

SE-4

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12 JUN 25 to 07 AUG 25



Federal Aviation  
Administration

TM

# U.S. Terminal Procedures Publication

Southeast (SE) Vol 4 of 4

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/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/)

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

FOR PROCUREMENT:  
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[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/print\\_providers/](https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/)

Frequently asked questions (FAQ) are answered on our website at: <https://www.faa.gov/go/ais>  
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<sup>†</sup>/2000\*/2200\*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000 <sup>†</sup> 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

## TERMS/LANDING MINIMA DATA 20142

## 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/](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

## TERMS/LANDING MINIMA DATA 20142

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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:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.

2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

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

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

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

TERMS/LANDING MINIMA DATA 25163

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GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed by an authorized non-FAA service provider. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.



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

MISCELLANEOUS

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

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

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

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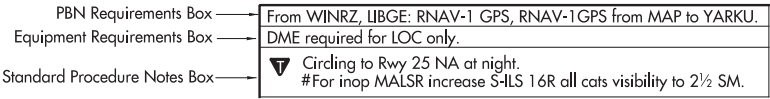
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

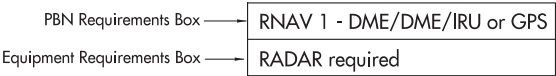
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box





RNAV STAR and DP PBN/Equipment Requirements Notes Box




PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

KEY MIKE

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

FUNCTION

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

# ABBREVIATIONS 25107

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

# ABBREVIATIONS 25107

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

ABBREVIATIONS 25107

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

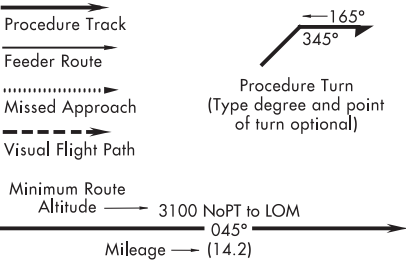
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PLANVIEW SYMBOLS

ROUTES



ALTITUDES

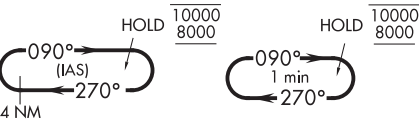
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
4300 Maximum Altitude	<u>3000</u> Altitude

INDICATED AIRSPEED

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

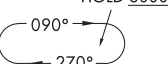
HOLDING PATTERNS

Hold-in-lieu of Procedure Turn



Missed Approach

Arrival

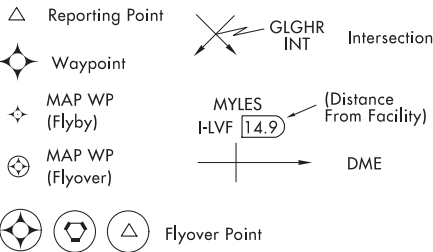


Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'.

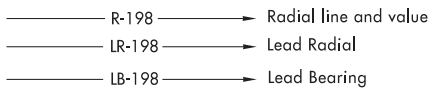
Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

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

FIXES/ATC REPORTING REQUIREMENTS

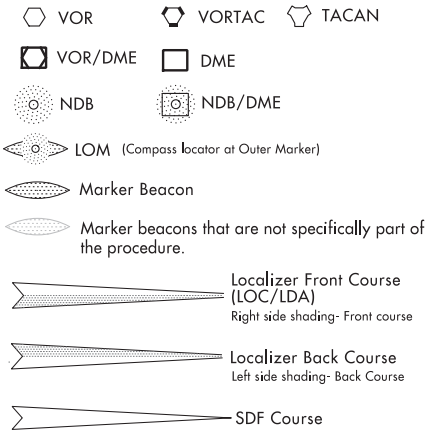


x (CFTSP) Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



RADIO AIDS TO NAVIGATION

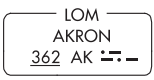
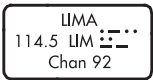
110.1 Underline indicates No Voice transmitted on this frequency



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

Primary NAVAID

Secondary NAVAID



TACAN or DME NAVAID



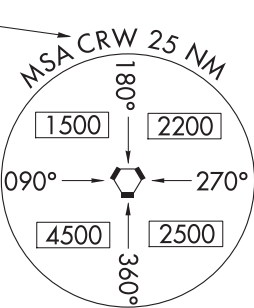
LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)

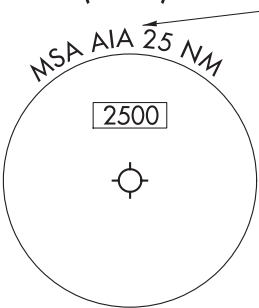
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

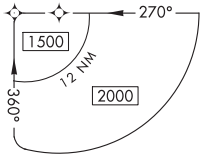
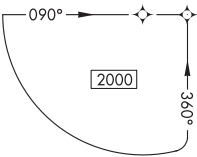
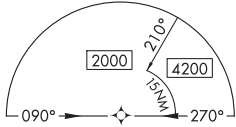


Airport Identifier



(arrows on distance circle identify sectors)

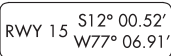
TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS



VOR Changeover Point



End of Rwy Coordinates (DoD only)



R-Restricted  
P-Prohibited  
MOA-Military Operations Area

W-Warning  
A-Alert



Distance not to scale



International Boundary



Air Defense Identification Zone

AIRPORTS



Civil



Primary and Secondary (named in planview)



Heliport



Seaplane Base

Joint (Civil-Military)

OBSTACLES

• Spot Elevation



Highest Obstacle

• Highest Spot Elevation



Group of Obstacles



Doubtful accuracy

LEGEND 23110

## LEGEND 24361

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## PROFILE VIEW

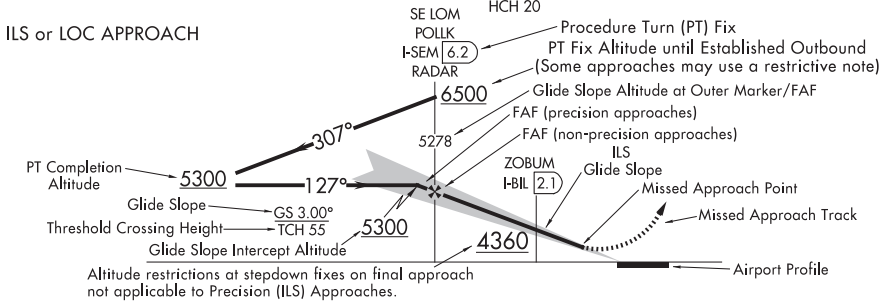
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

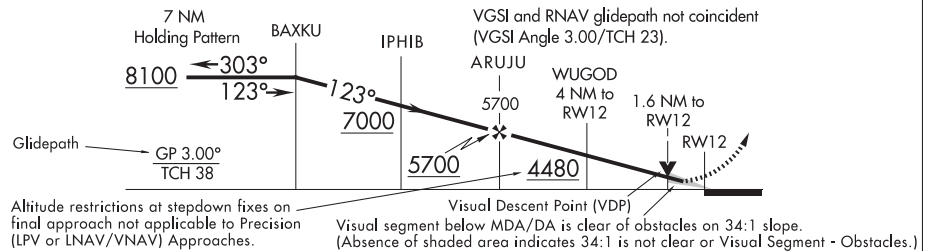
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle 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

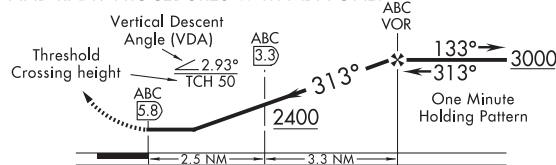
## ILS or LOC APPROACH



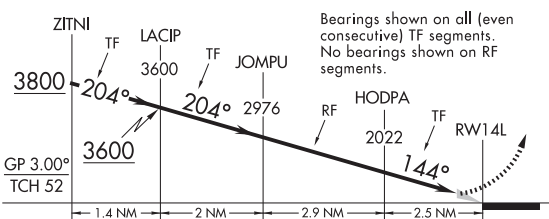
## RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



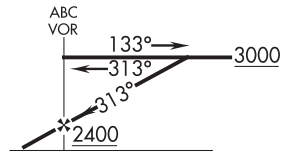
## NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



## RNP APPROACH WITH TF AND RF SEGMENTS



## DESCENT FROM HOLDING PATTERN



## ALTITUDES

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

## PROFILE SYMBOLS

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

## LEGEND 24361

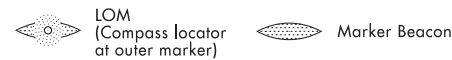
# LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

## RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:

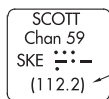


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box

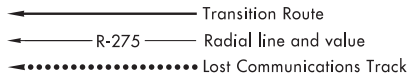


VHF Paired Frequency

(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 W-Warning  
P-Prohibited A-Alert  
MOA-Military Operations Area

## ALTITUDES

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



Block Altitude

Altitude change at other than Radio Aids to Navigation

## 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)



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

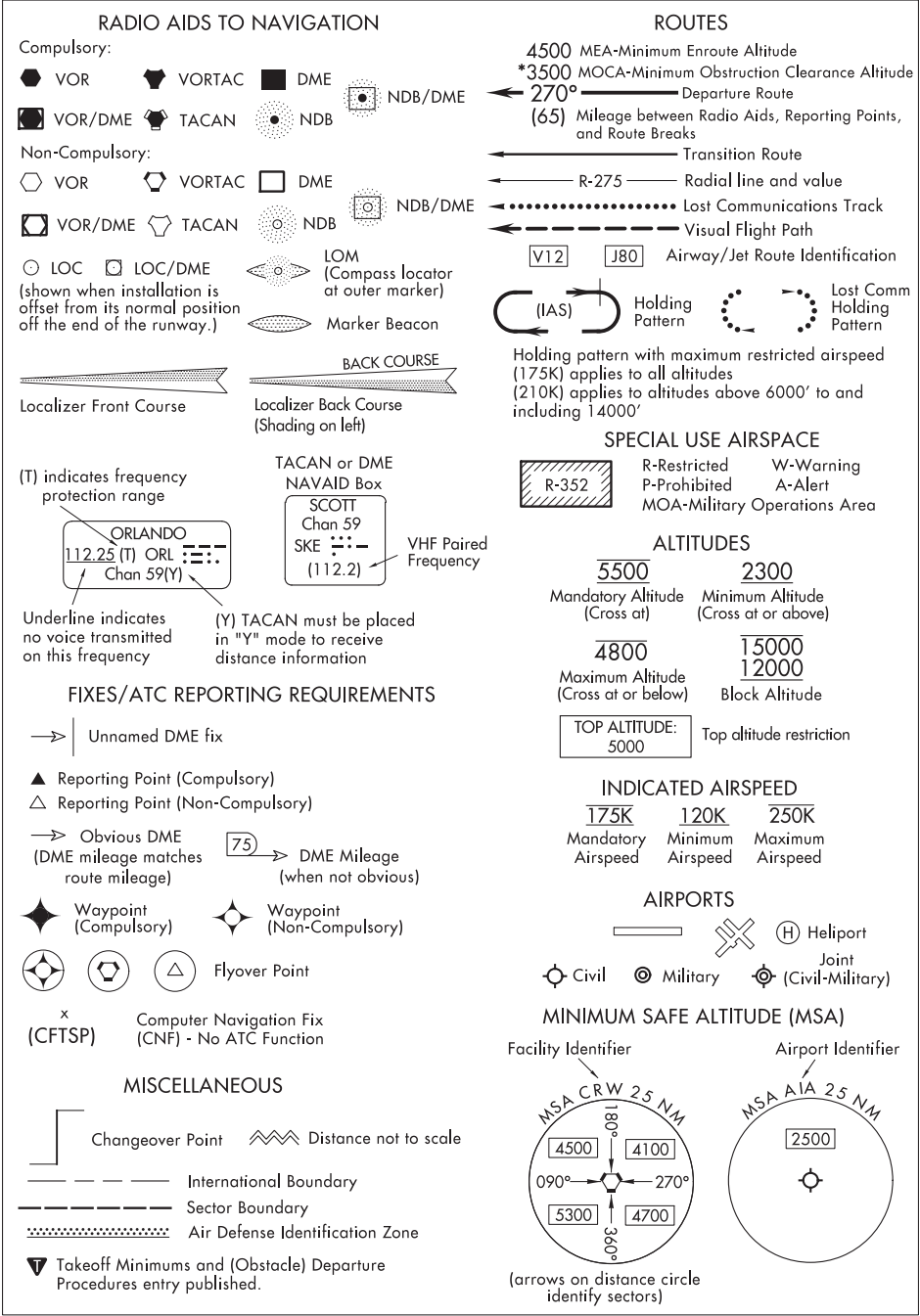
N

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

Ldg KLAS and KHND

Ldg Rws 16L/C/R

Terminus identifier

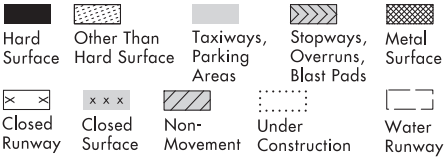


LEGEND

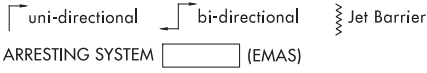
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

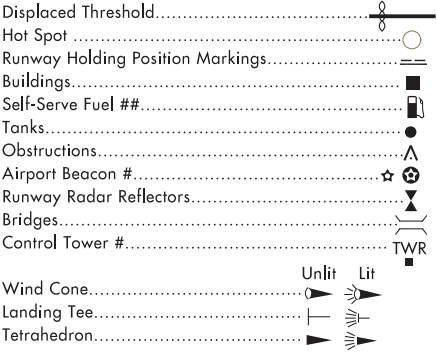
Runways



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.



REFERENCE FEATURES



# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

## See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas: Circle with a dot, Square with a dot, Square with a dot, Triangle with a dot, Square with a dot

Negative Symbols used to identify Copter Procedures landing point: Circle with a dot, Square with a dot, Square with a dot, Triangle with a dot, Square with a dot

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.

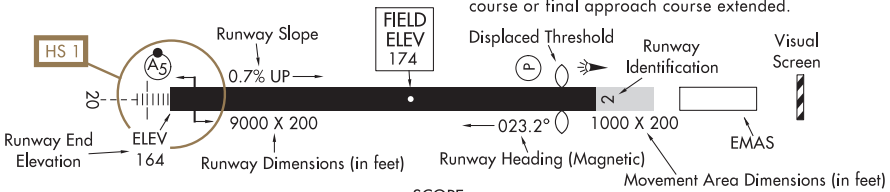
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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



SCOPE

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

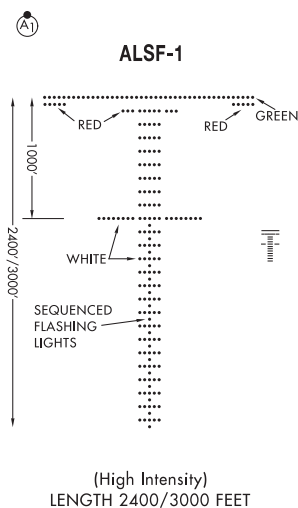
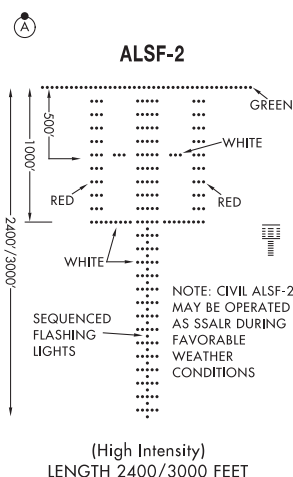
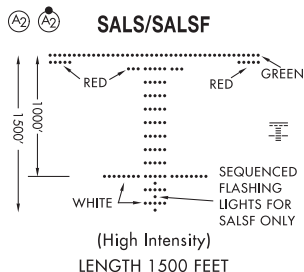
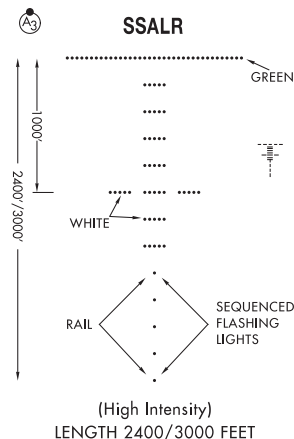
LEGEND

## LEGEND 22195

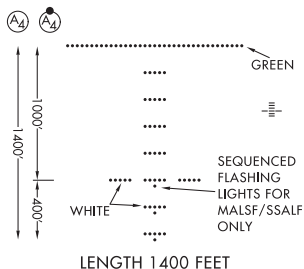
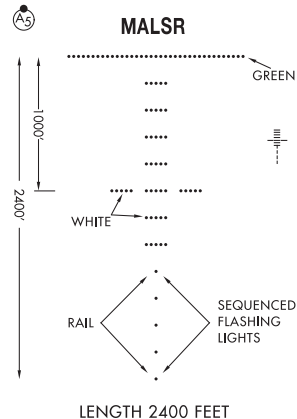
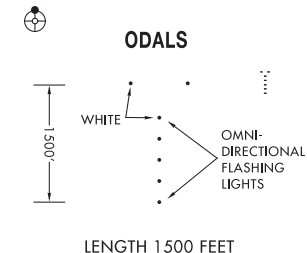
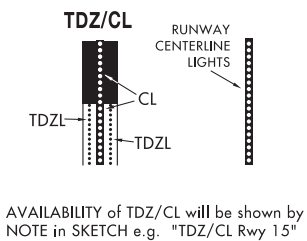
INSTRUMENT APPROACH PROCEDURES (CHARTS)  
APPROACH LIGHTING SYSTEM - UNITED STATES

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

CATEGORY I  
APPROACH LIGHTING SYSTEMCATEGORY II  
APPROACH LIGHTING SYSTEMSHORT APPROACH  
LIGHTING SYSTEMSIMPLIFIED SHORT  
APPROACH LIGHTING SYSTEM  
with Runway Alignment Indicator Lights

## MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS

MEDIUM INTENSITY  
APPROACH LIGHTING SYSTEM  
with Runway Alignment Indicator LightsOMNIDIRECTIONAL  
APPROACH LIGHTING SYSTEMRUNWAY TOUCHDOWN ZONE  
AND CENTERLINE  
LIGHTING SYSTEMS

## LEGEND 22195

# LEGEND 22195

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

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

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

(P) **PRECISION APPROACH PATH INDICATOR**  
**PAPI**

Legend: □ White ■ Red

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

(V) **VISUAL APPROACH SLOPE INDICATOR**  
**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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

**VASI 2** **VASI 4**

**VASI 12**

**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.

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

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

(V3) **VISUAL APPROACH SLOPE INDICATOR**  
**VASI**

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

**VASI 6** **VASI 16**

(V5) **ALIGNMENT OF ELEMENTS SYSTEMS**  
**APAP**

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

# LEGEND 22195



## SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

## SUPPLEMENTAL TABLES 25107

## SUPPLEMENTAL TABLES 25107

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

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

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

## SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

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

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<b>ADEL, GA</b>					
<b>COOK COUNTY(15J)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 05	1			
	RNAV (GPS) RWY 23	2			
<b>ALABASTER, AL</b>					
<b>SHELBY COUNTY(EET)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 16	3			
	RNAV (GPS) RWY 34	4			
<b>ALBANY, GA</b>					
<b>SOUTHWEST GEORGIA RGNL(ABY)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	ILS OR LOC RWY 05	5			
	RNAV (GPS) RWY 05	6			
	RNAV (GPS) RWY 17	7			
	RNAV (GPS) RWY 23	8			
	RNAV (GPS) RWY 35	9			
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<b>ALBERTVILLE, AL</b>					
<b>ALBERTVILLE RGNL/THOMAS J BRUMLIK FLD (BFZ)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 05	12			
	RNAV (GPS) RWY 23	13			
<b>ALEXANDER CITY, AL</b>					
<b>THOMAS C RUSSELL FLD(ALX)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 18	14			
	RNAV (GPS) RWY 36	15			
<b>ALICEVILLE, AL</b>					
<b>GEORGE DOWNER(AIV)</b>					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 06	16			
	RNAV (GPS) RWY 24	17			
<b>ALMA, GA</b>					
<b>BACON COUNTY(AMG)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 16	18			
	RNAV (GPS) RWY 34	19			
<b>AMERICUS, GA</b>					
<b>JIMMY CARTER RGNL(ACJ)</b>					
TAKEOFF MINIMUMS		L			
IAPS	ILS OR LOC RWY 23	20			
	RNAV (GPS) RWY 05	21			
	RNAV (GPS) RWY 23	22			
<b>ANDALUSIA, AL</b>					
<b>SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 11	23			
	RNAV (GPS) RWY 29	24			
	NDB-A	25			
	COPTER NDB RWY 29	26			
<b>ANNISTON, AL</b>					
<b>ANNISTON RGNL(ANB)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	ILS Y OR LOC Y RWY 05	27			
	ILS Z OR LOC Z RWY 05	28			
	RNAV (GPS) RWY 05	29			
	RNAV (GPS) RWY 23	30			
<b>ASHBURN, GA</b>					
<b>TURNER COUNTY(75J)</b>					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 17	31			
	RNAV (GPS) RWY 35	32			
<b>ATHENS, GA</b>					
<b>ATHENS/BEN EPPS(AHN)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	ILS OR LOC/DME RWY 27	33			
	RNAV (GPS) RWY 02	34			
	RNAV (GPS) RWY 09	35			
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<b>ATLANTA RGNL FALCON FLD(FFC)</b>					
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ALTERNATE MINIMUMS		M			
STARS	BUKHD THREE (RNAV)	22			
	DEHAN THREE (RNAV)	26			
IAPS	ILS OR LOC RWY 31	40			
	RNAV (GPS) RWY 13	41			
	RNAV (GPS) RWY 31	42			
	NDB RWY 31	43			
<b>ATLANTA SPEEDWAY(HMP)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
STARS	BUKHD THREE (RNAV)	22			
	DEHAN THREE (RNAV)	26			
IAPS	RNAV (GPS) RWY 06	44			
	RNAV (GPS) RWY 24	45			

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ALTERNATE MINIMUMS .....M  
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                  BUKHD THREE (RNAV) .....Z2  
                  DEHAN THREE (RNAV) .....Z6  
                  SWTEE TWO (RNAV) .....Z29  
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                  DEHAN THREE (RNAV) .....Z6  
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ALTERNATE MINIMUMS .....M  
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STARS .....BOKRT THREE (RNAV) .....Z1  
                  BUKHD THREE (RNAV) .....Z2  
                  DEHAN THREE (RNAV) .....Z6  
                  SWTEE TWO (RNAV) .....Z29  
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                  BUKHD THREE (RNAV) .....Z2  
                  DEHAN THREE (RNAV) .....Z6  
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HOT SPOT .....P  
STARS .....CHPPR ONE (RNAV) .....Z3  
                  GLAVN ONE (RNAV) .....Z8  
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ILS RWY 28 (SA CAT I) .....78  
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RNAV (RNP) Z RWY 10 .....86  
RNAV (RNP) Z RWY 26R .....87  
RNAV (RNP) Z RWY 28 .....88  
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BUKHD THREE (RNAV) .....Z2  
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AUGUSTA RGNL AT BUSH FLD(AGS)					
TAKEOFF MINIMUMS		L	BAY MINETTE, AL		
ALTERNATE MINIMUMS		M	BAY MINETTE MUNI(1R8)		
HOT SPOT		P	TAKEOFF MINIMUMS		L
STARS	STUGE THREE	Z26	ALTERNATE MINIMUMS		M
	STWRT THREE	Z28	IAPS	RNAV (GPS) RWY 08	201
IAPS	ILS OR LOC RWY 17	172		RNAV (GPS) RWY 26	202
	ILS OR LOC RWY 35	173	BERRIEN COUNTY		
	RNAV (GPS) RWY 17	174	---SEE NASHVILLE, GA		
	RNAV (GPS) RWY 26	175	BESSEMER, AL		
	RNAV (GPS) RWY 35	176	BESSEMER(EKY)		
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	RNAV (GPS) Z RWY 08	178	IAPS	ILS OR LOC RWY 05	203
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	RDBUD FOUR (RNAV)	184	BILL PUGH FLD		
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BARROW COUNTY					
---SEE WINDER, GA					
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---SEE LAFAYETTE, GA					
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BAXLEY MUNI(BHC)					
TAKEOFF MINIMUMS		L	BIRMINGHAM-SHUTTLESWORTH INTL		
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	RNAV (GPS) RWY 26	199	BLAIRSVILLE, GA		
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BAY MINETTE MUNI(1R8)					
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
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	RNAV (GPS) RWY 26	202	BLAKELY, GA		
BERRIEN COUNTY					
---SEE NASHVILLE, GA					
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BESSEMER(EKY)					
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IAPS	ILS OR LOC RWY 05	203	TAKEOFF MINIMUMS		L
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---SEE BIRMINGHAM, AL					
BLAIRSVILLE, GA					
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IAPS	RNAV (GPS) RWY 06		224	ALTERNATE MINIMUMS .....M					
	RNAV (GPS) RWY 12		225	IAPS	RNAV (GPS) RWY 17		250		
	RNAV (GPS) RWY 24		226		RNAV (GPS) RWY 35		251		
	RNAV (GPS) RWY 30		227	<b>CAMDEN, AL</b>					
	VOR/DME RWY 30		228	<b>CAMDEN MUNI(61A)</b>					
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<b>BRUNSWICK GOLDEN ISLES(BQK)</b>				IAPS				RNAV (GPS) RWY 18	252
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<b>BURKE COUNTY</b>				<b>FRANKLIN-HART(18A)</b>					
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ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 18	365
IAPS	RNAV (GPS) RWY 03	343		RNAV (GPS) RWY 36	366
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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.

#### ADEL, GA

##### COOK COUNTY (15J)

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

AMDT 2 10AUG23 (23222) (FAA)

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees, vegetation beginning 65' from DER, 28' left of centerline, up to 249' MSL.

Vehicle on roadway, trees beginning 103' from DER, 60' right of centerline, up to 251' MSL.

Trees beginning 284' from DER, 4' right of centerline, up to 259' MSL.

Vehicle on roadway beginning 374' from DER, on and left of centerline, up to 251' MSL.

Tree, vehicle on roadway beginning 404' from DER, 113' right of centerline, up to 273' MSL.

Trees beginning 524' from DER, 445' left of centerline, up to 270' MSL.

Trees beginning 697' from DER, 636' right of centerline, up to 276' MSL.

Trees beginning 969' from DER, 619' left of centerline, up to 285' MSL.

Trees beginning 1161' from DER, 53' left of centerline, up to 316' MSL.

Trees beginning 1184' from DER, 533' right of centerline, up to 299' MSL.

Trees beginning 2524' from DER, 359' left of centerline, up to 322' MSL.

Trees beginning 2647' from DER, 460' left of centerline, up to 324' MSL.

Trees beginning 2934' from DER, 386' right of centerline, up to 319' MSL.

Tree 3116' from DER, 637' right of centerline, 322' MSL.

Tree 3176' from DER, 232' right of centerline, 323' MSL.

Trees beginning 3220' from DER, 78' right of centerline, up to 329' MSL.

Trees beginning 3280' from DER, 10' left of centerline, up to 332' MSL.

Trees beginning 3359' from DER, 57' right of centerline, up to 331' MSL.

**Rwy 15**, trees beginning 100' from DER, 283' right of centerline, up to 302' MSL.

Tree 364' from DER, 430' right of centerline, 309' MSL.

Trees beginning 453' from DER, 344' right of centerline, up to 313' MSL.

Tree 570' from DER, 485' left of centerline, 297' MSL.

Trees beginning 573' from DER, 471' right of centerline, up to 315' MSL.

CON'T

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

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

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## ADEL, GA (CON'T)

### COOK COUNTY (15J) (CON'T)

**Rwy 23**, terrain 17' from DER, 481' right of centerline, 236' MSL.  
 Tree 24' from DER, 343' left of centerline, 255' MSL.  
 Trees beginning 83' from DER, 256' left of centerline, up to 260' MSL.  
 Trees beginning 157' from DER, 46' left of centerline, up to 261' MSL.  
 Tree 197' from DER, 484' right of centerline, 274' MSL.  
 Trees beginning 219' from DER, 200' right of centerline, up to 284' MSL.  
 Trees beginning 892' from DER, 118' right of centerline, up to 305' MSL.  
 Trees beginning 1421' from DER, 520' left of centerline, up to 291' MSL.

## ALABASTER, AL

### SHELBY COUNTY (EET)

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

AMDT 3 12MAR09 (09071) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 16**, 300-1¼.

**Rwy 34**, 300-1 w/ min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, rising terrain beginning 30' from DER.

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

T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL.

Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL.

**Rwy 34**, rising terrain beginning 132' from DER.

Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL.

T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL.

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

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

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

## ALBANY, GA

### SOUTHWEST GEORGIA RGNL (ABY)

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

ORIG-B 26MAR20 (20086) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

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

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

##### TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

## ALBERTVILLE, AL

### ALBERTVILLE RGNL/THOMAS J BRUMLIK FLD (BFZ)

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

ORIG-A 17APR25 (25107) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, poles beginning 12' from DER, 426' left of centerline, up to 36' AGL/1058' MSL.

Tree 1019' from DER, 557' left of centerline, 1073' MSL.

Tree 1135' from DER, 674' right of centerline, 1066' MSL.

Tree 1266' from DER, 558' left of centerline, 1074' MSL.

Tree 2066' from DER, 355' left of centerline, 1088' MSL.

**Rwy 23**, tree, pole beginning 48' from DER, 455' right of centerline, up to 1022' MSL.

Tree 962' from DER, 508' right of centerline, 1036' MSL.

Trees beginning 1103' from DER, on and right centerline, up to 1044' MSL.

Tree 1364' from DER, 473' right of centerline, 1047' MSL.

Tree 1520' from DER, 320' right of centerline, 1057' MSL.

Tree 1710' from DER, 668' left of centerline, 1064' 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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## ALEXANDER CITY, AL

THOMAS C RUSSELL FLD (ALX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 26JUN14 (21224) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36**, 300-1 or std. w/min. climb of 385' per NM to 1000.

DEPARTURE PROCEDURE:

**Rwy 36**, climb heading 002° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, rising terrain beginning 6' from DER, 196' right of centerline, up to 613' MSL.

Trees and fence beginning 131' from DER, 345' right of centerline, up to 100' AGL/704' MSL.

Trees beginning 3233' from DER, 536' right of centerline, up to 100' AGL/693' MSL.

Trees beginning 3772' from DER, 1093' left of centerline, up to 100' AGL/723' MSL.

**Rwy 36**, poles beginning 165' from DER, 4' right and 109' left of centerline, up to 45' AGL/711' MSL.

Rising terrain beginning 94' from DER, 265' right of centerline, up to 708' MSL.

Trees and buildings beginning 15' from DER, 443' left of centerline, up to 100' AGL/709' MSL.

Trees beginning 324' from DER, 74' right of centerline, up to 100' AGL/741' MSL.

Trees, poles and buildings beginning 630' from DER, 3' left of centerline, up to 100' AGL/806' MSL.

Trees, poles and sign beginning 667' from DER, 32' right of centerline, up to 100' AGL/747' MSL.

Poles, trees, buildings and tank beginning 2336' from DER, 113' left of centerline, up to 137' AGL/860' MSL.

Poles beginning 3826' from DER, 164' right of centerline, up to 97' AGL/817' MSL.

## ALICEVILLE, AL

GEORGE DOWNER (AIV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03APR14 (14093) (FAA)

DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 064° to 2000 before turning.**Rwy 24**, climb heading 244° to 2000 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, vehicle on road, trees, buildings and power poles abeam DER, left and right of centerline, up to 100' AGL/279' MSL.**Rwy 24**, trees, and power poles abeam DER, left and right of centerline, up to 100' AGL/289' MSL.

## ALMA, GA

BACON COUNTY (AMG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 05DEC19 (19339) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees beginning 10' from DER, 10' right of centerline, up to 256' MSL.

Trees beginning 11' from DER, 247' left of centerline, up to 230' MSL.

Trees beginning 133' from DER, 231' left of centerline, up to 238' MSL.

Trees beginning 293' from DER, 398' left of centerline, up to 256' MSL.

Trees beginning 414' from DER, 79' left of centerline, up to 257' MSL.

Trees beginning 2441' from DER, 303' left of centerline, up to 265' MSL.

Trees beginning 2523' from DER, 264' left of centerline, up to 267' MSL.

**Rwy 34**, pole 38' from DER, 479' right of centerline, 224' MSL.

Tree, building, pole, sign beginning 127' from DER, 310' left of centerline, up to 261' MSL.

Poles beginning 249' from DER, 478' right of centerline, up to 225' MSL.

Tree, pole beginning 407' from DER, 495' right of centerline, up to 259' MSL.

Tree, pole, tank beginning 501' from DER, 11' right of centerline, up to 280' MSL.

Trees beginning 1299' from DER, 195' left of centerline, up to 268' MSL.

Tree 1364' from DER, 671' left of centerline, 276' MSL.

Trees beginning 1405' from DER, 327' left of centerline, up to 285' MSL.

Tree, pole beginning 1688' from DER, 396' left of centerline, up to 287' MSL.

Tree, pole beginning 1751' from DER, 235' left of centerline, up to 294' MSL.

Tree 2961' from DER, 958' right of centerline, 284' MSL.

Trees beginning 2977' from DER, 1032' right of centerline, up to 288' MSL.

Trees beginning 3044' from DER, 1136' right of centerline, up to 294' MSL.

Trees beginning 3236' from DER, 1136' right of centerline, up to 295' MSL.

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

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## AMERICUS, GA

JIMMY CARTER RGNL (ACJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25JUL13 (13206) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, fence 26' from DER, 471' left of centerline, 13' AGL/464' MSL.

Trees beginning 179' from DER, left and right of centerline, up to 90' AGL/541' MSL.

**Rwy 10**, trees beginning 35' from DER, left and right of centerline, up to 116' AGL/557' MSL.**Rwy 23**, vehicles on roadway abeam DER, 179' left of centerline, up to 15' AGL/481' MSL.

Trees beginning 65' from DER, left and right of centerline, up to 92' AGL/537' MSL.

Poles beginning 1085' from DER, 310' right of centerline, up to 44' AGL/505' MSL.

**Rwy 28**, vehicles on roadway 479' from DER, 619' right of centerline, up to 15' AGL/484' MSL.

Trees beginning 2275' from DER, 285' left of centerline, up to 100' AGL/569' MSL.

## ANDALUSIA/OPP, AL

SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28SEP06 (21140) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, multiple trees beginning 379' from DER, 279' left of centerline, up to 59' AGL/368' MSL.

Multiple trees beginning 1478' from DER, 687' right of centerline, up to 71' AGL/380' MSL.

**Rwy 29**, multiple trees beginning 93' from DER, 490' left of centerline, up to 85' AGL/394' MSL.

Multiple trees beginning 40' from DER, 353' right of centerline, up to 66' AGL/375' MSL.

## ANNISTON, AL

ANNISTON RGNL (ANB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5**, std. w/ min. climb of 329' per NM to 2600.**Rwy 23**, std. w/ min. climb of 223' per NM to 3800.

DEPARTURE PROCEDURE:

**Rwy 5**, climb heading 052° to 2600 before proceeding on course.**Rwy 23**, climb heading 232° to 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tree, railroad beginning 0' from DER, 435' left of centerline, up to 679' MSL.

Pole 507' from DER, 548' right of centerline, 20' AGL/636' MSL.

Tree 1147' from DER, 731' left of centerline, 689' MSL.

Tree 1971' from DER, 262' right of centerline, 690' MSL.

Tree 1992' from DER, 850' left of centerline, 706' MSL.

Sign, pole, tree beginning 2269' from DER, 394' left of centerline, up to 63' AGL/712' MSL.

Tree 2413' from DER, 481' right of centerline, 692' MSL.

Tree 2573' from DER, 221' right of centerline, 695' MSL.

Tree 2695' from DER, 518' right of centerline, 698' MSL.

Tree 2974' from DER, 772' left of centerline, 717' MSL.

Tree 3048' from DER, 297' right of centerline, 718' MSL.

**Rwy 23**, tree 4545' from DER, 1237' left of centerline, 717' MSL.

## ASHBURN, GA

TURNER COUNTY (75J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF MINIMUMS:

**Rwy 35**, std. w/min. climb of 290' per NM to 700 or 900-2½ for VCOA.

VCOA:

**Rwy 35**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Turner County airport at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, tree 83' from DER, 419' right of centerline, 440' MSL.

Tree 142' from DER, 342' left of centerline, 422' MSL.

Tree 157' from DER, 448' left of centerline, 438' MSL.

Trees beginning 162' from DER, 165' right of centerline, up to 447' MSL.

Trees beginning 262' from DER, 200' left of centerline, up to 440' MSL.

Tree and building beginning 511' from DER, 347' right of centerline, up to 449' MSL.

Trees beginning 754' from DER, 281' right of centerline, up to 455' MSL.

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

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## ASHBURN, GA (CON'T)

### TURNER COUNTY (75J) (CON'T)

**Rwy 35**, tree 902' from DER, 736' left of centerline, 480' MSL.  
 Trees beginning 1113' from DER, 32' left of centerline, up to 498' MSL.  
 Tree 1331' from DER, 451' right of centerline, 474' MSL.  
 Tree 1343' from DER, 650' right of centerline, 475' MSL.  
 Tree 1384' from DER, 248' right of centerline, 478' MSL.  
 Trees beginning 1413' from DER, 118' right of centerline, up to 479' MSL.  
 Trees beginning 1513' from DER, 38' right of centerline, up to 484' MSL.  
 Tree 2721' from DER, 623' right of centerline, 487' MSL.  
 Trees, building beginning 2806' from DER, 71' right of centerline, up to 497' MSL.  
 Trees beginning 3689' from DER, 37' right of centerline, up to 509' MSL.  
 Light poles beginning 4046' from DER, 356' left of centerline, up to 84' AGL/508' MSL.  
 Sign 5913' from DER, 156' right of centerline, 159' AGL/577' MSL.  
 Antenna 1 NM from DER, 454' left of centerline, 177' AGL/615' MSL.  
 Tower 1.8 NM from DER, 477' right of centerline, 276' AGL/704' MSL.  
 Tower 1.8 NM from DER, 468' right of centerline, 285' AGL/716' MSL.

## ATHENS, GA

### ATHENS/BEN EPPS (AHN)

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

AMDT 2 15OCT15 (15288) (FAA)

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, multiple trees beginning 8' from DER, 495' right of centerline, up to 88' AGL/866' MSL.  
 Building 165' from DER, 393' left of centerline, 17' AGL/819' MSL.  
 Multiple poles beginning 652' from DER, 605' left of centerline, up to 38' AGL/832' MSL.  
 Multiple trees beginning 652' from DER, 617' left of centerline, up to 90' AGL/875' MSL.  
**Rwy 9**, tree 671' from DER, 631' left of centerline, 100' AGL/839' MSL.  
**Rwy 20**, multiple trees, terrain, and bushes beginning 41' from DER, 421' left of centerline, up to 108' AGL/873' MSL.  
 Multiple trees and terrain beginning 74' from DER, 403' right of centerline, up to 112' AGL/868' MSL.  
 Multiple poles beginning 359' from DER, 584' left of centerline, up to 51' AGL/822' MSL.  
 Poles beginning 656' from DER, 608' right of centerline, up to 35' AGL/803' MSL.  
 Building 1122' from DER, 285' left of centerline, 37' AGL/805' MSL.  
**Rwy 27**, fence 87' from DER, 255' left of centerline, 13' AGL/758' MSL.  
 Multiple trees beginning 106' from DER, 456' right of centerline, up to 104' AGL/807' MSL.  
 Multiple trees beginning 604' from DER, 638' left of centerline, up to 107' AGL/819' MSL.  
 Tower 1023' from DER, 365' left of centerline, 77' AGL/791' MSL.

## ATLANTA, GA

### ATLANTA RGNL FALCON FLD (FFC)

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

AMDT 2 10MAR11 (21168) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 31**, 300-1.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 960' from DER, 51' right of centerline, up to 98' AGL/877' MSL.  
 Trees beginning 377' from DER, 465' left of centerline, up to 88' AGL/887' MSL.  
**Rwy 31**, trees beginning 288' from DER, 538' right of centerline, up to 100' AGL/999' MSL.

### ATLANTA SPEEDWAY (HMP)

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

AMDT 2B 17JUN21 (21168) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, vehicles on road, 249' from DER, crossing extended runway centerline, up to 914' MSL.  
 Tree 273' from DER, 502' left of centerline, 999' MSL.  
 Trees, beginning 1409' from DER, 145' left of centerline, up to 999' MSL.  
 Trees, beginning 1490' from DER, 3' right of centerline, up to 979' MSL.  
**Rwy 24**, trees, beginning 634' from DER, 169' right of centerline, up to 919' MSL.  
 Trees, beginning 1265' from DER, 168' left of centerline, up to 919' MSL.  
 Tree 1318' from DER, 466' right of centerline, 939' MSL.  
 Trees, beginning 1875' from DER, 15' left of centerline, up to 939' MSL.  
 Tree 3349' from DER, 654' left of centerline, 959' MSL.  
 T-1 tower 3401' from DER, 555' left of centerline, 969' MSL.  
 T-1 twr 3443' from DER, 336' right of centerline, 949' MSL.

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

25163



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

25163

## ATLANTA, GA (CON'T)

### COBB COUNTY INTL/MCCOLLUM FLD (RYY)

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

AMDT 2B 03JAN19 (21336) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 9**, 200-1% or std. w/min. climb of 223' per NM to 1400, or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

**Rwy 27**, 300-1%.

##### DEPARTURE PROCEDURE:

**Rwy 9**, climb heading 093° to 1900 before proceeding south.

**Rwy 27**, climb heading 273° to 1600 before proceeding southeast.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, vertical structure 27' from DER, 376' right of centerline, 1005' MSL.

Vertical structure, tree beginning 1048' from DER, 559' left of centerline, up to 1039' MSL.

Tree 1880' from DER, 929' right of centerline, 1078' MSL.

Trees beginning 2265' from DER, 872' right of centerline, up to 1085' MSL.

Trees beginning 2472' from DER, 840' right of centerline, up to 1086' MSL.

**Rwy 27**, transmission line 81' from DER, 371' left of centerline, 25' AGL/1073' MSL.

Pole, building, terrain, fence beginning 81' from DER, 9' left of centerline, up to 1087' MSL.

Pole, terrain beginning 116' from DER, 177' right of centerline, up to 1079' MSL.

Pole 237' from DER, 449' right of centerline, 1081' MSL.

Tree 323' from DER, 429' left of centerline, 1088' MSL.

Pole beginning 376' from DER, 159' right of centerline, up to 1088' MSL.

Pole beginning 457' from DER, 262' right of centerline, up to 1090' MSL.

Pole, tree, building, traverse way beginning 524' from DER, 113' right of centerline, up to 1096' MSL.

Trees beginning 587' from DER, 36' left of centerline, up to 1095' MSL.

Tree, traverse way beginning 1267' from DER, 61' left of centerline up to 1106' MSL.

Tree, terrain beginning 1360' from DER, 25' right of centerline, up to 1137' MSL.

Pole, tree beginning 1436' from DER, 5' left of centerline, up to 1132' MSL.

Tree 1562' from DER, 905' right of centerline, 1142' MSL.

Sign, building, pole, terrain, tree beginning 1572' from DER, 122' right of centerline, up to 1160' MSL.

Tree, terrain beginning 1840' from DER, 15' left of centerline, up to 1137' MSL.

Pole, terrain beginning 1955' from DER, 72' right of centerline, up to 1176' MSL.

Sign 2068' from DER, 877' right of centerline, 1183' MSL.

Pole, tree, tower beginning 2090' from DER, 466' right of centerline, up to 1184' MSL.

Tree 2092' from DER, 850' left of centerline, 1146' MSL.

Tree, terrain, pole, building beginning 2106' from DER, 11' left of centerline, up to 1155' MSL.

Pole, terrain beginning 2302' from DER, 118' right of centerline, up to 1190' MSL.

Pole, terrain beginning 2418' from DER, 129' right of centerline, up to 1191' MSL.

Tree, pole beginning 2677' from DER, 185' right of centerline, up to 1199' MSL.

Tree 2798' from DER, 315' right of centerline, 1207' MSL.

Building, pole, terrain, vegetation beginning 2852' from DER, 246' left of centerline, up to 1156' MSL.

Trees beginning 2887' from DER, 172' right of centerline, up to 1214' MSL.

Tree, pole beginning 2999' from DER, 13' left of centerline, up to 1209' MSL.

Trees beginning 3083' from DER, 103' right of centerline, up to 1225' MSL.

Tree 3184' from DER, 23' left of centerline, 1213' MSL.

Trees beginning 3185' from DER, 32' left of centerline, up to 1215' MSL.

Trees beginning 4467' from DER, 101' left of centerline, up to 1197' MSL.

## COVINGTON MUNI (CVC)

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

AMDT 2 15NOV12 (12320) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 28**, 200-1 or std. w/min. climb of 259' per NM to 1100.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, terrain 19' from DER, 485' left of centerline, 817' MSL.

Trees beginning 1400' from DER, 301' left of centerline, up to 75' AGL/875' MSL.

Pole 988' from DER, 107' right of centerline, 34' AGL/844' MSL.

Tree 3903' from DER, 1535' right of centerline, 82' AGL/922' MSL.

**Rwy 28**, trees beginning 1066' from DER, 35' left of centerline, up to 115' AGL/ 875' MSL.

Trees beginning 2518' from DER, 144' left of centerline, up to 114' AGL/894' MSL.

Water tower 5029' from DER, 1580' left of centerline, 168' AGL/961' MSL.

Trees beginning 1287' from DER, 435' right of centerline, up to 128' AGL/888' MSL.

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

25163

## ATLANTA, GA (CON'T)

### DEKALB-PEACHTREE (PDK)

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

AMDT 3A 12AUG21 (22111) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 3L, 21R**, NA-Environmental.**Rwy 3R**, 200-1% or std. w/min. climb of 351' per NM to 1300.**Rwy 21L**, std. w/min. climb of 211' per NM to 2000 or 1500-3 for VCOA.**Rwy 34**, std. w/min. climb of 242' per NM to 1700 or 1500-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 16**, climb on heading 162° to 2000 before proceeding on course.**Rwy 21L**, climbing left turn on heading 150° to 3000 before turning right.

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, sign, lighting, terrain beginning 2' from DER, 145' right of centerline, up to 5' AGL/997' MSL. Tower, sign, antennas, lighting beginning 10' from DER, 144' left of centerline, up to 29' AGL/1017' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 2302' from DER, 1099' left of centerline, 1055' MSL.

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

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

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

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

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

Tree, poles beginning 406' from DER, 358' left of centerline, up to 1026' MSL.

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

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

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

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

Tree 1171' from DER, 51' right of centerline, 1038' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees, sign beginning 1151' from DER, 270' left of centerline, up to 1067' MSL.

Trees, sign beginning 1214' from DER, 279' left of centerline, up to 1070' MSL.

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

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

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

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

CON'T

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

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

25163

## ATLANTA, GA (CON'T)

### DEKALB-PEACHTREE (PDK) (CON'T)

**Rwy 21L (CON'T)**, tree 2086' from DER, 764' right of centerline, 1055' MSL.  
 Antenna 3070' from DER, 533' right of centerline, 101' AGL/1085' MSL.  
**Rwy 34**, trees, pole beginning 3' from DER, 285' left of centerline, up to 1041' MSL.  
 Trees beginning 224' from DER, 368' left of centerline, up to 1067' MSL.  
 Building 340' from DER, 423' right of centerline, 28' AGL/1022' MSL.  
 Trees, pole beginning 349' from DER, 411' left of centerline, up to 1096' MSL.  
 Trees, poles, vehicles on road, tower, building, signs beginning 480' from DER, 15' left of centerline, up to 1101' MSL.  
 Building 693' from DER, 397' right of centerline, 31' AGL/1026' MSL.  
 Fence 838' from DER, 721' right of centerline, 10' AGL/1028' MSL.  
 Tree 910' from DER, 506' right of centerline, 1039' MSL.  
 Poles, trees, fence beginning 956' from DER, 196' right of centerline, up to 30' AGL/1052' MSL.  
 Poles, vehicles on road, trees beginning 1102' from DER, 54' right of centerline, up to 37' AGL/1056' MSL.  
 Poles, trees, vehicles on road, lighting beginning 1184' from DER, 9' right of centerline, up to 34' AGL/1057' MSL.  
 Poles, tree beginning 1256' from DER, 206' right of centerline, up to 37' AGL/1059' MSL.  
 Sign, poles, lighting, tree, vehicles on road, building beginning 1286' from DER, 21' right of centerline, up to 47' AGL/1074' MSL.  
 Trees, poles, vehicles on road, buildings beginning 1482' from DER, 1' left of centerline, up to 1111' MSL.  
 Tree 1693' from DER, 74' right of centerline, 1079' MSL.  
 Trees beginning 1711' from DER, 177' right of centerline, up to 1081' MSL.  
 Trees, building, vehicles on road beginning 1724' from DER, 3' right of centerline, up to 1083' MSL.  
 Trees, vehicles on road, pole, buildings beginning 1774' from DER, 33' right of centerline, up to 1089' MSL.  
 Trees beginning 2530' from DER, 7' right of centerline, up to 1092' MSL.  
 Trees beginning 3994' from DER, 1109' left of centerline, up to 1116' MSL.  
 Tree 4535' from DER, 1658' right of centerline, 1122' MSL.

## FULTON COUNTY EXEC/CHARLIE BROWN FLD (FTY)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 08NOV18 (21168) (FAA)

#### TAKEOFF MINIMUMS:

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

#### DEPARTURE PROCEDURE:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, pole and tree beginning 9' from DER, 208' left of centerline, up to 16' AGL/828' MSL.  
 Building and tree beginning 155' from DER, 317' right of centerline, up to 17' AGL/828' MSL.  
 Trees beginning 177' from DER, 305' left of centerline, up to 845' MSL.  
 Trees beginning 254' from DER, 333' left of centerline, up to 849' MSL.  
 Trees beginning 371' from DER, 402' right of centerline, up to 873' MSL.  
 Trees beginning 666' from DER, 287' left of centerline, up to 852' MSL.  
 Tree 857' from DER, 714' right of centerline, 894' MSL.  
 Tree 983' from DER, 429' right of centerline, 895' MSL.  
 Tree 1092' from DER, 771' right of centerline, 907' MSL.  
 Tree 1405' from DER, 522' right of centerline, 918' MSL.  
 Trees beginning 1437' from DER, 255' right of centerline, up to 937' MSL.  
 Tree 1592' from DER, 491' left of centerline, 863' MSL.  
 Trees beginning 1669' from DER, 457' right of centerline, up to 946' MSL.  
 Tree 1773' from DER, 535' left of centerline, 877' MSL.  
 Trees and transmission line beginning 1889' from DER, crossing extended runway centerline, up to 952' MSL.  
 Trees beginning 1890' from DER, 495' left of centerline, up to 897' MSL.  
 Trees beginning 2032' from DER, 331' left of centerline, up to 905' MSL.  
 Trees beginning 2241' from DER, 572' left of centerline, up to 917' MSL.  
 Trees beginning 3767' from DER, 464' left of centerline, up to 951' MSL.  
 Trees beginning 3872' from DER, 362' left of centerline, up to 958' MSL.  
 Antenna and trees beginning 3942' from DER, 59' left of centerline, up to 160' AGL/979' MSL.  
 Sign and trees beginning 4382' from DER, 160' right of centerline, up to 146' AGL/972' MSL.  
 Signs and trees beginning 4958' from DER, 15' left of centerline, up to 127' AGL/995' MSL.  
 Trees beginning 5373' from DER, 25' right of centerline, up to 985' MSL.  
 Tree 5550' from DER, 1751' right of centerline, 999' MSL.  
 Trees beginning 5579' from DER, 34' right of centerline, up to 1005' MSL.  
 Trees beginning 1 NM from DER, 353' right of centerline, up to 1013' MSL.  
 Sign and trees beginning 1 NM from DER, 132' left of centerline, up to 118' AGL/1007' MSL.  
 Tree 1 NM from DER, 531' right of centerline, 1026' MSL.  
 Trees and building beginning 1 NM from DER, 698' right of centerline, up to 1036' MSL.  
 Tree 1 NM from DER, 1640' right of centerline, 1040' MSL.  
 Trees beginning 1 NM from DER, 82' right of centerline, up to 1057' MSL.  
 Trees beginning 1.1 NM from DER, 85' right of centerline, up to 1064' MSL.  
 Trees beginning 1.1 NM from DER, 533' right of centerline, up to 1068' MSL.  
 Trees beginning 1.1 NM from DER, 734' right of centerline, up to 1074' MSL.  
 Tree 1.1 NM from DER, 1121' left of centerline, 1010' MSL.

CON'T

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

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

25163

## ATLANTA, GA (CON'T)

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

**Rwy 8 (CON'T)**, trees beginning 1.1 NM from DER, 836' right of centerline, up to 1076' MSL.

Antenna, towers, and trees beginning 1.2 NM from DER, 38' right of centerline, up to 165' AGL/1109' MSL.

Building and tree beginning 1.3 NM from DER, 92' left of centerline, up to 64' AGL/1033' MSL.

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

Tree 1.4 NM from DER, 28' left of centerline, 1053' MSL.

Trees beginning 1.4 NM from DER, 107' left of centerline, up to 1055' MSL.

Tree 1.5 NM from DER, 3009' right of centerline, 1051' MSL.

**Rwy 14**, trees, buildings, signs, poles, and towers beginning 181' from DER, 2' left of centerline, up to 926' MSL.

Pole 420' from DER, 355' right of centerline, 30' AGL/871' MSL.

Pole and vehicles on road beginning 448' from DER, crossing extended runway centerline, up to 39' AGL/885' MSL.

Trees and tower beginning 607' from DER, 172' right of centerline, up to 912' MSL.

Poles, sign, and trees beginning 845' from DER, 96' left of centerline, up to 945' MSL.

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

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

Tree 1280' from DER, 794' left of centerline, 1002' MSL.

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

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

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

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

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

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

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

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

Trees beginning 3862' from DER, 654' left of centerline, up to 1041' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 2209' from DER, 662' right of centerline, 878' MSL.

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

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

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

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

Tree 3431' from DER, 1166' right of centerline, 921' MSL.

Trees beginning 3489' from DER, 761' right of centerline, up to 924' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 3707' from DER, 907' right of centerline, 923' MSL.

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

CON'T

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

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



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## ATLANTA, GA (CON'T)

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

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

## HARTSFIELD/JACKSON ATLANTA INTL (ATL)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 10SEP20 (24305) (FAA)

#### TAKEOFF MINIMUMS:

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

#### DEPARTURE PROCEDURE:

**Rwy 8R**, climb on heading 095° to 1500 before turning right.

**Rwy 9L**, climb on heading 095° to 1400 before turning left.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 8L**, trees beginning 855' from DER, 626' left of centerline, up to 62' AGL/1030' MSL.  
Trees beginning 930' from DER, 533' left of centerline, up to 1048' MSL.  
**Rwy 8R**, tree 345' from DER, 586' left of centerline, 57' AGL/1006' MSL.  
Tree 510' from DER, 503' left of centerline, 68' AGL/1013' MSL.  
Tower 4821' from DER, 1634' right of centerline, 139' AGL/1138' MSL.  
**Rwy 9L**, pole and antenna beginning 4805' from DER, 1729' left of centerline, up to 141' AGL/1137' MSL.  
**Rwy 10**, poles beginning 58' from DER, 467' right of centerline, up to 41' AGL/1016' MSL.  
**Rwy 26L**, building 1249' from DER, 751' left of centerline, 45' AGL/1059' MSL.  
Pole 1895' from DER, 964' left of centerline, 66' AGL/1079' MSL.  
Trees beginning 2797' from DER, 563' left of centerline, up to 61' AGL/1097' MSL.  
Trees beginning 2897' from DER, 468' left of centerline, up to 70' AGL/1103' MSL.  
**Rwy 26R**, pole 531' from DER, 619' right of centerline, 36' AGL/1032' MSL.  
Tree 1749' from DER, 908' right of centerline, 40' AGL/1073' MSL.  
Trees and poles beginning 1797' from DER, 122' right of centerline, up to 1081' MSL.  
Tree 1988' from DER, 486' left of centerline, 1067' MSL.  
Trees beginning 2334' from DER, 386' left of centerline, up to 58' AGL/1077' MSL.  
Tree 2648' from DER, 1185' right of centerline, 60' AGL/1099' MSL.  
Tree 2680' from DER, 127' left of centerline, 1086' MSL.  
Trees beginning 2808' from DER, 131' left of centerline, up to 1091' MSL.  
Tree 2880' from DER, 863' left of centerline, 61' AGL/1093' MSL.  
Trees beginning 2945' from DER, 840' left of centerline, up to 53' AGL/1102' MSL.  
Trees beginning 3048' from DER, 61' left of centerline, up to 55' AGL/1103' MSL.  
Pole 3195' from DER, 998' right of centerline, 48' AGL/1101' MSL.  
Tree 3341' from DER, 695' right of centerline, 56' AGL/1103' MSL.  
Tree 3369' from DER, 501' right of centerline, 1104' MSL.  
Towers and trees beginning 3381' from DER, 111' right of centerline, up to 71' AGL/1128' MSL.  
Tree 3586' from DER, 1082' left of centerline, 55' AGL/1105' MSL.  
Tree 3631' from DER, 1066' left of centerline, 56' AGL/1106' MSL.  
Trees beginning 3685' from DER, 1031' left of centerline, up to 66' AGL/1113' MSL.  
Antenna, trees and pole beginning 4140' from DER, 689' right of centerline, up to 101' AGL/1137' MSL.  
**Rwy 27L**, elevator 3937' from DER, 1256' right of centerline, 103' AGL/1129' MSL.  
**Rwy 27R**, terrain 17' from DER, 287' left of centerline, 1020' MSL.  
Terrain 17' from DER, 413' left of centerline, 1022' MSL.  
Signs beginning 58' from DER, 292' left of centerline, up to 4' AGL/1024' MSL.  
Pole 1011' from DER, 730' right of centerline, 32' AGL/1046' MSL.  
Agricultural equipment 3567' from DER, 864' right of centerline, 89' AGL/1113' MSL.  
Agricultural equipment 3674' from DER, 491' right of centerline, 96' AGL/1119' MSL.  
Elevator 3937' from DER, 203' right of centerline, 103' AGL/1129' MSL.  
Tree 4387' from DER, 999' right of centerline, 1141' MSL.  
**Rwy 28**, tree and catenary beginning 1949' from DER, 769' left of centerline, up to 39' AGL/1055' MSL.  
Tree 2026' from DER, 997' left of centerline, 50' AGL/1059' MSL.  
Sign 2428' from DER, 1026' left of centerline, 63' AGL/1067' MSL.  
Trees beginning 3158' from DER, 1208' left of centerline, up to 85' AGL/1097' MSL.

## NEWMAN COWETA COUNTY (CCO)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3C 16JUL20 (20198) (FAA)

#### DEPARTURE PROCEDURE:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees beginning 832' from DER, 346' left of centerline, up to 100' AGL/999' MSL.  
Trees beginning 253' from DER, 443' right of centerline, up to 100' AGL/944' MSL.  
**Rwy 33**, trees beginning 975' from DER, 21' right of centerline, up to 100' AGL/1051' MSL.  
Utility tower 1063' from DER, 320' right of centerline, 65' AGL/997' MSL.  
Fence 1286' from DER, 550' right of centerline, 25' AGL/1005' MSL.  
Trees beginning 167' from DER, 1' left of centerline, up to 100' AGL/1048' MSL.  
Utility towers beginning 135' from DER, 36' left of centerline, up to 65' AGL/1032' MSL.  
Tree 1684' from DER, 784' right of centerline, 100' AGL/1119' MSL.



# 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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## ATLANTA, GA (CON'T)

### PAULDING-NORTHWEST ATLANTA (PUJ)

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

AMDT 1 05MAY11 (11125) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 31**, trees beginning 213' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

Trees beginning 4202' from DER, left and right of centerline, up to 100' AGL/1419' MSL.

## ATMORE, AL

### ATMORE MUNI (0R1)

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

AMDT 2 01FEB18 (18032) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 8' from DER, 303' left of centerline, 50' AGL/323' MSL.

Pole, vehicle on road beginning 77' from DER, 324' right of centerline, up to 309' MSL.

Tree, transmission line beginning 206' from DER, 65' right of centerline, up to 70' AGL/351' MSL.

Tree, transmission line, pole beginning 222' from DER, 57' left of centerline, up to 72' AGL/351' MSL.

Trees beginning 2841' from DER, 156' right of centerline, up to 359' MSL.

**Rwy 36**, vehicle on road 4' from DER, 227' left of centerline, 297' MSL.

Tree, building beginning 75' from DER, 231' left of centerline, up to 305' MSL.

Tree 76' from DER, 354' right of centerline, 303' MSL.

Tree, vegetation beginning 76' from DER, 300' right of centerline, up to 34' AGL/317' MSL.

Building 282' from DER, 239' left of centerline, up to 308' MSL.

Tree 449' from DER, 427' left of centerline, 323' MSL.

Tree, pole beginning 464' from DER, 12' left of centerline, up to 341' MSL.

Tree 564' from DER, 553' right of centerline, 324' MSL.

Tree, pole beginning 663' from DER, 571' right of centerline, up to 346' MSL.

Vehicles on road 834' from DER, crossing centerline, up to 346' MSL.

Tree 2385' from DER, 1104' left of centerline, 347' MSL.

Tree 2612' from DER, 1116' left of centerline, 349' MSL.

## AUBURN, AL

### AUBURN UNIVERSITY RGNL (AUO)

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

AMDT 1A 10NOV16 (16315) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 1127' from DER, 724' right of centerline, 769' MSL.

Tree 1555' from DER, 659' right of centerline, 793' MSL.

**Rwy 29**, tree 201' from DER, 505' left of centerline, 836' MSL.

Trees beginning 231' from DER, 407' right of centerline, up to 828' MSL.

Trees beginning 428' from DER, 312' left of centerline, up to 850' MSL.

Tree and poles beginning 543' from DER, 327' right of centerline, up to 830' MSL.

Trees beginning 600' from DER, 347' left of centerline, up to 857' MSL.

Trees beginning 660' from DER, 561' right of centerline, up to 841' MSL.

Trees beginning 1259' from DER, 521' left of centerline, up to 860' MSL.

**Rwy 36**, terrain beginning 87' from DER, 392' right of centerline, up to 781' MSL.

Tree 196' from DER, 377' right of centerline, 784' MSL.

Tree 223' from DER, 507' left of centerline, 828' MSL.

Trees beginning 371' from DER, 467' right of centerline, up to 855' MSL.

Trees beginning 765' from DER, 265' right of centerline, up to 861' MSL.

Tree 1113' from DER, 603' left of centerline, 831' MSL.



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



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

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## AUGUSTA, GA

### AUGUSTA RGNL AT BUSH FLD (AGS)

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

AMDT 14 26JUL12 (21168) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 8**, std. w/min. climb of 391' per NM to 2600 or 1700-2½ for climb in visual conditions.

**Rwy 17**, 200-1½ or std. w/min. climb of 268' per NM to 500.

**Rwy 26**, 300-1¼ or std. w/min. climb of 324' per NM to 600.

##### DEPARTURE PROCEDURE:

**Rwy 8**, for climb in visual conditions: cross Augusta Rgnl at Bush Fld airport at or above 1700 before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 17**, climb heading 172° to 900 before turning left.

**Rwy 26**, climb heading 262° to 1000 before proceeding on course.

**Rwy 35**, climb heading 352° to 1200 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, trees 2011' from DER, 379' left of centerline, up to 100' AGL/209' MSL.

**Rwy 17**, bush 746' from DER, 616' left of centerline, up to 14' AGL/158' MSL.

Trees beginning 1700' from DER, left and right of centerline, up to 100' AGL/339' MSL.

**Rwy 26**, trees beginning 992' from DER, 294' left of center line, up to 100' AGL/355' MSL.

Trees beginning 1254' from DER, 175' right of centerline, up to 100' AGL/419' MSL.

Building 1344' from DER, 436' left of centerline, up to 31' AGL/175' MSL.

Light pole 1015' from DER, 287' right of centerline, up to 31' AGL/175' MSL.

## DANIEL FLD (DNL)

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

AMDT 6 24JUL14 (21168) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 23**, std. w/min. climb of 250' per NM to 800.

##### DEPARTURE PROCEDURE:

**Rwy 23**, climb heading 215° to 1300 before turning right.

**Rwy 29**, climb heading 288° to 1000 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, vehicles on road, poles, trees, signs, and wall beginning 16' from DER 1' left of centerline, up to 65' AGL/472' MSL.

Poles, trees, signs, buildings, and wall beginning 175' from DER, 40' right of centerline, up to 50' AGL/475' MSL.

Trees, buildings, and poles beginning 591' from DER, 37' left of centerline, up to 65' AGL/492' MSL.

Trees, poles, and building beginning 873' from DER, 170' right of centerline, up to 63' AGL/490' MSL.

Poles, trees, tanks, and buildings beginning 1008' from DER, left and right of centerline, up to 90' AGL/508' MSL.

Poles, trees, and buildings beginning 1353' from DER, left and right of centerline, up to 95' AGL/525' MSL.

Poles, trees, and buildings beginning 1567' from DER, left and right of centerline, up to 95' AGL/540' MSL.

Poles, trees, buildings, and towers beginning 2287' from DER, left and right of centerline, up to 135' AGL/557' MSL.

**Rwy 11**, poles, trees, and buildings beginning 177' from DER, 360' left of centerline, up to 35' AGL/453' MSL.

Trees and pole beginning 188' from DER, 479' right of centerline, up to 53' AGL/472' MSL.

Vehicles on road, trees, poles, and buildings beginning 276' from DER, 2' right of centerline, up to 65' AGL/476' MSL.

Trees, buildings, poles, and sign beginning 343' from DER, 10' left of centerline, up to 65' AGL/476' MSL.

Poles, trees, and buildings beginning 620' from DER, 11' right of centerline, up to 75' AGL/485' MSL.

Poles, trees, and building beginning 845' from DER, 7' left of centerline, up to 80' AGL/491' MSL.

Pole, building, and trees beginning 1109' from DER, 9' right of centerline, up to 85' AGL/495' MSL.

Building 2240' from DER, 518' right of centerline, 106' AGL/509' MSL.

**Rwy 23**, trees beginning 9' from DER, 141' right of centerline, up to 30' AGL/402' MSL.

Trees beginning 11' from DER, 195' left of centerline, up to 25' AGL/398' MSL.

Trees beginning 105' from DER, left and right of centerline, up to 112' AGL/430' MSL.

**Rwy 29**, trees, buildings, and poles beginning from DER, 192' right of centerline, up to 75' AGL/508' MSL.

Vehicles on road, trees, buildings, pole, and sign beginning 4' from DER, 131' left of centerline, up to 40' AGL/472' MSL.

Trees and poles beginning 354' from DER, 22' right of centerline, up to 95' AGL/535' MSL.

Tower and trees beginning 879' from DER, 6' left of centerline, up to 80' AGL/501' MSL.

## BAINBRIDGE, GA

### DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

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

ORIG 30JUL09 (09211) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL.

**Rwy 27**, trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL.

Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

# 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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## BAXLEY, GA

BAXLEY MUNI (BHC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31MAY12 (12152) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

Poles beginning 764' from DER, 392' right of centerline, up to 24' AGL/234' MSL.

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

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

## BAY MINETTE, AL

BAY MINETTE MUNI (1R8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, brush 115' from DER, 80' left of centerline, 5' AGL/253' MSL.**Rwy 26**, trees 1190' from DER, on centerline, 35' AGL/242' MSL.

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

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

## BESSEMER, AL

BESSEMER (EKY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (07130) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

## BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6**, 300-2 w/ min. climb of 285' per NM to 1800 or std. w/min. climb of 435' per NM to 1300 or 1800-3 for VCOA.**Rwy 18**, 600-3 w/ min. climb of 225' per NM to 1300 or std. w/ min. climb of 455' per NM to 1500 or 1800-3 for VCOA.**Rwy 24**, std. w/ min. climb of 280' per NM to 1400.**Rwy 36**, 300-2 1/4 or std. w/min. climb of 565' per NM to 1000.

DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 058° to 1500 before proceeding on course.**Rwy 18**, climb heading 183° to 2300 before proceeding on course.**Rwy 24**, climb heading 238° to 2300 before proceeding on course.**Rwy 36**, climb heading 003° to 1400 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

Terrain 1259' from DER, 705' left of centerline, 684' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

Traverse way 2554' from DER, 531' left of centerline, 744' 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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## BIRMINGHAM, AL (CON'T)

### BIRMINGHAM-SHUTTLESWORTH INTL (BHM) (CON'T)

**Rwy 6 (CON'T)**, trees, terrain, traverse way and poles beginning 2608' from DER, 25' left of centerline, up to 779' MSL.

Tree, terrain and pole beginning 2846' from DER, 169' right of centerline, up to 782' MSL.

Tree, terrain, pole and lighting beginning 2983' from DER, 111' left of centerline, up to 800' MSL.

Tree and fence beginning 3007' from DER, 47' right of centerline, up to 788' MSL.

Trees and terrain beginning 3071' from DER, 59' right of centerline, up to 800' MSL.

Pole and terrain beginning 3220' from DER, 410' left of centerline, up to 44' AGL/811' MSL.

Tree and terrain beginning 3308' from DER, 236' right of centerline, up to 809' MSL.

Trees, terrain and pole beginning 3320' from DER, 96' left of centerline, up to 816' MSL.

Trees, terrain and fences beginning 3529' from DER, 53' right of centerline, up to 810' MSL.

Tree, terrain and pole beginning 3567' from DER, 154' left of centerline, up to 832' MSL.

Trees, terrain and pole beginning 3717' from DER, 31' left of centerline, up to 841' MSL.

Trees and terrain beginning 3978' from DER, 14' left of centerline, up to 865' MSL.

Trees and poles beginning 4099' from DER, 123' left of centerline, up to 870' MSL.

Trees beginning 5066' from DER, 518' left of centerline, up to 878' MSL.

Tree 5192' from DER, 1364' left of centerline, 883' MSL.

Trees beginning 5202' from DER, 973' left of centerline, up to 884' MSL.

Tower, trees, terrain and pole beginning 5260' from DER, 62' left of centerline, up to 97' AGL/897' MSL.

Trees beginning 5916' from DER, 159' right of centerline, up to 814' MSL.

Trees beginning 1 NM from DER, 14' right of centerline, up to 822' MSL.

Trees beginning 1.3 NM from DER, 1745' left of centerline, up to 901' MSL.

Tree 1.6 NM from DER, 2148' left of centerline, 913' MSL.

**Rwy 18**, terrain 372' from DER, 543' right of centerline, 648' MSL.

Terrain beginning 536' from DER, 453' right of centerline, up to 672' MSL.

Poles, traverse ways and trees beginning 771' from DER, 58' left of centerline, up to 71' AGL/701' MSL.

Trees and pole beginning 1084' from DER, 125' right of centerline, up to 686' MSL.

Trees beginning 1220' from DER, 96' right of centerline, up to 690' MSL.

Trees beginning 1330' from DER, 209' right of centerline, up to 695' MSL.

Trees and poles beginning 1367' from DER, on centerline, up to 704' MSL.

Trees and pole beginning 1640' from DER, 34' left of centerline, up to 704' MSL.

Trees and pole beginning 1674' from DER, 16' left of centerline, up to 709' MSL.

Trees and poles beginning 1767' from DER, 14' left of centerline, up to 80' AGL/717' MSL.

Trees, sign and pole beginning 2148' from DER, 218' left of centerline, up to 724' MSL.

Tower and trees beginning 2546' from DER, 44' left of centerline, up to 99' AGL/749' MSL.

Tree 2813' from DER, 167' right of centerline, 724' MSL.

Trees beginning 2824' from DER, 199' right of centerline, up to 730' MSL.

Trees beginning 2958' from DER, 39' right of centerline, up to 732' MSL.

Spire 4511' from DER, 1449' right of centerline, 126' AGL/753' MSL.

Transmission lines and trees beginning 4715' from DER, 1068' left of centerline, up to 102' AGL/802' MSL.

Trees beginning 4969' from DER, 1024' left of centerline, up to 803' MSL.

Trees beginning 5057' from DER, 1185' left of centerline, up to 809' MSL.

Trees and transmission line, pole beginning 5168' from DER, 221' left of centerline, up to 813' MSL.

Antenna 5409' from DER, 1145' right of centerline, 110' AGL/774' MSL.

Trees beginning 5581' from DER, 454' left of centerline, up to 819' MSL.

Tree 5591' from DER, 48' right of centerline, 781' MSL.

Trees and transmission line beginning 5680' from DER, 254' left of centerline, up to 837' MSL.

Tree 5757' from DER, 562' right of centerline, 782' MSL.

Trees, building and transmission line beginning 5812' from DER, 58' left of centerline, up to 838' MSL.

Tree 5993' from DER, 17' right of centerline, 787' MSL.

Trees and transmission lines beginning 5997' from DER, 299' left of centerline, up to 842' MSL.

Trees and poles beginning 1 NM from DER, 819' left of centerline, up to 844' MSL.

Transmission line 1.1 NM from DER, 2018' left of centerline, 129' AGL/891' MSL.

Poles, trees and transmission line beginning 1.1 NM from DER, 321' left of centerline, up to 126' AGL/893' MSL.

Trees beginning 1.2 NM from DER, 703' left of centerline, up to 897' MSL.

Tree 1.2 nm from DER, 560' right of centerline, 826' MSL.

Trees beginning 1.2 NM from DER, 118' left of centerline, up to 906' MSL.

Trees beginning 1.2 NM from DER, 220' right of centerline, up to 843' MSL.

Trees beginning 1.3 NM from DER, 60' right of centerline, up to 864' MSL.

Trees and pole beginning 1.3 NM from DER, 94' left of centerline, up to 971' MSL.

Trees, Building, and pole beginning 1.4 NM from DER, 800' left of centerline, up to 1041' MSL.

Trees, poles, transmission line, tank and water tower beginning 1.5 NM from DER, 426' left of centerline, up to 1139' MSL.

Tower, antenna, trees, pole and buildings beginning 1.7 NM from DER, 1' left of centerline, up to 150' AGL/1219' MSL.

Tree 1.7 NM from DER, 203' right of centerline, 925' MSL.

Trees beginning 1.8 NM from DER, 94' right of centerline, up to 1017' MSL.

Buildings and trees beginning 1.9 NM from DER, 3' right of centerline, up to 1106' MSL.

Tree 2 NM from DER, 1019' right of centerline, 1120' MSL.

Trees beginning 2 NM from DER, 127' right of centerline, up to 1134' MSL.

Trees, pole, buildings and towers beginning 2.1 NM from DER, 423' right of centerline, up to 1167' MSL.

Towers, trees, water tower, antenna and building beginning 2.2 NM from DER, 807' right of centerline, up to 114' AGL/1172' MSL.

**Rwy 24**, lighting 7' from DER, 5' right of centerline, 1' AGL/604' MSL.

Lighting 7' from DER, 5' left of centerline, 2' AGL/604' MSL.

Tree 991' from DER, 561' left of centerline, 642' MSL.

Trees beginning 1057' from DER, 648' left of centerline, up to 663' MSL.

**CON'T**



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



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

25163

## BIRMINGHAM, AL (CON'T)

### BIRMINGHAM-SHUTTLESWORTH INTL (BHM) (CON'T)

**Rwy 24 (CON'T)**, tree and sign beginning 1610' from DER, 757' left of centerline, up to 673' MSL.

Tree 2636' from DER, 1172' left of centerline, 690' MSL.

**Rwy 36**, traverse way, fences, terrain and tree beginning 159' from DER, 505' right of centerline, up to 16' AGL/661' MSL.

Terrain 192' from DER, 493' left of centerline, 653' MSL.

Tree 326' from DER, 528' left of centerline, 682' MSL.

Trees, terrain, poles, fences and vegetation beginning 467' from DER, 2' right of centerline, up to 726' MSL.

Tree 576' from DER, 532' left of centerline, 696' MSL.

Trees and terrain beginning 792' from DER, 215' left of centerline, up to 728' MSL.

Trees and terrain beginning 986' from DER, 122' left of centerline, up to 729' MSL.

Trees beginning 1332' from DER, 106' left of centerline, up to 745' MSL.

Trees, pole and traverse way beginning 1378' from DER, 188' left of centerline, up to 750' MSL.

Trees and terrain beginning 1632' from DER, 82' left of centerline, up to 768' MSL.

Tree, terrain and vegetation beginning 1921' from DER, 76' right of centerline, up to 738' MSL.

Terrain beginning 2189' from DER, 433' right of centerline, up to 753' MSL.

Trees and terrain beginning 2331' from DER, 38' right of centerline, up to 785' MSL.

Terrain and tree beginning 2444' from DER, 17' left of centerline, up to 772' MSL.

Terrain beginning 2714' from DER, 356' left of centerline, up to 775' MSL.

Trees, vegetation, terrain and poles beginning 2816' from DER, on centerline, up to 839' MSL.

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

Trees and terrain beginning 3808' from DER, 44' right of centerline, up to 870' MSL.

Trees, terrain and pole beginning 4114' from DER, 20' right of centerline, up to 872' MSL.

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

Trees, terrain, building and poles beginning 4427' from DER, on centerline, up to 879' MSL.

Trees and traverse way beginning 5381' from DER, 183' left of centerline, up to 852' MSL.

Tree 5435' from DER, 1013' left of centerline, 861' MSL.

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

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

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

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

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

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

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

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

## BLAIRSVILLE, GA

### BLAIRSVILLE (DZJ)

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

AMDT 1 20APR23 (23110) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 8, 26**, 2900-3 for VCOA.

VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

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

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

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

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

Trees, terrain, vegetation beginning 494' from DER, 139' right of centerline, up to 1934' MSL.

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

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

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

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

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

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

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

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

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

Trees, buildings, terrain beginning 3252' from DER, 13' left of centerline, up to 2039' MSL.

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

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

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

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

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

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

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

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

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

CON'T

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

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

25163

## BLAIRSVILLE, GA (CON'T)

### BLAIRSVILLE (DZJ) (CON'T)

**Rwy 8 (CON'T)**, trees, pole beginning 1.6 NM from DER, 29' left of centerline, up to 2395' MSL.

Trees, pole beginning 1.7 NM from DER, 8' right of centerline, up to 2348' MSL.

Antennas, tower, trees beginning 1.7 NM from DER, 31' left of centerline, up to 2563' MSL.

Trees beginning 2.5 NM from DER, 1508' right of centerline, 2445' MSL.

**Rwy 26**, vegetation 10' from DER, 180' right of centerline, 1912' MSL.

Trees, pole beginning 14' from DER, 245' left of centerline, up to 80' AGL/1999' MSL.

Trees 196' from DER, 297' right of centerline, 1913' MSL.

Trees, pole beginning 218' from DER, 219' left of centerline, up to 2012' MSL.

Building 231' from DER, 392' right of centerline, 1926' MSL.

Trees, building, pole beginning 267' from DER, 132' left of centerline, up to 2014' MSL.

Trees, buildings beginning 294' from DER, 302' right of centerline, up to 1951' MSL.

Trees, vegetation, buildings, poles, terrain beginning 400' from DER, 138' left of centerline, up to 2022' MSL.

Trees, building beginning 421' from DER, 304' right of centerline, up to 2015' MSL.

Trees, terrain, fence, buildings, vegetation, vehicles on roads beginning 588' from DER, 10' right of centerline, up to 2034' MSL.

Tree, terrain beginning 761' from DER, 171' left of centerline, up to 2029' MSL.

Trees, vegetation, terrain, building, poles, fence, vehicles on roads beginning 773' from DER, 1' left of centerline, up to 2039' MSL.

Trees, terrain, pole, vehicles on road beginning 1517' from DER, 18' right of centerline, up to 2068' MSL.

Trees beginning 1666' from DER, 447' right of centerline, up to 2070' MSL.

Tree, vegetation beginning 1682' from DER, 58' right of centerline, up to 2072' MSL.

Trees, terrain, poles, vehicles on roads, vegetation, buildings beginning 1691' from DER, 4' right of centerline, up to 2077' MSL.

Trees beginning 2801' from DER, 50' left of centerline, up to 2044' MSL.

Trees, pole, buildings beginning 2894' from DER, 6' left of centerline, up to 2062' MSL.

Trees beginning 3477' from DER, 16' left of centerline, up to 2066' MSL.

Trees beginning 4327' from DER, 166' left of centerline, up to 2094' MSL.

Trees, building beginning 4396' from DER, 50' right of centerline, up to 2108' MSL.

Trees beginning 4648' from DER, 46' left of centerline, up to 2017' MSL.

Trees beginning 4753' from DER, 305' right of centerline, up to 2018' MSL.

Trees beginning 4902' from DER, 10' right of centerline, up to 2120' MSL.

Trees beginning 5160' from DER, 28' right of centerline, up to 2124' MSL.

Tree 1.3 NM from DER, 926' right of centerline, 2126' MSL.

Trees beginning 1.4 NM from DER, 682' right of centerline, up to 2142' MSL.

Trees beginning 1.5 NM from DER, 1026' right of centerline, up to 2179' MSL.

Trees beginning 1.6 NM from DER, 764' right of centerline, up to 2211' MSL.

Tree 1.9 NM from DER, 3558' left of centerline, 2210' MSL.

Tree 2.1 NM from DER, 2717' left of centerline, 2275' MSL.

Tree 2.2 NM from DER, 3020' right of centerline, 2286' MSL.

Trees, building beginning 2.2 NM from DER, 2620' left of centerline, up to 2466' MSL.

Trees, building beginning 2.3 NM from DER, 2473' right of centerline, up to 2367' MSL.

Trees beginning 2.4 NM from DER, 3002' right of centerline, up to 2404' MSL.

Tree 2.5 NM from DER, 3049' right of centerline, 2357' MSL.

## BLAKELY, GA

### EARLY COUNTY (BIJ)

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

ORIG 14FEB08 (08045) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 12' from DER, 214' left of centerline, up to 100' AGL/319' MSL.

Trees beginning 17' from DER, 122' right of centerline, up to 100' AGL/329' MSL.

Vehicles on roadway, beginning 416' from DER, left and right of centerline, up to 17' AGL/236' MSL.

Trains on railroad tracks beginning 883' from DER, 684' left of centerline, up to 23' AGL/242' MSL.

**Rwy 23**, trees beginning at DER, 2924' right of centerline, up to 100' AGL/319' MSL.

Trees beginning 417' from DER, left and right of centerline, up to 100' AGL/319' MSL.

Vehicles on roadway, 537' from DER, 628' right of centerline, up to 17' AGL/236' MSL.

Buildings 1418' from DER, 203' left of centerline, up to 50' AGL/269' MSL.

## BREWTON, AL

### BREWTON MUNI (12J)

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

AMDT 2 11MAR10 (10070) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 18, 36**, NA-Closed Indef.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees 141' from DER, 33' left of centerline, 25' AGL/121' MSL.

**Rwy 12**, trees 199' from DER, 495' right of centerline, 57' AGL/156' MSL.

Vehicle on road, 1906' from DER, 456' right of centerline, 15' AGL/156' MSL.

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

**Rwy 30**, trees 92' from DER, 391' right of centerline, 46' AGL/126' MSL.

Trees, 2654' from DER, 1129' left of centerline, 91' AGL/161' MSL.

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

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

25163

## BRUNSWICK, GA

### BRUNSWICK GOLDEN ISLES (BQK)

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

ORIG 03AUG06 (06215) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, tree 1380' from DER, 840' right of centerline, 38' AGL/57' MSL.

**Rwy 25**, multiple trees beginning 1259' from DER, 688' right of centerline, up to 50' AGL/74' MSL.

## BUTLER, AL

### BUTLER/CHOCTAW COUNTY (09A)

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

AMDT 2 08SEP22 (22251) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 30**, 300-1% or std. w/min. climb of 260' per NM to 400.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, trees, poles abeam the DER, 1' left of centerline, up to 208' MSL.

Poles beginning 349' from DER, 492' right of centerline, up to 24' AGL/144' MSL.

Poles beginning 471' from DER, 410' right of centerline, up to 29' AGL/151' MSL.

Trees beginning 768' from DER, 127' right of centerline, up to 155' MSL.

Trees beginning 880' from DER, 63' right of centerline, up to 163' MSL.

Trees beginning 1072' from DER, 518' right of centerline, up to 187' MSL.

Trees beginning 1288' from DER, 92' right of centerline, up to 192' MSL.

Trees beginning 1475' from DER, 28' right of centerline, up to 193' MSL.

Trees beginning 1547' from DER, 515' right of centerline, up to 201' MSL.

Trees beginning 2006' from DER, 859' right of centerline, up to 202' MSL.

**Rwy 30**, trees beginning 93' from DER, 287' right of centerline, up to 195' MSL.

Trees beginning 100' from DER, 248' left of centerline, up to 168' MSL.

Trees beginning 246' from DER, 297' right of centerline, up to 196' MSL.

Trees beginning 372' from DER, 179' left of centerline, up to 178' MSL.

Trees beginning 622' from DER, 231' left of centerline, up to 190' MSL.

Trees beginning 796' from DER, 278' left of centerline, up to 210' MSL.

Trees beginning 1046' from DER, 107' left of centerline, up to 220' MSL.

Trees beginning 1461' from DER, 8' right of centerline, up to 210' MSL.

Trees beginning 1946' from DER, 147' left of centerline, up to 222' MSL.

Tree 2516' from DER, 738' right of centerline, 212' MSL.

Trees beginning 2522' from DER, 501' right of centerline, up to 215' MSL.

Trees beginning 2751' from DER, 147' right of centerline, up to 230' MSL.

Trees beginning 3313' from DER, 317' right of centerline, up to 232' MSL.

Trees beginning 3341' from DER, 290' left of centerline, up to 228' MSL.

Trees beginning 3579' from DER, 289' right of centerline, up to 236' MSL.

Tree 5170' from DER, 1626' right of centerline, 249' MSL.

Trees beginning 5337' from DER, 1327' right of centerline, up to 279' MSL.

Trees beginning 5482' from DER, 1172' right of centerline, up to 280' MSL.

Trees beginning 5641' from DER, 154' right of centerline, up to 298' MSL.

Trees beginning 6072' from DER, 716' right of centerline, up to 306' MSL.

Trees beginning 6072' from DER, 716' right of centerline, up to 306' MSL.

Trees beginning 1 NM from DER, 2025' right of centerline, up to 292' MSL.

## BUTLER, GA

### BUTLER MUNI (6A1)

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

AMDT 1A 28FEB19 (19059) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 6, 24**, NA - Environmental.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning 196' from DER, 483' left of centerline, up to 651' MSL.

**Rwy 19**, tree, lighting, pole beginning 64' from DER, 29' left of centerline, up to 734' MSL.

Vegetation beginning 86' from DER, 234' right of centerline, up to 665' MSL.

Tree 638' from DER, 524' right of centerline, 699' MSL.

Trees beginning 705' from DER, 21' right of centerline, up to 704' MSL.

Trees beginning 857' from DER, 311' right of centerline, up to 709' MSL.

Trees beginning 963' from DER, 348' right of centerline, up to 726' MSL.

Trees beginning 1070' from DER, 70' right of centerline, up to 727' MSL.

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

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

25163

## CAIRNS AAF (KOZR)

FORT NOVOSEL, AL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13JUL23 (23194) (USA)

TAKEOFF MINIMUMS:

**Rwys 6, 24, 18, 36, and Helipads C, G, A, D1, D2**, std. All other helipads, NA.

DEPARTURE PROCEDURE:

**Helipad C**, climb heading 178° to 1000 before proceeding on course.**Helipad G**, climb heading 178° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, twr 4701' from DER, 1754' left of centerline, 160' AGL/433' MSL.

Trees 454' from DER, 385' left of centerline, 100' AGL/332' MSL.

Trees 458' from DER, 268' right of centerline, 100' AGL/318' MSL.

Trees 808' from DER, 254' right of centerline, 100' AGL/331' MSL.

Trees 939' from DER, 145' right of centerline, 100' AGL/320' MSL.

**Rwy 24**, trees 1231' from DER, 618' right of centerline, 100' AGL/356' MSL.**Rwy 18**, trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL.**Rwy 36**, trees 1654' from DER, 54' right of centerline, 100' AGL/370' MSL.

Trees 1919' from DER, 65' right of centerline, 100' AGL/372' MSL.

Trees 1960' from DER, 413' left of centerline, 100' AGL/376' MSL.

Tree 835' from DER, 368' right of centerline, 100' AGL/356' MSL.

**Helipad A**, RADAR antenna, 859' from DER, 547' left of centerline, 103' AGL/409' MSL.

Terrain at DER, 500' right of centerline, 308' MSL.

Tree 772' from DER, 143' right of centerline, 363' MSL.

Tree 818' from DER, 440' right of centerline, 370' MSL.

**Helipad C**, twr 2323' from DER, 1084' right of centerline, 72' AGL/375' MSL.

Terrain at DER, 156' right of centerline, 315' MSL.

**Helipad D1**, terrain 71' from DER, 429' right of centerline, 318' MSL.

Tree 1009' from DER, 404' left of centerline, 361' MSL.

Tree 1378' from DER, 476' right of centerline, 380' MSL.

Tree 788' from DER, 54' left of centerline, 370' MSL.

Tree 857' from DER, 592' left of centerline, 375' MSL.

Tree 904' from DER, 169' right of centerline, 370' MSL.

**Helipad D2**, terrain at DER, 238' left of centerline, 312' MSL.

Terrain 86' from DER, 64' right of centerline, 315' MSL.

Tree 1005' from DER, 410' left of centerline, 370' MSL.

Tree 1121' from DER, 187' left of centerline, 370' MSL.

Tree 1225' from DER, 759' left of centerline, 361' MSL.

Tree 1566' from DER, 768' right of centerline, 376' MSL.

Tree 1594' from DER, 120' right of centerline, 380' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 13JUL23 (23194) (USA)

All **Rwys**, heading as assigned by ATC.

## CAIRO, GA

CAIRO-GRADY COUNTY (70J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 36' from DER, 240' left of centerline, up to 35' AGL/259' MSL.

Trees beginning 203' from DER, 37' right of centerline, up to 35' AGL/273' MSL.

Trees beginning 1037' from DER, 67' right of centerline, up to 35' AGL/285' MSL.

Trees beginning 1295' from DER, 1' left of centerline, up to 35' AGL/275' MSL.

**Rwy 31**, truck 120' from DER, 217' left of centerline, 15' AGL/274' MSL.

Trees beginning 277' from DER, 355' right of centerline, up to 35' AGL/306' MSL.

Trees beginning 1188' from DER, 4' right of centerline, up to 35' AGL/335' MSL.

Trees beginning 1777' from DER, 74' left of centerline, up to 35' AGL/334' MSL.



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



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## CALHOUN, GA

TOM B DAVID FLD (CZL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12DEC13 (22083) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17**, min. climb of 230' per NM to 1600, or 1200-3 for climb in visual conditions.**Rwy 35**, 400-2½ or std. w/min. climb of 220' per NM to 1100 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:

**Rwy 17**, climb heading 173° to 1200 before proceeding on course. For climb in visual conditions, cross Tom B David Fld at or above 1700 before proceeding on course. When executing VCOA, notify ATC prior to departure.**Rwy 35**, climb heading 353° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, trees, poles, and buildings beginning 245' from DER, left and right of centerline, up to 75' AGL/725' MSL.

Trees and poles beginning 1663' from DER, left and right of centerline, up to 139' AGL/779' MSL.

Trees beginning 1 NM from DER, 916' left of centerline, up to 119' AGL/879' MSL.

**Rwy 35**, trees and bushes beginning 75' from DER, left and right of centerline, up to 100' AGL/730' MSL.

Trees and poles beginning 1948' from DER, left and right of centerline, up to 108' AGL/738' MSL.

Trees beginning 1.9 NM from DER, 298' right of centerline, up to 105' AGL/957' MSL.

## CAMDEN, AL

CAMDEN MUNI (61A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JAN17 (17005) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees, beginning 3' from DER, 204' left of centerline, up to 200' MSL.

Trees, beginning 83' from DER, 418' left of centerline, up to 225' MSL.

Tree, terrain, beginning 132' from DER, 48' right of centerline, up to 230' MSL.

Tree, terrain, beginning 335' from DER, 52' right of centerline, up to 233' MSL.

Tree 546' from DER, 279' left of centerline, 242' MSL.

Tree, terrain, beginning 547' from DER, 35' left of centerline, up to 260' MSL.

**Rwy 36**, tree, terrain, beginning 51' from DER, 188' left of centerline, up to 191' MSL.

Tree 149' from DER, 252' right of centerline, 231' MSL.

Tree, terrain, pole, beginning 166' from DER, 18' right of centerline, up to 239' MSL.

Trees, beginning 416' from DER, 516' left of centerline, up to 212' MSL.

Tree, pole, ant, bush, beginning 444' from DER, 98' left of centerline, up to 219' MSL.

## CAMILLA, GA

CAMILLA-MITCHELL COUNTY (CXU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 09JAN14 (14009) (FAA)

DEPARTURE PROCEDURE:

**Rwy 8**, climb heading 084° to 1100 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, tree 127' from DER, 348' right of centerline, 15' AGL/185' MSL.

Trees beginning 223' from DER, 499' left of centerline, up to 75' AGL/241' MSL.

Trees beginning 892' from DER, 514' right of centerline, up to 75' AGL/249' MSL.

Trees beginning 1511' from DER, 9' left of centerline, up to 80' AGL/267' MSL.

Trees beginning 1529' from DER, 94' right centerline, up to 80' AGL/269' MSL.

**Rwy 26**, trees beginning 27' from DER, 409' left of centerline, up to 45' AGL/234' MSL.

Tree 29' from DER, 312' right of centerline, 35' AGL/205' MSL.

Tree 40' from DER, 125' left of centerline, 8' AGL/171' MSL.

Trees beginning 940' from DER, 733' left of centerline, up to 75' AGL/229' MSL.

Trees beginning 1696' from DER, 1696' right of centerline, up to 80' AGL/225' MSL.

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



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



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SE-4



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

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## CANON, GA

### FRANKLIN-HART (18A)

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

AMDT 1 21MAR24 (24081) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 8**, 400-2¼ or std w/min climb of 223'/NM to 1400 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, trees beginning 142' from DER, 356' right of centerline, up to 26' AGL/916' MSL.  
 Tree 377' from DER, 359' right of centerline, 38' AGL/928' MSL.  
 Trees beginning 468' from DER, 392' left of centerline, up to 962' MSL.  
 Trees beginning 708' from DER, 422' right of centerline, up to 44' AGL/934' MSL.  
 Tree, transmission line beginning 1145' from DER, 182' left of centerline, up to 979' MSL.  
 Trees beginning 1212' from DER, 443' right of centerline, up to 59' AGL/949' MSL.  
 Trees beginning 1915' from DER, 182' right of centerline, up to 71' AGL/961' MSL.  
 Trees beginning 2322' from DER, 166' left of centerline, up to 983' MSL.  
 Trees beginning 2387' from DER, 303' right of centerline, up to 98' AGL/988' MSL.  
 Trees beginning 2502' from DER, 7' right of centerline, up to 991' MSL.  
 Trees beginning 2641' from DER, 71' left of centerline, up to 990' MSL.  
 Tree 2750' from DER, 674' left of centerline, 991' MSL.  
 Trees beginning 2787' from DER, 107' left of centerline, up to 992' MSL.  
 Trees beginning 2798' from DER, 107' right of centerline, up to 1003' MSL.  
 Trees beginning 2999' from DER, 44' left of centerline, up to 994' MSL.  
 Trees beginning 3278' from DER, 90' left of centerline, up to 1005' MSL.  
 Trees beginning 3520' from DER, 162' right of centerline, up to 1006' MSL.  
 Tree 3904' from DER, 1144' left of centerline, 1014' MSL.  
 Tree 3929' from DER, 1215' left of centerline, 1016' MSL.  
 Tower 1.8 NM from DER, 3219' left of centerline, 270' AGL/1207' MSL.  
**Rwy 26**, tree 133' from DER, 301' right of centerline, 53' AGL/881' MSL.  
 Trees beginning 209' from DER, 334' right of centerline, up to 57' AGL/885' MSL.  
 Tree 514' from DER, 355' left of centerline, 45' AGL/874' MSL.  
 Tree 628' from DER, 400' left of centerline, 49' AGL/878' MSL.  
 Tree 636' from DER, 454' left of centerline, 51' AGL/879' MSL.  
 Trees beginning 798' from DER, 348' left of centerline, up to 58' AGL/887' MSL.

## CANTON, GA

### CHEROKEE COUNTY RGNL (CNI)

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

AMDT 2A 16JUL20 (20198) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 5**, std. w/min. climb of 300' per NM to 4500, or 1600-3 for VCOA.

**Rwy 23**, 300-1 or std. w/min. climb of 236' per NM to 1500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

##### DEPARTURE PROCEDURE:

**Rwy 23**, climb on heading 227° to 2500 before proceeding on course.

##### VCOA:

**Rwy 5**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Cherokee County RGNL airport at or above 2700 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, lighting 10' from DER, 17' right of centerline, 2' AGL/1190' MSL.  
 Trees beginning 25' from DER, 149' left of centerline, up to 1200' MSL.  
 Tree 65' from DER, 466' left of centerline, 1213' MSL.  
 Tree 121' from DER, 489' left of centerline, 1220' MSL.  
 Trees beginning 152' from DER, 142' left of centerline, up to 1226' MSL.  
 Trees beginning 506' from DER, 446' left of centerline, up to 1233' MSL.  
 Tree 3578' from DER, 157' right of centerline, 1282' MSL.  
 Trees beginning 3590' from DER, 250' right of centerline, up to 1286' MSL.  
 Transmission line 4866' from DER, 1062' right of centerline, 140' AGL/1327' MSL.  
**Rwy 23**, vegetation 28' from DER, 496' right of centerline, 1207' MSL.  
 Tree, transmission line, pole beginning 56' from DER, 357' left of centerline, up to 1245' MSL.  
 Tree 165' from DER, 335' right of centerline, 1248' MSL.

## CARROLLTON, GA

### WEST GEORGIA RGNL/O V GRAY FLD (CTJ)

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

ORIG 07MAY09 (24305) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 35**, 300-1 or std w/min climb of 276' per NM to 1400.

##### DEPARTURE PROCEDURE:

**Rwy 35**, climb heading 348° to 1800 before turning east.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL.  
 Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' MSL.

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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## CARROLLTON, GA (CON'T)

### WEST GEORGIA RGNL/O V GRAY FLD (CTJ) (CON'T)

**Rwy 35**, trees beginning 123' from DER, 3' left of centerline, up to 100' AGL/1283' MSL.

Trees beginning 1189' from DER, 127' right of centerline, up to 100' AGL/1283' MSL.

Vehicle on road 2489' from DER, 477' left of centerline, 17' AGL/1235' MSL.

## CARTERSVILLE, GA

### CARTERSVILLE (VPC)

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

AMDT 1 25OCT07 (07298) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 1**, 500-2¼ or std. w/ min. climb of 361' per NM to 1300.

**Rwy 19**, 400-2½ or std. w/ min. climb of 600' per NM to 1300.

##### DEPARTURE PROCEDURE:

**Rwy 1**, climb heading 007° to 2300 before proceeding on course.

**Rwy 19**, climb heading 187° to 1300 before turning westbound.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning 24' from DER, 236' left of centerline, up to 74' AGL/798' MSL.

Brush 199' from DER, 160' right of centerline, 26' AGL/756' MSL.

Tree 1253' from DER, 641' right of centerline, 69' AGL/808' MSL.

Trees beginning 8789' from DER, 2511' right of centerline, up to 100' AGL/1199' MSL.

**Rwy 19**, terrain 194' from DER, 466' left of centerline, 0' AGL/775' MSL.

Trees beginning 2357' from DER, 44' left of centerline, up to 80' AGL/1079' MSL.

Trees beginning 2312' from DER, 119' right of centerline, up to 80' AGL/1019' MSL.

## CEDARTOWN, GA

### POLK COUNTY/CORNELIUS MOORE FLD (4A4)

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

AMDT 2 22APR21 (21112) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, tree 2' from DER, 370' left of centerline, 999' MSL.

Trees beginning 9' from DER, 273' left of centerline, up to 1009' MSL.

Trees beginning 48' from DER, 31' right of centerline, up to 1006' MSL.

Trees beginning 2218' from DER, 918' right of centerline, up to 1008' MSL.

**Rwy 28**, trees beginning 18' from DER, 146' left of centerline, up to 991' MSL.

Trees beginning 70' from DER, 282' right of centerline, up to 1012' MSL.

Trees, transmission line beginning 116' from DER, 249' right of centerline, up to 1018' MSL.

Trees beginning 333' from DER, 488' left of centerline, up to 1014' MSL.

Trees beginning 504' from DER, 487' left of centerline, up to 1020' MSL.

Trees beginning 1256' from DER, 549' left of centerline, up to 1021' MSL.

Trees beginning 1426' from DER, 533' left of centerline, up to 1033' MSL.

Tree 1543' from DER, 714' right of centerline, 1025' MSL.

Tree 1919' from DER, 853' left of centerline, 1035' MSL.

Trees beginning 1992' from DER, 561' left of centerline, up to 1044' MSL.

Trees beginning 2119' from DER, 654' left of centerline, up to 1048' MSL.

Trees beginning 2487' from DER, 714' left of centerline, up to 1052' MSL.

Trees beginning 2650' from DER, 990' left of centerline, up to 1053' MSL.

Trees beginning 2891' from DER, 1122' left of centerline, up to 1054' MSL.

## CENTRE, AL

### CENTRE PIEDMONT/CHEROKEE COUNTY RGNL (PYP)

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

ORIG 10APR08 (24305) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 7**, climb heading 067° to 1400 before turning South.

**Rwy 25**, climb heading 247° to 2500 before turning South.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, multiple trees beginning 1481' from DER, 456' right of centerline up to 100' AGL/709' MSL.

Multiple trees beginning 2273' from DER, 434' left of centerline up to 100' AGL/689' MSL.

**Rwy 25**, multiple trees beginning 2780' from DER, 245' right of centerline up to 100' AGL/689' MSL.

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



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

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## CENTREVILLE, AL

BIBB COUNTY (0A8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20DEC07 (07354) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10**, 300-1¼ or std. w/ min. climb of 330' per NM to 600.**Rwy 28**, 300-2 or std. w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE:

**Rwy 10**, climb heading 097° to 1000 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, brush 430' from DER, 42' right of centerline, 48' AGL/268' MSL.

Trees beginning 4800' from DER, 1397' left of centerline, up to 100' AGL/479' MSL.

**Rwy 28**, trees beginning at DER, 239' left of centerline, up to 100' AGL/339' MSL.

Trees beginning at DER, 309' right of centerline, up to 100' AGL/499' MSL.

## CHATOM, AL

ROY WILCOX (5R1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

**Rwy 12**, 300-1¼ or std. w/min. climb of 234' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 1900' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, tree 17' from DER, 155' left of centerline, 100' AGL/223' MSL.

Trees beginning 123' from DER, 171' right of centerline, up to 100' AGL/216' MSL.

Trees beginning 290' from DER, 68' left of centerline, up to 100' AGL/259' MSL.

Tree 1 NM from DER, 462' right of centerline, 100' AGL/309' MSL.

**Rwy 30**, power pole and tree beginning 6' from DER, 197' left of centerline, up to 100' AGL/273' MSL.

Trees and power pole beginning 95' from DER, 205' right of centerline, up to 100' AGL/272' MSL.

Vehicles on road, poles and sign beginning 175' from DER, left and right of centerline, up to 15' AGL/189' MSL.

Trees beginning 611' from DER, left and right of centerline, up to 100' AGL/258' MSL.

## CLANTON, AL

CHILTON COUNTY (02A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

**Rwy 8**, 300-1¼ or std. w/min. climb of 520' per NM to 800.

DEPARTURE PROCEDURE:

**Rwy 26**, climb heading 262° to 1000 before turning north.

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, catenary 135' from DER, 494' left of centerline, 51' AGL/611' MSL.

Trees beginning 185' from DER, 328' left of centerline, up to 87' AGL/646' MSL.

Tree, pole, bldg, fltpt beginning 389' from DER, 264' left of centerline, up to 101' AGL/657' MSL.

Tree 612' from DER, 461' right of centerline, 77' AGL/644' MSL.

Tree 767' from DER, 536' right of centerline, 83' AGL/657' MSL.

Tree, pole beginning 936' from DER, 289' right of centerline, up to 103' AGL/679' MSL.

Tree 1625' from DER, 782' left of centerline, 84' AGL/681' MSL.

Trees beginning 1663' from DER, 578' left of centerline, up to 80' AGL/692' MSL.

Tree, pole, vehicles on road beginning 1880' from DER, on centerline, up to 59' AGL/703' MSL.

Tree, steeple, pole beginning 1981' from DER, 70' left of centerline, up to 90' AGL/701' MSL.

Tree 2340' from DER, 926' right of centerline, 64' AGL/711' MSL.

Tree, pole beginning 2362' from DER, 23' right of centerline, up to 91' AGL/720' MSL.

Trees, poles beginning 2640' from DER, 177' right of centerline, up to 84' AGL/724' MSL.

Trees, poles beginning 3180' from DER, 415' right of centerline, up to 108' AGL/732' MSL.

Tree, pole beginning 3408' from DER, 9' left of centerline, up to 111' AGL/711' MSL.

Tree, pole beginning 3536' from DER, 70' right of centerline, up to 94' AGL/736' MSL.

Trees, pole beginning 4266' from DER, 155' left of centerline, up to 108' AGL/748' MSL.

Tree, ant, pole beginning 4416' from DER, 619' right of centerline, up to 110' AGL/763' MSL.

Tree, pole beginning 4688' from DER, 384' left of centerline, up to 95' AGL/752' MSL.

Tree, pole beginning 4734' from DER, 1052' right of centerline, up to 95' AGL/772' MSL.

Tree, pole beginning 4795' from DER, 313' right of centerline, up to 102' AGL/775' MSL.

Trees beginning 4935' from DER, 45' left of centerline, up to 109' AGL/772' MSL.

Trees beginning 1 NM from DER, 18' right of centerline, up to 99' AGL/777' MSL.

Trees beginning 1.1 NM from DER, 15' left of centerline, up to 110' AGL/784' MSL.

**Rwy 26**, pole 142' from DER, 444' left of centerline, 35' AGL/611' MSL.

Grd, bldg beginning 200' from DER, 289' right of centerline, up to 15' AGL/608' MSL.

Tree, pole beginning 375' from DER, 423' left of centerline, up to 79' AGL/662' MSL.

Pole 428' from DER, 313' right of centerline, 35' AGL/628' MSL.

Tree, pole beginning 454' from DER, 357' right of centerline, up to 69' AGL/665' MSL.

Tree, vehicle on road, pole beginning 605' from DER, 4' right of centerline, up to 86' AGL/688' MSL.

Tree, pole beginning 673' from DER, 381' left of centerline, up to 81' AGL/669' MSL.

Trees, pole beginning 962' from DER, 13' right of centerline, up to 94' AGL/697' MSL.

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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## CLANTON, AL (CON'T)

### CHILTON COUNTY (02A) (CON'T)

**Rwy 26 (CON'T)**, tree, pole beginning 1338' from DER, 30' left of centerline, up to 101' AGL/678' MSL.

Tree, tank, water twr beginning 4449' from DER, 941' left of centerline, up to 110' AGL/729' MSL.

## CLAXTON, GA

### CLAXTON-EVANS COUNTY (CWV)

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

AMDT 1 30JAN20 (20030) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, vegetation 13' from DER, 220' left of centerline, 99' MSL.

Tree 93' from DER, 358' right of centerline, 153' MSL.

Trees beginning 185' from DER, 389' right of centerline, up to 160' MSL.

Trees beginning 259' from DER, 353' right of centerline, up to 178' MSL.

Trees beginning 295' from DER, 530' left of centerline, up to 186' MSL.

Trees beginning 420' from DER, 75' left of centerline, up to 189' MSL.

Trees beginning 459' from DER, 519' right of centerline, up to 185' MSL.

Trees beginning 530' from DER, 351' right of centerline, up to 191' MSL.

Trees beginning 885' from DER, 27' right of centerline, up to 196' MSL.

Trees beginning 3469' from DER, 232' left of centerline, up to 194' MSL.

Tree 3728' from DER, 107' left of centerline, 197' MSL.

**Rwy 28**, terrain 5' from DER, 358' right of centerline, 114' MSL.

Vehicle on road beginning 58' from DER, 300' left of centerline, up to 126' MSL.

Poles, vehicle on road, vegetation beginning 89' from DER, 315' right of centerline, up to 164' MSL.

Vehicle on road beginning 149' from DER, 290' left of centerline, up to 127' MSL.

Trees, vehicle on road, vegetation, poles, buildings beginning 276' from DER, 5' right of centerline, up to 195' MSL.

Vehicle on road beginning 405' from DER, 290' left of centerline, up to 128' MSL.

Tree, vehicle on road beginning 429' from DER, 4' left of centerline, up to 151' MSL.

Trees, poles, sign beginning 634' from DER, 12' left of centerline, up to 170' MSL.

Trees beginning 853' from DER, 158' right of centerline, up to 209' MSL.

Trees, poles beginning 903' from DER, 110' right of centerline, up to 211' MSL.

Trees beginning 1201' from DER, 645' left of centerline, up to 179' MSL.

Trees beginning 1275' from DER, 3' left of centerline, up to 182' MSL.

Trees beginning 1321' from DER, 30' left of centerline, up to 183' MSL.

Trees, antenna, power line beginning 1374' from DER, 16' right of centerline, up to 223' MSL.

Trees beginning 2192' from DER, 28' left of centerline, up to 184' MSL.

Trees beginning 2273' from DER, 55' left of centerline, up to 186' MSL.

Trees beginning 2353' from DER, 33' left of centerline, up to 193' MSL.

Trees beginning 2375' from DER, 80' left of centerline, up to 197' MSL.

Trees beginning 2533' from DER, 12' left of centerline, up to 202' MSL.

## CLAYTON, AL

### CLAYTON MUNI (11A)

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

AMDT 3 15JUN23 (23166) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 10**, 300-2 or std. w/min. climb of 390' per NM to 800 or 1000-3 for VCOA.

**Rwy 28**, 300-1¼ or std. w/min. climb of 360' per NM to 800.

##### DEPARTURE PROCEDURE:

**Rwy 10**, climb on heading 101° to 900 before turning.

##### VCOA:

**Rwy 10**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Clayton Muni airport at or above 1200 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, tree 156' from DER, 397' left of centerline, 502' MSL.

Tree 2340' from DER, 764' left of centerline, 527' MSL.

Tree 2568' from DER, 7' right of centerline, 539' MSL.

Tree 2568' from DER, 113' right of centerline, 541' MSL.

Transmission line, tower beginning 5079' from DER, 592' left of centerline, up to 66' AGL/624' MSL.

Transmission line 5228' from DER, 1526' left of centerline, 75' AGL/631' MSL.

Transmission line 5594' from DER, 1456' left of centerline, 75' AGL/651' MSL.

Transmission line 5869' from DER, 1434' left of centerline, 70' AGL/658' MSL.

Transmission line beginning 1 NM from DER, 1398' left of centerline, up to 70' AGL/665' MSL.

Transmission line, tree beginning 1.1 NM from DER, 979' left of centerline, up to 70' AGL/694' MSL.

Tank 1.1 NM from DER, 634' right of centerline, 134' AGL/722' MSL.

Tree 1.6 NM from DER, 834' right of centerline, 694' MSL.

**Rwy 28**, tree 1433' from DER, 714' left of centerline, 514' MSL.

Tree 1915' from DER, 411' right of centerline, 519' MSL.

Tree 2052' from DER, 434' right of centerline, 521' MSL.

Tree 1.1 NM from DER, 731' left of centerline, 605' MSL.

Tree 1.4 NM from DER, 2360' right of centerline, 659' MSL.

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

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

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## COCHRAN, GA

### COCHRAN (48A)

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

AMDT 2A 30NOV23 (23334) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 5**, climb on heading 049° to 1800 before turning left.**Rwy 11**, climb on heading 107° to 1200 before turning left.**Rwy 23**, climb on heading 229° to 900 before proceeding on course.**Rwy 29**, climb on heading 287° to 1000 before turning right.

##### TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

Trees beginning 933' from DER, 23' right of centerline, up to 377' MSL.

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

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

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

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

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

Trees beginning 1354' from DER, 6' left of centerline, up to 395' MSL.

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

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

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

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

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

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

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

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

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

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

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

Trees, pole beginning 687' from DER, 89' right of centerline, up to 388' MSL.

Trees beginning 1189' from DER, 62' right of centerline, up to 412' MSL.

Trees beginning 1402' from DER, 42' left of centerline, up to 401' MSL.

Trees beginning 1578' from DER, 10' left of centerline, up to 402' MSL.

Trees beginning 1792' from DER, 123' right of centerline, up to 414' MSL.

Tree 1847' from DER, 380' right of centerline, 417' MSL.

Tree 1860' from DER, 877' right of centerline, 423' MSL.

Trees beginning 1885' from DER, 12' right of centerline, up to 424' MSL.

Trees beginning 1921' from DER, 142' left of centerline, up to 411' MSL.

Trees beginning 2139' from DER, 412' left of centerline, up to 423' MSL.

Trees beginning 2342' from DER, 106' left of centerline, up to 424' MSL.

Trees beginning 2470' from DER, 125' left of centerline, up to 425' MSL.

Trees beginning 2605' from DER, 692' left of centerline, up to 427' MSL.

Tree 2705' from DER, 1211' left of centerline, 429' MSL.

Trees beginning 2707' from DER, 4' left of centerline, up to 430' MSL.

Trees beginning 2970' from DER, 29' left of centerline, up to 432' MSL.

Trees beginning 3349' from DER, 478' right of centerline, up to 427' MSL.

Trees beginning 4328' from DER, 1395' left of centerline, up to 446' MSL.

Tree 4614' from DER, 220' right of centerline, 443' MSL.

Trees beginning 4666' from DER, 151' right of centerline, up to 451' MSL.

Trees beginning 4690' from DER, 87' left of centerline, up to 473' MSL.

Trees beginning 4750' from DER, 30' right of centerline, up to 460' MSL.

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

Tree, terrain beginning 61' from DER, 293' right of centerline, up to 460' MSL.

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

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

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

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

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

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

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

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

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

Trees beginning 1251' from DER, 239' left of centerline, up to 430' MSL.

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

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

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

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

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

Trees beginning 2019' from DER, 6' left of centerline, up to 453' MSL.

SE-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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## COLUMBUS, GA

### COLUMBUS (CSG)

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

AMDT 7B 11AUG22 (22223) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 13**, std. w/min. climb of 205' per NM to 1200 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER or 1700-3 for VCOA.

**Rwy 24**, std. w/min. climb of 225' per NM to 1800 or 1700-3 for VCOA.

**Rwy 31**, 300-3 or std. w/min. climb of 404' per NM to 700.

##### DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 056° to 1400 before turning south.

**Rwy 13**, climb heading 070° to 2100 before turning south.

**Rwy 24**, climb heading 280° to 1900 before turning south.

**Rwy 31**, climb heading 309° to 1400 before turning south.

##### VCOA:

**Rwys 13, 24**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Columbus airport at or above 1900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, vehicle on road, building and trees beginning 363' from DER, 6' left of centerline, up to 83' AGL/532' MSL. Trees beginning 748' from DER, 1' right of centerline, up to 51' AGL/501' MSL.

**Rwy 13**, tower, flagpole, and trees beginning 396' from DER, 132' left of centerline, up to 475' AGL/989' MSL.

Trees, bush, and electrical systems beginning 101' from DER, 55' right of centerline, up to 56' AGL/433' MSL.

**Rwy 24**, trees beginning 894' from DER, 195' left of centerline, up to 44' AGL/465' MSL.

Towers and trees beginning 2414' from DER, 298' right of centerline, up to 784' AGL/1404' MSL.

**Rwy 31**, vehicle on road, bush, signs, poles, tower, and trees beginning 319' from DER, 33' left of centerline, up to 183' AGL/598' MSL.

Trees, antenna, and vehicle on road beginning 319' from DER, 146' right of centerline, up to 100' AGL/569' MSL.

## CORDELE, GA

### CRISP COUNTY-CORDELE (CKF)

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

AMDT 3 27APR17 (17117) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees beginning 120' from DER, 376' left of centerline, up to 391' MSL.

Tree 363' from DER, 531' right of centerline, 387' MSL.

Tree 2313' from DER, 723' right of centerline, 389' MSL.

Tree 2404' from DER, 788' right of centerline, 402' MSL.

Trees beginning 2435' from DER, 323' right of centerline, up to 412' MSL.

**Rwy 10**, tree, pole beginning 22' from DER, 258' left of centerline, up to 353' MSL.

RD (N) 435' from DER, 405' right of centerline, 326' MSL.

Tree, building beginning 627' from DER, 281' right of centerline, up to 390' MSL.

Tree 1153' from DER, 418' left of centerline, 386' MSL.

Trees beginning 1238' from DER, 426' left of centerline, up to 397' MSL.

Trees beginning 1730' from DER, 376' left of centerline, up to 409' MSL.

Tree 4162' from DER, 253' right of centerline, 426' MSL.

**Rwy 24**, trees beginning 162' from DER, 463' left of centerline, up to 382' MSL.

Trees beginning 340' from DER, 342' right of centerline, up to 391' MSL.

**Rwy 28**, tree 100' from DER, 384' right of centerline, 311' MSL.

Tree 1199' from DER, 679' right of centerline, 370' MSL.

Trees beginning 1235' from DER, 748' left of centerline, up to 372' MSL.

Trees beginning 1760' from DER, 338' right of centerline, up to 391' MSL.

Tree 2138' from DER, 107' left of centerline, 374' MSL.

Trees beginning 2317' from DER, 412' left of centerline, up to 387' MSL.

Tree 2537' from DER, 661' left of centerline, 388' MSL.

Tree 3007' from DER, 277' right of centerline, 394' MSL.

Tree 3205' from DER, 675' right of centerline, 400' MSL.

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SE-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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## CORNELIA, GA

### HABERSHAM COUNTY (AJR)

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

AMDT 5 27JAN22 (22027) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 6**, 400-2¼ or std. w/min. climb of 315' per NM to 1700.

##### DEPARTURE PROCEDURE:

**Rwy 6**, climb on heading 063° to 2200 before proceeding on course.

**Rwy 24**, climb on heading 243° to 1900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees beginning 36' from DER, 10' left of centerline, up to 102' AGL/1509' MSL.

Trees, pole beginning 64' from DER, 106' right of centerline, up to 1470' MSL.

Trees beginning 381' from DER, 167' right of centerline, up to 1483' MSL.

Trees beginning 511' from DER, 353' right of centerline, up to 1495' MSL.

Trees beginning 634' from DER, 500' right of centerline, up to 1501' MSL.

Trees beginning 719' from DER, 235' right of centerline, up to 1502' MSL.

Tree, vehicles on road beginning 747' from DER, 28' right of centerline, up to 1519' MSL.

Tree, building beginning 1207' from DER, 54' right of centerline, up to 1526' MSL.

Tree 1406' from DER, 651' left of centerline, 1516' MSL.

Tree, poles beginning 1487' from DER, 6' left of centerline, up to 1532' MSL.

Trees beginning 1693' from DER, 19' right of centerline, up to 1530' MSL.

Trees beginning 1805' from DER, 140' right of centerline, up to 1532' MSL.

Tree 1892' from DER, 725' right of centerline, 1537' MSL.

Tree 1894' from DER, 853' right of centerline, 1540' MSL.

Trees beginning 1909' from DER, 34' right of centerline, up to 1552' MSL.

Tree, buildings beginning 2215' from DER, 3' left of centerline, up to 100' AGL/1542' MSL.

Trees beginning 2241' from DER, 187' right of centerline, up to 127' AGL/1555' MSL.

Trees beginning 2244' from DER, 61' right of centerline, up to 128' AGL/1556' MSL.

Trees beginning 2263' from DER, 18' right of centerline, up to 128' AGL/1557' MSL.

Tree 2286' from DER, 171' right of centerline, 130' AGL/1558' MSL.

Trees beginning 2289' from DER, 12' right of centerline, up to 1560' MSL.

Trees beginning 2313' from DER, 34' right of centerline, up to 132' AGL/1561' MSL.

Trees beginning 2360' from DER, 28' right of centerline, up to 134' AGL/1565' MSL.

Trees beginning 2459' from DER, 101' right of centerline, up to 1566' MSL.

Trees beginning 2478' from DER, 21' right of centerline, up to 132' AGL/1569' MSL.

Trees beginning 2539' from DER, 9' right of centerline, up to 1574' MSL.

Trees beginning 2643' from DER, 38' right of centerline, up to 1576' MSL.

Tree, poles, buildings, vehicles on road, electrical system beginning 2752' from DER, 3' right of centerline, up to 1590' MSL.

Trees beginning 2773' from DER, 2' left of centerline, up to 1571' MSL.

Trees beginning 3714' from DER, 23' left of centerline, up to 88' AGL/1575' MSL.

Trees beginning 3975' from DER, 2' left of centerline, up to 91' AGL/1583' MSL.

Trees beginning 4170' from DER, 32' right of centerline, up to 1600' MSL.

Tanks, tree, poles beginning 4272' from DER, 4' right of centerline, up to 1614' MSL.

Trees beginning 4789' from DER, 799' right of centerline, up to 1626' MSL.

Trees beginning 4936' from DER, 1115' right of centerline, up to 1627' MSL.

Trees beginning 5392' from DER, 1285' right of centerline, up to 1640' MSL.

Tree 5604' from DER, 1858' right of centerline, 1642' MSL.

Trees beginning 5636' from DER, 1414' right of centerline, up to 1654' MSL.

Tower 1.2 NM from DER, 288' right of centerline, 127' AGL/1656' MSL.

Buildings, tree beginning 1.2 NM from DER, 1939' right of centerline, up to 1669' MSL.

Trees beginning 1.3 NM from DER, 2238' right of centerline, up to 1673' MSL.

Tree 1.3 NM from DER, 2689' right of centerline, 1678' MSL.

Trees beginning 1.3 NM from DER, 2313' right of centerline, up to 1683' MSL.

Trees beginning 1.3 NM from DER, 2200' right of centerline, up to 1694' MSL.

Trees beginning 1.4 NM from DER, 2273' right of centerline, up to 1699' MSL.

Trees beginning 1.4 NM from DER, 1994' right of centerline, up to 1706' MSL.

Trees beginning 1.4 NM from DER, 2463' right of centerline, up to 1712' MSL.

Trees beginning 1.4 NM from DER, 1711' right of centerline, up to 1729' MSL.

Trees beginning 1.4 NM from DER, 1958' right of centerline, up to 1733' MSL.

Tree 1.6 NM from DER, 2691' right of centerline, 1739' MSL.

Tank, tree beginning 1.6 NM from DER, 2300' right of centerline, up to 96' AGL/1746' MSL.

Tank, tree, building beginning 1.6 NM from DER, 2378' right of centerline, up to 100' AGL/1750' MSL.

Trees beginning 1.6 NM from DER, 2391' right of centerline, up to 1751' MSL.

Tree 1.6 NM from DER, 2901' right of centerline, 1754' MSL.

**Rwy 24**, tree, pole beginning 94' from DER, 428' left of centerline, up to 1422' MSL.

Tree 196' from DER, 367' left of centerline, 66' AGL/1429' MSL.

Trees, terrain beginning 219' from DER, 120' left of centerline, up to 1436' MSL.

Tree, vehicles on road beginning 521' from DER, 411' right of centerline, up to 1464' MSL.

Tree 592' from DER, 517' right of centerline, 1467' MSL.

Tree, fence, vehicles on road, building beginning 597' from DER, 1' right of centerline, up to 1494' MSL.

Tree, general utility, fence beginning 748' from DER, 63' left of centerline, up to 1484' MSL.

Tree, vehicles on road, fence beginning 864' from DER, 4' left of centerline, up to 1486' MSL.

Tree, vehicles on road, fence beginning 966' from DER, 125' left of centerline, up to 1490' MSL.

Tree, vehicles on road, terrain beginning 1004' from DER, 15' left of centerline, up to 1498' MSL.

CON'T

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

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

25163

## CORNELIA, GA (CON'T)

### HABERSHAM COUNTY (AJR) (CON'T)

**Rwy 24 (CON'T)**, tree, fence, vehicles on road, building, terrain, general utility, pole beginning 1144' from DER, 7' left of centerline, up to 75' AGL/1501' MSL.

Tree, building, vehicles on road, pole beginning 1334' from DER, 1' left of centerline, up to 79' AGL/1508' MSL.

Tree, pole, windmill farms beginning 1940' from DER, 1' left of centerline, up to 1509' MSL.

Trees beginning 2605' from DER, 388' left of centerline, up to 1515' MSL.

Trees beginning 2680' from DER, 10' left of centerline, up to 1520' MSL.

Trees beginning 2992' from DER, on centerline, up to 82' AGL/1507' MSL.

Trees beginning 3249' from DER, 28' left of centerline, up to 97' AGL/1521' MSL.

## COURTLAND, AL

### COURTLAND (9A4)

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

AMDT 2A 26APR18 (18116) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 31**, 300-1½ or std. w/min. climb of 220' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, terrain 34' from DER, 413' right of centerline, 573' MSL.

**Rwy 18**, tree 4707' from DER, 1588' right of centerline, 100' AGL/709' MSL.

**Rwy 31**, terrain 16' from DER, 484' right of centerline, 584' MSL.

Trees beginning 1864' from DER, left and right of centerline, up to 100' AGL/ 759' MSL.

**Rwy 36**, fence 192' from DER, 494' left of centerline, 6' AGL/591' MSL.

Vehicles on road beginning 567' from DER, left and right of centerline, 15' AGL/600' MSL.

Trees beginning 728' from DER, left and right of centerline, up to 100' AGL/658' MSL.

## CULLMAN, AL

### CULLMAN RGNL/FOLSOM FLD (CMD)

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

AMDT 2A 27JUN13 (22195) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 20**, 300-1½ or std. w/ min. climb of 585' per NM to 1300.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, rising terrain beginning 40' from DER, 125' right of centerline, up to 980' MSL.

Pole 1429' from DER, 665' right of centerline, 41' AGL/1006' MSL.

Trees beginning 1672' from DER, left and right of centerline, up to 100' AGL/1119' MSL.

**Rwy 20**, trees beginning at DER, 488' left of centerline, up to 99' AGL/1033' MSL.

Trees beginning at DER, 534' right of centerline, up to 79' AGL/994' MSL.

Building 436' from DER, 521' right of centerline, 20' AGL/953' MSL.

Building 725' from DER, 556' right of centerline, 23' AGL/954' MSL.

Trees beginning 1174' from DER, left and right of centerline, up to 125' AGL/1119' MSL.

Water tower, 1.5 NM from DER 960' left of centerline, 199' AGL/1184' MSL.

## DALTON, GA

### DALTON MUNI (DNN)

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

AMDT 5 27APR17 (17117) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 14**, 300-1 and 211' per NM to 2800 or standard w/min. climb of 675' per NM to 1000 or 2300-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 14**, climb heading 140° to 2800 before turning left.

**Rwy 32**, climb heading 320° to 2000 before proceeding on course.

##### VCOA:

**Rwy 14**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dalton Muni at or above 2900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tree 117' from DER, 428' left of centerline, 695' MSL.

Tree 123' from DER, 428' left of centerline, 699' MSL.

Trees beginning 1356' from DER, 388' left of centerline, up to 737' MSL.

Trees beginning 1559' from DER, 90' left of centerline, up to 741' MSL.

Tree 1684' from DER, 91' right of centerline, 746' MSL.

Trees beginning 1752' from DER, 36' right of centerline, up to 760' MSL.

Trees beginning 1781' from DER, 171' left of centerline, up to 744' MSL.

Trees beginning 1903' from DER, 81' right of centerline, up to 768' MSL.

Trees beginning 2110' from DER, 778' left of centerline, up to 794' MSL.

Trees beginning 2320' from DER, 282' left of centerline, up to 858' MSL.

Trees and building beginning 2444' from DER, 2' left of centerline, up to 904' MSL.

CON'T

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

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

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## DALTON, GA (CON'T)

### DALTON MUNI (DNN) (CON'T)

**Rwy 32**, Tree 674' from DER, 549' right of centerline, 739' MSL.  
 Trees beginning 843' from DER, 514' right of centerline, up to 740' MSL.  
 Tree 1076' from DER, 630' right of centerline, 751' MSL.  
 Tree 1137' from DER, 673' left of centerline, 758' MSL.  
 Building and Trees beginning 1302' from DER, 507' left of centerline, up to 773' MSL.  
 Tree 1762' from DER, 920' left of centerline, 802' MSL.  
 Tree 1840' from DER, 903' left of centerline, 804' MSL.  
 Trees beginning 1853' from DER, 659' left of centerline, up to 806' MSL.  
 Tree 2309' from DER, 383' right of centerline, 767' MSL.  
 Trees beginning 2433' from DER, 274' left of centerline, up to 813' MSL.  
 Tree 2759' from DER, 148' right of centerline, 777' MSL.  
 Trees beginning 3262' from DER, 708' left of centerline, up to 830' MSL.  
 Trees beginning 3334' from DER, 218' right of centerline, up to 808' MSL.  
 Trees beginning 3339' from DER, 709' left of centerline, up to 831' MSL.  
 Trees beginning 3683' from DER, 973' left of centerline, up to 832' MSL.  
 Trees beginning 3881' from DER, 976' left of centerline, up to 836' MSL.  
 Tree 4129' from DER, 440' right of centerline, 812' MSL.  
 Trees beginning 4325' from DER, 976' left of centerline, up to 837' MSL.  
 Tree 4375' from DER, 1292' left of centerline, 843' MSL.  
 Trees beginning 4391' from DER, 292' left of centerline, up to 854' MSL.

## DAWSON, GA

### DAWSON MUNI (16J)

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

AMDT 1 26MAR20 (20086) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 32**, 300-1½ or std. w/min. climb of 312' per NM to 700 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tree 12' from DER, 304' right of centerline, 336' MSL.  
 Trees beginning 88' from DER, 275' left of centerline, up to 342' MSL.  
 Trees beginning 104' from DER, 517' right of centerline, up to 338' MSL.  
 Trees beginning 113' from DER, 369' left of centerline, up to 348' MSL.  
 Trees beginning 312' from DER, 364' left of centerline, up to 361' MSL.  
 Tree 567' from DER, 483' right of centerline, 348' MSL.  
 Trees beginning 670' from DER, 358' right of centerline, up to 355' MSL.  
 Trees beginning 844' from DER, 480' left of centerline, up to 363' MSL.  
 Trees beginning 916' from DER, 490' right of centerline, up to 373' MSL.  
 Tree 1117' from DER, 626' left of centerline, 368' MSL.  
 Trees beginning 2434' from DER, 287' right of centerline, up to 389' MSL.  
**Rwy 32**, trees beginning 131' from DER, 383' left of centerline, up to 384' MSL.  
 Trees beginning 310' from DER, 500' right of centerline, up to 373' MSL.  
 Trees beginning 679' from DER, 534' right of centerline, up to 388' MSL.  
 Trees beginning 935' from DER, 546' right of centerline, up to 390' MSL.  
 Tower 5535' from DER, 767' right of centerline, 168' AGL/498' MSL.

## DECATUR, AL

### PRYOR FLD RGNL (DCU)

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

AMDT 1 08JUN06 (22195) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, multiple trees beginning 461' from DER, 179' right of centerline, up to 100' AGL/697' MSL.  
**Rwy 36**, tree 2582' from DER, 791' right of centerline, 100' AGL/685' MSL.

## DEMOPOLIS, AL

### DEMOPOLIS RGNL (DYA)

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

AMDT 1A 24JUL14 (14205) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 22**, 300-1 or std. w/ min. climb of 370' per NM to 400.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL.  
**Rwy 22**, trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL.  
 Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL.  
 Water tank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL.  
 Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.

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

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

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## DOBBINS ARB (KMGE)

MARIETTA, GA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 11JUL24 (24193) (USAF)

DEPARTURE PROCEDURE:

**Rwy 11**, std w/min climb of 262'/NM to 1600.**Rwy 29**, std w/min climb of 249'/NM to 2200.

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, multiple trees beginning 1111' from DER, left and right of centerline, up to 81' AGL/1110' MSL.**Rwy 29**, multiple trees beginning 3017' from DER, left and right of centerline, up to 108' AGL/1216' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 11JUL24 (24193) (USAF)

**Rwy 11**, required min climb of 262'/NM to 1600.**Rwy 29**, required min climb of 249'/NM to 2200.

## DONALSONVILLE, GA

DONALSONVILLE MUNI (17J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27JAN22 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, terrain beginning 2' from DER, 250' right of centerline, up to 150' MSL.

Lighting 10' from DER, 59' left of centerline, 2' AGL/148' MSL.

Tree 573' from DER, 387' right of centerline, 173' MSL.

Tree 576' from DER, 535' right of centerline, 194' MSL.

Tree 581' from DER, 624' right of centerline, 195' MSL.

Trees beginning 639' from DER, 306' left of centerline, up to 177' MSL.

Pole 1507' from DER, 889' left of centerline, 44' AGL/186' MSL.

Pole 1785' from DER, 889' left of centerline, 50' AGL/192' MSL.

Trees beginning 1876' from DER, 875' left of centerline, up to 214' MSL.

Tree 2121' from DER, 1027' left of centerline, 229' MSL.

Trees beginning 2137' from DER, 763' left of centerline, up to 238' MSL.

**Rwy 19**, terrain 5' from DER, 296' left of centerline, 131' MSL.

Terrain 6' from DER, 497' left of centerline, 132' MSL.

Vegetation 31' from DER, 195' left of centerline, 135' MSL.

Tree 412' from DER, 488' right of centerline, 168' MSL.

Tree and pole beginning 508' from DER, 610' right of centerline, up to 178' MSL.

Tree 655' from DER, 611' right of centerline, 193' MSL.

Trees beginning 667' from DER, 392' right of centerline, up to 208' MSL.

Trees beginning 1944' from DER, 479' right of centerline, up to 217' MSL.

Trees beginning 2002' from DER, 277' right of centerline, up to 228' MSL.

Trees beginning 3455' from DER, 1107' right of centerline, up to 235' MSL.

Trees beginning 3601' from DER, 665' right of centerline, up to 241' MSL.

## DOTHAN, AL

DOTHAN RGNL (DHN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16DEC10 (10350) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 2047' from DER, 54' right of centerline, up to 75' AGL/457' MSL.

Pole 1434' from DER, 263' left of centerline, 48' AGL/418' MSL.

**Rwy 32**, trees beginning 418' from DER, 575' left of centerline, up to 59' AGL/430' MSL.

REILs beginning 43' from DER, 150' left and 137' right of centerline, up to 3' AGL/402' MSL.

**Rwy 36**, trees beginning 628' from DER, 362' right of centerline, up to 45' AGL/424' MSL.

Tree 339' from DER, 489' right of centerline, 55' AGL/434' MSL.

Trees beginning 629' from DER, 122' right of centerline, up to 41' AGL/426' MSL.

Trees beginning 549' from DER, 309' right of centerline, up to 63' AGL/453' MSL.

Tree 1172' from DER, 58' left of centerline, 50' AGL/435' MSL.

Trees beginning 3662' from DER, left and right of centerline, up to 88' AGL/493' MSL.

Tree 1037' from DER, 676' right of centerline, 93' AGL/ 453' MSL.



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

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## DOUGLAS, GA

DOUGLAS MUNI (DQH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4**, std. with a min. climb of 250' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, light poles beginning 408' from DER, 408' right of centerline, up to 100' AGL/291' MSL.

Vehicle on road 20' from DER, 417' right of centerline, 15' AGL/271' MSL.

Vehicle on road 20' from DER, 418' left of centerline, 15' AGL/271' MSL.

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

## DUBLIN, GA

W. H. "BUD" BARRON (DBN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning 2028' from DER, 810' left of centerline, up to 100' AGL/419' MSL.

Interstate with vehicle 754' from DER, 88' right of centerline, 17' AGL/326' MSL.

**Rwy 20**, trees beginning 2766' from DER, 839' right of centerline, up to 100' AGL/419' MSL.

Road with vehicle 850' from DER, 91' left of centerline, 15' AGL/285' MSL.

**Rwy 14**, trees beginning 1904' from DER, 167' right of centerline, up to 100' AGL/409' MSL.

Trees beginning 1764' from DER, 67' left of centerline, up to 100' AGL/399' MSL.

**Rwy 32**, trees beginning 1034' from DER, 193' right of centerline, up to 100' AGL/409' MSL.

Trees beginning 1052' from DER, 220' left of centerline, up to 100' AGL/489' MSL.

## EASTMAN, GA

HEART OF GEORGIA RGNL (EZM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAY05 (05132) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees 2272' from DER, 106' right of centerline, 100' AGL/429' MSL.

Trees 2833' from DER, 505' right of centerline, 100' AGL/439' MSL.

Trees 3332' from DER, 1130' right of centerline, 100' AGL/449' MSL.

**Rwy 20**, trees 802' from DER, 510' left of centerline, 100' AGL/379' MSL.

Trees 1081' from DER, 126' right of centerline, 100' AGL/369' MSL.

## ELBERTON, GA

ELBERT COUNTY-PATZ FLD (EBA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:

**Rwy 29**, 300-1½ or std w/min climb of 487'/NM to 900.

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, trees beginning 1' from DER, 156' right of centerline, up to 683' MSL.

Tree 25' from DER, 476' left of centerline, 660' MSL.

Tree 81' from DER, 498' left of centerline, 663' MSL.

Trees, vehicles on road beginning 169' from DER, 463' left of centerline, up to 679' MSL.

Trees, vehicles on road beginning 575' from DER, 519' left of centerline, up to 681' MSL.

Trees beginning 598' from DER, 184' right of centerline, up to 687' MSL.

Trees beginning 917' from DER, 279' left of centerline, up to 684' MSL.

Trees beginning 1027' from DER, 5' right of centerline, up to 700' MSL.

Trees beginning 1310' from DER, 175' left of centerline, up to 691' MSL.

Trees beginning 1775' from DER, 22' left of centerline, up to 693' MSL.

Trees beginning 3377' from DER, 588' right of centerline, up to 701' MSL.

Trees beginning 3698' from DER, 1222' right of centerline, up to 709' MSL.

Trees beginning 3770' from DER, 1156' right of centerline, up to 712' MSL.

Trees beginning 3864' from DER, 1236' right of centerline, up to 713' MSL.

Tree 4061' from DER, 1579' right of centerline, 715' MSL.

Tree 4071' from DER, 1398' right of centerline, 716' MSL.

Trees beginning 4091' from DER, 1236' right of centerline, up to 718' MSL.

Tree 4291' from DER, 1603' right of centerline, 725' MSL.

Trees beginning 4302' from DER, 1482' right of centerline, up to 729' MSL.

**Rwy 29**, trees beginning 9' from DER, 189' left of centerline, up to 637' MSL.

Trees beginning 73' from DER, 47' left of centerline, up to 710' MSL.

Vehicles on road 100' from DER, 169' right of centerline, 631' MSL.

Tree 130' from DER, 426' right of centerline, 652' MSL.

Tree 139' from DER, 243' right of centerline, 664' MSL.

Trees, terrain, vehicles on road, pole, transmission line, building beginning 154' from DER, 68' right of centerline, up to 728' 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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## ELBERTON, GA (CON'T)

### ELBERT COUNTY-PATZ FLD (EBA) (CON'T)

**Rwy 29 (CON'T)**, trees beginning 672' from DER, 6' left of centerline, up to 731' MSL.

Trees, terrain, vehicles on road, poles, transmission line beginning 1631' from DER, 64' right of centerline, up to 734' MSL.

Trees, transmission lines, poles, vehicles on road beginning 2294' from DER, 117' right of centerline, up to 739' MSL.

Trees, vehicles on road, poles, transmission lines, building beginning 2486' from DER, 41' right of centerline, up to 755' MSL.

Trees, building, transmission line, poles beginning 2761' from DER, 1' right of centerline, up to 757' MSL.

Trees, transmission lines, poles, buildings beginning 2963' from DER, 12' right of centerline, up to 762' MSL.

Trees beginning 3566' from DER, 207' left of centerline, up to 734' MSL.

Trees, buildings beginning 3633' from DER, 39' left of centerline, up to 737' MSL.

Trees beginning 3893' from DER, 977' left of centerline, up to 741' MSL.

Trees beginning 4047' from DER, 826' left of centerline, up to 742' MSL.

Trees beginning 4058' from DER, 22' left of centerline, up to 754' MSL.

Trees beginning 4612' from DER, 22' left of centerline, up to 759' MSL.

Tree 4651' from DER, 1514' left of centerline, 765' MSL.

Trees beginning 4662' from DER, 91' left of centerline, up to 769' MSL.

Trees beginning 4836' from DER, 120' left of centerline, up to 778' MSL.

Trees beginning 5362' from DER, 92' left of centerline, up to 768' MSL.

## ELLIJAY, GA

### GILMER COUNTY (49A)

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

ORIG 13SEP18 (18256) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 3**, std. w/min. climb of 350' per NM to 4800 or 3500 - 3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 3**, climb on heading 033° to 3300 before proceeding on course.

**Rwy 21**, climb on heading 213° to 2500 before turning left.

##### VCOA:

**Rwy 3**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Gilmer County Airport at or above 3500 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 97' from DER, 335' right of centerline, up to 1548' MSL.

Tree 147' from DER, 485' left of centerline, 1583' MSL.

Trees beginning 160' from DER, 8' left of centerline, up to 1594' MSL.

Trees beginning 271' from DER, 53' right of centerline, up to 1558' MSL.

Trees beginning 1510' from DER, 92' left of centerline, up to 1604' MSL.

Trees beginning 1655' from DER, 55' right of centerline, up to 1566' MSL.

Trees, pole beginning 1696' from DER, 1' left of centerline, up to 1620' MSL.

Trees beginning 2342' from DER, 61' right of centerline, up to 1567' MSL.

Tree 2438' from DER, 894' right of centerline, 1569' MSL.

Tree 2499' from DER, 837' right of centerline, 1571' MSL.

Trees beginning 2627' from DER, right of centerline, up to 1572' MSL.

Trees beginning 2725' from DER, 340' right of centerline, up to 1581' MSL.

Trees beginning 2778' from DER, 7' right of centerline, up to 1590' MSL.

Trees beginning 3301' from DER, right of centerline, up to 1597' MSL.

Trees beginning 3799' from DER, 161' left of centerline, up to 1628' MSL.

**Rwy 21**, terrain 104' from DER, 412' right of centerline, 1465' MSL.

Terrain 125' from DER, 187' right of centerline, 1468' MSL.

Terrain, tree beginning 153' from DER, 190' right of centerline, up to 1474' MSL.

Tree 159' from DER, 497' left of centerline, 1516' MSL.

Trees beginning 187' from DER, 228' left of centerline, up to 1532' MSL.

Tree 494' from DER, 484' right of centerline, 1525' MSL.

Tree 547' from DER, 321' right of centerline, 1528' MSL.

Trees beginning 605' from DER, 63' right of centerline, up to 1529' MSL.

Tree 3886' from DER, 1350' right of centerline, 1561' MSL.

Trees beginning 3962' from DER, 1352' right of centerline, up to 1570' MSL.

Trees beginning 4175' from DER, 1497' right of centerline, up to 1594' MSL.

## ENTERPRISE, AL

### ENTERPRISE MUNI (EDN)

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

ORIG 27AUG09 (09239) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL.

Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL.

**Rwy 23**, trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL.

Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

# 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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## EUFAULA, AL

WEEDON FLD (EUF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, pole 180' from DER, 353' left of centerline, 43' AGL/304' MSL.

Tree 1206' from DER, 579' left of centerline, 324' MSL.

Tree 2010' from DER, 723' right of centerline, 342' MSL.

Tree 2050' from DER, 426' left of centerline, 343' MSL.

Trees beginning 2478' from DER, 477' left of centerline, up to 360' MSL.

Tree 2708' from DER, 657' left of centerline, 375' MSL.

Tree 3604' from DER, 334' right of centerline, 369' MSL.

**Rwy 36**, tree 16' from DER, 432' right of centerline, 347' MSL.

Trees beginning 1097' from DER, 324' left of centerline, up to 380' MSL.

Tree 1258' from DER, 581' right of centerline, 360' MSL.

Tree 1357' from DER, 577' right of centerline, 365' MSL.

Tree 2891' from DER, 1206' right of centerline, 376' MSL.

Trees beginning 5104' from DER, 1849' left of centerline, up to 100' AGL/435' MSL.

## EVERGREEN, AL

EVERGREEN RGNL/MIDDLETON FLD (GZH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 29MAR18 (22167) (FAA)

TAKEOFF MINIMUMS:

**Rwy 19**, 300-1¼ or std. w/min. climb of 215' per NM to 600, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.**Rwy 28**, 300-1¼ or std. w/min. climb of 265' per NM to 600.

DEPARTURE PROCEDURE:

**Rwy 19**, climb heading 188° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning 316' from DER, left and right of centerline, up to 100' AGL/389' MSL.

Vehicles on road beginning 517' from DER, left and right of centerline, up to 17' AGL/294' MSL.

**Rwy 10**, rising terrain abeam DER, left and right of centerline, up to 259' MSL.

Trees beginning 242' from DER, left and right of centerline, up to 100' AGL/359' MSL.

**Rwy 19**, rising terrain abeam DER, left and right of centerline, up to 279' MSL.

Trees beginning 394' from DER, left and right of centerline, up to 100' AGL/469' MSL.

Vehicles on road beginning 696' from DER, left and right of centerline, up to 15' AGL/304' MSL.

**Rwy 28**, windsock 159' from DER, 498' right of centerline, 20' AGL/281' MSL.

Trees beginning 294' from DER, left and right of centerline, up to 100' AGL/489' MSL.

Antenna 342' from DER, 455' right of centerline, 30' AGL/288' MSL.

## FAIRHOPE, AL

H L SONNY CALLAHAN (CQF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAY11 (11125) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning 824' from DER, left and right of centerline, up to 100' AGL/204' MSL.

## FAYETTE, AL

RICHARD ARTHUR FLD (M95)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19JUL18 (21364) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1**, 400-2¼ or std. w/min. climb of 310' per NM to 600.**Rwy 19**, 300-1¼ or std. w/min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE:

**Rwy 19**, climb heading 186° to 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, tower 39' from DER, 341' left of centerline, 40' AGL/399' MSL.

Vehicle on road 55' from DER, 232' right of centerline, 368' MSL.

Pole, vehicle on road beginning 67' from DER, 233' right of centerline, up to 13' AGL/370' MSL.

Pole 183' from DER, 399' right of centerline, 47' AGL/403' MSL.

pole, building, trees beginning 224' from DER, 188' right of centerline, up to 50' AGL/406' MSL.

Pole, building beginning 230' from DER, 381' left of centerline, up to 51' AGL/412' MSL.

Tree 414' from DER, 544' left of centerline, 423' MSL.

Trees, pole, building beginning 432' from DER, 94' left of centerline, up to 428' MSL.

Tree 709' from DER, 441' right of centerline, 412' MSL.

Trees, pole beginning 765' from DER, 199' right of centerline, up to 413' MSL.

Tree 897' from DER, 310' right of centerline, 415' MSL.

Trees beginning 942' from DER, 211' right of centerline, up to 458' MSL.

Trees, pole beginning 1168' from DER, 14' right of centerline, up to 478' MSL.

Tree 1704' from DER, 621' left of centerline, 444' MSL.

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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## FAYETTE, AL (CON'T)

### RICHARD ARTHUR FLD (M95) (CON'T)

**Rwy 1 (CON'T)**, trees, pole beginning 1724' from DER, 67' left of centerline, up to 452' MSL.

Trees, pole beginning 2188' from DER, 472' left of centerline, up to 454' MSL.

Trees, pole beginning 2398' from DER, 110' left of centerline, up to 468' MSL.

Trees, pole beginning 2780' from DER, 99' left of centerline, up to 476' MSL.

Tree 4114' from DER, 254' left of centerline, 494' MSL.

Trees beginning 4204' from DER, 104' left of centerline, up to 100' AGL/519' MSL.

Tree 5929' from DER, 1980' left of centerline, 100' AGL/539' MSL.

Tree 1.8 NM from DER, 2957' left of centerline, 100' AGL/659' MSL.

**Rwy 19**, terrain abeam DER, 142' right of centerline, 331' MSL.

Trees beginning 41' from DER, 377' left of centerline, up to 343' MSL.

Terrain 95' from DER, 309' right of centerline, 335' MSL.

Tree 230' from DER, 322' right of centerline, 378' MSL.

Trees beginning 236' from DER, 252' right of centerline, up to 401' MSL.

Tree 241' from DER, 359' left of centerline, 363' MSL.

Tree 254' from DER, 246' left of centerline, 374' MSL.

Tree 391' from DER, 332' right of centerline, 402' MSL.

Trees beginning 406' from DER, 380' right of centerline, up to 435' MSL.

Trees beginning 415' from DER, 367' left of centerline, up to 411' MSL.

Trees beginning 536' from DER, 273' left of centerline, up to 418' MSL.

Arch 1 NM from DER, 1396' right of centerline, 549' MSL.

## FITZGERALD, GA

### FITZGERALD MUNI (FZG)

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

AMDT 1A 05MAR15 (15064) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 15, 33**, NA - Environmental.

##### DEPARTURE PROCEDURE:

**Rwy 2**, climbing right turn heading 037° to 1000 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning abeam DER, 96' left of centerline, up to 85' AGL/464' MSL.

Trees beginning 329' from DER, 10' right of centerline, up to 100' AGL/455' MSL.

Power pole 414' from DER, 428' right of centerline, 21' AGL/381' MSL.

Building 783' from DER, 600' left of centerline, 8' AGL/389' MSL.

Power poles beginning 885' from DER, 229' left of centerline, up to 38' AGL/396' MSL.

**Rwy 20**, trees beginning 193' from DER, 452' left of centerline, up to 111' AGL/430' MSL.

Trees beginning 612' from DER, 379' right of centerline, up to 83' AGL/398' MSL.

## FLORALA, AL

### FLORALA MUNI (0J4)

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

ORIG 02JUL09 (09183) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL.

Trees beginning 470' from DER, 54' left of centerline, up to 100' AGL/429' MSL.

Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL.

**Rwy 22**, trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL.

Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL.

Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL.

Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

## FOLEY, AL

### HOLK FLD AT FOLEY MUNI (5R4)

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

AMDT 1 27AUG09 (25163) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 36**, std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 36**, for climb in visual conditions, cross Holk Fld at Foley Muni airport at or above 1100 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL.

Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL.

Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL.

Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL.

Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL.

CON'T

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

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

25163

## FOLEY, AL (CON'T)

### HOLK FLD AT FOLEY MUNI (5R4) (CON'T)

**Rwy 36**, trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL.

Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL.

Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL.

Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL.

Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL.

Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL.

Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

## FORT PAYNE, AL

### ISBELL FLD (4A9)

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

AMDT 1 23SEP10 (21308) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 4**, 400-2¼ or std. w/min. climb of 410' per NM to 1400.

**Rwy 22**, 400-2 or std. w/min. climb of 290' per NM to 1600.

##### DEPARTURE PROCEDURE:

**Rwy 4**, climb heading 044° to 2400 before proceeding on course.

**Rwy 22**, climb heading 224° to 2300 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 111' from DER, 75' right of centerline, up to 100' AGL/1119' MSL.

Poles beginning 879' from DER, 373' right of centerline, up to 125' AGL/1224' MSL.

Obstruction light on WSK 66' from DER, 328' right of centerline, 78' AGL/957' MSL.

Vehicles beginning 322' from DER, 285' right of centerline, up to 15' AGL/921' MSL.

Buildings beginning 217' from DER, 426' right of centerline, up to 21' AGL/920' MSL.

Fence beginning 494' from DER, 397' right of centerline, up to 6' AGL/892' MSL.

GRD beginning 292' from DER, 289' right of centerline, up to 879' MSL.

Trees beginning 569' from DER, 119' left of centerline, up to 100' AGL/973' MSL.

Poles beginning 176' from DER, 397' left of centerline, up to 40' AGL/919' MSL.

Building 935' from DER, 636' left of centerline, 39' AGL/918' MSL.

Vehicles beginning 82' from DER, 359' left of centerline, up to 15' AGL/887' MSL.

Fence 182' from DER, 299' left of centerline, 6' AGL/880' MSL.

**Rwy 22**, trees beginning 59' from DER, 122' left of centerline, 100' AGL/1319' MSL.

Poles beginning 1224' from DER, 101' left of centerline, up to 96' AGL/955' MSL.

Trees beginning 46' from DER, 101' right of centerline, up to 100' AGL/972' MSL.

Poles beginning 204' from DER, 17' right of centerline, up to 53' AGL/892' MSL.

Vehicles beginning 137' from DER, 292' right of centerline, up to 15' AGL/869' MSL.

Building 316' from DER, 476' right of centerline, 15' AGL/874' MSL.

## FORT STEWART (HINESVILLE), GA

### WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

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

AMDT 1 20JUN19 (19171) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 6R, 15R, 24L, 33L**, NA-Obstacles.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6L**, tree 42' from DER, 253' left of centerline, 40' MSL.

Tree 112' from DER, 249' left of centerline, 50' MSL.

Trees beginning 112' from DER, 311' left of centerline, up to 60' MSL.

Trees beginning 187' from DER, 384' right of centerline, up to 83' MSL.

Trees beginning 347' from DER, 475' right of centerline, up to 104' MSL.

Trees beginning 428' from DER, 232' left of centerline, up to 93' MSL.

Trees beginning 628' from DER, 430' right of centerline, up to 111' MSL.

Trees beginning 870' from DER, 557' left of centerline, up to 126' MSL.

Trees beginning 1007' from DER, 319' left of centerline, up to 128' MSL.

Tree 1057' from DER, 731' right of centerline, 132' MSL.

Trees beginning 1148' from DER, 11' right of centerline, up to 142' MSL.

Trees beginning 1230' from DER, 68' left of centerline, up to 132' MSL.

Trees beginning 1366' from DER, 39' left of centerline, up to 134' MSL.

Trees beginning 2354' from DER, 116' left of centerline, up to 139' MSL.

Trees beginning 2843' from DER, 96' left of centerline, up to 146' MSL.

Trees beginning 3045' from DER, 34' right of centerline, up to 149' MSL.

Trees beginning 3134' from DER, 31' left of centerline, up to 152' MSL.

Trees beginning 3195' from DER, 96' left of centerline, up to 155' MSL.

Trees beginning 3303' from DER, 82' right of centerline, up to 150' MSL.

Trees beginning 3340' from DER, 73' left of centerline, up to 157' MSL.

Trees beginning 3425' from DER, 14' right of centerline, up to 151' MSL.

Trees beginning 4183' from DER, 659' right of centerline, up to 152' MSL.

Trees beginning 4344' from DER, 261' right of centerline, up to 154' MSL.

Trees beginning 4528' from DER, 636' right of centerline, up to 157' MSL.

Trees beginning 4644' from DER, 931' right of centerline, up to 160' MSL.

Tree 5255' from DER, 1871' left of centerline, 166' 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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## FORT STEWART (HINESVILLE), GA (CON'T)

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

**Rwy 15L**, trees beginning 190' from DER, 549' left of centerline, up to 116' MSL.

Trees beginning 1421' from DER, 680' right of centerline, up to 125' MSL.

Trees beginning 1495' from DER, 763' left of centerline, up to 122' MSL.

Trees beginning 1934' from DER, 166' left of centerline, up to 130' MSL.

Tree 2360' from DER, 1052' left of centerline, 131' MSL.

Tree 2399' from DER, 875' left of centerline, 132' MSL.

Trees beginning 2457' from DER, 940' left of centerline, up to 134' MSL.

Trees beginning 3091' from DER, 1091' right of centerline, up to 127' MSL.

Tree 3745' from DER, 1149' right of centerline, 136' MSL.

**Rwy 24R**, lighting 12' from DER, 29' left of centerline, 1' AGL/46' MSL.

Tree 23' from DER, 485' right of centerline, 55' MSL.

Trees beginning 1124' from DER, 168' left of centerline, up to 144' MSL.

Tree 1170' from DER, 765' right of centerline, 137' MSL.

Trees beginning 1580' from DER, 77' right of centerline, up to 164' MSL.

Trees beginning 2046' from DER, 53' left of centerline, up to 149' MSL.

Trees beginning 2349' from DER, 324' left of centerline, up to 150' MSL.

Trees beginning 2445' from DER, 3' left of centerline, up to 153' MSL.

Trees beginning 2715' from DER, 1' right of centerline, up to 167' MSL.

Trees beginning 2761' from DER, 151' left of centerline, up to 168' MSL.

Trees beginning 2937' from DER, 150' right of centerline, up to 169' MSL.

Trees beginning 2973' from DER, 640' left of centerline, up to 170' MSL.

Trees beginning 3078' from DER, 828' left of centerline, up to 172' MSL.

Trees beginning 3238' from DER, 385' right of centerline, up to 181' MSL.

Trees beginning 3433' from DER, 304' right of centerline, up to 190' MSL.

**Rwy 33R**, tree 113' from DER, 371' left of centerline, 48' MSL.

Tree 570' from DER, 602' right of centerline, 139' MSL.

Tree 723' from DER, 623' right of centerline, 140' MSL.

Trees beginning 808' from DER, 706' right of centerline, up to 147' MSL.

Tree 1066' from DER, 766' left of centerline, 96' MSL.

Tree 1227' from DER, 765' left of centerline, 99' MSL.

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

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

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

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

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

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

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

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

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

Trees beginning 4705' from DER, 1252' left of centerline, up to 164' MSL.

Trees beginning 4908' from DER, 1451' left of centerline, up to 166' MSL.

## GADSDEN, AL

### NORTHEAST ALABAMA RGNL (GAD)

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

AMDT 4 09FEB12 (12040) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 18**, std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions.

**Rwy 36**, std. w/ min. climb of 307' per NM to 1500 or 1300-2 ½ for climb in visual conditions.

#### DEPARTURE PROCEDURE:

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

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

**Rwy 24**, climb heading 244° to 2000 before proceeding on course.

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

#### TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

SE-4, 12 JUN 2025 to 07 AUG 2025





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



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## GAINESVILLE, GA

LEE GILMER MEML (GVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30AUG07 (21168) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwy 5**, climb heading 055° to 2100 before proceeding on course.**Rwy 11**, climb heading 110° to 1900 before turning north.**Rwy 23**, climb heading 224° to 2700 before turning south.

TAKEOFF OBSTACLE NOTES:

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

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

Chimney 2298' from DER, 618' left of centerline, 131' AGL/1349' MSL.

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

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

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

**Rwy 11**, trees 770' from departure end of runway, on centerline, 60' AGL/1317' MSL.**Rwy 23**, multiple trees beginning 443' from DER, 220' right of centerline, up to 98' AGL/1319' MSL.

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

**Rwy 29**, trees 1256' from DER, on centerline, 52' AGL/1306' MSL.

## GENEVA, AL

GENEVA MUNI (33J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

**Rwy 29**, 200-1¼ or std. w/min. climb of 225' per NM to 500.

DEPARTURE PROCEDURE:

**Rwy 11**, climb heading 111° to 2000 before turning right.**Rwy 29**, climb heading 291° to 1300 before turning left.

TAKEOFF OBSTACLE NOTES:

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

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

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

**Rwy 29**, trees 407' from DER, 174' left of centerline up to 100' AGL/189' MSL.

Trees 1393' from DER, crossing centerline, up to 100' AGL/236' MSL.

Pole 1.2 NM from DER, 3' right of centerline up to 100' AGL/279' MSL.

## GREENSBORO, AL

GREENSBORO MUNI (7A0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30NOV23 (23334) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, vehicle on road 5' from DER, 315' left of centerline, 15' AGL/170' MSL.

Trees beginning 6' from DER, 169' right of centerline, up to 234' MSL.

Trees beginning 10' from DER, 130' right of centerline, up to 245' MSL.

Tree 13' from DER, 376' left of centerline, 229' MSL.

Trees beginning 53' from DER, 119' left of centerline, up to 233' MSL.

Trees beginning 767' from DER, 10' left of centerline, up to 256' MSL.

Trees beginning 1773' from DER, 9' right of centerline, up to 246' MSL.

**Rwy 36**, tree 9' from DER, 174' left of centerline, 264' MSL.

Tree 14' from DER, 356' right of centerline, 83' AGL/261' MSL.

Trees beginning 24' from DER, 349' right of centerline, up to 85' AGL/263' MSL.

Trees beginning 27' from DER, 162' left of centerline, up to 265' MSL.

Trees beginning 191' from DER, 186' left of centerline, up to 267' MSL.

Tree 1187' from DER, 736' right of centerline, 78' AGL/264' MSL.

Trees beginning 1251' from DER, 286' right of centerline, up to 86' AGL/270' MSL.

Trees beginning 1448' from DER, 2' right of centerline, up to 97' AGL/282' MSL.

Tree 1704' from DER, 627' left of centerline, 272' MSL.

Trees beginning 1729' from DER, 18' left of centerline, up to 275' MSL.

Trees beginning 2295' from DER, 81' left of centerline, up to 84' AGL/277' MSL.

Trees beginning 2444' from DER, 68' left of centerline, up to 279' MSL.

Trees beginning 2724' from DER, 8' left of centerline, up to 284' MSL.

Trees beginning 2889' from DER, 325' right of centerline, up to 90' AGL/285' MSL.

Trees beginning 2955' from DER, 207' right of centerline, up to 90' AGL/287' MSL.

Trees beginning 3722' from DER, 333' right of centerline, up to 84' AGL/288' MSL.

Trees beginning 3836' from DER, 182' right of centerline, up to 90' AGL/290' MSL.

Trees beginning 4183' from DER, 339' right of centerline, up to 81' AGL/291' MSL.

Trees beginning 4422' from DER, 324' right of centerline, up to 90' AGL/302' MSL.

Trees beginning 4711' from DER, 313' right of centerline, up to 307' MSL.



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



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SE-4

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

25163

## GREENSBORO, GA

GREENE COUNTY RGNL (CPP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 20APR23 (23110) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7**, tree 66' from DER, 148' left of centerline, 8' AGL/692' MSL.

Tree 132' from DER, 513' left of centerline, 738' MSL.

Trees beginning 268' from DER, 527' left of centerline, up to 752' MSL.

Tree 831' from DER, 681' right of centerline, 721' MSL.

Trees beginning 926' from DER, 500' right of centerline, up to 81' AGL/732' MSL.

Trees, transmission line, pole beginning 1073' from DER, 29' left of centerline, up to 755' MSL.

Tree 1194' from DER, 661' right of centerline, 733' MSL.

Trees beginning 1305' from DER, 501' right of centerline, up to 734' MSL.

Trees beginning 1457' from DER, 449' right of centerline, up to 750' MSL.

Trees beginning 1592' from DER, 476' right of centerline, up to 93' AGL/754' MSL.

Trees beginning 1841' from DER, 84' right of centerline, up to 78' AGL/758' MSL.

Trees beginning 2042' from DER, 76' right of centerline, up to 761' MSL.

Trees beginning 2152' from DER, 14' left of centerline, up to 87' AGL/763' MSL.

Tree 2511' from DER, 68' right of centerline, 768' MSL.

Trees beginning 2525' from DER, 188' right of centerline, up to 92' AGL/776' MSL.

Trees beginning 2651' from DER, 12' left of centerline, up to 101' AGL/771' MSL.

Trees beginning 2653' from DER, 33' right of centerline, up to 97' AGL/778' MSL.

**Rwy 25**, poles, fence beginning 1' from DER, 292' right of centerline, up to 712' MSL.

Terrain 38' from DER, 262' left of centerline, 680' MSL.

Tree 68' from DER, 416' left of centerline, 69' AGL/754' MSL.

Trees, building, poles beginning 105' from DER, 236' left of centerline, up to 72' AGL/755' MSL.

Buildings beginning 175' from DER, 505' right of centerline, up to 40' AGL/713' MSL.

Pole, NAVDID beginning 303' from DER, 250' right of centerline, up to 714' MSL.

Buildings, tree, pole, transmission line beginning 443' from DER, 180' right of centerline, up to 55' AGL/728' MSL.

Building 546' from DER, 497' right of centerline, 735' MSL.

Elevators, tanks, vehicle on road, trees beginning 568' from DER, 45' right of centerline, up to 75' AGL/747' MSL.

Trees, pole beginning 590' from DER, 35' left of centerline, up to 90' AGL/776' MSL.

Trees beginning 1648' from DER, 23' left of centerline, up to 119' AGL/779' MSL.

Trees beginning 2384' from DER, 6' right of centerline, up to 101' AGL/766' MSL.

Tower, trees beginning 2436' from DER, 290' left of centerline, up to 138' AGL/820' MSL.

## GREENVILLE, AL

MAC CRENSHAW MEML (PRN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30SEP04 (21364) (FAA)

DEPARTURE PROCEDURE:

**Rwy 14**, climb via heading 142° to 900 before proceeding on course.**Rwy 32**, climb via heading 322° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tower 2934' from DER, 565' right of centerline, 104' AGL/528' MSL

Tree 1400' from DER, on centerline, 60' AGL/485' MSL.

## GRIFFIN, GA

GRIFFIN-SPALDING COUNTY (6A2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (12208) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees beginning 129' from DER, 261' right of centerline, up to 89' AGL/989' MSL.

Pole 168' from DER, 222' left of centerline, 35' AGL/ 961' MSL.

**Rwy 32**, trees beginning 456' from DER, 158' left of centerline, up to 100' AGL/ 1062' MSL.

Trees beginning 750' from DER, 78' right of centerline, up to 100' AGL/ 1087' MSL.

Tower 1379' from DER, 667' right of centerline, 119' AGL/ 1019' MSL.

Pole 1831' from DER, 421' left of centerline, 75' AGL/ 1022' MSL.

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

25163

## GULF SHORES, AL

### GULF SHORES INTL/JACK EDWARDS FLD (JKA)

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

ORIG-A 29MAR18 (21336) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, poles beginning 553' from DER, 197' right of centerline, up to 26' AGL/46' MSL.  
Building and poles beginning 573' from DER, 202' right of centerline, up to 38' AGL/56' MSL.  
**Rwy 27**, tree 829' from DER, 453' right of centerline, 51' MSL.  
Tree, pole beginning 830' from DER, 14' right of centerline, up to 67' MSL.  
Pole 1404' from DER, 138' left of centerline, 38' AGL/51' MSL.  
Tree 1592' from DER, 439' right of centerline, 74' MSL.  
Tree 1637' from DER, 394' left of centerline, 70' MSL.  
Tree 1767' from DER, 309' right of centerline, 80' MSL.  
Tree 1832' from DER, 120' left of centerline, 89' MSL.  
Trees beginning 1949' from DER, 66' left of centerline, up to 98' MSL.  
Tree 2091' from DER, 327' left of centerline, 103' MSL.  
Trees beginning 2110' from DER, 175' right of centerline, up to 103' MSL.  
**Rwy 35**, tree 211' from DER, 356' left of centerline, 50' AGL/69' MSL.  
Building 570' from DER, 414' right of centerline, 30' AGL/53' MSL.  
Tree 1217' from DER, 82' right of centerline, 50' AGL/70' MSL.

## GUNTERSVILLE, AL

### GUNTERSVILLE MUNI/JOE STARNES FLD (8A1)

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

AMDT 2 27APR17 (21336) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 6, 24**, NA, Environmental.

**Rwy 7**, 400-2½ w/min. climb gradient 295' per NM to 1600' or 1100-2½ for VCOA.

**Rwy 25**, std. w/min. climb of 245' per NM to 1500' or 1100-2½ for VCOA.

#### DEPARTURE PROCEDURE:

**Rwy 7**, climb heading 069° to 1100 before turning.

#### VCOA:

**Rwy 7**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Guntersville Muni/ Joe Starnes Fld at or above 1600 before proceeding on course.

**Rwy 25**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Guntersville Muni/ Joe Starnes Fld at or above 1600 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, airfield light 8' from DER, 17' right of centerline, 2' AGL/616' MSL.  
Airfield light 9' from DER, 16' left of centerline, 2' AGL/617' MSL.  
Ground 90' from DER, 489' right of centerline, 617' MSL.  
Ground 192' from DER, 492' right of centerline, 623' MSL.  
Ground 292' from DER, 410' right of centerline, 625' MSL.  
Vehicles on road, ground beginning 377' from DER, 406' right of centerline, up to 651' MSL.  
Vehicles on road 497' from DER, 479' right of centerline, 652' MSL.  
Tree, pole, ground beginning 568' from DER, 429' right of centerline, up to 715' MSL.  
Tree, vehicles on road beginning 713' from DER, 433' right of centerline, up to 719' MSL.  
Tree 1644' from DER, 573' left of centerline, 73' AGL/668' MSL.  
Trees beginning 2310' from DER, 525' right of centerline, up to 722' MSL.  
Trees beginning 2702' from DER, 847' right of centerline, up to 730' MSL.  
Trees beginning 2911' from DER, 972' right of centerline, up to 740' MSL.  
Trees beginning 3115' from DER, 775' right of centerline, up to 758' MSL.  
Trees beginning 3323' from DER, 675' right of centerline, up to 761' MSL.  
Trees beginning 3432' from DER, 699' right of centerline, up to 771' MSL.  
Trees beginning 3537' from DER, 1110' right of centerline, up to 801' MSL.  
Trees beginning 3590' from DER, 622' right of centerline, up to 805' MSL.  
Trees beginning 3696' from DER, 935' right of centerline, up to 835' MSL.  
Trees beginning 3696' from DER, 558' right of centerline, up to 846' MSL.  
Trees beginning 3801' from DER, 404' right of centerline, up to 894' MSL.  
Trees beginning 3801' from DER, 1062' right of centerline, up to 873' MSL.  
Trees beginning 3960' from DER, 608' right of centerline, up to 911' MSL.  
Trees beginning 4065' from DER, 549' right of centerline, up to 93' AGL/927' MSL.  
Trees beginning 4171' from DER, 515' right of centerline, up to 100' AGL/928' MSL.  
T-L tower 2.1 NM from DER, 2928' left of centerline, 351' AGL/951' MSL.  
**Rwy 25**, pole 171' from DER, 48' right of centerline, 31' AGL/630' MSL.  
Pole 347' from DER, 378' left of centerline, 633' MSL.  
Tree, pole, antenna on building, apbn beginning 375' from DER, 22' left of centerline, up to 73' AGL/673' MSL.  
Pole, pole beginning 407' from DER, 277' right of centerline, up to 636' MSL.  
Pole beginning 620' from DER, 95' right of centerline, up to 40' AGL/640' MSL.  
Tree 1067' from DER, 726' right of centerline, 651' MSL.  
Tree 1193' from DER, 686' right of centerline, 675' MSL.  
Trees beginning 1212' from DER, 418' left of centerline, up to 684' MSL.  
Trees beginning 1215' from DER, 105' right of centerline, up to 721' MSL.  
Trees beginning 1452' from DER, 467' left of centerline, up to 688' MSL.  
Trees beginning 2175' from DER, 923' left of centerline, up to 693' MSL.  
Tree 2425' from DER, 1146' left of centerline, 701' MSL.

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

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



25163

## HALEYVILLE, AL

POSEY FLD (1M4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 01JUL10 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

## HAMILTON, AL

MARION COUNTY-RANKIN FITE (HAB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18**, 400-2½ or std. w/min. climb of 390' per NM to 800.**Rwy 36**, 400 - 2 ¼ or std. w/min. climb of 370' per NM to 900.

DEPARTURE PROCEDURE:

**Rwy 18**, climb heading 181° to 900 before turning left.**Rwy 36**, climb heading 001° to 1000 before turning left.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

## HANCHEY AHP (STRIP) (KHEY)

FORT NOVOSEL, AL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JUL23 (23194) (USA)

TAKEOFF MINIMUMS

**All helipads**, NA-ATC.

DEPARTURE PROCEDURE:

**Rwy 17**, climb heading 182° to 800 before proceeding on course.**Rwy 35**, climb heading 002° to 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

## HARTSELLE, AL

HARTSELLE/MORGAN COUNTY RGNL (5M0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05JUL07 (22027) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36**, 500-2½ or std. with a min. climb of 260' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees abeam DER, 300' left of centerline, up to 100' AGL/739' MSL.

Multiple buildings 150' from DER, 432' left of centerline, up to 40' AGL/679' MSL.

Multiple trees 265' from DER, 133' right of centerline, up to 100' AGL/699' MSL.

**Rwy 36**, trees 3089' from DER, 426' left of centerline, 100' AGL/779' MSL.

Trees 1139' from DER, 98' right of centerline, 45' AGL/673' MSL.

Tower 1.85 NM from DER, 2953' left of centerline, 249' AGL/928' MSL.

Multiple buildings beginning 755' from DER, 775' right of centerline, up to 40' AGL/689' MSL.

Tower 2.15 NM from DER, 295' left of centerline, 303' AGL/990' MSL.

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



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



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SE-4

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

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## HAZLEHURST, GA

### HAZLEHURST (AZE)

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

AMDT 1 15JUN23 (23166) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees beginning 13' from DER, 387' right of centerline, up to 307' MSL.  
 Trees beginning 69' from DER, 397' left of centerline, up to 332' MSL.  
 Trees, poles beginning 115' from DER, 41' left of centerline, up to 339' MSL.  
 Tree 196' from DER, 513' right of centerline, 309' MSL.  
 Trees beginning 314' from DER, 389' right of centerline, up to 314' MSL.  
 Tree 373' from DER, 511' right of centerline, 322' MSL.  
 Trees beginning 431' from DER, 396' right of centerline, up to 326' MSL.  
 Trees beginning 683' from DER, 493' right of centerline, up to 337' MSL.  
 Trees, antennas, pole beginning 879' from DER, 7' right of centerline, up to 350' MSL.  
 Trees beginning 1637' from DER, 40' left of centerline, up to 88' AGL/343' MSL.  
 Tree 2760' from DER, 324' left of centerline, 350' MSL.  
 Trees beginning 2777' from DER, 9' left of centerline, up to 355' MSL.  
 Trees beginning 3299' from DER, 13' left of centerline, up to 366' MSL.  
 Trees beginning 3613' from DER, 58' right of centerline, up to 353' MSL.  
 Trees beginning 3656' from DER, 41' left of centerline, up to 369' MSL.  
**Rwy 33**, light poles 10' from DER, 97' left of centerline, 3' AGL/222' MSL.  
 Trees beginning 210' from DER, 277' right of centerline, up to 281' MSL.  
 Trees beginning 276' from DER, 145' right of centerline, up to 293' MSL.  
 Trees beginning 291' from DER, 221' left of centerline, up to 270' MSL.  
 Trees beginning 1411' from DER, 23' left of centerline, up to 272' MSL.  
 Tree 2025' from DER, 1011' left of centerline, 277' MSL.

## HEADLAND, AL

### HEADLAND MUNI (HDL)

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

ORIG-A 27JAN22 (22027) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 17, 35**, NA-Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, tree 6' from DER, 154' left of centerline, 366' MSL.  
 Tree 315' from DER, 431' left of centerline, 420' MSL.  
 Tree 351' from DER, 124' right of centerline, 366' MSL.  
 Tree 398' from DER, 566' right of centerline, 401' MSL.  
 Tree, pole beginning 418' from DER, 37' left of centerline, up to 422' MSL.  
 Trees beginning 1584' from DER, 8' left of centerline, up to 430' MSL.  
 Tree 1716' from DER, 526' right of centerline, 425' MSL.  
**Rwy 27**, trees beginning 123' from DER, 471' right of centerline, up to 378' MSL.  
 Pole 1130' from DER, 65' left of centerline, 38' AGL/384' MSL.  
 Pole 1135' from DER, 160' right of centerline, 41' AGL/384' MSL.  
 Building 3301' from DER, 1014' left of centerline, 80' AGL/451' MSL.

## HOMERVILLE, GA

### HOMERVILLE (HOE)

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

AMDT 1 25JUN15 (15176) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 14**, climb heading 141° to 700 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees beginning 87' from DER, 290' right of centerline, up to 95' AGL/280' MSL.  
 Vehicle on road 270' from DER, 570' left of centerline, 15' AGL/197' MSL.  
 Trees beginning 969' from DER, 19' left of centerline, up to 104' AGL/283' MSL.  
 Trees beginning 1672' from DER, 63' right of centerline, up to 87' AGL/262' MSL.  
 Antenna 2809' from DER, 447' left of centerline, 112' AGL/291' MSL.  
**Rwy 32**, trees beginning 10' from DER, 450' left of centerline, up to 14' AGL/199' MSL.  
 Vehicle on road 303' from DER, 578' right of centerline, 15' AGL/200' MSL.  
 Trees beginning 486' from DER, 591' right of centerline, up to 84' AGL/264' MSL.  
 Trees beginning 2007' from DER, 652' left of centerline, up to 89' AGL/269' MSL.  
 Trees beginning 2333' from DER, 690' right of centerline, up to 92' AGL/277' MSL.

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

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

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## HUNTER AAF (KSVN)

SAVANNAH, GA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07SEP23 (23250) (USA)

TAKEOFF MINIMUMS:

**Rwy 28**, 300-1 or std w/min climb of 340'/NM to 400.

DEPARTURE PROCEDURE:

**Rwy 28**, climbing left turn hdg 230° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, terrain 0' from DER, 500' left of centerline, 29' MSL.**Rwy 28**, tank 2489' from DER, 3554' left of centerline, 118' AGL/137' MSL.

Twr 1140' from DER, 1802' left of centerline, 102' AGL/118' MSL.

Twr 2044' from DER, 1831' left of centerline, 102' AGL/117' MSL.

Twr 1500' from DER, 2319' left of centerline, 100' AGL/116' MSL.

Twr 1535' from DER, 1296' left of centerline, 100' AGL/115' MSL.

## HUNTSVILLE, AL

HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4B 25APR19 (22195) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18**, std. w/min. climb of 350' per NM to 3200.**Rwy 36**, 200-1½ or std. w/min. climb of 240' per NM to 1000.

DEPARTURE PROCEDURE:

**Rwy 36**, climb heading 005° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 5' from DER, 442' right of centerline, 5' AGL/765' MSL.

Multiple trees beginning 816' from DER, 551' right of centerline, up to 80' AGL/818' MSL.

Multiple trees beginning 5408' from DER, 126' right of centerline, up to 132' AGL/955' MSL.

**Rwy 36**, REIL 10' from DER, 124' left of centerline, 5' AGL/721' MSL.

REIL 10' from DER, 124' right of centerline, 3' AGL/721' MSL.

Vehicles on road beginning 153' from DER, 491' right of centerline up to 15' AGL/725' MSL.

Multiple trees beginning 591' from DER, 476' right of centerline, up to 76' AGL/786' MSL.

Multiple trees beginning 788' from DER, 673' left of centerline, up to 84' AGL/794' MSL.

Multiple trees beginning 1 NM from DER, 11' right of centerline, up to 104' AGL/924' MSL.

Multiple trees beginning 1.1 NM from DER, 44' left of centerline, up to 129' AGL/931' MSL.

## HUNTSVILLE INTL-CARL T JONES FLD (HSV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 01FEB18 (21168) (FAA)

DEPARTURE PROCEDURE:

**Rwy 36R**, climb heading 005° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 18L**, trees beginning 1088' from DER, 710' left of centerline, up to 100' AGL/660' MSL.**Rwy 36L**, trees beginning 1911' from DER, 904' right of centerline, up to 100' AGL/719' MSL.

Trees beginning 3693' from DER, 1392' left of centerline, up to 100' AGL/749' MSL.

**Rwy 36R**, fence 383' from DER, 602' right of centerline, up to 11' AGL/620' MSL.

Trees beginning 1312' from DER, 799' right of centerline, up to 100' AGL/729' MSL.

## JACKSON, AL

JACKSON MUNI (4R3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1**, std. w/ min. climb of 252' per NM to 1000 or 1100-2½ for climb in visual conditions.**Rwy 19**, 300-1¼ ceiling and visibility to allow see and avoid operation in lieu of required climb gradient for standard minima.

DEPARTURE PROCEDURE:

**Rwy 1**, for climb in visual conditions: cross Jackson Muni airport at or above 1000 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning at DER, 400' left/right of centerline, up to 100' AGL/134' MSL.**Rwy 19**, trees beginning at DER, 400' left/right of centerline, up to 100' AGL/279' MSL.

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

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## JASPER, AL

WALKER COUNTY/BEVILL FLD (JFX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31MAY12 (24305) (FAA)

TAKEOFF MINIMUMS:

**Rwy 27**, 300-1¼ or std w/min climb of 259' per NM to 800.

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees beginning 614' from DER, 132' left of centerline, up to 95' AGL/574' MSL.

Vehicles on road, pole, and trees beginning 28' from DER, 88' right of centerline, up to 100' AGL/599' MSL.

**Rwy 27**, vehicles on road and trees beginning 7' from DER, 165' left of centerline, up to 95' AGL/572' MSL.

Trees beginning 55' from DER, 24' right of centerline, up to 93' AGL/628' MSL.

Trees 4728' from DER, 1559' right of centerline, up to 80' AGL/639' MSL.

Trees 5615' from DER, 1882' right of centerline, up to 112' AGL/651' MSL.

Trees 5765' from DER, 1882' right of centerline, up to 108' AGL/647' MSL.

## JASPER, GA

PICKENS COUNTY (JZP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25OCT07 (07298) (FAA)

TAKEOFF MINIMUMS:

**Rwy 34**, 300-1 or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.

DEPARTURE PROCEDURE:

**Rwy 16**, climb heading 163° to 3000 before turning.**Rwy 34**, climb heading 343° to 3100 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, numerous trees beginning 44' from DER, 338' left of centerline, up to 65' AGL/1565' MSL.

Trees 127' from DER, 398' right of centerline, up to 61' AGL/1581' MSL.

**Rwy 34**, pole and numerous trees beginning 141' from DER, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from DER, 37' left of centerline, up to 79' AGL/1654' MSL.

## JEFFERSON, GA

JACKSON COUNTY (JCA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 04FEB16 (16035) (FAA)

DEPARTURE PROCEDURE:

**Rwy 17**, climb heading 168° to 1700 before proceeding northwest.**Rwy 35**, climb heading 348° to 2300 before proceeding west or northwest.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, tank 94' from DER, 490' right of centerline, 12' AGL/956' MSL.

Trees beginning 331' from DER, 296' left of centerline, up to 78' AGL/997' MSL.

Trees 670' from DER, 617' right of centerline, up to 60' AGL/989' MSL.

Trees beginning 1320' from DER, 460' right of centerline, up to 105' AGL/1004' MSL.

**Rwy 35**, trees 13' from DER, 412' right of centerline, up to 31' AGL/950' MSL.

Transmission tower and trees beginning 100' from DER, 464' left of centerline, up to 45' AGL/964' MSL.

Transmission tower and trees beginning 472' from DER, 314' left of centerline, up to 63' AGL/1002' MSL.

Building, transmission tower, poles, and trees beginning 811' from DER, 30' right of centerline, up to 90' AGL/1014' MSL.

Trees beginning 918' from DER, 12' left of centerline, up to 99' AGL/1044' MSL.

Trees beginning 1999' from DER, 19' right of centerline, up to 106' AGL/1047' MSL.

## JEKYLL ISLAND, GA

JEKYLL ISLAND (09J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

**Rwys 18, 36**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, vehicle on road beginning 9' from DER, 411' left of centerline, up to 15' AGL/42' MSL.

Trees 200' from DER, 159' left of centerline, 50' AGL/61' MSL.

## JESUP, GA

JESUP-WAYNE COUNTY (JES)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22OCT09 (09295) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL.

Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL.

**Rwy 29**, trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL.

Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

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

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

25163

## LAFAYETTE, GA

### BARWICK LAFAYETTE (9A5)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2 20FEB25 (25051) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 2**, 300-1% or std w/min climb of 240'/NM to 1100.

**Rwy 20**, 400-2% or std w/min climb of 415'/NM to 1300.

##### DEPARTURE PROCEDURE:

**Rwy 2**, climb on heading 022° to 2200 before proceeding on course.

**Rwy 20**, climb on heading 203° to 2300 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, vehicle on road 20' from DER, 184' left of centerline, 801' MSL.

Tree 46' from DER, 296' left of centerline, 878' MSL.

Vegetation 71' from DER, 108' right of centerline, 786' MSL.

Tree 86' from DER, 326' right of centerline, 848' MSL.

Trees, buildings beginning 143' from DER, 283' left of centerline, up to 883' MSL.

Trees, poles, fences, vegetation, buildings beginning 146' from DER, 217' right of centerline, up to 862' MSL.

Trees, vegetation, buildings, poles beginning 205' from DER, 98' left of centerline, up to 887' MSL.

Trees, poles beginning 1127' from DER, 25' right of centerline, up to 866' MSL.

Trees, buildings beginning 1625' from DER, 373' left of centerline, up to 888' MSL.

Trees, buildings beginning 1674' from DER, 272' right of centerline, up to 868' MSL.

Tree 1924' from DER, 444' right of centerline, 880' MSL.

Trees, poles beginning 1943' from DER, on centerline, up to 886' MSL.

Trees, poles beginning 2080' from DER, 14' left and right of centerline, up to 897' MSL.

Trees, poles, antennas beginning 2868' from DER, 10' right of centerline, up to 900' MSL.

Trees beginning 2991' from DER, 17' left of centerline, up to 903' MSL.

Trees beginning 3220' from DER, 60' right of centerline, up to 920' MSL.

Trees, buildings beginning 3282' from DER, 89' right of centerline, up to 925' MSL.

Trees beginning 4480' from DER, 354' left of centerline, up to 905' MSL.

Trees, windmill farm beginning 4673' from DER, 317' right of centerline, up to 926' MSL.

Trees, windmill farm beginning 4690' from DER, 91' left of centerline, up to 910' MSL.

Tree 5180' from DER, 320' left of centerline, 911' MSL.

Trees beginning 5712' from DER, 1399' left of centerline, up to 926' MSL.

**Rwy 20**, trees, vegetation, poles, vehicles on road, building, transmission lines beginning 17' from DER, 13' right of centerline, up to 893' MSL.

Tree 17' from DER, 294' left of centerline, 815' MSL.

Trees beginning 55' from DER, 330' left of centerline, up to 834' MSL.

Trees beginning 192' from DER, 293' left of centerline, up to 848' MSL.

Trees beginning 237' from DER, 250' left of centerline, up to 850' MSL.

Trees beginning 298' from DER, 219' left of centerline, up to 852' MSL.

Trees, vehicles on road, poles beginning 351' from DER, 82' left of centerline, up to 854' MSL.

Trees beginning 1171' from DER, 75' left of centerline, up to 863' MSL.

Trees beginning 1207' from DER, 301' left of centerline, up to 865' MSL.

Trees, transmission lines beginning 1261' from DER, 65' left of centerline, up to 875' MSL.

Trees beginning 2252' from DER, 78' left of centerline, up to 876' MSL.

Trees, transmission lines beginning 2443' from DER, 79' left of centerline, up to 910' MSL.

Trees beginning 2710' from DER, 740' left of centerline, up to 911' MSL.

Trees beginning 3348' from DER, 207' right of centerline, up to 898' MSL.

Trees beginning 3627' from DER, 445' right of centerline, up to 899' MSL.

Trees beginning 3654' from DER, 740' left of centerline, up to 919' MSL.

Trees beginning 3786' from DER, 839' right of centerline, up to 901' MSL.

## LAGRANGE, GA

### LAGRANGE/CALLAWAY (LGC)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2 05DEC19 (22027) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 3**, 300-1% or std. w/min. climb of 425' per NM to 1000.

**Rwy 21**, 300-1 or std. w/min. climb of 330' per NM to 1000.

**Rwy 31**, 300-1% or std. w/min. climb of 420' per NM to 900.

##### DEPARTURE PROCEDURE:

**Rwy 31**, climb heading 311° to 1100 before turning south.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 107' from DER, 517' right of centerline, up to 100' AGL/799' MSL.

Trees beginning 217' from DER, 299' left of centerline, up to 100' AGL/819' MSL.

Trees beginning 1694' from DER, crossing extended runway centerline, up to 100' AGL/840' MSL.

Transmission line 3363' from DER, 745' left of centerline, 89' AGL/849' MSL.

Trees beginning 3429' from DER, 836' right of centerline, up to 847' MSL.

Transmission line 3526' from DER, 1441' left of centerline, 101' AGL/864' MSL.

Transmission lines and trees beginning 3528' from DER, 718' left of centerline, up to 105' AGL/881' MSL.

Transmission line and tree beginning 3554' from DER, 909' right of centerline, up to 76' AGL/857' MSL.

Trees beginning 3813' from DER, 204' right of centerline, up to 867' MSL.

Building 1 NM from DER, 1104' right of centerline, 125' AGL/900' MSL.

Buildings beginning 1 NM from DER, 1104' right of centerline, up to 125' AGL/900' MSL.

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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## LAGRANGE, GA (CON'T)

### LAGRANGE/CALLAWAY (LGC) (CON'T)

**Rwy 3 (CON'T)**, tree 1.2 NM from DER, 1226' right of centerline, 919' MSL.

**Rwy 13**, tree at DER, 485' right of centerline, 680' MSL.

Lighting 1' from DER, 5' left of centerline, 2' AGL/677' MSL.

Tree and terrain beginning 5' from DER, 489' right of centerline, up to 717' MSL.

Trees beginning 1071' from DER, 681' left of centerline, up to 733' MSL.

Tree 1735' from DER, 877' right of centerline, 740' MSL.

Tree 1902' from DER, 788' right of centerline, 744' MSL.

Tree 2061' from DER, 935' right of centerline, 748' MSL.

Tree 2343' from DER, 898' right of centerline, 754' MSL.

**Rwy 21**, tree 130' from DER, 384' left of centerline, 720' MSL.

Tree 143' from DER, 487' left of centerline, 753' MSL.

Trees beginning 258' from DER, 244' left of centerline, up to 761' MSL.

Tree 1121' from DER, 532' right of centerline, 735' MSL.

Trees beginning 1182' from DER, 278' right of centerline, up to 751' MSL.

Trees beginning 1814' from DER, 23' right of centerline, up to 805' MSL.

Trees beginning 4175' from DER, 552' left of centerline, up to 848' MSL.

Tree 4273' from DER, 1374' left of centerline, 850' MSL.

Trees beginning 4279' from DER, 326' left of centerline, up to 852' MSL.

Tree 5548' from DER, 1372' right of centerline, 817' MSL.

**Rwy 31**, terrain 59' from DER, 443' right of centerline, 691' MSL.

Tree 192' from DER, 495' right of centerline, 699' MSL.

Trees beginning 919' from DER, 538' right of centerline, up to 756' MSL.

Trees beginning 1220' from DER, 728' left of centerline, up to 778' MSL.

Trees beginning 1222' from DER, 447' right of centerline, up to 757' MSL.

Tree 1295' from DER, 747' right of centerline, 769' MSL.

Trees beginning 1331' from DER, 462' right of centerline, up to 776' MSL.

Trees beginning 1435' from DER, 20' right of centerline, up to 798' MSL.

Trees beginning 1465' from DER, 640' left of centerline, up to 784' MSL.

Trees beginning 1827' from DER, 531' left of centerline, up to 813' MSL.

Trees and pole beginning 2036' from DER, 346' left of centerline, up to 816' MSL.

Trees beginning 2153' from DER, 165' left of centerline, up to 822' MSL.

Trees and pole beginning 2222' from DER, 195' left of centerline, up to 823' MSL.

Trees beginning 2244' from DER, 436' left of centerline, up to 825' MSL.

Trees and pole beginning 2280' from DER, 296' left of centerline, up to 826' MSL.

Trees and poles beginning 2326' from DER, 25' left of centerline, up to 830' MSL.

Trees beginning 2752' from DER, 152' left of centerline, up to 833' MSL.

Tree 2762' from DER, 162' right of centerline, 800' MSL.

Trees beginning 2764' from DER, 65' right of centerline, up to 805' MSL.

Trees beginning 2818' from DER, 241' left of centerline, up to 839' MSL.

Tree 3039' from DER, 946' left of centerline, 842' MSL.

Trees beginning 3049' from DER, 5' left of centerline, up to 847' MSL.

Trees beginning 3065' from DER, 21' right of centerline, up to 814' MSL.

Trees beginning 3896' from DER, 75' right of centerline, up to 824' MSL.

Trees beginning 4236' from DER, 119' right of centerline, up to 826' MSL.

Trees beginning 4318' from DER, 22' right of centerline, up to 831' MSL.

Trees beginning 4461' from DER, 5' left of centerline, up to 859' MSL.

Tree 4604' from DER, 989' right of centerline, 840' MSL.

Trees beginning 4607' from DER, 33' right of centerline, up to 841' MSL.

Trees beginning 5666' from DER, 211' right of centerline, up to 852' MSL.

Trees beginning 5790' from DER, 135' right of centerline, up to 854' MSL.

Tree 1 NM from DER, 544' right of centerline, 855' MSL.

Tree 1 NM from DER, 1009' right of centerline, 858' MSL.

Tree 1 NM from DER, 738' right of centerline, 867' MSL.

Tree 1 NM from DER, 916' right of centerline, 873' MSL.

Trees beginning 1 NM from DER, 426' right of centerline, up to 891' MSL.

Tree 1 NM from DER, 1190' right of centerline, 859' MSL.

## LANETT, AL

### LANETT RGNL (7A3)

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

AMDT 1 27JAN22 (22027) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 6**, 300-1% or std. w/min. climb of 371' per NM to 900.

#### DEPARTURE PROCEDURE:

**Rwy 24**, climb on heading 237° to 1400 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, terrain 5' from DER, 494' right of centerline, 641' MSL.

Tree, terrain beginning 26' from DER, 167' right of centerline, up to 695' MSL.

Trees beginning 45' from DER, 237' left of centerline, up to 709' MSL.

Trees beginning 458' from DER, 359' left of centerline, up to 723' MSL.

Tree, building, pole beginning 1007' from DER, 0' on centerline, up to 732' MSL.

Trees beginning 1041' from DER, 263' left of centerline, up to 724' MSL.

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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## LANETT, AL (CON'T)

### LANETT RGNL (7A3) (CON'T)

**Rwy 6 (CON'T)**, trees beginning 1371' from DER, 14' left of centerline, up to 737' MSL.  
 Trees beginning 1643' from DER, 37' left of centerline, up to 740' MSL.  
 Tree, pole beginning 1894' from DER, 2' left of centerline, up to 743' MSL.  
 Tree, pole beginning 2416' from DER, 60' right of centerline, up to 741' MSL.  
 Tree, pole beginning 2638' from DER, 36' right of centerline, up to 743' MSL.  
 Sign, building, pole beginning 3251' from DER, 185' left of centerline, up to 84' AGL/758' MSL.  
 Pole, tree, traverse, way beginning 3264' from DER, 5' right of centerline, up to 92' AGL/767' MSL.  
 Pole beginning 3358' from DER, 115' left of centerline, up to 88' AGL/770' MSL.  
 Pole beginning 3535' from DER, 254' left of centerline, up to 99' AGL/781' MSL.  
 Pole, tree beginning 3538' from DER, 31' left of centerline, up to 102' AGL/788' MSL.  
 Pole, tree beginning 3544' from DER, 6' right of centerline, up to 98' AGL/781' MSL.  
 Water tower, tree beginning 4846' from DER, 1118' right of centerline, up to 101' AGL/788' MSL.  
 Tower 1.1 NM from DER, 1235' left of centerline, 203' AGL/860' MSL.  
**Rwy 24**, tree 28' from DER, 222' left of centerline, 671' MSL.  
 Trees beginning 87' from DER, 189' right of centerline, up to 683' MSL.  
 Trees beginning 108' from DER, 331' left of centerline, up to 673' MSL.  
 Trees beginning 113' from DER, 206' left of centerline, up to 680' MSL.  
 Tree, terrain beginning 181' from DER, 447' right of centerline, up to 684' MSL.  
 Trees beginning 786' from DER, 477' right of centerline, up to 691' MSL.  
 Tree 996' from DER, 739' left of centerline, 687' MSL.  
 Tree 2493' from DER, 745' left of centerline, 731' MSL.  
 Trees beginning 2525' from DER, 645' left of centerline, up to 733' MSL.  
 Tree, pole beginning 3361' from DER, 736' left of centerline, up to 734' MSL.

## LAWRENCEVILLE, GA

### GWINNETT COUNTY/BRISCOE FLD (LZU)

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

AMDT 6 20OCT11 (21336) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 25**, 300-1 or std. w/min. climb of 330' per NM to 1400.

##### DEPARTURE PROCEDURE:

**Rwy 7**, climb heading 069° to 2600 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees beginning 724' from DER, left and right of centerline, up to 110' AGL/1118' MSL.  
 Rods on floodlights beginning 2619' from DER, 686' right of centerline, up to 143' AGL/11 04' MSL.  
**Rwy 25**, vehicle on roadway beginning 1187' from DER, left and right of centerline, up to 15' AGL/1114' MSL.  
 Poles and antennas beginning 1221' from DER, left and right of centerline, up to 167' AGL/1159' MSL.  
 Trees beginning 1244' from DER, left and right of centerline, up to 88' AGL/1166' MSL.  
 Mast 5008' from DER, 1147' left of centerline, 207' AGL/1268' MSL.  
 Tower 5030' from DER, 1141' left of centerline, 187' AGL/1268' MSL.

## LAWSON AAF (KLSF)

### FORT BENNING, GA

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

AMDT 2 15MAY25 (25135) (USA)

##### TAKEOFF MINIMUMS:

**Rwy 15**, std w/min climb of 237'/NM to 700 or 1500-3 for climb in visual conditions.

**Rwy 33**, std w/min climb of 250'/NM to 1700 or 1500-3 for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 15**, climb on hdg between 136° CW to 330° from DER.

**Rwy 33**, climb on hdg between 150° CW to 010° from DER.

##### VCOA:

**Rwys 15, 33**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lawson AAF at or above 1600 before proceeding on course.

## LOUISVILLE, GA

### LOUISVILLE MUNI (2J3)

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

ORIG 17AUG17 (17229) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 103' from DER, 346' left of centerline, up to 325' MSL.  
 Trees beginning 292' from DER, 467' right of centerline, up to 327' MSL.  
 Trees beginning 514' from DER, 564' left of centerline, up to 340' MSL.  
 Trees beginning 1050' from DER, 580' left of centerline, up to 364' MSL.  
 Trees beginning 1219' from DER, 584' left of centerline, up to 368' MSL.  
**Rwy 31**, tree 23' from DER, 438' left of centerline, 338' MSL.  
 Tree 47' from DER, 358' left of centerline, 339' MSL.  
 Tree 174' from DER, 480' right of centerline, 375' MSL.  
 Trees beginning 233' from DER, 240' right of centerline, up to 389' MSL.  
 Tree 390' from DER, 481' left of centerline, 381' MSL.  
 Trees beginning 488' from DER, 95' left of centerline, up to 398' 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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## LOWE AHP (KLOR)

FORT NOVOSEL, AL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05SEP24 (24249) (USA)

TAKEOFF MINIMUMS:

Helipads **WHISKEY**, **ECHO**, **BRAVO**, std. All other helipads NA.

DEPARTURE PROCEDURE:

**Helipad WHISKEY**, from center of helipad, hover at 274' MSL/30' AGL, then climb hdg 183° to 700 before proceeding on course.**Helipad ECHO**, from center of helipad, climb hdg 125° to 700 before proceeding on course.**Helipad BRAVO**, from center of helipad, hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Helipad WHISKEY**, tree 747' from DER, 215' right of centerline, 322' MSL.

Tree 253' from DER, 462' right of centerline, 322' MSL.

Tree 206' from DER, 385' right of centerline, 290' MSL.

**Helipad BRAVO**, tree 155' from DER, 508' right of centerline, 329' MSL.

Tree 156' from DER, 227' right of centerline, 328' MSL.

Tree 182' from DER, 285' right of centerline, 328' MSL.

Tree 155' from DER, 333' right of centerline, 325' MSL.

Tree 200' from DER, 392' right of centerline, 323' MSL.

Tree 57' from DER, 464' right of centerline, 322' MSL.

Tree 83' from DER, 268' right of centerline, 322' MSL.

Tree 177' from DER, 437' right of centerline, 322' MSL.

Tree 78' from DER, 235' right of centerline, 318' MSL.

Tree 114' from DER, 413' right of centerline, 318' MSL.

Tree 117' from DER, 340' right of centerline, 313' MSL.

Tree 198' from DER, 190' right of centerline, 309' MSL.

Tree 146' from DER, 171' right of centerline, 295' MSL.

Tree 159' from DER, 181' right of centerline, 294' MSL.

## DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 13JUL23 (23194) (USA)

Center of Helipads BRAVO, ECHO, and WHISKEY, heading as assigned by ATC.

## MACON, GA

MACON DOWNTOWN (MAC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 02MAR17 (17061) (FAA)

DEPARTURE PROCEDURE:

**Rwy 10**, climb heading 102° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, trees beginning 89' from DER, 387' right of centerline, up to 460' MSL.

Tree 214' from DER, 393' right of centerline, 466' MSL.

Trees beginning 262' from DER, 346' right of centerline, up to 472' MSL.

Trees beginning 358' from DER, 28' right of centerline, up to 486' MSL.

Tree 3509' from DER, 398' right of centerline, 504' MSL.

Tree 4002' from DER, 529' right of centerline, 514' MSL.

Tree 4003' from DER, 255' right of centerline, 519' MSL.

Tree 4119' from DER, 568' left of centerline, 521' MSL.

Tree 4260' from DER, 298' left of centerline, 527' MSL.

Tree 4454' from DER, 424' left of centerline, 533' MSL.

Tree 4484' from DER, 125' left of centerline, 535' MSL.

Trees beginning 4888' from DER, 205' left of centerline, up to 549' MSL.

Tree 5047' from DER, 4' left of centerline, 557' MSL.

**Rwy 28**, trees beginning 133' from DER, 279' left of centerline, up to 443' MSL.

Trees beginning 402' from DER, 35' left of centerline, up to 445' MSL.

Trees beginning 864' from DER, 4' right of centerline, up to 453' MSL.

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



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



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SE-4

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

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## MACON, GA (CON'T)

MIDDLE GEORGIA RGNL (MCN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3C 07SEP23 (23250) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5**, std w/min climb of 210' per NM to 1500, or 1000-2½ for climb in visual conditions.**Rwy 23**, 300-2 or std w/min climb of 211' per NM to 700 or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

VCOA:

**Rwy 5**, obtain ATC approval when requesting IFR clearance. Climb in visual conditions to cross Middle Georgia Rgnl airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees and poles beginning 40' from DER, 59' left of centerline, up to 86' AGL/436' MSL.

Trees, towers, and aircraft equipment beginning 112' from DER, 8' right of centerline, up to 82' AGL/432' MSL.

**Rwy 14**, trees beginning 280' from DER, 279' left of centerline, up to 89' AGL/429' MSL.

Trees beginning 2153' from DER, 136' right of centerline, up to 81' AGL/411' MSL.

**Rwy 23**, trees beginning 69' from DER, left and right of centerline, up to 113' AGL/383' MSL.

Trees beginning 1818' from DER, left and right of centerline, up to 390' MSL.

Trees beginning 2241' from DER, left and right of centerline, up to 405' MSL.

Trees beginning 1.4 NM from DER, 746' left of centerline, up to 572' MSL.

**Rwy 32**, trees beginning 636' from DER, 209' right of centerline, up to 98' AGL/398' MSL.

Trees beginning 925' from DER, 54' left of centerline, up to 90' AGL/440' MSL.

## MADISON, GA

MADISON MUNI (52A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAR11 (11069) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, fences beginning abeam DER, 130' left and 269' right of centerline, 9' AGL/703' MSL.

Building abeam DER, 424' right of centerline, 30' AGL/729' MSL.

Vehicles on roadway abeam DER, 212' left of centerline, up to 15' AGL/714' MSL.

Fence 200' from DER, left and right of centerline, 9' AGL/703' MSL.

Vehicles on roadway 210' from DER, left and right of centerline, up to 15' AGL/714' MSL.

Trains beginning 276' from DER, left and right of centerline, up to 23' AGL/722' MSL.

Trees beginning 463' from DER, 468' left of centerline, up to 100' AGL/819' MSL.

Building 643' from DER, 440' left of centerline, 20' AGL/719' MSL.

Trees beginning 752' from DER, 213' right of centerline, up to 100' AGL/799' MSL.

Power lines beginning 1298' from DER, 246' left of centerline, up to 100' AGL/779' MSL.

**Rwy 32**, trees beginning abeam DER, 250' right of centerline, up to 100' AGL/719' MSL.

Trees beginning abeam DER, 300' left of centerline, up to 100' AGL/719' MSL.

Trees beginning 680' from DER, left and right of centerline, up to 100' AGL/719' MSL.

## MARION, AL

VAIDEN FLD (A08)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26JUL12 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees beginning 635' from DER, 225' right of centerline, up to 100' AGL/309' MSL.

Trees beginning 2119' from DER, 1057' left of centerline, up to 100' AGL/289' MSL.

**Rwy 34**, trees beginning abeam threshold, 191' left of centerline, up to 100' AGL/349' MSL.

Trees beginning 2128' from DER, 978' right of centerline, up to 100' AGL/349' MSL.

## MAXWELL AFB (KMXF)

MONTGOMERY, AL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 23FEB23 (23054) (USAF)

TAKEOFF MINIMUMS:

**Rwy 15**, std. w/min. climb of 260' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, tree canopy approximately 2000' from DER, 600' left and right of centerline, from 67' AGL/197' MSL. to 76' AGL/259' MSL.

Pylon 4754' from DER, 1440' left of centerline, 74' AGL/259' MSL.

Pylon 4894' from DER, 1354' left of centerline, 70' AGL/257' 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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## MC RAE, GA

TELFAIR-WHEELER (MQW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 2 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3**, 300-1¼ or std. w/min. climb of 279' per NM to 400.

DEPARTURE PROCEDURE:

**Rwy 21**, climb on heading 206 to 700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, vegetation, terrain beginning 137' from DER, 214' right of centerline, up to 223' MSL.

Trees beginning 170' from DER, 10' left of centerline, up to 263' MSL.

Tree, vegetation, terrain beginning 418' from DER, 214' right of centerline, up to 278' MSL.

Trees, vegetation beginning 568' from DER, 89' right of centerline, up to 290' MSL.

Trees, vegetation, pole beginning 828' from DER, 20' right of centerline, up to 293' MSL.

Trees, buildings, poles beginning 1130' from DER, 79' right of centerline, up to 296' MSL.

Tree 1236' from DER, 494' left of centerline, 274' MSL.

Trees, pole, vegetation beginning 1260' from DER, 4' left of centerline, up to 301' MSL.

Trees beginning 1657' from DER, 206' left of centerline, up to 305' MSL.

Trees beginning 1731' from DER, 17' left of centerline, up to 306' MSL.

Trees, grain elevators, building, poles beginning 2127' from DER, 30' right of centerline, up to 299' MSL.

Trees beginning 2789' from DER, 152' right of centerline, up to 301' MSL.

Tree 3375' from DER, 1193' right of centerline, 316' MSL.

Trees, transmission line beginning 3426' from DER, 148' right of centerline, up to 318' MSL.

Trees beginning 3749' from DER, 105' right of centerline, up to 331' MSL.

Trees beginning 3905' from DER, 63' right of centerline, up to 335' MSL.

Trees beginning 3924' from DER, 51' left of centerline, up to 308' MSL.

Trees beginning 4298' from DER, 86' right of centerline, up to 341' MSL.

Trees beginning 4389' from DER, 219' right of centerline, up to 345' MSL.

Tree 5671' from DER, 1907' right of centerline, 349' MSL.

Trees beginning 5886' from DER, 1865' right of centerline, up to 353' MSL.

Tree 6035' from DER, 1992' right of centerline, 355' MSL.

**Rwy 21**, vegetation 3' from DER, 183' left of centerline, 205' MSL.

Vegetation, terrain beginning 11' from DER, 167' right of centerline, up to 210' MSL.

Vegetation 52' from DER, 178' left of centerline, 206' MSL.

Tree, vegetation, vehicle on road beginning 79' from DER, 180' left of centerline, up to 238' MSL.

Trees, vegetation beginning 356' from DER, 19' left of centerline, up to 255' MSL.

Vegetation 364' from DER, 84' right of centerline, 212' MSL.

Tree, vegetation beginning 387' from DER, 47' right of centerline, up to 253' MSL.

Trees, vegetation, vehicle on road beginning 544' from DER, 140' right of centerline, up to 282' MSL.

Trees, pole beginning 978' from DER, 20' left of centerline, up to 260' MSL.

Trees beginning 1182' from DER, 41' right of centerline, up to 288' MSL.

Trees beginning 1230' from DER, 12' left of centerline, up to 266' MSL.

Elevator, trees beginning 1665' from DER, 42' left of centerline, up to 119' AGL/305' MSL.

## METTER, GA

JOHN EDWIN JONES SR FLD/METTER MUNI (MHP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG-A 06DEC18 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, tree 30' from DER, 359' left of centerline, 211' MSL.

Tree, sign beginning 48' from DER, 254' left of centerline, up to 217' MSL.

Tree 165' from DER, 223' left of centerline, 224' MSL.

Tree, pole beginning 706' from DER, 206' left of centerline, up to 259' MSL.

Pole 844' from DER, 231' right of centerline, 219' MSL.

Tree, pole beginning 983' from DER, 48' left of centerline, up to 264' MSL.

Pole beginning 1335' from DER, 173' right of centerline, up to 35' AGL/231' MSL.

Tree 1357' from DER, 808' left of centerline, 265' MSL.

Pole beginning 1458' from DER, 77' right of centerline, up to 33' AGL/234' MSL.

Tree, pole beginning 1467' from DER, 91' left of centerline, up to 275' MSL.

Pole 1696' from DER, 123' right of centerline, 38' AGL/245' MSL.

Tree 2406' from DER, 855' right of centerline, 273' MSL.

Sign 3265' from DER, 802' left of centerline, 118' AGL/304' MSL.

**Rwy 28**, trees beginning abeam DER, left and right of centerline, up to 100' AGL/289' MSL.

Vehicles on interstate, abeam DER, 295' right of centerline, up to 17' AGL/196' MSL.

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

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



25163

## MILLEDGEVILLE, GA

BALDWIN COUNTY RGNL (MLJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25JAN24 (24025) (FAA)

TAKEOFF MINIMUMS:

**Rwy 28**, 300-1 or std w/min climb of 335'/NM to 600.

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, sign at DER, 199' right of centerline, 3' AGL/360' MSL.

Tree 52' from DER, 489' right of centerline, 424' MSL.

Tree 57' from DER, 512' left of centerline, 421' MSL.

Tree 65' from DER, 387' left of centerline, 438' MSL.

Tree 70' from DER, 321' right of centerline, 435' MSL.

Tree, utility building, transmission line, pole beginning 78' from DER, 68' right of centerline, up to 443' MSL.

Tree, pole beginning 88' from DER, 360' left of centerline, up to 445' MSL.

Tree, building, poles beginning 175' from DER, 292' left of centerline, up to 447' MSL.

Trees beginning 502' from DER, 298' left of centerline, up to 448' MSL.

Trees beginning 569' from DER, 30' left of centerline, up to 457' MSL.

Trees beginning 1901' from DER, 518' left of centerline, up to 461' MSL.

Trees beginning 1917' from DER, 208' left of centerline, up to 105' AGL/464' MSL.

Trees beginning 1948' from DER, 22' left of centerline, up to 468' MSL.

Trees beginning 2187' from DER, 30' right of centerline, up to 444' MSL.

Trees beginning 2446' from DER, 148' right of centerline, up to 448' MSL.

Trees beginning 2647' from DER, 572' right of centerline, up to 449' MSL.

Trees beginning 2653' from DER, 467' right of centerline, up to 459' MSL.

**Rwy 28**, trees, terrain, fence beginning 12' from DER, 313' right of centerline, up to 440' MSL.

Tree 516' from DER, 599' left of centerline, 461' MSL.

Trees beginning 684' from DER, 617' left of centerline, up to 462' MSL.

Trees, terrain, fence, traverse way beginning 737' from DER, 305' right of centerline, up to 503' MSL.

Trees beginning 899' from DER, 594' left of centerline, up to 463' MSL.

Trees beginning 1342' from DER, 522' left of centerline, up to 479' MSL.

Trees beginning 1688' from DER, 677' left of centerline, up to 482' MSL.

Tree, traverse way beginning 1727' from DER, 63' right of centerline, up to 512' MSL.

Trees, pole beginning 1789' from DER, 23' left of centerline, up to 494' MSL.

Trees beginning 2843' from DER, 46' right of centerline, up to 528' MSL.

Tree 3230' from DER, 1106' left of centerline, 498' MSL.

Trees beginning 3254' from DER, 69' left of centerline, up to 506' MSL.

Trees beginning 3444' from DER, 15' right of centerline, up to 534' MSL.

Trees beginning 3503' from DER, 260' left of centerline, up to 508' MSL.

Trees beginning 3547' from DER, 467' left of centerline, up to 514' MSL.

Trees beginning 3621' from DER, 59' left of centerline, up to 521' MSL.

Trees beginning 3680' from DER, 113' right of centerline, up to 535' MSL.

Trees beginning 3795' from DER, 36' right of centerline, up to 539' MSL.

Trees beginning 3823' from DER, 313' right of centerline, up to 543' MSL.

Trees beginning 3883' from DER, 113' left of centerline, up to 536' MSL.

Trees beginning 3963' from DER, 115' right of centerline, up to 548' MSL.

Trees beginning 4003' from DER, 46' left of centerline, up to 540' MSL.

Trees beginning 4319' from DER, 12' right of centerline, up to 550' MSL.

Trees beginning 4667' from DER, 9' right of centerline, up to 540' MSL.

## MILLEN, GA

MILLEN (2J5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, tree 35' from DER, 377' left of centerline, 292' MSL.

Tree 139' from DER, 301' left of centerline, 297' MSL.

Trees beginning 148' from DER, 266' left of centerline, up to 307' MSL.

Trees beginning 1864' from DER, 805' left of centerline, up to 331' MSL.

Tree 2639' from DER, 450' right of centerline, 288' MSL.

Tree 2784' from DER, 238' right of centerline, 292' MSL.

**Rwy 35**, pole, vehicles on road beginning 237' from DER, 401' left of centerline, up to 33' AGL/283' MSL.

Poles, building, vehicle on road, terrain beginning 504' from DER, 153' left of centerline, up to 33' AGL/294' MSL.

Terrain 679' from DER, 33' right of centerline, 258' MSL.

Pole, vehicle on road, terrain, building beginning 776' from DER, 138' left of centerline, up to 33' AGL/299' MSL.

Terrain 878' from DER, 30' right of centerline, 264' MSL.

Tree 983' from DER, 534' left of centerline, 325' MSL.

Elevator, silo, vehicle on road, poles, trees beginning 1021' from DER, 7' left of centerline, up to 76' AGL/340' MSL.

Tree 1259' from DER, 810' right of centerline, 306' MSL.

Trees beginning 1275' from DER, 46' right of centerline, up to 316' MSL.



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



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

25163

## MOBILE, AL

### MOBILE INTL (BFM)

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

AMDT 2 05OCT23 (23278) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 14**, 400-2½ or std w/min climb of 246'/NM to 500.

##### DEPARTURE PROCEDURE:

**Rwy 36**, climb on heading 001° to 900.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, sign 46' from DER, 197' right of centerline, 3' AGL/27' MSL.

Tree 1238' from DER, 815' right of centerline, 94' MSL.

Trees beginning 1442' from DER, 767' right of centerline, up to 105' MSL.

Trees beginning 1494' from DER, 106' right of centerline, up to 107' MSL.

Tree 1821' from DER, 78' left of centerline, 71' MSL.

Trees beginning 1999' from DER, 251' right of centerline, up to 109' MSL.

Trees beginning 2343' from DER, 48' right of centerline, up to 115' MSL.

Tree 2646' from DER, 410' left of centerline, 93' MSL.

Tree 2697' from DER, 493' left of centerline, 96' MSL.

Tree 2743' from DER, 539' left of centerline, 97' MSL.

Tree 2758' from DER, 287' left of centerline, 98' MSL.

Trees beginning 2778' from DER, 102' left of centerline, up to 102' MSL.

Trees beginning 3166' from DER, 256' left of centerline, up to 109' MSL.

Tree 3467' from DER, 794' right of centerline, 116' MSL.

Tree 3772' from DER, 293' left of centerline, 120' MSL.

Tree 3824' from DER, 1086' right of centerline, 122' MSL.

**Rwy 32**, light poles 40' from DER, 124' right of centerline, 3' AGL/28' MSL.

Light poles 40' from DER, 124' left of centerline, 2' AGL/28' MSL.

Trees beginning 750' from DER, 262' right of centerline, up to 69' MSL.

Trees beginning 902' from DER, 94' left of centerline, up to 88' MSL.

Trees beginning 1125' from DER, 509' right of centerline, up to 71' MSL.

Trees beginning 1202' from DER, 191' right of centerline, up to 77' MSL.

Trees beginning 1402' from DER, 11' right of centerline, up to 95' MSL.

Trees beginning 2353' from DER, 271' right of centerline, up to 98' MSL.

Tree 2438' from DER, 149' right of centerline, 99' MSL.

Trees beginning 2503' from DER, 526' right of centerline, up to 103' MSL.

Tree 2533' from DER, 33' right of centerline, 110' MSL.

Tree 2607' from DER, 18' left of centerline, 104' MSL.

Trees beginning 2609' from DER, 21' left of centerline, up to 107' MSL.

Trees beginning 2628' from DER, on centerline, up to 111' MSL.

Sign, trees beginning 2780' from DER, 120' left of centerline, up to 111' AGL/119' MSL.

Trees beginning 2846' from DER, 7' right of centerline, up to 115' MSL.

**Rwy 36**, poles, trees beginning 62' from DER, 209' right of centerline, up to 38' AGL/62' MSL.

Poles beginning 114' from DER, 479' left of centerline, up to 35' AGL/57' MSL.

Poles, trees beginning 1083' from DER, 5' left of centerline, up to 45' AGL/68' MSL.

Trees, pole beginning 1285' from DER, 292' right of centerline, up to 83' MSL.

Trees, pole beginning 1522' from DER, 204' right of centerline, up to 84' MSL.

## MOBILE RGNL (MOB)

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

AMDT 1A 29MAY14 (14149) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, tree 1758' from DER, 886' right of centerline, 79' AGL/270' MSL.

Tree 1987' from DER, 856' left of centerline, 73' AGL/277' MSL.

Tree 2102' from DER, 861' right of centerline, 78' AGL/269' MSL.

Tree 2131' from DER, left of centerline, 76' AGL/280' MSL.

**Rwy 18**, multiple trees beginning 1597' from DER, 15' left of centerline, up to 69' AGL/273' MSL.

Multiple trees beginning 1671' from DER, 207' right of centerline, up to 87' AGL/278' MSL.

**Rwy 36**, multiple trees beginning 1083' from DER, 210' right of centerline, up to 84' AGL/301' MSL.

Multiple trees beginning 532' from DER, 43' left of centerline, up to 73' AGL/287' MSL.

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

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



25163

## MONROE, GA

CY NUNNALLY MEML (D73)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 21MAY20 (21168) (FAA)

DEPARTURE PROCEDURE:

**Rwy 3**, climb heading 035° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree 29' from DER, 358' left of centerline, 910' MSL.  
 Tree 38' from DER, 425' right of centerline, 833' MSL.  
 Trees beginning 135' from DER, 85' left of centerline, up to 913' MSL.  
 Tree 198' from DER, 306' right of centerline, 862' MSL.  
 Transmission lines 200' from DER, 478' right of centerline, 60' AGL/864' MSL.  
 Tree 316' from DER, 544' right of centerline, 874' MSL.  
 Trees beginning 345' from DER, 332' right of centerline, up to 895' MSL.  
 Tree 537' from DER, 552' right of centerline, 902' MSL.  
 Trees beginning 587' from DER, 608' right of centerline, up to 904' MSL.  
 Tree 635' from DER, 587' right of centerline, 907' MSL.  
 Trees, transmission lines and pole beginning 967' from DER, 43' right of centerline, up to 908' MSL.  
 Transmission lines, pole and trees beginning 1899' from DER, 92' right of centerline, up to 110' AGL/928' MSL.  
 Tree 2021' from DER, 393' left of centerline, 915' MSL.  
 Trees and transmission lines beginning 2036' from DER, 101' left of centerline, up to 931' MSL.  
 Trees, transmission lines and pole beginning 2455' from DER, 90' left of centerline, up to 940' MSL.  
 Trees beginning 3116' from DER, 29' right of centerline, up to 931' MSL.  
 Trees and transmission lines beginning 3125' from DER, 148' left of centerline, up to 946' MSL.  
 Transmission lines and trees beginning 3339' from DER, 884' left of centerline, up to 101' AGL/947' MSL.  
 Pole, trees and transmission lines beginning 3348' from DER, 172' left of centerline, up to 100' AGL/948' MSL.  
 Tree and transmission lines beginning 3586' from DER, 94' left of centerline, up to 949' MSL.  
 Transmission lines, pole and trees beginning 3763' from DER, 74' left of centerline, up to 101' AGL/957' MSL.  
**Rwy 21**, terrain 27' from DER, 303' left of centerline, 882' MSL.  
 Transmission lines, terrain and fence beginning 71' from DER, 81' left of centerline, up to 37' AGL/922' MSL.  
 Fence 131' from DER, 215' right of centerline, 2' AGL/879' MSL.  
 Tree 196' from DER, 439' right of centerline, 929' MSL.  
 Tree 266' from DER, 338' right of centerline, 946' MSL.  
 Trees and buildings beginning 291' from DER, 382' right of centerline, up to 956' MSL.  
 Trees and transmission lines beginning 311' from DER, 49' left of centerline, up to 923' MSL.  
 Tree 476' from DER, 417' right of centerline, 957' MSL.  
 Trees, transmission lines and buildings beginning 499' from DER, 72' right of centerline, up to 961' MSL.  
 Transmission lines, trees and buildings beginning 505' from DER, 27' left of centerline, up to 52' AGL/933' MSL.  
 Trees and transmission lines beginning 684' from DER, 176' left of centerline, up to 953' MSL.  
 Trees, transmission lines and buildings beginning 774' from DER, 32' right of centerline, up to 979' MSL.  
 Trees beginning 887' from DER, 256' left of centerline, up to 968' MSL.  
 Trees and transmission lines beginning 948' from DER, 19' left of centerline, up to 970' MSL.

## MONROEVILLE, AL

MONROE COUNTY AEROPLEX (MVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 01FEB18 (18032) (FAA)

TAKEOFF OBSTACLE NOTES:

Trees beginning 1085' from DER, 274' left of centerline, up to 100' AGL/529' MSL.  
 Trees beginning 488' from DER, 291' right of centerline, up to 100' AGL/529' MSL.  
**Rwy 21**, vehicle on road 750' from DER, 661' right of centerline, 15' AGL/434' MSL.  
 Trees abeam DER, 376' right of centerline, up to 56' AGL/475' MSL.  
 Trees beginning 219' from DER, 224' left of centerline, up to 56' AGL/474' MSL.

## MONTEZUMA, GA

DR C P SAVAGE SR (53A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08SEP22 (22251) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, terrain 2' from DER, 198' right of centerline, 338' MSL.  
 Pole 54' from DER, 463' right of centerline, 40' AGL/377' MSL.  
 Terrain beginning 82' from DER, 313' left of centerline, up to 344' MSL.  
 Pole, vehicle on road beginning 496' from DER, 142' right of centerline, up to 46' AGL/383' MSL.  
 Tree 672' from DER, 548' right of centerline, 407' MSL.  
 Tree 749' from DER, 449' left of centerline, 401' MSL.  
 Tree 829' from DER, 625' right of centerline, 416' MSL.  
 Tree, pole, transmission line beginning 877' from DER, 30' left of centerline, up to 420' MSL.  
 Tree, pole beginning 877' from DER, 4' right of centerline, up to 419' MSL.  
 Trees beginning 2521' from DER, 735' right of centerline, up to 427' MSL.  
 Trees beginning 3144' from DER, 402' left of centerline, up to 431' MSL.  
 Trees beginning 3206' from DER, 155' right of centerline, up to 433' 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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## MONTEZUMA, GA (CON'T)

### DR C P SAVAGE SR (53A) (CON'T)

**Rwy 36**, tree, terrain, vehicle on road beginning 18' from DER, 127' left of centerline, up to 419' MSL.  
Tree, terrain beginning 53' from DER, 162' right of centerline, up to 427' MSL.  
Tree, terrain beginning 187' from DER, 109' right of centerline, up to 432' MSL.  
Tree, vehicle on road, terrain beginning 256' from DER, 19' left of centerline, up to 437' MSL.  
Tree, terrain beginning 458' from DER, 47' right of centerline, up to 435' MSL.  
Trees beginning 1559' from DER, 13' right of centerline, up to 437' MSL.  
Tree, pole beginning 1865' from DER, 162' right of centerline, up to 448' MSL.  
Tree 2171' from DER, 709' right of centerline, 456' MSL.  
Trees beginning 2219' from DER, 154' right of centerline, up to 475' MSL.  
Tree 2311' from DER, 858' right of centerline, 483' MSL.  
Trees beginning 2342' from DER, 16' right of centerline, up to 493' MSL.  
Trees beginning 3819' from DER, 731' left of centerline, up to 456' MSL.  
Trees beginning 4064' from DER, 1236' left of centerline, up to 460' MSL.

## MONTGOMERY, AL

### MONTGOMERY RGNL (DANNELLY FLD) (MGM)

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

AMDT 2 26JUL12 (21168) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 10**, climb heading 097° to 1100 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, trees beginning 1493' from DER, 808' right of centerline, up to 90' AGL/276' MSL.  
**Rwy 28**, trees beginning 1523' from DER, left and right of centerline, up to 75' AGL/316' MSL.  
**Rwy 3**, building 272' from DER, 549' left of centerline, 12' AGL/202' MSL.  
Hanger 426' from DER, 557' left of centerline, 20' AGL/210' MSL.  
Hanger 560' from DER, 560' left of centerline, 14' AGL/203' MSL.  
Hanger 670' from DER, 559' left of centerline, 14' AGL/203' MSL.  
Tree 1306' from DER, 318' right of centerline, 56' AGL/245' MSL.  
**Rwy 21**, fence 713' from DER, 295' left of centerline, 11' AGL/241' MSL.  
Tree 1830' from DER, 196' right of centerline, 62' AGL/302' MSL.

## MOODY AFB (KVAD)

### VALDOSTA, GA

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

AMDT 5 25JAN24 (24025) (USAF)

##### TAKEOFF MINIMUMS:

**Rwy 36L**, 300-1½ or std w/min climb of 254'/NM to 700.  
**Rwy 36R**, 300-1¼ or std w/min climb of 223'/NM to 700 or with std mins and a std 200'/NM climb gradient, takeoff must occur NLT 1700' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18L**, tree 2729' from DER, 767' left of centerline, 10' AGL/293' MSL.  
**Rwy 18R**, C-130 tail 72' from DER, 466' left of centerline, 38' AGL/248' MSL.  
Tree 2146' from DER, 962' right of centerline, 99' AGL/291' MSL.  
Tree 2644' from DER, 504' right of centerline, 99' AGL/292' MSL.  
Tree 2770' from DER, 281' right of centerline, 99' AGL/292' MSL.  
**Rwy 36L**, C-130 tail 283' from DER, 450' left of centerline, 38' AGL/268' MSL.  
Tree 3207' from DER, 809' left of centerline, 99' AGL/337' MSL.  
Tree 3319' from DER, 517' left of centerline, 99' AGL/337' MSL.  
Terrain 6028' from DER, 1587' right of centerline, 425' MSL.  
Terrain 1.1 NM from DER, 2076' left of centerline, 442' MSL.  
**Rwy 36R**, terrain 1 NM from DER, 200' right of centerline, 120' AGL/409' MSL.

#### DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 12JUN25 (25163) (USAF)

**Rwy 36L**, hdg as assigned by ATC; requires min climb of 254'/NM to 700.  
**Rwy 36R**, hdg as assigned by ATC; requires min climb of 223'/NM to 700.

## MOULTRIE, GA

### MOULTRIE MUNI (MGR)

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

AMDT 3 30JAN20 (20030) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, pole abeam DER, 98' right of centerline, 2' AGL/294' MSL.  
Trees, terrain beginning 9' from DER, 262' right of centerline, up to 337' MSL.  
Trees beginning 18' from DER, 250' left of centerline, up to 359' MSL.  
Tree 788' from DER, 701' right of centerline, 359' MSL.  
Trees beginning 2265' from DER, 460' left of centerline, up to 375' MSL.  
Trees beginning 2512' from DER, 637' left of centerline, up to 380' MSL.  
Tree 2740' from DER, 493' left of centerline, 385' MSL.  
Trees beginning 2800' from DER, 34' 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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## MOULTRIE, GA (CON'T)

### MOULTRIE MUNI (MGR) (CON'T)

**Rwy 4 (CON'T)**, tree 3217' from DER, 477' right of centerline, 389' MSL.  
Trees beginning 3574' from DER, 511' left of centerline, up to 399' MSL.  
**Rwy 22**, tree 34' from DER, 324' left of centerline, 321' MSL.  
Trees beginning 69' from DER, 317' right of centerline, up to 301' MSL.  
Trees beginning 118' from DER, 297' left of centerline, up to 356' MSL.  
Trees beginning 190' from DER, 258' right of centerline, up to 308' MSL.  
Trees beginning 1178' from DER, 471' left of centerline, up to 358' MSL.  
Trees beginning 1299' from DER, 738' left of centerline, up to 361' MSL.  
**Rwy 34**, general utility, sign beginning 16' from DER, 114' right of centerline, up to 6' AGL/292' MSL.  
Tree 104' from DER, 353' left of centerline, 315' MSL.  
Tree 142' from DER, 482' left of centerline, 328' MSL.  
Tree 249' from DER, 290' right of centerline, 328' MSL.  
Trees beginning 255' from DER, 226' left of centerline, up to 343' MSL.  
Trees beginning 447' from DER, 290' right of centerline, up to 340' MSL.  
Trees beginning 545' from DER, 304' left of centerline, up to 383' MSL.  
Trees beginning 589' from DER, 159' right of centerline, up to 344' MSL.  
Trees beginning 761' from DER, 22' left of centerline, up to 391' MSL.  
Tree 999' from DER, 379' right of centerline, 370' MSL.  
Trees beginning 1010' from DER, 180' right of centerline, up to 377' MSL.  
Trees beginning 1159' from DER, 139' right of centerline, up to 379' MSL.  
Trees beginning 1288' from DER, 169' right of centerline, up to 387' MSL.  
Trees beginning 1382' from DER, 48' right of centerline, up to 391' MSL.

## MUSCLE SHOALS, AL

### NORTHWEST ALABAMA RGNL (MSL)

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

##### AMDT 1A 07SEP23 (23250) (FAA)

###### TAKEOFF MINIMUMS:

**Rwy 36**, 300-1¼ or std w/min climb of 239'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

###### DEPARTURE PROCEDURE:

**Rwy 18**, climb on heading 184° to 1400 before proceeding on course.

###### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 90' from DER, 306' left of centerline, 23' AGL/568' MSL.  
Trees beginning 42' from DER, 325' right of centerline, up to 98' AGL/617' MSL.  
Pole 1550' from DER, 151' left of centerline, 43' AGL/580' MSL.  
**Rwy 30**, trees beginning 981' from DER, 184' left of centerline, up to 100' AGL/630' MSL.  
Trees beginning 2727' from DER, 322' left of centerline, up to 97' AGL/627' MSL.  
Traverse way 31' from DER, 252' right of centerline, 558' MSL.  
Pole 839' from DER, 594' left of centerline, 39' AGL/569' MSL.  
**Rwy 36**, trees beginning 622' from DER, 89' left of centerline, up to 105' AGL/621' MSL.  
Trees beginning 196' from DER, 4' right of centerline, up to 73' AGL/598' MSL.  
Poles beginning 499' from DER, 320' left of centerline, up to 39' AGL/575' MSL.  
Poles beginning 420' from DER, 26' right of centerline, up to 32' AGL/569' MSL.  
Bldg 9' from DER, 437' right of centerline, 21' AGL/557' MSL.  
Comm twr 5329' from DER, 469' left of centerline, 161' AGL/698' MSL.

## NAHUNTA, GA

### BRANTLEY COUNTY (4J1)

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

##### ORIG 12JAN12 (12012) (FAA)

###### DEPARTURE PROCEDURE:

**Rwy 19**, climb heading 192° to 1500 before turning right.

###### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, vehicles beginning 56' from DER, left and right of centerline, up to 17' AGL/101' MSL.  
Trees beginning 1105' from DER, right of centerline, up to 100' AGL/181' MSL.  
Transmission towers beginning 768' from DER, 174' right of centerline, up to 32' AGL/112' MSL.  
Terrain and trees 85' from DER, 343' right of centerline, 17' AGL/92' MSL.  
Trees beginning 25' from DER, 24' left of centerline, up to 100' AGL/165' MSL.  
Transmission towers and buildings beginning 15' from DER, 160' left of centerline, up to 43' AGL/118' MSL.  
Utility pole 9' from DER, 280' left of centerline, 12' AGL/87' MSL.  
**Rwy 19**, vehicle on roadway 29' from DER, 260' left of centerline, 15' AGL/94' MSL.  
Trees beginning 5' from DER, 272' right of centerline, up to 100' AGL/144' MSL.  
Rising terrain and trees beginning 274' from DER, 229' right of centerline, up to 21' AGL/96' MSL.  
Trees beginning 939' from DER, 26' left of centerline, up to 100' AGL/132' MSL.  
Terrain 462' from DER, 581' left of centerline, 17' AGL/92' 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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## NASHVILLE, GA

### BERRIEN COUNTY (4J2)

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

AMDT 1A 15SEP16 (16259) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, tree 94' from DER, 478' left of centerline, 284' MSL.

Trees beginning 179' from DER, 413' right of centerline, up to 274' MSL.

Trees beginning 272' from DER, 461' left of centerline, up to 297' MSL.

Trees beginning 413' from DER, 479' right of centerline, up to 279' MSL.

Trees beginning 887' from DER, 484' right of centerline, up to 283' MSL.

Trees beginning 1060' from DER, 513' right of centerline, up to 305' MSL.

Trees beginning 1491' from DER, 344' right of centerline, up to 318' MSL.

Trees beginning 1674' from DER, 331' right of centerline, up to 320' MSL.

Tree 1698' from DER, 531' right of centerline, 321' MSL.

Trees beginning 1704' from DER, 3' right of centerline, up to 323' MSL.

Tree 1809' from DER, 684' left of centerline, 307' MSL.

Trees beginning 1840' from DER, 32' left of centerline, up to 311' MSL.

Trees beginning 2108' from DER, 73' left of centerline, up to 319' MSL.

Trees beginning 2498' from DER, 32' left of centerline, up to 328' MSL.

Tree 3603' from DER, 185' right of centerline, 325' MSL.

**Rwy 28**, tree 81' from DER, 328' right of centerline, 264' MSL.

Pole and bush beginning 91' from DER, 149' left of centerline, up to 32' AGL/275' MSL.

Stack and pole beginning 610' from DER, 346' left of centerline, up to 40' AGL/286' MSL.

Trees beginning 1209' from DER, 331' right of centerline, up to 316' MSL.

Trees beginning 1345' from DER, 398' left of centerline, up to 308' MSL.

Trees beginning 1582' from DER, 280' left of centerline, up to 315' MSL.

Trees beginning 1733' from DER, 163' left of centerline, up to 318' MSL.

Trees beginning 1805' from DER, 382' right of centerline, up to 329' MSL.

Trees beginning 1954' from DER, 516' right of centerline, up to 335' MSL.

Trees beginning 2725' from DER, 14' right of centerline, up to 337' MSL.

Tree 2897' from DER, 330' left of centerline, 320' MSL.

Trees beginning 2953' from DER, 168' left of centerline, up to 321' MSL.

Trees beginning 3125' from DER, 70' left of centerline, up to 335' MSL.

## ONEONTA, AL

### ROBBINS FLD (20A)

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

ORIG-B 25APR19 (21336) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 24**, 300-1¼ or std. w/min. climb of 206' to 1400.

##### DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 058° to 2000 before turning.

**Rwy 24**, climb heading 250° to 2400 before turning.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees, beginning 162' from DER, 169' left of centerline, up to 133' AGL/1199' MSL.

Tree 366' from DER, 569' right of centerline, 76' AGL/1169' MSL.

Trees, beginning 3184' from DER, 92' left of centerline, up to 129' AGL/1211' MSL.

Tree 3639' from DER, 86' left of centerline, 147' AGL/1222' MSL.

Tree 4205' from DER, 372' left of centerline, 107' AGL/1231' MSL.

Tree 4499' from DER, 623' left of centerline, 152' AGL/1239' MSL.

**Rwy 24**, tree, traverse way, beginning 145' from DER, 304' left of centerline, up to 135' AGL/1215' MSL.

Traverse way 222' from DER, 463' right of centerline, 1147' MSL.

Trees, beginning 255' from DER, 9' left of centerline, up to 137' AGL/1217' MSL.

Tree 281' from DER, 214' right of centerline, 109' AGL/1188' MSL.

Tree 412' from DER, 449' right of centerline, 151' AGL/1230' MSL.

Trees, beginning 736' from DER, 8' right of centerline, up to 157' AGL/1236' MSL.

Tree 5381' from DER, 1917' right of centerline, 60' AGL/1243' MSL.

Tree 1 NM from DER, 1684' right of centerline, 97' AGL/1270' MSL.

## OZARK, AL

### OZARK/BLACKWELL FLD (71J)

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

AMDT 2A 19JUL18 (22027) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 31**, 300-2 or std. w/min. climb of 203' per NM to 700, or alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

##### DEPARTURE PROCEDURE:

**Rwy 31**, climb heading 305° to 800 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning at DER, 336' left of centerline, up to 86' AGL/404' MSL.

Trees beginning 4' from DER, 83' right of centerline, up to 93' AGL/389' MSL.

Trees beginning 604' from DER, left and right of centerline, up to 100' AGL/437' MSL.

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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## OZARK, AL (CON'T)

### OZARK/BLACKWELL FLD (71J) (CON'T)

**Rwy 31**, terrain 10' from DER, 319' left of centerline, 370' MSL.

Vehicles on road beginning at DER, 372' left of centerline, up to 15' AGL/404' MSL.

Poles beginning 75' from DER, left and right of centerline, up to 45' AGL/426' MSL.

Tower 151' from DER, 453' left of centerline, 53' AGL/427' MSL.

Trees beginning 189' from DER, 314' left of centerline, up to 39' AGL/409' MSL.

Trees beginning 250' from DER, 216' right of centerline, up to 100' AGL/420' MSL.

Trees beginning 1064' from DER, left and right of centerline, up to 100' AGL/508' MSL.

Tower 1.58 NM from DER, 1588' right of centerline, 168' AGL/600' MSL.

## PELL CITY, AL

### ST CLAIR COUNTY (PLR)

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

AMDT 3 27APR17 (17117) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 21**, 300-1 or std. w/ min. climb of 248' per NM to 700.

##### DEPARTURE PROCEDURE:

**Rwy 21**, climb heading 206° to 1000 before turning east.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree 60' from DER, 410' left of centerline, 526' MSL.

Trees beginning 194' from DER, 311' left of centerline, up to 567' MSL.

Pole 221' from DER, 548' right of centerline, 27' AGL/508' MSL.

Tree 2647' from DER, 544' right of centerline, 568' MSL.

**Rwy 21**, terrain beginning 30' from DER, 110' right of centerline, up to 493' MSL.

Road, terrain beginning 103' from DER, 238' left of centerline, up to 502' MSL.

Pole, terrain, road beginning 229' from DER, 1' left of centerline, up to 22' AGL/519' MSL.

Road 422' from DER, 139' right of centerline, 501' MSL.

Road 463' from DER, 292' right of centerline, 502' MSL.

Tree, pole beginning 476' from DER, 363' left of centerline, up to 556' MSL.

Trees beginning 497' from DER, 534' right of centerline, up to 525' MSL.

Tree 709' from DER, 555' left of centerline, 567' MSL.

Tree, terrain, pole, building beginning 740' from DER, 231' left of centerline, up to 586' MSL.

Tree, ground, terrain beginning 1197' from DER, 460' left of centerline, up to 595' MSL.

Tree 1534' from DER, 751' right of centerline, 573' MSL.

Tree 3058' from DER, 260' left of centerline, 604' MSL.

Tree 3955' from DER, 198' right of centerline, 583' MSL.

Tree 4183' from DER, 192' right of centerline, 592' MSL.

Tree 4931' from DER, 740' left of centerline, 636' MSL.

## PERRY, GA

### PERRY-HOUSTON COUNTY (PXE)

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

ORIG 20DEC07 (07354) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 36**, std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 36**, for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, vehicles on roadway beginning 30' from DER, 389' right of centerline, up to 15' AGL/414' MSL.

Trees and pylons beginning 133' from DER, 317' right of centerline, up to 72' AGL/461' MSL.

Trees beginning 1127' from DER, 152' left of centerline, up to 100' AGL/519' MSL.

**Rwy 36**, trees left and right of centerline beginning 2806' from DER, up to 100' AGL/529' MSL.

## PINE MOUNTAIN, GA

### HARRIS COUNTY (PIM)

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

AMDT 1 18NOV10 (10322) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 9**, std. w/ min. climb of 233' per NM to 1800 or 1100-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 9**, climbing left turn heading 360° to 2400 before turning east or for climb in visual conditions cross Harris County airport at or above 1900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, terrain and trees beginning at DER, left and right of centerline, up to 100' AGL/1039' MSL.

**Rwy 27**, terrain and trees beginning 55' from DER, left and right of centerline, up to 115' AGL/1015' MSL.

# 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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## PRATTVILLE, AL

PRATTVILLE/GROUBY FLD (1A9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20JUN19 (22195) (FAA)

### TAKEOFF MINIMUMS:

**Rwy 27**, 400-2¼ or std. w/min. climb of 620' per NM to 600.

### DEPARTURE PROCEDURE:

**Rwy 9**, climb heading 092° to 700 before turning left.

**Rwy 27**, climb heading 272° to 700 before turning right.

### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, traverse way, lighting beginning 39' from DER, 91' left of centerline, up to 211' MSL.

Trees beginning 352' from DER, 93' left of centerline, up to 235' MSL.

Tree 508' from DER, 634' left of centerline, 269' MSL.

Trees beginning 622' from DER, 563' left of centerline, up to 276' MSL.

Trees beginning 697' from DER, 682' right of centerline, up to 240' MSL.

Trees beginning 1245' from DER, 1' left of centerline, up to 295' MSL.

Trees beginning 1398' from DER, 9' right of centerline, up to 290' MSL.

Trees beginning 2814' from DER, 752' right of centerline, up to 297' MSL.

Trees beginning 3114' from DER, 785' left of centerline, up to 297' MSL.

Trees beginning 3244' from DER, 1037' left of centerline, up to 298' MSL.

Tree 3259' from DER, 1176' left of centerline, 300' MSL.

Trees beginning 3367' from DER, 1037' left of centerline, up to 309' MSL.

Trees beginning 3602' from DER, 1059' left of centerline, up to 313' MSL.

Tree 4210' from DER, 1556' left of centerline, 316' MSL.

Tree 4235' from DER, 1078' left of centerline, 318' MSL.

Trees beginning 4291' from DER, 1063' left of centerline, up to 320' MSL.

**Rwy 27**, vegetation 76' from DER, 184' right of centerline, 228' MSL.

Tree 166' from DER, 516' left of centerline, 292' MSL.

Traverse way 170' from DER, 491' right of centerline, 243' MSL.

Pole 236' from DER, 502' right of centerline, 33' AGL/253' MSL.

Pole, trees beginning 238' from DER, 500' right of centerline, up to 262' MSL.

Tree 353' from DER, 512' left of centerline, 299' MSL.

Tree, poles beginning 561' from DER, 75' left of centerline, up to 328' MSL.

Pole, trees beginning 631' from DER, 505' right of centerline, up to 42' AGL/272' MSL.

Tree, poles beginning 1170' from DER, 115' right of centerline, up to 338' MSL.

Trees beginning 1419' from DER, 303' left of centerline, up to 338' MSL.

Trees beginning 1468' from DER, 7' left of centerline, up to 340' MSL.

Tower, trees beginning 1527' from DER, 11' left of centerline, up to 105' AGL/343' MSL.

Trees beginning 1899' from DER, 30' right of centerline, up to 344' MSL.

Trees beginning 1967' from DER, 32' right of centerline, up to 349' MSL.

Trees beginning 2201' from DER, 72' left of centerline, up to 348' MSL.

Trees beginning 2269' from DER, 71' left of centerline, up to 369' MSL.

Trees beginning 2325' from DER, 81' right of centerline, up to 351' MSL.

Trees beginning 2457' from DER, 2' left of centerline, up to 401' MSL.

Trees beginning 2463' from DER, 388' right of centerline, up to 354' MSL.

Trees beginning 2510' from DER, 104' right of centerline, up to 359' MSL.

Trees beginning 2570' from DER, 103' right of centerline, up to 361' MSL.

Trees beginning 2731' from DER, 505' right of centerline, up to 362' MSL.

Trees beginning 2807' from DER, 111' right of centerline, up to 363' MSL.

Trees beginning 2959' from DER, 20' right of centerline, up to 384' MSL.

Trees beginning 3177' from DER, 85' right of centerline, up to 399' MSL.

Trees beginning 3291' from DER, 46' right of centerline, up to 408' MSL.

Trees beginning 3528' from DER, 65' left of centerline, up to 412' MSL.

Trees beginning 3552' from DER, 10' right of centerline, up to 411' MSL.

Trees beginning 3943' from DER, 0' of centerline, up to 420' MSL.

Trees beginning 4092' from DER, 3' left of centerline, up to 415' MSL.

Trees beginning 4353' from DER, 8' right of centerline, up to 427' MSL.

Trees beginning 5203' from DER, 34' right of centerline, up to 435' MSL.

Trees beginning 5355' from DER, 322' left of centerline, up to 417' MSL.

Trees beginning 5398' from DER, 1' right of centerline, up to 437' MSL.

Trees beginning 5538' from DER, 120' left of centerline, up to 419' MSL.

Trees beginning 5550' from DER, 7' left of centerline, up to 427' MSL.

Trees beginning 5690' from DER, 795' left of centerline, up to 428' MSL.

Trees beginning 5698' from DER, 196' left of centerline, up to 439' MSL.

Trees beginning 5868' from DER, 15' left of centerline, up to 446' MSL.

Trees beginning 6018' from DER, 200' left of centerline, up to 447' MSL.

Trees beginning 1 NM from DER, 23' left of centerline, up to 466' MSL.

Trees beginning 1 NM from DER, 124' left of centerline, up to 468' MSL.

Tree 1 NM from DER, 295' right of centerline, 448' MSL.

Trees beginning 1 NM from DER, 172' right of centerline, up to 460' MSL.

Trees beginning 1 NM from DER, 537' right of centerline, up to 471' MSL.

Trees beginning 1 NM from DER, 102' left of centerline, up to 476' MSL.

Trees beginning 1 NM from DER, 113' right of centerline, up to 483' MSL.

Trees beginning 1 NM from DER, 5' left of centerline, up to 501' MSL.

Trees beginning 1 NM from DER, 510' right of centerline, up to 496' 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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## PRATTVILLE, AL (CON'T)

### PRATTVILLE/GROUBY FLD (1A9) (CON'T)

**Rwy 27 (CON'T)**, trees beginning 1 NM from DER, 59' right of centerline, up to 504' MSL.  
 Tree, building, poles beginning 1 NM from DER, 2' left of centerline, up to 96' AGL/520' MSL.  
 Trees beginning 1 NM from DER, 32' right of centerline, up to 518' MSL.  
 Trees beginning 1.1 NM from DER, 133' right of centerline, up to 519' MSL.  
 Trees beginning 1.2 NM from DER, 25' right of centerline, up to 534' MSL.  
 Trees beginning 1.2 NM from DER, 83' right of centerline, up to 547' MSL.  
 Trees beginning 1.2 NM from DER, 50' right of centerline, up to 554' MSL.  
 Trees beginning 1.2 NM from DER, 151' right of centerline, up to 574' MSL.  
 Trees beginning 1.2 NM from DER, 20' right of centerline, up to 85' AGL/587' MSL.  
 Tree, antenna, building, poles beginning 1.3 NM from DER, 66' right of centerline, up to 109' AGL/590' MSL.  
 Tower, trees beginning 1.5 NM from DER, 466' right of centerline, up to 181' AGL/605' MSL.  
 Building 1.7 NM from DER, 2935' right of centerline, 33' AGL/515' MSL.

## QUITMAN, GA

### QUITMAN BROOKS COUNTY (4J5)

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

ORIG 13JAN11 (11013) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 10**, std. w/ min. climb of 290' per NM to 1000, or 1000-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 10**, for climb in visual conditions: cross Quitman Brooks County Airport at or above 1300 before proceeding on course.

**Rwy 28**, climb heading 279° until 700 before turning south.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, numerous trees beginning 363' from DER, 248' right of centerline, up to 94' AGL/278' MSL.  
 Multiple utility poles and structures beginning 184' from DER, 146' right of centerline, up to 44' AGL/224' MSL.  
**Rwy 28**, numerous trees beginning 496' from DER, 342' right of centerline, up to 79' AGL/250' MSL.  
 Numerous trees beginning 38' from DER, 219' left of centerline, up to 100' AGL/280' MSL.

## REDSTONE AAF (KHUA)

### REDSTONE ARSENAL, AL

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

AMDT 1 05OCT23 (23278) (USA)

##### TAKEOFF MINIMUMS:

**Rwy 17**, 500-3 or std w/min climb gradient of 240'/NM to 1500.

**Rwy 35**, std w/min climb gradient of 240'/NM to 1500.

##### DEPARTURE PROCEDURE:

**Rwy 17**, climb rwy hdg to 1700 before proceeding on course.

**Rwy 35**, climb rwy hdg to 1900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, trees 2770' from DER, 14' right of centerline, 763' MSL.  
 Trees 1401' from DER, 861' right of centerline, 729' MSL.  
**Rwy 35**, light pole 4169' from DER, 1232' left of centerline, 801' MSL.  
 Twr 4165' from DER, 1216' left of centerline, 161' AGL/797' MSL.

#### DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 05OCT23 (23278) (USA)

**Rwy 17**, required min climb of 390'/NM to 3200.

**Rwy 35**, required min climb of 310'/NM to 3400.

## REFORM, AL

### NORTH PICKENS (3M8)

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

AMDT 1 15DEC11 (11349) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 1**, 300-1 or std. w/min. climb of 270' per NM to 500.

**Rwy 19**, 500-2 or std. w/min. climb of 499' per NM to 1000.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning at DER, 115' left of centerline, up to 40' AGL/399' MSL.  
 Trees beginning at DER, 181' right of centerline, up to 40' AGL/280' MSL.  
 Vehicles on roadway, 1447' from DER, on centerline, up to 15' AGL/275' MSL.  
**Rwy 19**, trees beginning at DER, 108' left of centerline, up to 40' AGL/269' MSL.  
 Trees and terrain beginning 15' from DER, 21' right of centerline, up to 40' AGL/269' MSL.  
 Towers 1.2 NM from DER, 1851' right of centerline, up to 450' AGL/695' MSL.

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

25163

## REIDSVILLE, GA

SWINTON SMITH FLD AT REIDSVILLE MUNI (RVJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20FEB25 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, terrain 3' from DER, 497' left of centerline, 198' MSL.  
 Traverse way 198' from DER, 550' left of centerline, 212' MSL.  
 Power lines 430' from DER, 593' left of centerline, 34' AGL/231' MSL.  
 Tree 767' from DER, 615' left of centerline, 249' MSL.  
 Trees, power lines beginning 882' from DER, 66' left of centerline, up to 252' MSL.  
 Trees beginning 1189' from DER, 144' right of centerline, up to 230' MSL.  
 Trees beginning 1206' from DER, 18' right of centerline, up to 236' MSL.  
 Trees beginning 1249' from DER, 19' right of centerline, up to 238' MSL.  
 Trees, power lines beginning 1285' from DER, 37' left of centerline, up to 254' MSL.  
 Tree 1808' from DER, 649' left of centerline, 256' MSL.  
 Tree 2005' from DER, 684' left of centerline, 258' MSL.  
 Power lines 2813' from DER, 1014' left of centerline, 57' AGL/267' MSL.  
 Tree 2874' from DER, 1105' right of centerline, 267' MSL.  
 Trees beginning 2958' from DER, 1053' right of centerline, up to 271' MSL.  
 Tree 3058' from DER, 1154' right of centerline, 276' MSL.  
**Rwy 29**, tree 384' from DER, 597' right of centerline, 178' MSL.  
 Power lines 638' from DER, 650' right of centerline, 39' AGL/186' MSL.  
 Tree 796' from DER, 590' left of centerline, 194' MSL.  
 Power lines 888' from DER, 650' right of centerline, 39' AGL/187' MSL.  
 Tree 1130' from DER, 643' left of centerline, 199' MSL.  
 Tree 1209' from DER, 740' left of centerline, 201' MSL.  
 Tree 1292' from DER, 676' right of centerline, 201' MSL.  
 Tree 1497' from DER, 615' left of centerline, 202' MSL.

## ROME, GA

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1**, std w/min climb of 380'/NM to 2100, or 1400-3 for VCOA.  
**Rwy 7**, 300-1¼ or std w/min climb of 233'/NM to 900, or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to DER.  
**Rwy 25**, 300-1 w/min climb of 380'/NM to 2100 or std w/min climb of 402'/NM to 2000, or 1400-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 7**, climb on heading 072° to 1600 before turning left.  
**Rwy 19**, climb on heading 187° to 1400 before turning right.

VCOA:

**Rwys 1, 25**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Richard B Russell Rgnl - J H Towers Fld airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, building, NAVAID beginning 93' from DER, on centerline, up to 633' MSL.  
 Antenna, NAVAID beginning 95' from DER, 49' right of centerline, up to 18' AGL/639' MSL.  
 NAVAID 200' from DER, 50' left of centerline, 8' AGL/628' MSL.  
 Tree 548' from DER, 490' left of centerline, 671' MSL.  
 Tree 1072' from DER, 768' right of centerline, 670' MSL.  
 Trees beginning 1409' from DER, 64' left of centerline, up to 683' MSL.  
 Trees beginning 1486' from DER, 20' right of centerline, up to 673' MSL.  
 Tree 2071' from DER, 935' left of centerline, 711' MSL.  
 Trees beginning 2382' from DER, 256' left of centerline, up to 716' MSL.  
 Tree 2546' from DER, 288' right of centerline, 707' MSL.  
 Tree 2603' from DER, 171' right of centerline, 712' MSL.  
 Tree 2611' from DER, 338' right of centerline, 715' MSL.  
 Trees beginning 2625' from DER, 446' right of centerline, up to 723' MSL.  
 Tree 2628' from DER, 43' left of centerline, 718' MSL.  
 Trees beginning 2646' from DER, 22' right of centerline, up to 732' MSL.  
 Tree 2664' from DER, 198' left of centerline, 722' MSL.  
 Tree 2669' from DER, 205' left of centerline, 723' MSL.  
 Trees beginning 2675' from DER, 9' left of centerline, up to 727' MSL.  
 Trees beginning 2806' from DER, 7' left of centerline, up to 728' MSL.  
 Trees beginning 2886' from DER, 32' right of centerline, up to 735' MSL.  
 Trees beginning 3260' from DER, 73' left of centerline, up to 737' MSL.  
 Trees beginning 3376' from DER, 99' left of centerline, up to 741' MSL.  
 Trees beginning 3470' from DER, 25' left of centerline, up to 743' MSL.  
 Tree 3517' from DER, 551' left of centerline, 746' MSL.  
 Trees beginning 3540' from DER, 356' left of centerline, up to 751' MSL.  
 Trees beginning 3549' from DER, 202' left of centerline, up to 753' MSL.  
 Trees beginning 3551' from DER, 6' left of centerline, up to 761' MSL.  
 Tree 3706' from DER, 511' right of centerline, 736' MSL.  
 Trees beginning 3769' from DER, 37' right of centerline, up to 737' 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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## ROME, GA (CON'T)

### RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG) (CON'T)

**Rwy 1 (CON'T)**, tree 4131' from DER, 541' left of centerline, 762' MSL.

**Rwy 7**, trees beginning 37' from DER, 353' left of centerline, up to 684' MSL.

Tree 102' from DER, 267' right of centerline, 661' MSL.

Trees beginning 207' from DER, 132' right of centerline, up to 689' MSL.

Tree 1716' from DER, 362' left of centerline, 691' MSL.

Trees beginning 2019' from DER, 63' right of centerline, up to 160' AGL/769' MSL.

Tree 2043' from DER, 265' left of centerline, 692' MSL.

Tree 2715' from DER, 185' left of centerline, 160' AGL/769' MSL.

Tree 5963' from DER, 356' left of centerline, 160' AGL/799' MSL.

**Rwy 19**, vegetation 88' from DER, 290' right of centerline, 642' MSL.

Vegetation, hills, tree beginning 94' from DER, 271' right of centerline, up to 643' MSL.

Hills beginning 298' from DER, 341' right of centerline, up to 646' MSL.

Fence 313' from DER, 566' right of centerline, 3' AGL/648' MSL.

Vegetation, hills, tree beginning 331' from DER, 359' right of centerline, up to 651' MSL.

Tree 440' from DER, 587' left of centerline, 670' MSL.

Trees, power lines beginning 553' from DER, 307' right of centerline, up to 716' MSL.

Tree 636' from DER, 625' left of centerline, 682' MSL.

Trees beginning 866' from DER, 680' left of centerline, up to 717' MSL.

Trees beginning 1172' from DER, 448' left of centerline, up to 723' MSL.

Trees beginning 1779' from DER, 764' right of centerline, up to 719' MSL.

Trees beginning 1854' from DER, 65' right of centerline, up to 726' MSL.

Trees beginning 1963' from DER, 293' left of centerline, up to 726' MSL.

Trees beginning 2864' from DER, 30' left of centerline, up to 737' MSL.

Trees beginning 3018' from DER, 13' right of centerline, up to 729' MSL.

Trees beginning 3146' from DER, 88' right of centerline, up to 730' MSL.

Trees beginning 3158' from DER, 94' right of centerline, up to 731' MSL.

Trees beginning 3251' from DER, 656' left of centerline, up to 739' MSL.

**Rwy 25**, tree, vehicles on road beginning 276' from DER, 8' left of centerline, up to 701' MSL.

Vegetation 299' from DER, 328' right of centerline, 659' MSL.

Trees beginning 561' from DER, 522' left of centerline, up to 734' MSL.

Tree 621' from DER, 302' right of centerline, 713' MSL.

Tree 790' from DER, 495' left of centerline, 735' MSL.

Tree 2343' from DER, 243' right of centerline, 726' MSL.

Tree 2553' from DER, 670' left of centerline, 160' AGL/789' MSL.

Tree 3599' from DER, 1074' right of centerline, 160' AGL/799' MSL.

Tree 4283' from DER, 1079' right of centerline, 160' AGL/819' MSL.

Trees 2.1 NM from DER, 3795' right of centerline, 160' AGL/974' MSL.

Trees beginning 2.2 NM from DER, 3769' right of centerline, up to 160' AGL/1040' MSL.

Trees beginning 2.3 NM from DER, 3347' right of centerline, up to 160' AGL/1148' MSL.

## RUSSELLVILLE, AL

### BILL PUGH FLD (M22)

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

ORIG-A 05MAY11 (21140) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 20**, std. w/ min. climb of 451' per NM to 1500, or 400-2 w/ min. climb of 321' per NM to 1600, or 1000-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 2**, climb heading 018° to 1400 before proceeding on course.

**Rwy 20**, climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Bill Pugh Fld at or above 1600 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning 592' from DER, 200' right of centerline, up to 100' AGL/839' MSL.

Trees beginning 3598' from DER, 283' left of centerline, up to 100' AGL/839' MSL.

**Rwy 20**, trees beginning 1228' from DER, 51' left of centerline, up to 100' AGL/1159' MSL.

Trees beginning 1993' from DER, 380' right of centerline, up to 100' AGL/1159' MSL.

## ST ELMO, AL

### ST ELMO (2R5)

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

ORIG 14FEB08 (08045) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 059° to 800 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees 1499' from DER, on centerline, 45' AGL/174' MSL.

**Rwy 24**, tree 1730' from DER, 716' left of centerline, 100' AGL/229' MSL.

Trees 1076' from DER, on centerline, 34' AGL/164' MSL.

# 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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## SANDERSVILLE, GA

KAOLIN FLD (OKZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 21MAY20 (22195) (FAA)

DEPARTURE PROCEDURE:

**Rwy 13**, climb on heading 125° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, tree 42' from DER, 418' left of centerline, 449' MSL.

Trees beginning 97' from DER, 327' left of centerline, up to 465' MSL.

Traverse way 148' from DER, 361' right of centerline, 442' MSL.

Pole 420' from DER, 439' left of centerline, 35' AGL/468' MSL.

Tree 716' from DER, 444' right of centerline, 478' MSL.

Trees, poles beginning 729' from DER, 3' left of centerline, up to 541' MSL.

Tree 1218' from DER, 488' right of centerline, 494' MSL.

Trees beginning 1247' from DER, 7' right of centerline, up to 514' MSL.

Trees beginning 1487' from DER, 265' left of centerline, up to 545' MSL.

Tree 1525' from DER, 619' left of centerline, 549' MSL.

Trees beginning 1602' from DER, 108' left of centerline, up to 565' MSL.

Trees beginning 1727' from DER, 5' left of centerline, up to 570' MSL.

Tree 2956' from DER, 377' right of centerline, 518' MSL.

Tree 3071' from DER, 958' right of centerline, 532' MSL.

Trees beginning 3140' from DER, 578' right of centerline, up to 539' MSL.

Trees beginning 3296' from DER, 576' right of centerline, up to 543' MSL.

Trees beginning 3617' from DER, 363' right of centerline, up to 546' MSL.

Tree 4221' from DER, 780' right of centerline, 547' MSL.

Tree 4233' from DER, 948' right of centerline, 548' MSL.

**Rwy 31**, tree 2' from DER, 144' right of centerline, 408' MSL.

Tree 29' from DER, 144' right of centerline, 410' MSL.

Tree 57' from DER, 147' right of centerline, 413' MSL.

Tree 96' from DER, 494' right of centerline, 427' MSL.

Trees beginning 138' from DER, 415' left of centerline, up to 426' MSL.

Tree 220' from DER, 370' right of centerline, 428' MSL.

Trees beginning 347' from DER, 107' left of centerline, up to 437' MSL.

Trees beginning 398' from DER, 242' right of centerline, up to 442' MSL.

Trees beginning 2049' from DER, 955' right of centerline, up to 485' MSL.

Trees beginning 2449' from DER, 414' right of centerline, up to 511' MSL.

Trees beginning 2535' from DER, 344' right of centerline, up to 512' MSL.

Trees beginning 2620' from DER, 917' right of centerline, up to 527' MSL.

## SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10**, 400- 2¾ or std. w/min. climb of 205' per NM to 600.

DEPARTURE PROCEDURE:

**Rwy 1**, climb heading 6° to 600 before proceeding southwest.**Rwy 10**, climb heading 097° to 700 before proceeding southwest.**Rwy 19**, climb heading 186° to 1300 before turning right.**Rwy 28**, climb heading 277° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, fence 94' from DER, 503' right of centerline, 7' AGL/47' MSL.

Vehicles on road beginning 98' from DER, 504' right of centerline, up to 54' MSL.

Tower 294' from DER, 416' right of centerline, 24' AGL/63' MSL.

Pole 1336' from DER, 645' right of centerline, 77' MSL.

Tree 2100' from DER, 1040' right of centerline, 97' MSL.

Trees beginning 2208' from DER, 891' right of centerline, up to 113' MSL.

**Rwy 10**, lighting 29' from DER, 152' right of centerline, 4' AGL/47' MSL.

Lighting 29' from DER, 151' left of centerline, 4' AGL/48' MSL.

Tree 200' from DER, 521' right of centerline, 65' MSL.

Tree 743' from DER, 638' left of centerline, 69' MSL.

Tree 1075' from DER, 720' left of centerline, 77' MSL.

Tree 1893' from DER, 930' right of centerline, 99' MSL.

Trees beginning 1979' from DER, 883' right of centerline, up to 118' MSL.

Tree 2299' from DER, 1041' left of centerline, 104' MSL.

Cranes beginning 2.2 NM from DER, 3433' left of centerline, up to 394' AGL/403' MSL.

Cranes beginning 2.3 NM from DER, 2548' left of centerline, up to 394' AGL/404' MSL.

Cranes beginning 2.3 NM from DER, 1650' left of centerline, up to 394' AGL/405' MSL.

**Rwy 19**, tree 865' from DER, 665' right of centerline, 71' MSL.

Trees beginning 1505' from DER, 782' left of centerline, up to 78' MSL.

Tree 1796' from DER, 944' left of centerline, 82' MSL.

**Rwy 28**, lighting 1' from DER, on centerline, 17' MSL.

Sign 3' from DER, 316' left of centerline, 4' AGL/18' MSL.

Tree 1297' from DER, 772' right of centerline, 68' 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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## SAVANNAH, GA (CON'T)

### SAVANNAH/HILTON HEAD INTL (SAV) (CON'T)

**Rwy 28 (CON'T)**, tree 1736' from DER, 775' right of centerline, 75' MSL.

Tree 2331' from DER, 1038' left of centerline, 77' MSL.

Tree 2453' from DER, 912' right of centerline, 91' MSL.

## SCOTTSBORO, AL

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

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

AMDT 1 17OCT13 (22195) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 4**, std. w/min. climb of 302' per NM to 2000 or 1400-2½ for climb in visual conditions.

**Rwy 22**, std. w/min. climb of 400' per NM to 1900 or 1400-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 4**, climb heading 040° to 2000 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Fld at or above 1900 MSL before proceeding on course.

**Rwy 22**, climb heading 220° to 1900 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Fld at or above 1900 MSL before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, pole 409' from DER, 302' left of centerline, 23' AGL/660' MSL.

Terrain beginning 123' from DER, 546' left of centerline, up to 656' MSL.

Terrain beginning 34' from DER, 206' from DER, 206' right of centerline, up to 633' MSL.

**Rwy 22**, terrain beginning 3718' from DER, 1423' left of centerline, up to 751' MSL.

## SELMA, AL

### CRAIG FLD (SEM)

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

AMDT 2 25OCT07 (22195) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees beginning 2440' from DER, 231' right of centerline, up to 73' AGL/232' MSL.

Trees beginning 1687' from DER, 568' left of centerline, up to 61' AGL/220' MSL.

**Rwy 33**, tree 1416' from DER, 607' right of centerline, 62' AGL/211' MSL.

Trees beginning 885' from DER, 439' left of centerline, up to 68' AGL/207' MSL.

## ST SIMONS ISLAND, GA

### ST SIMONS ISLAND (SSI)

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

AMDT 3A 20JUN19 (19171) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, building 53' from DER, 348' right of centerline, 18' AGL/35' MSL.

Pole, building beginning 56' from DER, 325' right of centerline, up to 24' AGL/41' MSL.

Pole 81' from DER, 373' right of centerline, 39' AGL/56' MSL.

Poles beginning 146' from DER, 283' right of centerline, up to 41' AGL/58' MSL.

Trees, poles, building beginning 159' from DER, 31' right of centerline, up to 68' MSL.

Tree 563' from DER, 292' right of centerline, 74' MSL.

Tree 573' from DER, 87' right of centerline, 77' MSL.

Trees beginning 574' from DER, 33' right of centerline, up to 79' MSL.

Trees beginning 625' from DER, 112' right of centerline, up to 84' MSL.

Trees beginning 726' from DER, 75' right of centerline, up to 87' MSL.

Trees beginning 810' from DER, 10' right of centerline, up to 91' MSL.

Trees beginning 1431' from DER, 26' right of centerline, up to 102' MSL.

Trees beginning 2731' from DER, 217' right of centerline, up to 107' MSL.

Trees beginning 2944' from DER, 322' right of centerline, up to 109' MSL.

Tree 3511' from DER, 1309' right of centerline, 112' MSL.

Trees beginning 3518' from DER, 670' right of centerline, up to 113' MSL.

Tree 3844' from DER, 335' right of centerline, 114' MSL.

Trees, poles beginning 144' from DER, 16' left of centerline, up to 61' MSL.

Trees, buildings, poles beginning 410' from DER, 13' left of centerline, up to 83' MSL.

Trees, poles beginning 811' from DER, 23' left of centerline, up to 95' MSL.

Trees beginning 1623' from DER, 69' left of centerline, up to 99' MSL.

Trees beginning 2027' from DER, 38' left of centerline, up to 102' MSL.

Trees beginning 2113' from DER, 68' left of centerline, up to 110' MSL.

Trees beginning 2624' from DER, 22' left of centerline, up to 116' MSL.

**Rwy 16**, tree 137' from DER, 388' right of centerline, 55' MSL.

Trees, poles, towers, transmission lines beginning 594' from DER, 9' right of centerline, up to 119' MSL.

Tower, transmission line beginning 2586' from DER, 19' right of centerline, up to 117' AGL/121' MSL.

Trees, poles beginning 63' from DER, 17' left of centerline, up to 78' MSL.

Trees, pole beginning 1105' from DER, 26' left of centerline, up to 80' MSL.

Trees, transmission lines beginning 1665' from DER, 44' left of centerline, up to 82' MSL.

**Rwy 22**, trees, pole beginning 45' from DER, 251' right of centerline, up to 75' MSL.

Trees beginning 438' from DER, 42' right of centerline, up to 83' MSL.

Trees beginning 626' from DER, 32' right of centerline, up to 91' MSL.

CON'T

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

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

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## ST SIMONS ISLAND, GA (CON'T)

### ST SIMONS ISLAND (SSI) (CON'T)

**Rwy 22 (CON'T)**, trees beginning 1108' from DER, 102' right of centerline, up to 93' MSL.

Trees beginning 1367' from DER, 77' right of centerline, up to 98' MSL.

Trees beginning 2291' from DER, 129' right of centerline, up to 99' MSL.

Pole 3714' from DER, 243' right of centerline, 116' AGL/121' MSL.

Pole 3753' from DER, 251' right of centerline, 111' AGL/122' MSL.

Trees beginning 15' from DER, 354' left of centerline, up to 82' MSL.

Tree 284' from DER, 531' left of centerline, 88' MSL.

Tree 335' from DER, 461' left of centerline, 95' MSL.

Trees beginning 458' from DER, 34' left of centerline, up to 102' MSL.

Trees beginning 580' from DER, 5' left of centerline, up to 111' MSL.

**Rwy 34**, tree 279' from DER, 463' right of centerline, 44' MSL.

Tree 805' from DER, 102' right of centerline, 50' MSL.

Trees, building beginning 839' from DER, 161' right of centerline, up to 61' MSL.

Poles, tree beginning 1100' from DER, 219' right of centerline, up to 51' AGL/67' MSL.

Trees, pole beginning 1239' from DER, 282' right of centerline, up to 83' MSL.

Tree 1506' from DER, 610' right of centerline, 86' MSL.

Trees beginning 1539' from DER, 45' right of centerline, up to 95' MSL.

Trees beginning 2417' from DER, 3' right of centerline, up to 101' MSL.

Trees beginning 2880' from DER, 16' right of centerline, up to 109' MSL.

Tree 3624' from DER, 1390' right of centerline, 111' MSL.

Trees, poles, building beginning 511' from DER, 3' left of centerline, up to 99' MSL.

Trees beginning 2194' from DER, 83' left of centerline, up to 100' MSL.

Trees beginning 2487' from DER, 17' left of centerline, up to 103' MSL.

Trees beginning 2604' from DER, 606' left of centerline, up to 104' MSL.

Trees beginning 2655' from DER, 22' left of centerline, up to 109' MSL.

Trees beginning 2844' from DER, 139' left of centerline, up to 112' MSL.

Trees beginning 3024' from DER, 212' left of centerline, up to 114' MSL.

## STATESBORO, GA

### STATESBORO-BULLOCH COUNTY (TBR)

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

ORIG 15JUN23 (23166) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, traverse way 24' from DER, 157' right of centerline, 200' MSL.

Trees beginning 429' from DER, 563' left of centerline, up to 100' AGL/310' MSL.

Tree 529' from DER, 458' right of centerline, 100' AGL/300' MSL.

Tree 2495' from DER, 708' right of centerline, 100' AGL/305' MSL.

Tree 4210' from DER, 1295' right of centerline, 100' AGL/315' MSL.

**Rwy 14**, traverse way 53' from DER, 409' right of centerline, 159' MSL.

Traverse way beginning 188' from DER, 456' left of centerline, up to 169' MSL.

Trees beginning 673' from DER, 480' left of centerline, up to 192' MSL.

Trees beginning 771' from DER, 534' right of centerline, up to 219' MSL.

Tree 1085' from DER, 761' left of centerline, 196' MSL.

Trees beginning 1696' from DER, 498' right of centerline, up to 231' MSL.

Trees beginning 1869' from DER, 286' right of centerline, up to 233' MSL.

Trees beginning 1941' from DER, 621' left of centerline, up to 215' MSL.

Trees beginning 2102' from DER, 883' right of centerline, up to 234' MSL.

Trees beginning 2177' from DER, 288' left of centerline, up to 216' MSL.

Tree 2716' from DER, 136' left of centerline, 225' MSL.

Tree 2736' from DER, 19' left of centerline, 227' MSL.

Trees beginning 3002' from DER, 141' right of centerline, up to 253' MSL.

Tree 3321' from DER, 863' right of centerline, 258' MSL.

Trees beginning 3399' from DER, 1015' right of centerline, up to 259' MSL.

**Rwy 24**, traverse way beginning 178' from DER, 226' right of centerline, up to 189' MSL.

Building, traverse way beginning 227' from DER, 236' left of centerline, up to 20' AGL/195' MSL.

Trees beginning 315' from DER, 315' right of centerline, up to 100' AGL/270' MSL.

Building, tree beginning 494' from DER, 439' left of centerline, up to 36' AGL/208' MSL.

Trees beginning 766' from DER, 245' left of centerline, up to 264' MSL.

Tree, tower beginning 1007' from DER, 200' right of centerline, up to 273' MSL.

**Rwy 32**, traverse way 6' from DER, 276' left of centerline, 193' MSL.

Trees beginning 730' from DER, 603' left of centerline, up to 238' MSL.

Trees beginning 820' from DER, 10' right of centerline, up to 244' MSL.

Trees beginning 1152' from DER, 20' left of centerline, up to 268' MSL.

Trees beginning 1782' from DER, 631' right of centerline, up to 248' MSL.

Trees beginning 1901' from DER, 167' right of centerline, up to 260' MSL.

Trees beginning 1984' from DER, 468' left of centerline, up to 270' MSL.

Trees beginning 2039' from DER, 570' right of centerline, up to 271' MSL.

Trees beginning 2332' from DER, 143' left of centerline, up to 282' MSL.

Tree 3114' from DER, 1275' right of centerline, 278' MSL.

Trees beginning 3418' from DER, 309' left of centerline, up to 286' MSL.

Tree 4254' from DER, 262' right of centerline, 289' MSL.

Trees beginning 4677' from DER, 36' left of centerline, up to 307' MSL.

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

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

25163

## SWAINSBORO, GA

### EAST GEORGIA REGIONAL (SBO)

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

AMDT 2 26JUL12 (12208) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, multiple poles and trees beginning 110' from DER, 53' right of centerline, up to 99' AGL/388' MSL.

Multiple poles and trees beginning 861' from DER, 45' right of centerline, up to 75' AGL/394' MSL.

**Rwy 32**, multiple trees beginning 3390' from DER, 29' left of centerline, up to 100' AGL/419' MSL.

Multiple trees beginning 206' from DER, 210' right of centerline, up to 45' AGL/354' MSL.

## SYLACAUGA, AL

### MERKEL FLD SYLACAUGA MUNI (SCD)

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

AMDT 3 18SEP14 (22195) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 9**, 300-1¼ or std. w/min. climb of 308' per NM to 900.

**Rwy 27**, 200-1½ or std. w/min. climb of 645' per NM to 800.

##### DEPARTURE PROCEDURE:

**Rwy 9**, climb heading 079° to 2100 before turning right.

**Rwy 27**, climb heading 259° to 1400 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees beginning 42' from DER, 261' right of centerline, up to 33' AGL/573' MSL.

Multiple poles beginning 205' from DER, 340' right of centerline, up to 39' AGL/579' MSL.

Vehicle on road 446' from DER, 456' right of centerline, 15' AGL/462' MSL.

Trees beginning 774' from DER, 418' right of centerline, up to 69' AGL/609' MSL.

Trees beginning 2435' from DER, 313' right of centerline, up to 63' AGL/613' MSL.

**Rwy 27**, tree 32' from DER, 373' right of centerline, 3' AGL/583' MSL.

Terrain 196' from DER, 400' right of centerline, 585' MSL.

Pole 386' from DER, 592' right of centerline, 42' AGL/622' MSL.

Vehicle on road beginning 425' from DER, 146' right of centerline, up to 15' AGL/618' MSL.

Trees beginning 814' from DER, 93' right of centerline, up to 76' AGL/716' MSL.

Terrain 1058' from DER, 568' right of centerline, 617' MSL.

Trees beginning 4723' from DER, 531' right of centerline, up to 58' AGL/718' MSL.

Trees beginning 18' from DER, 490' left of centerline, up to 36' AGL/616' MSL.

Vehicle on road 84' from DER, 173' left of centerline, up to 15' AGL/581' MSL.

Trees beginning 1070' from DER, 415' left of centerline, up to 81' AGL/621' MSL.

Trees beginning 2309' from DER, 9' left of centerline, up to 66' AGL/646' MSL.

Trees beginning 4059' from DER, 613' left of centerline, up to 77' AGL/737' MSL.

Trees 1.1 NM from DER left and right of centerline, up to 100' AGL/738' MSL.

## SYLVANIA, GA

### PLANTATION AIRPARK (JYL)

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

AMDT 1 30JAN20 (20030) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, traverse way 429' from DER, 323' right of centerline, 202' MSL.

Tree 863' from DER, 467' left of centerline, 215' MSL.

Trees beginning 1149' from DER, 298' right of centerline, up to 232' MSL.

Tree 1216' from DER, 385' left of centerline, 237' MSL.

Tree 1401' from DER, 657' right of centerline, 241' MSL.

Tree 1500' from DER, 736' left of centerline, 243' MSL.

Tree 1566' from DER, 526' right of centerline, 249' MSL.

Tree 1588' from DER, 427' left of centerline, 246' MSL.

Trees beginning 1592' from DER, 576' left of centerline, up to 252' MSL.

Trees beginning 1594' from DER, 392' right of centerline, up to 254' MSL.

Trees beginning 1858' from DER, 518' right of centerline, up to 260' MSL.

Trees beginning 1877' from DER, 552' left of centerline, up to 266' MSL.

Trees beginning 2062' from DER, 454' left of centerline, up to 269' MSL.

Trees beginning 2117' from DER, 450' right of centerline, up to 269' MSL.

Trees beginning 2212' from DER, 103' left of centerline, up to 276' MSL.

Trees beginning 2235' from DER, 15' right of centerline, up to 275' MSL.

Trees beginning 2829' from DER, 37' right of centerline, up to 276' MSL.

Trees beginning 3023' from DER, 40' left of centerline, up to 281' MSL.

Trees beginning 3065' from DER, 170' left of centerline, up to 288' MSL.

Trees beginning 3221' from DER, 116' left of centerline, up to 289' MSL.

**Rwy 15**, wind indicator 68' from DER, 399' left of centerline, 21' AGL/193' MSL.

Trees beginning 94' from DER, 2' left of centerline, up to 100' AGL/171' MSL.

Trees beginning 199' from DER, 11' right of centerline, up to 100' AGL/171' MSL.

Trees beginning 385' from DER, 42' left of centerline, up to 100' AGL/174' MSL.

Trees 530' from DER, 636' left of centerline, 100' AGL/178' MSL.

Tree 618' from DER, 554' left of centerline, 201' MSL.

Trees 635' from DER, 253' left of centerline, 100' AGL/174' MSL.

Tree 769' from DER, 703' left of centerline, 241' MSL.

CONT

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

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

25163

## SYLVANIA, GA (CON'T)

### PLANTATION AIRPARK (JYL) (CON'T)

**Rwy 15 (CON'T)**, trees 780' from DER, 464' left of centerline, 100' AGL/174' MSL.  
 Tree 869' from DER, 575' left of centerline, 230' MSL.  
 Trees 885' from DER, 81' left of centerline, 100' AGL/171' MSL.  
 Trees 926' from DER, 676' left of centerline, 100' AGL/174' MSL.  
 Tree 1000' from DER, 717' left of centerline, 240' MSL.  
 Trees 1030' from DER, 292' left of centerline, 100' AGL/171' MSL.  
 Tree 1106' from DER, 562' left of centerline, 234' MSL.  
 Trees 1175' from DER, 504' left of centerline, 100' AGL/171' MSL.  
 Tree 1181' from DER, 748' left of centerline, 241' MSL.  
 Trees 1280' from DER, 121' left of centerline, 100' AGL/168' MSL.  
 Tree 1313' from DER, 709' left of centerline, 242' MSL.  
 Trees beginning 1321' from DER, 28' left of centerline, up to 100' AGL/171' MSL.  
**Rwy 23**, trees beginning 30' from DER, 291' left of centerline, up to 239' MSL.  
 Tree 145' from DER, 308' right of centerline, 178' MSL.  
 Trees beginning 418' from DER, 364' right of centerline, up to 216' MSL.  
 Trees beginning 880' from DER, 153' right of centerline, up to 218' MSL.  
 Tree 2115' from DER, 987' right of centerline, 228' MSL.  
 Tree 2206' from DER, 464' right of centerline, 231' MSL.  
**Rwy 33**, trees beginning 29' from DER, 5' right of centerline, up to 100' AGL/174' MSL.  
 Trees beginning 70' from DER, 8' left of centerline, up to 100' AGL/171' MSL.

## TALLADEGA, AL

### TALLADEGA MUNI (ASN)

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

AMDT 3 27JUN13 (13178) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 4**, std. w/min. climb of 207' per NM to 1300 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER or 1400-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 4**, climb heading 038° to 2100 before turning right, or for climb in visual conditions: cross Talladega Muni airport at or above 1800' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 22**, climb heading 233° to 1900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, multiple poles beginning 904' from DER, 418' right of centerline, up to 48' AGL/568' MSL.  
 Numerous trees beginning 1811' from DER, 48' right of centerline, up to 72' AGL/612' MSL.  
 Flag pole 3421' from DER, 306' right of centerline, 74' AGL/614' MSL.  
 Buildings and trees beginning 1319' from DER, 394' left of centerline, up to 89' AGL/629' MSL.  
**Rwy 22**, tree 14' from DER, 413' right of centerline, 62' AGL/562' MSL.  
 Trees beginning 7' from DER, 325' left of centerline, up to 26' AGL/526' MSL

## THOMASTON, GA

### THOMASTON-UPSON COUNTY (OPN)

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

AMDT 2A 12AUG21 (21224) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 30**, std. w/min. climb of 268' per NM to 1800, or 1100-3 for VCOA.

##### VCOA:

**Rwy 30**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Thomaston-Upson County airport or above 1700 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, tree 2885' from DER, 510' left of centerline, 885' MSL.  
 Tree 3280' from DER, 1067' left of centerline, 894' MSL.  
**Rwy 30**, trees beginning 801' from DER, 444' right of centerline, up to 866' MSL.  
 Tree 969' from DER, 601' right of centerline, 867' MSL.  
 Transmission line and catenary beginning 1625' from DER, 274' left of centerline, up to 105' AGL/863' MSL.

## THOMASVILLE, GA

### THOMASVILLE RGNL (TVI)

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

AMDT 2 22JUN17 (22307) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, app light 10' from DER, 9' right of centerline, 2' AGL/231' MSL.  
 App light 11' from DER, 10' left of centerline, 2' AGL/232' MSL.  
 Terrain, tree, beginning 53' from DER, 150' right of centerline, up to 237' MSL.  
 Terrain 351' from DER, 438' left of centerline, 240' MSL.  
 Terrain 518' from DER, 237' left of centerline, 247' MSL.  
 Tree, terrain, beginning 570' from DER, 625' left of centerline, up to 269' MSL.  
 Tree 670' from DER, 577' left of centerline, 281' MSL.  
 Tree 691' from DER, 645' right of centerline, 281' MSL.  
 Tree, terrain, beginning 744' from DER, 432' left of centerline, up to 292' MSL.

CON'T

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

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

25163

## THOMASVILLE, GA (CON'T)

### THOMASVILLE RGNL (TVI) (CON'T)

**Rwy 4 (CON'T)**, tree, pole, beginning 914' from DER, 587' left of centerline, up to 300' MSL.

Tree 2212' from DER, 861' right of centerline, 327' MSL.

Trees, beginning 2344' from DER, 707' right of centerline, up to 354' MSL.

Tree 2632' from DER, 1144' left of centerline, 338' MSL.

Trees, beginning 2645' from DER, 1147' left of centerline, up to 343' MSL.

Trees, beginning 3006' from DER, 857' right of centerline, up to 356' MSL.

**Rwy 14**, app light 10' from DER, 9' right of centerline, 2' AGL/231' MSL.

App light 11' from DER, 10' left of centerline, 2' AGL/232' MSL.

Terrain, tree, beginning 53' from DER, 150' right of centerline, up to 237' MSL.

Terrain 351' from DER, 438' left of centerline, 240' MSL.

Terrain 518' from DER, 237' left of centerline, 247' MSL.

Tree, terrain, beginning 570' from DER, 625' left of centerline, up to 269' MSL.

Tree 670' from DER, 577' left of centerline, 281' MSL.

Tree 691' from DER, 645' right of centerline, 281' MSL.

Tree, terrain, beginning 744' from DER, 432' left of centerline, up to 292' MSL.

Tree, pole, beginning 914' from DER, 587' left of centerline, up to 300' MSL.

Tree 2212' from DER, 861' right of centerline, 327' MSL.

Trees, beginning 2344' from DER, 707' right of centerline, up to 354' MSL.

Tree 2632' from DER, 1144' left of centerline, 338' MSL.

Trees, beginning 2645' from DER, 1147' left of centerline, up to 343' MSL.

Trees, beginning 3006' from DER, 857' right of centerline, up to 356' MSL.

**Rwy 22**, post, ground, beginning 78' from DER, 429' right of centerline, up to 6' AGL/249' MSL.

Tree 79' from DER, 319' left of centerline, 248' MSL.

Tree 336' from DER, 541' left of centerline, 302' MSL.

Tree 343' from DER, 542' left of centerline, 304' MSL.

Tree 445' from DER, 565' right of centerline, 317' MSL.

Trees, beginning 458' from DER, 562' left of centerline, up to 319' MSL.

Tree, road, beginning 491' from DER, 84' right of centerline, up to 335' MSL.

Tree, road, beginning 647' from DER, 73' left of centerline, up to 331' MSL.

Trees, beginning 827' from DER, 285' left of centerline, up to 337' MSL.

Trees, beginning 1053' from DER, 53' left of centerline, up to 347' MSL.

Trees, beginning 1058' from DER, 59' right of centerline, up to 337' MSL.

Trees, beginning 1248' from DER, 26' right of centerline, up to 340' MSL.

Trees, beginning 1262' from DER, 131' left of centerline, up to 349' MSL.

Trees beginning 1372' from DER, 97' left of centerline, up to 351' MSL.

Trees, beginning 1420' from DER, 101' right of centerline, up to 346' MSL.

Tree 1671' from DER, 905' right of centerline, 350' MSL.

Trees, beginning 1672' from DER, 40' right of centerline, up to 351' MSL.

Tree 1763' from DER, 959' left of centerline, 355' MSL.

Trees, beginning 1763' from DER, 70' left of centerline, up to 353' MSL.

Tree 1966' from DER, 662' left of centerline, 355' MSL.

Trees, beginning 1990' from DER, 89' left of centerline, up to 358' MSL.

Trees, beginning 2093' from DER, 21' left of centerline, up to 361' MSL.

Tree 2451' from DER, 490' right of centerline, 353' MSL.

Trees, beginning 2475' from DER, 42' right of centerline, up to 357' MSL.

Trees, beginning 2510' from DER, 588' right of centerline, up to 358' MSL.

Trees, beginning 2592' from DER, 6' right of centerline, up to 364' MSL.

Tree 4594' from DER, 70' left of centerline, 363' MSL.

**Rwy 32**, tree 177' from DER, 491' left of centerline, 317' MSL.

Trees, beginning 483' from DER, 537' right of centerline, up to 335' MSL.

Tree 768' from DER, 603' left of centerline, 331' MSL.

Trees, beginning 817' from DER, 157' left of centerline, up to 335' MSL.

Tree 1064' from DER, 640' right of centerline, 337' MSL.

Trees, beginning 1089' from DER, 55' right of centerline, up to 339' MSL.

Tree 1622' from DER, 775' left of centerline, 337' MSL.

Trees, beginning 1629' from DER, 78' left of centerline, up to 342' MSL.

Trees, beginning 2461' from DER, 6' right of centerline, up to 342' MSL.

Tree 3069' from DER, 232' right of centerline, 343' MSL.

Trees, beginning 3253' from DER, 144' left of centerline, up to 351' MSL.

Trees, beginning 3333' from DER, 208' right of centerline, up to 361' MSL.

Trees, beginning 4595' from DER, 72' left of centerline, up to 364' MSL.

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-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)

25163

## THOMSON, GA

THOMSON/MCDUFFIE COUNTY (HQU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15SEP16 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, t-l twr 178' from DER, 455' left of centerline, 35' AGL/529' MSL.  
 Tree, t-l twr beginning 382' from DER, 48' left of centerline, up to 592' MSL.  
 T-l twr 669' from DER, 623' right of centerline, 33' AGL/524' MSL.  
 T-l twrs beginning 686' from DER, 415' right of centerline, up to 35' AGL/531' MSL.  
 T-l twr 730' from DER, 626' right of centerline, 40' AGL/532' MSL.  
 Pole 999' from DER, 618' right of centerline, 60' AGL/553' MSL.  
 Pole, bldg beginning 1001' from DER, 539' right of centerline, up to 556' MSL.  
 T-l twr 1984' from DER, 333' right of centerline, 91' AGL/580' MSL.  
 T-l twr 2005' from DER, 428' right of centerline, 99' AGL/588' MSL.  
 Pole, t-l twr beginning 2127' from DER, 942' right of centerline, up to 589' MSL.  
**Rwy 28**, tree 200' from DER, 547' left of centerline, 477' MSL.  
 Tree 425' from DER, 521' left of centerline, 479' MSL.  
 Trees beginning 453' from DER, 537' right of centerline, up to 514' MSL.  
 Tree 757' from DER, 654' left of centerline, 503' MSL.  
 Trees beginning 3899' from DER, 1121' left of centerline, up to 562' MSL.  
 Tree 4902' from DER, 1248' left of centerline, 578' MSL.  
 Trees beginning 4902' from DER, 1180' left of centerline, up to 578' MSL.

## TIFTON, GA

HENRY TIFT MYERS (TMA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwy 34**, 400-2¼ or std. with a min. climb of 360' per NM to 900.

DEPARTURE PROCEDURE:

**Rwy 28**, climb heading 277° to 1200 before turning right.**Rwy 34**, climb heading 332° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, tree 167' from DER, 491' right of centerline, 377' MSL.  
 Trees beginning 208' from DER, 308' left of centerline, up to 390' MSL.  
 Trees beginning 618' from DER, 525' left of centerline, up to 403' MSL.  
 Tree 791' from DER, 623' right of centerline, 384' MSL.  
 Tree 840' from DER, 569' right of centerline, 393' MSL.  
 Trees beginning 1274' from DER, 611' left of centerline, up to 413' MSL.  
 Tree 1788' from DER, 788' left of centerline, 416' MSL.  
 Trees beginning 1876' from DER, 660' left of centerline, up to 423' MSL.  
 Trees beginning 1968' from DER, 161' right of centerline, up to 427' MSL.  
 Tree 2402' from DER, 704' left of centerline, 428' MSL.  
**Rwy 16**, tree and runway light beginning 6' from DER, 60' right of centerline, up to 54' AGL/377' MSL.  
 Runway light 11' from DER, 59' left of centerline, 2' AGL/340' MSL.  
 Tree 293' from DER, 565' right of centerline, 378' MSL.  
 Tree and pole beginning 298' from DER, 441' right of centerline, up to 379' MSL.  
 Tree 565' from DER, 647' left of centerline, 371' MSL.  
 Trees beginning 567' from DER, 520' left of centerline, up to 376' MSL.  
 Tree 603' from DER, 635' right of centerline, 414' MSL.  
 Trees beginning 604' from DER, 421' right of centerline, up to 417' MSL.  
 Trees beginning 972' from DER, 532' left of centerline, up to 380' MSL.  
 Tree 2947' from DER, 572' right of centerline, 419' MSL.  
 Trees beginning 2951' from DER, 470' right of centerline, up to 428' MSL.  
**Rwy 28**, tree 78' from DER, 287' right of centerline, 385' MSL.  
 Trees beginning 139' from DER, 272' right of centerline, up to 392' MSL.  
 Trees beginning 1074' from DER, 289' left of centerline, up to 410' MSL.  
 Tree 1206' from DER, 558' left of centerline, 416' MSL.  
 Trees beginning 1244' from DER, 24' left of centerline, up to 419' MSL.  
 Tree 1281' from DER, 178' right of centerline, 403' MSL.  
 Tree 1295' from DER, 223' right of centerline, 415' MSL.  
 Trees beginning 1295' from DER, 88' right of centerline, up to 417' MSL.  
 Trees beginning 1316' from DER, 456' left of centerline, up to 420' MSL.  
 Trees beginning 1323' from DER, 296' left of centerline, up to 421' MSL.  
 Trees beginning 1368' from DER, 154' left of centerline, up to 427' MSL.  
 Tree and pole beginning 1409' from DER, 7' left of centerline, up to 430' MSL.  
 Trees beginning 1445' from DER, 76' right of centerline, up to 421' MSL.  
 Trees beginning 1480' from DER, 209' right of centerline, up to 425' MSL.  
 Trees beginning 1537' from DER, 260' right of centerline, up to 426' MSL.  
 Trees beginning 1555' from DER, 124' right of centerline, up to 429' MSL.  
 Trees beginning 1625' from DER, 86' right of centerline, up to 430' MSL.  
 Trees beginning 1676' from DER, on centerline, up to 434' MSL.  
 Tree and pole beginning 1754' from DER, 34' right of centerline, up to 437' MSL.  
 Tree 1898' from DER, 625' right of centerline, 92' AGL/439' MSL.

CONT

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

25163

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

25163

## TIFTON, GA (CON'T)

### HENRY TIFT MYERS (TMA) (CON'T)

**Rwy 28 (CON'T)**, trees beginning 1899' from DER, 23' right of centerline, up to 441' MSL.

Trees beginning 1929' from DER, 13' left of centerline, up to 433' MSL.

Trees beginning 2743' from DER, 79' left of centerline, up to 434' MSL.

Trees beginning 3117' from DER, 297' right of centerline, up to 450' MSL.

Trees beginning 3452' from DER, 1116' right of centerline, up to 96' AGL/451' MSL.

**Rwy 34**, trees beginning 9' from DER, 150' right of centerline, up to 358' MSL.

Tree 76' from DER, 457' left of centerline, 57' AGL/398' MSL.

Tree and pole beginning 178' from DER, 389' left of centerline, up to 405' MSL.

Tree and pole beginning 282' from DER, 337' left of centerline, up to 428' MSL.

Tree 667' from DER, 642' right of centerline, 416' MSL.

Trees beginning 713' from DER, 510' right of centerline, up to 431' MSL.

Trees beginning 832' from DER, 291' right of centerline, up to 436' MSL.

Tree 2018' from DER, 964' left of centerline, 434' MSL.

Trees beginning 2021' from DER, 618' left of centerline, up to 438' MSL.

Trees beginning 2504' from DER, 890' left of centerline, up to 440' MSL.

Tree 2584' from DER, 1173' left of centerline, 443' MSL.

Trees beginning 2586' from DER, 132' left of centerline, up to 451' MSL.

Trees beginning 2814' from DER, 938' right of centerline, up to 439' MSL.

Tree 2932' from DER, 1033' right of centerline, 440' MSL.

Trees beginning 2933' from DER, 841' right of centerline, up to 443' MSL.

Trees beginning 3250' from DER, 393' right of centerline, up to 450' MSL.

Tower 5755' from DER, 1324' right of centerline, 155' AGL/523' MSL.

Tower 1.2 NM from DER, 273' right of centerline, 190' AGL/569' MSL.

Tower and antenna beginning 1.5 NM from DER, 789' left of centerline, up to 349' AGL/688' MSL.

Tower 1.9 NM from DER, 816' left of centerline, 292' AGL/652' MSL.

## TOCCOA, GA

### TOCCOA RG LETOURNEAU FLD (TOC)

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

AMDT 3A 10DEC15 (22223) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 3**, std. w/min. climb of 430' per NM to 2600 or 1600-3 for VCOA.

**Rwy 27**, std. w/min. climb of 478' per NM to 2500 or 1600-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 9**, climb heading 094° to 2000 before turning on course.

**Rwy 21**, climb heading 207° to 2200 before turning on course.

##### VCOA:

**Rwys 3, 27**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Toccoa RG Letourneau Fld airport at or above 2600 MSL, before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree 142' from DER, 458' right of centerline, 57' AGL/1,032' MSL, scattered trees 71' from DER, 271' right of centerline, 57' AGL/989' MSL.

**Rwy 9**, terrain 99' from DER, 177' right of centerline, 975' MSL.

Terrain 108' from DER, 126' left of centerline, 955' MSL.

**Rwy 21**, terrain 29' from DER, 208' right of centerline 1023' MSL.

Tower 376' from DER, 520' left of centerline up to 39' AGL/1008' MSL.

Multiple trees 589' from DER, 196' right of centerline, up to 66' AGL/1120' MSL.

Multiple trees 553' from DER, 62' left of centerline, up to 89' AGL/1107' MSL.

**Rwy 27**, tower 1.2 NM from DER, 1818' left of centerline, 354' AGL/1364' MSL.

## TROY, AL

### TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

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

AMDT 6 29MAY14 (22195) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 14**, std. w/min. climb of 280' per NM to 1200 or 1600-2½ for climb in visual conditions.

**Rwy 32**, std. w/min. climb of 281' per NM to 3200 or 1600-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 7**, climb heading 073° to 1000 before turning left.

**Rwy 14**, climb heading 147° to 1200 before turning right, for climb in visual conditions: cross Troy Muni at N Kenneth Campbell Fld at or above 1800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 25**, climb heading 254° to 1700 before turning right.

**Rwy 32**, for climb in visual conditions: cross Troy Muni at N Kenneth Campbell Fld at or above 1800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, sign 38' from DER, 425' right of centerline, 23' AGL/413' MSL.

Trees beginning 297' from DER, 339' left of centerline, up to 80' AGL/471' MSL.

Trees beginning 802' from DER, 455' right of centerline, up to 65' AGL/449' MSL.

Trees beginning 1846' from DER, 363' left of centerline, up to 100' AGL/519' MSL.

**Rwy 14**, trees beginning 52' from DER, 338' left of centerline, up to 66' AGL/431' MSL.

Trees beginning 305' from DER, 330' right of centerline, up to 60' AGL/425' MSL.

CON'T

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

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# 

25163

## TROY, AL (CON'T)

### TROY MUNI AT N KENNETH CAMPBELL FLD (TOI) (CON'T)

**Rwy 14 (CON'T)**, trees beginning 548' from DER, 84' left of centerline, up to 100' AGL/465' MSL.

Trees beginning 1176' from DER, 32' right of centerline, up to 95' AGL/449' MSL.

Pole and trees beginning 1.1 NM from DER, left and right of centerline, up to 100' AGL/606' MSL.

**Rwy 25**, trees beginning 31' from DER, 476' left of centerline, up to 100' AGL/447' MSL.

Trees beginning 119' from DER, 420' right of centerline, up to 45' AGL/414' MSL.

Trees beginning 1485' from DER, 761' right of centerline, up to 80' AGL/523' MSL.

Tree 4066' from DER, 1355' left of centerline, 100' AGL/519' MSL.

**Rwy 32**, terrain and brush beginning 148' from DER, left and right of centerline, up to 12' AGL/427' MSL.

Terrain, brush, and trees beginning 673' from DER, left and right of centerline, up to 65' AGL/505' MSL.

Pole, brush, and trees beginning 1979' from DER, left and right of centerline, up to 100' AGL/549' MSL.

## TUSCALOOSA, AL

### TUSCALOOSA NTL (TCL)

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

AMDT 3 08SEP22 (22251) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 4**, 300-1½ or std. w/min. climb of 256' per NM to 600.

**Rwy 12**, 400-2½ w/min. climb of 210' per NM to 800, or std. w/min. climb of 217' per NM to 600, or 1000-3 for VCOA.

**Rwy 30**, 400-2½ or std. w/min. climb gradient of 235' per NM to 500.

##### VCOA:

**Rwy 12**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tuscaloosa Ntl airport at or above 900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 1061' from DER, 400' right of centerline, up to 197' MSL.

Trees beginning 1206' from DER, 172' right of centerline, up to 201' MSL.

Trees beginning 1298' from DER, 52' right of centerline, up to 204' MSL.

Tree 1527' from DER, 97' right and 474' left of centerline up to 226' MSL.

Trees beginning 1548' from DER, 140' left, 116' right of centerline, up to 235' MSL.

Trees beginning 1932' from DER, 5' left, 146' right of centerline, up to 239' MSL.

Trees beginning 2296' from DER, 25' left, 6' right of centerline, up to 247' MSL.

Tree 3193' from DER, 275' left of centerline, 252' MSL.

Trees beginning 3265' from DER, 33' left, 54' right of centerline, up to 263' MSL.

Tree 4525' from DER, 428' left of centerline, 279' MSL.

Tree 4586' from DER, 585' left of centerline, 280' MSL.

Trees beginning 4640' from DER, 220' left of centerline, up to 287' MSL.

Trees beginning 4666' from DER, 34' right of centerline, up to 289' MSL.

Trees beginning 4752' from DER, 133' left of centerline, up to 296' MSL.

Trees beginning 4810' from DER, 5' right, 129' left of centerline, up to 300' MSL.

Trees beginning 5149' from DER, 297' left of centerline, up to 302' MSL.

Trees beginning 5282' from DER, 530' left of centerline, up to 312' MSL.

Trees beginning 5641' from DER, 485' left of centerline, up to 316' MSL.

Tree 5860' from DER, 618' left of centerline, 318' MSL.

Tree 5901' from DER, 349' left of centerline, 319' MSL.

Trees beginning 5999' from DER, 291' left of centerline, up to 330' MSL.

Tree 1.1 NM from DER, 2189' left of centerline, 347' MSL.

Tree 1.1 NM from DER, 2235' left of centerline, 369' MSL.

Tree 1.2 NM from DER, 2265' left of centerline, 379' MSL.

Tree 1.3 NM from DER, 2236' left of centerline, 409' MSL.

Tree 1.3 NM from DER, 2296' left of centerline, 419' MSL.

Trees beginning 1.3 NM from DER, 2456' left of centerline, up to 429' MSL.

Tree 1.4 NM from DER, 2391' left of centerline, 439' MSL.

Tree 1.5 NM from DER, 526' left of centerline, 409' MSL.

Tree, beginning 304' from DER, 9' right of centerline, up to 100' AGL/261' MSL.

Tree 574' from DER, 565' left of centerline, 197' MSL.

Tree 839' from DER, 62' left of centerline, 203' MSL.

Tree, beginning 1114' from DER, 138' left of centerline, up to 216' MSL.

Trees beginning 1309' from DER, 8' left of centerline, up to 100' AGL/235' MSL.

Tree 2906' from DER, 1076' left of centerline, 100' AGL/242' MSL.

Tree 3134' from DER, 1190' left of centerline, 100' AGL/245' MSL.

Tower 2 NM from DER, 1177' left of centerline, 239' AGL/494' MSL.

**Rwy 22**, tree 422' from DER, 588' left of centerline, 177' MSL.

Tree 1611' from DER, 601' left of centerline, 203' MSL.

**Rwy 30**, trees, vehicle on roadway beginning 9' from DER, 49' right of centerline, up to 264' MSL.

Pole 685' from DER, 385' left of centerline, 53' AGL/213' MSL.

Trees beginning 777' from DER, 169' left of centerline, up to 219' MSL.

Trees beginning 957' from DER, 187' left of centerline, up to 224' MSL.

Trees beginning 1393' from DER, 71' left of centerline, up to 259' MSL.

Trees 2320' from DER, 927' left of centerline, 269' MSL.

Tower 3961' from DER, 1118' left of centerline, 139' AGL/301' MSL.

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SE-4

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

25163

## TUSKEGEE, AL

MOTON FLD MUNI (06A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL.

Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL.

**Rwy 31**, trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL.

Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL.

Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

## UNION SPRINGS, AL

FRANKLIN FLD (07A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05SEP24 (24249) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tree, fence beginning 16' from DER, 190' right of centerline, up to 348' MSL.

Trees beginning 140' from DER, 214' right of centerline, up to 388' MSL.

Tree, fence, pole beginning 189' from DER, 214' left of centerline, up to 372' MSL.

Tree, pole beginning 550' from DER, 184' left of centerline, up to 381' MSL.

Tree, pole beginning 565' from DER, 49' right of centerline, up to 389' MSL.

Trees beginning 1450' from DER, 32' left of centerline, up to 399' MSL.

Trees beginning 1502' from DER, 194' left of centerline, up to 402' MSL.

Trees beginning 1672' from DER, 15' left of centerline, up to 403' MSL.

Trees beginning 1800' from DER, 51' right of centerline, up to 398' MSL.

Trees beginning 2542' from DER, 70' left of centerline, up to 415' MSL.

Trees beginning 2919' from DER, 21' left of centerline, up to 416' MSL.

Trees beginning 3150' from DER, 50' left of centerline, up to 418' MSL.

Tree 3329' from DER, 1235' right of centerline, 405' MSL.

Trees beginning 3673' from DER, 1249' right of centerline, up to 414' MSL.

Tree 3940' from DER, 1357' right of centerline, 415' MSL.

Trees beginning 4207' from DER, 179' left of centerline, up to 427' MSL.

**Rwy 32**, tree, vegetation beginning 8' from DER, 36' right of centerline, up to 356' MSL.

Tree, vegetation beginning 47' from DER, 40' right of centerline, up to 367' MSL.

Tree, fence beginning 60' from DER, 174' left of centerline, up to 300' MSL.

Trees beginning 128' from DER, 215' right of centerline, up to 368' MSL.

Pole, vehicles on road, tree beginning 129' from DER, 165' left of centerline, up to 43' AGL/332' MSL.

Tree, electrical system, pole beginning 196' from DER, 11' right of centerline, up to 370' MSL.

Tree, electrical system beginning 291' from DER, 124' left of centerline, up to 350' MSL.

Tree, pole beginning 302' from DER, 15' left of centerline, up to 363' MSL.

Tree 433' from DER, 404' left of centerline, 365' MSL.

Tree, pole beginning 446' from DER, 87' left of centerline, up to 366' MSL.

Tree 708' from DER, 669' left of centerline, 376' MSL.

Tree, pole beginning 778' from DER, 8' left of centerline, up to 379' MSL.

Trees beginning 1027' from DER, 139' right of centerline, up to 373' MSL.

Tree 1123' from DER, 441' right of centerline, 376' MSL.

Trees beginning 1127' from DER, 64' right of centerline, up to 385' MSL.

Tree 1995' from DER, 474' left of centerline, 382' MSL.

Trees beginning 2127' from DER, 52' right of centerline, up to 386' MSL.

Tree 2180' from DER, 315' left of centerline, 393' MSL.

Trees beginning 2253' from DER, 2' left of centerline, up to 396' MSL.

Trees beginning 2546' from DER, 21' right of centerline, up to 388' MSL.

Trees beginning 2814' from DER, 122' right of centerline, up to 390' MSL.

## VALDOSTA, GA

VALDOSTA RGNL (VLD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25JAN24 (24025) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, tree 57' from DER, 361' right of centerline, 200' MSL.

Trees beginning 151' from DER, 8' right of centerline, up to 100' AGL/294' MSL.

Tree 1523' from DER, 899' left of centerline, 254' MSL.

Trees beginning 1686' from DER, 26' left of centerline, up to 100' AGL/274' MSL.

Trees beginning 1864' from DER, 92' left of centerline, up to 274' MSL.

Tree 3406' from DER, 1268' left of centerline, 100' AGL/284' MSL.

Tree 3652' from DER, 1445' left of centerline, 100' AGL/291' MSL.

Tree 3805' from DER, 1233' left of centerline, 100' AGL/294' MSL.

**Rwy 18**, tree 861' from DER, 667' left of centerline, 248' MSL.

Trees beginning 1454' from DER, 561' left of centerline, up to 251' MSL.

Trees beginning 2020' from DER, 298' left of centerline, up to 286' MSL.

Tree 3310' from DER, 487' left of centerline, 289' MSL.

Tree 3743' from DER, 454' right of centerline, 301' 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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## VALDOSTA, GA (CON'T)

### VALDOSTA RGNL (VLD) (CON'T)

**Rwy 22**, tree 69' from DER, 348' left of centerline, 237' MSL.  
 Tree 74' from DER, 505' right of centerline, 250' MSL.  
 Tree 81' from DER, 126' left of centerline, 100' AGL/297' MSL.  
 Tree 142' from DER, 475' right of centerline, 100' AGL/294' MSL.  
 Trees beginning 174' from DER, 21' left of centerline, up to 100' AGL/301' MSL.  
 Trees, vehicles on road beginning 235' from DER, 86' right of centerline, up to 100' AGL/297' MSL.  
 Trees beginning 940' from DER, 13' right of centerline, up to 100' AGL/301' MSL.  
 Tree 2689' from DER, 897' right of centerline, 100' AGL/314' MSL.  
 Trees beginning 2781' from DER, 117' right of centerline, up to 100' AGL/317' MSL.  
 Trees beginning 2935' from DER, 10' right of centerline, up to 100' AGL/320' MSL.  
 Trees beginning 2967' from DER, 271' left of centerline, up to 100' AGL/304' MSL.  
 Trees beginning 3120' from DER, 24' left of centerline, up to 100' AGL/320' MSL.  
**Rwy 36**, trees beginning 1654' from DER, 246' right of centerline, up to 254' MSL.  
 Trees beginning 1669' from DER, 135' left of centerline, up to 251' MSL.  
 Tree 2059' from DER, 757' right of centerline, 256' MSL.  
 Trees beginning 2290' from DER, 449' left of centerline, up to 267' MSL.

### DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 21MAR24 (24081) (FAA)

Rwys 4, 18, 22, 36, heading as assigned by ATC.

## VERNON, AL

### LAMAR COUNTY (M55)

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

AMDT 2 23SEP10 (10266) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 17**, 300-1.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, vehicle 2255' from DER, 72' left of centerline, 15' AGL/515' MSL.  
 Trees beginning 382' from DER, 110' right of centerline, up to 100' AGL/579' MSL.  
 Trees beginning 181' from DER, 168' left of centerline, up to 100' AGL/596' MSL.  
**Rwy 35**, trees beginning 26' from DER, 235' left of centerline, up to 100' AGL/559' MSL.  
 Trees beginning 305' from DER, 328' right of centerline, up to 100' AGL/559' MSL.

## VIDALIA, GA

### VIDALIA RGNL (VDI)

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

AMDT 2 20AUG15 (15232) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 32**, 300-1½ or std. w/min. climb of 225' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, sign 32' from DER, 75' left of centerline, 1' AGL/270' MSL.  
 Trees beginning 324' from DER, 574' left of centerline, up to 75' AGL/305' MSL.  
 Trees beginning 969' from DER, 706' right of centerline, up to 85' AGL/325' MSL.  
 Tree 3121' from DER, 936' left of centerline, 118' AGL/348' MSL.  
**Rwy 14**, trees beginning 14' from DER, 228' right of centerline, up to 73' AGL/333' MSL.  
 Trees beginning 29' from DER, 328' left of centerline, up to 80' AGL/342' MSL.  
 Trees beginning 1258' from DER, left and right of centerline, up to 102' AGL/338' MSL.  
**Rwy 25**, REILs 8' from DER, 90' left and right of centerline, 1' AGL/274' MSL.  
 Trees beginning 8' from DER, 262' right of centerline, up to 85' AGL/355' MSL.  
 Terrain 24' from DER, 331' right of centerline, 280' MSL.  
 Trees beginning 88' from DER, 284' left of centerline, up to 99' AGL/339' MSL.  
**Rwy 32**, trees beginning 4' from DER, 271' left of centerline, up to 105' AGL/345' MSL.  
 Trees beginning 57' from DER, 318' right of centerline, up to 82' AGL/338' MSL.  
 Trees beginning 1157' from DER, left and right of centerline, up to 103' AGL/357' MSL.  
 Water tower 5411' from DER, 1012' right of centerline, 134' AGL/424' MSL.

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SE-4, 12 JUN 2025 to 07 AUG 2025



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



25163

## WASHINGTON, GA

### WASHINGTON/WILKES COUNTY (I1Y)

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

AMDT 1 27JAN22 (22027) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, terrain 9' from DER, 130' right of centerline, 634' MSL.

Tree, pole beginning 191' from DER, 5' right of centerline, up to 700' MSL.

Tree 193' from DER, 170' left of centerline, 648' MSL.

Tree 195' from DER, 267' left of centerline, 652' MSL.

Trees beginning 339' from DER, 80' left of centerline, up to 695' MSL.

Trees beginning 844' from DER, 503' left of centerline, up to 699' MSL.

Tree 891' from DER, 397' left of centerline, 705' MSL.

Trees beginning 951' from DER, 13' left of centerline, up to 707' MSL.

Trees beginning 2131' from DER, 330' right of centerline, up to 709' MSL.

Trees beginning 2387' from DER, 564' right of centerline, up to 715' MSL.

**Rwy 31**, tree 7' from DER, 452' right of centerline, 691' MSL.

Terrain 29' from DER, 216' left of centerline, 650' MSL.

Vehicle on road 140' from DER, 338' left of centerline, 666' MSL.

Tree, vehicle on road beginning 158' from DER, 353' left of centerline, up to 751' MSL.

Tree 190' from DER, 448' right of centerline, 702' MSL.

Tree, pole, vehicle on road, elevator, grain elevator beginning 279' from DER, 26' left of centerline, up to 752' MSL.

Trees beginning 320' from DER, 448' right of centerline, up to 704' MSL.

Tree, vehicle on road beginning 506' from DER, 6' right of centerline, up to 721' MSL.

Trees beginning 870' from DER, 641' right of centerline, up to 727' MSL.

Trees beginning 2977' from DER, 19' left of centerline, up to 754' MSL. Trees beginning 3124' from DER, 52' right of centerline, up to 744' MSL.

## WAYCROSS, GA

### WAYCROSS-WARE COUNTY (AYS)

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

AMDT 2 04FEB16 (16035) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 19**, 500-3 or std. w/min. climb of 230' per NM to 700.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, vehicle on road beginning 66' from DER, 182' right of centerline, up to 15' AGL/147' MSL.

Poles and trees beginning 934' from DER, 698' right of centerline, up to 100' AGL/253' MSL.

Gen util 13' from DER, 153' left of centerline, 1' AGL/141' MSL.

Trees beginning 1964' from DER, 860' left of centerline, up to 100' AGL/242' MSL.

**Rwy 5**, trees beginning 21' from DER, 63' right of centerline, up to 31' AGL/141' MSL.

Trees beginning 785' from DER, 8' right of centerline, up to 100' AGL/217' MSL.

Trees beginning 10' from DER, 282' left of centerline up to 100' AGL/185' MSL.

Trees beginning 701' from DER, 2' left of centerline, up to 100' AGL/232' MSL.

**Rwy 13**, trees beginning 11' from DER, 5' right of centerline, up to 100' AGL/250' MSL.

Trees and poles beginning 658' from DER, 3' left of centerline, up to 100' AGL/237' MSL.

Catenary 2559' from DER, 886' left of centerline, 78' AGL/216' MSL.

**Rwy 19**, tower 2.5 NM from DER, 1012' right of centerline, 417' AGL/557' MSL.

Vehicle on road beginning 115' from DER, 226' right of centerline up to 15' AGL/147' MSL.

Trees and poles beginning 9' from DER, 47' right of centerline, up to 100' AGL/238' MSL.

Poles and trees beginning 1092' from DER, 2' left of centerline, up to 100' AGL/233' MSL.

**Rwy 23**, trees beginning 69' from DER, right and left of centerline, up to 100' AGL/249' MSL.

**Rwy 31**, tower 55' from DER, 255' left of centerline, 48' AGL/187' MSL.

Vehicle on road beginning 110' from DER, 364' left of centerline, up to 15' AGL/155' MSL.

Trees beginning 1741' from DER, 791' left of centerline, up to 100' AGL/216' MSL.

Trees beginning 2852' from DER, 216' right of centerline, up to 100' AGL/254' MSL.

## WAYNESBORO, GA

### BURKE COUNTY (BXG)

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

AMDT 1 05SEP24 (24249) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, terrain 5' from DER, 315' left of centerline, 313' MSL.

Trees, vegetation beginning 11' from DER, 176' right of centerline, up to 378' MSL.

Terrain beginning 46' from DER, 189' left of centerline, up to 314' MSL.

Tree 114' from DER, 249' right of centerline, 390' MSL.

Trees beginning 143' from DER, 360' right of centerline, up to 392' MSL.

Terrain 151' from DER, 411' left of centerline, 315' MSL.

Terrain beginning 165' from DER, 329' left of centerline, up to 316' MSL.

Tree 236' from DER, 432' right of centerline, 394' MSL.

Trees, poles beginning 255' from DER, 41' right of centerline, up to 396' MSL.

Terrain 357' from DER, 208' left of centerline, 318' MSL.

Trees, pole beginning 761' from DER, 152' left of centerline, up to 371' MSL.

Trees beginning 1438' from DER, 98' left of centerline, up to 380' MSL.

Trees beginning 1480' from DER, 96' left of centerline, up to 397' MSL.

CONT



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



25163

SE-4

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

25163

## WAYNESBORO, GA (CON'T)

### BURKE COUNTY (BXG) (CON'T)

**Rwy 8 (CON'T)**, trees beginning 1592' from DER, 24' left of centerline, up to 399' MSL.

Trees beginning 2857' from DER, 44' left of centerline, up to 405' MSL.

Tree 3359' from DER, 244' right of centerline, 397' MSL.

**Rwy 26**, trees beginning 62' from DER, 383' left of centerline, up to 344' MSL.

Tree 71' from DER, 305' right of centerline, 302' MSL.

Tree 86' from DER, 315' left of centerline, 345' MSL.

Tree 133' from DER, 458' right of centerline, 326' MSL.

Tree 142' from DER, 321' right of centerline, 330' MSL.

Tree 184' from DER, 538' left of centerline, 347' MSL.

Tree 195' from DER, 391' left of centerline, 358' MSL.

Trees beginning 211' from DER, 514' right of centerline, up to 357' MSL.

Trees beginning 299' from DER, 462' left of centerline, up to 362' MSL.

Trees beginning 653' from DER, 523' right of centerline, up to 358' MSL.

Tree 865' from DER, 653' left of centerline, 363' MSL.

Tree 949' from DER, 648' right of centerline, 365' MSL.

Tree 998' from DER, 682' left of centerline, 373' MSL.

Trees beginning 1070' from DER, 491' right of centerline, up to 367' MSL.

Trees beginning 1191' from DER, 556' left of centerline, up to 377' MSL.

Trees beginning 1283' from DER, 556' right of centerline, up to 369' MSL.

Trees beginning 1371' from DER, 545' left of centerline, up to 380' MSL.

Trees beginning 1529' from DER, 532' right of centerline, up to 371' MSL.

Trees beginning 1631' from DER, 470' left of centerline, up to 386' MSL.

Tree 1746' from DER, 559' right of centerline, 372' MSL.

Trees beginning 1754' from DER, 657' left of centerline, up to 394' MSL.

Trees beginning 1815' from DER, 673' right of centerline, up to 376' MSL.

Trees beginning 2027' from DER, 152' right of centerline, up to 388' MSL.

Tree 2714' from DER, 1204' right of centerline, 390' MSL.

Trees beginning 2839' from DER, 96' right of centerline, up to 402' MSL.

Trees beginning 3202' from DER, 330' right of centerline, up to 405' MSL.

Trees beginning 3301' from DER, 495' left of centerline, up to 396' MSL.

## WETUMPKA, AL

### WETUMPKA MUNI (08A)

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

ORIG 03JUN10 (1015A) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 18, 36**, NA-Environmental.

**Rwy 27**, 500-3 with minimum climb of 220' per NM to 800 or standard with minimum climb of 450' per NM to 600 or 1000-2½ for climb in visual conditions.

#### DEPARTURE PROCEDURE:

**Rwy 27**, for climb in visual conditions cross Wetumpka Muni airport at or above 1000 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, vehicle on roadway 471' from DER, 591' left of centerline, up to 15' AGL/214' MSL.

Trees beginning 540' from DER, left and right of centerline, up to 100' AGL/299' MSL.

**Rwy 27**, building 453' from DER, 434' right of centerline, 25' AGL/224' MSL.

Vehicles on roadway 617' from DER, left and right of centerline, up to 15' AGL/214' MSL.

Trees beginning 1314' from DER, 50' right of centerline, up to 100' AGL/309' MSL.

Power lines beginning 2243' from DER, left and right of centerline, up to 88' AGL/322' MSL.

Trees beginning 3454' from DER, left and right of centerline, up to 100' AGL/409' MSL.

Rising terrain and trees beginning 1.7 miles from DER, left and right of centerline, up to 200' AGL/639' MSL.

## WINDER, GA

### BARROW COUNTY (WDR)

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

AMD'T 1 08APR10 (10098) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 23**, std. w/min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions.

**Rwy 31**, 300-1¼ or std. w/min. climb of 205' per NM to 1300, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

#### DEPARTURE PROCEDURE:

**Rwy 23**, for climb in visual conditions: cross Barrow County airport at or above 1700' MSL before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, multiple trees beginning 6' from DER, 41' left of centerline, up to 48' AGL/982' MSL.

Multiple trees beginning 43' from DER, 24' right of centerline, up to 74' AGL/973' MSL.

**Rwy 13**, multiple trees/poles/signs beginning 835' from DER, 16' left of centerline, up to 74' AGL/983' MSL.

Multiple trees/poles beginning 82' from DER, 8' right of centerline, up to 59' AGL/968' MSL.

**Rwy 23**, multiple trees beginning 31' from DER, 344' left of centerline, up to 100' AGL/1041' MSL.

Multiple trees beginning 487' from DER, 279' right of centerline, up to 100' AGL/1059' MSL.

**Rwy 31**, multiple trees beginning 493' from DER, 30' left of centerline, up to 100' AGL/1139' MSL.

Multiple trees beginning 63' from DER, 19' right of centerline, up to 57' AGL/1000' MSL.

Localizer antenna 295' from DER, on centerline 8' AGL/943' MSL.

Tree 7804' from DER, 1990' left of centerline, 100' AGL/1139' MSL.

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

25163

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

**ADEL, GA**  
COOK COUNTY (15J).....RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
NA when local weather not available.

**ALABASTER, AL**  
SHELBY COUNTY (EET).....RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
NA when local weather not available.  
Category C, 800-2¼; Category D, 1000-3.

**ALBANY, GA**  
SOUTHWEST GEORGIA  
RGNL (ABY).....ILS or LOC Rwy 5<sup>12</sup>  
RNAV (GPS) Rwy 5<sup>3</sup>  
RNAV (GPS) Rwy 17<sup>3</sup>  
RNAV (GPS) Rwy 23<sup>3</sup>  
RNAV (GPS) Rwy 35<sup>3</sup>  
VOR Rwy 17<sup>3</sup>

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>LOC, Category C, 800-2¼; Category D, 800-2½.  
<sup>3</sup>Category C, 800-2¼; Category D, 800-2½.

**ALBERTVILLE, AL**  
ALBERTVILLE RGNL/THOMAS J  
BRUMLIK FLD (BFZ).....RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
NA when local weather not available.

NAMEALTERNATE MINIMUMS

**ALEXANDER CITY, AL**  
THOMAS C RUSSELL  
FLD (ALX).....RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
Category C, 900-2½; Category D, 900-2¾.

**ALMA, GA**  
BACON  
COUNTY (AMG).....RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
NA when local weather not available.  
Category C, 800-2¼; Category D, 800-2½.

**ANDALUSIA, AL**  
SOUTH ALABAMA RGNL AT BILL BENTON  
FLD (79J).....RNAV (GPS) Rwy 11  
RNAV (GPS) Rwy 29

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## ANNISTON, AL

ANNISTON

RGNL (ANB).....**ILS Y or LOC Y Rwy 5<sup>1</sup>**  
**ILS Z or LOC Z Rwy 5<sup>2</sup>**  
**RNAV (GPS) Rwy 5<sup>3</sup>**  
**RNAV (GPS) Rwy 23<sup>4</sup>**

NA when local weather not available.

<sup>1</sup>ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3.

<sup>2</sup>ILS, Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3; LOC, Categories A, B, 900-2; Category C, 900-2½.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3.

<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3.

## ATHENS, GA

ATHENS/BEN

EPPS (AHN).....**ILS or LOC/DME Rwy 27<sup>1</sup>**  
**RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 20**  
**RNAV (GPS) Rwy 27**  
**VOR Rwy 2**

NA when local weather not available.

<sup>1</sup>Category D, 700-2.

## ATLANTA, GA

ATLANTA RGNL FALCON

FLD (FFC).....**ILS or LOC Rwy 31<sup>1</sup>**  
**RNAV (GPS) Rwy 13<sup>2</sup>**  
**RNAV (GPS) Rwy 31<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

ATLANTA

SPEEDWAY (HMP).....**RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 24**

NA when local weather not available.

Category C, 900-2½; Category D, 900-2½.

COBB COUNTY INTL/MCCOLLUM

FLD (RYY).....**ILS or LOC Rwy 12<sup>2</sup>**  
**RNAV (GPS) Rwy 9<sup>3</sup>**  
**RNAV (GPS) Rwy 27<sup>3</sup>**  
**VOR/DME Rwy 9<sup>4</sup>**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Categories C, D, 1200-3.

<sup>3</sup>Categories C, D, 1200-3.

<sup>4</sup>Categories A, B, 900-2;  
Categories C, D, 1200-3.

COVINGTON

MUNI (CVC).....**RNAV (GPS) Rwy 10**  
**RNAV (GPS) Rwy 28**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## ATLANTA, GA (CON'T)

DEKALB-

PEACHTREE (PDK).....**ILS or LOC Rwy 21L<sup>123</sup>**  
**RNAV (GPS)-A<sup>4</sup>**  
**RNAV (GPS) Y Rwy 21L<sup>14</sup>**
<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>LOC, Category C, 900-2½; Category D, 1100-3.

<sup>4</sup>Category C, 900-2½; Category D, 1100-3.

FULTON COUNTY EXEC/CHARLIE

BROWN FLD (FTY).....**ILS or LOC Rwy 8<sup>1</sup>**  
**RNAV (GPS) Rwy 26<sup>2</sup>**  
**RNAV (GPS) Y Rwy 8<sup>3</sup>**
<sup>1</sup>LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.

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

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.

HARTSFIELD/JACKSON ATLANTA

INTL (ATL).....**ILS or LOC Rwy 27L**  
LOC, Category C, 800-2½; Category D, 800-2½.

NEWMAN COWETA

COUNTY (CCO).....**ILS or LOC Rwy 33<sup>1</sup>**  
**RNAV (GPS) Rwy 15**  
**RNAV (GPS) Rwy 33**

NA when local weather not available.

<sup>1</sup>NA when FBO closed.

PAULDING NORTHWEST

ATLANTA (PUJ).....**ILS or LOC Rwy 31<sup>1</sup>**  
**RNAV (GPS) Rwy 31**

NA when local weather not available.

<sup>1</sup>NA when Terminal Bldg closed.

## AUBURN, AL

AUBURN UNIVERSITY

RGNL (AUO).....**ILS or LOC Rwy 36<sup>1</sup>**  
**RNAV (GPS) Rwy 11<sup>2</sup>**  
**RNAV (GPS) Rwy 18<sup>2</sup>**  
**RNAV (GPS) Rwy 29<sup>2</sup>**  
**RNAV (GPS) Rwy 36<sup>2</sup>**
<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2½.

## AUGUSTA, GA

AUGUSTA RGNL AT BUSH

FLD (AGS).....**ILS or LOC Rwy 17<sup>12</sup>**  
**ILS or LOC Rwy 35<sup>12</sup>**  
**RNAV (GPS) Rwy 17<sup>3</sup>**  
**RNAV (GPS) Rwy 26<sup>3</sup>**  
**RNAV (GPS) Rwy 35<sup>3</sup>**  
**RNAV (GPS) Y Rwy 8<sup>3</sup>**  
**RNAV (GPS) Z Rwy 8<sup>3</sup>**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**AUGUSTA, GA (CON'T)**

DANIEL FLD (DNL).....RNAV (GPS) Rwy 5<sup>1</sup>  
RNAV (GPS) Y Rwy 11<sup>2</sup>  
VOR/DME-B

NA when local weather not available.

<sup>1</sup>Categories A, B, C, D, 1100-4.

<sup>2</sup>Categories C, D, 1000-3.

**BAINBRIDGE, GA**

DECATUR COUNTY INIDUSTRIAL  
AIR PARK (BGE).....RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 800-2¼.

**BAY MINETTE, AL**

BAY MINETTE  
MUNI (1R8).....RNAV (GPS) Rwy 8  
RNAV (GPS) Rwy 26

NA when local weather not available.

**BIRMINGHAM, AL**

BIRMINGHAM-SHUTTLESWORTH  
INTL (BHM).....RNAV (GPS) Rwy 36<sup>1</sup>  
RNAV (GPS) Y Rwy 6<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Categories C, D, 900-2½.

<sup>2</sup>Category D, 900-2¼.

**BLAKELY, GA**

EARLY COUNTY (BIJ).....RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23

NA when local weather not available.

Category D, 800-2¼.

**BLAIRSVILLE, GA**

BLAIRSVILLE (DZJ).....RNAV (GPS) Rwy 8  
NA when local weather not available.  
Category A, 1000-2; Category B, 1100-2;  
Category C, 1300-3.

**BRUNSWICK, GA**

BRUNSWICK GOLDEN  
ISLES (BQK).....ILS or LOC Rwy 7<sup>1</sup>  
RNAV (GPS) Rwy 7<sup>2</sup>  
RNAV (GPS) Rwy 25<sup>2</sup>  
VOR/DME-B <sup>2</sup>

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2¼.

**BUTLER, GA**

BUTLER  
MUNI (6A1).....RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 19

Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**CALHOUN, GA**

TOM B DAVID FLD (CZL).....RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

Category C, 1000-2¾; Category D, 1000-3.

**CANON, GA**

FRANKLIN-HART (18A).....RNAV (GPS) Rwy 8<sup>1</sup>  
RNAV (GPS) Rwy 26

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

**CANTON, GA**

CHEROKEE COUNTY  
RGNL (CNI).....RNAV (GPS) Rwy 5  
Category D, 900-2¾.

**CARROLLTON, GA**

WEST GEORGIA RGNL/  
O V GRAY FLD (CTJ).....RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

Category D, 900-2¾.

**CARTERSVILLE, GA**

CARTERSVILLE (VPC).....RNAV (GPS) Rwy 1<sup>1</sup>  
RNAV (GPS) Rwy 19<sup>1</sup>  
VOR-A<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Category B, 900-2; Category C, 1000-3;

Category D, 1300-3.

<sup>2</sup>Categories A, B, 900-2; Category C, 1000-3;

Category D, 1300-3.

**CLAXTON, GA**

CLAXTON-EVANS  
COUNTY (CWV).....RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28

NA when local weather not available.

Category C, 800-2¼; Category D, 800-2¼.

**COCHRAN, GA**

COCHRAN (48A).....RNAV (GPS) Rwy 11  
RNAV (GPS) Rwy 29

NA when local weather not available.

**COLUMBUS, GA**

COLUMBUS (CSG).....ILS or LOC Rwy 6<sup>12</sup>  
RNAV (GPS) Rwy 6<sup>3</sup>  
RNAV (GPS) Rwy 13<sup>3</sup>  
RNAV (GPS) Rwy 24<sup>3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category C, 800-2¼; Category D, 1000-3.

<sup>3</sup>Category C, 800-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

**CORDELE, GA**  
CRISP COUNTY-  
CORDELE (CKF).....**RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 10**  
**RNAV (GPS) Rwy 24**  
**RNAV (GPS) Rwy 28**

NA when local weather not available.  
Category C, 800-2¼; Category D, 900-2¼.

**CORNELIA, GA**  
HABERSHAM  
COUNTY (AJR).....**RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 24**

NA when local weather not available.  
Category B, 900-2; Category C, 900-2½;  
Category D, 900-2¾.

**COURTLAND, AL**  
COURTLAND (9A4).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**

Category D, 800-2½.  
NA when local weather not available.

**CULLMAN, AL**  
CULLMAN RGNL/FOLSOM  
FLD (CMD).....**RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 20**

NA when local weather not available.

**DALTON, GA**  
DALTON MUNI (DNN).....**ILS or LOC Rwy 14**<sup>123</sup>  
**RNAV (GPS) Rwy 14**<sup>4</sup>  
**RNAV (GPS) Rwy 32**<sup>4</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>NA when CHA APP CON closed.  
<sup>3</sup>LOC, Category D, 800-2¼.  
<sup>4</sup>Category D, 800-2¼.

**DECATUR, AL**  
PRYOR FLD  
RGNL (DCU).....**ILS or LOC Rwy 18**<sup>12</sup>  
**RNAV (GPS) Rwy 18**<sup>13</sup>  
**RNAV (GPS) Rwy 36**<sup>3</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>LOC, Category C, 800-2¼; Category D, 800-2½.  
<sup>3</sup>Category C, 800-2¼; Category D, 800-2½.

**DEMOPOLIS, AL**  
DEMOPOLIS  
RGNL (DYA).....**RNAV (GPS) Rwy 4**

NA when local weather not available.

**DONALSONVILLE, GA**  
DONALSONVILLE  
MUNI (17J).....**RNAV (GPS) Rwy 1**  
**RNAV (GPS) Rwy 19**

NA when local weather not available.  
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**DOTHAN, AL**  
DOTHAN RGNL (DHN).....**COPTER VOR Rwy 36**<sup>1</sup>  
**ILS or LOC Rwy 14**<sup>23</sup>  
**ILS or LOC Rwy 32**<sup>24</sup>  
**VOR or TACAN Rwy 14**<sup>5</sup>  
**VOR or TACAN-A**<sup>5</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>NA when control tower closed.  
<sup>3</sup>LOC, Category D, 800-2¼; Category E, 800-2½.  
<sup>4</sup>LOC, Categories A, B, 900-2;  
Category C, 900-2½; Category D, 900-2¾;  
Category E, 900-3.  
<sup>5</sup>Category E, 800-2¼.

**DOUGLAS, GA**  
DOUGLAS  
MUNI (DQH).....**ILS or LOC Rwy 4**<sup>12</sup>  
**RNAV (GPS) Rwy 4**<sup>13</sup>  
**RNAV (GPS) Rwy 22**<sup>4</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>LOC, Category D, 800-2¼.  
<sup>3</sup>Category D, 800-2¼.  
<sup>4</sup>Category D, 1000-3.

**DUBLIN, GA**  
W H 'BUD'  
BARRON (DBN).....**ILS or LOC Rwy 2**  
**RNAV (GPS) Rwy 2**<sup>1</sup>  
**RNAV (GPS) Rwy 20**<sup>1</sup>

NA when local weather not available.  
<sup>1</sup>Category D, 800-2¼.

**EASTMAN, GA**  
HEART OF GEORGIA  
RGNL (EZM).....**ILS or LOC Rwy 2**<sup>1</sup>  
**RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 20**

NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

**ELBERTON, GA**  
ELBERT COUNTY-  
PATZ FLD (EBA).....**RNAV (GPS) Rwy 11**  
**RNAV (GPS) Rwy 29**  
**VOR Rwy 11**

NA when local weather not available.

**ELLIJAY, GA**  
GILMER  
COUNTY (49A).....**RNAV (GPS) Rwy 3**  
**RNAV (GPS) Rwy 21**

Category B, 1100-2; Categories C, D, 1100-3.



NAME ALTERNATE MINIMUMS

**EVERGREEN, AL**  
 EVERGREEN RGNL/MIDDLETON  
 FLD (GZH).....**RNAV (GPS) Rwy 1**  
    **RNAV (GPS) Rwy 10**  
    **RNAV (GPS) Rwy 19**  
    **RNAV (GPS) Rwy 28**  
    **VOR/DME Rwy 10**

NA when local weather not available.  
 Category D, 900-2½.

**FAIRHOPE, AL**  
 H L SONNY  
 CALLAHAN (CQF).....**RNAV (GPS) Rwy 1**  
    **RNAV (GPS) Rwy 19**  
    **VOR/DME-A**

NA when local weather not available.

**FITZGERALD, GA**  
 FITZGERALD  
 MUNI (FZG).....**LOC Rwy 2**  
    **NDB Rwy 2**  
    **RNAV (GPS) Rwy 2**

NA when local weather not available.  
 Category C, 800-2¼; Category D, 800-2½.

**FLORALA, AL**  
 FLORALA MUNI (0J4).....**RNAV (GPS) Rwy 22**

NA when local weather not available.

**FORT PAYNE, AL**  
 ISBELL FLD (4A9).....**RNAV (GPS) Rwy 4<sup>12</sup>**  
    **RNAV (GPS) Y Rwy 22<sup>3</sup>**  
    **RNAV (GPS) Z Rwy 22<sup>1</sup>**

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>Category B, 1100-2; Category C, 1100-3.  
<sup>3</sup>Category A, 900-2; Category B, 1100-2;  
 Categories C, D, 1100-3.

**FORT STEWART (HINESVILLE), GA**  
 WRIGHT AAF (FORT STEWART)  
 MIDCOAST RGNL  
 (LHW).....**RNAV (GPS) Rwy 33R**

NA when local weather not available.

**GADSDEN, AL**  
 NORTHEAST ALABAMA  
 RGNL (GAD).....**ILS or LOC Rwy 24<sup>1</sup>**  
    **RNAV (GPS) Rwy 6<sup>2</sup>**  
    **RNAV (GPS) Rwy 24**  
    **VOR Rwy 6<sup>2</sup>**

NA when local weather not available.  
<sup>1</sup>LOC, Category C, 900-2½; Category D, 1200-3.  
<sup>2</sup>Category C, 900-2½; Category D, 1200-3.

NAME ALTERNATE MINIMUMS

**GAINESVILLE, GA**  
 LEE GILMER  
 MEML (GVL).....**ILS or LOC Rwy 5<sup>1</sup>**  
    **RNAV (GPS) Rwy 5<sup>2</sup>**  
    **RNAV (GPS) Rwy 23<sup>2</sup>**

NA when local weather not available.  
<sup>1</sup>LOC, Category D, 800-2½.  
<sup>2</sup>Category D, 800-2½.

**GREENSBORO, GA**  
 GREENE COUNTY  
 RGNL (CPP).....**RNAV (GPS) Rwy 7**  
    **RNAV (GPS) Rwy 25<sup>1</sup>**  
    **VOR-B<sup>1</sup>**

NA when local weather not available.  
<sup>1</sup>Category D, 800-2½.

**GRIFFIN, GA**  
 GRIFFIN-SPALDING  
 COUNTY (6A2).....**RNAV (GPS) Rwy 14**

NA when local weather not available.

**GULF SHORES, AL**  
 GULF SHORES INTL/JACK EDWARDS  
 FLD (JKA).....**ILS or LOC Rwy 27<sup>1</sup>**  
    **RNAV (GPS) Rwy 9<sup>2</sup>**  
    **RNAV (GPS) Rwy 27<sup>2</sup>**

NA when local weather not available.  
<sup>1</sup>ILS, Category C, 800-2; Category D, 800-2¼;  
 LOC, Category D, 800-2¼.  
<sup>2</sup>Category D, 800-2¼.

**HALEYVILLE, AL**  
 POSEY FLD (1M4).....**RNAV (GPS) Rwy 18**  
    **RNAV (GPS) Rwy 36**

NA when local weather not available.

**HAZLEHURST, GA**  
 HAZLEHURST (AZE).....**RNAV (GPS) Rwy 15<sup>1</sup>**  
    **RNAV (GPS) Rwy 33<sup>2</sup>**

NA when local weather not available.  
<sup>1</sup>Category D, 800-2½.  
<sup>2</sup>Category D, 800-2¼.

**HEADLAND, AL**  
 HEADLAND MUNI (HDL).....**RNAV (GPS) Rwy 9**  
    **RNAV (GPS) Rwy 27**

NA when local weather not available.

**HOMERVILLE, GA**  
 HOMERVILLE (HOE).....**RNAV (GPS) Rwy 14**  
    **RNAV (GPS) Rwy 32**  
    **VOR/DME-A**

NA when local weather not available.  
 Category C, 800-2¼; Category D, 800-2½.

SE-4, 12 JUN 2025 to 07 AUG 2025

NAME ALTERNATE MINIMUMS

**HUNTSVILLE, AL**

HUNTSVILLE EXEC TOM SHARP JR  
FLD (MDQ).....**ILS or LOC Rwy 18<sup>1</sup>**  
**RNAV (GPS) Rwy 18<sup>2</sup>**  
**RNAV (GPS) Rwy 36<sup>2</sup>**  
**VOR-B<sup>2</sup>**

<sup>1</sup>LOC, Category C, 800-2½; Category D, 1300-3.

<sup>2</sup>Category C, 800-2½; Category D, 1300-3.

HUNTSVILLE INTL-CARL T JONES

FLD (HSV).....**ILS or LOC Rwy 18L<sup>12</sup>**  
**ILS or LOC Rwy 18R<sup>12</sup>**  
**ILS or LOC Rwy 36L<sup>12</sup>**  
**ILS or LOC Rwy 36R<sup>12</sup>**  
**RADAR-1<sup>34</sup>**  
**RNAV (GPS) Rwy 18L<sup>15</sup>**  
**RNAV (GPS) Rwy 18R<sup>15</sup>**  
**RNAV (GPS) Rwy 36L<sup>15</sup>**  
**RNAV (GPS) Rwy 36R<sup>15</sup>**

<sup>1</sup>NA when local weather not available.

<sup>2</sup>LOC, Category E, 800-2½.

<sup>3</sup>NA when control tower closed.

<sup>4</sup>Category D, 800-2½; Category E, 800-2½.

<sup>5</sup>Category E, 800-2½.

**JASPER, AL**

WALKER COUNTY/  
BEVILL FLD (JFX).....**RNAV (GPS) Rwy 9**  
**RNAV (GPS) Rwy 27**  
**VOR/DME-A**

NA when local weather not available.

Category D, 900-2½.

**JASPER, GA**

PICKENS  
COUNTY (JZP).....**RNAV (GPS) Rwy 16<sup>1</sup>**  
**RNAV (GPS) Rwy 34<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Category B, 900-2; Categories C, D, 1300-3.

<sup>2</sup>Category B, 900-2; Categories C, 1300-3.

**JEFFERSON, GA**

JACKSON  
COUNTY (JCA).....**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR Rwy 35**

NA when local weather not available.

**JESUP, GA**

JESUP-WAYNE  
COUNTY (JES).....**RNAV (GPS) Rwy 29**  
Category D, 800-2½.

**LAFAYETTE, GA**

BARWICK  
LAFAYETTE (9A5).....**RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 20**

NA when local weather not available.

Category A, 900-2.

NAME ALTERNATE MINIMUMS

**LAGRANGE, GA**

LAGRANGE/  
CALLAWAY (LGC).....**RNAV (GPS) Rwy 3**  
**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31<sup>1</sup>**

Category C, 900-2½; Category D, 1000-3.

<sup>1</sup>NA when local weather not available.

**LAWRENCEVILLE, GA**

GWINNETT COUNTY/  
BRISCOE FLD (LZU).....**ILS or LOC Rwy 25<sup>1</sup>**  
**RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 25<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

**LOUISVILLE, GA**

LOUISVILLE MUNI (2J3).....**RNAV (GPS) Rwy 31**  
NA when local weather not available.

**MACON, GA**

MIDDLE GEORGIA  
RGNL (MCN).....**ILS or LOC Rwy 5<sup>12</sup>**  
**RNAV (GPS) Rwy 5<sup>3</sup>**  
**RNAV (GPS) Rwy 14<sup>3</sup>**  
**RNAV (GPS) Rwy 23<sup>3</sup>**  
**RNAV (GPS) Rwy 32<sup>3</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category, D, 800-2½; Category E, 900-3.

<sup>3</sup>Category D, 800-2½.

**MC RAE, GA**

TELFAIR-  
WHEELER (MQW).....**RNAV (GPS) Rwy 3<sup>1</sup>**  
**RNAV (GPS) Rwy 21<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.

<sup>2</sup>Category C, 800-2½; Category D, 1000-3.

**MILLEDGEVILLE, GA**

BALDWIN COUNTY  
RGNL (MLJ).....**NDB Rwy 28**  
**RNAV (GPS) Rwy 10**  
**RNAV (GPS) Rwy 28**

NA when local weather not available.

Category D, 900-3.

**MILLEN, GA**

MILLEN (2J5).....**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**

Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**MOBILE, AL**

MOBILE INTL (BFM).....**ILS or LOC Rwy 32<sup>123</sup>**  
**RNAV (GPS) Rwy 14<sup>14</sup>**  
**RNAV (GPS) Rwy 18<sup>14</sup>**  
**RNAV (GPS) Rwy 32<sup>14</sup>**  
**RNAV (GPS) Rwy 36<sup>14</sup>**  
**VOR Rwy 14<sup>14</sup>**  
**VOR Rwy 18<sup>4</sup>**  
**VOR Rwy 32<sup>1</sup>**

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>LOC, Category D, 1100-3.

<sup>4</sup>Category D, 1100-3.

MOBILE RGNL (MOB).....**ILS or LOC Rwy 15**  
**ILS or LOC Rwy 33**

NA when control tower closed.

**MONROE, GA**

CY NUNNALLY

MEML (D73).....**RNAV (GPS) Rwy 3**

NA when local weather not available.

**MONTGOMERY, AL**

MONTGOMERY RGNL (DANNELY FLD)

(MGM).....**ILS Y or LOC Rwy 28<sup>12</sup>**  
**ILS Z or LOC Z Rwy 10<sup>3</sup>**  
**RNAV (GPS) Rwy 10<sup>4</sup>**  
**RNAV (GPS) Rwy 28<sup>4</sup>**

<sup>1</sup>LOC, Category E, 800-2½.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>ILS, NA when control tower closed; LOC, NA.

<sup>4</sup>Category E, 800-2½.

**MOULTRIE, GA**

MOULTRIE MUNI (MGR).....**RNAV (GPS) Rwy 4**  
**RNAV (GPS) Rwy 22**

NA when local weather not available.

Category D, 800-2½.

**MUSCLE SHOALS, AL**

NORTHWEST ALABAMA

RGNL (MSL).....**ILS Y or LOC Y Rwy 30<sup>1</sup>**  
**ILS Z or LOC Z Rwy 30<sup>1</sup>**  
**RNAV (GPS) Rwy 12<sup>2</sup>**  
**RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 30<sup>2</sup>**  
**RNAV (GPS) Rwy 36<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

**PRATTVILLE, AL**

PRATTVILLE/GROUBY

FLD (1A9).....**RNAV (GPS) Rwy 27**  
 Category C, 900-2½; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

**PELL CITY, AL**

ST CLAIR

COUNTY (PLR).....**RNAV (GPS) Rwy 3**  
**RNAV (GPS) Rwy 21**

NA when local weather not available.

Category C, 800-2½; Category D, 900-2½.

**PERRY, GA**

PERRY-HOUSTON

COUNTY (PXE).....**ILS or LOC Rwy 36<sup>1</sup>**  
**RNAV (GPS) Rwy 18<sup>2</sup>**  
**RNAV (GPS) Rwy 36<sup>3</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category D, 900-2½.

<sup>2</sup>Category C, 800-2½; Category D, 900-2½.

<sup>3</sup>Category D, 900-2½.

**PINE MOUNTAIN, GA**

HARRIS

COUNTY (PIM).....**RNAV (GPS) Rwy 9**

NA when local weather not available.

Category C, 800-2½; Category D, 1000-3.

**REIDSVILLE, GA**

SWINTON SMITH FLD AT REIDSVILLE

MUNI (RVJ).....**RNAV (GPS) Rwy 11**  
**RNAV (GPS) Rwy 29**

NA when local weather not available.

Category D, 900-2½.

**ROME, GA**

RICHARD B RUSSELL RGNL – J H TOWERS

FLD (RMG).....**ILS or LOC Rwy 1<sup>1</sup>**  
**RNAV (GPS) Rwy 1<sup>2</sup>**  
**RNAV (GPS) Rwy 7<sup>2</sup>**  
**RNAV (GPS) Rwy 19<sup>2</sup>**  
**RNAV (GPS) Rwy 25<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category C, 900-2½; Category D, 1200-3.

<sup>2</sup>Category C, 900-2½; Category D, 1200-3.

**SANDERSVILLE, GA**

KAOLIN FLD (OKZ).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**

NA when local weather not available.

Category C, 900-2½.

## NAME

## ALTERNATE MINIMUMS

### SAVANNAH, GA

SAVANNAH/HILTON

HEAD INTL (SAV).....ILS or LOC Rwy 1<sup>12</sup>

ILS or LOC Rwy 10<sup>12</sup>

RNAV (GPS) Rwy 1<sup>34</sup>

RNAV (GPS) Rwy 10<sup>3</sup>

RNAV (GPS) Rwy 19<sup>34</sup>

RNAV (GPS) Z Rwy 28<sup>34</sup>

VOR/DME-A<sup>35</sup>

VOR/DME or TACAN Rwy 1<sup>35</sup>

VOR/DME or TACAN Rwy 19<sup>35</sup>
<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category D, 800-2¼.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category D, 800-2¼.

<sup>5</sup>Category D, 800-2¼; Category E, 900-3.

### SCOTTSBORO, AL

SCOTTSBORO MUNI-

WORD FLD (4A6).....RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22

Category A, 1000-2; Category B, 1100-2;

Categories C, D, 1200-3.

### SELMA, AL

CRAIG FLD (SEM).....RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

NA when local weather not available.

Category D, 900-2¼.

### STATESBORO, GA

STATESBORO-BULLOCH

COUNTY (TBR).....ILS or LOC Rwy 32<sup>12</sup>

RNAV (GPS) Rwy 14<sup>13</sup>

RNAV (GPS) Rwy 32<sup>3</sup>
<sup>1</sup>NA when local weather not available.

<sup>2</sup>LOC, Category D, 800-2¼.

<sup>3</sup>Category D, 800-2¼.

### SWAINSBORO, GA

EAST GEORGIA

RGNL (SBO).....ILS or LOC Rwy 14<sup>1</sup>

RNAV (GPS) Rwy 14<sup>2</sup>

RNAV (GPS) Rwy 32<sup>2</sup>

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

### SYLACAUGA, AL

MERKEL FLD SYLACAUGA

MUNI (SCD).....RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

Category B, 900-2; Category C, 1100-3;

Category D, 1200-3.

## NAME

## ALTERNATE MINIMUMS

### SYLVANIA, GA

PLANTATION

AIRPARK (JYL).....RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

Category D, 900-2¼.

### TALLADEGA, AL

TALLADEGA

MUNI (ASN).....RNAV (GPS) Rwy 4

NA when local weather not available.

Category C, 900-2¼; Category D, 1000-3.

### THOMASTON, GA

THOMASTON-UPSON

COUNTY (OPN).....ILS or LOC Rwy 30<sup>1</sup>

RNAV (GPS) Rwy 12<sup>2</sup>

RNAV (GPS) Rwy 30<sup>2</sup>

NA when local weather not available.

<sup>1</sup>LOC Category D, 900-3.

<sup>2</sup>Category D, 900-3.

### THOMASVILLE, GA

THOMASVILLE RGNL (TVI).....NDB Rwy 22

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22

NA when local weather not available.

Category D, 800-2¼.

### THOMSON, GA

THOMSON/MCDUFFIE

COUNTY (HQU).....RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 28<sup>1</sup>

VOR/DME-A<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

### TIFTON, GA

HENRY TIFT

MYRES (TMA).....RNAV (GPS) Rwy 16

RNAV (GPS) Rwy 34

Category D, 900-3.

### TROY, AL

TROY MUNI AT N KENNETH

CAMPBELL FLD (TOI).....ILS or LOC Rwy 7<sup>123</sup>

NDB Rwy 7<sup>124</sup>

RNAV (GPS) Rwy 7<sup>24</sup>

RNAV (GPS) Rwy 14<sup>24</sup>

RNAV (GPS) Rwy 25<sup>24</sup>

RNAV (GPS) Rwy 32<sup>24</sup>
<sup>1</sup>NA when tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>ILS, Categories A, B, 700-2;

Category C, 1000-2¼; Category D, 1000-3;

LOC, Category C, 1000-2¼, Category D, 1000-3.

<sup>4</sup>Category C, 1000-2¼; Category D, 1000-3.

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NAME ALTERNATE MINIMUMS

NAME ALTERNATE MINIMUMS

**TUSCALOOSA, AL**

TUSCALOOSA

NTL (TCL).....**ILS or LOC Rwy 4<sup>12</sup>**  
**RNAV (GPS) Rwy 4<sup>3</sup>**  
**RNAV (GPS) Rwy 12<sup>3</sup>**  
**RNAV (GPS) Rwy 22<sup>3</sup>**  
**RNAV (GPS) Rwy 30<sup>3</sup>**  
**TACAN Rwy 4<sup>3</sup>**  
**TACAN Rwy 22<sup>3</sup>**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category C, 800-2¼; Category D 800-2½.

<sup>3</sup>Category C, 800-2¼; Category D 800-2½.

**VALDOSTA, GA**

VALDOSTA

RGNL (VLD).....**ILS or LOC Rwy 36<sup>12</sup>**  
**RNAV (GPS) Rwy 4<sup>3</sup>**  
**RNAV (GPS) Rwy 18<sup>3</sup>**  
**RNAV (GPS) Rwy 36<sup>3</sup>**  
**VOR Rwy 18<sup>3</sup>**  
**VOR Rwy 36<sup>3</sup>**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category D, 900-2¾; Category E, 900-3.

<sup>3</sup>Category D, 900-2¾.

**VIDALIA, GA**

VIDALIA RGNL (VDI).....**RNAV (GPS) Rwy 7**

**RNAV (GPS) Rwy 25<sup>1</sup>**

Category D, 800-2½.

<sup>1</sup>NA when local weather not available.

**WASHINGTON, GA**

WASHINGTON/WILKES

COUNTY (IIV).....**RNAV (GPS) Rwy 13**

**RNAV (GPS) Rwy 31**

NA when local weather not available.

**WAYCROSS, GA**

WAYCROSS-WARE

COUNTY (AYS).....**ILS Y or LOC Y Rwy 19<sup>1</sup>**

**ILS Z or LOC Z Rwy 19<sup>1</sup>**

**RNAV (GPS) Rwy 1<sup>2</sup>**

**RNAV (GPS) Rwy 19<sup>2</sup>**

**VOR-A<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>ILS, Category C, 800-2; Category D, 800-2¼.

LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

**WINDER, GA**

BARROW COUNTY (WDR)....**ILS or LOC Rwy 31<sup>1</sup>**

**NDB Rwy 31<sup>2</sup>**

**RNAV (GPS) Rwy 13<sup>2</sup>**

**RNAV (GPS) Rwy 23<sup>2</sup>**

**RNAV (GPS) Rwy 31<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

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SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RADAR INSTRUMENT APPROACH MINIMUMS

DOBBINS ARB (KMGE), Marietta, GA Amdt 8 11JUL24 (24193) (USAF)

ELEV 1069

RADAR<sup>1</sup> - Ctc ATLANTA APP CON (E) 121.0 268.7 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	
ASR	11 <sup>2</sup>		AB	1600/40	531	(600-¾)	
			CDE	1600/55	531	(600-1)	
	29 <sup>3</sup>		AB	1720/40	706	(700-¾)	
			CDE	1720-1¼	706	(700-1¼)	
C CIR <sup>4</sup>	All Rwy		AB	1720-1	651	(700-1)	
			C	1760-2	691	(700-2)	
			D	1760-2¼	691	(700-2¼)	
			E	1760-2½	691	(700-2½)	


<sup>1</sup>Opr 1200-0400Z++. Surveillance approaches unavbl on non-UTA weekends. DASR No-NOTAM MP: 1100-1500++ Tue and Wed.  
<sup>2</sup>When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.  
<sup>3</sup>When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.  
<sup>4</sup>CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized all CATs.

HUNTSVILLE, AL Amdt 12, 31OCT24 (24305) (FAA)

ELEV 629

HUNTSVILLE INTL- CARL T JONES FLD (HSV)

RADAR-1 125.6 354.1  

	<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	36L		AB	1000/24	384	(400-½)	CD	1000/35	384	(400-¾)
			E	1000/50	384	(400-1)				
	36R		AB	1020/24	425	(500-½)	CDE	1020/40	425	(500-¾)
	18R		AB	1060/24	431	(500-½)	CDE	1060/40	431	(500-¾)
	18L		AB	1160/24	551	(600-½)	CDE	1160/60	551	(600-1¼)
 CIRCLING	ALL RWY		AB	1160-1	531	(600-1)	C	1200-1%	571	(600-1%)
			D	1340-2¼	711	(800-2¼)	E	1340-2½	711	(800-2½)

When control tower closed, ASR NA.  
Circling NA for CAT E east of Rwy 18L-36R.  
For inoperative ALS, increase S-ASR 18L CAT E visibility to 1% SM.  
For inoperative ALS, increase S-ASR 18R/36R CAT E visibility to 1¼ SM.  
For inoperative ALS, increase S-ASR 36L CAT E visibility to RVR 6000.

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SE-4, 12 JUN 2025 to 07 AUG 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

MOBILE, AL  
MOBILE RGNL (MOB)  
RADAR-1 118.5 269.3

Amdt 5B, 14JUL22 (22195) (FAA)

ELEV 219

	<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	33		AB	580/24	365	(400-½)	CDE	580/35	365	(400-¾)
	15		AB	620/24	401	(500-½)	CDE	620/40	401	(500-¾)
CIRCLING	ALL RWY		AB	680-1	461	(500-1)	C	740-1½	521	(600-1½)
			D	780-2	561	(600-2)	E	NA		

Rwy 15: For inoperative ALS, increase S-15 CAT E visibility to RVR 6000.  
Rwy 33: For inoperative ALS, increase S-33 CAT C/D/E visibility to RVR 5500.

REDSTONE AAF (KHUA), Redstone Arsenal, AL Amdt 4 05OCT23  
(23278) (USA)  
RADAR<sup>1</sup> - (E) (125.6 354.1E) (118.05 239.0W)

ELEV 685

	<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	35 <sup>2</sup>	3.0°/50/918	ABCDE	954-1	293	(300-1)
	17 <sup>3</sup>	3.0 /46/924	ABCDE	1035-1	350	(400-1)

<sup>1</sup>GCA opr 1345-2130Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. Inop table does not apply.  
<sup>2</sup>Procedure not authorized when R2104A or R2104C or R2104D are active.  
<sup>3</sup>Procedure not authorized when R2104A or R2104B or R2104C are active.

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RADAR INSTRUMENT APPROACH MINIMUMS



24305

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
ATLANTA, GA			
HARTSFIELD/JACKSON			
ATLANTA INTL (ATL)	08L	TWY B13	8,490 feet
	09R	TWY J	8,627 feet
	26R	TWY H	8,500 feet
	27L	TWY P	8,600 feet
BIRMINGHAM, AL			
BIRMINGHAM INTL (BHM)	06	18-36	8,700 feet
	36	06-24	5,150 feet
SAVANNAH, GA			
SAVANNAH/HILTON HEAD			
INTL (SAV)	01	10-28	4,050 feet
	10	01-19	5,450 feet
	28	01-19	3,250 feet

24305

25163

## 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.

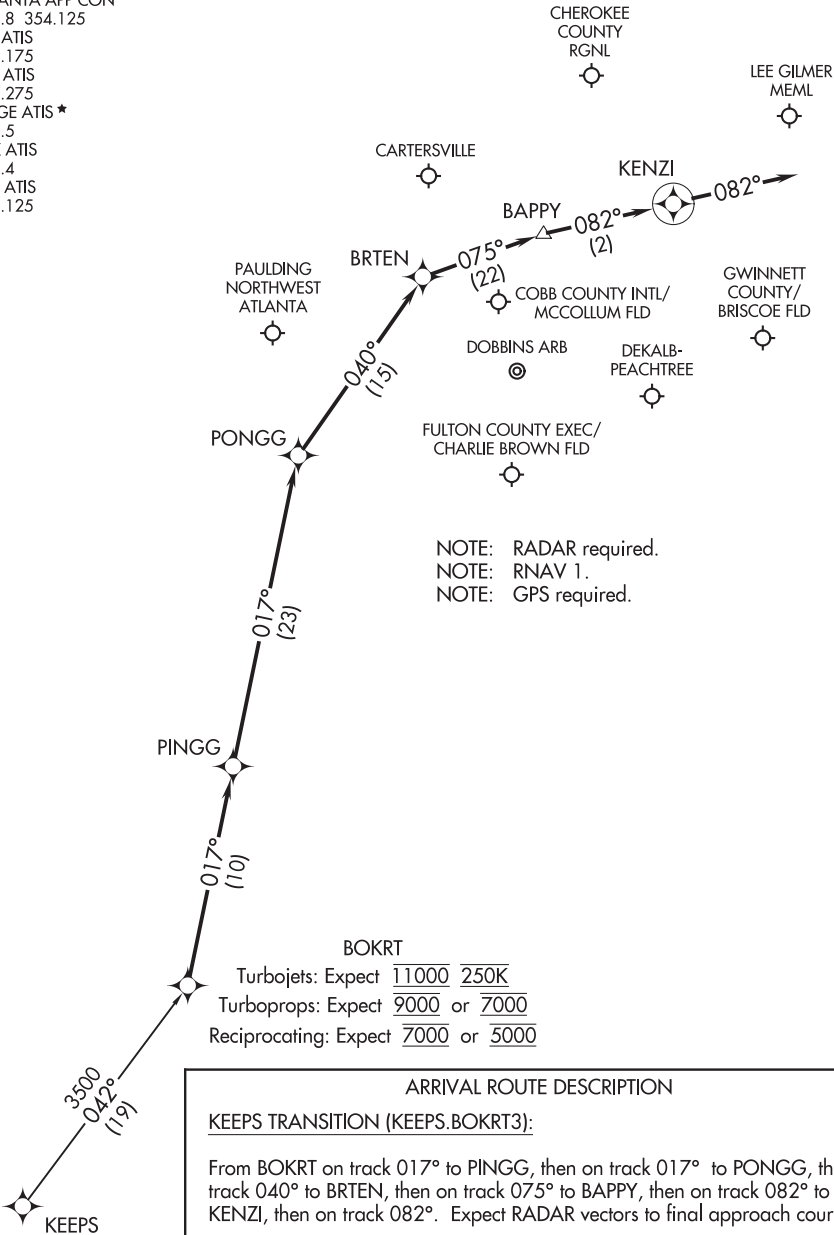
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface 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*
ATLANTA, GA DEKALB-PEACHTREE (PDK)	HS 1 HS 2 HS 3	Southbound on Twy B misses a required turn onto Twy A. Pilots expecting Rwy 03R often fail to hold at Rwy 03L. Aircraft exiting Rwy 03R/21L at Twy G and instructed to hold short of Rwy 03L/21R often enter the runway without authorization.
HARTSFIELD/JACKSON ATLANTA INTL (ATL)	HS 1 HS 2	Twy C and Twy D at Rwy 08L-26R. Twy C and Twy D at Rwy 08R-26L.
AUGUSTA, GA AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Int of Twy E and Rwy 17-35.
BIRMINGHAM, AL BIRMINGHAM-SHUTTLESWORTH INTL (BHM)	HS1	Maintain vigilance exiting terminal ramp. Ramp/twy in close proximity to Rwy 06-24 hold short bars at A5.
COLUMBUS, GA COLUMBUS (CSG)	HS 1 HS 2	Twy D, Twy C and Twy A. Twy F and Twy C.
MOBILE, AL MOBILE INTL (BFM)	HS1	Twy A east of Rwy 36 is offset 200ft north of Twy A west of Rwy 36. Twy A does not continue straight when crossing Rwy 36.
MONTGOMERY, AL MONTGOMERY RGNL (DANNELLY FLD) (MGM)	HS 1	Int of Twy A5 and the ANG ramp. Potential confusion of the ANG ramp with the terminal ramp when exiting Rwy 10-28 at Twy A5.
SAVANNAH, GA SAVANNAH/HILTON HEAD INTL (SAV)	HS 1 HS 2	Twy E from apch end of Rwy 28 to about 310' west on Twy E. Twy A from Rwy 01 apch end to about 900' north on Twy A.
TUSCALOOSA, AL TUSCALOOSA NTL (TCL)	HS 1	Rwy 30 hold just beyond Twy D5.

\*See appropriate Chart Supplement HOT SPOT table for additional information.

25163

ATLANTA APP CON  
119.8 354.125  
FTY ATIS  
120.175  
LZU ATIS  
132.275  
KMGE ATIS ★  
269.5  
PDK ATIS  
128.4  
RYY ATIS  
128.125



BOKRT  
Turbojets: Expect 11000 250K  
Turboprops: Expect 9000 or 7000  
Reciprocating: Expect 7000 or 5000

ARRIVAL ROUTE DESCRIPTION

KEEPS TRANSITION (KEEPS.BOKRT3):

From BOKRT on track 017° to PINGG, then on track 017° to PONGG, then on track 040° to BRTEN, then on track 075° to BAPPY, then on track 082° to KENZI, then on track 082°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: Cross BOKRT at or below 11 000, cross PONGG at or below 7000, cross KENZI at 5000. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

BUKHD THREE ARRIVAL (RNAV)

ATLANTA, GEORGIA

ATLANTA APP CON  
121.0 268.7  
FTY ATIS  
120.175  
LZU ATIS  
132.275  
★ KMGE ATIS  
269.5  
PDK ATIS  
128.4  
RYY ATIS  
128.125

ARRIVAL ROUTE DESCRIPTION

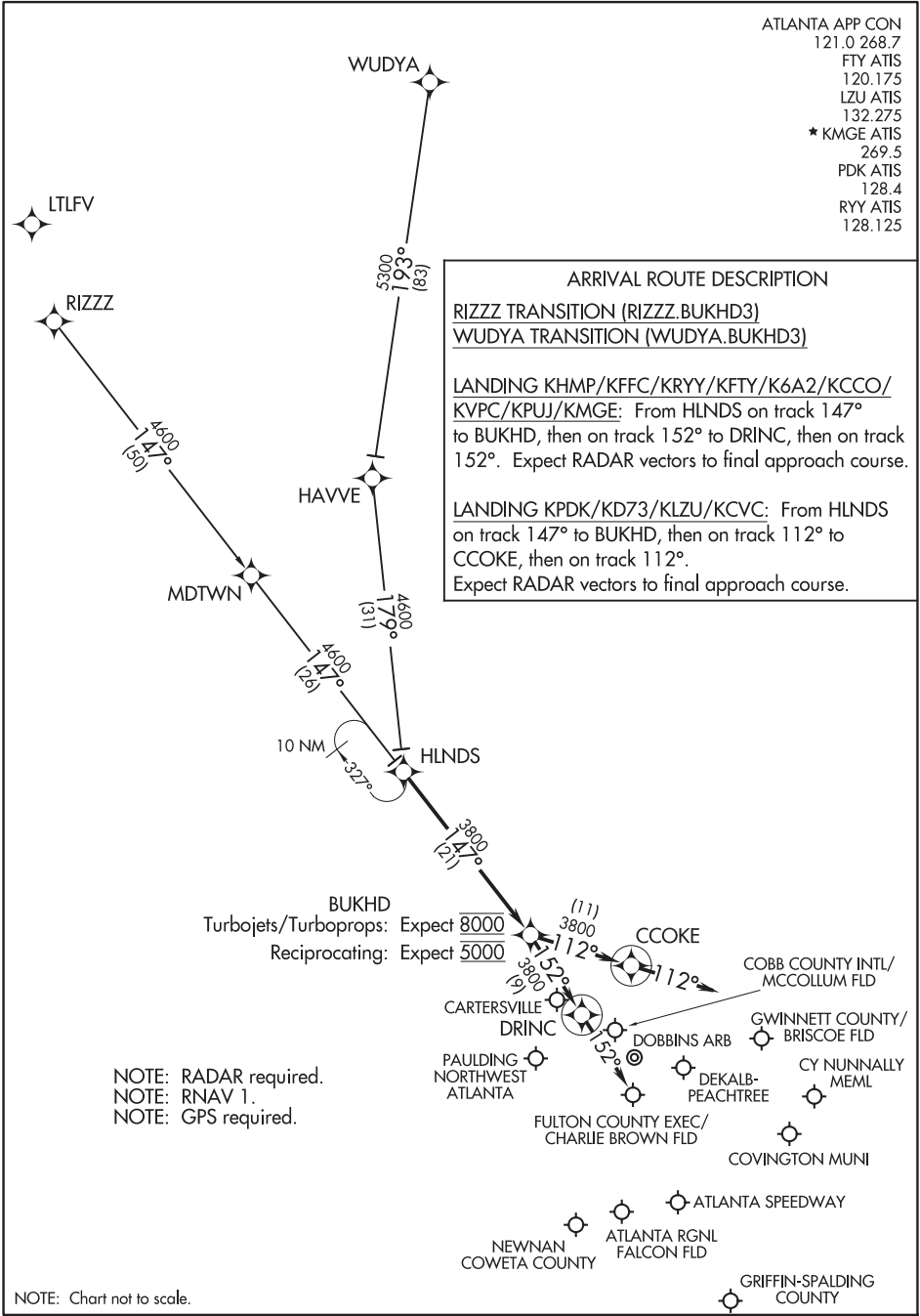
RIZZZ TRANSITION (RIZZZ.BUKHD3)  
WUDYA TRANSITION (WUDYA.BUKHD3)

LANDING KHMP/KFFC/KRYY/KFTY/K6A2/KCCO/  
KVPC/KPUJ/KMGE: From HLNDS on track 147°  
to BUKHD, then on track 152° to DRINC, then on track  
152°. Expect RADAR vectors to final approach course.

LANDING KPDK/KD73/KLZU/KCVC: From HLNDS  
on track 147° to BUKHD, then on track 112° to  
CCOKE, then on track 112°. Expect RADAR vectors to final approach course.

SE-4, 12 JUN 2025 to 07 AUG 2025

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BUKHD THREE ARRIVAL (RNAV)

(HLNDS.BUKHD3) 16JUL20

ATLANTA, GEORGIA

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D-ATIS ARR  
119.65  
ATLANTA APP CON  
128.0 379.9

15 NM

119°

155°

335°

NEWBB

13000

146°

112°

MTHW

13000

147°

139°

MGRIF

13000

147°

133°

BBABE

13000

147°

133°

LEMKE

12000

147°

116°

VORTX

12000

113°

118°

OWNNS

13000

113°

40°

JCKEE

13000

099°

31°

RUTTH

13000

099°

31°

RUSSA

13000

099°

31°

KNSAW

13000

099°

31°

HUTCC

13000

099°

31°

CHPPR 13000

13000

099°

31°

Landing east: Expect 250K

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

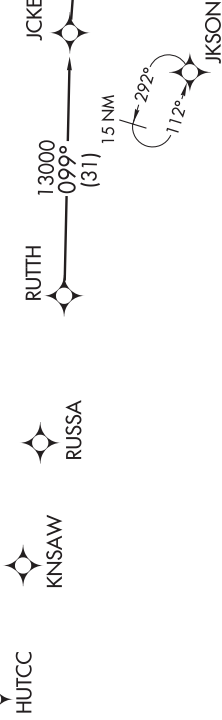
NOTE: Landing east select Rwy 8L, landing west select Rwy 26R.

NOTE: Landing Rwy 9R: Select DFINS approach transition.

NOTE: Landing Rwy 9L: Select AAKAY approach transition.



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Landing east select Rwy 8L, landing west select Rwy 26R.
- NOTE: Landing Rwy 9R: Select DFINS approach transition.
- NOTE: Landing Rwy 9L: Select AAKAY approach transition.



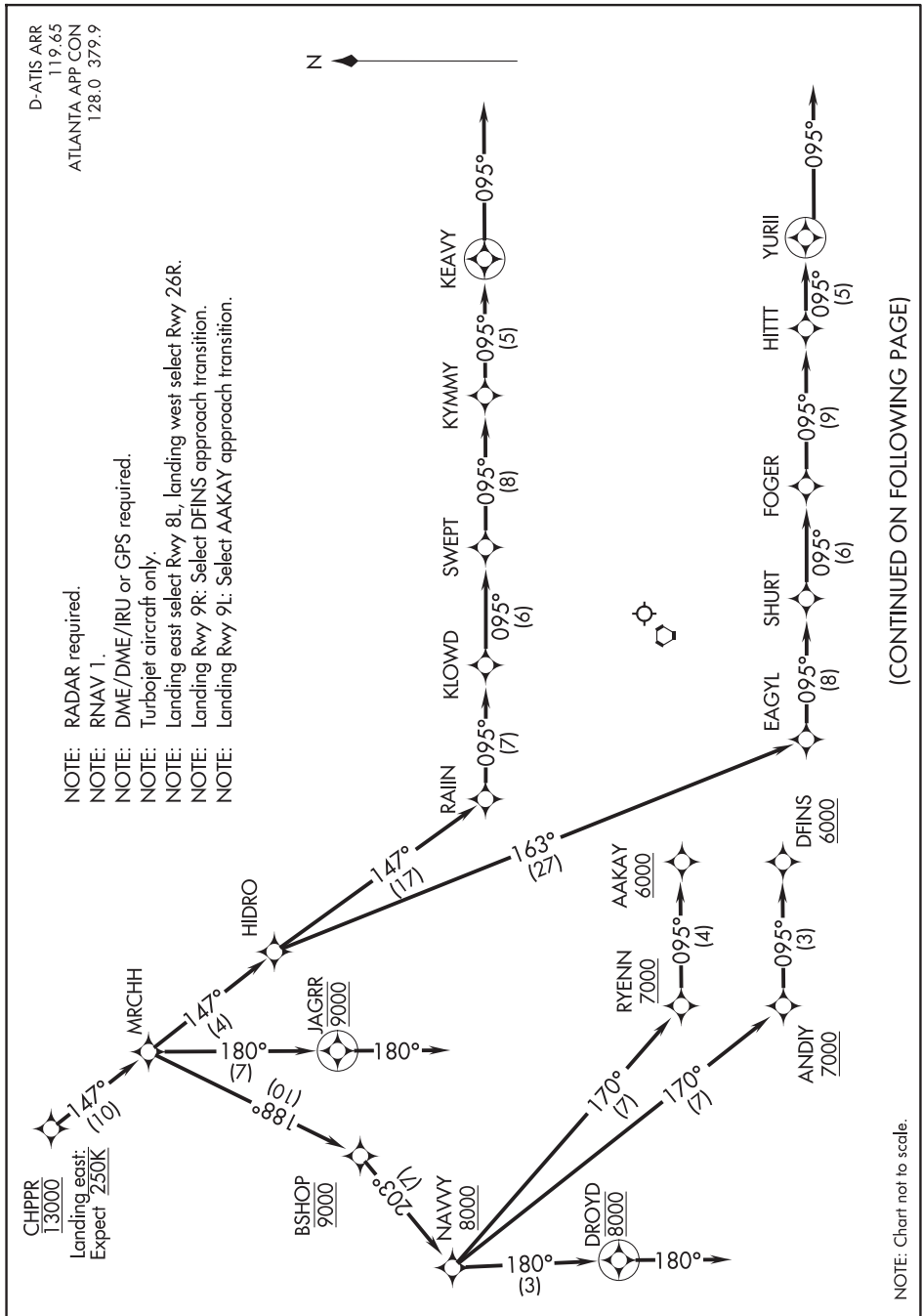
See following page for Arrival Routes.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGES)

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SE-4, 12 JUN 2025 to 07 AUG 2025



ARRIVAL ROUTE DESCRIPTION

From CHPPR on track 147° to MRCHH.

LANDING RWYS 26L/R: From MRCHH on track 147° to HIDRO, then on track 147° to RAIIN, then on track 095° to KLOWD, then on track 095° to SWEPT, then on track 095° to KYMMY, then on track 095° to KEAVY, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWYS 27L/R, 28: From MRCHH on track 147° to HIDRO, then on track 163° to EAGYL, then on track 095° to SHURT, then on track 095° to FOGER, then on track 095° to HITTT, then on track 095° to YURII, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWYS 8L/R: From MRCHH on track 180° to cross JAGRR at 9000, then on track 180°. Expect RADAR vectors to final approach course.

LANDING RWY 9L: From MRCHH on track 188° to cross BSHOP at 9000, then on track 203° to cross NAVVY at or above 8000, then on track 170° to cross RYENN at or above 7000, then on track 095° to cross AAKAY at or above 6000. Expect ILS Rwy 9L approach.

LANDING RWY 9R: From MRCHH on track 188° to cross BSHOP at 9000, then on track 203° to cross NAVVY at or above 8000, then on track 170° to cross ANDIY at or above 7000, then on track 095° to cross DFINS at or above 6000. Expect ILS Rwy 9R approach.

LANDING RWY 10: From MRCHH on track 188° to cross BSHOP at 9000, then on track 203° to cross NAVVY at or above 8000, then on track 180° to cross DROYD at 8000, then on track 180°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING WEST: ASSIGNED RWY 26R OR RWY NOT ASSIGNED: Cross CHPPR at 13000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct ZELOW and proceed on the ILS or RNAV Rwy 26R approach.

LANDING WEST: ASSIGNED RWY 26L: Cross CHPPR at 13000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct JIRRI and proceed on the ILS or RNAV Rwy 26L approach.

LANDING WEST: ASSIGNED RWY 27L: Cross CHPPR at 13000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct SLVAA and proceed on the ILS or RNAV Rwy 27L approach.

LANDING WEST: ASSIGNED RWY 27R: Cross CHPPR at 13000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct YOUUY and proceed on the ILS or RNAV Rwy 27R approach.

LANDING WEST: ASSIGNED RWY 28: Cross CHPPR at 13000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct PRMAN and proceed on the ILS or RNAV Rwy 28 approach.

LANDING EAST: ASSIGNED RWY 8L OR RWY NOT ASSIGNED: Cross CHPPR at 13000; cross JAGRR at 9000; after JAGRR descend to 6000 and proceed direct LARII; proceed on the ILS or RNAV Rwy 8L approach.

LANDING EAST: ASSIGNED RWY 8R: Cross CHPPR at 13000; cross JAGRR at 9000; after JAGRR descend to 6000 and proceed direct GPEAT; proceed on the ILS or RNAV Rwy 8R approach.

LANDING EAST: ASSIGNED RWY 10: Cross CHPPR at 13000; cross BSHOP at 9000; cross NAVVY at or above 8000; cross DROYD at 8000; after DROYD descend to 6000 and proceed direct DEWHY; proceed on the ILS or RNAV Rwy 10 approach.



(AWSN.DEHAN3) 24305

Z6

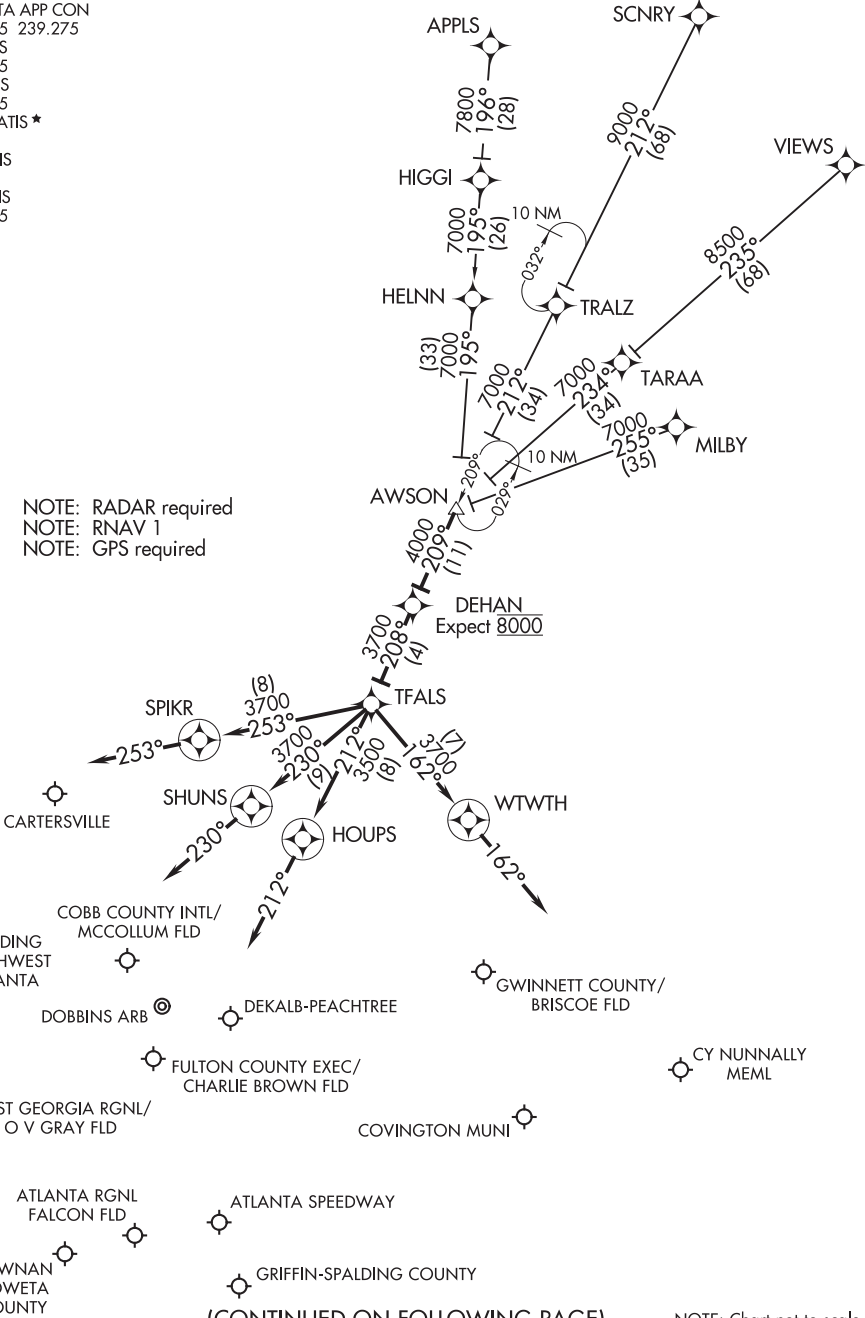
AL-469 (FAA)

DEHAN THREE ARRIVAL (RNAV)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FTY ATIS  
120.175  
LZU ATIS  
132.275  
KMGE ATIS ★  
269.5  
PDK ATIS  
128.4  
RYY ATIS  
128.125

NOTE: RADAR required  
NOTE: RNAV 1  
NOTE: GPS required



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEHAN THREE ARRIVAL (RNAV)

(AWSN.DEHAN3) 16JUL20

ATLANTA, GEORGIA

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

APPLS TRANSITION (APPLS.DEHAN3)  
MILBY TRANSITION (MILBY.DEHAN3)  
SCNRY TRANSITION (SCNRY.DEHAN3)  
VIEWS TRANSITION (VIEWS.DEHAN3)

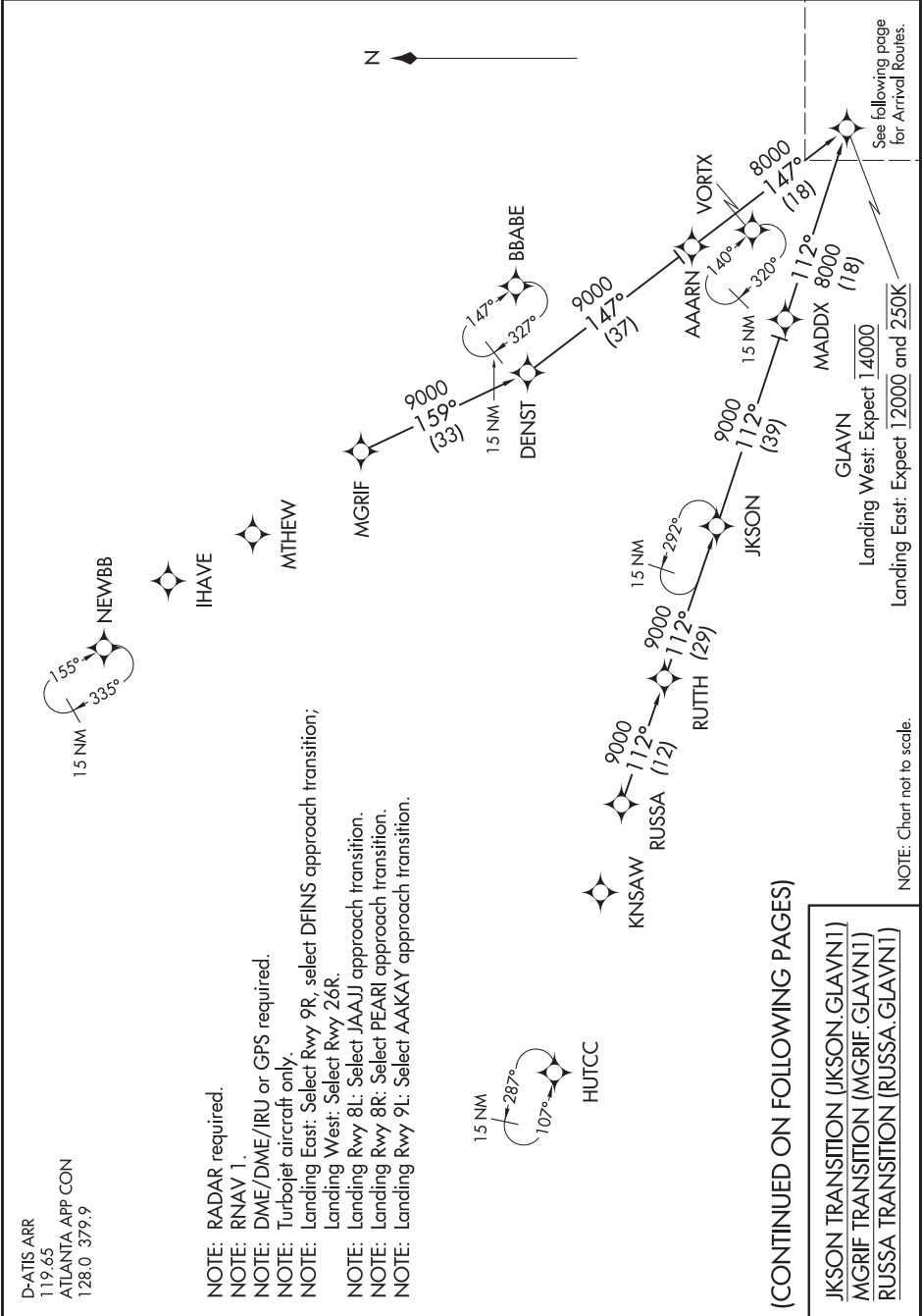
LANDING KHMP/KD73/KLZU/K6A2/KCVC: From AWSON on track 209° to DEHAN, then on track 208° to TFALS, then on track 162° to WTWTH, then on track 162°. Expect RADAR vectors to final approach course.

LANDING KPDK/KFFC/KCCO: From AWSON on track 209° to DEHAN, then on track 208° to TFALS, then on track 212° to HOUPS, then on track 212°. Expect RADAR vectors to final approach course.

LANDING KRYY/KVPC/KPUJ/KCTJ: From AWSON on track 209° to DEHAN, then on track 208° to TFALS, then on track 253° to SPIKR, then on track 253°. Expect RADAR vectors to final approach course.

LANDING KFTY/KMGE: From AWSON on track 209° to DEHAN, then on track 208° to TFALS, then on track 230° to SHUNS, then on track 230°. Expect RADAR vectors to final approach course.

SE-4, 12 JUN 2025 to 07 AUG 2025

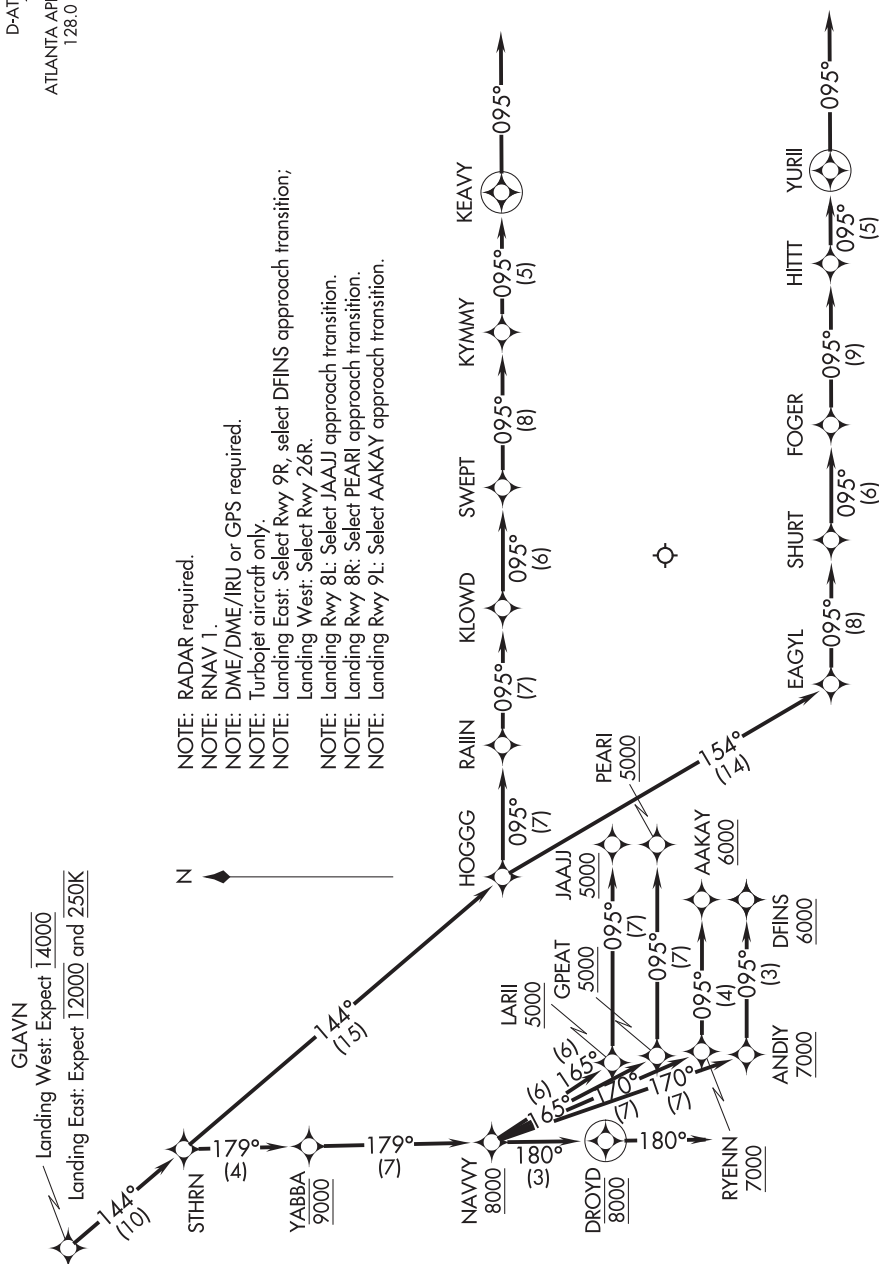


SE-4, 12 JUN 2025 to 07 AUG 2025

## GLAVN ONE ARRIVAL (RNAV) Arrival Routes

ATLANTA, GEORGIA

D-ATIS ARR  
119.65  
ATLANTA APP CON  
128.0 379.9



NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turboprop aircraft only.  
NOTE: Landing East: Select Rwy 9R, select DFINS approach transition;  
Landing West: Select Rwy 26R.  
NOTE: Landing Rwy 8L: Select JAALJ approach transition.  
NOTE: Landing Rwy 8R: Select PEARL approach transition.  
NOTE: Landing Rwy 9L: Select AAKAY approach transition.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-4, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

From GLAVN on track 144° to STHRN.

LANDING RWYS 26L/R: From STHRN on track 144° to HOGGG, then on track 095° to RAIIN, then on track 095° to KLOWD, then on track 095° to SWEPT, then on track 095° to KYMMY, then on track 095° to KEAVY, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWYS 27L/R, 28: From STHRN on track 144° to HOGGG, then on track 154° to EAGYL, then on track 095° to SHURT, then on track 095° to FOGER, then on track 095° to HITT, then on track 095° to YURII, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWY 8L: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 165° to cross LARII at or above 5000, then on track 095° to cross JAAJ at or above 5000. Expect ILS Rwy 8L approach.

LANDING RWY 8R: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 165° to cross GPEAT at or above 5000, then on track 095° to cross PEARL at or above 5000. Expect ILS Rwy 8R approach.

LANDING RWY 9L: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 170° to cross RYENN at or above 7000, then on track 095° to cross AAKAY at or above 6000. Expect ILS Rwy 9L approach.

LANDING RWY 9R: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 170° to cross ANDIY at or above 7000, then on track 095° to cross DFINS at or above 6000. Expect ILS Rwy 9R approach.

LANDING RWY 10: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 180° to cross DROYD at 8000, then on track 180°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING WEST: ASSIGNED RWY 26R OR RWY NOT ASSIGNED: Cross GLAVN at 14000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct ZELW and proceed on the ILS or RNAV Rwy 26R approach.

LANDING WEST: ASSIGNED RWY 26L: Cross GLAVN at 14000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct JIRRI and proceed on the ILS or RNAV Rwy 26L approach.

LANDING WEST: ASSIGNED RWY 27L: Cross GLAVN at 14000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct SLVAA and proceed on the ILS or RNAV Rwy 27L approach.

LANDING WEST: ASSIGNED RWY 27R: Cross GLAVN at 14000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct YOYU and proceed on the ILS or RNAV Rwy 27R approach.

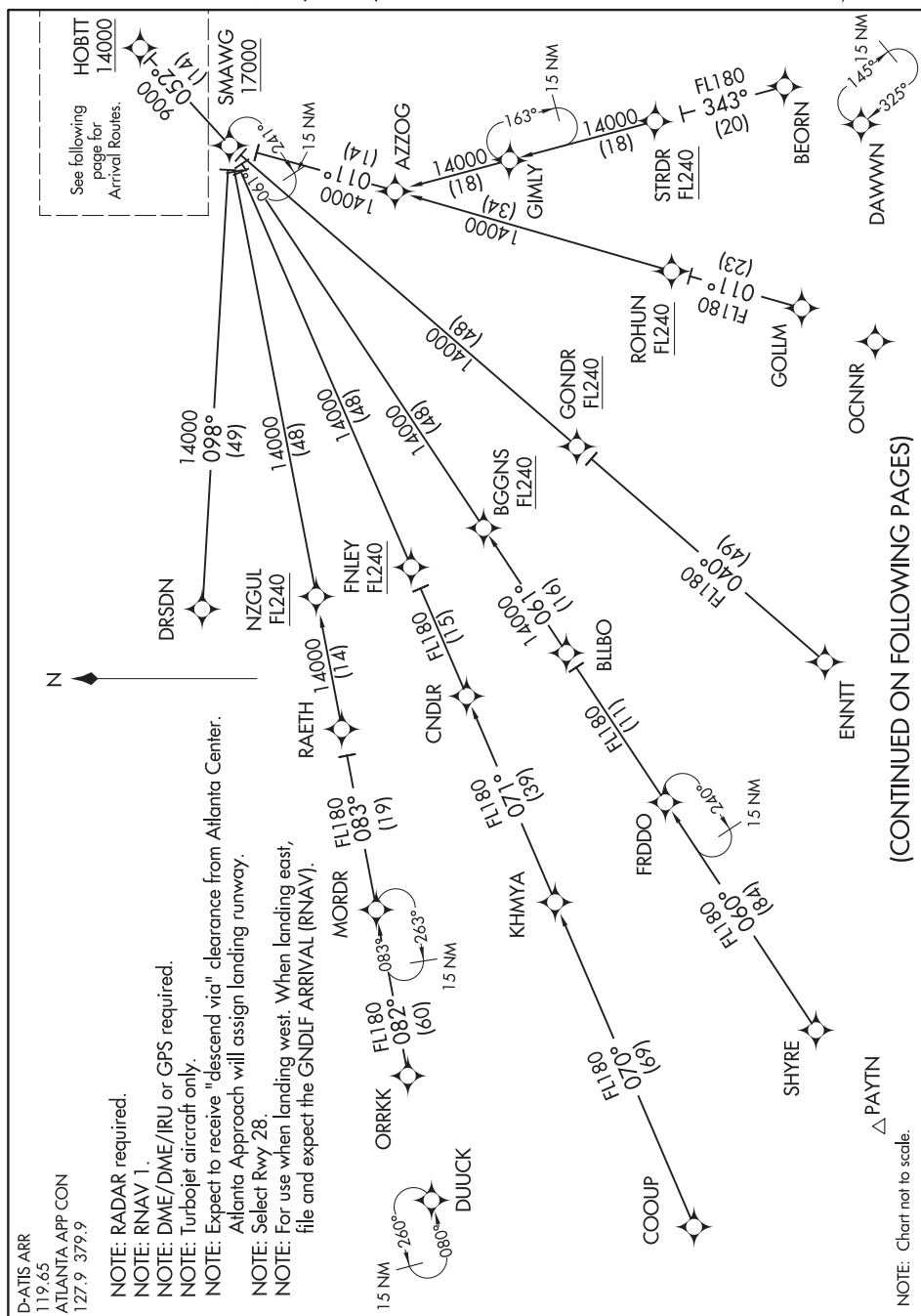
LANDING WEST: ASSIGNED RWY 28: Cross GLAVN at 14000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct PRMAN and proceed on the ILS or RNAV Rwy 28 approach.

LANDING EAST: ASSIGNED RWY 10: Cross GLAVN at 14000; cross YABBA at 9000; cross NAVVY at or above 8000; cross DROYD at 8000; after DROYD descend to 6000 and proceed direct DEWHY; proceed on the ILS or RNAV Rwy 10 approach.



ARRIVAL ROUTE DESCRIPTION	NOTE: RADAR required. NOTE: RNAV 1. NOTE: DME/DME/IRU or GPS required. NOTE: Turbojet aircraft only. NOTE: Expect to receive "descend via" clearance from Atlanta Center.  NOTE: Select Rwy 10. NOTE: For use only when landing east. When landing west, file and expect the HOBTT ARRIVAL (RNAV).	D-ATIS ARR 119.65 ATLANTA APP CON 127.9 379.9
BEORN TRANSITION (BEORN.GNDLF2): COOUP TRANSITION (COOUP.GNDLF2): Assigned by ATC only. DRSDN TRANSITION (DRSDN.GNDLF2): ENNTT TRANSITION (ENNTT.GNDLF2): FRDDO TRANSITION (FRDDO.GNDLF2): GOLLM TRANSITION (GOLLM.GNDLF2): KHMVA TRANSITION (KHMVA.GNDLF2): Assigned by ATC only. ORRKK TRANSITION (ORRKK.GNDLF2): SHYRE TRANSITION (SHYRE.GNDLF2): STRDR TRANSITION (STRDR.GNDLF2):  From GNDLF on track 059° to cross HALRR at or above 10000 and at 250K, then on track 059° to cross SHULR at 8000, then on track 036° to JNGLE, then on track 005° to QUBIT, then on track 005°. Expect RADAR vectors to find approach course.		
LOST COMMUNICATIONS: ASSIGNED RWY 10 or NOT ASSIGNED: Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 5000; after QUBIT descend to 3000 and proceed direct DEWHY; proceed on the ILS or RNAV Rwy 10 approach. ASSIGNED RWY 9L: Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct RYENN and proceed on the ILS or RNAV Rwy 9L approach. ASSIGNED RWY 9R: Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct ANDY and proceed on the ILS or RNAV Rwy 9R approach. ASSIGNED RWY 8L: Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct LARL and proceed on the ILS or RNAV Rwy 8L approach. ASSIGNED RWY 8R: Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct GPEAT and proceed on the ILS or RNAV Rwy 8R approach.		





NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGES)

SE-4, 12 JUN 2025 to 07 AUG 2025

D-ATIS ARR  
119.65  
ATLANTA APP CON  
127.9 379.9

(HOBTT.HOBTT2) 24305

HOBTT TWO ARRIVAL(RNAV) Arrival Routes

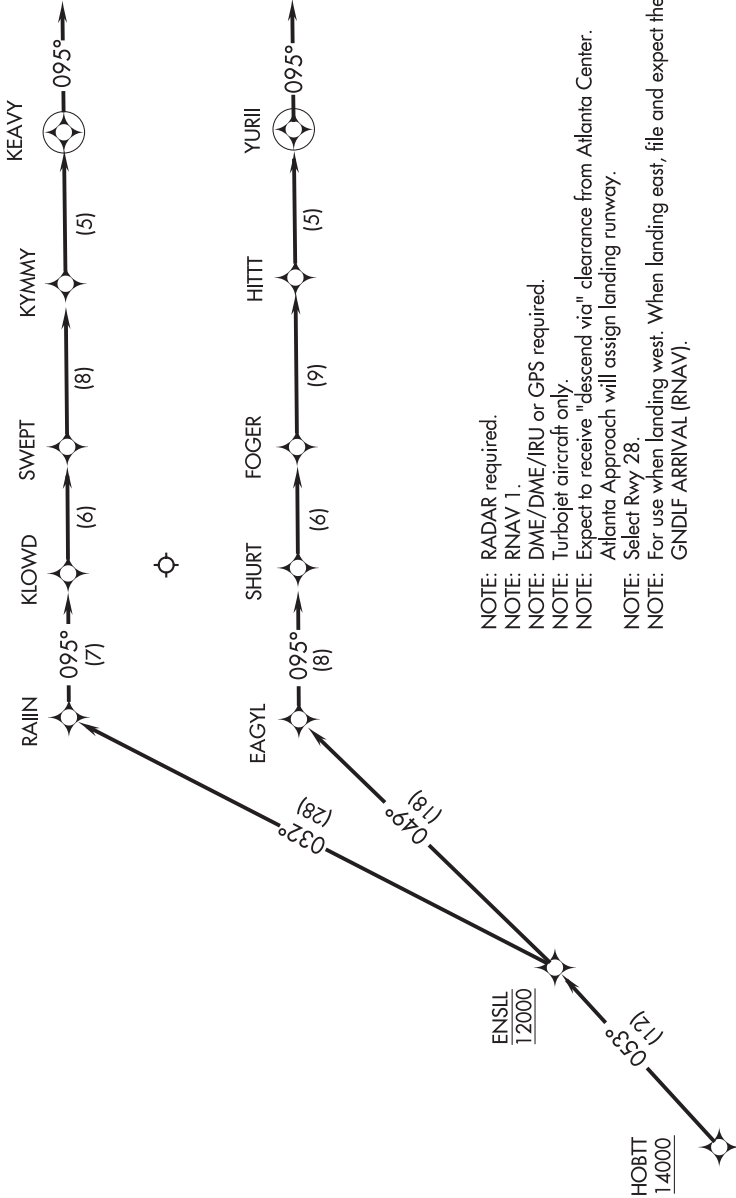
Z14

AL-26 (FAA)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

Z



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect to receive "descend via" clearance from Atlanta Center.
- NOTE: Atlanta Approach will assign landing runway.
- NOTE: Select Rwy 28.
- NOTE: For use when landing west. When landing east, file and expect the GNDIF ARRIVAL (RNAV).

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HOBTT TWO ARRIVAL(RNAV) Arrival Routes  
(HOBTT.HOBTT2) 01FEB18

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

ARRIVAL ROUTE DESCRIPTION

BEORN TRANSITION (BEORN.HOBTT2)  
COOUP TRANSITION (COOUP.HOBTT2): Assigned by ATC only.  
DRSDN TRANSITION (DRSDN.HOBTT2)  
ENNTT TRANSITION (ENNTT.HOBTT2)  
FRDDO TRANSITION (FRDDO.HOBTT2)  
GOLLM TRANSITION (GOLLM.HOBTT2)  
KHMYA TRANSITION (KHMYA.HOBTT2): Assigned by ATC only.  
ORRKK TRANSITION (ORRKK.HOBTT2)  
SHYRE TRANSITION (SHYRE.HOBTT2)  
STRDR TRANSITION (STRDR.HOBTT2)

From HOBTT on track 053° to cross ENSLL at 12000.

LANDING RWYS 26L/R: From ENSLL on track 032° to RAIIN, then on track 095° to KLOWD, then on track 095° to SWEPT, then on track 095° to KYMMY, then on track 095° to KEAVY, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWYS 27L/R, 28: From ENSLL on track 049° to EAGYL, then on track 095° to SHURT, then on track 095° to FOGER, then on track 095° to HITTT, then on track 095° to YURII, then on track 095°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

ASSIGNED RWY 28 OR RWY NOT ASSIGNED: Cross HOBTT at or above 14000; cross ENSLL at 12000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct PRMAN and proceed on the ILS or RNAV RWY 28 approach.

ASSIGNED RWY 27L: Cross HOBTT at or above 14000; cross ENSLL at 12000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct SLVAA and proceed on the ILS or RNAV RWY 27L approach.

ASSIGNED RWY 27R: Cross HOBTT at or above 14000; cross ENSLL at 12000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct YOUYU and proceed on the ILS or RNAV RWY 27R approach.

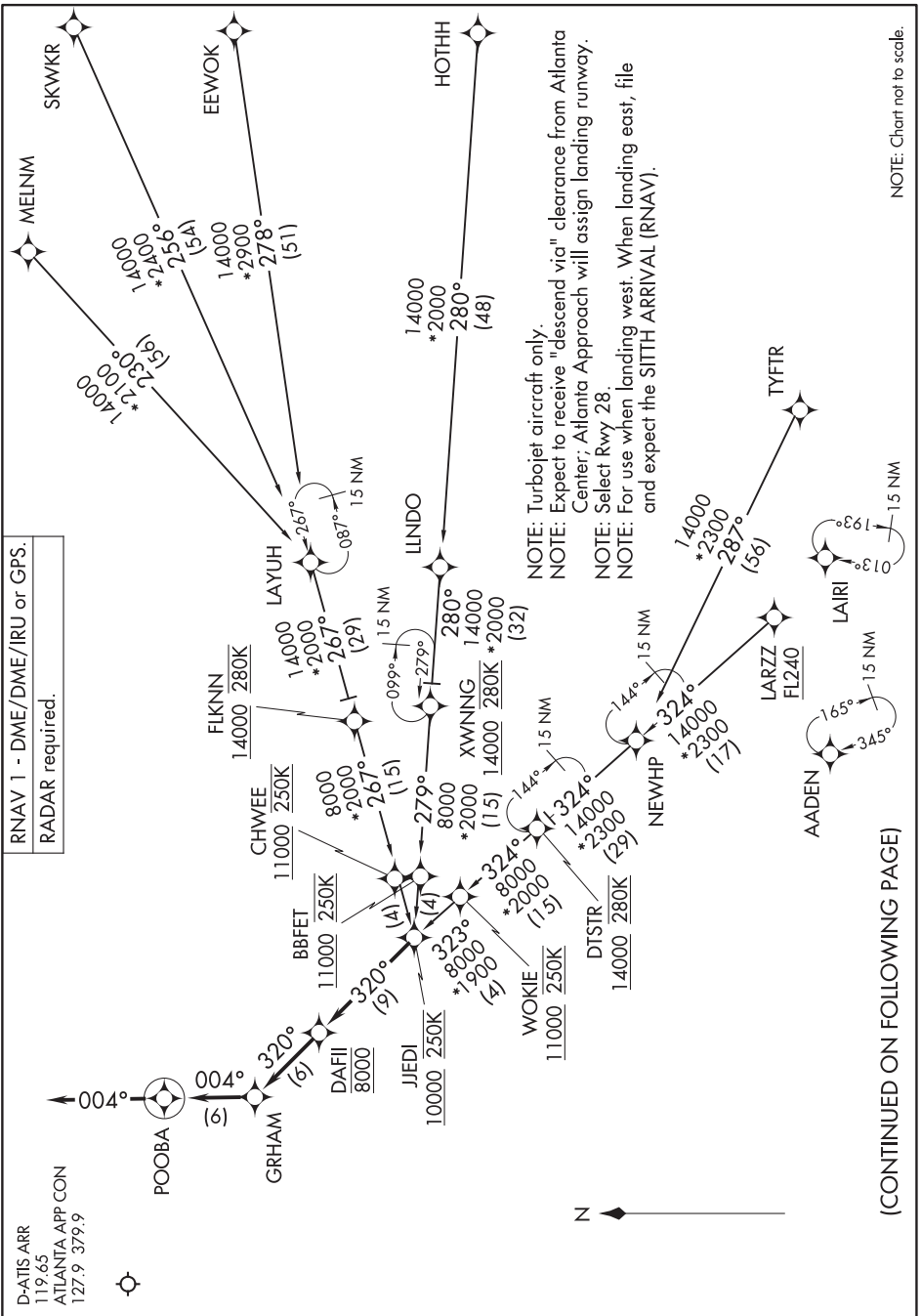
ASSIGNED RWY 26L: Cross HOBTT at or above 14000; cross ENSLL at 12000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct JIRRI and proceed on the ILS or RNAV RWY 26L approach.

ASSIGNED RWY 26R: Cross HOBTT at or above 14000; cross ENSLL at 12000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct ZELOW and proceed on the ILS or RNAV RWY 26R approach.

JJEDI THREE ARRIVAL (RNAV)

ATLANTA, GEORGIA

SE-4, 12 JUN 2025 to 07 AUG 2025



JJEDI THREE ARRIVAL (RNAV)

ATLANTA, GEORGIA

SE-4, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

EEWOK TRANSITION (EEWOK.JJEDI3)  
HOTHH TRANSITION (HOTHH.JJEDI3)  
LARZZ TRANSITION (LARZZ.JJEDI3)  
LAYUH TRANSITION (LAYUH.JJEDI3)  
MELNM TRANSITION (MELNM.JJEDI3): Assigned by ATC only.  
SKWKR TRANSITION (SKWKR.JJEDI3)  
TYFTR TRANSITION (TYFTR.JJEDI3)

From JJEDI on track 320° to cross DAFII at 8000, then on track 320° to GRHAM, then on track 004° to POOBA, then on track 004°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

ASSIGNED RUNWAY 28 OR RUNWAY NOT ASSIGNED: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 5000; after POOBA descend to 3000 and proceed direct PRMAN; proceed on the ILS or RNAV RWY 28 approach.

ASSIGNED RUNWAY 27L: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct SLVAA and proceed on the ILS or RNAV RWY 27L approach.

ASSIGNED RUNWAY 27R: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct YOUYU and proceed on the ILS or RNAV RWY 27R approach.

ASSIGNED RUNWAY 26L: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct JIRRI and proceed on the ILS or RNAV RWY 26L approach.

ASSIGNED RUNWAY 26R: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct ZELOW and proceed on the ILS or RNAV RWY 26R approach.

(ONDRE.ONDRE1) 24305

AL-26 (FAA)

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

## ONDRE ONE ARRIVAL (RNAV) Transition Routes

ATLANTA, GEORGIA

D-ATIS ARR

119.65

ATLANTA APP CON

128.525 379.9

NOTE: RADAR required.

NOTE: RNAV 1.

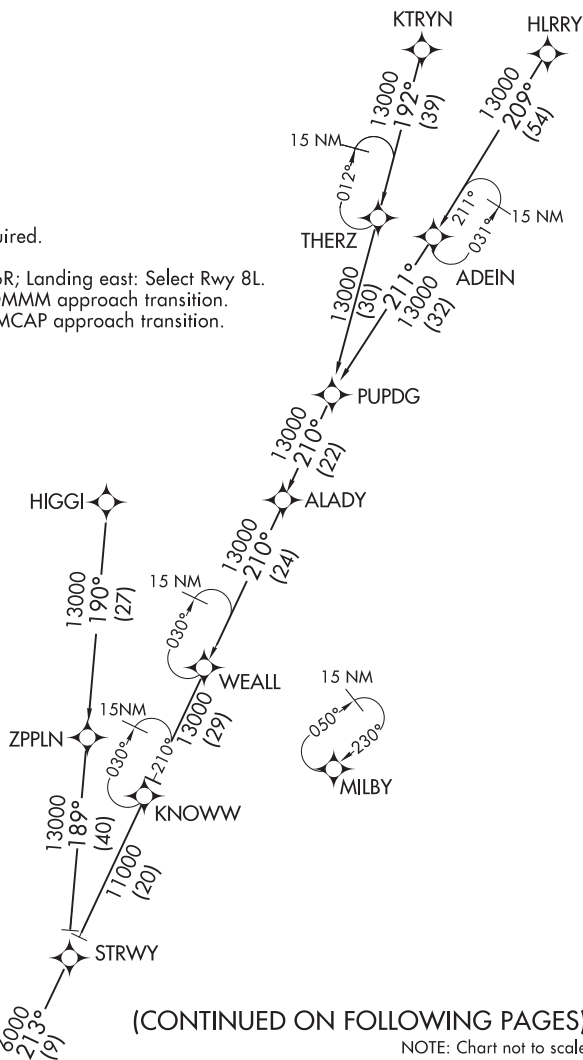
NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

NOTE: Landing west: Select Rwy 26R; Landing east: Select Rwy 8L.

NOTE: Landing Rwy 27L: Select ROMMM approach transition.

NOTE: Landing Rwy 27R: Select MMCAP approach transition.

HIGGI TRANSITION (HIGGI.ONDRE1):

For TYS departures or assigned by ATC only.

HLRRY TRANSITION (HLRRY.ONDRE1)KTRYN TRANSITION (KTRYN.ONDRE1)PUPDG TRANSITION (PUPDG.ONDRE1)STRWY TRANSITION (STRWY.ONDRE1)

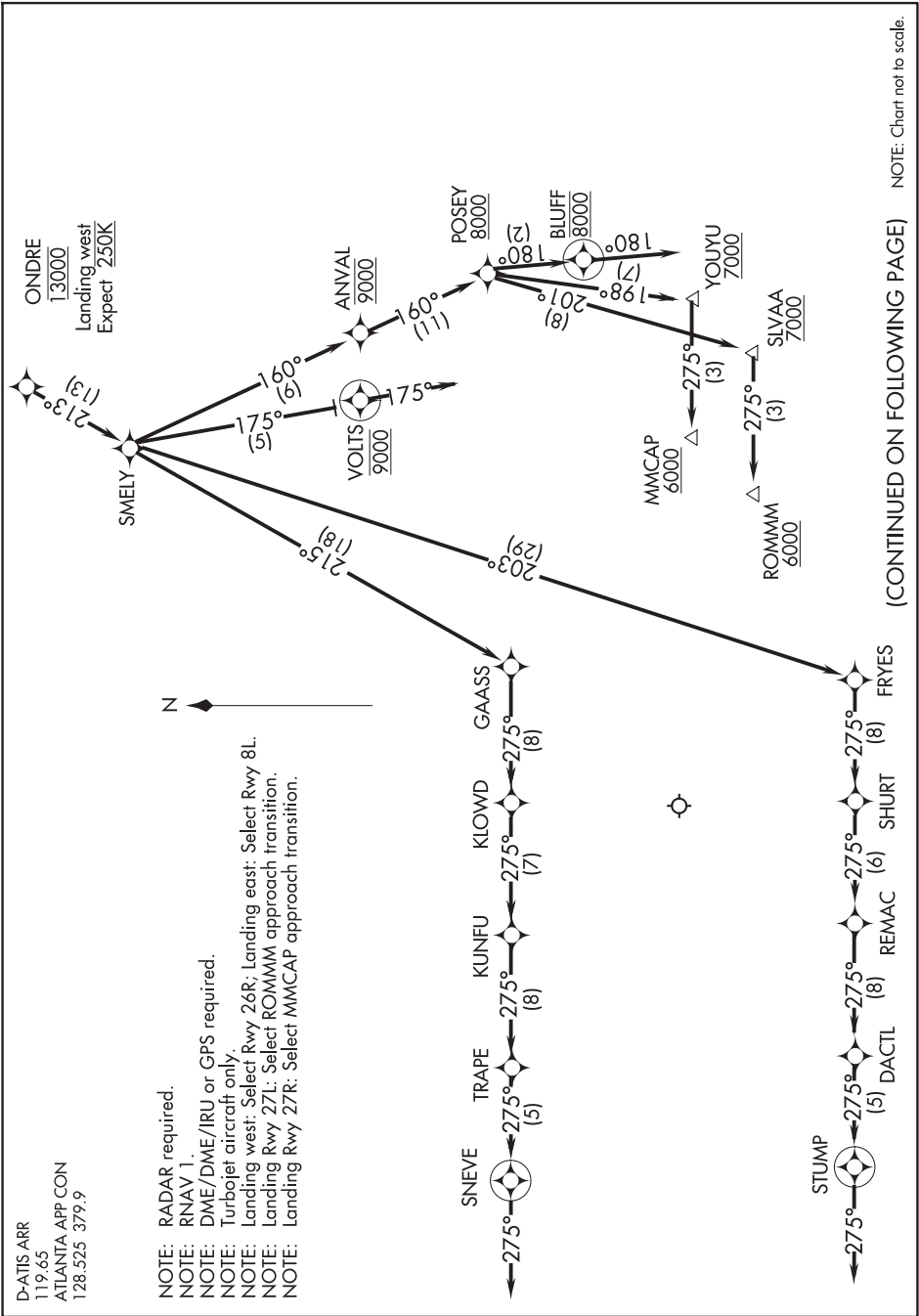
ONDRE ONE ARRIVAL (RNAV) Transition Routes

ATLANTA, GEORGIA

(ONDRE.ONDRE1) 12OCT17

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

SE-4, 12 JUN 2025 to 07 AUG 2025



ARRIVAL ROUTE DESCRIPTION

From ONDRE on track 213° to SMELY.

LANDING RWYS 8L/R: From SMELY on track 215° to GAASS, then on track 275° to KLOWD, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWYS 9L/R, 10: From SMELY on track 203° to FRYES, then on track 275° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWYS 26L/R: From SMELY on track 175° to cross VOLTS at 9000, then on track 175°. Expect RADAR vectors to final approach course.

LANDING RWY 27L: From SMELY on track 160° to cross ANVAL at 9000, then on track 160° to cross POSEY at or above 8000, then on track 201° to cross SLVAA at or above 7000, then on track 275° to cross ROMMM at or above 6000. Expect ILS RWY 27L approach.

LANDING RWY 27R: From SMELY on track 160° to cross ANVAL at 9000, then on track 160° to cross POSEY at or above 8000, then on track 198° to cross YOUYU at or above 7000, then on track 275° to cross MMCAP at or above 6000. Expect ILS RWY 27R approach.

LANDING RWY 28: From SMELY on track 160° to cross ANVAL at 9000 , then on track 160° to POSEY at or above 8000, then on track 180° to cross BLUFF at 8000, then on track 180. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING EAST: ASSIGNED RWY 8L OR RWY NOT ASSIGNED: Cross ONDRE at 13000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct LARII and proceed on the ILS or RNAV Rwy 8L approach.

LANDING EAST: ASSIGNED RWY 8R: Cross ONDRE at 13000; cross GAASS at 12000; cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct GPEAT and proceed on the ILS or RNAV Rwy 8R approach.

LANDING EAST: ASSIGNED RWY 9L: Cross ONDRE at 13000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct RYENN and proceed on the ILS or RNAV Rwy 9L approach.

LANDING EAST: ASSIGNED RWY 9R: Cross ONDRE at 13000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct ANDIY and proceed on the ILS or RNAV Rwy 9R approach.

LANDING EAST: ASSIGNED RWY 10: Cross ONDRE at 13000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct DEWHY and proceed on the ILS or RNAV Rwy 10 approach.

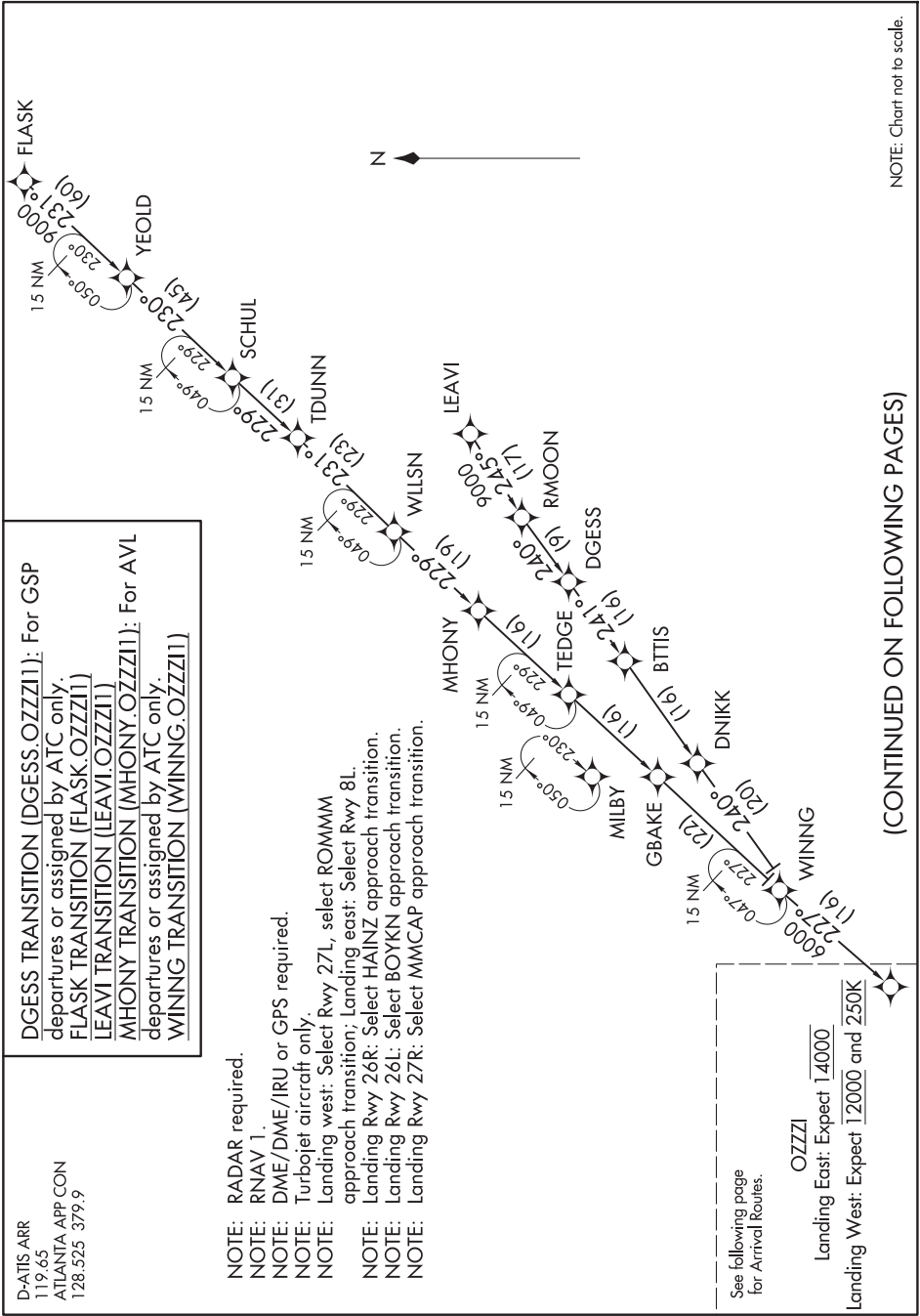
LANDING WEST: ASSIGNED RWY 26R OR RWY NOT ASSIGNED: Cross ONDRE at 13000; cross VOLTS at 9000; after VOLTS descend to 6000 and proceed direct ZELOW; proceed on the ILS or RNAV Rwy 26R approach.

LANDING WEST: ASSIGNED RWY 26L: Cross ONDRE at 13000; cross VOLTS at 9000; after VOLTS descend to 6000 and proceed direct JIRRI; proceed on the ILS or RNAV Rwy 26L approach.

LANDING WEST: ASSIGNED RWY 28: Cross ONDRE at 13000; cross ANVAL at 9000; cross POSEY at or above 8000; cross BLUFF at 8000; after BLUFF descend to 6000 and proceed direct PRMAN; proceed on the ILS or RNAV Rwy 28 approach.



SE-4, 12 JUN 2025 to 07 AUG 2025

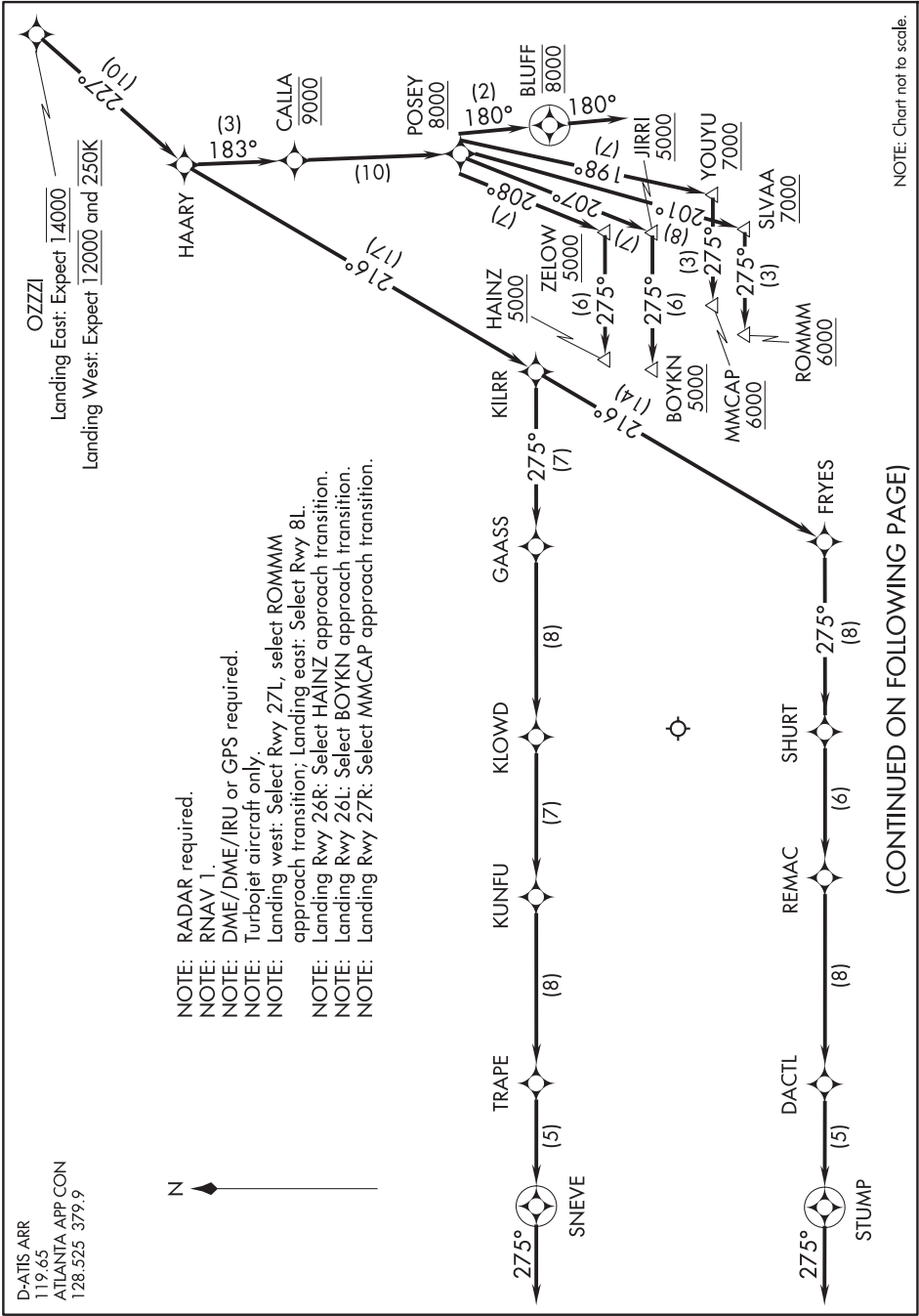


OZZI ONE ARRIVAL (RNAV)

Arrival Routes

ATLANTA, GEORGIA

SE-4, 12 JUN 2025 to 07 AUG 2025



OZZI ONE ARRIVAL (RNAV)

Arrival Routes

ATLANTA, GEORGIA

SE-4, 12 JUN 2025 to 07 AUG 2025

ARRIVAL DESCRIPTION

From OZZI on track 227° to HAARY.

LANDING RWYS 8L/R: From HAARY on track 216° to KILRR, then on track 275° to GAASS, then on track 275° to KLOWD, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWYS 9L/R, 10: From HAARY on track 216° to KILRR, then on track 216° to FRYES, then on track 275° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWY 26L: From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 207° to cross JIRRI at or above 5000, then on track 275° to cross BOYKN at or above 5000. Expect ILS Rwy 26L approach.

LANDING RWY 26R: From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 208° to cross ZELOW at or above 5000, then on track 275° to cross HAINZ at or above 5000. Expect ILS Rwy 26R approach.

LANDING RWY 27L: From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 201° to cross SLVAA at or above 7000, then on track 275° to cross ROMMM at or above 6000. Expect ILS Rwy 27L approach.

LANDING RWY 27R: From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 198° to cross YOUYU at or above 7000, then on track 275° to cross MMCAP at or above 6000. Expect ILS Rwy 27R approach.

LANDING RWY 28: From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 180° to cross BLUFF at 8000, then on track 180°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

LANDING EAST: ASSIGNED RWY 8L OR Rwy NOT ASSIGNED: Cross OZZI at 14000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct LARII and proceed on the ILS or RNAV Rwy 8L approach.

LANDING EAST: ASSIGNED RWY 8R: Cross OZZI at 14000; cross GAASS at 12000; cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct GPEAT and proceed on the ILS or RNAV Rwy 8R approach.

LANDING EAST: ASSIGNED RWY 9L: Cross OZZI at 14000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct RYENN and proceed on the ILS or RNAV Rwy 9L approach.

LANDING EAST: ASSIGNED RWY 9R: Cross OZZI at 14000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct ANDIY and proceed on the ILS or RNAV Rwy 9R approach.

LANDING EAST: ASSIGNED RWY 10: Cross OZZI at 14000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct DEWHY and proceed on the ILS or RNAV Rwy 10 approach.

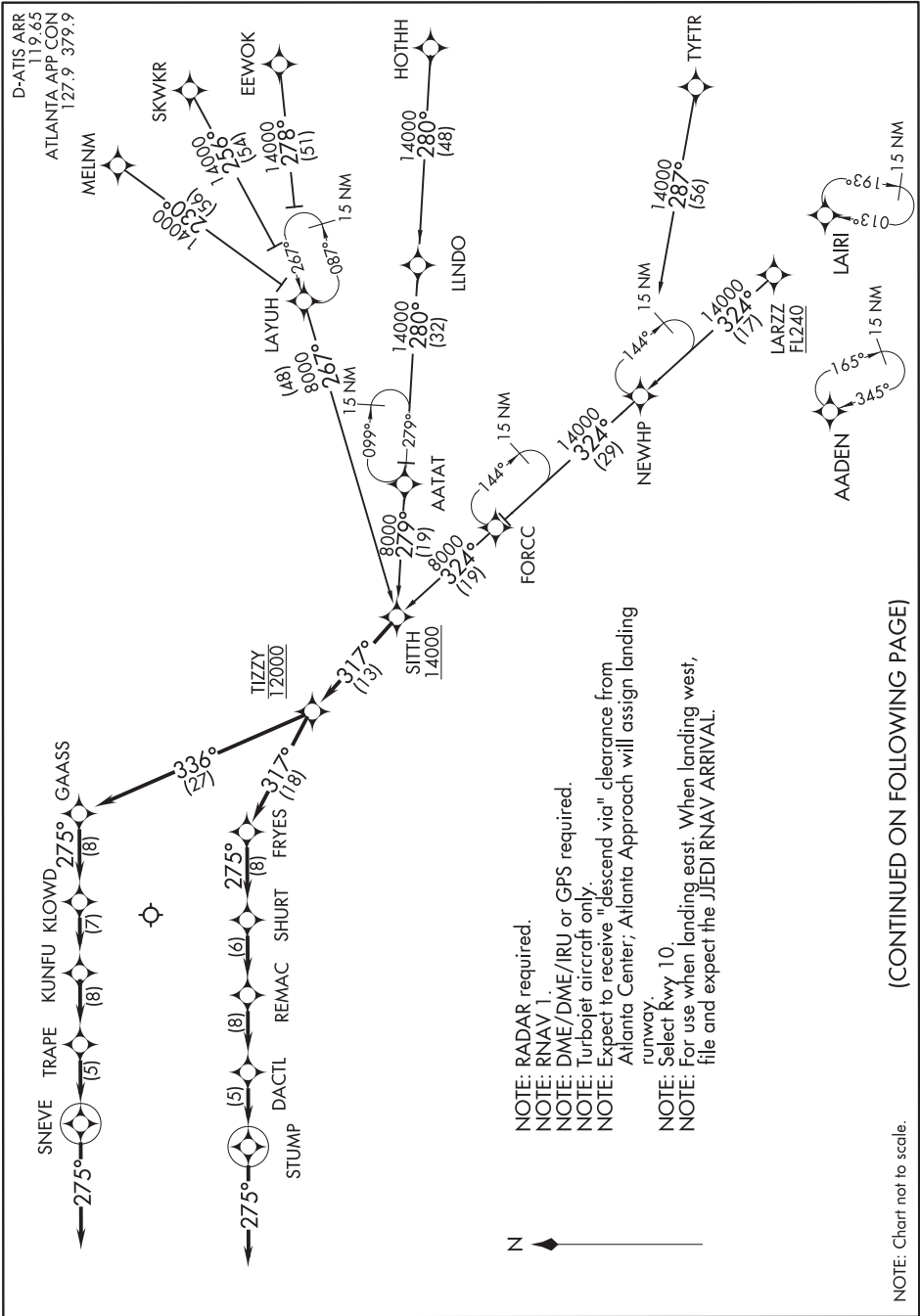
LANDING WEST: ASSIGNED RWY 28: Cross OZZI at 14000; cross CALLA at 9000; cross POSEY at or above 8000; cross BLUFF at 8000; after BLUFF descend to 6000 and proceed direct PRMAN; proceed on the ILS or RNAV Rwy 28 approach.

(SITTH.SITTH2) 24305

SITTH TWO ARRIVAL(RNAV)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
ATLANTA, GEORGIA

SE-4, 12 JUN 2025 to 07 AUG 2025



SE-4, 12 JUN 2025 to 07 AUG 2025

SITTH TWO ARRIVAL(RNAV)  
(SITTH.SITTH2) 01FEB18

ATLANTA, GEORGIA  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ARRIVAL ROUTE DESCRIPTION

EEWOK TRANSITION (EEWOK.SITTH2)  
HOTHH TRANSITION (HOTHH.SITTH2)  
LARZZ TRANSITION (LARZZ.SITTH2)  
LAYUH TRANSITION (LAYUH.SITTH2)  
MELNM TRANSITION (MELNM.SITTH2): Assigned by ATC only.  
SKWKR TRANSITION (SKWKR.SITTH2)  
TYFTR TRANSITION (TYFTR.SITTH2)

From SITTH on track 317° to cross TIZZY at 12000.

LANDING RWYS 8L/R: From TIZZY on track 336° to GAASS, then on track 275° to KLOWD, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWYS 9L/R, 10: From TIZZY on track 317° to FRYES, then on track 275° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

ASSIGNED RWY 10 OR RWY NOT ASSIGNED: Cross SITTH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct DEWHY and proceed on the ILS or RNAV Rwy 10 approach.

ASSIGNED RWY 9L: Cross SITTH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct RYENN and proceed on the ILS or RNAV Rwy 9L approach.

ASSIGNED RWY 9R: Cross SITTH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct ANDIY and proceed on the ILS or RNAV Rwy 9R approach.

ASSIGNED RWY 8L: Cross SITTH at or above 14000; cross TIZZY at 12000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct LARII and proceed on the ILS or RNAV Rwy 8L approach.

ASSIGNED RWY 8R: Cross SITTH at or above 14000; cross TIZZY at 12000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct GPEAT and proceed on the ILS or RNAV Rwy 8R approach.

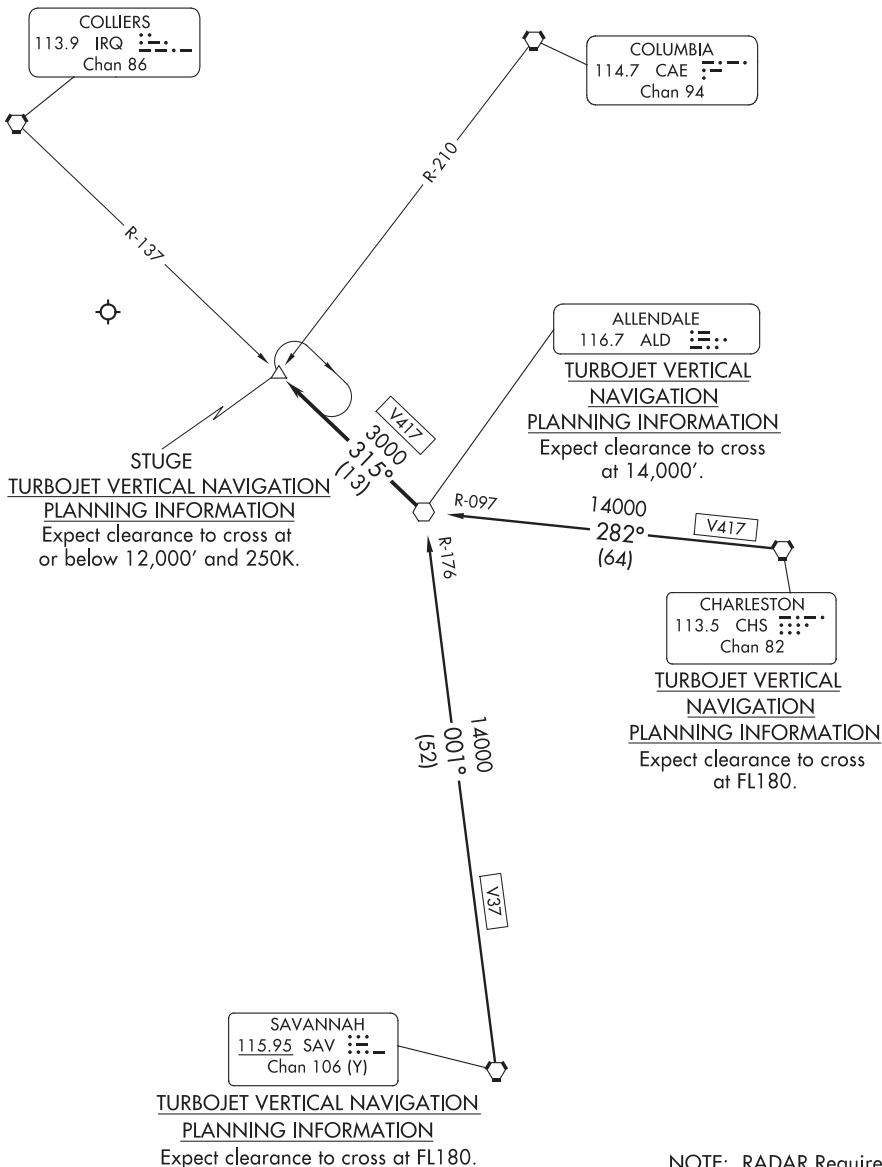
(STUGE.STUGE3) 24193

# STUGE THREE ARRIVAL

Z26  
AL-27 (FAA)

AUGUSTA RGNL AT BUSH FLD (AGS)  
AUGUSTA, GEORGIA

AUGUSTA APP CON ★  
119.15 284.625  
ATIS  
132.75



(CONTINUED ON FOLLOWING PAGE)

# STUGE THREE ARRIVAL

(STUGE.STUGE3) 19FEB04

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FLD (AGS)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ARRIVAL DESCRIPTION

CHARLESTON TRANSITION (CHS.STUGE3): From over CHS VORTAC via CHS R-282 and ALD R-097 to ALD VOR. Thence. . . .  
SAVANNAH TRANSITION (SAV.STUGE3): From over SAV VORTAC via SAV R-001 and ALD R-176 to ALD VOR. Thence. . . .  
. . . .from over ALD VOR via ALD R-315 to STUGE INT, MEA 3000. Expect RADAR vectors to final approach course.

SE-4, 12 JUN 2025 to 07 AUG 2025

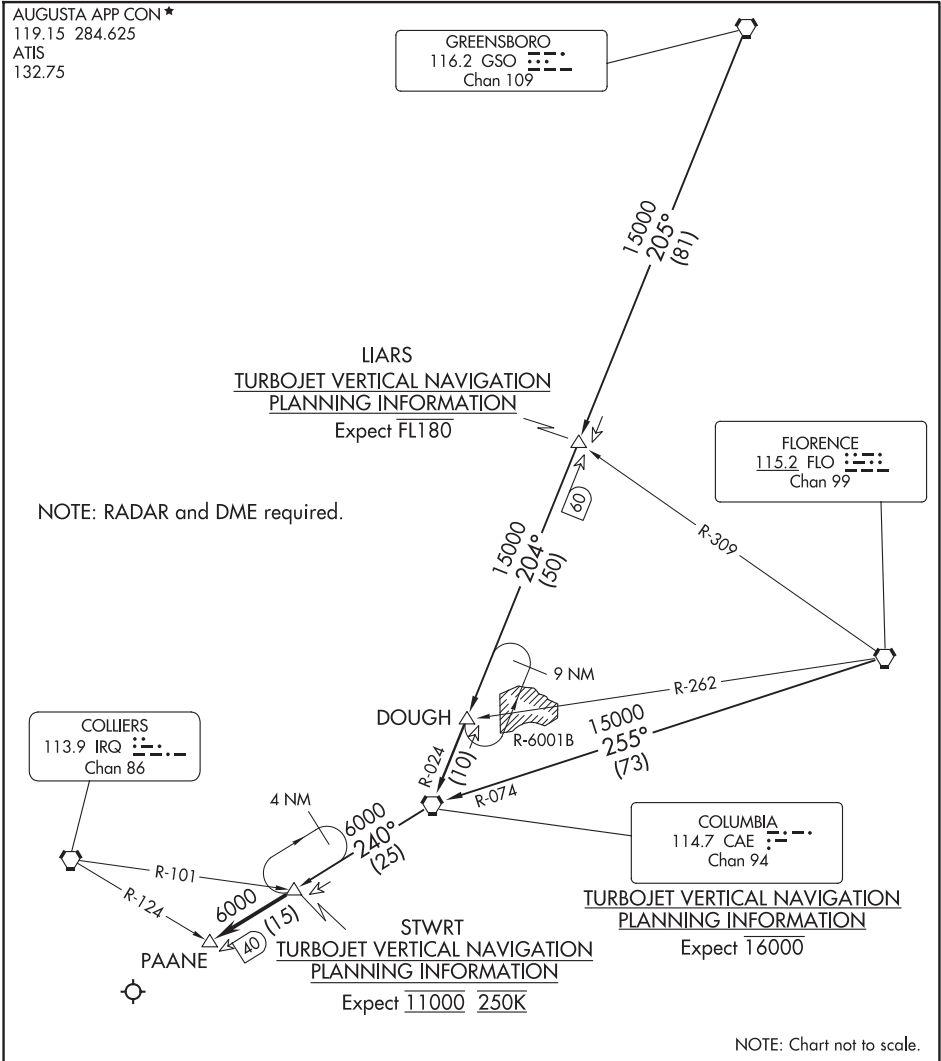
SE-4, 12 JUN 2025 to 07 AUG 2025

(STWRT.STWRT3) 24193  
STWRT THREE ARRIVAL

AUGUSTA APP CON ★  
119.15 284.625  
ATIS  
132.75

Z28  
AL-27 (FAA)

AUGUSTA RGNL AT BUSH FLD (AGS)  
AUGUSTA, GEORGIA



ARRIVAL ROUTE DESCRIPTION

COLUMBIA TRANSITION (CAE.STWRT3): From over CAE VORTAC on CAE R-240 to STWRT. Thence. . . .  
FLORENCE TRANSITION (FLO.STWRT3): From over FLO VORTAC on FLO R-255 and CAE R-074 to CAE VORTAC, then on CAE R-240 to STWRT. Thence. . . .  
GREENSBORO TRANSITION (GSO.STWRT3): From over GSO VORTAC on GSO R-205 to LIARS, then on CAE R-024 to CAE VORTAC, then on CAE R-240 to STWRT. Thence. . . .  
. . . .from over STWRT on the CAE R-240 to PAANE. Expect RADAR vectors to airport after PAANE.

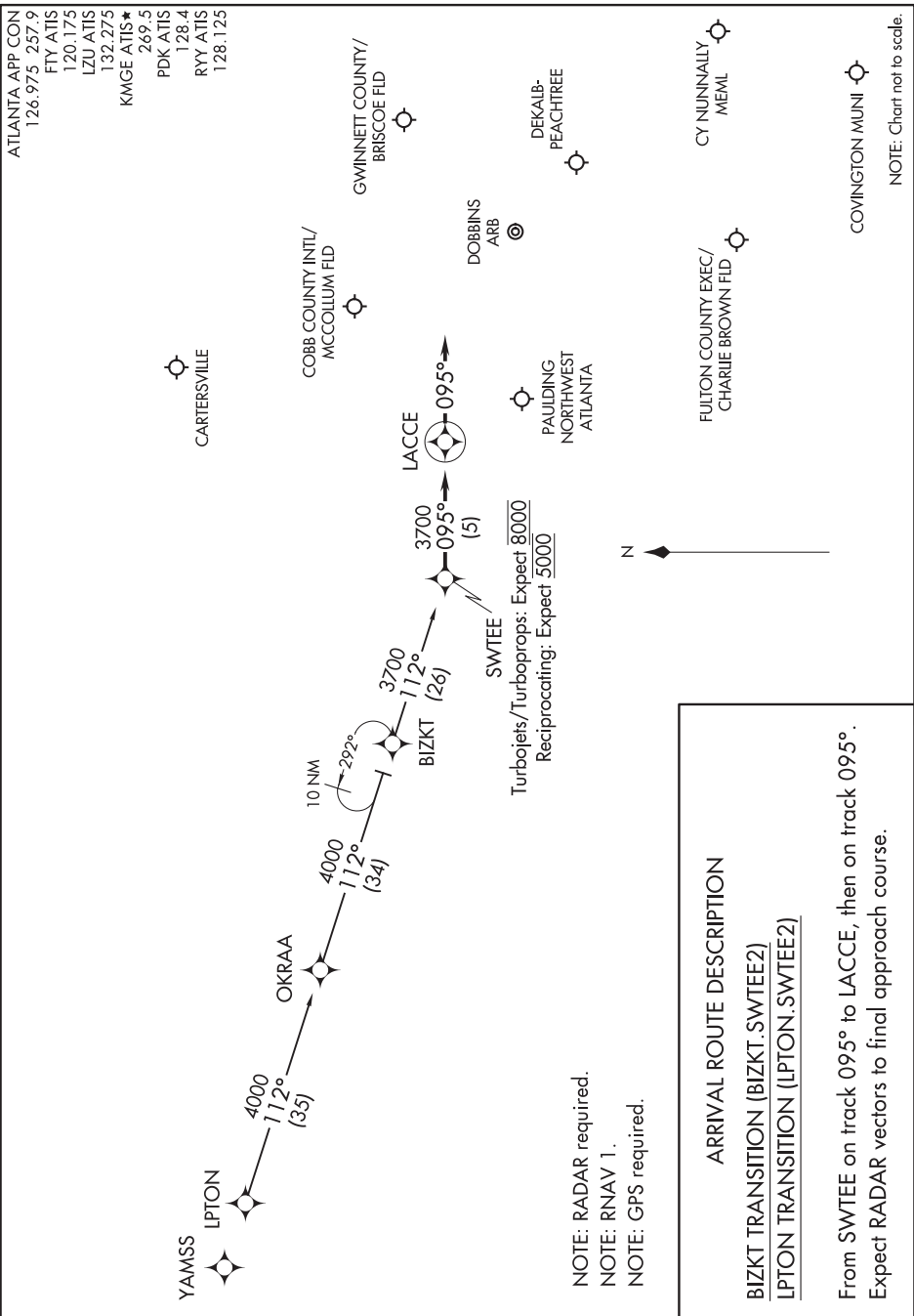
STWRT THREE ARRIVAL  
(STWRT.STWRT3) 03JAN19

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FLD (AGS)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

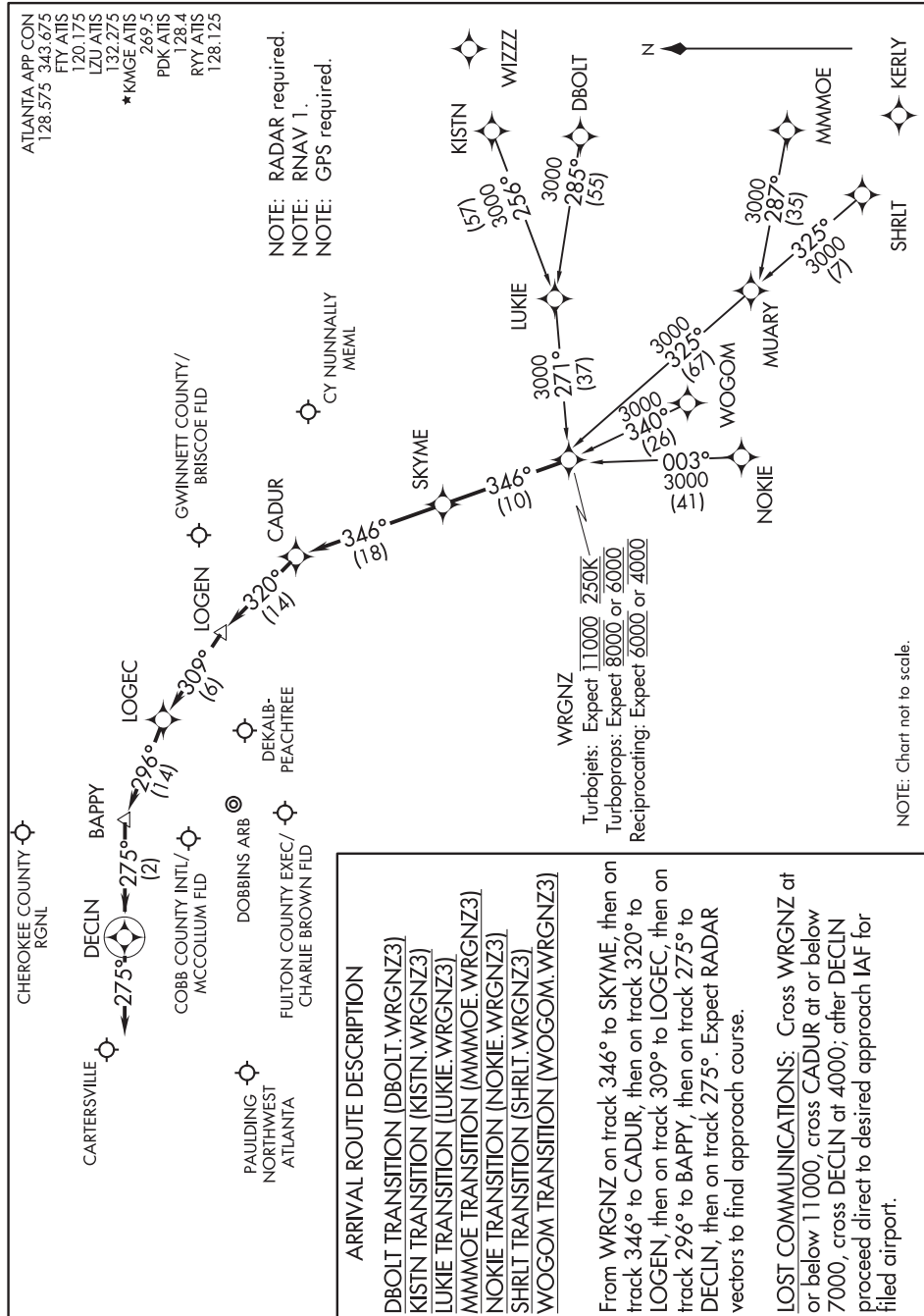




(WRGNZ.WRGNZ3) 21336

## WRGNZ THREE ARRIVAL (RNAV)

## ATLANTA, GEORGIA



NOTE: Chart not to scale.

SE-4, 12 JUN 2025 to 07 AUG 2025

## WRGNZ THREE ARRIVAL (RNAV)

(WRGNZ.WRGNZ3) 16JUL20

ATLANTA, GEORGIA

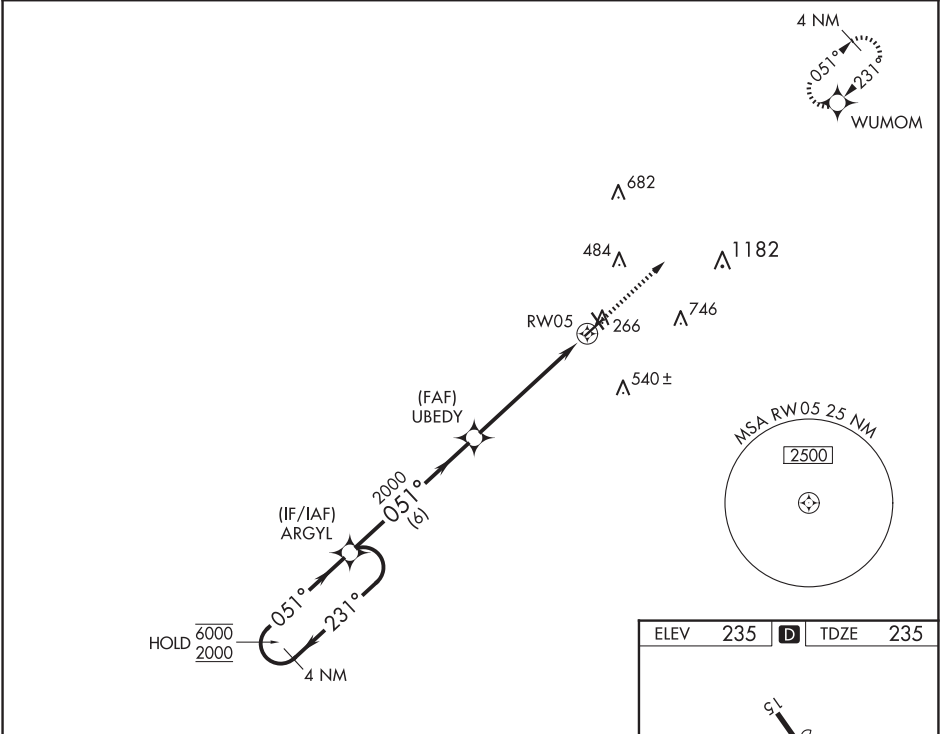
WAAS CH <b>42506</b> <b>W05A</b>	APP CRS <b>051°</b>	Rwy Idg <b>5000</b> TDZE <b>235</b> Apt Elev <b>235</b>
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RNAV (GPS) RWY 5

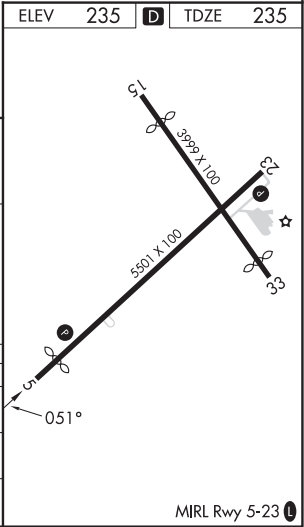
COOK COUNTY (15J)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct WUMOM and hold.
<div><div>▼</div><div>▲</div></div> <div>Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div>	

AWOS-3PT <b>118,025</b>	VALDOSTA APP CON★ <b>126.6 285.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern		ARGYL	UBEDY	3000	WUMOM
6000 ← 231°		2000 → 051°	2000	↑	✱
GP 3.00°		2000	2000		
TCH 45					
		6 NM	5.4 NM		
CATEGORY		A	B	C	D
LPV DA		534-1	299 (300-1)		
LNAV/VNAV DA		622-1 1/8	387 (400-1 1/8)		
LNAV MDA		740-1	505 (600-1)	740-1 3/8	505 (600-1 3/8)



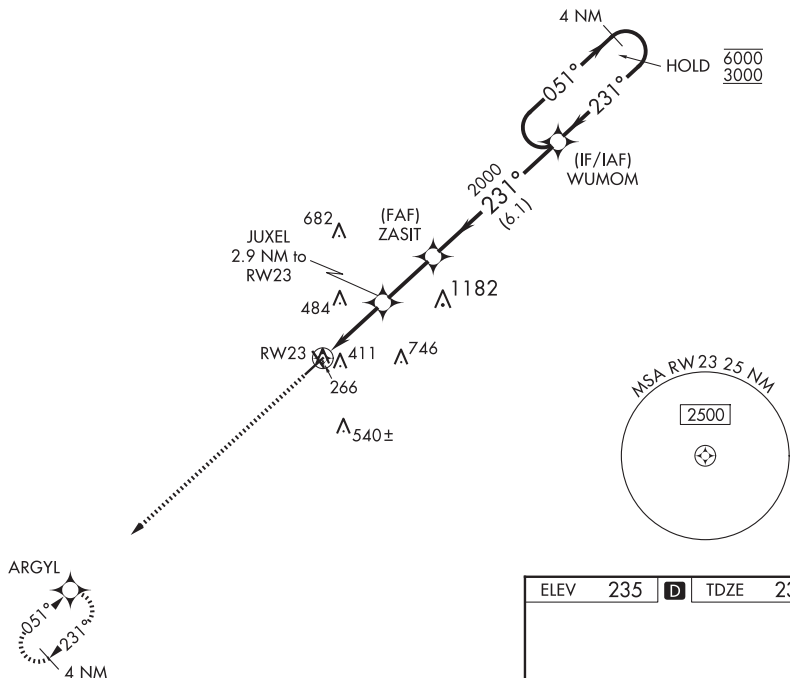
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

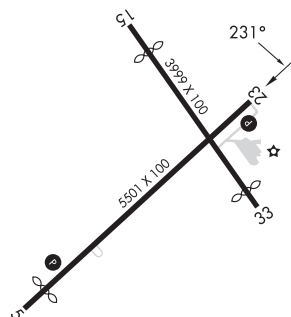
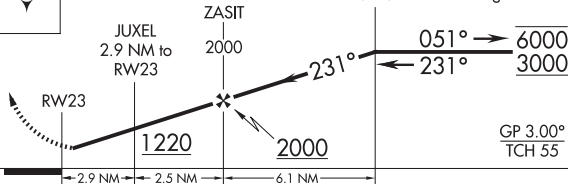
RNAV (GPS) RWY 23  
COOK COUNTY (15J)

**MISSED APPROACH:** Climb to 3000 direct ARGYL and hold, continue climb-in-hold to 3000.

UNICOM  
122.8 (CTAF) **L**



WUMOM Holding Pattern



CATEGORY		A	B	C	D
LPV	DA	595-1 360 (400-1)			
LNAV/ VNAV	DA	694-1 $\frac{3}{8}$ 459 (500-1 $\frac{3}{8}$ )			
LNAV	MDA	700-1 465 (500-1)	700-1 $\frac{3}{8}$ 465 (500-1 $\frac{3}{8}$ )		

MIRL Rwy 5-23 **L**

COOK COUNTY (15J)  
RNAV (GPS) RWY 23

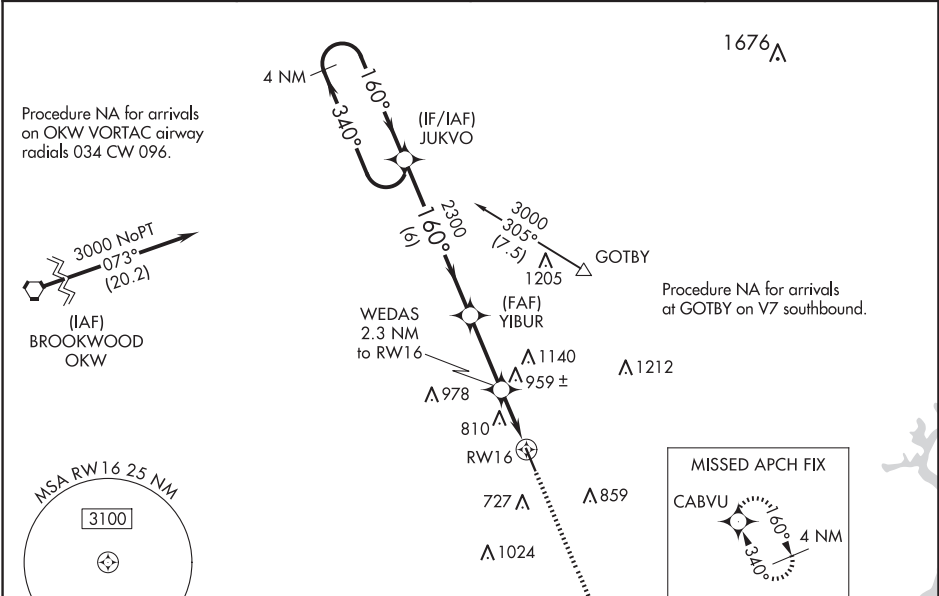
WAAS CH <b>49219</b> <b>W16A</b>	APP CRS <b>160°</b>	Rwy Idg <b>5000</b> TDZE <b>573</b> Apt Elev <b>586</b>
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RNAV (GPS) RWY 16  
SHELBY COUNTY (EET)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D and Circling Cat C visibilities ¼ SM. Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3000 direct CABVU and hold.

ASOS <b>134.325</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	GCO <b>121.725</b>	UNICOM <b>122.7</b> (CTAF) <b>📻</b>
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	ELEV <b>586</b>	TDZE <b>573</b>
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4 NM Holding Pattern JUKVO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 57).

3000 CABVU

GP 3.00° TCH 52

YIBUR 2300

WEDAS 2.3 NM to RW16

RW16

\*1360

6 NM 2.9 NM 2.3 NM

CATEGORY	A	B	C	D
LPV DA	931-1¼ 358 (400-1¼)			
LNAV/VNAV DA	1176-2 603 (600-2)			
LNAV MDA	1220-1 647 (700-1)	1220-1¼ 647 (700-1¼)	1220-2 647 (700-2)	
CIRCLING	1220-1 634 (700-1)	1340-2¼ 754 (800-2¼)	1580-3 994 (1000-3)	

MIRL Rwy 16-34 **📻**

REIL Rwy 16 and 34 **📻**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 34

## SHELBY COUNTY (EET)

**MISSED APPROACH:** Climb to 3000 direct YIBUR and left turn on track 231° to AKGOS and left turn on track 113° to CABVU and hold.

UNICOM  
122.7 (CTAF) **L**

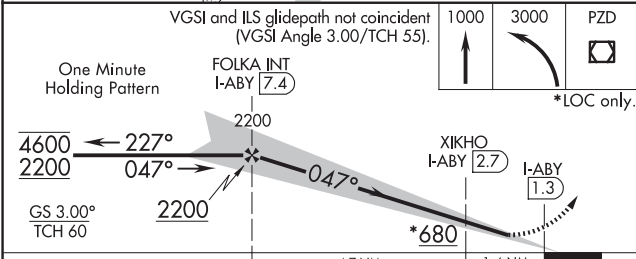
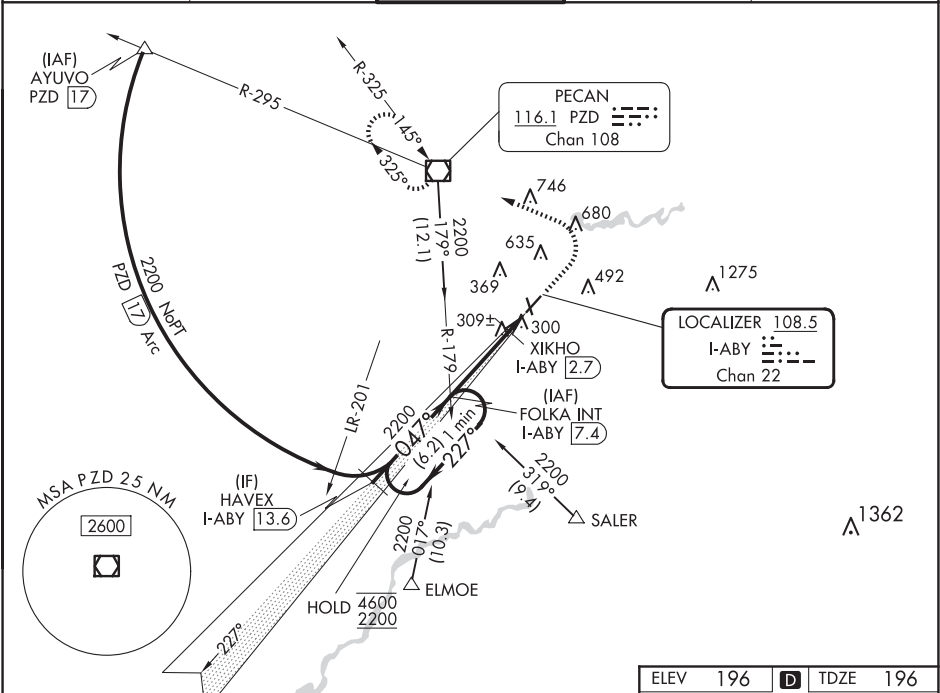


SE-4, 12 JUN 2025 to 07 AUG 2025

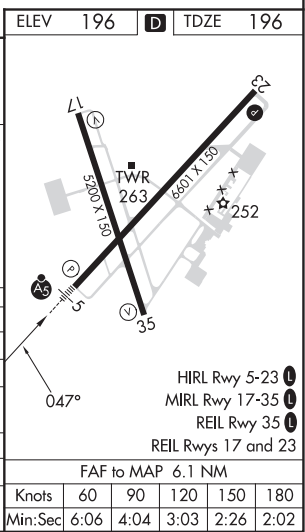
LOC/DME I-ABY <b>108.5</b> Chan <b>22</b>	APP CRS <b>047°</b>	Rwy Idg <b>6601</b> TDZE <b>196</b> Apt Elev <b>196</b>
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ILS or LOC RWY 5  
SOUTHWEST GEORGIA RGNL (ABY)

From ELMOE and SALER: RNAV-1 GPS required. For inop ALS, increase S-LOC 5 Cats C/D visibility to 1½ SM and XIKHO fix minimums S-LOC 5 Cats C/D visibility to RVR 5500.			MALSR As	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PZD VOR/DME and hold.
ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 363.075</b>	ALBANY TOWER * <b>120.25 (CTAF) 0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>



CATEGORY	A	B	C	D
S-ILS 5		396/24	200 (200-½)	
S-LOC 5	680/24	484 (500-½)	680/50	484 (500-1)
CIRCLING	680-1	484 (500-1)	940-2¼ 744 (800-2¼)	940-2½ 744 (800-2½)
XIKHO FIX MINIMUMS (DME REQUIRED)				
S-LOC 5	560/24	364 (400-½)	560/35	364 (400-¾)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	940-2¼ 744 (800-2¼)	940-2½ 744 (800-2½)



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ALBANY, GEORGIA

AL-8 (FAA)

25107

WAAS CH <b>78000</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy Idg <b>6601</b> TDZE <b>196</b> Apt Elev <b>196</b>
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**RNAV (GPS) RWY 5**  
SOUTHWEST GEORGIA RGNL (ABY)

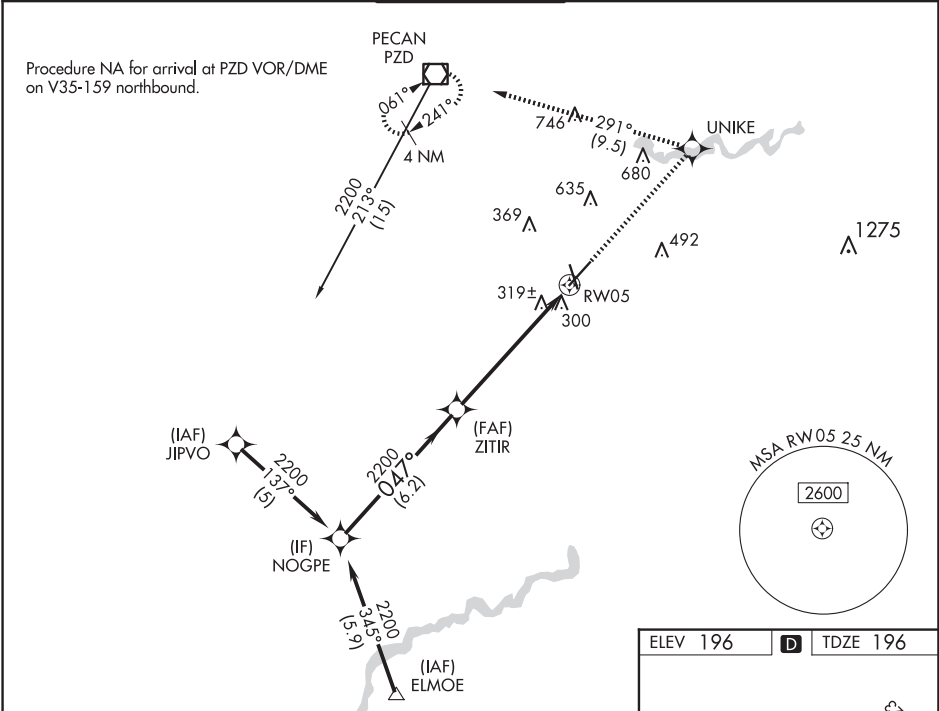
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, increase LNAV Cat D visibility to RVR 6000.  
▲ \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

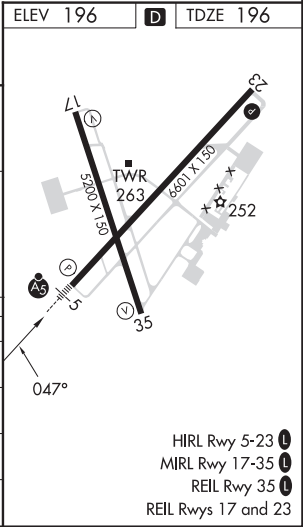


MISSED APPROACH: Climb to 2000  
direct UNIKE and left turn on track  
291° to PZD VOR/DME and hold.

ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 363.075</b>	ALBANY TOWER ★ <b>120.25 (CTAF) 0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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VGSIs and RNAV glidepath not coincident (VGSIs Angle 3.00/TCH 55).				
NOGPE		ZITIR	2000	UNIKE
2200		2200	2000	PZD
GP 3.00°				
TCH 60				
6.2 NM		5 NM	1 NM	
CATEGORY	A	B	C	D
LPV DA **	396/24		200 (200-½)	
LNAV/VNAV DA	635/50		439 (500-1)	
LNAV MDA	580/24		384 (400-½)	
CIRCLING	640-1	660-1	940-2¼	940-2½
	444 (500-1)	464 (500-1)	744 (800-2¼)	744 (800-2½)



ALBANY, GEORGIA  
Amdt 1D 26MAR20

31°32'N-84°12'W

SOUTHWEST GEORGIA RGNL (ABY)  
**RNAV (GPS) RWY 5**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



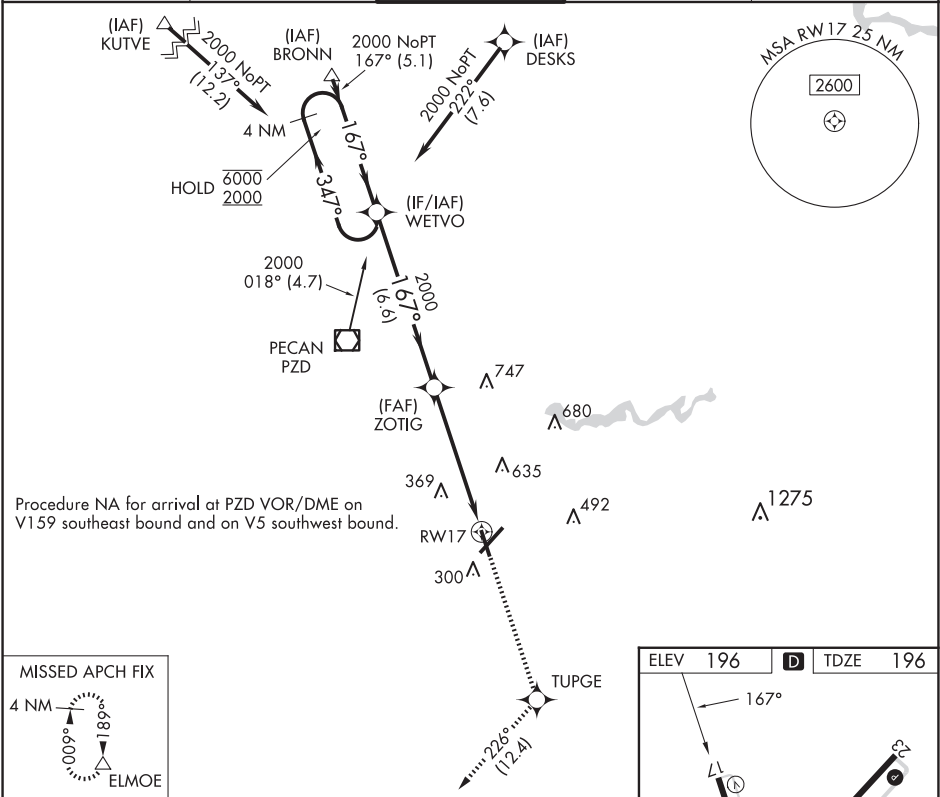
RNP APCH.

▼

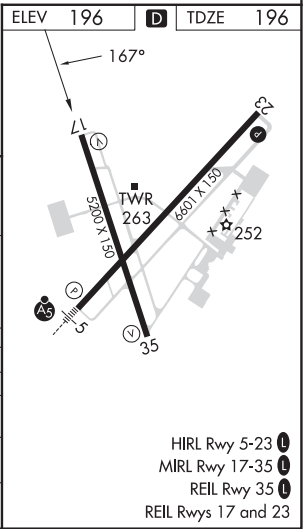
Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct TUPGE and on track 226° to ELMOE and hold.

ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 363.075</b>	ALBANY TOWER ★ <b>120.25 (CTAF) 0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		WETVO	ZOTIG	TUPGE	ELMOE
6000 ← 347°		167° →	2000	3000	tr 226°
2000		2000	2000	*1.2 NM to RWY17	*LNAV only.
GP 3.00°		6.6 NM	4.2 NM	1.2	
TCH 52					
CATEGORY	A	B	C	D	
LPV DA		534-1¼	338 (400-1¼)		
LNAV/VNAV DA		603-1½	407 (500-1½)		
LNAV MDA	640-1	444 (500-1)	640-1¼ 444 (500-1¼)	640-1½ 444 (500-1½)	
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	940-2¼ 744 (800-2¼)	940-2½ 744 (800-2½)	



ALBANY, GEORGIA

AL-8 (FAA)

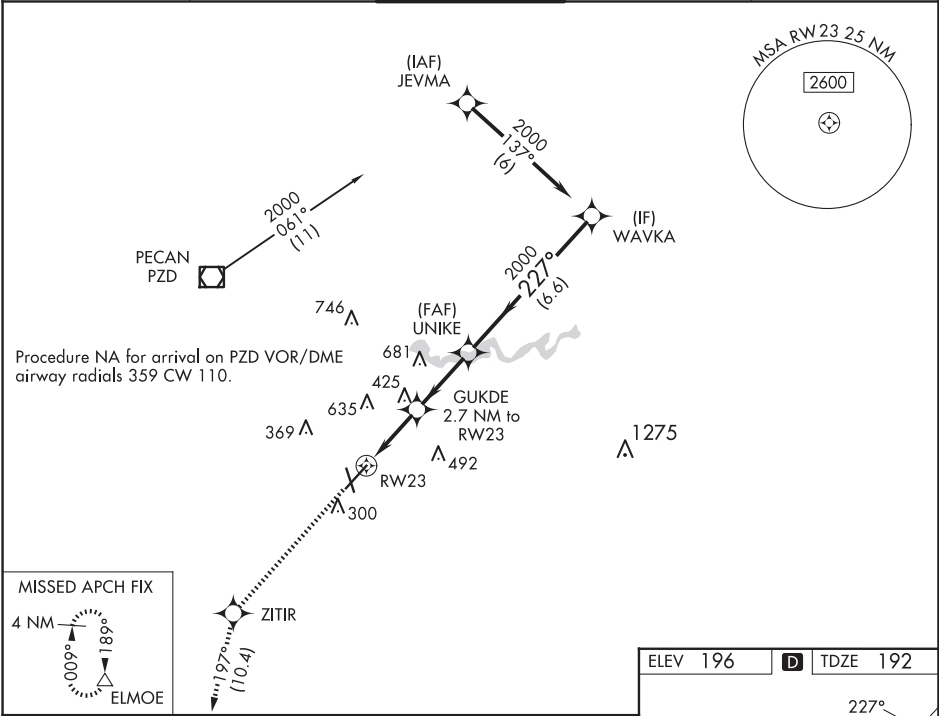
25107

WAAS CH <b>53613</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy Idg TDZE <b>192</b> Apt Elev <b>196</b>
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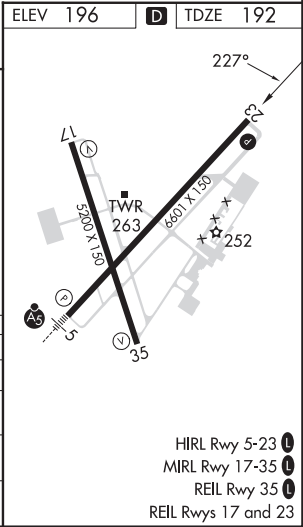
**RNAV (GPS) RWY 23**  
SOUTHWEST GEORGIA RGNL (ABY)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. ▲	MISSED APPROACH: Climb to 3000 direct ZITIR and on track 197° to ELMOE and hold.
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ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 363.075</b>	ALBANY TOWER ★ <b>120.25 (CTAF) 0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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3000	ZITIR	ELMOE
↑	✱	tr 197° △
*LNAV only.		



ALBANY, GEORGIA  
Amdt 1C 26MAR20

31°32'N-84°12'W

SOUTHWEST GEORGIA RGNL (ABY)  
**RNAV (GPS) RWY 23**

SE-4, 12 JUN 2025 to 07 AUG 2025

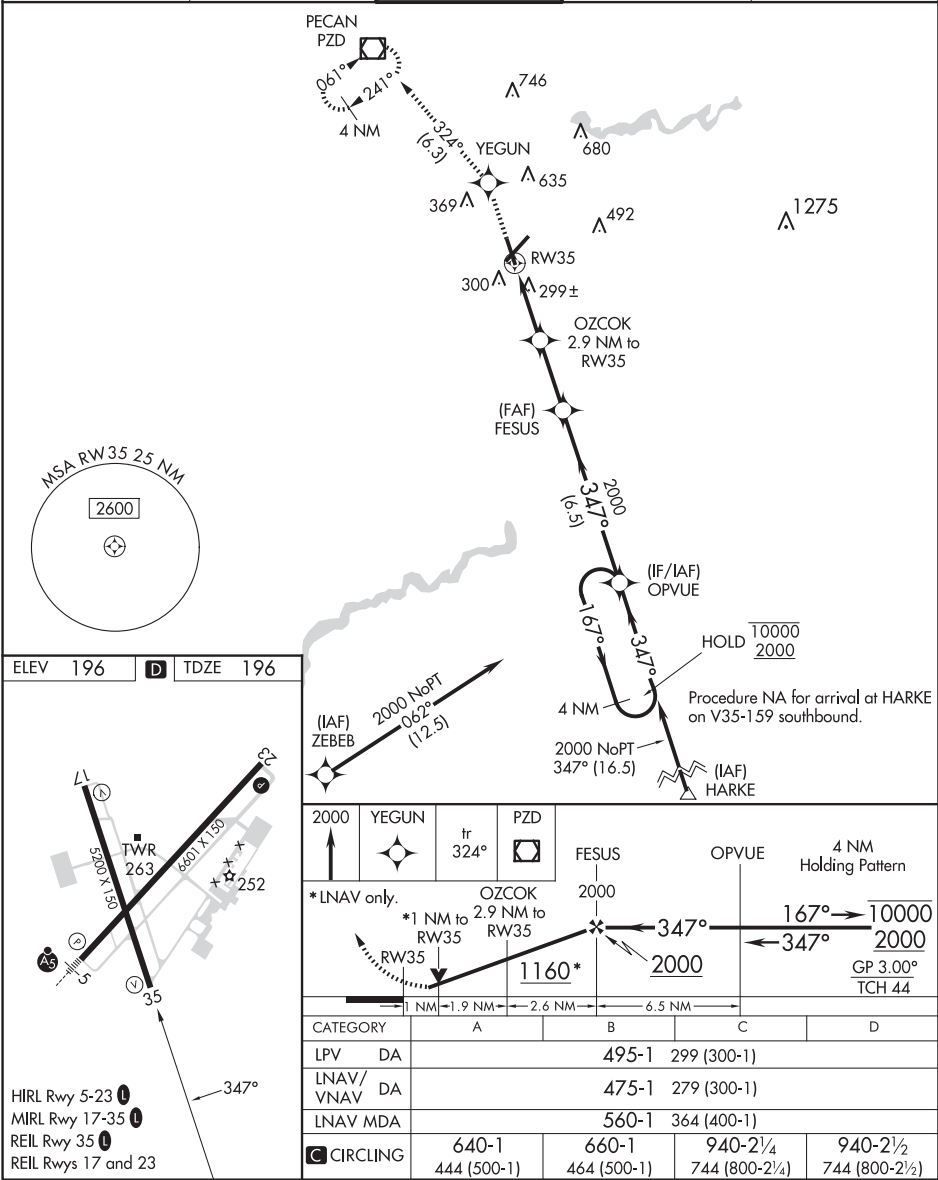
SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>97415</b> <b>W35A</b>	APP CRS <b>347°</b>	Rwy Idg <b>5200</b> TDZE <b>196</b> Apt Elev <b>196</b>
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**RNAV (GPS) RWY 35**  
SOUTHWEST GEORGIA RGNL (ABY)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct YEGUN and on track 324° to PZD VOR/DME and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA.	

ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 363.075</b>	ALBANY TOWER ★ <b>120.25 (CTAF) 0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ALBANY, GEORGIA

AL-8 (FAA)

25163

VOR/DME PZD	APP CRS	Rwy Ldg	5200
<b>116.1</b>	<b>147°</b>	TDZE	<b>196</b>
Chan <b>108</b>		Apt Elev	<b>196</b>

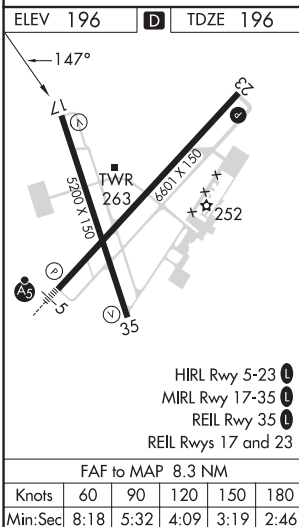
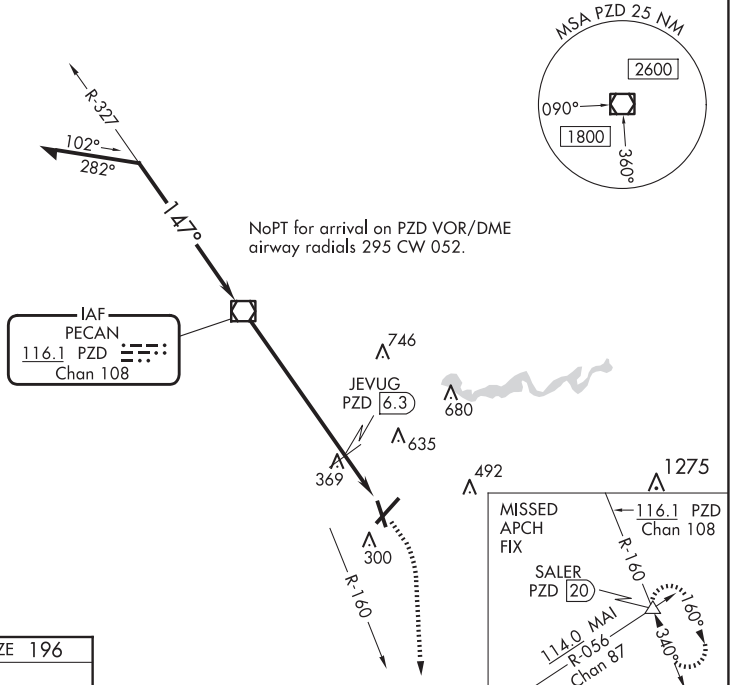
**VOR RWY 17**

SOUTHWEST GEORGIA RGNL (ABY)

Rwy 17 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

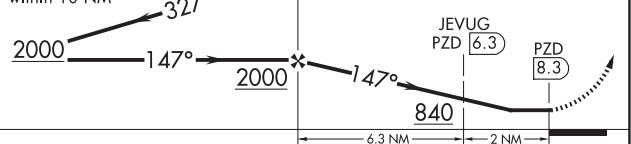
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 170° and PZD VOR/DME R-160 to SALER INT/20 DME and hold.

ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 363.075</b>	ALBANY TOWER ★ <b>120.25 (CTAF) 0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 49).

Remain within 10 NM



CATEGORY	A	B	C	D
S-17	840-1	644 (700-1)	840-1 $\frac{1}{8}$	644 (700-1 $\frac{1}{8}$ )
<b>C</b> CIRCLING	840-1	644 (700-1)	940-2 $\frac{1}{4}$ 744 (800-2 $\frac{1}{4}$ )	940-2 $\frac{1}{2}$ 744 (800-2 $\frac{1}{2}$ )
JEVUG FIX MINIMUMS				
S-17	640-1	444 (500-1)	640-1 $\frac{1}{8}$	444 (500-1 $\frac{1}{8}$ )
<b>C</b> CIRCLING	660-1	464 (500-1)	940-2 $\frac{1}{4}$ 744 (800-2 $\frac{1}{4}$ )	940-2 $\frac{1}{2}$ 744 (800-2 $\frac{1}{2}$ )

ALBANY, GEORGIA

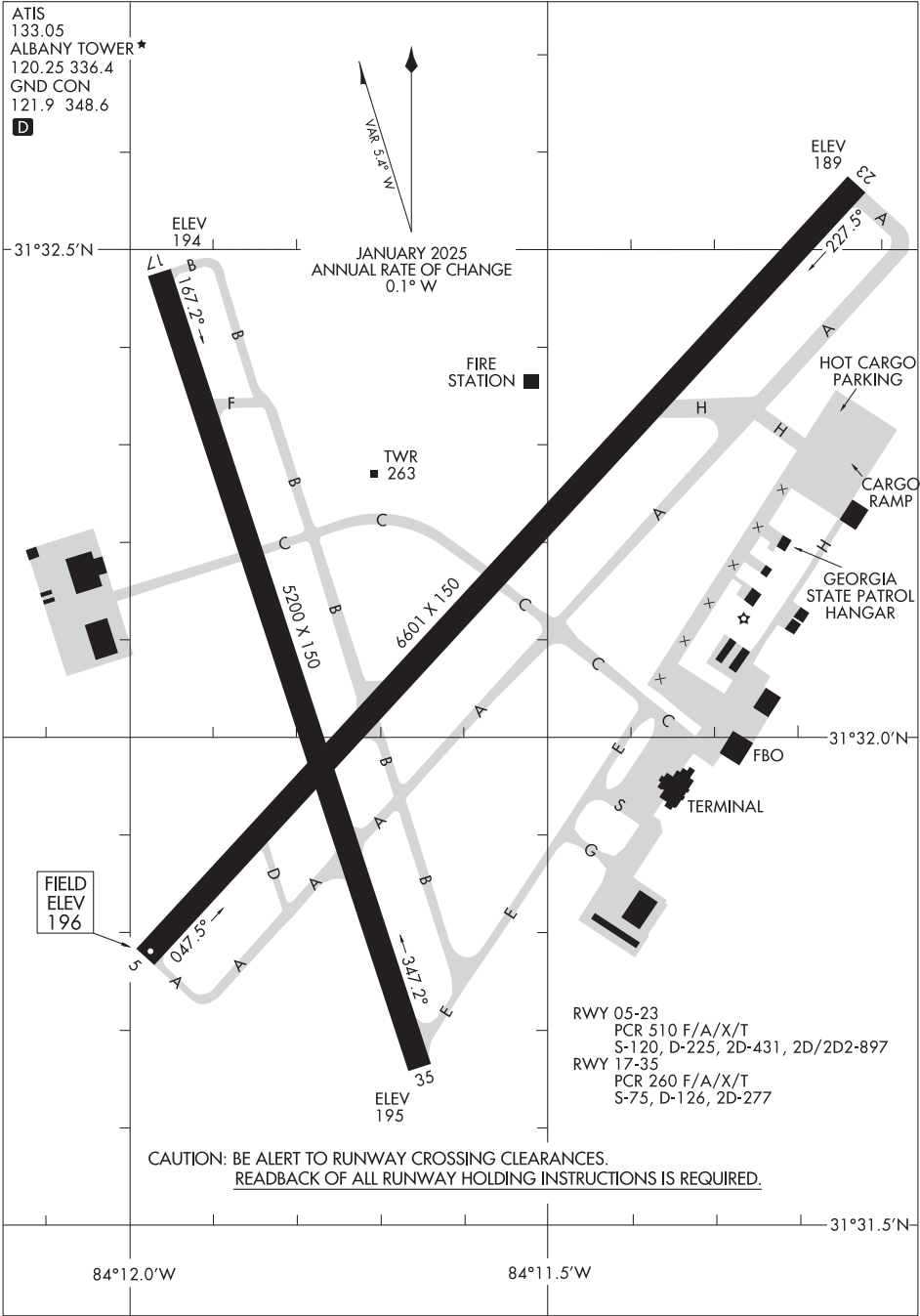
Amdt 27D 12JUN25

SOUTHWEST GEORGIA RGNL (ABY)

31°32'N-84°12'W

**VOR RWY 17**

SE-4, 12 JUN 2025 to 07 AUG 2025



ALBARTVILLE, ALABAMA

AL-5925 (FAA)

25107

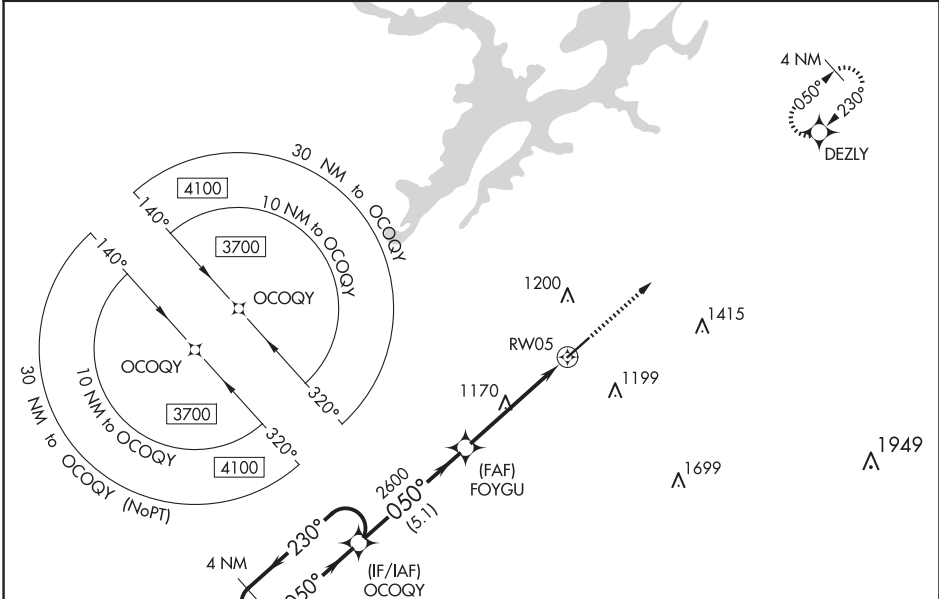
WAAS CH <b>93737</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy Idg TDZE <b>1015</b> Apt Elev <b>1032</b>	<b>6114</b> <b>1015</b> <b>1032</b>
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# RNAV (GPS) RWY 5

ALBARTVILLE RGNL/THOMAS J BRUMLIK FLD (BFTZ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3700 direct DEZLY and hold, continue climb-in-hold to 3700.
Rwy 5 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

AWOS-3PT <b>119.575</b>	BIRMINGHAM APP CON <b>125.45 279.65</b>	UNICOM <b>123.0</b> (CTAF)
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<div>4 NM Holding Pattern</div> <div>OCOQY</div> <div><div>6000 ← 230°</div><div>3700 → 050°</div></div> <div>GP 3.00° TCH 42</div>				<div>HOLD <div>6000 3700</div></div> <div>FOYGU</div> <div>2600</div> <div>1.2 NM to RW05</div> <div>RW05</div> <div>3700</div> <div>DEZLY</div>				
<div>5.1 NM</div> <div>3.7 NM</div> <div>1.2 NM</div>								
CATEGORY	A		B		C		D	
LPV DA	1265-¾		250 (300-¾)					
LNAV/VNAV DA	1332-⅞		317 (300-⅞)					
LNAV MDA	1420-1		405 (400-1)		1420-1⅛		405 (400-1⅛)	
CIRCLING	1480-1 448 (500-1)		1500-1 468 (500-1)		1500-1½ 468 (500-1½)		1680-2 648 (700-2)	

ELEV 1032

TDZE 1015

6114 X 100

0.5% UP

050°

REIL Rwy 23

MIRL Rwy 5-23

ALBARTVILLE, ALABAMA  
Amdt 2 17APR25

ALBARTVILLE RGNL/THOMAS J BRUMLIK FLD (BFTZ)  
34°14'N-86°15'W

# RNAV (GPS) RWY 5

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

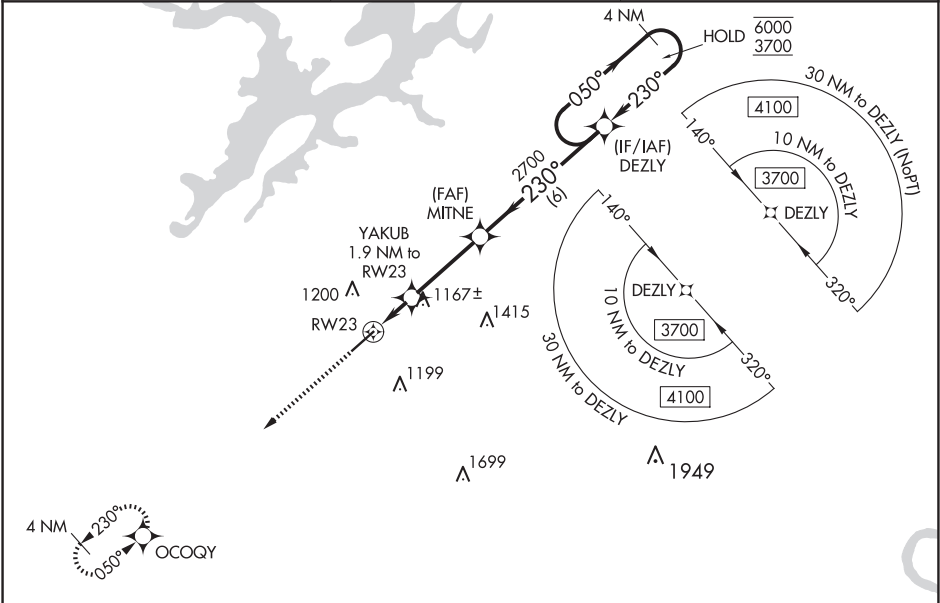
REIL Rwy 23   
MIRL Rwy 5-23

WAAS CH <b>99604</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev	<b>6114</b> <b>1032</b> <b>1032</b>
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RNAV (GPS) RWY 23

ALBETVILLE RGNL/THOMAS J BRUMLIK FLD (B'F'Z)

RNP APCH - GPS. <div><div>T</div><div>A</div></div> <div>Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div>		MISSED APPROACH: Climb to 3700 direct OCOQY and hold, continue climb-in-hold to 3700.
AWOS-3PT <b>119.575</b>	BIRMINGHAM APP CON <b>125.45 279.65</b>	UNICOM <b>123.0 (CTAF) 0</b>



ELEV 1032	TDZE 1032
<div><div>REIL Rwy 23 0</div><div>MIRL Rwy 5-23 0</div></div>	
<div><div>3700 OCOQY</div><div><div>YAKUB 1.9 NM to RW23</div><div>MITNE 2700</div><div>DEZLY 4 NM Holding Pattern</div></div><div><div>1.2 NM</div><div>0.8 NM</div><div>3.2 NM</div><div>6 NM</div></div><div><div>1680</div><div>2700</div><div>6000</div><div>3700</div></div><div><div>GP 3.00°</div><div>TCH 42</div></div></div>	
CATEGORY	A B C D
LPV DA	1282-¾ 250 (300-¾)
LNAV/VNAV DA	1437-1½ 405 (500-1½)
LNAV MDA	1440-1 408 (500-1) 1440-1½ 408 (500-1½)
CIRCLING	1480-1 448 (500-1) 1500-1 468 (500-1) 1500-1½ 468 (500-1½) 1680-2 648 (700-2)

ALEXANDER CITY, ALABAMA

AL-5480 (FAA)

23278

WAAS CH <b>90534</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg <b>4799</b> TDZE <b>675</b> Apt Elev <b>686</b>
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RNAV (GPS) RWY 18

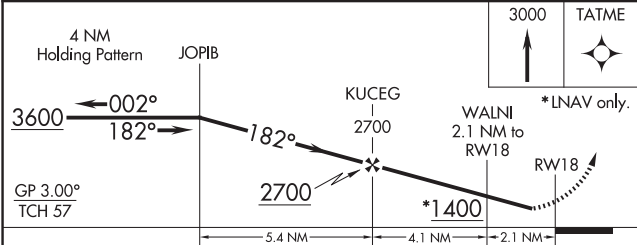
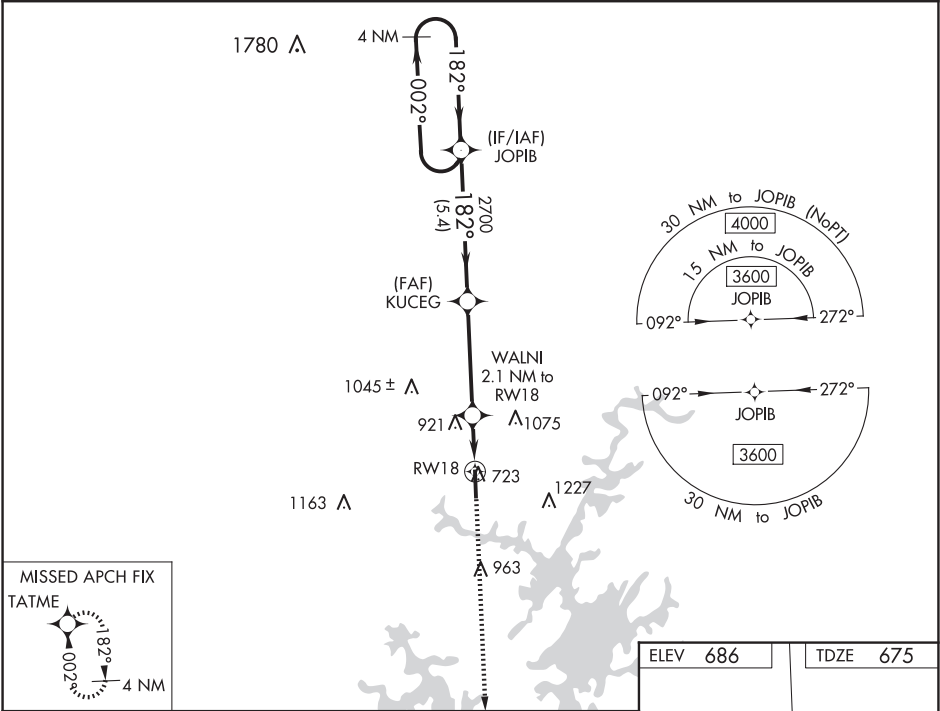
THOMAS C RUSSELL FLD (A.L.X.)

⚠

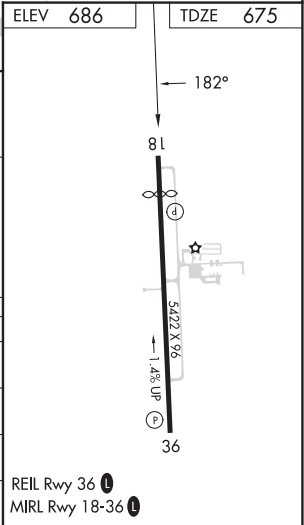
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct TATME and hold.

AWOS-3PT <b>118.325</b>	MONTGOMERY APP CON ★ <b>121.2 269.05</b>	UNICOM <b>122.7 (CTAF) ①</b>
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CATEGORY	A	B	C	D
LPV DA		1061-1¼	386 (400-1¼)	
LNAV/ VNAV DA		1214-1¾	539 (600-1¾)	
LNAV MDA	1160-1	485 (500-1)	1160-1¾	485 (500-1¾)
CIRCLING	1180-1 494 (500-1)	1240-1 554 (600-1)	1540-2½ 854 (900-2½)	1540-2¾ 854 (900-2¾)



ALEXANDER CITY, ALABAMA  
Amdt 2A 30JAN20

32°55'N-85°58'W

THOMAS C RUSSELL FLD (A.L.X.)  
RNAV (GPS) RWY 18

SE-4, 12 JUN 2025 to 07 AUG 2025

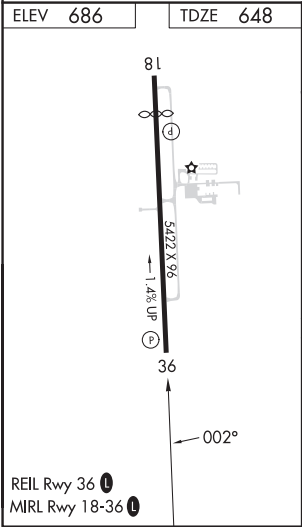
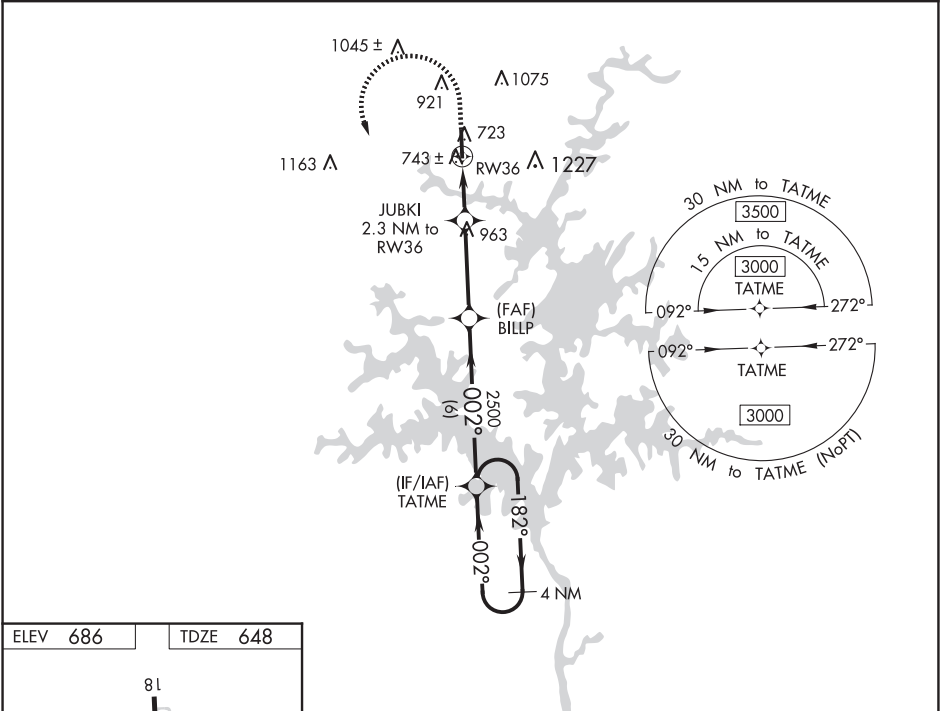
SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>61231</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg TDZE <b>648</b> Apt Elev <b>686</b>
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RNAV (GPS) RWY 36  
THOMAS C RUSSELL FLD (ALX)

<div><div></div><div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct TATME and hold.	
AWOS-3PT 118.325	MONTGOMERY APP CON ★ 121.2 269.05	UNICOM 122.7 (CTAF) ①



ALICEVILLE, ALABAMA

AL-9812 (FAA)

21280

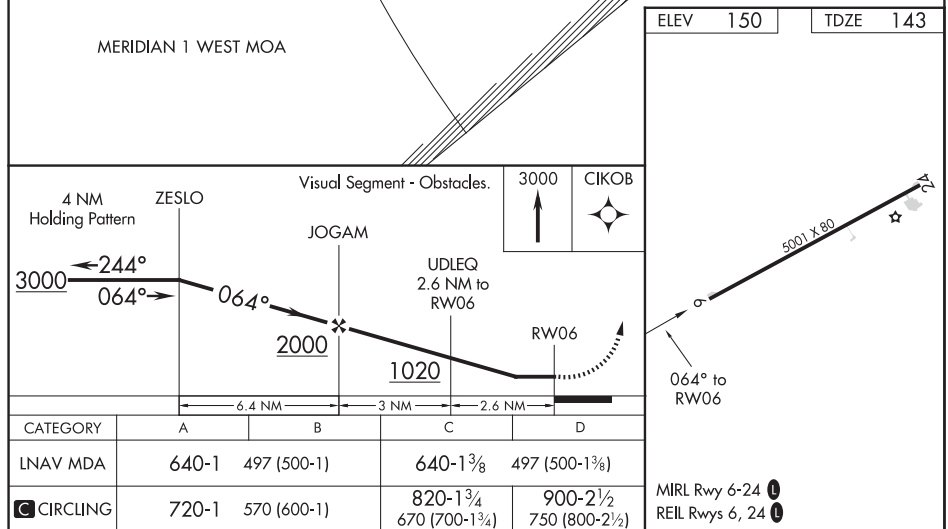
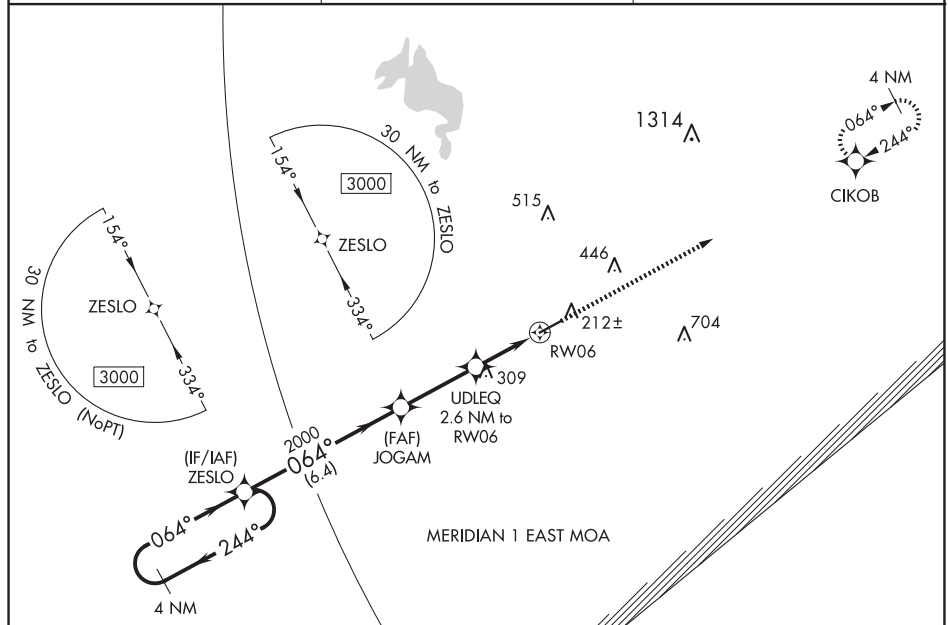
APP CRS <b>064°</b>	Rwy Idg	<b>5001</b>
	TDZE	<b>143</b>
	Apt Elev	<b>150</b>

# RNAV (GPS) RWY 6

GEORGE DOWNER (AIV)

<b>NA</b>	DME/DME RNP-0.3 NA. Use Tuscaloosa Nil altimeter setting; when not received, use Columbus/W Point/Starkville altimeter setting and increase all MDA 20 feet, and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3000 direct CIKOB and hold.
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TCL ASOS <b>132.825</b>	COLUMBUS APP CON <b>135.6 323.275</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ALICEVILLE, ALABAMA

Orig-C 12OCT17

33°06'N-88°12'W

GEORGE DOWNER (AIV)

# RNAV (GPS) RWY 6

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

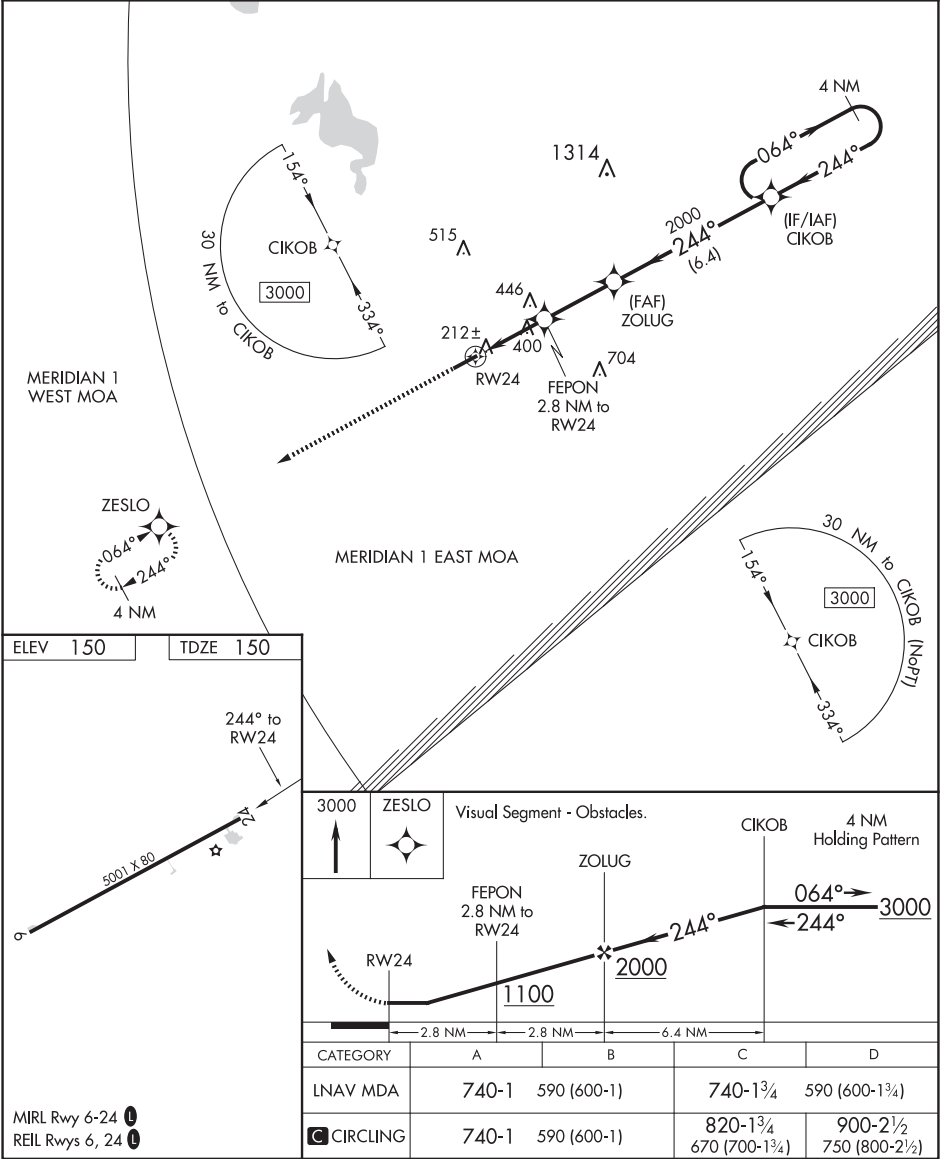
APP CRS	Rwy Idg	5001
244°	TDZE	150
	Apt Elev	150

RNAV (GPS) RWY 24

GEORGE DOWNER (AIV)

<div><div>T</div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Use Tuscaloosa altimeter setting; when not received, use Columbus/W Point/Starkville altimeter setting and increase all MDAs 20 feet, and Circling Cat C visibility ¼ SM. Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA.</div>	<div>MISSED APPROACH:</div> <div>Climb to 3000 direct ZESLO and hold.</div>
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TCL ASOS 132.825	COLUMBUS APP CON 135.6 323.275	UNICOM 122.8 (CTAF) 0
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SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ALMA, GEORGIA

AL-17 (FAA)

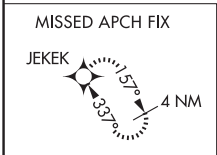
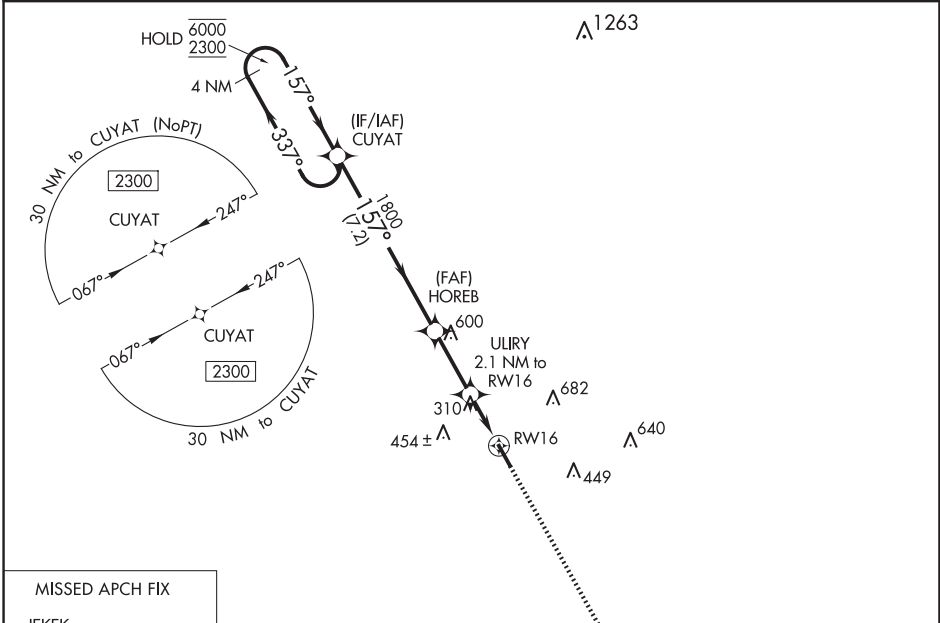
23222

WAAS CH <b>45537</b> <b>W16A</b>	APP CRS <b>157°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>200</b> <b>200</b>
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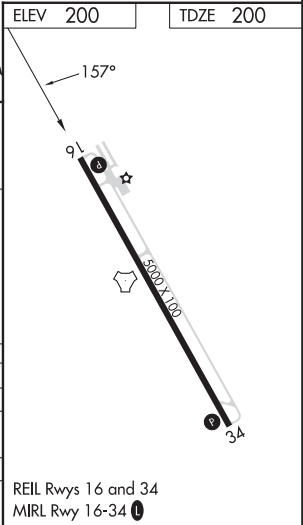
RNAV (GPS) RWY 16  
BACON COUNTY (AMG)

RNP APCH. ▼ Rwy 16 helicopter visibility reduction below ¾ SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C.	MISSED APPROACH: Climb to 2300 direct to JEKEK and hold.
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ASOS <b>118.325</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	UNICOM <b>122.7</b> (CTAF) ⓘ
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).		2300	JEKEK
6000 ← 337°		157° →		1800	* LNAV only
GP 3.10°		TCH 55		1800	
7.2 NM		2.6 NM	1.1 NM	1 NM	
CATEGORY	A	B	C	D	
LPV DA		461-7/8	261 (300-7/8)		
LNAV/VNAV DA		468-7/8	268 (300-7/8)		
LNAV MDA		560-1	360 (400-1)		
Ⓢ CIRCLING	720-1	520 (600-1)	1000-2¼ 800 (800-2¼)	1000-2½ 800 (800-2½)	



ALMA, GEORGIA  
Amdt 3 05DEC19

31°32'N-82°30'W

BACON COUNTY (AMG)  
RNAV (GPS) RWY 16

SE-4, 12 JUN 2025 to 07 AUG 2025

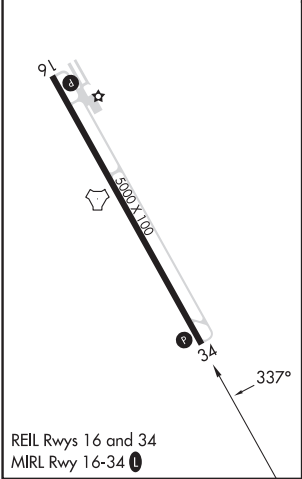
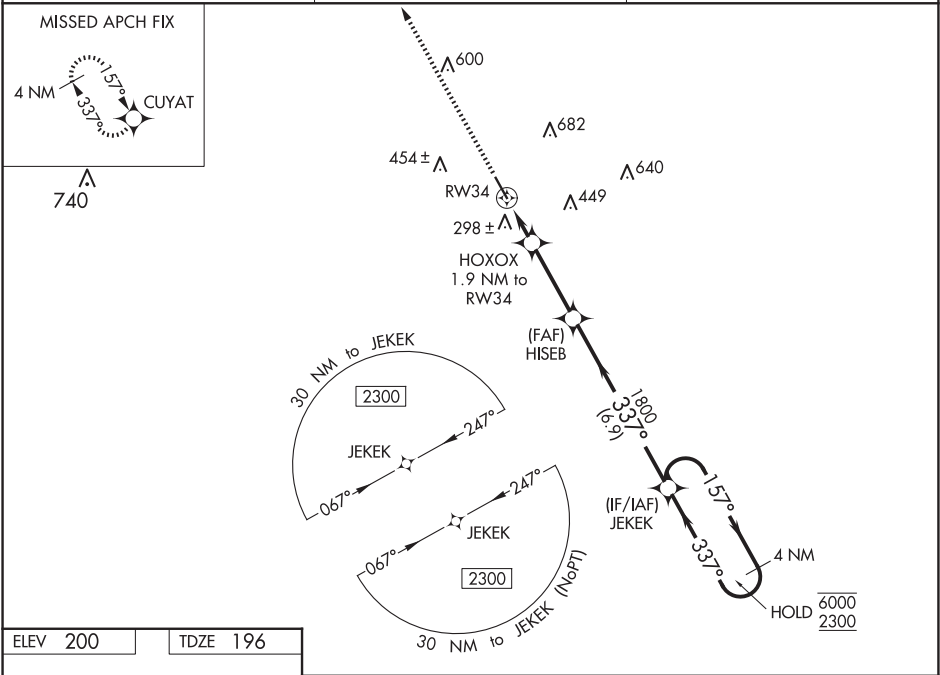
SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>70635</b> <b>W34A</b>	APP CRS <b>337°</b>	Rwy Idg TDZE <b>196</b> Apt Elev <b>200</b>
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RNAV (GPS) RWY 34  
BACON COUNTY (AMG)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2300 direct CUYAT and hold.
<div><div>▼</div><div>▲</div></div> Rwy 34 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C.	

ASOS <b>118.325</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	UNICOM <b>122.7 (CTAF) 0</b>
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2300	CUYAT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 30°).			
HOXOX 1.9 NM to RW34	HISEB 1800	JEKEK	4 NM Holding Pattern	157° → 6000 ← 337° 2300	GP 3.00° TCH 40
1.1 NM to RW34	1.1	0.8	3.1 NM	6.9 NM	
CATEGORY	A	B	C	D	
LPV DA	452-7/8 256 (300-7/8)				
LNAV/VNAV DA	459-7/8 263 (300-7/8)				
LNAV MDA	560-1 364 (400-1)				
CIRCLING	720-1	520 (600-1)	1000-2¼ 800 (800-2¼)	1000-2½ 800 (800-2½)	

RNAV (GPS) RWY 34

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

AMERICUS, GEORGIA

AL-5951 (FAA)

23082

LOC I-ACJ	APP CRS	Rwy Idg	6011
<b>110.5</b>	<b>230°</b>	TDZE	<b>464</b>
		Apt Elev	<b>468</b>

# ILS or LOC RWY 23

JIMMY CARTER RGNL (ACJ)

ADF required.		<div>MALSF</div> <div></div>	<div>MISSED APPROACH:</div> <div>Climb to 1100 then climbing left turn to 2500 direct LKG NDB and hold.</div>
<div></div> <div>NA</div> <div>Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Columbus altimeter setting and increase S-ILS 23 DA to 889 and all MDA 120 feet, increase S-ILS 23 all Cats visibility and S-LOC 23 Cat C/D visibility ¼ SM, increase Circling Cat C visibility ½ SM, and Circling Cat D visibility ¼ SM. For inop ALS when using Columbus altimeter setting increase S-LOC 23 Cat C/D visibility to 1¾ SM. Circling Rwy 10, 28 NA at night. For inop ALS, increase S-ILS 23 all Cats visibility to ⅞ SM.</div>			
AWOS-3 <b>128.375</b>	ATLANTA APP CON ★ <b>124.2 323.1</b>	CINC DEL <b>119.95</b>	UNICOM <b>122.8 (CTAF) 0</b>

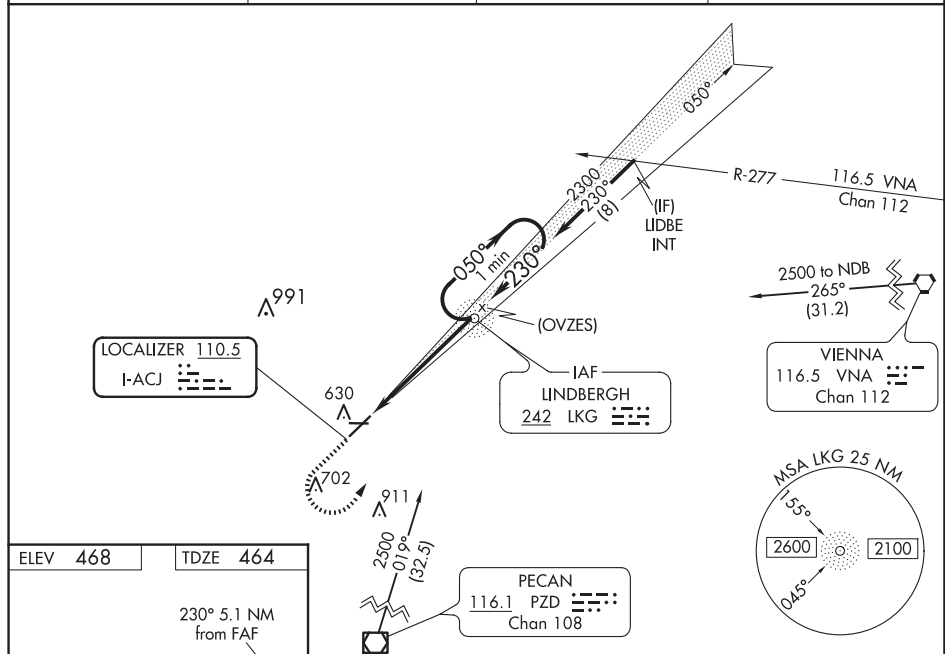
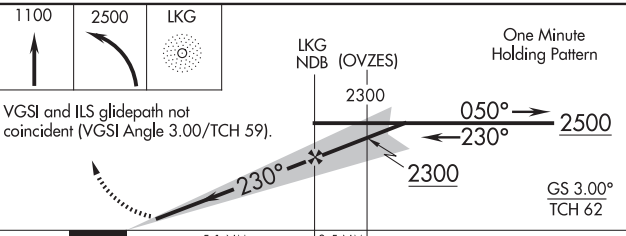


Diagram illustrating a runway layout with dimensions and angles:

- Runway 1: 3786 X 75
- Runway 2: 6011 X 100
- Angles: 10, 28, 5
- Distance: 5.1 NM (FAF to MAP)
- Time: 1:42 (to MAP at 180 knots)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

1100	2500	LKG	<div>One Minute Holding Pattern</div> 			
VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 59).						
LKG NDB (OVZES)						
2300						
230°						
2300						
GS 3.00° TCH 62						
5.1 NM 0.5 NM						
CATEGORY	A	B	C	D		
S-ILS 23	775- $\frac{3}{4}$		311 (400- $\frac{3}{4}$ )			
S-LOC 23	940- $\frac{3}{4}$ 476 (500- $\frac{3}{4}$ )		940-1 $\frac{1}{8}$ 476 (500-1 $\frac{1}{8}$ )			
CIRCLING	940-1 472 (500-1)		1020-1 $\frac{1}{2}$ 552 (600-1 $\frac{1}{2}$ )		1280-2 $\frac{3}{4}$ 812 (900-2 $\frac{3}{4}$ )	

AMERICUS, GEORGIA  
Amdt 1E 08SEP22

32°07'N-84°11'W

# JIMMY CARTER RGNL (ACJ)

## ILS or LOC RWY 23

SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 5  
JIMMY CARTER RGNL (ACJ)

**MISSED APPROACH:**  
Climb to 2600 direct  
HASER and hold.

UNICOM  
122.8 (CTAF) **L**



4 NM Holding Pattern

JIMOP

2600 ← 230°  
050° →

GP 3.00°  
TCH 45

050°

GUMKE 2200

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 58).

CATLO 1.9 NM to RW05

2200

\*1100

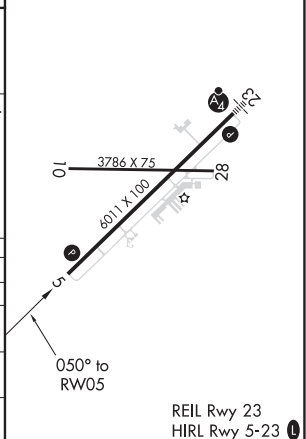
RW05

2600 HASER

\*RNAV only

5.7 NM 2.4 NM 1.9 NM

CATEGORY		A		B		C		D	
LPV	DA			718-1		250 (300-1)			
RNAV/ VNAV	DA			840-1		372 (400-1)			
	MDA			840-1		372 (400-1)			
CIRCLING		940-1	472 (500-1)	1020-1½ 552 (600-1½)		1280-2¾ 812 (900-2¾)			



AMERICUS, GEORGIA

AL-5951 (FAA)

23278

WAAS CH <b>7072A</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg TDZE <b>464</b> Apt Elev <b>468</b>	<b>6011</b> <b>464</b> <b>468</b>
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**RNAV (GPS) RWY 23**  
JIMMY CARTER RGNL (ACJ)

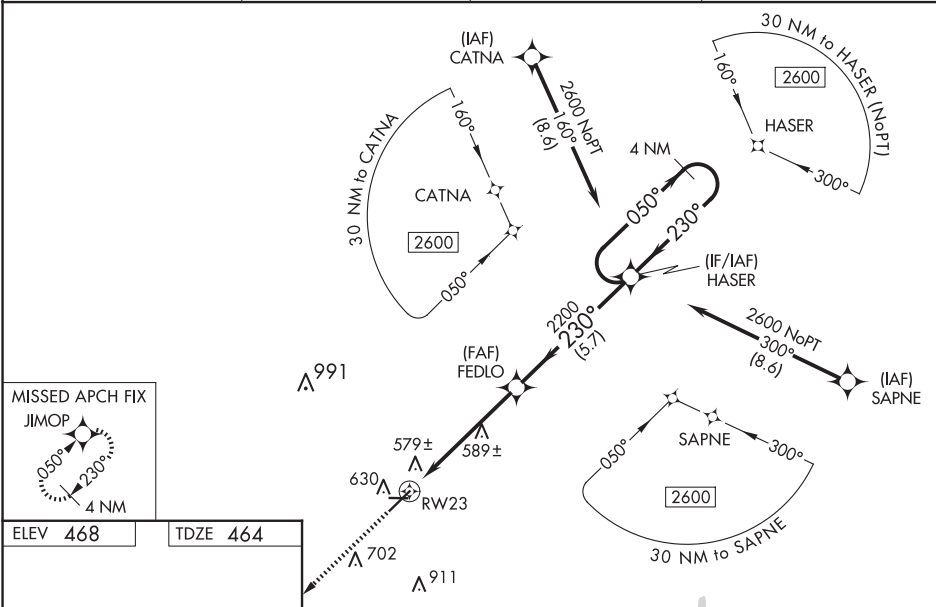
RNP APCH-GPS.

**⚠** Baro-VNAV NA and VDP NA when using Columbus altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 41°C. For inop ALS when using Columbus altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to 1 ½ SM. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Columbus altimeter setting and increase LPV DA to 876 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 881 feet and all visibilities ¼ SM; increase all MDAs 120 feet and LNAV visibility Cats C/D ½ SM, and Circling visibility Cat C ½ SM and Cat D ¼ SM. For inop ALS, increase LPV and LNAV/VNAV all Cats visibility to ¾ SM. Circling Rwy 10, 28 NA at night.

**MAISF**

**MISSED APPROACH:**  
Climb to 2600 direct JIMOP and hold.

AWOS-3 <b>128.375</b>	ATLANTA APP CON★ <b>124.2 323.1</b>	CLNC DEL <b>119.95</b>	UNICOM <b>122.8 (CTAF) 0</b>
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**ELEV 468** **TDZE 464**

**REIL Rwy 23**  
**HIRL Rwy 5-23 0**

**2600 JIMOP**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 59°).**

**\*LNAV only.**

**\*1 NM to RW23**

**FEDLO 2200**

**HASER**

**4 NM Holding Pattern**

**GP 3.00° TCH 45**

CATEGORY	A	B	C	D
LPV DA	760-¾		296 (300-¾)	
LNAV/VNAV DA	765-¾		301 (300-¾)	
LNAV MDA	840-¾	376 (400-¾)	840-¾	376 (400-¾)
CIRCLING	940-1	472 (500-1)	1020-1½ 552 (600-1½)	1280-2¾ 812 (900-2¾)

AMERICUS, GEORGIA  
Amdt 1D 05OCT23

32°07'N-84°11'W

JIMMY CARTER RGNL (ACJ)  
**RNAV (GPS) RWY 23**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>82600</b> <b>W11A</b>	APP CRS <b>109°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>310</b> <b>310</b>
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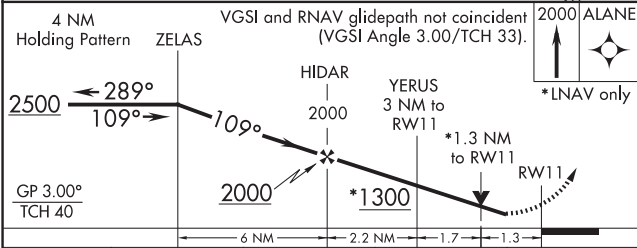
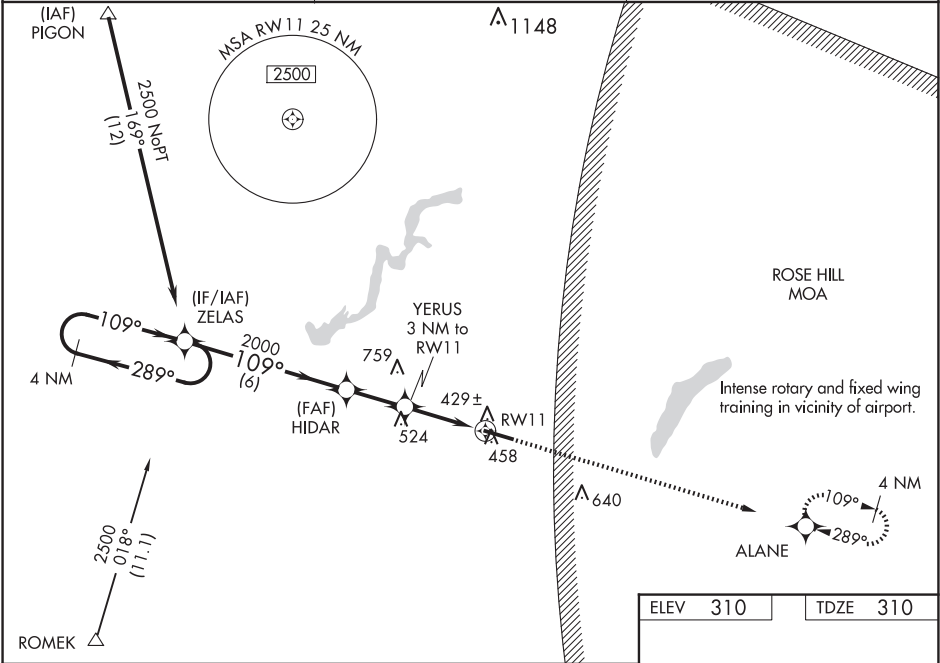
RNAV (GPS) RWY 11

SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)

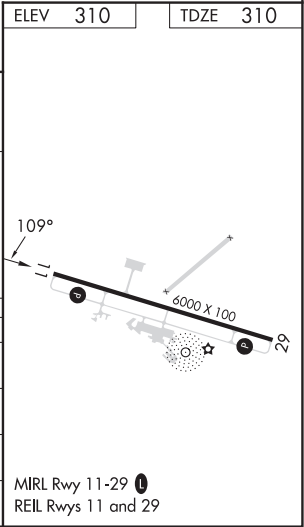
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cairns AAF (Fort Novosel) altimeter setting and increase all DA 82 feet, all MDA 100 feet. Increase all LPV and LNAV/VNAV visibilities ¾ mile all Cats, LNAV and Circling Cats C and D ¼ mile. Baro-VNAV and VDP NA when using Cairns AAF (Fort Novosel) altimeter setting.

MISSED APPROACH: Climb to 2000 direct ALANE and hold.

ASOS <b>134.875</b>	CAIRNS APP CON ★ <b>133.45 239.275</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
LPV DA	615-1 305 (400-1)			
LNAV/VNAV DA	655-1½ 345 (400-1½)			
LNAV MDA	760-1	450 (500-1)	760-1¾	450 (500-1¾)
CIRCLING	820-1	510 (600-1)	860-1½ 550 (600-1½)	940-2 630 (700-2)



ANDALUSIA/OPP, ALABAMA

AL-6524 (FAA)

23278

WAAS CH <b>60929</b> <b>W29A</b>	APP CRS <b>289°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>308</b> <b>310</b>
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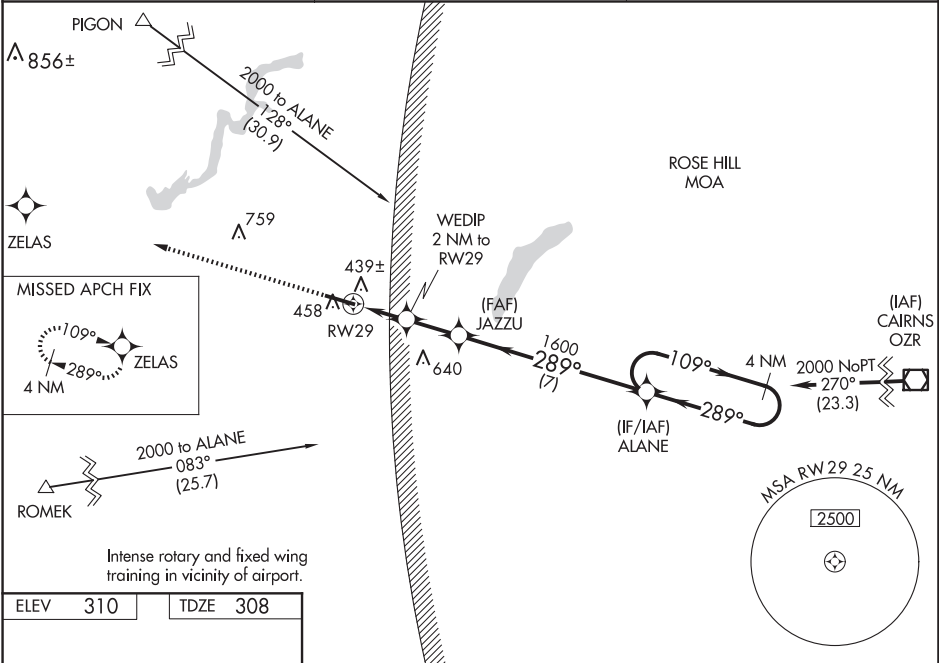
RNAV (GPS) RWY 29

SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)

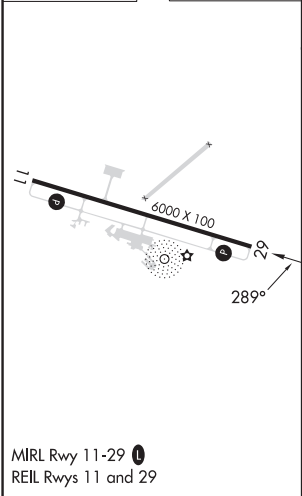
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cairns AAF (Fort Novosel) altimeter setting and increase all DA 82 feet, all MDA 100 feet. Increase LPV and LNAV/VNAV visibilities ¾ mile, LNAV and Circling Cat C and D ¼ mile. Baro-VNAV and VDP NA when using Cairns AAF (Fort Novosel) altimeter setting.

MISSED APPROACH: Climb to 2500 direct ZELAS and hold.

ASOS <b>134.875</b>	CAIRNS APP CON ★ <b>133.45 239.275</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 310	TDZE 308
----------	----------



2500

↑

ZELAS

✦

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 47).

ALANE

4 NM Holding Pattern

1600

JAZZU

1600

289°

109°

289°

2000

GP 3.00°

TCH 45

980\*

WEDIP

2 NM to RW29

1 NM

1 NM

1.9 NM

7 NM

RW29

\*1 NM to RW29

\*LNAV only

2500

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ZELAS

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ANDALUSIA/OPP, ALABAMA  
Amdt 2C 20MAY21

SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)  
31°19'N-86°24'W  
**RNAV (GPS) RWY 29**

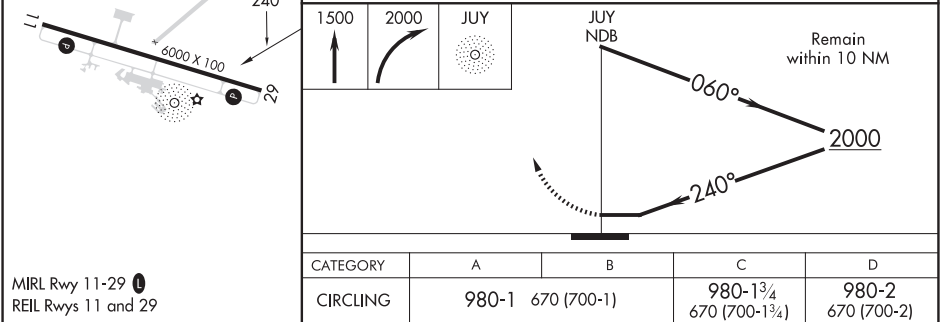
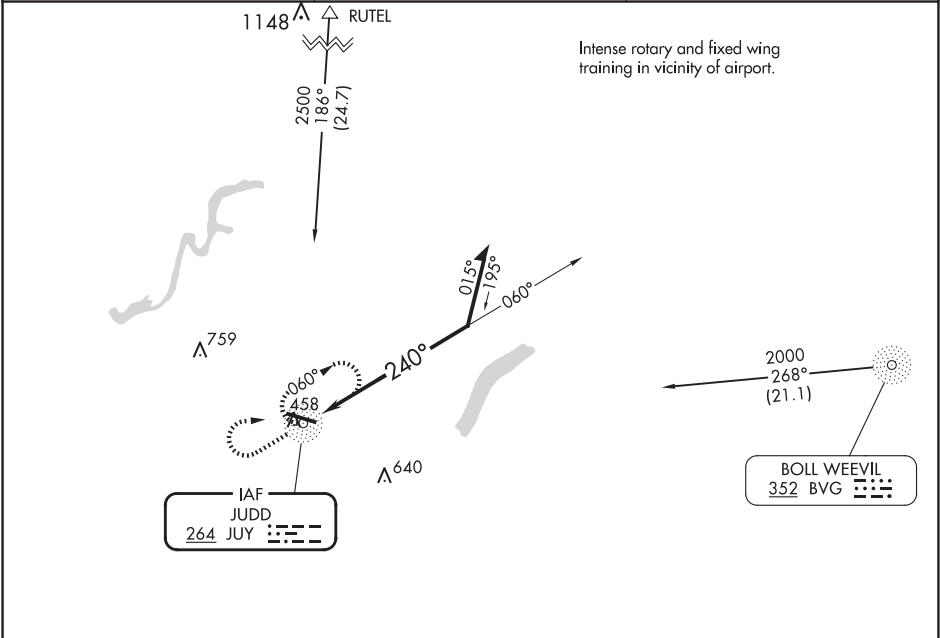
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

NDB JUY 264	APP CRS 240°	Rwy Idg TDZE Apt Elev	N/A N/A 310
SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)			NDB-A

<div><div>▼</div><div>▲ NA</div></div> <div>When local altimeter setting not received, use OZR altimeter setting and increase all MDAs 100 feet and visibility Cat C/D ½ SM.</div>	MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct JUY NDB and hold.
--	--

ASOS 134.875	CAIRNS APP CON ★ 133.45 239.275	UNICOM 122.8 (CTAF) 0
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ANDALUSIA/OPP, ALABAMA

AL-6524 (FAA)

24305

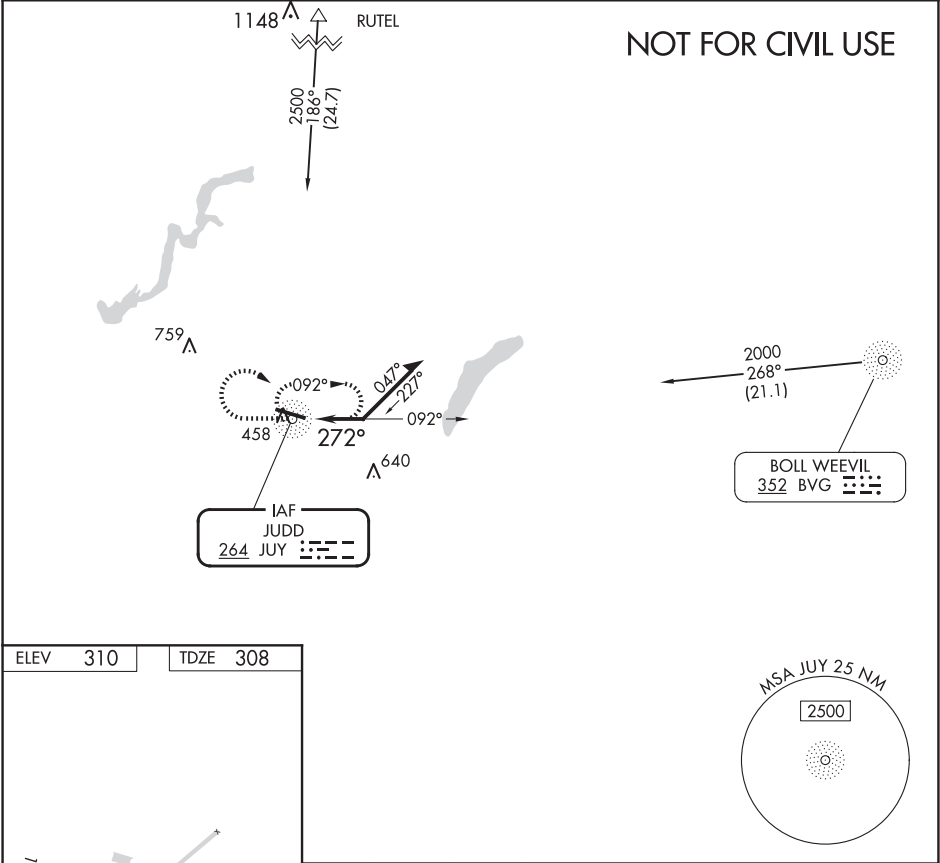
NDB	JUY	APP CRS	Rwy Idg	6000
264		272°	TDZE	308
			Apt Elev	310


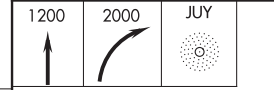
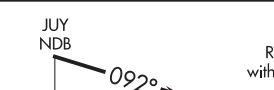
COPTER NDB RWY 29

SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)

<div><div>▼</div><div>▲ NA</div></div> <div>When local altimeter setting not received, use OZR altimeter setting and increase all MDAs 100 feet. Rwy 29 helicopter visibility reduction below ¾ SM NA.</div>	MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct JUY NDB and hold.
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ASOS 134.875	CAIRNS APP CON ★ 133.45 239.275	UNICOM 122.8 (CTAF) 0
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<table><tr><td>1200</td><td>2000</td><td>JUY</td></tr></table>			1200	2000	JUY			
1200	2000	JUY						
<table><tr><td colspan="3">MIRL Rwy 11-29 0 REIL Rws 11 and 29</td></tr></table>			MIRL Rwy 11-29 0 REIL Rws 11 and 29					
MIRL Rwy 11-29 0 REIL Rws 11 and 29								
<table><tr><td>CATEGORY</td><td colspan="2">COPTER</td></tr><tr><td>H-29</td><td colspan="2">860-¾ 552 (600-¾)</td></tr></table>			CATEGORY	COPTER		H-29	860-¾ 552 (600-¾)	
CATEGORY	COPTER							
H-29	860-¾ 552 (600-¾)							

ANDALUSIA/OPP, ALABAMA  
Orig-B 31OCT24

SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)  
31°19'N-86°24'W  
COPTER NDB RWY 29

SE-4, 12 JUN 2025 to 07 AUG 2025


SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-ANB	APP CRS	Rwy Idg	7000
111.5	052°	TDZE	595
		Apt Elev	612

ILS Y or LOC Y RWY 5  
ANNISTON RGNL (ANB)

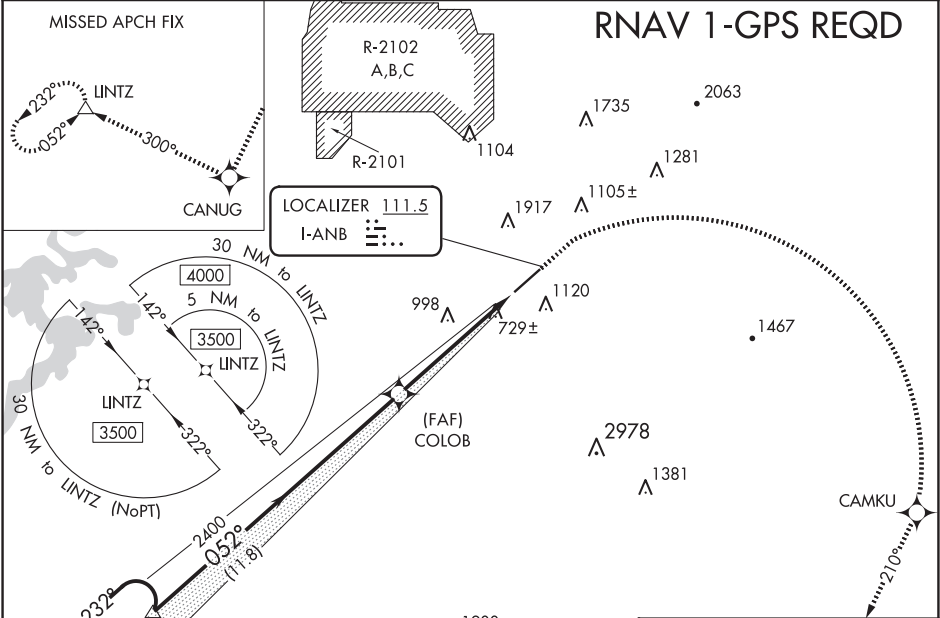
⚠ Circling NA north of Rwy 5-23. RNAV 1-GPS required. For inop ALS, increase S-ILS 5 all Cats visibility to 1 SM. When local altimeter setting not received, use Gadsden altimeter setting: increase DA to 975 and all visibilities ¼ SM; increase all MDAs 80 feet, and S-LOC 5 Cat C/D, and Circling Cat C visibilities ½ SM. For inop ALS when using Gadsden altimeter setting: increase S-ILS 5 all Cats to 1¼ SM.

MALSR



MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 direct CAMKU then on track 210° to CANUG and on track 300° to LINTZ and hold.

ASOS 119.675	BIRMINGHAM APP CON 132.15 285.45	CTAF 123.60	UNICOM 123.0
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LOC restricted beyond 16° right of course.

One Minute Holding Pattern

3500 ← 232° 052° →

GS 3.00° TCH 40

2400

11.8 NM

5.5 NM

COLOB

2400

1600

3500

CAMKU

CANUG

LINTZ

tr 210°

tr 300°

63

7000 X 150

656

052°

CATEGORY	A	B	C	D
S-ILS 5	909-1½ 314 (300-½)			
S-LOC 5	1120-½ 525 (600-½)		1120-1 525 (600-1)	
CIRCLING	1420-1 808 (900-1)		1420-2¼ 808 (900-2¼) 1820-3 1208 (1300-3)	

ELEV 612 TDZE 595

REIL Rwy 23

HIRL Rwy 5-23

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ANNISTON, ALABAMA

AL-5014 (FAA)

23222

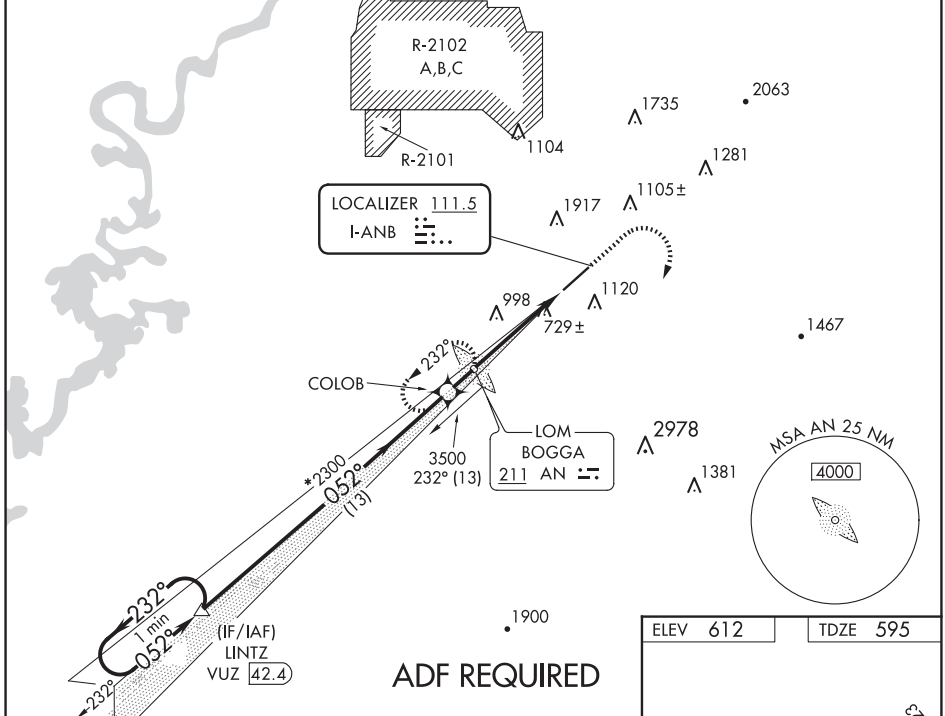
LOC I-ANB <b>111.5</b>	APP CRS <b>052°</b>	Rwy Idg <b>7000</b>
		TDZE <b>595</b>
		Apt Elev <b>612</b>

# ILS Z or LOC Z RWY 5

## ANNISTON RGNL (ANB)

<p><b>⚠</b> Circling NA north of Rwy 5-23. ADF required. When local altimeter setting not received, use Gadsden altimeter setting: increase DA to 975 and all visibilities ¼ SM; all MDAs 80 feet, and all Cat C visibilities ½ SM. For inop ALS when using Gadsden altimeter setting, increase S-ILS 5 all Cats visibility to 1 SM.</p>	<p><b>MALSR</b></p>	<p><b>MISSED APPROACH:</b> Climb to 1600 then climbing right turn to 4000 on heading 110° then on BOGGA LOM 260° course to BOGGA LOM and hold.</p>
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ASOS <b>119.675</b>	BIRMINGHAM APP CON <b>132.15 285.45</b>	CTAF <b>123.6</b>	UNICOM <b>123.0</b>
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LOC restricted beyond 16° right of course.		ELEV 612		TDZE 595	
One Minute Holding Pattern		1600		4000	
UINZ VUZ 42.4		AN crs 260°		BOGGA	
3400 ← 232°		COLOB		* LOC only.	
052° →		AN BOGGA LOM		7000 1150	
GS 3.00°		2400		656	
TCH 40		*2300		052°	
11.8 NM		1.2 NM		4.3 NM	
CATEGORY	A	B	C	D	
S-ILS 5	909-1½		314 (300-½)		
S-LOC 5	1120-½		525 (600-½)		NA
CIRCLING	1420-1		808 (900-1)		
	1420-2¼		808 (900-2¼)		
	1820-3		1208 (1300-3)		
Knots		60	90	120	150 180
Min:Sec		4:18	2:52	2:09	1:43 1:26

ANNISTON, ALABAMA

Amdt 4A 08SEP22

33°35'N-85°51'W

ANNISTON RGNL (ANB)

# ILS Z or LOC Z RWY 5


SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>78106</b> <b>W05A</b>	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>595</b> <b>612</b>
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RNAV (GPS) RWY 5  
ANNISTON RGNL (ANB)

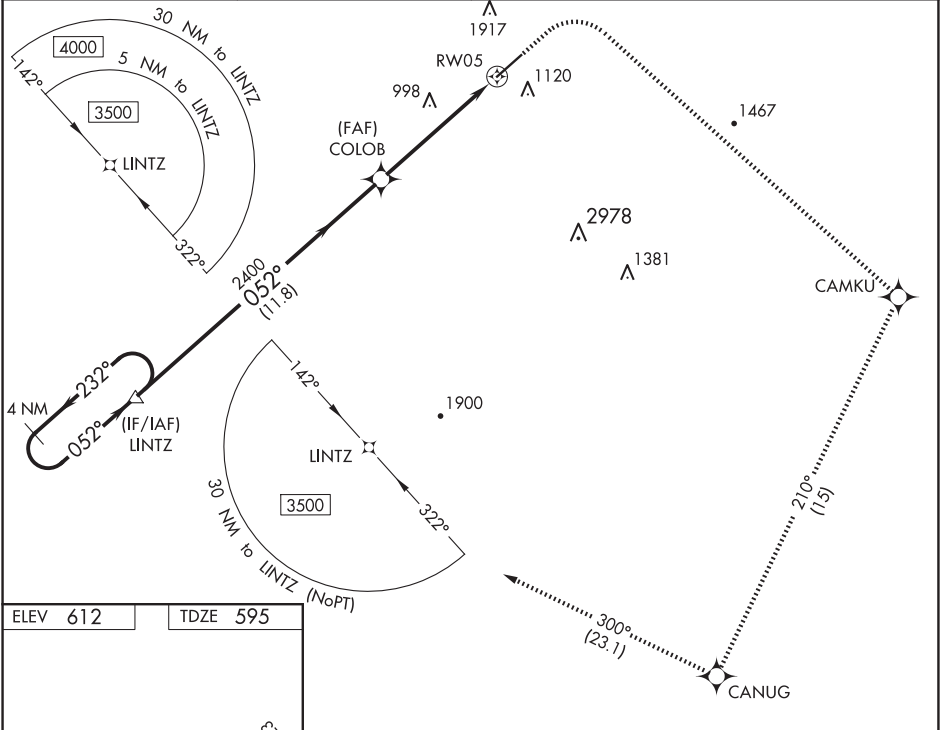
**⚠** Circling NA North of Rwy 5-23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gadsden altimeter setting and increase all DA 66 feet and all MDA 80 feet and LPV all Cats, LNAV Cats C and D and Circling Cats A, B, and C visibility ¼ SM. For inop ALS increase LPV all Cats visibility to 1 SM. For inop ALS when using Gadsden altimeter setting, increase LPV all Cats visibility to 1¼ SM. VDP NA with Gadsden altimeter setting.

**MALSR**

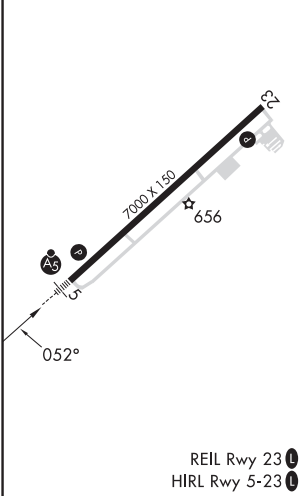


**MISSED APPROACH:** Climb to 1600, then climbing right turn to 3500 direct CAMKU and track 210° to CANUG and track 300° to LINTZ and hold.

ASOS <b>119.675</b>	BIRMINGHAM APP CON <b>132.15 285.45</b>	CTAF <b>123.60</b>	UNICOM <b>123.0</b>
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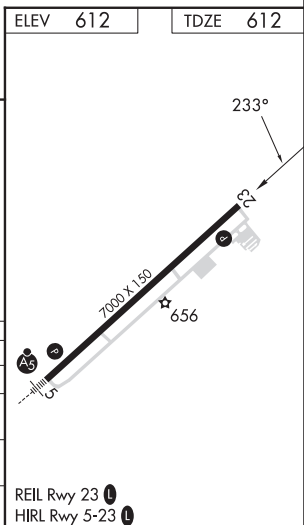
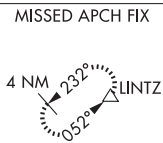
ELEV <b>612</b>	TDZE <b>595</b>
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4 NM Holding Pattern		LINTZ	1600 ↑		3500 ↷	CAMKU ✧	tr 210°	CANUG ✧	tr 300°	LINTZ △
3500		← 232°	052° →	052°	2400	*1.7 NM to RW05		*LNAV only.		
GP 3.00° TCH 40										
		11.8 NM		3.9 NM		1.7 NM		RW05		
CATEGORY		A	B		C		D			
LPV DA	909-5/8 314 (300-5/8)									
LNAV MDA	1160-1/2 565 (600-1/2)					1160-1/4 565 (600-1/4)				
CIRCLING	1420-1808 (900-1)					1420-2 1/4 808 (900-2 1/4)		1820-3 1208 (1300-3)		

RNAV (GPS) RWY 23  
ANNISTON RGNL (ANB)

**MISSED APPROACH:**  
Climb to 3400 direct  
LINTZ and hold.

UNICOM  
123.0

CATEGORY		A	B	C	D
LPV	DA	952-1	340 (400-1)		NA
LNNAV/ VNAV	DA	1274-2	662 (700-2)		NA
LNNAV	MDA	1380-1 768 (800-1)	1380-1½ 768 (800-1½)	1380-2½	768 (800-2½)
 CIRCLING		1420-1 808 (900-1)	1420-1½ 808 (900-1½)	1420-2½ 808 (900-2½)	1820-3 1208 (1300-3)

ANNISTON RGNL (ANB)  
RNAV (GPS) RWY 23

SE-4, 12 JUN 2025 to 07 AUG 2025



APP CRS	Rwy Idg	5005
168°	TDZE	389
	Apt Elev	389

RNAV (GPS) RWY 17

TURNER COUNTY (75J)

▼

NA

Rwy 17 helicopter visibility reduction below 1 SM NA.

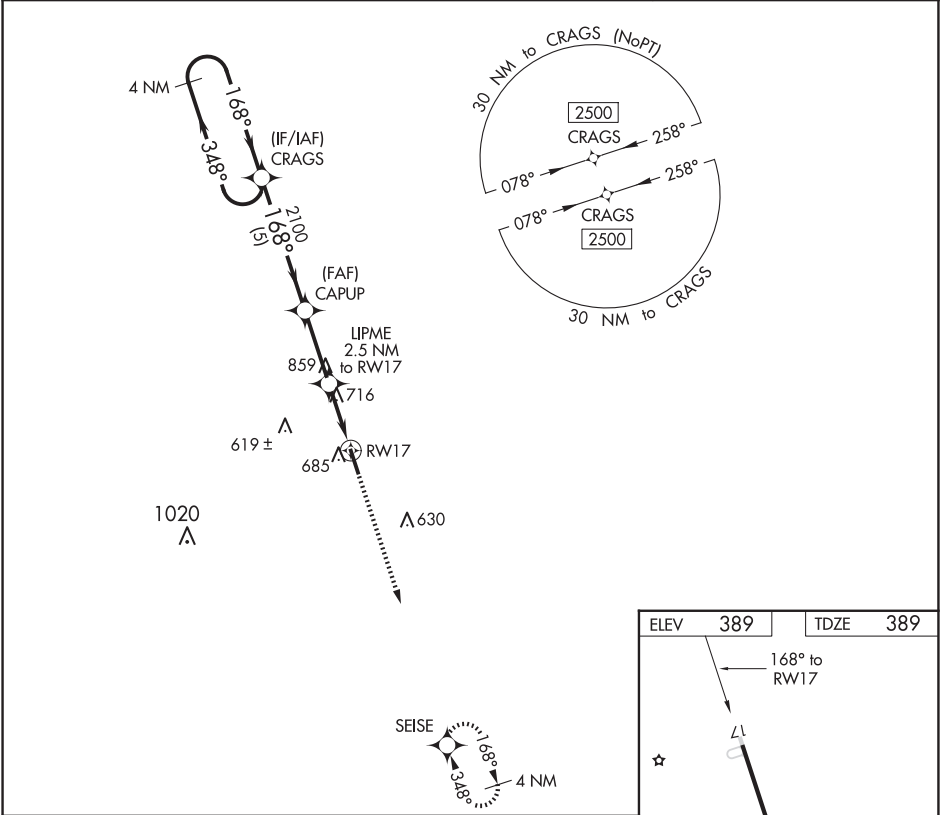
DME/DME RNP-0.3 NA.

When Fitzgerald altimeter setting not received, procedure NA.

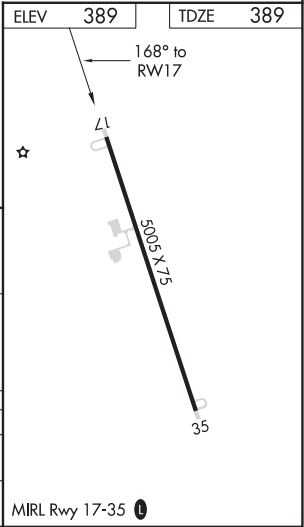
Procedure NA at night.

MISSED APPROACH: Climb to 2500  
direct SEISE and hold.

FZW AWOS-3 118.625	JACKSONVILLE CENTER 125.75 363.075	UNICOM 122.7 (CTAF) ①
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4 NM Holding Pattern		Visual Segment - Obstacles.		2500	SEISE
2500 ← 348°		CRAGS	CAPUP	LIPME 2.5 NM to RW17	RW17
168° → 168°		2100	1220		
		5 NM	2.8 NM	2.5 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1080-1	691 (700-1)	1080-2	691 (700-2)	
CIRCLING	1100-1	711 (800-1)	1140-2¼ 751 (800-2¼)	1260-2¾ 871 (900-2¾)	



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ASHBURN, GEORGIA

AL-9844 (FAA)

20198

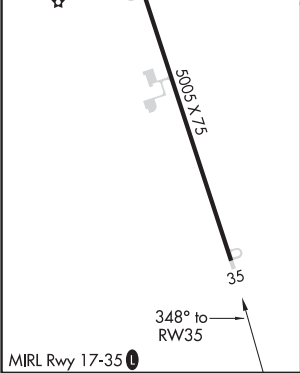
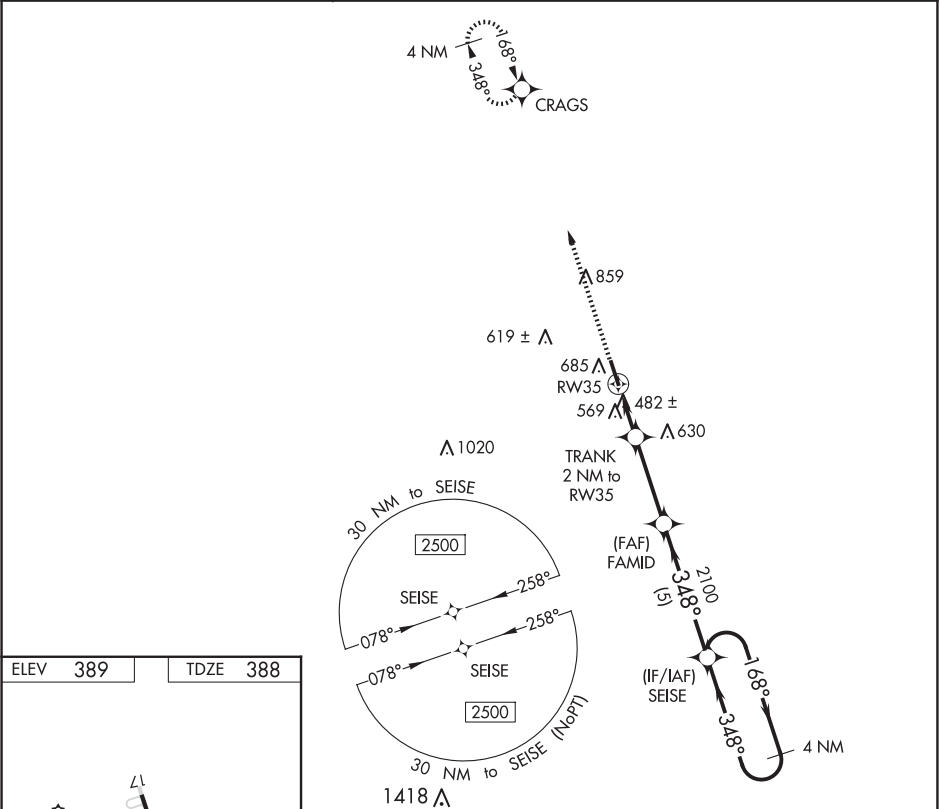
WAAS CH <b>82040</b> <b>W35A</b>	APP CRS <b>348°</b>	Rwy Idg TDZE <b>388</b> Apt Elev <b>389</b>	<b>5005</b>
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RNAV (GPS) RWY 35

TURNER COUNTY (75J)

<div><div>▼</div><div>▲ NA</div></div> <div>When Fitzgerald altimeter setting not received, procedure NA. Rwy 35 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night.</div>	MISSED APPROACH: Climb to 2500 direct CRAGS and hold.
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FZG AWOS-3 <b>118.625</b>	JACKSONVILLE CENTER <b>125.75 363.075</b>	UNICOM <b>122.7 (CTAF) 0</b>
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2500	CRAGS	Visual Segment - Obstacles.	SEISE	4 NM Holding Pattern
		TRANK 2 NM to RW35	FAMID	
		RW35		
		1060	2100	
		2 NM	3.3 NM	5 NM
CATEGORY	A	B	C	D
LP MDA	780-1	392 (400-1)	780-1 $\frac{1}{8}$	392 (400-1 $\frac{1}{8}$ )
LNAV MDA	880-1	492 (500-1)	880-1 $\frac{3}{8}$	492 (500-1 $\frac{3}{8}$ )
CIRCLING	1100-1	711 (800-1)	1140-2 $\frac{1}{4}$ 751 (800-2 $\frac{1}{4}$ )	1260-2 $\frac{3}{4}$ 871 (900-2 $\frac{3}{4}$ )

ASHBURN, GEORGIA  
Orig 12OCT17

31°41'N-83°38'W

TURNER COUNTY (75J)

RNAV (GPS) RWY 35

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-AHN	APP CRS	Rwy Idg	6122
110.95	274°	TDZE	813
		Apt Elev	813

ILS or LOC/DME RWY 27

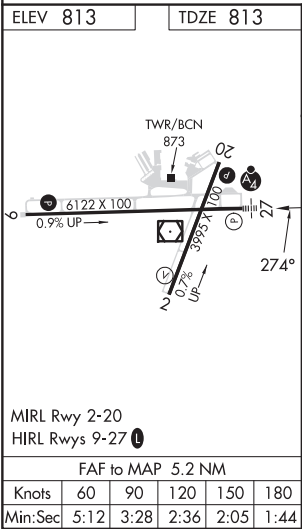
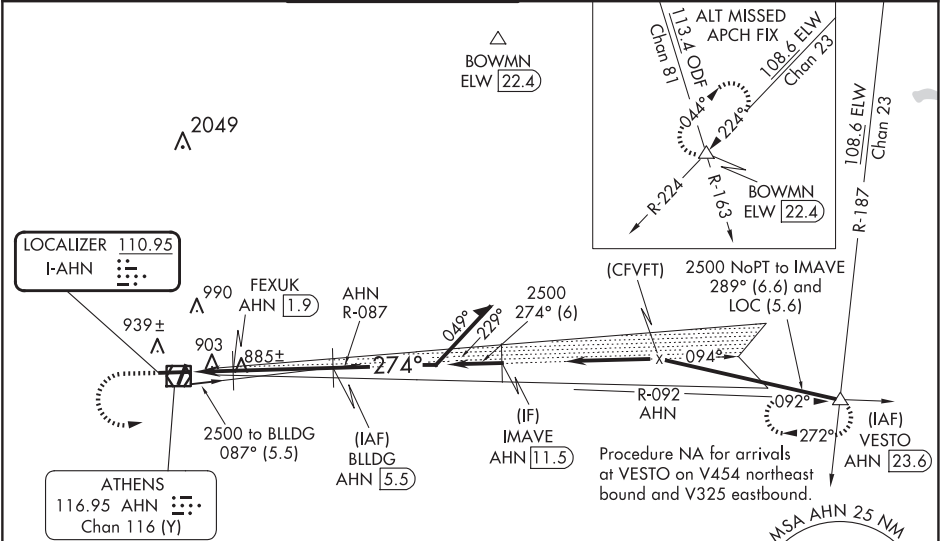
ATHENS/BEN EPPS (AHN)

⚠ Night landing: Rwy 2, 20 NA. DME from AHN VOR/DME. Simultaneous reception of I-AHN and AHN DME Required. VDP NA with Winder altimeter setting. When local altimeter setting not received, use Winder altimeter setting: increase DA to 1071 feet; increase all MDA 60 feet and S-LOC 27 visibility Cats C and D to 1 SM and Circling Cat D visibility to 2¼ SM. For inop MALSF, increase S-LOC 27 all Cats visibility to 1 mile. For inop MALSF when using Winder altimeter setting, increase S-ILS 27 all Cats visibility to ¾ mile and increase S-LOC 27 Cats A and B visibility to 1 mile, and Cats C and D to 1½ mile. Inop table does not apply to S-ILS 27.

MALSF

⚠ MISSED APPROACH:  
Climb to 1500 then climbing left turn to 2500 on heading 060° and AHN VOR/DME R-092 to VESTO INT/ AHN 23.6 DME and hold.

ASOS	ATLANTA APP CON *	ATHENS TOWER *	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) 0 338.275	121.8	121.8	132.475 291.1 (when twr closed)	122.95



1500	2500	AHN R-092	VESTO	BLDGD AHN 5.5	Remain within 10 NM
hdg 060°					
* LOC only					
		FEXUK AHN 1.9			
		* AHN 1.2			
		* 1360			
		0.9 NM	0.7 NM	3.6 NM	
CATEGORY	A	B	C	D	
S-ILS 27		1013-¾	200 (200-¾)		
S-LOC 27		1160-¾	347 (400-¾)		
CIRCLING	1260-1 447 (500-1)	1280-1 467 (500-1)	1320-1½ 507 (600-1½)	1460-2 647 (700-2)	

ATHENS, GEORGIA

AL-983 (FAA)

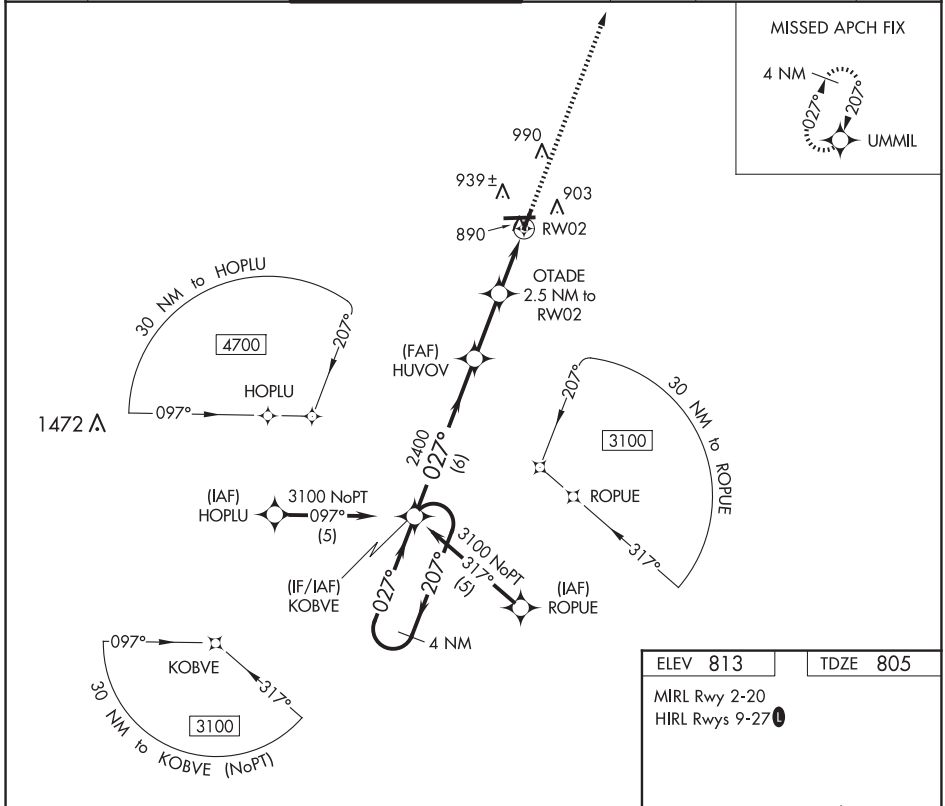
24305

APP CRS <b>027°</b>	Rwy Idg <b>3995</b> TDZE <b>805</b> Apt Elev <b>813</b>
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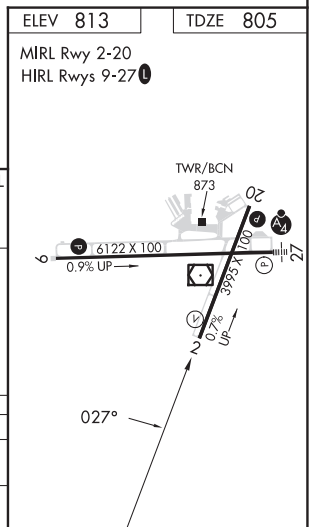
# RNAV (GPS) RWY 2

ATHENS/BEN EPPS (AHN)

<div><div>▼</div><div>▲</div></div> DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cats C and D visibility 1/8 mile and increase Circling Cat D visibility 1/4 mile. Night landing: Rwy 2, 20 NA. Helicopter visibility reduction below 1 SM NA.					MISSED APPROACH: Climb to 3100 direct UMMIL and hold.	
ASOS 132.875	ATLANTA APP CON ★ 132.475 291.1	ATHENS TOWER ★ 126.3 (CTAF) 0 338.275	GND CON 121.8	CLNC DEL 121.8	CLNC DEL 132.475 291.1 (when twr closed)	UNICOM 122.95



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.75/TCH 39).		3100 UMMIL
KOBVE		HUVOV		OTADE 2.5 NM to RW02
3100		2400		1600
← 207°		027°		→ 027°
6 NM		2.5 NM		2.5 NM
CATEGORY	A	B	C	D
LNAV MDA	1140-1 335 (400-1)			
CIRCLING	1260-1 447 (500-1)	1280-1 467 (500-1)	1320-1½ 507 (600-1½)	1460-2 647 (700-2)



ATHENS, GEORGIA

Amdt 1 15OCT15

33°57'N-83°20'W

## ATHENS/BEN EPPS (AHN)

# RNAV (GPS) RWY 2

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>93937</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Idg TDZE <b>6122</b> <b>778</b> Apt Elev <b>813</b>
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RNAV (GPS) RWY 9

ATHENS/BEN EPPS (AHN)

RNP APCH.

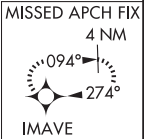
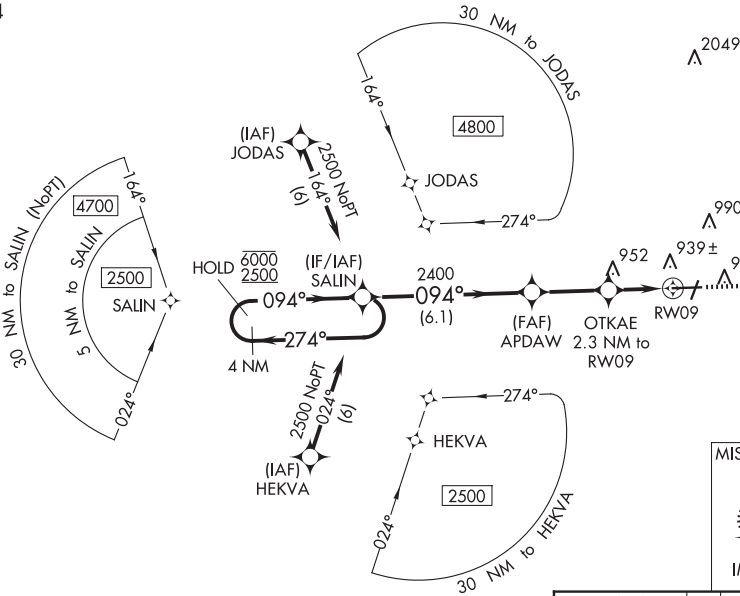


Circling Rwy 2, 20 NA at night.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.  
Rwy 9 helicopter visibility reduction below ¾ SM NA.

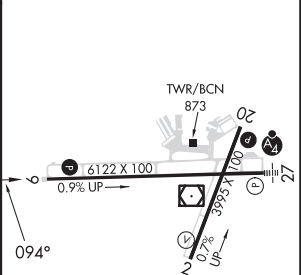
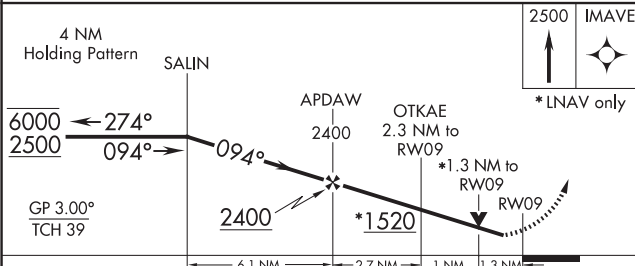
MISSED APPROACH:  
Climb to 2500 direct  
IMAVE and hold.

ASOS <b>132.875</b>	ATLANTA APP CON ★ <b>132.475 291.1</b>	ATHENS TOWER ★ <b>126.3 (CTAF) 0 338.275</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	CLNC DEL <b>132.475 291.1</b> (when twr closed)	UNICOM <b>122.95</b>
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Λ 2654



ELEV 813	TDZE 778
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CATEGORY	A	B	C	D
LPV DA	1028-¾		250 (300-¾)	
LNAV/VNAV DA	1115-1		337 (400-1)	
LNAV MDA	1220-1 442 (500-1)		1220-1¾ 442 (500-1¾)	
CIRCLING	1260-1 447 (500-1)	1280-1 467 (500-1)	1320-1½ 507 (600-1½)	1460-2 647 (700-2)

MIRL Rwy 2-20  
HIRL Rwy 9-27

RNAV (GPS) RWY 20  
ATHENS/BEN EPPS (AHN)

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 3100 direct UMMIL and hold.

ATHENS/BEN EPPS (AHN)  
RNAV (GPS) RWY 20

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>69503</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg <b>6122</b> TDZE <b>812</b> Apt Elev <b>812</b>
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RNAV (GPS) RWY 27

ATHENS/BEN EPPS (AHN)

RNP APCH - GPS.

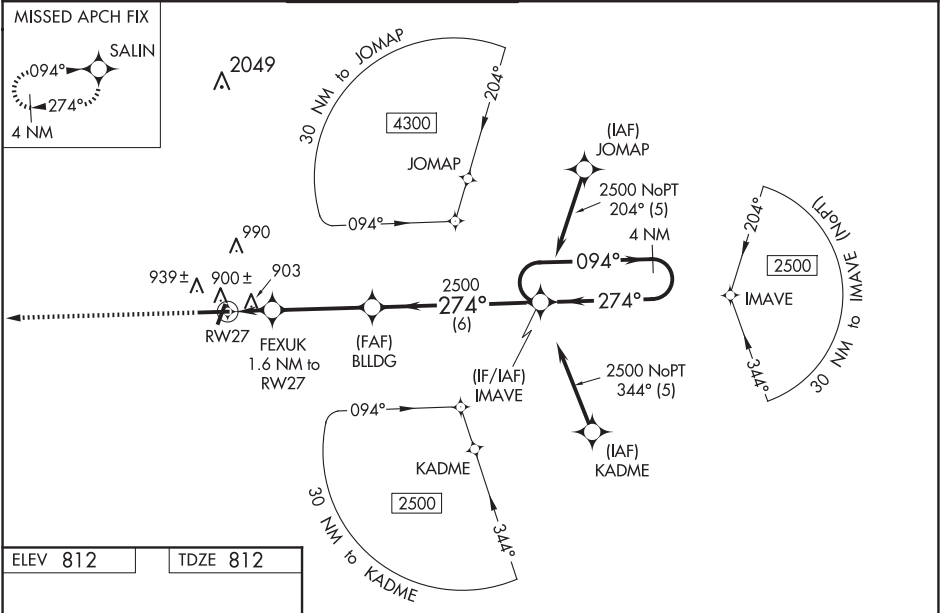
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.

⚠ When local altimeter setting not received, use Winder altimeter setting: increase LPV DA to 1071 feet; increase LNAV/VNAV DA to 1121 feet; increase all MDA 60 feet and increase LNAV Cat C/D visibility to 1 mile and Circling Cat D visibility to 2¼ mile. For inop MALSF, increase LNAV/VNAV all Cats visibility to ¾ mile, increase LNAV Cat C/D visibility to 1 mile. For inop MALSF when using Winder altimeter setting increase LPV all Cats visibility to ¾ mile, increase LNAV/VNAV all Cats visibility to 1 mile, increase LNAV Cat C, D visibility to 1½ mile. Baro-VNAV and VDP NA when using Winder altimeter setting. Inop table does not apply to LPV. Circling Rwy 2, 20 NA at night.

MALSF

MISSED APPROACH:  
Climb to 2500 direct  
SALIN and hold.

ASOS <b>132.875</b>	ATLANTA APP CON ★ <b>132.475 291.1</b>	ATHENS TOWER ★ <b>126.3 (CTAF) 0 338.275</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	CLNC DEL <b>132.475 291.1</b> (when twr closed)	UNICOM <b>122.95</b>
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ELEV 812

TDZE 812

2500

SALIN

\* LNAV only

FEXUK 1.6 NM to RW27

BLDG 2500

IMAVE 4 NM Holding Pattern

RW27

1 NM to RW27

\* 1360

2500

274°

094°

2500

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA		1012-¾	200 (200-¾)	
LNAV/VNAV DA		1064-¾	252 (300-¾)	
LNAV MDA		1160-¾	348 (400-¾)	
CIRCLING	1260-1 448 (500-1)	1280-1 468 (500-1)	1320-1½ 508 (600-1½)	1460-2 648 (700-2)

ATHENS, GEORGIA

AL-983 (FAA)

24305

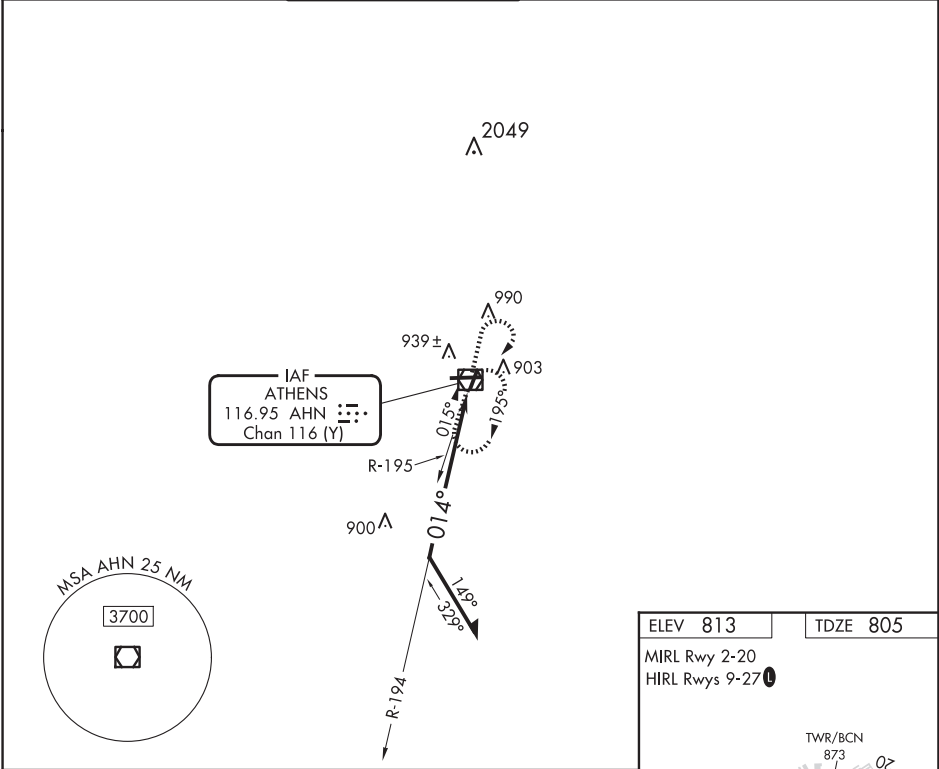
VOR/DME AHN	APP CRS	Rwy Idg	3995
116.95	014°	TDZE	805
Chan 116 (Y)		Apt Elev	813

VOR RWY 2

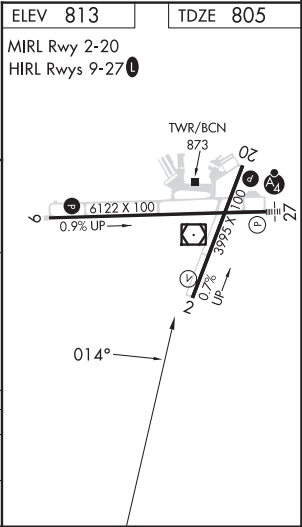
ATHENS/BEN EPPS (AHN)

<p><b>⚠</b> When VGSI inop, Circling Rwy 20 NA at night. When VGSI inop, Straight-in/Circling Rwy 2 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase S-2 Cat D and Circling Cat D visibilities ¼ SM.</p>	<p><b>MISSED APPROACH:</b> Climb to 2100 then climbing right turn to 2300 direct AHN VOR/DME and hold.</p>
---	--

ASOS	ATLANTA APP CON ★	ATHENS TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) 0 338.275	121.8	121.8	132.475 291.1 (when twr closed)	122.95



Remain within 10 NM	AHN VOR/DME		2100	2300	AHN
CATEGORY	A	B	C	D	
S-2	1220-1	415 (500-1)	1220-1¼	415 (500-1¼)	
<b>C</b> CIRCLING	1260-1 447 (500-1)	1280-1 467 (500-1)	1320-1½ 507 (600-1½)	1460-2 647 (700-2)	



ATHENS, GEORGIA

Amdt 11D 27FEB20

33°57'N-83°20'W

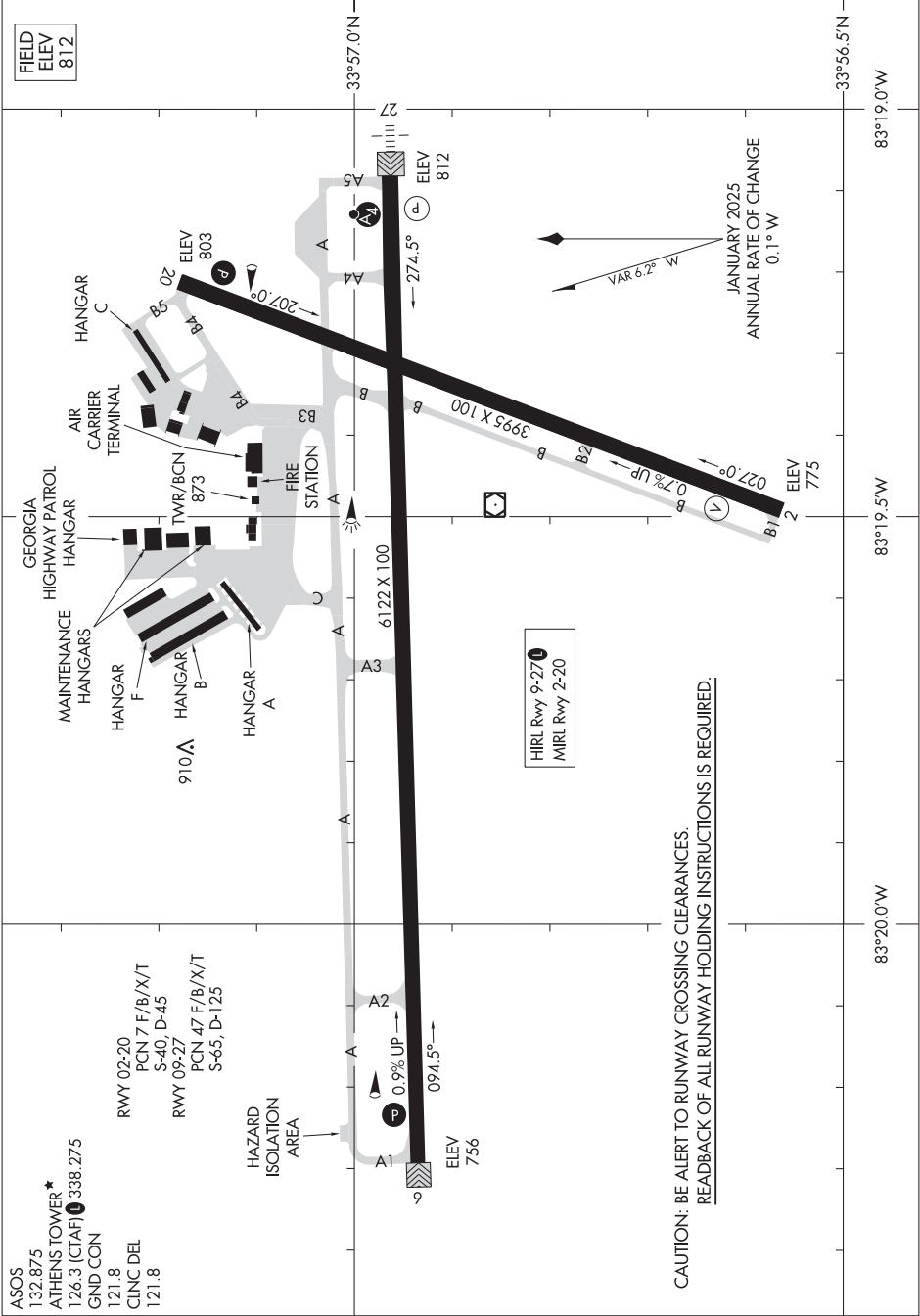
ATHENS/BEN EPPS (AHN)

VOR RWY 2

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025







WAAS  
CH **61006**  
**W13A**

APP CRS  
**133°**

Rwy Idg  
TDZE **797**  
Apt Elev **808**

**RNAV (GPS) RWY 13**

ATLANTA RGNL FALCON FLD (F'F'C)

RNP APCH-GPS.

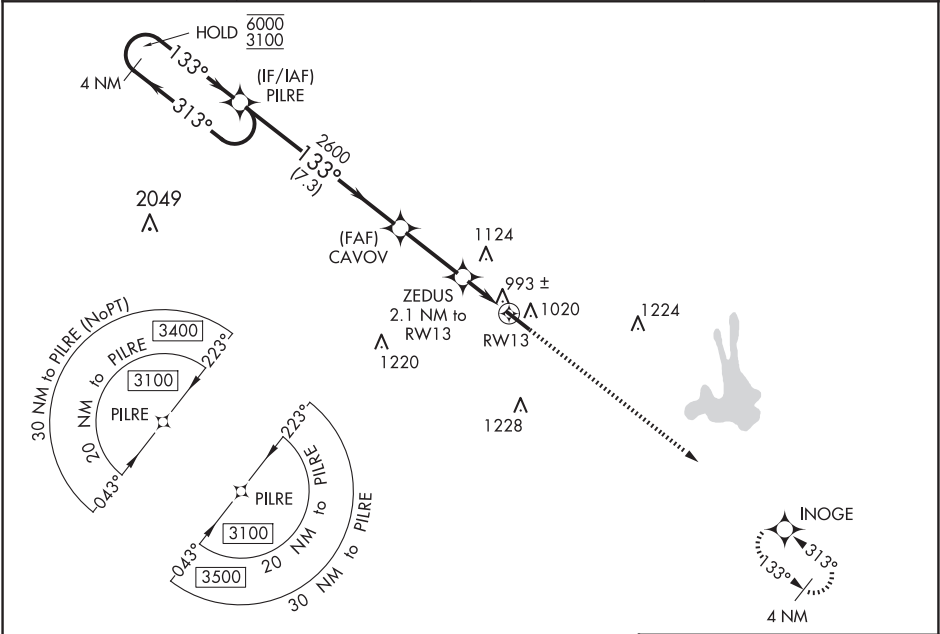
▼

▲

Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct INOGE and hold.

ASOS <b>118.525</b>	ATLANTA APP CON <b>119.8 354.125</b>	CINC DEL <b>119.8</b>	UNICOM <b>123.05</b> (CTAF) <b>0</b>
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident. (VGSI Angle 3.50/TCH 38).

3000 INOGE

6000 3100 313° 133°

GP 3.33° TCH 60

PILRE

CAVOV 2600

ZEDUS 2.1 NM to RW13

1.1 NM to RW13

RW13

7.3 NM 2.8 NM 1 NM 1.1

ELEV 808 **D** TDZE 797

133° to RW13

5769 x 100

REIL Rwy 13 **0**

MIRL Rwy 13-31 **0**

CATEGORY	A	B	C	D
LPV DA	1184-1⅛ 387 (400-1⅛)			
LNAV/VNAV DA	1230-1¼ 433 (500-1¼)			
LNAV MDA	1260-1	463 (500-1)	1260-1⅜ 463 (500-1⅜)	
<b>C</b> CIRCLING	1320-1	512 (600-1)	1440-1¾ 632 (700-1¾)	1540-2¼ 732 (800-2¼)

ATLANTA, GEORGIA  
Amdt 4 04NOV21

33°21'N-84°34'W

ATLANTA RGNL FALCON FLD (F'F'C)  
**RNAV (GPS) RWY 13**

41

ATLANTA, GEORGIA

AL-5932 (FAA)

21336

WAAS CH <b>72706</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Idg TDZE Apt Elev	<b>5118</b> <b>807</b> <b>808</b>
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RNAV (GPS) RWY 31

ATLANTA RGNL FALCON FLD (F'F'C)

RNP APCH.

▼

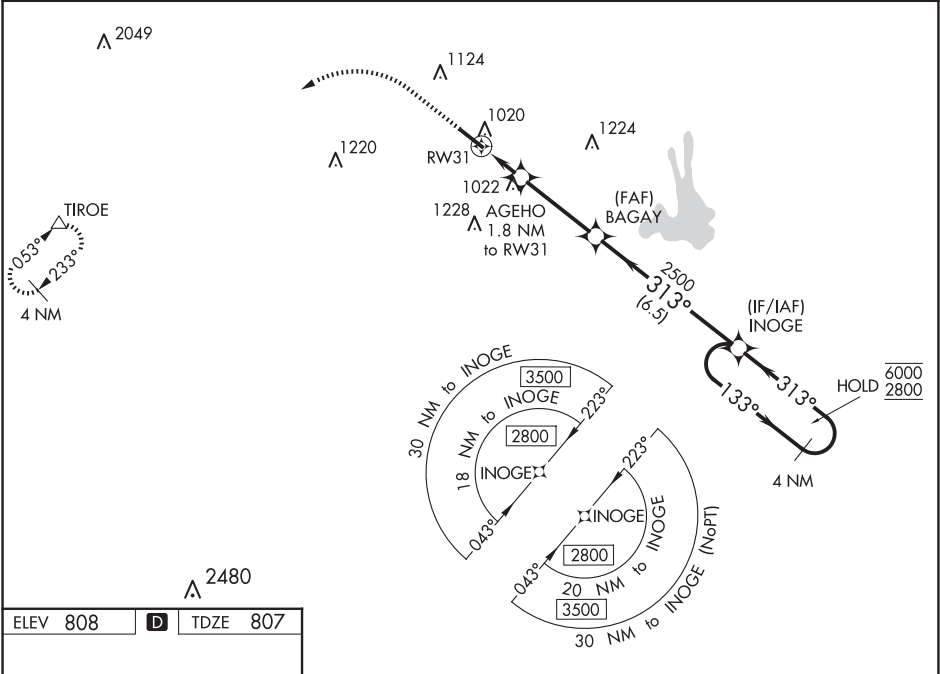
▲

Circling Rwy 13 NA at night. Rwy 31 helicopter visibility reduction below ¼ SM NA. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

ODALS

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct TIROE and hold.

ASOS <b>118.525</b>	ATLANTA APP CON <b>119.8 354.125</b>	CLNC DEL <b>119.8</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV 808

**D**

TDZE 807

1500

3500

TIROE

△

AGEHO 1.8 NM to RW31

BAGAY 2500

INOGE

4 NM Holding Pattern

RW31

1400

313°

133°

6000

2800

GP 3.00° TCH 38

CATEGORY	A	B	C	D
LPV DA	1059-¾		252 (300-¾)	
LNAV/VNAV DA	1188-1		381 (400-1)	
LNAV MDA	1280-¾	473 (500-¾)	1280-1¼	473 (500-1¼)
<b>C</b> CIRCLING	1320-1	512 (600-1)	1440-1¾ 632 (700-1¾)	1540-2¼ 732 (800-2¼)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

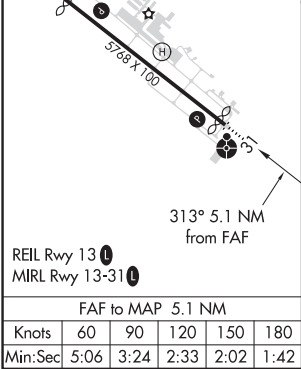
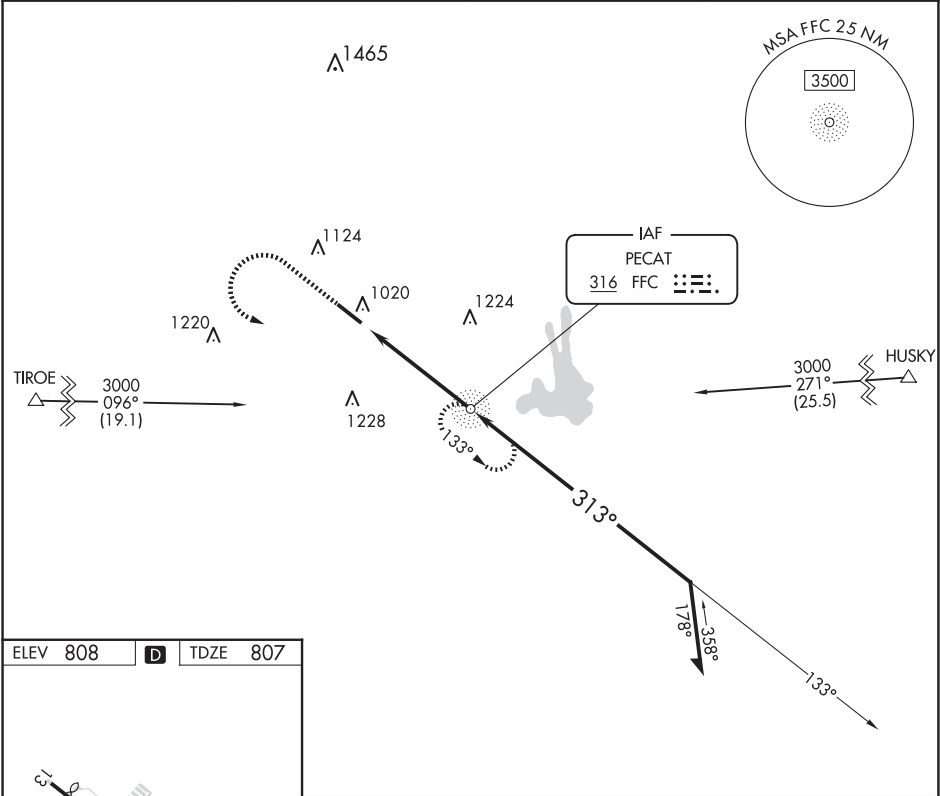
NDB FFC	APP CRS	Rwy Idg
316	313°	5118
	TDZE	807
	Apt Elev	808

NDB RWY 31

ATLANTA RGNL FALCON FLD (F'F'C)

<div><div>⚠ NA</div><div>Circling Rwy 13 NA at night. Rwy 31 helicopter visibility reduction below ¾ SM NA. For Inop ALS, increase Cat C/D visibility to 1½ SM.</div></div>	<div><div>ODALS</div><div></div></div>	<div><div>MISSED APPROACH:</div><div>Climb to 1700 then climbing left turn to 2500 direct FFC NDB and hold.</div></div>
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ASOS 118.525	ATLANTA APP CON 119.8 354.125	CLNC DEL 119.8	UNICOM 123.05 (CTAF)
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1700	2500	FFC		
<div><div>FFC NDB</div><div>Remain within 10 NM</div><div>133°</div><div>2500</div><div>313°</div><div>2500</div><div>3.07°</div><div>TCH 45</div><div>5.1 NM</div></div>				
CATEGORY	A	B	C	D
S-31	1360-¾	553 (600-¾)	1360-1⅓	553 (600-1⅓)
CIRCLING	1360-1	552 (600-1)	1440-1¾	1540-2¼
			632 (700-1¾)	732 (800-2¼)

ATLANTA, GEORGIA

AL-6998 (FAA)

22307

WAAS CH <b>99743</b> <b>W06A</b>	APP CRS <b>060°</b>	Rwy Idg TDZE Apt Elev	<b>5509</b> <b>861</b> <b>882</b>
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RNAV (GPS) RWY 6

ATLANTA SPEEDWAY (HMP)

RNP APCH.

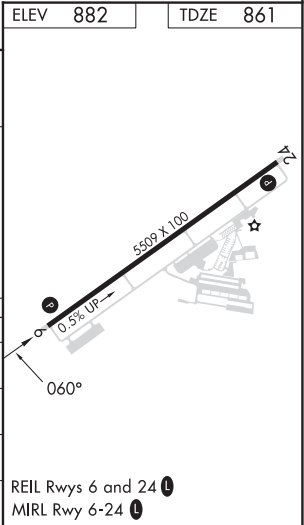
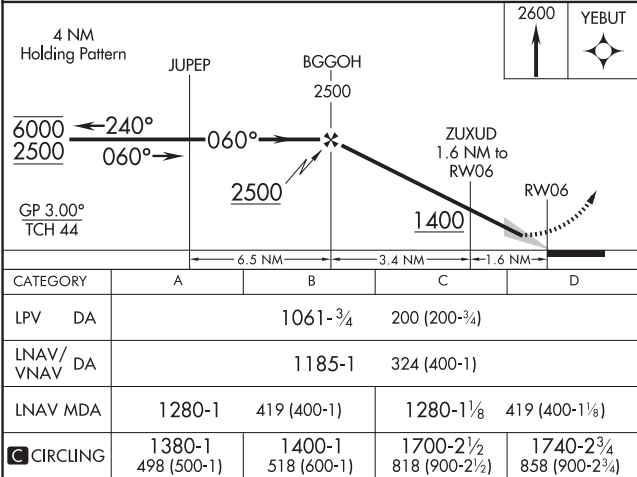
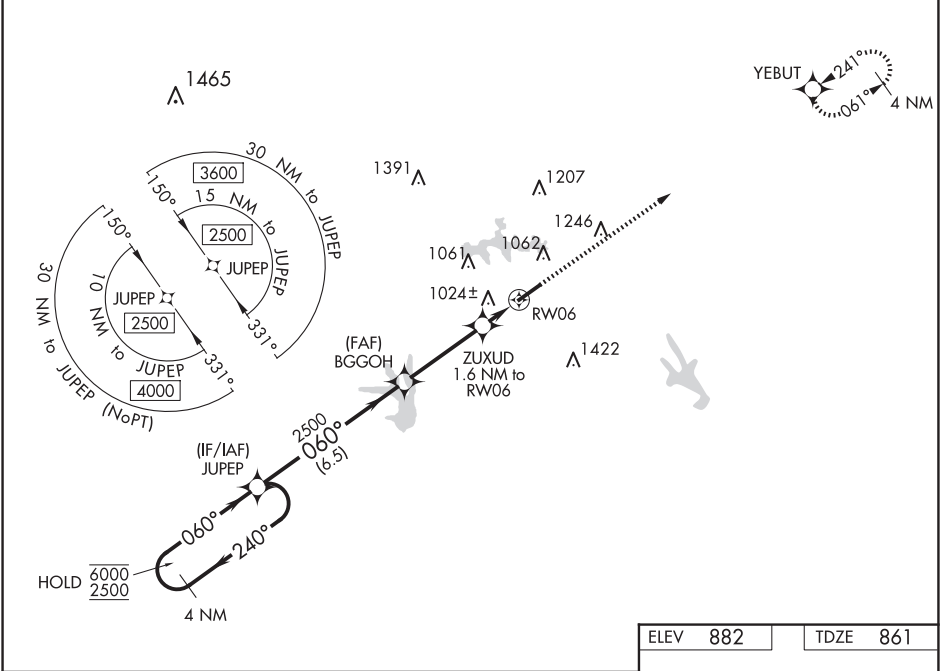
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct YEBUT and hold.

AWOS-3 <b>124.825</b>	ATLANTA APP CON <b>128.575 343.675</b>	CLNC DEL <b>128.575 343.675</b>	UNICOM <b>122.725 (CTAF)</b> ①
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ATLANTA, GEORGIA  
Amdt 3 17JUN21

33°23'N-84°20'W

ATLANTA SPEEDWAY (HMP)

RNAV (GPS) RWY 6

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

22307

WAAS CH <b>58343</b> <b>W24A</b>	APP CRS <b>241°</b>	Rwy Idg <b>5509</b> TDZE <b>882</b> Apt Elev <b>882</b>
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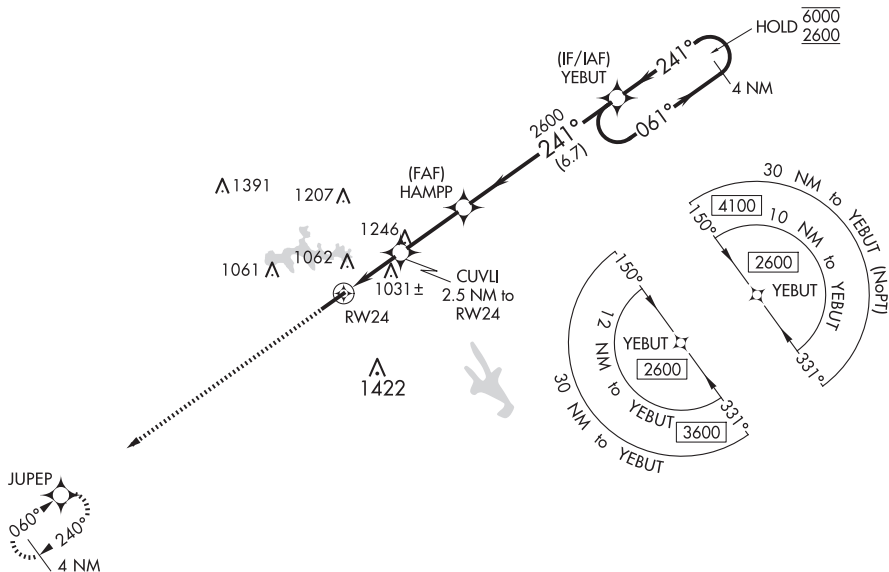
# RNAV (GPS) RWY 24

## ATLANTA SPEEDWAY (HMP)

**T** Rwy 24 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**A** For uncompensated Baro-VNAV systems, LVAV/VNAV NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 2500 direct JUPEP and hold.

AWOS-3 <b>124.825</b>	ATLANTA APP CON <b>128.575 343.675</b>	CLNC DEL <b>128.575 343.675</b>	UNICOM <b>122.725 (CTAF) 0</b>
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ELEV 882		TDZE 882
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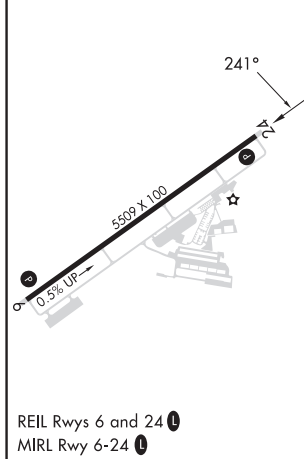


Diagram illustrating the 4 NM Holding Pattern for the 2500 JUPPEP. The pattern is defined by the following segments and turns:

- Initial turn: 1.2 NM to RW24
- Turn: 2.5 NM to CUVLI
- Turn: 1.3 NM to RW24
- Turn: 2.8 NM to HAMPP
- Turn: 6.7 NM to YEBUT
- Final turn: 3.00° TCH 40

The diagram also shows the 241° and 061° headings and the 2600 and 6000 altitudes.

ATLANTA, GEORGIA  
Amdt 3 17JUN21

33°23'N-84°20'W

ATLANTA SPEEDWAY (HMP)  
RNAV (GPS) RWY 24

SE-4, 12 JUN 2025 to 07 AUG 2025

ATLANTA, GEORGIA

AL-6424 (FAA)

22335

LOC/DME I-RYY <b>111.9</b> Chan <b>56</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev	<b>5374</b> <b>1011</b> <b>1040</b>
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# ILS or LOC RWY 27

## COBB COUNTY INTL/MCCOLLUM FLD (RYY)

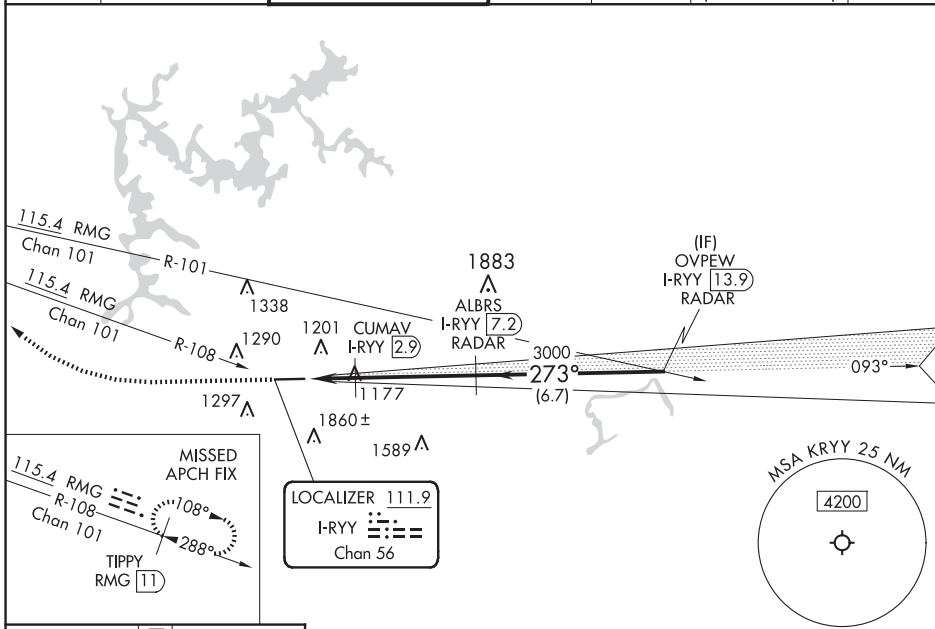
DME required. RADAR required for procedure entry.

**T**  
**A** Inop table does not apply to S-ILS 27.

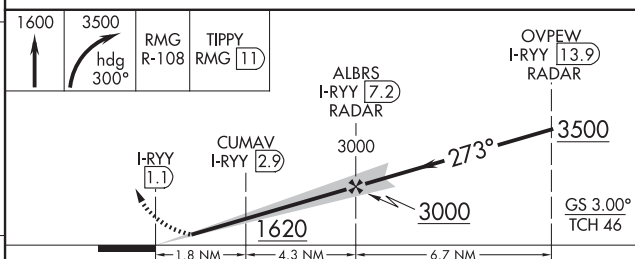
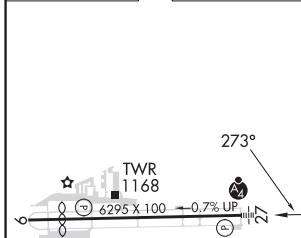
MAISF  
**A**

MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on heading 300° and on RMG VORTAC R-108 to TIPPY/RMG 11 DME and hold.

ATIS <b>128.125</b>	ATLANTA APP CON <b>121.0 268.7</b>	MCCOLLUM TOWER ★ <b>125.9 (CTAF) 0</b>	GND CON <b>119.0</b>	CLNC DEL <b>119.0</b>	CLNC DEL <b>121.0 268.7</b> (When twr closed)	UNICOM <b>122.7</b>
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ELEV 1040	<b>D</b>	TDZE 1011
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CATEGORY	A	B	C	D
S-ILS 27	1211-¾ 200 (200-¾)			
S-LOC 27	1620-¾	609 (600-¾)	1620-1½	609 (600-1½)
<b>C</b> CIRCLING	1800-1	760 (800-1)	2180-3	1140 (1200-3)
CUMAV FIX MINIMUMS				
S-LOC 27	1480-¾	469 (500-¾)	1480-1½	469 (500-1½)
<b>C</b> CIRCLING	1800-1	760 (800-1)	2180-3	1140 (1200-3)

HIRL Rwy 9-27 **0**

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

ATLANTA, GEORGIA

Amdt 6 03NOV22

COBB COUNTY INTL/MCCOLLUM FLD (RYY)

34°01'N-84°36'W

ILS or LOC RWY 27

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

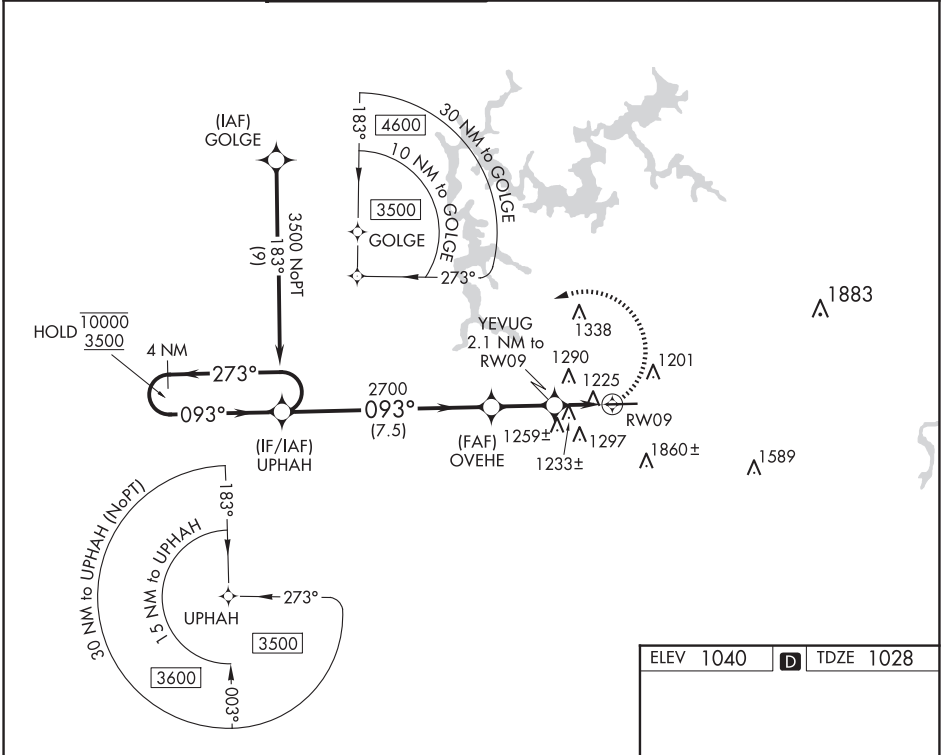


WAAS CH <b>61144</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy ldg TDZE Apt Elev	<b>5233</b> <b>1028</b> <b>1040</b>
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RNAV (GPS) RWY 9

COBB COUNTY INTL/MCCOLLUM FLD (RYY)

RNP APCH-GPS.		MISSED APPROACH: Climbing left turn to 3500 direct UPHAH and hold.			
▼ ▲ Rwy 9 helicopter visibility reduction below 1 SM NA.		ATIS	ATLANTA APP CON	MCCOLLUM TOWER ★	GND CON
		<b>128.125</b>	<b>121.0 268.7</b>	<b>125.9 (CTAF) 0</b>	<b>119.0</b>
				CLNC DEL	CLNC DEL
				<b>119.0</b>	<b>121.0 268.7</b> (When twr closed)
				UNICOM	<b>122.7</b>



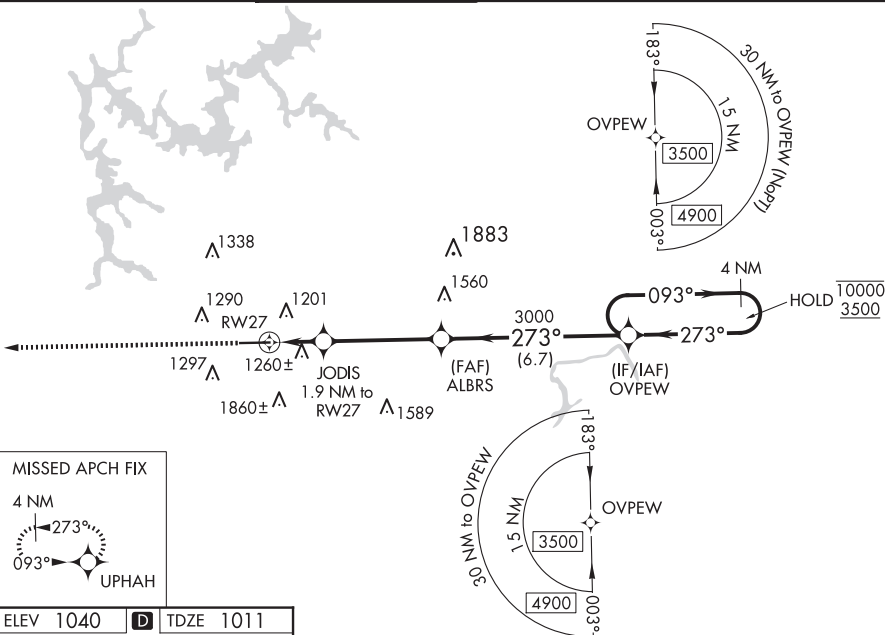
4 NM Holding Pattern UPHAH		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 46).		3500	UPHAH
10000 3500		093°		093°	093°
		2700		1860	RW09
		7.5 NM		2.3 NM	2.1 NM
CATEGORY	A	B	C	D	
LP MDA	1480-1	452 (500-1)	1480-1 $\frac{3}{8}$	452 (500-1 $\frac{3}{8}$ )	
LNAV MDA	1500-1	472 (500-1)	1500-1 $\frac{3}{8}$	472 (500-1 $\frac{3}{8}$ )	
CIRCLING	1800-1	760 (800-1)	2180-3	1140 (1200-3)	

RNAV (GPS) RWY 27  
COBB COUNTY INTL/MCCOLLUM FLD (RYY)

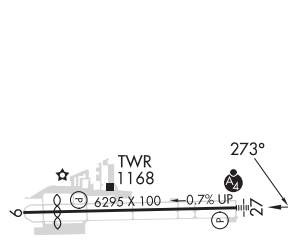
**T** Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, **A** LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C and D visibility to 1<sup>3</sup>/<sub>8</sub> SM.

**MISSED APPROACH:**  
Climb to 3500 direct  
UPHAH and hold.

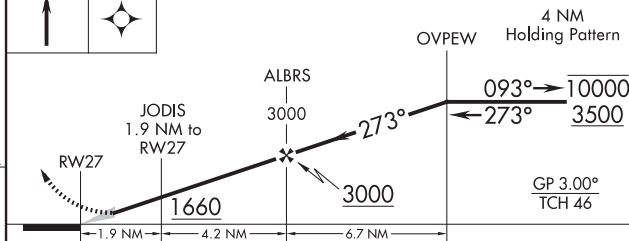
CLNC DEL  
**121.0 268.7**  
(When twr closed)

UNICOM  
122.7

ELEV 1040	<b>D</b>	TDZE 1011
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3500	UPHAH
	



CATEGORY		A	B	C	D
LPV	DA	1211-3/4 200 (200-3/4)			
RNAV/ VNAV	DA	1520-11/4 509 (500-11/4)			
RNAV	MDA	1520-3/4 509 (500-3/4)		1520-11/4 509 (500-11/4)	
<b>C</b> CIRCLING		1800-1 760 (800-1)		2180-3 1140 (1200-3)	

H|RL Rwy 9-27 **L**

ATLANTA, GEORGIA  
Amdt 5A 20MAR25

COBB COUNTY INTL/MCCOLLUM FLD (RYY)

34°01'N-84°36'W

RNAV (GPS) RWY 27

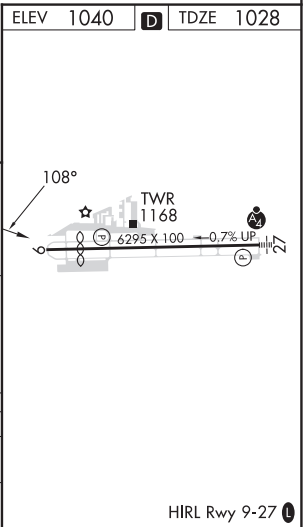
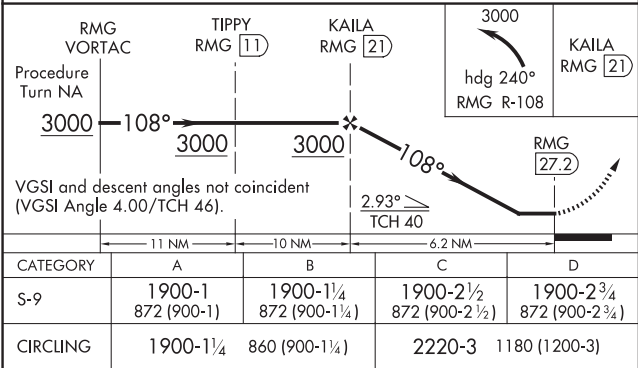
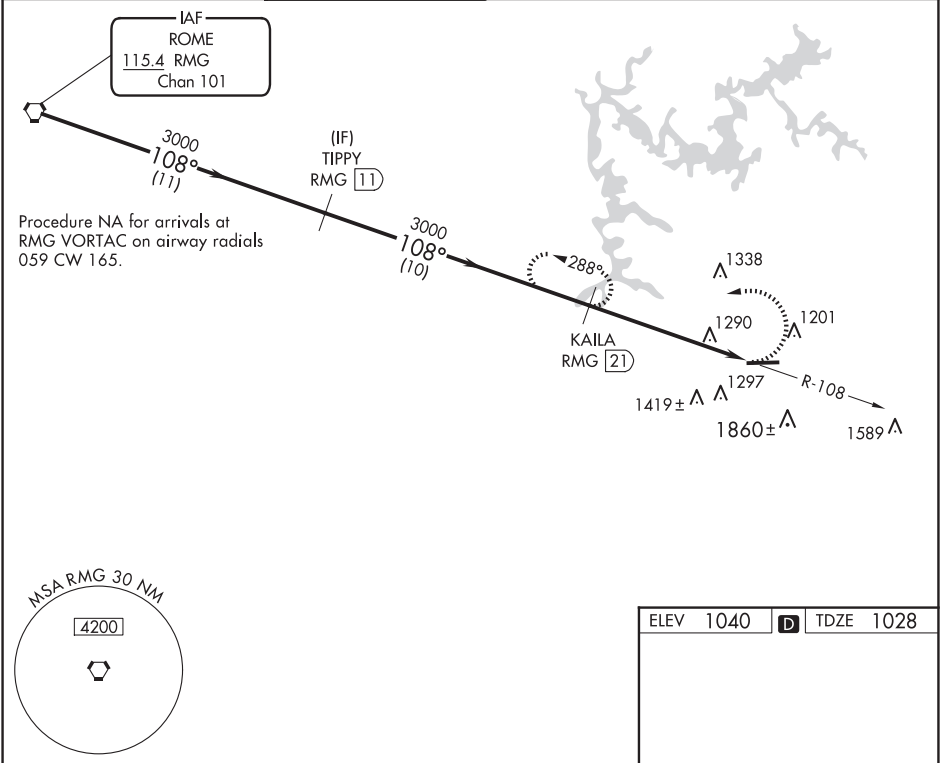
SE-4, 12 JUN 2025 to 07 AUG 2025

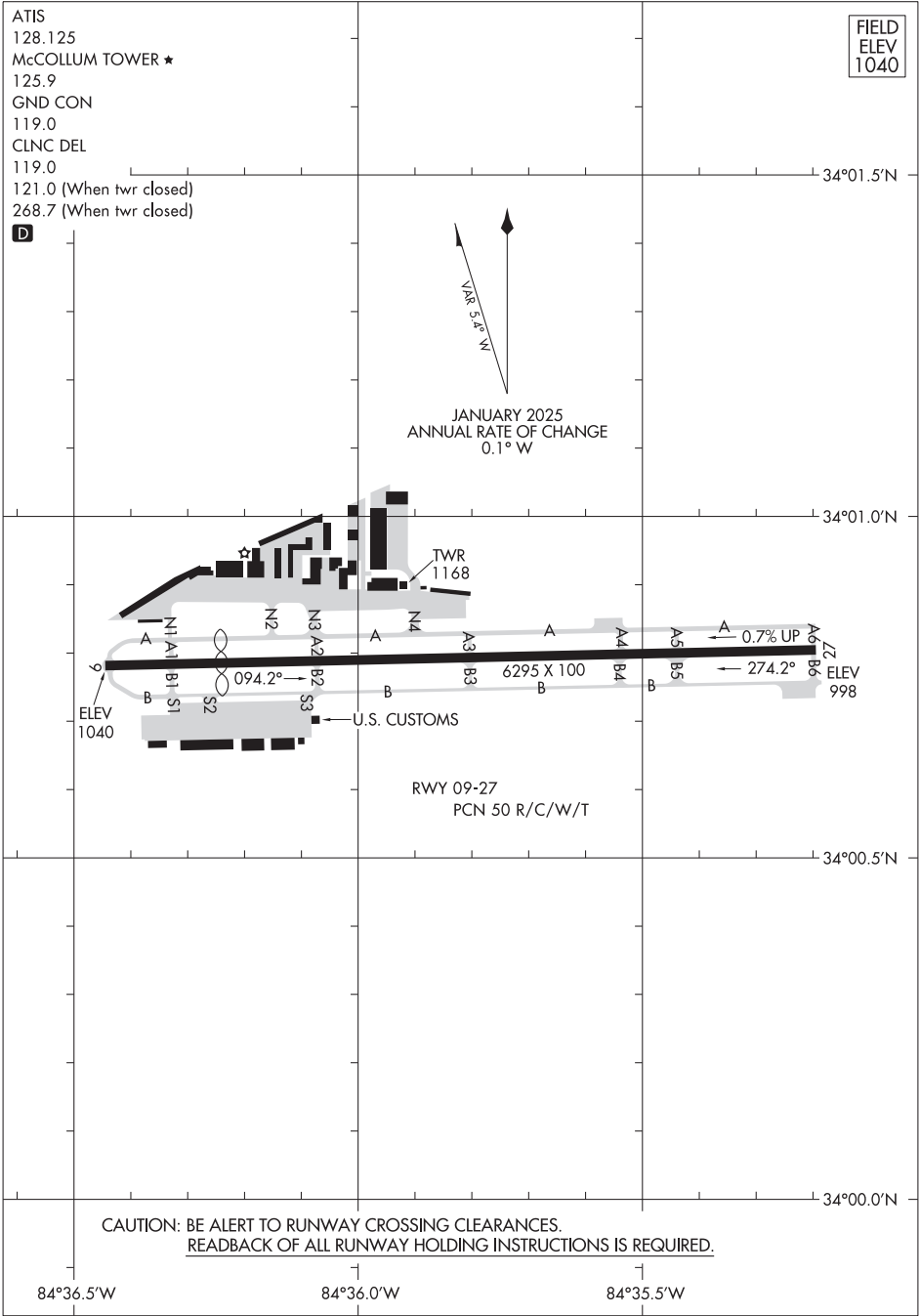
VORTAC RMG	APP CRS	Rwy ldg	5233
115.4	108°	TDZE	1028
Chan 101		Apt Elev	1040

VOR/DME RWY 9

COBB COUNTY INTL/MCCOLLUM FLD (RYY)

<div><div><div></div><div></div></div><div>Rwy 9 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use ATL altimeter setting and increase all MDAs 60 feet and S-9 Cat A/C/D visibilities ¼ mile.</div></div>				MISSED APPROACH: Climbing left turn to 3000 via heading 240° and RMG R-108 to KAILA/21 DME and hold.			
ATIS	ATLANTA APP CON		MCCOLLUM TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
128.125	121.0 268.7		125.9 (CTAF) 0	119.0	119.0	121.0 268.7 (When twr closed)	122.7



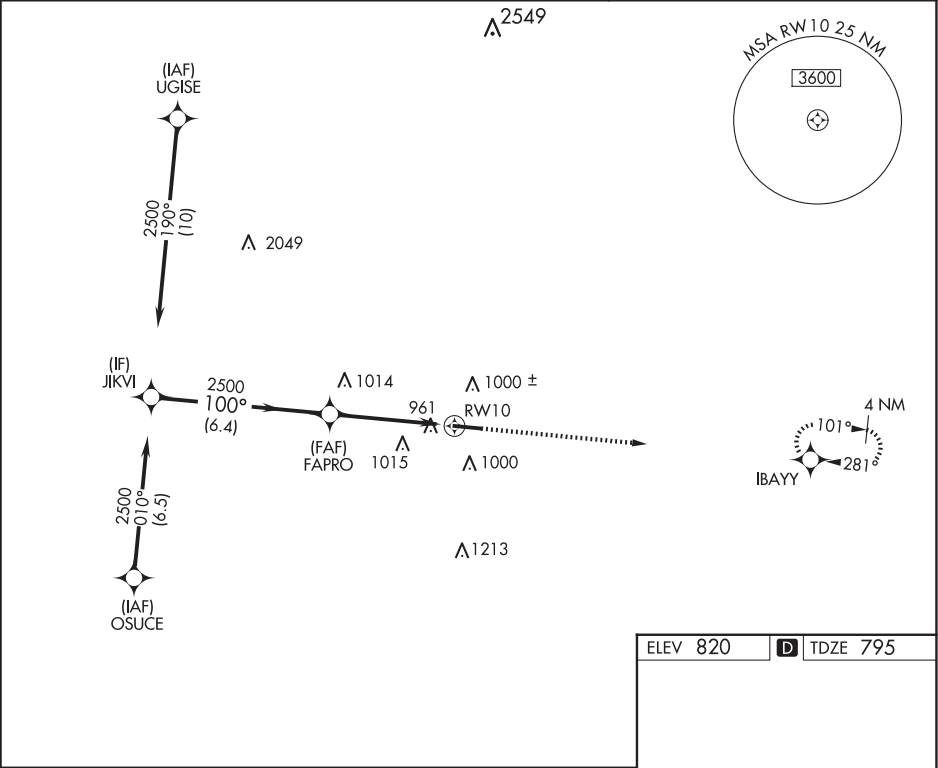


WAAS CH <b>53743</b> <b>W10A</b>	APP CRS <b>100°</b>	Rwy ldg TDZE <b>5800</b> Apt Elev <b>795</b> <b>820</b>
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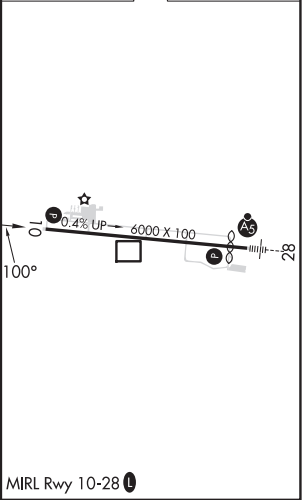
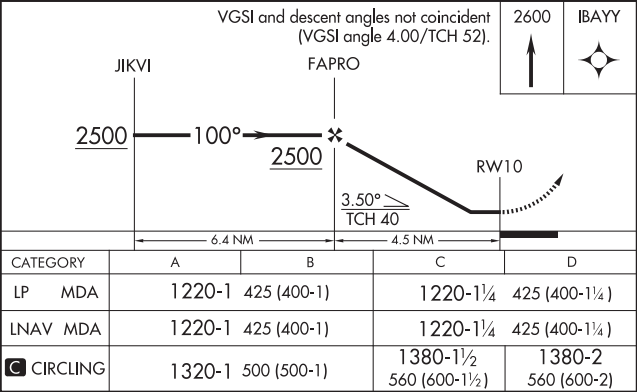
RNAV (GPS) RWY 10

COVINGTON MUNI (CVC)

RNP APCH. ▼ ▲ Rwy 10 helicopter visibility reduction below 1 SM NA. Rwy 10 Straight-in and Circling minimums NA at night.		MISSED APPROACH: Climb to 2600 direct IBAYY and hold.
AWOS-3 <b>118.725</b>	ATLANTA APP CON <b>128.575 343.675</b>	UNICOM <b>123.0 (CTAF) 0</b>



ELEV 820	D	TDZE 795
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WAAS CH <b>72710</b> <b>W28A</b>	APP CRS <b>281°</b>	Rwy Idg <b>5500</b> TDZE <b>810</b> Apt Elev <b>820</b>
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RNAV (GPS) RWY 28  
COVINGTON MUNI (CVC)

**T** Circling Rwy 10 NA at night. Rwy 28 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-16^{\circ}\text{C}$  or above  $54^{\circ}\text{C}$ . For inop ALS, increase LNAV Cat C/D visibility to  $1\frac{3}{8}$  SM.

MALSR  
A5

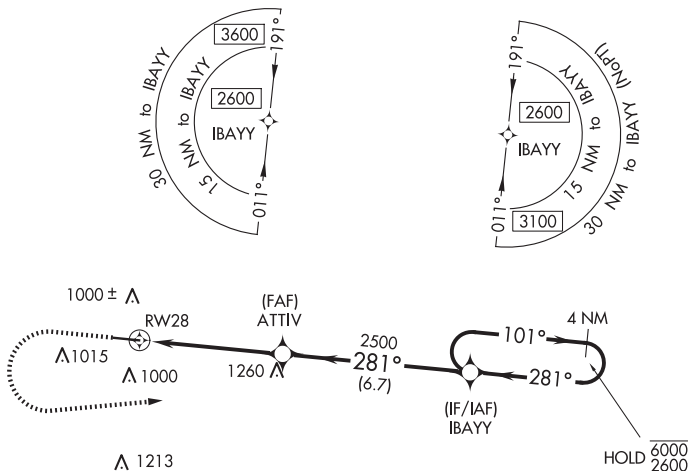
**MISSED APPROACH:** Climb to 1300 then climbing left turn to 2600 direct IBAYY and hold.

AWOS-3  
118.725

ATLANTA APP CON  
128.575 343.675

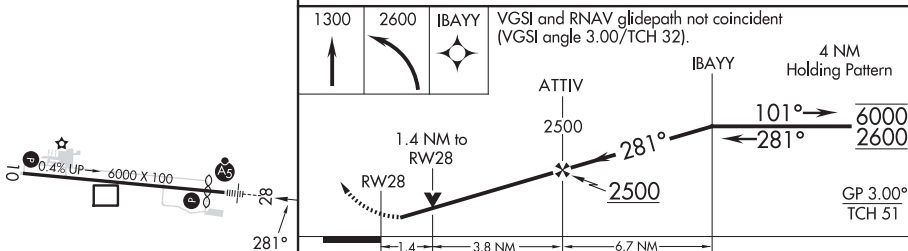
UNICOM  
123.0 (CTAF) **L**

A 2049



SE-4, 12 JUN 2025 to 07 AUG 2025

ELEV 820	<b>D</b>	TDZE 810
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CATEGORY		A	B	C	D
LPV	DA	1078-7/8		268 (300-7/8)	
LNAV/ VNAV	DA	1243-7/8		433 (500-7/8)	
LNAV	MDA	1280-1		470 (500-1)	
<b>C</b> CIRCLING		1320-1 500 (500-1)		1380-1½ 560 (600-1½)	1380-2 560 (600-2)

MIRL Rwy 10-28 **L**

ATLANTA, GEORGIA  
Amdt 2A 11JUL24

33°38'N-83°51'W

COVINGTON MUNI (CVC)  
RNAV (GPS) RWY 28

LOC I-PDK <b>111.1</b>	APP CRS <b>206°</b>	Rwy Idg <b>4996</b> TDZE <b>991</b> Apt Elev <b>998</b>
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ILS or LOC RWY 21L

DEKALB-PEACHTREE (PDK)

RADAR required for procedure entry. DME or RADAR required.

⚠

Circling Rwy 16, 34 NA at night. DME from PDK VOR/DME. Simultaneous reception of I-PDK and PDK DME required. Rwy 21L helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 21L Cat A/B visibility to RVR 5500.

MALSF

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 on heading 008° and RMG VORTAC R-092 to BAPPY/RMG 34.7 DME and hold.

ATIS <b>128.4</b>	ATLANTA APP CON <b>126.975 239.275</b>	PEACHTREE TOWER ★ <b>120.9 (CTAF) 281.5</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.2</b>	CLNC DEL <b>120.9</b> (When twr closed)	UNICOM <b>122.95</b>	<b>120.0</b>
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ELEV 998

**D**

TDZE 991

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

1600	4000	RMG R-092	BAPPY	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 55).
		hdg 008°		AABEE PDK 12.3 RADAR
Glide slope unusable for coupled approach below 1900.				One Minute Holding Pattern
<div>1.5 NM4.3 NM6.1 NM</div>				
CATEGORY	A	B	C	D
S-ILS 21L	1330/40 339 (400-¾)			
S-LOC 21L	1520/40 529 (600-¾)		1520-1¼ 529 (600-1¼)	
<input checked="" type="checkbox"/> CIRCLING	1520-1 522 (600-1)		1840-2½ 842 (900-2½) 2060-3 1062 (1100-3)	

ATLANTA, GEORGIA

Amtd 9 07OCT21

33°53'N-84°18'W

53

DEKALB-PEACHTREE (PDK)

ILS or LOC RWY 21L

ATLANTA, GEORGIA

AL-469 (FAA)

24361

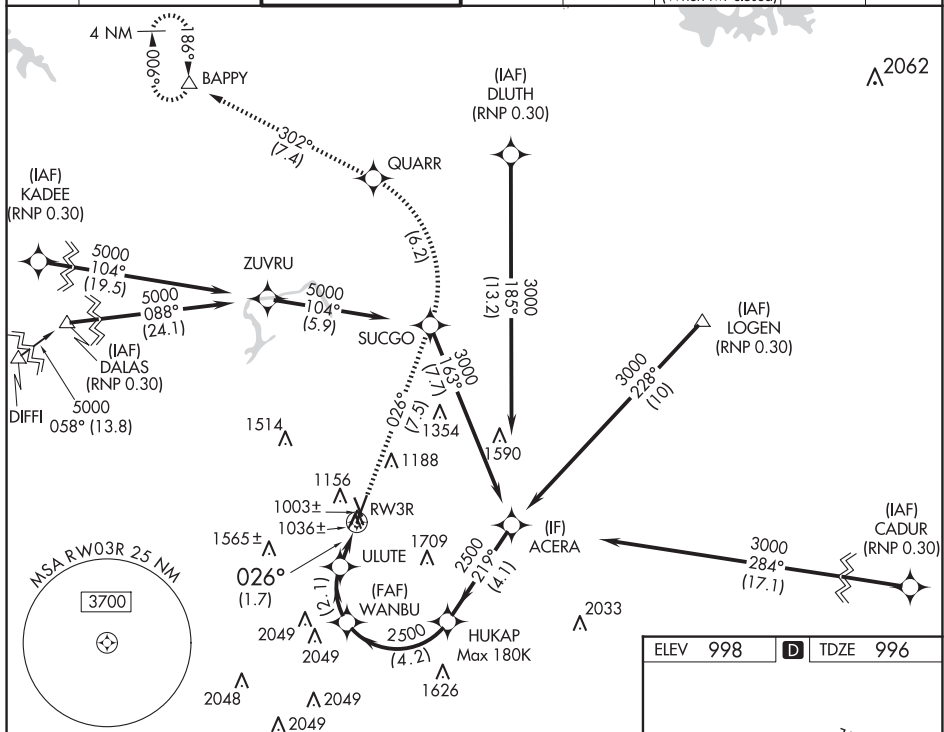
APP CRS	Rwy Idg	<b>5411</b>
<b>026°</b>	TDZE	<b>996</b>
	Apt Elev	<b>998</b>

# RNAV (RNP) RWY 3R

## DEKALB-PEACHTREE (PDK)

<p><b>⚠</b> For uncompensated Baro-VNAV systems, procedure NA below 1°C (33°F) or above 45°C (114°F). RF required. GPS required.</p>	<p>MISSED APPROACH: Climb to 4000 on track 026° to SUCGO then left turn to QUARR then on track 302° to BAPPY and hold.</p>
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ATIS <b>128.4</b>	ATLANTA APP CON <b>126.975 239.275</b>	PEACHTREE TOWER ★ <b>120.9(CTAF) 281.5</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.2</b>	CLNC DEL <b>120.9</b> (When twr closed)	UNICOM <b>122.95</b>	<b>120.0</b>
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	4000	SUCGO	QUARR	BAPPY
	tr 026°		tr 302°	△
ACERA	HUKAP Max 180K	WANBU	ULUTE	RW03R
3000	2500	2500	1701	026°
GP 3.60°				TCH 55
	4.1 NM	4.2 NM	2.1 NM	1.7 NM
CATEGORY	A	B	C	D
RNP 0.10 DA	1334-1	338 (400-1)		NA
RNP 0.30 DA	1441-1 3/8	445 (500-1 3/8)		NA
<b>AUTHORIZATION REQUIRED</b>				

ATLANTA, GEORGIA

Amdt 2A 30APR15

33°53'N-84°18'W

DEKALB-PEACHTREE (PDK)

# RNAV (RNP) RWY 3R

HIRL Rwy 3R-21L

MIRL Rwy 16-34 and 3L-21R

REIL Rwy 3R

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



APP CRS	Rwy Idg	4996
206°	TDZE	991
	Apt Elev	998

RNAV (RNP) Z RWY 21L

DEKALB-PEACHTREE (PDK)

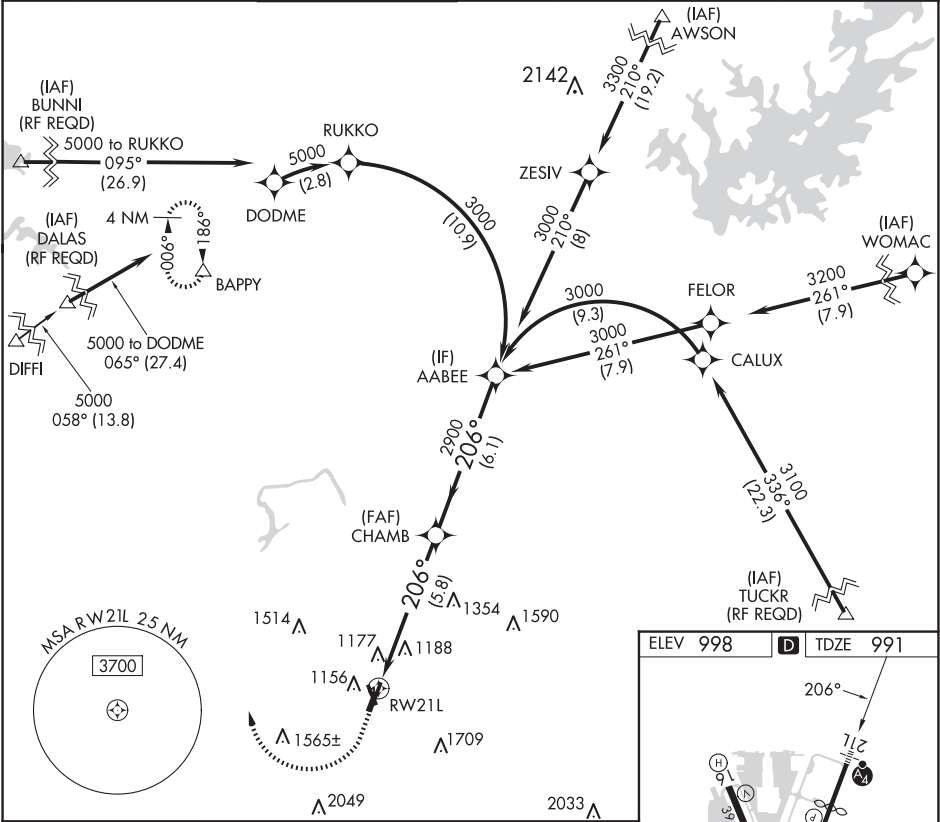
⚠

For uncompensated Baro-VNAV systems, procedure NA below 1°C (37°F) or above 54°C (130°F). For inop MALSF, increase RNP 0.30 all Cats visibility to 1¾. GPS required.

MALSF

MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 direct BAPPY and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9(CTAF) 281.5	121.6	125.2	120.9 (When twr closed)	122.95	120.0



1800

4000

BAPPY

RW21L

CHAMB

AABEE

2900

3000

GP 3.00°

TCH 58

5.8 NM

6.1 NM

CATEGORY	A	B	C	D
RNP 0.30 DA		1502-1¾	511 (600-1¾)	

AUTHORIZATION REQUIRED

ELEV 998

D

TDZE 991

HIRL Rwy 3R-21L

MIRL Rwy 16-34 and 3L-21R

REIL Rwy 3R

ATLANTA, GEORGIA


AL-469 (FAA)

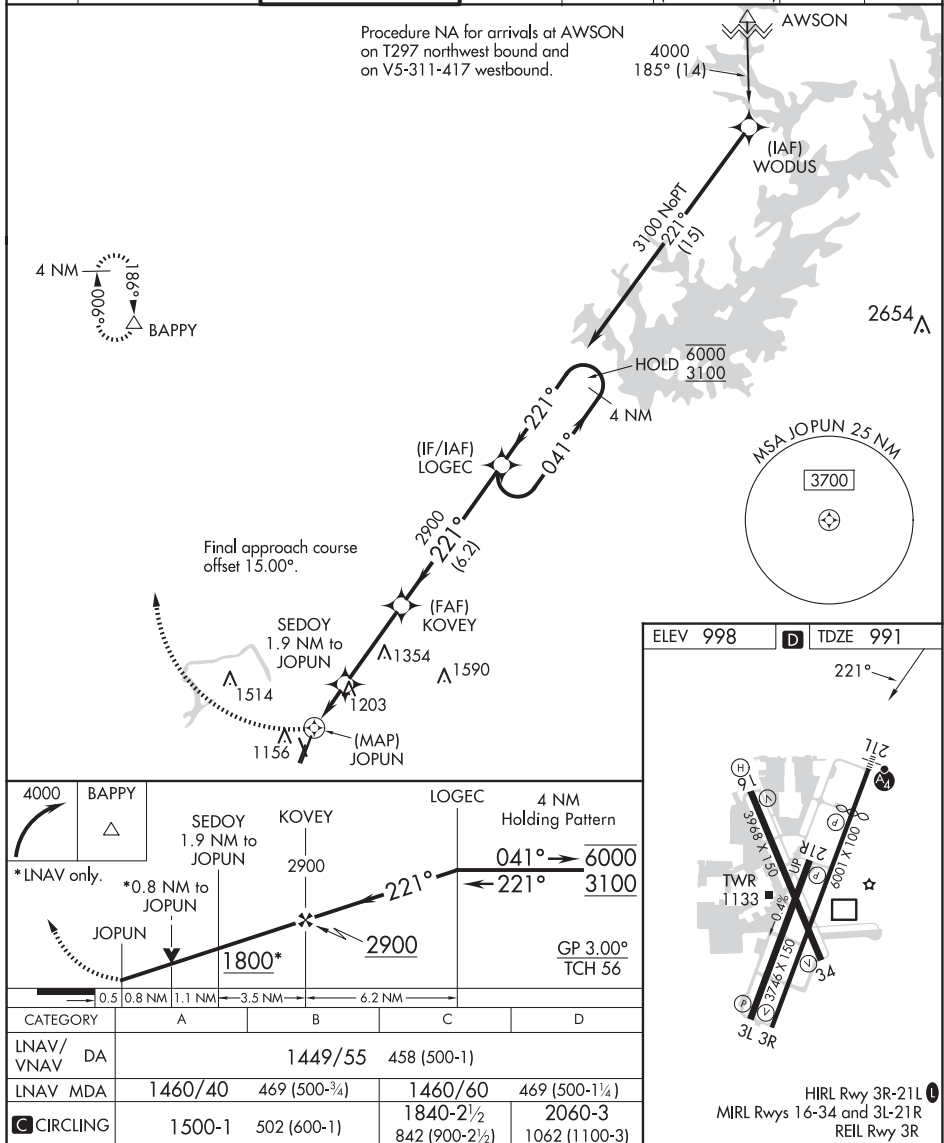
24361

APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	<b>4996</b> <b>991</b> <b>998</b>
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# RNAV (GPS) Y RWY 21L

## DEKALB-PEACHTREE (PDK)

RNP APCH.				<div>MALSF</div> <div></div>	<div>MISSED APPROACH:</div> <div>Climbing right turn to 4000 direct BAPPY and hold.</div>		
<div><div><div><div>⚠</div><div>Circling Rwy 16, 34 NA at night. Rwy 21L helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat A/B visibility to RVR 5500.</div></div></div></div>							
<div>ATIS</div> <div>128.4</div>	<div>ATLANTA APP CON</div> <div>126.975 239.275</div>	<div>PEACHTREE TOWER★</div> <div>120.9 (CTAF) 281.5</div>	<div>GND CON</div> <div>121.6</div>	<div>CLNC DEL</div> <div>125.2</div>	<div>CLNC DEL</div> <div>120.9</div> <div>(When twr closed)</div>	<div>UNICOM</div> <div>122.95</div>	<div>120.00</div>



ATLANTA, GEORGIA

Amdt 2 07OCT21

33°53'N-84°18'W

# RNAV (GPS) Y RWY 21L

## DEKALB-PEACHTREE (PDK)

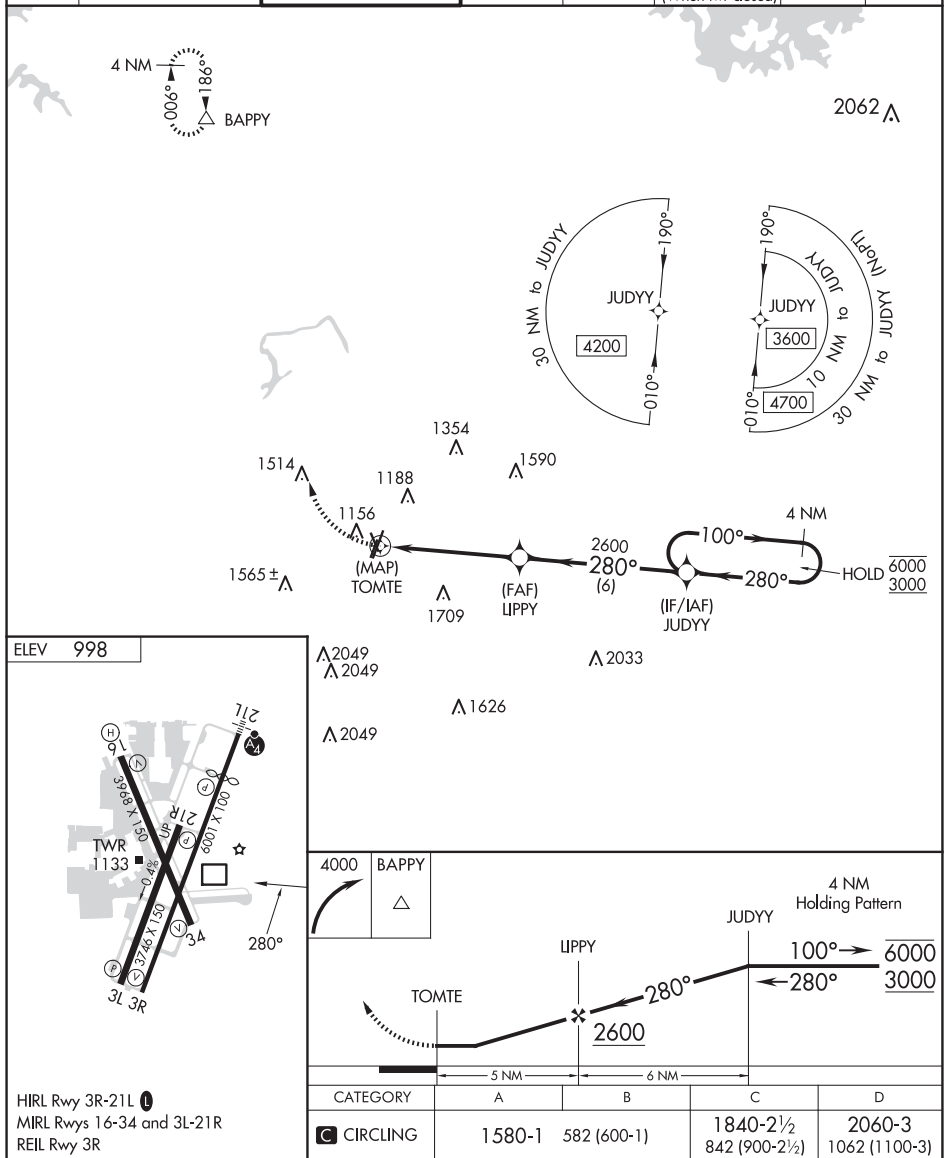
SE-4, 12 JUN 2025 to 07 AUG 2025

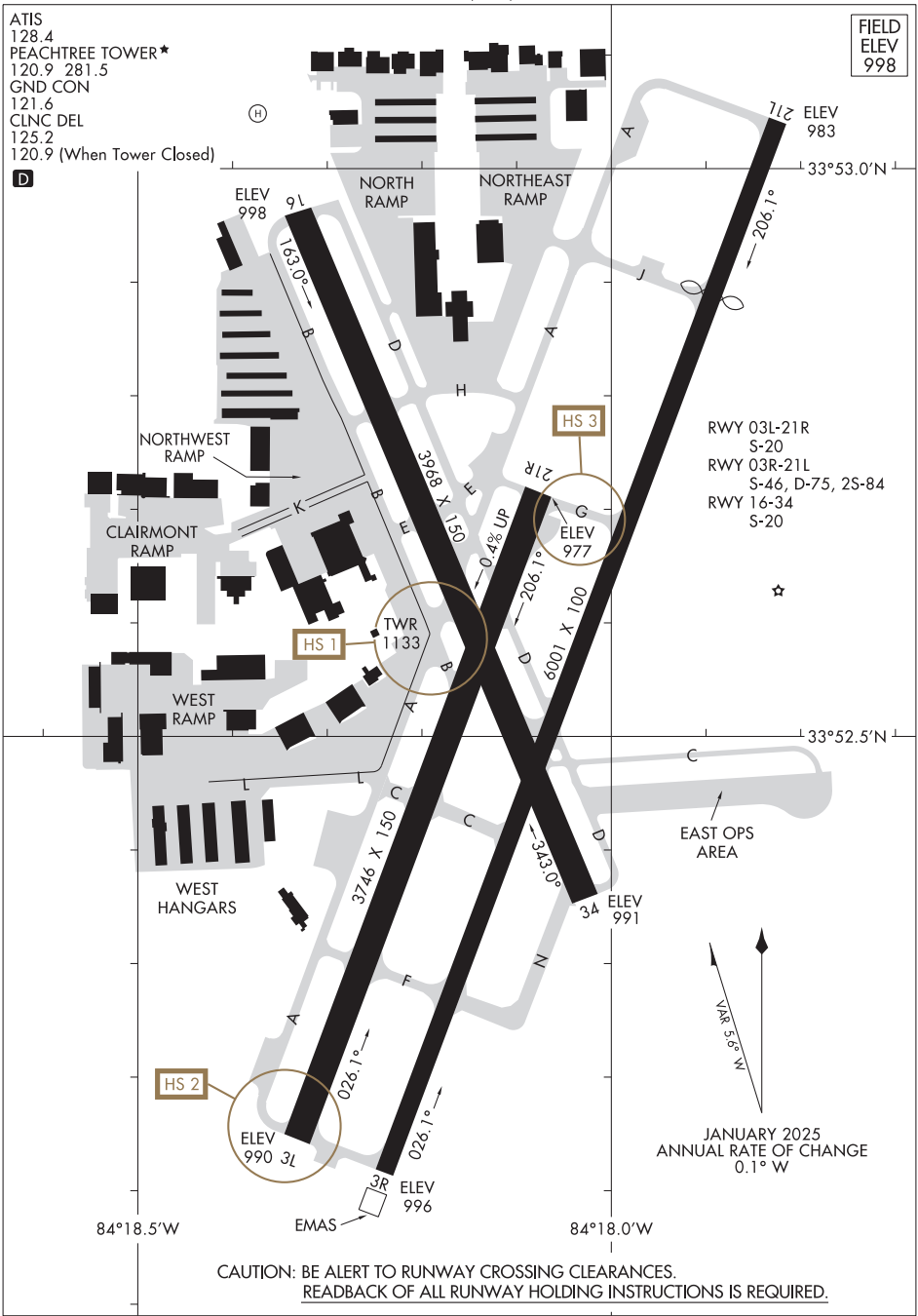
SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>998</b>
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RNAV (GPS)-A  
DEKALB-PEACHTREE (PDK)

RNP APCH.			MISSED APPROACH: Climbing right turn to 4000 direct BAPPY and hold.				
V A Circling Rwy 16, 34 NA at night.							
ATIS 128.4	ATLANTA APP CON 126.975 239.275	PEACHTREE TOWER★ 120.9(CTAF) 281.5	GND CON 121.6	CLNC DEL 125.2	CLNC DEL 120.9 (When twr closed)	UNICOM 122.95	120.0





SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-FTY	APP CRS	Rwy Idg	5797
109.1	085°	TDZE	808
		Apt Elev	841

ILS or LOC RWY 8

FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)

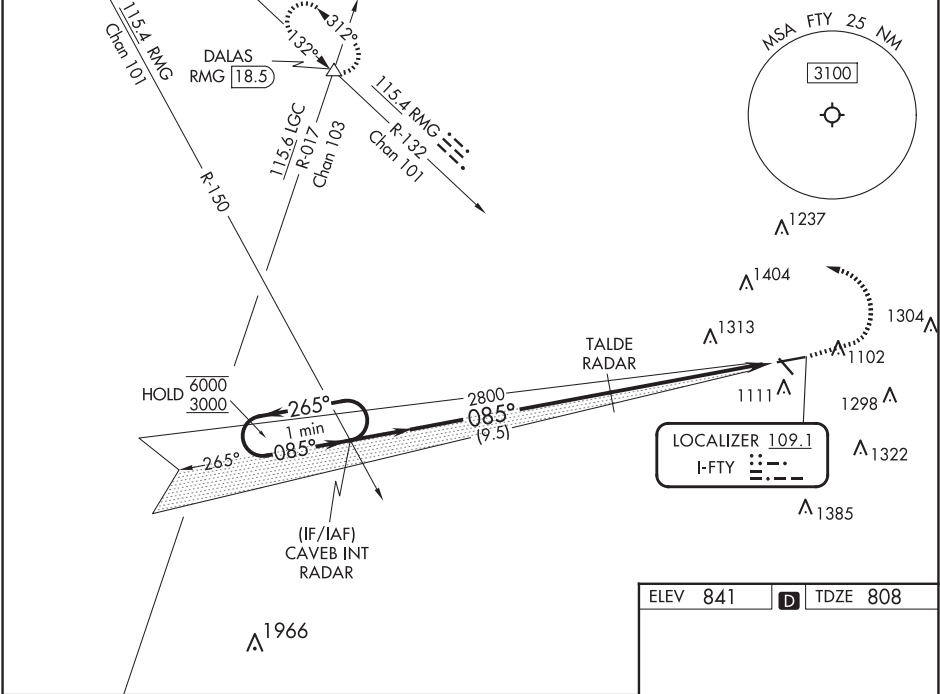
RADAR required to define TALDE.  
RADAR required for procedure entry.

⚠ Circling Rwy 14, 32 NA at night. Rwy 8 helicopter visibility reduction below ¾ SM NA.  
⚠ For inop ALS, increase S-LOC 8 Cat A visibility to 1 SM, Cat C/D visibility to 2½ SM.  
Ridge with trees to 1299' MSL between FAF and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 on heading 290° and RMG R-132 to DALAS INT/ RMG VORTAC 18.5 DME and hold.

ATIS	ATLANTA APP CON	FULTON COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6



One Minute Holding Pattern

CAVEB INT RADAR

1800

4000

hdg 290°

RMG R-132

DALAS

TALDE RADAR

\*LOC only.

GS 3.00°

TCH 63

9.5 NM

6.1 NM

ELEV 841

TDZE 808

CATEGORY	A	B	C	D
S-ILS 8	1058-½ 250 (300-½)			
S-LOC 8	1640-¾ 832 (800-¾)	1640-1⅞ 832 (800-1⅞)		
CIRCLING	1640-1 799 (800-1)	1640-1¼ 799 (800-1¼)	1740-2¾ 899 (900-2¾)	1740-3 899 (900-3)

HIRL Rwy 8-26

REIL Rws 14, 26

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

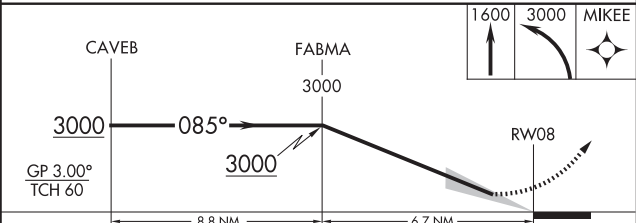
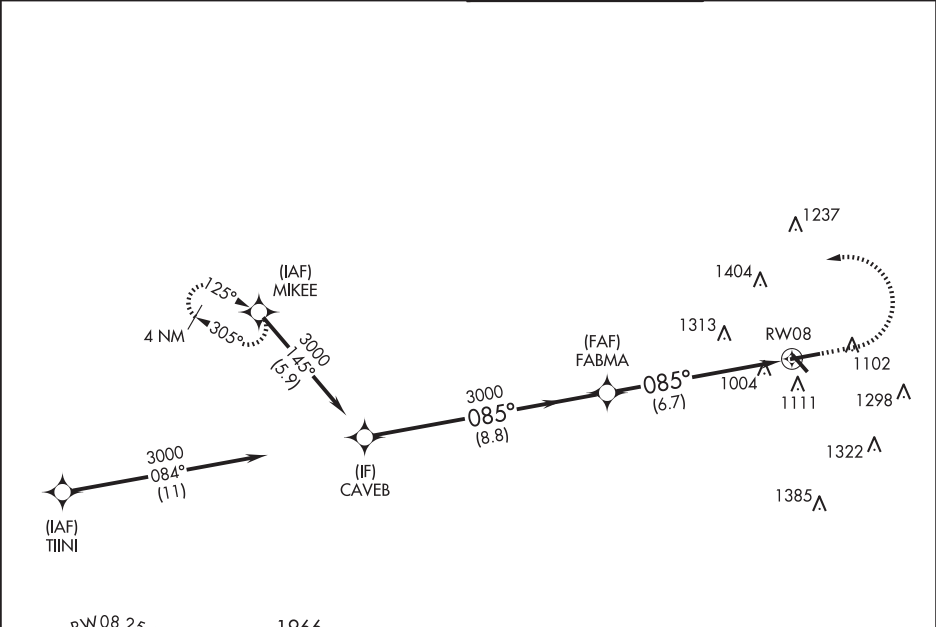
APP CRS	Rwy Idg	5797
085°	TDZE	808
	Apt Elev	841

RNAV (RNP) Z RWY 8

FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)

RNP AR APCH.	MALSR	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct MIKEE and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. Ridge with trees to 1299' MSL between FAF and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.		

ATIS 120.175	ATLANTA APP CON 121.0 268.7	FULTON COUNTY TOWER 118.45 257.8	GND CON 121.7 348.6
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CATEGORY	A	B	C	D
RNP 0.30 DA		1401-1¼	593 (600-1¼)	

AUTHORIZATION REQUIRED

ELEV 841 TDZE 808

HIRL Rwy 8-26  
REIL Rws 14, 26

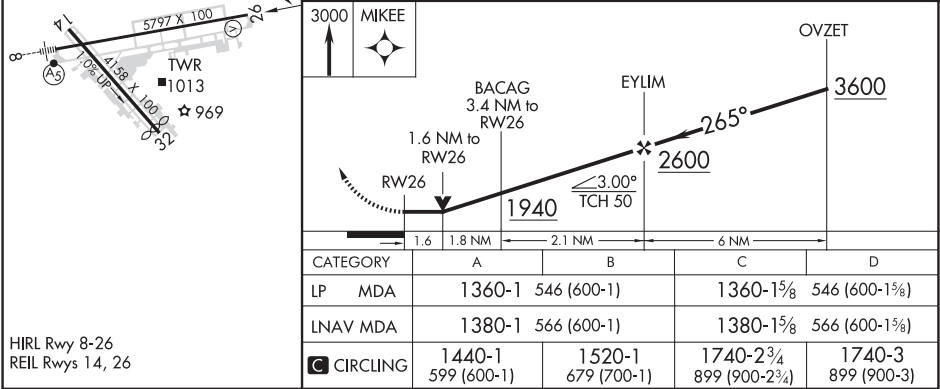
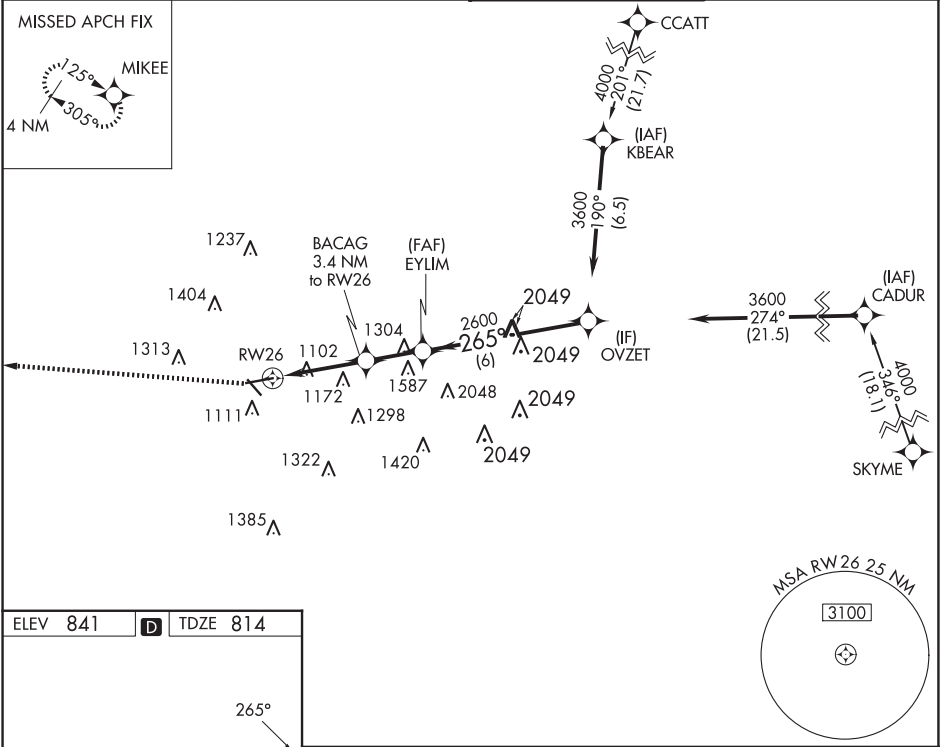
WAAS CH <b>65930</b> <b>W26A</b>	APP CRS <b>265°</b>	Rwy Idg TDZE Apt Elev	<b>5797</b> <b>814</b> <b>841</b>
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RNAV (GPS) RWY 26

FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct MIKEE and hold.
<div><div></div><div>Circling Rwy 14, 32 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA.</div></div>	

ATIS <b>120.175</b>	ATLANTA APP CON <b>121.0 268.7</b>	FULTON COUNTY TOWER <b>118.45 257.8</b>	GND CON <b>121.7 348.6</b>
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ATLANTA, GEORGIA


AL-745 (FAA)

24193

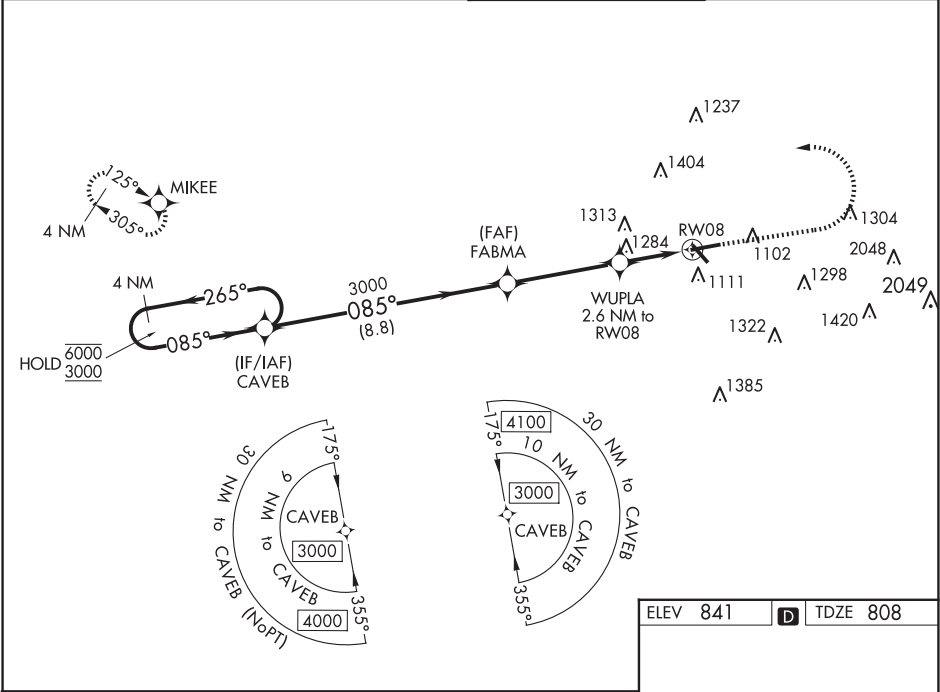
WAAS CH <b>65804</b> <b>W08A</b>	APP CRS <b>085°</b>	Rwy ldg TDZE Apt Elev <b>5797</b> <b>808</b> <b>841</b>
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# RNAV (GPS) Y RWY 8

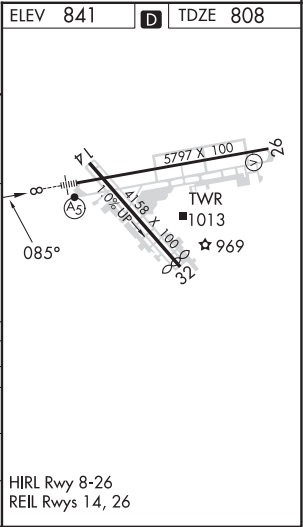
FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)

RNP APCH. ⚠ Circling Rwy 14, 32 NA at night. Rwy 8 helicopter visibility reduction below $\frac{3}{4}$ SM NA. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below $-11^{\circ}\text{C}$ or above $54^{\circ}\text{C}$ . For inop ALS, increase LNAV/VNAV all Cats visibility to $2\frac{1}{2}$ SM and LNAV Cat C/D to 2 SM. Ridge with trees to 1299' MSL between FAF and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.	MALSR 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct MIKEE and hold.
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ATIS <b>120.175</b>	ATLANTA APP CON <b>121.0 268.7</b>	FULTON COUNTY TOWER <b>118.45 257.8</b>	GND CON <b>121.7 348.6</b>
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4 NM Holding Pattern		CAVEB	FABMA	WUPLA	MIKEE
6000 3000		3000	3000	2.6 NM to RWY08	1600 3000
GP 3.00 TCH 60		3000	*1700	*2.1 NM to RWY08	*LNAV only
8.8 NM		4.1 NM	0.5	2.1 NM	
CATEGORY	A	B	C	D	
LPV DA		1058- $\frac{1}{2}$	250 (300- $\frac{1}{2}$ )		
LNAV/VNAV DA		1637-1 $\frac{7}{8}$	829 (800-1 $\frac{7}{8}$ )		
LNAV MDA	1540- $\frac{1}{2}$	732 (700- $\frac{1}{2}$ )	1540-1 $\frac{5}{8}$	732 (700-1 $\frac{5}{8}$ )	
CIRCLING	1540-1	699 (700-1)	1740-2 $\frac{3}{4}$ 899 (900-2 $\frac{3}{4}$ )	1740-3 899 (900-3)	



ATLANTA, GEORGIA  
Amdt 2 30JAN20

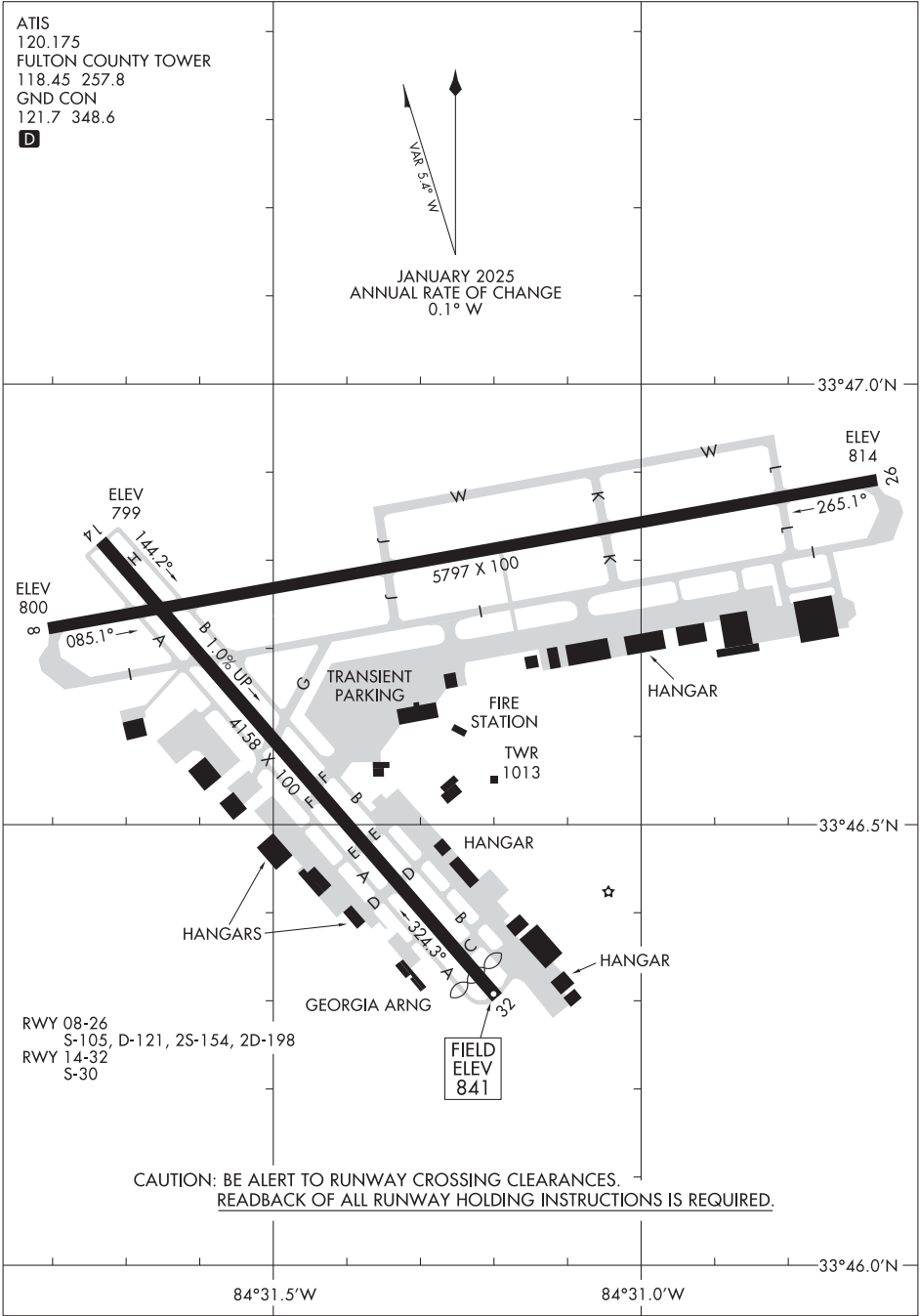
FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)  
33°47'N-84°31'W

# RNAV (GPS) Y RWY 8

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025





SE-4, 12 JUN 2025 to 07 AUG 2025

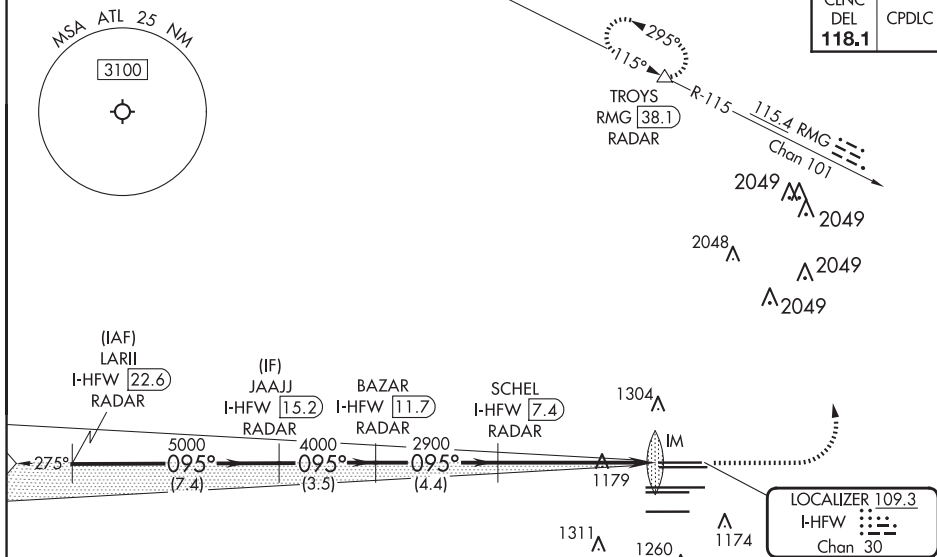
SE-4, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 8L  
HARTSFIELD/JACKSON ATLANTA INTL (ATTN)

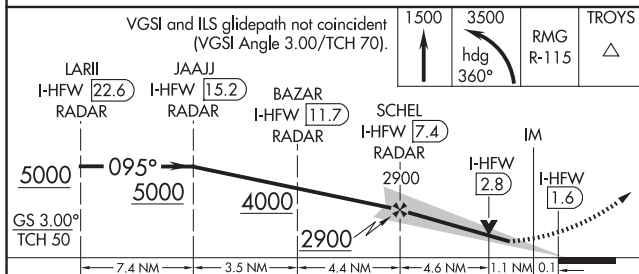
Rwy 8L  
ALSF-2

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3500 on heading 360° and RMG VORTAC R-115 to TROYS/RMG 38.1 DME/RADAR and hold.

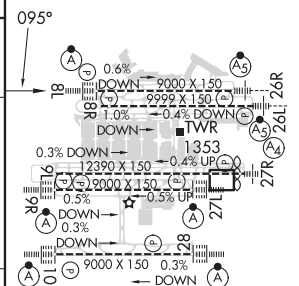
CLNC DEL <b>118.1</b>	CPDLC
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ELEV 1026	<b>D</b>	TDZE 8L 1015 TDZE 8R 1024
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CATEGORY	A	B	C	D
S-ILS 8L	1215/18 200 (200-½)			
S-LOC 8L	1460/24	445 (500-½)	1460/45	445 (500-¾)
SIDESTEP 8R	1460/55	436 (500-1)	1460-1½ 436 (500-1½)	1460-2 436 (500-2)



HIRL all Rwys  
TDZ/CL Rwys 8L,  
9R, 10, 26R, 27L and 28

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS or LOC RWY 8L

SE-4, 12 JUN 2025 to 07 AUG 2025

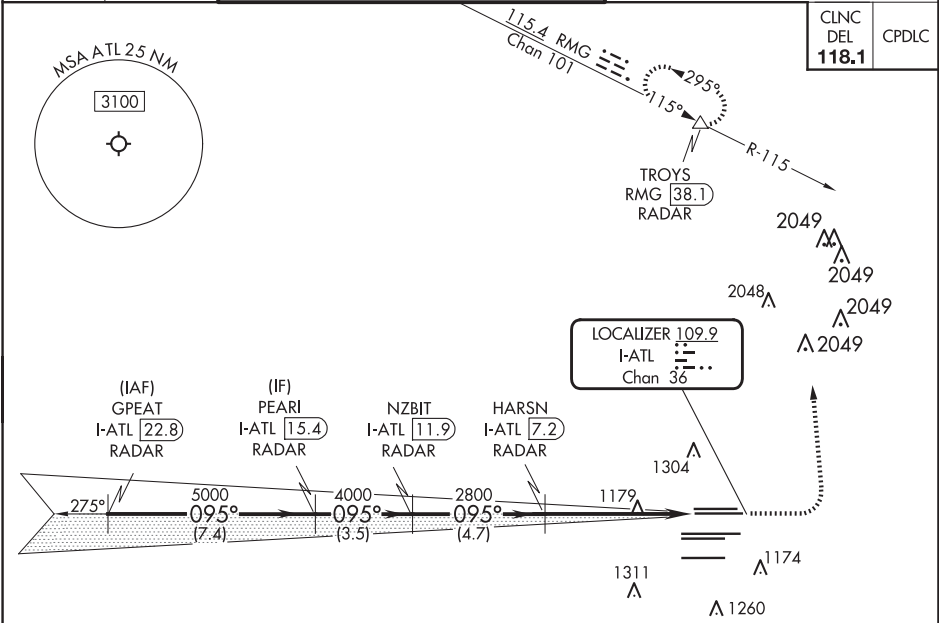
LOC/DME I-ATL <b>109.9</b> Chan <b>36</b>	APP CRS <b>095°</b>	Rwy Idg TDZE Apt Elev	8R <b>9999 8800</b> <b>1024 1015</b> <b>1026 1026</b>	8L
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ILS or LOC RWY 8R  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RADAR required for procedure entry.  
DME or RADAR required.

Simultaneous approach authorized. Sidestep 8L for inop ALSF-2, increase Cat E visibility to 2.

D-ATIS ARR <b>119.65</b>	ATLANTA APP CON	ATLANTA TOWER	ALL RWYS	GND CON	ALL RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	8L-26R 8R-26L 9L-27R 9R-27L 10-28 <b>119.1 125.325 123.85 119.3 119.5 254.4</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65 254.4</b>



<div><div>ELEV 1026</div><div>D TDZE 8R 1024 TDZE 8L 1015</div></div>					
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).		1500	3500	RMG R-115	TROYS △
<div><div><div><div>GPEAT I-ATL 22.8 RADAR</div><div>PEARL I-ATL 15.4 RADAR</div><div>NZBIT I-ATL 11.9 RADAR</div><div>HARSN I-ATL 7.2 RADAR</div><div>I-ATL 2.9</div><div>I-ATL 1.8</div></div><div><div>5000</div><div>5000</div><div>4000</div><div>2800</div><div>2800</div><div>1179</div></div><div><div>GS 3.00° TCH 53</div><div>7.4 NM</div><div>3.5 NM</div><div>4.7 NM</div><div>4.3 NM</div><div>1.1 NM</div></div></div></div>					
CATEGORY	A	B	C	D	E
S-ILS 8R	1282/40 258 (300-¾)				
S-LOC 8R	1440/55	416 (500-1)	1440/60 416 (500-1½)		
SIDESTEP 8L	1440/55	425 (500-1)	1440/60 425 (500-1¼)	1440-1½	425 (500-1½)
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

095°

A

DOWN 0.6%  
9000 X 150

1.0%  
DOWN

9529 X 150

DOWN 0.4%  
27R

1353

DOWN 0.3%  
1239 X 150

DOWN 0.5%  
27L

DOWN 0.3%  
9000 X 150

DOWN 0.3%

A

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DOWN 0.3%  
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SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

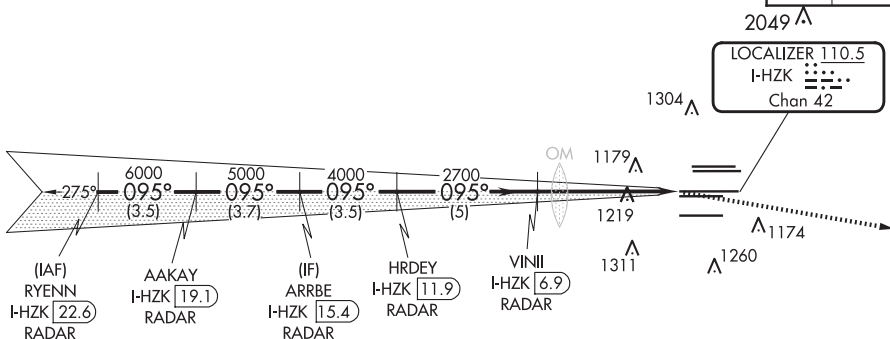
ILS or LOC RWY 9L  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.

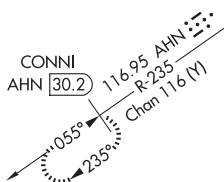
**T** Simultaneous approach authorized.  
Rwy 9L helicopter visibility reduction below RVR 4000 NA.

D-ATIS	ATLANTA	ATLANTA TOWER						GND CON					
ARR	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS		
119.65													
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	254.4	121.9	121.75	121.65	254.4

CLNC DEL <b>118.1</b>	CPDLC
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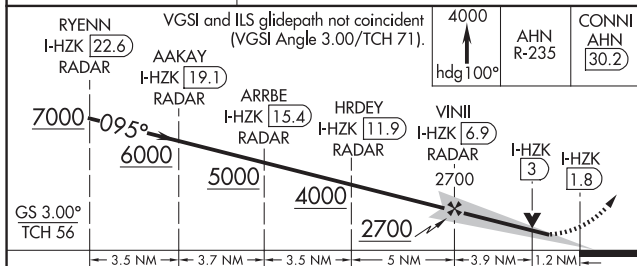
MISSED APCH FIX



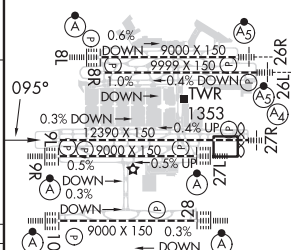
MSA ATL 25 NM

3100

ELEV 1026	<b>D</b>	TDZE 9L 1019 TDZE 9R 1026
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CATEGORY	A	B	C	D
S-ILS 9L	1359/50 340 (400-1)			
S-LOC 9L	1480/55	461 (500-1)	1480-1 $\frac{3}{8}$	461 (500-1 $\frac{3}{8}$ )
SIDESTEP 9R	1480/55	454 (500-1)	1480-1 $\frac{3}{8}$ 454 (500-1 $\frac{3}{8}$ )	1480-1 $\frac{1}{2}$ 454 (500-1 $\frac{1}{2}$ )



HIRL all Rwys  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
'W ILS or LOC RWY 9L

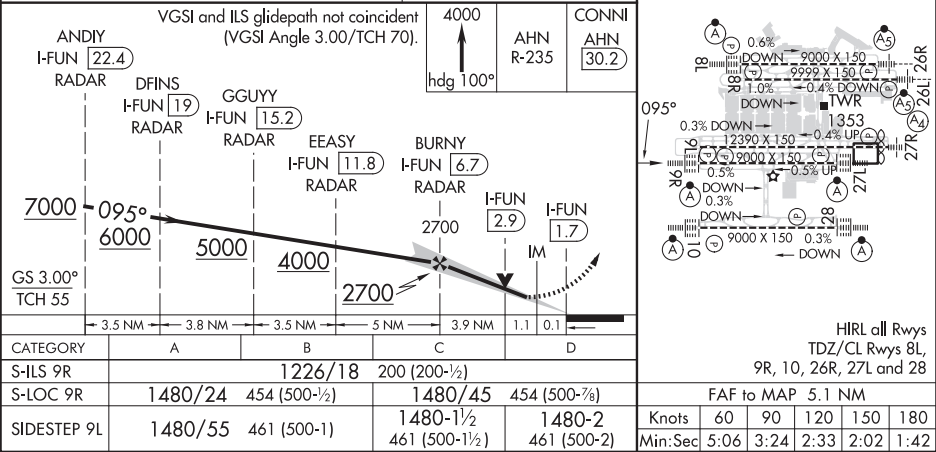
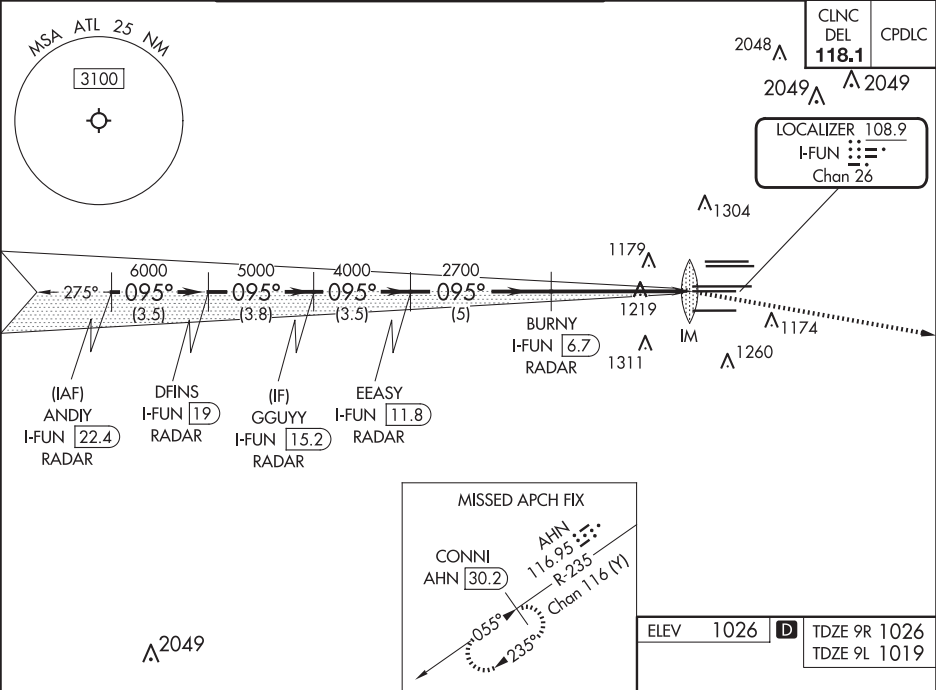
33°38'N-84°26'W

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>095°</b>	Rwy Idg TDZE <b>1026</b> Apt Elev <b>1026</b>	9R <b>11730</b> <b>1019</b>	9L <b>1019</b> <b>1026</b>	ILS or LOC RWY 9R HARTSFIELD/JACKSON ATLANTA INTL (ATL)
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RADAR required for procedure entry, DME.			Rwy 9R ALSF-2	MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.
Simultaneous approach authorized. Inop table does not apply to sidestep Rwy 9L.				

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b>				ALL RWYS <b>121.9</b>	GND CON <b>121.75</b>	ALL RWYS <b>121.65 254.4</b>
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ATLANTA, GEORGIA

AL-26 (FAA)

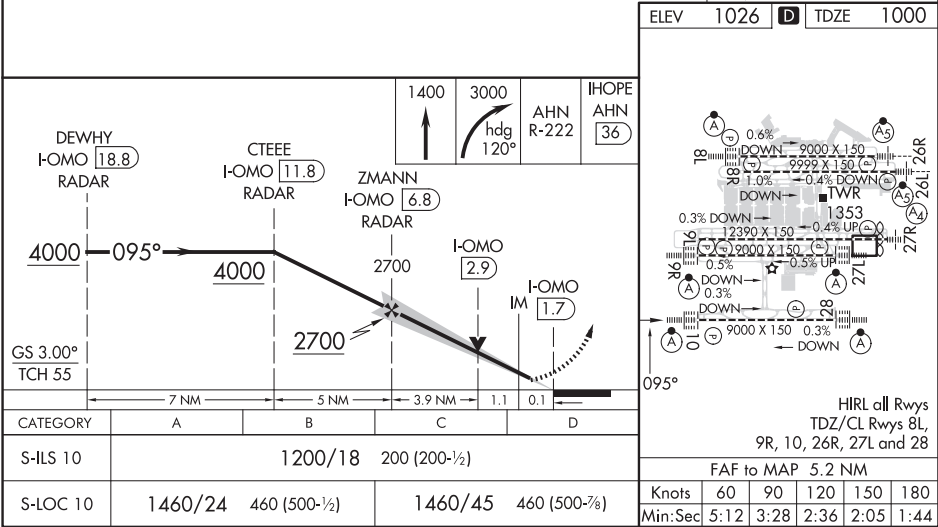
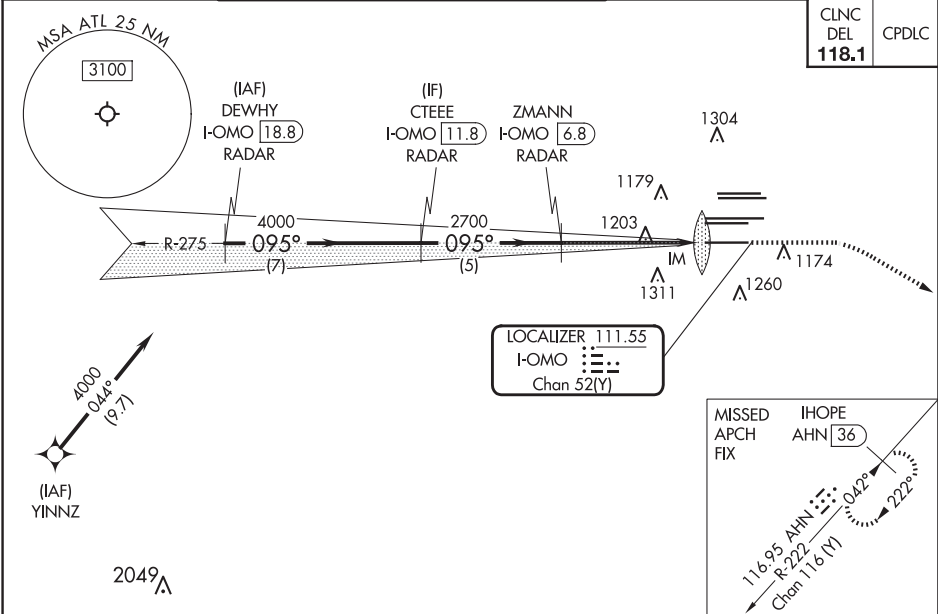
25051

LOC/DME I-OMO <b>111.55</b> Chan <b>52 (Y)</b>	APP CRS <b>095°</b>	Rwy Idg <b>9000</b> TDZE <b>1000</b> Apt Elev <b>1026</b>
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ILS or LOC RWY 10  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

DME or RADAR required. RNP APCH - GPS from YINNZ.			ALSf-2 		MISSED APPROACH: Climb to 1400 then dimbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.
Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwy 9L and 8L. Localizer not suitable for electronic rollout guidance.					

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b>				ALL RWYS <b>121.9 121.75 121.65 254.4</b>	
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ATLANTA, GEORGIA

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

Amdt 5C 25JAN24

33°38'N-84°26'W

ILS or LOC RWY 10

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-BRU

108.7

APP CRS

275°

Rwy Ldg

26L

26R

9999 8500

TDZE

996

990

Apt Elev

1026

1026

ILS or LOC RWY 26L

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RADAR required.

▼ Inop table does not apply to sidestep Rwy 26R Cats A and B. For inop ALS, increase S-ILS 26L all Cats visibility to RVR 4500 and S-LOC 26L Cat E visibility to RVR 6000. For inop ALS to Rwy 26R, increase sidestep 26R Cat E visibility to 2 SM. Simultaneous approach authorized.

Rwy 26L

MALSR

Rwy 26R

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 on heading 290° and RMG R-132 to DALAS INT/RMG VORTAC 18.5 DME and hold.

D-ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON		ALL
ARR 119.65	APP CON	8L-26R	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	254.4	121.9	121.75	121.65 254.4

ELEV 1026	<b>D</b>	TDZE 26L 996	TDZE 26R 990
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CATEGORY	A	B	C	D	E
S-ILS 26L	1280/24 284 (300-½)				
S-LOC 26L	1380/24 384 (400-½)		1380/35 384 (400-¾)		
SIDESTEP 26R	1380/55 390 (400-1)			1380-1½ 390 (400-1½)	

ATLANTA, GEORGIA

Amdt 22 22APR21

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS or LOC RWY 26L

69

ATLANTA, GEORGIA

AL-26 (FAA)

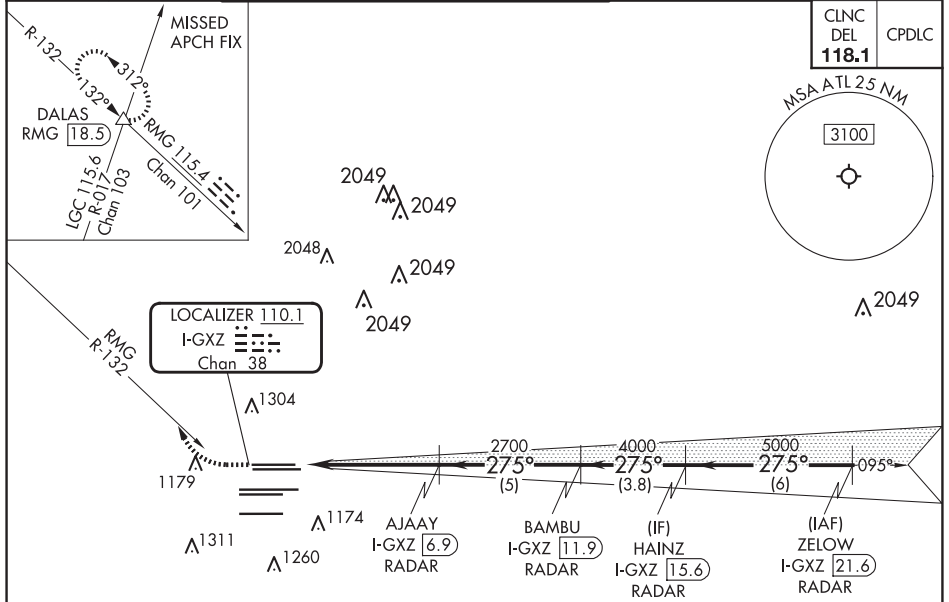
25051

LOC/DME I-GXZ <b>110.1</b> Chan <b>38</b>	APP CRS <b>275°</b>	Rwy Idg 26R <b>8500</b> 26L <b>9999</b> TDZE <b>990</b> Apt Elev <b>1026</b>
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# ILS or LOC RWY 26R

## HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RADAR required.		Rwy 26R MALSR	Rwy 26L MALSR	MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 on RMG VORTAC R-132 to DALAS INT/RMG 18.5 DME and hold.
Simultaneous approach authorized. For inop ALS, increase sidestep Rwy 26L Cats A and B visibility ¼ SM.				
D-ATIS ARR <b>119.65</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b>		
DEP <b>125.55</b>		GND CON 8L-26R, 8R-26L (9L-27R, 9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 254.4</b>		



ELEV 1026	D	TDZE 26R 990 TDZE 26L 996
		HIRL all Rwy 26R TDZ/CL Rwy 8L, 9R, 10, 26R, 27L and 28
FAF to MAP 5.2 NM		
Knots	60 90 120 150 180	
Min:Sec	5:12 3:28 2:36 2:05 1:44	
CATEGORY A B C D S-ILS 26R 1190/18 200 (200-½) S-LOC 26R 1420/24 430 (400-½) 1420/40 430 (400-¾) SIDESTEP 26L 1420/55 424 (400-1) 1420-1¼ 424 (400-1¼) 1420-1¼ 424 (400-1¼)		

ATLANTA, GEORGIA

Amdt 8 22APR21

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS or LOC RWY 26R

SE-4, 12 JUN 2025 to 07 AUG 2025



ATLANTA, GEORGIA

AL-26 (FAA)

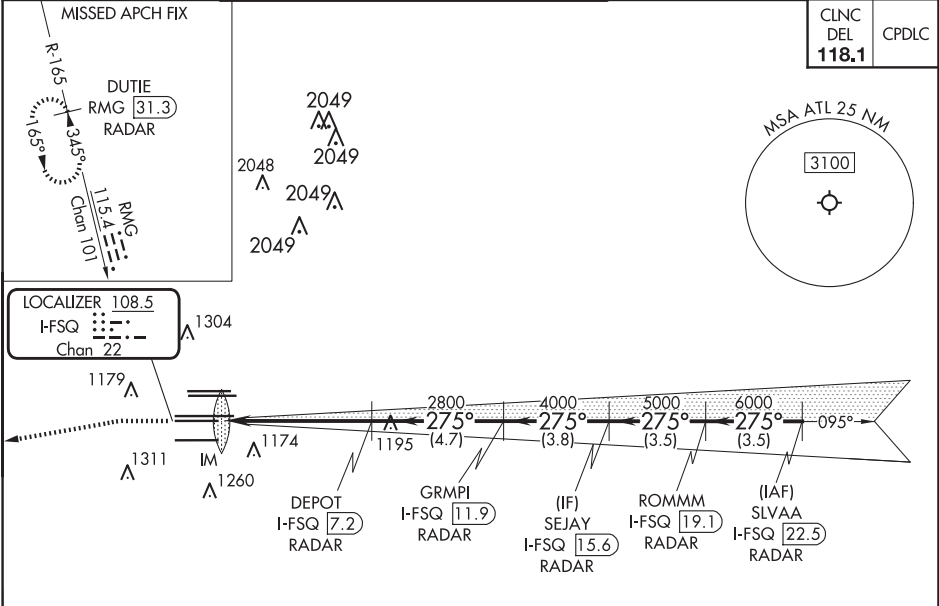
25051

LOC/DME I-FSQ <b>108.5</b> Chan <b>22</b>	APP CRS <b>275°</b>	Rwy Idg <b>27L</b> TDZE <b>8865</b> Apt Elev <b>1026</b>	<b>27R</b> <b>11890</b> <b>985</b> <b>1026</b>
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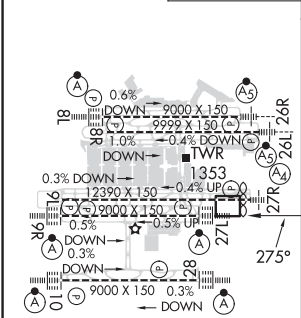
ILS or LOC RWY 27L  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

DME or RADAR required. RADAR required for procedure entry.	Rwy 27L ALSF-2	Rwy 27R MALS	MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold.
Simultaneous approach authorized. Inop table does not apply to Sidestep Rwy 27R.			

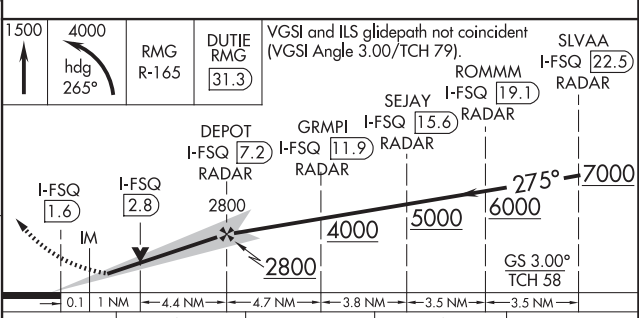
D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R <b>119.1</b> 25.325 8R-26L <b>123.85</b> 9L-27R <b>119.3</b> 9R-27L <b>119.5</b> 10-28 RWYS <b>254.4</b>	ALL RWYS <b>121.9</b>	GND CON (8L-26R, 8R-26L) <b>121.75</b> (9L-27R, 9R-27L) <b>121.65</b>	ALL RWYS <b>254.4</b>
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ELEV <b>1026</b>	<b>D</b>	TDZE 27L <b>999</b> TDZE 27R <b>985</b>
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HIRL all Rwy TDZ/CL Rwy 8L, 9L, 10, 26R, 27L and 28					
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 27L	1199/18 200 (200-½)			
S-LOC 27L	1420/24	421 (400-½)	1420/40	421 (400-¾)
SIDESTEP 27R	1420-1½	435 (400-1½)	1420-2¼	1420-2¾
			435 (400-2¼)	435 (400-2¾)

ATLANTA, GEORGIA  
Amdt 19 22APR21

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W

ILS or LOC RWY 27L

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-AFA	APP CRS	Rwy Idg	27R <b>11890</b>	27L <b>8865</b>
<b><u>111.3</u></b>	<b>275°</b>	TDZE	<b>985</b>	<b>999</b>
		Apt Elev	<b>1026</b>	<b>1026</b>

ILS or LOC RWY 27R  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

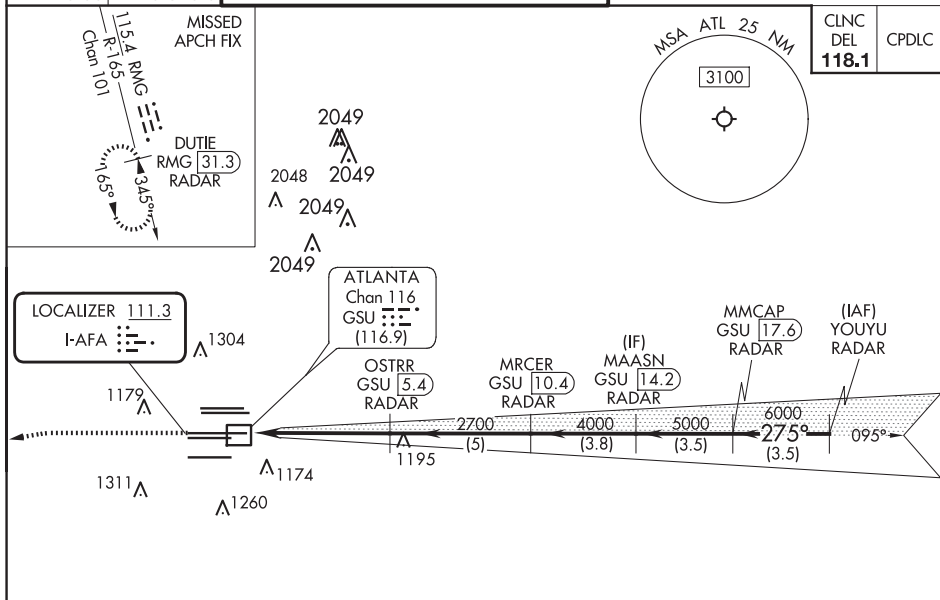
Rwy 27  
MALS

Rwy 27L  
ALSF-2

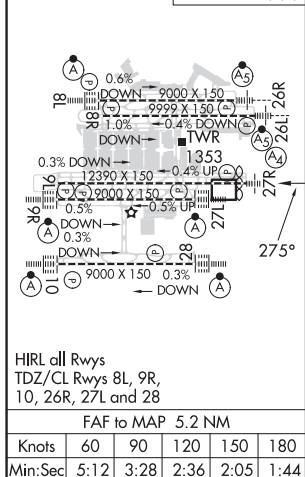
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold.

**T** Simultaneous approach authorized. Inop table does not apply to S-ILS 27R all Cats. DME from GSU DME. DME use requires simultaneous reception of I-AFA and GSU DME.

D-ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON		ALL RWYS		
ARR <b>119.65</b>		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28		
DEP <b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>254.4</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>254.4</b>

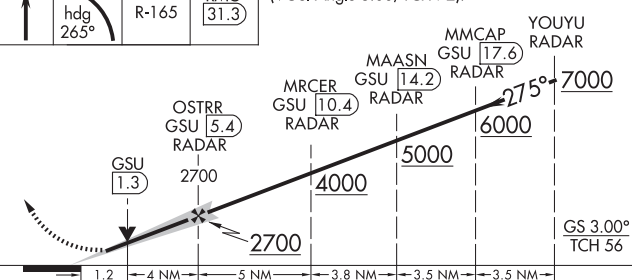


ELEV 1026	<b>D</b>	TDZE 27R 985
		TDZE 27L 999



1500 ↑	4000 ↖ hdg 265°	RMG R-165	DUTIE RMG 31.3
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
S-ILS 27R	1185/40 200 (200-¾)			
S-LOC 27R	1420/40 435 (400-¾)	1420/50 435 (400-1)		
SIDESTEP 27L	1420/55 421 (400-1)			1420-1½ 421 (400-1½)

Amdt 8 20APR23

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

## ILS or LOC RWY 27R

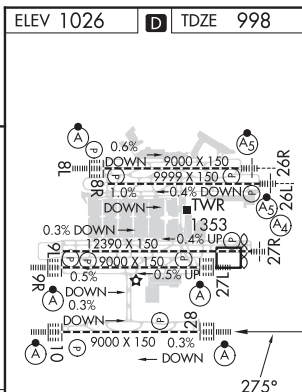
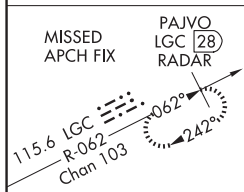
SE-4, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 28  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 on heading 216° and LGC VORTAC R-062 to PAJVO/LGC 28 DME/RADAR and hold.



CLNC DEL <b>118.1</b>	CPDLC
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HIRL all Rwy's TDZ/CL Rwy's 8L, 9R, 10, 26R, 27L and 28					
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

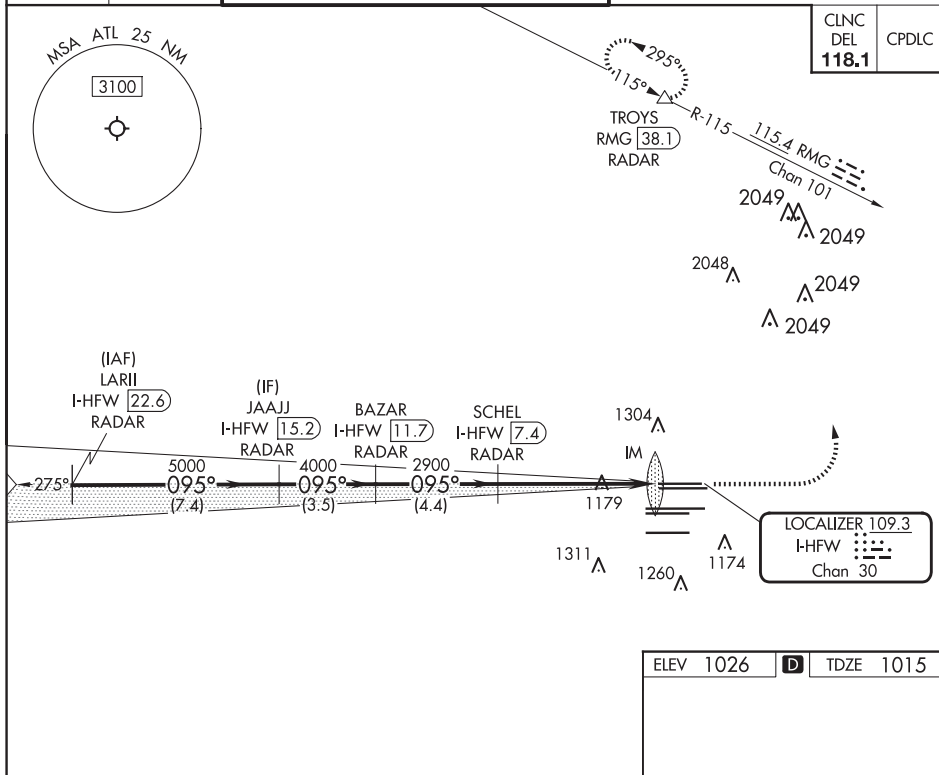
SE-4. 12 JUN 2025 to 07 AUG 2025

ILS RWY 8L (SA CAT I)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

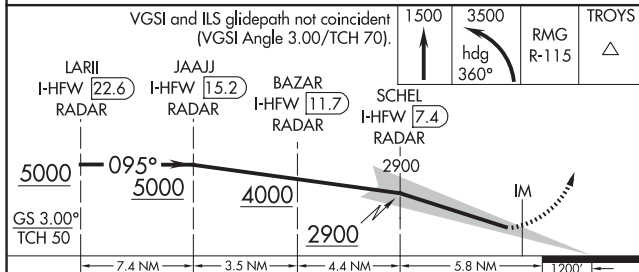
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3500 on heading 360° and RMG VORTAC R-115 to TROYS/RMG 38.1 DME/RADAR and hold.



D-ATIS	ATLANTA APP CON	ATLANTA TOWER						ALL RWYS	GND CON			ALL RWYS
ARR <b>119.65</b>		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28		
DEP <b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>254.4</b>	<b>121.9</b>	<b>127.75</b>	<b>121.65</b>	<b>254.4</b>

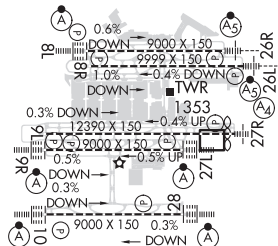


ELEV 1026	<b>D</b>	TDZE 1015
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CATEGORY	A	B	C	D
S-ILS 8L	RA 147/14 150 DA 1165			

SA CATEGORY I ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS RWY 8L (SA CAT I)

SE-4, 12 JUN 2025 to 07 AUG 2025

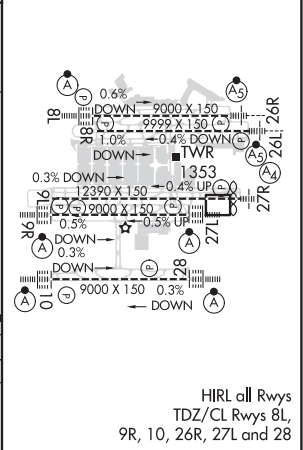
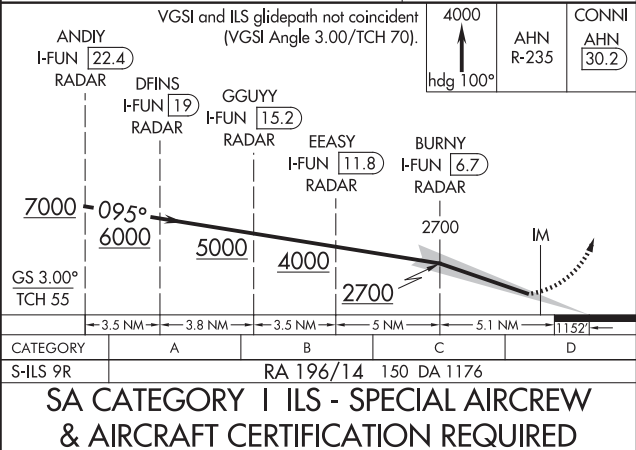
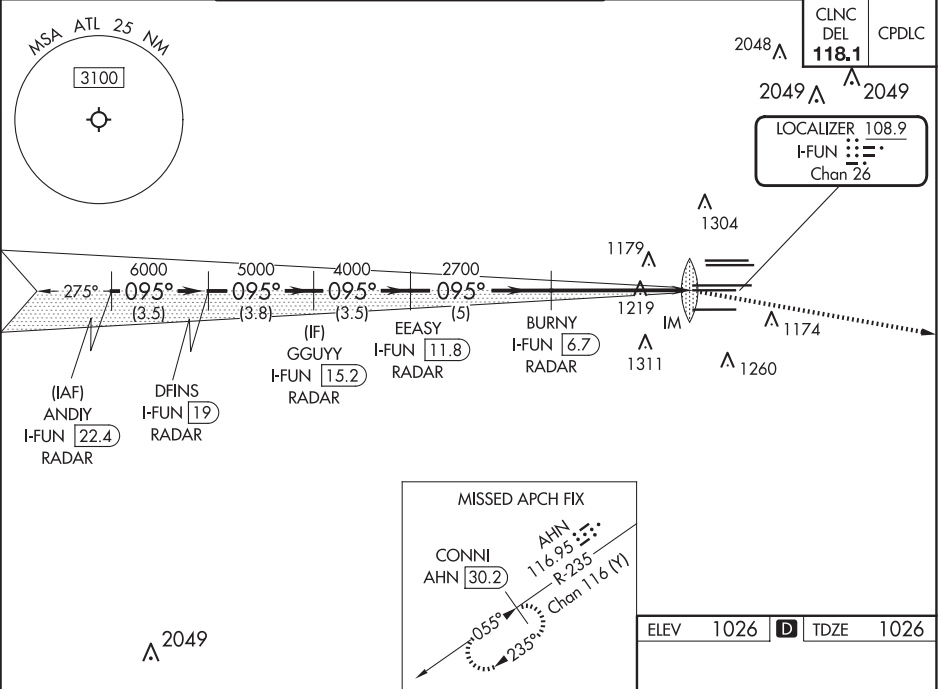
SE-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>095°</b>	Rwy Idg TDZE <b>1026</b> Apt Elev <b>1026</b>
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ILS RWY 9R (SA CAT I)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RADAR required for procedure entry, DME.		ALS F-2	MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.			

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b>				ALL RWYS <b>121.9</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 <b>121.75 121.65 254.4</b>	ALL RWYS
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LOC/DME I-OMO <b>111.55</b> Chan <b>52</b> (Y)	APP CRS <b>095°</b>	Rwy Idg <b>9000</b> TDZE <b>1000</b> Apt Elev <b>1026</b>
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ILS RWY 10 (SA CAT I)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

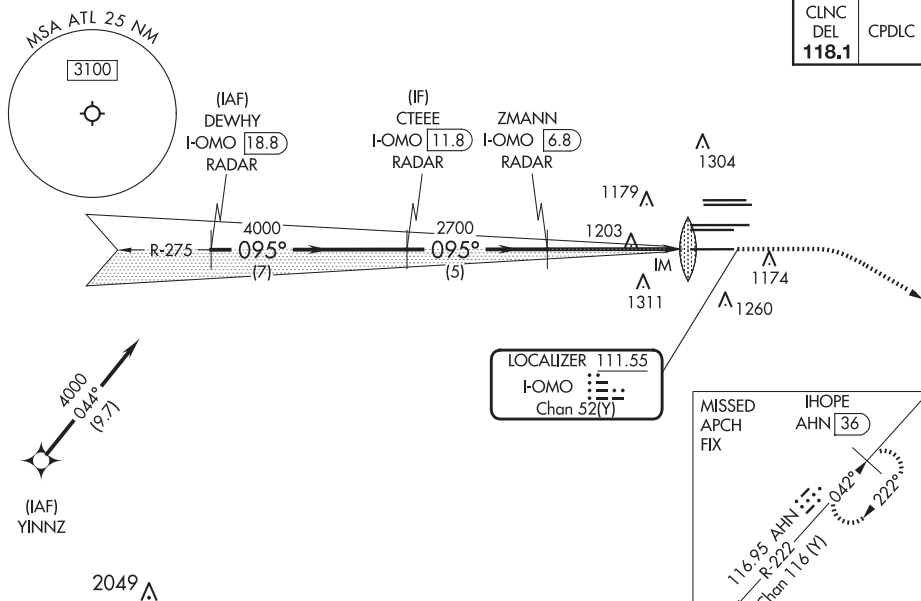
**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.

**T** Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwy 9L and 8L. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

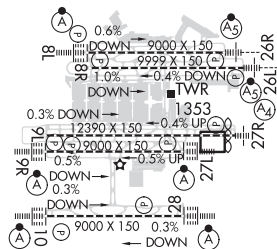
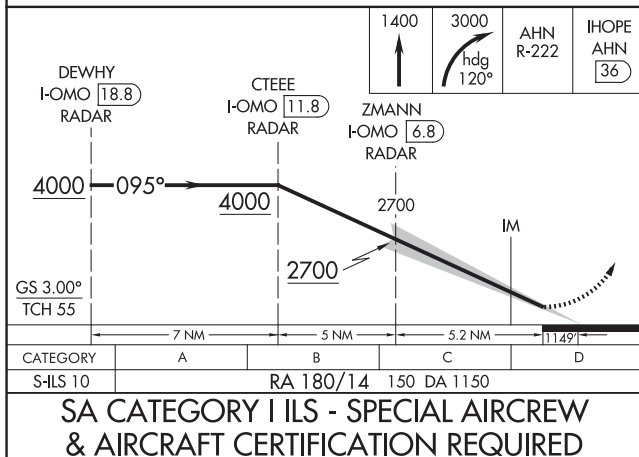
D-ATIS	ATLANTA	ATLANTA TOWER				ALL	GND CON		ALL			
APP <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	RWYS			
DER <b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>254.4</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>254.4</b>

CLNC  
DEL  
**118.1**

CPDLC



ELEV	1026	<b>D</b>	TDZE	1000
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HIRL all Rwys  
TDZ/CL Rwys 8L,  
9R, 10, 26R, 27L and 28

ATLANTA, GEORGIA  
Amdt 5C 25JAN24

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
ILS RWY 10 (SA CAT I)

33°38'N-84°26'W

ILS RWY 10 (SA CAT I)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

25051

ILS RWY 27L (SA CAT I)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTJE/RMG 31.3 DME/RADAR and hold.



CLNC DEL <b>118.1</b>	CPDLC
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SA CATEGORY I ILS- SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS RWY 27L (SA CAT I)

ILS RWY 28 (SA CAT I)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

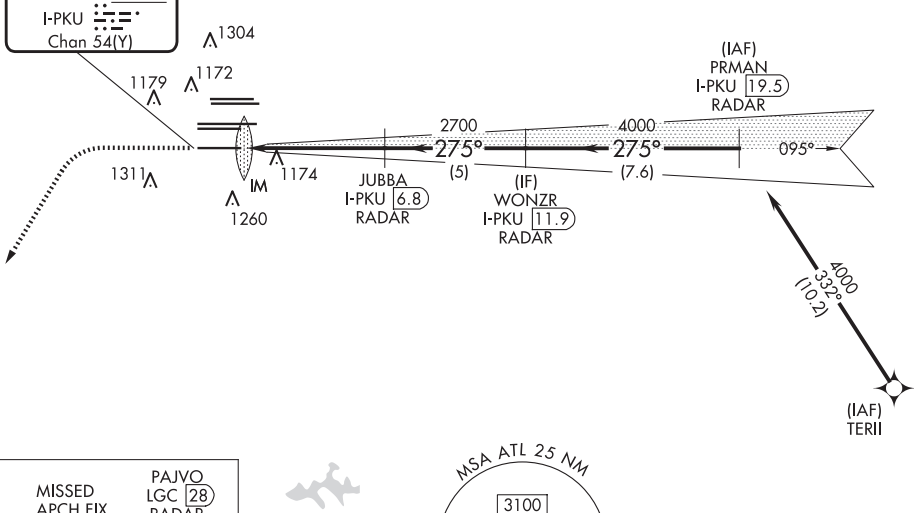
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 on heading 216° and LGC VORTAC R-062 to PAJVO/LGC 28 DME/RADAR and hold.



CLNC DEL <b>118.1</b>	CPDLC
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$$\frac{\Lambda_{2049}}{\Lambda_{2049}}$$

I-PKU ䷗  
Chan 54(Y)



## MISSED APCH FIX

PAJVO  
LGC 28  
RADAR

115.6 LGC  
R-062  
Chan 103

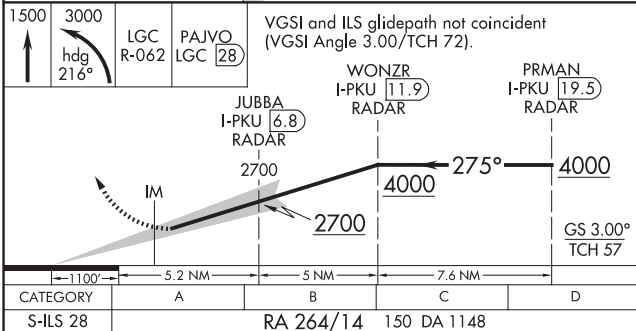
MSA A1E 23 NM

3100

ELEV 1026		TDZE 998
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TDZF 998



VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 72).

PRMAN  
I-PKU 19.5  
RADAR

JUBBA  
I-PKU 6.8  
RADAR

WONER  
I-PKU 11.9  
RADAR

PRMAN  
I-PKU 19.5  
RADAR[illegible]

SA CATEGORY I ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

# ILS RWY 28 (SA CAT I)



LOC/DME I-GXZ	APP CRS	Rwy ldg	8500
110.1	275°	TDZE	990
Chan 38		Apt Elev	1026

ILS RWY 26R (SA CAT I & II)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

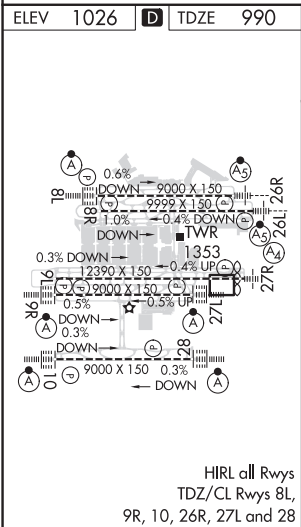
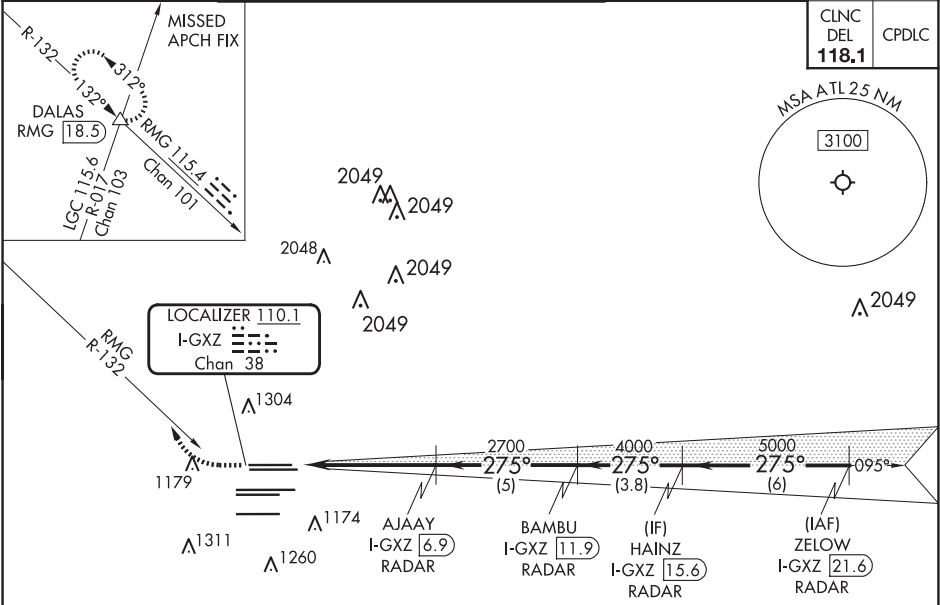
RADAR required.

SA CAT I/II: Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 on RMG VORTAC R-132 to DALAS INT/RMG 18.5 DME and hold.

D-ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON	ALL RWYS
ARR 119.65	127.9 379.9	8L-26R	8R-26L	9L-27R	9R-27L	10-28	(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	254.4	121.9	121.75 121.65 254.4



1800	4000	DALAS	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).			
↑	RMG R-132	△	AJAAY I-GXZ [6.9] RADAR	BAMBUR I-GXZ [11.9] RADAR	HAINZ I-GXZ [15.6] RADAR	ZELOW I-GXZ [21.6] RADAR
			2700	4000	5000	5000
			275°	275°	275°	275°
			5.2 NM	5 NM	3.8 NM	6 NM
			GS 3.00°	TCH 55		
			1149°			
			CATEGORY A	B	C	D
			S-ILS 26R	SA CAT I RA 170/14	150 DA 1140	
			S-ILS 26R	SA CAT II RA 110/12	100 DA 1090	

SA CATEGORY I & II ILS - SPECIAL AIRCREW

& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-FSQ <b><u>108.5</u></b> Chan <b>22</b>	APP CRS <b>275°</b>	Rwy Idg <b>8865</b> TDZE <b>999</b> Apt Elev <b>1026</b>
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HARTSFIELD/JACKSON ATLANTA INTL (ATL)

DME or RADAR required.
RADAR required for procedure entry.

**T** Simultaneous approach authorized.

ALSF-2



**MISSED APPROACH:** Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold.

D-ATIS	ATLANTA APP CON	ATLANTA TOWER						ALL RWYS	GND CON	ALL RWYS			
DER	119.65	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS		
APP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	254.4	121.9	121.75	121.65	254.4

CLNC DEL <b>118.1</b>	CPDLC
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## MISSED APCH FIX

Diagram illustrating the RMG Radar system. The radar is labeled "DUTIE RMG 31.3 RADAR". The radar beam is shown as a dashed arc with a radius of 165 and a width of 345. The beam is labeled "Chan 101" and "RMG 115.4".

LOCALIZER 108.5  
I-FSQ  $\begin{matrix} \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot \end{matrix}$   $\Delta^{1304}$   
Chan 22

ELEV	1026	<b>D</b>	TDZE	999
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HIRL all Rwy's  
TDZ/CL Rwy's 8L, 9R,  
10, 26R, 27L and 28

1500 ↑ hdg 265°	4000 RMG R-165	DUTIE RMG 31.3	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).				ROMMM I-FSQ 19.1	SLVAA I-FSQ 22.5
DEPOT I-FSQ 7.2 RADAR		GRMPI I-FSQ 11.9 RADAR	SEJAY I-FSQ 15.6 RADAR	RADAR		RADAR		
IM 1121		2800		4000		5000		
2800		2800		6000		7000		
1076'		5.5 NM		4.7 NM		3.8 NM		
3.5 NM		3.5 NM		3.5 NM		3.5 NM		
CATEGORY	A	B	C	D				
S-ILS 27L	RA 127/12		100	DA 1099				

CATEGORY II ILS- SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

ATLANTA, GEORGIA

Amdt 19 22APR21

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS RWY 27L (CAT II)

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-PKU  
**111.75**  
Chan **54(Y)**

APP CRS  
**275°**

Rwy ldg  
TDZE **998**  
Apt Elev **1026**

ILS RWY 28 (CAT II)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV 1-GPS or RADAR required for procedure entry.  
From TERII: RNAV 1-GPS required. DME or RADAR required.

ALSIF-2

MISSED APPROACH: Climb to 1500  
then climbing left turn to 3000 on heading  
216° and LGC VORTAC R-062 to  
PAJVO/LGC 28 DME/RADAR and hold.

Simultaneous approach authorized.

D-ATIS ARR <b>119.65</b>	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON		ALL RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28
		<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>254.4</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65 254.4</b>

LOCALIZER 111.75  
I-PKU  
Chan 54(Y)

Λ 1304

Λ 1179

Λ 1172

Λ 1174

Λ 1260

IM

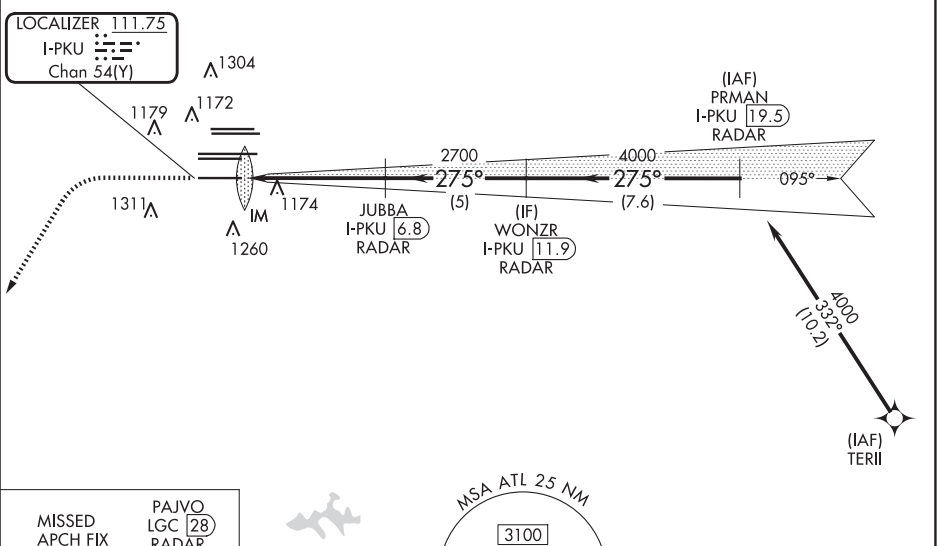
JUBBA I-PKU 6.8 RADAR

WONZR I-PKU 11.9 RADAR

PRMAN I-PKU 19.5 RADAR

CLNC DEL

CPDLC



MISSED APCH FIX

PAJVO LGC 28 RADAR

115.6 LGC R-062 Chan 103

hdg 216°

1500

3000

LGC R-062

PAJVO LGC 28

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

WONZR I-PKU 11.9 RADAR

JUBBA I-PKU 6.8 RADAR

PRMAN I-PKU 19.5 RADAR

IM

2700

4000

275°

4000

GS 3.00° TCH 57

1100'

5.2 NM

5 NM

7.6 NM

CATEGORY

A

B

C

D

S-ILS 28

RA 188/12

100 DA 1098

ELEV 1026

TDZE 998

1500

3000

hdg 216°

LGC R-062

PAJVO LGC 28

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

WONZR I-PKU 11.9 RADAR

JUBBA I-PKU 6.8 RADAR

PRMAN I-PKU 19.5 RADAR

IM

2700

4000

275°

4000

GS 3.00° TCH 57

1100'

5.2 NM

5 NM

7.6 NM

CATEGORY

A

B

C

D

S-ILS 28

RA 188/12

100 DA 1098

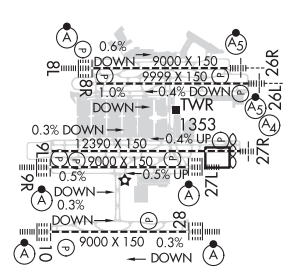
HRL all Rwys

TDZ/CL Rws 8L, 9R, 10, 26R, 27L and 28

**ILS RWY 8L (CAT II & III)**  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3500 on heading 360° and RMG VORTAC R-115 to TROYS/RMG 38.1 DME/RADAR and hold.

CLNC DEL <b>118.1</b>	CPDLC
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HIRL all Rwys  
TDZ/CL Rwys 8L, 9R, 10, 26R,  
27L and 28

## CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

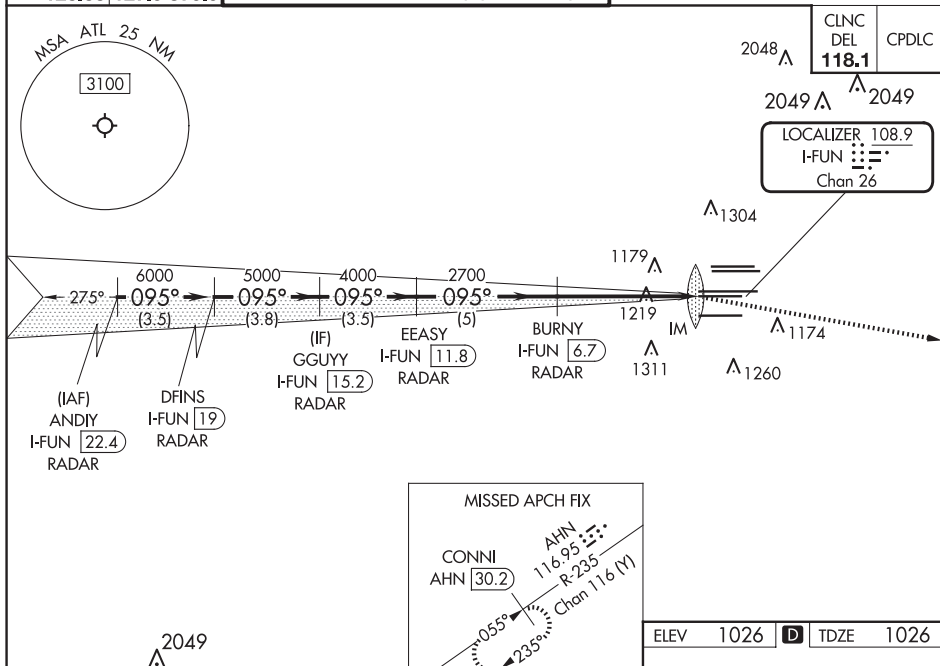
ILS RWY 9R (CAT II & III)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold

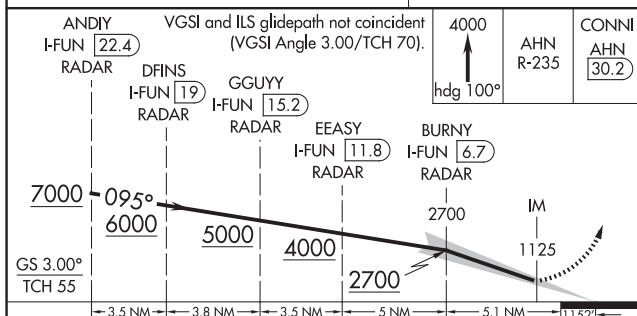
Simultaneous approach authorized.



D-ATIS	ATLANTA APP CON	ATLANTA TOWER						ALL RWYS	GND CON			ALL RWYS
ARR <b>119.65</b>		8L-26R	8R-26L	9L-27R	9R-27L	10-28		(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28		
DEP <b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>254.4</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>254.4</b>

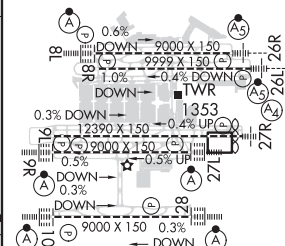


ELEV	1026	<b>D</b>	TDZE	1026
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CATEGORY	A	B	C	D
S-ILS 9R	CAT II RA 118/12 100 DA 1126			
S-ILS 9R	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwy's  
TDZ/CL Rwy's 8L,  
9R, 10, 26R, 27L and 28

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ATLANTA, GEORGIA

AL-26 (FAA)

25051

LOC/DME I-OMO <b>111.55</b>	APP CRS <b>095°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>1000</b> <b>1026</b>
Chan <b>52 (Y)</b>			

# ILS RWY 10 (CAT II & III)

## HARTSFIELD/JACKSON ATLANTA INTL (ATL)

DME or RADAR required. RNP APCH - GPS from YINNZ.



Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwy 9L and 8L.

ALSF-2

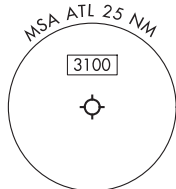


MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b>	ALL RWYS <b>121.9</b>	GND CON 8L-26R, 8R-26L (9L-27R, 9R-27L) 10-28 RWYS <b>121.75 121.65 254.4</b>
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CLNC  
DEL  
**118.1**

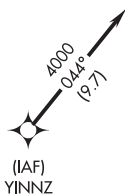
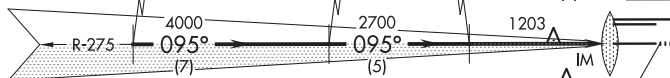
CPDLC



(IAF)  
DEWHY  
I-OMO **18.8**  
RADAR

(IF)  
CTEE  
I-OMO **11.8**  
RADAR

ZMANN  
I-OMO **6.8**  
RADAR



2049

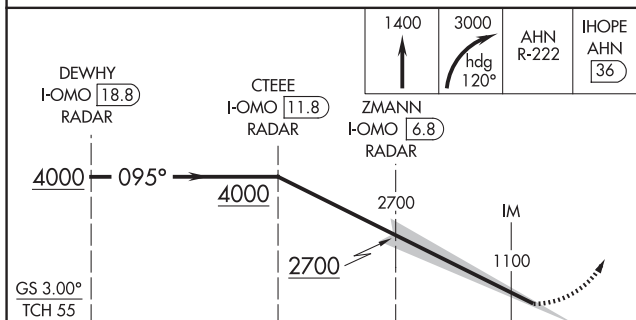
LOCALIZER **111.55**  
I-OMO  
Chan **52(Y)**

MISSD  
APCH  
FIX

IHOPE  
AHN **36**

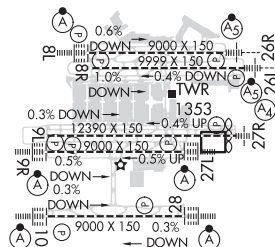
116.95 AHN  
Chan **116(Y)**

ELEV **1026** TDZE **1000**



CATEGORY	A	B	C	D
S-ILS 10	CAT II	RA 110/12	100 DA 1100	
S-ILS 10	CAT III	RVR 07		

### CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwy  
TDZ/CL Rwy 8L,  
9R, 10, 26R, 27L and 28

ATLANTA, GEORGIA

Amdt 5C 25JAN24

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS RWY 10 (CAT II &amp; III)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	8800
095°	TDZE	1015
	Apt Elev	1026

RNAV (RNP) Z RWY 8L  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

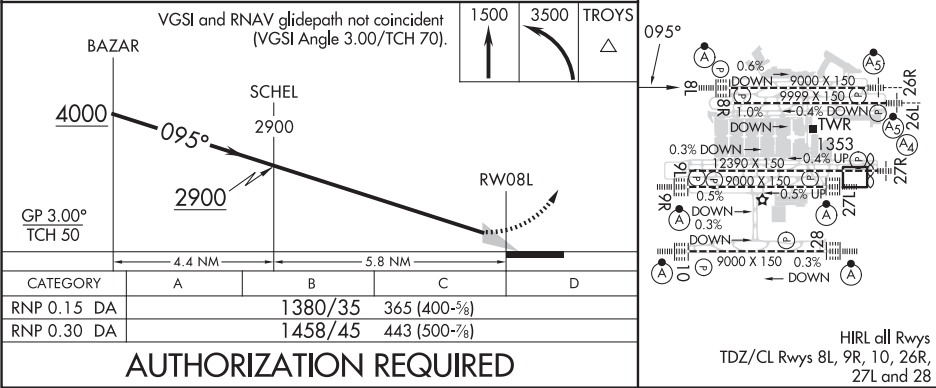
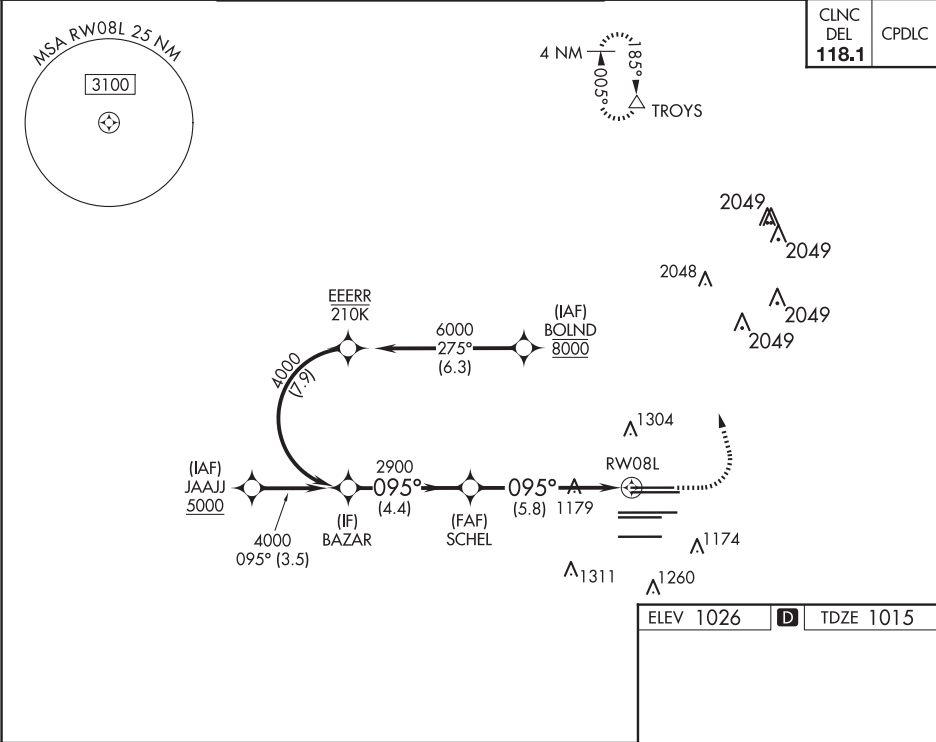
RNP AR APCH - GPS.

▼ For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.  
For inop ALS, increase RNP 0.15 all Cats RVR to 5500. Simultaneous approach authorized. Arrival from BOLND NA during simultaneous triple approaches.

ALSF-2

MISSED APPROACH: Climb to 1500 then dimbing left turn to 3500 direct TROYS and hold.

D-ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON		ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	254.4	121.9	121.75	121.65 254.4



ATLANTA, GEORGIA

AL-26 (FAA)

25051

APP CRS	Rwy Idg	<b>9000</b>
<b>095°</b>	TDZE	<b>1000</b>
	Apt Elev	<b>1026</b>

# RNAV (RNP) Z RWY 10

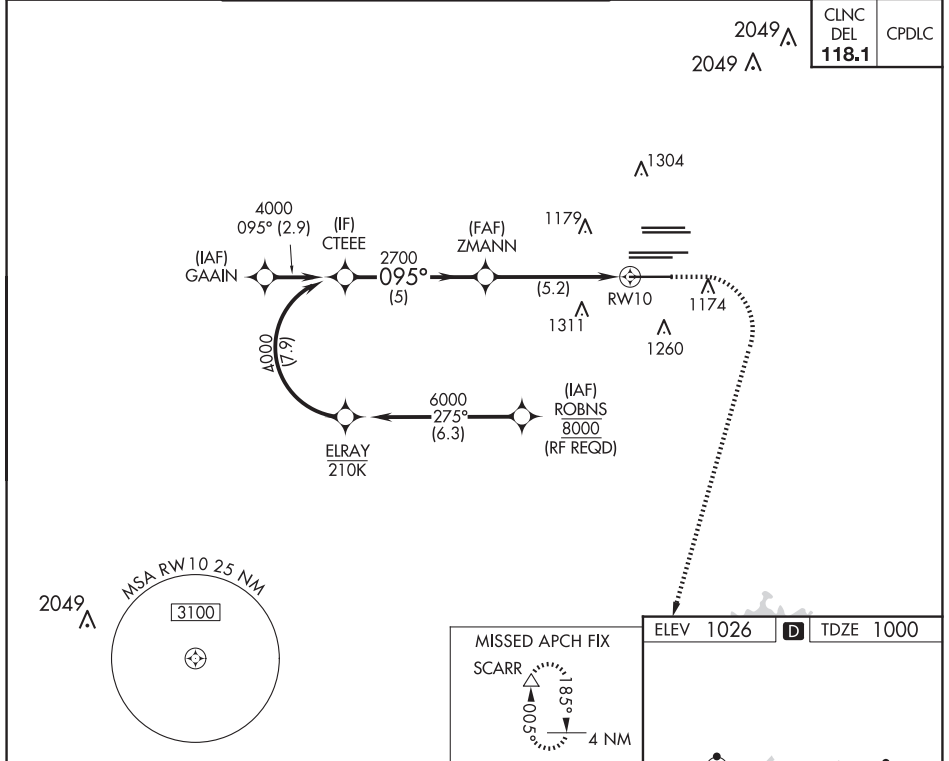
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

**⚠** For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized; arrival from ROBNS NA. For inop ALS, increase RNP 0.11 DA all Cats visibility to RVR 4500.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SCARR and hold.

D-ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L) (9L-27R,9R-27L)	10-28	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>254.4</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65 254.4</b>



CTEEE

4000

095°

2700

ZMANN

2700

RW10

GP 3.00° TCH 55

5 NM

5.2 NM

MISSED APCH FIX

SCARR

1500

3000

SCARR

185°

005°

4 NM

CATEGORY	A	B	C	D
RNP 0.11 DA		1290/24	290 (300-½)	
RNP 0.30 DA		1456/50	456 (500-1)	

**AUTHORIZATION REQUIRED**

ELEV 1026

TDZE 1000

095°

HIRL all Rwy's

TDZ/CL Rwy's 8L, 9R, 10, 26R, 27L and 28

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ATLANTA, GEORGIA  
Amdt 1 12OCT17

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W  
**RNAV (RNP) Z RWY 10**

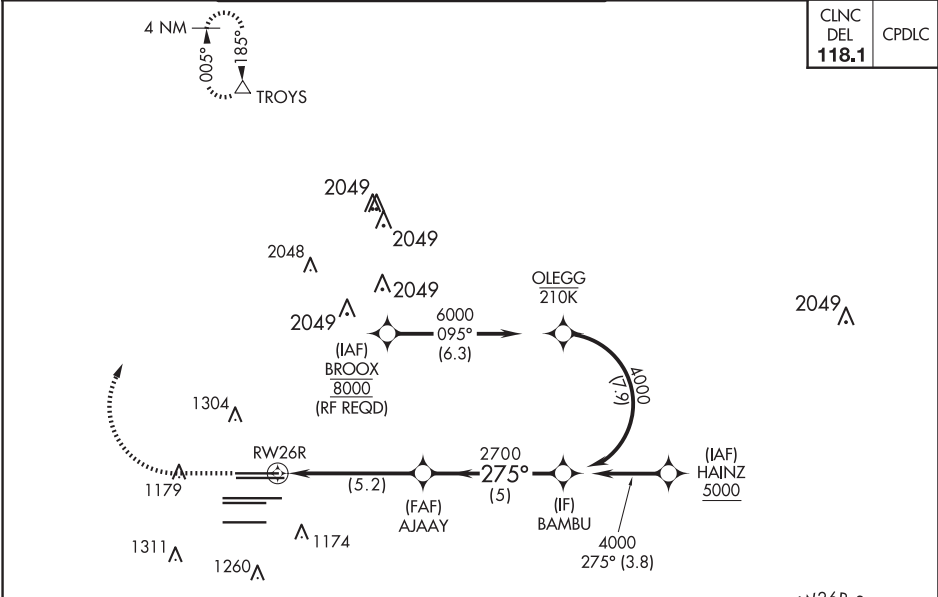


APP CRS	Rwy Idg	8500
275°	TDZE	990
	Apt Elev	1026

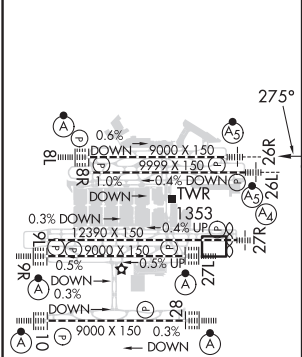
RNAV (RNP) Z RWY 26R  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

▼ For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized. Arrival from BROOX NA during simultaneous triple approaches.				MALSR 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 direct TROYS and hold.
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D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b>				ALL RWYS <b>121.9</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 <b>121.75 121.65 254.4</b>	ALL RWYS
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ELEV 1026	<b>D</b>	TDZE 990
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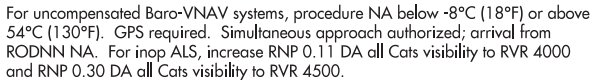


HIRL all Rwy's  
TDZ/ CL Rwy's 8L, 9R,  
10, 26R, 27L and 28

1500	3500	TROYS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).	
				
RW26R		AJAAY	BAMBU	
		2700	4000	
		2700	GP 3.00° TCH 55	
5.2 NM		5 NM		
CATEGORY	A	B	C	D
RNP 0.30 DA	1402/45		412 (400-1)	

**AUTHORIZATION REQUIRED**

RNAV (RNP) Z RWY 28  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

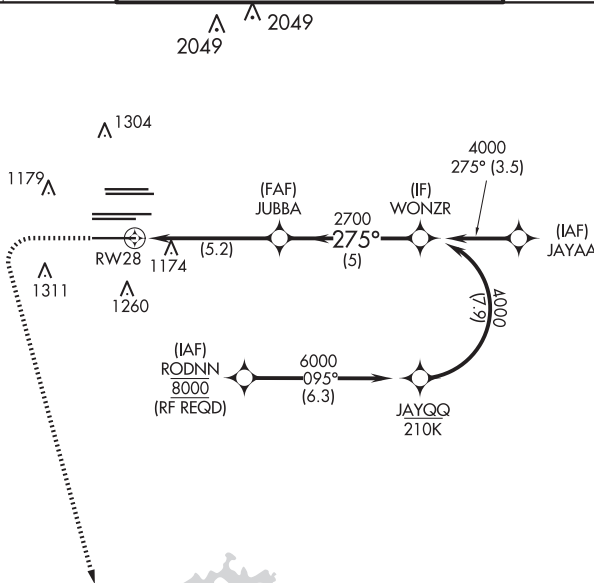


**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 direct SCARR and hold.

ALL RWYS	(8L-26R,8R-26L)	GND CON (9L-27R,9R-27L)	10-28	ALL RWYS
254.4	121.9	121.75	121.65	254.4

CLNC  
DEL  
118.1

CPDLC

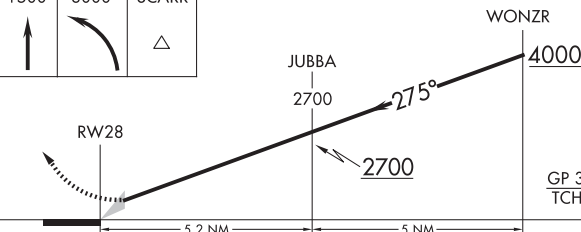
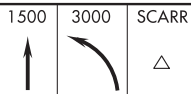
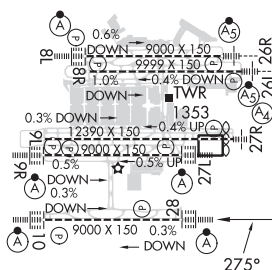
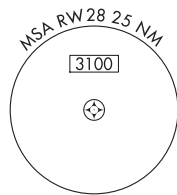


SCARR

185°

4 N

0.05



HIRL all Rwys  
TDZ/CL Rwys 8L, 9R, 10, 26R,  
27L and 28

CATEGORY	A	B	C	D
RNP 0.11 DA		1248/24	250 (300-½)	
RNP 0.30 DA		1295/24	297 (300-½)	

AUTHORIZATION REQUIRED

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W **RNAV (RNP) Z RWY 28**

ATLANTA, GEORGIA

AL-26 (FAA)

25051

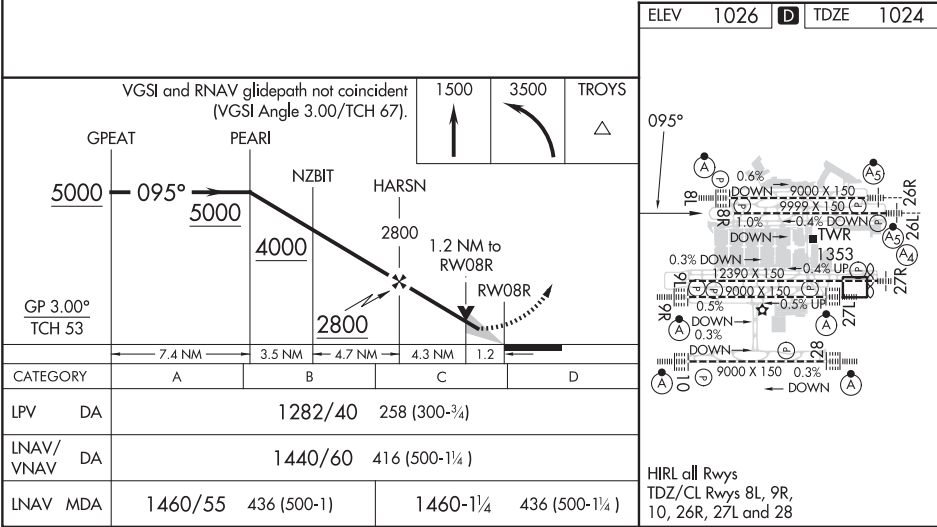
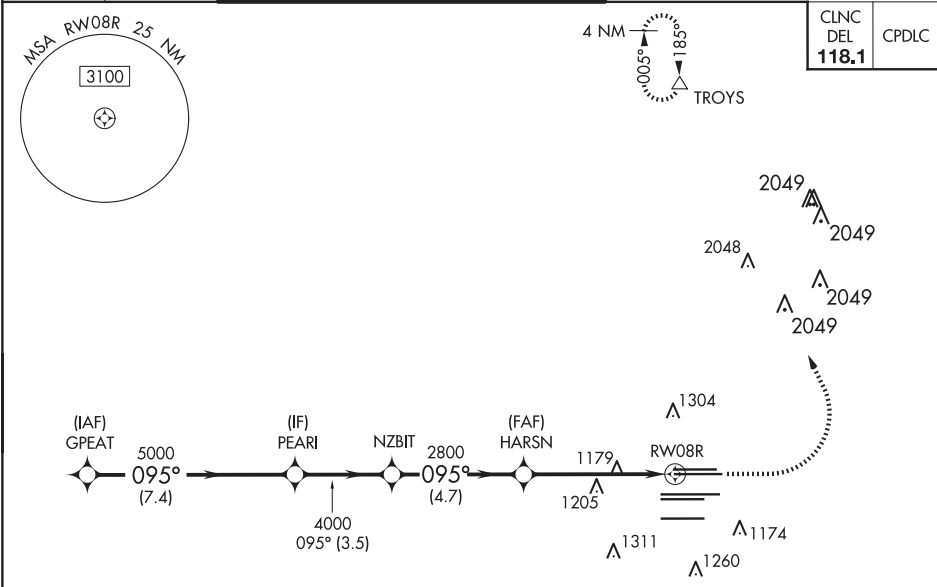
WAAS CH <b>48800</b> <b>W08D</b>	APP CRS <b>095°</b>	Rwy Idg TDZE <b>1024</b> Apt Elev <b>1026</b>
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RNAV (GPS) RWY 8R

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct TROYS and hold.
RADAR required.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. Simultaneous approach authorized with Rwy 9L or 9R or 10. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.	

D-ATIS	ATLANTA APP CON	ATLANTA TOWER	ALL	GND CON	ALL
ARR <b>119.65</b>		8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS		(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1 125.325 123.85 119.3 119.5 254.4</b>	<b>121.9</b>	<b>121.75 121.65 254.4</b>	



ATLANTA, GEORGIA

Amdt 5 31OCT24

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV (GPS) RWY 8R

SE-4, 12 JUN 2025 to 07 AUG 2025

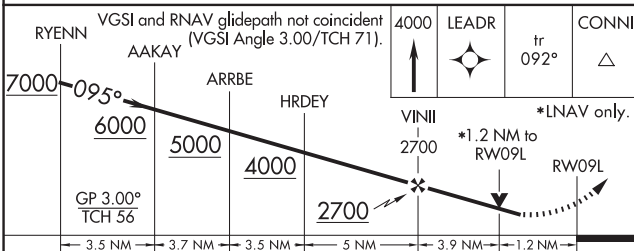
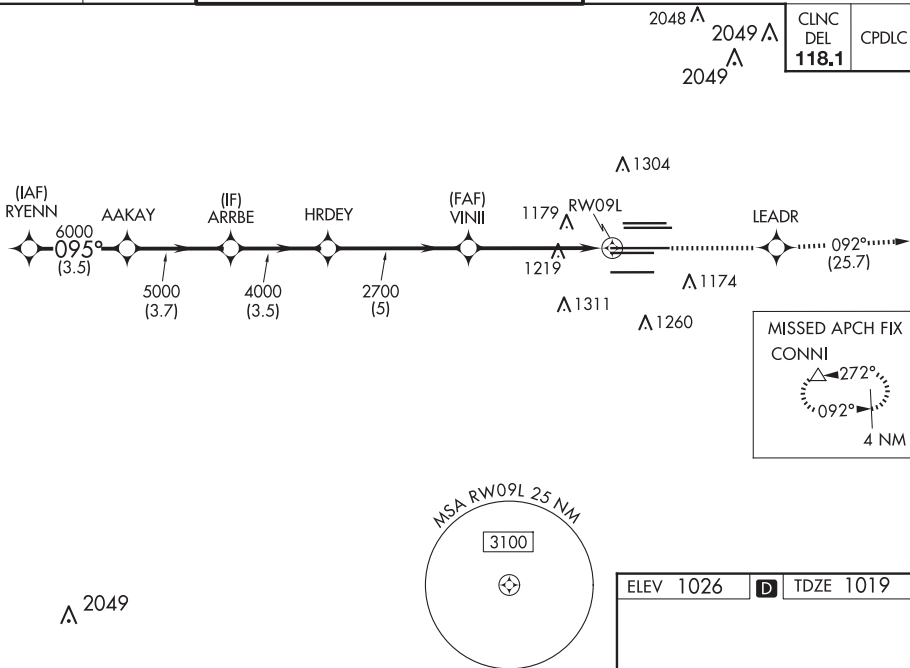
SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 9L  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

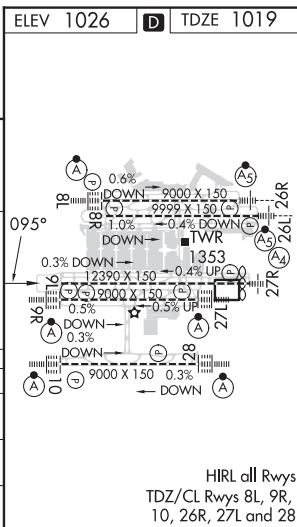
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Rwy 9L helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized with Rwy 8L or 8R or 10, or Rwy 8L and 10. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MISSED APPROACH:** Climb to 4000 direct LEADR and on track 092° to CONNI and hold.

D-ATIS	ATLANTA APP CON	ATLANTA TOWER						ALL RWYS	GND CON			ALL RWYS
ARR	119.65	8L-26R	8R-26L	9L-27R	9R-27L	10-28	254.4	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	254.4	
DEP	127.9	119.1	125.325	123.85	119.3	119.5	254.4	121.9	121.75	121.65	254.4	



CATEGORY	A	B	C	D
LPV DA	1359/50		340 (400-1)	
LNAV/ VNAV DA	1405/60		386 (400-1¼)	
LNAV MDA	1480/55	461 (500-1)	1480-1¾ 461 (500-1¾)	



HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

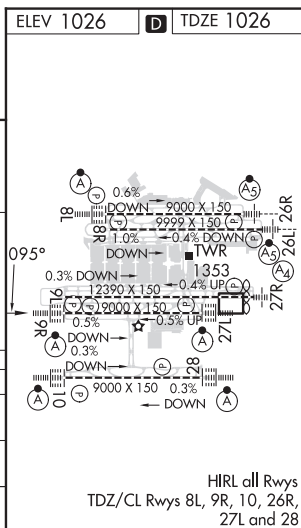
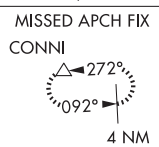
RNAV (GPS) RWY 9L

SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 9R  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 4000 direct RATCH and on track 092° to CONNI and hold.

All



ATLANTA, GEORGIA

AL-26 (FAA)

25051

WAAS CH <b>56300</b> <b>W26A</b>	APP CRS <b>275°</b>	Rwy Idg <b>9999</b> TDZE <b>996</b> Apt Elev <b>1026</b>
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RNAV (GPS) RWY 26L

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

▼

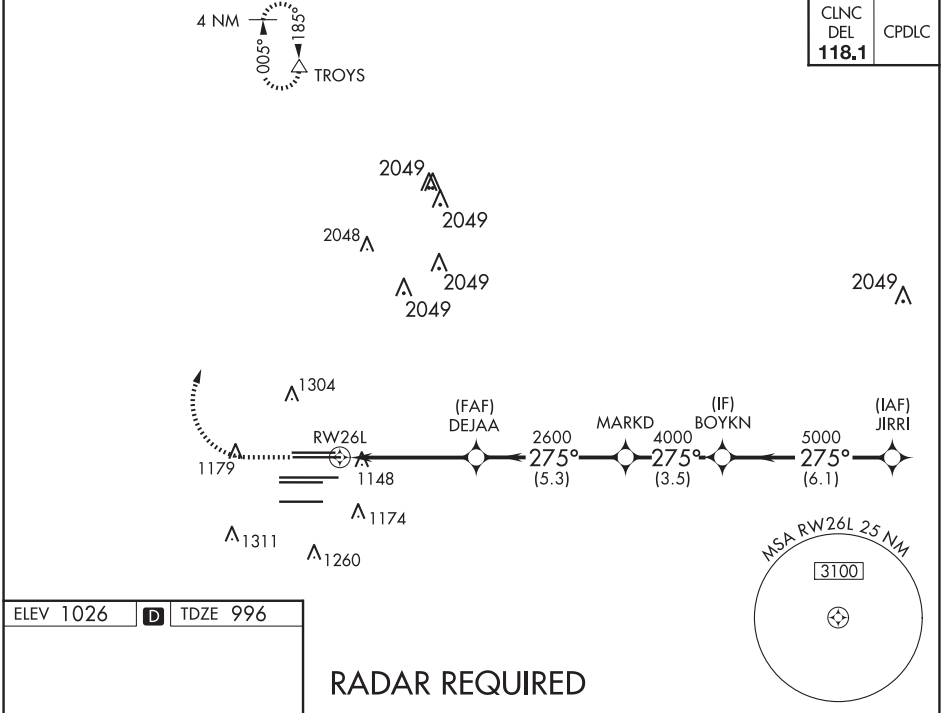
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV alt Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to RVR 6000. Simultaneous approach authorized with Rwy 27L or 27R or 28. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH:

Climb to 1500 then climbing right turn to 3500 direct TROYS and hold.

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b>						GND CON <b>121.9</b>	ALL RWYS <b>121.75 121.65 254.4</b>
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ELEV 1026	<b>D</b>	TDZE 996
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RADAR REQUIRED

1500

3500

TROYS

↑

↷

△

\*LNAV only.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 63).

BOYKN

JIRRI

MARKD

DEJAA

275°

5000

4000

2600

1.3

3.6 NM

5.3 NM

3.5 NM

6.1 NM

GP 3.00°

TCH 52

CATEGORY	A	B	C	D
LPV DA	1281/24		285 (300-½)	
LNAV/VNAV DA	1360/35		364 (400-⅝)	
LNAV MDA	1460/24	464 (500-½)	1460/50	464 (500-1)

HIRL all Rwy  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28

ATLANTA, GEORGIA  
Amdt 4 18SEP14

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV (GPS) RWY 26L

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

25051

WAAS CH <b>65700</b> <b>W27A</b>	APP CRS <b>275°</b>	Rwy Idg <b>8865</b> TDZE <b>999</b> Apt Elev <b>1026</b>
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RNAV (GPS) RWY 27L

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

**T**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 26R or 26L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

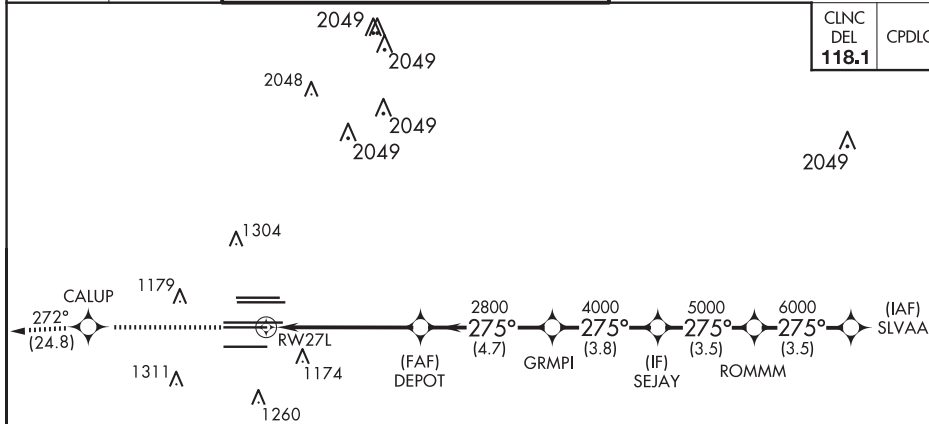
ALSF-2



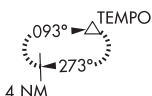
**MISSED APPROACH:** Climb to 4000 direct CALUP and on track 272° to TEMPO and hold.

D-ATIS	ATLANTA APP CON	ATLANTA TOWER						GND CON					
ARR	119.65	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS		
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	254.4	121.9	121.75	121.65	254.4

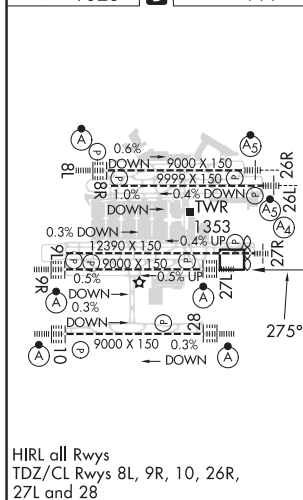
CLNC DEL <b>118.1</b>	CPDLC
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## MISSED APCH FIX



ELEV	1026	<b>D</b>	TDZE	999
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Amdt 5A 12OCT17

## RADAR REQUIRED



4000 ↑	CALUP ✱	tr 272°	TEMPO △	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 79).				SLVAA
*RNAV only.				DEPOT	GRMPI	SEJAY	ROMMM	7000
				2800	4000	5000	6000	275°
CATEGORY		A		B		C		D
LPV DA		1199/18		200 (200-½)				
RNAV/ VNAV	DA	1528-1⅓		529 (600-1⅓)				
RNAV MDA		1620/24	621 (600-½)	1620-1⅓		621 (600-1⅓)		

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV (GPS) RWY 27L

WAAS CH <b>70400</b> <b>W27B</b>	APP CRS <b>275°</b>	Rwy Idg <b>11890</b> TDZE <b>985</b> Apt Elev <b>1026</b>
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RNAV (GPS) RWY 27R  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 26R or 26L or 28, or Rwys 26R and 28. DME/DME RNP-0.3 NA. For Inop MALS, increase LNAV/VNAV Cat D visibility and LNAV Cats C and D visibility ¼ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Inop table does not apply to LPV, all Cats.

MALS



**MISSED APPROACH:**  
Climb to 4000 direct  
ROTLE and on track  
272° to TEMPO and  
hold.

D-ATIS	ATLANTA	ATLANTA TOWER						GND CON					
ARR	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS		
ARR	<b>119.65</b>												
DEP	<b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>254.4</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>254.4</b>

CLNC  
DEL  
118.1

CPDLC

2049<sup>A</sup>

MISSED APCH FIX

TEMPO




4 nm

ELEV 1026

D	TDZE 985
---	----------

## RADAR REQUIRED



HIRL all Rwys  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28

4000	ROTE	tr 272°	TEMPO △	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 72).				YOUYU 7000
*RNAV only.								
CATEGORY	A	B	C	D				
LPV DA	1185/40				200 (200-¾)			
LNAV/ VNAV	1461-1⅓				476 (500-1⅓)			
LNAB MDA	1460/40 475 (500-¾)		1460/60 475 (500-1¼)					

ATLANTA, GEORGIA

Amdt 4 18SEP14

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

RNAV (GPS) RWY 27R

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4. 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>99300</b> <b>W08B</b>	APP CRS <b>095°</b>	Rwy Idg TDZE <b>1015</b> Apt Elev <b>1026</b>
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RNAV (GPS) Y RWY 8L

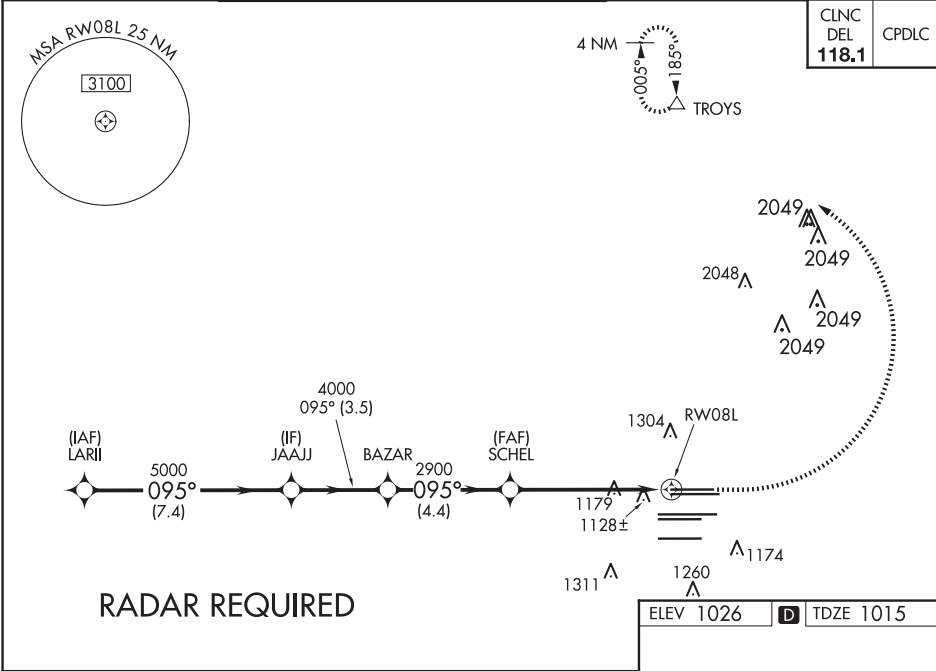
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cnts visibility to 1¼ miles. Helicopter visibility reduction below RVR 4000 NA. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH:  
Climb to 1500 then  
climbing left turn to  
3500 direct TROYS  
and hold.

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b>						ALL RWYS <b>121.9</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS <b>121.75 121.65 254.4</b>	ALL RWYS
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ATLANTA, GEORGIA

AL-26 (FAA)

25051

WAAS CH <b>40399</b> <b>W10A</b>	APP CRS <b>095°</b>	Rwy Idg TDZE <b>1000</b> Apt Elev <b>1026</b>
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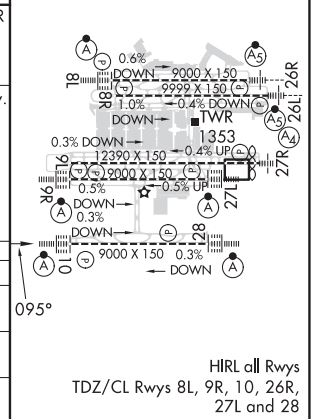
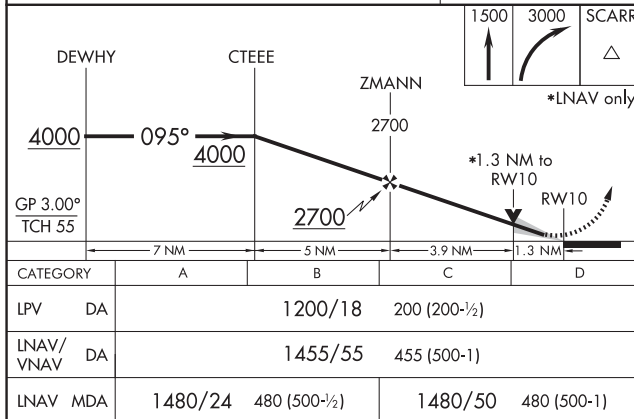
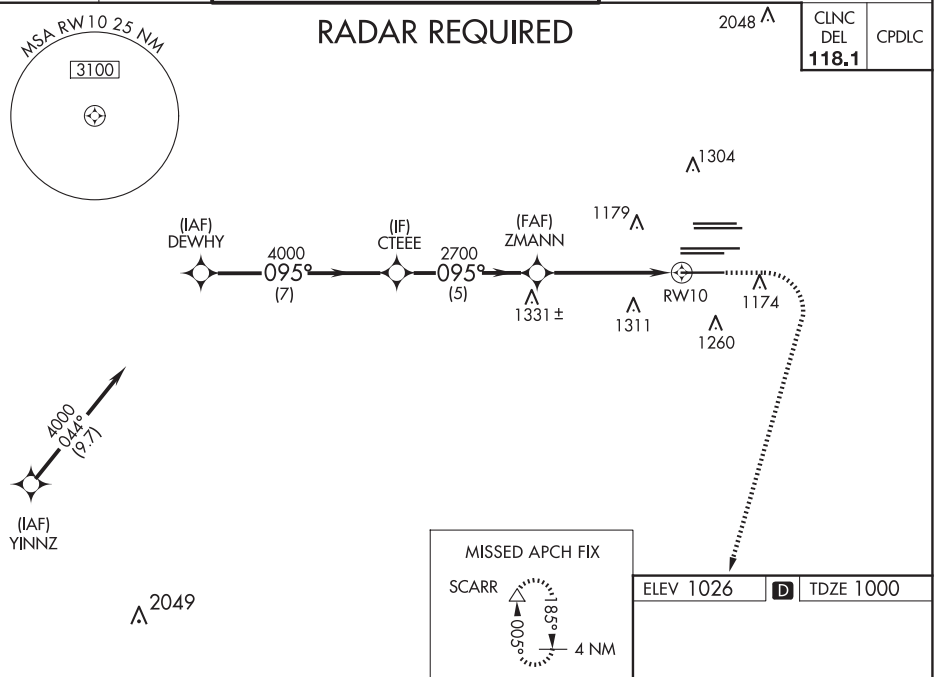
**RNAV (GPS) Y RWY 10**  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME-0.3 RNP NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C and D visibility to 1¾ mile. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 8L or 8R or 9L, or Rwys 8L and 9L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct SCARR and hold.

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b>				GND CON <b>121.75 121.65 254.4</b>	ALL RWYS
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ATLANTA, GEORGIA  
Amdt 4A 12OCT17

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W  
**RNAV (GPS) Y RWY 10**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>61000</b> <b>W26B</b>	APP CRS <b>275°</b>	Rwy Idg TDZE <b>990</b> Apt Elev <b>1026</b>
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RNAV (GPS) Y RWY 26R

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 27R or 27L or 28, or Rwy 27R and 28. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH:

Climb to 1500 then climbing right turn to 3500 direct TROYS and hold.

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b>						ALL RWYS (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 <b>121.9 121.75 121.65 254.4</b>	GND CON <b>121.75 121.65 254.4</b>	ALL RWYS
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ELEV 1026	D	TDZE 990
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ATLANTA, GEORGIA  
Amdt 4A 12OCT17

RADAR REQUIRED

1500 3500 TROYS		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69)		HAINZ ZELOW	
*LNAV only.		AJAAY 2700		BAMBU 4000	
*1.3 NM to RW26R		2700		5000	
RW26R		2700		5000	
1.3		3.9 NM		5 NM	
3.9 NM		5 NM		3.8 NM	
5 NM		3.8 NM		6 NM	
CATEGORY A		B		C	
LPV DA		1190/18		200 (200-½)	
LNAV/VNAV DA		1426/50		436 (500-1)	
LNAV MDA		1460/24		470 (500-½)	
1460/24		470 (500-½)		1460/50	
1460/50		470 (500-1)		470 (500-1)	

ATLANTA, GEORGIA  
Amdt 4A 12OCT17

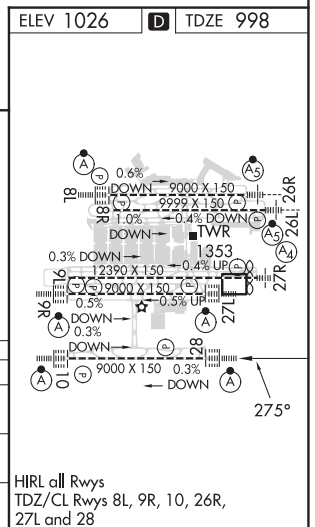
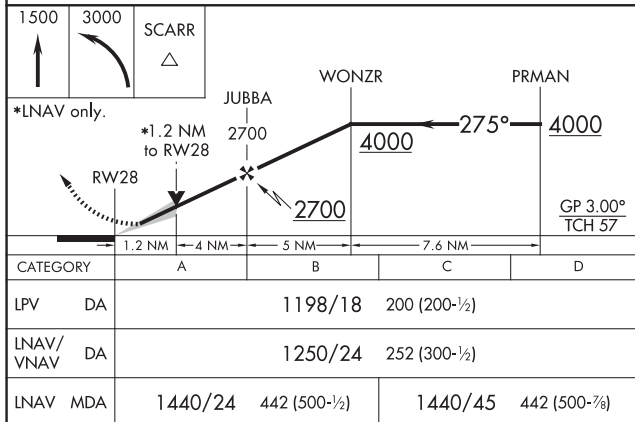
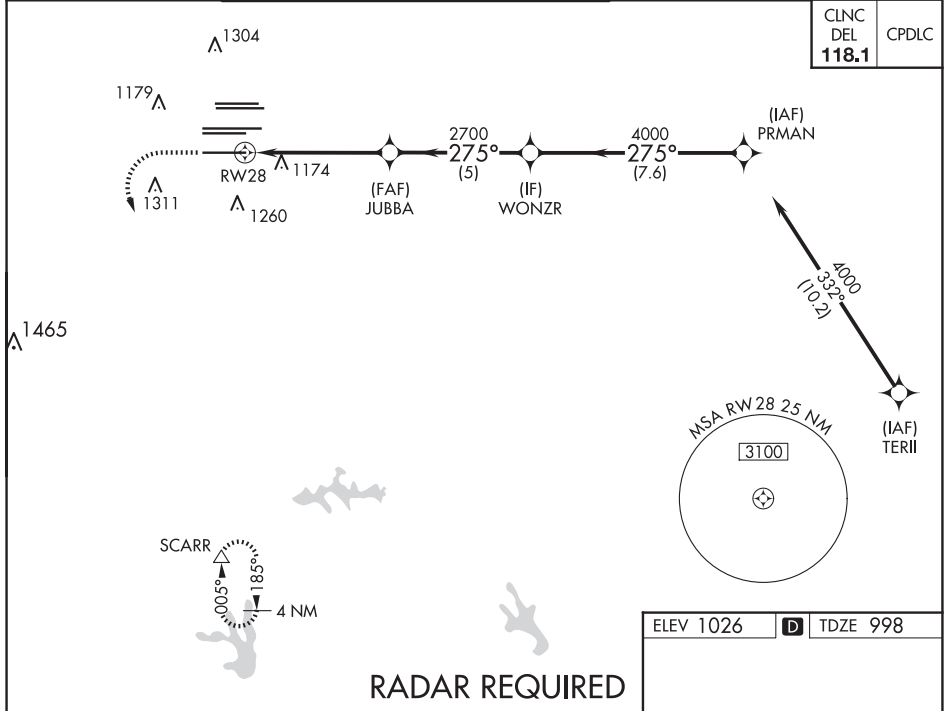
HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W

RNAV (GPS) Y RWY 26R

97

# RNAV (GPS) Y RWY 28

D-ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON			ALL	
ARR	<b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
DEP	<b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>254.4</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>254.4</b>



HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W **RNAV (GPS) Y RWY 28**

**ATTENTION ALL USERS PAGE (AAUP)**

**PILOT NON-PARTICIPANT PROCEDURE:**

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ATC facility as soon as practical, but at least 100 miles from destination.

**LIST OF APPROVED PRM APPROACHES:**

**ILS PRM Rwy 9R, 10, 27L, 28**  
**ILS PRM Rwy 9R (SA CAT-I, CAT II-III), 10 (SA CAT-I, CAT II-III),**  
**27L (SA CAT-I, CAT II), 28 (SA CAT-I, CAT II)**  
**RNAV (GPS) PRM Rwy 9R, 27L**  
**RNAV (GPS) PRM Y Rwy 10, 28**

**General, applicable to all approaches**

Review procedure for executing a climbing and descending PRM breakout.

Breakout phraseology: "TRAFFIC ALERT (call sign) TURN (left/right) IMMEDIATELY  
HEADING (degrees) CLIMB/DESCEND AND MAINTAIN (altitude)."

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e., ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the second receiver audio to ON.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized.

PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

**RUNWAY SPECIFIC, if needed**

ATLANTA, GEORGIA

AL-26 (FAA)

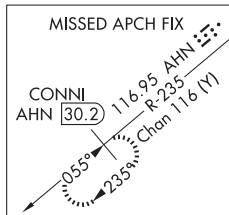
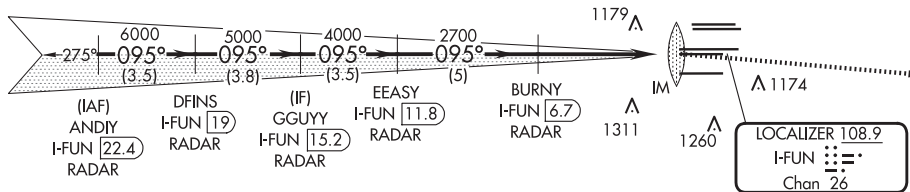
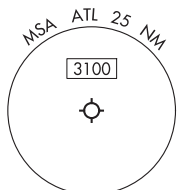
25051

LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>095°</b>	Rwy Idg <b>9000</b> TDZE <b>1026</b> Apt Elev <b>1026</b>
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ILS PRM RWY 9R  
(CLOSE PARALLEL)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RADAR required for procedure entry, DME.			ALSIF-2	MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.		
D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> <b>PRM 132.55</b>			GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 254.4</b>	ALL RWYS



VGSi and ILS glidepath not coincident (VGSi Angle 3.00°/TCH 70°).					
ANDYI I-FUN [22.4] RADAR	DFINS I-FUN [19] RADAR	GGUY I-FUN [15.2] RADAR	EASY I-FUN [11.8] RADAR	BURN I-FUN [6.7] RADAR	IM
7000 095° 6000 5000 4000 2700					
GS 3.00° TCH 55					
-3.5 NM -3.8 NM -3.5 NM 5 NM 5 NM 0.1					
CATEGORY	A	B	C	D	
S-ILS 9R	1226/18 200 (200-1/2)				

ELEV 1026 TDZE 1026

HIRL all Rwws  
TDZ/CL Rwws 8L, 9R, 10, 26R, 27L and 28

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ATLANTA, GEORGIA  
Amdt 3 22APR21

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 9R (CLOSE PARALLEL)

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10  
(CLOSE PARALLEL)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO <b>111.55</b> Chan <b>52 (Y)</b>	APP CRS <b>095°</b>	Rwy Idg <b>9000</b> TDZE <b>1000</b> Apt Elev <b>1026</b>
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DME or RADAR required. RNP APCH - GPS from YINN.Z.

Simultaneous approach authorized. Procedure NA when glide slope not available (ILS procedures only). Dual VHF Comm required. See additional requirements on AAUP. Localizer not suitable for electronic rollout guidance.

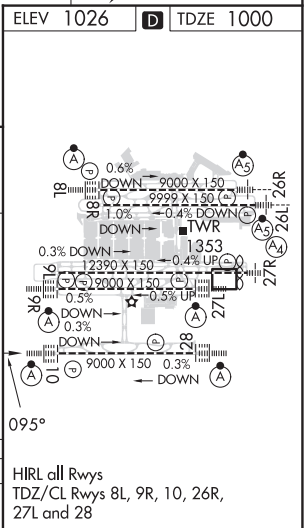
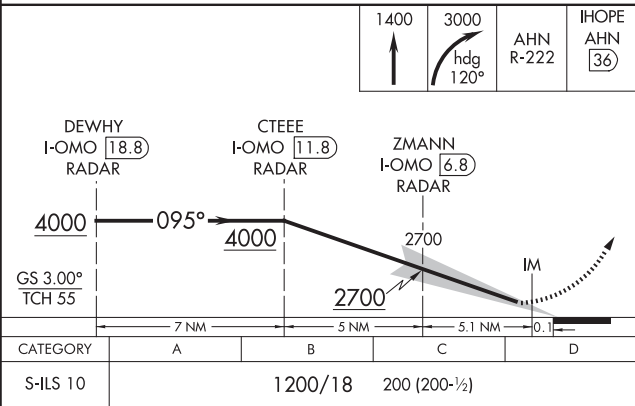
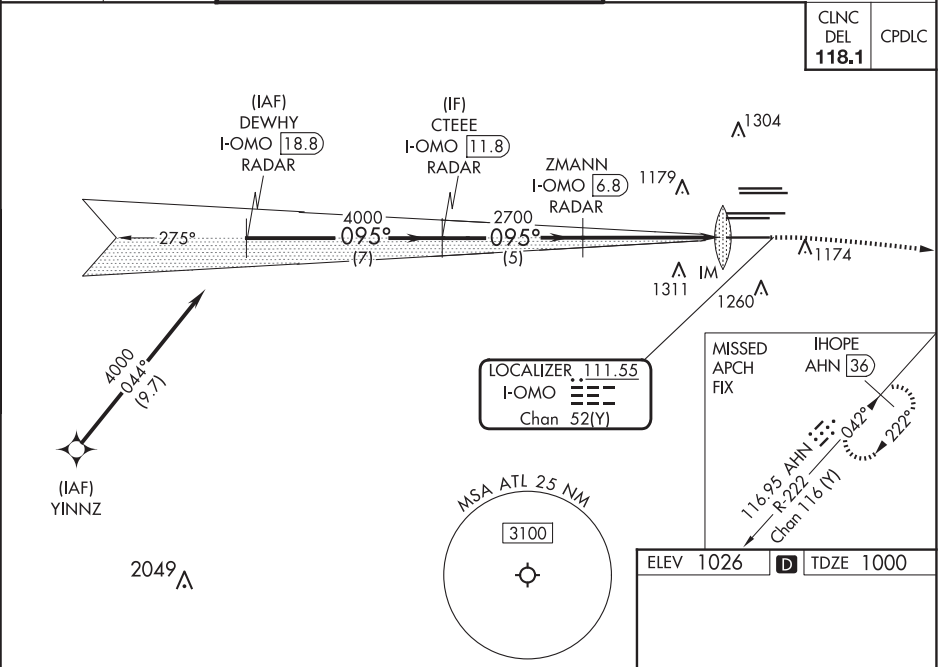
ALSF-2



MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> <b>PRM 133.425</b>	ALL RWYS <b>121.9 121.75 121.65 254.4</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 254.4</b>
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CLNC DEL <b>118.1</b>	CPDLC
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ATLANTA, GEORGIA  
Amdt 5 30DEC21

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 10 (CLOSE PARALLEL)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

AL-26 (FAA)

ILS PRM RWY 27L  
(CLOSE PARALLEL)

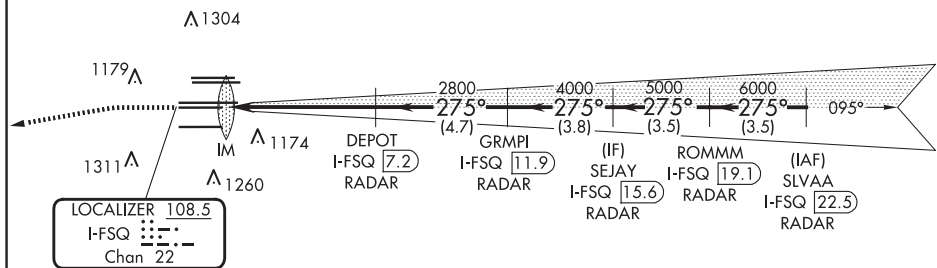
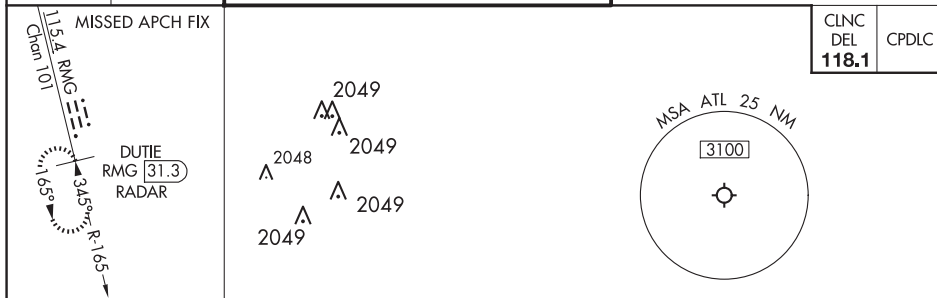
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ALSF-2

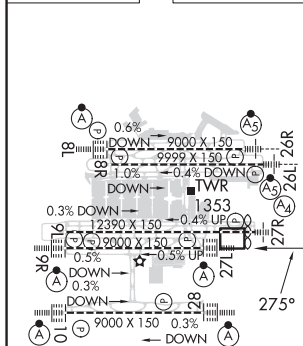


MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold.

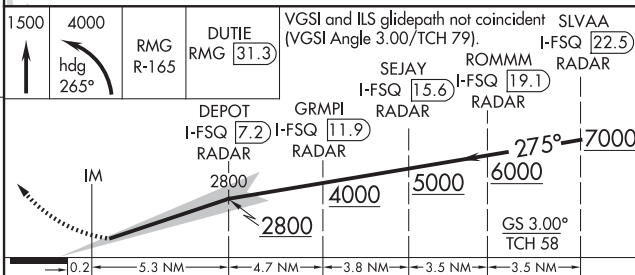
CLNC DEL <b>118.1</b>	CPDLC
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ELEV	1026	<b>D</b>	TDZE	999
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HIRL all Rwy's  
TDZ/CL Rwy's 8L, 9R,  
10, 26R, 27L and 28



CATEGORY	A	B	C	D
S-ILS 27L		1199/18	200 (200-1/2)	

ATLANTA, GEORGIA  
Amdt 4 22APR21

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 27L (CLOSE PARALLEL)

SE-4, 12 JUN 2025 to 07 AUG 2025



LOC/DME I-PKU <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>275°</b>	Rwy ldg TDZE <b>998</b> Apt Elev <b>1026</b>	<b>ILS PRM RWY 28 (CLOSE PARALLEL)</b> HARTSFIELD/JACKSON ATLANTA INTL (ATL)
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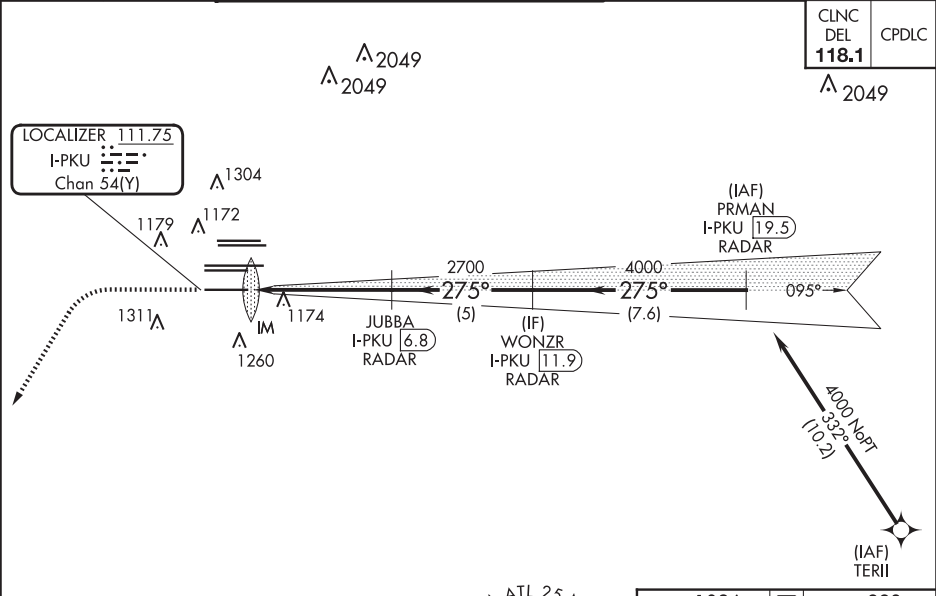
RNAV 1-GPS or RADAR required for procedure entry.  
From TERII: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 216° and LGC VORTAC R-062 to PAJVO/LGC 28 DME/RADAR and hold.

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> <b>PRM 133.425</b>	ALL RWYS (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 <b>121.9 121.75 121.65 254.4</b>
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MISSED APCH FIX  
PAJVO LGC **28** RADAR  
115.6 LGC R-062 Chan 103  
062°  
242°

MSA ATL 25 NM  
3100

ELEV 1026 TDZE 998

1500 3000  
hdg 216°

LGC R-062 PAJVO LGC **28**

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

WONZR I-PKU **11.9** RADAR

PRMAN I-PKU **19.5** RADAR

JUBBA I-PKU **6.8** RADAR

IM

2700

4000

275°

4000

GS 3.00° TCH 57

0.1 5.1 NM 5 NM 7.6 NM

CATEGORY A B C D

S-ILS 28 1198/18 200 (200-½)

HIRL all Rwy

TDZ/CL Rwy 8L, 9R, 10, 26R, 27L and 28

ATLANTA, GEORGIA

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

Amtd 5 07OCT21

**ILS PRM RWY 28 (CLOSE PARALLEL)**

103

ATLANTA, GEORGIA

AL-26 (FAA)

25051

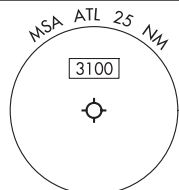
LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>095°</b>	Rwy Idg <b>9000</b> TDZE <b>1026</b> Apt Elev <b>1026</b>
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# ILS PRM RWY 9R (SA CAT I)

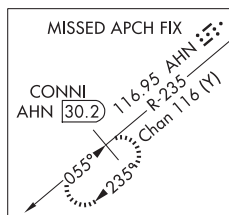
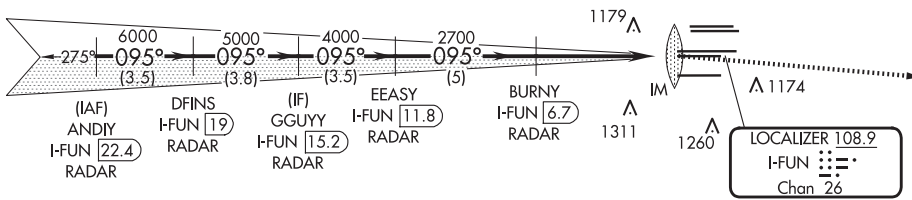
## (CLOSE PARALLEL)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RADAR required for procedure entry, DME. Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.			ALSIF-2 	MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.
D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> <b>PRM 132.55</b>	ALL RWYS <b>121.9 121.75 121.65 254.4</b>	GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 <b>121.9 121.75 121.65 254.4</b>

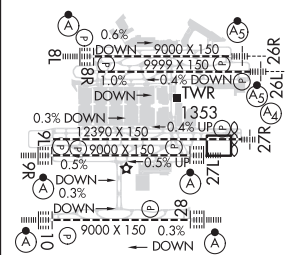
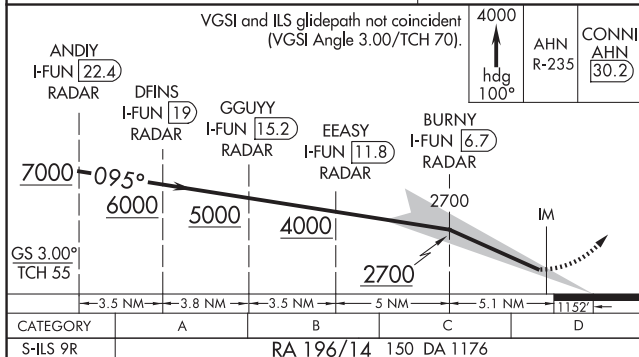


CLNC DEL <b>118.1</b>	CPDLC
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A 2049

ELEV 1026 D TDZE 1026



**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwy's  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

ATLANTA, GEORGIA  
Amdt 3 22APR21

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

# ILS PRM RWY 9R (SA CAT I)(CLOSE PARALLEL)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	095°	TDZE	1000
Chan 52(Y)		Apt Elev	1026

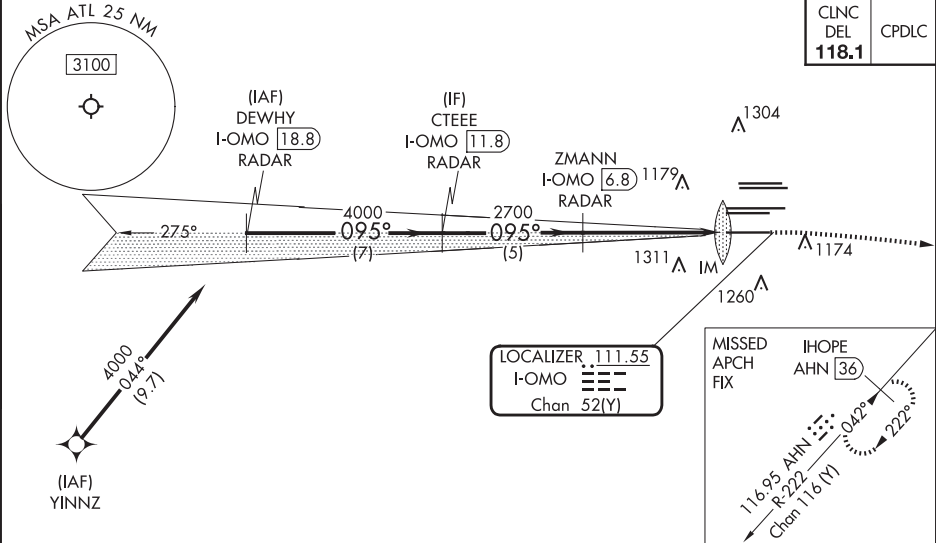
DME or RADAR required.  
RNP APCH - GPS from YINNZN.

Simultaneous approach authorized. Procedure NA when glide slope not available (ILS procedures only). Dual VHF Comm required. See additional requirements on AAUP. Requires special OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.

D-ATIS	ATLANTA APP CON	ATLANTA TOWER	ALL RWYS	GND CON	ALL RWYS
ARR 119.65	127.9 379.9	8L-26R 8R-26L 9L-27R 9R-27L 10-28	119.1 125.325 123.85 119.3 119.5 254.4	(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28	121.9 121.75 121.65 254.4
DEP 125.55		PRM 133.425			



ELEV 1026 TDZE 1000

DEWHY I-OMO 18.8 RADAR

CTEE I-OMO 11.8 RADAR

ZMANN I-OMO 6.8 RADAR

IM

4000

2700

7 NM

5 NM

5.2 NM

1149'

GS 3.00° TCH 55

1400

3000

AHN R-222

IHOPE AHN 36

hdg 120°

CATEGORY	A	B	C	D
S-ILS 10	RA 180/14 150 DA 1150			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rws  
TDZ/CL Rws 8L, 9R, 10, 26R, 27L and 28

ATLANTA, GEORGIA

AL-26 (FAA)

25051

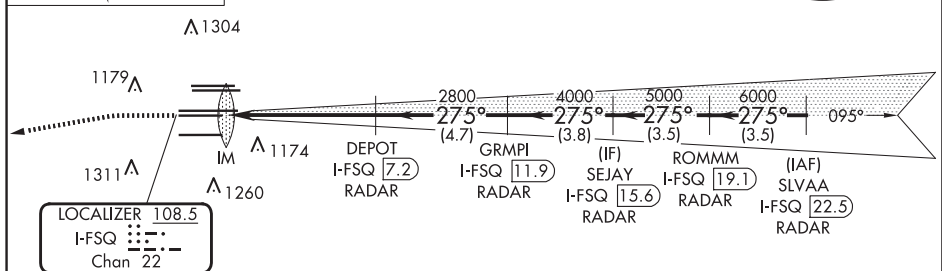
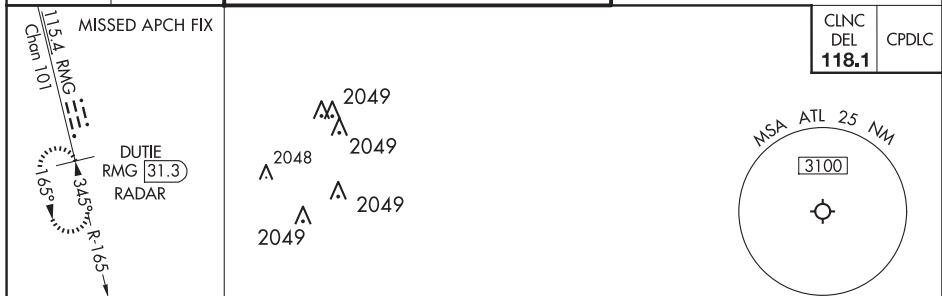
LOC/DME I-FSQ <b>108.5</b> Chan <b>22</b>	APP CRS <b>275°</b>	Rwy Idg TDZE Apt Elev	<b>8865</b> <b>999</b> <b>1026</b>
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# ILS PRM RWY 27L (SA CAT I)

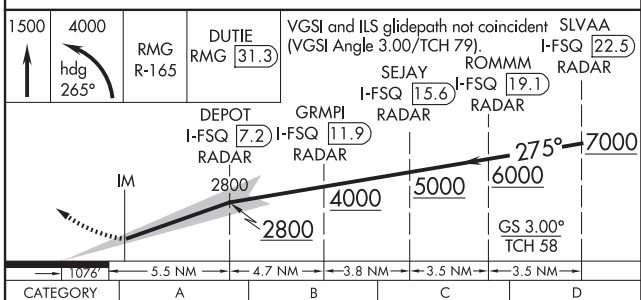
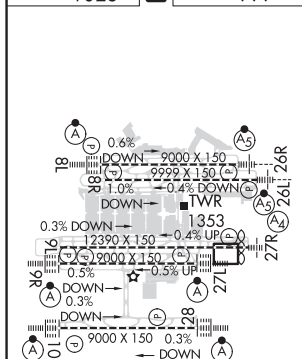
## (CLOSE PARALLEL)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RADAR required for procedure entry. DME or RADAR required.						ALSIF-2		MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/ RMG 31.3 DME/RADAR and hold.			
<div><div></div><div>Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP. Requires specific OPSPEC, MSPEC, or LOA approval.</div></div>						<div><div></div><div></div></div>					
D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>		ATLANTA APP CON <b>127.9 379.9</b>		ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> PRM <b>132.55</b>		ALL RWYS		GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 <b>121.9 121.75 121.65 254.4</b>		ALL RWYS	



ELEV <b>1026</b>	<b>D</b>	TDZE <b>999</b>
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## SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ATLANTA, GEORGIA  
Amdt 4 22APR21

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 27L (SA CAT I) (CLOSE PARALLEL)

SE-4, 12 JUN 2025 to 07 AUG 2025

ATLANTA, GEORGIA



AL-26 (FAA)

ILS PRM RWY 28 (SA CAT I)  
(CLOSE PARALLEL)

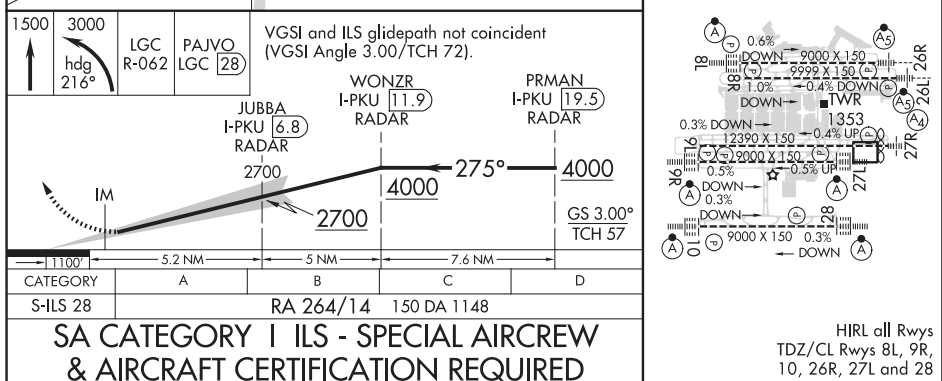
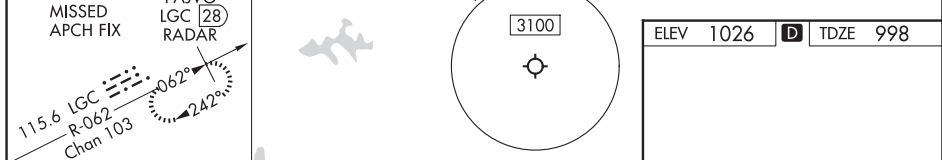
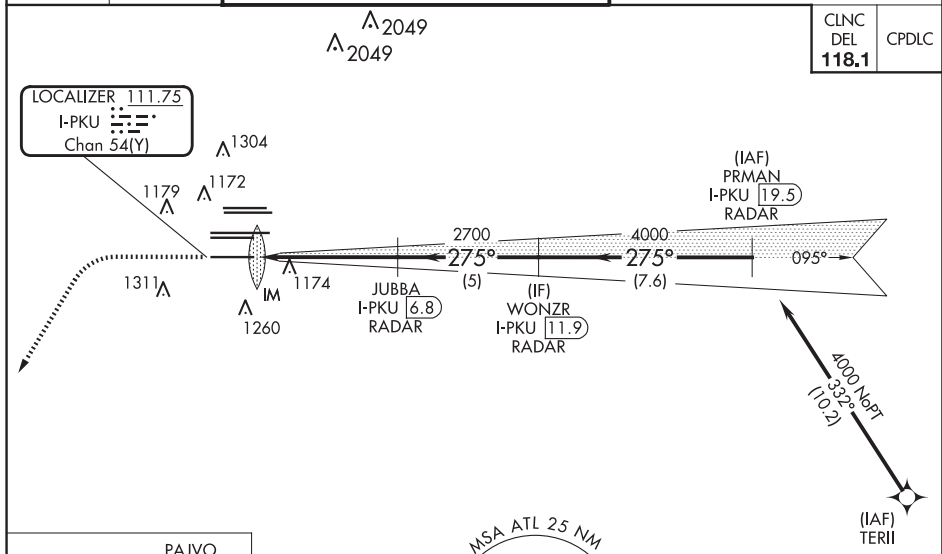
25051

LOC/DME I-PKU <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>275°</b>	Rwy ldg TDZE <b>998</b> Apt Elev <b>1026</b>
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HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV 1-GPS or RADAR required for procedure entry. From TERII: RNAV 1-GPS required. DME or RADAR required.		ALSIF-2 	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 216° and LGC VORTAC R-062 to PAJVO/LGC 28 DME/RADAR and hold.
 Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP. Requires specific OPSPEC, MSPEC, or LOA approval.			

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> <b>PRM 133.425</b>	ALL RWYS (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 <b>121.9 121.75 121.65 254.4</b>
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SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ILS PRM RWY 27L (CAT II)  
(CLOSE PARALLEL)

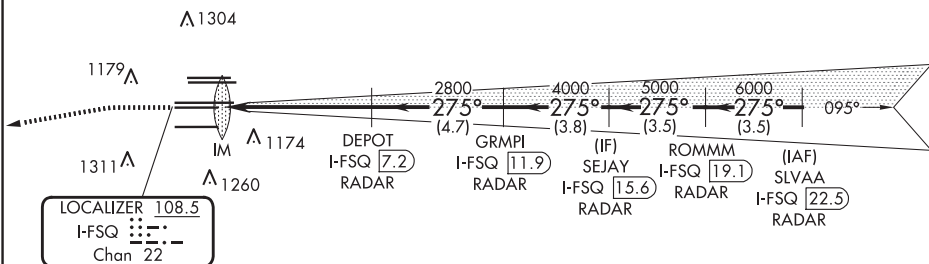
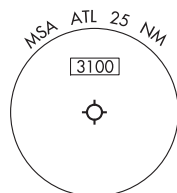
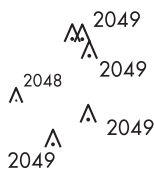
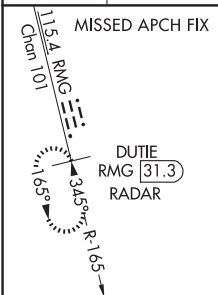
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ALSF-2

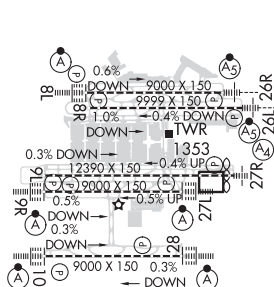


**MISSED APPROACH:** Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold.

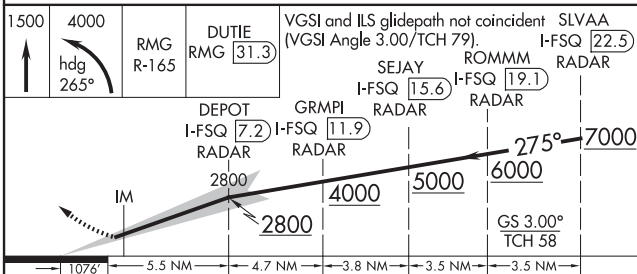
D-ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	254.4	121.9	121.75	121.65	254.4
		DBM 132.55									



ELEV	1026	<b>D</b>	TDZE	999
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HIRL all Rwys  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28



CATEGORY	A	B	C	D
S-ILS 27L	RA 127/12 100 DA 1099			

CATEGORY II ILS- SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

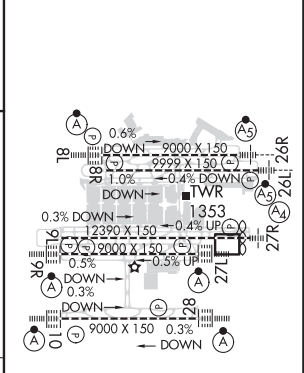
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 27L (CAT II) (CLOSE PARALLEL)

SE-4, 12 JUN 2025 to 07 AUG 2025

25051

$\Lambda_{2049}$ $\Lambda_{2049}$	CLNC DEL <b>118.1</b>	CPDLC
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HIRL all Rwys  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28

109

SE-4. 12 JUN 2025 to 07 AUG 2025

ATLANTA, GEORGIA

AL-26 (FAA)

25051

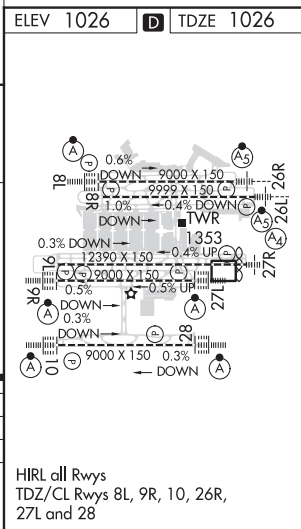
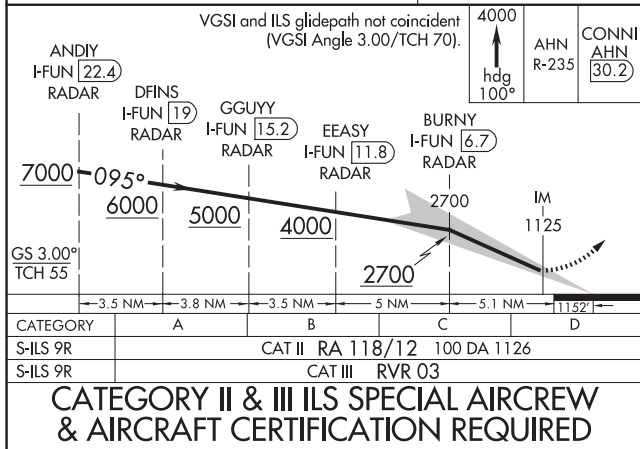
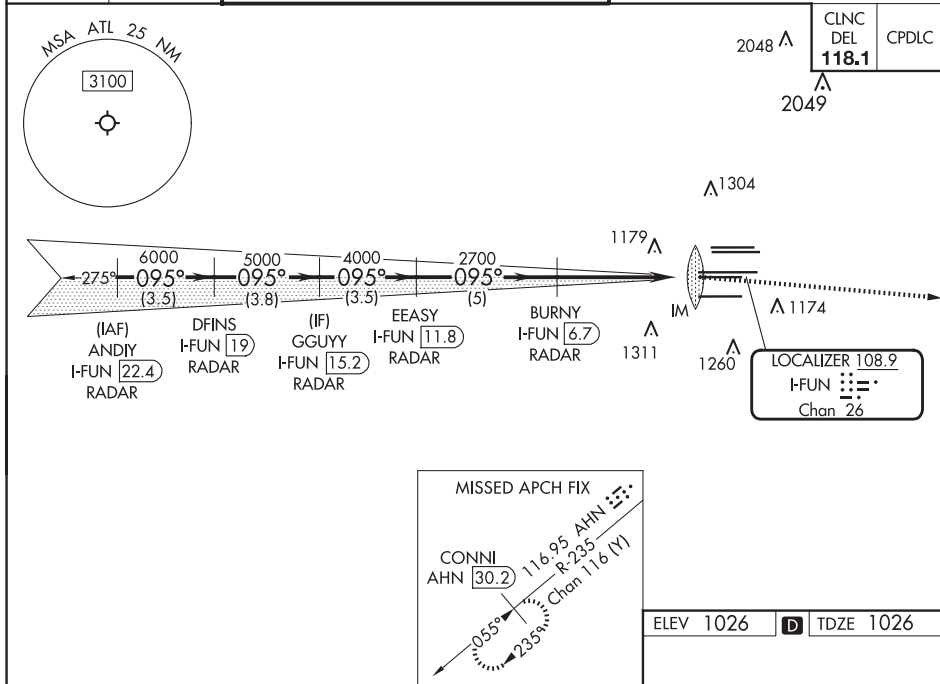
LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>095°</b>	Rwy Idg <b>9000</b> TDZE <b>1026</b> Apt Elev <b>1026</b>
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**ILS PRM RWY 9R (CAT II & III)**  
**(CLOSE PARALLEL)**

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RADAR required for procedure entry, DME.		ALSIF-2 	MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional operations on AAUP.			

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> <b>PRM 132.55</b>				ALL RWYS <b>254.4</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 254.4</b>	ALL RWYS
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ATLANTA, GEORGIA  
Amdt 3 22APR21

33°38'N-84°26'W HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
**ILS PRM RWY 9R (CAT II & III) (CLOSE PARALLEL)**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



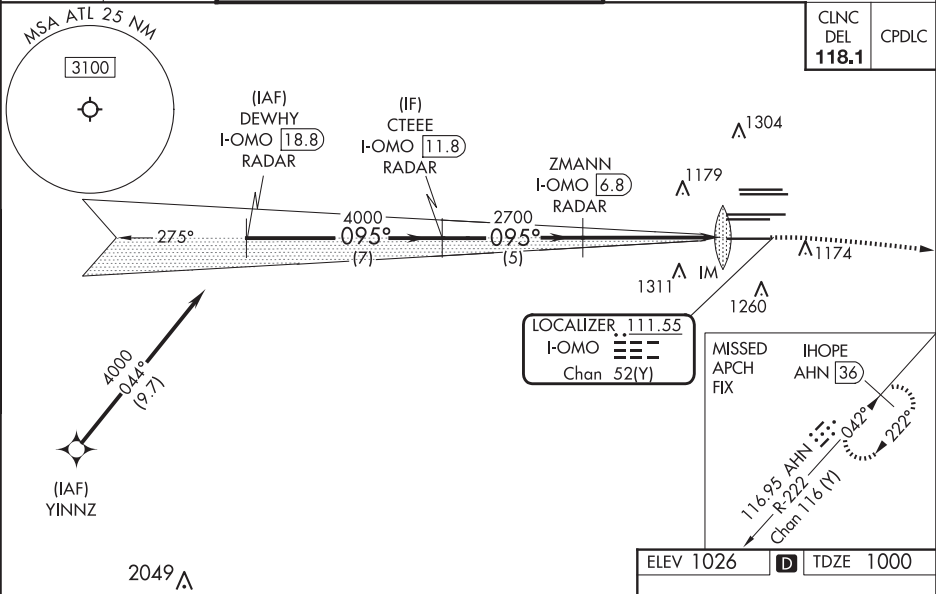
DME or RADAR required.  
RNP APCH - GPS from YINNZ.

Simultaneous approach authorized. Procedure NA when glide slope not available (ILS procedures only). Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.

D-ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON		ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	254.4	121.9	121.75	121.65 254.4
		PRM 133.425								



DEWHY I-OMO 18.8 RADAR		CTEEE I-OMO 11.8 RADAR		<div>1400 ↑</div> <div>3000 hdg 120°</div>		AHN R-222		IHOPE AHN 36	
4000		4000		2700		2700		1100	
GS 3.00° TCH 55		7 NM		5 NM		5.2 NM		1149'	
CATEGORY	A	B	C	D					
S-ILS 10	CAT II RA 110/12 100 DA 1100								
S-ILS 10	CAT III RVR 07								
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED									
HIRL all Rwy's TDZ/CL Rwy's 8L, 9R, 10, 26R, 27L and 28									

ATLANTA, GEORGIA

AL-26 (FAA)

RNAV (GPS) PRM RWY 9R  
(SIMULTANEOUS CLOSE PARALLEL)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

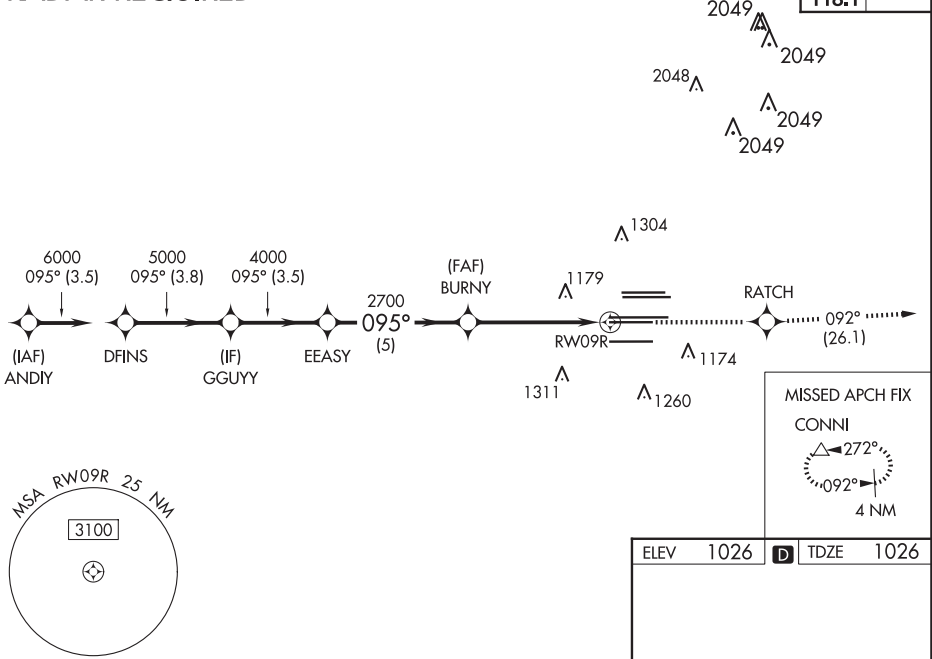
25051

WAAS CH <b>97400</b> <b>W09B</b>	APP CRS <b>095°</b>	Rwy Idg <b>9000</b> TDZE <b>1026</b> Apt Elev <b>1026</b>
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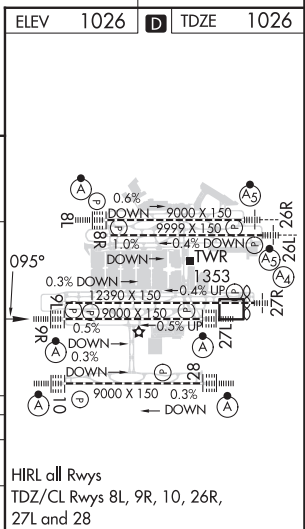
<b>NA</b>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 10, or Rwy 8L and 10, or Rwy 8R and 10. Dual VHF comm required. See additional requirements on AAUP. Use of FD or AP providing RNAV track guidance required during simultaneous operations.	ALSf-2 	MISSED APPROACH: Climb to 4000 direct RATCH and on track 092° to CONNI and hold.
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D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> PRM <b>132.55</b>	ALL RWYS (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 <b>121.9 121.75 121.65 254.4</b>
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RADAR REQUIRED



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).		4000	RATCH	tr 092°	CONNI
ANDY DFINS GGUY EASY BURNY RW09R		7000 095° 6000 5000 4000 2700			
GP 3.00° TCH 56		3.5 NM 3.8 NM 3.5 NM 5 NM 5.1 NM			
CATEGORY	A	B	C	D	
LPV DA		1226/18	200 (200-½)		
LNAV/VNAV DA		1403/40	377 (400-¾)		



ATLANTA, GEORGIA  
Orig-A 12OCT17

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV (GPS) PRM RWY 9R (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA, GEORGIA

AL-26 (FAA)

25051

RNAV (GPS) PRM RWY 27L  
(SIMULTANEOUS CLOSE PARALLEL)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

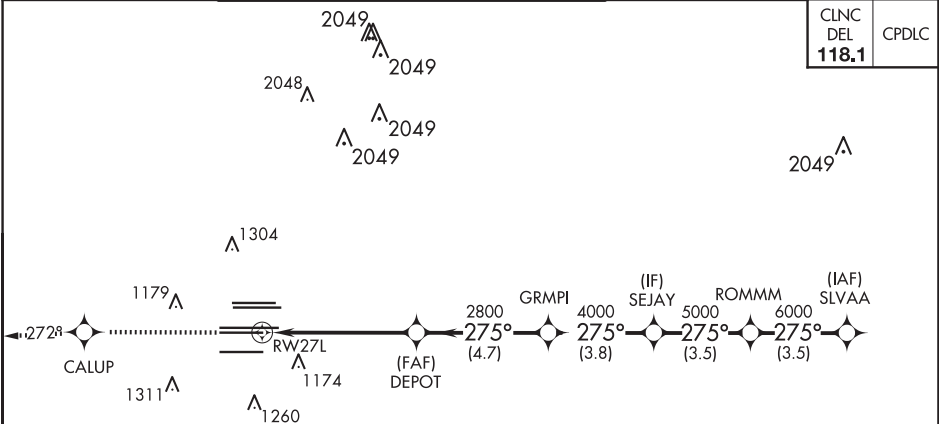
WAAS CH <b>65700</b> <b>W27A</b>	APP CRS <b>275°</b>	Rwy Idg TDZE <b>999</b> Apt Elev <b>1026</b>
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 26R or 26L or 28, or Rwys 26R and 28, or Rwys 26L and 28. Dual VHF Comm required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 4000 direct CALUP and on track 272° to TEMPO and hold.

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> PRM <b>132.55</b>	ALL RWYS <b>121.9 121.75 121.65 254.4</b>
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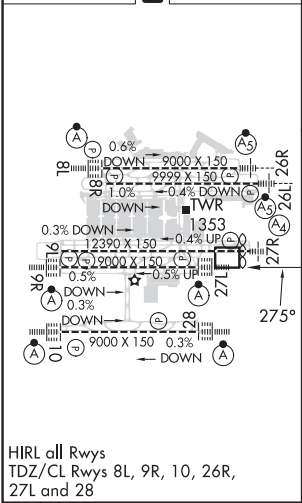
MISSED APCH FIX

4 NM

ELEV 1026

D

TDZE 999



ATLANTA, GEORGIA  
Orig-A 12OC17

RADAR REQUIRED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).

SLVAA 7000

ROMMM 6000

SEJAY 5000

GRMPI 4000

DEPOT 2800

RW27L 2800

GP 3.00° TCH 58

5.5 NM 4.7 NM 3.8 NM 3.5 NM 3.5 NM

CATEGORY	A	B	C	D
LPV DA	1199/18 200 (200-½)			
LNAV/VNAV DA	1528-1⅓ 529 (600-1⅓)			

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV (GPS) PRM RWY 27L (SIMULTANEOUS CLOSE PARALLEL)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ATLANTA, GEORGIA

AL-26 (FAA)

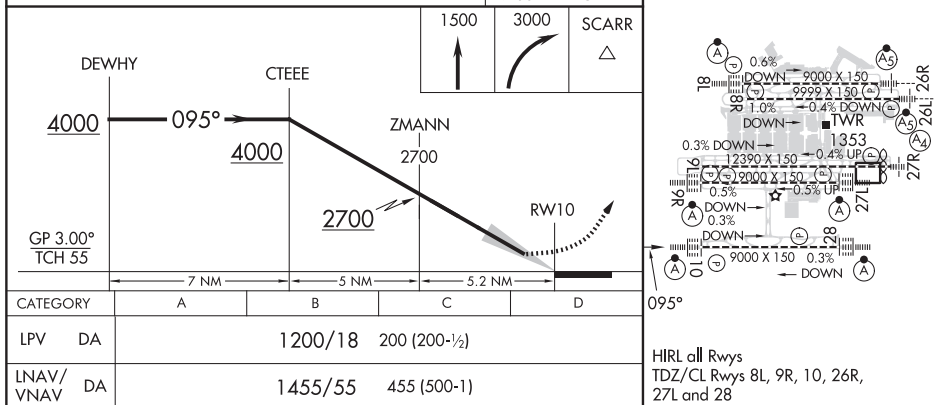
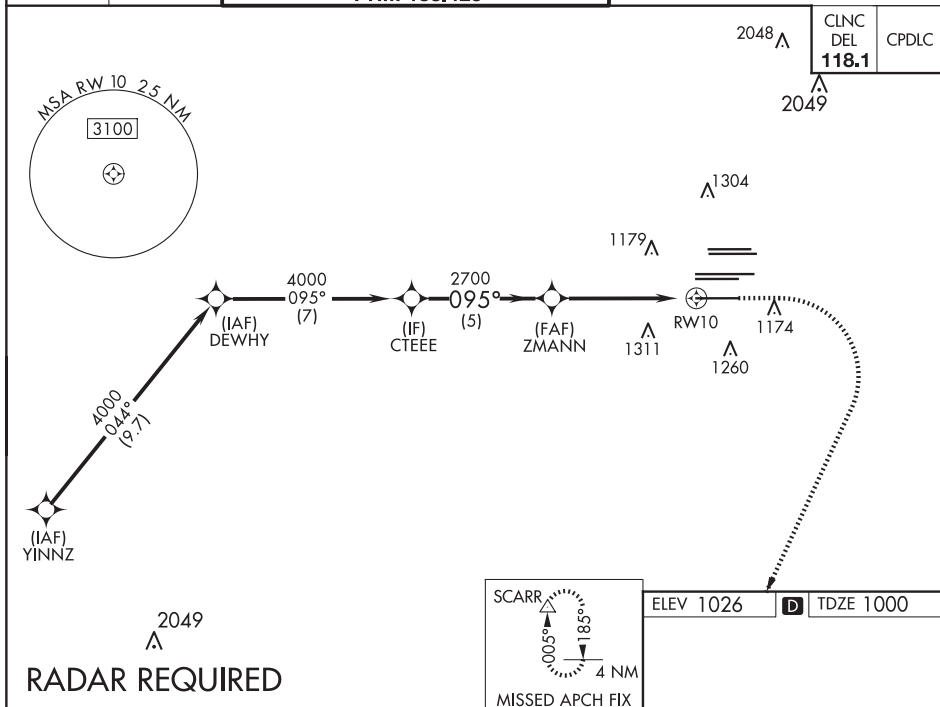
# RNAV (GPS) PRM Y RWY 10 (SIMULTANEOUS CLOSE PARALLEL)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

WAAS CH <b>40399</b> <b>W10A</b>	APP CRS <b>095°</b>	Rwy Idg TDZE <b>1000</b> Apt Elev <b>1026</b>
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<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1½ mile. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 9L or 9R, or Rwy 8L and 9L, or Rwy 8L and 9R, or Rwy 8R and 9L, or Rwy 8R and 9R. See additional requirements on AAUP. Dual VHF comm required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SCARR and hold.</p>
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D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> <b>PRM 133.425</b>	ALL RWYS <b>121.9 121.75 121.65 254.4</b>
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ATLANTA, GEORGIA  
Orig-A 12OCT17

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV (GPS) PRM Y RWY 10 (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA, GEORGIA

AL-26 (FAA)

25051

RNAV (GPS) PRM Y RWY 28  
(SIMULTANEOUS CLOSE PARALLEL)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

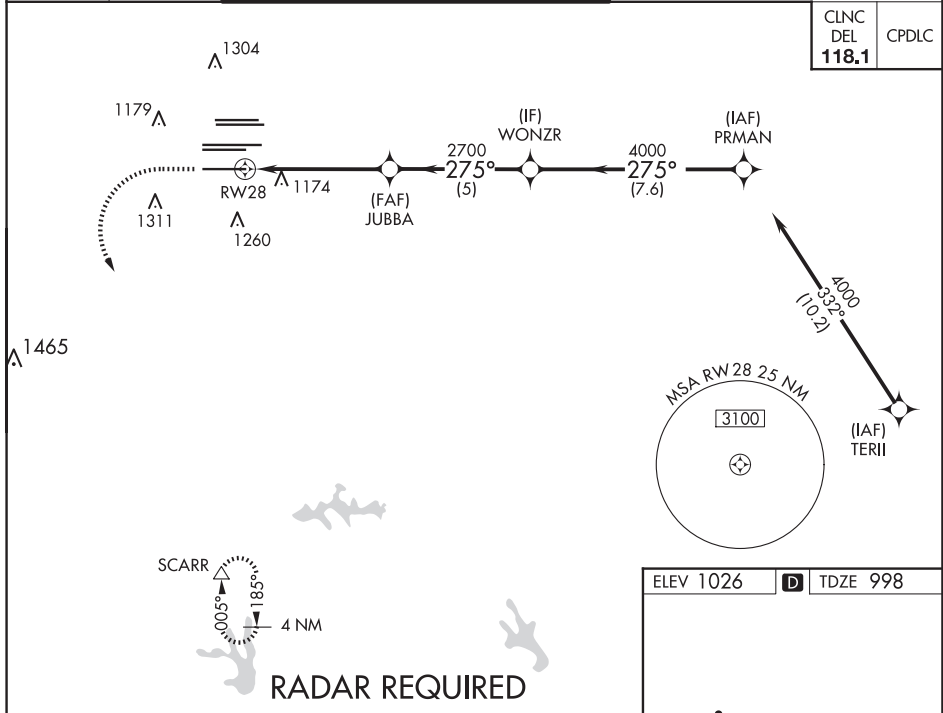
WAAS CH <b>61299</b> <b>W28A</b>	APP CRS <b>275°</b>	Rwy Idg TDZE <b>998</b> Apt Elev <b>1026</b>
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 26R or 26L or 27R or 27L, or Rwy 26R and 27R, or Rwy 26R and 27L, or Rwy 26L and 27R, or Rwy 26L and 27L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct SCARR and hold.

D-ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 254.4</b> <b>PRM 133.425</b>	ALL RWYS <b>121.9 121.75 121.65 254.4</b>	GND CON 10-28 <b>121.65</b>	ALL RWYS <b>254.4</b>
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1500	3000	SCARR
RWY 28		
JUBBA		
WONZR		
PRMAN		
2700		
4000		
275°		
GP 3.00°		
TCH 57'		
5.2 NM		
5 NM		
7.6 NM		
CATEGORY	A	B
LPV	DA	1198/18
LNAV/VNAV	DA	1250/24

ELEV 1026

D

TDZE 998

HIRL all Rwy  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28

ATLANTA, GEORGIA  
Orig-A 12OCT17

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV (GPS) PRM Y RWY 28 (SIMULTANEOUS CLOSE PARALLEL)

SE-4, 12 JUN 2025 to 07 AUG 2025

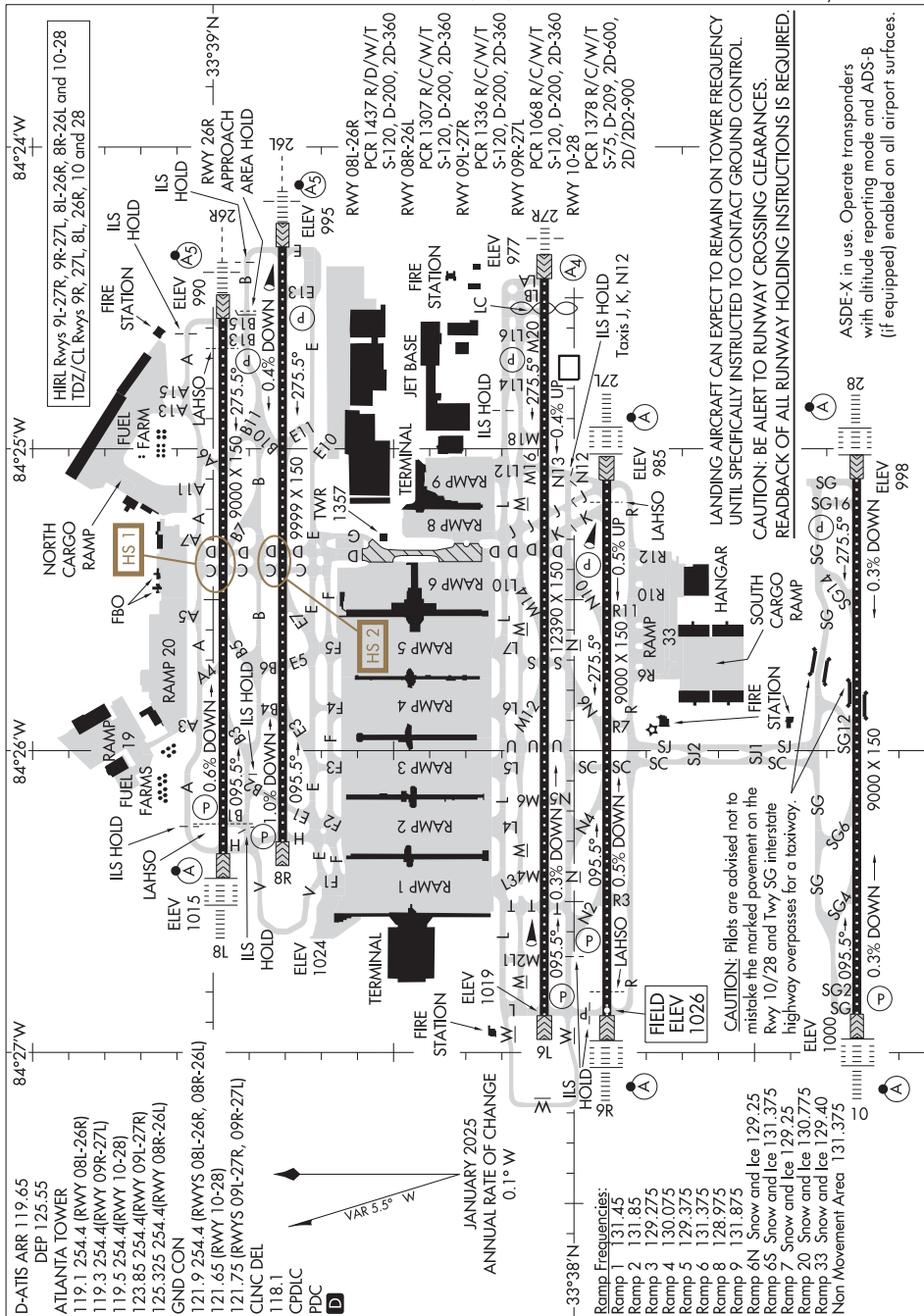
SE-4, 12 JUN 2025 to 07 AUG 2025

## AIRPORT DIAGRAM

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

AL-26 (FAA)

ATLANTA, GEORGIA



ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

LANDING AIRCRAFT CAN EXPECT TO REMAIN ON TOWER FREQUENCY UNTIL SPECIFICALLY INSTRUCTED TO CONTACT GROUND CONTROL. CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En Route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequence of waypoints loaded in the FMS match the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. Ensure all transitions are loaded correctly.
2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify that the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s) and the altitude set in the altitude window matches the TOP ALTITUDE of the SID, unless amended by ATC. For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. If unable to comply with the RNAV SID, contact ATC prior to takeoff and request an amended clearance.
3. **LINE UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway either via an RNAV path or via an assigned heading. If assigned a heading instead of an RNAV path, ATC must also issue an altitude to maintain. An RNAV path takeoff clearance will direct aircraft to fly the required RNAV path to the initial waypoint on the SID in the ATC clearance. A typical takeoff clearance will state, for example, "Delta 123, RNAV to MPASS, Runway 26L, Cleared for Takeoff". After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, "Delta 123, RNAV to MPASS, Runway 26L, Cleared for Takeoff". If the takeoff clearance does not match the planned/loaded procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.
4. **AFTER TAKEOFF:** Unless instructed to fly a heading by ATC, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative. Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. If unable to comply with the SID profile, immediately notify ATC.
5. **SPECIFIC INFORMATION:** Atlanta will utilize RNAV departures in both dual and triple runway operations between 0700 - 2300 local. All properly equipped aircraft should expect to fly an ATLANTA RNAV DEPARTURE. Headings may be issued in lieu of an RNAV off the ground take off clearance. If so, an altitude to maintain must also be issued. Pilots may anticipate a runway assignment based upon the information provided below, however actual runway assignments will be issued on initial contact with Ground Control.

(CONTINUED ON FOLLOWING PAGE)

ATTENTION ALL USERS PAGE (AAUP)

CONTINUED FROM PREVIOUS PAGE

Atlanta RNAV SIDs Directions:

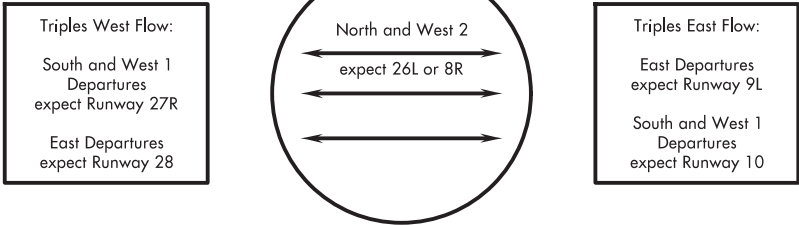
North	West	South	East
PADGT	CUTTN (WEST 2)	BANNG	GAIRY
PENCL	KAJIN (WEST 1)	HAALO	JACCC
SMKEY	NASSA (WEST 2)	SMLTZ	PHIIL
VARNM	POUNC (WEST 1)	VRSTY	PLMMR

Expected Runway Assignment for Dual or Triple Departure Operations

Dual Departures



Triple Departures



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ATLANTA DEP CON  
133.475 281.425 (Rwys 8L-26R, 8R-26L)  
125.65 281.425 (Rwys 9L-27R, 9R-27L)  
121.225 281.425 (Rwy 10-28)  
D-ATIS 125.55  
CLNC DEL 118.1  
CPDLC  
GND CON  
121.9 254.4 (Rwys 8L-26R, 8R-26L)  
121.75 254.4 (Rwys 9L-27R, 9R-27L)  
121.65 254.4 (Rwy 10-28)  
ATLANTA TOWER  
119.1 254.4 (Rwy 8L-26R)  
125.325 254.4 (Rwy 8R-26L)  
119.3 254.4 (Rwy 9R-27L)  
123.85 254.4 (Rwy 9L-27R)  
119.5 254.4 (Rwy 10-28)

RADAR required.

TOP ALTITUDE:  
JETS: 10000  
PROPS: 4000

NOONE

NOTWO

EAONE

EATWO

1500

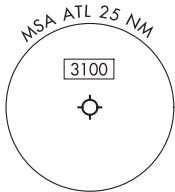
1400

1527

1527

WETWO

WEONE



SOTWO

SOONE

TAKEOFF MINIMUMS

Rwys 8L, 9R, 10, 26L/R, 27L/R, 28: Standard.  
Rwy 8R: 300-1 or standard with minimum climb of 250'/NM to 1200, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.  
Rwy 9L: 300-1 or standard with minimum climb of 270'/NM to 1200.

NOTE: Monitor tower frequency when advised by ground control.  
NOTE: Use departure frequency depicted unless otherwise assigned.  
NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs): Following this procedure minimizes deviation from the idealized track.  
TURBOJETS ONLY: Anticipate the following NADT no wind heading: Rwy 8R heading 070°, Rwy 9L heading 110°, Rwy 26L heading 290°, Rwy 27R heading 250°, Rwy 10 heading 110°, Rwy 28 heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.  
NOTE: TURBOJETS: Accelerate to 250K immediately until reaching 10000 MSL, if unable, advise ATC.  
TURBOPROPS: Operate in a manner that will result in the best forward speed and climb rate.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ATLANTA TWO DEPARTURE

AL-26 (FAA)

ATLANTA, GEORGIA



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAYS 8L, 9R, 10: Climb on heading 095°, thence . . . .
- TAKEOFF RUNWAY 8R: Climb on heading 095° to 1500, thence . . . .
- TAKEOFF RUNWAY 9L: Climb on heading 095° to 1400, thence . . . .
- TAKEOFF RUNWAYS 26L/R, 28: Climb on heading 275°, thence . . . .
- TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, thence . . . .

. . . . turbojets maintain 10000 (or requested altitude if lower), props maintain 4000.  
Expect further clearance to filed altitude 10 minutes after departure. Maintain heading as assigned until vectored to appropriate VOR, airway, or jet route. Transponder code will be issued via PDC or Atlanta clearance delivery.

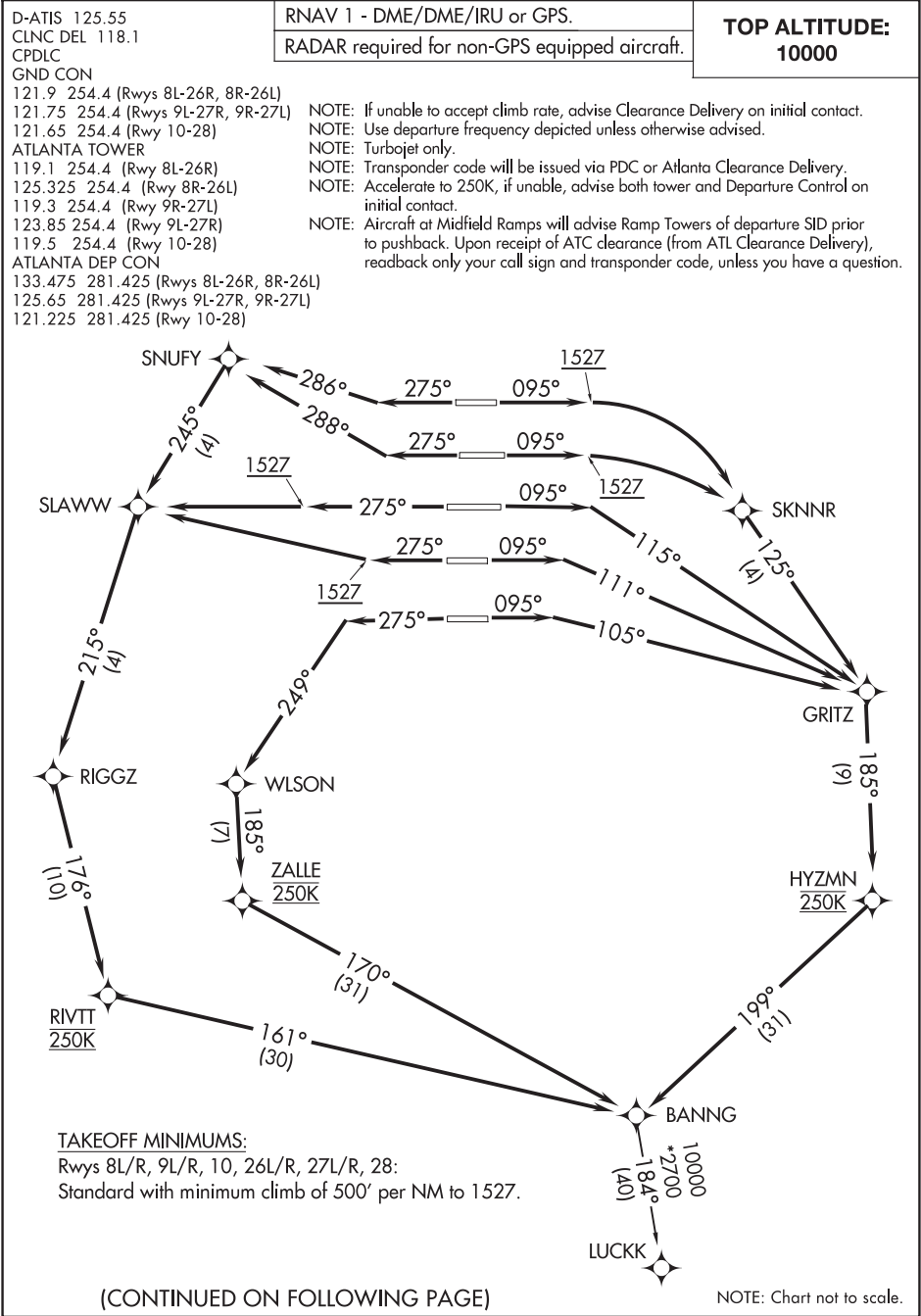
SPECIAL INSTRUCTIONS: Aircraft at midfield ramps will advise ramp towers of vector areas prior to pushback. The vector areas are associated with the depicted waypoints as follows:

WAYPOINT	VECTOR AREA
EAONE	EAST-ONE
EATWO	EAST-TWO
NOONE	NORTH-ONE
NOTWO	NORTH-TWO
SOONE	SOUTH-ONE
SOTWO	SOUTH-TWO
WEONE	WEST-ONE
WETWO	WEST-TWO

NOTE: Upon receipt of ATC clearance (from ATL clearance delivery), read back only your call sign and transponder code, unless you have a question.

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SE-4, 12 JUN 2025 to 07 AUG 2025



(BANNG3.BANNG) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

BANNG THREE DEPARTURE(RNAV) AL-26 (FAA)

ATLANTA, GEORGIA



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct SKNNR, then on depicted route to BANNG, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ, then on depicted route to BANNG, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ, then on depicted route to BANNG, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to BANNG, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY, then on depicted route to BANNG, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY, then on depicted route to BANNG, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW, then on depicted route to BANNG, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to BANNG, maintain 250K to ZALLE, thence. . . .

. . . .(transition) maintain 10000. Expect clearance to filed altitude ten minutes after departure.

LUCKK TRANSITION (BANNG3.LUCKK)

SE-4, 12 JUN 2025 to 07 AUG 2025

BANNG THREE DEPARTURE(RNAV)

ATLANTA, GEORGIA

(BANNG3.BANNG) 19MAY22

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

SE-4, 12 JUN 2025 to 07 AUG 2025

TOP ALTITUDE:  
10000

- NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.
- NOTE: Use departure frequency depicted unless otherwise advised.
- NOTE: For Turbojet aircraft only.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: RNAV 1.
- NOTE: RADAR Required for non-GPS equipped aircraft.
- NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.
- NOTE: Accelerate to 250K, if unable, advise both tower and Departure Control on initial contact.
- NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback.
- NOTE: Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

D-ATIS 125.55  
CLNC DEL 118.1  
CPDIC  
GND CON

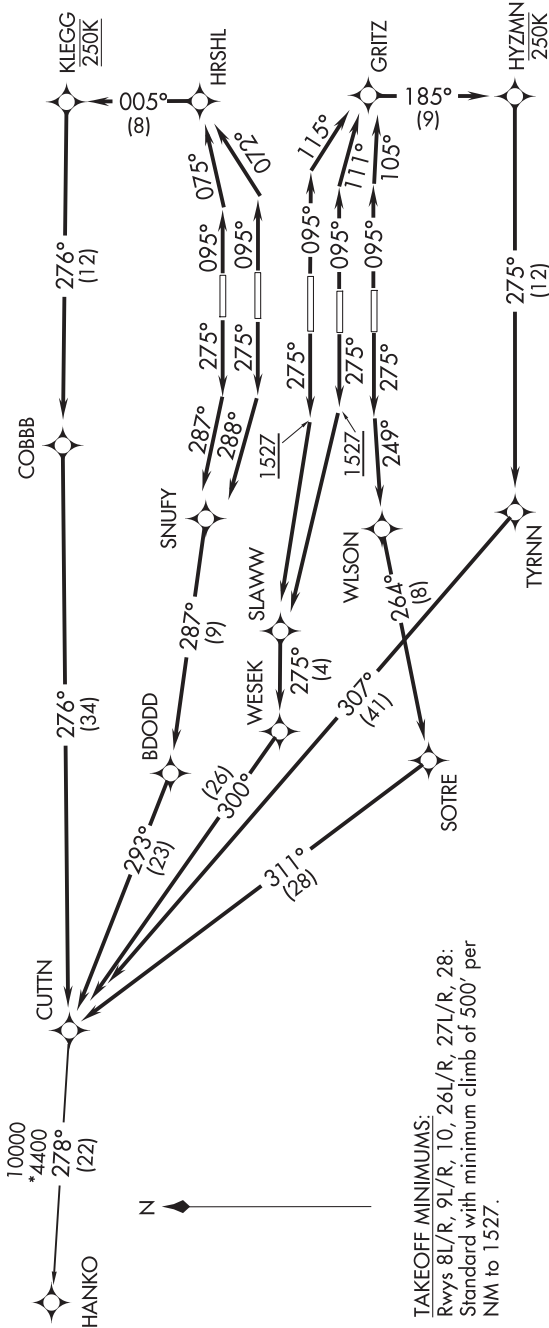
121.9 254.4 (Rwys 8L-26R, 8R-26L)  
121.75 254.4 (Rwys 9L-27R, 9R-27L)  
121.65 254.4 (Rwy 10-28)

ATLANTA TOWER

119.1 254.4 (Rwy 8L-26R)  
125.325 254.4 (Rwy 8R-26L)  
119.3 254.4 (Rwy 9R-27L)  
123.85 254.4 (Rwy 9L-27R)  
119.5 254.4 (Rwy 10-28)

ATLANTA DEP CON

133.475 281.425 (Rwys 8L-26R, 8R-26L)  
125.65 281.425 (Rwys 9L-27R, 9R-27L)  
121.225 281.425 (Rwy 10-28)



TAKEOFF MINIMUMS:  
Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:  
Standard with minimum climb of 500' per  
NM to 1527.

(CONTINUED ON FOLLOWING PAGE)

(CUTTN2.CUTTN) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

CUTTN TWO DEPARTURE (RNAV) AL-26 (FAA)

ATLANTA, GEORGIA



### DEPARTURE ROUTE DESCRIPTION SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to CUTTN, maintain 250K to KLEGG, thence. . . .

TAKEOFF RWY 8R: Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to CUTTN, maintain 250K to KLEGG, thence. . . .

TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to CUTTN, maintain 250K to HYZMN, thence. . . .

TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to CUTTN, maintain 250K to HYZMN, thence. . . .

TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to CUTTN, maintain 250K to HYZMN, thence. . . .

TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to CUTTN, thence. . . .

TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to CUTTN, thence. . . .

TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to CUTTN, thence. . . .

TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to CUTTN, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

HANKO TRANSITION (CUTTN2.HANKO)

SE-4, 12 JUN 2025 to 07 AUG 2025

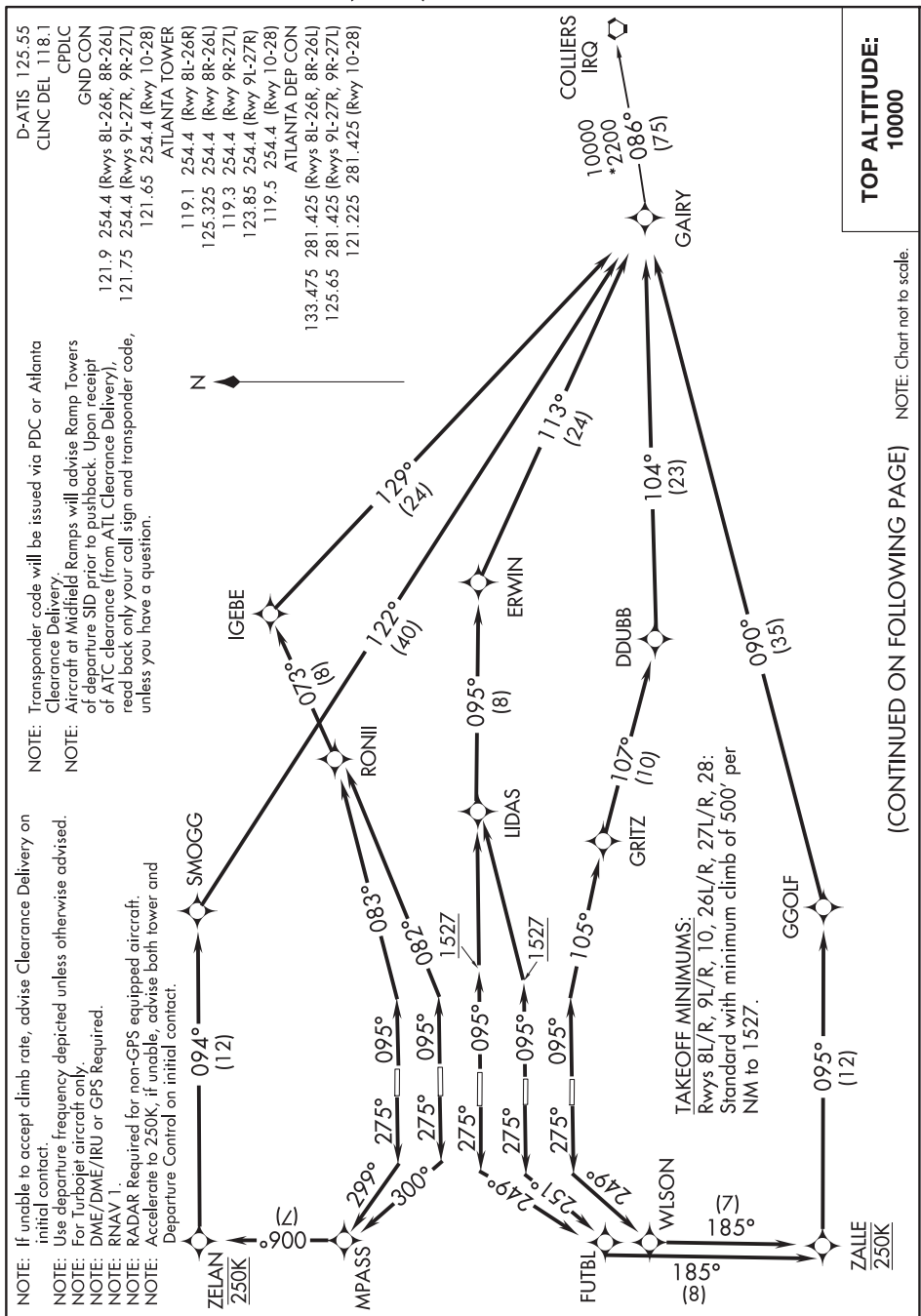
SE-4, 12 JUN 2025 to 07 AUG 2025

CUTTN TWO DEPARTURE (RNAV)

(CUTTN2.CUTTN) 10NOV16

ATLANTA, GEORGIA

HARTSFIELD/JACKSON ATLANTA INTL(ATL)





DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

- TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to GAIRY, thence. . . .
- TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to GAIRY, thence. . . .
- TAKEOFF RWYS 9L/R: Climb heading 095° to 1527, then direct LIDAS, then on depicted route to GAIRY, thence. . . .
- TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to GAIRY, thence. . . .
- TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to GAIRY, maintain 250K until ZELAN, thence. . . .
- TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to GAIRY, maintain 250K until ZELAN, thence. . . .
- TAKEOFF RWY 27L: Climb heading 275° to intercept course 251° to FUTBL, then on depicted route to GAIRY, maintain 250K until ZALLE, thence. . . .
- TAKEOFF RWY 27R: Climb heading 275° to intercept course 249° to FUTBL, then on depicted route to GAIRY, maintain 250K until ZALLE, thence. . . .
- TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to GAIRY, maintain 250K until ZALLE, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

COLLIERS TRANSITION (GAIRY2.IRQ)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



## HAALO THREE DEPARTURE (RNAV) AL-26 (FAA)

ATLANTA, GEORGIA

D-ATIS 125.55 CLNC DEL 118.1 CPDLC GND CON 121.9 254.4 (Rwys 8L-26R, 8R-26L) 121.75 254.4 (Rwys 9L-27R, 9R-27L) 121.65 254.4 (Rwy 10-28) ATLANTA TOWER 119.1 254.4 (Rwy 8L-26R) 125.325 254.4 (Rwy 8R-26L) 119.3 254.4 (Rwy 9R-27L) 123.85 254.4 (Rwy 9L-27R) 119.5 254.4 (Rwy 10-28) ATLANTA DEP CON 133.475 281.425 (Rwys 8L-26R, 8R-26L) 125.65 281.425 (Rwys 9L-27R, 9R-27L) 121.225 281.425 (Rwy 10-28)	RNAV 1 - DME/DME/IRU or GPS. RADAR required for non-GPS equipped aircraft.
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**TOP ALTITUDE:**  
**10000**

**TAKEOFF MINIMUMS**  
 Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:  
 Standard with minimum climb of 500' per NM to 1527.

**Chart Details:**

- Waypoints and Altitudes:**
  - SNUFY (1527)
  - SLAWW (1527)
  - RIGGZ (1527)
  - WILSON (1527)
  - ZALLE (250K)
  - RIVTT (250K)
  - HAALO (10000)
  - SARGE (10000)
  - SKNNR (1527)
  - GRITZ (1527)
- Legs and Data:**
  - SNUFY to SLAWW: 245° (A), 286°/275°/095°
  - SLAWW to RIGGZ: 215° (A), 275°/275°/095°
  - RIGGZ to WILSON: 179° (10), 249°/275°/095°
  - WILSON to ZALLE: 185° (N), 275°/275°/095°
  - ZALLE to RIVTT: 185° (28), 275°/275°/095°
  - RIVTT to HAALO: 176° (9), 214°/32°
  - HAALO to SARGE: 184° (41), 10000
  - SKNNR to GRITZ: 125° (A), 115°/111°
  - GRITZ to HAALO: 185° (9), 214°/32°

**Notes:**

- NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.
- NOTE: Use departure frequency depicted unless otherwise advised.
- NOTE: Turbojet only.
- NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.
- NOTE: Accelerate to 250K, if unable, advise both tower and Departure Control on initial contact.
- NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Chart not to scale.

HAALO THREE DEPARTURE (RNAV)

ATLANTA, GEORGIA

(HAALO3.HAALO) 19MAY22

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct SKNNR, then on depicted route to HAALO, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ, then on depicted route to HAALO, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ, then on depicted route to HAALO, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to HAALO, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY, then on depicted route to HAALO, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY, then on depicted route to HAALO, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW, then on depicted route to HAALO, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to HAALO, maintain 250K to ZALLE, thence . . . .

. . . . (transition). Maintain 10000. Expect clearance to filed altitude ten minutes after departure.

SARGE TRANSITION (HAALO3.SARGE)





DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

- TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to JACCC, thence. . . .
- TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to JACCC, thence. . . .
- TAKEOFF RWYS 9L/R: Climb heading 095° to 1527, then direct LIDAS, then on depicted route to JACCC, thence. . . .
- TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to JACCC, thence. . . .
- TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to JACCC, maintain 250K until ZELAN, thence. . . .
- TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to JACCC, maintain 250K until ZELAN, thence. . . .
- TAKEOFF RWY 27L: Climb heading 275° to intercept course 251° to FUTBL, then on depicted route to JACCC, maintain 250K until ZALLE, thence. . . .
- TAKEOFF RWY 27R: Climb heading 275° to intercept course 249° to FUTBL, then on depicted route to JACCC, maintain 250K until ZALLE, thence. . . .
- TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to JACCC, maintain 250K until ZALLE, thence. . . .

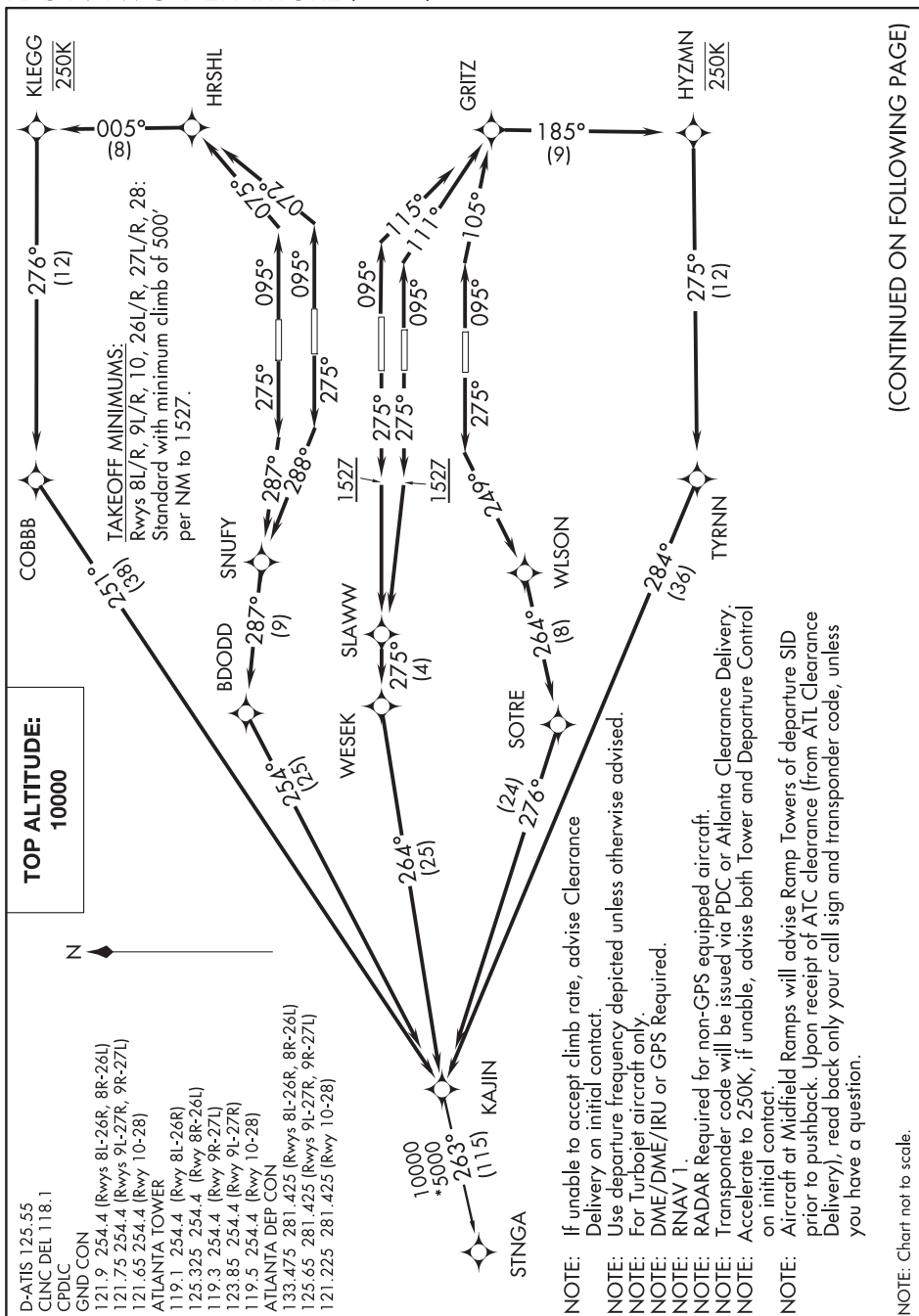
. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

KELNN TRANSITION (JACCC2.KELNN)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

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## KAJIN TWO DEPARTURE (RNAV)

(KAJIN2.KAJIN) 10NOV16

ATLANTA, GEORGIA

HARTSFIELD/JACKSON ATLANTA INTL(ATL)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

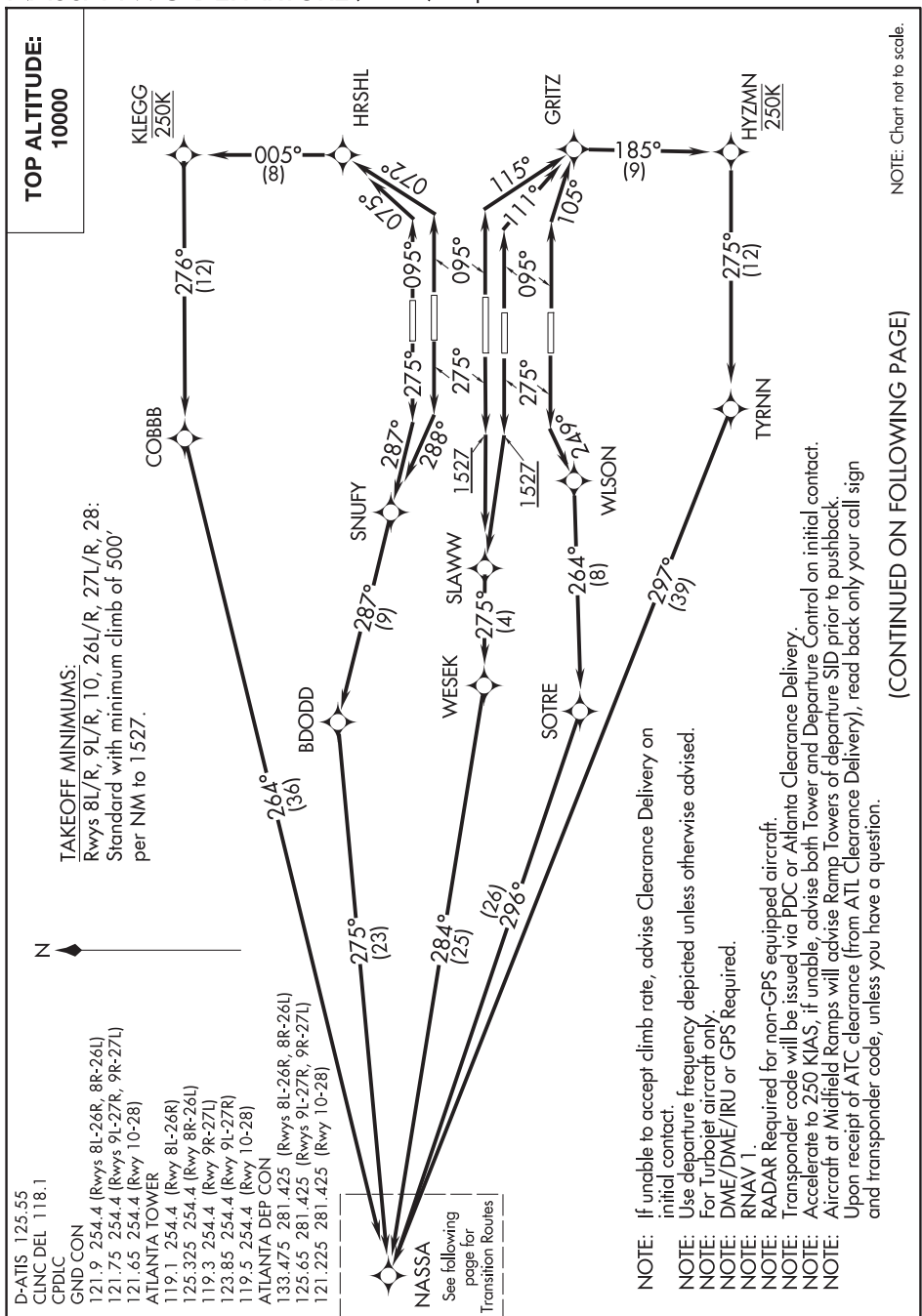
- TAKEOFF RWY 8L: Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to KAJIN, maintain 250K to KLEGG, thence. . .
- TAKEOFF RWY 8R: Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to KAJIN, maintain 250K to KLEGG, thence. . .
- TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to KAJIN, maintain 250K to HYZMN, thence. . .
- TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to KAJIN, maintain 250K to HYZMN, thence. . .
- TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to KAJIN, maintain 250K to HYZMN, thence. . .
- TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to KAJIN, thence. . .
- TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to KAJIN, thence. . .
- TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to KAJIN, thence. . .
- TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to KAJIN, thence. . .

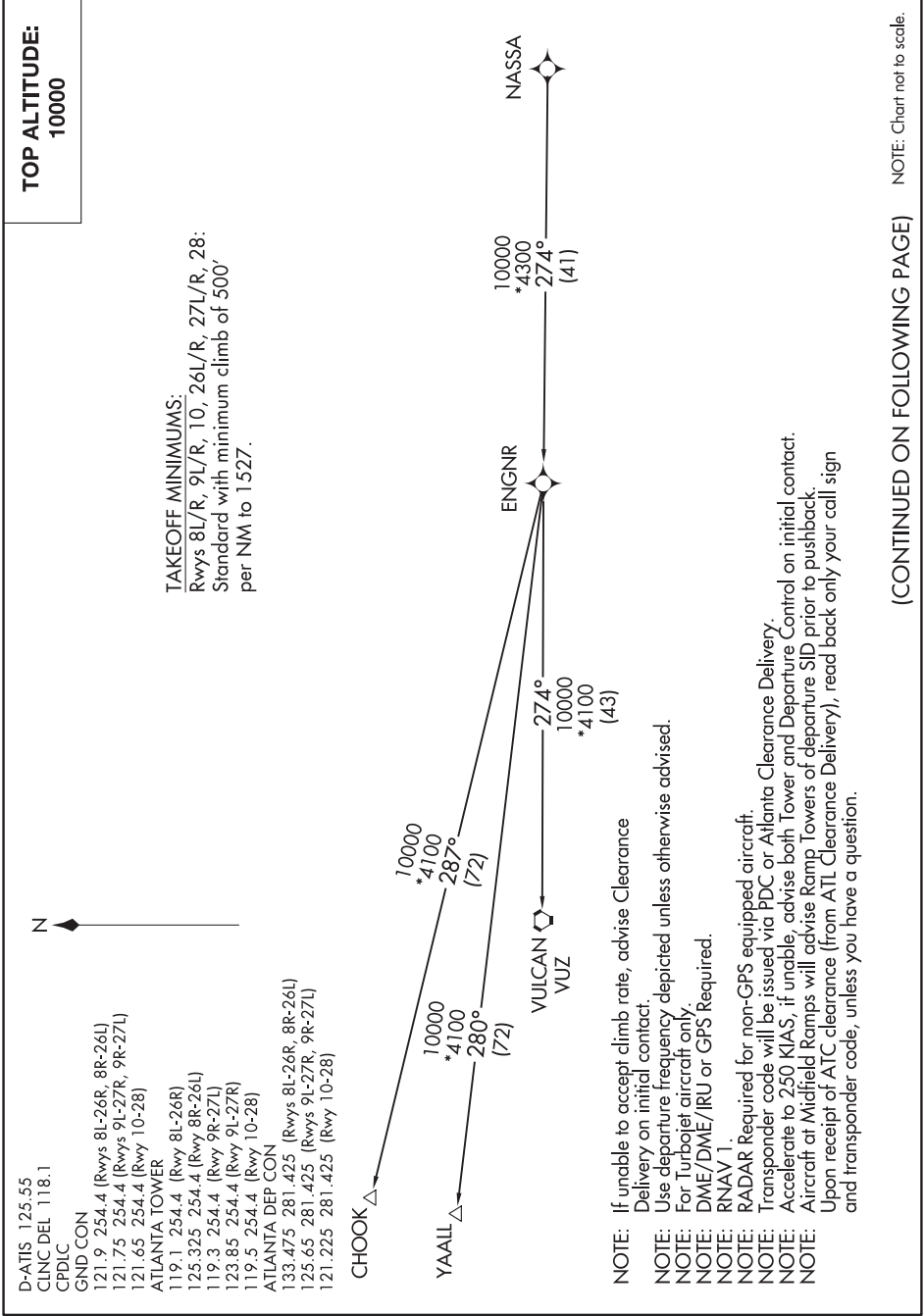
. . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

STNGA TRANSITION (KAJIN2.STNGA)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025







TDEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to NASSA, maintain 250 KIAS until KLEGG, thence. . . .

TAKEOFF RWY 8R: Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to NASSA, maintain 250 KIAS until KLEGG, thence. . . .

TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to NASSA, maintain 250 KIAS until HYZMN, thence. . . .

TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to NASSA, maintain 250 KIAS until HYZMN, thence. . . .

TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to NASSA, maintain 250 KIAS until HYZMN, thence. . . .

TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to NASSA, thence. . . .

TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to NASSA, thence. . . .

TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to NASSA, thence. . . .

TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to NASSA, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

CHOOK TRANSITION (NASSA2.CHOOK)  
VULCAN TRANSITION (NASSA2.VUZ)  
YAALL TRANSITION (NASSA2.YAALL)





DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to PADGT, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to PADGT, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWYS 9L/R, 10: Climb heading 095° to 1527, then direct PICKT, then on depicted route to PADGT, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to PADGT, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to PADGT, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct CPARK, then on depicted route to PADGT, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 28: Climb heading 275° to 1527, then right turn direct CPARK, then on depicted route to PADGT, maintain 250K to ZELAN, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

RAFTN TRANSITION (PADGT2.RAFTN)

SMTTH TRANSITION (PADGT2.SMTTH)

(PENCL2.PENCL) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

PENCL TWO DEPARTURE (RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA

TOP ALTITUDE:  
10000

NOTE: If unable to accept climb rate,  
advise Clearance Delivery on  
initial contact.

NOTE: Use departure frequency depicted  
unless otherwise advised.

NOTE: For Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: RADAR Required for non-GPS  
equipped aircraft.

D-ATIS 125.55  
CLNC DEL 118.1  
CPDLC  
GND CON  
121.9 254.4 (Rwys 8L-26R, 8R-26L)  
121.75 254.4 (Rwys 9L-27R, 9R-27L)  
121.65 254.4 (Rwy 10-28)  
ATLANTA TOWER  
119.1 254.4 (Rwy 8L-26R)  
125.325 254.4 (Rwy 8R-26L)  
119.3 254.4 (Rwy 9R-27L)  
123.85 254.4 (Rwy 9L-27R)  
119.5 254.4 (Rwy 10-28)  
ATLANTA DEP CON  
133.475 281.425 (Rwys 8L-26R, 8R-26L)  
125.65 281.425 (Rwys 9L-27R, 9R-27L)  
121.225 281.425 (Rwy 10-28)

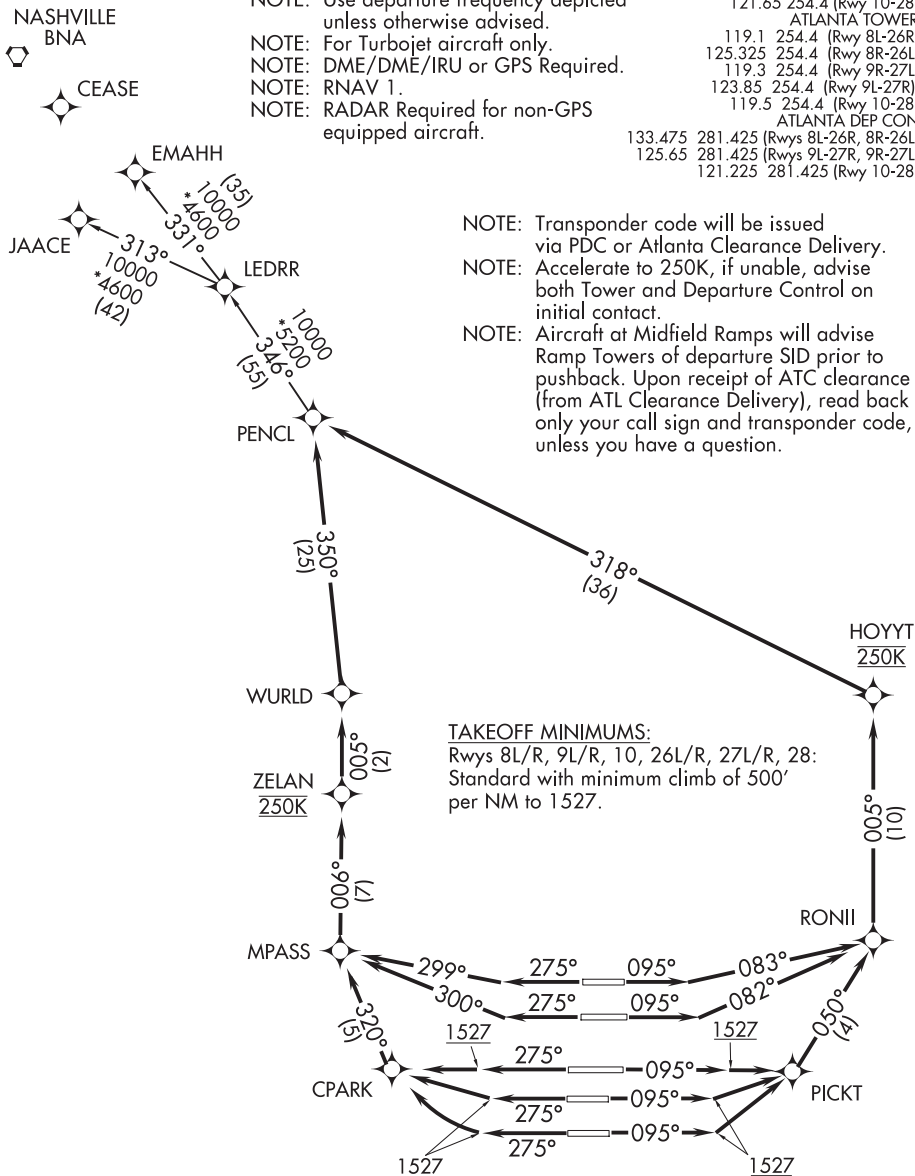
NOTE: Transponder code will be issued  
via PDC or Atlanta Clearance Delivery.

NOTE: Accelerate to 250K, if unable, advise  
both Tower and Departure Control on  
initial contact.

NOTE: Aircraft at Midfield Ramps will advise  
Ramp Towers of departure SID prior to  
pushback. Upon receipt of ATC clearance  
(from ATL Clearance Delivery), read back  
only your call sign and transponder code,  
unless you have a question.

TAKEOFF MINIMUMS:

Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:  
Standard with minimum climb of 500'  
per NM to 1527.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PENCL TWO DEPARTURE (RNAV)

ATLANTA, GEORGIA

(PENCL2.PENCL) 10NOV16

HARTSFIELD/JACKSON ATLANTA INTL(ATL)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to PENCL, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to PENCL, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 9L/R, 10: Climb heading 095° to 1527, then direct PICKT, then on depicted route to PENCL, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to PENCL, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to PENCL, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 27L/R: Climb heading 275° to 1527, then direct CPARK, then on depicted route to PENCL, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 28: Climb heading 275° to 1527, then right turn direct CPARK, then on depicted route to PENCL, maintain 250K to ZELAN, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

- EMAHH TRANSITION (PENCL2.EMAHH)
- JAACE TRANSITION (PENCL2.JAACE)
- LEDRR TRANSITION (PENCL2.LEDRR)

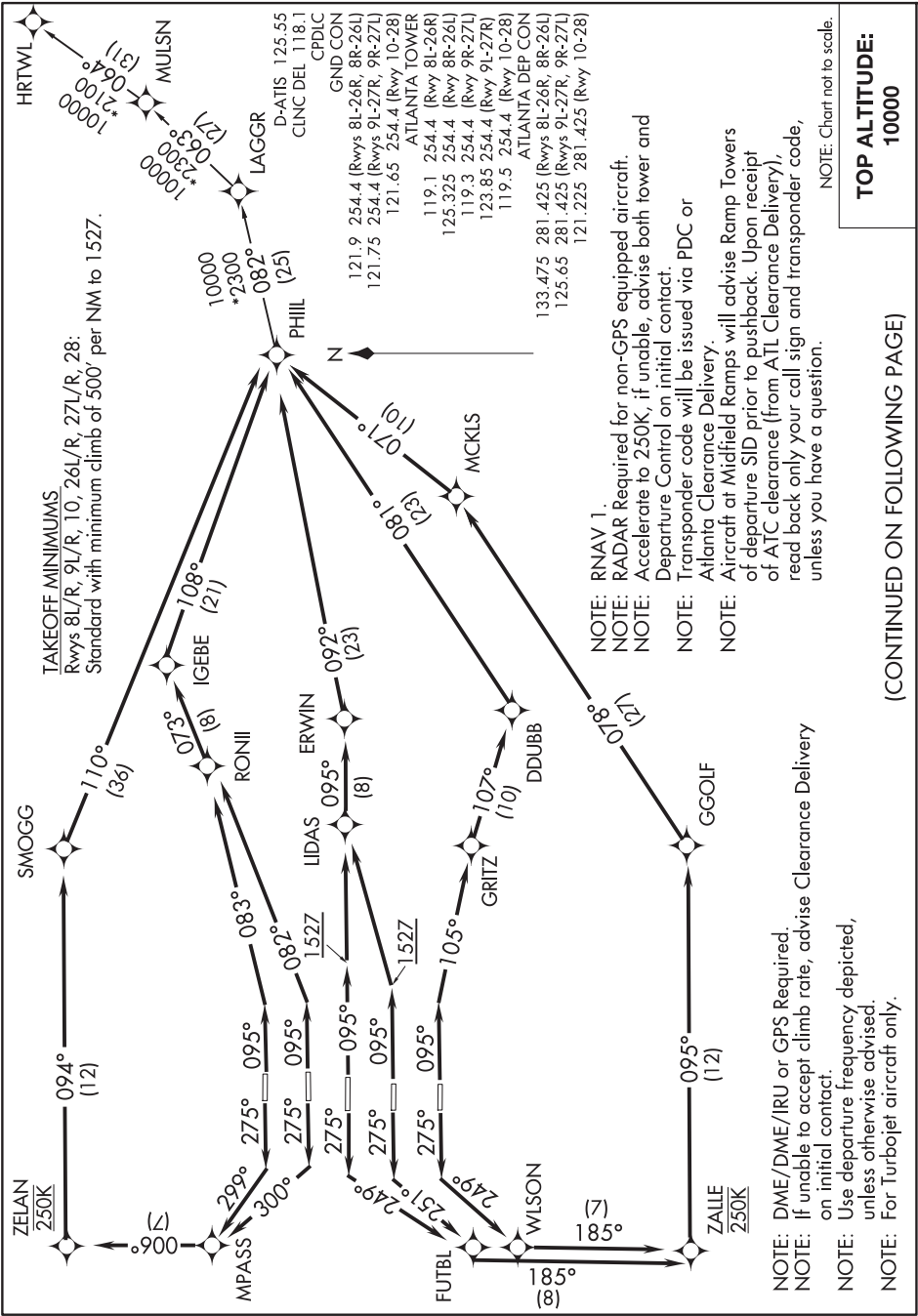
(PHIIL3.PHIIL) 24305

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

PHIIL THREE DEPARTURE (RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA



PHIIL THREE DEPARTURE (RNAV)

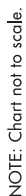
(PHIIL3.PHIIL) 07OCT21

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

(CONTINUED ON FOLLOWING PAGE)

SE-4, 12 JUN 2025 to 07 AUG 2025	<div><div><div></div></div><div>DEPARTURE ROUTE DESCRIPTION</div><div>SEE ADDITIONAL REQUIREMENTS ON AAUP</div><div>TAKEOFF RUNWAY 8L: Climb on heading 095° to intercept course 083° to RONII, then on depicted route to PHIIL, thence. . . .</div><div>TAKEOFF RUNWAY 8R: Climb on heading 095° to intercept course 082° to RONII, then on depicted route to PHIIL, thence. . . .</div><div>TAKEOFF RUNWAYS 9L/R: Climb on heading 095° to 1527, then direct LIDAS, then on depicted route to PHIIL, thence. . . .</div><div>TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to PHIIL, thence. . . .</div><div>TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 300° to MPASS, then on depicted route to PHIIL, maintain 250K to ZELAN, thence. . . .</div><div>TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 299° to MPASS, then on depicted route to PHIIL, maintain 250K to ZELAN, thence. . . .</div><div>TAKEOFF RUNWAY 27L: Climb on heading 275° to intercept course 251° to FUTBL, then on depicted route to PHIIL, maintain 250K to ZALLE, thence. . . .</div><div>TAKEOFF RUNWAY 27R: Climb on heading 275° to intercept course 249° to FUTBL, then on depicted route to PHIIL, maintain 250K to ZALLE, thence. . . .</div><div>TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to PHIIL, maintain 250K to ZALLE, thence. . . .</div><div>. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.</div><div>HRTWL TRANSITION (PHIIL3.HRTWL)</div></div>	

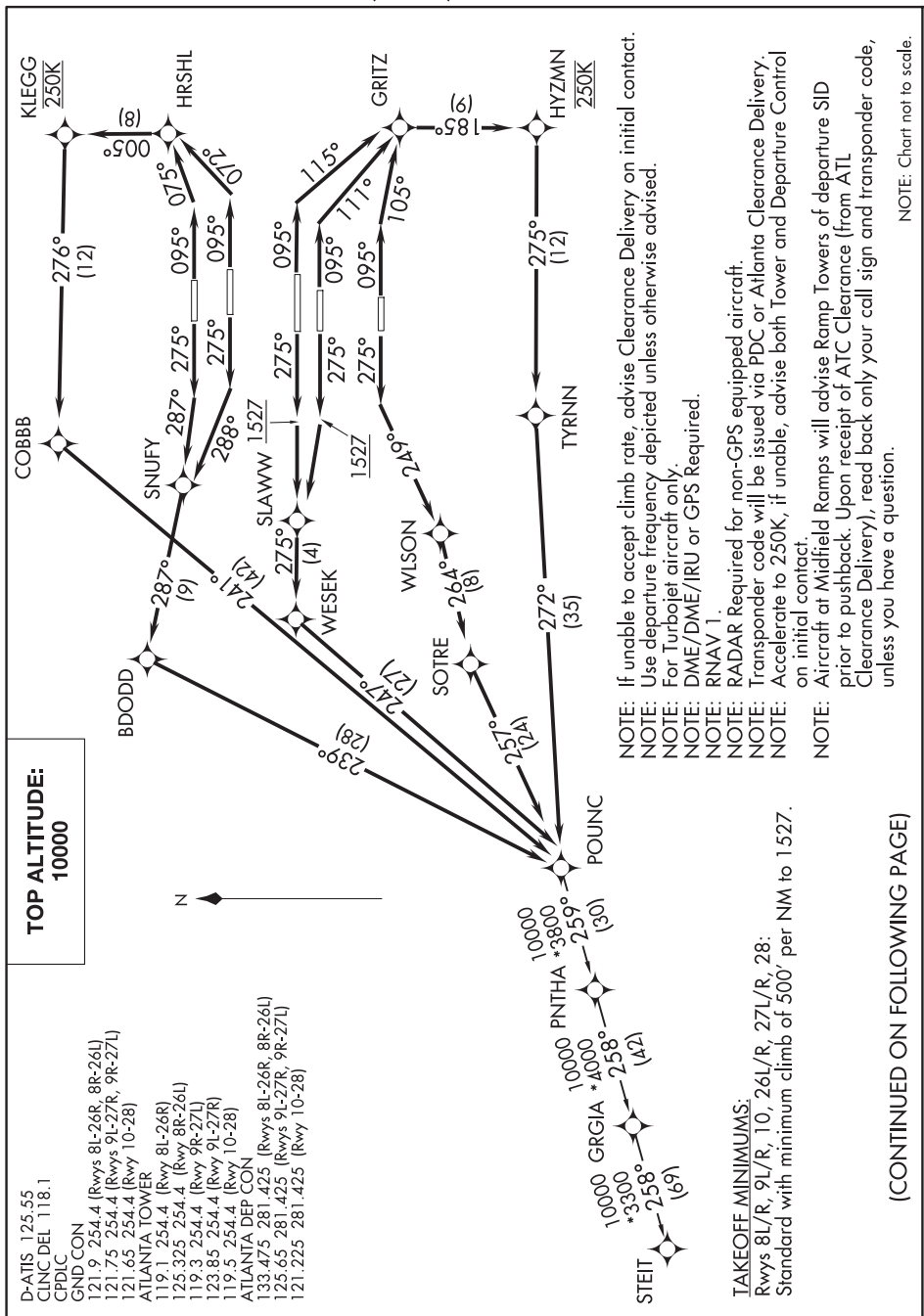


(CONTINUED ON FOLLOWING PAGE)

SE-4, 12 JUN 2025 to 07 AUG 2025



<div><div>T</div><div>DEPARTURE ROUTE DESCRIPTION</div><div>SEE ADDITIONAL REQUIREMENTS ON AAUP</div></div>	<div><div><div><div><div><div>TAKEOFF RUNWAY 8L: Climb on heading 095° to intercept course 084° to RONII, then on depicted route to PLMMR, thence. . . .</div><div>TAKEOFF RUNWAY 8R: Climb on heading 095° to intercept course 083° to RONII, then on depicted route to PLMMR, thence. . . .</div><div>TAKEOFF RUNWAYS 9L/R: Climb on heading 095° to 1527, then direct UIDAS, then on depicted route to PLMMR, thence. . . .</div><div>TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to PLMMR, thence. . . .</div><div>TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 299° to MPASS, then on depicted route to PLMMR, maintain 250K to ZELAN, thence. . . .</div><div>TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 298° to MPASS, then on depicted route to PLMMR, maintain 250K to ZELAN, thence. . . .</div><div>TAKEOFF RUNWAY 27L: Climb on heading 275° to intercept course 251° to FUTBL, then on depicted route to PLMMR, maintain 250K to ZALLE, thence. . . .</div><div>TAKEOFF RUNWAY 27R: Climb on heading 275° to intercept course 249° to FUTBL, then on depicted route to PLMMR, maintain 250K to ZALLE, thence. . . .</div><div>TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to PLMMR, maintain 250K to ZALLE, thence. . . .</div><div><div>. . . (transition). Maintain 10000. Expect clearance to filed altitude ten minutes after departure.</div></div></div><div><div>BURGG TRANSITION (PLMMR3.BURGG)</div></div></div></div></div></div>
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SE-4, 12 JUN 2025 to 07 AUG 2025	<div><div>▼</div><div>DEPARTURE ROUTE DESCRIPTION</div><div>SEE ADDITIONAL REQUIREMENTS ON AAUP</div><div>TAKEOFF RWY 8L: Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to POUNC, maintain 250K to KLEGG, thence. . . .</div><div>TAKEOFF RWY 8R: Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to POUNC, maintain 250K to KLEGG, thence. . . .</div><div>TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to POUNC, maintain 250K to HYZMN, thence. . . .</div><div>TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to POUNC, maintain 250K to HYZMN, thence. . . .</div><div>TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to POUNC, maintain 250K to HYZMN, thence. . . .</div><div>TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to POUNC, thence. . . .</div><div>TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to POUNC, thence. . . .</div><div>TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to POUNC, thence. . . .</div><div>TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to POUNC, thence. . . .</div><div>. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.</div><div>GRGIA TRANSITION (POUNC2.GRGIA)</div><div>STEIT TRANSITION (POUNC2.STEIT)</div></div>	SE-4, 12 JUN 2025 to 07 AUG 2025

(SMKEY2.SMKEY) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

# SMKEY TWO DEPARTURE (RNAV)

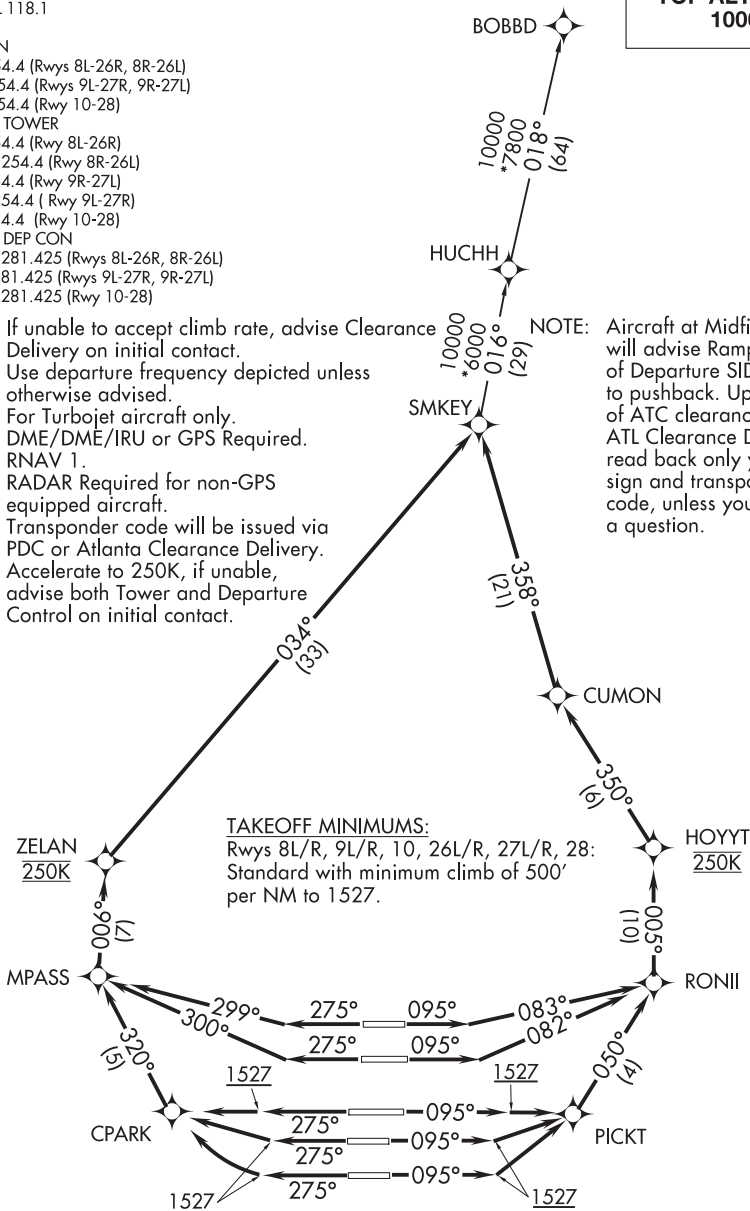
ATLANTA, GEORGIA

D-ATIS 125.55  
CLNC DEL 118.1  
CPDLC  
GND CON  
121.9 254.4 (Rwys 8L-26R, 8R-26L)  
121.75 254.4 (Rwys 9L-27R, 9R-27L)  
121.65 254.4 (Rwy 10-28)  
ATLANTA TOWER  
119.1 254.4 (Rwy 8L-26R)  
125.325 254.4 (Rwy 8R-26L)  
119.3 254.4 (Rwy 9R-27L)  
123.85 254.4 ( Rwy 9L-27R)  
119.5 254.4 (Rwy 10-28)  
ATLANTA DEP CON  
133.475 281.425 (Rwys 8L-26R, 8R-26L)  
125.65 281.425 (Rwys 9L-27R, 9R-27L)  
121.225 281.425 (Rwy 10-28)

TOP ALTITUDE:  
10000

- NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.
- NOTE: Use departure frequency depicted unless otherwise advised.
- NOTE: For Turbojet aircraft only.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: RNAV 1.
- NOTE: RADAR Required for non-GPS equipped aircraft.
- NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.
- NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.

NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SMKEY TWO DEPARTURE (RNAV)

(SMKEY2.SMKEY) 10NOV16

ATLANTA, GEORGIA

HARTSFIELD/JACKSON ATLANTA INTL(ATL)



DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to SMKEY, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to SMKEY, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWYS 9L/R, 10: Climb heading 095° to 1527, then direct PICKT, then on depicted route to SMKEY, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to SMKEY, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to SMKEY, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct CPARK, then on depicted route to SMKEY, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 28: Climb heading 275° to 1527, then right turn direct CPARK, then on depicted route to SMKEY, maintain 250K to ZELAN, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

BOBBD TRANSITION (SMKEY2.BOBBD)

(SMLTZ3.SMLTZ) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

## SMLTZ THREE DEPARTURE (RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA

D-ATIS 125.55  
CLNC DEL 118.1

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

**TOP ALTITUDE:  
10000**CPDLC  
GND CON

121.9 254.4 (Rwys 8L-26R, 8R-26L)

121.75 254.4 (Rwys 9L-27R, 9R-27L)

121.65 254.4 (Rwy 10-28)

ATLANTA TOWER

119.1 254.4 (Rwy 8L-26R)

125.325 254.4 (Rwy 8R-26L)

119.3 254.4 (Rwy 9R-27L)

123.85 254.4 (Rwy 9L-27R)

119.5 254.4 (Rwy 10-28)

ATLANTA DEP CON

133.475 281.425 (Rwys 8L-26R, 8R-26L)

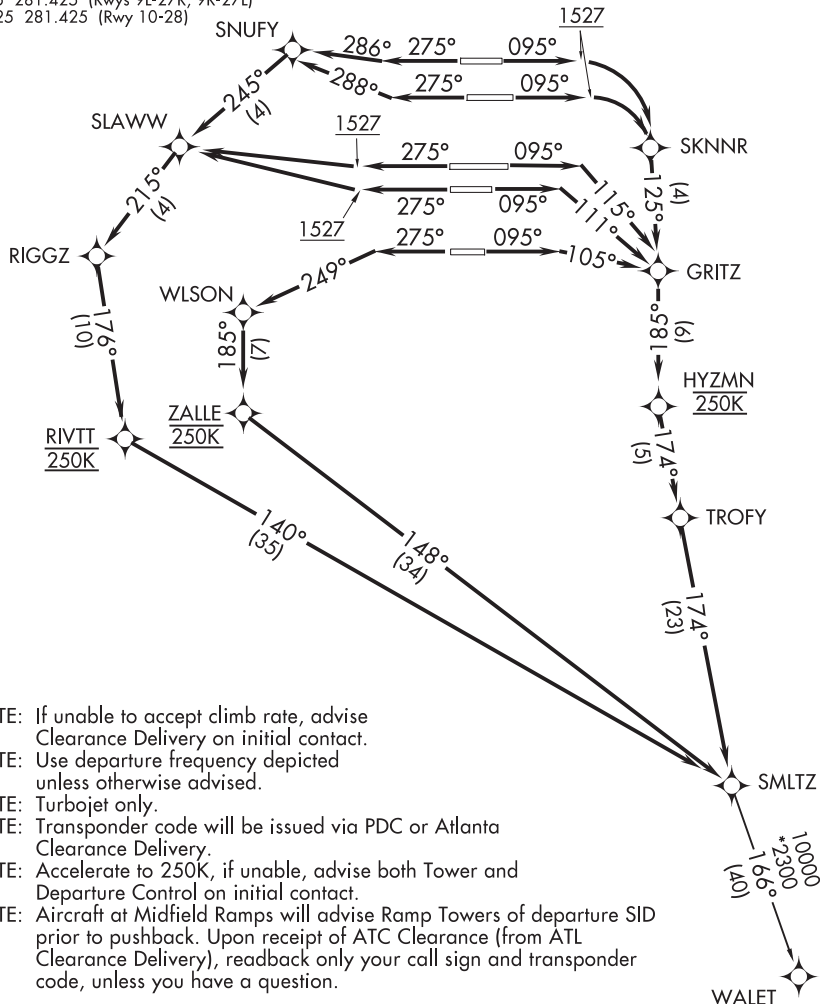
125.65 281.425 (Rwys 9L-27R, 9R-27L)

121.225 281.425 (Rwy 10-28)

**TAKEOFF MINIMUMS:**

Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:

Standard with minimum climb of 500' per NM to 1527.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## SMLTZ THREE DEPARTURE (RNAV)

ATLANTA, GEORGIA

(SMLTZ3.SMLTZ) 19MAY22

HARTSFIELD/JACKSON ATLANTA INTL(ATL)



DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct SKNNR, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to SMLTZ, maintain 250K to ZALLE, thence. . . .

. . . .(Transition). Maintain 10000. Expect clearance to filed altitude ten minutes after departure.

WALET TRANSITION (SMLTZ3.WALET)

(VARNM2.VARNM) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

## VARNM TWO DEPARTURE(RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA

**TOP ALTITUDE:**  
**10000**

D-ATIS 125.55

CLNC DEL 118.1

CPDLC

GND CON

121.9 254.4 (Rwys 8L-26R, 8R-26L)

121.75 254.4 (Rwys 9L-27R, 9R-27L)

121.65 254.4 (Rwy 10-28)

ATLANTA TOWER

119.1 254.4 (Rwy 8L-26R)

125.325 254.4 (Rwy 8R-26L)

119.3 254.4 (Rwy 9R-27L)

123.85 254.4 (Rwy 9L-27R)

119.5 254.4 (Rwy 10-28)

ATLANTA DEP CON

133.475 281.425 (Rwys 8L-26R, 8R-26L)

125.65 281.425 (Rwys 9L-27R, 9R-27L)

121.225 281.425 (Rwy 10-28)

TAKEOFF MINIMUMS:

Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:

Standard with minimum climb of 500' per NM to 1527.

NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.

NOTE: Use departure frequency depicted unless otherwise advised.

NOTE: For Turbojet aircraft only.

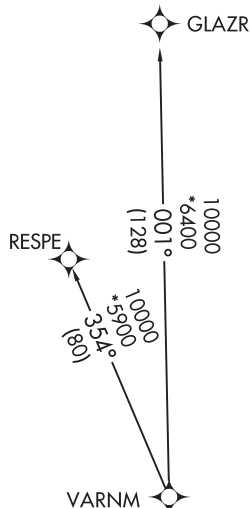
NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: RADAR Required for non-GPS equipped aircraft.

NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.

NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.



NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

## VARNM TWO DEPARTURE(RNAV)

(VARNM2.VARNM) 10NOV16

ATLANTA, GEORGIA

HARTSFIELD/JACKSON ATLANTA INTL(ATL)





DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to VARNM, maintain 250K to HOYYT, thence. . . .  
TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to VARNM, maintain 250K to HOYYT, thence. . . .  
TAKEOFF RWYS 9L/R, 10: Climb heading 095° to 1527, then direct PICKT, then on depicted route to VARNM, maintain 250K to HOYYT, thence. . . .  
TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to VARNM, maintain 250K to ZELAN, thence. . . .  
TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to VARNM, maintain 250K to ZELAN, thence. . . .  
TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct CPARK, then on depicted route to VARNM, maintain 250K to ZELAN, thence. . . .  
TAKEOFF RWY 28: Climb heading 275° to 1527, then right turn direct CPARK, then on depicted route to VARNM, maintain 250K to ZELAN, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

GLAZR TRANSITION (VARNM2.GLAZR)  
RESPE TRANSITION (VARNM2.RESPE)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

(VRSTY3.VRSTY) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

## VRSTY THREE DEPARTURE (RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA

RNAV 1 - DME/DME/IRU or GPS.

**TOP ALTITUDE:  
10000**

RADAR required for non-GPS equipped aircraft.

D-ATIS 125.55

CLNC DEL 118.1

CPDLC

GND CON

121.9 254.4 (Rwys 8L-26R, 8R-26L)

121.75 254.4 (Rwys 9L-27R, 9R-27L)

121.65 254.4 (Rwy 10-28)

ATLANTA TOWER

119.1 254.4 (Rwy 8L-26R)

125.325 254.4 (Rwy 8R-26L)

119.3 254.4 (Rwy 9R-27L)

123.85 254.4 (Rwy 9L-27R)

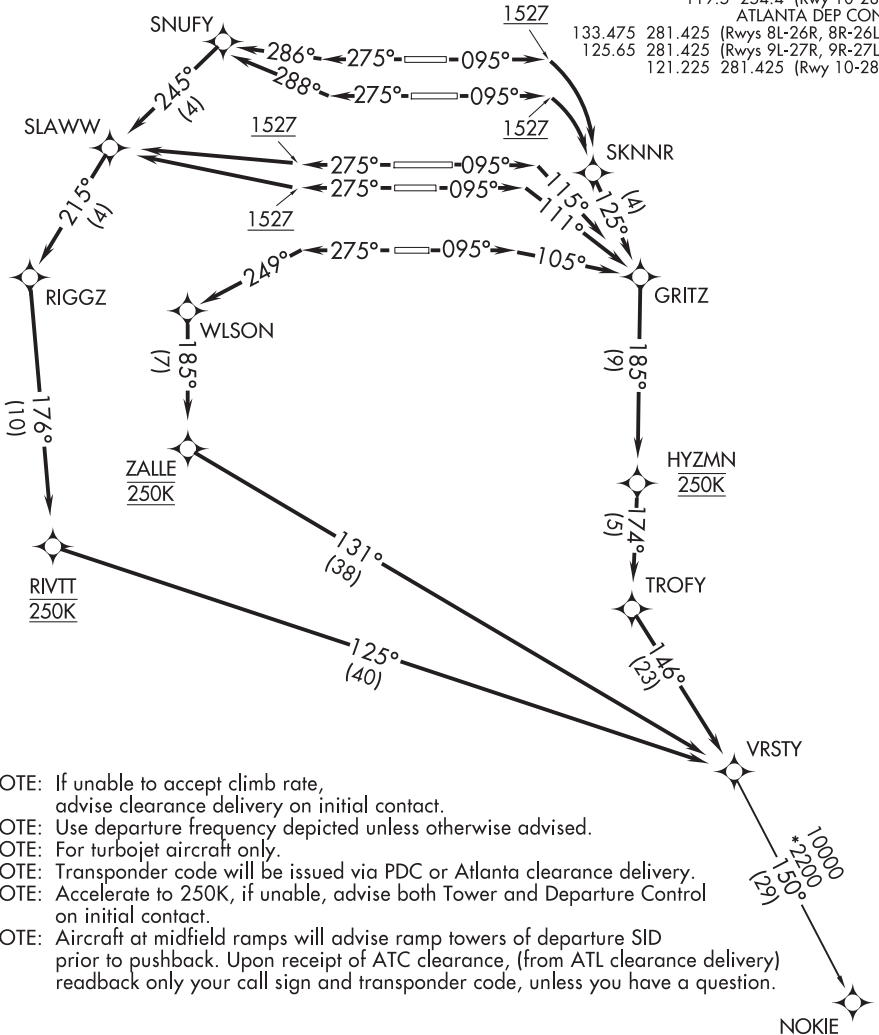
119.5 254.4 (Rwy 10-28)

ATLANTA DEP CON

133.475 281.425 (Rwys 8L-26R, 8R-26L)

125.65 281.425 (Rwys 9L-27R, 9R-27L)

121.225 281.425 (Rwy 10-28)

TAKEOFF MINIMUMSRwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28: Standard  
with minimum climb of 500' per NM to 1527.NOTE: If unable to accept climb rate,  
advise clearance delivery on initial contact.

NOTE: Use departure frequency depicted unless otherwise advised.

NOTE: For turbojet aircraft only.

NOTE: Transponder code will be issued via PDC or Atlanta clearance delivery.

NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control  
on initial contact.NOTE: Aircraft at midfield ramps will advise ramp towers of departure SID  
prior to pushback. Upon receipt of ATC clearance, (from ATL clearance delivery)  
readback only your call sign and transponder code, unless you have a question.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

## VRSTY THREE DEPARTURE (RNAV)

(VRSTY3.VRSTY) 19MAY22

ATLANTA, GEORGIA

HARTSFIELD/JACKSON ATLANTA INTL(ATL)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct SKNNR, then on track 125° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY, then on track 245° to SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, maintain 250K to RIVTT, thence . . . .

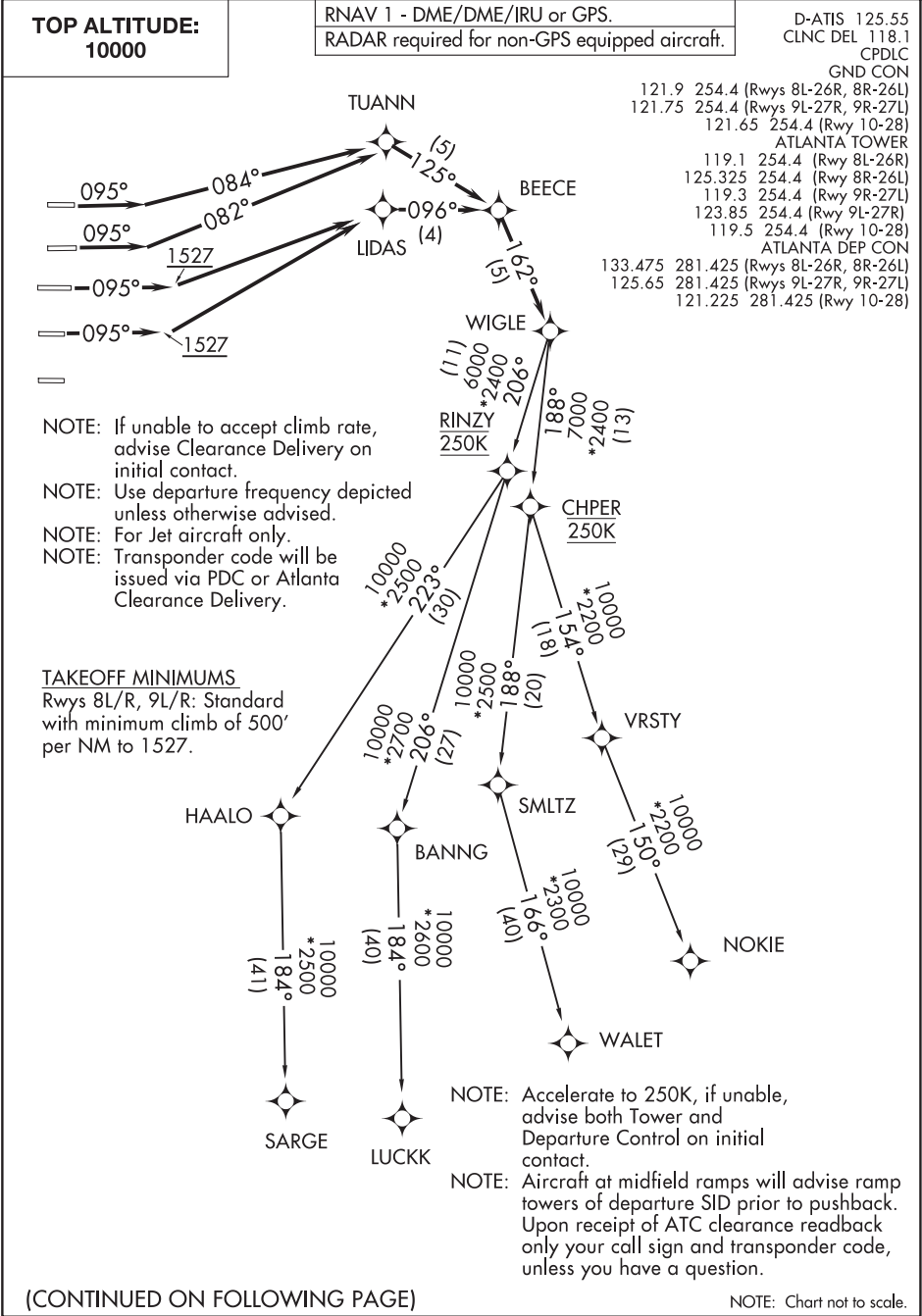
TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY, then on track 245° to SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on track 185° to ZALLE, then on track 131° to VRSTY, maintain 250K to ZALLE, thence . . . .

. . . . (transition). Maintain 10000, expect clearance to filed altitude  
10 minutes after departure.

NOKIE TRANSITION (VRSTY3.NOKIE)



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

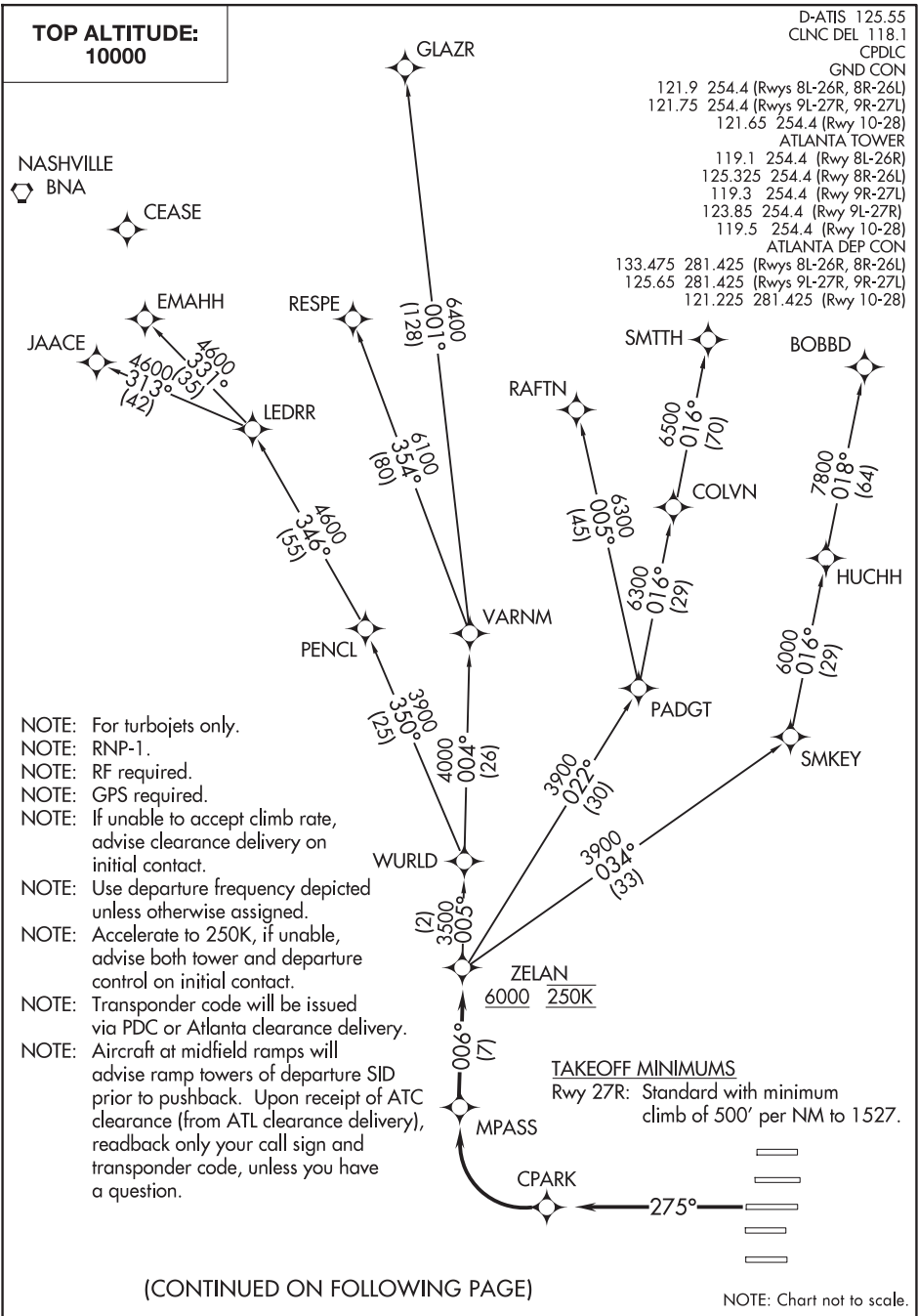
TAKEOFF RUNWAY 8L: Climb on heading 095° to intercept course 084° to TUANN, then on depicted route to WIGLE, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 095° to intercept course 082° to TUANN, then on depicted route to WIGLE, thence. . . .

TAKEOFF RUNWAYS 9L/R: Climb on heading 095° to 1527, then direct LIDAS, then on depicted route to WIGLE, thence. . . .

. . . .(transition). Maintain 10000. Expect clearance to filed altitude 10 minutes after departure.

- LUCKK TRANSITION (WIGLE3.LUCKK)
- NOKIE TRANSITION (WIGLE3.NOKIE)
- SARGE TRANSITION (WIGLE3.SARGE)
- WALET TRANSITION (WIGLE3.WALET)



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 27R: Climb on course 275° to CPARK, then right turn to MPASS, then on track 006° to cross ZELAN at or above 6000. Maintain 250K until ZELAN. Thence . . . .  
. . . . on assigned enroute transition. Maintain 10000 (or filed altitude, if lower): Expect clearance to filed altitude ten minutes after departure.

- BOBBD TRANSITION (ZELAN4.BOBBD)
- EMAHH TRANSITION (ZELAN4.EMAHH)
- GLAZR TRANSITION (ZELAN4.GLAZR)
- JAACE TRANSITION (ZELAN4.JAACE)
- RAFTN TRANSITION (ZELAN4.RAFTN)
- RESPE TRANSITION (ZELAN4.RESPE)
- SMTTH TRANSITION (ZELAN4.SMTTH)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ATLANTA, GEORGIA

AL-5931 (FAA)

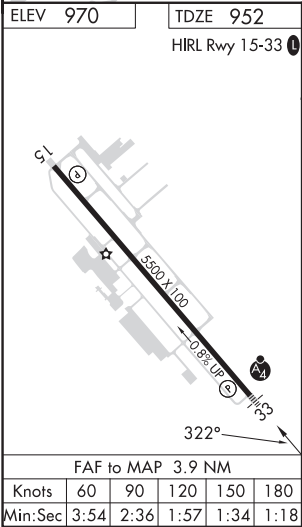
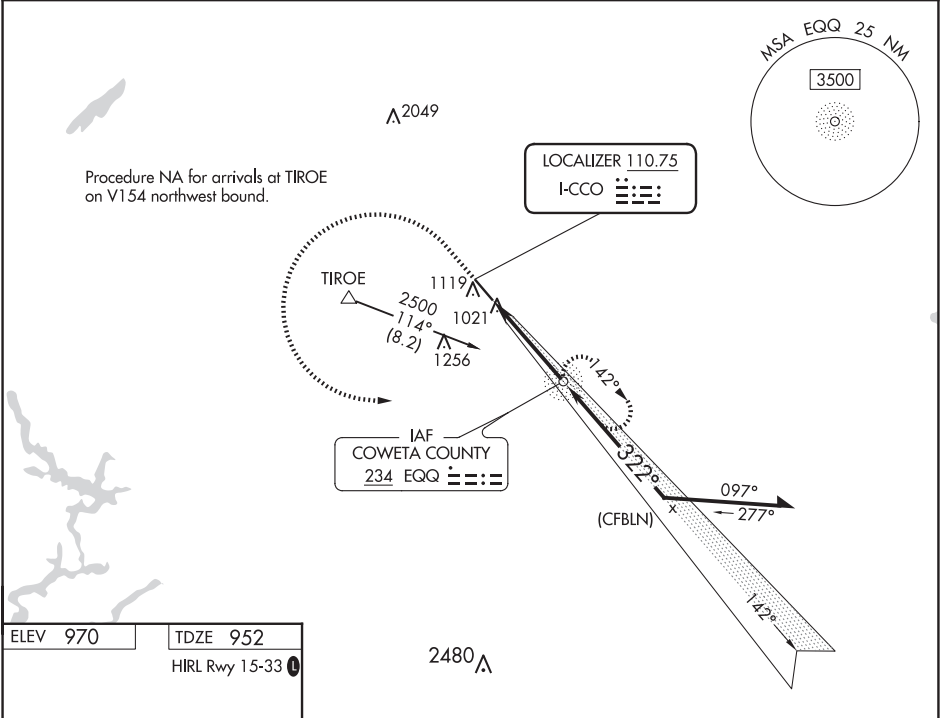
23194

LOC I-CCO	APP CRS	Rwy Idg	5500
110.75	322°	TDZE	952
		Apt Elev	970

ILS or LOC RWY 33  
NEWNAN COWETA COUNTY (CCO)

ADF required.	MALSF	MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 direct EQQ NDB and hold, continue climb-in-hold to 2500.
<div>▼ ▲</div> Rwy 33 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 33.	<div>🚗</div>	

AWOS-3PT 118.975	ATLANTA APP CON 119.8 354.125	GCO 121.725	UNICOM 122.7 (CTAF) 0
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1800	2500	EQQ	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 49).		
↑	↖		Remain within 10 NM		
CATEGORY	A	B	C	D	
S-ILS 33	1202-¾ 250 (300-¾)				
S-LOC 33	1340-¾ 388 (400-¾)		1340-⅞ 388 (400-⅞)		
CIRCLING	1420-1 450 (500-1)		1560-1½ 590 (600-1½)		1560-2 590 (600-2)

ATLANTA, GEORGIA

Amdt 1 29DEC22

33°19'N-84°46'W

NEWNAN COWETA COUNTY (CCO)

ILS or LOC RWY 33

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



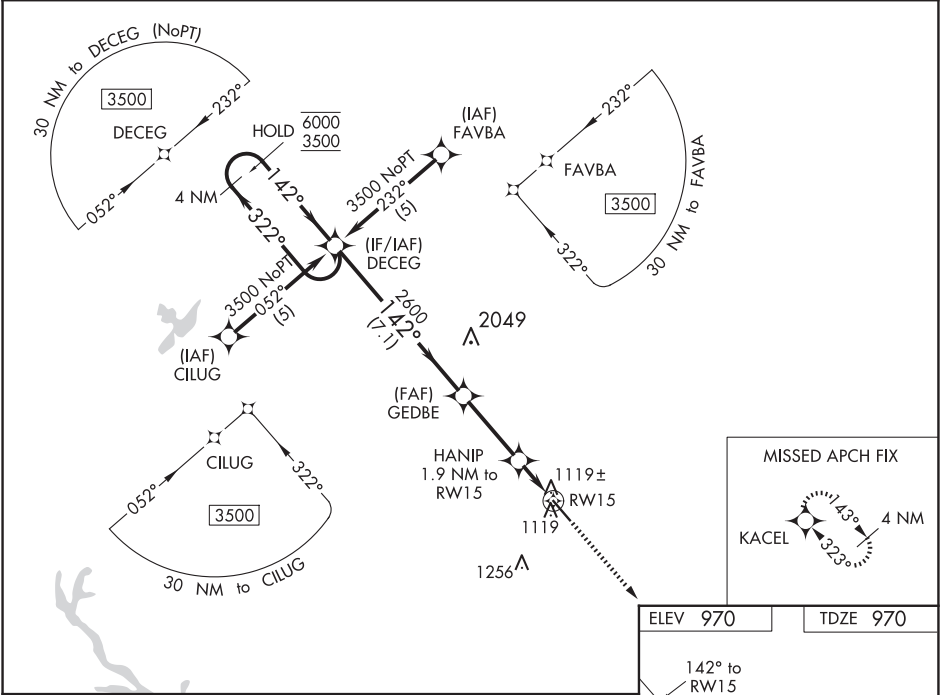
WAAS CH <b>70515</b> <b>W15A</b>	APP CRS <b>142°</b>	Rwy Idg TDZE <b>970</b> Apt Elev <b>970</b>
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RNAV (GPS) RWY 15

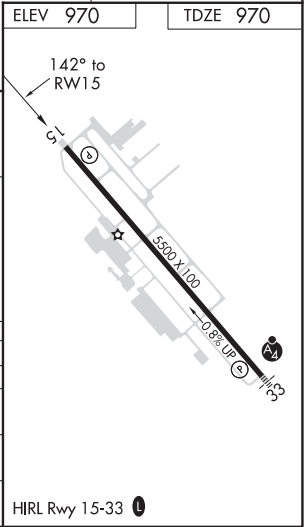
NEWNAN COWETA COUNTY (C'CO)

RNP APCH.	MISSED APPROACH: Climb to 3500 direct KACEL and hold.
▼ Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 47°C.	

AWOS-3PT <b>118.975</b>	ATLANTA APP CON <b>119.8 354.125</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF)</b> 0
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4 NM Holding Pattern			
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
<div>6000 ← 322° 3500 ← 142°</div> <div>GP 3.00° TCH 56</div> <div>DECEG</div> <div>GEDBE 2600</div> <div>HANIP 1.9 NM to RW15</div> <div>*1.2 NM to RW15</div> <div>RW15</div> <div>*1620</div> <div>7.1 NM</div> <div>3 NM</div> <div>0.7</div> <div>1.2 NM</div>			
CATEGORY	A	B	C
LPV DA	1300-1 330 (400-1)		
LNAV/VNAV DA	1389-1½ 419 (500-1½)		
LNAV MDA	1380-1	410 (500-1)	1380-1¼ 410 (500-1¼)
CIRCLING	1420-1	450 (500-1)	1560-1½ 590 (600-1½)
			1560-2 590 (600-2)



ATLANTA, GEORGIA

AL-5931 (FAA)

21168

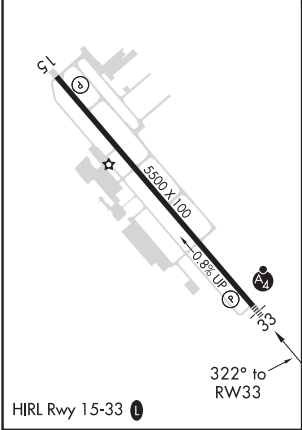
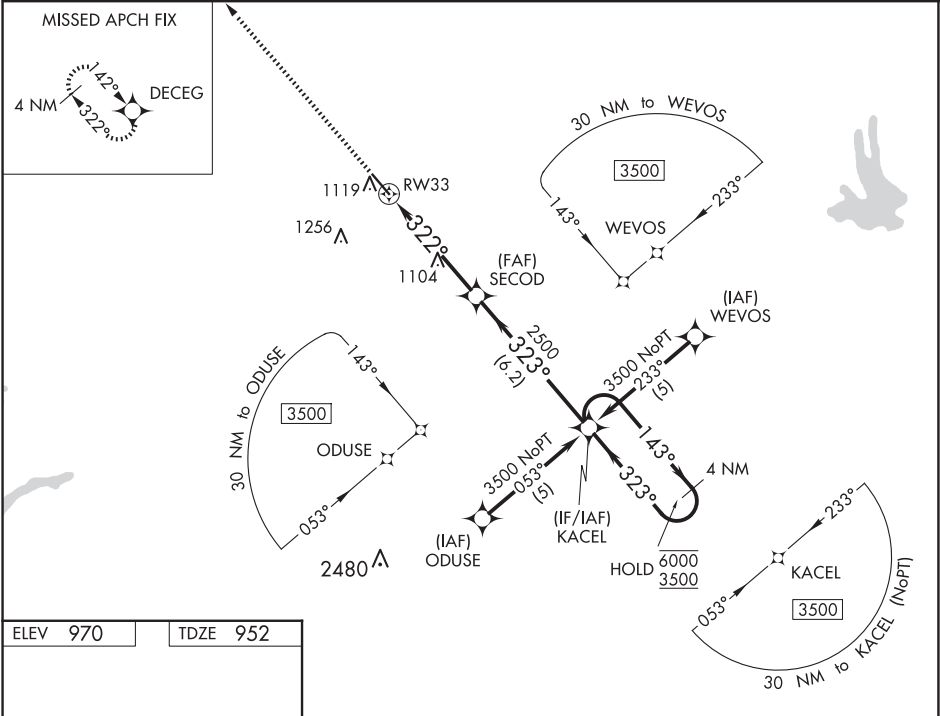
WAAS CH <b>77528</b> <b>W33A</b>	APP CRS <b>322°</b>	Rwy Idg TDZE <b>5500</b> <b>952</b> Apt Elev <b>970</b>
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RNAV (GPS) RWY 33

NEWNAN COWETA COUNTY (C'CO)

RNP APCH. <div><div><div></div><div></div></div><div>Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. For inop ALS, increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibilities to 1 ⅝ SM.</div></div>	MALSF <div><div></div><div></div></div>	MISSED APPROACH: Climb to 3500 direct DECEG and hold.
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AWOS-3PT <b>118.975</b>	ATLANTA APP CON <b>119.8 354.125</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF)</b> <div></div>
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3500 DECEG VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).			
<div><div>*LNAV only.</div><div><div><div></div><div></div></div><div><div>SECOD</div><div>2500</div></div><div><div>RW33</div><div>322°</div></div><div><div>KACEL</div><div>4 NM Holding Pattern</div></div></div></div>			
<div><div>1.2 NM</div><div>3.6 NM</div><div>6.2 NM</div></div>			
CATEGORY	A	B	C
LPV DA	1242-1 290 (300-1)		
LNAV/VNAV DA	1286-1 334 (400-1)		
LNAV MDA	1360-1 408 (400-1)		
CIRCLING	1420-1 450 (500-1)	1560-1½ 590 (600-1½)	1560-2 590 (600-2)

ATLANTA, GEORGIA  
Amdt 2B 22APR21

33°19'N-84°46' W

NEWNAN COWETA COUNTY (C'CO)

RNAV (GPS) RWY 33

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 31  
PAULDING NORTHWEST ATLANTA (PUJ)

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 3600 on heading 066° and RMG VORTAC R-132 to DALAS INT/RMG 18.5 DME and hold.

**A**

ATLANTA, GEORGIA  
Amdt 1 22APR21

PAULDING NORTHWEST ATLANTA (PUJ)  
33°55'N-84°56'W  
ILS or LOC RWY 31

SE-4, 12 JUN 2025 to 07 AUG 2025


ATLANTA, GEORGIA

AL-10368 (FAA)

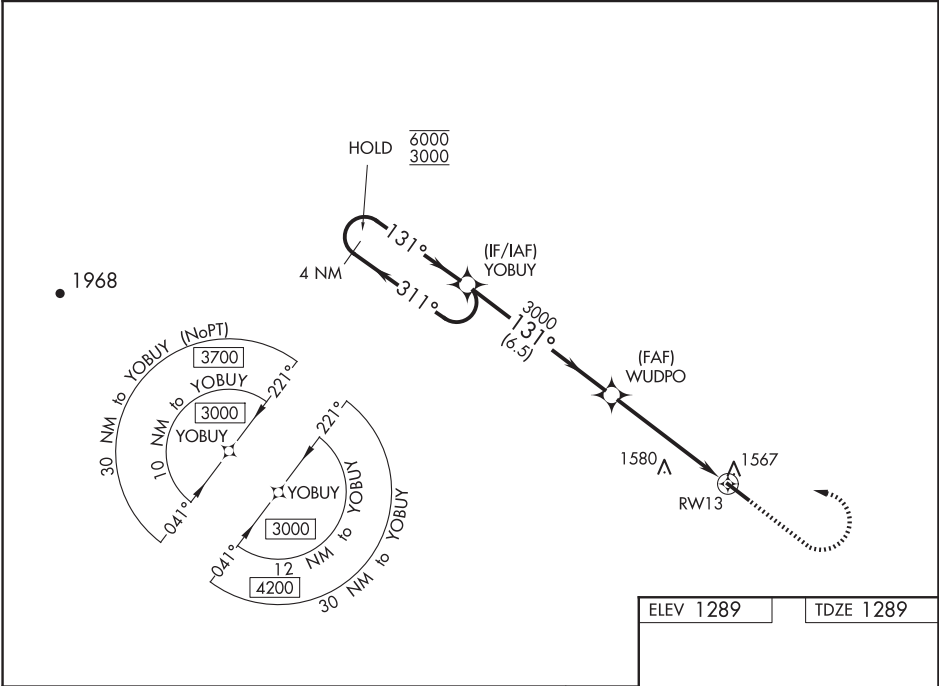
21112


WAAS CH <b>99720</b> <b>W13A</b>	APP CRS <b>131°</b>	Rwy Idg TDZE <b>1289</b> Apt Elev <b>1289</b>
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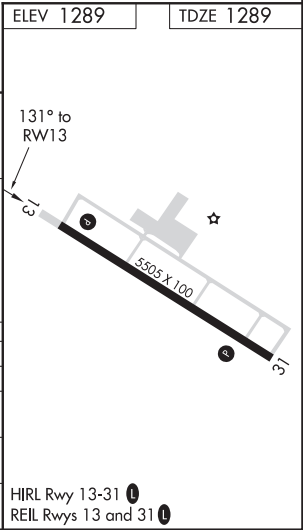
RNAV (GPS) RWY 13  
PAULDING NORTHWEST ATLANTA (PUJ)

RNP APCH.		MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct YOBUY and hold.
 NA	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

AWOS-3 <b>126.225</b>	ATLANTA APP CON <b>121.0 268.7</b>	UNICOM <b>123.075 (CTAF)</b> 
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4 NM Holding Pattern YOBUY		WUDPO	1800	3000	YOBUY
6000 ← 311°		3000	↑	↙	✧
GP 3.00°		3000	*LNAV only.		
TCH 50		3000	*1.5 NM to RWY13		
← 6.5 NM		← 3.7 NM	← 1.5 NM		
CATEGORY	A	B	C	D	
LPV DA		1507-3/4	218 (300-3/4)		
LNAV/DA VNAV		1763-1 3/8	474 (500-1 3/8)		
LNAV MDA	1820-1	531 (600-1)	1820-1 1/2	531 (600-1 1/2)	
 CIRCLING	1880-1	591 (600-1)	1940-1 3/4	1940-2	



ATLANTA, GEORGIA  
Amdt 2 22APR21

33°55'N-84°56'W

PAULDING NORTHWEST ATLANTA (PUJ)  
RNAV (GPS) RWY 13

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **99511**  
**W31A**

APP CRS  
**311°**

Rwy Ldg  
TDZE **1283**  
Apt Elev **1289**

RNAV (GPS) RWY 31

PAULDING NORTHWEST ATLANTA (PUJ)

RNP APCH.

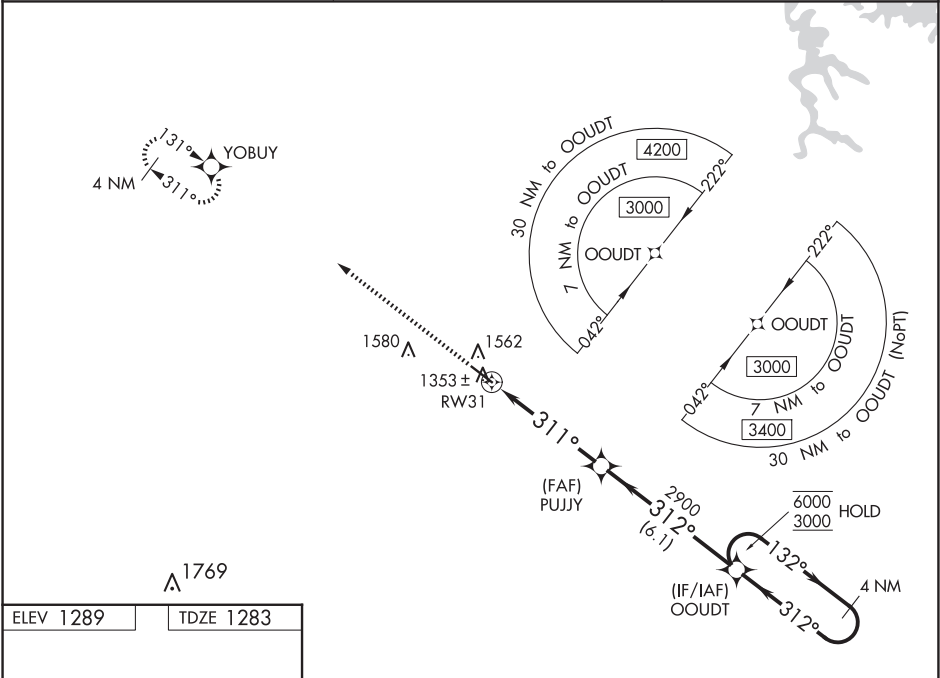
▽

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH:  
Climb to 3000 direct  
YOBUY and hold.

AWOS-3 <b>126.225</b>	ATLANTA APP CON <b>121.0 268.7</b>	UNICOM <b>123.075 (CTAF) 0</b>
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ELEV 1289

TDZE 1283

3000

YOBUY

\* LNAV only.

RW31

\* 1.1 NM to RW31

PUJY

2900

312°

2900

132°

6000

3000

GP 3.00°

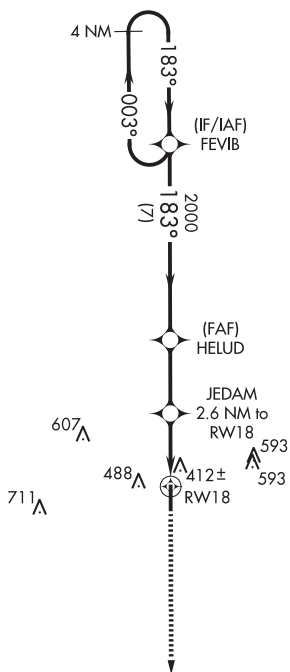
TCH 48

CATEGORY	A	B	C	D
LPV DA	1483- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )			
LNAV/VNAV DA	1582- <sup>7</sup> / <sub>8</sub> 299 (300- <sup>7</sup> / <sub>8</sub> )			
LNAV MDA	1680-1 397 (400-1)	1680-1 <sup>1</sup> / <sub>8</sub> 397 (400-1 <sup>1</sup> / <sub>8</sub> )		
<div>C</div> CIRCLING	1880-1 591 (600-1)	1940-1 <sup>3</sup> / <sub>4</sub> 651 (700-1 <sup>3</sup> / <sub>4</sub> )		1940-2 651 (700-2)

RNAV (GPS) RWY 18  
ATMORE MUNI (ØR1)

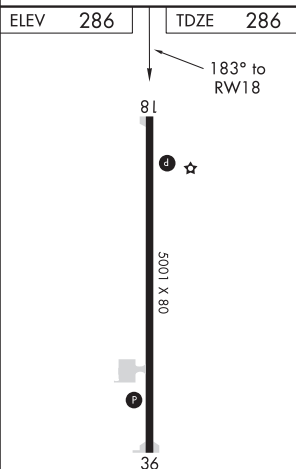
**MISSED APPROACH:** Climb to 2600 direct GOKDE and hold.

UNICOM  
122.8 (CTAF) **L**



Δ 777

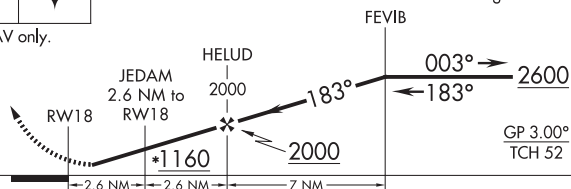
## MISSED APCH FIX



2600	GOKDE
	

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

\*LNAV only.



CATEGORY	A	B	C	D
LPV DA	613-1 327 (400-1)			
INAV/ VNAV DA	653-1 367 (400-1)			
INAV MDA	740-1 454 (500-1)		740-1 <sup>3</sup> / <sub>8</sub> 454 (500-1 <sup>3</sup> / <sub>8</sub> )	
<b>C</b> CIRCLING	880-1 594 (600-1)		980-2 694 (700-2)	1000-2 <sup>1</sup> / <sub>4</sub> 714 (800-2 <sup>1</sup> / <sub>4</sub> )

ATMORE MUNI (ØR1)  
RNAV (GPS) RWY 18

WAAS CH <b>61141</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>286</b> <b>286</b>
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RNAV (GPS) RWY 36

ATMORE MUNI (ØR1)

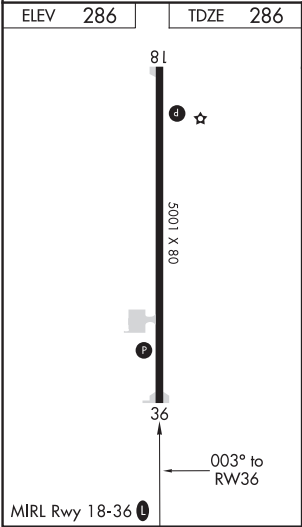
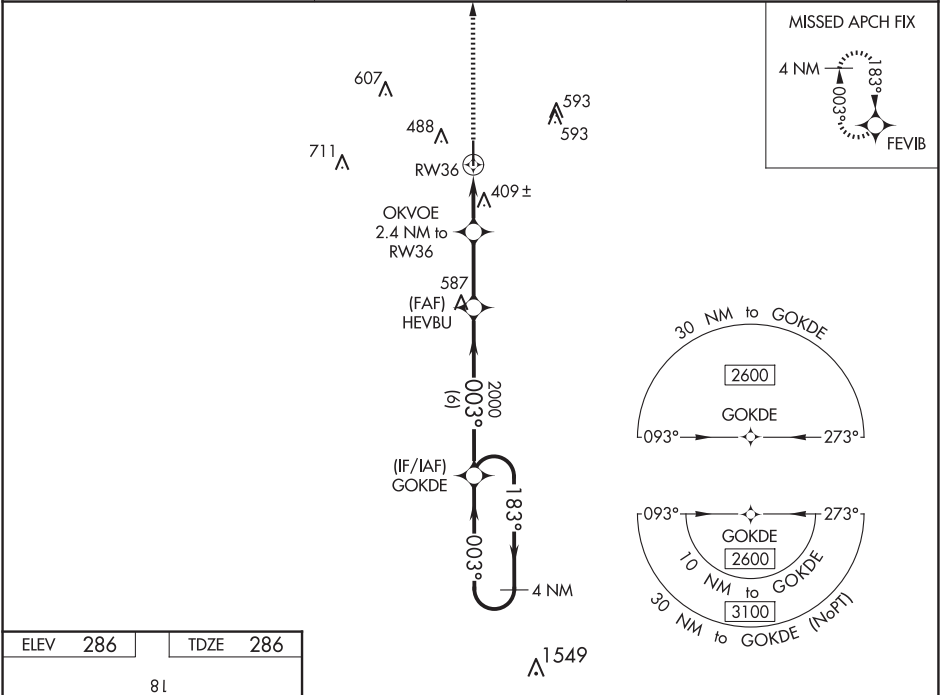
Baro-VNAV NA.

Helicopter visibility reduction below ¾ SM NA.

DME/DME RNP-0.3 NA. Use Brewton altimeter setting.

MISSED APPROACH: Climb to 2600 direct FEVIB and hold.

12J AWOS-3PT <b>119.325</b>	PENSACOLA APP CON <b>127.35 291.625</b>	UNICOM <b>122.8 (CTAF) Ø</b>
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2600	FEVIB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
*LNAV only.	OKVOE 2.4 NM to RW36	HEVBU 2000	GOKDE	4 NM Holding Pattern	2600
	2.4 NM	2.7 NM	6 NM		
					GP 3.10° TCH 40
CATEGORY	A	B	C	D	
LPV DA		641-1	355 (400-1)		
LNAV/VNAV DA		613-1	327 (400-1)		
LNAV MDA	740-1	454 (500-1)	740-1 3/8	454 (500-1 3/8)	
CIRCLING	880-1	594 (600-1)	980-2 694 (700-2)	1000-2 1/4 714 (800-2 1/4)	

SE-4, 12 JUN 2025 to 07 AUG 2025

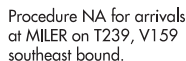
SE-4, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 36  
AUBURN UNIVERSITY RGNL (AUO)

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 on heading 175° and on LGC VORTAC R-196 to HESEL/I-AUO 13.8 DME/RADAR and hold.

Inop table does not apply to S-ILS 36 all Cats.

CLNC DEL  
**118.7**  
(When twr closed)



ELEV 777
TDZE 759

005°

36

0.6% UP

5264 X 100

4000 X 75

MIRL Rwy 11-29

MIRL Rwy 18-36

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

AUBURN UNIVERSITY RGNL (AUO)  
ILS or LOC RWY 36

SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>63139</b> <b>W11A</b>	APP CRS <b>111°</b>	Rwy Ldg TDZE <b>775</b> Apt Elev <b>777</b>
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RNAV (GPS) RWY 11

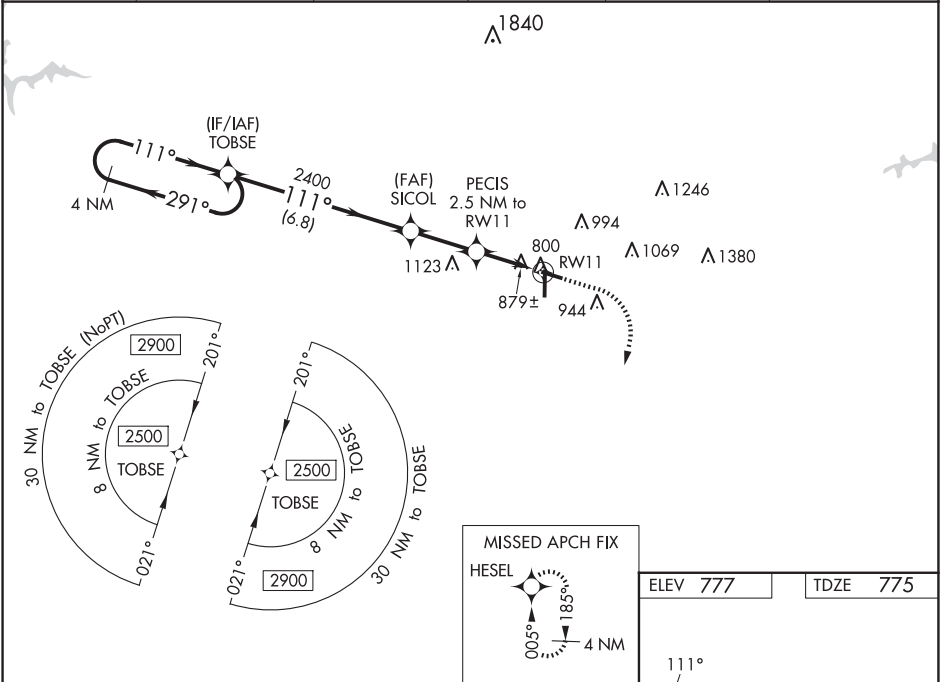
AUBURN UNIVERSITY RGNL (AUO)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Columbus altimeter setting.

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus altimeter setting: increase LPV DA to 1138 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1173 feet and visibility all Cats ⅜ SM; increase all MDA 120 feet and LNAV Cats C/D and Circling Cat C visibility ¼ SM and Circling Cat D visibility ½ SM.

MISSED APPROACH:  
Climb to 1200 then climbing right turn to 3000 direct HESEL and hold.

AWOS-3PT <b>132.575</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	AUBURN TOWER ★ <b>123.875</b>	GND CON <b>121.625</b>	CLNC DEL <b>118.7</b> (When twr closed)	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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4 NM Holding Pattern TOBSE

2500 ← 291° / 111° →

GP 3.00° TCH 45

2400

SICOL 2400

PECIS 2.5 NM to RW11

\*1.1 NM to RW11

\*1600

6.8 NM | 2.5 NM | 1.4 NM | 1.1 NM

A B C D

CATEGORY				
LPV DA	1025-1 250 (300-1)			
LNAV/VNAV DA	1060-1 285 (300-1)			
LNAV MDA	1160-1	385 (400-1)	1160-1½	385 (400-1½)
CIRCLING	1280-1 503 (600-1)	1360-1 583 (600-1)	1380-1¾ 603 (700-1¾)	1480-2¼ 703 (800-2¼)

1200 3000 HESEL

\*LNAV only.

111°

81

4000 X 75

5264 X 100

0.9% UP

36

MIRL Rwy 11-29 **0**

HIRL Rwy 18-36 **0**

AUBURN, ALABAMA

AL-5127 (FAA)

25163

WAAS CH <b>78029</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Ldg <b>5264</b> TDZE <b>777</b> Apt Elev <b>777</b>
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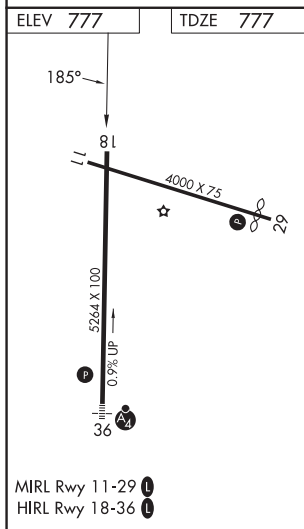
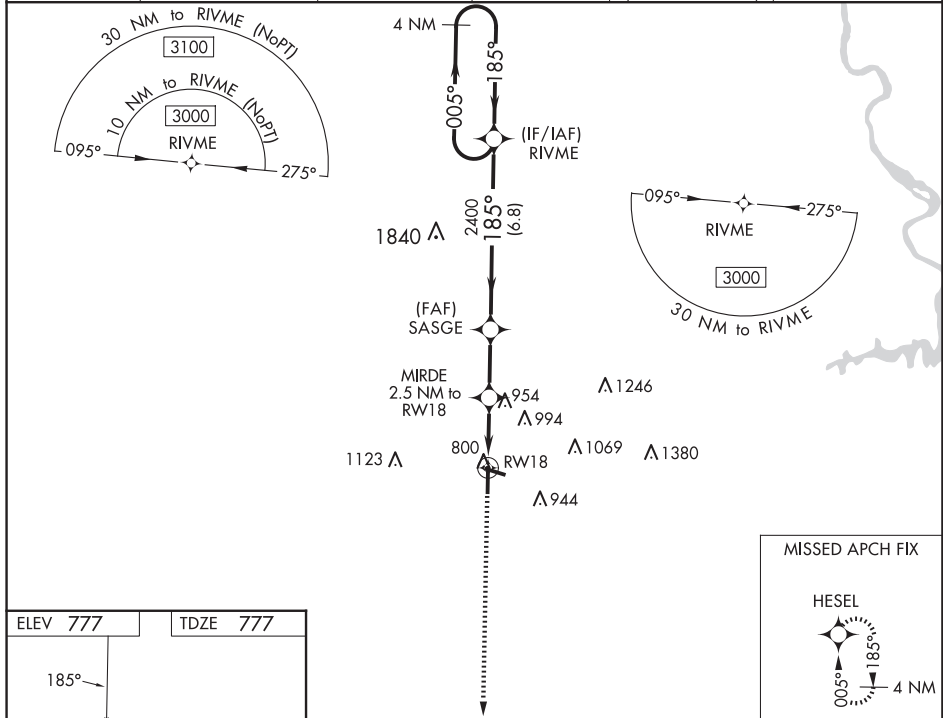
# RNAV (GPS) RWY 18

AUBURN UNIVERSITY RGNL (AUO)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
▲ Baro-VNAV and VDP NA when using Columbus altimeter setting. DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below ¾ SM not authorized. When local altimeter setting not received, use Columbus altimeter setting: increase LPV DA to 1140 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1164 feet and visibility all Cats ¾ SM; increase all MDA 120 feet and LNAV Cats C/D visibility ¾ SM, Circling Cat C visibility ¼ SM, and circling Cat D visibility ½ SM.

MISSED APPROACH:  
Climb to 3000 direct  
HESEL and hold.

AWOS-3PT <b>132.575</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	AUBURN TOWER ★ <b>123.875</b>	GND CON <b>121.625</b>	CLNC DEL <b>118.7</b> (When twr closed)	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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3000	HESEL	MIRDE 2.5 NM to RW18	SASGE 2400	RIVME 4 NM Holding Pattern
*LNAV only	*1.4 NM to RW18	1620*	2400	GP 3.00° TCH 50
CATEGORY	A	B	C	D
LPV DA	1027-¾	250 (300-¾)		
LNAV/VNAV DA	1051-⅞	274 (300-⅞)		
LNAV MDA	1260-1	483 (500-1)	1260-1⅜	483 (500-1⅜)
CIRCLING	1280-1 503 (600-1)	1360-1 583 (600-1)	1380-1¾ 603 (700-1¾)	1480-2¼ 703 (800-2¼)

AUBURN, ALABAMA  
Amdt 2 10NOV16

32°37'N-85°26'W

AUBURN UNIVERSITY RGNL (AUO)  
RNAV (GPS) RWY 18

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	3703
291°	TDZE	770
	Apt Elev	777

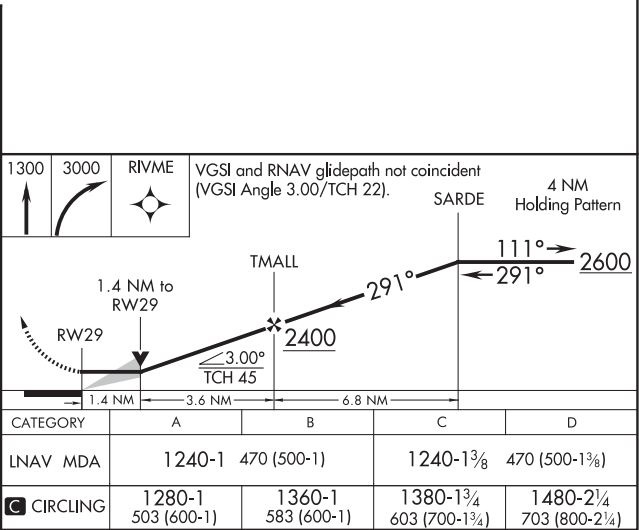
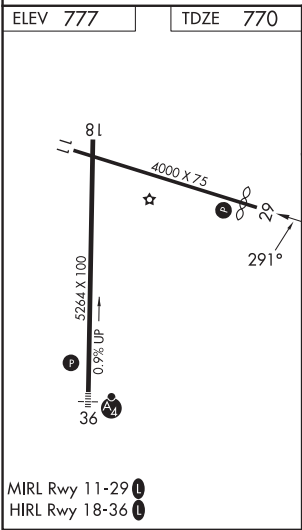
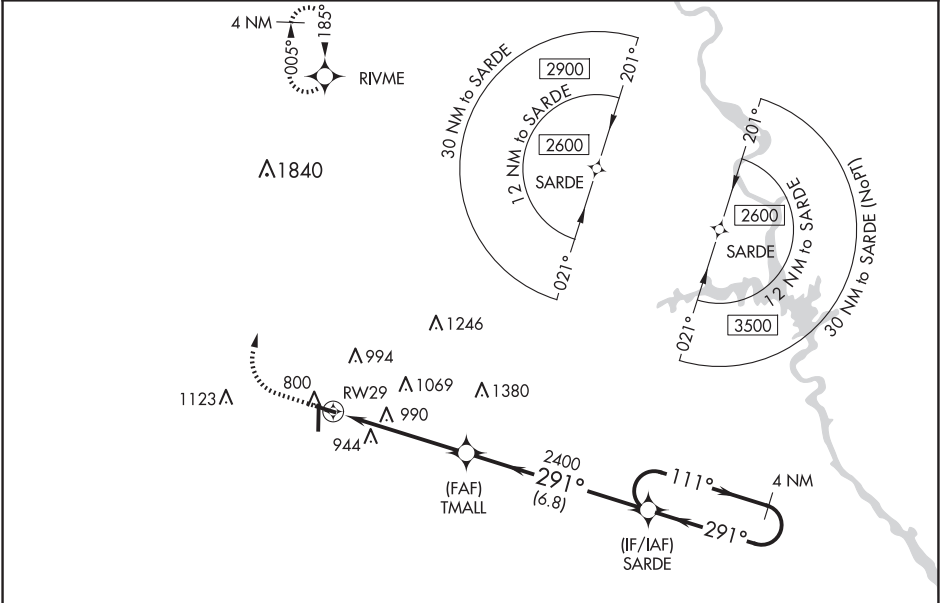
RNAV (GPS) RWY 29

AUBURN UNIVERSITY RGNL (AUO)

DME/DME RNP-0.3 NA. VDP NA when using Columbus altimeter setting. When local altimeter setting not received, use Columbus altimeter setting and increase all MDA 120 feet and LNAV Cats C/D visibility  $\frac{3}{8}$  SM, Circling Cat C visibility  $\frac{1}{4}$  SM, and Circling Cat D visibility  $\frac{1}{2}$  SM.

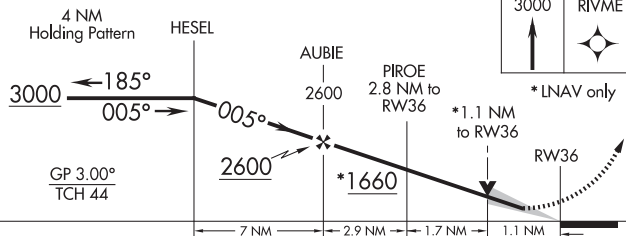
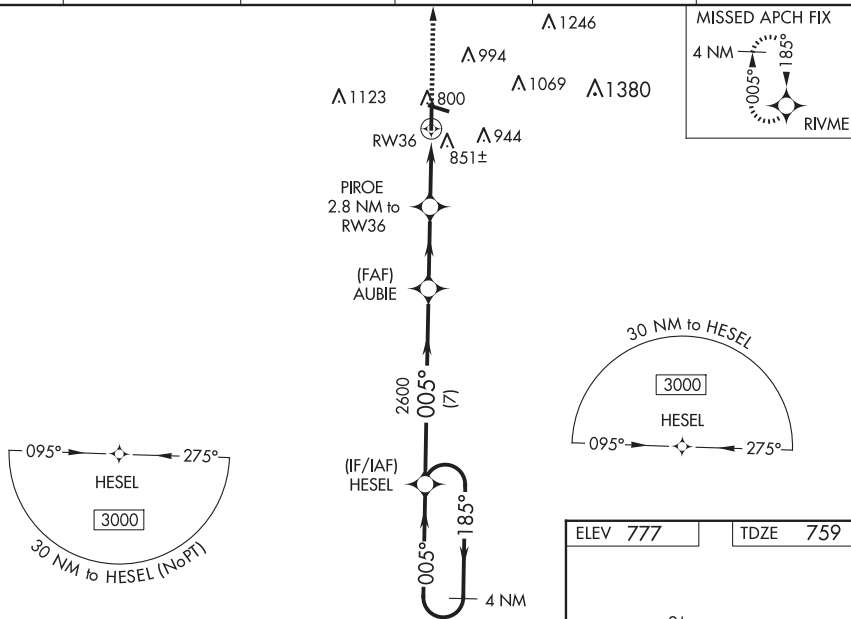
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct RIVME and hold.

AWOS-3PT 132.575	ATLANTA APP CON ★ 125.5 323.1	AUBURN TOWER ★ 123.875	GND CON 121.625	CLNC DEL 118.7 (When twr closed)	UNICOM 123.0 (CTAF) ①
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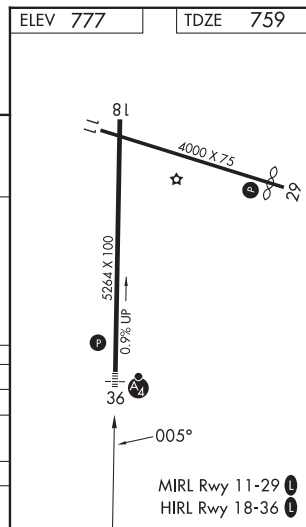


RNAV (GPS) RWY 36  
AUBURN UNIVERSITY RGNL (AUO)

**MISSED APPROACH:**  
Climb to 3000 direct  
RIVME and hold.

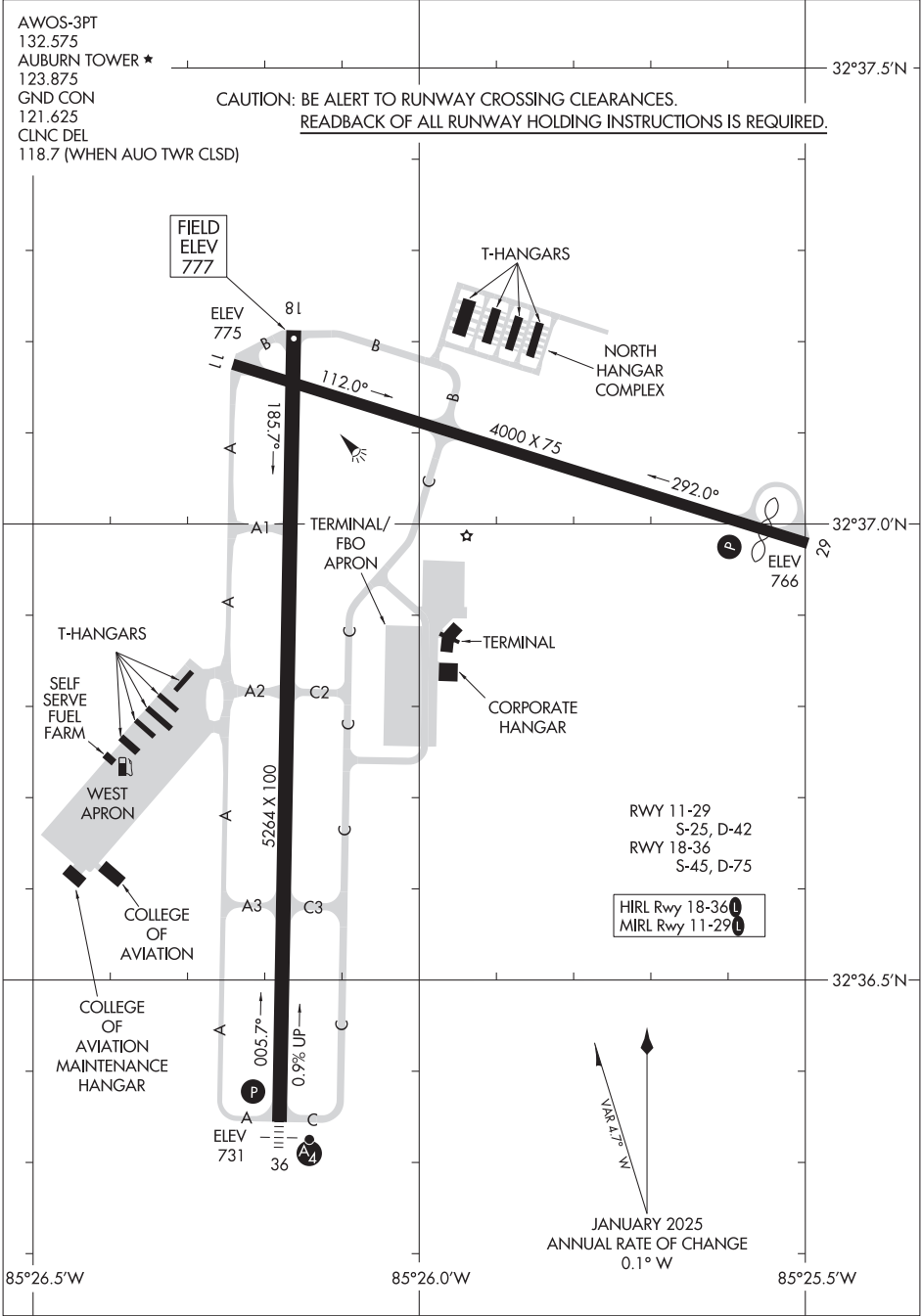
UNICOM  
123.0 (CTAF) **L**

CATEGORY		A	B	C	D
LPV	DA	959- <sup>3</sup> / <sub>4</sub>		200 (200- <sup>3</sup> / <sub>4</sub> )	
LNAP/ VNAV	DA	1060- <sup>7</sup> / <sub>8</sub>		301 (300- <sup>7</sup> / <sub>8</sub> )	
LNAP	MDA	1120- <sup>3</sup> / <sub>4</sub>		361 (400- <sup>3</sup> / <sub>4</sub> )	
<b>C</b> CIRCLING		1280-1	1360-1	1380-1 <sup>3</sup> / <sub>4</sub>	1480-2 <sup>1</sup> / <sub>4</sub>
		503 (600-1)	583 (600-1)	603 (700-1 <sup>3</sup> / <sub>4</sub> )	703 (800-2 <sup>1</sup> / <sub>4</sub> )



AUBURN UNIVERSITY RGNL (AUO)  
RNAV (GPS) RWY 36

SE-4, 12 JUN 2025 to 07 AUG 2025



AUGUSTA, GEORGIA

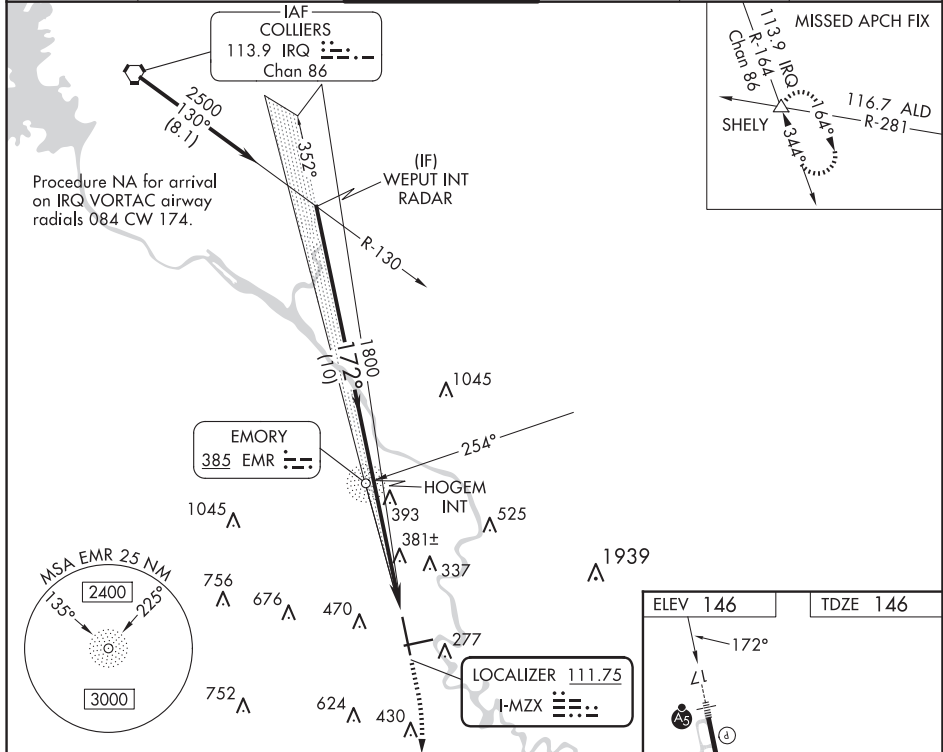
AL-27 (FAA)

25163

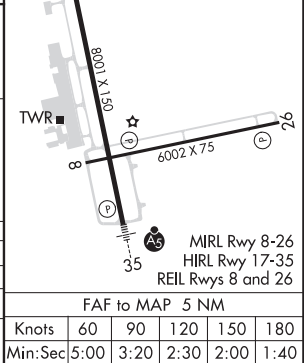
LOC I-MZX <b>111.75</b>	APP CRS <b>172°</b>	Rwy Ldg TDZE <b>146</b> Apt Elev <b>146</b>
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ILS or LOC RWY 17  
AUGUSTA RGNL AT BUSH FLD (AGS)

ADF required for LOC only. <div><div></div><div>For inop ALS, increase S-LOC 17 Cats C and D visibility to 1½ SM.</div></div>			MALS R <div><div></div><div>A5</div></div>	MISSED APPROACH: Climb to 3000 on heading 180° and IRQ VORTAC R-164 to SHELLY INT and hold.	
ATIS <b>132.75</b>	AUGUSTA APP CON ★ <b>126.8 270.3</b>	AUGUSTA TOWER ★ <b>118.7 (CTAF) 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.65</b>	UNICOM <b>122.95</b>



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				
WEPUT INT RADAR		HOGEM INT		3000 ↑ hdg 180°
2500		1800		SHELLY △
GS 3.00° TCH 57		172°		
10 NM		5 NM		
CATEGORY	A	B	C	D
S-ILS 17	351/24 205 (300-½)			
S-LOC 17	640/24	494 (500-½)	640/50	494 (500-1)
CIRCLING	780-1	634 (700-1)	780-1¾ 634 (700-1¾)	940-2½ 794 (800-2½)



AUGUSTA, GEORGIA  
Amdt 10A 29DEC22

33°22'N-81°58'W

AUGUSTA RGNL AT BUSH FLD (AGS)  
ILS or LOC RWY 17

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-AGS <b>110.5</b>	APP CRS <b>352°</b>	Rwy Ldg TDZE Apt Elev <b>8001</b> <b>137</b> <b>146</b>	ILS or LOC RWY 35 AUGUSTA RGNL AT BUSH FLD (AGS)
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T

A

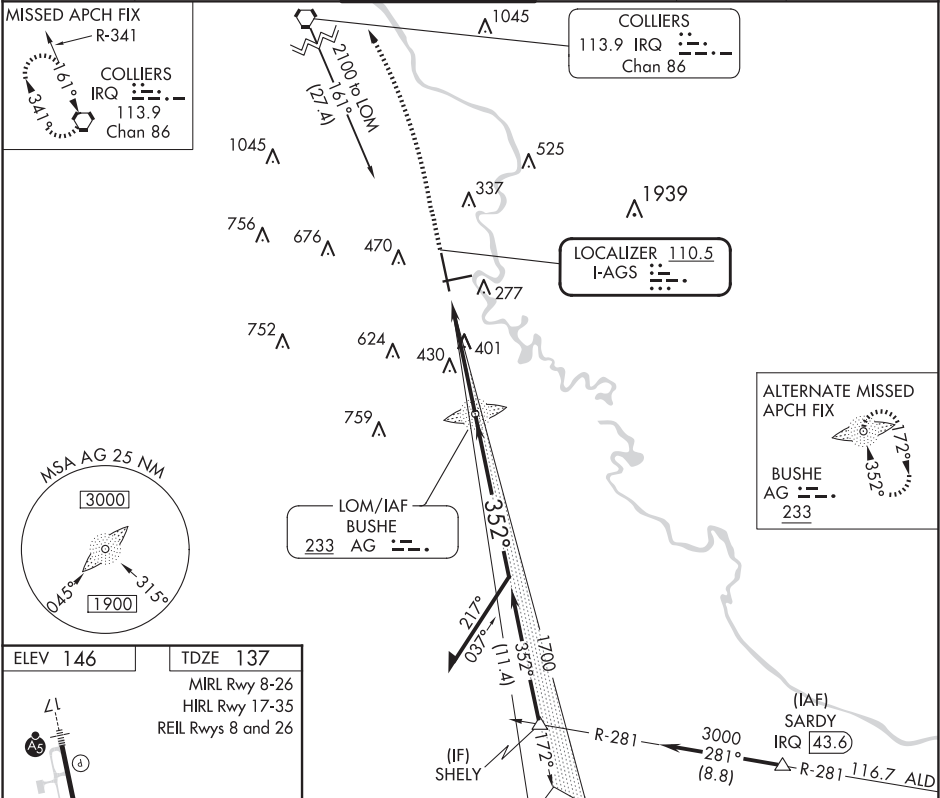
When local altimeter setting not received, use Daniel Fld altimeter setting and increase S-ILS 35 DA to 392; increase all MDAs 60 feet and S-LOC 35 and Circling Cats C and D visibility ¼ SM. Autopilot coupled approach NA below 940.

MALSR

MISSED APPROACH:

Climb to 600 then climbing left turn to 2100 direct IRQ VORTAC and hold.

ATIS <b>132.75</b>	AUGUSTA APP CON ★ <b>126.8 270.3</b>	AUGUSTA TOWER ★ <b>118.7 (CTAF) 0 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.65</b>	UNICOM <b>122.95</b>
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600

2100

IRQ

AG LOM

172°

1648

2000

352°

1700

GS 3.00°

TCH 56

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

CATEGORY	A	B	C	D
S-ILS 35	337/24 200 (200-½)			
S-LOC 35	660/24	523 (600-½)	660/55	523 (600-1)
CIRCLING	780-1	634 (700-1)	780-1¾ 634 (700-1¾)	940-2½ 794 (800-2½)

AUGUSTA, GEORGIA




AL-27 (FAA)

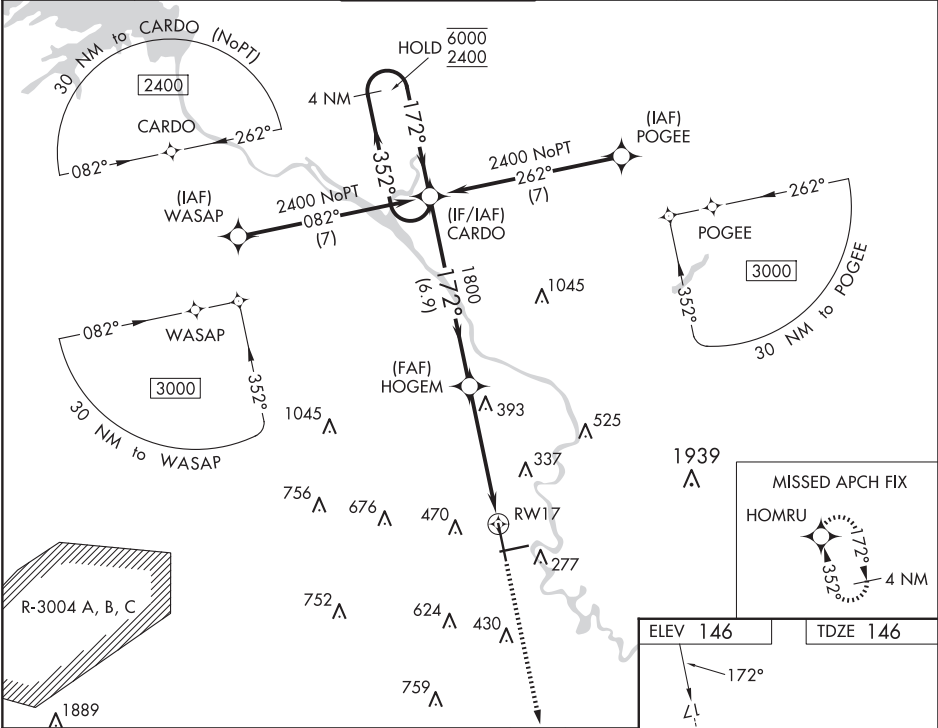
25163

WAAS CH <b>77504</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Ldg TDZE <b>146</b> Apt Elev <b>146</b>
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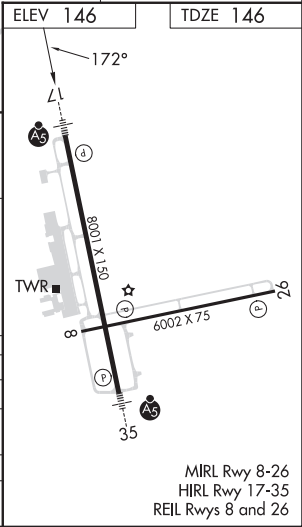
RNAV (GPS) RWY 17

AUGUSTA RGNL AT BUSH FLD (AGS)

RNP APCH - GPS.				<div>MALS</div> <div></div>	MISSED APPROACH: Climb to 2100 direct HOMRU and hold.
<div><div></div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. <div></div>For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.</div>					
ATIS 132.75	AUGUSTA APP CON ★ 126.8 270.3	AUGUSTA TOWER ★ 118.7 (CTAF) 0 239.3	GND CON 121.9 348.6	CLNC DEL 118.65	UNICOM 122.95



4 NM Holding Pattern CARD0				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		2100	HOMRU
<div></div>				HOGEM		1800	1.5 NM to RW17
GP 3.00° TCH 57				RW17		1800	
				6.9 NM		3.5 NM	1.5 NM
CATEGORY	A	B	C	D			
LPV DA	351/24		205 (300-½)				
LNAV/VNAV DA	460/24		314 (400-½)				
LNAV MDA	700/24 554 (600-½)		700/60 554 (600-1¼)				
CIRCLING	780-1 634 (700-1)		780-1¾ 634 (700-1¾)		940-2½ 794 (800-2½)		



AUGUSTA, GEORGIA  
Amdt 3A 29DEC22

33°22'N-81°58'W

AUGUSTA RGNL AT BUSH FLD (AGS)  
RNAV (GPS) RWY 17

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



APP CRS  
262°

Rwy Ldg  
TDZE  
139

Apt Elev  
146

RNAV (GPS) RWY 26

AUGUSTA RGNL AT BUSH FLD (AGS)

▼

Rwy 26 helicopter visibility reduction below ¾ SM NA. VDP NA with Daniel Fld altimeter setting.

▲

When local altimeter setting not received, use Daniel Fld altimeter setting and increase all MDAs 60 feet; increase LNAV and Circling Cats C and D visibility ½ SM.

MISSED APPROACH:

Climb to 3000 direct GONRE and on track 201° to HEPIG and hold.

ATIS 132.75	AUGUSTA APP CON ★ 126.8 270.3	AUGUSTA TOWER ★ 118.7 (CTAF) 0 239.3	GND CON 121.9 348.6	CLNC DEL 118.65	UNICOM 122.95
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ELEV 146

TDZE 139

3000

GONRE

tr 201°

HEPIG

1 NM to RW26

1.6 NM

4.7 NM

6.5 NM

1020

3.00°

TCH 55

1 NM

1.6 NM

4.7 NM

6.5 NM

3000

GONRE

tr 201°

HEPIG

1 NM to RW26

1.6 NM

4.7 NM

6.5 NM

1020

3.00°

TCH 55

1 NM

1.6 NM

4.7 NM

6.5 NM

3000

GONRE

tr 201°

HEPIG

1 NM to RW26

1.6 NM

4.7 NM

6.5 NM

1020

3.00°

TCH 55

1 NM

1.6 NM

4.7 NM

6.5 NM

3000

GONRE

tr 201°

HEPIG

1 NM to RW26

1.6 NM

4.7 NM

6.5 NM

1020

3.00°

TCH 55

1 NM

1.6 NM

4.7 NM

6.5 NM

3000

GONRE

tr 201°

HEPIG

1 NM to RW26

1.6 NM

4.7 NM

6.5 NM

1020

3.00°

TCH 55

1 NM

1.6 NM

4.7 NM

6.5 NM

3000

GONRE

tr 201°

HEPIG

1 NM to RW26

1.6 NM

4.7 NM

6.5 NM

1020

3.00°

TCH 55

1 NM

1.6 NM

4.7 NM

6.5 NM

AUGUSTA, GEORGIA

Amdt 1C 29DEC22

33°22'N-81°58'W

AUGUSTA RGNL AT BUSH FLD (AGS)

RNAV (GPS) RWY 26

175

AUGUSTA, GEORGIA

AL-27 (FAA)

25163

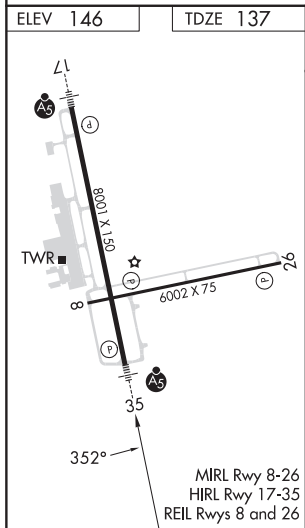
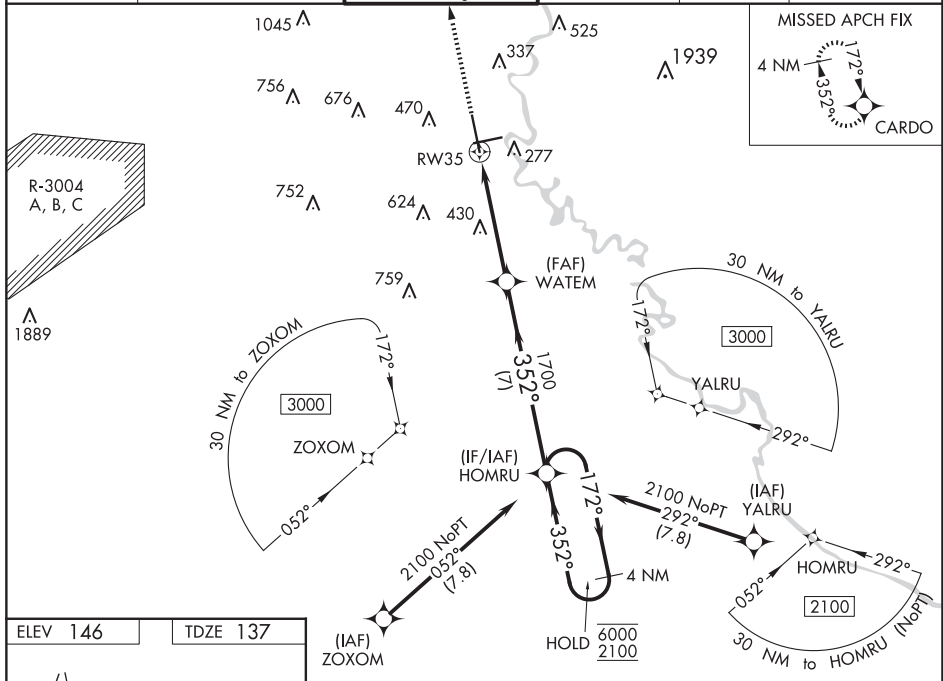
WAAS CH <b>97303</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Ldg TDZE <b>137</b> Apt Elev <b>146</b>	<b>8001</b>
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# RNAV (GPS) RWY 35

AUGUSTA RGNL AT BUSH FLD (AGS)

RNP APCH - GPS.			MALSR	MISSED APPROACH: Climb to 2400 direct CARDO and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.			A5	

ATIS <b>132.75</b>	AUGUSTA APP CON ★ <b>126.8 270.3</b>	AUGUSTA TOWER ★ <b>118.7 (CTAF) 0 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.65</b>	UNICOM <b>122.95</b>
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2400 CARDO		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).		4 NM Holding Pattern	
↑		WATM 1700		172° → 6000 ← 352° 2100	
1.8 NM to RW35		3 NM		7 NM	
1.8 NM		3 NM		7 NM	
CATEGORY	A	B	C	D	
LPV DA	387/24 250 (300-½)				
LNAV/VNAV DA	668/55 531 (600-1)				
LNAV MDA	780/24	643 (700-½)	780-1⅓	643 (700-1⅓)	
CIRCLING	780-1	634 (700-1)	780-1⅓ 634 (700-1⅓)	940-2½ 794 (800-2½)	

AUGUSTA, GEORGIA  
Amdt 2E 29DEC22

33°22'N-81°58'W

AUGUSTA RGNL AT BUSH FLD (AGS)  
RNAV (GPS) RWY 35

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	6002
082°	TDZE	137
	Apt Elev	146

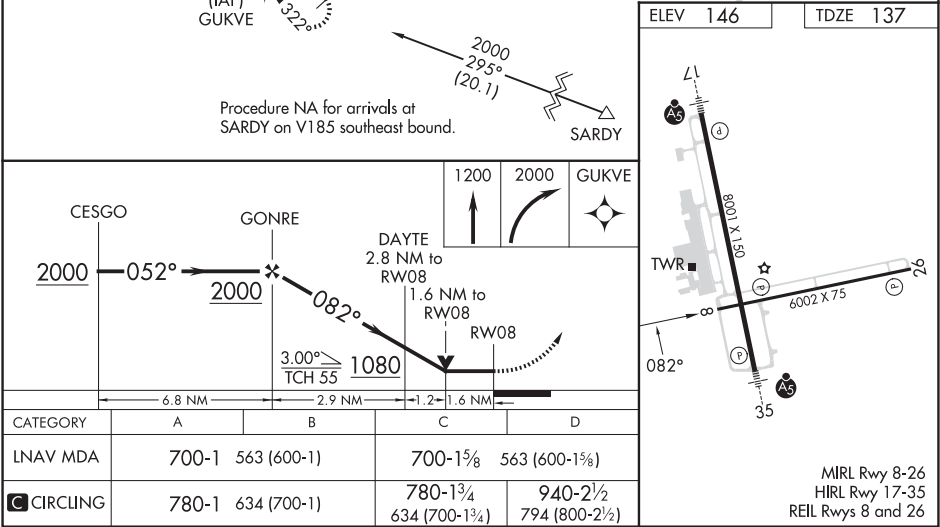
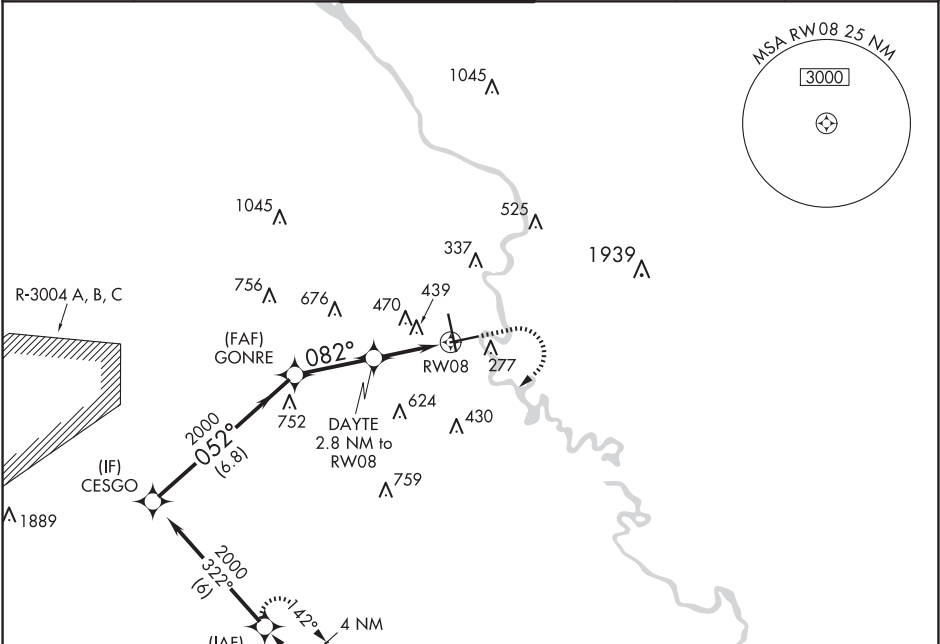
RNAV (GPS) Y RWY 8  
AUGUSTA RGNL AT BUSH FLD (AGS)

RNP APCH - GPS.

- ▼ Rwy 8 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA with Daniel Fld altimeter setting.
- ▲ When local altimeter setting not received, use Daniel Fld altimeter setting and increase all MDAs 60 feet; increase LNAV Cats C and D visibility  $\frac{1}{8}$  SM and Circling Cats C and D visibility  $\frac{1}{4}$  SM.

MISSED APPROACH:  
Climb to 1200 then climbing right turn to 2000 direct GUKVE and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	CLNC DEL	UNICOM
132.75	126.8 270.3	118.7 (CTAF) 0 239.3	121.9 348.6	118.65	122.95



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

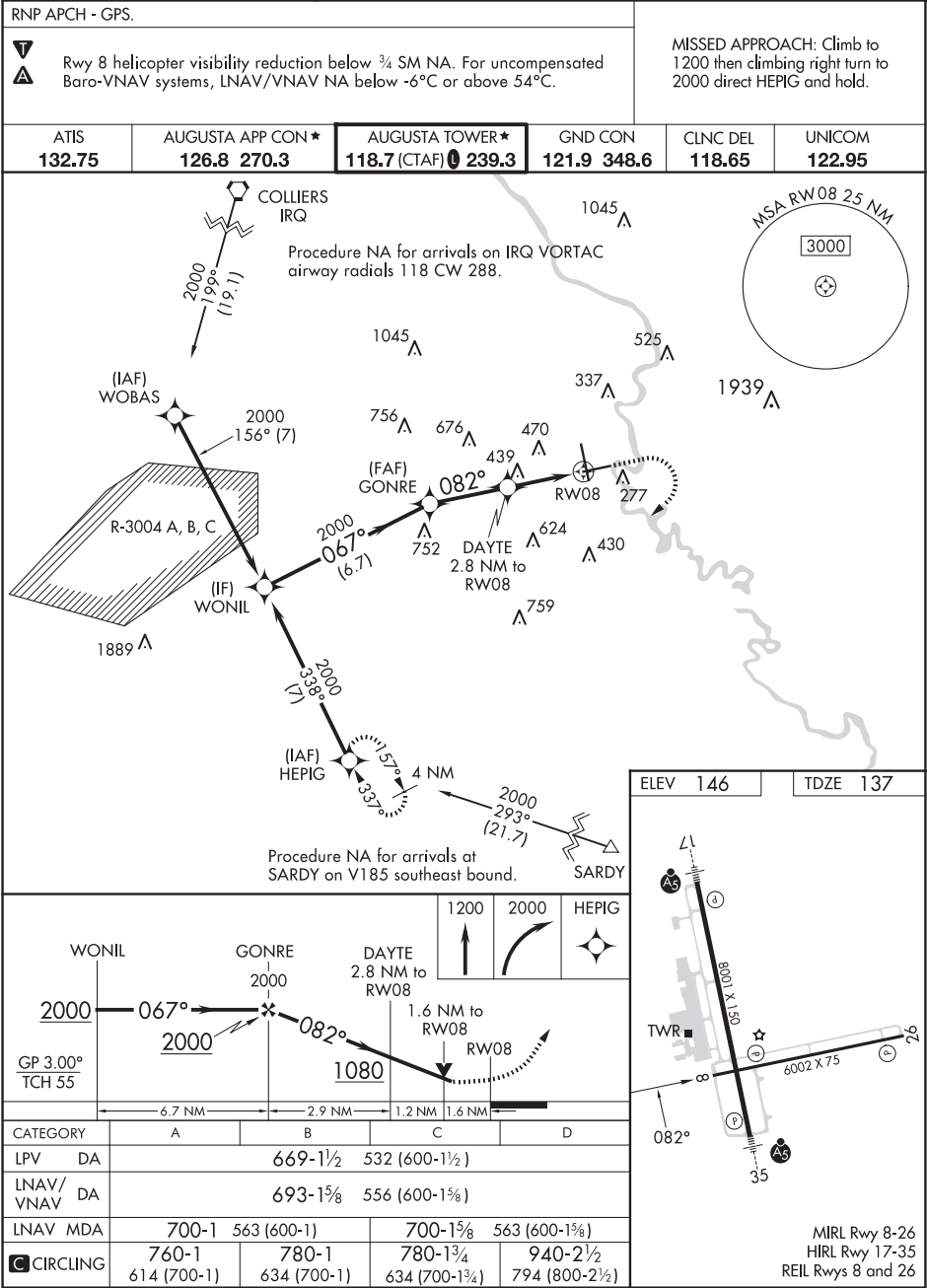
AUGUSTA, GEORGIA

AL-27 (FAA)

25163

WAAS CH <b>90328</b> <b>W08A</b>	APP CRS <b>082°</b>	Rwy Ldg TDZE <b>137</b> Apt Elev <b>146</b>
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**RNAV (GPS) Z RWY 8**  
AUGUSTA RGNL AT BUSH FLD (AGS)



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

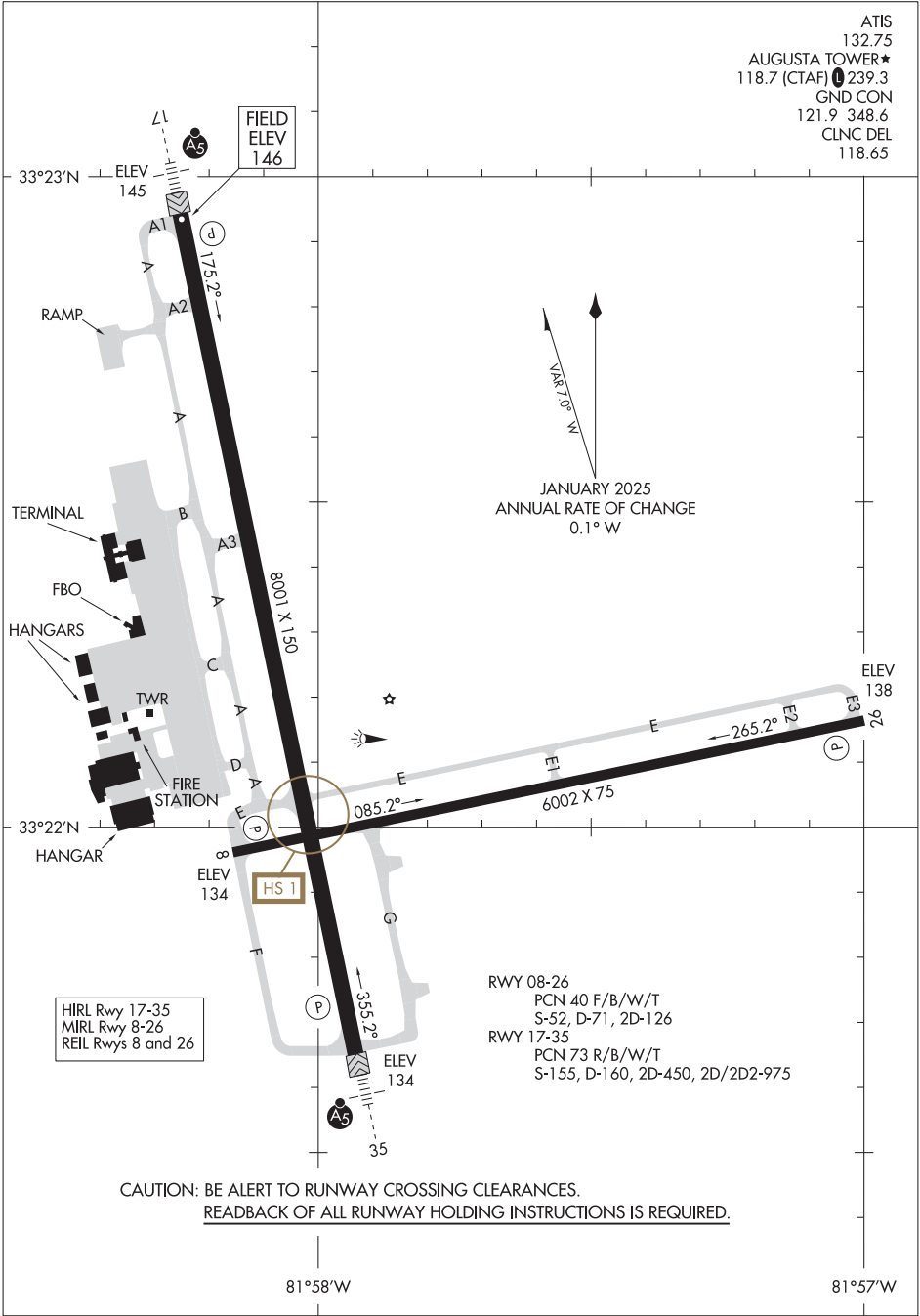
AUGUSTA, GEORGIA  
Amdt 1A 29DEC22

33°22'N-81°58'W

AUGUSTA RGNL AT BUSH FLD (AGS)  
**RNAV (GPS) Z RWY 8**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



(CHATT6.CHATT) 23166

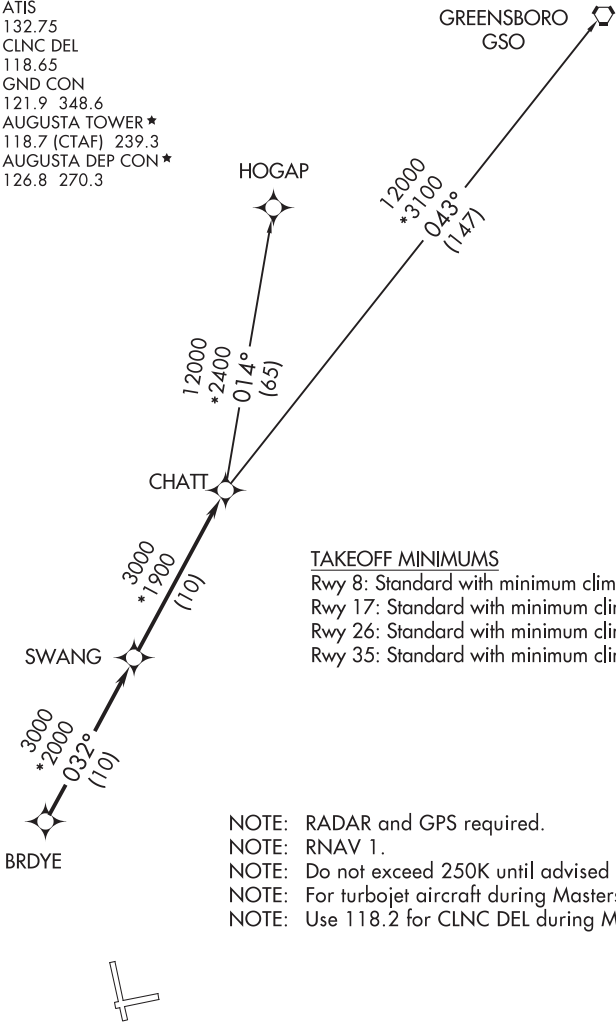
AL-27 (FAA)

AUGUSTA RGNL AT BUSH FLD (AGS)  
AUGUSTA, GEORGIA

CHATT SIX DEPARTURE (RNAV)

ATIS  
132.75  
CLNC DEL  
118.65  
GND CON  
121.9 348.6  
AUGUSTA TOWER ★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON ★  
126.8 270.3

**TOP ALTITUDE:  
ASSIGNED BY ATC**



TAKEOFF MINIMUMS

- Rwy 8: Standard with minimum climb of 392' per NM to 2600.
- Rwy 17: Standard with minimum climb of 267' per NM to 2400.
- Rwy 26: Standard with minimum climb of 324' per NM to 2000.
- Rwy 35: Standard with minimum climb of 305' per NM to 2500.

- NOTE: RADAR and GPS required.
- NOTE: RNAV 1.
- NOTE: Do not exceed 250K until advised by ATC.
- NOTE: For turbojet aircraft during Masters golf tournament week.
- NOTE: Use 118.2 for CLNC DEL during Masters golf tournament week.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

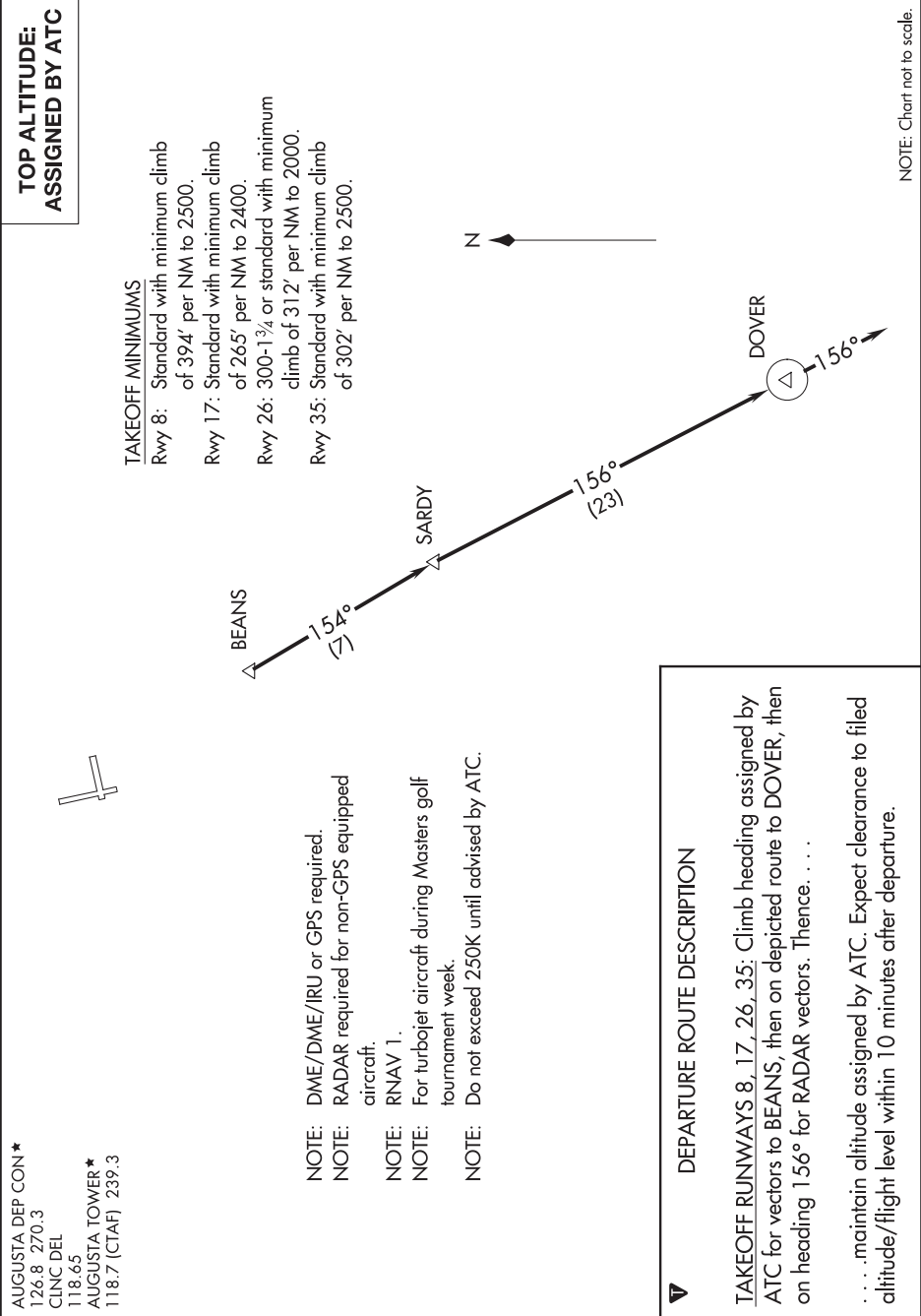
TAKEOFF RUNWAYS 8, 17, 26, 35: Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence. . . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT6.GSO)  
HOGAP TRANSITION (CHATT6.HOGAP)

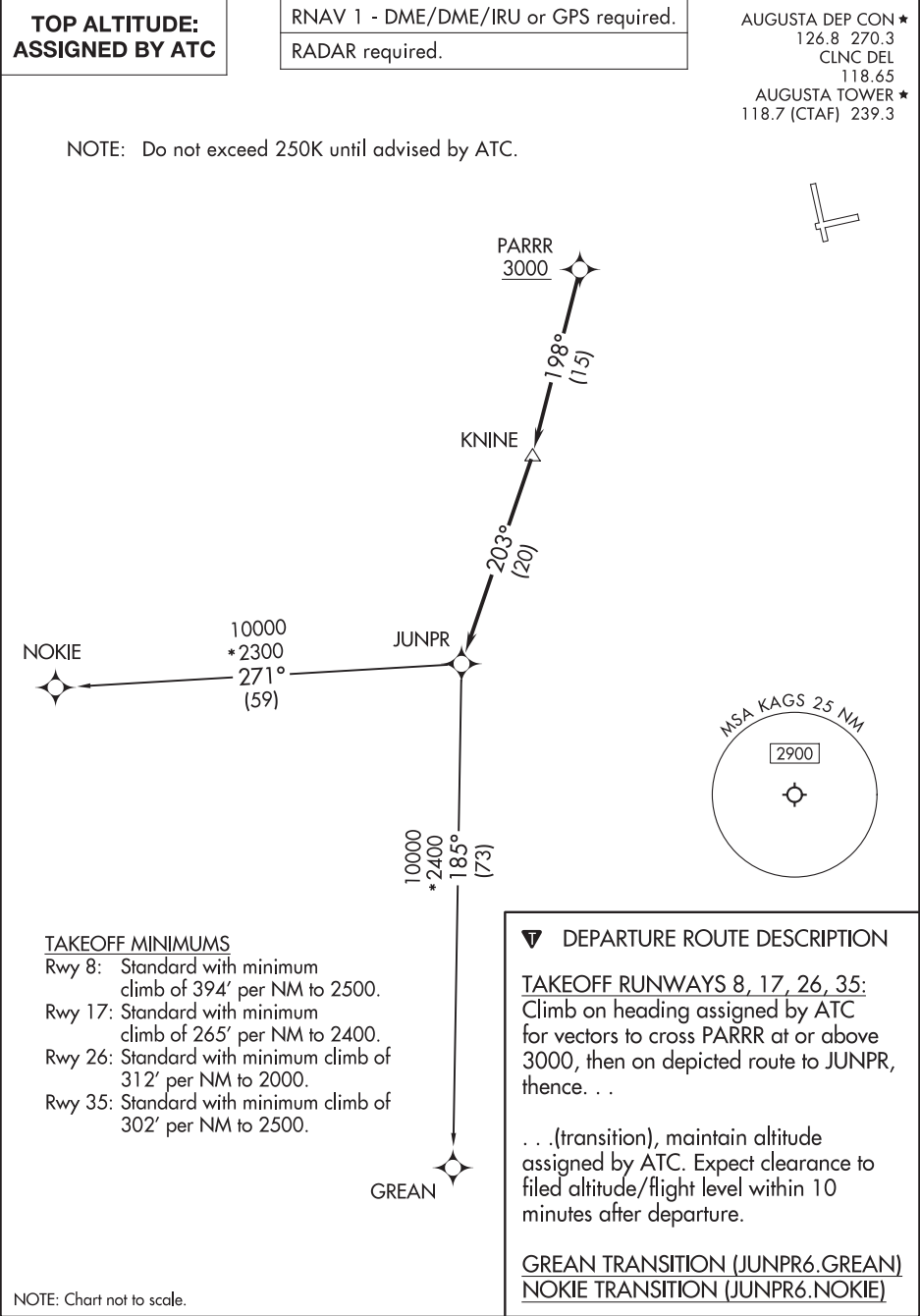
CHATT SIX DEPARTURE (RNAV)  
(CHATT6.CHATT) 29MAR18

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FLD (AGS)

SE-4, 12 JUN 2025 to 07 AUG 2025



JUNPR SIX DEPARTURE (RNAV)



NOTE: Chart not to scale.



## KAOLN SIX DEPARTURE (RNAV)

**TOP ALTITUDE:  
ASSIGNED BY ATC**

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: RNAV 1.

NOTE: For use during Masters golf tournament week only.

NOTE: Do not exceed 250K until advised by ATC.

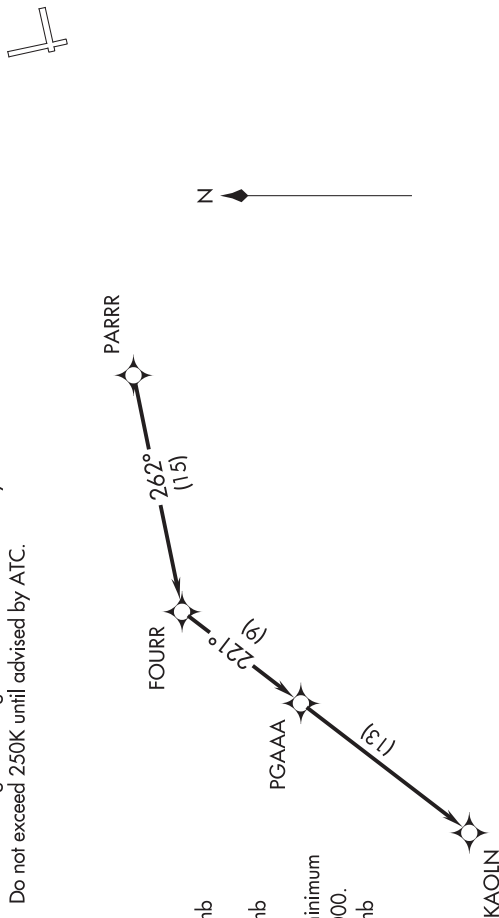
## TAKEOFF MINIMUMS

Rwy 8: Standard with minimum climb of 394' per NM to 2500.

Rwy 17: Standard with minimum climb of 265' per NM to 2400.

Rwy 26: 300-1<sup>3</sup>/<sub>4</sub> or standard with minimum climb of 312' per NM to 2000.

Rwy 35: Standard with minimum climb of 302' per NM to 2500.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 17, 26, 35: Climb on assigned heading for RADAR vectors to PARRR, then on depicted route to KAOLN, thence. . .

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

AUGUSTA DEP CON★  
126.8 270.3  
CLNC DEL  
118.65  
AUGUSTA TOWER★  
118.7 (CTAF) 239.3

## KAOLN SIX DEPARTURE (RNAV)

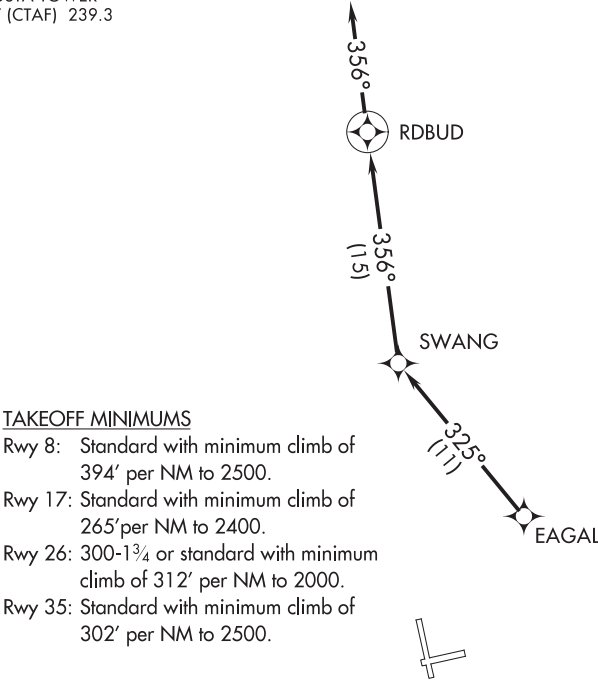
(KAOLN6.KAOLN) 28FEB19

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FLD (AGS)

RDBUD FOUR DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
CLNC DEL  
118.65  
AUGUSTA TOWER ★  
118.7 (CTAF) 239.3

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS

- Rwy 8: Standard with minimum climb of 394' per NM to 2500.
- Rwy 17: Standard with minimum climb of 265' per NM to 2400.
- Rwy 26: 300-1¾ or standard with minimum climb of 312' per NM to 2000.
- Rwy 35: Standard with minimum climb of 302' per NM to 2500.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: For Prop aircraft only during Masters golf tournament week.
- NOTE: Do not exceed 250K until advised by ATC.

NOTE: Chart not to scale.



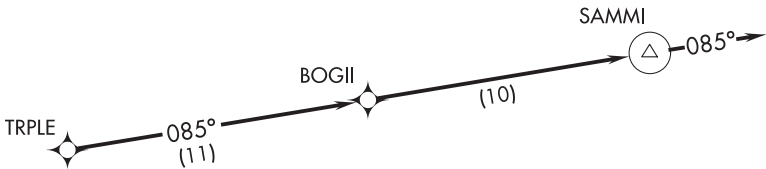
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 17, 26, 35: Climb heading assigned by ATC for vectors to EAGAL. Then on depicted route to RDBUD, then on heading 356° for RADAR vectors, thence. . . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

AUGUSTA TOWER ★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON ★  
126.8 270.3  
CLNC DEL  
118.65

TOP ALTITUDE:  
ASSIGNED BY ATC



- NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS

- Rwy 8: Standard with minimum climb of 392' per NM to 2600.  
Rwy 17: Standard with minimum climb of 267' per NM to 2400.  
Rwy 26: Standard with minimum climb of 324' per NM to 2000.  
Rwy 35: Standard with minimum climb of 305' per NM to 2500.



NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 17, 26, 35: Climb on assigned heading for RADAR vectors to TRPLE. Then on depicted route to SAMMI. Then on heading 085° for RADAR vectors. Thence. . . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

AUGUSTA, GEORGIA

AL-28 (FAA)

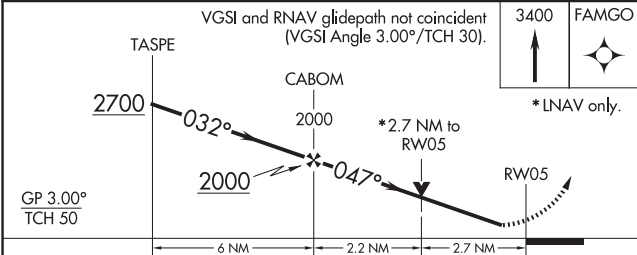
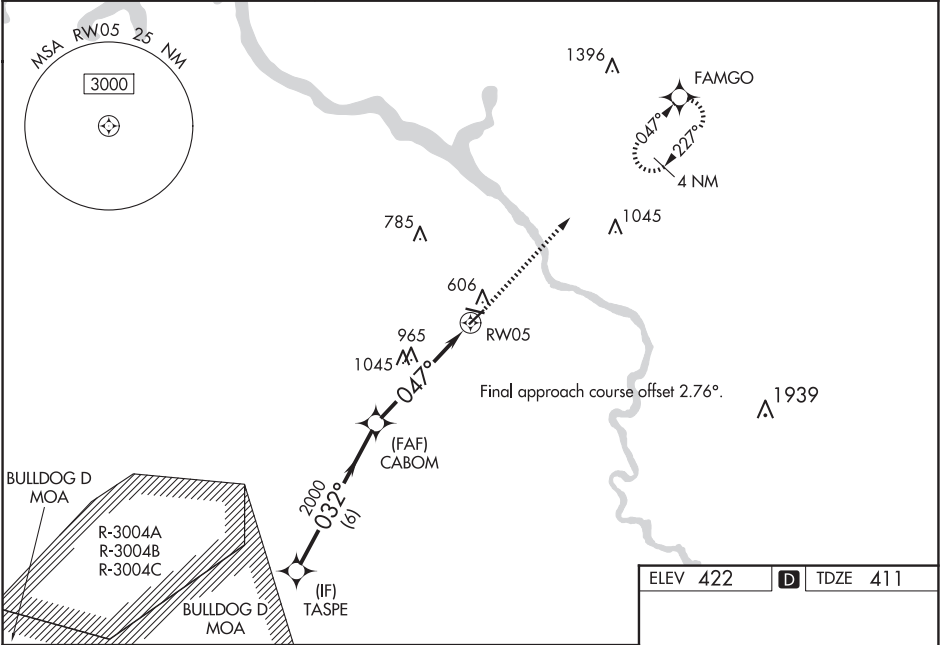
24361

WAAS CH <b>65842</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy Idg TDZE Apt Elev	<b>3800</b> <b>411</b> <b>422</b>
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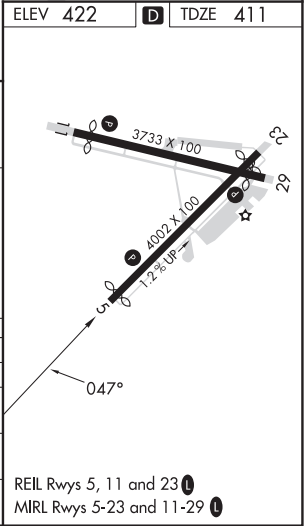
RNAV (GPS) RWY 5  
DANIEL FLD (DNL)

RNP APCH.	<p><b>T</b> Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Fld altimeter setting. Rwy 5 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 not received use Augusta Rgnl at Bush Fld altimeter setting: Increase LPV DA to 716 feet, LNAV/VNAV DA to 1496 feet and all MDA 60 feet; Increase LPV all Cats visibility ½ SM, LNAV Cat A and Circling Cat C visibility ¼ SM.</p>	MISSED APPROACH: Climb to 3400 direct FAMGO and hold, continue climb-in-hold to 3400.
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ASOS <b>135.275</b>	AUGUSTA APP CON ★ <b>126.8 270.3</b>	UNICOM <b>123.05 (CTAF) ①</b>
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CATEGORY	A	B	C	D
LPV DA		661-¾	250 (300-¾)	
LNAV/VNAV DA		1441-4	1030 (1100-4)	
LNAV MDA	1280-1 869 (900-1)	1280-1¼ 869 (900-1¼)	1280-2½ 938 (1000-2¾)	869 (900-2½)
CIRCLING	1280-1¼	858 (900-1¼)		1360-3 938 (1000-3)



AUGUSTA, GEORGIA  
Orig 13SEP18

33°28'N-82°02'W

DANIEL FLD (DNL)  
RNAV (GPS) RWY 5

SE-4, 12 JUN 2025 to 07 AUG 2025

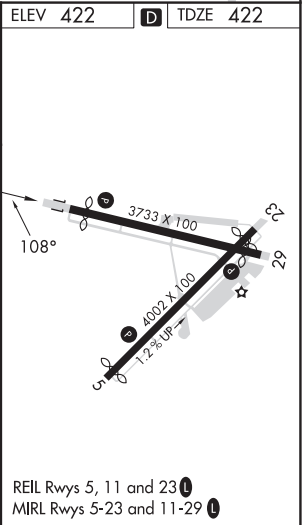
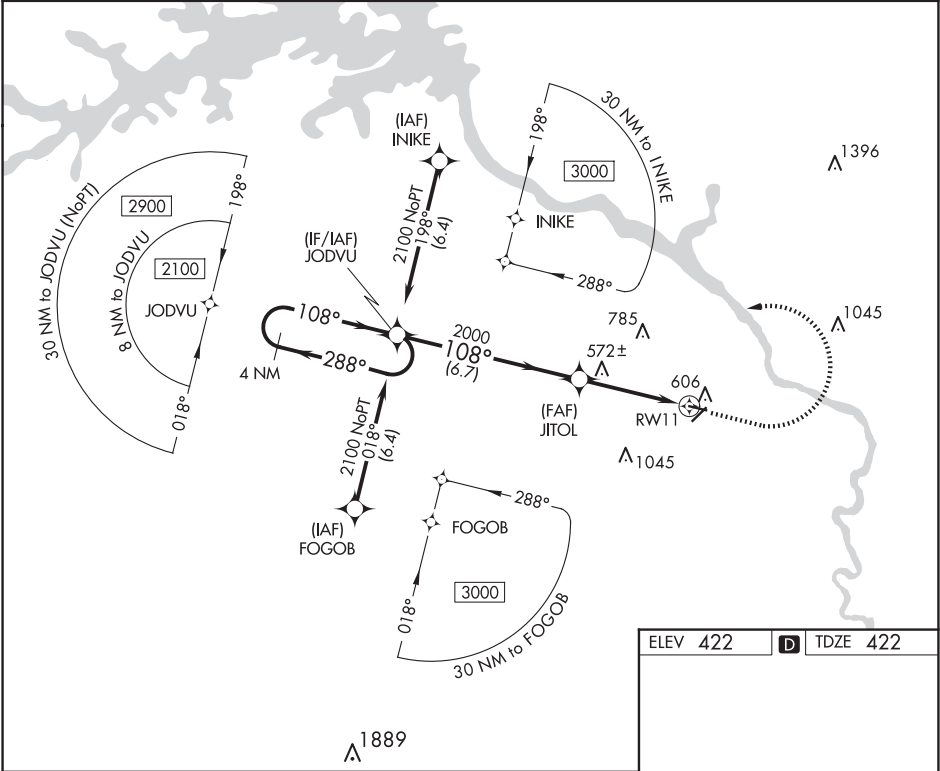
SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3407
108°	TDZE	422
	Apt Elev	422

RNAV (GPS) Y RWY 11  
DANIEL FLD (DNL)

<p><b>▼</b> DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all MDA 60 feet and increase LNAV Cat C and D visibility ¼ SM. Rwy 11 helicopter visibility reduction below 1 SM NA.</p> <p><b>▲</b> MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct JODVU and hold.</p>
--

ASOS 135.275	AUGUSTA APP CON ★ 126.8 270.3	UNICOM 123.05 (CTAF) <b>①</b>
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4 NM Holding Pattern	Visual Segment - Obstacles.	1400	2100	JODVU
2100	JITOL	2000	RW11	
6.7 NM	4.1 NM			
CATEGORY	A	B	C	D
LNAV MDA	840-1	418 (500-1)	840-1 1/8	418 (500-1 1/8)
<b>C</b> CIRCLING	920-1	498 (500-1)	1400-3	978 (1000-3)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

AUGUSTA, GEORGIA

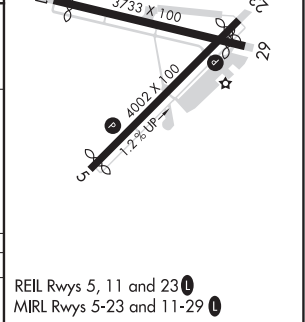
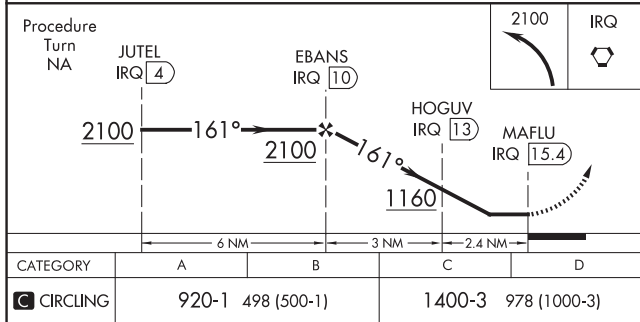
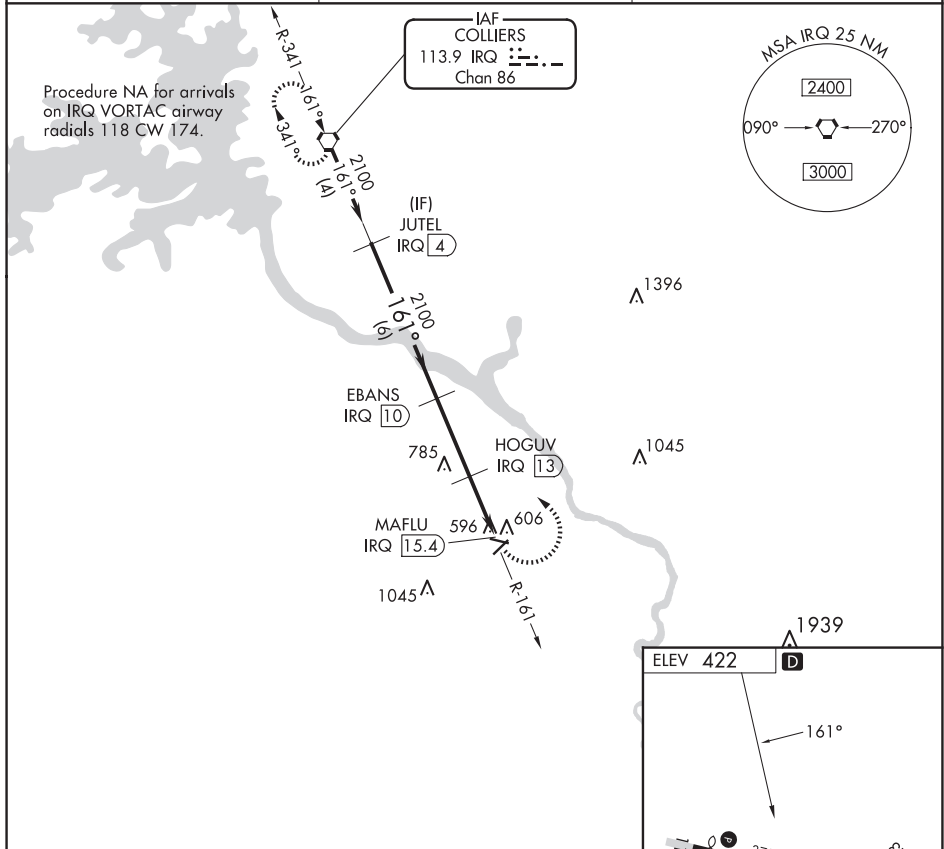
AL-28 (FAA)

24361

VORTAC IRQ <b>113.9</b> Chan <b>86</b>	APP CRS <b>161°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>422</b>
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VOR/DME-B  
DANIEL FLD (DNL)

<div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div>When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all MDA 60 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climbing left turn to 2100 direct IRQ VORTAC and hold.	
ASOS 135.275	AUGUSTA APP CON ★ 126.8 270.3	UNICOM 123.05 (CTAF) 0



AUGUSTA, GEORGIA  
Amdt 1B 26MAR20

33°28'N-82°02'W

DANIEL FLD (DNL)  
VOR/DME-B

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

(AZALA4.AZALA) 21280

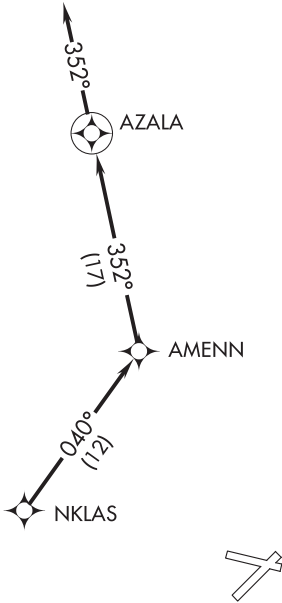
AL-28 (FAA)

DANIEL FLD (DNL)  
AUGUSTA, GEORGIA

AZALA FOUR DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
123.05

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwys 5, 11: Standard.  
Rwy 23: Standard with minimum climb of 337' per NM to 1300.  
Rwy 29: Standard with minimum climb of 240' per NM to 1300.

NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.  
NOTE: For prop aircraft during Masters golf tournament week only.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to NKLAS. Then on depicted route to AZALA, then fly heading 352°, for RADAR vectors, thence. . .  
...maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

AZALA FOUR DEPARTURE (RNAV)  
(AZALA4.AZALA) 19JUL18

AUGUSTA, GEORGIA  
DANIEL FLD (DNL)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

(CHATT6.CHATT) 23166

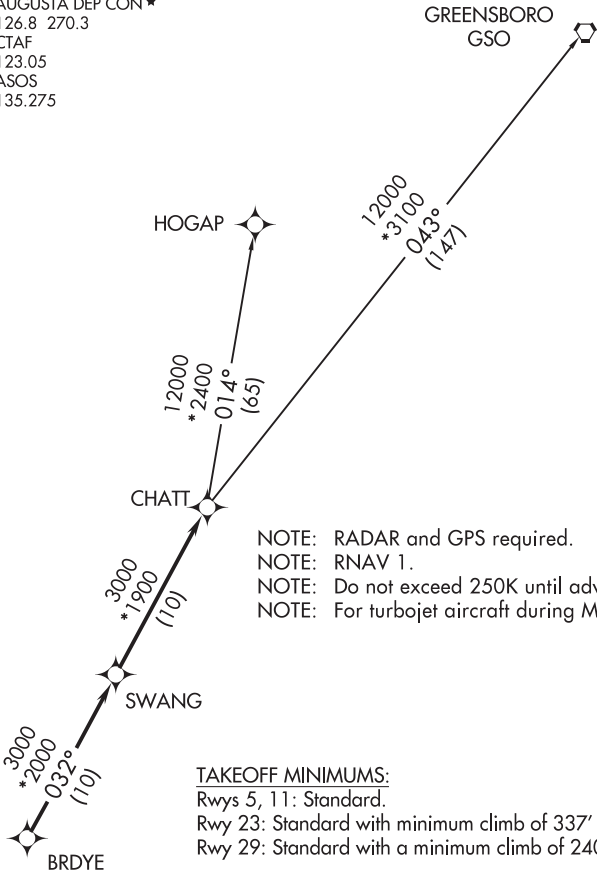
AL-28 (FAA)

DANIEL FLD (DNL)  
AUGUSTA, GEORGIA

CHATT SIX DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
123.05  
ASOS  
135.275

**TOP ALTITUDE:  
ASSIGNED BY ATC**



NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.  
NOTE: For turbojet aircraft during Masters golf tournament week.

TAKEOFF MINIMUMS:  
Rwys 5, 11: Standard.  
Rwy 23: Standard with minimum climb of 337' per NM to 1300.  
Rwy 29: Standard with a minimum climb of 240' per NM to 1300.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**  
TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence. . . .  
  
... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.  
  
GREENSBORO TRANSITION (CHATT6.GSO)  
HOGAP TRANSITION (CHATT6.HOGAP)

CHATT SIX DEPARTURE (RNAV)  
(CHATT6.CHATT) 29MAR18

AUGUSTA, GEORGIA  
DANIEL FLD (DNL)

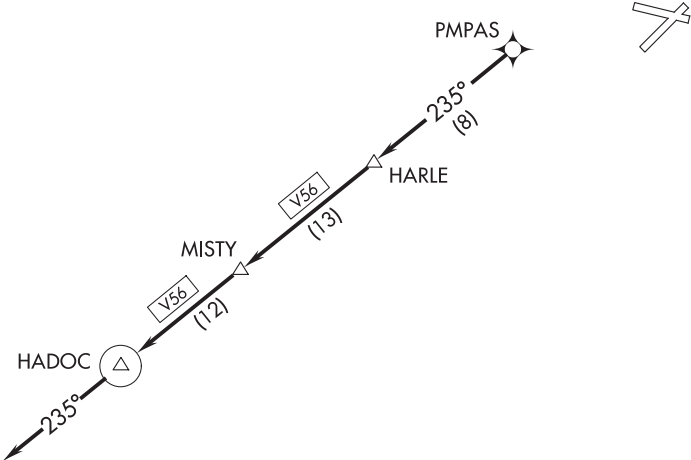
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
123.05

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwys 5, 11: Standard.  
Rwy 23: Standard with minimum climb of 337' per NM to 1300.  
Rwy 29: Standard with minimum climb of 240' per NM to 1300.

- NOTE: RADAR and GPS required.
- NOTE: RNAV 1.
- NOTE: Do not exceed 250K until advised by ATC.
- NOTE: For turbojet aircraft only.
- NOTE: For use during Masters golf tournament week only.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to PMPAS. Then on depicted route to HADOC, then fly heading 235°, for RADAR vectors. Thence. . .

. . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

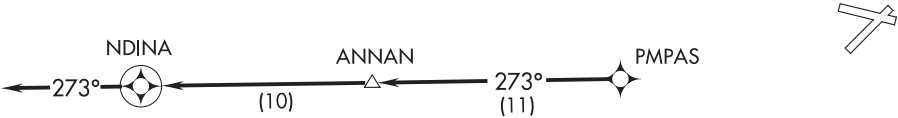
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

NDINA FIVE DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
123.05

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwys 5, 11: Standard.  
Rwy 23: Standard with minimum climb of 337' per NM to 1300.  
Rwy 29: Standard with minimum climb of 240' per NM to 1300.

- NOTE: RADAR and GPS required.
- NOTE: RNAV 1.
- NOTE: Do not exceed 250K until advised by ATC.
- NOTE: For prop aircraft during Masters golf tournament week only.

NOTE: Chart not to scale.



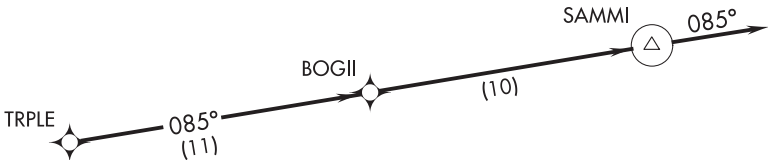
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to PMPAS. Then on depicted route to NDINA. Then fly heading 273°, for RADAR vectors, thence. . .  
...maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
123.05

TOP ALTITUDE:  
ASSIGNED BY ATC

NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.



TAKEOFF MINIMUMS  
Rwy 5, 11: Standard.  
Rwy 23: Standard with minimum climb of 337' per NM to 1300.  
Rwy 29: Standard with minimum climb of 240' per NM to 1300.

NOTE: Chart not to scale.

▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to TRPLE. Then on depicted route to SAMMI. Then on heading 085° for RADAR vectors thence. . .  
. . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

BAINBRIDGE, GEORGIA

AL-6120 (FAA)

24081

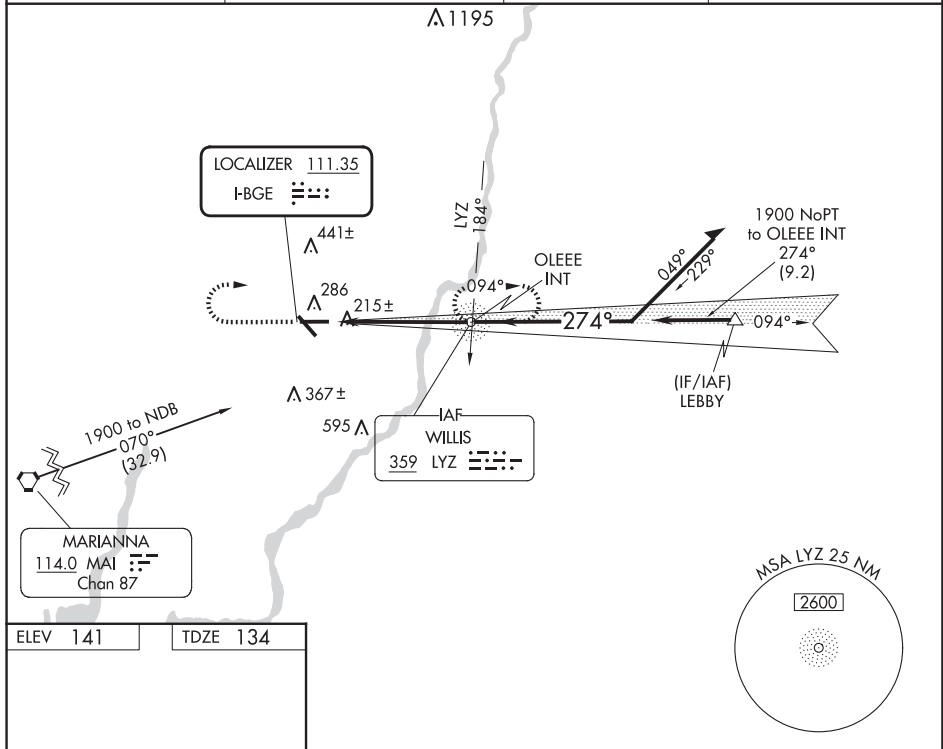
LOC I-BGE	APP CRS	Rwy Idg	5502
111.35	274°	TDZE	134
		Apt Elev	141

# ILS or LOC RWY 27

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

ADF required. When local altimeter setting not received, use Tallahassee Intl altimeter setting and increase S-ILS 27 DA to 429 feet and all MDA 100 feet; increase S-LOC 27 visibility Cat C, D ¼ SM and Circling Cat C, D visibility ½ SM. For inop MALS, when using Tallahassee Intl altimeter setting increase S-ILS 27 all Cats visibility to 1 mile.	MALS	MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct LYZ NDB and hold.
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AWOS-3PT 121.125	TALLAHASSEE APP CON★ 128.7 254.3	CLNC DEL 124.775 335.65	UNICOM 122.975 (CTAF)
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1200

↑

1900

↷

LYZ

LYZ NDB

OLEEE INT

1900

094°

Remain within 10 NM

274°

1900

GS 3.00°

TCH 37

5.2 NM

CATEGORY		A		B		C		D	
S-ILS 27				334-½		200 (200-½)			
S-LOC 27		480-½		346 (400-½)				480-¾ 346 (400-¾)	
CIRCLING		600-1		459 (500-1)		800-1¾ 659 (700-1¾)		860-2¼ 719 (800-2¼)	

HIRL Rwy 9-27

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

BAINBRIDGE, GEORGIA  
Orig-B 20MAY21

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)  
30°58'N-84°38'W  
ILS or LOC RWY 27

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>45915</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Idg <b>5502</b> TDZE <b>141</b> Apt Elev <b>141</b>
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RNAV (GPS) RWY 9

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

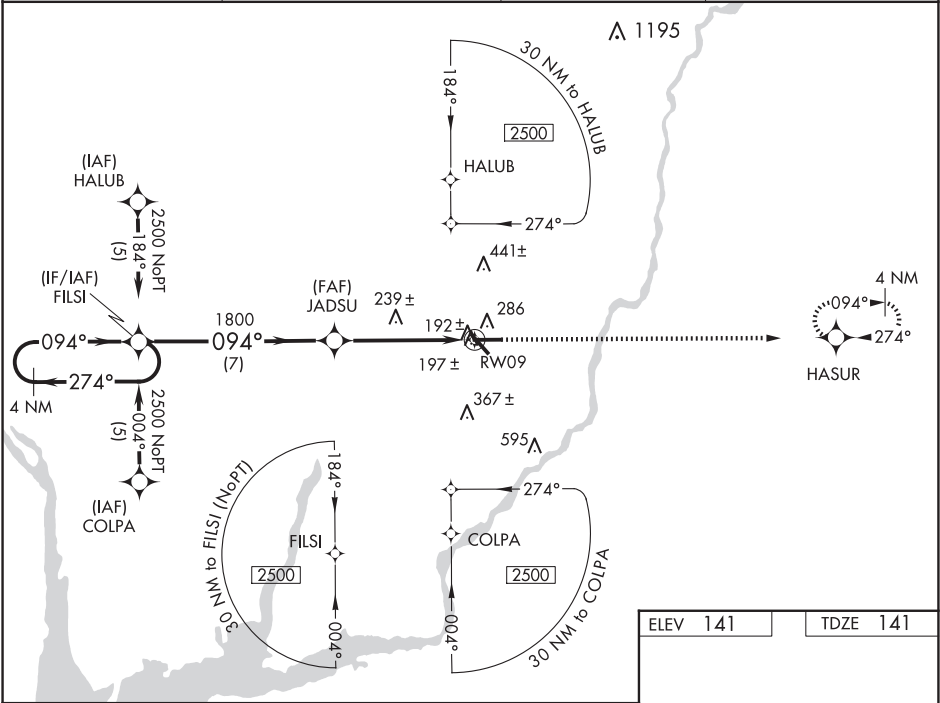
⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Tallahassee Intl altimeter setting. When local altimeter setting not received, use Tallahassee Intl altimeter setting and increase LPV DA to 522 feet and LNAV/VNAV DA to 562 feet; increase all MDAs 100 feet and increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C, D visibility ¼ SM and Circling Cat C, D visibility ½ SM.

MISSED APPROACH:  
Climb to 2600 direct HASUR and hold.

AWOS-3PT <b>121.125</b>	TALLAHASSEE APP CON★ <b>128.7 254.3</b>	CLNC DEL <b>124.775 335.65</b>	UNICOM <b>122.975 0</b> (CTAF)
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4 NM Holding Pattern

FILSI

JADSU

2600 HASUR

2500

094°

274°

094°

094°

1800

7 NM

3.9 NM

1.1 NM

\*1.1 NM to RW09

\*LNAV only

GP 3.00° TCH 40

RW09

ELEV 141

TDZE 141

094°

5302 X 149

5003 X 100

31

CATEGORY	A	B	C	D
LPV DA		427-1	286 (300-1)	
LNAV/VNAV DA		467-1¼	326 (400-1¼)	
LNAV MDA		540-1 399 (400-1)		540-1¼ 399 (400-1¼)
CIRCLING	600-1 459 (500-1)		800-1¾ 659 (700-1¾)	860-2¼ 719 (800-2¼)

HIRL Rwy 9-27 0

WAAS CH <b>40315</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg <b>5502</b> TDZE <b>134</b> Apt Elev <b>141</b>
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# RNAV (GPS) RWY 27

## DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

**T** Baro-VNAV NA when using Tallahassee Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). **A** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tallahassee Intl altimeter setting. When local altimeter setting not received, use Tallahassee Intl altimeter setting and increase LPV DA to 429 feet and LNAV/VNAV DA to 651 feet; increase all MDAs 100 feet and increase LNAV/VNAV all Cots visibility  $\frac{1}{2}$  SM, LNAV Cat C visibility  $\frac{1}{4}$  SM and Circling Cat C, D visibility  $\frac{1}{2}$  SM. For inoperative MALSR increase LNAV Cat D visibility to  $\frac{1}{4}$  mile. For inoperative MALSR, when using Tallahassee Intl altimeter setting increase LPV all Cots visibility to 1 mile.



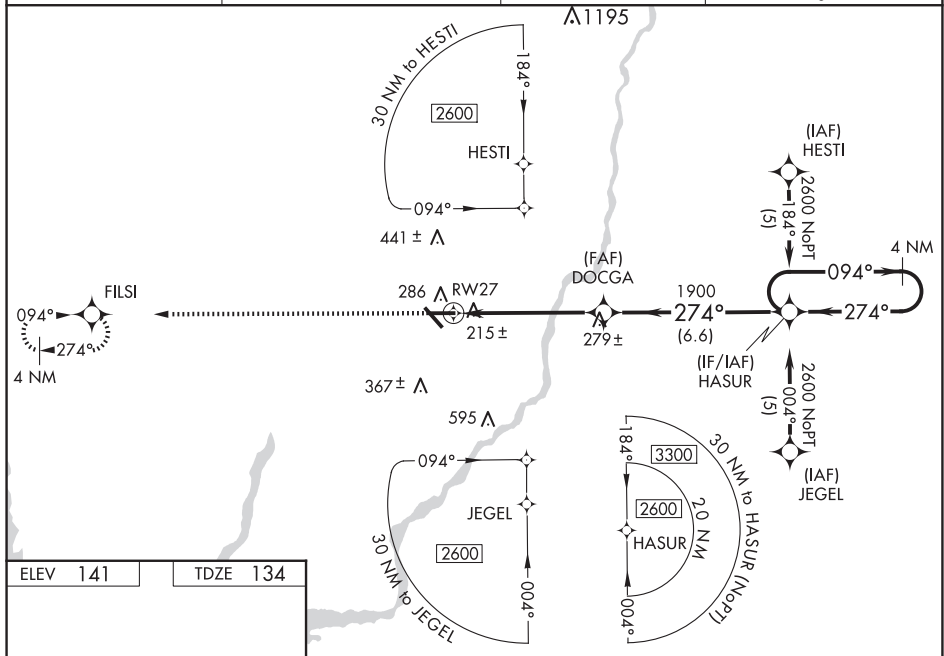
**MISSED APPROACH:**  
Climb to 2500 direct  
FISL and hold.

AWOS-3PT  
**121.125**

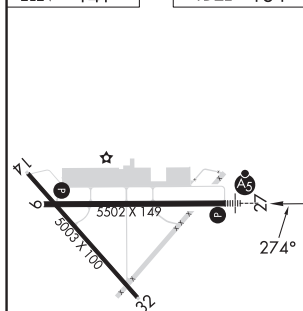
TALLAHASSEE APP CON★  
128.7 254.3

CLNC DEL  
**124.775 335.65**

UNICOM  
122.975 **L** (CTAF)



ELEV	141		TDZE	134
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HIRL Rwy 9-27 **L**

BAINBRIDGE, GEORGIA  
Amdt 1A 20MAY21

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

30° 58'N-84° 38'W

RNAV (GPS) RWY 27

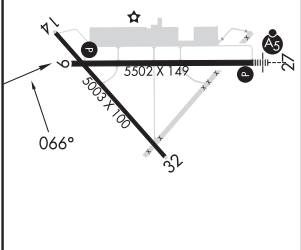
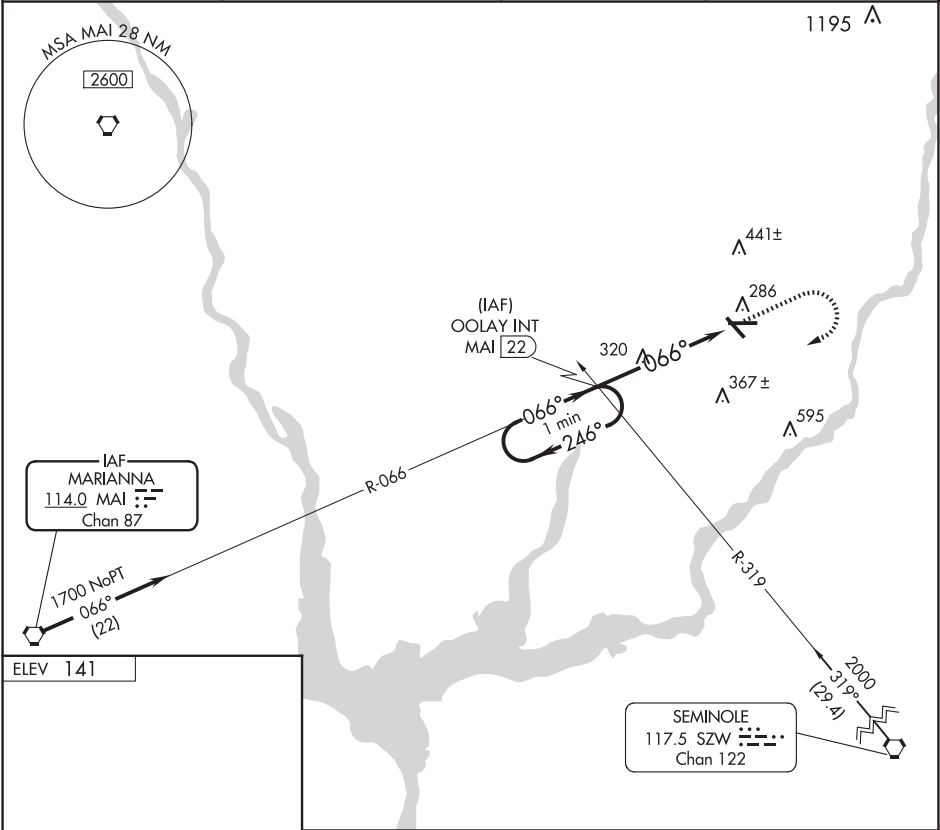
SE-4, 12 JUN 2025 to 07 AUG 2025

VORTAC MAI	APP CRS	Rwy Idg	N/A
114.0	066°	TDZE	N/A
Chan 87		Apt Elev	141

VOR-A  
DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

When local altimeter setting not received, use Tallahassee Intl altimeter setting and increase all MDAs 100 feet and Cat C, D visibility ½ SM.	MISSED APPROACH: Climb to 1200 then climbing right turn to 1700 via MAI R-066 to OOLAY INT/MAI 22 DME and hold.
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AWOS-3PT 121.125	TALLAHASSEE APP CON★ 128.7 254.3	CLNC DEL 124.775 335.65	UNICOM 122.975 (CTAF)
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FAF to MAP 5.2 NM				
Knots	60	90	120	150
Min:Sec	5:12	3:28	2:36	2:05
				1:44
CATEGORY	A	B	C	D
CIRCLING	660-1 519 (600-1)	660-1¼ 519 (600-1¼)	800-1¾ 659 (700-1¾)	860-2¼ 719 (800-2¼)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

BAXLEY, GEORGIA

AL-5873 (FAA)

21280

WAAS CH <b>53727</b> <b>W08A</b>	APP CRS <b>081°</b>	Rwy Idg TDZE Apt Elev	<b>5003</b> <b>201</b> <b>201</b>
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RNAV (GPS) RWY 8

BAXLEY MUNI (BHC)

RNP APCH-GPS.

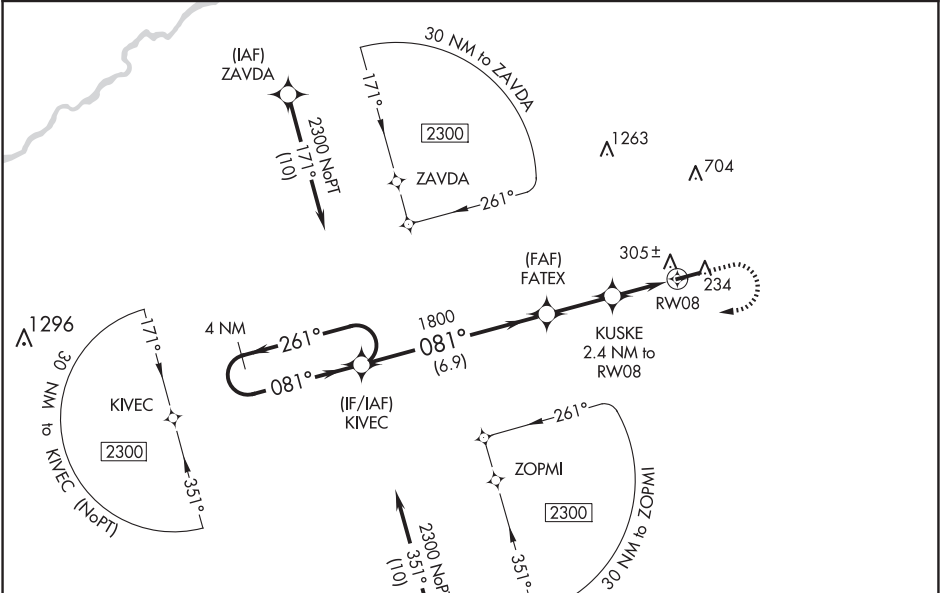
▼

▲ NA

Baro-VNAV NA when using Alma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Alma altimeter setting: increase LPV DA to 513 feet; increase LNAV/VNAV DA to 515 feet; increase all MDAs 40 feet and visibility Cat C ¼ SM and visibility Cat D ¼ SM. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 1200 then climbing right turn to 2300 direct KIVEC and hold.

AWOS-3PT <b>118.2</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).

1200 2300 KIVEC

2300 ← 261° → 081° → 081°

GP 3.00° TCH 59

FATEX 1800 KUSKE 2.4 NM to RW08

\*1020

6.9 NM 2.4 NM 2.4 NM

RW08

\*LNAV only.

081° to RW08

CATEGORY	A	B	C	D
LPV DA		484-1	283 (300-1)	
LNAV/VNAV DA		486-1	285 (300-1)	
LNAV MDA		560-1	359 (400-1)	
CIRCLING	620-1 419 (500-1)	700-1 499 (500-1)	700-1½ 499 (500-1½)	1060-2¾ 859 (900-2¾)

MIRL Rwy 8-26 **0**

BAXLEY, GEORGIA  
Amdt 1C 07OCT21

31°43'N-82°23'W

BAXLEY MUNI (BHC)

RNAV (GPS) RWY 8

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



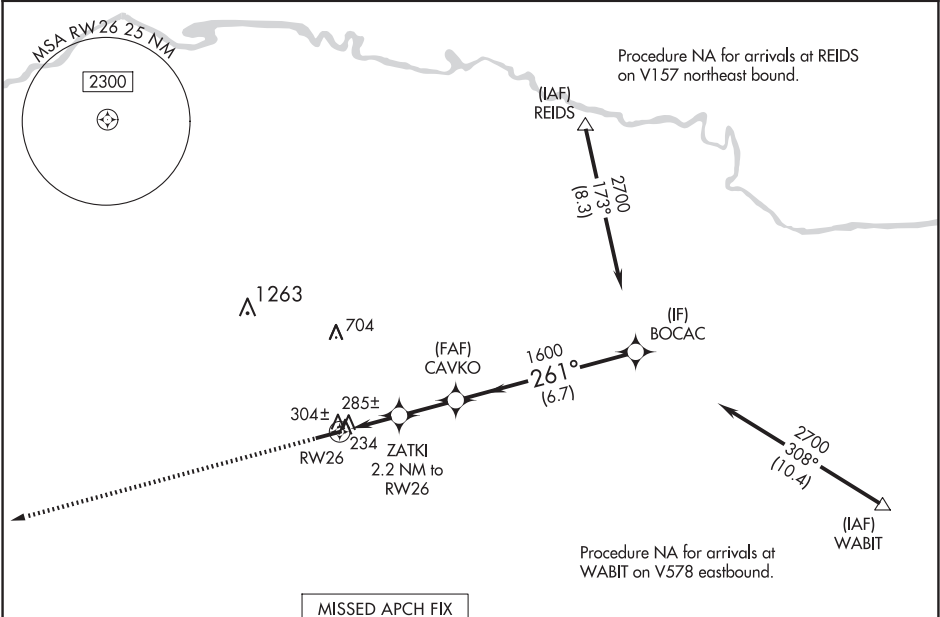
WAAS CH <b>70727</b> <b>W26A</b>	APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev	<b>5003</b> <b>201</b> <b>201</b>
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RNAV (GPS) RWY 26

BAXLEY MUNI (BHC)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2300 direct KIVEC and hold.
▼ NA Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet and visibility Cat C ½ SM and Cat D ¼ SM.	

AWOS-3PT <b>118.2</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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ELEV 201	TDZE 201					
		CATEGORY	A	B	C	D
		LP MDA	540-1 339 (400-1)			
		LNAV MDA	560-1 359 (400-1)			
		CIRCLING	620-1 419 (500-1)	700-1 499 (500-1)	700-1½ 499 (500-1½)	1060-2¾ 859 (900-2¾)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

BAXLEY, GEORGIA

AL-5873 (FAA)

23334

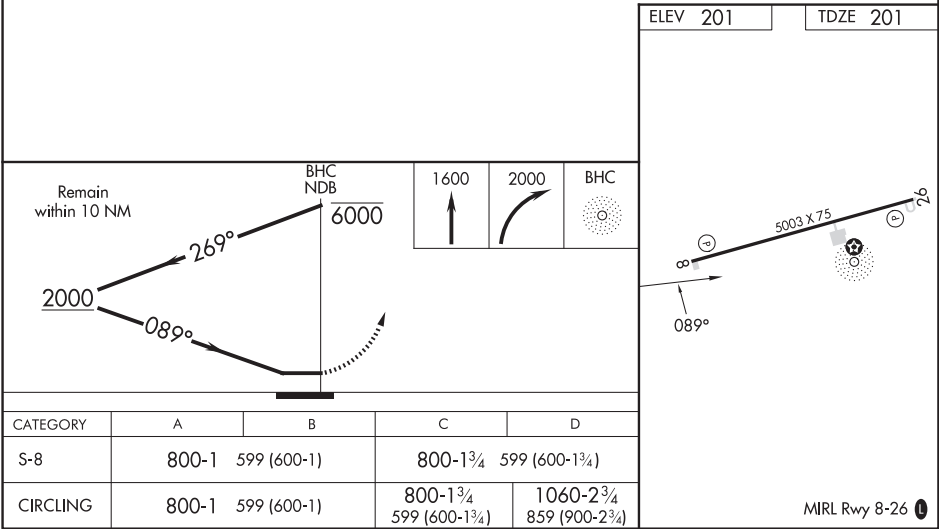
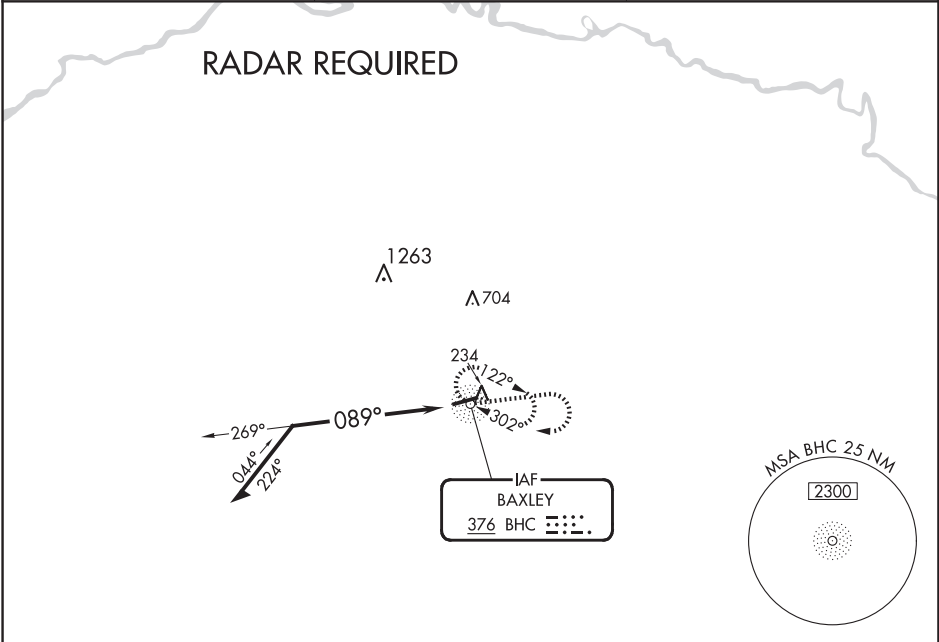
NDB BHC	APP CRS	Rwy Idg
<b>376</b>	<b>089°</b>	<b>5003</b>
		TDZE
		<b>201</b>
		Apt Elev
		<b>201</b>

NDB RWY 8  
BAXLEY MUNI (BHC)

▼ Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet and visibility Cat D ¼ SM.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct BHC NDB and hold.

AWOS-3PT <b>118.2</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	UNICOM <b>122.8 (CTAF) 1</b>
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BAXLEY, GEORGIA  
Amdt 2C 07OCT21

31°43'N-82°23'W

BAXLEY MUNI (BHC)  
NDB RWY 8

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>56620</b> <b>W08A</b>	APP CRS <b>086°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>231</b> <b>248</b>
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RNAV (GPS) RWY 8

BAY MINETTE MUNI (1R8)

RNP APCH.

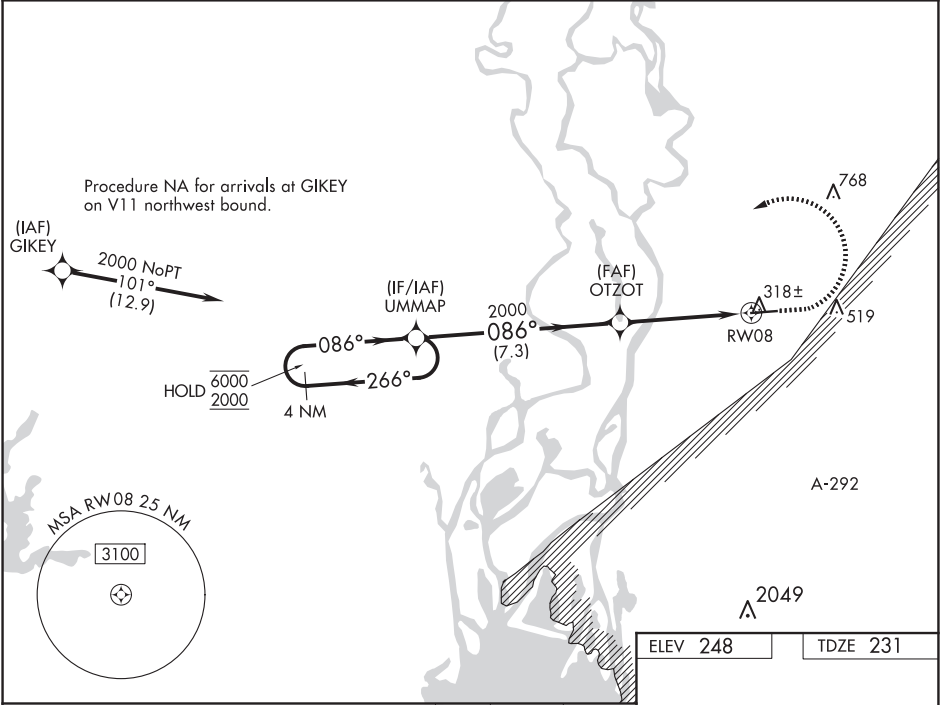
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 26 NA at night.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct UMMAP and hold.

AWOS-3PT <b>121.125</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern

UMMAP

OTZOT

800

2000

UMMAP

GP 3.50°

TCH 45

7.3 NM

3.8 NM

0.9 NM

0.8% UP

5500 X 79

26

086°

CATEGORY	A	B	C	D
LPV DA	501-1	270 (300-1)		NA
LNAV/VNAV DA	501-1	270 (300-1)		NA
LNAV MDA	580-1	349 (400-1)		NA
CIRCLING	660-1 412 (500-1)	780-1 532 (600-1)	880-1¾ 632 (700-1¾)	NA

REIL Rwy 8  
MIRL Rwy 8-26 0

RNAV (GPS) RWY 26  
BAY MINETTE MUNI (1R8)

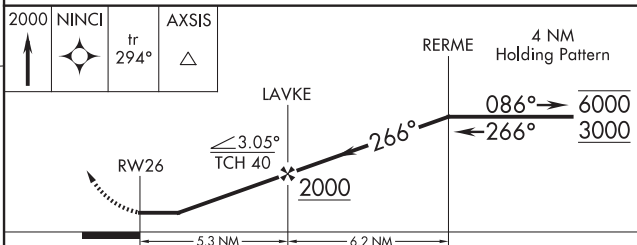
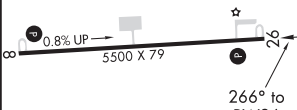
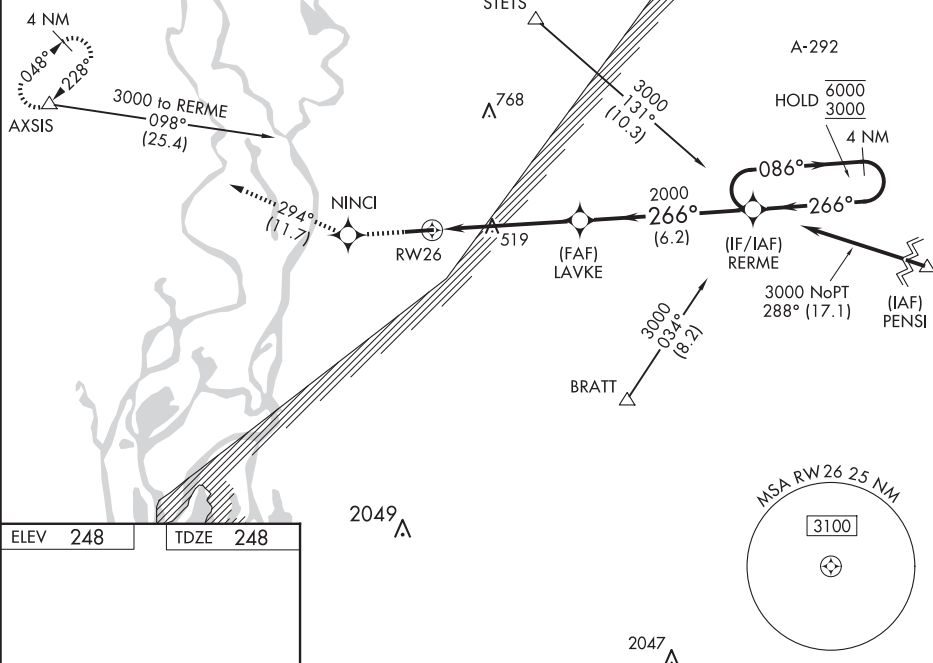
<b>T</b>	Rwy 26 helicopter visibility reduction below 1 SM NA.
<b>A</b>	Straight-in Rwy 26 NA at night, Circling Rwy 8, 26 NA at night.


**MISSED APPROACH:** Climb to 2000  
direct NINCI and on track 294° to  
AXSIS and hold.

MOBILE APP CON ★  
118.5 269.3

UNICOM  
122.8 (CTAF) **L**

### Procedure NA for arrivals at AXIS on V20 southwest bound.



CATEGORY	A	B	C	D
LNAV MDA	820-1 572 (600-1)		820-1 <sup>5</sup> / <sub>8</sub> 572 (600-1 <sup>5</sup> / <sub>8</sub> )	NA
 CIRCLING	820-1 572 (600-1)		880-1 <sup>3</sup> / <sub>4</sub> 632 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

BAY MINETTE, ALABAMA  
Orig-E 17JUN21

30°52'N-87°49'W

BAY MINETTE MUNI (1R8)  
RNAV (GPS) RWY 26

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-EKY  
**111.75**  
Chan **54** (Y)

APP CRS  
**053°**

Rwy Idg  
TDZE **700**  
Apt Elev **700**

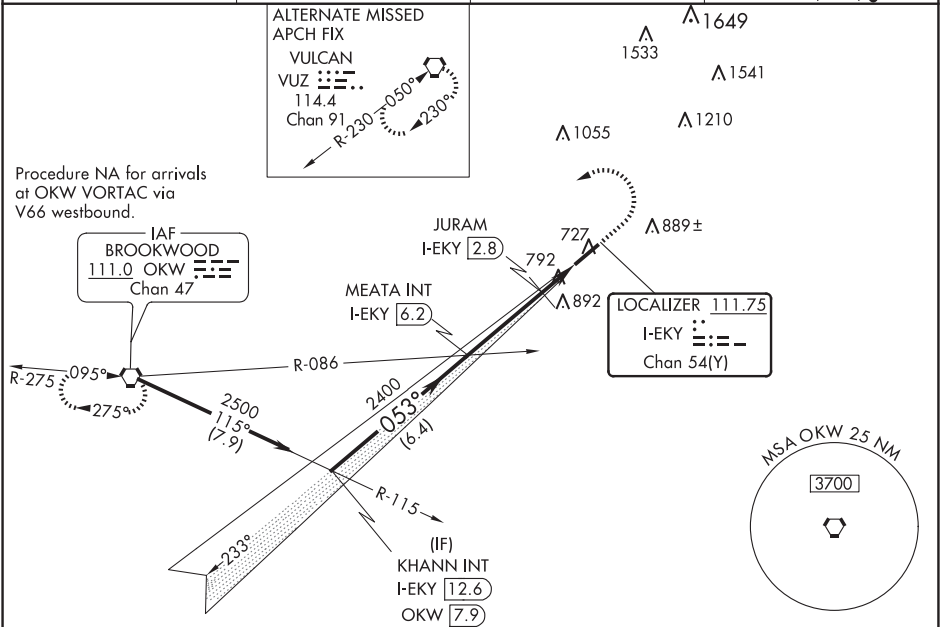
ILS or LOC RWY 5  
BESSEMER (EKY)

NA

When local altimeter setting not received, use Alabaster altimeter setting and increase DA 41 feet, increase all MDAs 60 feet; increase S-LOC 5 Cat C visibility 1/8 SM and Cat D visibility 1/4 SM, increase Circling Cat C visibility 1/8 SM Cat D visibility 1/4 SM, increase JURAM fix S-LOC 5 Cat C visibility 1/8 SM and Cat D visibility 1/4 SM; increase Circling Cat D visibility 1/4 SM. VDP NA with Alabaster altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct OKW VORTAC and hold.

AWOS-3PT <b>118.825</b>	BIRMINGHAM APP CON <b>124.9 351.85</b>	CLNC DEL <b>123.75</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
----------------------------	---	---------------------------	--



Procedure Turn NA

KHANN INT  
I-EKY **12.6**

# 1260 when using  
Alabaster altimeter setting.

MEATA INT  
I-EKY **6.2**

JURAM  
I-EKY **2.8**

\* I-EKY **2.2**

I-EKY **1.2**

\* LOC only

2500 053°

2400

2400

# \* 1200

1200

3000

OKW

GS 3.00°  
TCH 60

6.4 NM

3.4 NM

0.6 NM

1.1 NM

CATEGORY	A	B	C	D
S-ILS 5	900-3/4 200 (200-3/4)			
S-LOC 5	1200-1	500 (500-1)	1200-1 3/8 500 (500-1 3/8)	1200-1 1/2 500 (500-1 1/2)
CIRCLING	1200-1	500 (500-1)	1220-1 1/2 520 (600-1 1/2)	1320-2 620 (700-2)
JURAM FIX MINIMUMS				
S-LOC 5	1100-1	400 (400-1)	1100-1 1/8 400 (400-1 1/8)	1100-1 1/4 400 (400-1 1/4)
CIRCLING	1200-1	500 (500-1)	1220-1 1/2 520 (600-1 1/2)	1320-2 620 (700-2)

ELEV 700

TDZE 700

053° 5.1 NM  
from FAF

HIRL Rwy 5-23 **0**

REIL Rwy 5 and 23 **0**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42





BESSEMER, ALABAMA

AL-6260 (FAA)

21224

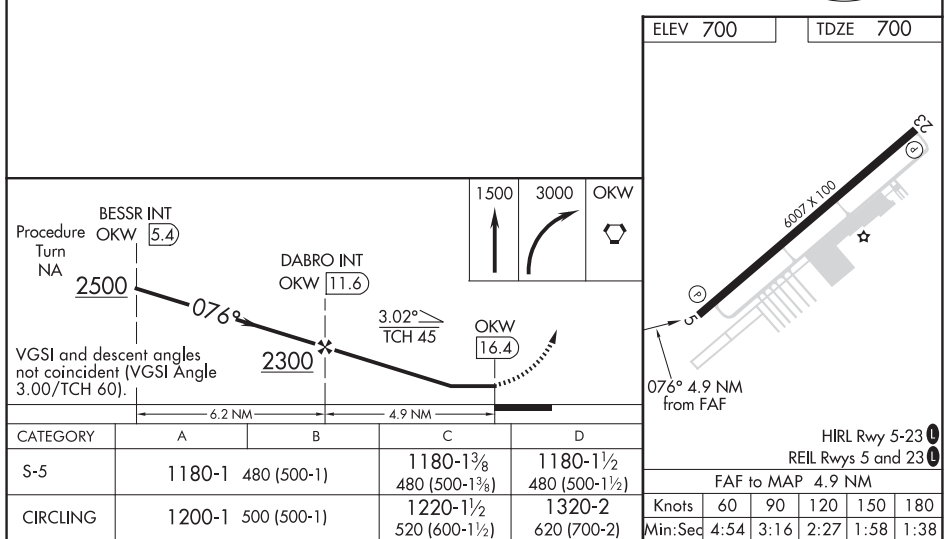
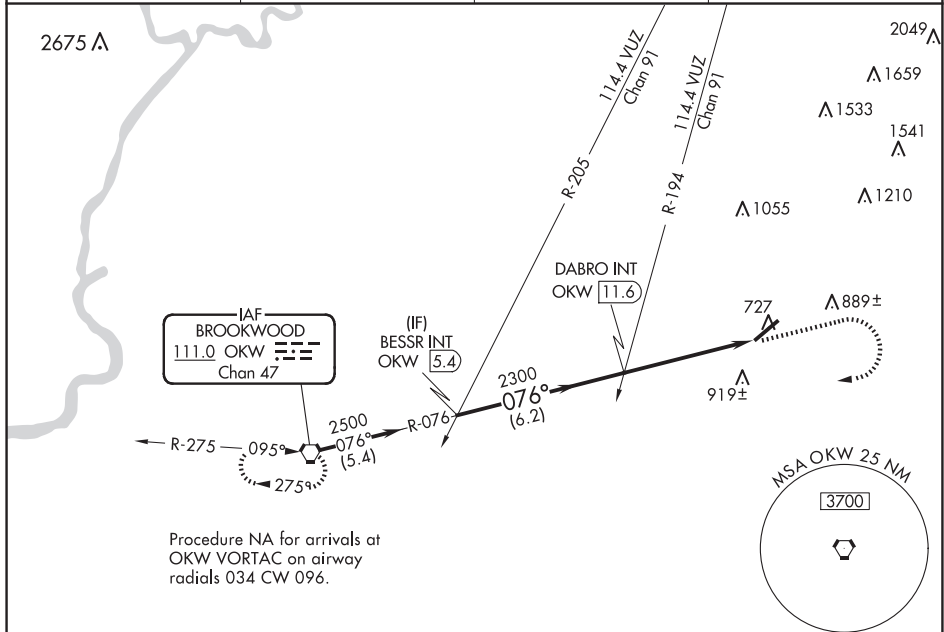
VORTAC OKW <b>111.0</b> Chan <b>47</b>	APP CRS <b>076°</b>	Rwy Idg TDZE <b>700</b> Apt Elev <b>700</b>	<b>6007</b>
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# VOR RWY 5

BESSEMER (EKY)

<b>V</b> <b>NA</b>	Inoperative table does not apply. When local altimeter setting not received, use Alabaster altimeter setting and increase all MDAs 60 feet; increase S-5 Cat C visibility 1/8 SM and Circling Cat D visibility 1/4 SM.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OKW VORTAC and hold.
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AWOS-3PT <b>118.825</b>	BIRMINGHAM APP CON <b>124.9 351.85</b>	CLNC DEL <b>123.75</b>	UNICOM <b>123.0 (CTAF)</b>
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BESSEMER, ALABAMA  
Amdt 6B 12AUG21

33°19'N-86°56'W

# BESSEMER (EKY)

# VOR RWY 5

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



Rwy Idg	<b>12007</b>
TDZE	<b>606</b>
Apt Elev	<b>650</b>

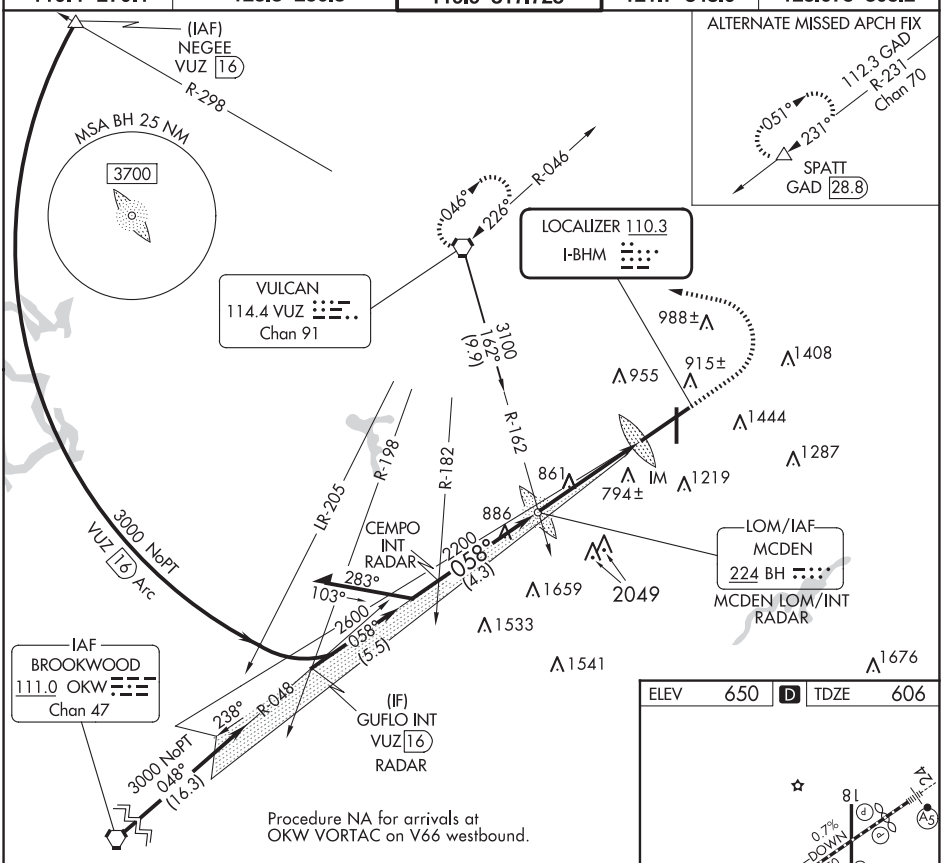
## ILS or LOC RWY 6

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

**T** For inop ALS, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cat C, D, E visibility to  $1\frac{5}{8}$  SM. Cat E procedure turn NA.

INC DEI

125.675 305.2



BH LOM  
MCDEN INT  
RADAR

Remain  
within 10 NM

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 54}$$

3100

2

3000

VU

 $\mathbb{Z}$ 

ELEV	650	<b>D</b>	TDZE	606
------	-----	----------	------	-----

REIL Rwy 18 and 36  
TDZ/CL Rwy 6  
HIRL Rwy 6-24  
MIRL Rwy 18-36

CATEGORY	A	B	C	D	E	MIRL Rwy 18-36					
S-ILS 6	806/18 200 (200-½)					FAF to MAP 4.5 NM					
S-LOC 6	1160/24	554 (600-½)	1160/60 554 (600-1¼)			Knots	60	90	120	150	180
						Min:Sec	4:30	3:00	2:15	1:48	1:30

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N-86°45'W

ILS or LOC RWY 6

ILS or LOC RWY 24  
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

**T** Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 24 Cat E visibility to RVR 4000 and increase S-LOC 24 Cat A/B visibility to RVR 5500, and Cat C/D/E to 1 $\frac{3}{4}$  SM. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 direct VUZ VORTAC and hold. (TACAN aircraft continue on VUZ VORTAC R-333 to SIPSY/VUZ 14.8 DME and hold NW, right turn, 153° inbound).

Procedure NA for arrival on  
VUZ VORTAC  
airway radials 046 CW 136.

NoPT for arrival at  
SPATT  
on V209 southwest bound.

HOLD 5100/3300

(IF/IAF)  
SPATT INT  
I-ROE [14.1]  
RADAR

CUXOB  
I-ROE [5.2]  
RADAR

HUKEV  
I-ROE [9.8]  
RADAR

LOWGA  
I-ROE [6.7]  
RADAR

VULCAN  
114.4 VUZ  
Chan 91

LOCALIZER 109.5  
I-ROE  
Chan 32

TACAN MISSED  
APCH FIX

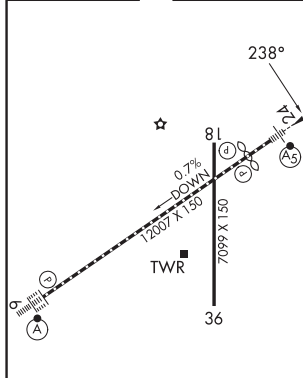
SIPSY  
VUZ [14.8]

MSA VUZ 25 NM  
[3700]

ELEV 650 D TDZE 641

238°

$\Delta 1541$ 
 $\Delta 1676$



1300 ↑	3000 ↗	VUZ ⬡	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 69).				
*LOC only.			LOWGA I-ROE <u>6.7</u> RADAR	HUKEV I-ROE <u>9.8</u> RADAR	SPATT INT I-ROE <u>14.1</u> RADAR	One Minute Holding Pattern	
			058° → 5100 ← 238° 3300 2700 2200 GS 3.00° TCH 52				
CATEGORY	A	B	C	D	E		

REIL Rwy 18 and 36  
TDZ/CL Rwy 6  
HIRL Rwy 6-24  
MIRL Rwy 18-36

BIR  
33°34'N-86°45'W

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

ILS or LOC RWY 24

SE-4, 12 JUN 2025 to 07 AUG 2025

25163

Rwy Idg	<b>12007</b>
TDZE	<b>606</b>
Apt Elev	<b>650</b>

ILS RWY 6 (CAT II)

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

RNP APCH-GPS. From OKW VORTAC.

ALSF-2

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

ATIS

BIRMINGHAM APP CON

## BIRMINGHAM TOWER

GND CON

CLNC DEF

119.4 270.1

123.8 256.8

119.9 317.725

121.7 348.6

125.675 305.2

– (IAF)  
NEGEE  
VUZ 16

MSA BH 25 NM


---

VULCAN  
4.4 VUZ  
Chap. 91

LOCALIZER 11  
I-BHM

### ALTERNATE MISSED APCH FIX

3000 NoPT  
VUZ 16 Arc




— IAF —  
BROOKWOOD  
11.0 OKW   
Chan 47

## Procedure NA for arrivals at OKW VORTAC on V66 westbound.

Remain  
within 10 NM

BH LOM  
MCDEN INT  
RADAR  
3100

VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 68).

2000	3000	VUZ
		

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 54}$$

CATEGORY  
S-ILS 6

A

100

100

--	--

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 18 and 36  
TDZ/CL Rwy 6  
HIRL Rwy 6-24  
MIRL Rwy 18-36

BIRMINGHAM, ALABAMA

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

Amdt 43B 05OCT23

33°34'N-86°45'W

## ILS RWY 6 (CAT II)

209

SE-4. 12 JUN 2025 to 07 AUG 2025

BIRMINGHAM, ALABAMA


AL-50 (FAA)

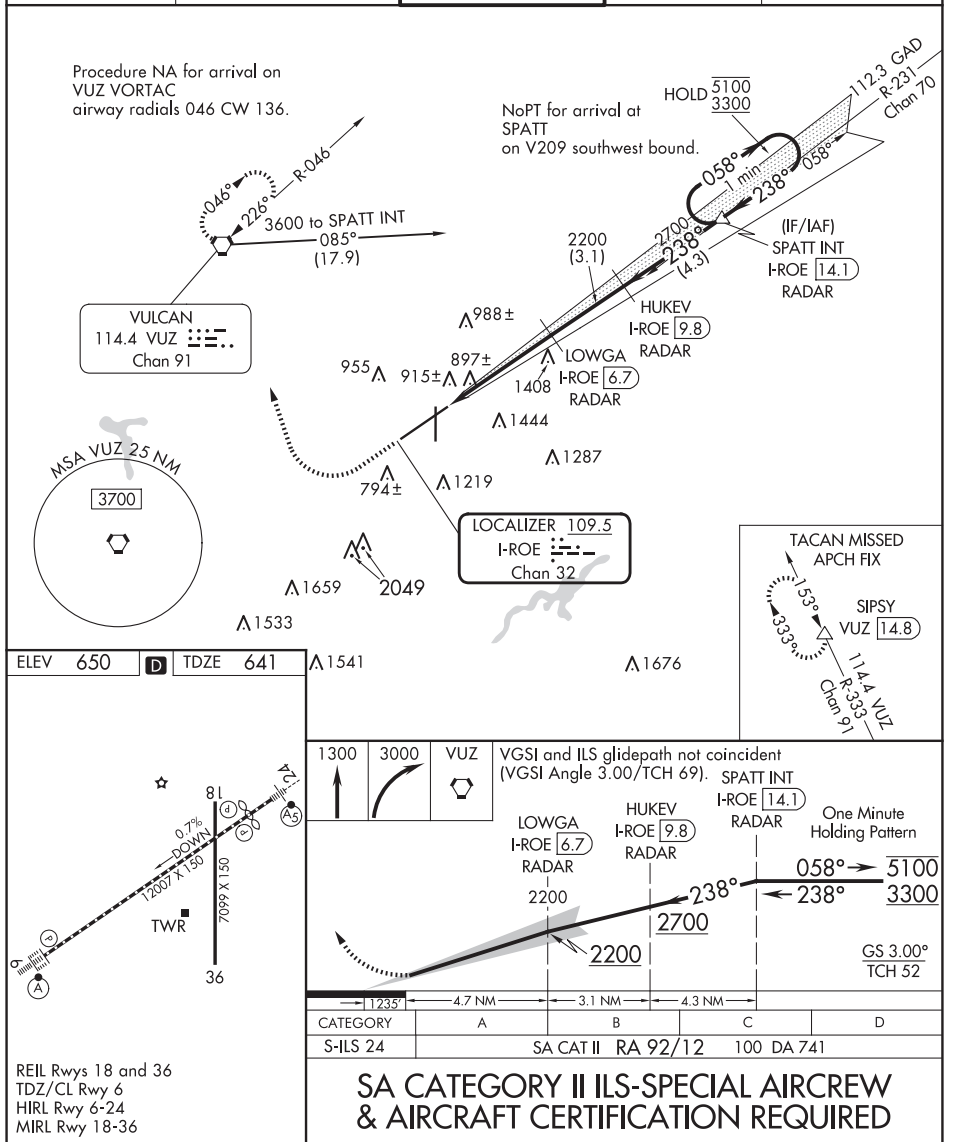
25163

LOC/DME I-ROE	APP CRS	Rwy Idg	10801
109.5	238°	TDZE	641
Chan 32		Apt Elev	650

# ILS RWY 24 (SA CAT II)

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

DME or RADAR required.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct VUZ VORTAC and hold (TACAN aircraft continue on VUZ VORTAC R-333 to SIPSY/VUZ 14.8 DME and hold NW, right turn, 153° inbound).	
Rwy 24 helicopter visibility reduction below RVR 4000 NA. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.				
ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2



BIRMINGHAM, ALABAMA  
Amdt 5 28FEB19

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)  
33°34'N-86°45'W  
ILS RWY 24 (SA CAT II)

SE-4, 12 JUN 2025 to 07 AUG 2025

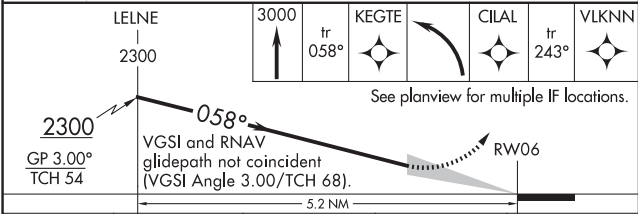
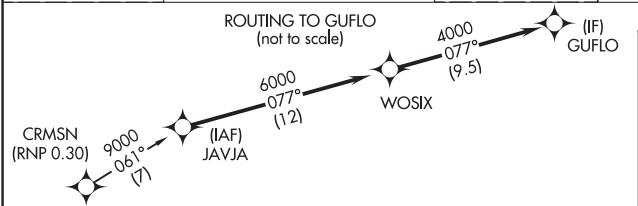
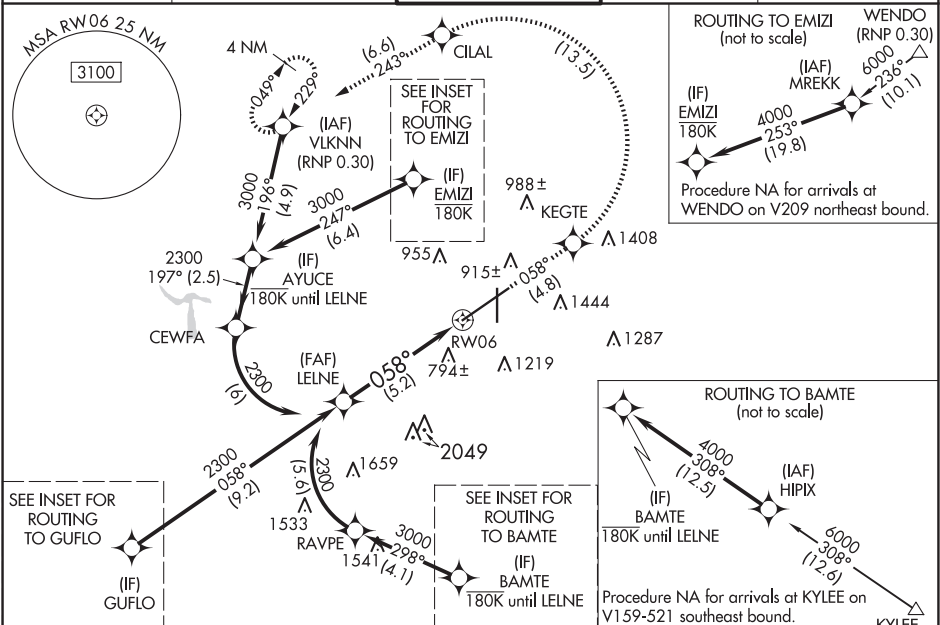
SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	12007
058°	TDZE	606
	Apt Elev	650

RNAV (RNP) Z RWY 6  
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

RNP AR APCH. RF required.	ALSF-2	MISSED APPROACH: Climb to 3000 on track 058° to KEGTE left turn to CILAL and track 243° to VLKNN and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C.		

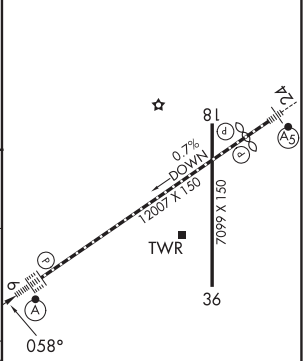
ATIS 119.4 270.1	BIRMINGHAM APP CON 123.8 256.8	BIRMINGHAM TOWER 119.9 317.725	GND CON 121.7 348.6	CLNC DEL 125.675 305.2
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CATEGORY	A	B	C	D
RNP 0.30 DA		1138/55	532 (500-1)	

AUTHORIZATION REQUIRED

ELEV 650	D	TDZE 606
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REIL Rwy 18 and 36  
TDZ/CL Rwy 6  
HIRL Rwy 6-24  
MIRL Rwy 18-36

BIRMINGHAM, ALABAMA

AL-50 (FAA)

25163

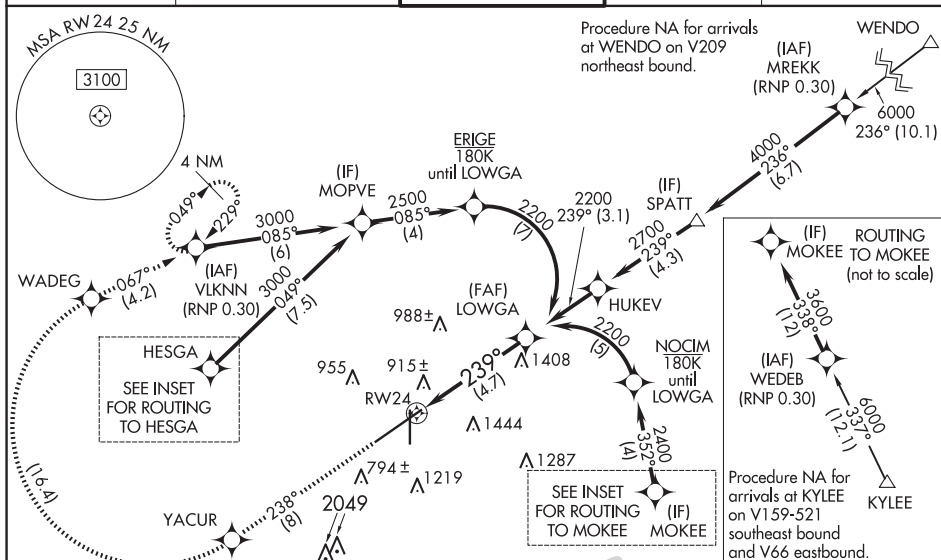
APP CRS <b>239°</b>	Rwy Idg <b>10801</b> TDZE <b>641</b> Apt Elev <b>650</b>
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# RNAV (RNP) Z RWY 24

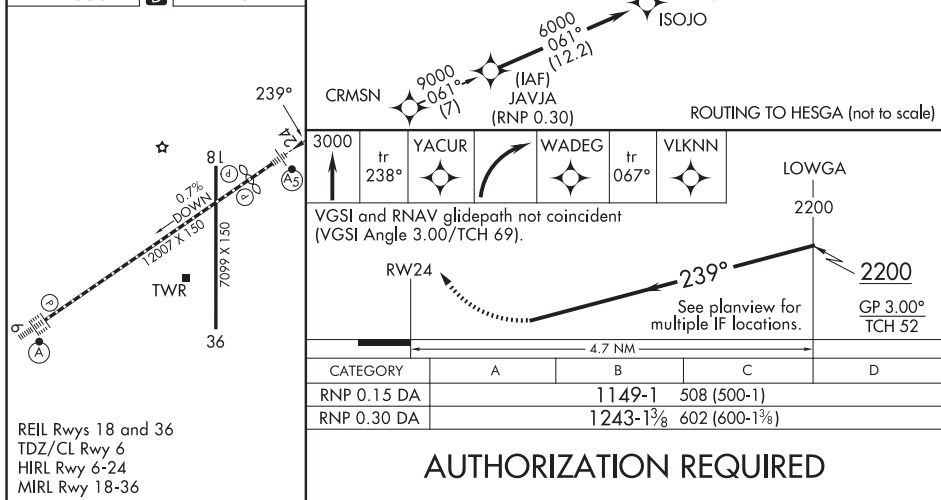
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

RNP AR APCH. RF required. ▼ For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to 1 3/4 and increase RNP 0.30 all Cats visibility to 1 3/4 SM.	MALSR AS	MISSED APPROACH: Climb to 3000 on track 238° to YACUR then, right turn to WADEG, then on track 067° to VLKNN and hold.
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ATIS <b>119.4 270.1</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	BIRMINGHAM TOWER <b>119.9 317.725</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.675 305.2</b>
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ELEV 650	D	TDZE 641
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BIRMINGHAM, ALABAMA

Amdt 3 07NOV19

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N-86°45'W

# RNAV (RNP) Z RWY 24

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS <b>183°</b>	Rwy ldg <b>7099</b> TDZE <b>644</b> Apt Elev <b>650</b>
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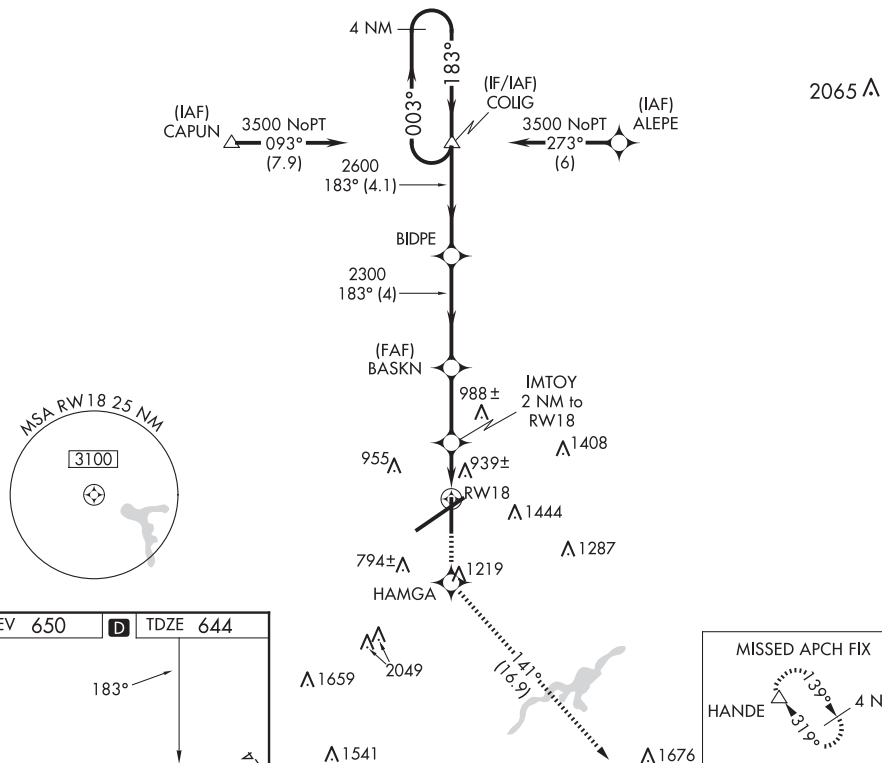
## RNAV (GPS) RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

**T** Rwy 18 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3800 direct HAMGA and on track 141° to HANDE and hold.

ATIS		BIRMINGHAM APP CON		BIRMINGHAM TOWER		GND CON		CLNC DEL	
119.4	270.1	123.8	256.8	119.9	317.725	121.7	348.6	125.675	305.2



ELEV 650

**D**

TDZE 644

183°

81

0.7% DOWN

12007' X 150'

TWR

7099' X 150'

36

REIL Rwys 18 and 36  
 TDZ/CL Rwy 6  
 HIRL Rwy 6-24  
 MIRL Rwy 18-36

3800 ↑	HAMGA ✦	tr 141°	HANDE △				
CATEGORY	A		B		C		D
LNAV MDA	1200-1 556 (600-1)		1200-1 <sup>5</sup> / <sub>8</sub> 556 (600-1 <sup>5</sup> / <sub>8</sub> )		1200-1 <sup>3</sup> / <sub>4</sub> 556 (600-1 <sup>3</sup> / <sub>4</sub> )		

BIRMINGHAM, ALABAMA

AL-50 (FAA)

25163

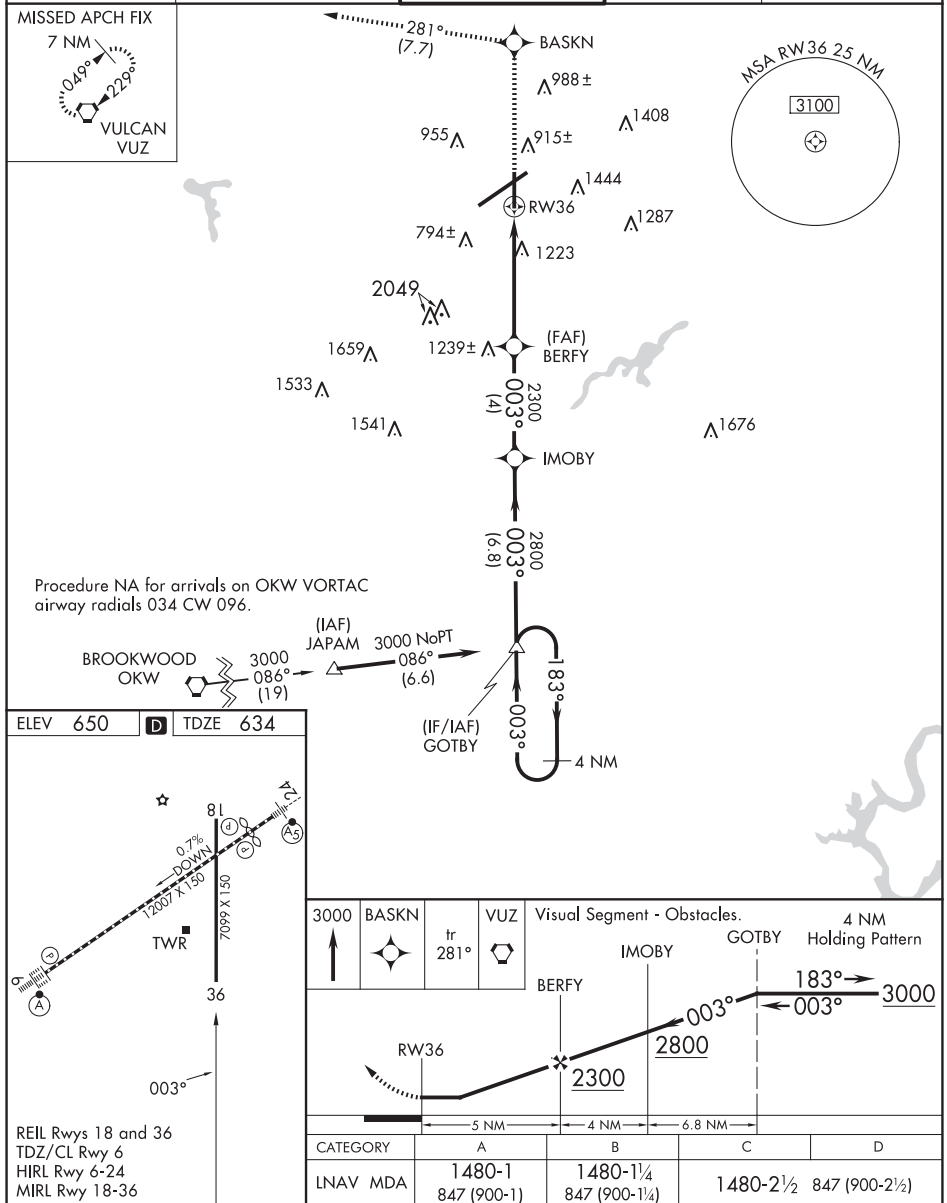
APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev	<b>7099</b> <b>634</b> <b>650</b>
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## RNAV (GPS) RWY 36

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

<b>T</b> DME/DME RNP-0.3 NA. Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	MISSED APPROACH: Climb to 3000 direct BASKN and on track 281° to VUZ VORTAC and hold.
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ATIS <b>119.4 270.1</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	BIRMINGHAM TOWER <b>119.9 317.725</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.675 305.2</b>
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BIRMINGHAM, ALABAMA

Amdt 1C 02MAR17

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N-86°45'W

## RNAV (GPS) RWY 36

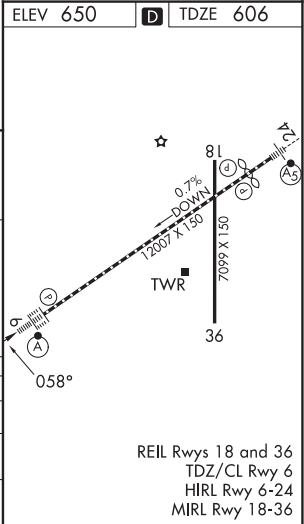
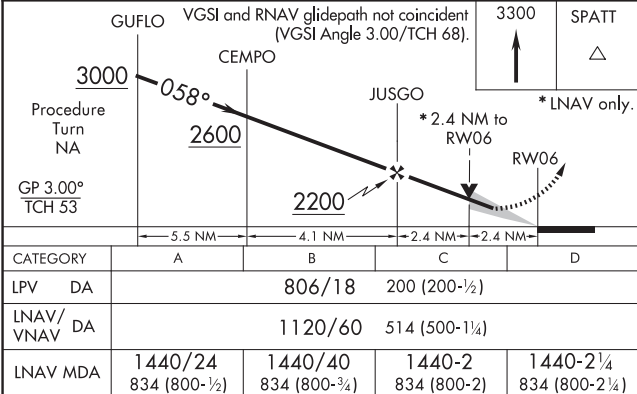
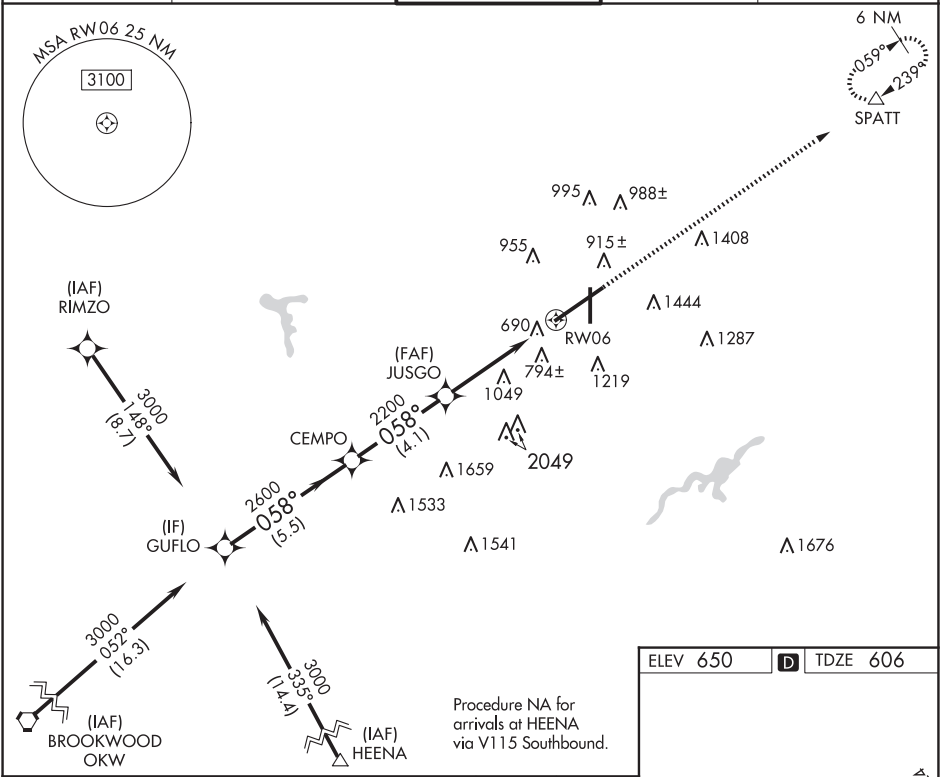


WAAS CH <b>82014</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Idg <b>12007</b> TDZE <b>606</b> Apt Elev <b>650</b>
--	------------------------	--

RNAV (GPS) Y RWY 6  
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). ▲	ALSIF-2 A	MISSED APPROACH: Climb to 3300 direct SPATT and hold.
--	--------------	---


ATIS <b>119.4 270.1</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	BIRMINGHAM TOWER <b>119.9 317.725</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.675 305.2</b>
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SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 24  
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

MALSR 	<b>MISSED APPROACH:</b> Climb to 1300 then climbing right turn to 3000 direct CAPUN and hold.
--	---

VULCAN  
VUZ 3600  
090°  
(17.9)

NoPT for arrival at SPATT  
on V209 southwest bound.

1659 A

2049

A 1676

REIL Rwy 18 and 36  
TDZ/CL Rwy 6  
HIRL Rwy 6-24  
MIRL Rwy 18-36

1300 ↑	3000 ↗	CAPUN △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).	6 NM Holding Pattern
*RNAV only.			SPATT	
			239° 2700 2200 239° 059° 3300	
RW24 1.7 NM 1.6 NM 1.4 NM 3.1 NM 4.3 NM			GP 3.00° TCH 52	

CATEGORY	A	B	C	D	E
LPV DA**	841/24 200 (200-½)				
LNAV/ VNAV DA	1200-1½ 559 (600-1½)				
LNAV MDA	1260/40 619 (700-¾)	1260-1⅜ 619 (700-1⅜)			

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)  
33°34'N-86°45'W RNAV (GPS) Y RWY 24

LOC/DME I-BXO

111.3

Chan 50

APP CRS

183°

Rwy Idg

7099

TDZE

644

Apt Elev

650

LOC RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

▼

Rwy 18 helicopter visibility reduction below ¾ SM NA.  
DME or RADAR required.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3800 on VUZ VORTAC R-137 to HANDE INT/VUZ 28.6 DME and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2

ELEV 650

D

TDZE 644

183°

0.7% DOWN

1200 X 150

7099 X 130

TWR

36

81

REIL Rws 18 and 36

TDZ/CL Rwy 6

HIRL Rwy 6-24

MIRL Rwy 18-36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

1500

3800

VUZ R-137

HANDE

COLIG I-BXO (14.1) RADAR

BASKN I-BXO (6) RADAR

IMTOY I-BXO (3.3)

I-BXO (2.8)

I-BXO (1.3)

1380

2300

3500

183°

3.23° TCH 51

1.5

0.5 NM

2.7 NM

8.1 NM

CATEGORY	A	B	C	D
S-18	1380-1	736 (800-1)	1380-2	736 (800-2)
IMTOY FIX MINIMUMS (DME REQUIRED)				
S-18	1200-1	556 (600-1)	1200-1½	556 (600-1½)

BIRMINGHAM, ALABAMA

Amdt 2C 02MAR17

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N-86°45'W

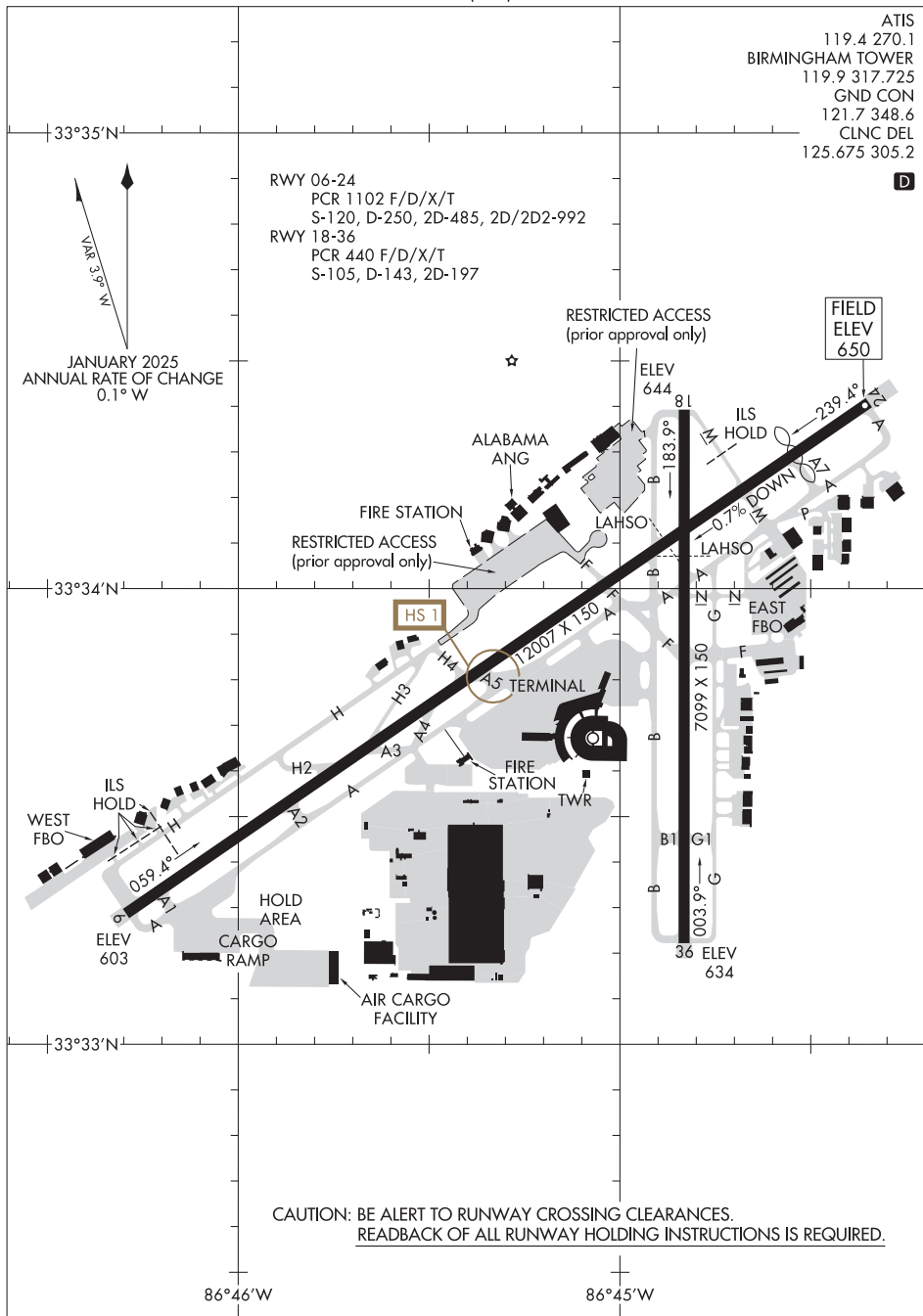
LOC RWY 18

217

## AIRPORT DIAGRAM

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)  
AL-50 (FAA)

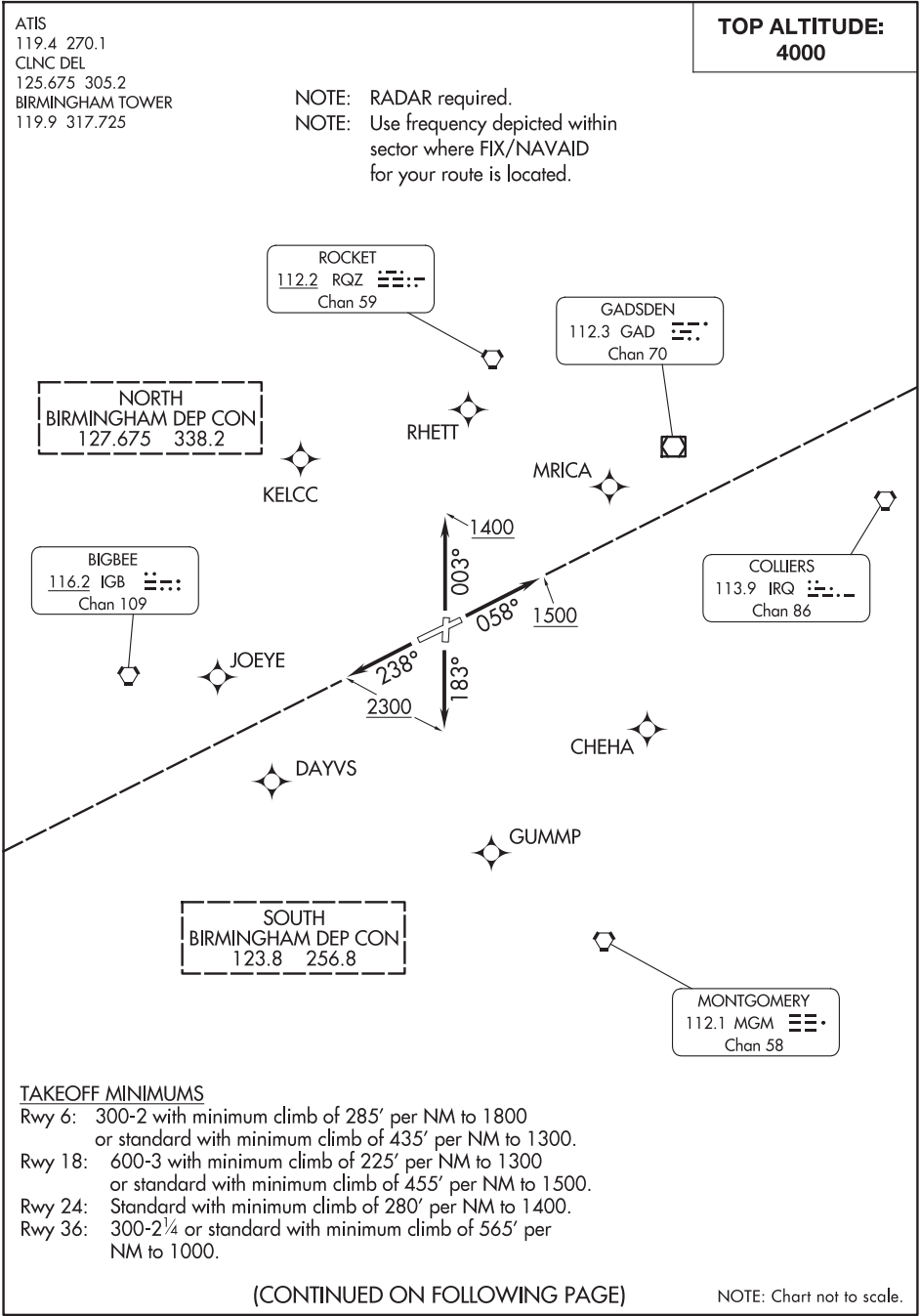
BIRMINGHAM, ALABAMA



SE-4, 12 JUN 2025 to 07 AUG 2025

## AIRPORT DIAGRAM

BIRMINGHAM, ALABAMA  
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 058° to 1500, thence . . . .  
TAKEOFF RUNWAY 18: Climb on heading 183° to 2300, thence . . . .  
TAKEOFF RUNWAY 24: Climb on heading 238° to 2300, thence . . . .  
TAKEOFF RUNWAY 36: Climb on heading 003° to 1400, thence . . . .  
  
. . . . Expect vectors to filed route, maintain 4000 or assigned lower altitude.  
Expect clearance to filed altitude ten minutes after departure.

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS  
**076°**

Rwy Idg  
TDZE  
Apt Elev  
**4017**  
**1901**  
**1907**

RNAV (GPS) RWY 8

BLAIRSVILLE (DZJ)

RNP APCH - GPS

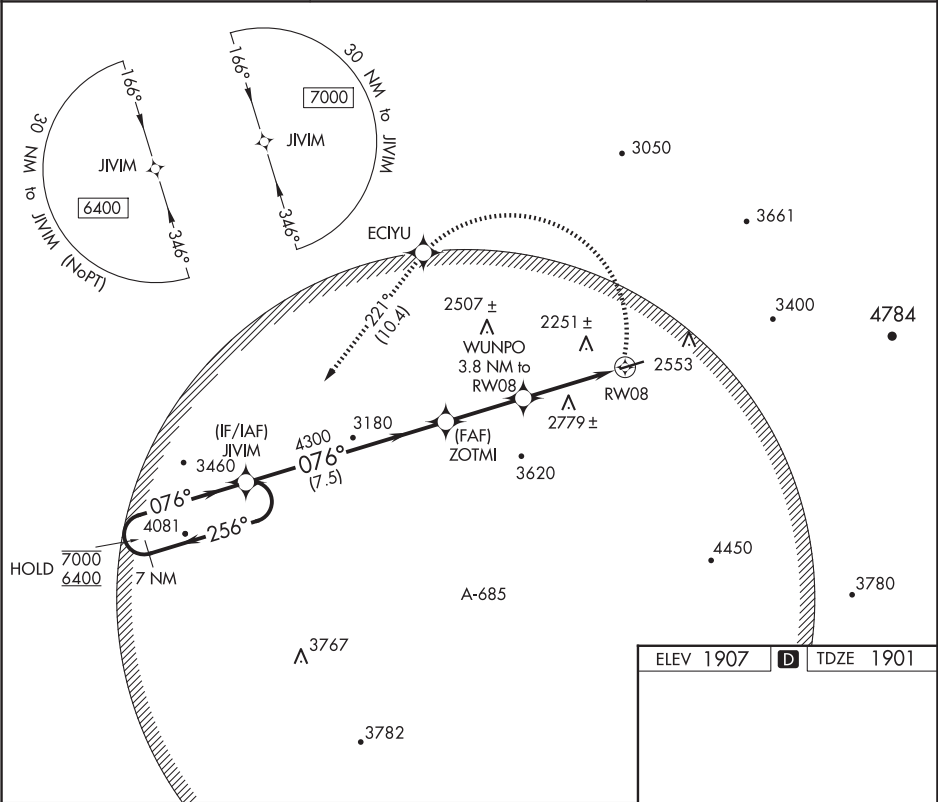
Procedure NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA. Circling NA for Cat D.

MISSED APPROACH: (Do not exceed 210K until JIVIM) Climbing left turn to 6400 direct ECIYU and on track 221° to JIVIM and hold, continue climb-in-hold to 6400.

AWOS-3PT  
**119.325**

ATLANTA CENTER  
**134.8 379.95**

UNICOM  
**122.8 (CTAF)**



7 NM Holding Pattern

JIVIM

ZOTMI

WUNPO 3.8 NM to RW08

RW08

7000 ← 256°

6400 → 076°

076°

4300

3280

3.31° TCH 40

7.5 NM

2.9 NM

3.8 NM

6400

ECIYU

tr 221°

JIVIM

076°

5004 X 100

1.0%

UP

26

CATEGORY	A	B	C	D
LNNAV MDA	2860-1¼ 959 (1000-1¼)	2860-1½ 959 (1000-1½)	2860-3 959 (1000-3)	
CIRCLING	2860-1¼ 953 (1000-1¼)	2940-1½ 1033 (1100-1½)	3180-3 1273 (1300-3)	NA

MIRL Rwy 8-26

BLAKELY, GEORGIA

AL-9403 (FAA)

21336

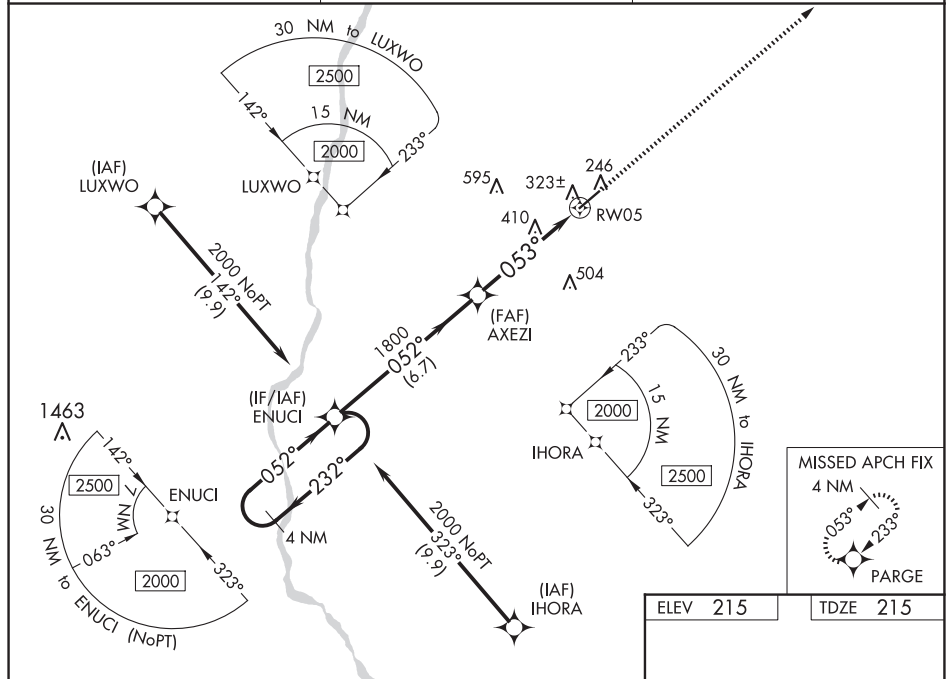
WAAS CH <b>61121</b> <b>W05A</b>	APP CRS <b>053°</b>	Rwy Idg TDZE <b>215</b> Apt Elev <b>215</b>
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# RNAV (GPS) RWY 5

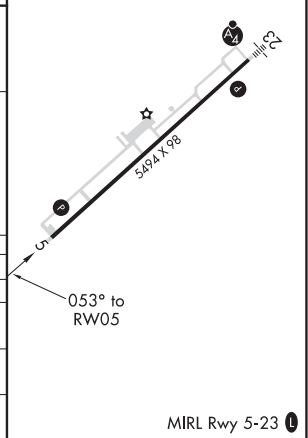
EARLY COUNTY (BIJ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct PARGE and hold.
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AWOS-3PT <b>118.475</b>	CAIRNS APP CON ★ <b>125.4 327.125</b>	CTAF <b>122.9 0</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).		3000	PARGE
2000		232°		052°	
GP 3.00° TCH 59		052°		1800	*LNAV only.
		053°		1.5 NM to RWY 5	
		6.7 NM		3.3 NM	1.5 NM
CATEGORY	A	B	C	D	
LPV DA		528-1	313 (400-1)		
LNAV/VNAV DA		580-1	365 (400-1)		
LNAV MDA	740-1	525 (600-1)	740-1½	525 (600-1½)	
CIRCLING	740-1	525 (600-1)	860-1¾ 645 (700-1¾)	960-2½ 745 (800-2½)	



BLAKELY, GEORGIA  
Amdt 2b 12AUG21

31°24'N-84°54'W

EARLY COUNTY (BIJ)

# RNAV (GPS) RWY 5

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>45721</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg TDZE <b>210</b> Apt Elev <b>215</b>
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RNAV (GPS) RWY 23

EARLY COUNTY (BIJ)

RNP APCH - GPS.

▼

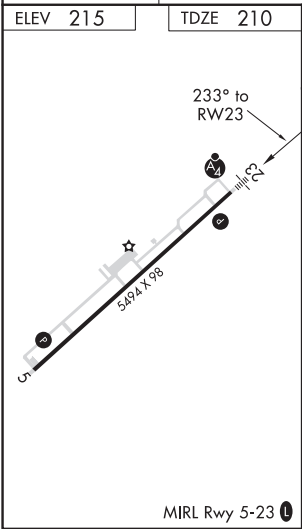
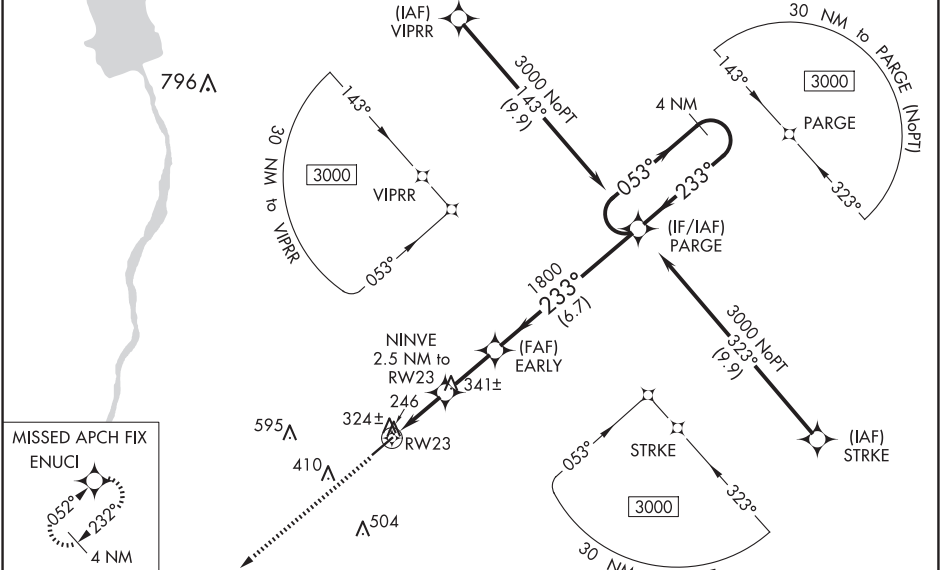
▲

Inop table does not apply to LPV, LNAV/VNAV and LNAV Cat A/B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bainbridge altimeter setting; increase LPV DA to 578 feet, LNAV/VNAV DA to 587 feet; increase all MDAs 80 feet and visibility LNAV Cat C/D ½ SM and Circling Cat C/D ¼ SM. For inop ALS, increase LNAV Cat C/D visibility to 1 ½ SM. Baro-VNAV and VDP NA when using Bainbridge altimeter setting.

MALSF

MISSED APPROACH:  
Climb to 2000 direct  
ENUCI and hold.

AWOS-3PT <b>118.475</b>	CAIRNS APP CON ★ <b>125.4 327.125</b>	CTAF <b>122.9 0</b>
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2000	ENUCI	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 30).				4 NM Holding Pattern
*LNAV only.		NINVE 2.5 NM to RW23	EARLY 1800	PARGE	053° → 3000	
		*1.1 NM to RW23	1040*	1800	← 233°	GP 3.00° TCH 57
		1.1	1.4	2.3 NM	6.7 NM	
CATEGORY	A	B	C	D		
LPV DA		501-1	291 (300-1)			
LNAV/VNAV DA		510-1	300 (300-1)			
LNAV MDA		600-1	390 (400-1)			
CIRCLING	720-1	505 (600-1)	860-1 ¾ 645 (700-1¾)	960-2 ½ 745 (800-2½)		

BREWTON, ALABAMA

AL-5920 (FAA)

20366

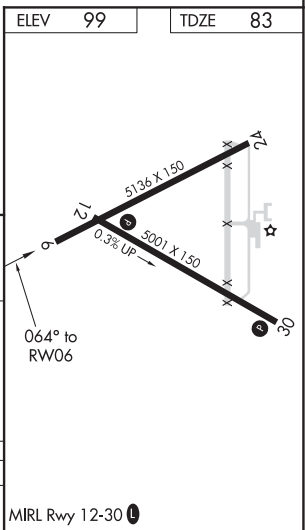
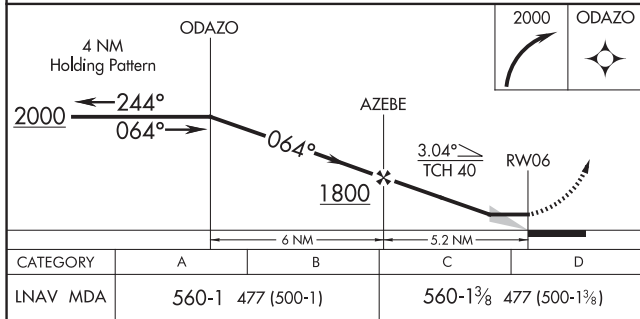
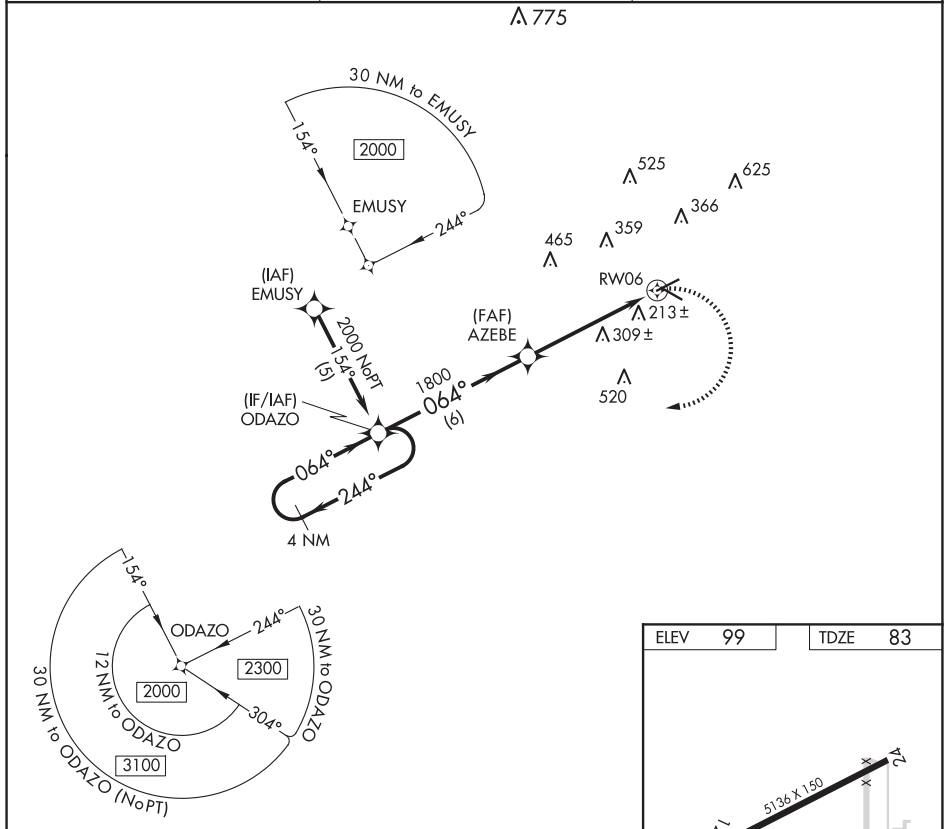
APP CRS	Rwy Idg	5136
064°	TDZE	83
	Apt Elev	99

# RNAV (GPS) RWY 6

BREWTON MUNI (12J)

RNP APCH.	When local altimeter setting not received, use Pensacola altimeter setting and increase all MDA 100 feet; increase LNAV Cats C and D visibility ¼ SM. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 2000 direct ODAZO and hold.
▽ NA		

AWOS-3PT 119.325	PENSACOLA APP CON 127.35 291.625	UNICOM 122.725 (CTAF) 0
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BREWTON, ALABAMA  
Orig-B 18JUL19

31°03'N-87°04'W

# RNAV (GPS) RWY 6

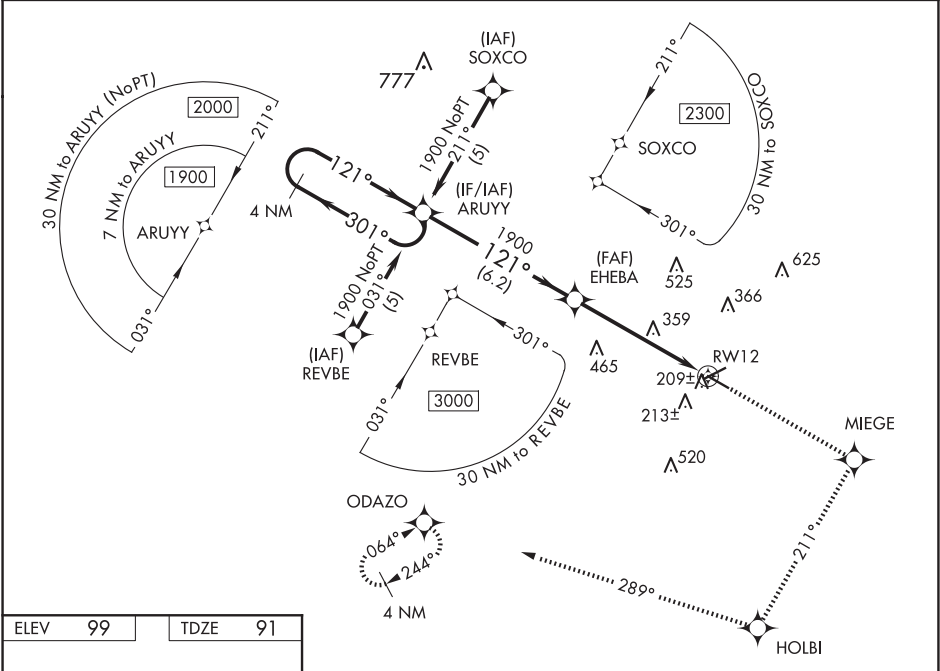
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

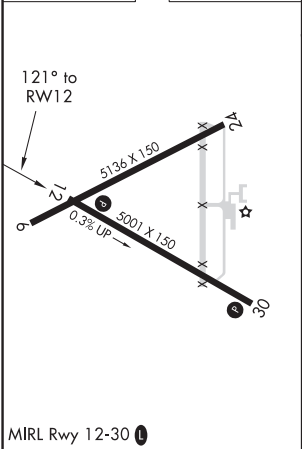
WAAS CH <b>53416</b> <b>W12A</b>	APP CRS <b>121°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>91</b> <b>99</b>
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RNAV (GPS) RWY 12  
BREWTON MUNI(12J)

RNP APCH. Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 425 feet; increase LNAV/VNAV DA to 563 feet; increase all MDAs 100 feet and LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cats C and D ¼ SM. VDP NA when using Pensacola altimeter setting.		MISSED APPROACH: Climb to 2000 direct MIEGE and right turn on track 211° to HOLBI and on track 289° to ODAZO and hold.
AWOS-3PT <b>119.325</b>	PENSACOLA APP CON <b>127.35 291.625</b>	UNICOM <b>122.725 (CTAF)</b>



ELEV <b>99</b>	TDZE <b>91</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 48).		2000 ↑	MIEGE ✧	HOLBI ↷ tr 211°	ODAZO ✧
4 NM Holding Pattern ARUYU		EHEBA			
1900 ← 301° 121° →		*LNAV only.			
GP 3.00° TCH 46		1900 ↗			
6.2 NM		3.9 NM		1.6 NM	
CATEGORY		A		B	
LPV DA		341-1		250 (300-1)	
LNAV/VNAV DA		479-1½		388 (400-1½)	
LNAV MDA		640-1 549 (600-1)		640-1½ 549 (600-1½)	

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

BREWTON, ALABAMA

AL-5920 (FAA)

22223

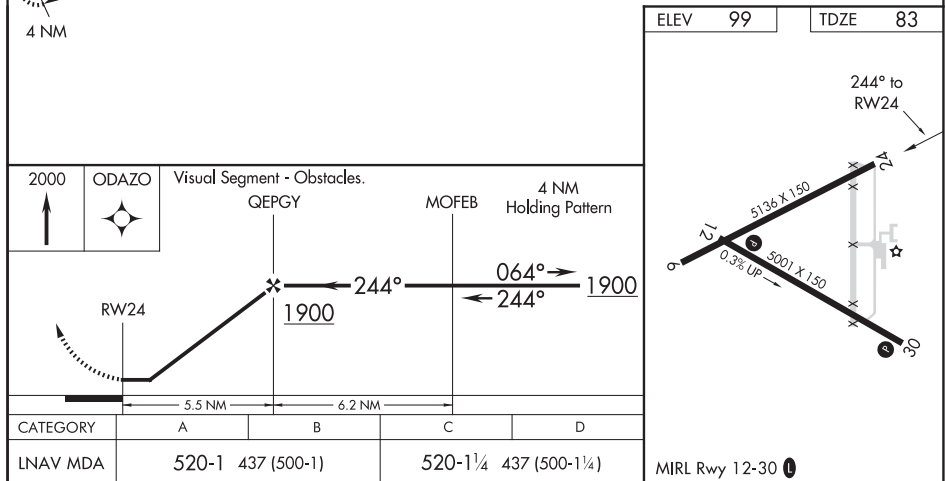
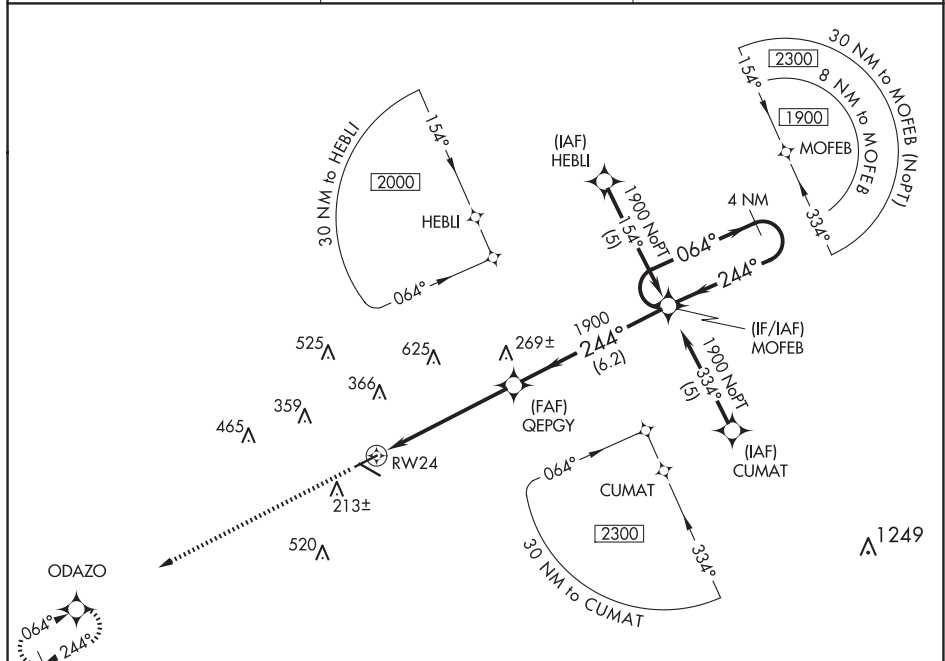
APP CRS	Rwy Idg	5136
244°	TDZE	83
	Apt Elev	99

# RNAV (GPS) RWY 24

BREWTON MUNI (12J)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct ODAZO and hold.
When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet; increase LNAV Cats C and D visibility ¼ SM. Procedure NA at night.	

AWOS-3PT 119.325	PENSACOLA APP CON 127.35 291.625	UNICOM 122.725 (CTAF)
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BREWTON, ALABAMA  
Orig-C 11AUG22

31°03'N-87°04'W

BREWTON MUNI (12J)  
RNAV (GPS) RWY 24

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>56316</b> <b>W30A</b>	APP CRS <b>301°</b>	Rwy Idg TDZE <b>99</b> Apt Elev <b>99</b>
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RNAV (GPS) RWY 30

BREWTON MUNI (12J)

RNP APCH.

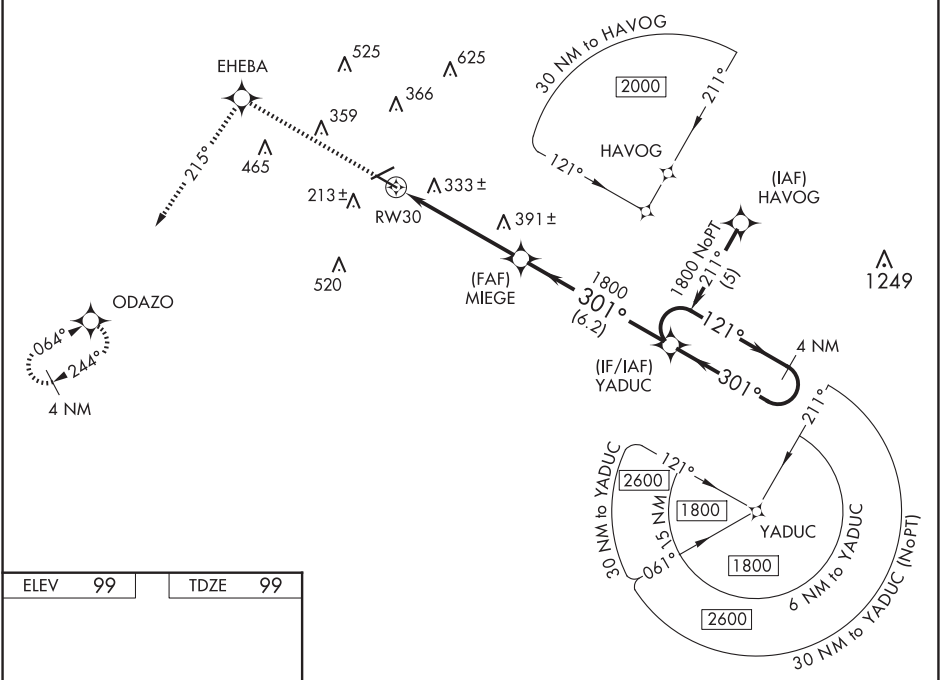
▼

▲ NA

Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 30 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 611 feet; increase LNAV/VNAV DA to 787 feet; increase all MDAs 100 feet; increase LPV all Cts, LNAV/VNAV all Cts and LNAV Cts C and D visibility ¼ SM. VDP NA when using Pensacola altimeter setting.

MISSED APPROACH: Climb to 2000 direct EHEBA and on track 215° to ODAZO and hold.

AWOS-3PT <b>119.325</b>	PENSACOLA APP CON <b>127.35 291.625</b>	UNICOM <b>122.725 (CTAF) 0</b>
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ELEV 99

TDZE 99

2000

EHEBA

tr 215°

ODAZO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 42).

\*LNAV only.

\*1.7 NM to RW30

MIEGE

YADUC

4 NM Holding Pattern

RW30

301°

1800

GP 3.00° TCH 37

1.7 NM

3.5 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA	527-1½ 428 (500-1½)			
LNAV/VNAV DA	703-2¼ 604 (700-2¼)			
LNAV MDA	660-1 561 (600-1)		660-1½ 561 (600-1½)	660-1¾ 561 (600-1¾)

MIRL Rwy 12-30 0

BREWTON, ALABAMA

AL-5920 (FAA)

21364

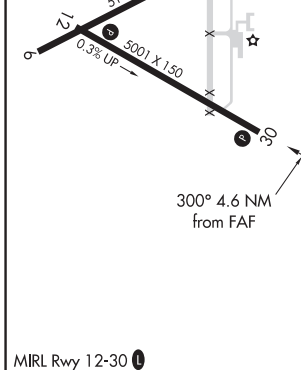
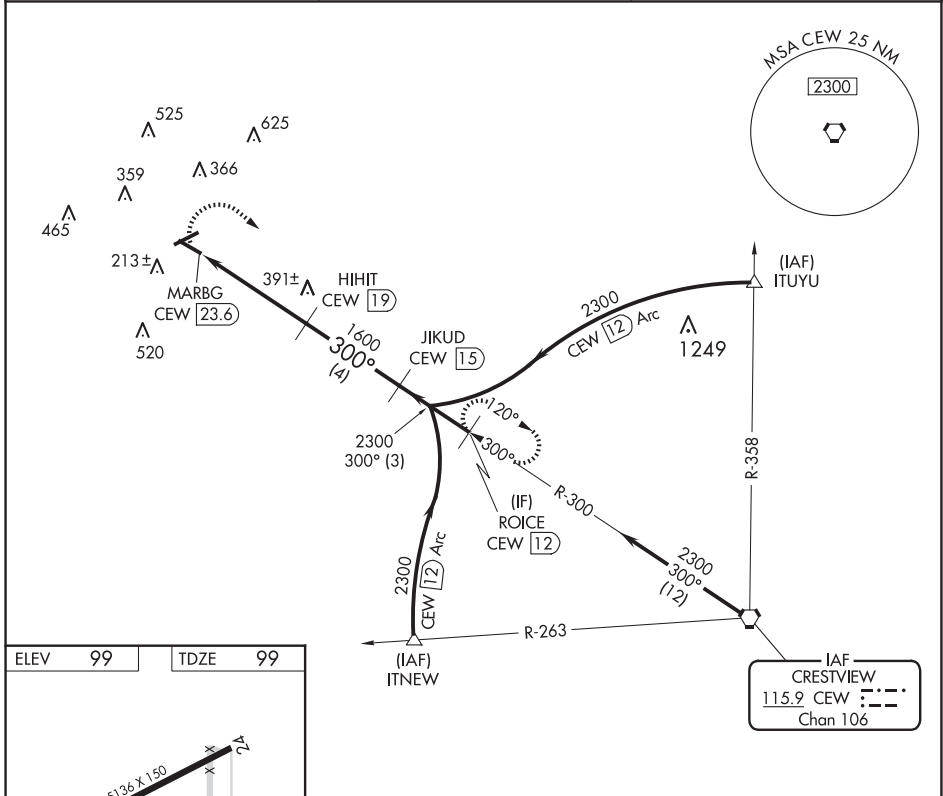
VORTAC CEW <b>115.9</b> Chan <b>106</b>	APP CRS <b>300°</b>	Rwy Idg TDZE <b>99</b> Apt Elev <b>99</b>	<b>5001</b>
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# VOR/DME RWY 30

BREWTON MUNI (12J)

<p>▼ Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting; increase all MDA 100 feet, increase S-30 and Circling Cat C visibility ¼ SM and Circling Cat D visibility ½ SM.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 2300 via CEW VORTAC R-300 to ROICE/CEW 12 DME and hold.</p>
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AWOS-3PT <b>119.325</b>	PENSACOLA APP CON <b>127.35 291.625</b>	UNICOM <b>122.725 (CTAF) 0</b>
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2300 CEW R-300	ROICE CEW 12	VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 42).		JIKUD CEW 15	ROICE CEW 12
MARBG CEW 23.6		HIHIT CEW 19	300°	300°	2300
300° 4.6 NM from FAF		1600	3.02° TCH 37	4.6 NM	4 NM
				3 NM	Procedure Turn NA
CATEGORY	A	B	C	D	
S-30	660-1 561 (600-1)	660-1½ 561 (600-1½)	660-1½ 561 (600-1½)	660-1½ 561 (600-1½)	
CIRCLING	660-1 561 (600-1)	680-1½ 581 (600-1½)	700-1¾ 601 (700-1¾)	880-2½ 781 (800-2½)	

BREWTON, ALABAMA  
Amdt 8B 30DEC21

31°03'N-87°04'W

# BREWTON MUNI (12J)

## VOR/DME RWY 30

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-BQK  
**108.5**

APP CRS  
**069°**

Rwy Idg  
8001

TDZE  
26

Apt Elev  
26

ILS or LOC RWY 7

BRUNSWICK GOLDEN ISLES (BQK)

DME required.

For inop ALS , increase S-LOC 7 Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 3000  
on heading 069° and on SSI VORTAC  
R-018 to BROWN/SSI 25.3 DME and hold.

AWOS-3 <b>124.175</b>	JACKSONVILLE CENTER <b>126.75 277.4</b>	CLNC DEL <b>126.75 277.4</b>	UNICOM <b>123.0 (CTAF) 0</b>
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MSA SSI 25 NM

LOCALIZER 108.5  
I-BQK

HOLD 6000 1700

1700 NoPT 069° (7.5)

(IF/IAF) BERTT SSI 14.8

249°

069°

1 min

249°

069°

519 A

YOKHO INT SSI 11.9

R-302

1700

332°

11.9

BRUNSWICK 109.8 SSI Chan 35

Procedure NA for arrivals at BERTT on T425 northwest bound.

One Minute Holding Pattern

YOKHO INT SSI 11.9

1700

3000

hdg 069°

SSI R-018

BROWN

6000

1700

249°

069°

1700

069°

GS 3.00°

TCH 58

5 NM

CATEGORY	A	B	C	D
S-ILS 7	226-½ 200 (200-½)			
S-LOC 7	420-½	394 (400-½)	420-⅝	394 (400-⅝)
CIRCLING	540-1	514 (600-1)	560-1½ 534 (600-1½)	800-2½ 774 (800-2½)

REIL Rwy 25

HIRL Rwy 7-25

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

BRUNSWICK, GEORGIA

Amdt 10C 15JUN23

31°16'N-81°28'W

229

BRUNSWICK GOLDEN ISLES (BQK)

ILS or LOC RWY 7

WAAS CH <b>56501</b> <b>W07A</b>	APP CRS <b>069°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>26</b> <b>26</b>
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RNAV (GPS) RWY 7

BRUNSWICK GOLDEN ISLES (BQK)

RNP APCH.

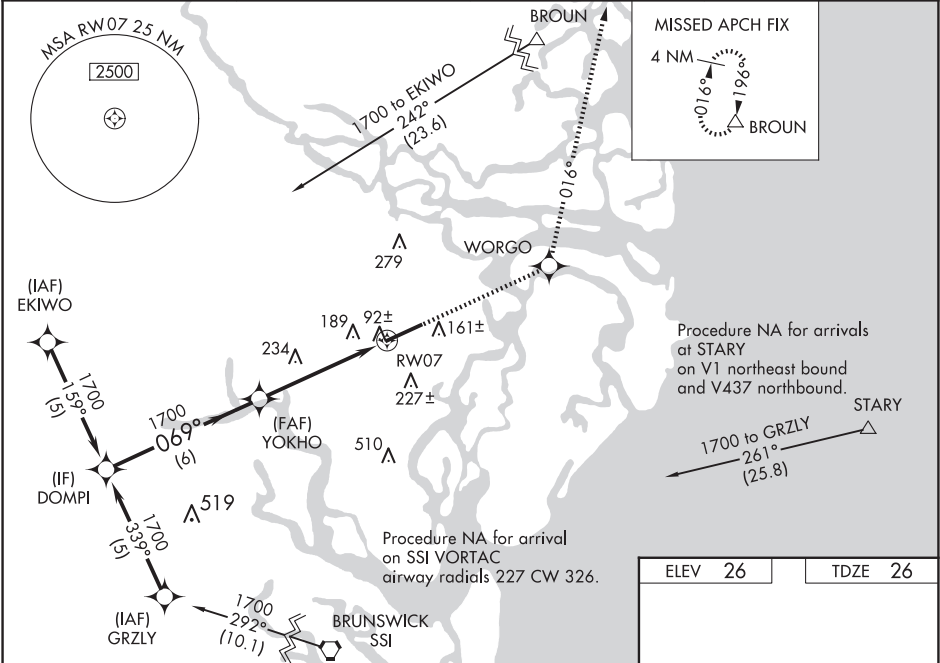
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. VDP and Baro-VNAV NA when using St Simons Island altimeter setting. When local altimeter setting not received, use St Simons Island altimeter setting: increase LPV DA to 245 feet, LNAV/VNAV DA to 505 feet and LNAV/VNAV visibility ½ SM; increase all MDAs 20 feet. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM. For inop ALS when using St Simons Island altimeter setting, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH:  
Climb to 3000 direct WORG0 and via track 016° to BROWN and hold.

AWOS-3 <b>124.175</b>	JACKSONVILLE CENTER <b>126.75 277.4</b>	CLNC DEL <b>126.75 277.4</b>	UNICOM <b>123.0 (CTAF)</b>
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Procedure Turn NA		DOMPI		YOKHO		3000 ↑		WORG0 ✧		tr 016°		BROWN △	
GP 3.00° TCH 58		1700		1700		*1.3 NM to RW07		*LNAV only.		RW07			
		069°		069°									
		6 NM		3.7 NM		1.3 NM							
CATEGORY	A	B	C	D									
LPV DA	226-½		200 (200-½)										
LNAV/VNAV DA	486-¾		460 (500-¾)										
LNAV MDA	500-½		474 (500-½)		500-1		474 (500-1)						
CIRCLING	540-1		514 (600-1)		560-1½ 534 (600-1½)		800-2½ 774 (800-2½)						

ELEV 26

TDZE 26

Procedure

Turn NA

GP 3.00° TCH 58

DOMPI

YOKHO

3000

WORG0

tr 016°

BROWN

\*1.3 NM to RW07

\*LNAV only.

RW07

6 NM

3.7 NM

1.3 NM

REIL Rwy 25

HIRL Rwy 7-25

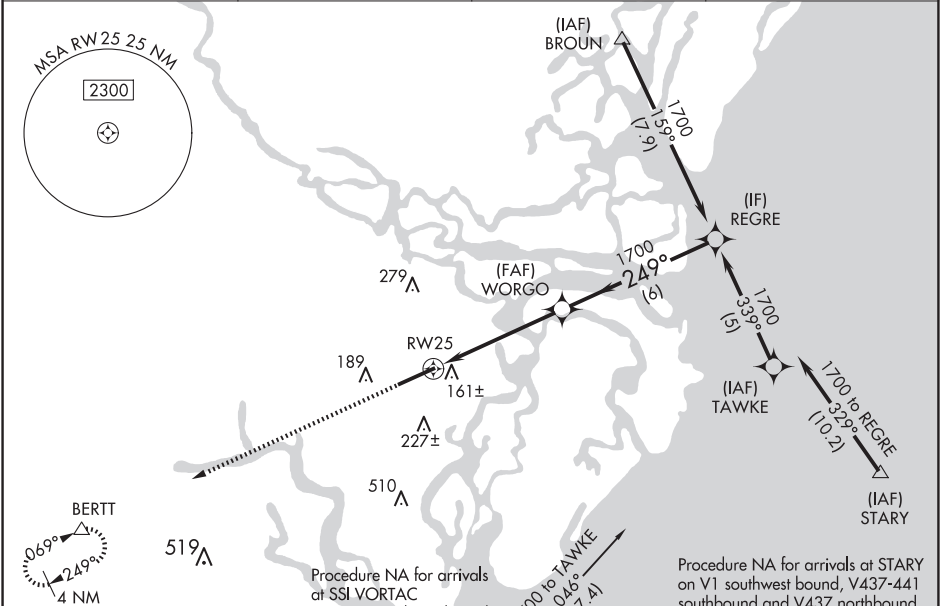


WAAS CH <b>61201</b> <b>W25A</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>26</b> <b>26</b>
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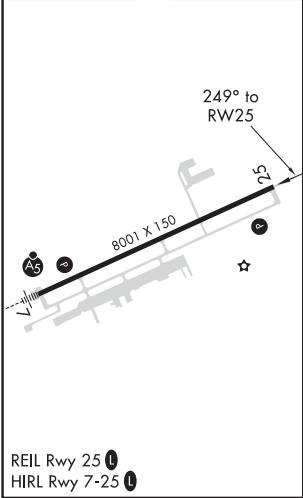
RNAV (GPS) RWY 25  
BRUNSWICK GOLDEN ISLES (BQK)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct BERTT and hold.
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AWOS-3 <b>124.175</b>	JACKSONVILLE CENTER <b>126.75 277.4</b>	CLNC DEL <b>126.75 277.4</b>	UNICOM <b>123.0 (CTAF) 0</b>
--------------------------	--	---------------------------------	---------------------------------



ELEV 26	TDZE 26
---------	---------



3000

↑

BERTT

△

VGSI and RNAV glidepath not coincident  
(VGSI angle 3.00/TCH 50).

WORG0

REGRE

Procedure Turn  
NA

\*LNAV only.

\*1.1 NM to RW25

249°

1700

GP 3.00°  
TCH 46

RW25

1.1 NM

4 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	226-¾		200 (200-¾)	
LNAV/VNAV DA	396-1		370 (400-1)	
LNAV MDA	420-1	394 (400-1)	420-1⅛ 394 (400-1⅛)	420-1¼ 394 (400-1¼)
CIRCLING	540-1	514 (600-1)	560-1½ 534 (600-1½)	800-2½ 774 (800-2½)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

BRUNSWICK, GEORGIA

AL-167 (FAA)

22083

VORTAC SSI <b>109.8</b> Chan <b>35</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>26</b>
--	------------------------	-----------------------------	---------------------------------------

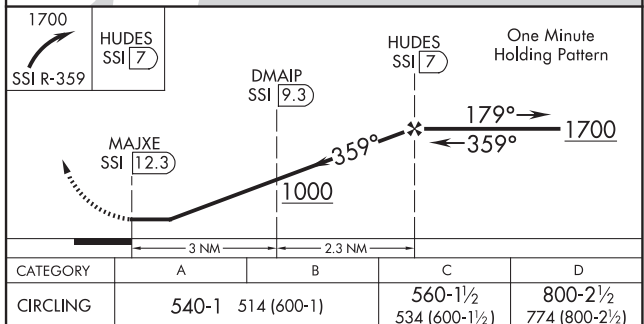
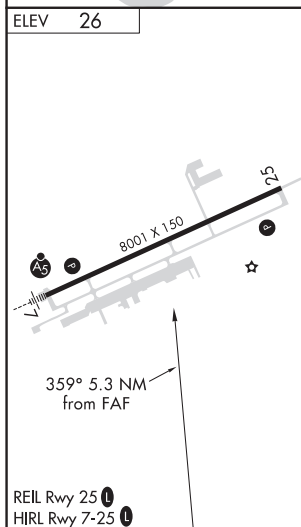
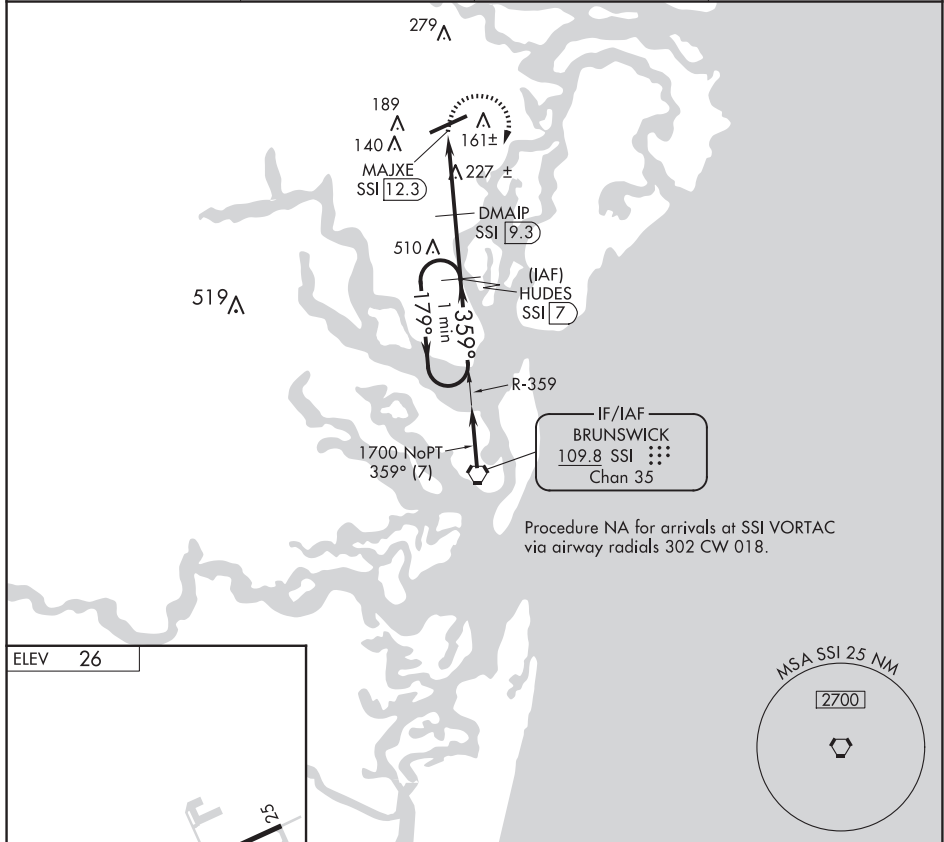
# VOR/DME-B

## BRUNSWICK GOLDEN ISLES (BQK)

**V** When local altimeter setting not received, use St Simons Island altimeter setting and increase all MDA 20 feet.

**MISSED APPROACH:** Climbing right turn to 1700 via SSI VORTAC R-359 to HUDES/7 DME and hold.

AWOS-3 <b>124.175</b>	JACKSONVILLE CENTER <b>126.75 277.4</b>	CLNC DEL <b>126.75 277.4</b>	UNICOM <b>123.0 (CTAF)</b>
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BRUNSWICK, GEORGIA  
Amdt 9A 15JUL21

31°16'N-81°28'W

BRUNSWICK GOLDEN ISLES (BQK)  
**VOR/DME-B**

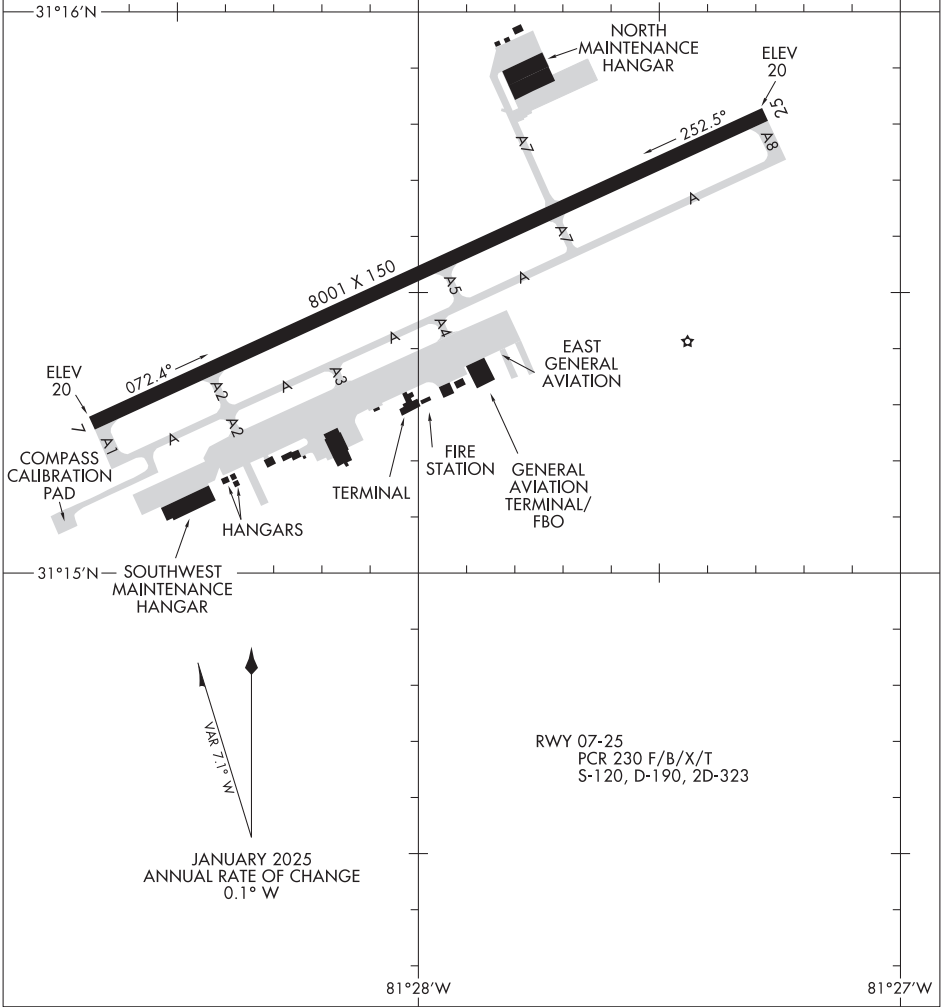
SE-4, 12 JUN 2025 to 07 AUG 2025

AWOS-3  
124.175  
CTAF/UNICOM  
123.0  
CLNC DEL  
126.75 277.4

FIELD  
ELEV  
26

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



BUTLER, ALABAMA

AL-6606 (FAA)

23222

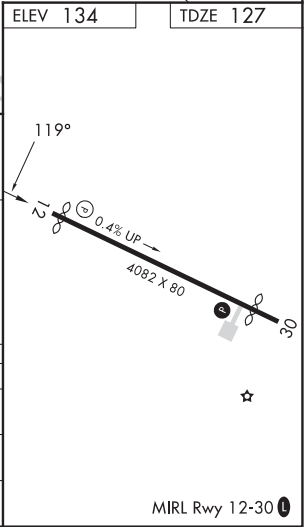
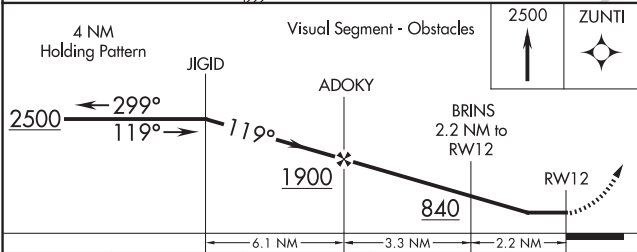
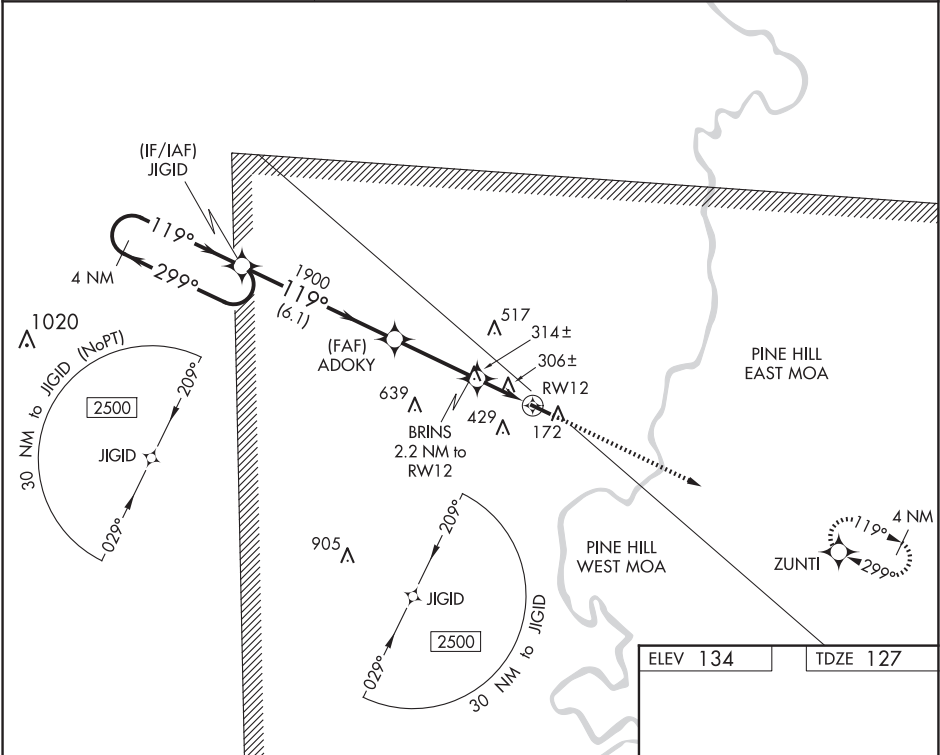
WAAS CH <b>70638</b> <b>W12A</b>	APP CRS <b>119°</b>	Rwy Idg <b>3913</b> TDZE <b>127</b> Apt Elev <b>134</b>
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RNAV (GPS) RWY 12

BUTLER/CHOCTAW COUNTY (Ø9A)

<div><div>▼</div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Demopolis altimeter setting; when not received, use Key Fld altimeter setting and increase all MDA 60 feet and increase all Cat C visibility ¼ mile. Procedure NA at night.</div>	MISSED APPROACH: Climb to 2500 direct ZUNTI and hold.
--	--

DYA AWOS-3P <b>119.475</b>	MERIDIAN APP CON ★ <b>121.275 348.7</b>	UNICOM <b>122.8 (CTAF) Ø</b>
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CATEGORY	A	B	C	D
LP MDA	620-1	493 (500-1)	620-1⅜ 493 (500-1⅜)	NA
LNAV MDA	640-1	513 (600-1)	640-1⅜ 513 (600-1⅜)	NA
CIRCLING	680-1 546 (600-1)	800-1 666 (700-1)	800-1¾ 666 (700-1¾)	NA

BUTLER, ALABAMA  
Amdt 1 26MAY16

32°07'N-88°08'W

BUTLER/CHOCTAW COUNTY (Ø9A)

RNAV (GPS) RWY 12

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>82138</b> <b>W30A</b>	APP CRS <b>299°</b>	Rwy Idg TDZE Apt Elev	<b>3638</b> <b>134</b> <b>134</b>
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RNAV (GPS) RWY 30

BUTLER/CHOCTAW COUNTY (Ø9A)

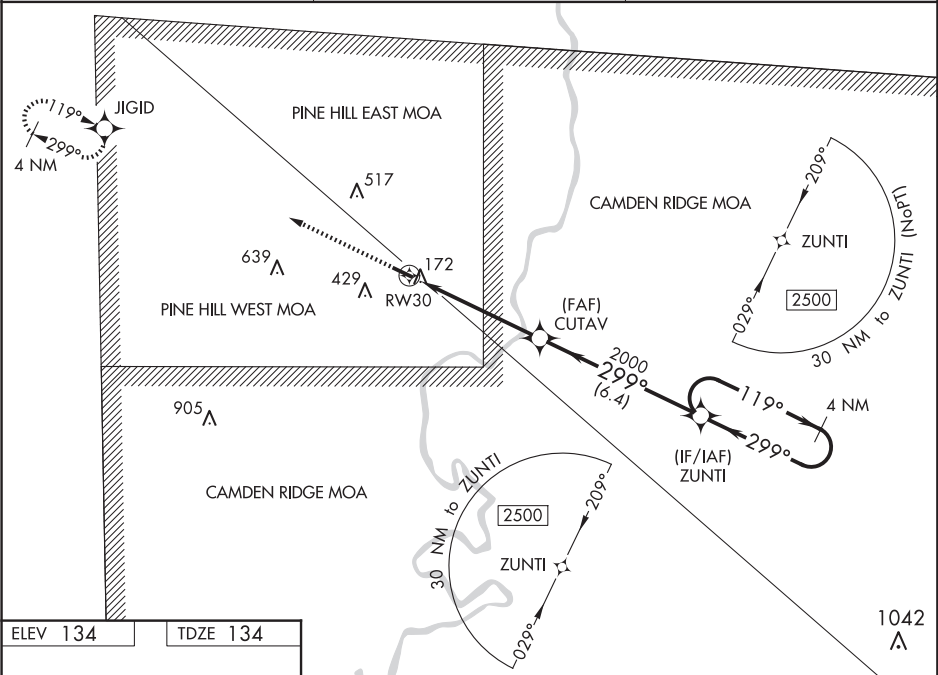
▼

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.  
Procedure NA at night. Use Demopolis altimeter setting; when not received, use Key Fld altimeter setting and increase LPV DA to 497, LNAV/VNAV DA to 487; and increase all MDA 60 feet; increase LPV visibility all Cts ¼ mile and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH:  
Climb to 2500 direct JIGID and hold.

DYA AWOS-3P <b>119.475</b>	MERIDIAN APP CON ★ <b>121.275 348.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 134

TDZE 134

2500

JIGID

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

4 NM Holding Pattern

12

0.4% UP

4082 X 80

299°

30°

CUTAV

2000

299°

119°

2500

GP 3.30° TCH 58

CATEGORY	A	B	C	D
LPV DA	450-1	316 (400-1)		NA
LNAV/VNAV DA	440-1	306 (400-1)		NA
LNAV MDA	580-1	446 (500-1)	580-1⅜ 446 (500-1⅜)	NA
Ⓢ CIRCLING	680-1 546 (600-1)	800-1 666 (700-1)	800-1¾ 666 (700-1¾)	NA

MIRL Rwy 12-30 0

BUTLER, GEORGIA

AL-9845 (FAA)

24361

WAAS CH <b>73033</b> <b>W01A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE <b>659</b> Apt Elev <b>667</b>	<b>5002</b>
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RNAV (GPS) RWY 1

BUTLER MUNI (6A1)

RNP APCH-GPS.

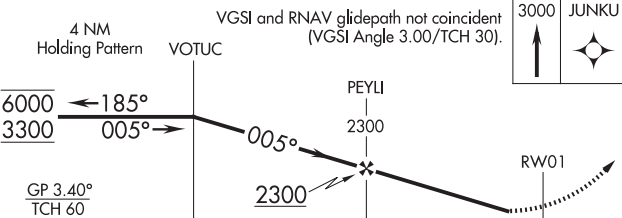
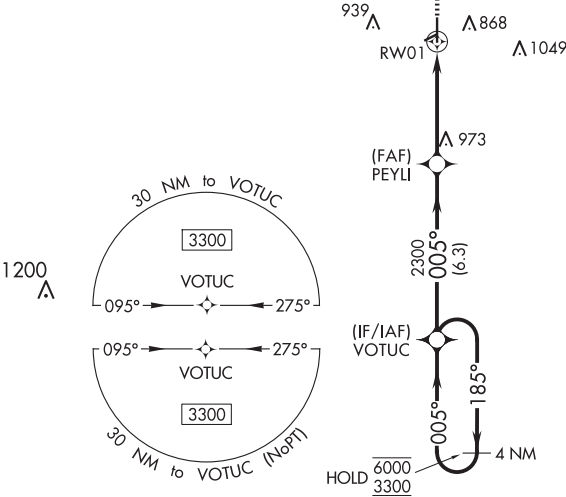
- ⚠ Circling NA to Rwy 6 and 24. Rwy 1 helicopter visibility reduction below 1 SM NA.

⚠ Straight-in Rwy 1 NA at night, Circling Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

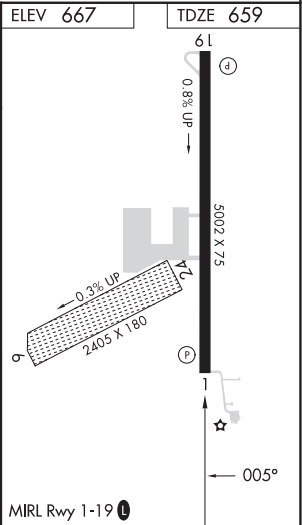
MISSED APPROACH: Climb to 3000 direct JUNKU and hold.

AWOS-3 <b>119.525</b>	ATLANTA APP CON★ <b>124.2 279.6</b>	CTAF <b>122.9</b>
--------------------------	--	----------------------

MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	934-1		275 (300-1)	
LNAV/VNAV DA	1036-1		377 (400-1)	
LNAV MDA	1240-1	581 (600-1)	1240-1¾	581 (600-1¾)
CIRCLING	1240-1	573 (600-1)	1240-1¾	1360-2¼
			573 (600-1¾)	693 (700-2¼)



BUTLER, GEORGIA  
Amdt 2A 23FEB23

32°34'N-84°15'W

BUTLER MUNI (6A1)

RNAV (GPS) RWY 1

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>99733</b> <b>W19A</b>	APP CRS <b>185°</b>	Rwy Idg <b>5002</b> TDZE <b>647</b> Apt Elev <b>667</b>
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RNAV (GPS) RWY 19  
BUTLER MUNI (6A1)

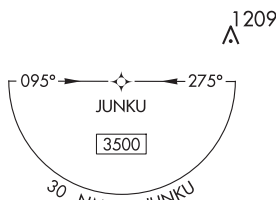
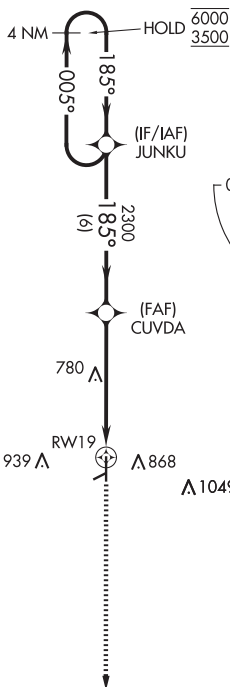
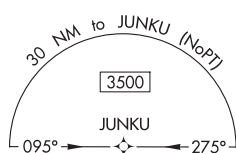
RNP APCH-GPS.

**T** Circling NA to Rwy 6 and 24. Circling to Rwy 1 NA at night. For uncompensated  
**A** Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 3000 direct VOTUC and hold.

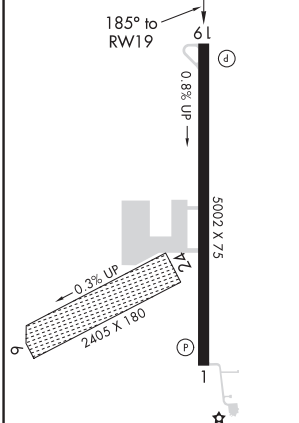
AWOS-3  
119.525



ATLANTA	APP CON ★
124.2	279.6

CTAF  
122.9 L

MISSED APCH FIX  
VOTUC  
005°  
185°  
4 NM

ELEV 667		TDZE 647
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3000	VOTUC
	

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).

\* LNAV only.

\*1.2 NM to

CUVDA

JUNKU 4 NM Holding Pattern

\* 1

RW19

2300

2300	GP 3.00° TCH 40
------	--------------------

CATEGORY		A	B	C	D
LPV	DA	847-1 200 (200-1)			
LNAV/ VNAV	DA	911-1 264 (300-1)			
LNAV	MDA	1040-1 393 (400-1)	1040-1½ 393 (400-1½)		
<b>C</b> CIRCLING		1180-1 513 (600-1)	1240-1½ 573 (600-1½)	1360-2¼ 693 (700-2¼)	

BUTLER, GEORGIA  
Amdt 2B 14JUL22

32°34'N-84°15'W

BUTLER MUNI (6A1)  
RNAV (GPS) RWY 19

FORT NOVOSHEL, ALABAMA

ILS or LOC RWY 6

LOC/DME I-OZR

109.7

Chan 34

APCH CRS

064°

Rwy Idg

4546

TDZE

298

Arprt Elev

301

[USA]

CAIRNS AAF (KOZR)

RADAR or DME required

▼

\*When ALS inop, increase RVR to 40, vis to ¾ mile.

\*\*When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 ¾ miles.

MALSR

A5

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct RRS VORTAC and hold; or when directed by ATC, climb to 800 then climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS	APP CON ★	TOWER ★	GND CON ★	CLNC DEL ★
111.2	021°-120° 125.4 327.125	135.2 (CTAF)	121.9	118.075
316.15	121°-219° 133.75 270.35	248.55	288.25	380.1
	220°-340° 133.45 239.275			
	341°-020° 121.1 319.25			

ENTERPRISE

116.6 EDN

WIREGRASS

111.6 RRS

Chan 53

LOCALIZER

109.7

I-OZR

Chan 34

CAIRNS

111.2 OZR

Chan 49

MSA 25 NM FROM AIRPORT

3000

800

2000

RRS

ELEV

301

TDZE

298

Remain within 10 NM

6000

2000

244°

064°

2000

GS 2.70°

TCH 57

JAMUP

RRS 20.2

I-OZR 6.6

I-OZR 2.4

HAVER

I-OZR 0.9

5.8 NM

CHINOOK HILL PAD

TWR

5025 x 150

546 x 150

36

064°

CATEGORY	A	B	C	D
S-ILS 6 *	498/24 200 (200-½)			
S-LOC 6 **	780/24 482 (500-½)	780/50 482 (500-1)		
CIRCLING	780-1 479 (500-1)	820-1 519 (600-1)	900-1½ 599 (600-1½)	900-2 599 (600-2)

HIRL Rwy 6-24

MIRL Rwy 18-36

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

FORT NOVOSHEL, ALABAMA

31° 17' N-85° 43' W

CAIRNS AAF (KOZR)

Orig 08AUG24

ILS or LOC RWY 6



RNAV (GPS) RWY 6

WAAS  
CH **50537**  
**W06A**

APCH CRS  
**064°**

Rwy Idg  
TDZE  
Arpt Elev

**4546**  
**298**  
**301**

[USA]

CAIRNS AAF (KOZR)

RNP APCH - GPS

▼

\* When ALS inop, increase RVR to 40, vis to 3/4 mile.  
\*\* When ALS inop, increase RVR to 45, vis to 7/8 mile.  
\*\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile;  
CAT CD RVR to 60, vis to 1 1/2 miles.

MALSR

MISSED APPROACH: Climb to 2000 direct ZAKAB and hold.

ATIS  
**111.2**  
**316.15**

APP CON \*

021°-120°  
121°-219°  
341°-020°

**125.4**  
**133.75**  
**121.1**

**327.125**  
**270.35**  
**319.25**

TOWER \*

135.2 (CTAF)  
248.55

GND CON \*

121.9  
288.25

CLNC DEL\*

118.075  
380.1

For uncompensated Baro-VNAV systems,  
LNAV/VNAV NA below -1° C or above 54° C.

Procedure not authorized for arrivals  
at HOUND on V241 NE bound.

846  
▲  
(IAF)  
OPPTO

2000 NoPT  
116°  
(114.6)

MSA RW06 25 NM  

3000

ENTERPRISE  
EDN

2000 190°  
(7.4)

(IF/IAF)  
JONAL

2000 064°  
(6.1)

5 NM  
064°  
230K  
244°  
HOLD 6000  
2000

YOYLU

(FAF)  
JAMUP

2000 064°  
(6.1)

649

2000 301°  
(11.3)

HOUND

556  
▲  
HOLD 6000  
2000

5 NM  
064°  
230K  
244°  
ZAKAB

473  
▲

390  
▲  
RW06

415

522  
▲  
1000

2000

ZAKAB

ELEV 301

TDZE 298

5 NM Holding Pattern

JONAL

JAMUP

YOYLU

RW06

6000  
2000

244°  
064°

2000

1240

1.2 NM to RW06

GP 2.70°  
TCH 57

CATEGORY	A	B	C	D
LPV DA*	498/24	200	(200-1/2)	
LNAV/VNAV DA**	585/24	287	(300-1/2)	
LNAV MDA***	680/24 382 (400-1/2)	680/35 382 (400-3/4)		
CIRCLING	780-1 479 (500-1)	820-1 519 (600-1)	900-1 1/2 599 (600-1 1/2)	900-2 599 (600-2)

CHINOOK  
HILL PAD

390  
▲  
TWR

5025 x

81

150

5025 x

36

064°

A5

HIRL Rwy 6-24  
MIRL Rwy 18-36

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

FORT NOVOSHEL, ALABAMA

31° 17' N-85° 43' W

CAIRNS AAF (KOZR)

Amtd 3 26DEC24

RNAV (GPS) RWY 6

239

FORT NOVOSEL, ALABAMA

RNAV (GPS) RWY 36

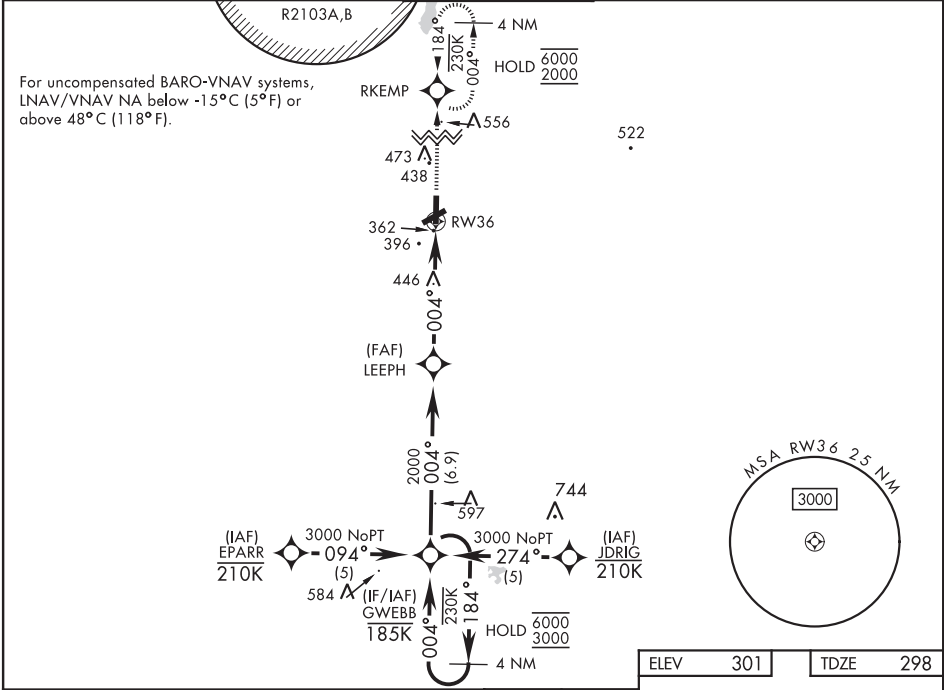
WAAS CH <b>63110</b> <b>W36A</b>	APCH CRS <b>004°</b>	Rwy Idg TDZE Arpt Elev	<b>5025</b> <b>298</b> <b>301</b>
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[USA]

CAIRNS AAF (KOZR)

RNP APCH - GPS	MISSED APPROACH: Climb to 2000 direct RKEMP and hold.
*Circling visibility reduction by helicopters not authorized.	

ATIS <b>111.2</b> <b>316.15</b>	APP CON ★ 021°-120° <b>125.4 327.125</b> 121°-219° <b>133.75 270.35</b> 220°-340° <b>133.45 239.275</b> 341°-020° <b>121.1 319.25</b>	TOWER ★ <b>135.2 (CTAF)</b> <b>248.55</b>	GND CON ★ <b>121.9</b> <b>288.25</b>	CLNC DEL ★ <b>118.075</b> <b>380.1</b>
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4 NM

Holding Pattern

GWEBB

2000

↑

RKEMP

6000

184°

3000

004°

004°

GP 3.00°

TCH 51

2000

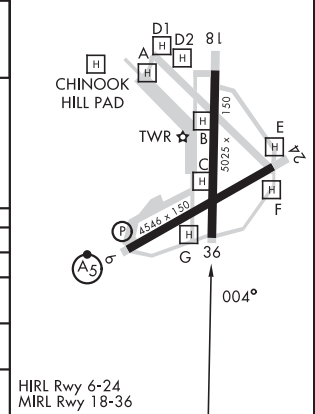
LEEPH

1.2 NM to RW36

RW36

5.1 NM

CATEGORY	A	B	C	D
LPV DA	548-¾	250	(300-¾)	
LNAV/VNAV DA	557-¾	259	(300-¾)	
LNAV MDA	740-1	442 (500-1)	740-1½	442 (500-1½)
CIRCLING*	780-1 479 (500-1)	820-1 519 (600-1)	900-1½ 599 (600-1½)	900-2 599 (600-2)



FORT NOVOSEL, ALABAMA

31° 17'N-85° 43'W

CAIRNS AAF (KOZR)

Amtd 2 26DEC24

RNAV (GPS) RWY 36

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

VOR RWY 6

VOR/DME OZR 111.2 Chan 49	APCH CRS 056°	Rwy Idg TDZE 298 Arprt Elev 301
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[USA]

CAIRNS AAF (KOZR)

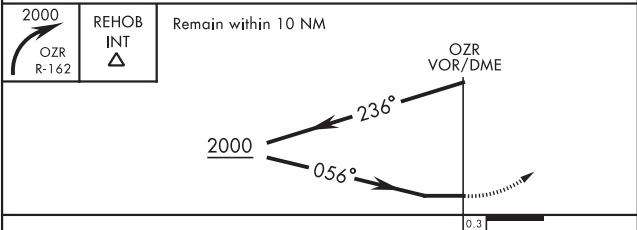
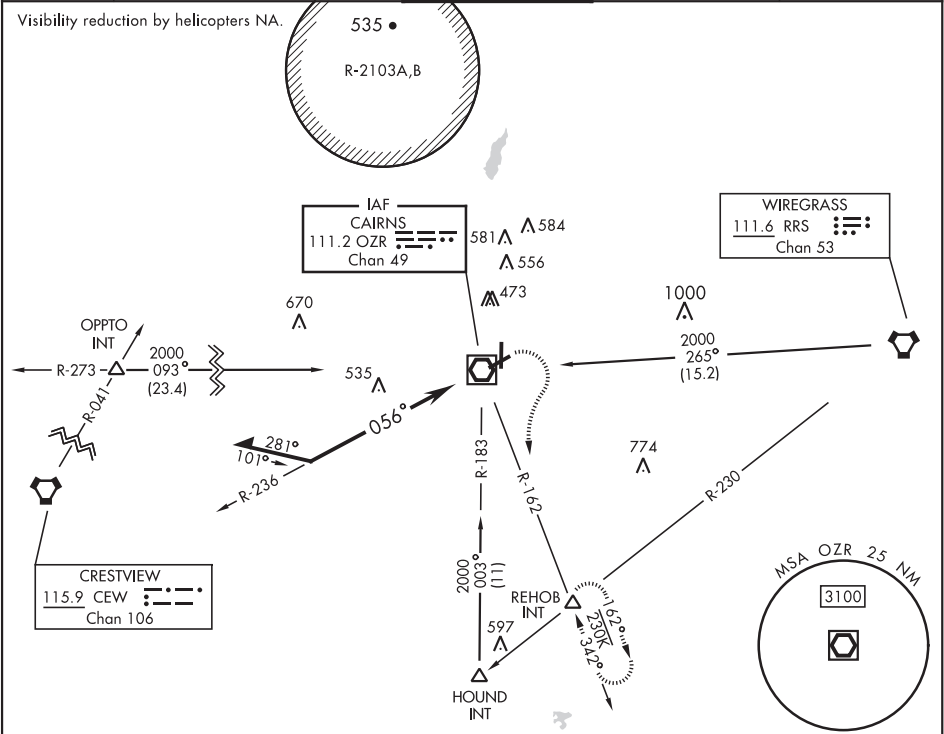
▼ \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1½ miles.  
\*\* Circling to RWY 24 at night not authorized.



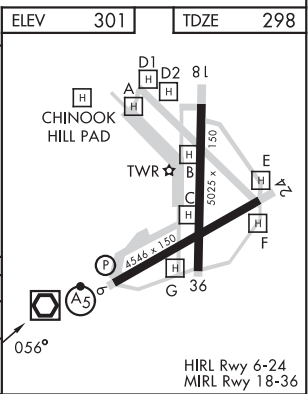
MISSED APPROACH: Climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS 111.2 316.15	APP CON ★ 021°-120° 125.4 327.125 121°-219° 133.75 270.35 220°-340° 133.45 239.275 341°-020° 121.1 319.25	TOWER ★ 135.2 (CTAF) 248.55	GND CON ★ 121.9 288.25	CLNC DEL ★ 118.075 380.1
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Visibility reduction by helicopters NA.



CATEGORY	A	B	C	D
S-6 *	840/24 542 (600-½)	840/60 542 (600-1½)		
CIRCLING **	840-1 539 (600-1)	900-1½ 599 (600-1½)	900-2 599 (600-2)	



VOR RWY 6

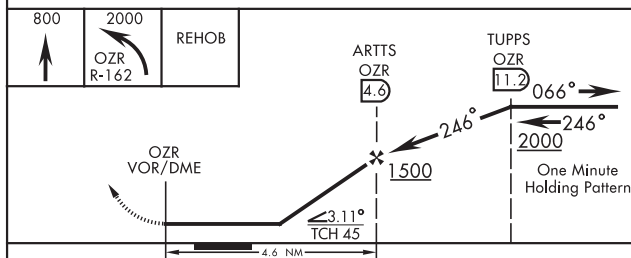
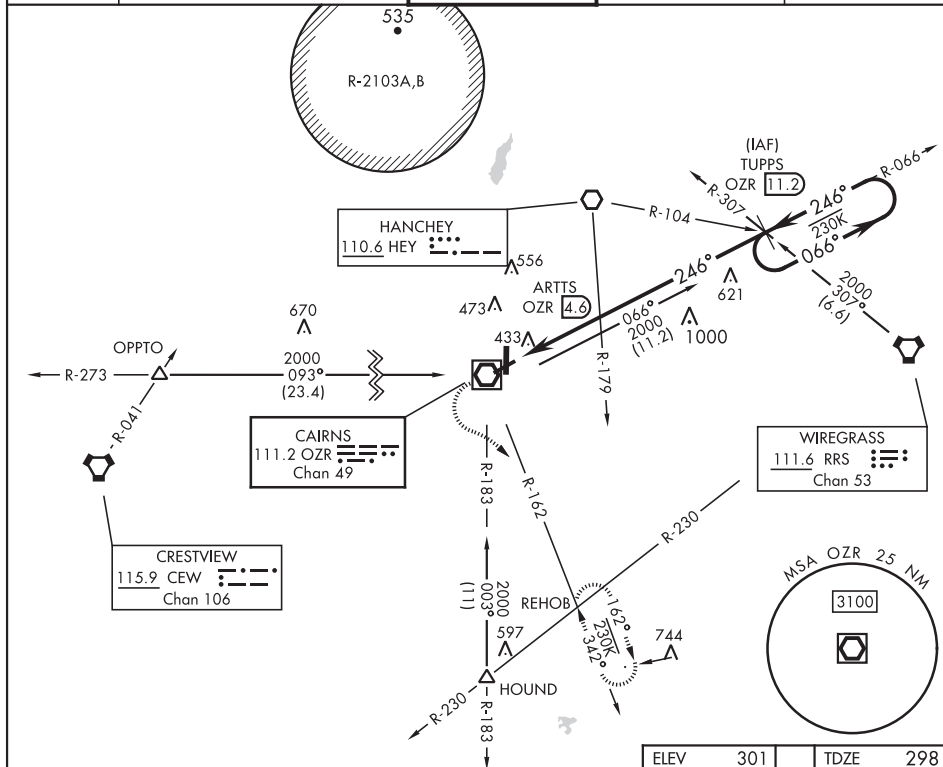
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

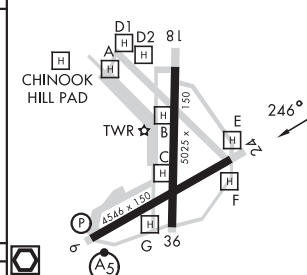
VOR RWY 24

CAIRNS AAF (KOZR)

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climb to 800 then climbing right turn heading 290° to 2000 within 10 NM (RADAR required).

SE-4, 12 JUN 2025 to 07 AUG 2025

ELEV	301		TDZE	298
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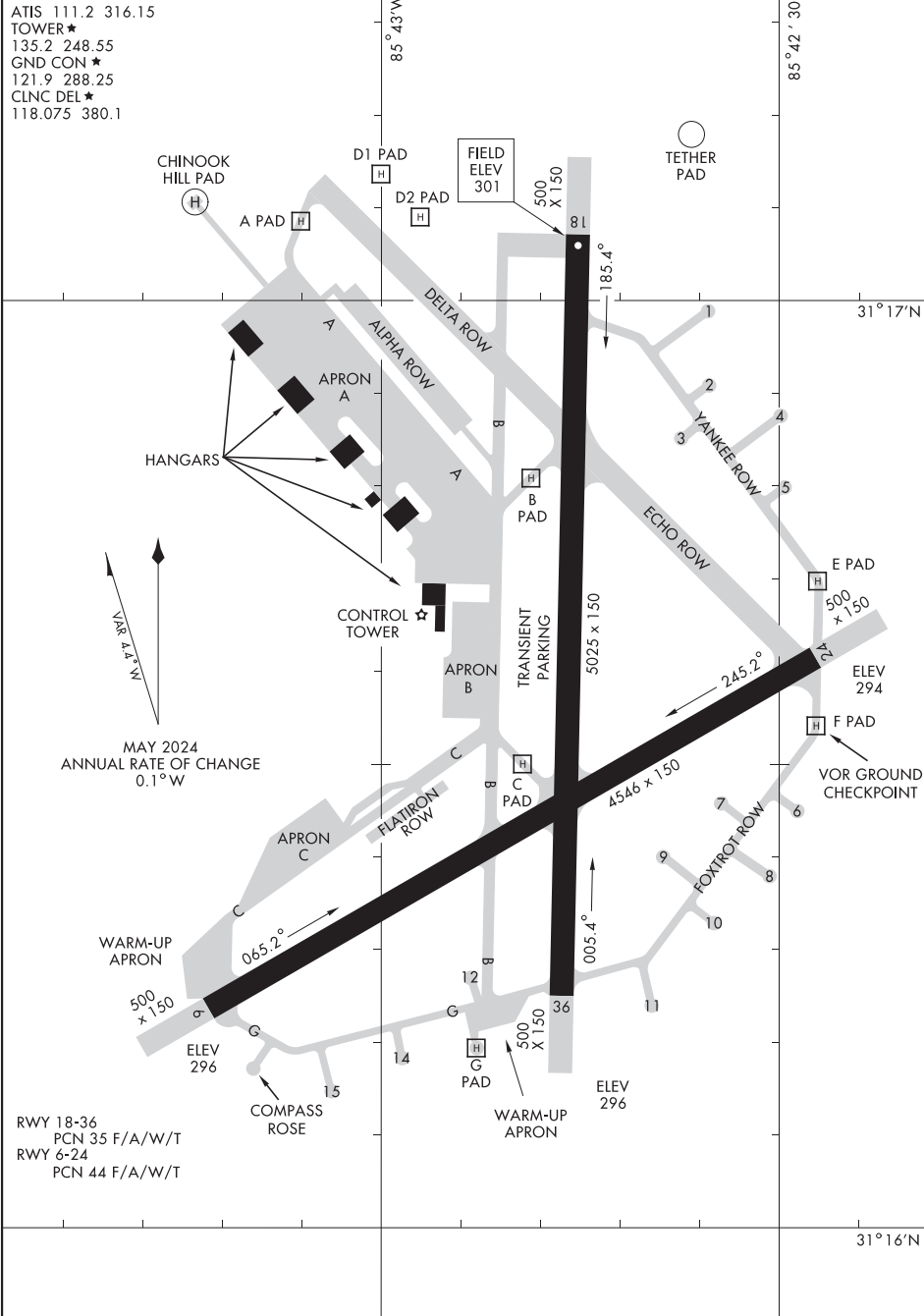


CAIRNS AAF (KOZR)

Amdt 13 13JUL23

VOR RWY 24

SE-4, 12 JUN 2025 to 07 AUG 2025



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

25135

CAIRNS ONE DEPARTURE (RNAV) (OZR1.HOUND)

CAIRNS AAF (KOZR)  
FORT NOVOSEL, ALABAMA

RNAV1 - GPS

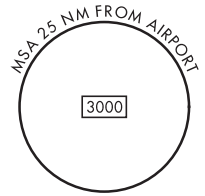
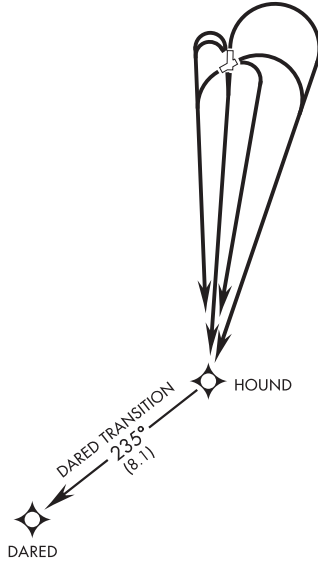
ATIS 111.2 316.15  
CLNC DEL ★  
118.075 380.1  
GND CON ★  
121.9 288.25  
TOWER ★  
135.2 (CTAF) 248.55  
DEP CON ★  
021° - 120° 125.4 327.125  
121° - 219° 133.75 270.35  
220° - 340° 133.45 239.275  
341° - 020° 121.1 319.25  
JACKSONVILLE CENTER  
134.3 322.55

R2103A  
R2103B

[USA]

Remain clear of R2103A and R2103B.

522



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6 or 36: Climbing right turn direct HOUND, thence...

TAKEOFF RWY 18: Climb direct HOUND, thence...

TAKEOFF RWY 24: Climbing left turn direct HOUND, thence...

TAKEOFF PAD CHARLIE: Climb on heading 090° to 400 AGL, then right turn direct HOUND, thence...

TAKEOFF PAD DELTA 1: Climb on heading 330° to 400 AGL, then left turn direct HOUND, thence...

TAKEOFF PAD DELTA 2: Climb on heading 360° to 400 AGL, then right turn direct HOUND, thence...

TAKEOFF PAD GOLF: Climb on heading 180° to 400 AGL, then direct HOUND, thence...

...as assigned. Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

DARED TRANSITION (OZR1.DARED)

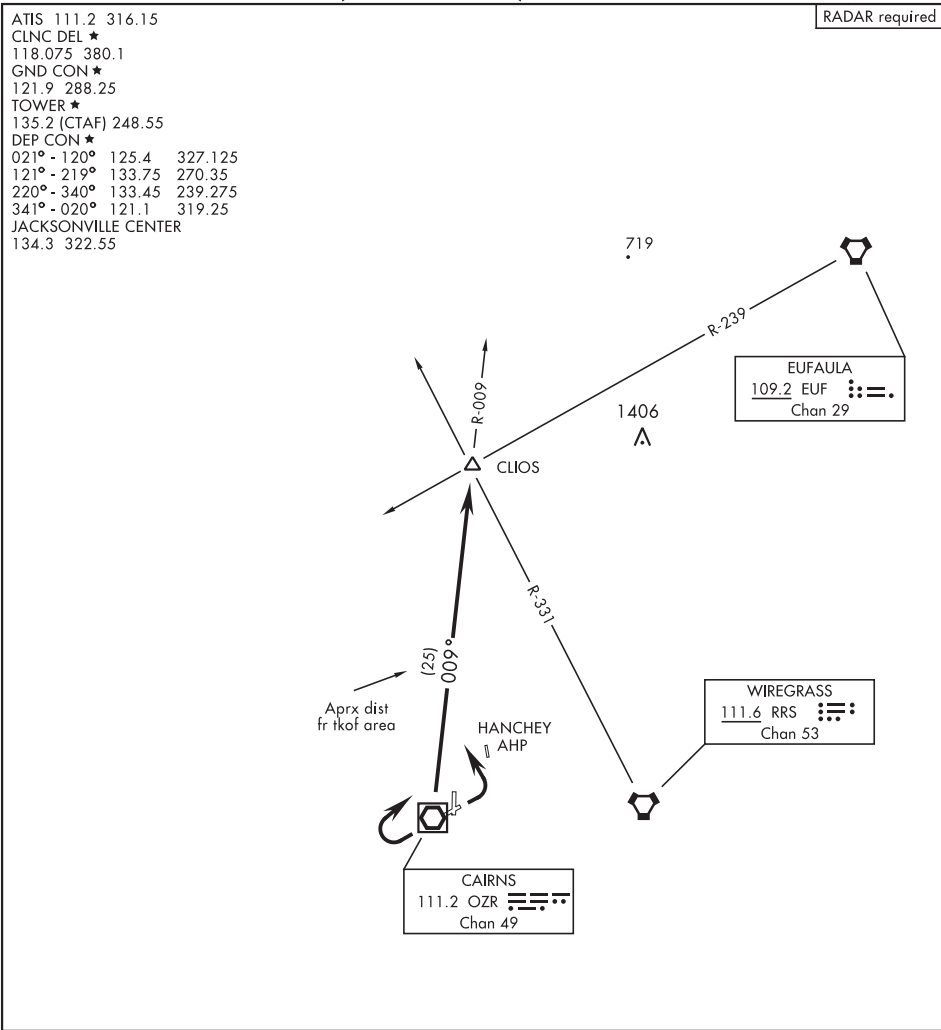
CAIRNS ONE DEPARTURE (RNAV) (OZR1.HOUND)

Orig 17APR25

FORT NOVOSEL, ALABAMA  
CAIRNS AAF (KOZR)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6 or RWY 18: Climbing left turn heading 330°...

TAKEOFF RWY 24: Climbing right turn heading 050°....

TAKEOFF RWY 36: Climb on heading 350°...

TAKEOFF FROM CENTER OF HELIPAD D1: Climb on heading 350°...

TAKEOFF FROM CENTER OF HELIPAD D2: Climb on heading 350°...

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

...intercept OZR VOR/DME R-009 to CLIOS INT.

[USA]

ATIS 111.2 316.15  
CLNC DEL ★  
118.075 380.1  
GND CON ★  
121.9 288.25  
TOWER ★  
135.2 (CTAF) 248.55  
DEP CON ★  
021° - 120° 125.4 327.125  
121° - 219° 133.75 270.35  
220° - 340° 133.45 239.275  
341° - 020° 121.1 319.25  
JACKSONVILLE CENTER  
134.3 322.55

RNAV1- GPS

ENNTT

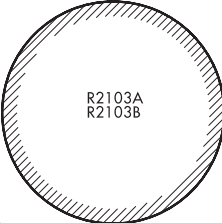


ENNTT TRANSITION  
317°  
(21.4)

HAXES

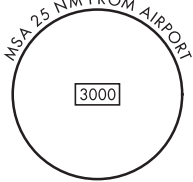


Remain clear of R2103



R2103A  
R2103B

610



3000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6 or 36: Climbing left turn direct HAXES, thence...

TAKEOFF RWY 18 or 24: Climbing right turn direct HAXES, thence...

TAKEOFF PAD ALPHA, DELTA 1 and DELTA 2: Climb on heading 310° to 400 AGL, then direct HAXES, thence...

TAKEOFF PAD CHARLIE: Climb on heading 060° to 400 AGL, then left turn direct HAXES, thence...

TAKEOFF PAD GOLF: Climb on heading 180° to 400 AGL, then right turn direct HAXES, thence...

...as assigned. Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

ENNTT TRANSITION (HAXES1.ENNTT)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

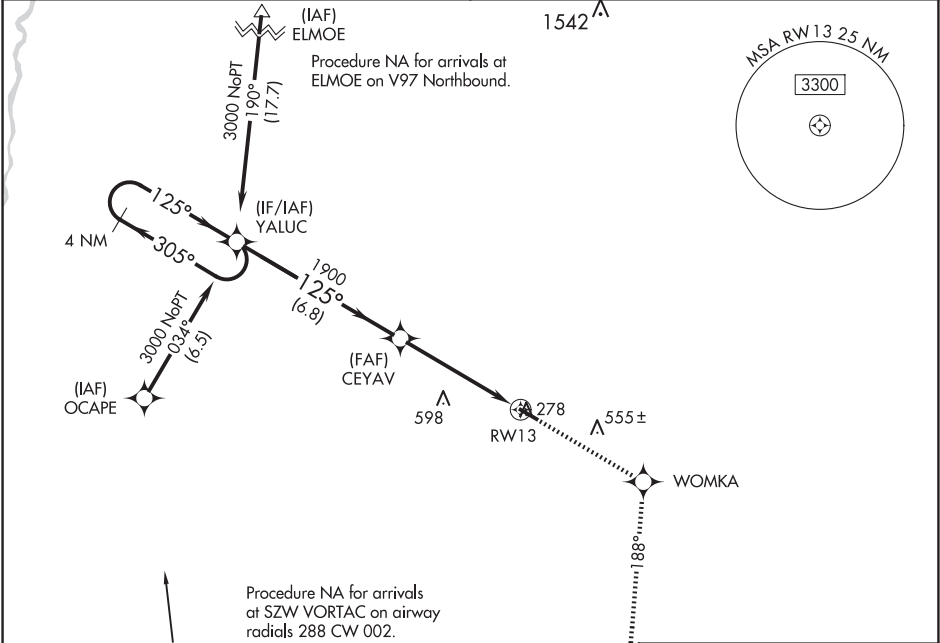


WAAS CH <b>90524</b> <b>W13A</b>	APP CRS <b>125°</b>	Rwy Idg <b>4000</b> TDZE <b>264</b> Apt Elev <b>264</b>
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RNAV (GPS) RWY 13  
CAIRO-GRADY COUNTY (70J)

<p><b>▽</b> DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Moultrie altimeter setting, when not received, use Tallahassee Intl altimeter setting and increase all MDA 60 feet; increase LP and LNAV Cats C/D visibility 1/4 SM and increase Circling Cats C/D visibility 1/4 SM. Night landing: Rwy 13 NA.</p>	<p><b>MISSED APPROACH:</b> Climb to 3000 direct WOMKA and on track 188° to LLOYD and hold.</p>
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TALLAHASSEE APP CON★ <b>128.7 254.3</b>	UNICOM <b>122.7 (CTAF)</b>
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SEMINOLE SZW

3000  
357°  
(20.6)

MISSED APCH FIX

4 NM

088°

268°

LLOYD

ELEV 264	TDZE 264
----------	----------

4 NM Holding Pattern

Visual segment - obstacles.

3000 WOMKA tr 188° LLOYD

YALUC

CEYAV

RW13

1900

6.8 NM

5 NM

3000

305°

125°

125°

125° to RW13

4000 X 75

0.7% UP

13

CATEGORY	A	B	C	D
LP MDA	860-1	596 (600-1)	860-1 <sup>3</sup> / <sub>4</sub>	596 (600-1 <sup>3</sup> / <sub>4</sub> )
LNAV MDA	860-1	596 (600-1)	860-1 <sup>3</sup> / <sub>4</sub>	596 (600-1 <sup>3</sup> / <sub>4</sub> )
CIRCLING	860-1	596 (600-1)	1020-2 <sup>1</sup> / <sub>4</sub> 756 (800-2 <sup>1</sup> / <sub>4</sub> )	1020-2 <sup>1</sup> / <sub>2</sub> 756 (800-2 <sup>1</sup> / <sub>2</sub> )

MIRL Rwy 13-31

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



NDB	CYR	APP	CRS	Rwy Idg	<b>4000</b>
				TDZE	<b>264</b>
				Apt Elev	<b>264</b>

NDB RWY 13

CAIRO-GRADY COUNTY (70J)

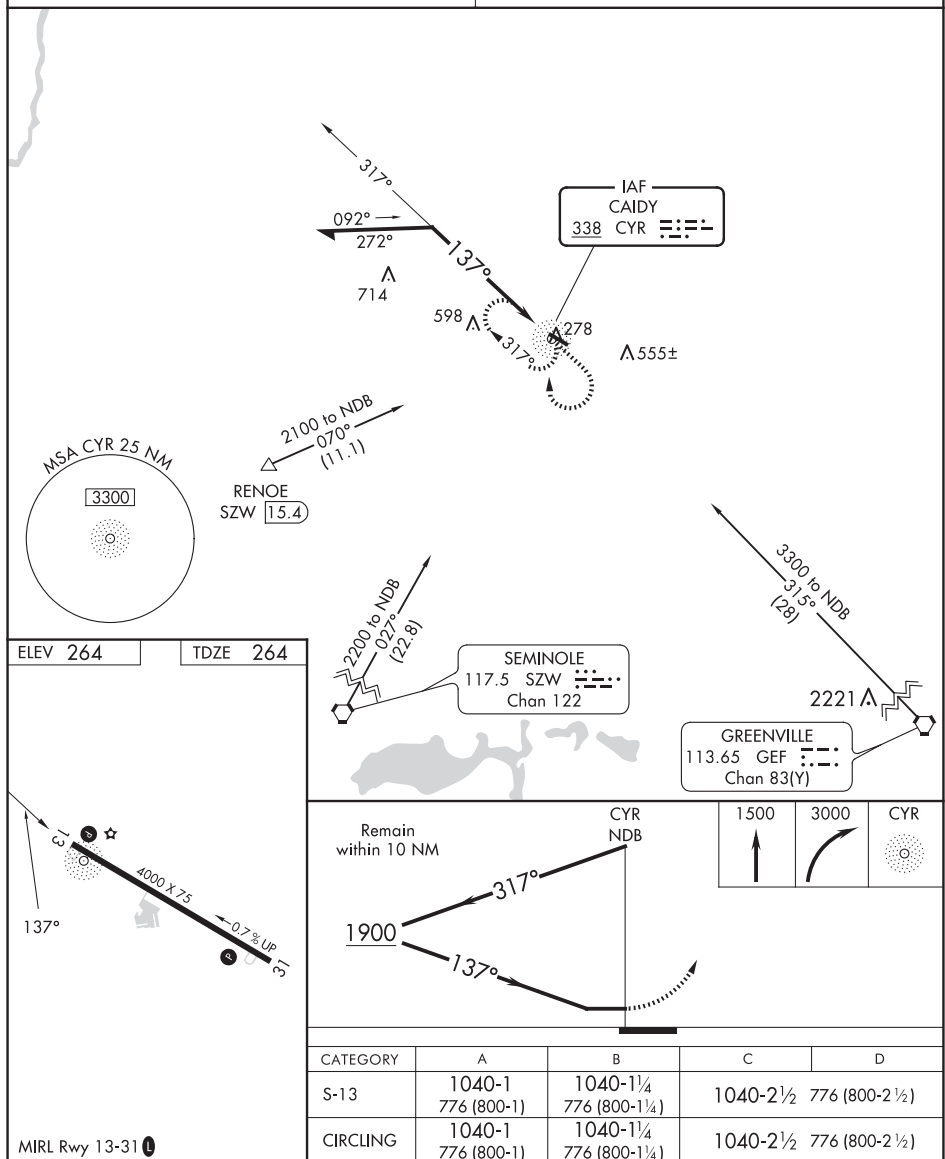
**T** Visibility reduction by helicopters NA. Use Moultrie altimeter setting, when not received use Tallahassee Intl altimeter setting and increase all MDAs 60 feet and Circling Cat A and D visibility  $\frac{1}{4}$  mile.

**A** NA Straight-in/Circling to Rwy 13 NA at night.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct CYR NDB and hold, continue climb-in-hold to 3000.

TALLAHASSEE APP CON★  
128.7 254.3

UNICOM  
122.7 (CTAF) **L**



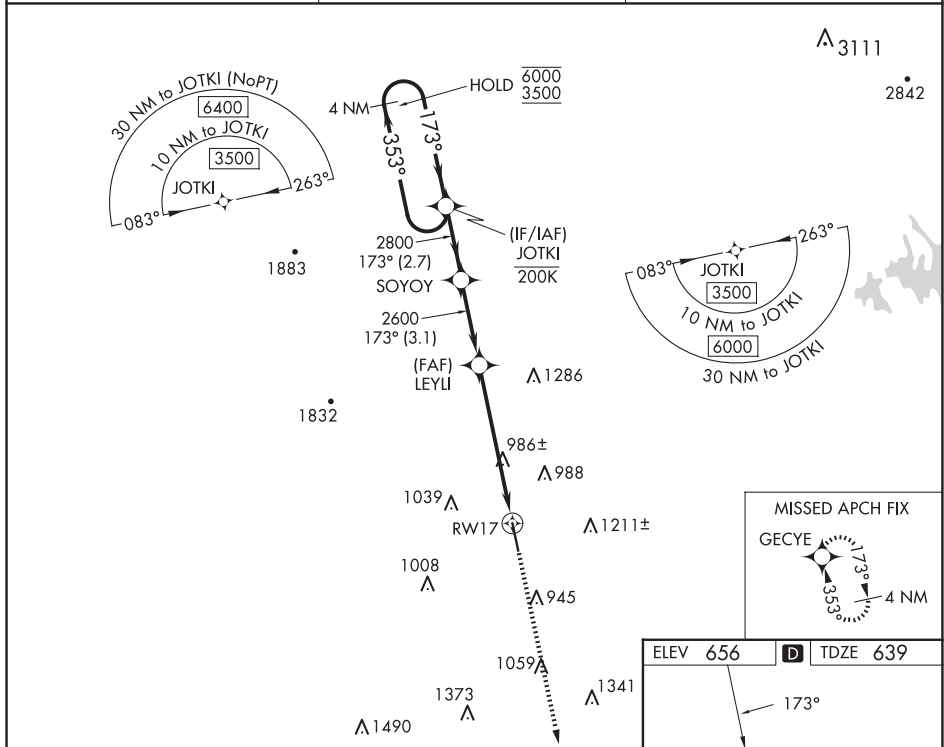
WAAS CH <b>65636</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE <b>639</b> Apt Elev <b>656</b>	<b>6034</b>
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# RNAV (GPS) RWY 17

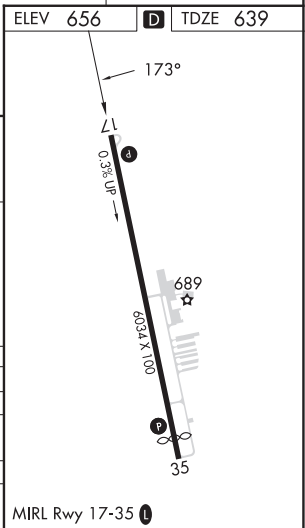
TOM B DAVID FLD (CZL)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2800 direct GECYE and hold.
▼ Rwy 17 helicopter visibility reduction below ¾ SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3PT <b>119.975</b>	ATLANTA CENTER <b>124.5 270.325</b>	UNICOM <b>122.8 (CTAF) 0</b>
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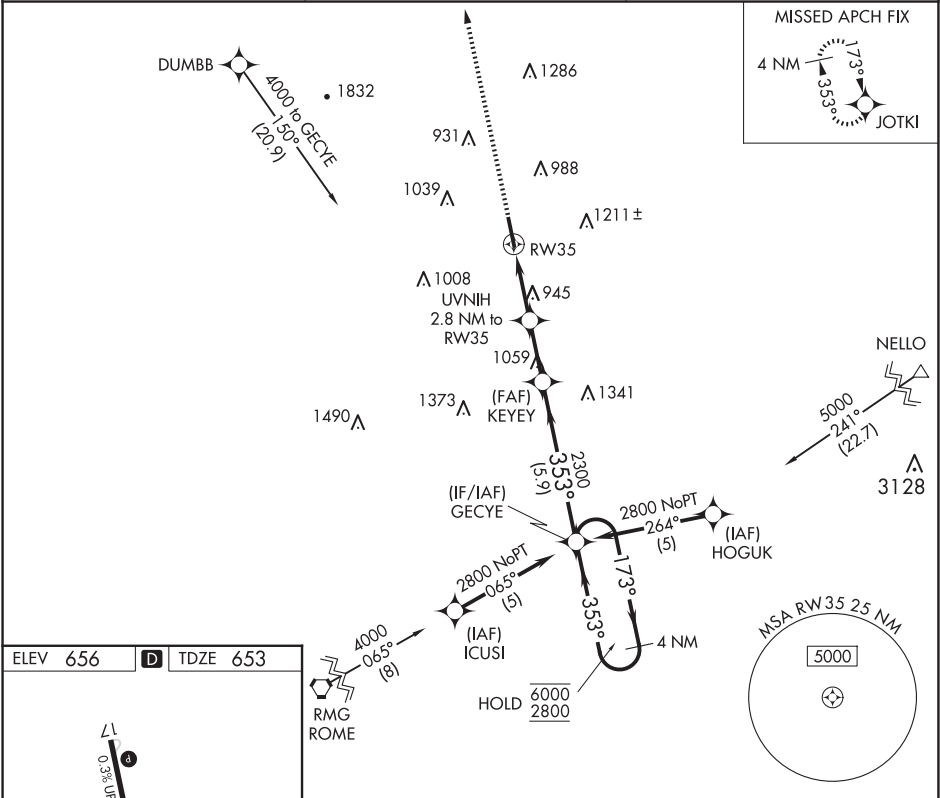


4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 44).		2800	GECYE
JOTKI		SOYOY		2600	LEyli
6000 3500		173°		2600	2600
GP 3.10° TCH 60		173°		2600	2600
2.7 NM		3.1 NM		4.5 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA	930-1		291 (300-1)		
LNAV/VNAV DA	1101-1¾		462 (500-1¾)		
LNAV MDA	1240-1	601 (600-1)	1240-1¾	601 (600-1¾)	
CIRCLING	1320-1	664 (700-1)	1580-2¾	1580-3	
			924 (1000-2¾)	924 (1000-3)	



RNP APCH - GPS.	MISSED APPROACH: Climb to 3500 direct JOTKI and hold.
<div>▼ ▲</div> Rwy 35 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 119.975	ATLANTA CENTER 124.5 270.325	UNICOM 122.8 (CTAF) <b>0</b>
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MRL Rwy 17-35

3500 ↑	JOTKI ✦	Visual Segment - Obstacles.		4 NM Holding Pattern	
RW35 2.8 2.3 NM 5.9 NM		UVNIH 2.8 NM to RW35 KEYEY GECYE 173° → 6000 ← 353° 2800 2300 1580			
CATEGORY	A	B	C	D	
LNAV MDA	1200-1	547 (600-1)	1200-1½	547 (600-1½)	
<b>C</b> CIRCLING	1320-1	664 (700-1)	1580-2¾ 924 (1000-2¾)	1580-3 924 (1000-3)	

CAMDEN, ALABAMA

AL-10181 (FAA)

25163

APP CRS	Rwy Idg	<b>4303</b>
<b>182°</b>	TDZE	<b>143</b>
	Apt Elev	<b>143</b>

# RNAV (GPS) RWY 18

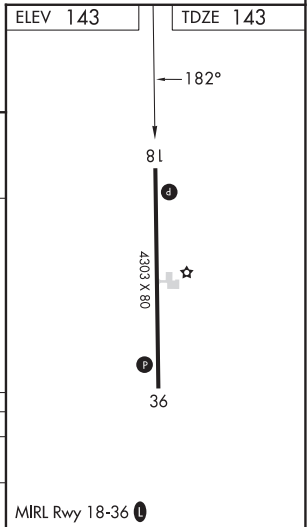
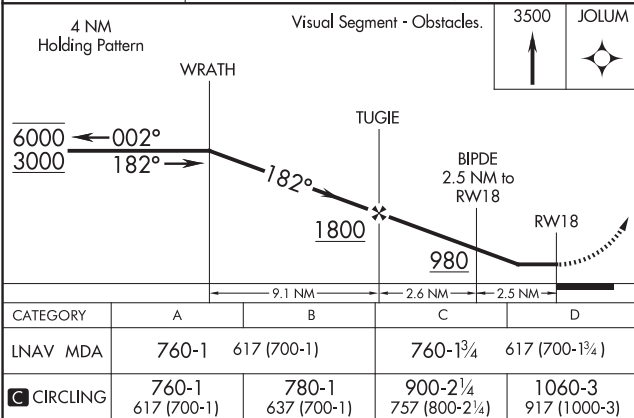
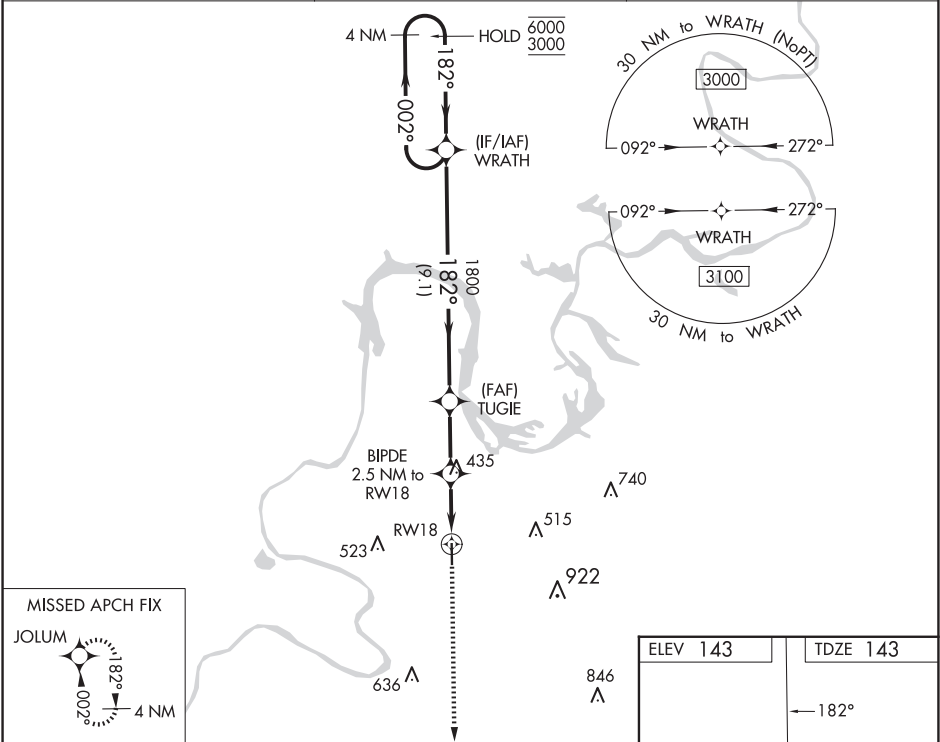
CAMDEN MUNI (61A)

RNP APCH - GPS.

- Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
- NA Use SEM altimeter setting; when not received, use A08 altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3500 direct JOLUM and hold, continue climb-in-hold to 3500.

SEM AWOS-3PT <b>119.15</b>	ATLANTA CENTER <b>120.55 270.25</b>	CTAF <b>122.9 0</b>
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CAMDEN, ALABAMA  
Orig-A 12JUN25

31°59'N-87°20'W

CAMDEN MUNI (61A)  
RNAV (GPS) RWY 18

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

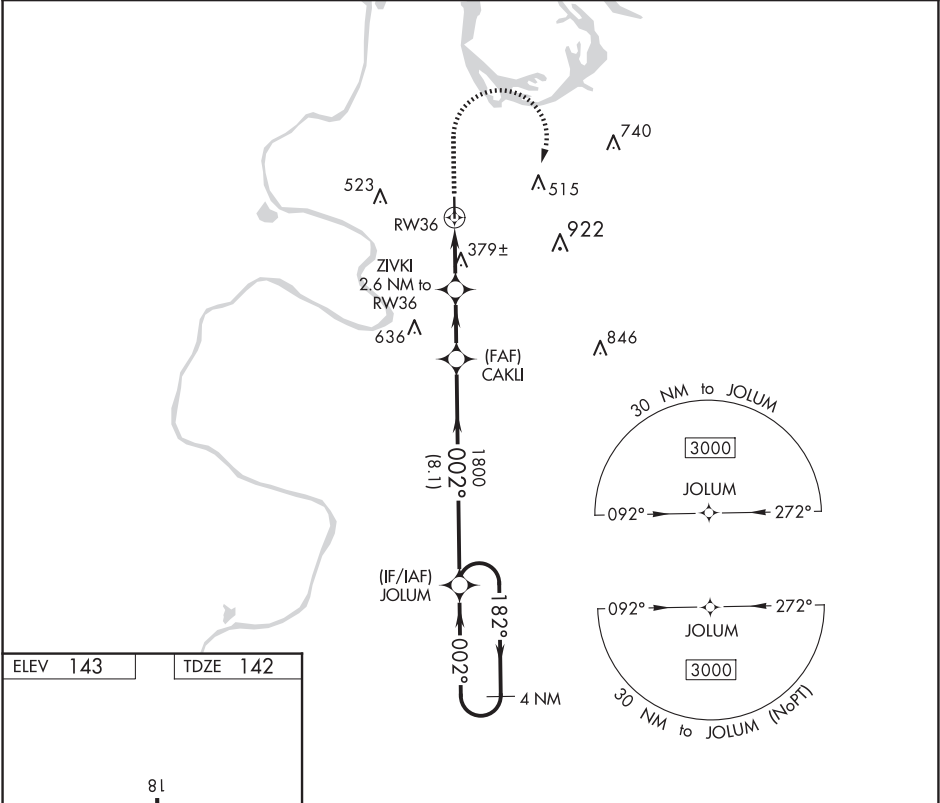
▼

NA

Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.  
Procedure NA at night. Use Selma altimeter setting; when not received, use Marion altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 900 then climbing right turn to 3500 direct JOLUM and hold.

SEM AWOS-3PT 119.15	ATLANTA CENTER 120.55 270.25	CTAF 122.9 0
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ELEV 143

TDZE 142

81

4303 X 80

36

002° to RWY 36

900

3500

JOLUM

Visual Segment - Obstacles.

4 NM Holding Pattern

RWY 36

ZIVKI 2.6 NM to RWY 36

CAKLI

1000

1800

002°

182°

3000

2.6 NM

2.5 NM

8.1 NM

CATEGORY	A	B	C	D
LNAV MDA	700-1	558 (600-1)	700-1½	558 (600-1½)
CIRCLING	720-1 577 (600-1)	780-1 637 (700-1)	900-2¼ 757 (800-2¼)	1060-3 917 (1000-3)

CAMILLA, GEORGIA

AL-6423 (FAA)

23054

WAAS CH <b>40033</b> <b>W08A</b>	APP CRS <b>084°</b>	Rwy Idg TDZE <b>170</b> Apt Elev <b>176</b>	<b>5004</b>
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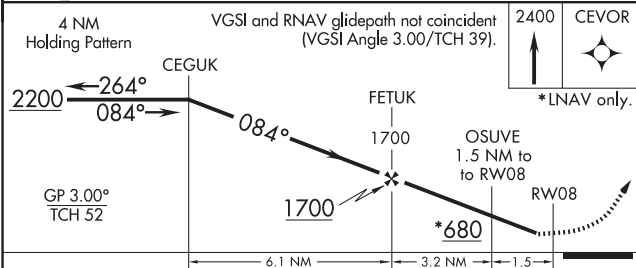
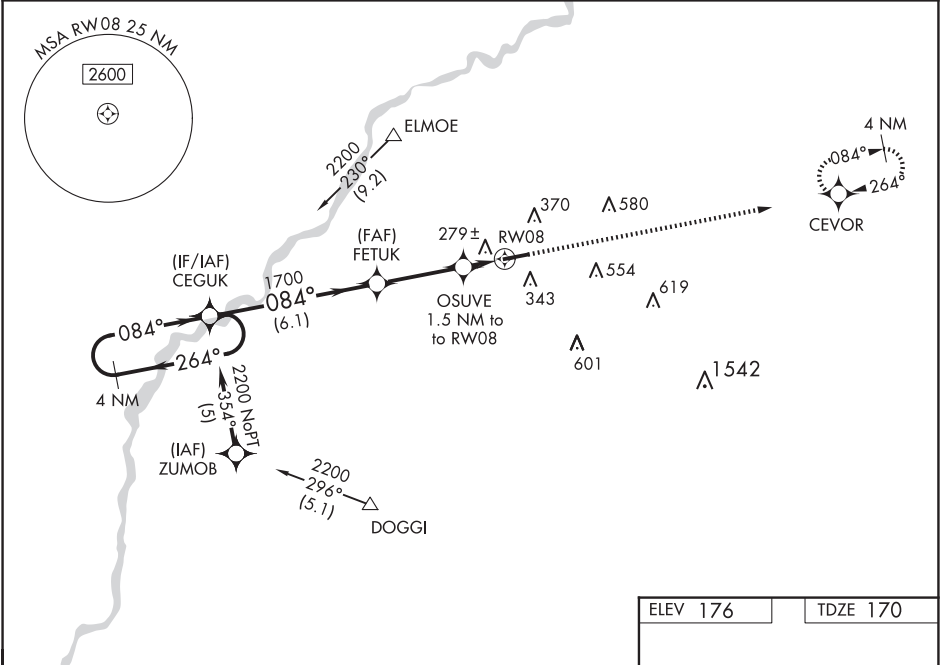
RNAV (GPS) RWY 8

CAMILLA-MITCHELL COUNTY (CXU)

**⚠** Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albany altimeter setting and increase LPV DA to 513 feet; increase LNAV/VNAV DA to 623 feet; increase all MDAs 60 feet and LNAV Cats C/D and Circling Cat D visibility ¼ SM.

**MISSED APPROACH:**  
Climb to 2400 direct CEVOR and hold.

AWOS-3T <b>118.675</b>	JACKSONVILLE CENTER <b>125.75 363.075</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV 176	TDZE 170
REIL Rwy 8 and 26 <b>0</b> MIRL Rwy 8-26 <b>0</b>	

CATEGORY	A	B	C	D
LPV DA		465-1	295 (300-1)	
LNAV/VNAV DA		575-1 3/8	405 (400-1 3/8)	
LNAV MDA		540-1	370 (400-1)	
CIRCLING	720-1 544 (600-1)	760-1 584 (600-1)	920-2 1/4 744 (800-2 1/4)	940-2 1/2 764 (800-2 1/2)

CAMILLA, GEORGIA  
Amdt 1C 21APR22

31°13'N-84°14'W

CAMILLA-MITCHELL COUNTY (CXU)  
RNAV (GPS) RWY 8

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025





CANON, GEORGIA

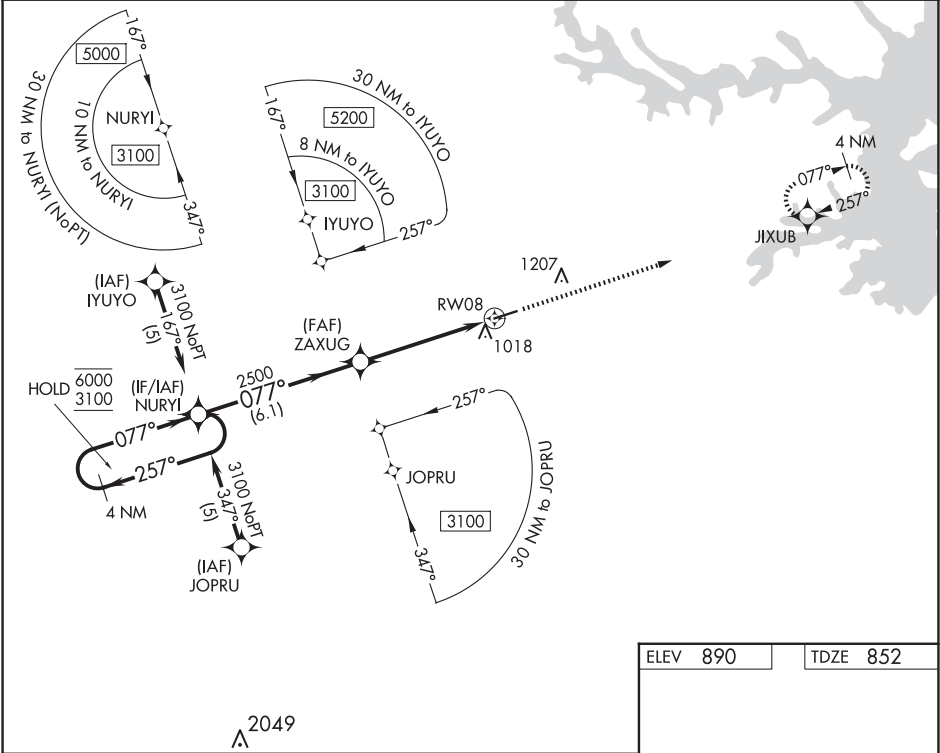
AL-9835 (FAA)

24137

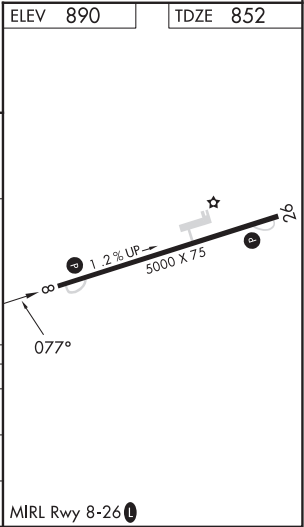
WAAS CH <b>69308</b> <b>W08A</b>	APP CRS <b>077°</b>	Rwy Idg TDZE <b>852</b> Apt Elev <b>890</b>	<b>5000</b>
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**RNAV (GPS) RWY 8**  
FRANKLIN-HART (18A)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct JIXUB and hold.
Procedure NA at night.		
AWOS-3PT 118.625	ATLANTA CENTER 127.5 316.05	CTAF 122.9 0



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).		3000	JIXUB
6000 3100		NURYI		ZAXUG	
GP 3.00° TCH 40		077°		2500	
		6.1 NM		3.6 NM	
		1.5 NM		RWY 8	
CATEGORY	A	B	C	D	
LPV DA	1202-1 350 (400-1)				
LNAV MDA	1320-1 468 (500-1)		1320-1 3/8 468 (500-1 3/8)		
CIRCLING	1380-1 490 (500-1)		1520-1 3/4 630 (700-1 3/4)		1580-2 1/4 690 (700-2 1/4)



CANON, GEORGIA  
Orig-C 21MAR24

34°20'N-83°08'W

FRANKLIN-HART (18A)  
**RNAV (GPS) RWY 8**

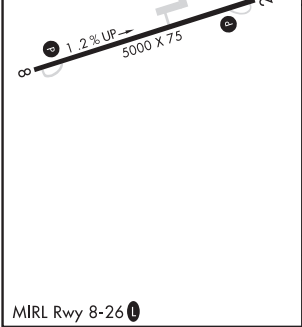
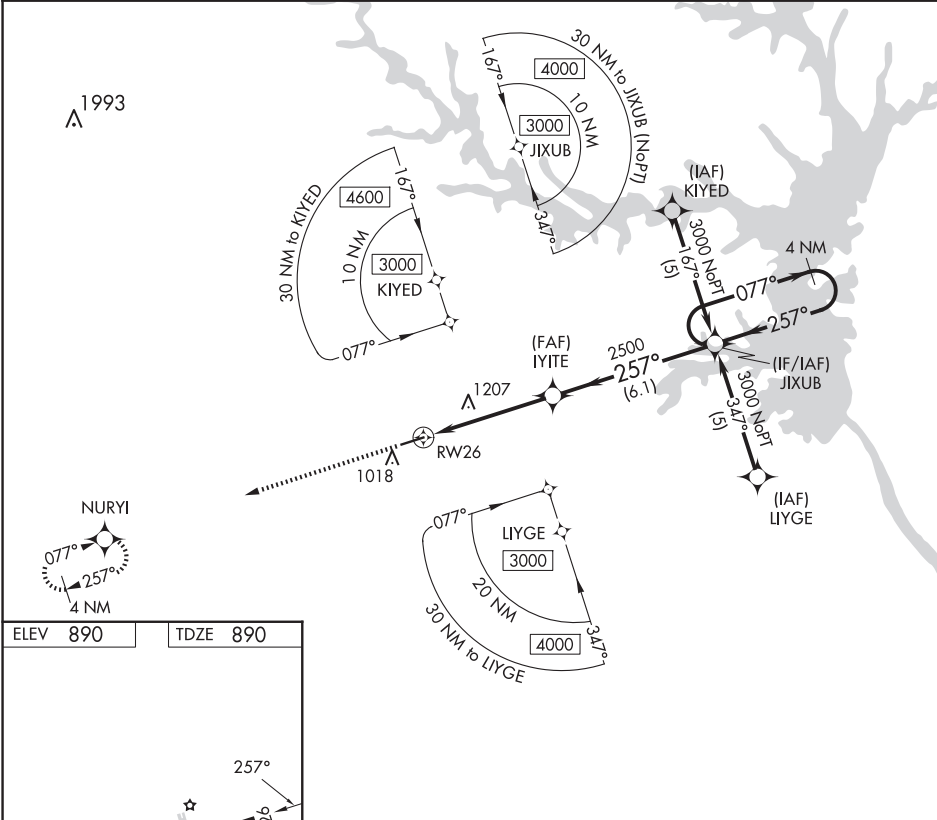
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5000
257°	TDZE	890
	Apt Elev	890

RNAV (GPS) RWY 26  
FRANKLIN-HART (18A)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct NURYI and hold.
When local altimeter setting not received, use Toccoa altimeter setting. Rwy 26 helicopter visibility reduction below ¾ SM NA.		
AWOS-3PT 118.625	ATLANTA CENTER 127.5 316.05	CTAF 122.9



3000	NURYI	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 23).		4 NM
				Holding Pattern
		1.8 NM to RW26	3.04° TCH 40	
		1.8	3.1 NM	6.1 NM
CATEGORY	A	B	C	D
LNAV MDA	1520-1	630 (700-1)	1520-1¾ 630 (700-1¾)	1520-2 630 (700-2)

CANTON, GEORGIA

AL-6949 (FAA)

24249

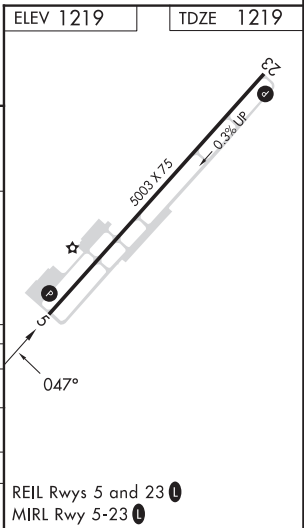
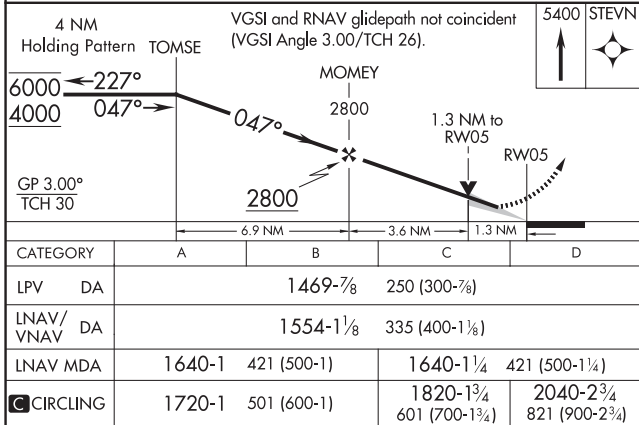
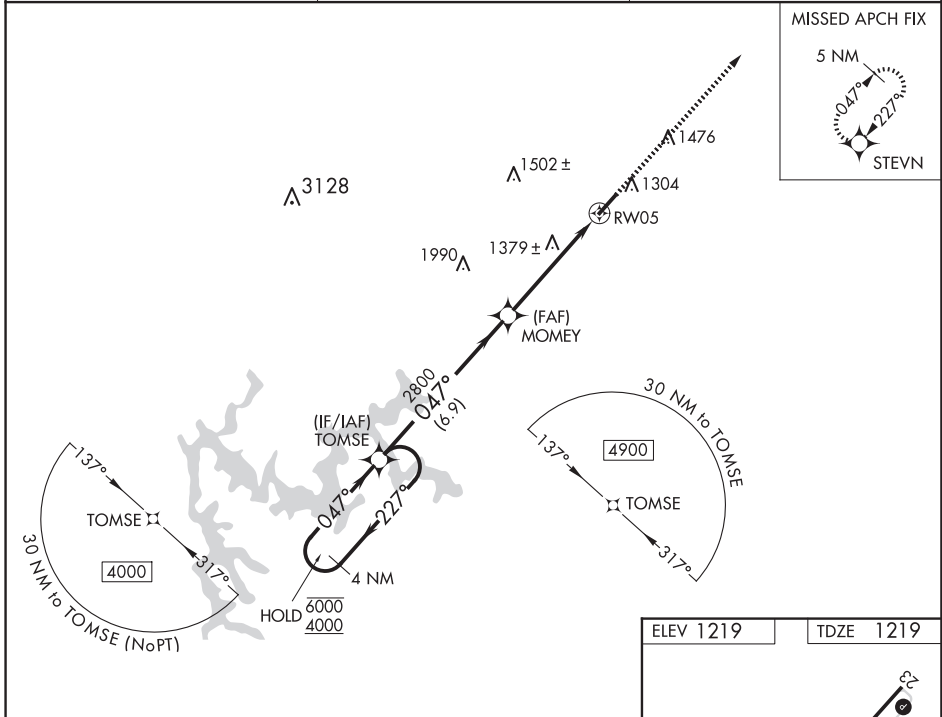
WAAS CH <b>56605</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy Idg TDZE <b>1219</b> Apt Elev <b>1219</b>
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# RNAV (GPS) RWY 5

CHEROKEE COUNTY RGNL (CNI)

RNP APCH-GPS.	MISSED APPROACH: Climb to 5400 direct STEVN and hold, continue climb-in-hold to 5400.
Circling Rwy 23 NA at night.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C.	

AWOS-3PT <b>119.825</b>	ATLANTA APP CON <b>121.0 268.7</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CANTON, GEORGIA  
Amdt 1E 05SEP24

34°19'N-84°25'W

CHEROKEE COUNTY RGNL (CNI)  
RNAV (GPS) RWY 5

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

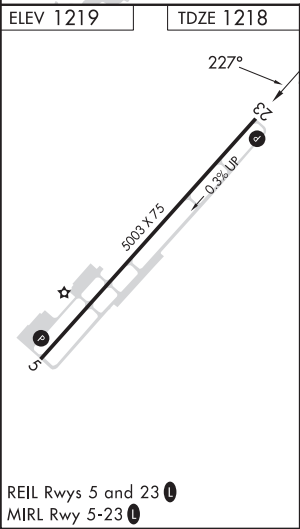
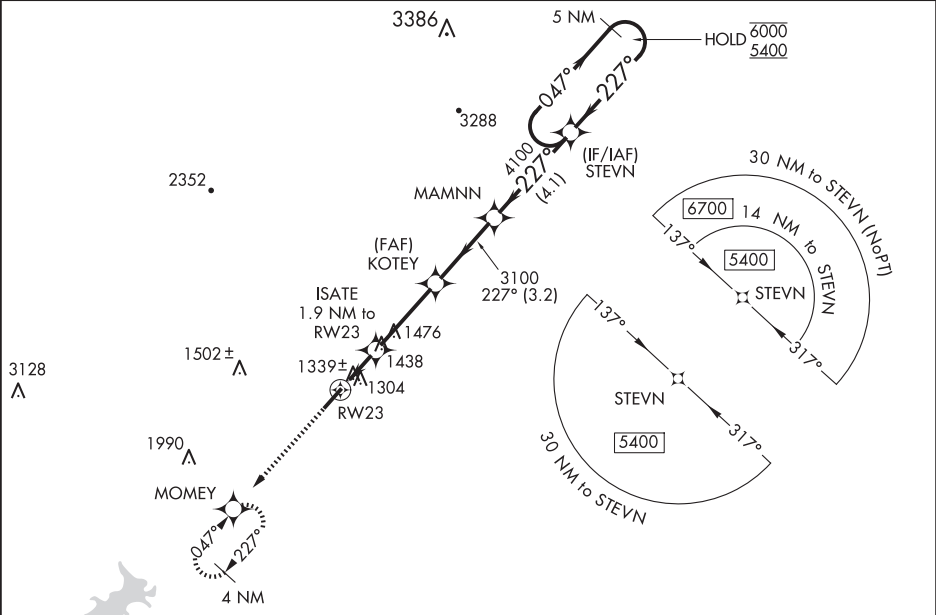
WAAS CH <b>65923</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy Idg TDZE <b>1218</b> Apt Elev <b>1219</b>
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RNAV (GPS) RWY 23

CHEROKEE COUNTY RGNL (CNI)

RNP APCH-GPS.	MISSED APPROACH: Climb to 4000 direct MOMEY and hold, continue climb-in-hold to 4000.
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AWOS-3PT <b>119.825</b>	ATLANTA APP CON <b>121.0 268.7</b>	UNICOM <b>123.0 (CTAF)</b>
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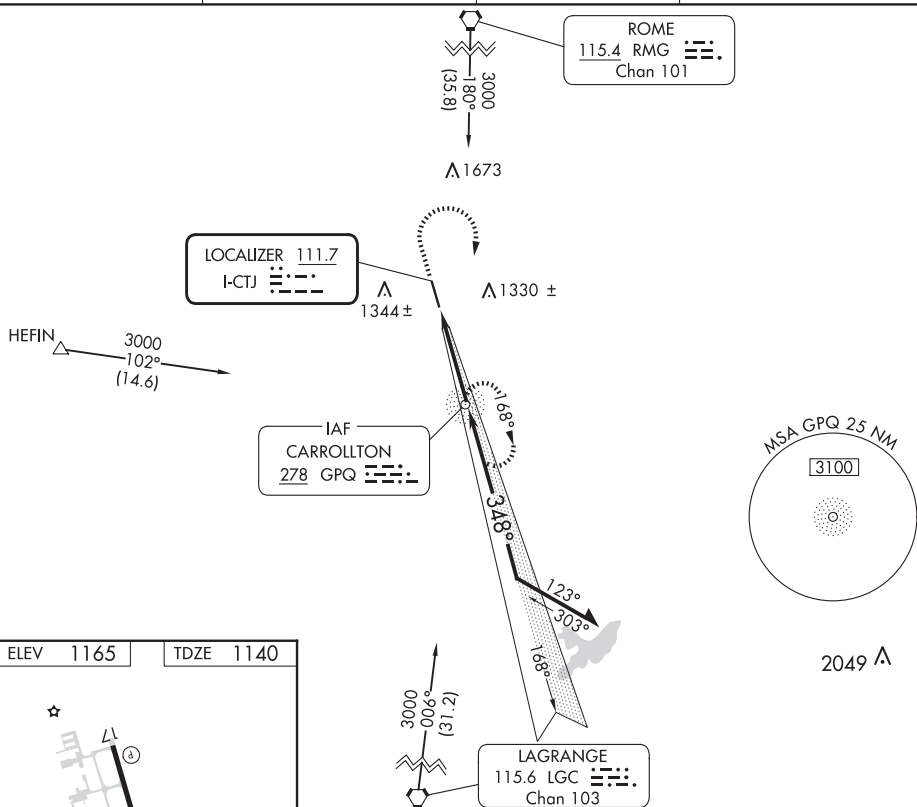
ELEV 1219		TDZE 1218	
4000		MOMEY	
↑		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).	
5 NM Holding Pattern		5 NM	
ISATE 1.9 NM to RW23		KOTEY	
RW23		MAMNN	
1920		3100	
1.9 NM		3.2 NM	
3.47° TCH 30		4100	
3.2 NM		4.1 NM	
CATEGORY	A	B	C
LP MDA	1600-1	382 (400-1)	1600-1 1/8 382 (400-1 1/8)
LNAV MDA	1740-1	522 (600-1)	1740-1 5/8 522 (600-1 5/8)
CIRCLING	1740-1	521 (600-1)	1820-1 3/4 601 (700-1 3/4)

ILS or LOC RWY 35  
WEST GEORGIA RGNL/O V GRAY FLD (CTJ)

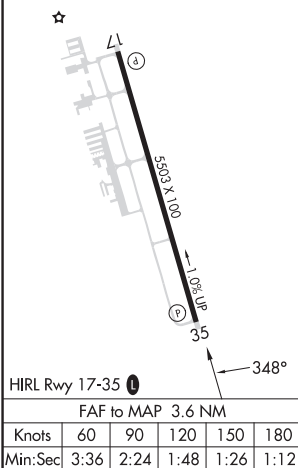
**T**  
**A** NA When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase DA to 1430 feet and all visibilities  $\frac{1}{4}$  SM; increase all MDAs 100 feet and visibility Cat C and D visibility  $\frac{1}{2}$  SM.

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 3000 direct GPQ NDB and hold.

UNICOM  
122.975 (CTAF) **L**



TDZE 1140



CATEGORY	A	B	C	D
S-ILS 35		1340- $\frac{3}{4}$	200 (200- $\frac{3}{4}$ )	
S-LOC 35		1480-1	340 (400-1)	
CIRCLING	1660-1 495 (500-1)	1700-1 535 (600-1)	1880-2 715 (800-2)	2000-2 $\frac{3}{4}$ 835 (900-2 $\frac{3}{4}$ )

WEST GEORGIA RGNL/O V GRAY FLD (CT.J)

33°38'N-85°09'W

ILS or LOC RWY 35

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS  
**168°**

Rwy Idg  
TDZE **1164**  
Apt Elev **1165**

**RNAV (GPS) RWY 17**

WEST GEORGIA RGNL/O V GRAY FLD (CTJ)

▼

⚠

When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase all MDAs 100 feet and visibility Cat C ½ SM and Cat D ¼ SM. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3200 direct JUGIL and hold.

AWOS-3 <b>118.175</b>	ATLANTA APP CON <b>121.0 268.7</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.975 (CTAF) 0</b>
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4 NM Holding Pattern

3200

348°

168°

WALIG

HATIV

2900

3.04° TCH 45

PEYTI 2 NM to RW17

RW17

\*1860

6.1 NM

3.2 NM

2 NM

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 56).

3200

JUGIL

\*1960 when using Newnan Coweta County altimeter setting.

CATEGORY	A	B	C	D
LNAV MDA	1640-1	476 (500-1)	1640-1¼ 476 (500-1¼)	1640-1½ 476 (500-1½)
CIRCLING	1660-1 495 (500-1)	1700-1 535 (600-1)	1880-2 715 (800-2)	2000-2¾ 835 (900-2¾)

ELEV 1165

TDZE 1164

168°

5600 X 100

108 UP

35

HIRL Rwy 17-35 0

CARROLLTON, GEORGIA

WEST GEORGIA RGNL/O V GRAY FLD (CTJ)

Orig-C 07OCT21

33°38'N-85°09'W

261

**RNAV (GPS) RWY 17**

CARROLLTON, GEORGIA

AL-6016 (FAA)

24305

WAAS CH <b>60907</b> <b>W35A</b>	APP CRS <b>348°</b>	Rwy ldg <b>5503</b> TDZE <b>1140</b> Apt Elev <b>1165</b>
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RNAV (GPS) RWY 35

WEST GEORGIA RGNL/O V GRAY FLD (CTJ)

RNP APCH-GPS.

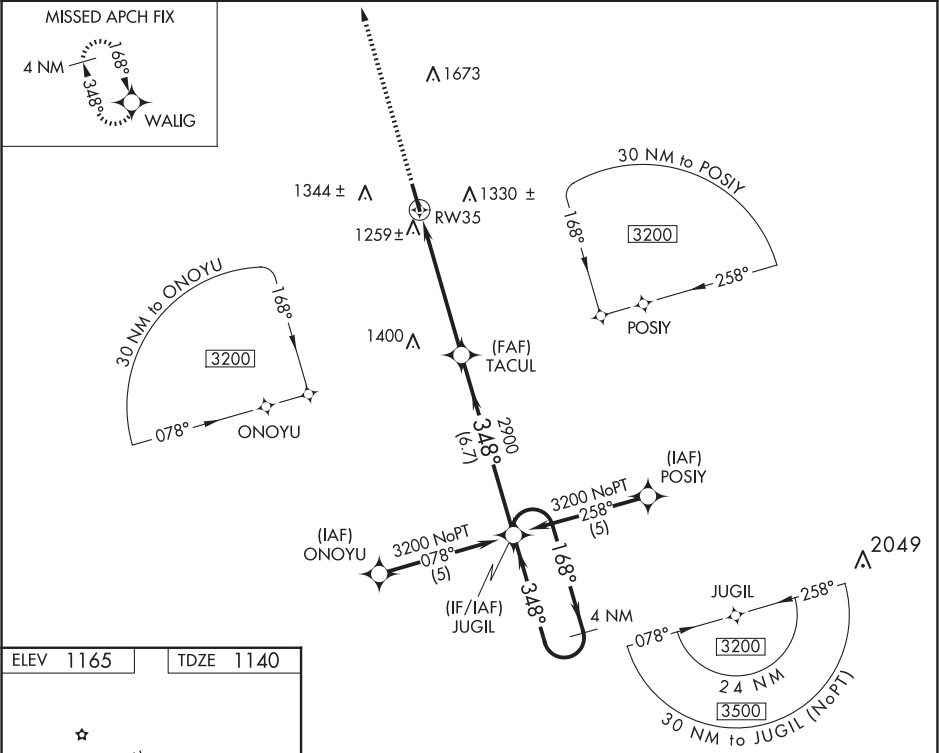
▼

▲

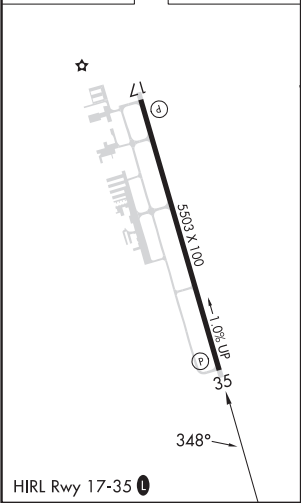
When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase DA to 1480 feet and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cat C ½ SM and Cat D ¼ SM. VDP NA when using Newnan Coweta County altimeter setting.

MISSED APPROACH:  
Climb to 3200 direct  
WALIG and hold.

AWOS-3 <b>118.175</b>	ATLANTA APP CON <b>121.0 268.7</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.975 (CTAF) ①</b>
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ELEV <b>1165</b>	TDZE <b>1140</b>
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3200 ↑		WALIG ✦		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).		4 NM Holding Pattern	
*LNAV only.		*1.4 NM to RW35		TACUL		JUGIL	
RW35		1.4		4 NM		6.7 NM	
168° →		348°		2900		3200	
GP 3.00°		TCH 47					
CATEGORY	A		B		C		D
LPV DA			1390-1		250 (300-1)		
LNAV/ VNAV	DA				NA		
LNAV MDA	1580-1		440 (500-1)		1580-1¼ 440 (500-1¼)		1580-1½ 440 (500-1½)
CIRCLING	1660-1 495 (500-1)		1700-1 535 (600-1)		1880-2 715 (800-2)		2000-2¾ 835 (900-2¾)

CARROLLTON, GEORGIA  
Orig-B 07OCT21

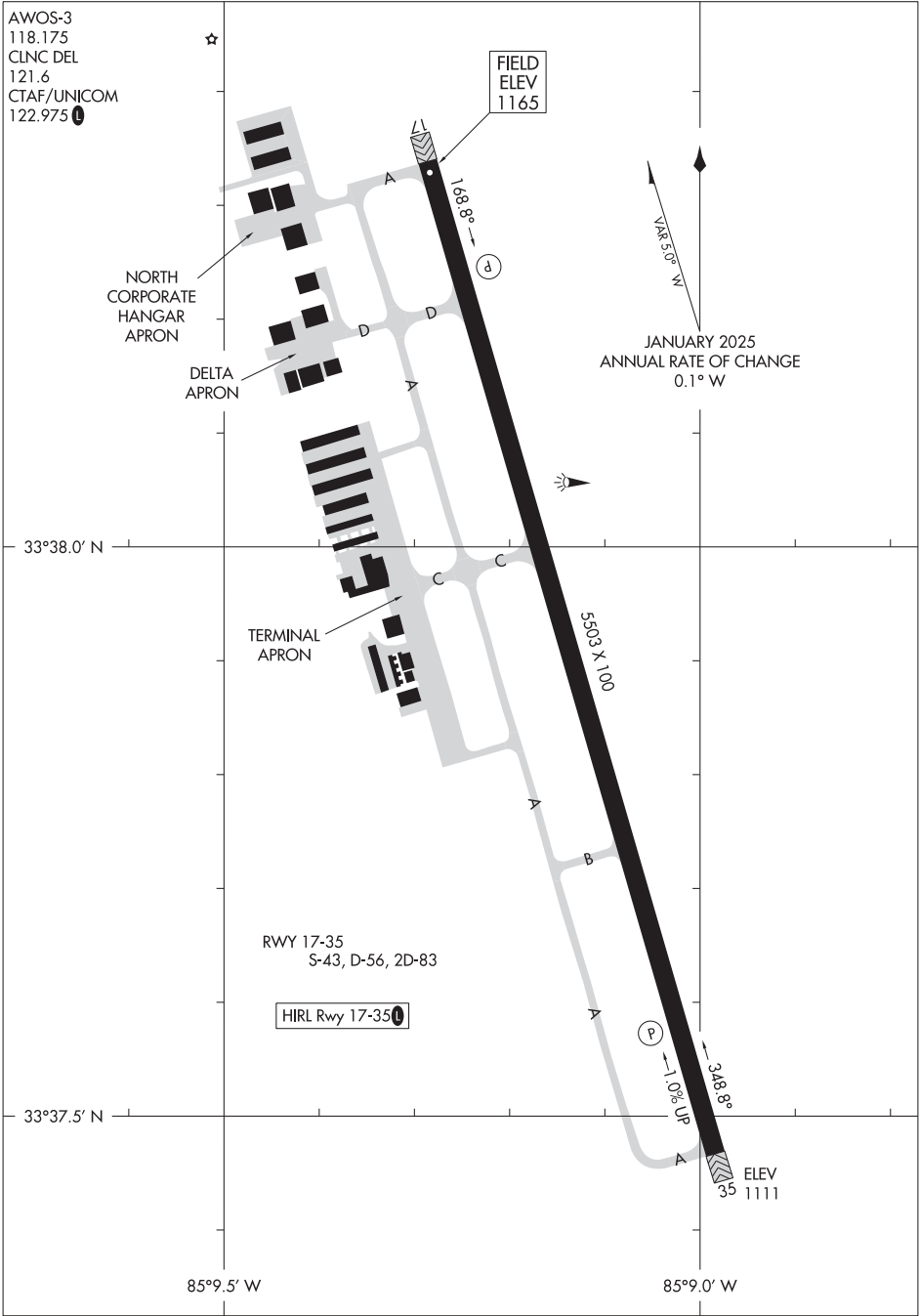
WEST GEORGIA RGNL/O V GRAY FLD (CTJ)  
RNAV (GPS) RWY 35

33°38'N-85°09'W

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025





SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025


RNAV (GPS) RWY 1  
CARTERSVILLE (VPC)

**MISSED APPROACH:**  
Climb to 3000 direct  
DACEG and hold.

UNICOM  
122.7 (CTAF) **L**

Procedure NA for arrivals at BAPPY via V97 northbound.

TEMPO



RW01

Diagram illustrating the HIRL Rwy 1-19 (L) and REIL Rwy 19 (L) configuration. The diagram shows a runway layout with a 0.5% up slope, a 5740 X 100 runway, and a 007° heading. A star symbol is present near the runway end.

RNAV (GPS) RWY 1

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>58005</b> <b>W19A</b>	APP CRS <b>187°</b>	Rwy Idg TDZE Apt Elev	<b>5760</b> <b>749</b> <b>759</b>
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RNAV (GPS) RWY 19

CARTERSVILLE (VPC)

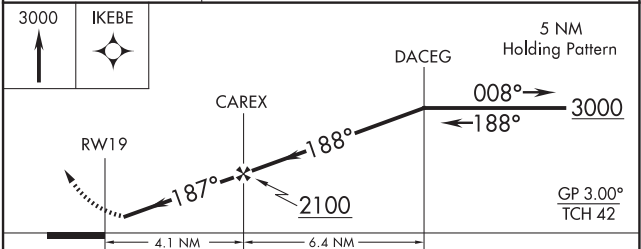
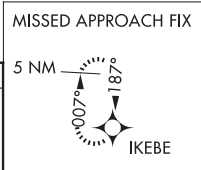
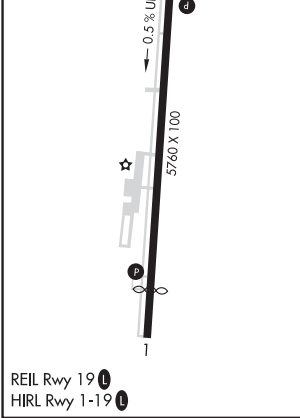
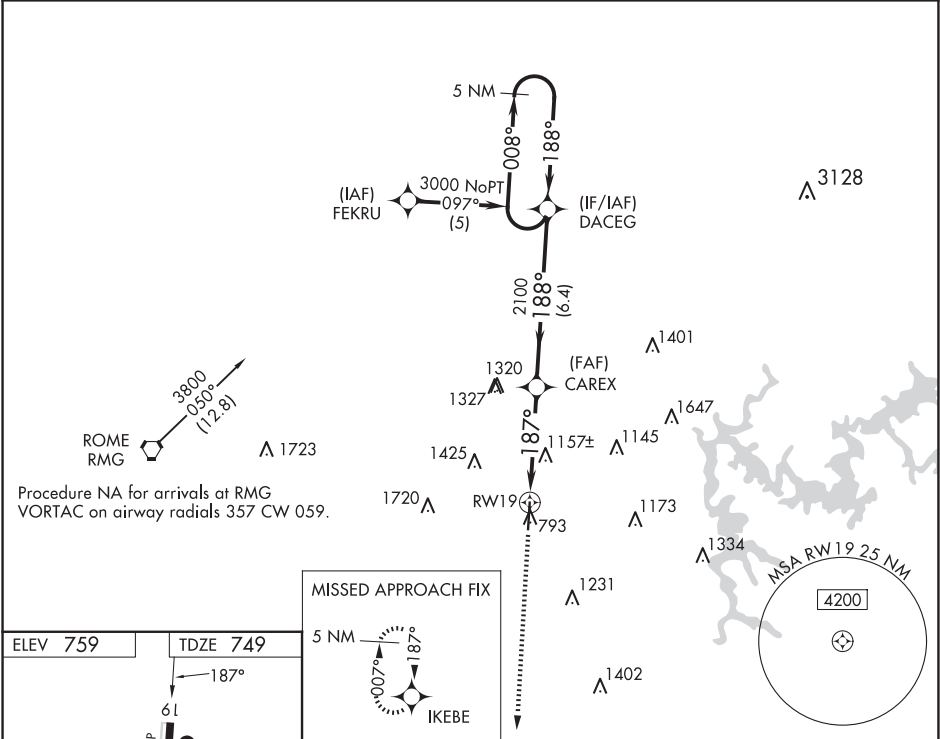
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When local alimeter setting not received, use Rome alimeter setting and increase LPV DA to 1072 and all MDA 80 feet; increase LNAV MDA Cat B visibility ¼ SM and Cat C/D visibility ½ SM. DME/DME RNP-0.3 NA. Rwy 19 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct IKEBE and hold.

AWOS-3PT <b>120.525</b>	ATLANTA APP CON <b>121.0 268.7</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1008-1 259 (300-1)			
LNAV MDA	1420-1	671 (700-1)	1420-1½	671 (700-1½)
CIRCLING	1420-1 661 (700-1)	1600-1¼ 841 (900-1¼)	1740-3 981 (1000-3)	2020-3 1261 (1300-3)

CARTERSVILLE, GEORGIA

AL-6152 (FAA)

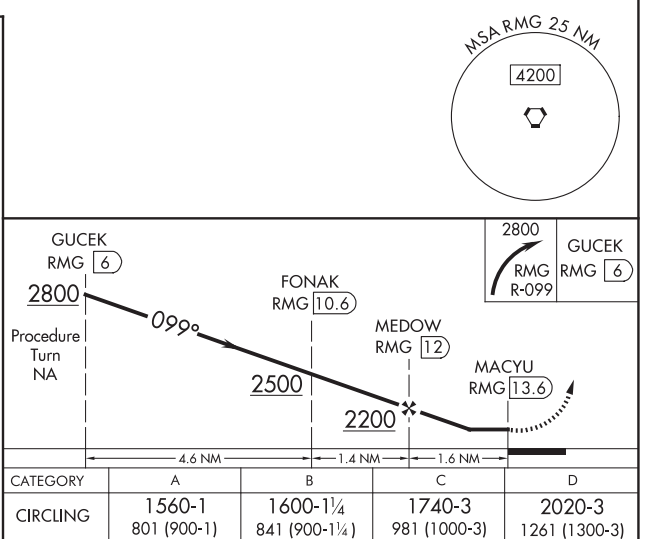
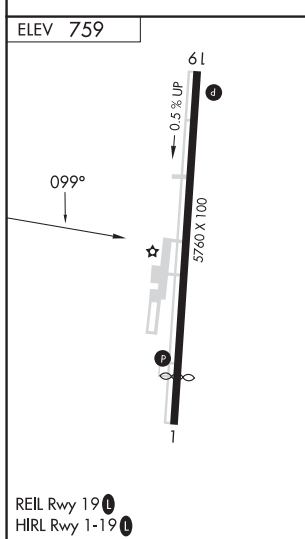
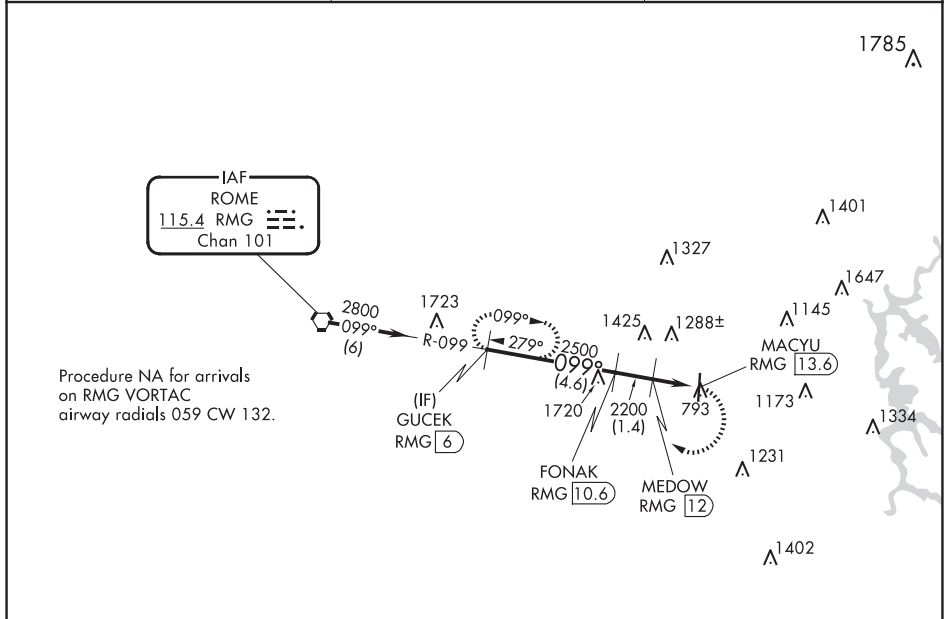
24137

VORTAC RMG <b>115.4</b> Chan <b>101</b>	APP CRS <b>099°</b>	Rwy ldg TDZE Apt Elev <b>759</b>	N/A N/A <b>759</b>
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VOR-A  
CARTERSVILLE (VPC)

<b>⚠</b> When local altimeter setting not received, use Rome altimeter setting and increase all MDA 80 feet; increase Cat A visibility ¼ SM. DME required.	MISSED APPROACH: Climbing right turn to 2800 on RMG R-099 to GUCEK/6 DME and hold.
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AWOS-3PT <b>120.525</b>	ATLANTA APP CON <b>121.0 268.7</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CARTERSVILLE, GEORGIA  
Amdt 2D 04NOV21

34°07'N-84°51'W

CARTERSVILLE (VPC)  
VOR-A

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>49223</b> <b>W10A</b>	APP CRS <b>102°</b>	Rwy Idg TDZE <b>974</b> Apt Elev <b>974</b>
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RNAV (GPS) RWY 10

POLK COUNTY/CORNELIUS MOORE FLD (4A4)

RNP APCH.

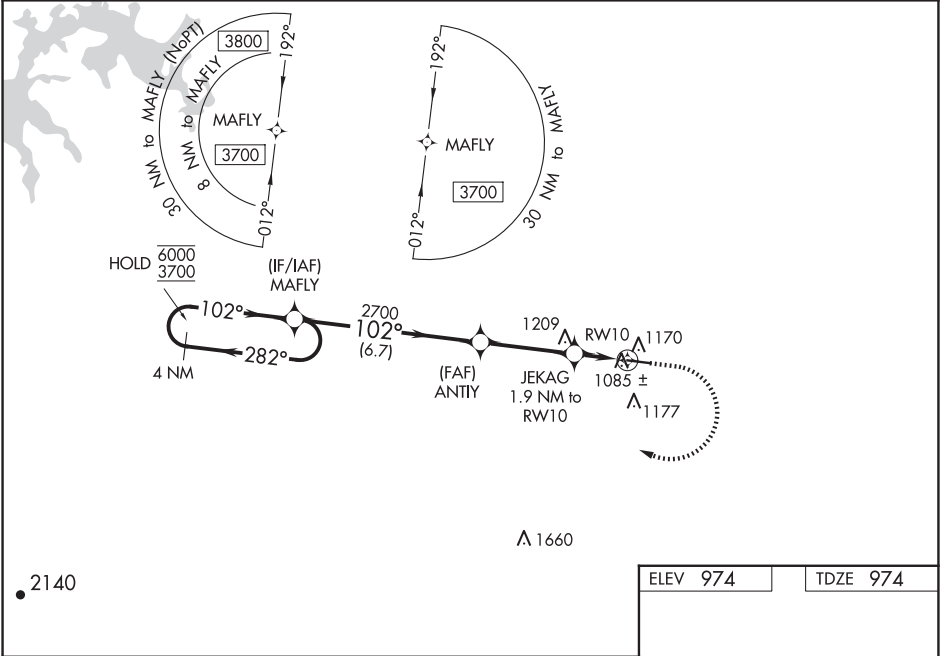
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NA

Baro-VNAV and VDP NA when using Cartersville altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Obtain local altimeter setting on CTAF, when not received, use Cartersville altimeter setting and increase LPV DA to 1292 feet; increase LNAV/VNAV DA to 1424 feet and all visibilities ¼ SM; increase all MDA 80 feet; increase LNAV visibility Cats C and D ⅜ SM.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3700 direct MAFLY and hold.

ATLANTA CENTER <b>124.5 270.325</b>	UNICOM <b>122.8 (CTAF)</b>
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4 NM Holding Pattern

MAFLY

ANTTY

JEKAG

RW10

GP 3.00° TCH 41

6000 3700

282° 102°

102°

2700

1600

6.7 NM

3.4 NM

0.9

1 NM

1600 3700 MAFLY

\*LNAV only.

102°

5060 X 75

0.7% UP

28

CATEGORY	A	B	C	D
LPV DA		1224-1	250 (300-1)	
LNAV/VNAV DA		1356-1½	382 (400-1½)	
LNAV MDA		1340-1	366 (400-1)	

MIRL Rwy 10-28

CEDARTOWN, GEORGIA

AL-5501 (FAA)

24081

WAAS CH <b>62824</b> <b>W28A</b>	APP CRS <b>282°</b>	Rwy Idg TDZE <b>969</b> Apt Elev <b>974</b>	<b>5060</b>
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# RNAV (GPS) RWY 28

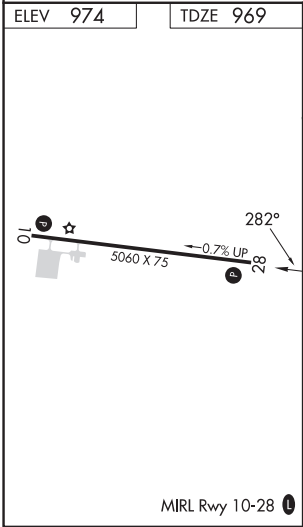
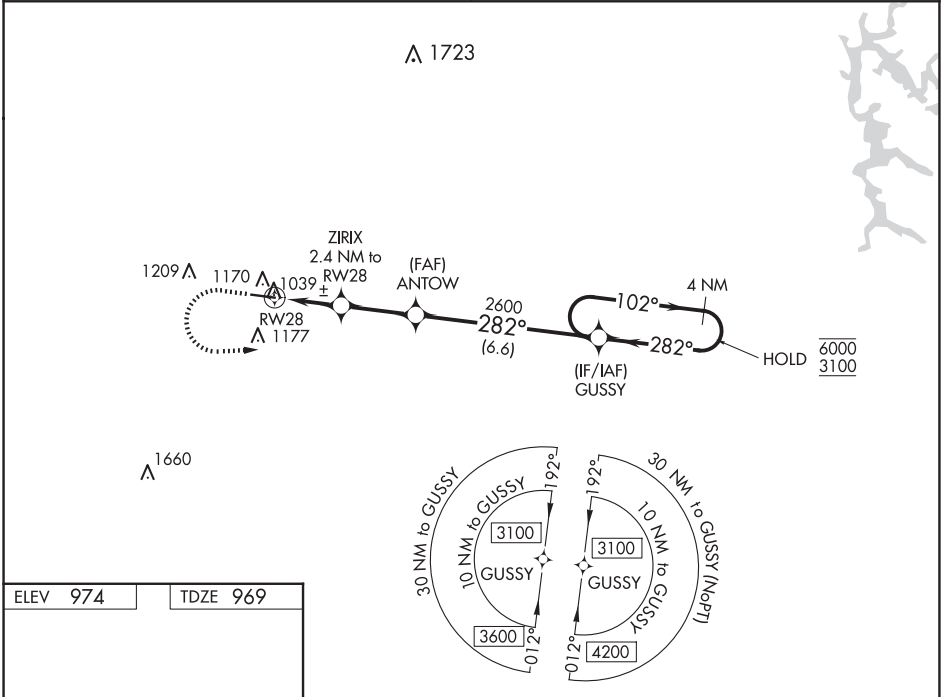
POLK COUNTY/CORNELIUS MOORE FLD (4A4)

RNP APCH.

**NA** Baro-VNAV and VDP NA when using Cartersville altimeter setting. Rwy 28 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Obtain local altimeter setting on CTAF, when not received, use Cartersville altimeter setting: increase LPV DA to 1287 feet; increase LNAV/VNAV DA to 1353 feet and all visibility  $\frac{1}{2}$  SM; increase all MDAs 80 feet and visibility Cats C and D  $\frac{1}{2}$  SM.

**MISSED APPROACH:**  
Climb to 1500 then climbing left turn to 3100 direct GUSSY and hold.

ATLANTA CENTER <b>124.5 270.325</b>	UNICOM <b>122.8 (CTAF)</b> <b>1</b>
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1500	3100	GUSSY			
↑	↶	✧	ZIRIX 2.4 NM to RW28	ANTOW 2600	GUSSY 4 NM Holding Pattern
*LNAV only.					
			*1 NM to RW28	1740*	2600
			1 NM	1.4 NM	2.7 NM
1 NM	1.4 NM	2.7 NM	6.6 NM		
CATEGORY	A	B	C	D	
LPV DA		1219-1	250 (300-1)		
LNAV/ VNAV DA		1285-1	316 (400-1)		
LNAV MDA		1300-1	331 (400-1)		

CEDARTOWN, GEORGIA

Amdt 1 22APR21

POLK COUNTY/CORNELIUS MOORE FLD (4A4)

34°01'N-85°09'W

# RNAV (GPS) RWY 28

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

VORTAC RMG  
**115.4**  
Chan 101

APP CRS  
**187°**

Rwy Idg  
TDZE  
Apt Elev  
**N/A**  
**974**

**VOR-A**  
POLK COUNTY/CORNELIUS MOORE FLD (4A4)

▼

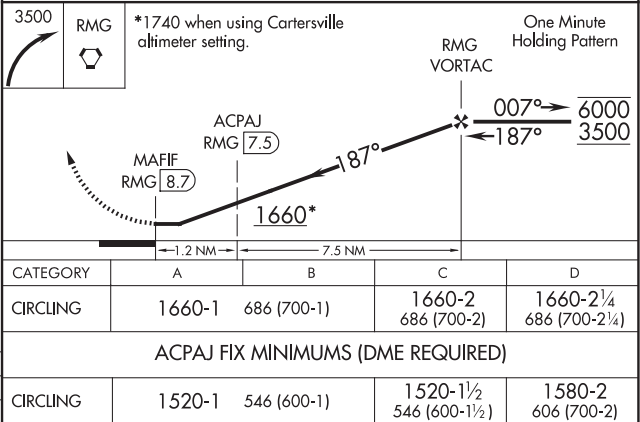
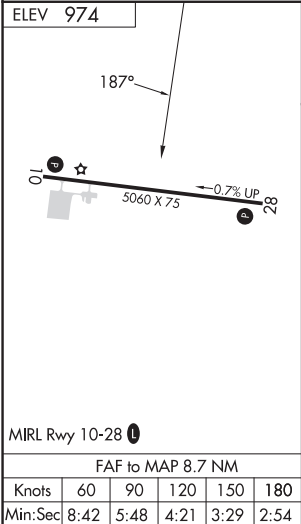
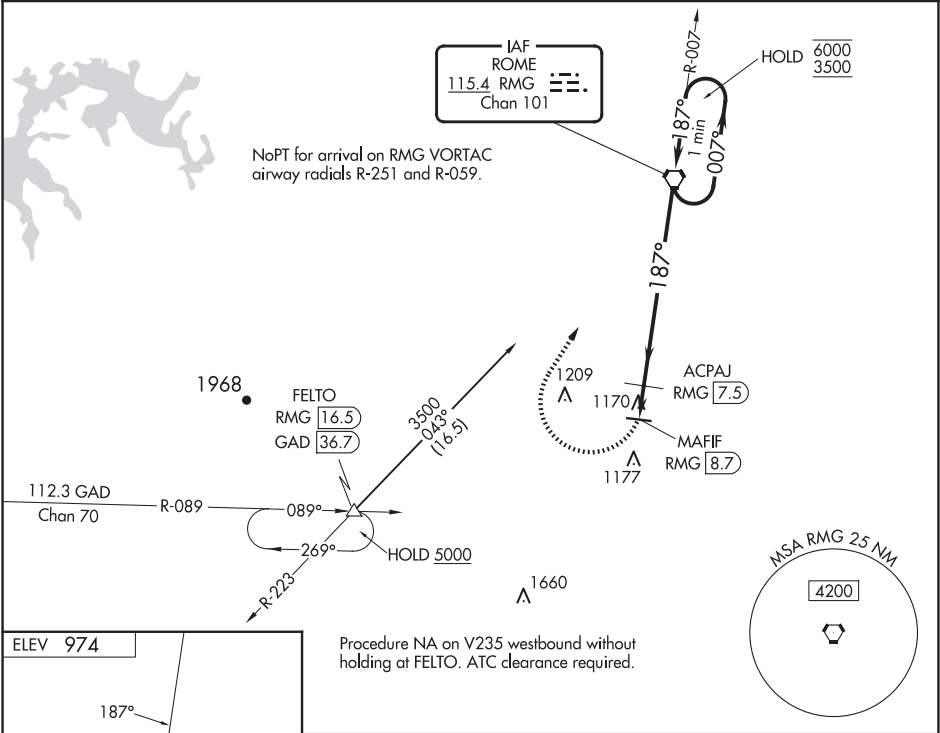
▲ NA

Obtain local altimeter setting on CTAF; when not received, use Cartersville altimeter setting and increase all MDAs 80 feet, and visibility Cat C/D ¼ SM, ACPAJ fix minimums visibility Cat C/D ¼ SM.

MISSED APPROACH: Climbing right turn to 3500 direct RMG VORTAC and hold, continue climb in hold to 3500.

ATLANTA CENTER  
**124.5 270.325**

UNICOM  
**122.8 (CTAF)**



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

CENTRE, ALABAMA

AL-10343 (FAA)

24305

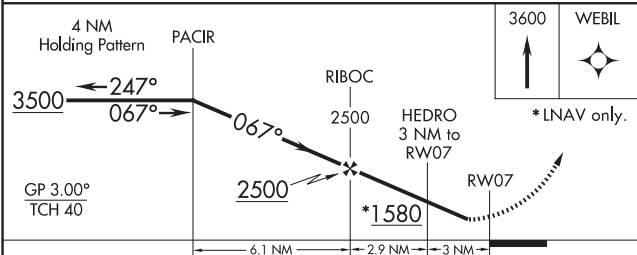
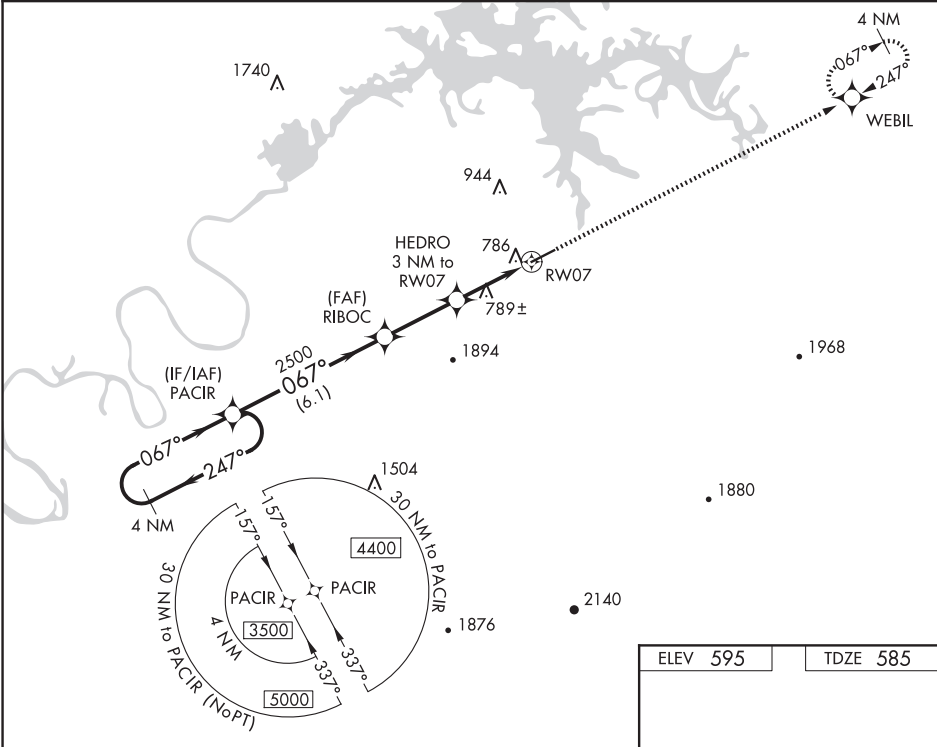
WAAS CH <b>48927</b> <b>W07A</b>	APP CRS <b>067°</b>	Rwy Idg <b>5500</b> TDZE <b>585</b> Apt Elev <b>595</b>
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RNAV (GPS) RWY 7

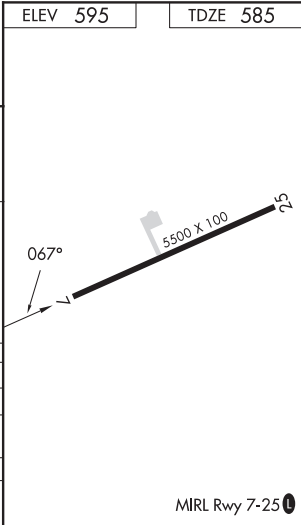
CENTRE PIEDMONT/CHEROKEE COUNTY RGNL (PYP)

<div><div>▼</div><div>NA</div></div> <div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats and LNAV Cats C/D visibility ½ mile.</div>	<div>MISSED APPROACH: Climb to 3600 direct WEBIL and hold.</div>
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GAD AWOS-3PT <b>127.825</b>	ATLANTA CENTER <b>124.5 270.325</b>	CTAF <b>122.90</b>
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CATEGORY	A	B	C	D
LPV DA	896-1	311 (400-1)		
LNAV/VNAV DA	1009-1½	424 (500-1½)		
LNAV MDA	1100-1 515 (600-1)	1100-1¾ 515 (600-1¾)		
CIRCLING	1180-1 585 (600-1)	1360-2¼ 765 (800-2¼)	2260-3 1665 (1700-3)	



CENTRE, ALABAMA  
Amdt 1B 14JUL22

CENTRE PIEDMONT/CHEROKEE COUNTY RGNL (PYP)  
34°05'N-85°37'W  
RNAV (GPS) RWY 7

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



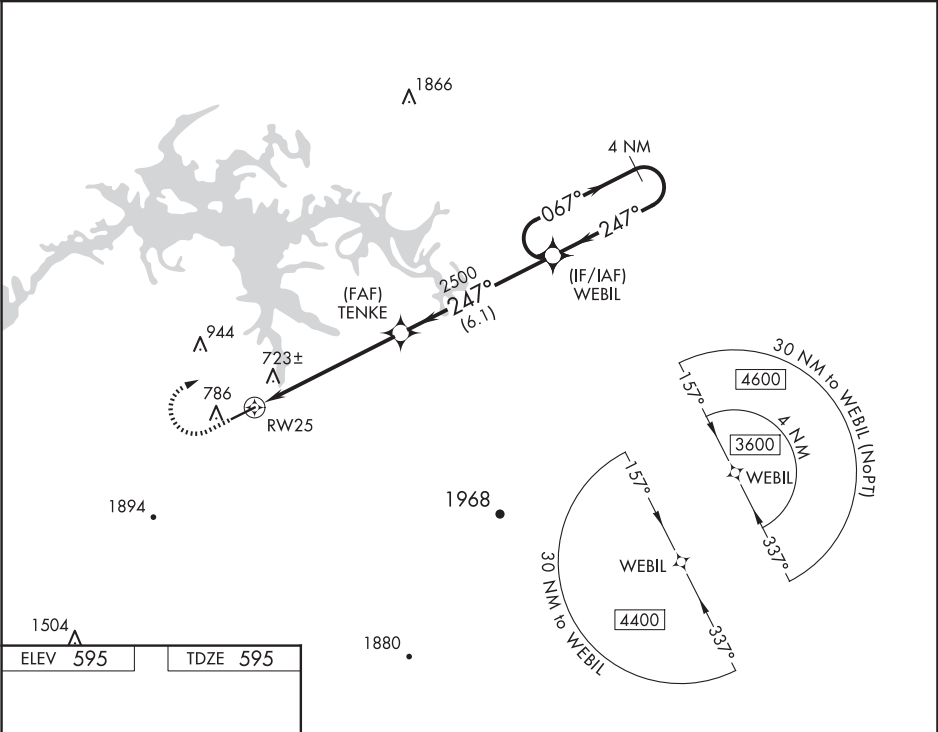
▼

▲ NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Gadsden altimeter setting, when not received, use Anniston altimeter setting and increase all DA/MDA 20 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3600 direct WEBIL and hold.

GAD AWOS-3PT 127.825	ATLANTA CENTER 124.5 270.325	CTAF 122.90
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ELEV 595

TDZE 595

1500

3600

WEBIL

247°

25

5500 X 100

TENKE 2500

RW25

2500

4 NM Holding Pattern

067° 3600

247°

GP 3.00°

TCH 40

5.9 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	856-7 <sup>5</sup> / <sub>8</sub> 261 (300-7 <sup>5</sup> / <sub>8</sub> )			
LNAV/VNAV DA	1064-1 <sup>5</sup> / <sub>8</sub> 469 (500-1 <sup>5</sup> / <sub>8</sub> )			
LNAV MDA	1180-1 585 (600-1)		1180-1 <sup>3</sup> / <sub>4</sub> 585 (600-1 <sup>3</sup> / <sub>4</sub> )	
CIRCLING	1180-1 585 (600-1)		1360-2 <sup>1</sup> / <sub>4</sub> 2260-3 765 (800-2 <sup>1</sup> / <sub>4</sub> ) 1665 (1700-3)	

MIRL Rwy 7-250

CENTREVILLE, ALABAMA

AL-10338 (FAA)

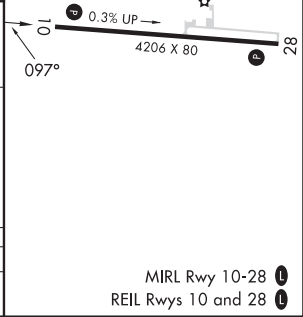
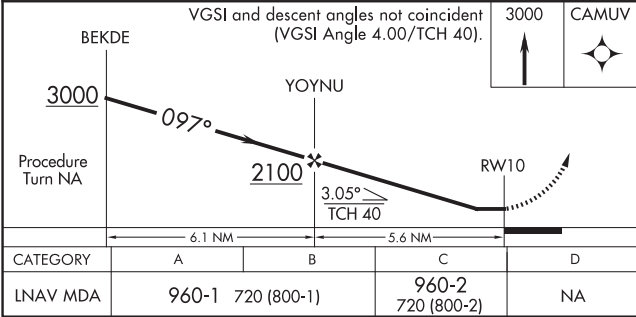
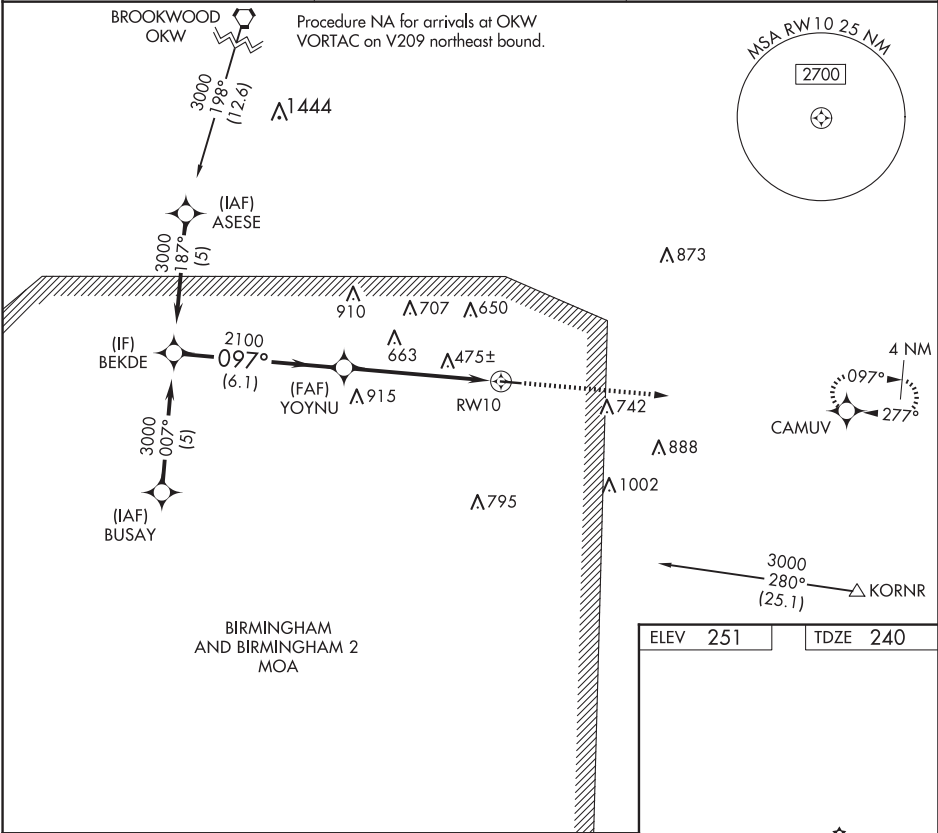
23278

APP CRS	Rwy Idg	<b>4206</b>
<b>097°</b>	TDZE	<b>240</b>
	Apt Elev	<b>251</b>

# RNAV (GPS) RWY 10

BIBB COUNTY (ØA8)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct CAMUV and hold.
▼ ▲ NA	Rwy 10 helicopter visibility reduction below 1 SM NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDAs 20 feet. Procedure NA at night.	
TCL ASOS <b>132.825</b>	ATLANTA CENTER <b>132.25 263.025</b>	UNICOM <b>122.975</b> (CTAF) <b>Ø</b>



CENTREVILLE, ALABAMA  
Orig-A 18JUL19

32°56'N-87°05'W

BIBB COUNTY (ØA8)  
RNAV (GPS) RWY 10

MIRL Rwy 10-28 **Ø**  
REIL Rwy 10 and 28 **Ø**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RNP APCH-GPS.

T

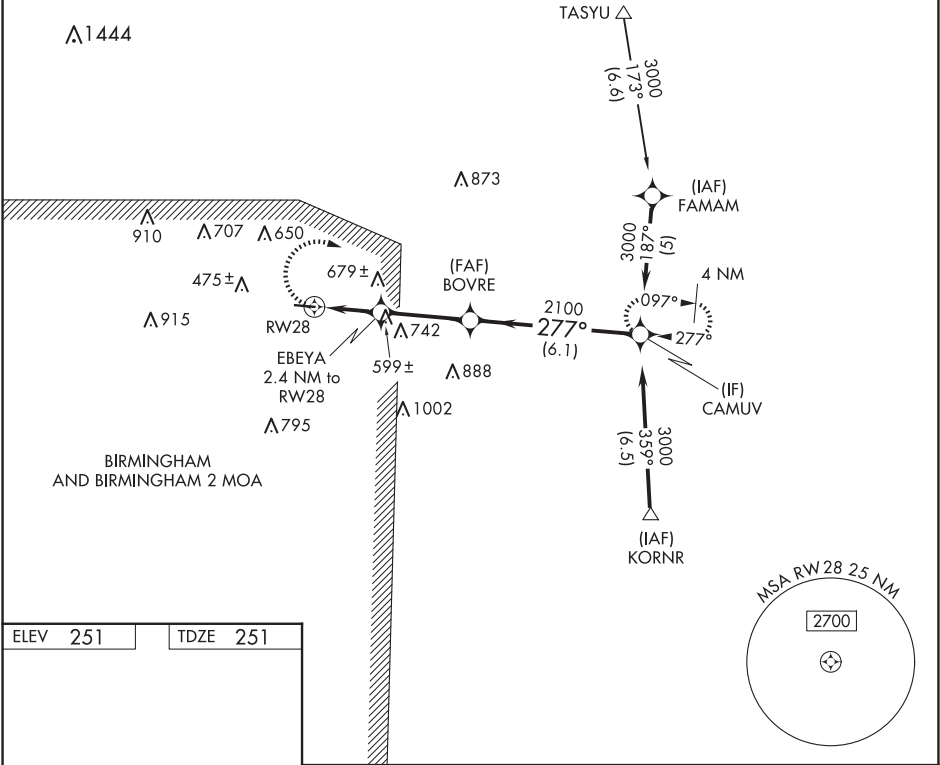
Procedure NA at night. Rwy 28 helicopter visibility reduction below ¾ SM NA.

Δ NA

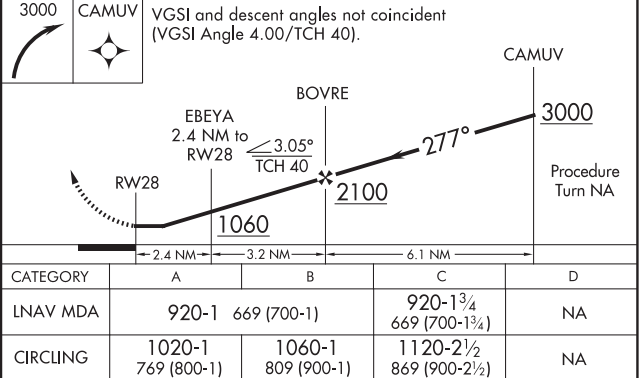
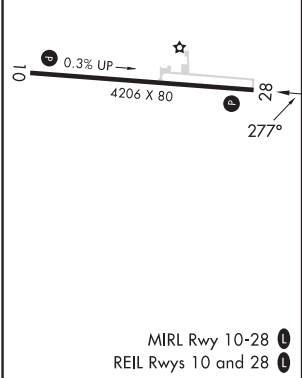
Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting:  
increase all MDAs 20 feet and visibility LNAV Cat C ¼ SM and Circling Cat B/C ¼ SM.

MISSED APPROACH:  
Climbing right turn to 3000 direct CAMUV  
and hold.

TCL ASOS 132.825	ATLANTA CENTER 132.25 263.025	UNICOM 122.975 (CTAF) 0
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ELEV 251	TDZE 251
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CHATOM, ALABAMA

AL-10735 (FAA)

23278

WAAS CH <b>72835</b> <b>W12A</b>	APP CRS <b>121°</b>	Rwy Idg TDZE Apt Elev	<b>3802</b> <b>165</b> <b>166</b>
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# RNAV (GPS) RWY 12

ROY WILCOX (5R1)

RNP APCH.

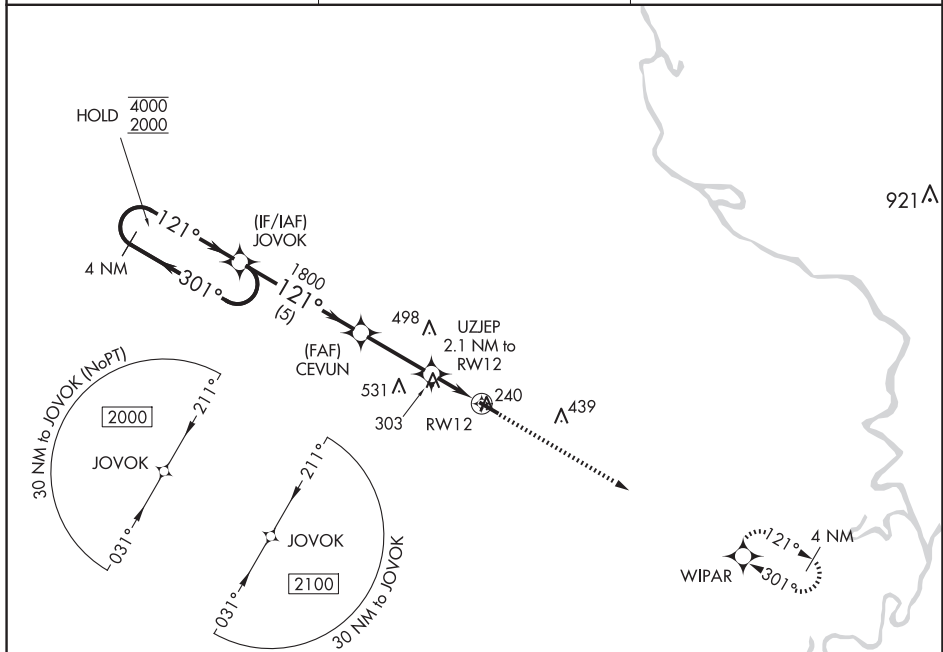
**NA** Procedure NA at night. Use Mobile Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDAs 20 feet; increase LNAV Cat C visibility ½ SM. Rwy 12 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climb to 2000 direct  
WIPAR and hold.

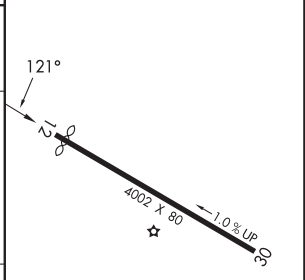
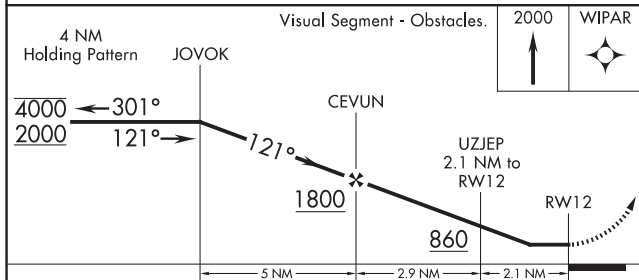
MOB ASOS  
**124.75 257.85**

HOUSTON CENTER  
**127.65 285.475**

UNICOM  
**122.8 (CTAF)**



ELEV 166	TDZE 165
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CATEGORY	A	B	C	D
LP MDA	660-1	495 (500-1)	660-1 3/8 495 (500-1 3/8)	NA
LNAV MDA	680-1	515 (600-1)	680-1 3/8 515 (600-1 3/8)	NA
<b>C</b> CIRCLING	740-1 574 (600-1)	760-1 594 (600-1)	940-2 1/4 774 (800-2 1/4)	NA

MIRL Rwy 12-30

CHATOM, ALABAMA  
Orig-B 07OCT21

31°27'N-88°12'W

# RNAV (GPS) RWY 12

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

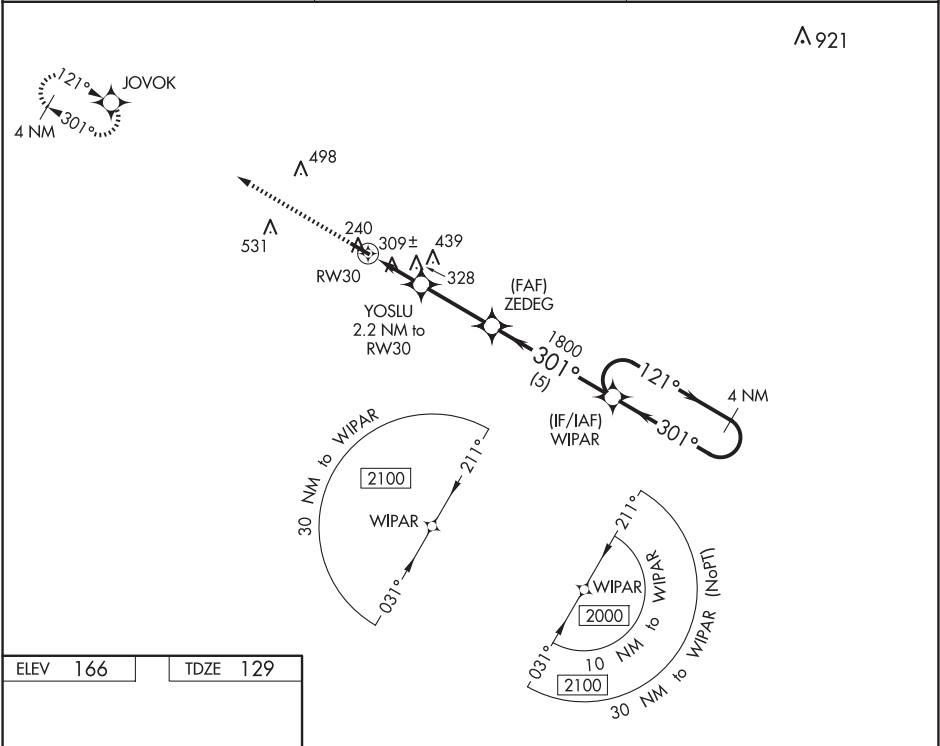
WAAS CH <b>56535</b> <b>W30A</b>	APP CRS <b>301°</b>	Rwy Idg TDZE <b>129</b> Apt Elev <b>166</b>
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RNAV (GPS) RWY 30

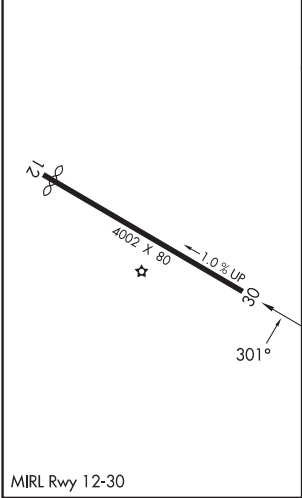
ROY WILCOX (5R1)

<div><div><div></div><div>NA</div></div><div>DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 30 helicopter visibility reduction below 1 SM NA. Use Mobile Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDA 20 feet; increase LNAV Cat C visibility ½ SM.</div></div>	MISSED APPROACH: Climb to 2000 direct JOVOK and hold.
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MOB ASOS <b>124.75 257.85</b>	HOUSTON CENTER <b>127.65 285.475</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 166	TDZE 129
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2000	JOVOK	Visual Segment - Obstacles.	WIPAR	4 NM Holding Pattern
↑	✱			
		YOSLU 2.2 NM to RW30	ZEDEG	1800
		RW30	860	301°
		2.2 NM	2.9 NM	5 NM
CATEGORY	A	B	C	D
LP MDA	680-1	551 (600-1)	680-1½ 551 (600-1½)	NA
LNAV MDA	700-1	571 (600-1)	700-1½ 571 (600-1½)	NA
CIRCLING	740-1 574 (600-1)	760-1 594 (600-1)	940-2¼ 774 (800-2¼)	NA



WAAS CH <b>48839</b> <b>W26A</b>	APP CRS <b>262°</b>	Rwy Idg TDZE Apt Elev	<b>4007</b> <b>575</b> <b>585</b>
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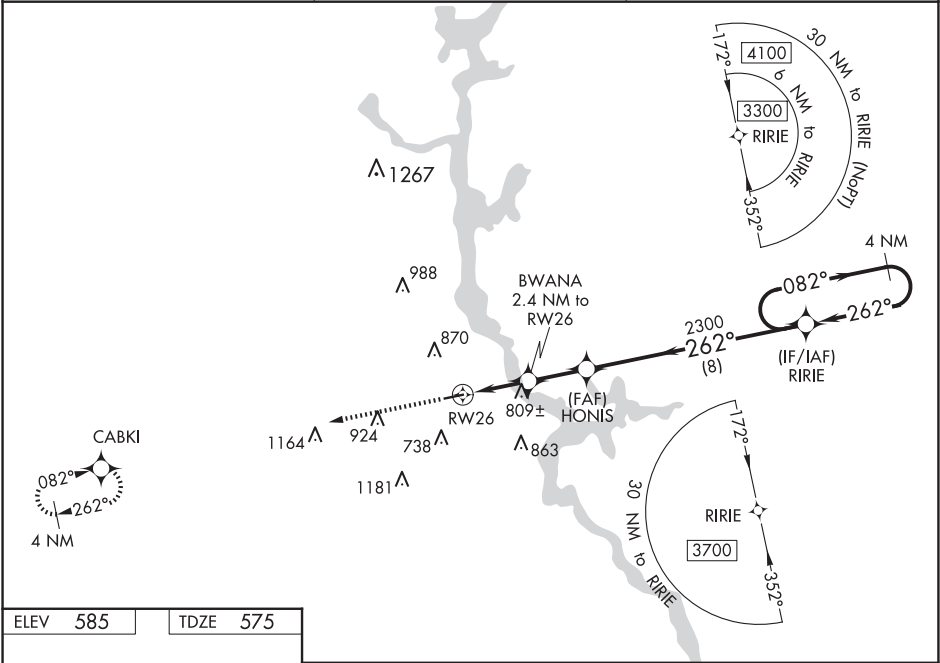
RNAV (GPS) RWY 26  
CHILTON COUNTY (Ø2A)

**NA**

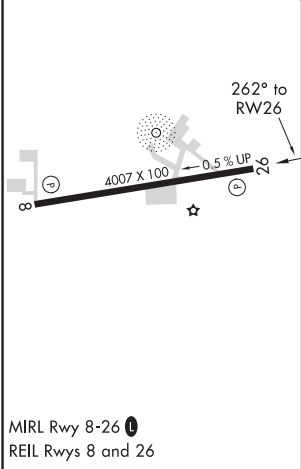
DME/DME RNP-0.3 NA. Procedure NA at night. Use Shelby County altimeter setting; when not received, use Merkel Field Sylacauga Muni altimeter setting and increase all MDA 20 feet and LP visibility Cat C/D ½ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct CABKI and hold.

EET ASOS-3 <b>134.325</b>	MONTGOMERY APP CON ★ <b>121.2 269.05</b>	UNICOM <b>122.8 (CTAF) Ø</b>
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ELEV 585	TDZE 575
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3000 CABKI		Visual Segment - Obstacles.		4 NM Holding Pattern	
RW26		HONIS		RIRIE	
BWANA 2.4 NM to RW26		2300		082° 3300	
1500		262°		262°	
2.4 NM		2.1 NM		8 NM	
CATEGORY	A	B	C	D	
LP MDA	1100-1	525 (600-1)	1100-1½	525 (600-1½)	
LNAV MDA	1120-1	545 (600-1)	1120-1⅝	545 (600-1⅝)	
CIRCLING	1260-1	675 (800-1)	1280-2 695 (700-2)	1600-3 1015 (1100-3)	

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

CLAXTON, GEORGIA

AL-9199 (FAA)

25107

WAAS CH <b>45914</b> <b>W10A</b>	APP CRS <b>096°</b>	Rwy Idg TDZE Apt Elev	<b>4651</b> <b>111</b> <b>112</b>
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# RNAV (GPS) RWY 10

CLAXTON-EVANS COUNTY (C'WV)

RNP APCH - GPS.

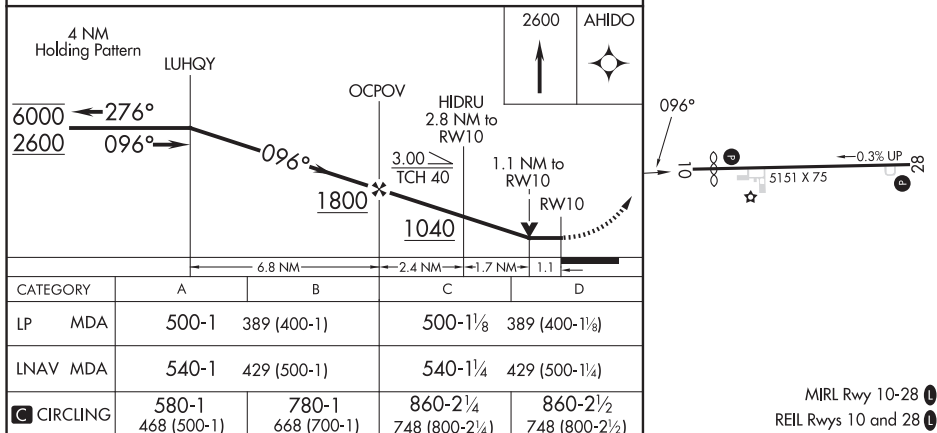
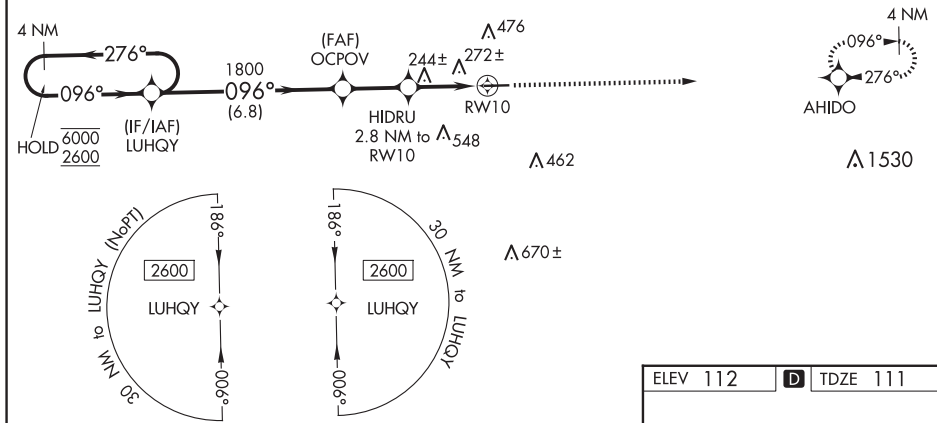
**▽**  
**▲** Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct AHIDO and hold.

AWOS-3  
**120.075**

JACKSONVILLE CENTER  
**132.925 363.2**

UNICOM  
**122.8** (CTAF) **1**



CLAXTON, GEORGIA

Amdt 3 20FEB25

32°12'N-81°52'W

CLAXTON-EVANS COUNTY (C'WV)  
RNAV (GPS) RWY 10

MIRL Rwy 10-28 **1**  
REIL Rws 10 and 28 **1**

SE-4, 12 JUN 2025 to 07 AUG 2025

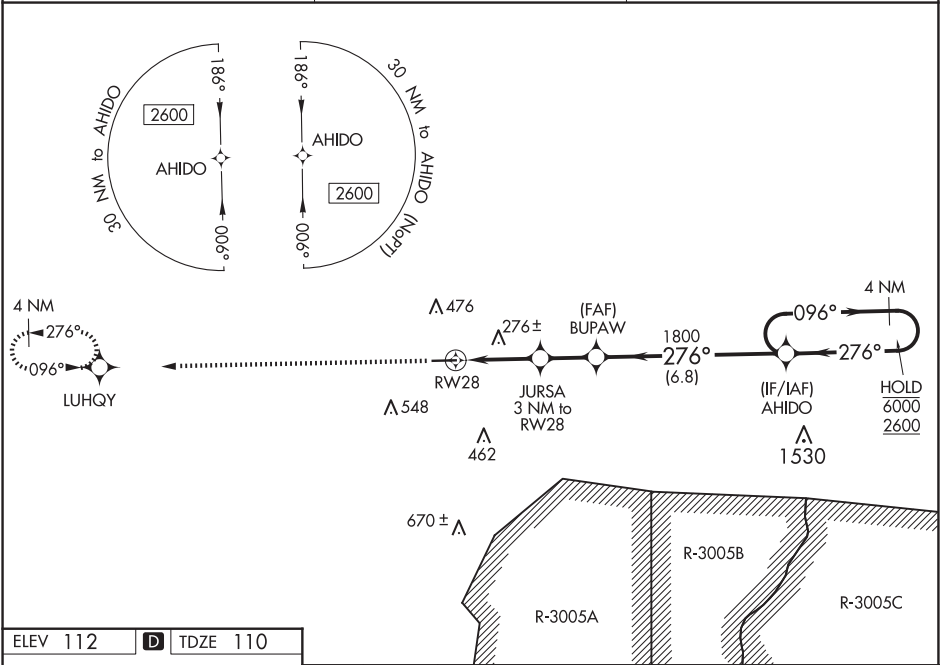


RNP APCH GPS.

Rwy 28 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 10 NA at night.

MISSED APPROACH: Climb to 2600 direct LUHQY and hold.

AWOS-3 <b>120.075</b>	JACKSONVILLE CENTER <b>132.925 363.2</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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ELEV <b>112</b>	<b>D</b>	TDZE <b>110</b>
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2600 LUHQY

↑

★

\*LNAV only.

276°

0.3% UP

5151 X 75

10

2

BUPAW

JURSA 3 NM to RW28

RW28

1140\*

1800

276°

096°

4 NM Holding Pattern

6000

2600

GP 3.10°

TCH 55

1.3

1.7 NM

2 NM

6.8 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

1800

276°

096°

4 NM Holding Pattern

6000

2600

GP 3.10°

TCH 55

CATEGORY	A	B	C	D
LPV DA	386-1	276 (300-1)		
LNAV/VNAV DA	403-1	293 (300-1)		
LNAV MDA	540-1	430 (500-1)	540-1¼	430 (500-1¼)
CIRCLING	580-1 468 (500-1)	780-1 668 (700-1)	860-2¼ 748 (800-1¼)	860-2½ 748 (800-2½)

CLAXTON, GEORGIA

CLAXTON-EVANS COUNTY (C'WV)

Amtd 1A 16JUN22

32°12'N-81°52'W

279

**RNAV (GPS) RWY 28**

CLAYTON, ALABAMA

AL-6507 (FAA)

23166

WAAS CH <b>53436</b> <b>W10A</b>	APP CRS <b>101°</b>	Rwy Idg TDZE <b>434</b> Apt Elev <b>435</b>
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# RNAV (GPS) RWY 10

CLAYTON MUNI (11A)

RNP APCH - GPS.

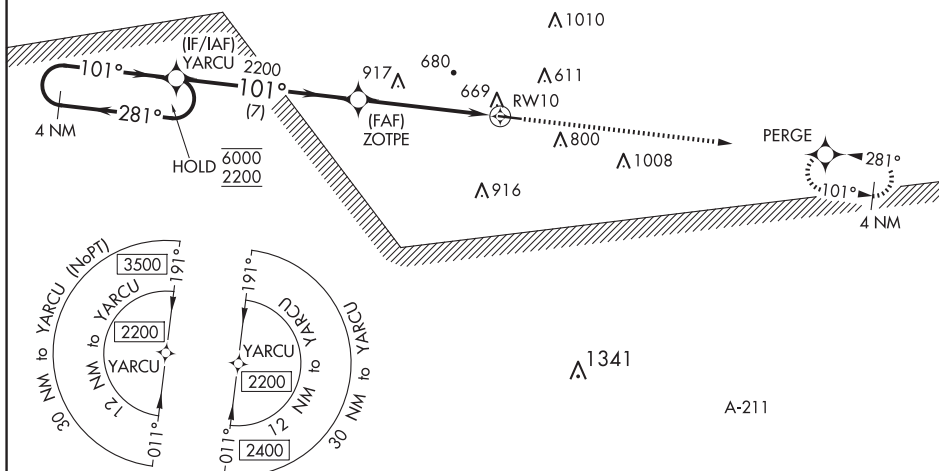
**T** Rwy 10 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Baro-VNAV NA.  
**NA** Use Eufaula altimeter setting; when not received, use Troy altimeter setting.

MISSED APPROACH: Climb to  
2200 direct PERGE and hold.

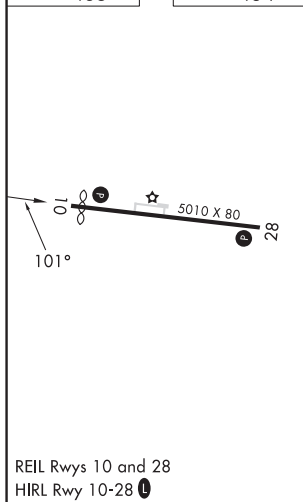
EUF ASOS  
**128,325**

CAIRNS APP CON ★  
**121.1 319.25**

CTAF  
**122.90**



ELEV **435** TDZE **434**



REIL Rwy 10 and 28  
HIRL Rwy 10-28 **0**

VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 30).				2200	PERGE
4 NM Holding Pattern YARCU				2200	
6000 ← 281° 101° → 2200				2200	
GP 3.00° TCH 40				2200	
7 NM				5.5 NM	
CATEGORY	A	B	C	D	
LPV DA	781-1 347 (400-1)				
LNAV/VNAV DA	1115-2½ 681 (700-2½)				
LNAV MDA	1180-1 746 (800-1)	1180-1¼ 746 (800-1¼)	1180-2	746 (800-2)	
<b>C</b> CIRCLING	1180-1 745 (800-1)	1180-1¼ 745 (800-1¼)	1180-2¼ 745 (800-2¼)	1300-2¾ 865 (900-2¾)	

CLAYTON, ALABAMA  
Orig-E 15JUN23

31°53'N-85°29'W

CLAYTON MUNI (11A)  
**RNAV (GPS) RWY 10**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



COCHRAN, GEORGIA

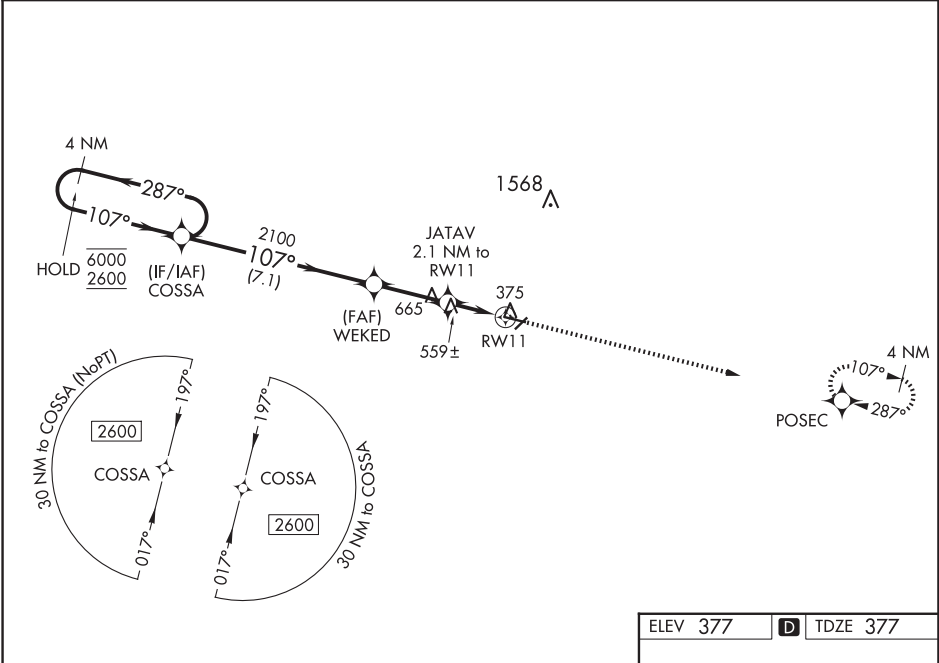
AL-5657 (FAA)

23334

WAAS CH <b>82521</b> <b>W11A</b>	APP CRS <b>107°</b>	Rwy Idg TDZE <b>377</b> Apt Elev <b>377</b>
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RNAV (GPS) RWY 11  
COCHRAN (48A)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2600 direct POSEC and hold.
<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>Rwy 11 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Straight-in Rwy 11 NA at night, Circling Rwy 5, 11 and 23 NA at night.</div></div>		
AWOS-3PT 120.975	ATLANTA APP CON ★ 124.2 279.6	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 45).		2600	POSEC
6000 ← 287° 2600 → 107°		COSSA		↑	✦
GP 3.25° TCH 54		WEKED			
		2100	JATAV 2.1 NM to RW11	1160	
		7.1 NM	2.7 NM	2.1 NM	
CATEGORY	A	B	C	D	
LPV DA	678-1 301 (400-1)				
LNAV/VNAV DA	690-1 313 (400-1)				
LNAV MDA	820-1 443 (500-1)		820-1 3/8 443 (500-1 3/8)		
CIRCLING	820-1 443 (500-1)	860-1 483 (500-1)	980-1 3/4 603 (700-1 3/4)	980-2 603 (700-2)	

MIRL Rwy 11-29

COCHRAN, GEORGIA  
Amdt 2 24MAR22

32°24'N-83°17'W

COCHRAN (48A)  
RNAV (GPS) RWY 11

SE-4, 12 JUN 2025 to 07 AUG 2025

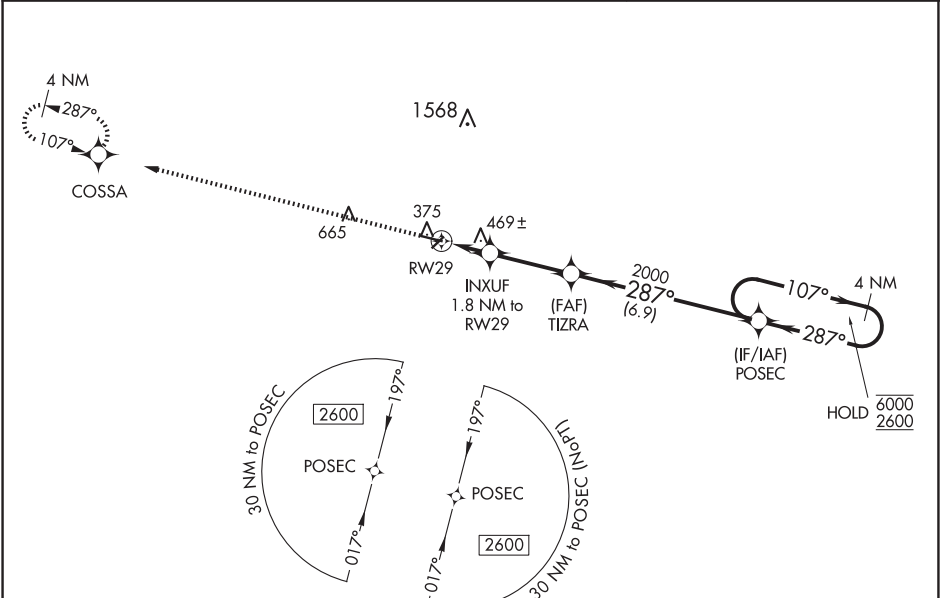
SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>86319</b> <b>W29A</b>	APP CRS <b>287°</b>	Rwy Idg TDZE <b>358</b> Apt Elev <b>377</b>
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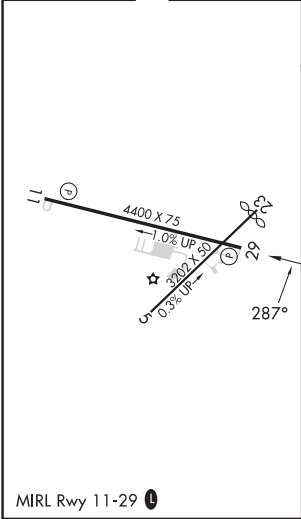
RNAV (GPS) RWY 29  
COCHRAN (48A)

RNP APCH - GPS. <div><div></div><div>Circling Rwy 5, 11 and 23 NA at night. Rwy 29 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div></div>	MISSED APPROACH: Climb to 2600 direct COSSA and hold.
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AWOS-3PT <b>120.975</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 377	D	TDZE 358
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2600	COSSA	INXUF 1.8 NM to RW29	TIZRA 2000	POSEC	4 NM Holding Pattern
1.1 NM	0.7	3 NM	6.9 NM		
980	2000				
GP 3.20° TCH 40					
CATEGORY	A	B	C	D	
LPV DA	628-1	270 (300-1)			
LNAV/VNAV DA	608-1	250 (300-1)			
LNAV MDA	720-1	362 (400-1)			
CIRCLING	820-1 443 (500-1)	860-1 483 (500-1)	980-1¾ 603 (700-1¾)	980-2 603 (700-2)	

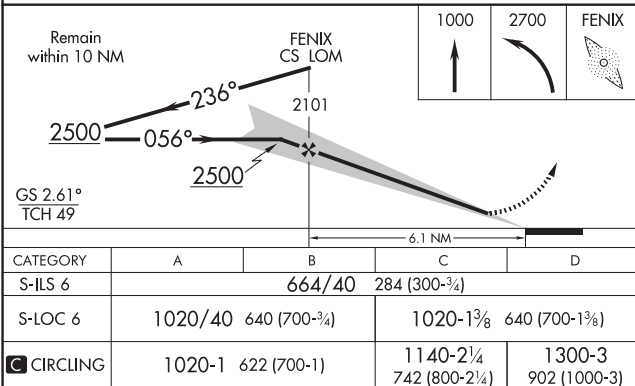
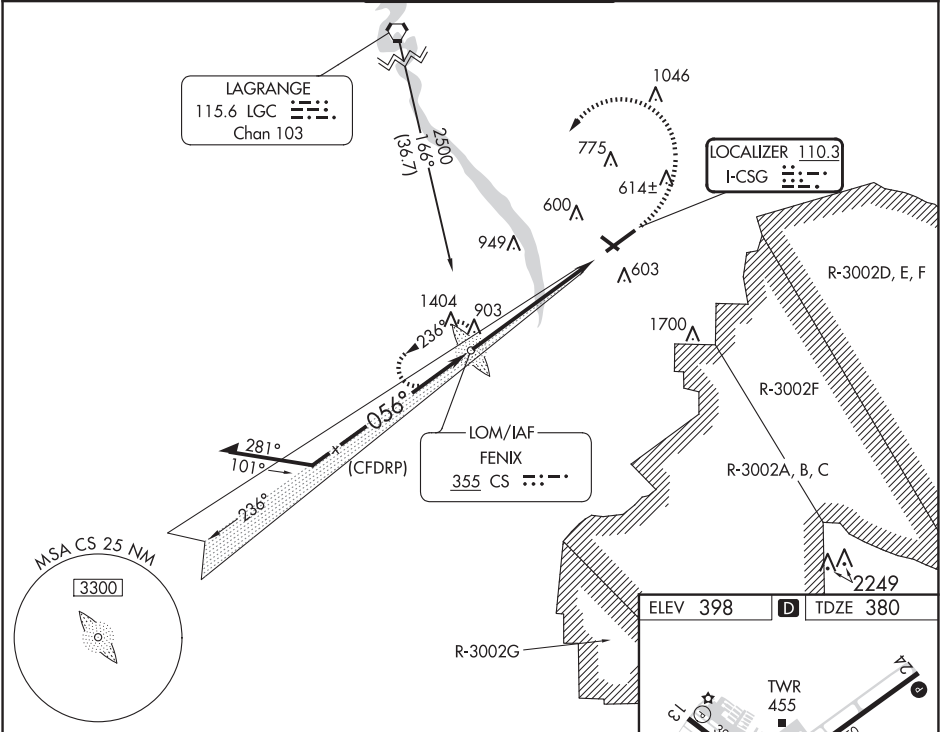
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-CSG <b>110.3</b>	APP CRS <b>056°</b>	Rwy Idg TDZE Apt Elev <b>6997</b> <b>380</b> <b>398</b>
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ILS or LOC RWY 6  
COLUMBUS (CSG)

ADF or RADAR required.		MALSR 	MISSED APPROACH: Climb to 1000, then climbing left turn to 2700 direct FENIX LOM and hold, continue climb-in-hold to 2700.	
 Circling to Rwy 13, 24 and 31 NA at night. Autopilot coupled approach Rwy 6 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase S-ILS 06 all Cats visibility to RVR 4500. For inop ALS, increase S-LOC 06 Cats A and B visibility to RVR 5500 and Cats C and D visibility to 1 1/4 SM.				
ATIS <b>127.75</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	COLUMBUS TOWER ★ <b>120.1 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>



REIL Rwy 24	
HIRL Rwy 6-24	
MIRL Rwy 13-31	
REIL Rws 13 and 31	
FAF to MAP 6.1 NM	
Knots	60 90 120 150 180
Min:Sec	6:06 4:04 3:03 2:26 2:02

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>40001</b> <b>W06A</b>	APP CRS <b>056°</b>	Rwy Idg <b>6997</b> TDZE <b>380</b> Apt Elev <b>398</b>
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RNAV (GPS) RWY 6

COLUMBUS (CSG)

RNP APCH - GPS.

⚠

Circling to Rwy 13, 31 and 24 NA at night. Rwy 6 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500. For inop ALS, increase LNAV Cats A and B visibility to RVR 5500 and Cats C and D visibility to 1 $\frac{1}{2}$  SM.

MALSR

MISSED APPROACH: Climb to 900, then climbing left turn to 2500 direct GEMMY and hold.

ATIS  
**127.75**

ATLANTA APP CON ★  
**125.5 323.1**

COLUMBUS TOWER ★  
**120.1 (CTAF) 0 257.8**

GND CON  
**121.9 348.6**

UNICOM  
**122.95**

30 NM to FODUN

15 NM to FODUN

2900

2500

146°

146°

236°

2500 NoPT (6.8)

(IAF) FODUN

FODUN

1404

870

COMOD (FAF)

660

949

600

775

1046

614±

603

RW06

MISSED APCH FIX

4 NM

086°

266°

GEMMY

R-3002D, E, F

R-3002F

R-3002A, B, C

2249

2249

30 NM to WESUV

10 NM to WESUV

2500

236°

236°

2500 NoPT (5.9)

2100 (5.9)

056°

236°

4 NM

DOCEG

2500

2900

146°

15 NM to DOCEG (NoPT)

30 NM to DOCEG (NoPT)

326°

Procedure NA for arrivals at WESUV on V241 southbound.

R-3002G

ELEV 398

TDZE 380

VGSI and RNAV glidepath not coincident (VGSI Angle 2.61/TCH 48).

4 NM Holding Pattern

DOCEG

6000

2500

←236°

→056°

GP 3.00° TCH 50

COMOD

2100

1.9 NM to RW06

RW06

2100

6.8 NM

3.4 NM

1.9 NM

CATEGORY	A	B	C	D
LPV DA		659/40	279 (300- $\frac{3}{4}$ )	
LNAV/VNAV DA		832/45	452 (500- $\frac{7}{8}$ )	
LNAV MDA	960/40	580 (600- $\frac{3}{4}$ )	960-1 $\frac{1}{4}$	580 (600-1 $\frac{1}{4}$ )
CIRCLING	960-1	562 (600-1)	1140-2 $\frac{1}{4}$ 742 (800-2 $\frac{1}{4}$ )	1300-3 902 (1000-3)

TWR 455

3997 X 75

6997 X 150

0.7% UP

056°

REIL Rwy 24

HIRL Rwy 6-24

MIRL Rwy 13-31

REIL Rws 13 and 31

COLUMBUS, GEORGIA

Amdt 1 23FEB23

32°31'N-84°56'W

285

COLUMBUS (CSG)

RNAV (GPS) RWY 6

COLUMBUS, GEORGIA

AL-636 (FAA)

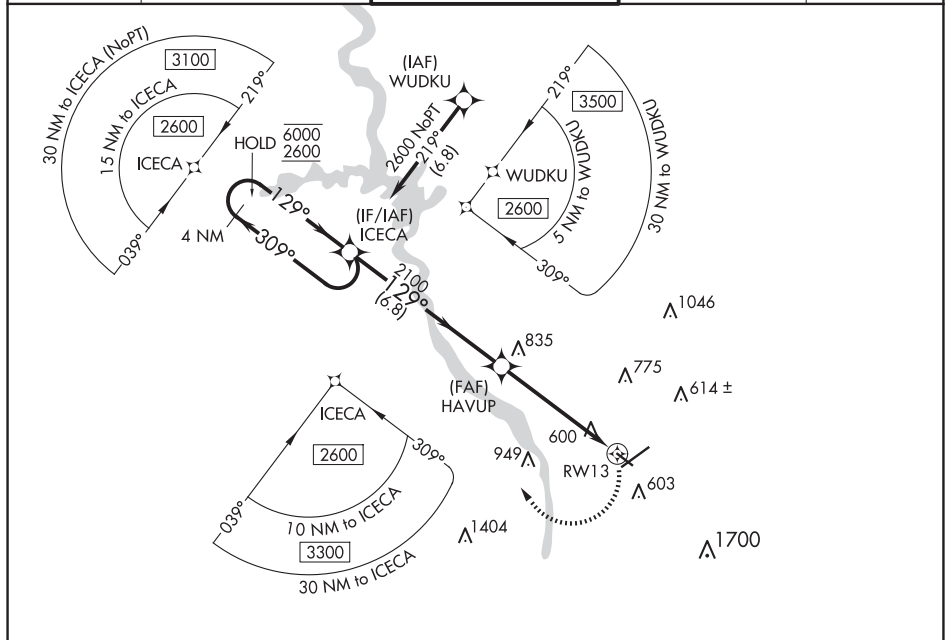
24361

APP CRS	Rwy Idg	3907
129°	TDZE	398
	Apt Elev	398

# RNAV (GPS) RWY 13

COLUMBUS (CSG)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 2600 direct ICECA and hold.		
⚠ Circling to Rwy 13, 31 and 24 NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. Rwy 13 Straight-in minimums NA at night.				
ATIS	ATLANTA APP CON *	COLUMBUS TOWER *	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) 0 257.8	121.9 348.6	122.95



4 NM Holding Pattern					VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 36).		2600	ICECA	
6000 2600		← 309° → 129°		ICECA		HAVUP		RW13	
				2100		3.00° TCH 50			
		6.8 NM		5.2 NM					
CATEGORY	A		B		C		D		
LNAV MDA	1040-1		642 (700-1)		1040-1 7/8		642 (700-1 7/8)		
CIRCLING	1040-1		642 (700-1)		1140-2 1/4 742 (800-2 1/4)		1300-3 902 (1000-3)		

ELEV 398	D	TDZE 398
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COLUMBUS, GEORGIA

Amdt 1A 10AUG23

32°31'N-84°56'W

# RNAV (GPS) RWY 13

COLUMBUS (CSG)

REIL Rwy 24  
HIRL Rwy 6-24  
MIRL Rwy 13-31  
REIL Rws 13 and 31

SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>45501</b> <b>W24A</b>	APP CRS <b>236°</b>	Rwy Idg <b>6997</b> TDZE <b>391</b> Apt Elev <b>398</b>
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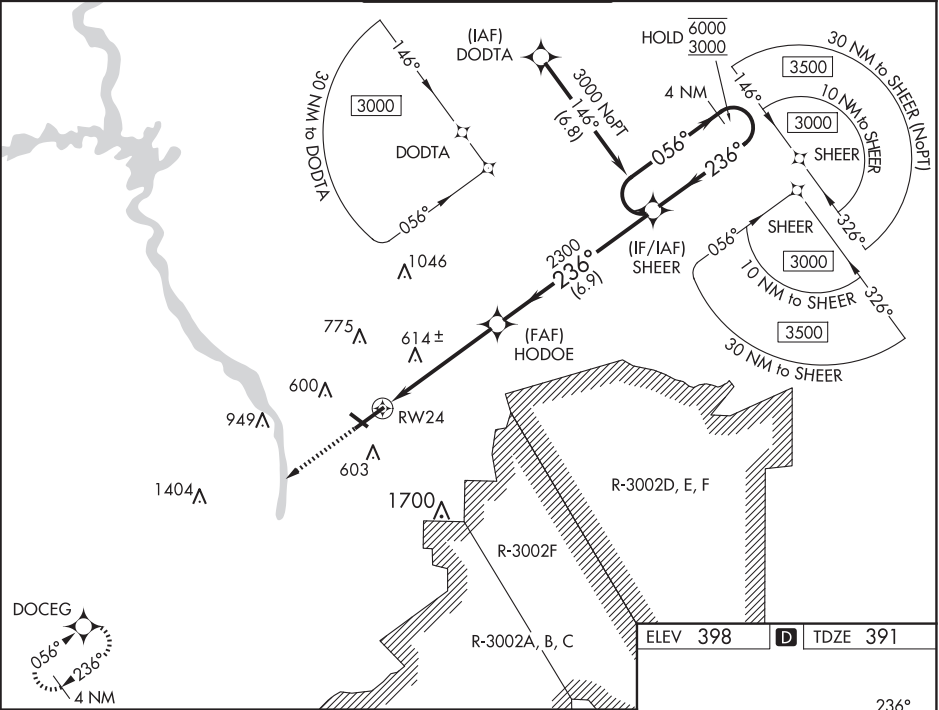
RNAV (GPS) RWY 24  
COLUMBUS (CSG)

RNP APCH - GPS.

⚠ Circling Rwy 13 and 31 NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 53°C.

MISSED APPROACH: Climb to 2500 direct DOCEG and hold.

ATIS <b>127.75</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	COLUMBUS TOWER ★ <b>120.1</b> (CTAF) <b>0 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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2500

DOCEG

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).

1.8 NM to RW24

2300

236°

2300

4 NM Holding Pattern

056° → 6000

← 236° 3000

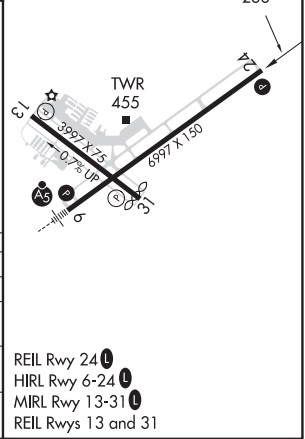
GP 3.42° TCH 60

1.8 NM

3.3 NM

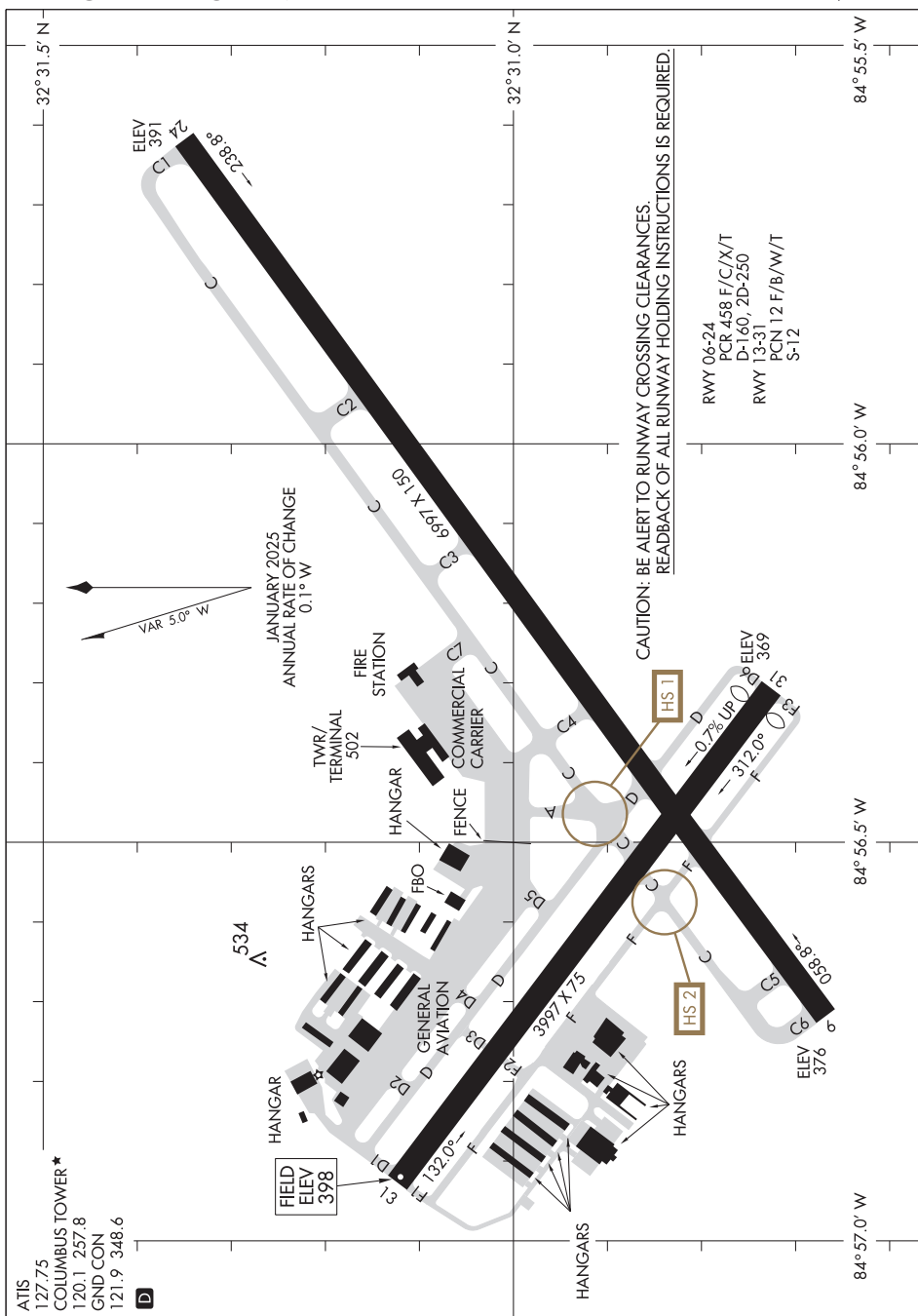
6.9 NM

CATEGORY	A	B	C	D
LPV DA	729-1		338 (400-1)	
LNAV/VNAV DA	872-1 <sup>3</sup> / <sub>8</sub>		481 (500-1 <sup>3</sup> / <sub>8</sub> )	
LNAV MDA	1020-1	629 (700-1)	1020-1 <sup>3</sup> / <sub>4</sub>	629 (700-1 <sup>3</sup> / <sub>4</sub> )
CIRCLING	1020-1	622 (700-1)	1140-2 <sup>1</sup> / <sub>4</sub> 742 (800-2 <sup>1</sup> / <sub>4</sub> )	1300-3 902 (1000-3)



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

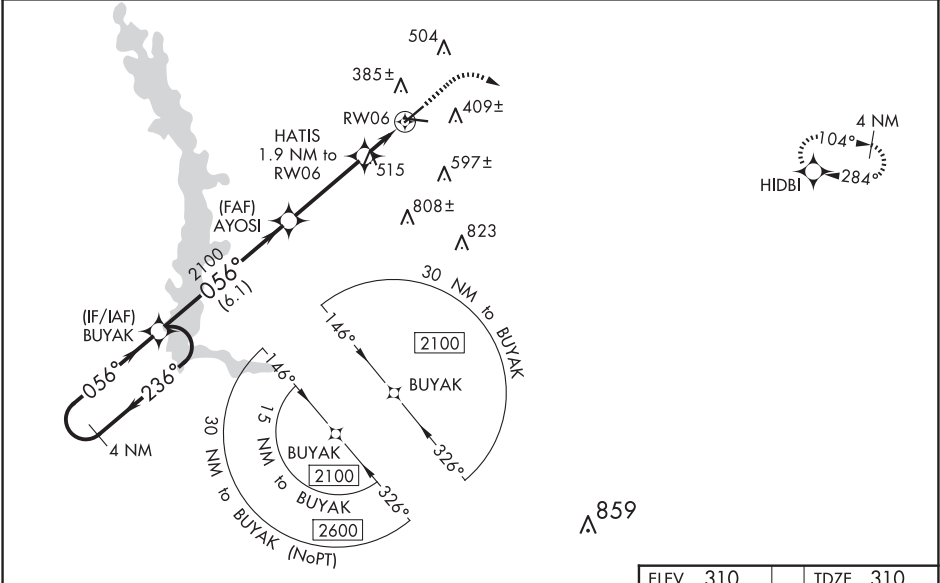


WAAS CH <b>40106</b> <b>W06A</b>	APP CRS <b>056°</b>	Rwy Idg <b>4882</b> TDZE <b>310</b> Apt Elev <b>310</b>
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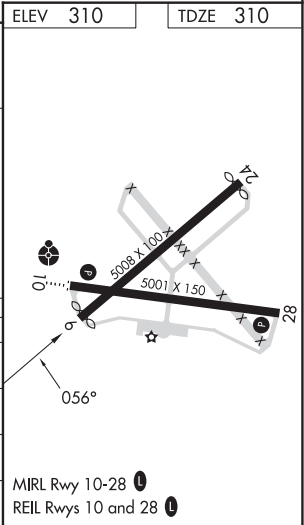
RNAV (GPS) RWY 6  
CRISP COUNTY-CORDELE (CKF)

RNP APCH-GPS.	MISSED APPROACH: Climb to 800 then climbing right turn to 2100 direct HIDBI and hold.
<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 6 helicopter visibility reduction below ¾ SM NA. Straight-in Rwy 6 NA at night, Circling Rwy 6, 24, 28 NA at night.</p>	

AWOS-3PT <b>119.325</b>	JACKSONVILLE CENTER <b>125.75 363.075</b>	UNICOM <b>123.050</b> (CTAF) <b>0</b>
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SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

CORDELE, GEORGIA

AL-5355 (FAA)

24361

WAAS CH <b>57905</b> <b>W10A</b>	APP CRS <b>103°</b>	Rwy Idg TDZE <b>308</b> Apt Elev <b>310</b>
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# RNAV (GPS) RWY 10

CRISP COUNTY-CORDELE (CKF)

RNP APCH-GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 10 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Circling Rwy 28 NA at night. Inop table does not apply to LPV and LNAV all Cnts. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1 $\frac{1}{2}$  SM.

ODALS



MISSED APPROACH: Climb to 2100 direct HIDBI and hold.

AWOS-3PT  
**119.325**JACKSONVILLE CENTER  
**125.75 363.075**UNICOM  
**123.050 (CTAF)**

MISSED APCH FIX

NoPT for arrival at BAVCA  
on V35 northeast bound.A<sup>911</sup>(IF/IAF)  
BAVCA

4 NM

103°

283°

2000

103°

(9.6)

(FAF)  
AGUME

515 A

RW10

JILAP

1.7 NM to

RW10

419±

A 504

385±

A 409±

A 597±

A 808±

A 823

MSA RW 10 25 NM

2300



ELEV 310

TDZE 308

VGSi and RNAV glidepath not coincident  
(VGSi Angle 3.00/TCH 42).

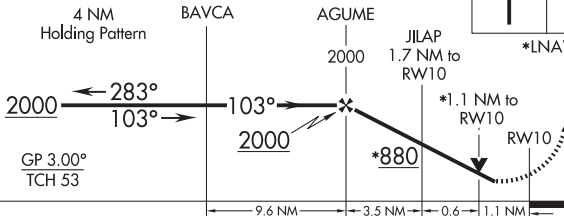
2100



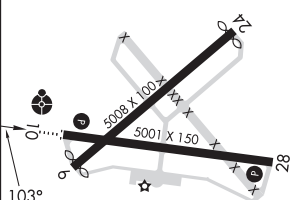
HIDBI



\*LNAV only.



CATEGORY	A	B	C	D
LPV DA	612-1	304 (400-1)		
LNAV/DA	726-1 $\frac{1}{4}$	418 (300-1 $\frac{1}{4}$ )		
LNAV MDA	680-1	372 (400-1)		
CIRCLING	820-1	510 (600-1)	1080-2 $\frac{1}{4}$ 770 (800-2 $\frac{1}{4}$ )	1160-2 $\frac{3}{4}$ 850 (900-2 $\frac{3}{4}$ )



MIRL Rwy 10-28

REIL Rwy 10 and 28

CORDELE, GEORGIA

Amdt 1B 08SEP22

31°59'N-83°46'W

CRISP COUNTY-CORDELE (CKF)

# RNAV (GPS) RWY 10

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>90206</b> <b>W24A</b>	APP CRS <b>236°</b>	Rwy Idg <b>4868</b> TDZE <b>308</b> Apt Elev <b>310</b>
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RNAV (GPS) RWY 24

CRISP COUNTY-CORDELE (CKF<sup>1</sup>)

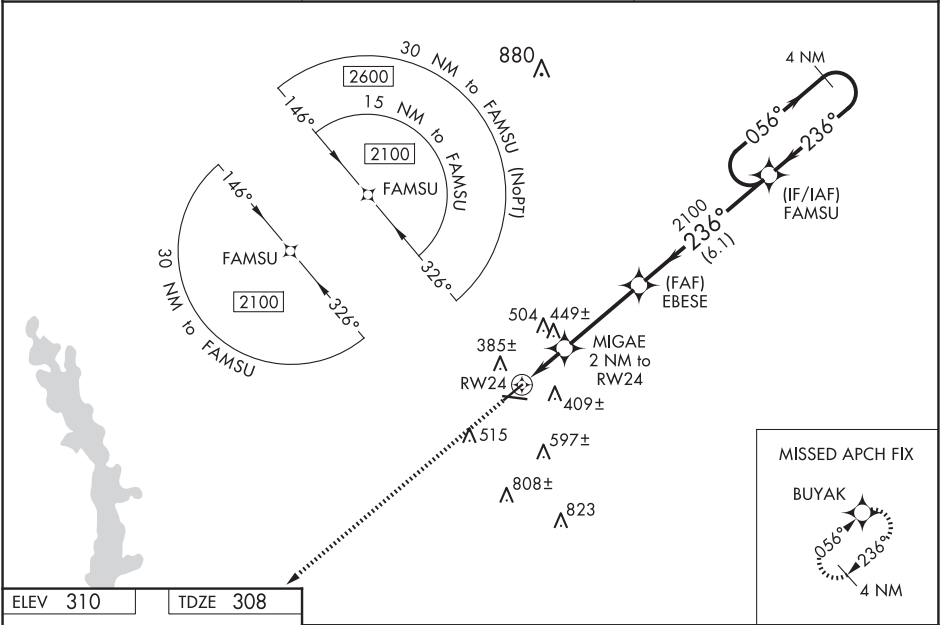
RNP APCH-GPS.

▼  
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 24 helicopter visibility reduction below ¾ SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 6, 24, 28 NA at night.

MISSED APPROACH: Climb to 2100 direct BUYAK and hold.

AWOS-3PT <b>119,325</b>	JACKSONVILLE CENTER <b>125.75 363,075</b>	UNICOM <b>123,050 (CTAF) 1</b>
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ELEV 310	TDZE 308
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ELEV 310

TDZE 308

2100

BUYAK

\*LNAV only.

RW24

MIGAE 2 NM to RW24

EBESE 2100

FAMSU

236°

056°

5008 X 100

5001 X 150

82

10

CATEGORY	A	B	C	D
LPV DA	583-1		275 (300-1)	
LNAV/VNAV DA	584-1		276 (300-1)	
LNAV MDA	700-1 392 (400-1)		700-1½ 392 (400-1½)	
CIRCLING	820-1 510 (600-1)		1080-2¼ 770 (800-2¼)	1160-2¾ 850 (900-2¾)

MIRL Rwy 10-28 1

REIL Rwy 10 and 28 1

CORDELE, GEORGIA

AL-5355 (FAA)

24361

WAAS CH <b>99305</b> <b>W28A</b>	APP CRS <b>284°</b>	Rwy Idg <b>5001</b> TDZE <b>309</b> Apt Elev <b>310</b>
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RNAV (GPS) RWY 28

CRISP COUNTY-CORDELE (CKF)

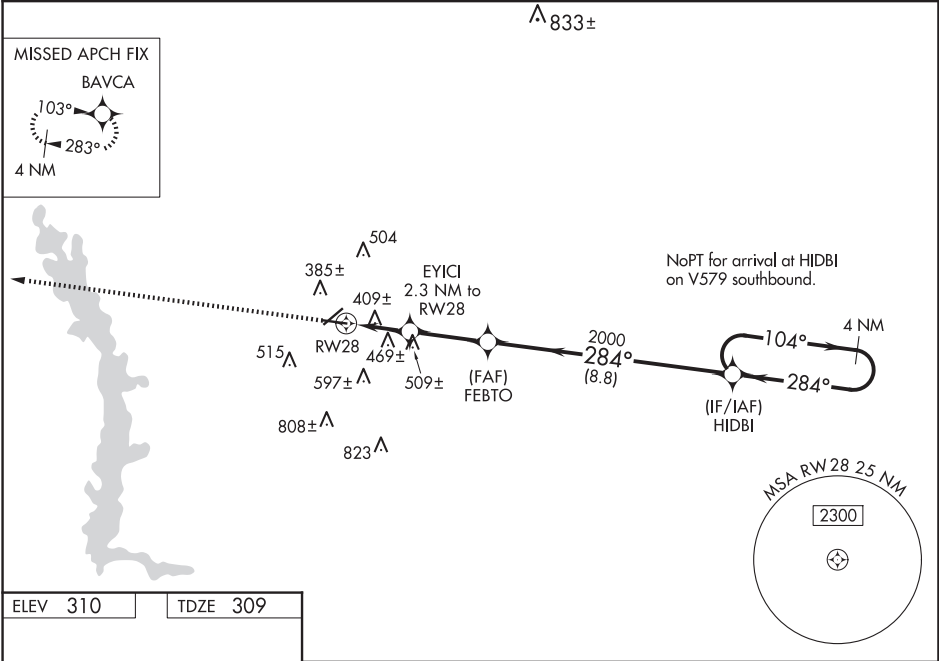
RNP APCH-GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 28 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 direct BAVCA and hold.

AWOS-3PT <b>119.325</b>	JACKSONVILLE CENTER <b>125.75 363.075</b>	UNICOM <b>123.050</b> (CTAF) <b>1</b>
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LOC I-CKF	APP CRS	Rwy Idg	5001
108.9	104°	TDZE	308
		Apt Elev	310

LOC RWY 10  
CRISP COUNTY-CORDELE (CKF)

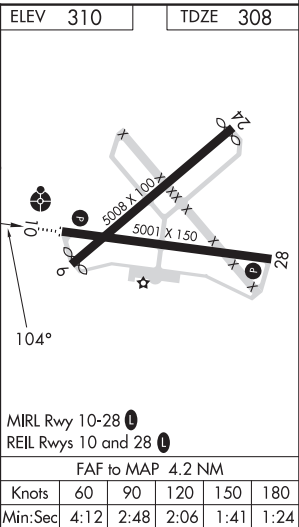
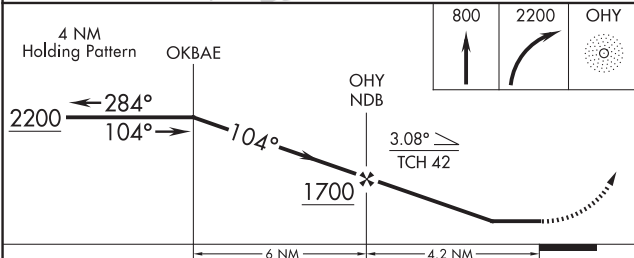
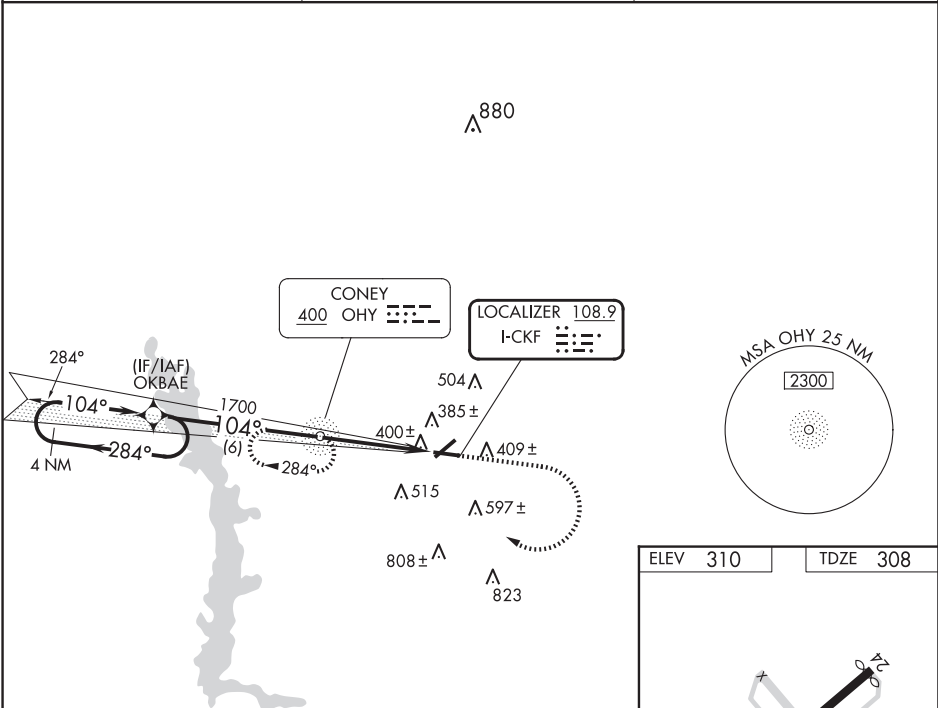
RNP APCH-GPS or RADAR required.

**⚠** Rwy 10 helicopter visibility reduction below 1 SM NA. ADF required.  
**⚠** NA Circling Rwy 28 NA at night. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 100 feet and increase S-10 Cat C/D visibility 1/8 SM and Circling Cat C/D visibility 1/4 SM. Inop table does not apply to S-10. Inop table does not apply to S-10 Cat A/B when using Albany altimeter setting. For inop ALS, when using Albany altimeter setting increase S-10 Cat C/D visibility to 1 3/8 SM.



**MISSED APPROACH:** Climb to 800 then climbing right turn to 2200 direct OHY NDB and hold, continue climb-in-hold to 2200.

AWOS-3PT 119.325	JACKSONVILLE CENTER 125.75 363.075	UNICOM 123.050 (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
S-10		660-1	352 (400-1)	
<b>C</b> CIRCLING	820-1	510 (600-1)	1080-2 1/4 770 (800-2 1/4)	1160-2 3/4 850 (900-2 3/4)

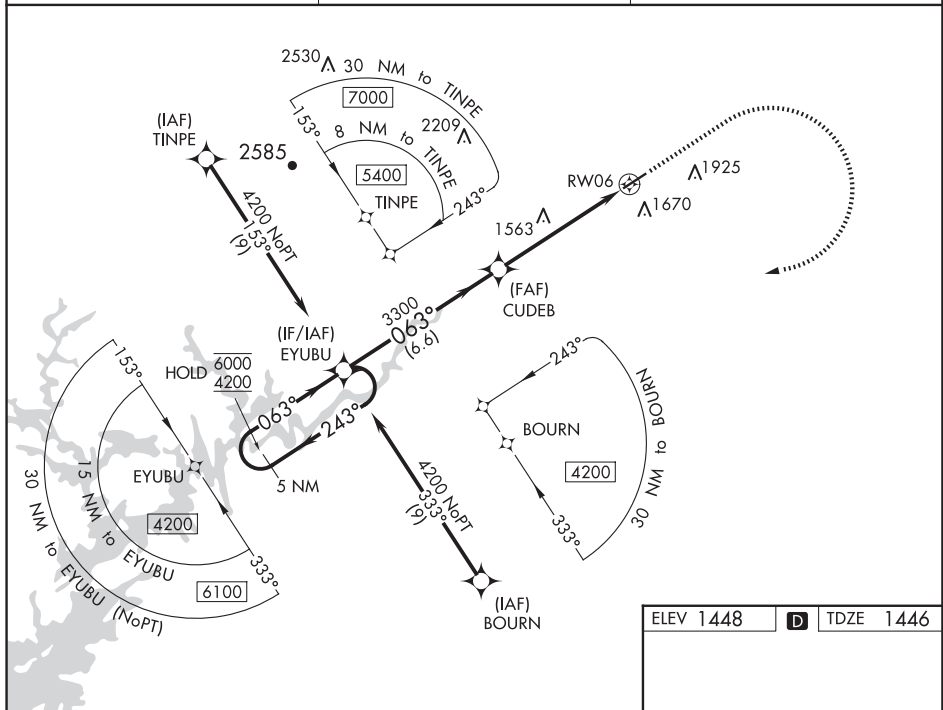
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

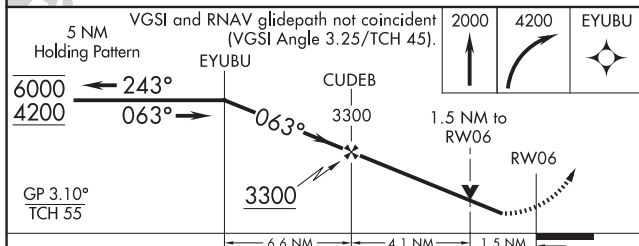
# RNAV (GPS) RWY 6


## HABERSHAM COUNTY (AJR)

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4200 direct EYUBU and hold.

UNICOM  
122.7 (CTAF) **L**

ELEV 1448		TDZE 1446
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CATEGORY		A	B	C	D
LPV	DA	1710-7/8		264 (300-7/8)	
LNAV/ VNAV	DA	1824-1		378 (400-1)	
LNAV	MDA	1980-1	534 (600-1)	1980-1½	534 (600-1½)
 CIRCLING		2100-1 652 (700-1)	2280-1¼ 832 (900-1¼)	2280-2½ 832 (900-2½)	2280-2¾ 832 (900-2¾)

MIRL Rwy 6-24 

HABERSHAM COUNTY(AJR)  
RNAV (GPS) RWY 6

SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>49121</b> <b>W24A</b>	APP CRS <b>246°</b>	Rwy Idg <b>5503</b> TDZE <b>1448</b> Apt Elev <b>1448</b>
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RNAV (GPS) RWY 24  
HABERSHAM COUNTY (AJR)

RNP APCH - GPS.

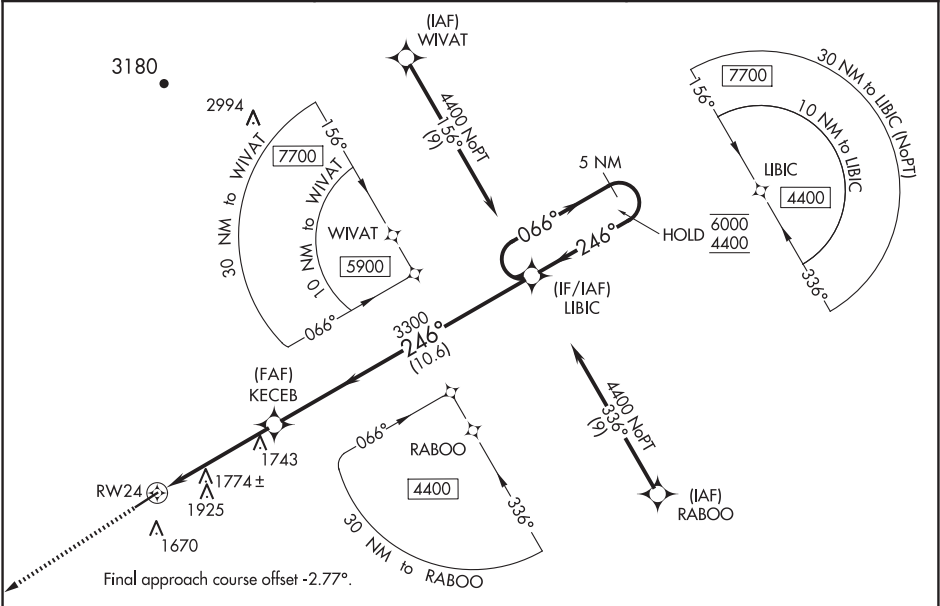
▼

⚠

Rwy 24 helicopter visibility reduction below 1 SM NA.  
Procedure NA at night.

MISSED APPROACH: Climb to 4200 direct EYUBU and hold.

AWOS-3 <b>119.175</b>	ATLANTA CENTER <b>134.8 379.95</b>	UNICOM <b>122.7 (CTAF) 0</b>
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MISSED APCH FIX  
EYUBU

4200

EYUBU

Visual Segment - Obstacles.

CATEGORY	A	B	C	D
LP MDA	2000-1	552 (600-1)	2000-1 $\frac{3}{4}$	552 (600-1 $\frac{3}{4}$ )
LNAV MDA	2040-1	592 (600-1)	2040-1 $\frac{3}{4}$	592 (600-1 $\frac{3}{4}$ )
CIRCLING	2100-1 652 (700-1)	2280-1 $\frac{1}{4}$ 832 (900-1 $\frac{1}{4}$ )	2280-2 $\frac{1}{2}$ 832 (900-2 $\frac{1}{2}$ )	2280-2 $\frac{3}{4}$ 832 (900-2 $\frac{3}{4}$ )

ELEV 1448    **D**    TDZE 1448

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

COURTLAND, ALABAMA

AL-9123 (FAA)

23110

WAAS CH <b>56231</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg TDZE <b>582</b> Apt Elev <b>588</b>
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RNAV (GPS) RWY 13

COURTLAND (9A4)

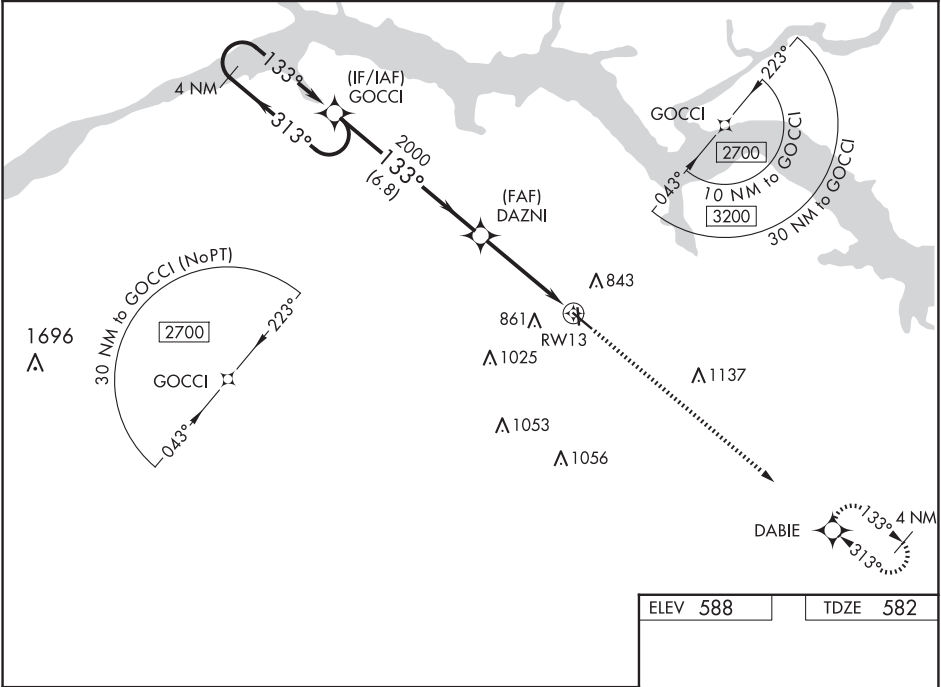
⚠

Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP NA with Muscle Shoals altimeter setting. When local altimeter setting not received, use Muscle Shoals altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ SM and Circling Cat D ¼ SM. Night landing: Rwy 18 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:

Climb to 2700 direct DABIE and hold.

AWOS-3P <b>118.525</b>	HUNTSVILLE APP CON ★ <b>118.05 239.0</b>	UNICOM <b>122.7 (CTAF) 0</b>
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4 NM Holding Pattern

GOCCI

2700

GP 3.00° TCH 40

DAZN

2000

RW13

6.8 NM

2.9 NM

1.4

2700

DABIE

\*INAV only.

CATEGORY	A	B	C	D
LPV DA		782-¾	200 (200-¾)	
LNAV/VNAV DA		1074-1¾	492 (500-1¾)	
LNAV MDA	1080-1	498 (500-1)	1080-1¾	498 (500-1¾)
CIRCLING	1160-1 572 (600-1)	1240-1 652 (700-1)	1260-2 672 (700-2)	1360-2½ 772 (800-2½)

ELEV 588

TDZE 582

HIRL Rwy 13-31 0

COURTLAND, ALABAMA  
Amdt 2B 12AUG21

34°40'N-87°21'W

COURTLAND (9A4)

RNAV (GPS) RWY 13

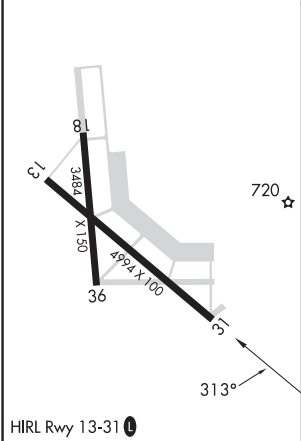
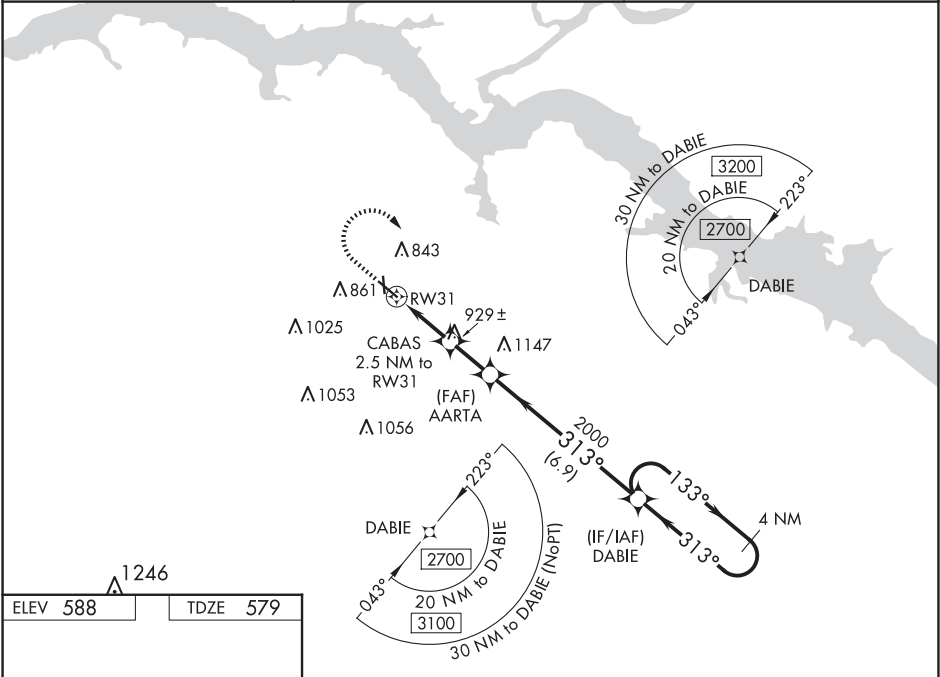
WAAS CH <b>48830</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Idg TDZE <b>579</b> Apt Elev <b>588</b>
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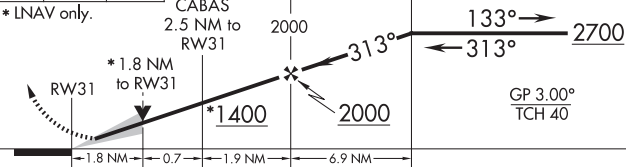
RNAV (GPS) RWY 31  
COURTLAND (9A4)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Muscle Shoals altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 SM and Circling Cat D 1/4 SM. VDP and Baro-VNAV NA with Muscle Shoals altimeter setting. Night landing: Rwy 18 NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2700 direct DABIE and hold.

AWOS-3P <b>118.525</b>	HUNTSVILLE APP CON ★ <b>118.05 239.0</b>	UNICOM <b>122.7 (CTAF) 0</b>
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1200	2700	DABIE	4 NM Holding Pattern		
					
* LNAV only.					
					
CATEGORY	A		B	C	D
LPV DA	779-¾		200 (200-¾)		
LNAV/VNAV DA	938-1¼		359 (400-1¼)		
LNAV MDA	1180-1	601 (600-1)	1180-1¾	601 (600-1¾)	
CIRCLING	1180-1 592 (600-1)	1240-1 652 (700-1)	1260-2 672 (700-2)	1360-2½ 772 (800-2½)	

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

CULLMAN, ALABAMA

AL-6320 (FAA)

25163

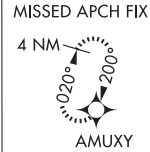
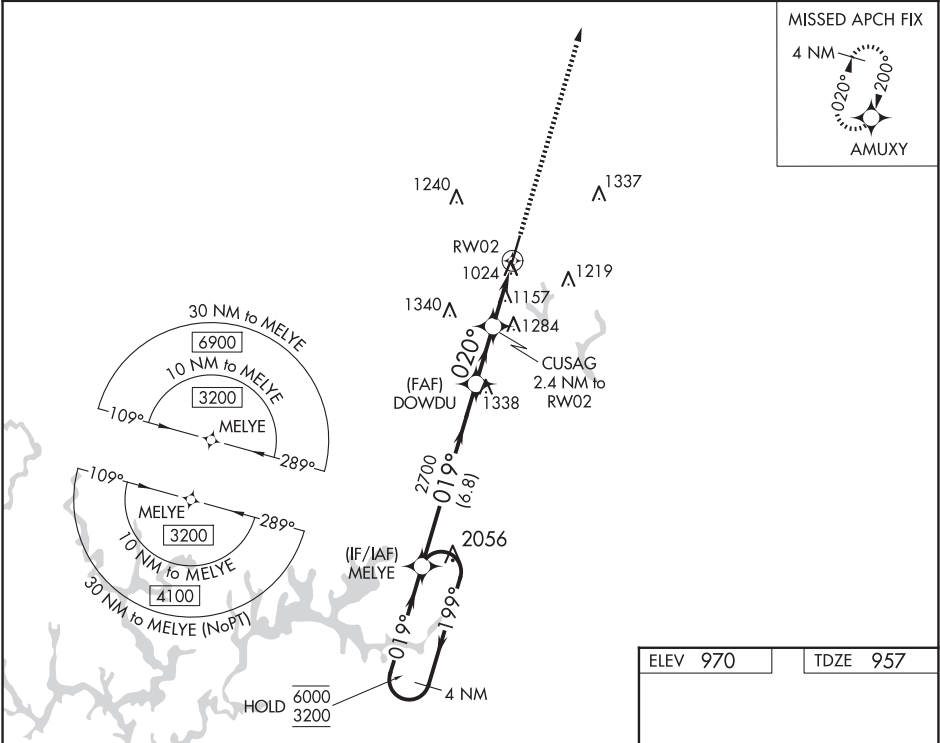
WAAS CH <b>58235</b> <b>W02A</b>	APP CRS <b>020°</b>	Rwy Ldg TDZE Apt Elev <b>5500</b> <b>957</b> <b>970</b>
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RNAV (GPS) RWY 2

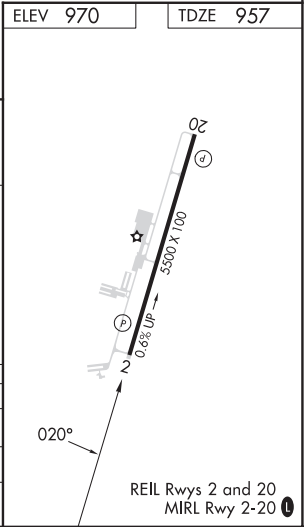
CULLMAN RGNL/FOLSOM FLD (CMD)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2900 direct AMUXY and hold.
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AWOS-3PT <b>124.175</b>	HUNTSVILLE APP CON★ <b>118.05 239.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.77/TCH 59).		2900	AMUXY
MELYE		DOWDU		CUSAG	
6000 ← 199°		3.50° TCH 59		2.4 NM to RWY 2	
3200 → 019°		2700		RWY 2	
		1900			
		6.8 NM		2.2 NM	
				2.4 NM	
CATEGORY	A	B	C	D	
LP MDA	1420-1	463 (500-1)	1420-1 $\frac{3}{8}$	463 (500-1 $\frac{3}{8}$ )	
LNAV MDA	1440-1	483 (500-1)	1440-1 $\frac{3}{8}$	483 (500-1 $\frac{3}{8}$ )	
CIRCLING	1480-1 510 (600-1)	1500-1 530 (600-1)	1600-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$ )	1640-2 670 (700-2)	



CULLMAN, ALABAMA  
Amdt 2 12JUN25

34°16'N-86°51'W

CULLMAN RGNL/FOLSOM FLD (CMD)

RNAV (GPS) RWY 2

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

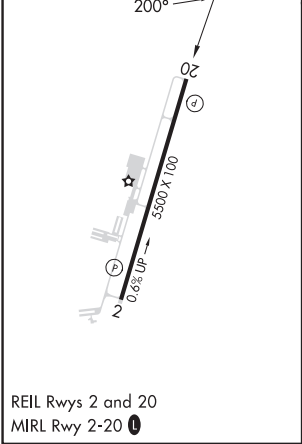
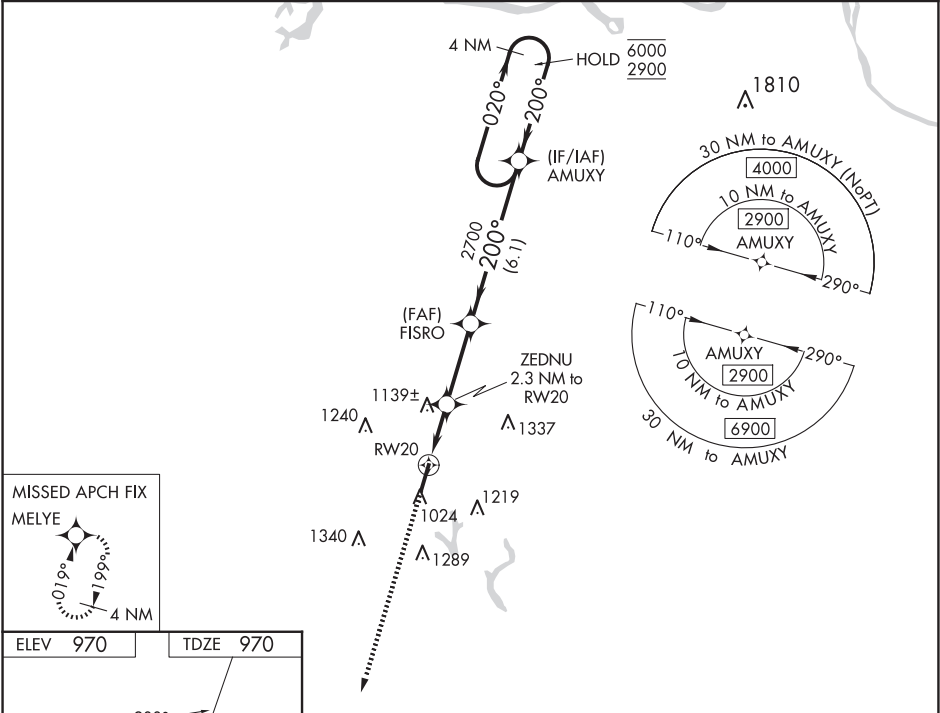
WAAS CH <b>50514</b> <b>W20A</b>	APP CRS <b>200°</b>	Rwy Ldg TDZE <b>970</b> Apt Elev <b>970</b>
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RNAV (GPS) RWY 20

CULLMAN RGNL/FOLSOM FLD (CMD)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3200 direct MELYE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 2 NA at night. Rwy 20 helicopter visibility reduction below ¾ SM NA.	


AWOS-3PT <b>124.175</b>	HUNTSVILLE APP CON★ <b>118.05 239.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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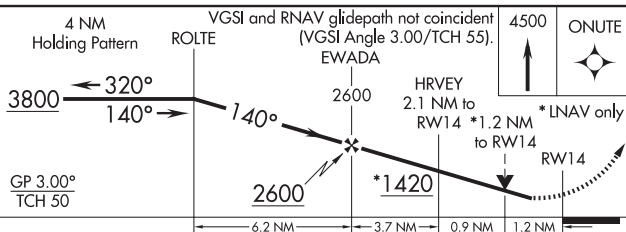
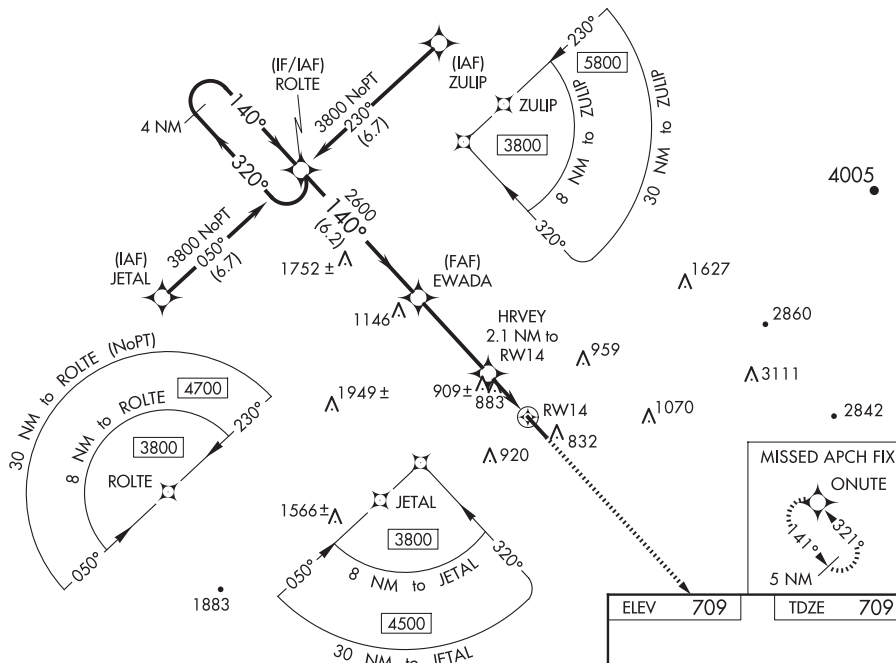
3200	MELYE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).				4 NM Holding Pattern
↑	✦	<div><div><div>1.2 NM to RW20</div><div>2.3 NM to RW20</div><div>ZEDNU</div></div><div><div>1740</div><div>2700</div><div>FISRO</div></div><div><div>200°</div><div>2700</div><div>AMUXY</div></div></div>				<div><div>020° →</div><div>← 200°</div><div>6000</div><div>2900</div></div>
<div><div><div>RW20</div><div>1.2 NM</div><div>1.1 NM</div><div>3 NM</div><div>6.1 NM</div></div></div>		<div><div>GP 3.00°</div><div>TCH 50</div></div>				
CATEGORY		A	B	C	D	
LPV DA		1220-¾		250 (300-¾)		
LNAV/VNAV DA		1378-1½		408 (500-1½)		
LNAV MDA		1400-1 430 (500-1)		1400-1½ 430 (500-1½)		
CIRCLING		1480-1 510 (600-1)	1500-1 530 (600-1)	1600-1¾ 630 (700-1¾)	1640-2 670 (700-2)	




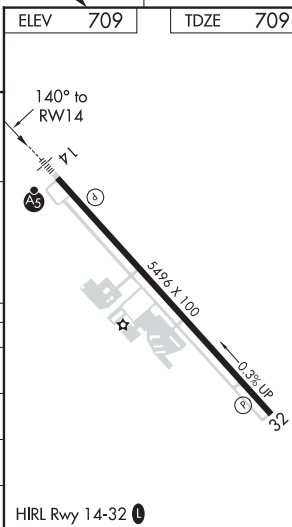
RNAV (GPS) RWY 14  
DALTON MUNI (DNN)

- |  |  |
|--|--|
| <p>MALSR</p>  | <p>MISSED APPROACH: Climb to 4500 direct ONUTE and hold, continue climb-in-hold to 4500.</p> |
|--|--|

AWOS-3PT <b>127.65</b>	CHATTANOOGA APP CON ★ <b>125.1 379.1</b>	CLNC DEL <b>120.25</b>	UNICOM <b>122.975 (CTAF) ①</b>
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CATEGORY		A	B	C	D
LPV	DA	959-3/4 250 (300-3/4)			
LNAV/ VNAV	DA	1173-1 1/8 464 (500-1 1/8)			
LNAV	MDA	1160-3/4	451 (500-3/4)	1160-7/8	451 (500-7/8)
 CIRCLING		1220-1	511 (600-1)	1260-1 1/2 551 (600-1 1/2)	1420-2 1/4 711 (800-2 1/4)



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DALTON, GEORGIA

AL-5792 (FAA)

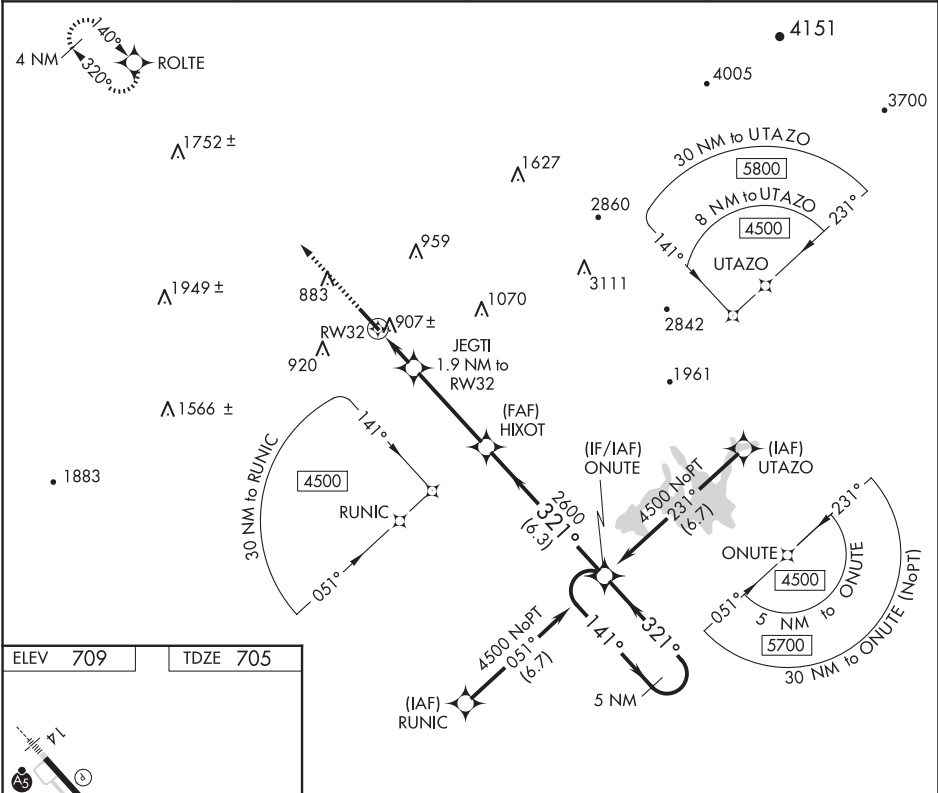
21224

APP CRS	Rwy Idg	<b>5496</b>
<b>321°</b>	TDZE	<b>705</b>
	Apt Elev	<b>709</b>

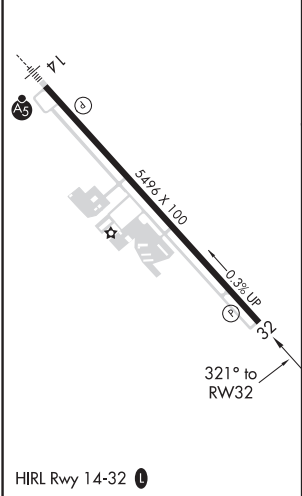
**RNAV (GPS) RWY 32**  
DALTON MUNI (DNN)

RNP APCH. ▼ Rwy 32 helicopter visibility reduction below 1 SM NA. ▲ Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.		MISSED APPROACH: Climb to 3800 direct ROLTE and hold, continue climb-in-hold to 3800.	
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AWOS-3PT <b>127.65</b>	CHATTANOOGA APP CON ★ <b>125.1 379.1</b>	CLNC DEL <b>120.25</b>	UNICOM <b>122.975 (CTAF) 0</b>
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ELEV	709	TDZE	705
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3800 ROLTE Visual Segment - Obstacles.			
JEGTI 1.9 NM to RW32 HIXOT ONUTE 5 NM Holding Pattern			
RW32 1340 HIXOT 2600 ONUTE 4500			
CATEGORY	A	B	C D
LNAV MDA	1180-1	475 (500-1)	1180-1 3/8 475 (500-1 3/8)
CIRCLING	1220-1	511 (600-1)	1340-1 3/4 631 (700-1 3/4) 1420-2 1/4 711 (800-2 1/4)

DALTON, GEORGIA  
Amdt 1A 12AUG21

34°43'N-84°52'W

**RNAV (GPS) RWY 32**  
DALTON MUNI (DNN)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



APP CRS  
**311°**

Rwy Idg  
TDZE  
**322**

Apt Elev  
**332**

RNAV (GPS) RWY 32

DAWSON MUNI (16J)

RNP APCH

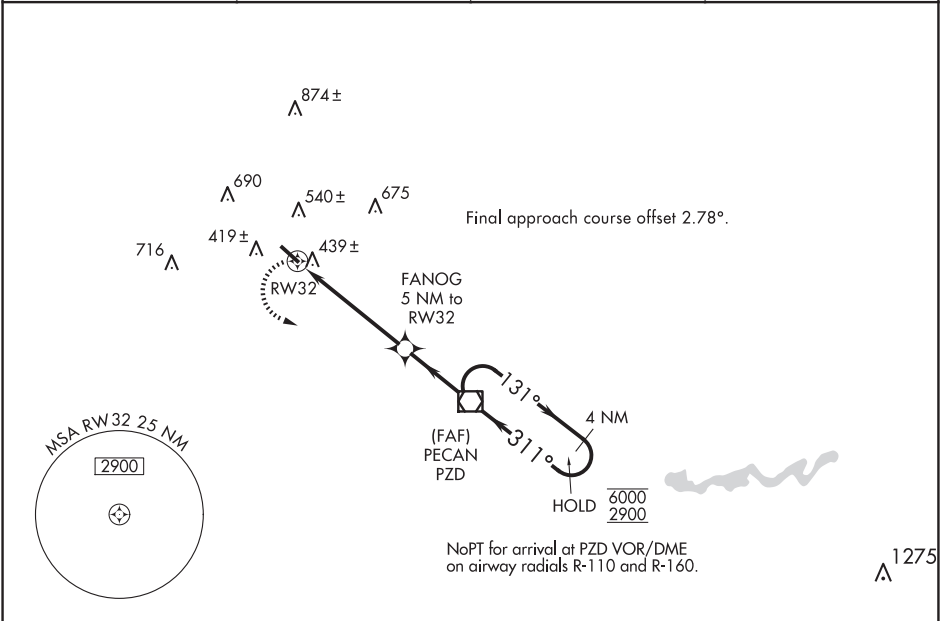
▼

▲ NA

Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
Use Albany altimeter setting. When Albany altimeter settings not received, use Americus altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2900 direct PZD VOR/DME and hold, continue climb-in-hold to 2900.

AWOS-3PT <b>118.8</b>	ABY ASOS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 363.075</b>	UNICOM <b>122.8 (CTAF) 1</b>
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ELEV 332	TDZE 322
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1

2

3

4507 X.75

1.0% UP

311°

2900

PZD

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 48).

4 NM Holding Pattern

RW32

FANOG 5 NM to RW32

1920

311°

131°

6000

2900

3.04° TCH 40

5 NM

3 NM

CATEGORY	A	B	C	D
LNAV MDA	760-1	438 (500-1)	NA	
CIRCLING	960-1	628 (700-1)	NA	

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SE-4, 12 JUN 2025 to 07 AUG 2025

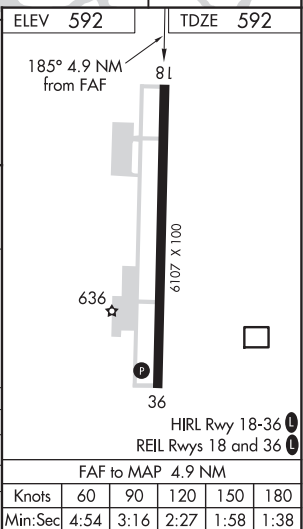
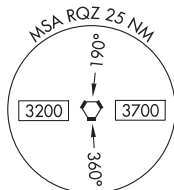
ILS or LOC RWY 18  
PRYOR FLD RGNL (DCU)

**MISSED APPROACH:** Climb to 1700, then climbing right turn to 3000 on RQZ VORTAC R-230 to JUVLO/RQZ 28.7 DME and hold.

ASOS  
118.375

HUNTSVILLE APP CON★  
118.05 239.0

UNICOM  
123.075 (CTAF) **L**



PRYOR FLD RGNL (DCU)  
ILS or LOC RWY 18

DECATUR, ALABAMA

AL-719 (FAA)

22195

WAAS CH <b>82200</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg <b>6107</b> TDZE <b>592</b> Apt Elev <b>592</b>
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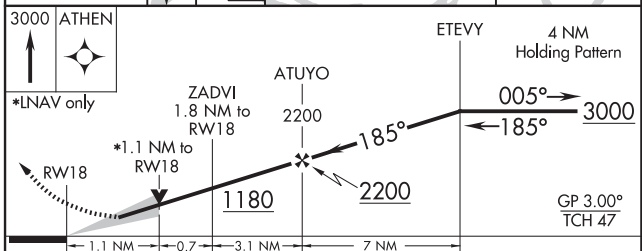
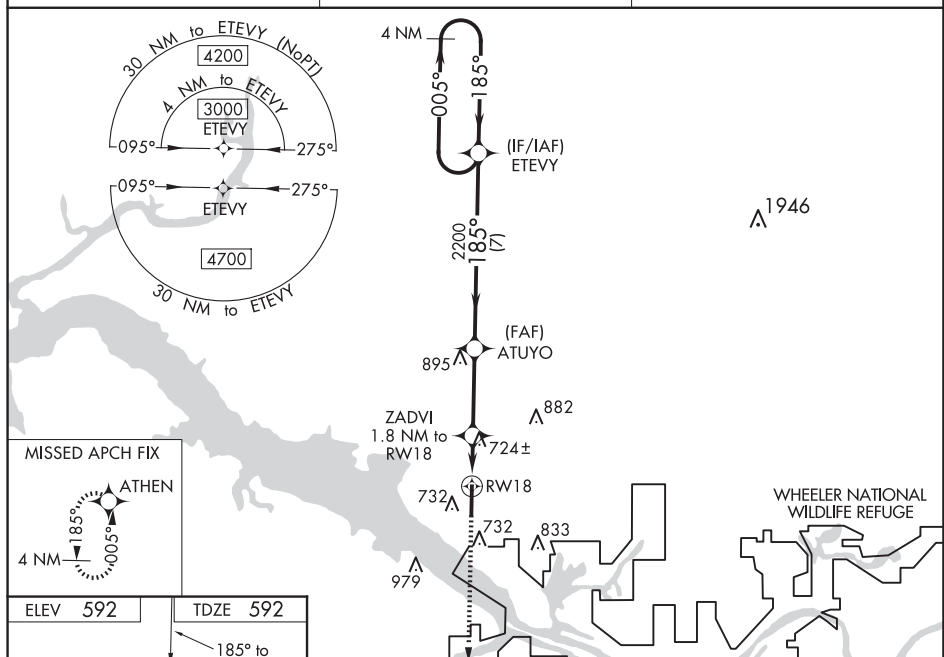
## RNAV (GPS) RWY 18


PRYOR FLD RGNL (DCU)



**MISSED APPROACH:**  
Climb to 3000 direct  
ATHEN and hold.

ASOS <b>118.375</b>	HUNTSVILLE APP CON★ <b>118.05 239.0</b>	UNICOM <b>123.075 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	792- $\frac{3}{4}$		200 (200- $\frac{3}{4}$ )	
LNAV/ VNAV DA	895-1		303 (400-1)	
LNAV MDA	980-1 388 (400-1)		980-1 $\frac{1}{8}$ 388 (400-1 $\frac{1}{8}$ )	
 CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1340-2 $\frac{1}{4}$ 748 (800-2 $\frac{1}{4}$ )	1340-2 $\frac{1}{2}$ 748 (800-2 $\frac{1}{2}$ )

DECATUR, ALABAMA

AL-719 (FAA)

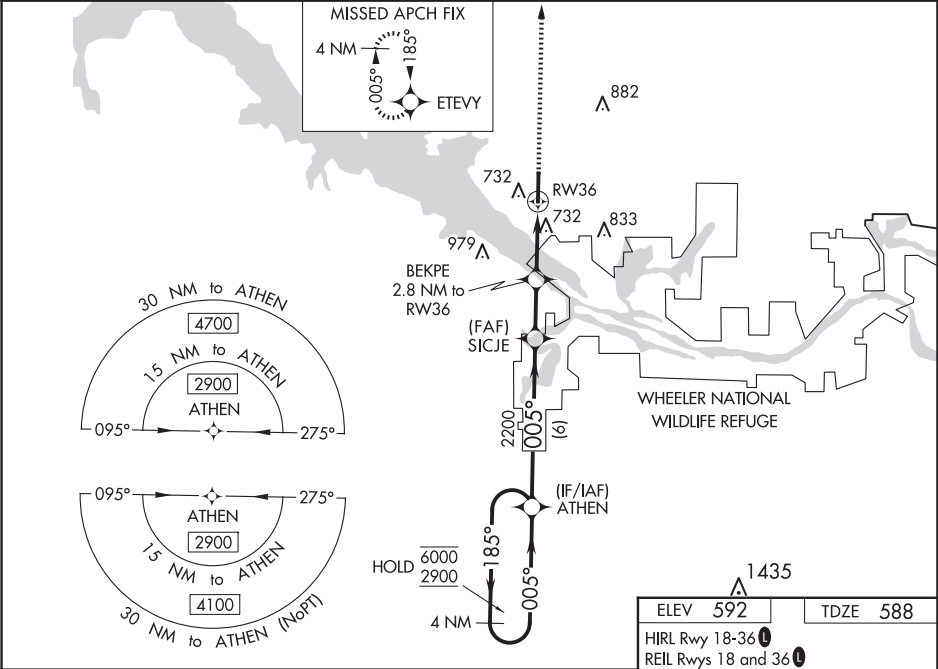
22195

WAAS CH <b>90204</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg <b>6107</b> TDZE <b>588</b> Apt Elev <b>592</b>
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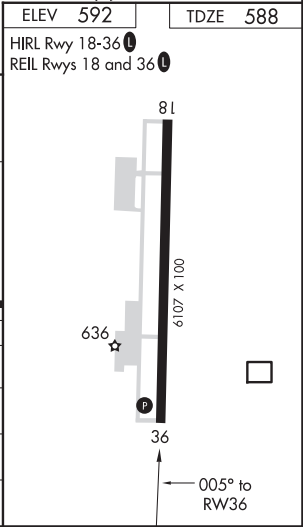
**RNAV (GPS) RWY 36**  
PRYOR FLD RGNL (DCU)

RNP APCH.	<p><b>⚠</b> Rwy 36 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. <b>⚠</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.</p>	MISSED APPROACH: Climb to 3000 direct ETEVY and hold.
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ASOS <b>118.375</b>	HUNTSVILLE APP CON ★ <b>118.05 239.0</b>	UNICOM <b>123.075 (CTAF) ①</b>
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4 NM Holding Pattern	ATHEN	SICJE	BEKPE 2.8 NM to RW36	*1.2 NM to RW36	RW36
6000 2900	← 185° 005° →	005°	2200	*1500	
GP 3.00° TCH 50		6 NM	2.1 NM	1.6 NM	1.2 NM
CATEGORY	A	B	C	D	
LPV DA	900-1	312 (400-1)			
LNAV/VNAV DA	1041-1 $\frac{3}{8}$	453 (500-1 $\frac{3}{8}$ )			
LNAV MDA	1000-1	412 (500-1)	1000-1 $\frac{1}{8}$	412 (500-1 $\frac{1}{8}$ )	
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1340-2 $\frac{1}{4}$ 748 (800-2 $\frac{1}{4}$ )	1340-2 $\frac{1}{2}$ 748 (800-2 $\frac{1}{2}$ )	



DECATUR, ALABAMA  
Amdt 2B 08NOV18

34°39'N-86°57'W

PRYOR FLD RGNL (DCU)  
**RNAV (GPS) RWY 36**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

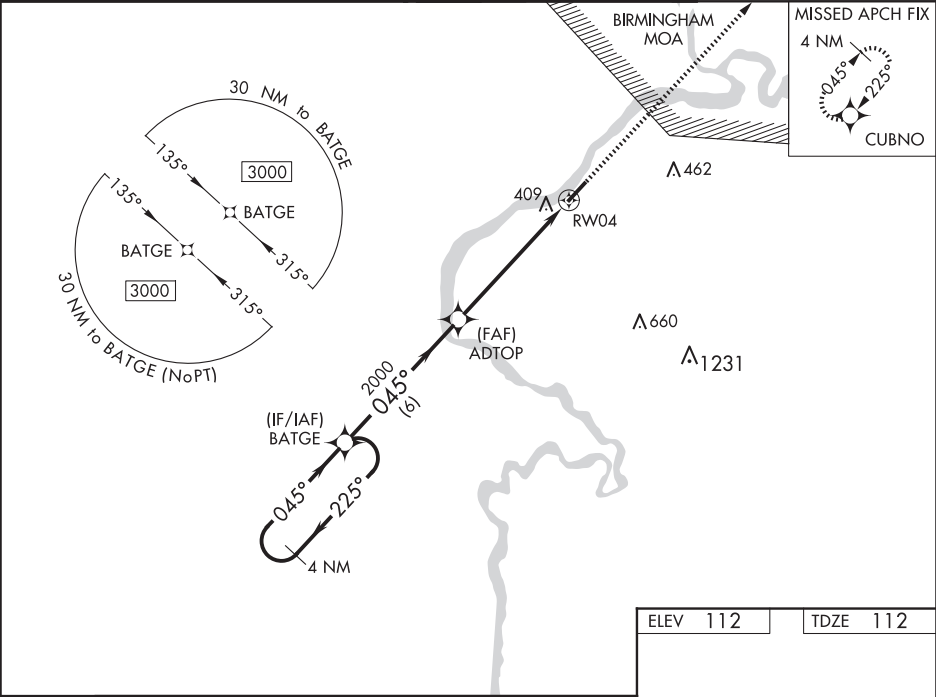
WAAS CH <b>60939</b> <b>W04A</b>	APP CRS <b>045°</b>	Rwy Idg <b>5002</b> TDZE <b>112</b> Apt Elev <b>112</b>
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RNAV (GPS) RWY 4  
DEMOPOLIS RGNL (DYA)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase LPV and LNAV/VNAV DA 82 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV Cats C/D and Circling Cat C visibility 1/4 mile, and increase Circling Cat D visibility 1/2 mile. Baro-VNAV and VDP NA when using Marion altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct CUBNO and hold.

AWOS-3P <b>119.475</b>	MERIDIAN APP CON* <b>121.275 348.7</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 43).		3000	CUBNO
3000 ← 225°		BATGE		↑	✱
GP 3.00°		ADTOP		*LNAV only.	
TCH 44		2000		*1.5 NM to RWY 4	
		RWY 4		5002 X 100	
		6 NM		4.3 NM	
		1.5 NM		045°	
CATEGORY	A	B	C	D	
LPV DA		362-3/4	250 (300-3/4)		
LNAV/VNAV DA		570-1 1/2	458 (500-1 1/2)		
LNAV MDA	660-1	548 (600-1)	660-1 5/8	548 (600-1 5/8)	
CIRCLING	720-1	608 (700-1)	720-1 3/4 608 (700-1 3/4)	780-2 668 (700-2)	

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DEMOPOLIS, ALABAMA

AL-9079 (FAA)

24193

WAAS CH <b>97339</b> <b>W22A</b>	APP CRS <b>225°</b>	Rwy Idg <b>5002</b> TDZE <b>107</b> Apt Elev <b>112</b>
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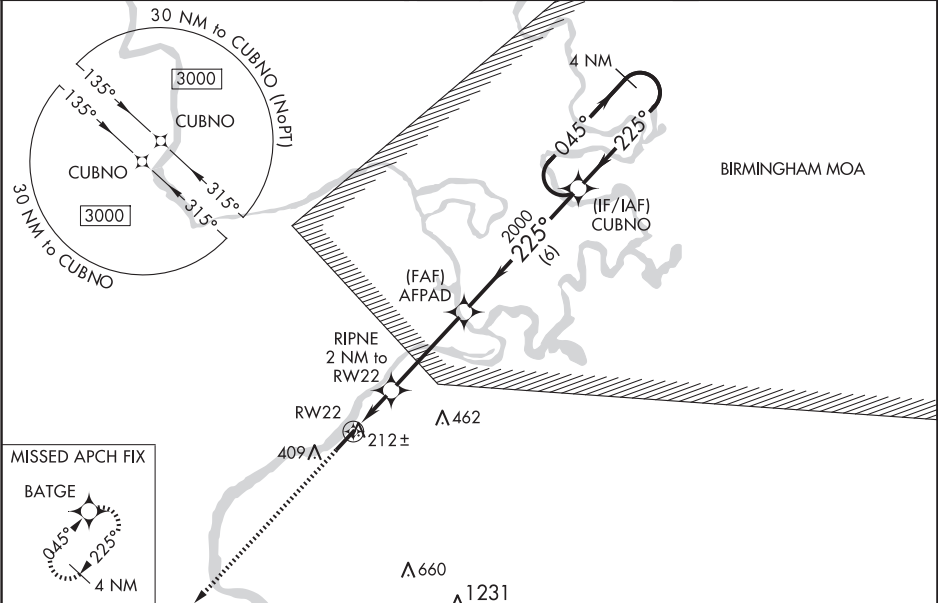
RNAV (GPS) RWY 22

DEMOPOLIS RGNL (D Y A)

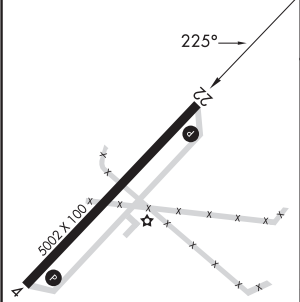
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase LPV and LNAV/VNAV DA 82 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅜ mile, increase Circling Cat C visibility ¼ mile, and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Marion altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct BATGE and hold.

AWOS-3P <b>119.475</b>	MERIDIAN APP CON* <b>121.275 348.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 112	TDZE 107
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3000

BATGE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 43).

4 NM Holding Pattern

\*LNAV only.

RIPNE 2NM to RW22

AFPAD 2000

CUBNO

045° → 3000

← 225°

GP 3.00° TCH 40

1 NM


1 NM

3.8 NM

6 NM

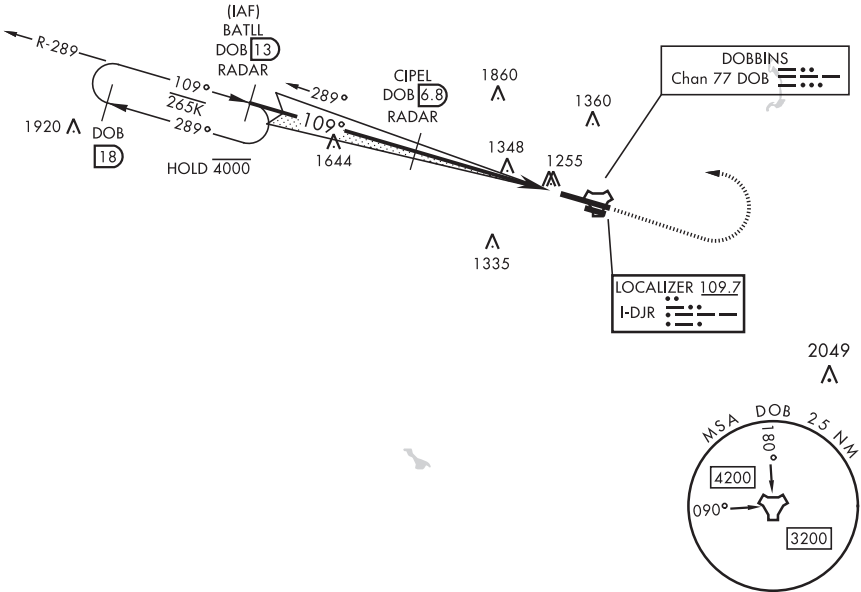
CATEGORY	A	B	C	D
LPV DA		369-7⁄8	262 (300-7⁄8)	
LNAV/VNAV DA		385-7⁄8	278 (300-7⁄8)	
LNAV MDA		480-1	373 (400-1)	
CIRCLING	720-1	608 (700-1)	720-1¾ 608 (700-1¾)	780-2 668 (700-2)

ILS or LOC RWY 11

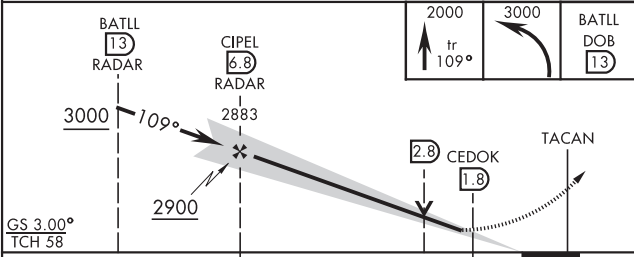
LOC I-DJR <b>109.7</b>	APCH CRS <b>109°</b>	Rwy Idg <b>10,002</b> TDZE <b>1069</b> Arpt Elev <b>1069</b>	[USAF]	DOBBINS ARB (KMGE)
TACAN or RADAR required.			ALSF-1 	† MISSED APPROACH: Climb to 2000 track 109°, then climbing left turn to 3000, intercept the DOB TACAN R-289 to BATLL and hold.
ATIS ★ <b>269.5</b>	ATLANTA APP CON <b>121.0 268.7</b>	TOWER ★ <b>120.75 370.875</b>	GND CON <b>125.3 275.8</b>	ASR

\*\*\* Circling not authorized N of Rwy 11-29 for CAT DE aircraft,  
Circling to assault strip not authorized.

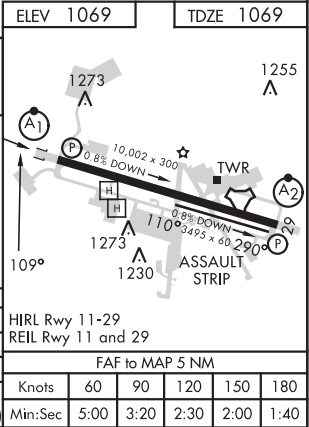
† Missed approach requires use of RNAV  
or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 7800



CATEGORY	A	B	C	D	E
S-ILS 11*	1431/40		362	(400-¾)	
S-LOC 11**	1600/40	531 (600-¾)	1600/55	531	(600-1)
***	1600-1	1620-1	1760-2	1760-2¼	1760-2½
CIRCLING	531 (600-1)	551 (600-1)	691 (700-2)	691 (700-2¼)	691 (700-2½)



ILS or LOC RWY 11

MARIETTA, GEORGIA

ILS or LOC RWY 29

**LOC I-VRW 111.35**      **APCH CRS 289°**      **Rwy Idg 10,002**  
**TDZE 1014**      **Arprt Elev 1069**      [USAF]      **DOBBINS ARB (KMGE)**

**TACAN or RADAR required.**

**† MISSED APPROACH:** Climb to 3000 on DOB TACAN R-286 to CYLON and hold.

**ATIS ★ 269.5**      **ATLANTA APP CON 121.0 268.7**      **TOWER ★ 120.75 370.875**      **GND CON 125.3 275.8**      **ASR**

**† Missed approach requires use of RNAV or ATC RADAR monitoring.**

**CAUTION:** Glide slope unusable beyond 4° right of course.

**CAUTION:** Short intermediate, 4.5 NM, recommend early configuration.

**CAUTION:** Autopilot coupled approach NA below 1800.

**EMERG SAFE ALT 100 NM 7800**

CATEGORY	A	B	C	D	E
S-ILS 29	1214/40		200	(200-¾)	
S-LOC 29*	1520/40	506 (500-¾)	1520-1¼	506	(500-1¼)
C CIRCLING	1580-1 511 (600-1)	1620-1 551 (600-1)	1760-2 691 (700-2)	1760-2½ 691 (700-2½)	1760-2½ 691 (700-2½)

**ELEV 1069**      **TDZE 1014**

**HIRL Rwy 11-29**  
**REIL Rwy 11 and 29**

**FAF to MAP 5.5 NM**

	Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50	

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RNAV (GPS) RWY 29

CATEGORY	A	B	C	D	E
LNAB/VNAB DA*	1480/60		466	(500-1½)	
LNAB MDA**	1520/40 506 (500-¾)		1520-1¼	506	(500-1¼)
CIRCLING***	1580-1 511 (600-1)	1620-1 551 (600-1)	1760-2 691 (700-2)	1760-2¼ 691 (700-2¼)	1760-2½ 691 (700-2½)

HIRL all Rwy's  
REIL Rwy's 11, 29


DOBBINS ARB (KMGE)

RNAV (GPS) RWY 29

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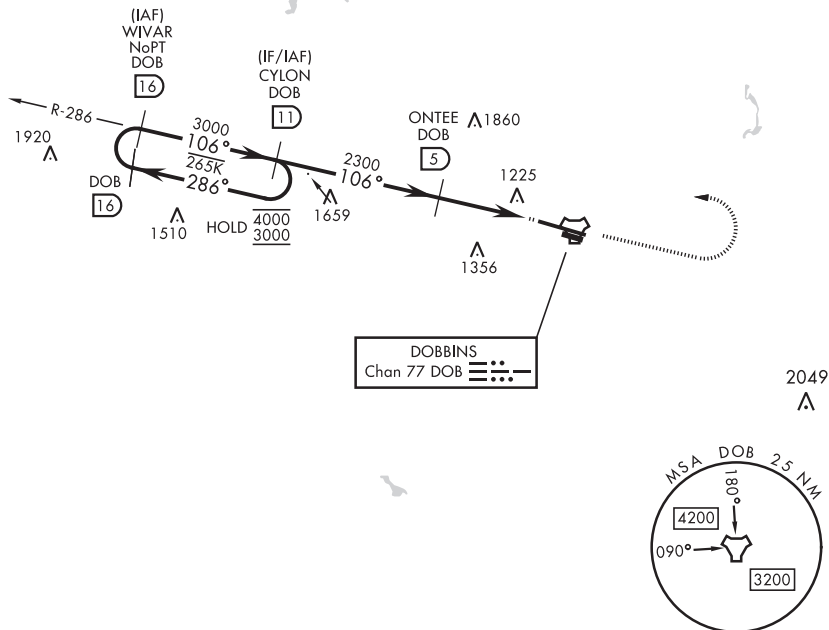
SE-4, 12 JUN 2025 to 07 AUG 2025

TACAN RWY 11

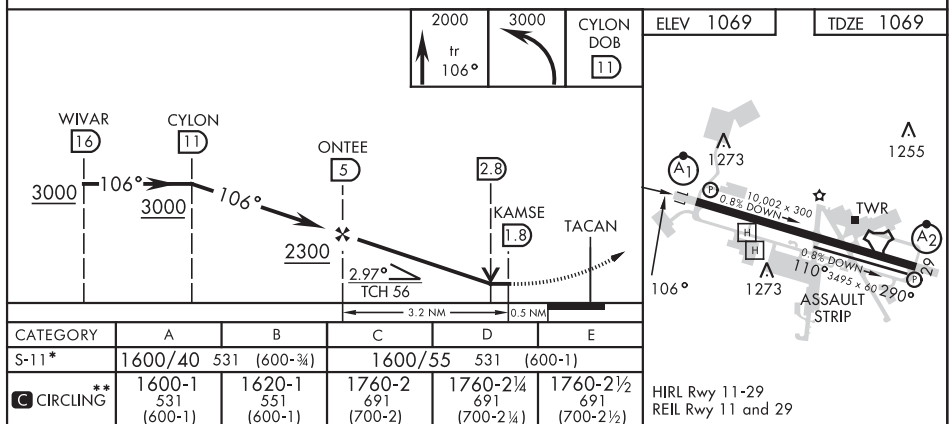
TACAN Chan 77	DOB 106°	APCH CRS 106°	Rwy Idg 10,002 TDZE 1069 Arprt Elev 1069	[USAF]	TACAN RWT 11	DOBBINS ARB (KMGE)
<p>▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.</p> <p>** Circling not authorized N of Rwy 11-29 for CAT DE aircraft. Circling to assault strip not authorized.</p>				<p>ALS-F-1</p> 	<p>† MISSED APPROACH: Climb to 2000 on track 106°, then climbing left turn to 3000, intercept DOB TACAN R-286 to CYLON and hold.</p>	

ATIS ★ 269.5	ATLANTA APP CON 121.0 268.7	TOWER ★ 120.75 370.875	GND CON 125.3 275.8	ASR
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† Missed approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 7800



MARIETTA, GEORGIA

33°55'N-84°31'W

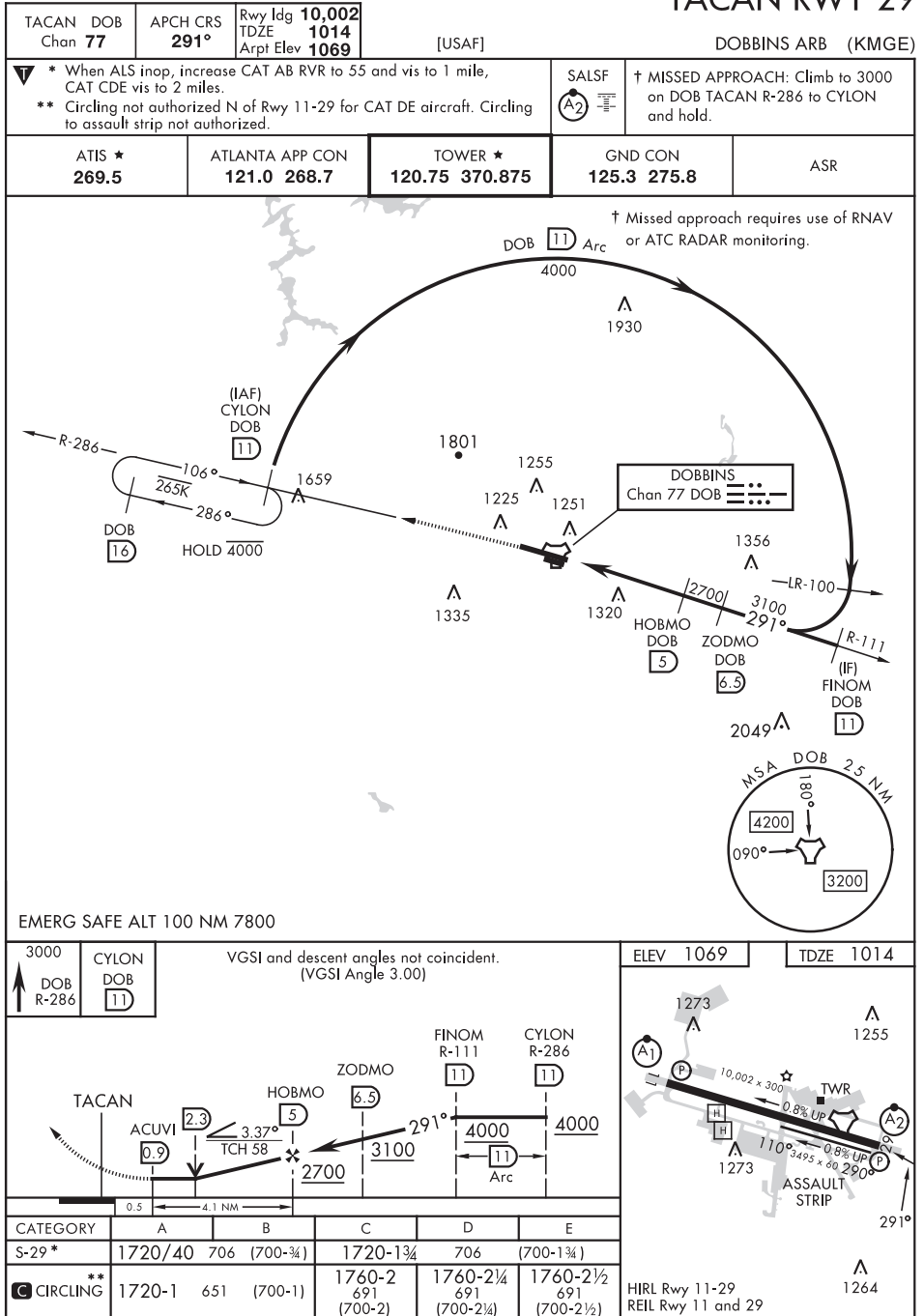
DOBBINS ARB (KMGE)

Amdt 8 11JUL24

TACAN RWY 11

MARIETTA, GEORGIA

TACAN RWY 29



SE-4, 12 JUN 2025 to 07 AUG 2025

MARIETTA, GEORGIA

33°55'N-84°31'W

DOBBINS ARB (KMGE)

Amdt 8 11JUL24

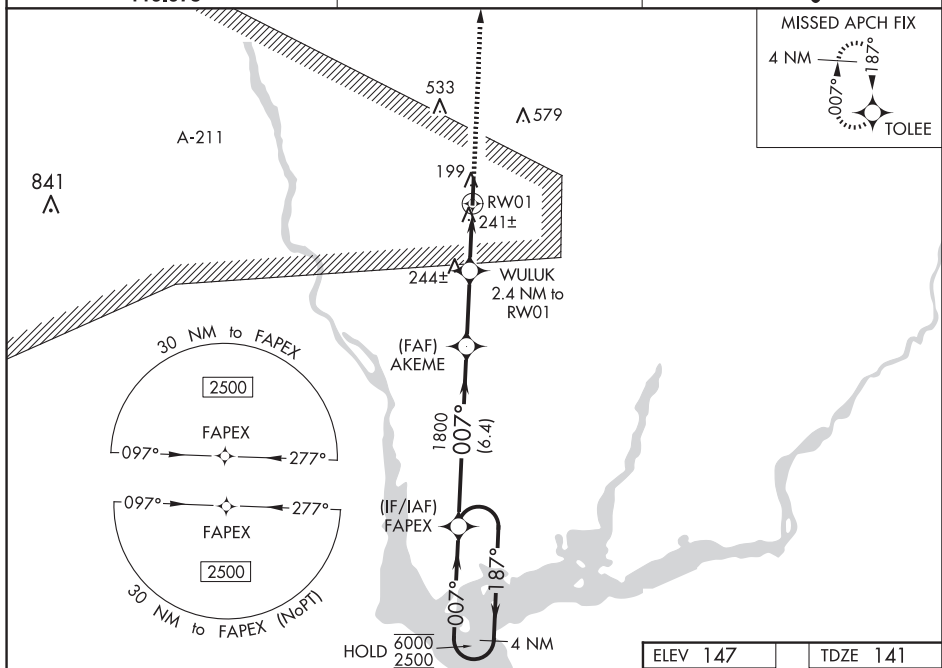
TACAN RWY 29



RNAV (GPS) RWY 1  
DONALSONVILLE MUNI (17J)

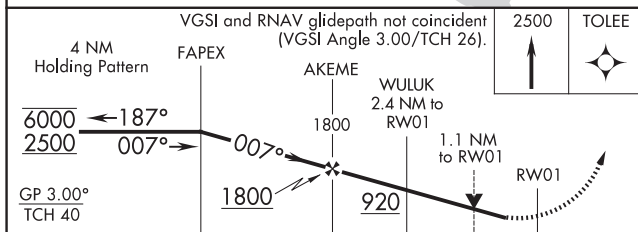
**T** Rwy 1 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.


**MISSED APPROACH:** Climb to 2500 direct TOLEE and hold.

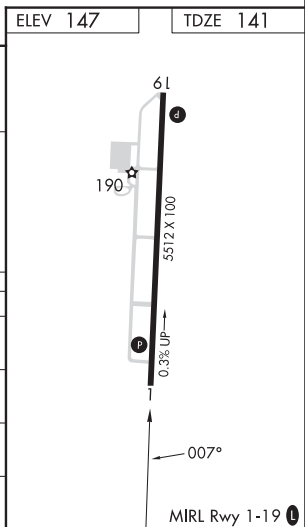
CTAF  
122.9 

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SE-4, 12 JUN 2025 to 07 AUG 2025



CATEGORY		A	B	C	D
LPV	DA	394-3 <sup>4</sup> / <sub>4</sub>		253 (300-3 <sup>4</sup> / <sub>4</sub> )	
RNAV/ VNAV	DA	402-7 <sup>8</sup> / <sub>8</sub>		261 (300-7 <sup>8</sup> / <sub>8</sub> )	
RNAV	MDA	500-1		359 (400-1)	
 CIRCLING		600-1	453 (500-1)	880-2 733 (800-2)	880-2 <sup>1</sup> / <sub>4</sub> 733 (800-2 <sup>1</sup> / <sub>4</sub> )

DONALSONVILLE MUNI (17J)  
RNAV (GPS) RWY 1

WAAS CH <b>61325</b> <b>W19A</b>	APP CRS <b>187°</b>	Rwy Idg <b>5512</b> TDZE <b>147</b> Apt Elev <b>147</b>
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# RNAV (GPS) RWY 19

## DONALSONVILLE MUNI (17J)

RNP APCH - GPS.

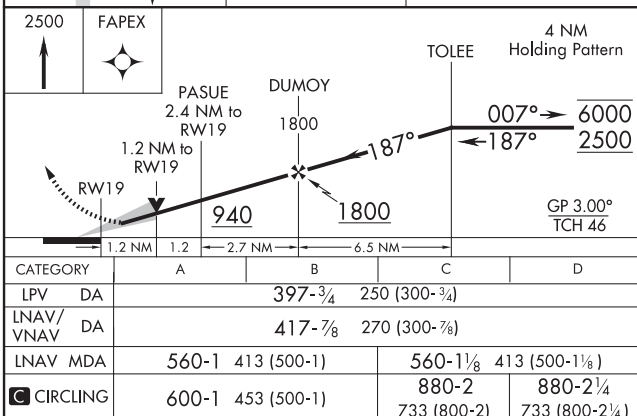
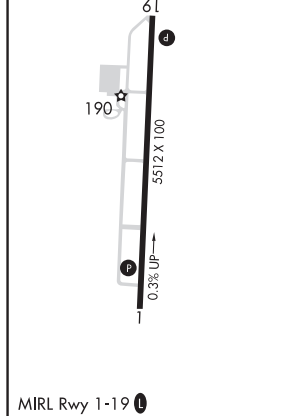
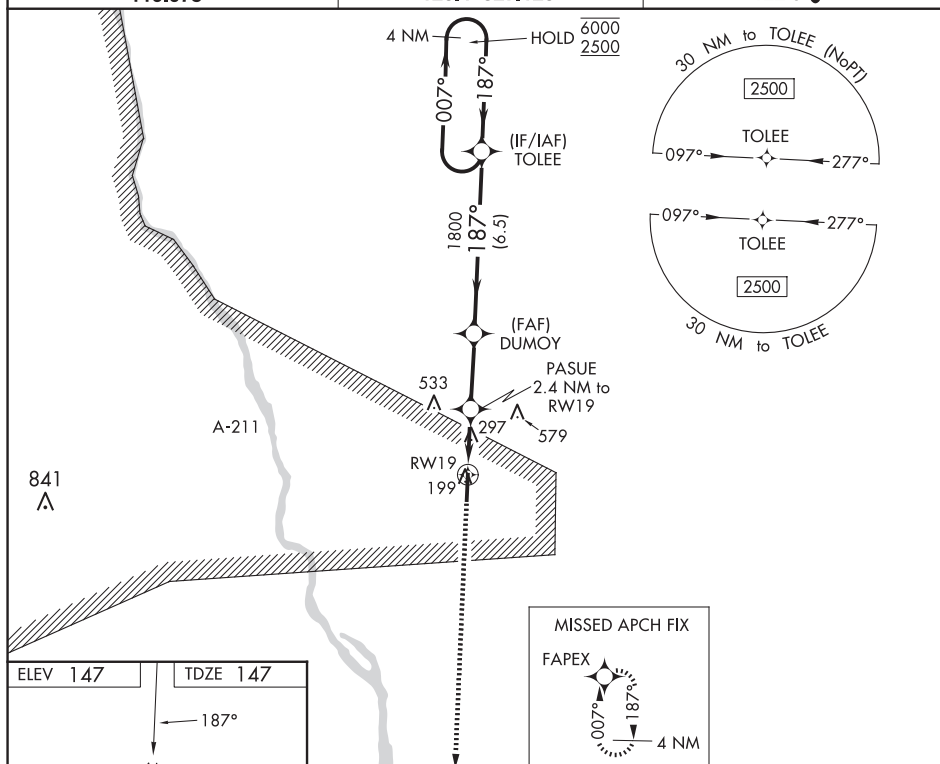


For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

**MISSED APPROACH:** Climb to 2500 direct FAPEX and hold.

AWOS-3PT  
119.675

CAIRNS APP CON ★  
125.4 327.125

CTAF  
122.9 **L**

ILS or LOC RWY 14  
DOTHAN RGNL (DHN)

**MISSED APPROACH:** Climb to 3000 on heading 138° and on RRS VORTAC R-126 to RADME INT/RRS 20.2 DME and hold.

DO THAN RGNL (DHN)  
ILS or LOC RWY 14

SE-4, 12 JUN 2025 to 07 AUG 2025



LOC I-DHN	APP CRS	Rwy Idg	8496
108.3	318°	TDZE	382
		Apt Elev	401

ILS or LOC RWY 32

DOTHAN RGNL (DHN)

▼

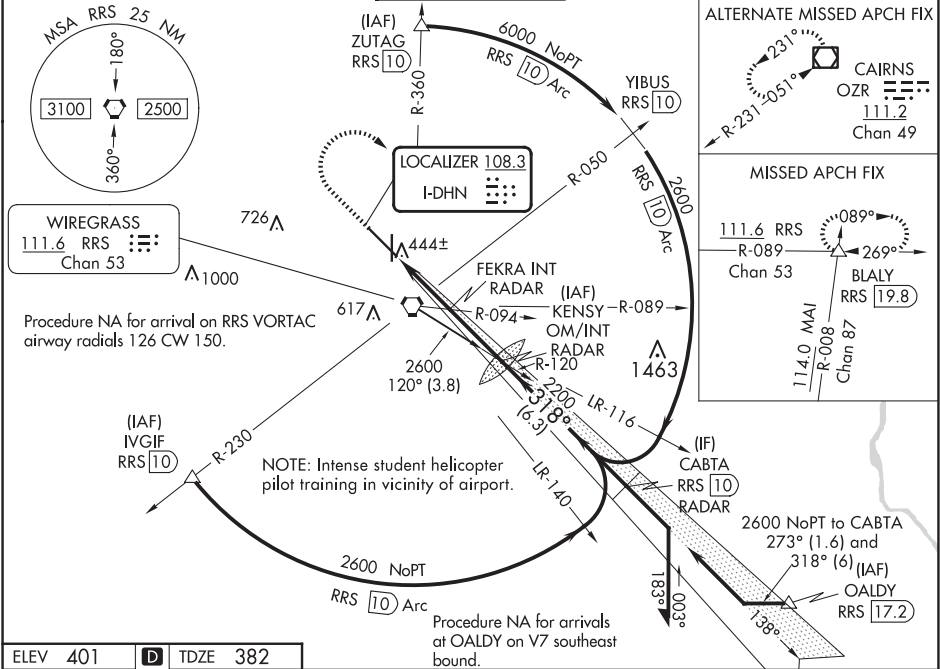
▲

For inop ALS, increase S-ILS 32 Cat E visibility to RVR 4000, S-LOC 32 Cat C/D/E visibility to 2½ SM, and S-LOC 32 FEKRA fix minimums Cat C/D/E visibility to RVR 5000.  
\*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

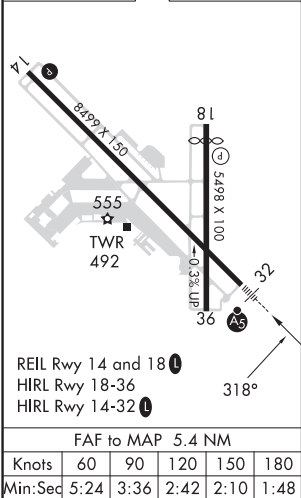
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on hdg 130° and on RRS VORTAC R-089 to BLALY INT/RRS VORTAC 19.8 DME and hold.

ATIS	CAIRNS APP CON*	DOTHAN TOWER ★	GND CON	UNICOM
135.725	125.4 327.125	118.4 (CTAF) 0 257.6	121.7 348.6	122.95



ELEV 401	D	TDZE 382
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1000	3000	RRS R-089	BLALY △	KENSY OM/INT RADAR	Remain within 15 NM
↑	hdg 130°			6000	
				2167	138°
FEKRA INT RADAR					2300
1220				2200	318°
2.7 NM				2.6 NM	GS 3.00° TCH 57
CATEGORY	A	B	C	D	E
S-ILS 32 **	582/24 200 (200-½)				
S-LOC 32	1220/24 838 (900-½)	1220/40 838 (900-¾)	1220-1⅞ 838 (900-1⅞)		
CIRCLING	1220-1¼ 819 (900-1¼)	1220-2½ 819 (900-2½)	1220-2¾ 819 (900-2¾)	1220-3 819 (900-3)	
FEKRA FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED)					
S-LOC 32	720/24 338 (400-½)	720/26 338 (400-½)			
CIRCLING	860-1 459 (500-1)	920-1½ 519 (600-1½)	1040-2 639 (700-2)	1040-2¼ 639 (700-2¼)	

DOTHAN, ALABAMA

AL-123 (FAA)

25163

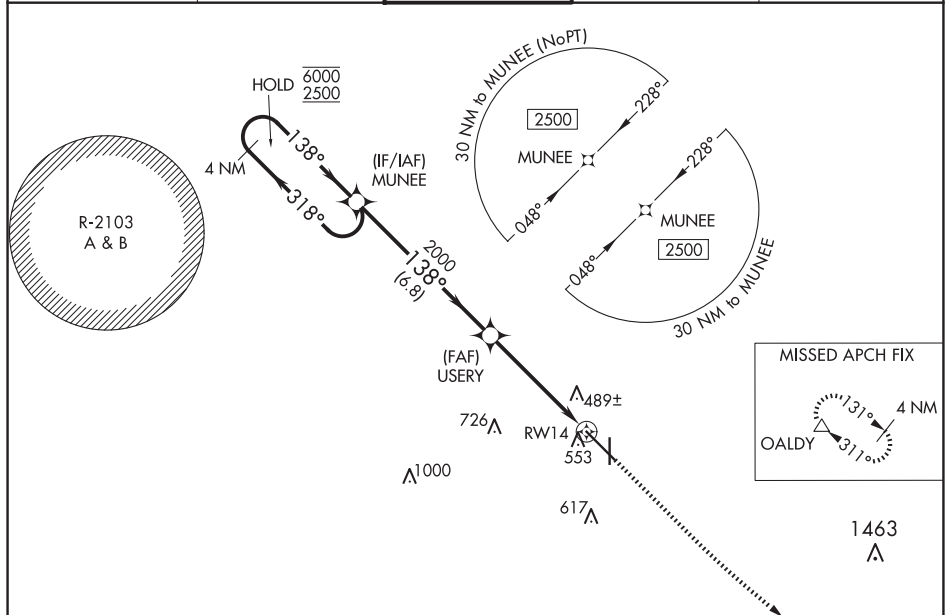
WAAS CH <b>86504</b> <b>W14A</b>	APP CRS <b>138°</b>	Rwy Idg <b>8496</b> TDZE <b>401</b> Apt Elev <b>401</b>
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# RNAV (GPS) RWY 14

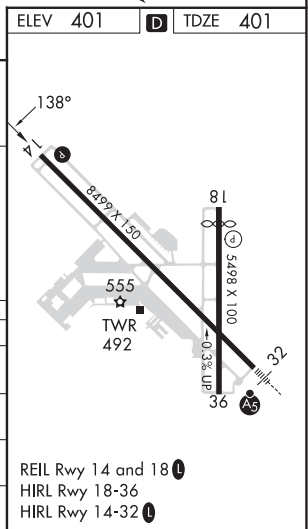
DOTHAN RGNL (DHN)

RNP APCH - GPS.	MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct OALDY and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. Intense student helicopter pilot training in vicinity of airport.	

ATIS <b>135.725</b>	CAIRNS APP CON * <b>125.4 327.125</b>	DOTHAN TOWER * <b>118.4 (CTAF) 0 257.6</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).				
4 NM Holding Pattern				
MUNEE				
USERY				
RWY 14				
1.2 NM to RWY 14				
GP 3.00° TCH 54				
6.8 NM 3.7 NM 1.2 NM				
CATEGORY	A	B	C	D
LPV DA	601-¾ 200 (200-¾)			
LNAV/VNAV DA	724-1 323 (400-1)			
LNAV MDA	820-1 419 (500-1)		820-1½ 419 (500-1½)	
CIRCLING	860-1 459 (500-1)		920-1½ 1040-2 519 (600-1½) 639 (700-2)	



DOTHAN, ALABAMA  
Amdt 3 24MAR22

31°19'N-85°27'W

DOTHAN RGNL (DHN)  
RNAV (GPS) RWY 14

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

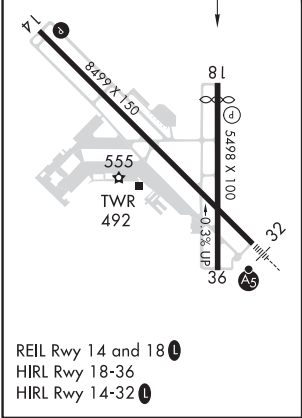
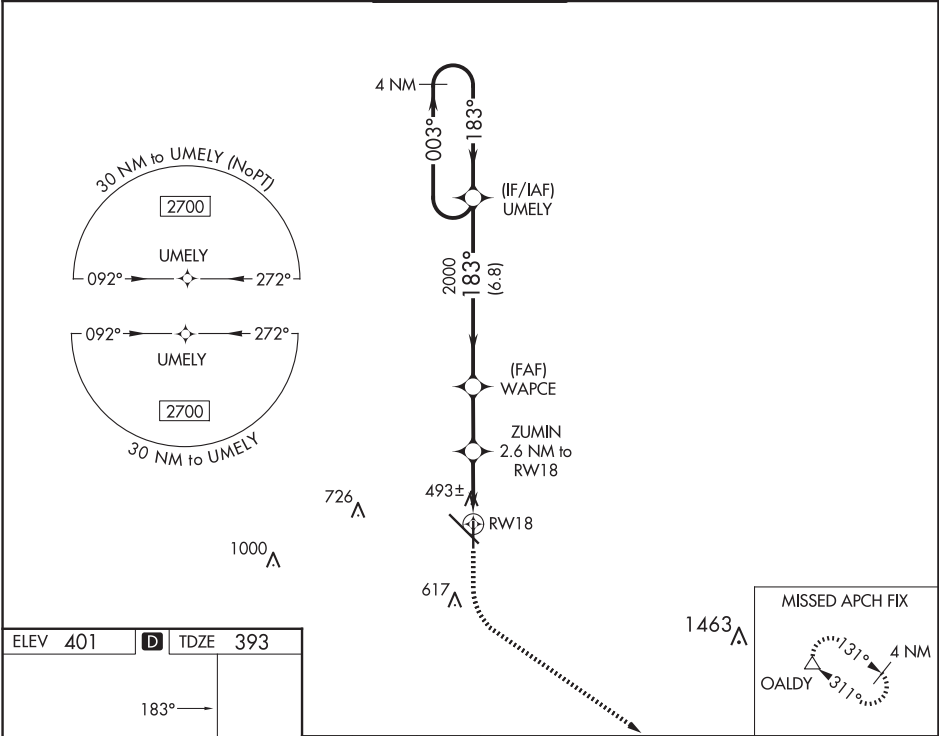
WAAS CH <b>49118</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>393</b> <b>401</b>
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RNAV (GPS) RWY 18  
DOTHAN RGNL (DHN)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct OALDY and hold.

ATIS <b>135.725</b>	CAIRNS APP CON ★ <b>125.4 327.125</b>	DOTHAN TOWER ★ <b>118.4 (CTAF) 0 257.6</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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900	3000	OALDY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).	4 NM Holding Pattern
*LNAV only.	ZUMIN 2.6 NM to RW18	WAPCE	2000	2700
*1 NM to RW18	1260*	2000	183°	003°
1 NM 1.6 NM 2.3 NM 6.8 NM				
CATEGORY	A	B	C	D
LPV DA		643-3/4	250 (300-3/4)	
LNAV/VNAV DA		674-7/8	281 (300-7/8)	
LNAV MDA		760-1	367 (400-1)	
CIRCLING	860-1	459 (500-1)	920-1 1/2 519 (600-1 1/2)	1040-2 639 (700-2)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

DOTHAN, ALABAMA

AL-123 (FAA)

25163

WAAS CH <b>93704</b> <b>W32A</b>	APP CRS <b>318°</b>	Rwy Idg TDZE <b>382</b> Apt Elev <b>401</b>
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RNAV (GPS) RWY 32  
DOTHAN RGNL (DHN)

**V**

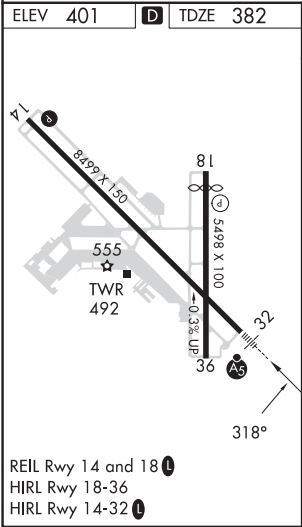
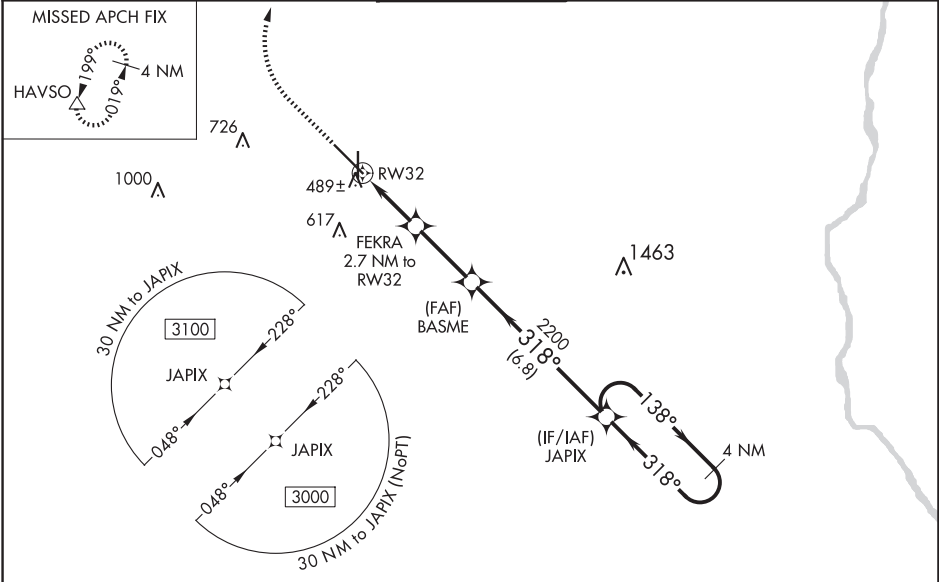
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F).  
DME/DME RNP-0.3 NA.  
\*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

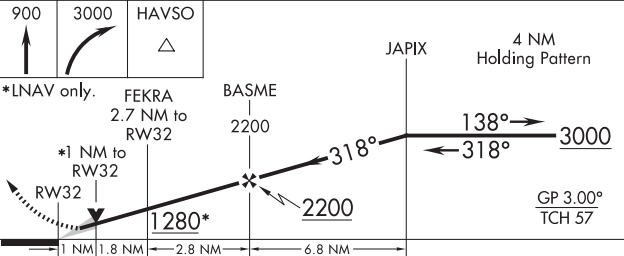
MALSRL

**A5**

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct HAVSO and hold.

ATIS <b>135.725</b>	CAIRNS APP CON * <b>125.4 327.125</b>	DOTHAN TOWER* <b>118.4 (CTAF) 0 257.6</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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900	3000	HAVSO					
*LNAV only.			4 NM Holding Pattern				
FEKRA 2.7 NM to RW32			JAPIX				
BASME 2200			138° → 3000				
*1 NM to RW32			← 318°				
RW32			GP 3.00° TCH 57				
1280*			2200				
1 NM 1.8 NM 2.8 NM 6.8 NM							
CATEGORY			A		B	C	D
LPV DA**			582/24 200 (200-½)				
LNAV/VNAV DA			670/24 288 (300-½)				
LNAV MDA			740/24 358 (400-½)		740/30 358 (400-⅝)		
CIRCLING			860-1 459 (500-1)		920-1½ 519 (600-1½)		1040-2 639 (700-2)

DOTHAN, ALABAMA  
Amdt 1C 18JUN20

31°19'N-85°27'W

DOTHAN RGNL (DHN)  
RNAV (GPS) RWY 32

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>61339</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>379</b> <b>401</b>
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RNAV (GPS) RWY 36

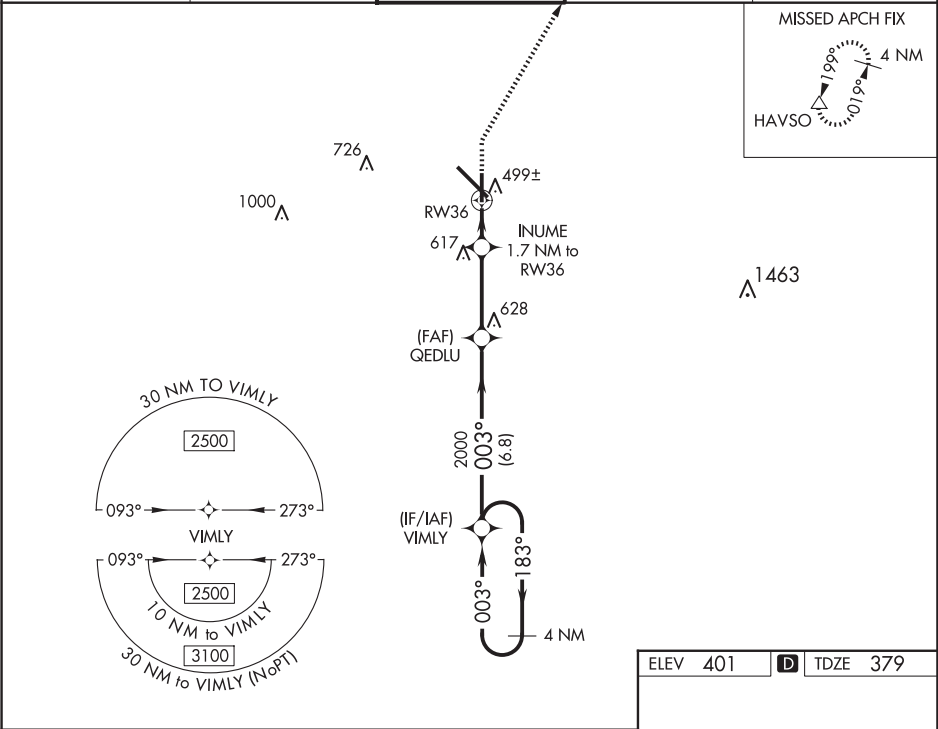
DOTHAN RGNL (DHN)

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct HAVSO and hold.

ATIS <b>135.725</b>	CAIRNS APP CON★ <b>125.4 327.125</b>	DOTHAN TOWER★ <b>118.4 (CTAF) 0 257.6</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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DOTHAN, ALABAMA

AL-123 (FAA)

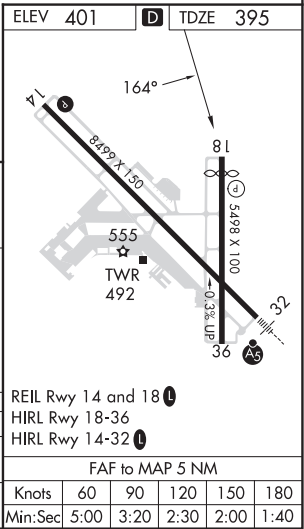
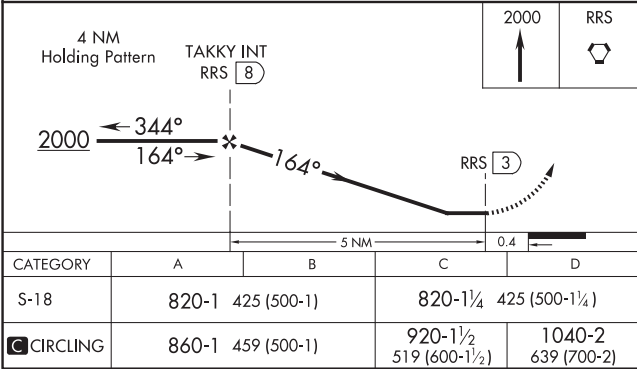
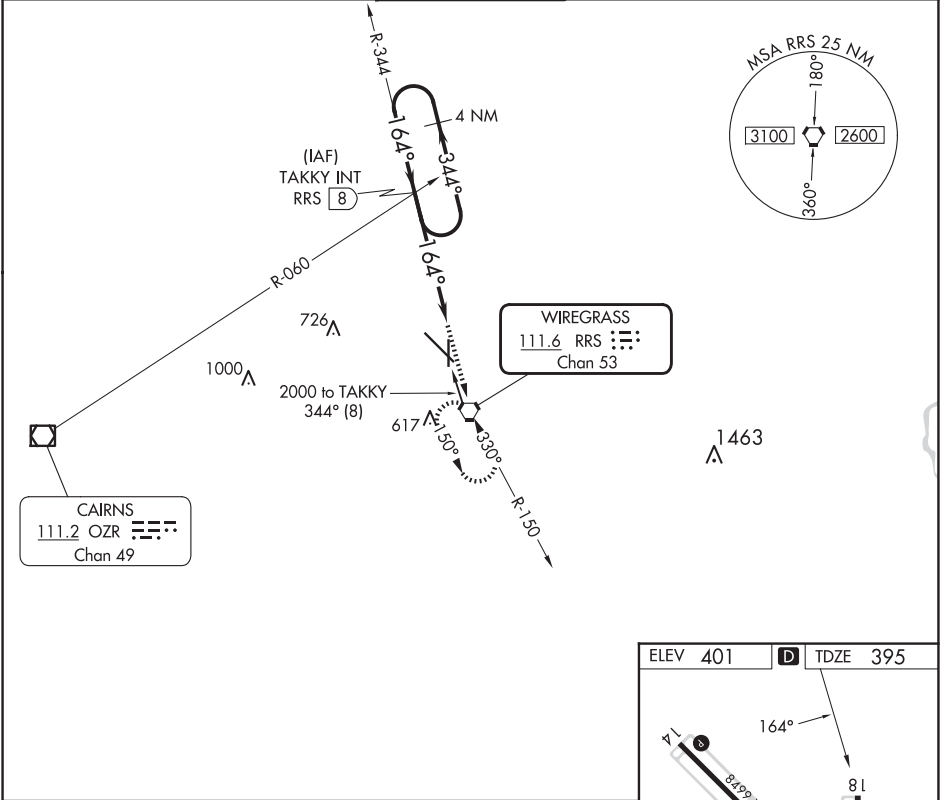
25163

VORTAC RRS	APP CRS	Rwy Idg	5000
111.6	164°	TDZE	395
Chan 53		Apt Elev	401

VOR RWY 18  
DOTHAN RGNL (DHN)

**MISSED APPROACH:** Climb to 2000 direct RRS VORTAC and hold.

ATIS 135.725	CAIRNS APP CON ★ 125.4 327.125	DOTHAN TOWER★ 118.4 (CTAF) 257.6	GND CON 121.7 348.6	UNICOM 122.95
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DOTHAN, ALABAMA  
Amdt 3D 18JUN20

31°19'N-85°27'W

DOTHAN RGNL (DHN)  
VOR RWY 18

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

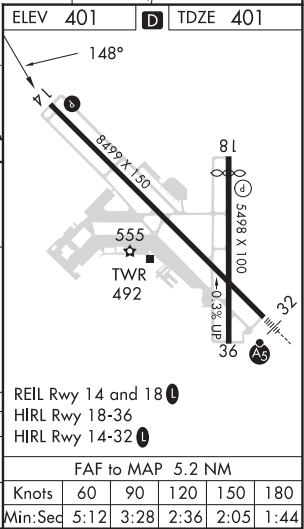
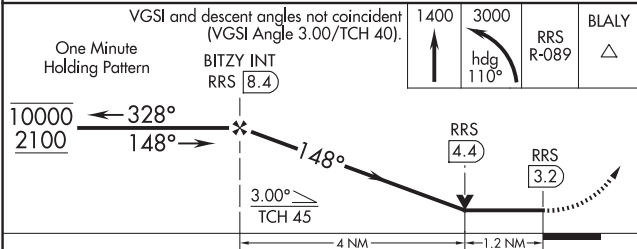
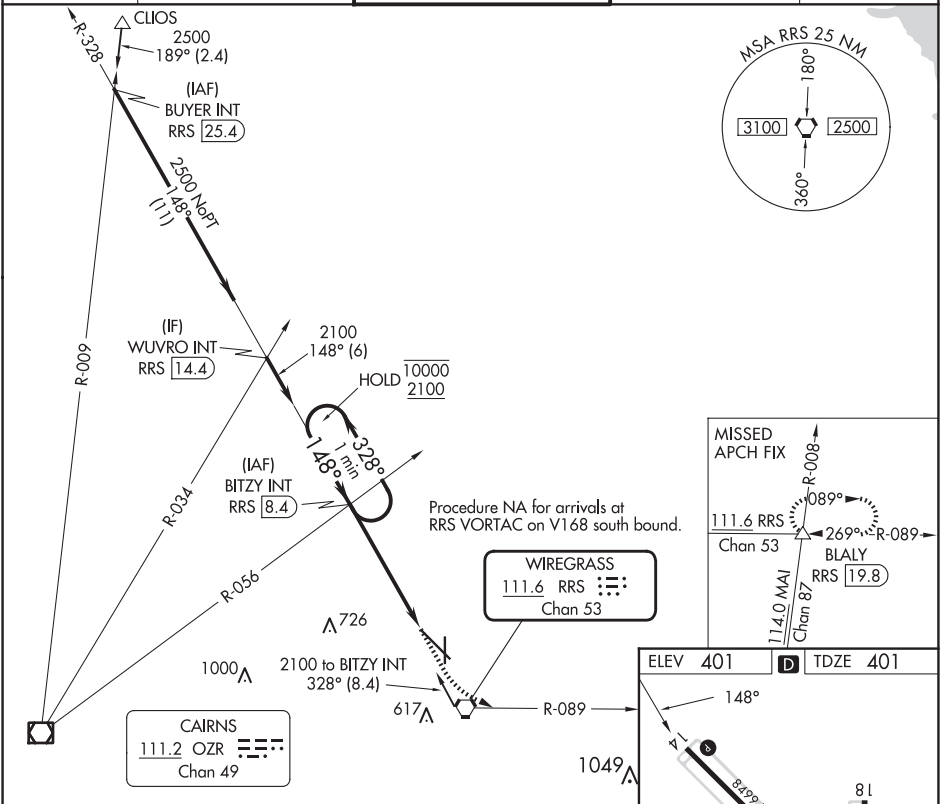
VORTAC RRS	APP CRS	Rwy Idg	8496
111.6	148°	TDZE	401
Chan 53		Apt Elev	401

# VOR or TACAN RWY 14

DOTHAN RGNL (DHN)

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on heading 110° and on RRS VORTAC R-089 to BLALY INT/RRS 19.8 DME and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER★	GND CON	UNICOM
135.725	125.4 327.125	118.4 (CTAF) 257.6	121.7 348.6	122.95



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

DOTHAN, ALABAMA

AL-123 (FAA)

25163

VORTAC RRS <b>111.6</b> Chan <b>53</b>	APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev <b>401</b>	N/A N/A <b>401</b>
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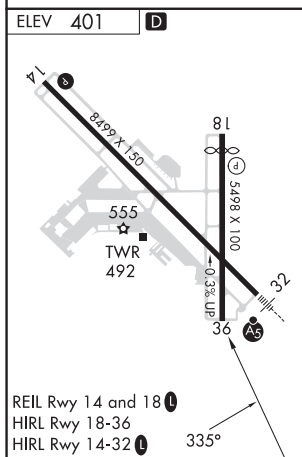
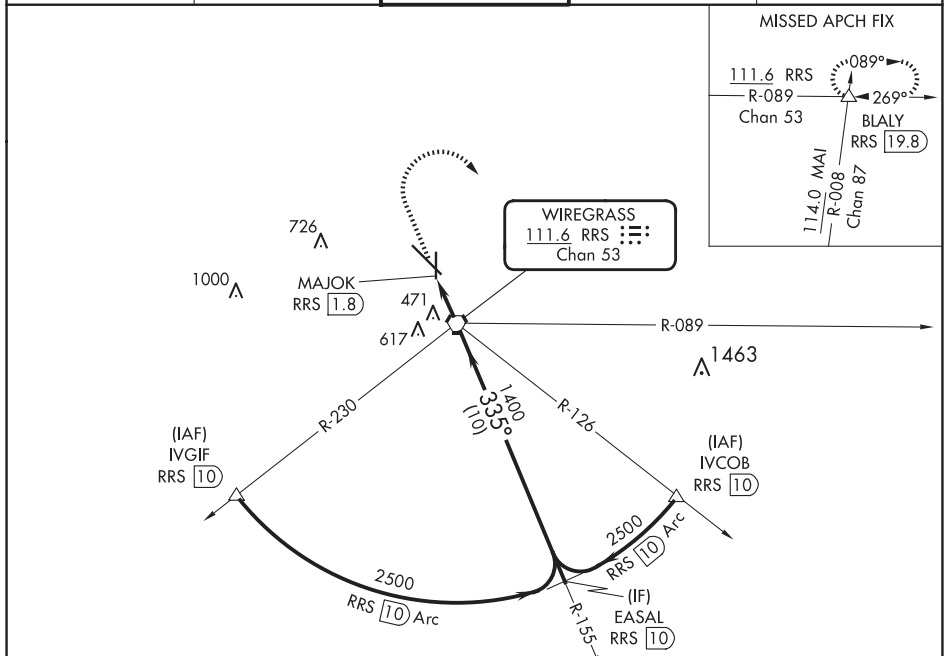
# VOR or TACAN-A

DOTHAN RGNL (DHN)

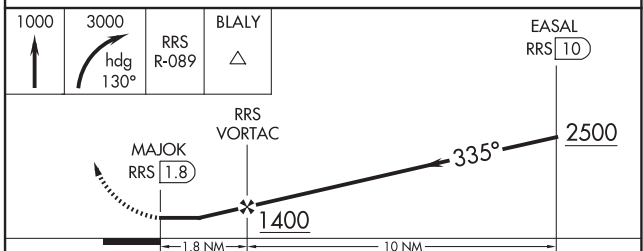
DME required.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 130° and RRS VORTAC R-089 to BLALY INT/RRS 19.8 DME and hold.

ATIS <b>135.725</b>	CAIRNS APP CON ★ <b>125.4 327.125</b>	DOTHAN TOWER ★ <b>118.4 (CTAF) 0 257.6</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36



CATEGORY	A	B	C	D	E
✶ CIRCLING	860-1	459 (500-1)	920-1½ 519 (600-1½)	1040-2 639 (700-2)	1040-2½ 639 (700-2½)

DOTHAN, ALABAMA  
Amdt 14 24MAR22

31°19'N-85°27'W

DOTHAN RGNL (DHN)  
VOR or TACAN-A

SE-4, 12 JUN 2025 to 07 AUG 2025



VORTAC RRS <b>111.6</b> Chan 53	APP CRS <b>333°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>379</b> <b>401</b>
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COPTER VOR RWY 36

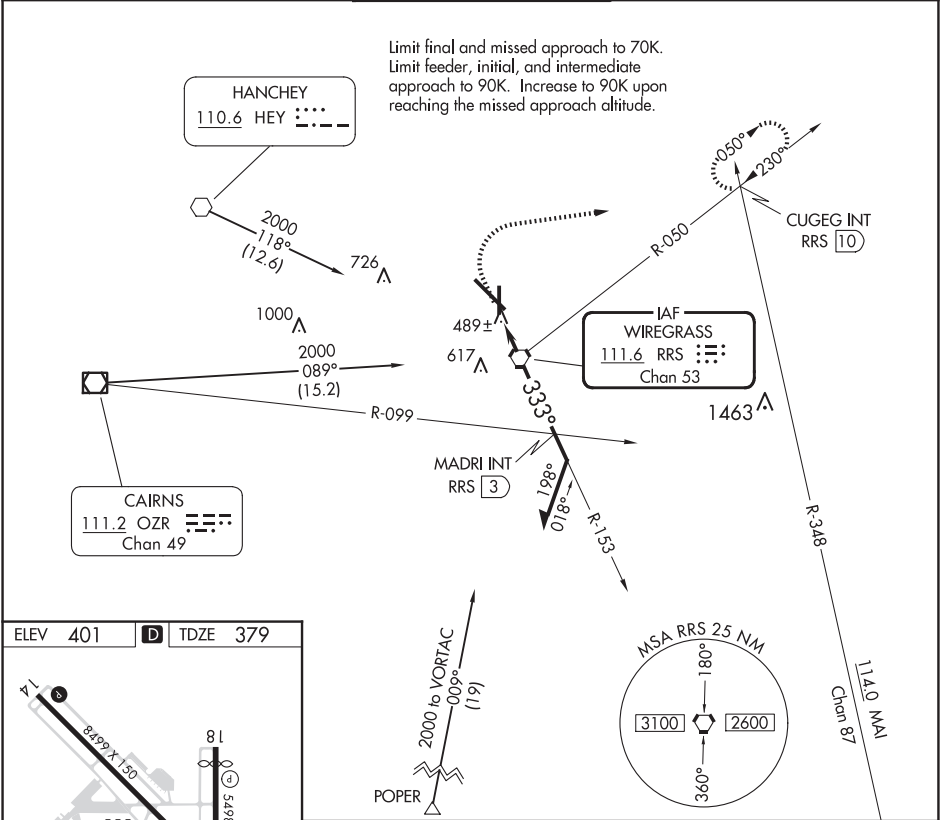
DOTHAN RGNL (DHN)

⚠

When local altimeter setting not received, use Cairns AAF (Fort Novosel) altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 on heading 080° and RRS VORTAC R-050 to CUGEG INT/RRS 10 DME and hold.

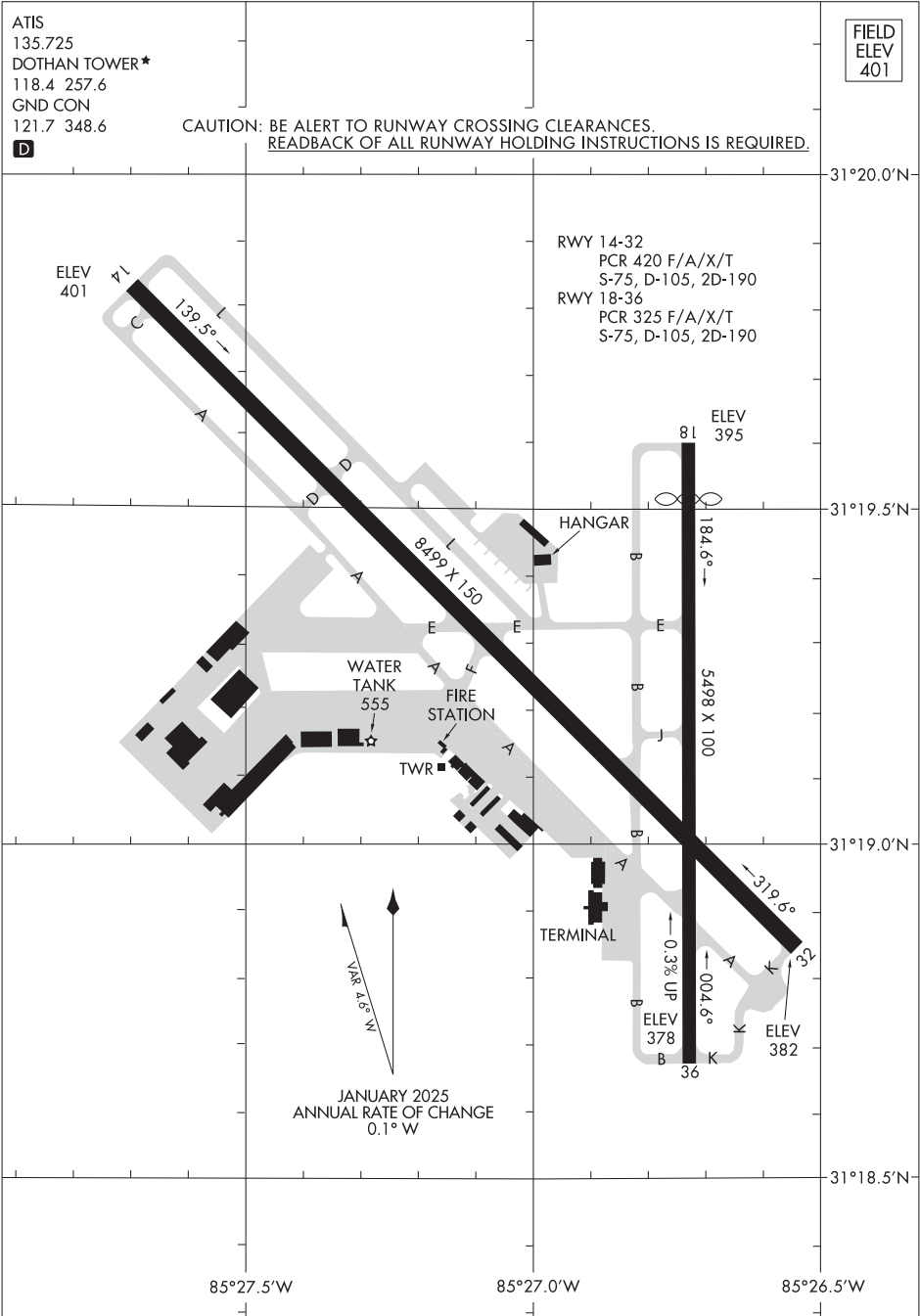
ATIS <b>135.725</b>	CAIRNS APP CON ★ <b>125.4 327.125</b>	DOTHAN TOWER ★ <b>118.4 (CTAF) 257.6</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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900	2000	RRS R-050	CUGEG INT	RRS VORTAC	Remain within 5 NM
↑	hdg 080°				
CATEGORY					COPTER
H-36					740-1 361 (400-1)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



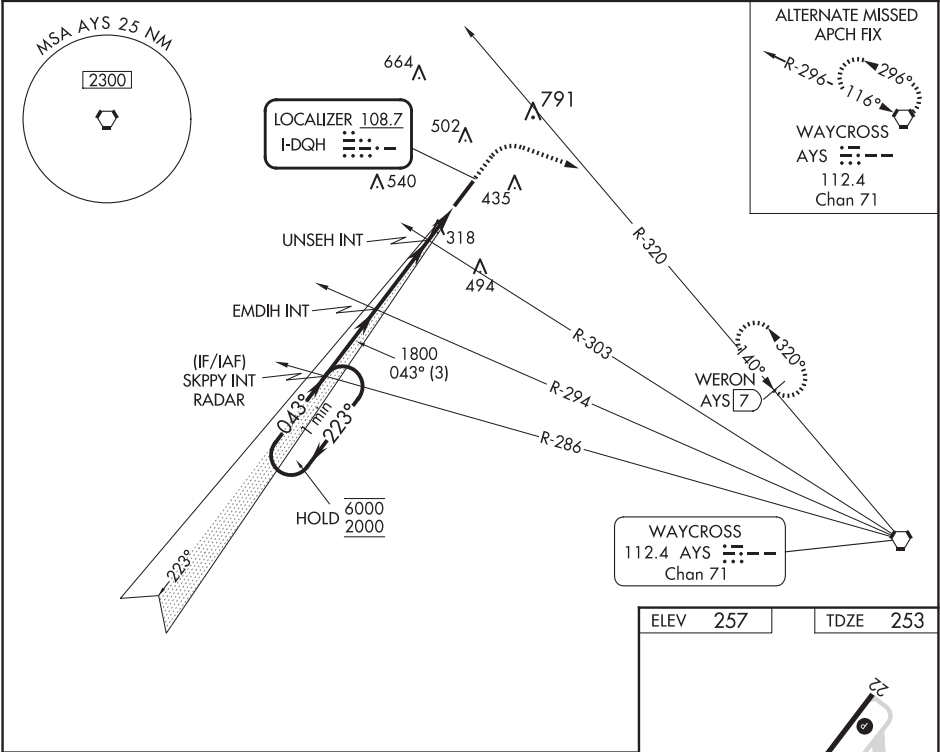
LOC I-DQH <b>108.7</b>	APP CRS <b>043°</b>	Rwy Ldg TDZE Apt Elev	<b>6000</b> <b>253</b> <b>257</b>
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ILS or LOC RWY 4

DOUGLAS MUNI (DQH)

RADAR required for procedure entry.	MALSR	MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on heading 116° and AYS VORTAC R-320 to WERON/7 DME and hold.
<div>For inop ALS, increase S-LOC 4 Cat C and D visibility to 1 SM.</div>	<div></div>	

AWOS-3 <b>119.075</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	UNICOM <b>122.8 (CTAF)</b>
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One Minute Holding Pattern	SKPPY INT RADAR	700	3000	AYS R-320	WERON AYS 7
6000 2000 223° 043°	EMDIH INT	UNSEH INT			
GS 3.00° TCH 51	1800	800			
	3 NM	3.1 NM	1.6		
CATEGORY	A	B	C	D	
S-ILS 4		453-1/2	200 (200-1/2)		
S-LOC 4	620-1/2	367 (400-1/2)	620-5/8	367 (400-5/8)	
CIRCLING	720-1 463 (500-1)	820-1 563 (600-1)	960-2 703 (800-2)	960-2 1/4 703 (800-2 1/4)	
					MIRL Rwy 4-22
					FAF to MAP 4.7 NM
					Knots 60 90 120 150 180
					Min:Sec 4:42 3:08 2:21 1:53 1:34

DOUGLAS, GEORGIA

AL-5356 (FAA)

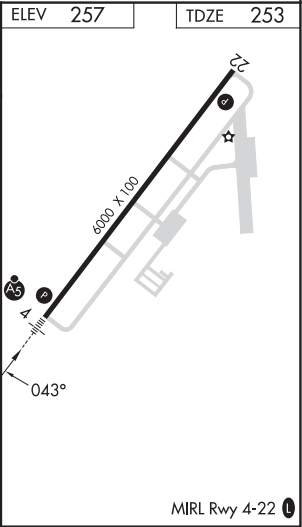
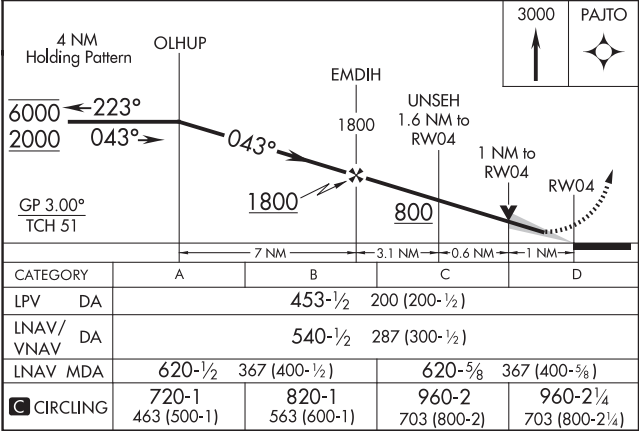
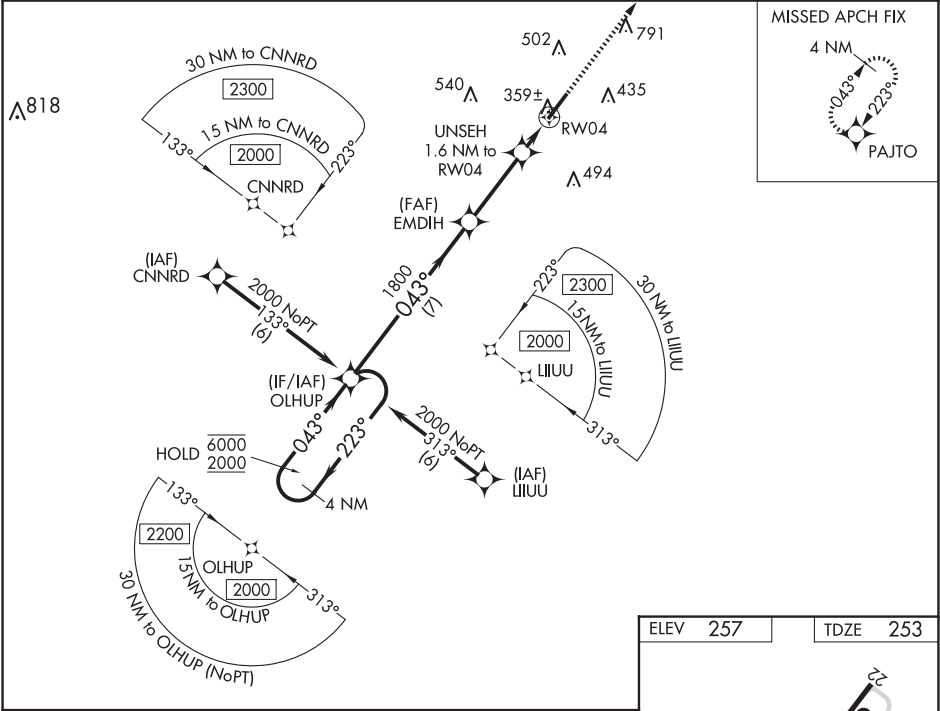
25163

WAAS CH <b>93824</b> <b>W04A</b>	APP CRS <b>043°</b>	Rwy Ldg TDZE Apt Elev <b>6000</b> <b>253</b> <b>257</b>
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RNAV (GPS) RWY 4  
DOUGLAS MUNI (DQH)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 3000 direct PAJTO and hold, continue climb-in-hold to 3000.
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 Cats C and D visibility to 1 SM.		

AWOS-3 <b>119.075</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	UNICOM <b>122.8 (CTAF) 0</b>
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DOUGLAS, GEORGIA  
Amdt 3 12JUN25

31°29'N-82°52'W

DOUGLAS MUNI (DQH)  
RNAV (GPS) RWY 4

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RNP APCH.

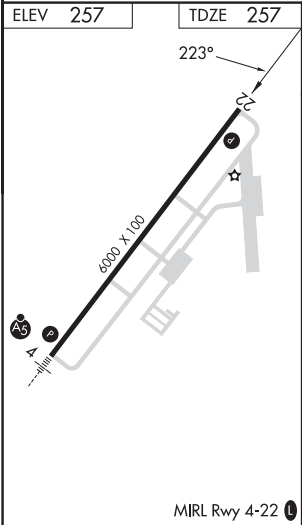
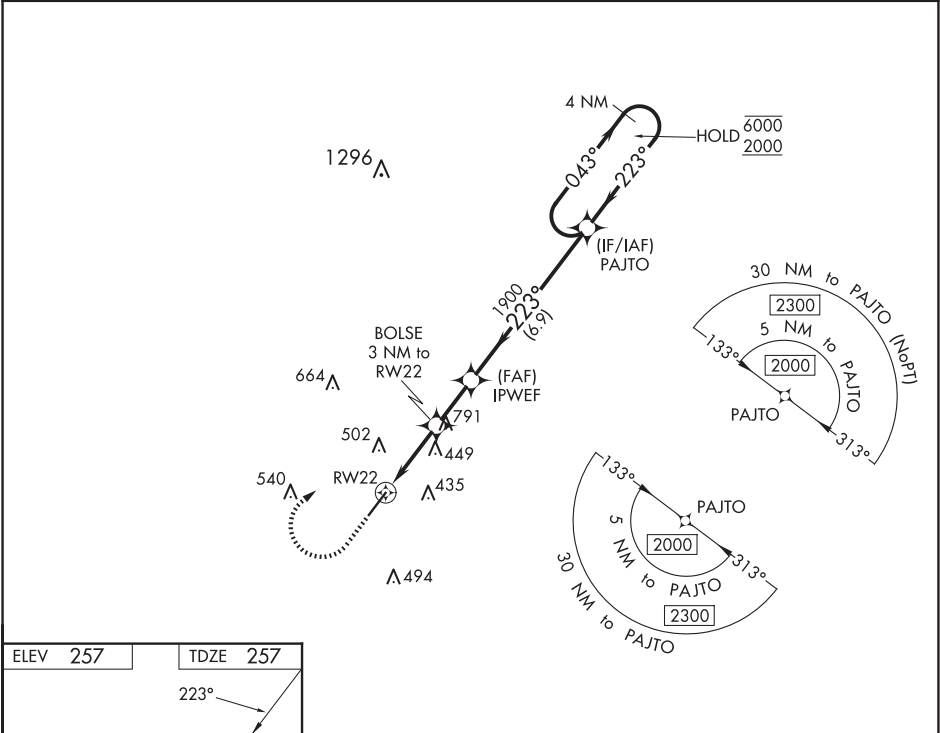
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct PAJTO and hold.

AWOS-3 <b>119.075</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	UNICOM <b>122.8 (CTAF) 0</b>
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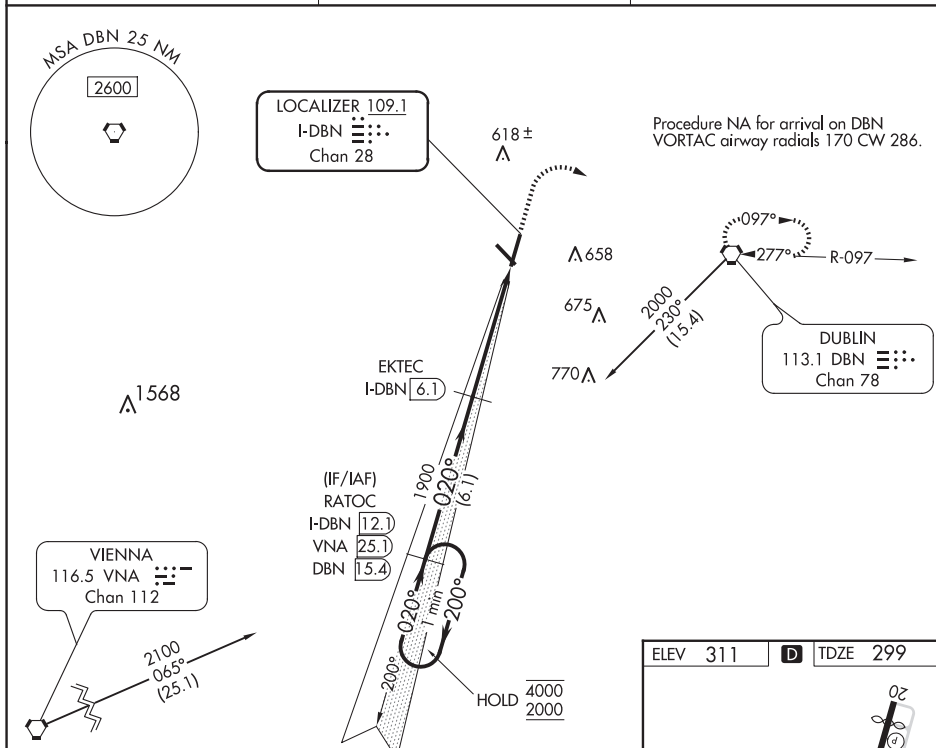


1200	2000	PAJTO	VGSI and RNAV glidepath not coincident (VGSI Angle 2.50/TCH 27).		4 NM Holding Pattern
*LNAV only.		IPWEF	PAJTO	GP 3.00° TCH 40	
*1.8 NM to RW22		BOLSE 3 NM to RW22	1900	223°	6000 2000
RW22		*1240	1900	223°	
1.8 NM		1.2 NM	2 NM	6.9 NM	
CATEGORY	A	B	C	D	
LPV DA	507-3/4		250 (300-3/4)		
LNAV/VNAV DA	567-7/8		310 (400-7/8)		
LNAV MDA	760-1		503 (600-1)		760-1 3/8 503 (600-1 3/8)
CIRCLING	760-1 503 (600-1)		820-1 563 (600-1)		960-2 703 (800-2) 1160-3 903 (1000-3)




## ILS or LOC RWY 2

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 2000 direct DBN VORTAC and hold.

**T** Circling Rwy 32 NA at night.  
**A** For inop ALS, increase S-LOC 2 Cats C/D visibility to 1 3/8 SM.

UNICOM  
122.7 (CTAF) **L**

One Minute Holding Pattern VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 31).

1000	2000	DBN
		

GS 3.00°  
TCH 42

RATOC  
I-DBN 12.1

EKTEC



LEV 311 **D** TDZE 299

020° 4.9 NM from FAF

HIRL Rwy 2-20

	60	90	120	150	180
Knots	60	90	120	150	180
in:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 2	499- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 2	760- $\frac{1}{2}$ 461 (500- $\frac{1}{2}$ )		760-1 461 (500-1)	
<b>C</b> CIRCLING	760-1 449 (500-1)	780-1 469 (500-1)	940-1 $\frac{3}{4}$ 629 (700-1 $\frac{3}{4}$ )	980-2 669 (700-2)

## W H 'BUD' BARRON (DBN)

WAAS CH <b>78338</b> <b>W02A</b>	APP CRS <b>020°</b>	Rwy ldg TDZE <b>299</b> Apt Elev <b>311</b>
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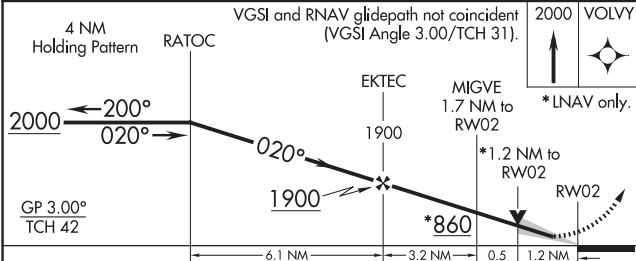
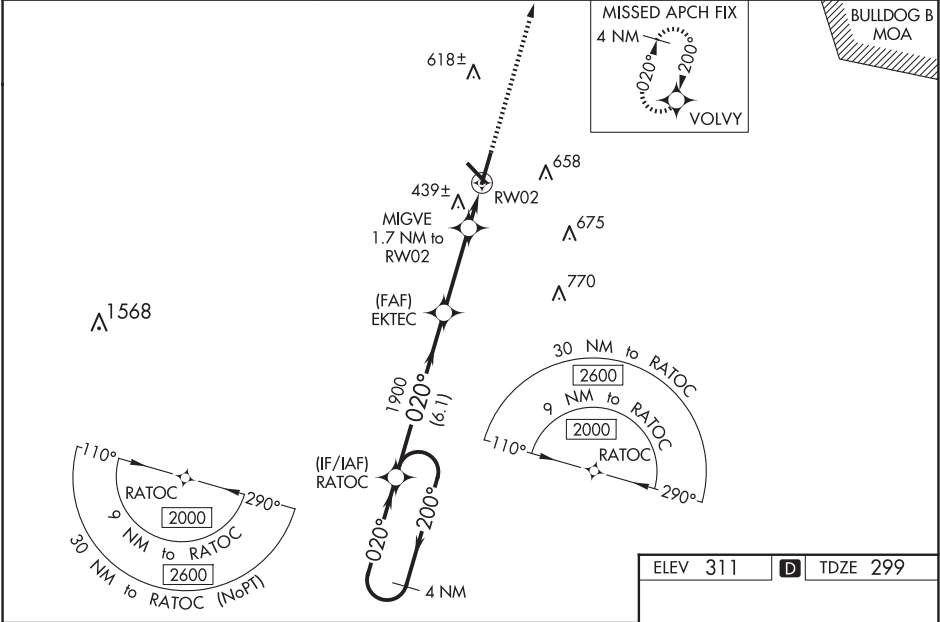
RNAV (GPS) RWY 2  
W H 'BUD' BARRON (DBN)

▼ Night landing: Rwy 32 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Vidalia altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vidalia altimeter setting and increase LPV DA to 593 feet and LNAV/VNAV DA to 849 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ¾ mile and LNAV Cats C/D visibility and Circling Cats C/D visibility ¼ mile. For inop MALSR, increase LNAV Cat C/D visibility to 1 ½ mile. For inop MALSR when using Vidalia altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1 ½ mile and LNAV Cat C/D visibility to 1 ¾ mile.

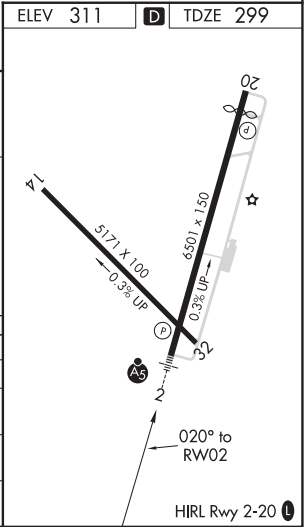
MALSR  
A5

MISSED APPROACH:  
Climb to 2000 direct  
VOLVY and hold.

AWOS-3 <b>118.425</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	UNICOM <b>122.7 (CTAF)</b> <b>1</b>
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CATEGORY	A	B	C	D
LPV DA		499-1/2	200 (200-1/2)	
LNAV/VNAV DA		755-1 1/8	456 (500-1 1/8)	
LNAV MDA	700-1/2	401 (400-1/2)	700-3/4	401 (400-3/4)
CIRCLING	760-1 449 (500-1)	780-1 469 (500-1)	1020-2 709 (800-2)	1020-2 1/4 709 (800-2 1/4)



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DUBLIN, GEORGIA

AL-5146 (FAA)

20254

WAAS CH <b>82638</b> <b>W20A</b>	APP CRS <b>200°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>309</b> <b>311</b>
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# RNAV (GPS) RWY 20

W H 'BUD' BARRON (DBN)

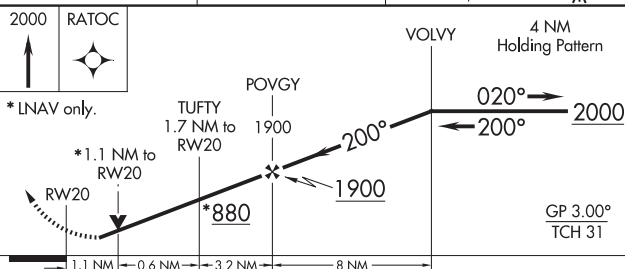
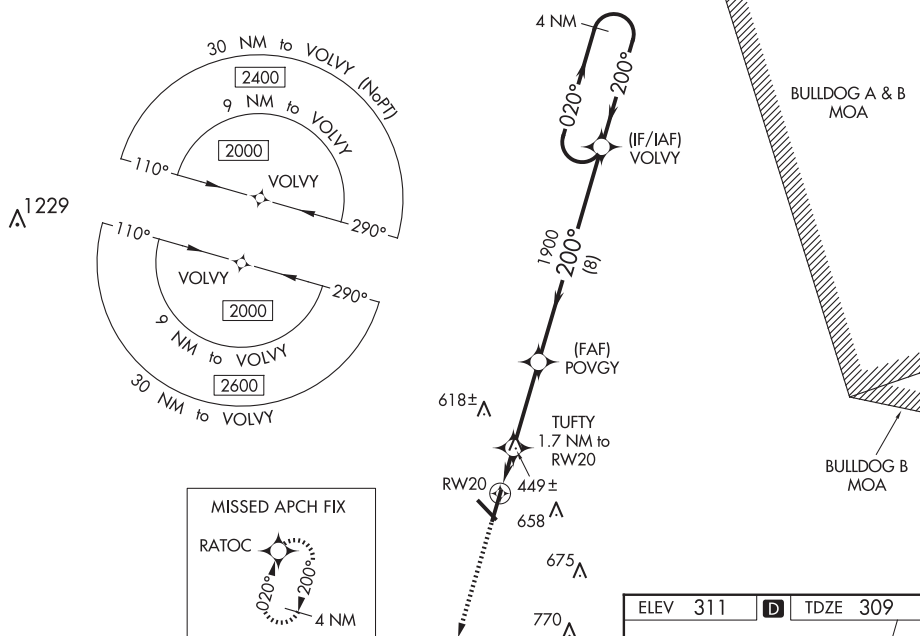
▼ Night landing: Rwy 32 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Vidalia altimeter setting.  
 ▲ DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Vidalia altimeter setting; increase LPV DA to 681 feet and LNAV/VNAV DA to 693 feet and all MDA 100 feet; increase LPV all Cats visibility  $\frac{1}{4}$  mile and LNAV/VNAV all Cats visibility  $\frac{3}{8}$  mile and LNAV Cat C/D and Circling Cat C/D visibility  $\frac{1}{4}$  mile.

MISSED APPROACH:  
Climb to 2000 direct  
RATOC and hold.

AWOS-3  
**118.425**

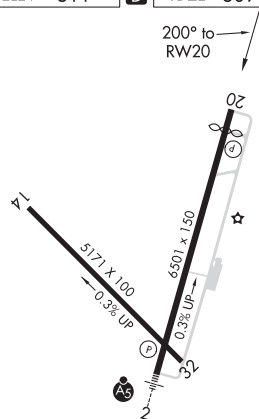
ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**122.7 (CTAF) ①**



CATEGORY	A	B	C	D
LPV DA	587-1	278 (300-1)		
LNAV/VNAV DA	688-1	379 (400-1)		
LNAV MDA	700-1	391 (400-1)	700-1 $\frac{1}{8}$	391 (400-1 $\frac{1}{8}$ )
CIRCLING	760-1 449 (500-1)	780-1 469 (500-1)	1020-2 709 (800-2)	1020-2 $\frac{1}{4}$ 709 (800-2 $\frac{1}{4}$ )

ELEV 311 **D** TDZE 309



HIRL Rwy 2-20 ①

DUBLIN, GEORGIA

Amdt 1 21JUL16

32°34'N-82°59'W

# RNAV (GPS) RWY 20

W H 'BUD' BARRON (DBN)

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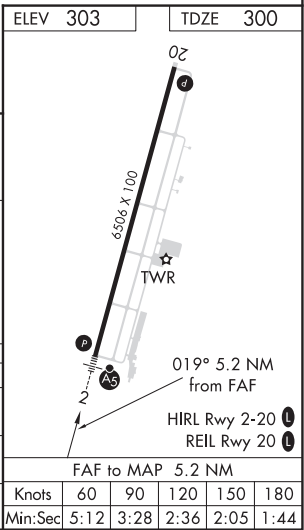
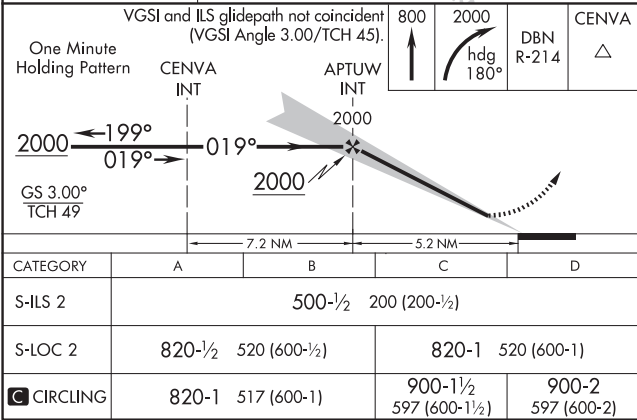
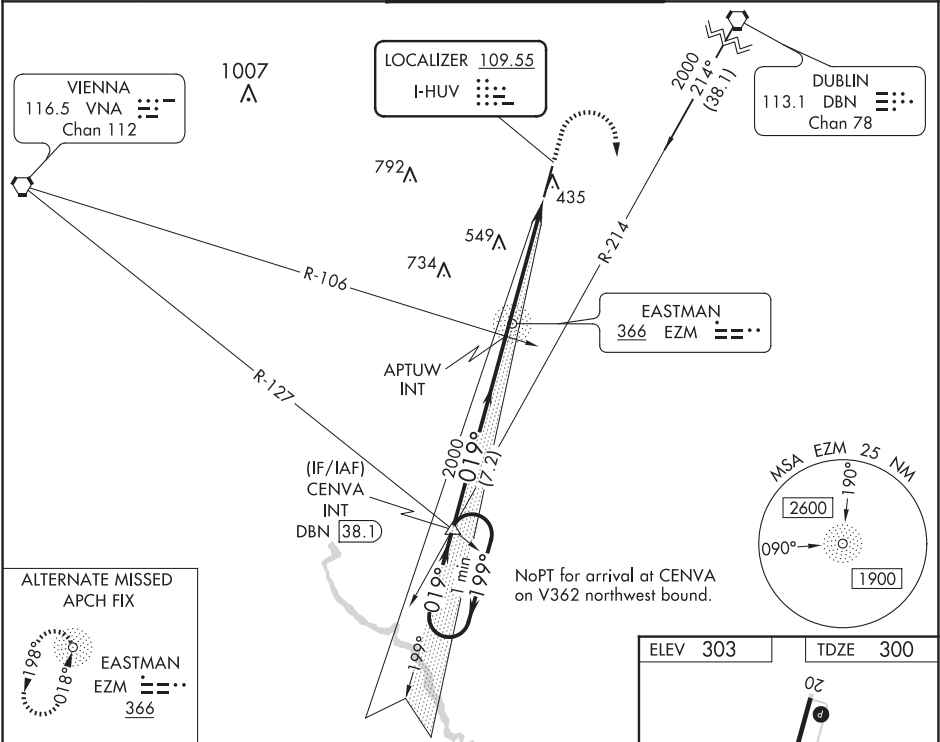
SE-4, 12 JUN 2025 to 07 AUG 2025



LOC I-HUV <b>109.55</b>	APP CRS <b>019°</b>	Rwy Idg <b>6506</b> TDZE <b>300</b> Apt Elev <b>303</b>
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ILS or LOC RWY 2  
HEART OF GEORGIA RGNL (E2M)

<div><div><div></div><div></div></div><div></div></div>	When local altimeter setting not received, use Dublin altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 2 Cat C/D and Circling Cat C visibility ¼ mile.		<div>MALS R<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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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SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

EASTMAN, GEORGIA

AL-5469 (FAA)

19059

WAAS CH <b>82104</b> <b>W02A</b>	APP CRS <b>019°</b>	Rwy Idg <b>6506</b> TDZE <b>300</b> Apt Elev <b>303</b>
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RNAV (GPS) RWY 2  
HEART OF GEORGIA RGNL (E2M)

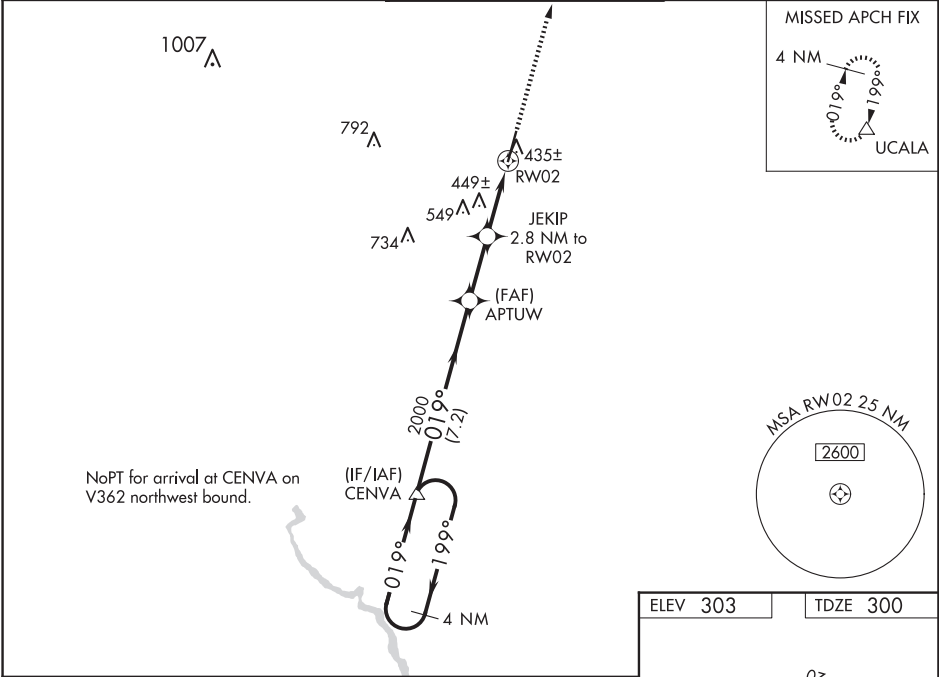
**⚠** Baro-VNAV NA when using Dublin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Dublin altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¼ miles. DME/DME RNP-0.3 NA. VDP NA with Dublin altimeter setting.




MALSR

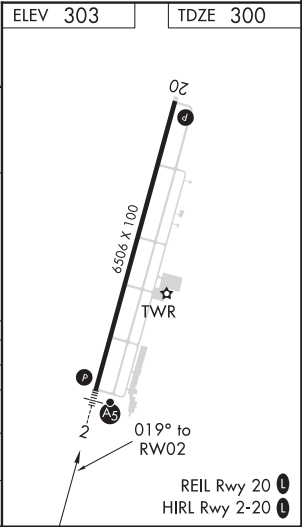
**A5**

MISSED APPROACH:  
Climb to 2100 direct UCALA and hold.

ATIS <b>119.425</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	HEART OF GEORGIA TOWER ★ <b>124.55 (CTAF) 0</b>	GND CON <b>121.175</b>	UNICOM <b>122.95</b>
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<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).</p>				<p>2100</p> 	<p>UCALA</p> 	
<p>4 NM Holding Pattern</p> <p>CENVA</p> <p>APTUW</p> <p>JEKIP</p> <p>2.8 NM to RW02</p> <p>*1.1 NM to RW02</p> <p>RW02</p> <p>*1220</p> <p>2000</p> <p>2000</p> <p>199°</p> <p>019°</p> <p>GP 3.00° TCH 49</p> <p>7.2 NM</p> <p>2.4 NM</p> <p>1.7 NM</p> <p>1.1</p> <p>*LNAV only.</p>						
CATEGORY	A		B	C	D	
LPV DA	500-½		200 (200-½)			
LNAV/ VNAV DA	595-½		295 (300-½)			
LNAV MDA	700-½ 400 (400-½)		700-¾ 400 (400-¾)			
 CIRCLING	760-1 457 (500-1)	820-1 517 (600-1)	900-1½ 597 (600-1½)	900-2 597 (600-2)		



EASTMAN, GEORGIA  
Amdt 2A 25JUN15

32°13'N-83°08'W

HEART OF GEORGIA RGNL (E2M)  
RNAV (GPS) RWY 2

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

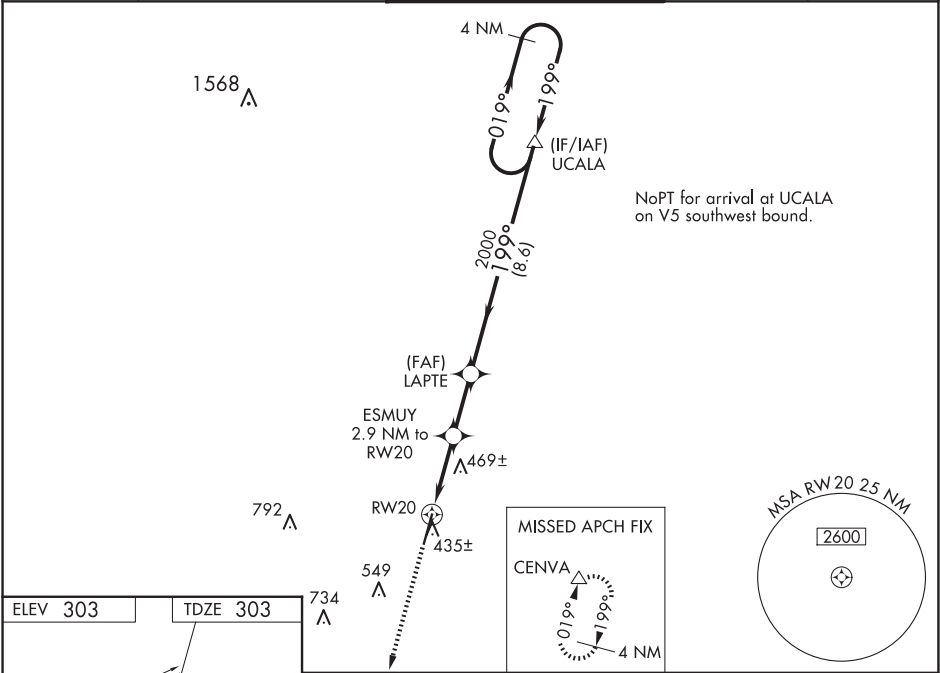
WAAS CH <b>56436</b> <b>W20A</b>	APP CRS <b>199°</b>	Rwy Idg <b>6506</b> TDZE <b>303</b> Apt Elev <b>303</b>	<b>RNAV (GPS) RWY 20</b> HEART OF GEORGIA RGNL (E2M)
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⚠

Baro-VNAV NA when using Dublin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Dublin altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase LPV all Cats and LNAV Cat C/D visibility ½ mile and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA with Dublin altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 2000 direct CENVA and hold.

ATIS <b>119.425</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	HEART OF GEORGIA TOWER ★ <b>124.55 (CTAF) 0</b>	GND CON <b>121.175</b>	UNICOM <b>122.95</b>
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ELEV 303	TDZE 303				
199° to RW20		02			
6504 x 100		TWR			
REIL Rwy 20		HIRL Rwy 2-20			
2000		CENVA		4 NM	
*LNAV only.		ESMUY 2.9 NM to RW20		LAPTE 2000	
RW20		*1.2 NM to RW20		*1260	
1.2		1.7 NM		2.3 NM	
CATEGORY		A		B	
LPV DA		602-1		299 (300-1)	
LNAV/VNAV DA		722-1⅓		417 (500-1⅓)	
LNAV MDA		720-1		417 (500-1)	
CIRCLING		760-1		820-1	
		457 (500-1)		517 (600-1)	
		900-1½		900-2	
		597 (600-1½)		597 (600-2)	

EASTMAN, GEORGIA

AL-5469 (FAA)

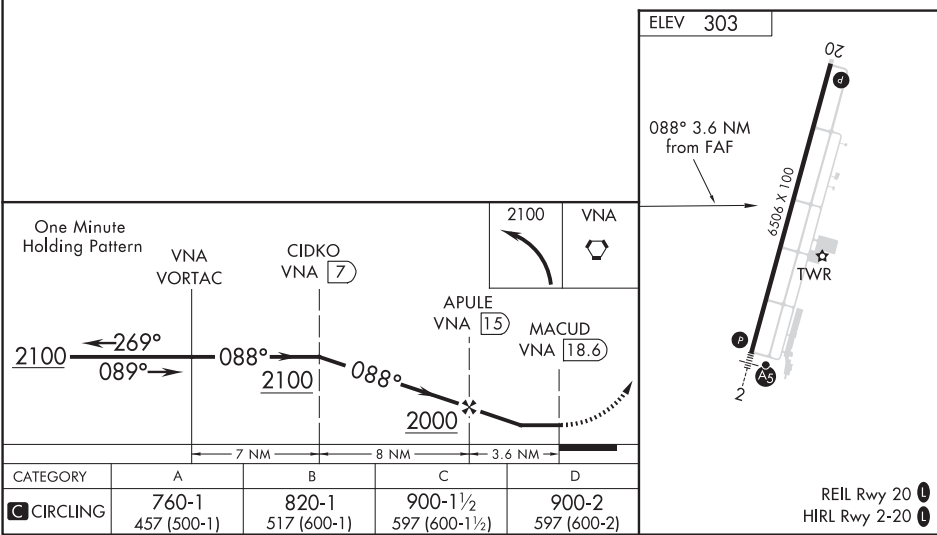
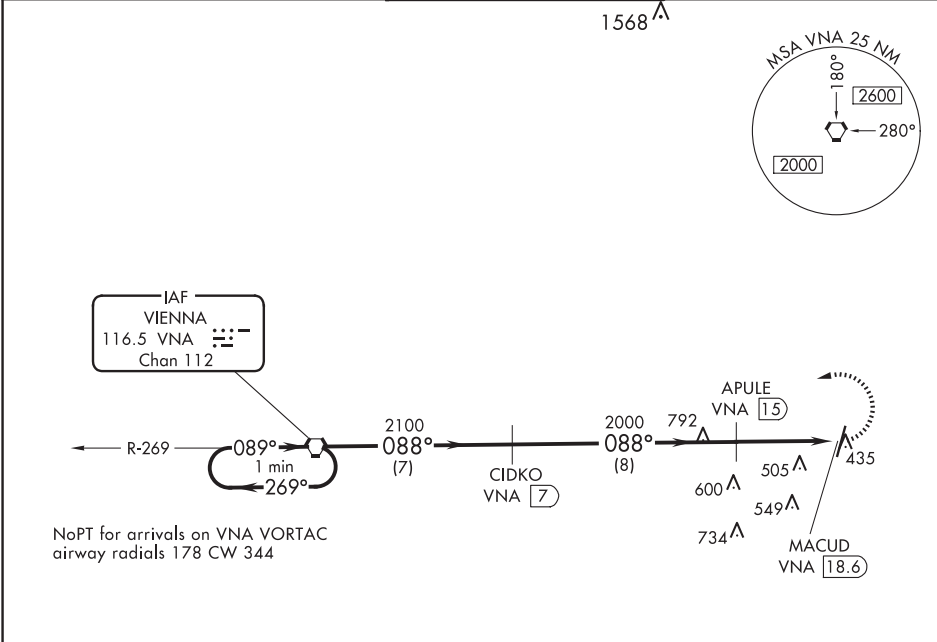
20254

VORTAC VNA	APP CRS	Rwy Idg	N/A
<b>116.5</b>	<b>088°</b>	TDZE	N/A
Chan <b>112</b>		Apt Elev	<b>303</b>

VOR/DME-A  
HEART OF GEORGIA RGNL (EZM)

<b>▽</b> When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet, increase Circling Cat C visibility ¼ SM.	MISSED APPROACH: Climbing left turn to 2100 direct VNA VORTAC and hold.
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ATIS <b>119.425</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	HEART OF GEORGIA TOWER ★ <b>124.55 (CTAF) 0</b>	GND CON <b>121.175</b>	UNICOM <b>122.95</b>
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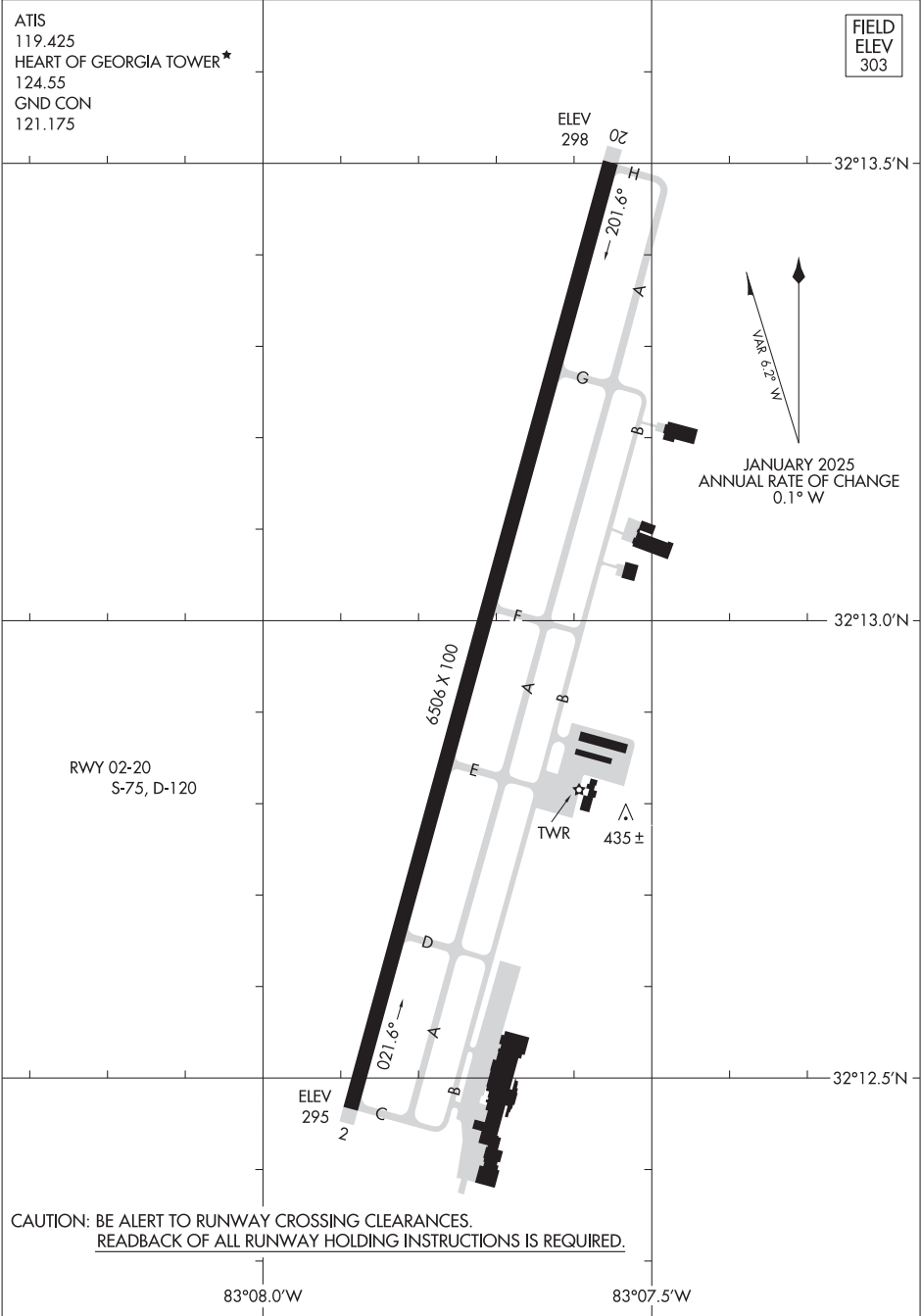
EASTMAN, GEORGIA  
Amdt 8A 23APR20

32°13'N-83°08'W

HEART OF GEORGIA RGNL (EZM)  
VOR/DME-A

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



ELBERTON, GEORGIA

AL-6567 (FAA)

23278

WAAS CH <b>56346</b> <b>W11A</b>	APP CRS <b>105°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>615</b> <b>615</b>
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RNAV (GPS) RWY 11

ELBERT COUNTY-PATZ FLD (EBA)

RNP APCH - GPS.

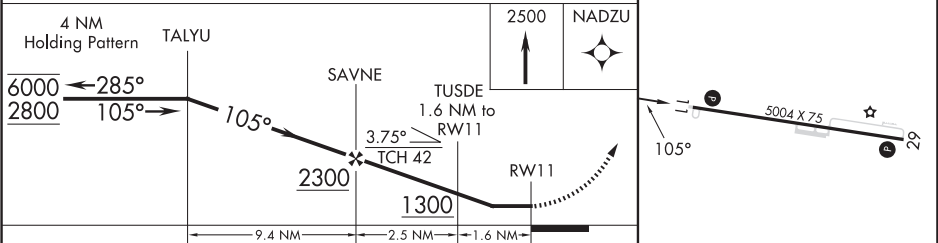
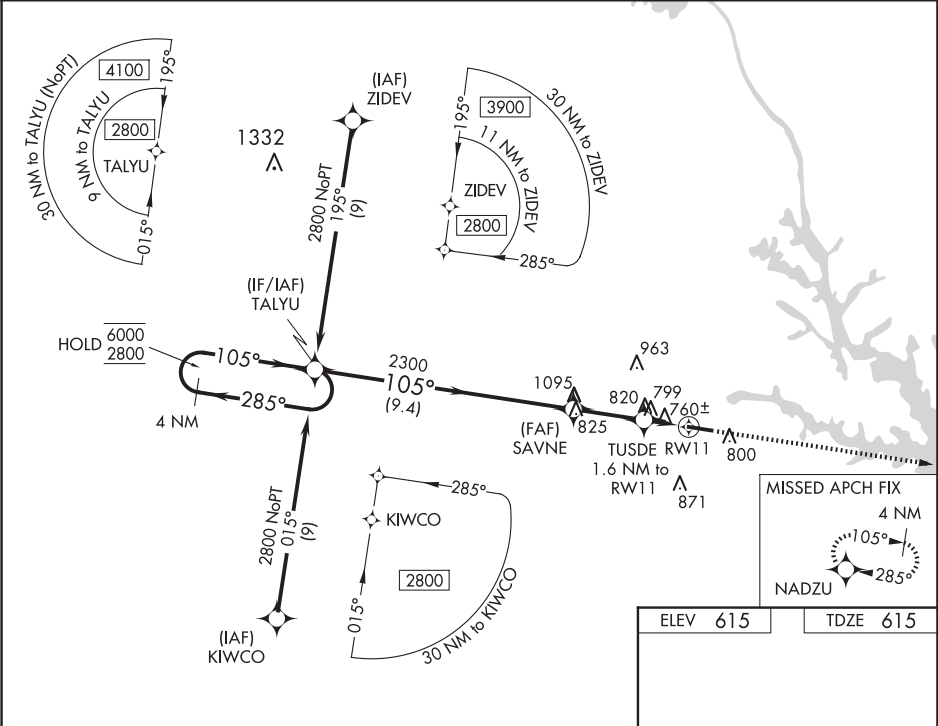
T

A

Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct NADZU and hold.

AWOS-3 <b>118.15</b>	ATLANTA CENTER <b>127.5 316.05</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
LP MDA	1060-1	445 (500-1)	1060-1 $\frac{3}{8}$ 445 (500-1 $\frac{3}{8}$ )	NA
LNAV MDA	1120-1	505 (600-1)	1120-1 $\frac{3}{8}$ 505 (600-1 $\frac{3}{8}$ )	NA
CIRCLING	1160-1	545 (600-1)	1280-1 $\frac{3}{4}$ 665 (700-1 $\frac{3}{4}$ )	NA

ELBERTON, GEORGIA  
Amdt 2 05OCT23

34°06'N-82°49'W

ELBERT COUNTY-PATZ FLD (EBA)

RNAV (GPS) RWY 11

MIRL Rwy 11-29 **1**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



ELBERTON, GEORGIA

AL-6567 (FAA)

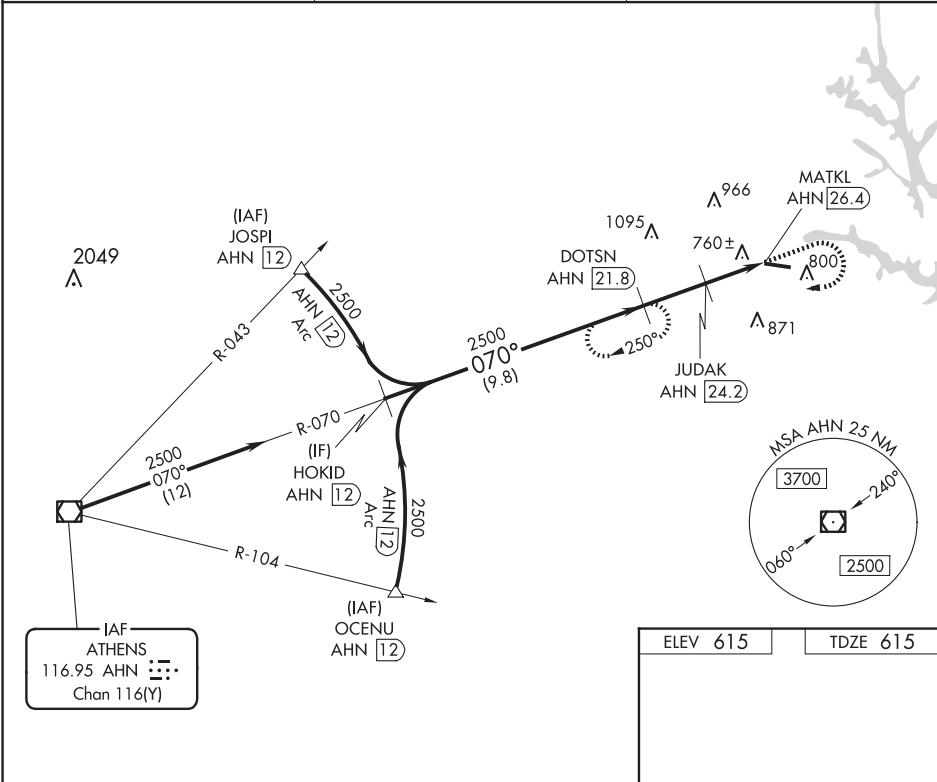
23278

VOR/DME AHN	APP CRS	Rwy Idg
116.95	070°	5004
Chan 116(Y)		TDZE 615
		Apt Elev 615

VOR RWY 11  
ELBERT COUNTY-PATZ FLD (EBA)

DME required.	MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 on AHN VOR/DME R-070 to DOTS/NAHN 21.8 DME and hold.
<div><div></div><div></div></div> <div>Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA.</div>	

AWOS-3 118.15	ATLANTA CENTER 127.5 316.05	UNICOM 122.8 (CTAF) 1
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<div><div>HOKID AHN 12</div><div>2500</div><div>070°</div><div>2500</div><div>DOTS/NAHN AHN 21.8</div><div>3.75° TCH 42</div><div>JUDAK AHN 24.2</div><div>MATKL AHN 26.4</div><div>1560</div><div>9.8 NM</div><div>2.4 NM</div><div>2.2 NM</div></div>			
CATEGORY	A	B	C
S-11	1200-1	585 (600-1)	1200-1¾ 585 (600-1¾)
CIRCLING	1200-1 585 (600-1)	1200-1¼ 585 (600-1¼)	1280-2 665 (700-2)

ELEV 615

TDZE 615

070°

11

5004 X 75

29

MIRL Rwy 11-29 1

ELBERTON, GEORGIA

Amdt 5 05OCT23

34°06'N-82°49'W

ELBERT COUNTY-PATZ FLD (EBA)

VOR RWY 11

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

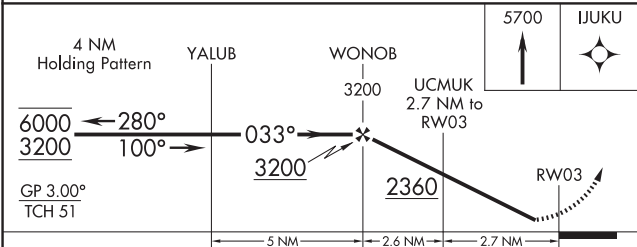
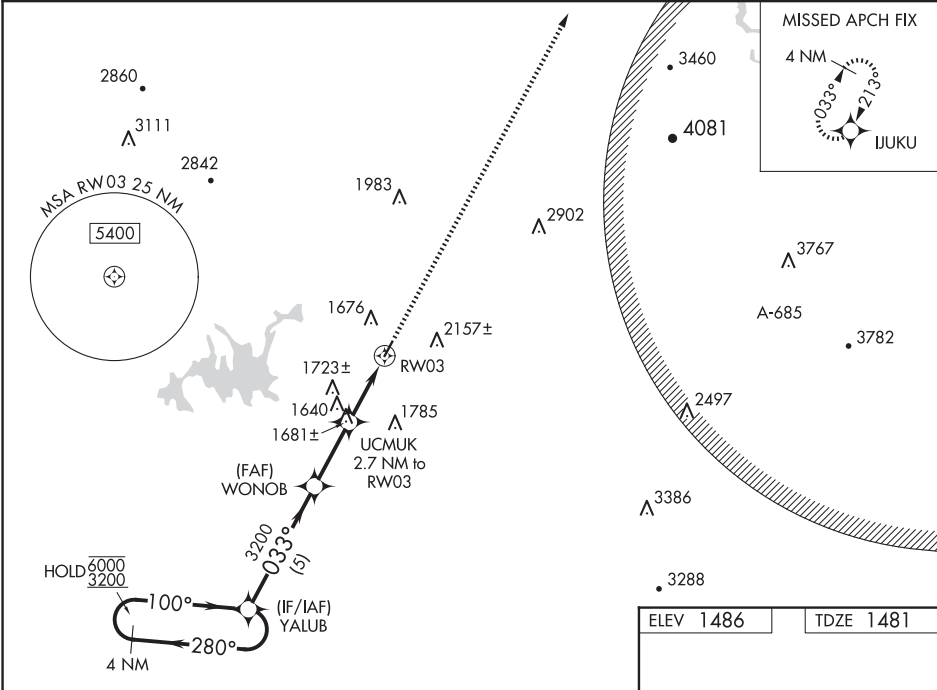


WAAS CH <b>45941</b> <b>W03A</b>	APP CRS <b>033°</b>	Rwy Idg TDZE <b>1481</b> Apt Elev <b>1486</b>
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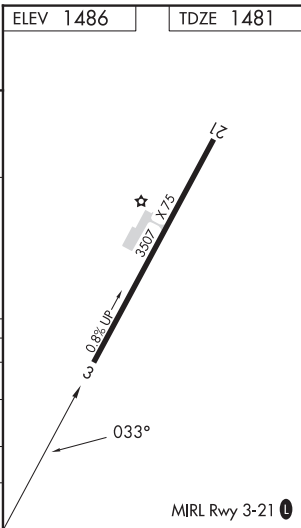
RNAV (GPS) RWY 3  
GILMER COUNTY (49A)

RNP APCH - GPS.	MISSED APPROACH: Climb to 5700 direct IJUKU and hold, continue climb-in-hold to 5700.
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AWOS-3 <b>118.075</b>	ATLANTA CENTER <b>133.1 342.425</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	1731-1	250 (300-1)		
LNAV/VNAV DA	1922-1 3/8	441 (500-1 3/8)		
LNAV MDA	1900-1	419 (500-1)	1900-1 1/8	419 (500-1 1/8)
CIRCLING	1980-1 494 (500-1)	2560-1 1/2 1074 (1100-1 1/2)	2560-3	1074 (1100-3)



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ELLIJAY, GEORGIA

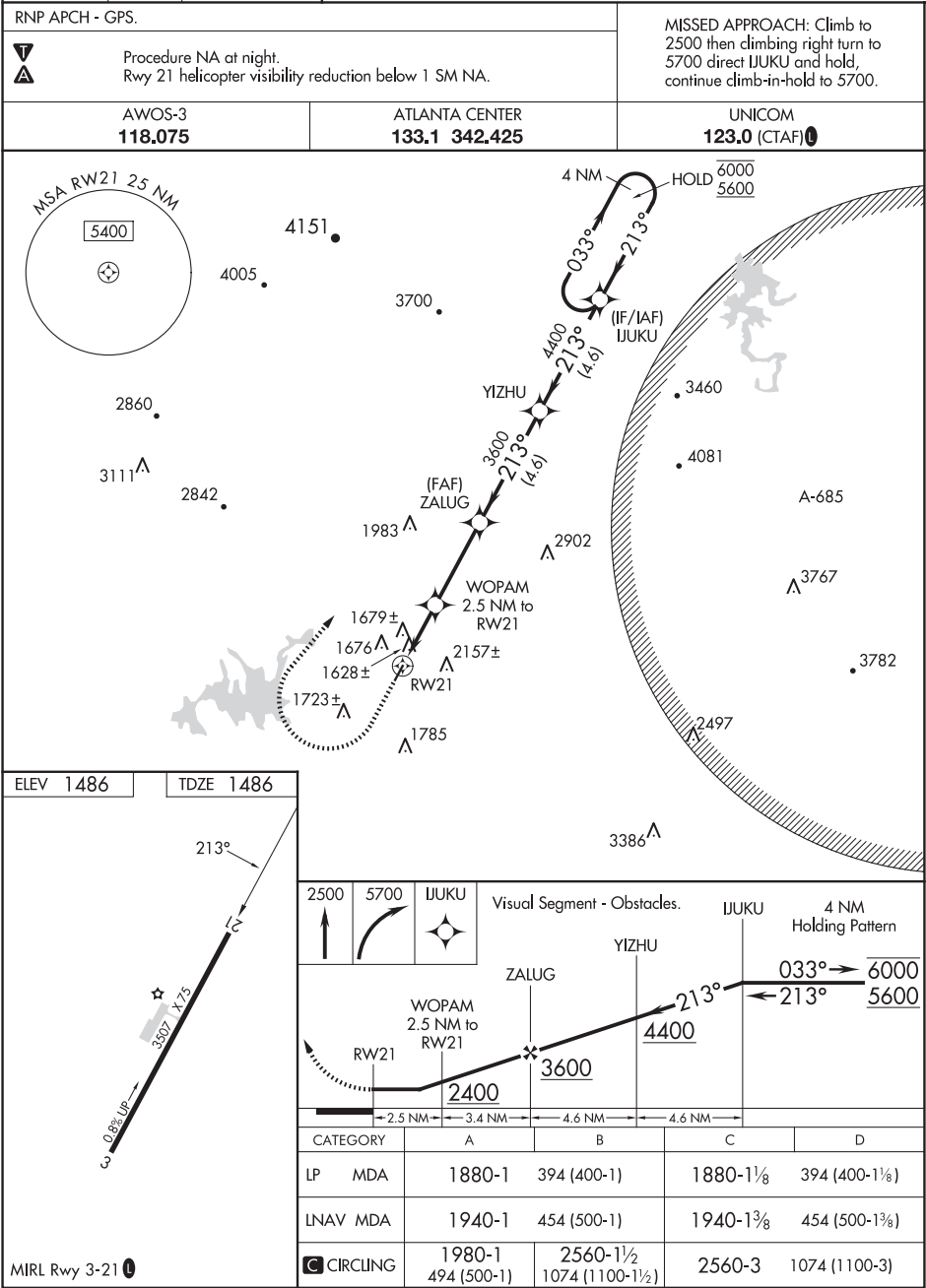
AL-9848 (FAA)

25163

WAAS CH <b>86641</b> <b>W21A</b>	APP CRS <b>213°</b>	Rwy Ldg TDZE Apt Elev	<b>3507</b> <b>1486</b> <b>1486</b>
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RNAV (GPS) RWY 21

GILMER COUNTY (49A)

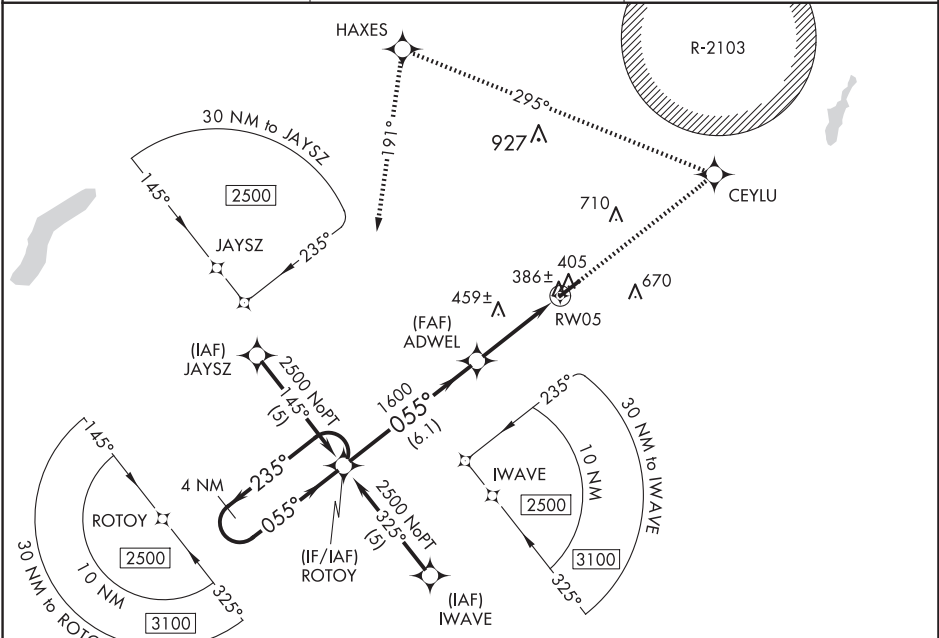


WAAS CH <b>72614</b> <b>W05A</b>	APP CRS <b>055°</b>	Rwy Idg <b>5080</b> TDZE <b>360</b> Apt Elev <b>361</b>
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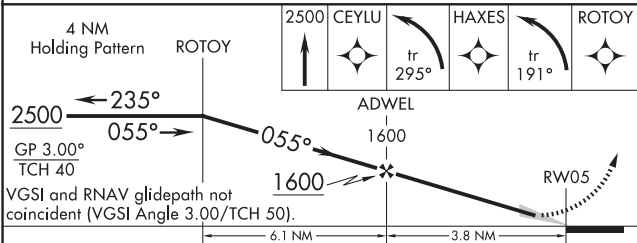
RNAV (GPS) RWY 5  
ENTERPRISE MUNI (EDN)

<div><div>T</div><div>A NA</div></div>	Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Cairns AAF (Fort Novosel) altimeter setting.	MISSED APPROACH: Climb to 2500 direct CEYLU and left turn via track 295° to HAXES and left turn via track 191° to ROTOY and hold.
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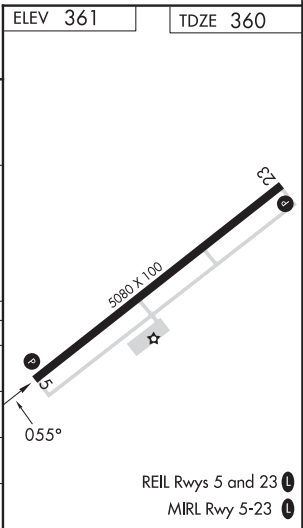
AWOS-3PT <b>118.9</b>	CAIRNS APP CON ★ <b>133.45 239.275</b>	UNICOM <b>122.8(CTAF) 1</b>
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ELEV 361	TDZE 360
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CATEGORY	A	B	C	D
LPV DA	642-1 282 (300-1)			NA
LNAV/VNAV DA	688-1¼ 328 (400-1¼)			NA
LNAV MDA	760-1 400 (400-1)			NA
CIRCLING	920-1 559 (600-1)		1100-2 739 (800-2)	NA



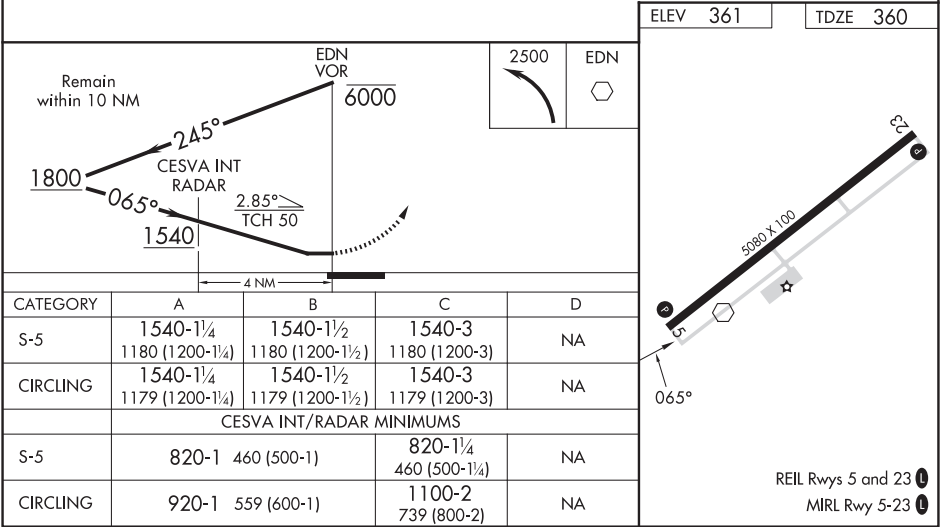
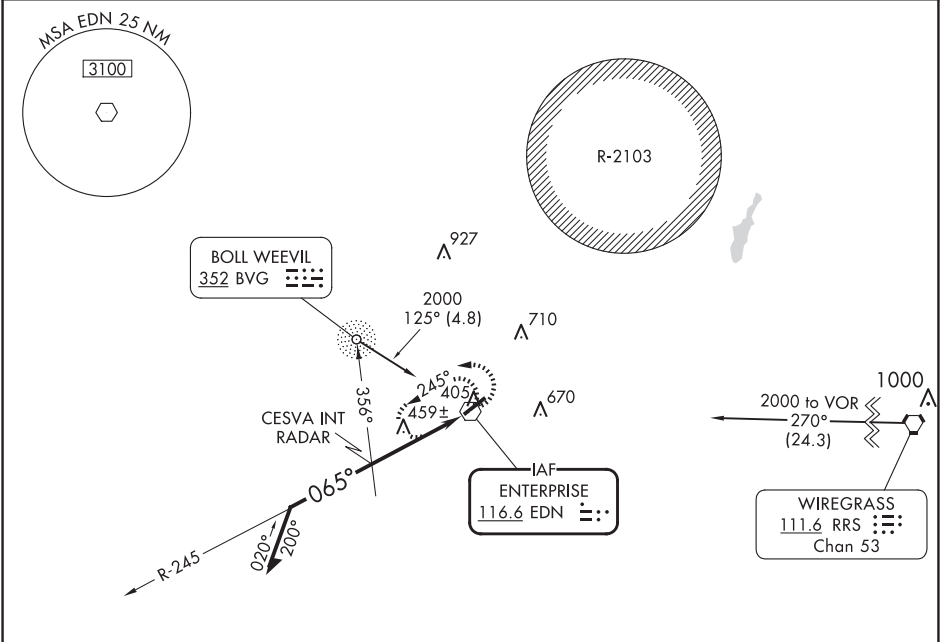
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

VOR EDN <b>116.6</b>	APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev	<b>5080</b> <b>360</b> <b>361</b>
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VOR RWY 5  
ENTERPRISE MUNI(EDN)

<p><b>ADF</b> or <b>RADAR</b> required. Use Cairns AAF (Fort Novosel) altimeter setting.</p>		<p><b>MISSED APPROACH:</b> Climbing left turn to 2500 in EDN VOR holding pattern.</p>
AWOS-3PT <b>118.9</b>	CAIRNS APP CON ★ <b>133.45 239.275</b>	UNICOM <b>122.8 (CTAF)</b> <b>0</b>



SE-4, 12 JUN 2025 to 07 AUG 2025

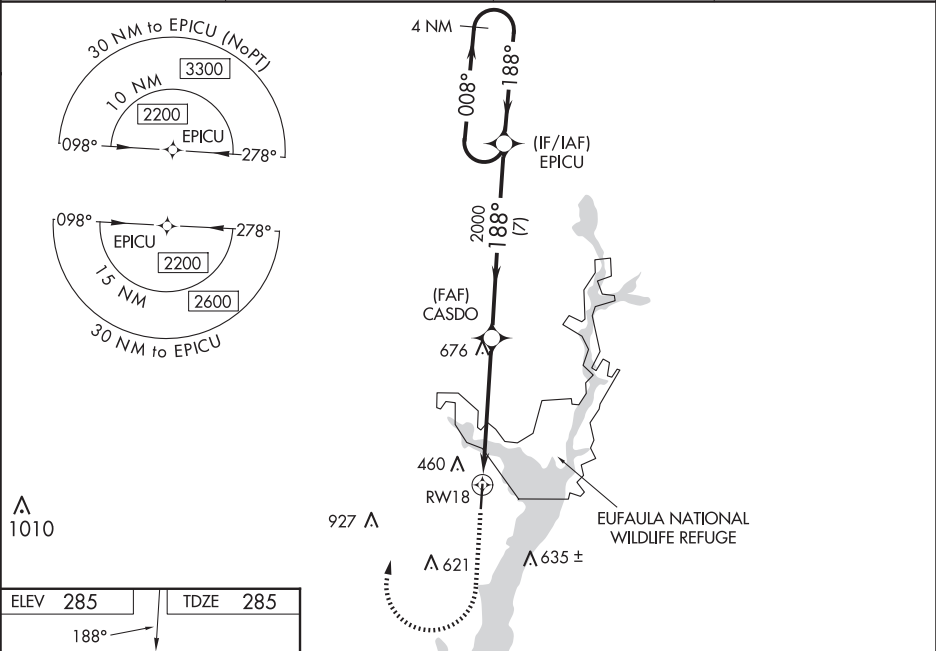
SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>86723</b> <b>W18A</b>	APP CRS <b>188°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>285</b> <b>285</b>
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RNAV (GPS) RWY 18

WEEDON FLD (EUF')

RNP APCH - GPS.			MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct EPICU and hold.
When local altimeter setting not received, use Columbus, GA altimeter setting and increase LPV DA to 632 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 739 feet and all visibilities ½ SM; increase all MDAs 40 feet and LNAV visibility Cats C and D ½ SM and Circling visibility Cats C and D ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Columbus, GA altimeter setting.			
ASOS <b>128.325</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	CLNC DEL <b>134.25 339.8</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>



ELEV <b>285</b>	TDZE <b>285</b>	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).			
188°		4 NM Holding Pattern			
81		EPICU			
36		CASDO			
5000 X 100		2000			
MIRL Rwy 18-36 <b>1</b>		GP 3.00° TCH 40			
CATEGORY		A			
LPV DA		599-1 314 (400-1)			
LNAV/VNAV DA		706-1¼ 421 (500-1¼)			
LNAV MDA		940-1 655 (700-1) 940-1⅞ 655 (700-1⅞)			
CIRCLING		940-1 655 (700-1) 1060-2¼ 775 (800-2¼) 1060-2½ 775 (800-2½)			

EUFAULA, ALABAMA

AL-5367 (FAA)

23222

WAAS CH <b>90522</b> <b>W36A</b>	APP CRS <b>008°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>285</b> <b>285</b>
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RNAV (GPS) RWY 36

WEEDON FLD (EUF)

RNP APCH - GPS.

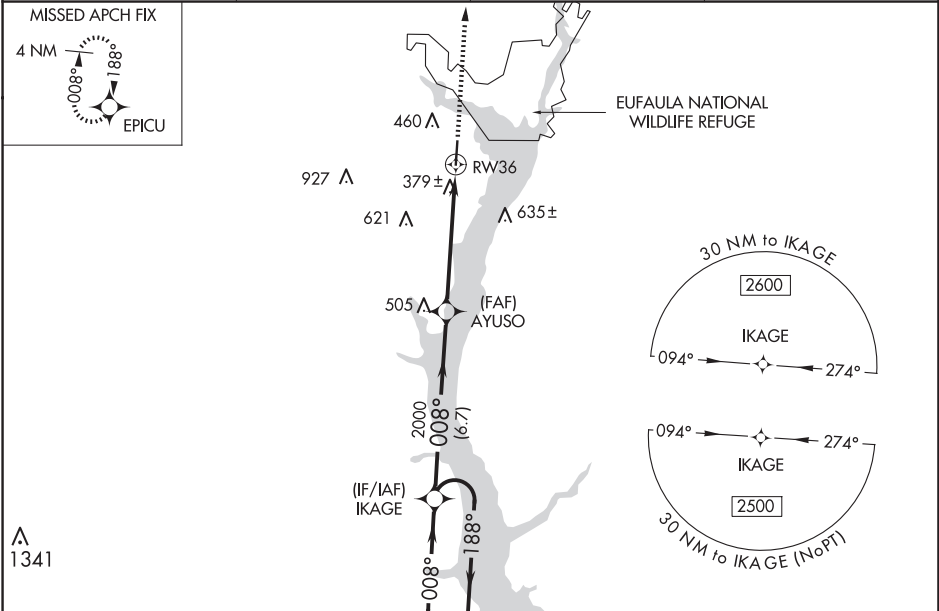
▼

▲ NA

When local altimeter setting not received, use Columbus, GA altimeter setting and increase LPV DA to 633 feet and all visibilities  $\frac{1}{8}$  SM; increase LNAV/VNAV DA to 782 feet; increase all MDAs 40 feet and LNAV and Circling visibility Cats C and D  $\frac{1}{4}$  SM. Rwy 36 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Columbus, GA altimeter setting.

MISSED APPROACH:  
Climb to 2200 direct EPICU and hold.

ASOS <b>128.325</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	CLNC DEL <b>134.25 339.8</b>	UNICOM <b>122.8 (CTAF) ①</b>
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ELEV 285 TDZE 285

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

2200 EPICU

2500

188°

008°

008°

AYUSO

2000

1.6 NM to RW36

RW36

6.7 NM

3.7 NM

1.6 NM

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	600-1 315 (400-1)			
LNAV/VNAV DA	749-1 $\frac{3}{8}$ 464 (500-1 $\frac{3}{8}$ )			
LNAV MDA	800-1 515 (600-1)		800-1 $\frac{3}{8}$ 515 (600-1 $\frac{3}{8}$ )	
CIRCLING	920-1 635 (700-1)		1060-2 $\frac{1}{4}$ 775 (800-2 $\frac{1}{4}$ ) 1060-2 $\frac{1}{2}$ 775 (800-2 $\frac{1}{2}$ )	

81

5000 X 100

36

008°

MIRL Rwy 18-36 ①

EUFAULA, ALABAMA  
Amdt 1D 20APR23

31°57'N-85°08'W

WEEDON FLD (EUF)

RNAV (GPS) RWY 36

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

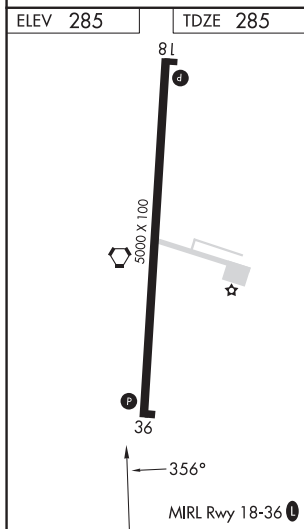
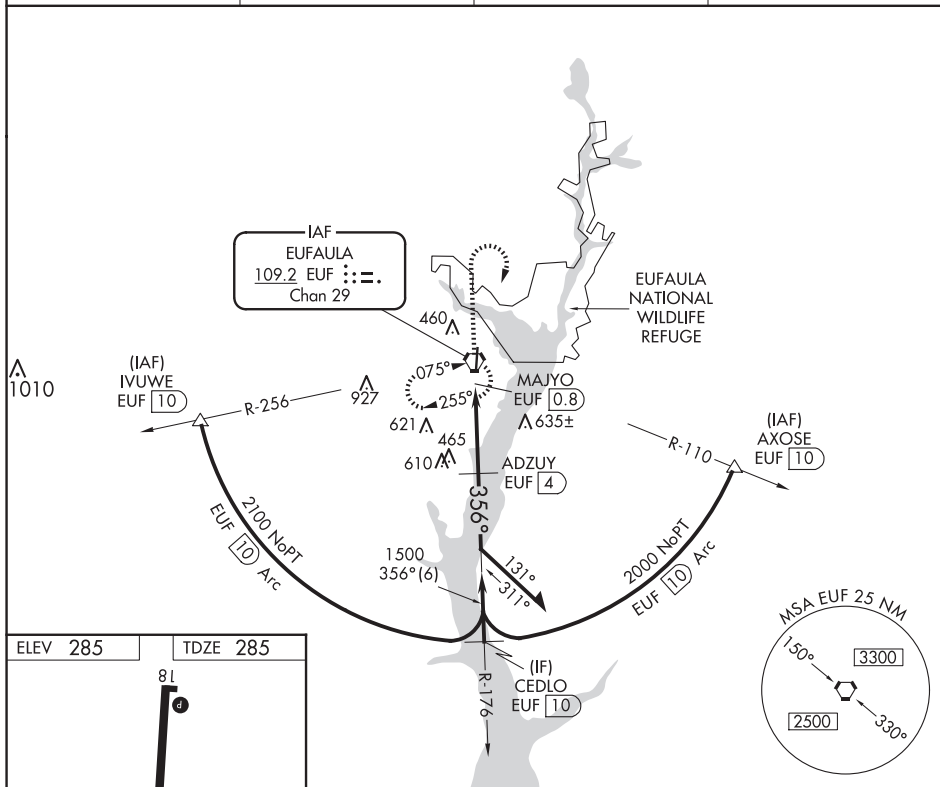
VORTAC EUF	APP CRS	Rwy Idg	5000
<b>109.2</b>	<b>356°</b>	TDZE	285
Chan 29		Apt Elev	285


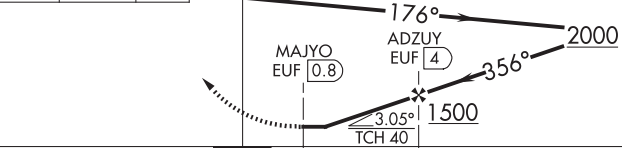
VOR/DME RWY 36  
WEEDON FLD (EUF)

**T** When local altimeter setting not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and S-36 visibility Cats C and D  $\frac{1}{8}$  SM and Circling Cats C and D  $\frac{1}{4}$  SM. Rwy 36 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

ASOS <b>128.325</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	CLNC DEL <b>134.25 339.8</b>	UNICOM <b>122.8 (CTAF) ①</b>
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1500 ↑	2000 ↗	EUF 	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25). EUF VORTAC				Remain within 10 NM	
								
CATEGORY	A		B		C		D	
S-36	780-1 495 (500-1)				780-1 $\frac{3}{8}$ 495 (500-1 $\frac{3}{8}$ )			
CIRCLING	920-1 635 (700-1)				1060-2 $\frac{1}{4}$ 775 (800-2 $\frac{1}{4}$ )		1060-2 $\frac{1}{2}$ 775 (800-2 $\frac{1}{2}$ )	

VOR RWY 18  
WEEDON FLD (EUF)

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

**\*1080** when using Columbus, GA altimeter setting.

CATEGORY	A	B	C	D
S-18	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2	755 (800-2)
CIRCLING	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1060-2¼ 775 (800-2¼)	1060-2½ 775 (800-2½)

**AFENY FIX MINIMUMS (DME REQUIRED)**

S-18	900-1	615 (700-1)	900-1¾	615 (700-1¾)
CIRCLING	920-1	635 (700-1)	1060-2¼ 775 (800-2¼)	1060-2½ 775 (800-2½)

WEEDON FLD (EUF)  
VOR RWY 18



APP CRS

Rwy Idg

5005

008°

TDZE

253

Apt Elev

259

RNAV (GPS) RWY 1

EVERGREEN RGNL/MIDDLETON FLD (GZH)

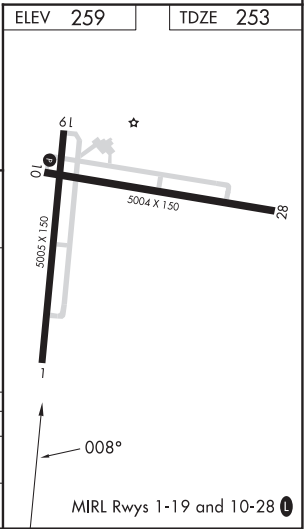
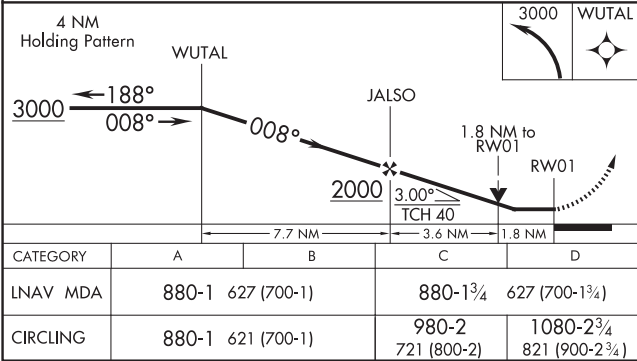
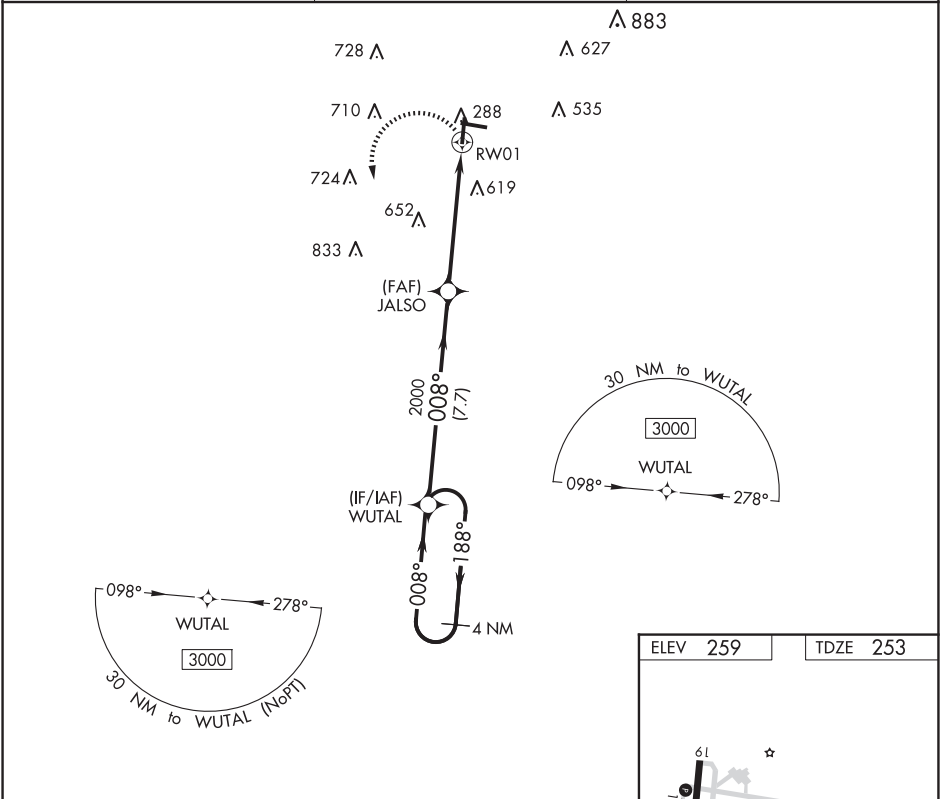
▽

⚠

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Andalusia/Opp altimeter setting and increase all MDAs 100 feet and visibility Cat C/D ½ SM. Rwy 1 helicopter visibility reduction below ¾ SM NA. Circling Rwy 10, 19 NA at night.

MISSED APPROACH:  
Climbing left turn to 3000  
direct WUTAL and hold.

ASOS 133.425	JACKSONVILLE CENTER 134.15 338.3	UNICOM 122.7 (CTAF) 0
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EVERGREEN, ALABAMA

AL-6326 (FAA)

23278

WAAS CH <b>50332</b> <b>W10A</b>	APP CRS <b>102°</b>	Rwy Idg <b>5004</b> TDZE <b>259</b> Apt Elev <b>259</b>
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RNAV (GPS) RWY 10

EVERGREEN RGNL/MIDDLETON FLD (GZH)

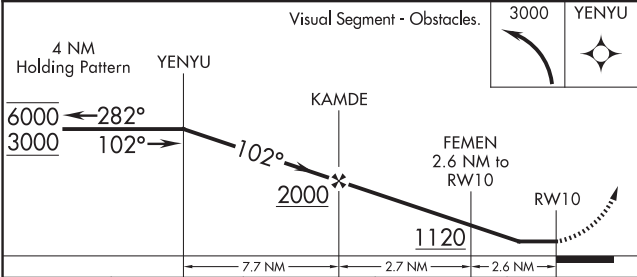
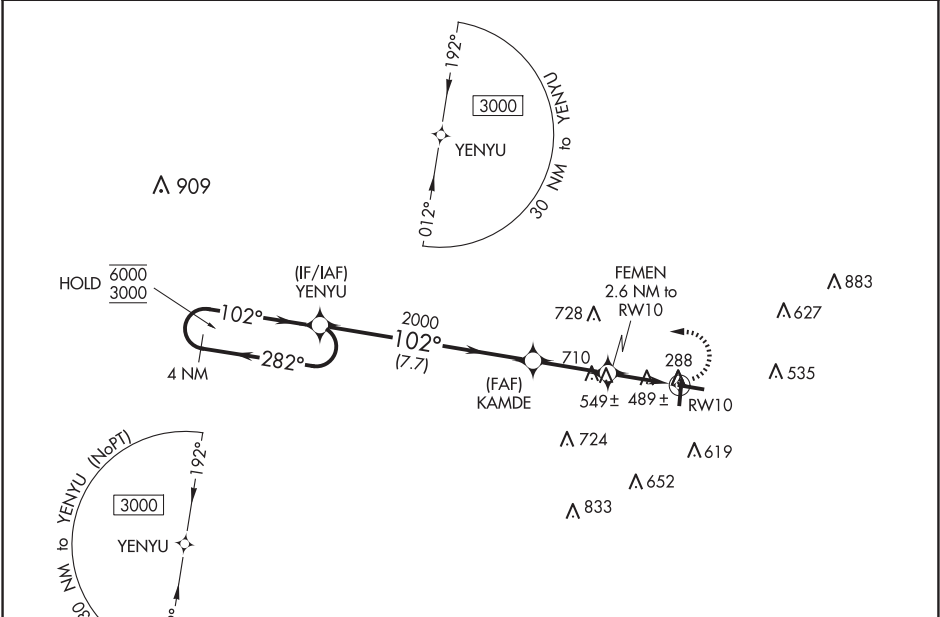
RNP APCH.

▼

Rwy 10 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Andalusia/Opp altimeter setting and increase all MDAs 100 feet, and visibility LP Cat C/D ¾ SM, LNAV Cat C/D ¼ SM, Circling Cat C ½ SM and Circling Cat D ¼ SM. Straight-in Rwy 10 NA at night, Circling Rwy 10, 19 NA at night.

MISSED APPROACH:  
Climbing left turn to 3000 direct YENYU and hold.

ASOS <b>133.425</b>	JACKSONVILLE CENTER <b>134.15 338.3</b>	UNICOM <b>122.7 (CTAF) 1</b>
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ELEV 259      TDZE 259

CATEGORY	A	B	C	D
LP MDA	740-1	481 (500-1)	740-1¾	481 (500-1¾)
LNAV MDA	800-1	541 (600-1)	800-1¾	541 (600-1¾)
CIRCLING	800-1 541 (600-1)	840-1 581 (600-1)	980-2 721 (800-2)	1080-2¾ 821 (900-2¾)

MIRL Rwy 1-19 and 10-28 1

EVERGREEN, ALABAMA  
Amdt 1D 10SEP20

31°25'N-87°03'W

EVERGREEN RGNL/MIDDLETON FLD (GZH)  
RNAV (GPS) RWY 10

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



EVERGREEN, ALABAMA

AL-6326 (FAA)

23278

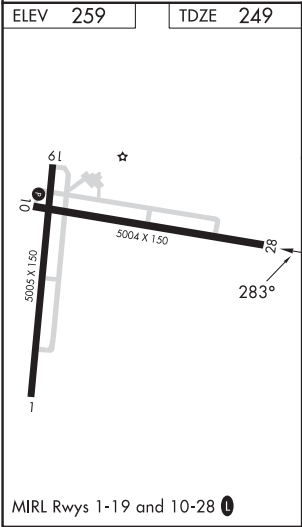
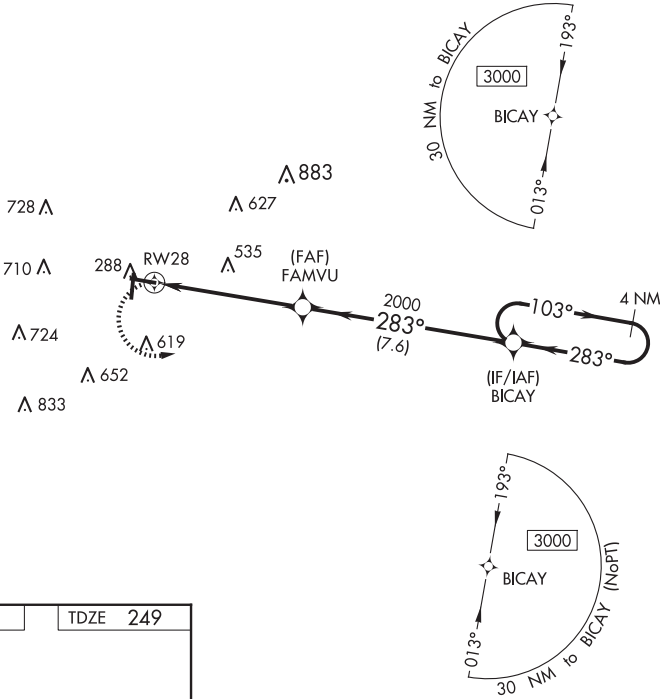
APP CRS	Rwy Idg	5004
283°	TDZE	249
	Apt Elev	259


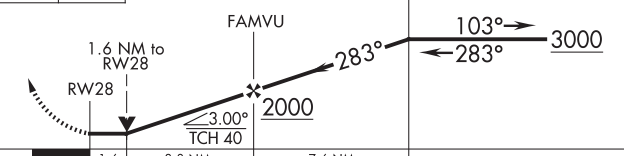
RNAV (GPS) RWY 28  
EVERGREEN RGNL/MIDDLETON FLD (GZH)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Andalusia/Opp altimeter setting and increase all MDAs 100 feet and visibility Cat C/D ½ SM. Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 10, 19 NA at night.

**MISSED APPROACH:**  
Climbing left turn to 3000  
direct BICAY and hold.

ASOS 133.425	JACKSONVILLE CENTER 134.15 338.3	UNICOM 122.7 (CTAF) <b>0</b>
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CATEGORY	A		B	C	D
LNAV MDA	800-1 551 (600-1)		800-1½	551 (600-1½)	
CIRCLING	800-1 541 (600-1)	840-1 581 (600-1)	980-2 721 (800-2)	1080-2¾ 821 (900-2¾)	

EVERGREEN, ALABAMA  
Amdt 1D 16JUN22

31°25'N-87°03'W

EVERGREEN RGNL/MIDDLETON FLD (GZH)  
RNAV (GPS) RWY 28

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

VORTAC MVC	APP CRS	Rwy Idg	5004
116.8	095°	TDZE	259
Chan 115		Apt Elev	259

VOR/DME RWY 10

EVERGREEN RGNL/MIDDLETON FLD (GZH)

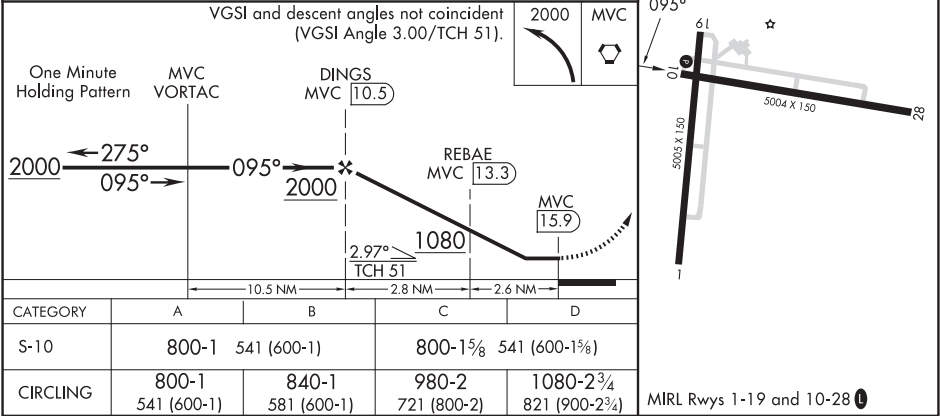
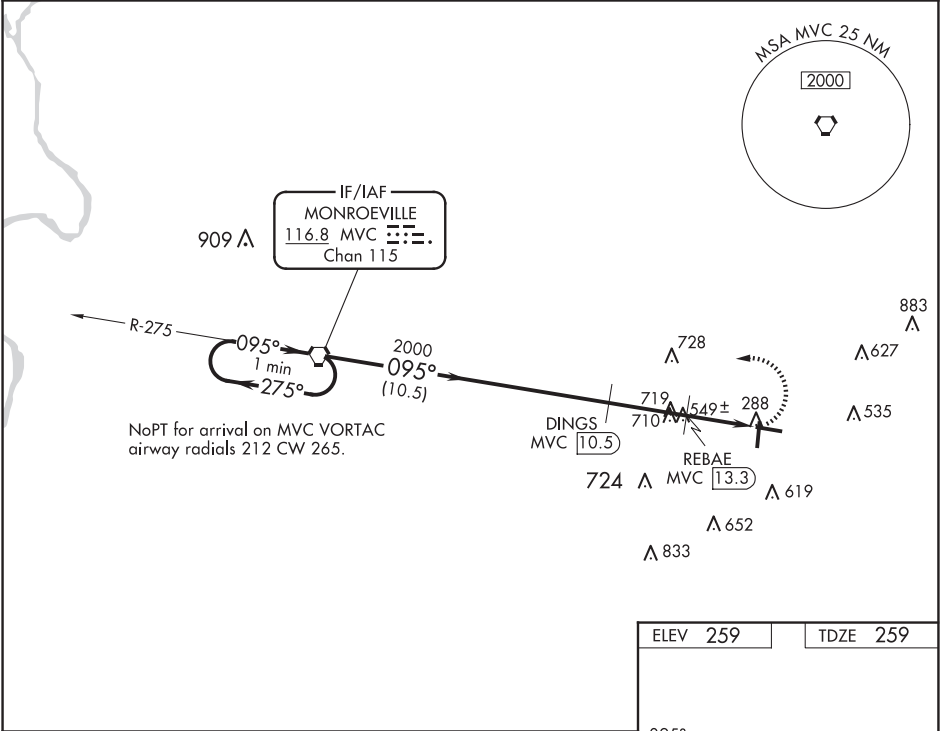
⚠

When local altimeter setting not received, use Andalusia/Opp altimeter setting and increase all MDAs 100 feet and visibility Cat C/D ½ SM. DME required. Rwy 10 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 10 NA at night, Circling Rwy 10, 19 NA at night.

MISSED APPROACH:

Climbing left turn to 2000  
direct MVC VORTAC and hold.

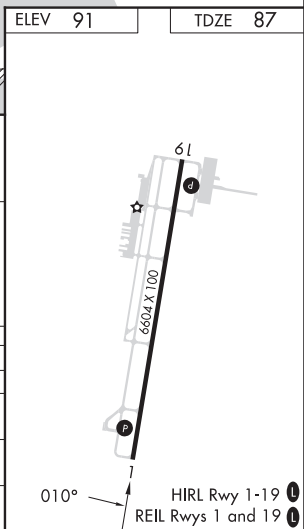
ASOS 133.425	JACKSONVILLE CENTER 134.15 338.3	UNICOM 122.7 (CTAF) 0
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# RNAV (GPS) RWY 1

## H L SONNY CALLAHAN (CQF)

**MISSED APPROACH:**  
Climb to 700 then  
climbing left turn to  
2000 direct BFM  
VORTAC and hold.

UNICOM  
123.0 (CTAF) **L**

H L SONNY CALLAHAN (CQF)  
RNAV (GPS) RWY 1

WAAS CH <b>99313</b> <b>W19A</b>	APP CRS <b>190°</b>	Rwy Idg <b>6604</b> TDZE <b>91</b> Apt Elev <b>91</b>
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RNAV (GPS) RWY 19

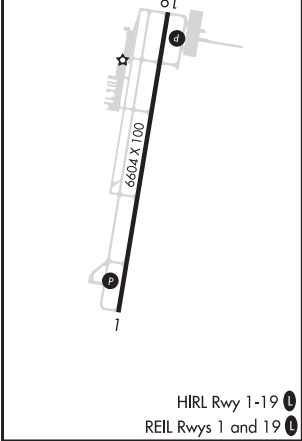
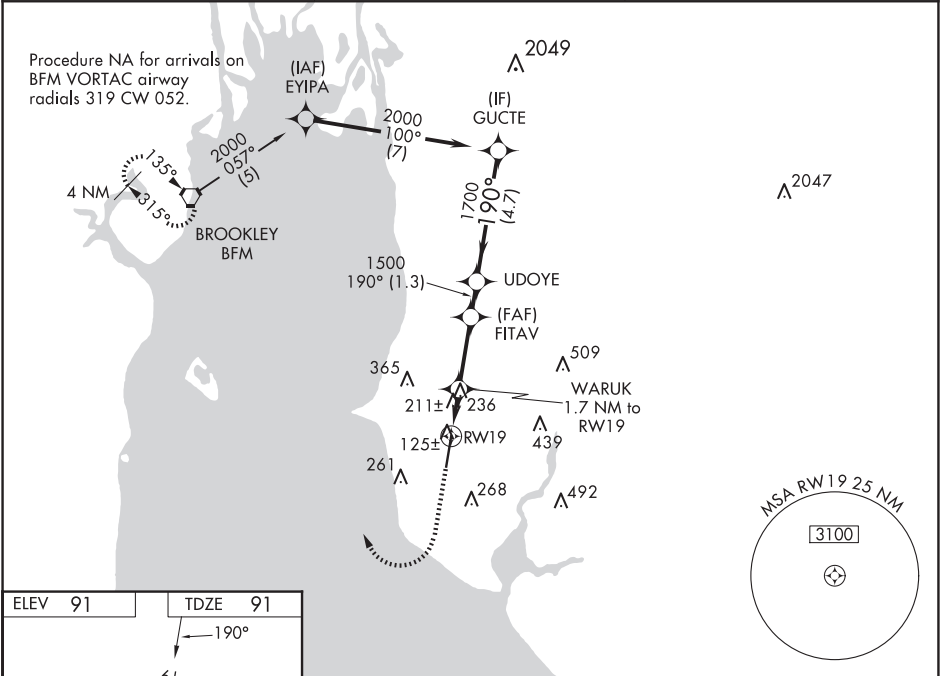
H L SONNY CALLAHAN (CQF')

**T** Baro-VNAV NA when using Mobile Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F).

**A** DME/DME RNP-0.3 NA. VDP NA with Mobile Intl altimeter setting. When local altimeter setting not received, use Mobile Intl altimeter setting and increase LPV DA to 383 feet, LNAV/VNAV DA to 555 feet and all MDA 60 feet; increase LNAV and Circling Cats C/D visibility ¼ SM.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct BFM Vortac and hold.

AWOS-3PT <b>118.425</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	UNICOM <b>123.0 (CTAF) ①</b>
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1500	2000	BFM							
*LNAV only.		WARUK 1.7 NM to RW19		FITAV 1500		UDOYE		GUCTE 2000	
*1.2 NM to RW19		660*		1500		1700		Procedure Turn NA	
1.2		0.5		2.6		1.3 NM		4.7 NM	
CATEGORY		A		B		C		D	
LPV DA		341-7 <sup>8</sup>		250 (300-7 <sup>8</sup> )					
LNAV/VNAV DA		513-1 <sup>2</sup>		422 (500-1 <sup>2</sup> )					
LNAV MDA		500-1 409 (500-1)		500-1 <sup>8</sup> 409 (500-1 <sup>8</sup> )					
CIRCLING		560-1 469 (500-1)		580-1 489 (500-1)		720-1 <sup>3</sup> <sub>4</sub> 629 (700-1 <sup>3</sup> <sub>4</sub> )		740-2 649 (700-2)	

FAIRHOPE, ALABAMA

AL-5522 (FAA)

23334

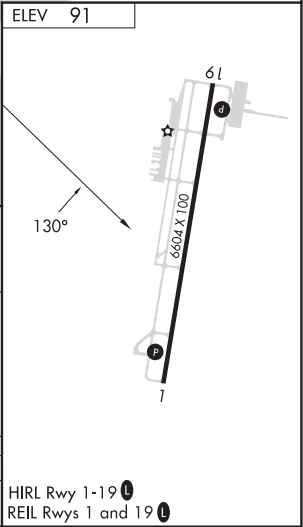
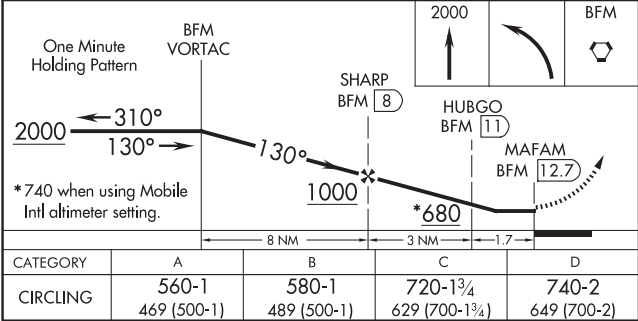
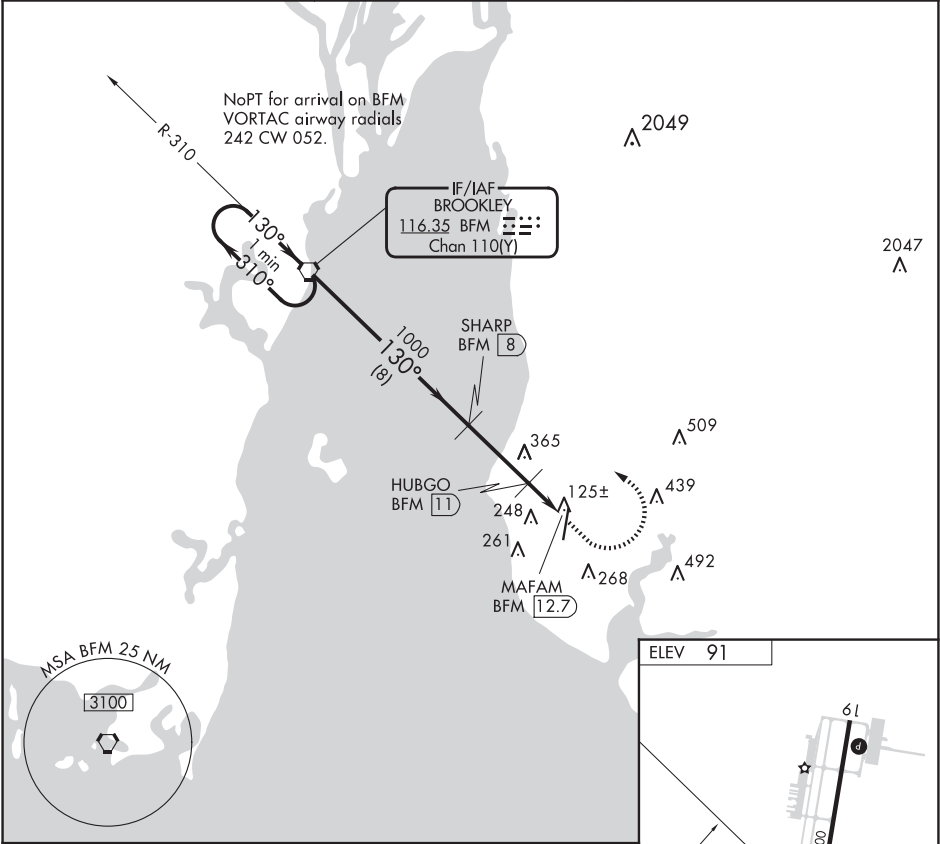
VORTAC BFM <b>116.35</b> Chan <b>110</b> (Y)	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>91</b>
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VOR/DME-A  
H L SONNY CALLAHAN (CQF)

- ⚠** When local altimeter setting not received, use Mobile Intl altimeter setting and increase all MDA 60 feet; increase Circling Cats C/D visibility ¼ SM.

**⚠** MISSED APPROACH: Climb to 2000 then left turn direct BFM Vortac and hold.

AWOS-3PT <b>118.425</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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FAIRHOPE, ALABAMA  
Amdt 7A 20MAY21

30°28'N-87°53'W

H L SONNY CALLAHAN (CQF)  
VOR/DME-A

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



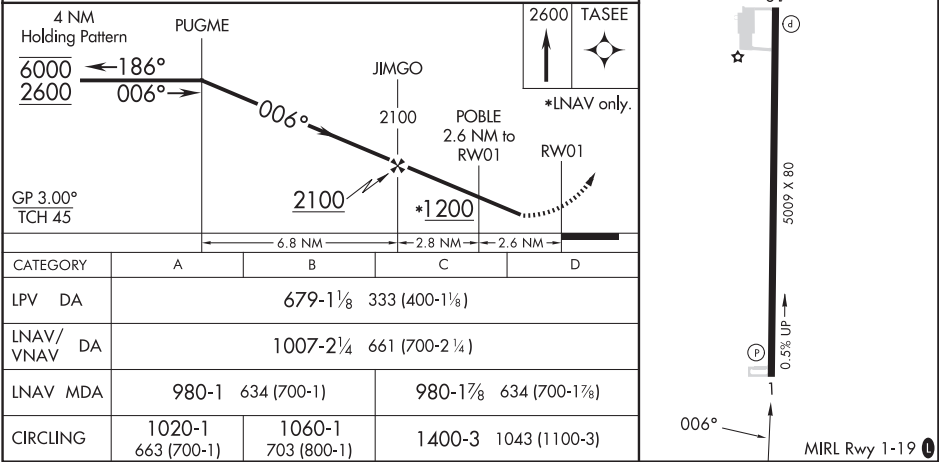
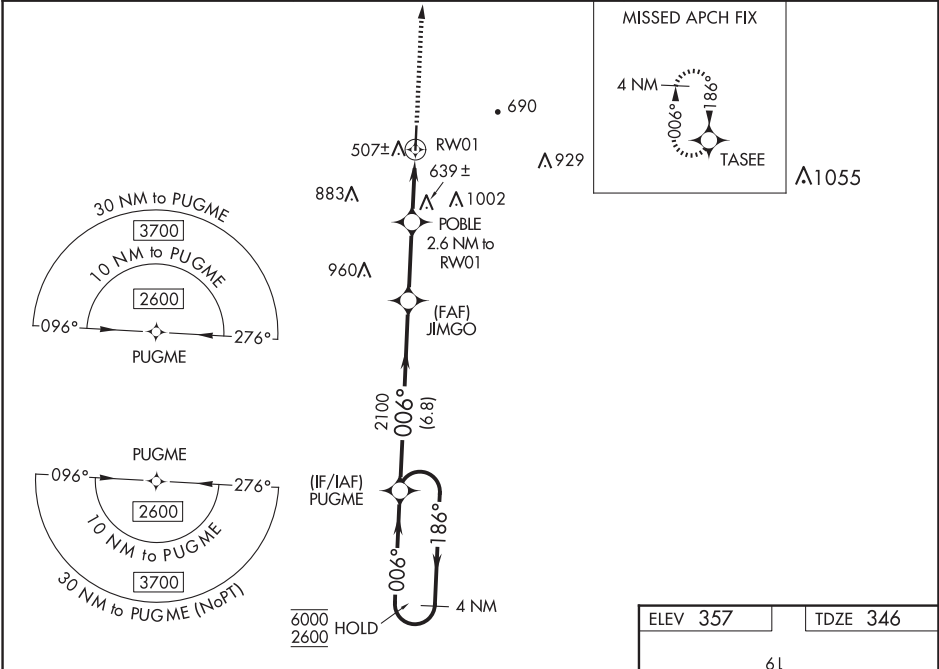
WAAS CH <b>42623</b> <b>W01A</b>	APP CRS <b>006°</b>	Rwy Idg TDZE <b>346</b> Apt Elev <b>357</b>
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RNAV (GPS) RWY 1

RICHARD ARTHUR FLD (M95)

RNP APCH.	Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Jasper altimeter setting; when not received, use Tuscaloosa altimeter setting and increase LPV DA to 680, LNAV/VNAV DA to 1008, and all MDA 20 feet; increase LNAV/VNAV all Cat visibility ¼ SM.	MISSED APPROACH: Climb to 2600 direct TASEE and hold.
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JFX AWOS-3PT <b>119.225</b>	COLUMBUS APP CON ★ <b>126.075 239.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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FAYETTE, ALABAMA

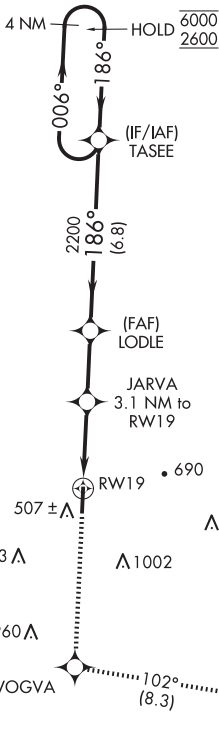
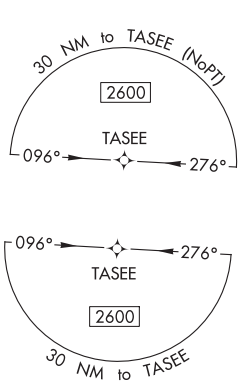
AL-6966 (FAA)

24025

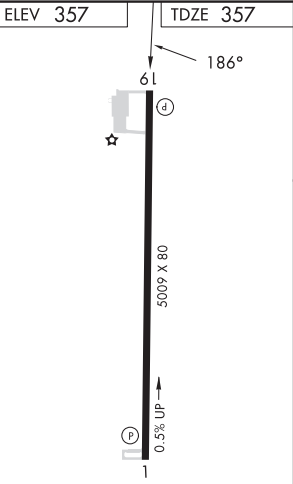
APP CRS	Rwy Idg	5009
186°	TDZE	357
	Apt Elev	357

RNAV (GPS) RWY 19  
RICHARD ARTHUR FLD (M95)

RNP APCH.		MISSED APPROACH: Climb to 2600 direct WOGVA and on track 102° to BESOM and hold.
NA	Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA. Use Jasper altimeter setting.	
JFX AWOS-3PT 119.225		COLUMBUS APP CON ★ 126.075 239.25
		UNICOM 122.8 (CTAF) 1



Λ1167



2600	WOGVA	tr 102°	BESOM	Visual Segment - Obstacles.		4 NM Holding Pattern	
↑	✦		△				
		JARVA 3.1 NM to RW19	LODLE				
		1380	2200				
		3.1 NM	2.6 NM				
CATEGORY		A	B	C		D	
LNAV MDA		1080-1	723 (800-1)	1080-2		723 (800-2)	

MIRL Rwy 1-19 1  
FAYETTE, ALABAMA  
Amdt 1D 15AUG19

33°43'N-87°49'W

RICHARD ARTHUR FLD (M95)  
RNAV (GPS) RWY 19

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>72924</b> <b>W02A</b>	APP CRS <b>017°</b>	Rwy Idg <b>5000</b> TDZE <b>361</b> Apt Elev <b>365</b>
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RNAV (GPS) RWY 2

FITZGERALD MUNI (FZG)

RNP APCH - GPS.

▼

▲

Circling NA to Rwy 15 and 33. Baro-VNAV and VDP NA when using Tifton altimeter setting.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

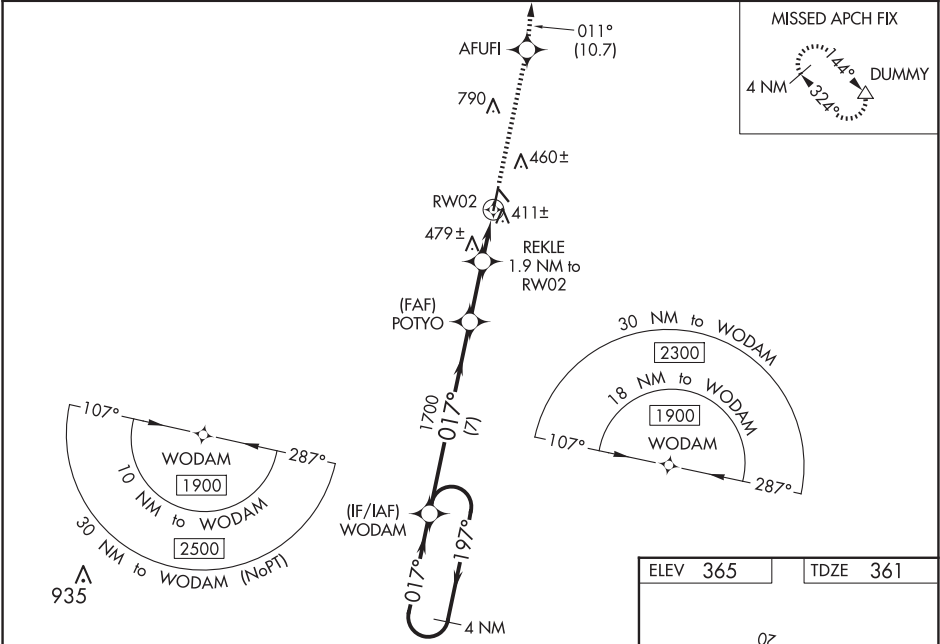
When local altimeter setting not received, use Tifton altimeter setting: increase LPV DA to 656 feet and LNAV/VNAV DA to 691 feet; increase LNAV/VNAV all Cats visibility 1/8 SM, increase all MDAs 60 feet and LNAV visibility Cats C/D 1/8 SM, and Circling Cats C/D visibility 1/4 SM.

Inop table does not apply to LPV all Cats and LNAV Cats C/D. For inop ALS increase LNAV/VNAV Cats A/B visibility to 7/8 SM. For inop ALS when using Tifton altimeter setting increase LPV Cats A/B visibility to 7/8 SM and LNAV/VNAV Cats A/B visibility to 1 SM.

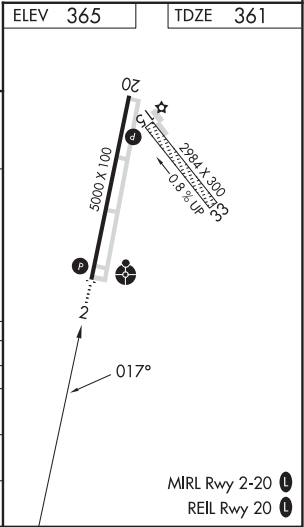
ODALS

MISSED APPROACH:  
Climb to 2300 direct AFUFI and on track 011° to DUMMY and hold.

AWOS-3PT <b>118.625</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	UNICOM <b>123.0 (CTAF) 1</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).				
4 NM Holding Pattern WODAM				
1900 ← 197° → 017° → 017° → 1700 → 017° → 1000 → 017° → RWY 2				
GP 3.00° TCH 40				
7 NM 2.2 NM 0.8 NM 1.1 NM				
CATEGORY	A	B	C	D
LPV DA	611-7/8		250 (300-7/8)	
LNAV/VNAV DA	646-7/8		285 (300-7/8)	
LNAV MDA	740-7/8 379 (400-7/8)		740-1 379 (400-1)	
CIRCLING	880-1 515 (600-1)		1160-2 795 (800-2 1/4)	



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025




FITZGERALD, GEORGIA

AL-5894 (FAA)

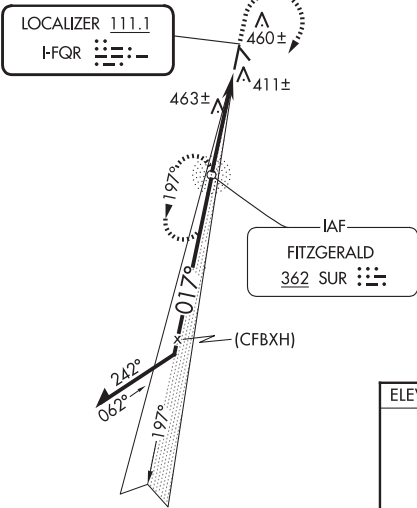
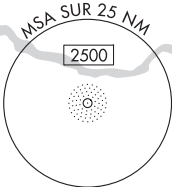
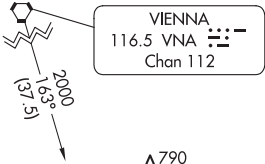
25107

LOC I-FQR <b>111.1</b>	APP CRS <b>017°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>361</b> <b>365</b>
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LOC RWY 2  
FITZGERALD MUNI (FZG)

ADF required.		<div>ODALS</div> <div> </div>	MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct SUR NDB and hold.
<div><div><div>T</div><div>A</div></div><div>Circling NA to Rwy 15 and 33. When local altimeter setting not received, use Tifton altimeter setting and increase all MDA 60 feet, increase S-LOC 2 Cat C and D visibility <math>\frac{1}{2}</math> SM and Circling Cat C and D visibility <math>\frac{1}{4}</math> SM.</div></div>			
AWOS-3PT 118.625	JACKSONVILLE CENTER 127.575 269.025	UNICOM 123.0 (CTAF) 	

Procedure NA for arrival  
on VNA VORTAC airway  
radials 127 CW 178.



935  
A

ELEV 365	TDZE 361
MIRL Rwy 2-20 REIL Rwy 20	
FAF to MAP 3.9 NM	
Knots	60 90 120 150 180
Min:Sec	3:54 2:36 1:57 1:34 1:18

Remain within 10 NM		SUR NDB		900	2000	SUR
2000		197°				
017°		1700				
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).		3.16°				
		TCH 40				
		3.9 NM				
CATEGORY	A	B	C	D		
S-LOC 2	720-7/8		359 (400-7/8)			
CIRCLING	880-1	515 (600-1)	1160-2¼ 795 (800-2¼)	1160-2½ 795 (800-2½)		

FITZGERALD, GEORGIA  
Amdt 2A 26DEC24

31°41'N-83°16'W

FITZGERALD MUNI (FZG)  
LOC RWY 2

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

NDB SUR <b>362</b>	APP CRS <b>017°</b>	Rwy Idg <b>5000</b> TDZE <b>361</b> Apt Elev <b>365</b>	<b>NDB RWY 2</b> FITZGERALD MUNI (FZG)
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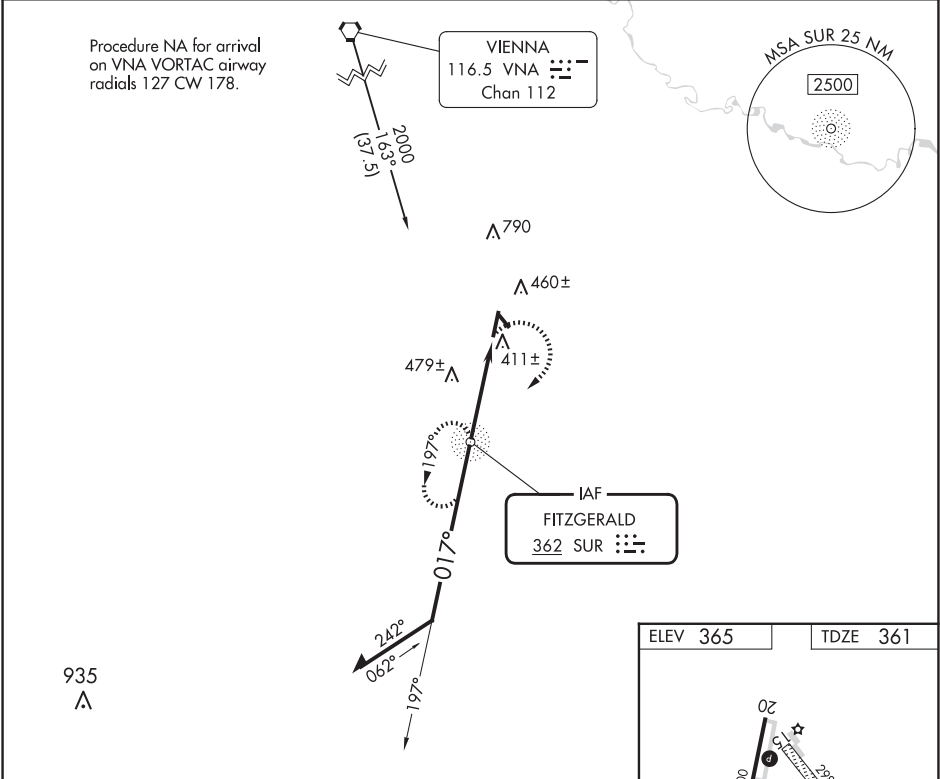
⚠

Circling NA to Rwy 15 and 33. When local altimeter setting not received, use Tifton altimeter setting and increase all MDA 60 feet, increase S-2 Cat C and D visibility ¼ SM and Circling Cat C and D visibility ¼ SM.

ODALS

MISSED APPROACH: Climbing right turn to 2000 direct SUR NDB and hold, continue climb-in-hold to 2000.

AWOS-3PT <b>118.625</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	UNICOM <b>123.0 (CTAF)</b>
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Remain within 10 NM

2000 SUR

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

1700

3.16° TCH 40

3.9 NM

CATEGORY	A	B	C	D
S-2	780-7/8 419 (500-7/8)	780-1 419 (500-1)		
CIRCLING	880-1 515 (600-1)	1160-2¼ 795 (800-2¼)	1160-2½ 795 (800-2½)	

ELEV 365 TDZE 361

MIRL Rwy 2-20 REIL Rwy 20

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>45516</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy ldg TDZE Apt Elev <b>3700</b> <b>72</b> <b>74</b>
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RNAV (GPS) RWY 18

HOLK FLD AT FOLEY MUNI (5R4)

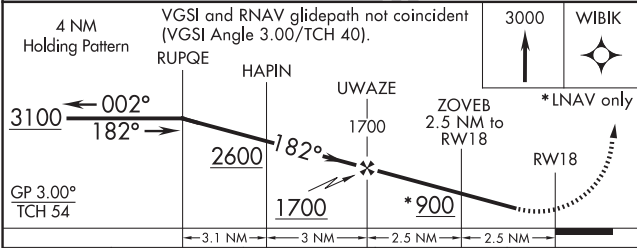
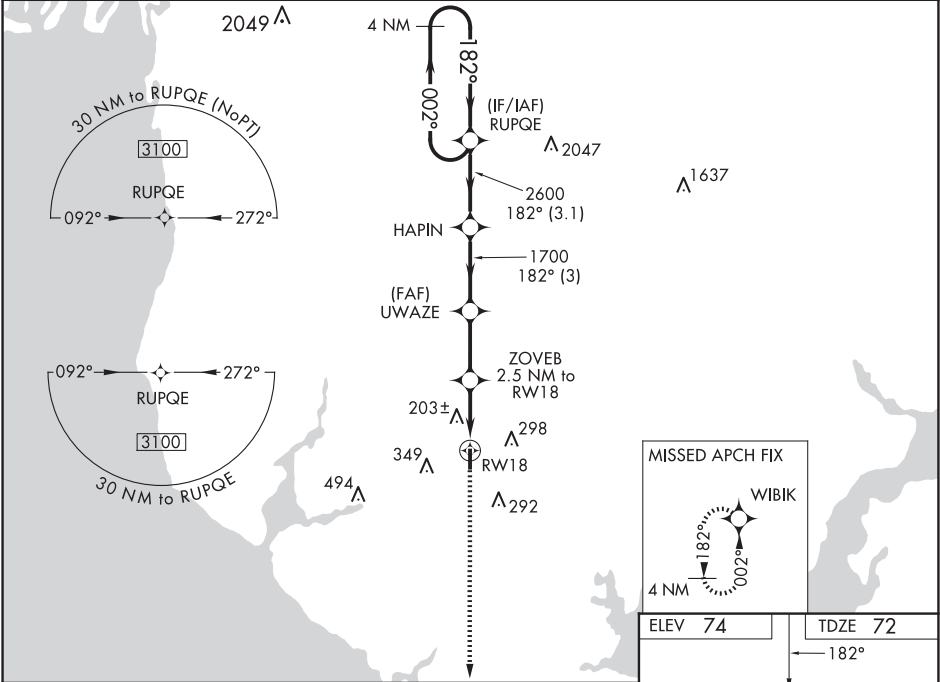
⚠

NA

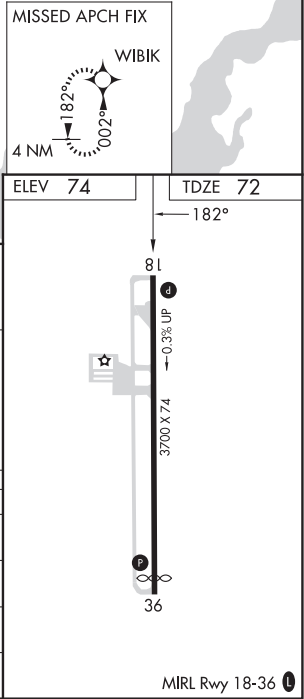
Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase LPV DA to 397 feet, LNAV/VNAV DA to 547 feet, and all MDA 20 feet; increase LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 3000 direct WIBIK and hold, continue climb-in-hold to 3000.

QCF AWOS-3PT <b>118.425</b>	PENSACOLA APP CON <b>118.6 380.6</b>	UNICOM <b>123.05 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	393-1	321 (400-1)		NA
LNAV/ VNAV DA	543-1 5/8	471 (500-1 5/8)		NA
LNAV MDA	480-1	408 (500-1)	480-1 1/8 408 (500-1 1/8)	NA
CIRCLING	680-1	606 (700-1)	880-2 1/4 806 (900-2 1/4)	NA



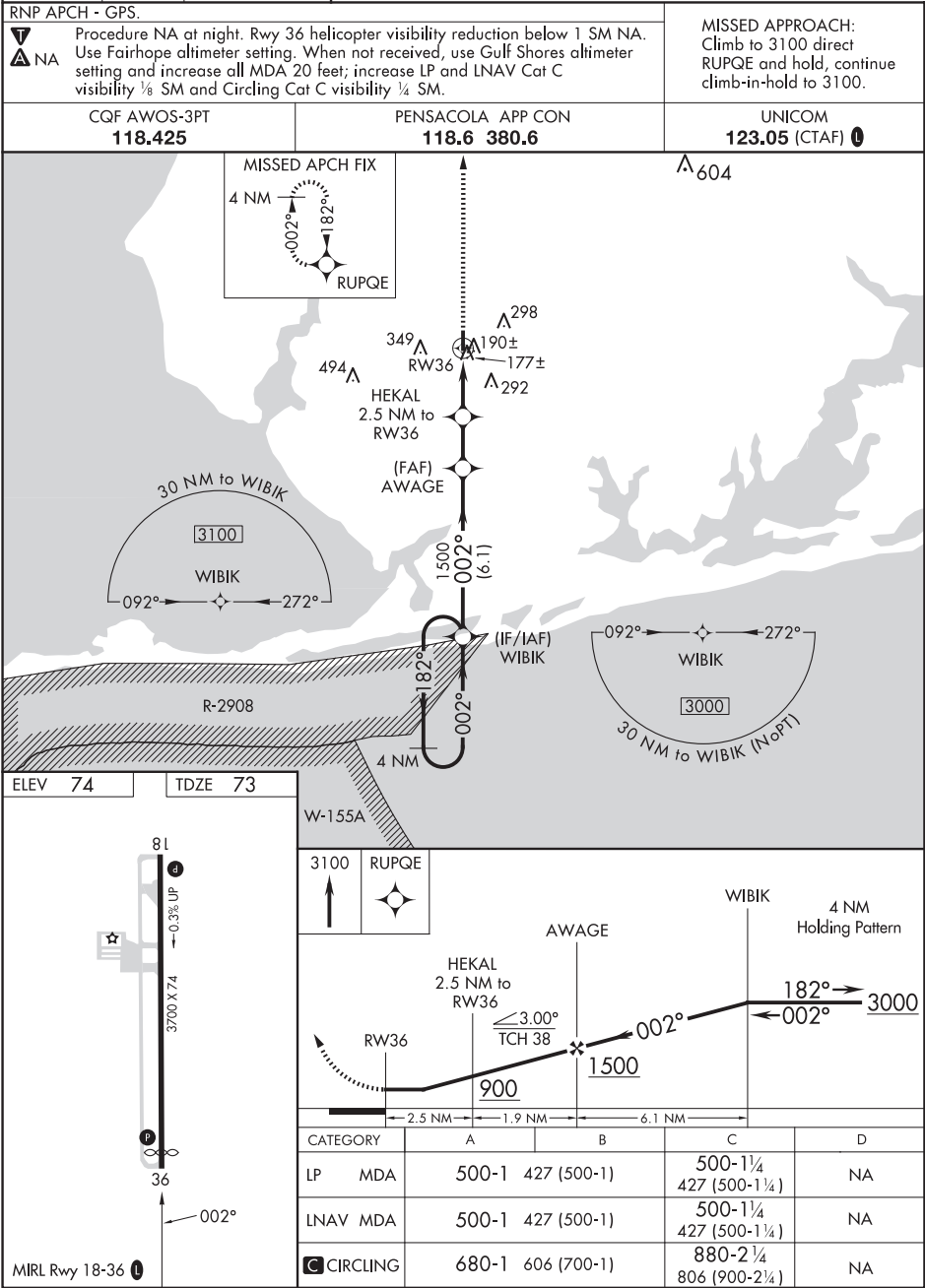
FOLEY, ALABAMA

AL-6899 (FAA)

25163

WAAS CH <b>93515</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy ldg <b>3513</b> TDZE <b>73</b> Apt Elev <b>74</b>
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**RNAV (GPS) RWY 36**  
HOLK FLD AT FOLEY MUNI (5R4)



FOLEY, ALABAMA  
Amdt 2A 30NOV23

30°26'N-87°42'W

**HOLK FLD AT FOLEY MUNI (5R4)**  
**RNAV (GPS) RWY 36**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>42518</b> <b>W04A</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>877</b> <b>877</b>
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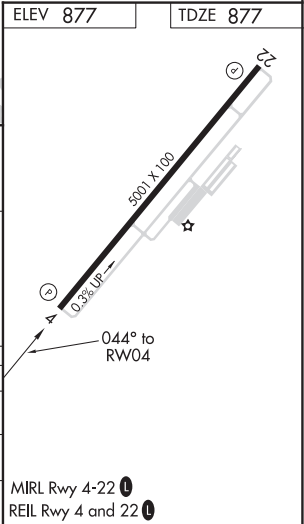
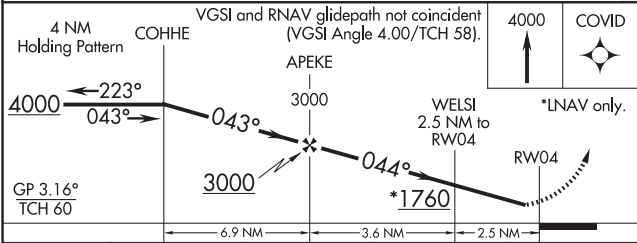
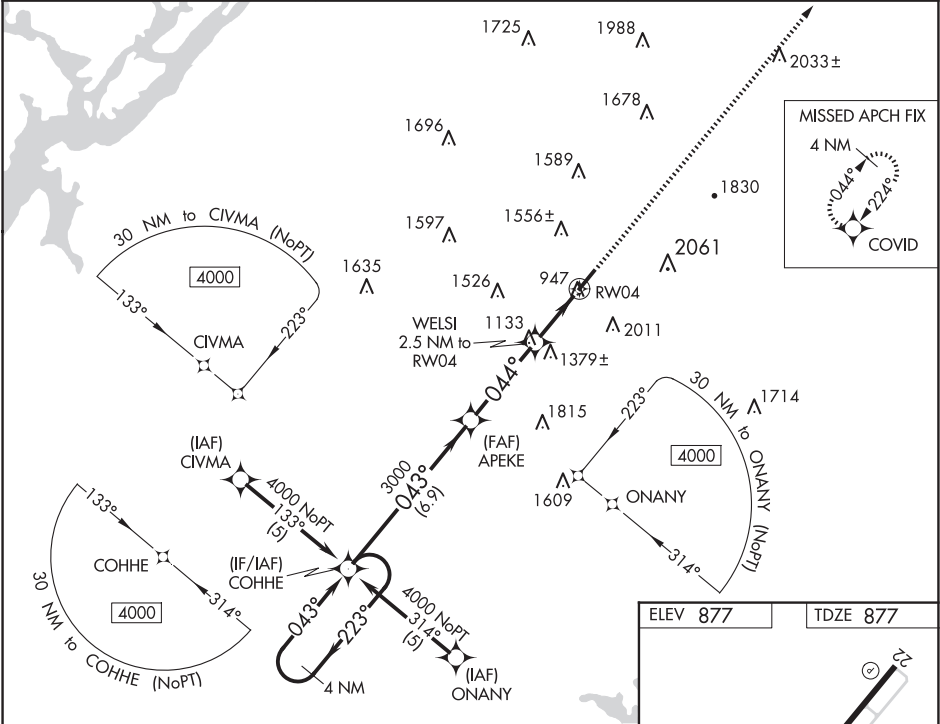
RNAV (GPS) RWY 4

ISBELL FLD (4A9)

**⚠** Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Rome altimeter setting and increase all DAs/MDAs 100 feet, increase LPV all Cats visibility ½ SM and LNAV Cat C and Circling Cat A visibility ¼ SM.

MISSED APPROACH:  
Climb to 4000 direct  
COVID and hold.

AWOS-3PT <b>119.025</b>	ATLANTA CENTER <b>124.5 270.325</b>	UNICOM <b>122.8 (CTAF) 0</b>
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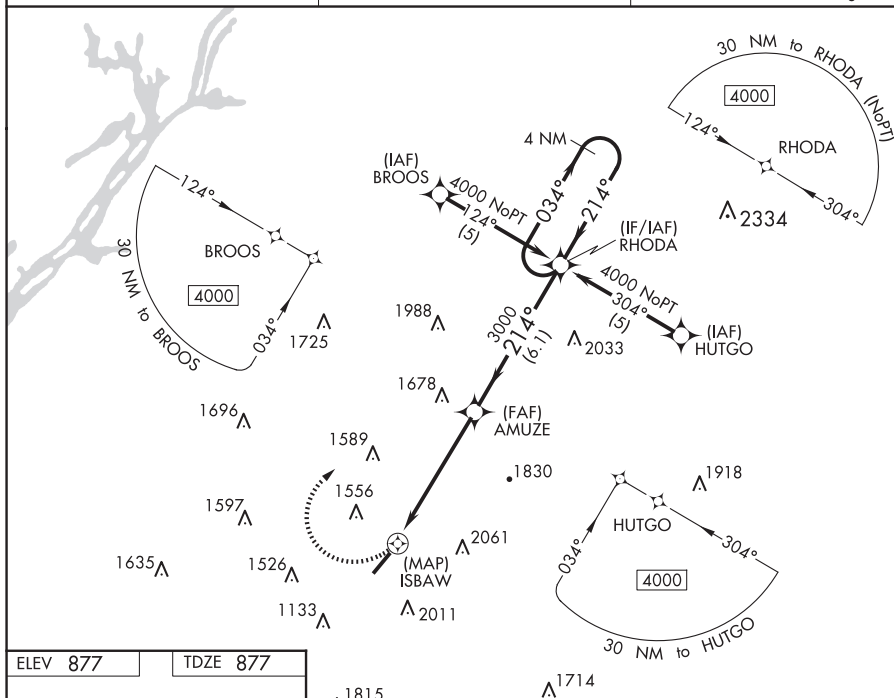
CATEGORY	A	B	C	D
LPV DA	1234-1¼	357 (400-1¼)		NA
LNAV MDA	1620-1 743 (800-1)	1620-1¼ 743 (800-1¼)	1620-2¼ 743 (800-2¼)	NA
CIRCLING	1620-1 743 (800-1)	1920-1½ 1043 (1100-1½)	1920-3 1043 (1100-3)	NA

SE-4, 12 JUN 2025 to 07 AUG 2025

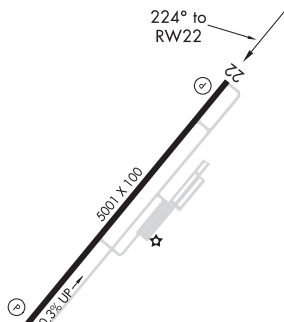
SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 22  
ISBELL FLD (4A9)

**MISSED APPROACH:**  
Climbing right turn to 4000  
direct RHODA and hold.

UNICOM  
122.8 (CTAF) **L**

TDZE 877



MIRL Rwy 4-22 **L**  
REIL Rwy 4 and 22 **L**

FORT PAYNE, ALABAMA  
Orig-B 04NOV21

34°28'N-85°43'W

ISBELL FLD (4A.9)

RNAV (GPS) Y RWY 22

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>40118</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy Idg <b>5001</b> TDZE <b>877</b> Apt Elev <b>877</b>
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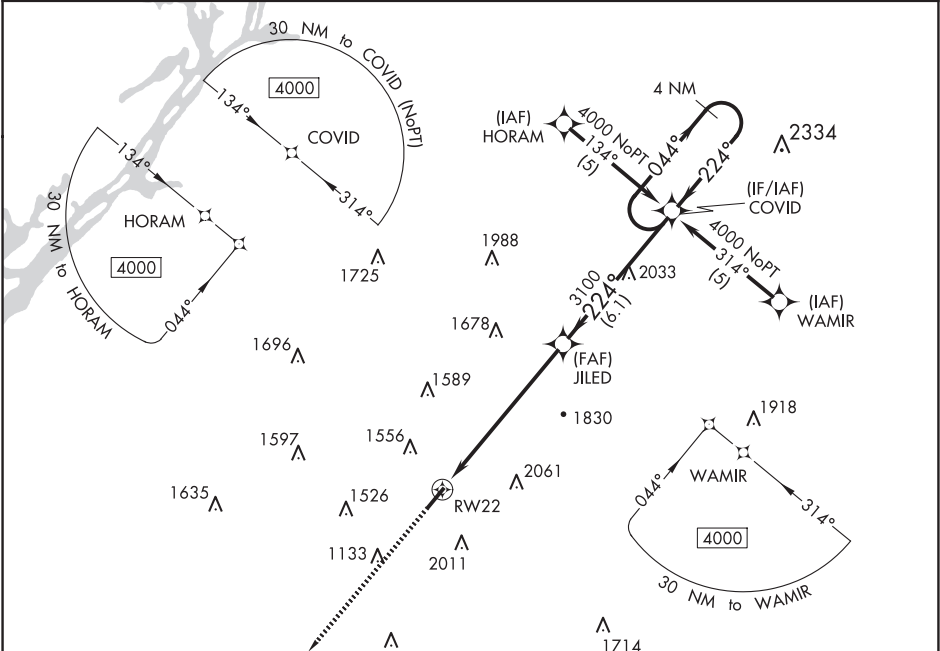
RNAV (GPS) Z RWY 22

ISBELL FLD (4A9)

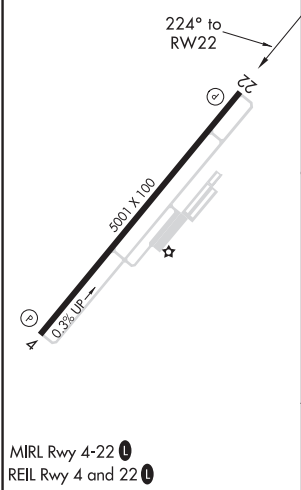
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Rome altimeter setting and increase all DA 100 feet, increase LPV all Cats visibility ¼ mile.





MISSED APPROACH: Climb to 4000 direct COHHE and hold.

AWOS-3PT <b>119.025</b>	ATLANTA CENTER <b>124.5 270.325</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>877</b>	TDZE <b>877</b>
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<div><div>MISSED APCH COHHE FIX</div><div></div></div>				
<div>4000 ↑</div>	<div>COHHE </div>	<div>COVID 4 NM Holding Pattern 044° → ← 224° 4000</div>		
<div>RW22 </div>		<div>JILED 3100 </div>	<div>224° 3100 GP 3.00° TCH 40</div>	
<div>6.7 NM</div>		<div>6.1 NM</div>		
CATEGORY	A	B	C	D
LPV DA	1214-1¼ 337 (400-1¼)			

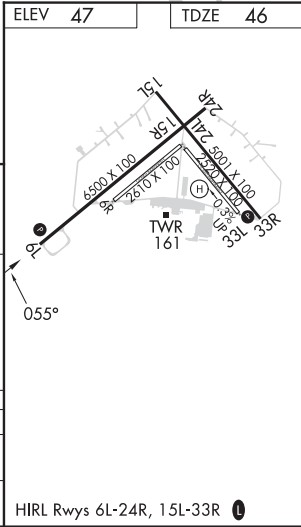
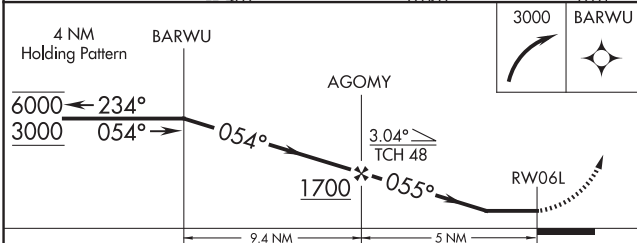
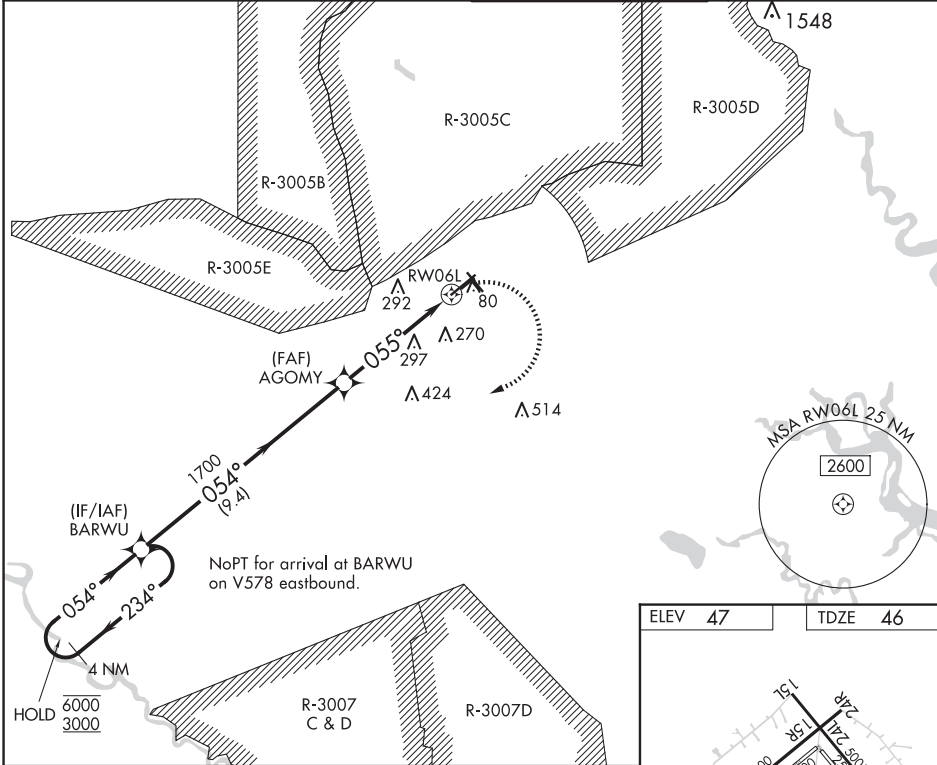
APP CRS	Rwy Idg	<b>6500</b>
<b>055°</b>	TDZE	<b>46</b>
	Apt Elev	<b>47</b>

RNAV (GPS) RWY 6L

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

RNP APCH.		MISSED APPROACH: Climbing right turn to 3000 direct BARWU and hold.
RADAR required.		
<div>▼</div>	Circling NA northeast of Rwy 15L-33R. Rwy 6L helicopter visibility reduction below 1 SM NA. Procedure NA when R3005C/D or R3007C is active and LHW tower is closed. Straight-in/ Circling Rwy 6L NA at night and Circling Rwy 24R NA at night.	

ATIS ★ <b>118.475</b>	SAVANNAH APP CON★ <b>120.4 353.775</b>	WRIGHT TOWER ★ <b>126.25 (CTAF) 0 269.275</b>	GND CON <b>121.7 273.575</b>
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CATEGORY	A	B	C	D
LNVA MDA	600-1	554 (600-1)	600-1½	554 (600-1½)
CIRCLING	600-1 553 (600-1)	620-1 573 (600-1)	680-1¾ 633 (700-1¾)	680-2 633 (700-2)



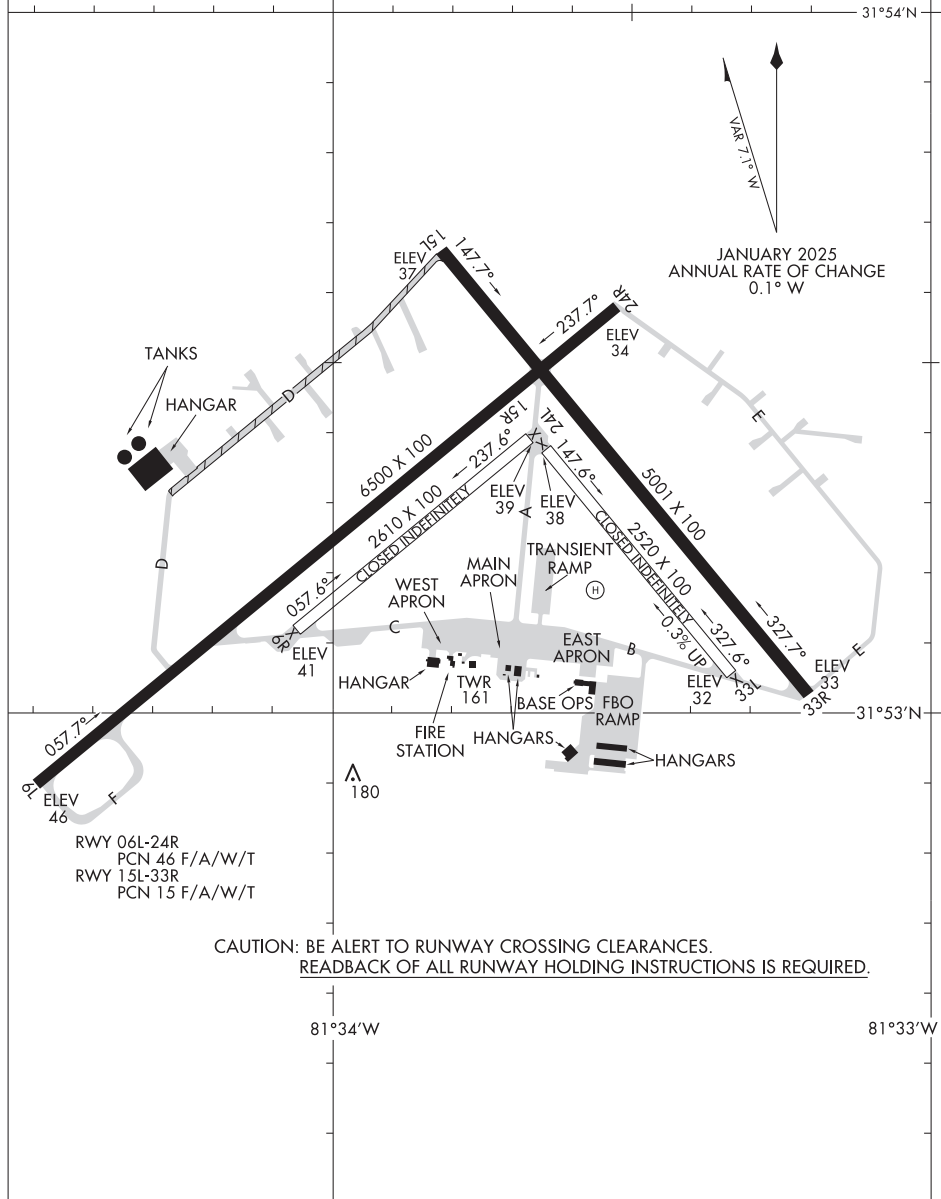
## AIRPORT DIAGRAM

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

AL-5170 (FAA)

FORT STEWART(HINESVILLE), GEORGIA

ATIS ★  
 118.475  
 WRIGHT TOWER ★  
 126.25 269.275  
 GND CON  
 121.7 273.575

FIELD  
ELEV  
47

## AIRPORT DIAGRAM

25107

FORT STEWART(HINESVILLE), GEORGIA

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

SE-4, 12 JUN 2025 to 07 AUG 2025

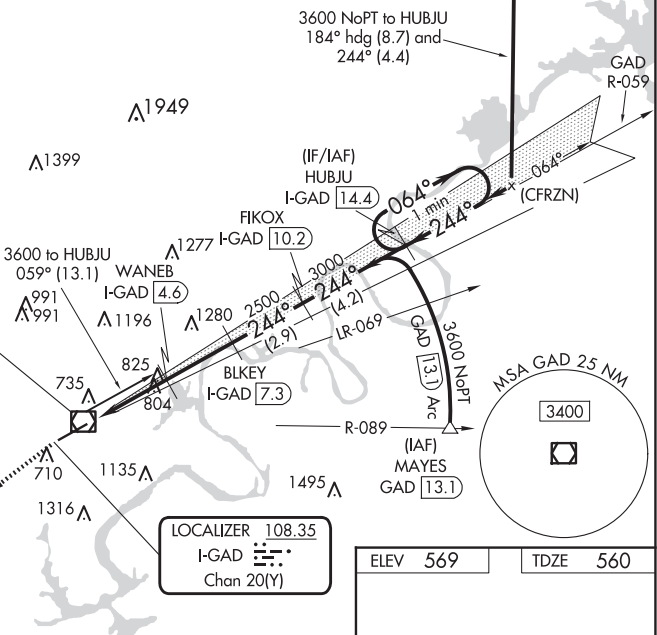
SE-4, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 24  
NORTHEAST ALABAMA RGNL (GAD)

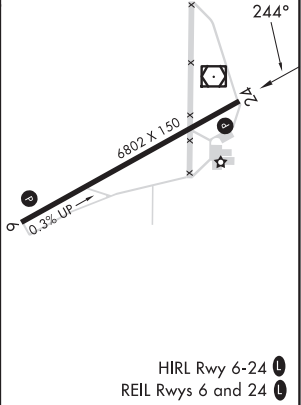
- MISSED APPROACH:** Climb to 3600 on GAD VOR/DME R-231 to STAMP/GAD 10 DME and hold, continue climb-in-hold to 3600.

AWOS-3PT <b>127.825</b>	BIRMINGHAM APP CON <b>125.45 279.65</b>	CLNC DEL <b>120.05 257.7</b>	UNICOM <b>122.725 (CTAF) 0</b>
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## DME REQUIRED



3600 ↑	GAD R-231	STAMP △	Use I-GAD DME when on the localizer course.		HUBJU I-GAD 14.4
*LOC only.	WANE I-GAD 4.6	BIKEY I-GAD 7.3	FIKOK I-GAD 10.2	One Minute Holding Pattern	
CATEGORY	A	B	C	D	
S-ILS 24	779- <sup>3</sup> / <sub>4</sub> 219 (300- <sup>3</sup> / <sub>4</sub> )				
S-LOC 24	1140-1	580 (600-1)	1140-1 <sup>3</sup> / <sub>4</sub>	580 (600-1 <sup>3</sup> / <sub>4</sub> )	
<b>C</b> CIRCLING	1140-1	571 (600-1)	1440-2 <sup>1</sup> / <sub>2</sub> 871 (900-2 <sup>1</sup> / <sub>2</sub> )	1680-3 1111 (1200-3)	



GADSDEN, ALABAMA

AL-897 (FAA)

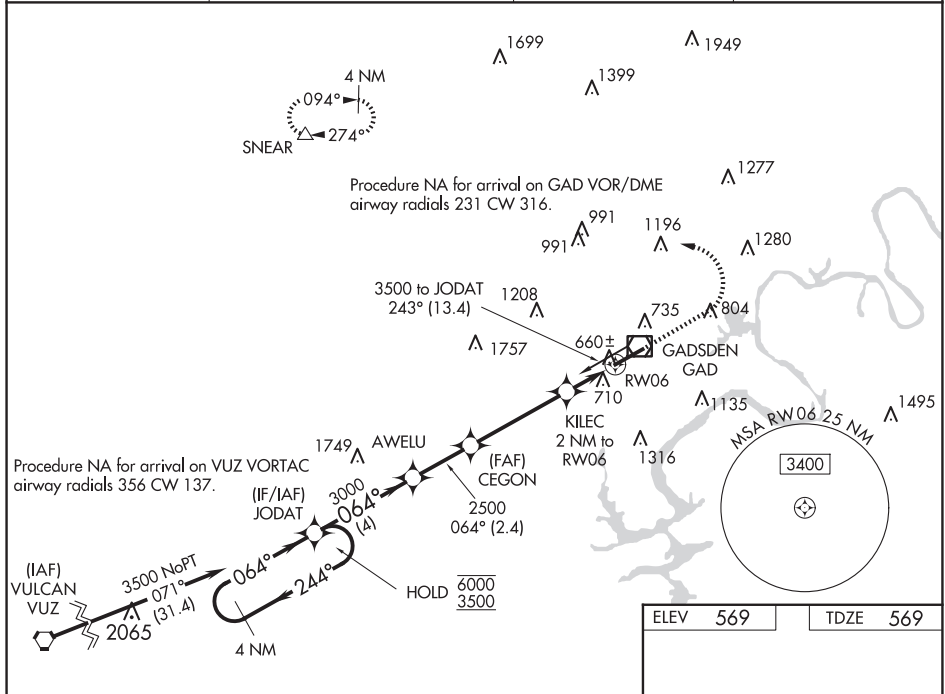
25163

WAAS CH <b>65706</b> <b>W06A</b>	APP CRS <b>064°</b>	Rwy Ldg TDZE <b>569</b> Apt Elev <b>569</b>
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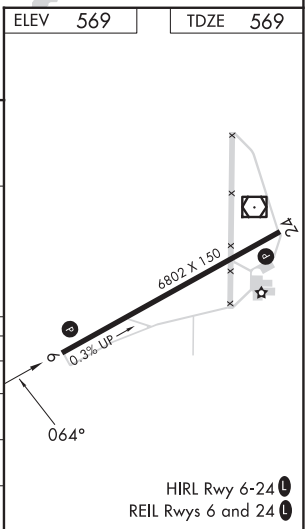
# RNAV (GPS) RWY 6

NORTHEAST ALABAMA RGNL (GAD)

RNP APCH-GPS. Baro-VNAV and VDP NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter not received, use Anniston altimeter setting and increase LPV DA to 835, LNAV/VNAV DA to 1040 and all MDA 80 feet; increase LPV all Cats visibility 1/8 SM, LNAV/VNAV all Cats 1/4 SM and increase LNAV Cats C/D and Circling Cat C visibility 1/4 SM.		MISSED APPROACH: Climb to 1300 then climbing left turn to 3500 direct SNEAR and hold.	
AWOS-3PT <b>127.825</b>	BIRMINGHAM APP CON <b>125.45 279.65</b>	CLNC DEL <b>120.05 257.7</b>	UNICOM <b>122.725</b> (CTAF) <b>1</b>



4 NM Holding Pattern		JODAT	AWELU	CEGON	KILEC 2 NM to RW06	1.1 NM to RW06	SNEAR
6000 ← 244°		3500 → 064°	3000	2500	1240		
GP 3.00° TCH 40							
4 NM		2.4 NM	3.9 NM	0.9 NM	1.1 NM		
CATEGORY	A	B	C	D			
LPV DA		769-3/4	200 (200-3/4)				
LNAV/VNAV DA		960-1 1/8	391 (400-1 1/8)				
LNAV MDA	960-1	391 (400-1)	960-1 1/8	391 (400-1 1/8)			
CIRCLING	1100-1	531 (600-1)	1440-2 1/2 871 (900-2 1/2)	1680-3 1111 (1200-3)			



GADSDEN, ALABAMA  
Amdt 1D 17JUN21

33°58'N-86°05'W

NORTHEAST ALABAMA RGNL (GAD)  
HIRL Rwy 6-24 **1**  
REIL Rwy 6 and 24 **1**  
RNP (GPS) RWY 6

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

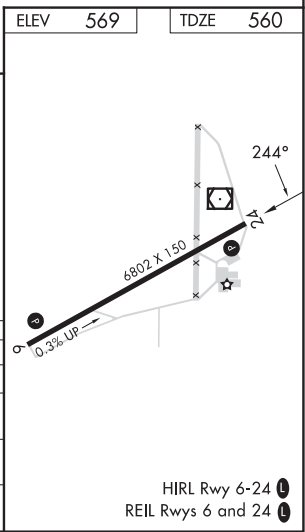
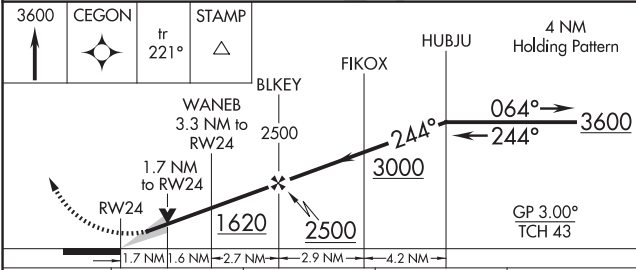
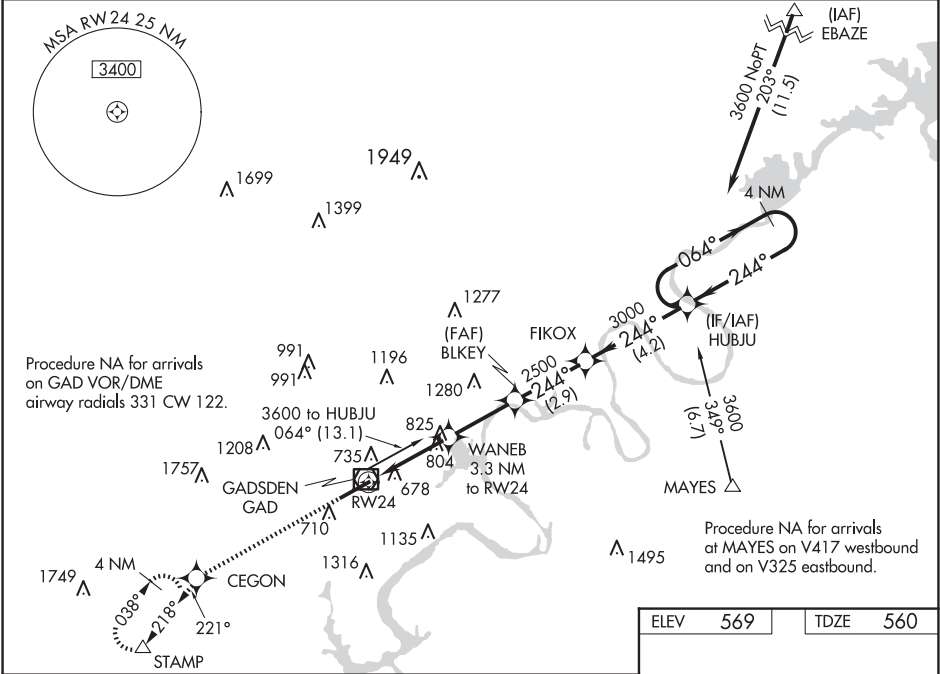


WAAS CH <b>65905</b> <b>W24A</b>	APP CRS <b>244°</b>	Rwy Ldg TDZE <b>560</b> Apt Elev <b>569</b>
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RNAV (GPS) RWY 24  
NORTHEAST ALABAMA RGNL (GAD)

RNP APCH-GPS.	<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C . ▲ When local altimeter setting is not received, use Annonston altimeter setting and increase LPV DA to 847 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 1082 feet and all visibilities 1/8 SM; increase all MDAs 80 feet and LNAV visibility Cat C/D 1/4 SM, and Circling visibility Cat C 1/2 SM. Baro-VNAV and VDP NA when using Annonston altimeter setting.</p>	MISSED APPROACH: Climb to 3600 direct CEGON and on track 221° to STAMP and hold, continue climb-in-hold to 3600.
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AWOS-3PT <b>127.825</b>	BIRMINGHAM APP CON <b>125.45 279.65</b>	CLNC DEL <b>120.05 257.7</b>	UNICOM <b>122.725 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		781-3/4	221 (300-3/4)	
LNAV/VNAV		1016-13/8	456 (500-13/8)	
LNAV MDA	1140-1	580 (600-1)	1140-15/8	580 (600-15/8)
CIRCLING	1140-1	571 (600-1)	1440-2 1/2 871 (900-2 1/2)	1680-3 1111 (1200-3)

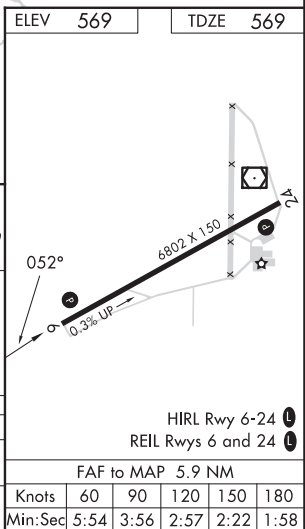
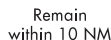
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

VOR RWY 6  
NORTHEAST ALABAMA RGNL (GAD)

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3500 on GAD VOR/DME R-232 to JEFRRS/7 DME and hold.

## DME REQUIRED



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SE-4, 12 JUN 2025 to 07 AUG 2025



GAINESVILLE, GEORGIA

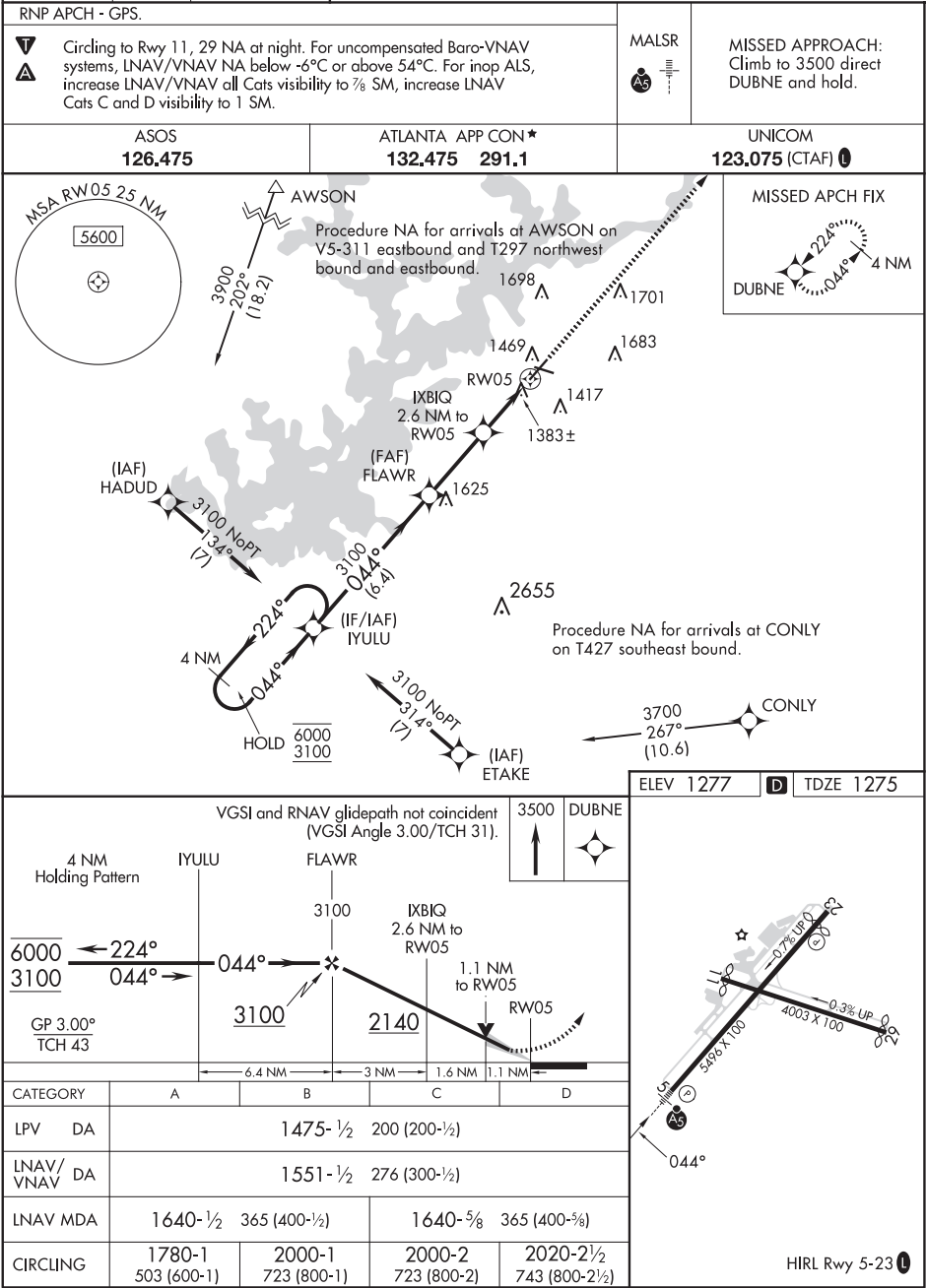
AL-5516 (FAA)

25163

WAAS CH <b>42605</b> <b>W05A</b>	APP CRS <b>044°</b>	Rwy Ldg <b>5370</b> TDZE <b>1275</b> Apt Elev <b>1277</b>
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# RNAV (GPS) RWY 5

LEE GILMER MEML (GVL)



SE-4, 12 JUN 2025 to 07 AUG 2025

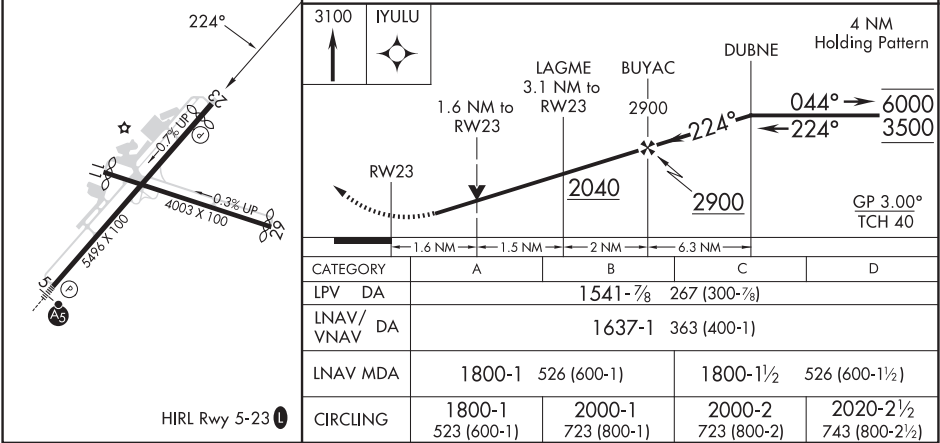
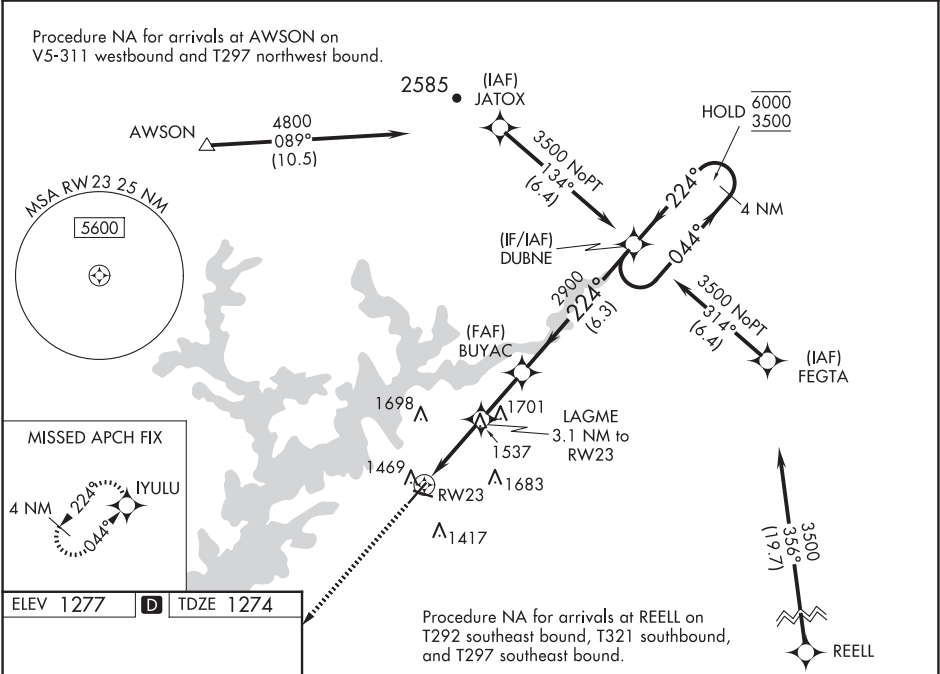
SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>77605</b> <b>W23A</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>5100</b> <b>1274</b> <b>1277</b>
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RNAV (GPS) RWY 23

LEE GILMER MEML (GVL)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3100 direct IYULU and hold.
<div><div>▼</div><div>▲</div></div> <div>Circle Rwy 11, 29 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.</div>		
ASOS <b>126.475</b>	ATLANTA APP CON★ <b>132.475 291.1</b>	UNICOM <b>123.075 (CTAF) 0</b>



GENEVA, ALABAMA

AL-10998 (FAA)

23110

WAAS CH <b>70735</b> <b>W11A</b>	APP CRS <b>111°</b>	Rwy Idg TDZE <b>100</b> Apt Elev <b>100</b>	<b>3998</b>
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RNAV (GPS) RWY 11

GENEVA MUNI (33J)

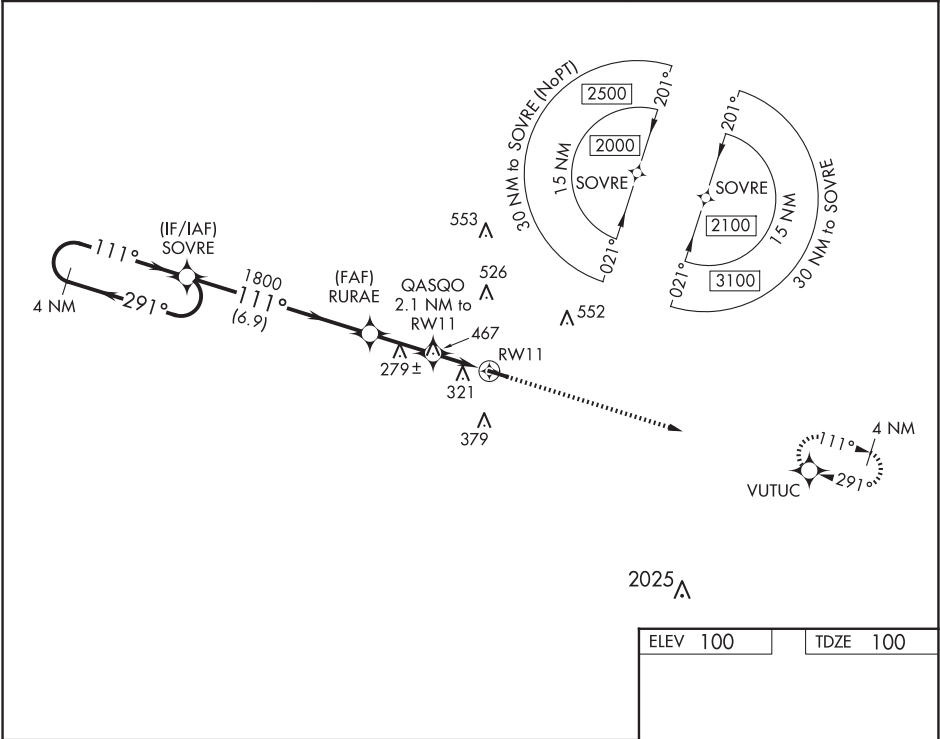
▼

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Use Cairns AAF altimeter setting, when not received, use Dathan altimeter setting and increase all MDA 40 feet, increase LP and LNAV Cat C visibility 1/8 SM and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 direct VUTUC and hold.

KOZR ATIS <b>111.2 316.15</b>	CAIRNS APP CON ★ <b>133.75 270.35</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern

2000

SOVRE

RURA

QASQO 2.1 NM to RW11

RW11

2000 VUTUC

CATEGORY	A	B	C	D
LP MDA	600-1	500 (500-1)	600-1 3/8 500 (500-1 3/8)	NA
LNAV MDA	640-1	540 (600-1)	640-1 1/2 540 (600-1 1/2)	NA
CIRCLING	700-1 600 (600-1)	720-1 620 (700-1)	900-2 1/4 800 (800-2 1/4)	NA

MIRL Rwy 11-29 0

GENEVA, ALABAMA  
Orig-A 02FEB17

31°03'N-85°52'W

GENEVA MUNI (33J)

RNAV (GPS) RWY 11

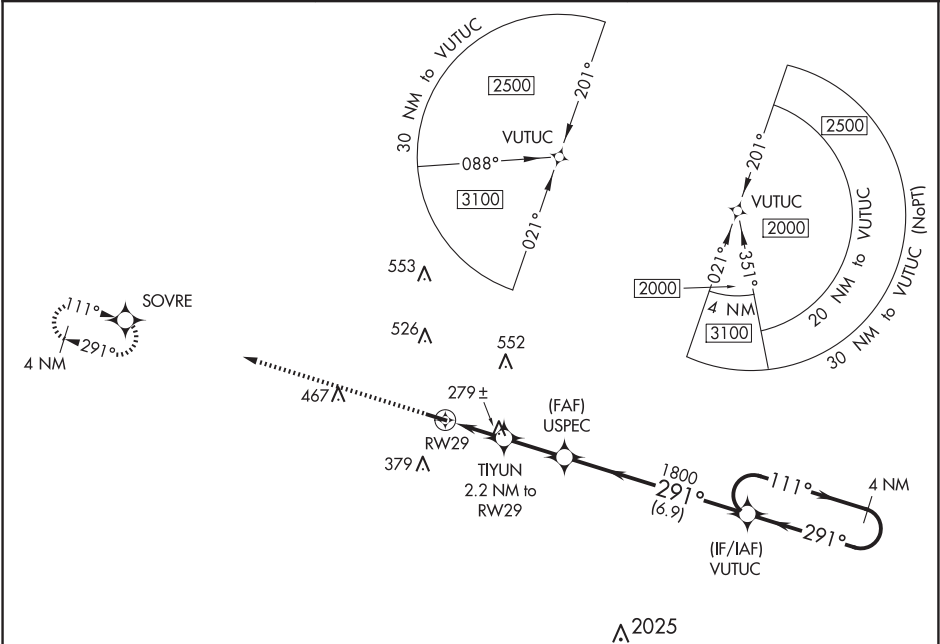
APP CRS	Rwy Idg	3998
	TDZE	100
	Apt Elev	100

RNAV (GPS) RWY 29

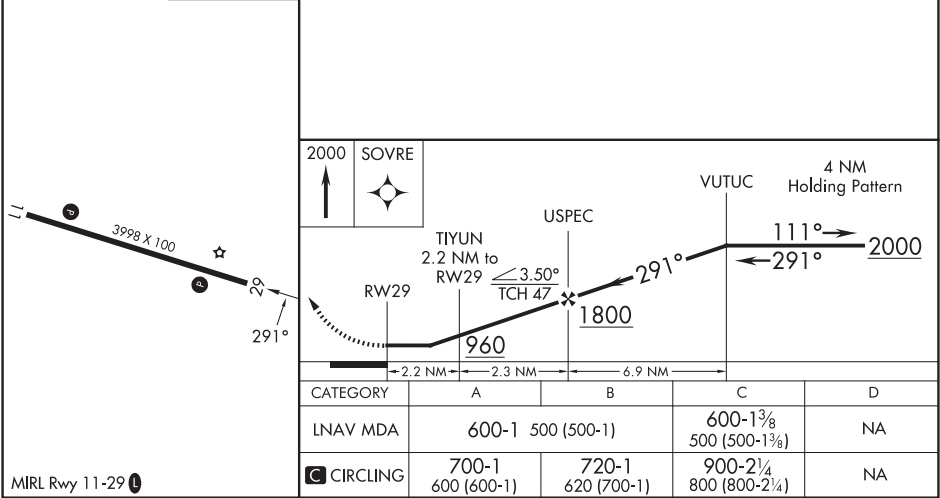
GENEVA MUNI (33J)

<div><div>▼</div><div>▲ NA</div></div>	DME/DME RNP-0.3 NA. Procedure NA at night. Use Cairns AAF altimeter setting, when not received, use Dothan altimeter setting and increase all MDA 40 feet, and increase all Cat C visibilities ¼ SM. Rwy 29 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 2000 direct SOVRE and hold.
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KOZR ATIS 111.2 316.15	CAIRNS APP CON ★ 133.75 270.35	UNICOM 122.8 (CTAF) 0
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ELEV	100	TDZE	100
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GREENSBORO, ALABAMA

AL-6861 (FAA)

23334

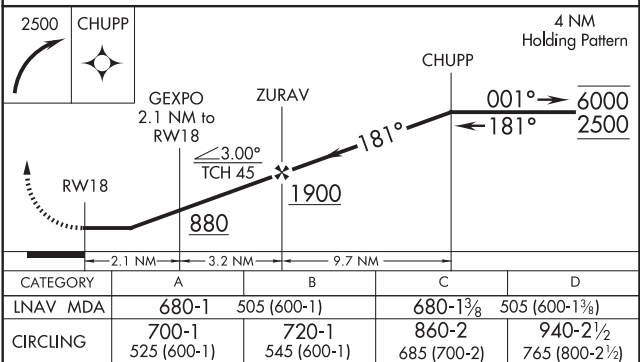
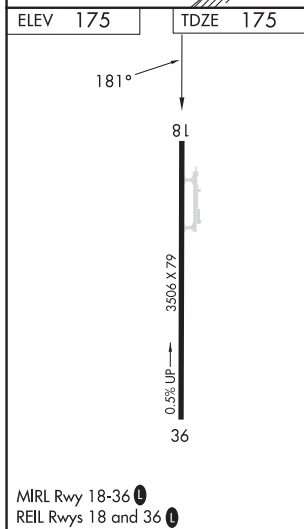
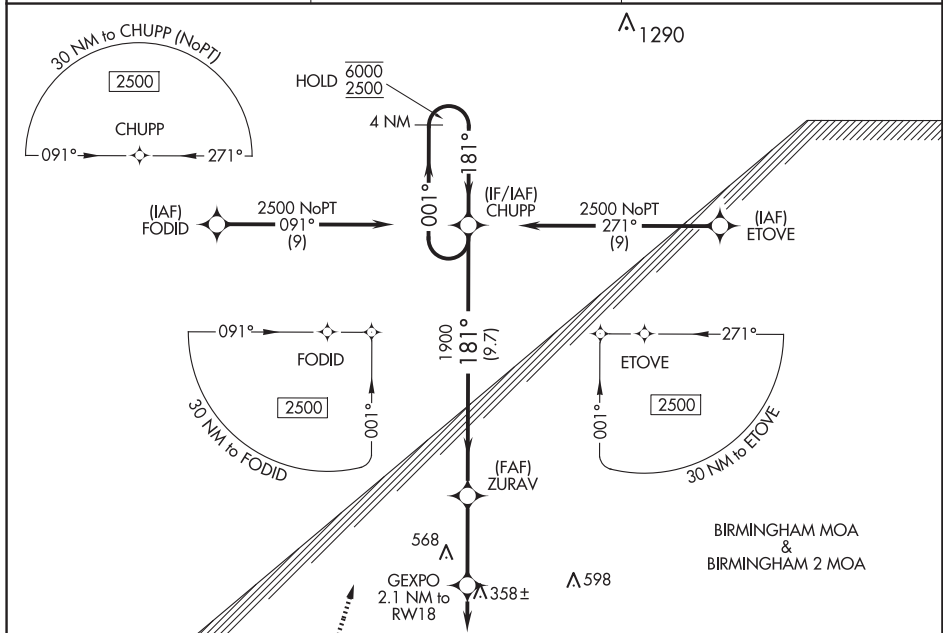
APP CRS	Rwy Idg	3506
181°	TDZE	175
	Apt Elev	175

# RNAV (GPS) RWY 18

GREENSBORO MUNI (7A0)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 2500 direct CHUPP and hold.
<div><div>Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. Use Demopolis altimeter setting.</div></div>	

DYA AWOS-3P 119.475	ATLANTA CENTER 132.25 263.025	UNICOM 123.0 (CTAF) 0
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GREENSBORO, ALABAMA  
Orig 30NOV23

32°41'N-87°40'W

# GREENSBORO MUNI (7A0)

## RNAV (GPS) RWY 18

SE-4, 12 JUN 2025 to 07 AUG 2025



APP CRS	Rwy Idg	3506
001°	TDZE	173
	Apt Elev	175

RNAV (GPS) RWY 36  
GREENSBORO MUNI (7A0)

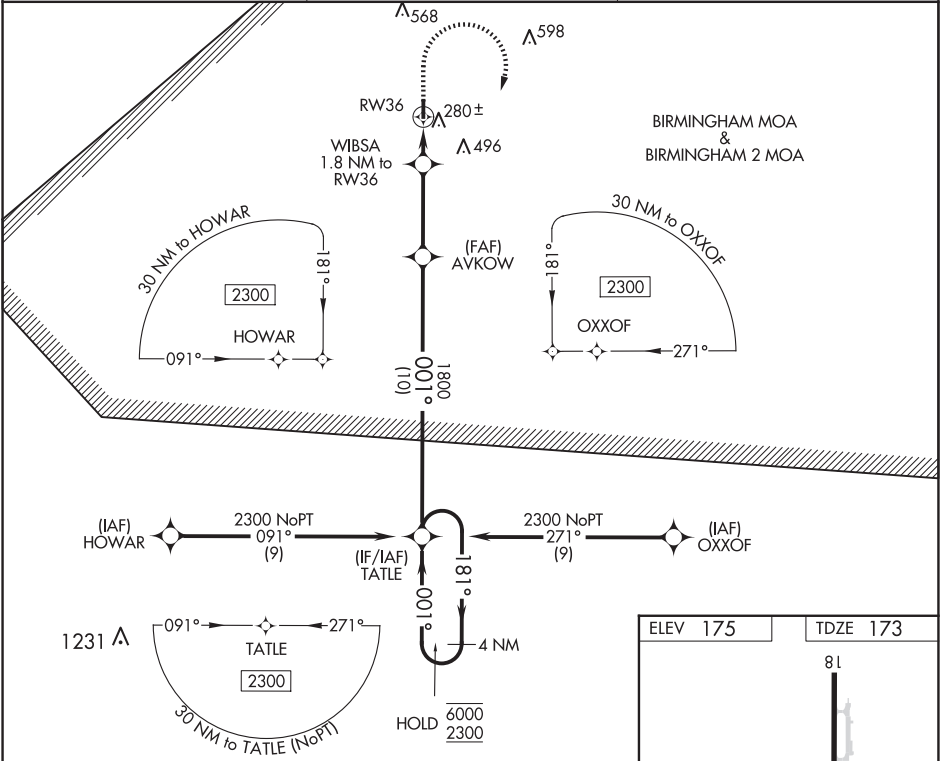
RNP APCH - GPS.

NA

Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Demopolis altimeter setting.

MISSED APPROACH: Climb to 640 then climbing right turn to 2300 direct TATLE and hold.

DYA AWOS-3P 119.475	ATLANTA CENTER 132.25 263.025	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern

TATLE

AVKOW

WIBSA 1.8 NM to RW36

RW36

6000 2300

181° 001°

1800

3.00° TCH 45

760

10 NM 3.3 NM 1.8 NM

640 2300 TATLE

WIBSA 1.8 NM to RW36

RW36

CATEGORY	A	B	C	D
LNAV MDA	600-1	427 (500-1)	600-1¼	427 (500-1¼)
CIRCLING	700-1 525 (600-1)	720-1 545 (600-1)	860-2 685 (700-2)	940-2½ 765 (800-2½)

ELEV 175 TDZE 173

81 36

0.5% UP

3506 X 79

001°

MIRL Rwy 18-36 0

REIL Rwy 18 and 36 0

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

GREENSBORO, GEORGIA

AL-6942 (FAA)

23110

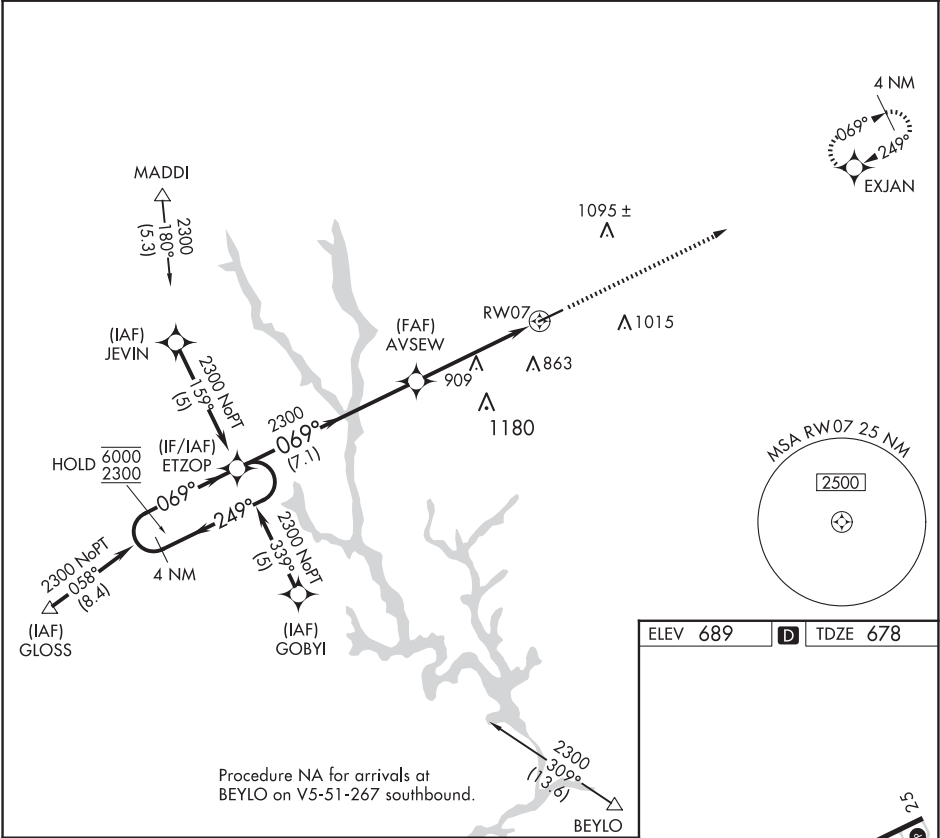
APP CRS	Rwy Idg	5401
069°	TDZE	678
	Apt Elev	689

RNAV (GPS) RWY 7

GREENE COUNTY RGNL (C'PP)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2300 direct EXJAN and hold.
<div><div>▽</div><div>▲</div></div> Rwy 7 helicopter visibility reduction below ¾ SM NA.	

AWOS-3 124.525	ATLANTA APP CON ★ 132.475 291.1	GCO 121.725	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern				2300 EXJAN
<div><div>6000</div><div>2300</div></div> ←249°→069°→2300				1.4 NM to RW07
ETZOP AVSEW				3.04° TCH 34
7.1 NM 3.5 NM 1.4 NM				RW07
CATEGORY	A	B	C	D
LNAV MDA	1160-1	482 (500-1)	1160-1⅓	482 (500-1⅓)

ELEV 689

TDZE 678

5500 X 100

069°

HIRL Rwy 7-25 0

GREENSBORO, GEORGIA  
Amdt 1G 20APR23

33°36'N-83°08'W

GREENE COUNTY RGNL (C'PP)

RNAV (GPS) RWY 7

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>70616</b> <b>W25A</b>	APP CRS <b>249°</b>	Rwy Idg <b>5500</b> TDZE <b>689</b> Apt Elev <b>689</b>
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# RNAV (GPS) RWY 25

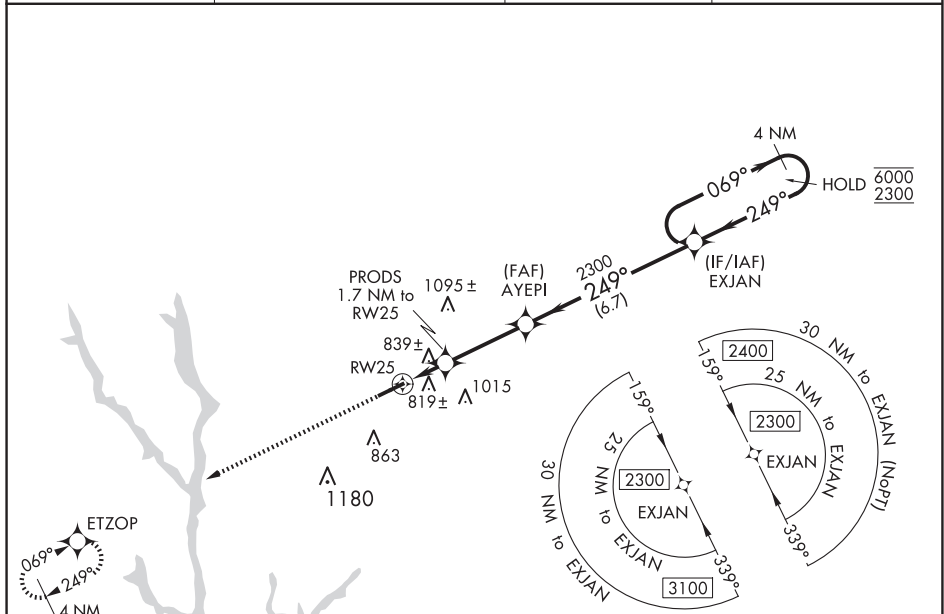
## GREENE COUNTY RGNL (CPP)

RNP APCH - GPS.

- T** Rwy 25 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.
- A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 2300 direct ETZOP and hold.

AWOS-3 <b>124.525</b>	ATLANTA APP CON ★ <b>132.475 291.1</b>	GCO <b>121.725</b>	UNICOM <b>122.8(CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	981-7/8	292 (300-7/8)		
LNAV/VNAV DA	1065-1	376 (400-1)		
LNAV MDA	1080-1	391 (400-1)	1080-1 1/8	391 (400-1 1/8)
CIRCLING	1140-1 451 (500-1)	1180-1 491 (500-1)	1320-1 3/4 631 (700-1 3/4)	1480-2 1/2 791 (800-2 1/2)

GREENSBORO, GEORGIA

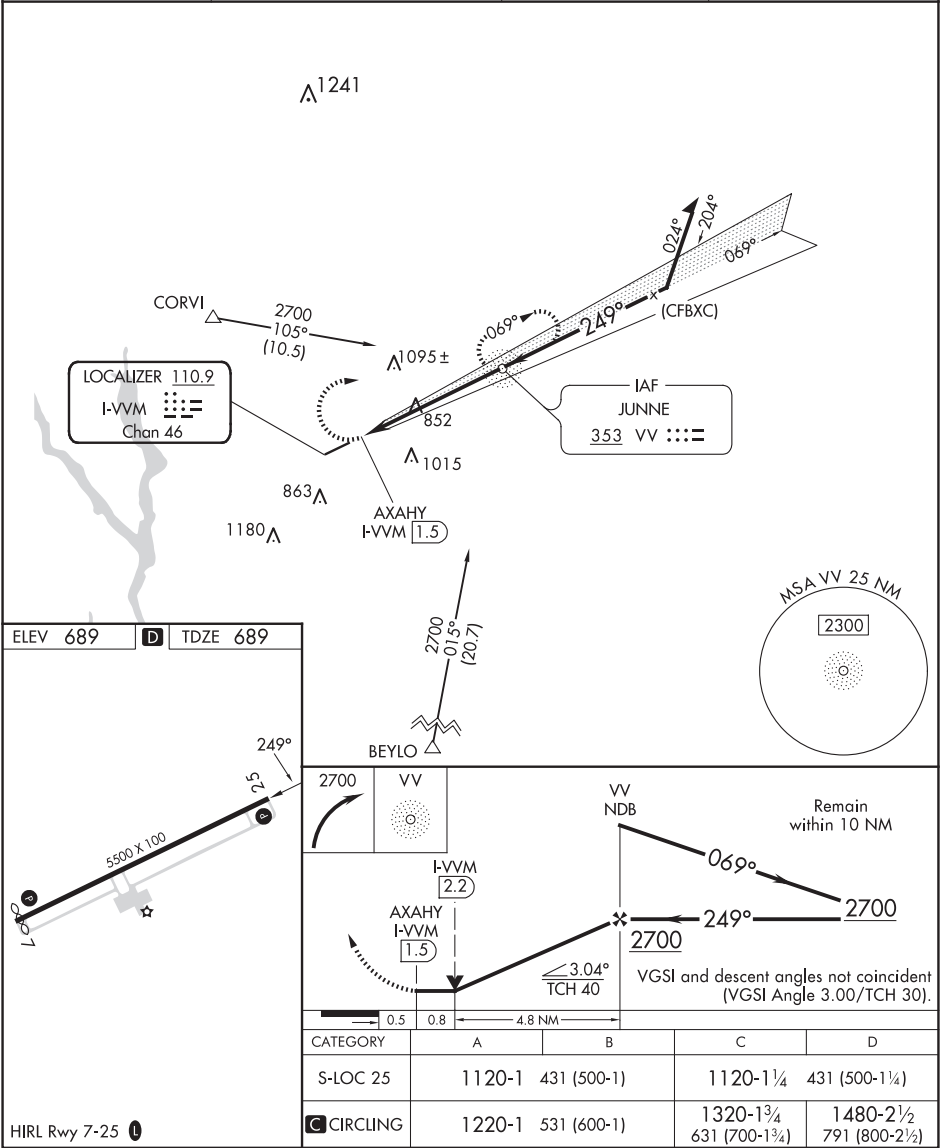
AL-6942 (FAA)

23110

LOC/DME I-VVM <b>110.9</b> Chan <b>46</b>	APP CRS <b>249°</b>	Rwy Idg <b>5500</b> TDZE <b>689</b> Apt Elev <b>689</b>
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LOC RWY 25  
GREENE COUNTY RGNL (CPP)

ADF or DME required for procedure entry. ADF required.		MISSED APPROACH: Climbing right turn to 2700 direct VV NDB and hold, continue climb-in-hold to 2700.	
<b>T</b> <b>A</b> NA	Rwy 25 helicopter visibility reduction below ¾ SM NA. Localizer unusable ½ mile inbound.		
AWOS-3 <b>124.525</b>	ATLANTA APP CON ★ <b>132.475 291.1</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>



GREENSBORO, GEORGIA  
Amdt 3F 20APR23

33°36'N-83°08'W

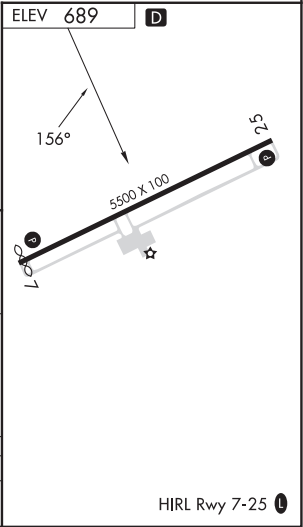
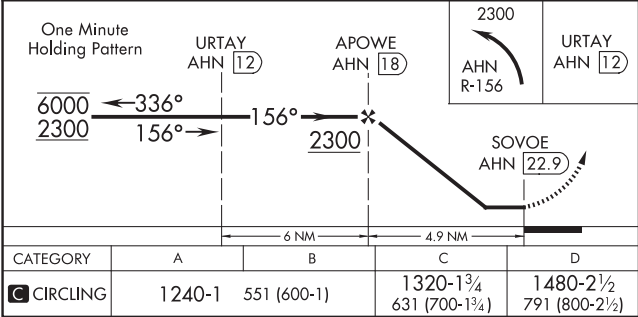
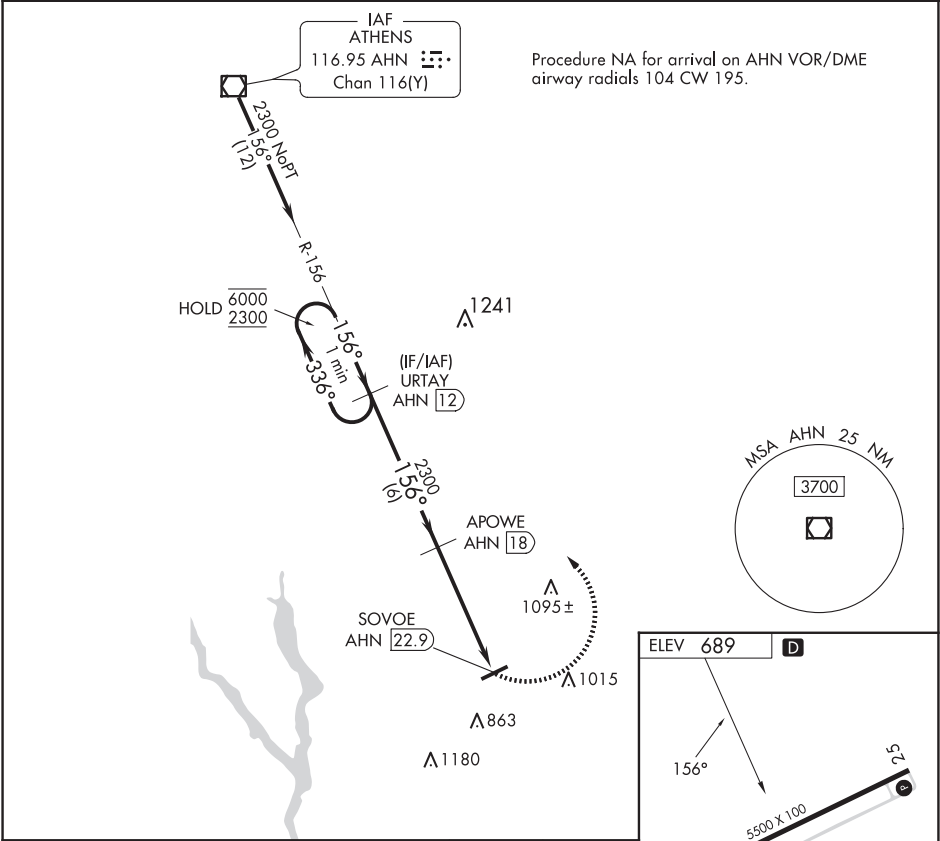
GREENE COUNTY RGNL (CPP)  
LOC RWY 25

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

VOR/DME AHN <b>116.95</b> Chan <b>116</b> (Y)	APP CRS <b>156°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>689</b>	VOR-B GREENE COUNTY RGNL (CPP)
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DME Required. ▼ ▲		MISSED APPROACH: Climbing left turn to 2300 on AHN VOR/DME R-156 to URTAY/AHN 12 DME and hold.	
AWOS-3 <b>124.525</b>	ATLANTA APP CON ★ <b>132.475 291.1</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) 0



GREENVILLE, ALABAMA

AL-6290 (FAA)

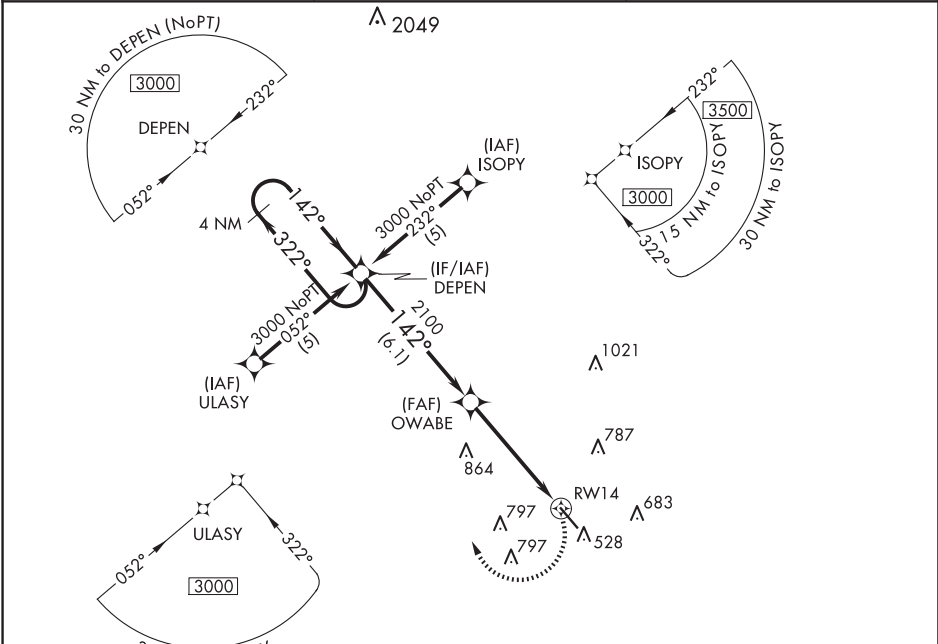
23278

APP CRS	Rwy Idg	5200
142°	TDZE	451
	Apt Elev	451

RNAV (GPS) RWY 14  
MAC CRENSHAW MEML (PRN)

<div><div>▼</div><div>▲ NA</div></div>	DME/DME RNP-0.3 NA. Night landing: Rwy 14 NA. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing right turn to 3000 direct DEPEN and hold.
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ASOS 120.0	ATLANTA CENTER 120.55 270.25	UNICOM 122.8 (CTAF) 0
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ELEV 451

TDZE 451

4 NM Holding Pattern

DEPEN

3000

322°

142°

OWABE

2100

3.04° TCH 40

RW14

6.1 NM

5 NM

CATEGORY	A	B	C	D
LNAB MDA	900-1	449 (500-1)	900-1¼ 449 (500-1¼)	900-1½ 449 (500-1½)
CIRCLING	900-1 449 (500-1)	960-1 509 (600-1)	1100-1¾ 649 (700-1¾)	1140-2¼ 689 (700-2¼)

MIRL Rwy 14-32 0

REIL Rws 14 and 32 0

GREENVILLE, ALABAMA  
Orig-C 30DEC21

31°51'N-86°37'W

MAC CRENSHAW MEML (PRN)  
RNAV (GPS) RWY 14

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5200
<b>322°</b>	TDZE	443
	Apt Elev	451

# RNAV (GPS) RWY 32

## MAC CRENSHAW MEML (PRN)

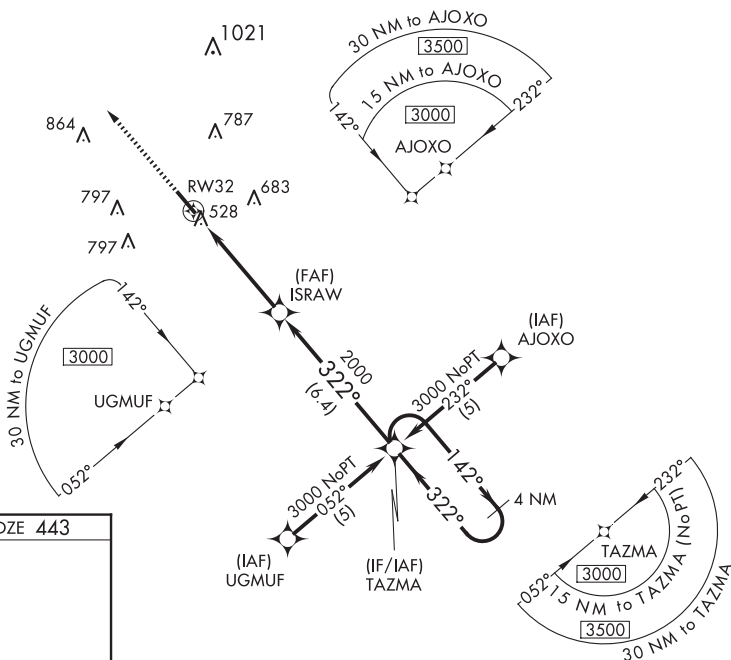
**T** DME/DME RNP-0.3 NA.  
**A** NA Night landing: Rwy 14 NA.  
 Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 3000 direct DEPEN and hold.

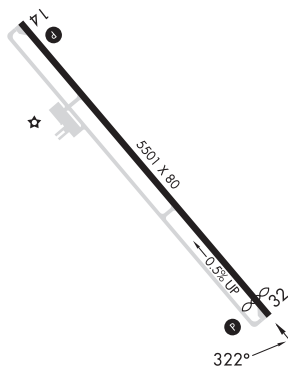
ASOS  
**120.0**

ATLANTA CENTER  
120.55 270.25

UNICOM  
122.8 (CTAF) 



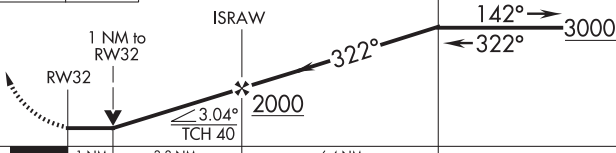
ELEV 451	<b>D</b>	TDZE 443
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MIRL Rwy 14-32 **L**  
REIL Rwy 14 and 32 **L**

GREENVILLE, ALABAMA  
Orig-C 30DEC21

3000	DEPEN
	



CATEGORY	A	B	C	D
LNAV MDA	780-1 337 (400-1)			
CIRCLING	900-1 449 (500-1)	960-1 509 (600-1)	1100-1 $\frac{3}{4}$ 649 (700-1 $\frac{3}{4}$ )	1140-2 $\frac{1}{4}$ 689 (700-2 $\frac{1}{4}$ )

MAC CRENSHAW MEML (PRN)

RNAV (GPS) RWY 32

31°51'N-86°37'W

389

SE-4, 12 JUN 2025 to 07 AUG 2025

GRIFFIN, GEORGIA

AL-6140 (FAA)

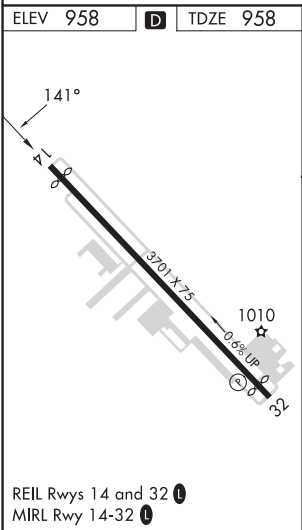
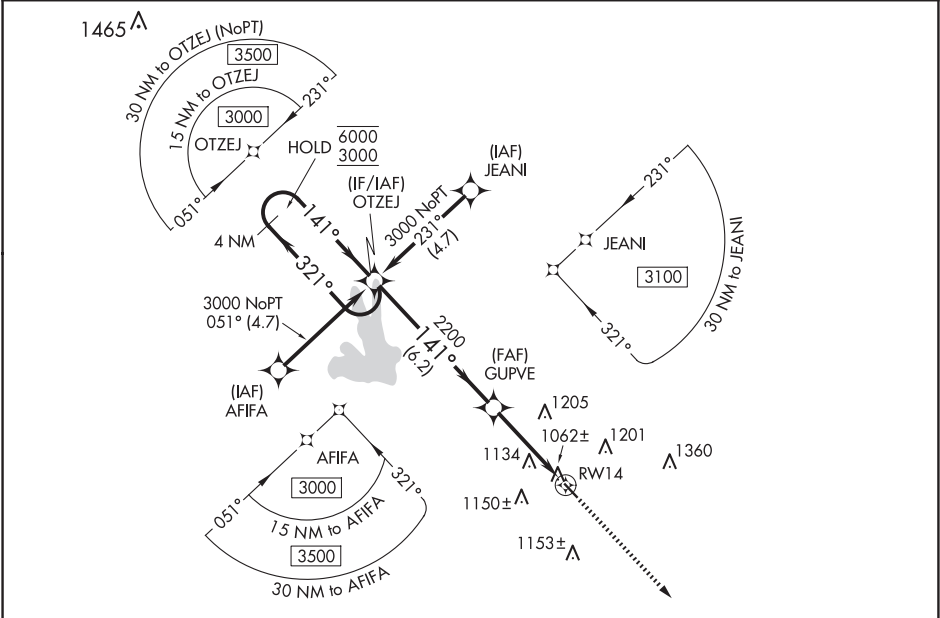
24361

WAAS CH <b>70429</b> <b>W14A</b>	APP CRS <b>141°</b>	Rwy Idg TDZE <b>958</b> Apt Elev <b>958</b>	<b>3201</b> <b>958</b>
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RNAV (GPS) RWY 14

GRIFFIN-SPALDING COUNTY (6A2)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct LUFEV and hold.	
<div><div></div> Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA.</div>			
AWOS-3 <b>119.750</b>	ATLANTA APP CON <b>128.575 343.675</b>	CLNC DEL <b>128.575 343.675</b>	UNICOM <b>123.075 (CTAF)</b>



ELEV 958 D TDZE 958		LUFEV	
4 NM Holding Pattern		Visual Segment - Obstacles.	
6000 3000		3000 LUFEV	
321° 141°		GUPVE	
141°		RW14	
6.2 NM		3.8 NM	
CATEGORY	A	B	C
LP MDA	1320-1	362 (400-1)	NA
LNAV MDA	1440-1	482 (500-1)	NA

GRIFFIN, GEORGIA  
Amdt 1 26DEC24

33°14'N-84°16'W

GRIFFIN-SPALDING COUNTY (6A2)

RNAV (GPS) RWY 14

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

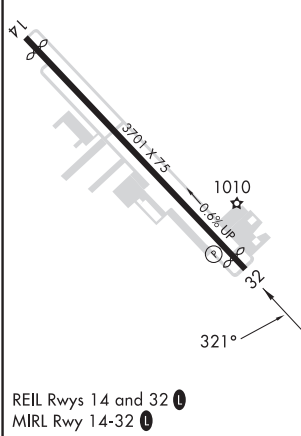
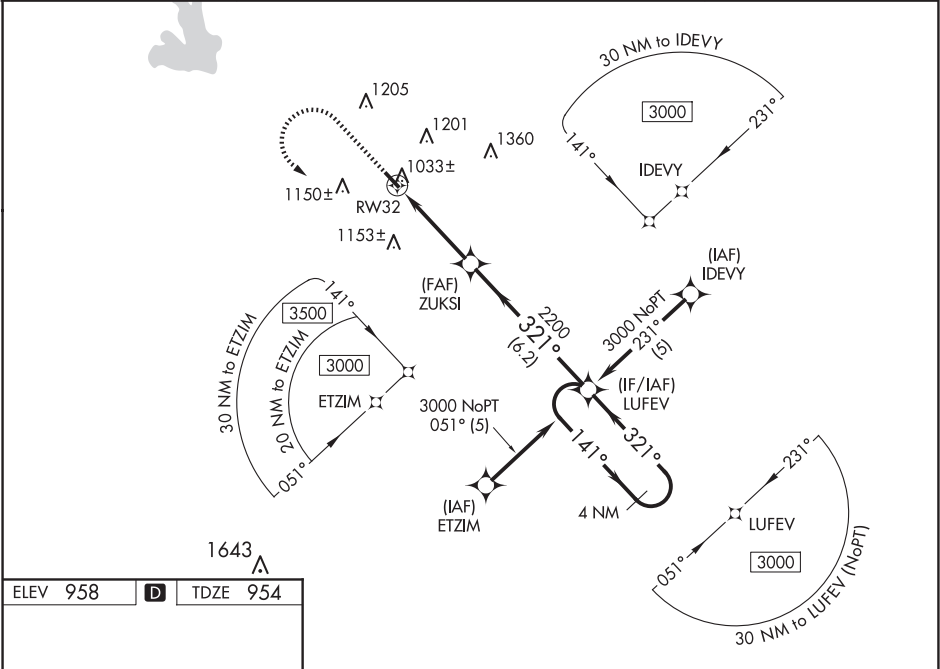


WAAS CH <b>65729</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Idg TDZE <b>954</b> Apt Elev <b>958</b>
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RNAV (GPS) RWY 32

Griffin-Spalding County (6A2)

RNP APCH. <div><div>NA</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Atlanta Rgnl Falcon Fld altimeter setting. When local altimeter setting not received, use Atlanta Rgnl Falcon Fld altimeter setting and increase all DA/MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile.</div></div>		MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct LUFEV and hold.	
AWOS-3 <b>119.750</b>	Atlanta APP CON <b>128.575 343.675</b>	CLNC DEL <b>128.575 343.675</b>	UNICOM <b>123.075</b> (CTAF) <b>0</b>



1500 3000 LUFEV VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 29).	
*LNAV only. ZUKSI 2200 RW32 1.1 NM to RW32 1.1 2.8 NM 6.2 NM LUFEV 4 NM Holding Pattern 321° 141° 3000 GP 3.00° TCH 40	
CATEGORY	A B C D
LPV DA	1204-7/8 250 (300-7/8) NA
LNAV/VNAV DA	1204-7/8 250 (300-7/8) NA
LNAV MDA	1300-1 346 (400-1) NA

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 27  
GULF SHORES INTL/JACK EDWARDS FLD (JKA)

**MISSED APPROACH:**  
Climb to 2000 on  
heading 270° and  
BFM VORTAC  
R-145 to URIVY  
INT/BFM 16.6 DME  
and hold.

MSA NUN 25 NM  
[3100]

ALTERNATE MISSED  
APCH FIX  
R-269 089°  
SAUFLEY  
NUN [112.25]

IAF  
SAUFLEY  
112.25 NUN [112.25]

LOXLY  
SJL [29.1]

PENSI  
CEW [30.8]

3100  
125° (29.6)

3000  
188°  
(19.5)

116.35 BFM [116.35]  
Chan 110(Y)

URIVY INT  
BFM [16.6]

R-258

R-227

R-207

2500  
207°  
(12.3)

1600  
270°  
(6.2)

090°

WARLY INT  
I-JKA [12.3]

LOCALIZER 110.7  
I-JKA [110.7]  
Chan 44

ORAXE INT  
I-JKA [6.1]  
RADAR

GEVBE  
I-JKA [2.9]

160 ±

170

380

294

R-2908

ILS or LOC RWY 27

SE-4, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 9

## GULF SHORES INTL/JACK EDWARDS FLD (JKA)

**▼** Baro-VNAV and VDP NA when using Pensacola Intl altimeter setting. Rwy 09 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Pensacola Intl altimeter setting and increase LPV DA to 388 feet and all visibilities  $\frac{1}{2}$  SM. Increase LNAV/VNAV DA to 394 feet and all visibilities  $\frac{1}{2}$  SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D  $\frac{1}{4}$  SM, and Circling visibility Cat C/D  $\frac{1}{4}$  SM.

**MISSED APPROACH:**  
Climb to 2500 direct  
WARLY and hold.

**BROOKLEY BFM**

Procedure NA for arrival on BFM VORTAC  
airway radial 242.

(IAF)  
COPOV  
2500 NoPT  
15.6°  
(6)

4 NM  
270°  
090°  
HOLD 6000 / 2500

(IF/IAF)  
VUSRY  
1600  
090°  
(6.3)

(FAF)  
OFEVY

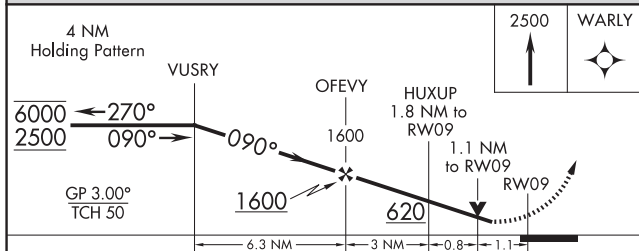
HUXUP  
1.8 NM to  
RW09


△ 160±  
△ 135  
△ 170  
56 △ RW09  
△ 380  
△ 294

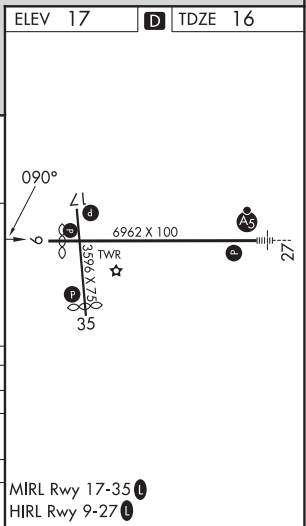
WARLY  
270°  
090°  
4 NM

MSA RW09 2.5 NM  
3100

ELEV 17 D TDZE 16



CATEGORY		A	B	C	D
LPV	DA	310-7 $\frac{7}{8}$		294 (300-7 $\frac{7}{8}$ )	
LNAV/ VNAV	DA	316-7 $\frac{7}{8}$		300 (300-7 $\frac{7}{8}$ )	
LNAV	MDA	400-1	384 (400-1)	400-1 $\frac{1}{8}$	384 (400-1 $\frac{1}{8}$ )
 CIRCLING		480-1	463 (500-1)	740-2 723 (800-2)	740-2 $\frac{1}{4}$ 723 (800-2 $\frac{1}{4}$ )



GULF SHORES, ALABAMA

AL-6827 (FAA)

25163

WAAS CH <b>99503</b> <b>W27A</b>	APP CRS <b>270°</b>	Rwy Ldg TDZE <b>17</b> Apt Elev <b>17</b>
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RNAV (GPS) RWY 27

GULF SHORES INTL/JACK EDWARDS FLD (JKA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pensacola Intl altimeter setting.

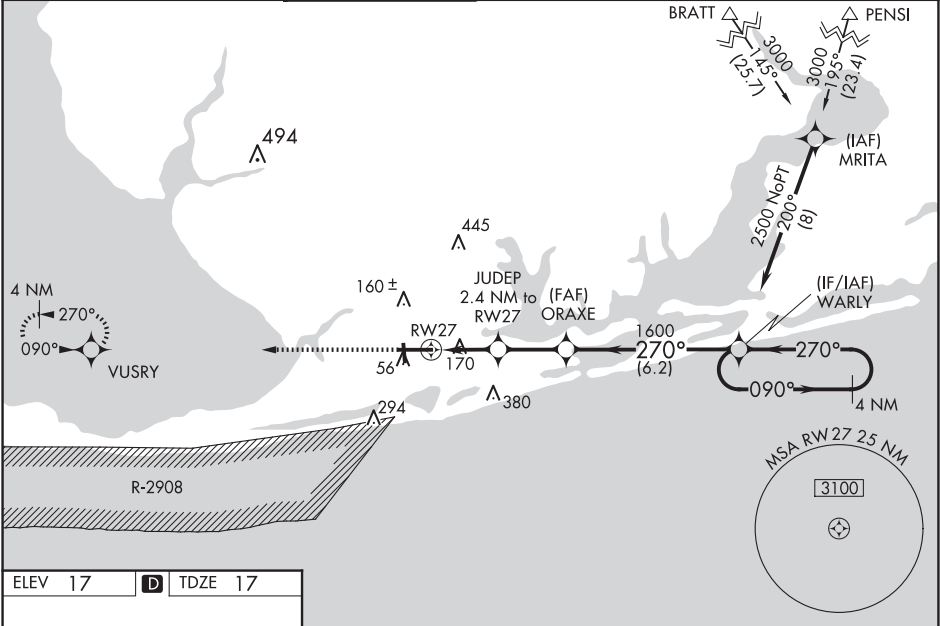
**⚠** Circling Rwy 17, 35 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pensacola Intl altimeter setting and increase LPV DA to 295 feet; increase LNAV/VNAV DA to 559 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM. For inop ALS, when using Pensacola Intl altimeter setting minimums, increase LPV all Cats visibility to ¾ SM, increase LNAV Cats C/D visibility to 1½ SM.

MALSR




MISSED APPROACH:  
Climb to 2500 direct  
VUSRY and hold.

ATIS <b>134.525</b>	PENSACOLA APP CON <b>120.65 270.8</b>	GULF SHORES TOWER ★ <b>118.65</b> (CTAF) 	CLNC DEL <b>121.7</b>	CLNC DEL <b>124.55</b> (When twr dcd)	GND CON <b>121.7</b>	UNICOM <b>122.7</b>
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ELEV 17	<b>D</b>	TDZE 17
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


6962 X 100

3396 X 750


35

270°



2500

VUSRY



\*RNAV only.

1.1 1.3 2.4 NM 6.2 NM

RW27

\*1.1 NM to RW27

ORAXE 1600

WARLY

4 NM Holding Pattern

090° 270° 2500

GP 3.00° TCH 47

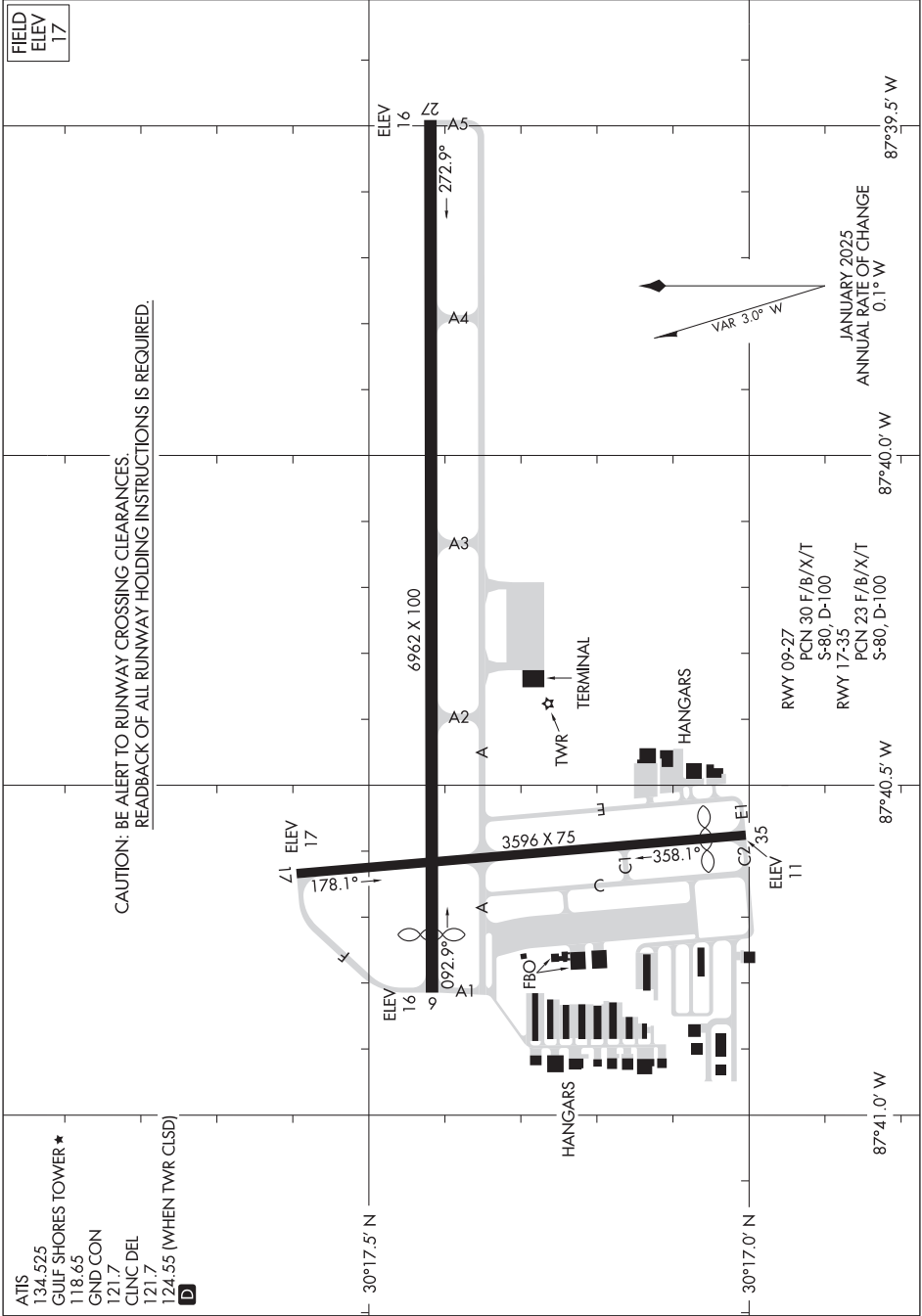
CATEGORY	A	B	C	D
LPV DA	217-½ 200 (200-½)			
LNAV/VNAV DA	481-1½ 464 (500-1½)			
LNAV MDA	420-½ 403 (500-½)		420-¾ 403 (500-¾)	
<b>C</b> CIRCLING	480-1 463 (500-1)		740-2 723 (800-2) 740-2¼ 723 (800-2¼)	

GULF SHORES, ALABAMA  
Amdt 2B 29MAR18

GULF SHORES INTL/JACK EDWARDS FLD (JKA)  
30°17'N-87°40'W  
RNAV (GPS) RWY 27

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

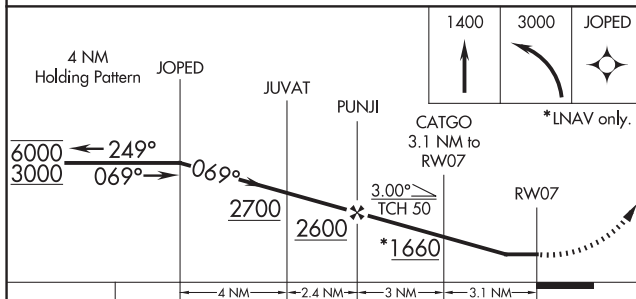
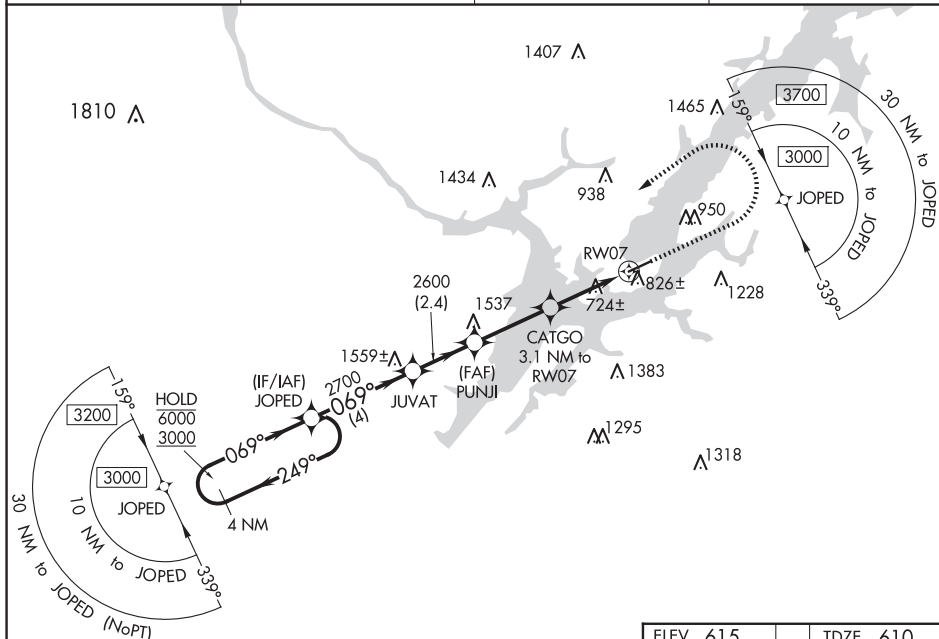



# RNAV (GPS) RWY 7

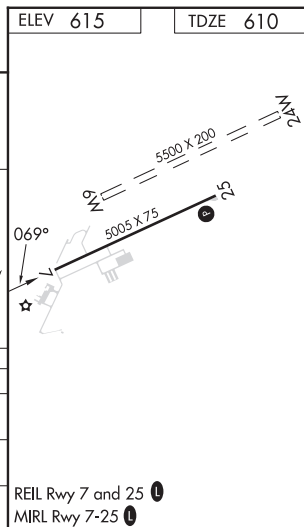
## GUNTERVILLE MUNI/JOE STARNES FLD(8A1)

**T** Circling NA to Rwy 6 and 24. Rwy 7 helicopter visibility  
**A** NA reduction below 1 SM NA. Use Scottsboro altimeter setting.  
 Straight-in Rwy 7 NA at night, Circling Rwy 7 NA at night.

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
LP MDA	1040-1	430 (500-1)	1040-1¼	430 (500-1¼)
LNAV MDA	1140-1	530 (600-1)	1140-1½	530 (600-1½)
 CIRCLING	1360-1 745 (800-1)	1380-1 765 (800-1)	1620-3 1005 (1100-3)	1840-3 1225 (1300-3)



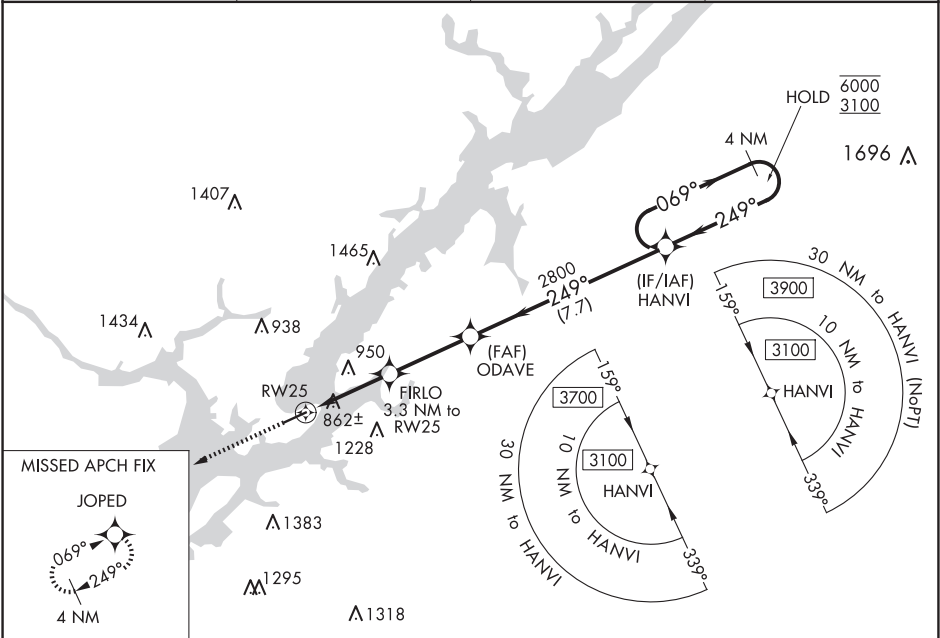
WAAS CH <b>93640</b> <b>W25A</b>	APP CRS <b>249°</b>	Rwy Idg TDZE <b>615</b> Apt Elev <b>615</b>	<b>5005</b>
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RNAV (GPS) RWY 25

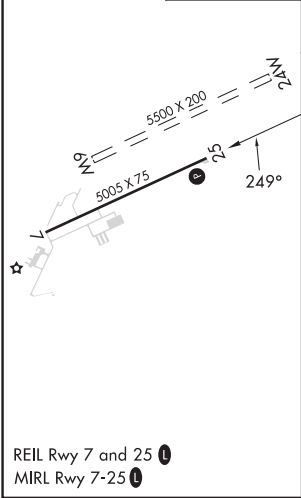
GUNTERSVILLE MUNI/JOE STARNES FLD (8A1)






RNP APCH.	MISSED APPROACH: Climb to 3000 direct JOPED and hold.
NA	Circling NA to Rwy 6 and 24. Circling Rwy 7 NA at night. Rwy 25 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Scottsboro altimeter setting.

AWOS-3PT <b>121.125</b>	4A6 AWOS-3PT <b>120.125</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 615	TDZE 615
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3000	JOPED	VGSI and RNAV glidepath not coincident (VGSI angle 3.35/TCH 50).			
			ODAVE	HANVI	4 NM Holding Pattern
*LNAV only.	FIRLO 3.3 NM to RW25	2800			
			249°	069°→	6000
		1740*	2800	←249°	3100
	3.3 NM	3.2 NM	7.7 NM		GP 3.10° TCH 50
CATEGORY	A	B	C	D	
LPV DA	1026-1 <sup>3</sup> 411 (500-1 <sup>3</sup> )				
LNAV/ VNAV DA	1224-2 609 (700-2)				
LNAV MDA	1260-1	645 (700-1)	1260-2	645 (700-2)	
 CIRCLING	1360-1 745 (800-1)	1380-1 765 (800-1)	1620-3 1005 (1100-3)	1840-3 1225 (1300-3)	

HALEYVILLE, ALABAMA

AL-5937 (FAA)

22195

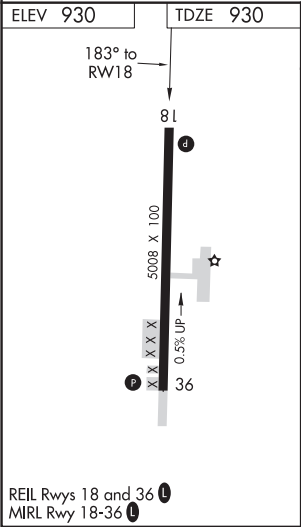
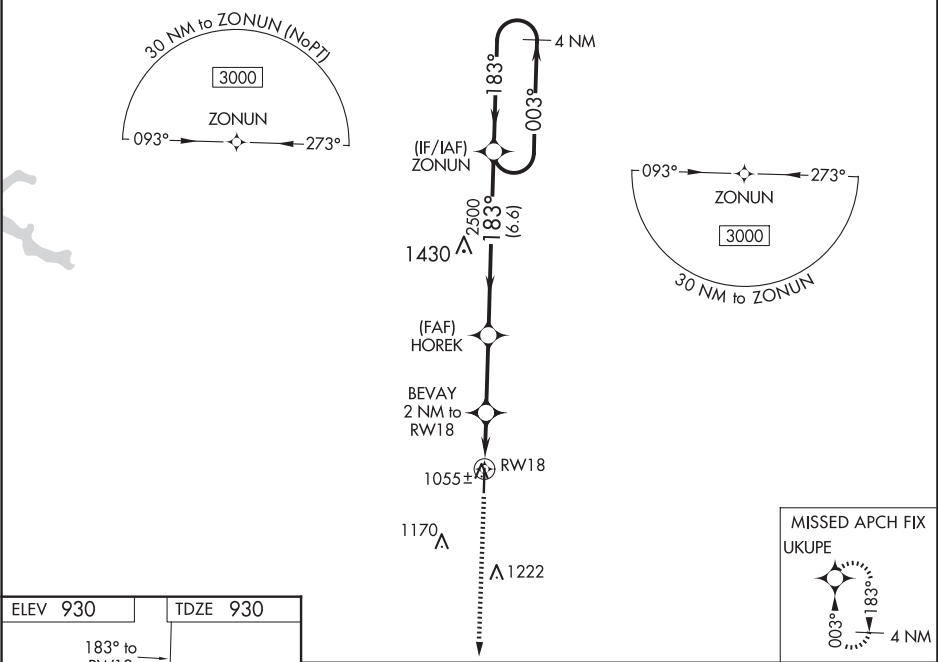
WAAS CH <b>82723</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg <b>5008</b> TDZE <b>930</b> Apt Elev <b>930</b>
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**RNAV (GPS) RWY 18**  
POSEY FLD (1M4)

**⚠** Circling Rwy 36 NA at night, Rwy 18 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Muscle Shoals altimeter setting; Increase LPV DA to 1298 feet, and LNAV/VNAV DA to 1354 feet and LNAV/VNAV visibility  $\frac{1}{4}$  SM; increase all MDAs 120 feet and visibility LNAV Cats C and D  $\frac{1}{4}$  SM; increase Circling Cat C visibility  $\frac{1}{2}$  SM and Cat D  $\frac{1}{4}$  SM. Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Muscle Shoals altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct UKUPE and hold.

AWOS-3PT <b>119.525</b>	MEMPHIS CENTER <b>120.8 307.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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3000 UKUPE	BEVAY 2 NM to RWY 18	HOREK 2500	ZONUN 4 NM Holding Pattern	GP 3.00° TCH 49
*LNAV only.	*1.1 NM to RWY 18	1600*	2500	
1.1	0.9	2.8 NM	6.6 NM	
CATEGORY	A	B	C	D
LPV DA		1180-1	250 (300-1)	
LNAV/ VNAV DA		1236-1	306 (400-1)	
LNAV MDA	1320-1	390 (400-1)	1320-1 $\frac{1}{8}$	390 (400-1 $\frac{1}{8}$ )
CIRCLING	1380-1 450 (500-1)	1400-1 470 (500-1)	1520-1 $\frac{1}{2}$ 590 (600-1 $\frac{1}{2}$ )	1540-2 610 (700-2)

HALEYVILLE, ALABAMA  
Orig-D 25MAR21

34°17'N-87°36'W

**RNAV (GPS) RWY 18**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025





HAMILTON, ALABAMA

AL-5914 (FAA)

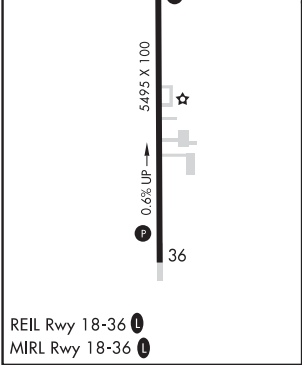
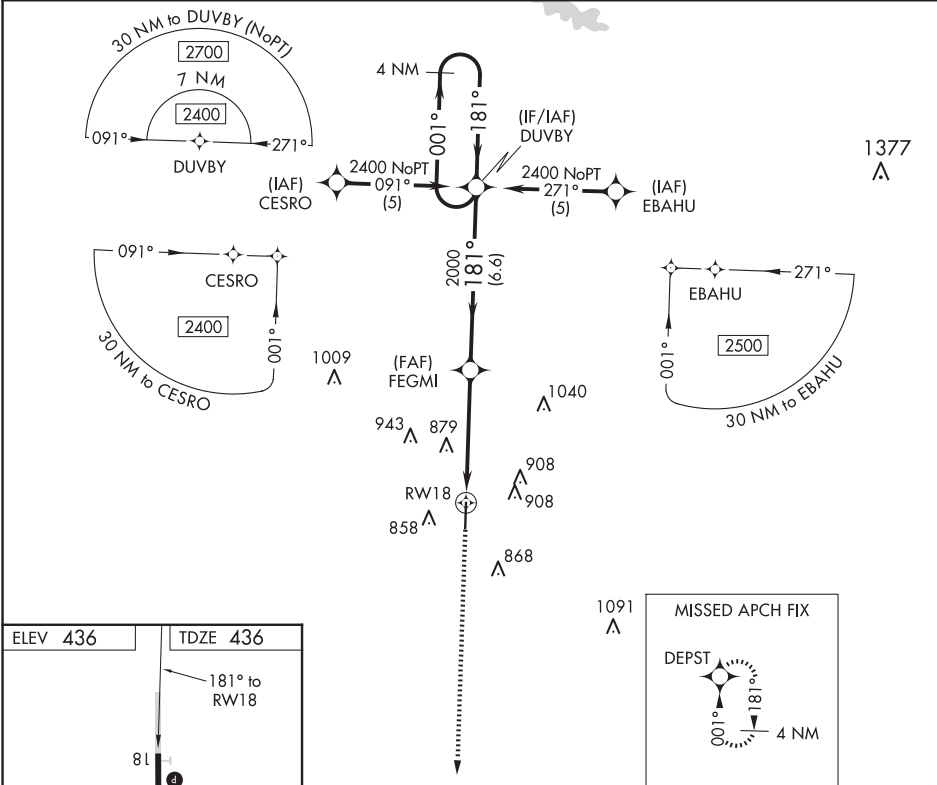
22195

APP CRS	Rwy Idg	5495
181°	TDZE	436
	Apt Elev	436

RNAV (GPS) RWY 18  
MARION COUNTY-RANKIN FITE (HAB)

<p><b>▼</b> DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase all MDAs 120 feet, increase LNAV visibility Cat B ¼ SM, Cat C, D ½ SM and Circling visibility Cat A, C, D ¼ SM. Rwy 18 Straight-in and Circling minimums NA at night.</p> <p><b>▲ NA</b></p>	<p><b>MISSED APPROACH:</b> Climb to 2400 direct DEPST and hold.</p>
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MEMPHIS CENTER 127.1 269.4	UNICOM 122.8 (CTAF) <b>0</b>
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4 NM Holding Pattern		DUVBY	2400	DEPST
2400		001° 181°	181°	
		FEGMI	2000	
		3.04° TCH 33		
		6.6 NM	4.8 NM	
CATEGORY	A	B	C	D
LNAV MDA	1140-1	704 (800-1)	1140-2 704 (800-2)	1140-2½ 704 (800-2½)
CIRCLING	1220-1 784 (800-1)	1260-1¼ 824 (900-1¼)	1260-2½ 824 (900-2½)	1260-2¾ 824 (900-2¾)

HAMILTON, ALABAMA  
Orig-D 14JUL22

34°07'N - 88°00'W

MARION COUNTY-RANKIN FITE (HAB)  
RNAV (GPS) RWY 18

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **42712**  
**W36A**

APP CRS  
**001°**

Rwy Idg  
TDZE **418**  
Apt Elev **436**

**RNAV (GPS) RWY 36**

MARION COUNTY-RANKIN FITE (HAB)

▼

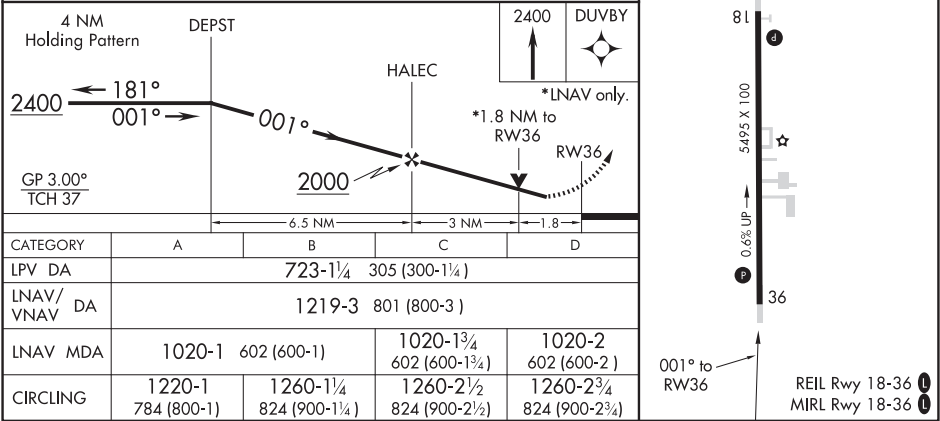
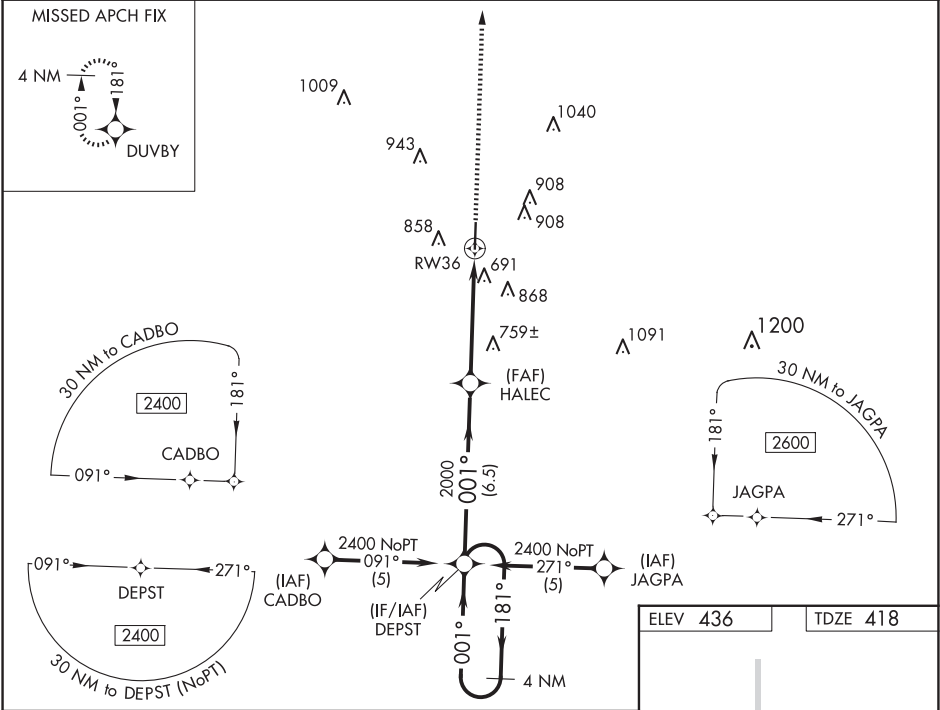
▲NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase DA 104 feet and all MDAs 120 feet, increase visibility LPV all Cats and LNAV Cats C, D ¼ SM and Circling visibilities Cat A, C, D ¼ SM. VDP NA when using Tupelo altimeter setting. Baro-VNAV NA when using Tupelo altimeter setting. Circling to Rwy 18 NA at night.

MISSED APPROACH:  
Climb to 2400 direct DUVBY and hold.

MEMPHIS CENTER  
**127.1 269.4**

UNICOM  
**122.8 (CTAF) 0**



FORT NOVOSHEL, ALABAMA

## COPTER RNAV (GPS) RWY 17

APCH CRS	Rwy Idg	476
176°	TDZE	318
	Arpt Elev	318

AL-5183 [USA]

HANCHEY AHP (STRIP) (KHEY)

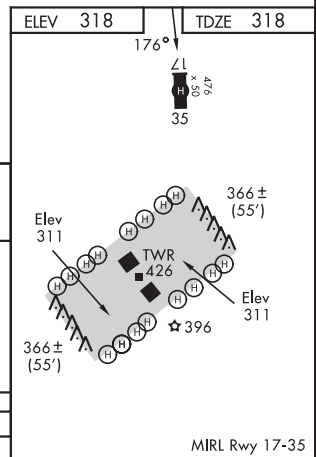
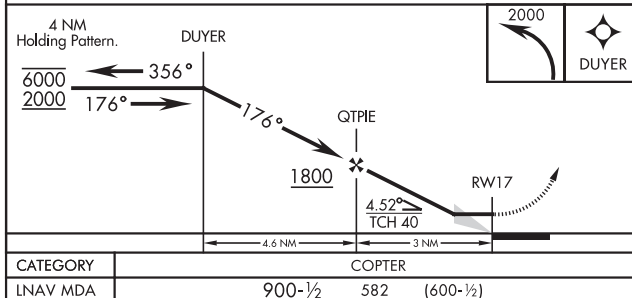
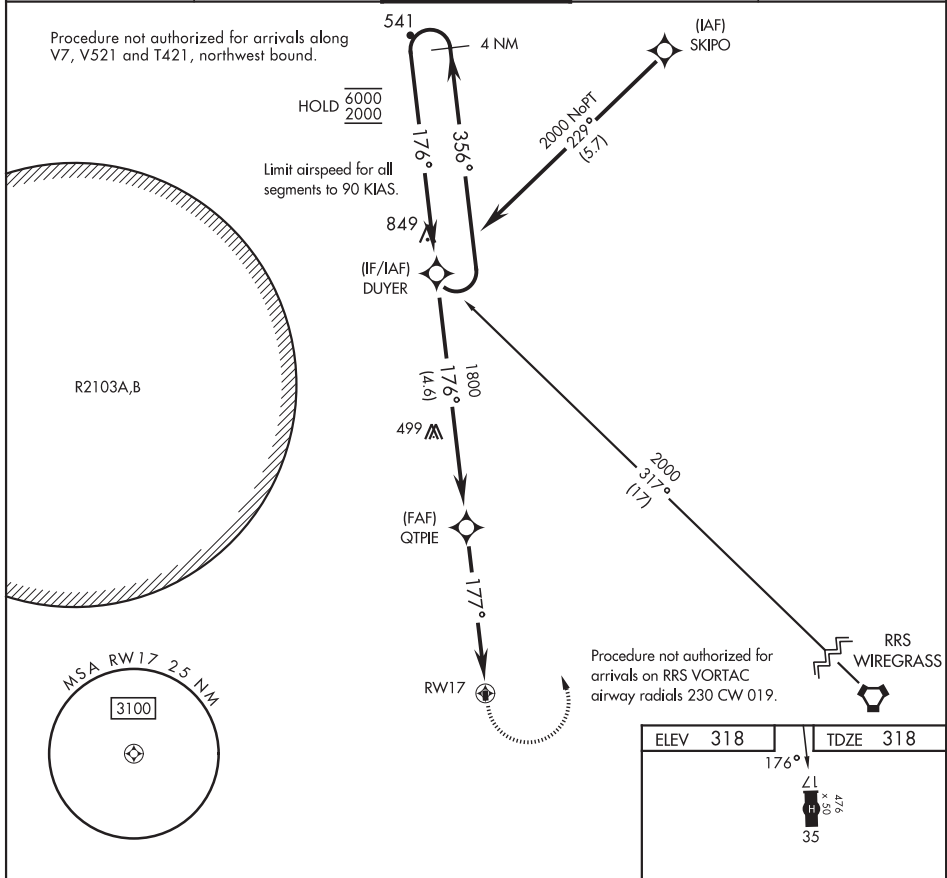
RNP APCH - GPS



Use CAIRNS altimeter setting, when not received,  
use LOWE altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct DUYER  
and hold.

ATIS ★	CAIRNS APP CON	TOWER ★	GND CON	CAIRNS CLNC DEL
141.375	125.4 327.125	140.5 387.85	142.55 225.575	118.075 380.1



FORT NOVOSHEL, ALABAMA

31° 21' N-85° 39' W

HANCHEY AHP (STRIP) (KHEY)

Amdt 2 20APR23

## COPTER RNAV (GPS) RWY 17

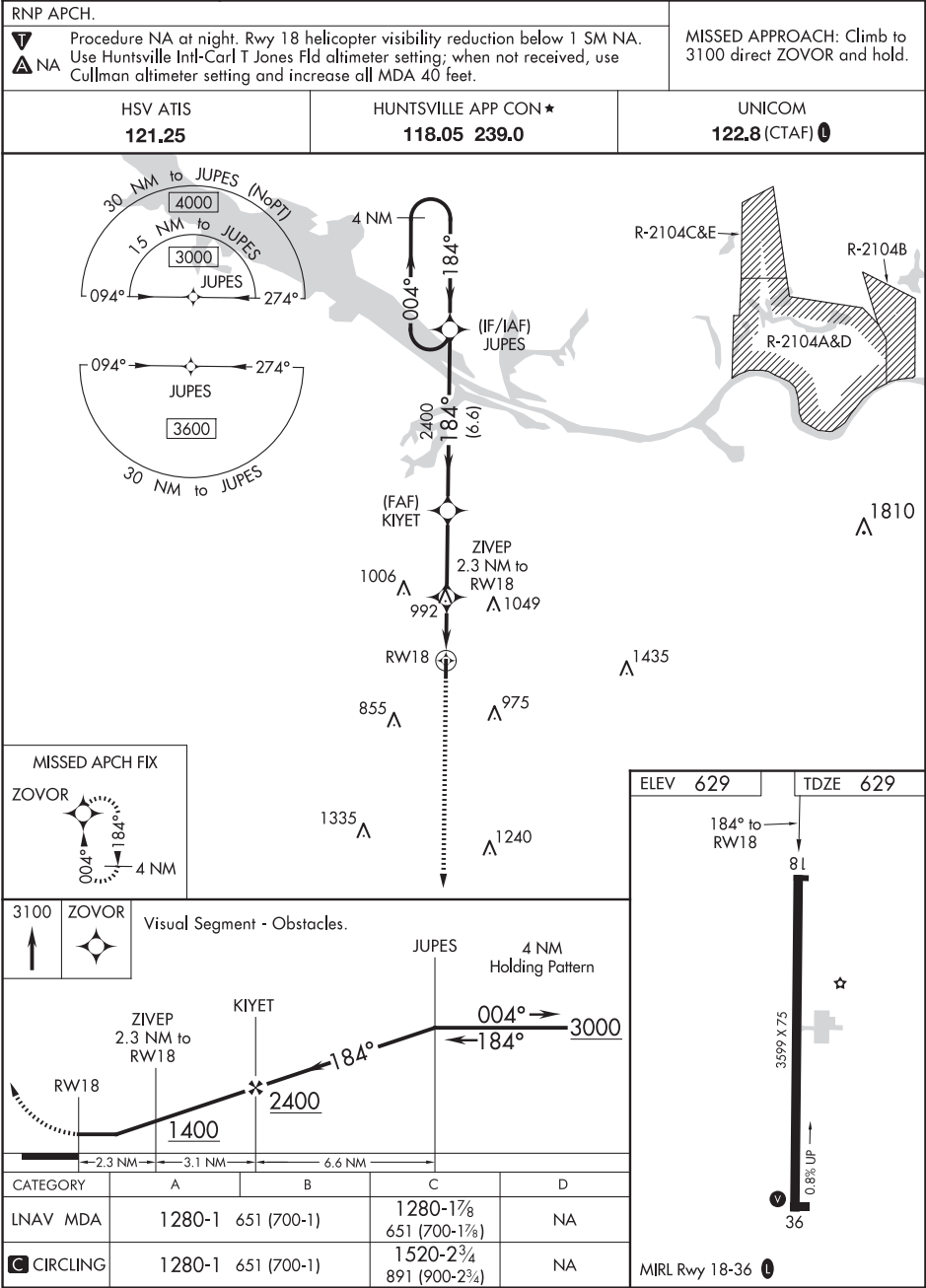
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3599
184°	TDZE	629
	Apt Elev	629

RNAV (GPS) RWY 18

HARTSELLE/MORGAN COUNTY RGNL (5M)



HARTSELLE, ALABAMA

AL-6805 (FAA)

22027

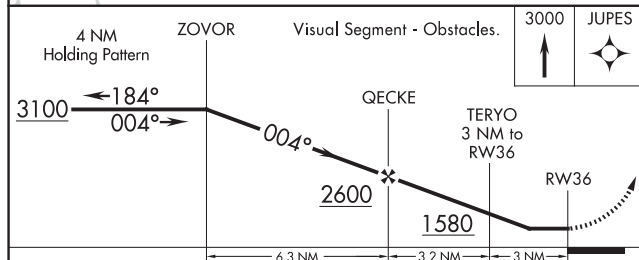
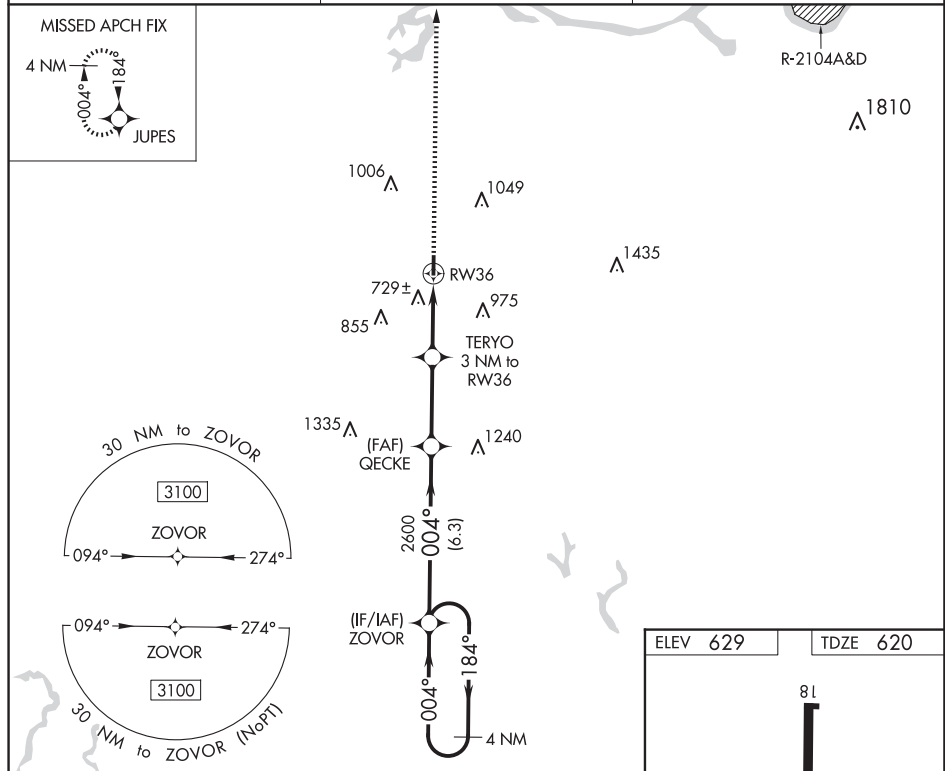
APP CRS	Rwy Idg	3599
004°	TDZE	620
	Apt Elev	629

# RNAV (GPS) RWY 36

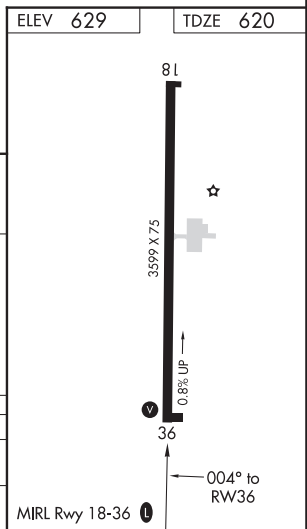
HARTSELLE/MORGAN COUNTY RGNL (5M0)

RNP APCH.	Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Huntsville Intl-Carl T Jones Fld altimeter setting; when not received, use Cullman altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climb to 3000 direct JUPES and hold.
NA		

HSV ATIS 121.25	HUNTSVILLE APP CON ★ 118.05 239.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1020-1	400 (400-1)	1020-1 1/8 400 (400-1 1/8)	NA
CIRCLING	1120-1 491 (500-1)	1260-1 631 (700-1)	1520-2 3/4 891 (900-2 3/4)	NA



HARTSELLE, ALABAMA

Amdt 1A 19JUL18

HARTSELLE/MORGAN COUNTY RGNL (5M0)

34°24'N-86°56'W

# RNAV (GPS) RWY 36

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5012
147°	TDZE	255
	Apt Elev	255

RNAV (GPS) RWY 15  
HAZLEHURST (AZE)

RNP APCH - GPS.

**T** Circling Rwy 33 NA at night. Rwy 15 helicopter visibility reduction  
**A** below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 700, then climbing right turn to 2100 direct WIDPU and hold.

AWOS-3

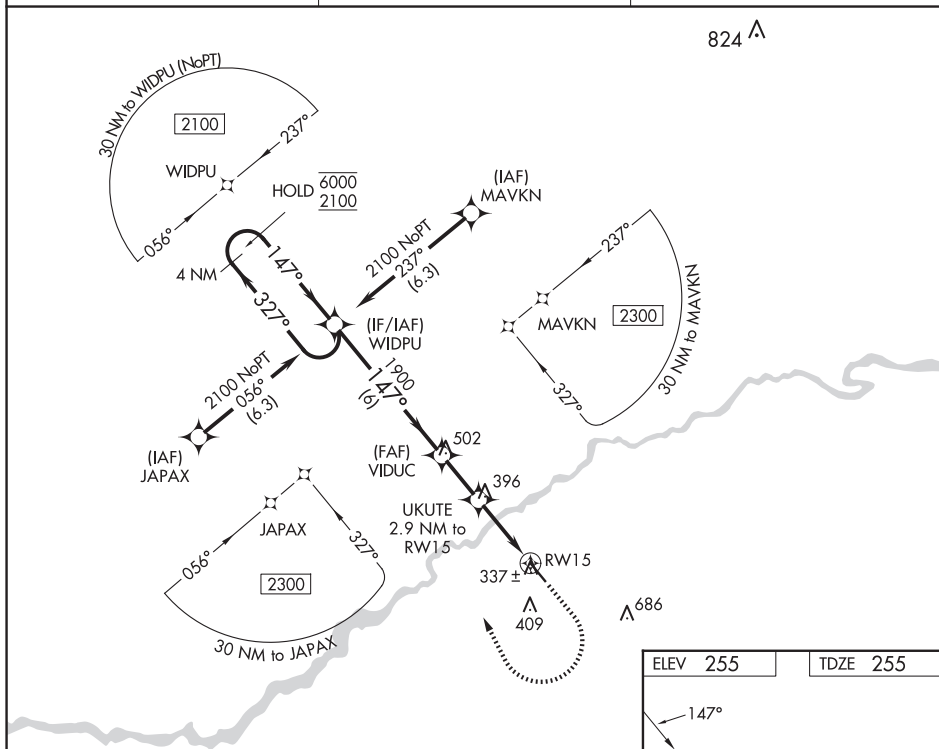
119.125

JACKSONVILLE CENTER




127.575    269.025

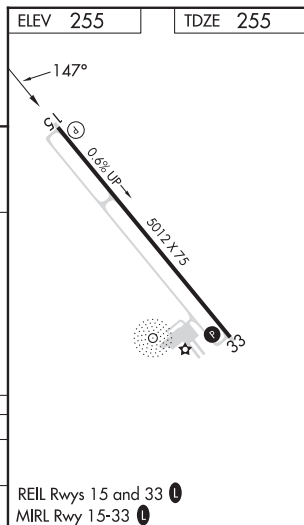
UNICOM

## 122.8 (CTAF) **L**



VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 26).

700	2100	WIDPU
		



HAZLEHURST, GEORGIA

Amdt 2 15JUN23

31°53'N-82°39'W

405

HAZLEHURST (AZE)

RNAV (GPS) RWY 15

SE-4, 12 JUN 2025 to 07 AUG 2025

HAZLEHURST, GEORGIA

AL-5434 (FAA)

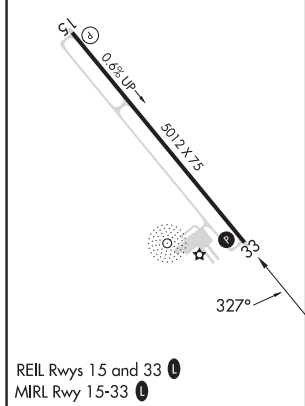
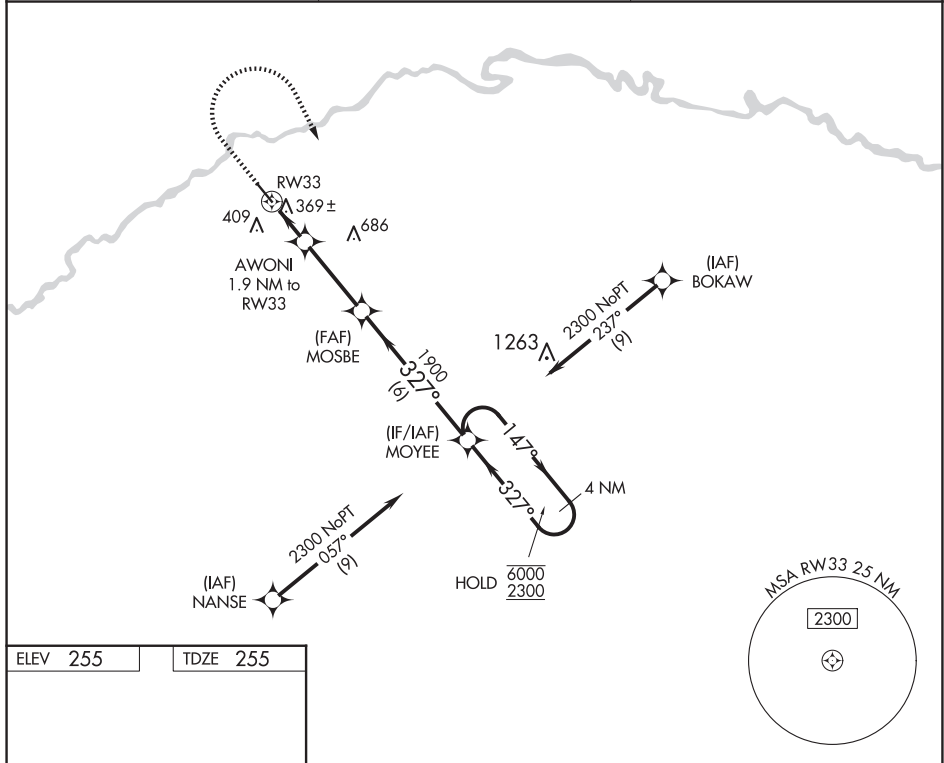
23166

APP CRS	Rwy Idg	5012
327°	TDZE	255
	Apt Elev	255

# RNAV (GPS) RWY 33

HAZLEHURST (AZE)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1000, then climbing right turn to 2300 direct MOYEE and hold.
▼ Straight-in Rwy 33 NA at night, Circling Rwy 33 NA at night. ▲ Rwy 33 helicopter visibility reduction below 1 SM NA.		
AWOS-3 119.125	JACKSONVILLE CENTER 127.575 269.025	UNICOM 122.8 (CTAF) 0



1000	2300	MOYEE	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 27°).	
↑	↪	✧		
AWONI 1.9 NM to RWY 33		MOSBE	MOYEE 4 NM Holding Pattern	
RWY 33		880	1900	
1.9 NM		3.2 NM	6 NM	
CATEGORY	A	B	C	D
LNAV MDA	620-1		365 (400-1)	
CIRCLING	720-1	465 (500-1)	820-1½ 565 (600-1½)	1000-2¼ 745 (800-2¼)

HAZLEHURST, GEORGIA  
Orig 15JUN23

31°53'N-82°39'W

# HAZLEHURST (AZE) RNAV (GPS) RWY 33

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



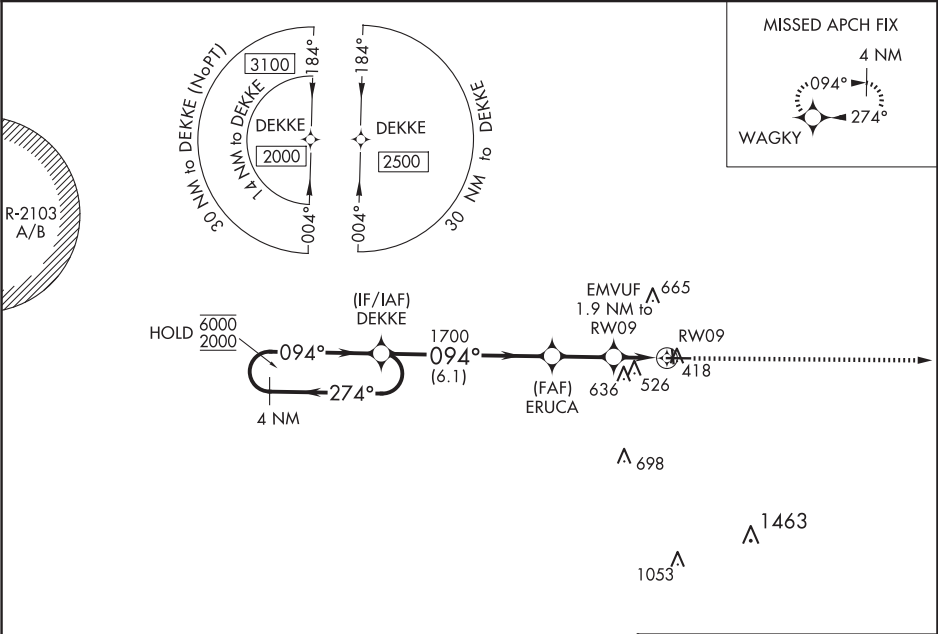
WAAS CH <b>70528</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Idg <b>5002</b> TDZE <b>357</b> Apt Elev <b>359</b>
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RNAV (GPS) RWY 9

HEADLAND MUNI (HDL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct WAGKY and hold.
<div><div>▼</div><div>▲</div></div> <div>Circling NA to Rwy 17 and 35. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA.</div>	

AWOS-3PT <b>119.575</b>	CAIRNS APP CON ★ <b>125.4</b>	CTAF <b>122.90</b>
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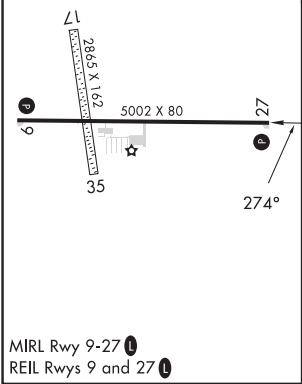
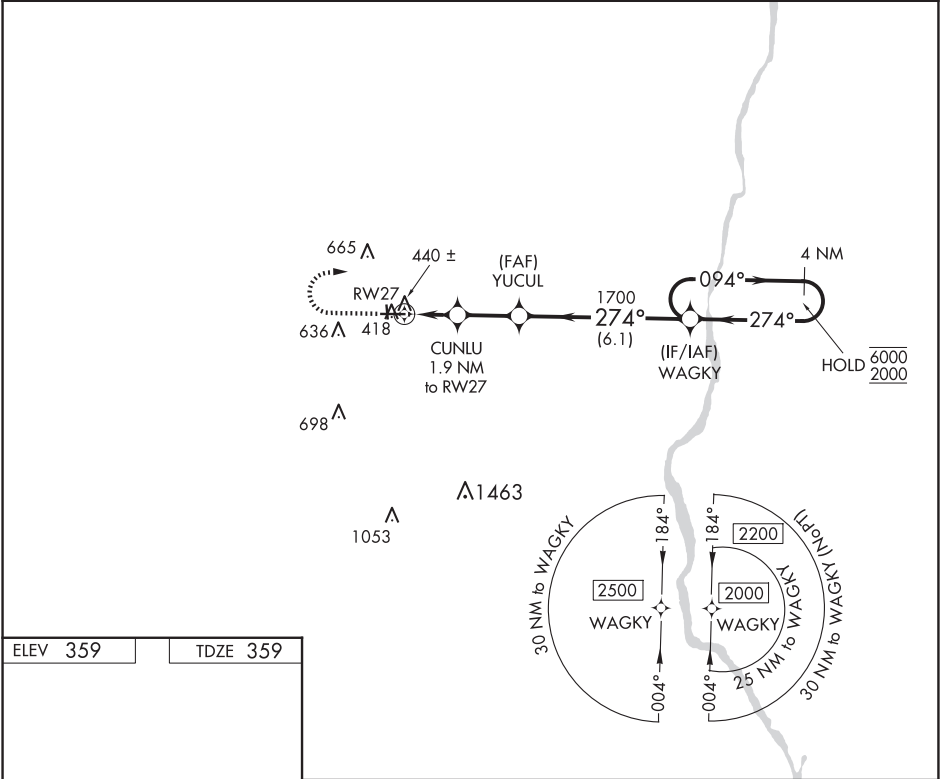
					ELEV 359	TDZE 357
<div>4 NM Holding Pattern</div> <div><div>DEKKE</div><div>ERUCA</div><div>EMVUF 1.9 NM to RW09</div><div>1.3 NM to RW09</div><div>2000</div><div>WAGKY</div></div> <div><div>6000</div><div>2000</div><div>GP 3.00° TCH 40</div><div>1700</div><div>980</div><div>1700</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</div><div>094°</di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APP CRS	Rwy Idg	5002
274°	TDZE	359
	Apt Elev	359

RNAV (GPS) RWY 27

HEADLAND MUNI (HDL)

RNP APCH - GPS.		MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct WAGKY and hold.
Circling NA to Rwy 17 and 35. Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 27 NA at night, Circling Rwy 27 NA at night.		
AWOS-3PT 119.575	CAIRNS APP CON★ 125.4	CTAF 122.9 0

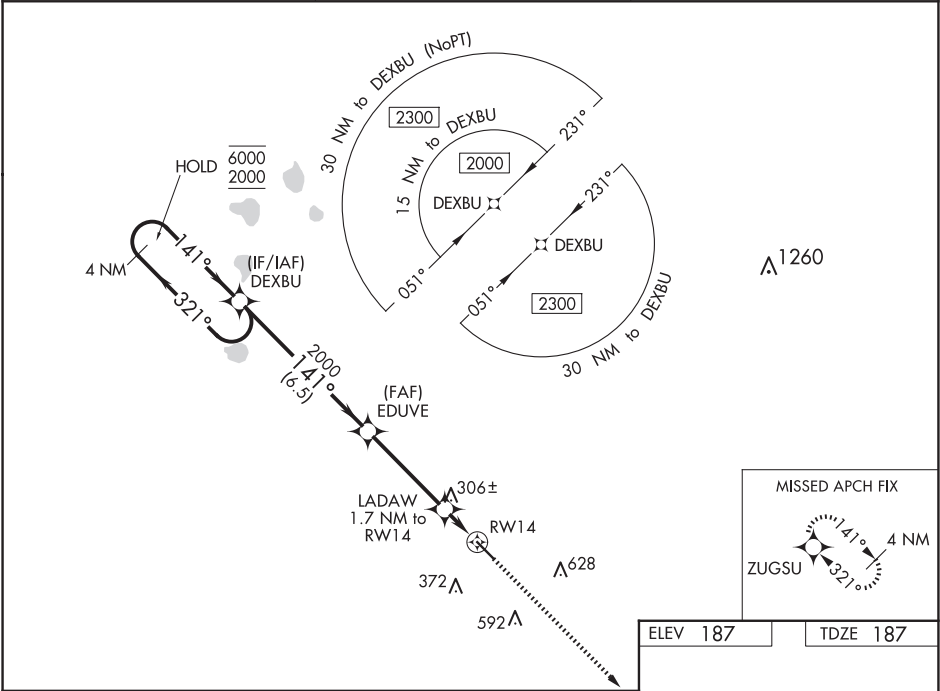


900	2000	WAGKY	VGSI and descent angle not coincident (VGSI Angle 3.50/TCH 40).		4 NM Holding Pattern		
CATEGORY			A	B	C	D	
LNAV MDA			720-1 361 (400-1)				NA
CIRCLING			860-1 501 (600-1)	940-1 581 (600-1)	980-1¾ 621 (700-1¾)	NA	

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RNP APCH.		MISSED APPROACH: Climb to 2000 direct ZUGSU and hold.	
<div><div><div></div><div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div></div>			
AWOS-3 118.725	VALDOSTA APP CON★ 126.6 285.6	CTAF 122.9 0	



4 NM Holding Pattern

6000

2000

GP 3.00°

TCH 40

DEXBU

EDUVE

LADAW

321°

141°

141°

2000

\*760

6.5 NM

3.9 NM

0.6 NM

1.1

2000

ZUGSU

141° to RW14

\*1.1 NM to RW14

RW14

\*LNAV only.

4999 X 75

141°

141° to RW14

CATEGORY	A	B	C	D
LPV DA		437-1	250 (300-1)	
LNAV/ VNAV DA		461-1	274 (300-1)	
LNAV MDA		560-1	373 (400-1)	
CIRCLING	680-1 493 (500-1)	740-1 553 (600-1)	940-2¼ 753 (800-2¼)	940-2½ 753 (800-2½)

MIRL Rwy 14-32

14

HOMERVILLE, GEORGIA

AL-6149 (FAA)

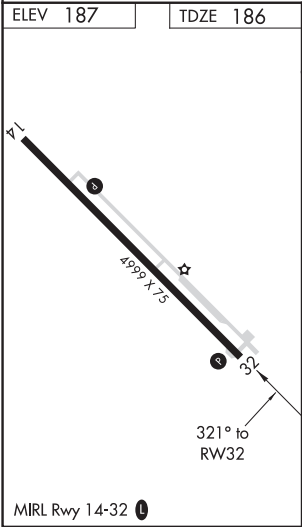
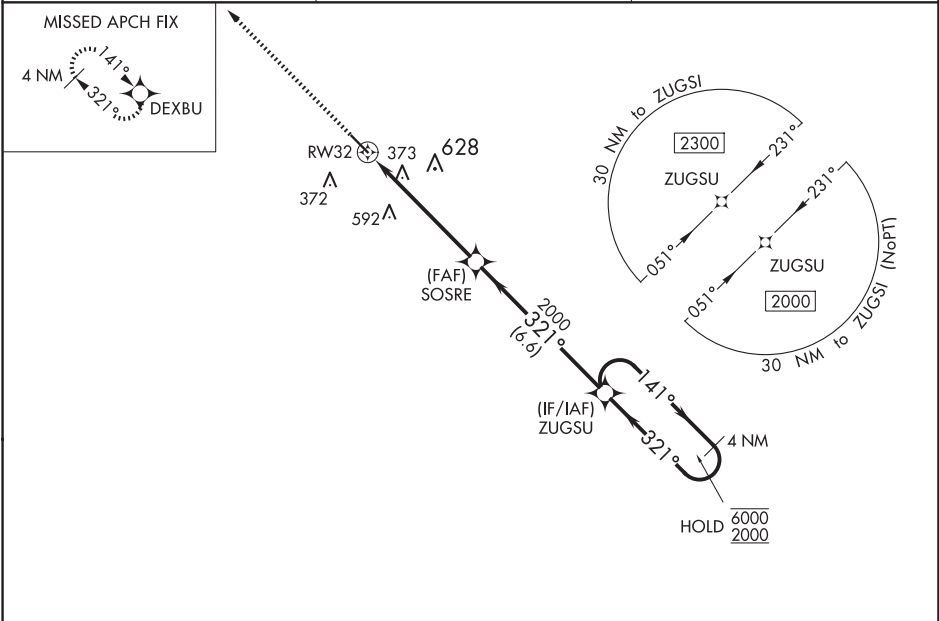
21056

WAAS CH <b>61318</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Idg TDZE <b>186</b> Apt Elev <b>187</b>
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RNAV (GPS) RWY 32  
HOMERVILLE (HOE)

RNP APCH. ▼ Rwy 32 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 DEXBU and hold.
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AWOS-3 <b>118.725</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	CTAF <b>122.9 0</b>
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2000	DEXBU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
*LNAV only.		SOSRE	ZUGSU	4 NM Holding Pattern	
		2000	2000	141°	6000/2000
		1.4 NM to RW32	4.1 NM	321°	GP 3.00° TCH 60
		1.4 NM	4.1 NM	6.6 NM	
CATEGORY	A	B	C	D	
LPV DA	491-1	305 (400-1)			
LNAV/VNAV DA	672-1 3/8	486 (500-1 3/8)			
LNAV MDA	680-1	494 (500-1)	680-1 3/8	494 (500-1 3/8)	
CIRCLING	680-1 493 (500-1)	740-1 553 (600-1)	940-2 1/4 753 (800-2 1/4)	940-2 1/2 753 (800-2 1/2)	

HOMERVILLE, GEORGIA  
Amdt 2 25FEB21

31°03'N-82°47'W

HOMERVILLE (HOE)  
RNAV (GPS) RWY 32

SE-4, 12 JUN 2025 to 07 AUG 2025

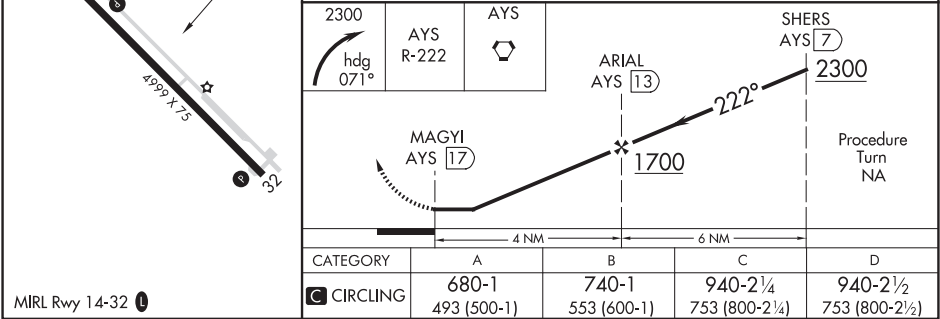
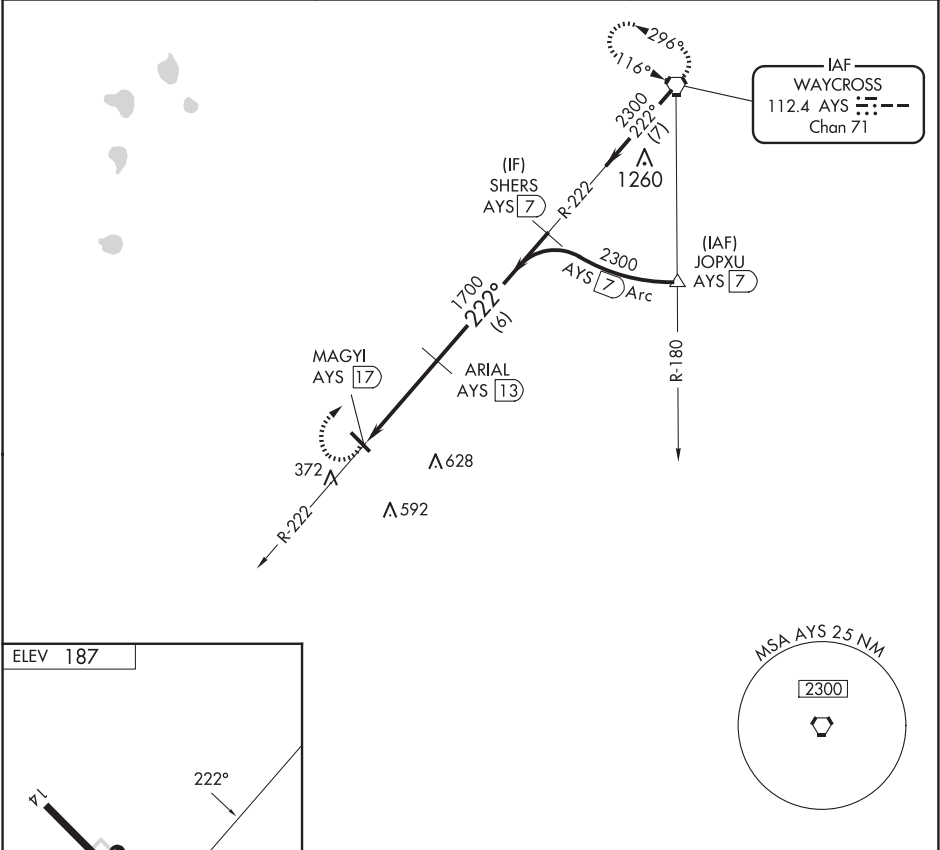
SE-4, 12 JUN 2025 to 07 AUG 2025

⚠

When local altimeter setting not received, use Waycross altimeter setting and increase all MDA 60 feet, and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2300 on heading 071° and AYS VORTAC R-222 to AYS VORTAC and hold.

AWOS-3 118.725	VALDOSTA APP CON★ 126.6 285.6	CTAF 122.9 0
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SAVANNAH, GEORGIA

LOC/DME I-SVN <b>109.5</b> Chgn <b>32</b>	APCH CRS <b>276°</b>	Rwy Idg <b>11,393</b> TDZE <b>41</b> Arpt Elev <b>41</b>
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[USA]

HUNTER AAF (KSVN)

DME required

**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 CD vis to  $1\frac{1}{4}$  miles.  
 \*\*\* When ALS inop, increase CAT AB RVR to 55,  
 vis to 1 mile, CAT CD vis to  $1\frac{3}{8}$  miles.

ALSF-1



**MISSED APPROACH:** Climb to 1000, then climbing left turn to 2300 heading 050° and on SVN VOR/DME R-095 to ESPEY/ SVN 7.7 DME and hold.

ATIS ★

127.525 323.125

SAVANNAH APP CON ★

120.4 353.775

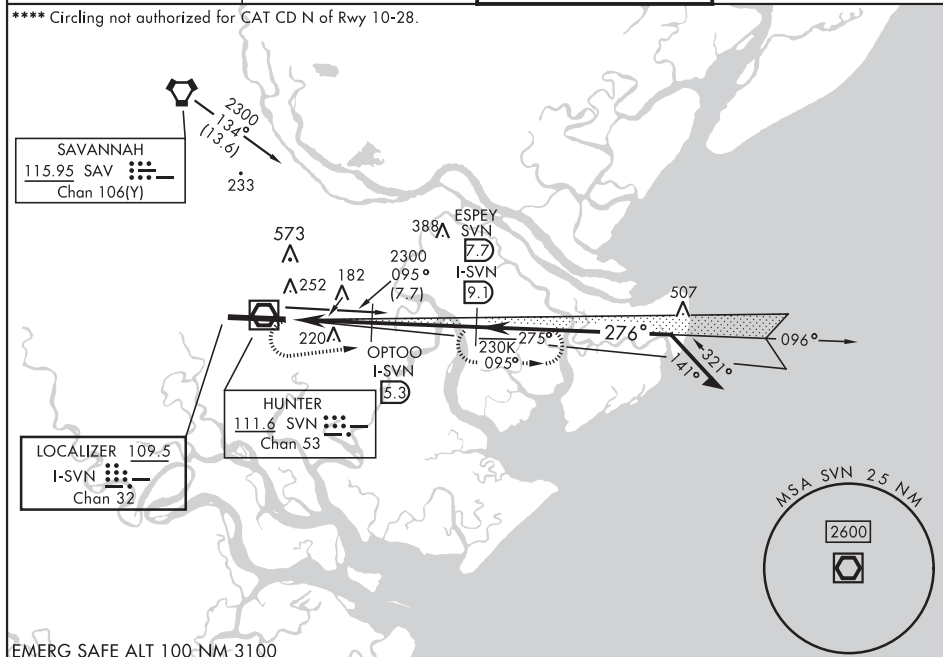
TOWER ★

124.975 (CTAF) **L** 279.575

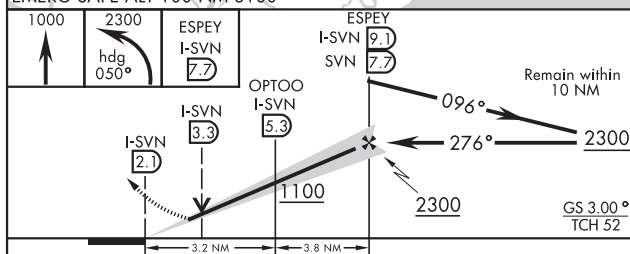
GND CON ★

121.8 291.675

\*\*\*\* Circling not authorized for CAT CD N of Rwy 10-28.

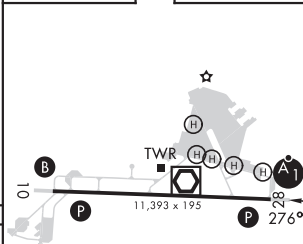


EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-ILS 28*	241/24	200	(200-½)	
S-LOC 28**	480/24	439 (500-½)	480/40	439 (500-¾)
**** C CIRCLING	600-1	559 (600-1)	600-1½ 559 (600-1½)	620-2 579 (600-2)
LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX				
S-LOC 28***	600/24	559 (600-½)	600/60	559 (600-1½)
**** C CIRCLING	600-1	559 (600-1)	600-1½ 559 (600-1½)	620-2 579 (600-2)

ELEV	41		TDZE	41
------	----	--	------	----



REIL Rwy 10 **L**  
HIRL Rwy 10-28 **L**

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SAVANNAH, GEORGIA | A

32°01'N-81°09'W

HUNTER AAF (KSVN)

Amdt 5 05SEP24

ILS or LOC RWY 28

SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 10

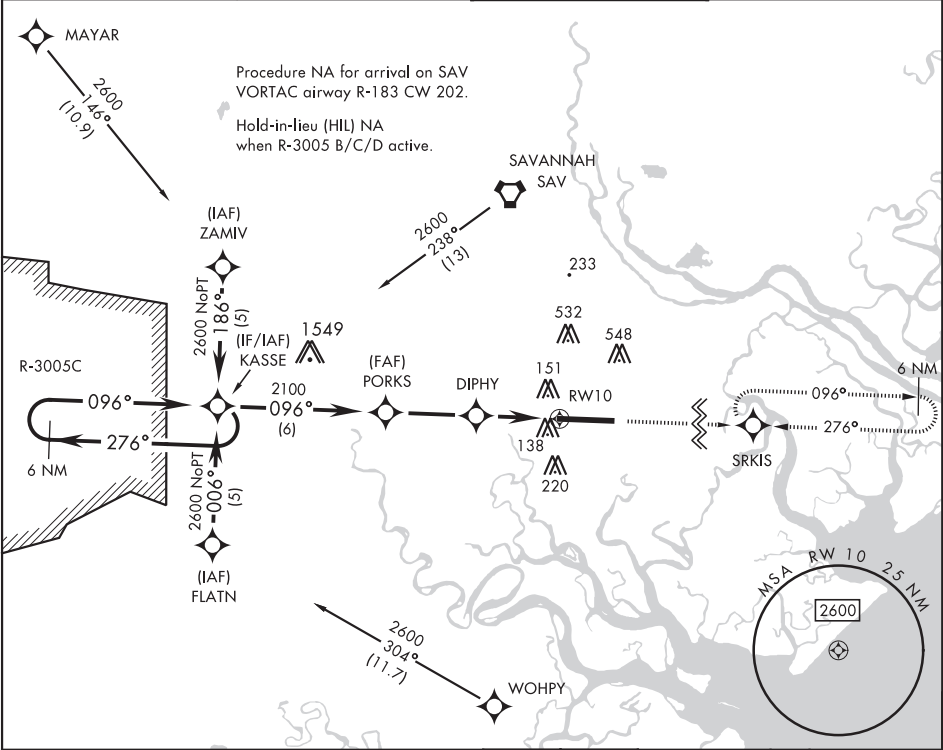
APCH CRS	Rwy ldg
096°	11,393
TDZE	26
Arpt Elev	41

[USA]

HUNTER AAF (KSVN)

RNP APCH-GPS	<div><div><div></div><div>B</div></div><div><div></div><div></div></div></div>	MISSED APPROACH: Climb to 2500 direct SRKIS and hold.
RADAR required when R-3005 B/C/D active.		
<div><div><div></div><div></div></div><div>*When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1¼ miles. **Circling not authorized N of Rwy 10-28 for CAT D.</div></div>		

ATIS★	SAVANNAH APP CON★	TOWER★	GND CON★
127.525 323.125	120.4 353.775	124.975 (CTAF) 0 279.575	121.8 291.675



<div><div>6 NM Holding Pattern</div><div>KASSE</div><div><div>2600</div><div>← 276°</div><div>→ 096°</div></div><div>096°</div><div>2100</div><div>PORKS</div><div>3.05° TCH 55</div><div>DIPHY 3 NM to RW10</div><div>1.1 NM to RW10</div><div>1040</div><div>RW10</div><div>3.3 NM</div><div>3 NM</div></div>					<div>2500</div> <div>↑</div>	<div>SRKIS</div> <div></div>	<div>ELEV 41</div>	<div>TDZE 26</div>
<div><div>146</div><div>184</div><div>182</div><div>TWR 97</div><div>11,393 x 195</div><div>096°</div><div>096°</div></div>								
CATEGORY	A		B	C	D			
LNAV MDA*	460-1		434	(500-1)				
CIRCLING**	600-1	559 (600-1)	920-2½ 879 (900-2½)	920-2¾ 879 (900-2¾)				

REIL Rwy 10

HIRL Rwy 10-28

RNAV (GPS) RWY 10

SAVANNAH, GEORGIA

# RNAV (GPS) RWY 28

WAAS CH <b>82111</b> <b>W28A</b>	APCH CRS <b>276°</b>	Rwy Idg <b>11,393</b> TDZE <b>41</b> Arpt Elev <b>41</b>
--	-------------------------	--

[USA]

HUNTER AAF (KSVN)

## RNP APCH-GPS

- \* When ALS inop, increase RVR to 40, vis to ¾ mile.
- \*\* When ALS inop, increase vis 1½ miles.
- \*\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1½ miles.
- \*\*\*\* Circling not authorized N of Rwy 10-28 for CAT D.

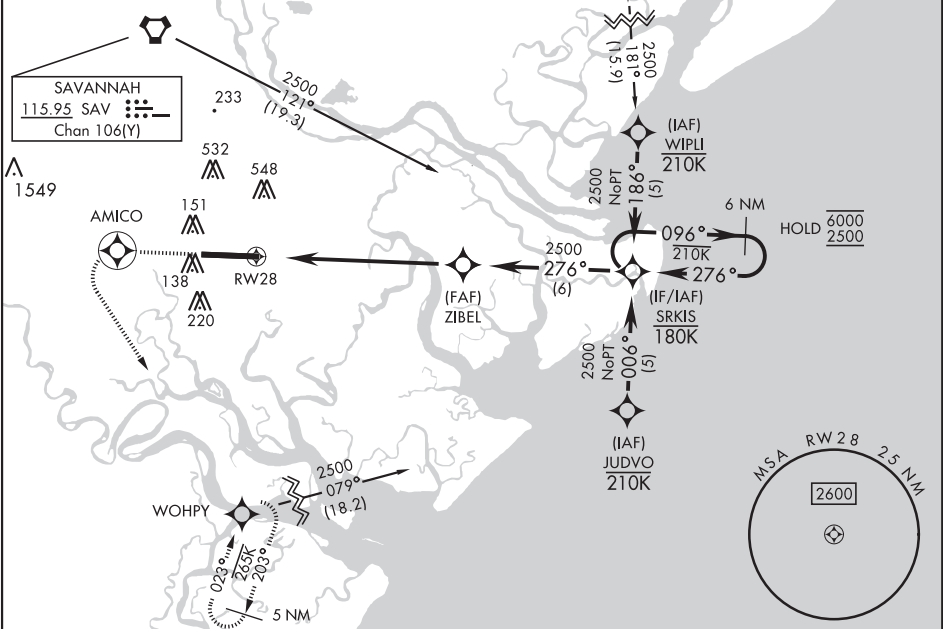
## ALSF-1



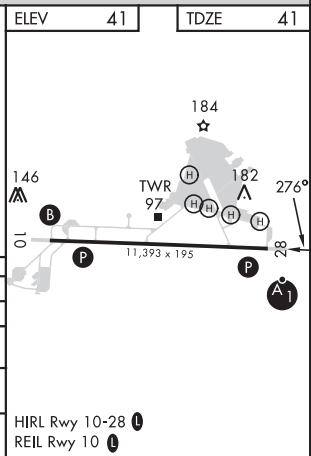
MISSED APPROACH: Climb to 2000 direct AMICO and left turn on track 180° to WOHPY and hold.

ATIS ★ <b>127.525 323.125</b>	SAVANNAH APP CON ★ <b>120.4 353.775</b>	TOWER ★ <b>124.975 (CTAF) 0 279.575</b>	GND CON ★ <b>121.8 291.675</b>
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F)



			ELEV 41	TDZE 41
CATEGORY	A	B	C	D
LPV DA*	241/24		200	(200-½)
LNAV/** VNAV DA	487/45		446	(500-¾)
LNAV MDA***	620/24	579 (600-½)	620-1¼	579 (600-1¼)
CIRCLING****	620-1	579 (600-1)	920-2½ 879 (900-2½)	920-3¼ 879 (900-2¾)



SAVANNAH, GEORGIA

32° 01' N-81° 09' W

HUNTER AAF (KSVN)

Amtd 1 21MAR24

# RNAV (GPS) RWY 28

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



VOR/DME RWY 28

VOR/DME SVN <b>111.6</b> Chan <b>53</b>	APCH CRS <b>282°</b>	Rwy Idg <b>11,393</b> TDZE <b>41</b> Arpt Elev <b>41</b>
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[USA]

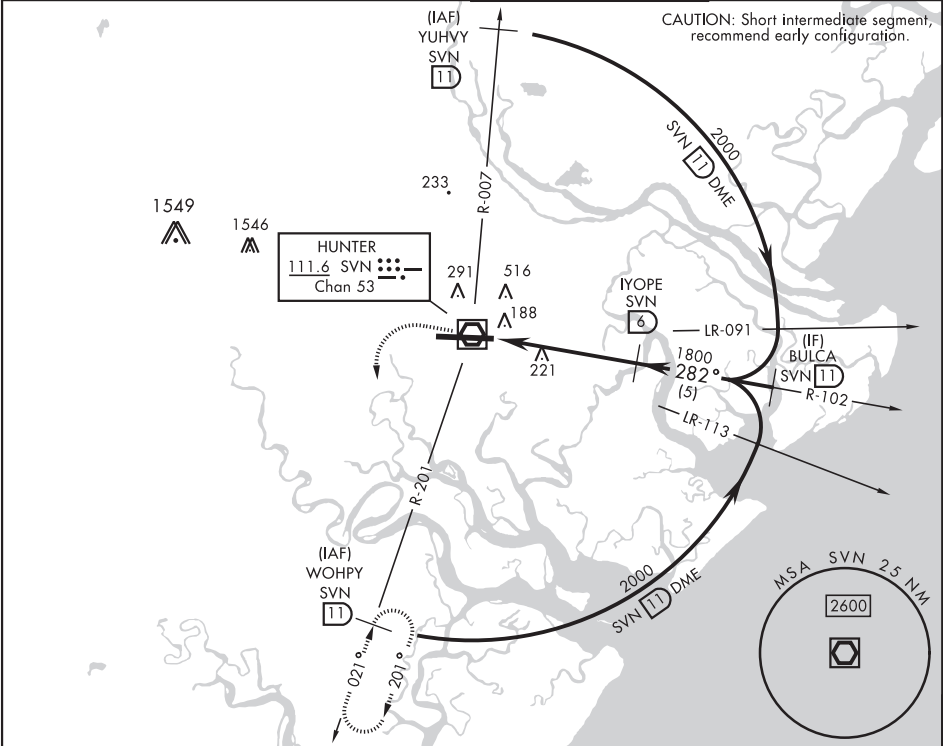
HUNTER AAF (KSVN)

**V** \*When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1½ miles.  
\*\* Circling not authorized N of Rwy 10-28 for CAT D.

ALSF-1

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via SVN VOR/DME R-201 to WOHPY/11 DME and hold.

ATIS ★ <b>127.525 323.125</b>	SAVANNAH APP CON ★ <b>120.4 353.775</b>	TOWER ★ <b>124.975 (CTAF) 279.575</b>	GND CON ★ <b>121.8 291.675</b>
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800 2000 WOHPY SVN 11

SVN R-201

SVN 1.9

SVN VOR/DME

OYOSA SVN 0.9

3.05° TCH 54

5.1 NM

0.2

1800

282°

2000

IYOPE SVN 6

BULCA SVN 11

ELEV 41 TDZE 41

CATEGORY	A	B	C	D
S-28*	580/24 539 (600-½)		580/55 539 (600-1)	
CIRCLING**	600-1 559 (600-1)		920-2½ 879 (900-2½)	920-2¾ 879 (900-2¾)

HIRL Rwy 10-28

REIL Rwy 10

VOR/DME RWY 28

SAVANNAH, GEORGIA

VOR RWY 28

SVN VOR/DME <b>111.6</b> Chan <b>53</b>	APCH CRS <b>282°</b>	Rwy Idg <b>11,393</b> TDZE <b>41</b> Arpt Elev <b>41</b>
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[USA]

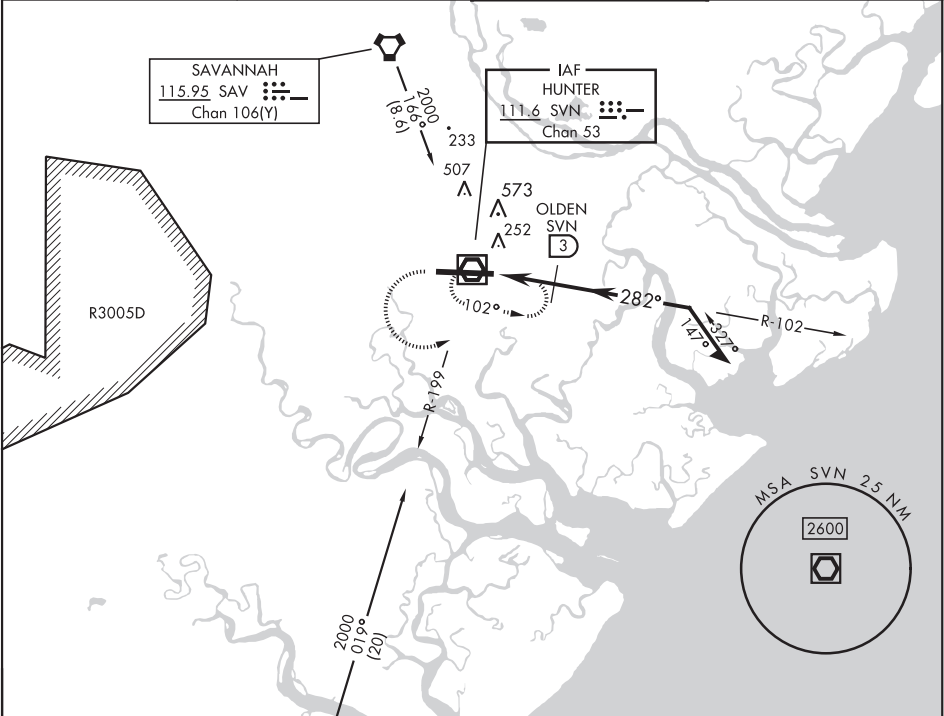
HUNTER AAF (KSVN)

▼ \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1½ miles.  
\*\*Circling not authorized N of Rwy 10-28 for CAT D.

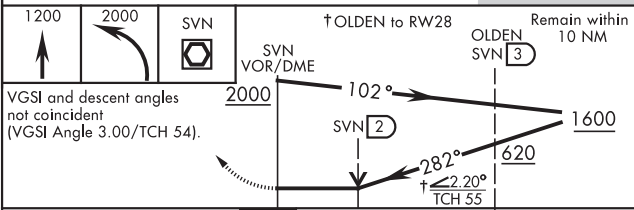


MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct SVN VOR/DME and hold.

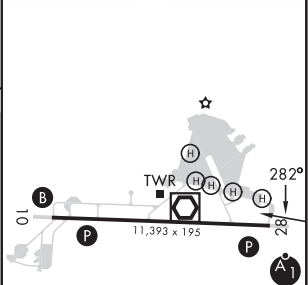
ATIS ★ <b>127.525 323.125</b>	SAVANNAH APP CON ★ <b>120.4 353.775</b>	TOWER ★ <b>124.975</b> (CTAF) <b>0 279.575</b>	GND CON ★ <b>121.8 291.675</b>
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ELEV 41	TDZE 41
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CATEGORY	A	B	C	D
S-28 *	580/24 539 (600-½)	580/55 539 (600-1)		
CIRCLING **	600-1 559 (600-1)	920-2½ 879 (900-2½)	920-2¾ 879 (900-2¾)	



SAVANNAH, GEORGIA

32°01'N-81°09'W

HUNTER AAF (KSVN)

Amdt 9 07SEP23

VOR RWY 28

SE-4, 12 JUN 2025 to 07 AUG 2025


SE-4, 12 JUN 2025 to 07 AUG 2025

COPTER VOR RWY 10

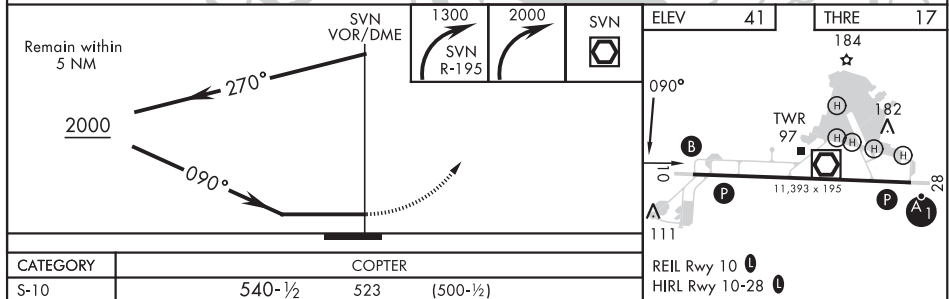
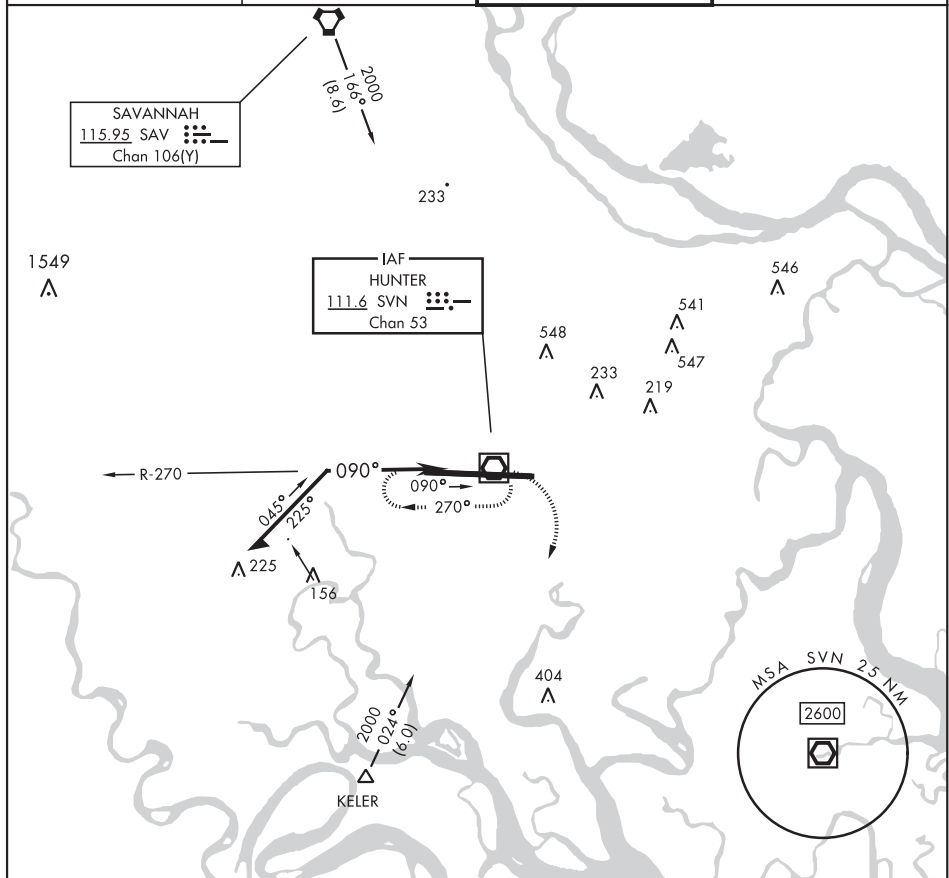
SVN VOR/DME <b>111.6</b> Chan <b>53</b>	APCH CRS <b>090°</b>	Rwy Idg <b>11,393</b> THRE <b>17</b> Arpt Elev <b>41</b>
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[USA]

HUNTER AAF (KSVN)

	 	<p>MISSED APPROACH: Climbing right turn to 1300 via SVN VOR/DME R-195, then climbing right turn to 2000 direct SVN and hold.</p>
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<p>ATIS ★</p> <p>127.525 323.125</p>	<p>SAVANNAH APP CON ★</p> <p>120.4 353.775</p>	<p>TOWER ★</p> <p>124.975 (CTAF) 0 279.575</p>	<p>GND CON ★</p> <p>121.8 291.675</p>
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SAVANNAH, GEORGIA

32°01'N-81°09'W

HUNTER AAF (KSVN)

Orig A 20OCT11

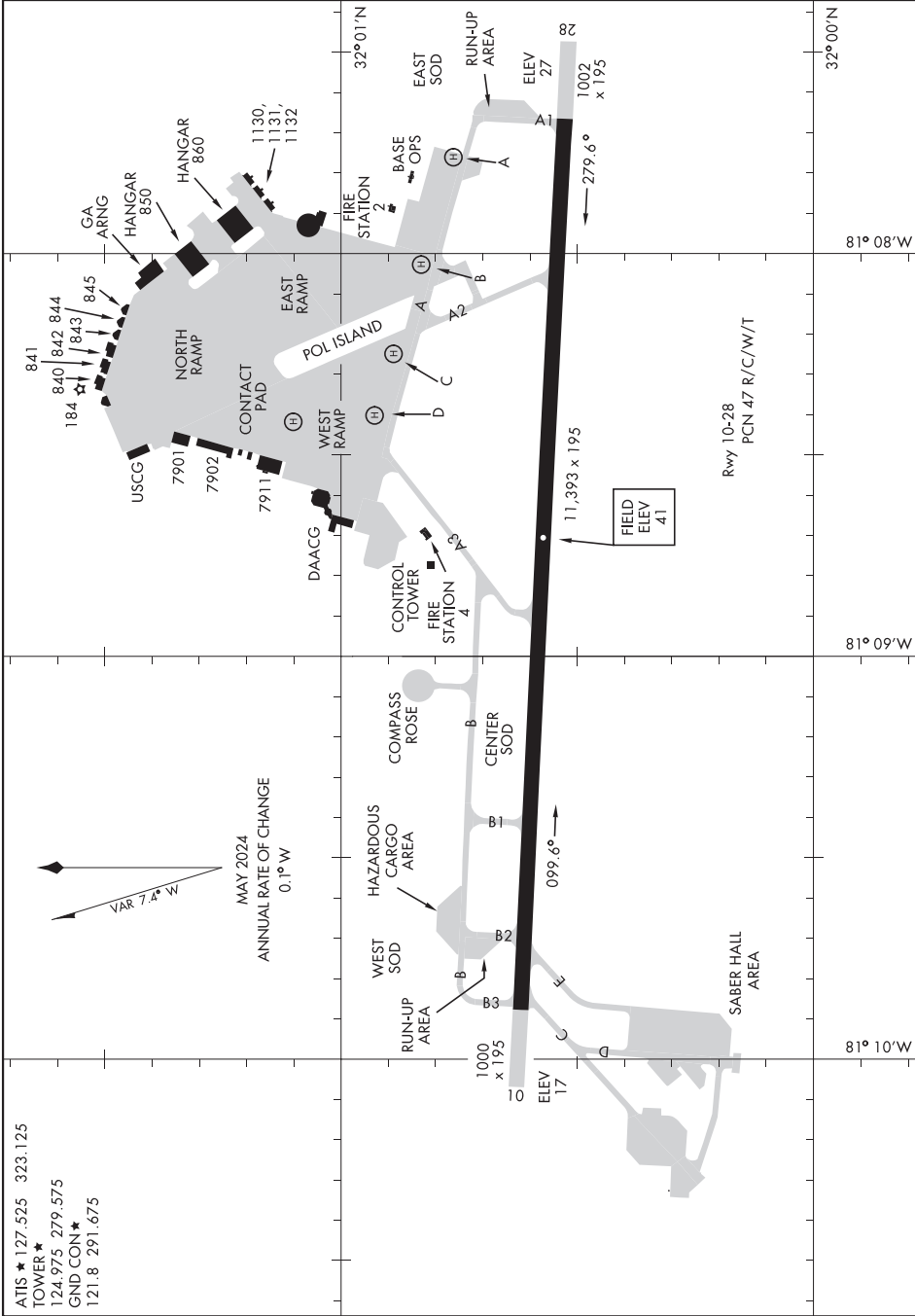
## COPTER VOR RWY 10

AIRPORT DIAGRAM

[USA]

HUNTER AAF (KSVN)

SAVANNAH, GEORGIA



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ATIS ★ 127.525 323.125  
TOWER ★ 124.975 279.575  
GND CON ★ 121.8 291.675

AIRPORT DIAGRAM

SAVANNAH, GEORGIA

HUNTER AAF (KSVN)

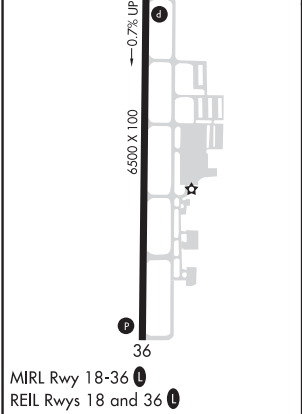
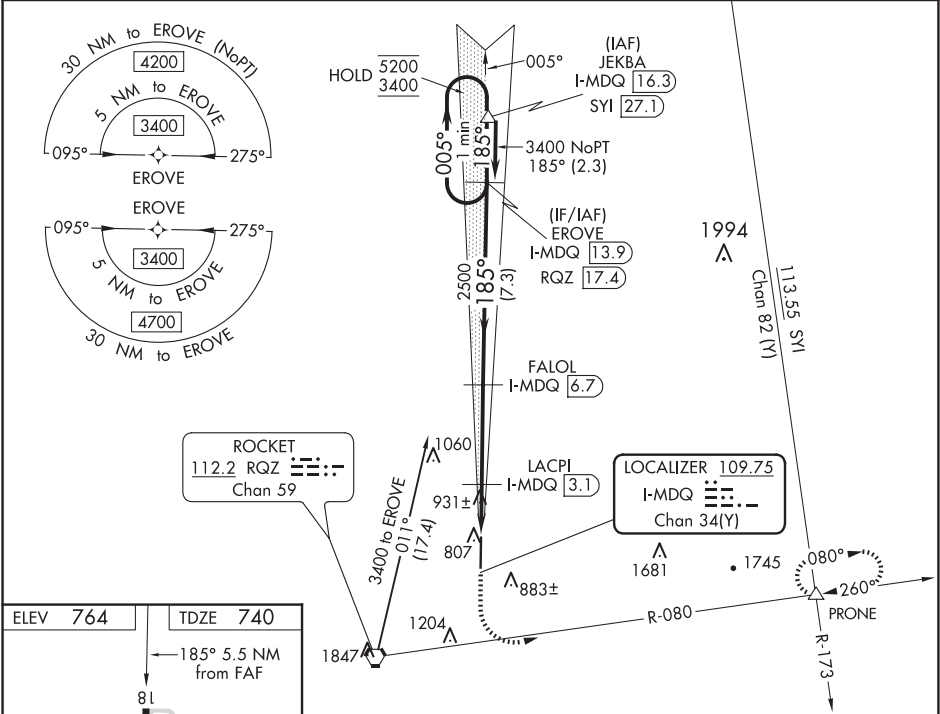
LOC/DME I-MDQ <b>109.75</b> Chan <b>34</b> (Y)	APP CRS <b>185°</b>	Rwy Idg TDZE <b>740</b> Apt Elev <b>764</b>
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ILS or LOC RWY 18

HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

DME or RNAV 1 - GPS required.	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 120° and on RQZ VORTAC R-080 to PRONE INT and hold, continue climb-in-hold to 4000.
<div><div></div><div>Rwy 18 helicopter visibility reduction below ¾ SM NA.</div></div>	

AWOS-3PT <b>120.0</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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1200	4000	RQZ R-080	PRONE	EROVE I-MDQ 13.9	One Minute Holding Pattern
↑	hdg 120°		△	FALOL I-MDQ 6.7	
*LOC only.	*I-MDQ 2.6	LACPI I-MDQ 3.1	2500	185°	5200
I-MDQ 1.2	1360*	2500	185°	3400	
1.4	0.5 NM	3.6 NM	7.3 NM		
CATEGORY	A	B	C	D	
S-ILS 18	940-¾	200 (200-¾)			
S-LOC 18	1200-1	460 (500-1)			
CIRCLING	1260-1	496 (500-1)	1560-2¼ 796 (800-2¼)	2000-3 1236 (1300-3)	

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

HUNTSVILLE, ALABAMA


AL-5924 (FAA)

22195

WAAS CH <b>86501</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg TDZE <b>740</b> Apt Elev <b>764</b>
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**RNAV (GPS) RWY 18**  
HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

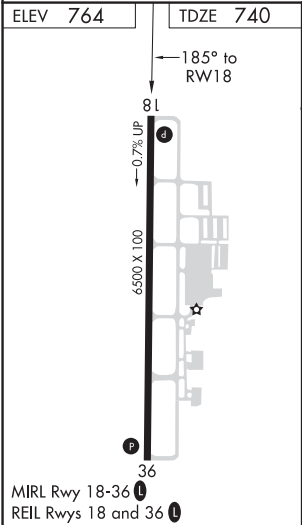
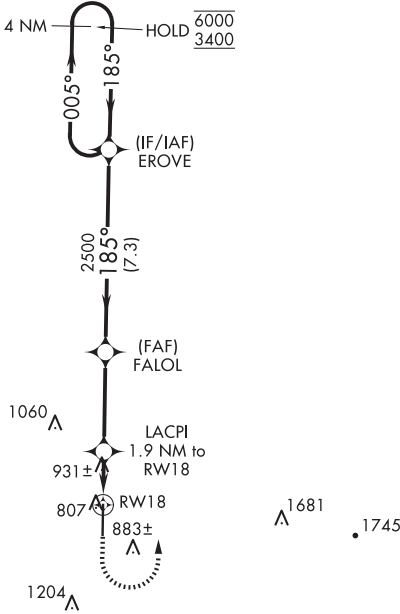
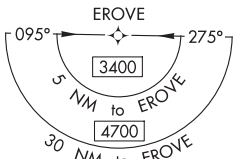
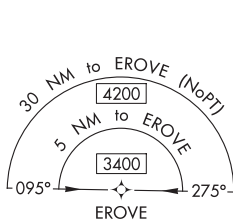
RNP APCH.




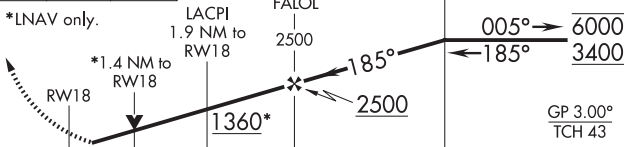

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Rwy 18 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3400 direct EROVE and hold.

AWOS-3PT <b>120.0</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF) 0</b>
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1500	3400	EROVE				
						
*LNAV only.			LACPI 1.9 NM to RW18	FALOL 2500	EROVE	4 NM Holding Pattern
						
CATEGORY		A	B	C	D	
LPV	DA	940-3/4		200 (200-3/4)		
LNAV/ VNAV	DA	1250-13/4		510 (500-13/4)		
LNAV	MDA	1200-1	460 (500-1)	1200-13/8	460 (500-13/8)	
 CIRCLING		1260-1	496 (500-1)	1560-21/4 796 (800-21/4)	2000-3 1236 (1300-3)	

HUNTSVILLE, ALABAMA  
Amdt 2B 28FEB19

HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)  
34°52'N-86°33'W  
**RNAV (GPS) RWY 18**

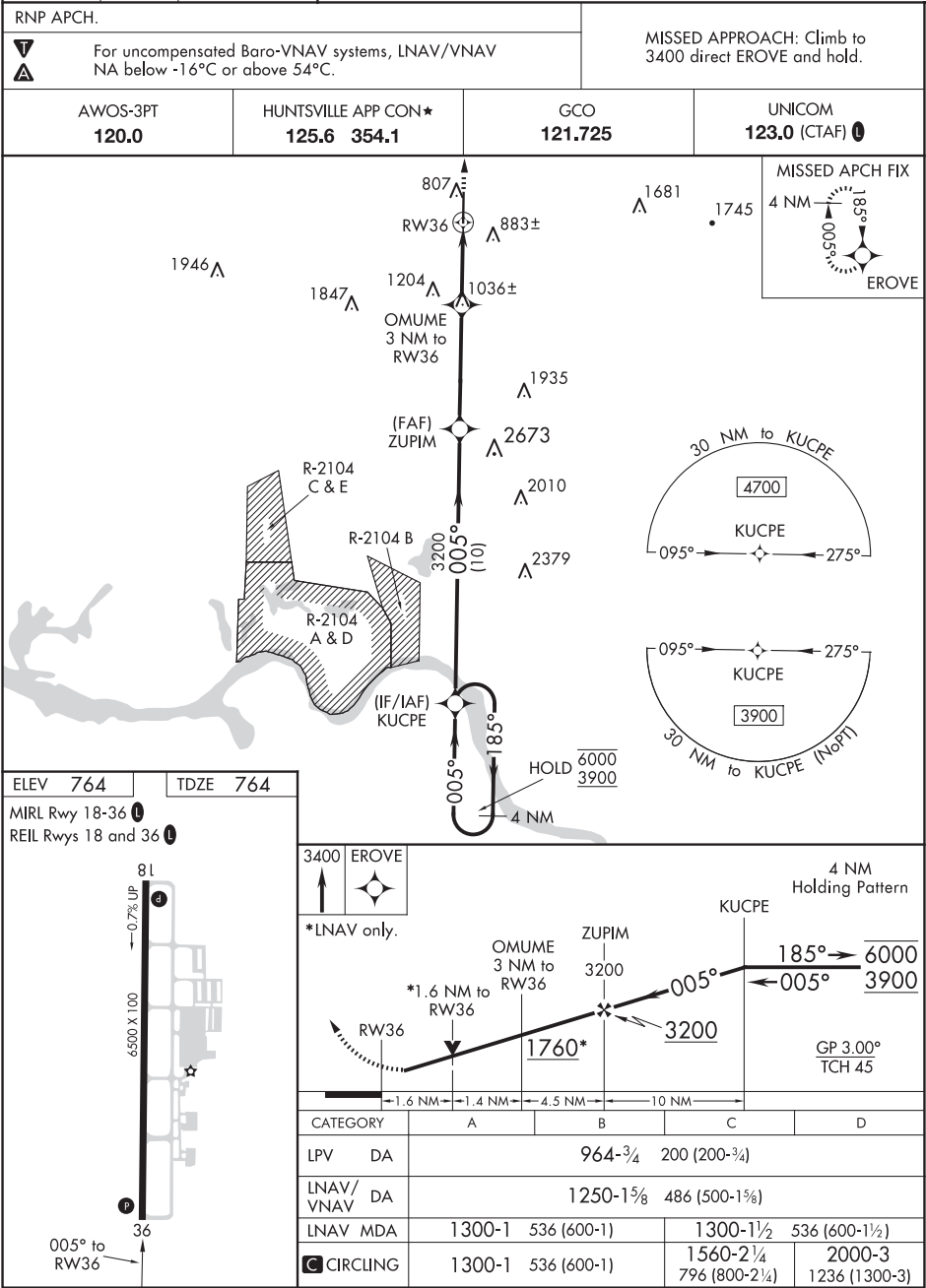
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>53702</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE <b>764</b> Apt Elev <b>764</b>
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RNAV (GPS) RWY 36

HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)



AWOS-3PT  
**120.0**

HUNTSVILLE APP CON\*  
**125.6 354.1**

GCO  
**121.725**

UNICOM  
**123.0 (CTAF) 0**

ELEV **764**

TDZE **764**

MIRL Rwy 18-36 **0**

REIL Rwys 18 and 36 **0**

3400 EROVE

\*LNAV only.

OMUME 3 NM to RW36

ZUPIM 3200

KUCPE

4 NM Holding Pattern

GP 3.00° TCH 45

1.6 NM

1.4 NM

4.5 NM

10 NM

CATEGORY	A	B	C	D
LPV DA	964-3/4 200 (200-3/4)			
LNAV/VNAV DA	1250-1 5/8 486 (500-1 5/8)			
LNAV MDA	1300-1	536 (600-1)	1300-1 1/2	536 (600-1 1/2)
CIRCLING	1300-1	536 (600-1)	1560-2 1/4 796 (800-2 1/4)	2000-3 1236 (1300-3)

SE-4, 12 JUN 2025 to 07 AUG 2025

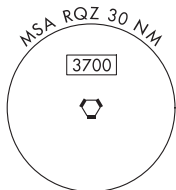
SE-4, 12 JUN 2025 to 07 AUG 2025

VOR-B  
HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

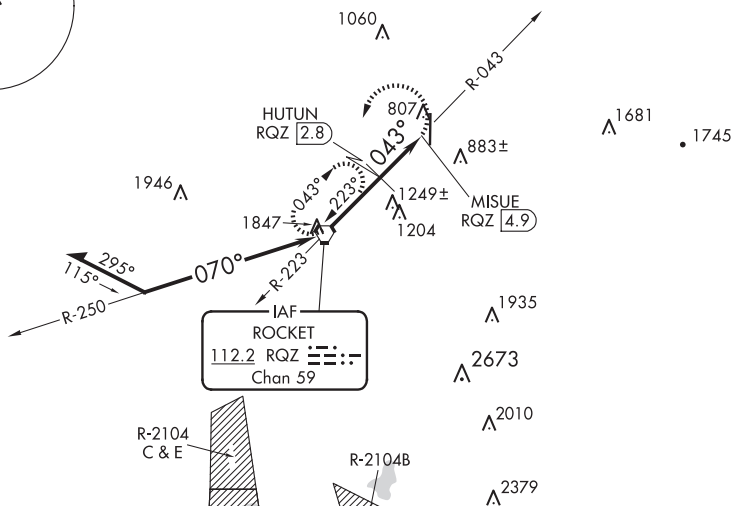
T	
A	

**MISSED APPROACH:** Climbing left turn to 3000 direct RQZ VORTAC and hold.

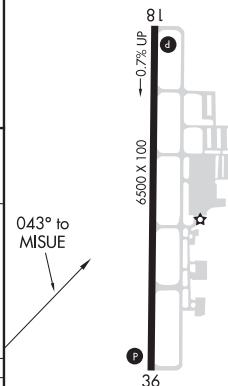
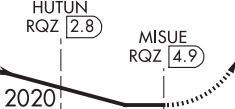
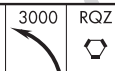
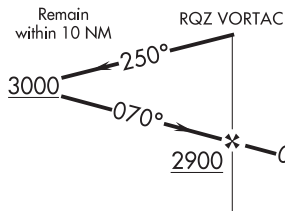
UNICOM  
123.0 (CTAF) **L**



NoPT for arrival on RQZ VORTAC  
airway radials 147 CW 261.



ELEV	764
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MIRL Rwy 18-36 **L**  
REIL Rwy 18 and 36 **L**

HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

34°52'N-86°33'W

VOR-B

SE-4, 12 JUN 2025 to 07 AUG 2025



ILS or LOC RWY 18L  
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 4000 on heading 160° and VUZ R-011 to FEWER INT/VUZ 39.4 DME and hold.

MISSED APCH FIX

112.2 RQZ R-187 Chan 59

FEWER VUZ 39.4

112.3 GAD R-300 Chan 70

114.4 VUZ R-011 Chan 91

MSA RQZ 25 NM

3700

3200

180°

360°

LOCALIZER 111.9 I-TVN

Caution numerous migratory bird flocks in area. Wildlife refuge area south of airport.

WHEELER NATIONAL WILDLIFE REFUGE

R-294

(IF/IAF) BISBE INT RADAR

COTIN INT RADAR

DEBAY INT RADAR

FEKSO INT 741±

HOLD 5000 3000

ROCKET 112.2 RQZ Chan 59

185° 1 min

185° (4.8)

185° (2.4)

1282

796±

812

1066

R-253

R-235

R-222

R-2104C R-2104E

R-2104A R-2104D

R-2104B

1935

2673

2010

2379

ALTERNATE MISSED APCH FIX ENIKY RQZ 23.7

112.2 RQZ R-195 Chan 59

195°

015°

FIEV 420

TDZE 600

HUNTSVILLE INTL-CARL T JONES FLD (HSV)  
W ILS or LOC RWY 18L

ILS or LOC RWY 18R  
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

**T** Circling NA for Cats C/D/E east of Rwy 18L-36R. Simultaneous approach authorized. For inop ALS, increase S-ILS 18R Cat E visibility to RVR 4000 and S-LOC 18R Cat E visibility to 1 1/4 SM. DME from RQZ VORTAC. DME use requires simultaneous reception of I-HSV and RQZ DME.

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 on heading 270° and RQZ R-230 to JUVLO/RQZ 28.7 DME and hold.

MISSED APCH FIX

112.2 RQZ  
R-230  
Chan 59

050°

2300

JUVLO  
RQZ [28.7]

ROCKET

112.2 RQZ

Chan 59

5000  
3000

HOLD

005°

185°

1 min

(IF/IAF)  
HAGUR INT  
RQZ [8]  
RADAR

3000

MSA RQZ 25 NM

180°

3200

3700

160°

**CAUTION:** Numerous migratory bird flocks in area.  
Wildlife Refuge Area south of airport.

LOCALIZER 109.3  
I-HSV

ROCKET  
112.2 RQZ   
Chan 59

LOCALIZER 109.3  
I-HSV

WHEELER NATIONAL WILDLIFE REFUGE

ZISTI INT RADAR

R-2104C

R-2104B

R-2104A

R-2300

ELEV 629

TDZE 629

185°

1300	3000	RQZ R-230	JUVLO
↑	hdg 270°		△

Flight Path Details:

- Start: Runway
- Segment 1: 2.9 NM, 1600 feet
- Segment 2: 2.8 NM, 2500 feet
- Segment 3: 6.6 NM, 5000 feet
- Waypoints: ZISTI INT RADAR, FEKER INT RADAR, HAGUR INT RADAR
- Final Segment: 005°/185°, 5000/3000 feet, One Minute Holding Pattern, GS 3.00° TCH 56

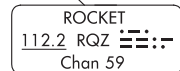
CATEGORY	A	B	C	D	E
S-ILS 18R	829/18 200 (200- $\frac{1}{2}$ )				
S-LOC 18R	1060/24 431 (500- $\frac{1}{2}$ )		1060/40 431 (500- $\frac{3}{4}$ )		
<b>C</b> CIRCLING	1160-1 531 (600-1)		1160-1 $\frac{1}{2}$ 531 (600-1 $\frac{1}{2}$ )	1240-2 611 (700-2)	1260-2 $\frac{1}{4}$ 631 (700-2 $\frac{1}{4}$ )

HUNTSVILLE INTL-CARL T JONES FLD (HSV)  
34°38'N-86°47'W ILS or LOC RWY 18R

ILS or LOC RWY 36L  
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

MALSR

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 3000 on heading 350° and RQZ R-261 to TANNE/RQZ 17.6 DME and hold.

GN  
121 9

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

HUNTSVILLE, ALABAMA

AL-5488 (FAA)

25163

LOC/DME I-JJC <b>109.55</b> Chan <b>32</b> (Y)	APP CRS <b>005°</b>	Rwy Ldg TDZE <b>595</b> Apt Elev <b>629</b>
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# ILS or LOC RWY 36R

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

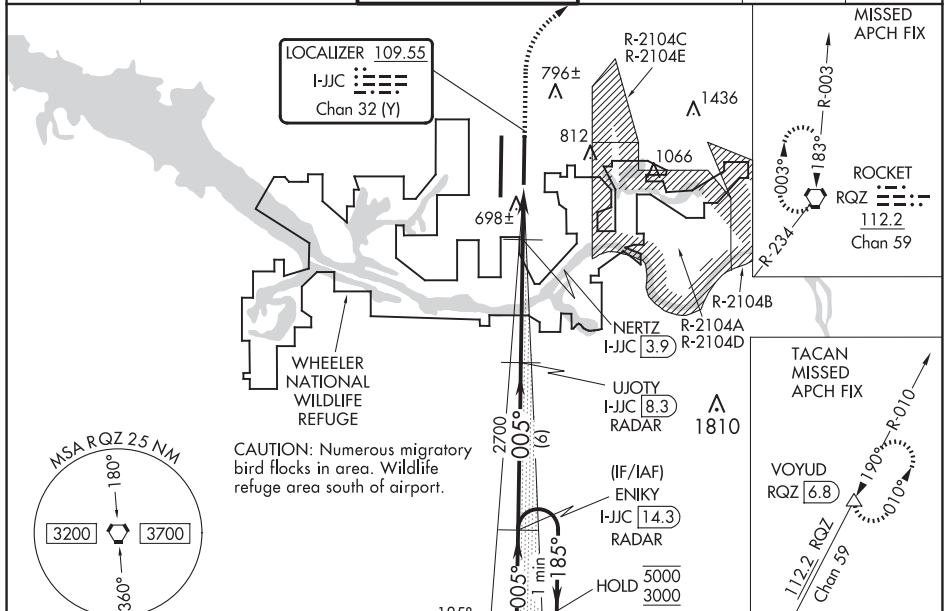
RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000 and S-LOC 36R Cat C/D/E visibility to 1½ SM; NERTZ Fix minimums: increase S-LOC 36R Cat E visibility to RVR 6000. Circling NA for Cat C/D/E east of Rwy 18L-36R.

MALSR

MISSED APPROACH: Climb to 4000 on heading 005° to intercept RQZ R-234 and right turn to RQZ VORTAC and hold, continue climb-in-hold to 4000. (TACAN aircraft continue climb to 5000 on RQZ VORTAC R-010 to VOYUD/RQZ 6.8 DME and hold north, left turn, 190° inbound, continue climb-in-hold to 5000).

ATIS <b>121.25</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	HUNTSVILLE TOWER ★ <b>127.6</b> (CTAF) <b>350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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One Minute Holding Pattern		ENIKY I-JJC 14.3 RADAR		UJOTY I-JJC 8.3 RADAR		4000 hdg 005°		RQZ R-234		RQZ	
5000 ← 185°		005° →		005°		2700		NERTZ I-JJC 3.9		I-JJC 2.8	
3000		GS 3.00° TCH 55		VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 72).		1260		I-JJC 1.8			
		6 NM		4.4 NM		1.1 NM		1 NM			
CATEGORY	A		B		C		D		E		
S-ILS 36R	818/24 223 (200-½)										
S-LOC 36R	1260/24 665 (700-½)		1260-1½ 665 (700-1½)								
CIRCLING	1260-1 631 (700-1)		1260-1⅞ 631 (700-1⅞)		1260-2 631 (700-2)		1260-2¼ 631 (700-2¼)				
NERTZ FIX MINIMUMS											
S-LOC 36R	980/24 385 (400-½)		980/35 385 (400-⅝)								
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-½)		1240-2 611 (700-2)		1260-2¼ 631 (700-2¼)				
ELEV 629 D TDZE 595											
TDZ/CL Rwy 18R and 36L HIRL Rwy 18L-36R and 18R-36L											

HUNTSVILLE, ALABAMA

Amdt 5 08SEP22

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

34°38'N-86°47'W

# ILS or LOC RWY 36R

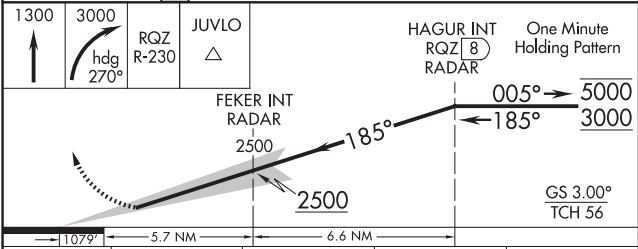
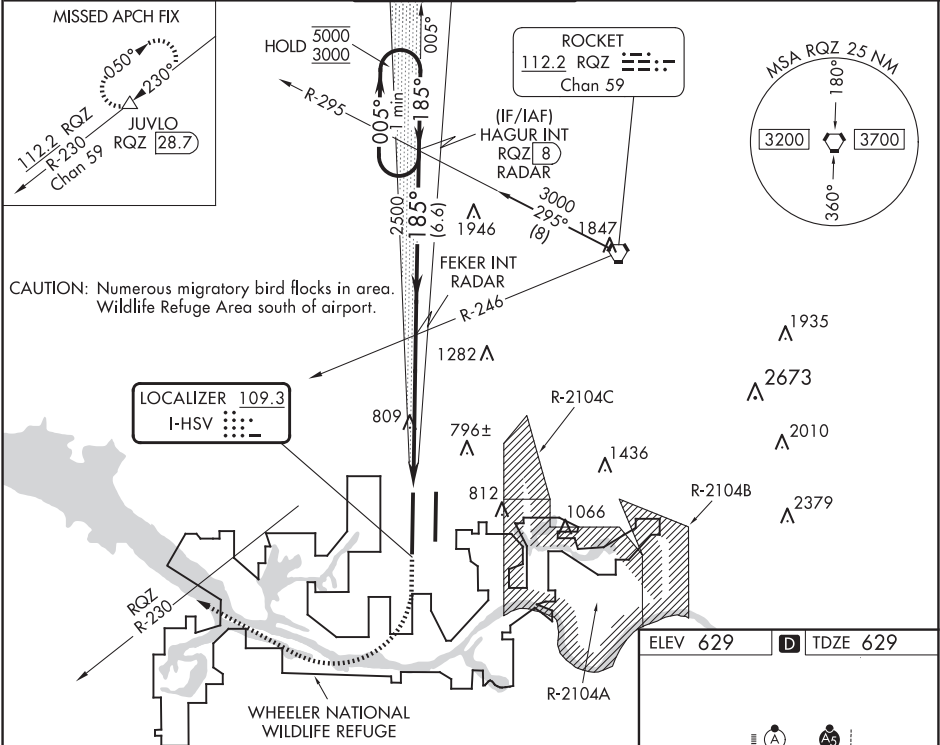
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-HSV <b>109.3</b>	APP CRS <b>185°</b>	Rwy Ldg <b>12600</b> TDZE <b>629</b> Apt Elev <b>629</b>	<b>ILS RWY 18R (CAT II)</b> HUNTSVILLE INTL-CARL T JONES FLD (HSV)
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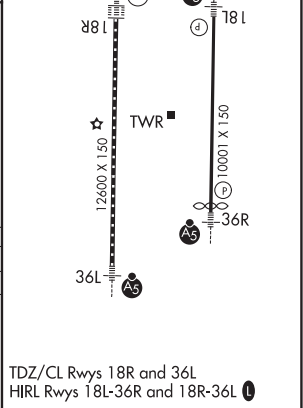
DME required. RADAR required for procedure entry.	ALSIF-2	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on heading 270° and RQZ R-230 to JUVLO/RQZ 28.7 DME and hold.
 Simultaneous approach authorized. DME from RQZ VORTAC. DME use requires simultaneous reception of I-HSV and RQZ DME.		
ASR		

ATIS <b>121.25</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	HUNTSVILLE TOWER ★ <b>127.6 (CTAF) 350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 18R		RA 105/12	100 DA 729	

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



HUNTSVILLE, ALABAMA


AL-5488 (FAA)

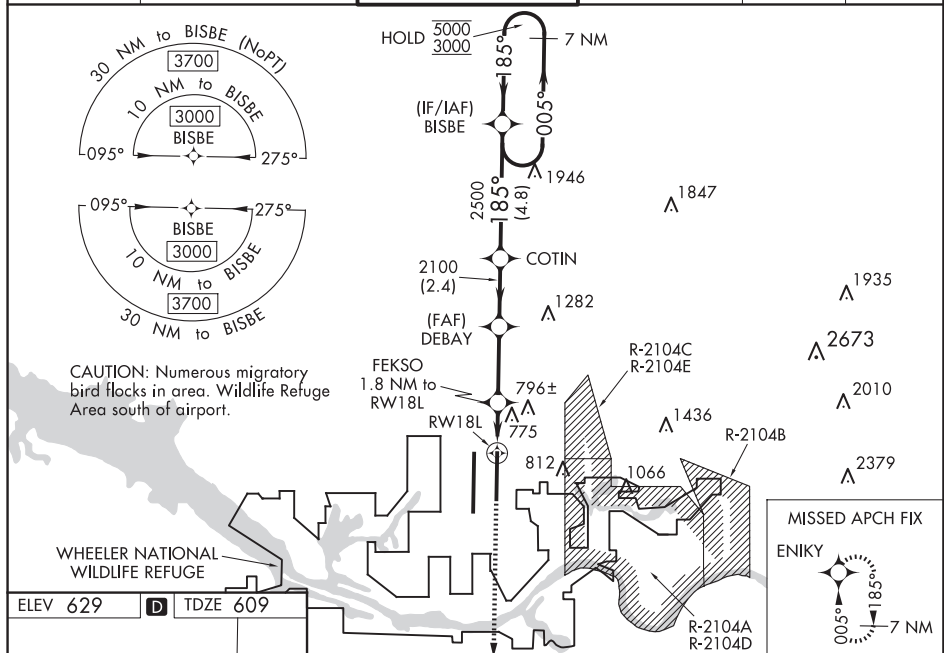
25163

WAAS CH <b>72906</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Ldg TDZE <b>609</b> Apt Elev <b>629</b>	<b>9801</b>
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# RNAV (GPS) RWY 18L

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

RNP APCH - GPS.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 3000 direct ENIKY and hold.	
<div><div><div><div>▼</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. Circling NA for Cats C/D/E east of Rwy 18L- 36R. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ SM, and LNAV Cat E visibility to 1¼ SM. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. * RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div></div></div>					
ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 0 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95



ELEV 629	D	TDZE 609	3000 ENIKY			VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		7 NM Holding Pattern
185°			FEKSO 1.8 NM to RW18L			DEBAY 2100		
185°			1.1 NM to RW18L			185°		
185°			RW18L			2500		
185°			1240			2100		
185°			1.1			0.7		
185°			2.7 NM			2.4 NM		
185°			4.8 NM			GP 3.00° TCH 55		
185°			CATEGORY	A	B	C	D	E
185°			LPV DA*	809/24 200 (200-½)				
185°			LNAV/VNAV DA	1057/45 448 (500-¾)				
185°			LNAV MDA	1040/24 431 (500-½)	1040/40 431 (500-¾)			
185°			CIRCLING	1160-1 531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1260-2¼ 631 (700-2¼)	

HUNTSVILLE, ALABAMA

Amdt 3 08SEP22

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

34°38'N-86°47'W

# RNAV (GPS) RWY 18L

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>58206</b> <b>W18B</b>	APP CRS <b>185°</b>	Rwy Ldg <b>12600</b> TDZE <b>629</b> Apt Elev <b>629</b>
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RNAV (GPS) RWY 18R

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

RNP APCH-GPS.

⚠

ASR

Circling NA for Cats C/D/E east of Rwy 18L-36R. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8 °C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, and LNAV Cat E visibility to 1¼ SM.

ALSF-2

MISSED APPROACH: Climb to 3100 direct BOSAC and hold.

ATIS <b>121.25</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	HUNTSVILLE TOWER ★ <b>127.6 (CTAF) 0 350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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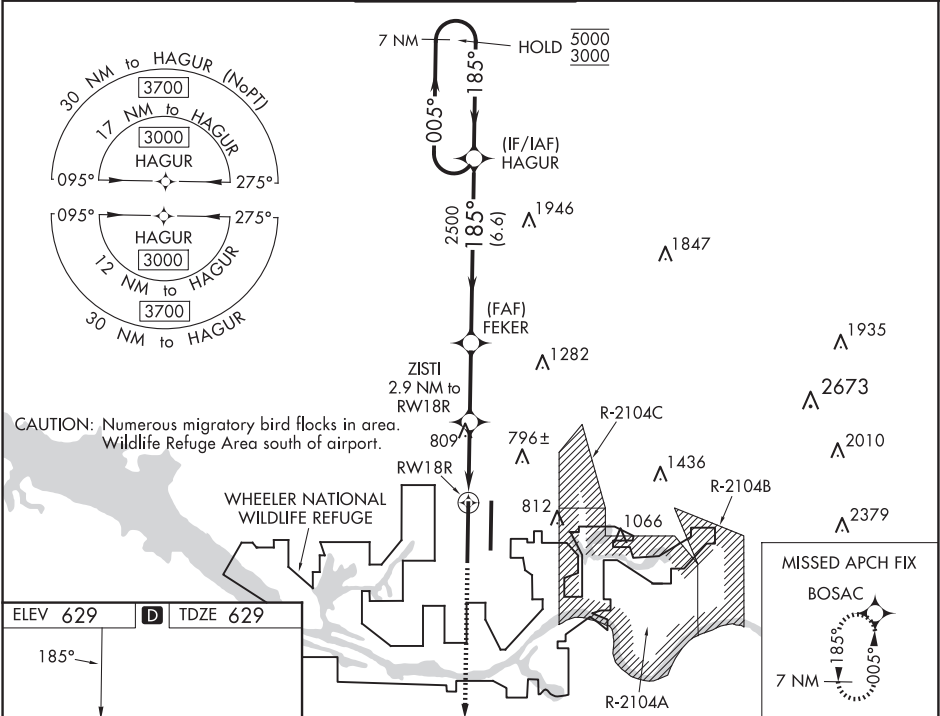


Diagram illustrating the runway layout and dimensions:

- Runway 18L: 181m
- Runway 18R: 181m
- Runway 36L: 12600m x 150m
- Runway 36R: 36R
- Runway 18R: 18R
- Runway 18L: 18L
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- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18L: 18L
- Runway 18R: 18R
- Runway 18

HUNTSVILLE, ALABAMA

AL-5488 (FAA)

25163

WAAS CH <b>82606</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Ldg <b>12600</b> TDZE <b>616</b> Apt Elev <b>629</b>
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RNAV (GPS) RWY 36L

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

RNP APCH-GPS.

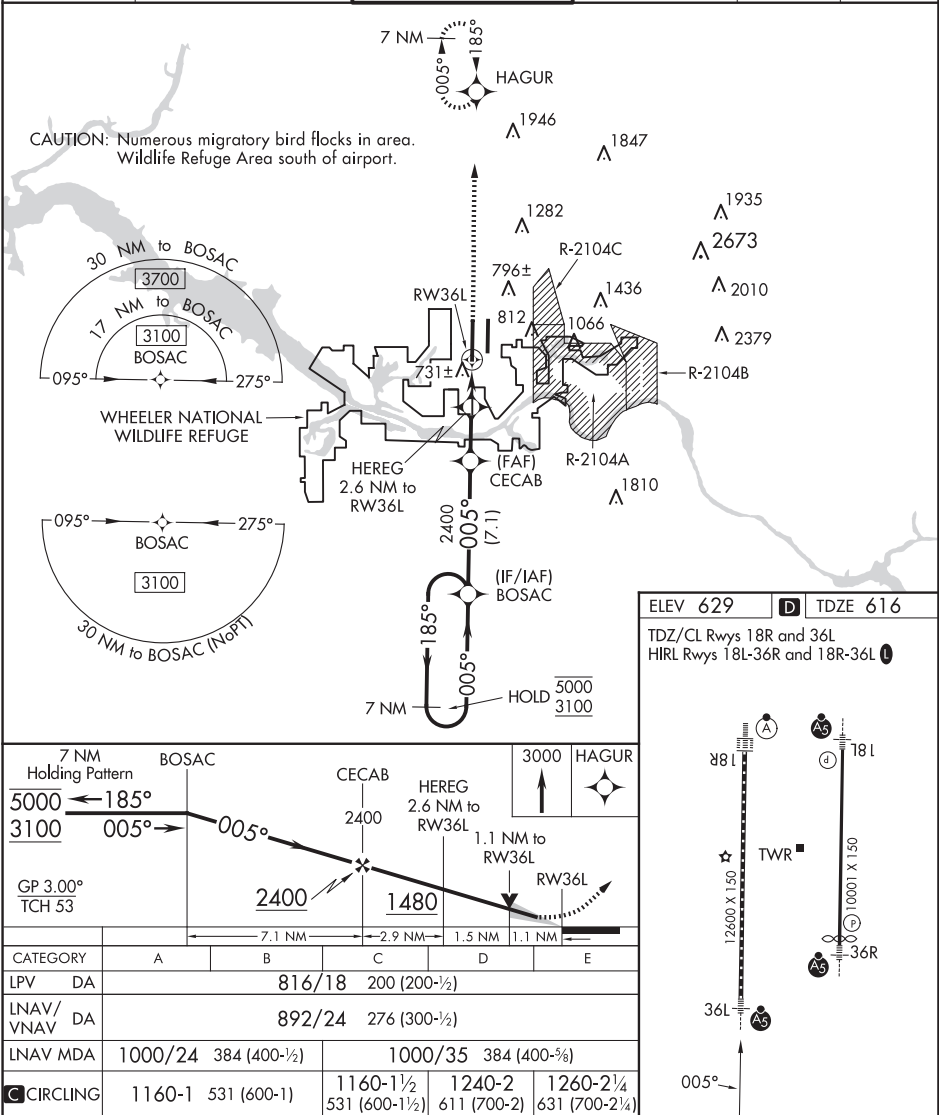
ASR

Circling NA for Cats C/D/E east of Rwy 18L-36R. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cat E visibility to RVR 6000.

MALS

MISSED APPROACH:  
Climb to 3000 direct HAGUR and hold.

ATIS <b>121.25</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	HUNTSVILLE TOWER ★ <b>127.6 (CTAF) 350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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HUNTSVILLE, ALABAMA  
Amdt 3 27JAN22

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

34°38'N-86°47'W

RNAV (GPS) RWY 36L

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>86606</b> <b>W36B</b>	APP CRS <b>005°</b>	Rwy Ldg <b>9801</b> TDZE <b>595</b> Apt Elev <b>629</b>
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RNAV (GPS) RWY 36R  
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

RNP APCH - GPS.

**V** Circling NA for Cats C/D/E east of Rwy 18L-36R. For uncompensated  
**A** Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.  
**ASR** Simultaneous approach authorized. LNAV procedure NA during simultaneous  
operations. Use of FD or AP required during simultaneous operations.  
For inop ALS increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E  
visibility to RVR 5000 and LNAV Cat E visibility to RVR 6000.

MALSR



**MISSED APPROACH:** Climb to 3000 direct BISBE and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) L 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
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**CAUTION:** Numerous migratory bird flocks in area.  
Wildlife Refuge Area south of airport.

## MISSED APCH FIX

WHEELER NATIONAL  
WILDLIFE REFUGE7 NM  
Holding Pattern ENIKY

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 72).

3000	BISBE
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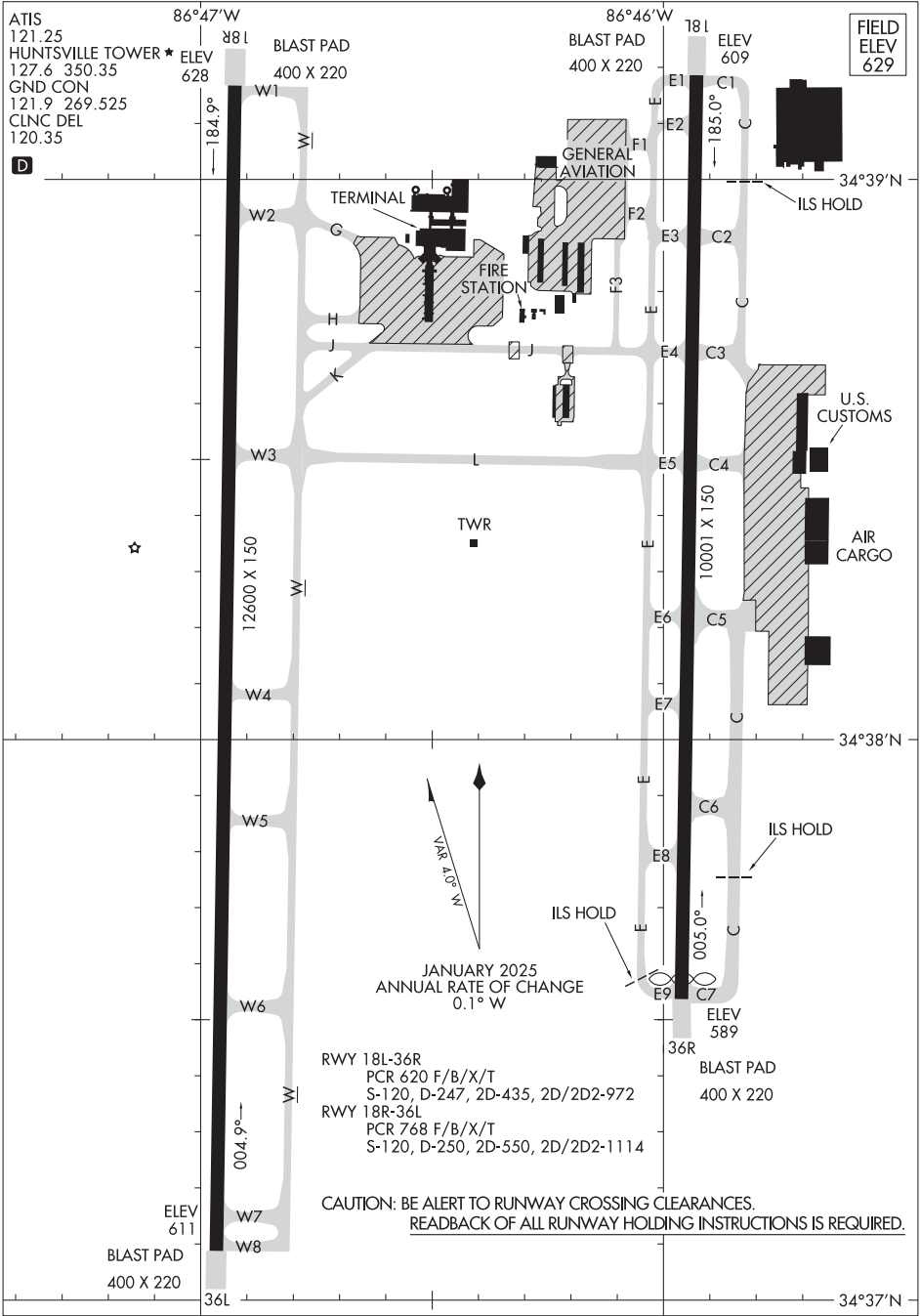
$$\frac{\text{GP } 3.00^\circ}{\text{TCH } 55}$$

CATEGORY	A	B	C	D	E
LPV DA	818/24		223 (200-½)		
LNAV/ VNAV	939/30		344 (400-⅝)		
LNAV MDA	980/24	385 (400-½)	980/35 385 (400-⅝)		
CIRCLING	1160-1	531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1260-2¼ 631 (700-2¼)

25163

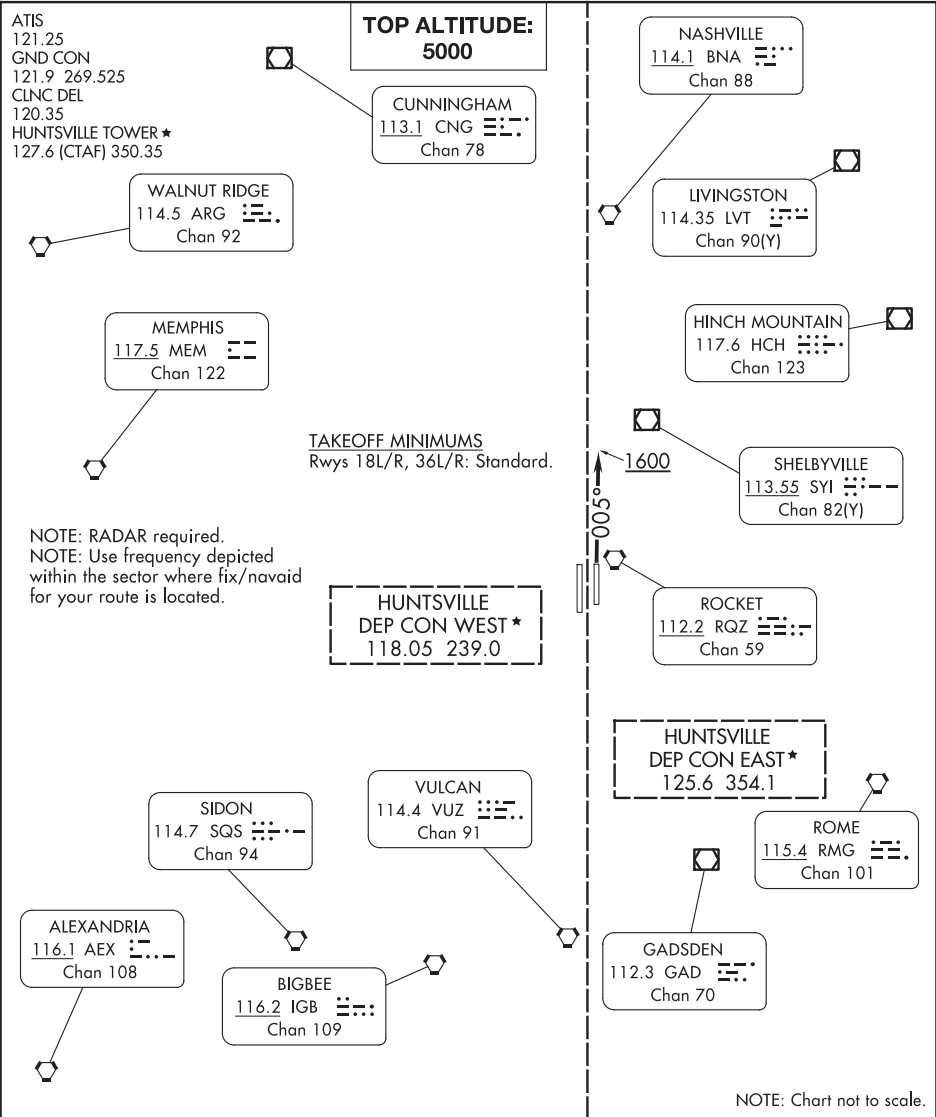
AIRPORT DIAGRAM

HUNTSVILLE INTL-CARL T JONES FLD (HSV)  
AL-5488 (FAA)  
HUNTSVILLE, ALABAMA



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 36R: Climb heading 005° to 1600 then on assigned heading for vectors to join filed route. Maintain 5000 or assigned lower altitude. Expect clearance to requested filed altitude/flight level ten minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Climb on assigned heading for vectors to join filed route. Maintain 5000 or assigned lower altitude. Expect clearance to requested filed altitude/flight level ten minutes after departure.

JACKSON, ALABAMA

AL-10237 (FAA)

22027

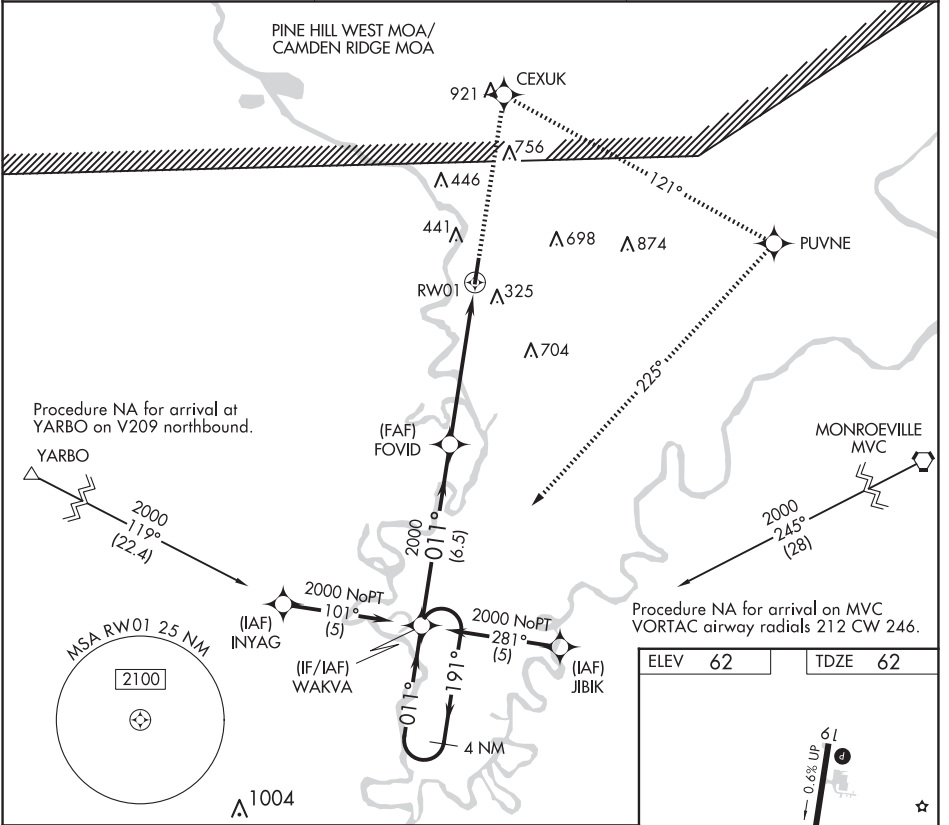
APP CRS	Rwy Idg	5003
011°	TDZE	62
	Apt Elev	62

# RNAV (GPS) RWY 1

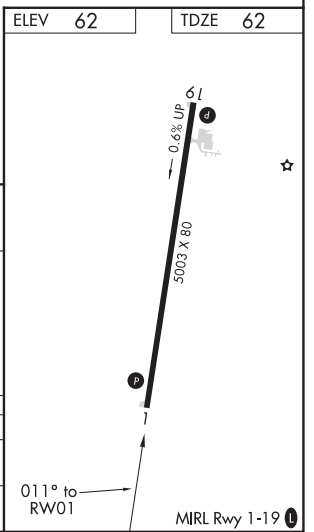
JACKSON MUNI (4R3)

RNP APCH.	Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use Evergreen altimeter setting, when not received, use Mobile Rgnl altimeter setting and increase all MDA 20 feet.	MISSED APPROACH: Climb to 2000 direct CEXUK and right turn on track 121° to PUVNE and right turn on track 225° to WAKVA and hold.
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GZH ASOS 133.425	HOUSTON CENTER 127.65 285.475	CTAF 122.90
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Visual Segment - Obstacles.				
4 NM Holding Pattern				
6.5 NM 5.9 NM				
CATEGORY	A	B	C	D
LNAV MDA	900-1 838 (900-1)	900-1¼ 838 (900-1¼)	900-2½ 838 (900-2½)	900-2¾ 838 (900-2¾)
CIRCLING	980-1 ¼	918 (1000-1¼)	980-2¾ 918 (1000-2¾)	1140-3 1078 (1100-3)



JACKSON, ALABAMA  
Orig-B 27JAN22

31°28'N-87°54'W

JACKSON MUNI (4R3)  
RNAV (GPS) RWY 1

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5003
191°	TDZE	39
	Apt Elev	62

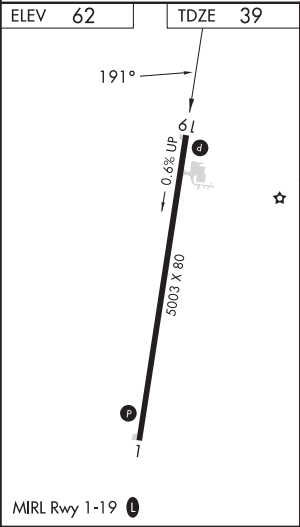
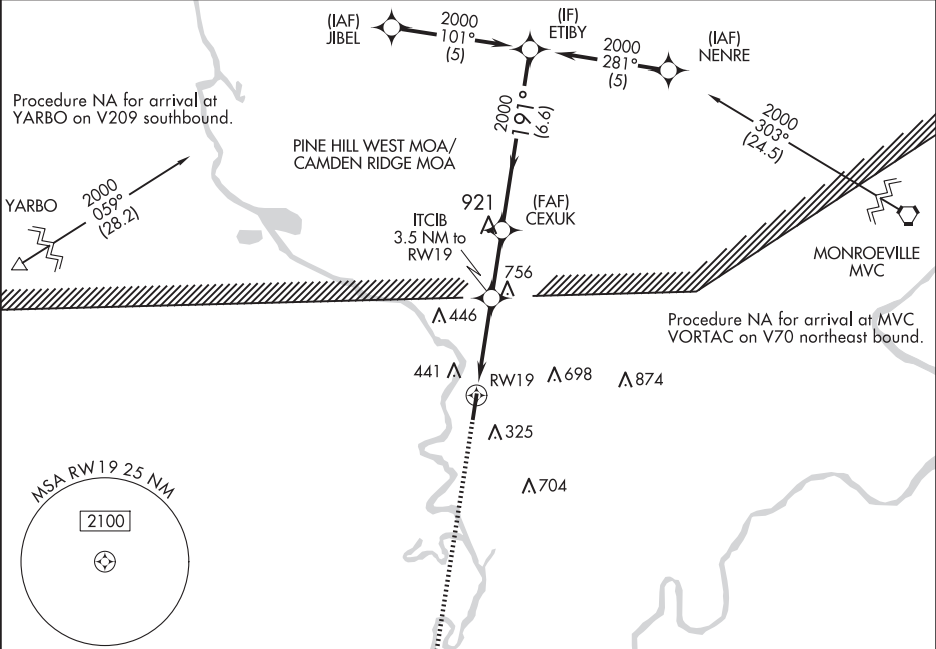
RNAV (GPS) RWY 19

JACKSON MUNI (4R3)

RNP APCH-GPS.

<div><div>▼</div>Procedure NA at night. Rwy19 helicopter visibility reduction below 1 SM NA. Obtain local altimeter</div>	MISSED APPROACH: Climb to 2000 direct WAKVA and hold.
<div><div>▲</div>NA setting on CTAF, when not recieved, use MOB altimeter setting and increase all MDAs 20 feet.</div>	

GZH ASOS 133.425	HOUSTON CENTER 127.65 285.475	CTAF 122.90
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2000 WAKVA		Visual Segment - Obstacles.		ETIBY	
↑		CEXUK		2000	
RW19		ITCIB 3.5 NM to RW19		191°	
		1320		Procedure Turn NA	
3.5 NM		2.5 NM		6.6 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1000-1¼ 961 (1000-1¼)	1000-1½ 961 (1000-1½)	1000-3 938 (1000-3)	961 (1000-3)	
CIRCLING	1000-1¼ 938 (1000-1¼)	1000-1½ 938 (1000-1½)	1000-3 938 (1000-3)	1140-3 1078 (1100-3)	

JASPER, ALABAMA

AL-6803 (FAA)

24305

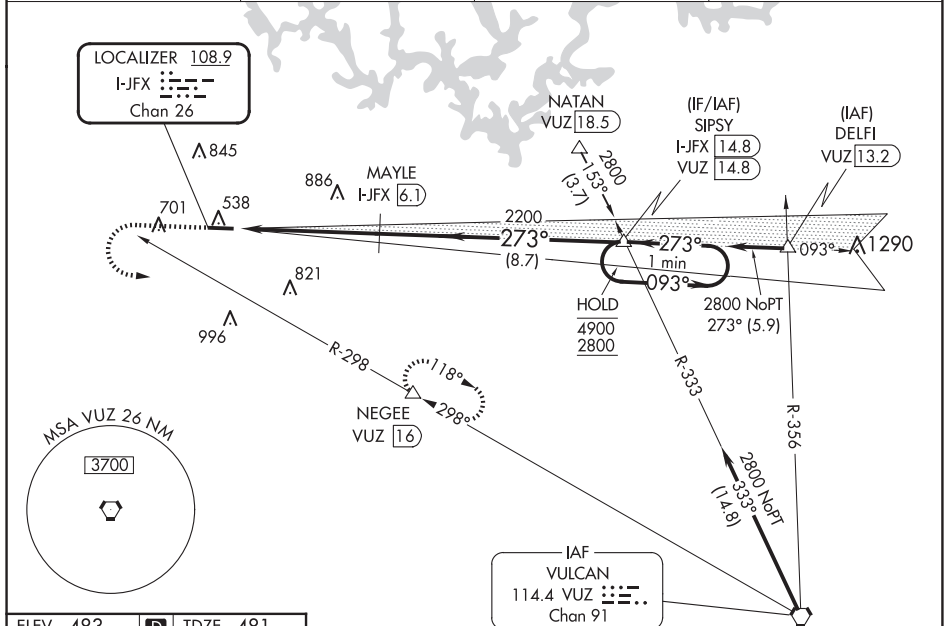
LOC/DME I-JFX	APP CRS	Rwy Idg	4800
<b>108.9</b>	<b>273°</b>	TDZE	<b>481</b>
Chan 26		Apt Elev	<b>483</b>

# ILS or LOC RWY 27

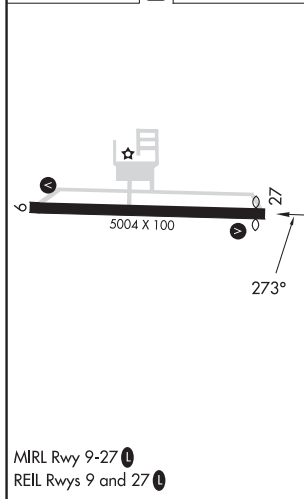
WALKER COUNTY/BEVILL FLD (JFXX)

DME required.	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on VUZ VORTAC R-298 to NEGEE/16 DME and hold.
Rwy 27 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Birmingham altimeter setting. When local altimeter setting not received, use Birmingham altimeter setting: increase DA to 892 feet and S-ILS all Cats visibilities $\frac{1}{4}$ SM; increase all MDAs 120 feet and S-LOC Cats C and D and Circling Cats C and D visibility $\frac{1}{4}$ SM.	

AWOS-3PT <b>119.225</b>	BIRMINGHAM APP CON <b>127.675 338.2</b>	GCO <b>121.725</b>	UNICOM <b>123.075 (CTAF) 0</b>
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ELEV 483	<b>D</b>	TDZE 481
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1500	3000	VUZ R-298	NEGEE	MAYLE I-JFX [6.1]	SIPS I-JFX [14.8]	One Minute Holding Pattern
*LOC only		*I-JFX [0.8]	*I-JFX [2.5]	2200	273°	093° → 4900 ← 273° 2800
		1.6 NM	3.7 NM	8.7 NM	GS 3.00° TCH 44	
CATEGORY	A	B	C	D		
S-ILS 27	788- $\frac{7}{8}$		307 (400- $\frac{7}{8}$ )			
S-LOC 27	1040-1 559 (600-1)		1040-1 $\frac{5}{8}$ 559 (600-1 $\frac{5}{8}$ )			
<b>C</b> CIRCLING	1040-1 557 (600-1)		1080-1 597 (600-1)		1160-2 677 (700-2) 1360-2 $\frac{3}{4}$ 877 (900-2 $\frac{3}{4}$ )	

JASPER, ALABAMA  
Amdt 1B 25FEB21

33°54'N-87°19'W

# ILS or LOC RWY 27

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS  
Ch **93725**  
**W09A**

APP CRS  
**093°**

Rwy Idg  
TDZE **483**  
Apt Elev **483**

**RNAV (GPS) RWY 9**

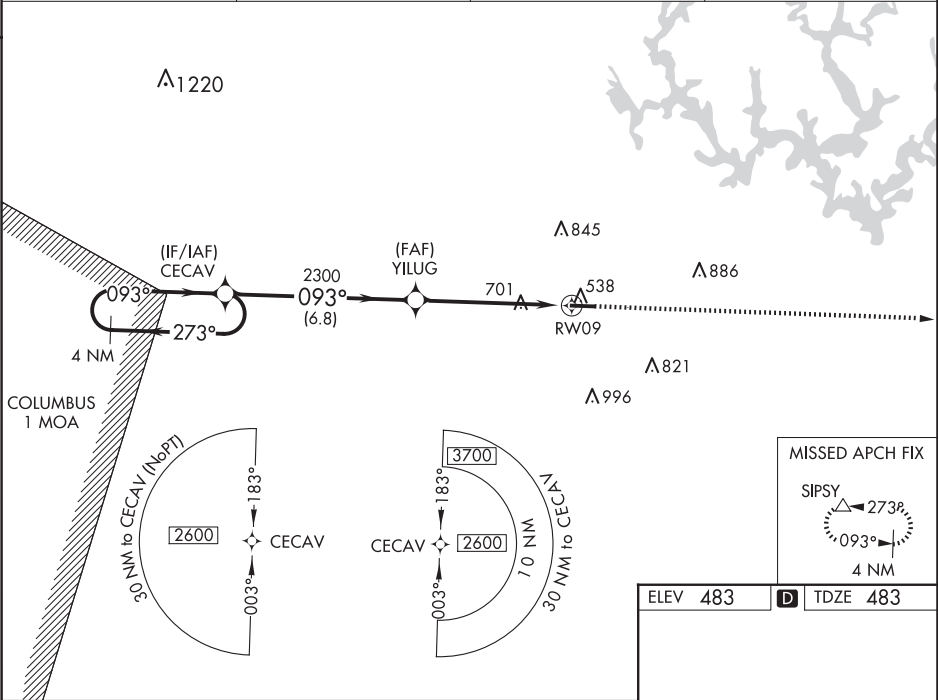
WALKER COUNTY/BEVILL FLD (JFXX)

⚠

Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 104 feet and all MDA 120 feet; increase LPV all Cats, LNAV Cats C/D and Circling Cat D visibility ¼ mile increase LNAV/VNAV all Cats and Circling Cat C visibility ⅓ mile.

MISSED APPROACH:  
Climb to 2800 direct SIPSY and hold.

AWOS-3PT <b>119.225</b>	BIRMINGHAM APP CON <b>127.675 338.2</b>	GCO <b>121.725</b>	UNICOM <b>123.075 (CTAF) 0</b>
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4 NM Holding Pattern					2800 ↑	SIPSY △
CECAV					2300	
YILUG					2300	
RW09						
6.8 NM					5.6 NM	
CATEGORY	A	B	C	D		
LPV DA	751-1		268 (300-1)			
LNAV/ VNAV DA	952-1½		469 (500-1½)			
LNAV MDA	1040-1		557 (600-1)		1040-1½ 557 (600-1½)	
CIRCLING	1040-1		1080-1		1160-2	
	557 (600-1)		597 (600-1)		677 (700-2)	
					1360-2¾	
					877 (900-2¾)	

JASPER, ALABAMA

AL-6803 (FAA)

24305

WAAS Ch <b>49025</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg <b>4800</b> TDZE <b>481</b> Apt Elev <b>483</b>
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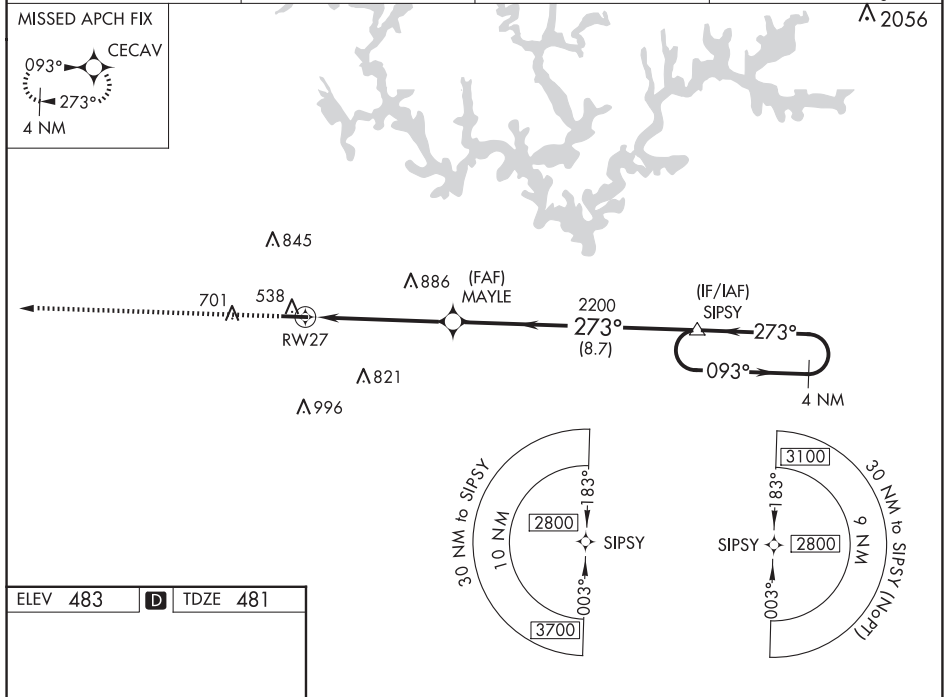
# RNAV (GPS) RWY 27

WALKER COUNTY/BEVILL FLD (JF'X)

**Baro-VNAV NA** when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Birmingham altimeter setting. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 104 feet and all MDA 120 feet. Increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¾ mile and Circling Cat D visibility ½ mile.

**MISSED APPROACH:**  
Climb to 2800 direct  
CECAV and hold.

AWOS-3PT <b>119.225</b>	BIRMINGHAM APP CON <b>127.675 338.2</b>	GCO <b>121.725</b>	UNICOM <b>123.075 (CTAF)</b> <b>1</b>
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**2800** **CECAV**


**\* LNAV only**

CATEGORY	A	B	C	D
LPV DA	789-1	308 (300-1)		
LNAV/ DA	964-1 ½	483 (500-1%)		
LNAV MDA	1040-1	559 (600-1)	1040-1 ½	559 (600-1%)
CIRCLING	1040-1 557 (600-1)	1080-1 597 (600-1)	1160-2 677 (700-2)	1360-2 ¾ 877 (900-2 ¾)

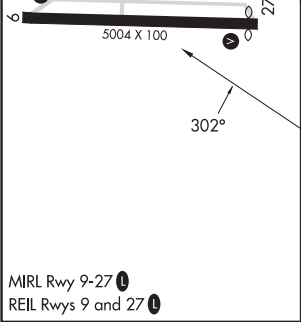
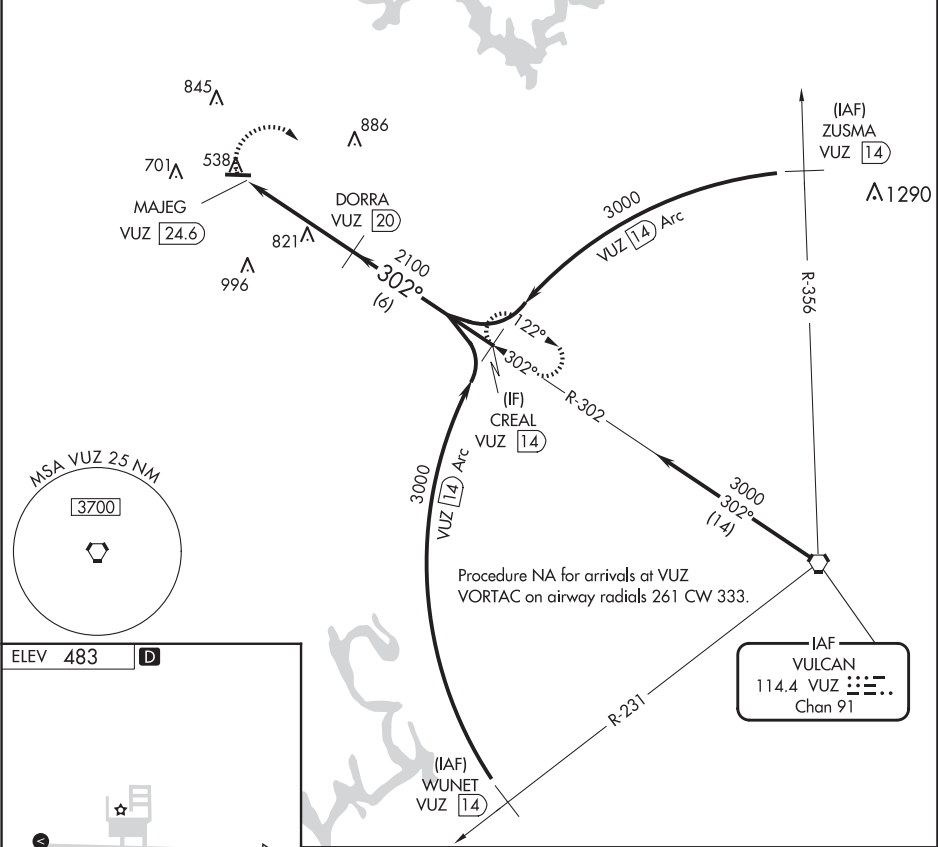


VORTAC VUZ	APP CRS	Rwy Idg	N/A
114.4	302°	TDZE	N/A
Chan 91		Apt Elev	483

VOR/DME-A  
WALKER COUNTY/BEVILL FLD (JFXX)

 When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 120 feet and Cat C/D visibility ¼ mile.	MISSED APPROACH: Climbing right turn to 3000 on VUZ VORTAC R-302 to CREAL/14 DME and hold.
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AWOS-3PT 119.225	BIRMINGHAM APP CON 127.675 338.2	GCO 121.725	UNICOM 123.075 (CTAF) 
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	3000	CREAL VUZ [14]		3000	CREAL VUZ [14]
	VUZ R-302			DORRA VUZ [20]	
		MAJEG VUZ [24.6]		2100	
		4.6 NM		6 NM	
CATEGORY	A	B	C	D	
CIRCLING	1160-1 677 (700-1)	1160-1¼ 677 (700-1¼)	1160-2 677 (700-2)	1360-2¾ 877 (900-2¾)	

JASPER, GEORGIA

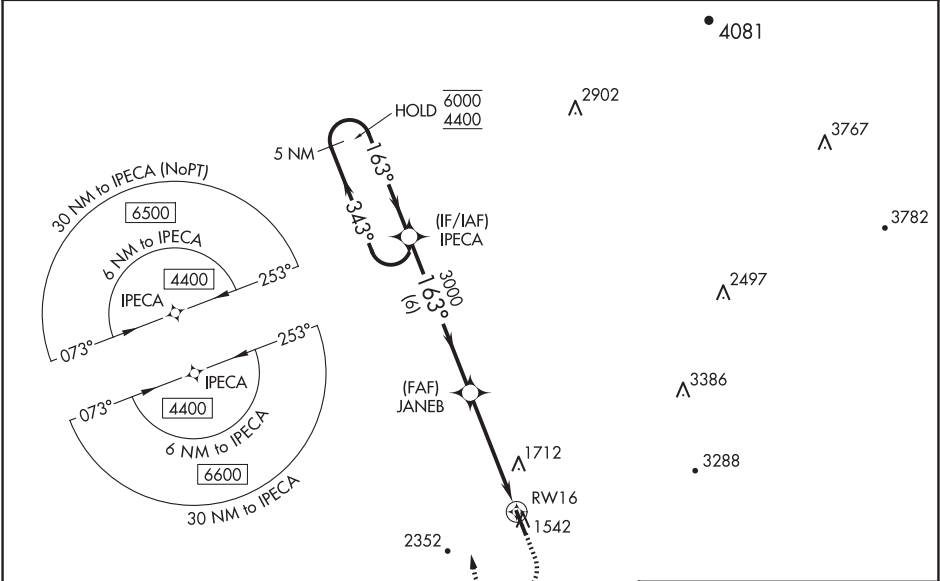
AL-6910 (FAA)

25163

WAAS CH <b>82005</b> <b>W16A</b>	APP CRS <b>163°</b>	Rwy Ldg TDZE <b>1515</b> Apt Elev <b>1535</b>
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RNAV (GPS) RWY 16  
PICKENS COUNTY (JZP)

RNP APCH - GPS.		<div>MISSED APPROACH: Climb to 3000 then climbing right turn to 4400 direct IPECA and hold.</div>
<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div>Rwy 16 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.</div></div></div>		
<div>AWOS-AV 120.025</div>	<div>ATLANTA CENTER 133.1 342.425</div>	<div>UNICOM 122.725 (CTAF)</div>



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).		3000	4400	IPECA
5 NM Holding Pattern				
6000 ← 343° 4400 ← 163°		JANEB 3000 1.4 NM to RW16 RW16		
GP 3.00° TCH 40		6 NM 3.2 NM 1.4 NM		
CATEGORY	A	B	C	D
LPV DA		1915-1½	400 (400-1½)	
LNAV/VNAV DA		1980-1¾	465 (500-1¾)	
LNAV MDA	1980-1	465 (500-1)	1980-1¾	465 (500-1¾)
CIRCLING	1980-1 445 (500-1)	2360-1¼ 825 (900-1¼)	2760-3	1225 (1300-3)

ELEV 1535

TDZE 1515

163°  
91  
0.7 NM  
5000.100  
34

MIRL Rwy 16-34

JASPER, GEORGIA

Amdt 2 23FEB23

34°27'N-84°27'W

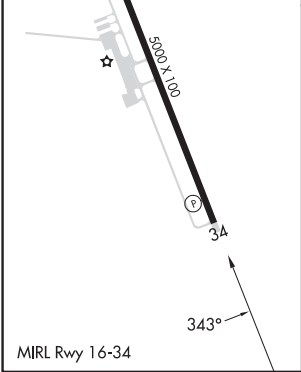
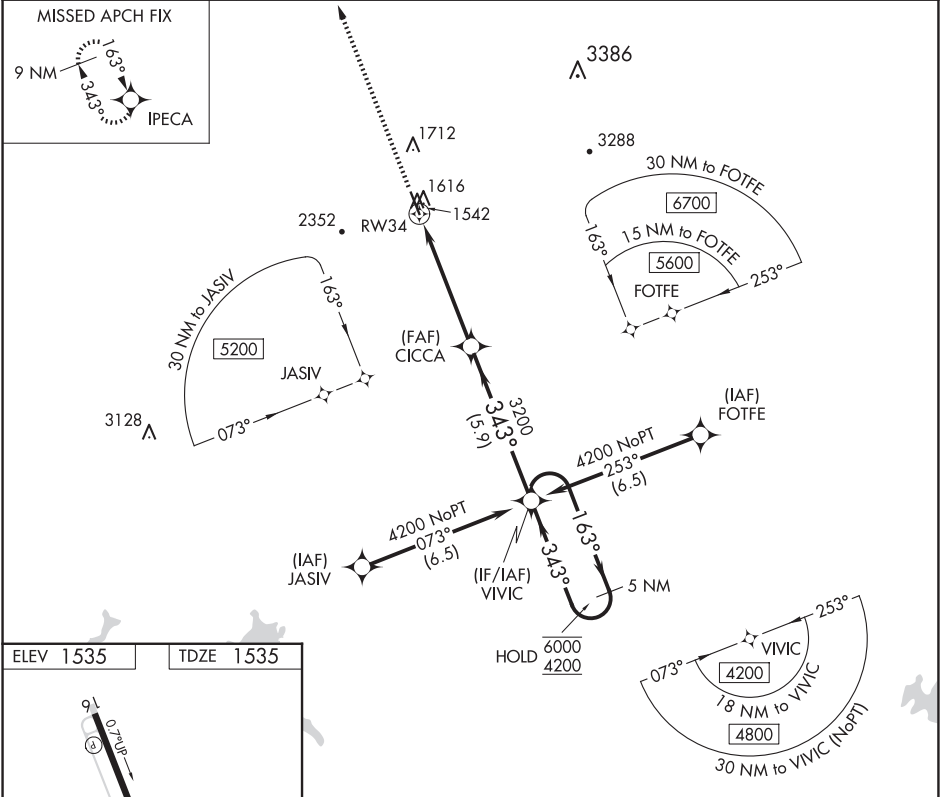
PICKENS COUNTY (JZP)

RNAV (GPS) RWY 16

WAAS CH <b>77705</b> <b>W34A</b>	APP CRS <b>343°</b>	Rwy Ldg TDZE <b>1535</b> Apt Elev <b>1535</b>
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RNAV (GPS) RWY 34  
PICKENS COUNTY (JZP)

RNP APCH - GPS.		MISSED APPROACH: Climb to 5600 direct IPECA and hold, continue climb-in-hold to 5600.
AWOS-AV <b>120.025</b>		ATLANTA CENTER <b>133.1 342.425</b>
		UNICOM <b>122.725</b> (CTAF)



5600	IPECA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).		5 NM Holding Pattern
		CICCA	VIVIC	
		3200	3200	
		1 NM to RW34	163° 6000	343° 4200
			GP 3.00°	TCH 40
		1 NM	4.1 NM	5.9 NM
CATEGORY	A	B	C	D
LPV DA	1789-7/8	254 (300-7/8)		NA
LNAV MDA	1880-1	345 (400-1)		NA
CIRCLING	2040-1 505 (600-1)	2380-1 1/4 845 (900-1 1/4)	2800-3 1265 (1300-3)	NA

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

JEFFERSON, GEORGIA

AL-5495 (FAA)

24193

WAAS CH <b>70538</b> <b>W17A</b>	APP CRS <b>168°</b>	Rwy Idg <b>5010</b> TDZE <b>943</b> Apt Elev <b>951</b>
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# RNAV (GPS) RWY 17

JACKSON COUNTY (JCA)

RNP APCH-GPS.

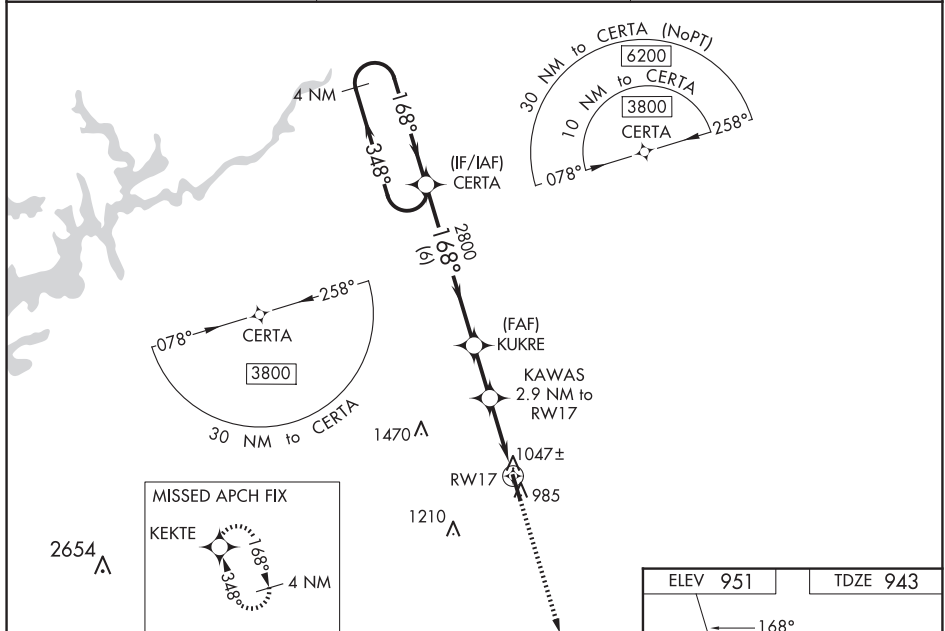
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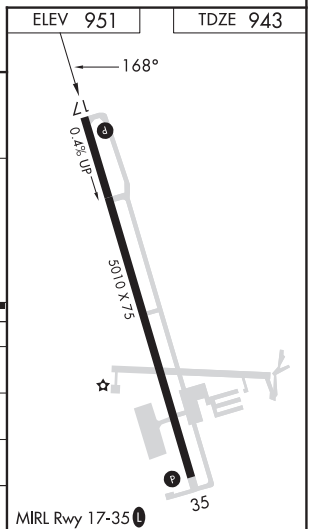
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 53°C. Circling NA for Cat D west of Rwy 17-35. Baro-VNAV and VDP NA when using Winder altimeter setting. Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Winder altimeter setting; increase LPV DA to 1310 feet; increase LNAV/VNAV DA to 1363 feet; increase all MDAs 40 feet and LNAV visibility Cats C/D ½ SM.

MISSED APPROACH: Climb to 3800 direct KEKTE and hold.

AWOS-3PT <b>118.125</b>	ATLANTA APP CON★ <b>132.475 291.1</b>	UNICOM <b>122.975 (CTAF)</b>
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4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 56).		3800	KEKTE
3800 ← 348°		CERTA		↑	★
GP 3.50° TCH 60		KUKRE 2800		1 NM to RWY 17	RWY 17
← 168°		KAWAS 2.9 NM to RWY 17		1 NM to RWY 17	RWY 17
← 168°		2800		1 NM to RWY 17	RWY 17
← 168°		2060		1 NM to RWY 17	RWY 17
← 168°		6 NM		2 NM	1.9 NM
CATEGORY	A	B	C	D	
LPV DA	1279-1	336 (400-1)		NA	
LNAV/VNAV DA	1332-1½	389 (400-1½)		NA	
LNAV MDA	1320-1	377 (400-1)			
CIRCLING	1440-1	489 (500-1)	1580-1¾ 629 (700-1¾)	1580-2 629 (700-2)	



JEFFERSON, GEORGIA  
Amdt 3A 13JUN24

34°11'N-83°34'W

# RNAV (GPS) RWY 17

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>82704</b> <b>W35A</b>	APP CRS <b>348°</b>	Rwy ldg <b>5010</b> TDZE <b>951</b> Apt Elev <b>951</b>
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RNAV (GPS) RWY 35

JACKSON COUNTY (JCA)

RNP APCH-GPS.

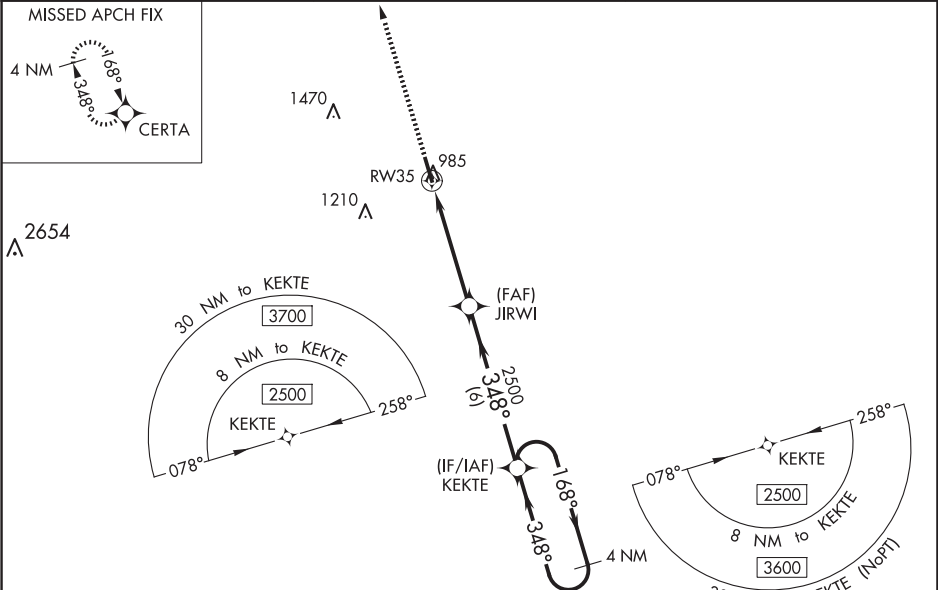
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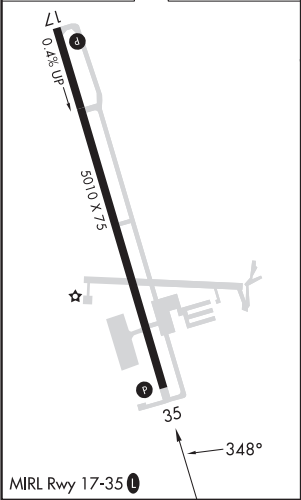
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat D west of Rwy 17-35. Baro-VNAV and VDP NA when using Winder altimeter setting. Rwy 17 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Winder altimeter setting; increase LPV DA to 1232 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1241 feet and visibility all Cats ½ SM; increase all MDAs 40 feet and LNAV visibility Cats C/D ½ SM.

MISSED APPROACH:  
Climb to 3700 direct  
CERTA and hold.

AWOS-3PT <b>118.125</b>	ATLANTA APP CON★ <b>132.475 291.1</b>	UNICOM <b>122.975 (CTAF) 0</b>
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ELEV <b>951</b>	TDZE <b>951</b>
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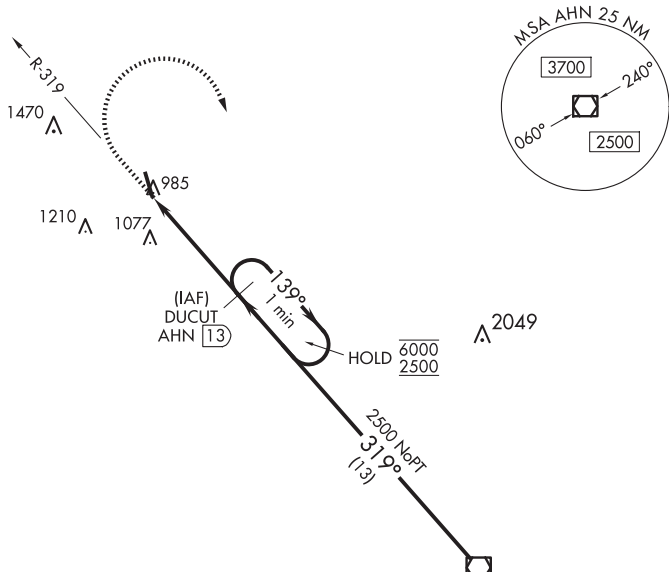


3700	CERTA	JIRWI	2500	KEKTE	4 NM Holding Pattern
1.1 NM to RW35	3.6 NM	6 NM	1.1 NM to RW35	3.6 NM	6 NM
1.1 NM	3.6 NM	6 NM	1.1 NM	3.6 NM	6 NM
CATEGORY	A	B	C	D	
LPV DA	1201-7/8	250 (300-7/8)			
LNAV/VNAV DA	1210-7/8	259 (300-7/8)			
LNAV MDA	1340-1	389 (400-1)	1340-1 1/8	389 (400-1 1/8)	
CIRCLING	1440-1	489 (500-1)	1580-1 3/4 629 (700-1 3/4)	1580-2 629 (700-2)	

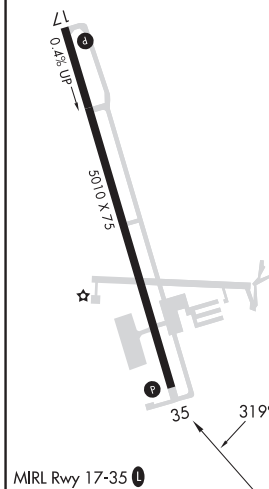
VOR RWY 35  
JACKSON COUNTY (JCA)

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 2500 on heading 200° and AHN VOR/DME R-319 to DUCUT/AHN 13 DME and hold.

AWOS-3PT <b>118.125</b>	ATLANTA APP CON ★ <b>132.475 291.1</b>	UNICOM <b>122.975 (CTAF) ①</b>
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Procedure NA for arrival on AHN VOR/DME  
airway radials 297 CW 340.



1700 ↑	2500 hdg 200°	AHN R-319	DUCUT AHN 13	DUCUT AHN 13 One Minute Holding Pattern	
CATEGORY	A	B	C	D	
S-35	1380-1	429 (500-1)	1380-1¼	429 (500-1¼)	
CIRCLING	1440-1	489 (500-1)	1580-1¾ 629 (700-1¾)	1580-2 629 (700-2)	

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>61222</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg <b>3575</b> TDZE <b>11</b> Apt Elev <b>11</b>
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RNAV (GPS) RWY 18

JEKYLL ISLAND (Ø9J)

RNP APCH

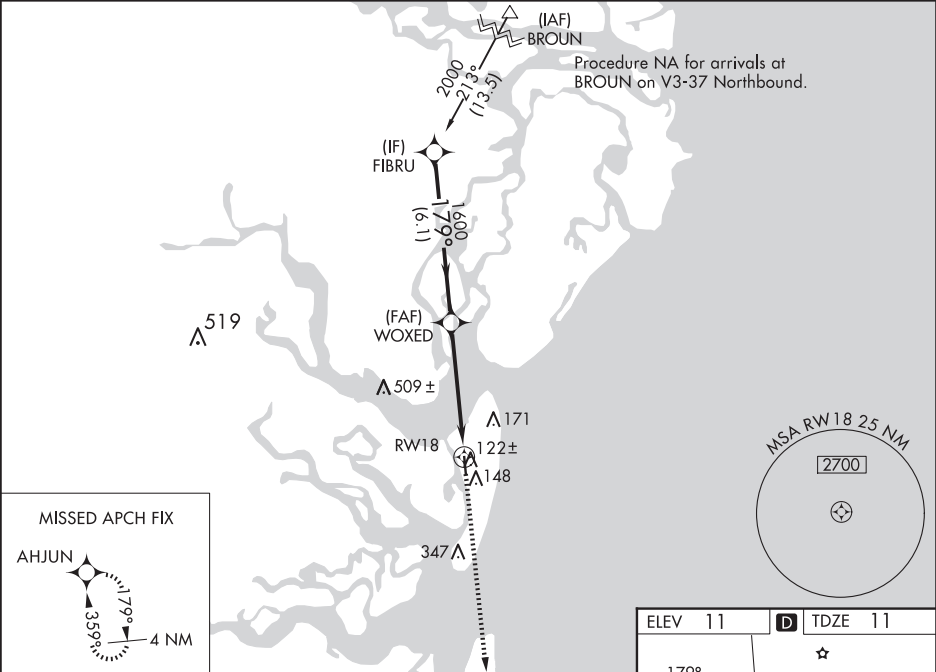
⚠

NA

Circling Rwy 36 NA at night. Baro-VNAV NA. Use St Simons Island altimeter setting, when not received use Jacksonville Intl altimeter setting: increase LPV DA to 324 feet and LNAV/VNAV DA to 377 feet and all visibilities ½ SM; increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 direct AHJUN and hold.

SSI AWOS-3PT <b>120.025</b>	JACKSONVILLE CENTER <b>126.75 277.4</b>	UNICOM <b>123.05 (CTAF) Ø</b>
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FIBRU

2000

179°

1600

WOXED

1600

1.1 NM to RWY 18

RWY 18

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).

GP 3.00°  
TCH 53

6.1 NM

3.7 NM

1.1

\*LNAV only.

2000 AHJUN

CATEGORY	A	B	C	D
LPV DA	224-¾	213 (300-¾)	NA	
LNAV/VNAV DA	277-⅞	266 (300-⅞)	NA	
LNAV MDA	400-1	389 (400-1)	NA	
CIRCLING	540-1	529 (600-1)	NA	

ELEV 11

TDZE 11

179°

81


37.5 X 7.5

36

MIRL Rwy 18-36 Ø

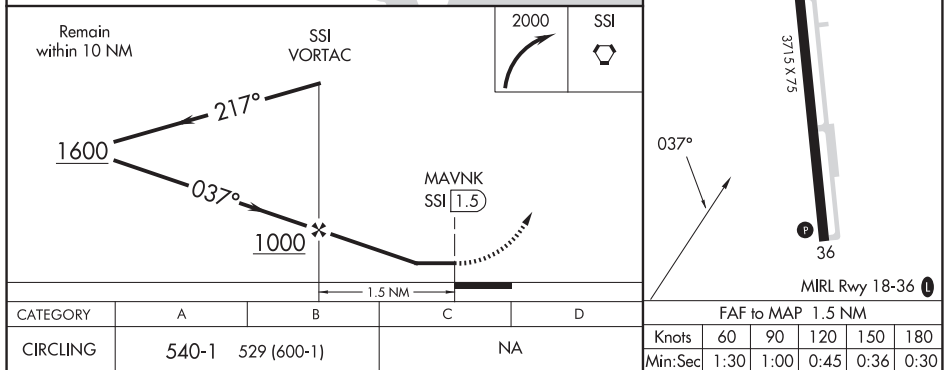
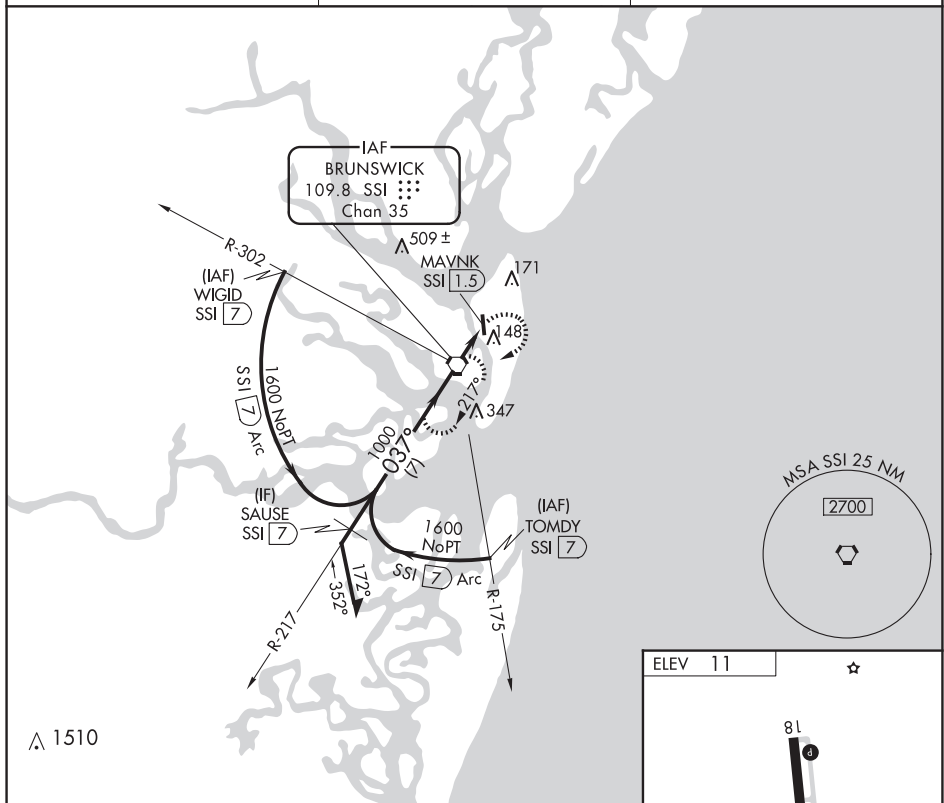
VORTAC SSI <b>109.8</b> Chan <b>35</b>	APP CRS <b>037°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>11</b>
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VOR-A  
JEKYLL ISLAND (Ø9J)

	Use St Simons Island altimeter setting; when not received, use Jacksonville Intl altimeter setting and increase MDA 100 feet.	MISSED APPROACH: Climbing right turn to 2000 direct SSI VORTAC and hold, continue climb-in-hold to 2000.
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SSI AWOS-3PT  
120.025

JACKSONVILLE CENTER  
126.75 277.4

UNICOM  
123.05 (CTAF) **L**

JEKYLL ISLAND (Ø9J)  
VOR-A

SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>77815</b> <b>W11A</b>	APP CRS <b>103°</b>	Rwy Idg TDZE <b>107</b> Apt Elev <b>107</b>	<b>5500</b>
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RNAV (GPS) RWY 11

JESUP-WAYNE COUNTY (JES)

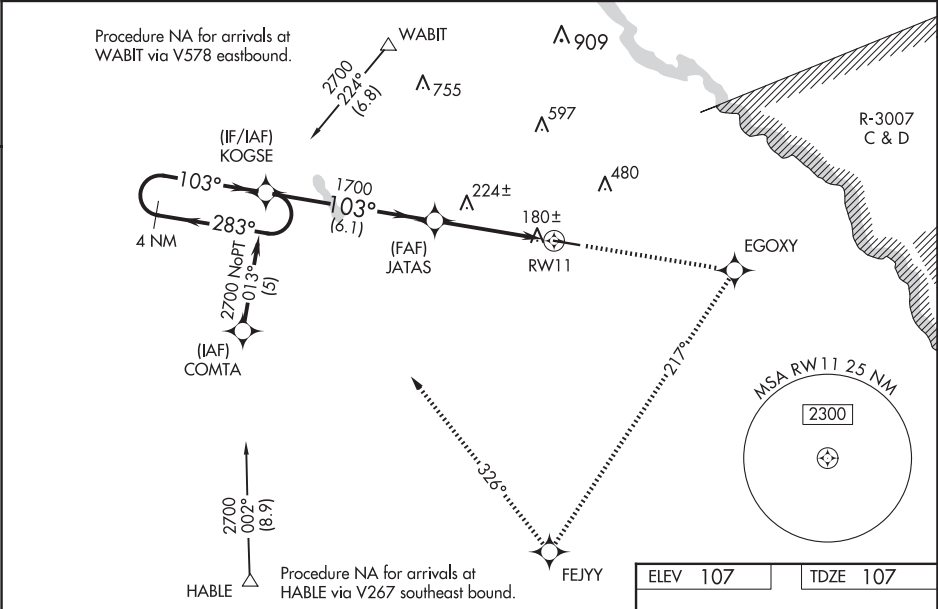
T

NA

Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 statute mile NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting: increase LPV DA to 583, LNAV/VNAV DA to 597, and visibility LPV all Cats ½ SM and LNAV/VNAV all Cats ¼ SM; increase all MDAs 140 feet and visibility LNAV Cat C and Circling Cat C ½ SM. VDP NA when using Savannah/Hilton Head Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct EGOXY and right turn via track 217° to FEJYY and right turn via track 326° to KOGSE and hold.

AWOS-3PT <b>118.125</b>	JACKSONVILLE CENTER <b>126.75 277.4</b>	UNICOM <b>122.8 (CTAF)</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.75/ TCH 47).		2700	EGOXY	FEJYY	KOGSE
4 NM Holding Pattern					
KOGSE		*LNAV only.			
GP 3.30° TCH 60		*0.8 NM to RW11			
JATAS		RW11			
6.1 NM		0.8 NM			
3.5 NM					
CATEGORY	A	B	C	D	
LPV DA	462-1	355 (400-1)		NA	
LNAV/VNAV DA	476-1¼	369 (400-1¼)		NA	
LNAV MDA	480-1	373 (400-1)		NA	
CIRCLING	520-1 413 (500-1)	560-1 453 (500-1)	780-2 673 (700-2)	NA	

ELEV 107

TDZE 107

103° to RW11

5500 X 100

0.7% UP

MIRL Rwy 11-29

JESUP, GEORGIA

AL-6028 (FAA)

21252

WAAS CH <b>53615</b> <b>W29A</b>	APP CRS <b>284°</b>	Rwy Idg TDZE <b>96</b> Apt Elev <b>107</b>
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# RNAV (GPS) RWY 29

JESUP-WAYNE COUNTY (JES)

RNP APCH.

**Baro-VNAV and VDP NA when using Savannah/Hilton Head Intl altimeter setting.**  
**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Rwy 29 helicopter visibility reduction below ¾ SM NA.** When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting: increase LPV DA to 485 and LNAV/VNAV DA to 542; increase all MDA 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C/D ½ SM. Inop table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cats A/B. For inop ALS, increase LNAV Cat C visibility to 1½ SM. For inop ALS when using Savannah/Hilton Head Intl altimeter setting, increase LPV all Cats visibility to 1½ SM and LNAV/VNAV all Cats visibility to 1¾ SM.

MALSF



**MISSED APPROACH:**  
Climb to 2700 direct KOGSE and hold.

AWOS-3PT  
**118.125**

JACKSONVILLE CENTER  
**126.75 277.4**

UNICOM  
**122.8 (CTAF)**

Λ755

Λ597

Λ480

190

(FAF)

JEMUX

1700

284°

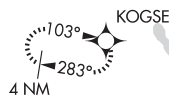
(6)

(IF/IAF)

HESUB

104°

4 NM



Procedure NA for arrivals at HABLE on V362 northwest bound and V267 northwest bound.

HABLE

2700  
080°  
(22.4)

MSA RW29 25 NM

2300

(IAF)

OCADA

R-3007

B &amp; D

2700 NoPT  
014°  
(5)

R-3007

D &amp; E

R-3007

C &amp; D

ELEV 107 TDZE 96

2700 KOGSE

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 37).

4 NM  
Holding Pattern

\*LNAV only.

\*1.2 NM to RW29

RW29

1.2 NM

3.7 NM

6 NM

JEMUX

284°

1700

284°

104°

2700

GP 3.00°

TCH 45

CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

A

B

C

D

364-1

268

(300-1)

421-1¼

325

(400-1¼)

500-1

404

(400-1)

520-1

413

(500-1)

560-1

453

(500-1)

780-2

673

(700-2)

780-2¼

673

(700-2¼)

MIRL Rwy 11-29

JESUP, GEORGIA  
Orig-B 09SEP21

31°33'N-81°53'W

JESUP-WAYNE COUNTY (JES)  
**RNAV (GPS) RWY 29**

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS  
**022°**

Rwy Idg  
TDZE  
**776**

Apt Elev  
**777**

RNAV (GPS) RWY 2

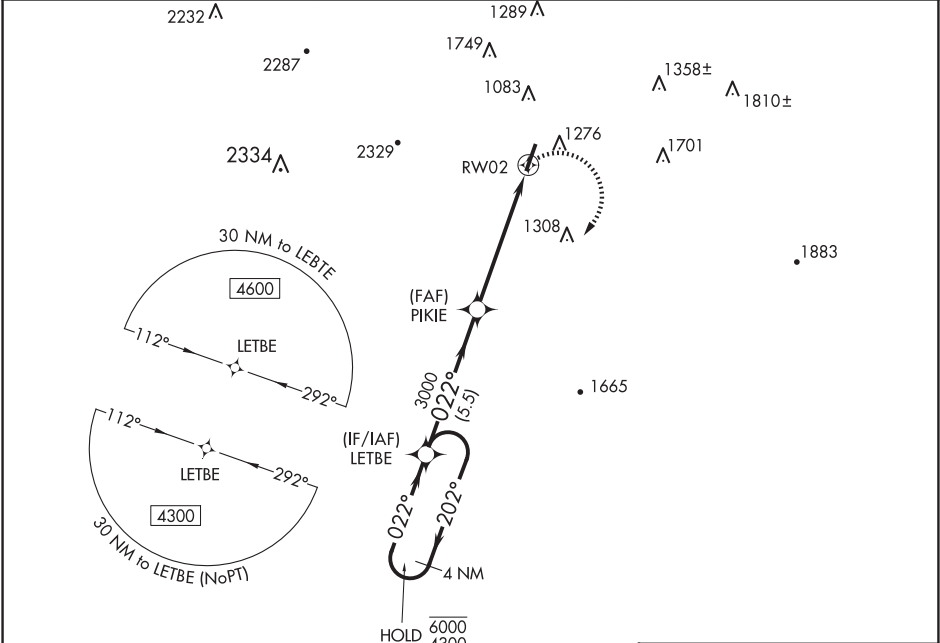
BARWICK LAFAYETTE (9A5)

RNP APCH - GPS.

▼ Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. When local altimeter not received, use CHA altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 4300 direct LETBE and hold, continue climb-in-hold to 4300.

AWOS-3 <b>119.775</b>	CHATTANOOGA APP CON ★ <b>125.1 379.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 777

**D** TDZE 776

4 NM Holding Pattern

Visual Segment - Obstacles.

4300 LETBE

CATEGORY	A	B	C	D
LNAV MDA	1480-1 704 (800-1)		NA	
<b>C</b> CIRCLING	1660-1¼ 883 (900-1¼)		NA	

4999 X75

MIRL Rwy 2-20 0

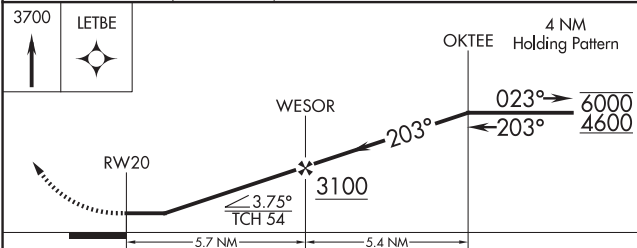
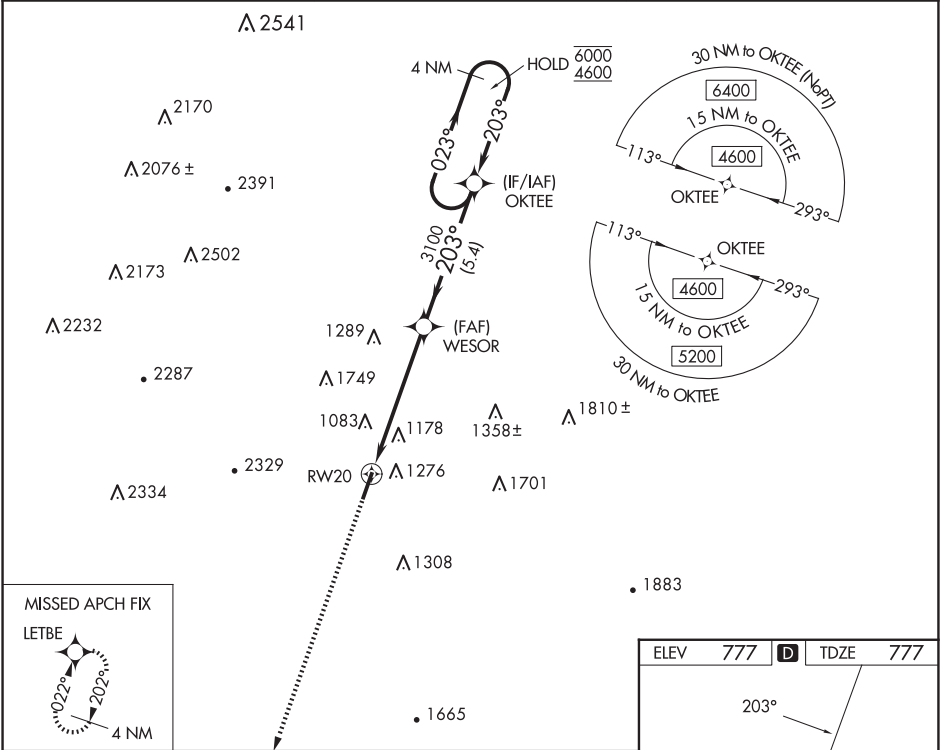
WAAS CH <b>86241</b> <b>W20A</b>	APP CRS <b>203°</b>	Rwy Idg TDZE <b>777</b> Apt Elev <b>777</b>
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RNAV (GPS) RWY 20

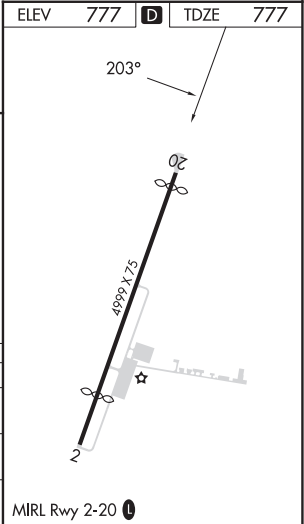
BARWICK LAFAYETTE (9A5)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3700 direct LETBE and hold, continue climb-in-hold to 3700.
Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use CHA altimeter setting and increase all MDAs 80 feet.	

AWOS-3 <b>119.775</b>	CHATTANOOGA APP CON ★ <b>125.1 379.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LP MDA	1400-1 623 (700-1)		NA	
LNAV MDA	1440-1 663 (700-1)		NA	
CIRCLING	1660-1¼ 883 (900-1¼)		NA	

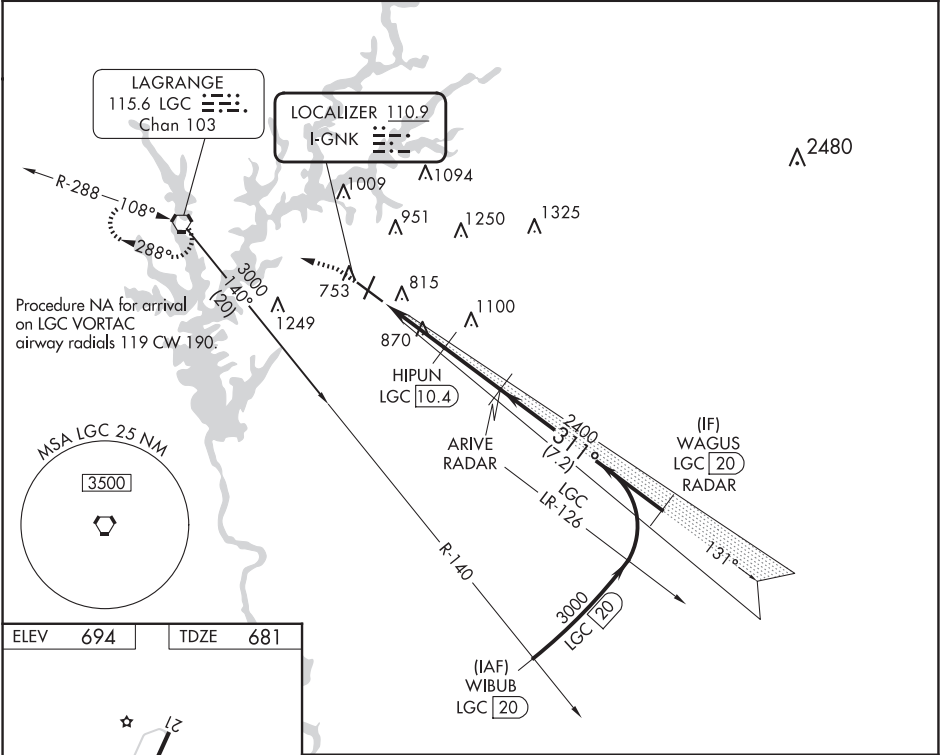


LOC I-GNK <b>110.9</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev <b>6499</b> <b>681</b> <b>694</b>
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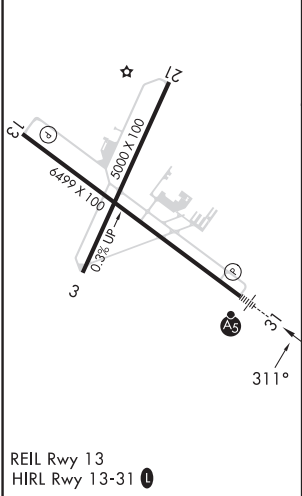
ILS or LOC RWY 31  
LAGRANGE/CALLAWAY (LGC)




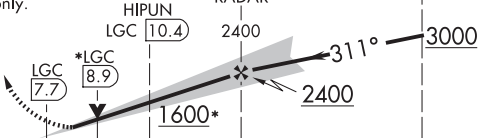

DME required for procedure entry. RADAR and DME required for LOC only.	MALSR 	MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct LGC VORTAC and hold.
Circling Rwy 13, 21 NA at night. DME from LGC VORTAC. Simultaneous reception of I-GNK and LGC DME required.		

AWOS-3 <b>126.325</b>	ATLANTA APP CON★ <b>125.5 323.1</b>	CINC DEL <b>119.25</b>	UNICOM <b>122.975</b> (CTAF)
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ELEV	694	TDZE	681
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1200	2400	LGC	WAGUS LGC <u>20</u> RADAR	
				
*LOC only.				
				
CATEGORY	A	B	C	D
S-ILS 31	881-½ 200 (200-½)			
S-LOC 31	1120-½	439 (500-½)	1120-¾	439 (500-¾)
 CIRCLING	1280-1	586 (600-1)	1540-2½ 846 (900-2½)	1600-3 906 (1000-3)

LAGRANGE, GEORGIA

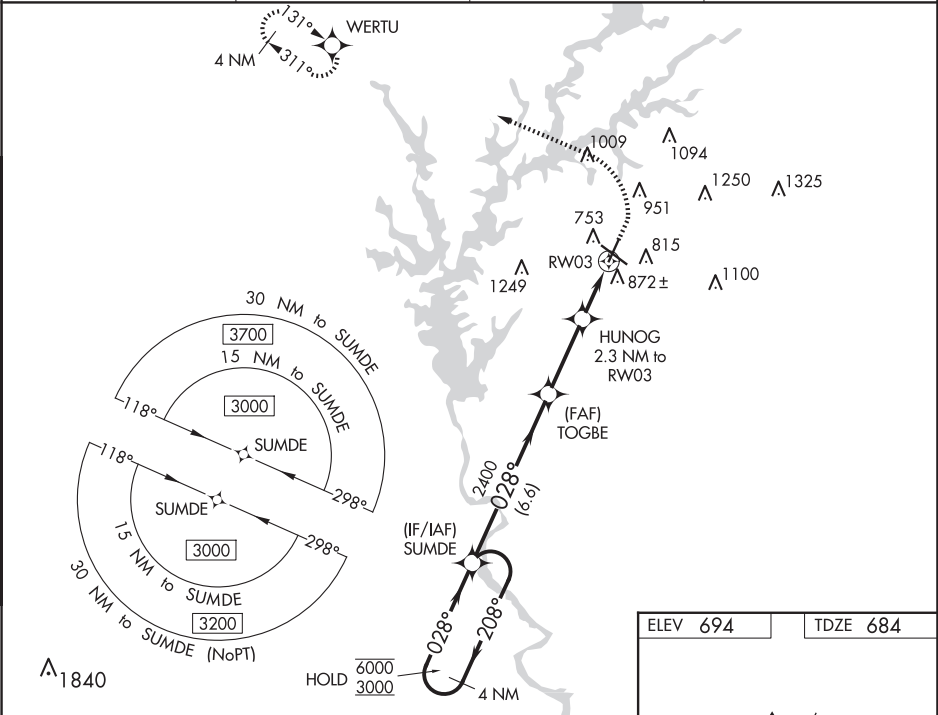
AL-913 (FAA)

23334

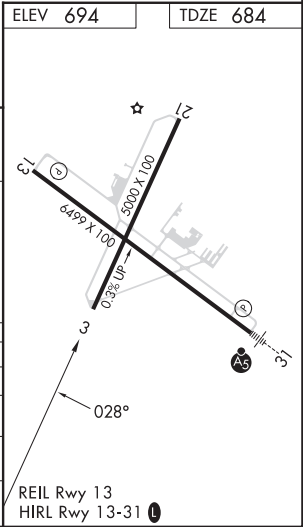
WAAS CH <b>69243</b> <b>W03A</b>	APP CRS <b>028°</b>	Rwy Idg TDZE <b>684</b> Apt Elev <b>694</b>	<b>5000</b>
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**RNAV (GPS) RWY 3**  
LAGRANGE/CALLAWAY (LGC)

RNP APCH. ▼ Circling Rwy 13, 21 NA at night. ▲ Rwy 3 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.		MISSED APPROACH: Climb to 1300 then climbing left turn to 3500 direct WERTU and hold, continue climb-in-hold to 3500.	
AWOS-3 <b>126.325</b>	ATLANTA APP CON★ <b>125.5 323.1</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.975</b> (CTAF) <b>0</b>



4 NM Holding Pattern		SUMDE	TOGBE	HUNOG	WERTU
6000 ← 208°		2400	2400	2.3 NM to RWY03	1300 3500
3000 → 028°		2400	2400	1.3 NM to RWY03	*LNAV only.
GP 3.00°		2400	2400	1.3 NM to RWY03	
TCH 58		2400	2400	1.3 NM to RWY03	
		2400	2400	1.3 NM to RWY03	
		2400	2400	1.3 NM to RWY03	
		2400	2400	1.3 NM to RWY03	
CATEGORY	A	B	C	D	
LPV DA		1064-1	380 (400-1)		
LNAV/VNAV DA		1044-1	360 (400-1)		
LNAV MDA	1140-1	456 (500-1)	1140-1 3/8	456 (500-1 3/8)	
CIRCLING	1280-1	586 (600-1)	1540-2 1/2	1600-3	
			846 (900-2 1/2)	906 (1000-3)	



LAGRANGE, GEORGIA  
Amdt 1 05DEC19

33°01'N-85°04'W

LAGRANGE/CALLAWAY (LGC)  
**RNAV (GPS) RWY 3**

SE-4, 12 JUN 2025 to 07 AUG 2025

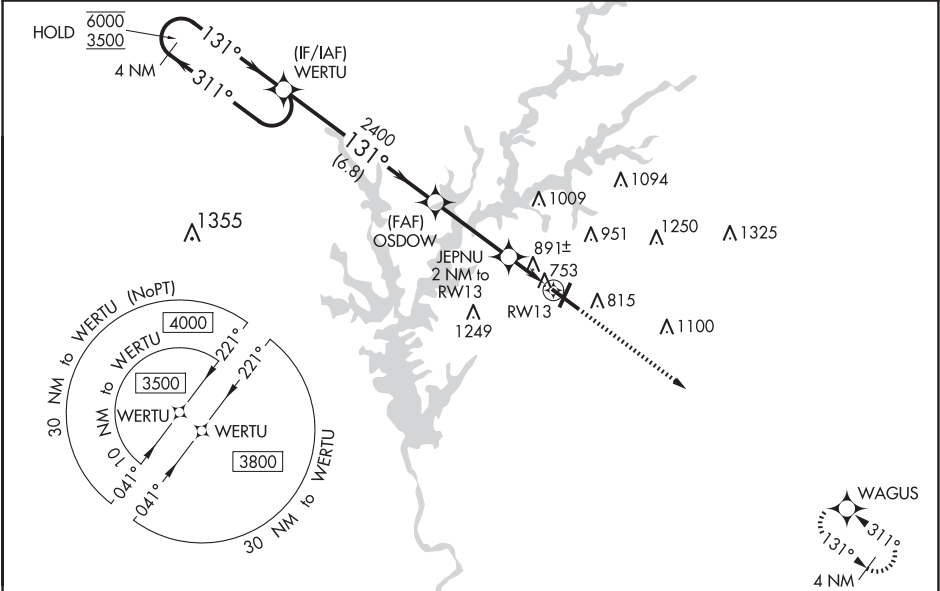
SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>40416</b> <b>W13A</b>	APP CRS <b>131°</b>	Rwy Idg <b>6499</b> TDZE <b>688</b> Apt Elev <b>694</b>
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RNAV (GPS) RWY 13  
LAGRANGE/CALLAWAY (LGC)

RNP APCH. <div><div></div><div>Rwy 13 helicopter visibility reduction below 1 SM NA. Inop table does not apply to LP and LNAV Cats A and B. Straight-in, Circling Rwy 13 NA at night, Circling Rwy 21 NA at night.</div></div>	MISSED APPROACH: Climb to 3000 direct WAGUS and hold.
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AWOS-3 <b>126.325</b>	ATLANTA APP CON★ <b>125.5 323.1</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.975 (CTAF) 0</b>
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<div>4 NM Holding Pattern WERTU</div> <div>6000 ← 311° 3500 → 131°</div> <div>OSDOW</div> <div>3000 WAGUS</div> <div>3.00° TCH 41</div> <div>JEPNU 2 NM to RW13</div> <div>2400</div> <div>1360</div> <div>6.8 NM</div> <div>3.3 NM</div> <div>2 NM</div> <div>RW13</div>					<div>ELEV 694</div> <div>TDZE 688</div>		
CATEGORY		A	B	C	D		
LP	MDA	1160-1	472 (500-1)	1160-1¼	472 (500-1¼)		
LNAV	MDA	1160-1	472 (500-1)	1160-1¼	472 (500-1¼)		
CIRCLING		1280-1	586 (600-1)	1540-2½ 846 (900-2½)	1600-3 906 (1000-2)		
						REIL Rwy 13 HIRL Rwy 13-31	

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



LAGRANGE, GEORGIA

AL-913 (FAA)

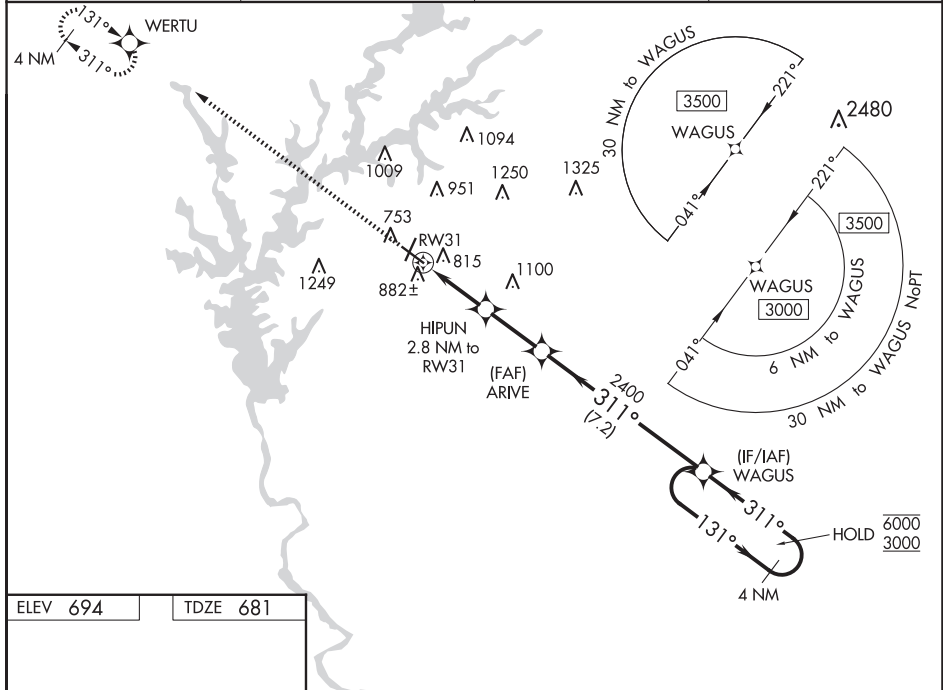
23334

WAAS CH <b>82616</b> <b>W31A</b>	APP CRS <b>311°</b>	Rwy Idg TDZE <b>681</b> Apt Elev <b>694</b>
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**RNAV (GPS) RWY 31**  
LAGRANGE/CALLAWAY (LGC)

RNP APCH.  Circling Rwy 13, 21 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	MALSR 	MISSED APPROACH: Climb to 3500 direct WERTU and hold.
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AWOS-3 <b>126.325</b>	ATLANTA APP CON★ <b>125.5 323.1</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.975</b> (CTAF) 
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REIL Rwy 13  
HIRL Rwy 13-31 **L**

<div><div>3500</div><div>↑</div></div> <div><div>WERTU</div><div>✦</div></div>					
*LNAV only.		<div><div>HIPUN</div><div>2.8 NM to RW31</div></div> <div><div>ARIVE</div><div>2400</div></div> <div><div>WAGUS</div><div>4 NM Holding Pattern</div></div> <div><div>131° →</div><div>6000</div></div> <div><div>← 311°</div><div>3000</div></div> <div><div>GP 3.00°</div><div>TCH 41</div></div>			
<div><div>1.3 NM</div><div>1.5 NM</div><div>2.5 NM</div><div>7.2 NM</div></div>					
CATEGORY		A	B	C	D
LPV DA	DA	881-1½		200 (200-½)	
LNAV/VNAV DA	DA	1112-¾		431 (500-¾)	
LNAV MDA		1140-½	459 (500-½)	1140-⅞	459 (500-⅞)
<b>C</b> CIRCLING		1280-1	586 (600-1)	1540-2½ 846 (900-2½)	1600-3 906 (1000-3)

LAGRANGE, GEORGIA

Amdt 1 05DEC19

33°01'N-85°04'W

LAGRANGE/CALLAWAY (LGC)  
**RNAV (GPS) RWY 31**

SE-4, 12 JUN 2025 to 07 AUG 2025



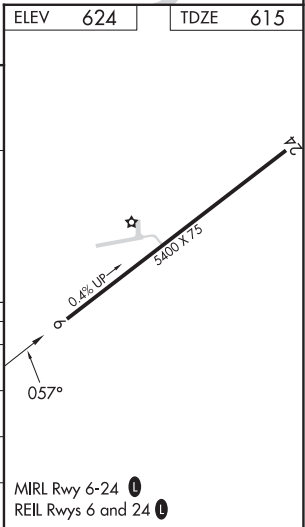
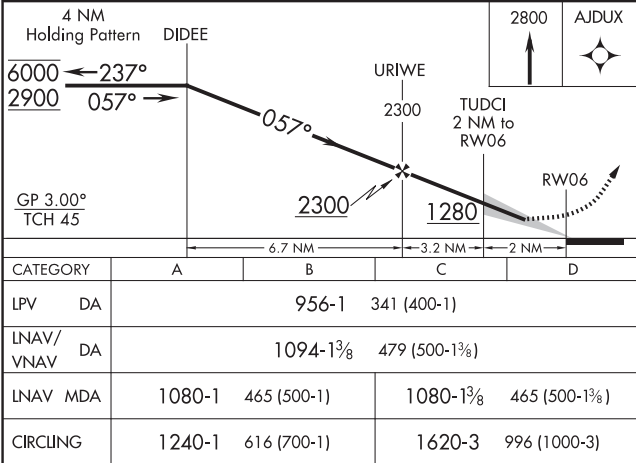
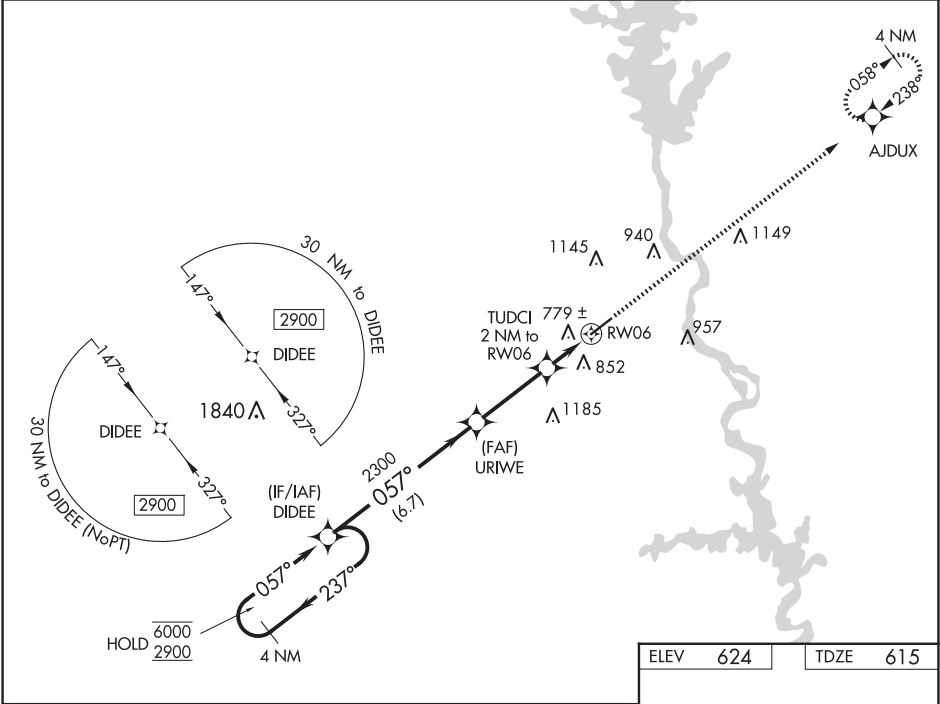
WAAS CH <b>90244</b> <b>W06A</b>	APP CRS <b>057°</b>	Rwy Idg TDZE Apt Elev	<b>5400</b> <b>615</b> <b>624</b>
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RNAV (GPS) RWY 6

LANETT RGNL (7A.3)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2800 direct AJDUX and hold.
▼ ▲ NA	Procedure NA at night. Baro-VNAV NA. Use LaGrange altimeter setting.

LGC AWOS-3 <b>126.325</b>	ATLANTA CENTER <b>120.45 298.85</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
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SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LANETT, ALABAMA

AL-6620 (FAA)

24081

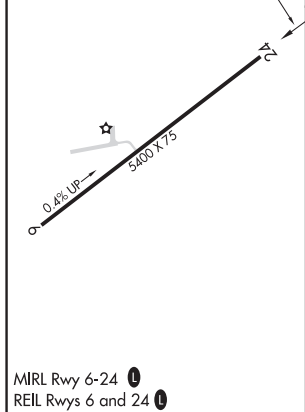
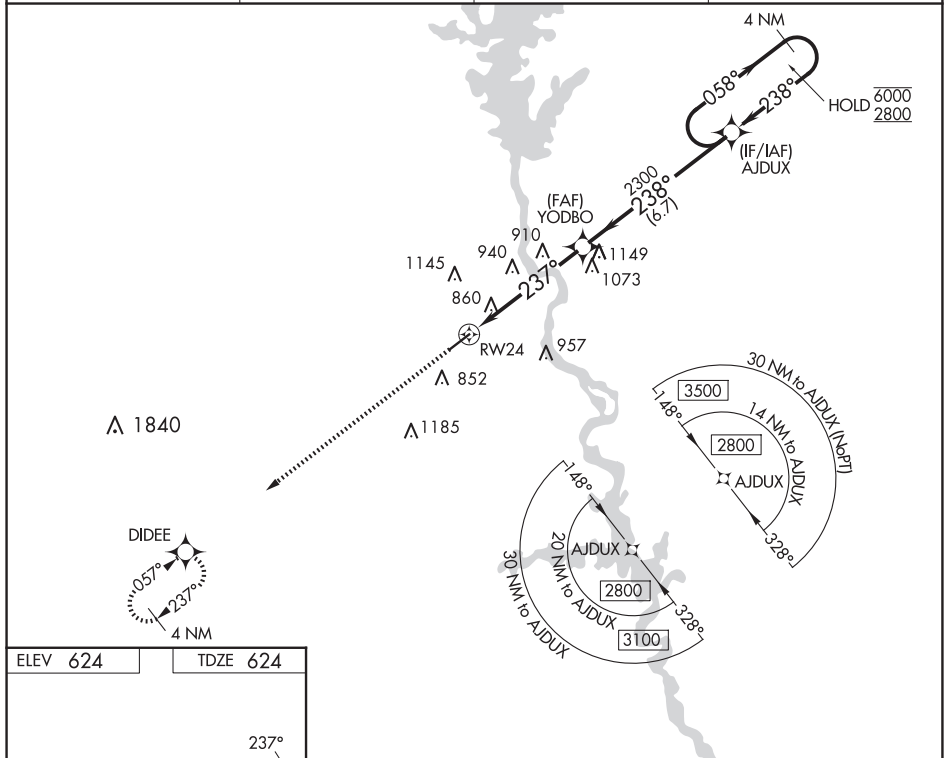
WAAS CH <b>97444</b> <b>W24A</b>	APP CRS <b>237°</b>	Rwy Idg TDZE Apt Elev	<b>5400</b> <b>624</b> <b>624</b>
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# RNAV (GPS) RWY 24

LANETT RGNL (7A.3)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2900 direct DIDEE and hold.
▼ Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use LaGrange altimeter setting.	

LGC AWOS-3 <b>126.325</b>	ATLANTA CENTER <b>120.45 298.85</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV 624	TDZE 624	2900	DIDEE	Visual Segment - Obstacles.	AJDUX	4 NM Holding Pattern
		↑	✧			058° → 6000 ← 238° 2800
		RW24	YODBO			
		237°	2300			
		5.1 NM	6.7 NM			
CATEGORY	A	B	C	D		
LP MDA	1160-1	536 (600-1)	1160-1½	536 (600-1½)		
LNAV MDA	1340-1	716 (800-1)	1340-2	716 (800-2)		
CIRCLING	1340-1	716 (800-1)	1620-3	996 (1000-3)		

LANETT, ALABAMA  
Orig 27JAN22

32°49'N-85°14'W

# LANETT RGNL (7A.3)

## RNAV (GPS) RWY 24

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-TXP

109.95

APP CRS

249°

Rwy Ldg TDZE

6001  
1039

Apt Elev

1062

ILS or LOC RWY 25

GWINNETT COUNTY/BRISCOE FLD (LZU)

RNAV 1 - GPS. From CCATT.

ADF required.

▼ Inop table does not apply to S-ILS 25. Autopilot coupled approach NA below 1700. Rwy 25 helicopter visibility reduction below ¾ SM NA. Circling Rwy 7 NA at night. For inop ALS, increase S-LOC 25 Cat A/B visibility to 1 SM and Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH:  
Climb to 2400 then climbing left turn to 3100 direct GWINNET LOM and hold.

ATIS

132.275

ATLANTA APP CON

126.975 239.275

GWINNETT TOWER ★

124.1 (CTAF) 0

GND CON

121.8

CLNC DEL

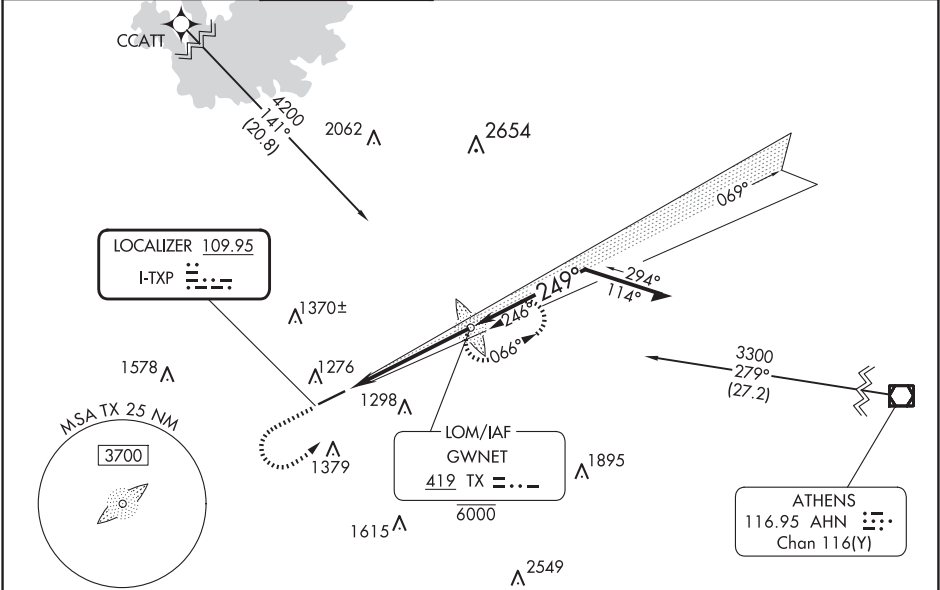
121.8

CLNC DEL

134.0  
(When twr closed)

UNICOM

123.05



ELEV 1062

TDZE 1039

HIRL Rwy 7-25 0

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

2400

3100

TX

TX LOM GWINNET

6000

2717

069°

249°

3000

2800

GS 3.00°

TCH 48

CATEGORY	A	B	C	D
S-ILS 25		1393-¾	354 (400-¾)	
S-LOC 25	1500-¾	461 (500-¾)	1500-1	461 (500-1)
CIRCLING	1640-1	578 (600-1)	1780-2 718 (800-2)	1780-2¼ 718 (800-2¼)



WAAS  
CH **82021**  
**W25A**

APP CRS  
**249°**

Rwy Ldg  
TDZE **1039**  
Apt Elev **1062**

**RNAV (GPS) RWY 25**

GWINNETT COUNTY/BRISCOE FLD (LZU)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.  
⚠ Circling Rwy 7 NA at night. Rwy 25 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM, LNAV Cat A/B visibility to 1 SM and LNAV Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct JOKLI and hold.

ATIS  
**132.275**

ATLANTA APP CON  
**126.975 239.275**

GWINNETT TOWER ★  
**124.1** (CTAF)

GND CON  
**121.8**

CLNC DEL  
**121.8**

CLNC DEL  
**134.0**  
(When twr closed)

UNICOM  
**123.05**

ELEV 1062

TDZE 1039

1600

3000

JOKLI

ATUDE

2800

249°

069°

6000

3000

GP 3.00°

TCH 48

1.4 NM

4 NM

6.6 NM

CATEGORY	A	B	C	D
LPV DA	1393-¾ 354 (400-¾)			
LNAV/VNAV DA	1516-1 477 (500-1)			
LNAV MDA	1520-¾ 481 (500-¾)	1520-1 481 (500-1)		
CIRCLING	1640-1 578 (600-1)	1780-2 718 (800-2)	1780-2¼ 718 (800-2¼)	

LAWRENCEVILLE, GEORGIA

Amdt 1A 12JUN25

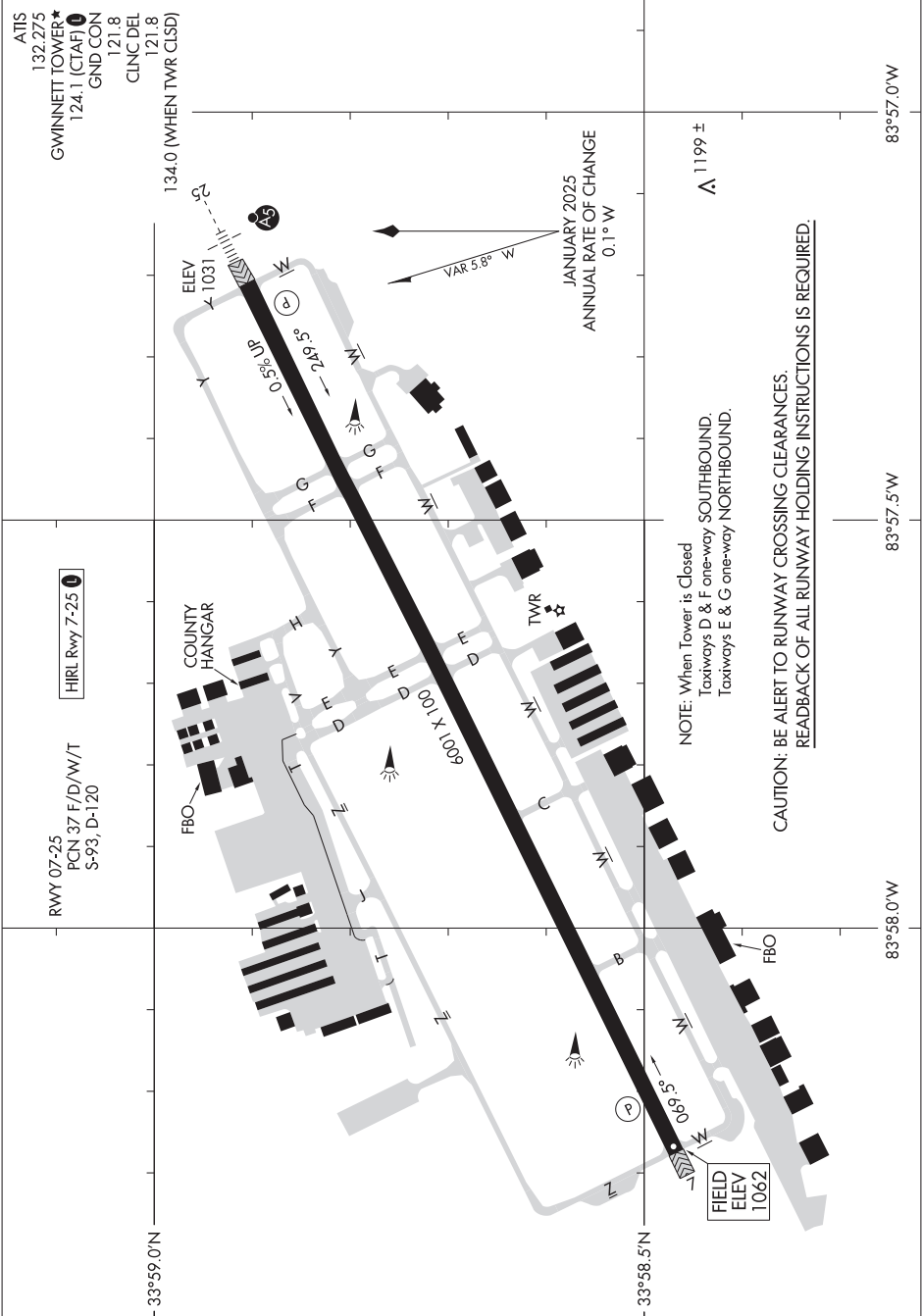
33°59'N-83°58'W

459

GWINNETT COUNTY/BRISCOE FLD (LZU)

**RNAV (GPS) RWY 25**

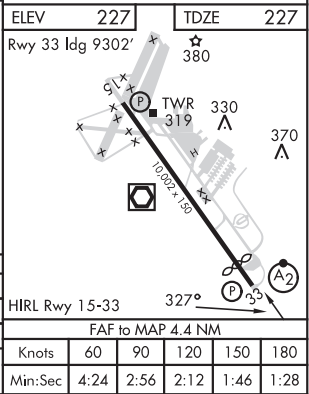
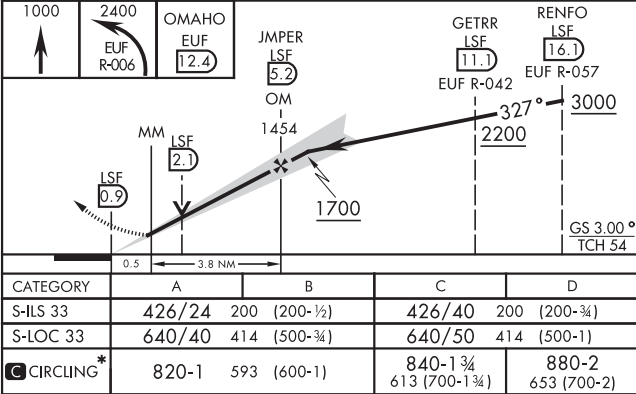
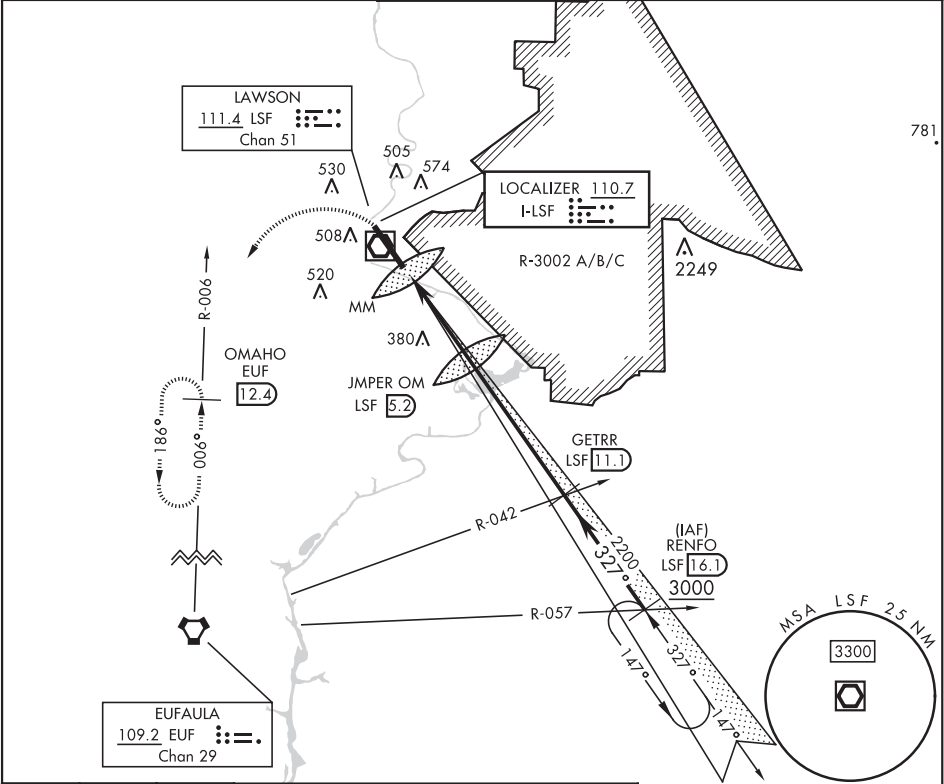
SE-4, 12 JUN 2025 to 07 AUG 2025



SE-4, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 33

LOC I-LSF <b>110.7</b>	APCH CRS <b>327°</b>	Rwy Idg TDZE Arpt Elev <b>9302</b> <b>227</b> <b>227</b>	[USA]	LAWSON AAF (KLSF)
* Circling not authorized E of Rwy 15-33. Not authorized when tower closed.			SALSF <b>A2</b>	MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 via EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.
ATIS ★ <b>134.375</b>	ATLANTA APP CON <b>125.5 323.1</b>	TOWER <b>119.05</b> (CTAF) <b>269.525</b>	GND CON <b>121.7 254.25</b>	CLNC DEL <b>121.7 251.15</b>



ILS or LOC RWY 33

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

FORT BENNING, GEORGIA

WAAS CH <b>41028</b> <b>W15A</b>	APCH CRS <b>150°</b>	Rwy Idg <b>10,002</b> TDZE <b>227</b> Arpt Elev <b>227</b>
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[USA]

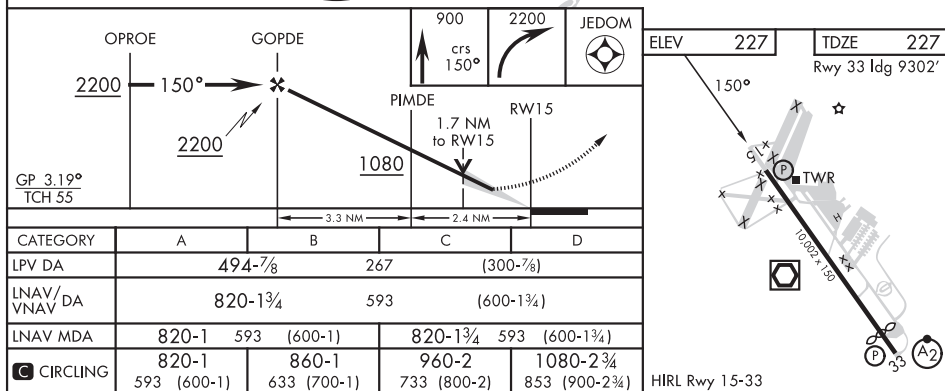
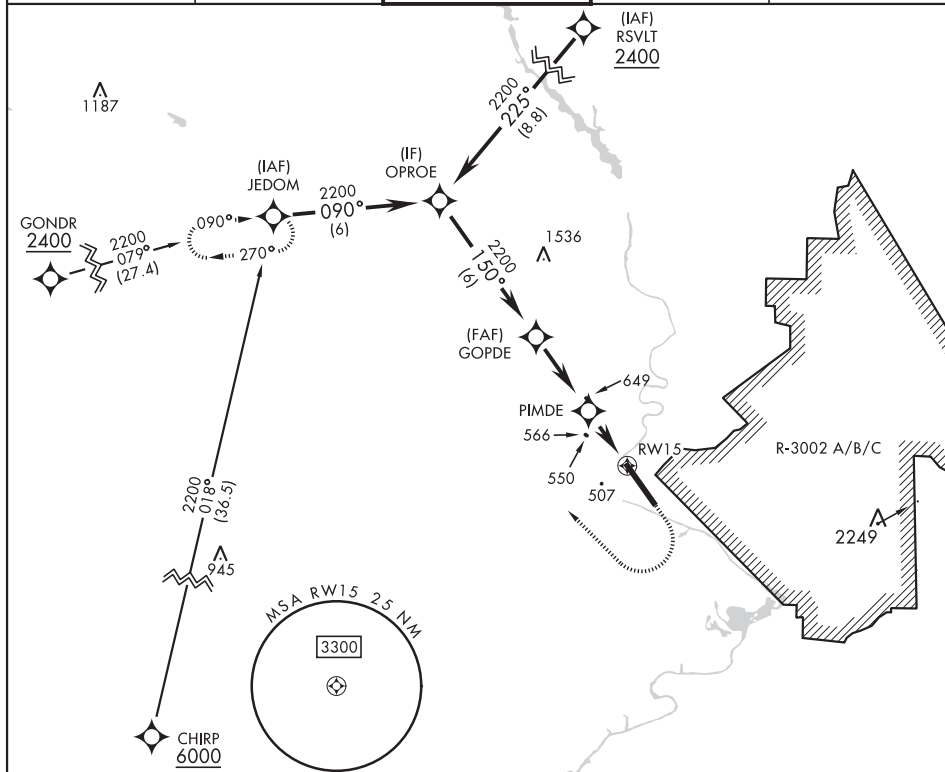
LAWSON AAF (KLSF)

RNP APCH-GPS

**T** \*Circling not authorized NE of Rwy 15-33.  
Not authorized when tower closed.  
For uncompensated Baro-VNAV systems, LNAV/VNAV below -15°C or above 54°C.

**MISSED APPROACH:** Climb to 900 then climbing right turn to 2200 direct JEDOM and hold.

ATIS ★ 134.375	ATLANTA APP CON 125.5 323.1	TOWER (CTAF) 269.525	GND CON 121.7 254.25	CLNC DEL 121.7 251.15
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FORT BENNING, GEORGIA

32° 20'N-85° 00'W

LAWSON AAF (KLSF)

Amdt 1 28DEC23

## RNAV (GPS) RWY 15

SE-4, 12 JUN 2025 to 07 AUG 2025



RNAV (GPS) RWY 33

WAAS CH <b>67545</b> <b>W33A</b>	APCH CRS <b>330°</b>	Rwy Idg <b>9302</b> TDZE <b>227</b> Arpt Elev <b>227</b>
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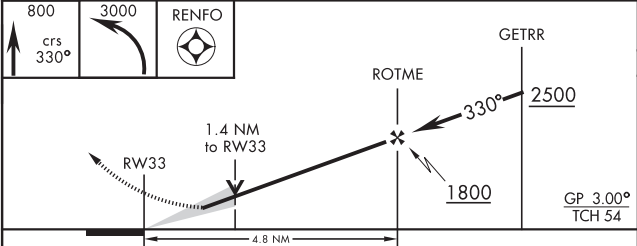
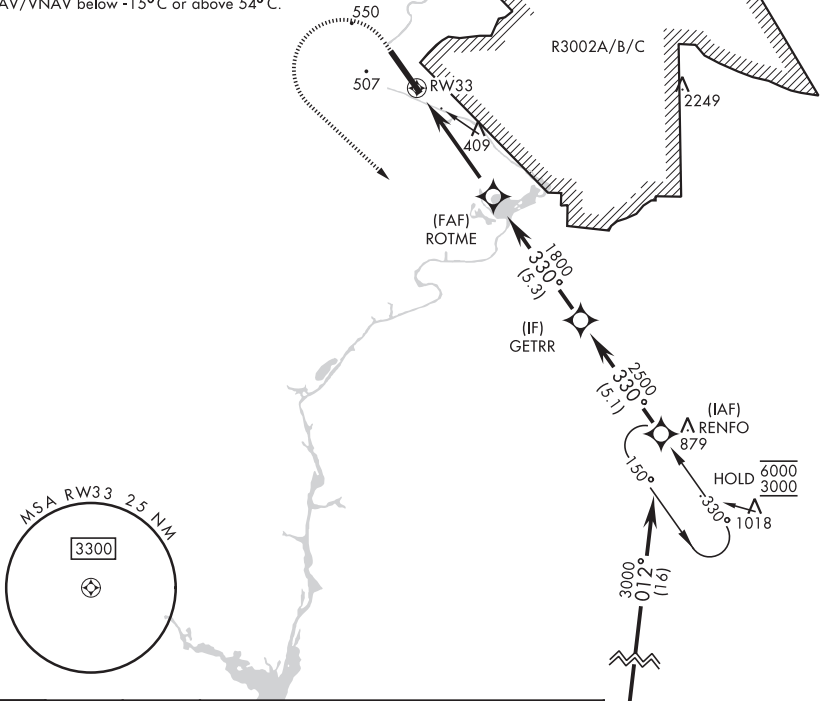
[USA]

LAWSON AAF (KLSF)

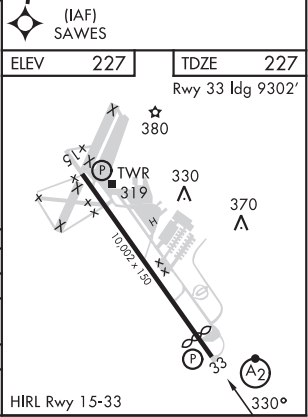
RNP APCH-GPS	SALSF <b>A2</b>	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct RENFO and hold.
* When ALS inop, increase vis to 1 3/4 mile. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/4 miles. *** Circling not authorized NE of Rwy 15-33. Not authorized when tower closed.		

ATIS ★ <b>134.375</b>	ATLANTA APP CON <b>125.5 323.1</b>	TOWER <b>119.05 (CTAF) 269.525</b>	GND CON <b>121.7 254.25</b>	CLNC DEL <b>121.7 251.15</b>
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For uncompensated Baro-VNAV systems,  
LNAV/VNAV below -15°C or above 54°C.



CATEGORY	A	B	C	D
LPV DA	427/40	200	(200-3/4)	
LNAV/VNAV DA*	701/60	474	(500-1 1/2)	
LNAV MDA**	740/40 513 (600-3/4)	740-1 1/4 513 (600-1 1/4)		
***	820-1 593 (600-1)	860-1 633 (700-1)	960-2 733 (800-2)	1080-2 3/4 853 (900-2 3/4)
CIRCLING				



RNAV (GPS) RWY 33

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

FORT BENNING, GEORGIA

VOR/DME RWY 15

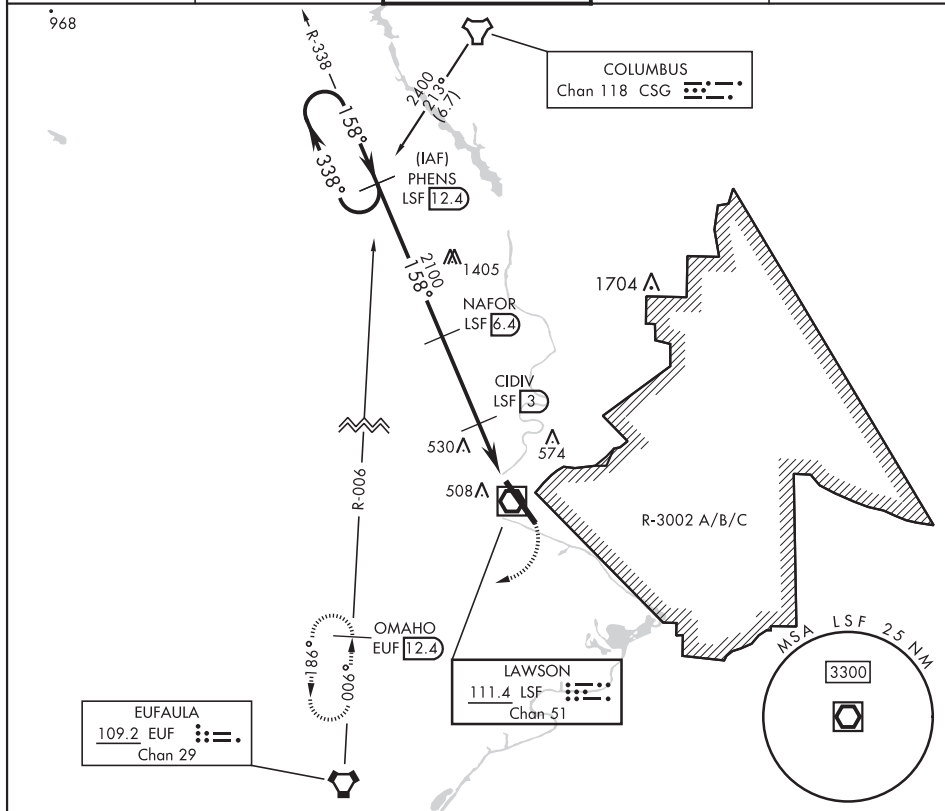
VOR/DME LSF <b>111.4</b> Chan <b>51</b>	APCH CRS <b>158°</b>	Rwy ldg <b>10,002</b> TDZE <b>227</b> Arpt Elev <b>227</b>
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[USA]

LAWSON AAF (KLSF)

<b>✚</b> * Circling not authorized E of Rwy 15-33.	MISSED APPROACH: Climbing right turn to 2400 via heading 240° and EUF VORTAC R-006 to OMAHO INT/EUF 12.4 DME and hold.
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ATIS ★ <b>134.375</b>	ATLANTA APP CON <b>125.5 323.1</b>	TOWER <b>119.05</b> (CTAF) <b>269.525</b>	GND CON <b>121.7 254.25</b>	CLNC DEL <b>121.7 251.15</b>
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One Minute Holding Pattern PHENS LSF 12.4 2400 ← 338° → 158° → 2100		VGSI and descent angles not coincident. NAFOR LSF 6.4 CIDIV LSF 3 LSF 2.4 LSF 0.7 VOR/DME		2400 hdg 240° EUF R-006 OMAHO EUF 12.4	ELEV 227 158° TWR 319 330 370 10,002-150 HIRL Rwy 15-33	TDZE 227 Rwy 33 ldg 9302' 380 330 370
CATEGORY	A	B	C	D		
S-15	820/50	594 (600-1)	820-1½ 594 (600-1½)	820-1¾ 594 (600-1¾)		
CIRCLING*	820-1	593 (600-1)	840-1¾ 613 (700-1¾)	880-2 653 (700-2)		

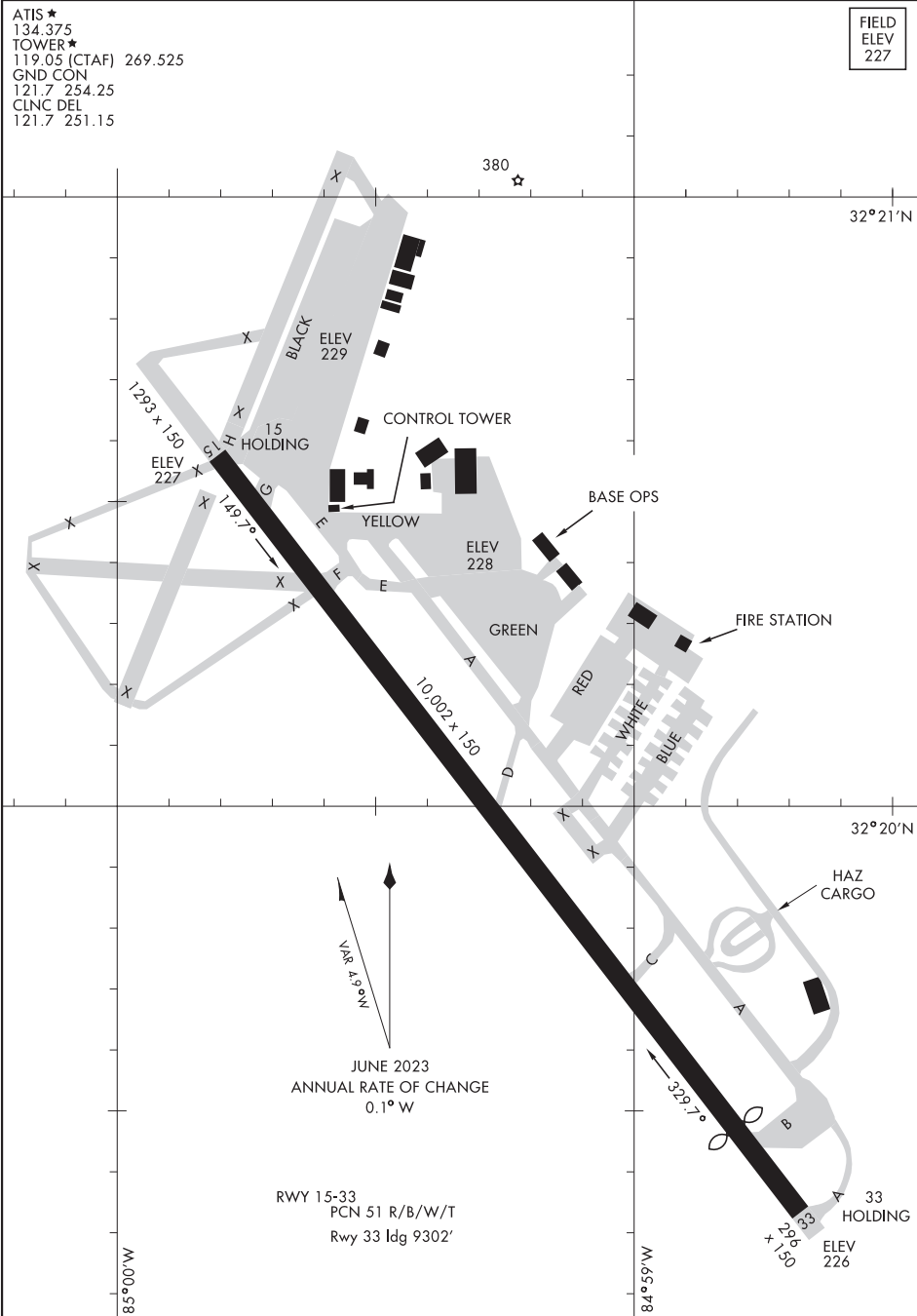
FORT BENNING, GEORGIA

32°20'N-85°00'W

LAWSON AAF (KLSF)

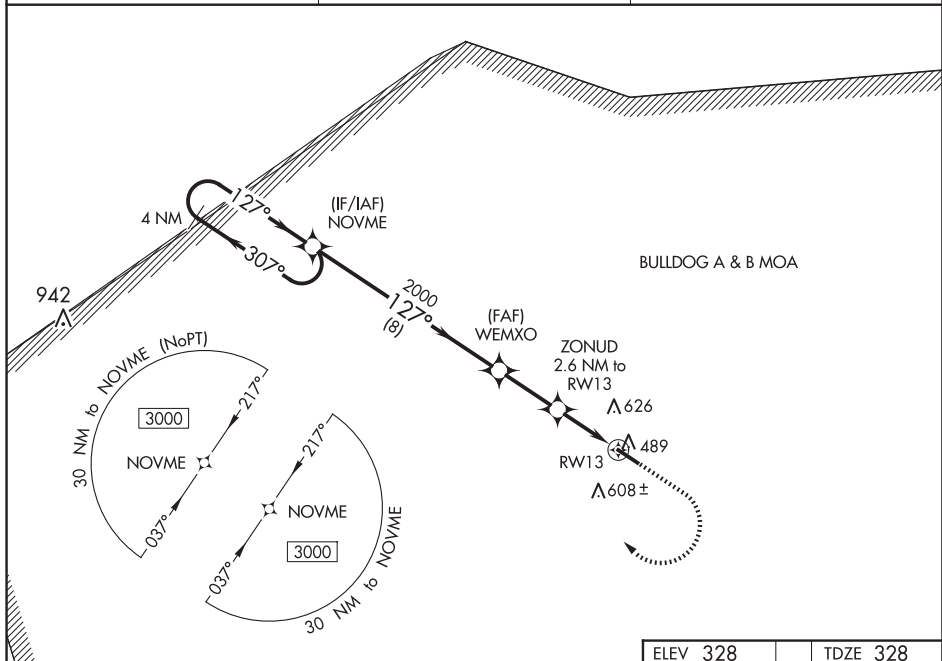
Amdt 10 20FEB25

VOR/DME RWY 15

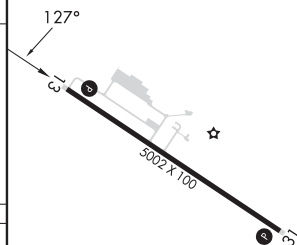
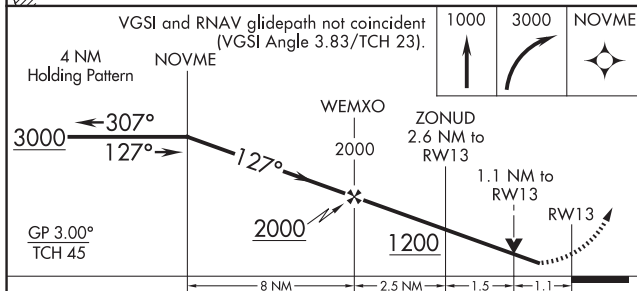



# RNAV (GPS) RWY 13

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold.

CTAF  
122.9 **L**

TDZE 328



CATEGORY	A	B	C	D
LPV DA	578-1 250 (300-1)			
RNAV/ VNAV DA	768-1½ 440 (500-1½)			
RNAV MDA	800-1 472 (500-1)	800-1½ 472 (500-1½)	800-1¾ 472 (500-1¾)	800-1¾ 472 (500-1¾)
 CIRCLING	840-1 512 (600-1)	980-1 652 (700-1)	980-1¾ 652 (700-1¾)	980-2 652 (700-2)

REIL Rwy 13 and 31 **L**  
MIRL Rwy 13-31 **L**

RNAV (GPS) RWY 13

SE-4, 12 JUN 2025 to 07 AUG 2025



FORT NOVOSHEL, ALABAMA

APCH CRS	Rwy Idg	N/A
069°	TDZE	N/A
	Arpt Elev	294

AL-5176 [USA]

COPTER RNAV (GPS) 069°

LOWE AHP (KLOR)

RNP APCH-GPS

▼ When local altimeter setting not received, use Cairns AAF altimeter setting.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to  
2000 direct to EDN VOR and hold.

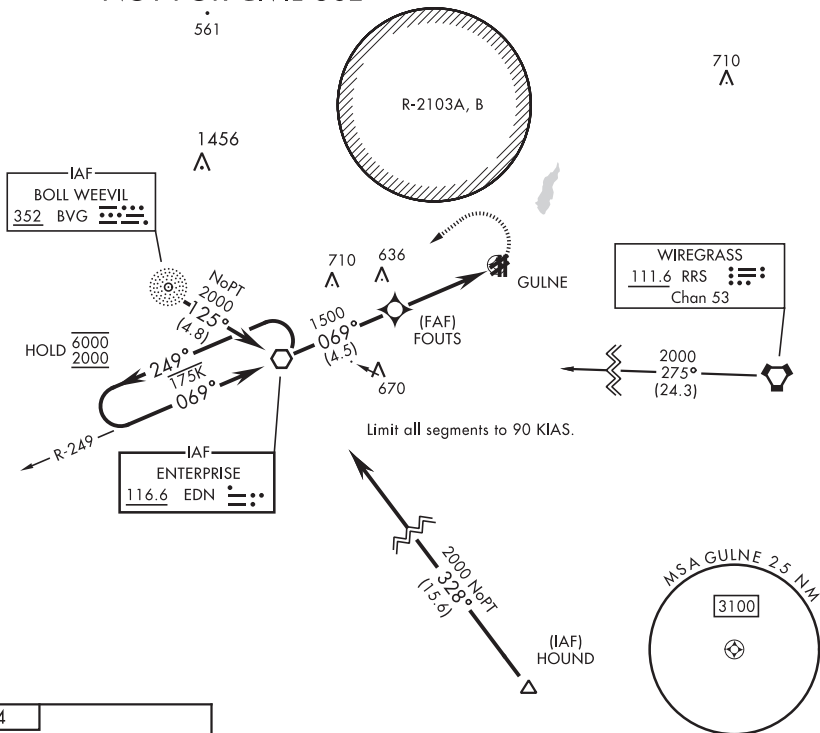
ATIS  
361.1

CAIRNS APP CON  
133.45 239.275

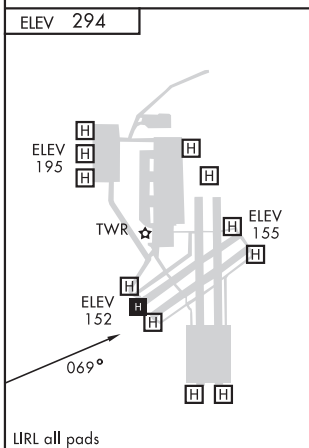
LOWE TOWER ★  
141.3 289.15

GND CON  
357.15

NOT FOR CIVIL USE



ELEV 294



LURL all pads

One Minute  
Holding Pattern

VOR

6000  
2000

249°  
069°

2000

069°

FOUTS

GULNE

1500

2.75°

TCH 40

4 NM

CATEGORY

COPTER

LNAV-MDA

840-1

546

(600-1)

CAIRNS AAF ALTIMETER SETTING MINIMUMS

LNAV-MDA

860-1

566

(600-1)

FORT NOVOSHEL, ALABAMA

31° 21' N-85° 45' W

LOWE AHP (KLOR)

Amdt 2 13JUL23

COPTER RNAV (GPS) 069°

SE-4, 12 JUN 2025 to 07 AUG 2025

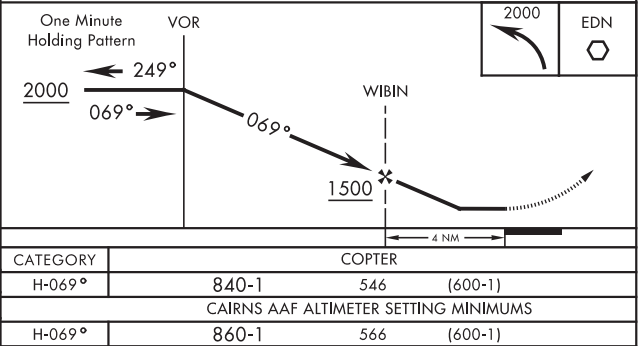
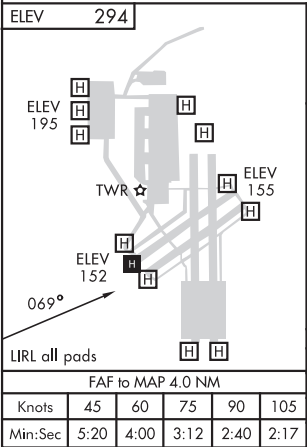
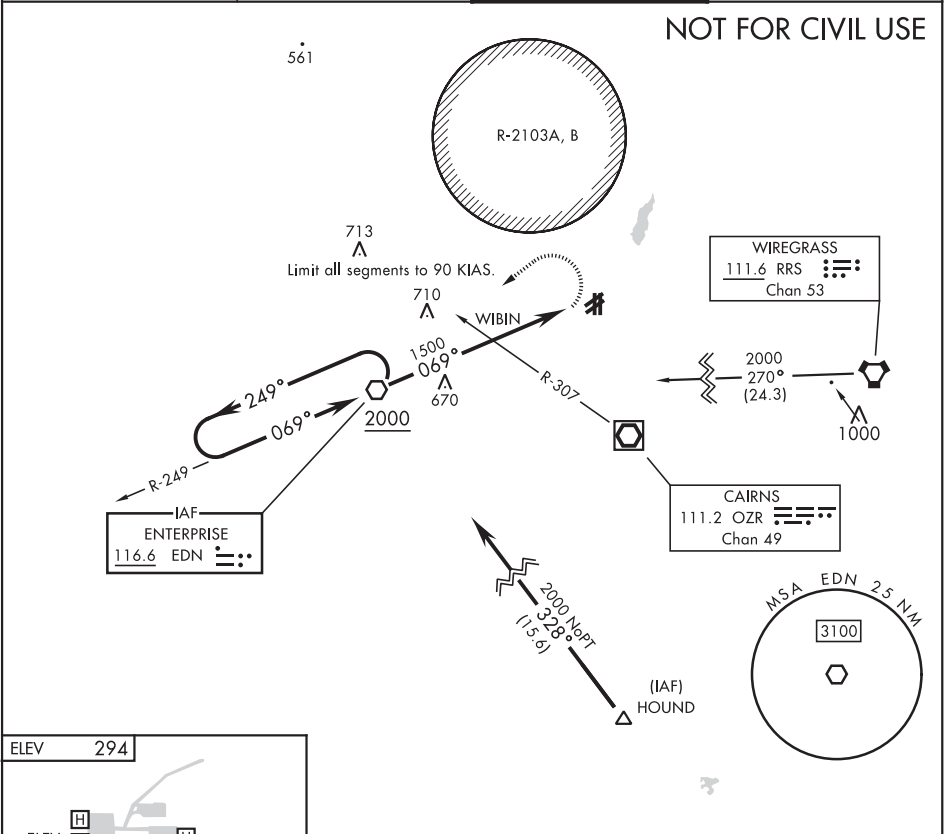
VOR EDN <b>116.6</b>	APCH CRS <b>069°</b>	Rwy Idg TDZE Arpt Elev	<b>N/A</b> <b>N/A</b> <b>294</b>
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[USA]

COPTER VOR 069°  
LOWE AHP (KLOR)

When local altimeter setting not received, use Cairns AAF altimeter setting. Helicopter visibility reduction below ¾ mile not authorized.	MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.
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ATIS <b>361.1</b>	CAIRNS APP CON <b>133.45 239.275</b>	TOWER★ <b>141.3 289.15</b>	GND CON <b>357.15</b>
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SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

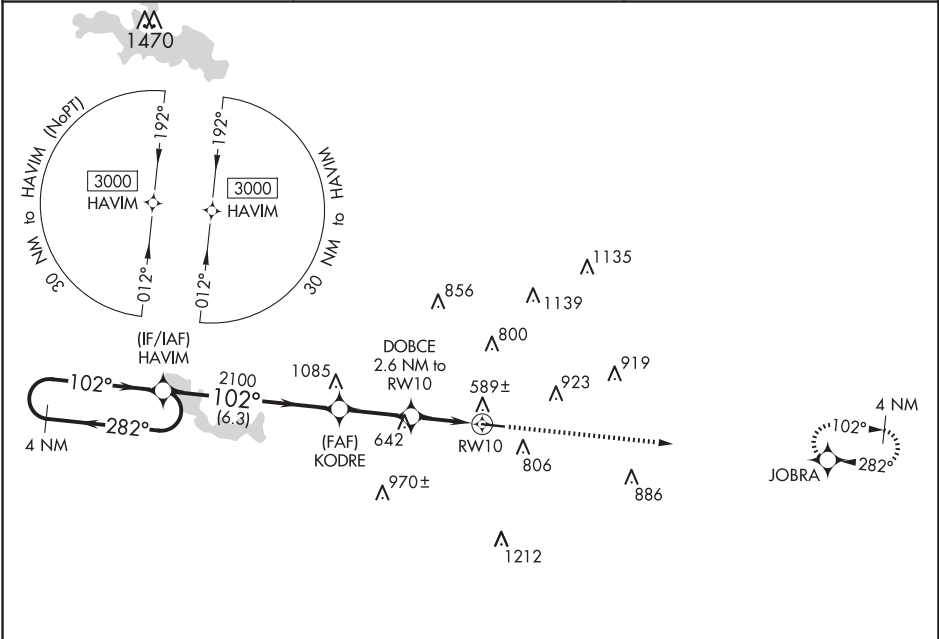
WAAS CH <b>56421</b> <b>W10A</b>	APP CRS <b>102°</b>	Rwy Idg <b>4184</b> TDZE <b>430</b> Apt Elev <b>437</b>
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RNAV (GPS) RWY 10

MACON DOWNTOWN (MAC)

<div><div>▼</div><div>NA</div></div> <div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Middle Georgia altimeter setting, when not received, use Robbins AFB altimeter setting and increase LPV DA to 726 feet, increase LNAV/VNAV DA to 833 feet and increase all MDA 20 feet.</div>	<div>MISSED APPROACH: Climb to 3000 direct JOBRA and hold.</div>
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MCN ASOS <b>120.775</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 437		D		TDZE 430	
4 NM Holding Pattern HAVIM		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).		3000 JOBRA	
3000 ← 282° 102° →		KODRE 2100		*LNAV only.	
GP 3.00° TCH 40		DOBCE 2.6 NM to RW10		RW10	
2100		*1280		508	
6.3 NM		2.6 NM		4694 X 100	
A		B		C	
CATEGORY	A		B		D
LPV DA	712-1		282 (300-1)		
LNAV/VNAV DA	819-1 <sup>3</sup> / <sub>8</sub>		389 (400-1 <sup>3</sup> / <sub>8</sub> )		
LNAV MDA	880-1 450 (500-1)		880-1 <sup>3</sup> / <sub>8</sub> 450 (500-1 <sup>3</sup> / <sub>8</sub> )		
CIRCLING	1200-1 763 (800-1)		1320-2 <sup>3</sup> / <sub>4</sub> 883 (900-2 <sup>3</sup> / <sub>4</sub> )		1480-3 1043 (1100-3)
				MIRL Rwy 10-28 0	

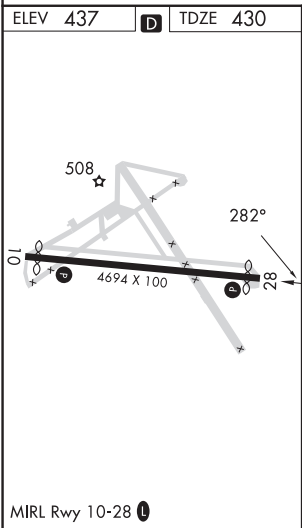
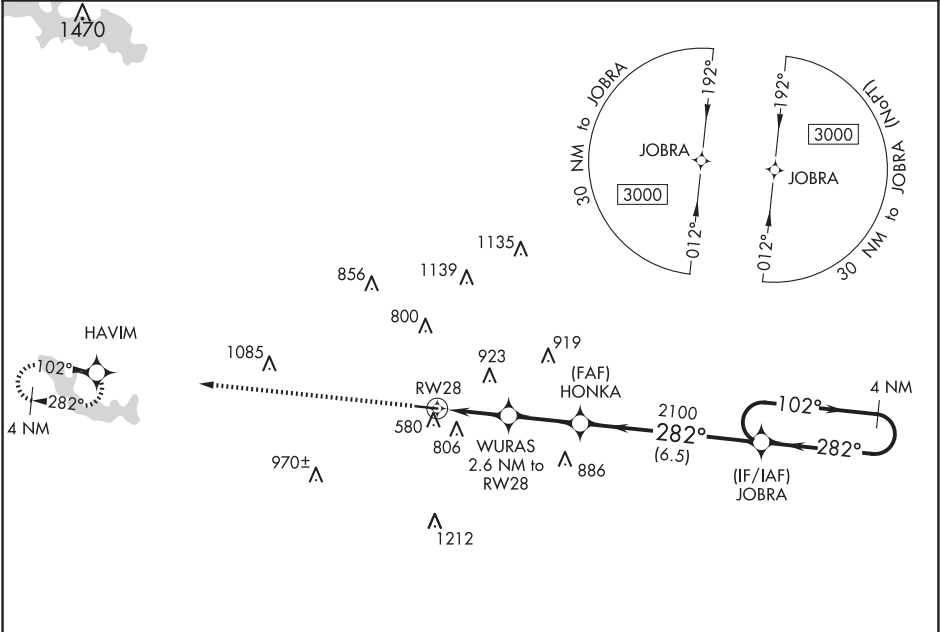




WAAS CH <b>86421</b> <b>W28A</b>	APP CRS <b>282°</b>	Rwy Idg TDZE <b>430</b> Apt Elev <b>437</b>
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RNAV (GPS) RWY 28

MACON DOWNTOWN (MAC)

RNP APCH-GPS.		MISSED APPROACH: Climb to 3000 direct HAVIM and hold.
Baro-VNAV NA. Rwy 28 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Middle Georgia altimeter setting, when not received, use Robbins AFB altimeter setting and increase LPV DA to 726 feet, increase LNAV/VNAV DA to 1063 feet and increase all MDAs 20 feet.		
MCN ASOS <b>120.775</b>	ATLANTA APP CON * <b>124.2 279.6</b>	UNICOM <b>123.0 (CTAF) </b>



3000 		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 23).		4 NM
*LNAV only.		HONKA 2100		3000
WURAS 2.6 NM to RW28		2100		GP 3.00° TCH 40
RW28		2100		
2.6 NM		2.6 NM		6.5 NM
CATEGORY	A	B	C	D
LPV DA	712-1		282 (300-1)	
LNAV/VNAV DA	1049-2½		619 (700-2½)	
LNAV MDA	980-1	550 (600-1)	980-1½	550 (600-1½)
 CIRCLING	1200-1	763 (800-1)	1320-2¾ 883 (900-2¾)	1480-3 1043 (1100-3)

MACON, GEORGIA

AL-244 (FAA)

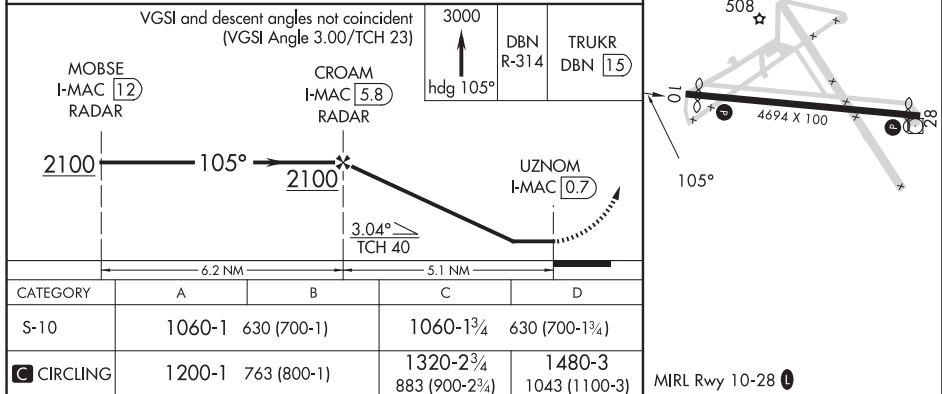
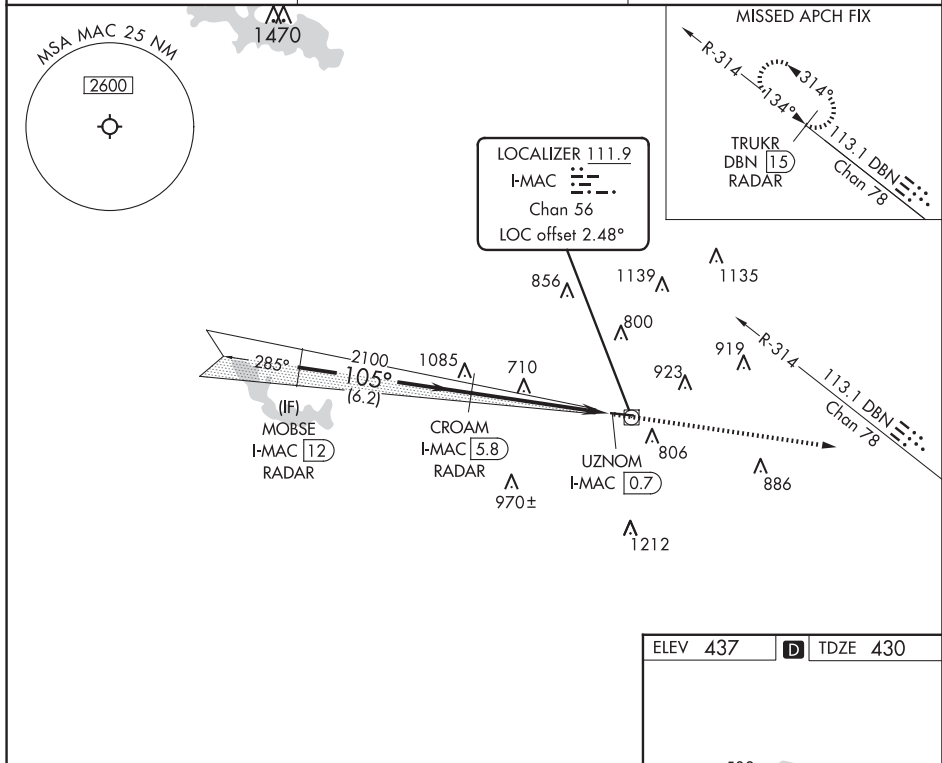
23166

LOC/DME I-MAC <b>111.9</b> Chan <b>56</b>	APP CRS <b>105°</b>	Rwy Idg <b>4184</b> TDZE <b>430</b> Apt Elev <b>437</b>
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LOC RWY 10  
MACON DOWNTOWN (MAC)

RADAR required for procedure entry. DME or RADAR required.		MISSED APPROACH: Climb to 3000 on heading 105° and DBN VORTAC R-314 to TRUKR/DBN VORTAC 15 DME/ RADAR and hold.
Rwy 10 helicopter visibility reduction below ¾ SM NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDA 20 feet and S-LOC 10 visibility Cat C/D ½ SM.		

MCN ASOS <b>120.775</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	UNICOM <b>123.0 (CTAF) 0</b>
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MACON, GEORGIA

Amtd 9 08SEP22

MACON DOWNTOWN (MAC)

32°49'N-83°34'W

LOC RWY 10

SE-4, 12 JUN 2025 to 07 AUG 2025

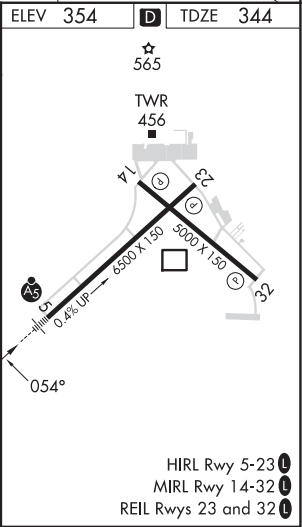
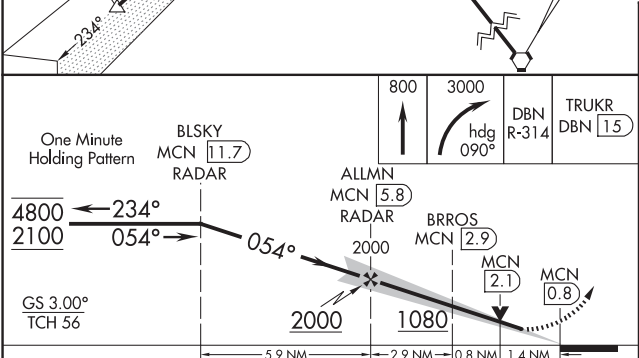
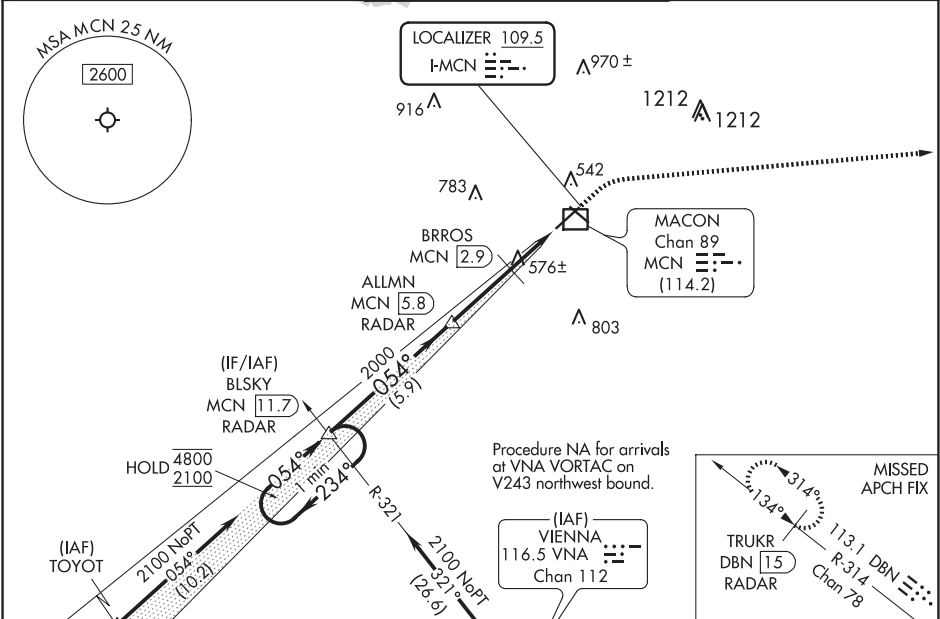
SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-MCN	APP CRS	Rwy Idg
<b>109.5</b>	<b>054°</b>	<b>6221</b>
		TDZE
		<b>344</b>
		Apt Elev
		<b>354</b>

ILS or LOC RWY 5  
MIDDLE GEORGIA RGNL (MCN)

DME and RADAR required.		MALSR	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 090° and DBN VORTAC R-314 to TRUKR/DBN VORTAC 15 DME/RADAR and hold.
<div><div></div><div>DME from MCN VORTAC. Simultaneous reception of I-MCN and MCN DME required. For inop ALS, increase S-ILS 5 Cat E visibility to RVR 4000 and S-LOC 5 Cats C, D, and E visibilities to 1 3/8 SM. * RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>		<div><div></div><div></div></div>	

ATIS	ATLANTA APP CON *	MACON TOWER *	GND CON	UNICOM
<b>120.775</b>	<b>124.2 279.6</b>	<b>128.2 (CTAF) 0 257.8</b>	<b>121.65</b>	<b>122.95</b>



CATEGORY	A	B	C	D	E
S-ILS 5 *	544/24 200 (200-1/2)				
S-LOC 5	840/24	496 (500-1/2)	840/50	496 (500-1)	
CIRCLING	900-1	546 (600-1)	920-1 1/2 566 (600-1 1/2)	1120-2 1/2 766 (800-2 1/2)	1180-3 826 (900-3)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

MACON, GEORGIA




AL-243 (FAA)

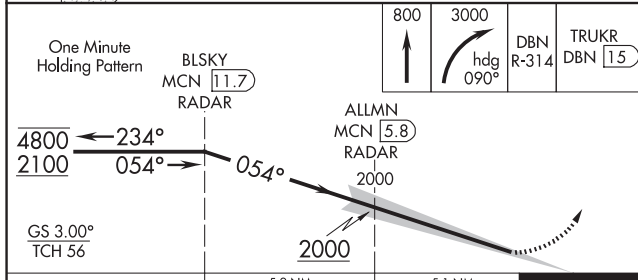
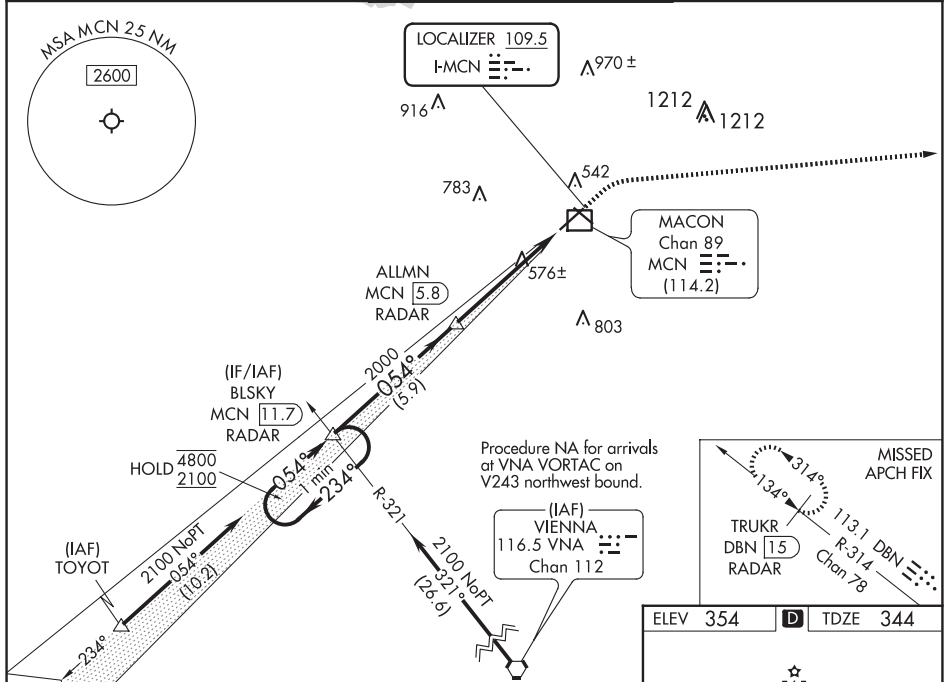
23110

LOC I-MCN	APP CRS	Rwy Idg
<b>109.5</b>	<b>054°</b>	<b>6221</b>
		TDZE
		<b>344</b>
		Apt Elev
		<b>354</b>

# ILS RWY 5 (SA CAT I & II)

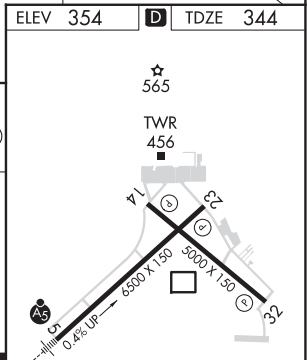
## MIDDLE GEORGIA RGNL (MCN)

DME and RADAR required.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 090° and DBN VORTAC R-314 to TRUKR/DBN VORTAC 15 DME/RADAR and hold.	
<div></div>	DME from MCN VORTAC. Simultaneous reception of I-MCN and MCN DME required. Procedure NA when tower closed.				
<div></div>	SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval. SA CAT II: Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.				
ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM	
120.775	124.2 279.6	128.2 (CTAF) 257.8	121.65	122.95	



CATEGORY	A	B	C	D
S-ILS 5	SA CAT I	RA 216/14	150 DA 494	
S-ILS 5	SA CAT II	RA 151/12	100 DA 444	

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



HIRL Rwy 5-23  
MIRL Rwy 14-32  
REIL Rwy 23 and 32

MACON, GEORGIA

Amtd 4 08SEP22

32°42'N-83°39'W

MIDDLE GEORGIA RGNL (MCN)  
**ILS RWY 5 (SA CAT I & II)**

SE-4, 12 JUN 2025 to 07 AUG 2025

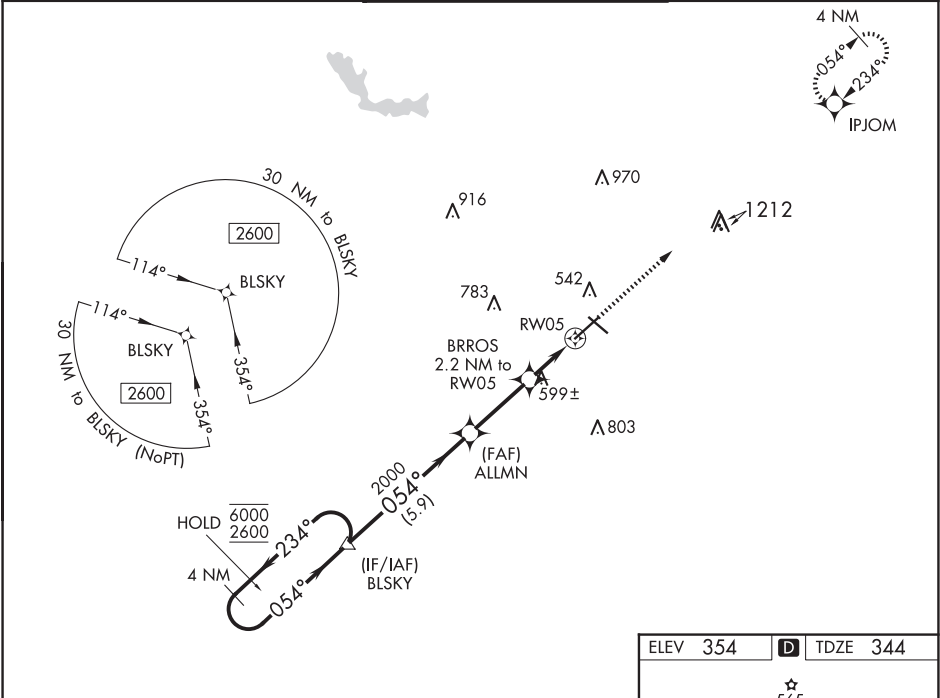
SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>97315</b> <b>W05A</b>	APP CRS <b>054°</b>	Rwy Idg TDZE <b>344</b> Apt Elev <b>354</b>
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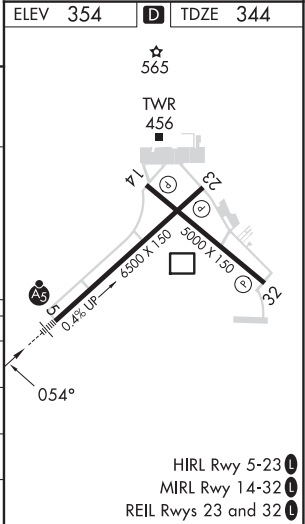
RNAV (GPS) RWY 5

MIDDLE GEORGIA RGNL (MCN)

RNP APCH. <div><div></div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.</div>		MALSR <div><div></div></div>	MISSED APPROACH: Climb to 2600 direct IPJOM and hold.	
ATIS <b>120.775</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	MACON TOWER ★ <b>128.2(CTAF) 257.8</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>

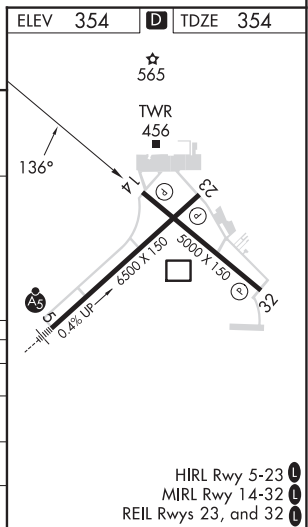


4 NM Holding Pattern		BLSKY		2600 IPJOM	
6000 ← 234°		2600 → 054°		ALLMN 2000	
GP 3.00°		TCH 56		BRROS 2.2 NM to RW05	
				*1.5 NM to RW05	
				RW05	
CATEGORY	A	B	C	D	
LPV DA	544/24		200 (200-½)		
LNAV/VNAV DA	863-1⅜		519 (600-1⅜)		
LNAV MDA	860/24	516 (600-½)	860/55	516 (600-1)	
CIRCLING	900-1	546 (600-1)	920-1½ 566 (600-1½)	1120-2½ 766 (800-2½)	



RNAV (GPS) RWY 14  
MIDDLE GEORGIA RGNL (MCN)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C  
**A** or above 54°C. Rwy 14 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

UNICOM  
122.95

MIDDLE GEORGIA RGNL (MCN)  
RNAV (GPS) RWY 14

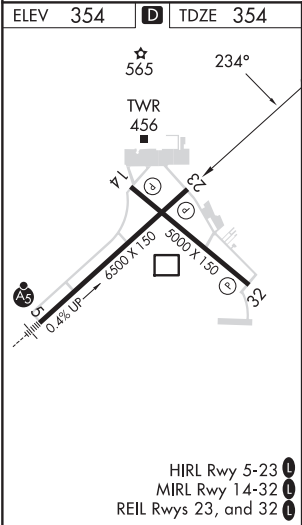
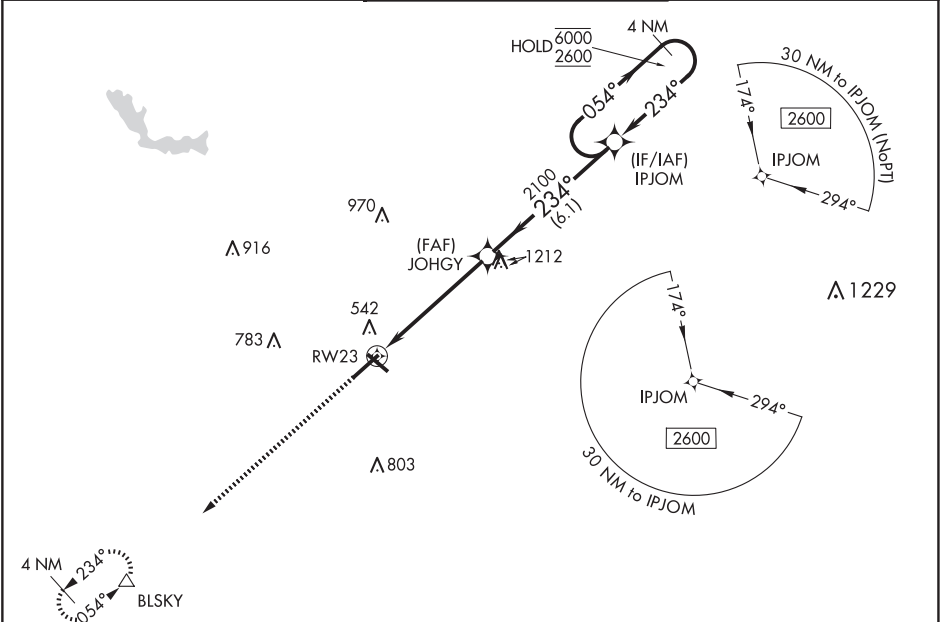
SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>40419</b> <b>W23A</b>	APP CRS <b>234°</b>	Rwy Idg TDZE Apt Elev	<b>6426</b> <b>354</b> <b>354</b>
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RNAV (GPS) RWY 23

MIDDLE GEORGIA RGNL (MCN)

RNP APCH.			MISSED APPROACH: Climb to 2600 direct BLSKY and hold.		
<div><div></div>Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.</div>					
ATIS <b>120.775</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	MACON TOWER ★ <b>128.2 (CTAF) 257.8</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>	



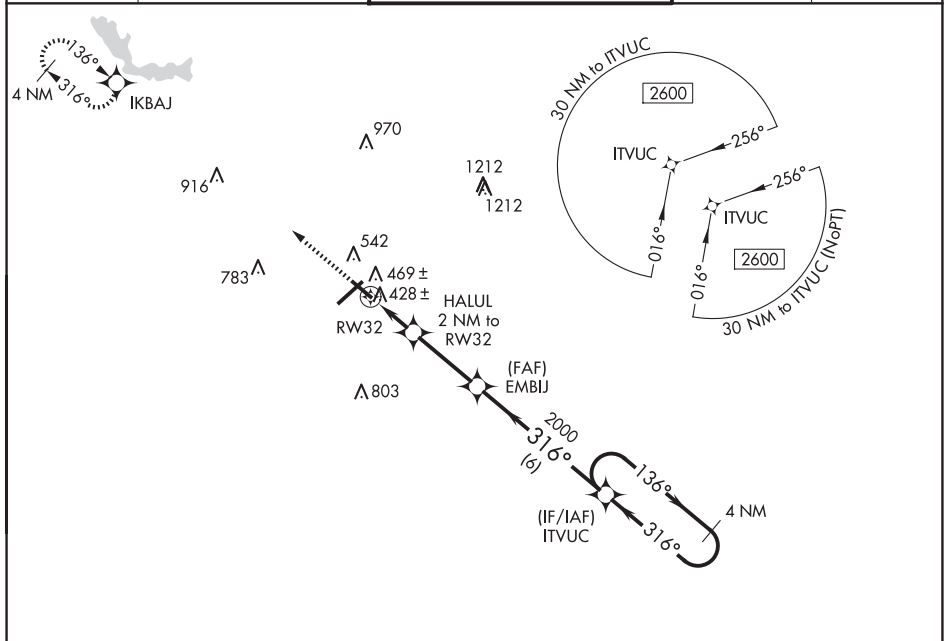
2600 ↑ BLSKY		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).		4 NM Holding Pattern	
*LNAV only.		JOHGY 2100		IPJOM	
RW23 ↓ 1.1 NM to RW23		2100		054° → 6000 ← 234° 2600	
GP 3.00° TCH 52		2100			
1.1 NM		4.2 NM		6.1 NM	
CATEGORY	A	B	C	D	
LPV DA	635-1		281 (300-1)		
LNAV/VNAV DA	726-1¼		372 (400-1¼)		
LNAV MDA	760-1	406 (500-1)		760-1⅞	406 (500-1⅞)
CIRCLING	900-1	546 (600-1)		920-1½ 566 (600-1½)	1120-2½ 766 (800-2½)

# RNAV (GPS) RWY 32

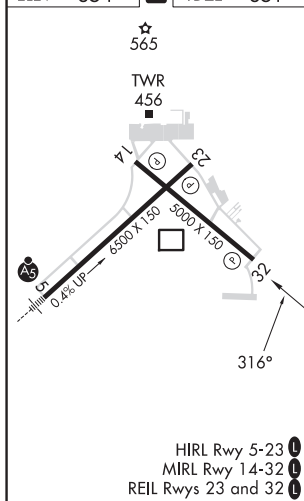
## MIDDLE GEORGIA RGNL (MCN)

	Rwy 32 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 2800 direct IKBAJ and hold.

ATIS <b>120.775</b>	ATLANTA <b>124.2</b>	APP CON ★ <b>279.6</b>	MACON TOWER ★ <b>128.2</b> (CTAF) <b>0 257.8</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>
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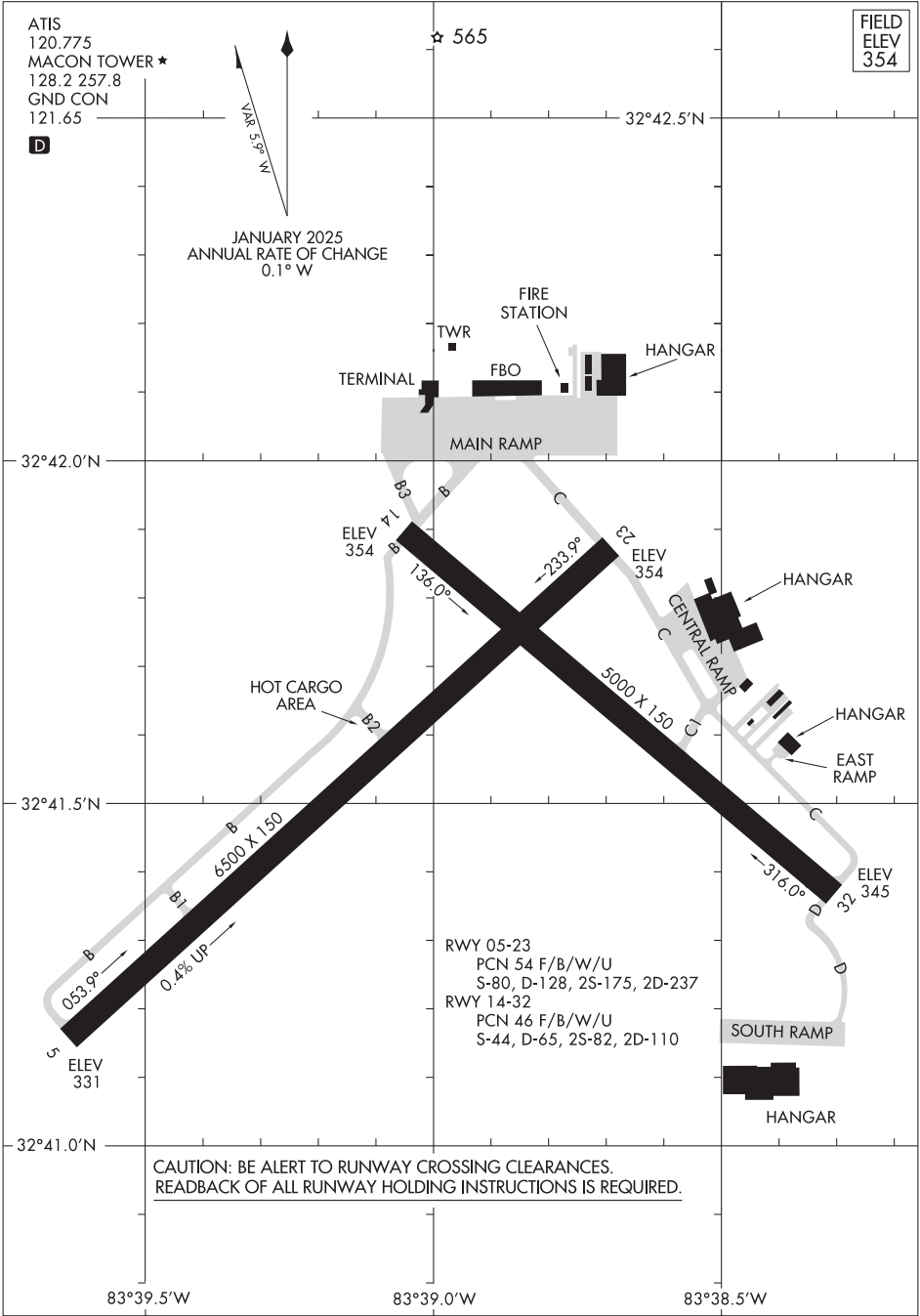
ELEV	354	<b>D</b>	TDZE	351
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2800 ↑	IKBAJ ✱	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 46).			
CATEGORY	A	B	C	D	
LP MDA	680-1 329 (400-1)				
RNAV MDA	720-1 369 (400-1)				
CIRCLING	900-1	546 (600-1)	920-1½ 566 (600-1½)	1120-2½ 766 (800-2½)	

MIDDLE GEORGIA RGNL (MCN)  
RNAV (GPS) RWY 32





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SE-4, 12 JUN 2025 to 07 AUG 2025

MADISON, GEORGIA

AL-5538 (FAA)

21308

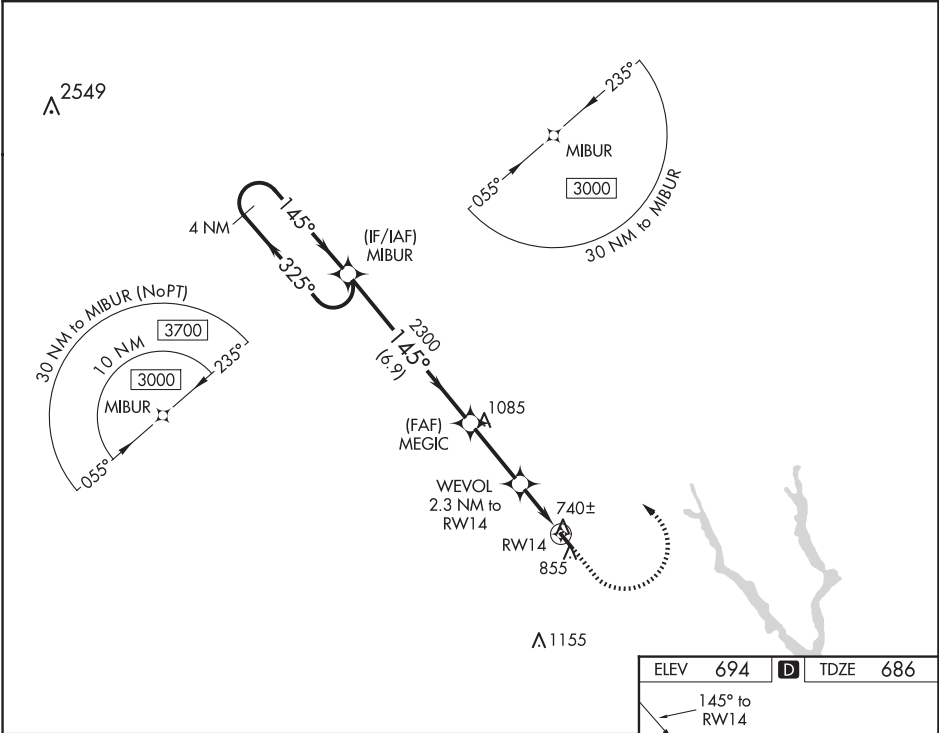
WAAS CH <b>77723</b> <b>W14A</b>	APP CRS <b>145°</b>	Rwy Idg TDZE <b>686</b> Apt Elev <b>694</b>	<b>3740</b>
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RNAV (GPS) RWY 14

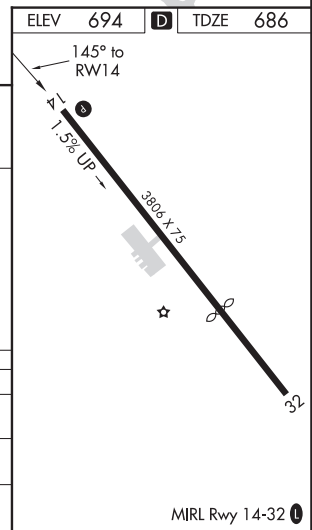
MADISON MUNI (52A)

<div><div>▼</div><div>NA</div></div> <div>When VGSI inop, procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Use Athens altimeter setting.</div>	MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 direct MIBUR and hold.
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AHN ASOS <b>132.875</b>	ATLANTA APP CON ★ <b>132.475 291.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32).				
4 NM Holding Pattern MIBUR				
<div>3000 ← 325° → 145° → 145° → 2300 → 1400 → RW14</div> <div>6.9 NM 2.8 NM 2.3 NM</div>				
CATEGORY	A	B	C	D
LP MDA	1060-1	374 (400-1)	1060-1¼ 374 (400-1¼)	NA
LNAV MDA	1060-1	374 (400-1)	1060-1¼ 374 (400-1¼)	NA
CIRCLING	1220-1	526 (600-1)	1380-2 686 (700-2)	NA

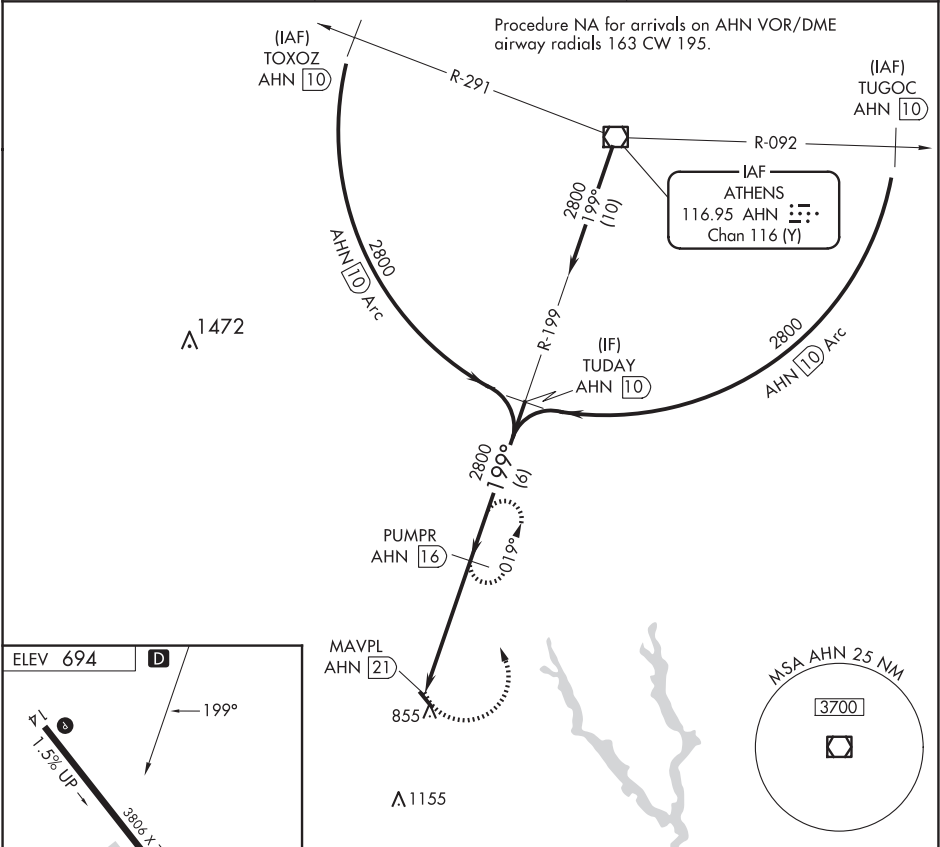


VOR/DME AHN	APP CRS	Rwy Idg	N/A
116.95	199°	TDZE	N/A
Chan 116 (Y)		Apt Elev	694

VOR/DME-A  
MADISON MUNI (52A)

<div><div>Procedure NA at night. Use Athens altimeter setting. Visibility reduction by helicopters NA.</div></div>	<div>MISSED APPROACH: Climbing left turn to 2800 on AHN VOR/DME R-199 to PUMPR/AHN 16 DME and hold.</div>
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AHN ASOS 132.875	ATLANTA APP CON ★ 132.475 291.1	UNICOM 122.8 (CTAF) 0
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2800 AHN R-199	PUMPR AHN 16	MAVPL AHN 21	PUMPR AHN 16	TUDAY AHN 10	Procedure Turn NA
<div>2800 199° 2800</div>					
<div>5 NM 6 NM</div>					
CATEGORY	A	B	C	D	
CIRCLING	1220-1 526 (600-1)	1220-1¼ 526 (600-1¼)	1380-2 686 (700-2)	NA	

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SE-4, 12 JUN 2025 to 07 AUG 2025



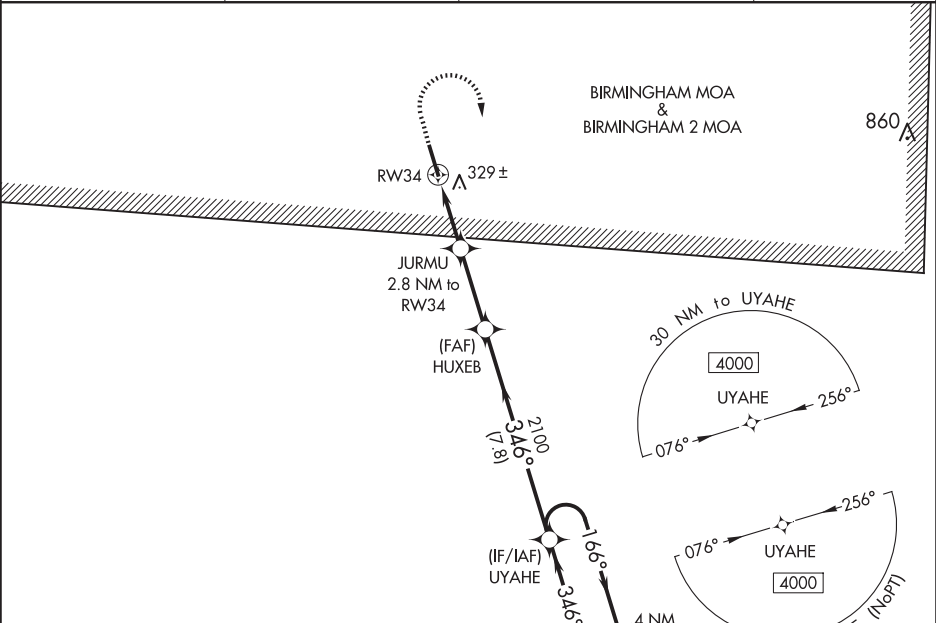
WAAS CH <b>61232</b> <b>W34A</b>	APP CRS <b>346°</b>	Rwy Idg <b>6400</b> TDZE <b>214</b> Apt Elev <b>220</b>
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RNAV (GPS) RWY 34  
VAIDEN FLD (A08)

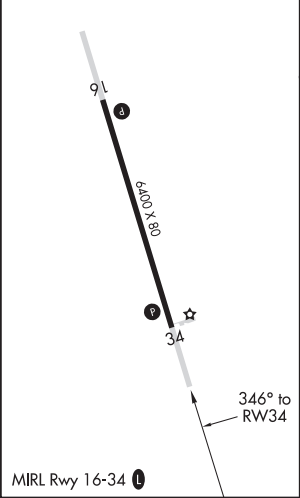
**Baro-VNAV NA.** DME/DME RNP-0.3 NA. Use Demopolis altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all DA 27 feet, increase all MDA 40 feet, increase all LPV visibilities 1/8 mile, and increase Circling Cat D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climb to 700 then climbing right turn to 4000 direct UYAHE and hold, continue climb-in-hold to 4000.

AWOS-3P <b>119.350</b>	DYA AWOS-3P <b>119.475</b>	ATLANTA CENTER <b>132.25 263.025</b>	CTAF <b>122.9 0</b>
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ELEV <b>220</b>	TDZE <b>214</b>
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PINE HILL EAST MOA & CAMDEN RIDGE MOA

700 4000 UYAHE

\*LNAV only.

JURMU 2.8 NM to RW34

HUXEB 2100

UYAHE 4 NM Holding Pattern

166° 166°

346° 346°

4000

GP 3.00° TCH 40

2100

1140\*

2.8 NM 3 NM 7.8 NM

CATEGORY	A	B	C	D
LPV DA	546-1 1/8	332 (400-1 1/8)		
LNAV/VNAV DA	707-1 3/4	493 (500-1 3/4)		
LNAV MDA	660-1	446 (500-1)	660-1 3/8	446 (500-1 3/8)
CIRCLING	740-1 520 (600-1)	760-1 540 (600-1)	760-1 1/2 540 (600-1 1/2)	880-2 660 (700-2)

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SE-4, 12 JUN 2025 to 07 AUG 2025

MONTGOMERY, ALABAMA

LOC I-MXF <b><u>109.3</u></b>	APCH CRS <b>150°</b>	Rwy Idg <b>8008</b> TDZE <b>171</b> Arpt Elev <b>171</b>
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[USAF]

MAXWELL AFB (KMXF)

ILS or LOC/DME RWY 15

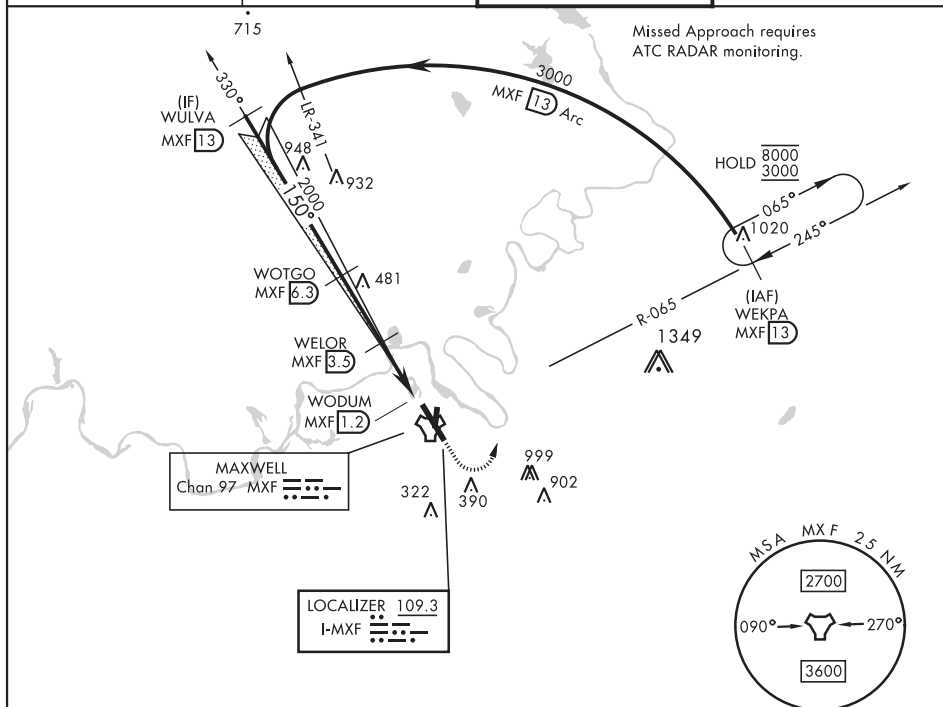
**T** \* When ALS inop, increase RVR to 40 and vis to ¾ mile.  
 \*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ mile.  
 \*\*\* Circling not authorized E of Rwy 15-33.

ALSF-1

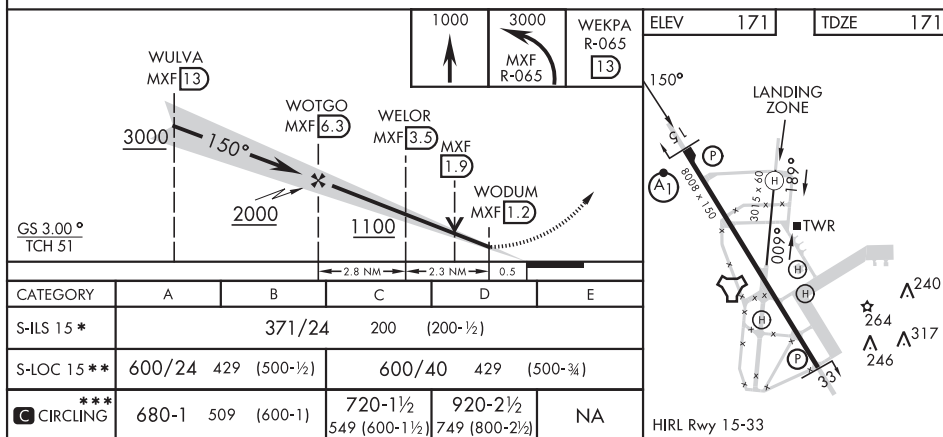
A1

**MISSED APPROACH:** Climb to 1000, then climbing left turn to 3000 to intercept MXF TACAN R-065 outbound to 13 DME (WEKPA) and hold.

<p>ATIS ★</p> <p>134.7 269.9</p>	<p>MONTGOMERY APP CON★</p> <p>121.2 269.05 (N)</p> <p>124.0 363.025 (S)</p>	<p>TOWER ★</p> <p>118.15 253.5</p>	<p>GND CON ★</p> <p>127.15 289.4</p>
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EMERG SAFE ALT 100 NM 5000



MONTGOMERY, ALABAMA

32°23'N-86°22' W

MAXWELL AFB (KMXF)

Amdt 6 23FEB23

ILS or LOC/DME RWY 15

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 15

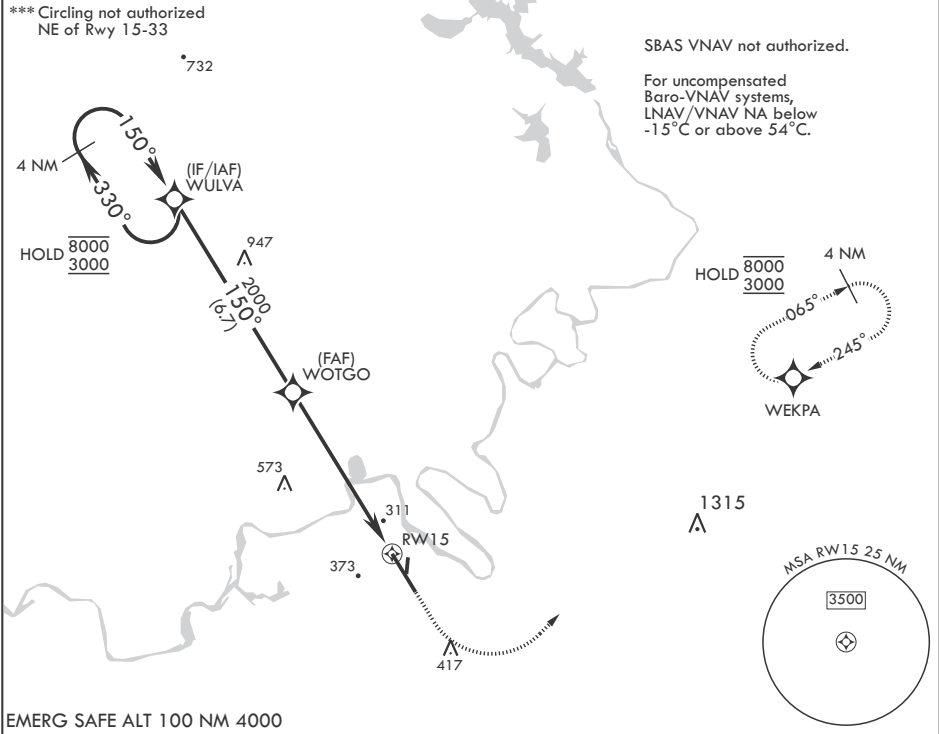
APCH CRS	Rwy Idg	8008
150°	TDZE	171
	Arprt Elev	171

- (USAF)

MAXWELL AFB (KMXF)

RNP APCH-GPS	ALSIF-1	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.
▼ * When ALS inop, increase vis to 1 1/4 miles. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 2 miles.		

ATIS★ 134.7 269.9	MONTGOMERY APP CON/DEP CON★ 121.2 269.05 N 124.0 363.025 S	TOWER★ 118.15 253.5	GND CON★ 127.15 289.4
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EMERG SAFE ALT 100 NM 4000

4 NM Holding Pattern	WULVA	1000	3000	WEKPA	ELEV 171	TDZE 171
8000 3000	330° 150°	150°	2000	2 NM to RW15	150°	
GP 3.00° TCH 51				5.6 NM		
CATEGORY	A	B	C	D	E	
LNAV/VNAV DA*	593/40		422	(500-¾)		
LNAV MDA**	860/24	689 (700-½)	860-1½	689	(700-1½)	
CIRCLING***	860-1	689 (700-1)	860-2 689 (700-2)	920-2½ 749 (800-2½)	NA	

RNAV (GPS) RWY 15

MONTGOMERY, ALABAMA

TACAN RWY 15

TACAN MXF Chan 97	APCH CRS 158°	Rwy Idg TDZE Arpt Elev	8008 171 171
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[USAF]

MAXWELL AFB (KMXF)

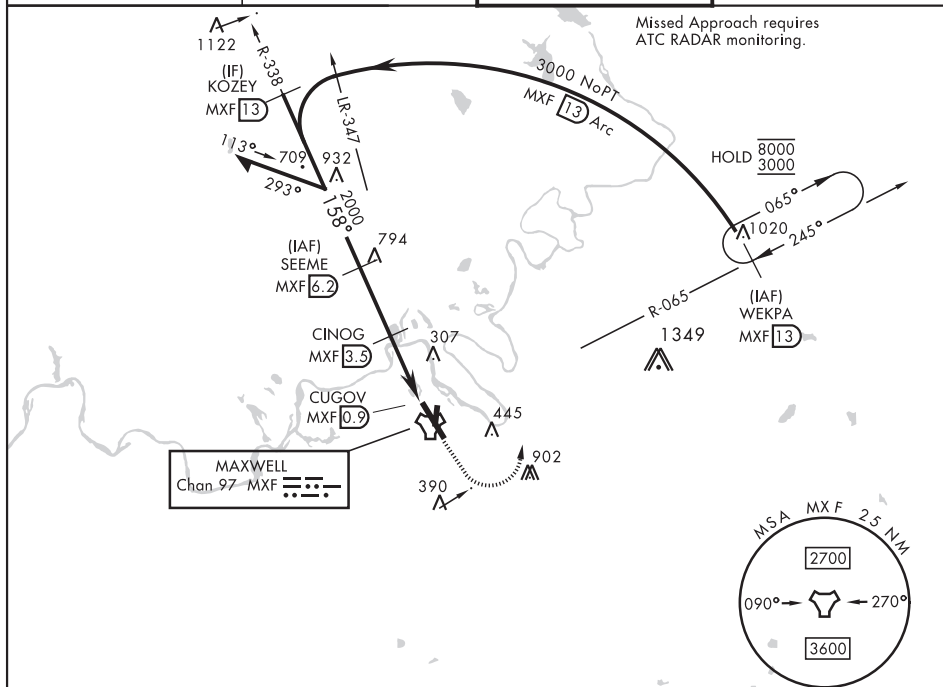
▼ \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE and vis to 1½ miles.  
 \*\* Circling not authorized E of Rwy 15-33.

ALSF-1



MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 to intercept MXF TACAN R-065 outbound to 13 DME (WEKPA) and hold.

ATIS ★ 134.7 269.9	MONTGOMERY APP CON ★ 121.2 269.05 (N) 124.0 363.025 (S)	TOWER ★ 118.15 253.5	GND CON ★ 127.15 289.4
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EMERG SAFE ALT 100 NM 5000

Remain within 15 NM		KOZEY MXF 13		SEEME MXF 6.2		<div style="display: inline-block; border: 1px solid black; padding: 2px; margin: 2px;">1000 ↑</div> <div style="display: inline-block; border: 1px solid black; padding: 2px; margin: 2px;">3000 ↖ MXF R-065</div> <div style="display: inline-block; border: 1px solid black; padding: 2px; margin: 2px;">WEKPA R-065 13</div>	
3000		338°		CINOG MXF 3.3		MXF 2	
CINOG to RWY 15 3.08° TCH 51		158°		CUGOV MXF 0.9		MXF TACAN	
2000		1100		2.7 NM		2.6 NM	
				0.2			
CATEGORY	A		B	C		D	E
S-15 *	620/24 449 (500-½)		620/45 449 (500-7/8)				
<b>C</b> CIRCLING **	680-1	509 (600-1)	720-1½ 549 (600-1½)	920-2½ 749 (800-2½)	NA		

LANDING ZONE

301.5 x 60

009°

TWR

8008 x 150

3000

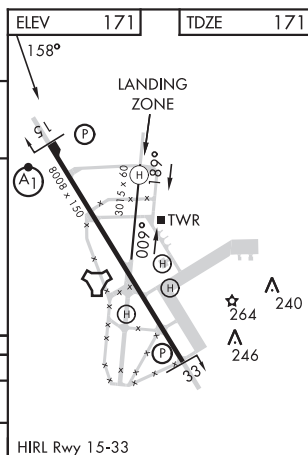
264

2460

246

33

HIRL Rwy 15-33



HIRL Rwy 15-33

MONTGOMERY, ALABAMA

32°23'N-86°22' W

MAXWELL AFB (KMXF)

Amdt 6 23FEB23

TACAN RWY 15



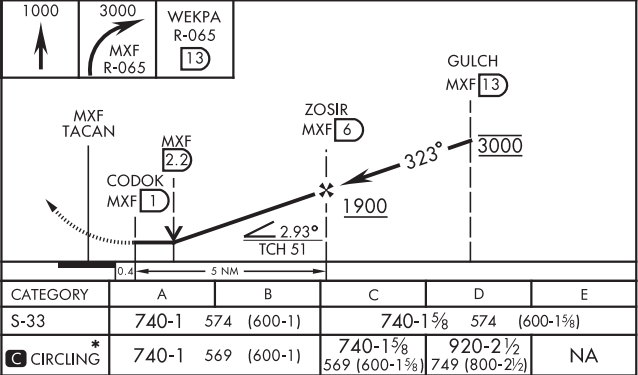
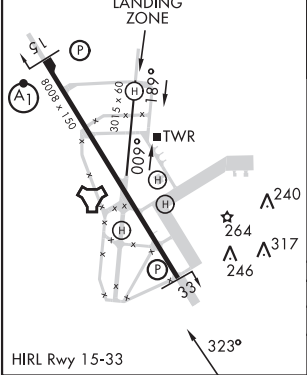
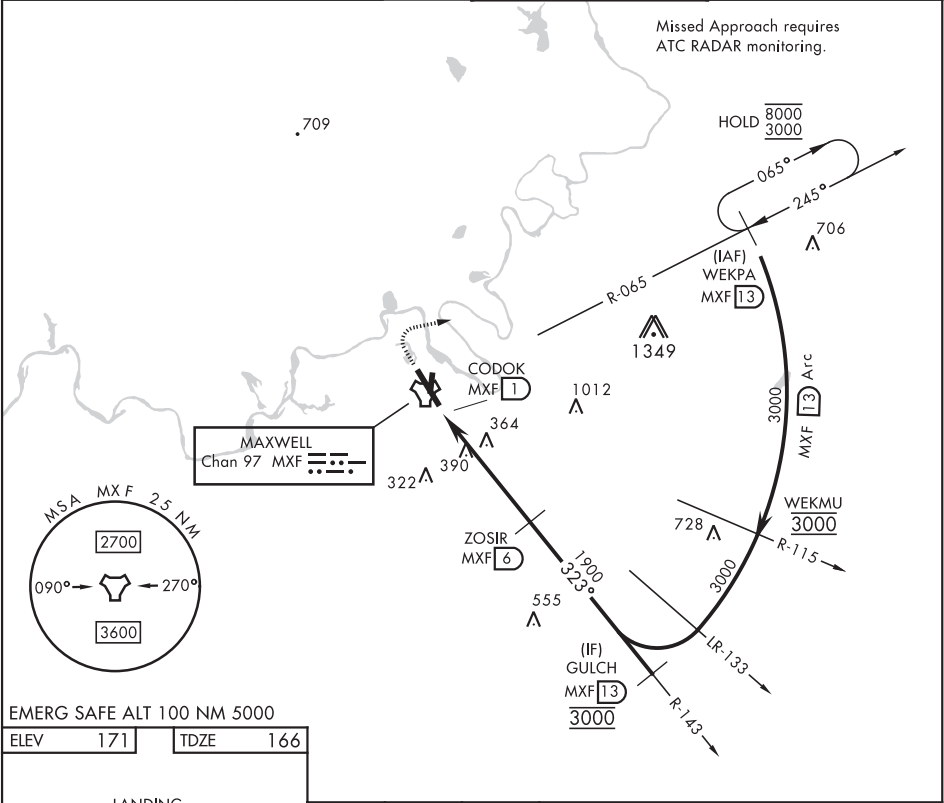
TACAN RWY 33

TACAN	MXF	APCH CRS	Rwy Idg	8008
Chan	97	323°	TDZE	166
			Arpt Elev	171

[USAF]

MAXWELL AFB (KMXF)

* Circling not authorized E of Rwy 15-33.		MISSED APPROACH: Climb to 1000, then climbing right turn to 3000 to intercept MXF TACAN R-065 outbound to 13 DME (WEKPA) and hold.	
ATIS ★ 134.7 269.9	MONTGOMERY APP CON ★ 121.2 269.05 (N) 124.0 363.025 (S)	TOWER ★ 118.15 253.5	GND CON ★ 127.15 289.4



TACAN RWY 33

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

25163

MAXWELL AFB (KMXF)

## AIRPORT DIAGRAM

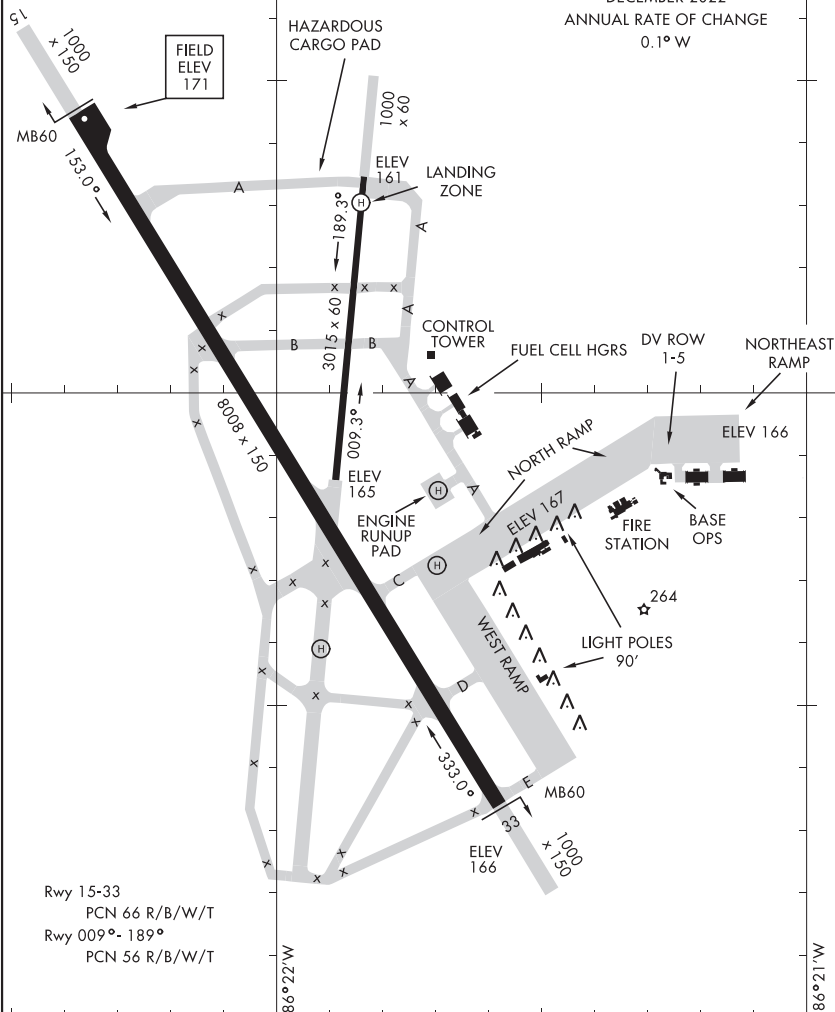
[USAF]

MONTGOMERY, ALABAMA

ATIS ★  
134.7 269.9  
TOWER ★  
118.15 253.5  
GND CON ★  
127.15 289.4

32°24'N

DECEMBER 2022  
ANNUAL RATE OF CHANGE  
0.1° W



Rwy 15-33  
PCN 66 R/B/W/T  
Rwy 009°-189°  
PCN 56 R/B/W/T

## AIRPORT DIAGRAM

MONTGOMERY, ALABAMA  
MAXWELL AFB (KMXF)

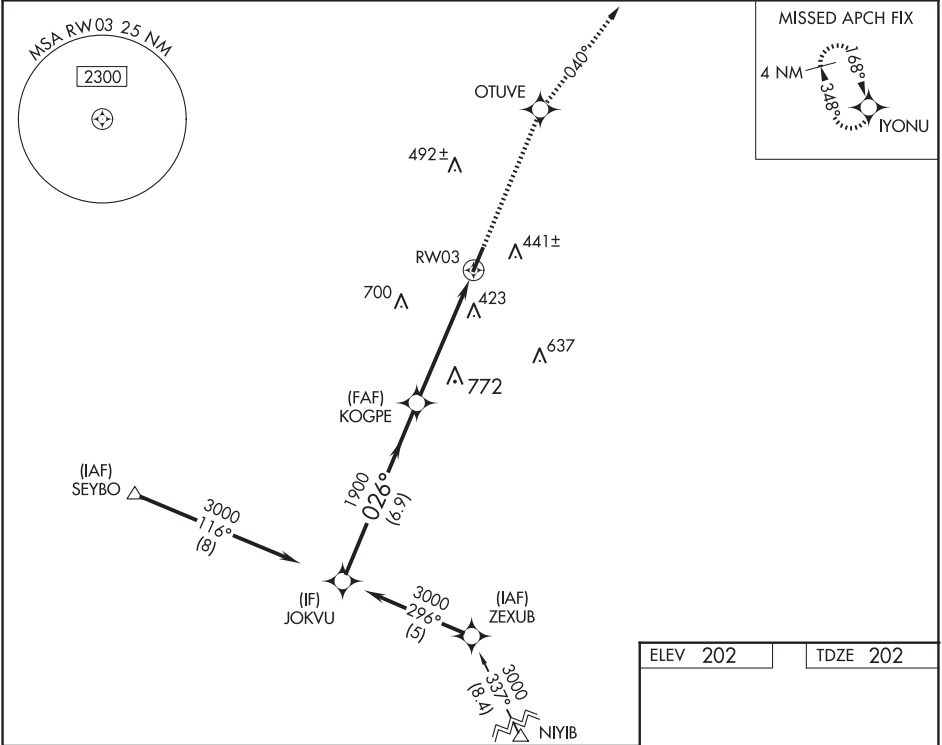
SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>70508</b> <b>W03A</b>	APP CRS <b>026°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>202</b> <b>202</b>
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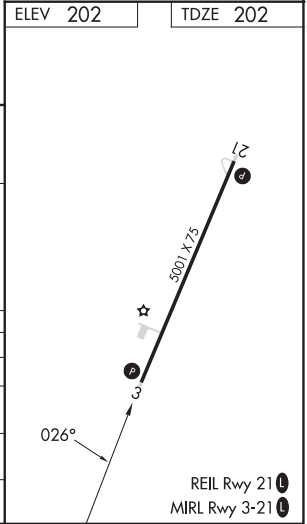
RNAV (GPS) RWY 3  
TELFAIR-WHEELER (MQW)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct OTUVE and via 040° track to IYONU and hold.
Rwy 3 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Procedure NA at night.	

AWOS-3PT <b>120.0</b>	VDI AWOS-3 <b>119.925</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	CTAF <b>122.90</b>
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JOKVU VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 44).			
3000	KOGPE	OTUVE	IYONU
Procedure Turn NA	GP 3.00° TCH 34	tr 040°	
6.9 NM	5.2 NM		
CATEGORY	A	B	C
LPV DA	593-1½	391 (400-1½)	
LNAV/VNAV DA	903-2	701 (800-2)	903-2¼ 701 (800-2¼)
LNAV MDA	1160-1¼ 958 (1000-1¼)	1160-1½ 958 (1000-1½)	1160-3 958 (1000-3)
CIRCLING	1160-1¼ 958 (1000-1¼)	1160-1½ 958 (1000-1½)	1160-3 958 (1000-3)



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 21  
TELFAIR-WHEELER (MQW)

Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing right turn to 3000 direct FINAN and hold.

CTAF  
122.9 **L**

Procedure NA for arrival on DBN VORTAC  
airway radials 147 CW 243.

(IAF)  
DUBLIN  
DBN  
ORTAC

3000 NoPT  
176°  
(17.1)

4 NM  HOLD 

6000
3000

(IF/IAF)  
FINAN

2000  
2060  
6.21

➤ (FAF)  
OTUVE

Procedure NA for arrivals at CENVA  
on V362 northwest bound.

A diagram showing a line of sight from a point labeled 'CENVA' to a station. The line of sight is a straight line with a zigzag line representing a break. The distance to the station is labeled '3000' and the elevation angle is labeled '055° (26.4)'.

 $\Lambda^{492 \pm}$ 

▲▲▲

 $\Lambda_{700}$        $\Lambda_{422}$ 

A 423

A 637

A772

MSA RW21 25 NM

2300

FLEV 202		TDZE 200
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206° —

3000	FINAN
	

FINAN 4 NM  
Holding Pattern

The diagram shows a horizontal line representing a polymer chain. Above the line, there is a label "PCH 67". Below the line, there are two segments with arrows indicating their lengths: "5.3 nm" and "6.2 nm".

CATEGORY	A	B	C	D
INAV MDA	780-1	580 (600-1)	780-15%	580 (600-15%)

ENRICHMENT	750-1 500 (500-1)	750-1% 500 (500-1%)	
<b>C</b> CIRCLING	880-1 678 (700-1)	960-2¼ 758 (800-2¼)	1140-3 938 (1000-)

REIL Rwy 21 L

MIRL Rwy 3-21 L

MC RAE, GEORGIA

Amdt 1 D 02DEC21

TELFAIR-WHEELER (MQW)

RNAV (GPS) RWY 21

32°06'N-82°53'W

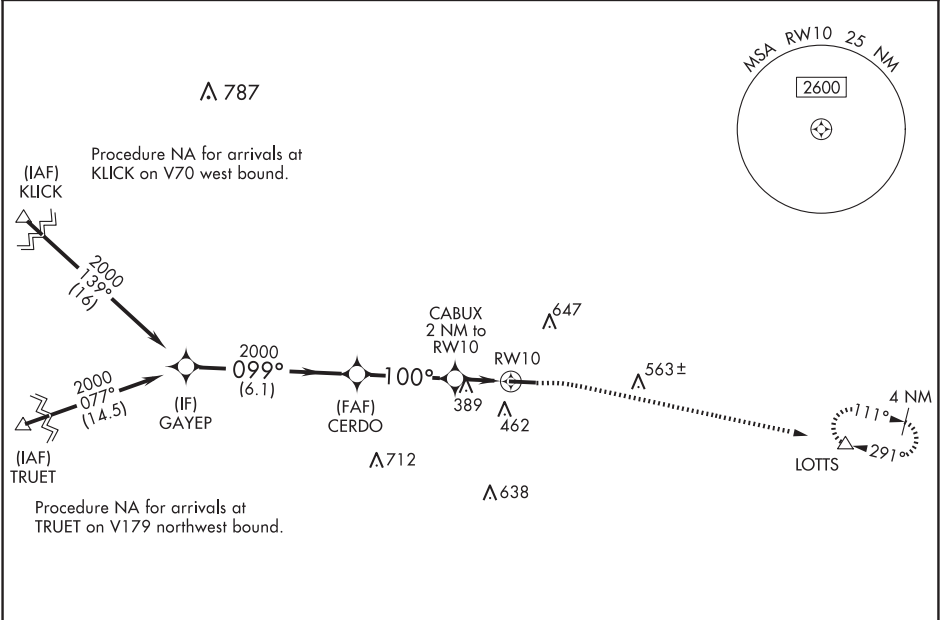
SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>53738</b> <b>W10A</b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>197</b> <b>197</b>
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RNAV (GPS) RWY 10

JOHN EDWIN JONES SR FLD/METTER MUNI (MHP)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Use Claxton altimeter setting; when not received, use Vidalia altimeter setting and increase LPV DA to 543, LNAV/VNAV DA to 500, increase all MDA 20 feet, increase LNAV Cat C/D visibility ½ mile and Circling Cat C/D visibility ¼ mile.		MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct LOTTs and hold.	
AWOS-3PT <b>120.3</b>	CWV AWOS-3 <b>120.075</b>	JACKSONVILLE CENTER <b>132.925 363.2</b>	UNICOM <b>123.0 (CTAF) 0</b>



<div><div><div><div><div><div></div><div>ELEV 197</div></div><div><div></div><div>TDZE 197</div></div></div></div><div><div><div><div><div><div></div><div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).</div></div><div><div><div><div><div>700</div><div>3000</div><div>LOTTS</div></div><div><div><div><div>↑</div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div><div><div><div><div></div><div>*LNNAV only.</div></div></div></div></div><div><div><div><div><div><div></div><div>GAYEP</div></div><div><div><div><div><div>2000</div><div>099°</div></div><div><div><div>2000</div><div></div></div></div><div><div><div><div><div>2000</div><div>CERDO</div><div>2000</div></div><div><div><div><div><div>100°</div><div><div><div><div><div><div></div><div>CABUX</div><div>2 NM to RW10</div></div><div><div><div><div><div><div></div><div>RW10</div></div></div></div><div><div><div><div><div><div></div><div>+880</div></div></div></div></div></div></div><div><div><div><div><div><div></div><div>100° to RW10</div></div><div><div><div><div><div><div></div><div>10</div><div>5001 X 75</div><div>28</div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></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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SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

METTER, GEORGIA

AL-6844 (FAA)

21280

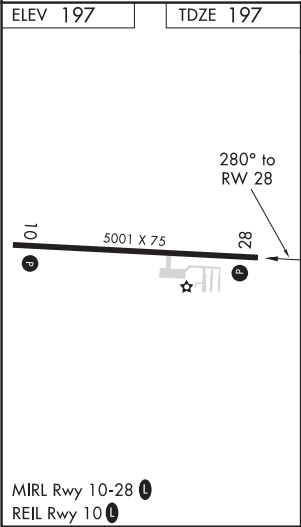
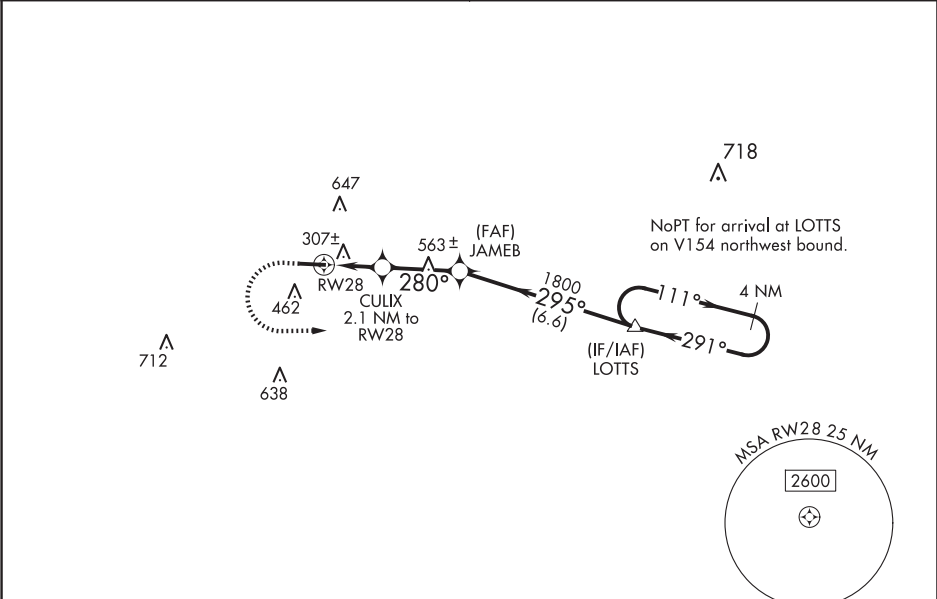
WAAS CH <b>78438</b> <b>W28A</b>	APP CRS <b>280°</b>	Rwy Idg TDZE <b>197</b> Apt Elev <b>197</b>
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RNAV (GPS) RWY 28

JOHN EDWIN JONES SR FLD/METTER MUNI (MHP)

<p>Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Claxton altimeter setting; when not received, use Vidalia altimeter setting and increase LPV DA to 500, LNAV/VNAV DA to 533, increase all MDA 20 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ mile and Circling Cat C/D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct LOTS and hold.</p>
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AWOS-3PT <b>120.3</b>	CWV AWOS-3 <b>120.075</b>	JACKSONVILLE CENTER <b>132.925 363.2</b>	UNICOM <b>123.0 (CTAF)</b>
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700

↑

3000

↷

LOTS

△

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 27).

4 NM

Holding Pattern

\*LNAV only.

CULIX

2.1 NM to RW28

JAMEB

1800

LOTS

111°

→

291°

←

3000

GP 3.00°

TCH 57

2.1 NM

2.8 NM

6.6 NM

CATEGORY	A	B	C	D
LPV DA	494-1 297 (300-1)			
LNAV/VNAV DA	527-1 330 (400-1)			
LNAV MDA	620-1 423 (500-1)	620-1¼ 423 (500-1¼)		
CIRCLING	820-1 623 (700-1)	880-1 683 (700-1)	1060-2½ 863 (900-2½)	1060-2¾ 863 (900-2¾)

METTER, GEORGIA  
Amdt 1 26MAY16

JOHN EDWIN JONES SR FLD/METTER MUNI (MHP)  
32°22'N-82°05'W  
RNAV (GPS) RWY 28

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

25163

# RNAV (GPS) RWY 10

## BALDWIN COUNTY RGNL (MLJ)

**MISSED APPROACH:** Climb to 3000 direct FETOP and hold.



UNICOM  
122.975 (CTAF) **L**

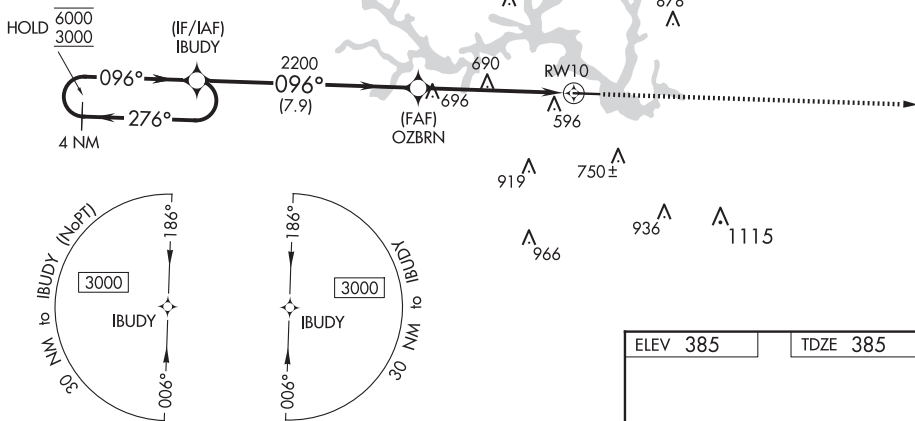
MISSED APCH FIX

4 NM

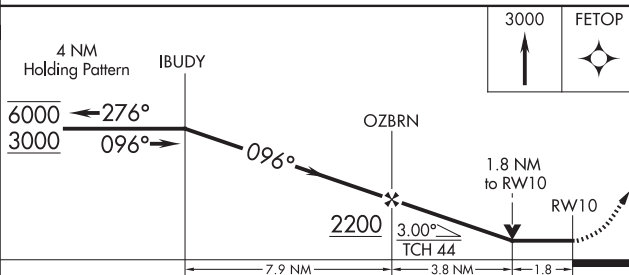
096°


276°

FETOP



ELEV 385		TDZE 385
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CATEGORY	A	B	C	D
INAV MDA	1000-1 615 (700-1)		1000-1½ 615 (700-1½)	
 CIRCLING	1000-1 615 (700-1)		1080-2 695 (700-2)	1280-3 895 (900-3)

MIRL Rwy 10-28 **L**  
REIL Rwy 10 and 28 **L**

BALDWIN COUNTY RGNL (MLJ)  
RNAV (GPS) RWY 10

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

MILLEDGEVILLE, GEORGIA

AL-5729 (FAA)

25163

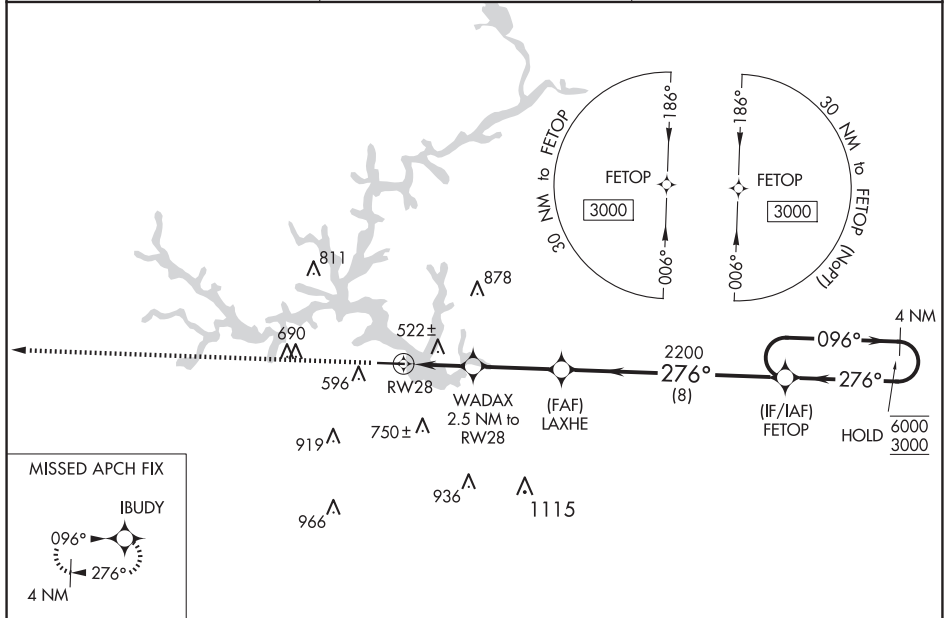
WAAS CH <b>82318</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Ldg TDZE Apt Elev	<b>5424</b> <b>379</b> <b>385</b>
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# RNAV (GPS) RWY 28

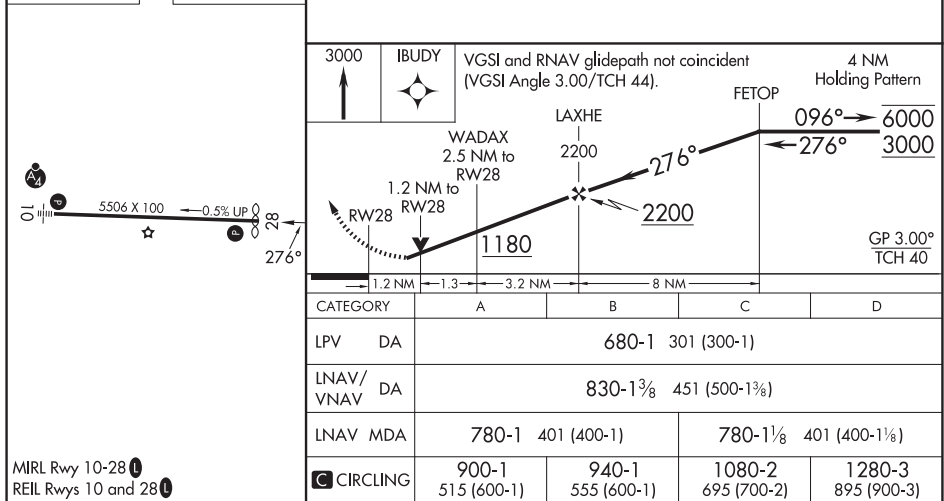
BALDWIN COUNTY RGNL (MLJ)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct IBUDY and hold.
Rwy 28 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

AWOS-3 <b>120.925</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	UNICOM <b>122.975 (CTAF) ①</b>
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ELEV <b>385</b>	TDZE <b>379</b>
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MILLEDGEVILLE, GEORGIA  
Amdt 3 25JAN24

33°09'N-83°14'W

# RNAV (GPS) RWY 28

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



NDB UMB

380

APP CRS

276°

Rwy Ldg TDZE Apt Elev

5424 379 385

NDB RWY 28

BALDWIN COUNTY RGNL (MLJ)

▼

⚠

Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 direct UMB NDB and hold, continue climb-in-hold to 2400.

AWOS-3

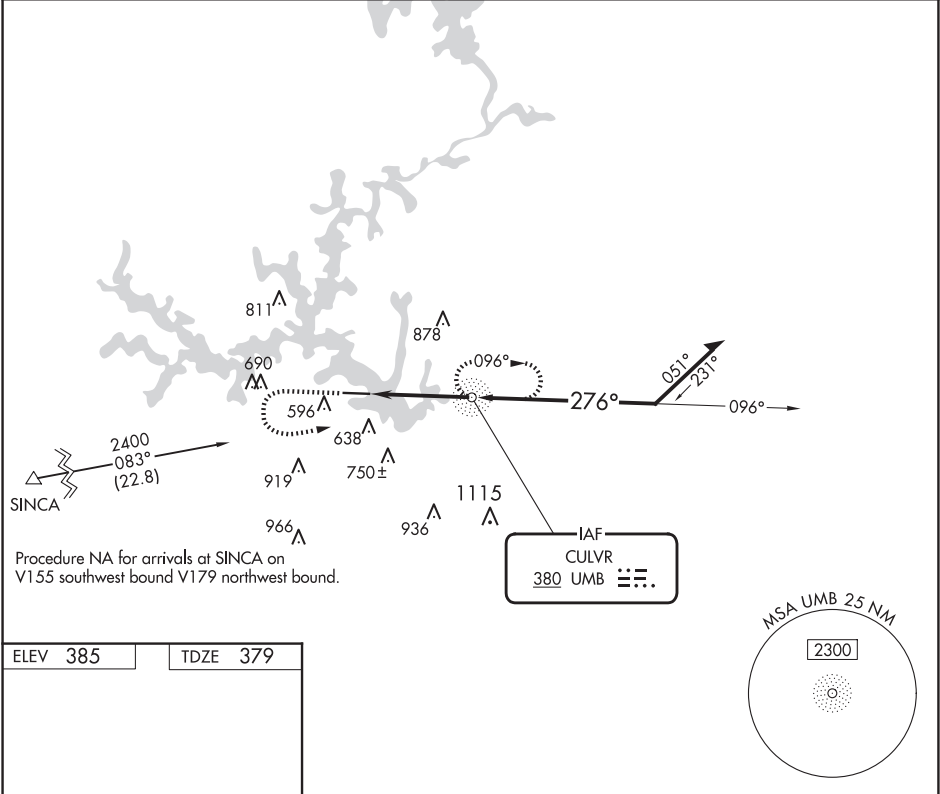
120.925

ATLANTA APP CON ★

124.2 279.6

UNICOM

122.975 (CTAF) 0



ELEV 385

TDZE 379

MIRL Rwy 10-28

REIL Rwys 10 and 28

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

1400

2400

UMB

UMB NDB

Remain within 10 NM

2400

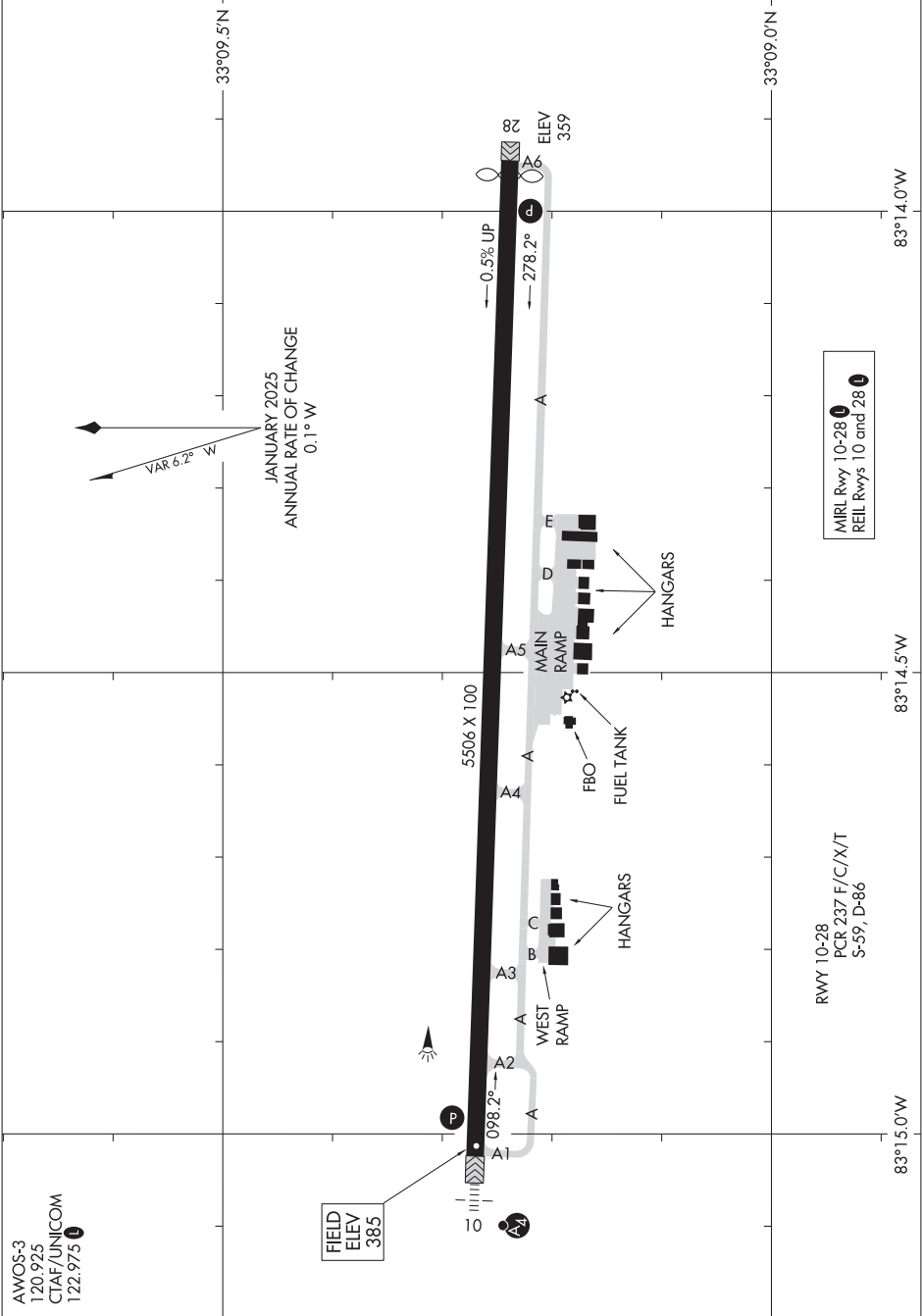
1600

3.07°

TCH 40

3.7 NM

CATEGORY	A	B	C	D
S-28	940-1	561 (600-1)	940-1½	561 (600-1½)
CIRCLING	940-1	555 (600-1)	1080-2 695 (700-2)	1280-3 895 (900-3)



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

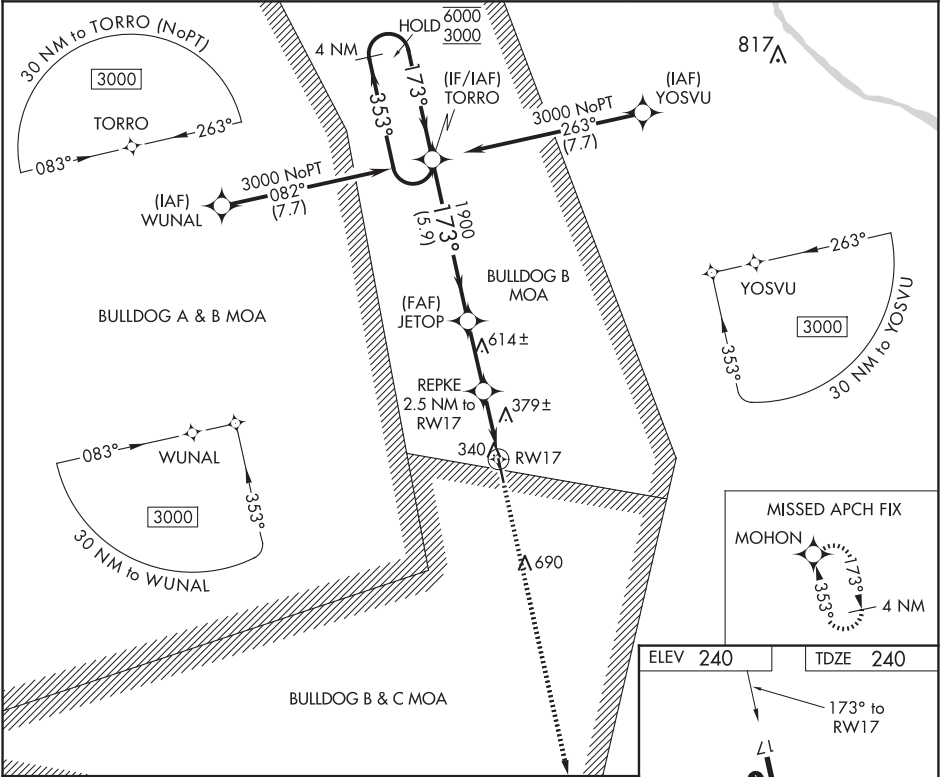
APP CRS	Rwy Idg	5001
173°	TDZE	240
	Apt Elev	240

RNAV (GPS) RWY 17

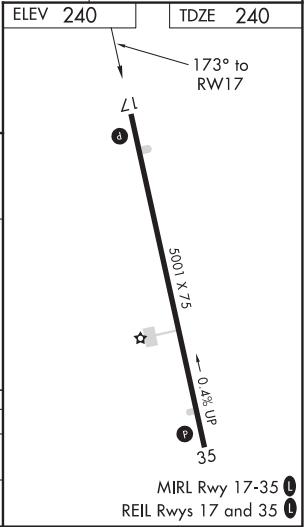
MILLEN (2J5)

RNP APCH.	<div><div>⚠</div><div>Circling NA east of Rwy 17-35. Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 17 NA at night.</div></div>	MISSED APPROACH: Climb to 3000 direct MOHON and hold.
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AWOS-3PT 120.2	AUGUSTA APP CON ★ 126.8 270.3	CTAF 122.9 0
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 29).				
4 NM Holding Pattern TORRO				
<div>6000 ← 353° 3000 → 173°</div> <div>JETOP 1900</div> <div>REPKE 2.5 NM to RW17</div> <div>RW17</div> <div>3.00° TCH 46 1080</div> <div>5.9 NM 2.6 NM 2.5 NM</div>				
CATEGORY	A	B	C	D
LNAV MDA	640-1	400 (400-1)	640-1½	400 (400-1½)
CIRCLING	680-1 440 (500-1)	700-1 460 (500-1)	700-1½ 460 (500-1½)	1040-2½ 800 (800-2½)



MILLEN, GEORGIA

AL-10240 (FAA)

19171

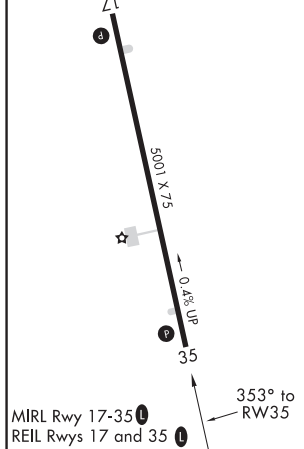
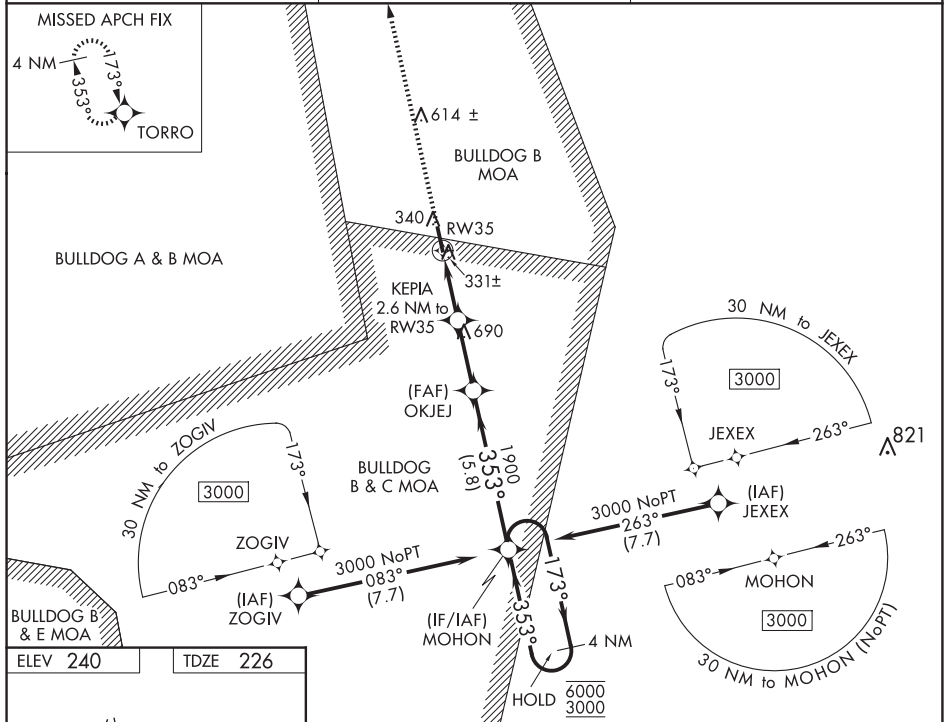
WAAS CH <b>53718</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE <b>226</b> Apt Elev <b>240</b>	<b>5001</b>
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# RNAV (GPS) RWY 35

MILLEN (2J5)

RNP APCH.	<p><b>⚠</b> Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA. Circling Rwy 17 NA at night.</p>	<p><b>MISSSED APPROACH:</b> Climb to 3000 direct TORRO and hold.</p>
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AWOS-3PT <b>120.2</b>	AUGUSTA APP CON * <b>126.8 270.3</b>	CTAF <b>122.90</b>
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3000	TORRO	OKJEJ	MOHON	4 NM Holding Pattern
*LNAV only.	KEPIA 2.6 NM to RW35	1900	173° → 6000 ← 353° 3000	GP 3.00° TCH 41
*1.1 NM to RW35	*1080	1900		
1.1	1.5	2.6 NM	5.8 NM	
CATEGORY	A	B	C	D
LPV DA		476-1	250 (300-1)	
LNAV/VNAV DA		633-1½	407 (400-1½)	
LNAV MDA		600-1	374 (400-1)	
CIRCLING	680-1 440 (500-1)	700-1 460 (500-1)	700-1½ 460 (500-1½)	1040-2½ 800 (800-2½)

MILLEN, GEORGIA  
Amdt 2 20JUN19

32°54'N-81°58'W

# RNAV (GPS) RWY 35

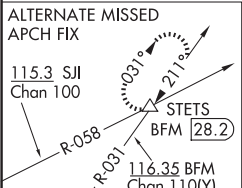
SE-4, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 32  
MOBILE INTL (BFM)

**MISSED APPROACH:** Climb to 800 then climbing right turn to 2000 on heading 030° and on SJI R-058 to STETS INT/SJI 35.9 DME and hold.



GND CON  
121.7 239.3



<div> <div> 800 ↑ 2000 hdg 030° </div> <div> SJI R-058 △ </div> <div> STETS </div> </div> <div> VGSJ and ILS glidepath not coincident (VGSJ Angle 3.00/TCH 71).  LURDE I-RJ [6.9] RADAR  ROKGO I-RJ [13.9] RADAR  One Minute Holding Pattern </div>				
<div> <div> DEXOW I-RJ [3.4] </div> <div> I-RJ [1.8] </div> <div> I-RJ [2.6] </div> <div> 1700 320° </div> <div> 140° → 6000 ← 320° 1700 GS 3.00° TCH 55 </div> <div> 0.8 NM 0.8 NM 3.5 NM 7 NM </div> </div>				
CATEGORY	A	B	C	D
S-ILS 32	225/18 200 (200-½)			
S-LOC 32	580/24	555 (600-½)	580/60	555 (600-1¼)
<b>C</b> CIRCLING	680-1	654 (700-1)	680-1¾ 654 (700-1¾)	1100-3 1074 (1100-3)
DEXOW FIX MINIMUMS				
S-LOC 32	340/24 315 (400-½)			
<b>C</b> CIRCLING	680-1	654 (700-1)	680-1¾ 654 (700-1¾)	1100-3 1074 (1100-3)

WAAS CH <b>50411</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Ldg <b>9618</b> TDZE <b>26</b> Apt Elev <b>26</b>
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RNAV (GPS) RWY 14

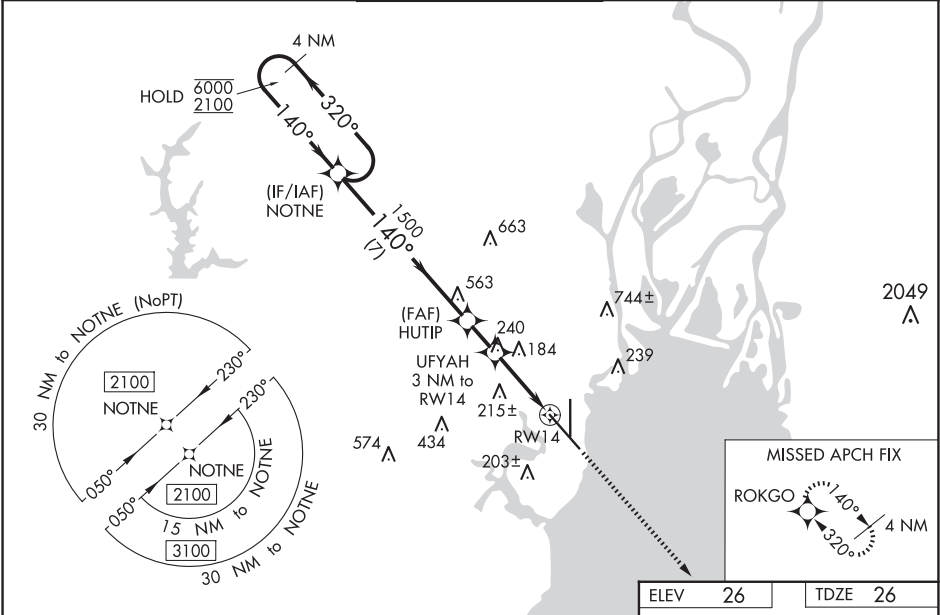
MOBILE INTL (BFM)

RNP APCH - GPS.

Rwy 14 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

MISSED APPROACH:  
Climb to 1700 direct ROKGO and hold.

ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	INTERNATIONAL TOWER★ <b>118.8 (CTAF) 0 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).		1700 ROKGO	
NOTNE		HUTIP		UFYAH 3 NM to RW14	
6000 2100		1500		1.1 NM to RW14	
GP 3.00° TCH 50		1020		RW14	
7 NM		1.5 NM		1.9 NM	
1.1 NM		1.1 NM			
CATEGORY	A	B	C	D	
LPV DA	308- $\frac{7}{8}$		282 (300- $\frac{7}{8}$ )		
LNAV/VNAV DA	396-1		370 (400-1)		
LNAV MDA	440-1	414 (500-1)	440-1 $\frac{1}{8}$	414 (500-1 $\frac{1}{8}$ )	
CIRCLING	680-1	654 (700-1)	680-1 $\frac{3}{4}$ 654 (700-1 $\frac{3}{4}$ )	1100-3 1074 (1100-3)	

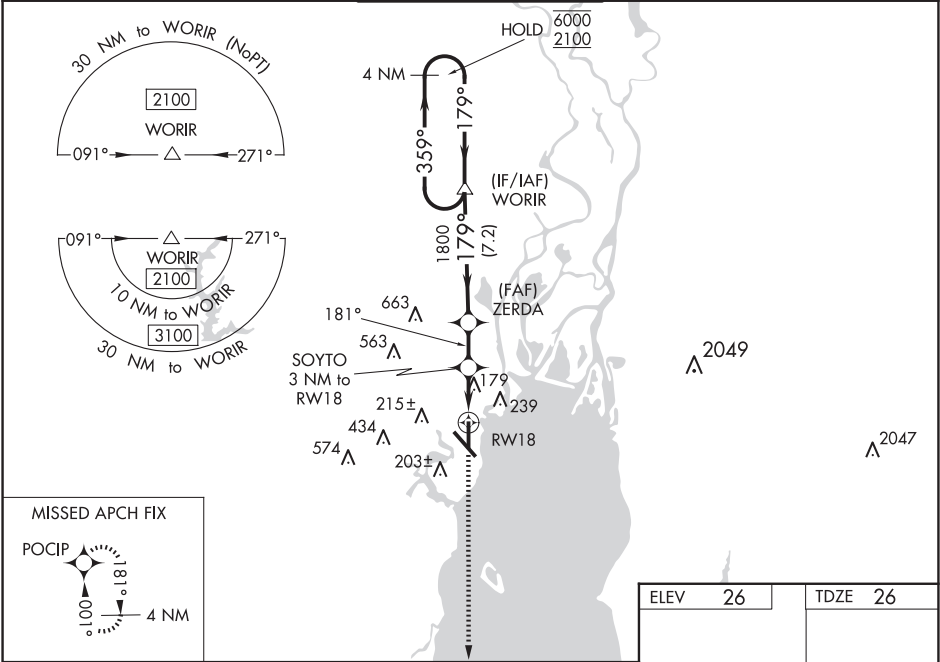
REIL Rwy 14  
MIRL Rwy 18-36  
HIRL Rwy 14-32  
TDZ/CL Rwy 32

WAAS CH <b>97611</b> <b>W18A</b>	APP CRS <b>181°</b>	Rwy Ldg <b>7800</b> TDZE <b>26</b> Apt Elev <b>26</b>
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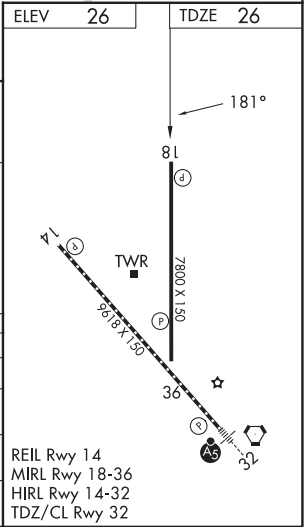
RNAV (GPS) RWY 18  
MOBILE INTL (BFM)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct POCIP and hold.
<div><div><div></div><div></div></div></div>	Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.	

ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	INTERNATIONAL TOWER★ <b>118.8 (CTAF) 0 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 64).		2000	POCIP
6000 ← 359°		179° → 179°		181°	
2100		1800		1020	
GP 3.00°		TCH 50		7.2 NM	
276-1		250 (300-1)		1.9	
419-1½		393 (400-1½)		1.1	
440-1		414 (500-1)		440-1½	
414 (500-1)		414 (500-1½)		1100-3	
680-1		654 (700-1)		680-1¾	
654 (700-1¾)		1074 (1100-3)		1074 (1100-3)	



SE-4, 12 JUN 2025 to 07 AUG 2025

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MOBILE, ALABAMA

AL-268 (FAA)

25163

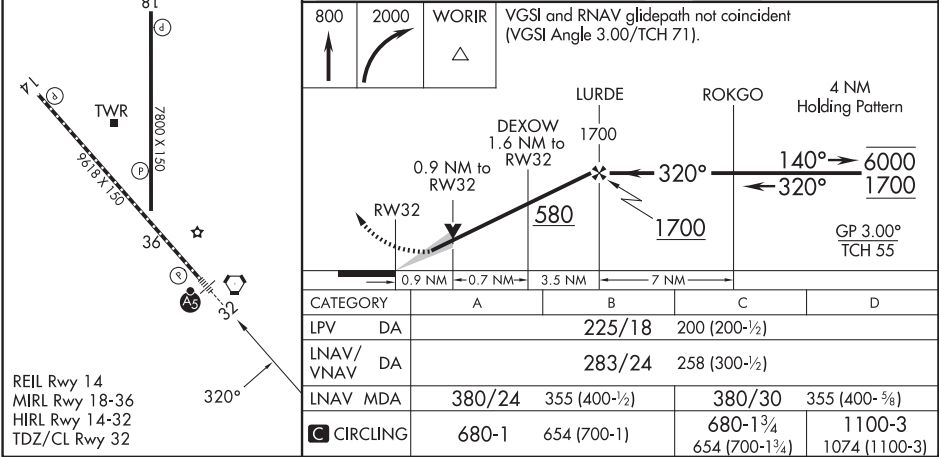
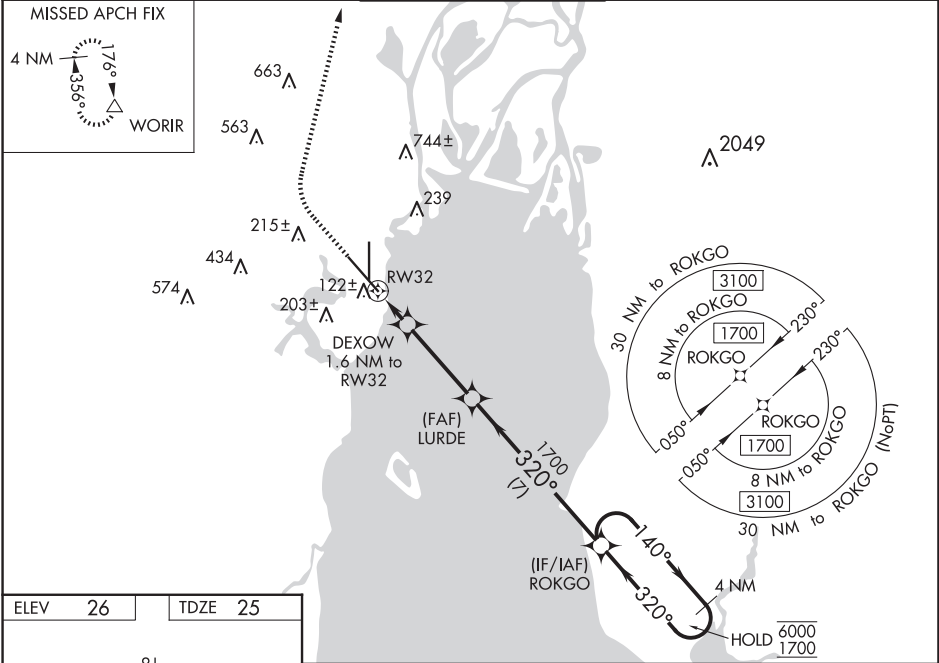
WAAS CH <b>70304</b> <b>W32A</b>	APP CRS <b>320°</b>	Rwy Ldg TDZE Apt Elev	<b>9618</b> <b>25</b> <b>26</b>
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RNAV (GPS) RWY 32

MOBILE INTL (BFM)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct WORIR and hold.
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000, and LNAV Cats C/D visibility to RVR 5500.	AS	

ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	INTERNATIONAL TOWER ★ <b>118.8 (CTAF) 0 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>
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MOBILE, ALABAMA  
Amdt 3A 10AUG23

30°38'N-88°04'W

MOBILE INTL (BFM)

RNAV (GPS) RWY 32

SE-4, 12 JUN 2025 to 07 AUG 2025

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WAAS CH <b>56511</b> <b>W36A</b>	APP CRS <b>001°</b>	Rwy Ldg <b>7800</b> TDZE <b>26</b> Apt Elev <b>26</b>
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## RNAV (GPS) RWY 36

MOBILE INTL (BFM)

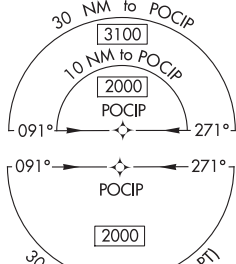
RNP APCH - GPS.



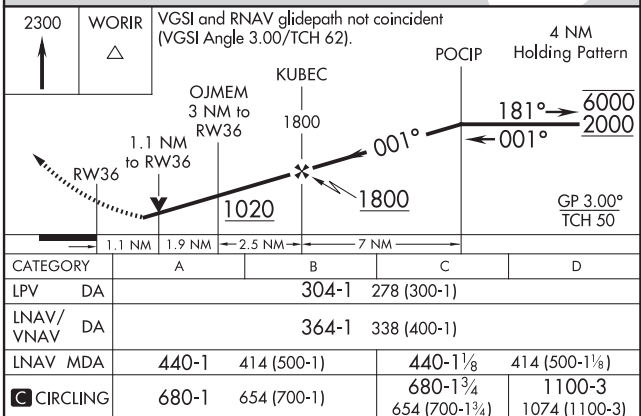
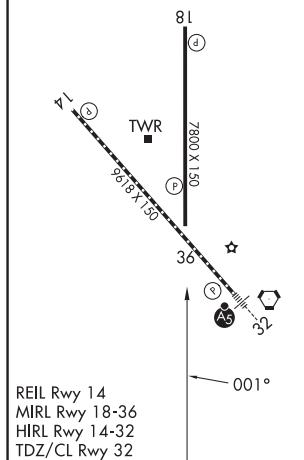
Rwy 36 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

**MISSED APPROACH:**  
Climb to 2300 direct  
WORIR and hold.

ATIS 135.575	MOBILE APP CON ★ 118.5 269.3	INTERNATIONAL TOWER★ 118.8(CTAF) 0 251.1	GND CON 121.7 239.3	UNICOM 122.95
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ELEV	26		TDZE	26
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MOBILE, ALABAMA

AL-268 (FAA)

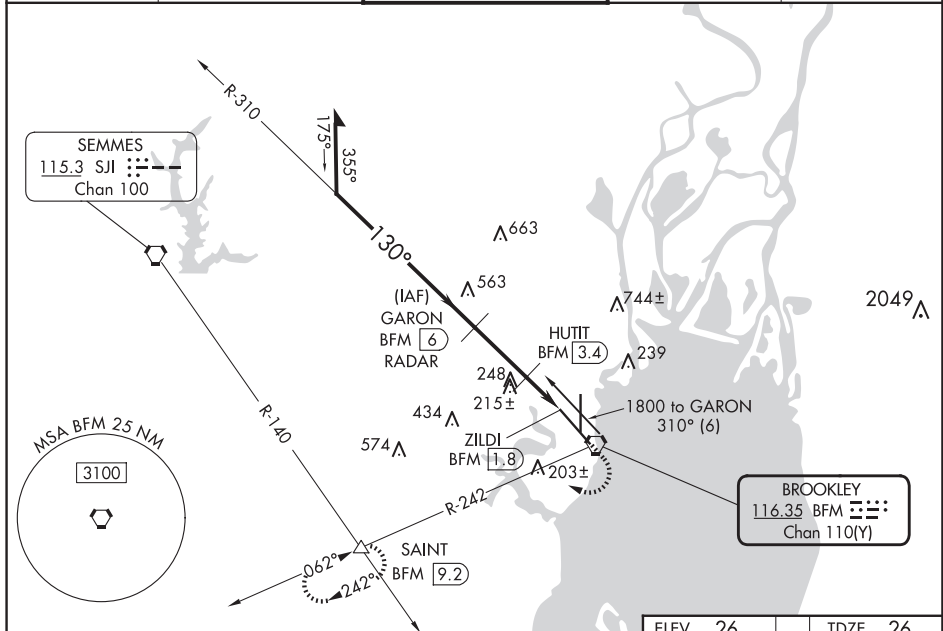
25163

VORTAC BFM <b>116.35</b> Chan <b>110(Y)</b>	APP CRS <b>130°</b>	Rwy Ldg TDZE <b>26</b> Apt Elev <b>26</b>
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# VOR RWY 14

MOBILE INTL (BFM)

DME or RADAR required.		MISSED APPROACH: Climb to 440 then climbing right turn to 2000 on BFM VORTAC R-242 to SAINT INT/ BFM 9.2 DME and hold, continue climb-in-hold to 2000.		
Rwy 14 helicopter visibility reduction below ¾ SM NA.				
ATIS <b>135.575</b>	MOBILE APP CON★ <b>118.5 269.3</b>	INTERNATIONAL TOWER★ <b>118.8(CTAF) 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>



Remain within 10 NM		GARON BFM 6 RADAR		440 2000 SAINT	
1800 310° 1800		HUTIT BFM 3.4		ZILDI BFM 1.8	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 68).		3.16° TCH 50		640	
2.6 NM		1.7 NM			
CATEGORY	A	B	C	D	
S-14	640-1	614 (700-1)	640-1¾	614 (700-1¾)	
CIRCLING	680-1	654 (700-1)	680-1¾	1100-3	
			654 (700-1¾)	1074 (1100-3)	
HUTIT DME FIX MINIMUMS					
S-14	500-1	474 (500-1)	500-1¾	474 (500-1¾)	
CIRCLING	680-1	654 (700-1)	680-1¾	1100-3	
			654 (700-1¾)	1074 (1100-3)	
REIL Rwy 14					
HIRL Rwy 14-32					
MIRL Rwy 18-36					
TDZ/CL Rwy 32					
FAF to MAP 4.2 NM					
Knots		60	90	120	150 180
Min:Sec		4:12	2:48	2:06	1:41 1:24

MOBILE, ALABAMA  
Amdt 9A 10AUG23

30°38'N-88°04'W

# MOBILE INTL (BFM)

# VOR RWY 14

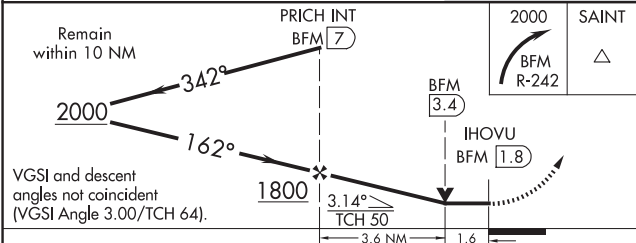
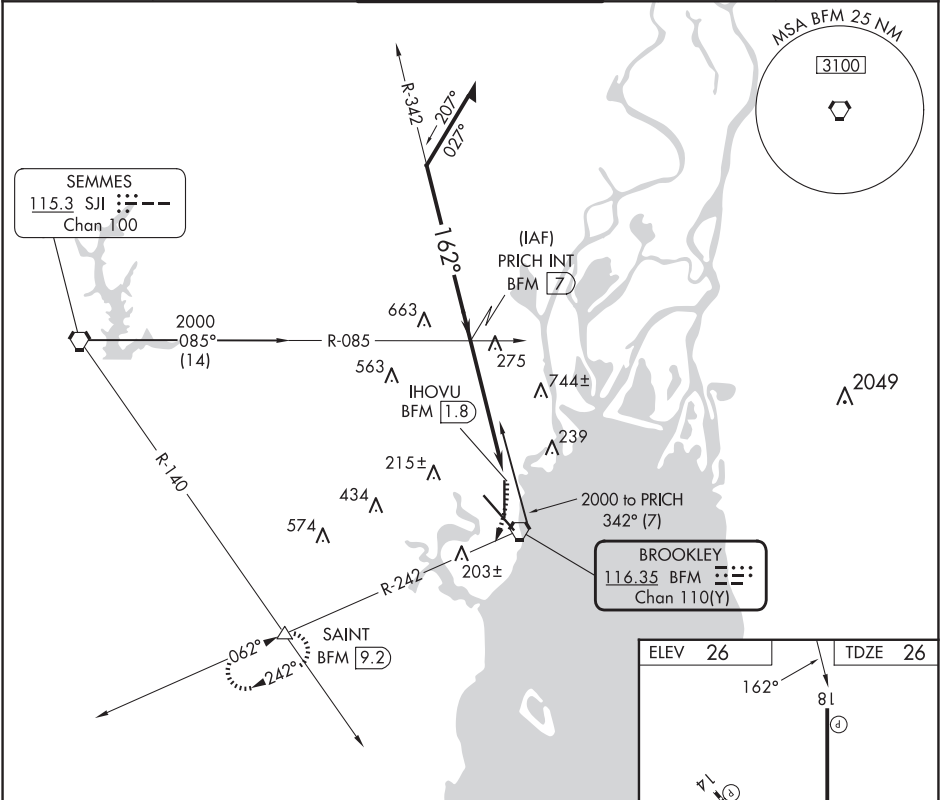
VORTAC BFM <b>116.35</b> Chan <b>110(Y)</b>	APP CRS <b>162°</b>	Rwy Ldg TDZE Apt Elev	<b>7800</b> <b>26</b> <b>26</b>
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VOR RWY 18  
MOBILE INTL (BFM)

**⚠** Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received; use Mobile Rgnl altimeter setting and increase all MDA 60 feet and increase S-18 Cat C visibility ½ mile and Circling Cat C visibility ¾ SM. VDP NA with Mobile Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 on BFM VORTAC R-242 to SAINT INT/BFM 9.2 DME and hold.

ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	INTERNATIONAL TOWER ★ <b>118.8 (CTAF) 0 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>
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ELEV 26	TDZE 26
162°	81 4
TWR	7800 X 150
36	32
REIL Rwy 14	HIRL Rwy 14-32
MIRL Rwy 18-36	TDZ/CL Rwy 32
FAF to MAP 5.2 NM	
Knots	60 90 120 150 180
Min:Sec	5:12 3:28 2:36 2:05 1:44

CATEGORY	A	B	C	D
S-18	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-1¾ 554 (600-1¾)	580-1¾ 554 (600-1¾)
CIRCLING	680-1 654 (700-1)	680-1¾ 654 (700-1¾)	1100-3 1074 (1100-3)	

SE-4, 12 JUN 2025 to 07 AUG 2025

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VORTAC BFM <b>116.35</b> Chan <b>110(Y)</b>	APP CRS <b>333°</b>	Rwy Ldg TDZE <b>25</b> Apt Elev <b>26</b>
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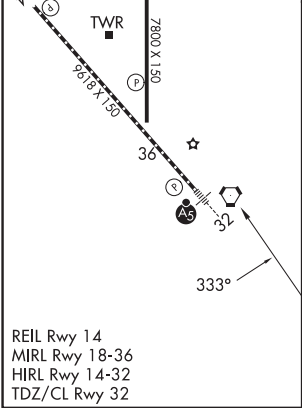
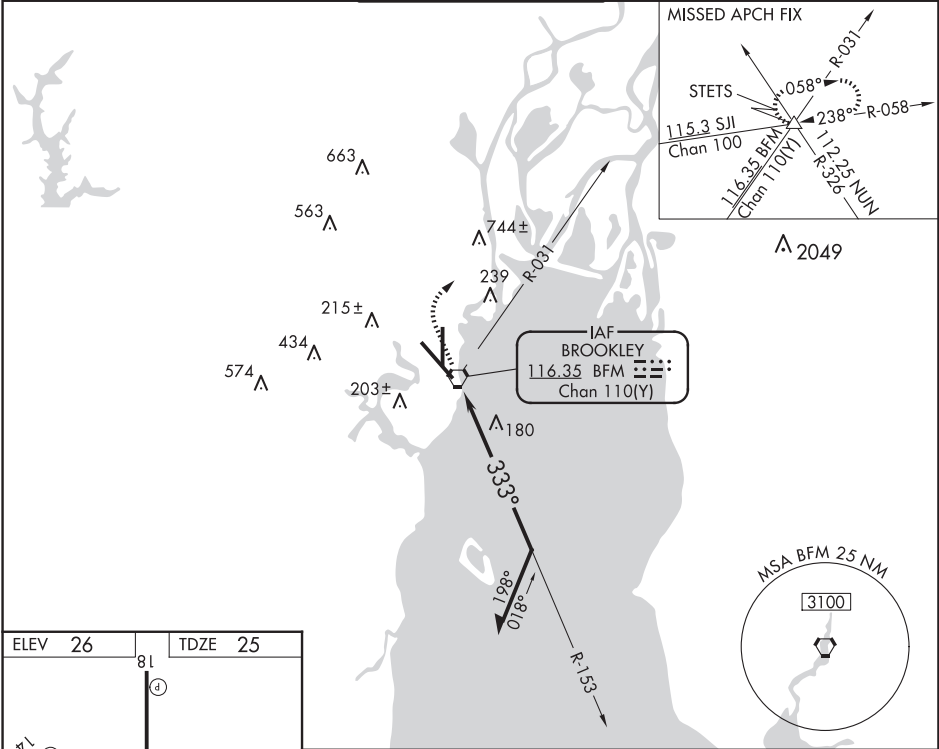
VOR RWY 32  
MOBILE INTL (BFM)

**⚠** When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all MDAs 60 feet. For inop MALSR, increase S-32 Cats C/D visibility to 1 $\frac{3}{4}$  SM. For inop MALSR when using Mobile Rgnl altimeter setting, increase S-32 Cats C/D visibility to 1 $\frac{3}{4}$  SM.

**MALSR**

**MISSED APPROACH:** Climb to 600 then climbing right turn to 2000 via heading 040° and BFM VORTAC R-031 to STETS INT and hold.

ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	INTERNATIONAL TOWER★ <b>118.8(CTAF) 0 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>
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600	2000	BFM R-031	STETS	
↑	hdg 040°		△	
<div><div><div>BFM VORTAC</div><div>153°</div><div>1800</div><div>333°</div><div>1.3</div><div>0.1</div><div>1.3</div></div><div>Remain within 10 NM</div></div>				
CATEGORY	A	B	C	D
S-32	540/24 515 (600-½)		540/55	515 (600-1)
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	1100-3 1074 (1000-3)

AIRPORT DIAGRAM

AL-268 (FAA)

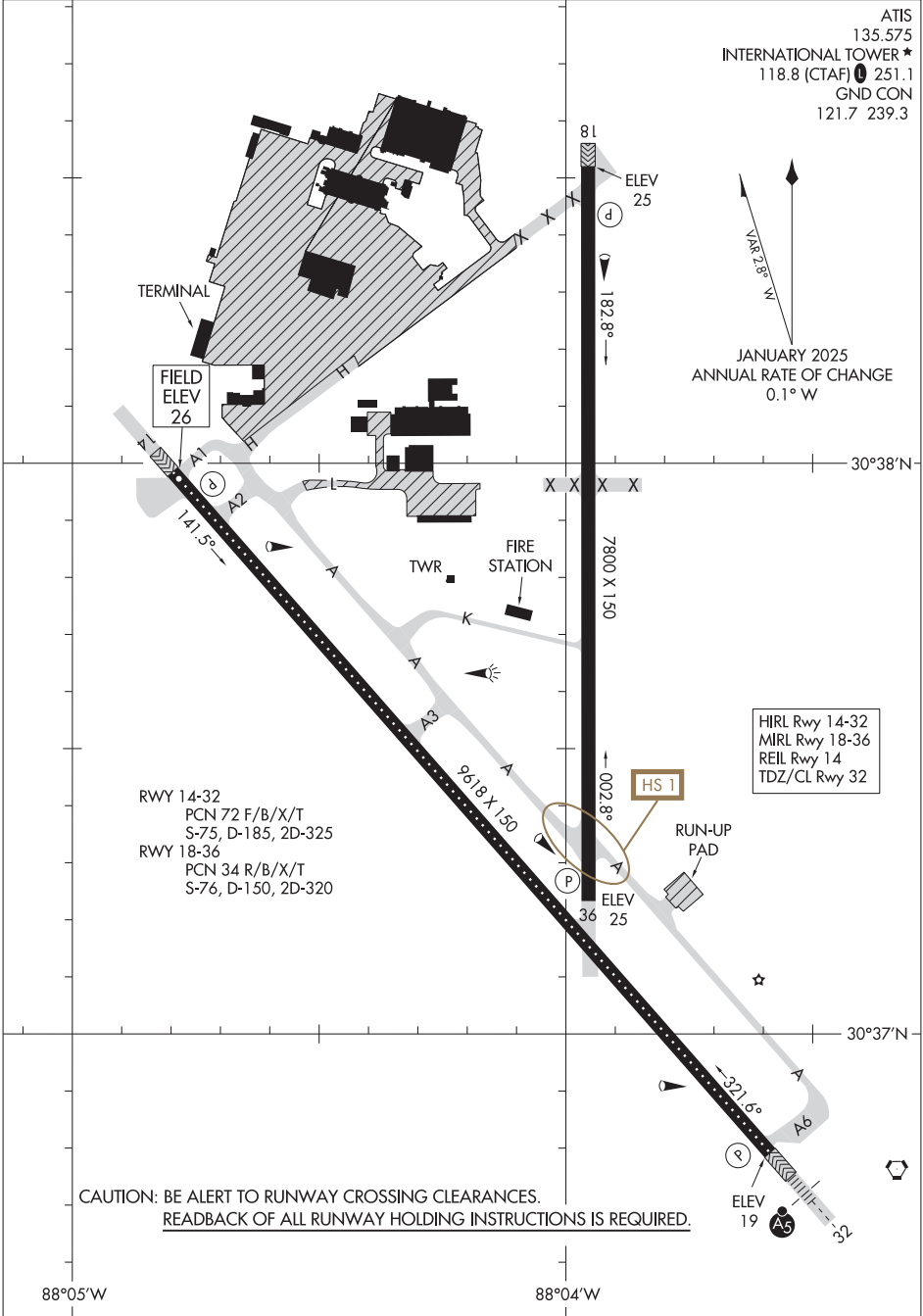
MOBILE INTL (BFM)  
MOBILE, ALABAMA

ATIS 135.575  
INTERNATIONAL TOWER ★ 118.8 (CTAF) 251.1  
GND CON 121.7 239.3

VAR 2.8° N  
JANUARY 2025  
ANNUAL RATE OF CHANGE 0.1° W

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



AIRPORT DIAGRAM

MOBILE, ALABAMA  
MOBILE INTL (BFM)

MOBILE, ALABAMA

AL-267 (FAA)

24193

LOC I-MOB <b>109.9</b>	APP CRS <b>147°</b>	Rwy Idg <b>8502</b> TDZE <b>215</b> Apt Elev <b>219</b>
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ILS or LOC RWY 15  
MOBILE RGNL (MOB)

**⚠** For inop ALS, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cats C/D/E visibility to 1½ mile.

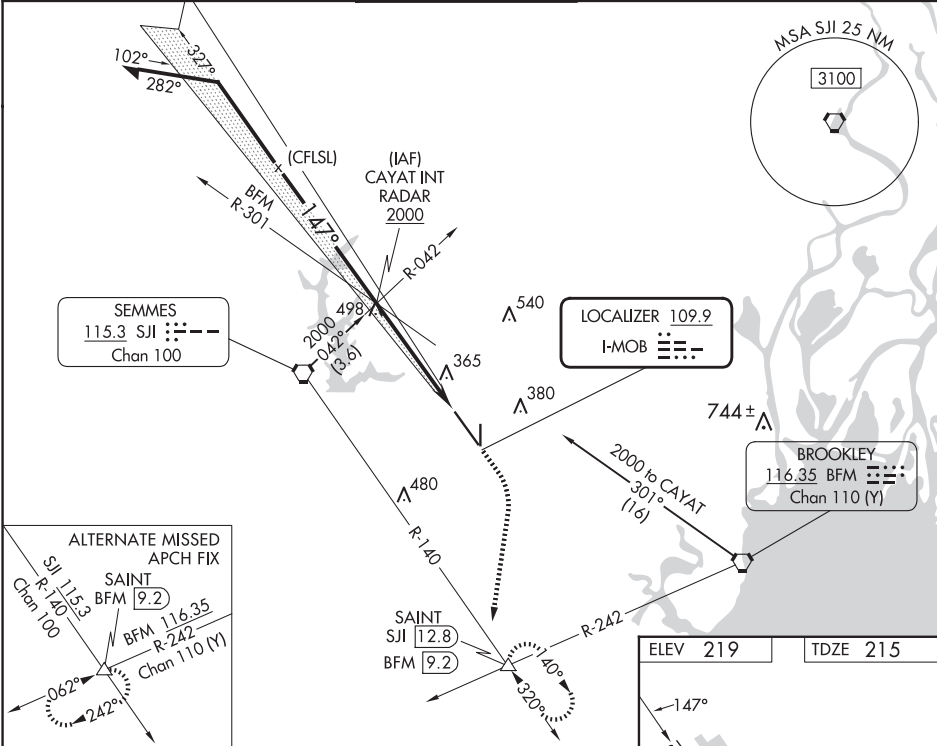
**⚠** **ASR** \*RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR**

**AS**

**MISSED APPROACH:** Climb to 900 then climbing right turn to 2000 on heading 202° then on SJJ VORTAC R-140 to SAINT/SJJ 12.8 DME and hold.

ATIS <b>124.75 257.85</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	MOBILE TOWER ★ <b>118.3 (CTAF) 0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.95</b>
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**VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).**

**Remain within 15 NM**

**CAYAT INT RADAR**

**2000** (327°), **1800** (147°), **1800** (102°)

**GS 3.00° TCH 55**

**4.8 NM**

**900** (202°), **2000** (202°), **SJJ R-140**, **SAINT**

CATEGORY	A	B	C	D	E
S-ILS 15*	415/24 200 (200-½)				
S-LOC 15	700/24	485 (500-½)	700/50 485 (500-1)		
CIRCLING	700-1½	481 (500-1½)	740-1½ 521 (600-1½)	780-2 561 (600-2)	NA

**ELEV 219**, **TDZE 215**

**8502 X 150**, **TWR 348**, **81**, **4376 X 150**, **36**, **33**

**MIRL Rwy 18-36**, **HIRL Rwy 15-33**

**FAF to MAP 4.8 NM**

Knots	60	90	120	150	180
Min:Seq	4:48	3:12	2:24	1:55	1:36

MOBILE, ALABAMA

Amdt 32A 14JUL22

30°41'N-88°15'W

MOBILE RGNL (MOB)

ILS or LOC RWY 15

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-ATE <b>111.5</b>	APP CRS <b>327°</b>	Rwy Idg <b>8502</b> TDZE <b>219</b> Apt Elev <b>219</b>
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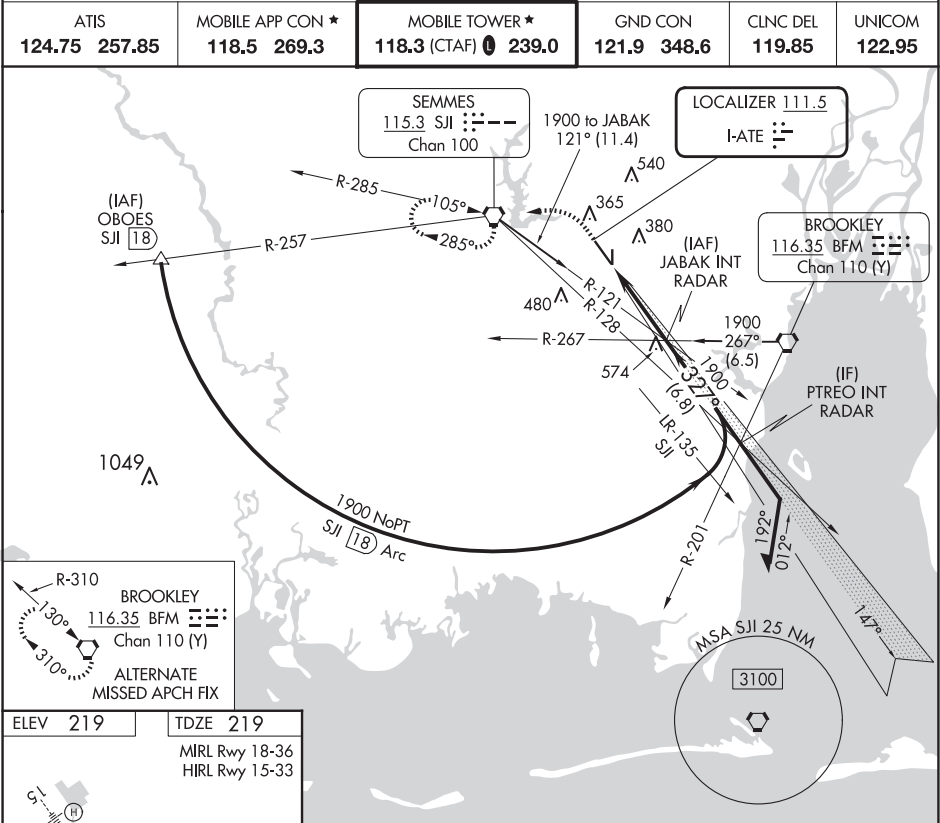
ILS or LOC RWY 33  
MOBILE RGNL (MOB)

\* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS <b>124.75 257.85</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	MOBILE TOWER ★ <b>118.3 (CTAF) 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.95</b>
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ELEV 219

TDZE 219

MIRL Rwy 18-36  
HIRL Rwy 15-33

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

700

2000

SJI

JABAK INT RADAR

Remain within 10 NM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).

1900

147°

327°

1900

GS 3.00°

TCH 57

CATEGORY	A	B	C	D
S-ILS 33*	419/24 200 (200-½)			
S-LOC 33	660/24	441 (500-½)	660/45	441 (500-¾)
<input checked="" type="checkbox"/> CIRCLING	680-1	461 (500-1)	740-1½ 521 (600-½)	780-2 561 (600-2)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

MOBILE, ALABAMA

AL-267 (FAA)

24193

LOC I-MOB <b>109.9</b>	APP CRS <b>147°</b>	Rwy Idg <b>8502</b> TDZE <b>215</b> Apt Elev <b>219</b>
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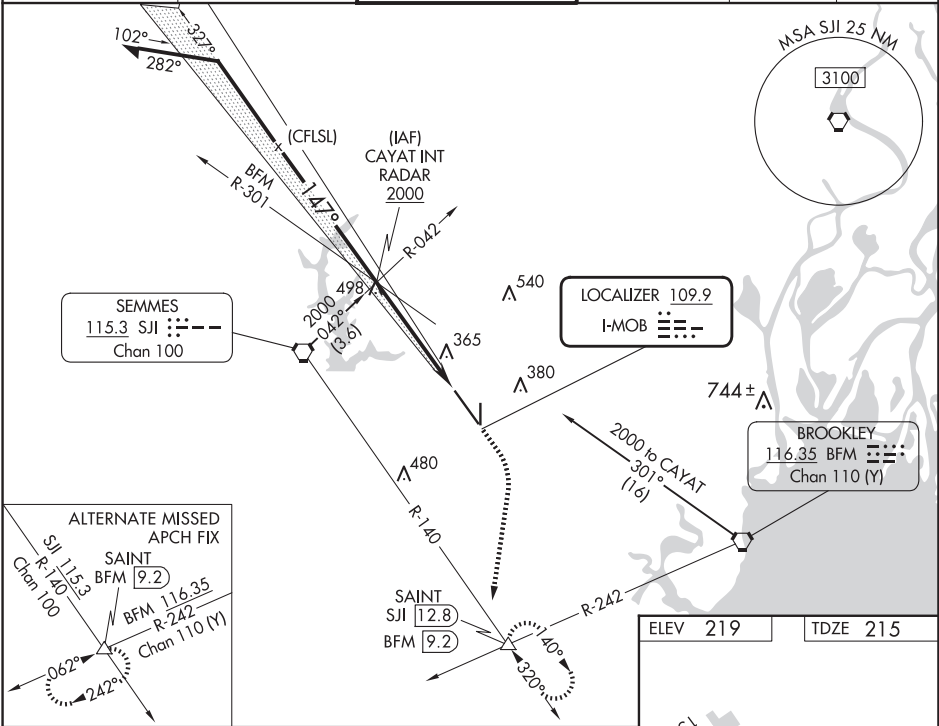
**ILS RWY 15** (SA CAT I & II)  
MOBILE RGNL (MOB)

**Procedure NA when tower closed.**  
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.  
SA CAT II: Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**MALSR**

**MISSED APPROACH:** Climb to 900 then climbing right turn to 2000 on heading 202° then on SJI VORTAC R-140 to SAINT/ SJI 12.8 DME and hold.

ATIS <b>124.75 257.85</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	MOBILE TOWER ★ <b>118.3 (CTAF) 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.95</b>
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Remain within 1.5 NM

CAYAT INT RADAR 2000

900 2000 SJI SAINT

↑ hdg 202° R-140 △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).

GS 3.00° TCH 55

1800 1800

4.8 NM 1040'

CATEGORY	A	B	C	D
S-ILS 15	SA CAT I	RA 171/14	150	DA 365
S-ILS 15	SA CAT II	RA 109/12	100	DA 315

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

MIRL Rwy 18-36  
HIRL Rwy 15-33

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SE-4, 12 JUN 2025 to 07 AUG 2025

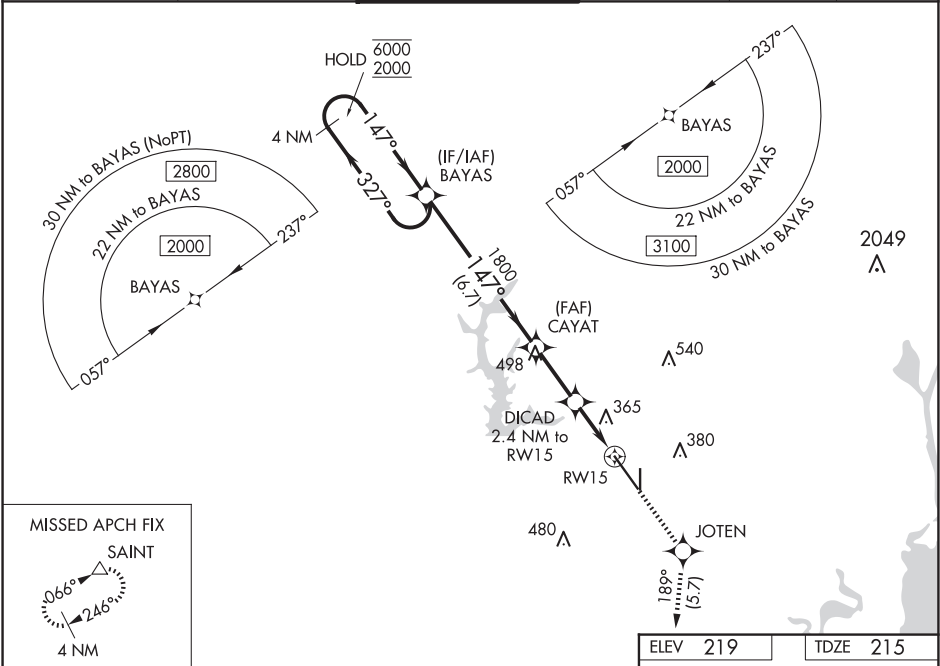


WAAS CH <b>97506</b> <b>W15A</b>	APP CRS <b>147°</b>	Rwy Idg TDZE Apt Elev	<b>8502</b> <b>215</b> <b>219</b>
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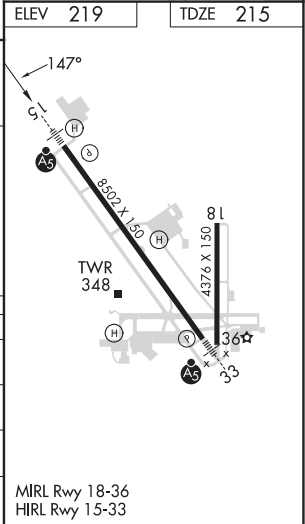
RNAV (GPS) RWY 15

MOBILE RGNL (MOB)

RNP APCH - GPS.			MALSR	MISSED APPROACH: Climb to 2000 direct JOTEN and on track 189° to SAINT and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 42°C. For inop ALS, increase LNAV Cats C/D visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.					
ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).					2000	JOTEN	tr 189°	SAINT
4 NM Holding Pattern BAYAS					6000	2000	147°	147°
GP 3.00° TCH 55					1800	1020	147°	147°
					6.7 NM	2.4 NM	1.3 NM	1.1 NM
CATEGORY	A	B	C	D				
LPV DA*	415/24 200 (200-½)							
LNAV/VNAV DA	636/45 421 (500-¾)							
LNAV MDA	620/40 405 (500-¾)							
CIRCLING	680-1	461 (500-1)	740-1½ 521 (600-1½)	780-2 561 (600-2)				



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SE-4, 12 JUN 2025 to 07 AUG 2025

MOBILE, ALABAMA

AL-267 (FAA)

24193

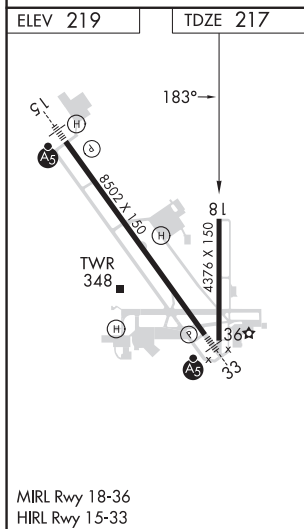
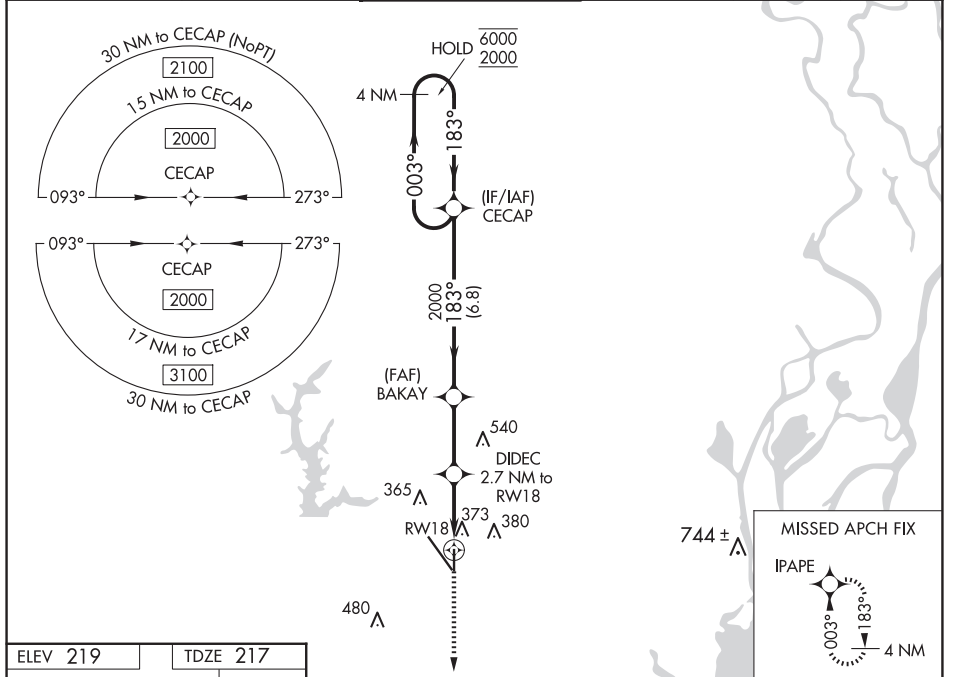
WAAS CH <b>78128</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>4376</b> <b>217</b> <b>219</b>
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# RNAV (GPS) RWY 18

MOBILE RGNL (MOB)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct IPAPE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 42°C. Rwy 18 helicopter visibility reduction below ¾ SM NA.	

ATIS <b>124.75 257.85</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	MOBILE TOWER ★ <b>118.3 (CTAF) 0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern	CECAP	BAKAY	DIDECE 2.7 NM to RWY 18	1.3 NM to RWY 18
6000 2000	183°	2000	1120	
GP 3.00° TCH 45	6.8 NM	2.8 NM	1.4 NM	1.3
CATEGORY	A	B	C	D
LPV DA	508-1 291 (300-1)			
LNAV/VNAV DA	624-1⅓ 407 (500-1⅓)			
LNAV MDA	640-1 423 (500-1)		640-1¼ 423 (500-1¼)	
CIRCLING	680-1 461 (500-1)		740-1½ 521 (600-1½) 780-2 561 (600-2)	

MOBILE, ALABAMA  
Amdt 1C 14JUL22

30°41'N-88°15'W

# RNAV (GPS) RWY 18

MOBILE RGNL (MOB)

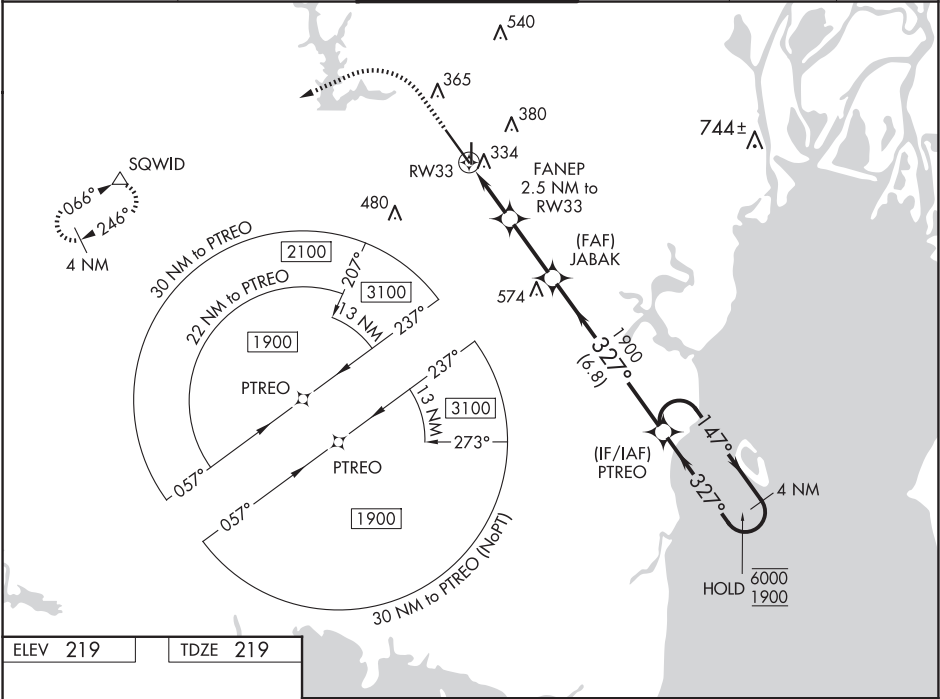
SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>69306</b> <b>W33A</b>	APP CRS <b>327°</b>	Rwy Idg TDZE Apt Elev	<b>8502</b> <b>219</b> <b>219</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 33

MOBILE RGNL (MOB)

RNP APCH - GPS.		MALSR		MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct SQWID and hold.	
ASR					
ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 0 239.0	121.9 348.6	119.85	122.95



ELEV 219

TDZE 219

700

2000

SQWID

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

TWR 348

8.602 X 150

4376 X 150

81

36

327°

JABAK 1900

FANEP 2.5 NM to RW33

1060

1900

327°

147°

6000

1900

GP 3.00°

TCH 57

CATEGORY	A	B	C	D
LPV DA*	419/24 200 (200-½)			
LNAV/VNAV DA	505/24 286 (300-½)			
LNAV MDA	600/24	381 (400-½)	600/35	381 (400-⅝)
CIRCLING	680-1	461 (500-1)	740-1½ 521 (600-1½)	780-2 561 (600-2)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

MOBILE, ALABAMA

AL-267 (FAA)

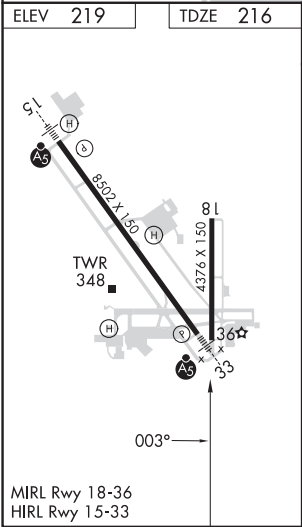
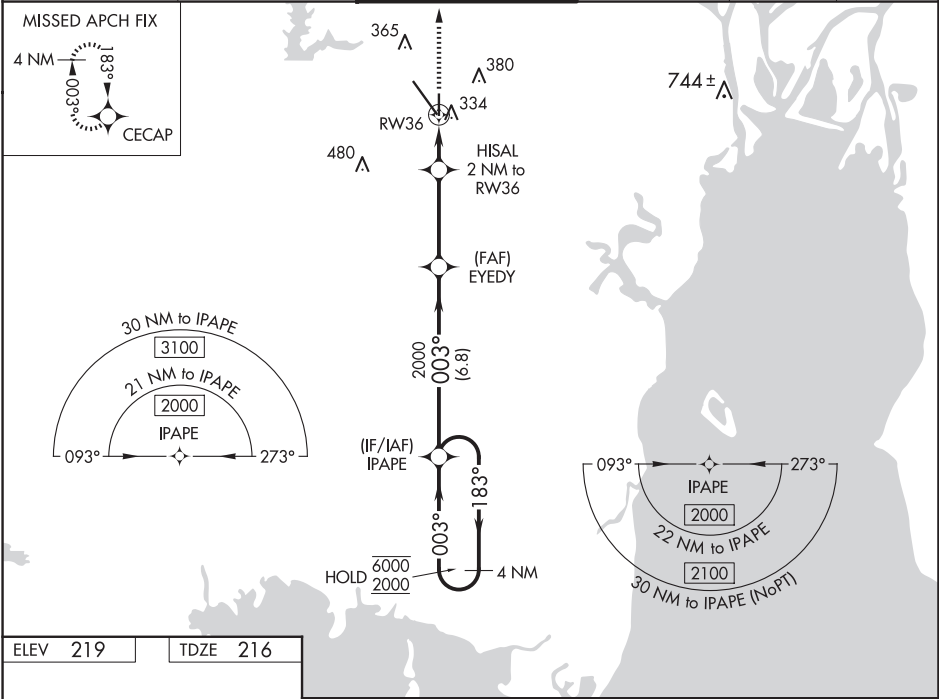
24193

WAAS CH <b>50215</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg <b>4376</b> TDZE <b>216</b> Apt Elev <b>219</b>
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RNAV (GPS) RWY 36

MOBILE RGNL (MOB)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct CECAP and hold.			
Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C.					
ATIS <b>124.75 257.85</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	MOBILE TOWER ★ <b>118.3 (CTAF) 0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.95</b>



2000 CECAP		EYEDY 2000		IPAPE 4 NM Holding Pattern	
HISAL 2 NM to RW36		EYEDY 2000		IPAPE 4 NM Holding Pattern	
1 NM to RW36		EYEDY 2000		IPAPE 4 NM Holding Pattern	
RW36		EYEDY 2000		IPAPE 4 NM Holding Pattern	
1 NM		1 NM		3.4 NM	
CATEGORY		A		B	
LPV DA		482-7/8		266 (300-7/8)	
LNAV/VNAV DA		505-7/8		289 (300-7/8)	
LNAV MDA		600-1		384 (400-1)	
CIRCLING		680-1		461 (500-1)	
		740-1½		780-2	
		521 (600-1½)		561 (600-2)	

MOBILE, ALABAMA  
Amdt 1D 14JUL22

30°41'N-88°15'W

MOBILE RGNL (MOB)

RNAV (GPS) RWY 36

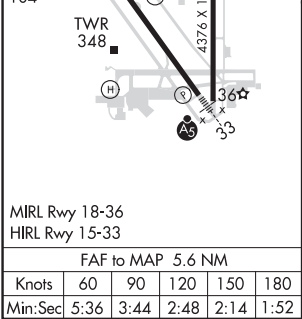
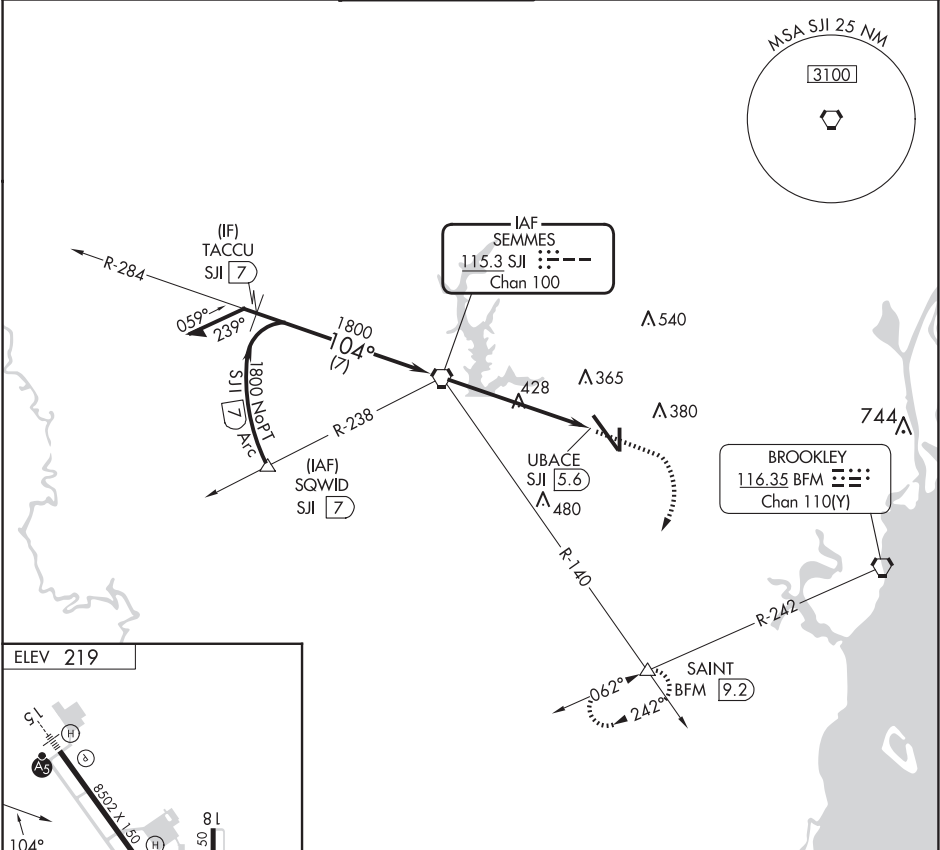
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

VORTAC SJI	APP CRS	Rwy Idg TDZE	N/A
<b>115.3</b>	<b>104°</b>	Apt Elev	<b>N/A</b>
Chan <b>100</b>			<b>219</b>

VOR or TACAN-A  
MOBILE RGNL (MOB)

ATIS <b>124.75 257.85</b>		MOBILE APP CON ★ <b>118.5 269.3</b>		MOBILE TOWER ★ <b>118.3 (CTAF) 239.0</b>		GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.95</b>
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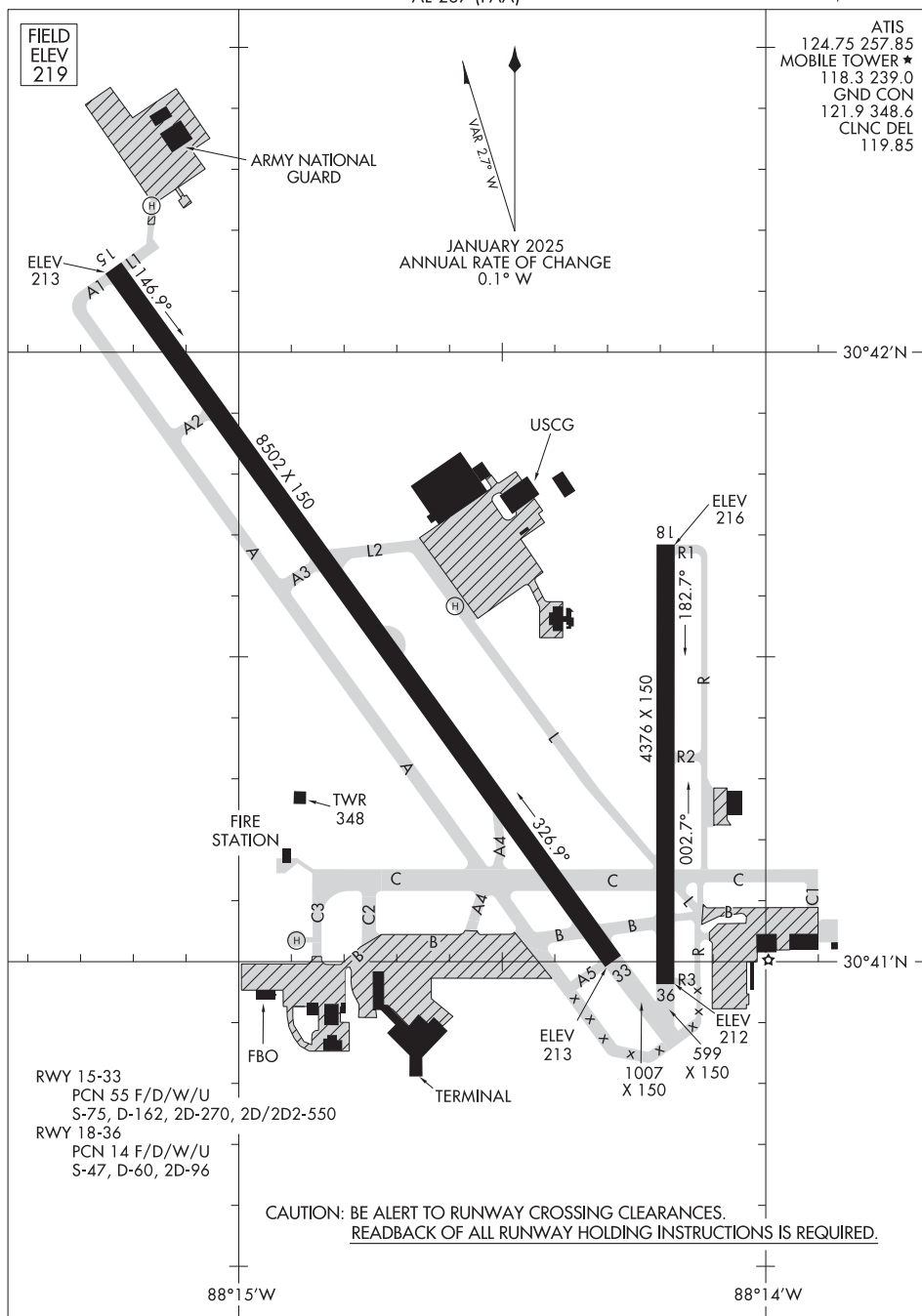
SJI VORTAC		900	2000	SAINT
Remain within 10 NM		↑	hdg 200° SJI R-140	△
1800 284° 104° 1800		UBACE SJI 5.6		
5.6 NM				
CATEGORY	A	B	C	D
☐ CIRCLING	680-1	461 (500-1)	740-1½ 521 (600-1½)	780-2 561 (600-2)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

## AL-267 (FAA)

MOBILE RGNL (MOB)  
MOBILE, ALABAMA



## AIRPORT DIAGRAM

MOBILE, ALABAMA  
MOBILE RGNL (MOB)

SE-4, 12 JUN 2025 to 07 AUG 2025

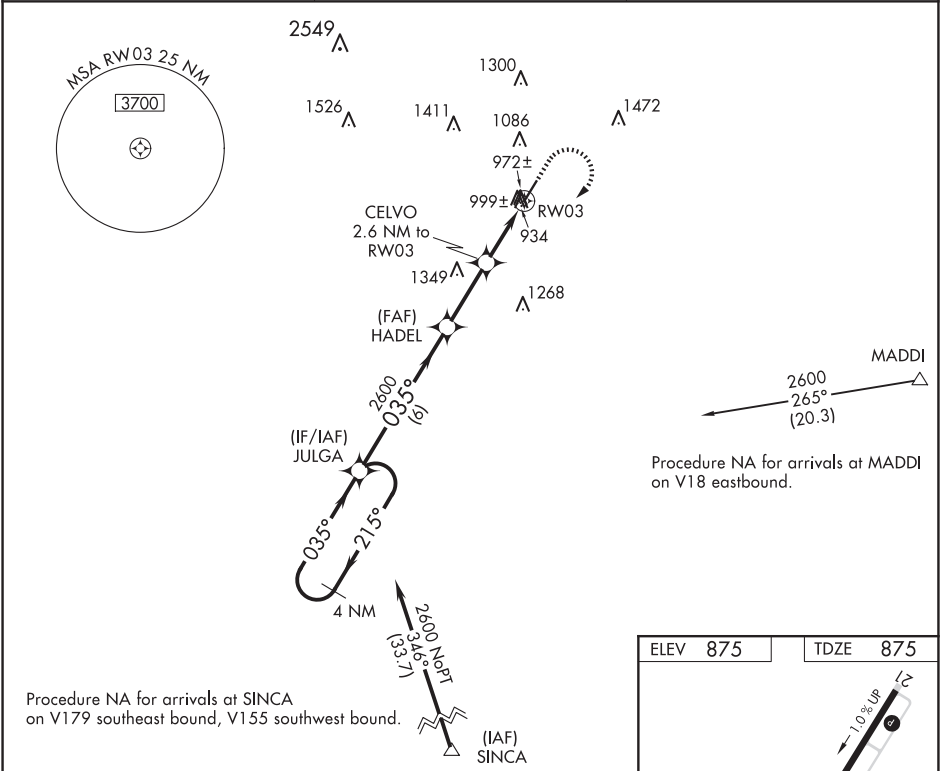
SE  
02  
CO  
RE  
DI  
EF  
VE  
SC

WAAS CH <b>93523</b> <b>W03A</b>	APP CRS <b>035°</b>	Rwy Idg <b>5000</b> TDZE <b>875</b> Apt Elev <b>875</b>
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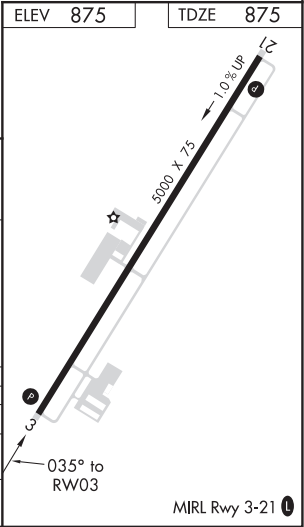
RNAV (GPS) RWY 3

CY NUNNALLY MEML (D73)

RNP APCH.		MISSED APPROACH: Climb to 1300 then climbing right turn to 2600 direct JULGA and hold.
▼ ▲ Rwy 3 helicopter visibility reduction below 1 SM NA. When local altimeter not received, use Athens altimeter setting and increase all MDA 60 feet and increase LP, LNAV and Circling Cat C visibility ¼ mile. Procedure NA at night.		
AWOS-3PT <b>120.825</b>	ATLANTA APP CON <b>126.975 239.275</b>	CTAF <b>122.9 0</b>



VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 51).				
4 NM Holding Pattern				
2600 ← 215° 035° → 2600				
JULGA HADEL CELVO 2.6 NM to RW03 RW03				
1740 3.00° TCH 40				
6 NM 2.7 NM 2.6 NM				
CATEGORY	A	B	C	D
LP MDA	1240-1 365 (400-1)			NA
LNAV MDA	1260-1	385 (400-1)	1260-1½ 385 (400-1½)	NA
CIRCLING	1460-1	585 (600-1)	1580-2 705 (800-2)	NA



MONROEVILLE, ALABAMA

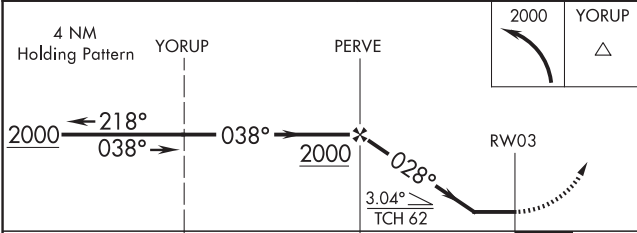
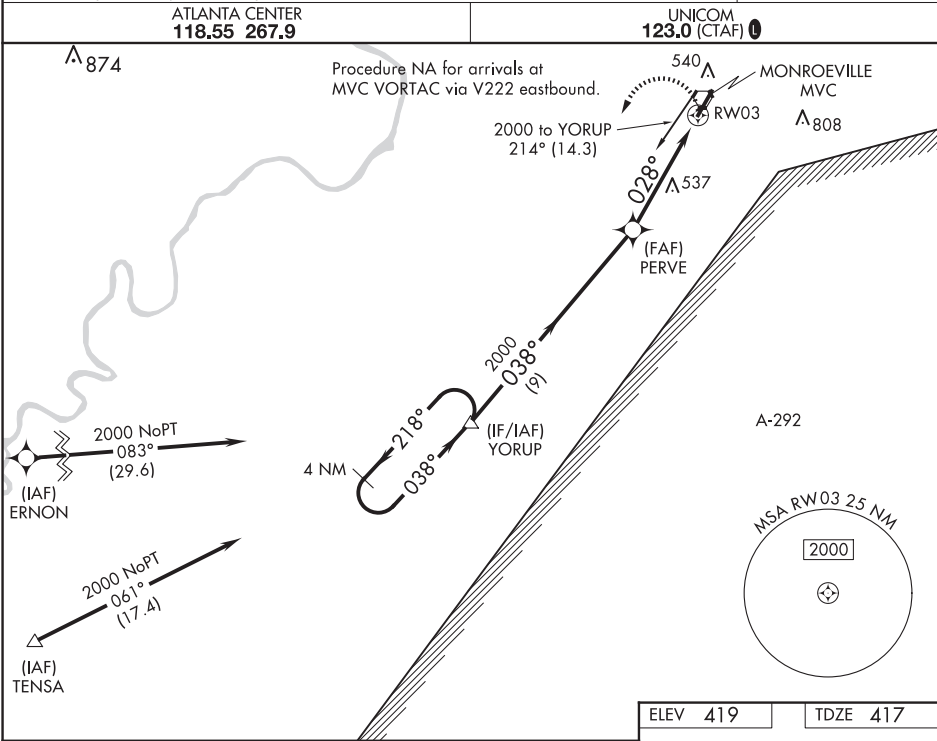
AL-5394 (FAA)

23306

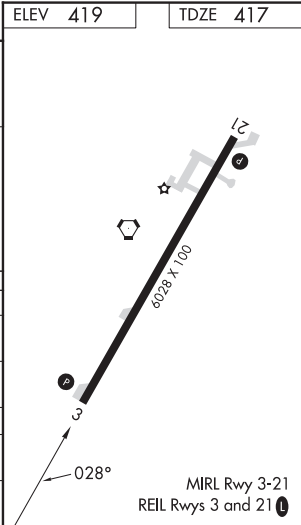
APP CRS	Rwy Idg	6028
028°	TDZE	417
	Apt Elev	419

RNAV (GPS) RWY 3  
MONROE COUNTY AEROPLEX (MVC)

RNP APCH.	Obtain local altimeter setting on CTAF; when not received, use Evergreen Rgnl/Middleton Fld altimeter setting. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 2000 direct YORUP and hold.
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CATEGORY	A	B	C	D
LNAY MDA	940-1 523 (600-1)		940-1½ 523 (600-1½)	
CIRCLING	940-1 521 (600-1)		940-1½ 521 (600-1½)	1120 2¼ 701 (800-2¼)
EVERGREEN RGNL/MIDDLETON FLD ALTIMETER SETTING MINIMUMS				
LNAY MDA	1000-1 583 (600-1)		1000-1¾ 583 (600-1¾)	
CIRCLING	1000-1 581 (600-1)		1000-1¾ 581 (600-1¾)	1180-2½ 761 (800-2½)



MONROEVILLE, ALABAMA  
Orig-F 27FEB20

31°27'N-87°21'W

MONROE COUNTY AEROPLEX (MVC)  
RNAV (GPS) RWY 3

SE-4, 12 JUN 2025 to 07 AUG 2025

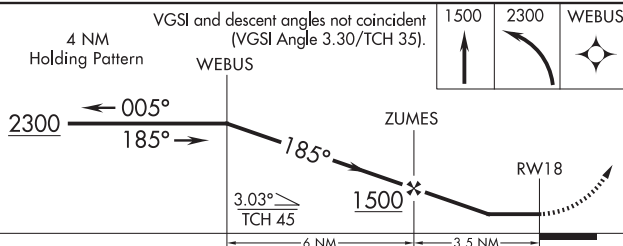
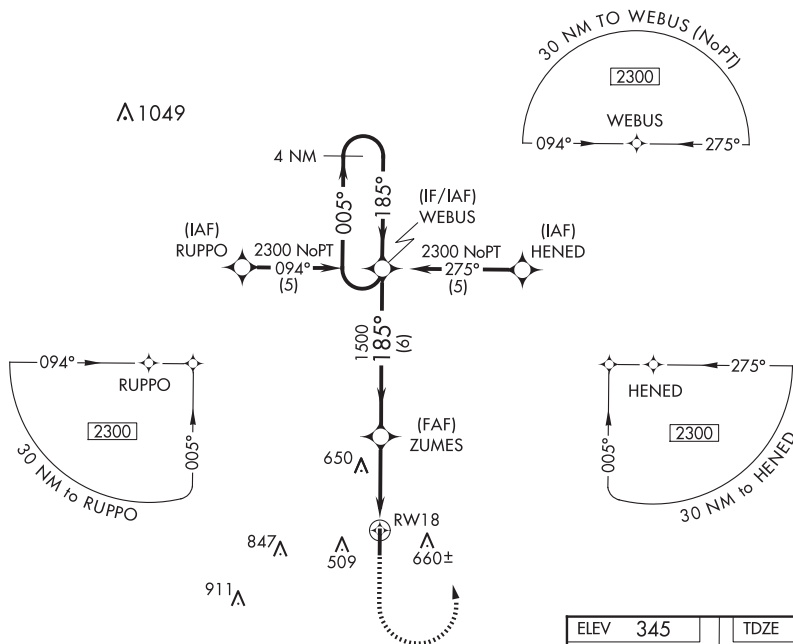
SE-4, 12 JUN 2025 to 07 AUG 2025



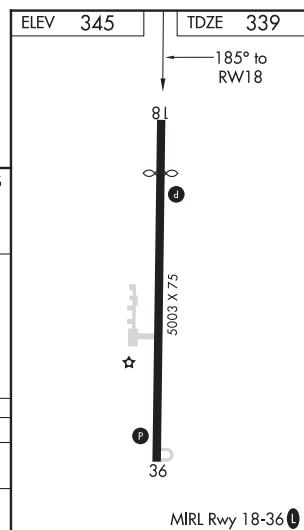


RNAV (GPS) RWY 18  
DR C P SAVAGE SR (53A)

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2300 direct WEBUS and hold.

CTAF  
122.9 **L**

CATEGORY	A	B	C	D
LNAV MDA	1020-1	681 (700-1)	1020-2 681 (700-2)	NA
CIRCLING	1020-1	675 (700-1)	1120-2¼ 775 (800-2¼)	NA



DR C P SAVAGE SR (53A)  
RNAV (GPS) RWY 18

SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS  
**005°**

Rwy Idg **5003**  
TDZE **339**  
Apt Elev **345**

RNAV (GPS) RWY 36  
DR C P SAVAGE SR (53A)

RNP APCH.

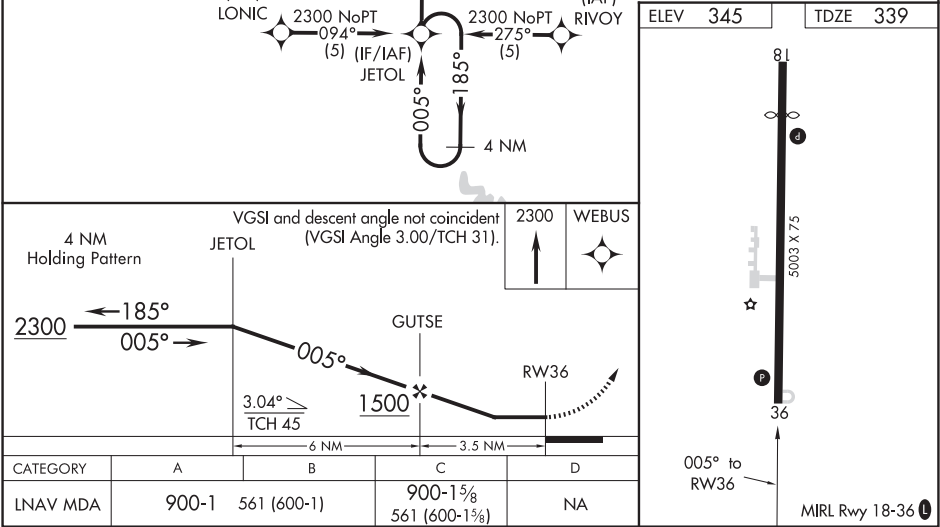
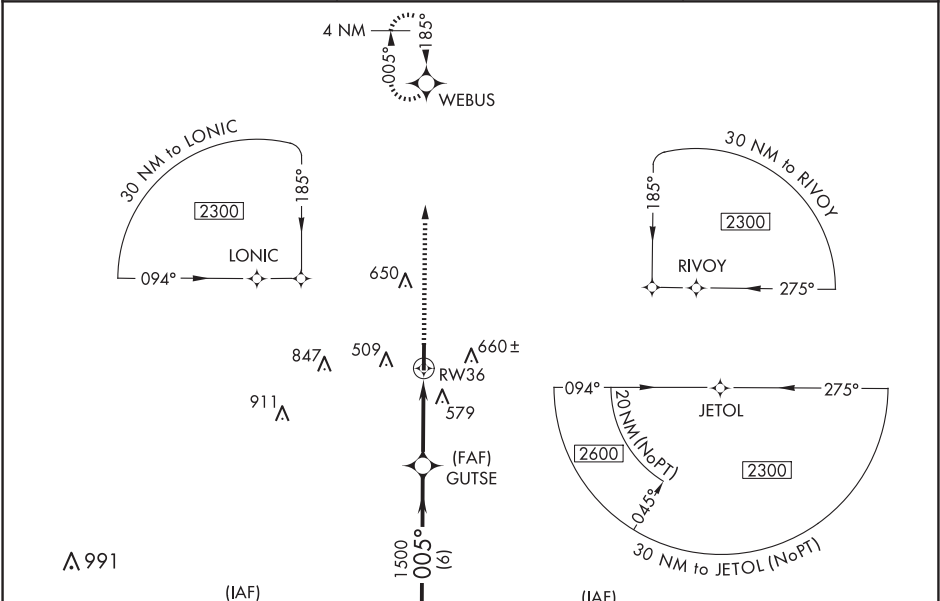
▼

▲ NA

Use American altimeter setting, when not received use Macon altimeter setting and increase all MDA 20 feet, increase LNAV Cat C visibility to 1¾. Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct WEBUS WP and hold.

ACJ AWOS-3 <b>128.375</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	CTAF <b>122.9 0</b>
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MONTGOMERY, ALABAMA

AL-272 (FAA)

25051

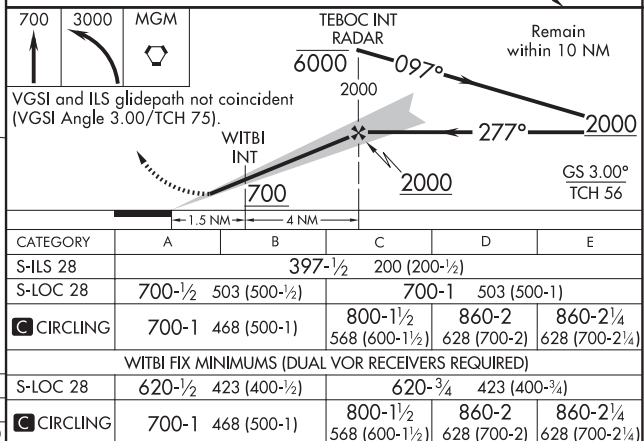
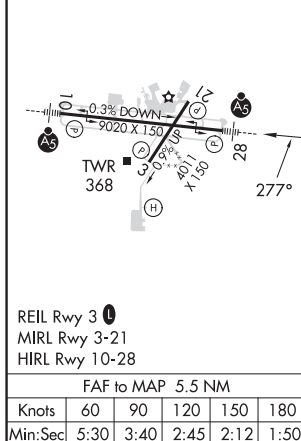
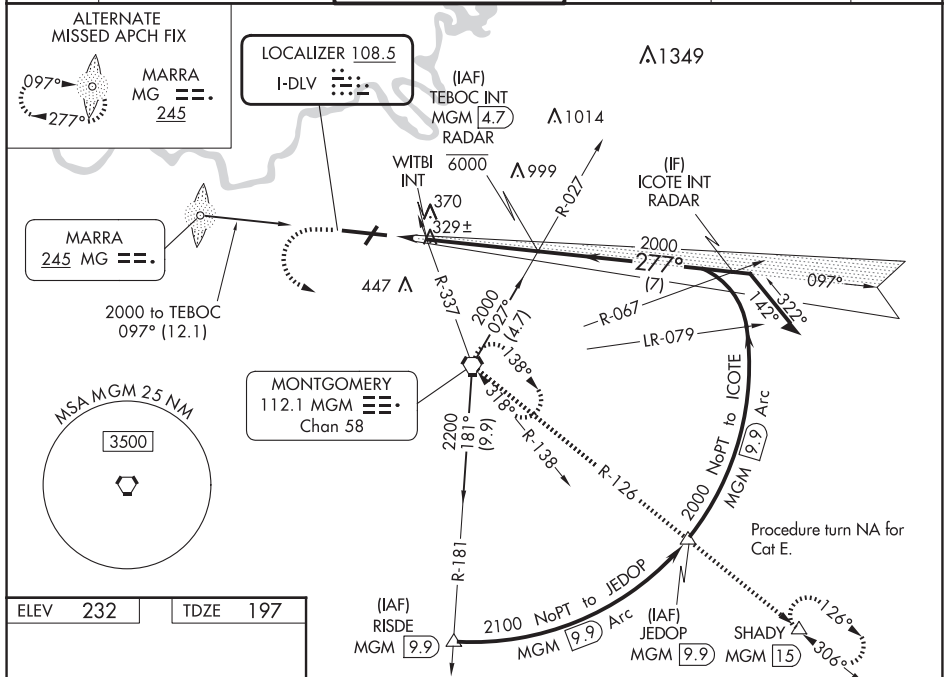
LOC I-DLV	APP CRS	Rwy Idg	9020
<b>108.5</b>	<b>277°</b>	TDZE	<b>197</b>
		Apt Elev	<b>232</b>

## ILS Y or LOC RWY 28

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

<p><b>⚠</b> For inop ALS, increase S-ILS 28 Cat E visibility to <math>\frac{3}{4}</math> SM; S-LOC 28 Cat C/D/E visibility to <math>1\frac{3}{8}</math> SM and increase WITBI fix minimums S-LOC 28 Cat E visibility to <math>1\frac{1}{4}</math> SM. Circling for Cat E NA north of Rwy 10-28.</p>	<p><b>MALSR</b></p>	<p><b>MISSED APPROACH:</b> Climb to 700 then climbing left turn to 3000 direct MGM VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft continue climb to 3500 on MGM VORTAC R-126 to SHADY/MGM 15 DME and hold SE, RT, 306° inbound).</p>
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ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL	UNICOM
<b>120.675</b>	<b>124.0 363.025</b>	<b>119.7 (CTAF) 360.85</b>	<b>121.7 348.6</b>	<b>118.3 270.3</b>	<b>122.95</b>



MONTGOMERY, ALABAMA

Amdt 11D 20FEB25

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

32°18'N-86°24'W

## ILS Y or LOC RWY 28

LOC I-MGM

109.9

APP CRS

097°

Rwy Idg

9020

TDZE

219

Apt Elev

232

ILS Z or LOC Z RWY 10

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

RADAR or DME or ADF required.

⚠

Circling NA for Cat E north of Rwy 10-28. For inop ALS, increase S-ILS 10\*\* Cat E visibility to RVR 4000, and increase S-LOC 10 Cat E visibility to 1½ SM. \*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft continue climb to 3500 on MGM VORTAC R-126 to SHADY/MGM 15 DME and hold SE, RT, 306° inbound).

ATIS	MONTGOMERY APP CON *	DANNELLY TOWER *	GND CON	CLNC DEL	UNICOM
120.675	124.0 363.025	119.7 (CTAF) 360.85	121.7 348.6	118.3 270.3	122.95

Diagram illustrating the ILS Z or LOC Z RWY 10 approach procedure. Key features include:

- Localizer (LOC):** 109.9 MHz, I-MGM.
- Marker:** 245 MG, MARRA RADAR.
- Altitudes:** 2000, 277°, 097°, 052°, 232°, 2200 to NoPT, 2300, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Remain within 10 NM

MG LOM MARRA RADAR

277°

2000

097°

GS 3.00° TCH 50

2000

1908

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).

700

3000

MGM

5.2 NM

CATEGORY

A

B

C

D

E

S-ILS 10\*\*

419/24

200 (200-½)

S-LOC 10

660/24

441 (500-½)

660/45

441 (500-¾)

CIRCLING

700-1

468 (500-1)

800-1½

628 (600-1½)

860-2

628 (700-2)

860-2¼

628 (700-2¼)

ELEV 232

TDZE 219

REIL Rwy 3

MIRL Rwy 3-21

HIRL Rwy 10-28

FAF to MAP 5.2 NM

Knots

60

90

120

150

180

Min:Sec

5:12

3:28

2:36

2:05

1:44

MONTGOMERY, ALABAMA

Amdt 24B 20FEB25

32°18'N-86°24'W

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

ILS Z or LOC Z RWY 10

523



WAAS  
CH **56633**  
**W03A**

APP CRS  
**034°**

Rwy Idg  
TDZE **221**  
Apt Elev **232**

**RNAV (GPS) RWY 3**

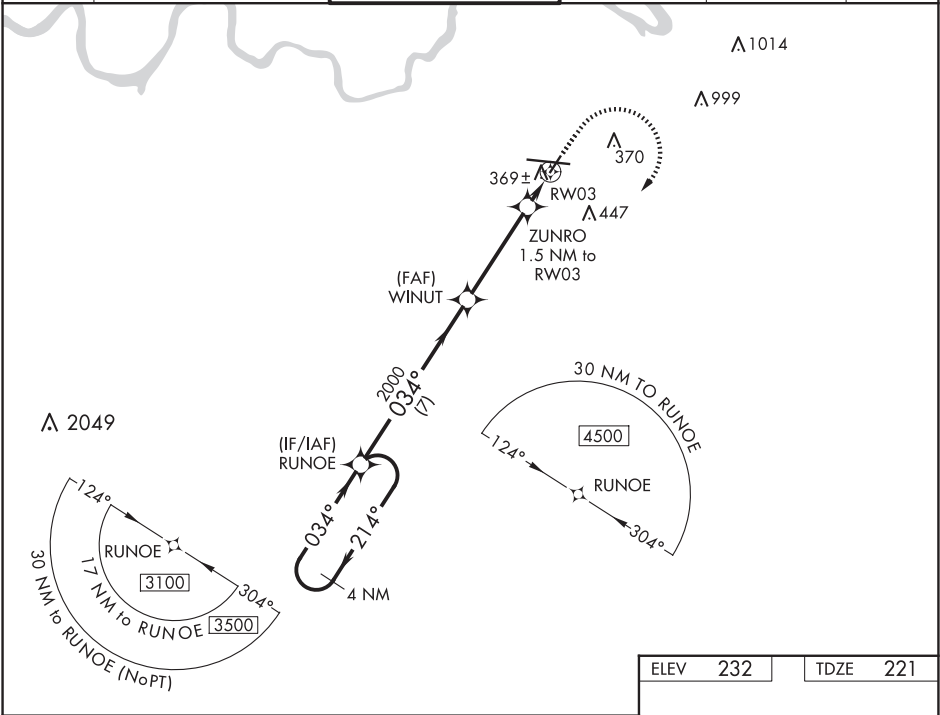
MONTGOMERY RGNL (DANNELLY FLD) (MGM)

RNP APCH-GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 900 then climbing right turn to 3100 direct RUNOE and hold.

ATIS <b>120.675</b>	MONTGOMERY APP CON ★ <b>124.0 363.025</b>	DANNELLY TOWER ★ <b>119.7 (CTAF) 0 360.85</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>118.3 270.3</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern

RUNOE

WINUT

ZUNRO 1.5 NM to RW03

RW03

GP 3.00° TCH 43

2000

740

7 NM

4 NM

1.5 NM

CATEGORY	A	B	C	D
LPV DA		484-7/8	263 (300-7/8)	
LNAV/VNAV DA		550-1 1/8	329 (400-1 1/8)	
LNAV MDA	620-1	399 (400-1)	620-1 1/8	399 (400-1 1/8)
CIRCLING	700-1	468 (500-1)	800-1 1/2 568 (600-1 1/2)	860-2 628 (700-2)

ELEV 232 TDZE 221

900

3100

RUNOE

0.3% DOWN

9020 X 1.50

4011 X 1.50

TWR 368

REIL Rwy 3 0

MIRL Rwy 3-21

HIRL Rwy 10-28

MONTGOMERY, ALABAMA

AL-272 (FAA)

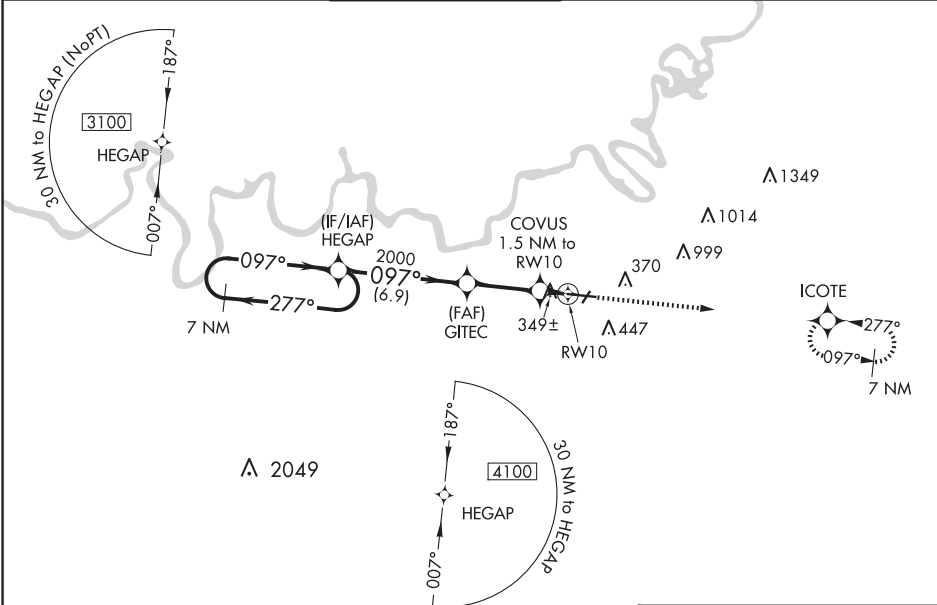
25051

WAAS CH <b>50100</b> <b>W10A</b>	APP CRS <b>097°</b>	Rwy Idg TDZE Apt Elev	<b>9020</b> <b>219</b> <b>232</b>
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RNAV (GPS) RWY 10

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

RNP APCH-GPS. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop MALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV Cat E visibility to RVR 5000; increase LNAV Cats C/D/E visibility to 1½ mile. Circling for Cat E NA north of Rwy 10-28. **RVR 1800 authorized with use of FD or AP or HUD to DA.			MALS 	MISSED APPROACH: Climb to 2600 direct ICOTE and hold.	
ATIS <b>120.675</b>	MONTGOMERY APP CON ★ <b>124.0 363.025</b>	DANNELLY TOWER ★ <b>119.7 (CTAF) 0 360.85</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>118.3 270.3</b>	UNICOM <b>122.95</b>



ELEV 232		TDZE 219									
7 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).		2600		ICOTE					
3100		HEGAP		GITEC		COVUS 1.5 NM to RW10					
GP 3.00° TCH 50		2000		2000		1 NM to RW10					
6.9 NM		3.9 NM		0.5 NM		1 NM					
RW10		RW10		RW10		RW10					
CATEGORY		A		B		C		D		E	
LPV DA **		419/24		200 (200-½)							
LNAV/VNAV DA		530/24		311 (300-½)							
LNAV MDA		600/24 381 (400-½)		600/35 381 (400-¾)							
CIRCLING		700-1 468 (500-1)		800-1½ 568 (600-1½)		860-2 628 (700-2)		860-2¼ 628 (700-2¼)			

REIL Rwy 3

MIRL Rwy 3-21

HIRL Rwy 10-28

MONTGOMERY, ALABAMA  
Amdt 1D 20FEB25

MONTGOMERY RGNL (DANNELLY FLD) (MGM)  
32°18'N-86°24'W

RNAV (GPS) RWY 10

SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS  
CH **56200**  
**W28A**

APP CRS  
**277°**

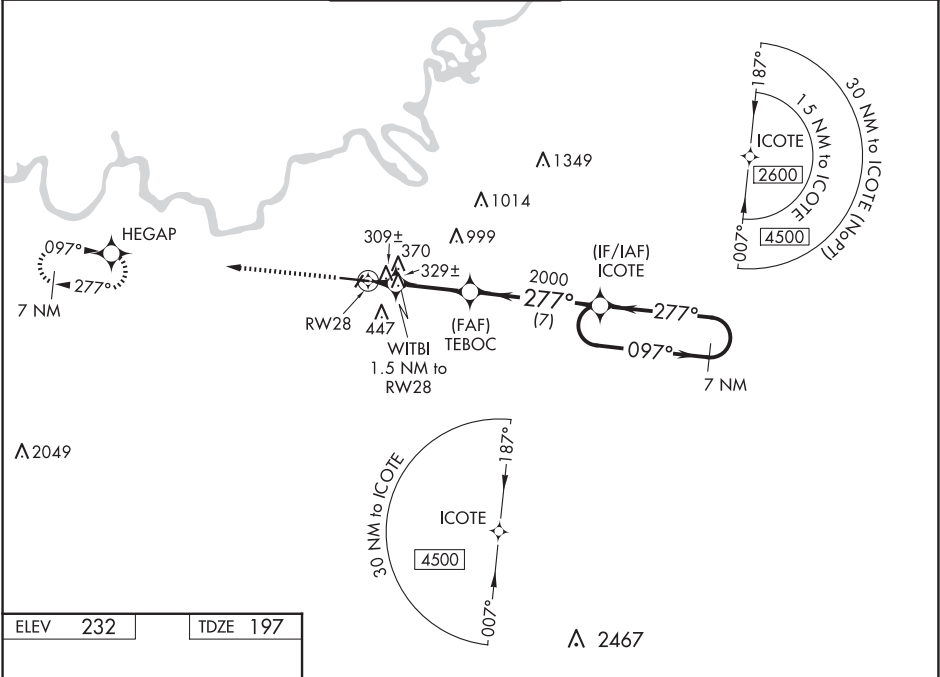
Rwy Idg  
TDZE  
Apt Elev

**9020**  
**197**  
**232**

**RNAV (GPS) RWY 28**

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

RNP APCH-GPS.			MALSR		
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop MALSR, increase LPV ▲ Cat E visibility to ¾ mile; increase LNAV/VNAV Cat E visibility to 1½ mile; increase LNAV Cat E visibility to 1½ mile. Circling for Cat E NA north of Rwy 10-28.			MISSED APPROACH: Climb to 3100 direct HEGAP and hold.		
ATIS <b>120.675</b>	MONTGOMERY APP CON ★ <b>124.0 363.025</b>	DANNELLY TOWER ★ <b>119.7 (CTAF) 0 360.85</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>118.3 270.3</b>	UNICOM <b>122.95</b>



ELEV 232

TDZE 197

REIL Rwy 3  
MIRL Rwy 3-21  
HIRL Rwy 10-28

3100 HEGAP		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 75).		7 NM Holding Pattern	
WITBI 1.5 NM to RW28		TEBOC 2000		ICOTE 2600	
1 NM to RW28		720		2000	
1 NM		0.5		4 NM	
7 NM		7 NM		GP 3.00° TCH 56	
CATEGORY	A	B	C	D	E
LPV DA	397-½		200 (200-½)		
LNAV/VNAV DA	606-⅞		409 (400-⅞)		
LNAV MDA	580-½	383 (400-½)	580-⅝ 383 (400-⅝)		
CIRCLING	700-1	468 (500-1)	800-1½ 568 (600-1½)	860-2 628 (700-2)	860-2¼ 628 (700-2¼)

MONTGOMERY, ALABAMA

AL-272 (FAA)

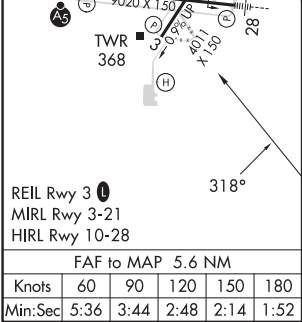
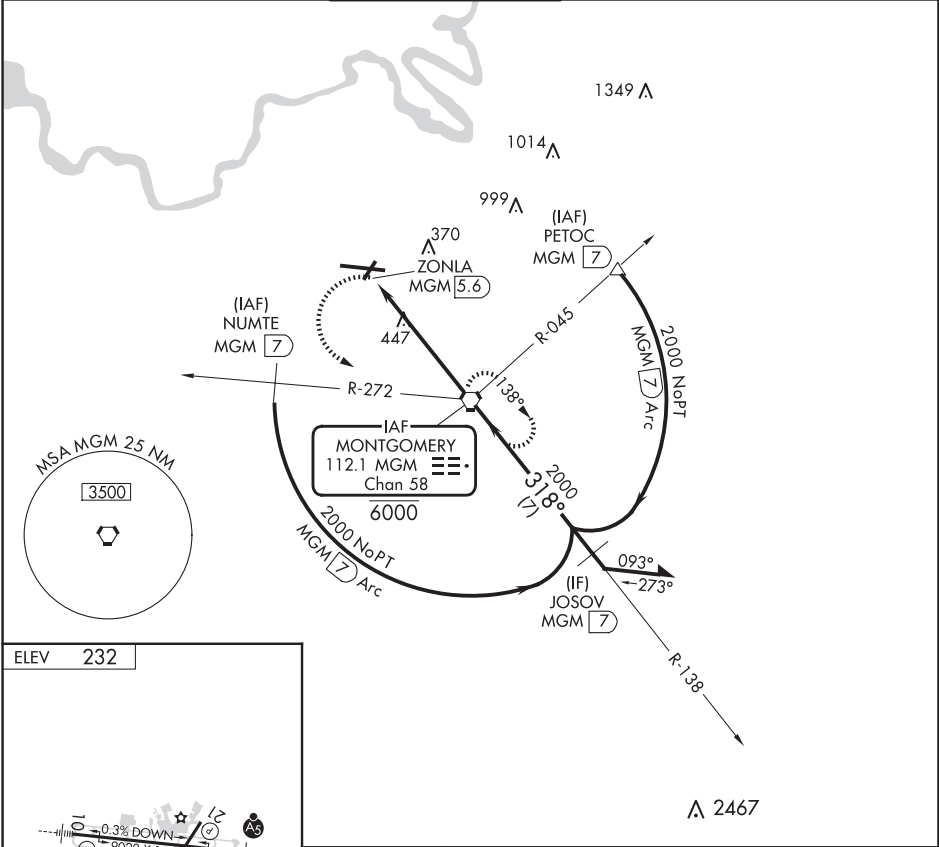
25051

VORTAC	MGM	APP CRS	Rwy Idg	N/A
112.1		318°	TDZE	N/A
Chan 58			Apt Elev	232

VOR-A

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

ATIS 120.675		MONTGOMERY APP CON ★ 124.0 363.025		DANNELLY TOWER ★ 119.7 (CTAF) 360.85		GND CON 121.7 348.6	CLNC DEL 118.3 270.3	UNICOM 122.95
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CATEGORY		A	B	C	D
CIRCLING		760-1	468 (500-1)	800-1½ 568 (600-1½)	860-2 628 (700-2)

MONTGOMERY, ALABAMA  
Amdt 4D 20FEB25

MONTGOMERY RGNL (DANNELLY FLD) (MGM)  
32°18'N-86°24'W  
VOR-A

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOM MG	APP CRS	Rwy Idg	9020
245	097°	TDZE	219
		Apt Elev	232

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

NDB RWY 10

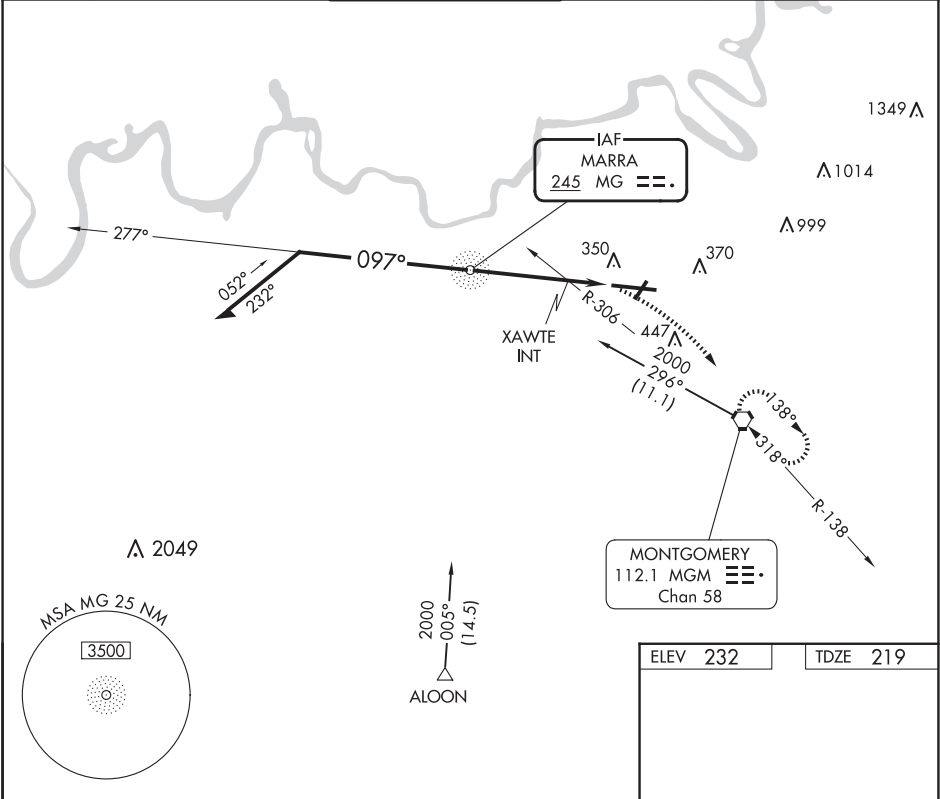
NA

For inop MALSR increase S-10 Cats A/B visibility to RVR 5500, and Cats C/D visibility to 1¾ mile.

MALSR

MISSED APPROACH: Climbing right turn to 2000 direct MGM VORTAC and hold.

ATIS	MONTGOMERY APP CON *	DANNELLY TOWER *	GND CON	CLNC DEL	UNICOM
120.675	124.0 363.025	119.7 (CTAF) 360.85	121.7 348.6	118.3 270.3	122.95



Remain within 10 NM

MG NDB

2000

277°

097°

2000

3.14°

TCH 64

2000

XAWTE INT

800

3.6 NM

1.6 NM

2000

MGM

ELEV 232

TDZE 219

TWR 368

097°

0.3% DOWN

9020 X 150

40.1

150

28

REIL Rwy 3

MIRL Rwy 3-21

HIRL Rwy 10-28

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

25107

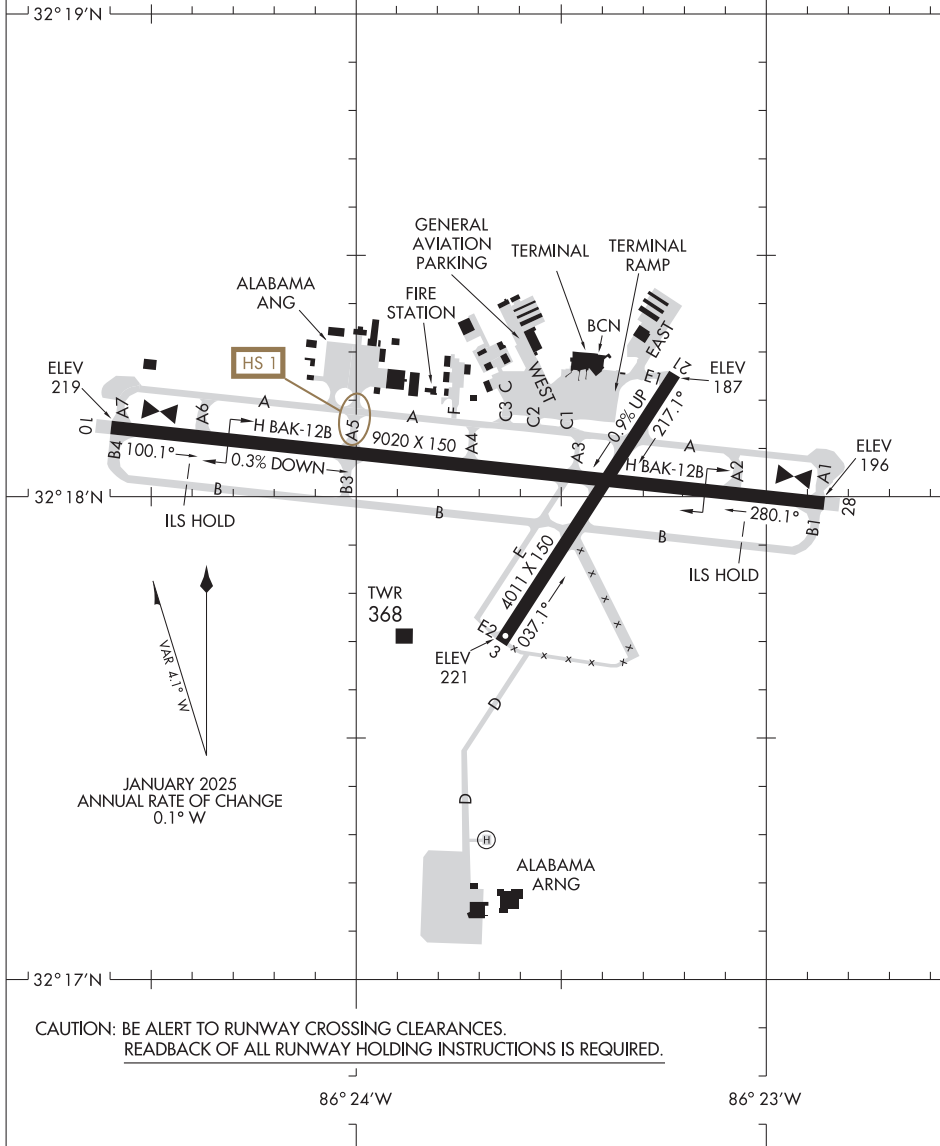
# AIRPORT DIAGRAM

MONTGOMERY RGNL (DANNELLY FLD) (MGM)  
AL-272 (FAA) MONTGOMERY, ALABAMA

ATIS  
120.675  
DANNELLY TOWER ★  
119.7 360.85  
GND CON  
121.7 348.6  
CLNC DEL  
118.3 270.3

RWY 03-21  
PCN 28 F/C/X/T  
S-40, D-95  
RWY 10-28  
PCN 35 F/C/X/T  
S-105, D-116, 2D-180

FIELD  
ELEV  
232



SE-4, 12 JUN 2025 to 07 AUG 2025

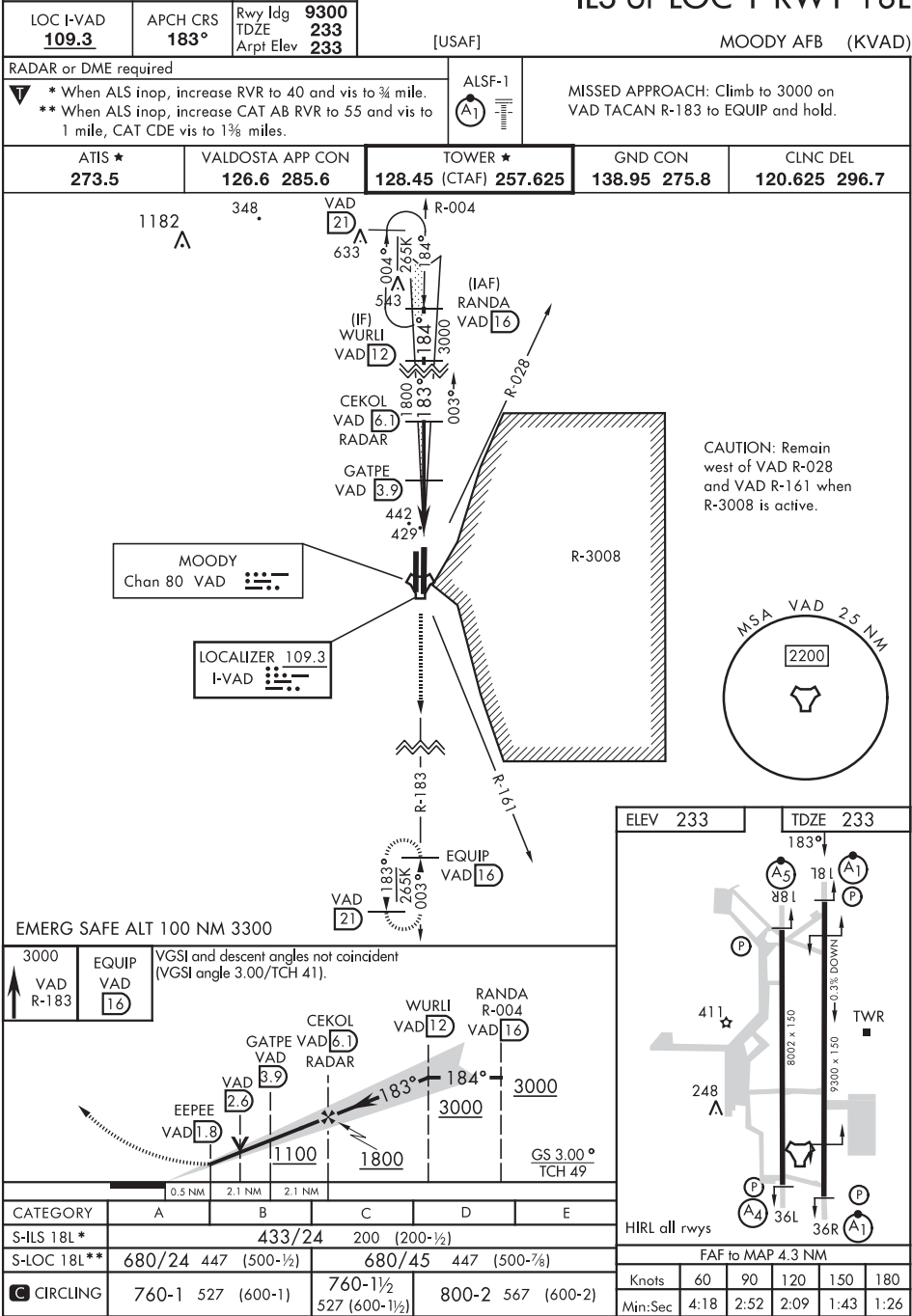
SE-4, 12 JUN 2025 to 07 AUG 2025

# AIRPORT DIAGRAM

25107

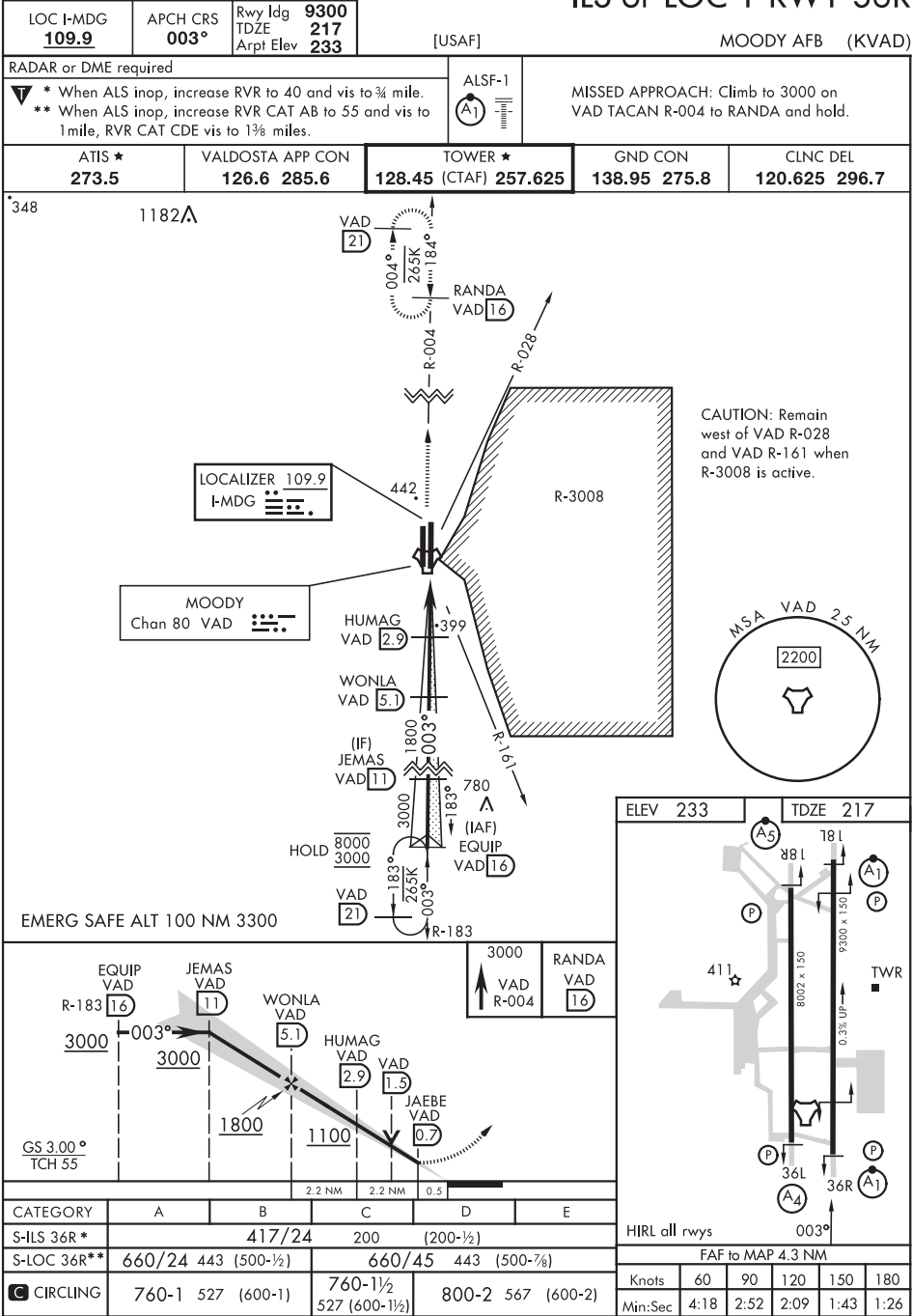
MONTGOMERY, ALABAMA  
MONTGOMERY RGNL (DANNELLY FLD) (MGM)

ILS or LOC Y RWY 18L



VALDOSTA, GEORGIA

ILS or LOC Y RWY 36R



VALDOSTA, GEORGIA

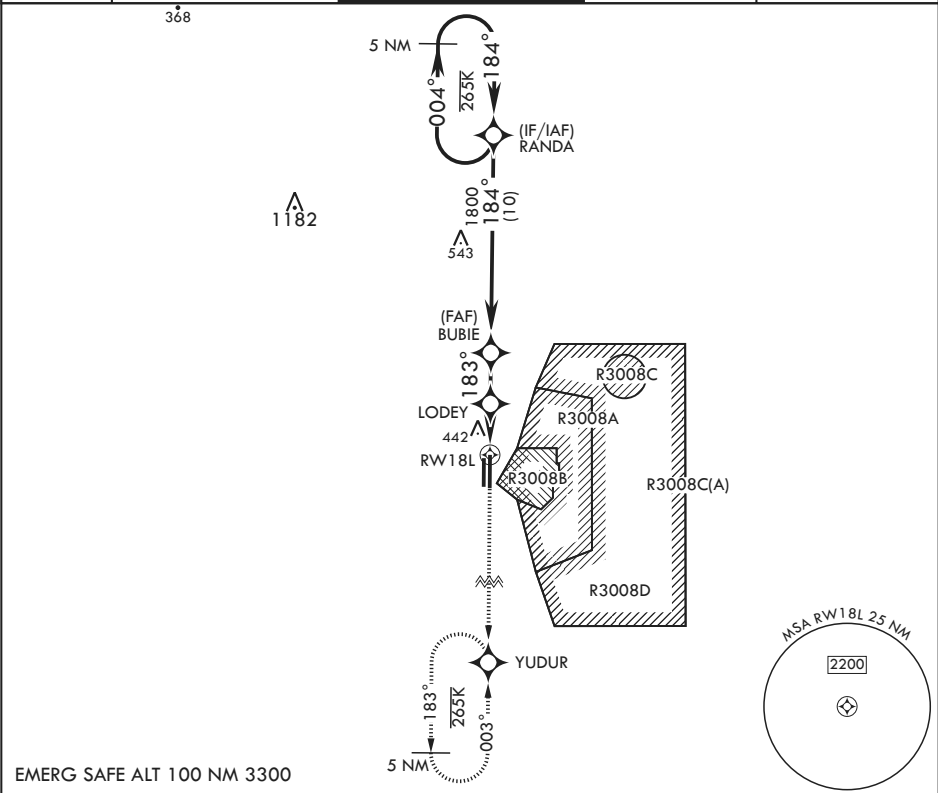
RNAV (GPS) RWY 18L

APCH CRS	Rwy Idg	9300
183°	TDZE	233
	Arprt Elev	233

MOODY AFB (KVAD)

RNP APCH-GPS	ALSF-1	MISSED APPROACH: Climb to 3000 direct YUDUR and hold.
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.		

ATIS ★	VALDOSTA APP CON	TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 (CTAF) 257.625	138.95 275.8	120.625 296.7



<div>3000</div> <div>YUDUR</div>		<div>ELEV 233</div> <div>183°</div> <div>TDZE 233</div>		
<div><div><div><div><div><div></div><div>3000</div></div><div><div></div><div>004°</div></div><div><div></div><div>184°</div></div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>183°</div></div><div><div></div><div>1000</div></div><div><div></div><div>183°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div><div>1800</div></div><div><div></div><div>184°</div></div><div><div></div>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VALDOSTA, GEORGIA

30°58'N - 83°12'W

MOODY AFB (KVAD)

Amndt 2 25JAN24

RNAV (GPS) RWY 18L

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 18R

Diagram illustrating the ADZES 1900 instrument approach procedure. The diagram shows a 180-degree turn from RWY 18R to a 003-degree heading. Key features include: 1.3 NM to RWY 18R, 2.6 NM total distance, 2.5 NM to the final approach, and a 1100-foot altitude. The diagram also shows the ACYLS and ADZES waypoints, the ADZES 1900 procedure, and the ADZES 1900 procedure. The diagram is labeled with 'ADZES 1900' and 'ADZES 1900'.

MOODY AFB (KVAD)

RNAV (GPS) RWY 18R

SE-4, 12 JUN 2025 to 07 AUG 2025



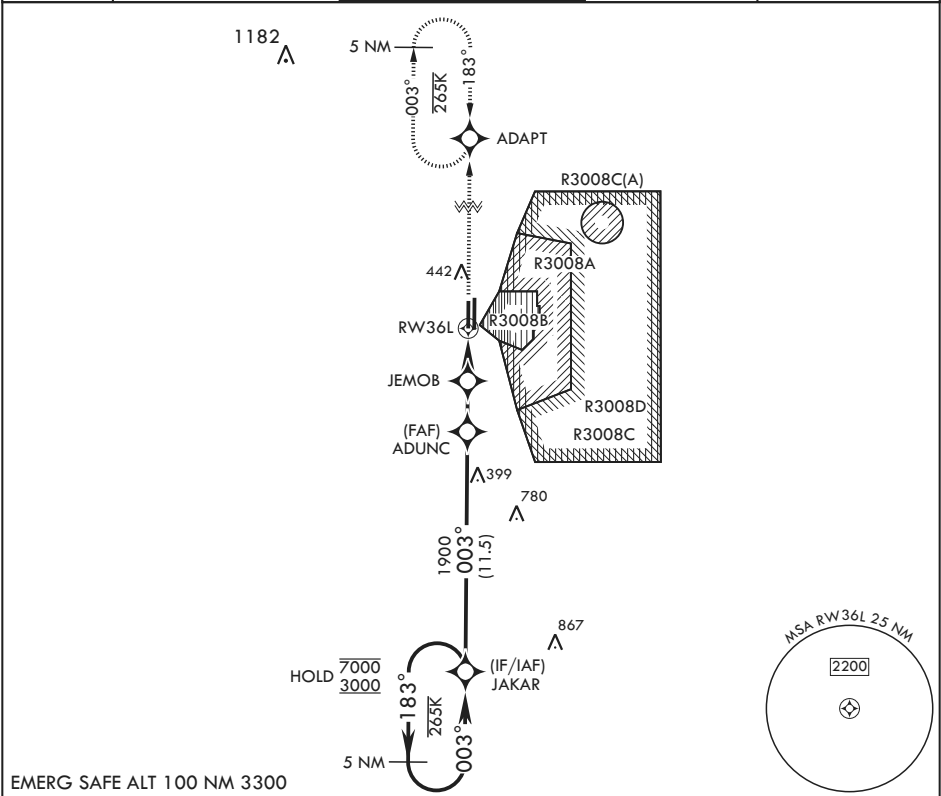
APCH CRS	Rwy Idg	8002
003°	TDZE	225
	Arprt Elev	233

(USAF)

MOODY AFB (KVAD)

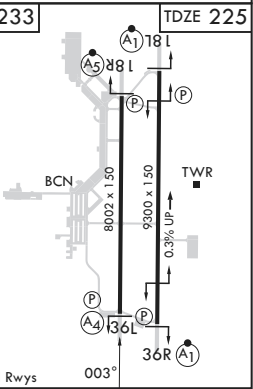
RNP APCH-GPS	MALS (A4)	MISSED APPROACH: Climb to 3000 direct ADAPT and hold.
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.		

ATIS ★ 273.5	VALDOSTA APP CON 126.6 285.6	TOWER ★ 128.45 (CTAF) 257.625	GND CON 138.95 275.8	CLNC DEL 120.625 296.7
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EMERG SAFE ALT 100 NM 3300

JAKAR		3000	ADAPT	ELEV 233	TDZE 225
7000 3000 183° 003°		ADUNC			
1900		JEMOB			
3.10° TCH 50		1.3 NM to RW36L			
2.4 NM		2.5 NM			
CATEGORY	A	B	C	D	E
LNAV MDA*	660/40	435 (500-¾)	660/50	435 (500-1)	
CIRCLING	760-1	527 (600-1)	760-1½ 527 (600-1½)	800-2	567 (600-2)



VALDOSTA, GEORGIA

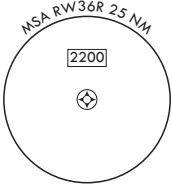
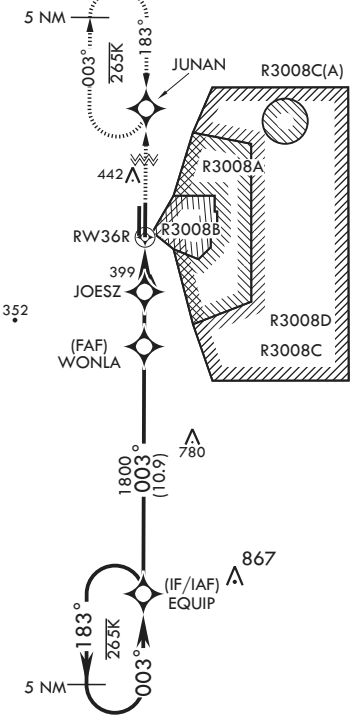
RNAV (GPS) RWY 36R

APCH CRS	Rwy Idg	9300
003°	TDZE	217
	Arpt Elev	233

- (USAF)

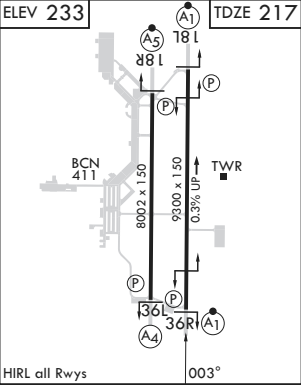
MOODY AFB (KVAD)

RNP APCH-GPS		ALSF-1	MISSED APPROACH: Climb to 3000 direct to JUNAN and hold.	
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.				
ATIS ★	VALDOSTA APP CON	TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 (CTAF) 257.625	138.95 275.8	120.625 296.7



EMERG SAFE ALT 100 NM 3300

EQUIP		3000 JUNAN ELEV 233		TDZE 217	
3000		183°		003°	
003°		WONLA		1800	
		JOESZ		1000	
		1.3 NM to RW36R		RW36R	
		3.00° TCH 54			
		2.4 NM		2.4 NM	
CATEGORY	A	B	C	D	E
LNAV MDA*	660/24	443 (500-½)	660/45	443 (500-¾)	
CIRCLING	760-1	527 (600-1)	760-1½ 527 (600-1½)	800-2	567 (600-2)



VALDOSTA, GEORGIA

30°58'N - 83°12'W

MOODY AFB (KVAD)

Amdt 2 25JAN24

RNAV (GPS) RWY 36R

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

TACAN Y RWY 18L

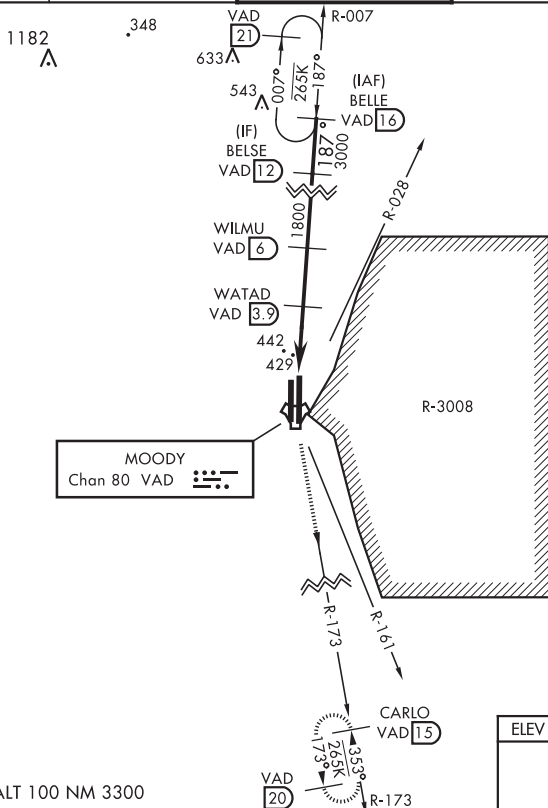
TACAN VAD Chan <b>80</b>	APCH CRS <b>187°</b>	Rwy Idg <b>9300</b> TDZE <b>233</b> Arpt Elev <b>233</b>	[USAF]	MOODY AFB (KVAD)
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**T** \*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1<sup>3</sup>/<sub>8</sub> miles.

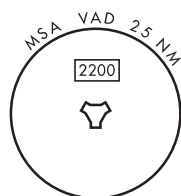
ALSF-1

**MISSED APPROACH:** Climb to 3000 on VAD TACAN R-173 to CARLO and hold.

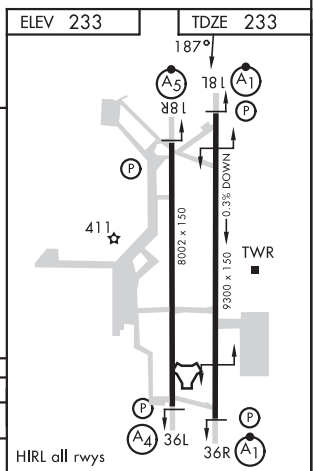
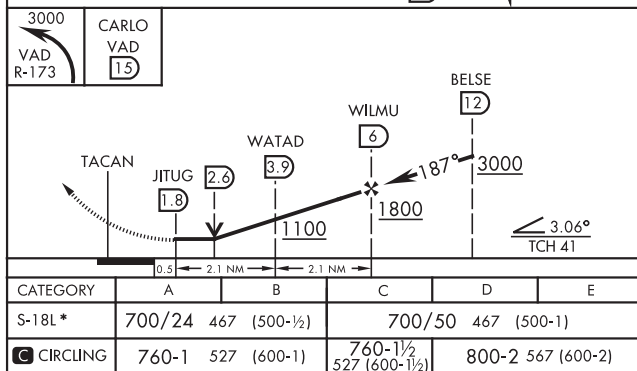
ATIS ★ 273.5	VALDOSTA APP CON 126.6 285.6	TOWER ★ (CTAF) 257.625	GND CON 138.95 275.8	CLNC DEL 120.625 296.7
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**CAUTION:** Remain west of VAD R-028 and VAD R-161 when R-3008 is active.

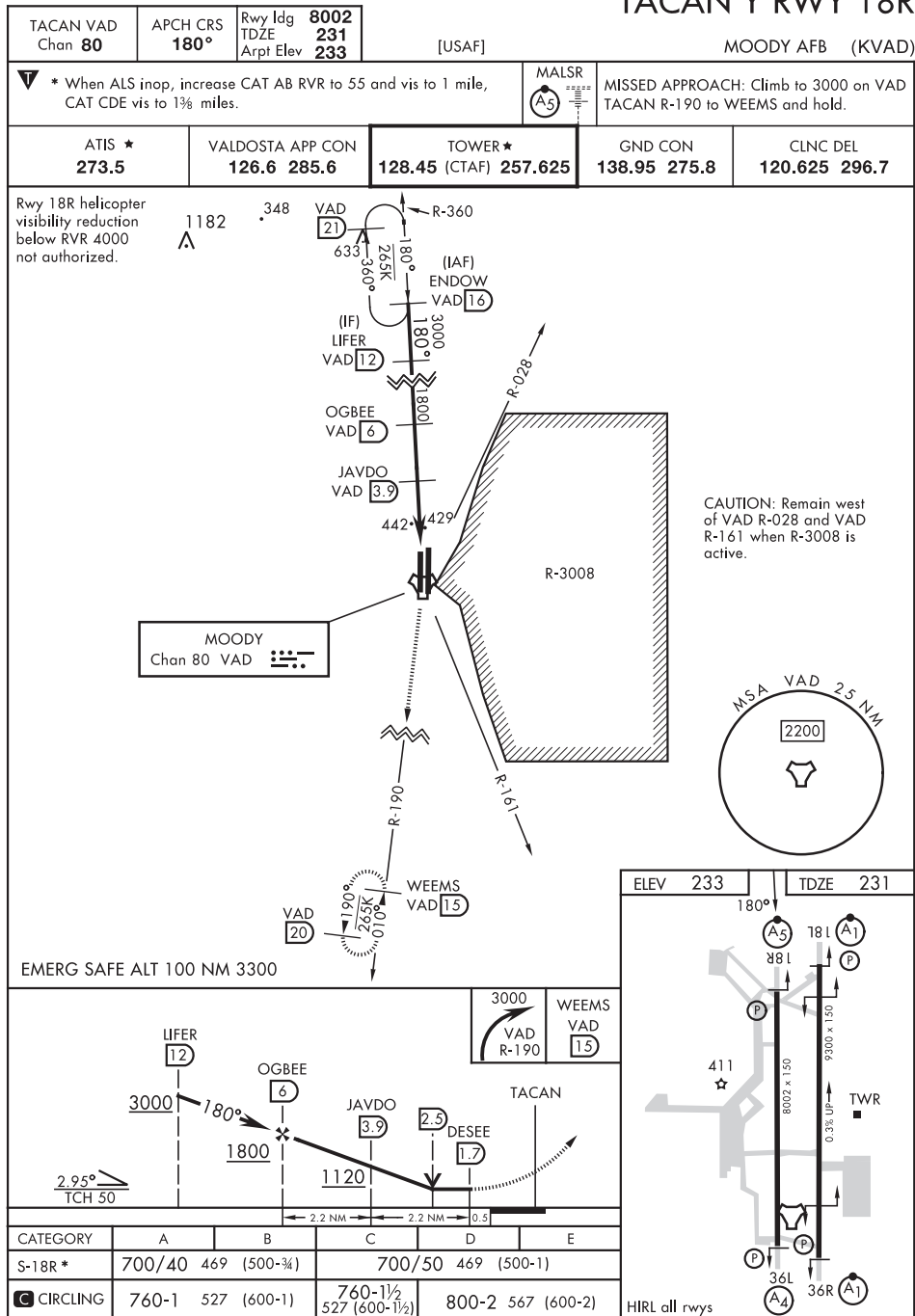


EMERG SAFE ALT 100 NM 3300



VALDOSTA, GEORGIA

TACAN Y RWY 18R



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

TACAN Y RWY 36L

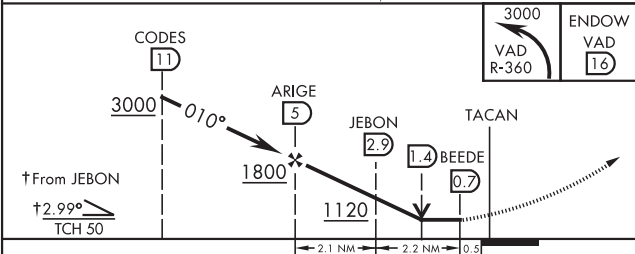
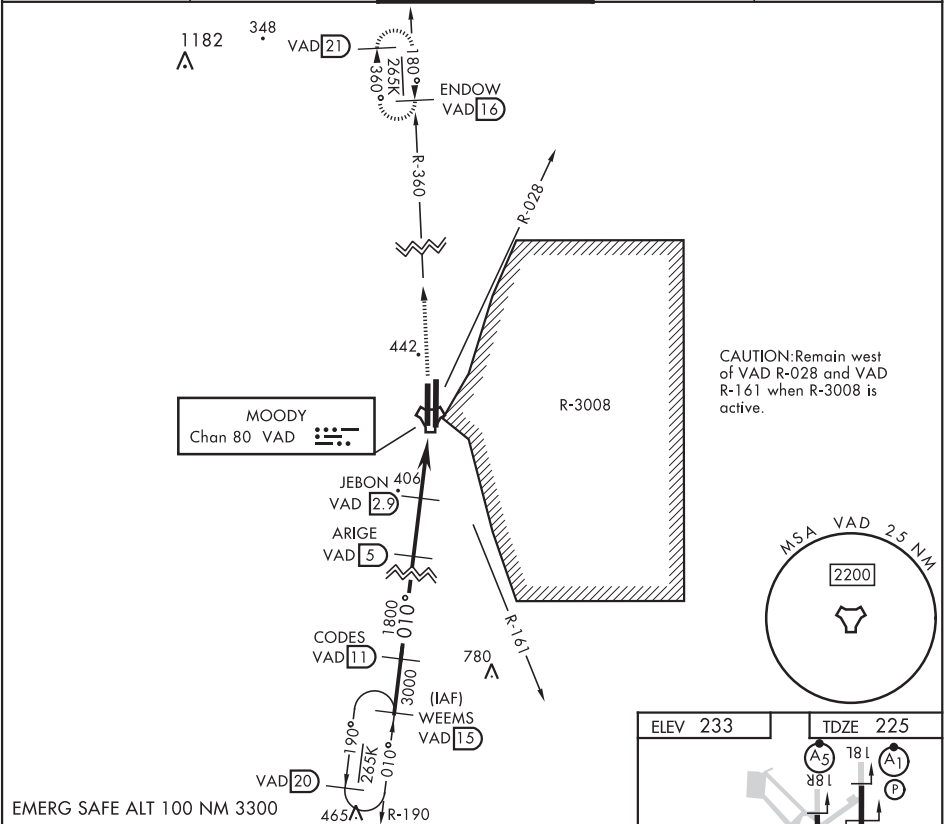
TACAN VAD Chan <b>80</b>	APCH CRS <b>010°</b>	Rwy Idg TDZE <b>225</b> Arprt Elev <b>233</b>	[USAF]	MOODY AFB (KVAD)
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**▼** \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

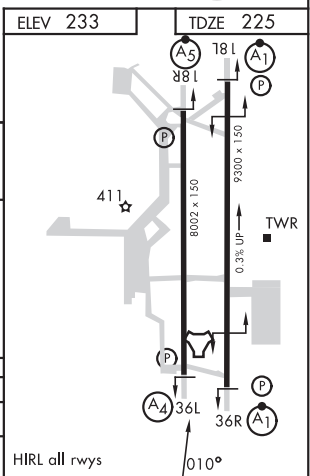
MALS  
**(A4)**

MISSED APPROACH: Climb to 3000 on VAD TACAN R-360 to ENDOW and hold.

ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	TOWER ★ <b>128.45 (CTAF) 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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CATEGORY	A	B	C	D	E
S-36L*	660/40	435 (500-¾)	660/50	435 (500-1)	
CIRCLING	760-1	527 (600-1)	760-1½ 527 (600-1½)	800-2 567 (600-2)	



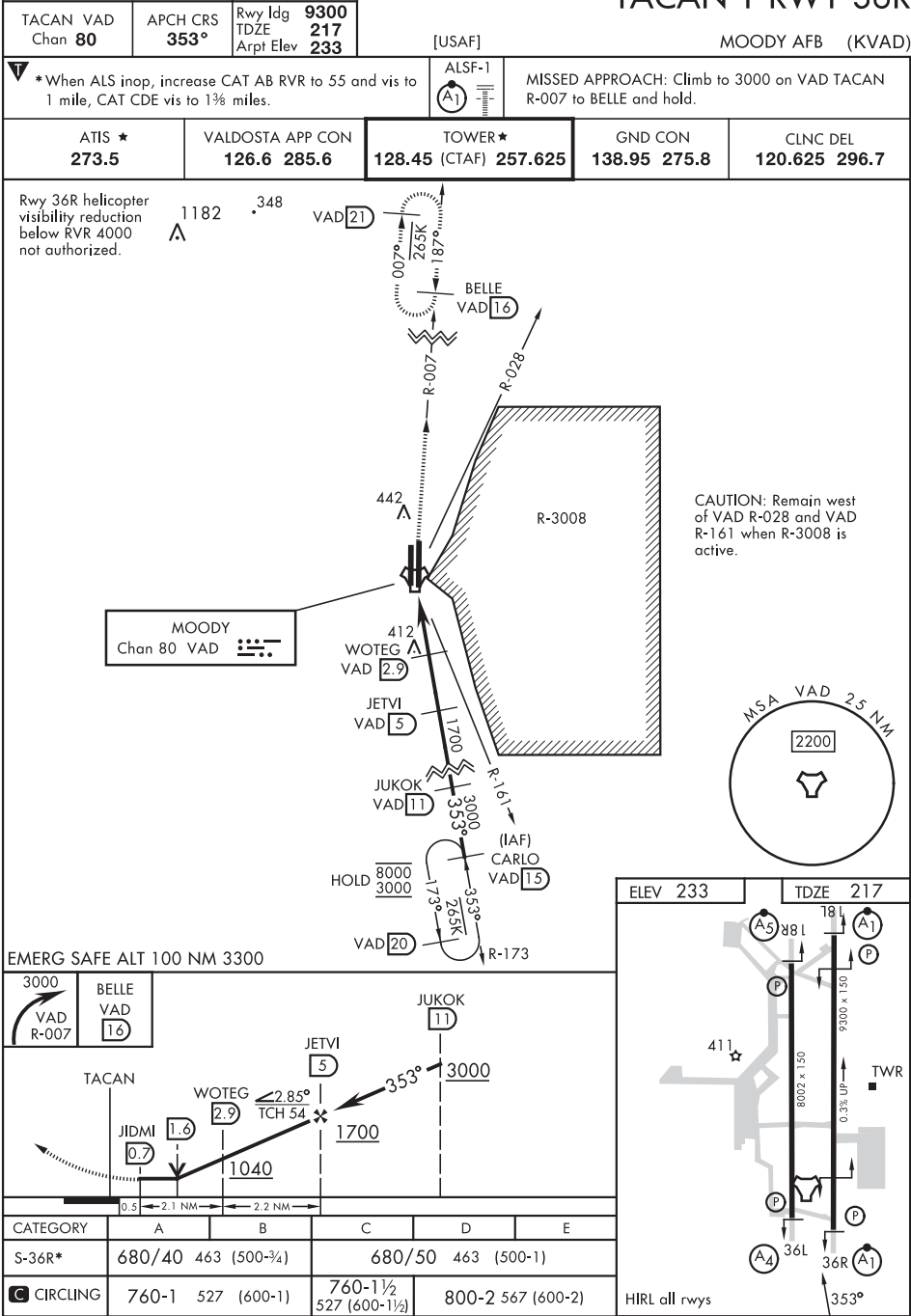
TACAN Y RWY 36L

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

VALDOSTA, GEORGIA

TACAN Y RWY 36R



MOODY AFB (KVAD)

SE-4, 12 JUN 2025 to 07 AUG 2025

MOULTRIE, GEORGIA

AL-5020 (FAA)

25079

WAAS CH <b>82603</b> <b>W04A</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>289</b> <b>297</b>
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# RNAV (GPS) RWY 4

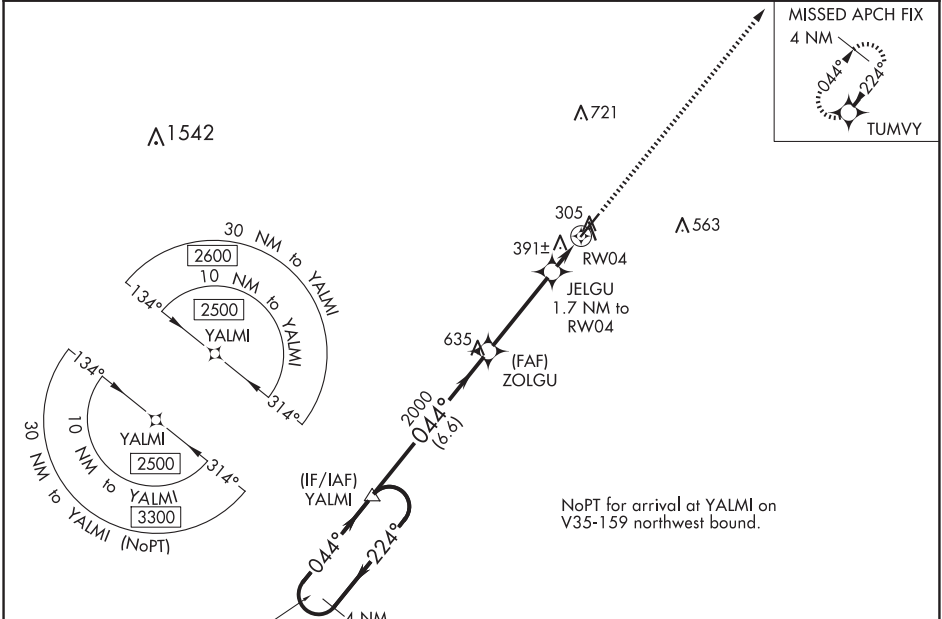
MOULTRIE MUNI (MGR)

RNP APCH - GPS.

Circling Rwy 16, 34 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct TUMVY and hold.

AWOS-3PT <b>118.925</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern

YALMI

ZOLGU

JELGU

RW04

GP 3.00° TCH 45°

6.6 NM

3.6 NM

0.6 NM

1.1 NM

CATEGORY	A	B	C	D
LPV DA		539-1	250 (300-1)	
LNAV/VNAV DA		552-1	263 (300-1)	
LNAV MDA		660-1	371 (400-1)	
CIRCLING	720-1 423 (500-1)	760-1 463 (500-1)	860-1½ 563 (600-1½)	1080-2½ 783 (800-2½)

ELEV 297 TDZE 289

MOULTRIE, GEORGIA  
Amdt 2A 20MAR25

31°05'N-83°48'W

MOULTRIE MUNI (MGR)  
RNAV (GPS) RWY 4

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

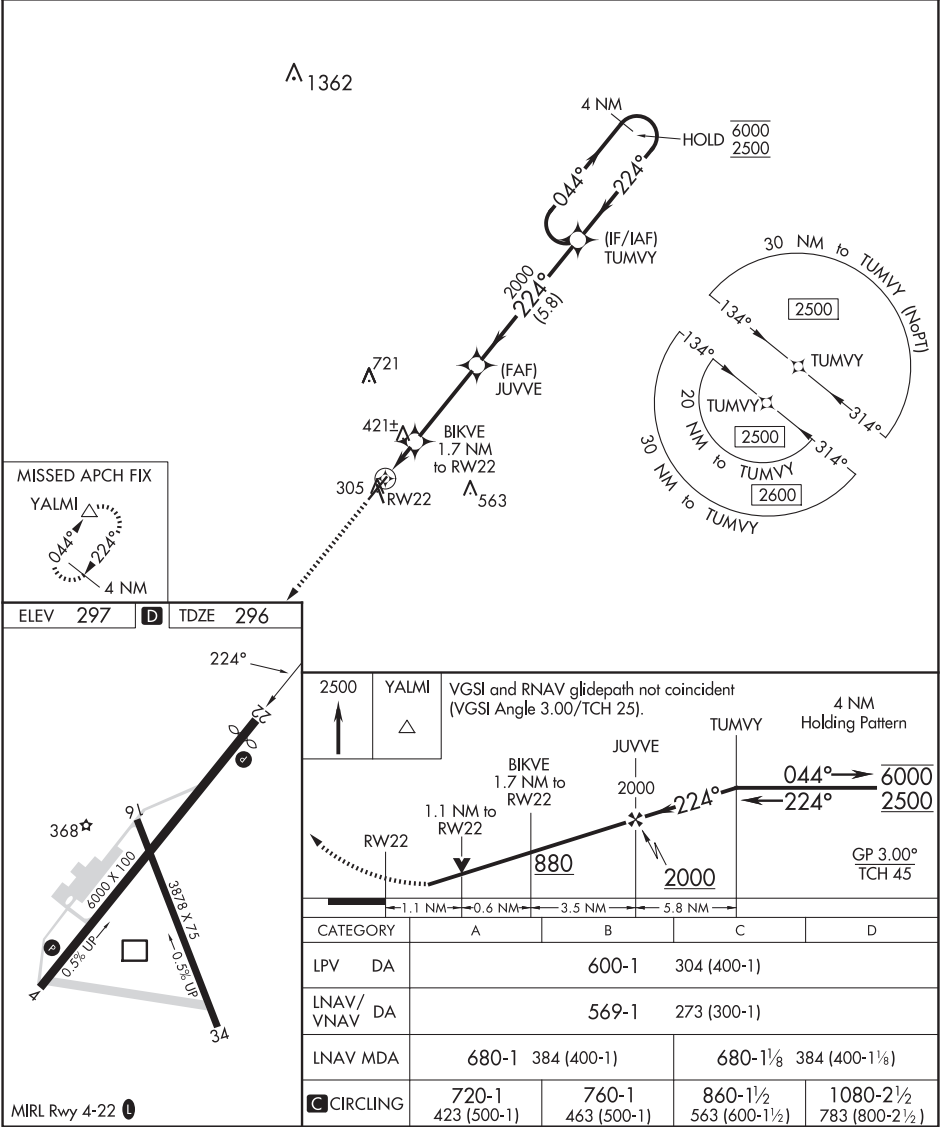


WAAS CH <b>93803</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>5628</b> <b>296</b> <b>297</b>
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RNAV (GPS) RWY 22

MOULTRIE MUNI (MGR)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct YALMI and hold.
▼ ▲ Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 16, 34 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.		
AWOS-3PT 118.925	VALDOSTA APP CON ★ 126.6 285.6	UNICOM 122.8 (CTAF) 0



MUSCLE SHOALS, ALABAMA


AL-277 (FAA)

24109

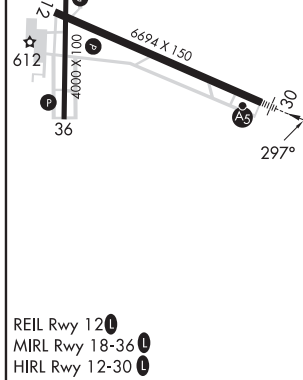
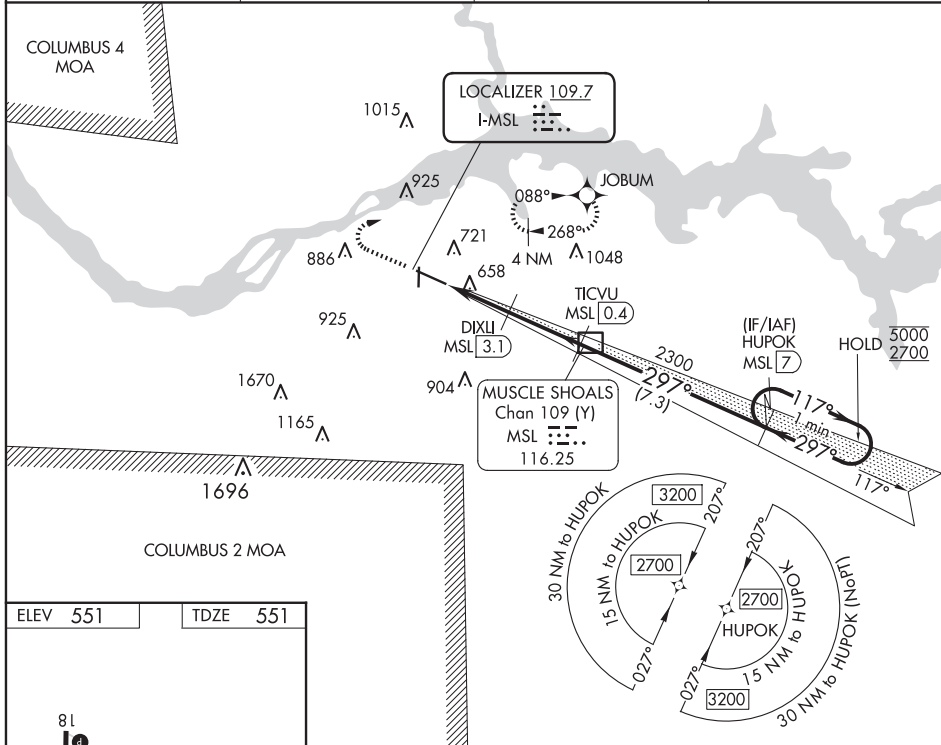
LOC I-MSL <b>109.7</b>	APP CRS <b>297°</b>	Rwy Idg 6694
	TDZE <b>551</b>	
	Apt Elev <b>551</b>	

# ILS Y or LOC Y RWY 30

NORTHWEST ALABAMA RGNL (MSL)

RNAV 1 - GPS.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct JOBUM and hold, continue climb-in-hold to 3000.
DME required.			
<div><div><div>T</div><div>A</div></div><div>DME from MSL DME. Simultaneous reception of I-MSL and MSL DME required. For inop ALS increase S-LOC 30 Cats C/D visibility to 1 SM.</div></div>			

ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF) 0</b>
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1200	3000	JOBUM	MSL	HUPOK	One Minute Holding Pattern	
			MSL [0.4]	MSL [7]		
			DIXLI MSL [3.1]	2300	117° → 5000	
			MSL [5.6]	2300	← 297° 2700	
			1400	2300		GS 3.00° TCH 59
			1 NM	1.5 NM	2.8 NM	7.3 NM
CATEGORY	A		B		C	
S-ILS 30	751-1/2		200 (200-1/2)			
S-LOC 30	920-1/2 369 (400-1/2)		920-5/8 369 (400-5/8)			
CIRCLING	1040-1 489 (500-1)		1280-2 729 (800-2)		1280-2 1/4 729 (800-2 1/4)	

MUSCLE SHOALS, ALABAMA  
Amdt 1 03NOV22

34°45'N-87°37'W

# ILS Y or LOC Y RWY 30

NORTHWEST ALABAMA RGNL (MSL)

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-MSL <b>109.7</b>	APP CRS <b>297°</b>	Rwy Idg TDZE Apt Elev	<b>6694</b> <b>551</b> <b>551</b>
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ILS Z or LOC Z RWY 30  
NORTHWEST ALABAMA RGNL (MSL)

DME required. RADAR required.

▼

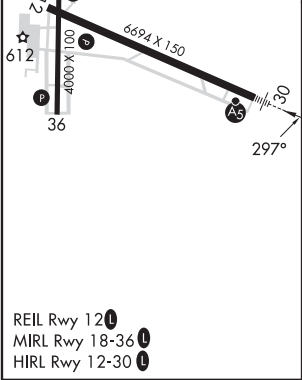
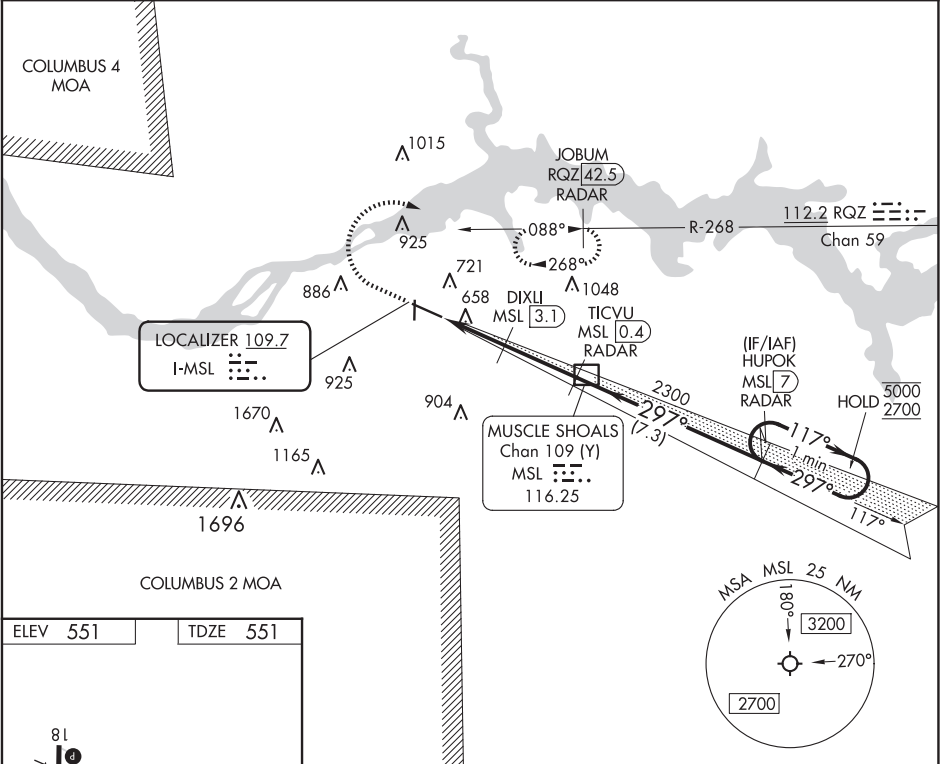
▲

DME from MSL DME.  
Simultaneous reception of I-MSL and MSL DME required.  
For inop ALS increase S-LOC 30 Cats C/D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 020° to intercept RQZ VORTAC R-268 to JOBUM/RQZ VORTAC 42.5 DME/RADAR and hold, continue climb-in-hold to 3000.

ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF) 0</b>
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1200	3000	RQZ R-268	JOBUM RQZ 42.5 RADAR	MSL DME	HUPOK MSL 7 RADAR	One Minute Holding Pattern
		DIXLI MSL 3.1	TICVU MSL 0.4 RADAR	2300	117°	5000
1400		MSL 4.6	MSL 5.6	2300	297°	2700
1 NM		1.5 NM	2.8 NM	7.3 NM	GS 3.00° TCH 59	
CATEGORY	A		B		C	
S-ILS 30	751-1/2		200 (200-1/2)			
S-LOC 30	920-1/2 369 (400-1/2)		920-5/8 369 (400-5/8)			
CIRCLING	1040-1 489 (500-1)		1280-2 729 (800-2)		1280-2 1/4 729 (800-2 1/4)	

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

MUSCLE SHOALS, ALABAMA

AL-277 (FAA)

23222

WAAS CH <b>90518</b> <b>W12A</b>	APP CRS <b>117°</b>	Rwy Idg <b>6694</b> TDZE <b>544</b> Apt Elev <b>551</b>
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# RNAV (GPS) RWY 12

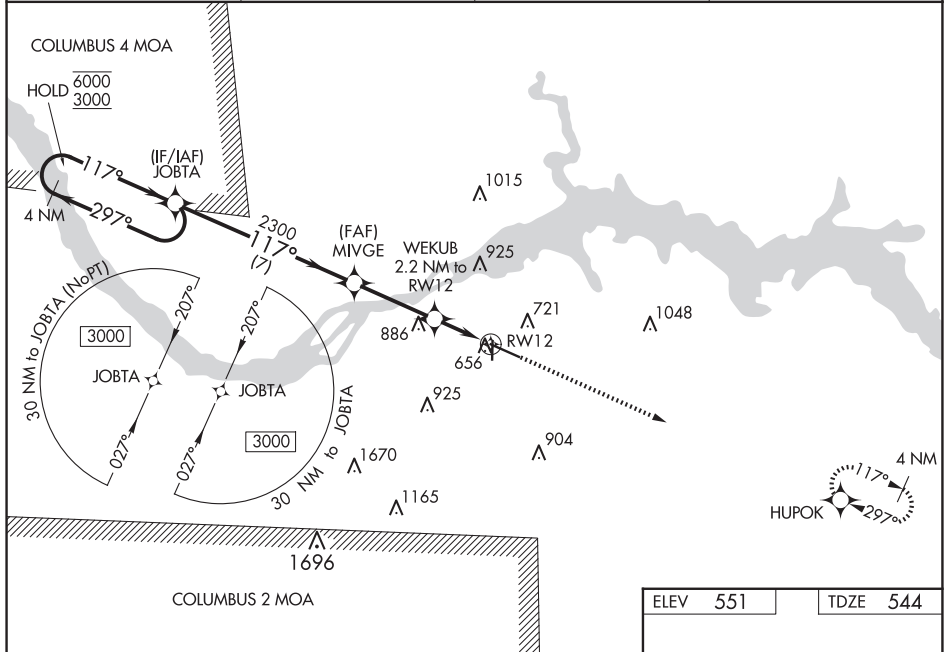
NORTHWEST ALABAMA RGNL (MISL)

RNP APCH.

▼ Rwy 12 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. When local altimeter setting not received use Decatur altimeter setting and increase LPV DA to 934 feet, LNAV/VNAV DA to 1025 feet and all MDA 100 feet; increase LPV all Cats visibility  $\frac{1}{4}$  SM, LNAV/VNAV all Cats visibility  $\frac{3}{8}$  SM, LNAV Cat C and D visibility  $\frac{3}{8}$  SM and Circling Cat C and D visibility  $\frac{1}{2}$  SM. Baro-VNAV and VDP NA when using Decatur altimeter setting.

MISSED APPROACH:  
Climb to 2700 direct  
HUPOK and hold.

ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF)</b>
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4 NM Holding Pattern

JOBTA

MIVGE

WEKUB 2.2 NM to RW12

\*1 NM to RW12

RW12

2700 HUPOK

\*LNAV only.

6000 3000 297° 117° 117° 2300 1280 7 NM 3.1 NM 1.2 NM 1 NM

GP 3.00° TCH 56

CATEGORY	A	B	C	D
LPV DA		851-1	307 (300-1)	
LNAV/VNAV DA		942-1¼	398 (400-1¼)	
LNAV MDA		920-1	376 (400-1)	
CIRCLING	1040-1	489 (500-1)	1280-2 729 (800-2)	1280-2¼ 729 (800-2¼)

ELEV 551 TDZE 544

117°

81 612 36

4000 X 100

6694 X 150

30

REIL Rwy 12

MIRL Rwy 18-36

HIRL Rwy 12-30

MUSCLE SHOALS, ALABAMA  
Amdt 2B 15AUG19

34°45'N-87°37'W

# NORTHWEST ALABAMA RGNL (MISL)

## RNAV (GPS) RWY 12

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **56435**  
**W18A**

APP CRS  
**184°**

Rwy Idg **4000**  
TDZE **547**  
Apt Elev **551**

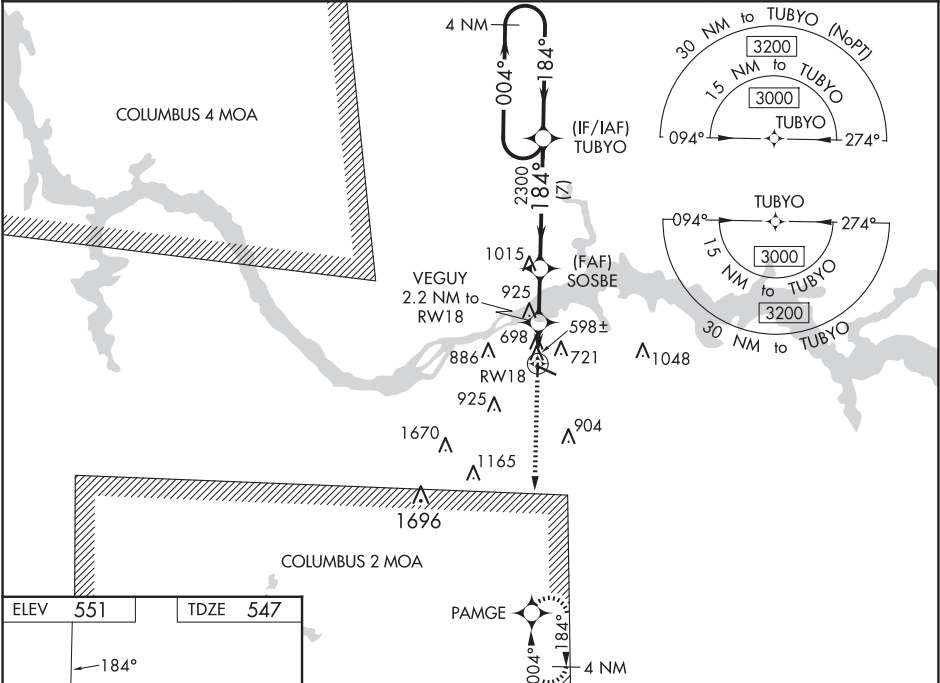
**RNAV (GPS) RWY 18**  
NORTHWEST ALABAMA RGNL (MSL)

RNP APCH.

Baro-VNAV NA when using Decatur altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 880, LNAV/VNAV DA to 1065 and all MDA 100 feet, increase LNAV Cat C visibility ¼ SM, increase Circling Cat C visibility ½ SM.

MISSED APPROACH:  
Climb to 3000 direct PAMGE and hold.

ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV **551** TDZE **547**

184°

81  
12  
612  
36

4000 X 150

30

45

3000 PAMGE

VEGUY 2.2 NM to RW18

SOSBE 2300

TUBYO 4 NM Holding Pattern

004° → 3000

← 184°

GP 3.15° TCH 57

\*LNAV only.

RW18

1320\*

2300

2.2 NM

2.9 NM

7 NM

CATEGORY	A	B	C	D
LPV DA	797-1	250 (300-1)		NA
LNAV/VNAV DA	982-1⅓	435 (500-1⅓)		NA
LNAV MDA	960-1	413 (500-1)	960-1¼ 413 (500-1¼)	NA
CIRCLING	1040-1	489 (500-1)	1280-2 729 (800-2)	NA

MUSCLE SHOALS, ALABAMA



AL-277 (FAA)

23222

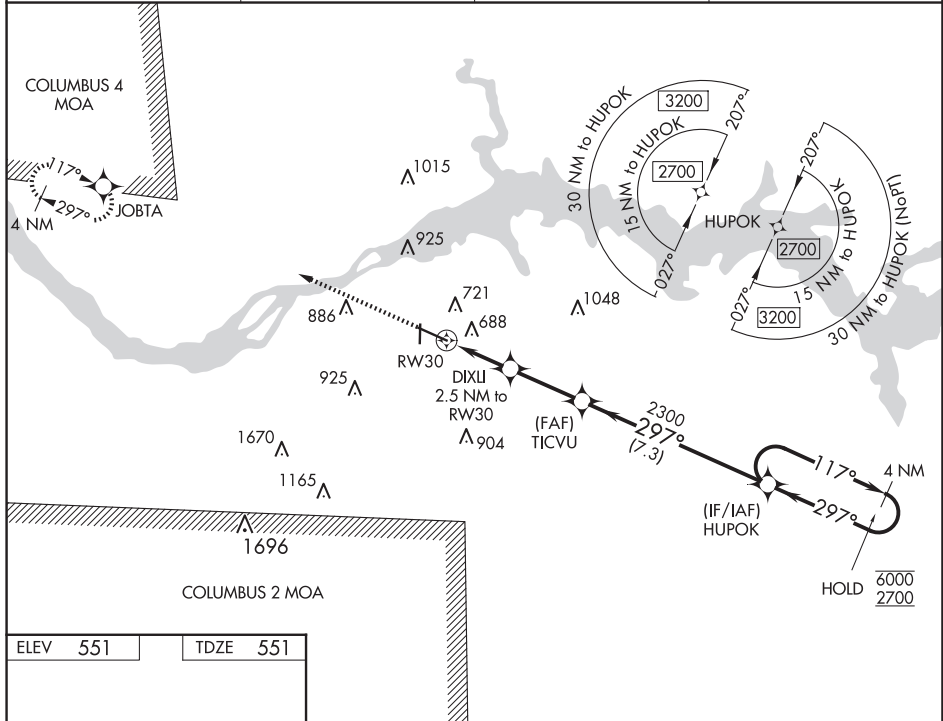
WAAS CH <b>40000</b> <b>W30A</b>	APP CRS <b>297°</b>	Rwy Idg <b>6694</b> TDZE <b>551</b> Apt Elev <b>551</b>
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# RNAV (GPS) RWY 30


NORTHWEST ALABAMA RGNL (MSL)

RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 3000 direct JOBTA and hold.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.		

ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF)</b> 
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REIL Rwy 12 **L**  
 MIRL Rwy 18-36 **L**  
 HIRL Rwy 12-30 **L**

<div> <div>3000</div> <div>↑</div> </div> <div> <div>JOBTA</div> <div>✦</div> </div>	<div> <div>4 NM</div> <div>Holding Pattern</div> </div>	<div> <div>TICVU</div> <div>2300</div> </div>	<div> <div>HUPOK</div> <div>2300</div> </div>	<div> <div>117°</div> <div>6000</div> <div>2700</div> </div>
<div> <div>DIXU</div> <div>2.5 NM to RW30</div> </div>	<div> <div>1 NM to RW30</div> <div>1400</div> </div>	<div> <div>297°</div> <div>2300</div> </div>	<div> <div>297°</div> <div>2300</div> </div>	<div> <div>GP 3.00°</div> <div>TCH 59</div> </div>
<div> <div>RW30</div> <div>1 NM</div> <div>1.5</div> <div>2.8</div> <div>7.3 NM</div> </div>	<div> <div>A</div> <div>B</div> <div>C</div> <div>D</div> </div>	<div> <div>297°</div> <div>2300</div> </div>	<div> <div>297°</div> <div>2300</div> </div>	<div> <div>GP 3.00°</div> <div>TCH 59</div> </div>
<div> <div>CATEGORY</div> <div>LPV DA</div> </div>	<div> <div>A</div> <div>B</div> <div>C</div> <div>D</div> </div>	<div> <div>751-1/2</div> <div>200 (200-1/2)</div> </div>	<div> <div>297°</div> <div>2300</div> </div>	<div> <div>GP 3.00°</div> <div>TCH 59</div> </div>
<div> <div>LNAV/VNAV DA</div> </div>	<div> <div>A</div> <div>B</div> <div>C</div> <div>D</div> </div>	<div> <div>962-3/4</div> <div>411 (500-3/4)</div> </div>	<div> <div>297°</div> <div>2300</div> </div>	<div> <div>GP 3.00°</div> <div>TCH 59</div> </div>
<div> <div>LNAV MDA</div> </div>	<div> <div>A</div> <div>B</div> <div>C</div> <div>D</div> </div>	<div> <div>940-1/2 389 (400-1/2)</div> <div>940-5/8 389 (400-5/8)</div> </div>	<div> <div>297°</div> <div>2300</div> </div>	<div> <div>GP 3.00°</div> <div>TCH 59</div> </div>
<div> <div> CIRCLING</div> </div>	<div> <div>A</div> <div>B</div> <div>C</div> <div>D</div> </div>	<div> <div>1040-1 489 (500-1)</div> <div>1280-2 729 (800-2) 1280-2 1/4 729 (800-2 1/4)</div> </div>	<div> <div>297°</div> <div>2300</div> </div>	<div> <div>GP 3.00°</div> <div>TCH 59</div> </div>

MUSCLE SHOALS, ALABAMA  
Amdt 3 03NOV22

34°45'N-87°37'W

NORTHWEST ALABAMA RGNL (MSL)  
**RNAV (GPS) RWY 30**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>61135</b> <b>W36A</b>	APP CRS <b>004°</b>	Rwy Idg <b>4000</b> TDZE <b>547</b> Apt Elev <b>551</b>
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RNAV (GPS) RWY 36

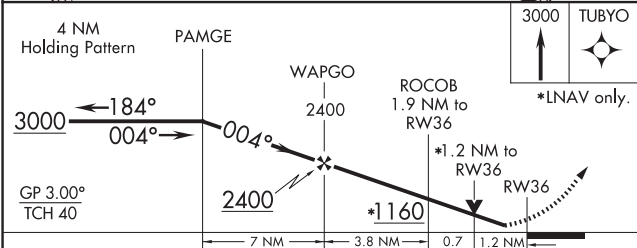
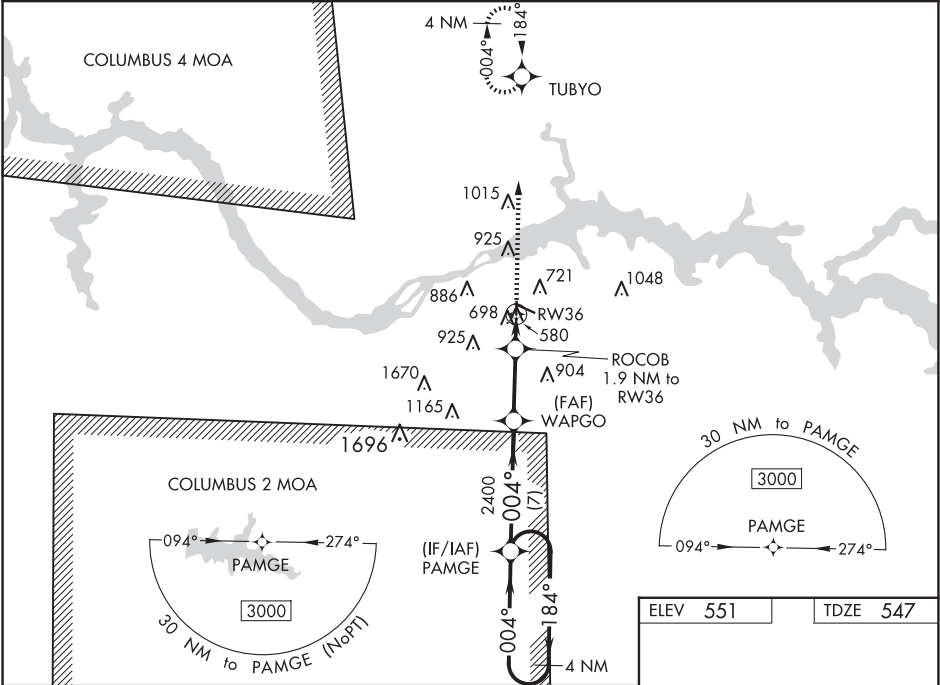
NORTHWEST ALABAMA RGNL (MSL)

RNP APCH-GPS.

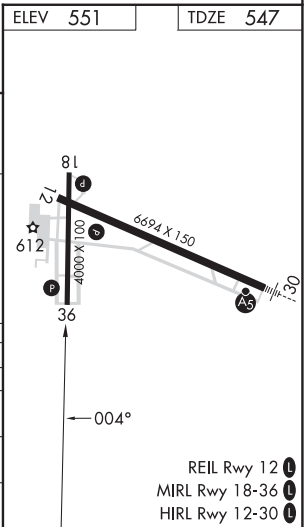
▼ Circling to Rwy 18 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Baro-VNAV and VDP NA when using Decatur altimeter setting. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 874, LNAV/VNAV DA to 1012 and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cats C/D visibility ¼ mile, and Circling Cats C/D visibility ½ mile.

MISSED APPROACH:  
Climb to 3000 direct TUBYO and hold.

ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF)</b> <b>0</b>
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CATEGORY	A	B	C	D
LPV DA		797-1	250 (300-1)	
LNAV/VNAV DA		935-1 3/8	388 (400-1 3/8)	
LNAV MDA	960-1	413 (500-1)	960-1 1/8	413 (500-1 1/8)
CIRCLING	1040-1	489 (500-1)	1280-2	1280-2 1/4
			729 (800-2)	729 (800-2 1/4)



NAHUNTA, GEORGIA

AL-10278 (FAA)

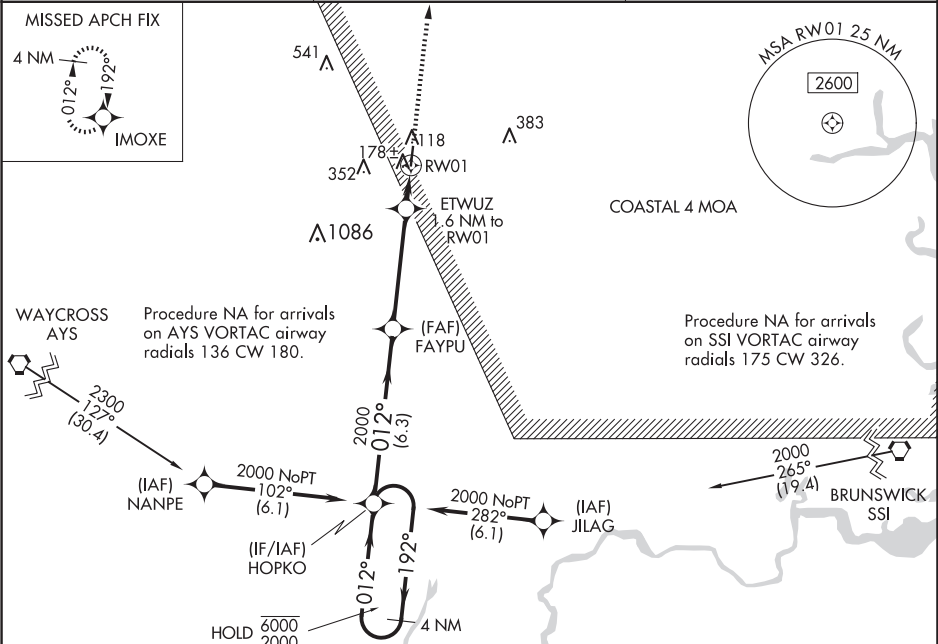
23278

WAAS CH <b>90317</b> <b>W01A</b>	APP CRS <b>012°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>85</b> <b>85</b>
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**RNAV (GPS) RWY 1**  
BRANTLEY COUNTY (4J1)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct IMOXE and hold.
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BQK AWOS-3 <b>124.175</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	CTAF <b>122.9</b>
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	ELEV 85	TDZE 85
4 NM Holding Pattern	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 46).	2000 IMOXE
HOPKO	FAYPU	ETWUZ 1.6 NM to RW01
6000	2000	620
192°	012°	012°
012°	012°	012°
GP 3.00°	2000	620
TCH 40	6.3 NM	4.3 NM
	1.6 NM	
CATEGORY	A	B
LPV DA	416-1	331 (400-1)
LNAV/VNAV DA	400-1	315 (400-1)
LNAV MDA	520-1	435 (500-1)
CIRCLING	560-1	720-1
	475 (500-1)	635 (700-1)
	520-1 1/4	435 (500-1 1/4)
	720-1 3/4	635 (700-1 3/4)
	780-2 1/4	695 (700-2 1/4)

NAHUNTA, GEORGIA  
Amdt 1 05OCT23

31°12'N-81°54'W

BRANTLEY COUNTY (4J1)  
**RNAV (GPS) RWY 1**



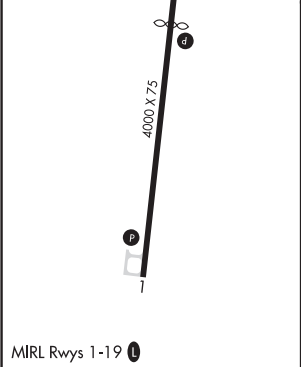
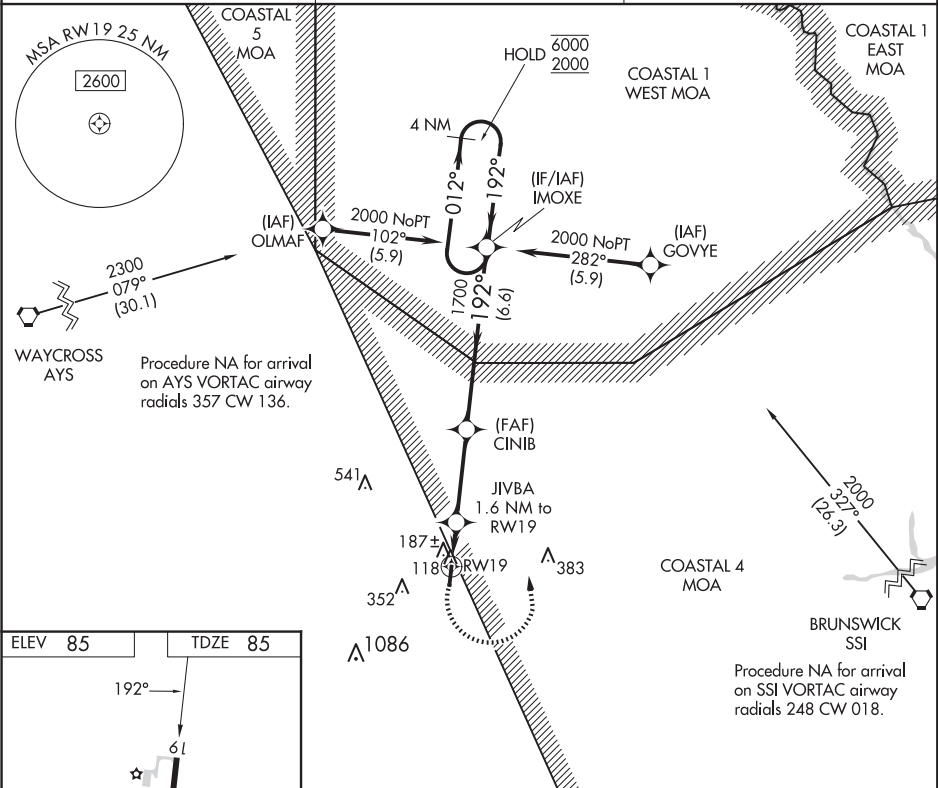
APP CRS	Rwy Idg	3300
192°	TDZE	85
	Apt Elev	85




RNAV (GPS) RWY 19

BRANTLEY COUNTY (4J1)

RNP APCH - GPS.	MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct IMOXE and hold.
<div><div>▼</div><div>NA</div></div> <div>Rwy 19 helicopter visibility reduction below 1 SM NA. Use Brunswick Golden Isles altimeter setting. Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night.</div>	

BQK AWOS-3 124.175	JACKSONVILLE CENTER 127.575 269.025	CTAF 122.9
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700	2000	IMOXE	4 NM Holding Pattern	
				
		CINIB	IMOXE	012° → 6000 ← 192° 2000
JIVBA 1.6 NM to RW19		≤ 3.00° TCH 46	192°	
RW19		1700		
620				
→ 1.6 NM		→ 3.3 NM	→ 6.6 NM	
CATEGORY	A	B	C	D
LNAV MDA	500-1	415 (500-1)	500-1½	415 (500-1½)
CIRCLING	560-1 475 (500-1)	720-1 635 (700-1)	720-1¾ 635 (700-1¾)	780-2¼ 695 (700-2¼)

NASHVILLE, GEORGIA

AL-6913 (FAA)

25107

WAAS CH <b>69438</b> <b>W10A</b>	APP CRS <b>096°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>240</b> <b>240</b>
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**RNAV (GPS) RWY 10**  
BERRIEN COUNTY (4J2)

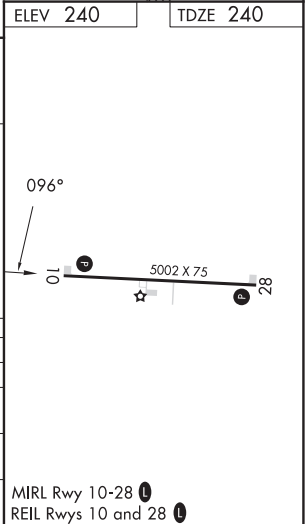
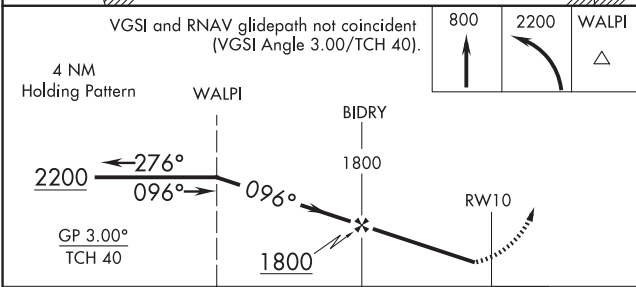
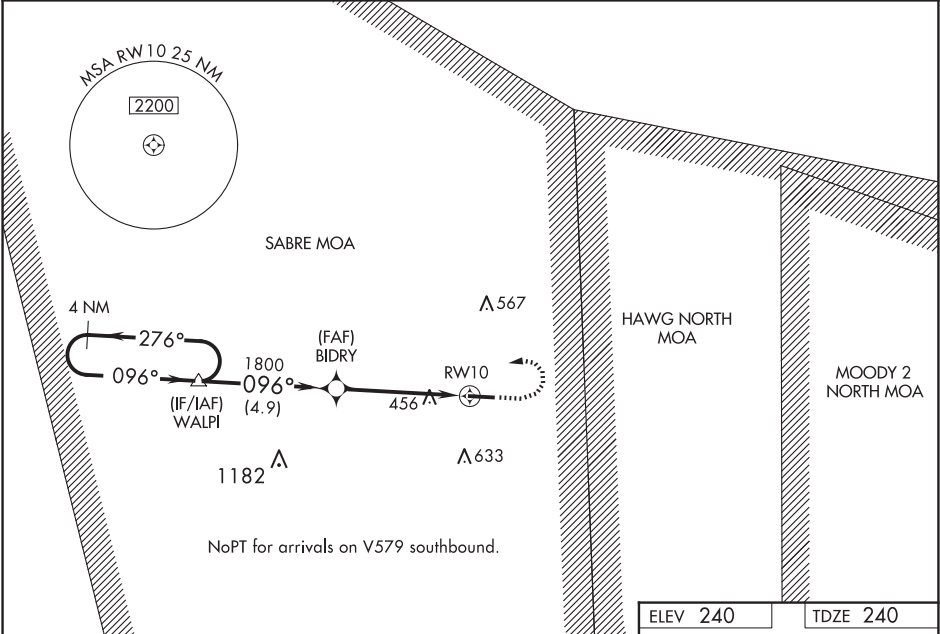
**T**

**A NA**

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Moody AFB altimeter setting. When not received, use Douglas altimeter setting and increase all DA 24 feet and MDA 40 feet; increase LNAV/VNAV all Cats visibility ½ mile and increase LNAV Cat C and Circling Cat C visibility ¼ mile. Night landing: Rwy 28 NA.

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct WALPI and hold.

KVAD ATIS ★ <b>273.5</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	560-1 ⅝	320 (400-1 ⅝)		NA
LNAV/VNAV DA	793-1 ⅝	553 (600-1 ⅝)		NA
LNAV MDA	760-1	520 (600-1)	760-1 ⅝ 520 (600-1 ⅝)	NA
CIRCLING	820-1	580 (600-1)	980-2 740 (800-2)	NA

NASHVILLE, GEORGIA  
Orig-B 15JUN23

31°13'N-83°14'W

BERRIEN COUNTY (4J2)  
**RNAV (GPS) RWY 10**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>72838</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Idg TDZE <b>236</b> Apt Elev <b>240</b>
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RNAV (GPS) RWY 28

BERRIEN COUNTY (4J2)

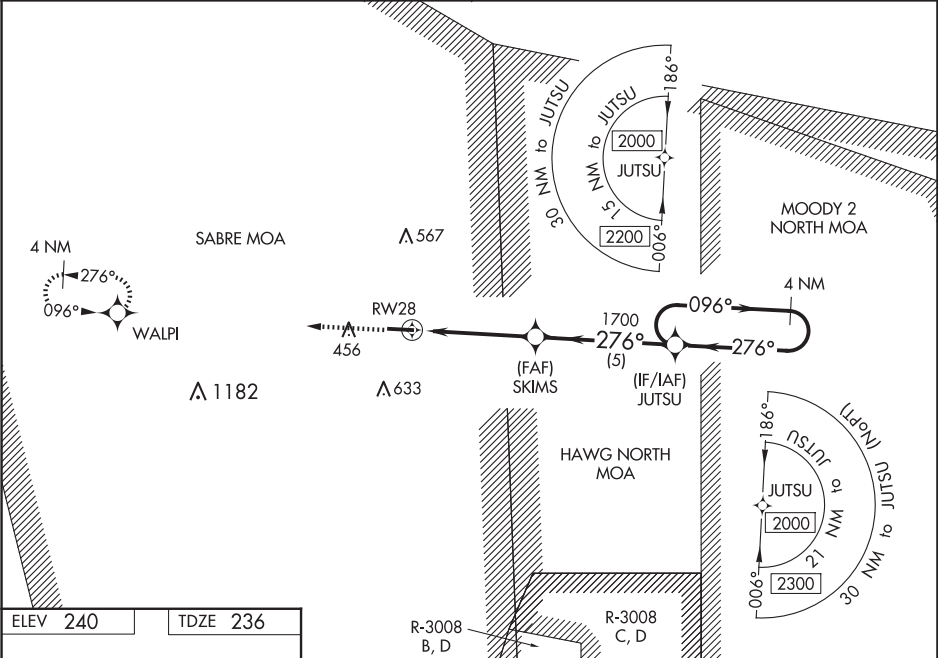
⚠

NA

Baro-VNAV NA. Rwy 28 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. Use Moody AFB altimeter setting. When not received, use Douglas altimeter setting and increase all LPV DA to 602 feet, LNAV/VNAV DA to 561 feet, and all MDA 40 feet. Increase LNAV and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2200 direct WALPI and hold.

KVAD ATIS ★ <b>273.5</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV <b>240</b>	TDZE <b>236</b>
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2200

WALPI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).

4 NM Holding Pattern

RW28

SKIMS

JUTSU

276°

096°

2000

GP 3.00° TCH 60

CATEGORY	A	B	C	D
LPV DA	578-1	342 (400-1)		NA
LNAV/VNAV DA	537-1	301 (300-1)		NA
LNAV MDA	740-1	504 (500-1)	740-1 3/8 504 (500-1 3/8)	NA
CIRCLING	740-1 500 (600-1)	800-1 560 (600-1)	980-2 740 (800-2)	NA

ONEONTA, ALABAMA

AL-10636 (FAA)

25107

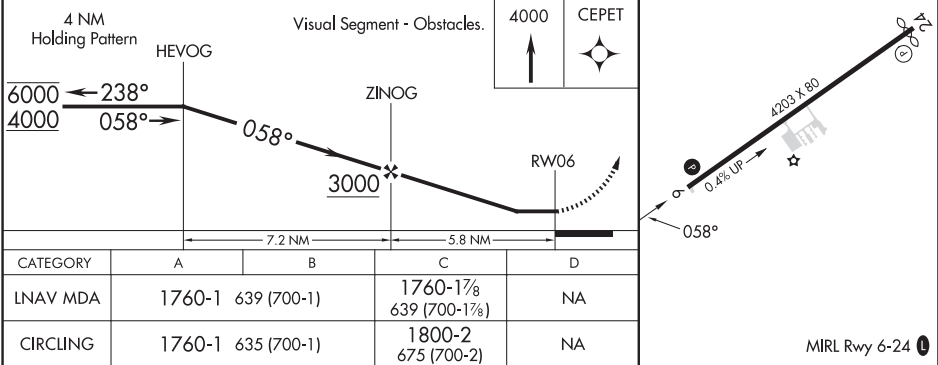
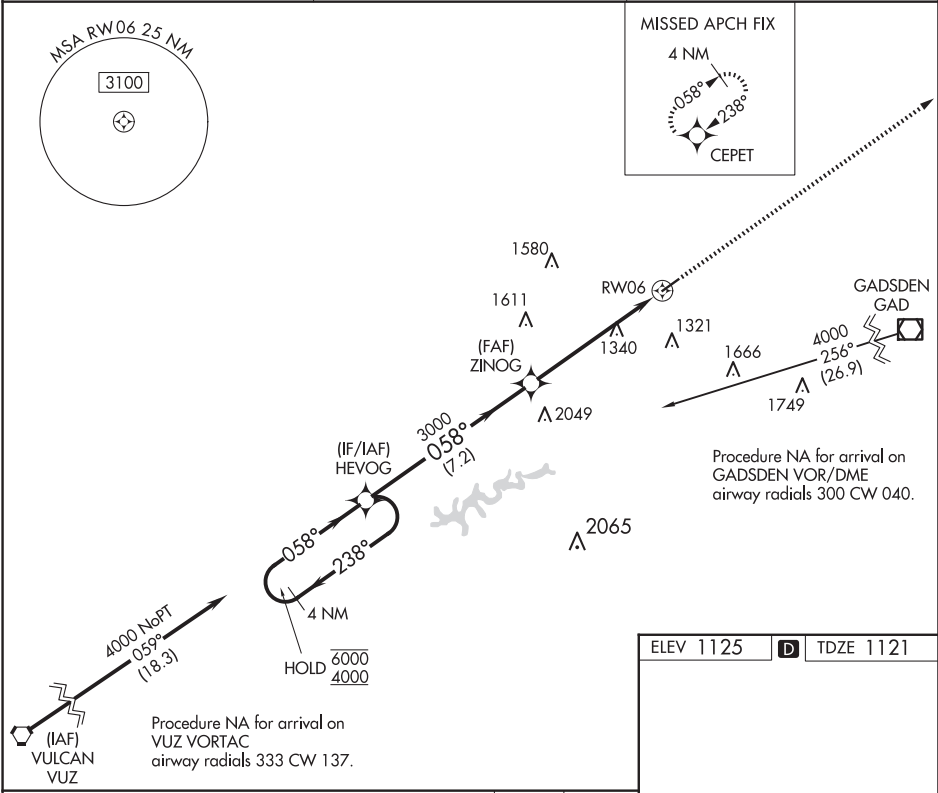
APP CRS	Rwy Idg	4098
058°	TDZE	1121
	Apt Elev	1125

RNAV (GPS) RWY 6

ROBBINS FLD (20A)

RNP APCH.	Procedure NA at night. Use Albertville Rgnl/Thomas J Brumlik Fld altimeter setting, when not received, use Northeast Alabama Rgnl altimeter setting and increase all MDAs 60 feet, increase LNAV Cat C 1/2 SM. Rwy 6 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 4000 direct CEPET and hold.
▼ NA		

BFZ AWOS-3PT 119.575	BIRMINGHAM APP CON 125.45 279.65	UNICOM 122.8 (CTAF) 0
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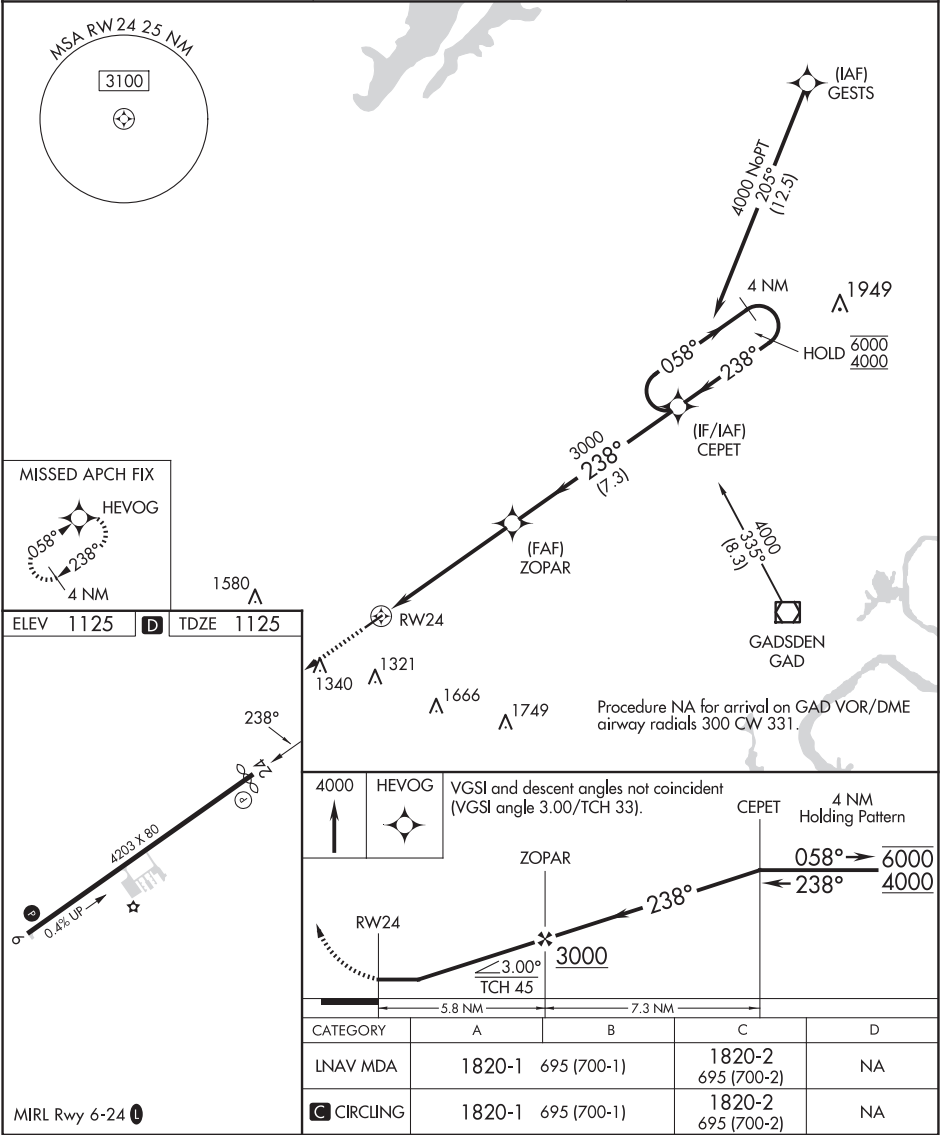
APP CRS <b>238°</b>	Rwy Idg	<b>4098</b>
	TDZE	<b>1125</b>
	Apt Elev	<b>1125</b>

RNAV (GPS) RWY 24

ROBBINS FLD (20A)

RNP APCH-GPS.		MISSED APPROACH: Climb to 4000 direct HEVOG and hold.
Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use BFZ altimeter setting, when not received, use GAD altimeter setting and increase all MDA 60 feet and increase LNAV Cat B visibility ¼ SM, Cat C Circling visibility ¼ SM.		

BFZ AWOS-3PT <b>119.575</b>	BIRMINGHAM APP CON <b>125.45 279.65</b>	UNICOM <b>122.8 (CTAF)</b>
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OZARK, ALABAMA

AL-6017 (FAA)

23110

WAAS CH <b>50232</b> <b>W13A</b>	APP CRS <b>125°</b>	Rwy Idg <b>5152</b> TDZE <b>358</b> Apt Elev <b>358</b>
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**RNAV (GPS) RWY 13**  
OZARK/BLACKWELL FLD (71J)

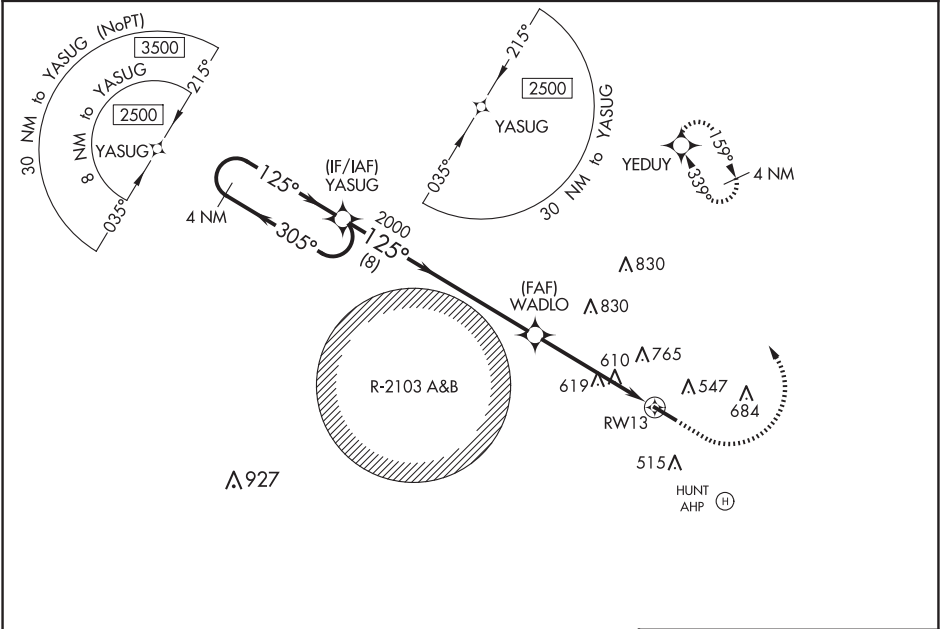
RNP APCH.

**▼** Use Dothan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting. Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA.

**▲NA**

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct YEDUY and hold.

DHN ASOS <b>135.725</b>	CAIRNS APP CON ★ <b>125.4 327.125</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 358		TDZE 358		
VGSI and descent angles not coincident (VGSI Angle 3.60/TCH 36).				
<div><div>4 NM Holding Pattern YASUG</div><div><div>2500</div><div>←305°</div><div>125°→</div></div><div><div>125°</div><div>WADLO</div><div><div>3.00°</div><div>TCH 36</div></div><div><div>2000</div><div>RW13</div></div></div><div><div>8 NM</div><div>5 NM</div></div></div> <div><div>1600</div><div>2000</div><div>YEDUY</div></div>				
CATEGORY	A	B	C	D
LP MDA	900-1	542 (600-1)	900-1 <sup>5</sup> / <sub>8</sub> 542 (600-1 <sup>5</sup> / <sub>8</sub> )	NA
LNAV MDA	960-1	602 (700-1)	960-1 <sup>3</sup> / <sub>4</sub> 602 (700-1 <sup>3</sup> / <sub>4</sub> )	NA
CIRCLING	960-1 602 (700-1)	1100-1 <sup>3</sup> / <sub>4</sub> 742 (800-1 <sup>3</sup> / <sub>4</sub> )	1100-2 <sup>1</sup> / <sub>4</sub> 742 (800-2 <sup>1</sup> / <sub>4</sub> )	NA

ELEV 358

TDZE 358

125°

13

5152 X 80

0.3% UP

13

REIL Rwy 13 and 31

MIRL Rwy 13-31

OZARK, ALABAMA  
Orig-C 30DEC21

31°26'N-85°37'W

OZARK/BLACKWELL FLD (71J)  
**RNAV (GPS) RWY 13**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



OZARK, ALABAMA

AL-6017 (FAA)

23110

VORTAC RRS <b>111.6</b> Chan <b>53</b>	APP CRS <b>311°</b>	Rwy Idg <b>5152</b> TDZE <b>350</b> Apt Elev <b>358</b>
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**VOR RWY 31**  
OZARK/BLACKWELL FLD (71J)

<p>▼ <b>NA</b></p> <p>Use Dathan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting. Procedure NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing right turn to 2000 on OZR VOR/DME R-026 to SKIPO INT/RRS 17.8 DME and hold.</p>
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DHN ASOS <b>135.725</b>	CAIRNS APP CON ★ <b>125.4 327.125</b>	UNICOM <b>122.7 (CTAF) 0</b>
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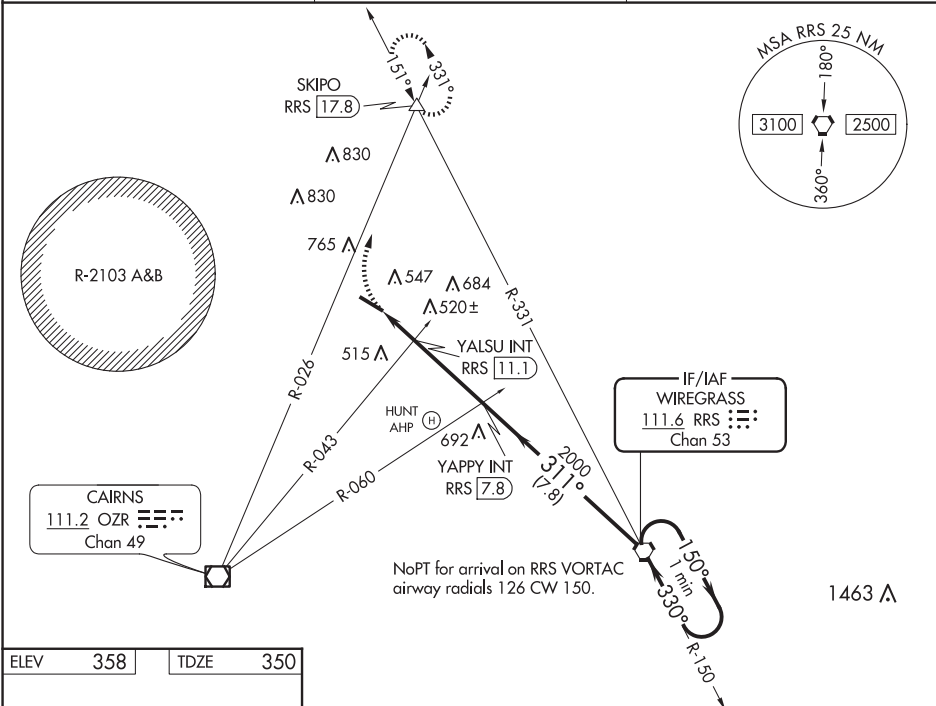


Diagram illustrating the layout of Runway 13-31, showing a 5152 x 80 ft runway with a 0.3% upward slope and a heading of 311°. A star symbol is located at the end of the runway.

REIL Rwy 13 and 31 **1**

MIRL Rwy 13-31 **1**

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

2000	SKIPO	RRS	YALSU INT	YAPPY INT	RRS	RRS	One Minute Holding Pattern
OZR R-026	△	17.8	11.1	7.8	11.6	53	
			3.11° TCH 40		311°	150° → 2100	
		1.6 NM	3.3 NM	7.8 NM			
CATEGORY	A	B	C	D			
S-31	880-1	530 (600-1)	880-1½	530 (600-1½)	NA		
CIRCLING	900-1	1100-1¾	1100-2¼	742 (800-1¾)	742 (800-2¼)	NA	
YALSU FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)							
S-31	820-1	470 (500-1)	820-1¾	470 (500-1¾)	NA		
CIRCLING	900-1	1100-1¾	1100-2¼	742 (800-1¾)	742 (800-2¼)	NA	

OZARK, ALABAMA  
Amdt 7C 30DEC21

31°26'N-85°37'W

OZARK/BLACKWELL FLD (71J)  
**VOR RWY 31**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>70540</b> <b>W03A</b>	APP CRS <b>026°</b>	Rwy Idg <b>4771</b> TDZE <b>484</b> Apt Elev <b>485</b>
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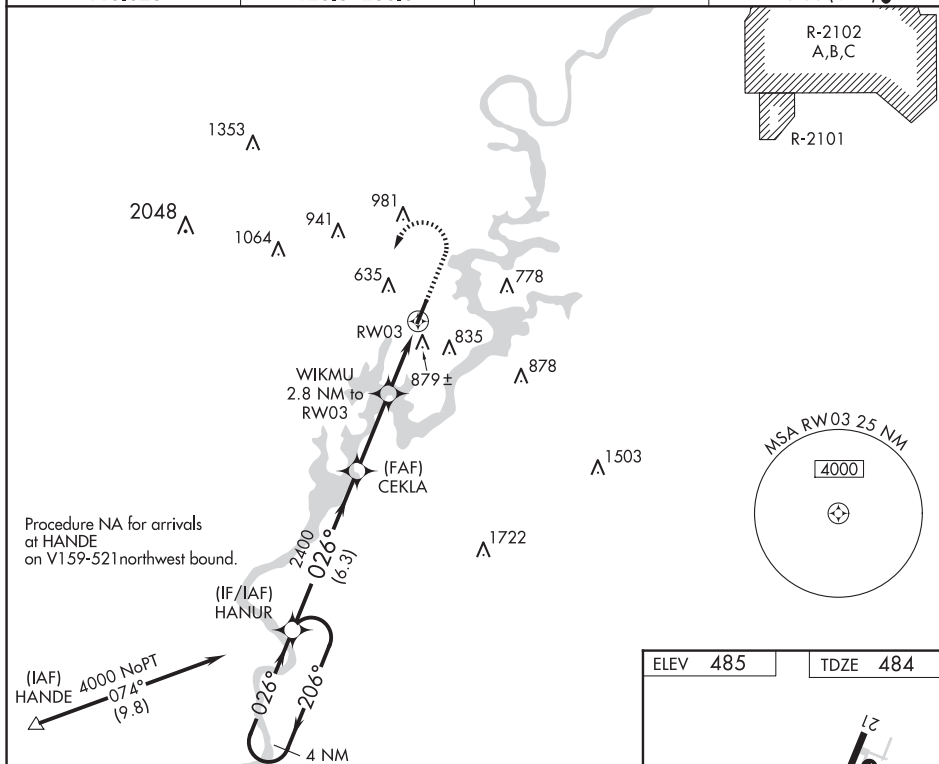
RNAV (GPS) RWY 3  
ST CLAIR COUNTY (PLR)

TA

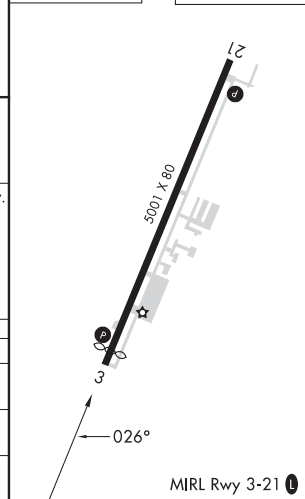
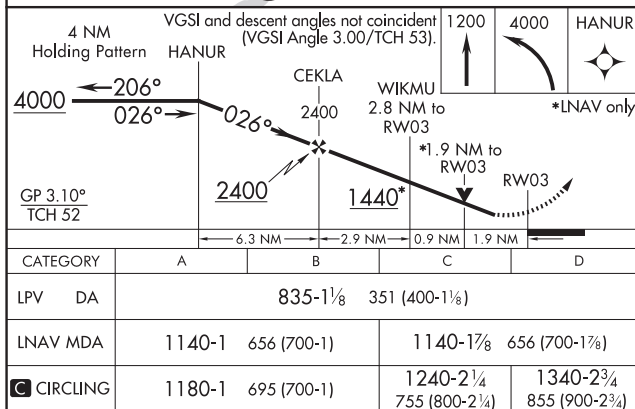
DME/DME RNP-0.3 NA. VDP NA when using Anniston altimeter setting. Rwy 3, helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Anniston altimeter setting and increase all DA 63 feet and all visibility  $\frac{1}{4}$  SM, increase all MDA 80 feet and LNAV Cat C/D visibility  $\frac{1}{8}$  SM and Circling Cat C/D  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climb to 1200, then climbing left turn to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

AWOS-3P <b>119,625</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	GCO <b>121,725</b>	UNICOM <b>123.05 (CTAF) L</b>
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ELEV 485		TDZE 484
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PELL CITY, ALABAMA

AL-5886 (FAA)

23054

WAAS CH <b>78304</b> <b>W21A</b>	APP CRS <b>206°</b>	Rwy Idg TDZE <b>485</b> Apt Elev <b>485</b>
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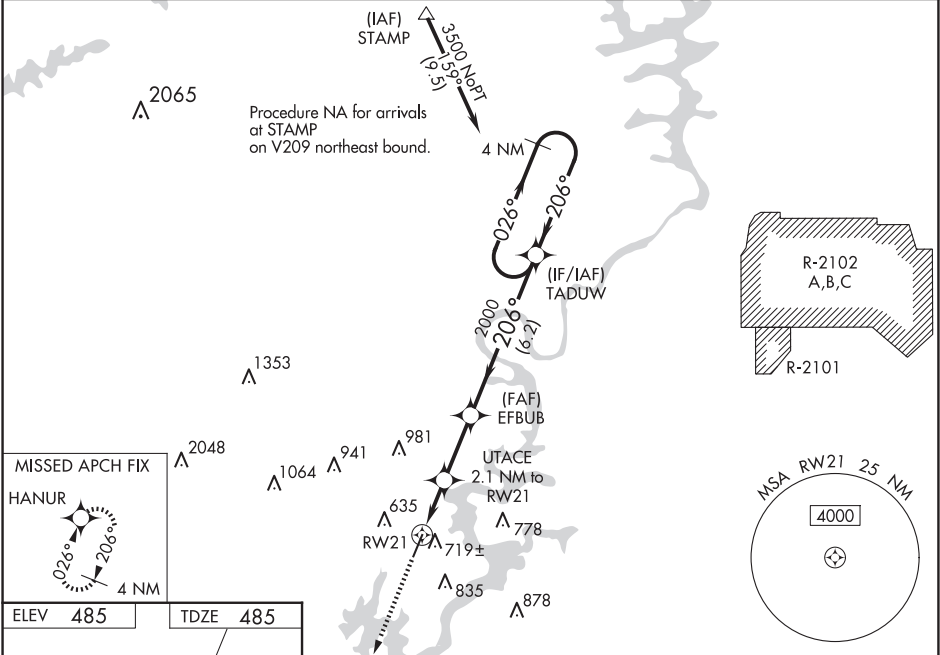
RNAV (GPS) RWY 21  
ST CLAIR COUNTY (PLR)

**⚠**

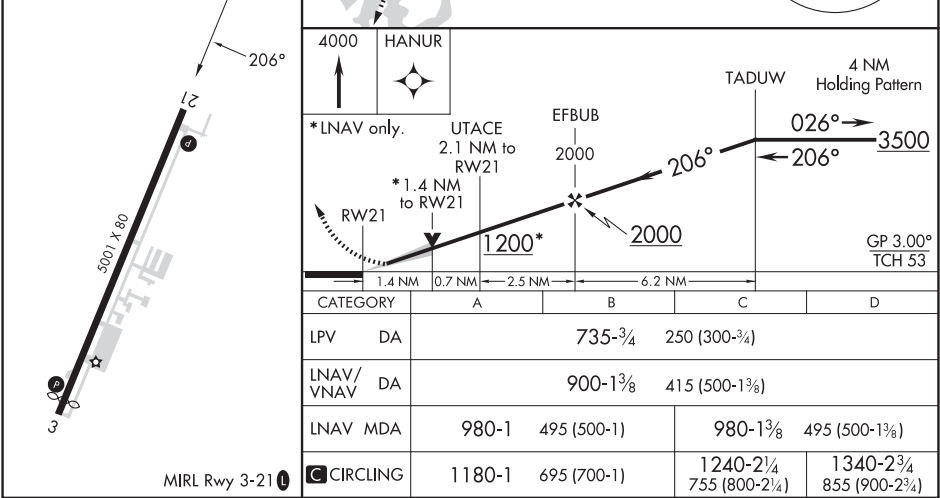
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 799 feet and all Cats visibility to 1, increase LNAV/VNAV DA to 964 feet and all visibilities to 1½, increase all MDA 80 feet and LNAV Cat C/D to 1½ and Circling Cat C to 2½ and Cat D to 3. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

MISSED APPROACH:  
Climb to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

AWOS-3P <b>119.625</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF)</b> <b>📶</b>
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ELEV <b>485</b>	TDZE <b>485</b>
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PELL CITY, ALABAMA

Amdt 3 27APR17

33°34'N-86°15'W

ST CLAIR COUNTY (PLR)  
RNAV (GPS) RWY 21

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-PXE <b>109.15</b>	APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>417</b> <b>418</b>
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ILS or LOC RWY 36  
PERRY-HOUSTON COUNTY (PXE)

DME or RADAR required	
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**T** Autopilot coupled approach NA below 900. Rwy 36 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Inop table does not apply to S-LS-36. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting: increase all DA to 705 feet; increase all MDAs 40 feet and Circling visibility Cats C and D  $\frac{1}{4}$  SM. For inop ALS, increase S-LOC 36 Cats A/B visibility to 1 SM and Cats C/D to  $\frac{1}{2}$  SM. For inop ALS when using Middle Georgia Rgnl altimeter setting, increase S-LS all Cats visibility to  $\frac{7}{8}$  SM and S-LOC 36 Cats A/B visibility to 1 SM.

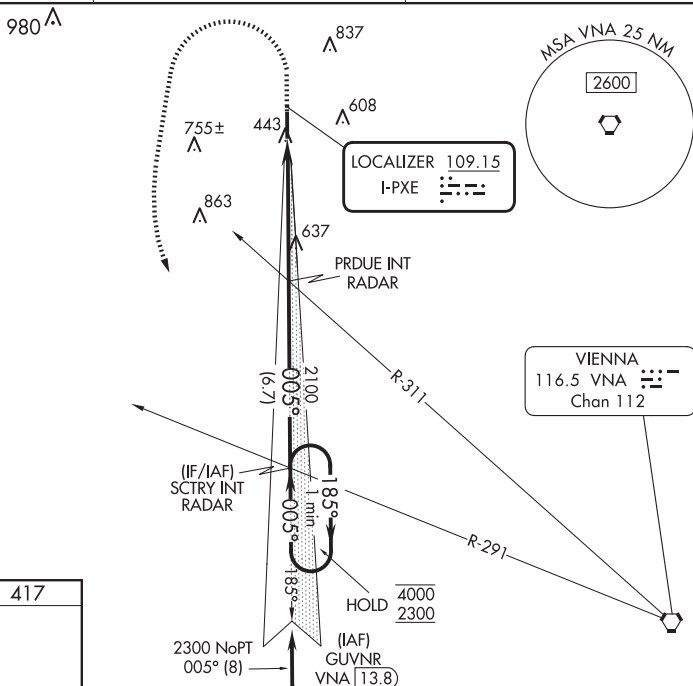
MALSR

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 2300 on heading 195° and VNA R-291 to SCTRY INT/ RADAR and hold.

AWOS-3  
123.825

ATLANTA APP CON ★  
124.2 279.6

UNICOM  
122.725 (CTAF) **L**



FIFV 418		TD7F 417
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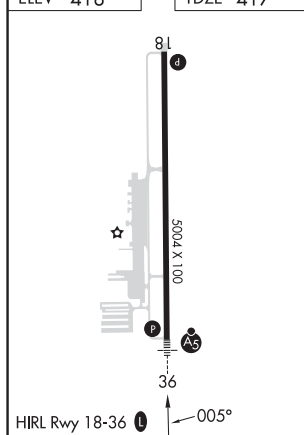


Diagram illustrating a VNA R-291 radar display showing a glidepath not coincident with the VGSI angle. The display includes a heading indicator (1100, 2300), a VNA R-291 label, and an SCTRY INT label. The glidepath is shown as a line with a 005° angle, and the VGSI angle is shown as a line with a 005° angle. The distance from the radar to the glidepath is 5.2 NM, and the distance from the glidepath to the VGSI is 6.7 NM. The glidepath is labeled 185° and 2300, and the VGSI is labeled 185° and 2300. The glidepath is also labeled GS 3.00° and TCH 45.

CATEGORY	A	B	C	D
S-ILS 36	667- <sup>3</sup> / <sub>4</sub> 250 (300- <sup>3</sup> / <sub>4</sub> )			
S-LOC 36	900- <sup>3</sup> / <sub>4</sub> 483 (500- <sup>3</sup> / <sub>4</sub> )		900-1 483 (500-1)	
CIRCLING	900-1 482 (500-1)		1140-2 722 (800-2)	1280-2 <sup>3</sup> / <sub>4</sub> 862 (900-2 <sup>3</sup> / <sub>4</sub> )

WAAS CH <b>87104</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg <b>5004</b> TDZE <b>418</b> Apt Elev <b>418</b>
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RNAV (GPS) RWY 18

PERRY-HOUSTON COUNTY (PXE)

RNP APCH-GPS.

▼

Baro-VNAV and VDP NA when using Middle Georgia Rgnl altimeter setting.

⚠

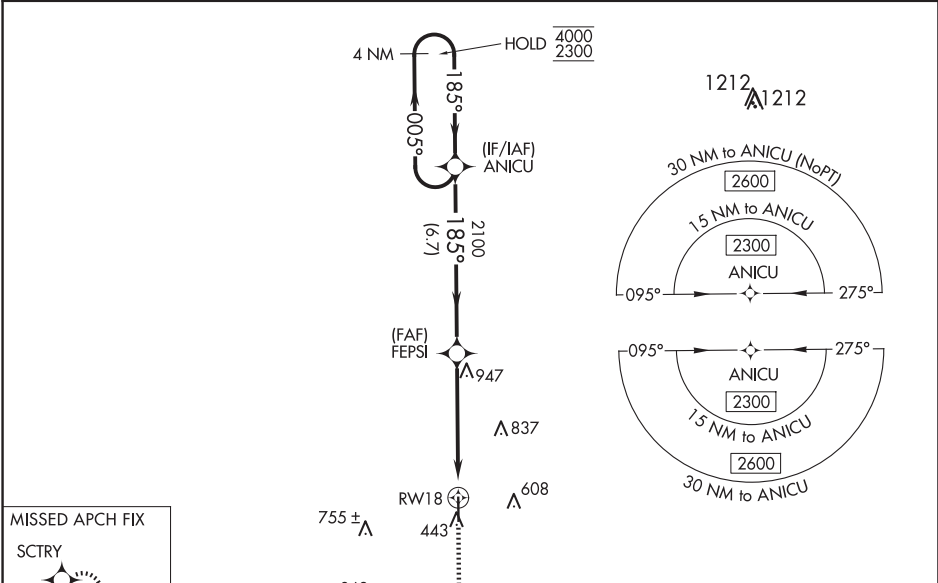
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

⚠

When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase LPV DA to 656 feet; increase LNAV/VNAV DA to 857 feet and all visibilities ½ SM. Increase all MDAs 40 feet; and Circling visibility Cat A and D ¼ SM.

MISSED APPROACH: Climb to 2300 direct SCTRY and hold.

AWOS-3 <b>123.825</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	UNICOM <b>122.725 (CTAF) 0</b>
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MISSED APCH FIX SCTRY		ELEV 418		TDZE 418	
4 NM Holding Pattern 4000 2300 GP 3.00° TCH 40		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).		2300 SCTRY	
4 NM Holding Pattern 4000 2300 GP 3.00° TCH 40		FEPSI 2100 2.4 NM to RW18		RW18	
CATEGORY		A	B	C	D
LPV DA		618-3/4		200 (200-3/4)	
LNAV/VNAV DA		819-1 1/8		401 (500-1 1/8)	
LNAV MDA		1200-1 782 (800-1)	1200-1 1/4 782 (800-1 1/4)	1200-2 1/2 782 (800-2 1/2)	782 (800-2 1/2)
CIRCLING		1200-1 782 (800-1)	1200-1 1/4 782 (800-1 1/4)	1200-2 1/2 782 (800-2 1/2)	1280-2 3/4 862 (900-2 3/4)
				HIRL Rwy 18-36 0	

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>86805</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy ldg TDZE <b>417</b> Apt Elev <b>418</b>
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RNAV (GPS) RWY 36

PERRY-HOUSTON COUNTY (PXE)

RNP APCH-GPS.

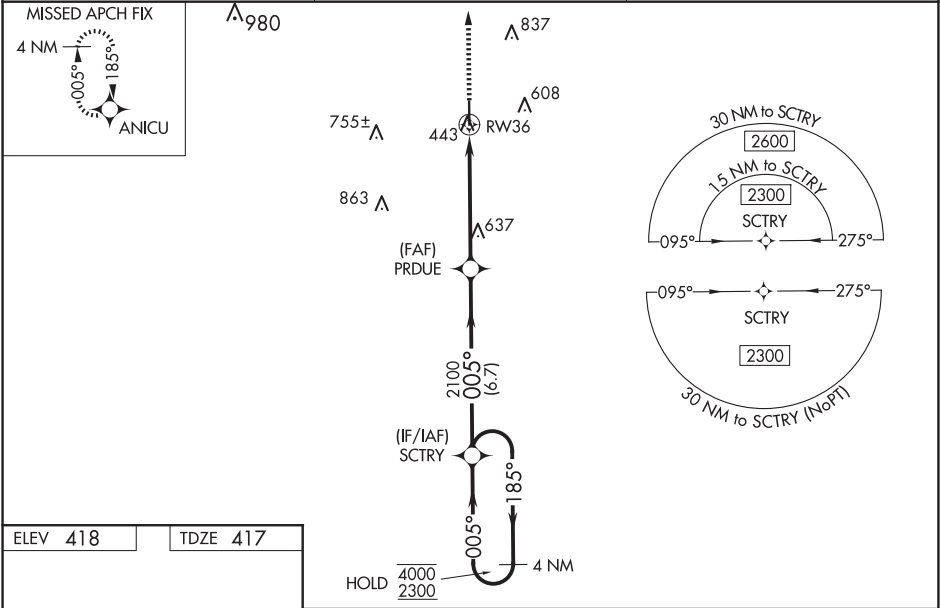
Baro-VNAV and VDP NA when using Middle Georgia Rgnl altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV and LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase LPV DA and LNAV/VNAV DA to 705 feet; increase all MDAs 40 feet; and Circling visibility Cat C/D ¼ SM. For inop ALS, increase LNAV Cats A/B visibility to 1 SM and Cat C/D to 1 ¾ SM. For inop ALS, when using Middle Georgia Rgnl altimeter setting; increase LPV and LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat A/B visibility to 1 SM.

MALS

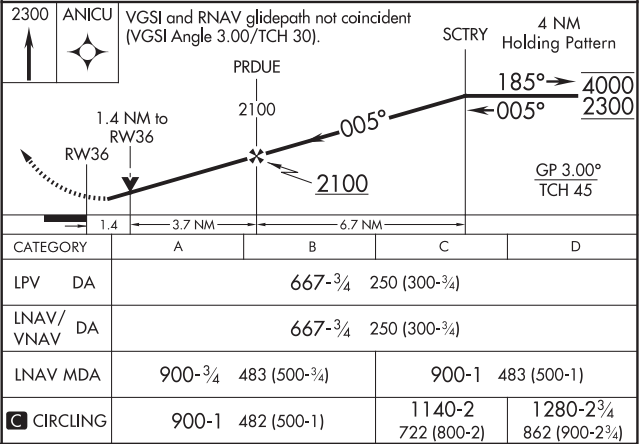
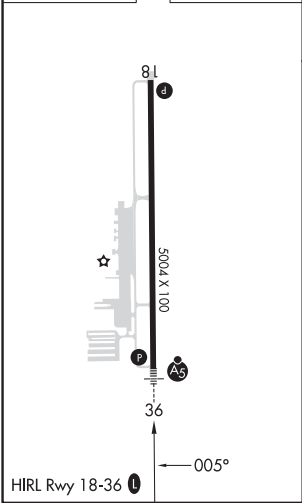
MISSED APPROACH:

Climb to 2300 direct ANICU and hold.

AWOS-3 <b>123.825</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	UNICOM <b>122.725 (CTAF) 0</b>
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ELEV <b>418</b>	TDZE <b>417</b>
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PINE MOUNTAIN, GEORGIA

AL-5583 (FAA)

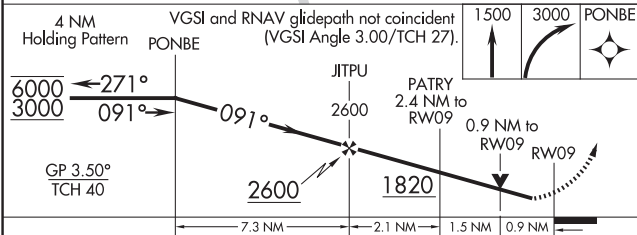
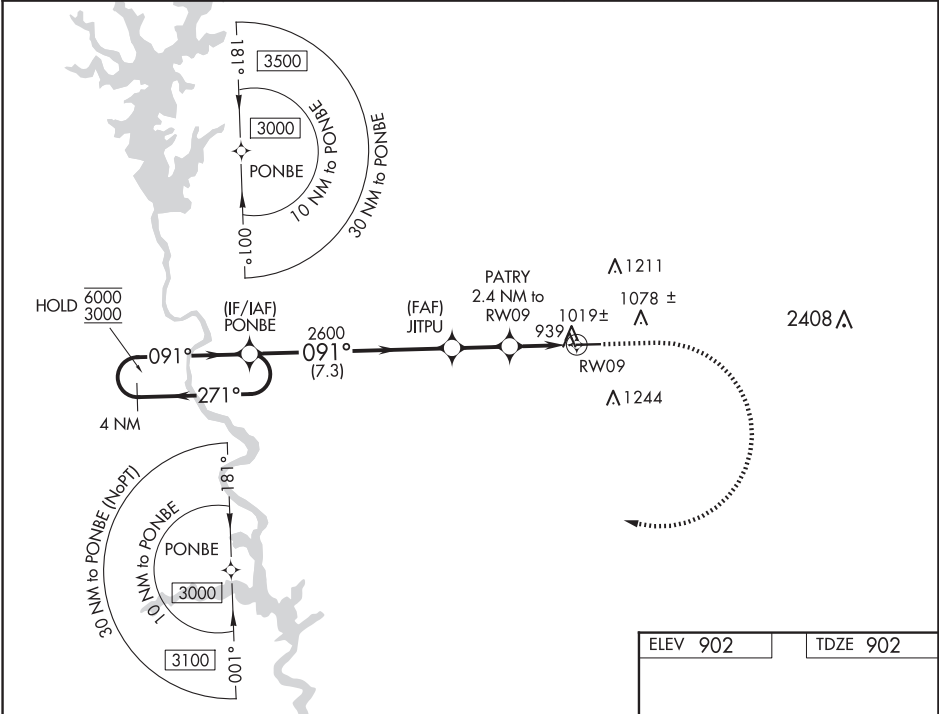
24193


WAAS CH <b>58019</b> <b>W09A</b>	APP CRS <b>091°</b>	Rwy Idg <b>5002</b> TDZE <b>902</b> Apt Elev <b>902</b>
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**RNAV (GPS) RWY 9**  
HARRIS COUNTY (PIM)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct PONBE and hold.	
 Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 48°C.			

AWOS-3PT <b>120.275</b>	ATLANTA APP CON* <b>125.5 323.1</b>	CLNC DEL <b>127.7</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 902	TDZE 902
	
MIRL Rwy 9-27 0	

CATEGORY	A	B	C	D
LPV DA		1213-7/8	311 (400-7/8)	
LNAV/VNAV DA		1245-1	343 (400-1)	
LNAV MDA		1280-1	378 (400-1)	
 CIRCLING	1320-1 418 (500-1)	1440-1 538 (600-1)	1700-2 1/4 798 (800-2 1/4)	1820-3 918 (1000-3)

PINE MOUNTAIN, GEORGIA  
Amdt 1 03NOV22

32°50'N-84°53'W

HARRIS COUNTY (PIM)  
**RNAV (GPS) RWY 9**

SE-4, 12 JUN 2025 to 07 AUG 2025

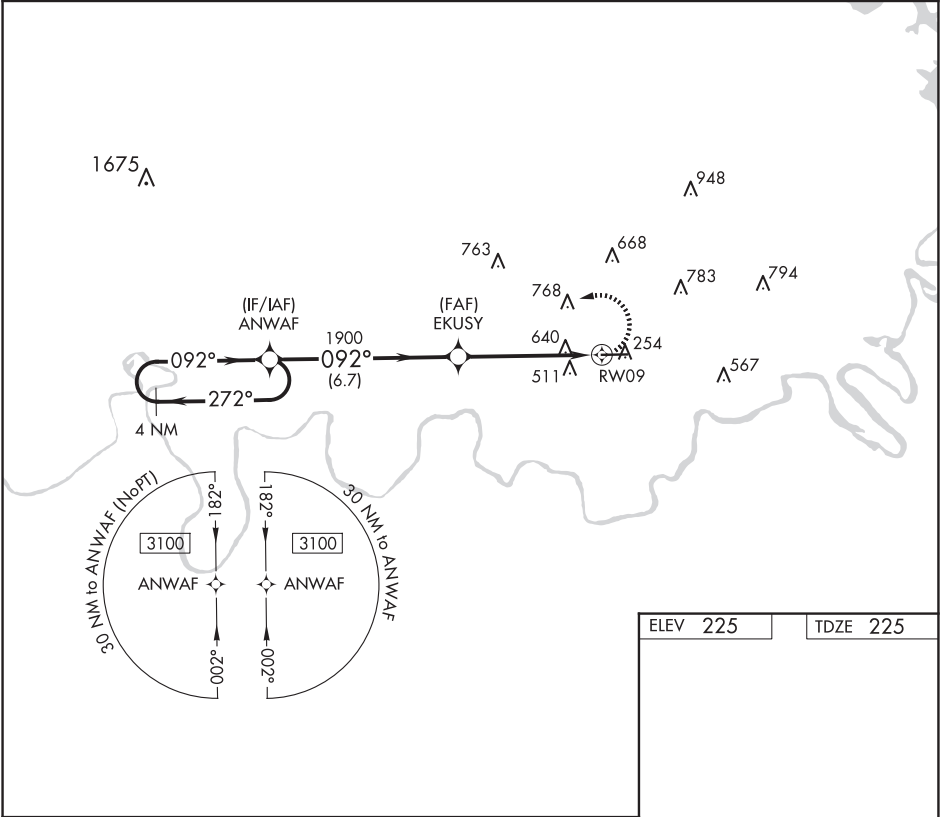
SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5400
092°	TDZE	225
	Apt Elev	225

RNAV (GPS) RWY 9  
PRATTVILLE/GROUBY FLD (1A9)

RNP APCH.	MISSED APPROACH: Climbing left turn to 3100 direct ANWAF and hold.
Rwy 9 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Montgomery Rgnl (Dannelly Fld) altimeter setting and increase all MDA 40 feet; increase LNAV Cats C/D visibility ½ SM. Straight-in Rwy 9 NA at night.	

AWOS-3P 118.025	MONTGOMERY APP CON ★ 121.2 269.05	GCO 121.725	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern				Visual Segment - Obstacles.		3100 ANWAF	
3100 ← 272° → 092° → ANWAF				1900 EKUSY		RW09	
6.7 NM				5.1 NM			
CATEGORY	A	B	C	D			
LNAV MDA	980-1 755 (800-1)	980-1¼ 755 (800-1¼)	980-2	755 (800-2)			
					MIRL Rwy 9-27 0 REIL Rws 9 and 27 0		

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

PRATTVILLE, ALABAMA

AL-6817 (FAA)

23166

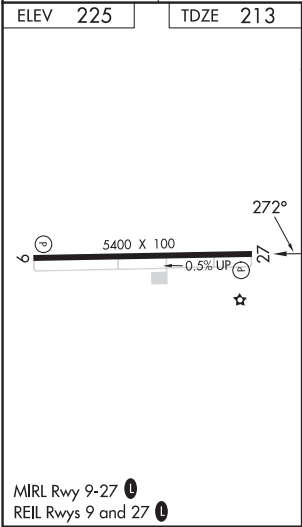
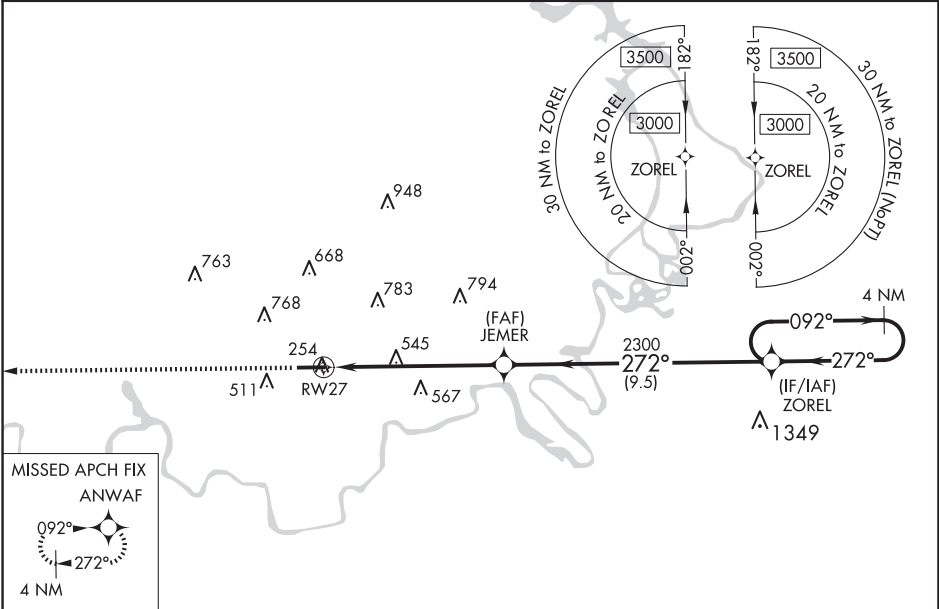
WAAS CH <b>62941</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>5400</b> <b>213</b> <b>225</b>
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**RNAV (GPS) RWY 27**  
PRATTVILLE/GROUBY FLD (1A9)

⚠ Circling to Rwy 9 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 27 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct ANWAF and hold.

AWOS-3P <b>118.025</b>	MONTGOMERY APP CON ★ <b>121.2 269.05</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF)</b> 📻
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3100

ANWAF

\* LNAV only.

PRATTVILLE, ALABAMA  
Amdt 1 24MAY18

32°26'N-86°31'W

PRATTVILLE/GROUBY FLD (1A9)  
**RNAV (GPS) RWY 27**

SE-4, 12 JUN 2025 to 07 AUG 2025

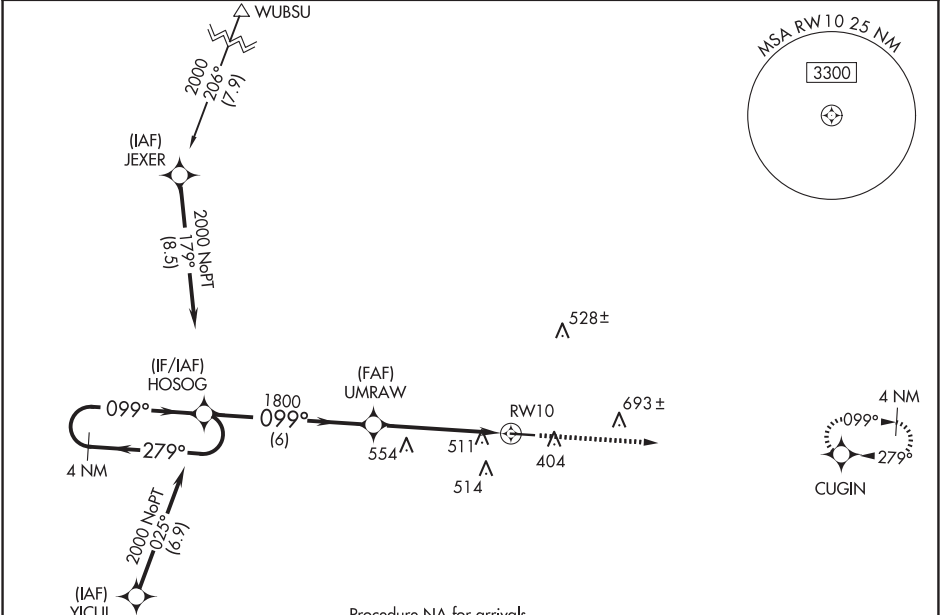


WAAS CH <b>42734</b> <b>W10A</b>	APP CRS <b>099°</b>	Rwy Idg TDZE <b>182</b> Apt Elev <b>185</b>
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RNAV (GPS) RWY 10  
QUITMAN BROOKS COUNTY (4J5)

RNP APCH. ▼ ▲NA	Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA. Use Valdosta altimeter setting; when not received, use Thomasville altimeter setting and increase all MDA 20 feet; increase LP Cat C visibility 1/8 SM.	MISSED APPROACH: Climb to 2000 direct CUGIN and hold.
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VALDOSTA APP CON★ <b>126.6</b>	CTAF <b>122.9 0</b>
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ELEV 185		TDZE 182	
4 NM Holding Pattern		Visual Segment - Obstacles.	
2000		2000 CUGIN	
HOSOG		UMRW	
279°		RWY 10	
099°		1800	
6 NM		4.9 NM	
CATEGORY	A	B	C
LP MDA	740-1	558 (600-1)	740-1 5/8 558 (600-1 5/8)
LNAV MDA	820-1	638 (700-1)	820-1 7/8 638 (700-1 7/8)
MIRL Rwy 10-28 0		099°	

QUITMAN, GEORGIA

AL-10427 (FAA)

24249

WAAS CH <b>99534</b> <b>W28A</b>	APP CRS <b>279°</b>	Rwy Idg TDZE <b>185</b> Apt Elev <b>185</b>	<b>5000</b>
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RNAV (GPS) RWY 28

QUITMAN BROOKS COUNTY (4J5)

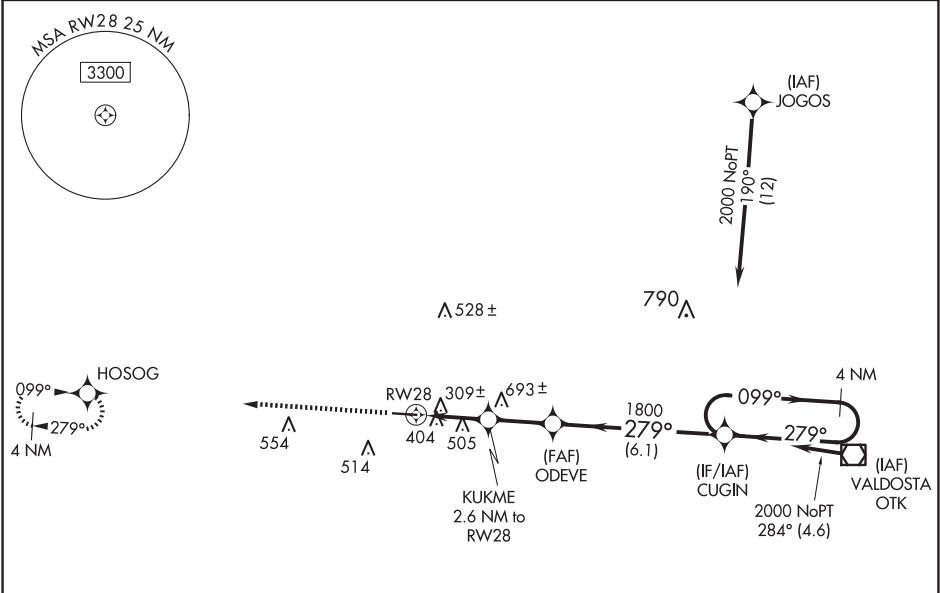
RNP APCH.

NA

Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Use Valdosta altimeter setting; when not received, use Thomasville altimeter setting and increase all MDA 20 feet; increase LP and LNAV Cat C visibility 1/8 SM.

MISSED APPROACH: Climb to 2000 direct HOSOG and hold.

VALDOSTA APP CON ★ <b>126.6</b>	CTAF <b>122.9 0</b>
------------------------------------	------------------------



ELEV 185

TDZE 185

MIRL Rwy 10-28 1

2000		HOSOG	Visual Segment - Obstacles.		4 NM Holding Pattern	
			ODEVE		CUGIN	
RWY 28		KUKME 2.6 NM to RWY 28	ODEVE		099° → 2000	
1060		1800	279°		← 279°	
2.6 NM		2.3 NM	6.1 NM			
CATEGORY	A	B	C	D		
LP MDA	600-1	415 (500-1)	600-1 1/8 415 (500-1 1/8)	NA		
LNAV MDA	860-1	675 (700-1)	860-1 7/8 675 (700-1 7/8)	NA		

REDSTONE ARSENAL, ALABAMA

WAAS CH 45638 W17A	APCH CRS 173°	Rwy ldg TDZE Arprt Elev	7300 685 685
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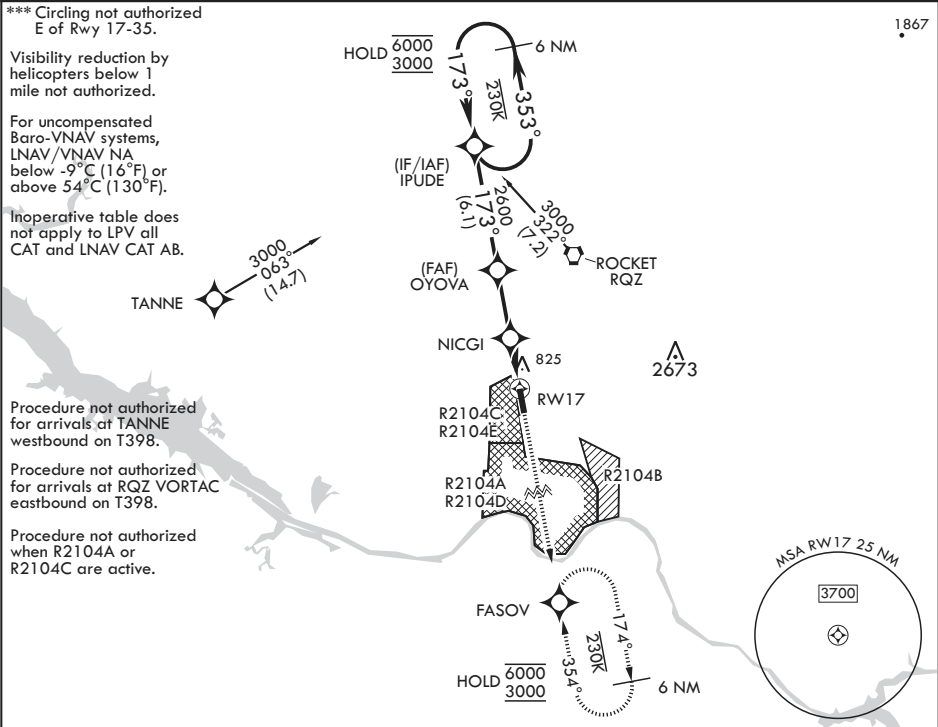
- (USA)

# RNAV (GPS) RWY 17

REDSTONE AAF (KHUA)

RNP APCH - GPS	MALSR A5	MISSED APPROACH: Climb to 3000 direct FASOV and hold.
* When ALS inop, increase CAT ABCD vis to 1 1/4 miles; increase CAT E vis to 1 1/2 miles. ** When ALS inop, increase CAT CDE vis to 1 3/8 miles.		

ATIS 120.65	HUNTSVILLE APP CON/DEP CON* 125.6 354.1	TOWER* 126.95 (CTAF) 290.275	PAR
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6 NM Holding Pattern	IPUDE	3000	FASOV	ELEV 685	TDZE 685
6000 3000	353° 173°	173°	OYOVA	NICGI	RW17
GP 3.00° TCH 46	2600	1520	3.4 NM	2.5 NM	
CATEGORY	A	B	C	D	E
LPV DA	935-1	250	(300-1)		
LNAV/VNAV DA*	1113-1	428	(500-1)		
LNAV MDA**	1180-1	495	(500-1)		
CIRCLING***	1200-1 515 (600-1)	1240-1 555 (600-1)	1480-2 1/4 795 (800-2 1/4)	1740-3 1055 (1100-3)	

REDSTONE ARSENAL, ALABAMA

34°41'N - 86°41'W

REDSTONE AAF (KHUA)

Amndt 2 05OCT23

# RNAV (GPS) RWY 17

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 35

REDSTONE AAF (KHUA)

**MISSED APPROACH:** Climb to 3000 direct IPUDE and hold.

**T** \* Circling not authorized E of Rwy 17-35.

PAR

Visibility reduction by  
helicopters not authorized.

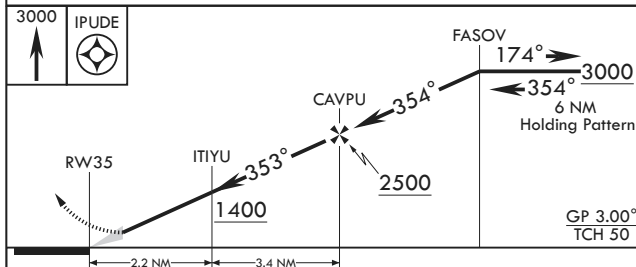
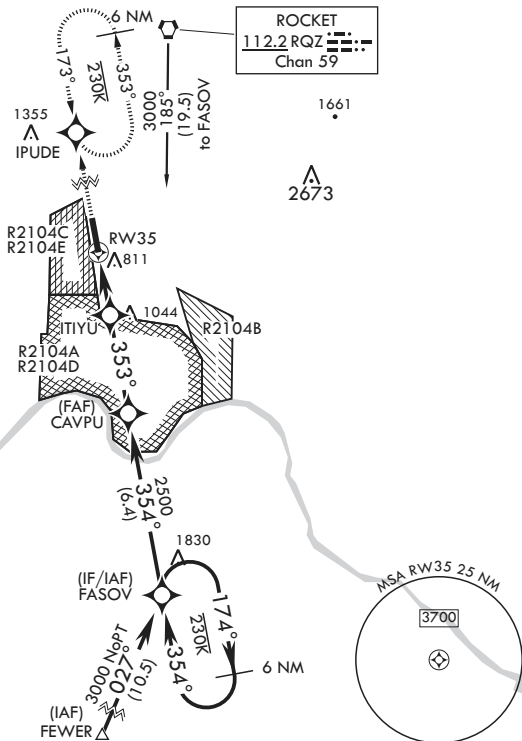
Inoperative table does not apply to LPV all CAT and LNAV CAT AB.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F).

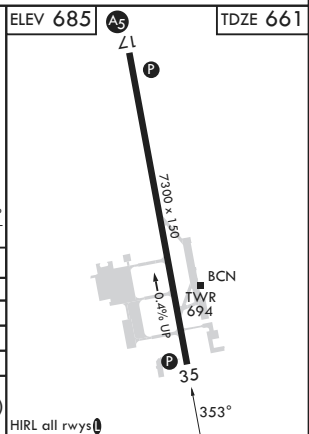
Procedure not authorized  
for arrivals at RQZ VORTAC  
airway R-147 CW R-261.

Procedure not authorized  
when R2104A or R2104C  
or R2104D are active.

Procedure not authorized  
for arrivals at FEWER  
southeast bound on T429.



CATEGORY	A	B	C	D	E
LPV DA	954-1		293	(300-1)	
LNAV/VNAV DA	1140-1½		479	(500-1½)	
LNAB MDA	1320-1 659 (700-1)		1320-1½ 659 (700-1½)		
<b>C</b> CIRCLING*	1320-1 635 (700-1)		1480-2¼ 795 (800-2¼)	1740-3 1055 (1100-3)	



34°41'N - 86°41'W

REDSTONE AAF (KHUA)

Amdt 2 05OCT23

## RNAV (GPS) RWY 35

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

VOR RWY 35

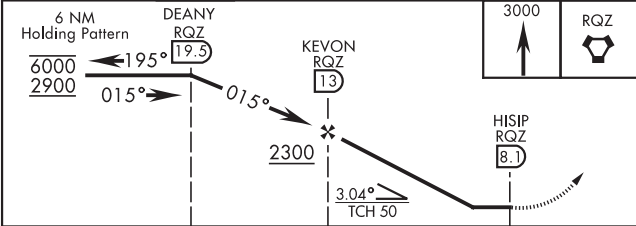
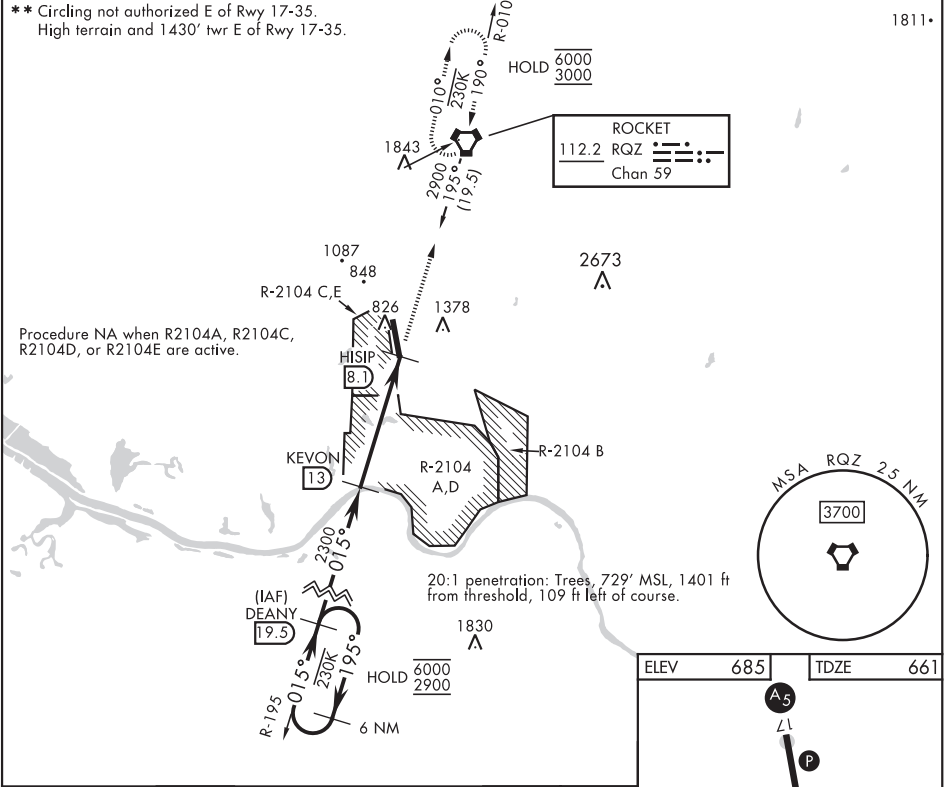
VORTAC RQZ	APCH CRS	Rwy Idg
112.2	015°	7300
Chan 59		TDZE 661
		Arpt Elev 685

[USA]

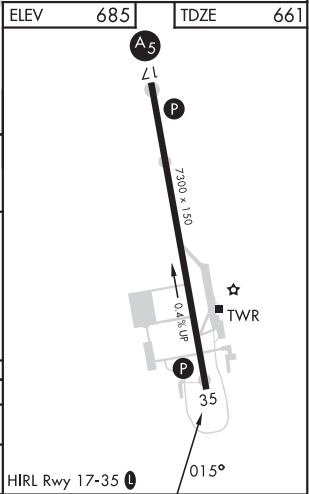
REDSTONE AAF (KHUA)

DME required	MISSED APPROACH: Climb to 3000 direct RQZ VORTAC and hold. Do not exceed 230 KIAS.
* At night, operational VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility reduction NA.	

ATIS 120.65	HUNTSVILLE APP CON ★ 125.6 354.1	TOWER ★ 126.95 (CTAF) 0 290.275	PAR
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CATEGORY	A	B	C	D	E
S-35 *	1500-1 839 (900-1)	1500-1¼ 839 (900-1¼)	1500-2½	839	(900-2½)
CIRCLING **	1500-1¼ 815 (900-1¼)		1500-2½ 815 (900-2½)	1740-3 1055 (1100-3)	



VOR RWY 35

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

ATIS  
120.65  
TOWER ★  
126.95 (CTAF) 290.275

FIELD  
ELEV  
685

MAY 2022  
ANNUAL RATE OF CHANGE  
0.1° W

TETHERED PAD

L1

173.4°

7300 x 150

0.4% UP

Rwy 17-35  
PCN 63 F/A/W/T

PAR RADAR

BEARCAT NORTH  
RAMP

BEARCAT SOUTH  
RAMP

FLYING  
ACTIVITY  
RAMP

NORTH RAMP

FUEL PITS

BASE  
OPERATIONS  
CONTROL TOWER  
694

SOUTH RAMP

R & D RAMP

35

353.4°

ELEV  
655

M.17° 98

34° 41' N

34° 40' N

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

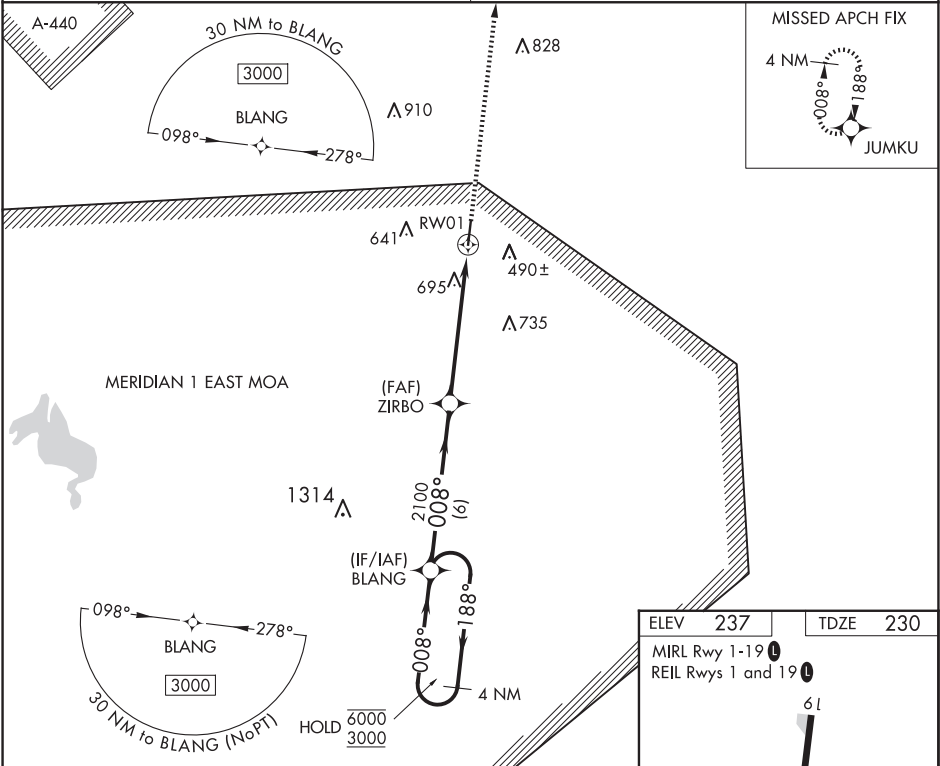
APP CRS	Rwy Idg	5006
	TDZE	230
	Apt Elev	237

RNAV (GPS) RWY 1

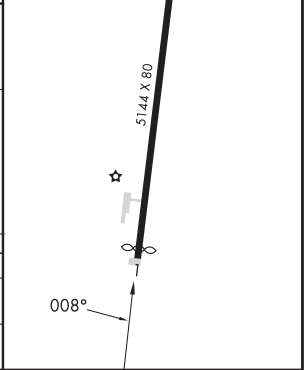
NORTH PICKENS (3M8)

RNP APCH - GPS.	
<div><div>Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA.</div><div>Obtain local altimeter setting on CTAF; when not received, use Tuscaloosa altimeter setting; increase all MDAs 80 feet and LNAV visibility Cat B ¼ SM and Cats C and D ½ SM; increase Circling visibility all Cats ½ SM.</div></div>	MISSED APPROACH: Climb to 3000 direct JUMKU and hold.

COLUMBUS APP CON ★ 135.6 323.275	CTAF 122.9
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4 NM Holding Pattern		Visual Segment - Obstacles.	
<div>6000 ← 188°</div> <div>3000 → 008°</div>		<div>3000</div> <div>JUMKU</div>	
<div>BLANG</div> <div>2100</div>		<div>ZIRBO</div> <div>RW01</div>	
6 NM		5.8 NM	
CATEGORY	A	B	C
LNAV MDA	960-1	730 (800-1)	960-2
CIRCLING	1000-1	763 (800-1)	1000-2¼
			763 (800-2¼)
			1040-2½
			803 (900-2½)



REFORM, ALABAMA

AL-10062 (FAA)

24081

WAAS CH <b>72729</b> <b>W19A</b>	APP CRS <b>188°</b>	Rwy Idg TDZE Apt Elev	<b>5144</b> <b>237</b> <b>237</b>
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# RNAV (GPS) RWY 19

NORTH PICKENS (3M8)

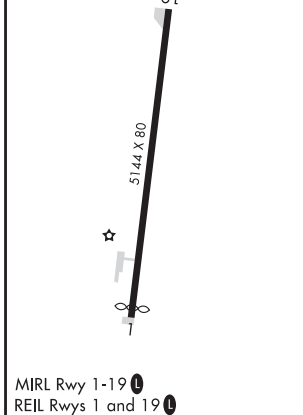
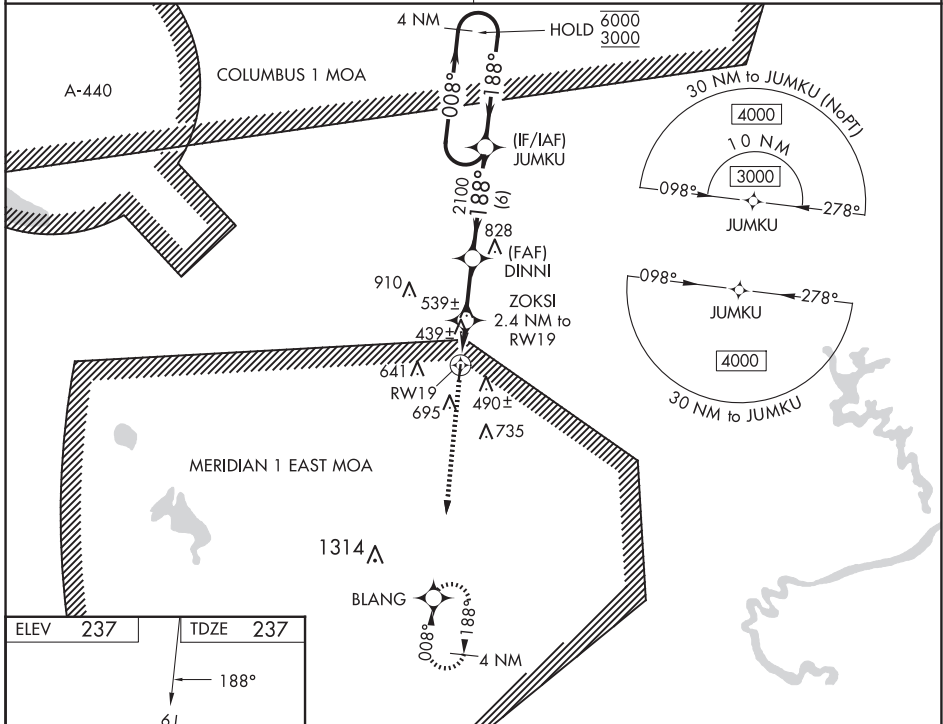
RNP APCH.

Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.

Obtain local altimeter setting on CTAF; when not received, use Tuscaloosa altimeter setting: increase all MDAs 80 feet; increase LP and LNAV Cat C/D visibility ¼ SM; increase Circling visibility all Cats ½ SM.

MISSED APPROACH: Climb to 3000 direct BLANG and hold.

COLUMBUS APP CON ★ <b>135.6 323.275</b>	CTAF <b>122.9</b>
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3000	BLANG	Visual Segment - Obstacles.			
		4 NM Holding Pattern			
		DINNI		JUMKU	
		ZOKSI 2.4 NM to RW19			
		RW19			
		1040		2100	
		2.4 NM	3.3 NM	6 NM	
CATEGORY	A	B	C	D	
LP MDA	700-1	463 (500-1)	700-1½	463 (500-1½)	
LNAV MDA	800-1	563 (600-1)	800-1½	563 (600-1½)	
CIRCLING	1000-1	763 (800-1)	1000-2¼ 763 (800-2¼)	1040-2½ 803 (900-2½)	





REIDSVILLE, GEORGIA

AL-6168 (FAA)

25163

WAAS CH <b>42547</b> <b>W29A</b>	APP CRS <b>294°</b>	Rwy Ldg TDZE Apt Elev	<b>5003</b> <b>196</b> <b>196</b>
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# RNAV (GPS) RWY 29

SWINTON SMITH FLD AT REIDSVILLE MUNI (RVJ)

RNP APCH - GPS.

RADAR required for procedure entry when R-3005 A/B/C/E active.

▼ Rwy 29 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems,  
 ▲ LNAV/VNAV NA below -15°C or above 54°C. Hold-in-lieu NA when R-3005 A/B/C/E active.

MISSED APPROACH: Climb to 3000 direct FEVNA and hold, continue climb-in-hold to 3000.

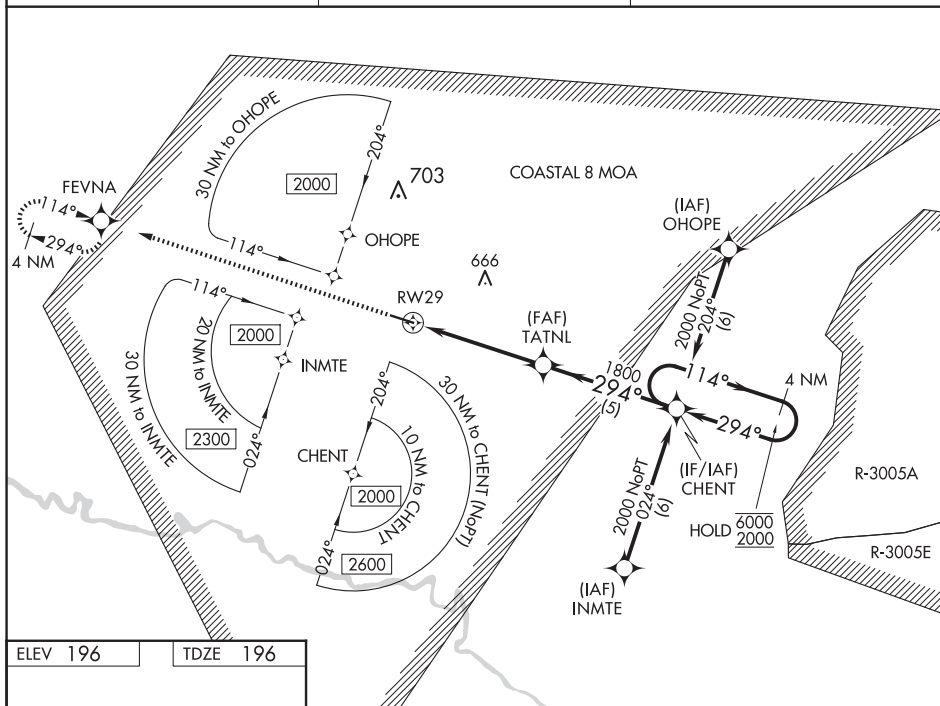
AWOS-3PT

**128.325**

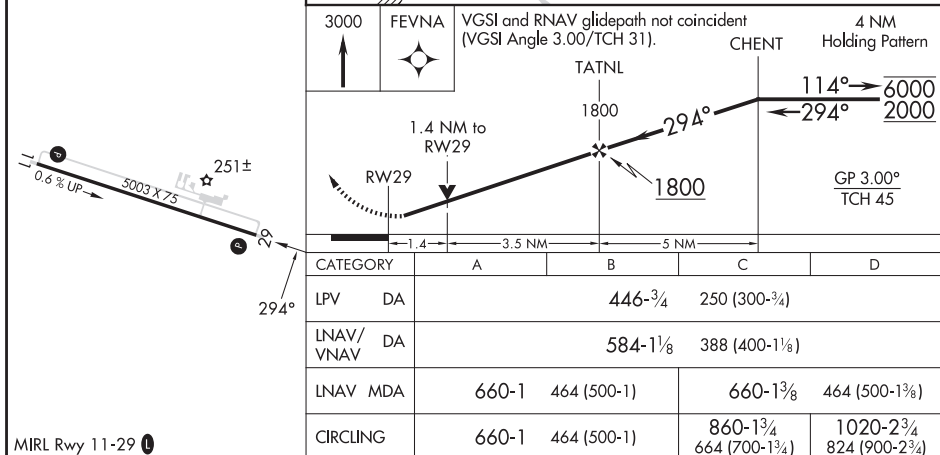
JACKSONVILLE CENTER

**127.575 269.025**

CTAF

**122.9**

ELEV <b>196</b>	TDZE <b>196</b>
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MIRL Rwy 11-29

REIDSVILLE, GEORGIA

Orig 12JUN25

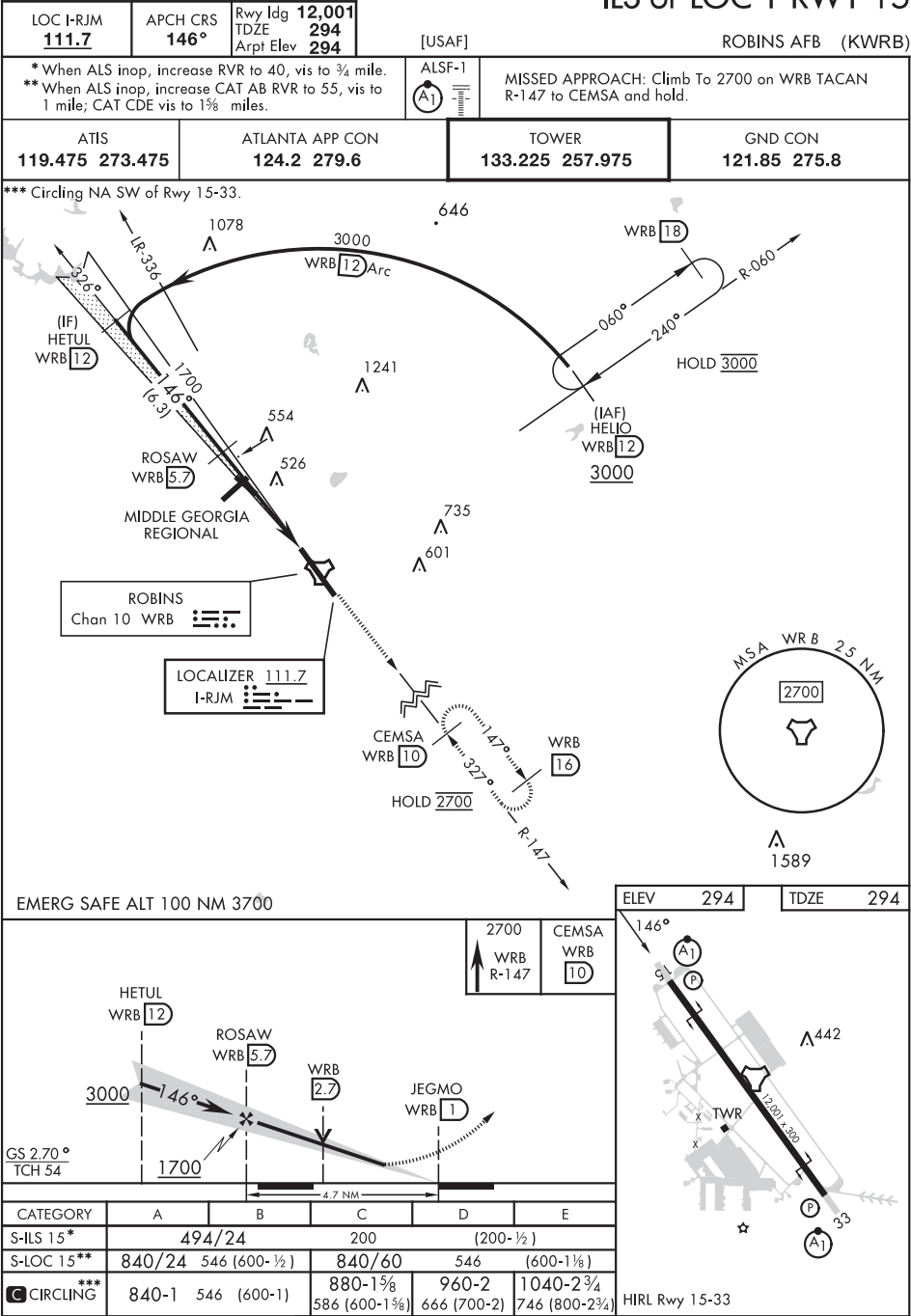
SWINTON SMITH FLD AT REIDSVILLE MUNI (RVJ)

32°04'N-82°09'W

RNAV (GPS) RWY 29

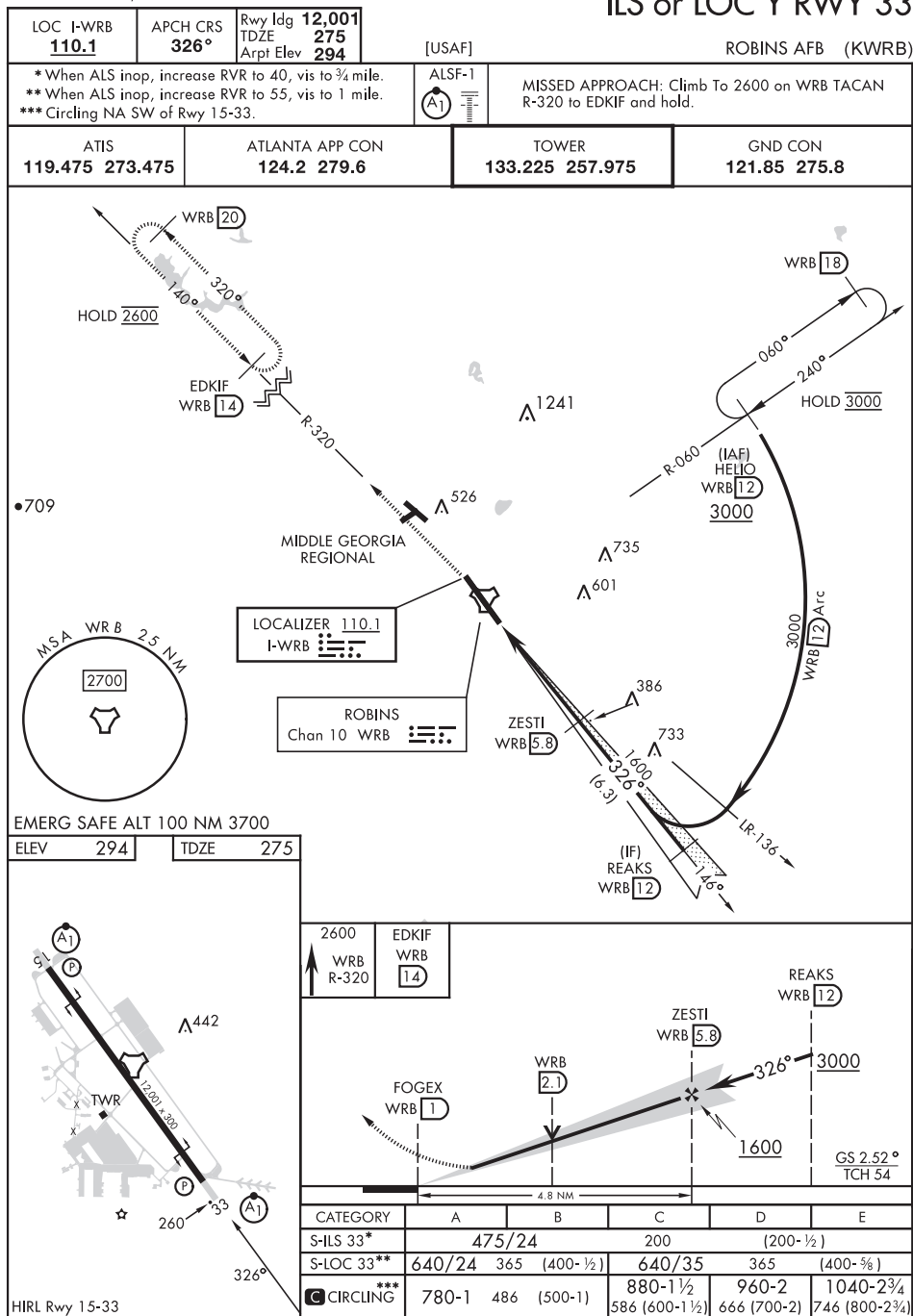
SE-4, 12 JUN 2025 to 07 AUG 2025

ILS or LOC Y RWY 15



WARNER ROBINS, GEORGIA

## ILS or LOC Y RWY 33



## ILS or LOC Y RWY 33

APCH CRS	Rwy Idg	12,001
146°	TDZE	294
	Arpt Elev	294

\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 5/8 miles.  
\*\* Circling NA SW of Rwy 15-33.

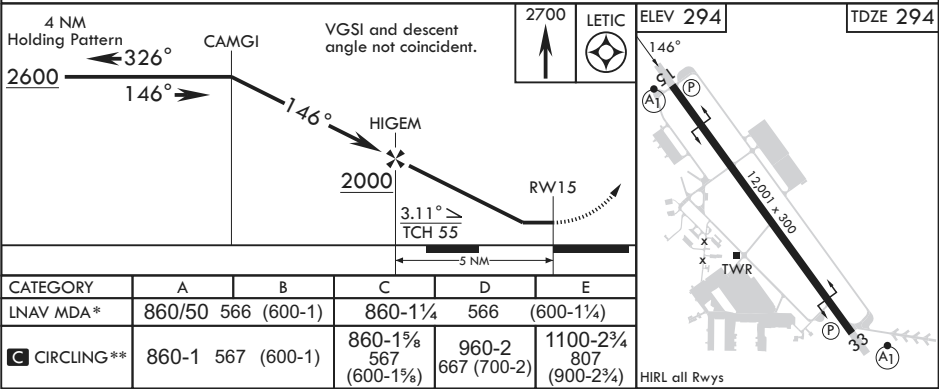
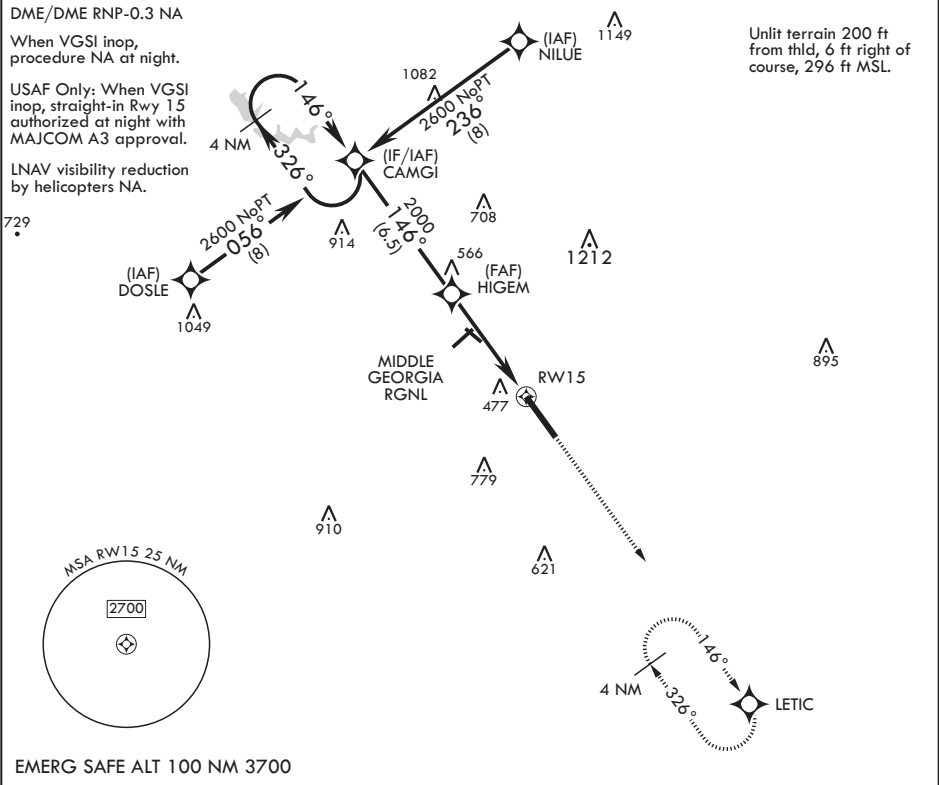
- (USAF)

ROBINS AFB (KWRB)

ALSF-1

MISSED APPROACH: Climb to 2700 direct LETIC and hold.

ATIS	ATLANTA APP CON/DEP CON	TOWER	GND CON
119.475 273.475	124.2 279.6	133.225 257.975	121.85 275.8



WARNER ROBINS, GEORGIA

RNAV (GPS) RWY 33

APCH CRS	Rwy Idg	12,001
326°	TDZE	275
	Arprt Elev	294

- (USAF)

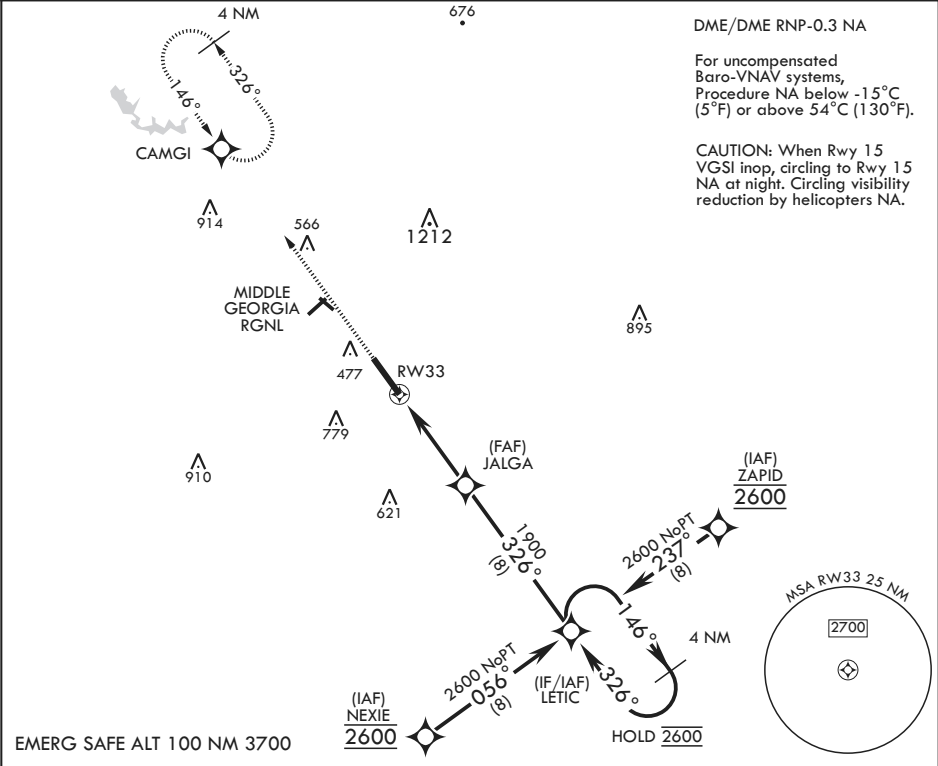
ROBINS AFB (KWRB)

\* When ALS inop increase CAT ABCDE vis to 1 7/8 miles.  
\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8.  
\*\*\* Circling NA SW of RWY 33-15.

ALSF-1

MISSED APPROACH: Climb to 2600 direct CAMGI and hold.

ATIS 119.475 273.475	ATLANTA APP CON/DEP CON 124.2 279.6	TOWER 133.225 257.975	GND CON 121.85 275.8
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2600

CAMGI

VGSI and descent angle not coincident.

LETIC

4 NM Holding Pattern

146°

326°

2600

GP 2.97°

TCH 54

RW33

1.6 NM to RW33

JALGA

1900

5 NM

CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	820-1 <sup>3</sup> / <sub>8</sub>		545	(600-1 <sup>3</sup> / <sub>8</sub> )	
LNAV MDA**	760/24 485 (500- <sup>1</sup> / <sub>2</sub> )		760/50	485 (500-1)	
CIRCLING***	820-1 <sup>3</sup> / <sub>8</sub> 486 (600-1 <sup>3</sup> / <sub>8</sub> )		840-1 <sup>1</sup> / <sub>2</sub> 546 (600-1 <sup>1</sup> / <sub>2</sub> )	960-2 666 (700-2)	1100-2 <sup>3</sup> / <sub>4</sub> 806 (900-2 <sup>3</sup> / <sub>4</sub> )

ELEV 294

TDZE 275

BCN

TWR

326°

HIRL all Rwys

WARNER ROBINS, GEORGIA

32°38'N - 83°36'W

ROBINS AFB (KWRB)

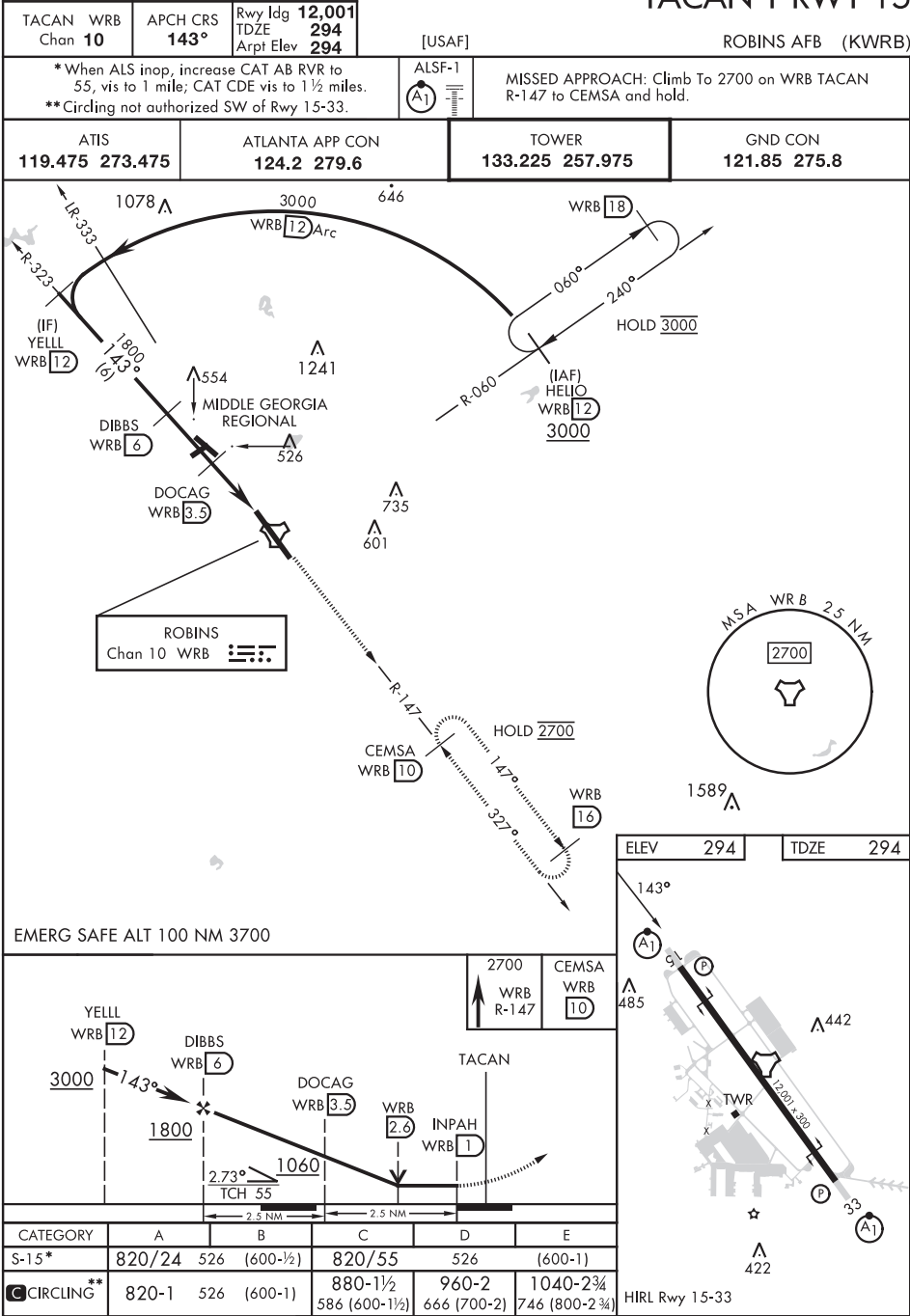
Amdt 5 20MAY21

RNAV (GPS) RWY 33

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

TACAN Y RWY 15

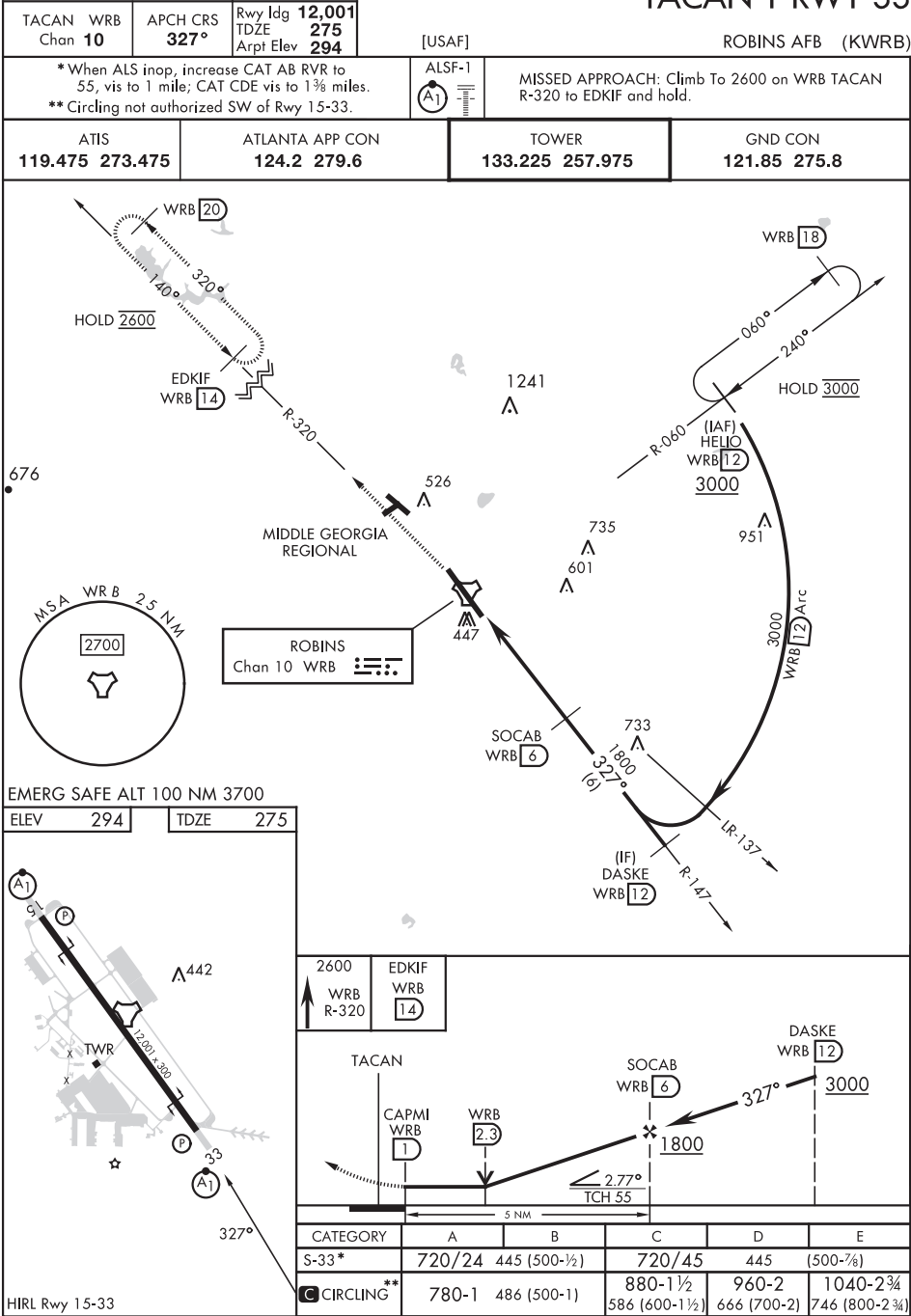


SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WARNER ROBINS, GEORGIA

TACAN Y RWY 33



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WARNER ROBINS, GEORGIA

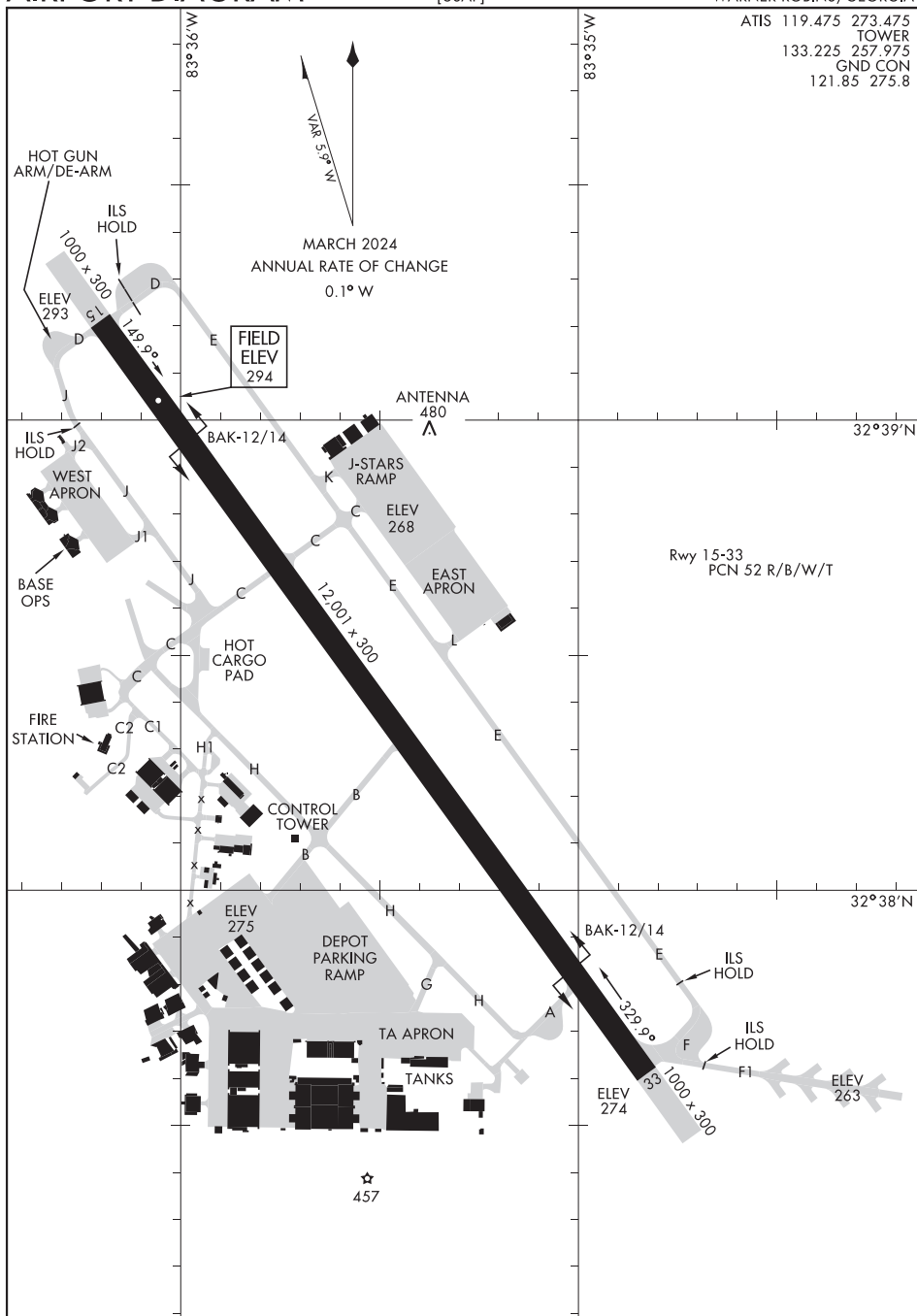
32° 38' N-83° 36' W

ROBINS AFB (KWRB)

Amdt 1 11AUG22

TACAN Y RWY 33





SE-4, 12 JUN 2025 to 07 AUG 2025

ROME, GEORGIA

AL-855 (FAA)

25163

LOC/DME	I-HBQ	APP CRS	Rwy Ldg	7010
111.15		007°	TDZE	636
Chan 48(Y)			Apt Elev	644

# ILS or LOC RWY 1

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

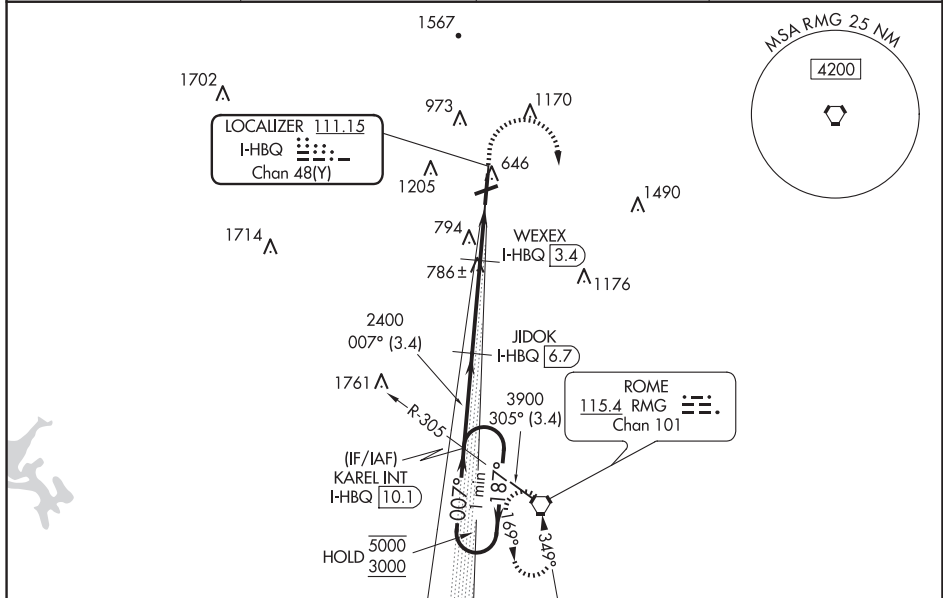
DME required for LOC only.

**⚠** Rwy 1 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Circling NA west of Rwy 1-19 at night. Circling NA northwest of Rwys 7 and 19. For inop ALS, increase S-ILS 1 all Cats visibility to  $\frac{7}{8}$  SM and increase S-LOC 1 Cats A/B visibility to 1 SM and increase Cats C/D visibility to  $\frac{1}{8}$  SM.

**MALSR**

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

ASOS 119.925	ATLANTA CENTER 124.5 270.325	GCO 121.725	UNICOM 122.725 (CTAF) <b>0</b>
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One Minute Holding Pattern

KAREL INT I-HBQ 10.1

JIDOK I-HBQ 6.7

WEXEX I-HBQ 3.4

I-HBQ 2.5

I-HBQ 1.3

5000

3000

GS 3.00°

TCH 49

187°

007°

007°

2400

1340

3.4 NM

3.3 NM

1 NM

1.1 NM

1200

4000

RMG

CATEGORY	A	B	C	D
S-ILS 1	941- $\frac{3}{4}$ 305 (300- $\frac{3}{4}$ )			
S-LOC 1	1040- $\frac{3}{4}$ 404 (400- $\frac{3}{4}$ )			
CIRCLING	1140-1 496 (500-1)	1200-1 556 (600-1)	1480-2 $\frac{1}{2}$ 836 (900-2 $\frac{1}{2}$ )	1840-3 1196 (1200-3)

ELEV 644 **D** TDZE 636

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

ROME, GEORGIA

Amtd 2 20APR23

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

34°21'N-85°10'W

# ILS or LOC RWY 1

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **78441**  
**W01A**

APP CRS  
**007°**

Rwy Ldg  
TDZE **636**  
Apt Elev **644**

**RNAV (GPS) RWY 1**

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

RNP APCH - GPS.

▼

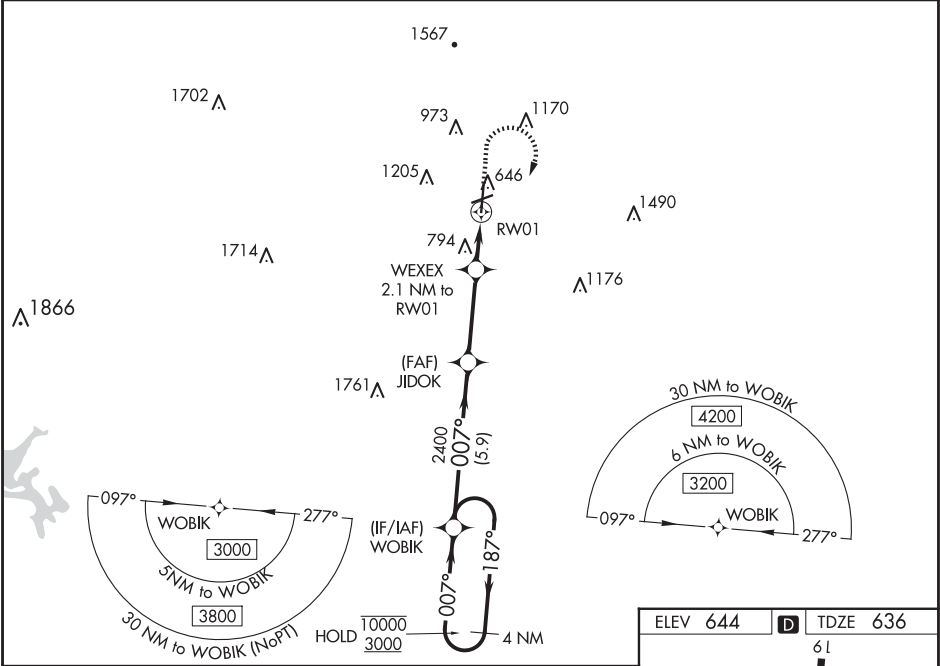
⚠

Rwy 1 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 west of Rwy 1-19 at night. Circling NA northwest of Rwy 7 and 19. For inop ALS, increase LPV all Cats visibility to  $\frac{1}{2}$  SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV Cats A/B visibility to 1 SM, and LNAV Cats C/D visibility to  $1\frac{1}{2}$  SM.

MALSR

MISSED APPROACH:  
Climb to 1200 then  
climbing right turn to  
3000 direct WOBIK  
and hold.

ASOS <b>119.925</b>	ATLANTA CENTER <b>124.5 270.325</b>	GCO <b>121.725</b>	UNICOM <b>122.725 (CTAF) 0</b>
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4 NM Holding Pattern WOBIK

10000  
3000

←187°

→007°

007°

2400

1340

5.9 NM

3.3 NM

0.8 NM

1.3 NM

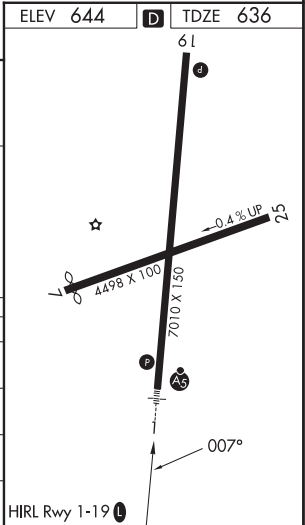
GP 3.00  
TCH 49

1200

3000

WOBIK

CATEGORY	A	B	C	D
LPV DA		941- $\frac{3}{4}$	305 (300- $\frac{3}{4}$ )	
LNAV/VNAV DA		980- $\frac{3}{4}$	344 (400- $\frac{3}{4}$ )	
LNAV MDA	1100- $\frac{3}{4}$	464 (500- $\frac{3}{4}$ )	1100-1	464 (500-1)
CIRCLING	1140-1 496 (500-1)	1200-1 556 (600-1)	1480-2 $\frac{1}{2}$ 836 (900-2 $\frac{1}{2}$ )	1840-3 1196 (1200-3)



ROME, GEORGIA

AL-855 (FAA)

25163

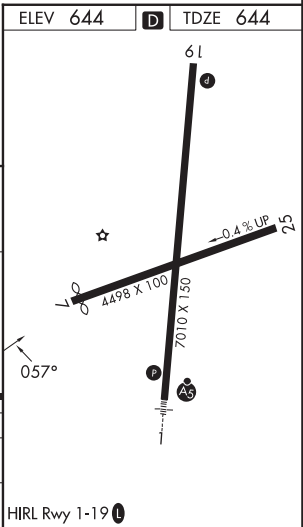
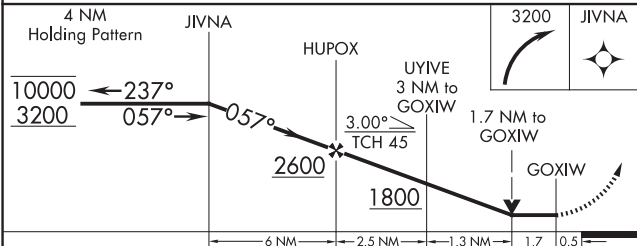
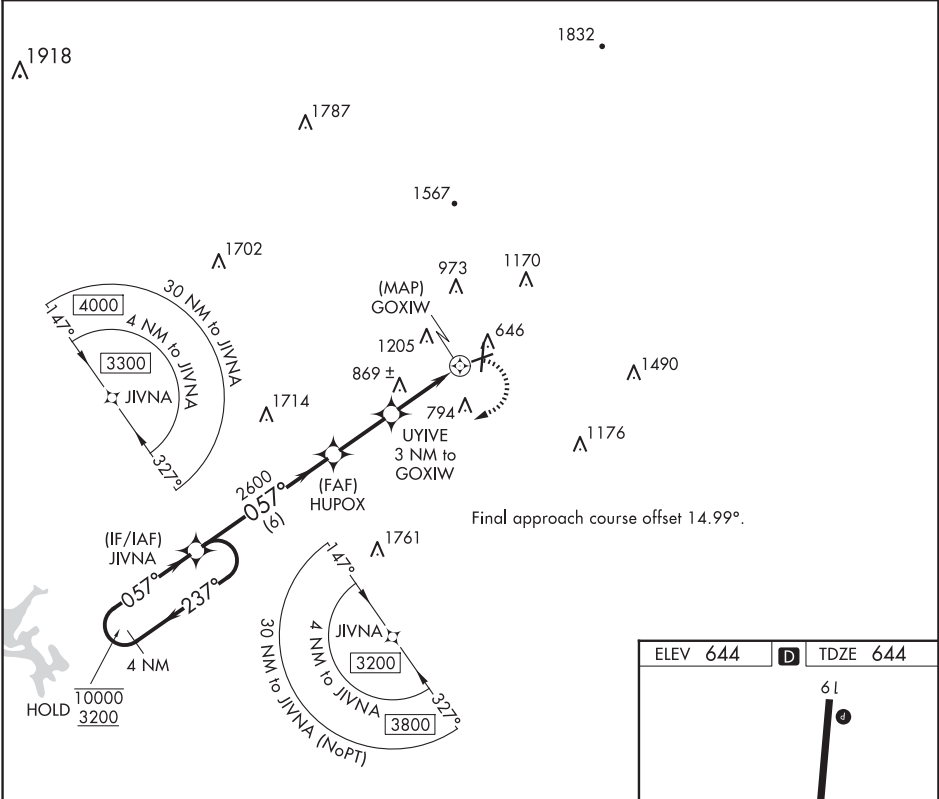
APP CRS	Rwy Ldg	4380
057°	TDZE	644
	Apt Elev	644

RNAV (GPS) RWY 7

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 3200 direct JIVNA and hold.
Rwy 7 helicopter visibility reduction below ¾ SM NA. Straight-in minimums NA at night. Circling NA northwest of Rwys 7 and 19.	

ASOS 119.925	ATLANTA CENTER 124.5 270.325	GCO 121.725	UNICOM 122.725 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1380-1	736 (800-1)	1380-2	736 (800-2)
CIRCLING	1380-1	736 (800-1)	1480-2½ 836 (900-2½)	1840-3 1196 (1200-3)

HIRL Rwy 1-19 0

ROME, GEORGIA

Amdt 2 20APR23

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

34°21'N-85°10'W

RNAV (GPS) RWY 7

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>48811</b> <b>W19A</b>	APP CRS <b>187°</b>	Rwy Ldg TDZE Apt Elev	<b>7010</b> <b>631</b> <b>644</b>
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RNAV (GPS) RWY 19

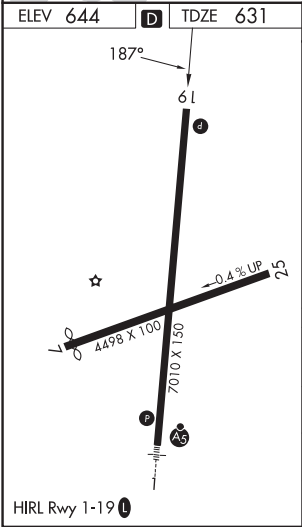
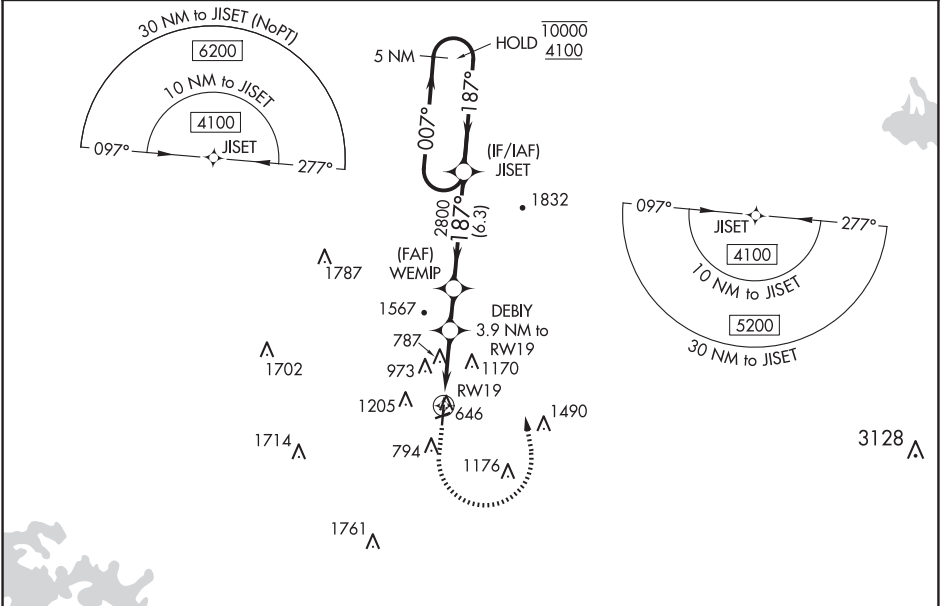
RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

RNP APCH - GPS.

Rwy 19 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Circling NA west of Rwy 1-19 at night. Circling NA northwest of Rwy 7 and 19. Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4100 direct JISET and hold.

ASOS <b>119.925</b>	ATLANTA CENTER <b>124.5 270.325</b>	GCO <b>121.725</b>	UNICOM <b>122.725 (CTAF)</b>
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2000 4100 JISET				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).		5 NM Holding Pattern	
				WEMIP 2800		007° → 10000 ← 187° 4100	
DEBIY 3.9 NM to RW19				2800		GP 3.25° TCH 60	
RW19				2020		6.3 NM	
3.9 NM 2.3 NM				A		B	
CATEGORY				A		B	
LPV DA				1013-1 1/8		382 (400-1 1/8)	
LNAV/VNAV DA				1003-1		372 (400-1)	
LNAV MDA				1040-1 409 (400-1)		1040-1 1/8 409 (400-1 1/8)	
CIRCLING				1140-1 496 (500-1)		1200-1 556 (600-1)	
				1480-2 1/2 836 (900-2 1/2)		1840-3 1196 (1200-3)	

ROME, GEORGIA

AL-855 (FAA)

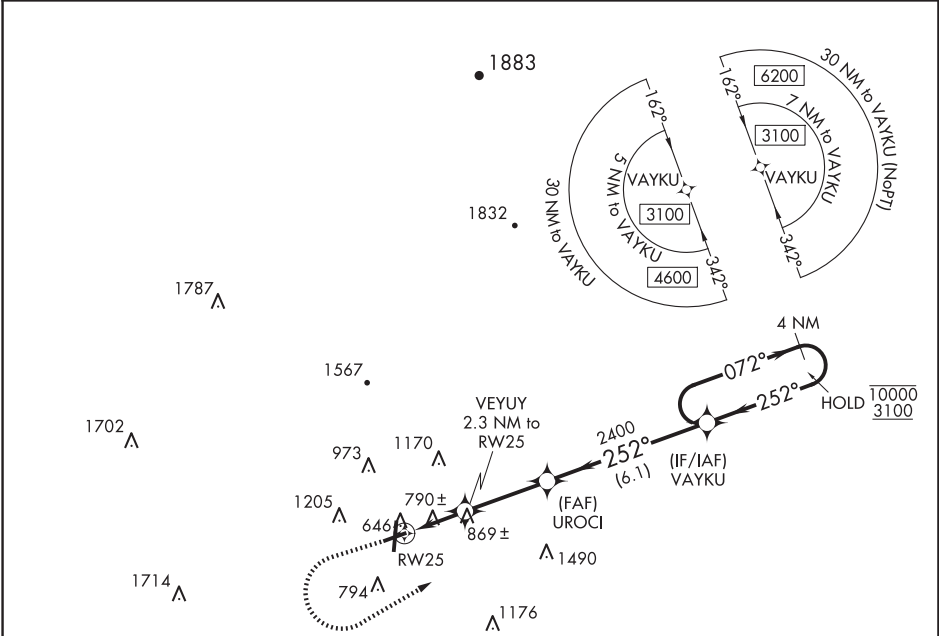
25163

WAAS CH <b>56542</b> <b>W25A</b>	APP CRS <b>252°</b>	Rwy Ldg TDZE <b>638</b> Apt Elev <b>644</b>
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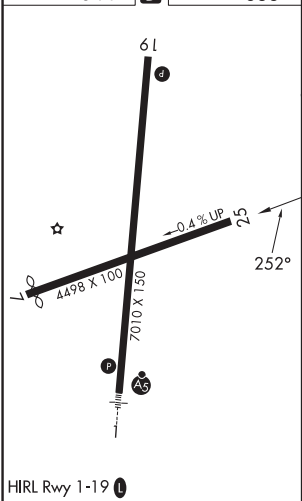
# RNAV (GPS) RWY 25


RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1100 then climbing left turn to 3100 direct VAYKU and hold.	
ASOS <b>119.925</b>	ATLANTA CENTER <b>124.5 270.325</b>	GCO <b>121.725</b>	UNICOM <b>122.725</b> (CTAF) <b>1</b>



ELEV <b>644</b>	<b>D</b>	TDZE <b>638</b>
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1100 ↑	3100 ↖	VAYKU ✳	4 NM Holding Pattern			
		VEYUY 2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
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RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
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RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
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RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
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RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	
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RW25		2.3 NM to 1.2 NM RW25 to RW25	UROCI	VAYKU	072° → 10000 ← 252° 3100	

ROME, GEORGIA

Amdt 2 20APR23

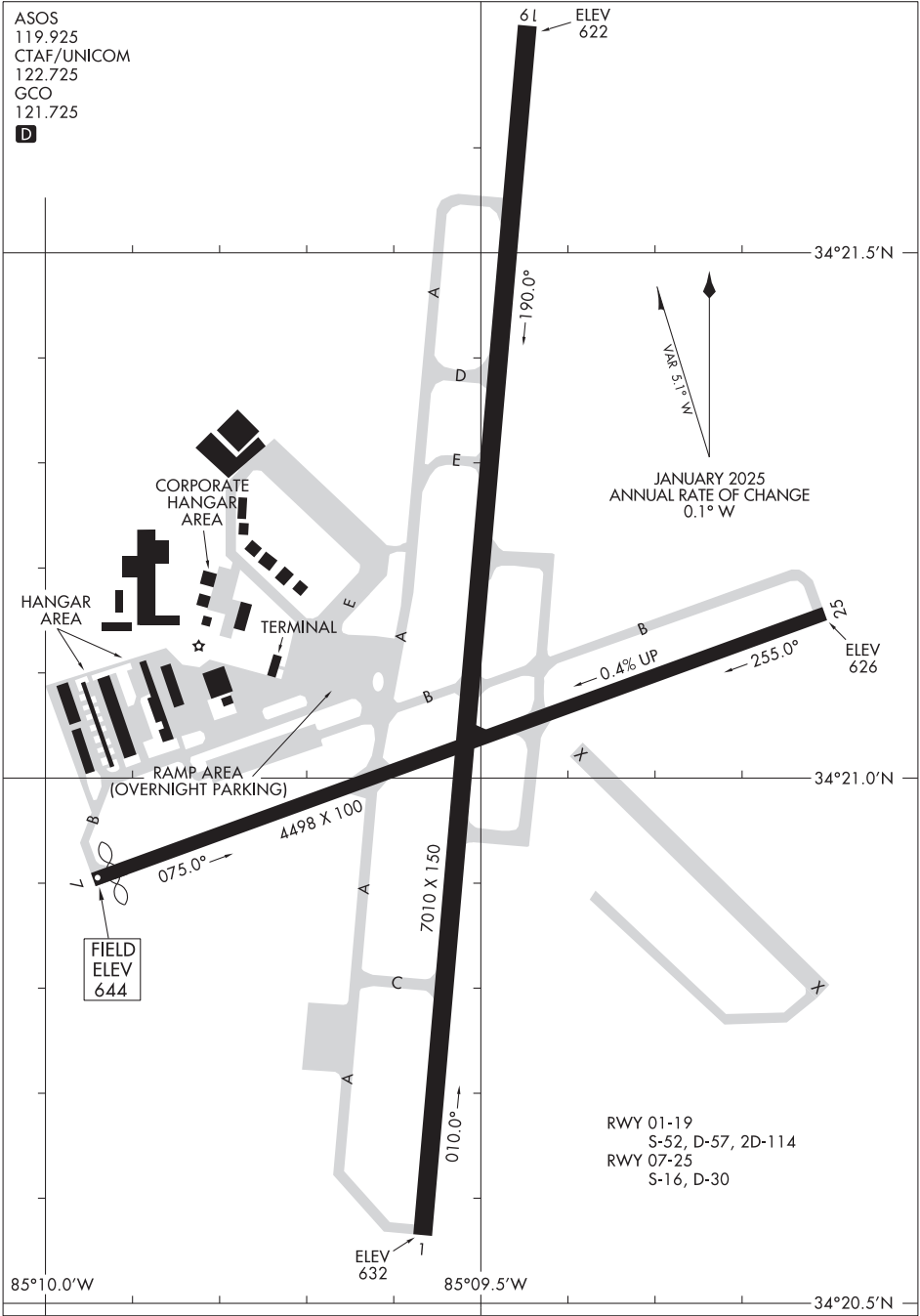
RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

34°21'N-85°10'W

# RNAV (GPS) RWY 25

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RUSSELLVILLE, ALABAMA

AL-10061 (FAA)

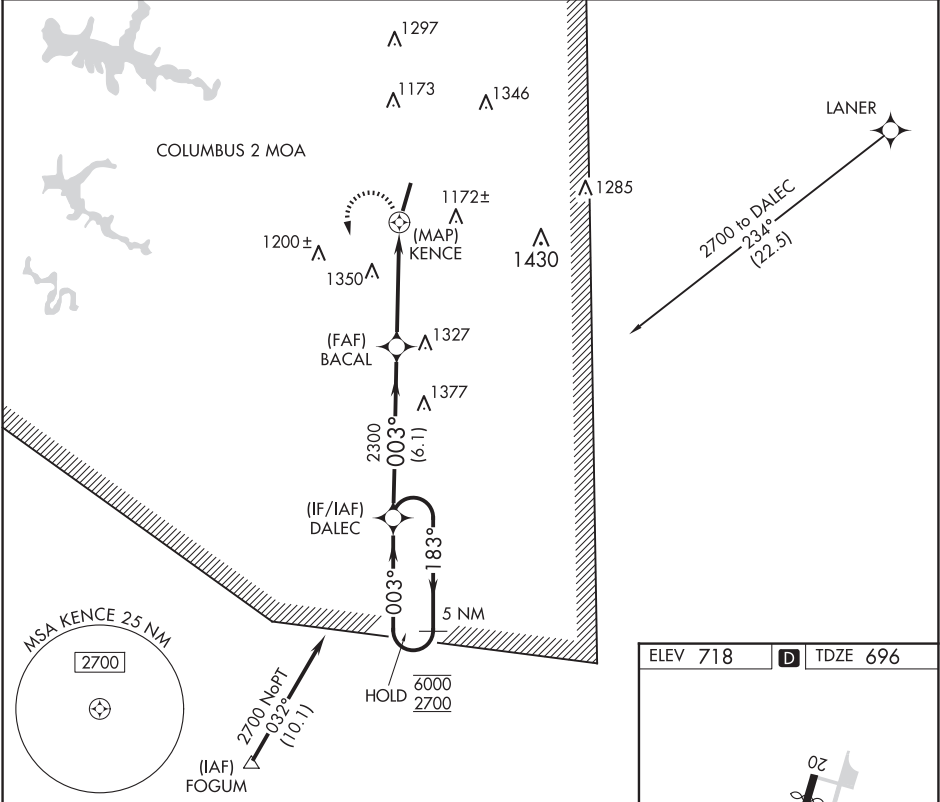
24305

APP CRS	Rwy Idg	5500
003°	TDZE	696
	Apt Elev	718

RNAV (GPS) RWY 2  
BILL PUGH FLD (M22)

RNP APCH-GPS.	Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Use Muscle Shoals altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 60 feet.	MISSED APPROACH: Climbing left turn to 2700 direct DALEC and hold.
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MSL ASOS 119.425	MEMPHIS CENTER 120.8 307.0	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		Visual Segment - Obstacles.		2700	DALEC
6000 ← 183° 2700 → 003°		DALEC		BACAL	
		2300		KENCE	
		6.1 NM		4.5 NM	
		0.4			
CATEGORY	A	B	C	D	
LNVA MDA	1660-1¼ 964 (1000-1¼)	1660-1½ 964 (1000-1½)	1660-3	964 (1000-3)	
CIRCLING	1660-1¼ 942 (1000-1¼)	1660-1½ 942 (1000-1½)	1720-3	1002 (1100-3)	

RUSSELLVILLE, ALABAMA  
Orig-D 20MAY21

34°27'N-87°43'W

BILL PUGH FLD (M22)  
RNAV (GPS) RWY 2

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



APP CRS <b>198°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>717</b> <b>718</b>
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## RNAV (GPS) RWY 20

BILL PUGH FLD (M22)

RNP APCH-GPS.

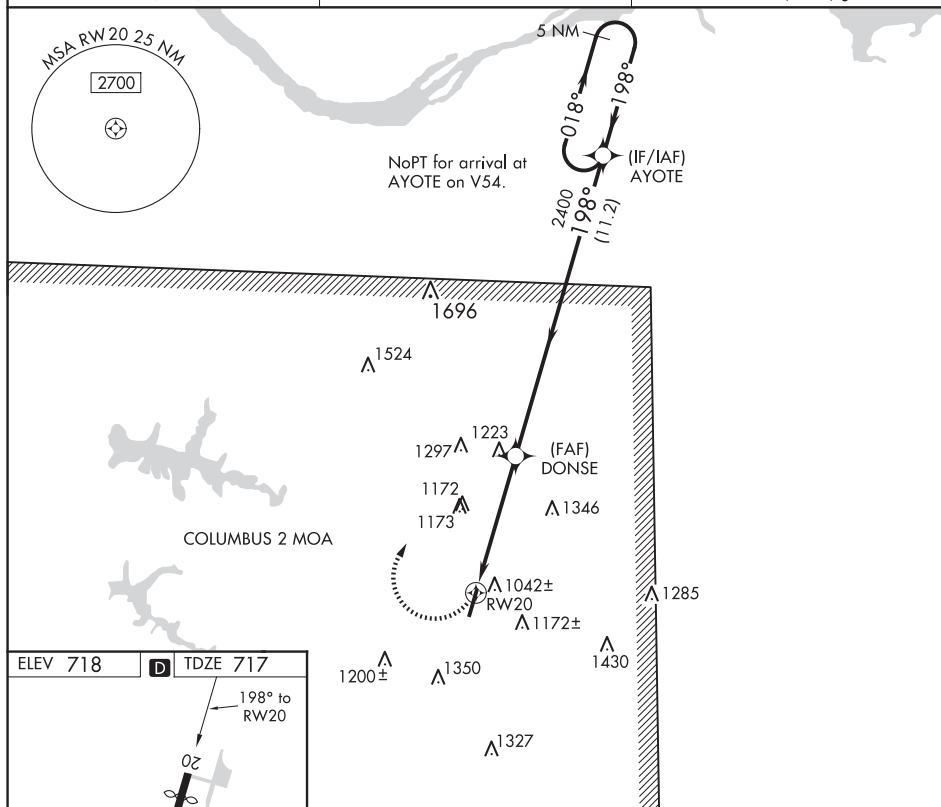
**NA** Use Muscle Shoals altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 60 feet; increase LNAV Cat C/D visibility  $\frac{1}{8}$  SM and Circling Cat A visibility  $\frac{1}{4}$  SM. Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climbing right turn to 3000  
direct AYOTE and hold.

MSL ASOS  
**119.425**

MEMPHIS CENTER  
120.8 307.0

UNICOM  
122.8 (CTAF) **L**



ELEV 718		TDZE 717
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Diagram of a beam with a 198° kink and a 0.3% upward deflection. The beam is labeled 5500 x 75. The deflection is indicated as 0.3% UP. The kink angle is 198° k. The beam is supported by a pin support at the bottom left and a roller support at the top right. The beam is labeled 20 at the top right end.

3000	AYOTE
	

CATEGORY	A	B	C	D
INAV MDA	1360-1	643 (700-1)	1360-1 $\frac{7}{8}$	643 (700-1 $\frac{7}{8}$ )
CIRCLING	1520-1 802 (900-1)	1540-1 $\frac{1}{4}$ 822 (900-1 $\frac{1}{4}$ )	1720-3	1002 (1100-3)

RUSSELLVILLE, ALABAMA

Orig-C 20MAY21

34°27'N-87°43'W

591

BILL PUGH FLD (M22)

RNAV (GPS) RWY 20

SE-4, 12 JUN 2025 to 07 AUG 2025

ST. ELMO, ALABAMA

AL-9339 (FAA)

21252

WAAS CH <b>69507</b> <b>W06A</b>	APP CRS <b>059°</b>	Rwy Idg <b>3998</b> TDZE <b>132</b> Apt Elev <b>132</b>
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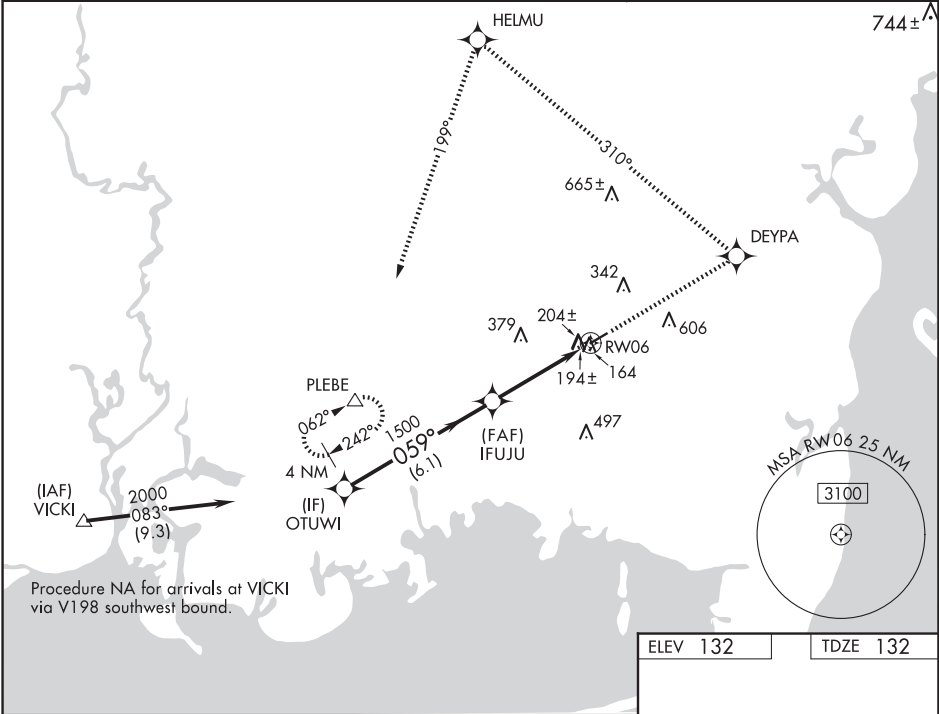
**RNAV (GPS) RWY 6**  
ST ELMO (2R5)

**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mobile Rgnl altimeter setting; when not received use Pascagoula altimeter setting and increase DA to 483 feet and all MDA 20 feet.

**△** NA

MISSED APPROACH: Climb to 2000 direct DEYPA and left turn via 310° track to HELMU and left turn via 199° track to PLEBE and hold.

MOBILE APP CON ★ <b>121.0 307.1</b>	HOUSTON CENTER <b>127.65 285.475</b>	CTAF <b>122.90</b>
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Procedure Turn NA	2000 DEYPA IFUJU HELMU PLEBE			
	↑	✧	tr 310°	✧
GP 3.00° TCH 51				
CATEGORY	A	B	C	D
LPV DA	475-1¼	343 (400-1¼)		NA
LNAV MDA	540-1	408 (500-1)	540-1¼ 408 (500-1¼)	NA
CIRCLING	720-1	588 (600-1)	960-2½ 828 (900-2½)	NA

ELEV 132	TDZE 132
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ST. ELMO, ALABAMA  
Orig-A 09SEP21

30°30'N-88°17'W

ST ELMO (2R5)  
**RNAV (GPS) RWY 6**

SE-4, 12 JUN 2025 to 07 AUG 2025

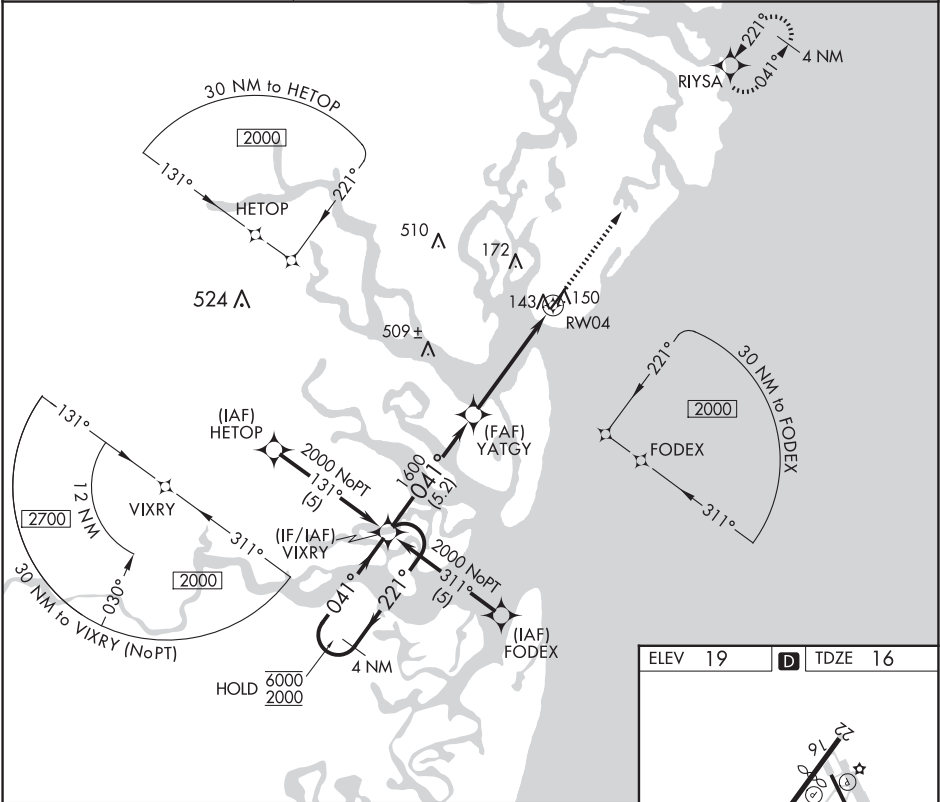
SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	4798
041°	TDZE	16
	Apt Elev	19

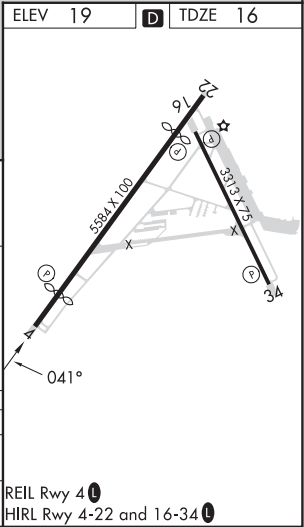
RNAV (GPS) RWY 4  
ST SIMONS ISLAND (SSI)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct RIYSA and hold.
▼ Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling Rwy 16, 34 NA at night.	

AWOS-3PT 120.025	JACKSONVILLE CENTER 126.75 277.4	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 57).		2000	RIYSA
CATEGORY	A	B	C	D	
RNAV MDA	420-1	404 (500-1)	420-1½	404 (500-1½)	
CIRCLING	480-1	461 (500-1)	500-1½ 481 (500-1½)	580-2 561 (600-2)	



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

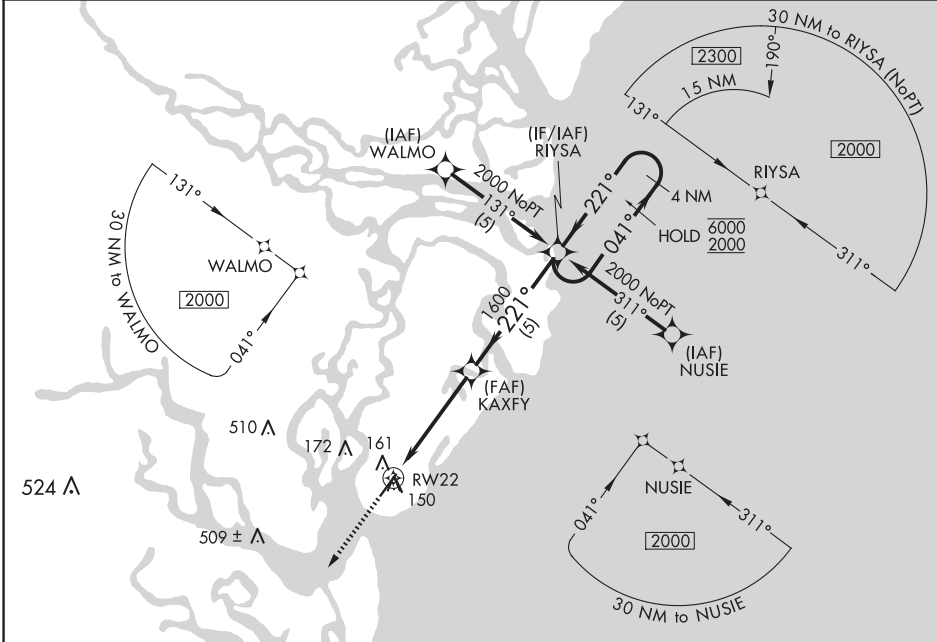
APP CRS	Rwy Idg	4671
221°	TDZE	17
	Apt Elev	19

# RNAV (GPS) RWY 22

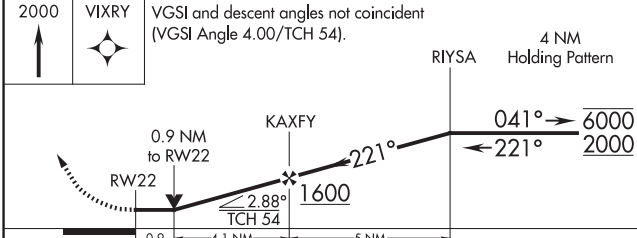
ST SIMONS ISLAND (SSI)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct VIXRY and hold.
Rwy 22 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 16, 34 NA at night.	

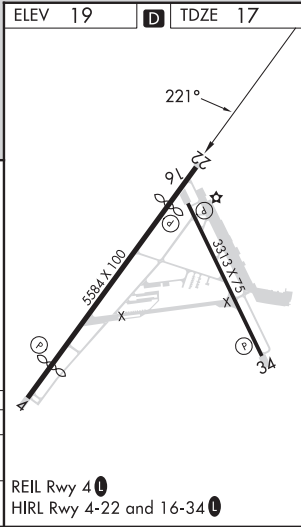
AWOS-3PT 120.025	JACKSONVILLE CENTER 126.75 277.4	UNICOM 123.05 (CTAF)
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ELEV 19	TDZE 17
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CATEGORY	A	B	C	D
RNAV MDA	460-1	443 (500-1)	460-1 3/8	443 (500-1 3/8)
CIRCLING	480-1	461 (500-1)	500-1 1/2	580-2



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SE-4, 12 JUN 2025 to 07 AUG 2025

VORTAC SSI

109.8

Chan 35

APP CRS

027°

Rwy Idg

4798

TDZE

16

Apt Elev

19

VOR RWY 4

ST SIMONS ISLAND (SSI)

Rwy 4 helicopter visibility reduction below ¾ SM NA.  
Circling Rwy 16, 34 NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct SSI VORTAC and hold.

AWOS-3PT 120.025	JACKSONVILLE CENTER 126.75 277.4	UNICOM 123.05 (CTAF) 0
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VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 57).

2000 SSI

Remain within 10 NM

207°

027°

2000

2.91°

TCH 34

6.3 NM

SSI 6.3

ELEV 19

D

TDZE 16

REIL Rwy 4 0

HIRL Rwy 4-22 and 16-34 0

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

CATEGORY	A	B	C	D
S-4	500-1	484 (500-1)	500-1 3/8 484 (500-1 3/8)	500-1 1/2 484 (500-1 1/2)
CIRCLING	500-1	481 (500-1)	500-1 1/2 481 (500-1 1/2)	580-2 561 (600-2)

ST SIMONS ISLAND, GEORGIA

31°09'N-81°23'W

ST SIMONS ISLAND (SSI)

Amdt 16B 07OCT21

VOR RWY 4

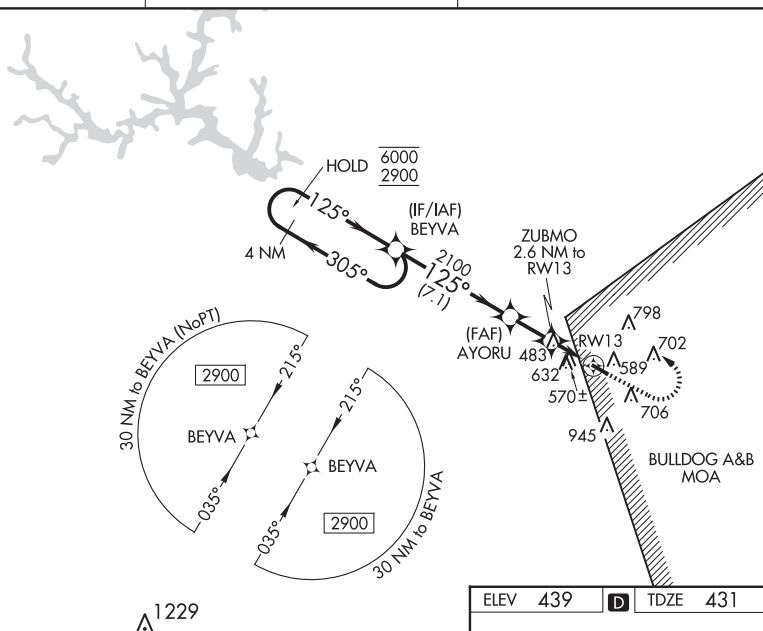
595

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 13  
KAOLIN FLD (OKZ)

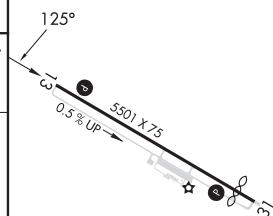
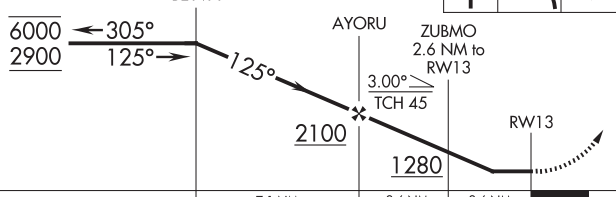
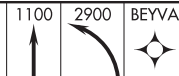
**MISSED APPROACH:** Climb to 1100 then climbing left turn to 2900 direct BEYVA and hold.


UNICOM  
123.0 (CTAF) **L**

1229

ELEV	439		TDZE	431
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4 NM  
Holding Pattern



CATEGORY	A	B	C	D
INAV MDA	820-1	389 (400-1)	820-1 $\frac{1}{8}$ 389 (400-1 $\frac{1}{6}$ )	NA
 CIRCLING	1000-1 561 (600-1)	1120-1 681 (700-1)	1240-2 $\frac{1}{4}$ 801 (900-2 $\frac{1}{4}$ )	NA

REIL Rwy 13 **L**  
MIRL Rwy 13-31 **L**

KAOLIN FLD (OKZ)  
RNAV (GPS) RWY 13

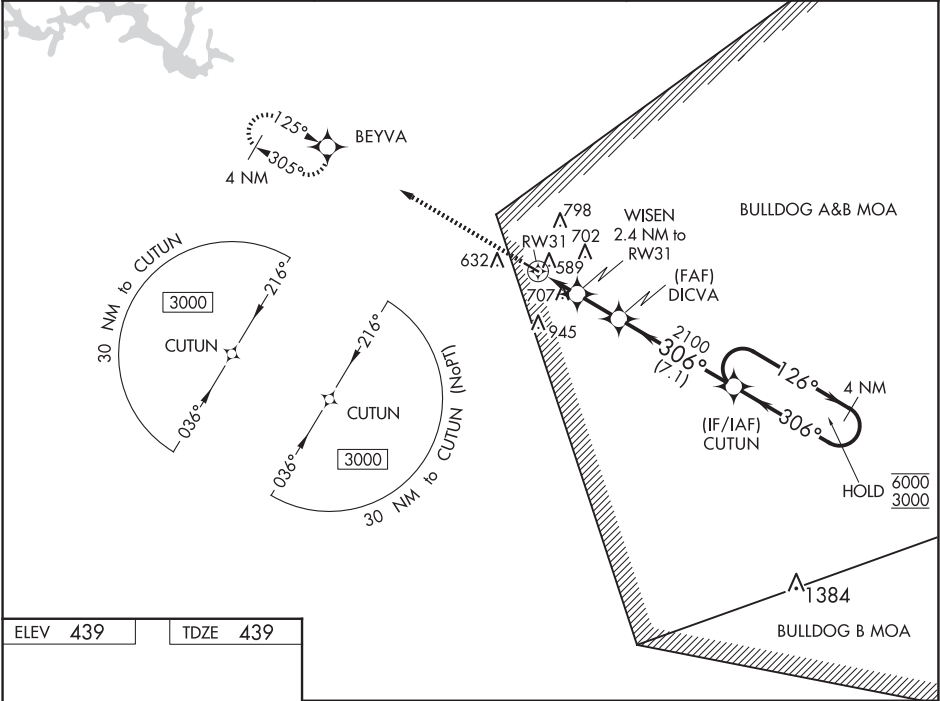
WAAS CH <b>72721</b> <b>W31A</b>	APP CRS <b>306°</b>	Rwy Idg TDZE <b>439</b> Apt Elev <b>439</b>	<b>5015</b>
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RNAV (GPS) RWY 31

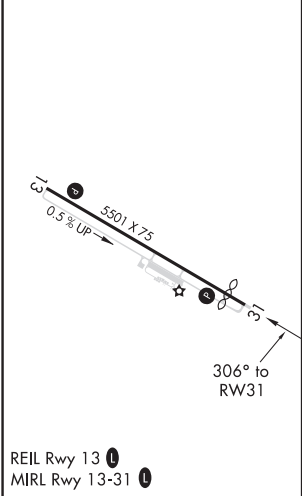
KAOLIN FLD (OKZ)

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 2900 direct BEYVA and hold.
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AWOS-3 <b>120.575</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV <b>439</b>	TDZE <b>439</b>
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2900	BEYVA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.60/TCH 41).			
*LNAV only.	WISEN 2.4 NM to RW31	DICVA 2100	CUTUN 4 NM Holding Pattern	6000 3000	GP 3.00° TCH 45
	*1.3 NM to RW31	1260*	2100		
	1.3 NM	1.2 NM	2.6 NM	7.1 NM	
CATEGORY	A	B	C	D	
LPV DA	738-7/8	299 (300-7/8)		NA	
LNAV/VNAV DA	848-1 1/8	409 (500-1 1/8)		NA	
LNAV MDA	960-1	521 (600-1)	960-1 1/2 521 (600-1 1/2)	NA	
CIRCLING	1000-1 561 (600-1)	1120-1 681 (700-1)	1240-2 1/4 801 (900-2 1/4)	NA	

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

SAVANNAH, GEORGIA

AL-380 (FAA)

24081

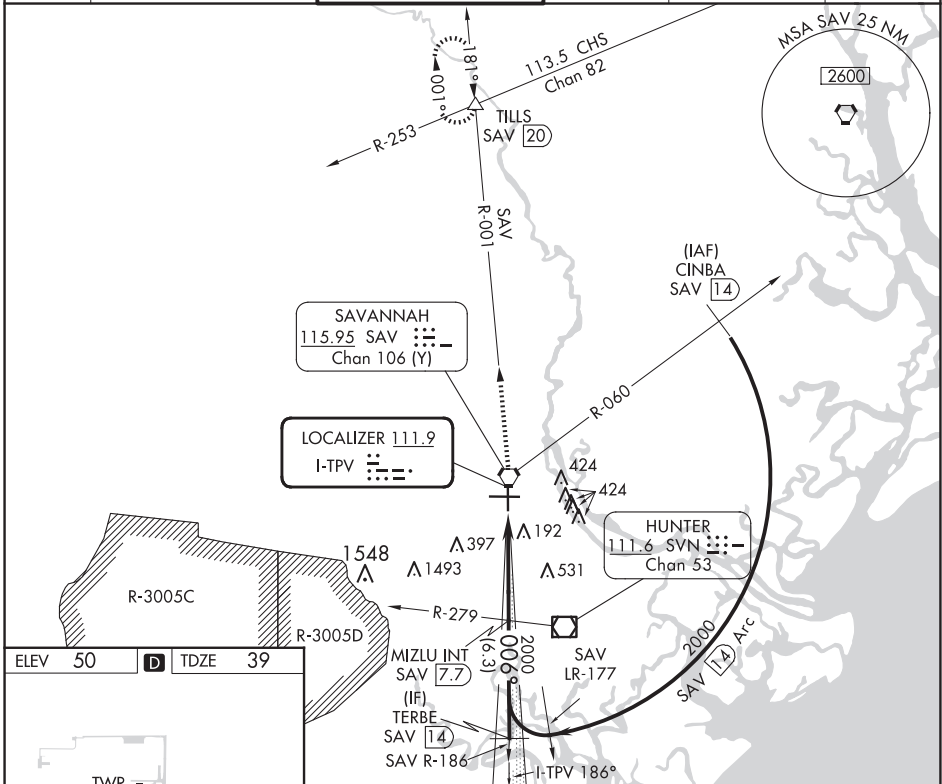
LOC I-TPV	APP CRS	Rwy Idg	7002
<b>111.9</b>	<b>006°</b>	TDZE	<b>39</b>
		Apt Elev	<b>50</b>

# ILS or LOC RWY 1

## SAVANNAH/HILTON HEAD INTL (SAV)

DME or RADAR required for procedure entry.		MISSED APPROACH: Climb to 1000 then climb to 4000 on SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.
Autopilot coupled approach NA below 600.		

ATIS <b>123.75</b>	SAVANNAH APP CON* <b>120.4 353.775</b>	SAVANNAH TOWER* <b>125.975 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.55 291.775</b>	UNICOM <b>122.95</b>
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ELEV 50	TDZE 39
TDZ/CL Rwy 10 REIL Rwy 19 and 28 HIRL Rwy 1-19 and 10-28	
FAF to MAP 5.9 NM	
Knots	60 90 120 150 180
Min:Sec	5:54 3:56 2:57 2:22 1:58

1000 ↑	4000 ↑ SAV R-001	TILLS △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).	
*LOC Only.			MIZLU INT SAV <span>7.7</span>	TERBE SAV <span>14</span>
SAV <span>1.8</span>			2000	006°
*SAV <span>3</span>			2000	GS 3.00° TCH 57
1.2 NM			4.7 NM	6.3 NM
CATEGORY	A	B	C	D
S-ILS 1	239/40		200 (200-¾)	
S-LOC 1	480/55	441 (500-1)	480-1⅓	441 (500-1⅓)
CIRCLING	520-1	470 (500-1)	740-2 690 (700-2)	740-2¼ 690 (700-2¼)

SAVANNAH, GEORGIA

Amdt 8C 06OCT22

SAVANNAH/HILTON HEAD INTL (SAV)

32°08'N-81°12'W

# ILS or LOC RWY 1

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



ILS or LOC RWY 10  
SAVANNAH/HILTON HEAD INTL (SAV)

**MISSED APPROACH:** Climb to 800 then climbing left turn to 4000 on heading 330° and SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.



A5

MSA SAV 25 NM  
2600

HOLD 6000 2600  
277°  
1 min  
097°

(IF/IAF) TILLEE  
I-SAV 13.7  
RADAR

2600 to TILLEE 272° (13)

SOVIE I-SAV 7.7  
RADAR

SAVANNAH 115.95 SAV  
Chan 106 (Y)

LOCALIZER 111.35  
I-SAV  
Chan 50 (Y)

MISSED APPROACH FIX

113.5 CHS  
R-253  
Chan 82

115.95 SAV  
Chan 106 (Y)

424 424

△ 397 △ 192 △ 531

△ 1548 △ 1493

R-3005C R-3005D

ELEV	50	D	TDZE	30
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One Minute Holding Pattern

TILEE I-SAV RADAR 13.7

SOVIE I-SAV RADAR 7.7

VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 69°)

\*I-SAV 3

\*I-SAV 1.7

\*LOC only

6 NM 4.7 NM 1.3 NM

2000

277° 097°

6000 2600

GS 3.00° TCH 50

SAVANNAH, GEORGIA


AL-380 (FAA)

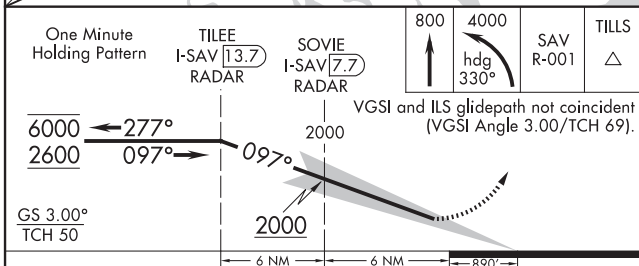
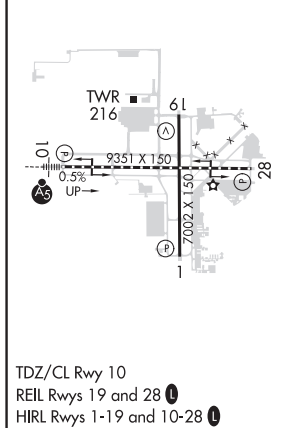
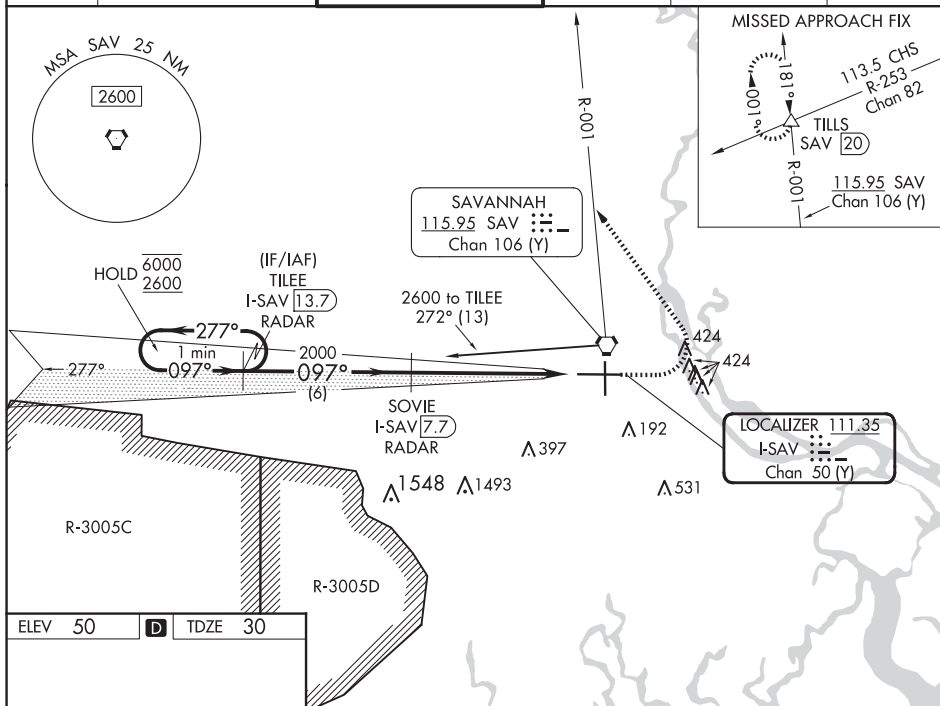
24081

LOC I-SAV <b>111.35</b>	APP CRS <b>097°</b>	Rwy Idg TDZE <b>30</b>	<b>9351</b>
Chan <b>50 (Y)</b>		Apt Elev <b>50</b>	

# ILS RWY 10 (SA CAT I & II)

## SAVANNAH/HILTON HEAD INTL (SAV)

DME required.			MALSR 	MISSED APPROACH: Climb to 800 then climbing left turn to 4000 on heading 330° and SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.	
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.					
ATIS 123.75	SAVANNAH APP CON★ 125.3 371.875	SAVANNAH TOWER★ 125.975 (CTAF) 0 257.8	GND CON 121.9 348.6	CINC DEL 119.55 291.775	UNICOM 122.95



CATEGORY	A	B	C	D
S-ILS 10	SA CAT I	RA 162/14	150 DA 180	
S-ILS 10	SA CAT II	RA 116/12	100 DA 130	

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SAVANNAH, GEORGIA

Amdt 29 08NOV18

32°08'N-81°12'W

SAVANNAH/HILTON HEAD INTL (SAV)

**ILS RWY 10 (SA CAT I & II)**

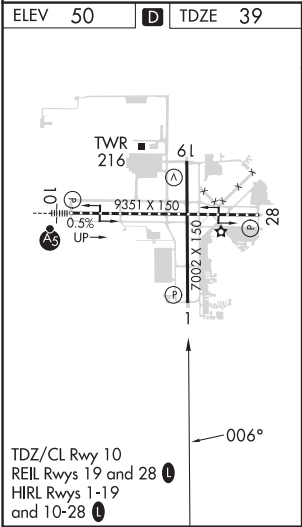
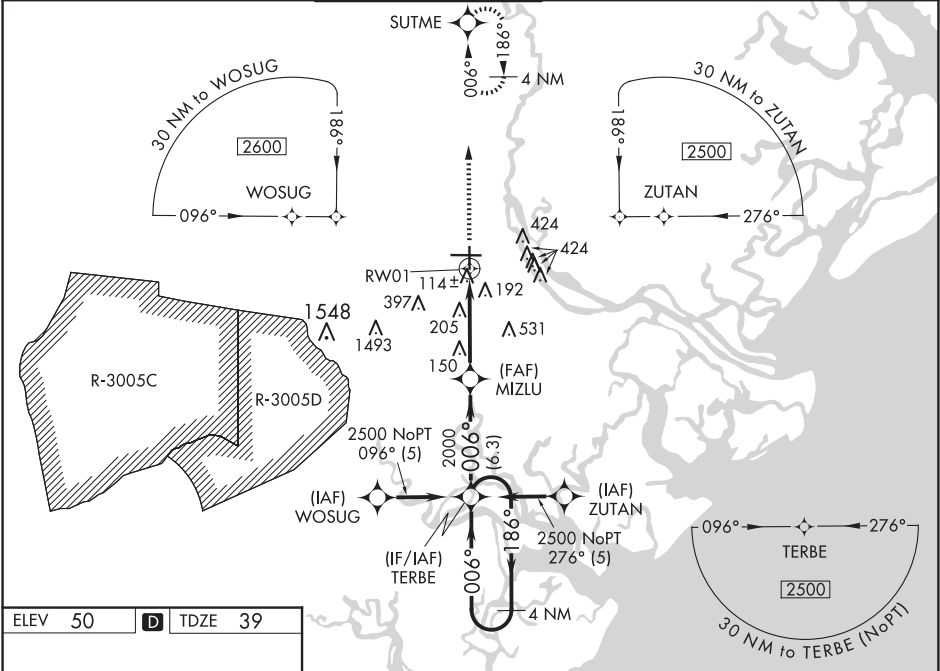
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>45515</b> <b>W01A</b>	APP CRS <b>006°</b>	Rwy Idg <b>7002</b> TDZE <b>39</b> Apt Elev <b>50</b>
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RNAV (GPS) RWY 1  
SAVANNAH/HILTON HEAD INTL (SAV)

RNP APCH.		MISSED APPROACH: Climb to 2500 direct SUTME and hold.		
ATIS <b>123.75</b>	SAVANNAH APP CON★ <b>120.4 353.775</b>	SAVANNAH TOWER★ <b>125.975 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.55 291.775</b>
		UNICOM <b>122.95</b>		



2500	SUTME	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).	
*LNAV only.		MIZLU	TERBE
*1.3 NM to RW01		2000	186° → 2500
1.3 NM		4.6 NM	← 006°
6.3 NM		GP 3.00°	TCH 57
CATEGORY	A	B	C
LPV DA	239/40	200 (200-¾)	
LNAV/VNAV DA	384/60	345 (400-1¼)	
LNAV MDA	520/55	481 (500-1)	520-1⅓ 481 (500-1⅓)
CIRCLING	520-1	470 (500-1)	740-2 690 (700-2) 740-2¼ 690 (700-2¼)

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SE-4, 12 JUN 2025 to 07 AUG 2025

SAVANNAH, GEORGIA

AL-380 (FAA)

24081

WAAS CH <b>9011A</b> <b>W10A</b>	APP CRS <b>097°</b>	Rwy Idg TDZE <b>30</b> Apt Elev <b>50</b>	<b>9351</b>
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# RNAV (GPS) RWY 10

## SAVANNAH/HILTON HEAD INTL (SAV)

RNP APCH-GPS.

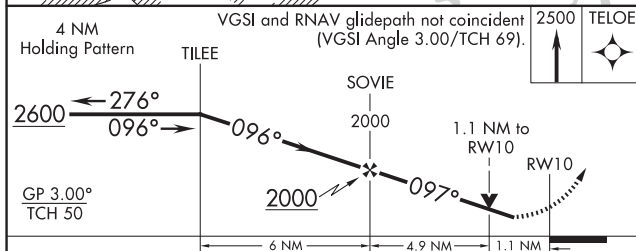
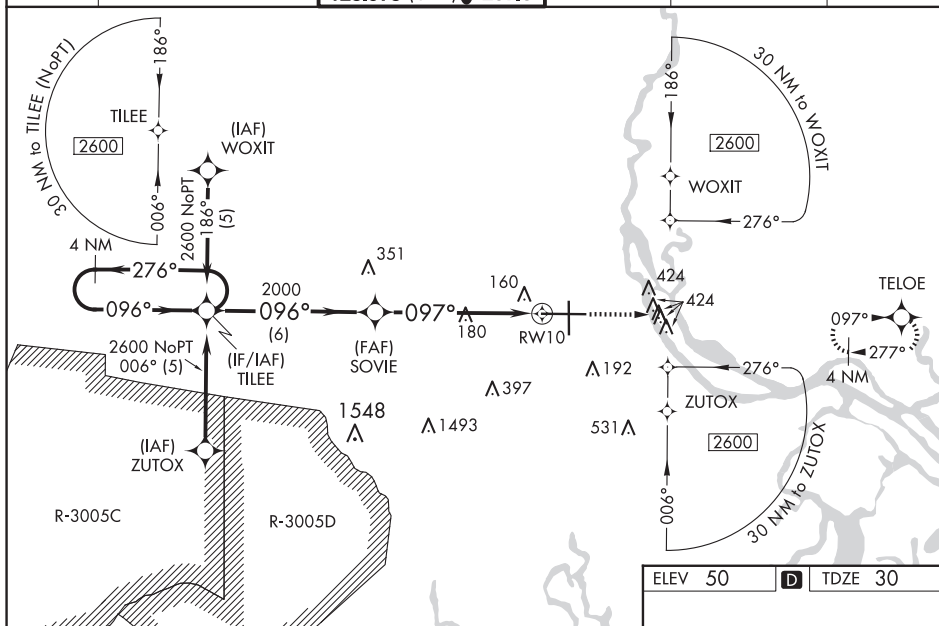
**▼** For inop ALS increase LNAV/VNAV all Cats visibility to 1½ SM, increase LNAV Cat C/D to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Hilton Head Island altimeter setting and increase LPV DA to 296 feet and all visibilities to RVR 2000, increase LNAV/VNAV DA to 596 feet and all visibilities to 1¼ SM, increase all MDAs 80 feet and LNAV Cat C/D visibility to RVR 5000. For inop ALS when using Hilton Head Island altimeter setting, LNAV/VNAV all Cats visibility to 1½ SM, increase LNAV Cat C/D visibility to 1½ SM. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MALSR

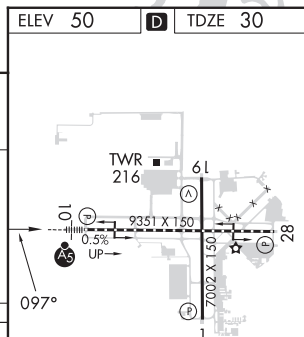


**MISSED APPROACH:**  
Climb to 2500 direct  
TELOE and hold.

ATIS <b>123.75</b>	SAVANNAH APP CON★ <b>125.3 371.875</b>	SAVANNAH TOWER★ <b>125.975 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.55 291.775</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	230/18 200 (200-½)			
LNAV/VNAV DA	530/50 500 (500-1)			
LNAV MDA	440/24 410 (400-½)	440/40 410 (400-¾)		
CIRCLING	520-1 470 (500-1)	740-2 690 (700-2)	740-2¼ 690 (700-2¼)	



SAVANNAH, GEORGIA

Amdt 2C 06OCT22

SAVANNAH/HILTON HEAD INTL (SAV)

32°08'N-81°12'W

# RNAV (GPS) RWY 10

TDZ/CL Rwy 10  
REIL Rwy 19 and 28  
HIRL Rwy 1-19 and 10-28

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>97314</b> <b>W19A</b>	APP CRS <b>186°</b>	Rwy Idg <b>7002</b> TDZE <b>47</b> Apt Elev <b>50</b>
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RNAV (GPS) RWY 19

SAVANNAH/HILTON HEAD INTL (SAV)

RNP APCH-GPS.

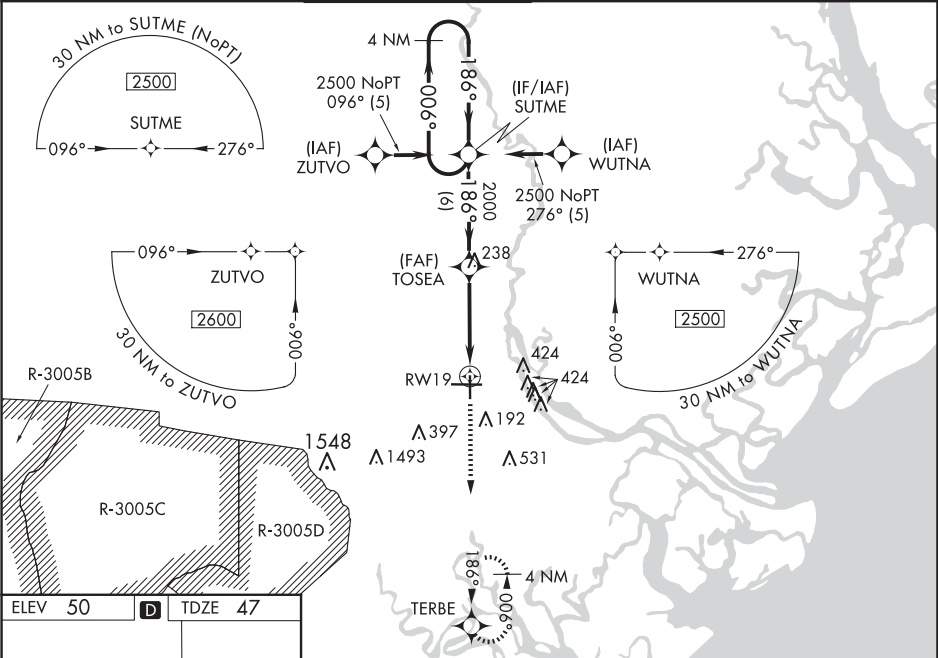
▼

▲

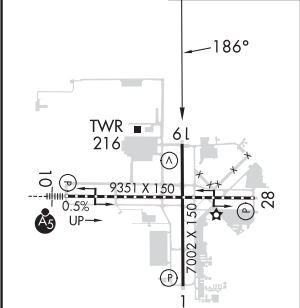
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.  
When local altimeter setting not received, use Hilton Head Island altimeter setting and increase LPV DA to 378 feet; increase LNAV/VNAV DA to 532 feet and all visibilities ¼ SM; increase all MDAs 80 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct TERBE and hold.

ATIS <b>123.75</b>	SAVANNAH APP CON ★ <b>125.3 371.875</b>	SAVANNAH TOWER ★ <b>125.975 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.55 291.775</b>	UNICOM <b>122.95</b>
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ELEV <b>50</b>	<b>D</b>	TDZE <b>47</b>
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TDZ/CL Rwy 10  
REIL Rwy 19 and 28  
HIRL Rwy 1-19 and 10-28

2500

TERBE

↑

✦

\*LNAV only.

TOSEA

2000

186°

006°

186°

2500

GP 3.00°

TCH 52

1.2 NM

4.7 NM

6 NM

1.2 NM to RW19

4 NM Holding Pattern

SUTME

CATEGORY	A	B	C	D
LPV DA	312-1 265 (300-1)			
LNAV/VNAV DA	466-1½ 419 (500-1½)			
LNAV MDA	480-1	433 (500-1)	480-1¼ 433 (500-1¼)	480-1½ 433 (500-1½)
CIRCLING	520-1	470 (500-1)	740-2 690 (700-2)	740-2¼ 690 (700-2¼)

SAVANNAH, GEORGIA

AL-380 (FAA)

24081

WAAS CH <b>40015</b> <b>W28A</b>	APP CRS <b>277°</b>	Rwy Idg <b>9351</b> TDZE <b>50</b> Apt Elev <b>50</b>
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# RNAV (GPS) Z RWY 28

SAVANNAH/HILTON HEAD INTL (SAV)

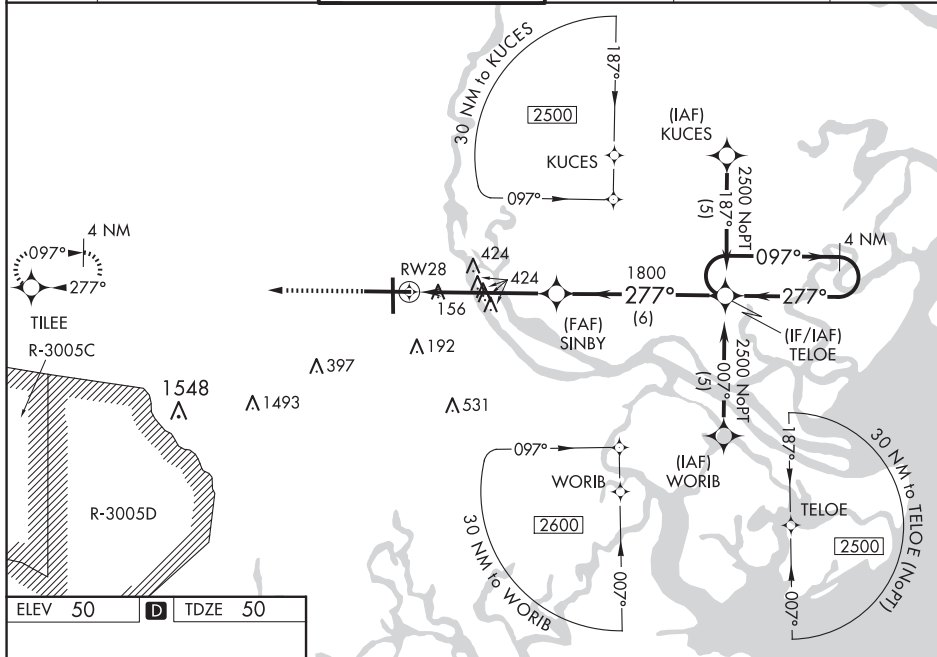
RNP APCH.



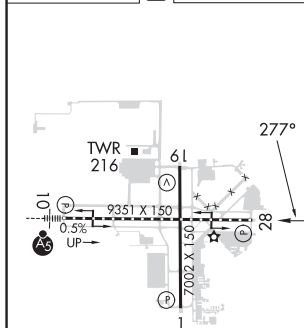
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

MISSED APPROACH: Climb to 2600 direct TILEE and hold.

ATIS <b>123.75</b>	SAVANNAH APP CON* <b>125.3 371.875</b>	SAVANNAH TOWER* <b>125.975 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.55 291.775</b>	UNICOM <b>122.95</b>
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ELEV <b>50</b>	<b>D</b>	TDZE <b>50</b>
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2600	TILEE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).			
*LNAV only.		SINBY	TELOE	4 NM Holding Pattern	
		1800	277°	097°	2500
		1800	277°	277°	
		1.8 NM	3.5 NM	6 NM	GP 3.00° TCH 52
CATEGORY	A	B	C	D	
LPV DA	307-1 257 (300-1)				
LNAV/VNAV DA	431-1¼ 381 (400-1¼)				
LNAV MDA	680-1	630 (700-1)	680-1¾	630 (700-1¾)	
<b>C</b> CIRCLING	680-1	630 (700-1)	740-2 690 (700-2)	740-2¼ 690 (700-2¼)	

TDZ/CL Rwy 10  
REIL Rws 19 and 28  
HIRL Rws 1-19 and 10-28

SAVANNAH, GEORGIA

Amdt 2C 10SEP20

SAVANNAH/HILTON HEAD INTL (SAV)

32°08'N-81°12'W

# RNAV (GPS) Z RWY 28

VORTAC SAV	APP CRS	Rwy Idg	N/A
<b>115.95</b>	<b>024°</b>	TDZE	N/A
Chan <b>106</b> (Y)		Apt Elev	<b>50</b>

VOR/DME-A

SAVANNAH/HILTON HEAD INTL (SAV)

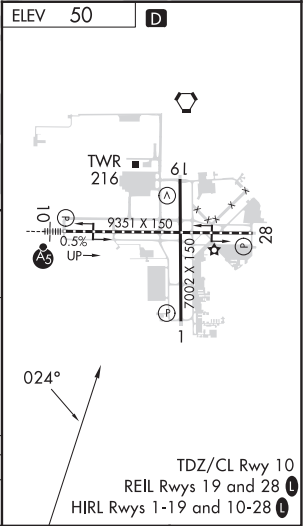
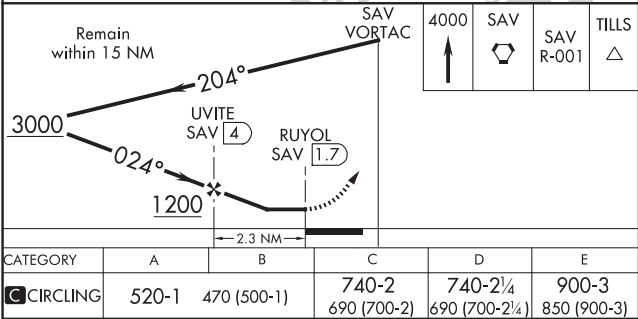
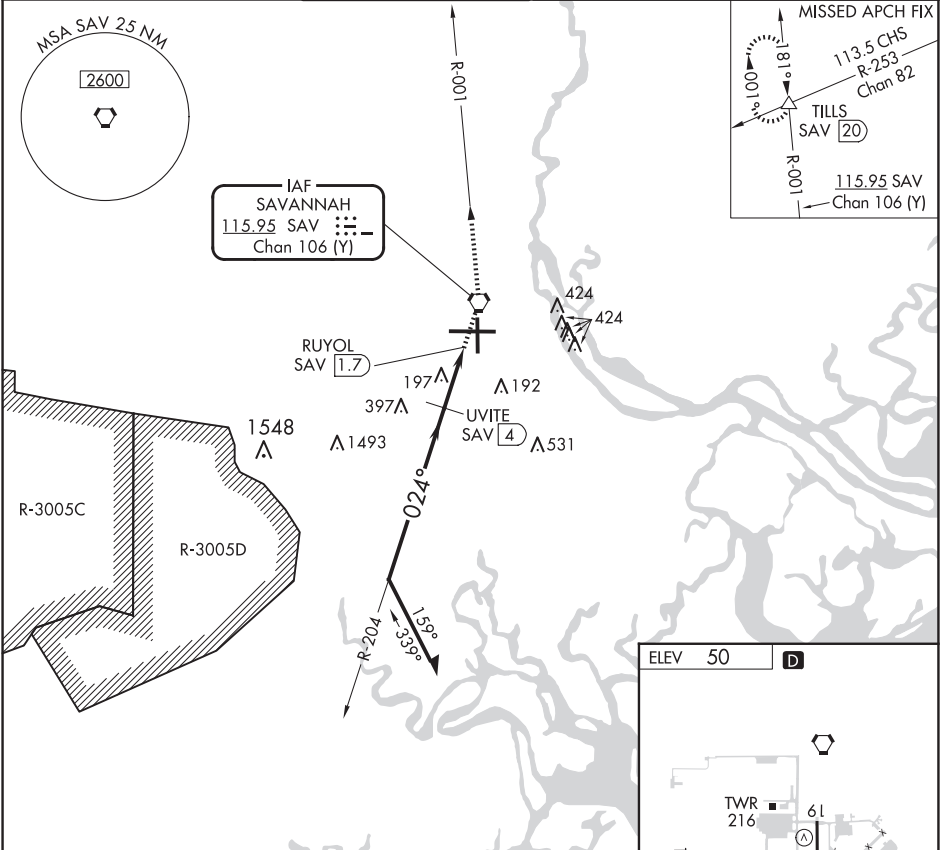
⚠

When local altimeter setting not received, use Hilton Head Island altimeter setting and increase all MDA 80 feet; increase Circling Cats C/D visibility ¼ SM.

⚠

MISSED APPROACH: Climb to 4000 direct SAV VORTAC and SAV R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
<b>123.75</b>	<b>120.4 353.775</b>	<b>125.975</b> (CTAF) <b>0 257.8</b>	<b>121.9 348.6</b>	<b>119.55 291.775</b>	<b>122.95</b>



SAVANNAH, GEORGIA

AL-380 (FAA)

24081

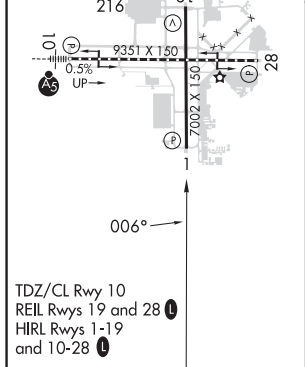
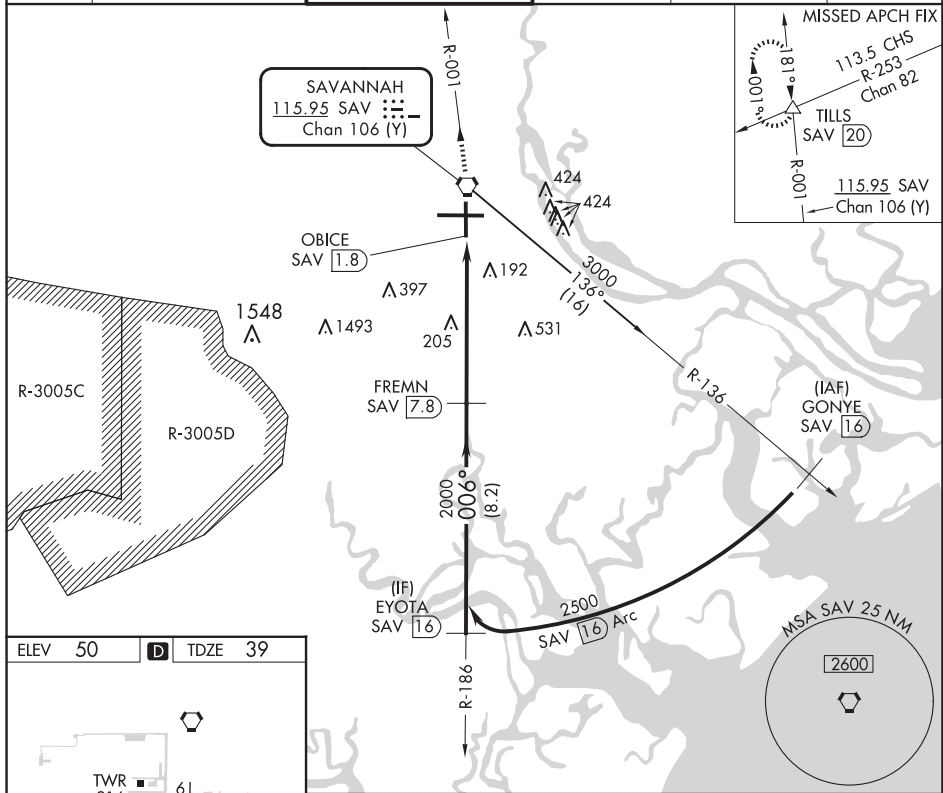
VORTAC SAV	APP CRS	Rwy Idg	7002
115.95	006°	TDZE	39
Chan 106 (Y)		Apt Elev	50

# VOR/DME or TACAN RWY 1

SAVANNAH/HILTON HEAD INTL (SAV)

**MISSSED APPROACH:** Climb to 4000 direct SAV  
VORTAC and via SAV R-001 to TILLS INT/SAV  
20 DME and hold.

ATIS 123.75	SAVANNAH APP CON ★ 120.4 353.775	SAVANNAH TOWER ★ 125.975 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 119.55 291.775	UNICOM 122.95
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4000	SAV ↑	SAV R-001 ⬡	TILLS △					
SAV VORTAC		OBICE SAV 1.8	SAV 3.1	FREMN SAV 7.8	EYOTA SAV 16	2500	Procedure Turn NA	
		2.98°		006°				
		TCH 74		2000				
		1.3 NM		4.7 NM		8.2 NM		
CATEGORY	A		B		C		D	E
S-1	520/55 481 (500-1)		520-1⅜ 481 (500-1⅜)		520-1½ 481 (500-1½)		520-1¾ 481 (500-1¾)	
CIRCLING	520-1 470 (500-1)		740-2 690 (700-2)		740-2¼ 690 (700-2¼)		900-3 850 (900-3)	

SAVANNAH, GEORGIA

Orig-E 10SEP20

32°08'N-81°12'W

# VOR/DME or TACAN RWY 1

SE-4, 12 JUN 2025 to 07 AUG 2025



VORTAC SAV	APP CRS	Rwy Idg	7002
115.95	181°	TDZE	47
Chan 106 (Y)		Apt Elev	50

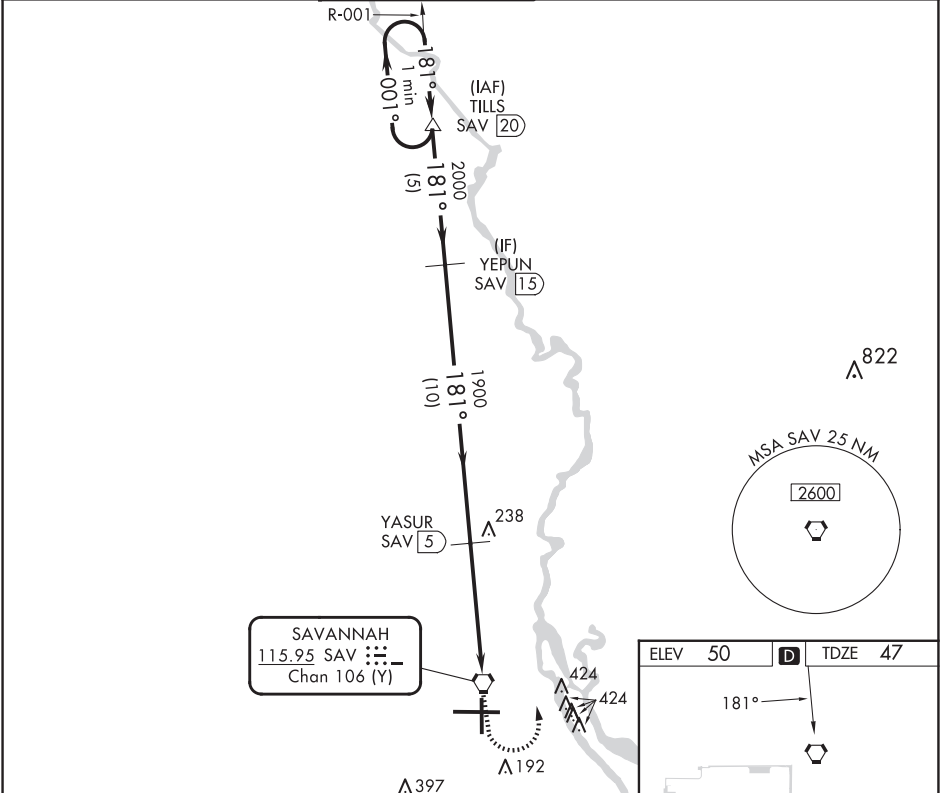
VOR/DME or TACAN RWY 19

SAVANNAH/HILTON HEAD INTL (SAV)

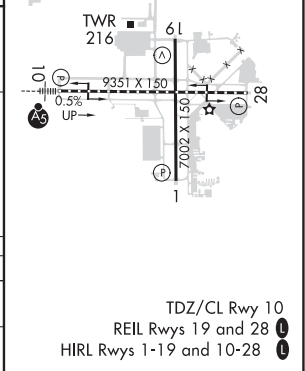
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Hilton Head Island altimeter setting and increase all MDA 80 feet; increase S-19 Cats C/D visibility ¼ SM and Cat E visibility ½ SM; increase Circling Cats C/D visibility ¼ SM. VDP NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 800 then climbing left turn to 4000 via heading 330° and SAV R-001 to TILLS/20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	125.975 (CTAF) 257.8	121.9 348.6	119.55 291.775	122.95



One Minute Holding Pattern		TILLS SAV 20	YEPUN SAV 15	YASUR SAV 5	SAV VORTAC	TILLS SAV 20
3000		2000	1900	1800	1700	1600
001°		181°	181°	181°	181°	181°
5 NM		10 NM	4.4 NM	0.7 NM	0.6 NM	
CATEGORY	A	B	C	D	E	
S-19	500-1	453 (500-1)	500-1¼ 453 (500-1¼)	500-1½	453 (500-1½)	
CIRCLING	520-1	470 (500-1)	740-2 690 (700-2)	740-2¼ 690 (700-2¼)	900-3 850 (900-3)	



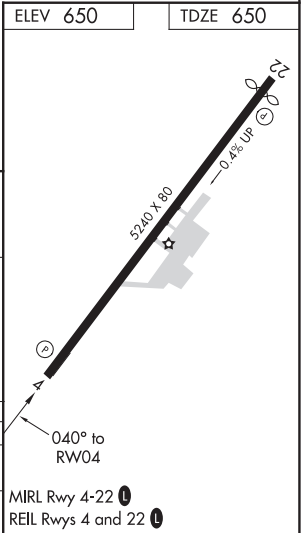
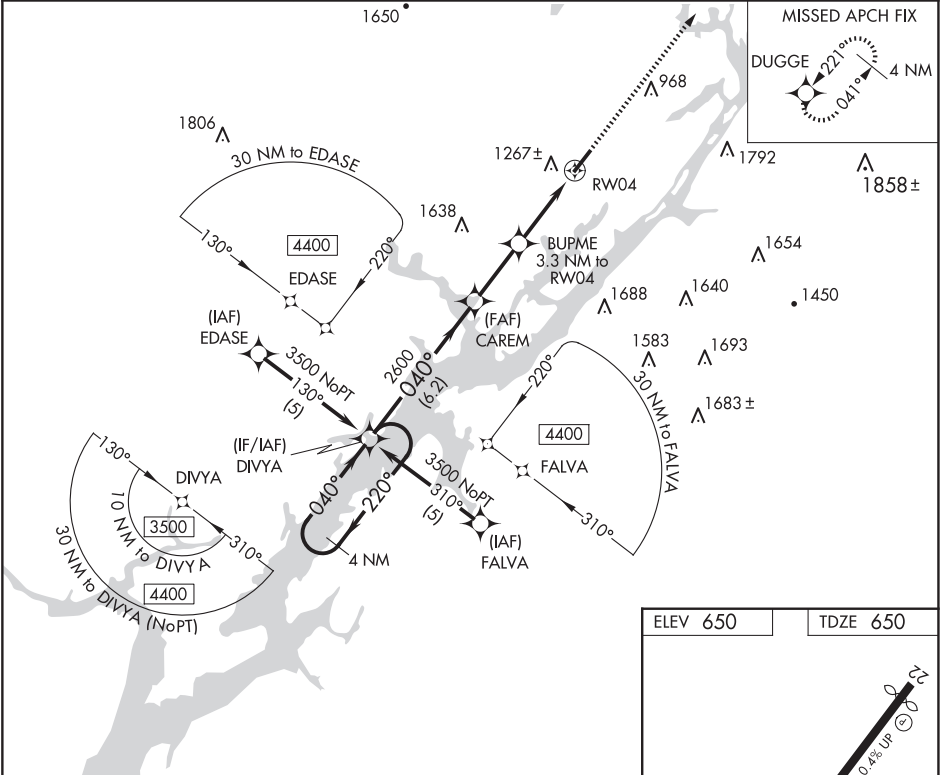


APP CRS	Rwy Idg	5240
040°	TDZE	650
	Apt Elev	650

RNAV (GPS) RWY 4  
SCOTTSBORO MUNI-WORD FLD (4A6)

<div><div></div><div></div></div> <div>DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climb to 3500 direct DUGGE and hold.
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AWOS-3PT 120.125	ATLANTA CENTER 124.5 270.325	UNICOM 123.0 (CTAF) 0
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<div><div>4 NM Holding Pattern</div><div>DIVYA</div><div>CAREM</div><div>BUPME 3.3 NM to RW04</div><div>RW04</div><div>Visual Segment - Obstacles.</div><div><div>3500</div><div>↑</div></div><div><div>DUGGE</div><div>✦</div></div></div>				
<div><div>3500</div><div>←220°</div><div>040°→</div><div>040°</div><div>2600</div><div>1760</div><div>6.2 NM</div><div>2.6 NM</div><div>3.3 NM</div></div>				
CATEGORY	A	B	C	D
LNVA MDA	1520-1 870 (900-1)	1520-1¼ 870 (900-1¼)	1520-2½ 870 (900-2½)	1520-2¾ 870 (900-2¾)
CIRCLING	1620-1¼ 970 (1000-1¼)	1780-1½ 1130 (1200-1½)	1800-3	1150 (1200-3)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

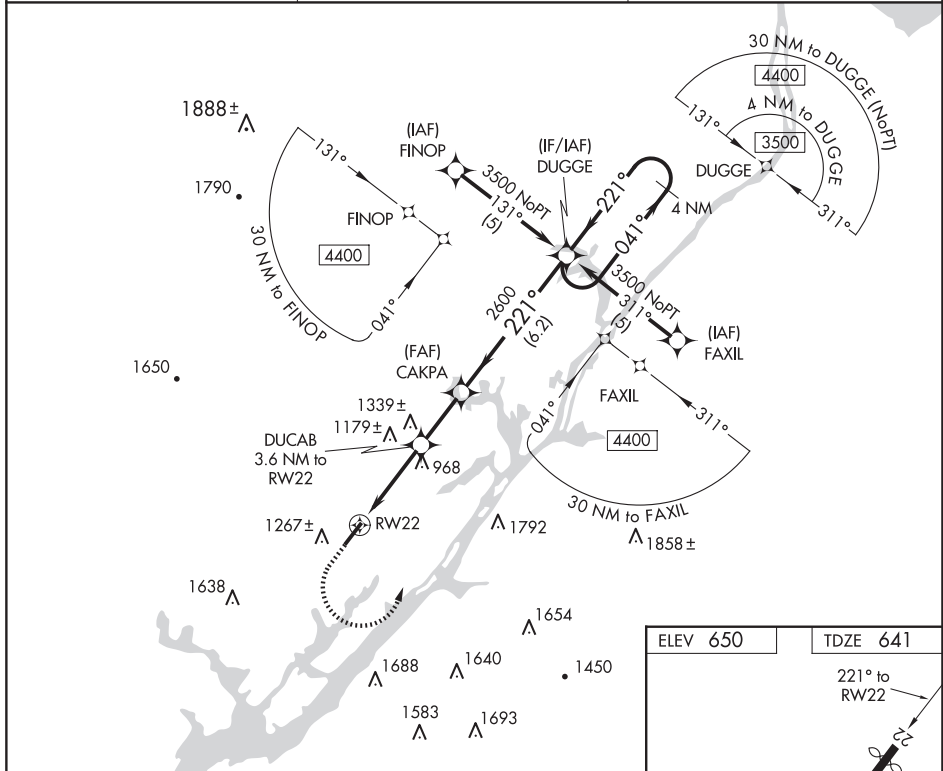
APP CRS	Rwy Idg	5010
221°	TDZE	641
	Apt Elev	650

# RNAV (GPS) RWY 22

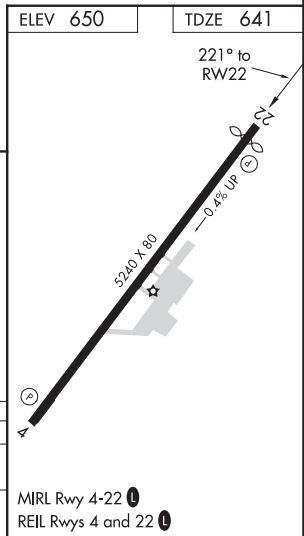
SCOTTSBORO MUNI-WORD FLD (4A6)

<p><b>⚠</b> Rwy 22 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 1100 then climbing left turn to 3500 direct DUGGE and hold.</p>
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AWOS-3PT 120.125	ATLANTA CENTER 124.5 270.325	UNICOM 123.0 (CTAF) <b>0</b>
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1100	3500	DUGGE	Visual Segment - Obstacles.
<p>CAKPA DUGGE 4 NM Holding Pattern</p>			
<p>DUCAB 3.6 NM to RWY 22 221° 2600 041° 3500</p>			
<p>RWY 22 1840 221° 041°</p>			
<p>3.6 NM 2.4 NM 6.2 NM</p>			
CATEGORY	A	B	C D
LN AV MDA	1360-1	719 (800-1)	1360-2 719 (800-2) 1360-2¼ 719 (800-2¼)
CIRCLING	1620-1¼ 970 (1000-1¼)	1780-1½ 1130 (1200-1½)	1800-3 1150 (1200-3)



LOC/DME I-SEM <b>110.5</b> Chan <b>42</b>	APP CRS <b>329°</b>	Rwy Idg <b>8014</b> TDZE <b>165</b> Apt Elev <b>166</b>
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ILS Y or LOC Y RWY 33  
CRAIG FLD (SEM)

ADF required.  
RNP APCH - GPS.

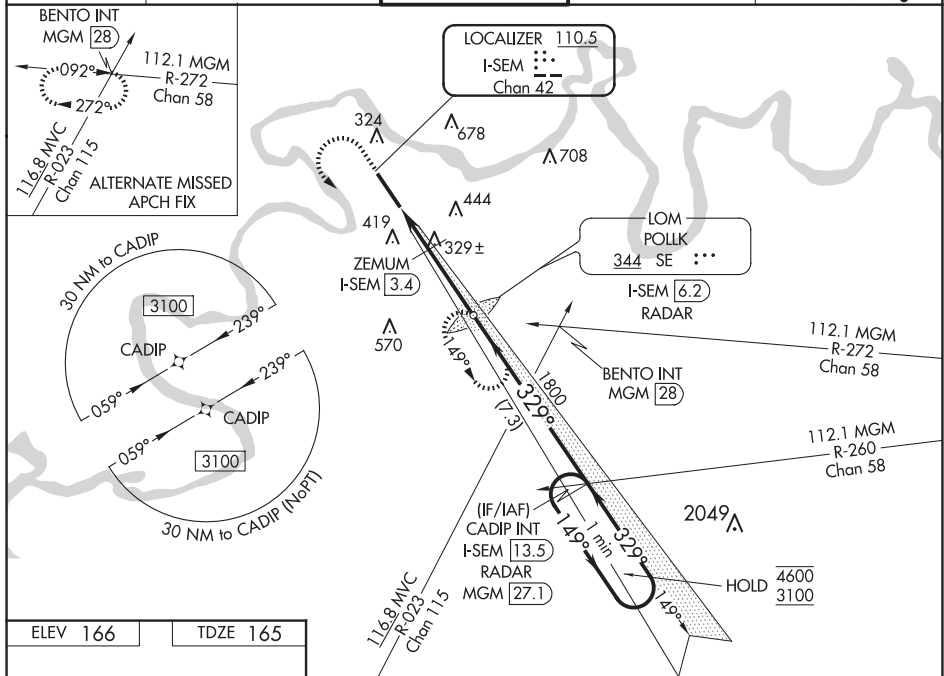
**T** Inop table does not apply to S-ILS 33. For inoperative ALS, increase  
**A** NA S-LOC 33 Cat E visibility to  $1\frac{1}{8}$  SM and ZEMUM fix minimums  
 S-LOC 33 Cats C-E visibility to  $1\frac{1}{8}$  SM.

MALS

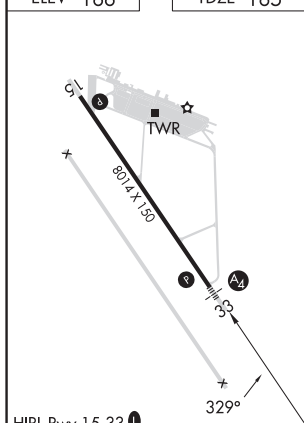


**MISSED APPROACH:** Climb to 1000 then climbing left turn to 3100 direct POLLK LOM/6.2 DME/RADAR and hold, continue climb-in-hold to 3100.

AWOS-3PT 119.15	MONTGOMERY APP CON ★ 124.0 363.025	CRAIG TOWER★ 120.85	GND CON 121.675	UNICOM 122.7 (CTAF) <b>U</b>
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FILEV 166		TD7E 165
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HIRE Rwy 15-33 

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SELMA, ALABAMA

Amdt 1 06OCT22

32°21'N-86°59'W

CRAIG FLD (SEM)

ILS Y or LOC Y RWY 33

SELMA, ALABAMA

AL-387 (FAA)

23110

LOC/DME I-SEM <b>110.5</b> Chan <b>42</b>	APP CRS <b>329°</b>	Rwy Idg <b>8014</b> TDZE <b>165</b> Apt Elev <b>166</b>
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# ILS Z or LOC Z RWY 33

CRAIG FLD (SEM)

ADF required.

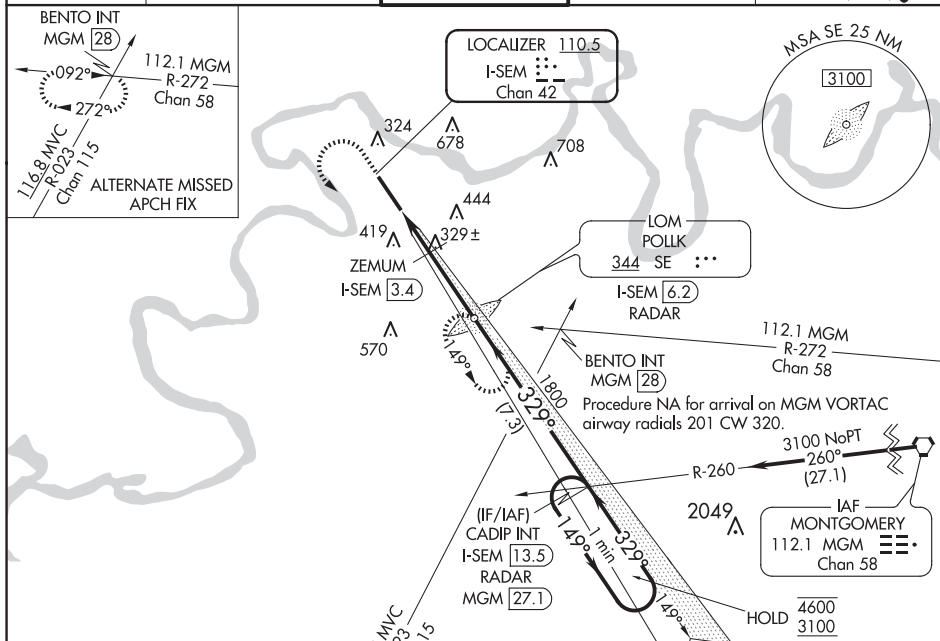
- ▼ Inop table does not apply to S-ILS Rwy 33.  
▲ NA For inop ALS, increase S-LOC 33 Cat E visibility to 1½ SM and ZEMUM fix minimums S-LOC 33 Cats C-E visibility to 1½ SM.

MALS

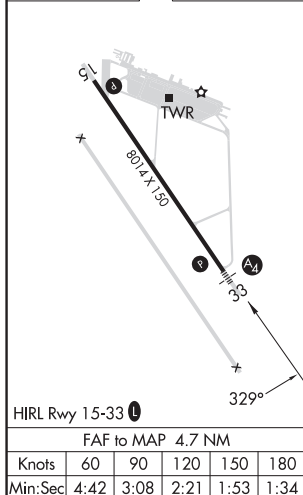





MISSED APPROACH: Climb to 1000 then climbing left turn to 3100 direct POLK LOM/6.2 DME/RADAR and hold, continue climb-in-hold to 3100.

AWOS-3PT <b>119.15</b>	MONTGOMERY APP CON ★ <b>124.0 363.025</b>	CRAIG TOWER★ <b>120.85</b>	GND CON <b>121.675</b>	UNICOM <b>122.7 (CTAF) ①</b>
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ELEV <b>166</b>	TDZE <b>165</b>
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1000		3100		SE		One Minute Holding Pattern	
							
		I-SEM [1.5]		I-SEM [2.6]		ZEMUM I-SEM [3.4]	
		1750		SE LOM POLK I-SEM [6.2] RADAR		CADIP INT I-SEM [13.5] RADAR	
		720		1800		149° → 4600 ← 329° 3100	
		1.1 NM		0.8		2.8 NM	
				7.3 NM		GS 3.00° TCH 55	
CATEGORY		A		B		C	
S-ILS 33		365-¾		200 (200-¾)		E	
S-LOC 33		720-¾		555 (600-¾)		720-1⅜ 555 (600-1⅜)	
CIRCLING		720-1 554 (600-1)		760-1 594 (600-1)		760-1½ 594 (600-1½)	
						1040-2¾ 874 (900-2¾)	
						1040-3 874 (900-3)	

SELMA, ALABAMA

Amdt 3 06OCT22

32°21'N-86°59'W

# ILS Z or LOC Z RWY 33

CRAIG FLD (SEM)

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>69435</b> <b>W15A</b>	APP CRS <b>149°</b>	Rwy Idg TDZE <b>166</b> Apt Elev <b>166</b>	<b>8014</b>
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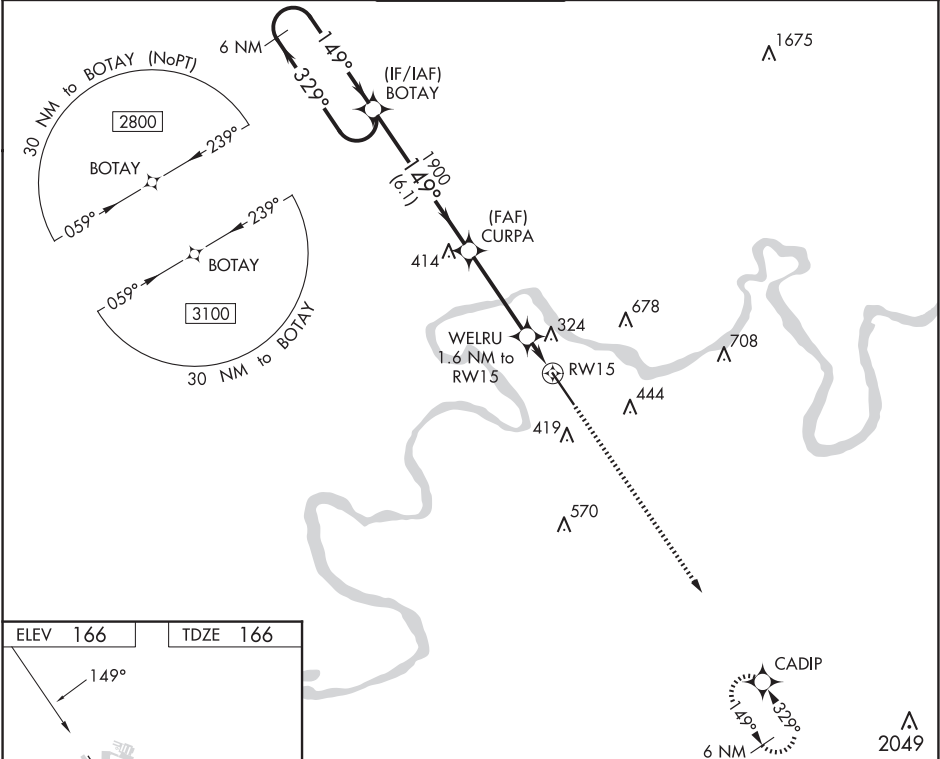
RNAV (GPS) RWY 15

CRAIG FLD (SEM)

**⚠** Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Montgomery altimeter setting. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 78 feet, all MDA 80 feet, LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH:  
Climb to 3100 direct CADIP and hold.

AWOS-3PT <b>119.15</b>	MONTGOMERY APP CON ★ <b>124.0 363.025</b>	CRAIG TOWER★ <b>120.85</b>	GND CON <b>121.675</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 166

TDZE 166

6 NM Holding Pattern BOTAY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

3100 CADIP

GP 3.00° TCH 45

\*1.1 NM to RW15

\*LNNAV only

6.1 NM

3.7 NM

0.5 NM

1.1 NM

CATEGORY	A	B	C	D
LPV DA		416-¾	250 (300-¾)	
LNAV/VNAV DA		569-1⅓	403 (500-1⅓)	
LNAV MDA	560-1	394 (400-1)	560-1⅓	394 (400-1⅓)
CIRCLING	660-1 494 (500-1)	760-1 594 (600-1)	760-1½ 594 (600-1½)	1040-2¾ 874 (900-2¾)

HIRL Rwy 15-33 0

SELMA, ALABAMA

AL-387 (FAA)

23110

WAAS CH <b>90205</b> <b>W33A</b>	APP CRS <b>329°</b>	Rwy Idg <b>8014</b> TDZE <b>165</b> Apt Elev <b>166</b>
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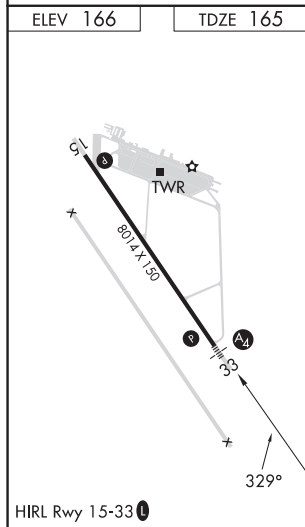
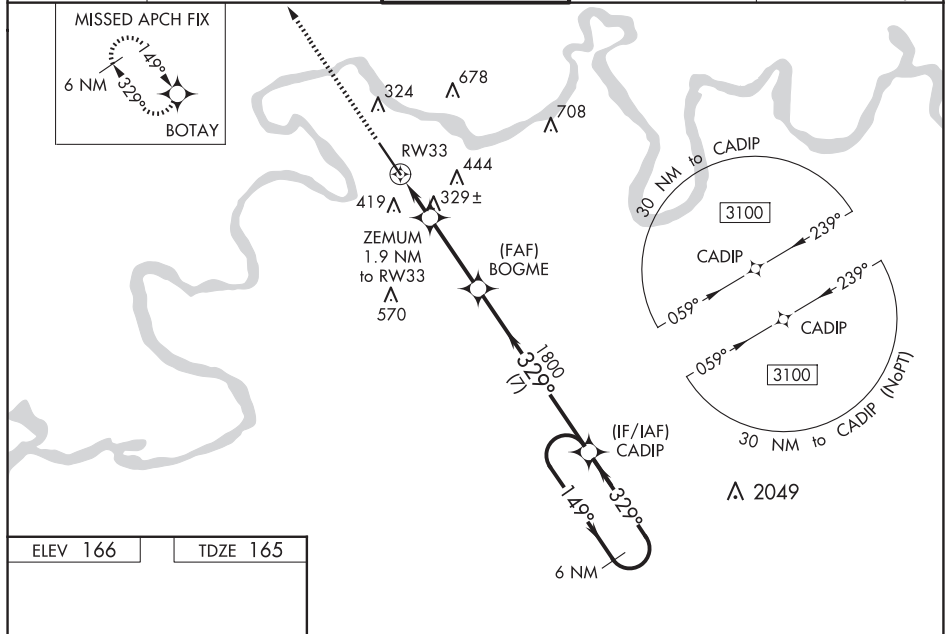
# RNAV (GPS) RWY 33




CRAIG FLD (SEM)

**▼** Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALS, increase LNAV/VNAV all Cats visibility to ¾ mile and LNAV Cats C and D visibility to 1 ½ mile. DME/DME RNP-0.3 NA. VDP NA with Montgomery altimeter setting. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 78 feet, all MDA 80 feet, LNAV Cats C and D visibility ½ mile and increase Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inoperative MALS, when using Montgomery altimeter setting, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1 mile, LNAV Cat C and D visibility to 1 ½ mile.

MALS 	MISSED APPROACH: Climb to 2800 direct BOTAY and hold.
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AWOS-3PT <b>119.15</b>	MONTGOMERY APP CON ★ <b>124.0 363.025</b>	CRAIG TOWER★ <b>120.85</b>	GND CON <b>121.675</b>	UNICOM <b>122.7 (CTAF) ①</b>
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2800 ↑	BOTAY 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).		6 NM Holding Pattern	
*LNAV only.		ZEMUM 1.9 NM to RW33	BOGME 1800	CADIP	
*1.3 NM to RW22			1800	149°→	3100
RW33 		820*	1800	←329°	GP 3.00° TCH 55
1.3 NM		0.6 NM	3.1 NM	7 NM	
CATEGORY	A		B	C	D
LPV DA			365-3/4	200 (200-3/4)	
LNAV/ DA VNAV			462-3/4	297 (300-3/4)	
LNAV MDA	580-3/4	415 (500-3/4)	580-1	415 (500-1)	
 CIRCLING	660-1 494 (500-1)	760-1 594 (600-1)	760-1 1/2 594 (600-1 1/2)	1040-2 3/4 874 (900-2 3/4)	

SELMA, ALABAMA  
Amdt 1 13NOV14

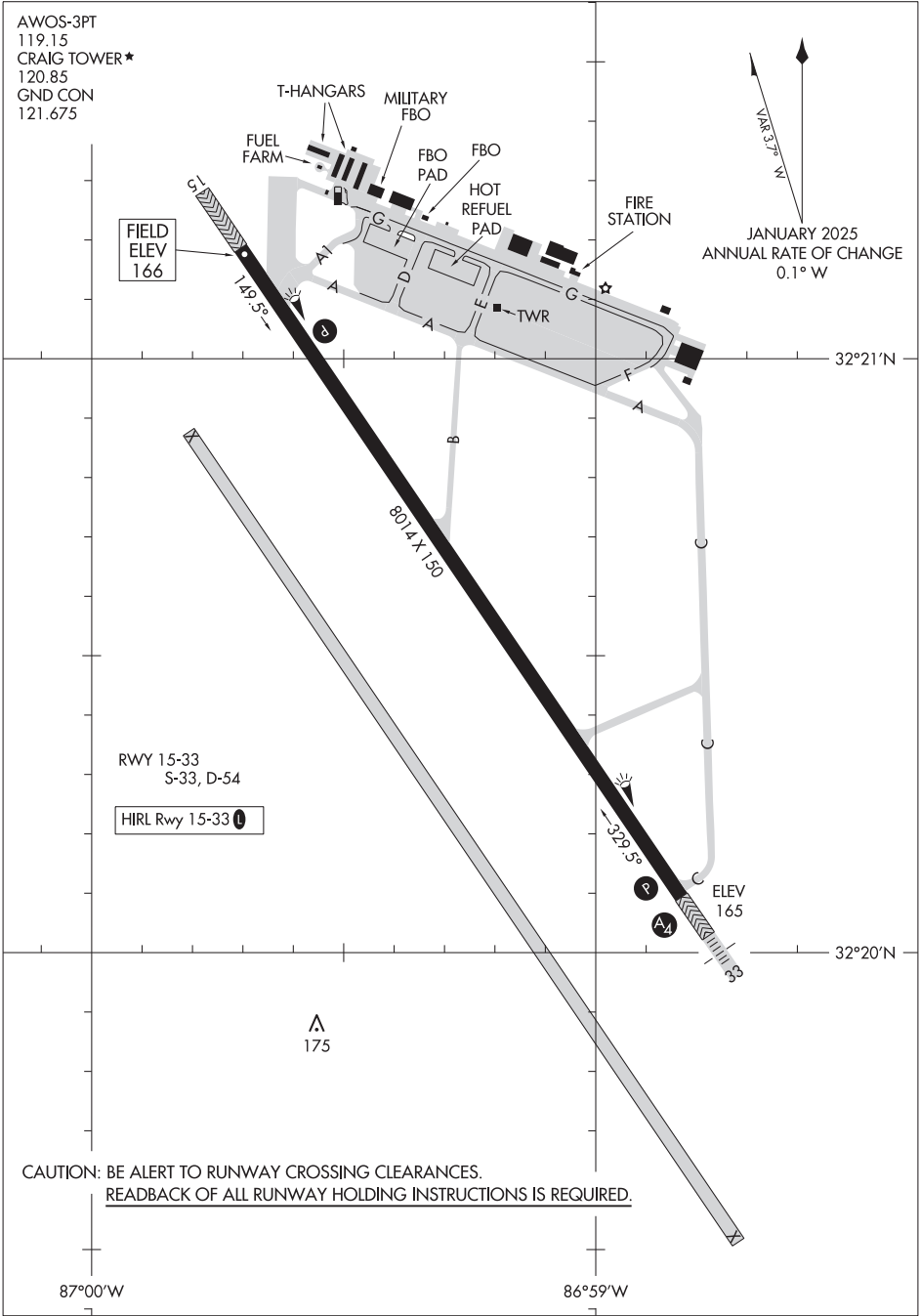
32°21'N-86°59'W

# RNAV (GPS) RWY 33

CRAIG FLD (SEM)

SE-4, 12 JUN 2025 to 07 AUG 2025





STATESBORO, GEORGIA

AL-5797 (FAA)

25135

LOC I-BZQ	APP CRS	Rwy Ldg	5701
111.5	320°	TDZE	179
		Apt Elev	187

ILS or LOC RWY 32  
STATESBORO-BULLOCH COUNTY (TBR)

ADF required.

▼

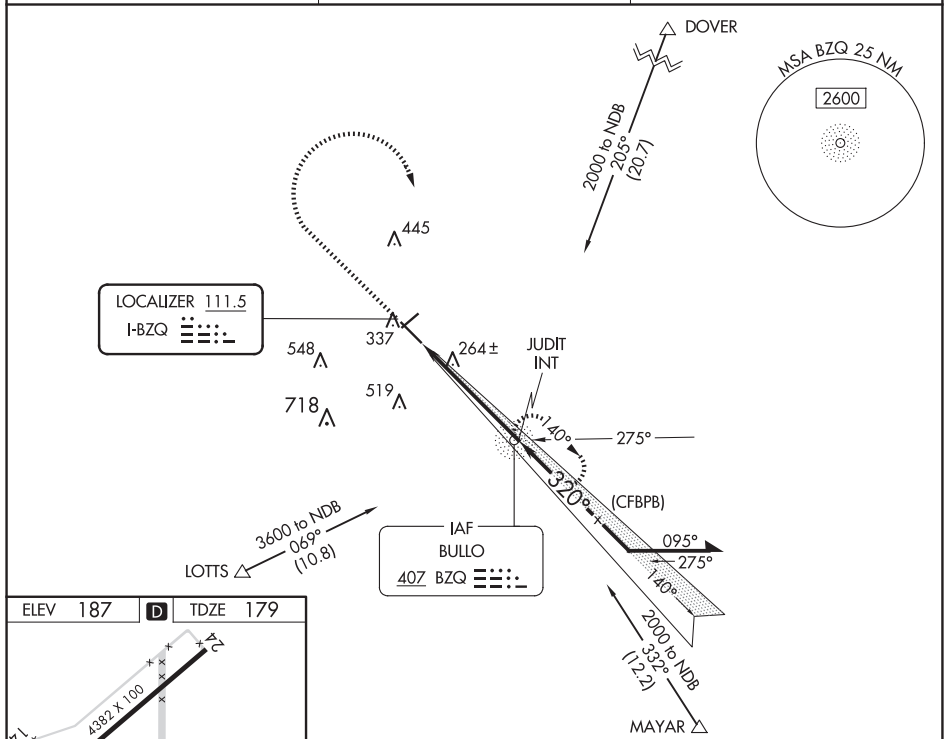
▲

Circling to Rwy 6, 24 NA at night. When local altimeter setting not received, use JYL altimeter setting and increase S-ILS 32 DA to 408 feet; increase all MDAs 40 feet; and Circling visibility Cat C ¼ SM. For inop ALS, increase S-LOC 32 Cat C and D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 2000 direct BZQ NDB and hold.

AWOS-3 119.025	SAVANNAH APP CON ★ 118.4 354.0	UNICOM 122.725 (CTAF) 0
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ELEV 187 D TDZE 179

HIRL Rwy 14-32 0

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

1300

2000

BZQ

BZQ NDB

Remain within 10 NM

JUDIT INT

1800

2000

1800

GS 3.00°

TCH 49

5 NM

CATEGORY	A	B	C	D
S-ILS 32	379-1/2 200 (200-1/2)			
S-LOC 32	520-1/2 341 (400-1/2)	520-5/8 341 (400-3/4)		
CIRCLING	640-1 453 (500-1)	740-1 553 (600-1)	840-1 3/4 653 (700-1 3/4)	860-2 1/4 673 (700-2 1/4)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **49144**  
**W14A**

APP CRS  
**140°**

Rwy Idg  
TDZE **6000**  
Apt Elev **181**

RNAV (GPS) RWY 14

STATESBORO-BULLOCH COUNTY (TBR)

RNP APCH-GPS.

▼

⚠

Circling to Rwy 6/24 NA at night. Baro-VNAV and VDP NA when using Sylvania altimeter setting.

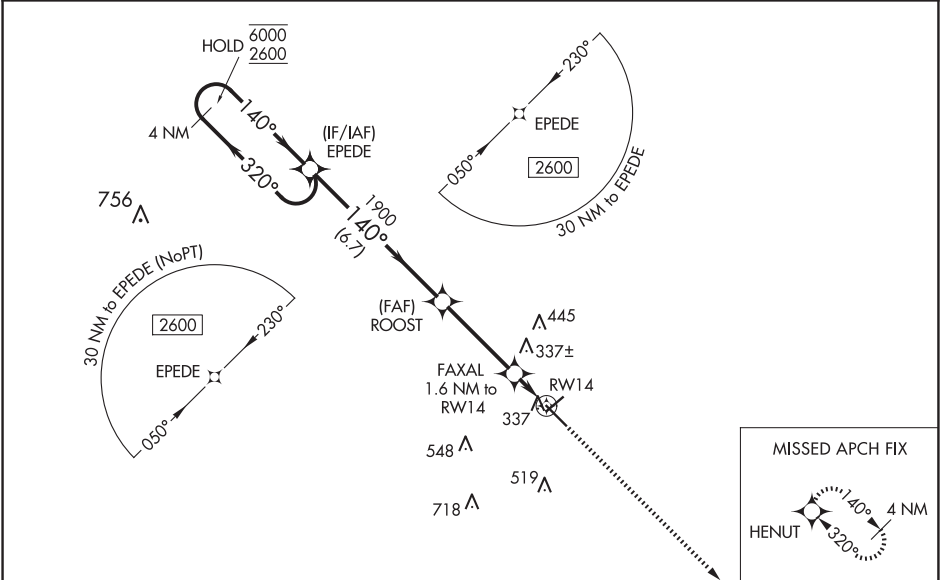
Rwy 14 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Sylvania altimeter setting and increase LPV DA to 525 feet and all visibilities  $\frac{1}{8}$  SM. Increase LNAV/VNAV DA to 547 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D  $\frac{1}{4}$  SM, and Circling visibility Cat C  $\frac{1}{4}$  SM.

MISSED APPROACH:  
Climb to 2600 direct HENUT and hold.

AWOS-3  
**119.025**

SAVANNAH APP CON★  
**118.4 354.0**

UNICOM  
**122.725 (CTAF) ①**



ELEV 187

TDZE 181

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 42).

4 NM Holding Pattern

GP 3.00° TCH 45

6000 2600

320° 140°

1900 740

6.7 NM 3.6 NM 0.7 NM 0.9 NM

ROOST FAXAL 1.6 NM to RWY 14 0.9 NM to RWY 14

2600 HENUT

140°

4382 X 100

6000 X 100

0.4 % UP

HIRL Rwy 14-32 ①

CATEGORY	A	B	C	D
LPV DA		496-7 $\frac{7}{8}$	315 (400-7 $\frac{7}{8}$ )	
LNAV/VNAV DA		518-1	337 (400-1)	
LNAV MDA	600-1	419 (500-1)	600-1 $\frac{1}{8}$	419 (500-1 $\frac{1}{8}$ )
CIRCLING	640-1 453 (500-1)	740-1 553 (600-1)	840-1 $\frac{3}{4}$ 653 (700-1 $\frac{3}{4}$ )	860-2 $\frac{1}{4}$ 673 (700-2 $\frac{1}{4}$ )

WAAS CH <b>81829</b> <b>W32A</b>	APP CRS <b>320°</b>	Rwy Idg TDZE Apt Elev	<b>5701</b> <b>179</b> <b>187</b>
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# RNAV (GPS) RWY 32

STATESBORO-BULLOCH COUNTY (TBR)

RNP APCH-GPS.

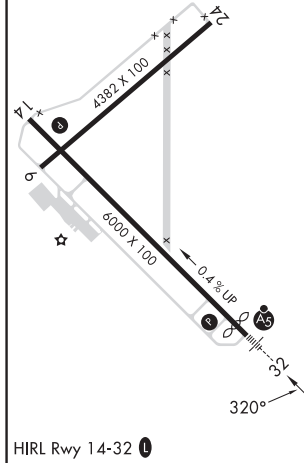
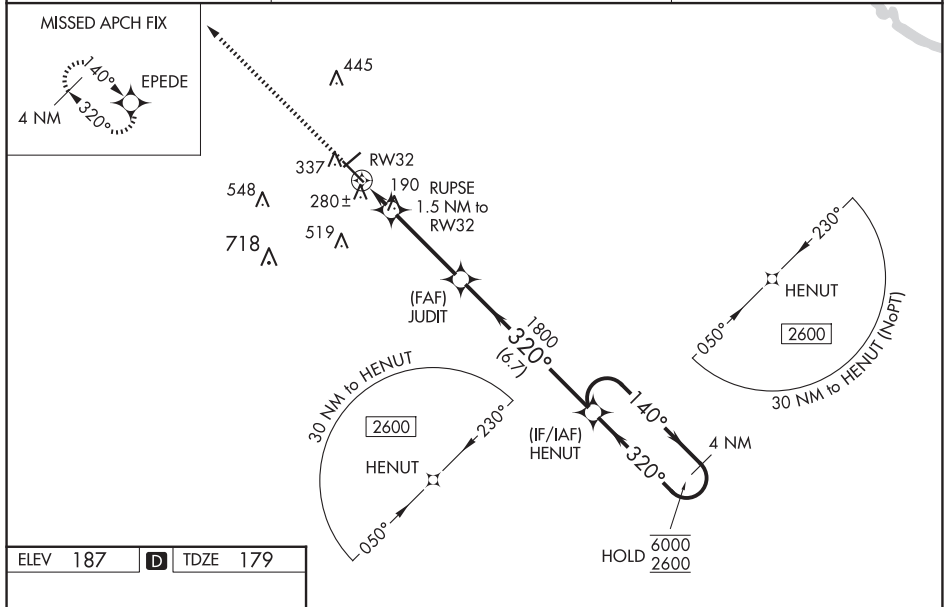
**V** Circling to Rwy 6/24 NA at night. Baro-VNAV NA when using Sylvania altimeter setting.

**A** 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 Cats C/D to 1½ SM. When local altimeter setting not received. Use Sylvania altimeter setting and increase LPV DA to 408 feet; increase LNAV/VNAV DA to 490 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ¼ SM. For inop ALS when using Sylvania altimeter setting, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C/D to 1½ SM.

MALSR

MISSED APPROACH: Climb to 2600 direct EPEDE and hold.

AWOS-3 <b>119.025</b>	SAVANNAH APP CON★ <b>118.4 354.0</b>	UNICOM <b>122.725 (CTAF) 1</b>
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2600	EPEDE				
		JUDIT	HENUT 4 NM Holding Pattern		
RW32		RUPSE 1.5 NM to RW32	1800	140°	6000 2600
		680	320°	320°	GP 3.00° TCH 49
		1.5 NM	3.5 NM	6.7 NM	
CATEGORY	A	B	C	D	
LPV DA	379-½		200 (200-½)		
LNAV/VNAV DA	461-½		282 (300-½)		
LNAV MDA	540-½	361 (400-½)	540-⅝	361 (400-⅝)	
CIRCLING	640-1 453 (500-1)	740-1 553 (600-1)	840-1¾ 653 (700-1¾)	860-2¼ 673 (700-2¼)	

LOC/DME I-SBO	APP CRS	Rwy Idg	6021
109.35	136°	TDZE	327
Chan 30 (Y)		Apt Elev	327

ILS or LOC RWY 14

EAST GEORGIA RGNL (SBO)

DME required. RADAR required for procedure entry.

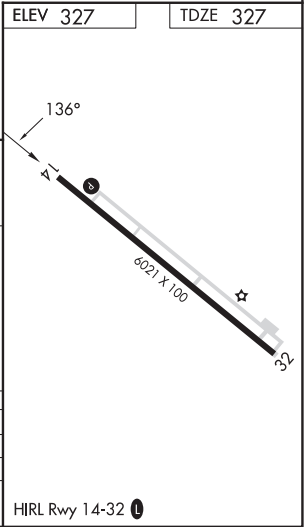
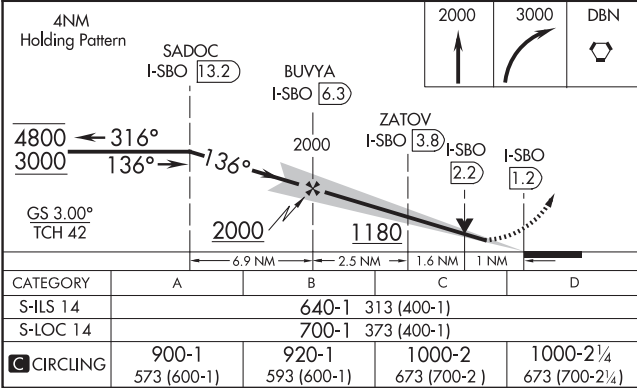
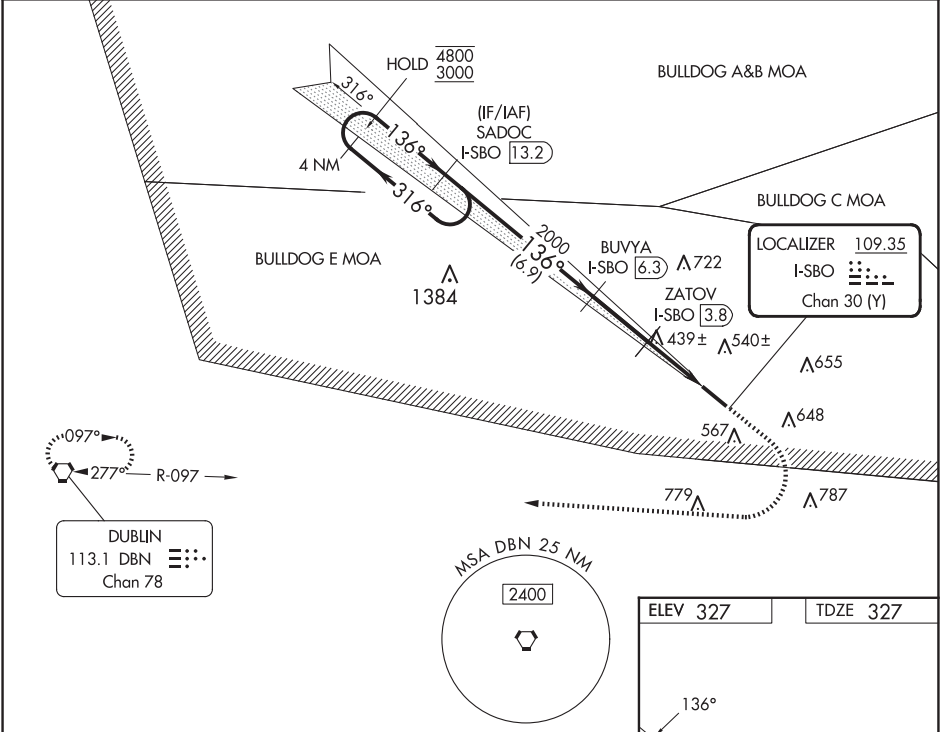
▼

⚠

Rwy 14 helicopter visibility reduction below ¼ SM NA. VDP NA when using Vidalia altimeter setting. When local altimeter setting not received, use Vidalia altimeter setting: increase S-ILS 14 DA to 705 feet; increase all MDAs 80 feet and visibility S-LOC 14 Cats C and D ¾ SM, and Circling Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DBN VORTAC and hold.

AWOS-3 133.375	ATLANTA CENTER 127.95 343.75	UNICOM 122.975 (CTAF) 1
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SWAINSBORO, GEORGIA

AL-5800 (FAA)

23334

WAAS CH <b>97603</b> <b>W14A</b>	APP CRS <b>135°</b>	Rwy Idg TDZE <b>327</b> Apt Elev <b>327</b>	<b>6021</b>
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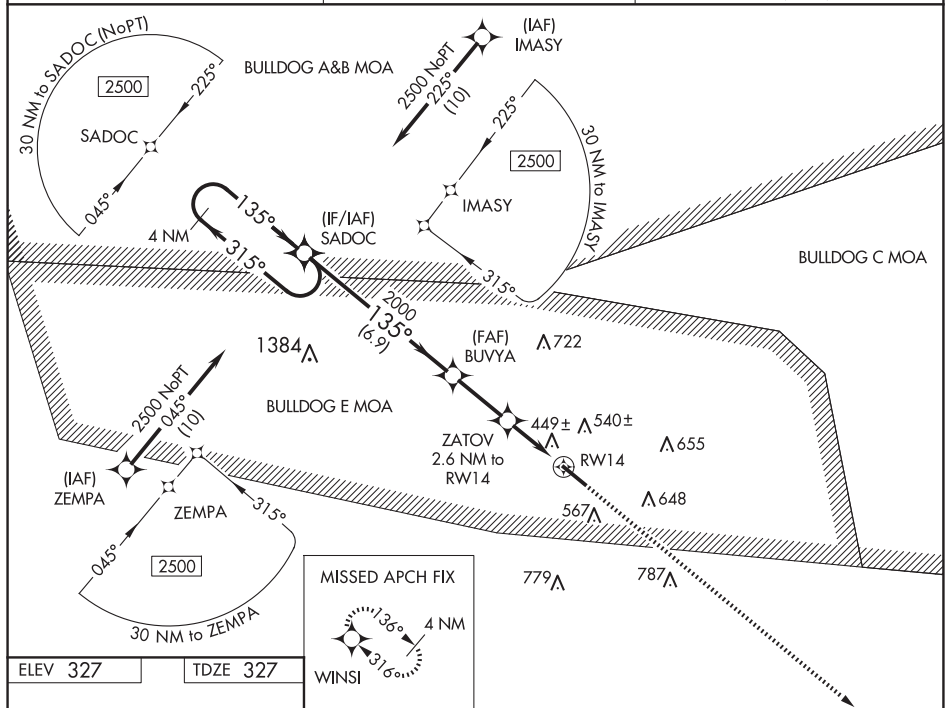
## RNAV (GPS) RWY 14

EAST GEORGIA RGNL (SBO)

▼ Baro-VNAV and VDP NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Vidalia altimeter setting and increase LPV DA to 708 feet, LNAV/VNAV DA to 698 feet, and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C/D visibility ⅜ SM, and Circling Cats C/D visibility ¼ SM. Rwy 14 helicopter visibility reduction below ¾ SM NA. DME /DME RNP-0.3 NA.

MISSED APPROACH:  
Climb to 2500 direct  
WINSI and hold.

AWOS-3 <b>133.375</b>	ATLANTA CENTER <b>127.95 343.75</b>	UNICOM <b>122.975 (CTAF) ①</b>
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ELEV 327	TDZE 327	4 NM Holding Pattern	SADOE	2500	WINSI
135°	315°	135°	135°	2000	*LNAV only
GP 3.00°	TCH 42	GP 3.00°	TCH 42	*1180	*1 NM to RW14
6021 x 100	6.9 NM	2.5 NM	1.6 NM	1 NM	RW14
CATEGORY	A	B	C	D	
LPV DA		643-1	316 (400-1)		
LNAV/VNAV DA		633-1	306 (400-1)		
LNAV MDA		700-1	373 (400-1)		
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	1000-2 673 (700-2)	1000-2¼ 673 (700-2¼)	

HIRL Rwy 14-32 ①

SWAINSBORO, GEORGIA

Amdt 1C 07OCT21

32°36'N-82°22'W

EAST GEORGIA RGNL (SBO)

## RNAV (GPS) RWY 14

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>99306</b> <b>W32A</b>	APP CRS <b>316°</b>	Rwy Idg TDZE <b>323</b> Apt Elev <b>327</b>
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RNAV (GPS) RWY 32

EAST GEORGIA RGNL (SBO)

▼

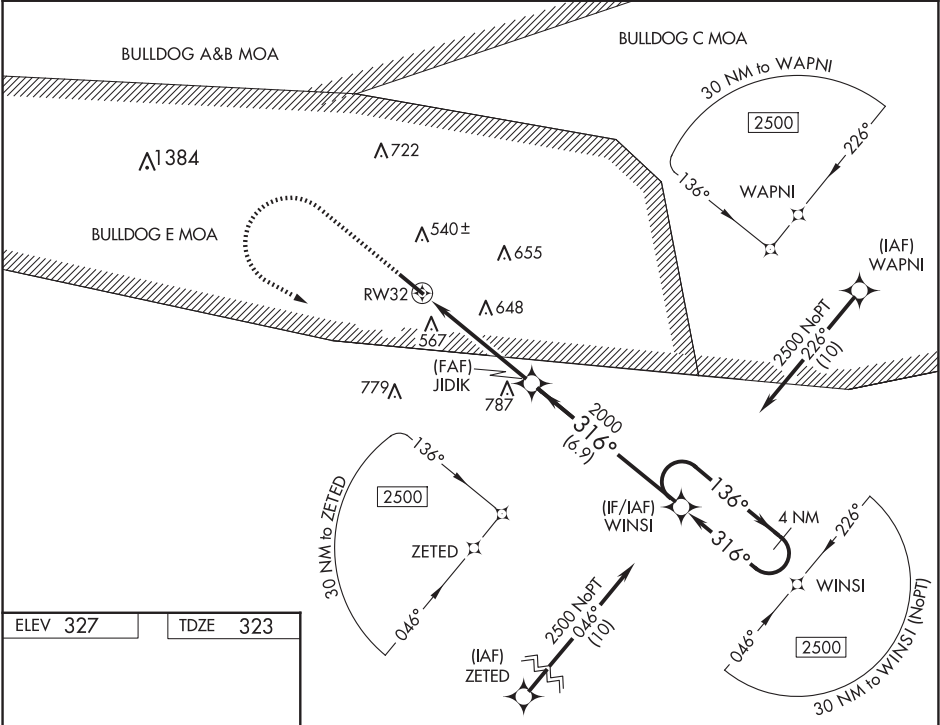
Baro-VNAV and VDP NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below +15°C (5°F) or above 54°C (130°F).

▲

When local altimeter setting not received, use Vidalia altimeter setting and increase all DA to 638 feet and all MDA 80 feet; increase LNAV Cats C/D visibility ¼ SM, and Circling Cats C/D visibility ¼ SM. DME/DME RNP-0.3 NA. Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 800 then climbing left turn to 2500 direct WINSI and hold.

AWOS-3 <b>133.375</b>	ATLANTA CENTER <b>127.95 343.75</b>	UNICOM <b>122.975 (CTAF) 1</b>
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ELEV 327

TDZE 323

800

2500

WINSI

\*LNAV only.

WINSI

4 NM Holding Pattern

RW32

JIDIK 2000

WINSI

2000

2500

GP 3.00° TCH 57

1.3

3.8 NM

6.9 NM

CATEGORY	A	B	C	D
LPV DA		573-1	250 (300-1)	
LNAV/ VNAV DA		573-1	250 (300-1)	
LNAV MDA	780-1	457 (500-1)	780-1½	457 (500-1½)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	1000-2 673 (700-2)	1000-2¼ 673 (700-2¼)

WAAS CH <b>40216</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Idg <b>5390</b> TDZE <b>569</b> Apt Elev <b>569</b>
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RNAV (GPS) RWY 9

MERKEL FLD SYLACAUGA MUNI (SCD)

▼

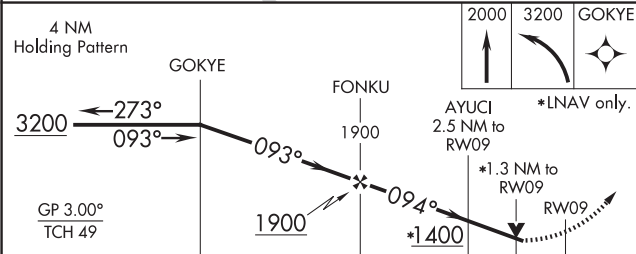
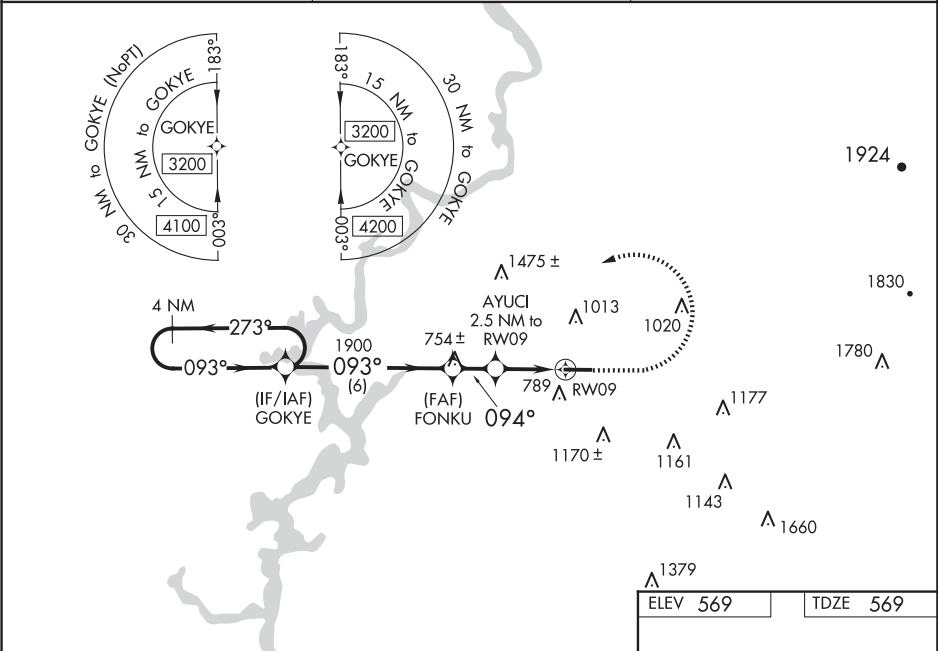
Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).

⚠

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received; use Birmingham altimeter setting and increase LPV DA to 1066, LNAV/VNAV DA to 1139 and all visibilities ¾ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ½ mile. VDP NA when using Birmingham altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GOKYE and hold.

AWOS-3PT <b>119.125</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 569	TDZE 569																									
<div><div>☆</div><div>094° to RW09</div><div>5390 X 100</div><div>0.4 % UP</div><div>27</div></div>																										
<table><tr><th>CATEGORY</th><th>A</th><th>B</th><th>C</th><th>D</th></tr><tr><td>LPV DA</td><td colspan="2">979-1⅓</td><td colspan="2">410 (500-1⅓)</td></tr><tr><td>LNAV/VNAV DA</td><td colspan="2">1052-1⅓</td><td colspan="2">483 (500-1⅓)</td></tr><tr><td>LNAV MDA</td><td colspan="2">1020-1 451 (500-1)</td><td colspan="2">1020-1⅓ 451 (500-1⅓)</td></tr><tr><td>CIRCLING</td><td>1140-1 571 (600-1)</td><td>1400-1¼ 831 (900-1¼)</td><td>1620-3 1051 (1100-3)</td><td>1700-3 1131 (1200-3)</td></tr></table> <div>MIRL Rwy 9-27 0 REIL Rwy 9 and 27 0</div>		CATEGORY	A	B	C	D	LPV DA	979-1⅓		410 (500-1⅓)		LNAV/VNAV DA	1052-1⅓		483 (500-1⅓)		LNAV MDA	1020-1 451 (500-1)		1020-1⅓ 451 (500-1⅓)		CIRCLING	1140-1 571 (600-1)	1400-1¼ 831 (900-1¼)	1620-3 1051 (1100-3)	1700-3 1131 (1200-3)
CATEGORY	A	B	C	D																						
LPV DA	979-1⅓		410 (500-1⅓)																							
LNAV/VNAV DA	1052-1⅓		483 (500-1⅓)																							
LNAV MDA	1020-1 451 (500-1)		1020-1⅓ 451 (500-1⅓)																							
CIRCLING	1140-1 571 (600-1)	1400-1¼ 831 (900-1¼)	1620-3 1051 (1100-3)	1700-3 1131 (1200-3)																						

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025





SYLVANIA, GEORGIA

AL-6842 (FAA)

24305

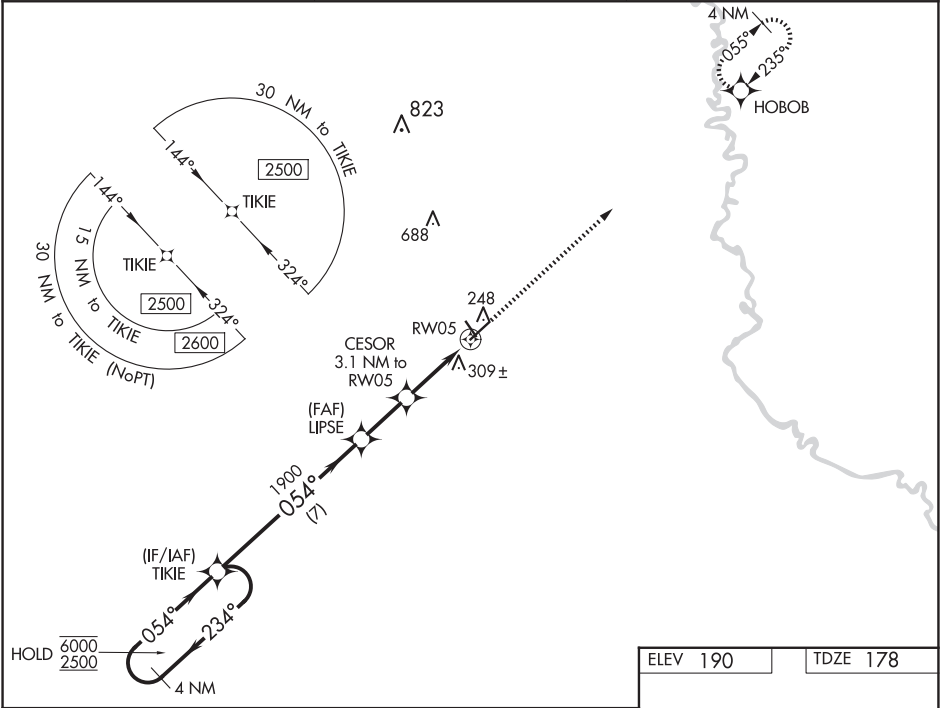
WAAS CH <b>93605</b> <b>W05A</b>	APP CRS <b>054°</b>	Rwy Idg TDZE <b>178</b> Apt Elev <b>190</b>
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RNAV (GPS) RWY 5

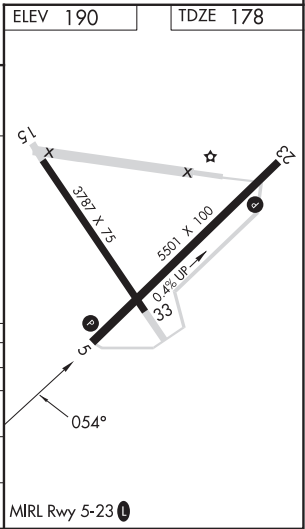
PLANTATION AIRPARK (JYL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct HOB0B and hold.
<div><div>▼</div><div>▲</div></div> Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

AWOS-3 <b>118.875</b>	JACKSONVILLE CENTER <b>132.925 363.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).		2000	HOB0B	
GP 3.00° TCH 40°		7 NM		2.2 NM	2 NM	1.1
CATEGORY	A	B	C	D		
LPV DA	428-7/8		250 (300-7/8)			
LNAV/ VNAV DA	591-1/8		413 (500-1/8)			
LNAV MDA	560-1	382 (400-1)	560-1 1/8	382 (400-1 1/8)		
CIRCLING	640-1 450 (500-1)	660-1 470 (500-1)	840-1 3/4 650 (700-1 3/4)	1040-2 3/4 850 (900-2 3/4)		



SYLVANIA, GEORGIA  
Amdt 1A 31OCT24

32°39'N - 81°36'W

PLANTATION AIRPARK (JYL)

RNAV (GPS) RWY 5

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **93799**  
**W23A**

APP CRS  
**235°**

Rwy Idg  
TDZE **190**  
Apt Elev **190**

**RNAV (GPS) RWY 23**

Plantation Airpark (JYL)

RNP APCH.

T

Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C.

M

MISSED APPROACH: Climb to 2500 direct TIKIE and hold.

AWOS-3  
**118.875**

JACKSONVILLE CENTER  
**132.925 363.2**

UNICOM  
**122.8 (CTAF)**

Chart details: The main chart shows the RNAV (GPS) RWY 23 approach. The path starts from the south, passing through THOLN (2.4 NM to RW23), BUYDA (1900 ft), and HOBBOB (1900 ft). The path then turns to the right, passing through HOBBOB (1900 ft) and HOBBOB (1900 ft). The path ends at RW23 (248 ft). The chart includes various altitudes (e.g., 823, 688, 485, 248) and distances (e.g., 4 NM, 30 NM, 15 NM, 3 NM). The chart also shows the TIKIE holding pattern (054°/234°, 4 NM) and the HOBBOB holding pattern (055°/235°, 4 NM).

ELEV 190

TDZE 190

2500

TIKIE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).

4 NM Holding Pattern

\*LNAV only.

THOLN  
2.4 NM to RW23

BUYDA  
1900

HOBBOB  
1900

RW23

800\*

1900

6000

2000

055°

235°

GP 3.00°

TCH 40

1.1 NM

1.3

2.8 NM

7 NM

CATEGORY	A	B	C	D
LPV DA		494-7 <sup>7</sup> / <sub>8</sub>	304 (400-7 <sup>7</sup> / <sub>8</sub> )	
LNAV/VNAV DA		623-1 <sup>1</sup> / <sub>4</sub>	433 (500-1 <sup>1</sup> / <sub>4</sub> )	
LNAV MDA	700-1	510 (600-1)	700-1 <sup>3</sup> / <sub>8</sub>	510 (600-1 <sup>3</sup> / <sub>8</sub> )
CIRCLING	700-1	510 (600-1)	840-1 <sup>3</sup> / <sub>4</sub> 650 (700-1 <sup>3</sup> / <sub>4</sub> )	1040-2 <sup>3</sup> / <sub>4</sub> 850 (900-2 <sup>3</sup> / <sub>4</sub> )

MRL Rwy 5-23

51

3787 X 75

5501 X 100

0.4% UP

33

235°

Sylvania, Georgia

Amtd 1 30JAN20

32°39'N - 81°36'W

625

Plantation Airpark (JYL)

**RNAV (GPS) RWY 23**

TALLADEGA, ALABAMA

AL-5656 (FAA)

23222

LOC/DME I-ASN <b>109.95</b> Chan <b>36(Y)</b>	APP CRS <b>038°</b>	Rwy Idg TDZE <b>511</b> Apt Elev <b>529</b>
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# ILS Y or LOC Y RWY 4

TALLADEGA MUNI (ASN)



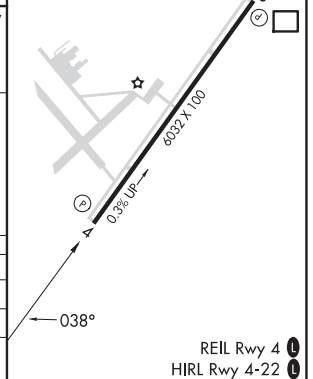
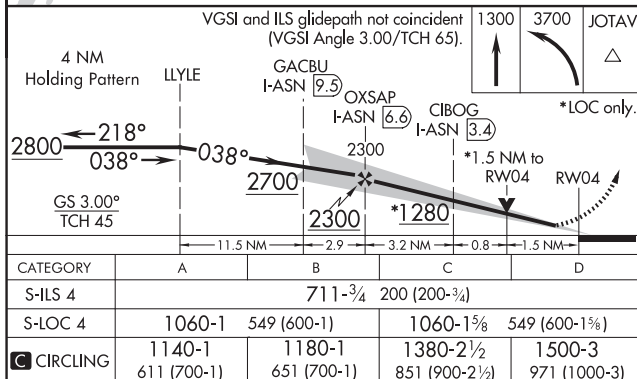
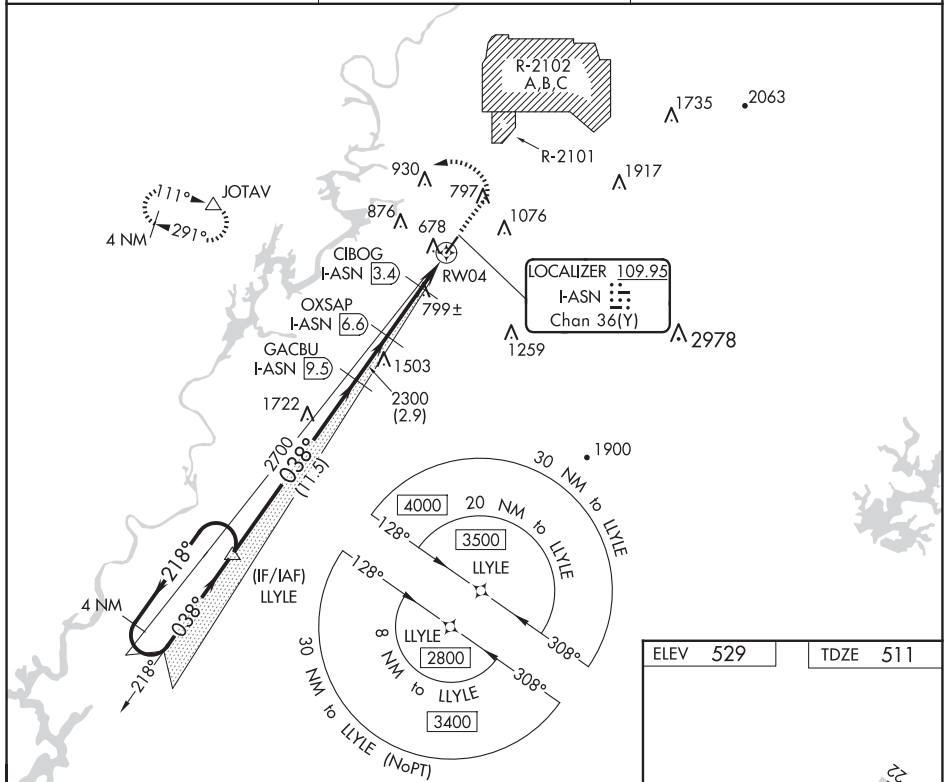
RNAV 1-GPS required. VDP NA with Anniston altimeter setting.  
When local altimeter setting not received, use Anniston altimeter setting and increase DA to 746 feet and all MDA 40 feet; increase S-LOC 4 Cats C and D visibility 1/8 SM and Circling Cat C visibility 1/4 SM.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct JOTAV and hold.

AWOS-3PT  
**118.425**

BIRMINGHAM APP CON  
**132.15 285.45**

UNICOM  
**122.8 (CTAF) 0**



TALLADEGA, ALABAMA

Orig 01FEB18

33°34'N-86°03'W

TALLADEGA MUNI (ASN)

# ILS Y or LOC Y RWY 4

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-ASN	APP CRS	Rwy Idg	6032
109.95	038°	TDZE	511
Chan 36(Y)		Apt Elev	529

ILS Z or LOC Z RWY 4

TALLADEGA MUNI (ASN)

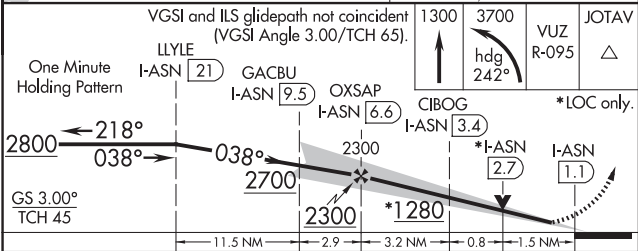
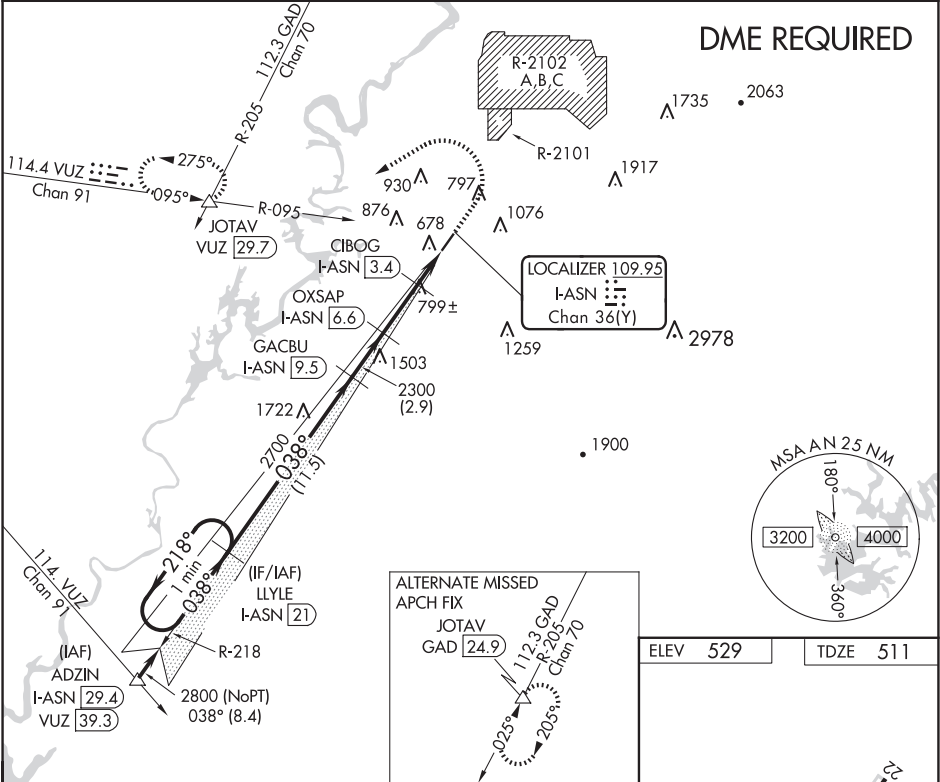
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▲NA

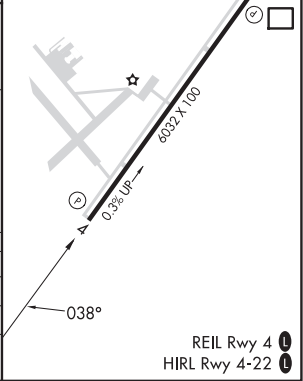
DME required. VDP NA with Anniston altimeter setting. When local altimeter setting not received, use Anniston altimeter setting and increase DA to 744 feet and all MDA 40 feet; increase S-LOC 4 Cat C/D ½ mile and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 on heading 242° and on VUZ VORTAC R-095 to JOTAV INT/VUZ 30 DME and hold.

AWOS-3PT	BIRMINGHAM APP CON	UNICOM
118.425	132.15 285.45	122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-ILS 4	711-¾	200 (200-¾)		
S-LOC 4	1060-1	549 (600-1)	1060-1½	549 (600-1½)
CIRCLING	1140-1 611 (700-1)	1180-1 651 (700-1)	1380-2½ 851 (900-2½)	1500-3 971 (1000-3)



TALLADEGA, ALABAMA

AL-5656 (FAA)

23222

WAAS CH <b>61008</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy Idg TDZE <b>511</b> Apt Elev <b>529</b>
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## RNAV (GPS) RWY 4

TALLADEGA MUNI (ASN)

RNP APCH - GPS.

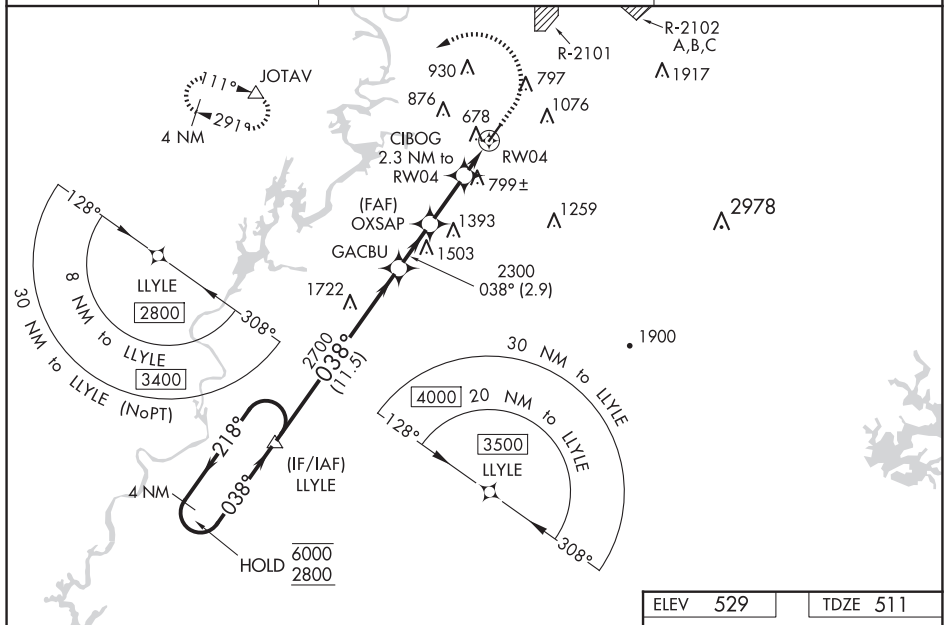
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct JOTAV and hold, continue climb-in-hold to 3700.

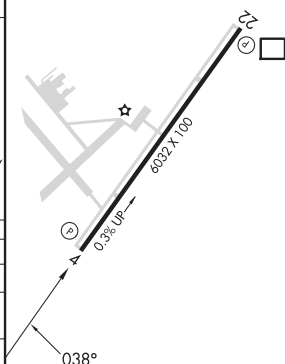
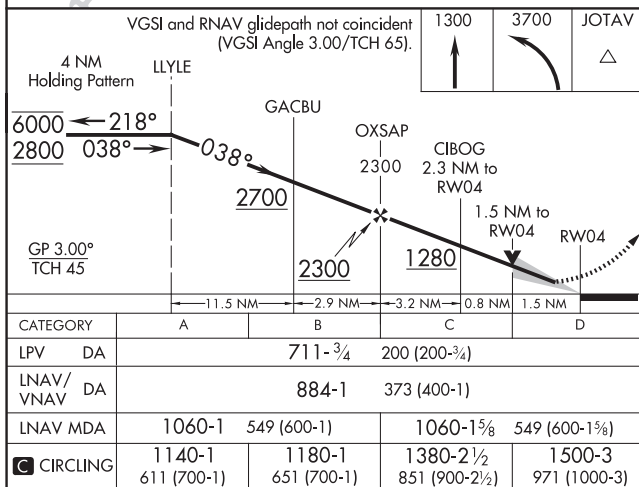
AWOS-3PT  
**118.425**

BIRMINGHAM APP CON  
**132.15 285.45**

UNICOM  
**122.8 (CTAF) 0**



ELEV **529** TDZE **511**



REIL Rwy 4 0  
HIRL Rwy 4-22 0

TALLADEGA, ALABAMA

Amdt 2A 07OCT21

33°34'N-86°03'W

TALLADEGA MUNI (ASN)

## RNAV (GPS) RWY 4

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>93720</b> <b>W22A</b>	APP CRS <b>218°</b>	Rwy Idg <b>6032</b> TDZE <b>529</b> Apt Elev <b>529</b>
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RNAV (GPS) RWY 22

TALLADEGA MUNI (ASN)

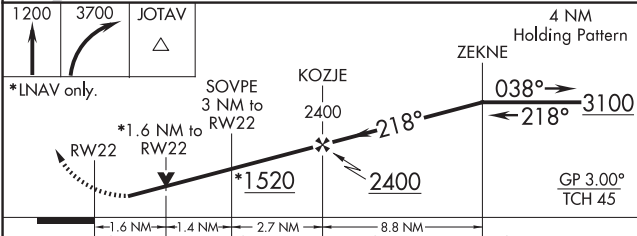
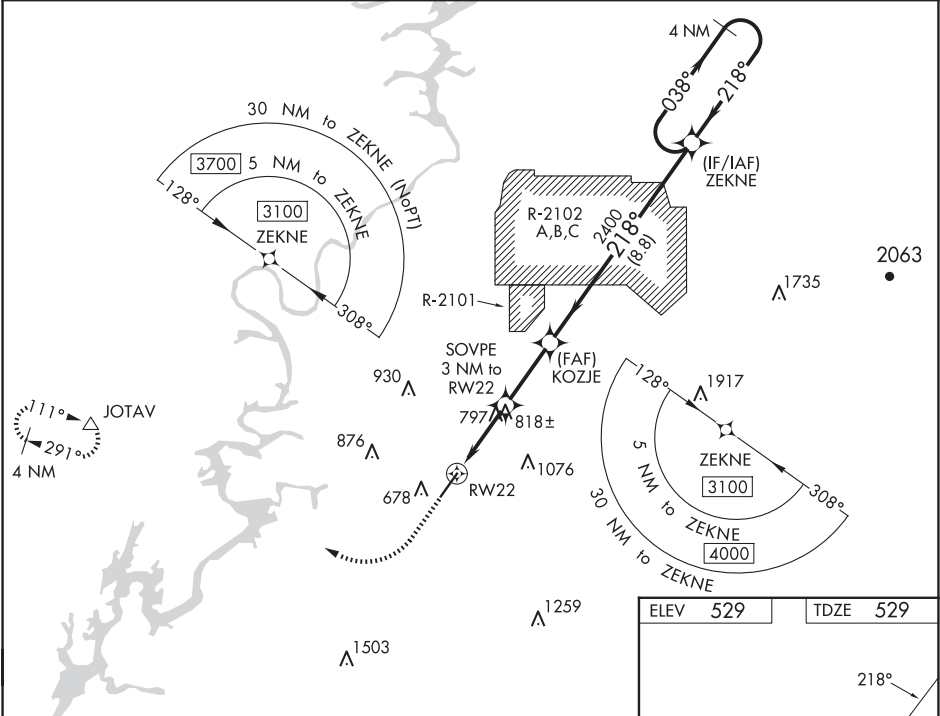
▼

NA

Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Anniston altimeter setting. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 856, LNAV/VNAV DA to 1075, and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility 1/8 mile. Increase Circling Cat C visibility 1/4 SM. Rwy 22 Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3700 direct JOTAV and hold, continue climb in hold to 3700.

AWOS-3PT <b>118.425</b>	BIRMINGHAM APP CON <b>132.15 285.45</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		821-1	292 (300-1)	
LNAV/VNAV DA		1040-1¾	511 (600-1¾)	
LNAV MDA	1080-1	551 (600-1)	1080-1½	551 (600-1½)
CIRCLING	1140-1 611 (700-1)	1180-1 651 (700-1)	1380-2½ 851 (900-2½)	1500-3 971 (1000-3)

ELEV 529 | TDZE 529

REIL Rwy 4 0  
HIRL Rwy 4-22 0

THOMASTON, GEORGIA

AL-9190 (FAA)

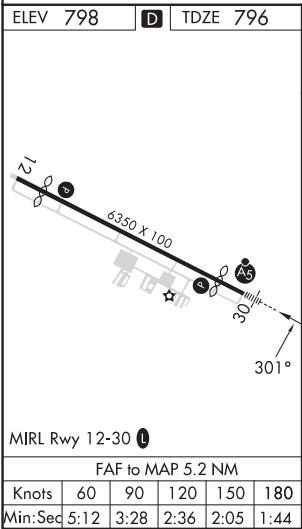
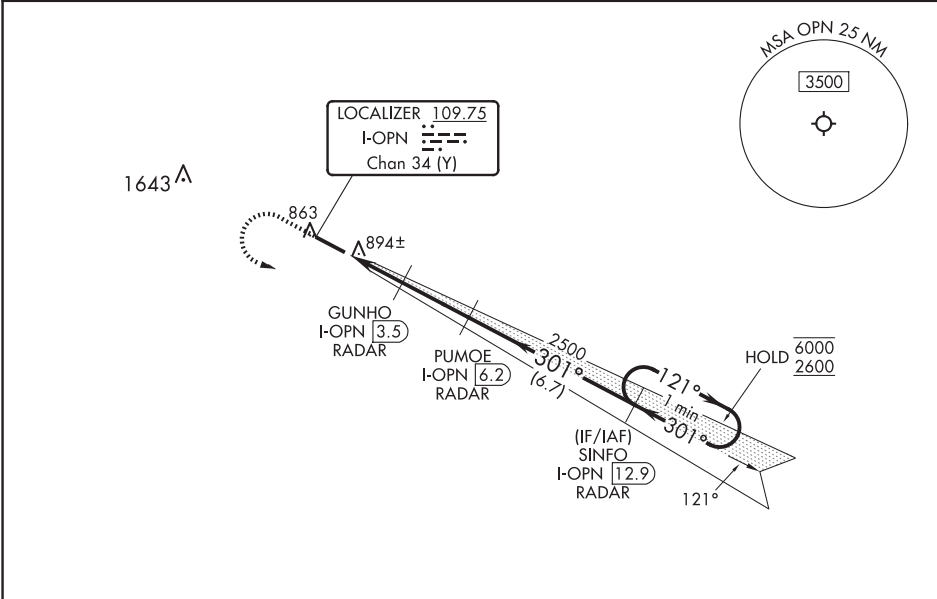
25163

LOC/DME I-OPN <b>109.75</b> Chan <b>34</b> (Y)	APP CRS <b>301°</b>	Rwy Idg <b>4962</b> TDZE <b>796</b> Apt Elev <b>798</b>
--	------------------------	---

ILS or LOC RWY 30  
THOMASTON-UPSON COUNTY (OPN)

RNP APCH - GPS.	MALSRR	MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct SINFO and hold.
DME or RADAR required.		
For inop ALS, increase S-LOC 30 Cats C, D visibility to 1 SM.		

AWOS-3 <b>133.975</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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1500	2600	SINFO I-OPN 12.9	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 27).	One Minute Holding Pattern
				GS 3.00° TCH 50
1.1 NM	1.4 NM	2.7 NM	6.7 NM	
CATEGORY	A	B	C	D
S-ILS 30	1016-1/2	220 (300-1/2)		
S-LOC 30	1160-1/2	364 (400-1/2)	1160-5/8	364 (400-5/8)
CIRCLING	1240-1 442 (500-1)	1260-1 462 (500-1)	1260-1 1/2 462 (500-1 1/2)	1680-3 882 (900-3)

THOMASTON, GEORGIA  
Amdt 4 12JUN25

32°57'N-84°16'W

THOMASTON-UPSON COUNTY (OPN)  
ILS or LOC RWY 30

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

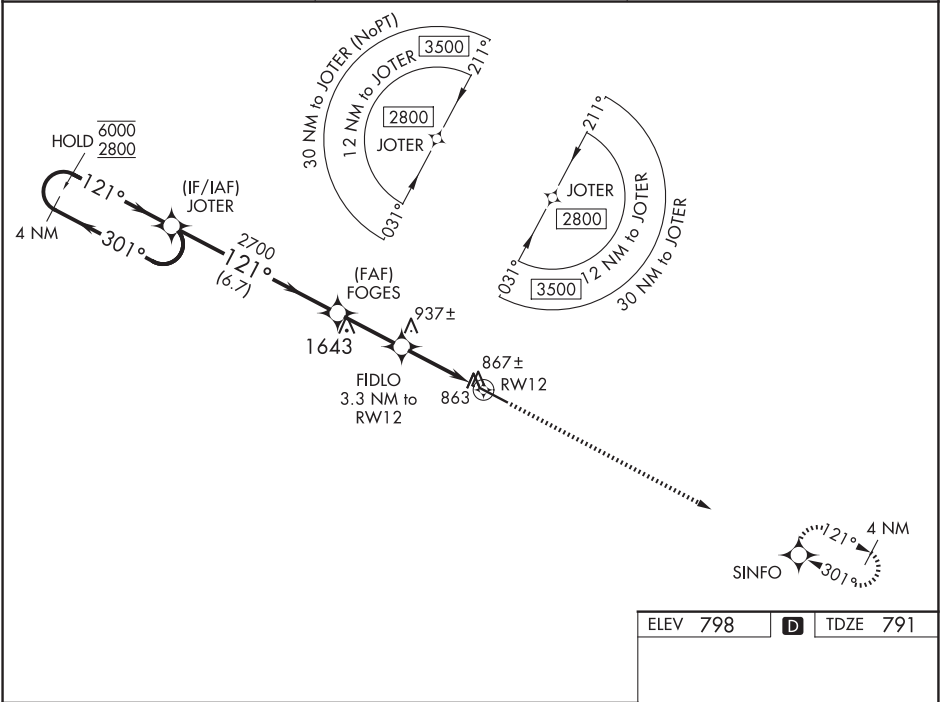


WAAS CH <b>63115</b> <b>W12A</b>	APP CRS <b>121°</b>	Rwy Idg TDZE <b>791</b> Apt Elev <b>798</b>	<b>5525</b>
--	------------------------	---	-------------

RNAV (GPS) RWY 12

THOMASTON-UPSON COUNTY (OPN)

RNP APCH-GPS. <div><div>T</div><div>Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div></div>		MISSED APPROACH: Climb to 2600 direct SINFO and hold.
AWOS-3 <b>133.975</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>

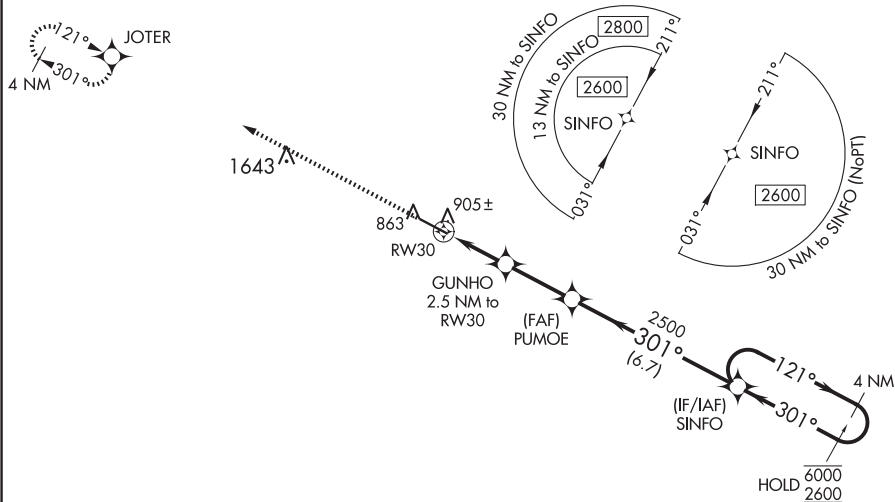


4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.50/TCH 32).		2600	SINFO
6000 ← 301° 2800 121° →		FOGES 2700		↑	✱
GP 3.00° TCH 40		FIDLO 1860		121° to RWY 12	
6.7 NM		2.6 NM		0.8 NM to RWY 12	
2700		2.5		RWY 12	
CATEGORY	A	B	C	D	
LPV DA	1041-¾		250 (300-¾)		
LNAV/ VNAV MDA	1041-¾		250 (300-¾)		
LNAV MDA	1120-1		329 (400-1)		
CIRCLING	1220-1 422 (500-1)	1260-1 462 (500-1)	1260-1½ 462 (500-1½)	1680-3 882 (900-3)	MIRL Rwy 12-30 <b>0</b>

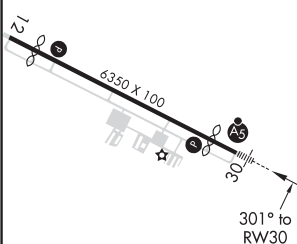
RNAV (GPS) RWY 30  
THOMASTON-UPSON COUNTY (OPN)


**MISSED APPROACH:** Climb to 2800 direct JOTER and hold.

UNICOM  
122.8 (CTAF) **L**



TDZE 796



2800	JOTER
	

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

4 NM  
Holding Pattern

GUINHO

2.5 M

1.1 NM

PUMOE

2500

/30

1010

121°.

---

40

→ 60

26

GP 3.00%  
TCH 50

CATEGORY		A		B		C		D	
LPV	DA	996-1½				200 (200-½)			
LNNAV/ VNAV	DA	1086-1½				290 (300-½)			
LNNAV	MDA	1160-1½ 364 (400-½)				1160-5⁄8 364 (400-5⁄8)			
CIRCLING		1220-1 422 (500-1)		1260-1 462 (500-1)		1260-1½ 462 (500-1½)		1680-3 882 (900-3)	

RNAV (GPS) RWY 30

WAAS

CH **56640**

**W04A**

APP CRS

**045°**

Rwy Ldg

**5498**

TDZE

**242**

Apt Elev

**264**

RNAV (GPS) RWY 4

THOMASVILLE RGNL (TVI)

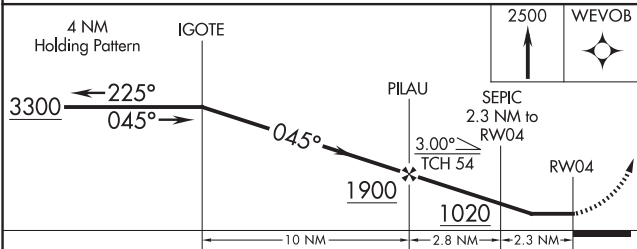
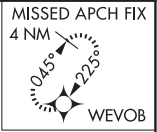
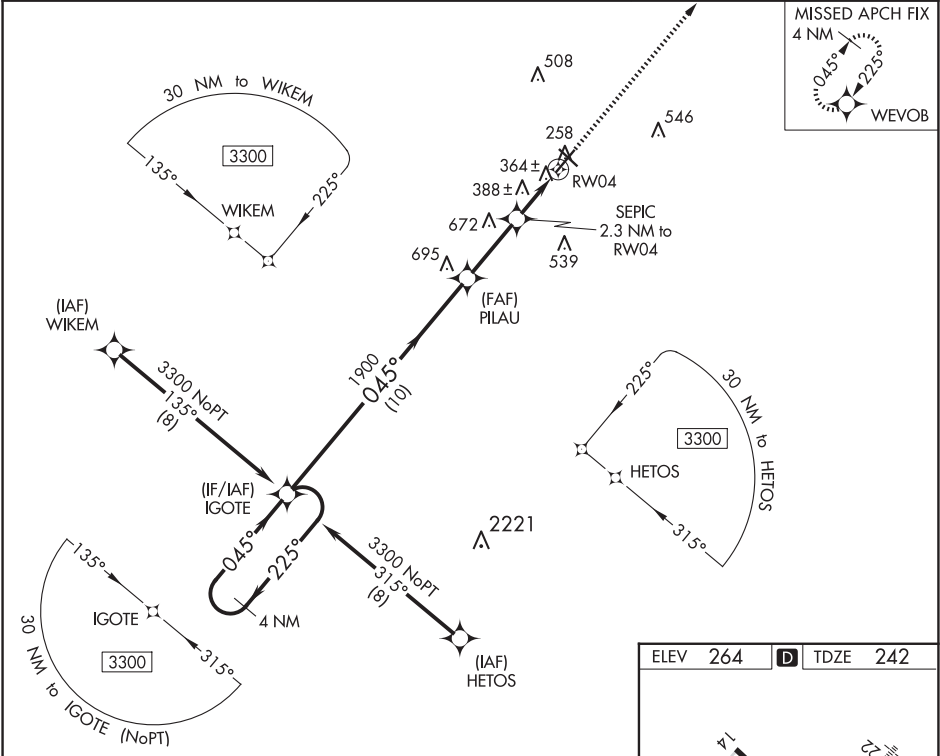
▼

⚠

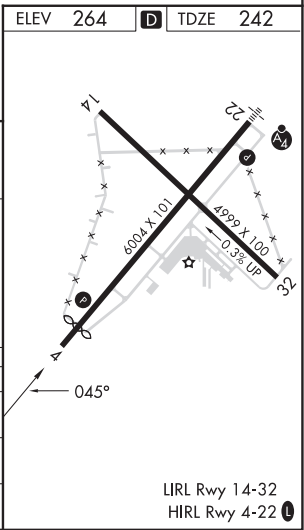
Rwy 4 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night. When local altimeter setting not received, use Valdosta altimeter setting: increase all MDAs 100 feet and all Cat C and D visibilities ¾ SM.

MISSED APPROACH:  
Climb to 2500 direct  
WEVOB and hold.

AWOS-3PT <b>119.175</b>	VALDOSTA APP CON★ <b>126.6 285.6</b>	UNICOM <b>123.075 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LP MDA	620-1 378 (400-1)			
LNAV MDA	640-1 398 (400-1)	640-1 ¾ 398 (400-1 ½)		
Ⓢ CIRCLING	700-1 436 (500-1)	800-1 536 (600-1)	900-1 ¾ 636 (700-1 ¾)	1040-2 ½ 776 (800-2 ½)



THOMASVILLE, GEORGIA

AL-601 (FAA)

25163

WAAS CH <b>69604</b> <b>W22A</b>	APP CRS <b>225°</b>	Rwy Ldg TDZE Apt Elev	<b>5504</b> <b>242</b> <b>264</b>
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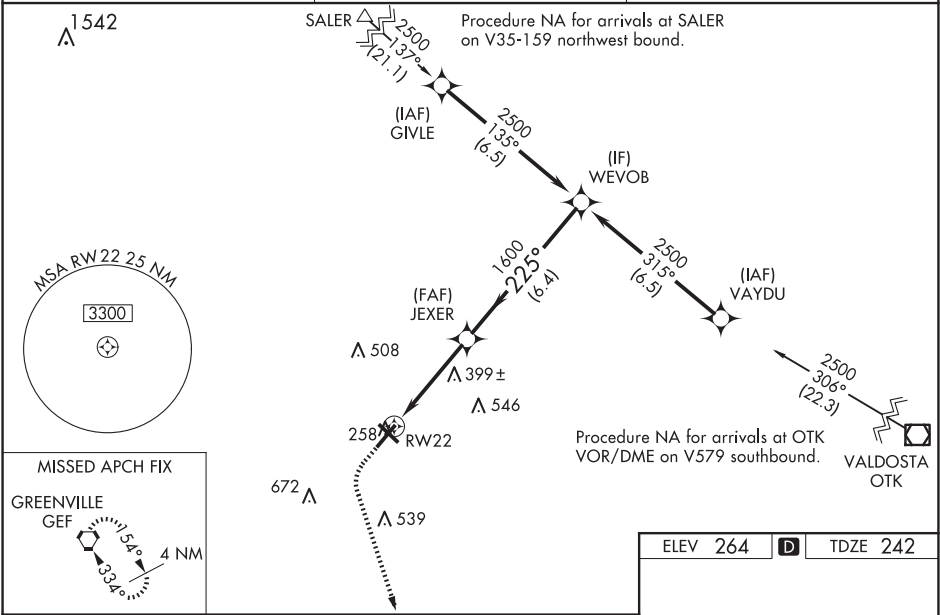
RNAV (GPS) RWY 22  
THOMASVILLE RGNL (TVI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 53°C (127°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valdosta altimeter setting and increase LPV DA to 595, LNAV/VNAV DA to 613 and all MDA 100 feet. Increase LPV all Cats visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1 SM, and increase LNAV Cat C/D visibility to 1½ SM. Increase Circling Cat C visibility to 2 SM and Circling Cat D visibility to 2¾ SM. For inop ALS, increase LPV and LNAV/VNAV all Cats visibility to ¾ SM, and LNAV Cat C/D visibility to 1½ SM. VDP and Baro-VNAV NA when using Valdosta altimeter setting. Circling Rwy 4, 14, 32 NA at night. For inop ALS when using Valdosta altimeter setting, increase LPV all Cats visibility to 1½ SM, LNAV/VNAV Cat D to 1½ SM and LNAV Cat C/D to 1¾ SM.

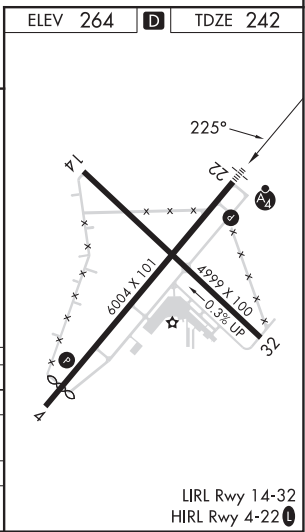
MALSF

MISSED APPROACH:  
Climb to 700 then  
climbing left turn to  
2000 direct GEF  
VORTAC and hold.

AWOS-3PT <b>119.175</b>	VALDOSTA APP CON* <b>126.6 285.6</b>	UNICOM <b>123.075 (CTAF)</b>
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700	2000	GEF
*LNAV only.		
*1.2 NM to RWY 22		
GP 3.04° TCH 60		
1.2 2.9 NM 6.4 NM		
CATEGORY	A	B C D
LPV DA		512-¾ 270 (300-¾)
LNAV/VNAV DA		530-¾ 288 (300-¾)
LNAV MDA	660-¾ 418 (400-¾)	660-1 418 (400-1)
CIRCLING	700-1 436 (500-1)	800-1 536 (600-1) 900-1¾ 636 (700-1¾) 1040-2½ 776 (800-2½)



THOMASVILLE, GEORGIA  
Amdt 1 22JUN17

30°54'N-83°53'W

THOMASVILLE RGNL (TVI)  
RNAV (GPS) RWY 22

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

NDB

GTP

245

APP CRS

225°

Rwy Ldg

5504

TDZE

242

Apt Elev

264

NDB RWY 22

THOMASVILLE RGNL (TVI)

⚠

When local altimeter setting not received, use Valdosta altimeter setting and increase all MDA 100 feet, increase S-22 Cats C/D visibility ¾ SM and Circling Cats C/D visibility ¼ SM. For inop ALS, increase S-22 Cats C/D visibility to 1¾ SM. For inop ALS when using the Valdosta altimeter setting, increase S-22 Cat D visibility to 1¾ SM. Circling Rwy 4, 14, 32 NA at night.

MALSF

MISSED APPROACH:

Climbing left turn to 2000  
direct GTP NDB and hold,  
continue climb-in-hold to 2000.

AWOS-3PT 119.175	VALDOSTA APP CON ★ 126.6 285.6	UNICOM 123.075 (CTAF) 0
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CATEGORY	A	B	C	D	LIRL Rwy 14-32 LIRL Rwy 4-22 0
S-22	700-¾ 458 (500-¾)		700-1 458 (500-1)		
CIRCLING	700-1 436 (500-1)	800-1 536 (600-1)	900-1¾ 636 (700-1¾)	1040-2½ 776 (800-2½)	
					FAF to MAP 4 NM
					Knots 60 90 120 150 180
					Min:Sec 4:00 2:40 2:00 1:36 1:20

THOMASVILLE, GEORGIA

Amdt 7 22JUN17

30°54'N-83°53'W

635

THOMASVILLE RGNL (TVI)

NDB RWY 22

THOMSON, GEORGIA

AL-6201 (FAA)

24305

LOC I-AAQ <b>110.75</b>	APP CRS <b>097°</b>	Rwy Idg <b>5215</b> TDZE <b>467</b> Apt Elev <b>501</b>
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# ILS or LOC/NDB RWY 10

THOMSON/McDUFFIE COUNTY (HQU)

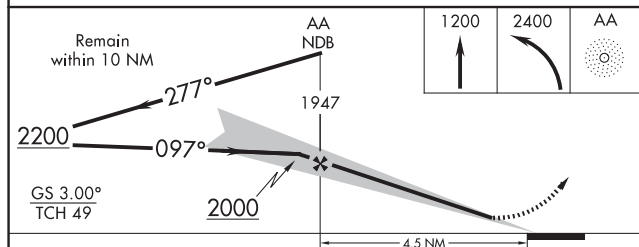
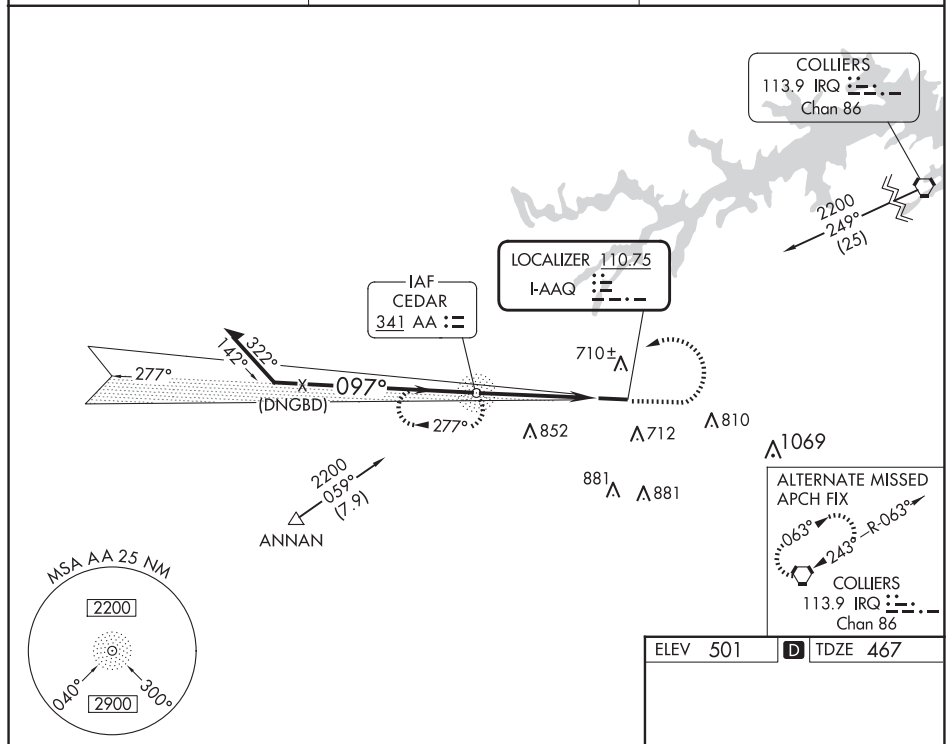
ADF required for procedure entry. ADF required.

**▽** When local altimeter setting not received, use Daniel Field altimeter setting: increase DA to 916 feet and visibility  $\frac{1}{8}$  SM; increase all MDAs 80 feet and visibility

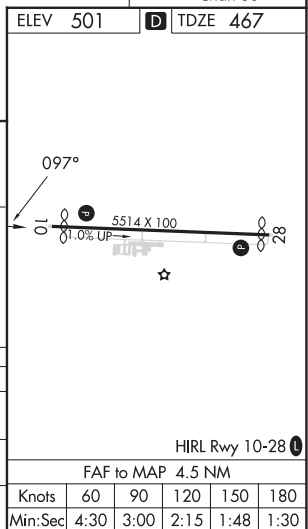
**▲ NA** S-LOC 10 Cats C/D and Circling Cat C  $\frac{1}{4}$  SM, and Circling Cat D  $\frac{1}{2}$  SM.

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 2400 direct AA NDB and hold.

AWOS-3 <b>120.625</b>	AUGUSTA APP CON ★ <b>124.45 270.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-ILS 10	849-1¼		382 (400-1¼)	
S-LOC 10	960-1 493 (500-1)		960-1¾ 493 (500-1¾)	
CIRCLING	1060-1 559 (600-1)	1080-1 579 (600-1)	1160-1¾ 659 (700-1¾)	1240-2¼ 739 (800-2¼)



THOMSON, GEORGIA  
Amdt 1B 03JAN19

33° 32'N-82° 31'W

THOMSON/McDUFFIE COUNTY (HQU)  
ILS or LOC/NDB RWY 10

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RNP APCH.

▼  
▲

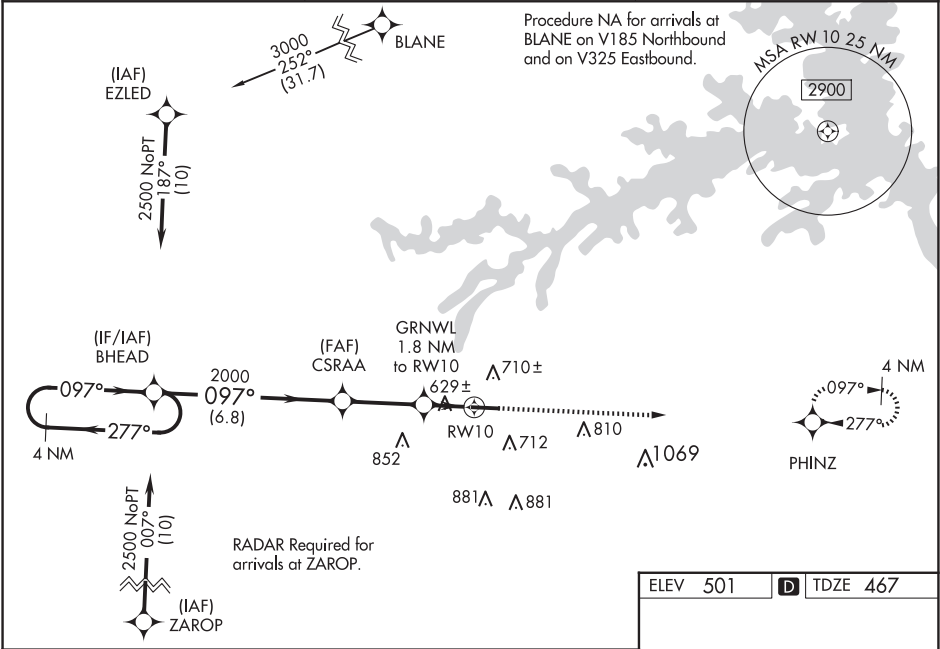
Baro-VNAV NA when using Daniel Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). When local altimeter setting not received, use Daniel Field altimeter setting: increase LPV DA to 917 feet and visibility ½ SM, increase LNAV/VNAV DA to 1028 feet; increase all MDAs 80 feet, and visibility LNAV Cats C/D ½ SM, and Circling Cat C ¼ SM, and Circling Cat D ½ SM.

MISSED APPROACH:  
Climb to 2500 direct PHINZ and hold.

AWOS-3  
**120.625**

AUGUSTA APP CON ★  
**124.45 270.3**

UNICOM  
**122.8 (CTAF) 0**



4 NM Holding Pattern		BHEAD	2500	PHINZ
GP 3.00° TCH 49		CSRAA	2000	GRNWL 1.8 NM to RW10
277° 097°		2000	*1060	RW10
6.8 NM		2.9 NM	1.8 NM	
CATEGORY	A	B	C	D
LPV DA		850-1¼	383 (400-1¼)	
LNAV/VNAV DA		961-1½	494 (500-1½)	
LNAV MDA	880-1	413 (400-1)	880-1¼	413 (400-1¼)
CIRCLING	1060-1 559 (600-1)	1080-1 579 (600-1)	1160-1¾ 659 (700-1¾)	1240-2¼ 739 (800-2¼)

ELEV 501

TDZE 467

097°

551.4 X 100

01.0% UP

28

HIRL Rwy 10-28 0

THOMSON, GEORGIA

AL-6201 (FAA)

24305

WAAS CH <b>58121</b> <b>W28A</b>	APP CRS <b>277°</b>	Rwy Idg TDZE <b>497</b> Apt Elev <b>501</b>
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RNAV (GPS) RWY 28

THOMSON/McDUFFIE COUNTY (HQU)

RNP APCH

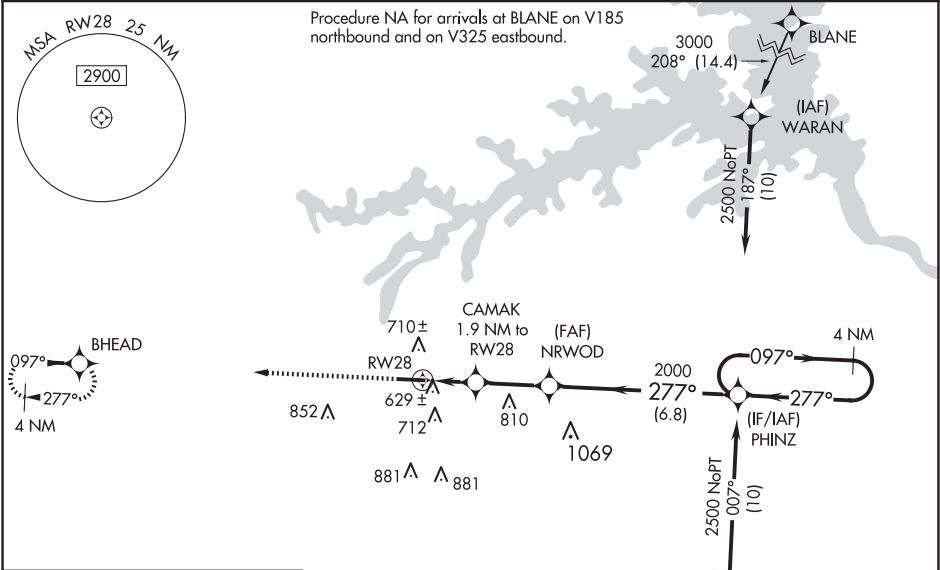
▼

▲

Baro-VNAV NA when using Daniel Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Daniel Field altimeter setting: increase LPV DA to 854 feet and visibility Cats A/B ½ SM, increase LNAV/VNAV DA to 877 feet; increase all MDAs 80 feet and increase visibility LNAV Cats C/D and Circling Cat C ¼ SM, and Circling Cat D ½ SM. Rwy 28 helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH: Climb to 2500 direct BHEAD and hold.

AWOS-3 <b>120.625</b>	AUGUSTA APP CON ★ <b>124.45 270.3</b>	UNICOM <b>122.8 (CTAF) ①</b>
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ELEV <b>501</b>	<b>D</b>	TDZE <b>497</b>
-----------------	----------	-----------------

2500

BHEAD

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 50).

\*LNAV only

CAMAK

1.9 NM to RWY 28

NRWOD

2000

PHINZ

4 NM Holding Pattern

GP 3.00°

TCH 60

CATEGORY	A	B	C	D
LPV DA	787-7/8	290 (300-7/8)	787-1	290 (300-1)
LNAV/VNAV DA	810-1 313 (400-1)			
LNAV MDA	880-1	383 (400-1)	880-1 1/8	383 (400-1 1/8)
CIRCLING	1060-1 559 (600-1)	1080-1 579 (600-1)	1200-2 699 (700-2)	1240-2 1/4 739 (800-2 1/4)

THOMSON, GEORGIA  
Orig-B 03JAN19

33°32'N-82°31'W

THOMSON/McDUFFIE COUNTY (HQU)  
RNAV (GPS) RWY 28

SE-4, 12 JUN 2025 to 07 AUG 2025

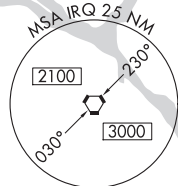
SE-4, 12 JUN 2025 to 07 AUG 2025



24305

VOR/DME-A  
THOMSON/McDUFFIE COUNTY (HQU)

**MISSED APPROACH:**  
Climbing right turn to 2400  
direct IRQ VORTAC and hold.

UNICOM  
122.8 (CTAF) **L**

**D**



	D
--	---

HIRL Rwy 10-28 **L**

THOMSON/McDUFFIE COUNTY (HQU)  
VOR/DME-A

(AZALA4.AZALA) 24305

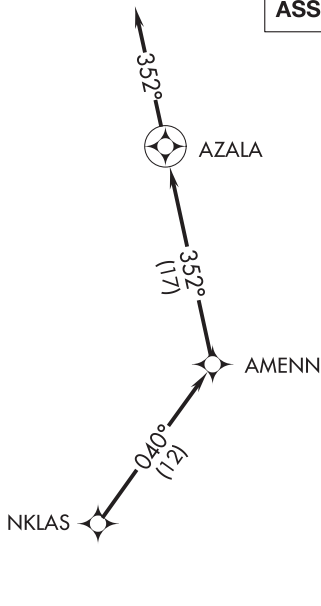
640  
AL-6201 (FAA)

THOMSON/McDUFFIE COUNTY (HQU)  
THOMSON, GEORGIA

# AZALA FOUR DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
124.45 270.3  
CTAF  
122.8

**TOP ALTITUDE:  
ASSIGNED BY ATC**



## TAKEOFF MINIMUMS:

- Rwy 10: Standard.  
Rwy 28: 200-1¼ or standard with minimum climb of 235' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

- NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.  
NOTE: For prop aircraft during Masters golf tournament week only.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for RADAR vectors to NKLAS. Then on depicted route to AZALA, then fly heading 352°, for RADAR vectors, thence. . . .

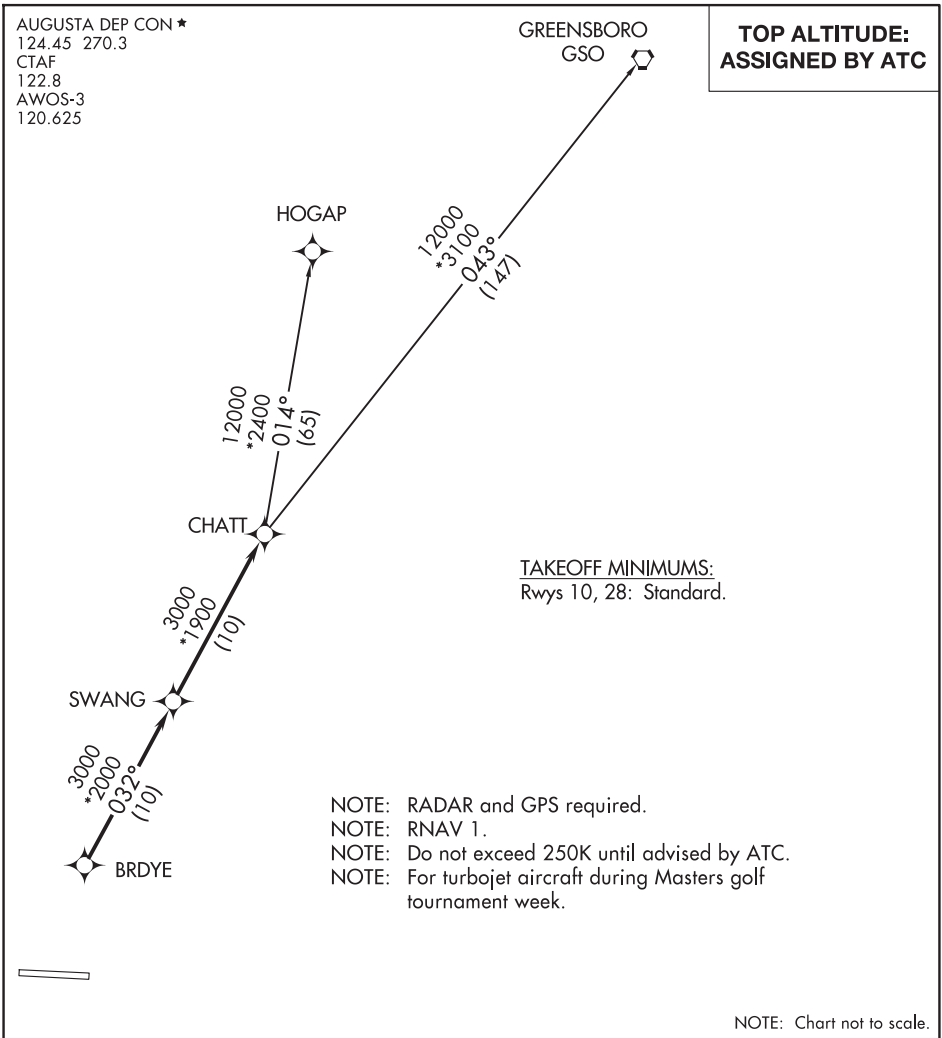
. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

**AZALA FOUR DEPARTURE (RNAV)**  
(AZALA4.AZALA) 19JUL18

THOMSON, GEORGIA  
THOMSON/McDUFFIE COUNTY (HQU)

SE-4, 12 JUN 2025 to 07 AUG 2025

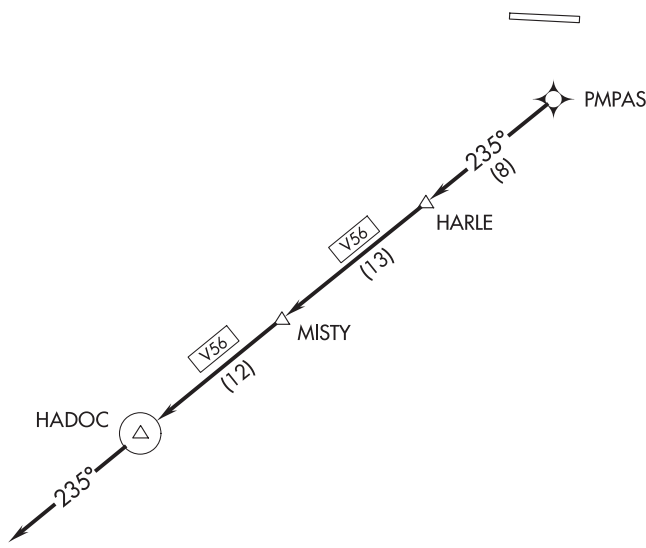
SE-4, 12 JUN 2025 to 07 AUG 2025



▼	DEPARTURE ROUTE DESCRIPTION
	<p><u>TAKEOFF RUNWAY 10, 28:</u> Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence. . . .</p> <p>. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.</p> <p><u>GREENSBORO TRANSITION (CHATT6.GSO)</u></p> <p><u>HOGAP TRANSITION (CHATT6.HOGAP)</u></p>

AUGUSTA DEP CON ★  
124.45 270.3  
CTAF  
122.8

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS

- Rwy 10: Standard.
- Rwy 28: 200-1¼ or standard with minimum climb of 235' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

- NOTE: RADAR and GPS required.
- NOTE: RNAV 1.
- NOTE: Do not exceed 250K until advised by ATC.
- NOTE: For turbojet aircraft only.
- NOTE: For use during Masters golf tournament week only.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

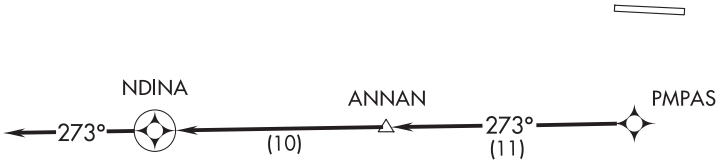
TAKEOFF RWY 10, 28: Climb on assigned heading for RADAR vectors to PMPAS. Then on depicted route to HADOC, then fly heading 235°, for RADAR vectors. Thence. . . .  
... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

AUGUSTA DEP CON ★  
124.45 270.3  
CTAF  
122.8

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS:

- Rwy 10: Standard.
- Rwy 28: 200-1¼ or standard with minimum climb of 235' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

- NOTE: RADAR and GPS required.
- NOTE: RNAV 1.
- NOTE: Do not exceed 250K until advised by ATC.
- NOTE: For prop aircraft during Masters golf tournament week only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for RADAR vectors to PMPAS. Then on depicted route to NDINA, then fly heading 273°, for RADAR vectors. . . .

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
122.8

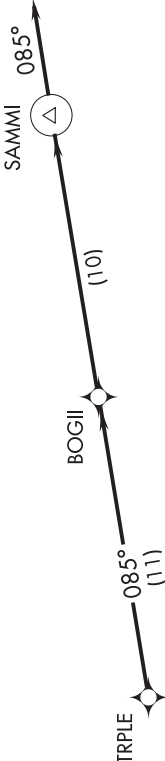
(SAMMI4.SAMMI) 24305  
AL-6201 (FAA)

SAMMI FOUR DEPARTURE (RNAV)

THOMSON/McDUFFIE COUNTY (HQU)  
THOMSON, GEORGIA

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS:  
Rwys 10, 28: Standard.



NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for RADAR vectors to TRPLE. Then on depicted route to SAMMI. Then on heading 085° for RADAR vectors. Thence . . .  
. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SAMMI FOUR DEPARTURE (RNAV)  
(SAMMI4.SAMMI) 29MAR18

THOMSON, GEORGIA  
THOMSON/McDUFFIE COUNTY (HQU)

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-TMA <u>109.7</u> Chan <b>34</b>	APP CRS <b>332°</b>	Rwy Idg <b>6506</b> TDZE <b>354</b> Apt Elev <b>355</b>
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## ILS or LOC RWY 34

DME required.

**T**  
**A** NA Circling Rwy 10 NA at night. Rwy 34 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For inop ALS, increase S-ILS 34 visibility all Cats to  $\frac{7}{8}$  SM and increase S-LOC 34 visibility all Cats to 1 SM.

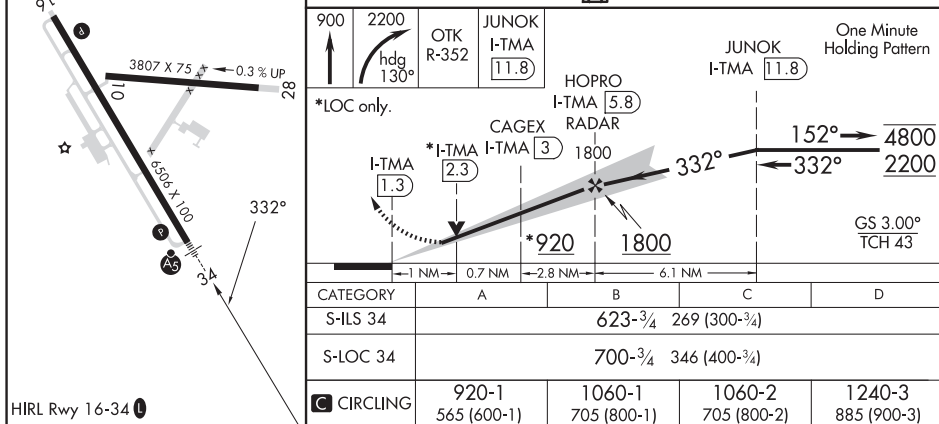
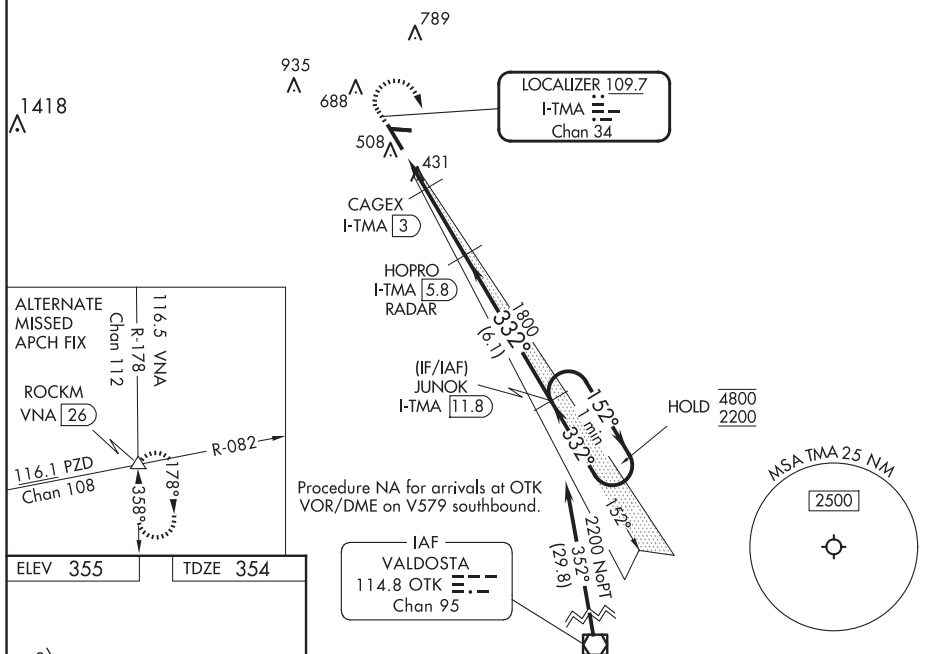
MALSR



**MISSED APPROACH:** Climb to 900 then climbing right turn to 2200 on heading 130° and OTK VOR/DME R-352 to JUNOK/I-TMA 11.8 DME and hold.

AWOS-3PT  
118.525

VALDOSTA APP CON ★  
126.6 285.6

UNICOM  
122.7 (CTAF) **L**

TIFTON, GEORGIA

AL-5398 (FAA)

23334

WAAS CH <b>62839</b> <b>W16A</b>	APP CRS <b>152°</b>	Rwy Idg TDZE Apt Elev	<b>6506</b> <b>355</b> <b>355</b>
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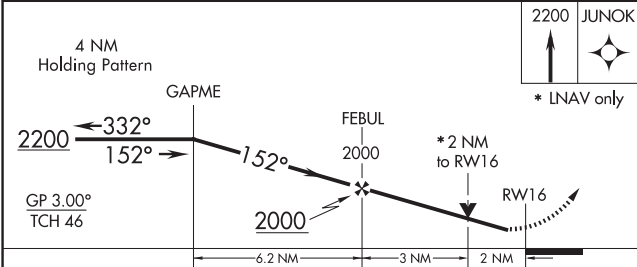
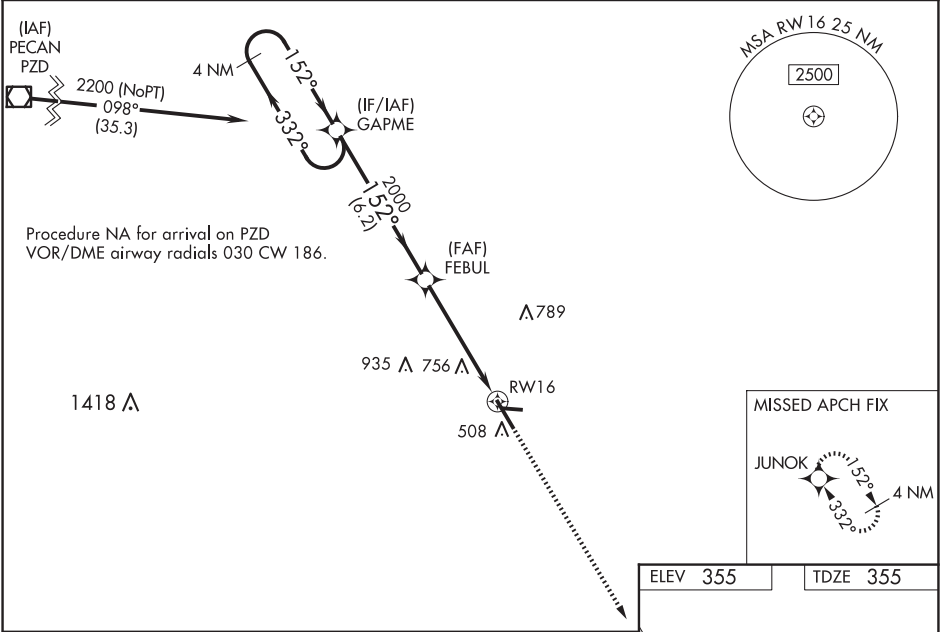
RNAV (GPS) RWY 16  
HENRY TIFT MYERS (TMA)

**⚠**

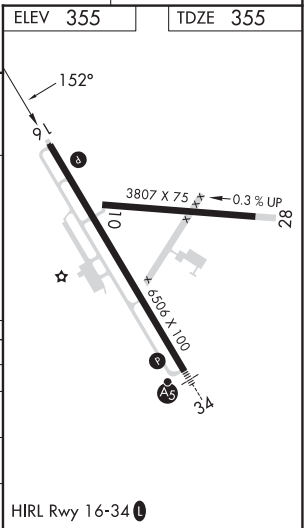
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling Rwy 10 NA at night. DME/DME RNP-0.3 NA.  
Rwy 16 Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 2200 direct JUNOK and hold.

AWOS-3PT <b>118.525</b>	VALDOSTA APP CON★ <b>126.6 285.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		621-7/8	266 (300-7/8)	
LNAV/VNAV DA		1100-3	745 (800-3)	
LNAV MDA	1020-1	665 (700-1)	1020-17/8	665 (700-17/8)
CIRCLING	1020-1 665 (700-1)	1060-1 705 (800-1)	1060-2 705 (800-2)	1240-3 885 (900-3)



TIFTON, GEORGIA  
Orig-A 17AUG17

31°26'N-83°29'W

HENRY TIFT MYERS (TMA)  
RNAV (GPS) RWY 16

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>53339</b> <b>W28A</b>	APP CRS <b>277°</b>	Rwy Idg TDZE <b>350</b> Apt Elev <b>355</b>
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RNAV (GPS) RWY 28

HENRY TIFT MYERS (TMA)

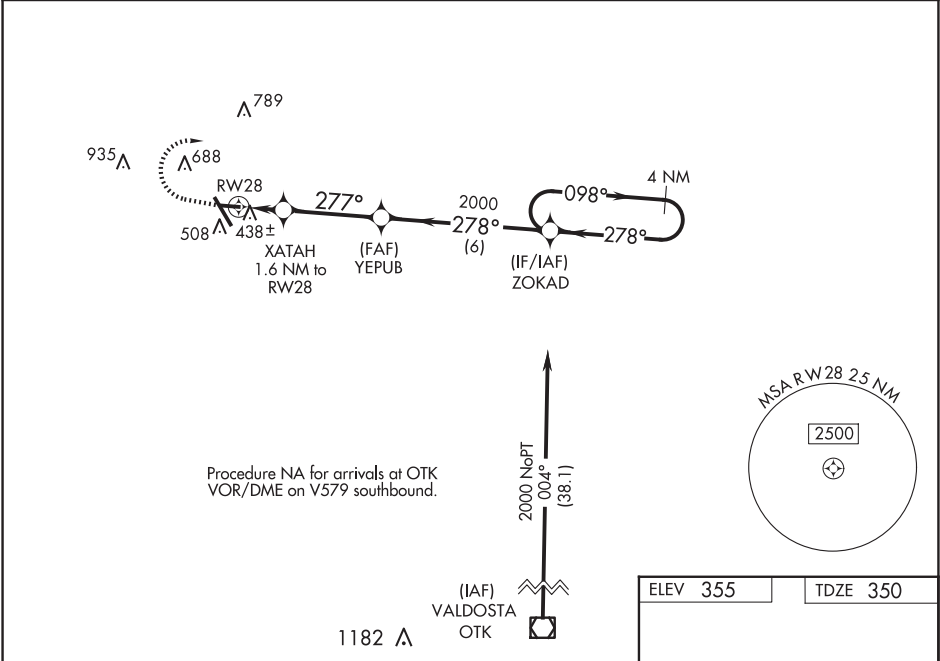
⚠

⚠ NA

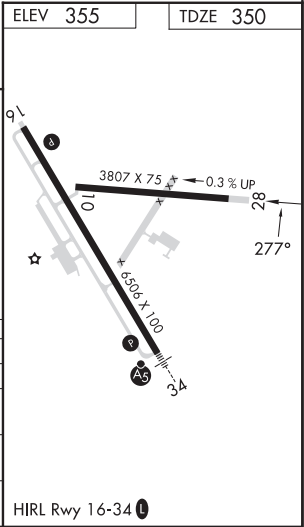
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Moultrie altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Moultrie altimeter setting; increase LPV DA to 673 feet and LNAV/VNAV DA to 689 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility 1⁄8 mile, LNAV Cat C/D visibility 1⁄4 mile, and increase Circling Cat C visibility 1⁄4 mile. Straight-in minimums NA at night. Circling Rwy 10 NA at night. Helicopter visibility reduction below 3⁄4 SM NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct ZOKAD and hold.

AWOS-3PT <b>118.525</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	UNICOM <b>122.7 (CTAF) 1</b>
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800	2000	ZOKAD		
*LNAV only.				
	XATAH 1.6 NM to RW28	YEPUB 2000	ZOKAD 2000	4 NM Holding Pattern
*1.1 NM to RW28	*277°	278°	098°	2000
*880	2000			
			GP 3.00°	TCH 40
	1.1	0.5 NM	3.5 NM	6 NM
CATEGORY	A	B	C	D
LPV DA		604-1	254 (300-1)	
LNAV/VNAV DA		628-1	278 (300-1)	
LNAV MDA		720-1	370 (400-1)	
CIRCLING	920-1 565 (600-1)	1060-1 705 (800-1)	1060-2 705 (800-2)	1240-3 885 (900-3)



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

TIFTON, GEORGIA

AL-5398 (FAA)

23334

WAAS CH <b>61118</b> <b>W34A</b>	APP CRS <b>332°</b>	Rwy Idg TDZE Apt Elev	<b>6506</b> <b>354</b> <b>355</b>
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RNAV (GPS) RWY 34

HENRY TIFT MYERS (TMA)

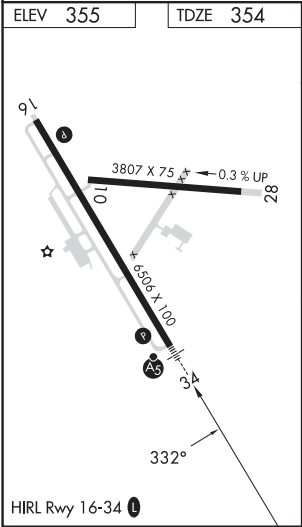
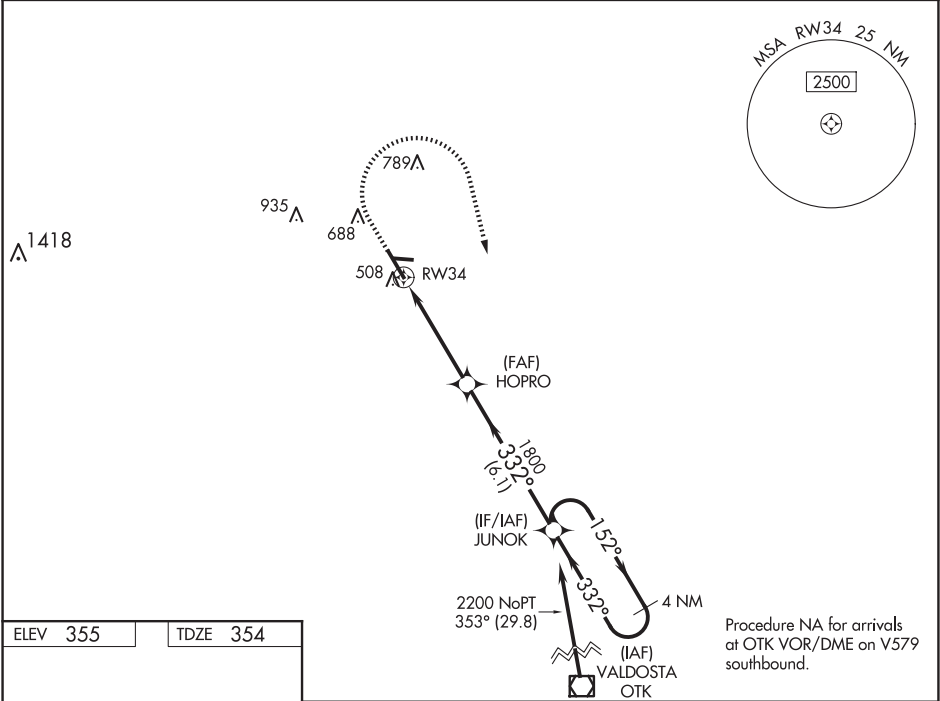
⚠

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 Rwy 10 NA at night.  
Rwy 34 helicopter visibility reduction below ¾ SM NA.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2200 direct JUNOK and hold.

AWOS-3PT <b>118.525</b>	VALDOSTA APP CON★ <b>126.6 285.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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900	2200	JUNOK	JUNOK 4 NM Holding Pattern			
* LNAV only	* 1.2 NM to RW34	HOPRO 1800	1800	332°	152°	2200
RW34		1.2 NM	3.3 NM	6.1 NM	GP 3.00° TCH 43	
CATEGORY	A	B	C	D		
LPV DA	638-¾		284 (300-¾)			
LNAV/VNAV DA	684-¾		330 (400-¾)			
LNAV MDA	780-¾		426 (500-¾)			
CIRCLING	920-1 565 (600-1)	1060-1 705 (800-1)	1060-2 705 (800-1)	1240-3 885 (900-3)		

TIFTON, GEORGIA  
Amdt 1A 17AUG17

31°26'N-83°29'W

HENRY TIFT MYERS (TMA)

RNAV (GPS) RWY 34

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **65705**  
**W03A**

APP CRS  
**027°**

Rwy ldg  
TDZE **996**  
Apt Elev **996**

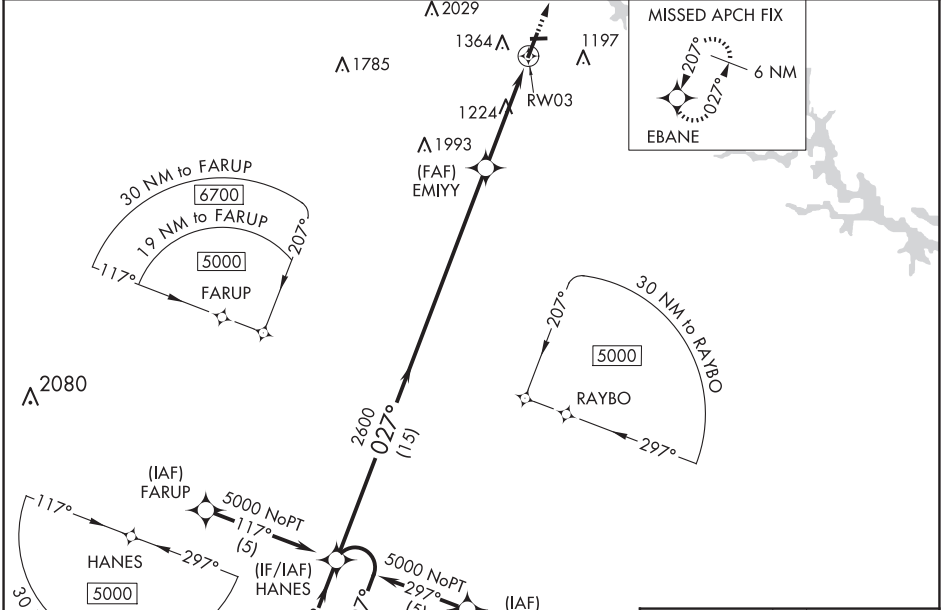
RNAV (GPS) RWY 3

TOCCOA RG LETOURNEAU FLD (TOC)

Baro-VNAV and VDP NA when using Gainesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 1507 feet, LNAV/VNAV DA to 1859 and all MDA 120 feet. Increase LPV all Cats visibility ⅓ mile, increase LNAV Cat B visibility ¼ mile, Cats C/D ½ mile and Circling Cats A/B/C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 6600 direct EBANE and hold, continue climb-in-hold to 6600.

AWOS-3 <b>119.625</b>	ATLANTA CENTER <b>134.8 379.95</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 996

TDZE 996

5 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 32).

GP 3.44° TCH 40

5000

207°

027°

2600

2600

1.9 NM to RW03

RW03

EBANE

6600

\*LNAV only

CATEGORY	A	B	C	D
LPV DA	1392-1⅛	396 (400-1⅛)		NA
LNAV/VNAV DA	1744-2½	748 (800-2½)		NA
LNAV MDA	1680-1	684 (700-1)	1680-2	684 (700-2)
CIRCLING	1720-1	724 (800-1)	1760-2¼ 764 (800-2¼)	2480-3 1484 (1500-3)

12

0.8% UP

27

2951 X 50

0.5% UP

5008 X 100

027° to RW03

MIRL Rwy 3-21

REIL Rws 3 and 21

TOCCOA, GEORGIA

AL-5262 (FAA)

25107

WAAS CH <b>61005</b> <b>W21A</b>	APP CRS <b>207°</b>	Rwy ldg TDZE <b>980</b> Apt Elev <b>996</b>
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# RNAV (GPS) RWY 21

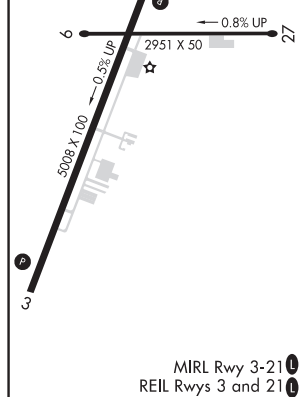
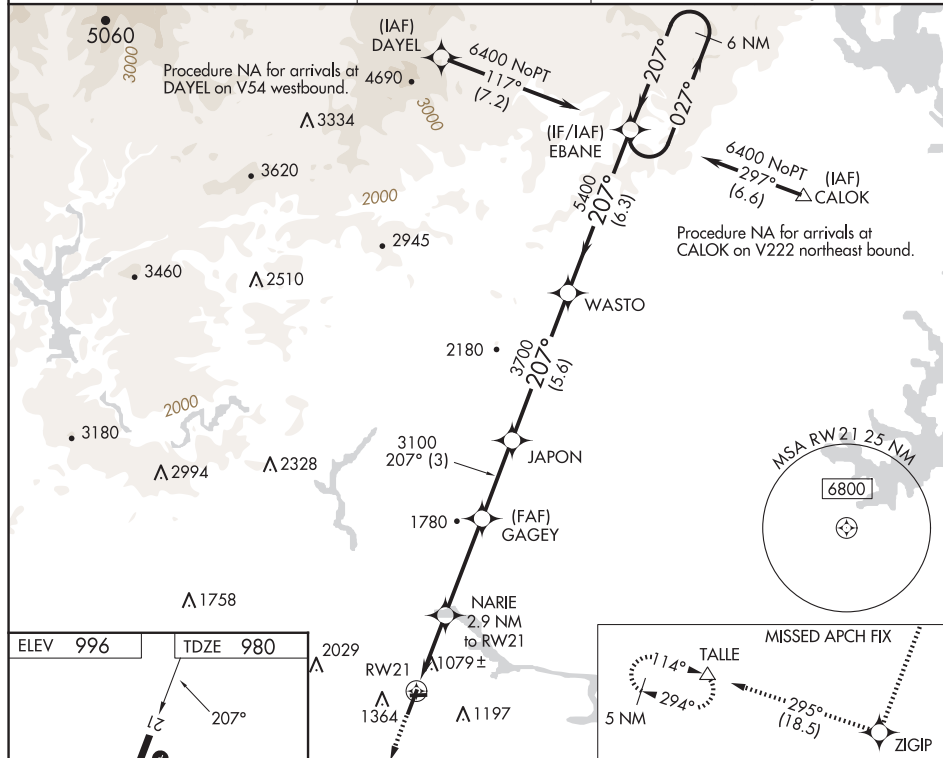
TOCCOA RG LETOURNEAU FLD (TOC)

RNP APCH

Baro-VNAV and VDP NA when using Gainesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. When local altimeter setting not received, use Gainesville altimeter setting: Increase LPV DA to 1345 feet, LNAV/VNAV DA to 1510 feet, and increase all MDAs 120 feet, increase LNAV/LNAV visibility all Cats ½ SM, LNAV visibility Cats C/D ¾ SM and Circling visibility Cats A/B ¼ SM and Cat C ½ SM. Circling Rwy 9, 27 NA at night.

MISSED APPROACH:  
Climb to 5800 direct ZIGIP and on track 295° to TALLE and hold, continue climb-in-hold to 5800.

AWOS-3 <b>119.625</b>	ATLANTA CENTER <b>134.8 379.95</b>	UNICOM <b>122.8 (CTAF) 0</b>
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5800	ZIGIP	TALLE	* LNAV only	EBANE	6 NM Holding Pattern
↑	tr 295°	△			
*1.8 NM to RW21	NARIE 2.9 NM to RW21	GAGEY 3100	JAPON	WASTO	
RW21	*1920	3100	3700	5400	
1.8 1.1 NM	3.7 NM	3 NM	5.6 NM	6.3 NM	
CATEGORY	A	B	C	D	
LPV DA	1230-1	250 (300-1)			
LNAV/VNAV DA	1395-1½	415 (400-1½)			
LNAV MDA	1560-1	580 (600-1)	1560-1½	580 (600-1½)	
CIRCLING	1720-1	724 (800-1)	1760-2¼ 764 (800-2¼)	2480-3 1484 (1500-3)	

TOCCOA, GEORGIA

Amdt 2A 22APR21

34°36'N-83°18'W

TOCCOA RG LETOURNEAU FLD (TOC)

# RNAV (GPS) RWY 21

SE-4, 12 JUN 2025 to 07 AUG 2025

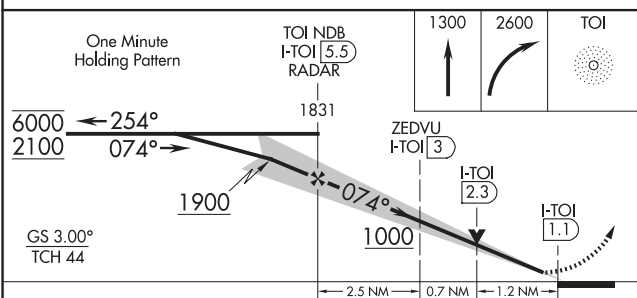
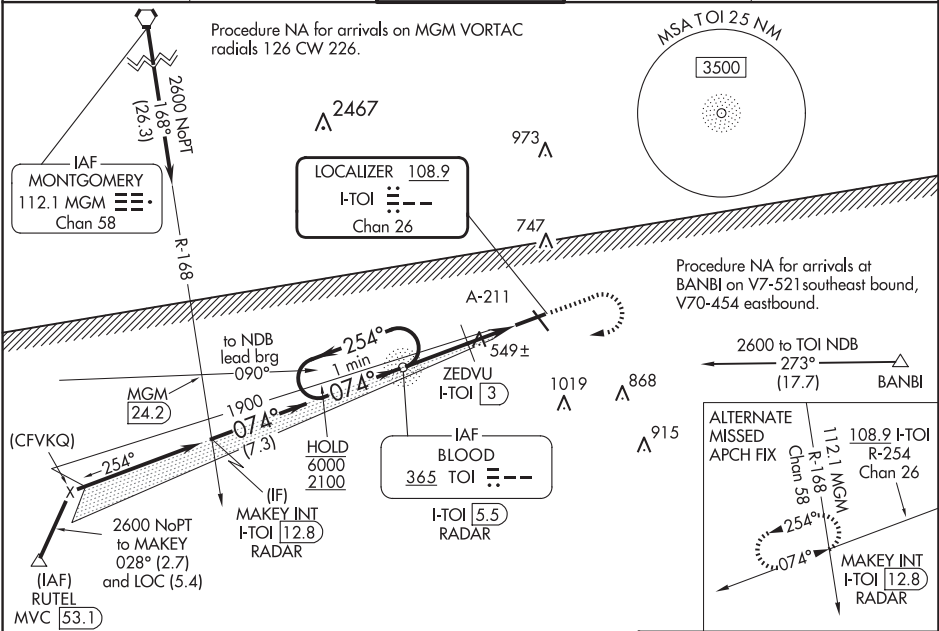
LOC/DME I-TOI	APP CRS	Rwy Idg	6197
108.9	074°	TDZE	389
Chan 26		Apt Elev	397

ILS or LOC RWY 7

TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

ADF required.	MISSED APPROACH: Climb to 1300 then climbing right turn to 2600 direct TOI NDB/I-TOI 5.5 DME/RADAR and hold.
Circling Rwy 14, 32 NA at night.	

ATIS 120.925	CAIRNS APP CON ★ 121.1 319.25	TROY TOWER ★ 124.3 (CTAF) 0 306.9	GND CON 121.9 294.7	UNICOM 122.8
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CATEGORY	A	B	C	D
S-ILS 7		635-7/8	246 (300-3/4)	
S-LOC 7	1000-1	611 (700-1)	1000-1 3/4	611 (700-1 3/4)
CIRCLING	1000-1	603 (700-1)	1300-2 3/4 903 (1000-2 3/4)	1380-3 983 (1000-3)
ZEDVU FIX MINIMUMS (DME REQUIRED)				
S-LOC 7	800-1	411 (500-1)	800-1 1/2	411 (500-1 1/2)
CIRCLING	1000-1	603 (700-1)	1300-2 3/4 903 (1000-2 3/4)	1380-3 983 (1000-3)

ELEV 397	TDZE 389
MIRL Rwy 7-25 and 14-32 1	
FAF to MAP 4.4 NM	
Knots	60 90 120 150 180
Min:Sec	4:24 2:56 2:12 1:46 1:28

ILS or LOC RWY 7

TROY, ALABAMA

AL-5720 (FAA)

24137

WAAS CH <b>82006</b> <b>W07A</b>	APP CRS <b>073°</b>	Rwy Idg TDZE <b>389</b> Apt Elev <b>397</b>
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# RNAV (GPS) RWY 7

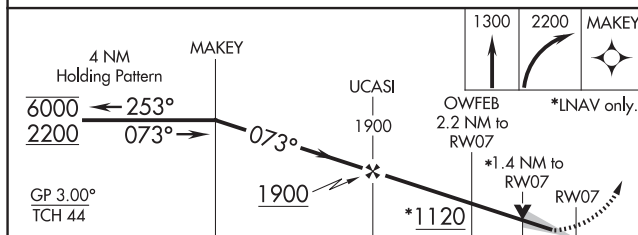
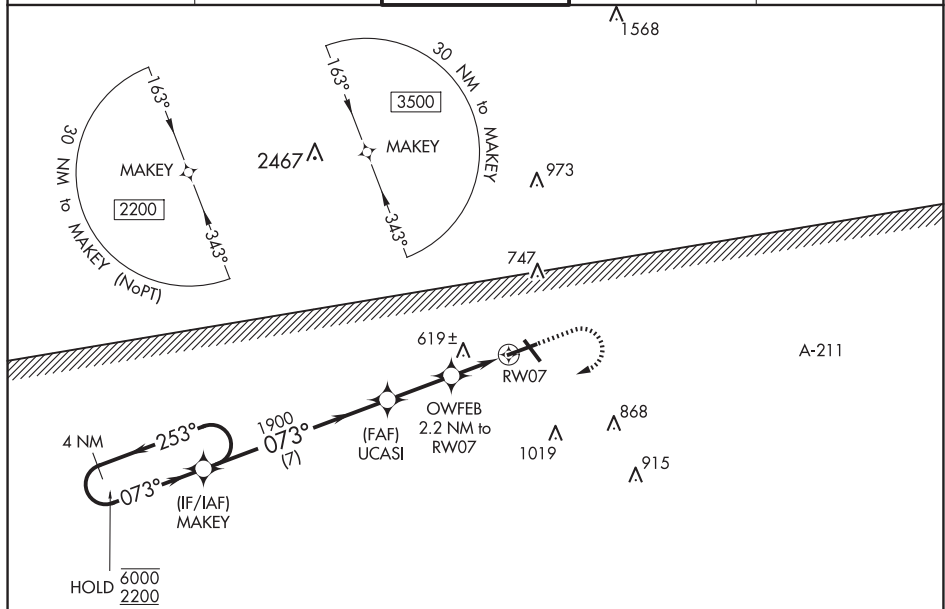
TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

RNP APCH.

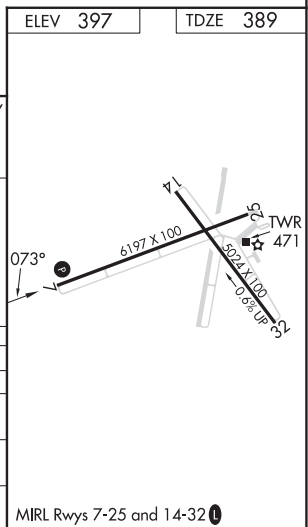
**⚠** Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct MAKEY and hold.

ATIS <b>120.925</b>	CAIRNS APP CON★ <b>121.1 319.25</b>	TROY TOWER★ <b>124.3 (CTAF) 0 306.9</b>	GND CON <b>121.9 294.7</b>	UNICOM <b>122.8</b>
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CATEGORY	A	B	C	D
LPV DA		637-7/8	248 (300-7/8)	
LNAV/VNAV DA		702-1 1/8	313 (400-1 1/8)	
LNAV MDA	880-1	491 (500-1)	880-1 3/8	491 (500-1 3/8)
<b>C</b> CIRCLING	1000-1	603 (700-1)	1300-2 3/4 903 (1000-2 3/4)	1380-3 983 (1000-3)



TROY, ALABAMA

Amdt 3A 21MAY20

TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

31°52'N-86°01'W

# RNAV (GPS) RWY 7

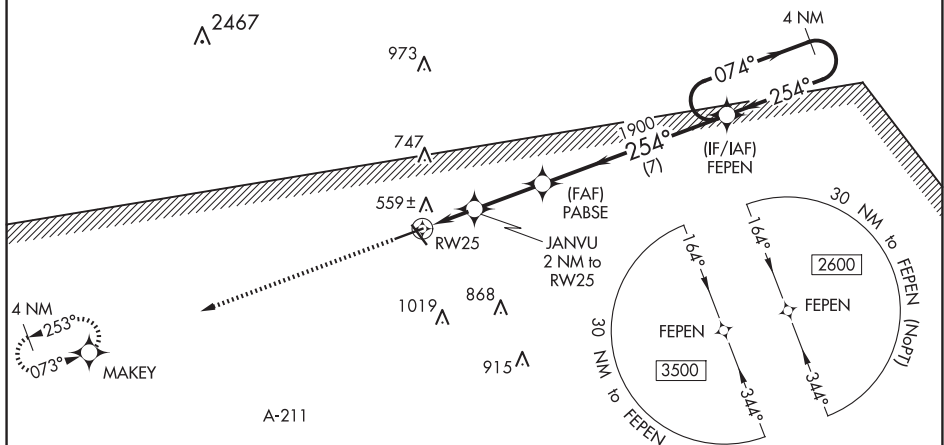
SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

**MISSED APPROACH:**  
Climb to 2200 direct  
MAKEY and hold.

UNICOM  
122.8

## RNAV (GPS) RWY 25

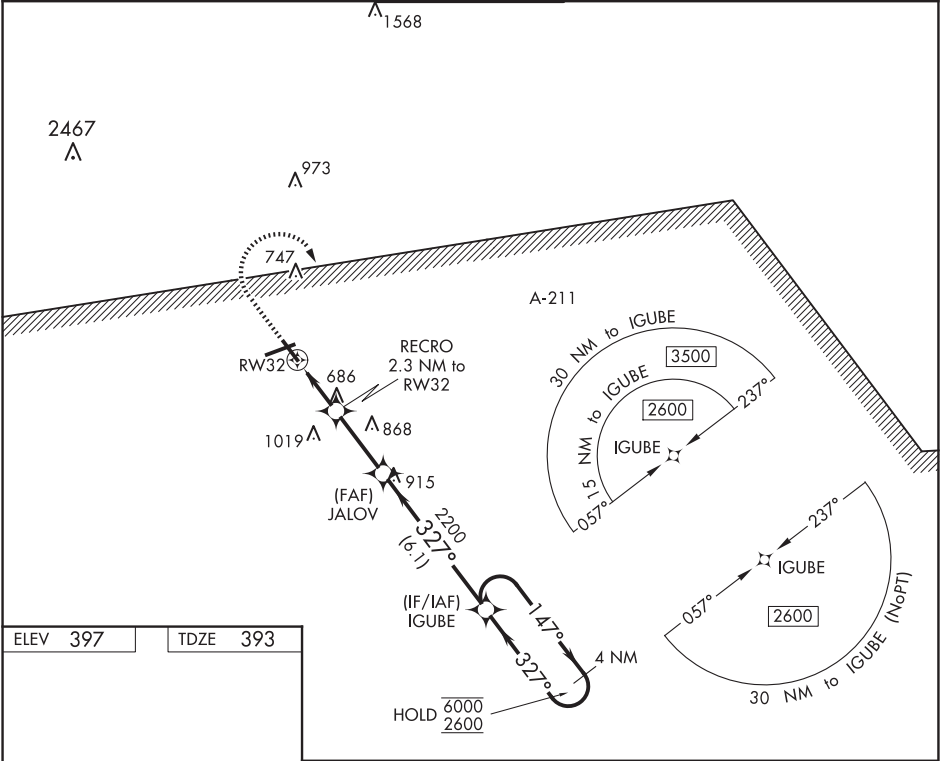


RNP APCH.

Rwy 32 helicopter visibility reduction below 1 SM NA.  
Rwy 32 Straight-in and Circling and Circling Rwy 14 NA at night.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct IGUBE and hold.

ATIS 120.925	CAIRNS APP CON★ 121.1 319.25	TROY TOWER ★ 124.3 (CTAF) 0 306.9	GND CON 121.9 294.7	UNICOM 122.8
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ELEV 397 TDZE 393

1200 2600 IGUBE

Visual Segment - Obstacles.

IGUBE 4 NM Holding Pattern

RECRO 2.3 NM to RW32

JALOV

2200

1240

2.3 NM 2.8 NM 6.1 NM

6197 X 100

5024 X 100

0.08 UP 32

327°

MIRL Rwy 7-25 and 14-32

CATEGORY	A	B	C	D
LP MDA	940-1	547 (600-1)	940-1 <sup>5</sup> / <sub>8</sub>	547 (600-1 <sup>5</sup> / <sub>8</sub> )
LNAV MDA	960-1	567 (600-1)	960-1 <sup>3</sup> / <sub>4</sub>	567 (600-1 <sup>3</sup> / <sub>4</sub> )
CIRCLING	1000-1	603 (700-1)	1300-2 <sup>3</sup> / <sub>4</sub> 903 (1000-2 <sup>3</sup> / <sub>4</sub> )	1380-3 983 (1000-3)

TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

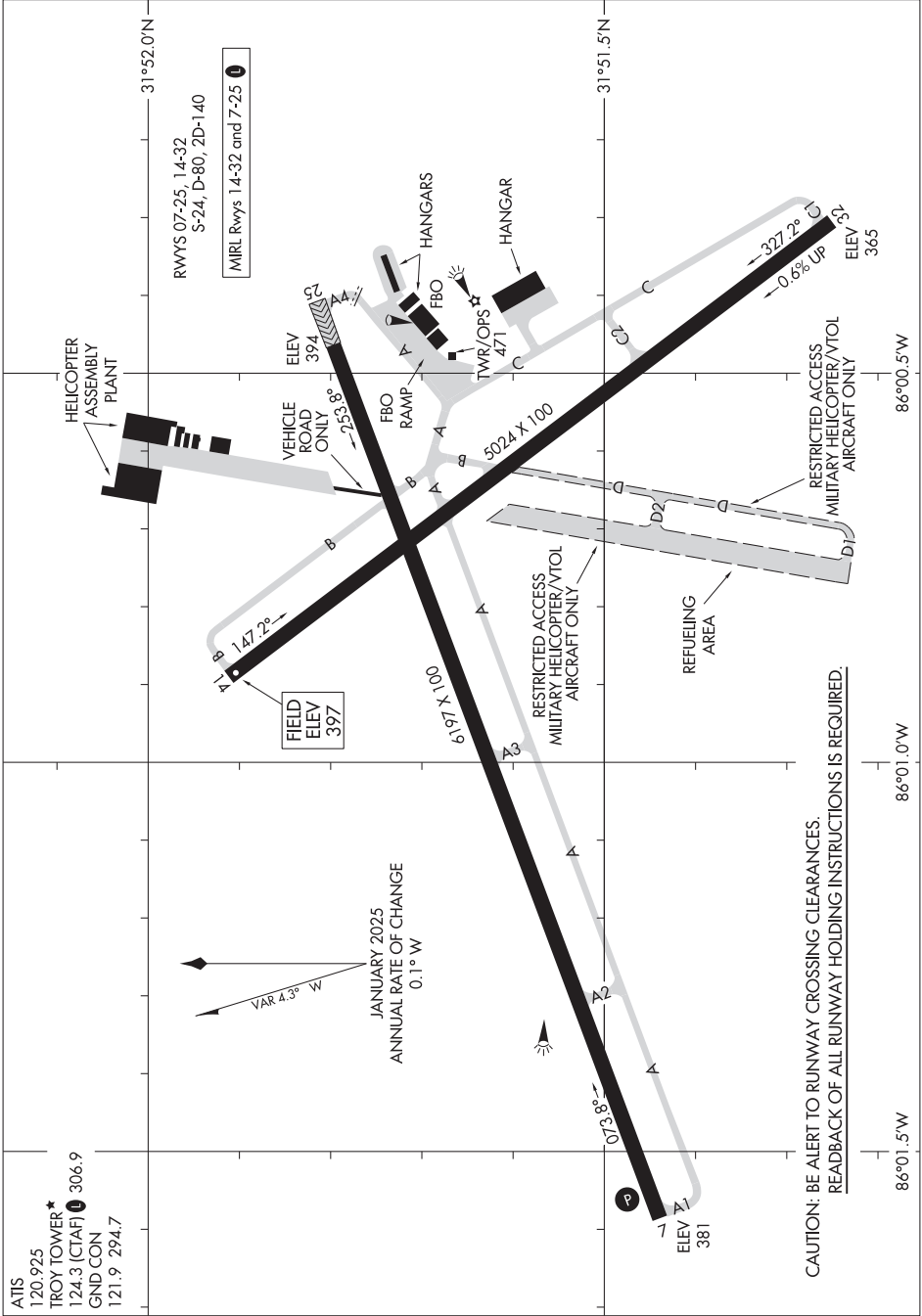
**MISSED APPROACH:** Climb to 1300 then climbing right turn to 2200 direct TOI NDB and hold.

UNICOM  
122.8

NDB RWY 7

Amdt 12B 21MAY20

SE-4, 12 JUN 2025 to 07 AUG 2025



SE-4, 12 JUN 2025 to 07 AUG 2025

TUSCALOOSA, ALABAMA

AL-487 (FAA)

24137

LOC I-TCL <b>109.1</b> Chan 28	APP CRS <b>041°</b>	Rwy Idg TDZE <b>160</b> Apt Elev <b>170</b>
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# ILS or LOC RWY 4 TUSCALOOSA NTL (TCL)

RNP APCH - GPS. From ALICE, TIEDD or ROWLL.

DME required.

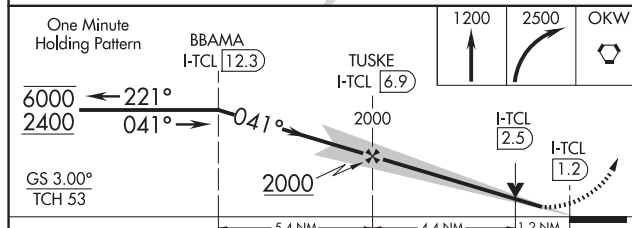
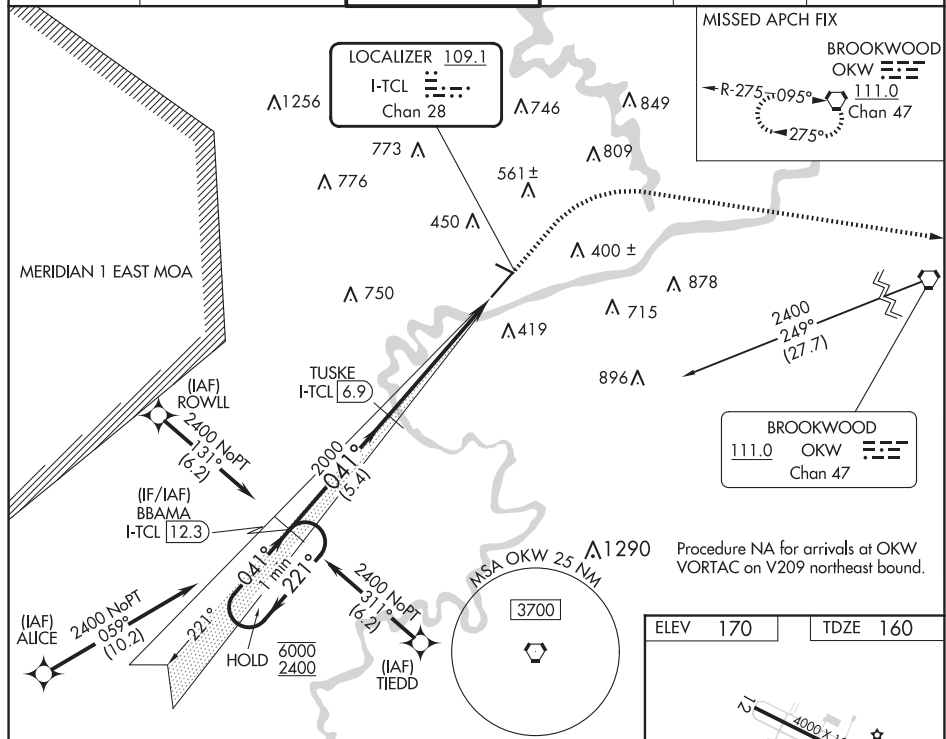


Circling Rwy 12, 30 NA at night.

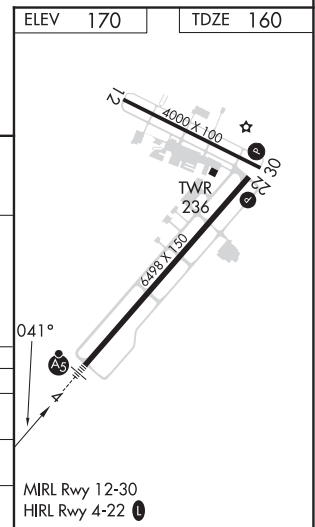


MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct OKW VORTAC and hold.

ASOS <b>132.825</b>	BIRMINGHAM APP CON <b>120.15 269.25</b>	TUSCALOOSA TOWER ★ <b>126.3 (CTAF) 0 256.7</b>	GND CON <b>121.8 257.95</b>	CLNC DEL <b>120.775</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 4		360-1/2	200 (200-1/2)	
S-LOC 4	600-1/2	440 (500-1/2)	600-3/4	440 (500-3/4)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	960-2 1/4 790 (800-2 1/4)	960-2 1/2 790 (800-2 1/2)



TUSCALOOSA, ALABAMA  
Amdt 16 20APR23

33°13'N-87°37'W

# TUSCALOOSA NTL (TCL) ILS or LOC RWY 4

SE-4, 12 JUN 2025 to 07 AUG 2025

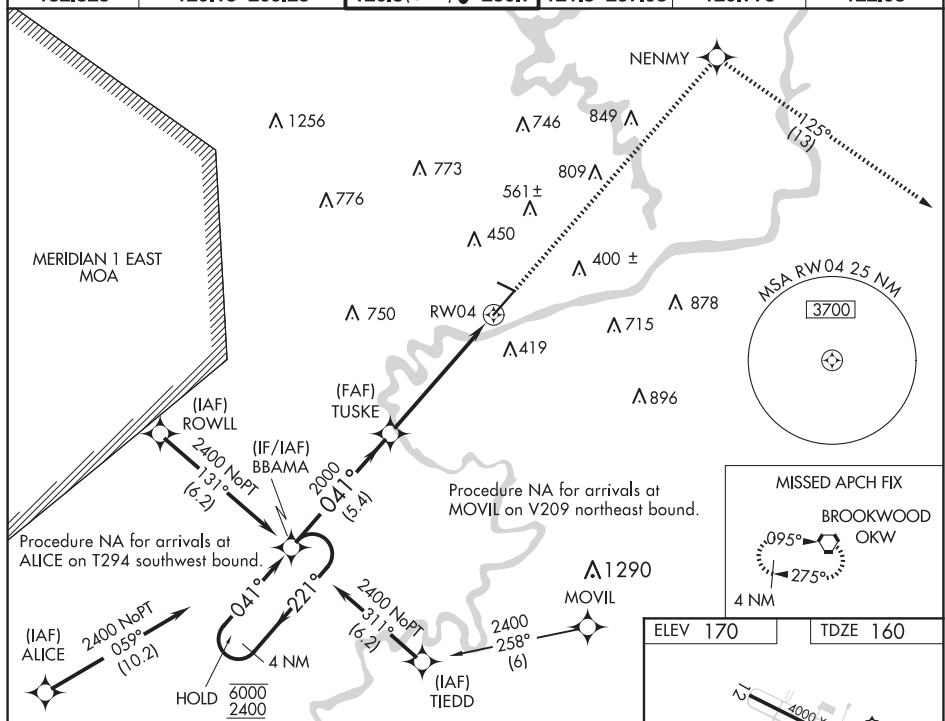
24137

RNAV (GPS) RWY 4  
TUSCALOOSA NTL (TCL)

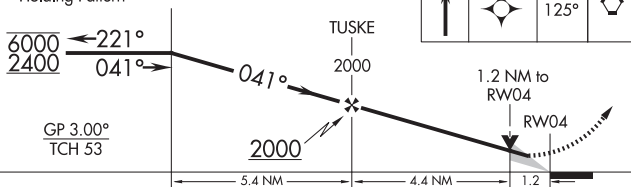
**T** Circling Rwy 12, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, **A** increase LNAV/VNAV all Cats visibility to 1½ SM.




**MISSED APPROACH:** Climb to 2500 direct NENMY and on track 125° to OKW VORTAC and hold.

UNICOM  
122.95

4 NM  
Holding Pattern BBAMA



CATEGORY	A	B	C	D
LPV DA	360-1/2		200 (200-1/2)	
LNAV/VNAV DA	575-3/4		415 (500-3/4)	
LNAV MDA	600-1/2	440 (500-1/2)	600-3/4	440 (500-3/4)
 CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	960-2 1/4 790 (800-2 1/4)	960-2 1/2 790 (800-2 1/2)

TUSCALOOSA NTL (TCL)  
RNAV (GPS) RWY 4

MIRL Rwy 12-30  
HIRL Rwy 4-22 **L**

SE-4, 12 JUN 2025 to 07 AUG 2025

TUSCALOOSA, ALABAMA

AL-487 (FAA)

24137

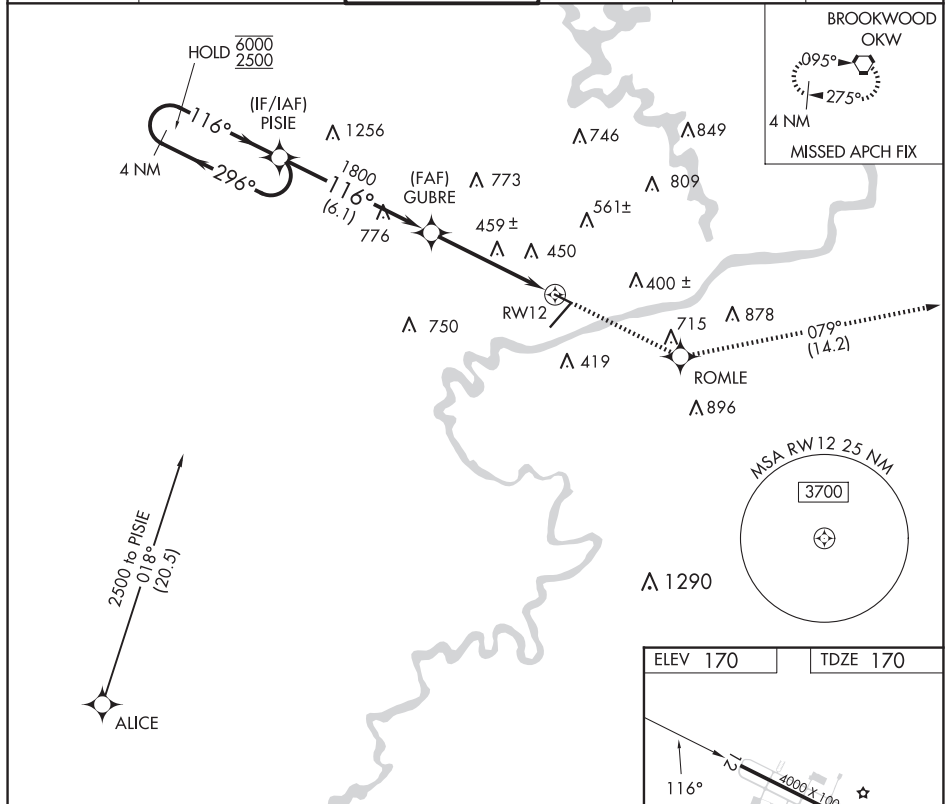
APP CRS	Rwy Idg	4000
116°	TDZE	170
	Apt Elev	170

# RNAV (GPS) RWY 12

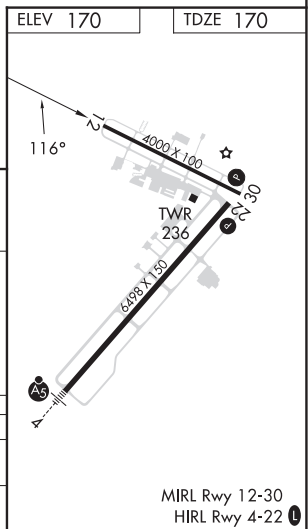
TUSCALOOSA NTL (TCL)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct ROMLE then on track 079° to OKW VORTAC and hold.
	Rwy 12 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 12 NA at night, Circling Rwy 30 NA at night.	

ASOS 132.825	BIRMINGHAM APP CON 120.15 269.25	TUSCALOOSA TOWER ★ 126.3(CTAF) 0 256.7	GND CON 121.8 257.95	CLNC DEL 120.775	UNICOM 122.95
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4 NM Holding Pattern		Visual Segment - Obstacles.		2500	ROMLE	tr	OKW
		PISIE	GUBRE				
6000 2500		1800	RW12				
296° 116°		116°					
6.1 NM		4.9 NM					
CATEGORY	A	B	C	D			
LNAV MDA	720-1	550 (600-1)	720-1½	550 (600-1½)			
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	960-2¼ 790 (800-2¼)	960-2½ 790 (800-2½)			



TUSCALOOSA, ALABAMA  
Orig-C 08SEP22

33°13'N-87°37'W

# TUSCALOOSA NTL (TCL)

## RNAV (GPS) RWY 12

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

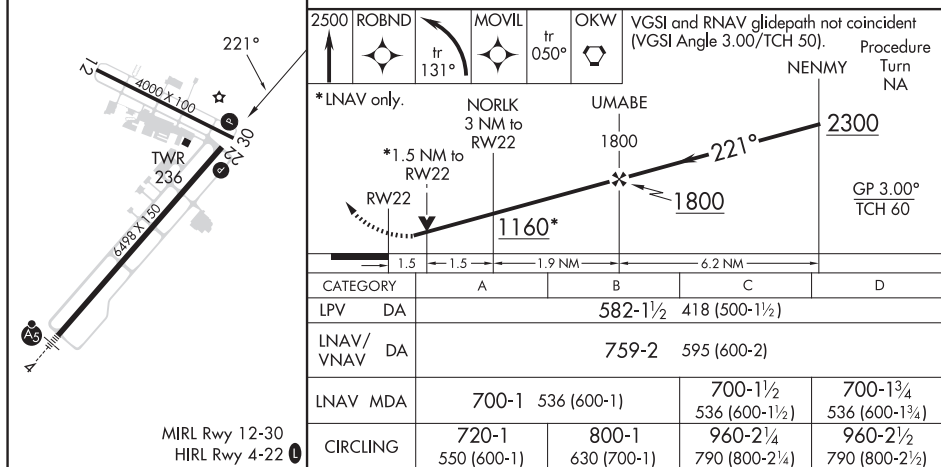
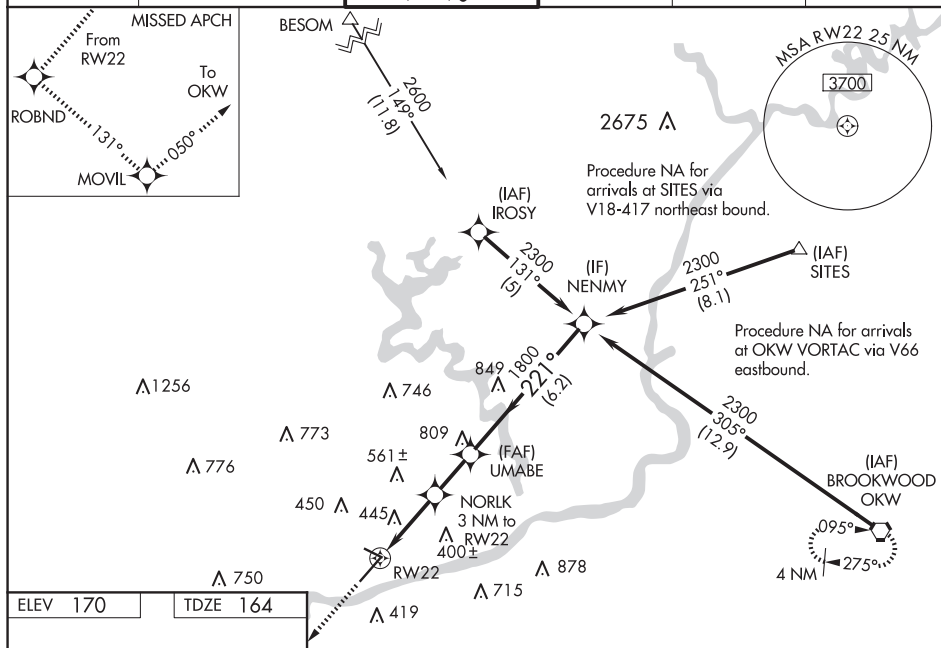
WAAS CH <b>81918</b> <b>W22A</b>	APP CRS <b>221°</b>	Rwy Idg <b>6498</b> TDZE <b>164</b> Apt Elev <b>170</b>
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RNAV (GPS) RWY 22  
TUSCALOOSA NTL (TCL)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Birmingham altimeter setting: increase LPV DA to 760 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 937 feet and all visibilities ¾ SM; increase all MDAs 180 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ¾ SM and Cat D ½ SM. Baro-VNAV and VDP NA when using Birmingham altimeter setting. Circling Rwy 12, 30 NA at night.

**MISSED APPROACH:** Climb to 2500 direct ROBND and left turn on track 131° to MOVIL and on 050° track to OKW VORTAC and hold.

ASOS 132.825	BIRMINGHAM APP CON 120.15 269.25	TUSCALOOSA TOWER ★ 126.3(CTAF) 0 256.7	GND CON 121.8 257.95	CLNC DEL 120.775	UNICOM 122.95
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TUSCALOOSA, ALABAMA

AL-487 (FAA)

24137

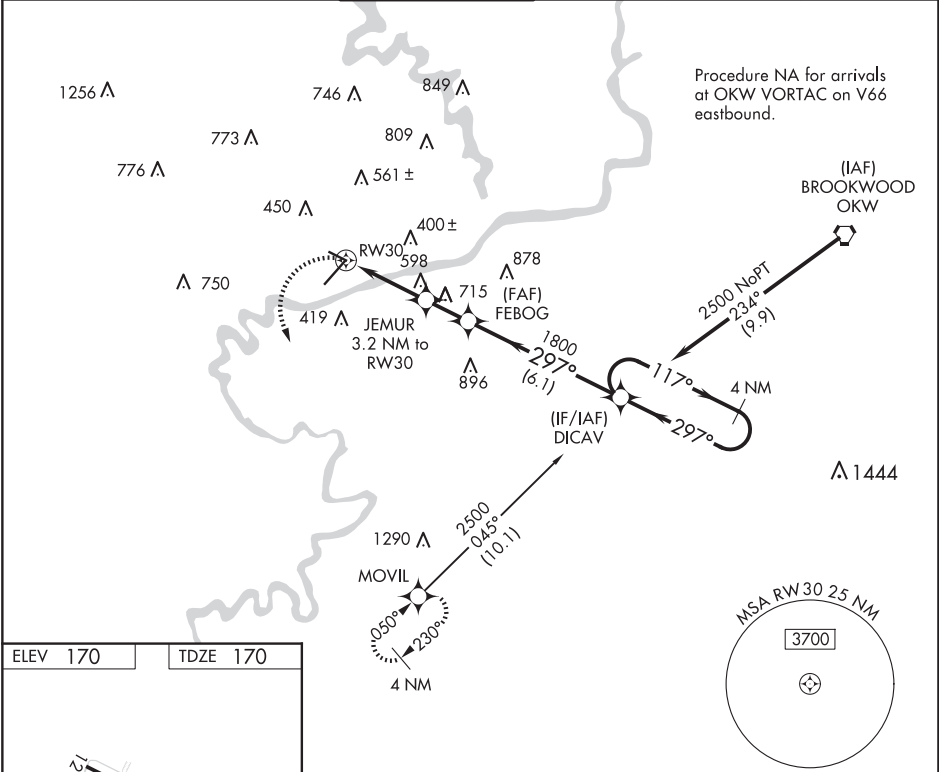
APP CRS	Rwy Idg	4000
297°	TDZE	170
	Apt Elev	170

RNAV (GPS) RWY 30  
TUSCALOOSA NTL (TCL)

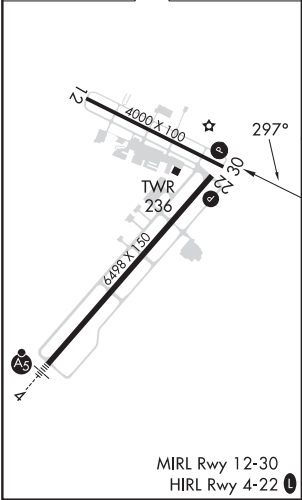
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Birmingham altimeter setting: increase all MDAs 180 feet and visibility LNAV Cats A and B ¼ SM, Cat C and D ½ SM, and Circling Cat C ¾ SM, Cat D ½ SM. Circling Rwy 12, 30 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct MOVIL and hold.

ASOS 132.825	BIRMINGHAM APP CON 120.15 269.25	TUSCALOOSA TOWER ★ 126.3 (CTAF) 0 256.7	GND CON 121.8 257.95	CLNC DEL 120.775	UNICOM 122.95
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ELEV 170	TDZE 170
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3000	MOVIL	Visual Segment - Obstacles.		DICA V	4 NM Holding Pattern
		JEMUR 3.2 NM to RW30	FEBOG		
		1240	1800	117°	2500
		3.2 NM	1.7 NM	6.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	900-1	730 (800-1)	900-2	730 (800-2)	
CIRCLING	900-1	730 (800-1)	960-2¼ 790 (800-2¼)	960-2½ 790 (800-2½)	

TUSCALOOSA, ALABAMA  
Orig-D 14JUL22

33°13'N-87°37'W

TUSCALOOSA NTL (TCL)  
RNAV (GPS) RWY 30

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



TACAN LDK Chan <b>125</b> (117.8)	APP CRS <b>058°</b>	Rwy Idg TDZE <b>160</b> Apt Elev <b>170</b>
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TACAN RWY 4

TUSCALOOSA NTL (TCL)

Circling Rwy 12, 30 NA at night.  
Inop table does not apply.

MALSR

MISSED APPROACH: Climb to 2300 direct LDK TACAN and  
LDK TACAN R-098 to ZIVMU/LDK 7 DME and hold.

ASOS <b>132.825</b>	BIRMINGHAM APP CON <b>120.15 269.25</b>	TUSCALOOSA TOWER ★ <b>126.3</b> (CTAF) <b>0 256.7</b>	GND CON <b>121.8 257.95</b>	CLNC DEL <b>120.775</b>	UNICOM <b>122.95</b>
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Remain within 10 NM		ARDIN LDK 11		2300	LDK	LDK	ZIVMU
2200		2200					
2200		2100					
					LDK 7	LDK 5.1	
CATEGORY	A	B	C	D			
S-4	840-1	680 (700-1)	840-1 $\frac{7}{8}$	680 (700-1 $\frac{7}{8}$ )			
CIRCLING	840-1	670 (700-1)	960-2 $\frac{1}{4}$ 790 (800-2 $\frac{1}{4}$ )	960-2 $\frac{1}{2}$ 790 (800-2 $\frac{1}{2}$ )			

TUSCALOOSA, ALABAMA  
Orig 08SEP22

33°13'N-87°37'W  
663

TUSCALOOSA NTL (TCL)  
TACAN RWY 4

TUSCALOOSA, ALABAMA

AL-487 (FAA)

24137

TACAN LDK Chan <b>125</b> (117.8)	APP CRS <b>241°</b>	Rwy Idg TDZE <b>164</b> Apt Elev <b>170</b>
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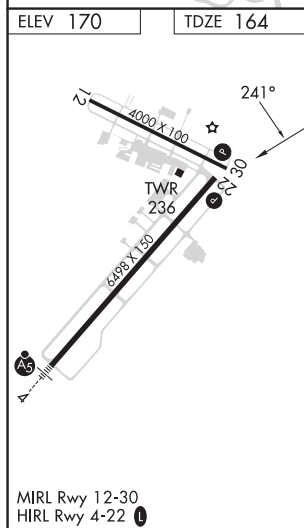
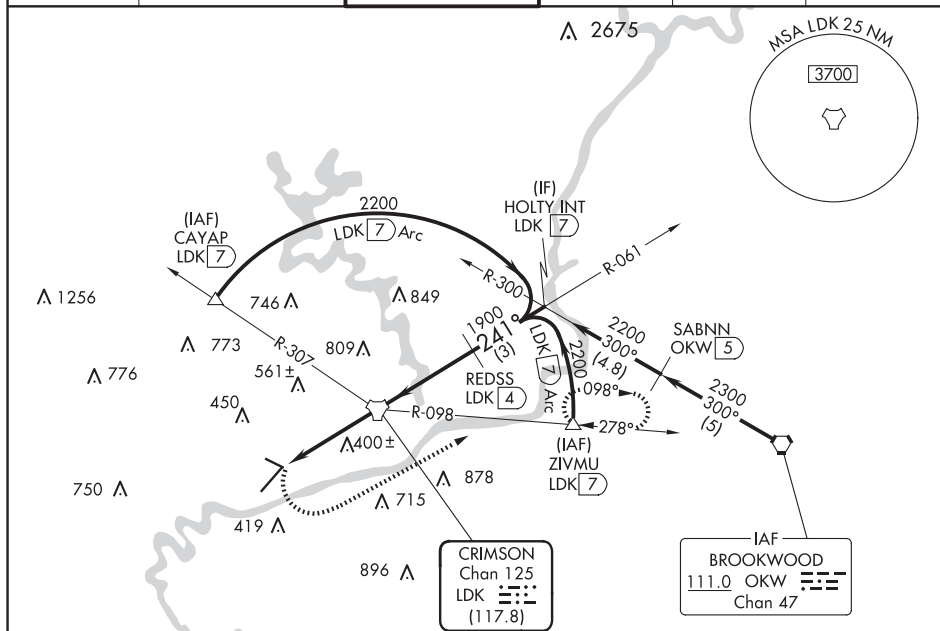
# TACAN RWY 22

TUSCALOOSA NTL (TCL)

- ▼** Circling Rwy 12, 30 NA at night.  
**▲** Rwy 22 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climbing left turn to 2300 on heading 060° and LDK TACAN R-098 to ZIVMU/LDK 7 DME and hold.

ASOS <b>132.825</b>	BIRMINGHAM APP CON <b>120.15 269.25</b>	TUSCALOOSA TOWER ★ <b>126.3</b> (CTAF) <b>0 256.7</b>	GND CON <b>121.8 257.95</b>	CLNC DEL <b>120.775</b>	UNICOM <b>122.95</b>
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	2300 hdg 060°	LDK R-098	ZIVMU △		LDK TACAN	REDSS LDK 4	HOLTY INT LDK 7	2200
					LDK 2.2			1900
					LDK 4			1500
					1.8 NM	2.2 NM	4 NM	3 NM
CATEGORY	A	B	C	D				
S-22	800-1	636 (700-1)	800-1 $\frac{3}{4}$	636 (700-1 $\frac{3}{4}$ )				
<b>C</b> CIRCLING	800-1	630 (700-1)	960-2 $\frac{1}{4}$ 790 (800-2 $\frac{1}{4}$ )	960-2 $\frac{1}{2}$ 790 (800-2 $\frac{1}{2}$ )				

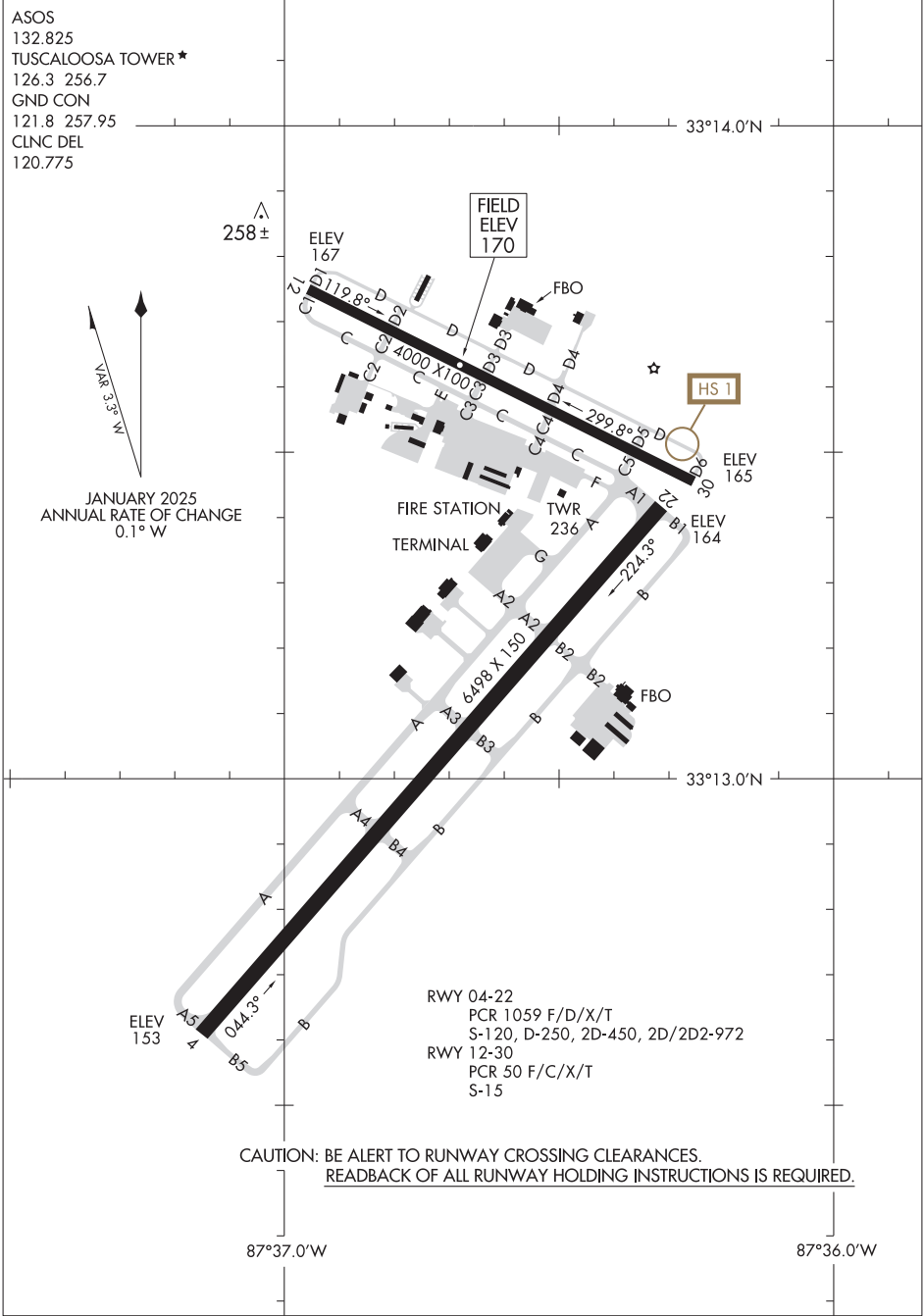
TUSCALOOSA, ALABAMA  
 Orig-A 03NOV22

33° 13'N-87° 37'W

TUSCALOOSA NTL (TCL)  
**TACAN RWY 22**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



TUSKEGEE, ALABAMA

AL-509 (FAA)

23222

WAAS CH <b>97624</b> <b>W13A</b>	APP CRS <b>132°</b>	Rwy Idg TDZE Apt Elev	<b>5005</b> <b>264</b> <b>264</b>
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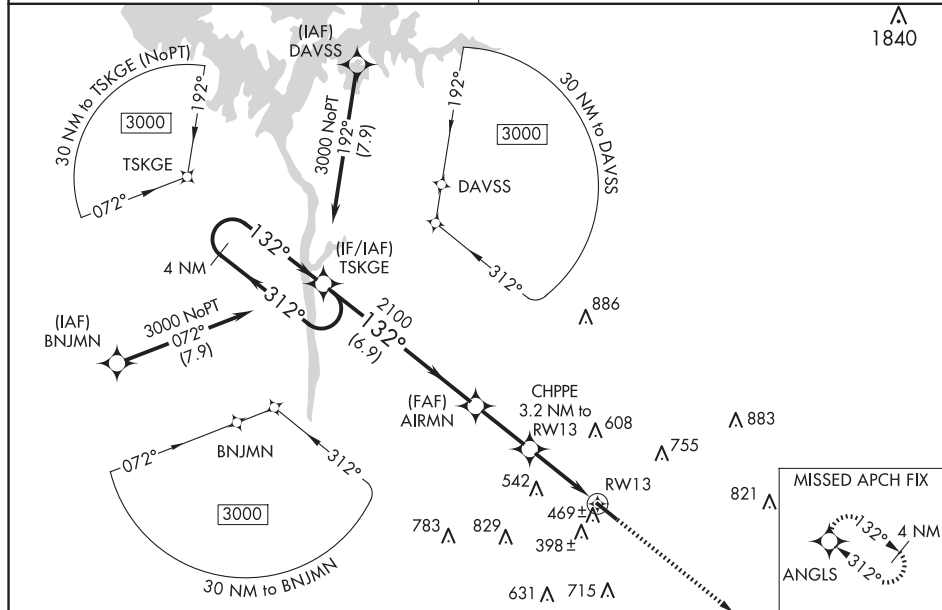
# RNAV (GPS) RWY 13

MOTON FLD MUNI (Ø6A)

**NA** Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Montgomery altimeter setting; when not received, use Troy Muni at N Kenneth Campbell Fld altimeter setting and increase all DA 18 feet and all MDA 20 feet; increase Circling Cats B and C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct ANGLS and hold.

ATLANTA APP CON★ <b>125.5 323.1</b>	UNICOM <b>122.8 (CTAF) Ø</b>
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ELEV 264 TDZE 264

3000 ANGLES 132°

GP 3.00° TCH 40

4 NM Holding Pattern TSKGE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

AIRMN 2100 CHPPE 3.2 NM to RW13

RW13

6.9 NM 2.4 NM 3.2 NM

\*1300

\*LNNAV only

5005 X 100

CATEGORY	A	B	C	D
LPV DA		661-1¾	397 (400-1¾)	
LNNAV/VNAV DA		798-1¾	534 (600-1¾)	
LNNAV MDA	820-1	556 (600-1)	820-2½	556 (600-2½)
CIRCLING	960-1 696 (700-1)	1060-1 796 (800-1)	1200-2¾ 936 (1000-2¾)	1260-3 996 (1000-3)

MIRL Rwy 13-31 Ø

TUSKEGEE, ALABAMA  
Amdt 2B 31MAR16

32°28'N-85°41'W

# RNAV (GPS) RWY 13

MOTON FLD MUNI (Ø6A)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

23222

WAAS CH <b>97425</b> <b>W31A</b>	APP CRS <b>312°</b>	Rwy Idg <b>5005</b> TDZE <b>264</b> Apt Elev <b>264</b>
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## RNAV (GPS) RWY 31

MOTON FLD MUNI (Ø6A)

**T** DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Baro-VNAV NA.  
**A** NA Use Montgomery altimeter setting when not received use Troy Munt at N Kenneth Campbell Fld altimeter setting; increase all DA 18 feet and all MDA 20 feet, and increase Circling Cat B and C visibility  $\frac{1}{4}$  mile.

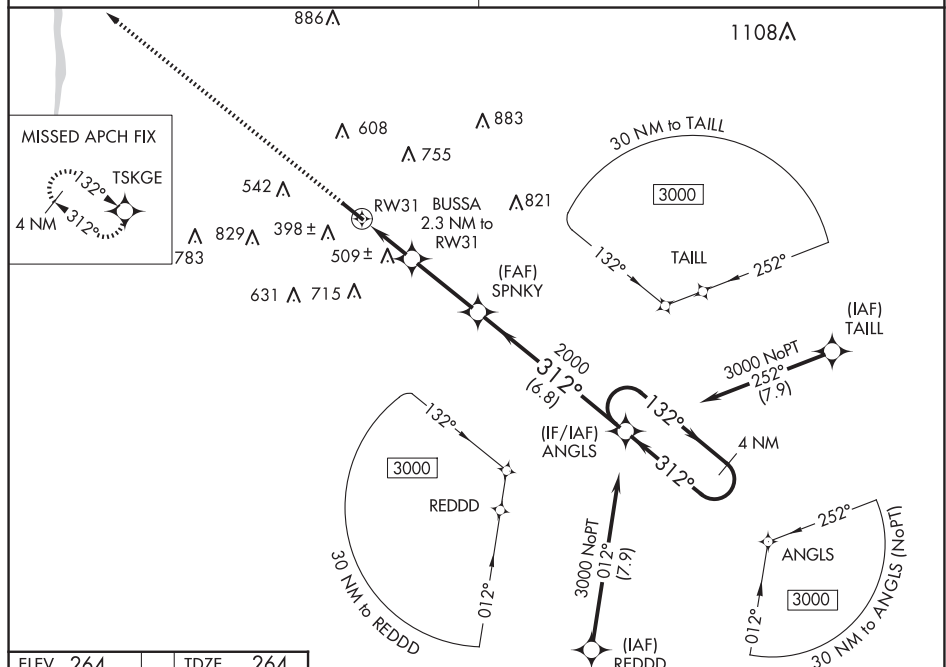
**MISSED APPROACH:**  
Climb to 3000 direct  
TSKGE and hold.

ATLANTA APP CON ★

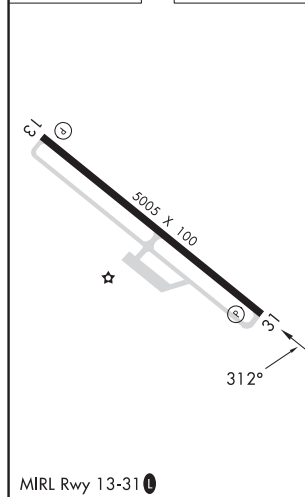
125.5      323.1

UN|COM

**122.8 (CTAF) L**



ELEV 264		TDZE 264
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3000 TSKGE

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 30).

4 NM Holding Pattern

ANGLES

132°

312°

3000

SPNKY

2000

BUSSA 2.3 NM to RW31

\*1020

RW31

2.3 NM

3 NM

6.8 NM

GP 3.00° TCH 40°

CATEGORY	A	B	C	D
LPV DA	627-1¼	363 (400-1¼)		
LNNAV/VNAV DA	909-2½	645 (700-2½)		
LNNAV MDA	860-1	596 (600-1)	860-1¾	596 (600-1¾)
<b>C</b> CIRCLING	960-1 696 (700-1)	1060-1 796 (800-1)	1200-2¾ 936 (1000-2¾)	1260-3 996 (1000-3)

Amdt 2B 31MAR16

MOTON FLD MUNI (Ø6A)

## RNAV (GPS) RWY 31

32°28'N-85°41'W

667

SE-4, 12 JUN 2025 to 07 AUG 2025

UNION SPRINGS, ALABAMA

AL-11645 (FAA)

24361

APP CRS	Rwy Idg	<b>5002</b>
<b>140°</b>	TDZE	<b>298</b>
	Apt Elev	<b>301</b>

## RNAV (GPS) RWY 14

FRANKLIN FLD (Ø7A)

RNP APCH - GPS.

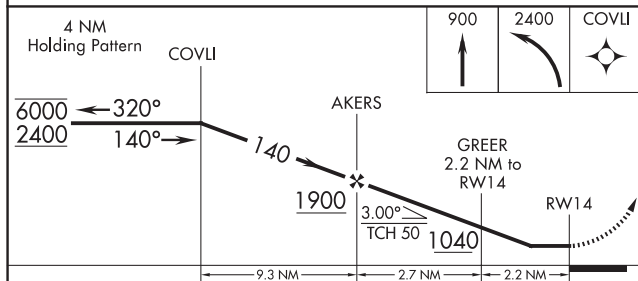
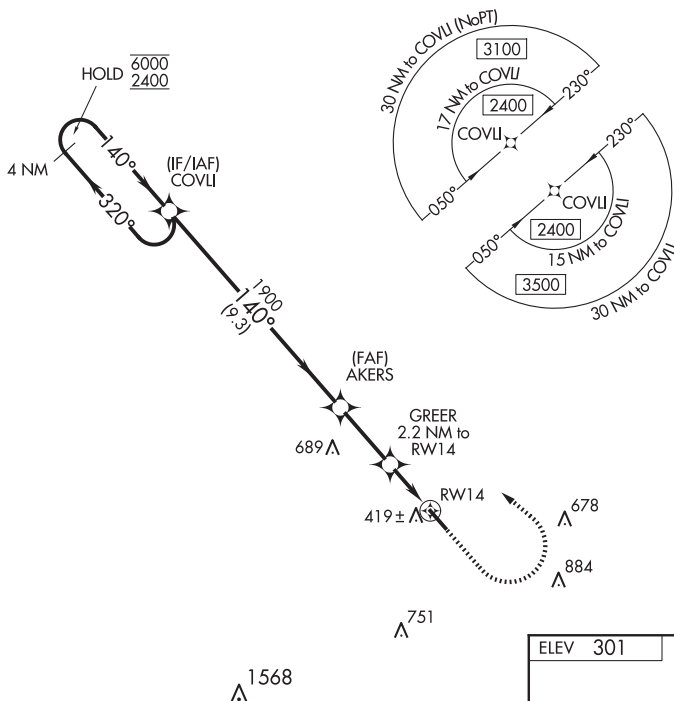
**V** Rwy 14 helicopter visibility reduction below 1 SM NA.  
**Δ** NA Procedure NA at night. Use Troy altimeter setting.

MISSED APPROACH: Climb to 900 then climbing left turn to 2400 direct COVLI and hold.

TOI ASOS  
**120.925**

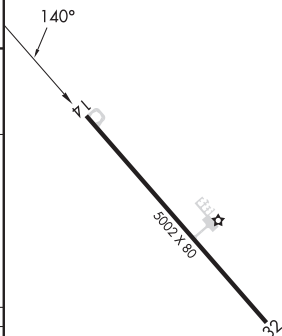
MONTGOMERY APP CON ★  
**121.2 269.05**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
RNAV MDA	740-1	442 (500-1)	740-1 $\frac{3}{8}$	442 (500-1 $\frac{3}{8}$ )
CIRCLING	840-1	539 (600-1)	900-1 $\frac{1}{2}$ 599 (600-1 $\frac{1}{2}$ )	1060-2 $\frac{1}{2}$ 759 (800-2 $\frac{1}{2}$ )

ELEV 301 TDZE 298



REIL Rwy 14 and 32 0  
 MIRL Rwy 14-32 0

UNION SPRINGS, ALABAMA  
 Orig 05SEP24

32°10'N-85°49'W

FRANKLIN FLD (Ø7A)  
 RNAV (GPS) RWY 14

SE-4, 12 JUN 2025 to 07 AUG 2025



VALDOSTA, GEORGIA

AL-892 (FAA)

24249

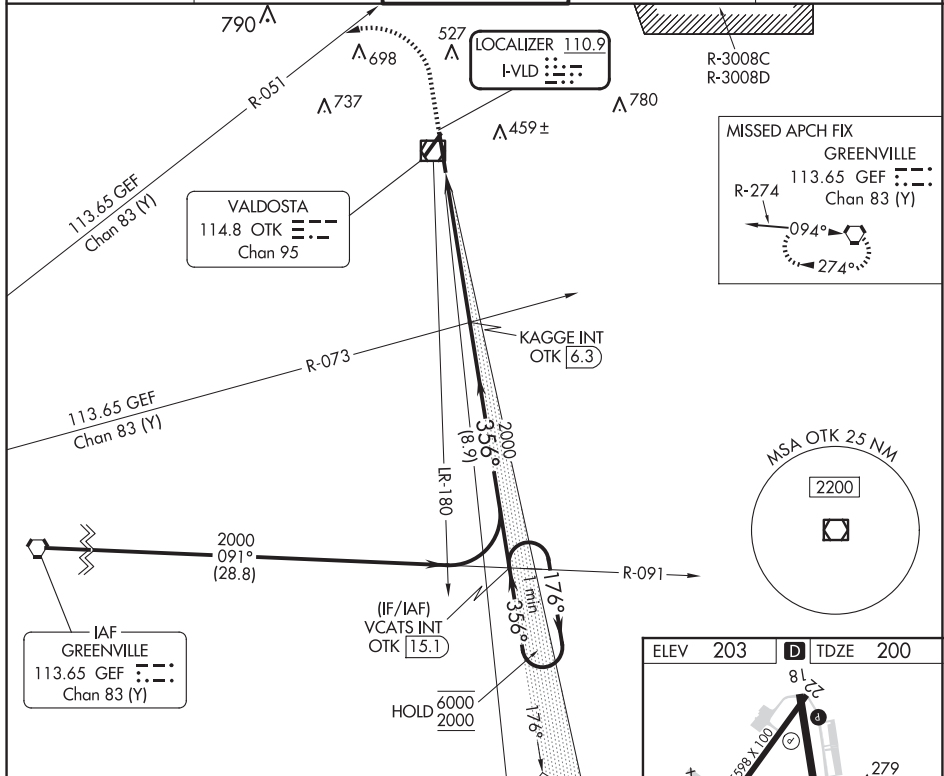
LOC I-VLD <b>110.9</b>	APP CRS <b>356°</b>	Rwy Idg <b>8002</b>
		TDZE <b>200</b>
		App Elev <b>203</b>

# ILS or LOC RWY 36

VALDOSTA RGNL (VLD)

<p><b>⚠</b> Rwy 36 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. DME from OTK VOR/DME. DME use requires simultaneous reception of I-VLD and OTK DME. For inop ALS, increase S-ILS 36 all Cats visibility to <math>\frac{1}{8}</math> SM, increase S-LOC 36 Cats A and B visibility to 1 SM and Cat E visibility to <math>\frac{1}{4}</math> SM.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 on heading 231° and GEF R-051 to GEF VORTAC and hold.</p>
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ASOS <b>126.225</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	VALDOSTA TOWER ★ <b>128.35 (CTAF)</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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1200

↑

2000

hdg  
231°

GEF

R-051

GEF

KAGGE INT  
OTK 6.3

VCATS INT  
OTK 15.1

One Minute  
Holding Pattern

2000

356°

176°→

←356°

6000

2000

GS 3.00°

TCH 53

OTK 0.8

OTK 2

2000

2000

1.2 NM

4.3 NM

8.9 NM

CATEGORY	A	B	C	D	E
S-ILS 36		489-¾	289 (300-¾)		
S-LOC 36		640-¾	440 (500-¾)		
CIRCLING	640-1 437 (500-1)	700-1 497 (500-1)	900-2 697 (700-1)	1020-2¾ 817 (900-2¾)	1040-3 837 (900-3)

REIL Rwy 18

HIRL Rwy 18-36

REIL Rws 4 and 22

MIRL Rws 4-22

FAF to MAP 5.5 NM

8003 X 150

36

356°

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

VALDOSTA, GEORGIA

Amdt 8 25JAN24

30°47'N-83°17'W

# VALDOSTA RGNL (VLD)

## ILS or LOC RWY 36

REIL Rwy 18 1  
HIRL Rwy 18-36 1  
REIL Rlys 4 and 22  
MIRL Rlys 4-22

FAF to MAP 5.5 NM

Knots 60 90 120 150 180  
Min:Sec 5:30 3:40 2:45 2:12 1:50

SE-4, 12 JUN 2025 to 07 AUG 2025

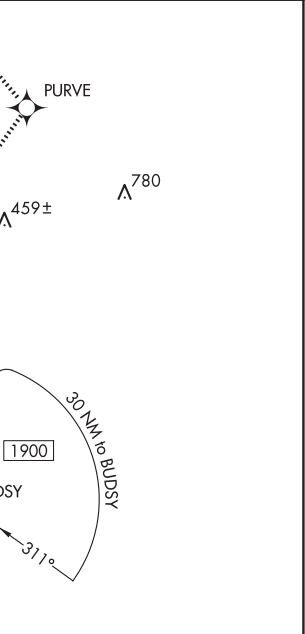
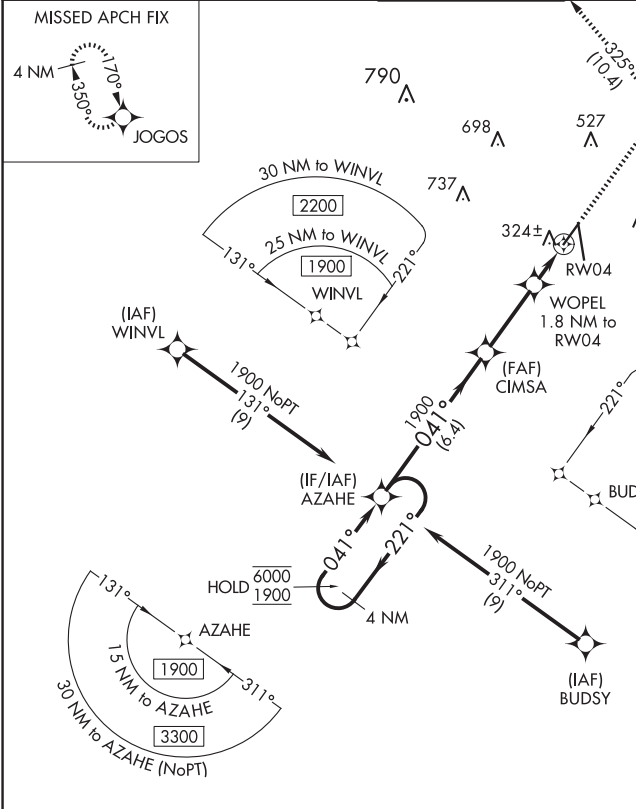


APP CRS	Rwy Idg	5598
041°	TDZE	202
	Apt Elev	203

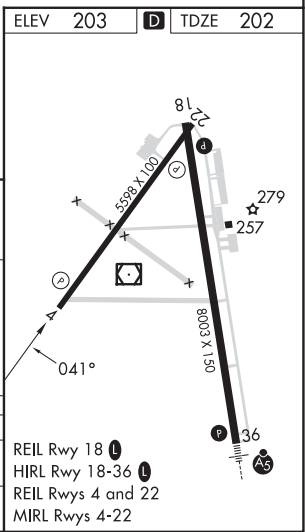
RNAV (GPS) RWY 4  
VALDOSTA RGNL (VLD)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct PURVE and on track 325° to JOGOS and hold.
▼ ▲ Rwy 4 helicopter visibility reduction below ¾ SM NA.	

ASOS 126.225	VALDOSTA APP CON * 126.6 285.6	VALDOSTA TOWER * 128.35 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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4 NM Holding Pattern	AZAHE	CIMSA	3000 PURVE	Ir 325°	JOGOS
6000 ← 221°	041° →	1900	WOPEL 1.8 NM to RW04	1 NM to RW04	
			3.25° TCH 52	860	
	6.4 NM	3 NM	0.8 NM	1 NM	
CATEGORY	A	B	C	D	
LNVA MDA	580-1 378 (400-1)				
CIRCLING	640-1 437 (500-1)	700-1 497 (500-1)	900-2 697 (700-2)	1020-2¾ 817 (900-2¾)	



SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

VALDOSTA, GEORGIA

AL-892 (FAA)

24249

WAAS CH <b>87101</b> <b>W18A</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>8002</b> <b>199</b> <b>203</b>
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# RNAV (GPS) RWY 18

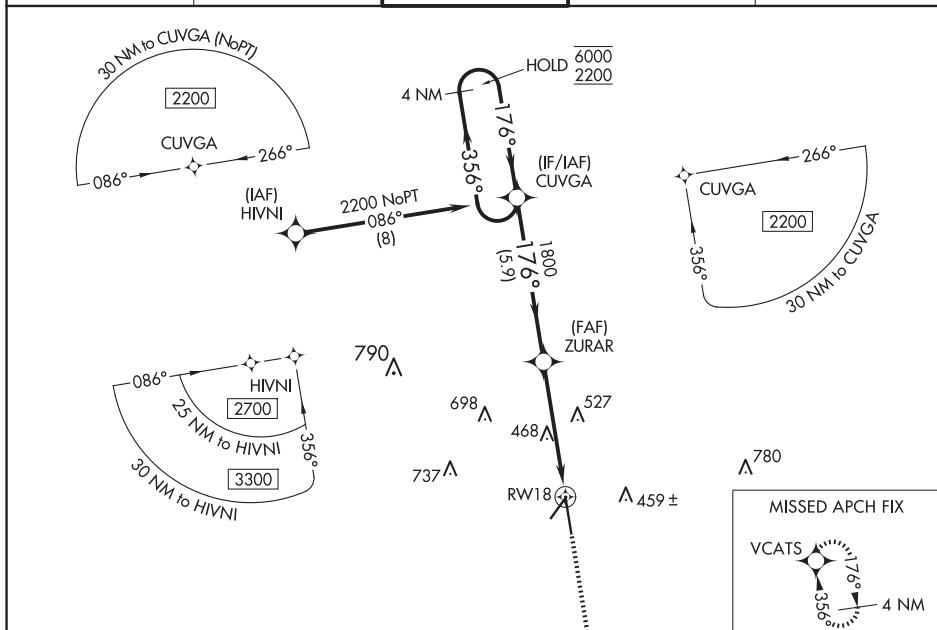
VALDOSTA RGNL (VLD)

RNP APCH - GPS.

**▼** Rwy 18 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C.

**MISSED APPROACH:** Climb to 2700 direct VCATS and hold.

ASOS <b>126.225</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	VALDOSTA TOWER ★ <b>128.35 (CTAF) 0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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ELEV 203		<b>D</b> TDZE 199		
4 NM Holding Pattern		VCATS		
6000 2200		176°		
GP 3.00° TCH 50		1800		
5.9 NM		3.4 NM		
1.5 NM to RW18		RW18		
CATEGORY	A	B	C	D
LPV DA	454-¾ 255 (300-¾)			
LNAV/VNAV DA	458-¾ 259 (300-¾)			
LNAV MDA	720-1	521 (600-1)	720-1½	521 (600-1½)
CIRCLING	720-1	517 (600-1)	900-2 697 (700-2)	1020-2¾ 817 (900-2¾)

CUVGA

ZURAR 1800

1.5 NM to RW18

RW18

2700

VCATS

176°

81

22

558 X 100

279

257

8003 X 150

36

REIL Rwy 18

HIRL Rwy 18-36

REIL Rws 4 and 22

MIRL Rws 4-22

VALDOSTA, GEORGIA

30°47'N-83°17'W

Amdt 3 25JAN24

VALDOSTA RGNL (VLD)

# RNAV (GPS) RWY 18

SE-4, 12 JUN 2025 to 07 AUG 2025



VOR/DME OTK	APP CRS	Rwy Idg	8002
114.8	190°	TDZE	199
Chan 95		Apt Elev	203

VOR RWY 18  
VALDOSTA RGNL (VLD)

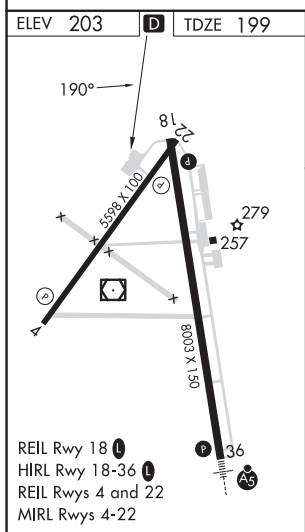
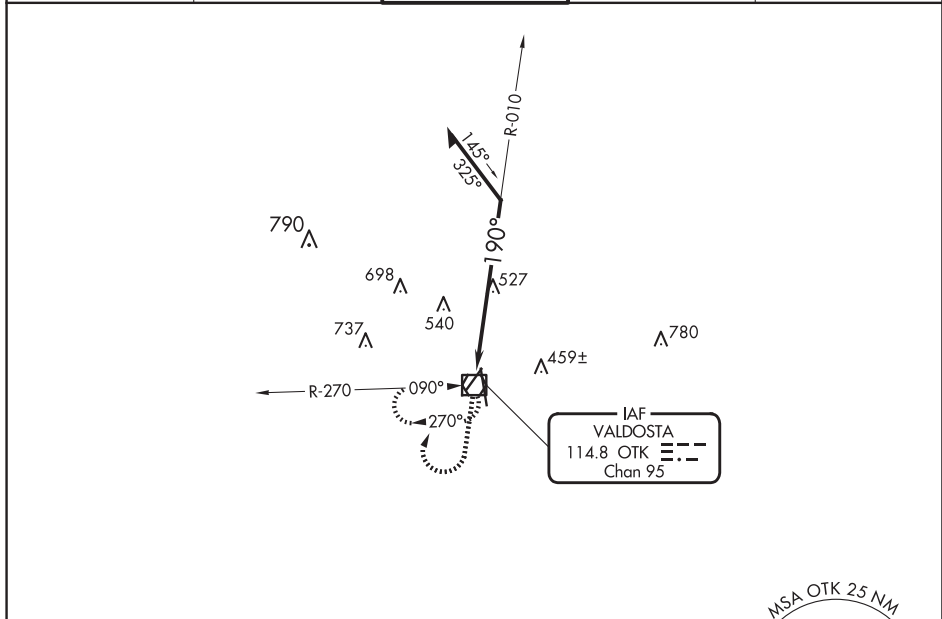
▼

▲

Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS 126.225	VALDOSTA APP CON ★ 126.6 285.6	VALDOSTA TOWER ★ 128.35 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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1500	2000	OTK
↑	↷	☐

OTK VOR/DME

OTK 2.5

1.9

Remain within 10 NM

010°

190°

2000

CATEGORY	A	B	C	D
S-18	840-1 641 (700-1)		840-1 641 (700-1 641 (700-2)	840-2 641 (700-2)
CIRCLING	840-1 637 (700-1)		900-2 697 (700-2)	1020-2 817 (900-2 3/4)

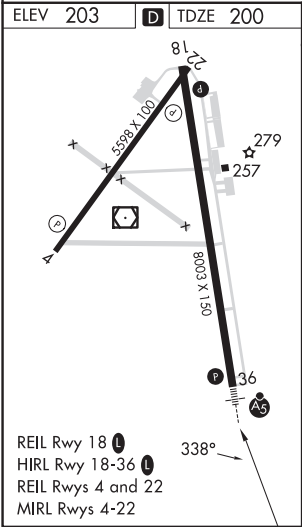
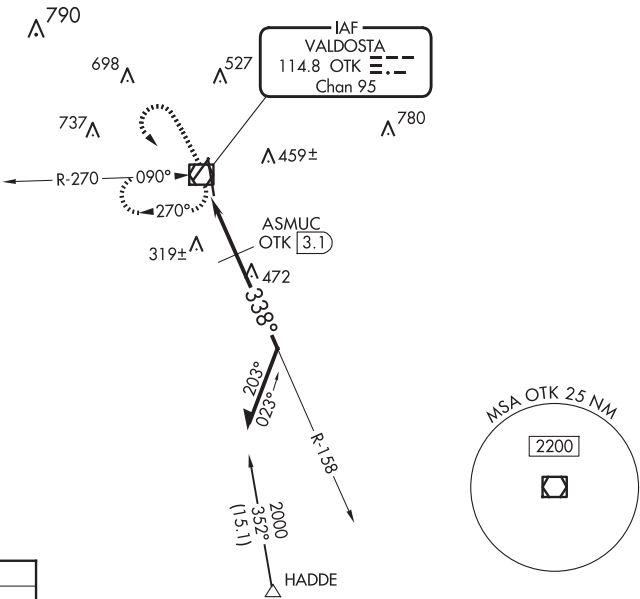
VOR/DME OTK	APP CRS	Rwy Idg
114.8	338°	8002
Chan 95		TDZE 200
		Apt Elev 203

VOR RWY 36  
VALDOSTA RGNL (VLD)

**V** Rwy 36 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-36 Cats A/B visibility to 1 SM and Cats C/D to 1½ SM; **A** ASMUC FIX MINIMUMS: increase S-36 all Cats visibility to 1 SM.

**MALS** MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	VALDOSTA APP CON *	VALDOSTA TOWER *	GND CON	UNICOM
126.225	126.6 285.6	128.35 (CTAF) 0	121.7	122.95



	1200	2000	OTK	OTK VOR/DME	158°	1800	338°	780	1.9	3.1	1.3 NM	1 NM
CATEGORY	A	B	C	D								
S-36	780-¾	580 (600-¾)	780-1¼	580 (600-1¼)								
CIRCLING	780-1	577 (600-1)	900-2 697 (700-2)	1020-2¾ 817 (900-2¾)								
ASMUC FIX MINIMUMS												
S-36		580-¾	380 (400-¾)									
CIRCLING	640-1 437 (500-1)	700-1 497 (500-1)	900-2 697 (700-2)	1020-2¾ 817 (900-2¾)								

# AIRPORT DIAGRAM

AL-892 (FAA)

VALDOSTA RGNL (VLD)

VALDOSTA, GEORGIA

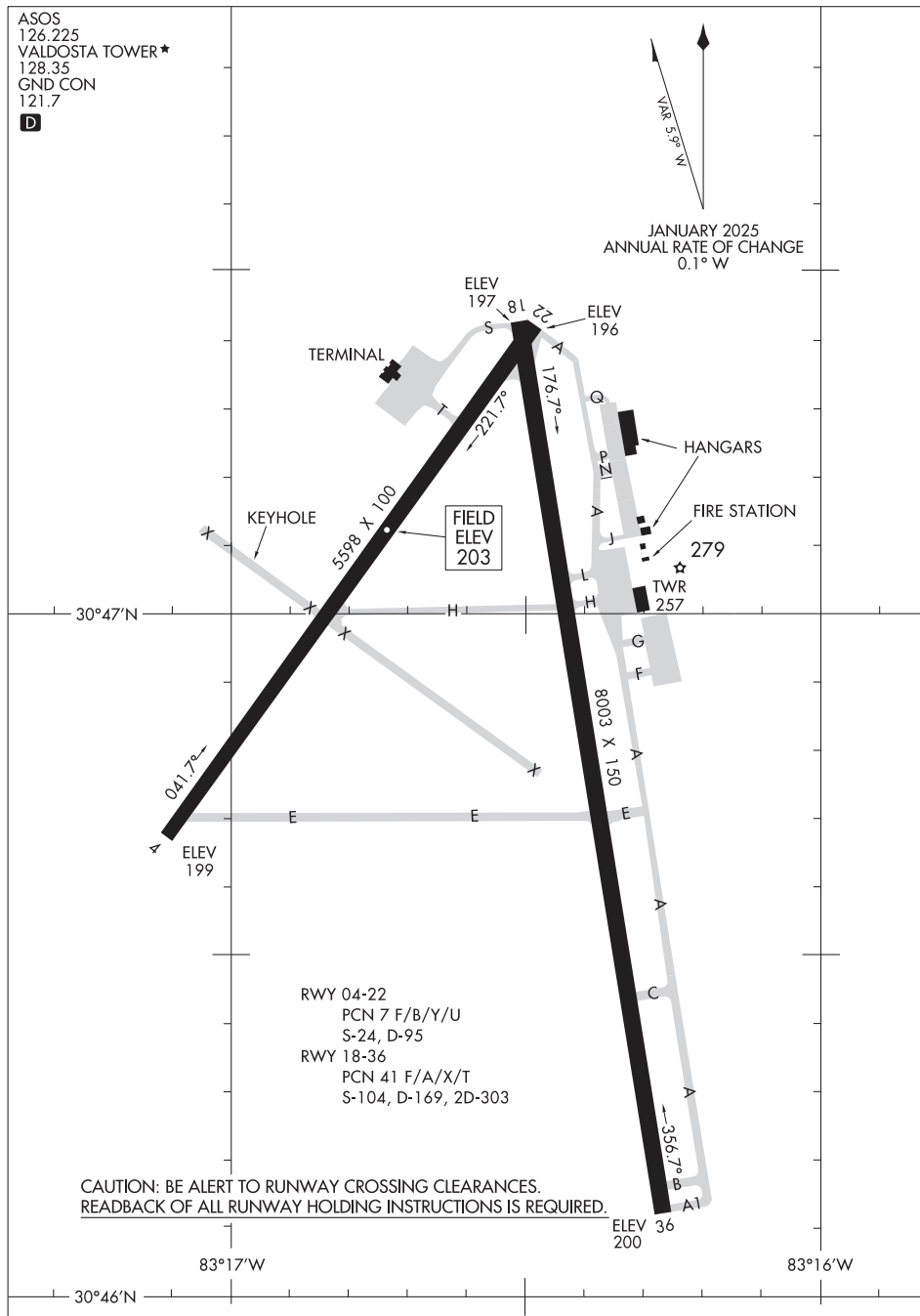
ASOS  
126.225  
VALDOSTA TOWER ★  
128.35  
GND CON  
121.7

D

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



# AIRPORT DIAGRAM

APP CRS  
**168°**

Rwy Idg  
TDZE  
Apt Elev  
**3613**  
**463**  
**463**

**RNAV (GPS) RWY 17**  
LAMAR COUNTY (M55)

▼

NA

Rwy 17 helicopter visibility reduction below 1 SM NA. Use Columbus AFB altimeter setting. Procedure NA at night.

MISSED APPROACH:  
Climbing left turn to 2600  
direct HOOTs and hold.

KCBM ATIS★ <b>115.2 273.5</b>	COLUMBUS APP CON★ <b>126.075 239.25</b>	CTAF <b>122.9</b>
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The main chart illustrates the RNAV (GPS) RWY 17 approach. It begins with a 30 NM to HOOTs (NoPT) arc at 2600 feet. The path proceeds through several waypoints: WIDUR (IAF), HARNN (FAF), and MUFFN. Key altitudes include 6000, 2600, 2100, and 1040. The approach ends at RWY 17, with a 1.7 NM distance to the runway. The chart also shows the Columbus 1 MOA and the JUPSI (IF/IAF) area.

ELEV **463**

TDZE **463**

MIRL Rwy 17-35

4 NM Holding Pattern				2600	HOOTs
CATEGORY	A	B	C	D	
LNAV MDA	960-1	497 (500-1)	960-1 3/8 497 (500-1 3/8)	960-1 1/2 497 (500-1 1/2)	
CIRCLING	1100-1	637 (700-1)	1180-2 717 (800-2)	1180-2 1/4 717 (800-2 1/4)	

VERNON, ALABAMA  
Orig-B 14JUL22

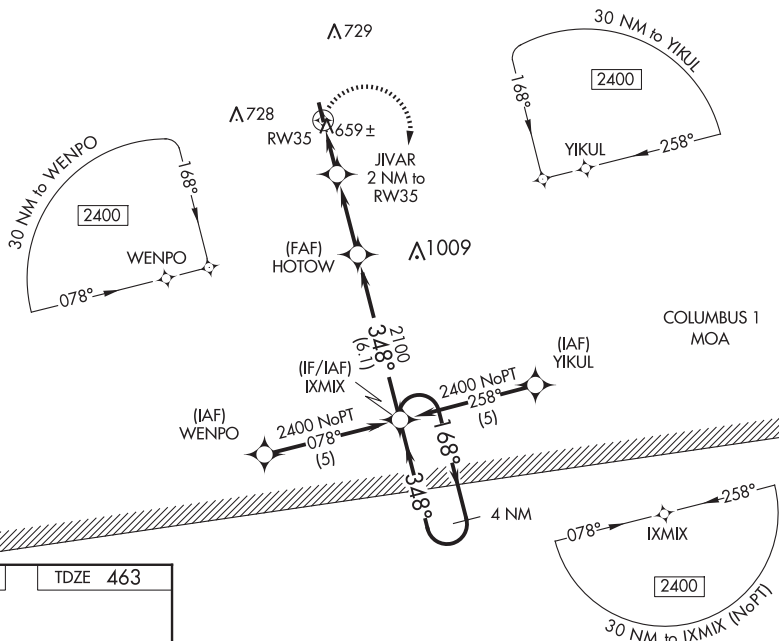
33°51'N-88°07'W

LAMAR COUNTY (M55)  
**RNAV (GPS) RWY 17**

677

RNAV (GPS) RWY 35  
LAMAR COUNTY (M55)

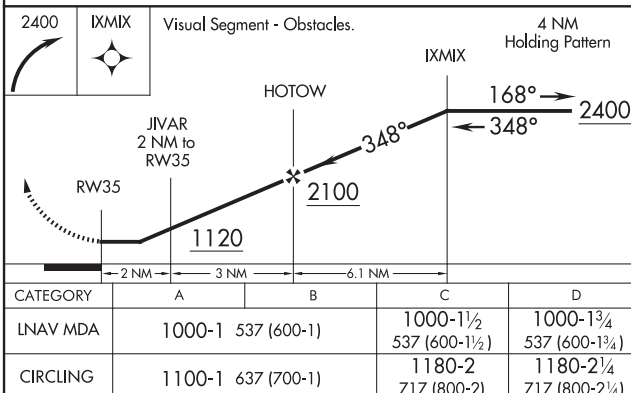
**MISSED APPROACH:** Climbing right turn to 2400 direct IXMIX and hold.

CTAF  
122.9

TDZE 463



MIRL Rwy 17-35



LAMAR COUNTY (M55)

RNAV (GPS) RWY 35

SE-4, 12 JUN 2025 to 07 AUG 2025

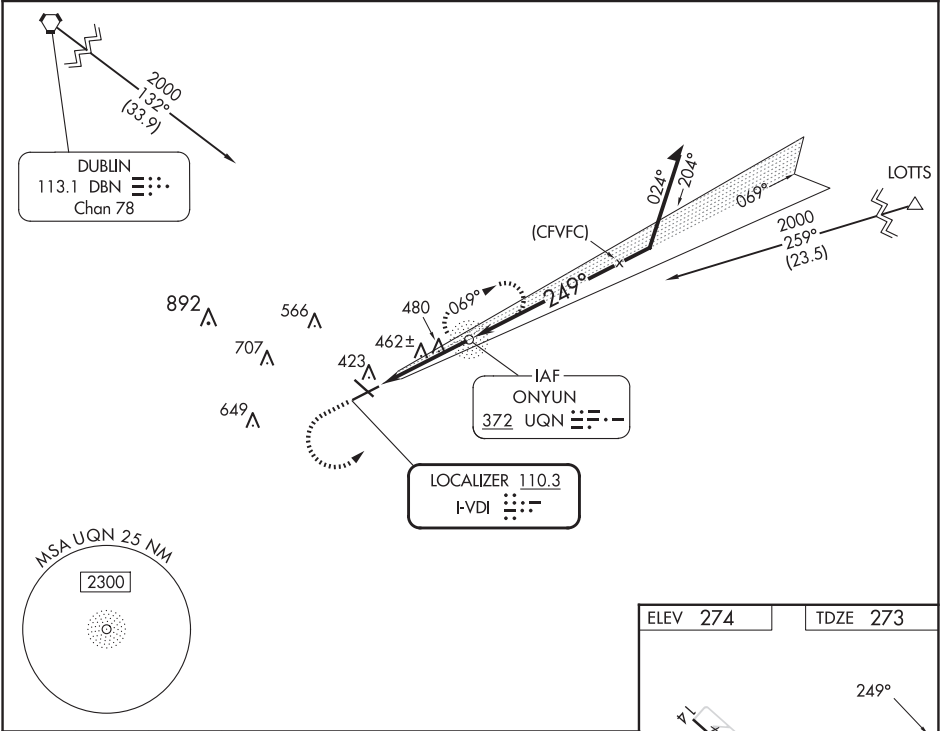


LOC I-VDI	APP CRS	Rwy Ldg	6002
110.3	249°	TDZE	273
		Apt Elev	274

ILS or LOC RWY 25

VIDALIA RGNL (VDI)

ADF required.			MALSR	MISSED APPROACH: Climb to 1100 then climbing left turn to 2000 direct UQN NDB and hold.
When local altimeter setting not received, use Baxley altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, increase S-LOC 25 Cat C/D visibility ¼ mile, Circling Cat C/D visibility ¼ mile. For inop MALSR, increase S-LOC 25 Cat C/D visibility to 1¾ mile. For inop MALSR, when using Baxley altimeter setting increase S-ILS 25 all Cats visibility to ¾ mile. Night landing Rwy 32 NA.				
AWOS-3	JACKSONVILLE CENTER	UNICOM		
119.925	127.575 269.025	122.8 (CTAF)		



1100	2000	UQN	UQN NDB	Remain within 10 NM
			1491	
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).				
3.7 NM				
CATEGORY	A	B	C	D
S-ILS 25	473-1/2 200 (200-1/2)			
S-LOC 25	740-1/2	467 (500-1/2)	740-1	467 (500-1)
CIRCLING	740-1	466 (500-1)	920-13/4 646 (700-13/4)	1060-21/2 786 (800-21/2)

ELEV 274	TDZE 273
HIRL Rwy 7-25	
REIL Rwy 7	
FAF to MAP 3.7 NM	
Knots	60 90 120 150 180
Min:Sec	3:42 2:28 1:51 1:29 1:14

VIDALIA, GEORGIA

25163

AL-5607 (FAA)

# RNAV (GPS) RWY 7

## VIDALIA RGNL (VDI)

WAAS CH <b>66037</b> <b>W07A</b>	APP CRS <b>069°</b>	Rwy Ldg TDZE Apt Elev	<b>6002</b> <b>274</b> <b>274</b>
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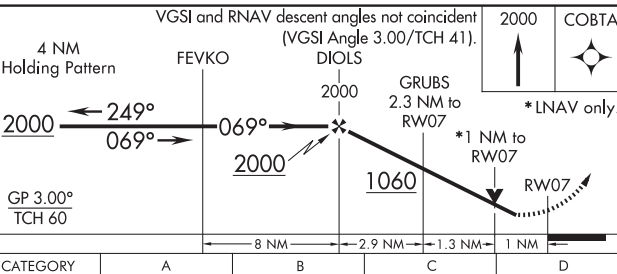
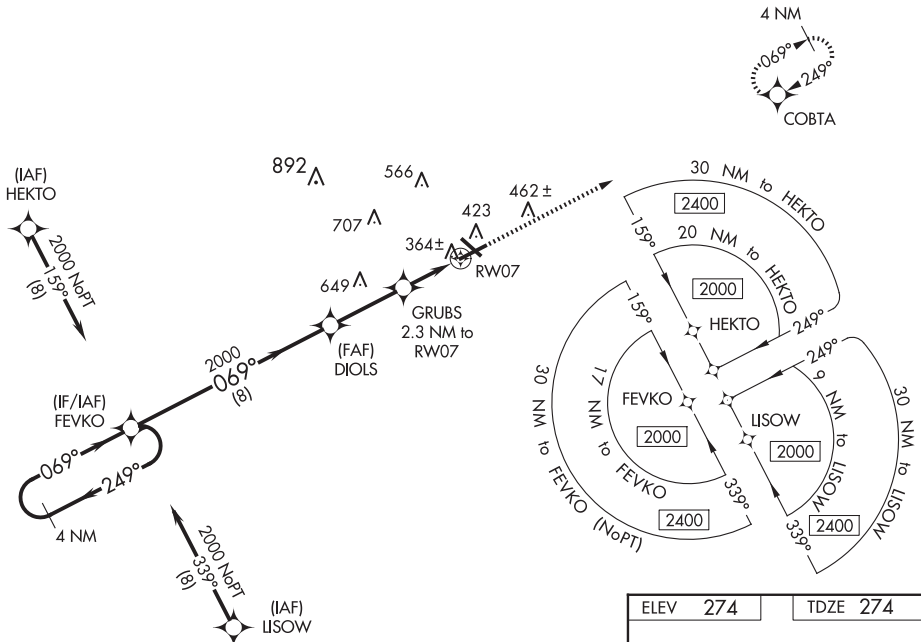
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Baxley altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cnts visibility ¼ mile, LNAV and Circling Cnts C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Baxley altimeter setting. Night Landing: Rwy 32 NA. Helicopter visibility reduction below ¼ SM NA.

**MISSED APPROACH:**  
Climb to 2000 direct COBTA and hold.

AWOS-3  
**119.925**

JACKSONVILLE CENTER  
**127.575 269.025**

UNICOM  
**122.8 (CTAF) ①**



CATEGORY	A	B	C	D
LPV DA		524-¾	250 (300-¾)	
LNAV/VNAV DA		527-¾	253 (300-¾)	
LNAV MDA		620-1	346 (400-1)	
<b>C</b> CIRCLING	740-1	466 (500-1)	920-1¾ 646 (700-1¾)	1060-2½ 786 (800-2½)

VIDALIA, GEORGIA

Orig 20AUG15

32°12'N-82°22'W

VIDALIA RGNL (VDI)

# RNAV (GPS) RWY 7

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 25  
VIDALIA RGNL (VDI)

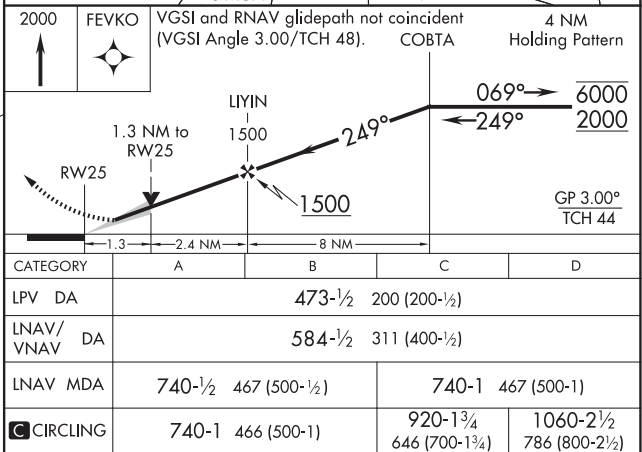
**MISSED APPROACH:**  
Climb to 2000 direct  
FEVKO and hold.



UNICOM  
122.8 (CTAF) **L**



TDZE 273



VIDALLIA RGNI (VDI)

RNAV (GPS) RWY 25

SE-4, 12 JUN 2025 to 07 AUG 2025

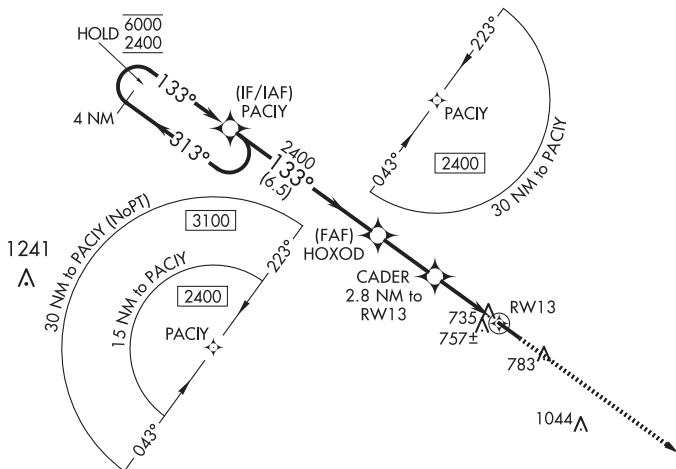
SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 13  
WASHINGTON/WILKES COUNTY (IIY)

**T  
A**

Rwy 13 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 2400 direct LUYIG and hold.

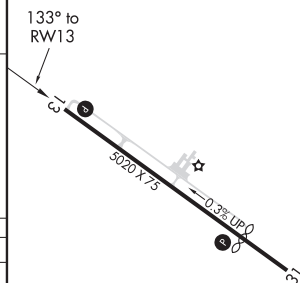
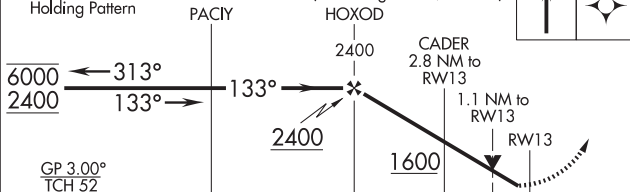
UNICOM  
122.7 (CTAF) **L**


TDZE 646

4 NM  
Holding Pattern

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 30).

2400	LUYIG
------	-------



CATEGORY	A	B	C	D
LPV DA	958-7/8 312 (400-7/8)			NA
LNAV/ VNAV DA	907-7/8 261 (300-7/8)			NA
LNAV MDA	1020-1 374 (400-1)			NA
 CIRCLING	1080-1 434 (500-1)	1100-1 454 (500-1)	1100-1½ 454 (500-1½)	NA

MIRL Rwy 13-31 **L**

WASHINGTON/WILKES COUNTY (IYY)  
RNAV (GPS) RWY 13

WAAS

CH 45609

W31A

APP CRS

313°

Rwy Idg

4020

TDZE

640

Apt Elev

646

RNAV (GPS) RWY 31

WASHINGTON/WILKES COUNTY (IIY)

RNP APCH - GPS.

▼

Rwy 31 helicopter visibility reduction below ¾ SM NA.

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:

Climb to 2400 direct PACIY and hold.

AWOS-3

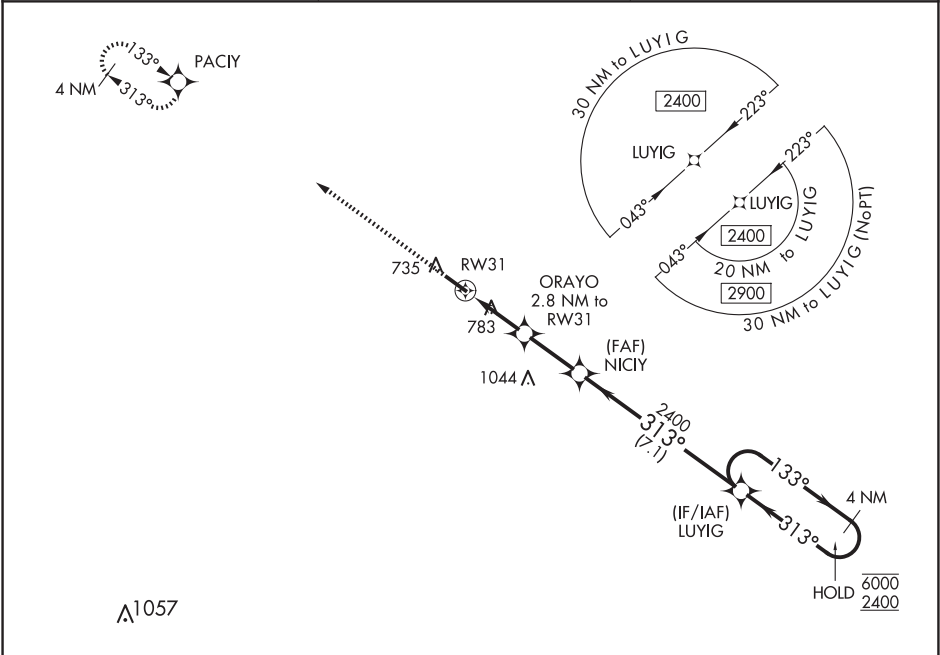
118.375

AUGUSTA APP CON\*

126.8 270.3

UNICOM

122.7 (CTAF) 0



ELEV 646

TDZE 640

2400

PACIY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

ORAYO

2.8 NM to RW31

NICIY

2400

LUYIG

4 NM Holding Pattern

133°

6000

2400

GP 3.10°

TCH 55

1.2 NM

1.6 NM

2.4 NM

7.1 NM

CATEGORY	A	B	C	D
LPV DA	891-7/8	251 (300-7/8)		NA
LNAV/VNAV DA	910-7/8	270 (300-7/8)		NA
LNAV MDA	1040-1	400 (400-1)	1040-1 1/8 400 (400-1 1/8)	NA
CIRCLING	1080-1 434 (500-1)	1100-1 454 (500-1)	1100-1 1/2 454 (500-1 1/2)	NA

MIRL Rwy 13-31 0

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-AYS <b><u>108.3</u></b>	APP CRS <b>184°</b>	Rwy Ldg <b>5992</b> TDZE <b>140</b> Apt Elev <b>141</b>
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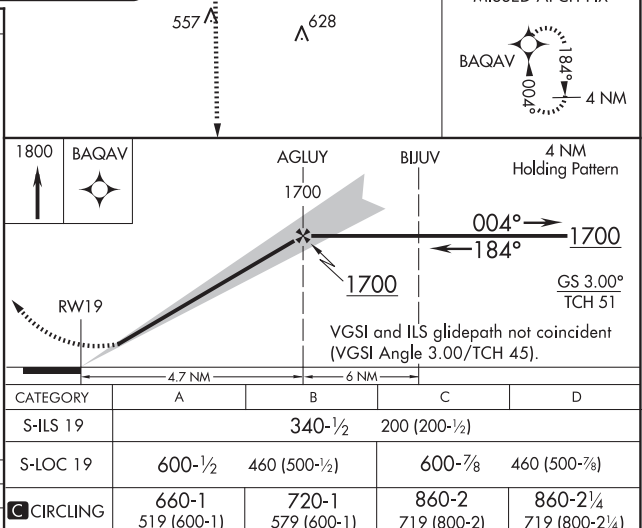
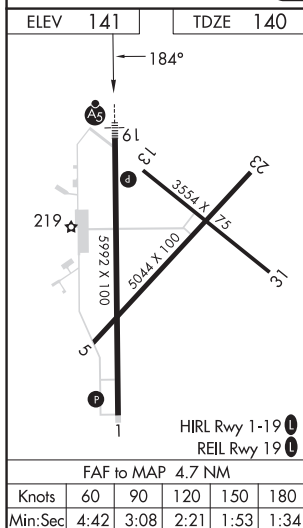
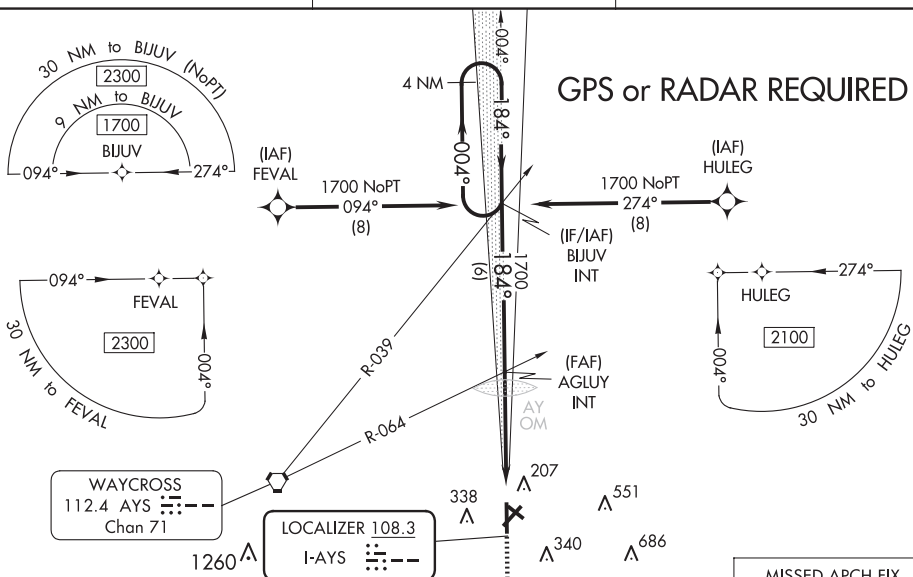
**T** GPS required. When local altimeter setting not received, use Alma altimeter  
**A** setting: increase DA to 390 feet and all MDA 60 feet; increase S-LOC 19 Cat  
C/D visibility  $\frac{1}{8}$  mile; increase Circling Cat C/D visibility  $\frac{1}{4}$  mile. For inop  
MALSR when using Alma altimeter setting, increase S-LOC 19 Cat C/D visibility  
to  $\frac{1}{8}$  mile. Night landing Rwy 5, 31 NA.



**MISSED APPROACH:**  
Climb to 1800 direct  
BAQAV and hold.

AWOS-3  
118.575

JACKSONVILLE CENTER  
127.575 269.025

UNICOM  
122.8 (CTAF) **L**

WAYCROSS, GEORGIA  
Orig 04FEB16

WAYCROSS-WARE COUNTY (AYS)  
ILS Y or LOC Y RWY 19

31°15'N-82°24'W

SE-4, 12 JUN 2025 to 07 AUG 2025

LOC I-AYS <b>108.3</b>	APP CRS <b>184°</b>	Rwy Ldg <b>5992</b> TDZE <b>140</b> Apt Elev <b>141</b>
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ILS Z or LOC Z RWY 19

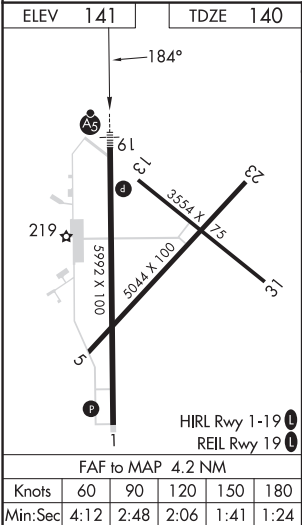
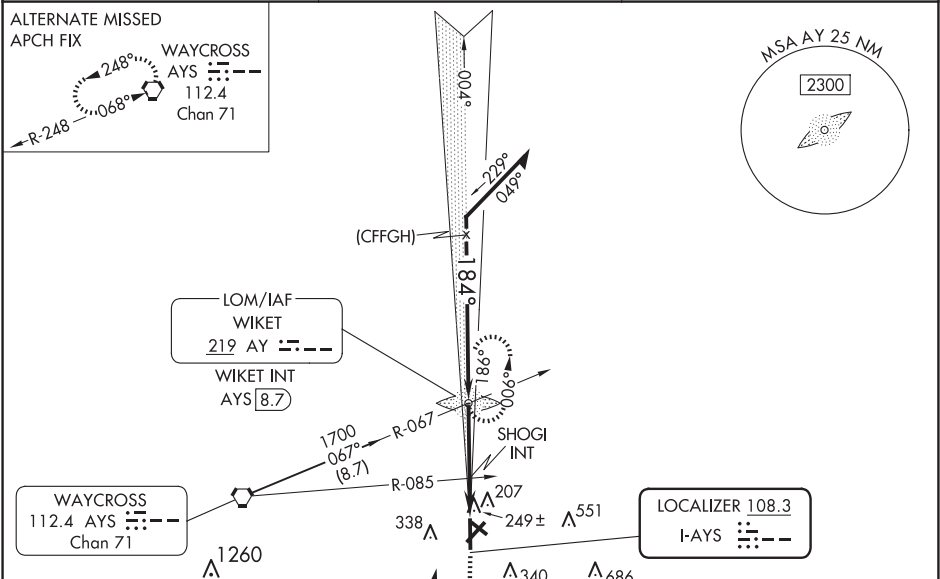
WAYCROSS-WARE COUNTY (AYS)

▼ ADF Required. When local altimeter setting not received, use Alma altimeter setting: increase DA to 390 feet and all MDA 60 feet; increase S-LOC 19 Cat C/D visibility ½ mile; increase Circling Cat C/D visibility ¼ mile. For inop MALSR, increase S-LOC 19 Cat C/D visibility to 1 mile. For inop MALSR when using Alma altimeter setting, increase S-LOC 19 Cat C/D visibility to 1½ mile. Increase SHOGI Fix Minimums S-LOC 19 Cat C/D visibility to 1½ mile. Night Landing Rwy 5, 31 NA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1700 direct WIKET LOM and hold.

AWOS-3 <b>118.575</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	UNICOM <b>122.8 (CTAF)</b>
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	800	1700	AY	WIKET LOM/INT	Remain within 10 NM
	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).				
	*LOC only.				
	*600 when using Alma altimeter setting.				
CATEGORY	A	B	C	D	
S-ILS 19	340-½		200 (200-½)		
S-LOC 19	600-½	460 (500-½)	600-¾	460 (500-¾)	
CIRCLING	660-1	720-1	860-2	860-2¼	
	519 (600-1)	579 (600-1)	719 (800-2)	719 (800-2¼)	
SHOGI FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)					
S-LOC 19	500-½	360 (400-½)	500-¾	360 (400-¾)	
CIRCLING	660-1	720-1	860-2	860-2¼	
	519 (600-1)	579 (600-1)	719 (800-2)	719 (800-2¼)	

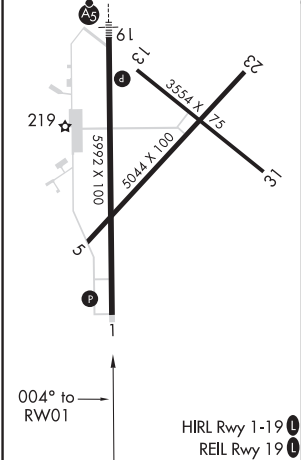
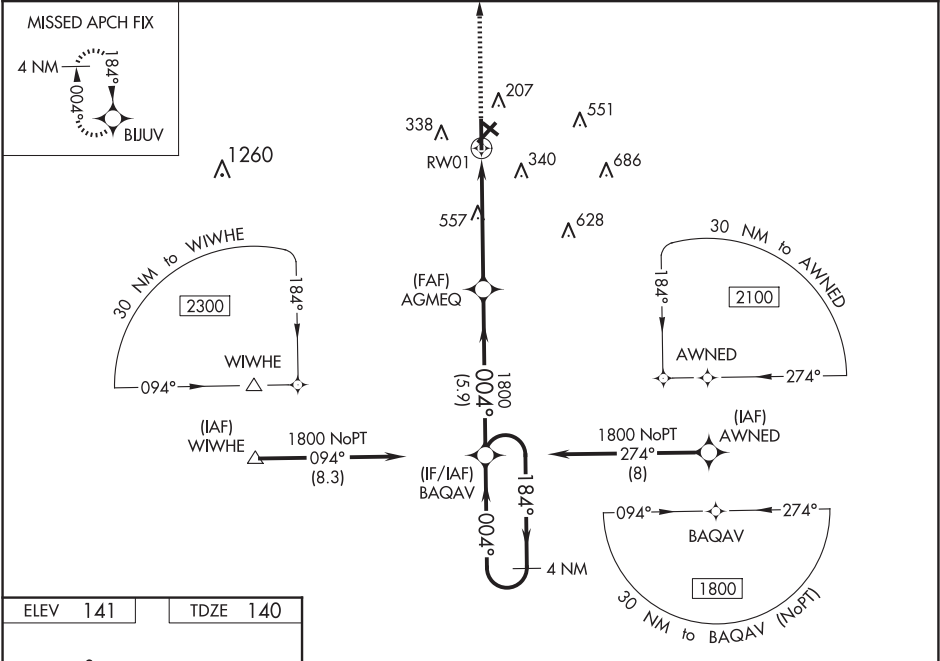
WAAS CH <b>56209</b> <b>W01A</b>	APP CRS <b>004°</b>	Rwy Idg <b>5992</b> TDZE <b>140</b> Apt Elev <b>141</b>
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RNAV (GPS) RWY 1  
WAYCROSS-WARE COUNTY (AYS)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase LPV DA to 473 feet and all visibilities  $\frac{1}{8}$  mile, LNAV/VNAV DA to 462 feet and all visibilities  $\frac{1}{8}$  mile; increase all MDA 60 feet and visibility Cats C and D  $\frac{1}{8}$  mile and Circling Cats C and D visibilities  $\frac{1}{4}$  mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Night Landing Rwy 5, 31 NA. VDP and Baro-VNAV NA when using Alma altimeter setting. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:**  
Climb to 1700 direct  
BIJUV and hold.

AWOS-3 <b>118.575</b>	JACKSONVILLE CENTER <b>127.575 269.025</b>	UNICOM <b>122.8 (CTAF) 0</b>
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1700 BIJUV	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).			
*RNAV only.		4 NM Holding Pattern		
RW01		AGMEQ 1800		
2 NM		BAQAV 1800		
3.1 NM		GP 3.00° TCH 55		
5.9 NM				
CATEGORY	A	B	C	D
LPV DA	423-7/8 283 (300-7/8)			
LNAV/VNAV DA	412-7/8 272 (300-7/8)			
LNAV MDA	820-1	680 (700-1)	820-17/8	680 (700-17/8)
CIRCLING	820-1	679 (700-1)	860-2 719 (800-2)	860-2 719 (800-2 1/4)

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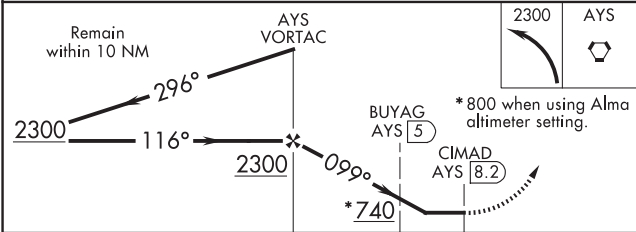
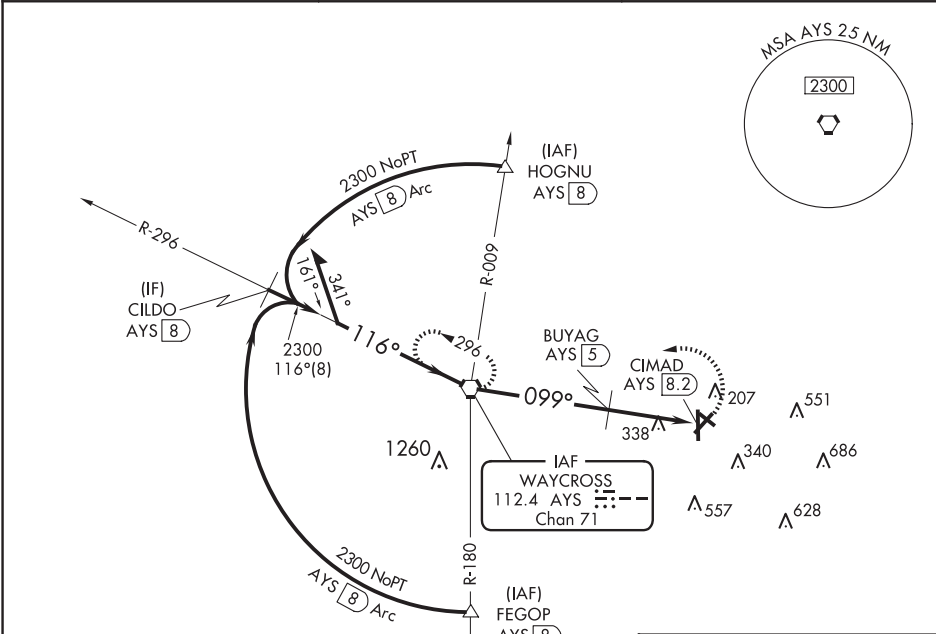
VORTAC AYS	APP CRS	Rwy Ldg	N/A
112.4	099°	TDZE	N/A
Chan 71		Apt Elev	141

VOR-A

WAYCROSS-WARE COUNTY (AYS)

<p><b>⚠</b> Circling to Rwys 5, 13, 23, 31 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDA 60 feet and visibilities Cats C and D ¼ SM.</p> <p><b>⚠</b> MISSED APPROACH: Climbing left turn to 2300 direct AYS VORTAC and hold.</p>
--

AWOS-3 118.575	JACKSONVILLE CENTER 127.575 269.025	UNICOM 122.8 (CTAF) <b>0</b>
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VOR-A

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>77946</b> <b>W08A</b>	APP CRS <b>075°</b>	Rwy Idg <b>5003</b> TDZE <b>301</b> Apt Elev <b>309</b>
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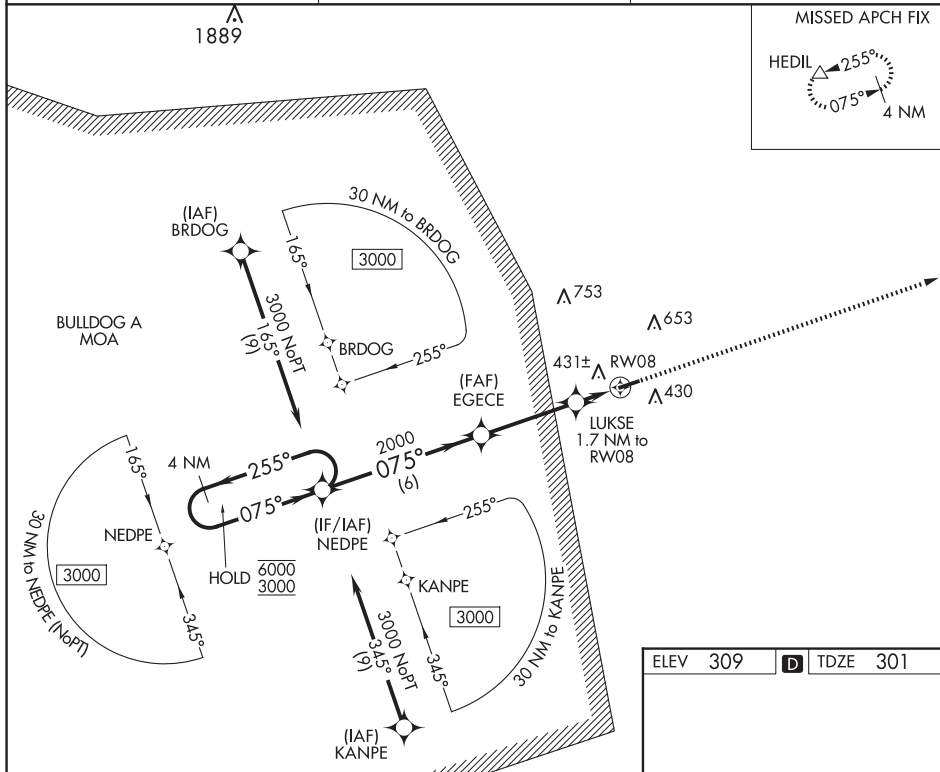
RNAV (GPS) RWY 8  
BURKE COUNTY (BXC)

RNP APCH-GPS.

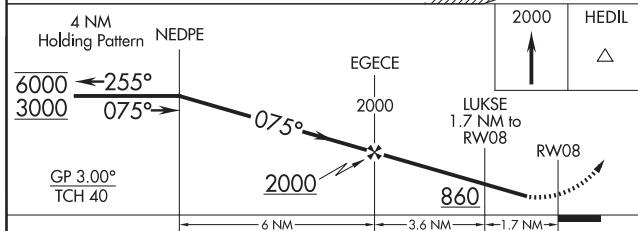
<b>T</b>	Rwy 8 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
<b>A</b> NA	Baro-VNAV NA. Use AGS altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct HEDIL and hold.

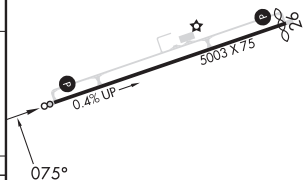
AGS ASOS <b>132.75</b>	AUGUSTA APP CON ★ <b>126.8 270.3</b>	CTAF <b>122.9 0</b>
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ELEV 309		TDZE 301
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CATEGORY		A	B	C	D
LPV	DA	698-1½		397 (400-1½)	
INAV/ VNAV	DA	782-1½		481 (500-1½)	
INAV	MDA	760-1	459 (500-1)	760-1½	459 (500-1½)
CIRCLING		820-1 511 (600-1)	900-1 591 (600-1)	1080-2¼ 771 (800-2¼)	1180-2¾ 871 (900-2¾)



REIL Rwy 8 **L**  
MIRL Rwy 8-26 **L**

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 26  
BURKE COUNTY (BKG)

**MISSED APPROACH:** Climb to 3000 direct NEDPE and hold, continue climb-in-hold to 3000.

CTAF  
122.9 L

BULLDOG A MOA

753 A

653 A

422± A

RW26

430 A

BEDGE 1.5 NM to RW26

(FAF) CEVGU

2000 A

(IF/IAF) HEDIL

2000 A

255° (7.8)

255°

075°

4 NM

HOLD 6000 2000

4 NM

255°

075°

NEDPE

165°

13 NM to HEDIL

30 NM to HEDIL

HEDIL 2000

3000

165°

13 NM to HEDIL

30 NM to HEDIL (Napt)

HEDIL 2000

3000

165°

ELEV 309

D

TDZE 308

REIL Rwy 8

MIRL Rwy 8-26

The diagram illustrates the NEDPE holding pattern. It features a 4 NM Holding Pattern with a 255° turn and a 2000 ft altitude. The pattern starts from a 1.5 NM segment, followed by a 3.6 NM segment, and ends at a 7.8 NM segment. Key points include CEVGU, HEDIL, BEDGE, and RW26. The diagram also indicates a GP 3.04° TCH 40.

BURKE COUNTY (BKG)  
RNAV (GPS) RWY 26

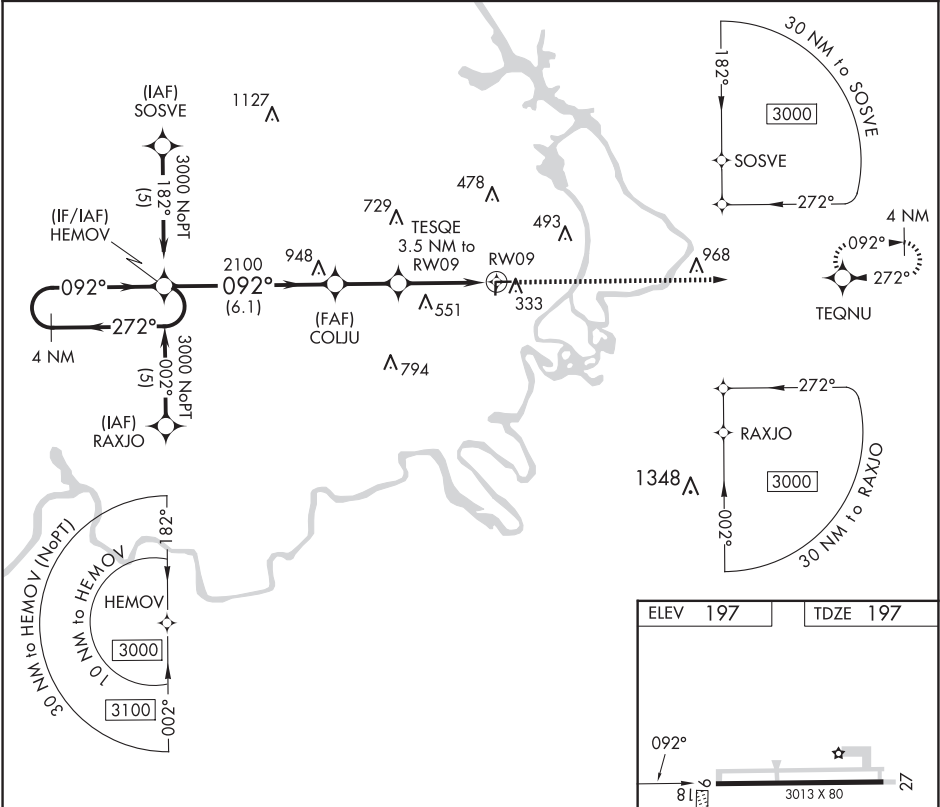
SE-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3013
092°	TDZE	197
	Apt Elev	197

RNAV (GPS) RWY 9  
WETUMPKA MUNI (Ø8A)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct TEQNU and hold.
NA	

MONTGOMERY APP CON ★ 121.2 269.05	UNICOM 123.05 (CTAF) Ø
--------------------------------------	---------------------------



Visual Segment - Obstacles.			
3000 3000			
HEMOV COLJU TESQJ RW09			
4 NM Holding Pattern			
3000 2100 1360			
6.1 NM 2.3 NM 3.5 NM			
CATEGORY	A	B	C
LNAV MDA	1000-1 803 (900-1)	1000-1¼ 803 (900-1¼)	1000-2¼ 803 (900-2¼)

ELEV 197	TDZE 197
RWY 9 3013 X 80	
RWY 27 2876 X 130	
REIL Rwy 9 and 27	
MIRL Rwy 9-27 Ø	

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

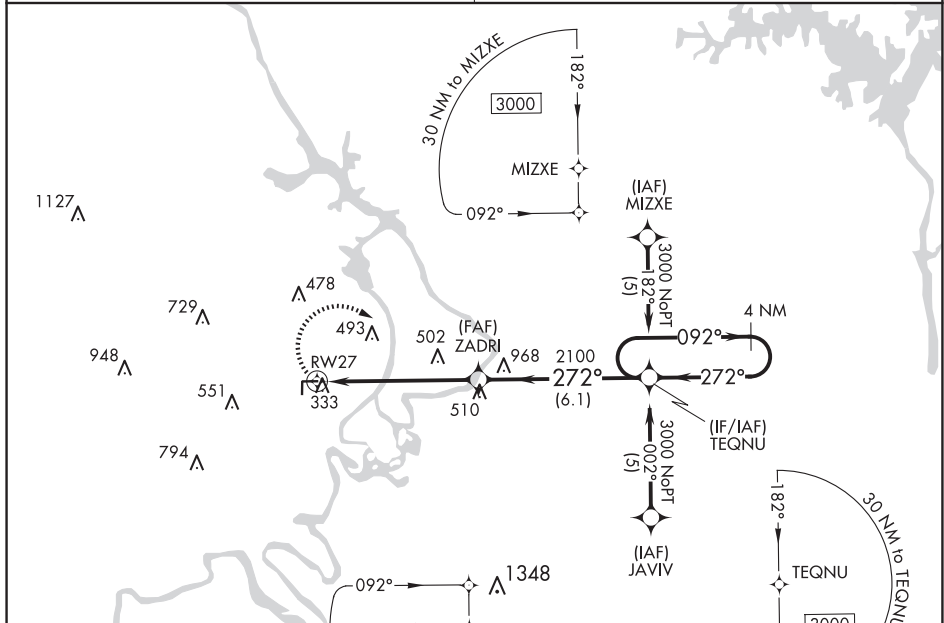
APP CRS	Rwy Idg	3013
272°	TDZE	197
	Apt Elev	197

# RNAV (GPS) RWY 27

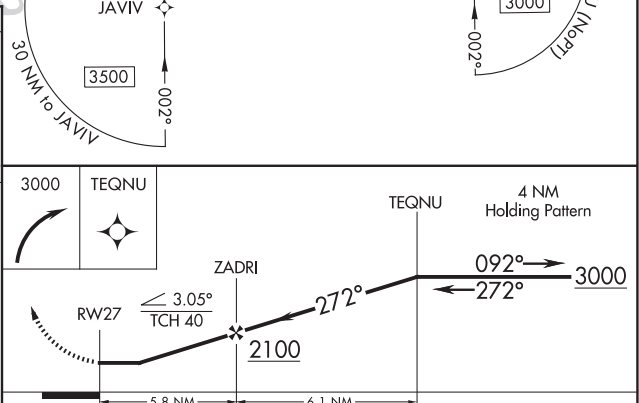
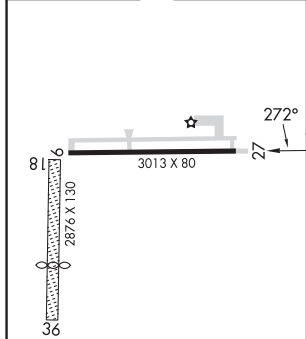
WETUMPKA MUNI (Ø8A)

<p>▼ NA</p>	<p>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Montgomery Rgnl (Dannelly Fld) altimeter setting; when not received, use Alexander City altimeter setting; increase all MDA 120 feet, increase LNAV Cat C and Circling Cat B visibility ¼ SM, and Circling Cat C visibility ½ SM. Circling NA to Rwy 18/36. Procedure NA at night.</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct TEQNU and hold.</p>
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MONTGOMERY APP CON ★	UNICOM
121.2 269.05	123.05 (CTAF) 0



ELEV 197	TDZE 197
----------	----------



CATEGORY	A	B	C	D
LNAV MDA	800-1	603 (700-1)	800-1¾ 603 (700-1¾)	NA
CIRCLING	800-1 603 (700-1)	900-1 703 (800-1)	960-2¼ 763 (800-2¼)	NA

SE-4, 12 JUN 2025 to 07 AUG 2025

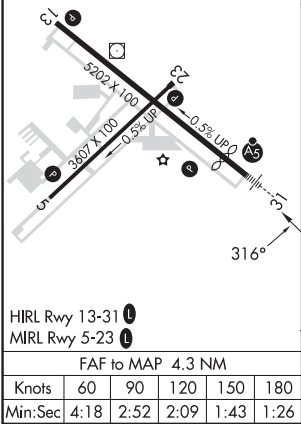
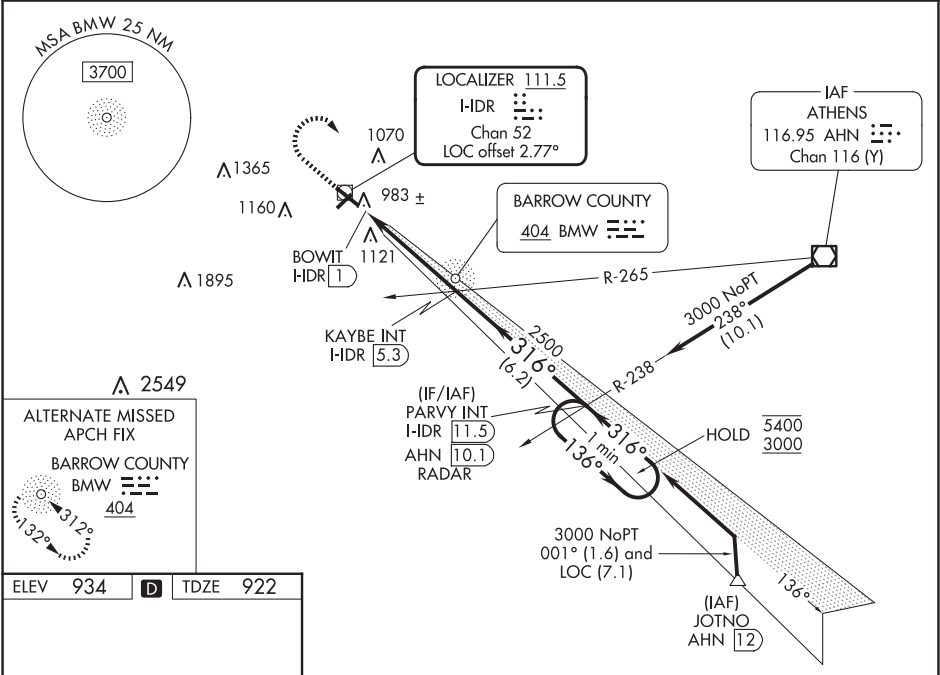
SE-4, 12 JUN 2025 to 07 AUG 2025

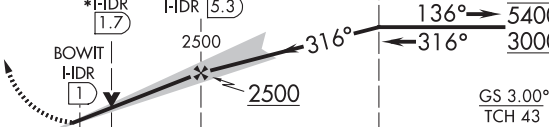
LOC/DME I-HDR	APP CRS	Rwy Idg	4600
111.5	316°	TDZE	922
Chan 52		Apt Elev	934

ILS or LOC RWY 31  
BARROW COUNTY (WDR)

DME or RADAR required for procedure entry.		<div>MALSR</div> <div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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AWOS-3 118.575	ATLANTA APP CON ★ 132.475 291.1	UNICOM 123.0 (CTAF) 0
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1500 ↑	3000 hdg 170°	IHDR SE CRS	PARVY INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).		PARVY INT IHDR 11.5	One Minute Holding Pattern
*LOC only.							
							
CATEGORY	A		B		C		D
S-ILS 31			1172-¾		250 (300-¾)		
S-LOC 31			1300-¾		378 (400-¾)		
CIRCLING	1400-1 466 (500-1)		1580-1 646 (700-1)		1660-2 726 (800-2)		1660-2¼ 726 (800-2¼)

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025

WINDER, GEORGIA

AL-5360 (FAA)

24025

WAAS CH <b>90305</b> <b>W13A</b>	APP CRS <b>134°</b>	Rwy Idg TDZE <b>933</b> Apt Elev <b>934</b>	<b>5100</b>
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RNAV (GPS) RWY 13

BARROW COUNTY (WDR)

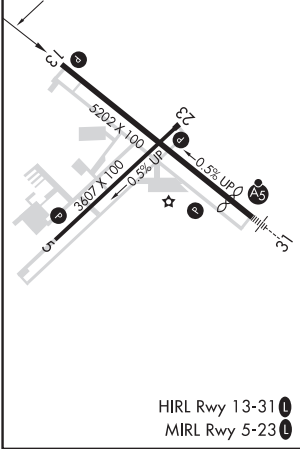
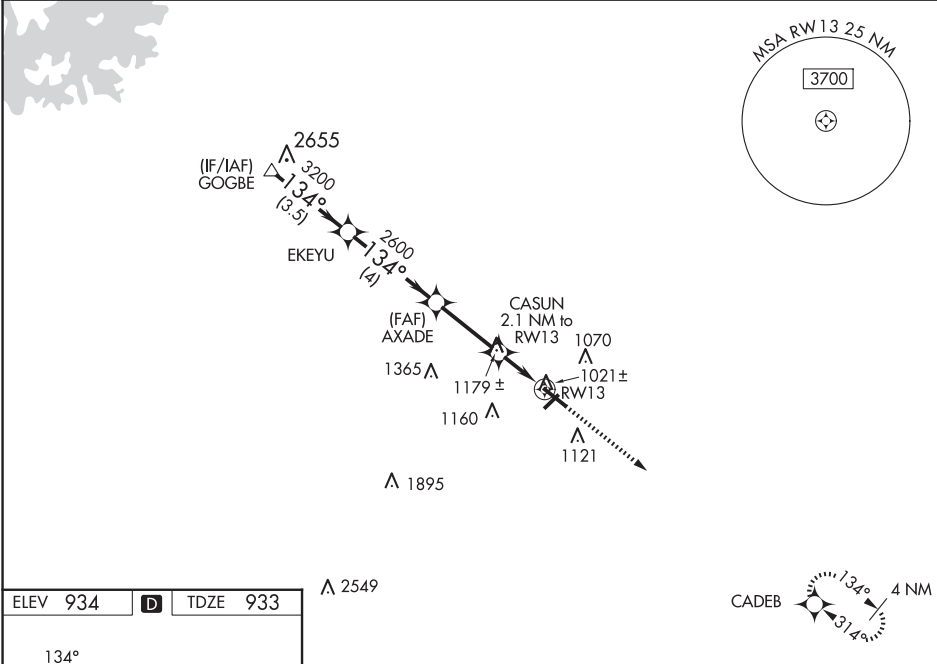
RNP APCH.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 13 NA at night, Circling Rwy 13, 23 NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct CADEB and hold.

AWOS-3 <b>118.575</b>	ATLANTA APP CON ★ <b>132.475 291.1</b>	UNICOM <b>123.0(CTAF) 0</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).				
<div><div>3700</div><div>134°</div><div>EKEYU</div><div>AXADE</div><div>CASUN</div><div>RWY 13</div></div>				
<div><div>GP 3.00°</div><div>TCH 60</div><div>3.5 NM</div><div>4 NM</div><div>2.9 NM</div><div>2.1 NM</div></div>				
CATEGORY	A	B	C	D
LPV DA	1207-1 274 (300-1)			
LNAV/VNAV DA	1422-1 <sup>3</sup> / <sub>8</sub> 489 (500-1 <sup>3</sup> / <sub>8</sub> )			
LNAV MDA	1300-1 367 (400-1)			
CIRCLING	1400-1 466 (500-1)	1580-1 646 (700-1)	1660-2 726 (800-2)	1660-2 <sup>1</sup> / <sub>4</sub> 726 (800-2 <sup>1</sup> / <sub>4</sub> )

WINDER, GEORGIA  
Amdt 1C 20MAY21

33°59'N-83°40'W

BARROW COUNTY (WDR)

RNAV (GPS) RWY 13

SE-4, 12 JUN 2025 to 07 AUG 2025

SE-4, 12 JUN 2025 to 07 AUG 2025



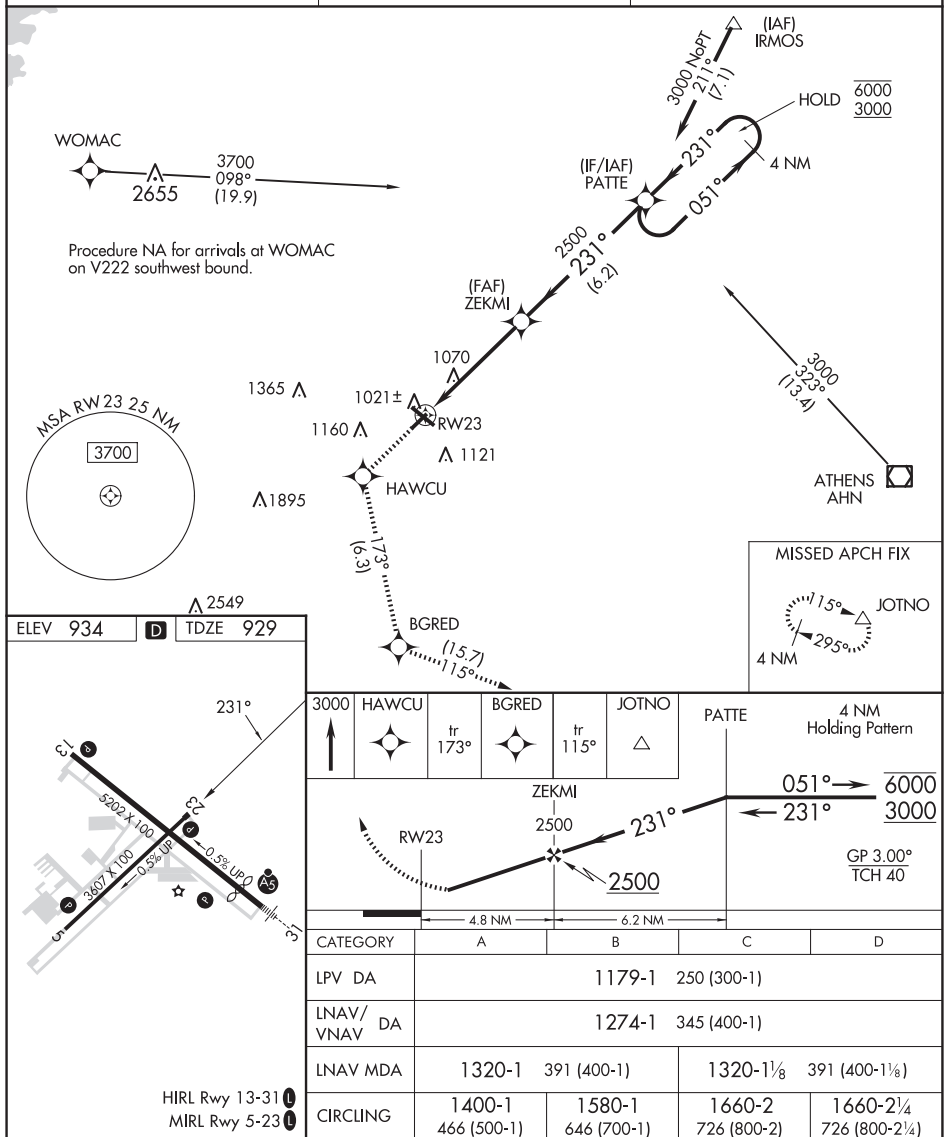
24025

RNAV (GPS) RWY 23  
BARROW COUNTY (WDR)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 23 NA at night, Circling Rwy 13, 23 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3000 direct HAWCU and on track 173° to BGRED and on track 115° to JOTNO and hold.

ATLANTA APP CON ★  
132.475 291.1

UNICOM  
123.0 (CTAF) **L**

33°59'N-83°40'W  
695

BARROW COUNTY (WDR)  
RNAV (GPS) RWY 23

SE-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 31  
BARROW COUNTY (WDR)

**MISSED APPROACH:** Climb to 3000 direct AXADE and right turn on track 044° to MATME and on track 110° to PATTE and hold.

UNICOM  
123.0 (CTAF) **L**[illegible]

BARROW COUNTY (WDR)

RNAV (GPS) RWY 31



INTENTIONALLY  
LEFT  
BLANK

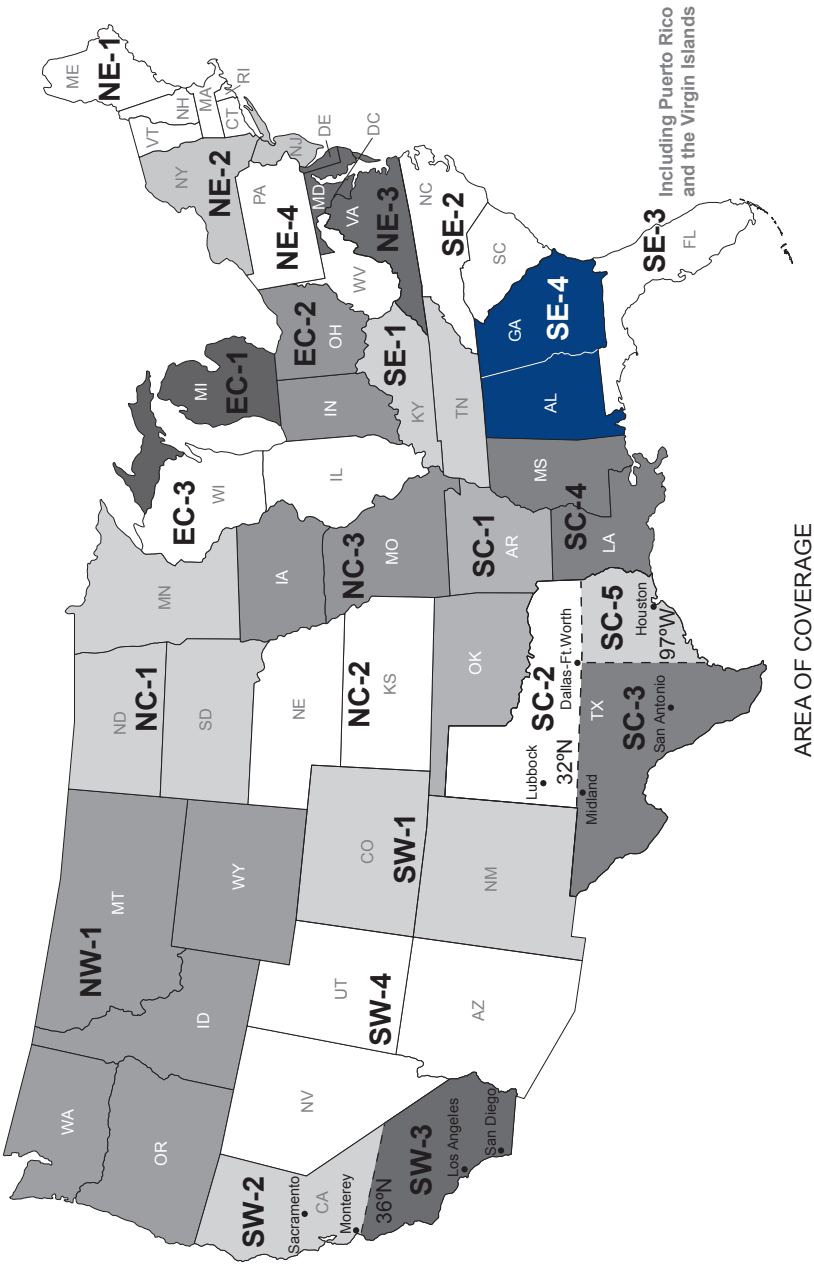
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPSE4



NSN 7641015059596

NGA REF. NO. TERMXFAABTTPPSE4  
OK-10-2859



EFF. DATE 25163