climb to 3000 direct ZUMHA and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER * 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275
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TUPELO, MISSISSIPPI

AL-854 (FAA)

24361

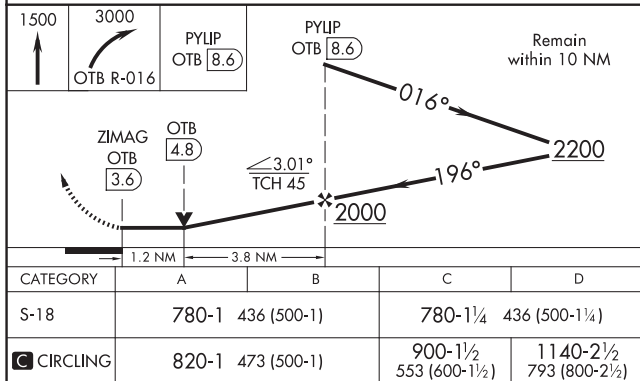
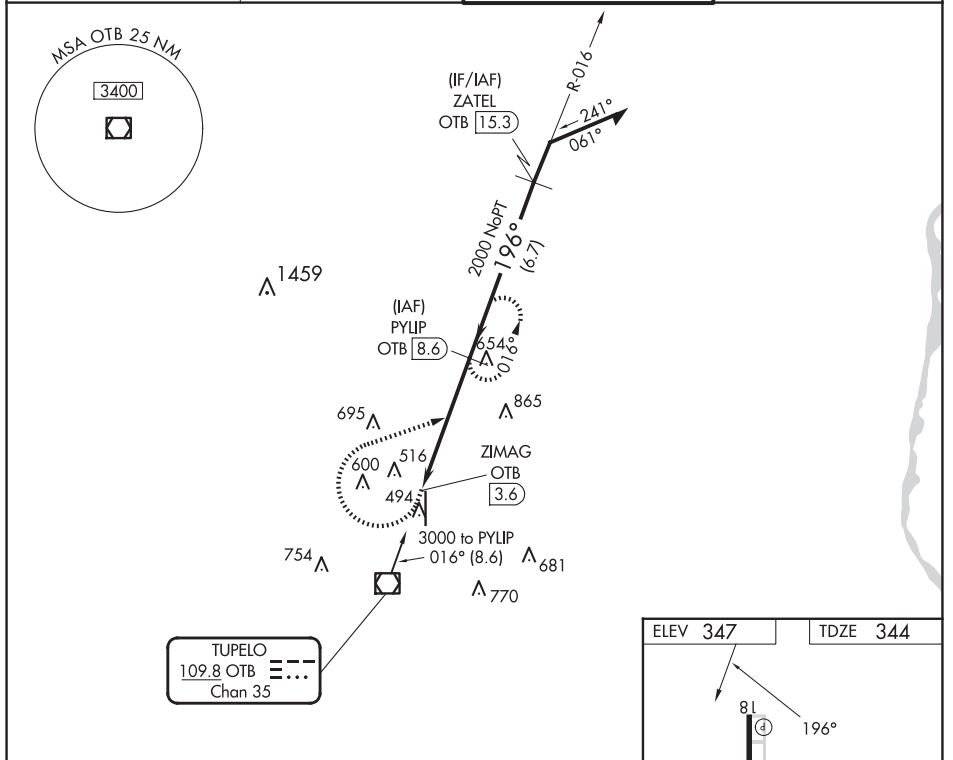
VOR/DME OTB	APP CRS	Rwy Idg	7150
109.8	196°	TDZE	344
Chan 35		Apt Elev	347

VOR RWY 18

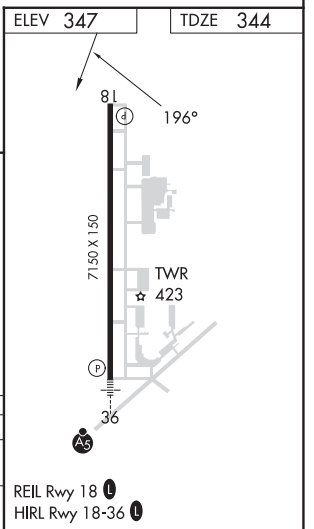
TUPELO RGNL (TUP)

RADAR required for procedure entry. DME required.		MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on OTB VOR/DME R-016 to PYLIP/OTB 8.6 DME and hold.
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div></div>	When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 120 feet. Increase S-18 Cat C/D visibility ¾ SM; increase Circling Cat C/D visibility ½ SM. VDP NA when using Columbus AFB altimeter setting.	

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER ★ 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275
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CATEGORY	A	B	C	D
S-18	780-1 436 (500-1)		780-1¼ 436 (500-1¼)	
CIRCLING	820-1 473 (500-1)		900-1½ 553 (600-1½)	1140-2½ 793 (800-2½)

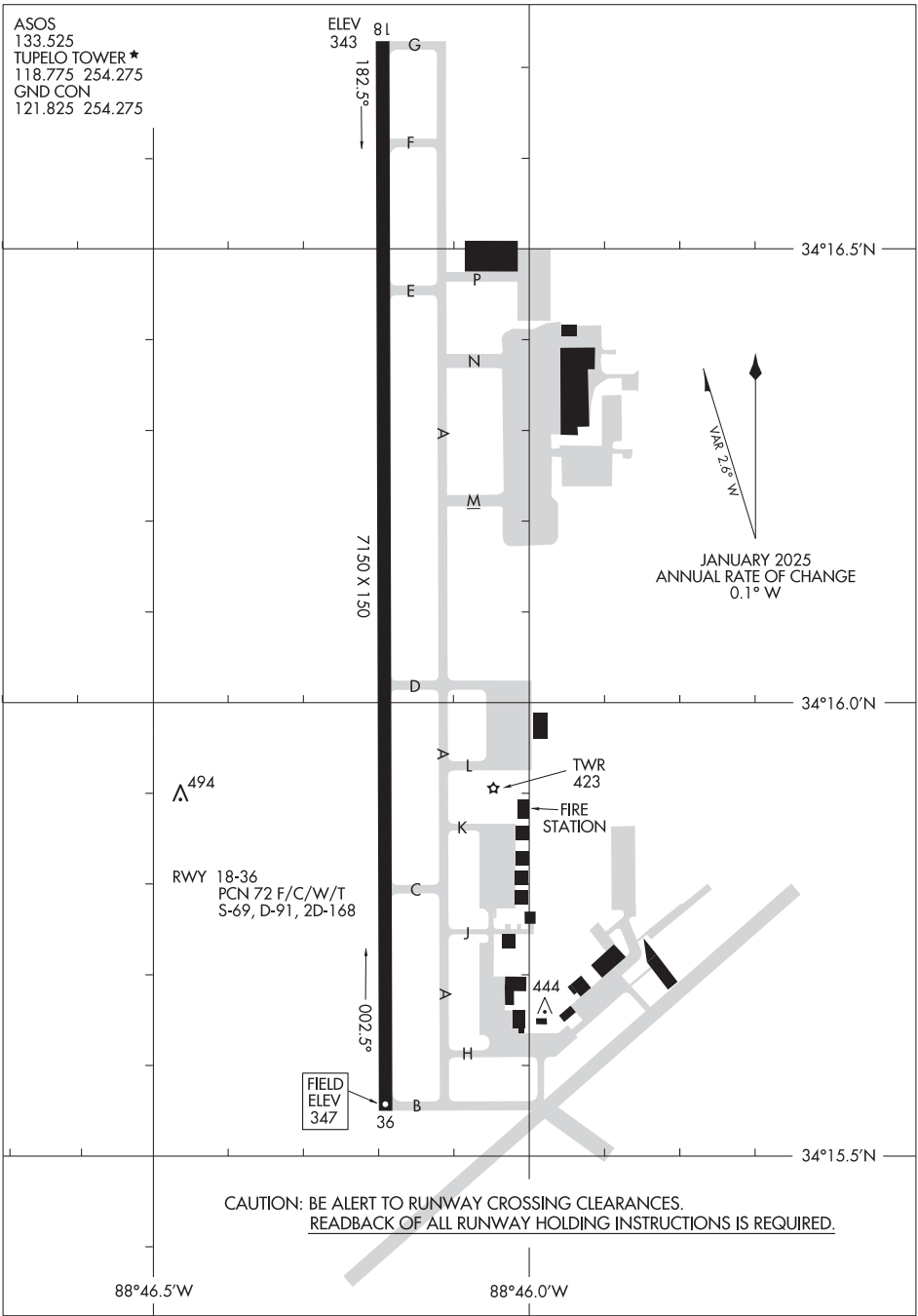


TUPELO, MISSISSIPPI
Amdt 1C 27FEB20

34°16'N-88°46'W

TUPELO RGNL (TUP)
VOR RWY 18

SC-4, 12 JUN 2025 to 07 AUG 2025



SC-4, 12 JUN 2025 to 07 AUG 2025

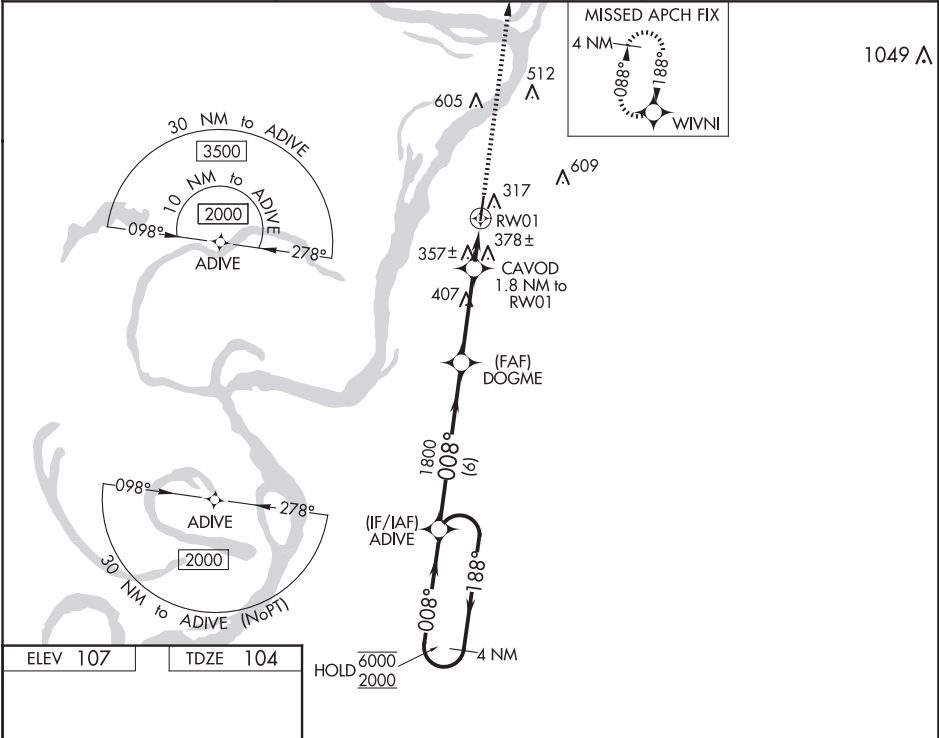
SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 66030 W01A	APP CRS 008°	Rwy Idg TDZE 104 Apt Elev 107
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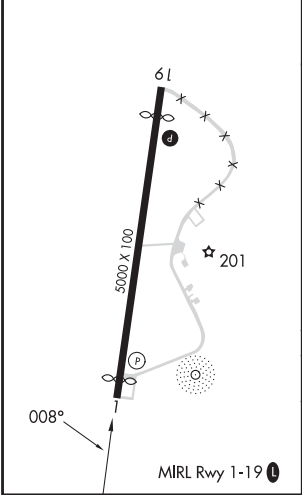
RNAV (GPS) RWY 1
VICKSBURG MUNI (VKS)

RNP APCH.	<p>⚠ Circling NA for Cat D west of Rwy 1-19. Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA.</p>	MISSED APPROACH: Climb to 2000 direct WIVNI and hold.
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AWOS-3 118.85	MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 0
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ELEV 107	TDZE 104
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Visual Segment - Obstacles.				2000	WIVNI
4 NM Holding Pattern				↑	✦
6000 ← 188° → 2000					
ADIVE					
DOGME					
CAVOD 1.8 NM to RW01					
RW01					
6 NM 3.4 NM 1.8 NM					
CATEGORY	A	B	C	D	
LP MDA	620-1	516 (600-1)	620-1 3/8	516 (600-1 3/8)	
LNAV MDA	640-1	536 (600-1)	640-1 1/2	536 (600-1 1/2)	
CIRCLING	700-1	593 (600-1)	700-1 1/2 593 (600-1 1/2)	860-2 1/2 753 (800-2 1/2)	

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

VICKSBURG, MISSISSIPPI

AL-879 (FAA)

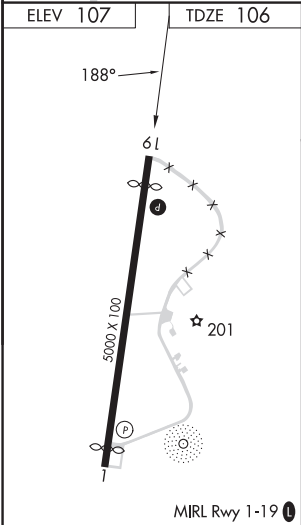
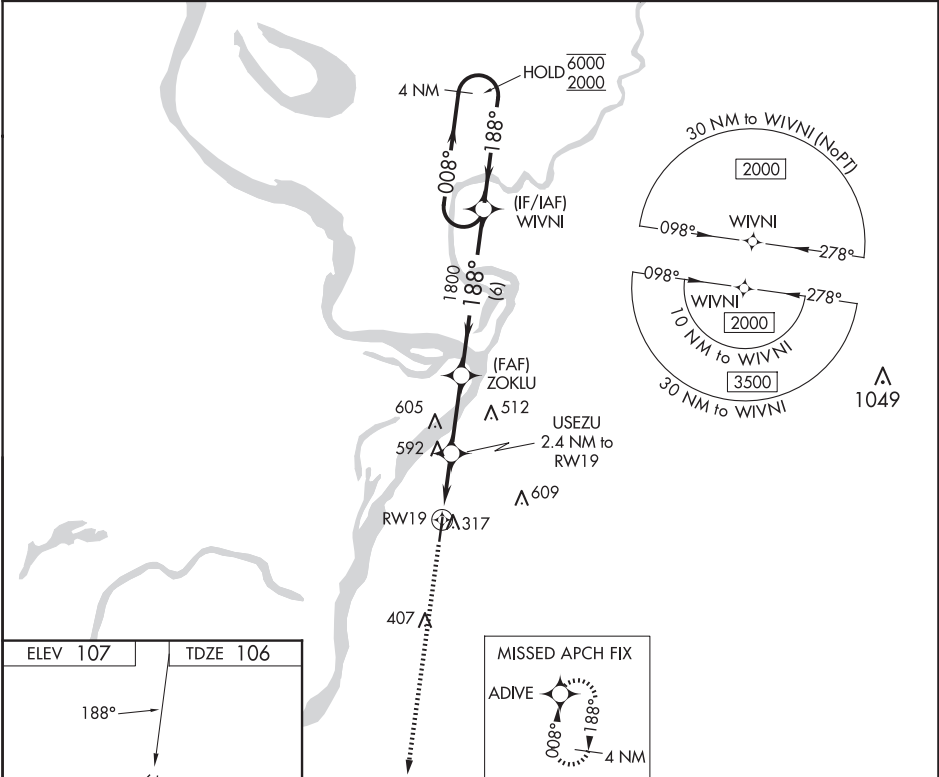
24025

WAAS CH 60932 W19A	APP CRS 188°	Rwy Idg TDZE 106 Apt Elev 107	4529
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RNAV (GPS) RWY 19
VICKSBURG MUNI (VKS)

RNP APCH. <div><div></div><div></div></div> <div>Circling NA for Cat D west of Rwy 1-19. Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.</div>		MISSED APPROACH: Climb to 2000 direct ADIVE and hold.
--	--	--

AWOS-3 118.85	MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 1
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2000 ↑ ADIVE ✦		Visual Segment - Obstacles.		WIVNI 4 NM Holding Pattern	
RW19		USEZU 2.4 NM to RW19	ZOKLU	008° → 6000 ← 188° 2000	
2.4 NM		2.8 NM	1800	188°	
2.4 NM		2.8 NM	6 NM		
CATEGORY	A	B	C	D	
LP MDA	660-1	554 (600-1)	660-1½	554 (600-1½)	
LNAV MDA	860-1 754 (800-1)	860-1¼ 754 (800-1¼)	860-2	754 (800-2)	
CIRCLING	860-1 753 (800-1)	860-1¼ 753 (800-1¼)	860-2¼ 753 (800-2¼)	860-2½ 753 (800-2½)	

VICKSBURG, MISSISSIPPI
Orig-B 13SEP18

32°14'N-90°56'W

VICKSBURG MUNI (VKS)
RNAV (GPS) RWY 19

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **78337**
W14A

APP CRS
144°

Rwy Idg
TDZE **55**
Apt Elev **55**

RNAV (GPS) RWY 14

CONCORDIA PARISH (ØR4)

RNP APCH - GPS.

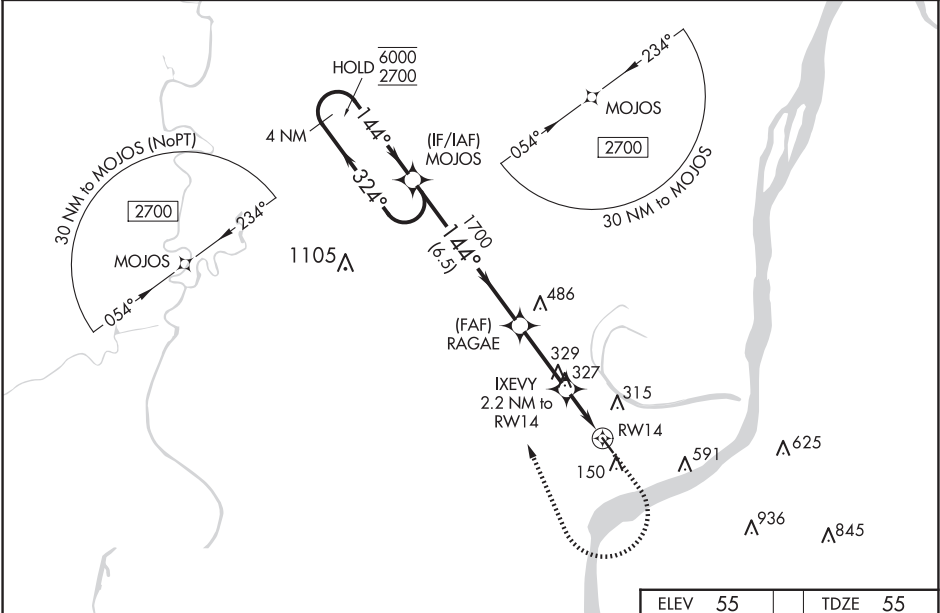
⚠

Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Natchez altimeter setting and increase LPV DA to 408 feet; increase LNAV/VNAV DA to 540 feet and all visibilities ½ SM; increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM. Baro-VNAV and VDP NA when using Natchez altimeter setting.

MISSED APPROACH:

Climb to 1000 then climbing right turn to 3000 direct MOJOS and hold.

AWOS-3 118.2	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

MOJOS

6000 ← 324°
2700 → 144°

GP 3.00°
TCH 51

1700

800

1.5 NM to RW14

1.5 NM to RW14

1.5 NM

1.5 NM

ELEV 55

TDZE 55

MOJOS

144°

3701 X 75

32

CATEGORY	A	B	C	D
LPV DA	352-1	297 (300-1)		NA
LNAV/VNAV DA	484-1¼	429 (500-1¼)		NA
LNAV MDA	580-1	525 (600-1)	580-1½ 525 (600-1½)	NA
CIRCLING	680-1	625 (700-1)	960-2¾ 905 (1000-2¾)	NA

MIRL Rwy 14-32 0

REIL Rwys 14 and 32 0

VIDALIA, LOUISIANA

AL-10383 (FAA)

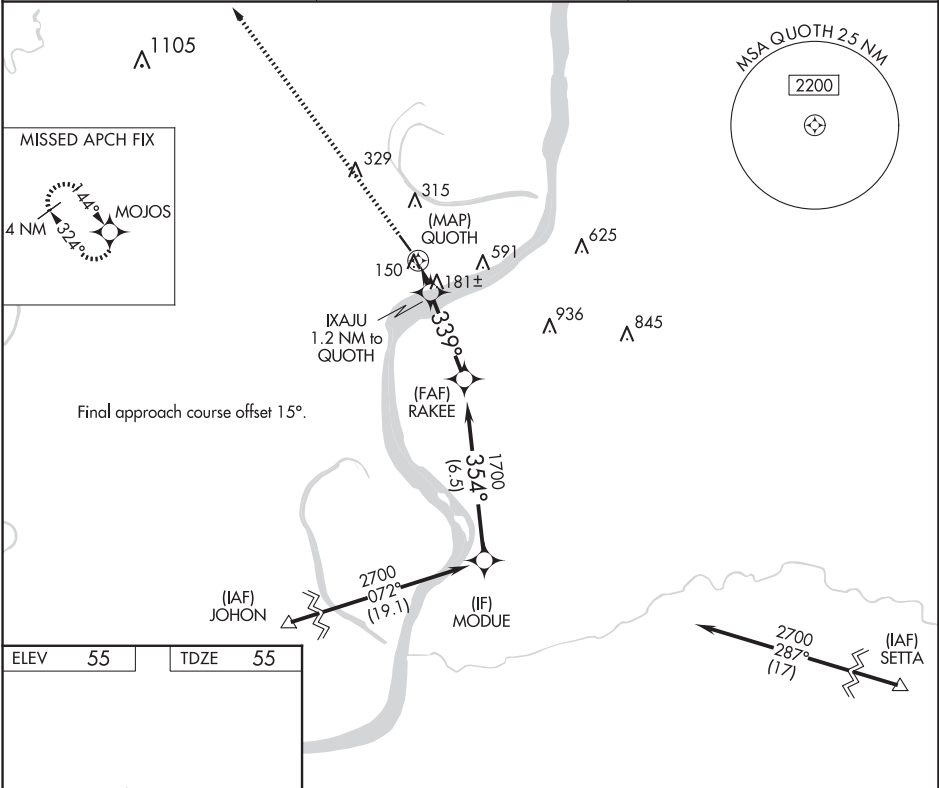
24305

APP CRS	Rwy Idg	3701
339°	TDZE	55
	Apt Elev	55

RNAV (GPS) RWY 32
CONCORDIA PARISH (ØR4)

<p>▼ NA</p> <p>DME/DME RNP-0.3 NA. Use Natchez altimeter setting; when not received, use Esler Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.</p>	<p>MISSED APPROACH: Climb to 2700 direct MOJOS and hold.</p>
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AWOS-3 118.2	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 0
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2700

↑

MOJOS

✧

QUOTH

IXAJU
1.2 NM to
QUOTH

RAKEE

MODUE

2700

339°

354°

1700

640

3.00°
TCH 50

0.5

1.2 NM

3.3 NM

6.5 NM

CATEGORY	A		B		C		D	
LNAV MDA	500-1		445 (500-1)		500-1 ³ / ₈ 445 (500-1 ³ / ₈)		NA	
C CIRCLING	680-1		625 (700-1)		960-2 ³ / ₄ 905 (1000-2 ³ / ₄)		NA	

REIL Rwy 14 and 32

MIRL Rwy 14-32

VIDALIA, LOUISIANA

31°34'N-91°30'W

CONCORDIA PARISH (ØR4)

RNAV (GPS) RWY 32

Orig 10DEC15

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

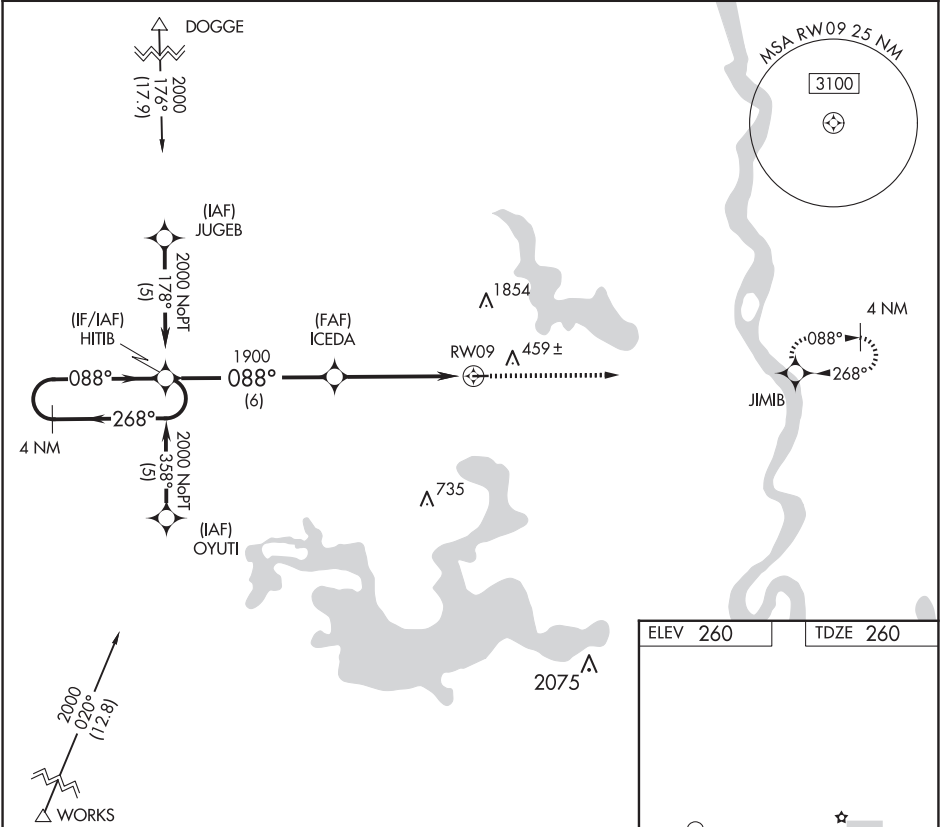
APP CRS	Rwy Idg	2998
088°	TDZE	260
	Apt Elev	260

RNAV (GPS) RWY 9

VIVIAN (3F4)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct JIMIB and hold.
<div><div>▼</div><div>▲ NA</div></div> Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.	

SHREVEPORT APP CON 119.9 335.55	GCO 135.075	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern				2000	JIMIB
2000 ← 268° 088° →				0.4% UP →	
HITIB				2998 X 75	
ICEDA				088° to RWY 9	
1900				27	
3.04° TCH 52					
RWY 9					
CATEGORY	A	B	C	D	
LNAV MDA	860-1	600 (600-1)	860-1¾ 600 (600-1¾)	NA	MIRL Rwy 9-27 0 REIL Rwy 9 0 REIL Rwy 27

WELSH, LOUISIANA

AL-5905 (FAA)

21224

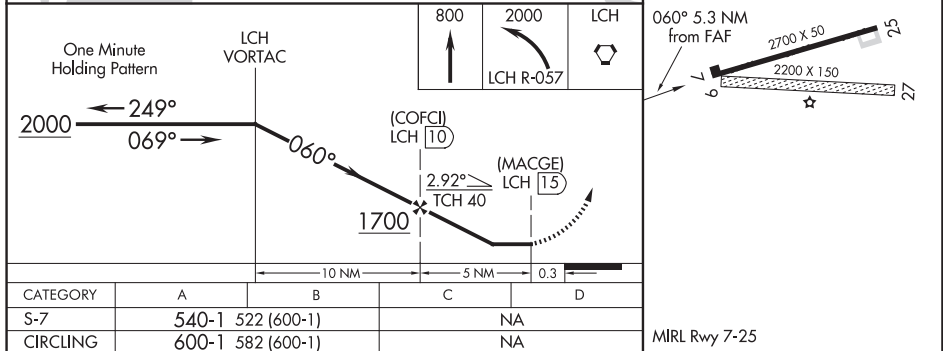
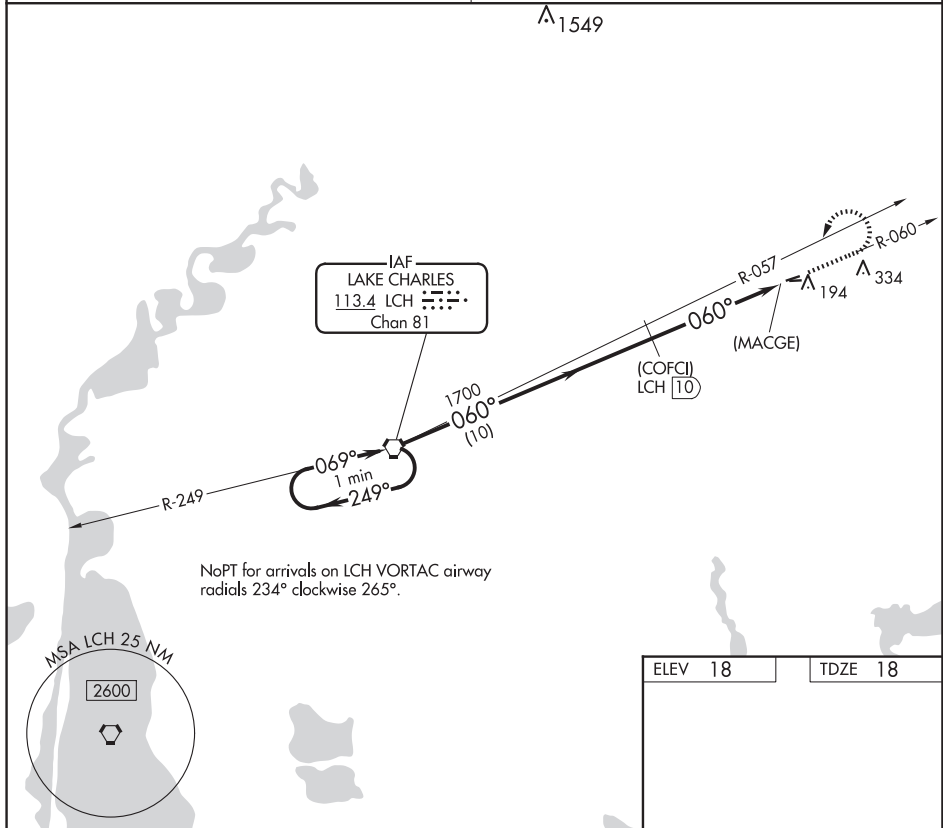
VORTAC LCH	Rwy Idg	2700
113.4	TDZE	18
Chan 81	Apt Elev	18
APP CRS		
060°		

VOR/DME or GPS RWY 7

WELSH (6R1)

Use Lake Charles altimeter setting. Procedure NA at night.	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LCH R-057 to LCH VORTAC.
Circling NA to Rwy 9 and 27.	

LAKE CHARLES APP CON ★ 119.8 282.3	UNICOM 122.8 (CTAF)
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WELSH, LOUISIANA
Amdt 3C 12AUG21

30°15'N - 92°50'W

VOR/DME or GPS RWY 7

WELSH (6R1)

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

Rwy Idg	3460
TDZE	205
Apt Elev	205

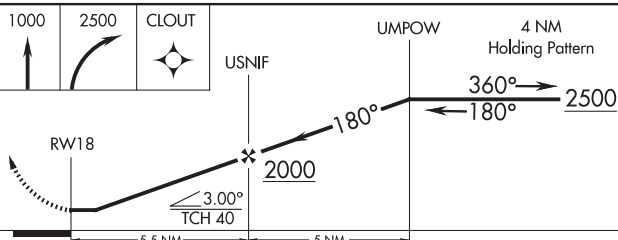
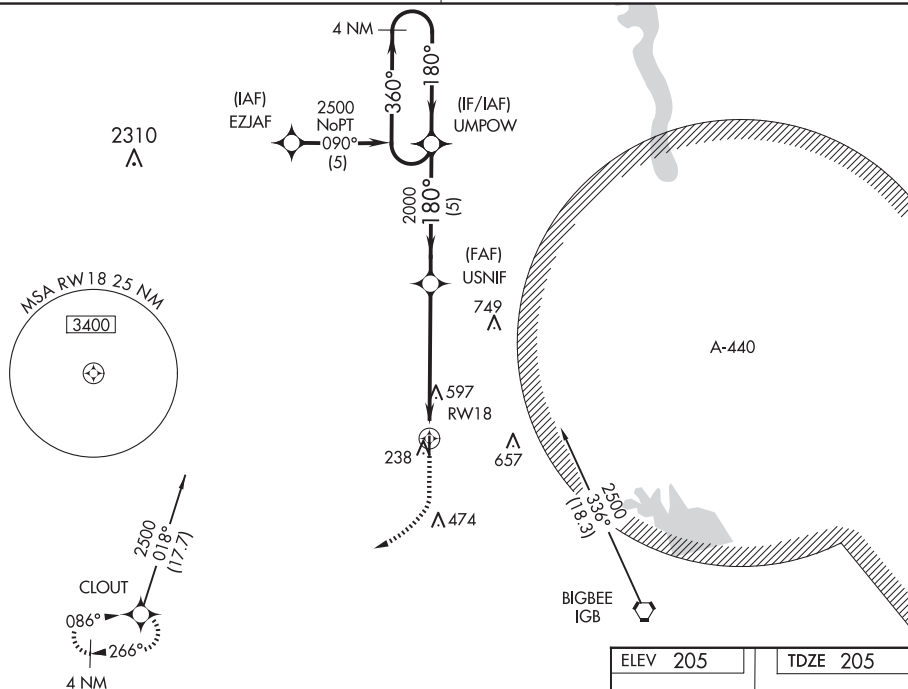
RNAV (GPS) RWY 18
MCCHAREN FLD (M83)

Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

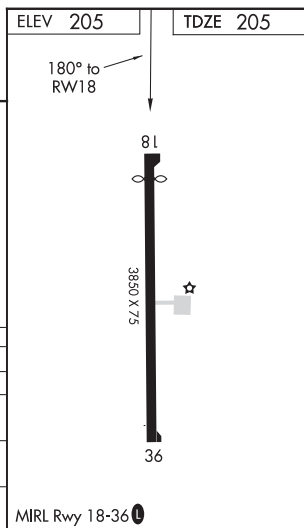


MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold

COLUMBUS APP CON★
135.6 323.275

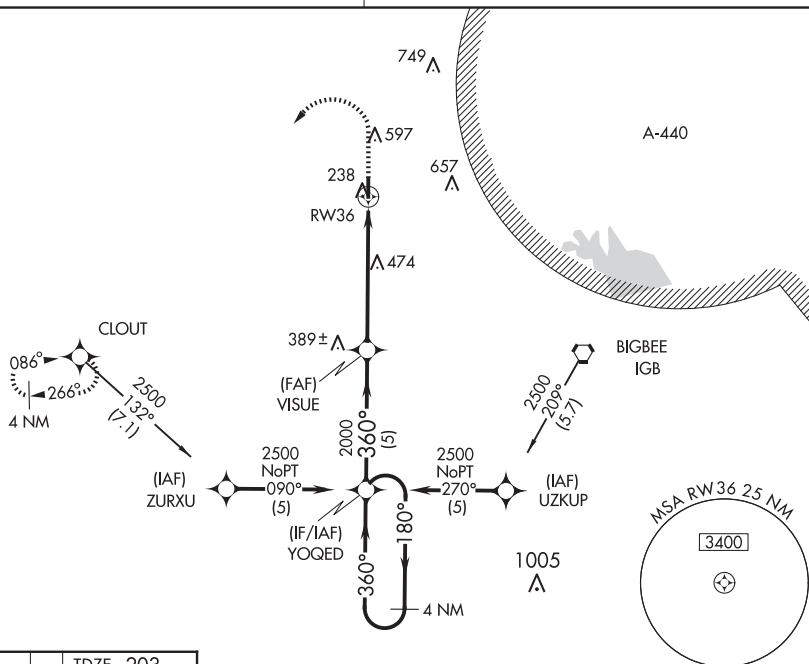
CTAF
122.9 L

CATEGORY	A	B	C	D
GLS DA	NA			
LNNAV/ VNAV DA	NA			
LNNAV MDA	980-1 775 (800-1)	980-1¼ 775 (800-1¼)	980-2½ 775 (800-2½)	NA
C CIRCLING	980-1 775 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

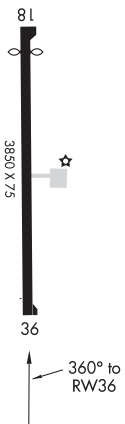


RNAV (GPS) RWY 36
MCCHAREN FLD (M83)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.

CTAF
122.9 L

TDZE 203



MCCHAREN FLD (M83)

33°35'N-88°40'W

RNAV (GPS) RWY 36

SC-4, 12 JUN 2025 to 07 AUG 2025

VORTAC IGB	APP CRS	Rwy Idg	N/A
116.2	124°	TDZE	N/A
Chan 109		Apt Elev	205

VOR/DME-B

MCCHAREN FLD (M83)

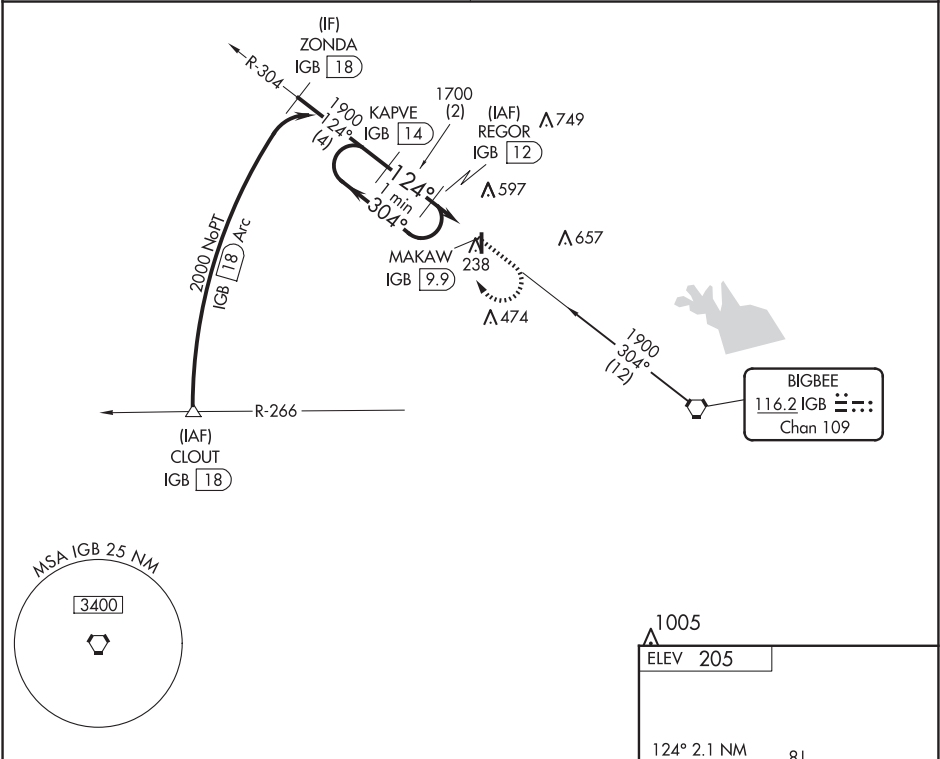
▼

Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

▲ NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR/IGB 12 DME and hold.

COLUMBUS APP CON ★ 135.6 323.275	CTAF 122.9 0
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One Minute Holding Pattern

1900 ← 304°
124° → 1700

REGOR IGB 12

MAKAW IGB 9.9

2.1 NM

1200

1900

REGOR IGB 12

hdg 352° IGB R-304

124° 2.1 NM from FAF

81

3850 X 75

36

CATEGORY	A	B	C	D
CIRCLING	920-1 715 (800-1)	940-1 735 (800-1)	940-2 735 (800-2)	NA

MIRL Rwy 18-36 0

WIGGINS, MISSISSIPPI

AL-11572 (FAA)

22251

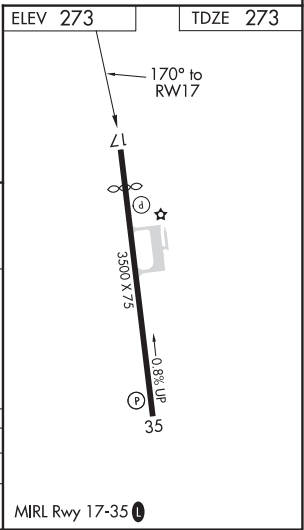
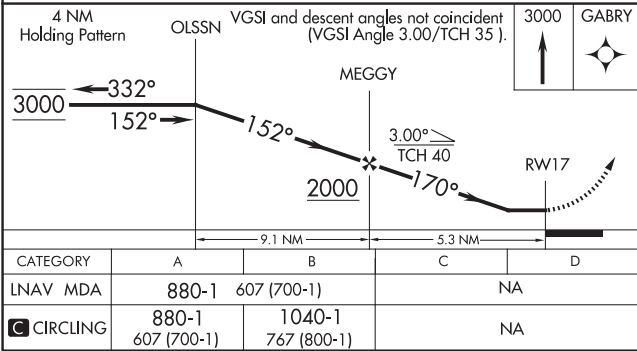
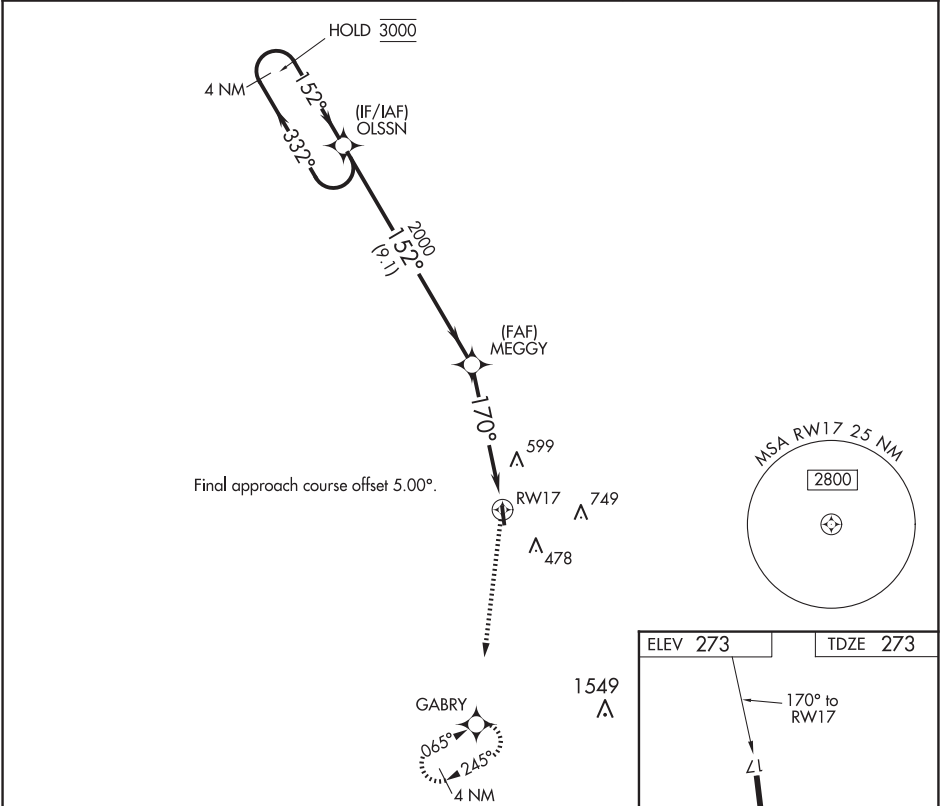
APP CRS	Rwy Idg	3000
170°	TDZE	273
	Apt Elev	273

RNAV (GPS) RWY 17

DEAN GRIFFIN MEML (M24)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct GABRY and hold, continue climb-in-hold to 3000.
<div><div>▼</div><div>NA</div></div> Rwy 17 helicopter visibility reduction below ¾ SM NA. Use Hattiesburg Bobby L Chain Muni altimeter setting.	

HBG ASOS 135.425	GULFPORT APP CON ★ 127.5 254.25	UNICOM 122.8 (CTAF) 0
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WIGGINS, MISSISSIPPI

Orig 08SEP22

30°51'N-89°10'W

DEAN GRIFFIN MEML (M24)

RNAV (GPS) RWY 17

SC-4, 12 JUN 2025 to 07 AUG 2025

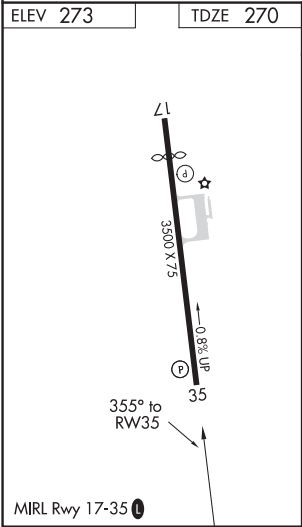
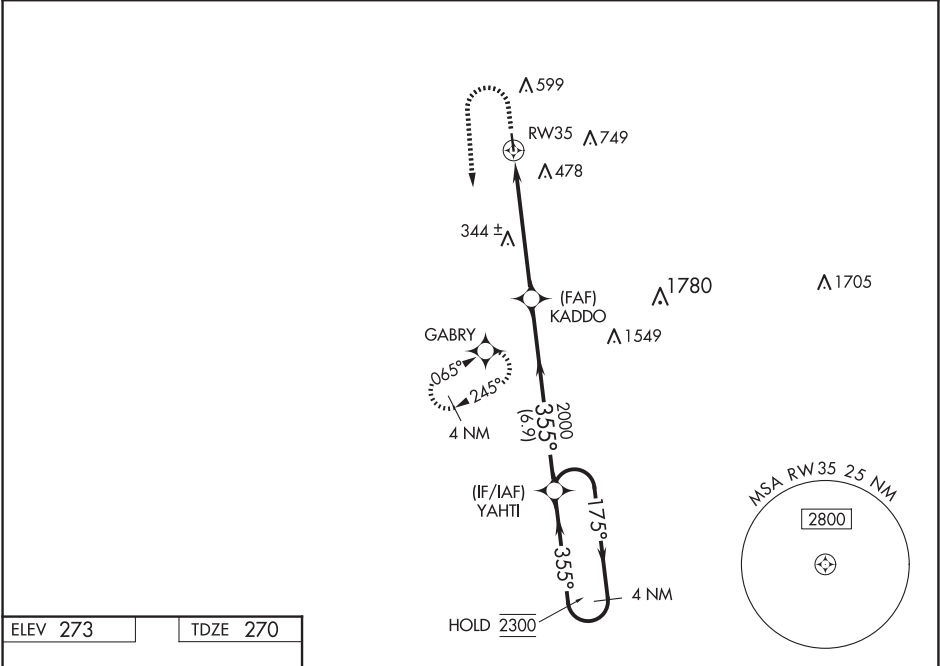
SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86643 W35A	APP CRS 355°	Rwy Idg TDZE Apt Elev	3500 270 273
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RNAV (GPS) RWY 35

DEAN GRIFFIN MEML (M24)

RNP APCH - GPS.		MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct GABRY and hold, continue climb-in-hold to 3000.
<div><div></div><div>NA</div></div> <div>Rwy 35 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Hattiesburg Bobby L Chain Muni altimeter setting.</div>	HBG ASOS 135.425	GULFPORT APP CON ★ 127.5 254.25
		UNICOM 122.8 (CTAF) 0



800		3000	GABRY	4 NM Holding Pattern	
KADDO		2000	355°	175°	2300
RW35		2000	355°	355°	GP 3.00° TCH 50
5.4 NM		6.9 NM			
CATEGORY	A	B	C	D	
LPV DA	597-1	327 (400-1)	NA		
LNAV/VNAV DA	597-1	327 (400-1)	NA		
LNAV MDA	680-1	410 (500-1)	NA		
CIRCLING	760-1 487 (500-1)	1040-1 767 (800-1)	NA		

WINNFIELD, LOUISIANA

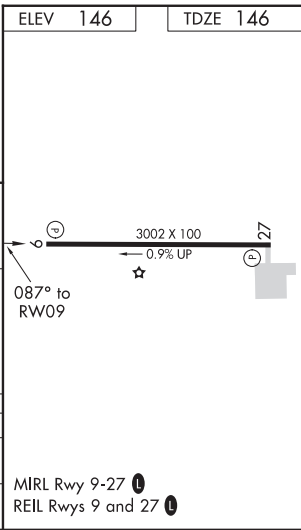
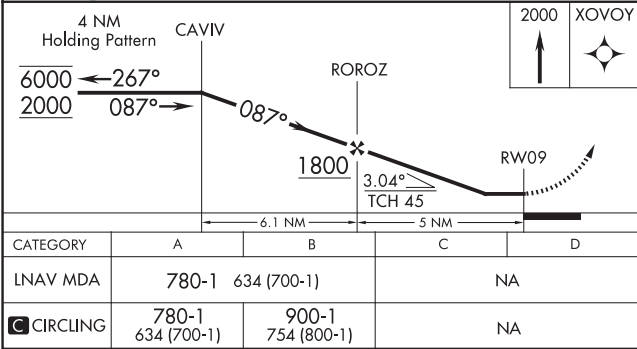
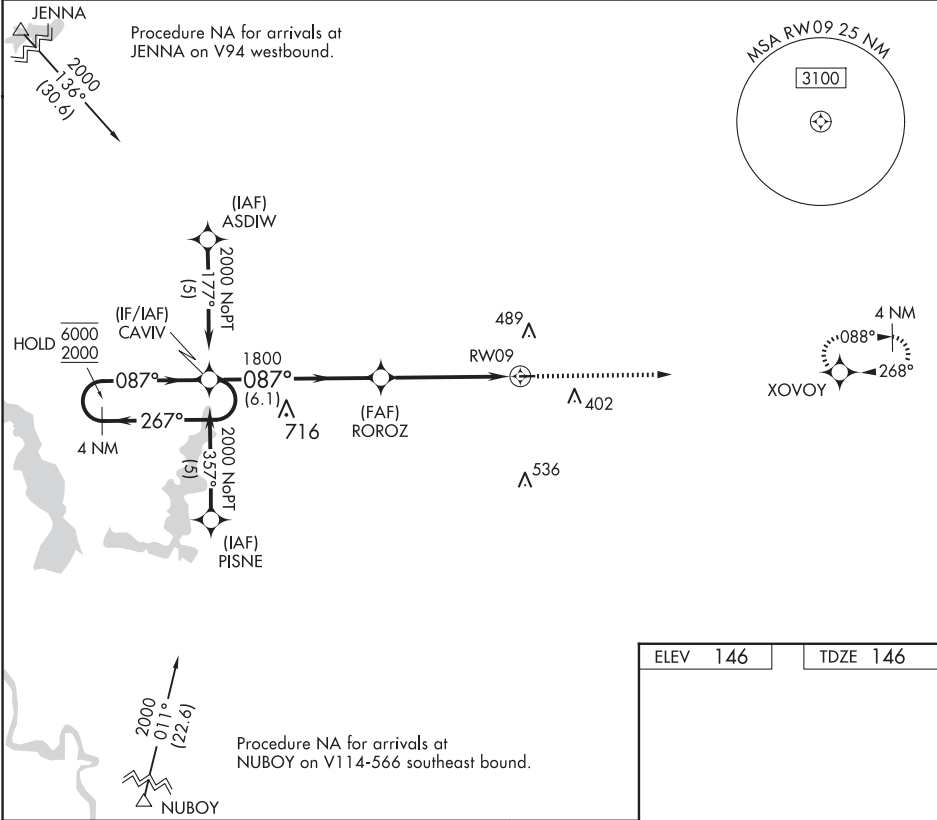
AL-6264 (FAA)

22251

APP CRS	Rwy Idg	3002
087°	TDZE	146
	Apt Elev	146

RNAV (GPS) RWY 9
DAVID G JOYCE (ØR5)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct XVOY and hold.
NA	Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.	
AEX ASOS 123.975	POLK APP CON 125.4 302.2	UNICOM 122.7 (CTAF) 0



WINNFIELD, LOUISIANA
Orig-D 02DEC21

31°58'N-92°40'W

DAVID G JOYCE (ØR5)
RNAV (GPS) RWY 9

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

APP CRS
267°

Rwy Idg **3002**
TDZE **146**
Apt Elev **146**

RNAV (GPS) RWY 27

DAVID G JOYCE (ØR5)

RNP APCH - GPS.

▼

NA

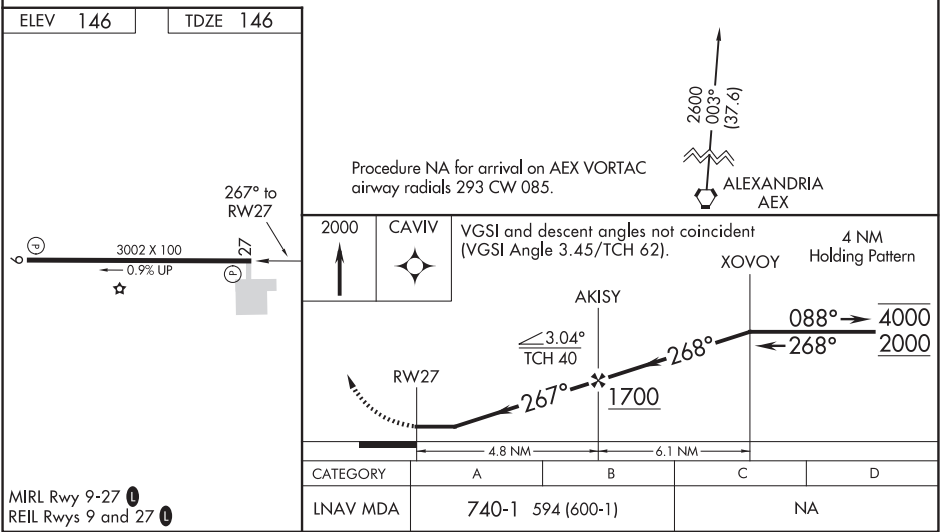
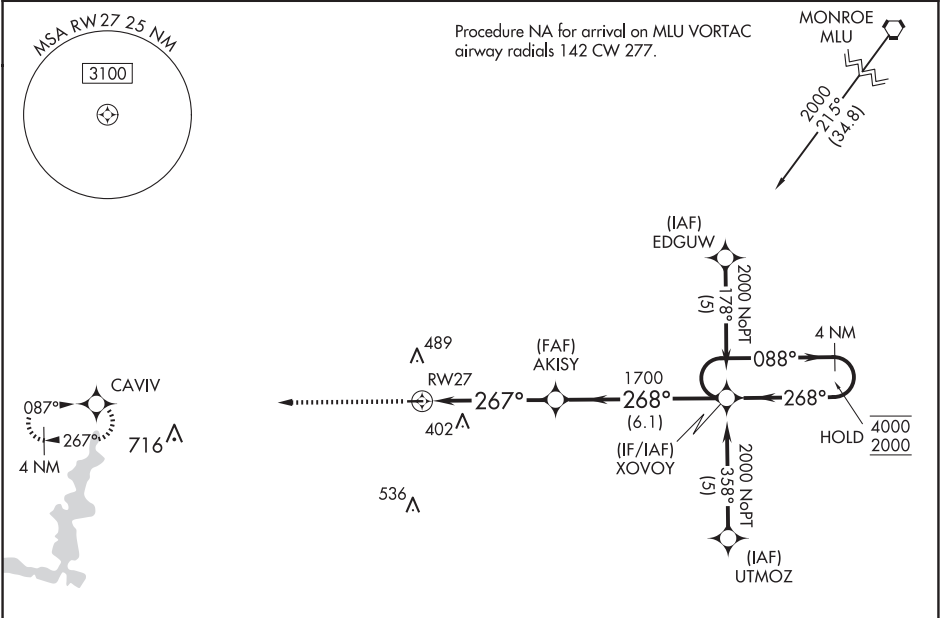
Rwy 27 helicopter visibility reduction below 1 SM NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct CAVIV and hold.

AEX ASOS
123.975

POLK APP CON
125.4 302.2

UNICOM
122.7 (CTAF) 0



WINONA, MISSISSIPPI

AL-9742 (FAA)

24361

APP CRS	Rwy Idg	4000
030°	TDZE	360
	Apt Elev	364

RNAV (GPS) RWY 3

WINONA-MONTGOMERY COUNTY (5A6)

RNP APCH - GPS.

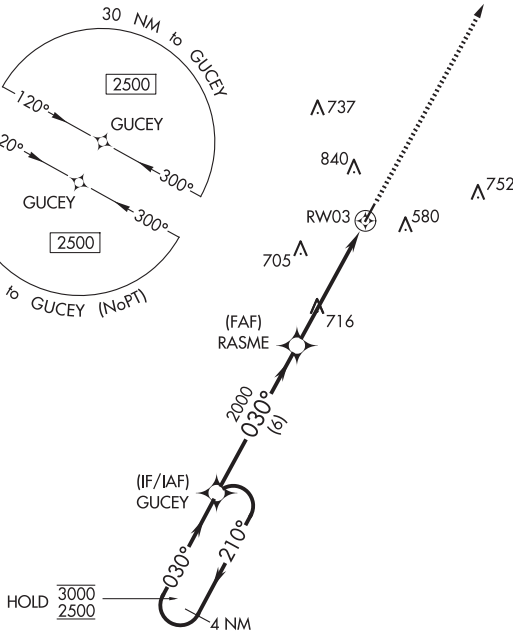
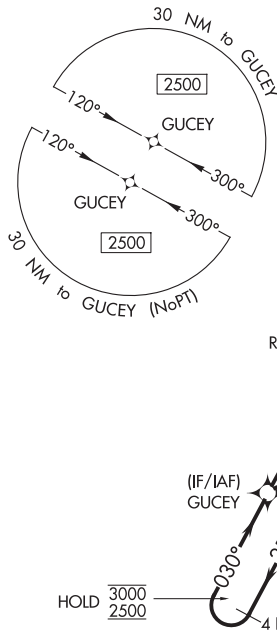
Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use GNF altimeter setting.

MISSED APPROACH: Climb to 2400 direct GUNKE and hold.

AWOS-3PT
120.175

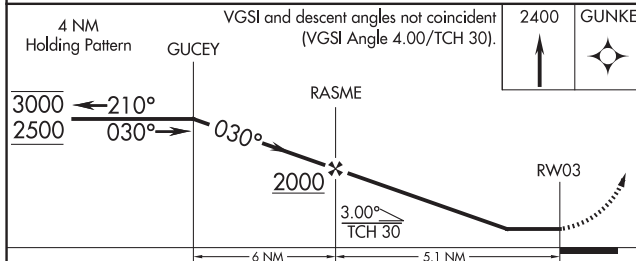
MEMPHIS CENTER
128.5 279.55

CTAF
122.9



1014 A

ELEV 364 TDZE 360



2400 GUNKE



CATEGORY	A	B	C	D
LNAV MDA	1040-1	680 (700-1)	1040-2	NA
			680 (700-2)	

MIRL Rwy 3-21

WINONA, MISSISSIPPI

Amdt 1C 26DEC24

WINONA-MONTGOMERY COUNTY (5A6)

33°28'N-89°44'W

RNAV (GPS) RWY 3

SC-4, 12 JUN 2025 to 07 AUG 2025

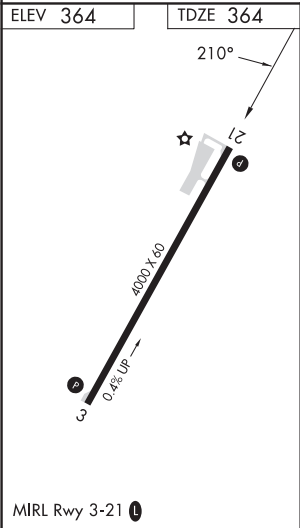
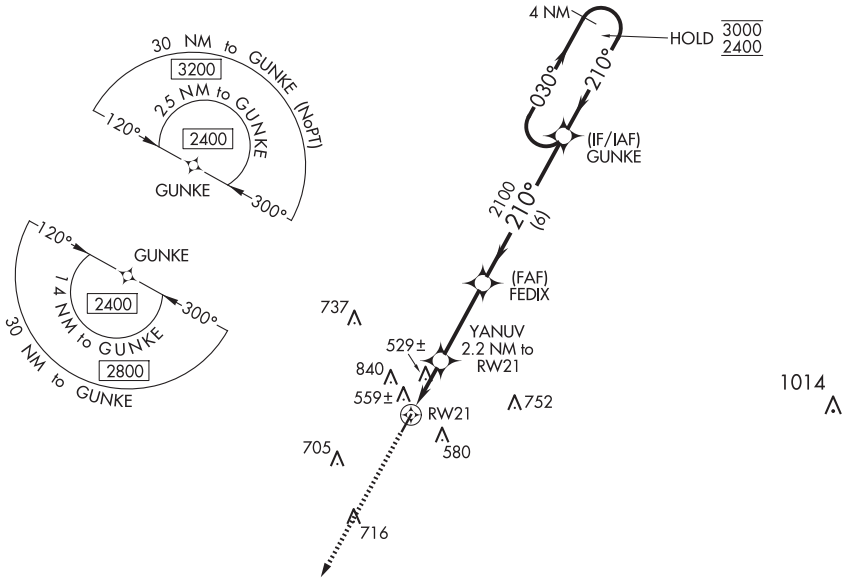
SC-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53431 W21A	APP CRS 210°	Rwy Idg 4000 TDZE 364 Apt Elev 364
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RNAV (GPS) RWY 21

WINONA-MONTGOMERY COUNTY (5A6)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct GUCEY and hold.
▼ NA ▲ NA Rwy 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA northwest of Rwy 3-21. When local altimeter setting not received, use GNF altimeter setting.		
AWOS-3PT 120.175	MEMPHIS CENTER 128.5 279.55	CTAF 122.9 0



ELEV 364 TDZE 364		GUCEY		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 30).		4 NM Holding Pattern	
2500		GUCEY		YANUV 2.2 NM to RW21		FEDIX	
RW21		1080		2100		GUNKE	
2.2 NM		3.2 NM		6 NM		030° 210°	
CATEGORY		A		B		C	
LP MDA		860-1 496 (500-1)		860-1 496 (500-1 1/8)		NA	
LNAV MDA		900-1 536 (600-1)		900-1 536 (600-1 1/2)		NA	
CIRCLING		960-1 596 (600-1)		1100-2 736 (800-2)		NA	

SC-4, 12 JUN 2025 to 07 AUG 2025

SC-4, 12 JUN 2025 to 07 AUG 2025

YAZOO CITY, MISSISSIPPI

AL-6977 (FAA)

23334

WAAS CH 48931 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	5000 105 105
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RNAV (GPS) RWY 17

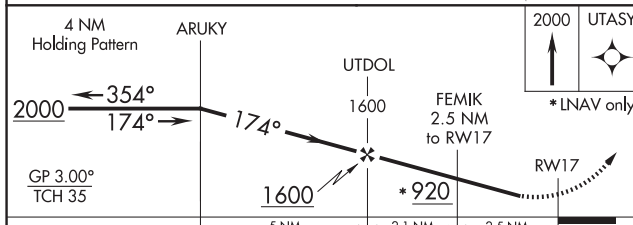
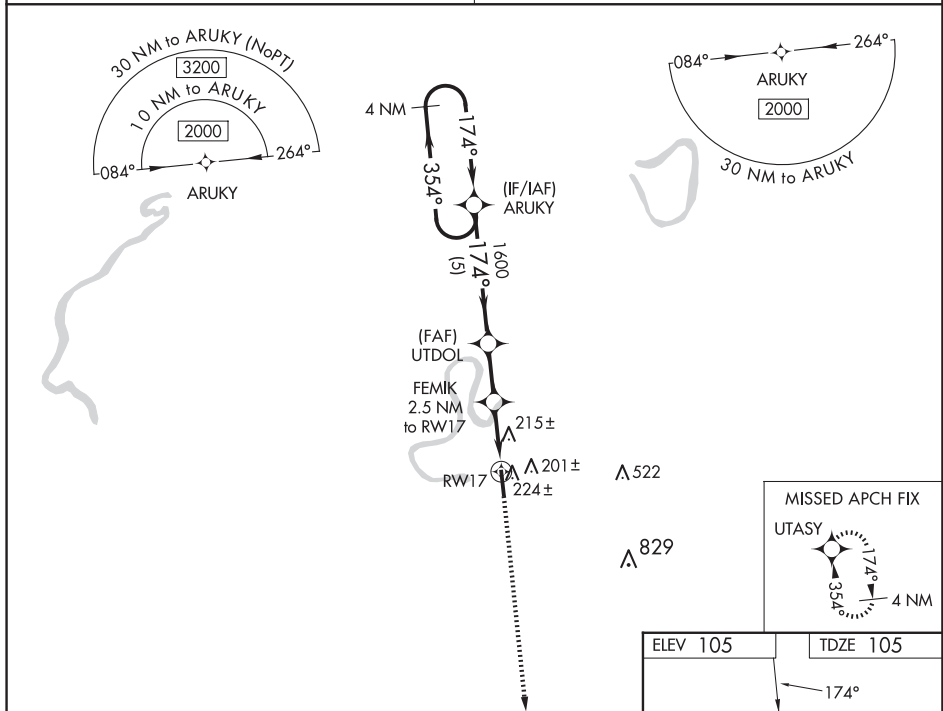
YAZOO COUNTY (87I)

NA

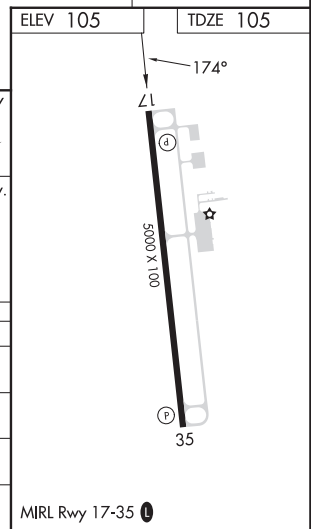
Baro-VNAV NA. Use Madison altimeter setting; when not received, use Jackson altimeter setting and increase all DA 8 feet and all MDA 20 feet; increase LNAV/VNAV visibility all Cats $\frac{1}{8}$ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2000 direct UTASY and hold.

MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		461-1 $\frac{1}{4}$	356 (400-1 $\frac{1}{4}$)	
LNAV/VNAV DA		622-1 $\frac{3}{4}$	517 (600-1 $\frac{3}{4}$)	
LNAV MDA	580-1	475 (500-1)	580-1 $\frac{3}{8}$	475 (500-1 $\frac{3}{8}$)
CIRCLING	640-1	535 (600-1)	640-1 $\frac{1}{2}$ 535 (600-1 $\frac{1}{2}$)	960-2 $\frac{3}{4}$ 855 (900-2 $\frac{3}{4}$)



YAZOO CITY, MISSISSIPPI
Orig-B 24FEB22

32°53'N-90°28'W

RNAV (GPS) RWY 17

SC-4, 12 JUN 2025 to 07 AUG 2025

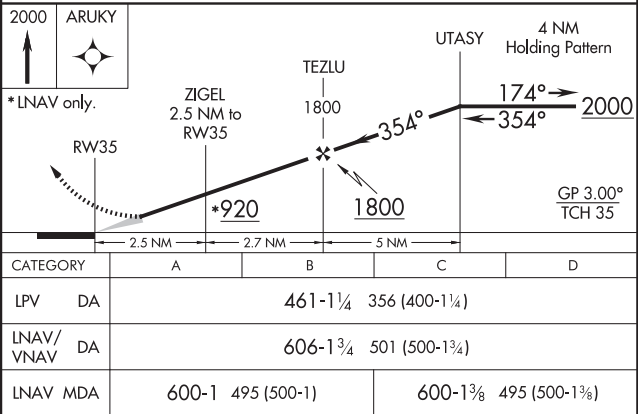
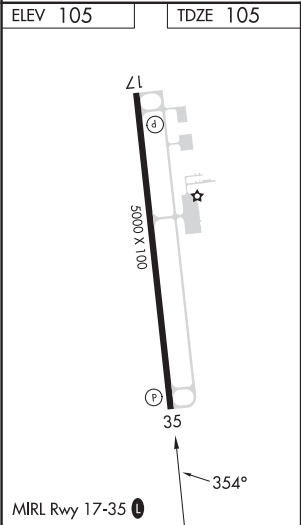
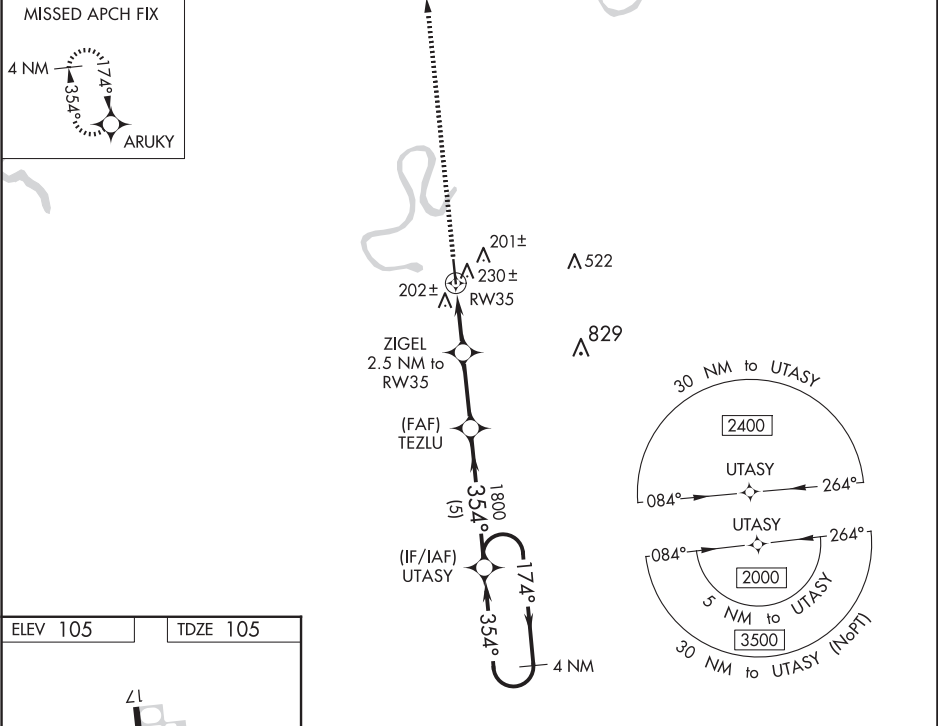
WAAS CH 99431 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5000 105 105
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RNAV (GPS) RWY 35

YAZOO COUNTY (87I)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct ARUKY and hold.
<div><div>▼</div><div>▲ NA</div></div> <div>Baro-VNAV NA. Use Madison altimeter setting; when not received, use Jackson altimeter setting and increase all DA 8 feet and all MDA 20 feet.</div>	

MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 1
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INSIDE BACK COVER

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LEFT

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A map of the United States divided into 20 regions, each labeled with a code. The regions are: NW-1 (Washington, Oregon, Idaho, Montana, Wyoming), NW-2 (California, Nevada, Utah, Arizona), SW-1 (Colorado), SW-2 (Sacramento, Monterey, Los Angeles, San Diego), SW-3 (Southern California), NC-1 (North Dakota, South Dakota, Nebraska, Kansas, Oklahoma), NC-2 (Minnesota, Iowa, Missouri, Arkansas, Louisiana), NC-3 (Wisconsin, Illinois, Indiana, Michigan, Ohio, Pennsylvania, New York, Vermont, New Hampshire, Maine), EC-1 (Michigan, Indiana, Ohio, Pennsylvania, New York, Vermont, New Hampshire, Maine), EC-2 (Indiana, Ohio, Pennsylvania, New York, Vermont, New Hampshire, Maine), EC-3 (Wisconsin, Illinois, Indiana, Michigan, Ohio, Pennsylvania, New York, Vermont, New Hampshire, Maine), EC-4 (Indiana, Ohio, Pennsylvania, New York, Vermont, New Hampshire, Maine), SE-1 (Kentucky, Tennessee, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Maryland, Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, New York, Vermont, New Hampshire, Maine), SE-2 (Kentucky, Tennessee, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Maryland, Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, New York, Vermont, New Hampshire, Maine), SE-3 (Florida), SE-4 (Alabama, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Maryland, Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, New York, Vermont, New Hampshire, Maine), SC-1 (Arkansas, Louisiana, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Maryland, Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, New York, Vermont, New Hampshire, Maine), SC-2 (Texas, Louisiana, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Maryland, Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, New York, Vermont, New Hampshire, Maine), SC-3 (Texas, Louisiana, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Maryland, Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, New York, Vermont, New Hampshire, Maine), SC-4 (Louisiana, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Maryland, Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, New York, Vermont, New Hampshire, Maine), SC-5 (Texas, Louisiana, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Maryland, Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, New York, Vermont, New Hampshire, Maine). Major cities marked include Sacramento, Monterey, Los Angeles, San Diego, Houston, Dallas, Ft. Worth, and Midland. A vertical label 'AREA OF COVERAGE' is on the right. A note at the bottom right says 'Including Puerto Rico and the Virgin Islands'.



NGA REF. NO. OK-10-2859 **TERMxFAABTPPSC4**

NGA REF. NO.
OK-10-2859