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12 JUN 25 to 07 AUG 25



Federal Aviation  
Administration

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# U.S. Terminal Procedures Publication

Southwest (SW) 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



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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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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		288		200		(200-½)	
Visibility (RVR 100's of feet)	1440/24		1540-1		1640-1		1640-1½	
Aircraft Approach Category	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	
HAT	1440/50		288		1440/50		288 (300-1)	
MDA	1540-1		1640-1		1640-1½		1740-2	
HAA	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	
Visibility in Statute Miles								

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

## COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

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.

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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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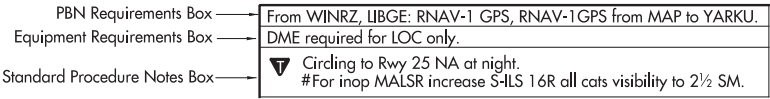
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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).

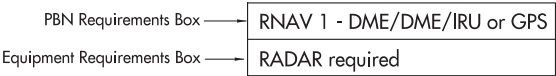
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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 "" 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)

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# ABBREVIATIONS 25107

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

# ABBREVIATIONS 25107

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

ABBREVIATIONS 25107

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

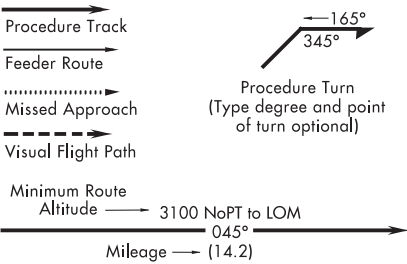
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PLANVIEW SYMBOLS

ROUTES



ALTITUDES

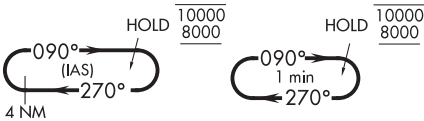
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
4300 Maximum Altitude	3000 Altitude

INDICATED AIRSPEED

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

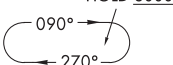
HOLDING PATTERNS

Hold-in-lieu of Procedure Turn



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.

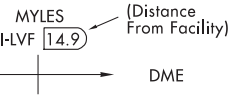
FIXES/ATC REPORTING REQUIREMENTS



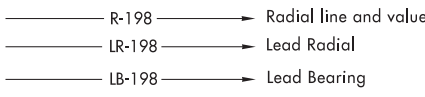
Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

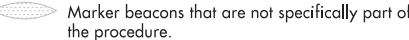
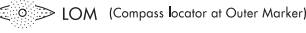


x (CFTSP) Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

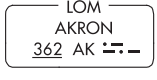
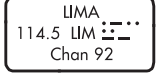


○ LOC/LDA/SDF Transmitter □ LOC/DME

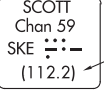
(shown when installation is offset from its normal position off the end of the runway.)

Primary NAVAID

Secondary NAVAID



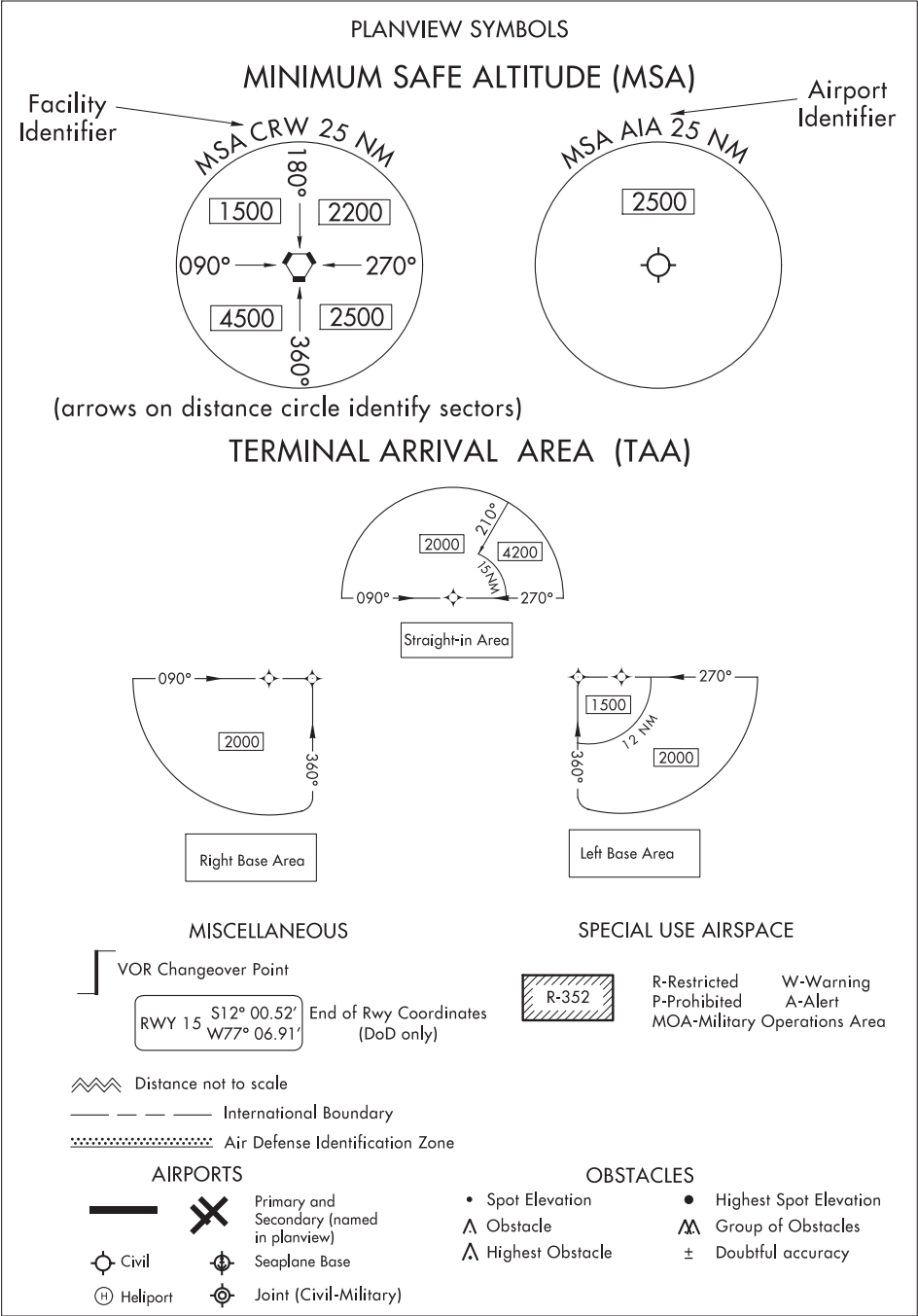
TACAN or DME NAVAID



VHF Paired Frequency

LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)



LEGEND 23110

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## LEGEND 24361

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## PROFILE VIEW

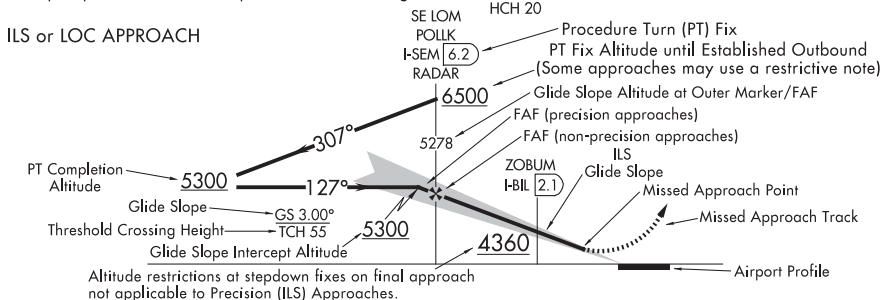
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

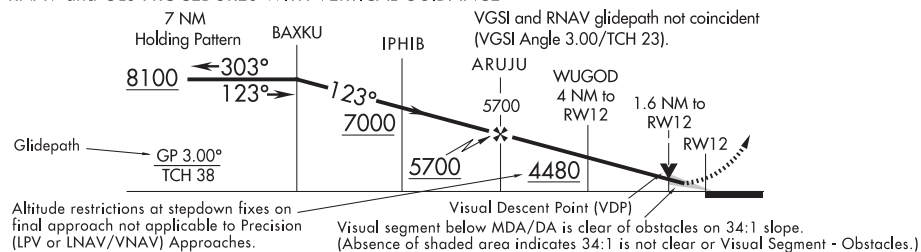
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

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

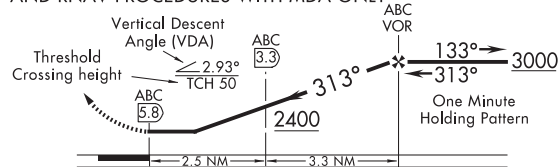
## ILS or LOC APPROACH



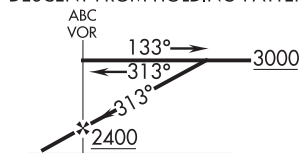
## RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



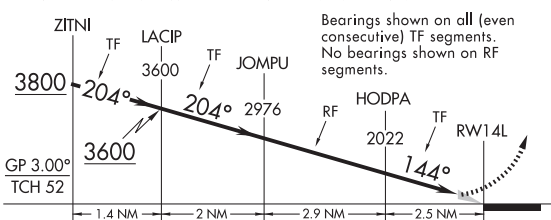
## NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



## DESCENT FROM HOLDING PATTERN



## RNP APPROACH WITH TF AND RF SEGMENTS



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

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

## PROFILE SYMBOLS

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

## LEGEND 24361

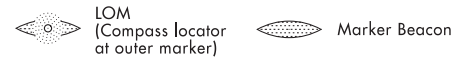
# LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

## RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:



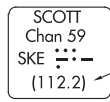
(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

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

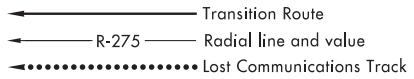
TACAN or DME NAVAID Box



VHF Paired Frequency

## ROUTES

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



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

## SPECIAL USE AIRSPACE



R-Restricted  
P-Prohibited  
MOA-Military Operations Area  
W-Warning  
A-Alert

## ALTITUDES

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



Block Altitude

Altitude change at other than Radio Aids to Navigation

## FIXES/ATC REPORTING REQUIREMENTS



▲ 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

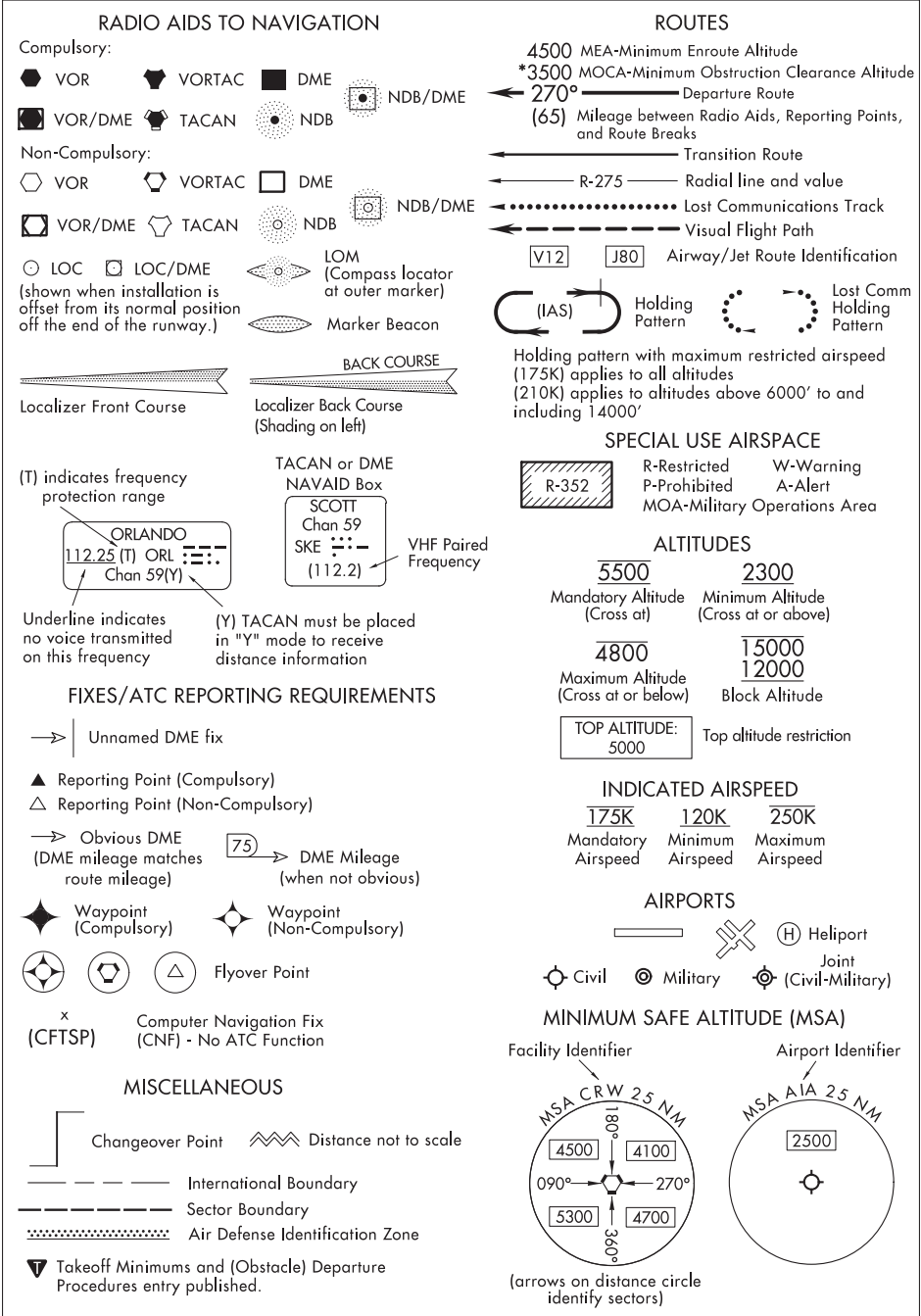
Air Defense Identification Zone

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

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier



LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface

Other Than Hard Surface

Taxiways, Parking Areas

Stopways, Overruns, Blast Pads

Metal Surface

Closed Runway

Closed Surface

Non-Movement

Under Construction

Water Runway

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

uni-directional

bi-directional

Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold.....

Hot Spot.....

Runway Holding Position Markings.....

Buildings.....

Self-Serve Fuel ##.....

Tanks.....

Obstructions.....

Airport Beacon #.....

Runway Radar Reflectors.....

Bridges.....

Control Tower #.....

Wind Cone.....

Landing Tee.....

Tetrahedron.....

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

## See appropriate Chart Supplement for information.

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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

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

Runway TDZ elevation.....TDZE 123

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

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

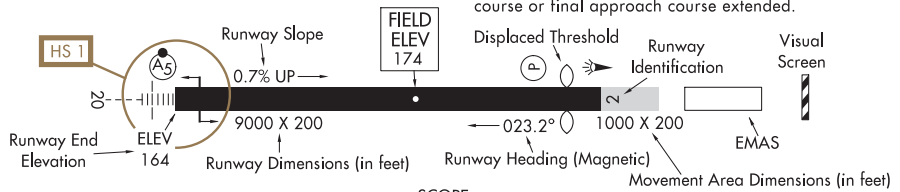
Positional accuracy within  $\pm 600$  feet unless otherwise noted on the chart.

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

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

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

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



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

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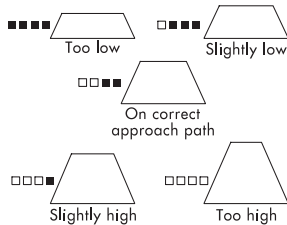
## LEGEND 22195

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, (A<sub>2</sub>), (V) etc.

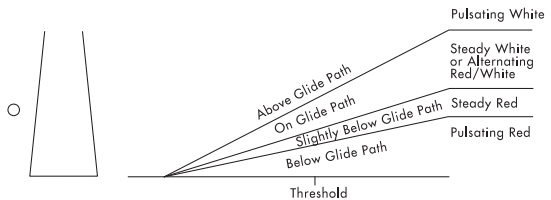
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A<sub>1</sub>). Negative symbology, e.g., (A<sub>1</sub>), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH  
PATH INDICATOR**

**PAPI**

Legend: □ White ■ Red

(V<sub>2</sub>) **PULSATING VISUAL APPROACH  
SLOPE INDICATOR**

**PVASI**

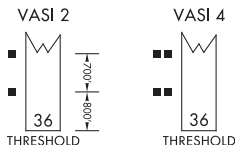
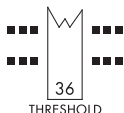
**CAUTION:** When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V) **VISUAL APPROACH  
SLOPE INDICATOR**

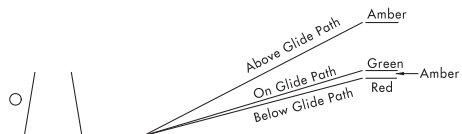
**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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

**VASI 12**

(V<sub>4</sub>) **TRI-COLOR VISUAL APPROACH  
SLOPE INDICATOR**

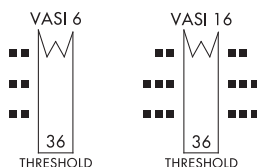
**TRCV**

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

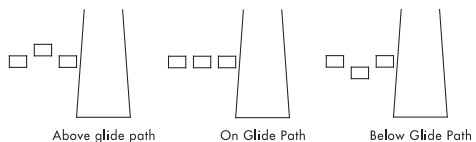
(V<sub>3</sub>) **VISUAL APPROACH  
SLOPE INDICATOR**

**VASI**

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



(V<sub>5</sub>)

**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 <sup>25107</sup>

**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 <sup>25107</sup>

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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BOULDER CITY, NV BOULDER CITY MUNI(BVU) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS ..... RNAV (GPS) RWY 27 .....7 AIRPORT DIAGRAM .....8					
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DIVERSE VECTOR AREA		L	IAPS	ILS OR LOC Y RWY 13	55
HOT SPOT		P		ILS OR LOC Y RWY 31	56
STARS	ARLIN FOUR	22		RNAV (GPS) RWY 13	57
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	DSERT TWO (RNAV)	Z28		TACAN Y RWY 13	59
	HUUTY ONE (RNAV)	Z36		TACAN Y RWY 31	60
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	FTHLS SIX (RNAV)	36	TAKEOFF MINIMUMS		L
	IZZZO EIGHT (RNAV)	37	IAPS	RNAV (GPS) RWY 17	64
	JUDTH SEVEN (RNAV)	38		RNAV (GPS) RWY 35	65
	KATMN SIX (RNAV)	39		VOR/DME RWY 17	66
	LALUZ SIX (RNAV)	40		VOR RWY 35	67
	MAYSA SEVEN (RNAV)	41	DPS	DELTA ONE (OBSTACLE)	68
	SNOBL SIX (RNAV)	42	<b>DERBY FLD</b>		
	YOTES SIX (RNAV)	43	<b>---SEE LOVELOCK, NV</b>		
<b>STELLAR AIRPARK(P19)</b>			<b>DOUGLAS BISBEE, AZ</b>		
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	BLYTHE FIVE	26	ALTERNATE MINIMUMS		M
	SUNSS EIGHT	Z70	IAPS	RNAV (GPS) RWY 17	69
IAPS	RNAV (GPS) RWY 35	44		VOR/DME RWY 17	70
DPS	JEWLZ ONE (RNAV)	45		VOR RWY 17	71
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<b>GREENLEE COUNTY(CFT)</b>			<b>DUCHESNE MUNI(U69)</b>		
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DPS	SAN SIMON ONE (OBSTACLE) (RNAV)	47	<b>DUGWAY PROVING GROUND, UT</b>		
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<b>---SEE WILLCOX, AZ</b>			<b>ELKO, NV</b>		
<b>COLORADO CITY, AZ</b>			<b>ELKO RGNL(EKO)</b>		
<b>COLORADO CITY MUNI(AZC)</b>			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 06	73
IAPS	RNAV (GPS) RWY 11	48		RNAV (GPS) RWY 24	74
	RNAV (GPS) RWY 29	49		LDA/DME RWY 24	75
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<b>COOLIDGE MUNI(P08)</b>			<b>ELY/YELLAND FLD(ELY)</b>		
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DIVERSE VECTOR AREA		L	HEBER VALLEY(HCR)		
STARS	DSERT TWO (RNAV)	Z28	TAKEOFF MINIMUMS		L
	SUNSS EIGHT	Z70	ALTERNATE MINIMUMS		M
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	RNAV (GPS) RWY 31	150	ALTERNATE MINIMUMS		M
DPS	ADIBE ONE (OBSTACLE) (RNAV)	151	IAPS	RNAV (GPS) RWY 03	167
				RNAV (GPS) Y RWY 21	168
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GREENLEE COUNTY					
---SEE CLIFTON/MORENCI, AZ					
H A CLARK MEML FLD					
---SEE WILLIAMS, AZ					
HARRY REID INTL					
---SEE LAS VEGAS, NV					
HAWTHORNE, NV					
HAWTHORNE INDUSTRIAL(HTH)					
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LAS VEGAS, NV

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LAUGHLIN/BULLHEAD INTL

---SEE BULLHEAD CITY, AZ

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

25163

## INSTRUMENT APPROACH PROCEDURE CHARTS



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

#### Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

#### BATTLE MOUNTAIN, NV

##### BATTLE MOUNTAIN (BAM)

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

AMDT 5 26MAR20 (20086) (FAA)

##### TAKEOFF MINIMUMS:

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

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

##### DEPARTURE PROCEDURE:

**Rwy 4**, climb on heading 036° and BAM VORTAC R-036 outbound to 8200 before proceeding on course.

**Rwy 13**, climbing right turn heading 240° and BAM VORTAC R-210 outbound to 10000 before proceeding on course.

**Rwy 22**, climb direct BAM VORTAC and proceed on BAM R-210 outbound to 10100 before proceeding on course.

**Rwy 31**, climb on heading 306° and BAM VORTAC R-329 outbound to 9100 before proceeding on course.

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 129' from DER, 18' right of centerline, up to 45' AGL/4570' MSL.

Trees beginning 153' from DER, 55' left of centerline, up to 45' AGL/4570' MSL.

**Rwy 13**, vehicle on road 15' from DER, 171' right of centerline, 4558' MSL.

Sign 19' from DER, 250' left of centerline, 4' AGL/4537' MSL.

Tree, vehicle on road beginning 42' from DER, 23' right of centerline, up to 55' AGL/4566' MSL.

Trees beginning 116' from DER, 151' left of centerline, up to 45' AGL/4566' MSL.

Trees beginning 120' from DER, 47' right of centerline, up to 45' AGL/4570' MSL.

Trees beginning 497' from DER, 127' left of centerline, up to 45' AGL/4570' MSL.

Trees beginning 731' from DER, 71' right of centerline, up to 45' AGL/4573' MSL.

Trees beginning 956' from DER, 79' left of centerline, up to 45' AGL/4573' MSL.

Tree 1493' from DER, 667' right of centerline, 45' AGL/4576' MSL.

**Rwy 22**, tree, NAVAID, wind indicator beginning 101' from DER, 13' right of centerline, up to 45' AGL/4570' MSL.

Trees beginning 125' from DER, 133' left of centerline, up to 45' AGL/4570' MSL.

Trees beginning 499' from DER, 60' left of centerline, up to 45' AGL/4573' MSL.

Trees beginning 1270' from DER, 215' left of centerline, up to 45' AGL/4576' MSL.

**Rwy 31**, vegetation 33' from DER, 487' left of centerline, 4540' MSL.

Trees beginning 50' from DER, 80' right of centerline, up to 45' AGL/4573' MSL.

Trees beginning 124' from DER, 46' left of centerline, up to 45' AGL/4573' MSL.

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

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

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## BEAVER, UT

### BEAVER MUNI (U52)

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

ORIG-A 03JAN19 (19003) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 7, 25**, NA - Obstacles

**Rwys 13, 31**, 2600-2% for VCOA.

#### VCOA:

**Rwys 13, 31**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Beaver Muni at or above 8300, then climb to 10100 on MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210K until established on MLF VORTAC R-102.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, vegetation 429' from DER, 46' right of centerline, 5877' MSL.

Tree 642' from DER, 49' right of centerline, 5886' MSL.

Terrain 1344' from DER, 802' right of centerline, 5899' MSL.

Terrain 1725' from DER, 938' left of centerline, 5909' MSL.

Terrain 1729' from DER, 762' right of centerline, 5913' MSL.

Terrain beginning 1854' from DER, 7' left of centerline, up to 5913' MSL.

Terrain 1857' from DER, 559' right of centerline, 5916' MSL.

Terrain beginning 1981' from DER, 209' left of centerline, up to 5922' MSL.

Terrain beginning 1984' from DER, 357' right of centerline, up to 5919' MSL.

Terrain beginning 2109' from DER, 412' left of centerline, up to 5929' MSL.

Terrain beginning 2112' from DER, 154' right of centerline, up to 5926' MSL.

Terrain 2240' from DER, 47' left of centerline, 5932' MSL.

Terrain 2366' from DER, 817' left of centerline, 5936' MSL.

Terrain 2367' from DER, 250' left of centerline, 5939' MSL.

Terrain beginning 2369' from DER, 316' right of centerline, up to 5932' MSL.

Terrain beginning 2494' from DER, 452' left of centerline, up to 5942' MSL.

Terrain beginning 2496' from DER, 114' right of centerline, up to 5939' MSL.

Terrain beginning 2623' from DER, 88' left of centerline, up to 5949' MSL.

Terrain beginning 2750' from DER, 291' left of centerline, up to 5955' MSL.

Terrain beginning 2753' from DER, 275' right of centerline, up to 5942' MSL.

Terrain beginning 2879' from DER, 493' left of centerline, up to 5962' MSL.

Terrain beginning 2881' from DER, 73' right of centerline, up to 5949' MSL.

Terrain beginning 3007' from DER, 129' left of centerline, up to 5965' MSL.

Terrain beginning 3135' from DER, 169' left of centerline, up to 5968' MSL.

Terrain beginning 3137' from DER, 235' right of centerline, up to 5952' MSL.

Terrain beginning 3265' from DER, 32' right of centerline, up to 5955' MSL.

Terrain 3268' from DER, 1166' right of centerline, 5959' MSL.

Terrain beginning 3394' from DER, 396' right of centerline, up to 5962' MSL.

Terrain beginning 3522' from DER, 194' right of centerline, up to 5965' MSL.

Terrain beginning 3650' from DER, 8' left of centerline, up to 5972' MSL.

Terrain beginning 3651' from DER, 558' right of centerline, up to 5968' MSL.

Terrain beginning 3779' from DER, 356' right of centerline, up to 5975' MSL.

Terrain beginning 3905' from DER, 413' left of centerline, up to 5975' MSL.

Terrain beginning 3906' from DER, 153' right of centerline, up to 5978' MSL.

Terrain 4033' from DER, 615' left of centerline, 5978' MSL.

Terrain beginning 4034' from DER, 48' left of centerline, up to 5981' MSL.

Terrain beginning 4035' from DER, 518' right of centerline, up to 5981' MSL.

Terrain beginning 4162' from DER, 251' left of centerline, up to 5985' MSL.

Terrain 4163' from DER, 315' right of centerline, 5985' MSL.

Terrain 4164' from DER, 882' right of centerline, 5988' MSL.

Terrain 4166' from DER, 1449' right of centerline, 6001' MSL.

Tree, terrain beginning 4272' from DER, 113' right of centerline, up to 6024' MSL.

Terrain 4417' from DER, 656' left of centerline, 5988' MSL.

Terrain beginning 4418' from DER, 89' left of centerline, up to 5991' MSL.

Terrain 4422' from DER, 1611' right of centerline, 6037' MSL.

Terrain beginning 4454' from DER, 274' right of centerline, up to 6039' MSL.

Tree, terrain beginning 4550' from DER, 72' right of centerline, up to 6050' MSL.

Tree, terrain beginning 4554' from DER, 130' left of centerline, up to 6016' MSL.

Terrain beginning 4678' from DER, 436' right of centerline, up to 6057' MSL.

Terrain 4806' from DER, 1003' right of centerline, 6060' MSL.

#### CON'T

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



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## BEAVER, UT (CON'T)

### BEAVER MUNI (U52) (CON'T)

**Rwy 13 (CON'T)**, terrain beginning 4807' from DER, 234' right of centerline, up to 6083' MSL.

Tree, terrain beginning 4892' from DER, 332' left of centerline, up to 6024' MSL.

Terrain, tree beginning 4935' from DER, 31' right of centerline, up to 6093' MSL.

Tree, terrain beginning 5122' from DER, 170' left of centerline, up to 6026' MSL.

Terrain, tree beginning 5191' from DER, 152' right of centerline, up to 6100' MSL.

Terrain, tree beginning 5444' from DER, 9' left of centerline, up to 6037' MSL.

Terrain beginning 5828' from DER, 49' left of centerline, up to 6050' MSL.

Terrain beginning 5961' from DER, 111' right of centerline, up to 6109' MSL.

Terrain beginning 1 NM from DER, 273' right of centerline, up to 6115' MSL.

Terrain beginning 1 NM from DER, 71' right of centerline, up to 6116' MSL.

Tree, terrain beginning 1 NM from DER, 435' right of centerline, up to 6117' MSL.

Terrain beginning 1 NM from DER, 232' right of centerline, up to 6126' MSL.

Tree, terrain beginning 1.1 NM from DER, 30' right of centerline, up to 6142' MSL.

Terrain, tree beginning 1.1 NM from DER, 192' right of centerline, up to 6146' MSL.

Terrain beginning 1.1 NM from DER, 10' left of centerline, up to 6070' MSL.

Terrain beginning 1.1 NM from DER, 151' right of centerline, up to 6159' MSL.

Terrain, tree beginning 1.2 NM from DER, 110' right of centerline, up to 6182' MSL.

Terrain beginning 1.2 NM from DER, 51' left of centerline, up to 6090' MSL.

Terrain, tree beginning 1.2 NM from DER, 272' right of centerline, up to 6201' MSL.

Terrain beginning 1.3 NM from DER, 91' left of centerline, up to 6109' MSL.

Terrain, tree beginning 1.3 NM from DER, 69' right of centerline, up to 6214' MSL.

Terrain beginning 1.3 NM from DER, 132' left of centerline, up to 6119' MSL.

Terrain, tree beginning 1.3 NM from DER, 29' right of centerline, up to 6237' MSL.

Terrain beginning 1.4 NM from DER, 190' right of centerline, up to 6257' MSL.

Terrain beginning 1.4 NM from DER, 11' left of centerline, up to 6126' MSL.

Terrain beginning 1.4 NM from DER, 150' right of centerline, up to 6264' MSL.

Terrain beginning 1.5 NM from DER, 109' right of centerline, up to 6267' MSL.

Terrain beginning 1.5 NM from DER, 52' left of centerline, up to 6139' MSL.

Terrain beginning 1.5 NM from DER, 271' right of centerline, up to 6277' MSL.

Terrain beginning 1.6 NM from DER, 93' left of centerline, up to 6159' MSL.

Terrain beginning 1.6 NM from DER, 295' left of centerline, up to 6195' MSL.

Terrain beginning 1.6 NM from DER, 27' right of centerline, up to 6280' MSL.

Terrain beginning 1.6 NM from DER, 134' left of centerline, up to 6211' MSL.

Terrain beginning 1.6 NM from DER, 2037' left of centerline, up to 6254' MSL.

Terrain beginning 1.7 NM from DER, 174' left of centerline, up to 6270' MSL.

Terrain beginning 1.7 NM from DER, 13' left of centerline, up to 6296' MSL.

Terrain beginning 1.7 NM from DER, 148' right of centerline, up to 6296' MSL.

Terrain beginning 1.8 NM from DER, 215' left of centerline, up to 6313' MSL.

Terrain beginning 1.8 NM from DER, 1552' left of centerline, up to 6336' MSL.

Terrain beginning 1.8 NM from DER, 1754' left of centerline, up to 6359' MSL.

Terrain beginning 1.8 NM from DER, 310' right of centerline, up to 6333' MSL.

Terrain beginning 1.8 NM from DER, 1390' left of centerline, up to 6375' MSL.

Terrain beginning 1.8 NM from DER, 1593' left of centerline, up to 6395' MSL.

Terrain beginning 1.8 NM from DER, 835' right of centerline, up to 6359' MSL.

Terrain beginning 1.9 NM from DER, 1795' left of centerline, up to 6408' MSL.

Terrain beginning 1.9 NM from DER, 1269' left of centerline, up to 6421' MSL.

Terrain beginning 2 NM from DER, 1310' left of centerline, up to 6441' MSL.

Terrain beginning 2 NM from DER, 664' left of centerline, up to 6447' MSL.

## BLANDING, UT

### BLANDING MUNI (BDG)

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

AMDT 2 29DEC22 (22363) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 35**, 300-1½ w/min. climb of 290' per NM to 6800, or 4700-5 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 17**, climbing left turn heading 090° to intercept DVC R-223 to DVC VORTAC, continue climb to MEA of intended route.

**Rwy 35**, climbing right turn heading 035° to intercept DVC R-237 to DVC VORTAC, continue climb to MEA of intended route.

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, vegetation 131' from DER, 100' left of centerline, 5778' MSL.

Pole 611' from DER, 266' left of centerline, 25' AGL/5791' MSL.

Pole 620' from DER, 561' right of centerline, 27' AGL/5791' MSL.

Pole beginning 721' from DER, 467' right of centerline, up to 35' AGL/5798' MSL.

CON'T



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



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## BLANDING, UT (CON'T)

### BLANDING MUNI (BDG) (CON'T)

**Rwy 35**, vegetation, fence beginning 148' from DER, 247' right of centerline, up to 5880' MSL.  
 Vehicle on road 173' from DER, 197' left of centerline, 5879' MSL.  
 Tree, terrain beginning 276' from DER, 262' right of centerline, up to 5883' MSL.  
 Tree, terrain, vehicle on road beginning 432' from DER, 16' right of centerline, up to 5887' MSL.  
 Vehicle on road 467' from DER, 187' left of centerline, 5880' MSL.  
 Vehicle on road 516' from DER, 37' left of centerline, 5882' MSL.  
 Terrain, vehicle on road beginning 670' from DER, 194' right of centerline, up to 5889' MSL.  
 Vehicle on road, terrain beginning 822' from DER, 363' right of centerline, up to 5893' MSL.  
 Tree 1382' from DER, 822' right of centerline, 5909' MSL.  
 Tree 2261' from DER, 1018' right of centerline, 5928' MSL.  
 Trees beginning 2447' from DER, 1114' right of centerline, up to 5942' MSL.  
 Pole 3149' from DER, 1300' right of centerline, 30' AGL/5956' MSL.  
 Pole, building beginning 3242' from DER, 836' right of centerline, up to 46' AGL/5971' MSL.  
 Tree 3651' from DER, 790' left of centerline, 5971' MSL.  
 Pole, tree beginning 3889' from DER, 609' left of centerline, up to 33' AGL/5980' MSL.  
 Pole beginning 3988' from DER, 65' right of centerline, up to 32' AGL/5975' MSL.  
 Windmill, pole beginning 4135' from DER, 10' left of centerline, up to 5986' MSL.  
 Pole, tree beginning 4174' from DER, 299' left of centerline, up to 36' AGL/5990' MSL.  
 Pole 4199' from DER, 1272' right of centerline, 33' AGL/5979' MSL.  
 Pole 4426' from DER, 1361' right of centerline, 34' AGL/5982' MSL.  
 Pole 4467' from DER, 619' left of centerline, 29' AGL/5992' MSL.  
 Pole 4492' from DER, 1264' right of centerline, 34' AGL/5984' MSL.  
 Tree 4558' from DER, 739' left of centerline, 5998' MSL.  
 Stadium, pole beginning 4594' from DER, 323' left of centerline, up to 6016' MSL.  
 Pole beginning 4723' from DER, 1256' right of centerline, up to 32' AGL/5988' MSL.  
 Pole 5080' from DER, 1356' right of centerline, 32' AGL/5996' MSL.  
 Pole, tree beginning 5484' from DER, 370' left of centerline, up to 33' AGL/6019' MSL.  
 Pole beginning 5494' from DER, 83' left of centerline, up to 37' AGL/6022' MSL.  
 Tree 5561' from DER, 349' right of centerline, 6015' MSL.  
 Tree, building beginning 5757' from DER, 189' left of centerline, up to 6026' MSL.  
 Tree 1.1 NM from DER, 310' left of centerline, 6042' MSL.  
 Building 1.1 NM from DER, 1517' right of centerline, 61' AGL/6054' MSL.  
 Tower, pole beginning 1.2 NM from DER, 389' left of centerline, up to 65' AGL/6090' MSL.  
 Tower 1.3 NM from DER, 104' right of centerline, 40' AGL/6070' MSL.  
 Tower 1.3 NM from DER, 665' right of centerline, 66' AGL/6092' MSL.  
 Trees beginning 1.5 NM from DER, 0' right of centerline, up to 6122' MSL.  
 Tree 1.5 NM from DER, 159' left of centerline, 6114' MSL.  
 Tree 1.6 NM from DER, 406' left of centerline, 6116' MSL.  
 Trees beginning 1.6 NM from DER, 118' left of centerline, up to 6130' MSL.  
 Trees beginning 1.6 NM from DER, 45' right of centerline, up to 6142' MSL.  
 Trees beginning 1.6 NM from DER, 28' right of centerline, up to 6145' MSL.  
 Tree 1.9 NM from DER, 43' right of centerline, 6175' MSL.  
 Tree 2 NM from DER, 712' left of centerline, 6182' MSL.  
 Tree 2 NM from DER, 912' right of centerline, 6189' MSL.

## BOULDER CITY, NV

### BOULDER CITY MUNI (BVU)

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

ORIG 05DEC19 (19339) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 33**, NA – Obstacles.

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

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

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

#### DEPARTURE PROCEDURE:

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

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

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

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

#### VCOA:

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

#### TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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## BOULDER CITY, NV (CON'T)

### BOULDER CITY MUNI (BVU) (CON'T)

**Rwy 9 (CON'T)**, trees beginning 1956' from DER, 294' left of centerline, up to 48' AGL/2221' MSL.  
 Catenaries beginning 2205' from DER, 1083' left of centerline, up to 79' AGL/2259' MSL.  
 Catenaries, transmission lines beginning 3391' from DER, 208' left of centerline, up to 76' AGL/2267' MSL.  
 Transmission line, catenary beginning 3730' from DER, 3' right of centerline, up to 98' AGL/2254' MSL.  
 Tower 3984' from DER, 227' right of centerline, 118' AGL/2275' MSL.  
 Transmission line 3989' from DER, 228' right of centerline, 119' AGL/2276' MSL.  
 Tower 5076' from DER, 1016' left of centerline, 112' AGL/2301' MSL.  
 Tower 5545' from DER, 1916' left of centerline, 110' AGL/2330' MSL.  
**Rwy 15**, terrain 3' from DER, 395' left of centerline, 2103' MSL.  
 Terrain, vertical point beginning 3' from DER, 112' left of centerline, up to 2105' MSL.  
**Rwy 27**, terrain 5' from DER, 395' right of centerline, 2119' MSL.  
 Terrain, sign, buildings beginning 15' from DER, 187' right of centerline, up to 2121' MSL.  
 Fence, tree beginning 206' from DER, 170' right of centerline, up to 2' AGL/2123' MSL.

## BRIGHAM CITY, UT

### BRIGHAM CITY RGNL (BMC)

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

AMDT 7 15JUN23 (23166) (FAA)

##### DEPARTURE PROCEDURE:

Use OGDEN DEPARTURE.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, pole, vehicle on road beginning 265' from DER, 559' right of centerline, up to 33' AGL/4259' MSL.  
 Pole 1063' from DER, 720' right of centerline, 36' AGL/4260' MSL.  
 Poles beginning 1494' from DER, 588' right of centerline, up to 50' AGL/4274' MSL.  
 Pole 2216' from DER, 1084' right of centerline, 82' AGL/4305' MSL.  
**Rwy 35**, pole 9' from DER, 29' right of centerline, 6' AGL/4231' MSL.

## BRYCE CANYON, UT

### BRYCE CANYON (BCE)

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

AMDT 1 10MAR11 (11069) (FAA)

##### DEPARTURE PROCEDURE:

Use BRYCE DEPARTURE.

## BULLHEAD CITY, AZ

### LAUGHLIN/BULLHEAD INTL (IFP)

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

AMDT 2 02MAR17 (17061) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

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

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, grd 188' from DER, 83' left of centerline, 715' MSL.

Bush 349' from DER, 516' right of centerline, 722' MSL.

Grd 390' from DER, 528' left of centerline, 719' MSL.

Grd beginning 484' from DER, 481' left of centerline, up to 723' MSL.

Bush 532' from DER, 642' right of centerline, 727' MSL.

Grd beginning 568' from DER, 490' left of centerline, up to 727' MSL.

Bush 700' from DER, 663' right of centerline, 728' MSL.

Grd 798' from DER, 466' left of centerline, 729' MSL.

Bush, grd beginning 801' from DER, 541' left of centerline, up to 734' MSL.

Tree, bush, grd beginning 910' from DER, 557' left of centerline, up to 745' MSL.

Bush, grd beginning 1103' from DER, from 204' right to 1008' left of centerline, up to 777' MSL.

Grd, bush beginning 2134' from DER, 731' left of centerline, up to 778' MSL.

Grd, bush beginning 2214' from DER, 870' left of centerline, up to 786' MSL.

Grd beginning 2288' from DER, 801' left of centerline, up to 792' MSL.

Grd, tree beginning 2328' from DER, 724' left of centerline, up to 797' MSL.

Grd beginning 2811' from DER, 1128' left of centerline, up to 798' MSL.

CON'T

# 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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## BULLHEAD CITY, AZ (CON'T)

### LAUGHLIN/BULLHEAD INTL (IFP) (CON'T)

**Rwy 16 (CON'T)**, grd beginning 2915' from DER, 1166' left of centerline, up to 800' MSL.

Grd beginning 3022' from DER, 1185' left of centerline, up to 804' MSL.

Grd beginning 3123' from DER, 1221' left of centerline, up to 809' MSL.

Grd beginning 3219' from DER, 1257' left of centerline, up to 814' MSL.

Grd beginning 3325' from DER, 1284' left of centerline, up to 818' MSL.

Grd beginning 3428' from DER, 1210' left of centerline, up to 821' MSL.

Grd beginning 3528' from DER, 1241' left of centerline, up to 824' MSL.

Grd, bush, tank beginning 3632' from DER, 1157' left of centerline, up to 825' MSL.

Tank 4810' from DER, 1528' left of centerline, 848' MSL.

Grd 5412' from DER, 1872' left of centerline, 852' MSL.

Grd, bushes beginning 5511' from DER, 926' left of centerline, up to 865' MSL.

Bushes beginning 5742' from DER, 1483' left of centerline, up to 883' MSL.

Grd, bushes beginning 5774' from DER, 793' left of centerline, up to 891' MSL.

Bush 5852' from DER, 1933' left of centerline, 904' MSL.

Grd, pole, bushes beginning 5856' from DER, 24' left of centerline, up to 920' MSL.

Trees, bushes, grd, tank beginning 1.2 NM from DER, left and right of centerline, up to 962' MSL.

Trees, bushes, grd beginning 1.3 NM from DER, 1' left of centerline, up to 985' MSL.

Bush 1.4 NM from DER, 1941' left of centerline, 993' MSL.

Bushes, grd, tank, pole beginning 1.5 NM from DER, 1919' left of centerline, up to 1036' MSL.

Bushes, vehicles on road, trees, pole beginning 1.9 NM from DER, 2218' left of centerline, up to 1086' MSL.

Tanks, bushes, pole beginning 2.2 NM from DER, 3103' left of centerline, up to 1121' MSL.

**Rwy 34**, airfield light 40' from DER, 148' right of centerline, 627' MSL.

T-1 twr, tree beginning 1818' from DER, 620' right of centerline, up to 65' AGL/687' MSL.

Pole, tree beginning 2214' from DER, 629' right of centerline, up to 709' MSL.

Pole, tree beginning 2638' from DER, 646' right of centerline, up to 719' MSL.

Pole, bushes, grd beginning 3054' from DER, 663' right of centerline, up to 741' MSL.

Pole, bush, bldg, grd, vehicles on road beginning 3661' from DER, 691' right of centerline, up to 773' MSL.

Poles, bushes, grd, vehicles on road, trees, bldgs, flagpole beginning 4024' from DER, 705' right of centerline, up to 796' MSL.

Comm twr 5197' from DER, 1015' right of centerline, 816' MSL.

Comm twr 5278' from DER, 1149' right of centerline, 821' MSL.

T-1 twr 1.6 NM from DER, 719' left of centerline, 894' MSL.

Grd beginning 1.8 NM from DER, 3419' right of centerline, up to 963' MSL.

Grd 2.1 NM from DER, 3212' right of centerline, 1018' MSL.

Grd, tree beginning 2.2 NM from DER, 1351' right of centerline, up to 1079' MSL.

Grd 2.6 NM from DER 3025' right of centerline, 2010' MSL.

## CARSON CITY, NV

### CARSON CITY (CXP)

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

ORIG 20NOV08 (21112) (FAA)

TAKEOFF MINIMUMS:

**Rwy 27**, NA - Obstacles.

DEPARTURE PROCEDURE:

**Rwy 9**, use JIMPA DEPARTURE.

## CASA GRANDE, AZ

### CASA GRANDE MUNI (CGZ)

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

AMDT 1B 06FEB14 (14037) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5**, 300-1 or std. w/ min. climb of 354' per NM to 1700.

DEPARTURE PROCEDURE:

**Rwy 5**, climbing right turn direct TFD VORTAC, thence...

**Rwy 23**, climb direct TFD VORTAC, thence...

...continue climb in holding pattern (SW, right turns, 048° inbound) to MEA for direction of flight.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, pole 4034' from DER, 805' left of centerline, 109' AGL/1593' MSL.

## CEDAR CITY, UT

### CEDAR CITY RGNL (CDC)

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

AMDT 3A 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwy 8**, 4200-3 for VCOA.

**Rwy 20**, std. w/min. climb of 290' per NM to 7300 or 4200-3 for VCOA.

**Rwy 26**, std. w/min. climb of 255' per NM to 7000 or 4200-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwys 2, 8**, climbing left turn direct EHK VOR/DME, thence...

CON'T

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

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

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## CEDAR CITY, UT (CON'T)

### CEDAR CITY RGNL (CDC) (CON'T)

**Rwys 20, 26**, climbing right turn direct EHK VOR/DME, thence...

...continue climb on EHK VOR/DME R-278 until reaching the MEA/MCA for direction of flight.

VCOA:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, sign abeam DER, 313' right of centerline, 3' AGL/5604' MSL.

Terrain and bush beginning 145' from DER, 420' right of centerline, up to 5608' MSL.

**Rwy 8**, terrain 3' from DER, 112' right of centerline, 5622' MSL.

Terrain 18' from DER, 221' right of centerline, 5623' MSL.

Terrain beginning 30' from DER, 178' right of centerline, up to 5624' MSL.

Terrain 122' from DER, 473' right of centerline, 5626' MSL.

Bush 125' from DER, 234' left of centerline, 5628' MSL.

Terrain 193' from DER, 491' right of centerline, 5627' MSL.

Fence and vehicles on road beginning 638' from DER, 33' right of centerline, up to 10' AGL/5639' MSL.

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

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

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

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

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

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

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

**Rwy 20**, runway light 10' from DER, 54' right of centerline, 2' AGL/5579' MSL.

Terrain 12' from DER, 98' left of centerline, 5579' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

Pole and tree beginning 5964' from DER, 1545' left of centerline, up to 20' AGL/5779' MSL.

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

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

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

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

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

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

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

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

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

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

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

Pole 2.3 NM from DER, 3922' left of centerline, 34' AGL/5952' MSL.

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

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

## CHANDLER, AZ

### CHANDLER MUNI (CHD)

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

AMDT 1 18SEP14 (14261) (FAA)

#### DEPARTURE PROCEDURE:

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

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

#### TAKEOFF OBSTACLE NOTES:

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

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

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

**Rwy 4R**, poles beginning 1298' from DER, 56' left of centerline, up to 36' AGL/1283' MSL.

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

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

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

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

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

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

CON'T

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

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

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## CHANDLER, AZ (CON'T)

CHANDLER MUNI (CHD) (CON'T)  
DIVERSE VECTOR AREA (RADAR VECTORS)  
AMDT 1 20AUG15 (15232) (FAA)  
Rwys 4L/R, 22L/R, heading as assigned by ATC.

## STELLAR AIRPARK (P19)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 3 06DEC18 (18340) (FAA)

### DEPARTURE PROCEDURE:

Rwy 17, climbing left turn heading 150° thence...  
Rwy 35, climbing right turn heading 190° thence...  
... Intercept TFD VORTAC R-350 southbound to TFD VORTAC.

### TAKEOFF OBSTACLE NOTES:

Rwy 17, pole 648' from DER, 482' left of centerline, 52' AGL/1212' MSL.  
Pole 656' from DER, 190' left of centerline, 52' AGL/1213' MSL.  
Poles beginning 661' from DER, 39' right of centerline, up to 34' AGL/1196' MSL.  
Poles beginning 671' from DER, 420' right of centerline, up to 52' AGL/1216' MSL.  
Transmission line, sign beginning 869' from DER, 288' right of centerline, up to 50' AGL/1224' MSL.  
Sign 906' from DER, 260' left of centerline, 42' AGL/1214' MSL.  
Rwy 35, pole 72' from DER, 357' left of centerline, 30' AGL/1208' MSL.  
Building 777' from DER, 300' right of centerline, 30' AGL/1218' MSL.  
Building 1282' from DER, 767' right of centerline, 45' AGL/1233' MSL.

## CLIFTON/MORENCI, AZ

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

## COLORADO CITY, AZ

COLORADO CITY MUNI (AZC)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 1 25JAN24 (24025) (FAA)

### TAKEOFF MINIMUMS:

Rwy 2, NA-Obstacles.  
DEPARTURE PROCEDURE:  
Rwys 11, 20, 29, use NORRA (RNAV) DEPARTURE.

### TAKEOFF OBSTACLE NOTES:

Rwy 11, vegetation, trees beginning 16' from DER, 213' left of centerline, up to 4861' MSL.  
Rwy 20, tree 27' from DER, 275' left of centerline, 4843' MSL.  
Vegetation 45' from DER, 26' right of centerline, 4843' MSL.  
Vehicles on road beginning 67' from DER, 389' left of centerline, up to 4853' MSL.  
Tree 1.8 NM from DER, 2971' right of centerline, 5118' MSL.  
Rwy 29, sign, tree beginning 15' from DER, 123' right of centerline, up to 5' AGL/4850' MSL.  
Vegetation 60' from DER, 46' left of centerline, 4849' MSL.

## COOLIDGE, AZ

COOLIDGE MUNI (P08)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG 10OCT96 (96284) (FAA)  
DEPARTURE PROCEDURE:

Rwys 5, 35, climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course.  
Rwy 17, climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.  
Rwy 23, climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

## COTTONWOOD, AZ

COTTONWOOD (P52)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG 26MAY16 (16147) (FAA)  
DEPARTURE PROCEDURE:  
Use MINGY DEPARTURE.

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

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## DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05SEP24 (24249) (USAF)

DEPARTURE PROCEDURE:

**Rwy 13**, climb to 5700 and track 125°, intercept DMA R-122 to WUDAR (DMA R-122/16 DME) expect RADAR vectors.**Rwy 31**, climb to 5500 and track 308°, intercept DMA R-313 to OTUKE (DMA R-313/16.4 DME) expect RADAR vectors.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, terrain 0' from DER, 500' left of centerline, 2707' MSL.**Rwy 31**, terrain 0' from DER, 500' right of centerline, 2592' MSL.

Terrain 0' from DER, 484' right of centerline, 2592' MSL.

## DELTA, UT

DELTA MUNI (DTA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02DEC21 (21336) (FAA)

DEPARTURE PROCEDURE:

Use DELTA DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, lighting beginning 41' from DER, 76' right of centerline, 3' AGL/4754' MSL.

Tree 609' from DER, 596' right of centerline, 4780' MSL.

**Rwy 35**, vegetation, lighting beginning 9' from DER, 77' right of centerline, up to 4763' MSL.

Vegetation 47' from DER, 349' left of centerline, 4763' MSL.

Fence 76' from DER, 390' right of centerline, 10' AGL/4769' MSL.

Vehicles on road 177' from DER, 477' right of centerline, 4770' MSL.

Vehicles on road 227' from DER, 458' right of centerline, 4771' MSL.

## DOUGLAS BISBEE, AZ

BISBEE- DOUGLAS INTL (DUG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 09FEB12 (12040) (FAA)

DEPARTURE PROCEDURE:

**Rwys 8, 17**, climbing right turn on heading 330° to intercept DUG VORTAC R-286 to 9500.**Rwy 26**, climbing right turn to intercept DUG VORTAC R-286 to 9500.**Rwy 35**, climbing left turn to intercept DUG VORTAC R-286 to 9600.

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, trees and terrain beginning 145' from DER, 51' left of centerline, up to 8' AGL/4220' MSL.

Trees and terrain beginning 22' from DER, 247' right of centerline, up to 13' AGL/4197' MSL.

**Rwy 17**, trees and terrain beginning 91' from DER, 76' left of centerline, up to 5' AGL/4118' MSL.

Trees and terrain beginning 12' from DER, 146' right of centerline, up to 5' AGL/4115' MSL.

**Rwy 26**, tree and terrain beginning 16' from DER, 233' left of centerline, up to 5' AGL/4167' MSL.

Trees and terrain beginning 17' from DER, 32' right of centerline, up to 7' AGL/4167' MSL.

**Rwy 35**, trees and terrain beginning 118' from DER, 15' left of centerline, up to 6' AGL/4190' MSL.

Tree and terrain beginning 75' from DER, 100' right of centerline, up to 11' AGL/4200' MSL.

## DUCHESNE, UT

DUCHESNE MUNI (U69)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

**Rwys 8, 26**, NA - Environmental.**Rwy 35**, std. w/min. climb of 235' per NM to 6900 or 1100-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 17**, climbing left turn direct MTU VOR/DME, thence...**Rwy 35**, climbing right turn direct MTU VOR/DME, thence...

...continue climb in MTU VOR/DME holding pattern (hold northeast, right turns, 213° inbound) to cross MTU VOR/DME at or above MEA for route of flight.

VCOA:

**Rwy 35**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Duchesne Muni Airport at or above 6800 then on MTU VOR/DME R-269 to MTU VOR/DME. Continue climb in MTU VOR/DME holding pattern (hold Northeast, right turns, 213° inbound) to cross MTU VOR/DME at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

**Rwy 35**, vehicles on road beginning 315' from DER, 95' right of centerline, up to 15' AGL/5844' MSL.

Vehicles on road beginning 327' from DER, 29' left of centerline, up to 15' AGL/5854' MSL.

Equipment 415' from DER, 515' left of centerline, 17' AGL/5856' MSL.

Building 876' from DER, 617' left of centerline, 30' AGL/5869' MSL.

Pole 1048' from DER, 682' left of centerline, 40' AGL/5889' MSL.

# 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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## ELKO, NV

### ELKO RGNL (EKO)

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

AMDT 6 26MAY16 (16147) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 12, 30**, NA-ATC.**Rwy 6**, std. w/min. climb of 500' per NM to 7200, or 2000-3 for climb in visual conditions.**Rwy 24**, std. w/min. climb of 390' per NM to 8400, or 2000-3 for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 057° to 6500, then climbing right turn direct BQU VOR/DME, thence. . .**Rwy 24**, climb heading 237° to 6100, then climbing left turn direct BQU VOR/DME, thence. . .

. . . Continue climb in BQU VOR/DME holding pattern (hold south, left turns, 340° inbound) to cross BQU VOR/DME at or above MEA/MCA for route of flight.

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, OL on ltd wsk 253' from DER, 155' right of centerline, 5095' MSL.

Lt poles, beginning 277' from DER, 332' right of centerline, up to 5097' MSL.

Trees, buildings, and ants on ol buildings, beginning 676' from DER, 209' right of centerline, up to 5111' MSL.

Pole 765' from DER, 422' left of centerline, 5110' MSL.

Ols on poles, beginning 903' from DER, 435' left of centerline, up to 5130' MSL.

Trees, poles, and ols on poles, beginning 961' from DER, 130' left of centerline, up to 5207' MSL.

Ant 3007' from DER, 84' right of centerline, 5165' MSL.

Tree 3676' from DER, 251' right of centerline, 5191' MSL.

**Rwy 24**, vehicles on road, beginning 672' from DER, 315' right of centerline, up to 5075' MSL.

Poles, trees beginning 1179' from DER, 171' right of centerline, up to 36' AGL/5100' MSL.

Poles, beginning 1243' from DER, 663' left of centerline, up to 39' AGL/5085' MSL.

Signs, beginning 1566' from DER, 714' right of centerline, up to 5128' MSL.

Signs, elevators, silos beginning 2155' from DER, 437' right of centerline, up to 44' AGL/5132' MSL.

## ELY, NV

### ELY/YELLAND FLD (ELY)

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

AMDT 2 30JUN11 (21168) (FAA)

##### DEPARTURE PROCEDURE:

Use ELY DEPARTURE.

## ESCALANTE, UT

### ESCALANTE MUNI (1L7)

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

ORIG 25JAN24 (24025) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 31**, NA-Terrain.

##### DEPARTURE PROCEDURE:

**Rwy 13**, use HASSL DEPARTURE.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, light poles 10' from DER, 19' left of centerline, 4' AGL/5721' MSL.

Tree 32' from DER, 353' left of centerline, 5730' MSL.

Trees beginning 67' from DER, 198' left of centerline, up to 15' AGL/5734' MSL.

Trees beginning 381' from DER, 473' left of centerline, up to 5735' MSL.

Trees beginning 703' from DER, 277' left of centerline, up to 5744' MSL.

Tree 798' from DER, 481' left of centerline, 5747' MSL.

Trees beginning 811' from DER, 336' left of centerline, up to 5752' MSL.

Trees beginning 881' from DER, 441' left of centerline, up to 5756' MSL.

Trees beginning 996' from DER, 361' left of centerline, up to 5765' MSL.

Tree, terrain beginning 1119' from DER, 509' left of centerline, up to 5772' MSL.

Tree, vehicles on road beginning 1228' from DER, 160' left of centerline, up to 5774' MSL.

Trees beginning 1332' from DER, 402' left of centerline, up to 5775' MSL.

Transmission lines, trees, vehicle on road beginning 1439' from DER, 208' left of centerline, up to 5786' MSL.

## EUREKA, NV

### EUREKA (05U)

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

ORIG 22AUG13 (13234) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 18**, NA-Terrain.

##### DEPARTURE PROCEDURE:

Use MINES (RNAV) DEPARTURE.



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



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

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## FALLON, NV

### FALLON MUNI (FLX)

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

AMDT 1A 20JUN19 (19171) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 13, 31**, NA - Environmental

##### DEPARTURE PROCEDURE:

**Rwy 3**, climbing left turn, thence...**Rwy 21**, climbing right turn, thence...

... to 9300 direct HZN VORTAC, continue climb in HZN VORTAC holding pattern (hold west, left turn 075° inbound) cross HZN VORTAC at or above 9300 before proceeding on course, continue climb to MEA or assigned altitude.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, sign, trees beginning 9' from DER, 37' left of centerline, up to 5' AGL/3966' MSL.

Tree 121' from DER, 121' right of centerline, 3966' MSL.

Traverse way beginning 134' from DER, 357' right of centerline, up to 3972' MSL.

Trees beginning 146' from DER, 469' left of centerline, up to 6' AGL/3969' MSL.

Traverse way, tree beginning 315' from DER, 232' right of centerline, up to 3974' MSL.

Tree 1068' from DER, 199' left of centerline, 37' AGL/3995' MSL.

Trees beginning 1086' from DER, 208' left of centerline, up to 4002' MSL.

Tree 1093' from DER, 193' right of centerline, 38' AGL/3992' MSL.

Trees, pole beginning 1214' from DER, 306' left of centerline, up to 61' AGL/4018' MSL.

Trees beginning 2148' from DER, 819' left of centerline, up to 4023' MSL.

Tree 2319' from DER, 763' left of centerline, 58' AGL/4024' MSL.

Trees beginning 2960' from DER, 663' left of centerline, up to 97' AGL/4054' MSL.

**Rwy 21**, trees, terrain beginning 31' from DER, 150' left of centerline, up to 3969' MSL.

Traverse way 32' from DER, 497' right of centerline, 3981' MSL.

Pole 112' from DER, 397' right of centerline, 26' AGL/3991' MSL.

Tree 139' from DER, 401' left of centerline, 4' AGL/3970' MSL.

Poles, traverse way, vegetation, building beginning 149' from DER, 19' right of centerline, up to 36' AGL/4002' MSL.

Traverse way beginning 380' from DER, 308' left of centerline, up to 3984' MSL.

Traverse way beginning 525' from DER, 22' left of centerline, up to 3985' MSL.

Tree 1286' from DER, 785' right of centerline, 48' AGL/4016' MSL.

Tree 1407' from DER, 840' right of centerline, 57' AGL/4025' MSL.

Pole 1813' from DER, 798' left of centerline, 39' AGL/4013' MSL.

Tree 1896' from DER, 869' right of centerline, 76' AGL/4040' MSL.

## FALLON NAS (VAN VOORHIS FLD) (KNFL)

### FALLON, NV

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

AMDT 2 21APR22 (22111) (USN)

##### TAKEOFF MINIMUMS:

**Rwy 7**, std. w/min. climb rate of 291' per NM to 9700.**Rwys 13L/R**, std. w/min. climb rate of 235' per NM to 7200.

##### DEPARTURE PROCEDURE:

**Rwys 13L/R**, climb on hdg between 110° CW to 310° from DER.**Rwy 25**, climb on hdg between 216° CW to 028° from DER.**Rwys 31L/R**, climb on hdg between 220° CW to 025° from DER.

## FILLMORE, UT

### FILLMORE MUNI (FOM)

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

ORIG 18NOV10 (10322) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 4**, std. w/ min. climb of 250' per NM to 6200, or 1800-3 for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 4**, climbing left turn to 9600 on DTA R-141 to DTA VORTAC, climb in DTA VORTAC holding pattern (South, left turns, 004° inbound) to cross DTA VORTAC at or above MEA for route of flight or for climb in visual conditions cross Fillmore Muni airport Northwest bound at or above 6600, then climb to 9600 on DTA R-146 to DTA VORTAC. Continue climb in DTA VORTAC holding pattern (South, left turns, 004° inbound) to cross DTA VORTAC at or above MEA for route of flight.**Rwy 22**, climbing right turn to 9600 on DTA R-152 to DTA VORTAC, climb in DTA VORTAC holding pattern (South, left turns, 004° inbound) to cross DTA VORTAC at or above MEA for route of flight.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, light 60' from DER, 393' left of centerline, 8' AGL/4987' MSL.

Windsock 129' from DER, 301' left of centerline, 21' AGL/5000' MSL.

Rising terrain 132' from DER, 385' right of centerline, 4989' MSL.

Fence beginning 138' from DER, 174' right of centerline, up to 15' AGL/4996' MSL.

Buildings beginning 259' from DER, 455' right of centerline, up to 13' AGL/5012' MSL.

Beacon 311' from DER, 505' left of centerline, 52' AGL/5031' MSL.

Trees beginning 333' from DER, 242' left of centerline, up to 37' AGL/5034' MSL.

Vehicle on road beginning 472' from DER, 608' left to 1093' right of centerline, up to 35' AGL/5073' MSL.

Pole 488' from DER, 620' left of centerline, 38' AGL/5037' MSL.

Windmeter, 623' from DER, 342' left of centerline, 9' AGL/5008' MSL.

Building 873' from DER, 196' left of centerline, 17' AGL/5016' MSL.

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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## FILLMORE, UT (CON'T)

### FILLMORE MUNI (FOM) (CON'T)

**Rwy 22**, fence 97' from DER, 302' left of centerline, 15' AGL/4916' MSL.

Vehicle on road beginning 228' from DER, 398' left of centerline, up to 9' AGL/4928' MSL.

## FLAGSTAFF, AZ

### FLAGSTAFF PULLIAM (FLG)

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

AMDT 2A 06FEB14 (23222) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 3**, turn right, aircraft departing FLG VOR/DME R-160 CW R-175 climb on course. All others climb southbound on FLG VOR/DME R-172 to 9000, then climbing left turn direct FLG VOR/DME.

**Rwy 21**, turn left, aircraft departing FLG VOR/DME R-160 CW R-175 climb on course. All others climb southbound on FLG VOR/DME R-172 to 9000, then climbing left turn direct FLG VOR/DME.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 21**, trees beginning 73' from DER, left and right of centerline, up to 85' AGL/7065' MSL.

## FORT HUACHUCA SIERRA VISTA, AZ

### SIERRA VISTA MUNI-LIBBY AAF (FHU)

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

AMDT 4 13SEP18 (18256) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 21**, NA-terrain.

**Rwy 26**, std. w/min. climb of 335' per NM to 7300', or 2800-3 for VCOA

##### DEPARTURE PROCEDURE:

**Rwys 3, 8, 12**, climbing left turn, thence...

**Rwys 26, 30**, climbing right turn, thence...

...all aircraft, intercept FHU VOR/DME R-021 to TOMBS INT/FHU 12.76 DME, continue climb in TOMBS holding pattern (hold north, left turns, 201° inbound) to 9500 before proceeding on course.

##### VCOA:

**Rwy 26**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sierra Vista Muni-Libby AAF airport at or above 7400' MSL then intercept and proceed on FHU VOR/DME R-021 to TOMBS INT/FHU 12.76 DME. Continue climb in TOMBS holding pattern (hold north, left turns, 201° inbound) to 9500 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees 253' from DER, 130' left of centerline, 10' AGL/4595' MSL.

Tree 199' from DER, 271' right of centerline, 10' AGL/4595' MSL.

**Rwy 8**, reflector, 121' from DER, 174' right of centerline, 4' AGL/4603' MSL.

**Rwy 12**, terrain beginning 22' from DER, 93' right of centerline, up to 4639' MSL.

**Rwy 26**, general utility 100' from DER, 173' right of centerline, 20' AGL/4723' MSL.

General utility 101' from DER, 175' left of centerline, 26' AGL/4730' MSL.

#### DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 13NOV14 (14317) (FAA)

**Rwys 3,12**, heading as assigned by ATC.

**Rwy 8**, heading as assigned by ATC. Requires minimum climb of 300' per NM to 8600.

**Rwy 26**, heading as assigned by ATC. Requires minimum climb of 330' per NM to 8100.

**Rwy 30**, heading as assigned by ATC. Requires minimum climb of 330' per NM to 8700.

## GLENDALE, AZ

### GLENDALE RGNL (GEU)

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

AMDT 2 24MAY18 (24249) (FAA)

##### DEPARTURE PROCEDURE:

Use DRAKE (RNAV) DEPARTURE.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, light on blast fence 4' from DER, 130' left of centerline, up to 10' AGL/1,088' MSL.

Trees beginning 124' from DER, left and right of centerline, up to 30' AGL/1,104' MSL.

Vehicles beginning 299' from DER, 80' right of centerline, up to 15' AGL/1,091' MSL.

Poles and trees beginning 400' from DER, 197' right of centerline, up to 75' AGL/1,144' MSL.

**Rwy 19**, trees beginning 281' from DER, 331' left of centerline, up to 33' AGL/1,060' MSL.

#### DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 15JUN23 (23166) (FAA)

**Rwy 1**, heading as assigned by ATC; requires min. climb of 285' per NM to 5700.

**Rwy 19**, heading as assigned by ATC.



# 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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## GLOBE, AZ

SAN CARLOS APACHE (P13)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10APR08 (08101) (FAA)

DEPARTURE PROCEDURE:

Use IZTIR DEPARTURE.

## GOODYEAR, AZ

PHOENIX GOODYEAR (GYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24MAY18 (18144) (FAA)

DEPARTURE PROCEDURE:

Use POTER (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, poles beginning 159' from DER, 267' right of centerline, up to 47' AGL/1,015' MSL.

Building 1512' from DER, 828' right of centerline, 48' AGL/1,014' MSL.

Tree 1,957' from DER, 551' right of centerline, up to 49' AGL/1,019' MSL.

**Rwy 21**, transmission tower 2610' from DER, 1,078' left of centerline, 125' AGL/1,047' MSL.

Transmission tower 3,190' from DER, 311' left of centerline, 112' AGL/1,031' MSL.

Pole 3,193' from DER, 308' left of centerline, 112' AGL/1,030' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 21JUL16 (16203) (FAA)

**Rwy 3, 21**, heading as assigned by ATC.

## GRAND CANYON, AZ

GRAND CANYON NTL PARK (GCN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (21168) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3**, NA-Environmental.

DEPARTURE PROCEDURE:

**Rwy 21**, use GRAND DEPARTURE.

VALLE (40G)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18SEP14 (14261) (FAA)

DEPARTURE PROCEDURE:

**Rwy 1**, Climb on a heading between 188° CW to 091° from DER.

**Rwy 19**, climb on a heading between 170° CW to 008° from DER.

## GREEN RIVER, UT

GREEN RIVER MUNI (U34)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11JUL24 (24193) (FAA)

DEPARTURE PROCEDURE:

**Rwys 13, 31**, use ADIBE (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, vegetation, terrain beginning 10' from DER, 6' right of centerline, up to 2' AGL/4225' MSL.

Vehicles on road beginning 46' from DER, 327' right of centerline, up to 4241' MSL.

**Rwy 31**, fence, light poles, vegetation, terrain beginning 1' from DER, 27' left of centerline, up to 6' AGL/4243' MSL.

Light poles 9' from DER, 26' right of centerline, 1' AGL/4235' MSL.

Vegetation beginning 34' from DER, 29' right of centerline, up to 3' AGL/4238' MSL.

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



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## HAWTHORNE, NV

### HAWTHORNE INDUSTRIAL (HTH)

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

ORIG 14SEP17 (17257)

TAKEOFF MINIMUMS:

**Rwy 15, 33**, NA – ATC.

**Rwy 10, 28**, 4200 - 3 for VCOA.

VCOA:

**Rwy 10, 28**, obtain ATC approval for VCOA when requesting IFR clearance. climb in visual conditions to cross Hawthorne Industrial airport at or above 8300 then climb to 11500 on MVA R-251 to MVA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, ground beginning at DER, 53' right of centerline, up to 4232' MSL.

Ground 139' from DER, 39' right of centerline, 4234' MSL.

Ground 145' from DER, 387' right of centerline, 4236' MSL.

Bush 193' from DER, 480' right of centerline, 2' AGL/4238' MSL.

Bush 363' from DER, 576' right of centerline, 3' AGL/4242' MSL.

Bush 557' from DER, 555' right of centerline, 1' AGL/4245' MSL.

**Rwy 28**, ground 1' from DER, 388' left of centerline, 4183' MSL.

Bush 10' from DER, 488' left of centerline, 2' AGL/4185' MSL.

## HEBER, UT

### HEBER VALLEY (HCR)

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

AMDT 4A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22**, 5800-5 for VCOA. VCOA NA at night.

VCOA:

**Rwys 4, 22**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Heber Valley airport at or above 11300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, fence abeam DER, 301' left of centerline, 16' AGL/5647' MSL.

Pole 24' from DER, 404' left of centerline, up to 33' AGL/5659' MSL.

Bush 23' from DER, 61' left of centerline, up to 5639' MSL.

Terrain 109' from DER, 428' right of centerline, 5642' MSL.

Multiple poles, tree, beginning 200' from DER, 269' left of centerline, up to 36' AGL/5666' MSL.

Tree, fence beginning 252' from DER, 249' right of centerline, up to 5659' MSL.

Pole 319' from DER, 404' left of centerline, up to 5670' MSL.

Tree, pole beginning 662' from DER, 404' left of centerline, up to 5681' MSL.

Tree, sign, pole beginning 710' from DER, 281' left of centerline, up to 5682' MSL.

Building beginning 1066' from DER, 42' right of centerline, up to 5674' MSL.

Tree, pole beginning 1120' from DER, 181' right of centerline, up to 5689' MSL.

Tree, pole beginning 1281' from DER, 278' right of centerline, up to 5690' MSL.

Trees beginning 1773' from DER, 238' left of centerline, up to 5689' MSL.

Tree, pole beginning 1901' from DER, 399' right of centerline, up to 5708' MSL.

Tree 1909' from DER, 498' left of centerline, 5692' MSL.

**Rwy 22**, pole abeam DER, 292' right of centerline, 16' AGL/5592' MSL.

Fence, vegetation, terrain 13' from DER, 225' left of centerline, up to 9' AGL/5597' MSL.

Trees beginning 608' from DER, 384' right of centerline, up to 5611' MSL.

Pole 829' from DER, 474' left of centerline, 22' AGL/5605' MSL.

Pole 988' from DER, 634' left of centerline, up to 33' AGL/5617' MSL.

Tree 1672' from DER, 777' left of centerline, 5628' MSL.

Terrain beginning 1.1 NM from DER, 1752' left of centerline, up to 5964' MSL.

Tree 1.3 NM from DER, 2420' left of centerline, 5821' MSL.

Terrain, trees beginning 1.4 NM from DER, 1124' left of centerline, up to 6128' MSL.

Terrain, trees beginning 1.5 NM from DER, 372' left of centerline, up to 6411' MSL.

## HILL AFB (KHIF)

### OGDEN, UT

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

Diverse departures NA, use RADAR vectors or published Departure Procedures (DP) for obstacle avoidance.

## HUNTINGTON, UT

### HUNTINGTON MUNI (69V)

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

AMDT 2B 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

**Rwys 12, 18, 26, 30, 36**, NA-Environmental.

DEPARTURE PROCEDURE:

**Rwy 8**, climbing left turn direct PUC VOR/DME...

...continue climb in PUC VOR/DME holding pattern (hold south, RT, 009° inbound) to MEA for direction of flight.

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL.



# 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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## KANAB, UT

KANAB MUNI (KNB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1**, std. with min. climb of 742' per NM to 6600, or 1100-3 with min. climb of 535' per NM to 6900, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 19**, climb heading 171° to 6800 before turning.

**Rwy 1**, climb heading 006° to 6100 before turning, or for climb in visual conditions, cross Kanab Muni airport at or above 7100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, vent on building 554' from DER, 370' left of centerline, 16' AGL/4884' MSL.

Trees beginning 1138' from DER, 302' left of centerline, up to 100' AGL/5939' MSL.

Rising terrain and trees beginning 1.68 NM from DER, 247' right of centerline, up to 100' AGL/5239' MSL.

Rising terrain and trees beginning 1.76 NM from DER, 766' left of centerline, up to 100' AGL/5599' MSL.

Rising terrain beginning 3.5 NM from DER, left and right of centerline, up to 6359' MSL.

**Rwy 19**, trees beginning 271' from DER, 506' right of centerline, up to 100' AGL/4899' MSL.

## KINGMAN, AZ

KINGMAN (IGM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 16JUL20 (21168) (FAA)

TAKEOFF MINIMUMS:

**Rwys 3, 35**, 2000-2 or std. w/min. climb of 275' per NM to 5500.

**Rwys 17, 21**, NA.

DEPARTURE PROCEDURE:

Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, terrain and vegetation beginning 171' from DER, 264' right of centerline, up to 3402' MSL.

**Rwy 35**, terrain beginning 32' from DER, 172' right of centerline, up to 3363' MSL.

Fence 306' from DER, 392' right of centerline, 6' AGL/3368' MSL.

Traverse way 441' from DER, 274' right of centerline, up to 15' AGL/3372' MSL.

## LAGUNA AAF (YUMA PROVING GROUND) (KLGf)

YUMA, AZ

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05OCT23 (25135) (USA)

TAKEOFF MINIMUMS:

**Rwy 6**, std w/min climb of 284' per NM to 2700.

**Rwy 18**, std w/min climb of 248' per NM to 1200.

**Rwy 36**, 300-2 or std w/min climb of 222' per NM to 1200.

DEPARTURE PROCEDURE:

**Rwys 6, 18, 36**, climbing right turn to 3600, intercept BZA VORTAC R-055 to BZA. Do not exceed 240K until intercepting BZA R-055.

**Rwy 24**, climb to 3600 direct to BZA VORTAC.

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, terrain 0' from DER, 500' left of centerline 426' MSL.

Berm 206' from DER, 171' left of centerline 441' MSL.

Berm 273' from DER, 137' right of centerline 435' MSL.

Berm 812' from DER, 260' left of centerline 459' MSL.

Berm 871' from DER, 130' left of centerline, 447' MSL.

**Rwy 24**, road 196' from DER, 152' left of centerline, 379' MSL.

**Rwy 36**, terrain, vegetation, 1 NM from DER, 720' right of centerline, 60' AGL/579' MSL.

Antenna 1.5 NM from DER, 55' right of centerline, 90' AGL/638' MSL.

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



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



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## LAKE HAVASU CITY, AZ

### LAKE HAVASU CITY (HII)

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

AMDT 2 31MAY12 (12152) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 14**, std. w/min. climb of 465' per NM to 4800, or 1500-3 for climb in visual conditions.

**Rwy 32**, 600-1¼ w/min. climb of 492' per NM to 1100, or 1500-3 for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 14**, climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, continue climb in EED VORTAC holding pattern (East, right turns, 257° inbound) to cross EED VORTAC at or above 6100 before proceeding on course or ...

**Rwy 32**, climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, continue climb in EED VORTAC holding pattern (East, right turns, 257° inbound) to cross EED VORTAC at or above 6100 before proceeding on course or ...

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, pole 3327' from DER, 46' right of centerline, 107' AGL/868' MSL.

Poles 3468' from DER, 195' left of centerline, up to 107' AGL/890' MSL.

Trees/bushes 976' from DER, 380' left of centerline, up to 46' AGL/829' MSL.

Terrain 143' from DER, 346' left of centerline, up to 804' MSL.

**Rwy 32**, trees 1544' from DER, 416' right of centerline, up to 44' AGL/793' MSL.

## LAS VEGAS, NV

### HARRY REID INTL (LAS)

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

AMDT 8 17AUG17 (23138) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 1L**, 300-1 or std. w/min. climb of 269' per NM to 2300.

**Rwy 19L**, std. w/min. climb of 256' per NM to 3400.

**Rwy 19R**, std. w/min. climb of 242' per NM to 3400.

**Rwy 26L**, 300-2½ or std. w/min. climb of 214' per NM to 2400.

**Rwy 26R**, 400-2½ or std. w/min. climb of 270' per NM to 2400.

##### DEPARTURE PROCEDURE:

**Rwys 1L/R**, climbing right turn direct BLD VORTAC before proceeding on course.

**Rwys 8L/R**, climb heading 079° to 3700, then climbing right turn direct BLD VORTAC before proceeding on course.

**Rwys 19L/R**, climb heading 194° to 2800, then climbing left turn heading 120° and BLD R-257 to BLD VORTAC before proceeding on course.

**Rwys 26L/R**, climb heading 259° to 2800, then climbing right turn direct BLD VORTAC before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1L**, REIL 23' from DER, 153' left of centerline, 3' AGL/2090' MSL.

Sign 1037' from DER, 695' left of centerline, 41' AGL/2125' MSL.

Building 1556' from DER, 552' left of centerline, 2129' MSL.

Building 1779' from DER, 649' left of centerline, 2147' MSL.

Buildings beginning 1907' from DER, 186' left of centerline, up to 2150' MSL.

Buildings beginning 1977' from DER, 214' left of centerline, up to 2150' MSL.

Buildings beginning 2095' from DER, 275' left of centerline, up to 83' AGL/2153' MSL.

Buildings beginning 3953' from DER, 1397' left of centerline, up to 162' AGL/2226' MSL.

Building 4126' from DER, 1090' left of centerline, 2229' MSL.

Building 4542' from DER, 1400' left of centerline, 183' AGL/2240' MSL.

Building 4604' from DER, 1367' left of centerline, 186' AGL/2243' MSL.

**Rwy 1R**, building 609' from DER, 538' right of centerline, 28' AGL/2095' MSL.

Sign 1336' from DER, 447' right of centerline, 60' AGL/2122' MSL.

**Rwy 8L**, pole 744' from DER, 442' right of centerline, 30' AGL/2057' MSL.

Tree 758' from DER, 168' right of centerline, 2068' MSL.

Tree 767' from DER, 589' left of centerline, 2060' MSL.

Tree 850' from DER, 184' left of centerline, 2067' MSL.

Trees beginning 886' from DER, 371' right of centerline, up to 2074' MSL.

**Rwy 8R**, tower 1457' from DER, 848' right of centerline, 64' AGL/2097' MSL.

**Rwy 19L**, railroad, pole beginning 952' from DER, 322' left of centerline, up to 2215' MSL.

Railroad 1043' from DER, 178' left of centerline, 2218' MSL.

Railroad, pole beginning 1122' from DER, 19' left of centerline, up to 2219' MSL.

Railroad 1166' from DER, 75' right of centerline, 2220' MSL.

Railroad 1219' from DER, 235' right of centerline, 2222' MSL.

Railroad 1230' from DER, 281' right of centerline, 2223' MSL.

Pole 1234' from DER, 178' left of centerline, 2221' MSL.

Railroad 1241' from DER, 351' right of centerline, 2224' MSL.

Railroad 1246' from DER, 489' right of centerline, 2225' MSL.

Railroad, pole beginning 1247' from DER, 11' right of centerline, up to 2226' MSL.

Poles, tree, vehicles on road, sign, parking lot beginning 1392' from DER, 115' right of centerline, up to 36' AGL/2238' MSL.

Tree, pole beginning 1410' from DER, 9' left of centerline, up to 2232' MSL.

Tree 1819' from DER, 124' left of centerline, 2236' MSL.

CONT



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



25163



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25163

## LAS VEGAS, NV (CON'T) HARRY REID INTL (LAS) (CON'T)

**Rwy 19L (CON'T)**, pole, tree, vehicles on road beginning 1824' from DER, 9' right of centerline, up to 34' AGL/2242' MSL.

Pole 1933' from DER, 623' right of centerline, 34' AGL/2243' MSL.

Pole, tree beginning 1936' from DER, 55' right of centerline, up to 36' AGL/2245' MSL.

Pole, tree, parking lot beginning 2036' from DER, 386' right of centerline, up to 35' AGL/2246' MSL.

Pole, parking lot, tree, vehicles on road beginning 2133' from DER, 183' right of centerline, up to 36' AGL/2247' MSL.

Sign, tree, parking lot, vehicles on road, pole, building beginning 2179' from DER, 27' right of centerline, up to 2256' MSL.

Pole 2229' from DER, 578' left of centerline, 2238' MSL.

Poles beginning 2332' from DER, 583' left of centerline, up to 2240' MSL.

Sign, tree, pole, parking lot, building beginning 2381' from DER, 53' right of centerline, up to 41' AGL/2257' MSL.

Building, tree, pole beginning 2466' from DER, 591' right of centerline, up to 38' AGL/2258' MSL.

Building, tree, poles, utility box beginning 2505' from DER, 157' right of centerline, up to 38' AGL/2259' MSL.

Pole, building beginning 2738' from DER, 20' left of centerline, up to 2251' MSL.

Building, tree beginning 2739' from DER, 1134' right of centerline, up to 57' AGL/2279' MSL.

Building, tree beginning 2766' from DER, 869' right of centerline, up to 57' AGL/2280' MSL.

Building, tree beginning 2822' from DER, 1006' right of centerline, up to 58' AGL/2281' MSL.

Buildings, tree, poles beginning 2861' from DER, 665' right of centerline, up to 59' AGL/2282' MSL.

Buildings, pole beginning 3418' from DER, 884' right of centerline, up to 61' AGL/2284' MSL.

Building, pole beginning 3515' from DER, 424' right of centerline, up to 59' AGL/2287' MSL.

Sign 5292' from DER, 1688' right of centerline, 55' AGL/2309' MSL.

Building, pole beginning 5596' from DER, 1758' left of centerline, up to 110' AGL/2334' MSL.

Communication tower 5717' from DER, 781' right of centerline, 80' AGL/2327' MSL.

Building 2 NM from DER, 2897' left of centerline, 236' AGL/2491' MSL.

Buildings beginning 2 NM from DER, 2936' left of centerline, up to 241' AGL/2494' MSL.

**Rwy 19R**, ground 60' from DER, 475' right of centerline, 2186' MSL.

Ground 151' from DER, 529' right of centerline, 2190' MSL.

Building 194' from DER, 444' right of centerline, 9' AGL/2199' MSL.

NAVAID 262' from DER, 408' right of centerline, 14' AGL/2206' MSL.

Vehicles on road, ground, control box beginning 348' from DER, 42' right of centerline, up to 2208' MSL.

Pole, vehicles on road beginning 503' from DER, 434' right of centerline, up to 2218' MSL.

Pole, sign, vehicles on road, flag pole, fence beginning 592' from DER, 277' right of centerline, up to 37' AGL/2234' MSL.

Signs, parking lot, vehicles on road, building, pole, tree beginning 844' from DER, 266' right of centerline, up to 41' AGL/2240' MSL.

Tower, fence, vehicles on road, sign beginning 961' from DER, 175' right of centerline, up to 41' AGL/2243' MSL.

T-L tower, vehicles on road, railroad, pole, railroad crossing signal control box, parking lot beginning 1132' from DER, 8' right of centerline, up to 47' AGL/2249' MSL.

Railroad 1219' from DER, 701' left of centerline, 2222' MSL.

Railroad 1230' from DER, 656' left of centerline, 2223' MSL.

Railroad 1240' from DER, 585' left of centerline, 2224' MSL.

Railroad 1246' from DER, 448' left of centerline, 2225' MSL.

Railroad, pole beginning 1247' from DER, 76' left of centerline, up to 2226' MSL.

Poles, tree, vehicles on road, sign beginning 1392' from DER, 15' left of centerline, up to 36' AGL/2238' MSL.

Poles, tree, parking lot, building beginning 1726' from DER, 11' right of centerline, up to 2254' MSL.

Pole, tree beginning 1823' from DER, 78' left of centerline, up to 34' AGL/2242' MSL.

Pole 1933' from DER, 313' left of centerline, 34' AGL/2243' MSL.

Pole, tree beginning 1935' from DER, 12' left of centerline, up to 36' AGL/2245' MSL.

Pole, tree beginning 2036' from DER, 5' left of centerline, up to 35' AGL/2246' MSL.

Poles, building, tree beginning 2043' from DER, 221' right of centerline, up to 2255' MSL.

Pole, tree beginning 2133' from DER, 19' left of centerline, up to 36' AGL/2247' MSL.

Tree, poles, sign, building beginning 2146' from DER, 14' right of centerline, up to 2259' MSL.

Pole, building, tree beginning 2234' from DER, 12' left of centerline, up to 35' AGL/2249' MSL.

Pole, tree beginning 2335' from DER, 88' left of centerline, up to 36' AGL/2250' MSL.

Sign, tree, poles, building beginning 2381' from DER, 37' left of centerline, up to 41' AGL/2257' MSL.

Pole, buildings, tree beginning 2496' from DER, 5' right of centerline, up to 2274' MSL.

Building beginning 2739' from DER, 196' right of centerline, up to 57' AGL/2279' MSL.

Building, tree beginning 2766' from DER, 73' right of centerline, up to 57' AGL/2280' MSL.

Building beginning 2767' from DER, 44' left of centerline, up to 36' AGL/2258' MSL.

Building, tree beginning 2822' from DER, 68' right of centerline, up to 58' AGL/2281' MSL.

Building, tree beginning 2861' from DER, 126' right of centerline, up to 59' AGL/2282' MSL.

Buildings, tree beginning 2893' from DER, 6' right of centerline, up to 2288' MSL.

Building beginning 2895' from DER, 2' left of centerline, up to 39' AGL/2262' MSL.

Buildings, tree building beginning 3032' from DER, 301' right of centerline, up to 61' AGL/2290' MSL.

Buildings, tree, pole beginning 3076' from DER, 58' right of centerline, up to 61' AGL/2291' MSL.

Buildings, sign, poles beginning 3459' from DER, 287' right of centerline, up to 74' AGL/2302' MSL.

Building 3495' from DER, 53' left of centerline, 52' AGL/2278' MSL.

Communication tower 5717' from DER, 156' left of centerline, 80' AGL/2327' MSL.

**Rwy 26L**, building 1002' from DER, 250' left of centerline, 6' AGL/2183' MSL.

Railroad, pole beginning 1857' from DER, 793' left of centerline, up to 2215' MSL.

Railroad 2068' from DER, 796' left of centerline, 2218' MSL.

Pole, railroad beginning 2148' from DER, 800' left of centerline, up to 2221' MSL.

Tree, railroad beginning 2376' from DER, 780' left of centerline, up to 2232' MSL.

Tree, railroad beginning 2528' from DER, 751' left of centerline, up to 2233' MSL.

Pole 2861' from DER, 811' left of centerline, 36' AGL/2238' MSL.

Pole 3167' from DER, 1144' left of centerline, 34' AGL/2242' MSL.

CON'T

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25163





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



25163

## LAS VEGAS, NV (CON'T) HARRY REID INTL (LAS) (CON'T)

**Rwy 26L (CON'T)**, pole 3171' from DER, 1091' left of centerline, 34' AGL/2243' MSL.  
 Pole 3313' from DER, 1200' left of centerline, 35' AGL/2246' MSL.  
 Sign, T-L tower beginning 3672' from DER, 145' left of centerline, up to 2256' MSL.  
 Pole, building beginning 4223' from DER, 1389' left of centerline, up to 2274' MSL.  
 Building 4554' from DER, 1593' left of centerline, 2277' MSL.  
 Building 4687' from DER, 1685' left of centerline, 53' AGL/2279' MSL.  
 Building 4719' from DER, 1754' left of centerline, 61' AGL/2290' MSL.  
 Building 4954' from DER, 1694' left of centerline, 61' AGL/2291' MSL.  
 Transmission tower 5469' from DER, 1056' left of centerline, 2297' MSL.  
 Pole 5879' from DER, 1519' left of centerline, 2309' MSL.  
 Pole 6019' from DER, 2022' right of centerline, 101' AGL/2309' MSL.  
 Pole 1 NM from DER, 1720' left of centerline, 46' AGL/2311' MSL.  
 Pole 1 NM from DER, 1922' left of centerline, 45' AGL/2311' MSL.  
 Tower 1.1 NM from DER, 1843' left of centerline, 80' AGL/2332' MSL.  
 Pole 1.8 NM from DER, 1817' left of centerline, 131' AGL/2435' MSL.  
**Rwy 26R**, NAVAIDS, building beginning 533' from DER, 367' left of centerline, up to 14' AGL/2206' MSL.  
 NAVAIDS beginning 533' from DER, on centerline, up to 5' AGL/2195' MSL.  
 Vehicles on road beginning 666' from DER, crossing left and right of centerline, up to 2208' MSL.  
 Pole 785' from DER, 592' left of centerline, 2218' MSL.  
 Pole, tree beginning 786' from DER, 8' left of centerline, up to 2220' MSL.  
 Trees beginning 821' from DER, 49' right of centerline, up to 25' AGL/2214' MSL.  
 Pole, sign, tree, building beginning 873' from DER, 347' left of centerline, up to 37' AGL/2234' MSL.  
 Trees beginning 952' from DER, 48' right of centerline, up to 2233' MSL.  
 Pole, tree, railroad beginning 1093' from DER, 531' left of centerline, up to 38' AGL/2237' MSL.  
 Trees beginning 1559' from DER, 555' right of centerline, up to 2259' MSL.  
 Tree, building, railroad beginning 1812' from DER, 191' left of centerline, up to 2246' MSL.  
 Building 2501' from DER, 881' left of centerline, 2254' MSL.  
 Poles beginning 3002' from DER, 543' left of centerline, up to 44' AGL/2271' MSL.  
 Poles beginning 3005' from DER, 743' left of centerline, up to 48' AGL/2277' MSL.  
 Pole 3116' from DER, 1022' right of centerline, 101' AGL/2309' MSL.  
 Sign 3339' from DER, 278' left of centerline, up to 2286' MSL.  
 Communication tower 4521' from DER, 704' right of centerline, 2332' MSL.  
 Sign 1.3 NM from DER, 2649' left of centerline, 80' AGL/2384' MSL.  
 Pole 1.5 NM from DER, 2801' left of centerline, 100' AGL/2444' MSL.  
 Pole 1.6 NM from DER, 2832' left of centerline, up to 100' AGL/2455' MSL.  
 Pole, communication tower beginning 1.7 NM from DER, 2068' left of centerline, up to 100' AGL/2463' MSL.  
 Pole 1.7 NM from DER, 2845' left of centerline, 135' AGL/2469' MSL.  
 Transmission tower 2.1 NM from DER, 3453' left of centerline, 134' AGL/2490' MSL.

## LAS VEGAS, NV HENDERSON EXEC (HND)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22JUN17 (21112) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 17L/R**, std. w/min. climb of 491' per NM to 6000 or 2800-2% for VCOA.

**Rwys 35L/R**, std. w/min. climb of 312' per NM to 4700 or 2800-2% for VCOA.

#### DEPARTURE PROCEDURE:

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

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

#### VCOA:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 17L**, terrain beginning 2427' from DER, 18' left of centerline, 2552' MSL.

Poles beginning 4256' from DER, 678' right of centerline, up to 2598' MSL.

**Rwy 17R**, bush 134' from DER, 314' right of centerline, 2498' MSL.

Fence 629' from DER, 75' right of centerline, 2510' MSL.

Terrain 928' from DER, 717' left of centerline, 2552' MSL.

Tank 1096' from DER, 311' right of centerline, 2533' MSL.

Vehicles on road beginning 1149' from DER, crossing centerline, up to 1159' MSL.

Poles beginning 2756' from DER, from 400' left to 698' right of centerline, up to 2764' MSL.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



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



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SW-4



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



25163

## LAS VEGAS, NV (CON'T)

### NORTH LAS VEGAS (VGT)

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

AMDT 3A 08NOV18 (18312) (FAA)

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, tower 1.1 NM from DER, 1044' right of centerline, 252' AGL/2348' MSL.**Rwy 12R**, multiple towers 1.0 NM from DER, 850' right of centerline, up to 267' AGL/2368' MSL.

Tower 1.2 NM from DER, 1355' right of centerline, 270' AGL/2367' MSL.

Power lines 1122' from DER, 764' right of centerline, traversing to the southeast out to 2345' from DER, 510' right of centerline, 106' AGL/2344' MSL.

**Rwy 12L**, light pole 254' from DER, 462' right of centerline, 36' AGL/2159' MSL.

Trucks on road 255' from DER, 502' right of centerline, 15' AGL/2155' MSL.

Power line 1289' from DER, 663' right of centerline traversing to the Northeast out to 1576' from DER, 716' left of centerline, up to 129' AGL/2226' MSL.

Multiple towers 5045' from DER, 1551' right of centerline, 267' AGL/2368' MSL.

**Rwy 25**, light pole, 1447' from DER, 21' right of centerline, 35' AGL/2255' MSL.**Rwy 30L**, signs, building, light pole beginning 1692' from DER, 236' left of centerline, up to 49' AGL/2271' MSL.

Multiple trees beginning 1785' from DER, 78' right of centerline, up to 57' AGL/2296' MSL.

Tree, multiple towers/antennas beginning 2745' from DER, 511' left of centerline, up to 84' AGL/2397' MSL.

**Rwy 30R**, antenna tower 4639' from DER, 1736' left of centerline, 84' AGL/2327' MSL.

Anemometer 552' from DER, 570' left of centerline, 34' AGL/2216' MSL.

Vent on building 1632' from DER, 566' right of centerline, 58' AGL/2240' MSL.

Antenna on hanger 2012' from DER, 195' right of centerline, 61' AGL/2247' MSL.

## LOGAN, UT

### LOGAN-CACHE (LGU)

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

AMDT 8 17DEC09 (09351) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 10, 28**, NA-obstacles.

#### DEPARTURE PROCEDURE:

**Rwys 17, 35**, use ORNEY DEPARTURE.

## LOVELOCK, NV

### DERBY FLD (LOL)

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

AMDT 1 03JAN19 (21280) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 2**, std. w/min. climb of 415' per NM to 8200 or 3200-3 for climb in visual conditions.**Rwys 8, 20**, std. w/min. climb of 340' per NM to 8200 or 3200-3 for climb in visual conditions.**Rwy 26**, std. w/min. climb of 400' per NM to 8200 or 3200-3 for climb in visual conditions.

#### DEPARTURE PROCEDURE:

**Rwy 2**, climb to 6500 then climbing left turn direct LLC VORTAC, thence...**Rwys 8, 20, 26**, climb to 5700 then climbing left turn direct LLC VORTAC, thence...

...Climb in LLC VORTAC holding pattern (north, left turn, 169° inbound) to depart LLC VORTAC at or above 8800, continue climb on course to MEA or assigned altitude.

#### VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Derby Fld airport at or above 7000 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, vegetation 13' from DER, 141' right of centerline, 3908' MSL.

Sign 17' from DER, 199' left of centerline, 2' AGL/3909' MSL.

Vegetation 54' from DER, 155' right of centerline, 3909' MSL.

Tree 80' from DER, 347' right of centerline, 3912' MSL.

**Rwy 8**, vegetation beginning 56' from DER, 172' left of centerline, up to 3910' MSL.

Vegetation 147' from DER, 376' left of centerline, 3911' MSL.

**Rwy 20**, vegetation beginning 47' from DER, 112' left of centerline, up to 3910' MSL.**Rwy 26**, terrain 15' from DER, 170' right of centerline, 3905' MSL.

Vegetation 67' from DER, 239' left of centerline, 3906' MSL.

Tree 258' from DER, 531' left of centerline, 3917' MSL.



# 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

## LUKE AFB (KLUF)

GLENDALE, AZ

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 30NOV23 (23334) (USAF)

TAKEOFF MINIMUMS:

**Rwys 3L/R**, std w/min climb of 228'/NM to 9400.

DEPARTURE PROCEDURE:

**Rwys 3L/R**, climb hdg 033° to LUF 4 DME, then climbing left turn on a hdg between 323° CW to 003° from DER. Expect RADAR vectors on course from Luke RAPCON.**Rwys 21L/R**, climb hdg 213° to LUF 8 DME, then climb on a hdg between 183° CW to 225° from DER.

Expect RADAR vectors on course from Luke RAPCON.

TAKEOFF OBSTACLE NOTES:

**Rwy 3L**, taxiing aircraft, 1421' from DER, 609' left of centerline, 19' AGL/1123' MSL.

Taxiing aircraft, 1235' from DER, 782' left of centerline, 19' AGL/1123' MSL.

**Rwy 21L**, taxiing aircraft, 1422' from DER, 775' left of centerline, 38' AGL/1117' MSL.

## MANTI, UT

MANTI-EPHRAIM (41U)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JUN17 (17173) (FAA)

DEPARTURE PROCEDURE:

**Rwy 3**, Use YMONT DEPARTURE.**Rwy 21**, Use WUXOT DEPARTURE.

## MARANA, AZ

MARANA RGNL(AVQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 22AUG13 (13234) (FAA)

TAKEOFF MINIMUMS:

**Rwys 3, 12**, N/A-Obstacles

DEPARTURE PROCEDURE:

**Rwy 21**, climb to 6500 via heading 360° and TUS R-308 to TOTEC INT/TUS 57 DME, then as filed.**Rwy 30**, climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.

TAKEOFF OBSTACLE NOTES:

**Rwy 21**, road 53' from DER, 413' left of centerline, 15' AGL/2035' MSL.

Tree 800' from DER, 695' left of centerline, 32' AGL/2043' MSL.

Multiple trees and poles beginning 518' from DER, 190' right of centerline, up to 38' AGL/2049' MSL.

**Rwy 30**, multiple trees beginning 148' from DER, 275' right of centerline, up to 19' AGL/2020' MSL.

## MESA, AZ

FALCON FLD (FFZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 29JUL10 (21112) (FAA)

DEPARTURE PROCEDURE:

Use MESA DEPARTURE.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 07JAN16 (16007) (FAA)

**Rwy 4L**, heading as assigned by ATC; requires minimum climb of 480' per NM to 3800.**Rwy 4R**, heading as assigned by ATC; requires minimum climb of 500' per NM to 3700.**Rwys 22L/R**, heading as assigned by ATC.

## MESQUITE, NV

MESQUITE (67L)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

**Rwy 2**, 300-2¼ or std. w/min. climb of 455' per NM to 2300.

DEPARTURE PROCEDURE:

**Rwy 2**, climb heading 018° to 2400 then climbing left turn direct MMM VORTAC, continue climb-in hold (hold S, left turn, 015° inbound) to 11000 before proceeding on course.**Rwy 20**, climbing right turn direct MMM VORTAC, continue climb-in hold (hold S, left turn 015° inbound) to 11000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, terrain beginning 41' from DER, 227' left of centerline, up to 1992' MSL.

Terrain beginning 83' from DER, 456' right of centerline, up to 2000' MSL.

Fence, terrain beginning 190' from DER, 211' right of centerline, up to 3' AGL/2005' MSL.

Terrain beginning 197' from DER, 213' left of centerline, up to 2006' MSL.

Terrain beginning 295' from DER, 222' right of centerline, up to 2006' MSL.

Terrain beginning 365' from DER, 225' left of centerline, up to 2019' MSL.

CON'T

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

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



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## MESQUITE, NV (CON'T)

### MESQUITE (67L) (CON'T)

**Rwy 2 (CON'T)**, fence beginning 491' from DER, 238' right of centerline, up to 3' AGL/2014' MSL.

Terrain 783' from DER, 496' left of centerline, 2026' MSL.

Terrain beginning 846' from DER, 254' left of centerline, up to 2031' MSL.

Terrain, fence beginning 971' from DER, 272' left of centerline, up to 2036' MSL.

Terrain, fence beginning 1176' from DER, 269' left of centerline, up to 2038' MSL.

Terrain beginning 1289' from DER, 411' left of centerline, up to 2043' MSL.

Terrain beginning 1426' from DER, 647' left of centerline, up to 2048' MSL.

Terrain beginning 2059' from DER, 909' left of centerline, up to 2059' MSL.

Terrain 2960' from DER, 1201' left of centerline, 2065' MSL.

Terrain beginning 3160' from DER, 139' right of centerline, up to 2098' MSL.

Terrain beginning 3268' from DER, 73' right of centerline, up to 2119' MSL.

Terrain beginning 3317' from DER, 334' left of centerline, up to 2084' MSL.

Terrain beginning 3424' from DER, 674' right of centerline, up to 2139' MSL.

Terrain 3429' from DER, 459' right of centerline, 2149' MSL.

Terrain beginning 3434' from DER, 109' left of centerline, up to 2102' MSL.

Terrain 3460' from DER, 387' right of centerline, 2152' MSL.

Terrain, vegetation beginning 3484' from DER, 10' right of centerline, up to 2156' MSL.

Terrain 3794' from DER, 751' left of centerline, 2110' MSL.

Terrain beginning 3794' from DER, 163' left of centerline, up to 2118' MSL.

Terrain beginning 3903' from DER, 952' left of centerline, up to 2122' MSL.

Terrain, vegetation beginning 3911' from DER, 119' left of centerline, up to 2199' MSL.

Terrain, vegetation beginning 4387' from DER, 10' left of centerline, up to 2204' MSL.

Terrain 1.5 NM from DER, 2409' left of centerline, 2216' MSL.

Vegetation 1.5 NM from DER, 2758' left of centerline, 2231' MSL.

Terrain beginning 1.5 NM from DER, 2618' left of centerline, up to 2257' MSL.

Terrain beginning 1.5 NM from DER, 2769' left of centerline, up to 2259' MSL.

Terrain 1.7 NM from DER, 3138' left of centerline, 2244' MSL.

**Rwy 20**, lighting 1' from DER, 46' left of centerline, 2' AGL/1876' MSL.

Lighting 3' from DER, 89' right of centerline, 2' AGL/1876' MSL.

Traverse way 4' from DER, 355' right of centerline, 1878' MSL.

Transmission line 453' from DER, 308' left of centerline, 70' AGL/1888' MSL.

## MICHAEL AAF (KDPG),

### DUGWAY PROVING GROUND, UT

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

AMDT 2 23AUG12 (12236)

#### DEPARTURE PROCEDURES:

**Rwy 12**, Climb heading 122° to 5700, then climbing right turn on a heading between 202° CW to 302° to 10,000 before proceeding on course.

**Rwy 30**, Climbing left turn on a heading between 267° CW to 300° to 10,000 before proceeding on course.

## MILFORD, UT

### MILFORD MUNI/BEN AND JUDY BRISCOE FLD (MLF)

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

AMDT 2 05APR12 (21112) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 34**, std. w/min. climb of 487' per NM to 6500 or 1500-3 for climb in visual conditions.

#### DEPARTURE PROCEDURE:

**Rwy 16**, climb direct MLF VORTAC, thence...

...aircraft departing on V235 or V21 southbound proceed on course.

...all other aircraft climb to 11000 on MLF VORTAC R-168, then right turn direct MLF VORTAC. Continue climb-in-hold, right turns, 348° inbound to cross MLF VORTAC at or above MEA/MCA for route of flight.

**Rwy 34**, climbing left turn to intercept MLF VORTAC R-310 to MLF VORTAC, thence...

...aircraft departing on V235 or V21 southbound; proceed on course.

...all other aircraft, climb-in-hold, MLF VORTAC, right turns, 348° inbound to cross MLF VORTAC at or above MEA/MCA for route of flight.

...or climb in visual conditions to cross Milford Muni/Ben and Judy Briscoe Fld airport southbound at or above 6400, then

climb on MLF VORTAC R-345 to MLF VORTAC. Aircraft departing on V235 and V21 southbound; proceed on course. All

other aircraft climb to 11000 on MLF VORTAC R-168, then, right turn direct MLF VORTAC. Continue climb in-hold, right

turns, 348° inbound to cross MLF VORTAC at or above MEA/MCA for route of flight.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees beginning 440' from DER, 332' right of centerline, up to 100' AGL/5159' MSL.

Trees beginning 4912' from DER, 1451' right of centerline, up to 100' AGL/5179' MSL.

**Rwy 34**, vehicles on roadway 231' from DER, across centerline, up to 15' AGL/5054' MSL.

Trees beginning 3177' from DER, 508' left of centerline, up to 100' AGL/5119' MSL.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



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



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SW-4



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



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## MINDEN, NV

### MINDEN-TAHOE (MEV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 2 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

**Rwys 12, 16, 30, NA** - Obstacles.

DEPARTURE PROCEDURE:

**Rwy 34**, use MINDEN (RNAV) DEPARTURE.

## MOAB, UT

### CANYONLANDS RGNL (CNY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 4 03JAN19 (21056) (FAA)

TAKEOFF MINIMUMS:

**Rwys 15, 33, NA** - Runway Surface.

**Rwy 3**, std. w/ min. climb of 405' per NM to 6100 or 5000-3 for VCOA.

**Rwy 21**, std. w/ min. climb of 456' per NM to 6100 or 5000-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 3**, climbing left turn to 6700 on OAB R-298, thence...

**Rwy 21**, climbing right turn to 6700 on OAB R-298, thence...

...Climbing right turn to 10000 direct OAB VOR/DME. Continue climb in holding to 10000 at OAB VOR/DME (northwest, left turn, 118° inbound) before proceeding on course.

VCOA:

**Rwys 3, 21**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Canyonlands Field at or above 9400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, terrain 46' from DER, 484' right of centerline, 4559' MSL.

Tree 63' from DER, 481' left of centerline, 4564' MSL.

Tree 86' from DER, 509' left of centerline, 4565' MSL.

Electrical system 135' from DER, 529' right of centerline, 34' AGL/4595' MSL.

Transmission line 1108' from DER, 589' right of centerline, 51' AGL/4596' MSL.

Transmission line 1786' from DER, 606' left of centerline, 50' AGL/4603' MSL.

Terrain 1.5 NM from DER, 1600' right of centerline, 4827' MSL.

Terrain 2.5 NM from DER, 1185' left of centerline, 4990' MSL.

**Rwy 21**, bush beginning 60' from DER, 79' left of centerline, up to 10' AGL/4581' MSL.

Bush beginning 132' from DER, 65' right of centerline, up to 10' AGL/4597' MSL.

Pole 1658' from DER, 128' left of centerline, 85' AGL/4625' MSL.

Pole 1710' from DER, 319' right of centerline, 4602' MSL.

Pole 1827' from DER, 831' right of centerline, 4623' MSL.

Bush 1.5 NM from DER, 2256' left of centerline, 10' AGL/4797' MSL.

Bush beginning 1.9 NM from DER, 3289' right of centerline, up to 4868' MSL.

Terrain 1.9 NM from DER, 2742' right of centerline, 4899' MSL.

Traverse way beginning 2 NM from DER, 39' left of centerline, up to 10' AGL/4984' MSL.

Traverse way beginning 2.1 NM from DER, 297' left of centerline, up to 10' AGL/4994' MSL.

Trees beginning 2.1 NM from DER, 91' left of centerline, up to 10' AGL/5014' MSL.

## MONTICELLO, UT

### MONTICELLO (U64)

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

TAKEOFF MINIMUMS:

**Rwy 16**, std. w/min. climb of 240' per NM to 14700 or 4800-5 for VCOA.

**Rwy 34**, std. w/min. climb of 260' per NM to 14700 or 4800-5 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 16**, climb on a heading between 002° CW to 166°.

**Rwy 34**, climb on a heading between 301° CW to 142°.

VCOA:

**All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Monticello airport at or above 11600 before proceeding on course.



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



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

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## NELLIS AFB (KLSV)

LAS VEGAS, NV

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 12JUN25 (25163) (USAF)

TAKEOFF MINIMUMS:

**Rwy 3L**, 2700-3 SR-SS or std w/min climb of 304'/NM to 4000.**Rwy 3R**, 2900-3 SR-SS or std w/min climb of 263'/NM to 5000.**Rwys 21L/R**, 10100-3 SR-SS or std w/min climb of 380'/NM (MIL)/415'/NM (CIV) to 13,300.

DEPARTURE PROCEDURE:

**Rwys 3L/R**, climb hdg 040°, expect RADAR vectors passing 5400' MSL from RAPCON.**Rwys 21L/R**, climb on hdg between 210° CW to 285° from DER.

## DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 3 10AUG23 (23222) (USAF)

**Rwys 3L/R**, NA-Terrain.**Rwys 21L/R**, hdg as assigned by ATC; requires min climb of 296'/NM (MIL)/314'/NM (CIV) until 12,000.

## NEPHI, UT

NEPHI MUNI (U14)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

DEPARTURE PROCEDURE:

Use NEPHI DEPARTURE.

## NOGALES, AZ

NOGALES INTL (OLS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 21MAR24 (24081) (FAA)

DEPARTURE PROCEDURE:

Use NOGALES DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, tree 58' from DER, 455' left of centerline, 3963' MSL.

Tree 80' from DER, 174' right of centerline, 6' AGL/3958' MSL.

Trees beginning 97' from DER, 446' left of centerline, up to 15' AGL/3964' MSL.

Tree 252' from DER, 43' right of centerline, 5' AGL/3962' MSL.

Tree 261' from DER, 463' left of centerline, 3971' MSL.

Trees beginning 308' from DER, 37' right of centerline, up to 6' AGL/3964' MSL.

Trees, fence beginning 334' from DER, 136' left of centerline, up to 3987' MSL.

Trees beginning 368' from DER, 64' right of centerline, up to 3991' MSL.

Tree, terrain beginning 603' from DER, 546' right of centerline, up to 3993' MSL.

Trees, fence, terrain beginning 659' from DER, 13' left of centerline, up to 3995' MSL.

Trees, terrain, fence beginning 833' from DER, 50' right of centerline, up to 4010' MSL.

Tree, terrain beginning 1179' from DER, 118' left of centerline, up to 5' AGL/3996' MSL.

Trees, terrain beginning 1199' from DER, 97' right of centerline, up to 4036' MSL.

Trees, terrain beginning 1241' from DER, 66' left of centerline, up to 4018' MSL.

Tree, terrain beginning 1412' from DER, 90' right of centerline, up to 4043' MSL.

Vehicles on road, terrain beginning 1624' from DER, 642' left of centerline, up to 4028' MSL.

Terrain beginning 1637' from DER, 2' right of centerline, up to 4052' MSL.

Trees, vehicles on road, terrain beginning 1688' from DER, 45' left of centerline, up to 4035' MSL.

Terrain beginning 1825' from DER, 38' right of centerline, up to 4067' MSL.

Pole, vehicles on road, trees beginning 1853' from DER, 475' left of centerline, up to 21' AGL/4043' MSL.

Terrain 2033' from DER, 186' left of centerline, 4047' MSL.

Trees, vehicles on road, terrain beginning 2041' from DER, 74' left of centerline, up to 7' AGL/4052' MSL.

Terrain 2221' from DER, 269' left of centerline, 4055' MSL.

Trees, vehicles on road, terrain beginning 2253' from DER, 170' left of centerline, up to 18' AGL/4080' MSL.

Terrain beginning 2354' from DER, 20' right of centerline, up to 4068' MSL.

Trees, vegetation, vehicles on road, pole, terrain beginning 2491' from DER, 55' left of centerline, up to 14' AGL/4093' MSL.

Terrain beginning 2539' from DER, 125' right of centerline, up to 4087' MSL.

Vehicles on road 2657' from DER, 32' left of centerline, 15' AGL/4095' MSL.

Vehicles on road, trees, terrain beginning 2672' from DER, 6' left of centerline, up to 15' AGL/4096' MSL.

Vehicles on road, terrain beginning 2688' from DER, 2' right of centerline, up to 15' AGL/4096' MSL.

Terrain, vehicles on road beginning 2768' from DER, 98' right of centerline, up to 4112' MSL.

Vehicles on road 2987' from DER, 530' right of centerline, 4117' MSL.

Vehicles on road 2995' from DER, 635' right of centerline, 4121' MSL.

Vehicles on road, terrain beginning 3009' from DER, 489' right of centerline, up to 4123' MSL.

Vehicles on road, terrain beginning 3351' from DER, 12' right of centerline, up to 4130' MSL.

Vehicles on road, terrain beginning 3449' from DER, 633' right of centerline, up to 4143' MSL.

Vehicles on road 3499' from DER, 1364' right of centerline, 4149' MSL.

Vehicles on road, terrain, vegetation beginning 3570' from DER, 101' right of centerline, up to 4155' MSL.

Terrain beginning 3581' from DER, 42' left of centerline, up to 4112' MSL.

Terrain beginning 4127' from DER, 627' right of centerline, up to 4156' MSL.

Tree, terrain beginning 4143' from DER, 768' right of centerline, up to 4180' 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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## NOGALES, AZ (CON'T)

### NOGALES INTL (OLS) (CON'T)

**Rwy 4 (CON'T)**, trees, terrain beginning 4262' from DER, 426' right of centerline, up to 4184' MSL.

Tree, terrain beginning 4495' from DER, 709' right of centerline, up to 4210' MSL.

Terrain beginning 4627' from DER, 1171' right of centerline, up to 4217' MSL.

Trees, terrain beginning 4737' from DER, 216' right of centerline, up to 4223' MSL.

Tree, terrain beginning 5806' from DER, 343' right of centerline, up to 4241' MSL.

Trees, terrain beginning 5953' from DER, 409' right of centerline, up to 4254' MSL.

Trees, terrain beginning 1 NM from DER, 58' right of centerline, up to 4256' MSL.

Tree, terrain beginning 1 NM from DER, 1260' left of centerline, up to 4136' MSL.

Trees, terrain beginning 1.1 NM from DER, 433' left of centerline, up to 4151' MSL.

Trees, pole, terrain beginning 1.2 NM from DER, 75' left of centerline, up to 16' AGL/4221' MSL.

Trees, vegetation, terrain beginning 1.3 NM from DER, 84' left of centerline, up to 4254' MSL.

Trees, terrain beginning 1.4 NM from DER, 25' left of centerline, up to 11' AGL/4283' MSL.

Tree, terrain beginning 1.4 NM from DER, 140' right of centerline, up to 4326' MSL.

Tree, terrain beginning 1.5 NM from DER, 79' right of centerline, up to 11' AGL/4327' MSL.

Tree, terrain beginning 1.7 NM from DER, 639' right of centerline, up to 4345' MSL.

Tree, terrain beginning 1.8 NM from DER, 172' right of centerline, up to 4367' MSL.

Tree, terrain beginning 1.9 NM from DER, 628' right of centerline, up to 4384' MSL.

Terrain, vehicles on road, trees beginning 2 NM from DER, 935' right of centerline, up to 4406' MSL.

Terrain 2.1 NM from DER, 616' left of centerline, 4299' MSL.

Terrain, vehicles on road, trees beginning 2.2 NM from DER, 1859' right of centerline, 234' left of centerline, up to 4451' MSL.

Terrain, trees, vehicles on road beginning 2.3 NM from DER, 835' right of centerline, up to 14' AGL/4535' MSL.

**Rwy 22**, tree 3' from DER, 445' left of centerline, 3847' MSL.

Tree 19' from DER, 141' left of centerline, 10' AGL/3848' MSL.

Tree 29' from DER, 339' left of centerline, 3849' MSL.

Tree, vegetation beginning 45' from DER, 201' left of centerline, up to 17' AGL/3851' MSL.

Tree 48' from DER, 504' right of centerline, 3845' MSL.

Tree, vegetation beginning 112' from DER, 49' right of centerline, up to 24' AGL/3854' MSL.

Vehicles on roads, tree, beginning 2 NM from DER, 3648' left of centerline, up to 15' AGL/4208' MSL.

Tree 2.3 NM from DER, 3969' left of centerline, 11' AGL/4219' MSL.

## OGDEN, UT

### OGDEN-HINCKLEY (OGD)

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

AMDT 2B 28FEB19 (23054) (FAA)

##### DEPARTURE PROCEDURE:

Use EMONT DEPARTURE.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, NAVAID, vehicle on road beginning 195' from DER, 267' right of centerline, up to 17' AGL/4426' MSL.

Pole 241' from DER, 535' left of centerline, 39' AGL/4447' MSL.

Pole 348' from DER, 582' right of centerline, 41' AGL/4451' MSL.

Trees, building beginning 375' from DER, 62' left of centerline, up to 4451' MSL.

Tree, pole beginning 430' from DER, 502' right of centerline, up to 4455' MSL.

**Rwy 21**, tree 702' from DER, 649' left of centerline, 4492' MSL.

Tree 1133' from DER, 701' left of centerline, 4513' MSL.

Trees, building, pole beginning 2074' from DER, 792' left of centerline, up to 4570' MSL.

Tree 3429' from DER, 421' right of centerline, 4561' MSL.

**Rwy 35**, tree 209' from DER, 185' left of centerline, 4446' MSL.

Tree 243' from DER, 233' left of centerline, 4447' MSL.

Trees beginning 292' from DER, 87' right of centerline, up to 4454' MSL.

Tree 686' from DER, 397' right of centerline, 4479' MSL.

#### DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 26DEC24 (24361) (FAA)

**Rwys 3, 21, 35**, heading as assigned by ATC.

## OWYHEE, NV

### OWYHEE (10U)

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

ORIG 17JUN21 (23054) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 5**, std. w/min. climb of 495' per NM to 9000, or 3200-3 for VCOA.

**Rwy 23**, std. w/min. climb of 395' per NM to 10100, or 3200-3 for VCOA.

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, fence 11' from DER, 440' right of centerline, 4' AGL/5367' MSL.

Fence beginning 94' from DER, 319' left of centerline, up to 7' AGL/5372' MSL.

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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## OWYHEE, NV (CON'T)

### OWYHEE (10U) (CON'T)

**Rwy 23**, fence 17' from DER, 319' right of centerline, 7' AGL/5380' MSL.

Fence beginning 91' from DER, 399' left of centerline, up to 6' AGL/5382' MSL.

Fence 119' from DER, 319' right of centerline, 5381' MSL.

## PAGE, AZ

### PAGE MUNI (PGA)

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

AMDT 2A 21JUL16 (16203) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 7, 25**, NA – obstacles.

**Rwy 15**, std. w/ min. climb of 285' per NM to 6500, or 3100-3 for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 33**, Climb heading 336° to 6000, then climbing left turn direct PGA VOR/DME, thence...

**Rwy 15**, Climb heading 156° to 6200, then climbing right turn direct PGA VOR/DME, thence...

...cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold nw, right turns 147° inbound) to cross PGA VOR/DME at or above MEA/MCA for direction of flight.

##### VCOA:

**Rwy 15**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Page Muni airport at or above 7300 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, rising terrain 192' from DER, 272' right of centerline, 4323' MSL.

## PANGUITCH, UT

### PANGUITCH MUNI (U55)

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

ORIG 02JUN11 (11153) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 18**, std. w/min. climb of 350' per NM to 9200 or 2200-3 for climb in visual conditions.

**Rwy 36**, std. w/min. climb of 450' per NM to 9500 or 2200-3 for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 18**, climb heading 185° to 9200 then left turn to intercept BCE VORTAC R-274, continue climb to 12000 to BCE VORTAC, or for climb in visual conditions: cross Panguitch Muni Airport southeast bound at or above 8800' MSL then via BCE R-320 to BCE VORTAC thence...

**Rwy 36**, climb heading 005° to 9500 then left turn to intercept BCE VORTAC R-323 (V257), continue climb to 12000 to BCE VORTAC, or for climb in visual conditions: cross Panguitch Muni Airport southeast bound at or above 8800' MSL then via BCE R-320 to BCE VORTAC thence...

...continue climb in BCE VORTAC holding pattern (hold southwest, right turn, 045° inbound) to cross BCE VORTAC at or above MEA for route of flight.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 36**, terrain 64' from DER, 426' right of centerline, 6775' MSL.

Terrain 426' from DER, 565' right of centerline, 6779' MSL.

**Rwy 18**, terrain beginning 114' from DER, 306' left of centerline, 6758' MSL.

Terrain 26' from DER, 229' left of centerline 6756' MSL.

Terrain 388' from DER, 91' left of centerline 6766' MSL.

Terrain 316' from DER, 321' left of centerline 6766' MSL.

## PARKER, AZ

### AVI SUQUILLA (P20)

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

AMDT 2 05OCT23 (23278) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 2**, std w/min climb of 275'/NM to 2700, or 1800-3 for VCOA.

**Rwy 20**, std w/min climb of 243'/NM to 2700, or 1800-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 2**, climb on heading 016° to 1400 then climbing right turn direct PKE VORTAC.

**Rwy 20**, climb heading 196° to 1500 then climbing left turn direct PKE VORTAC.

##### VCOA:

**All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Avi Suquilla airport southwest bound at or above 2100 before proceeding direct PKE VORTAC.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning 94' from DER, 214' right of centerline, up to 20' AGL/463' MSL.

Tree 477' from DER, 307' right of centerline, 20' AGL/480' MSL.

**Rwy 20**, trees beginning 1' from DER, 178' right of centerline, up to 20' AGL/463' MSL.

Tree 50' from DER, 274' left of centerline, 20' AGL/460' MSL.

Tree 161' from DER, 47' left of centerline, 20' AGL/463' MSL.



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



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

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## PAYSON, AZ

### PAYSON (PAN)

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

AMDT 1A 15NOV12 (12320) (FAA)

##### TAKEOFF MINIMUMS:

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

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

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

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

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

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

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

Fence 85' from DER, 84' left of centerline, 4' AGL/5141' MSL.

Tree 164' from DER, 126' left of centerline, 9' AGL/5147' MSL.

## PHOENIX, AZ

### MESA GATEWAY (IWA)

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

AMDT 2 24MAY18 (25051) (FAA)

##### DEPARTURE PROCEDURE:

Use PHOENIX DEPARTURE.

##### TAKEOFF OBSTACLE NOTES:

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

Trees beginning 689' from DER, 398' right of centerline, up to 20' AGL/1,359' MSL.

#### DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 20AUG15 (15232) (FAA)

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

**Rwys 30L, 30C, 30R**, heading as assigned by ATC.

### PHOENIX DEER VALLEY (DVT)

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

AMDT 7 23FEB23 (23054) (FAA)

##### DEPARTURE PROCEDURE:

Use DEER VALLEY DEPARTURE.

##### TAKEOFF OBSTACLE NOTES:

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

Vertical point 33' from DER, 125' left of centerline, 2' AGL/1479' MSL.

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

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

Tree 665' from DER, 537' left of centerline, 1498' MSL.

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

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

Tree 3574' from DER, 381' left of centerline, 13' AGL/1569' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

Terrain 1.5 NM from DER, 2961' left of centerline, 1821' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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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## PHOENIX, AZ (CON'T)

### PHOENIX DEER VALLEY (DVT) (CON'T)

**Rwy 7R (CON'T)**, tree, pole beginning 513' from DER, 499' right of centerline, up to 1498' MSL.  
 Tree 557' from DER, 266' left of centerline, 1494' MSL.  
 Pole 848' from DER, 503' right of centerline, 24' AGL/1507' MSL.  
 Building 930' from DER, 712' right of centerline, 1510' MSL.  
 Terrain 990' from DER, 359' right of centerline, 1514' MSL.  
 Vertical structure 1027' from DER, 602' left of centerline, 1518' MSL.  
 Pole 1028' from DER, 601' left of centerline, 39' AGL/1526' MSL.  
 Pole, vegetation, tree beginning 1031' from DER, 384' right of centerline, up to 28' AGL/1536' MSL.  
 Pole 1137' from DER, 548' left of centerline, 43' AGL/1530' MSL.  
 Pole, tree beginning 1149' from DER, 707' left of centerline, up to 48' AGL/1536' MSL.  
 Trees beginning 1845' from DER, 878' right of centerline, up to 1558' MSL.  
 Trees beginning 1935' from DER, 762' left of centerline, up to 14' AGL/1542' MSL.  
 Trees beginning 1950' from DER, 924' right of centerline, up to 1578' MSL.  
 Tree, vegetation beginning 1953' from DER, 660' left of centerline, up to 12' AGL/1554' MSL.  
 Terrain 2041' from DER, 865' left of centerline, 1579' MSL.  
 Terrain, vegetation, tree beginning 2043' from DER, 422' left of centerline, up to 1587' MSL.  
 Pole, terrain beginning 2136' from DER, 796' left of centerline, up to 30' AGL/1645' MSL.  
 Antenna 2165' from DER, 821' left of centerline, 21' AGL/1657' MSL.  
 Pole, tree, terrain, vegetation beginning 2166' from DER, 504' left of centerline, up to 38' AGL/1660' MSL.  
 Tree 1.1 NM from DER, 2239' right of centerline, 1662' MSL.  
 Tree, pole, transmission line, traverse way beginning 1.1 NM from DER, 2058' right of centerline, up to 1706' MSL.  
 Tree 1.2 NM from DER, 2336' right of centerline, 1720' MSL.  
 Tree, terrain beginning 1.2 NM from DER, 2417' right of centerline, up to 1725' MSL.  
 Tree 1.2 NM from DER, 2497' left of centerline, 1669' MSL.  
 Tree 1.2 NM from DER, 2389' left of centerline, 1675' MSL.  
 Vegetation beginning 1.2 NM from DER, 2441' left of centerline, up to 1733' MSL.  
 Tree, vegetation beginning 1.3 NM from DER, 2409' left of centerline, up to 1764' MSL.  
 Tree, terrain beginning 1.3 NM from DER, 2435' left of centerline, up to 1827' MSL.  
 Vegetation 1.3 NM from DER, 2757' left of centerline, 1706' MSL.  
**Rwy 25L**, tree, fence beginning 19' from DER, 498' right of centerline, up to 1455' MSL.  
 Tree 37' from DER, 505' left of centerline, 1461' MSL.  
 Tree, building beginning 195' from DER, 505' left of centerline, up to 31' AGL/1465' MSL.  
 Tree, building beginning 304' from DER, 506' right of centerline, up to 1469' MSL.  
 Tree 421' from DER, 898' right of centerline, 1470' MSL.  
 Tree, building, antenna, pole beginning 542' from DER, 502' right of centerline, up to 39' AGL/1475' MSL.  
 Tree, building, pole beginning 630' from DER, 505' left of centerline, up to 1467' MSL.  
 Pole 1070' from DER, 375' left of centerline, 1468' MSL.  
 Poles beginning 1077' from DER, 374' left of centerline, up to 39' AGL/1470' MSL.  
 Pole 1126' from DER, 498' right of centerline, 44' AGL/1478' MSL.  
 Poles beginning 1183' from DER, 495' left of centerline, up to 41' AGL/1471' MSL.  
 Signs beginning 1234' from DER, 356' left of centerline, up to 48' AGL/1478' MSL.  
**Rwy 25R**, lighting 30' from DER, 114' left of centerline, 3' AGL/1456' MSL.  
 Lighting, general utility beginning 30' from DER, 112' right of centerline, up to 2' AGL/1456' MSL.  
 General utility 31' from DER, 112' left of centerline, 4' AGL/1457' MSL.  
 Tree 1139' from DER, 798' right of centerline, 1490' MSL.  
 Terrain 1.3 NM from DER, 2396' right of centerline, 1686' MSL.  
 Vegetation, tree beginning 1.3 NM from DER, 2270' right of centerline, up to 1697' MSL.  
 Pole, traverse way beginning 1.3 NM from DER, 1847' right of centerline, up to 30' AGL/1713' MSL.  
 Antenna 1.3 NM from DER, 2640' right of centerline, 57' AGL/1732' MSL.  
 Tower, tree, pole, vegetation beginning 1.3 NM from DER, 2073' right of centerline, up to 66' AGL/1741' MSL.  
 Antenna, tower, traverse way, tree beginning 1.4 NM from DER, 2749' right of centerline, up to 91' AGL/1769' MSL.  
 Tree 1.6 NM from DER, 3023' right of centerline, 25' AGL/1700' MSL.

### DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 13NOV14 (14317) (FAA)

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

## PHOENIX SKY HARBOR INTL (PHX)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 18SEP14 (14261) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 26**, 600-2¼ or std. w/min. climb of 326' per NM to 1900.

#### DEPARTURE PROCEDURE:

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

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

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

#### TAKEOFF OBSTACLE NOTES:

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

**Rwy 8**, multiple light poles, beginning 2539' from DER, 900' left of centerline, up to 82' AGL/1234' MSL.

Light pole, 1639' from DER, 793' right of centerline, 46' AGL/1177' 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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## PHOENIX, AZ (CON'T)

### PHOENIX SKY HARBOR INTL (PHX) (CON'T)

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

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

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

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

**Rwy 26**, pole, 42' from DER, 440' left of centerline, 26' AGL/1135' MSL.

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

Pole, 315' from DER, 499' left of centerline, 11' AGL/1120' MSL.

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

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

Pole, 2312' from DER, 318' left of centerline, 66' AGL/1169' MSL.

Pole, 2336' from DER, 578' left of centerline, 67' AGL/1170' MSL.

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

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

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

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

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

Sign, 520' from DER, 567' right of centerline, 16' AGL/1125' MSL.

Pole, 2301' from DER, 193' right of centerline, 69' AGL/1171' MSL.

Pole, 2302' from DER, 661' right of centerline, 68' AGL/1171' MSL.

## DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 13NOV14 (14317) (FAA)

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

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

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

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

## PRESCOTT, AZ

### PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)

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

AMDT 5A 20JUN19 (24305) (FAA)

##### DEPARTURE PROCEDURE:

Use PRESCOTT DEPARTURE.

##### TAKEOFF OBSTACLE NOTES:

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

Sign 15' from DER, 126' left of centerline, 3' AGL/4939' MSL.

Tree 20' from DER, 408' left of centerline, 4949' MSL.

Tree 184' from DER, 404' left of centerline, 4951' MSL.

**Rwy 12**, tree 4' from DER, 323' right of centerline, 5066' MSL.

Buildings, lighting, sign beginning 9' from DER, 122' left of centerline, up to 31' AGL/5057' MSL.

Tree, utility pole, sign, terrain beginning 19' from DER, 65' right of centerline, up to 28' AGL/5086' MSL.

Terrain, trees, building, lighting beginning 24' from DER, 111' left of centerline, up to 46' AGL/5062' MSL.

Terrain, road beginning 196' from DER, 317' left of centerline, up to 5069' MSL.

Trees beginning 302' from DER, 361' left of centerline, up to 45' AGL/5083' MSL.

Tower, road, trees, pole beginning 426' from DER, 267' left of centerline, up to 46' AGL/5092' MSL.

Terrain, trees beginning 2.1 NM from DER, 2368' right of centerline, up to 56' AGL/5656' MSL.

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

Sign, trees, road, building, electrical system, pole, tank beginning 11' from DER, 19' right of centerline, up to 50' AGL/5024' MSL.

Trees beginning 90' from DER, 70' left of centerline, up to 50' AGL/5041' MSL.

Trees, poles, building beginning 752' from DER, 22' right of centerline, up to 50' AGL/5031' MSL.

Tree, pole beginning 940' from DER, 3' left of centerline, up to 50' AGL/5044' MSL.

Trees, poles, building beginning 980' from DER, 22' right of centerline, up to 50' AGL/5044' MSL.

Fence, trees, poles, road, building, stack, tank beginning 1207' from DER, 35' right of centerline, up to 57' AGL/5054' MSL.

Trees, poles beginning 1561' from DER, left and right of centerline, up to 50' AGL/5064' MSL.

Trees beginning 1954' from DER, 129' left of centerline, 50' AGL/5064' MSL.

Trees beginning 2325' from DER, left and right of centerline, up to 50' AGL/5080' MSL.

Trees beginning 2615' from DER, 140' left of centerline, up to 50' AGL/5077' MSL.

Building, trees beginning 2718' from DER, 35' right of centerline, up to 50' AGL/5093' MSL.

Trees, pole beginning 3134' from DER, 128' left of centerline, up to 50' AGL/5090' MSL.

Trees, beginning 3442' from DER, 24' right of centerline, up to 50' AGL/5103' MSL.

Trees beginning 3527' from DER, 175' left of centerline, up to 50' AGL/5103' MSL.

Antenna, building, trees beginning 3772' from DER, left and right of centerline, up to 90' AGL/5116' MSL.

Trees beginning 4194' from DER, 145' right of centerline, up to 5113' MSL.

Trees beginning 4759' from DER, left and right of centerline, up to 75' AGL/5117' MSL.

Trees beginning 5180' from DER, 15' right of centerline, 70' AGL/5119' MSL.

Trees beginning 5408' from DER, 743' right of centerline, up to 50' AGL/5126' MSL.

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

Road, fence, tree beginning 111' from DER, 469' left of centerline, up to 5051' MSL.

Road, fence beginning 300' from DER, 455' left of centerline, up to 5056' MSL.

Wind indicator, pole, trees, roads beginning 402' from DER, 269' right of centerline, up to 5076' MSL.

Tree, fence, roads, lighting, pole, sign, NAVD, building beginning 614' from DER, 41' left of centerline, up to 5113' 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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## PRESCOTT, AZ (CON'T)

### PRESCOTT RGNL/ERNEST A LOVE FLD (PRC) (CON'T)

**Rwy 21L (CON'T)**, trees, road beginning 782' from DER, 528' right of centerline, up to 47' AGL/5089' MSL.

Trees, road, pole, fence, electrical system, building, lighting, antenna beginning 971' from DER, 2' right of centerline, up to 70' AGL/5117' MSL.

Trees beginning 1779' from DER, 108' left of centerline, up to 71' AGL/5116' MSL.

**Rwy 30**, buildings, sign, poles beginning 28' from DER, 127' left of centerline, up to 25' AGL/5041' MSL.

### DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG-A 20JUN19 (19171) (FAA)

**Rwys 3L/R**, heading as assigned by ATC.

**Rwy 12**, heading as assigned by ATC; requires min. climb of 370' per NM to 7700.

**Rwys 21L/R**, heading as assigned by ATC; requires min. climb of 390' per NM to 8300.

**Rwy 30**, heading as assigned by ATC.

## PRICE, UT

### CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

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

AMDT 5 05MAR15 (21280) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1**, std. w/min. climb of 400' per NM to 6800 or 3300-3 for climb in visual conditions.

**Rwy 8**, NA-Obstacles.

**Rwy 33**, std. w/min. climb of 370' per NM to 6700 or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 1**, climb to 6400 then climbing right turn on a heading between 144° CW to 187°, maintain 210 KIAS until completion of turn, thence . . .

**Rwy 15**, climb on a heading between 129° CW to 196°, thence . . .

**Rwy 19**, climb on a heading between 195° CCW to 128°, thence . . .

**Rwy 26**, climb on a heading between 179° CCW to 127°, thence . . .

**Rwy 33**, climb to 6300 then climbing left turn on a heading between 178° CCW to 148°, thence . . .

. . . continue climb to assigned altitude for direction of flight.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, multiple trees and poles beginning 164' from DER, left and right of centerline, up to 64' AGL/6207' MSL.

## PROVO, UT

### PROVO MUNI (PVU)

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

AMDT 6 30SEP04 (04274) (FAA)

DEPARTURE PROCEDURE:

Use PROVO DEPARTURE.

## RENO, NV

### RENO/STEAD (RTS)

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

AMDT 4 31OCT24 (24305) (FAA)

DEPARTURE PROCEDURE:

Use STEAD DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, vegetation beginning 138' from DER, 358' left of centerline, up to 5058' MSL.

**Rwy 26**, vegetation 4' from DER, 360' right of centerline, 4997' MSL.

Pole 1079' from DER, 623' left of centerline, 5032' MSL.

Terrain beginning 2.4 NM from DER, 733' left of centerline, up to 5756' MSL.

**Rwy 32**, vertical structure 56' from DER, 229' left of centerline, 5054' MSL.

Vegetation 2.3 NM from DER, 2232' left of centerline, 5806' MSL.



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



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SW-4



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



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## RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 29DEC22 (22363) (FAA)

DEPARTURE PROCEDURE:

Use SPARKS DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 17L**, building 78' from DER, 262' left of centerline, 8' AGL/4413' MSL.

Antenna 130' from DER, 379' right of centerline, 41' AGL/4444' MSL.

Tree 719' from DER, 555' left of centerline, 4434' MSL.

Tree 1055' from DER, 132' left of centerline, 4435' MSL.

Pole 1108' from DER, 487' left of centerline, 34' AGL/4445' MSL.

Pole, building beginning 1331' from DER, 458' left of centerline, up to 34' AGL/4446' MSL.

Pole 1428' from DER, 229' left of centerline, 36' AGL/4449' MSL.

Tree 1843' from DER, 132' left of centerline, 4456' MSL.

Tree 1879' from DER, 126' left of centerline, 4466' MSL.

Tower 2389' from DER, 975' left of centerline, 55' AGL/4469' MSL.

Tower 2747' from DER, 853' left of centerline, 66' AGL/4482' MSL.

Terrain 4845' from DER, 1693' left of centerline, 4546' MSL.

Terrain 5161' from DER, 1451' left of centerline, 4547' MSL.

Terrain beginning 5253' from DER, 1698' left of centerline, up to 4776' MSL.

Terrain 5470' from DER, 1838' left of centerline, 4846' MSL.

Terrain beginning 5524' from DER, 1371' left of centerline, up to 4919' MSL.

Terrain beginning 5702' from DER, 1691' left of centerline, up to 4926' MSL.

Terrain beginning 5874' from DER, 1768' left of centerline, up to 4953' MSL.

Terrain 1 NM from DER, 1981' left of centerline, 4837' MSL.

**Rwy 17R**, lighting 10' from DER, 85' left of centerline, 1' AGL/4415' MSL.

Lighting 10' from DER, 85' right of centerline, 1' AGL/4415' MSL.

Tree 746' from DER, 379' left of centerline, 4435' MSL.

Trees beginning 1156' from DER, 772' left of centerline, up to 4456' MSL.

Tree 1306' from DER, 840' left of centerline, 4457' MSL.

Trees beginning 1409' from DER, 818' left of centerline, up to 4466' MSL.

Trees beginning 1593' from DER, 658' left of centerline, up to 4474' MSL.

Tree 1873' from DER, 936' left of centerline, 4475' MSL.

Tree 2164' from DER, 653' left of centerline, 4478' MSL.

Trees beginning 2783' from DER, 172' right of centerline, up to 4501' MSL.

Tree 3135' from DER, 590' right of centerline, 4507' MSL.

Tree 3285' from DER, 504' right of centerline, 4510' MSL.

**Rwy 26**, lighting 9' from DER, 54' left of centerline, 1' AGL/4410' MSL.

Lighting 10' from DER, 54' right of centerline, 1' AGL/4410' MSL.

Pole 119' from DER, 464' left of centerline, 32' AGL/4440' MSL.

Pole, transmission line, fence beginning 142' from DER, 270' right of centerline, up to 30' AGL/4438' MSL.

Pole 499' from DER, 466' left of centerline, 39' AGL/4452' MSL.

Pole 1274' from DER, 469' left of centerline, 39' AGL/4458' MSL.

Pole 1369' from DER, 387' right of centerline, 27' AGL/4447' MSL.

Sign 1501' from DER, 206' right of centerline, 30' AGL/4448' MSL.

Tree 1618' from DER, 42' right of centerline, 4473' MSL.

Signs, trees beginning 1656' from DER, 66' left of centerline, up to 59' AGL/4482' MSL.

Tree 1663' from DER, 15' right of centerline, 4475' MSL.

Trees beginning 1664' from DER, 16' right of centerline, up to 4484' MSL.

Tree 1878' from DER, 28' left of centerline, 4483' MSL.

Trees beginning 1913' from DER, 162' left of centerline, up to 4484' MSL.

Trees beginning 1916' from DER, 20' left of centerline, up to 4487' MSL.

Trees beginning 2053' from DER, 25' left of centerline, up to 4497' MSL.

Tree 2099' from DER, 206' right of centerline, 4490' MSL.

Trees beginning 2102' from DER, 12' right of centerline, up to 4493' MSL.

Trees beginning 2255' from DER, 45' right of centerline, up to 4500' MSL.

Trees beginning 2268' from DER, 5' left of centerline, up to 4506' MSL.

Pole, tree beginning 2635' from DER, 114' right of centerline, up to 100' AGL/4527' MSL.

Antenna 3413' from DER, 298' left of centerline, 80' AGL/4514' MSL.

**Rwy 35L**, lighting 10' from DER, 85' left of centerline, 2' AGL/4416' MSL.

Lighting 10' from DER, 86' right of centerline, 2' AGL/4416' MSL.

Sign 40' from DER, 437' right of centerline, 4' AGL/4417' MSL.

Lighting 999' from DER, on centerline, 22' AGL/4440' MSL.

Antenna 1029' from DER, 49' left of centerline, 22' AGL/4441' MSL.

Antenna 1029' from DER, 49' right of centerline, 23' AGL/4441' MSL.

Pole 1176' from DER, 629' right of centerline, 32' AGL/4451' MSL.

Tree 1193' from DER, 400' left of centerline, 4454' MSL.

Trees beginning 1216' from DER, 227' left of centerline, up to 4476' MSL.

Tree 1229' from DER, 349' right of centerline, 4458' MSL.

Trees beginning 1267' from DER, 207' right of centerline, up to 4465' MSL.

Tree 1974' from DER, 898' right of centerline, 4469' MSL.

Tree 2326' from DER, 938' right of centerline, 4473' MSL.

Tree 2350' from DER, 885' right of centerline, 4474' MSL.

Trees beginning 2489' from DER, 178' right of centerline, up to 4493' MSL.

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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## RENO, NV (CON'T)

### RENO/TAHOE INTL (RNO) (CON'T)

**Rwy 35L (CON'T)**, trees, poles beginning 2528' from DER, 16' right of centerline, up to 4498' MSL.

Trees beginning 2789' from DER, 69' left of centerline, up to 4490' MSL.

Trees beginning 2877' from DER, 292' left of centerline, up to 4492' MSL.

**Rwy 35R**, sign 40' from DER, 262' left of centerline, 4' AGL/4417' MSL.

Building 87' from DER, 272' right of centerline, 7' AGL/4420' MSL.

Lighting 999' from DER, 699' left of centerline, 22' AGL/4440' MSL.

Antennas beginning 1028' from DER, 649' left of centerline, up to 22' AGL/4441' MSL.

Poles beginning 1066' from DER, 165' right of centerline, up to 40' AGL/4458' MSL.

Pole 1176' from DER, 70' left of centerline, 32' AGL/4451' MSL.

Tree 1229' from DER, 349' left of centerline, 4458' MSL.

Tree 1267' from DER, 492' left of centerline, 4465' MSL.

Trees beginning 1711' from DER, 255' right of centerline, up to 4466' MSL.

Tree 1973' from DER, 198' right of centerline, 4469' MSL.

Trees beginning 1991' from DER, 186' right of centerline, up to 4491' MSL.

Trees, pole beginning 2489' from DER, 361' right of centerline, up to 4493' MSL.

Tree 2505' from DER, 520' left of centerline, 4480' MSL.

Trees, pole beginning 2528' from DER, 201' left of centerline, up to 4498' MSL.

Pole 2815' from DER, 531' right of centerline, 82' AGL/4497' MSL.

## RICHFIELD, UT

### RICHFIELD MUNI (RIF)

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

AMDT 1 05JUN08 (08157) (FAA)

#### DEPARTURE PROCEDURE:

**Rwy 1**, use RICHFIELD (RNAV) DEPARTURE.

**Rwy 19**, use HAMET (RNAV) DEPARTURE.

## ROOSEVELT, UT

### ROOSEVELT MUNI (74V)

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

AMDT 2 10NOV16 (16315) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 7**, std.

**Rwy 25**, std. w/min. climb of 300' per NM to 6100 or 1300-3 for VCOA.

#### DEPARTURE PROCEDURE:

**Rwy 7**, turn right.

**Rwy 25**, turn left.

**All aircraft**, climb direct MTU VOR/DME. Aircraft departing MTU VOR/DME R-040 CW R-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VOR/DME; R-151 CW R-290 at or above 8000; R-291 CW R-039 at or above 10000. Then climb on course.

#### VCOA:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, NAVAID 38' from DER, 110' left of centerline, 5' AGL/5111' MSL.

Vehicles on road beginning 76' from DER, 250' left of centerline, up to 15' AGL/5122' MSL.

**Rwy 25**, NAVAID 39' from DER, 112' left of centerline, 2' AGL/5177' MSL.

Tree 95' from DER, 384' left of centerline, 9' AGL/5179' MSL.

Trees beginning 180' from DER, 403' left and right of centerline, up to 22' AGL/5192' MSL.

Tree, building, vehicle on road, pole beginning 5668' from DER, 1461' right of centerline, up to 45' AGL/5345' MSL.

Trees, poles, buildings, vehicle on road beginning 1 NM from DER, 1031' right of centerline, up to 100' AGL/5410' MSL.

Tree, vehicle on road, terrain beginning 1.2 NM from DER, 1904' right of centerline, up to 16' AGL/5416' MSL.

Poles, tree, vehicle on road beginning 1.3 NM from DER, 1915' right of centerline, up to 56' AGL/5426' MSL.

Trees beginning 1.5 NM from DER, 1553' right of centerline, up to 55' AGL/5485' MSL.

Trees beginning 1.8 NM from DER, 1871' right of centerline, up to 53' AGL/5493' MSL.

Tree 1.9 NM from DER, 1987' right of centerline, 20' AGL/5483' MSL.

## SAFFORD, AZ

### SAFFORD RGNL/1LT DUANE SPALSBURY FLD (SAD)

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

AMDT 1 29JUL10 (24137) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 8, 26**, NA - Airspace.

#### DEPARTURE PROCEDURE:

**Rwys 12, 30**, use SAFFORD RNAV DEPARTURE.

# 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. GEORGE, UT

ST GEORGE RGNL (SGU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26MAY16 (16147) (FAA)

DEPARTURE PROCEDURE:

Use JITKA DEPARTURE.

## ST JOHNS, AZ

ST JOHNS INDUSTRIAL AIR PARK (SJN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 10NOV16 (23110) (FAA)

TAKEOFF MINIMUMS:

**Rwy 21**, 700-2¼ or std. w/min. climb of 378' per NM to 6600.

DEPARTURE PROCEDURE:

**Rwys 3, 32**, climbing right turn.**Rwys 14, 21**, climbing left turn.**All aircraft**, climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW to R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, sign 15' from DER, 125' left of centerline, 3' AGL/5736' MSL.**Rwy 14**, vehicle on road 1' from DER, 113' right of centerline, up to 15' AGL/5750' MSL.

Tree, fence, post, obstruction light on building, ant on building and transmission line tower beginning 27' from DER, 94' left of centerline, up to 5780' MSL.

Airport beacon lighted, tower, pole, windsock, building, obstruction light on building, light pole, transmission light tower and tree, beginning 58' from DER, 88' right of centerline, up to 57' AGL/5793' MSL.

Vehicle on road 67' from DER, crossing centerline, 15' AGL/5752' MSL.

Trees and poles beginning 515' from DER, 73' left of centerline, up to 76' AGL/5784' MSL.

Vehicle on road 559' from DER, crossing centerline, 15' AGL/5762' MSL.

**Rwy 32**, vehicle on road and generator utility beginning 34' from DER, 3' right of centerline, up to 15' AGL/5745' MSL.

Generator utility 40' from DER, 79' left of centerline, 10' AGL/5736' MSL.

Vehicle on road 102' from DER, crossing centerline, 15' AGL/5741' MSL.

Buildings beginning 201' from DER, 327' left of centerline up to 5743' MSL.

Pole 307' from DER, 570' left of centerline, up to 30' AGL/5757' MSL.

**Rwy 21**, tree and fence 15' from DER, 248' left of centerline, 5767' MSL.

Trees and buildings beginning 23' from DER, 276' right of centerline, up to 5798' MSL.

Trees beginning 92' from DER, 27' left of centerline, up to 5778' MSL.

Fence beginning 208' from DER, crossing centerline, up to 5738' MSL.

Vehicles on road 265' from DER, crossing centerline, 15' AGL/5756' MSL.

Trees, buildings, signs and poles beginning 285' from DER, 2' right of centerline, up to 5781' MSL.

Trees, buildings, signs and poles beginning 597' from DER, 3' left of centerline, up to 5780' MSL.

Trees, buildings and poles beginning 808' from DER, 10' right of centerline, up to 5833' MSL.

Trees, buildings and poles beginning 867' from DER, 3' left of centerline, up to 5788' MSL.

Trees beginning 1257' from DER, 20' left of centerline, up to 5816' MSL.

Buildings, poles and trees beginning 3704' from DER, 662' right of centerline, up to 5914' MSL.

Poles beginning 3491' from DER, 1293' left of centerline, up to 5872' MSL.

Communications tower 2.2 NM from DER, 1415' left of centerline, 199' AGL/6356' MSL.

Pole 2.2 NM from DER, 1467' left of centerline, 31' AGL/6133' MSL.

## SALT LAKE CITY, UT

SALT LAKE CITY INTL (SLC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11A 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwy 32**, 400-1 or std. w/ min. climb of 498' per NM to 4700.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, antenna 1349' from DER, 544' left of centerline, 42' AGL/4263' MSL.**Rwy 16L**, vehicle on road 124' from DER, 14' right of centerline, 15' AGL/4239' MSL.

Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL.

Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL.

**Rwy 17**, vehicles on road beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL.

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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## SALT LAKE CITY, UT (CON'T)

### SALT LAKE CITY INTL (SLC) (CON'T)

**Rwy 32**, ATC tower 5,266' from DER, 1767' left of centerline, 335' AGL/4549' MSL.  
Crane 5196' from DER, 1630' left of centerline, 240' AGL/4463' MSL.  
Flag on OL 5,153' from DER, 1619' left of centerline, 249' AGL/4463' MSL.  
Aircraft beginning 969' from DER, 722' left of centerline, up to 79' AGL/4306' MSL.  
**Rwy 34R**, post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL.  
**Rwy 35**, post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

### DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 14SEP17 (17257)

**Rwys 14, 16L/R, 17, 34L/R, 35**, heading as assigned by ATC.

## SOUTH VALLEY RGNL (SVR)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 17APR25 (25107) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 16**, std w/min climb of 300'/NM to 10700.

**Rwy 34**, std w/min climb of 330'/NM to 9000.

#### DEPARTURE PROCEDURE:

**Rwy 16**, climbing left turn to 10700 on FFU VORTAC R-341 to FFU VORTAC, continue climb in FFU VORTAC holding pattern (hold S, right turn, 008° inbound) to cross FFU VORTAC at or above MEA/MCA for route of flight.

**Rwy 34**, climbing right turn to 9000 on TCH VORTAC R-161 to TCH VORTAC, continue climb in TCH VORTAC holding pattern (hold NW, right turn, 120° inbound) to cross TCH VORTAC at or above MEA/MCA for route of flight.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, NAVAID abeam DER, 99' right of centerline, 4602' MSL.

Terrain, sign beginning 34' from DER, 207' right of centerline, up to 4606' MSL.

Vehicle on road 83' from DER, 252' left of centerline, 4611' MSL.

Vehicle on road 171' from DER, 132' left of centerline, 4614' MSL.

Pole 551' from DER, 631' right of centerline, 15' AGL/4626' MSL.

Vehicle on road, vegetation beginning 672' from DER, 490' right of centerline, up to 4629' MSL.

Pole 1000' from DER, 638' right of centerline, 4638' MSL.

Pole 1008' from DER, 466' right of centerline, 31' AGL/4640' MSL.

Pole beginning 1092' from DER, 687' right of centerline, up to 31' AGL/4644' MSL.

**Rwy 34**, NAVAID 10' from DER, 96' left of centerline, 4606' MSL.

NAVAID 10' from DER, 94' right of centerline, 4604' MSL.

Terrain 58' from DER, 424' left of centerline, 4608' MSL.

## SCOTTSDALE, AZ

### SCOTTSDALE (SDL)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 24MAY18 (18144) (FAA)

#### DEPARTURE PROCEDURE: Use MARICOPA DEPARTURE.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1,554 MSL.

Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1,561' MSL.

Dike beginning 1,066' from DER, 316' left of centerline, 38' AGL/1548' MSL.

Day marker on dike, 1,230' from DER, 5' left of centerline, 39' AGL/1,549' MSL.

Tree 765' from DER, 115' left of centerline, 22' AGL/1,532' MSL.

Road beginning 647' from DER, 296' left of centerline, 19' AGL/1,529' MSL.

Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1,511' MSL.

Light standard 1,013' from DER, 430' right of centerline, 44' AGL/1,552' MSL.

**Rwy 21**, trees 1,072' from DER, 426' right of centerline, 53' AGL/1,497' MSL.

Building 316' from DER, 537' right of centerline, 23' AGL/1,467' MSL.

Tree 2,087' from DER, 418' left of centerline, 61' AGL/1,505' MSL.

Tree 1,432' from DER, 438' right of centerline, 38' AGL/1,482' MSL.

Tree 2,234' from DER, 559' left of centerline, 58' AGL/1,502' MSL.

### DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 13NOV14 (14317) (FAA)

**Rwy 3**, heading as assigned by ATC; requires minimum climb of 445' per NM to 4600.

**Rwy 21**, heading as assigned by ATC; do not exceed 210 KTS until established on assigned heading.



# 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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## SEDONA, AZ

### SEDONA (SEZ)

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

AMDT 2 15JUN23 (23166) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 3**, NA-Obstacles.

##### DEPARTURE PROCEDURE:

**Rwy 21**, use BYTER (RNAV) DEPARTURE.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 21**, trees, terrain, light poles, vegetation and fence beginning from DER, 94' left of centerline, up to 12' AGL/4758' MSL.

Light poles 9' from DER, 93' right of centerline, 4' AGL/4737' MSL.

Vegetation 16' from DER, 173' right of centerline, 4738' MSL.

Vegetation, trees, fence beginning 19' from DER, 144' left of centerline, up to 4760' MSL.

Pole and vegetation beginning 31' from DER, 130' right of centerline, up to 21' AGL/4743' MSL.

## SHOW LOW, AZ

### SHOW LOW RGNL (SOW)

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

AMDT 2 19JUL18 (22139) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 4**, climbing left turn heading 360° to 7800 before proceeding on course.**Rwy 7**, climbing left turn heading 360° to 8100 before proceeding on course.**Rwy 22**, climbing right turn heading 255° to 7700 before proceeding on course.**Rwy 25**, climb on heading 246° to 7600 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, sign, building, fence, pole beginning 44' from DER, 183' right of centerline, up to 6' AGL/6406' MSL.

Tree 88' from DER, 488' left of centerline, 6411' MSL.

Trees beginning 185' from DER, 428' left of centerline, up to 6417' MSL.

Pole 240' from DER, 222' right of centerline, 16' AGL/6411' MSL.

**Rwy 7**, general utility 39' from DER, 92' right of centerline, 19' AGL/6402' MSL.

General utility 40' from DER, 88' left of centerline, 20' AGL/6402' MSL.

**Rwy 22**, tree 94' from DER, 197' left of centerline, 6424' MSL.

Trees beginning 133' from DER, 87' right of centerline, up to 6420' MSL.

Pole 397' from DER, 141' left of centerline, 23' AGL/6426' MSL.

Pole 469' from DER, 166' left of centerline, 27' AGL/6430' MSL.

Building 677' from DER, 423' left of centerline, 24' AGL/6433' MSL.

Elevator, tank, pole beginning 1191' from DER, 5' left of centerline, up to 63' AGL/6496' MSL.

**Rwy 25**, pole 10' from DER, 29' right of centerline, 18' AGL/6401' MSL.

Pole 640' from DER, 310' right of centerline, 6418' MSL.

Pole 644' from DER, 307' right of centerline, 37' AGL/6419' MSL.

Pole beginning 704' from DER, 677' left of centerline, up to 53' AGL/6437' MSL.

Pole, catenary beginning 726' from DER, 3' left of centerline, up to 54' AGL/6438' MSL.

Pole 760' from DER, 158' right of centerline, 47' AGL/6430' MSL.

Pole 763' from DER, 159' right of centerline, 49' AGL/6432' MSL.

Pole, catenary beginning 764' from DER, 77' right of centerline, up to 54' AGL/6437' MSL.

Pole beginning 842' from DER, 317' right of centerline, up to 57' AGL/6438' MSL.

## SILVER SPRINGS, NV

### SILVER SPRINGS (SPZ)

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

ORIG-A 04NOV21 (21308) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 24**, 2900-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 056° to intercept HZN R-220 to 8000. Continue climb in HZN VORTAC holding pattern (hold northeast, rt, 211° inbound) to cross HZN VORTAC at or above MEA for route of flight.

##### VCOA:

**Rwy 24**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Silver Springs airport at or above 7000, then proceed on HZN VORTAC R-220 to 8000 to HZN VORTAC.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, windsock, sign beginning 29' from DER, 204' left of centerline, up to 23' AGL/4235' MSL.**Rwy 24**, terrain 52' from DER, 495' right of centerline, 4267' MSL.

Pole, transmission line beginning 2258' from DER, 938' right of centerline, up to 33' AGL/4324' MSL.

Transmission line, pole beginning 2277' from DER, 883' right of centerline, up to 38' AGL/4328' MSL.



# 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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## SPANISH FORK, UT

SPANISH FORK MUNI/WOODHOUSE FLD (SPK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JAN19 (21112) (FAA)

DEPARTURE PROCEDURE:

Use SPANISH FORK DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, lighting 10' from DER, 29' left of centerline, 2' AGL/4530' MSL.

Fence 60' from DER, 481' right of centerline, 4535' MSL.

Building 198' from DER, 449' right of centerline, 12' AGL/4541' MSL.

Sign, building beginning 297' from DER, 461' right of centerline, up to 4552' MSL.

Building 1023' from DER, 600' right of centerline, 4555' MSL.

Tree 1031' from DER, 651' left of centerline, 4563' MSL.

Tree, building beginning 1140' from DER, 503' left of centerline, up to 4565' MSL.

Building 1173' from DER, 560' right of centerline, 4559' MSL.

Building 1434' from DER, 855' right of centerline, 4572' MSL.

Tree 1514' from DER, 742' left of centerline, 4568' MSL.

Pole 1818' from DER, 352' right of centerline, 4576' MSL.

Pole beginning 3232' from DER, 1134' right of centerline, up to 4621' MSL.

Pole, sign beginning 3499' from DER, 801' left of centerline, up to 106' AGL/4673' MSL.

Electrical system 3922' from DER, 628' right of centerline, 4637' MSL.

Pole 4450' from DER, 893' right of centerline, 4649' MSL.

Pole 4709' from DER, 1365' right of centerline, 4662' MSL.

Pole 5162' from DER, 1194' right of centerline, 4664' MSL.

Pole 2 NM from DER, 3639' left of centerline, 4853' MSL.

**Rwy 30**, lighting 9' from DER, 29' right of centerline, 2' AGL/4525' MSL.

Vegetation 36' from DER, 145' right of centerline, 9' AGL/4527' MSL.

Tree 750' from DER, 557' left of centerline, 4546' MSL.

Pole 1182' from DER, 595' left of centerline, 50' AGL/4570' MSL.

Pole beginning 1479' from DER, 268' left of centerline, up to 60' AGL/4579' MSL.

Tree 1505' from DER, 550' right of centerline, 49' AGL/4565' MSL.

## SPRINGERVILLE, AZ

SPRINGERVILLE MUNI (JTC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3**, std. w/min. climb of 240' per NM to 7800 or 3300-5 for VCOA.**Rwy 11**, std. w/min. climb of 440' per NM to 8200 or 3300-5 for VCOA.**Rwy 21**, std. w/min. climb of 365' per NM to 8600 or 3300-5 for VCOA.**Rwy 29**, 400-2½ or std. w/min. climb of 280' per NM to 7300.

DEPARTURE PROCEDURE:

**Rwy 3**, climbing left turn to 9100 on heading 360° before proceeding on course.**Rwy 11**, climbing left turn to 10500 on heading 360° before proceeding on course.**Rwy 21**, climbing right turn to 10300 on heading 360° before proceeding on course.**Rwy 29**, climbing right turn to 9100 on heading 360° before proceeding on course.

VCOA:

**Rwys 3, 11, 21**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Springerville Muni airport at or above 10400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, trees beginning 9' from DER, 12' left of centerline, up to 100' AGL/7121' MSL.

Trees beginning 162' from DER, 8' right of centerline, up to 100' AGL/7125' MSL.

Trees beginning 3240' from DER, 48' right of centerline, up to 100' AGL/7135' MSL.

Trees beginning 3440' from DER, 289' right of centerline, up to 100' AGL/7138' MSL.

Trees beginning 3625' from DER, 135' right of centerline, up to 100' AGL/7148' MSL.

Trees beginning 3825' from DER, 376' right of centerline, up to 100' AGL/7151' MSL.

Trees beginning 4010' from DER, 222' right of centerline, up to 100' AGL/7158' MSL.

Trees beginning 4210' from DER, 463' right of centerline, up to 100' AGL/7161' MSL.

Trees beginning 4395' from DER, 703' right of centerline, up to 100' AGL/7167' MSL.

Trees beginning 4779' from DER, 790' right of centerline, up to 100' AGL/7174' MSL.

Trees beginning 4964' from DER, 1031' right of centerline, up to 100' AGL/7177' MSL.

Trees beginning 5349' from DER, 1512' right of centerline, up to 100' AGL/7184' MSL.

Tree 5734' from DER, 1993' right of centerline, 100' AGL/190' MSL.

**Rwy 21**, fence beginning 163' from DER, 300' left of centerline, up to 7065' MSL.

Terrain beginning 211' from DER, 391' left of centerline, up to 7066' MSL.

Tree 4771' from DER, 1744' right of centerline, 100' AGL/7184' MSL.

Trees beginning 4776' from DER, 1755' left of centerline, up to 100' AGL/7190' MSL.

Tree 5339' from DER, 1899' right of centerline, 100' AGL/7194' MSL.

Tree 5732' from DER, 1871' right of centerline, 100' AGL/7204' MSL.

**Rwy 29**, trees beginning 52' from DER, 1' right of centerline, up to 100' AGL/7121' MSL.

Tree 67' from DER, 39' left of centerline, 100' AGL/7121' MSL.

Trees beginning 82' from DER, 18' left of centerline, up to 100' AGL/7125' MSL.

Tree 2822' from DER, 1006' left of centerline, 100' AGL/7128' MSL.

Trees beginning 2942' from DER, 130' left of centerline, up to 7139' 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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## SPRINGVILLE, AZ (CON'T)

### SPRINGVILLE MUNI (JTC) (CON'T)

**Rwy 29 (CON'T)**, tree 4191' from DER, 1292' left of centerline, 100' AGL/7141' MSL.  
 Trees beginning 4299' from DER, 524' right of centerline, up to 100' AGL/7141' MSL.  
 Tree 4376' from DER, 1052' left of centerline, 100' AGL/7154' MSL.  
 Trees beginning 4391' from DER, 23' left of centerline, up to 100' AGL/7158' MSL.  
 Trees beginning 4499' from DER, 370' right of centerline, up to 100' AGL/7151' MSL.  
 Tree 4560' from DER, 811' left of centerline, 100' AGL/7164' MSL.  
 Trees beginning 4576' from DER, 176' left of centerline, up to 100' AGL/7181' MSL.  
 Tree 4683' from DER, 1005' right of centerline, 100' AGL/7158' MSL.  
 Trees beginning 4699' from DER, 217' right of centerline, up to 100' AGL/7167' MSL.  
 Tree 4883' from DER, 852' right of centerline, 100' AGL/7181' MSL.  
 Trees beginning 4899' from DER, 63' right of centerline, up to 100' AGL/7187' MSL.  
 Trees beginning 5299' from DER, 151' right of centerline, up to 100' AGL/7190' MSL.  
 Trees beginning 5361' from DER, 2' left of centerline, up to 100' AGL/7200' MSL.  
 Trees beginning 5561' from DER, 156' left of centerline, up to 100' AGL/7204' MSL.  
 Trees beginning 5684' from DER, 238' right of centerline, up to 100' AGL/7194' MSL.  
 Tree 5884' from DER, 84' right of centerline, 100' AGL/7197' MSL.  
 Trees beginning 5918' from DER, 325' right of centerline, up to 7199' MSL.  
 Trees beginning 5930' from DER, 68' left of centerline, up to 100' AGL/7207' MSL.  
 Trees beginning 1 NM from DER, 222' left of centerline, up to 100' AGL/7210' MSL.  
 Trees beginning 1 NM from DER, 171' right of centerline, up to 100' AGL/7200' MSL.  
 Trees beginning 1 NM from DER, 375' left of centerline, up to 100' AGL/7213' MSL.  
 Trees beginning 1 NM from DER, 18' right of centerline, up to 100' AGL/7204' MSL.  
 Trees beginning 1 NM from DER, 135' left of centerline, up to 100' AGL/7217' MSL.  
 Trees beginning 1.1 NM from DER, 288' left of centerline, up to 100' AGL/7220' MSL.  
 Trees beginning 1.1 NM from DER, 442' left of centerline, up to 100' AGL/7223' MSL.  
 Trees beginning 1.1 NM from DER, 989' left of centerline, up to 100' AGL/7230' MSL.  
 Tree 1.2 NM from DER, 2479' left of centerline, 100' AGL/7233' MSL.  
 Tree 2 NM from DER, 1412' right of centerline, 100' AGL/7361' MSL.

## TAYLOR, AZ

### TAYLOR (TYL)

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

AMDT 2 02DEC21 (21336) (FAA)

##### TAKEOFF MINIMUMS:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, buildings beginning 42' from DER, 339' right of centerline, up to 14' AGL/5728' MSL.  
 Tree 44' from DER, 113' left of centerline, 5723' MSL.  
 Building 745' from DER, 694' left of centerline, 23' AGL/5739' MSL.  
 Pole 852' from DER, 705' left of centerline, 24' AGL/5741' MSL.  
 Power lines crossing departure course 1000' from DER, pole 1309' from DER, 465' left of centerline, 15' AGL/5758' MSL.  
 Pole 1460' from DER, 597' left of centerline, 42' AGL/5764' MSL.  
**Rwy 21**, utility lights, fence beginning 40' from DER, 113' right of centerline, up to 5' AGL/5828' MSL.  
 Trees beginning 86' from DER, 316' right of centerline, up to 5835' MSL.  
 Trees beginning 247' from DER, 268' right of centerline, up to 5836' MSL.  
 Tree 447' from DER, 248' right of centerline, 5838' MSL.  
 Trees beginning 552' from DER, 269' right of centerline, up to 5839' MSL.  
 Pole 1055' from DER, 659' left of centerline, 58' AGL/5874' MSL.  
 Pole 1170' from DER, 602' right of centerline, 31' AGL/5860' MSL.  
 Pole 1388' from DER, 479' right of centerline, 31' AGL/5873' MSL.  
 Pole, trees beginning 1468' from DER, 239' right of centerline, up to 43' AGL/5885' MSL.  
 Pole 1479' from DER, 544' left of centerline, 55' AGL/5883' MSL.  
 Poles beginning 1633' from DER, 228' left of centerline, up to 51' AGL/5884' MSL.  
 Tree 2369' from DER, 974' right of centerline, 5886' MSL.  
 Trees beginning 2400' from DER, 903' right of centerline, up to 5888' MSL.  
 Tree 2606' from DER, 1009' right of centerline, 5892' MSL.  
 Tree 2702' from DER, 983' right of centerline, 5893' MSL.  
 Terrain, tree beginning 2827' from DER, 1025' right of centerline, up to 5897' MSL.  
 Trees beginning 3013' from DER, 1028' right of centerline, up to 5904' MSL.  
 Tree 3120' from DER, 1254' left of centerline, 5910' MSL.  
 Terrain 3131' from DER, 1291' right of centerline, 5906' MSL.  
 Vehicles on road, tree beginning 3235' from DER, 607' right of centerline, up to 5923' MSL.  
 Trees beginning 3653' from DER, 672' right of centerline, up to 5924' MSL.  
 Tree 3795' from DER, 1387' left of centerline, 5923' MSL.  
 Vehicles on road, tree, terrain beginning 3820' from DER, 972' right of centerline, up to 5941' MSL.  
 Trees beginning 3894' from DER, 1148' left of centerline, up to 5928' MSL.  
 Vehicles on road, trees, terrain beginning 3901' from DER, 621' right of centerline, up to 5945' MSL.  
 Trees beginning 4009' from DER, 1161' left of centerline, up to 5929' MSL.  
 Vehicles on road, tree beginning 4039' from DER, 516' right of centerline, up to 5952' MSL.  
 Trees, terrain beginning 4124' from DER, 1262' left of centerline, up to 5934' MSL.  
 Vehicles on road, trees, terrain beginning 4126' from DER, 678' right of centerline, up to 5956' MSL.

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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## TAYLOR, AZ (CON'T)

### TAYLOR (TYL) (CON'T)

**Rwy 21 (CON'T)**, vehicles on road, terrain, trees beginning 4222' from DER, 635' right of centerline, up to 5959' MSL.  
 Trees beginning 4358' from DER, 1396' left of centerline, up to 5942' MSL.  
 Vehicles on road 4447' from DER, 959' right of centerline, 5960' MSL.  
 Trees beginning 4494' from DER, 1296' left of centerline, up to 5950' MSL.  
 Vehicles on road, trees beginning 4523' from DER, 545' right of centerline, up to 5965' MSL.  
 Trees beginning 4643' from DER, 1248' left of centerline, up to 5964' MSL.  
 Vehicles on road, trees, terrain beginning 4727' from DER, 488' right of centerline, up to 15' AGL/5973' MSL.  
 Vehicle on road 4837' from DER, 809' right of center line up to 5975' MSL.

## TONOPAH, NV

### TONOPAH (TPH)

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

AMDT 2 17AUG17 (17229) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 11, 29**, NA - ATC.

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

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

##### DEPARTURE PROCEDURE:

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

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

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

##### VCOA:

**Rwy 15, 33**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tonopah airport at or above 7800 direct TONOPAH VORTAC, continue climb in TPH holding pattern (NE, RT, 246° inbound) to cross TPH VORTAC at or above 9300 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

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

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

## TONOPAH TEST RANGE (KTNX)

### TONOPAH, NV

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

AMDT 1 19JUL18 (18200)

##### DEPARTURE PROCEDURE:

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

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, terrain 1204' from DER, 823' right of cntrl, 5582' MSL.

Terrain 63' from DER, 517' right of cntrl, 5565' MSL.

Terrain 46' from DER, 480' right of cntrl, 5564' MSL.

Terrain 0' from DER, 353' right of cntrl, 5561' MSL.

Terrain 62' from DER, 200' right of cntrl, 5558' MSL.

Terrain 14' from DER, 292' right of cntrl, 5561' MSL.

Terrain 0' from DER, 287' right of cntrl, 5561' MSL.

Terrain 0' from DER, 222' right of cntrl, 5559' MSL.

Surveyed terrain 215' from DER, 427' right of cntrl, 5560' MSL.

**Rwy 32**, terrain 0' from DER, 500' left of cntrl, 5476' MSL.

Terrain 19' from DER, 465' left of cntrl, 5476' MSL.

Terrain 110' from DER, 529' left of cntrl, 5476' MSL.

## TOOELE, UT

### BOLINDER FLD/TOOELE VALLEY (TVY)

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

AMDT 3 22AUG13 (24305) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 17**, std w/min climb of 348' per NM to 9000 or 5600-3 for climb in visual conditions.

**Rwy 35**, std w/min climb of 380' per NM to 9000 or 5600-3 for climb in visual conditions.

##### DEPARTURE PROCEDURE:

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

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

##### 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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## TOOELE, UT (CON'T)

### BOLINDER FLD/TOOELE VALLEY (TVY) (CON'T)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, tree 230' from DER, 255' right of centerline, 35' AGL/4335' MSL.  
Tree 342' from DER, 363' right of centerline, 35' AGL/4360' MSL.  
Trees beginning 601' from DER, 486' right of centerline, up to 35' AGL/4399' MSL.  
Pole 1000' from DER, 409' left of centerline, 42' AGL/4363' MSL.  
Pole 1092' from DER, 118' right of centerline, 42' AGL/4363' MSL.  
Tree 1369' from DER, 393' right of centerline, 35' AGL/4381' MSL.  
Tree 2018' from DER, 257' right of centerline, 35' AGL/4384' MSL.

## TUCSON, AZ

### RYAN FLD (RYN)

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

AMDT 3 29JUL10 (21168) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 6L, 15, 24R, 33**, NA, ATC.

#### DEPARTURE PROCEDURE:

**Rwys 6R, 24L**, use ALMON DEPARTURE.

## TUCSON INTL (TUS)

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

AMDT 6 30NOV23 (23334) (FAA)

#### TAKEOFF MINIMUMS:

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

#### DEPARTURE PROCEDURE:

**Rwy 4**, climb on heading 036° to 3000 then climbing right turn on heading 172° and TUS R-018 to TUS VORTAC, continue climb in TUS VORTAC holding pattern (hold NW, right turns, 128° inbound) to 9000 before proceeding on course.  
**Rwy 12**, climb on heading 126° to 4000 then climbing left turn direct TUS VORTAC, continue climb in TUS VORTAC holding Pattern (hold NW, right turns, 128° inbound) to 9000 before proceeding on course.  
**Rwy 22**, climb on heading 216° to 3000 then climbing left turn on heading 078° and TUS VORTAC R-227 to TUS VORTAC, continue climb in TUS VORTAC holding pattern (hold NW, right turns, 128° inbound) to 9000 before proceeding on course.  
**Rwy 30**, climbing right turn direct TUS VORTAC, continue climb in TUS VORTAC holding pattern (hold NW, right turns, 128° inbound) to 9000 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, light poles beginning 5' from DER, 52' right of centerline, up to 2' AGL/2570' MSL.  
Light pole 9' from DER, 149' left of centerline, 4' AGL/2570' MSL.  
Light poles, terrain beginning 10' from DER, 149' right of centerline, up to 3' AGL/2571' MSL.  
Sign 35' from DER, 445' right of centerline, 3' AGL/2573' MSL.  
Signs, utility building beginning 70' from DER, 378' right of centerline, up to 5' AGL/2575' MSL.  
Sign 189' from DER, 509' right of centerline, 2578' MSL.  
Building 557' from DER, 647' left of centerline, 17' AGL/2583' MSL.  
Building, poles beginning 795' from DER, 609' left of centerline, up to 2607' MSL.  
Pole, tree beginning 993' from DER, 436' left of centerline, up to 2609' MSL.  
Trees, building, pole beginning 1104' from DER, 550' right of centerline, up to 2611' MSL.  
Poles, signs, trees beginning 1131' from DER, 133' left of centerline, up to 2611' MSL.  
Poles beginning 1475' from DER, 704' right of centerline, up to 35' AGL/2613' MSL.  
Pole 1688' from DER, 915' right of centerline, 34' AGL/2617' MSL.  
Poles beginning 1691' from DER, 585' right of centerline, up to 38' AGL/2618' MSL.  
Pole 1725' from DER, 948' right of centerline, 36' AGL/2620' MSL.  
Poles beginning 1749' from DER, 503' right of centerline, up to 2621' MSL.  
Tree 1863' from DER, 852' left of centerline, 2628' MSL.  
Poles beginning 1886' from DER, 437' right of centerline, up to 2625' MSL.  
Tree 1955' from DER, 771' left of centerline, 2630' MSL.  
Poles, tree beginning 1991' from DER, 331' right of centerline, up to 2626' MSL.  
Poles beginning 2080' from DER, 414' right of centerline, up to 2627' MSL.  
Poles beginning 2321' from DER, 560' right of centerline, up to 2632' MSL.  
Pole 2397' from DER, 905' right of centerline, 2634' MSL.  
Tree 2532' from DER, 715' right of centerline, 2635' MSL.  
Pole 2613' from DER, 959' right of centerline, 49' AGL/2642' MSL.  
Poles beginning 2668' from DER, 951' right of centerline, up to 55' AGL/2647' MSL.  
Tree 3078' from DER, 700' right of centerline, 2650' MSL.  
Trees beginning 3095' from DER, 738' right of centerline, up to 2654' MSL.  
Tower, antenna, building beginning 3224' from DER, 853' right of centerline, up to 77' AGL/2670' MSL.  
Tower 1.5 NM from DER, 1690' left of centerline, 246' AGL/2831' MSL.  
**Rwy 12**, light poles, sign beginning 9' from DER, 150' left of centerline, up to 2' AGL/2645' MSL.  
Light pole 10' from DER, 151' right of centerline, 4' AGL/2644' MSL.  
Vegetation 36' from DER, 349' right of centerline, 2653' MSL.  
Vegetation, utility building beginning 53' from DER, 152' right of centerline, up to 2656' MSL.  
Vegetation, pole beginning 100' from DER, 146' left of centerline, up to 2652' MSL.  
Vegetation beginning 190' from DER, 355' right of centerline, up to 2657' MSL.  
Vegetation 358' from DER, 507' left of centerline, 2655' MSL.  
Vegetation 398' from DER, 590' left of centerline, 2657' 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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## TUCSON, AZ (CON'T)

### TUCSON INTL (TUS) (CON'T)

**Rwy 12 (CON'T)**, vegetation beginning 419' from DER, 328' right of centerline, up to 2658' MSL.  
 Tree, vegetation beginning 445' from DER, 394' left of centerline, up to 2665' MSL.  
 Vegetation beginning 523' from DER, 347' right of centerline, up to 2661' MSL.  
 Vegetation beginning 593' from DER, 393' right of centerline, up to 2662' MSL.  
 Vegetation beginning 631' from DER, 423' right of centerline, up to 2663' MSL.  
 Tree, vegetation beginning 650' from DER, 411' left of centerline, up to 2668' MSL.  
 Tree, vegetation beginning 679' from DER, 395' left of centerline, up to 2671' MSL.  
 Vegetation 742' from DER, 662' right of centerline, 2664' MSL.  
 Vegetation 832' from DER, 583' right of centerline, 2665' MSL.  
 Vegetation 841' from DER, 693' right of centerline, 2666' MSL.  
 Vegetation beginning 892' from DER, 677' right of centerline, up to 2669' MSL.  
 Trees, vegetation beginning 893' from DER, 412' left of centerline, up to 2674' MSL.  
 Trees beginning 1046' from DER, 527' left of centerline, up to 2677' MSL.  
 Tree 1573' from DER, 909' right of centerline, 2684' MSL.  
 Tree 1708' from DER, 899' right of centerline, 2686' MSL.  
 Tree 1726' from DER, 705' left of centerline, 2687' MSL.  
 Tree 1756' from DER, 918' right of centerline, 2690' MSL.  
 Transmission lines beginning 4721' from DER, 984' left of centerline, up to 66' AGL/2765' MSL.  
 Transmission line 4969' from DER, 997' left of centerline, 77' AGL/2775' MSL.  
**Rwy 22**, vegetation, light poles beginning 8' from DER, 53' right of centerline, up to 10' AGL/2568' MSL.  
 Light poles 10' from DER, 51' left of centerline, 2' AGL/2561' MSL.  
 Tree 30' from DER, 380' right of centerline, 2572' MSL.  
 Vehicle on road, tree, fence beginning 32' from DER, 324' right of centerline, up to 2580' MSL.  
 Trees, vegetation, fence beginning 45' from DER, 255' left of centerline, up to 2573' MSL.  
 Vehicle on road, trees, vegetation, poles beginning 60' from DER, 74' right of centerline, up to 2581' MSL.  
 Trees beginning 267' from DER, 479' left of centerline, up to 2577' MSL.  
 Trees, vegetation, vehicle on road, pole beginning 288' from DER, 8' left of centerline, up to 2590' MSL.  
 Vehicle on road 357' from DER, 140' right of centerline, 2582' MSL.  
 Pole, trees, vehicle on road beginning 362' from DER, 17' right of centerline, up to 33' AGL/2585' MSL.  
 Poles, trees, vehicle on road beginning 401' from DER, 42' right of centerline, up to 34' AGL/2586' MSL.  
 Tree, poles beginning 580' from DER, 35' right of centerline, up to 2600' MSL.  
 Poles, tree beginning 1029' from DER, 84' left of centerline, up to 46' AGL/2599' MSL.  
 Pole 1282' from DER, 781' left of centerline, 43' AGL/2602' MSL.  
 Poles, buildings beginning 1298' from DER, 138' left of centerline, up to 57' AGL/2616' MSL.  
 Buildings, poles beginning 1301' from DER, 158' right of centerline, up to 2611' MSL.

### DIVERSE VECTOR AREA (RADAR VECTORS)

#### AMDT 1 30NOV23 (23334) (FAA)

**Rwy 4**, heading as assigned by ATC; requires min climb of 228' per NM to 3000.  
**Rwy 12**, heading as assigned by ATC.  
**Rwy 22**, heading as assigned by ATC.  
**Rwy 30**, heading as assigned by ATC; requires min climb of 328' per NM to 6700.

## VERNAL, UT

### VERNAL RGNL (VEL)

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

##### AMDT 2 07DEC17 (17341) (FAA)

###### TAKEOFF MINIMUMS:

**Rwy 17**, std. w/ min. climb of 210' per NM to 6000, or alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER or 2200-3 for VCOA.

**Rwy 35**, std. w/ min. climb of 410' per NM to 7700 or 2200-3 for VCOA.

###### DEPARTURE PROCEDURE:

**Rwy 17**, climbing left turn direct VEL VOR/DME, thence . . .

**Rwy 35**, climbing right turn direct VEL VOR/DME, thence . . .

. . . on VEL VOR/DME R-142 to ENSEN INT/VEL 9.7 DME and hold (hold SE, right turn, 322° inbound). Continue Climb-in-hold to the MEA/MCA for route of flight.

###### VCOA:

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

###### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, terrain beginning 19' from DER, 140' right of centerline, up to 5290' MSL.  
 Terrain and agricultural equipment beginning 118' from DER, 15' left of centerline, up to 6' AGL/5284' MSL.  
 Tree 1333' from DER, 295' left of centerline, 5315' MSL.  
 Tree 1378' from DER, 221' left of centerline, 5317' MSL.  
 Tree 1456' from DER, 112' left of centerline, 5318' MSL.  
 Tree 1498' from DER, 32' left of centerline, 5320' MSL.  
 Poles beginning 1948' from DER, 46' right of centerline, up to 35' AGL/5334' MSL.  
 Trees beginning 2411' from DER, 19' left of centerline, up to 5370' MSL.  
 Tree 2439' from DER, 296' right of centerline, 5339' MSL.  
 Tree 2468' from DER, 288' right of centerline, 5341' MSL.  
 Trees beginning 2497' from DER, 290' right of centerline, up to 5344' MSL.  
 Trees beginning 2511' from DER, 105' left of centerline, up to 5374' MSL.

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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## VERNAL, UT (CON'T)

### VERNAL RGNL (VEL) (CON'T)

**Rwy 17 (CON'T)**, tree 2534' from DER, 361' right of centerline, 5355' MSL.

Tree 2553' from DER, 355' right of centerline, 5362' MSL.

Trees beginning 2573' from DER, 323' right of centerline, up to 5370' MSL.

Trees beginning 4620' from DER, 71' left of centerline, up to 5397' MSL.

Tree 4749' from DER, 184' right of centerline, 5401' MSL.

Tree 4895' from DER, 65' left of centerline, 5403' MSL.

**Rwy 35**, pole 178' from DER, 153' left of centerline, 5290' MSL.

Tree and pole beginning 934' from DER, 625' right of centerline, up to 5302' MSL.

## WENDOVER, UT

### WENDOVER (ENV)

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

AMDT 7 31MAR16 (16091) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 26**, std. w/min. climb of 300' per NM to 5900.

**Rwy 30**, NA-ATC.

##### DEPARTURE PROCEDURE:

**Rwys 8, 12, 26**, climbing left turn direct BVL VORTAC, thence...

...continue climb in holding pattern (hold NE, right turns, 253' inbound) to cross BVL VORTAC at/above MEA for route of flight.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, bush 92' from DER, 258' left of centerline, 4' AGL/4227' MSL.

**Rwy 26**, tree 100' from DER, 500' right of centerline, 11' AGL/4240' MSL.

Bush 90' from DER, 278' left of centerline, 4' AGL/4233' MSL.

## WILLCOX, AZ

### COCHISE COUNTY (P33)

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

AMDT 1A 03NOV22 (22307) (FAA)

##### DEPARTURE PROCEDURE:

Use COCHISE DEPARTURE (OBSTACLE).

## WILLIAMS, AZ

### H A CLARK MEML FLD (CMR)

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

ORIG 05OCT23 (23278) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 18**, std w/min climb of 490' per NM to 9500 or 3400-3 for VCOA.

**Rwy 36**, std w/min climb of 340' per NM to 7400 or 3400-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 18**, climb on heading 178° to 7100, then climbing left turn on a heading between 360° CW 030° from DER.

**Rwy 36**, climb on heading 358° to 7700, then climbing left turn on a heading between 250° CW 350° from DER.

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, pole 7' from DER, 37' right of centerline, 6' AGL/6692' MSL.

NAVAID 40' from DER, 124' left of centerline, 9' AGL/6693' MSL.

Terrain 69' from DER, 241' right of centerline, 6693' MSL.

Vegetation 198' from DER, 305' right of centerline, 3' AGL/6696' MSL.

Fence 215' from DER, 556' right of centerline, 8' AGL/6697' MSL.

Tree 306' from DER, 170' left of centerline, 16' AGL/6699' MSL.

Trees beginning 321' from DER, 340' right of centerline, up to 6711' MSL.

Tree 337' from DER, 195' left of centerline, 19' AGL/6700' MSL.

Tree 391' from DER, 175' left of centerline, 19' AGL/6702' MSL.

Trees beginning 444' from DER, 172' left of centerline, up to 6711' MSL.

Trees beginning 494' from DER, 267' right of centerline, up to 6714' MSL.

Trees beginning 604' from DER, 158' left of centerline, up to 6719' MSL.

Tree 635' from DER, 258' right of centerline, 6720' MSL.

Trees beginning 651' from DER, 416' right of centerline, up to 6726' MSL.

Trees beginning 924' from DER, 426' right of centerline, up to 6729' MSL.

Tree 1069' from DER, 387' left of centerline, 6725' MSL.

Trees beginning 1192' from DER, 127' left of centerline, up to 6733' MSL.

Tree 1255' from DER, 95' right of centerline, 29' AGL/6731' MSL.

Tree 1259' from DER, 613' right of centerline, 6734' MSL.

Trees beginning 1275' from DER, 246' right of centerline, up to 6736' MSL.

Tree 1411' from DER, 265' left of centerline, 41' AGL/6737' MSL.

Trees beginning 1428' from DER, 113' right of centerline, up to 39' AGL/6744' MSL.

Trees beginning 1452' from DER, 158' left of centerline, up to 40' AGL/6738' MSL.

Trees beginning 1483' from DER, 7' right of centerline, up to 41' AGL/6745' 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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## WILLIAMS, AZ (CON'T)

### H A CLARK MEML FLD (CMR) (CON'T)

**Rwy 18 (CON'T)**, tree 1575' from DER, 215' left of centerline, 41' AGL/6740' MSL.  
 Trees beginning 1619' from DER, 3' left of centerline, up to 52' AGL/6752' MSL.  
 Tree 2322' from DER, 360' right of centerline, 6752' MSL.  
 Tree 2485' from DER, 706' right of centerline, 6756' MSL.  
 Tree 3128' from DER, 1202' right of centerline, 6770' MSL.  
 Tree 3389' from DER, 255' right of centerline, 43' AGL/6777' MSL.  
 Tree 3493' from DER, 809' right of centerline, 6779' MSL.  
 Trees beginning 3571' from DER, 312' right of centerline, up to 6785' MSL.  
 Trees beginning 3630' from DER, 383' right of centerline, up to 25' AGL/6792' MSL.  
 Trees beginning 3671' from DER, 230' right of centerline, up to 6811' MSL.  
 Trees beginning 4165' from DER, 407' left of centerline, up to 64' AGL/6799' MSL.  
 Tree 4201' from DER, 742' left of centerline, 6806' MSL.  
 Tree 4954' from DER, 781' left of centerline, 6821' MSL.  
 Tree 5223' from DER, 1377' left of centerline, 6841' MSL.  
 Tree 1 NM from DER, 810' left of centerline, 6860' MSL.  
 Tree 1.1 NM from DER, 2194' right of centerline, 6865' MSL.  
 Tree 1.1 NM from DER, 2128' right of centerline, 6873' MSL.  
 Trees beginning 1.1 NM from DER, 2138' right of centerline, up to 6886' MSL.  
 Trees beginning 1.1 NM from DER, 1975' right of centerline, up to 6887' MSL.  
 Trees beginning 1.1 NM from DER, 2078' right of centerline, up to 6898' MSL.  
 Trees beginning 1.2 NM from DER, 1525' right of centerline, up to 6913' MSL.  
 Trees beginning 1.2 NM from DER, 1865' right of centerline, up to 6933' MSL.  
 Trees beginning 1.2 NM from DER, 1139' right of centerline, up to 6963' MSL.  
 Trees beginning 1.2 NM from DER, 1009' right of centerline, up to 6966' MSL.  
 Trees beginning 1.2 NM from DER, 1710' right of centerline, up to 6973' MSL.  
 Trees beginning 1.2 NM from DER, 1580' right of centerline, up to 6980' MSL.  
 Tree 1.2 NM from DER, 2039' right of centerline, 6986' MSL.  
 Tree, terrain beginning 1.2 NM from DER, 1309' right of centerline, up to 7007' MSL.  
 Trees beginning 1.3 NM from DER, 1013' right of centerline, up to 7030' MSL.  
 Tree 1.3 NM from DER, 1992' right of centerline, 7040' MSL.  
 Trees beginning 1.3 NM from DER, 903' right of centerline, up to 7055' MSL.  
 Trees beginning 1.3 NM from DER, 1023' right of centerline, up to 7067' MSL.  
 Trees beginning 1.3 NM from DER, 1128' right of centerline, up to 7073' MSL.  
 Trees beginning 1.3 NM from DER, 1540' right of centerline, up to 7100' MSL.  
 Trees beginning 1.3 NM from DER, 891' right of centerline, up to 7156' MSL.  
 Tree, terrain beginning 1.3 NM from DER, 1104' right of centerline, up to 7160' MSL.  
 Tree, terrain beginning 1.3 NM from DER, 1' right of centerline, up to 56' AGL/7193' MSL.  
 Tree 1.3 NM from DER, 577' left of centerline, 6898' MSL.  
 Trees beginning 1.3 NM from DER, 81' left of centerline, up to 6912' MSL.  
 Trees beginning 1.4 NM from DER, 233' left of centerline, up to 6929' MSL.  
 Trees beginning 1.4 NM from DER, 121' left of centerline, up to 6934' MSL.  
 Trees beginning 1.4 NM from DER, 194' left of centerline, up to 6940' MSL.  
 Trees beginning 1.4 NM from DER, 68' left of centerline, up to 6956' MSL.  
 Tree, terrain beginning 1.4 NM from DER, 22' left of centerline, up to 6960' MSL.  
 Tree, terrain beginning 1.5 NM from DER, 11' left of centerline, up to 6966' MSL.  
 Trees beginning 1.5 NM from DER, 16' left of centerline, up to 46' AGL/6977' MSL.  
 Tree 1.9 NM from DER, 3407' right of centerline, 6992' MSL.  
**Rwy 36**, light poles 7' from DER, 36' left of centerline, 2' AGL/6632' MSL.  
 Trees beginning 10' from DER, 368' left of centerline, up to 6640' MSL.  
 Trees beginning 72' from DER, 177' left of centerline, up to 18' AGL/6645' MSL.  
 Trees beginning 114' from DER, 289' right of centerline, up to 6642' MSL.  
 Trees beginning 400' from DER, 410' right of centerline, up to 6645' MSL.  
 Trees beginning 2 NM from DER, 2541' left of centerline, up to 7011' MSL.  
 Trees beginning 2 NM from DER, 2885' left of centerline, up to 7104' MSL.  
 Tree 2.1 NM from DER, 3044' left of centerline, 13' AGL/7146' MSL.  
 Tree 2.1 NM from DER, 3577' left of centerline, 16' AGL/7164' MSL.  
 Antenna, trees beginning 2.1 NM from DER, 2316' left of centerline, up to 20' AGL/7179' MSL.  
 Building, tree beginning 2.5 NM from DER, 1502' left of centerline, up to 15' AGL/7203' MSL.

## WINDOW ROCK, AZ

### WINDOW ROCK (RQE)

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

AMDT 2 05DEC19 (19339) (FAA)

##### TAKEOFF MINIMUMS:

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

**Rwy 21**, std. w/min. climb of 285' per NM to 8100 or 1600-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 3**, climb on heading 025° to 7500, then right turn to intercept GUP VORTAC R-321 to GUP VORTAC before proceeding on course.

**Rwy 21**, climb on heading 205° to 7400 then left turn direct GUP VORTAC before proceeding on course.

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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## WINDOW ROCK, AZ (CON'T)

### WINDOW ROCK (RQE) (CON'T)

VCOA:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, vegetation beginning 32' from DER, 73' left of centerline, up to 6745' MSL.  
Building 416' from DER, 609' right of centerline, 19' AGL/6766' MSL.  
Poles beginning 477' from DER, 344' right of centerline, up to 33' AGL/6772' MSL.  
Tree, pole beginning 1336' from DER, 114' left of centerline, up to 6796' MSL.  
Sign 1380' from DER, 109' right of centerline, 29' AGL/6777' MSL.  
Pole 1448' from DER, 291' right of centerline, 39' AGL/6788' MSL.  
Tree 1586' from DER, 392' left of centerline, 6806' MSL.  
Sign, pole beginning 1774' from DER, 225' right of centerline, up to 52' AGL/6805' MSL.  
Pole 1868' from DER, 746' left of centerline, 38' AGL/6823' MSL.  
Pole 3038' from DER, 91' right of centerline, 40' AGL/6824' MSL.  
Pole 3356' from DER, 457' left of centerline, 31' AGL/6840' MSL.  
Tree 3532' from DER, 613' left of centerline, 6850' MSL.  
Tree 3801' from DER, 682' left of centerline, 6871' MSL.  
Vertical structure, poles beginning 3832' from DER, 57' right of centerline, up to 6926' MSL.  
Pole 4044' from DER, 310' left of centerline, 44' AGL/6874' MSL.  
Tree 4616' from DER, 625' left of centerline, 6888' MSL.  
Vertical structure 5938' from DER, 147' right of centerline, 7024' MSL.  
Pole, vertical structures, towers beginning 1 NM from DER, 59' left of centerline, up to 6' AGL/7083' MSL.  
Tower, tree beginning 1.1 NM from DER, 102' right of centerline, up to 103' AGL/7096' MSL.  
Trees beginning 1.3 NM from DER, 2063' right of centerline, up to 50' AGL/7309' MSL.  
Vertical structures beginning 1.4 NM from DER, 1852' left of centerline, up to 7127' MSL.  
Trees beginning 1.4 NM from DER, 121' right of centerline, up to 50' AGL/7369' MSL.  
Vertical structure, tree beginning 1.5 NM from DER, 628' left of centerline, up to 50' AGL/7139' MSL.  
Trees beginning 1.6 NM from DER, 875' right of centerline, up to 50' AGL/7375' MSL.  
Tree 1.8 NM from DER, 357' left of centerline, 50' AGL/7351' MSL.  
Tree 1.9 NM from DER, 77' left of centerline, 50' AGL/7369' MSL.  
Tree 2.1 NM from DER, 26' left of centerline, 50' AGL/7429' MSL.  
Tree 2.4 NM from DER, 2921' right of centerline, 50' AGL/7449' MSL.  
**Rwy 21**, tree 955' from DER, 382' left of centerline, 6736' MSL.  
Tree 1018' from DER, 620' left of centerline, 6768' MSL.

## WINNEMUCCA, NV

### WINNEMUCCA MUNI (WMC)

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

AMDT 3 05OCT23 (23278) (FAA)

#### DEPARTURE PROCEDURE:

Use FESKO (RNAV) DEPARTURE.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees, NAVAID beginning 3' from DER, 113' right of centerline, up to 4356' MSL.  
NAVAID 39' from DER, 118' left of centerline, 8' AGL/4311' MSL.  
Tree 81' from DER, 402' right of centerline, 4357' MSL.  
Trees, vehicles on road beginning 98' from DER, 166' right of centerline, up to 4373' MSL.  
Tree 1177' from DER, 576' left of centerline, 4346' MSL.  
Tree 1265' from DER, 763' left of centerline, 4349' MSL.  
Tree 1404' from DER, 647' left of centerline, 4360' MSL.  
**Rwy 14**, pole 1' from DER, 24' left of centerline, 4304' MSL.  
NAVAID 40' from DER, 126' left of centerline, 4305' MSL.  
Vehicles on road, vegetation, trees beginning 121' from DER, 328' left of centerline, up to 4319' MSL.  
Tree 178' from DER, 438' right of centerline, 4310' MSL.  
Vehicles on road beginning 259' from DER, 406' left of centerline, up to 4321' MSL.  
**Rwy 20**, tree 26' from DER, 406' right of centerline, 4306' MSL.  
Pole 65' from DER, 385' left of centerline, 8' AGL/4311' MSL.  
Tree 129' from DER, 192' right of centerline, 4308' MSL.  
**Rwy 32**, NAVAID 39' from DER, 123' left of centerline, 3' AGL/4303' MSL.  
Vegetation 77' from DER, 351' left of centerline, 4304' MSL.  
Tree 166' from DER, 478' right of centerline, 4306' MSL.  
Vehicles on road beginning 184' from DER, 405' left of centerline, up to 4314' MSL.  
Vehicles on road beginning 273' from DER, 267' right of centerline, up to 4316' MSL.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



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



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SW-4

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

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## WINSLOW, AZ

### WINSLOW-LINDBERGH RGNL (INW)

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

ORIG 11DEC14 (14345) (FAA)

#### DEPARTURE PROCEDURE:

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

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

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

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

#### TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

Light support structure 13' from DER, 56' right of centerline, up to 4871' MSL.

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

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

Trees beginning 385' from DER, 124' right of centerline, 100' AGL/4923' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 1746' from DER, 581' right of centerline, 100' AGL/4993' MSL.

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

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

Light support structures 10' from DER, 54' right of centerline, up to 4942' MSL.

## YERINGTON, NV

### YERINGTON MUNI (O43)

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

ORIG 05SEP24 (24249) (FAA)

#### DEPARTURE PROCEDURE:

Use YERINGTON (OBSTACLE) (RNAV) DEPARTURE.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, pole, vertical point, terrain beginning 15' from DER, 104' right of centerline, up to 6' AGL/4377' MSL.

Trees, NAVAID beginning 54' from DER, 198' right of centerline, up to 22' AGL/4391' MSL.

Vehicles on road beginning 106' from DER, 161' left of centerline, up to 4388' MSL.

Trees beginning 363' from DER, 307' right of centerline, up to 25' AGL/4395' MSL.

Trees beginning 445' from DER, 523' right of centerline, up to 4430' MSL.

Tree 519' from DER, 476' right of centerline, 4436' MSL.

Tree 543' from DER, 641' left of centerline, 45' AGL/4415' MSL.

Tree 816' from DER, 330' right of centerline, 4441' MSL.

Trees beginning 1795' from DER, 87' right of centerline, up to 4450' MSL.

Tree 2561' from DER, 798' right of centerline, 85' AGL/4454' MSL.

**Rwy 20**, terrain 3' from DER, 241' left of centerline, 4382' MSL.

Poles, trees, fence, vehicle on road beginning 56' from DER, 433' left of centerline, up to 44' AGL/4421' MSL.

Tree 58' from DER, 48' right of centerline, 4382' MSL.

Pole, wind indicator, NAVAID, building, terrain, fences, vehicles on road, tank, tree beginning 91' from DER, 72' right of centerline, up to 34' AGL/4415' MSL.

Building, poles, trees, vehicles on road beginning 368' from DER, 241' left of centerline, up to 44' AGL/4430' MSL.

Tree 734' from DER, 477' right of centerline, 57' AGL/4436' MSL.

Antenna, tower, poles, trees, building beginning 755' from DER, 40' left of centerline, up to 73' AGL/4457' MSL.

Trees, buildings, poles beginning 876' from DER, 63' right of centerline, up to 59' AGL/4439' MSL.

Tower 1361' from DER, 505' left of centerline, 81' AGL/4461' MSL.

Antennas, building, poles, trees beginning 1361' from DER, 233' left of centerline, up to 82' AGL/4464' MSL.

Towers, trees beginning 2023' from DER, 33' left of centerline, up to 90' AGL/4473' MSL.

Antenna 2473' from DER, 756' left of centerline, 124' AGL/4508' MSL.

Tree 2481' from DER, 39' right of centerline, 62' AGL/4445' MSL.

Towers, trees beginning 2489' from DER, 70' left of centerline, up to 127' AGL/4511' MSL.

Tree 2561' from DER, 187' right of centerline, 4455' 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

## YERINGTON, NV (CON'T)

### YERINGTON MUNI (O43) (CON'T)

**Rwy 20 (CON'T)**, tree 2608' from DER, 222' right of centerline, 73' AGL/4456' MSL.

Tree 3020' from DER, 192' right of centerline, 4458' MSL.

Terrain beginning 1.8 NM from DER, 3194' right of centerline, up to 4674' MSL.

Terrain beginning 1.9 NM from DER, 2711' right of centerline, up to 4684' MSL.

Trees 2.1 NM from DER, 4018' right of centerline, 100' AGL/4769' MSL.

Trees beginning 2.2 NM from DER, 4075' right of centerline, up to 100' AGL/4772' MSL.

## YUMA MCAS/YUMA INTL (KNYL)

### YUMA, AZ

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

AMDT 1 22APR21 (21112) (USN)

##### DEPARTURE PROCEDURE:

**Rwys 3L/R, 17, 21L/R, 26, 35**, diverse departures authorized.

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

##### TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

**Rwy 17**, twr 4362' from DER, 1180' right of cntrln, 65' AGL/265' MSL.

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

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

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

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

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

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

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

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

**Rwy 35**, terrain 0' from DER, 500' right of cntrln, 197' MSL.

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

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

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

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

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

Pylon power 711' from DER, 520' left of cntrln, 37' AGL/232' MSL.

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

SW-4, 12 JUN 2025 to 07 AUG 2025



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



25163

SW-4

SW-4, 12 JUN 2025 to 07 AUG 2025

INSTRUMENT APPROACH PROCEDURE CHARTS

**A** IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.  
**A**NA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **A**NA designation are not listed in this section. **A** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	600-2	800-2
<b>A</b> 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).

NAME ALTERNATE MINIMUMS

**BATTLE MOUNTAIN, NV**

BATTLE  
MOUNTAIN (BAM).....RNAV (GPS) Rwy 4<sup>12</sup>  
RNAV (GPS) Rwy 22<sup>3</sup>  
VOR Rwy 4<sup>1</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-2¾.  
<sup>3</sup>Category D, 1000-3.

**BEAVER, UT**

BEAVER  
MUNI (U52).....RNAV (GPS)-A  
Categories A, B, 1300-2; Category C, 1800-3.

**BLANDING, UT**

BLANDING MUNI (BDG).....RNAV (GPS) Rwy 35  
NA when local weather not available.  
Category C, 900-2¾.

**BOULDER CITY, NV**

BOULDER CITY  
MUNI (BVU).....RNAV (GPS) Rwy 27  
Category B, 1200-2; Category C, 1800-3.

NAME ALTERNATE MINIMUMS

**BULLHEAD CITY, AZ**

LAUGHLIN/BULLHEAD  
INTL (IFP).....RNAV (GPS) Rwy 16<sup>12</sup>  
RNAV (GPS) Rwy 34<sup>3</sup>  
VOR Rwy 34<sup>4</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>Category A, 800-2½; Category B, 900-2½;  
Category C, 1100-3; Category D, 1700-3.  
<sup>3</sup>Categories A, B, 1100-2; Category C, 1100-3;  
Category D, 1700-3.  
<sup>4</sup>Categories A, B, 2200-2; Categories C, D, 2200-3.

**CARSON CITY, NV**

CARSON CITY (CXP).....RNAV (GPS)-B  
Categories A, B, 1700-2; Category C, 1700-3;  
Category D, 3000-3.

**CASA GRANDE, AZ**

CASA GRANDE  
MUNI (CGZ).....RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23<sup>1</sup>

Category D, 800-2½.  
<sup>1</sup>NA when local weather not available.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

NAME ALTERNATE MINIMUMS

**CEDAR CITY, UT**

CEDAR CITY  
RGNL (CDC).....RNAV (GPS) Rwy 2<sup>1</sup>  
RNAV (GPS) Rwy 20  
VOR Rwy 20<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, C, D, 900-2½.

<sup>2</sup>Category D, 800-2¼.

**COLORADO CITY, AZ**

COLORADO CITY  
MUNI (AZC).....RNAV (GPS) Rwy 11  
RNAV (GPS) Rwy 29

Categories C, D, 2100-3.

**COOLIDGE, AZ**

COOLIDGE MUNI (P08).....RNAV (GPS) Rwy 23  
VOR Rwy 5

NA when local weather not available.

**DOUGLAS BISBEE, AZ**

BISBEE DOUGLAS  
INTL (DUG).....RNAV (GPS) Rwy 17<sup>1</sup>  
VOR/DME Rwy 17<sup>1</sup>  
VOR Rwy 17<sup>2</sup>

<sup>1</sup>Category D, 1100-3.

<sup>2</sup>Category C, 800-2½; Category D, 1100-3.

**ELKO, NV**

ELKO RGNL (EKO).....LDA/DME Rwy 24<sup>1</sup>  
RNAV (GPS) Rwy 6<sup>2</sup>  
RNAV (GPS) Rwy 24<sup>2</sup>

<sup>1</sup>Category B, 1000-2; Category C, 1500-3;

Category D, 1900-3.

<sup>2</sup>Categories A, B, 1200-2; Category C, 1500-3;

Category D, 1900-3.

**ELY, NV**

ELY/YELLAND  
FLD (ELY).....RNAV (GPS) Rwy 18<sup>1</sup>  
VOR-C<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, C, 1100-4; Category D, 2000-4.

<sup>2</sup>Categories A, B, 1900-2; Category C, 1900-3;

Category D, 2000-3.

**EUREKA, NV**

EUREKA (05U).....RNAV (GPS) Rwy 18  
Categories A, B, C, D, 2000-6.

**FILLMORE, UT**

FILLMORE  
MUNI (FOM).....RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22

NA when local weather not available.

Category C 1300-3.

NAME ALTERNATE MINIMUMS

**FLAGSTAFF, AZ**

FLAGSTAFF  
PULLIAM (FLG).....ILS or LOC Rwy 21<sup>1</sup>  
RNAV (GPS) Rwy 3<sup>2</sup>  
RNAV (GPS) Rwy 21<sup>2</sup>  
VOR Rwy 21<sup>2</sup>

<sup>1</sup>ILS, LOC, Category C, 1100-3; Category, D, 1600-3.

<sup>2</sup>Category C, 1100-3; Category, D, 1600-3.

**FORT HUACHUCA SIERRA VISTA, AZ**

SIERRA VISTA MUNI-  
LIBBY AAF (FHU).....ILS or LOC Rwy 26<sup>1</sup>  
RNAV (GPS) Rwy 8<sup>1</sup>  
RNAV (GPS) Rwy 26<sup>1</sup>  
TACAN Rwy 8<sup>23</sup>  
TACAN Rwy 26<sup>23</sup>  
VOR Rwy 26<sup>1</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>NA when GCA closed.

**GLENDALE, AZ**

GLENDALE  
RGNL (GEU).....RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 19

NA when local weather not available.

**GRAND CANYON, AZ**

GRAND CANYON NTL  
PARK (GCN).....ILS or LOC Rwy 3<sup>12</sup>  
RNAV (GPS) Rwy 3<sup>3</sup>  
VOR Rwy 3<sup>4</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category C, 700-2; Category D, 1100-3;

LOC, Category D, 1100-3.

<sup>3</sup>Category C, 800-3; Category D, 1100-3.

<sup>4</sup>Category D, 1100-3.

**HAWTHORNE, NV**

HAWTHORNE  
INDUSTRIAL (HTH).....RNAV (GPS) Rwy 28  
Category C, 1500-3.

**HEBER, UT**

HEBER  
VALLEY (HCR).....RNAV (GPS)-A  
Categories, A, B, 2400-2; Category C, 2400-3.

**KANAB, UT**

KANAB MUNI (KNB).....RNAV (GPS) Rwy 1  
Category B, 1300-2; Category C, 1600-3.

**KINGMAN, AZ**

KINGMAN (IGM).....RNAV (GPS) Rwy 3<sup>1</sup>  
RNAV (GPS) Y Rwy 21<sup>1</sup>  
VOR/DME Rwy 21<sup>2</sup>

<sup>1</sup>Categories C, D, 1000-3.

<sup>2</sup>Category C, 1000-3; Category D, 1900-3.

NAME ALTERNATE MINIMUMS

**LAKE HAVASU CITY, AZ**

LAKE HAVASU

CITY (HII).....RNAV (GPS) Rwy 14<sup>1</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>  
VOR-A<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

<sup>2</sup>Categories A, B, 900-2; Category C 1100-3;  
Category D 1400-3.

<sup>3</sup>Categories A, B, 1100-2; Category C 1100-3;  
Category D 1400-3.

**LAS VEGAS, NV**

HARRY REID INTL (LAS).....ILS or LOC Rwy 1L<sup>1</sup>  
ILS Y or LOC Y Rwy 26L<sup>1</sup>  
ILS Y or LOC Y Rwy 26R<sup>1</sup>  
ILS Z or LOC Z Rwy 26L<sup>2</sup>  
ILS Z or LOC Z Rwy 26R<sup>2</sup>  
RNAV (GPS) Rwy 1R<sup>3</sup>  
RNAV (GPS) Y Rwy 19L<sup>3</sup>  
RNAV (GPS) Y Rwy 19R<sup>3</sup>  
VOR Rwy 26L/R<sup>3</sup>  
VOR/DME-A<sup>4</sup>

<sup>1</sup>LOC, Categories A, B, 900-2;  
Category C, 1000-2½; Category D, 1400-3.

<sup>2</sup>LOC, Categories A, B, 900-2; Category C,  
1000-2½; Categories D, E, 1400-3.

<sup>3</sup>Categories A, B, 900-2; Category C, 1000-2½,  
Categories D, 1400-3.

<sup>4</sup>Categories A, B, 900-2; Categories C, D, 1100-3.

HENDERSON EXEC (HND).....RNAV (GPS)-B<sup>1</sup>  
VOR-C<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1400-2; Category C,  
1400-3.

<sup>2</sup>Categories A, B, 2400-2; Category C, 2400-3.

NORTH LAS

VEGAS (VGT).....ILS or LOC Rwy 12L<sup>1</sup>  
RNAV (GPS) Rwy 12R<sup>2</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 1400-3.

**LOGAN, UT**

LOGAN-CACHE (LGU).....RNAV (GPS) Rwy 17  
Categories A, B, 1400-2; Categories C, D, 1400-3.

**LOVELOCK, NV**

DERBY FLD (LOL).....RNAV (GPS) Rwy 2<sup>1</sup>  
RNAV (GPS) Rwy 20<sup>1</sup>  
VOR-A<sup>2</sup>

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 1000-3.

**MANTI, UT**

MANTI-EPHRAIM (41U).....RNAV (GPS) Rwy 3  
Category C, 800-2½; Category D, 2200-3.

NAME ALTERNATE MINIMUMS

**MARANA, AZ**

MARANA RGNL (AVQ).....RNAV (GPS)-E

NA when local weather not available.

Category C, 800-2½.

**MESA, AZ**

FALCON FLD (FFZ).....RNAV (GPS) Rwy 4L  
RNAV (GPS) Rwy 4R  
RNAV (GPS)-B

NA when local weather not available.

**MILFORD, UT**

MILFORD MUNI/BEN AND JUDY BRISCOE

FLD (MLF).....RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
VOR/DME-A<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category C, 1300-3; Category D, 1500-3.

**MINDEN, NV**

MINDEN-TAHOE (MEV).....RNAV (GPS) Rwy 16<sup>1</sup>  
RNAV (GPS) Rwy 34<sup>2</sup>

<sup>1</sup>Categories A, B, C, 1500-5; Category D, 1800-5.

<sup>2</sup>Categories A, B, 1000-2½; Category C, 1200-3.

**MOAB, UT**

CANYONLANDS

RGNL (CNY).....RNAV (GPS) Rwy 3  
VOR-A

Category C, 1100-3; Category D, 1700-3.

**NOGALES, AZ**

NOGALES INTL (OLS).....RNAV (GPS)-A<sup>1</sup>  
VOR-B<sup>2</sup>

<sup>1</sup>Categories A, B, 2600-2; Category C, 2600-3;  
Category D, 2900-3.

<sup>2</sup>Categories A, B, 2700-2; Category C, 2700-3;  
Category D, 2900-3.

**OGDEN, UT**

OGDEN-

HINCKLEY (OGD).....ILS or LOC Rwy 3<sup>1</sup>  
RNAV (GPS) Rwy 3<sup>23</sup>  
VOR-A<sup>23</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 800-2½.

**OWYHEE, NV**

OWYHEE (10U).....RNAV (GPS) Rwy 5  
Category D, 1500-3.

**PANGUITCH, UT**

PANGUITCH

MUNI (U55).....RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1200-2.

NAME ALTERNATE MINIMUMS

**PHOENIX, AZ**

PHOENIX DEER

VALLEY (DVT).....**RNAV (GPS)-B<sup>1</sup>**  
**RNAV (GPS) Rwy 7R<sup>2</sup>**  
**RNAV (GPS) Rwy 25L<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Categories A, B, 1000-2; Category C, 1200-3.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1200-3;  
 Category D, 1300-3.

PHOENIX SKY HARBOR

INTL (PHX).....**ILS or LOC/DME Rwy 7L<sup>1</sup>**  
**ILS or LOC Rwy 7R<sup>1</sup>**  
**ILS or LOC Rwy 8<sup>1</sup>**  
**ILS or LOC Rwy 25L<sup>1</sup>**  
**ILS or LOC Rwy 26<sup>1</sup>**  
**RNAV (GPS) Y Rwy 7L<sup>2</sup>**  
**RNAV (GPS) Y Rwy 7R<sup>2</sup>**  
**RNAV (GPS) Y Rwy 8<sup>3</sup>**  
**RNAV (GPS) Y Rwy 25L<sup>3</sup>**  
**RNAV (GPS) Y Rwy 25R<sup>3</sup>**  
**RNAV (GPS) Y Rwy 26<sup>3</sup>**

<sup>1</sup>LOC, Category C, 1000-2½; Category D, 1500-3.

<sup>2</sup>Category C, 1000-2½; Category D, 1500-3.

<sup>3</sup>Category C, 1000-2½; Category D, 1300-3.

MESA

GATEWAY (IWA).....**ILS or LOC Rwy 30C<sup>123</sup>**  
**RNAV (GPS) Rwy 12C<sup>4</sup>**  
**RNAV (GPS) Rwy 12R<sup>15</sup>**  
**RNAV (GPS) Rwy 30L<sup>14</sup>**  
**RNAV (GPS) Rwy 30R<sup>1</sup>**  
**RNAV (GPS) Y Rwy 30C<sup>14</sup>**  
**VOR or TACAN Rwy 30C<sup>14</sup>**

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>ILS, Category E, 700-2½; LOC Category E,  
 800-2½.

<sup>4</sup>Category E, 800-2½.

<sup>5</sup>Category E, 1100-3.

**PRESCOTT, AZ**

PRESCOTT RGNL/ERNEST A LOVE

FLD (PRC).....**ILS or LOC/DME Rwy 21L<sup>12</sup>**  
**RNAV (GPS) Y Rwy 3R<sup>3</sup>**  
**RNAV (GPS) Rwy 12<sup>3</sup>**  
**RNAV (GPS) Rwy 21L<sup>3</sup>**  
**VOR Rwy 12<sup>4</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category B, 700-2; Category C, 1100-3;  
 Category D, 1700-3. LOC, Category C, 1100-3;  
 Category D, 1700-3.

<sup>3</sup>Category C, 1100-3; Category D, 1700-3.

<sup>4</sup>Category C, 1100-3.

**PRICE, UT**

CARBON COUNTY RGNL/BUCK DAVIS

FLD (PUC).....**RNAV (GPS) Rwy 1**  
 Category B, 1000-2; Category C, 1200-3.

NAME

ALTERNATE MINIMUMS

**PROVO, UT**

PROVO

MUNI (PVU).....**ILS or LOC Rwy 13<sup>12</sup>**  
**RNAV (GPS) Rwy 13<sup>3</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

**RENO, NV**

RENO/TAHOE

INTL (RNO).....**ILS or LOC Rwy 35L<sup>1</sup>**  
**ILS X or LOC X Rwy 17R<sup>2</sup>**  
**ILS Y Rwy 17R<sup>3</sup>**  
**ILS Z or LOC Z Rwy 17R<sup>2</sup>**  
**LOC Y Rwy 17R<sup>4</sup>**  
**RNAV (GPS) X Rwy 17L<sup>5</sup>**  
**RNAV (GPS) X Rwy 17R<sup>6</sup>**  
**RNAV (GPS) X Rwy 35L<sup>7</sup>**  
**RNAV (GPS) X Rwy 35R<sup>8</sup>**  
**RNAV (GPS) Y Rwy 35L<sup>9</sup>**  
**RNAV (RNP) W Rwy 35L<sup>a</sup>**  
**RNAV (RNP) W Rwy 35R<sup>a</sup>**  
**RNAV (RNP) Z Rwy 35L<sup>a</sup>**  
**RNAV (RNP) Z Rwy 35R<sup>a</sup>**  
**TACAN-F<sup>b</sup>**  
**VOR-D<sup>c</sup>**

<sup>1</sup>ILS, 700-2; LOC, Categories A, B, 1000-2;  
 Category C, 2100-3.

<sup>2</sup>ILS, Categories A, B, C, D, 800-2; LOC,  
 Categories A, B, 1100-2; Categories C, D,  
 2100-3.

<sup>3</sup>Categories A, B, C, D, E, 1500-5.

<sup>4</sup>Categories A, B, 1600-2;

Categories C, D, 2100-3; Category E, 2300-3.

<sup>5</sup>Categories A, B, 1000-2; Categories C, D, 2100-3.

<sup>6</sup>Categories A, B, 1800-2; Categories C, D, 1800-3.

<sup>7</sup>Categories A, B, 1200-4;

Categories C, D, 2100-4.

<sup>8</sup>Categories A, B, 1100-4; Categories C, D, 2100-4.

<sup>9</sup>Categories A, B, C, 1000-2½.

<sup>a</sup>Categories A, B, C, D, 1000-2½.

<sup>b</sup>Categories A, B, 1900-2;

Categories C, D, E, 2100-3.

<sup>c</sup>Categories A, B, 1900-2;

Categories C, D, 2100-3.

**SALT LAKE CITY, UT**

SOUTH VALLEY

RGNL (SVR).....**RNAV (GPS) Rwy 34**

NA when local weather not available.

Category C, 1200-3; Category D, 1500-3.

**SAFFORD, AZ**

SAFFORD RGNL/1LT DUANE

SPALSBURY FLD (SAD).....**RNAV (GPS) Rwy 12**  
**RNAV (GPS) Rwy 30**

NA when local weather not available.

Category D, 800-2½.



NAME	ALTERNATE MINIMUMS
<b>ST GEORGE, UT</b>	
ST GEORGE	
RGNL (SGU).....	<b>RNAV (GPS) Rwy 1<sup>1</sup></b>
	<b>RNAV (GPS) Rwy 19<sup>2</sup></b>
<sup>1</sup> Category A, 900-2; Category B, 1000-2; Category C, 1000-3.	
<sup>2</sup> Categories A, B, 1100-2; Category C, 1100-3; Category D, 1800-3.	

**ST JOHNS, AZ**  
ST JOHNS INDUSTRIAL  
AIR PARK (SJN).....RNAV (GPS) Rwy 14  
VOR-A  
NA when local weather not available.

**SCOTTSDALE, AZ**  
SCOTTSDALE (SDL).....RNAV (GPS)-D<sup>1</sup>  
RNAV (GPS)-E<sup>1</sup>  
VOR/DME-A<sup>2</sup>

NA when local weather not available.  
<sup>1</sup>Category C, 1000-2½; Category D, 1800-3.  
<sup>2</sup>Categories A, B, 900-2; Category C, 1000-2½;  
Category D, 1800-3.

**SEDONA, AZ**  
SEDONA (SEZ).....RNAV (GPS) Rwy 3  
Category A, 900-2; Category B, 1100-2; Category C,  
2300-3; Category D, 1900-3.

**SHOW LOW, AZ**  
**SHOW LOW RGNL (SOW)...RNAV (GPS) Rwy 25**  
 NA when local weather not available.  
 Category C, 800-2½, Category D, 1000-3.

**TONOPAH, NV**  
TONOPAH (TPH).....**VOR-A**  
Categories A, B, 1300-2; Categories C, D, 1300-3.

**TOOELE, UT**  
BOLINDER FLD/TOOELE  
VALLEY (TVY).....**ILS or LOC Rwy 17<sup>1</sup>**  
**RNAV (GPS) Rwy 17<sup>2</sup>**  
<sup>1</sup>ILS, Category C, 800-2; Category D, 1100-3;  
LOC, Category D, 1100-3.  
<sup>2</sup>Category D. 1100-3.

**TUCSON, AZ**  
RYAN FLD (RYN).....RNAV (GPS) Rwy 6R  
Category D, 1000-3.

NAME	ALTERNATE MINIMUMS
<b>TUCSON, AZ (CON'T)</b>	
TUCSON INTL (TUS).....	ILS or LOC Rwy 12 <sup>1</sup>
	RNAV (GPS) Rwy 4 <sup>2</sup>
	RNAV (GPS) Rwy 22 <sup>3</sup>
	RNAV (GPS) Z Rwy 12 <sup>4</sup>
	RNAV (GPS) Z Rwy 30 <sup>4</sup>
	VOR or TACAN Rwy 12 <sup>5</sup>
	VOR or TACAN Rwy 30 <sup>6</sup>
<sup>1</sup> LOC, Categories A, B, 900-2;	
Category C, 900-2½; Category D, 1000-3;	
Category E, 1300-3.	
<sup>2</sup> Categories A, B, C, 800-2½; Category D, 1100-3.	
<sup>3</sup> Category D, 1100-3.	
<sup>4</sup> Category D, 1000-3.	
<sup>5</sup> Category D, 1000-3; Category E, 1300-3.	
<sup>6</sup> Category D, 1100-3; Category E, 1300-3.	

**VERNAL, UT**  
VERNAL RGNL (VEL).....RNAV (GPS) Y Rwy 35<sup>1</sup>  
RNAV (GPS) Z Rwy 35<sup>2</sup>  
VOR Rwy 35<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1100-2; Category C, 1100-3;  
Category D, 1200-3.

<sup>2</sup>Categories A, B, C, D, 1000-2½.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2¾;  
Category D, 1200-3.

**WENDOVER, UT**  
WENDOVER (ENV).....RNAV (GPS)-A<sup>34</sup>  
RNAV (GPS)-C<sup>45</sup>  
VOR/DME-B<sup>1</sup>  
VOR/DME or TACAN Rwy 26<sup>2</sup>

<sup>1</sup>Categories A, B, 1300-2; Category C, 1300-3;  
Category D, E 1500-3.  
<sup>2</sup>Category D, 900-2<sup>3</sup>; Category E, 1500-3.  
<sup>3</sup>Categories A, B, 1900-2; Categories C, D, E,  
1900-3.  
<sup>4</sup>NA when local weather not available.  
<sup>5</sup>Categories A, B, 1800-2; Categories C, D, E,  
1800-3.

**WILLCOX, AZ**  
COCHISE COUNTY (P33).....RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 21  
NA when local weather not available.

**WILLIAMS, AZ**  
H A CLARK  
MEML FLD (CMR).....RNAV (GPS) Rwy 18  
Categories A, B, 900-2; Categories C, D, 1400-3.

**WINDOW ROCK, AZ**  
 WINDOW ROCK (RQE).....RNAV (GPS) Rwy 3<sup>1</sup>  
   RNAV (GPS)-B<sup>2</sup>  
   VOR-A<sup>2</sup>

NA when local weather not available.  
<sup>1</sup>Categories A, B, 1000-2; Category C, 1100-3.  
<sup>2</sup>Categories A, B, 1000-2; Category C, 1100-3;  
 Category D, 1400-3.



25163

NAME

ALTERNATE MINIMUMS

NAME

ALTERNATE MINIMUMS

**WINNEMUCCA, NV**

WINNEMUCCA  
MUNI (WMC).....RNAV (GPS) Rwy 14<sup>1</sup>  
RNAV (GPS) Rwy 32

NA when local weather not available.  
<sup>1</sup>Category C, 800-2¼; Category D, 800-2½.

**WINSLOW, AZ**

WINSLOW-LINDBERGH  
RGNL (INW).....VOR or GPS Rwy 11  
Category D, 800-2½.

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RADAR INSTRUMENT APPROACH MINIMUMS

FALLON NAS (VAN VOORHIS FLD) (KNFL), Fallon, NV Amdt 4

21APR22 (22111) (USN)

ELEV 3935

RADAR<sup>1</sup> - (E) 120.85x 121.875x 257.65x 277.4x 308.4x 346.4x 360.2x 

	<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	7	3.0°/50/931	ABCDE	<b>4130</b> -¾	200	(200-¾)
	13L	3.0°/50/954	ABCDE	<b>4135</b> -¾	200	(200-¾)
	13R	3.0°/50/958	ABCDE	<b>4135</b> -¾	200	(200-¾)
	31L <sup>2</sup>	3.5°/57/934	ABCDE	<b>4197</b> -½	270	(300-½)
	31R	3.5°/57/925	ABCDE	<b>4198</b> -¾	270	(300-¾)
ASR	31L <sup>3</sup>		ABCDE	<b>4200</b> -1	273	(300-1)
	31R <sup>4</sup>		ABCDE	<b>4220</b> -1	292	(300-1)
	7		AB	<b>4340</b> -1	410	(500-1)
			CDE	<b>4340</b> -1½	410	(500-1½)
	13L <sup>5</sup>		AB	<b>4340</b> -1	405	(500-1)
			CDE	<b>4340</b> -1½	405	(500-1½)
	13R <sup>6</sup>		AB	<b>4340</b> -1	405	(500-1)
			CDE	<b>4340</b> -1½	405	(500-1½)
 CIR	ALL RWY		AB	<b>4400</b> -1	465	(500-1)
			C	<b>4700</b> -2¼	765	(800-2¼)
			D	<b>4920</b> -3	985	(1000-3)
			E	<b>4960</b> -3	1025	(1100-3)

CAUTION: ATC Missed Approach Minimum Climb Rate to 6500

PAR/ASR	Rwy	Knots	60	120	180	240	300	360
	7	FPM	370	740	1110	1480	1850	2220
	13L/R	FPM	300	600	900	1200	1500	1800

<sup>1</sup>No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above.

<sup>2</sup>VGSI and PAR glidepath not coincident (VGSI Angle 3.50/TCH 61).

<sup>3</sup>Step Down Fix 3 NM 4980'.

<sup>4</sup>Step Down Fix 3 NM 4940'.

<sup>5</sup>Step Down Fix 3 NM 4960'.

<sup>6</sup>Step Down Fix 2 NM 4600'.

CAUTION: Fallon Muni Airport (uncontrolled) 5 NM NW pattern altitude 800' AGL.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

YUMA MCAS/YUMA INTL (KNYL), Yuma, AZ Amdt 1 22APR21  
(21112) (USN)

ELEV 213

RADAR - (E) 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x



	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	21R <sup>1</sup>	3.0°/54/1073	ABCDE	393-½	200	(200-½)
	3L	3.0°/54/1021	ABCDE	395-¾	200	(200-¾)
PAR W/O GS	3L		ABCDE	560-1	365	(400-1)
	21R <sup>2</sup>		AB	600-½	407	(400-½)
			CDE	600-¾	407	(400-¾)
ASR	3L		ABCDE	560-1	365	(400-1)
	3R		AB	600-1	412	(400-1)
			CDE	600-1⅙	412	(400-1⅙)
	21L		AB	640-1	432	(500-1)
			CDE	640-1¼	432	(500-1¼)
	21R <sup>3</sup>		AB	640-½	447	(500-½)
			CDE	640-⅞	447	(500-⅞)
CIR	ALL RWY		A	680-1	467	(500-1)
			B	700-1	487	(500-1)
			C	800-1½	587	(600-1½)
			DE	800-2	587	(600-2)

<sup>1</sup>When ALS inop, increase CAT ABCDE vis to ¾ mile.  
<sup>2</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅙ miles.  
<sup>3</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅙ miles.

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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
OGDEN, UT OGDEN-HINCKLEY (OGD)	21	17-35	4,600 feet
PRESCOTT, AZ PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)	21L	12-30	5,904 feet

24305

24305

## 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*
CHANDLER, AZ CHANDLER MUNI (CHD)	HS 1	Rwy 22R may be used as an alternate taxi route.
GRAND CANYON, AZ GRAND CANYON NTL PARK (GCN)	HS 1	Twy A and Twy B at the Rwy 21 end.
LAS VEGAS, NV HENDERSON EXEC (HND)	HS 1	Twy H, Twy G, and Rwy 17R.
LAS VEGAS, NV HARRY REID INTL (LAS)	HS 2	Twy E and ramp area. High volume of traffic.
LAS VEGAS, NV NORTH LAS VEGAS (VGT)	HS 1	Wrong rwy departure risk. Aircraft departing Rwy 08L are sometime confused with Rwy 01L. Verify rwy heading and alignment with proper rwy prior to departure.
	HS 1	Rwy hold lines at Twy G and Twy F in close proximity to edge of large paved area.
	HS 2	Rwy 12R, Twy G.
	HS 3	Runway incursion risk. When taxiing to Rwy 12R-30L at Twy A via Twy R, the Runway Holding Position Marking for Rwy 12R-30L is encountered immediately.
	HS 4	Rwy 12L, Twy A.
MINDEN, NV MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
OGDEN, UT OGDEN-HINCKLEY (OGD)	HS 1	Confusing twy int in close proximity to rwy.
PHOENIX, AZ PHOENIX DEER VALLEY (DVT)	HS 1	Inadvertent Rwy 07R-25L crossings from Twy B5.
	HS 2	Inadvertent Rwy 07R-25L crossings from Twy B9.
PHOENIX, AZ PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PRESCOTT, AZ PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)	HS 1	Not visible from the twr.
SALT LAKE CITY, UT SALT LAKE CITY INTL (SLC)	HS 1	Wrong Rwy Departure Risk. Hold lines for Rwy 32 and Rwy 35 are at the same location at Twy K1 and Twy M with short taxi distance to either rwy.
	HS 2	High risk of Rwy incursion at Rwy 14-32 on Twy Q due to short taxi distance between rwys.
	HS 3	Twy A4 or Twy A5 at Twy A or Twy B mistakenly enter Rwy 16R-34L.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

24305

24025

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TUCSON, AZ RYAN FLD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ TUCSON INTL (TUS)	HS 1	Pilots taxiing to Rwy 12 via Twy D for departure sometimes cross the rwy holding position markings without authorization.

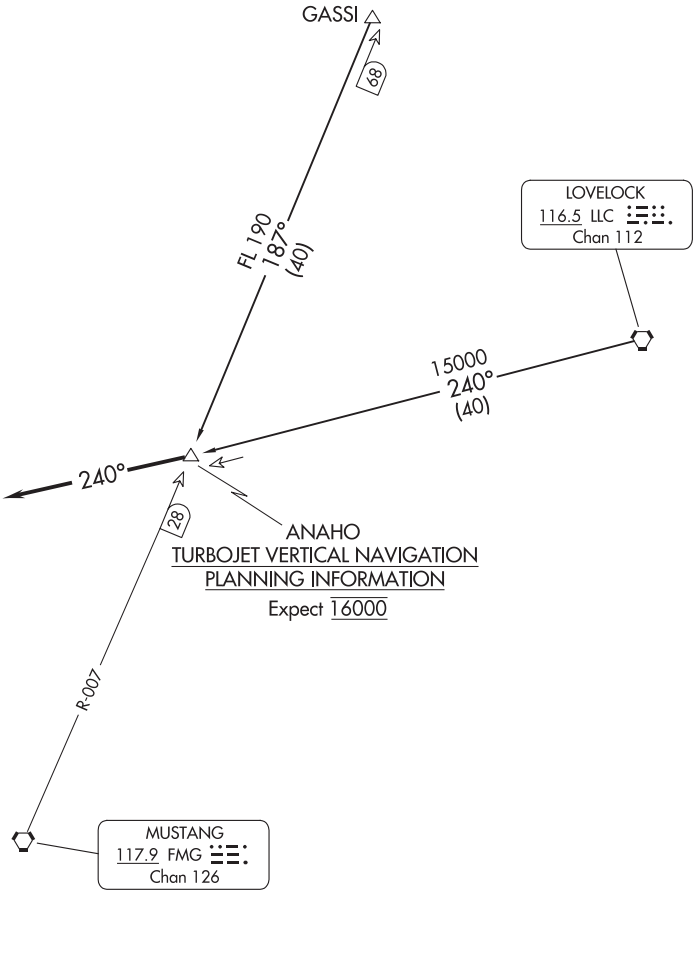
\*See appropriate Chart Supplement HOT SPOT table for additional information.

24025

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NORCAL APP CON  
126.3 353.9  
D-ATIS  
135.8 363.0



CAUTION: Intense glider activity up to FL180.

NOTE: RADAR required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

. . . Depart ANAHO INT/DME heading 240° for vectors to final approach course.

## AL-322 (FAA)



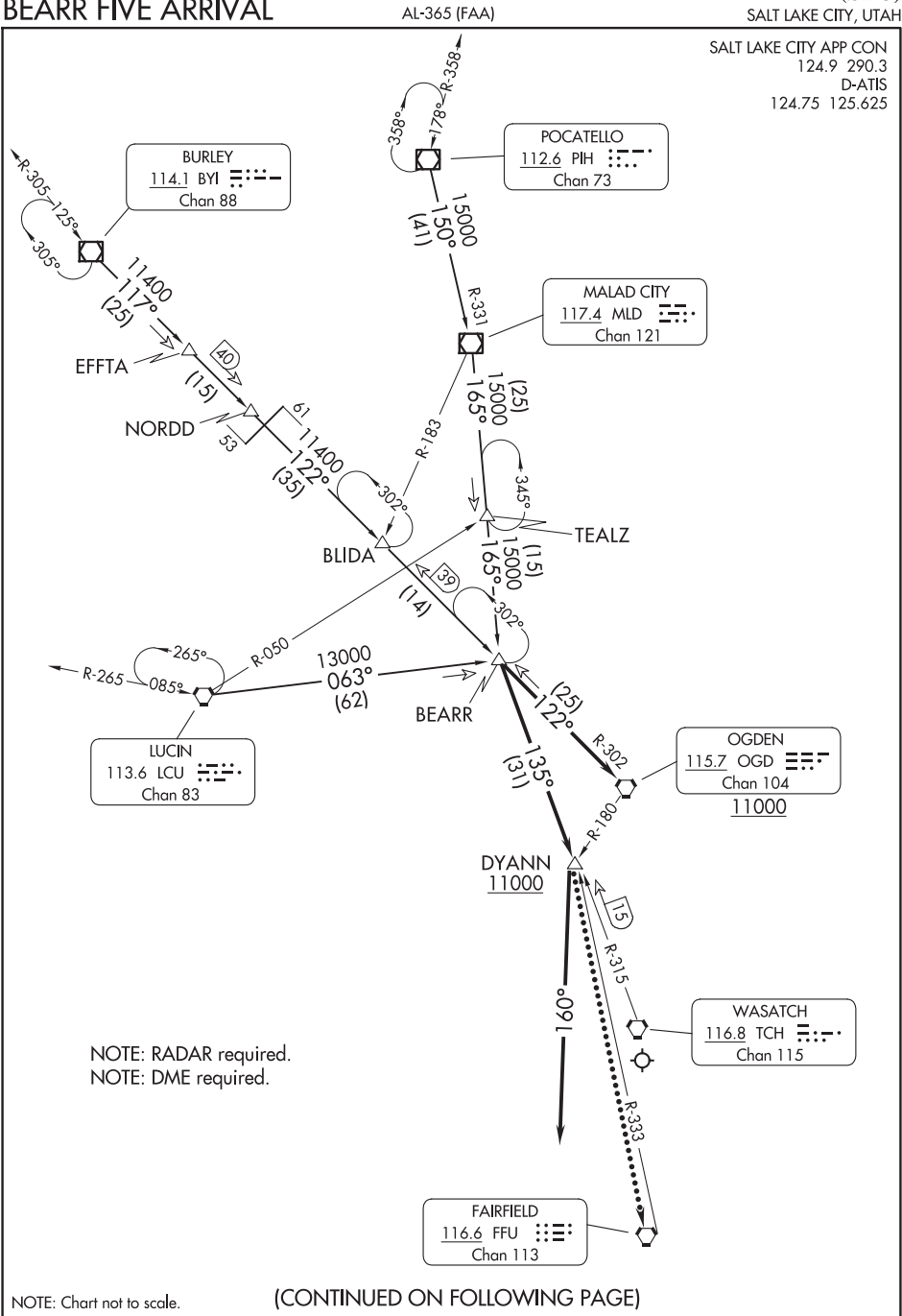
NOTE: Chart not to scale.

SW-4, 12 JUN 2025 to 07 AUG 2025

## PHOENIX, ARIZONA



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



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

ARRIVAL ROUTE DESCRIPTION

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

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

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

LANDING NORTH:

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

LANDING SOUTH:

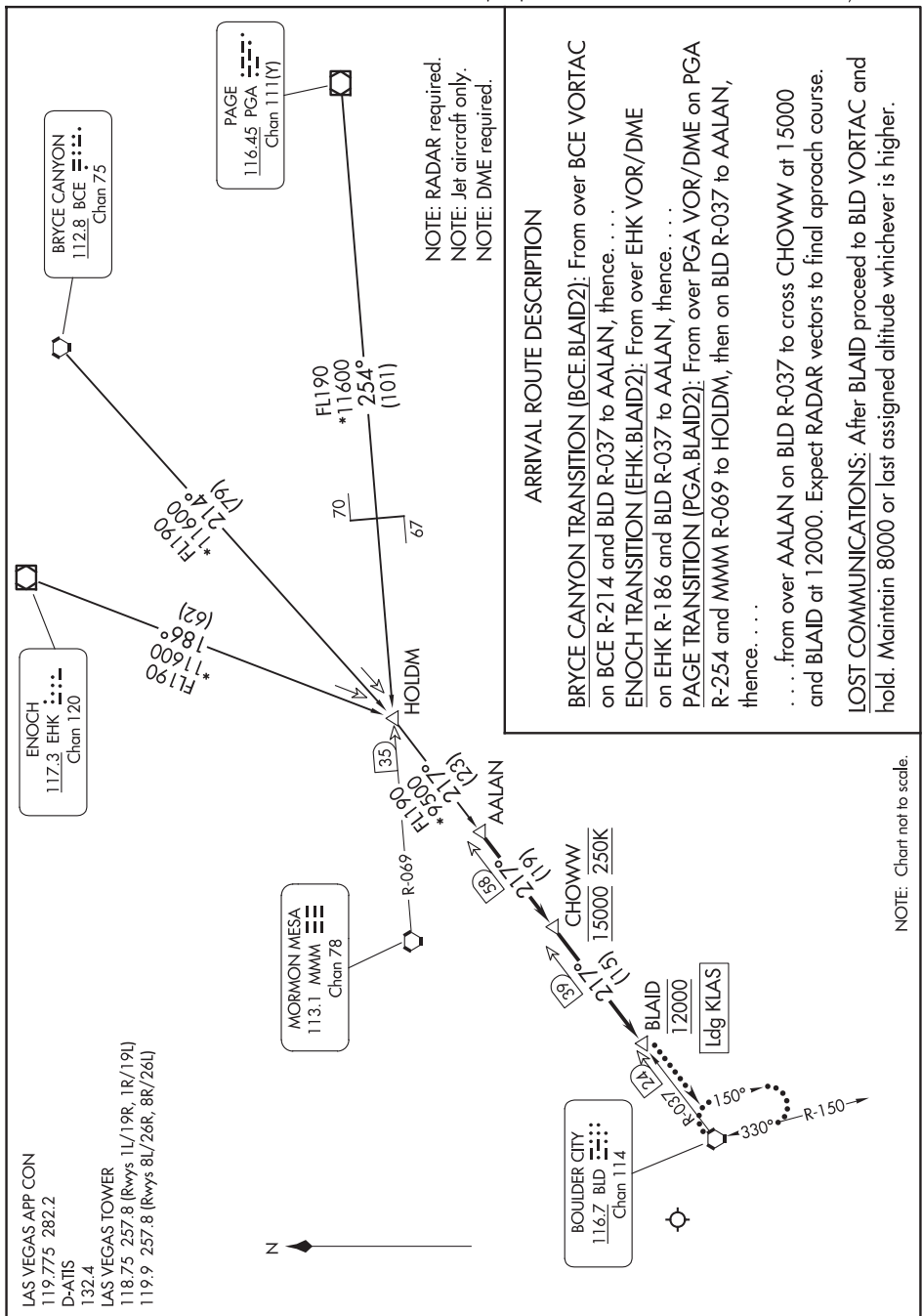
. . . .on OGD VORTAC R-302 to cross OGD at or above 11000. Expect ILS or LOC RWY 16L approach.

LOST COMMUNICATIONS

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

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ARRIVAL ROUTE DESCRIPTION

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

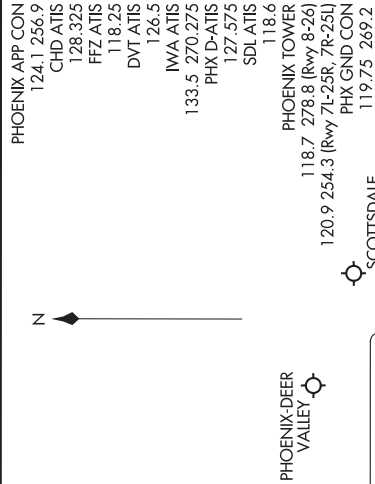
**PHOENIX SKY HARBOR INTL:** Rwy 7L/R or 8: From over ARLIN, expect vectors to final approach course; Rwy 25L/R or 26: From over ARLIN, on IWA R-256 to TUKEE. Expect vectors to final approach course prior to TUKEE.

**SATELLITE AIRPORTS:** Expect vectors after passing SALOM.

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

(BLH,BLH5) 25051

BLYTHE FIVE ARRIVAL

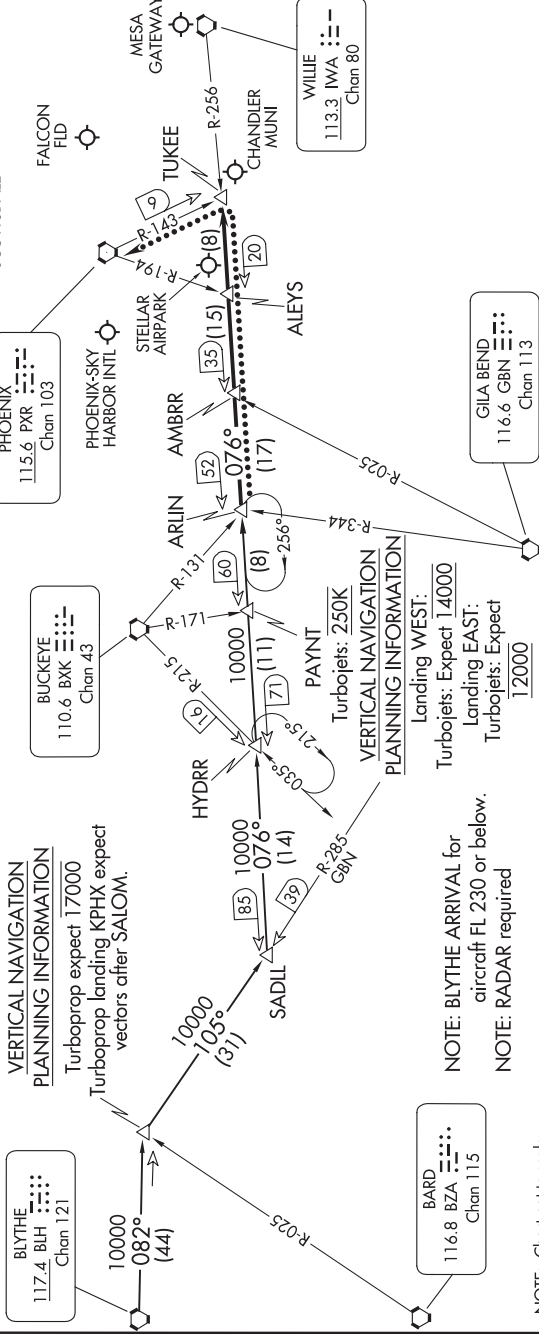


BLYTHE FIVE ARRIVAL

(BLH,BLH5) 27APR17

AL-322 (FAA)

PHOENIX, ARIZONA

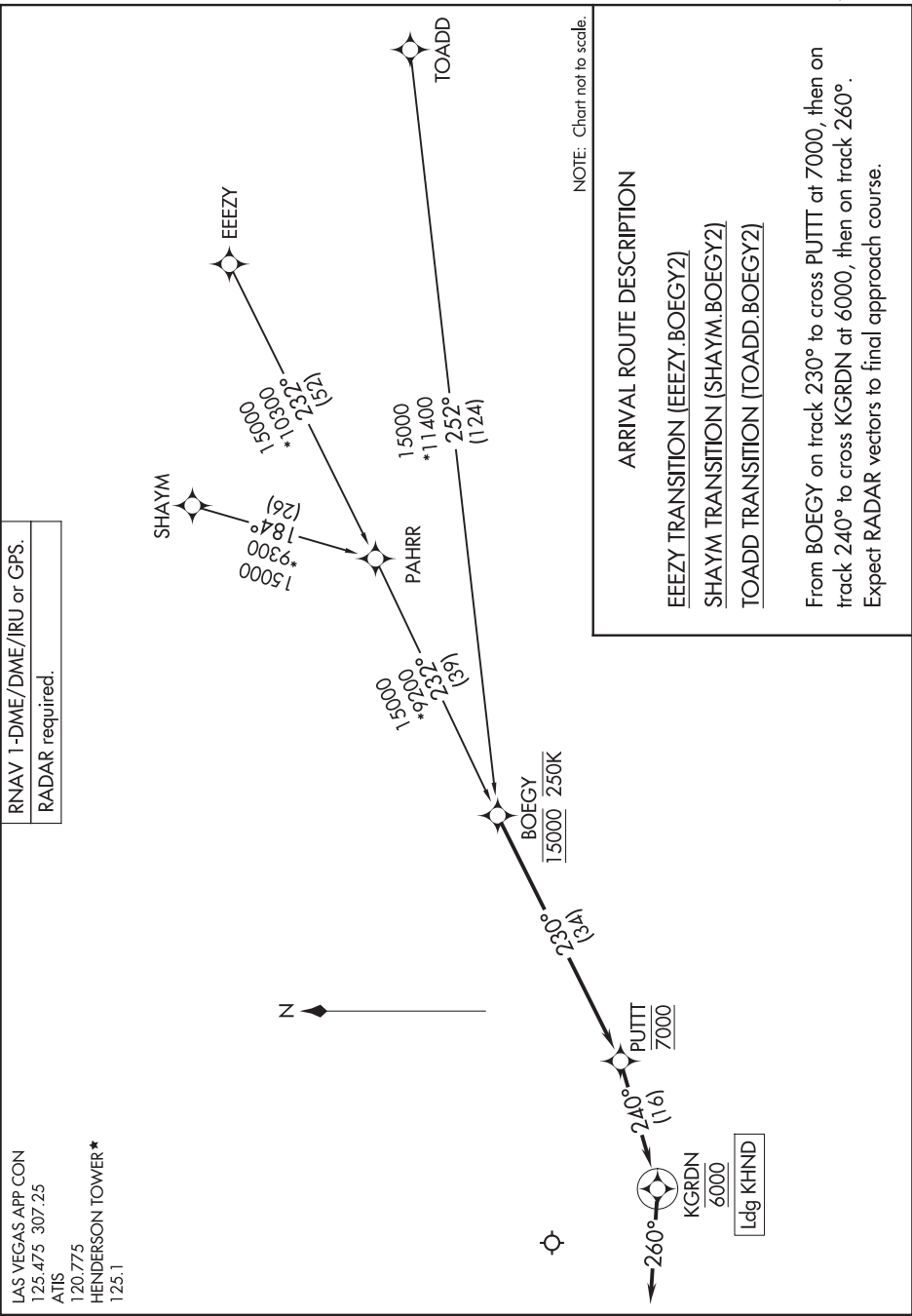


PHOENIX, ARIZONA

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LAS VEGAS APP CON  
125.475 307.25  
ATIS  
120.775  
HENDERSON TOWER ★  
125.1

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



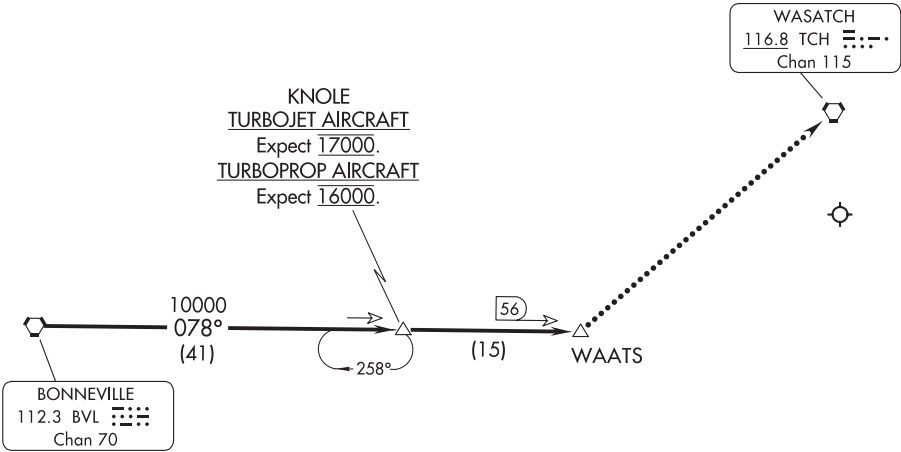
(BVL.BVL2) 24025

BONNEVILLE TWO ARRIVAL

AL-365 (FAA)

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

SALT LAKE CITY APP CON  
128.6 322.3  
D-ATIS 124.75 125.625



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

ARRIVAL ROUTE DESCRIPTION

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

**LOST COMMUNICATIONS:** In the event of lost communications at WAATS, proceed direct TCH VORTAC. Maintain 13000' until TCH VORTAC.

BONNEVILLE TWO ARRIVAL

(BVL.BVL2) 31MAR16

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

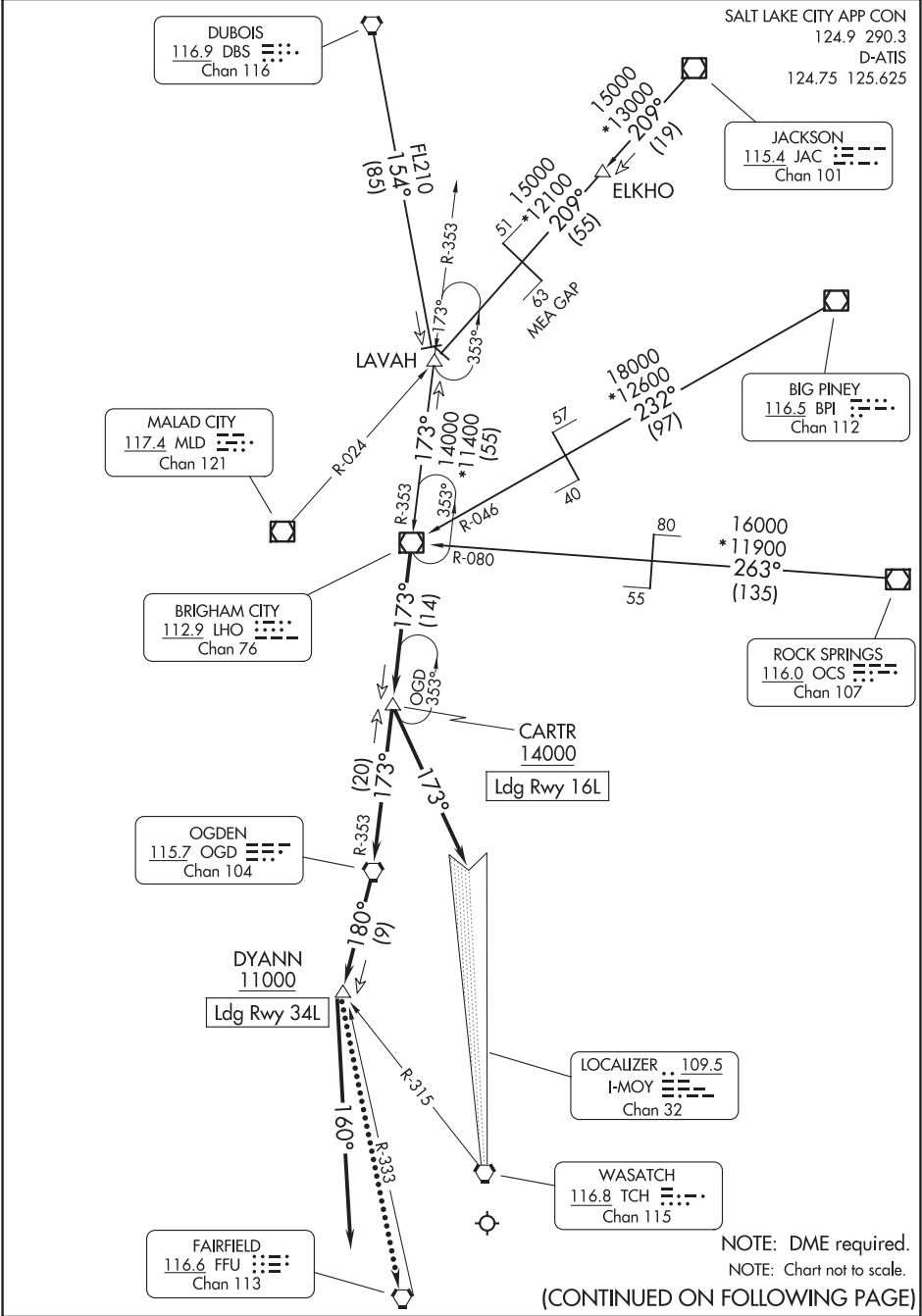
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

BRIGHAM CITY FIVE ARRIVAL

AL-365 (FAA)

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



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

BRIGHAM CITY FIVE ARRIVAL

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

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

LANDING NORTH:

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

LANDING SOUTH:

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

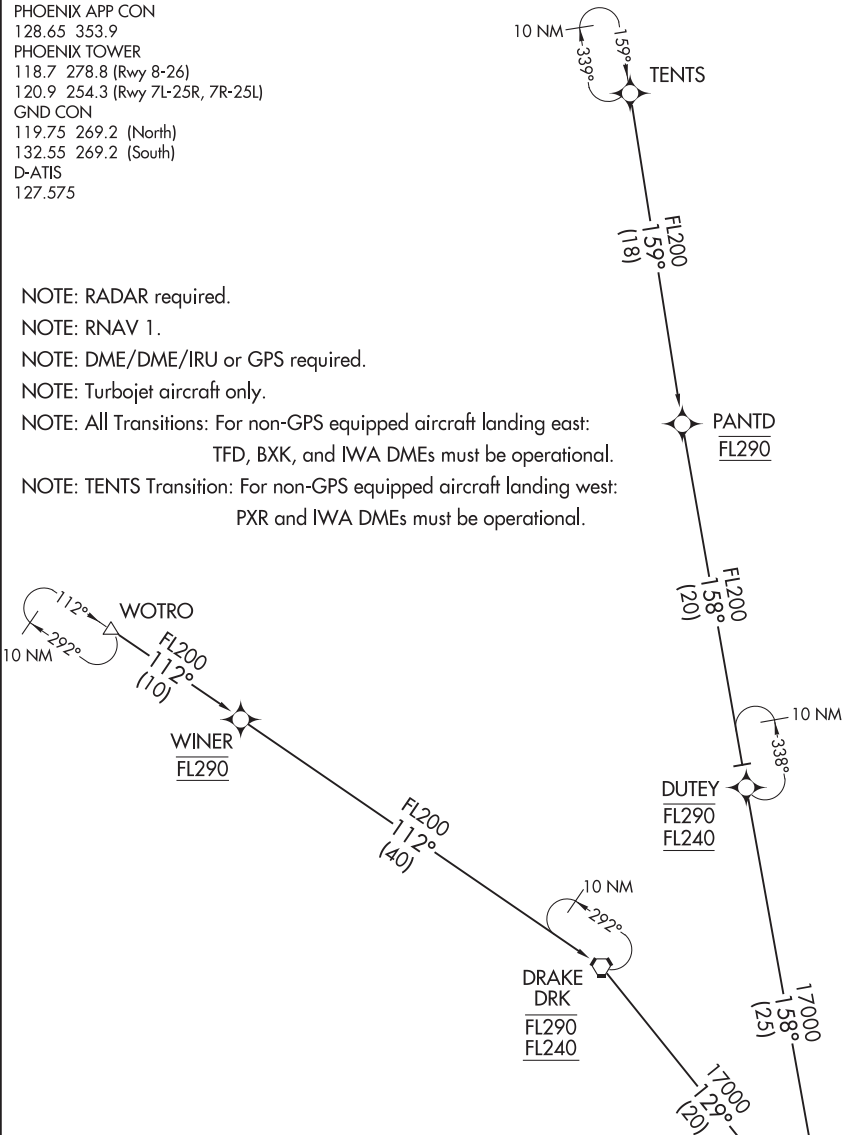
LOST COMMUNICATIONS

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



PHOENIX APP CON  
128.65 353.9  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwy 7L-25R, 7R-25L)  
GND CON  
119.75 269.2 (North)  
132.55 269.2 (South)  
D-ATIS  
127.575

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: All Transitions: For non-GPS equipped aircraft landing east:  
TFD, BXK, and IWA DMEs must be operational.
- NOTE: TENTS Transition: For non-GPS equipped aircraft landing west:  
PXR and IWA DMEs must be operational.



NOTE: Chart not to scale.

TENTS TRANSITION (TENTS.BRUSR1)  
WOTRO TRANSITION (WOTRO.BRUSR1)

MAIER  
FL250 270K  
FL190  
See following page  
for Arrival Routes.

(MAIER.BRUSR1) 17117

AL-322 (FAA)

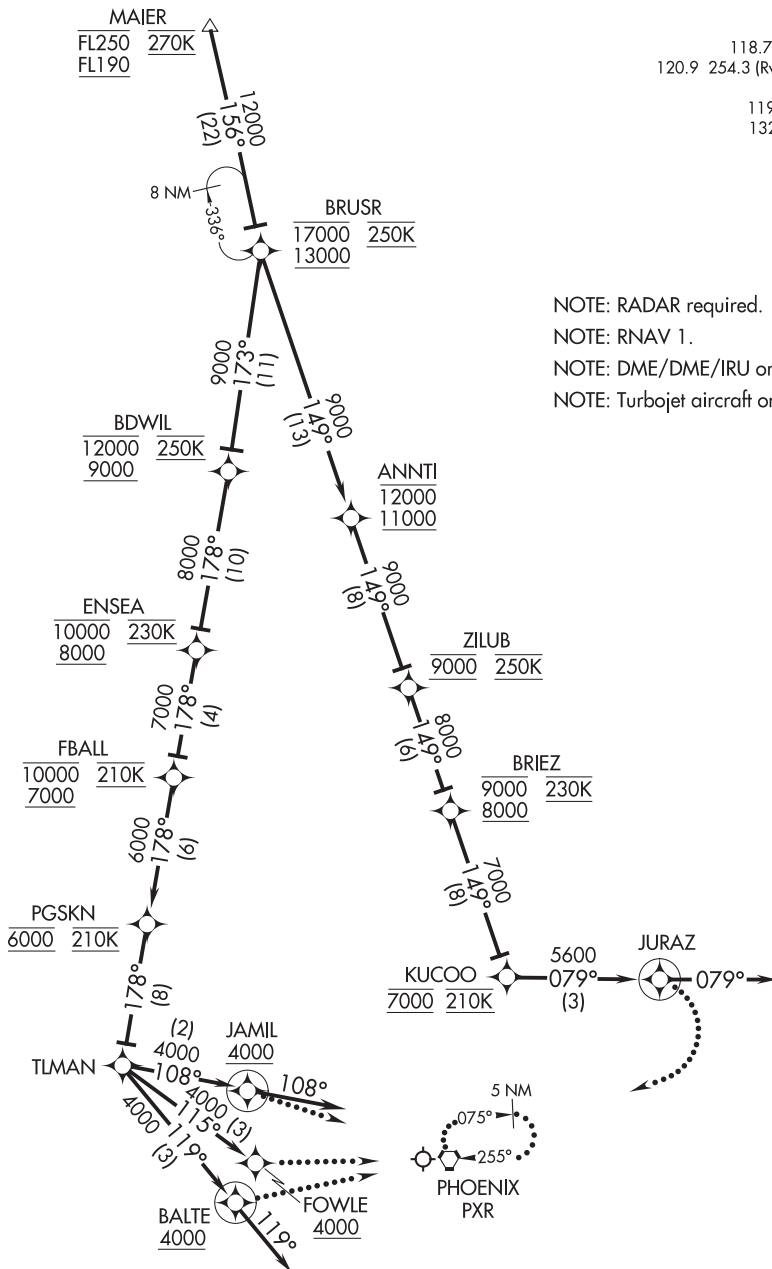
PHOENIX SKY HARBOR INTL (PHX)

BRUSR ONE ARRIVAL (RNAV) Arrival Routes

PHOENIX, ARIZONA

PHOENIX APP CON  
128.65 353.9  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwy 7L-25R, 7R-25L)  
GND CON  
119.75 269.2 (North)  
132.55 269.2 (South)  
D-ATIS  
127.575

NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbojet aircraft only.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BRUSR ONE ARRIVAL (RNAV) Arrival Routes

(MAIER.BRUSR1) 18SEP14

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LOST COMMUNICATIONS

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

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

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

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

(BUNTR.BUNTR3) 23334

## BUNTR THREE ARRIVAL

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

PHOENIX APP CON

128.65 353.9

PHOENIX TOWER

118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON

119.75 269.2

D-ATIS

127.575

WINSLOW  
112.6 INW  
Chan 73

GALLUP  
115.1 GUP  
Chan 98

SLDR  
VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect FL360

JESSE

ZUN

R-242

FL180

213°

(67)

FL180

232°

(26)

DOJOE

ZUNI

113.4 ZUN

Chan 81

GUMMO

FL180

232°

(51)

PAYSO

R-256

ST JOHNS

112.3 SJN

Chan 70

EAGUL

10000

214°

(6)

PICH

DBACK

HOMRR

250K

VERTICAL NAVIGATION

PLANNING INFORMATION

Landing West: Expect 12000

Landing East: Expect 14000

BUNTR

PHOENIX

115.6 PXR

Chan 103

DRAKE  
114.1 DRK  
Chan 88

NOTE: Turbojet aircraft only.  
NOTE: File GALLUP or ZUNI Transitions only.  
WINSLOW Transition assigned by ATC  
for hazardous weather avoidance only.  
NOTE: RADAR required.  
NOTE: DME required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)

BUNTR THREE ARRIVAL  
(BUNTR.BUNTR3) 05JAN17

SW-4, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

LOST COMMUNICATIONS: After BUNTR proceed direct PXR VORTAC.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

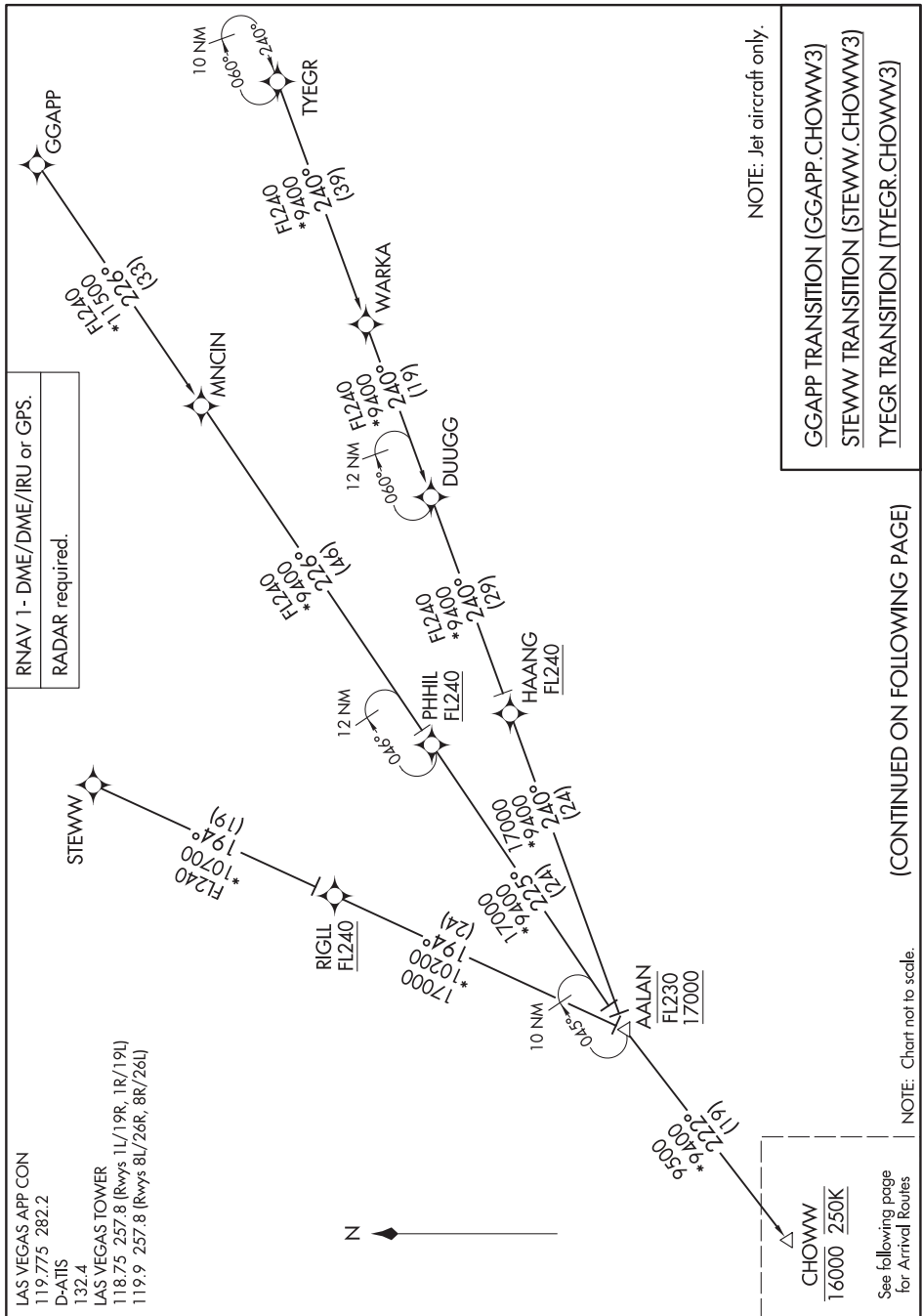


124.75 125.625

NOTE: Chart not to scale.

CHOWW THREE ARRIVAL (RNAV) Transition Routes

SW-4, 12 JUN 2025 to 07 AUG 2025



CHOWW THREE ARRIVAL (RNAV) Transition Routes

SW-4, 12 JUN 2025 to 07 AUG 2025

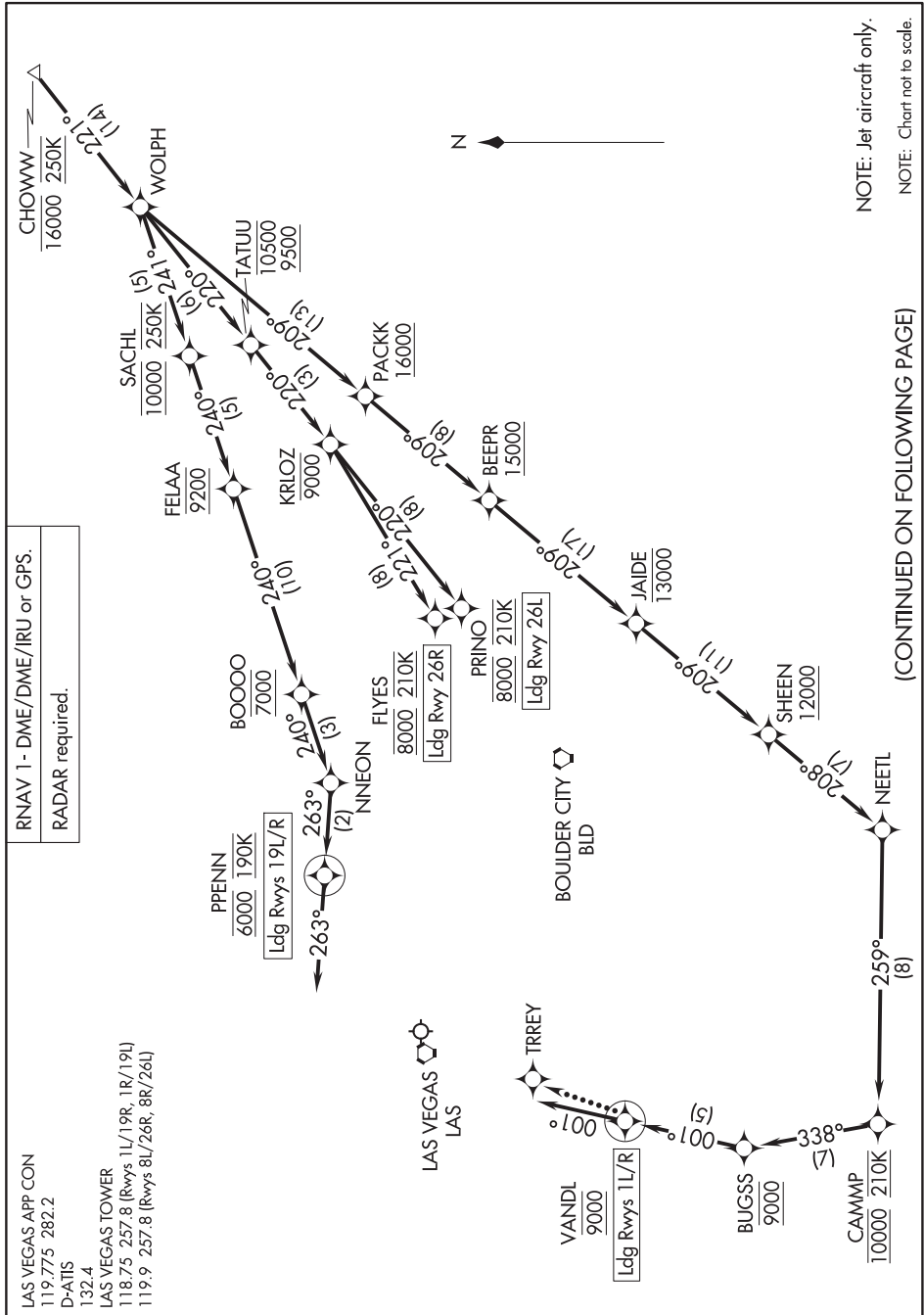


## CHOWW THREE ARRIVAL (RNAV) Arrival Routes

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

SW-4, 12 JUN 2025 to 07 AUG 2025



# CHOWW THREE ARRIVAL (RNAV) Arrival Routes

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

(CHOWW.CHOWW3) 24305

CHOWW THREE ARRIVAL (RNAV)

AL-662 (FAA)

HARRY REID INTL (LAS)

LAS VEGAS, NEVADA

## ARRIVAL ROUTE DESCRIPTION

From CHOWW on track 221° to WOLPH.

LANDING RUNWAYS 1L/R: From WOLPH on track 209° to cross PACKK at or above 16000, then on track 209° to cross BEEPR at or above 15000, then on track 209° to cross JAIDE at or below 13000, then on track 209° to cross SHEEN at or above 12000, then on track 208° to NEETL, then on track 259° to cross CAMMP at 10000 and at 210K, then on track 338° to cross BUGSS at 9000, then on track 001° to cross VANDL at 9000, then on track 001°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R: From WOLPH on track 241° to cross SACHL at 10000 and at 250K, then on track 240° to cross FELAA at 9200, then on track 240° to cross BOOOO at 7000, then on track 240° to NNEON, then on track 263° to cross PPENN at 6000 and at 190K, then on track 263°. Expect RADAR vectors to final approach course.

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

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

LOST COMMUNICATIONS

LANDING RUNWAY 1L: At VANDL, proceed to TRREY, then on the ILS or LOC RWY 1L approach.

LANDING RUNWAY 1R: At VANDL proceed on the RNAV (GPS) RWY 1R approach.

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

LANDING RUNWAY 26L: At PRINO proceed on the ILS or LOC RWY 26L approach.

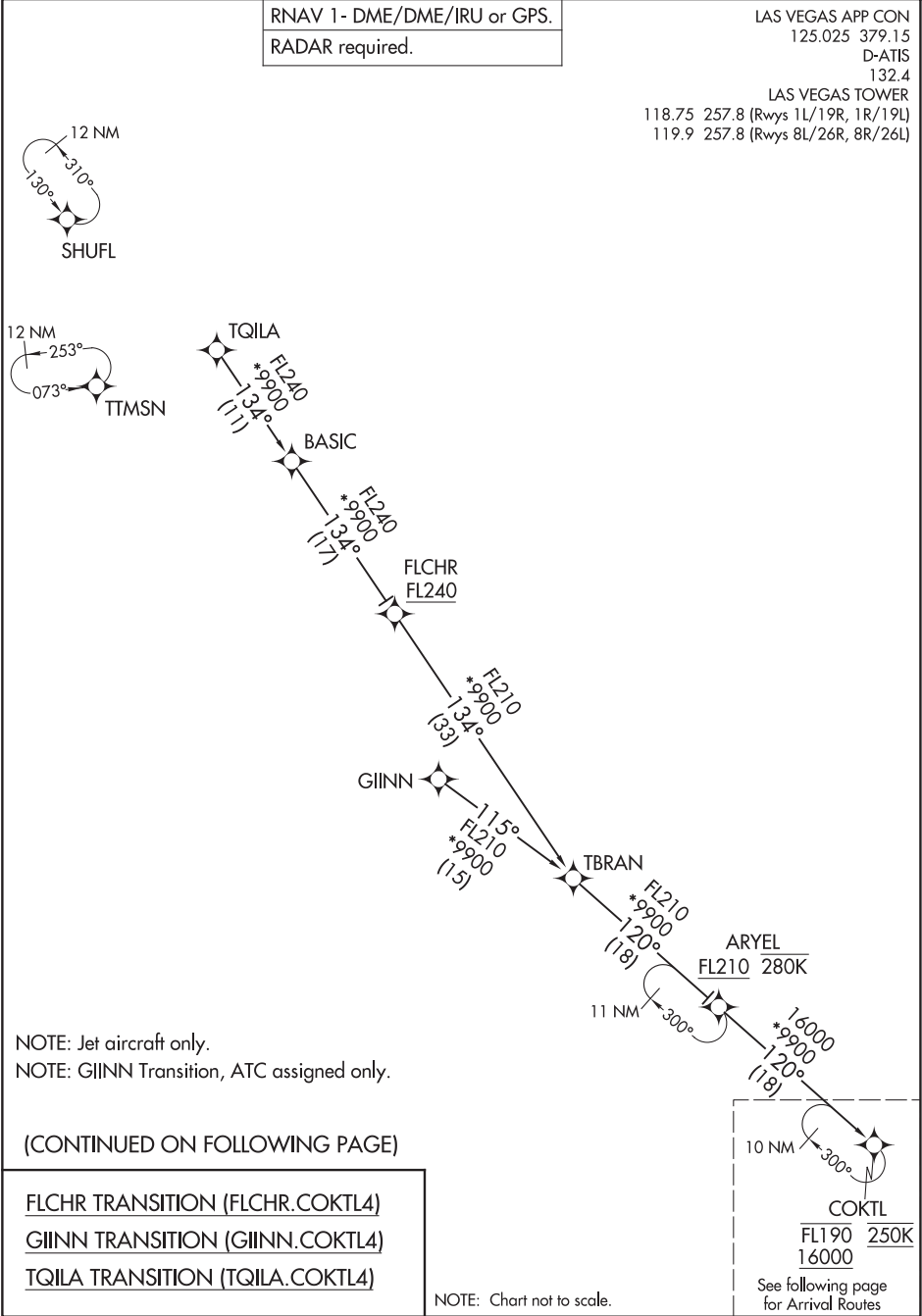
LANDING RUNWAY 26R: At FLYES proceed on the ILS or LOC RWY 26R approach.

CHOWW THREE ARRIVAL (RNAV)

(CHOWW.CHOWW3) 31OCT24

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

SW-4, 12 JUN 2025 to 07 AUG 2025

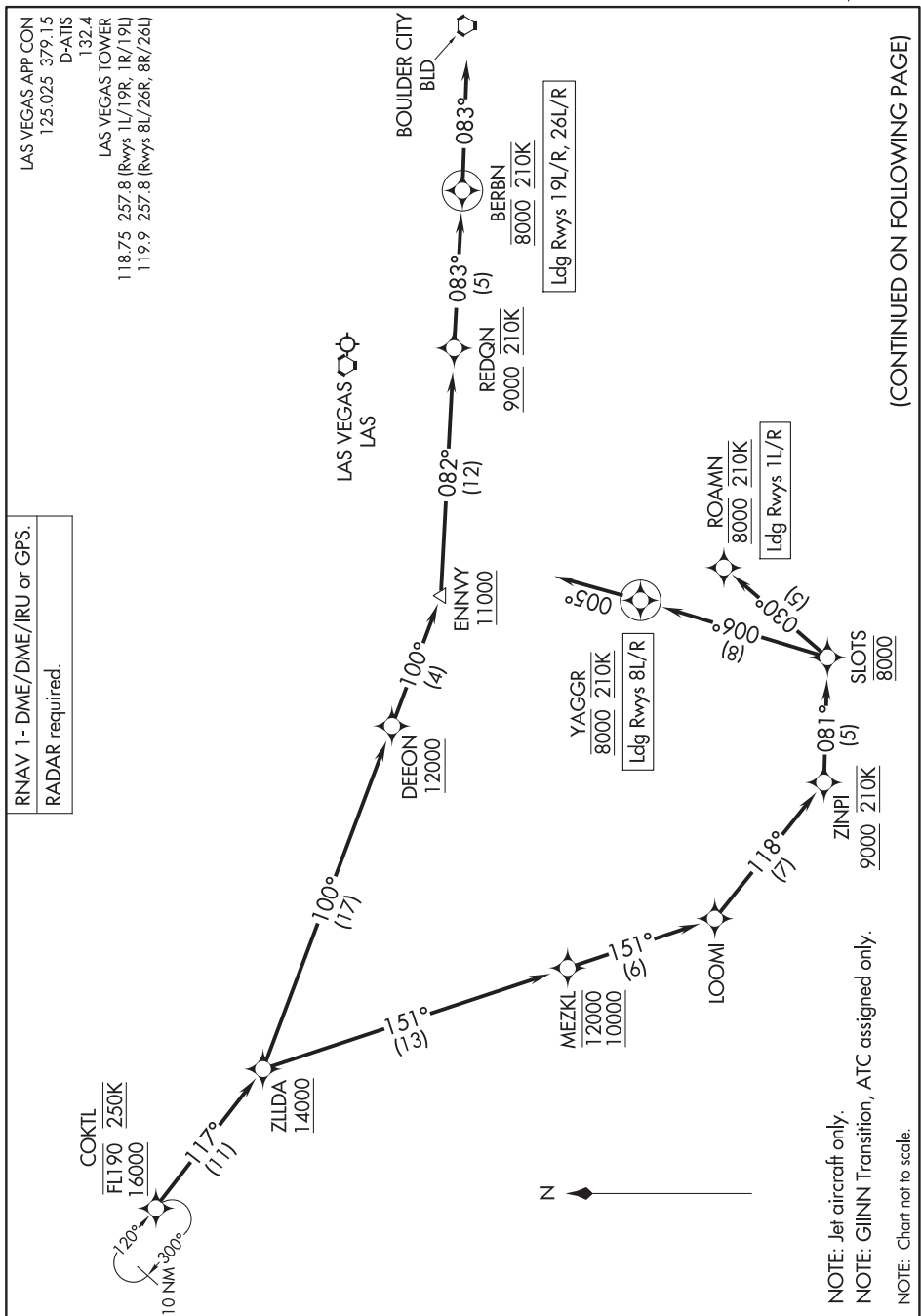


(COKTL.COKTL4) 24305

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

# COKTL FOUR ARRIVAL (RNAV) Arrival Routes



(CONTINUED ON FOLLOWING PAGE)

COKTL FOUR ARRIVAL (RNAV) Arrival Routes

(COKTL.COKTL4) 31OCT24

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

ARRIVAL ROUTE DESCRIPTION

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

LANDING RUNWAYS 1L/R: From ZLLDA on track 151° to cross MEZKL between 10000 and 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI at or above 9000 and at 210K, then on track 081° to cross SLOTS at 8000, then on track 030° to cross ROAMN at 8000 and at 210K. Expect ILS or LOC RWY 1L approach or RADAR vectors to final approach course.

LANDING RUNWAYS 8L/R: From ZLLDA on track 151° to cross MEZKL between 10000 and 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI at or above 9000 and at 210K, then on track 081° to cross SLOTS at 8000, then on track 006° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R, 26L/R: From ZLLDA on track 100° to cross DEEON at or above 12000, then on track 100° to cross ENNVY at or above 11000, then on track 082° to cross REDQN at or above 9000 and at 210K, then on track 083° to cross BERBN at 8000 and at 210K, then on track 083°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 1L: At ROAMN proceed on the ILS or LOC RWY 1L approach.

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

LANDING RUNWAY 26L: At BERBN proceed on the ILS or LOC RWY 26L approach.

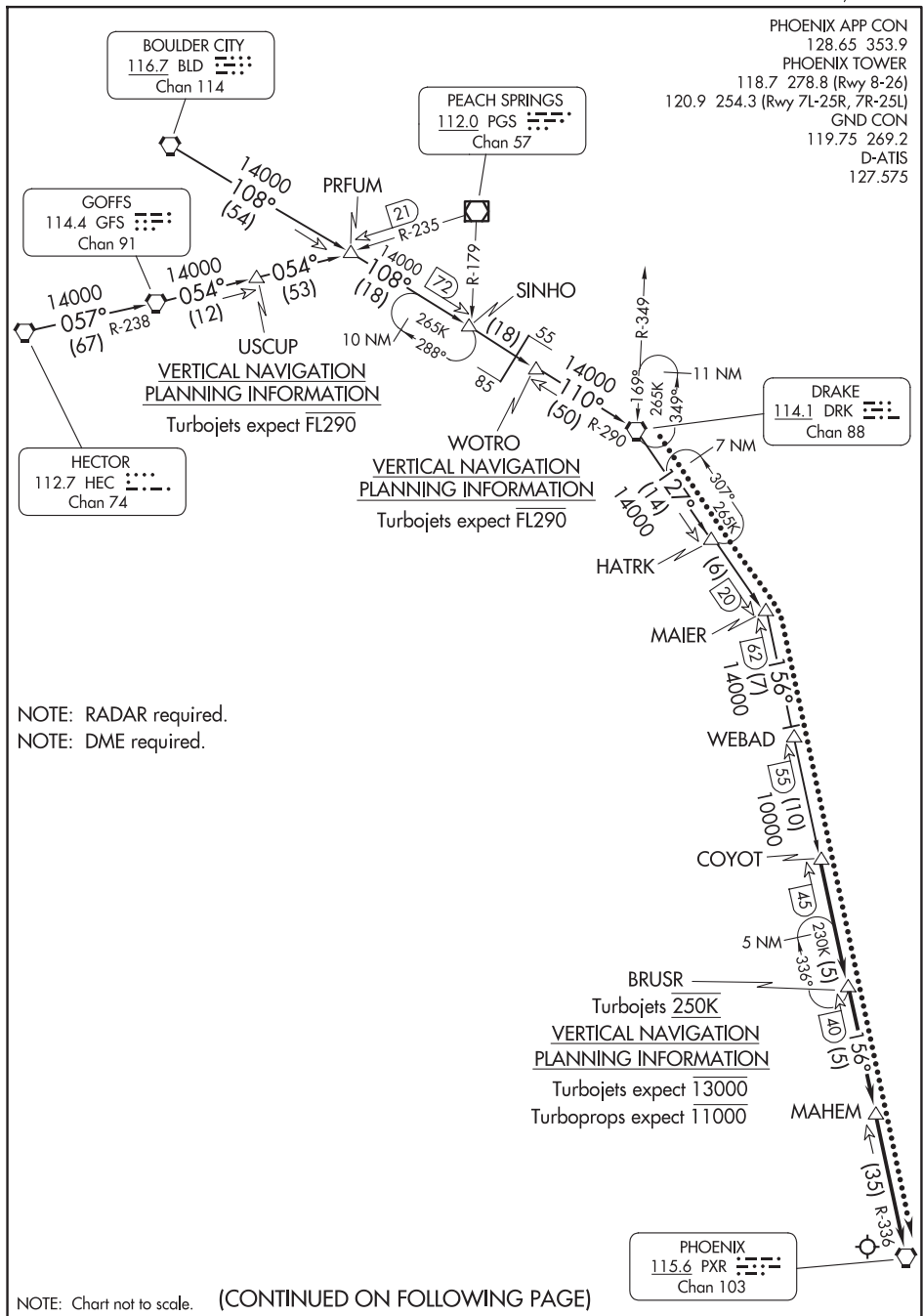
LANDING RUNWAY 26R: At BERBN proceed on the ILS or LOC RWY 26R approach.

(COYOT.COYOT5) 23334  
COYOT FIVE ARRIVAL

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA

PHOENIX APP CON  
128.65 353.9  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwy 7L-25R, 7R-25L)  
GND CON  
119.75 269.2  
D-ATIS  
127.575



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

LOST COMMUNICATIONS

After DRK VORTAC proceed direct MAIER, then direct PXR VORTAC.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

(CRESO.CRESO5) 24025

## CRESO FIVE ARRIVAL

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

LAS VEGAS APP CON

125.475 307.25

D-ATIS

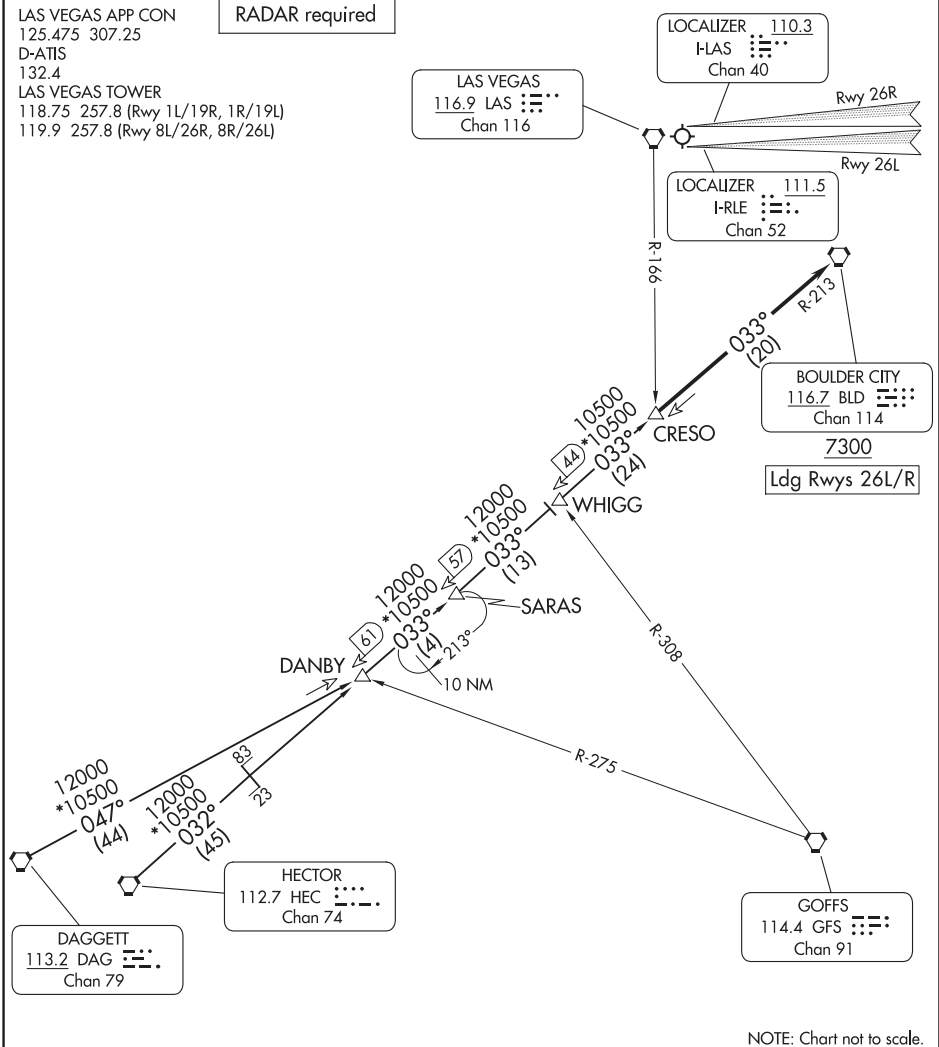
132.4

LAS VEGAS TOWER

118.75 257.8 (Rwy 1L/19R, 1R/19L)

119.9 257.8 (Rwy 8L/26R, 8R/26L)

RADAR required



## ARRIVAL ROUTE DESCRIPTION

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

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

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

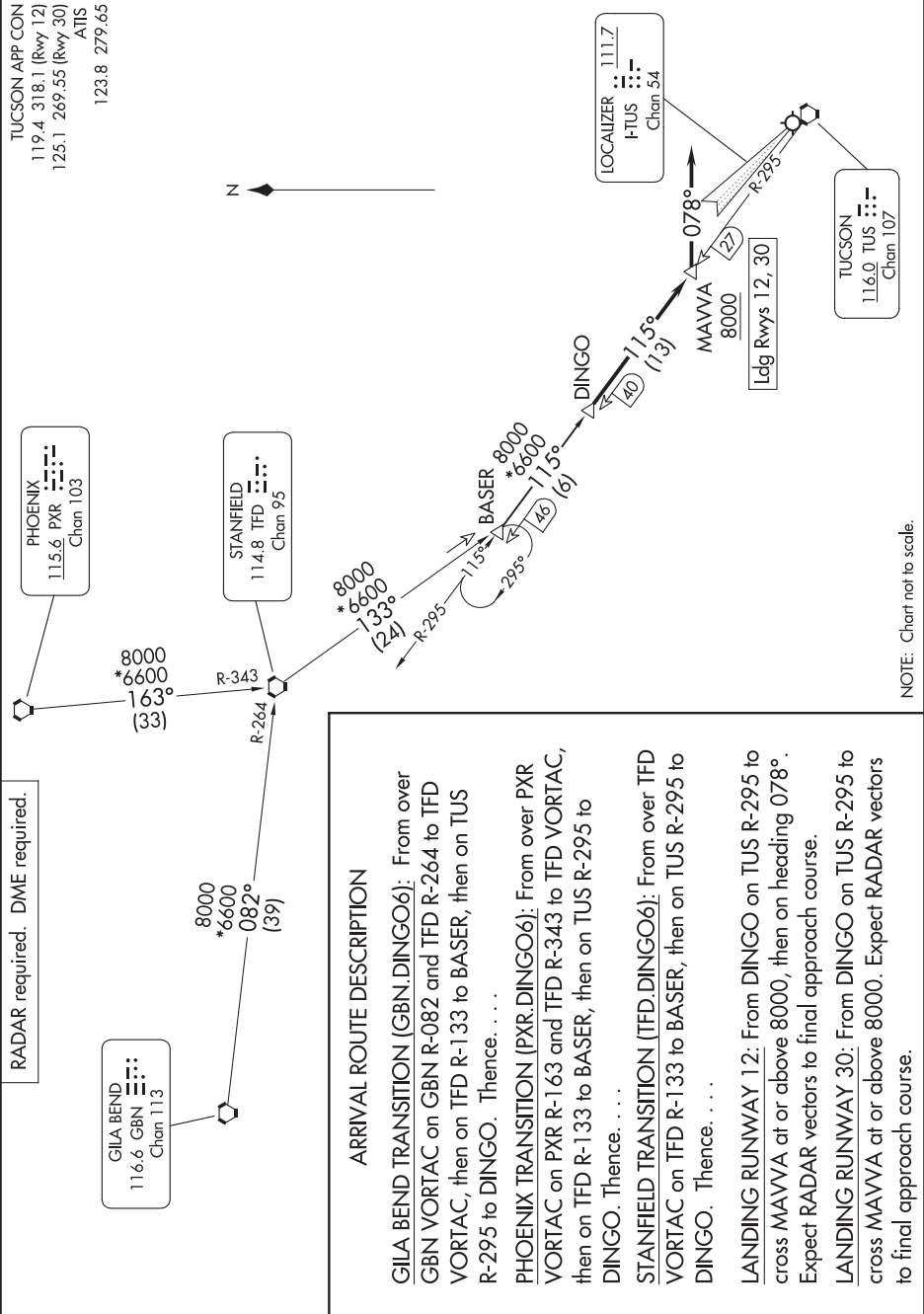
## CRESO FIVE ARRIVAL

(CRESO.CRESO5) 27JAN22

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)



SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

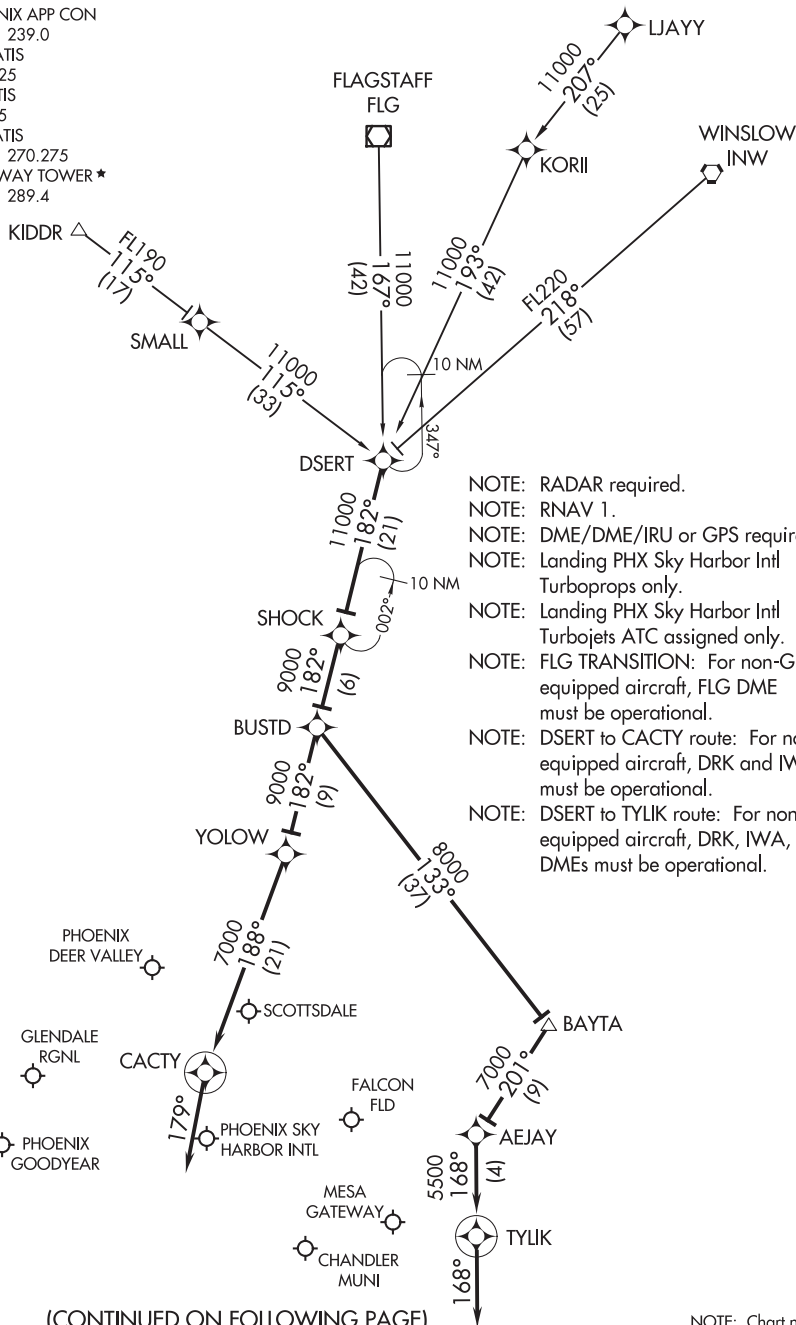
(DSERT.DSERT2) 25051

# DSERT TWO ARRIVAL (RNAV)

AL-322 (FAA)

PHOENIX, ARIZONA

PHOENIX APP CON  
120.7 239.0  
CHD ATIS  
128.325  
FFZ ATIS  
118.25  
IWA ATIS  
133.5 270.275  
GATEWAY TOWER ★  
120.6 289.4



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# DSERT TWO ARRIVAL (RNAV)

PHOENIX, ARIZONA

(DSERT.DSERT2) 13NOV14

ARRIVAL ROUTE DESCRIPTION

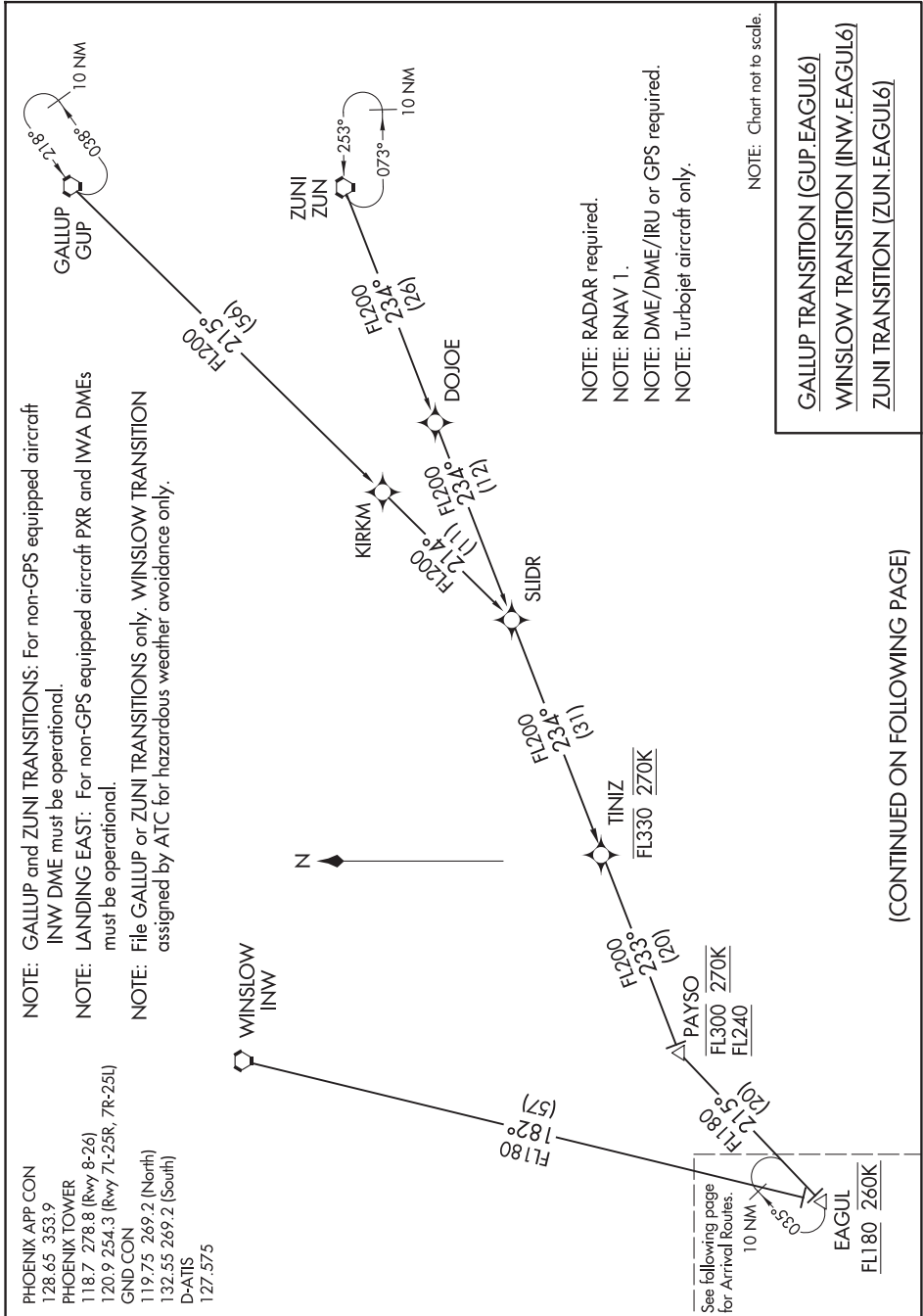
- FLAGSTAFF TRANSITION (FLG.DSERT2)
- KIDDR TRANSITION (KIDDR.DSERT2)
- LJAYY TRANSITION (LJAYY.DSERT2)
- WINSLOW TRANSITION (INW.DSERT2)

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

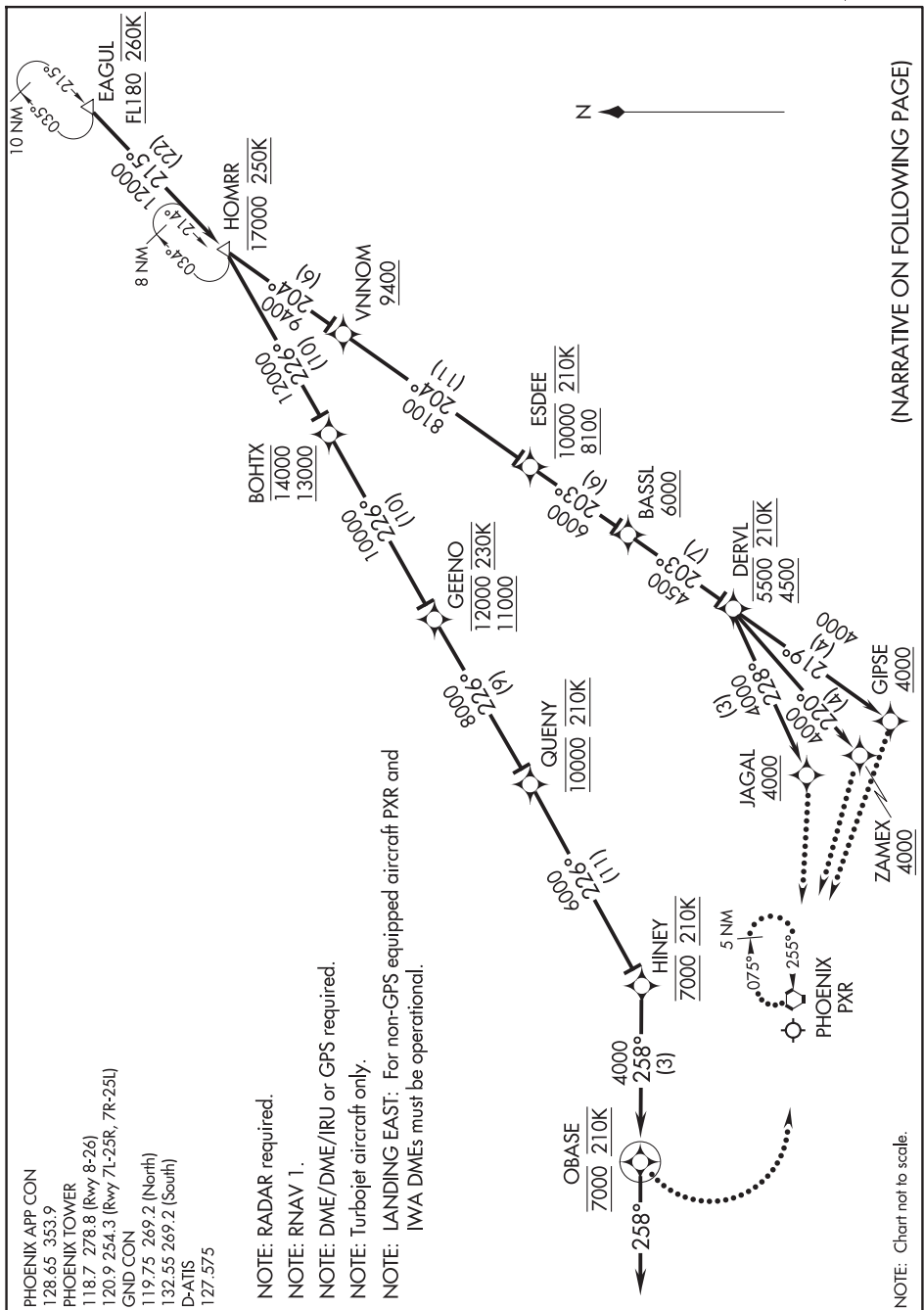
LANDING AT KDVT/KSDL/KGEU/KFFZ/KCHD/KGYR/KPHX:  
From BUSTD on track 182° to YOLOW, then on track 188° to CACTY then on track 179°. Expect RADAR vectors.

LANDING AT KIWA: From BUSTD on track 133° to BAYTA, then on track 201° to AEJAY, then on track 168° to TYLIK, then on track 168°. Expect RADAR vectors.

EAGUL SIX ARRIVAL (RNAV) Transition Routes



## EAGUL SIX ARRIVAL (RNAV) Arrival Routes



(NARRATIVE ON FOLLOWING PAGE)

SW-4, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LOST COMMUNICATIONS

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

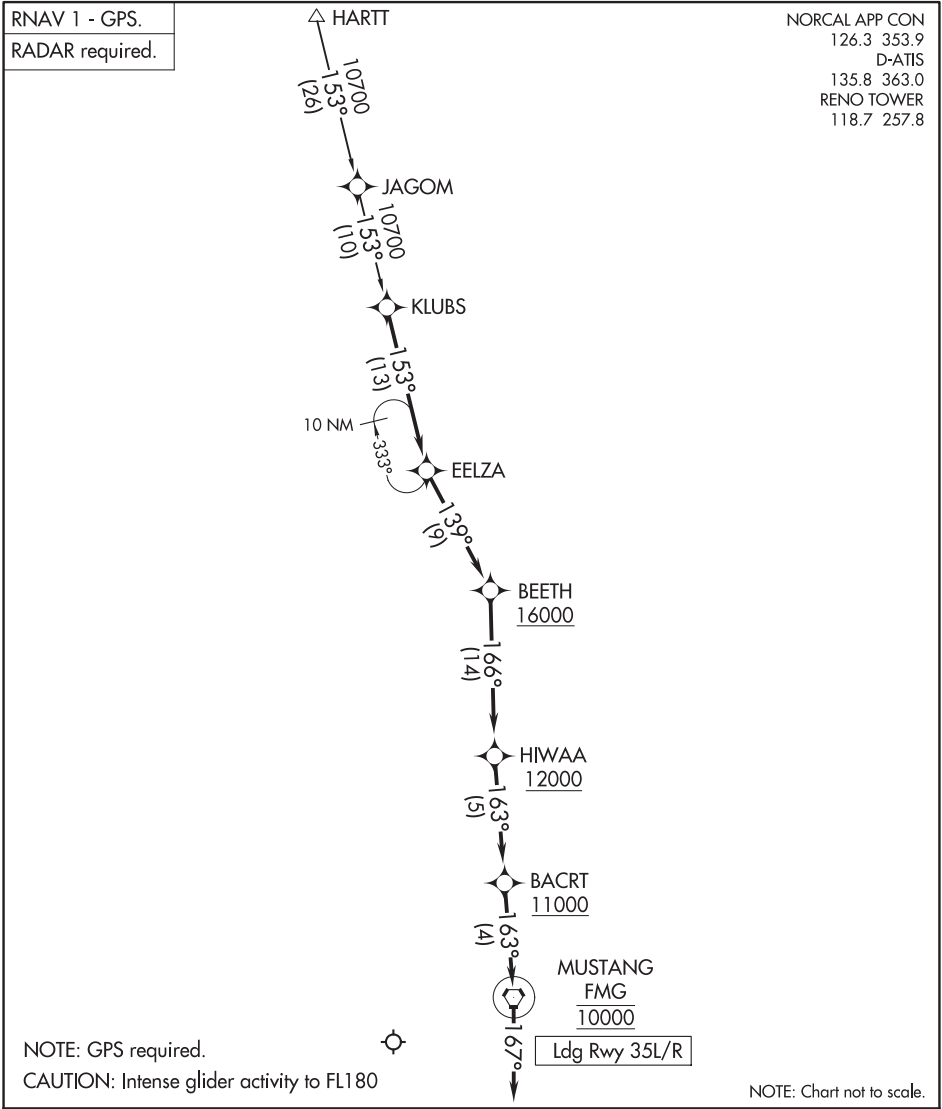
LANDING RUNWAY 7R: After OBASE turn left, intercept and execute RWY 7R ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

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

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

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

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



ARRIVAL ROUTE DESCRIPTION

HARTT TRANSITION (HARTT.EELZA4)

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

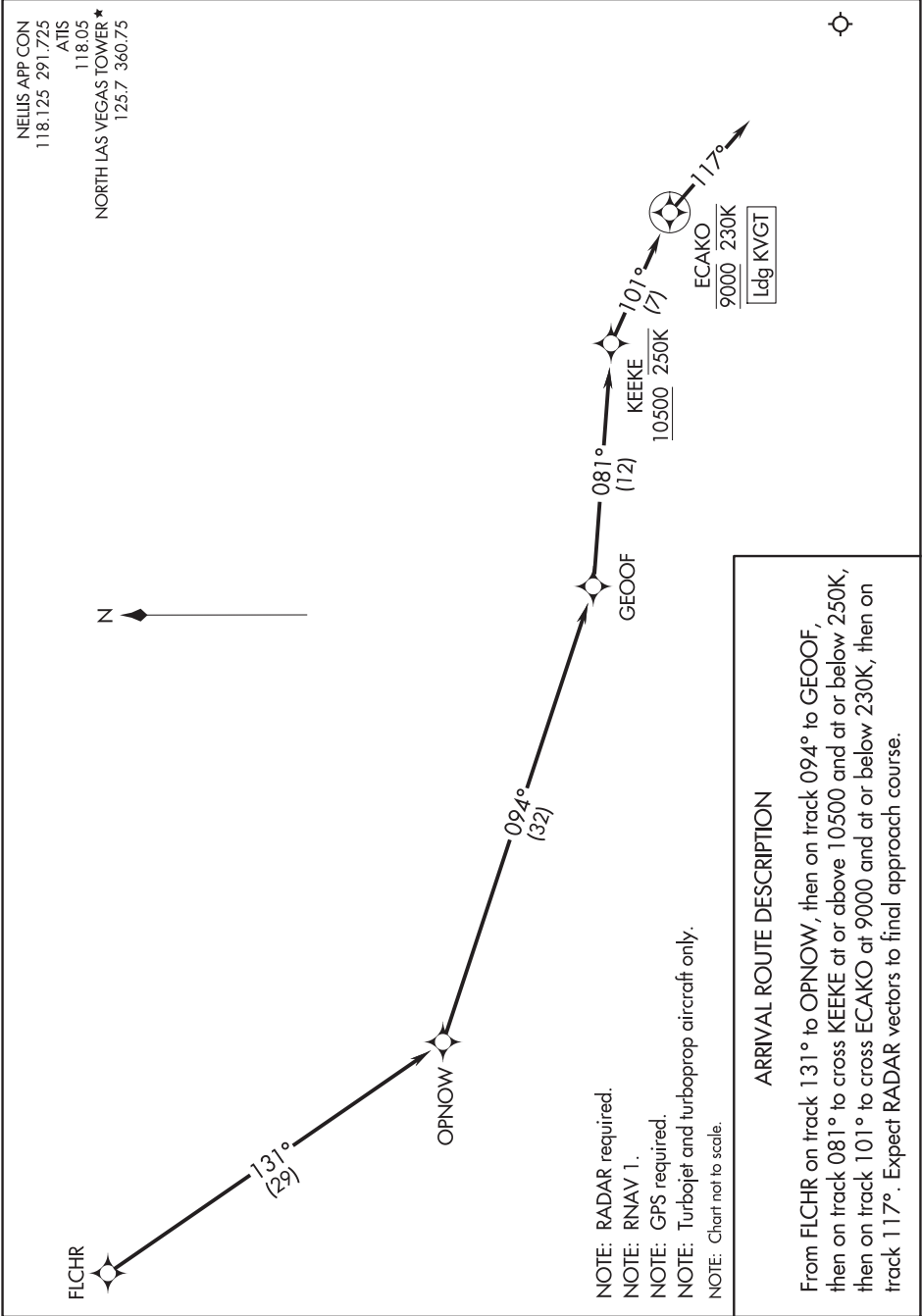
(FLCHR.FLCHR1) 21056

FLCHR ONE ARRIVAL (RNAV)

AL-6970 (FAA)

NORTH LAS VEGAS (VGT)  
LAS VEGAS, NEVADA

SW-4, 12 JUN 2025 to 07 AUG 2025



FLCHR ONE ARRIVAL (RNAV)

(FLCHR.FLCHR1) 25FEB21

LAS VEGAS, NEVADA  
NORTH LAS VEGAS (VGT)

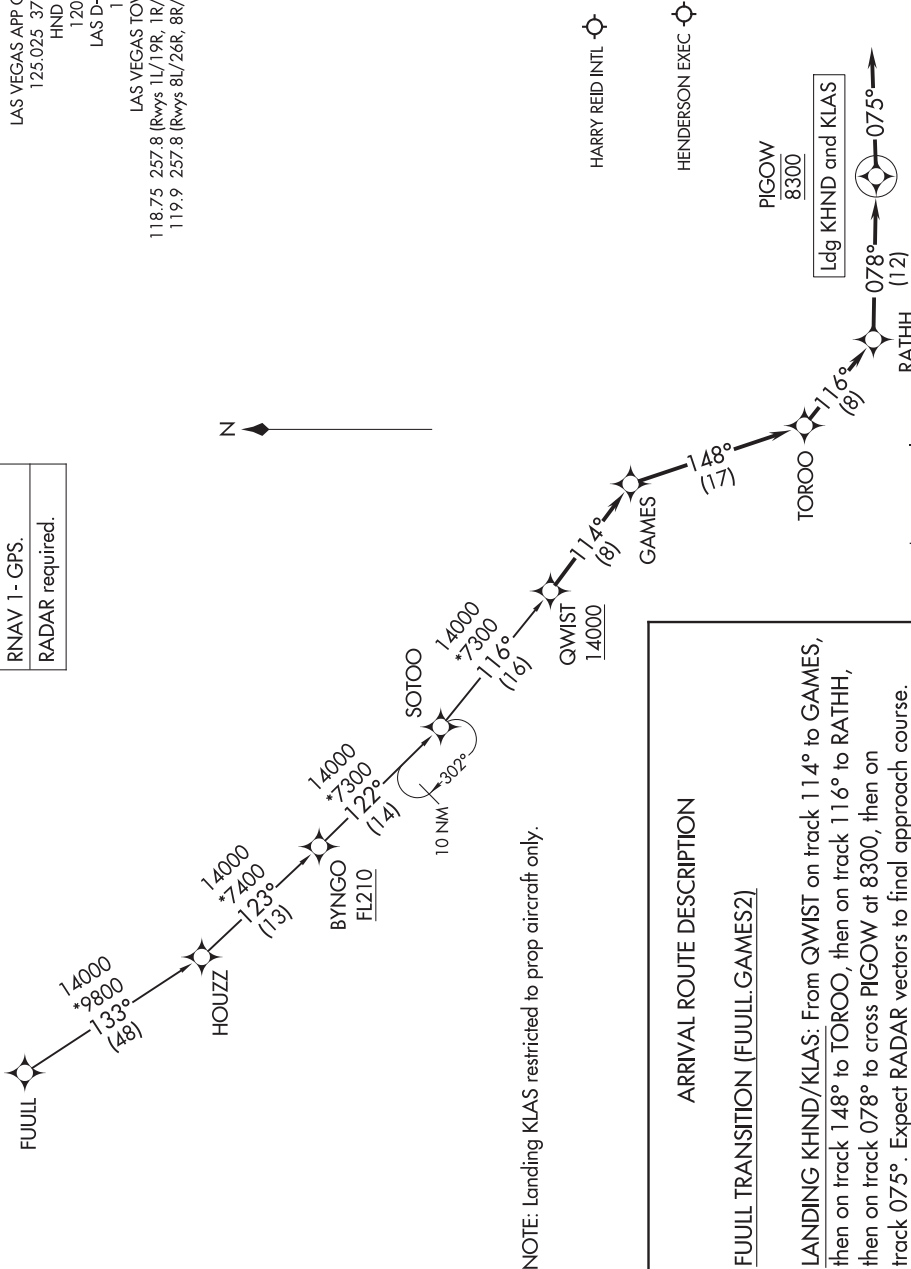
SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

LAS VEGAS APP CON  
125.025 379.15  
HND ATIS  
120.775  
LAS D-ATIS  
132.4  
LAS VEGAS TOWER  
118.75 257.8 (Rwys 1L/19R, 1R/19L)  
119.9 257.8 (Rwys 8L/26R, 8R/26L)

RNAV 1 - GPS.
RADAR required.



NOTE: Landing KLAS restricted to prop aircraft only.

ARRIVAL ROUTE DESCRIPTION

FUJILL TRANSITION (FUJILL.GAMES2)

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

NOTE: Chart not to scale.

SW-4, 12 JUN 2025 to 07 AUG 2025

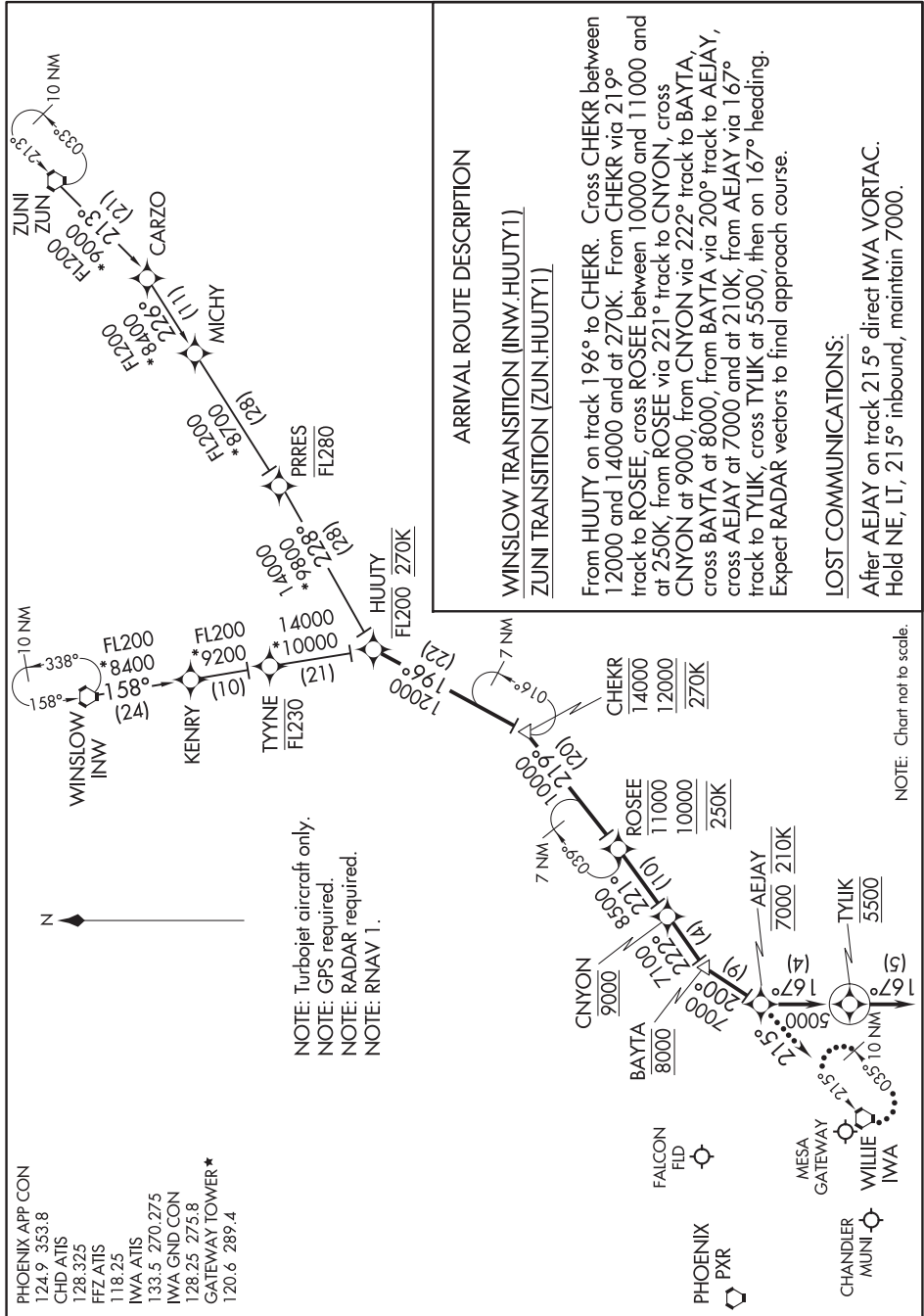
(HUUTY.HUUTY1) 25051

HUUTY ONE ARRIVAL (RNAV)

AL-74 (FAA)

PHOENIX, ARIZONA

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

HUUTY ONE ARRIVAL (RNAV)

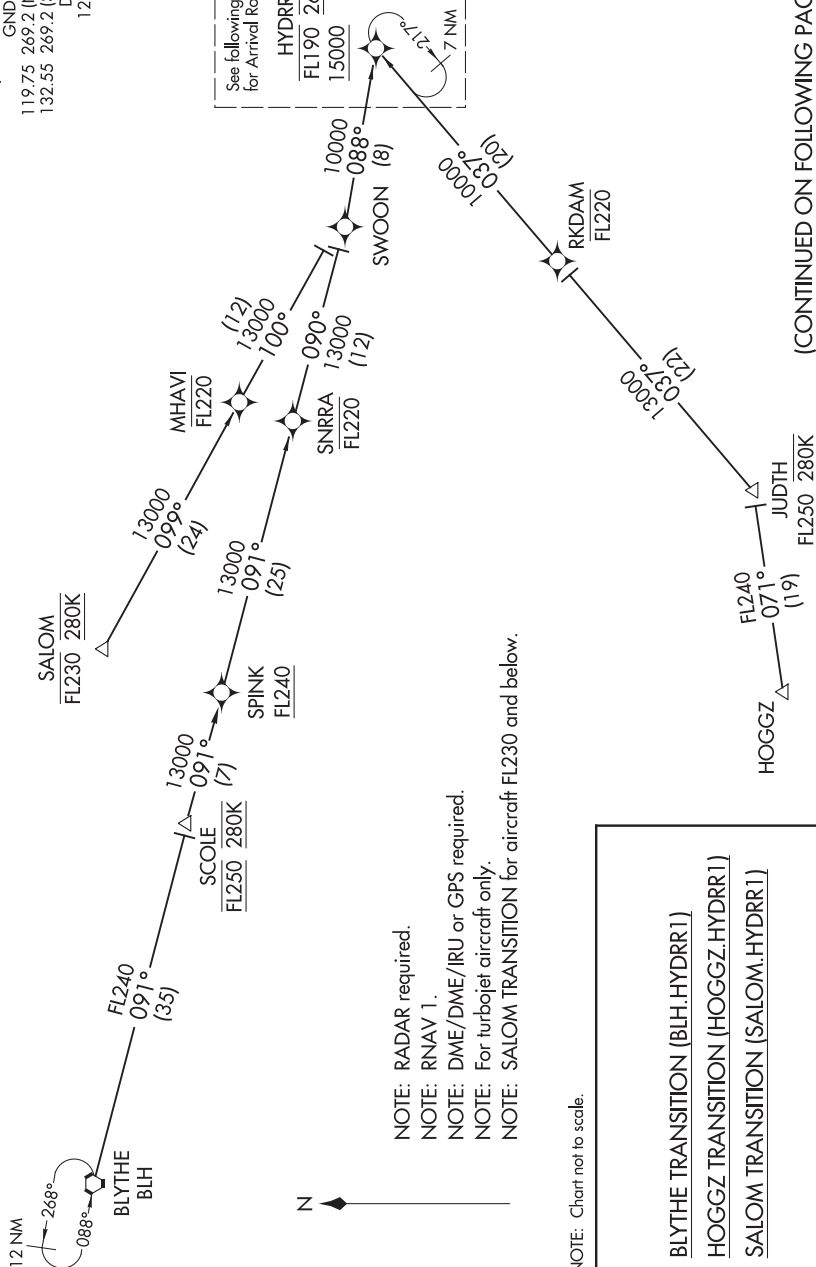
(HUUTY.HUUTY1) 31MAY12

PHOENIX, ARIZONA

PHOENIX APP CON  
124.1 256.9  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwy 7R-25L, 7L-25R)  
GND CON  
119.75 269.2 (North)  
132.55 269.2 (South)  
D-ATIS  
127.575

See following page  
for Arrival Routes.

HYDRR  
FL190 265K



(CONTINUED ON FOLLOWING PAGE)

BLYTHE TRANSITION (BLH.HYDRR1)  
HOGGZ TRANSITION (HOGGZ.HYDRR1)  
SALOM TRANSITION (SALOM.HYDRR1)

NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: For turbojet aircraft only.

NOTE: SALOM TRANSITION for aircraft FL230 and below.

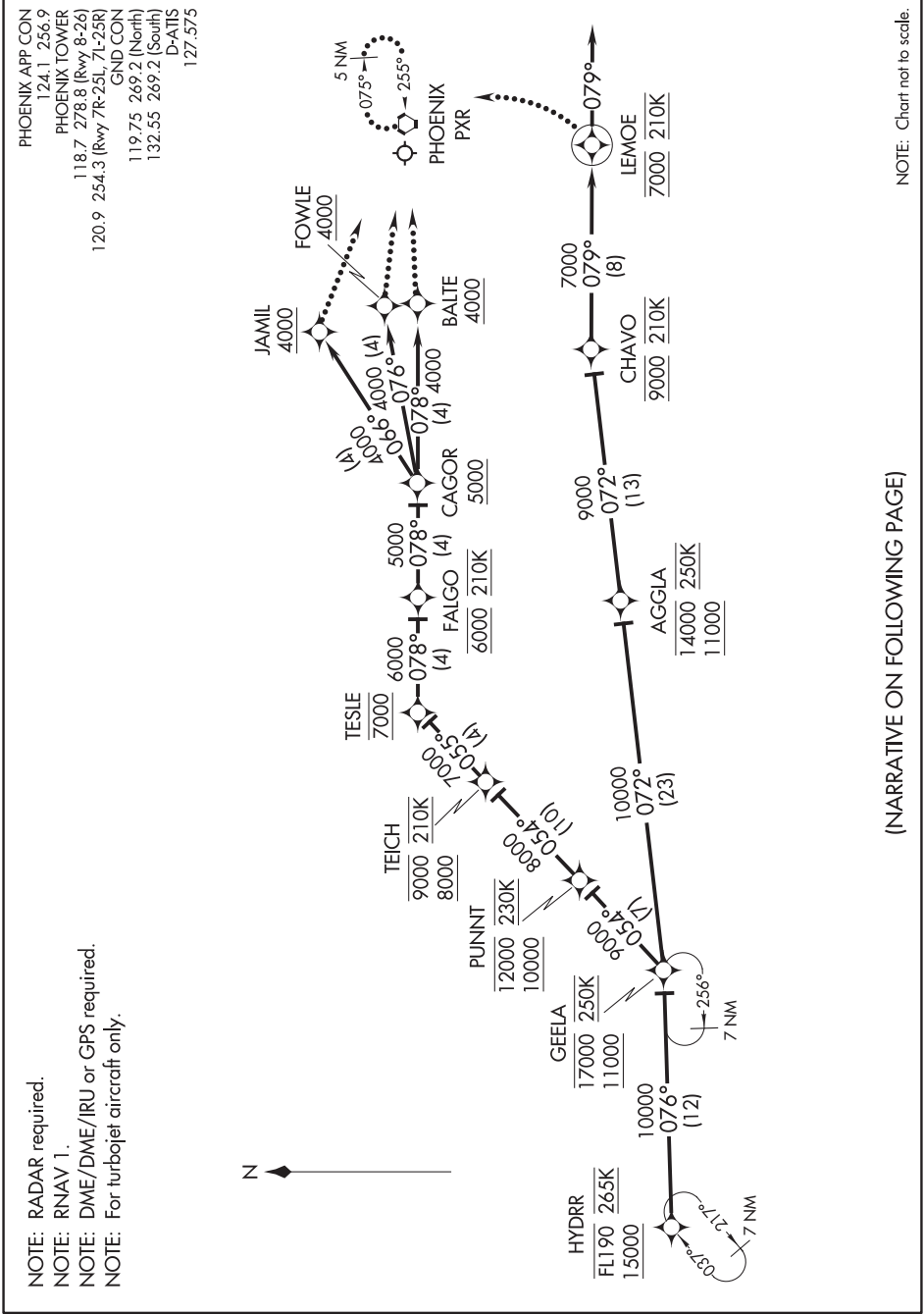
PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL (PHX)

## HYDRR ONE ARRIVAL (RNAV) Transition Routes

(HYDRR.HYDRR1) 18SEP14

SW-4, 12 JUN 2025 to 07 AUG 2025



ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LOST COMMUNICATIONS

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

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

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

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

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

LANDING RUNWAY 26: At LEMOE, turn left, intercept and execute RWY 26 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

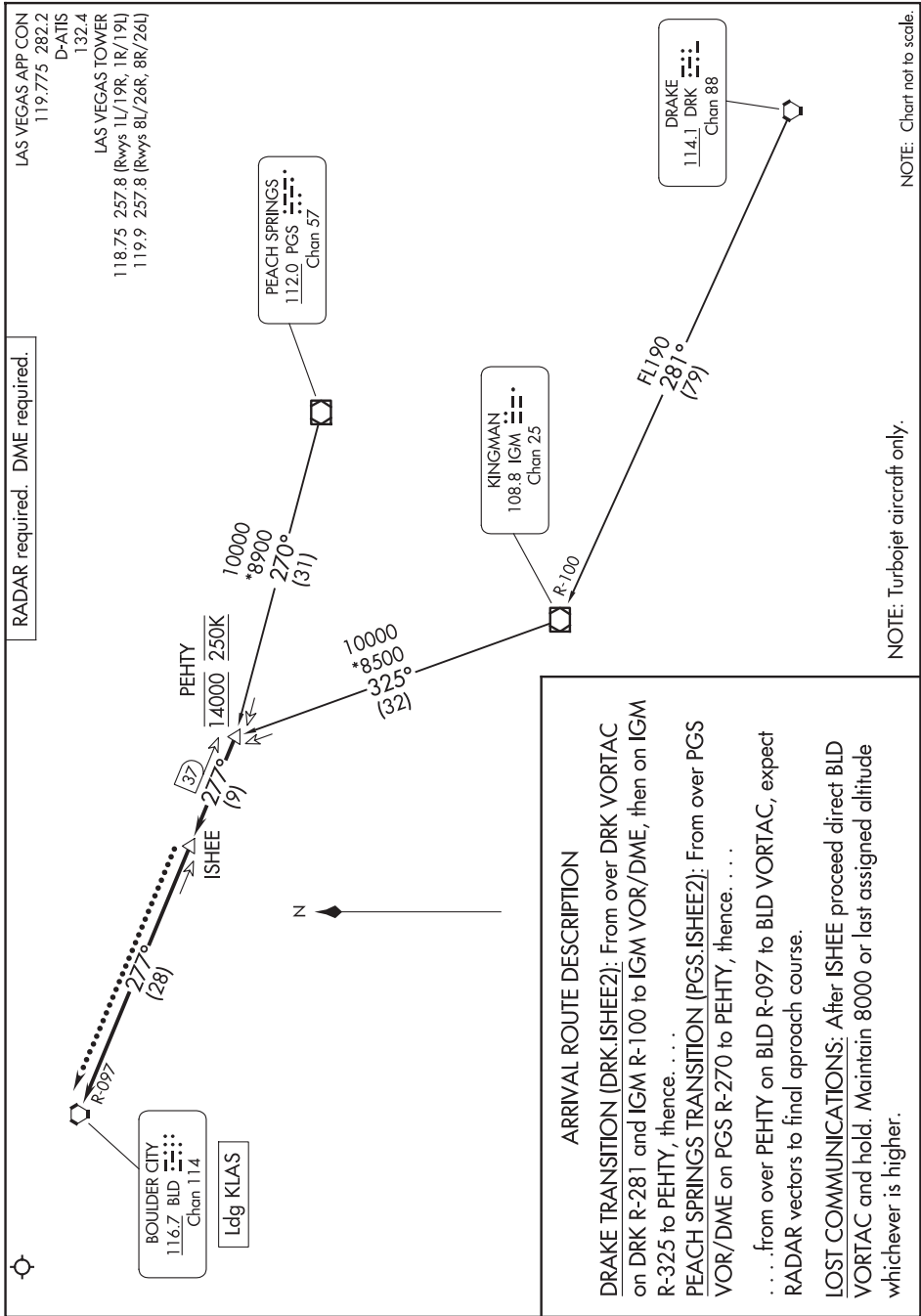
SW-4, 12 JUN 2025 to 07 AUG 2025

(PEHTY.ISHEE2) 24025  
ISHEE TWO ARRIVAL

Z40

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA



ISHEE TWO ARRIVAL  
(PEHTY.ISHEE2) 27JAN22

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

SW-4, 12 JUN 2025 to 07 AUG 2025

JAMMN FIVE ARRIVAL

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

AL-365 (FAA)

SALT LAKE CITY APP CON  
128.1 307.05

OGDEN  
115.7 OGD  
Chan 104

NOTE: After CHHIP, fly heading 343° for  
vectors to ILS or LOC RWY 16R  
or VISUAL RWY 16R approach.

WASATCH  
116.8 TCH  
Chan 115

FAIRFIELD  
116.6 FFU  
Chan 113

DELTA  
116.1 DTA  
Chan 108

MILFORD  
112.1 MLF  
Chan 58

BRYCE CANYON  
112.8 BCE  
Chan 75

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

(CONTINUED ON FOLLOWING PAGE)

JAMMN FIVE ARRIVAL

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

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

BRYCE CANYON TRANSITION (BCE.JAMMN5): From over BCE VORTAC via BCE R-339 and DTA R-158 to DTA VORTAC. Then via DTA R-358 to JAMMN. Thence. . . .

MILFORD TRANSITION (MLF.JAMMN5): From over MLF VORTAC via MLF R-007 and DTA R-187 to DTA VORTAC. Then via DTA R-358 to JAMMN. Thence. . . .

. . . .From JAMMN on TCH VORTAC R-179 to CHHIP, then fly heading 343° for vectors to ILS or LOC RWY 16R or VISUAL Rwy 16R approach.

LOST COMMUNICATIONS

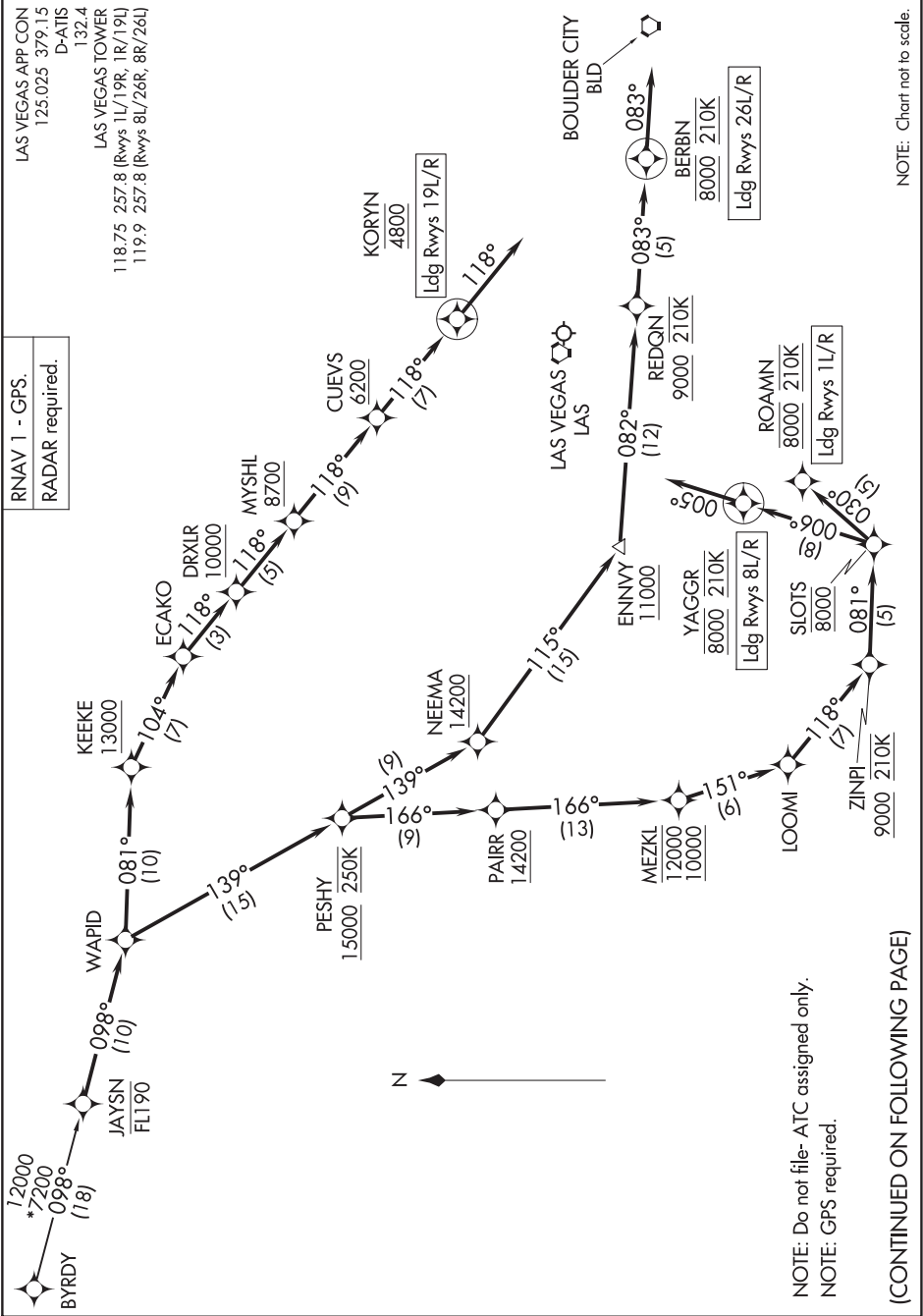
In the event of lost communications, at CHHIP proceed direct OGD VORTAC. Maintain 11000 until OGD VORTAC.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

(JAYSN.JAYSN3) 24305

JAYSN THREE ARRIVAL (RNAV)

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

## ARRIVAL ROUTE DESCRIPTION

BYRDY TRANSITION (BYRDY.JAYSN3)

From JAYSN on track 098° to WAPID.

LANDING RUNWAYS 1L/R: From WAPID on track 139° to cross PESHY at or above 15000 and at 250K, then on track 166° to cross PAIRR at or above 14200, then on track 166° to cross MEZKL between 10000 and 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI at or above 9000 and at 210K, then on track 081° to cross SLOTS at 8000, then on track 030° to cross ROAMN at 8000 and at 210K. Expect ILS or LOC RWY 1L or RADAR vectors to final approach course.

LANDING RUNWAYS 8L/R: From WAPID on track 139° to cross PESHY at or above 15000 and at 250K, then on track 166° to cross PAIRR at or above 14200, then on track 166° to cross MEZKL between 10000 and 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI at or above 9000 and at 210K, then on track 081° to cross SLOTS at 8000, then on track 006° to cross YAGGR at 8000 and at 210K, then on track 005° . Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R: From WAPID on track 081° to cross KEEKE at or above 13000, then on track 104° to ECAKO, then on track 118° to cross DRXLR at or above 10000, then on track 118° to cross MYSHL at or above 8700, then on track 118° to cross CUEVS at or above 6200, then on track 118° to cross KORYN at 4800, then on track 118°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 26L/R: From WAPID on track 139° to cross PESHY at or above 15000 and at 250K, then on track 139° to cross NEEMA at or above 14200, then on track 115° to cross ENNVY at or above 11000, then on track 082° to cross REDQN at or above 9000 and at 210K, then on track 083° to cross BERBN at 8000 and at 210K, then on track 083°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 8R: At YAGGR proceed on the RNAV (RNP) RWY 8R approach, if unable, proceed visually to intercept the final approach course; if unable, maintain 8000 proceed to LAS VORTAC then maintain 7000 proceed to BLD VORTAC and then on the ILS or LOC RWY 26L approach.

JAYSN THREE ARRIVAL (RNAV)

(JAYSN.JAYSN3) 31OCT24

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

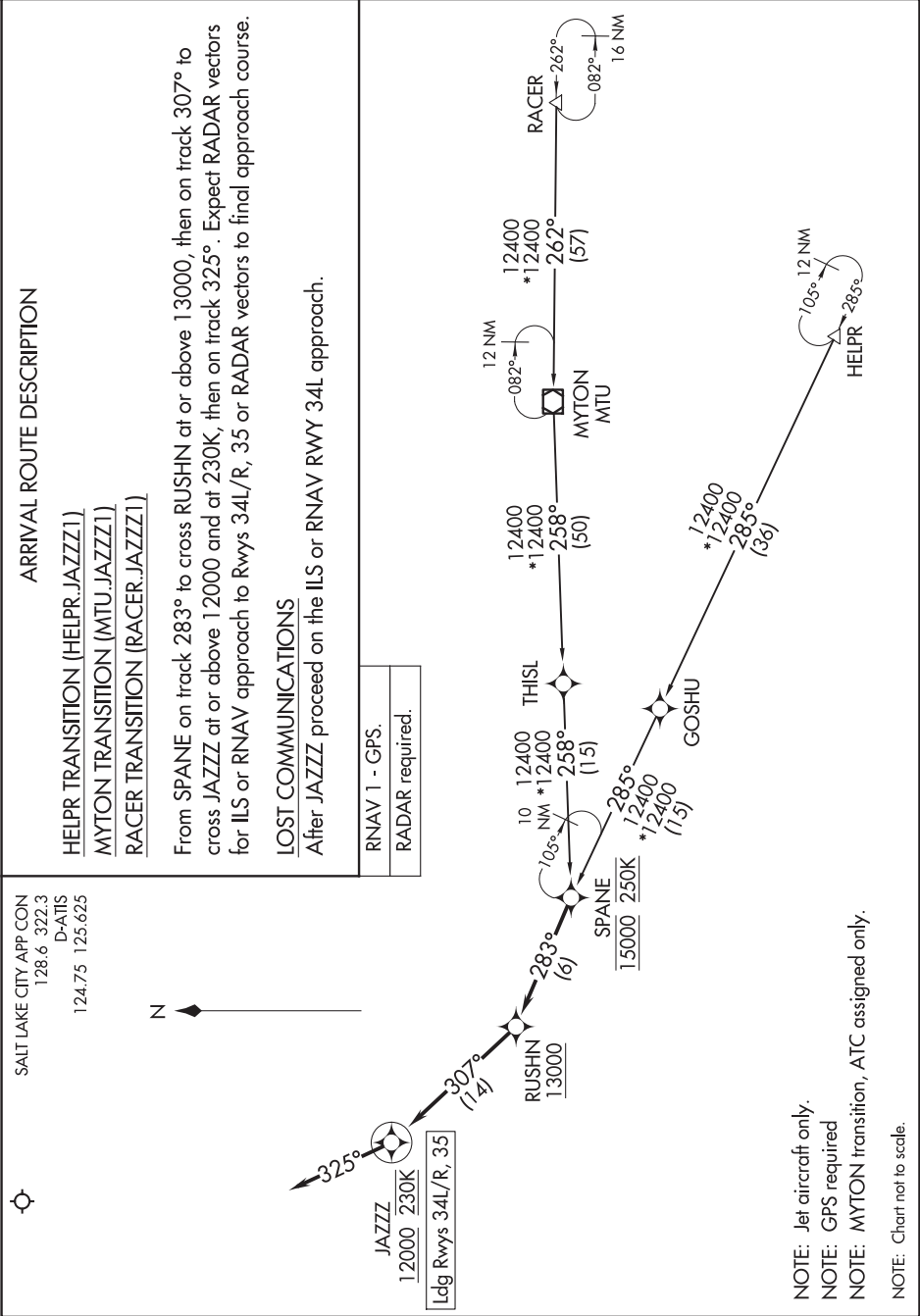
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

JAZZZ ONE ARRIVAL (RNAV)

AL-365 (FAA)

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



JAZZZ ONE ARRIVAL (RNAV)

(JESSE.JESSE3) 23334

## JESSE THREE ARRIVAL

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

PHOENIX APP CON

128.65 353.9

PHOENIX TOWER

118.7 278.8 (Rwy 8-26)

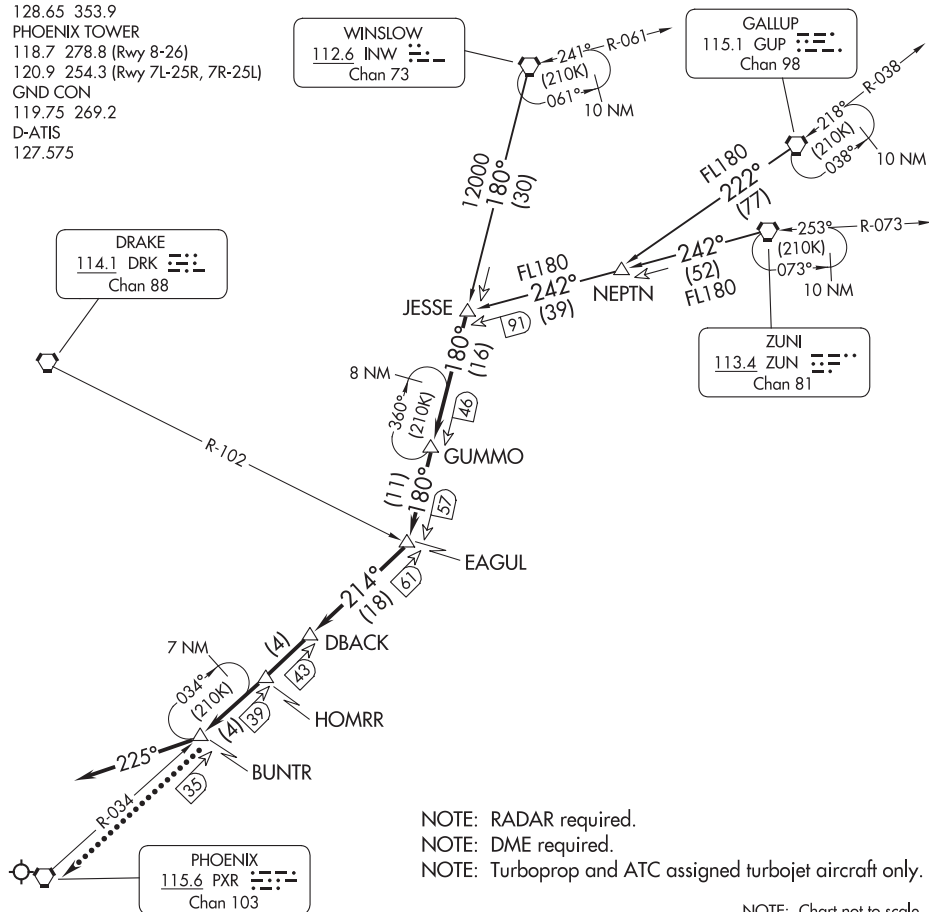
120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON

119.75 269.2

D-ATIS

127.575



## ARRIVAL ROUTE DESCRIPTION

GALLUP TRANSITION (GUP.JESSE3): From over GUP VORTAC on GUP R-222 and ZUN R-242 to JESSE. Thence. . .

WINSLOW TRANSITION (INW.JESSE3): From over INW VORTAC on INW R-180 to JESSE. Thence. . .

ZUNI TRANSITION (ZUN.JESSE3): From over ZUN VORTAC on ZUN R-242 to JESSE. Thence. . .

. . . From over JESSE on INW R-180 to GUMMO, then on INW R-180 to EAGUL, then on PXR R-034 to DBACK, then on PXR R-034 to HOMRR, then on PXR R-034 to BUNTR, after BUNTR fly heading 225°, expect RADAR vectors to final approach course.

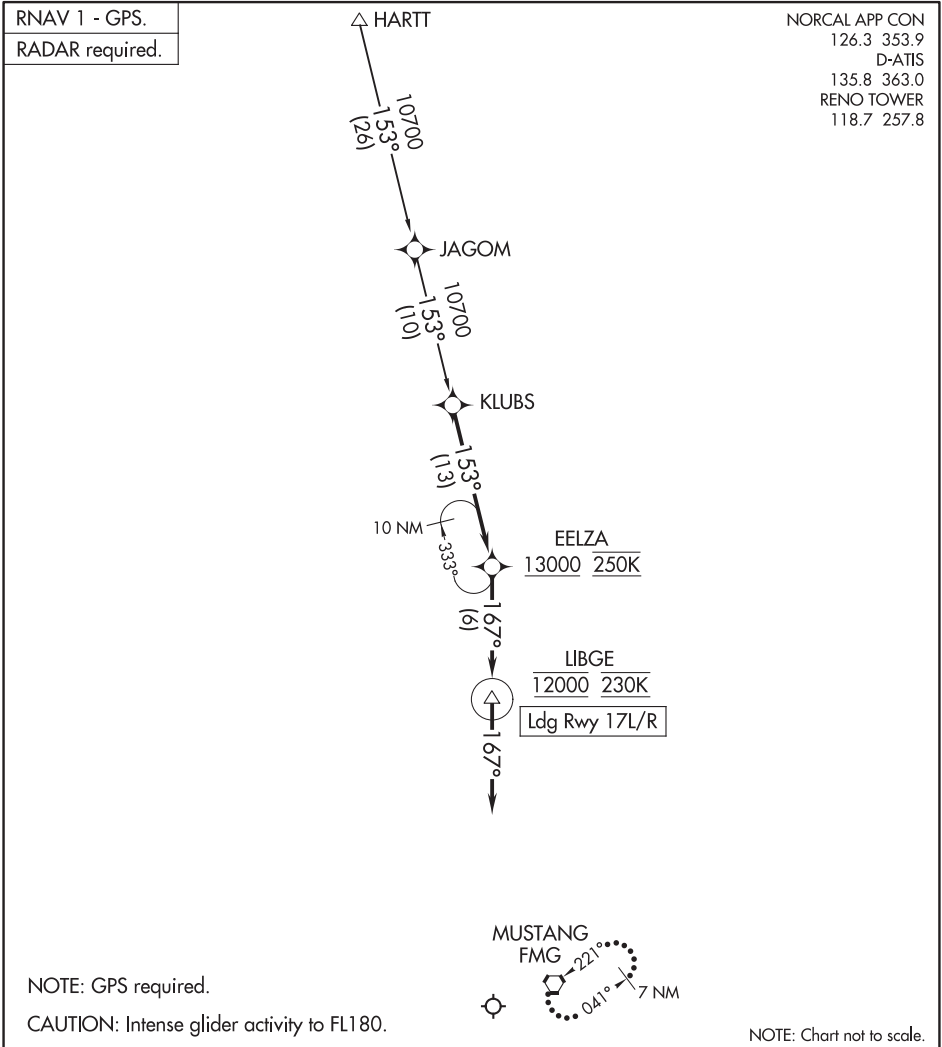
## LOST COMMUNICATIONS

After BUNTR, proceed direct to PXR VORTAC.

## JESSE THREE ARRIVAL

(JESSE.JESSE3) 02DEC21

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)



ARRIVAL ROUTE DESCRIPTION

HARTT TRANSITION (HARTT.KLUBS1)

From KLUBS on track 153° to cross EELZA at or above 13000 and at 250K, then on track 167° to cross LIBGE at 12000 and at 230K, then on heading 167°. Expect assigned instrument approach for Rwy 17L/R or RADAR vectors to final approach course.

LOST COMMUNICATIONS

At LIBGE, proceed inbound via Rwy 17R ILS approach. If unable, direct FMG VORTAC and hold.

(RNRDZ.LARKK1) 24025

## LARKK ONE ARRIVAL

AL-662 (FAA)

HARRY REID INTL (LAS)

LAS VEGAS, NEVADA

LAS VEGAS APP CON

125.025 379.15

D-ATIS

132.4

LAS VEGAS TOWER

118.75 257.8 (Rwys 1L/19R, 1R/19L)

119.9 257.8 (Rwys 8L/26R, 8R/26L)

LAS VEGAS  
116.9 LAS :--:  
Chan 116

LARKK  
12500  
Ldg KLAS

BOULDER CITY  
116.7 BLD :--:  
Chan 114

RNRDZ  
15000 250K

GOFFS  
114.4 GFS :--:  
Chan 91

ZGOSH  
FL240

DAGGETT  
113.2 DAG :--:  
Chan 79

TWENTYNINE PALMS  
114.2 TNP :--:  
Chan 89

NOTE: Chart not to scale.

NOTE: RADAR required.  
NOTE: Turbojet aircraft only.  
NOTE: DME required.

## ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.LARKK1): From over DAG VORTAC on DAG R-032 to RNRDZ, thence. . .

TWENTYNINE PALMS TRANSITION (TNP.LARKK1): From over TNP VORTAC on TNP R-028 and GFS R-185 to GFS VORTAC, then on GFS R-300 to RNRDZ, thence. . .

. . . from over RNRDZ on LAS R-209 to cross LARKK at 12500, then depart LARKK heading 350° for vectors to final approach.

LOST COMMUNICATIONS: Proceed to BLD VORTAC and hold. Maintain 8000 or last assigned altitude whichever is greater.

## LARKK ONE ARRIVAL

(RNRDZ.LARKK1) 25FEB21

LAS VEGAS, NEVADA

HARRY REID INTL (LAS)

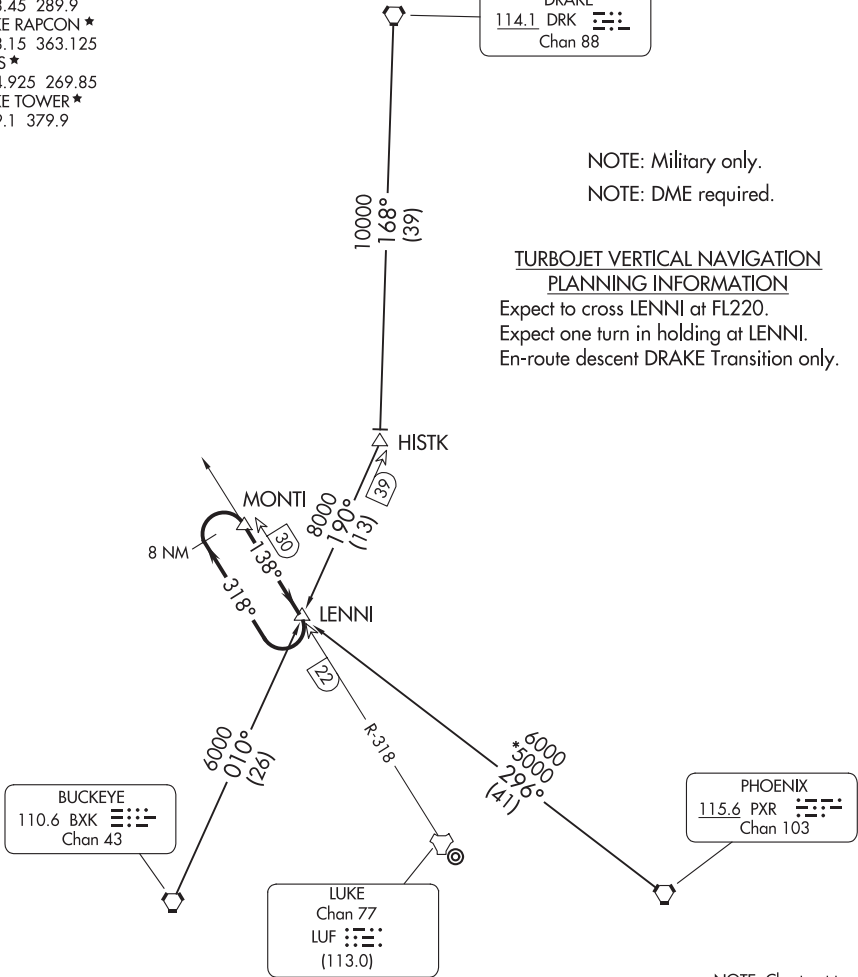
ALBUQUERQUE CENTER  
128.45 289.9  
LUKE RAPCON ★  
118.15 363.125  
ATIS ★  
134.925 269.85  
LUKE TOWER ★  
119.1 379.9

DRAKE  
114.1 DRK  
Chan 88

NOTE: Military only.  
NOTE: DME required.

TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect to cross LENNI at FL220.  
Expect one turn in holding at LENNI.  
En-route descent DRAKE Transition only.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BUCKEYE TRANSITION (BXK.LENNI4): From over BXK VORTAC on BXK R-010 to LENNI. Thence . . . .  
DRAKE TRANSITION (DRK.LENNI4): From over DRK VORTAC on DRK R-168 and BXK R-010 to LENNI. Thence . . . .  
PHOENIX TRANSITION (PXR.LENNI4): From over PXR VORTAC on PXR R-296 to LENNI. Thence . . . .

. . . . expect one turn in holding at LENNI followed by HI-TACAN, HI-ILS or LOC/DME to Luke AFB.

(KONNG.NTND01) 21336

## NTND0 ONE ARRIVAL (RNAV)

AL-6514 (FAA)

LAS VEGAS, NEVADA

LAS VEGAS APP CON  
125.475 307.25  
HND ATIS  
120.775  
VGT ATIS  
118.05  
HENDERSON TOWER★  
125.1  
NORTH LAS VEGAS TOWER★  
125.7 360.75

NORTH LAS VEGAS

HENDERSON EXEC

NTND0  
7000

Ldg KHND, KVGT

KEEKO  
7200KONNG  
10000 250KTETRS  
13000MISEN  
13000  
\*6500  
081°  
(25)

LINCK

13000  
\*9200  
064°  
(41)ZELMA  
1500013000  
\*7400  
012°  
(29)15000  
\*6900  
007°  
(29)

JOTNU

TWENTYNINE PALMS  
TNP  
15000  
\*6900  
030°  
(18)

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU/ or GPS required.

NOTE: TNP transition: for non-GPS equipped aircraft  
IPL and TNP DMEs must be operational.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

GUILE TRANSITION (GUILE.NTND01)MISEN TRANSITION (MISEN.NTND01)TWENTYNINE PALMS TRANSITION (TNP.NTND01)

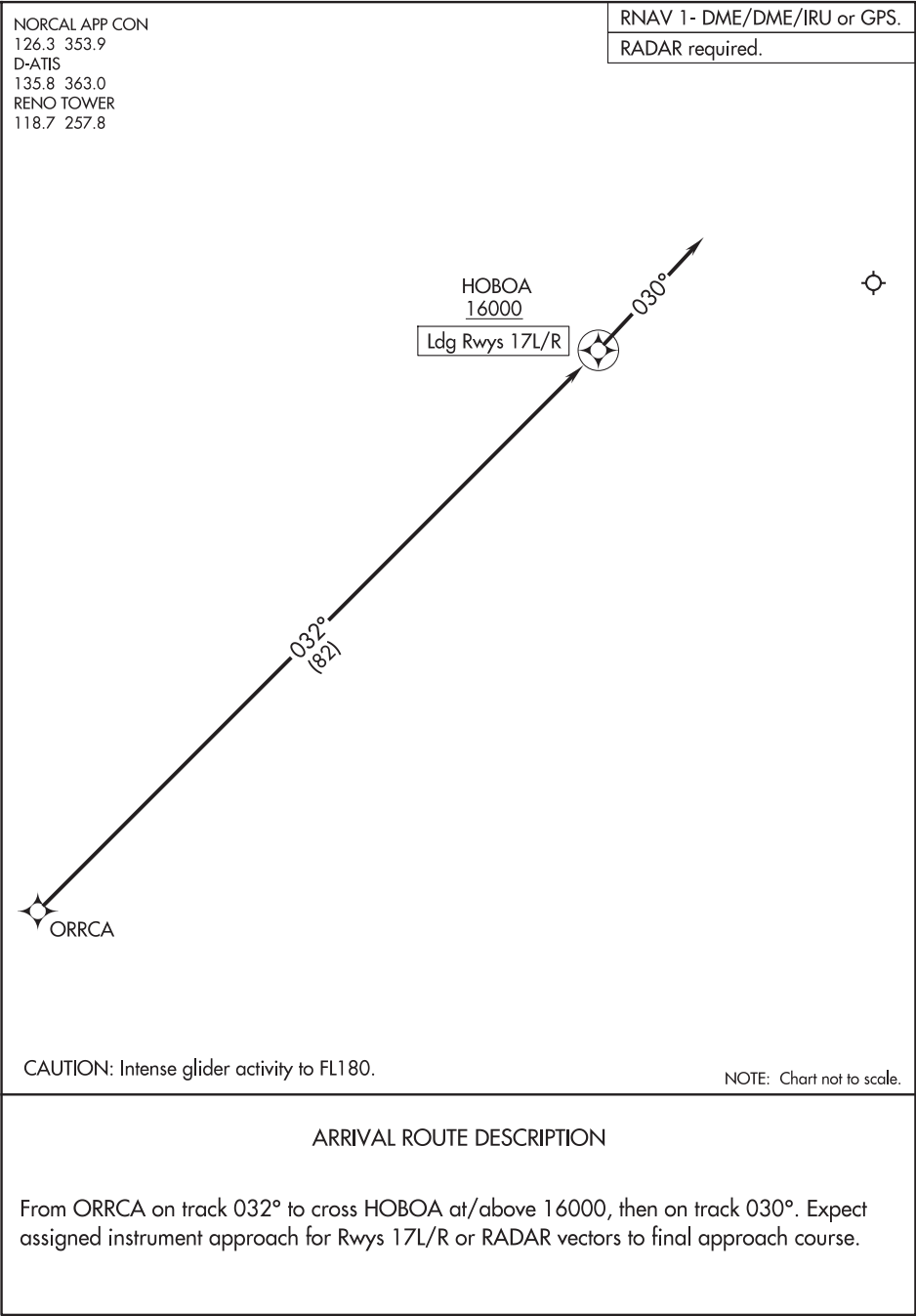
LANDING KHND/KVGT: From KONNG on track 328°  
to cross KEEKO at or above 7200, then on track 328°  
to cross NTND0 at 7000, then on track 304°. Expect  
RADAR vectors to final approach course.

NTND0 ONE ARRIVAL (RNAV)

LAS VEGAS, NEVADA

(KONNG.NTND01) 25FEB21



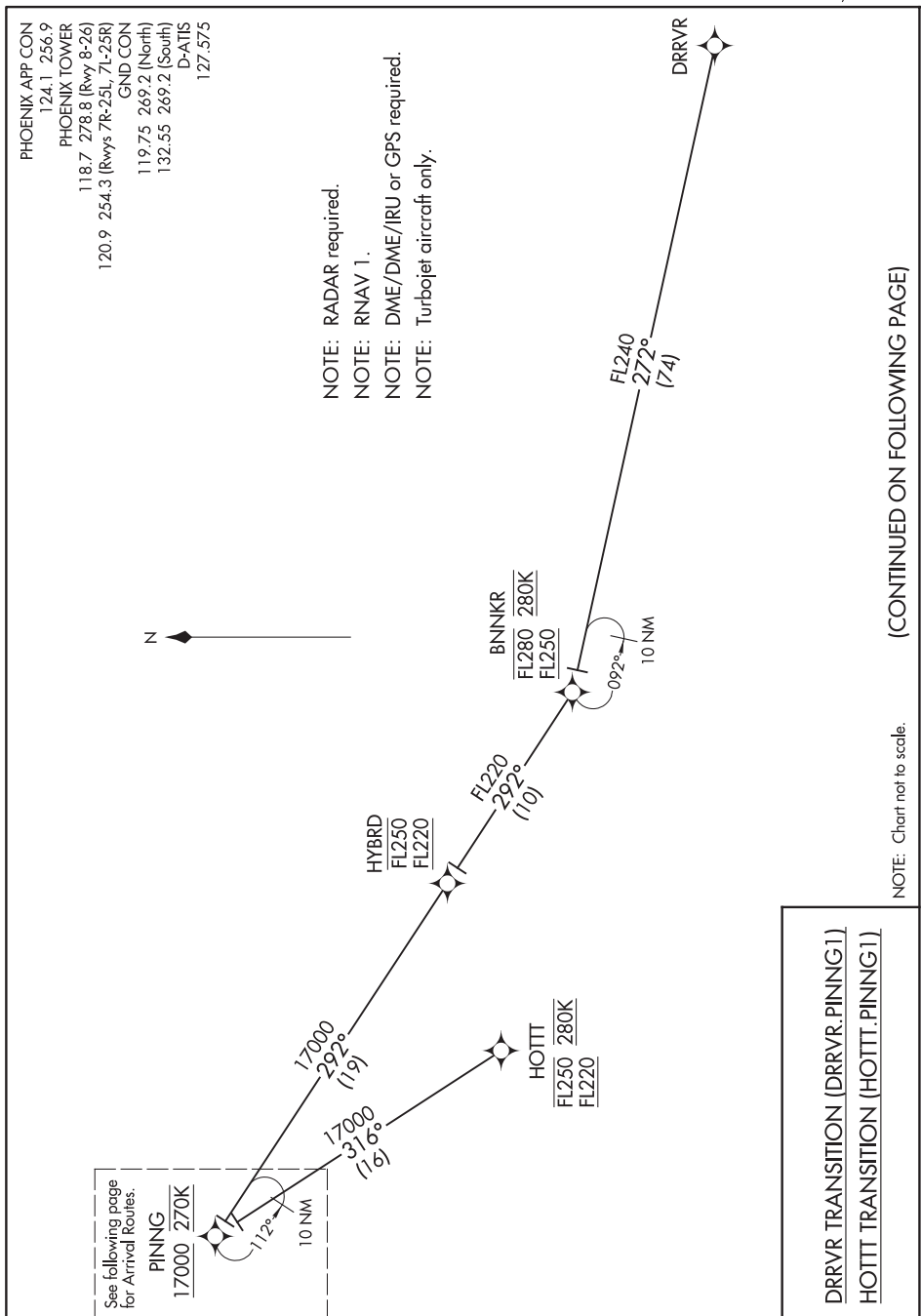


(PINNG.PINNG1) 17117

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA

PINNG ONE ARRIVAL (RNAV) Transition Routes



PINNG ONE ARRIVAL (RNAV) Transition Routes

(PINNG.PINNG1) 18SEP14

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

SW-4, 12 JUN 2025 to 07 AUG 2025

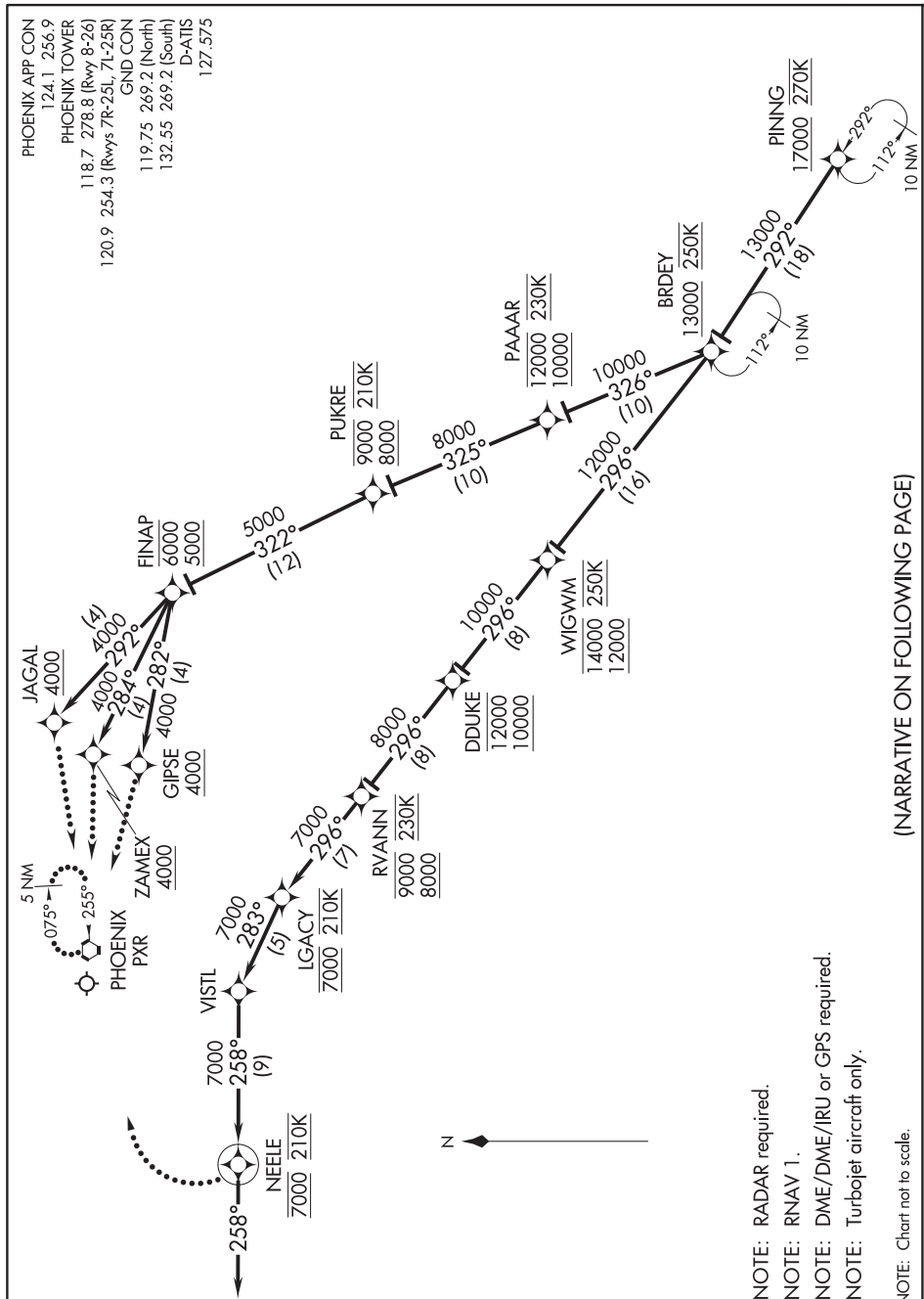
NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.



## ARRIVAL ROUTE DESCRIPTION

From PINNG on track 292° to cross BRDEY at/above 13000 and at 250K.

LANDING RUNWAYS 7L, 7R, 8: From BRDEY on track 296° to cross WIGWM at/above 12000 and at/below 14000 and at 250K, then on track 296° to cross DDUKE at/above 10000 and at/below 12000, then on track 296° to cross RVANN at/above 8000 and at/below 9000 and at 230K, then on track 296° to cross LGACY at 7000 and at 210K, then on track 283° to VISTL, then on track 258° to cross NEELE at 7000 and at 210K, then on track 258°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 25L: From BRDEY on track 326° to cross PAAAR at/above 10000 and at/below 12000 and at 230K, then on track 325° to cross PUKRE at/above 8000 and at/below 9000 and at 210K, then on track 322° to cross FINAP at/above 5000 and at/below 6000, then on track 282° track to cross GIPSE at/above 4000. Expect ILS or LOC RWY 25L approach or RADAR vectors to final approach course.

LANDING RUNWAY 25R: From BRDEY on track 326° to cross PAAAR at/above 10000 and at/below 12000 and at 230K, then on track 325° to cross PUKRE at/above 8000 and at/below 9000 and at 210K, then on track 322° to cross FINAP at/above 5000 and at/below 6000, then on track 284° to cross ZAMEX at/above 4000. Expect RNAV (GPS) Y or (RNP) Z RWY 25R approach or RADAR vectors to final approach course.

LANDING RUNWAY 26: From BRDEY on track 326° to cross PAAAR at/above 10000 and at/below 12000 and at 230K, then on track 325° to cross PUKRE at/above 8000 and at/below 9000 and at 210K, then on track 322° to cross FINAP at/above 5000 and at/below 6000, then on track 292° to cross JAGAL at/above 4000. Expect ILS or LOC RWY 26 approach or RADAR vectors to final approach course.

## LOST COMMUNICATIONS

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

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

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

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

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

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



NOTE: Jet aircraft only.  
NOTE: GPS required.  
NOTE: MYTON Transition, ATC assigned only.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SW-4, 12 JUN 2025 to 07 AUG 2025

(PITTT.PITTT1) 25051

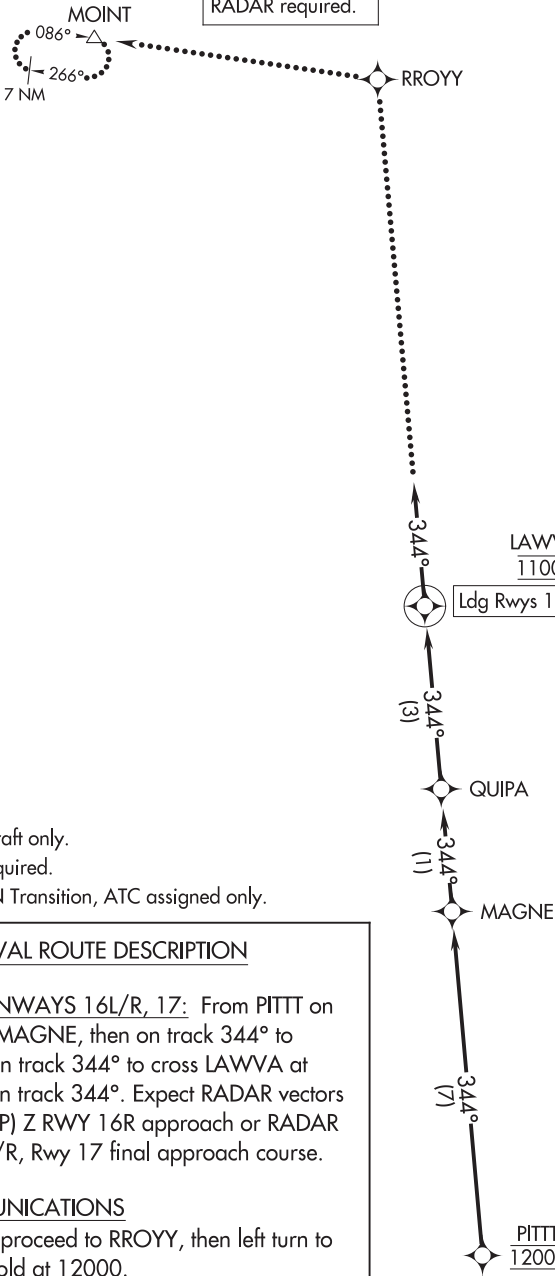
PITTT ONE ARRIVAL (RNAV) Arrival Routes

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

AL-365 (FAA)

RNAV 1 - GPS.  
RADAR required.

SALT LAKE CITY APP CON  
128.1 307.05  
D-ATIS  
124.75 125.625



NOTE: Jet aircraft only.  
NOTE: GPS required.  
NOTE: MYTON Transition, ATC assigned only.

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 16L/R, 17: From PITTT on track 344° to MAGNE, then on track 344° to QUIPA, then on track 344° to cross LAWVA at 11000, then on track 344°. Expect RADAR vectors for RNAV (RNP) Z RWY 16R approach or RADAR vectors to 16L/R, Rwy 17 final approach course.

LOST COMMUNICATIONS

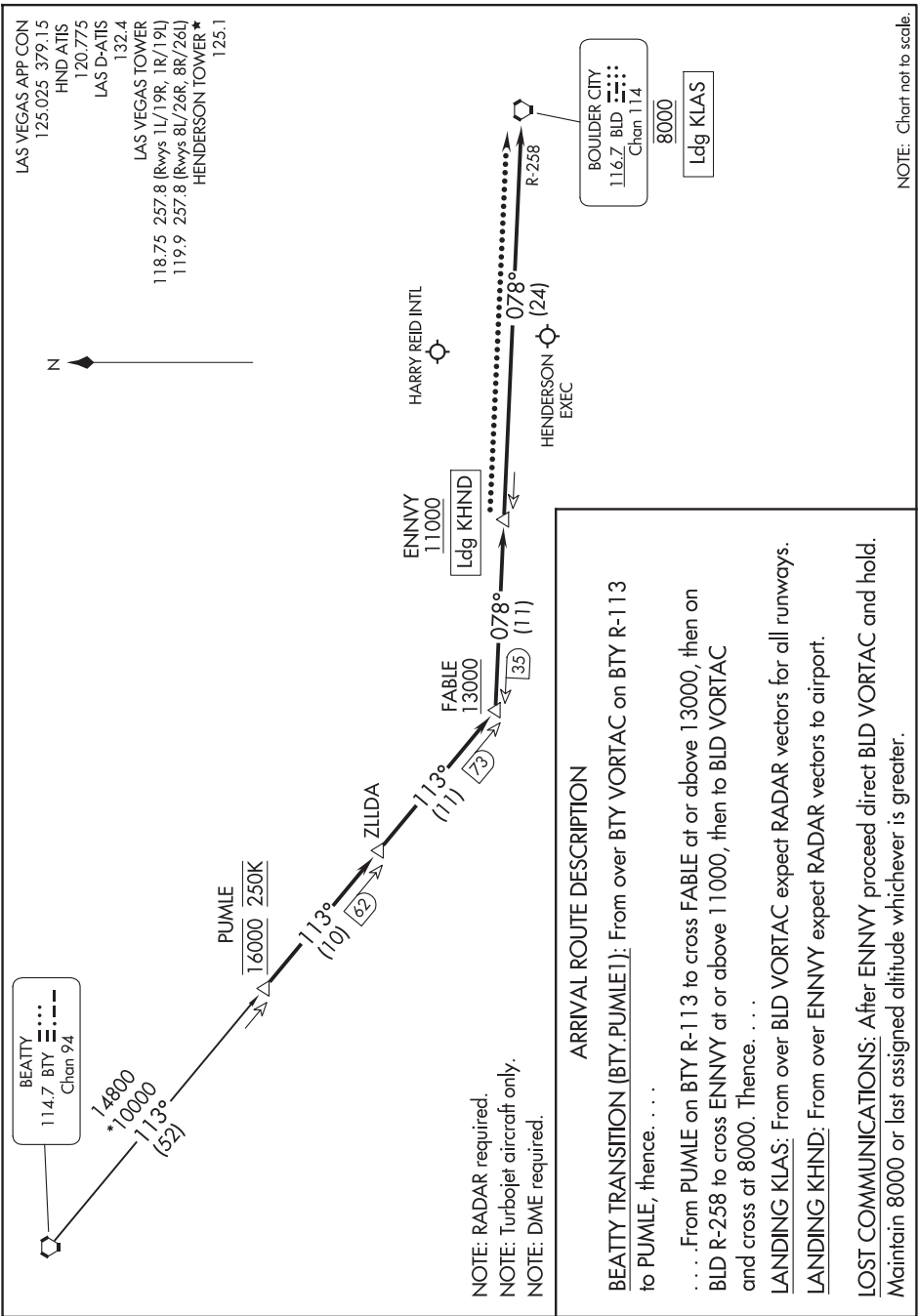
After LAWVA proceed to RROY, then left turn to MOINT and hold at 12000.

NOTE: Chart not to scale.

PUMLE ONE ARRIVAL

AL-662 (FAA)

LAS VEGAS, NEVADA



PUMLE ONE ARRIVAL

LAS VEGAS, NEVADA

(QWENN.QWENN6) 25051

QWENN SIX ARRIVAL (RNAV)

AL-365 (FAA)

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

ARRIVAL ROUTE DESCRIPTION

BRYCE CANYON TRANSITION (BCE.QWENN6)  
MILFORD TRANSITION (MLF.QWENN6)

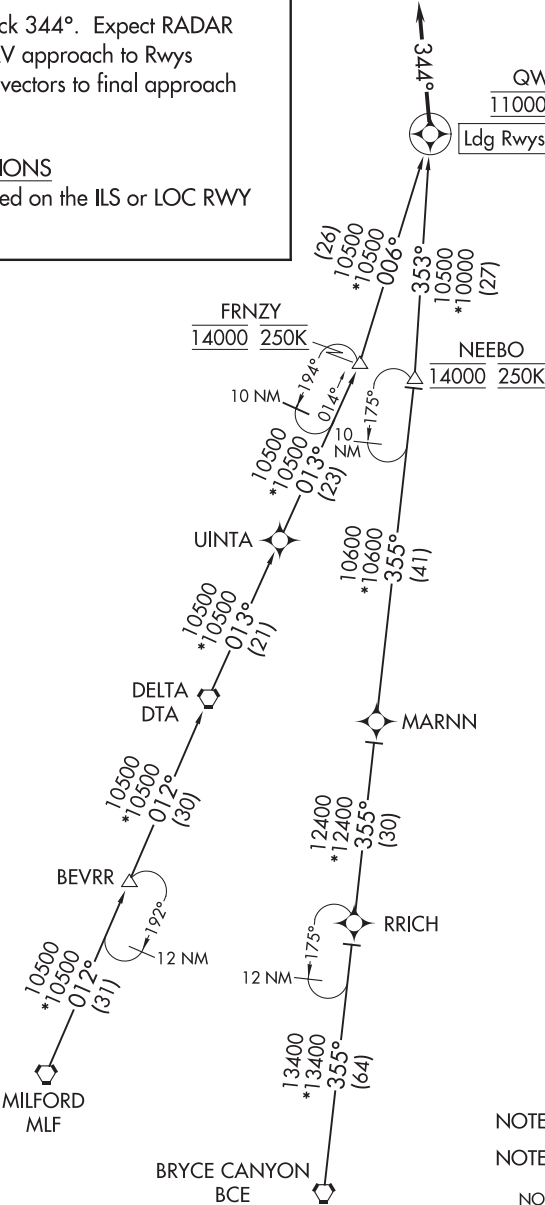
From QWENN on track 344°. Expect RADAR vectors for ILS or RNAV approach to Rwy 34L/R, 35 or RADAR vectors to final approach course.

LOST COMMUNICATIONS  
After QWENN, proceed on the ILS or LOC RWY 34L approach.

RNAV 1 - GPS.  
RADAR required.

SALT LAKE CITY APP CON  
128.6 322.3  
D-ATIS  
124.75 125.625

QWENN  
11000 230K  
Ldg Rwy 34L/R, 35



NOTE: Jet aircraft only.  
NOTE: GPS required.  
NOTE: Chart not to scale.

QWENN SIX ARRIVAL (RNAV)

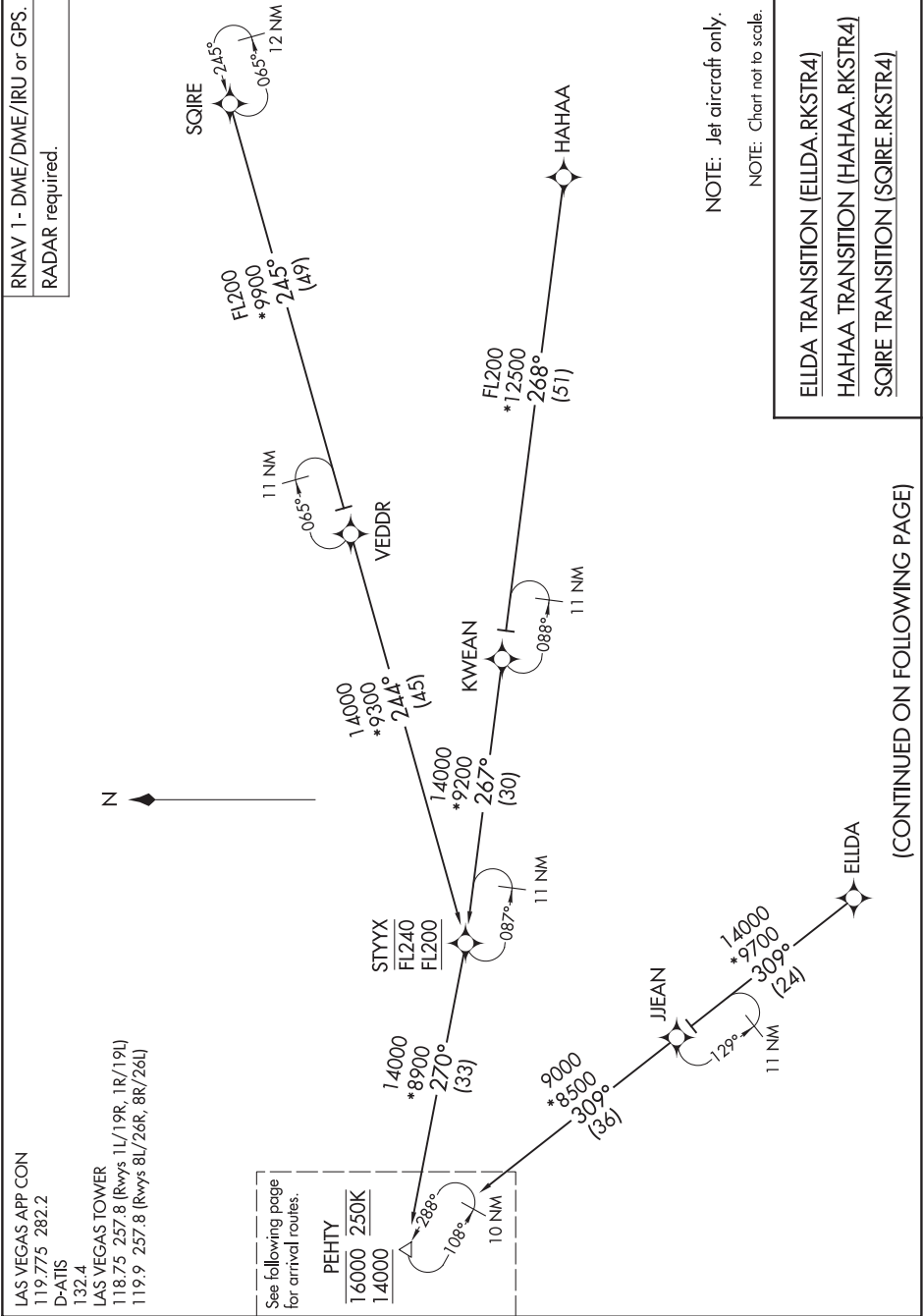
(QWENN.QWENN6) 20FEB25

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



RKSTR FOUR ARRIVAL (RNAV) Transition Routes

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

NOTE: Jet aircraft only.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

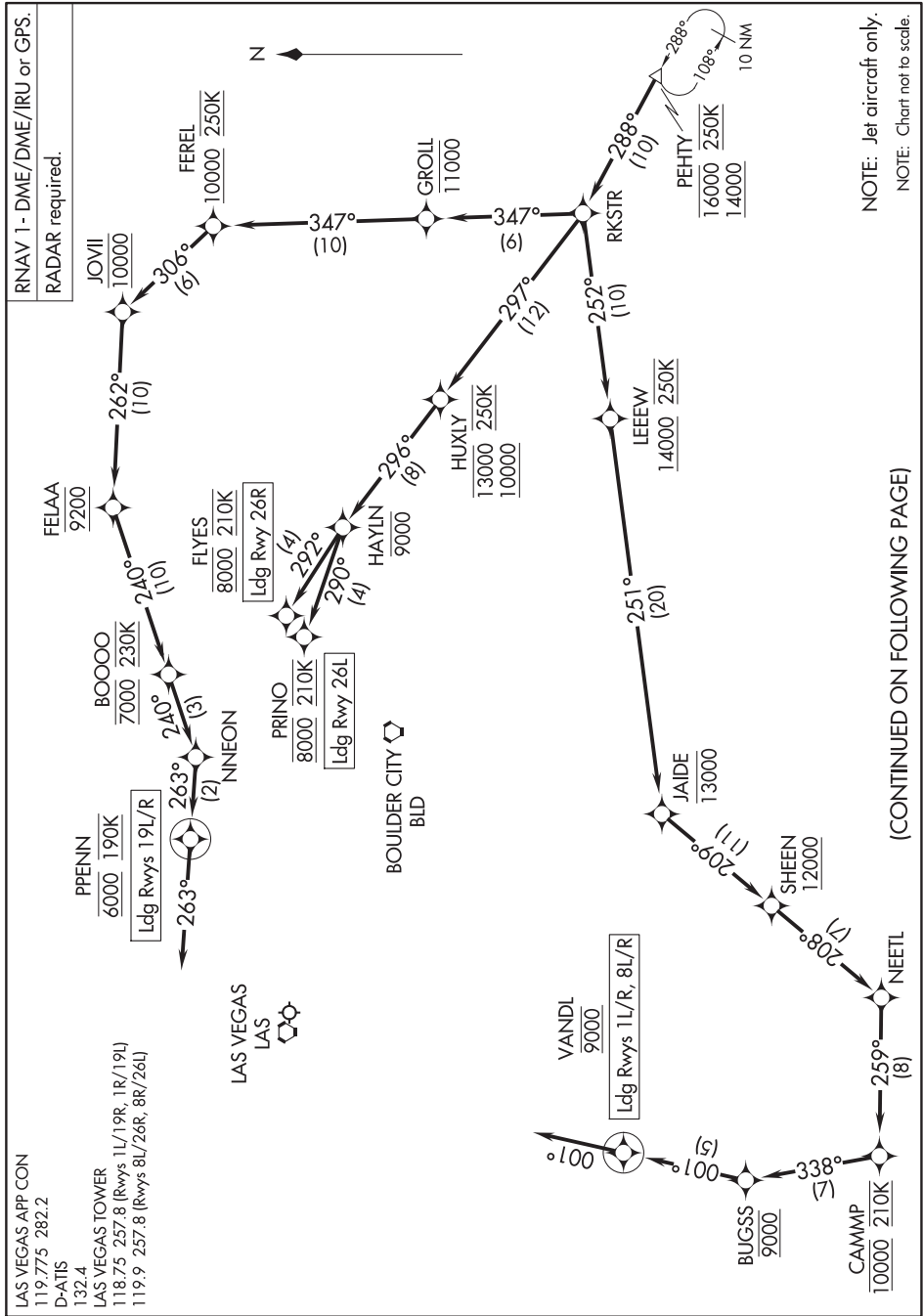
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

LAS VEGAS APP CON  
119.775 282.2  
D-ATIS  
132.4  
LAS VEGAS TOWER  
118.75 257.8 (Rwys 1  
119.9 257.8 (Rwys 8L)

# RKSTR FOUR ARRIVAL (RNAV) Arrival Routes

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)



ARRIVAL ROUTE DESCRIPTION

From PEHTY on track 288° to RKSTR.

LANDING RUNWAYS 1L/R, 8L/R: From RKSTR on track 252° to cross LEEEW at or above 14000 and at 250K, then on track 251° to cross JAIDE at or below 13000, then on track 209° to cross SHEEN at or above 12000, then on track 208° to NEETL, then on track 259° to cross CAMMP at 10000 and at 210K, then on track 338° to cross BUGSS at 9000, then on track 001° to cross VANDL at 9000, then on track 001°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R: From RKSTR on track 347° to cross GROLL at or below 11000, then on track 347° to cross FEREL at or above 10000 and at 250K, then on track 306° to cross JOVII at 10000, then on track 262° to cross FELAA at 9200, then on track 240° to cross BOOOO at 7000 and at 230K, then on track 240° to NNEON, then on track 263° to cross PPENN at 6000 and at 190K, then on track 263°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 26L: From RKSTR on track 297° to cross HUXLY between 10000 and 13000 and at 250K, then on track 296° to cross HAYLN at or below 9000, then on track 290° to cross PRINO at 8000 and at 210K. Expect ILS or LOC RWY 26L approach.

LANDING RUNWAY 26R: From RKSTR on track 297° to cross HUXLY between 10000 and 13000 and at 250K, then on track 296° to cross HAYLN at or below 9000, then on track 292° to cross FLYES at 8000 and at 210K. Expect ILS or LOC RWY 26R approach.

LOST COMMUNICATIONS

LANDING RUNWAYS 1L/R, 8L/R: At VANDL proceed on the RNAV (GPS) RWY 1R approach, if unable maintain 8100 direct BLD VORTAC and then on the ILS or LOC RWY 26L approach.

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

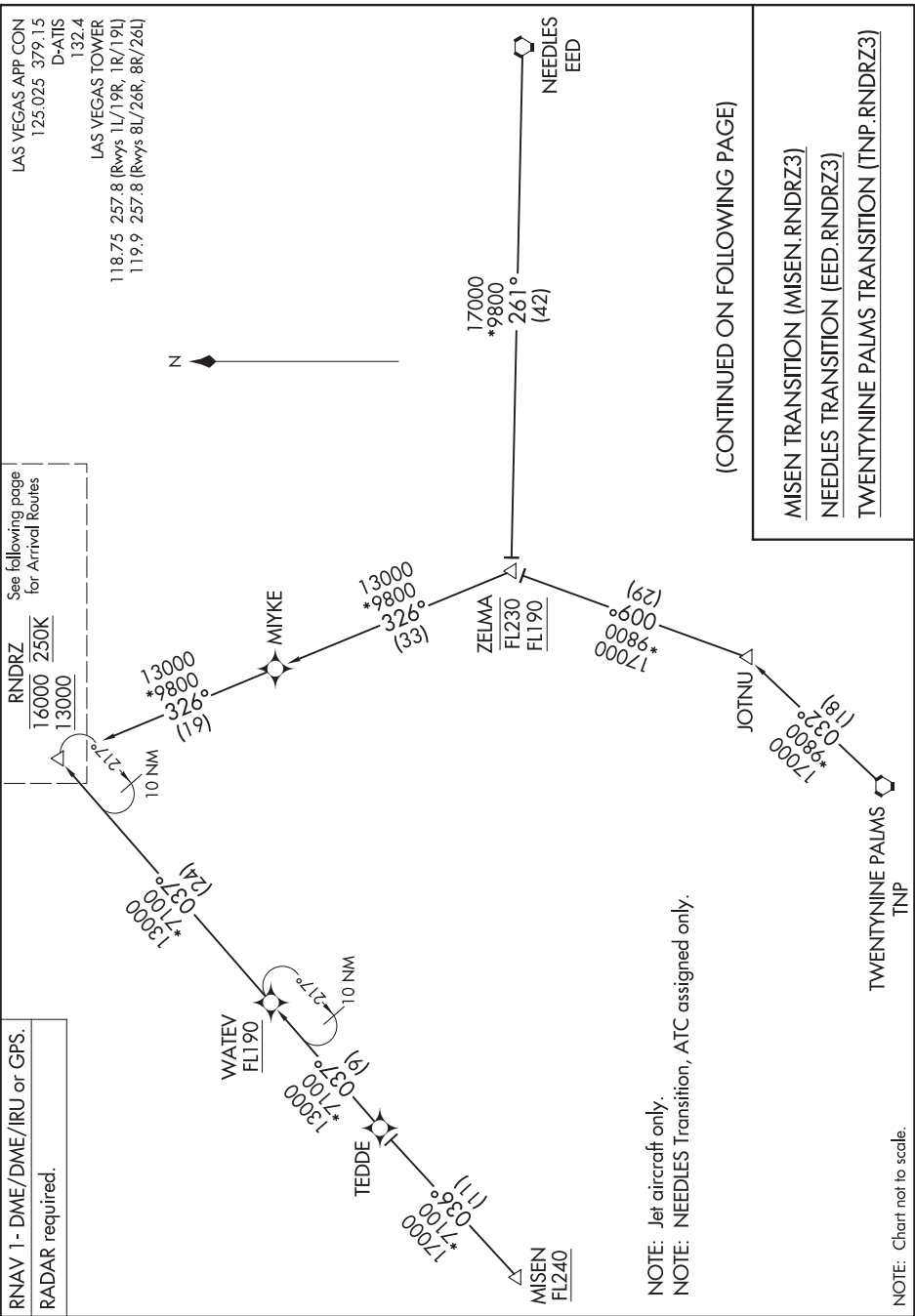
(RNDZR.RNDRZ3) 24305

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

RNDRZ THREE ARRIVAL (RNAV) Transition Routes

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

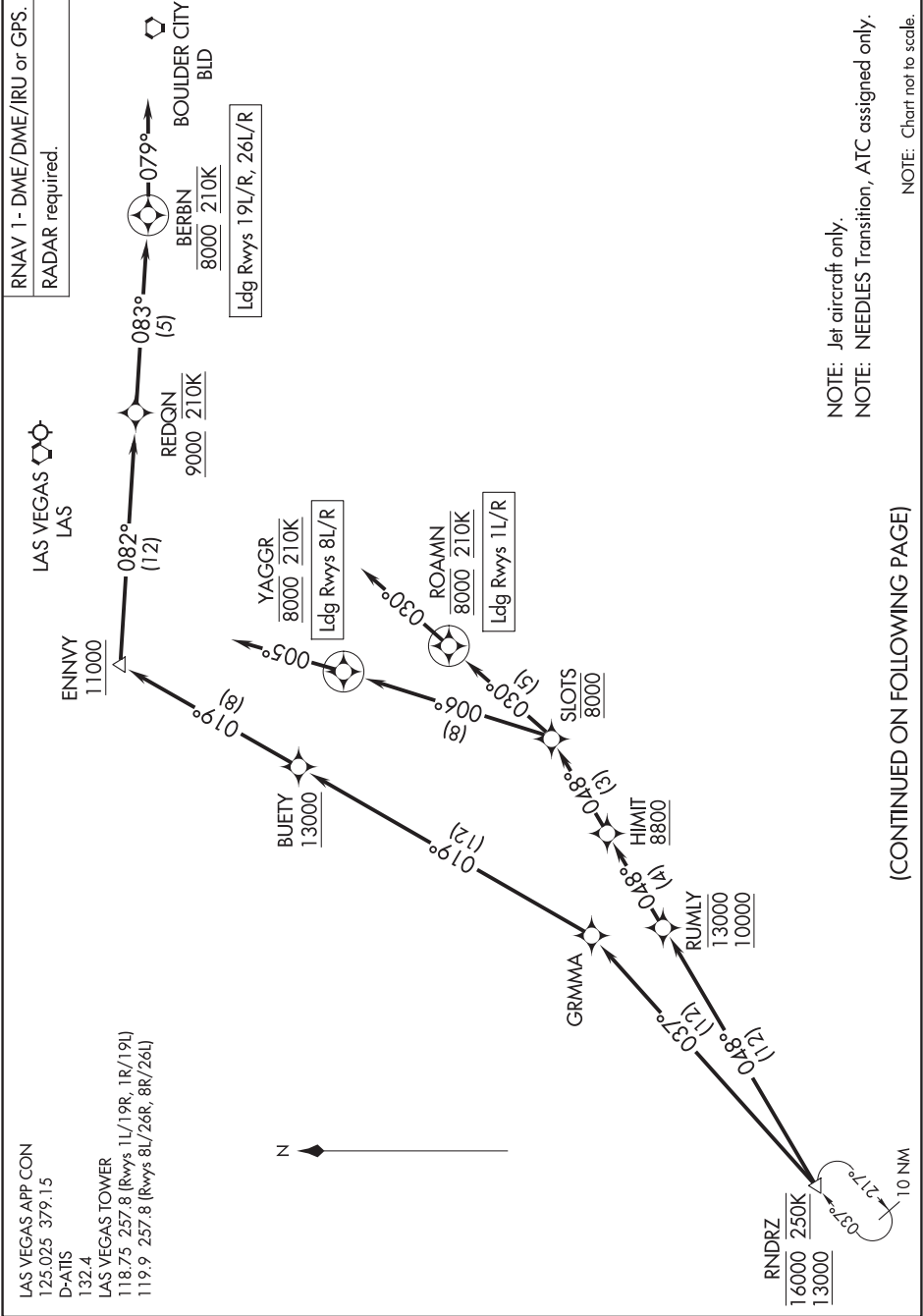
RNDRZ THREE ARRIVAL (RNAV) Transition Routes

(RNDZR.RNDRZ3) 31OCT24

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

RNDRZ THREE ARRIVAL (RNAV) Arrival Routes

SW-4, 12 JUN 2025 to 07 AUG 2025



RNDRZ THREE ARRIVAL (RNAV) Arrival Routes

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 1L/R: From RNRDZ on track 048° to cross RUMLY between 10000 and 13000, then on track 048° to cross HIMIT at or above 8800, then on track 048° to cross SLOTS at 8000, then on track 030° to cross ROAMN at 8000 and at 210K, then on track 030°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 8L/R: From RNRDZ on track 048° to cross RUMLY between 10000 and 13000, then on track 048° to cross HIMIT at or above 8800, then on track 048° to cross SLOTS at 8000, then on track 006° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R, 26L/R: From RNRDZ on track 037° to GRMMA, then on track 019° to cross BUETY at or above 13000, then on track 019° to cross ENNVY at or above 11000, then on track 082° to cross REDQN at or above 9000 and at 210K, then on track 083° to cross BERBN at 8000 and at 210K, then on track 079°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 8R: At YAGGR proceed on the RNAV (RNP) RWY 8R approach, if unable, proceed visually to intercept the final approach course; if unable, maintain 8000 proceed direct LAS VORTAC then maintain 7000 proceed to BLD VORTAC and then on the ILS or LOC RWY 26L approach.

SW-4, 12 JUN 2025 to 07 AUG 2025

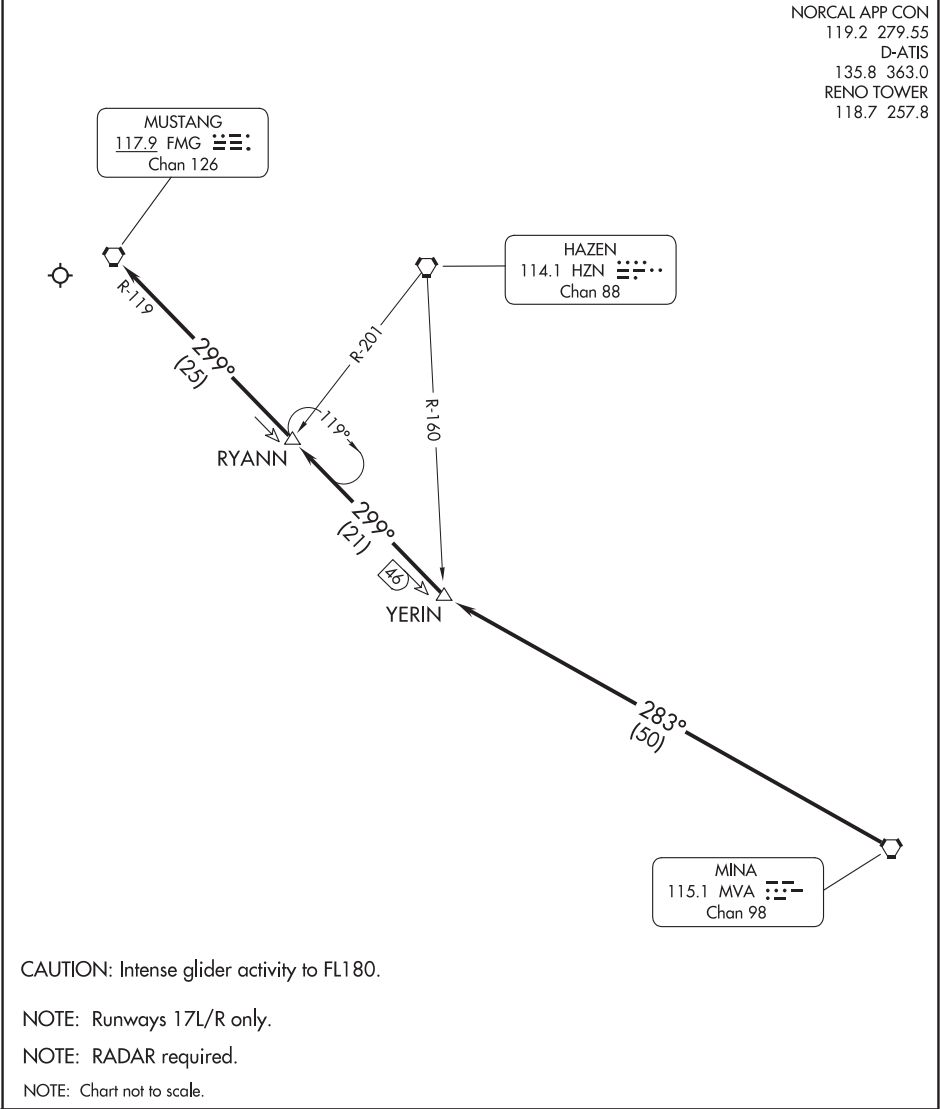
SW-4, 12 JUN 2025 to 07 AUG 2025

NORCAL APP CON  
119.2 279.55  
D-ATIS  
135.8 363.0  
RENO TOWER  
118.7 257.8

MUSTANG  
117.9 FMG  
Chan 126

HAZEN  
114.1 HZN  
Chan 88

MINA  
115.1 MVA  
Chan 98



ARRIVAL ROUTE DESCRIPTION

RUNWAYS 17L/R: From over MVA VORTAC on MVA R-283 to YERIN, thence on FMG R-119 to FMG VORTAC. Expect RADAR vectors to Runways 17L/R.

(SCOLA.SCOLA1) 22307

## SCOLA ONE ARRIVAL (RNAV)

AL-346 (FAA)

RENO/TAHOE INTL (RNO)

RENO, NEVADA

RNAV 1 - GPS

RADAR required

NORCAL APP CON

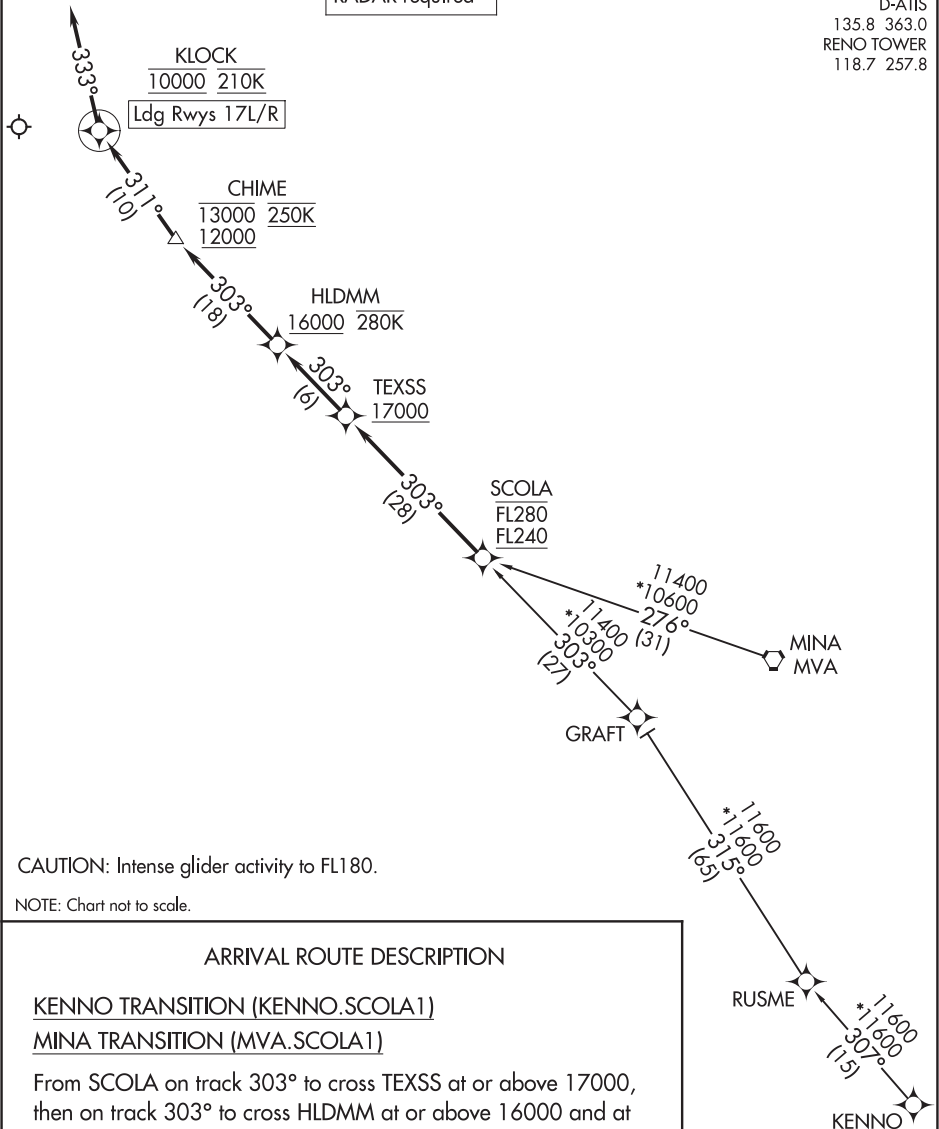
119.2 279.55

D-ATIS

135.8 363.0

RENO TOWER

118.7 257.8



## ARRIVAL ROUTE DESCRIPTION

KENNO TRANSITION (KENNO.SCOLA1)MINA TRANSITION (MVA.SCOLA1)

From SCOLA on track 303° to cross TEXSS at or above 17000, then on track 303° to cross HLDMM at or above 16000 and at below 280K, then on track 303° to cross CHIME between 12000 and 13000 and at 250K, then on track 311° to cross KLOCK at 10000 and at 210K, then on heading 333°. Expect assigned instrument approach for Rwy 17L/R or RADAR vectors to final approach course.

## SCOLA ONE ARRIVAL (RNAV)

(SCOLA.SCOLA1) 03NOV22

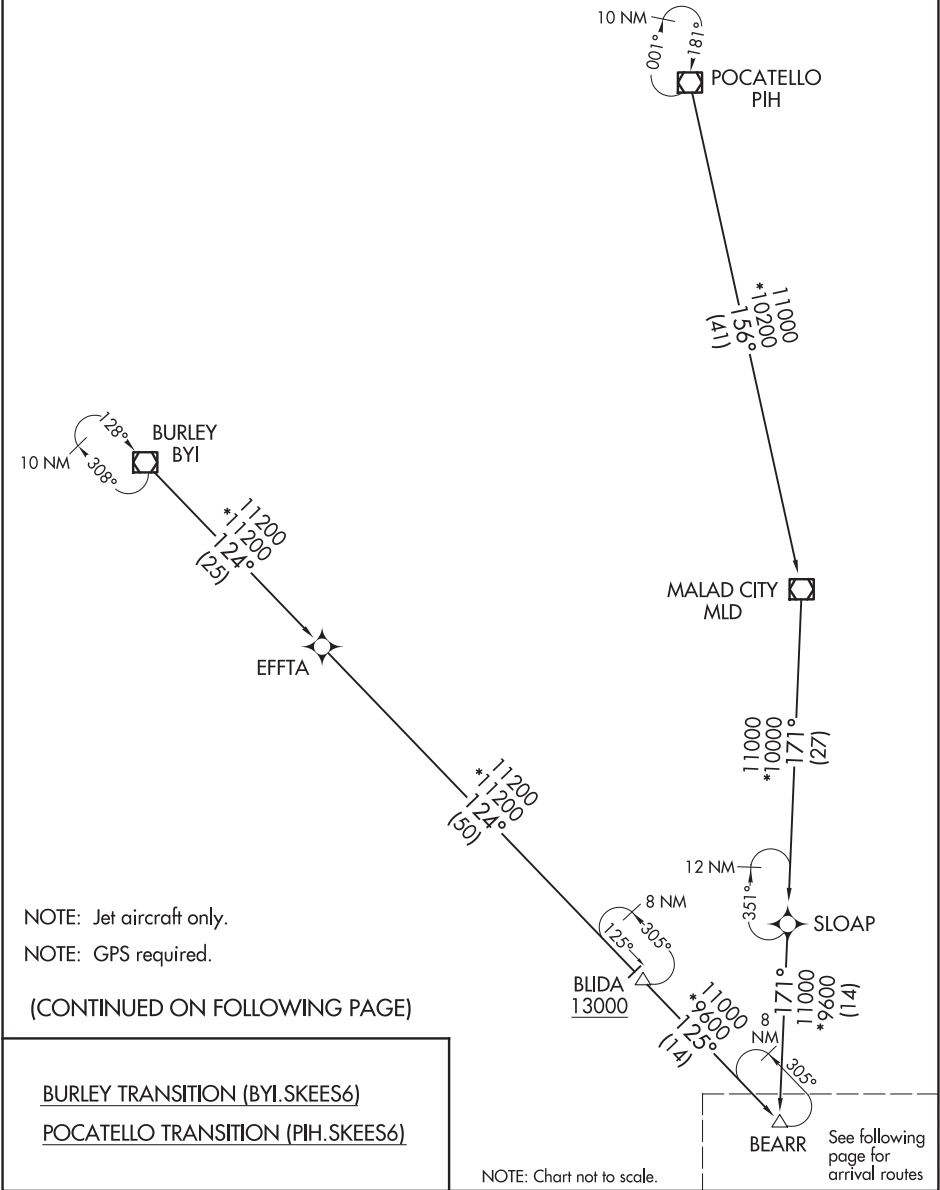
RENO, NEVADA

RENO/TAHOE INTL (RNO)



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

RNAV 1 - GPS.  
RADAR required.



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

(BEARR.SKEES6) 25051

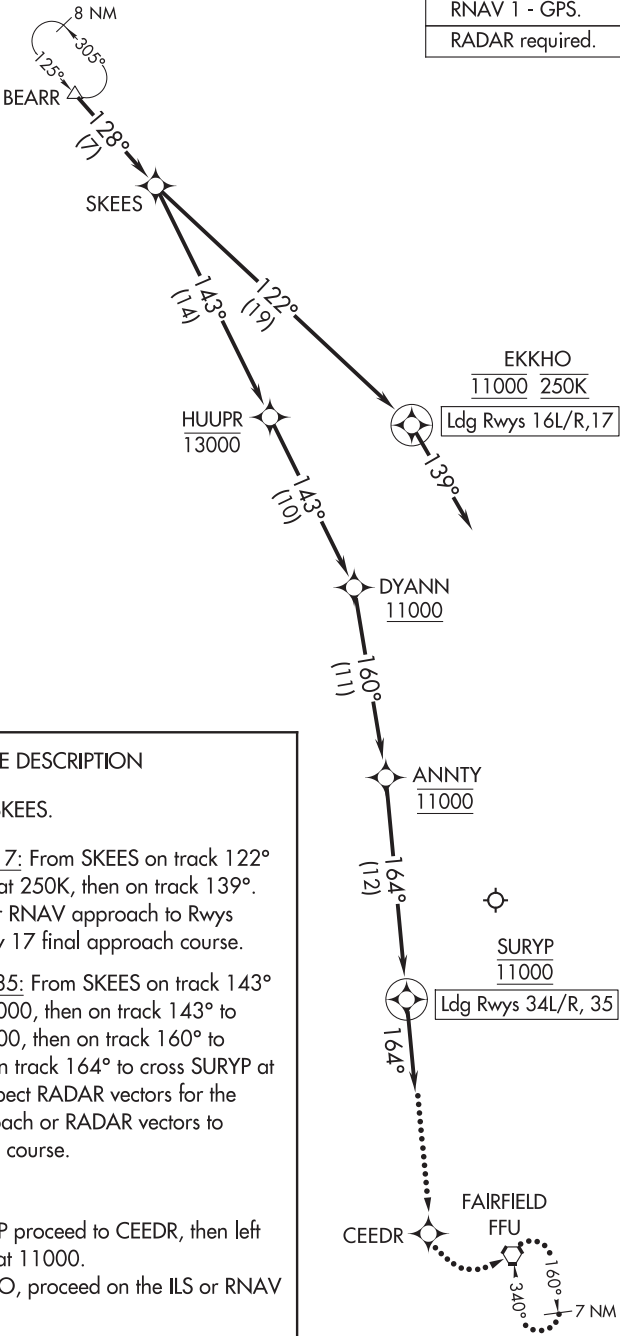
SKEES SIX ARRIVAL (RNAV) Arrival Routes

AL-365 (FAA)

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

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

RNAV 1 - GPS.  
RADAR required.



NOTE: Jet aircraft only.  
NOTE: GPS required.  
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From BEARR on track 128° to SKEES.

LANDING RUNWAYS 16L/R, 17: From SKEES on track 122° to cross EKKHO at 11000 and at 250K, then on track 139°. Expect RADAR vectors for ILS or RNAV approach to Rwys 16L/R or RADAR vectors to Rwy 17 final approach course.

LANDING RUNWAYS 34L/R, 35: From SKEES on track 143° to cross HUUPR at or below 13000, then on track 143° to cross DYANN at or above 11000, then on track 160° to cross ANNTY at 11000, then on track 164° to cross SURYP at 11000, then on track 164°. Expect RADAR vectors for the RNAV (RNP) Z RWY 34L approach or RADAR vectors to Rwys 34L/R, 35 final approach course.

LOST COMMUNICATIONS

LANDING NORTH: After SURYP proceed to CEEDR, then left turn to FFU VORTAC and hold at 11000.

LANDING SOUTH: After EKKHO, proceed on the ILS or RNAV RWY 16L approach.

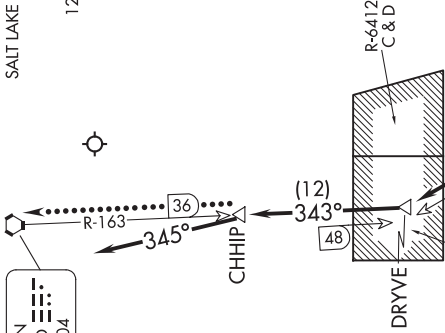
SKEES SIX ARRIVAL (RNAV) Arrival Routes

(BEARR.SKEES6) 20FEB25

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

SALT LAKE CITY APP CON  
128.6 322.3  
D-ATIS  
124.75 125.625

OGDEN  
115.7 OGD  
Chan 104



**ARRIVAL ROUTE DESCRIPTION**

**HELPR TRANSITION (HELPR.SPANE8):** From over HELPR on FFU R-100 to SPANE, thence . . . .

**MEEKER TRANSITION (EKR.SPANE8):** From over EKR VOR/DME on EKR R-264 to RACER, then on EKR R-264 and MTU R-078 to MTU VOR/DME, then on MTU R-255 to SPANE, thence . . . .

**LANDING NORTH:** From SPANE on FFU R-100 to BOAGY, then to FFU VORTAC. Expect ILS RWY 34R approach.

**LANDING SOUTH:** From SPANE on FFU R-100 to BOAGY, then to FFU VORTAC, then on FFU R-314 to DRYVE, then on OGD R-163 to CHHIP. After CHHIP, fly heading 345° for vectors to ILS or Visual RWY 16R approach.

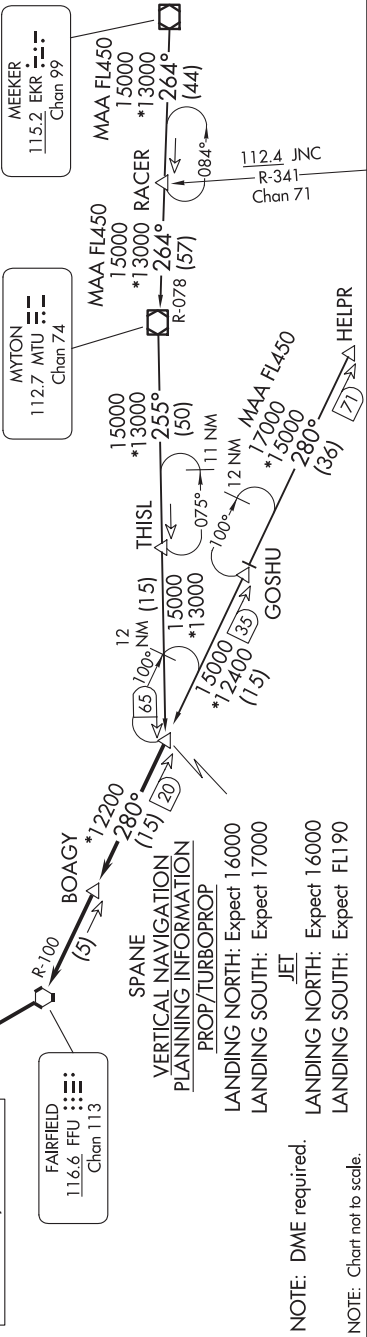
**LOST COMMUNICATIONS**

**LANDING SOUTH:** In the event of lost communications, at CHHIP proceed direct OGD VORTAC. Maintain 12000 until OGD VORTAC.

SPANE EIGHT ARRIVAL  
(SPANE.SPANE8) 16MAY24

AL-365 (FAA)

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



R-6412A to 9000,  
R-6412B 9000 to 10000  
by NOTAM  
Salt Lake City Tower

FAIRFIELD  
116.6 FFU  
Chan 113

**VERTICAL NAVIGATION PLANNING INFORMATION**

**PROF/TURBOPROP**

**LANDING NORTH:** Expect 16000

**LANDING SOUTH:** Expect 17000

**JET**

**LANDING NORTH:** Expect 16000

**LANDING SOUTH:** Expect FL190

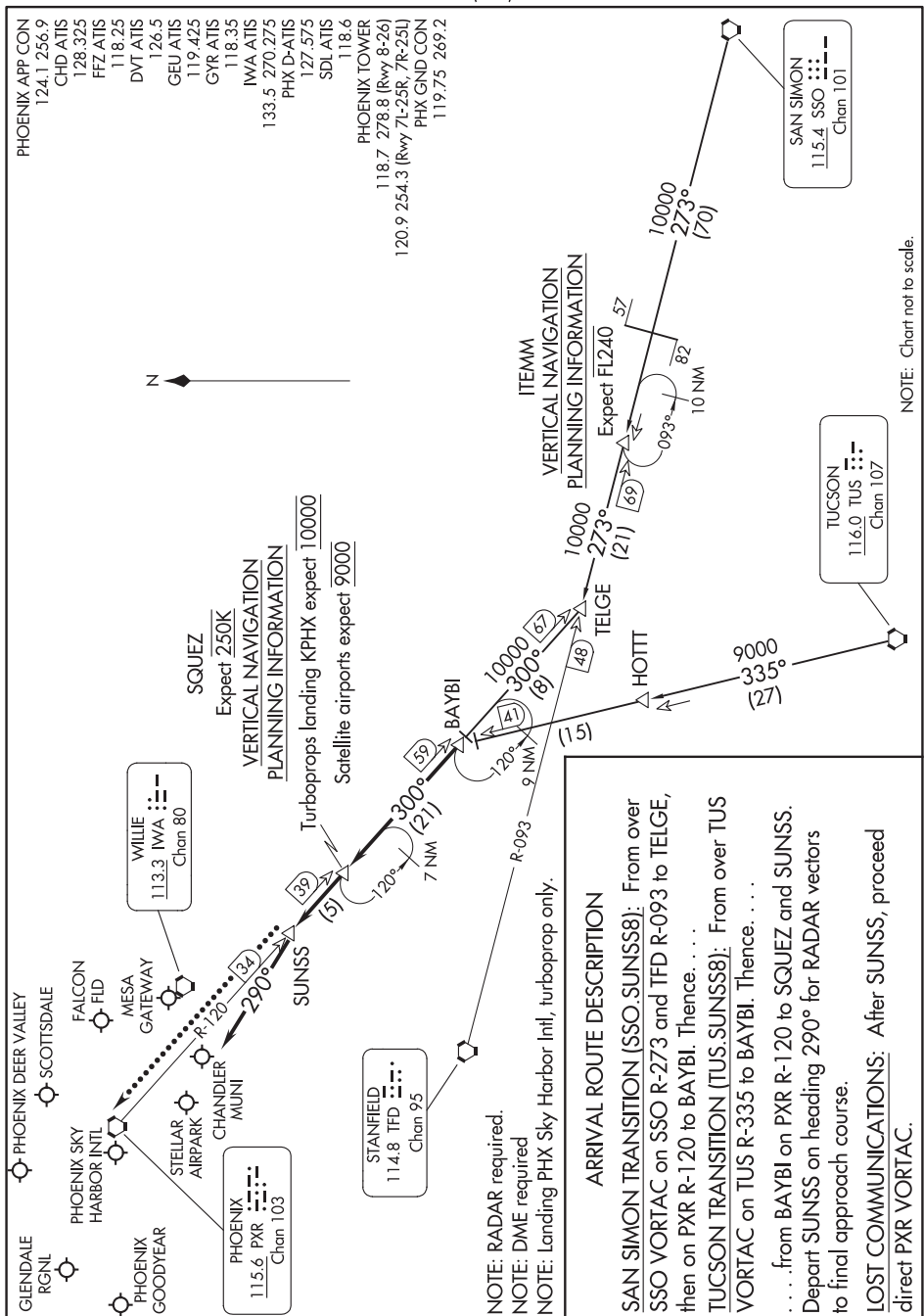
**NOTE:** DME required.

**NOTE:** Chart not to scale.

## SUNSS EIGHT ARRIVAL

AL-322 (FAA)

PHOENIX, ARIZONA



NOTE: Chart not to scale.

SW-4, 12 JUN 2025 to 07 AUG 2025

## SUNSS EIGHT ARRIVAL

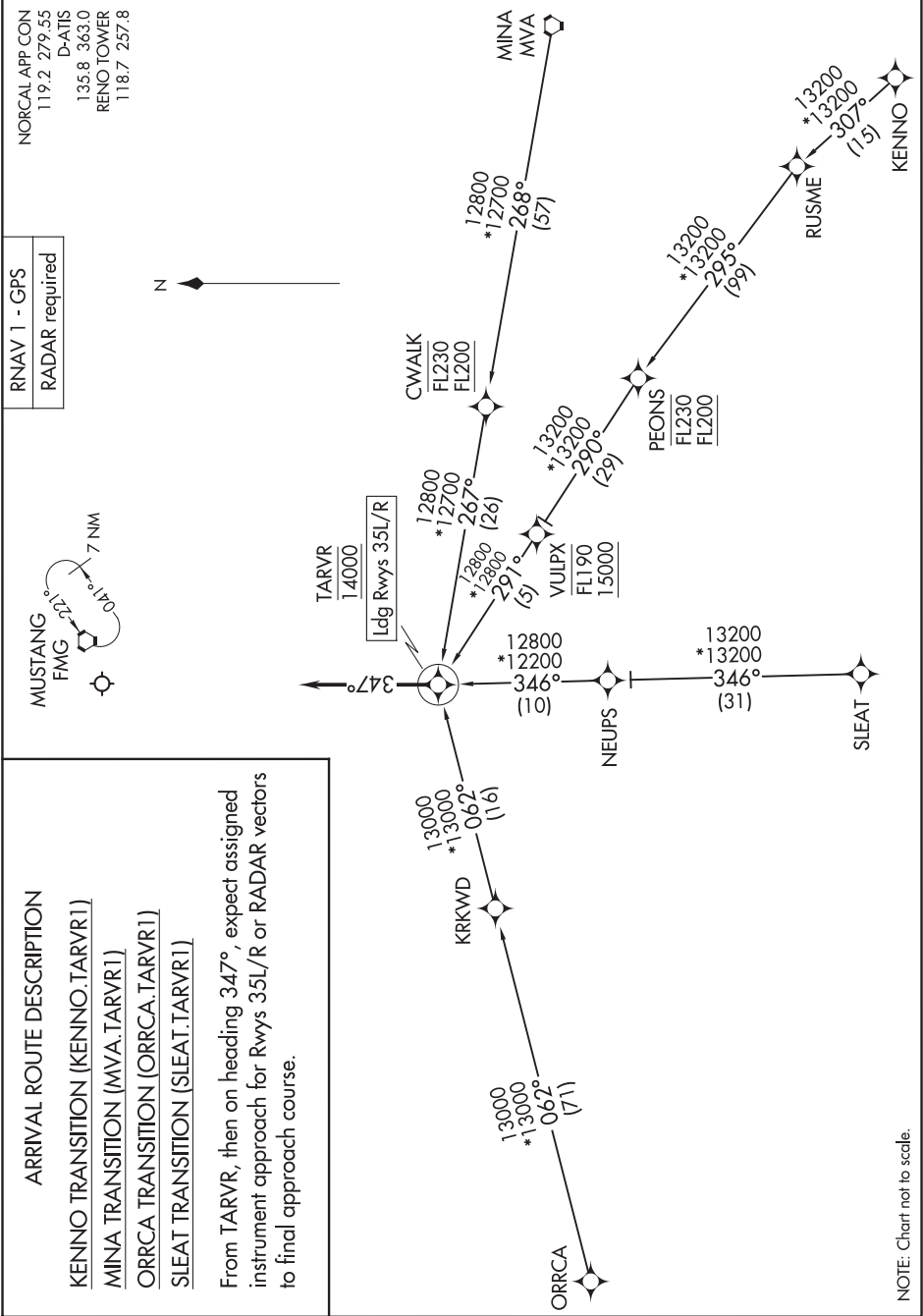
(BAYBI.SUNSS8) 27APR17

PHOENIX, ARIZONA

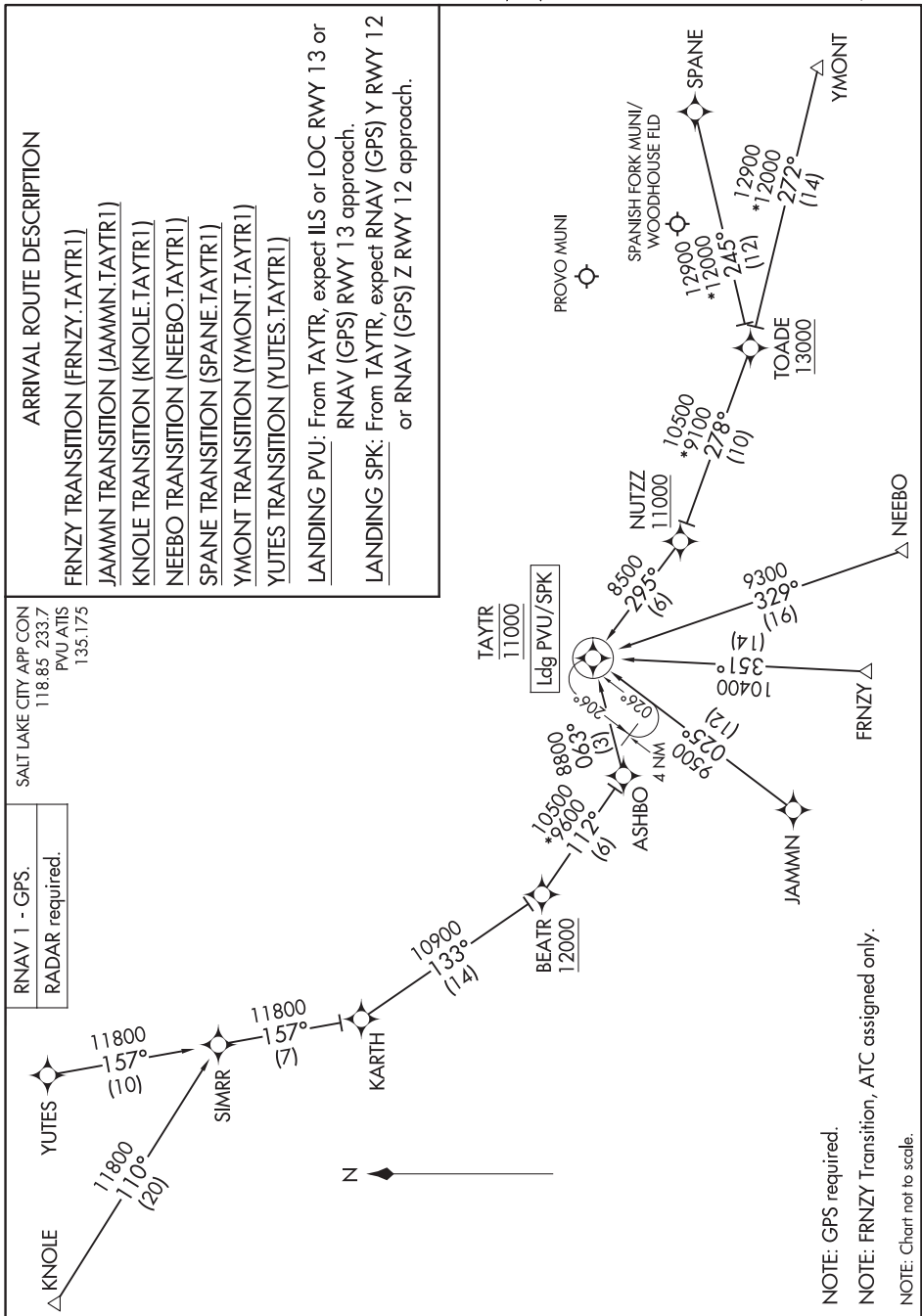
TARVR ONE ARRIVAL (RNAV)

AL-346 (FAA)

RENO/TAHOE INTL (RNO)  
RENO, NEVADA

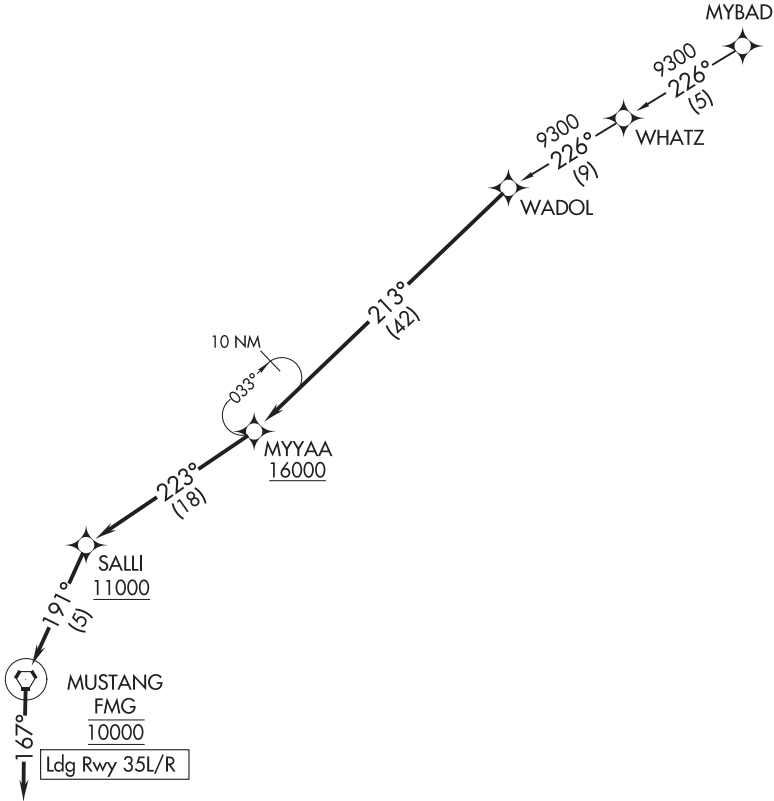


TARVR ONE ARRIVAL (RNAV)



NORCAL APP CON  
126.3 353.9  
D-ATIS  
135.8 363.0  
RENO TOWER  
118.7 257.8

RNAV 1 - GPS.  
RADAR required.



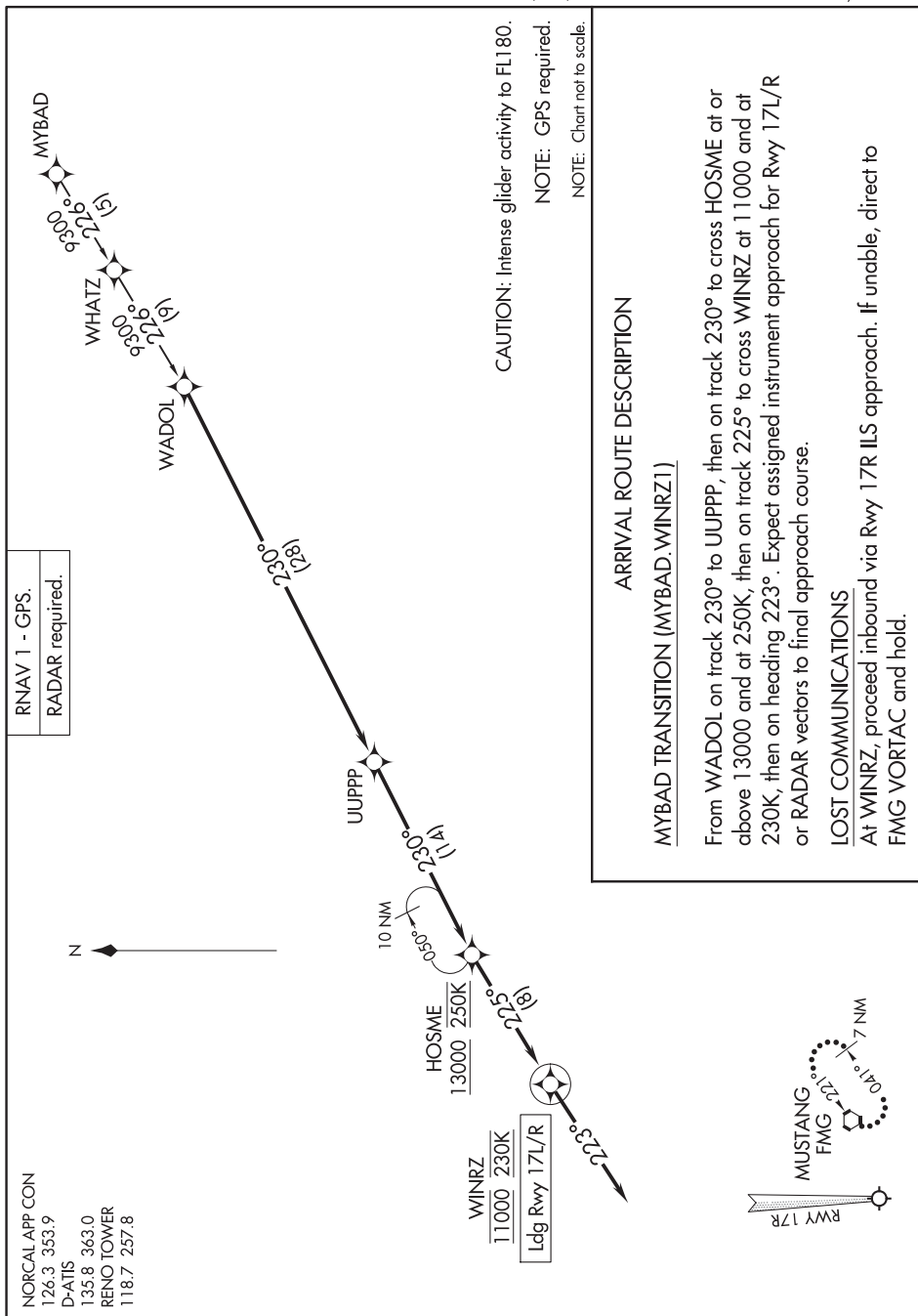
CAUTION: Intense glider activity to FL180.

NOTE: GPS required  
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

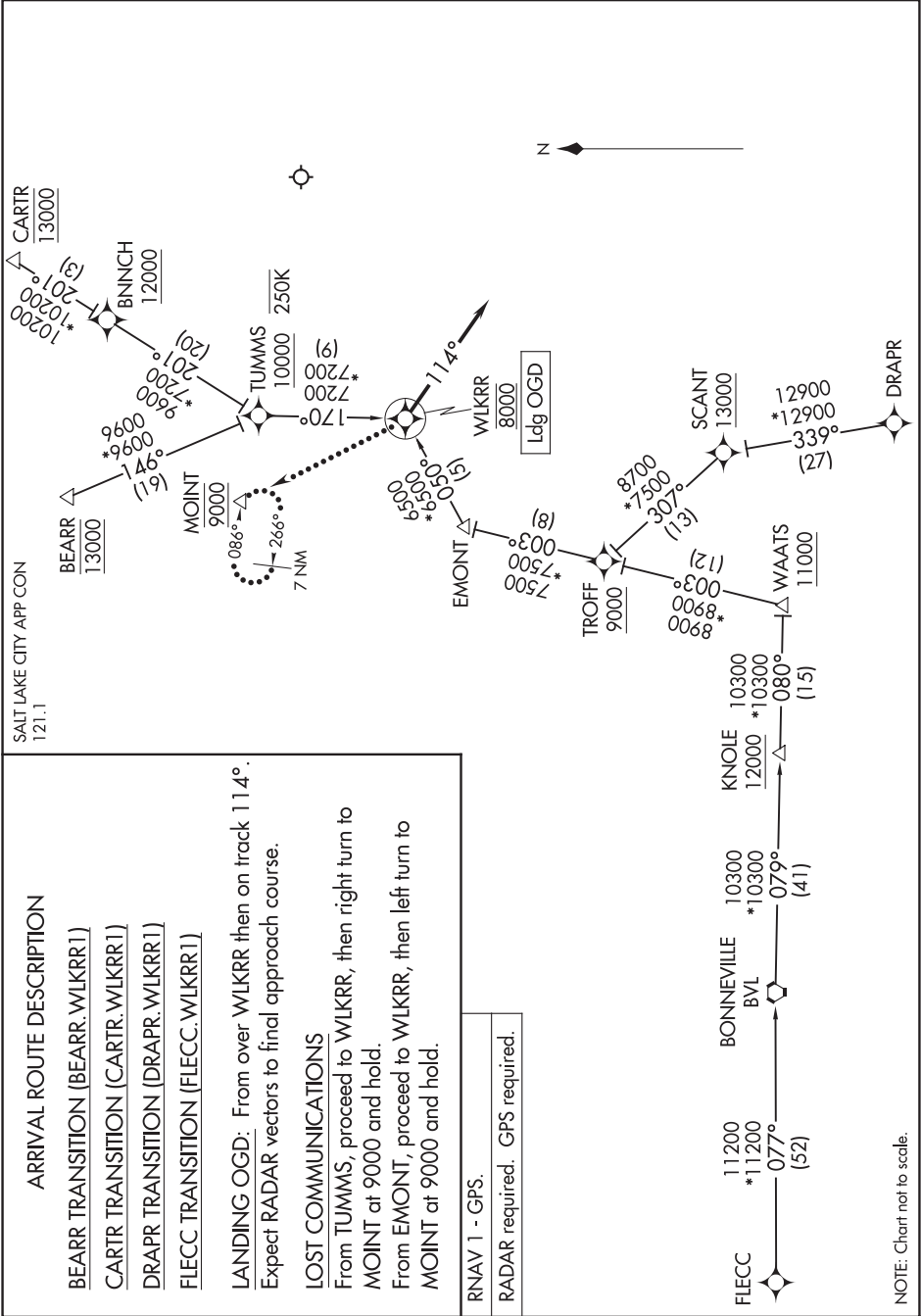
MYBAD TRANSITION (MYBAD.WADOL4)

From WADOL on track 213° to cross MYAA at or above 16000, then on track 223° to cross SALLI at or above 11000, then on track 191° to cross FMG VORTAC at 10000, then on heading 167°. Expect assigned instrument approach Rwy 35L/R or RADAR vectors to final approach course.





SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

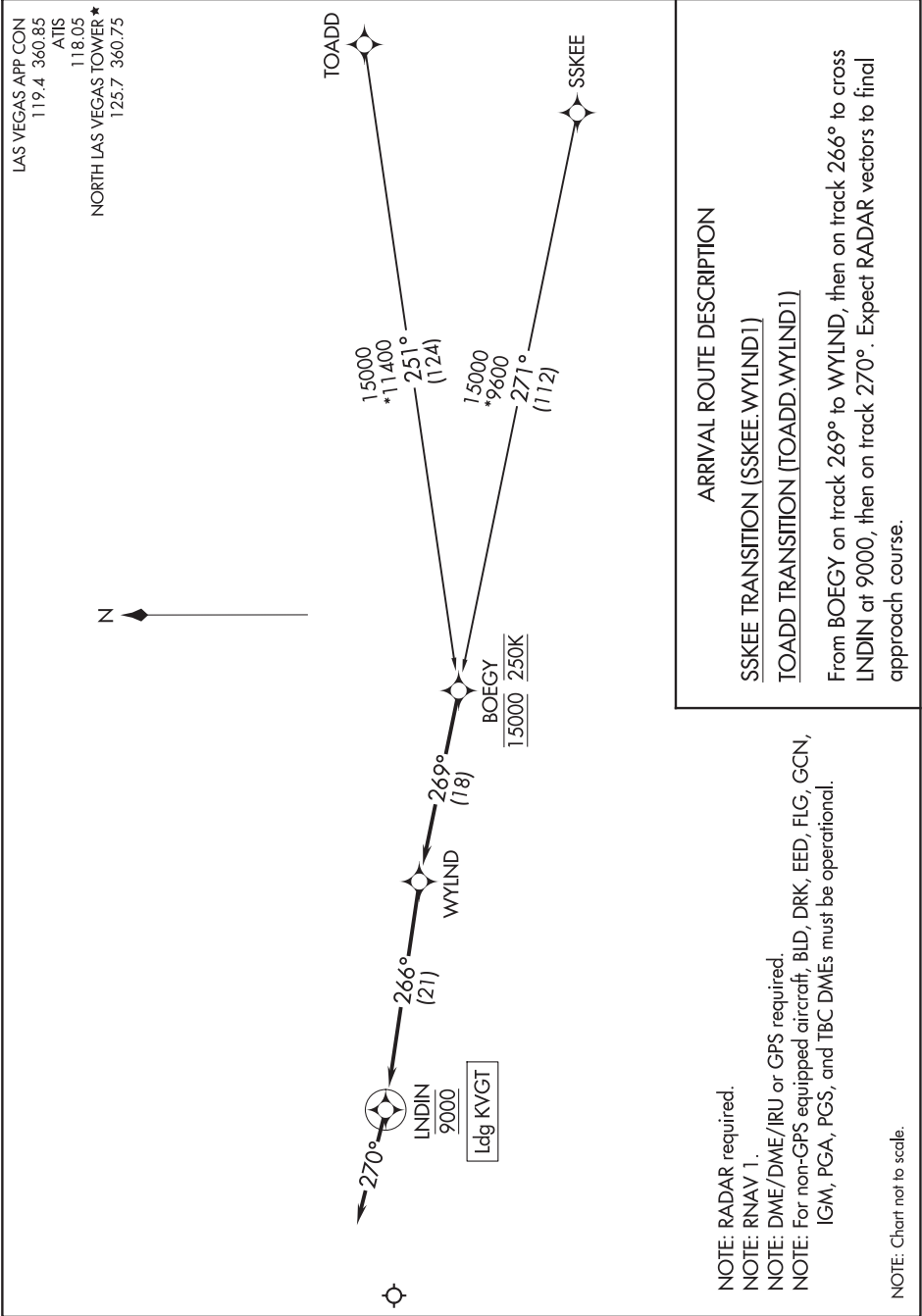
276

(BOEGY.WYLND1) 21056

WYLND ONE ARRIVAL (RNAV)

AL-6970 (FAA)

NORTH LAS VEGAS (VGT)  
LAS VEGAS, NEVADA



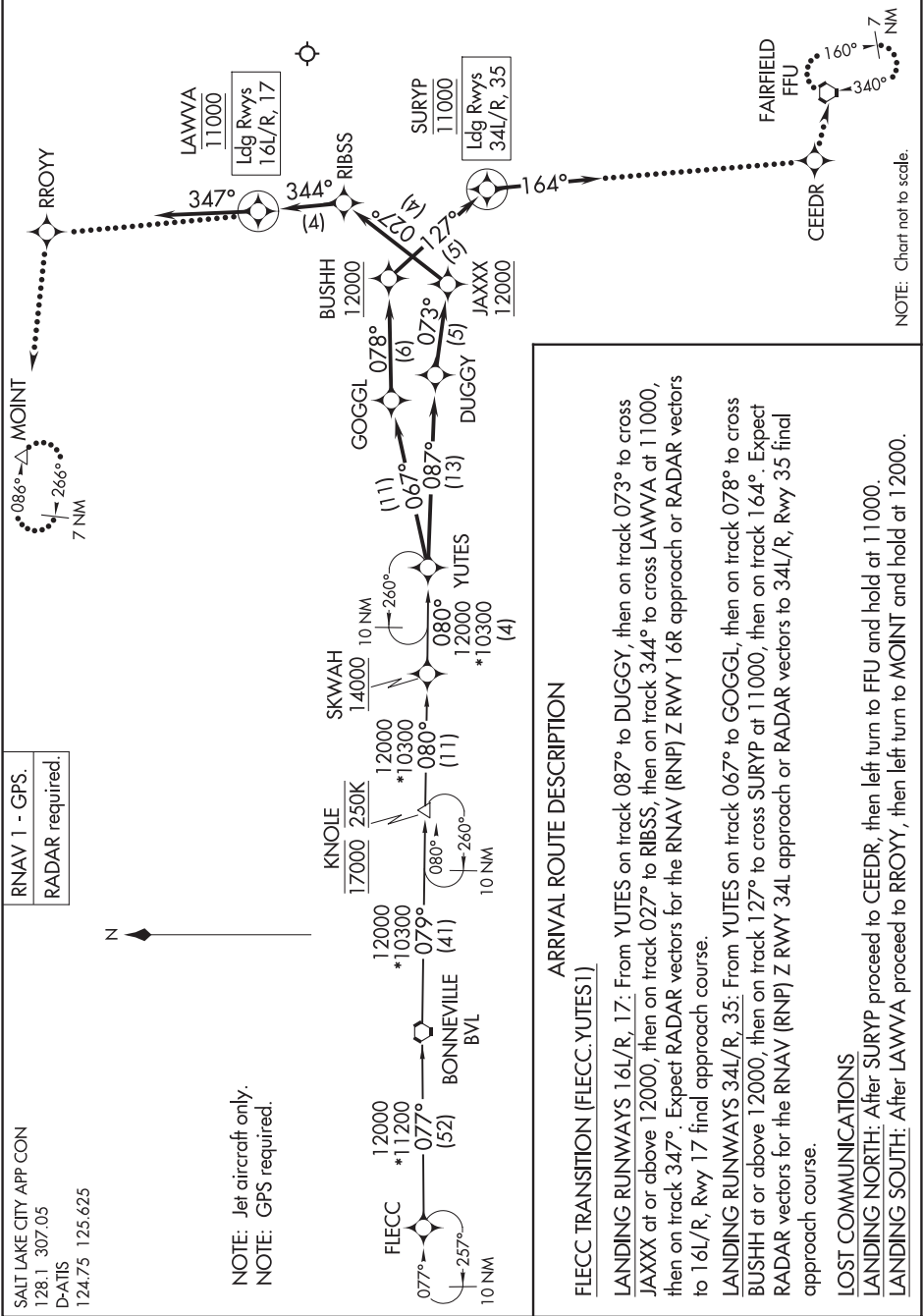
SW-4, 12 JUN 2025 to 07 AUG 2025

WYLND ONE ARRIVAL (RNAV)

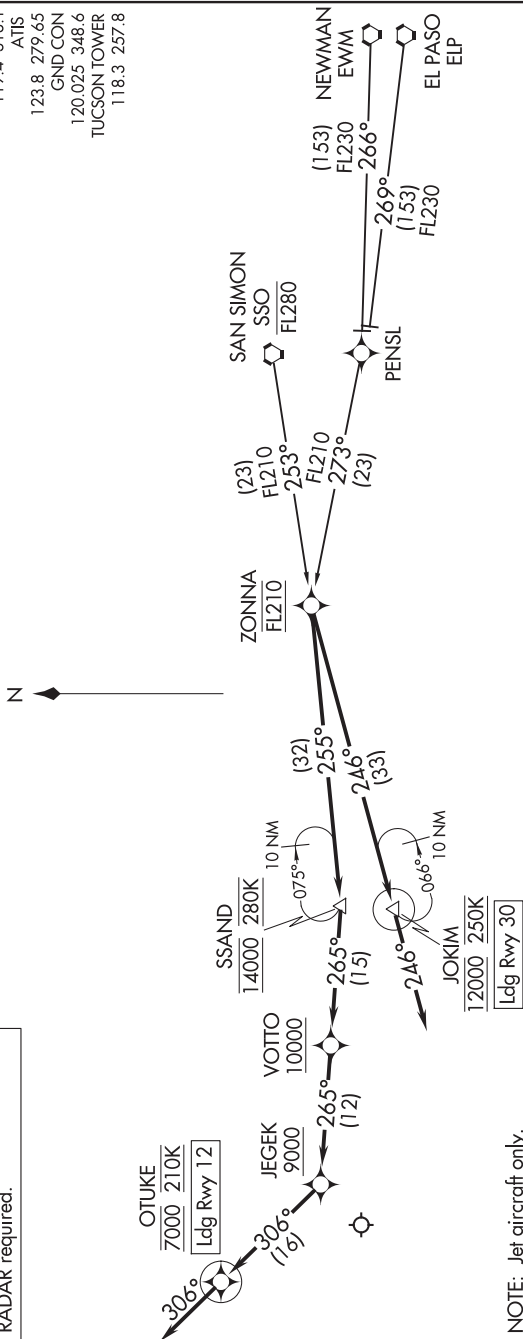
(BOEGY.WYLND1) 25FEB21

LAS VEGAS, NEVADA  
NORTH LAS VEGAS (VGT)

SW-4, 12 JUN 2025 to 07 AUG 2025



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



NOTE: Jet aircraft only.

## ARRIVAL ROUTE DESCRIPTION

EL PASO TRANSITION (ELP.ZONNA2)  
 NEWMAN TRANSITION (EWM.ZONNA2)  
 SAN SIMON TRANSITION (SSO.ZONNA2)

LANDING RUNWAY 12: From ZONNA on track 255° to cross SSAND at 14000 and at 280K, then on track 265° to cross VOTTO at or above 10000, then on track 265° to cross JEGET at or above 9000, then on track 306° to cross OTUKE at 7000 and at 210K, then on track 306°. Expect RNAV (GPS) Z RWY 12 approach or RADAR vectors to final approach course.

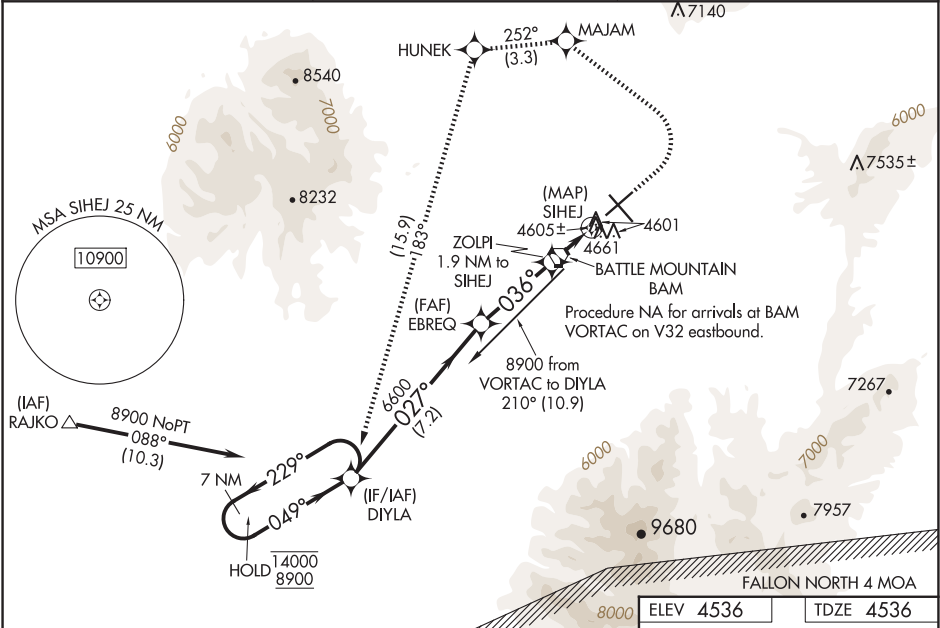
LANDING RUNWAY 30: From ZONNA on track 246° to cross JOKIM at 1200 and at 250K, then on track 246°. Expect RNAV (GPS) Z Rwy 30 approach or RADAR vectors to final approach course.

WAAS CH <b>90143</b> <b>W04A</b>	APP CRS <b>036°</b>	Rwy Idg TDZE Apt Elev	<b>7300</b> <b>4536</b> <b>4536</b>
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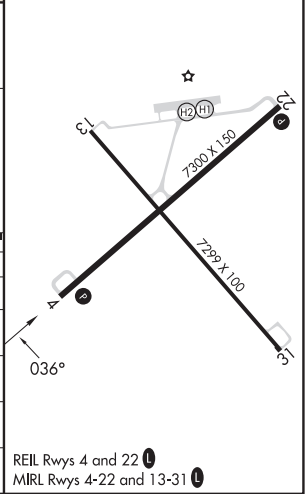
**RNAV (GPS) RWY 4**  
BATTLE MOUNTAIN (BAM)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 175K until DIYLA) Climb to 5400 then climbing left turn to 8900 direct MAJAM and on track 252° to HUNEK and on track 183° direct DIYLA and hold. *Missed approach requires minimum climb of 222 feet per NM to 6480; if unable to meet climb gradient, see LP minimums. #Missed approach requires minimum climb of 218 feet per NM to 7520; if unable to meet climb gradient, see LNAV minimums.
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AWOS-3 <b>119.45</b>	SALT LAKE CITY CENTER <b>132.25 338.35</b>	UNICOM <b>122.8 (CTAF) 1</b>
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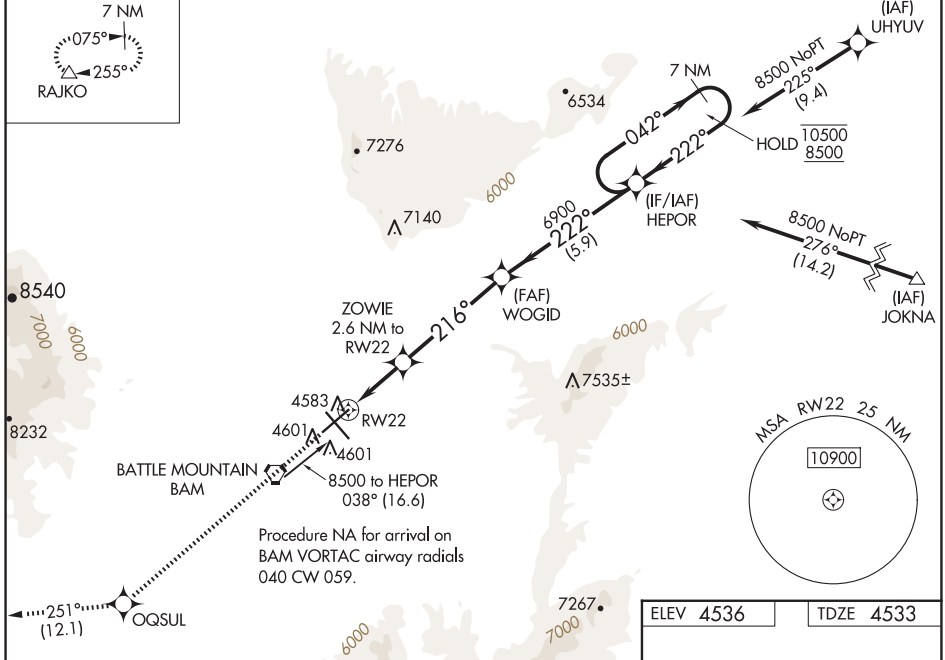
7 NM Holding Pattern		DIYLA	5400	8900	MAJAM	tr 252°	HUNEK	tr 183°	DIYLA
14000 ← 229°		8900 → 049°	027°	036°	049°	027°	036°	049°	027°
VGSJ and descent angles not coincident (VGSJ Angle 3.20/TCH 50).		6600	5460	5460	5460	5460	5460	5460	5460
7.2 NM		3.4 NM	1.9 NM	0.7 NM					
CATEGORY	A	B	C	D					
LP MDA*	4860-1 324 (400-1)				NA				
LNAV MDA#	5020-1 484 (500-1)		5020-1 484 (500-1 3/8)		NA				
LP MDA	5240-1 704 (800-1)		5240-2 704 (800-2)		NA				
LNAV MDA	5460-1 924 (1000-1 1/4)		5460-2 924 (1000-2 1/2)		NA				
CIRCLING	5460-1 924 (1000-1 1/4)		5460-2 924 (1000-2 3/4)		NA				



# RNAV (GPS) RWY 22

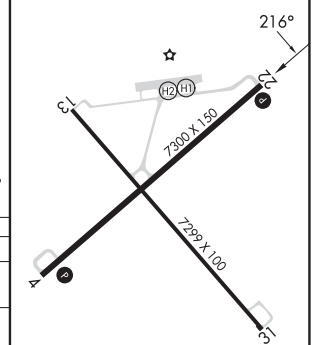
## BATTLE MOUNTAIN (BAM)

**MISSED APPROACH:** Climb to 11900 direct OQSUL and track 251° to RAJKO and hold, continue climb-in-hold to 11900.

UNICOM  
122.8 (CTAF) **L**

11900 ↑	QGSUL ✱	tr 251°	RAJKO △	VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 51).			
* LNAV only.				WOGID	HEPOR	7 NM Holding Pattern	
CATEGORY	A	B	C	D			
LPV DA	4753-1 220 (300-1)						
LNAV/ VNAV DA	4808-1 275 (300-1)						
LNAV MDA	4980-1	447 (500-1)	4980-1 <sup>3</sup> / <sub>8</sub>	447 (500-1 <sup>3</sup> / <sub>8</sub> )			
CIRCLING	4980-1 444 (500-1)	5000-1 464 (500-1)	5000-1 <sup>1</sup> / <sub>2</sub> 464 (500-1 <sup>1</sup> / <sub>2</sub> )	5460-3 924 (1000-3)			

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REIL Rwy 4 and 22 **L**  
MIRL Rwy 4-22 and 13-31 **L**

40°36'N-116°52'W

BATTLE MOUNTAIN (BAM)  
RNAV (GPS) RWY 22

SW-4, 12 JUN 2025 to 07 AUG 2025

VORTAC BAM  
**112.2**  
Chan **59**

APP CRS  
**036°**

Rwy ldg  
TDZE  
Apt Elev  
**7300**  
**4536**  
**4536**

VOR RWY 4

BATTLE MOUNTAIN (BAM)

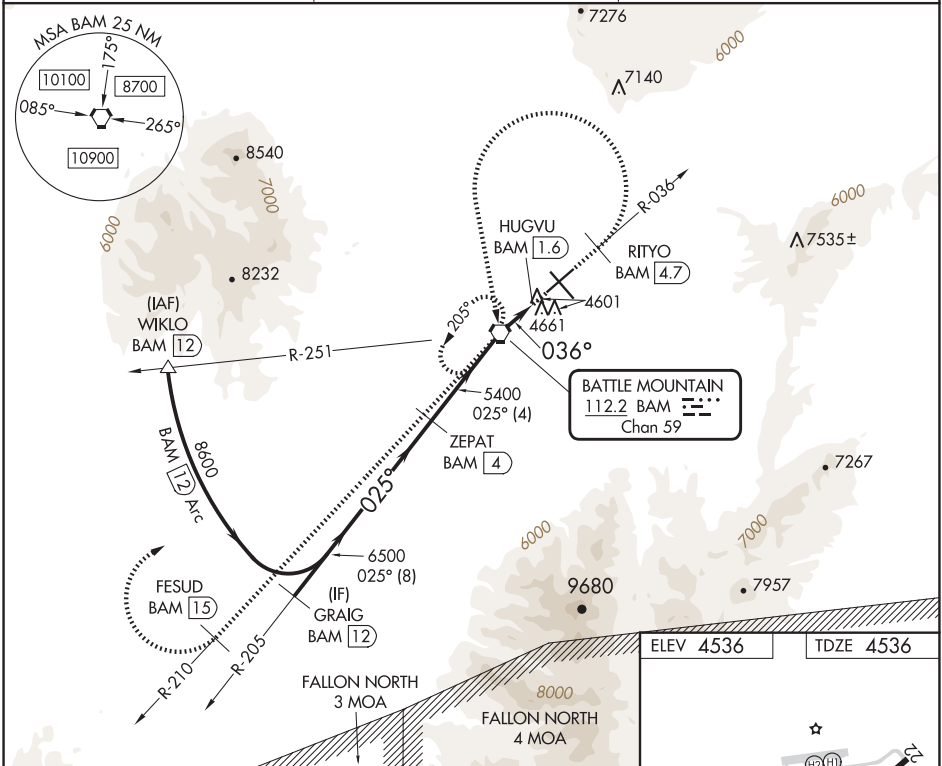
DME required.

▼

▲

MISSED APPROACH: Climb to 10000 on BAM VORTAC R-036 to RITYO/BAM VORTAC 4.7 DME and left turn direct BAM VORTAC and on BAM VORTAC R-210 to FESUD/BAM 1.5 DME and right turn direct BAM VORTAC and hold.

AWOS-3 <b>119.45</b>	SALT LAKE CITY CENTER <b>132.25 338.35</b>	UNICOM <b>122.8 (CTAF) 0</b>
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GRAIG BAM 12

8600

025°

6500

5400

036°

3.37° TCH 55

HUGVU BAM 1.6

036°

8 NM

4 NM

1.6 NM

0.7 NM

10000

RITYO BAM 4.7

BAM

BAM R-210

FESUD BAM 1.5

BAM

VGSI and descent angles not coincident (VGSI Angle 3.20/TCH 50).

BAM VORTAC

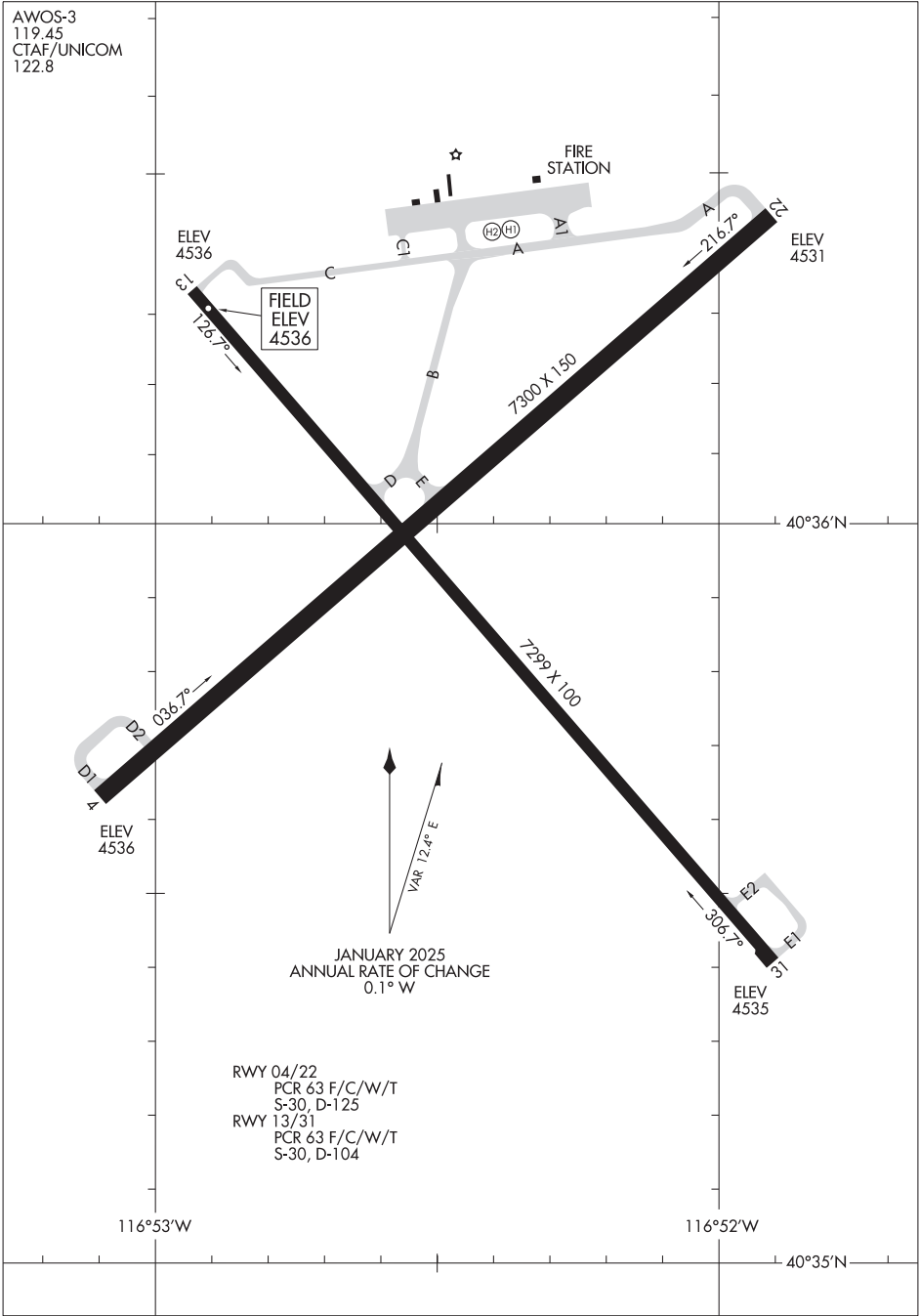
CATEGORY	A	B	C	D
S-4	4920-1	384 (400-1)	4920-1 1/8 384 (400-1 1/8)	NA
CIRCLING	4980-1 444 (500-1)	5000-1 464 (500-1)	5000-1 1/2 464 (500-1 1/2)	NA

REIL Rwy 4 and 22 0

MIRL Rwy 4-22 and 13-31 0

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



APP CRS	Rwy Ldg	N/A
067°	TDZE	N/A
	Apt Elev	5863

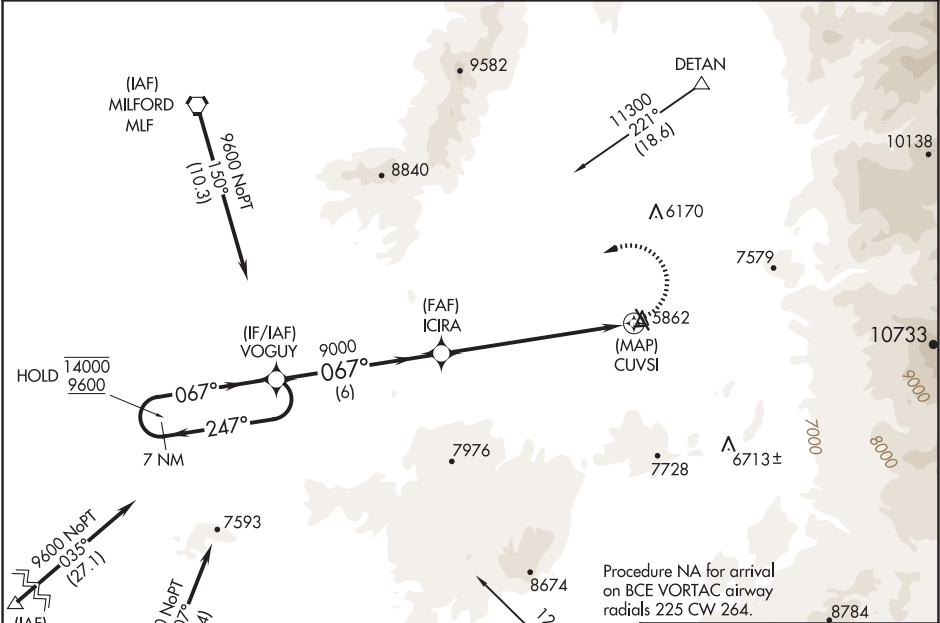
RNAV (GPS)-A  
BEAVER MUNI (U52)

RNP APCH.

Circling Rwy 7, 25, 31 NA at night. Circling NA for Cat C southwest of Rwy 13-31.

MISSED APPROACH: Climbing left turn to 9600 direct VOGUY and hold.

AWOS-3PT 119.925	SALT LAKE CITY CENTER 125.575 379.275	CTAF 122.9
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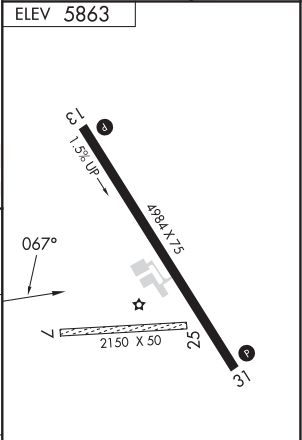
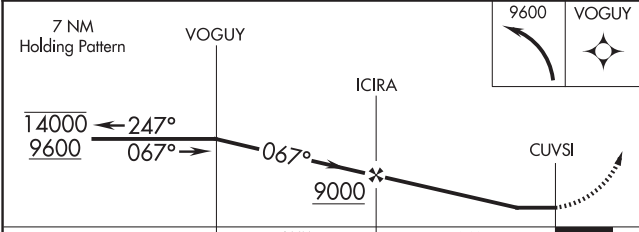


Procedure NA for arrivals at BERYL on V293 westbound.

Procedure NA for arrival on BCE VORTAC airway radials 225 CW 264.

ELEV 5863

BRYCE CANYON BCE



CATEGORY	A	B	C	D
CIRCLING	7080-1¼ 1217 (1300-1¼)	7080-1½ 1217 (1300-1½)	7580-3 1717 (1800-3)	NA

MIRL Rwy 13-31

REIL Rwy 13 and 31

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>63024</b> <b>W35A</b>	APP CRS <b>348°</b>	Rwy Idg <b>5781</b> TDZE <b>5821</b> Apt Elev <b>5868</b>
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# RNAV (GPS) RWY 35

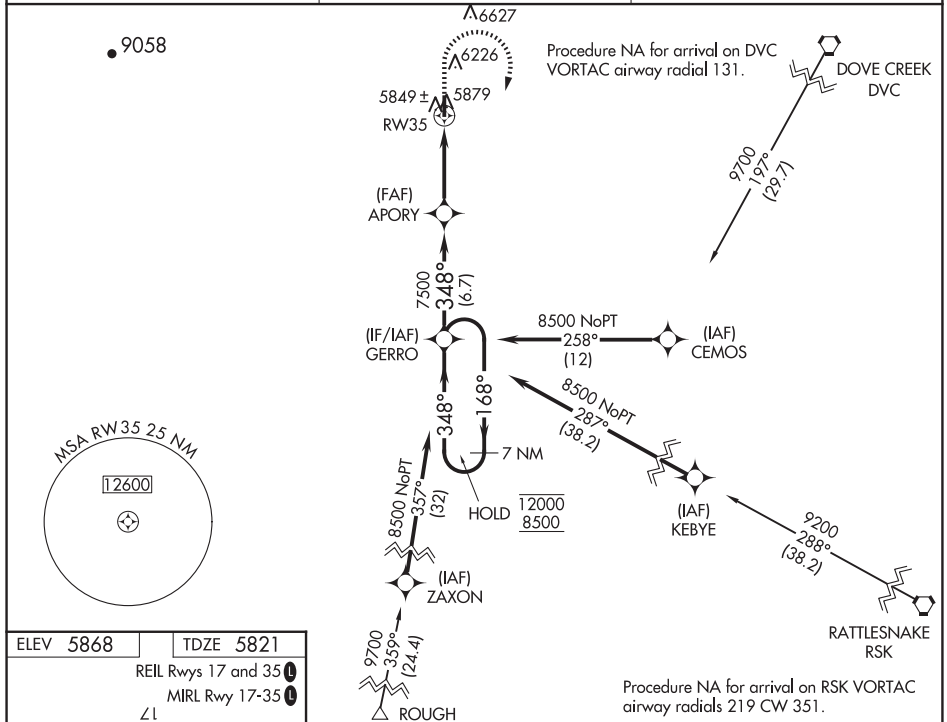
## BLANDING MUNI (BDG)

RNP APCH.

**T**  
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

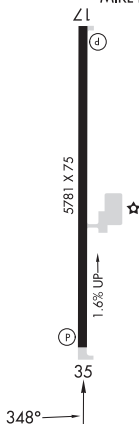
**MISSED APPROACH:** (Do not exceed 165K until GERRO)  
Climb to 6300 then climbing right turn to 8500 direct  
GERRO and hold.

AWOS-3PT <b>127.75</b>	DENVER CENTER <b>127.55 354.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 5868	TDZE 5821
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REIL Rwy 17 and 35 **L**  
MIRL Rwy 17-35 **L**



CATEGORY	A	B	C	D
LPV DA	6071-1	250 (300-1)		NA
LNAV/VNAV DA	6077-1	256 (300-1)		NA
LNAV MDA	6200-1	379 (400-1)	6200-1¼ 379 (400-1¼)	NA
CIRCLING	6440-1 572 (600-1)	6540-1 672 (700-1)	6760-2¾ 892 (900-2¾)	NA

BLANDING, UTAH  
Amdt 2D 27JAN22

37°35'N-109°29'W

BLANDING MUNI (BDG)  
RNAV (GPS) RWY 35

SW-4, 12 JUN 2025 to 07 AUG 2025

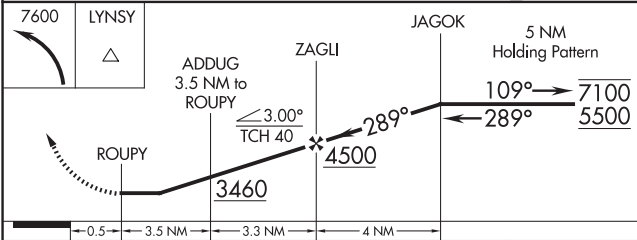
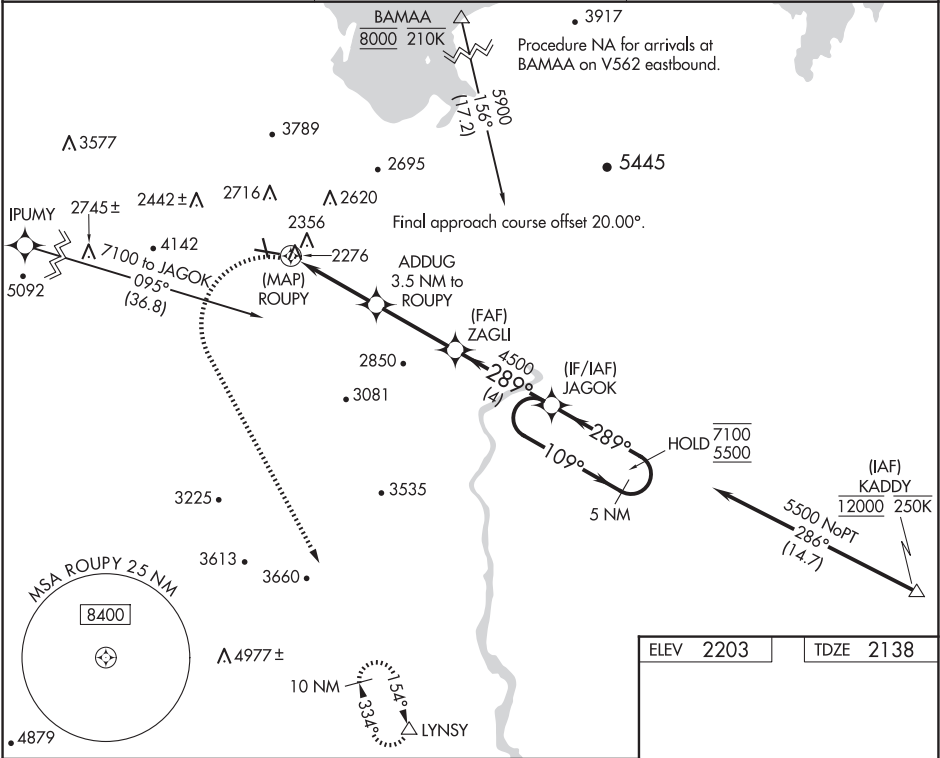
WAAS CH <b>77643</b> <b>W27A</b>	APP CRS <b>289°</b>	Rwy Idg TDZE <b>2138</b> Apt Elev <b>2203</b>
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RNAV (GPS) RWY 27

BOULDER CITY MUNI (BVU)

RNP APCH.	MISSED APPROACH: Climbing left turn to 7600 direct LYNZY and hold, continue climb-in-hold to 7600.
Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.	

AWOS-3 <b>118.475</b>	LAS VEGAS APP CON <b>125.475 307.25</b>	UNICOM <b>122.7 (CTAF) ①</b>
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ELEV 2203	TDZE 2138
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MIRL Rwy 9-27 and 15-33 ①  
REIL Rwy 9, 15, 27 and 33

25107

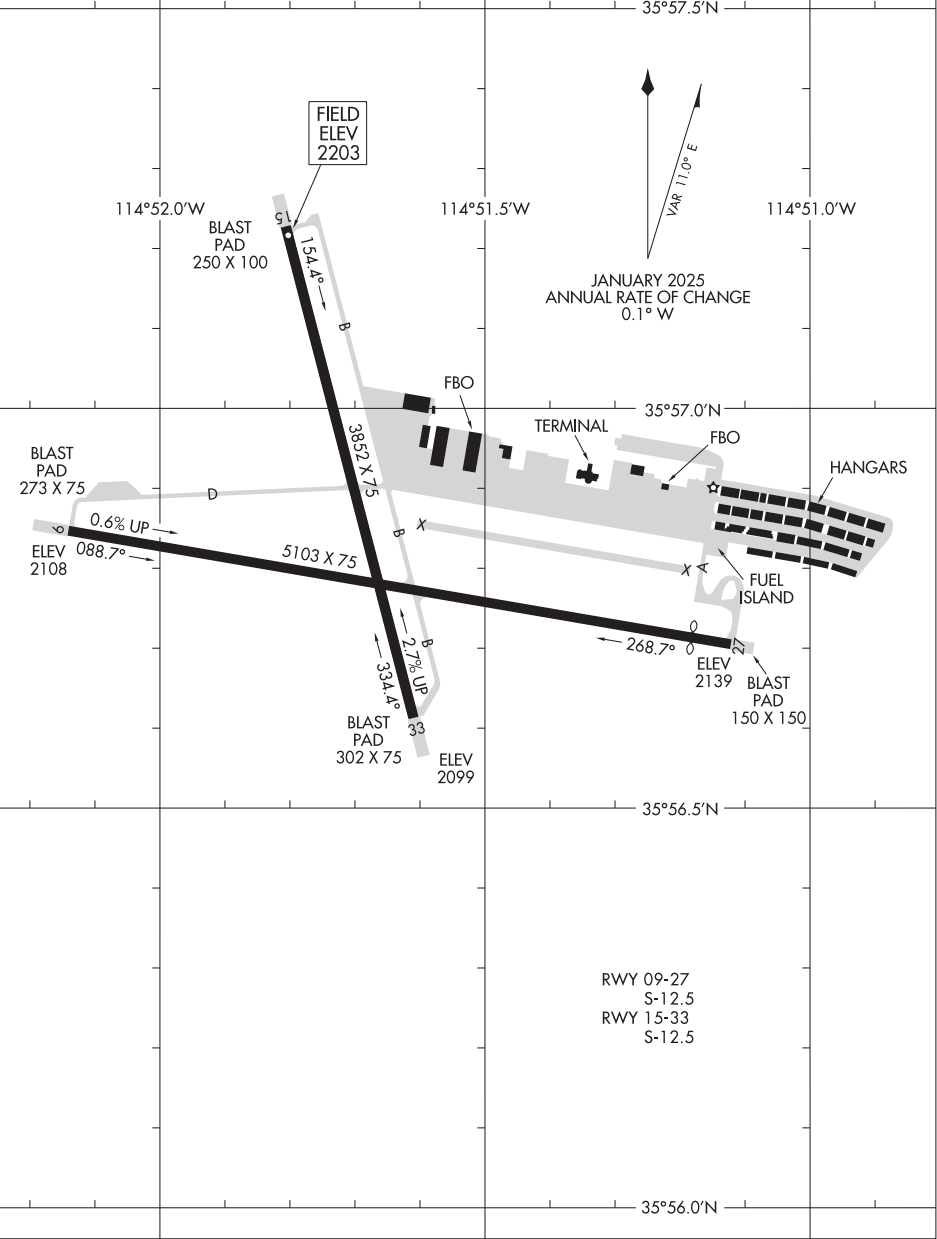
AIRPORT DIAGRAM

AL-612 (FAA)

BOULDER CITY MUNI (BVU)  
BOULDER CITY, NEVADA

AWOS-3  
118.475  
CTAF/UNICOM  
122.7  
D

A  
2355



AIRPORT DIAGRAM  
25107

BOULDER CITY, NEVADA  
BOULDER CITY MUNI (BVU)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>50426</b> <b>W35A</b>	APP CRS <b>358°</b>	Rwy Ldg <b>8900</b> TDZE <b>4230</b> Apt Elev <b>4230</b>
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RNAV (GPS) RWY 35

BRIGHAM CITY RGNL (BMC)

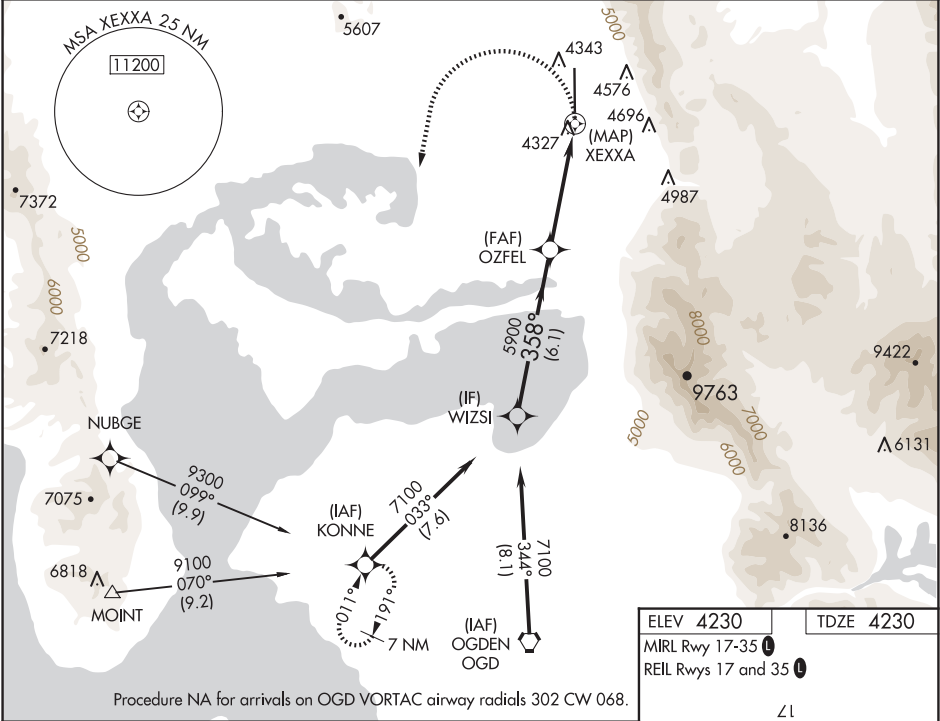
▼

NA

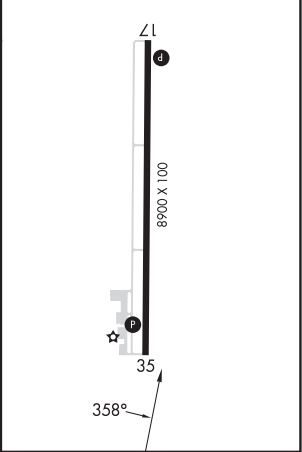
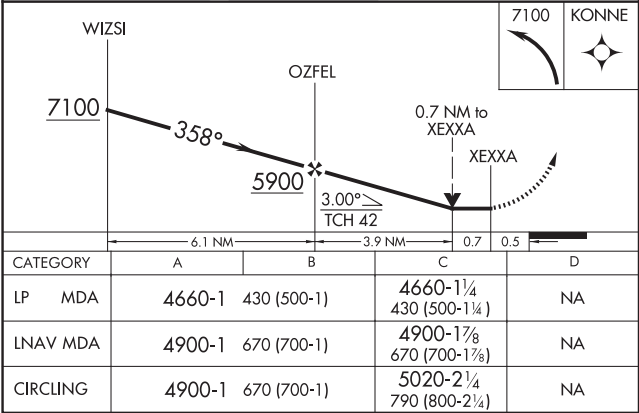
When local altimeter setting not received, use Ogden altimeter setting and increase all MDA 100 feet, increase LP Cat C visibility ¼ mile, increase LNAV Cat B visibility ¼ mile, and Cat C visibility ¾ mile, increase Circling Cat B visibility ¼ mile, and Cat C visibility ½ mile.  
DME/DME RNP-0.3 NA. VDP NA with Ogden altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climbing left turn to 7100  
direct KONNE and hold.

AWOS-3 <b>135.075</b>	SALT LAKE CITY APP CON <b>121.1</b>	CLNC DEL <b>126.0</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV 4230	TDZE 4230
MRL Rwy 17-35 0	
REL Rws 17 and 35 0	



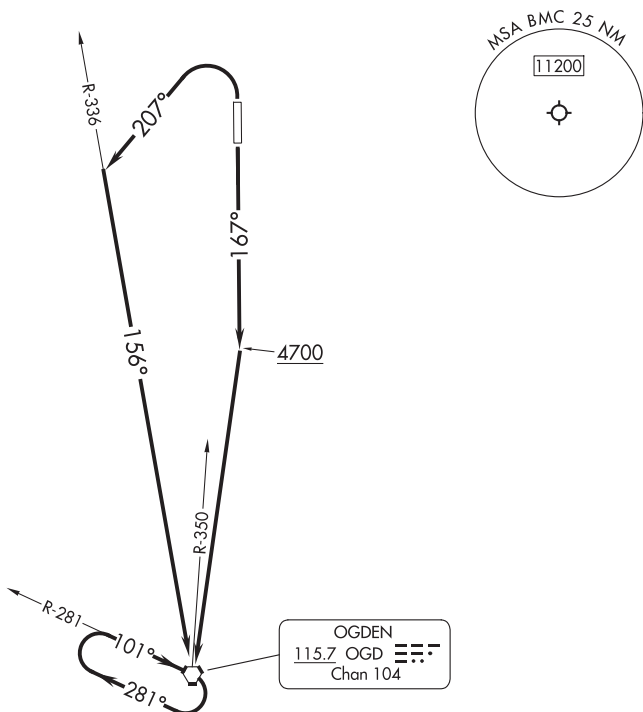
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

(OGD1.ODG) 23334

# OGDEN ONE DEPARTURE (OBSTACLE)

AL-5477 (FAA)

 BRIGHAM CITY RGNL (BMC)  
 BRIGHAM CITY, UTAH
 
 SALT LAKE CITY DEP CON  
 121.1
 

## TAKEOFF MINIMUMS

Rwy 17: Standard.

Rwy 35: Standard with minimum climb of 240' per NM to 6000 or 6200-5 for VCOA.

## TAKEOFF OBSTACLE NOTES

Rwy 17: Pole, vehicle on road beginning 265' from DER, 559' right of centerline, up to 33' AGL/4259' MSL.

Pole 1063' from DER, 720' right of centerline, 36' AGL/4260' MSL.

Poles beginning 1494' from DER, 588' right of centerline, up to 50' AGL/4274' MSL.

Pole 2216' from DER, 1084' right of centerline, 82' AGL/4305' MSL.

Rwy 35: Pole 9' from DER, 29' right of centerline, 6' AGL/4231' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 167° to 4700, then direct OGD VORTAC, continue climb in OGD VORTAC holding pattern to at or above MCA/MEA for route of flight.

TAKEOFF RUNWAY 35: Climbing left turn on heading 207° and OGD R-336 to OGD VORTAC, continue climb in OGD VORTAC holding pattern to at or above MCA/MEA for route of flight.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance.

Climb in visual conditions to cross Brigham City Rgnl Airport southbound at or above 10300, then on OGD R-350 to OGD VORTAC before proceeding on course.

OGDEN ONE DEPARTURE (OBSTACLE)

(OGD1.ODG) 15JUN23

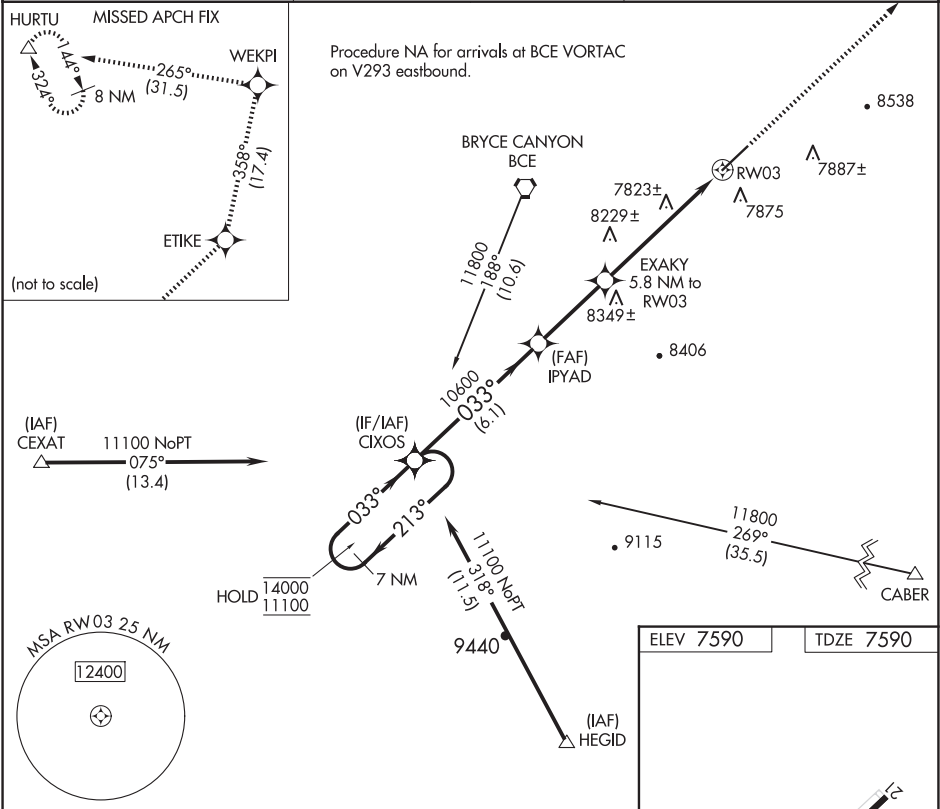
 BRIGHAM CITY, UTAH  
 BRIGHAM CITY RGNL (BMC)

APP CRS	Rwy Idg	7395
033°	TDZE	7590
	Apt Elev	7590

RNAV (GPS) RWY 3  
BRYCE CANYON (BCE)

RNP APCH. Rwy 3 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA. Procedure NA at night.	MISSED APPROACH: Climb to 13000 direct ETIKE and on track 358° to WEKPI and left turn on track 265° to HURTU and hold.
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ASOS 135.475	SALT LAKE CITY CENTER 133.6 269.25	UNICOM 122.8 (CTAF)
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7 NM Holding Pattern	CIXOS	13000	ETIKE	tr 358°	WEKPI	tr 265°	HURTU
14000	11100	033°	033°	033°	033°	033°	033°
6.1 NM	3.3 NM	5.8 NM					
CATEGORY	A	B	C	D			
LNAV MDA	8440-1 850 (900-1)	8440-1¼ 850 (900-1¼)	8440-2½ 850 (900-2½)	NA			

BRYCE CANYON, UTAH

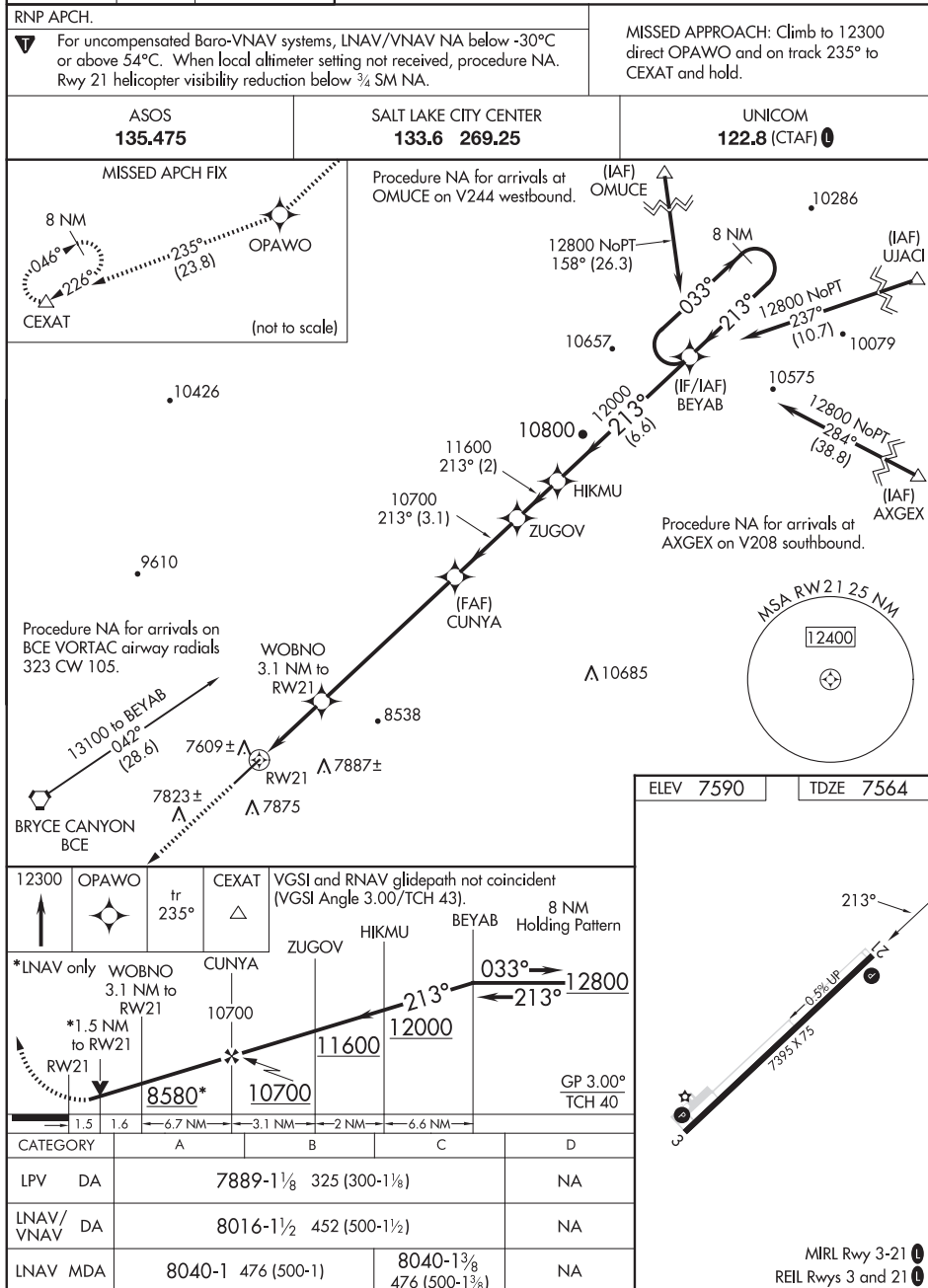
AL-979 (FAA)

22363

WAAS CH <b>99516</b> <b>W21A</b>	APP CRS <b>213°</b>	Rwy Idg TDZE <b>7395</b> <b>7564</b> Apt Elev <b>7590</b>
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# RNAV (GPS) RWY 21

BRYCE CANYON (BCE)



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

BRYCE CANYON, UTAH  
Amdt 1C 07NOV19

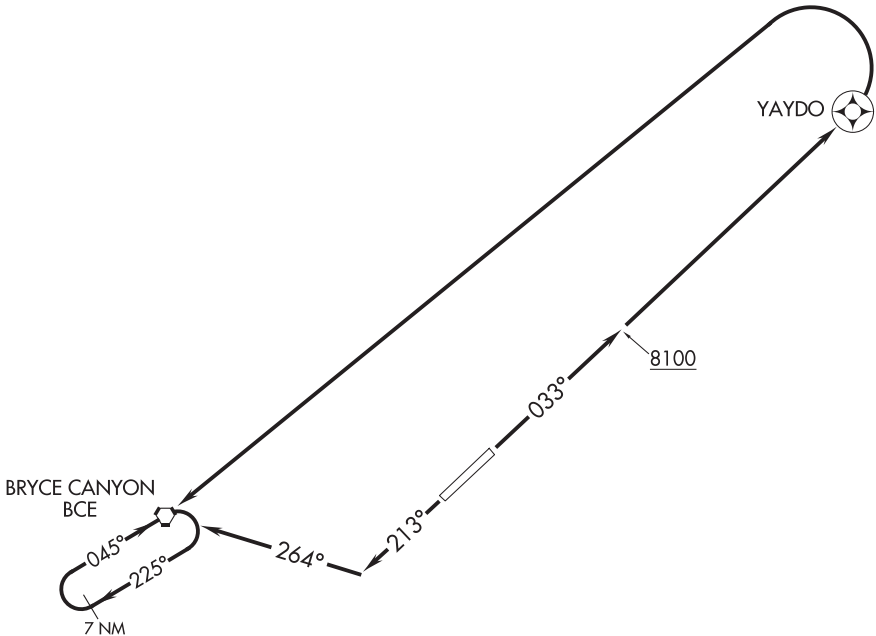
37°42'N-112°09'W

BRYCE CANYON (BCE)  
RNAV (GPS) RWY 21



SALT LAKE CITY CENTER  
133.6 269.25

AL-979



NOTE: GPS required.  
NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 285' per NM to 12100.  
Rwy 21: Standard with minimum climb of 310' per NM to 10500.

TAKEOFF OBSTACLE NOTES

Rwy 3: Vehicles on road beginning 135' from DER, 374' left of centerline, 15' AGL/7588' MSL.  
Fence 38' from DER, 377' right of centerline, 8' AGL/7558' MSL.  
Rwy 21: Fence 23' from DER, 375' left of centerline, 4' AGL/7593' MSL.  
Fence 296' from DER, 530' right of centerline, 4' AGL/7601' MSL.  
Vehicles on road beginning 49' from DER, 28' right of centerline, 15' AGL/7623' MSL.  
Multiple poles beginning 867' from DER, 706' right of centerline, 39' AGL/7638' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 033° to 8100, then climb to 13300 direct YAYDO and left turn direct BCE VORTAC. . . .

TAKEOFF RUNWAY 21: Climb heading 213° to intercept course 264° to BCE VORTAC and hold SW, RT, 045° inbound; continue climb-in-hold to MEA for route of flight. . . .

. . . .before proceeding on course.

BULLHEAD CITY, ARIZONA

AL-6967 (FAA)

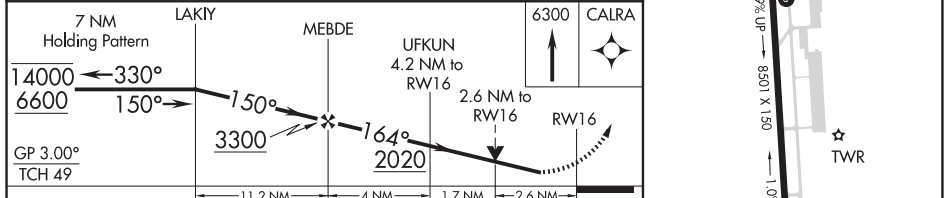
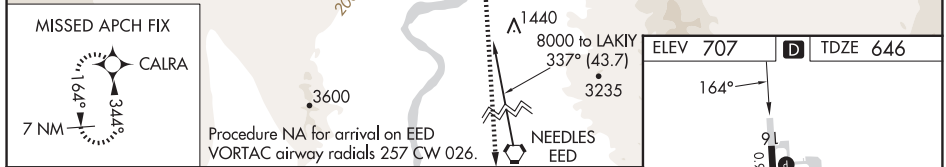
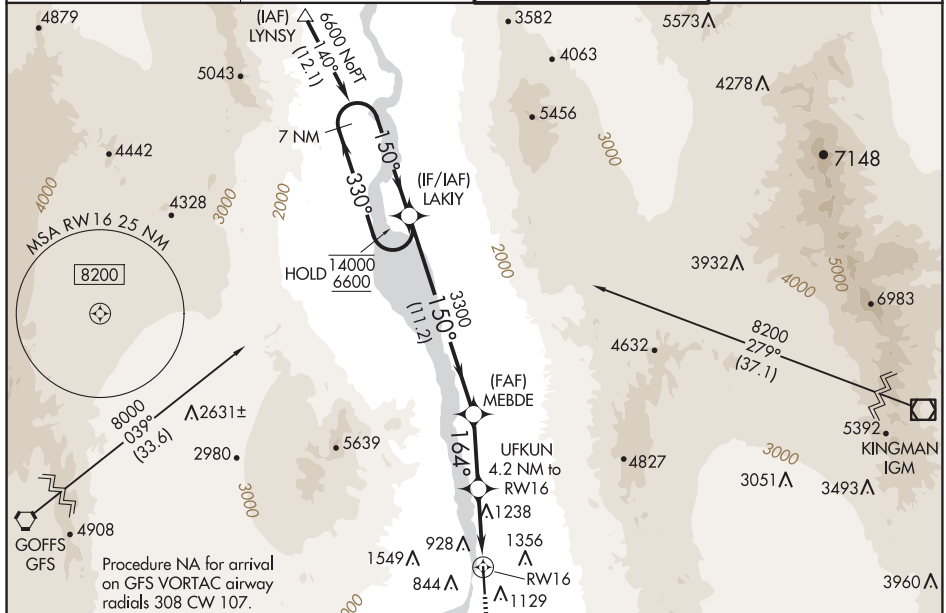
25051

WAAS CH <b>82624</b> <b>W16A</b>	APP CRS <b>164°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>646</b> <b>707</b>
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# RNAV (GPS) RWY 16

LAUGHLIN/BULLHEAD INTL (IFP)

RNP APCH - GPS.		MISSED APPROACH: Climb to 6300 direct CALRA and hold, continue climb-in-hold to 6300.	
<p>Procedure NA at night. Rwy 16 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. Baro-VNAV NA.</p>			
ATIS <b>119.825</b>	LOS ANGELES CENTER <b>134.65 360.65</b>	BULLHEAD TOWER★ <b>123.9 (CTAF) 0</b>	GND CON <b>118.25</b>



CATEGORY	A	B	C	D
LPV DA		1048-1 $\frac{1}{8}$	402 (400-1 $\frac{1}{8}$ )	
RNAV/VNAV DA		1500-2 $\frac{1}{2}$	854 (800-2 $\frac{1}{2}$ )	
RNAV MDA	1500-1 854 (800-1)	1500-1 $\frac{1}{4}$ 854 (800-1 $\frac{1}{4}$ )	1500-2 $\frac{1}{2}$	854 (800-2 $\frac{1}{2}$ )
CIRCLING	1500-1 793 (800-1)	1560-1 $\frac{1}{4}$ 853 (900-1 $\frac{1}{4}$ )	1800-3 1093 (1100-3)	2340-3 1633 (1700-3)

REIL Rwy 16 and 34  
MRL Rwy 16-34

BULLHEAD CITY, ARIZONA

Amdt 3 23FEB23

35°09'N-114°34'W

LAUGHLIN/BULLHEAD INTL (IFP)

RNAV (GPS) RWY 16

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



BULLHEAD CITY, ARIZONA

AL-6967 (FAA)

25051

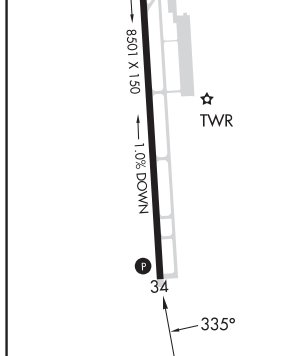
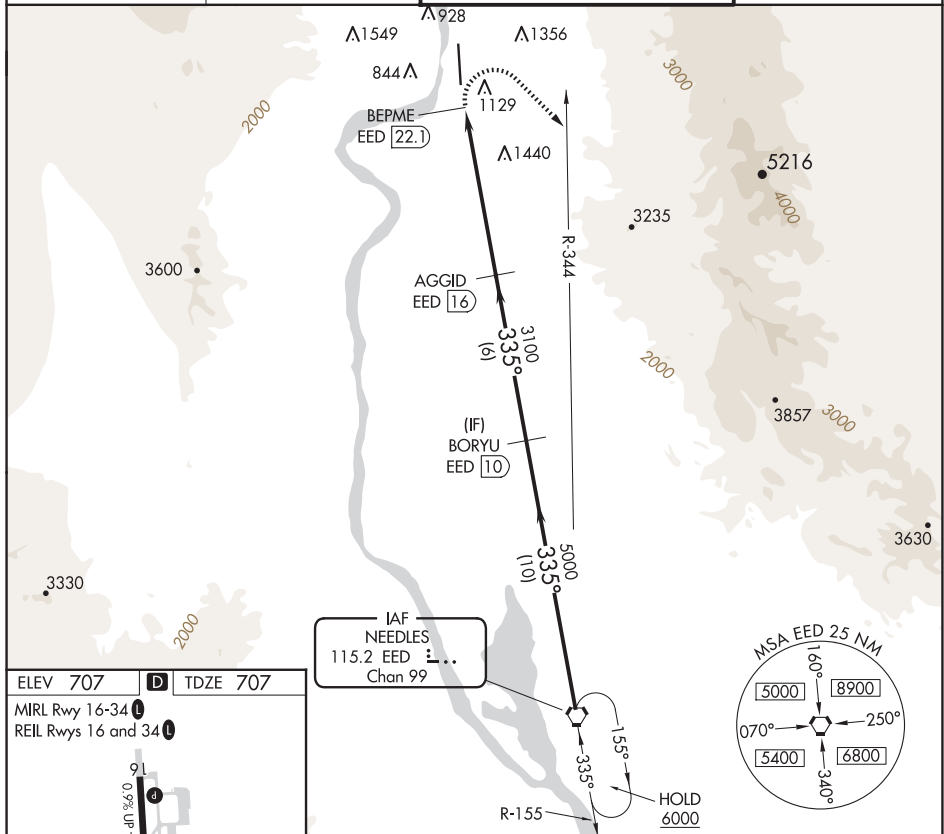
VORTAC EED <b>115.2</b> Chan <b>99</b>	APP CRS <b>335°</b>	Rwy Idg <b>8500</b> TDZE <b>707</b> Apt Elev <b>707</b>
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# VOR RWY 34

LAUGHLIN/BULLHEAD INTL (IFP)

<b>⚠</b> Rwy 34 helicopter visibility reduction below ¼ SM NA. DME required. Circling Rwy 16 NA at night.	MISSED APPROACH: Climbing right turn to 6000 on heading 120° and EED VORTAC R-344 to EED VORTAC and hold.
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ATIS <b>119.825</b>	LOS ANGELES CENTER <b>134.65 360.65</b>	BULLHEAD TOWER★ <b>123.9 (CTAF) 0</b>	GND CON <b>118.25</b>
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<div>6000</div> <div><div>hdg 120°</div></div>		<div>EED R-344</div>	<div>EED</div> <div></div>			<div>EED VORTAC</div>
<div><div>BEPME EED 22.1</div><div><div>3.18°</div><div>TCH 45</div></div></div>		<div>AGGID EED 16</div>	<div>BORYU EED 10</div>	<div>335°</div>		<div>6000</div>
<div><div>0.9</div><div>6.1 NM</div></div>		<div><div>3100</div><div>5000</div></div>	<div>10 NM</div>			
CATEGORY		A	B	C	D	
S-34		<div>2840-1¼</div> <div>2133 (2200-1¼)</div>	<div>2840-1½</div> <div>2133 (2200-1½)</div>	<div>2840-3</div>	<div>2133 (2200-3)</div>	
<div>C</div> CIRCLING		<div>2840-1¼</div> <div>2133 (2200-1¼)</div>	<div>2840-1½</div> <div>2133 (2200-1½)</div>	<div>2840-3</div>	<div>2133 (2200-3)</div>	

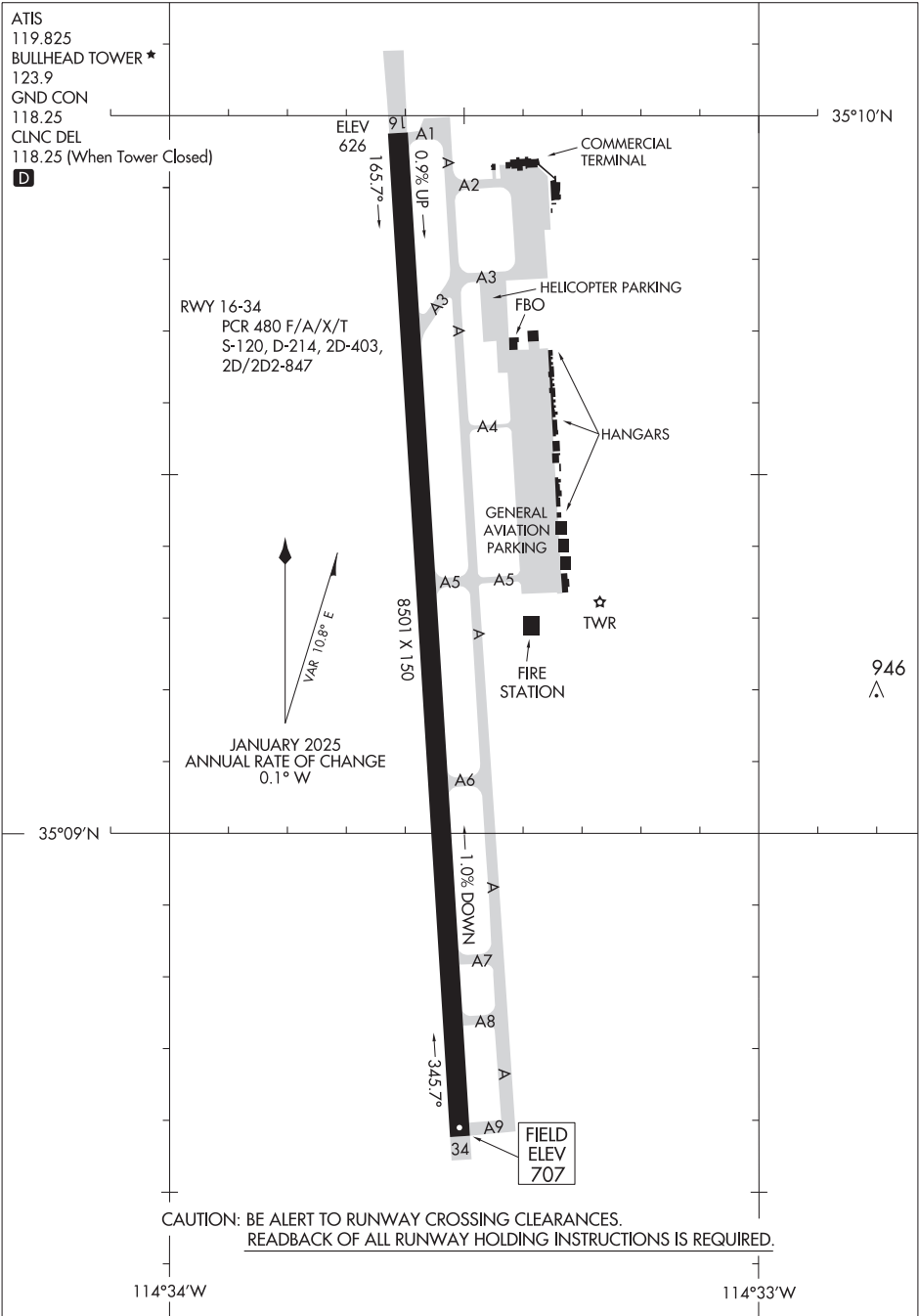
BULLHEAD CITY, ARIZONA

Amdt 2 02MAR17

35°09'N-114°34'W

# VOR RWY 34

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

CARSON CITY, NEVADA

AL-6515 (FAA)

25163

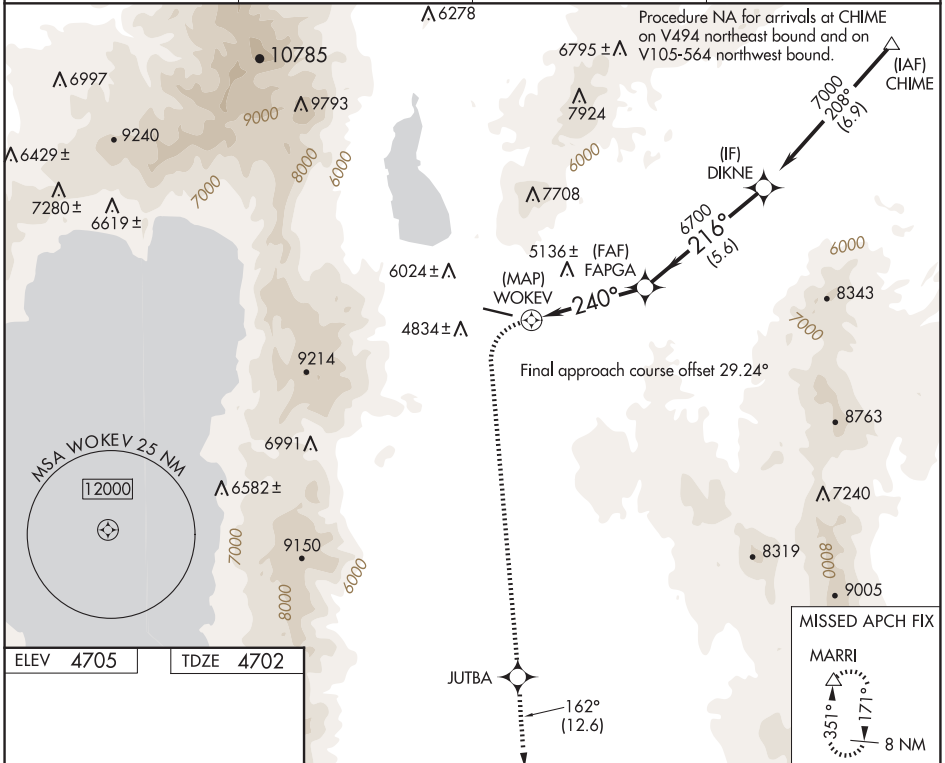
WAAS CH <b>87031</b> <b>W27A</b>	APP CRS <b>240°</b>	Rwy Ldg TDZE Apt Elev <b>4705</b>
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# RNAV (GPS) RWY 27

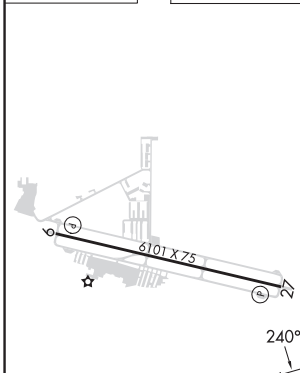
CARSON CITY (CXP)

<p><b>NA</b></p> <p><b>-18°C</b></p>	<p>DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received use Reno/Tahoe altimeter setting and increase all MDA 540 feet. Helicopter visibility reduction below 1 SM not authorized. Circling NA north of Rwy 9-27.</p>	<p>MISSED APPROACH: Climbing left turn to 13400 direct JUTBA and on track 162° to MARRI and hold, continue climb-in-hold to 13400.</p>
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AWOS-3PT <b>119.925</b>	NORCAL APP CON <b>119.2 279.55</b>	CLNC DEL <b>133.25</b>	UNICOM <b>123.0 (CTAF)</b>
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ELEV <b>4705</b>	TDZE <b>4702</b>
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MIRL Rwy 9-27 **1**  
REIL Rwy 9 and 27 **1**

13400	JUTBA	tr	MARRI	VGSI and descent angles not coincident (VGSI Angle 3.77/TCH 41).	DIKNE
		162°			
			FAPGA		
			WOKEV		
			240°	3.77° TCH 41	216°
			0.7 NM	4.2 NM	5.6 NM
CATEGORY	A	B	C	D	
LP MDA	5900-1¼ 1198 (1200-1¼)	5900-1½ 1198 (1200-1½)	NA	NA	
LNAV MDA	6180-1¼ 1478 (1500-1¼)	6180-1½ 1478 (1500-1½)	NA	NA	
C CIRCLING	6180-1¼ 1475 (1500-1¼)	6180-1½ 1475 (1500-1½)	NA	NA	

CARSON CITY, NEVADA  
Orig-B 02JAN20

39°12'N-119°44'W

# RNAV (GPS) RWY 27

SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS  
**342°**

Rwy Ldg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**4705**

**RNAV (GPS)-A**  
CARSON CITY (CXP)

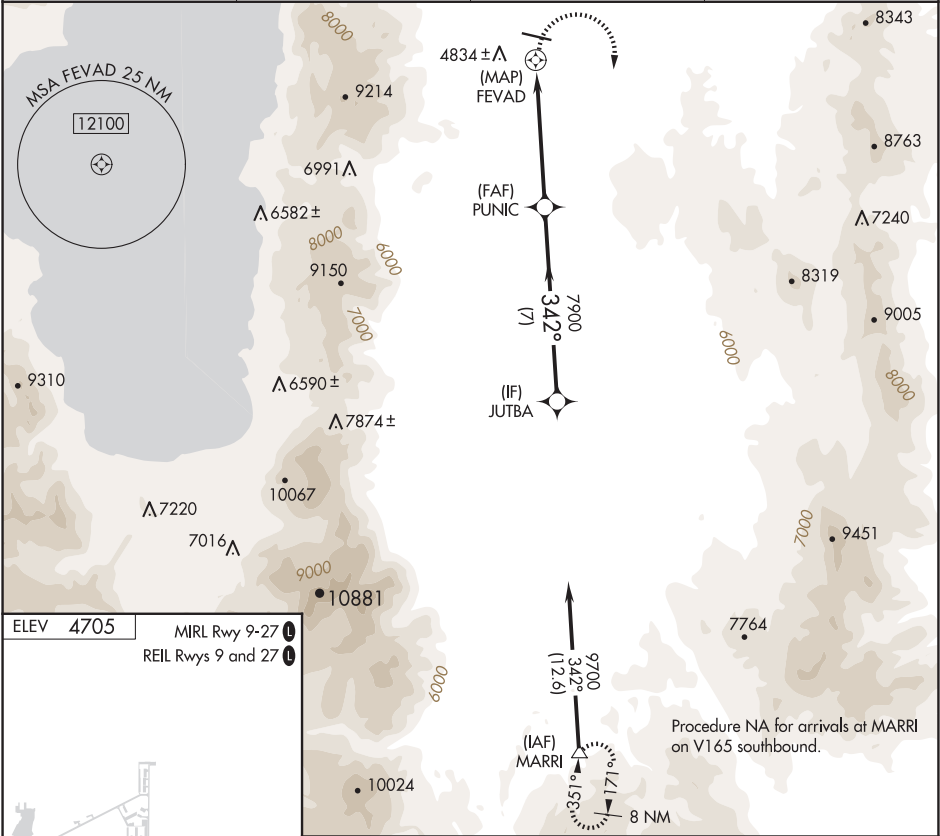
RNP APCH.

Procedure NA at night. When local altimeter setting not received, use Reno/Tahoe Intl altimeter setting and increase all MDA 540 feet.

Circling NA north of Rwy 9-27.

MISSED APPROACH: Climbing right turn to 13400 direct MARRI and hold, continue climb-in-hold to 13400.

AWOS-3PT <b>119.925</b>	NORCAL APP CON <b>119.2 279.55</b>	CLNC DEL <b>133.25</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV **4705**

MIRL Rwy 9-27 **0**

REIL Rws 9 and 27 **0**

13400 MARRI

PUNIC

JUTBA

FEVAD

7900

9700

5.3 NM

7 NM

342°

Procedure Turn NA

CATEGORY	A	B	C	D
<b>C</b> CIRCLING	6380-1¼ 1675 (1700-1¼)	6380-1½ 1675 (1700-1½)	6380-3 1675 (1700-3)	7660-3 2955 (3000-3)

CARSON CITY, NEVADA

AL-6515 (FAA)

25163

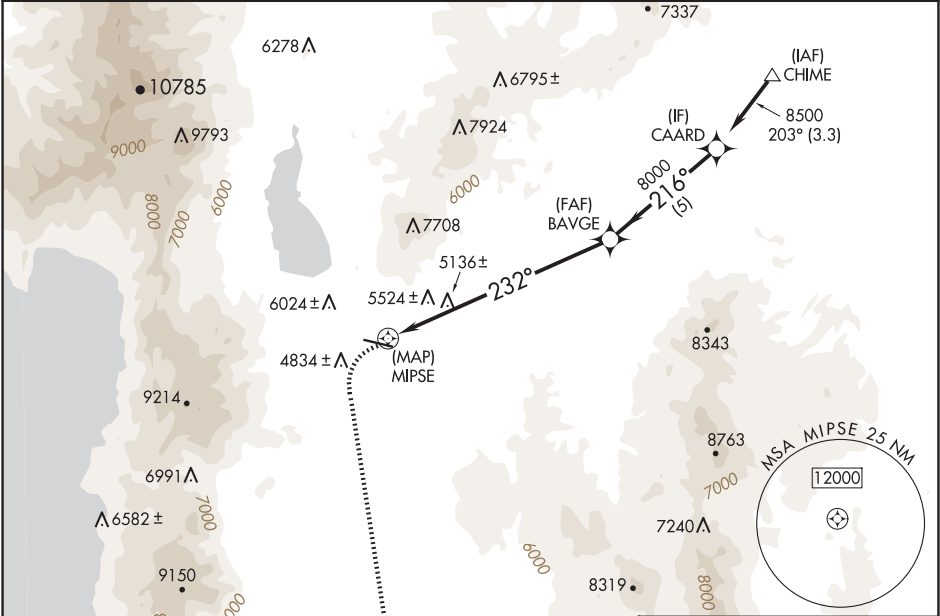
APP CRS	Rwy Ldg	N/A
232°	TDZE	N/A
	Apt Elev	4705

# RNAV (GPS)-B

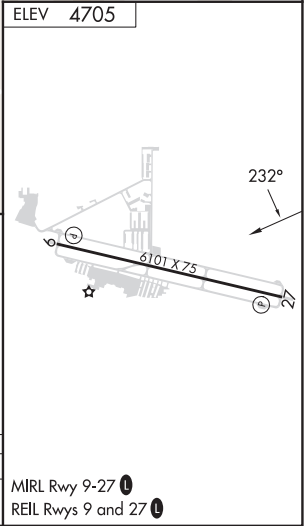
CARSON CITY (CXP)

RNP APCH.	MISSED APPROACH: Climbing left turn to 13400 direct JUTBA and on track 162° direct MARRI and hold, continue climb-in-hold to 13400.
Circling NA north of Rwy 9-27. Procedure NA at night.	

AWOS-3PT 119.925	NORCAL APP CON 119.2 279.55	CLNC DEL 133.25	UNICOM 123.0 (CTAF)
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13400	JUTBA	tr 162°	MARRI	CAARD
CATEGORY	A	B	C	D
CIRCLING	6340-1¼ 1635 (1700-1¼)	6340-1½ 1635 (1700-1½)	6340-3 1635 (1700-3)	7660-3 2955 (3000-3)



CARSON CITY, NEVADA  
Orig 03JAN19

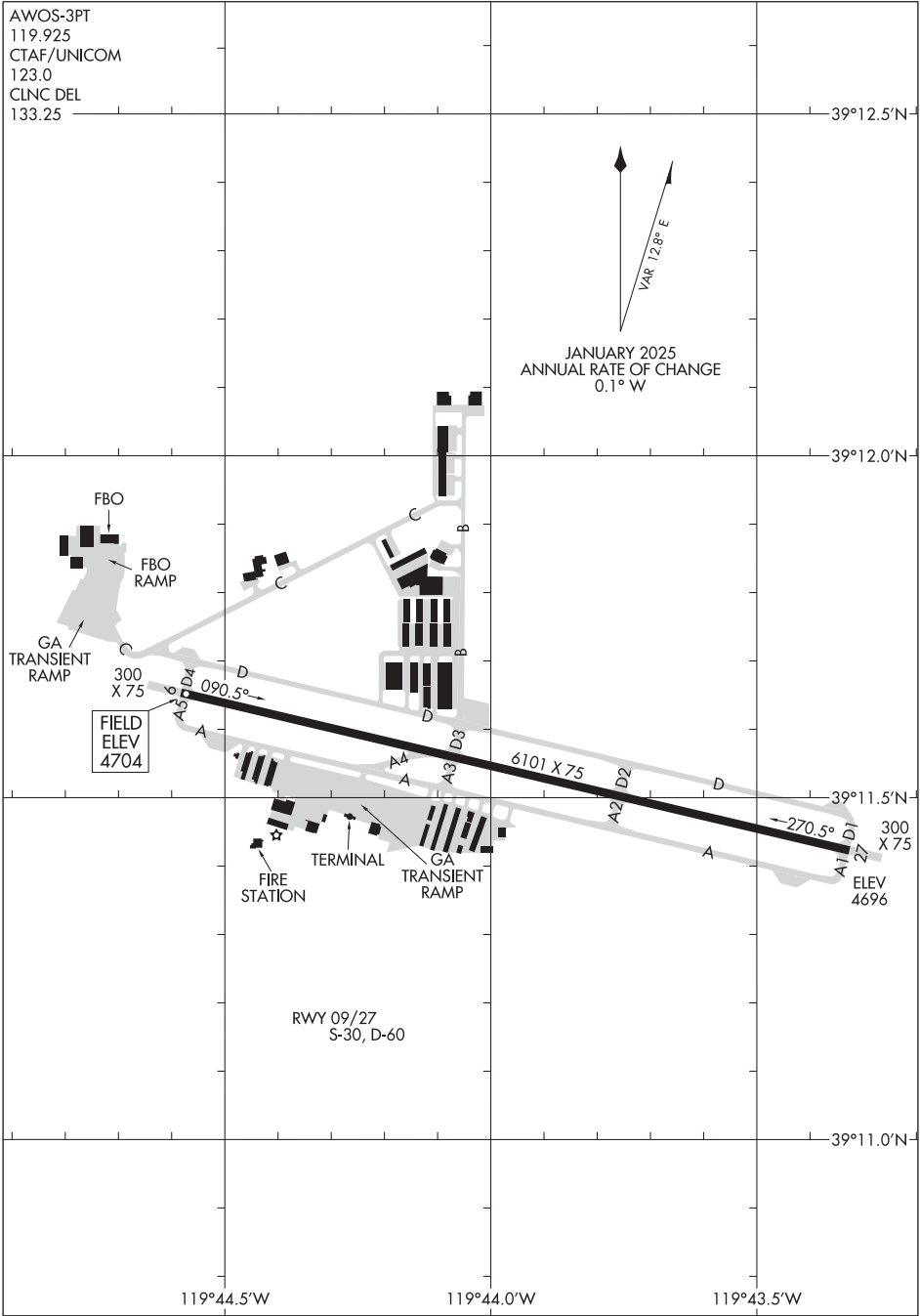
39°12'N-119°44'W

CARSON CITY (CXP)  
RNAV (GPS)-B

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

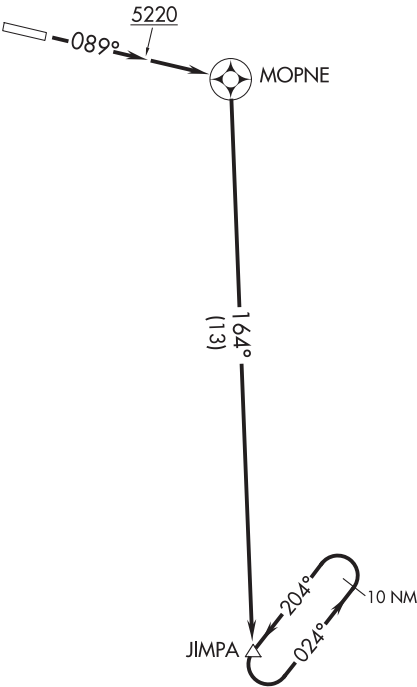
(JIMPA2.JIMPA) 23278

JIMPA TWO DEPARTURE (OBSTACLE) (RNAV)

AL-6515 (FAA)

CARSON CITY (CXP)  
CARSON CITY, NEVADA

AWOS-3PT  
119.925  
NORCAL DEP CON  
119.2 279.55



NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 9: Standard with minimum climb of 550' per NM to 11400'.

Rwy 27: NA - Obstacles.

TAKEOFF OBSTACLE NOTES

Rwy 9: Powerlines beginning 630' from DER, left and right of centerline, up to 75' AGL/4754' MSL.


NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

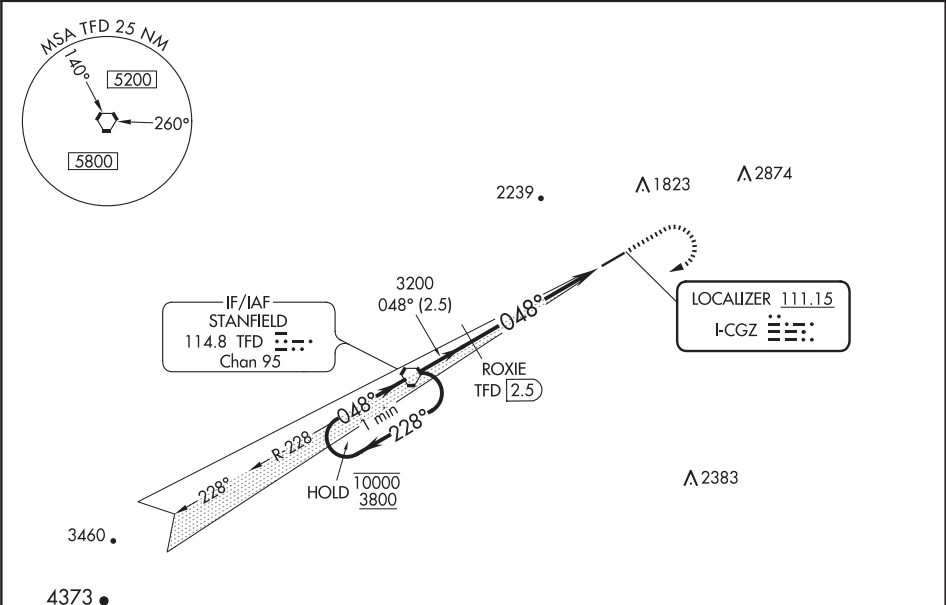
**TAKEOFF RUNWAY 9:** Climb heading 089° to 5220, then climb to 15000 direct MOPNE and on track 164° to JIMPA and hold. Continue climb-in-hold to 15000 before proceeding on course.

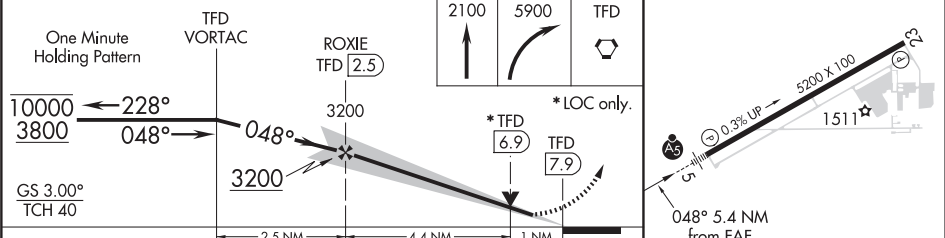
LOC I-CGZ <b>111.15</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>1458</b> <b>1464</b>
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ILS or LOC RWY 5  
CASA GRANDE MUNI (CGZ)

DME required for LOC only.	MALSRL 	MISSED APPROACH: Climb to 2100 then climbing right turn to 5900 direct STANFIELD VORTAC and hold. Continue climb in hold to 5900.
Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.		

AWOS-3PT <b>132.175</b>	ALBUQUERQUE CENTER <b>125.4 269.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 1464		TDZE 1458		
				
CATEGORY	A	B	C	D
S-ILS 5	1708-½ 250 (300-½)			
S-LOC 5	1800-½ 342 (400-½)		1800-⅝ 342 (400-⅝)	
CIRCLING	1960-1 496 (500-1)		1960-1½ 2260-2½ 496 (500-1½) 796 (800-2½)	

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



APP CRS  
**241°**

Rwy Idg  
TDZE  
Apt Elev

**5200**  
**1464**  
**1464**

**RNAV (GPS) RWY 23**

CASA GRANDE MUNI (CGZ)

RNP APCH-GPS.

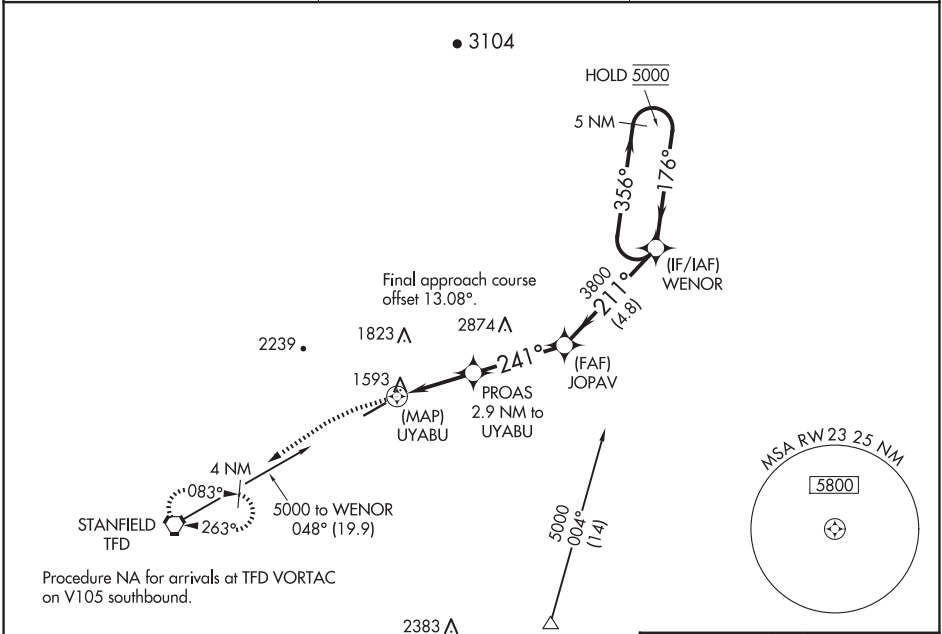
▼

▲

Rwy 23 helicopter visibility reduction below ¾ SM NA.  
Circling NA for Cat C and D northwest of Rwy 5-23.

MISSED APPROACH: Climbing left turn to 3500 direct TFD VORTAC and hold.

AWOS-3PT <b>132.175</b>	ALBUQUERQUE CENTER <b>125.4 269.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
----------------------------	--	---------------------------------



ELEV 1464	TDZE 1464
-----------	-----------

3500

TFD

PROAS

JOPAV

WENOR

5 NM Holding Pattern

0.8 NM to UYABU

2.9 NM to UYABU

3.19° TCH 40

241°

2640

3800

211°

356°

176°

5000

0.5

0.8

2.1 NM

3.4 NM

4.8 NM

CATEGORY	A	B	C	D
LNAV MDA	1900-1	436 (500-1)	1900-1¼	436 (500-1¼)
CIRCLING	1960-1	496 (500-1)	1960-1½ 496 (500-1½)	2260-2½ 796 (800-2½)

MIRL Rwy 5-23

241°

5200 X 100

1511

CASA GRANDE, ARIZONA

AL-6656 (FAA)

22363

VORTAC TFD	APP CRS	Rwy Idg	5200
114.8	048°	TDZE	1458
Chan 95		Apt Elev	1464

VOR RWY 5

CASA GRANDE MUNI (CGZ)

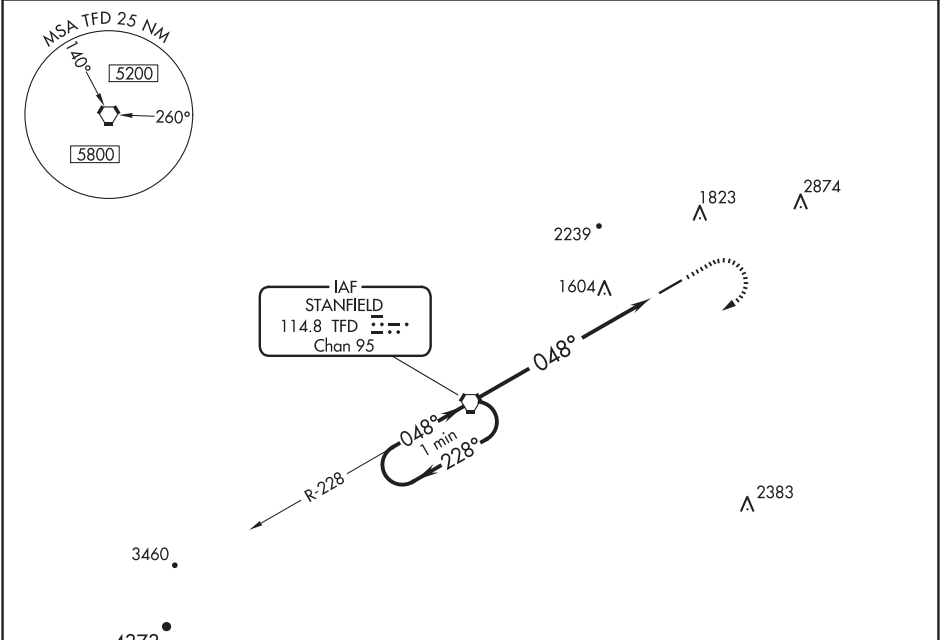
▼

For inop ALS, increase S-5 Cats A/B visibility to 1 mile.  
Rwy 5 helicopter visibility reduction below ¾ SM NA.  
Circling Rwy 23 NA at night.

MALSR

MISSED APPROACH: Climb to 2200, then climbing right turn to 3500 direct TFD VORTAC and hold.

AWOS-3PT 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF) 0
---------------------	-----------------------------------	--------------------------



One Minute Holding Pattern		TFD VORTAC		2200	3500	TFD
3500		228°		048°		TFD 6.4
				048°		TFD 7.8
				6.4 NM		1.4
CATEGORY	A	B	C	D		
S-5	1960-¾	502 (500-¾)	NA			
CIRCLING	1960-1	496 (500-1)	NA			

ELEV 1464

TDZE 1458

MIRL Rwy 5-23

FAF to MAP 7.8 NM

Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

CASA GRANDE, ARIZONA  
Amdt 4F 30JAN20

32°57'N-111°46'W

CASA GRANDE MUNI (CGZ)  
VOR RWY 5

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

LOC I-ECC	APP CRS	Rwy Idg	8653
110.1	200°	TDZE	5605
		Apt Elev	5622

ILS or LOC RWY 20

CEDAR CITY RGNL(CDC)

DME required.

▼

▲NA

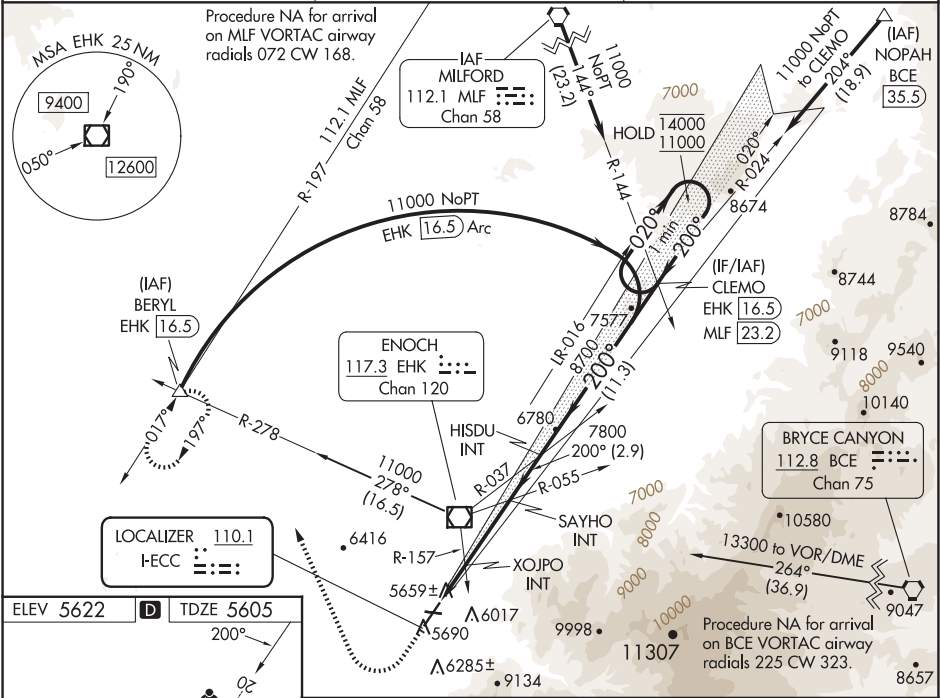
XOJPO fix minimums (Dual VOR receivers required): For inop ALS, increase S-LOC 20 Cats C/D visibility to 1½ SM. For inop ALS, increase S-LOC 20 Cats C/D visibility to 2½ SM.  
#For inop ALS, increase S-ILS 20 visibility all Cats to 1 SM.

MALSR

AS

MISSED APPROACH: Climb to 6200 then climbing right turn to 10000 on heading 322° and on EHK R-278 to BERYL INT/EHK 16.5 DME and hold, continue climb-in-hold to 10000.  
† Missed approach requires minimum climb of 210 feet per NM to 7300.

ASOS	SALT LAKE CITY CENTER	UNICOM
119.025	125.575 379.275	123.0 (CTAF) 0



ELEV 5622 **D** TDZE 5605

AS

200°

4822 X 60

0.9% UP

8653 X 150

0.4% UP

26

20

HIRL Rwy 2-20 **1**

MIRL Rwy 8-26 **1**

REIL Rws 2, 8 and 26 **1**

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

6200 10000		EHK R-278	BERYL	CLEMO	One Minute Holding Pattern			
↑		hdg 322°	△	EHK 16.5				
* LOC only								
6440*		7800	8700	14000	11000			
2.4 NM		4.3 NM	2.9 NM	11.3 NM	GS 3.00° TCH 47			
CATEGORY	A	B	C	D				
S-ILS 20†	5825-½		220 (300-½)					
S-ILS 20 #	5882-½		277 (300-½)					
S-LOC 20	6440-½ 835 (900-½)		6440-¾ 835 (900-¾)		6440-1⅞ 835 (900-1⅞)			
XOJPO FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)								
S-LOC 20	6100-½ 495 (500-½)		6100-1 495 (500-1)					

CEDAR CITY, UTAH

Amdt 5 31DEC20

37°42'N-113°06'W

ILS or LOC RWY 20

27

CEDAR CITY, UTAH

AL-5139 (FAA)

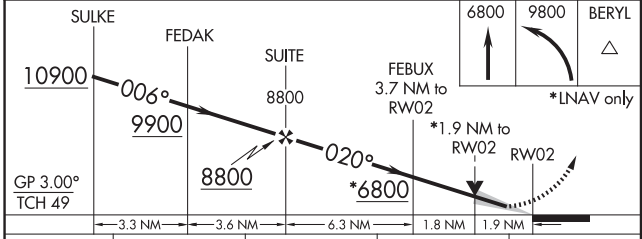
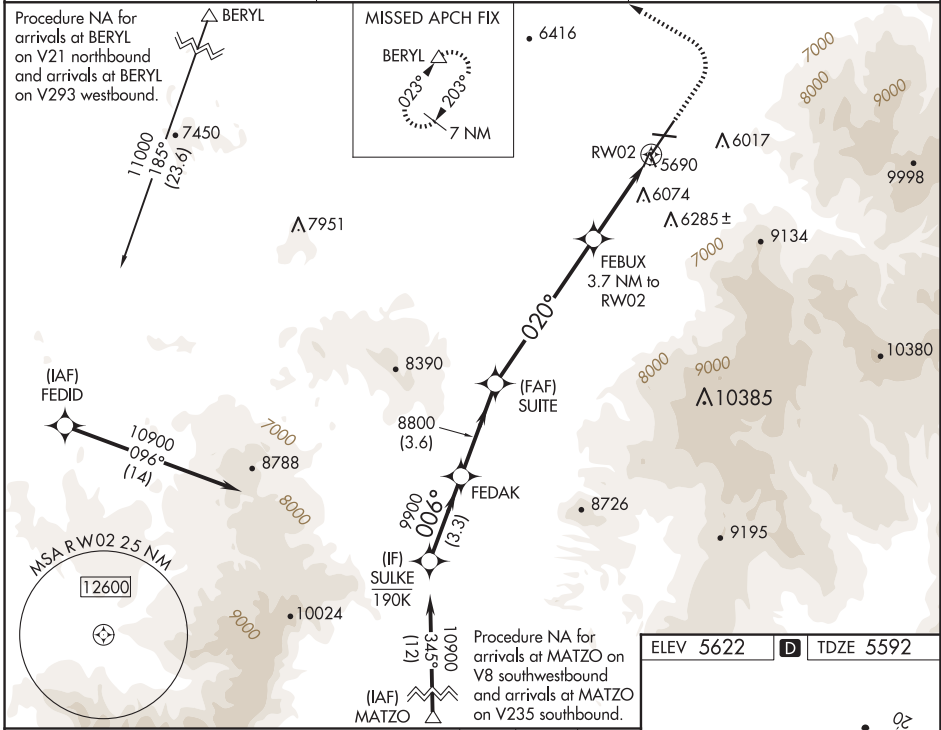
25051


WAAS CH <b>49143</b> <b>W02A</b>	APP CRS <b>020°</b>	Rwy Idg TDZE <b>5592</b> Apt Elev <b>5622</b>
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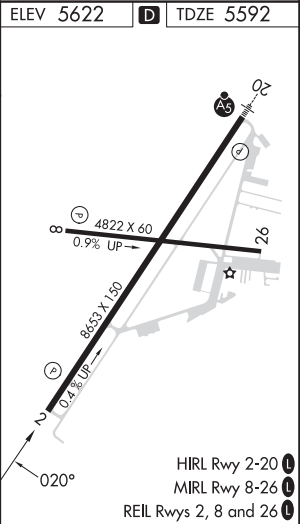
RNAV (GPS) RWY 2  
CEDAR CITY RGNL (CDC)

RNP APCH.	MISSED APPROACH: Climb to 6800 then climbing left turn to 9800 direct BERYL and hold.
 Circling NA east of Rwy 2-20. Baro-VNAV NA.	

ASOS <b>119.025</b>	SALT LAKE CITY CENTER <b>125.575 379.275</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		5867-7/8	275 (300-7/8)	
LNAV/VNAV DA		6394-2 1/2	802 (800-2 1/2)	
LNAV MDA	6240-1	648 (700-1)	6240-1 7/8	648 (700-1 7/8)
 CIRCLING	6240-1	618 (700-1)	6240-1 7/8	6240-2



CEDAR CITY, UTAH  
Orig-A 16JUN22

37°42'N-113°06'W

CEDAR CITY RGNL (CDC)  
RNAV (GPS) RWY 2

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



CEDAR CITY, UTAH

AL-5139 (FAA)

25051

WAAS CH <b>72640</b> <b>W20A</b>	APP CRS <b>200°</b>	Rwy Idg <b>8653</b> TDZE <b>5605</b> Apt Elev <b>5622</b>
--	------------------------	---

RNAV (GPS) RWY 20  
CEDAR CITY RGNL (CDC)

RNP APCH.



Circling NA east of Rwy 2-20. Baro-VNAV NA.  
For inop ALS, increase LNAV/VNAV all Cats visibility to 1 $\frac{1}{8}$  SM and LNAV Cats C/D visibility to 1 $\frac{5}{8}$  SM.

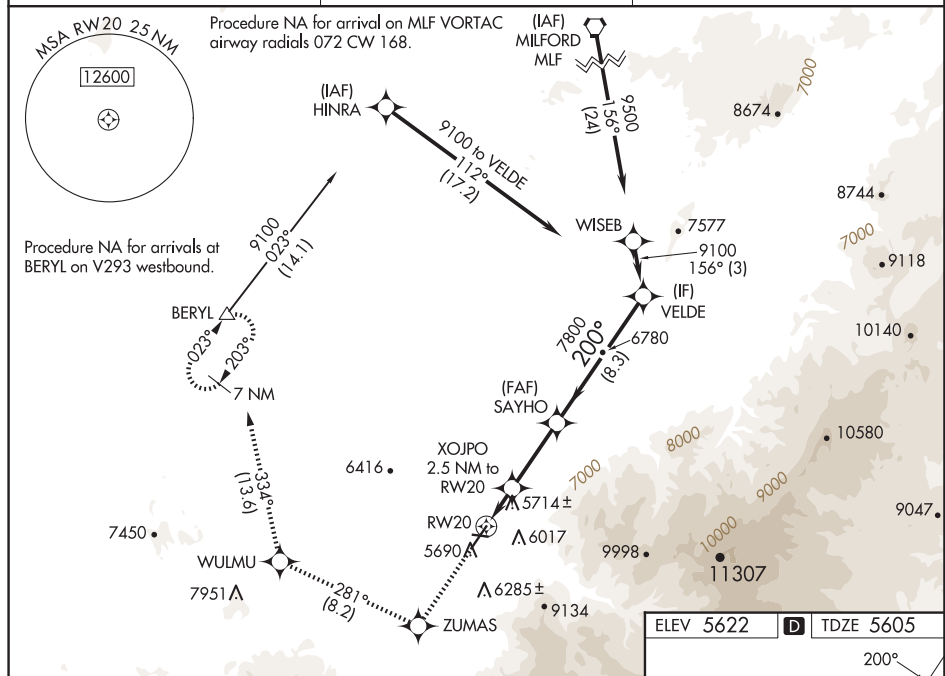
MALS-R



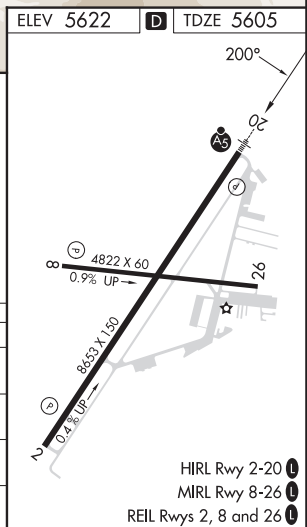
**MISSED APPROACH:** Climb to 9800  
direct ZUMAS and on track 281°  
to WULMU and on track 334° to  
BERYL and hold.

ASOS  
119.025

SALT LAKE CITY CENTER  
125.575 379.275

UNICOM  
123.0 (CTAF) **L**

9800 ↑	ZUMAS ✱	ir 281° ✱	WULMU ✱	ir 334° △	BERYL	SAYHO 7800	VELDE 9100
*RNAV only							
CATEGORY	A		B		C	D	
LPV DA			5825-½		220 (300-½)		
RNAV/ VNAV DA			6015-¾		410 (400-¾)		
RNAV MDA	6180-½		575 (600-½)		6180-1¼	575 (600-1¼)	
<b>C</b> CIRCLING	6180-1		558 (600-1)		6180-1½ 558 (600-1½)	6180-2 558 (600-2)	



CEDAR CITY, UTAH  
Amdt 2A 16JUN22

37°42'N-113°06'W

29

CEDAR CITY RGNL (CDC)  
RNAV (GPS) RWY 20

SW-4, 12 JUN 2025 to 07 AUG 2025

CEDAR CITY, UTAH

AL-5139 (FAA)

25051

VOR/DME EHK	APP CRS	Rwy Idg	8653
117.3	177°	TDZE	5605
Chan 120		Apt Elev	5622

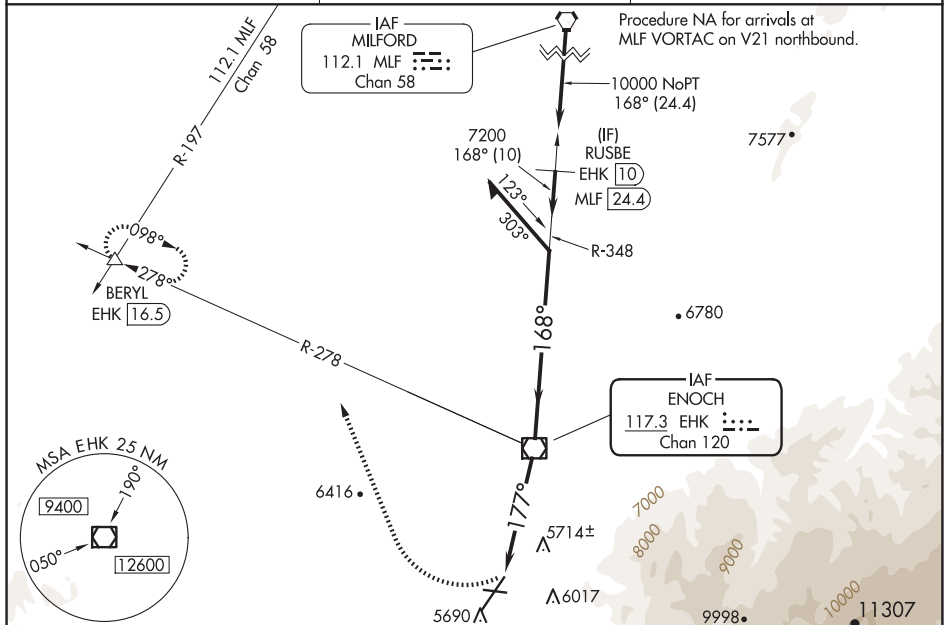
VOR RWY 20  
CEDAR CITY RGNL (CDC)

**⚠** Circling NA southeast of Rwy 2-20.  
For inop ALS S-20\* increase Cat C/D  
visibility to 1½ SM.

**MALSR**

**MISSED APPROACH:** Climbing right turn to 11500 on heading 322° and on EHK VOR/DME R-278 to BERYL INT/EHK 16.5 DME and hold, continue climb-in-hold to 11500.  
\*Missed approach requires minimum climb of 247 feet per NM to 7500.

ASOS 119.025	SALT LAKE CITY CENTER 125.575 379.275	UNICOM 123.0 (CTAF)
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ELEV 5622 **D** TDZE 5605

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

11500 hdg 322° EHK R-278 BERYL

EHK 10800 VOR/DME

Remain within 10 NM

348° 8700

168° 7200

3.07° TCH 50

177°

1.1 NM 3.6 NM

CATEGORY	A	B	C	D
S-20*	6020-½ 415 (400-½)		6020-¾ 415 (400-¾)	
S-20	6300-½ 695 (700-½)		6300-1½ 695 (700-1½)	
<b>CIRCLING</b>	6300-1 678 (700-1)		6300-2 678 (700-2)	6300-2¼ 678 (700-2¼)

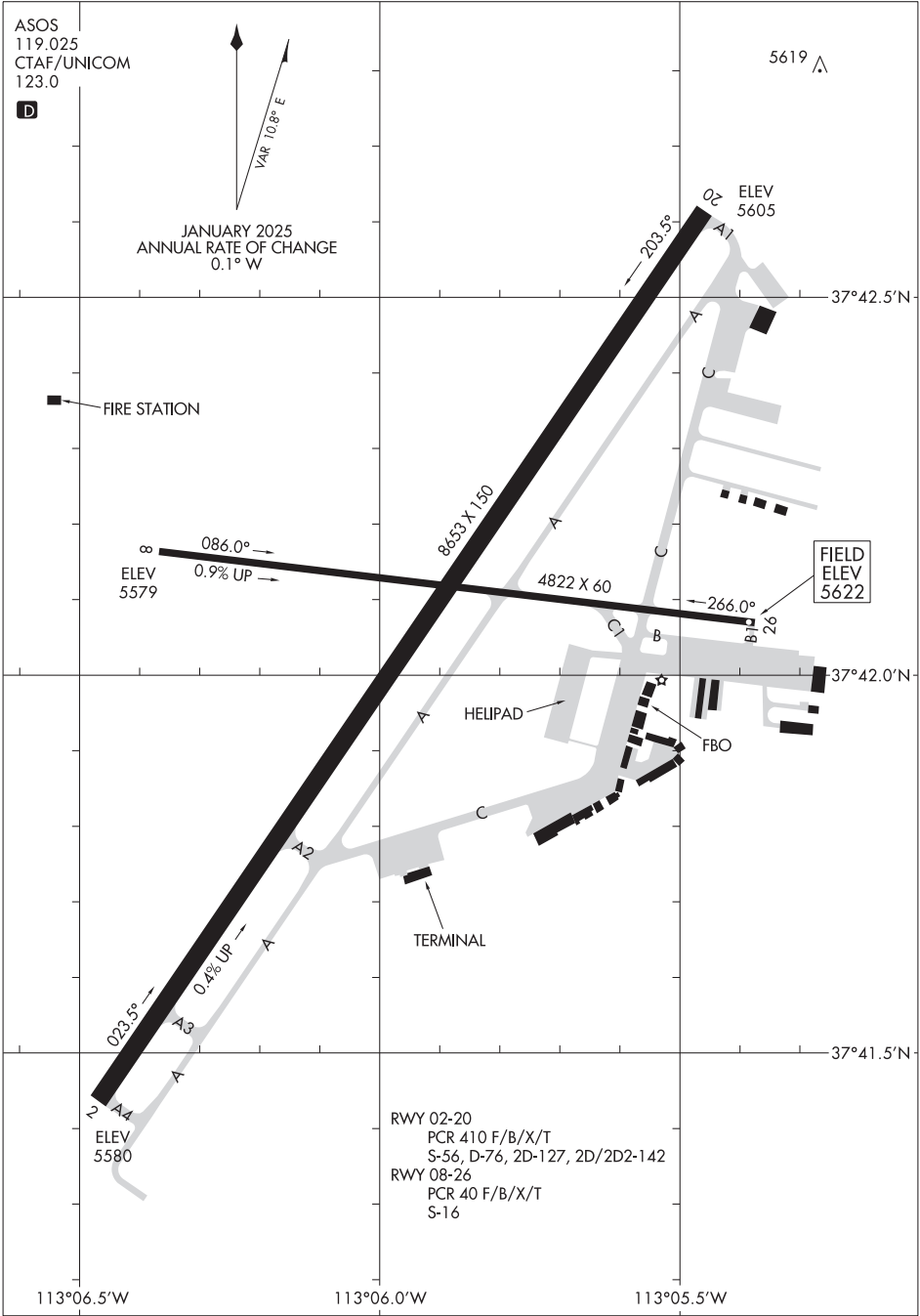
CEDAR CITY, UTAH  
Amdt 8 31DEC20

37°42'N-113°06'W

CEDAR CITY RGNL (CDC)  
VOR RWY 20

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

CHANDLER, ARIZONA

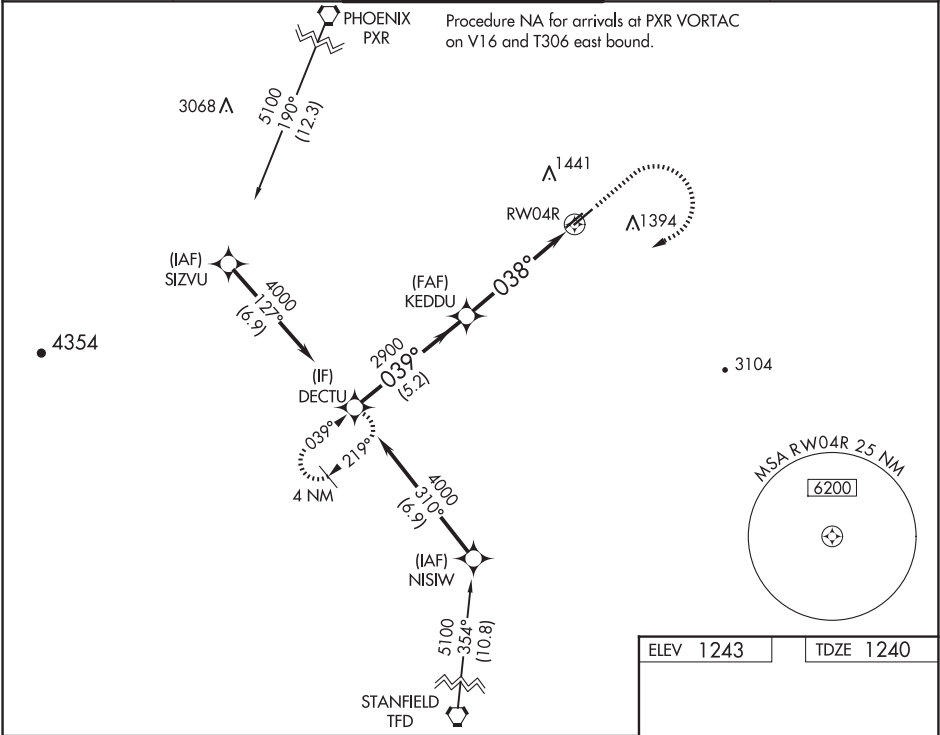
AL-6494 (FAA)

24193

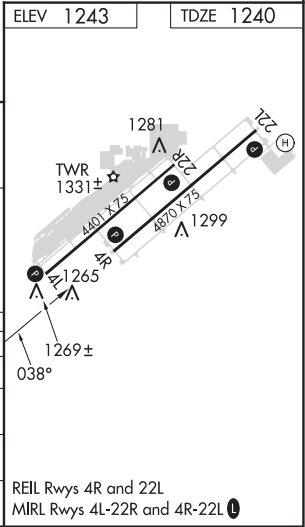
WAAS CH <b>93544</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy ldg TDZE Apt Elev	<b>4870</b> <b>1240</b> <b>1243</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 4R  
CHANDLER MUNI (CHD)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.		MISSED APPROACH: (Do not exceed 210K until DECTU) Climb to 2200 then climbing right turn to 4000 direct to DECTU and hold.	
ATIS <b>128.325</b>	PHOENIX APP CON <b>123.7 363.0</b>	CHANDLER TOWER ★ <b>126.1 (CTAF) 0 133.1</b> (North and West) (South and East)	GND CON <b>124.4</b>  UNICOM <b>122.95</b>



DECTU		KEDDU		RW04R	
4000		2900		1269	
GP 3.00° TCH 39		1.1 NM to RW04R			
5.2 NM		4 NM		1.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1490-3/4	250 (300-3/4)		NA	
LNAV/VNAV DA	1640-1 1/8	400 (400-1 1/8)		NA	
LNAV MDA	1640-1	400 (400-1)	1640-1 1/8 400 (400-1 1/8)	NA	
CIRCLING	1700-1 457 (500-1)	1760-1 517 (600-1)	1760-1 1/2 517 (600-1 1/2)	NA	



CHANDLER, ARIZONA  
Amdt 1 02DEC21

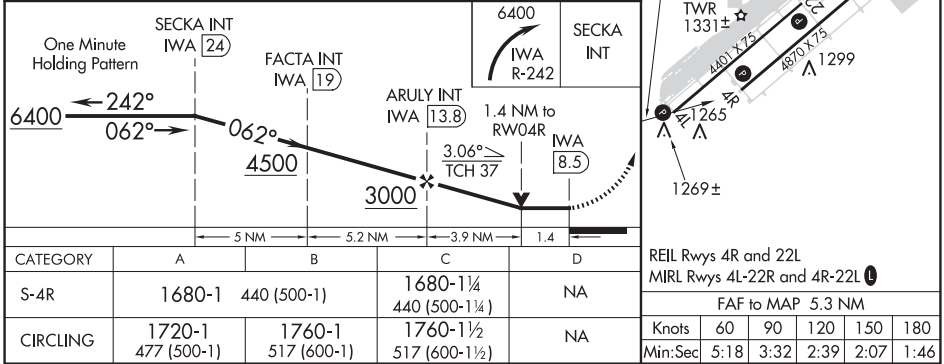
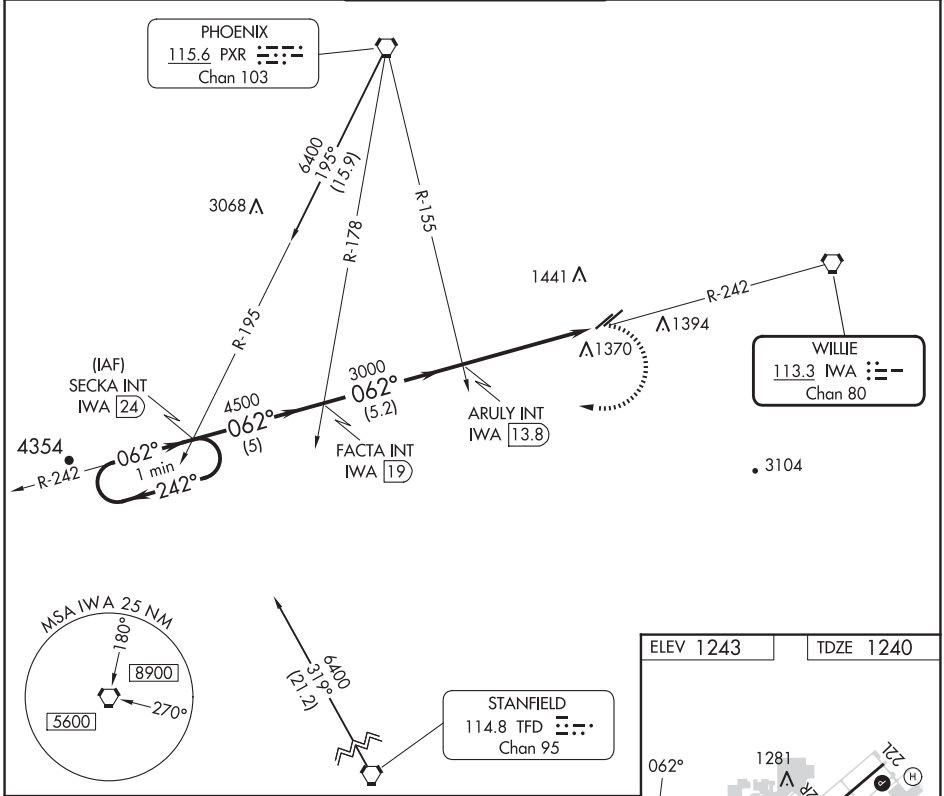
33°16'N-111°49'W

CHANDLER MUNI (CHD)  
RNAV (GPS) RWY 4R

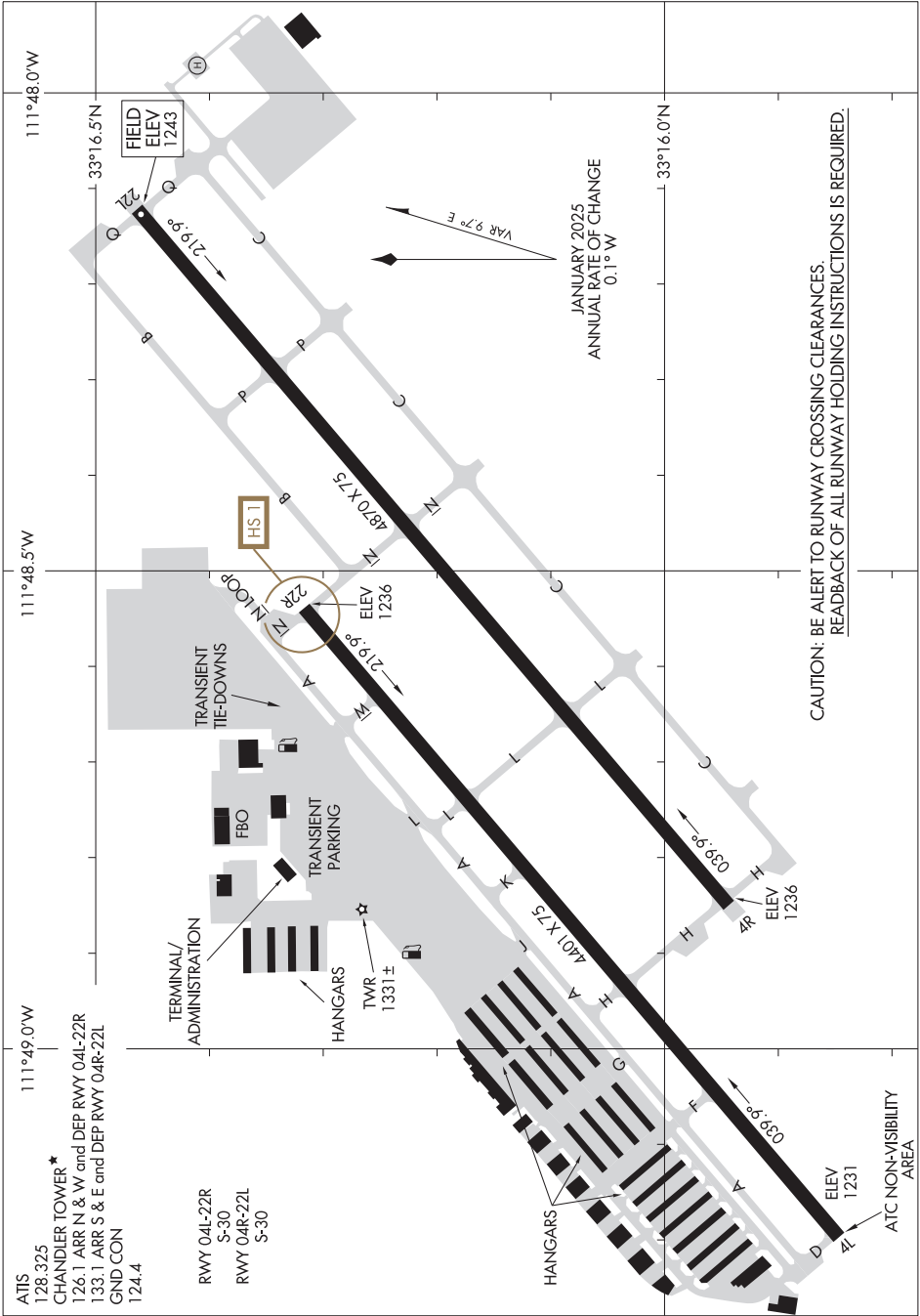
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

When VGSI inoperative, Circling Rwy 4L NA at night.		MISSED APPROACH: Climbing right turn to 6400 via IWA R-242 to SECKA Int and hold.		
ATIS	PHOENIX APP CON	CHANDLER TOWER*	GND CON	UNICOM
128.325	123.7 363.0	126.1 (CTAF) 133.1 (North and West) (South and East)	124.4	122.95



SW-4, 12 JUN 2025 to 07 AUG 2025



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-4, 12 JUN 2025 to 07 AUG 2025

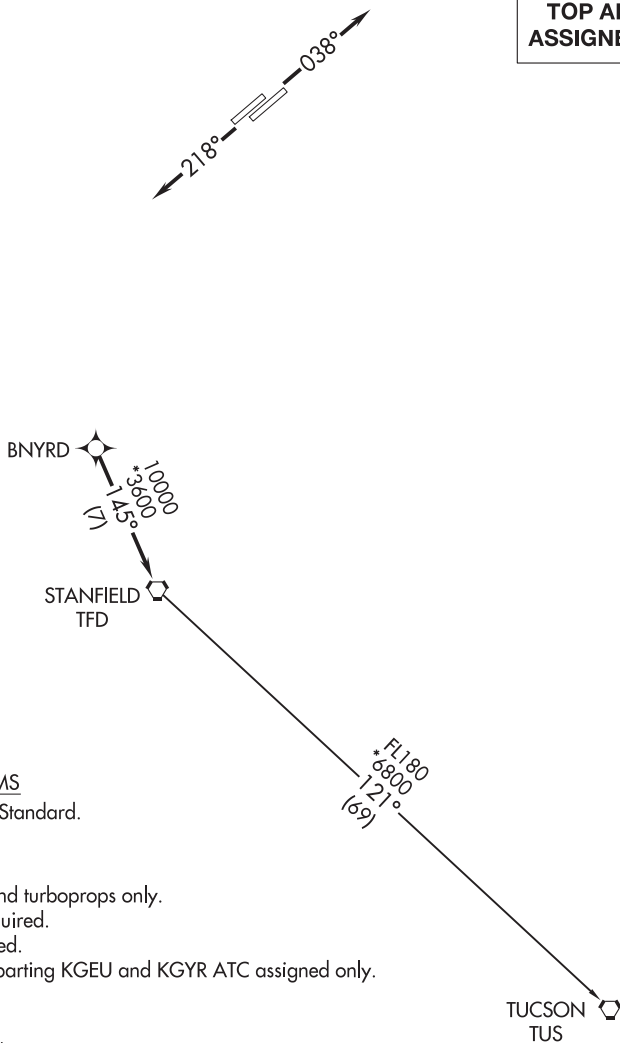
## BNYRD SIX DEPARTURE (RNAV)

AL-6494 (FAA)

CHANDLER MUNI (CHD)  
CHANDLER, ARIZONA

ATIS  
128.325  
GND CON  
124.4  
CHANDLER TOWER ★  
126.1 (Rwy 4L-22R)  
133.1 (Rwy 4R-22L)  
PHOENIX DEP CON  
123.7 363.0

**TOP ALTITUDE:  
ASSIGNED BY ATC**



## TAKEOFF MINIMUMS

Rwys 4L/R, 22L/R: Standard.

NOTE: RNAV 1.

NOTE: Turbojets and turboprops only.

NOTE: RADAR required.

NOTE: GPS required.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence. . .

TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC, thence. . .

...expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)

## BNYRD SIX DEPARTURE (RNAV)

(BNYRD6.BNYRD) 24MAY18

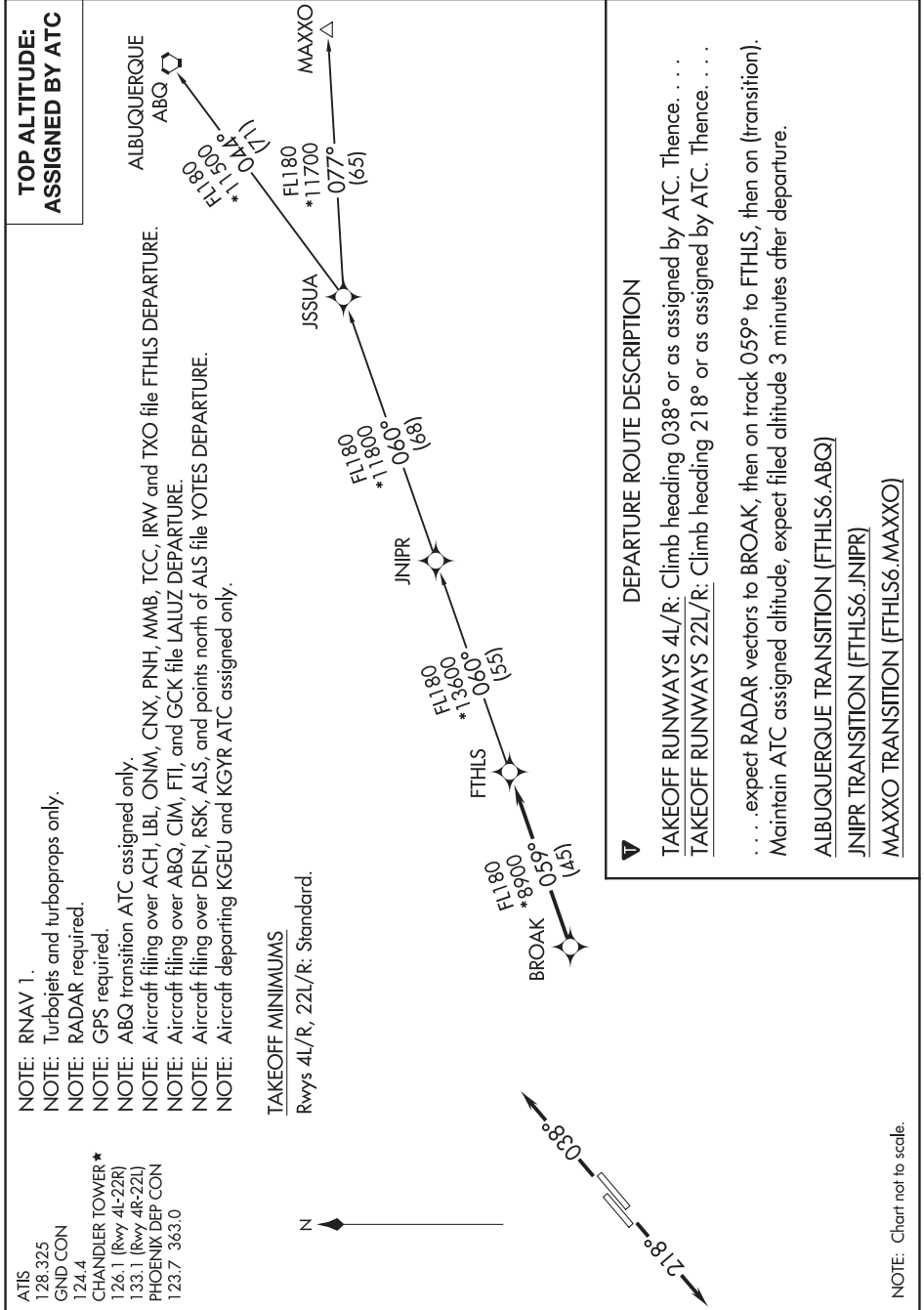
CHANDLER, ARIZONA  
CHANDLER MUNI (CHD)

FTHLS SIX DEPARTURE (RNAV)

AL-6494 (FAA)

CHANDLER MUNI (CHD)  
CHANDLER, ARIZONA

SW-4, 12 JUN 2025 to 07 AUG 2025



FTHLS SIX DEPARTURE (RNAV)

(FTHLS6.FTHLS) 24MAY18

CHANDLER, ARIZONA  
CHANDLER MUNI (CHD)

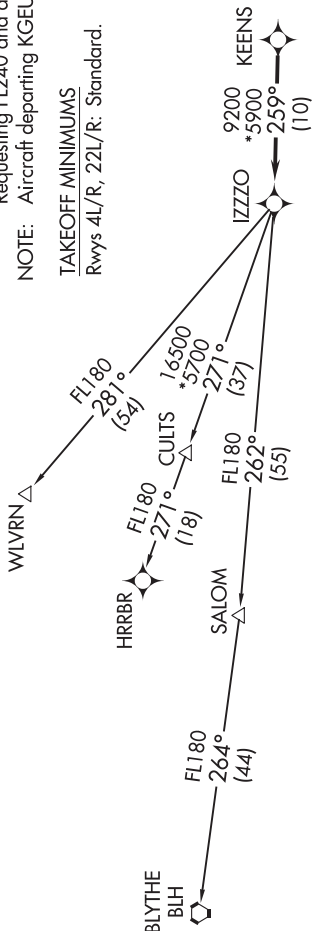


**TOP ALTITUDE:  
ASSIGNED BY ATC**

PHOENIX DEP CON  
123.7 363.0  
ATIS  
128.325  
GND CON  
124.4  
CHANDLER TOWER  
126.1 (Rwy 4L-22R)  
133.1 (Rwy 4R-22L)

NOTE: Turboprops and turboprops only.  
NOTE: Aircraft requesting FL220 and below must file BLYTHE Transition.  
NOTE: Turboprops landing LAX, file WLVRN Transition.  
NOTE: Aircraft landing other than LAX and turboprops landing at LAX: Requesting FL240 and above, file HRRBR Transition.  
NOTE: Aircraft departing KGEV and KGYR ATC assigned only.

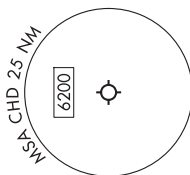
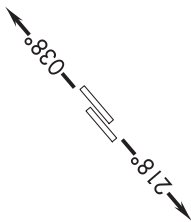
TAKEOFF MINIMUMS  
Rwys 4L/R. 22L/R: Standard.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb on track 038° or as assigned by ATC, thence. . . .  
TAKEOFF RUNWAYS 22L/R: Climb on track 218° or as assigned by ATC, thence. . . .  
. . . . for RADAR vectors to KEENS, then on track 259° to IZZO, then on (transition).  
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZO8.BLH)  
HRRBR TRANSITION (IZZZO8.HRRBR)  
WLVRN TRANSITION (IZZZO8.WLVRN)



NOTE: Chart not to scale.

**TOP ALTITUDE:  
ASSIGNED BY ATC**

$$Z \leftarrow$$

NOTE: RNAV 1.  
NOTE: Turbojets and turboprops only.  
NOTE: RADAR required.  
NOTE: GPS required.  
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS  
Rwys 4L/R, 22L/R: Standard.

ATIS  
128.325  
GND CON  
124.4  
CHANDLER TOWER★  
126.1 (Rwy 4L-22R)  
133.1 (Rwy 4R-22L)  
PHOENIX DEP CON  
123.7 363.0

FL180  
3800  
-249°  
GILA BEND  
GBN

FL180  
\*4000  
248°  
(15)  
JUDTH  
MOHAK

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence...

TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC, thence. . .

... expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

MOHAK TRANSITION (JUDTH7.MOHAK)

JUDTH SEVEN DEPARTURE (RNAV)  
(JUDTH7.JUDTH) 24MAY18

CHANDLER, ARIZONA  
CHANDLER MUNI (CHD)

TOP ALTITUDE:  
ASSIGNED BY ATC

ATIS  
128.325  
GND CON  
124.4  
CHANDLER TOWER \*  
126.1 (Rwy 4L-22R)  
133.1 (Rwy 4R-22L)  
PHOENIX DEP CON  
123.7 363.0

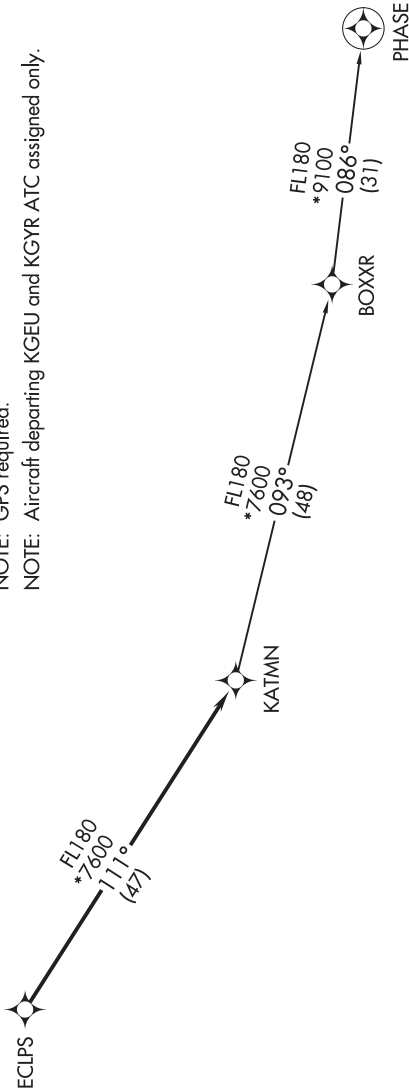
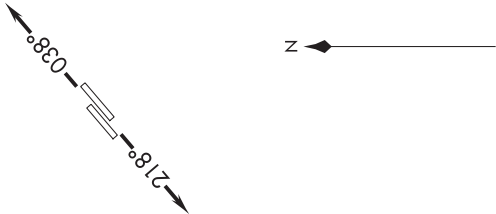
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC. Thence. . . .  
TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC. Thence. . . .  
. . . .on RADAR vectors to ECLPS, then on track 111° to KATMN, then on (transition).  
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

PHASE TRANSITION (KATMN6.PHASE)

TAKEOFF MINIMUMS  
Rwys 4L/R, 22L/R: Standard.

- NOTE: RNAV 1.
- NOTE: Turbojets and turboprops only.
- NOTE: RADAR required.
- NOTE: GPS required.
- NOTE: Aircraft departing KGEU and KGYR ATC assigned only.



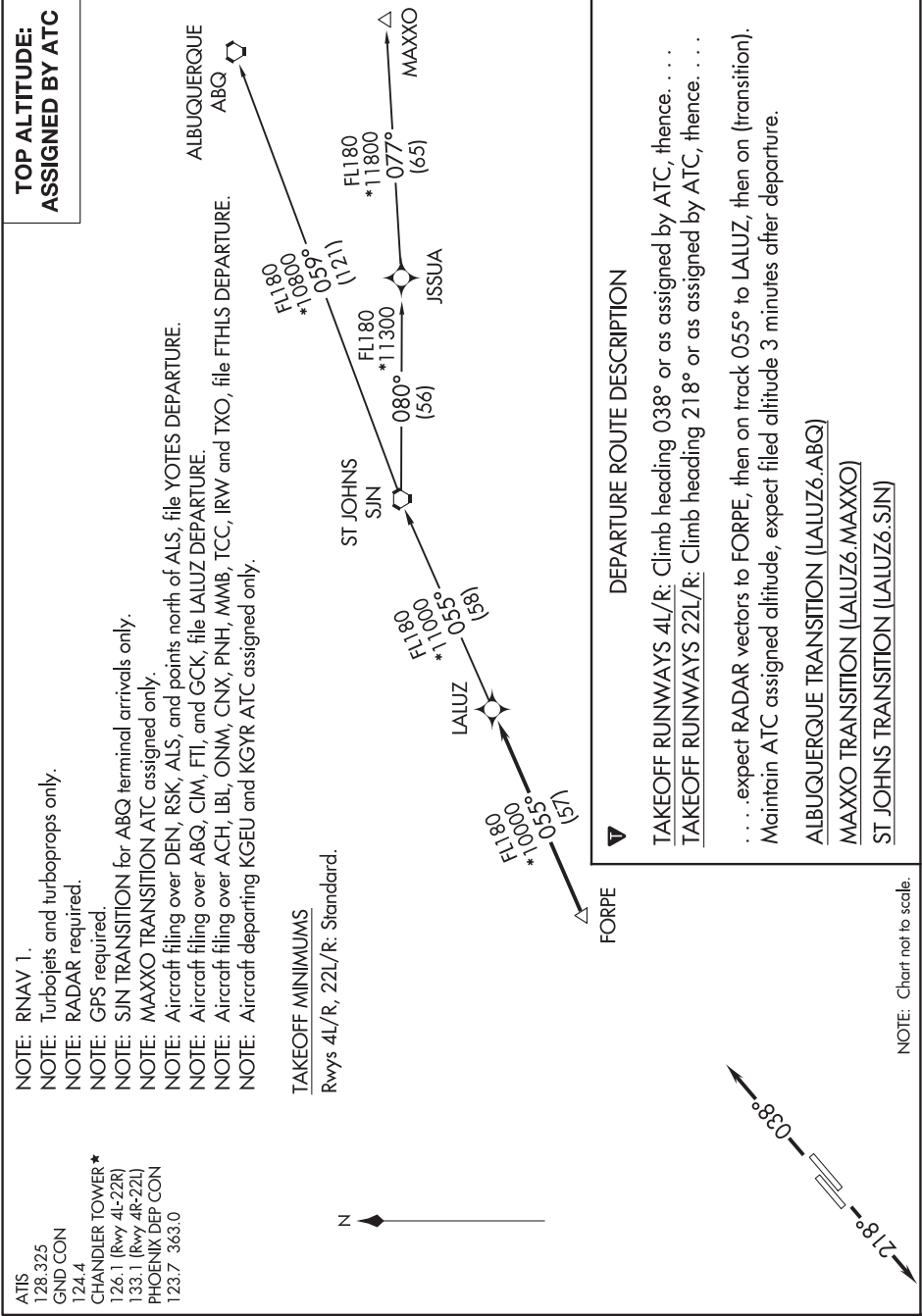
NOTE: Chart not to scale.

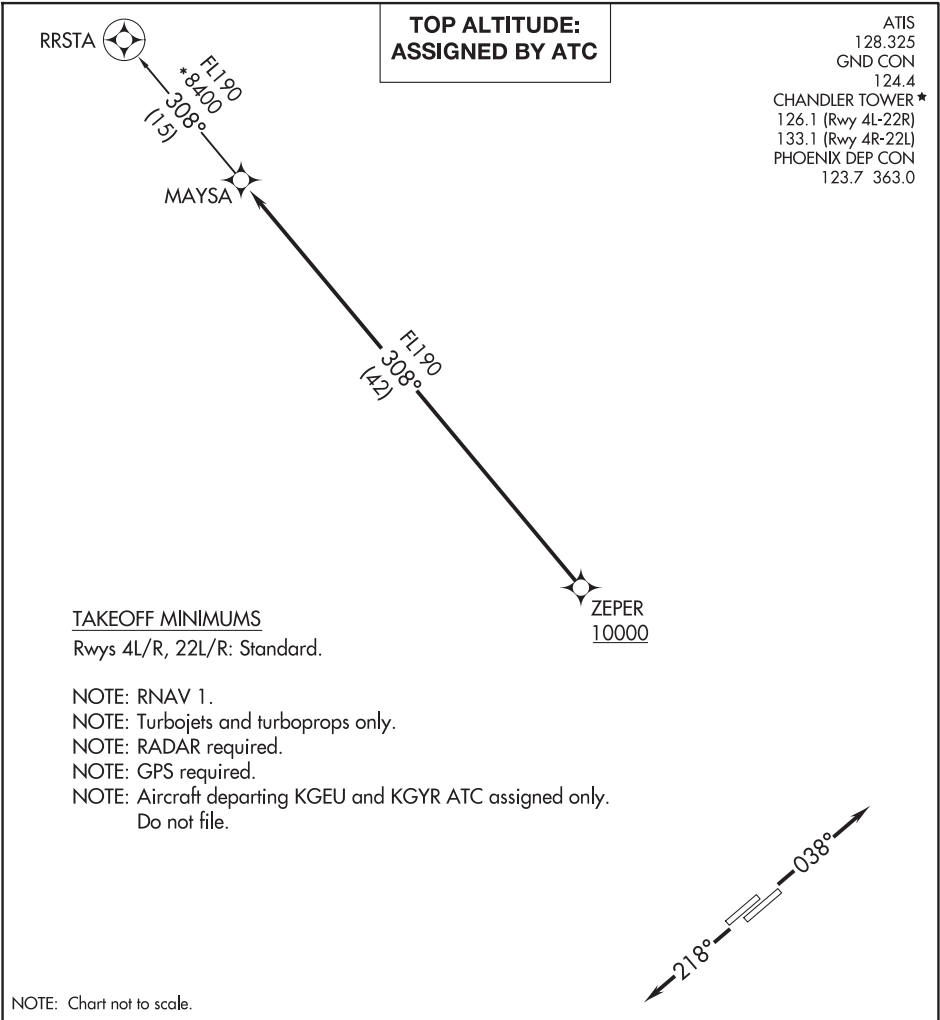
(LALUZ6.LALUZ) 18144

LALUZ SIX DEPARTURE(RNAV)

AL-6494 (FAA)

CHANDLER MUNI (CHD)  
CHANDLER, ARIZONA





T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb on heading 038° or as assigned by ATC. Thence. . .

TAKEOFF RUNWAYS 22L/R: Climb on heading 218° or as assigned by ATC. Thence. . .

. . . expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

RRSTA TRANSITION (MAYSA7.RRSTA)

GRAND CANYON  
GCN

**TOP ALTITUDE:  
ASSIGNED BY ATC**

ATIS  
128.325  
GND CON  
124.4

CHANDLER TOWER ★  
126.1 (Rwy 4L-22R)  
133.1 (Rwy 4R-22L)  
PHOENIX DEP CON  
123.7 363.0

RIMMM

LOFTS

CART

SNO

QUAKY

FL180  
\*10700

FL180  
\*10700  
— 050° —  
(123)

FL18C  
\*930C  
-343  
(20)

14600  
\*8100  
-3430  
(20)

NOTE: RNAV 1.

NOTE: Turbojets and turboprops only.

NOTE: RADAR required.

NOTE: GPS required.

NOTE: JARPA TRANSITION ATC assigned only.

NOTE: YOOPR TRANSITION ATC assigned only.

NOTE: CARTL TRANSITION for FLG or PGA terminal arrivals only.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

## TAKEOFF MINIMUMS

Rwys 4L/R, 22L/R: Standard.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 22L/R: Climb heading 218°  
or as assigned by ATC, thence. . .

...expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

CARTL TRANSITION (SNOBL6.CARTL)

### GRAND CANYON TRANSITION (SNOBL6.GCN)

JARPA TRANSITION (SNOBL6.JARPA)

RIMMM TRANSITION (SNOBL6.RIMMM)

## YOOPR TRANSITION (SNOBL6.YOOPR)

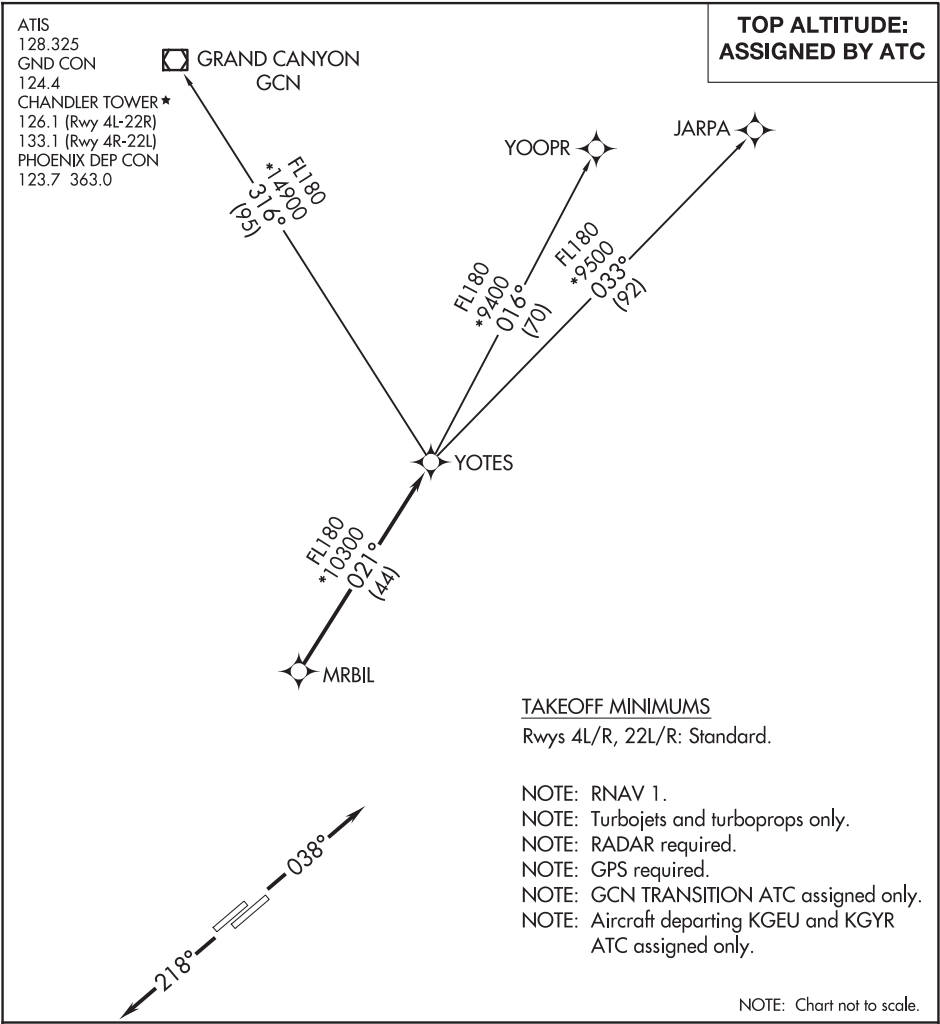
NOTE: Chart not to scale.

SNOBL SIX DEPARTURE (RNAV)

(SNOBL6.SNOBL) 24MAY18

CHANDLER, ARIZONA  
CHANDLER MUNI (CHD)

SW-4, 12 JUN 2025 to 07 AUG 2025



<div>▼</div> <div>DEPARTURE ROUTE DESCRIPTION</div> <div>TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence. . .</div> <div>TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC, thence. . .</div> <div>. . . expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.</div> <div>GRAND CANYON TRANSITION (YOTES6.GCN)</div> <div>JARPA TRANSITION (YOTES6.JARPA)</div> <div>YOOPR TRANSITION (YOTES6.YOOPR)</div>
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CHANDLER, ARIZONA

AL-6022 (FAA-O)

24081

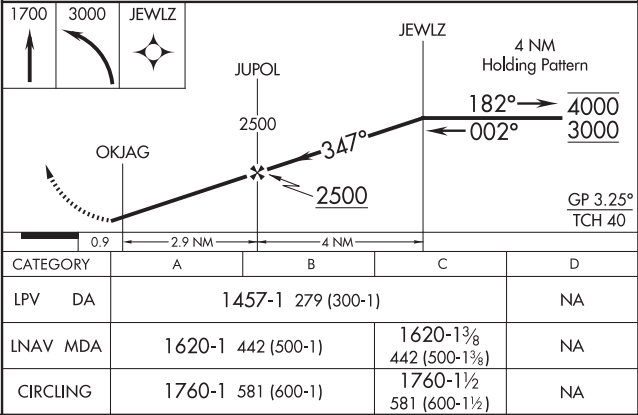
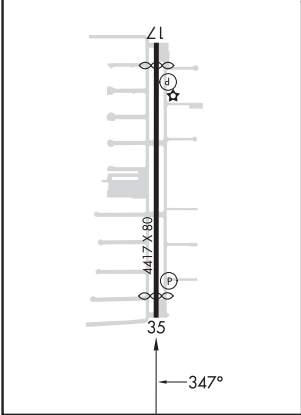
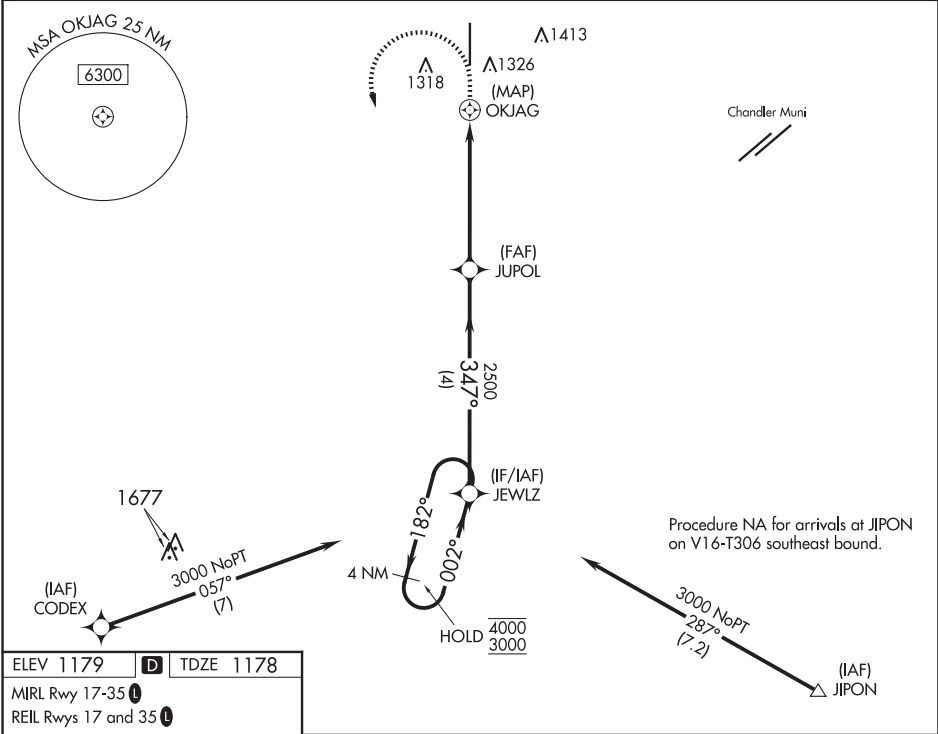
WAAS CH <b>83489</b> <b>W35A</b>	APP CRS <b>347°</b>	Rwy Idg <b>4068</b> TDZE <b>1178</b> Apt Elev <b>1179</b>
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RNAV (GPS) RWY 35

STELLAR AIRPARK (P19)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 200K until JEWLZ) Climb to 1700 then climbing left turn to 3000 direct JEWLZ and hold.
<div><div>▼</div><div>▲ NA</div></div> Use Phoenix Sky Harbor Intl altimeter setting. Rwy 35 helicopter visibility reduction below 1 SM NA. Activate MRL Rwy 17-35 and PAPI Rwy 17-35 - CTAf. RADAR required.	

PHX ASOS <b>127.575</b>	PHOENIX APP CON <b>123.7 363.0</b>	UNICOM <b>122.975 (CTAF) 1</b>
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CHANDLER, ARIZONA  
Orig 29DEC22

33°18'N-111°55'W

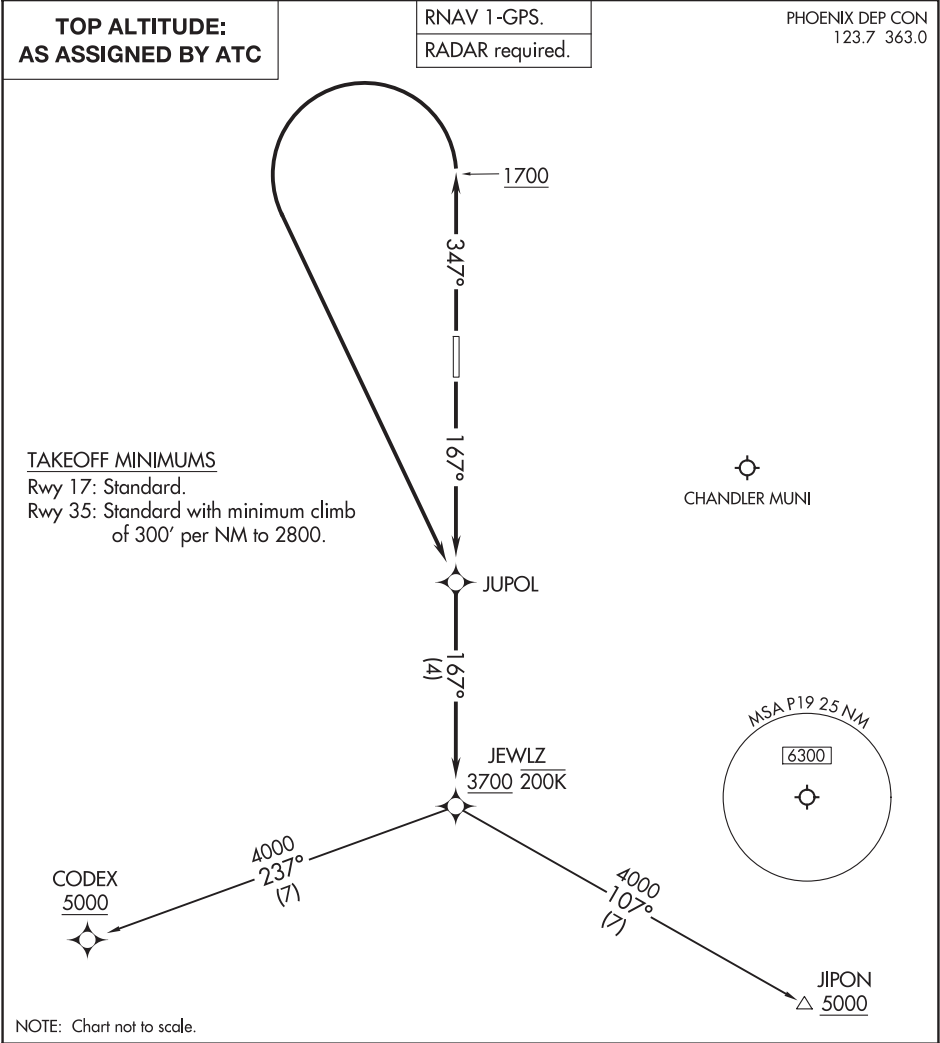
STELLAR AIRPARK (P19)

RNAV (GPS) RWY 35

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on course 167° to JUPOL, thence. . . .

TAKEOFF RUNWAY 35: Climb on heading 347° to 1700, then left turn direct JUPOL, thence. . . .


. . . on track 167° to cross JEWLZ at or above 3700. Do not exceed 200K until passing JEWLZ. Maintain ATC-assigned altitude. Expect filed altitude 10 minutes after departure.

CODEX TRANSITION (JEWLZ1.CODEX)

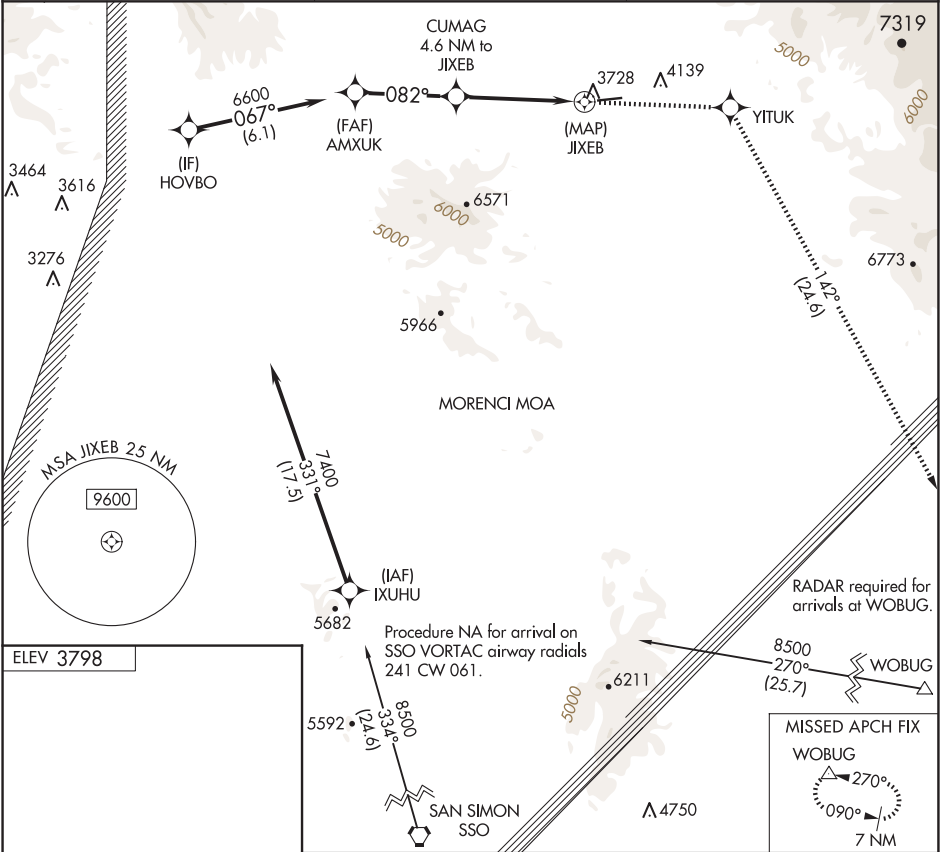
JIPON TRANSITION (JEWLZ1.JIPON)

APP CRS	Rwy Ldg	N/A
082°	TDZE	N/A
	Apt Elev	3798

RNAV (GPS)-A  
GREENLEE COUNTY (CFT)

 NA	When VGSB inop, Circling Rwy 25 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Safford altimeter setting and increase all MDA 140 feet. Rwy 25 helicopter visibility below 1 SM NA.	MISSED APPROACH: Climb to 9000 direct YITUK and on track 142° to WOBUG and hold.
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AWOS-3 119.05	ALBUQUERQUE APP CON 134.45 327.15	CTAF 122.9
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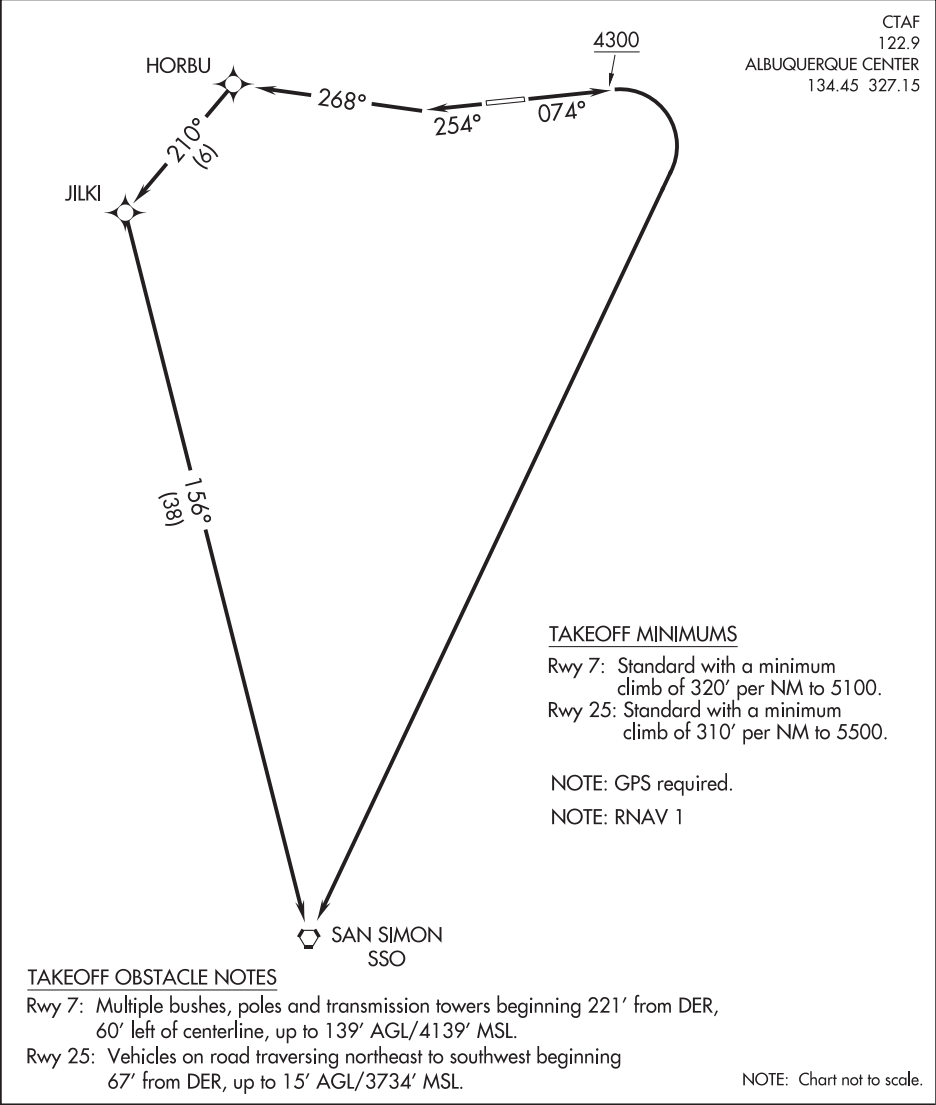


HOVBO		9000	YITUK	tr 142°	WOBUG
7400		AMXUK			
067°		3.07° TCH 40	CUMAG 4.6 NM to JIXEB		
6600		082°	JIXEB		
5300					
6.1 NM		3.6 NM	4.6 NM	0.5	
CATEGORY	A	B	C	D	
CIRCLING	5000-1 1/4 1202 (1300-1 1/4)	5000-1 1/2 1202 (1300-1 1/2)	NA		

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

SAN SIMON ONE DEPARTURE (OBSTACLE) (RNAV)



DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 7:** Climb heading 074° to 4300, then climbing right turn to 8700 direct SSO VORTAC.

**TAKEOFF RUNWAY 25:** Climb to 8700 on heading 254° to intercept course 268° to HORBU and on track 210° to JILKI and on track 156° to SSO VORTAC.

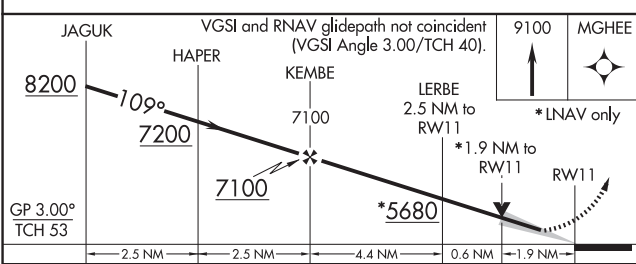
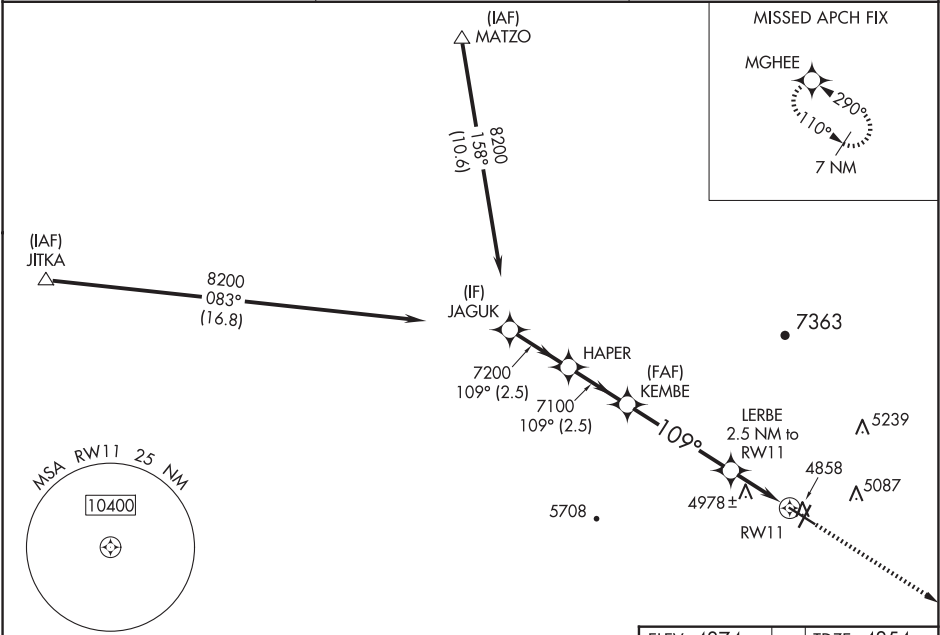
WAAS CH <b>86440</b> <b>W11A</b>	APP CRS <b>109°</b>	Rwy Idg TDZE <b>4854</b> Apt Elev <b>4874</b>
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**RNAV (GPS) RWY 11**  
COLORADO CITY MUNI (AZC)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 51°C (125°F). Circling NA for Cat D north of Rwy 11-29. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 9100 direct MGHEE and hold, continue climb-in-hold to 9100.  
#Missed approach requires minimum climb of 240 feet per NM to 7500.

AWOS-3PT <b>118.375</b>	LOS ANGELES CENTER <b>124.2 343.6</b>	UNICOM <b>122.7 (CTAF) ①</b>
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ELEV 4874      TDZE 4854

REIL Rwy 11 ①  
REIL Rwy 29  
MIRL Rwy 11-29 and 2-20 ①



(NORRA1.NORRA) 24025

AL-9194 (FAA)

COLORADO CITY MUNI (AZC)

## NORRA ONE DEPARTURE (OBSTACLE) (RNAV)

COLORADO CITY, ARIZONA

RNAV 1 - GPS.

LOS ANGELES CENTER  
124.2 343.6  
AWOS-3PT  
118.375  
CTAF  
122.7

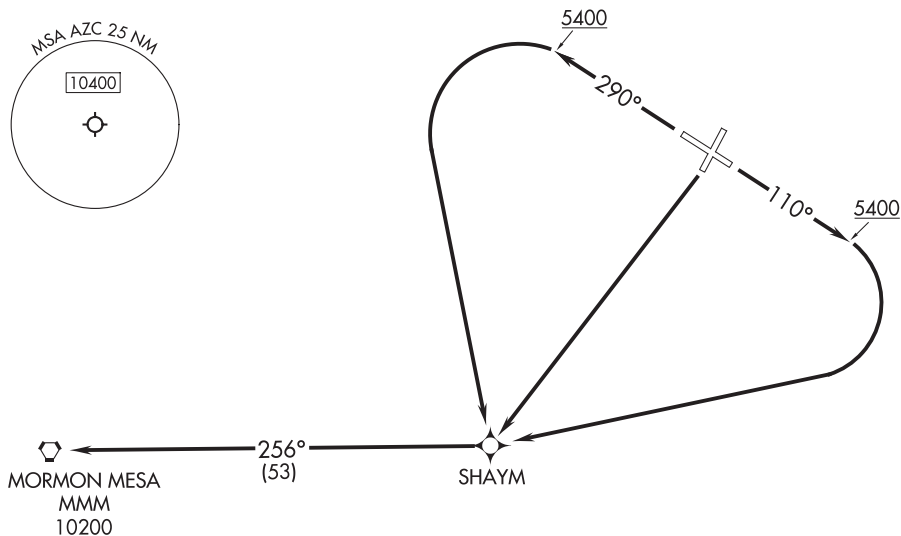
TAKEOFF MINIMUMS

Rwy 2: NA - Obstacles.

Rwy 11: Standard.

Rwy 20: Standard with minimum climb of 240' per NM to 5600.

Rwy 29: Standard with minimum climb of 210' per NM to 5900.

TAKEOFF OBSTACLE NOTES

Rwy 11: Vegetation, trees beginning 16' from DER, 213' left of centerline, up to 4861' MSL.

Rwy 20: Tree 27' from DER, 275' left of centerline, 4843' MSL.

Vegetation 45' from DER, 26' right of centerline, 4843' MSL.

Vehicles on road beginning 67' from DER, 389' left of centerline, up to 4853' MSL.

Tree 1.8 NM from DER, 2971' right of centerline, 5118' MSL.

Rwy 29: Sign, tree beginning 15' from DER, 123' right of centerline, up to 5' AGL/4850' MSL.

Vegetation 60' from DER, 46' left of centerline, 4849' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: NA - Obstacles.TAKEOFF RUNWAY 11: Climb on heading 110° to 5400, then right turn direct SHAYM, thence. . . .TAKEOFF RUNWAY 20: Climb direct SHAYM, thence. . . .TAKEOFF RUNWAY 29: Climb on heading 290° to 5400, then left turn direct SHAYM, thence. . . .

. . . on track 256° to MMM VORTAC. Cross MMM VORTAC at or above 10200 before proceeding on course.

NORRA ONE DEPARTURE (OBSTACLE) (RNAV)

COLORADO CITY, ARIZONA  
COLORADO CITY MUNI (AZC)

(NORRA1.NORRA) 25JAN24

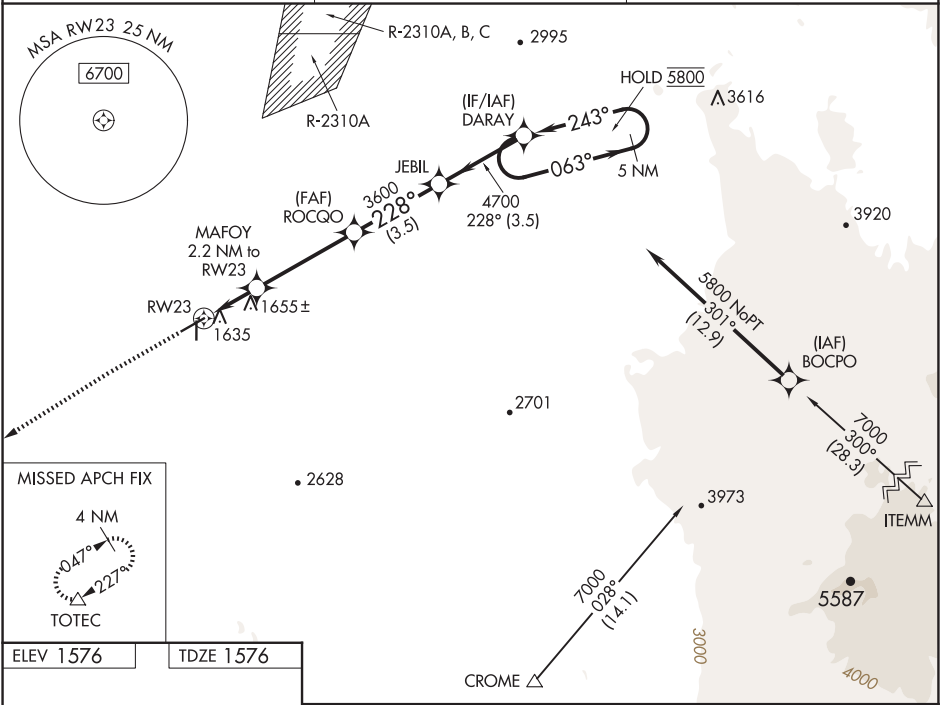
WAAS CH <b>78044</b> <b>W23A</b>	APP CRS <b>228°</b>	Rwy Ldg TDZE Apt Elev	<b>5564</b> <b>1576</b> <b>1576</b>
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RNAV (GPS) RWY 23

COOLIDGE MUNI (P08)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2100 then climbing left turn to 3900 direct TOTEC and hold.
<div><div>▼</div><div>▲</div></div> Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.	

AWOS-3PT <b>119.35</b>	ALBUQUERQUE CENTER <b>125.4 269.3</b>	UNICOM <b>123.075</b> (CTAF) <b>1</b>
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REIL Rwy 5 and 23  
MIRL Rwy 5-23 and 17-35 **1**


COOLIDGE, ARIZONA

AL-9213 (FAA)

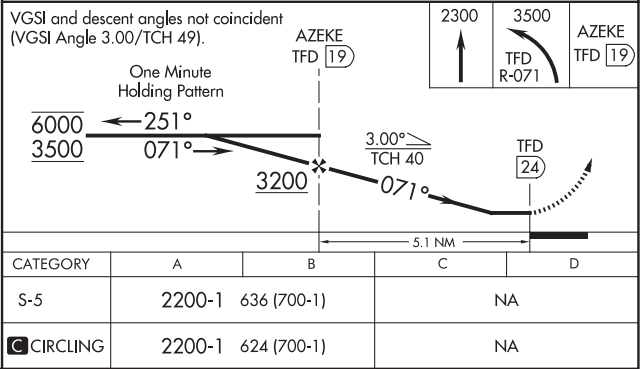
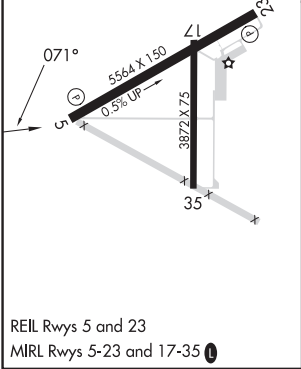
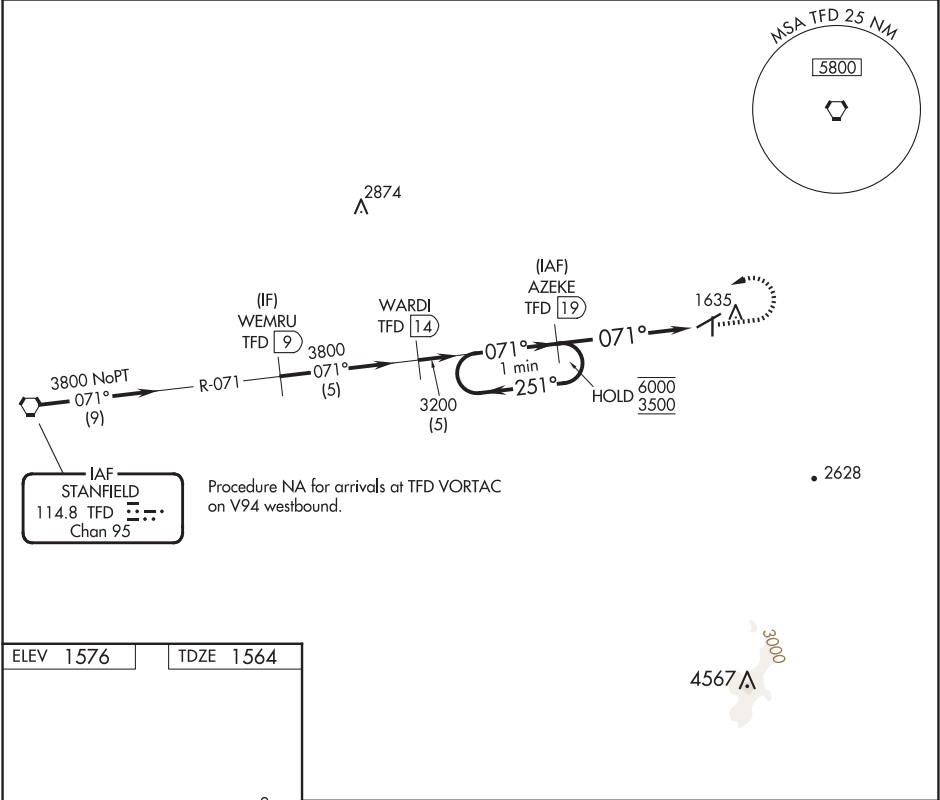
25163

VORTAC TFD	APP CRS	Rwy Ldg	5564
114.8	071°	TDZE	1564
Chan 95		Apt Elev	1576

VOR RWY 5  
COOLIDGE MUNI (P08)

DME required.	MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 on TFD VORTAC R-071 to AZEKE/19 DME and hold.
 Circling Rwy 17-35 NA at night.	

AWOS-3PT 119,350	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 123.075 (CTAF) 
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COOLIDGE, ARIZONA  
Amdt 1A 27JAN22

32°56'N-111°26'W

COOLIDGE MUNI (P08)  
VOR RWY 5

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



APP CRS	Rwy Ldg	4250
325°	TDZE	3560
	Apt Elev	3560

# RNAV (GPS) RWY 32

## COTTONWOOD (P52)

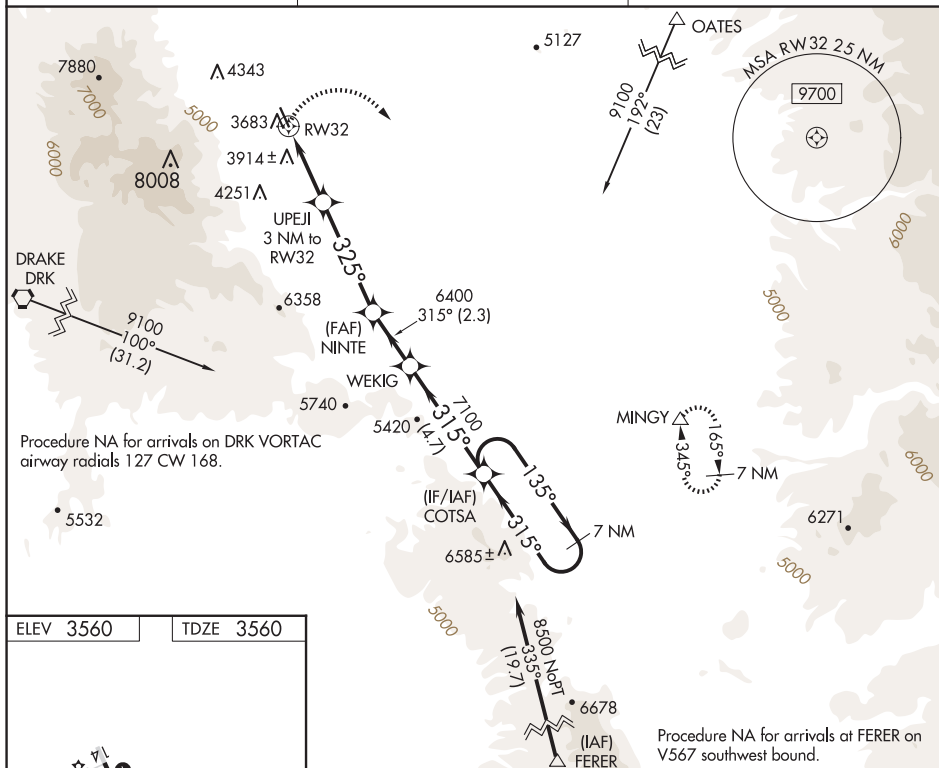
**V** Circling NA southwest of Rwy 14-32. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Sedona altimeter setting and increase all MDA 200 feet, increase LNAV and Circling Cat A/B visibility  $\frac{1}{4}$  mile, LNAV Cat C visibility  $\frac{1}{2}$  mile, Circling Cat C visibility  $\frac{1}{2}$  mile.

**MISSED APPROACH:** Climbing right turn to 10000 direct MINGY and hold, continue climb-in-hold to 10000.

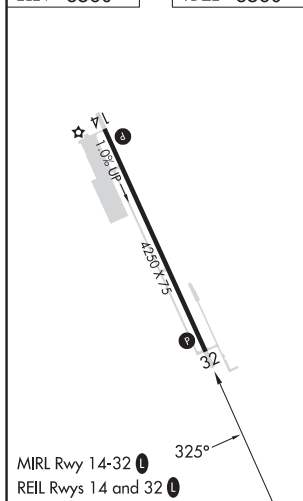
AWOS-3  
119.925

PHOENIX APP CON  
126.375 236.775

UNICOM  
122.7 (CTAF) **L**



ELEV 3560		TDZE 3560
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The diagram illustrates the COTSA holding pattern with the following details:

- Approach:** From the left, indicated by a curved arrow.
- Initial Segment:** A solid line segment labeled "RW32".
- First Turn:** A dashed arc indicating a turn from RW32 onto the initial leg.
- Initial Leg:** A solid line segment labeled "UPEJI 3 NM to RW32". Below it, "3 NM" is written.
- Second Turn:** A dashed arc indicating a turn from the initial leg onto the second leg.
- Second Leg:** A solid line segment labeled "NINTE". Below it, "4.3 NM" is written.
- Third Turn:** A dashed arc indicating a turn from the second leg onto the third leg.
- Third Leg:** A solid line segment labeled "WEKIG". Below it, "2.3 NM" is written.
- Fourth Turn:** A dashed arc indicating a turn from the third leg onto the fourth leg.
- Fourth Leg:** A solid line segment labeled "COTSA". Below it, "4.7 NM" is written.
- Holding Pattern:** A rectangular box labeled "7 NM Holding Pattern". Inside, a horizontal line has arrows at both ends pointing away from the center. Above the right arrow is "135°" and below it is "315°". To the right of the box is "8500".
- Altitudes:** "4740" is written below the first leg, "6400" below the second leg, and "7100" below the third leg.
- Angles:** "325°" is written between the first and second legs, and "315°" is written between the third and fourth legs.
- Other Labels:** "10000 MINGY" is in a box at the top left. "TCH 40" is written near the intersection of the second and third legs. "≤ 3.60°" is written above the angle between the second and third legs.

CATEGORY	A	B	C	D
INAV MDA	4260-1	700 (700-1)	4260-2 700 (700-2)	NA
<b>C</b> CIRCLING	4260-1	700 (700-1)	4260-2 700 (700-2)	NA

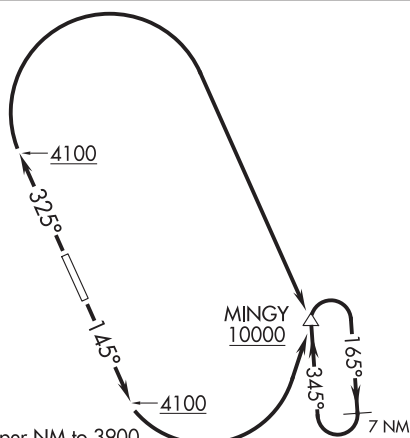
(MINGY1.MINGY) 23054

AL-9872 (FAA)

## MINGY ONE DEPARTURE (OBSTACLE) (RNAV)

COTTONWOOD (P52)  
COTTONWOOD, ARIZONA

PHOENIX DEP CON  
126.375 236.775  
AWOS-3  
119.925  
CTAF  
122.7



NOTE: RNAV-1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 14: 300-1½ or standard with minimum climb of 225' per NM to 3900.

Rwy 32: Standard with minimum climb of 310' per NM to 6000.

TAKEOFF OBSTACLE NOTES

Rwy 14: Utility 11' from DER, 113' left of centerline, 5' AGL/3563' MSL.

Vehicles on road beginning 14' from DER, left to right of centerline, up to 15' AGL/3588' MSL.

Tree 157' from DER, 82' right of centerline, 11' AGL/3572' MSL.

Trees beginning 172' from DER, 80' right of centerline, up to 17' AGL/3588' MSL.

Trees and building beginning 184' from DER, 138' left of centerline, up to 32' AGL/3581' MSL.

Trees beginning 272' from DER, 81' right of centerline, up to 12' AGL/3592' MSL.

Buildings beginning 377' from DER, 287' left of centerline, up to 32' AGL/3578' MSL.

Trees beginning 403' from DER, 73' right of centerline, up to 23' AGL/3596' MSL.

Trees and fences beginning 538' from DER, 150' right of centerline, up to 20' AGL/3600' MSL.

Trees, buildings and tank beginning 995' from DER, 307' right of centerline, up to 20' AGL/3618' MSL.

Trees and buildings beginning 1277' from DER, 6' right of centerline, up to 54' AGL/3631' MSL.

Tree 1791' from DER, 105' left of centerline, 42' AGL/3605' MSL.

Trees beginning 1807' from DER, 8' right of centerline, up to 59' AGL/3638' MSL.

Trees beginning 2636' from DER, 689' right of centerline, up to 65' AGL/3645' MSL.

Trees beginning 3296' from DER, 1298' right of centerline, up to 75' AGL/3770' MSL.

Tree 1.3 NM from DER, 2071' right of centerline, 39' AGL/3759' MSL.

Rwy 32: Utility box 10' from DER, 75' right of centerline, 4' AGL/3522' MSL.

Buildings and fence beginning 37' from DER, 167' left of centerline, up to 17' AGL/3543' MSL.

Tree 54' from DER, 501' right of centerline, 39' AGL/3544' MSL.

Trees, pole and building beginning 74' from DER, 253' right of centerline, up to 46' AGL/3551' MSL.

Tower, poles, trees, fences and vehicles on road beginning 128' from DER, 168' left of centerline, up to 67' AGL/3597' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTIONTAKEOFF RUNWAY 14: Climb heading 145° to 4100, then climbing left turn direct MINGY, thence . . .TAKEOFF RUNWAY 32: Climb heading 325° to 4100, then climbing right turn direct MINGY, thence . . .

. . . continue climb in MINGY holding pattern to cross MINGY at or above 10000 before proceeding on course.

MINGY ONE DEPARTURE (OBSTACLE) (RNAV)

(MINGY1.MINGY) 26MAY16

COTTONWOOD, ARIZONA  
COTTONWOOD (P52)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

TUCSON, ARIZONA

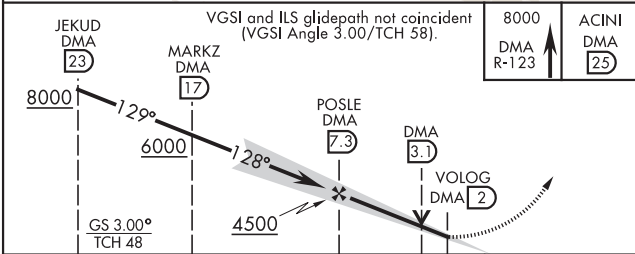
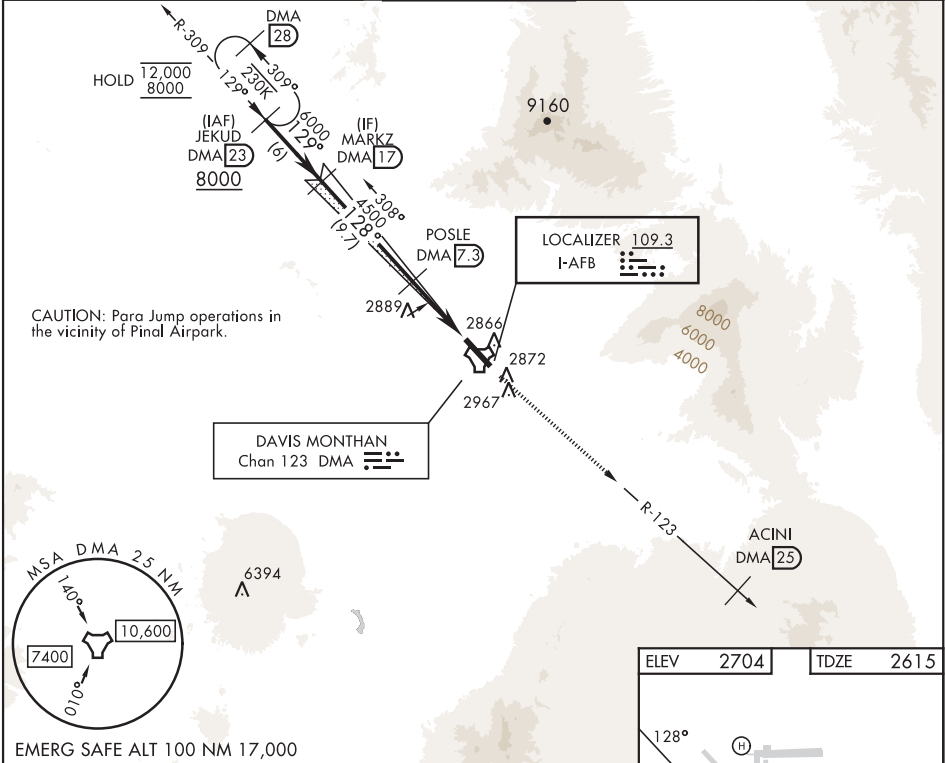
ILS or LOC Y RWY 13

LOC I-AFB <b>109.3</b>	APCH CRS <b>128°</b>	Rwy Idg <b>13,645</b> TDZE <b>2615</b> Arpt Elev <b>2704</b>
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[USAF]

DAVIS-MONTHAN AFB (KDMA)

DME or RADAR required		MISSED APPROACH: Climbing to 8000 intercept DMA TACAN R-123 to ACINI. Expect RADAR vectors.		
* Circling not authorized SW of Rwy 13-31.				
ATIS★ <b>132.3 270.1</b>	TUCSON APP CON 066°-274° <b>119.4 318.1</b> 275°-065° <b>125.1 269.55</b>	TOWER <b>118.85 253.5</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>



CATEGORY	A	B	C	D	E
S-ILS 13	2815/40 200 (200-¾)				
S-LOC 13	3160/55	545 (500-1)	3160-1½	545 (500-1½)	
CIRCLING*	3200-1 496 (500-1)	3220-1 516 (600-1)	3280-1½ 576 (600-1½)	3420-2¼ 716 (800-2¼)	3460-2¾ 756 (800-2¾)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

TUCSON, ARIZONA

32°10'N-110°53'W

DAVIS-MONTHAN AFB (KDMA)

Orig 31OCT24

ILS or LOC Y RWY 13

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

TUCSON, ARIZONA

ILS or LOC Y RWY 31

LOC I-DMA <b>109.3</b>	APCH CRS <b>308°</b>	Rwy Idg <b>13,645</b> TDZE <b>2704</b> Arpt Elev <b>2704</b>
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[USAF]

DAVIS-MONTHAN AFB (KDMA)

DME or RADAR required

ALSf-1

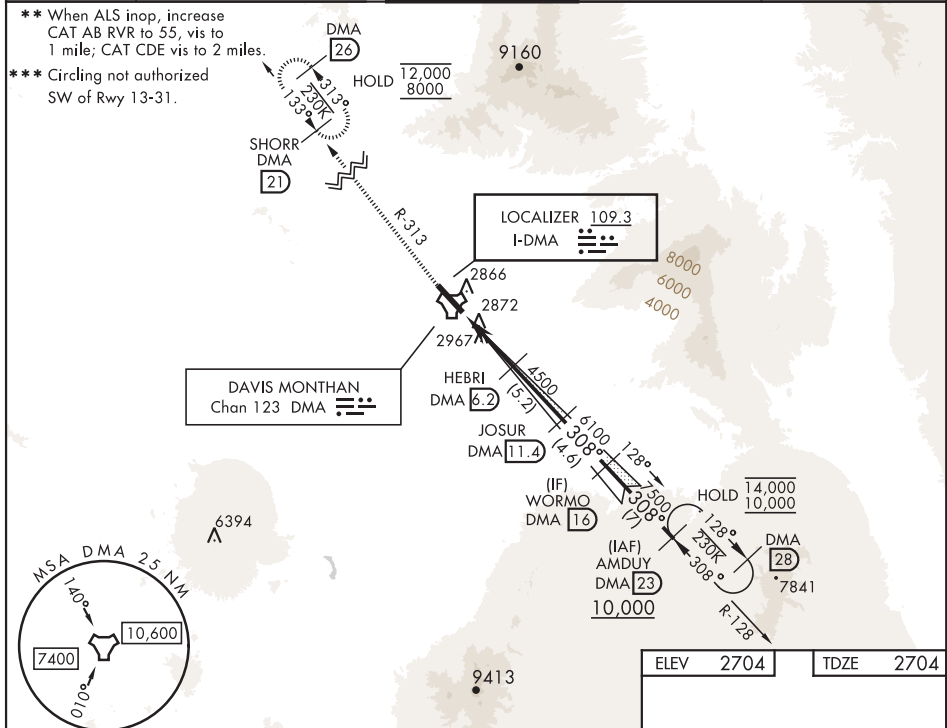


MISSED APPROACH: Climb to 8000, intercept DMA TACAN R-313 to SHORR and hold, continue climb-in-hold to 8000.

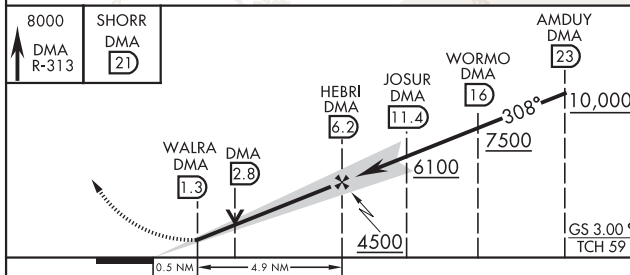
\* When ALS inop, increase RVR to 40, vis to ¾ mile.

ATIS★ <b>132.3 270.1</b>	TUCSON APP CON 066°-274° <b>119.4 318.1</b> 275°-065° <b>125.1 269.55</b>	TOWER <b>118.85 253.5</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>
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\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 2 miles.  
\*\*\* Circling not authorized SW of Rwy 13-31.

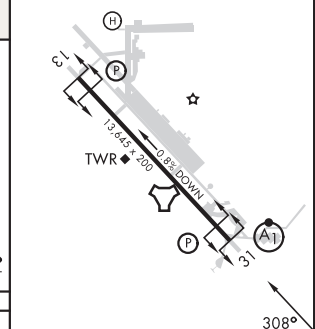


EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D	E
S-ILS 31*	2904/24 200 (200-½)				
S-LOC 31**	3400/24 696 (700-½)		3400-1½ 696 (700-½)		
CIRCLING***	3400-1 696 (700-1)		3400-2 696 (700-2)	3420-2¼ 716 (800-2¼)	3460-2¾ 756 (800-2¾)

ELEV 2704 TDZE 2704



HIRL Rwy 13-31  
REIL Rwy 13

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

TUCSON, ARIZONA

32°10'N-110°53'W

DAVIS-MONTHAN AFB (KDMA)

Orig 31OCT24

ILS or LOC Y RWY 31

SW-4, 12 JUN 2025 to 07 AUG 2025



TUCSON, ARIZONA

WAAS CH 71267 W31A	APCH CRS 308°	Rwy Idg TDZE Arprt Elev	13,645 2704 2704
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- (USAF)

DAVIS MONTHAN AFB (KDMA)

# RNAV (GPS) RWY 31

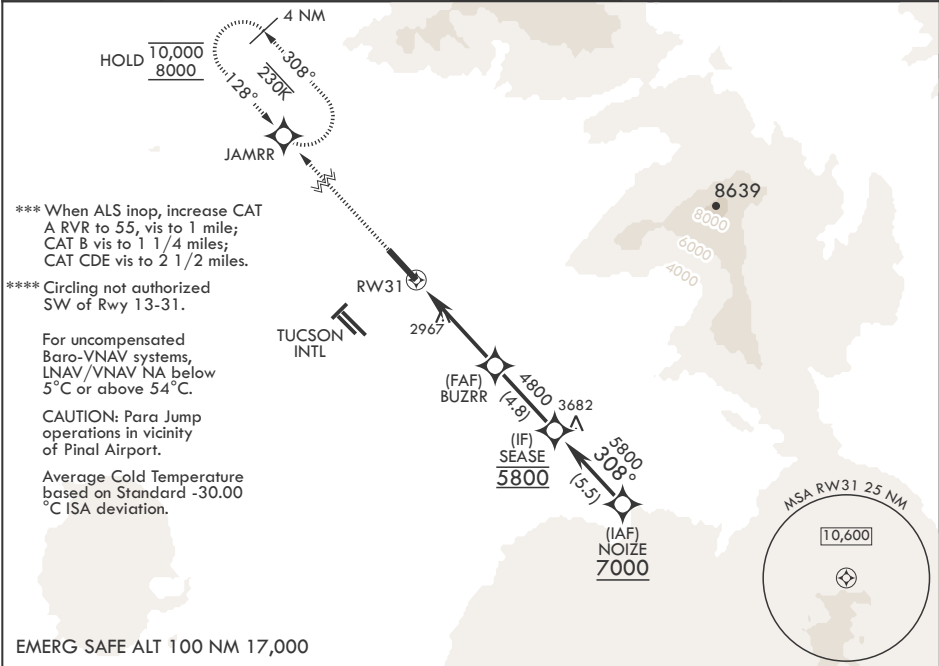
RNP APCH

▲ \* When ALS inop, increase vis to 1 3/8 miles.  
\*\* When ALS inop, increase RVR to 45, vis to 7/8 mile.

ALSF-1

MISSED APPROACH: Climb to 8000 direct JAMRR and hold, continue climb-in-hold to 8000.

ATIS★ 132.3 270.1	TUCSON APP CON/DEP CON 119.4 269.55	TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8
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8000

JAMRR

NOIZE

7000

SEASE

308°

5800

4800

GP 3.00°

TCH 59

RW31

2.2 NM to RW31

6.4 NM

CATEGORY	A	B	C	D	E
LPV DA*	3168/50		464	(500-1)	
LNAV/VNAV DA**	2966/24 262 (300-½)	2977/24 273 (300-½)	2985/24 281 (300-½)	2996/24 292 (300-½)	
LNAV MDA***	3480/24 776 (800-1)	3480/40 776 (800-¾)	3480-1¼ 776 (800-1¼)		
■ CIRCLING****	3480-1 776 (800-1)	3480-1¼ 776 (800-1¼)	3480-2½ 776 (800-2½)		3480-2¼ 776 (800-2¼)

ELEV 2704

TDZE 2704

HIRL all Rwys  
REIL Rwy 13

TUCSON, ARIZONA

32°10'N - 110°53'W

DAVIS MONTHAN AFB (KDMA)

Orig 28NOV24

# RNAV (GPS) RWY 31

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

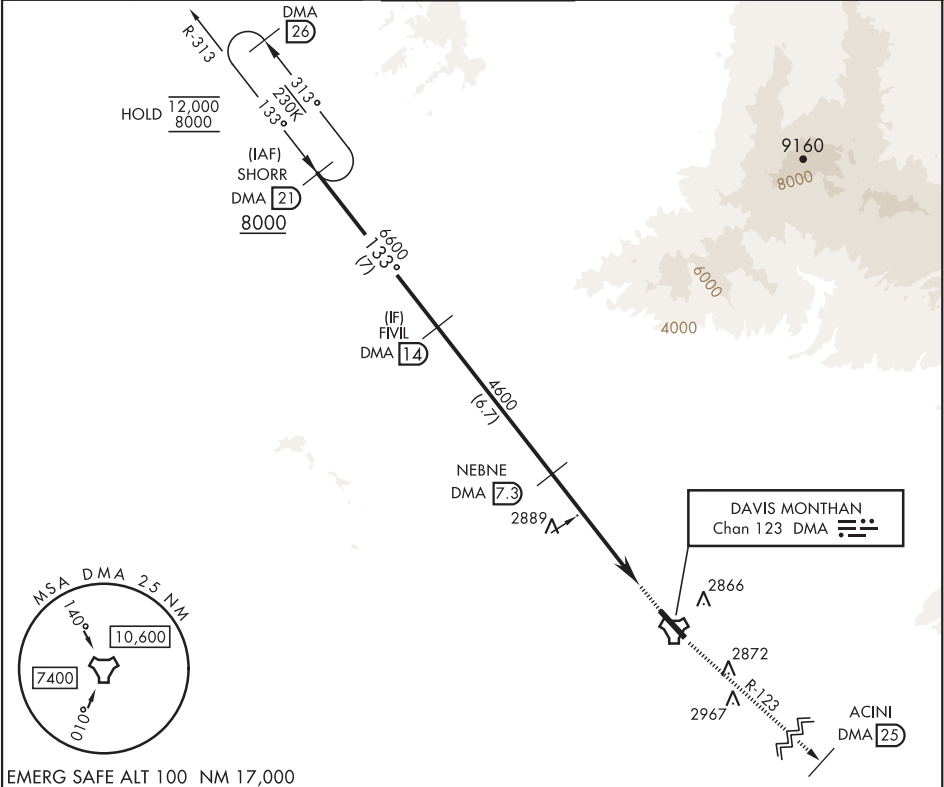
TACAN Y RWY 13

TACAN DMA Chan <b>123</b>	APCH CRS <b>133°</b>	Rwy Idg <b>13,645</b> TDZE <b>2615</b> Arpt Elev <b>2704</b>
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[USAF]

DAVIS-MONTHAN AFB (KDMA)

RNAV or RADAR required.		MISSED APPROACH: Climb to 8000 intercept DMA TACAN R-123 to ACINI. Expect RADAR vectors.		
*Circling not authorized SW of Rwy 13-31.				
ATIS★ <b>132.3 270.1</b>	TUCSON APP CON 066°-274° <b>119.4 318.1</b> 275°-065° <b>125.1 269.55</b>	TOWER <b>118.85 253.5</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>



EMERG SAFE ALT 100 NM 17,000

SHORR DMA 21 8000		FIVIL DMA 14 4600		NEBNE DMA 7.3 2889		DMA 3.1 2615		ESALE DMA 2 2704		DMA TACAN	
133°		6600		4600		3.17°		TCH 58		0.5 NM	
5.3 NM											
CATEGORY	A	B	C	D	E	ELEV 2704		TDZE 2615			
S-13	3160/55 545 (500-1)		3160-1½		545 (500-1½)						
CIRCLING*	3200-1 496 (500-1)	3220-1 516 (600-1)	3280-1½ 576 (600-1½)	3420-2¼ 716 (800-2¼)	3460-2¾ 756 (800-2¾)	HIRL Rwy 13-31 REIL Rwy 13					

TUCSON, ARIZONA  
Orig 28NOV24

32°10'N-110°53'W

DAVIS-MONTHAN AFB (KDMA)

TACAN Y RWY 13

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

TUCSON, ARIZONA

TACAN Y RWY 31

DAVIS-MONTHAN AFB (KDMA)

TACAN DMA Chan <b>123</b>	APCH CRS <b>302°</b>	Rwy Idg <b>13,645</b> TDZE <b>2704</b> Arprt Elev <b>2704</b>
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[USAF]

▼ \* When ALS inop, increase CAT AB RVR to 55 vis to 1 mile; CAT CDE vis to 2 miles.  
\*\* Circling not authorized SW of Rwy 13-31.

ALSF-1

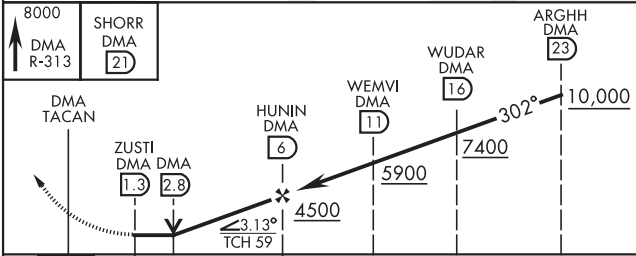


MISSED APPROACH: Climb to 8000, intercept DMA TACAN R-313 to SHORR and hold, continue climb-in-hold to 8000.

ATIS★ <b>132.3 270.1</b>	TUCSON APP CON 066°-274° <b>119.4 318.1</b> 275°-065° <b>125.1 269.55</b>	TOWER <b>118.85 253.5</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>
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EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D	E
S-31 *	3420/24 716 (800-1/2)		3420-1 716 (800-1%)		
CIRCLING **	3420-1 716 (800-1)		3420-2 716 (800-2)	3420-2 716 (800-2 1/4)	3460-2 716 (800-2 3/4)

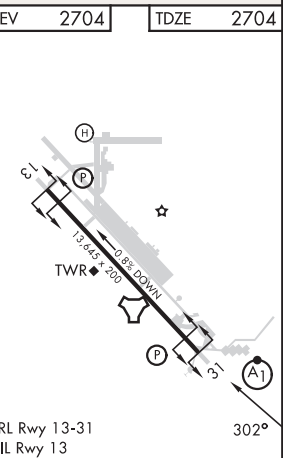
TUCSON, ARIZONA

32°10'N-110°53'W

DAVIS-MONTHAN AFB (KDMA)

Orig 31OCT24

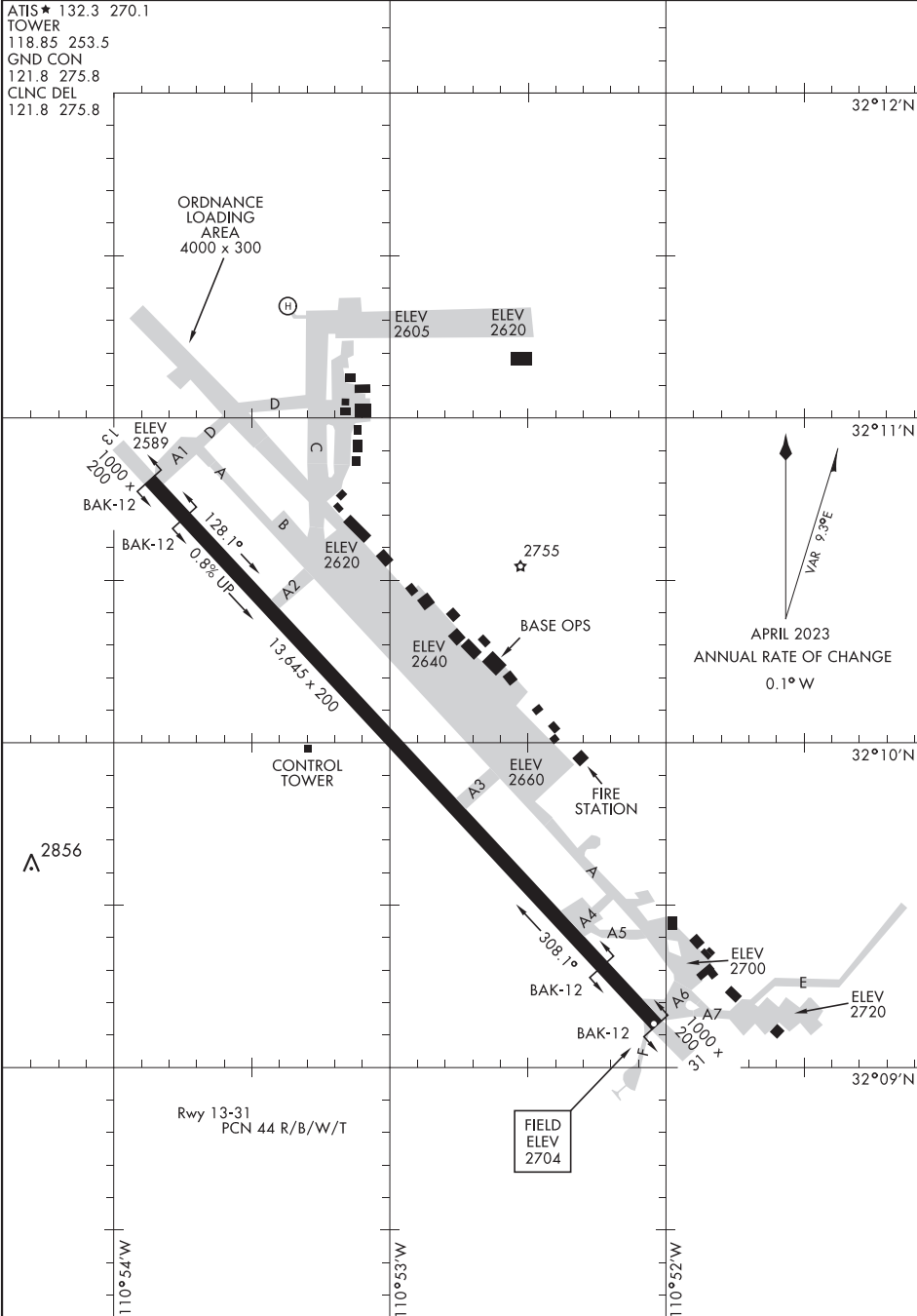
TACAN Y RWY 31



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

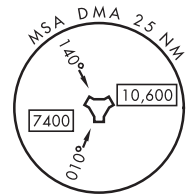
ATIS ★ 132.3 270.1  
CLNC DEL  
121.8 275.8  
GND CON  
121.8 275.8  
TOWER  
118.85 253.5  
TUCSON APP/DEP CON  
119.4 269.55

[USAF]

During RADAR operations aircraft will receive RADAR vectors.

BBALL  
FL180

DAVIS MONTHAN  
Chan 123 DMA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 31: Climbing right turn to intercept DMA TACAN R-319 outbound to BBALL (DMA R-319/57.3 DME) cross BBALL at or below FL180.

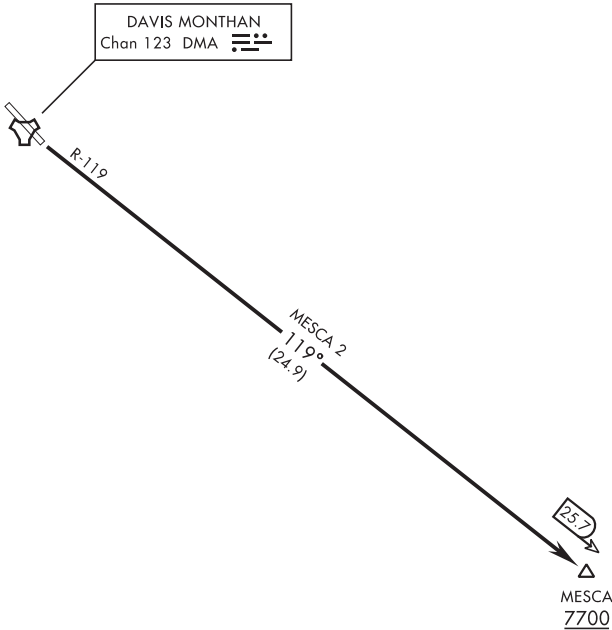
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

ATIS ★ 132.3 270.1  
CLNC DEL  
121.8 275.8  
GND CON  
121.8 275.8  
TOWER  
118.85 253.5  
TUCSON APP/DEP CON  
119.4 269.55

DME required

During RADAR operations aircraft will receive RADAR vectors.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb direct MESCA (DMA TACAN R-119/25.7 DME) on DMA R-119 and cross at or above 7700.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 17  
DELTA MUNI (DTA)

**MISSED APPROACH:** Climb to 5300, then climbing right turn to 12000 direct JULIK and hold, continue climb-in-hold to 12000.

SEVIER B/D MOA

ELEV 4760

TDZE 4760

169°

7298

7431

7504

6770

8763

9712

9236

8025

9040

7495

6000

7000

6000

6000

14000

9700

HOLD

7 NM

186°

100%

9700 NoPT

250°

(10.1)

(IAF) PUCIT

(IF/IAF) WUNDI

9700 NoPT

182°

(7.9)

6600

169°

(10.3)

(FAF) LUSSI

ZOBMA

1.4 NM to RW17

4762

4842

9700 to WUNDI

350°

(21.3)

DELTA DTA

7 NM

176°

356°

JULIK

MSA RW17 25 NM

11300

MIRL Rwy 17-35 **L**  
REIL Rwy 17 and 35 **L**

DELTA, UTAH  
Amdt 2 02DEC21

39°23'N-112°30'W

DELTA MUNI (DTA)  
RNAV (GPS) RWY 17

SW-4, 12 JUN 2025 to 07 AUG 2025

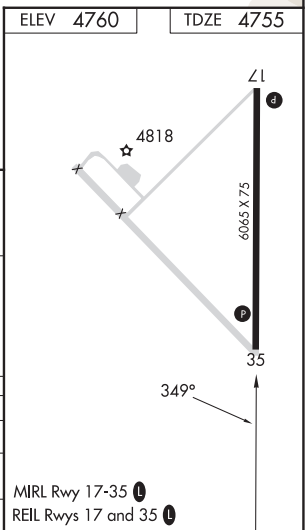
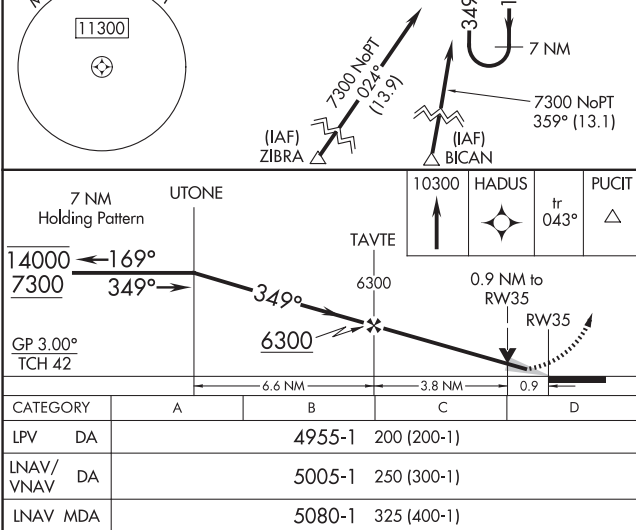
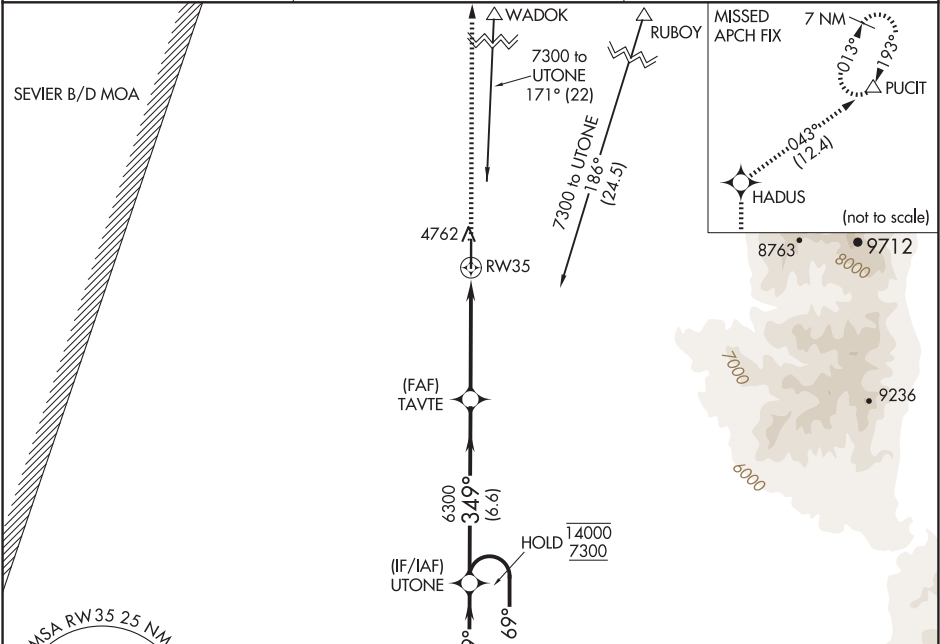
WAAS CH <b>61124</b> <b>W35A</b>	APP CRS <b>349°</b>	Rwy Ldg TDZE Apt Elev	<b>6065</b> <b>4755</b> <b>4760</b>
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RNAV (GPS) RWY 35

DELTA MUNI (DTA)

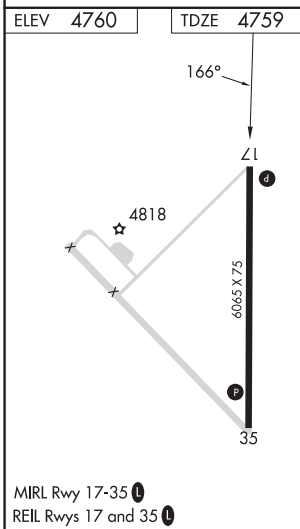
RNP APCH-GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.	MISSED APPROACH: Climb to 10300 direct HADUS and on track 043° to PUCIT and hold.
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AWOS-3 <b>127.75</b>	SALT LAKE CENTER <b>127.825 239.025</b>	UNICOM <b>122.8 (CTAF) 0</b>
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VOR/DME RWY 17  
DELTA MUNI (DTA)

AWOS-3 <b>127.75</b>	SALT LAKE CENTER <b>127.825 239,025</b>	UNICOM <b>122.8 (CTAF) 0</b>
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9600 ↑	DTA R-346 and DTA R-166	DUDTE DTA [5]	DTA R-204 ↻	DTA ⬮	GIDEY DTA [18]	Remain within 10 NM
					346° 166° 9100 7600 6500 10.7 5.3 6.3 3.00° TCH 40 1 NM 4.4 NM 7.3 NM 18 VGSJ and descent angles not coincident (VGSJ Angle 3.00/TCH 48).	
CATEGORY	A		B		C	D
S-17	5100-1		341 (400-1)			
CIRCLING	5160-1 400 (400-1)	5220-1 460 (500-1)	5220-1½ 460 (500-1½)	5320-2 560 (600-2)		

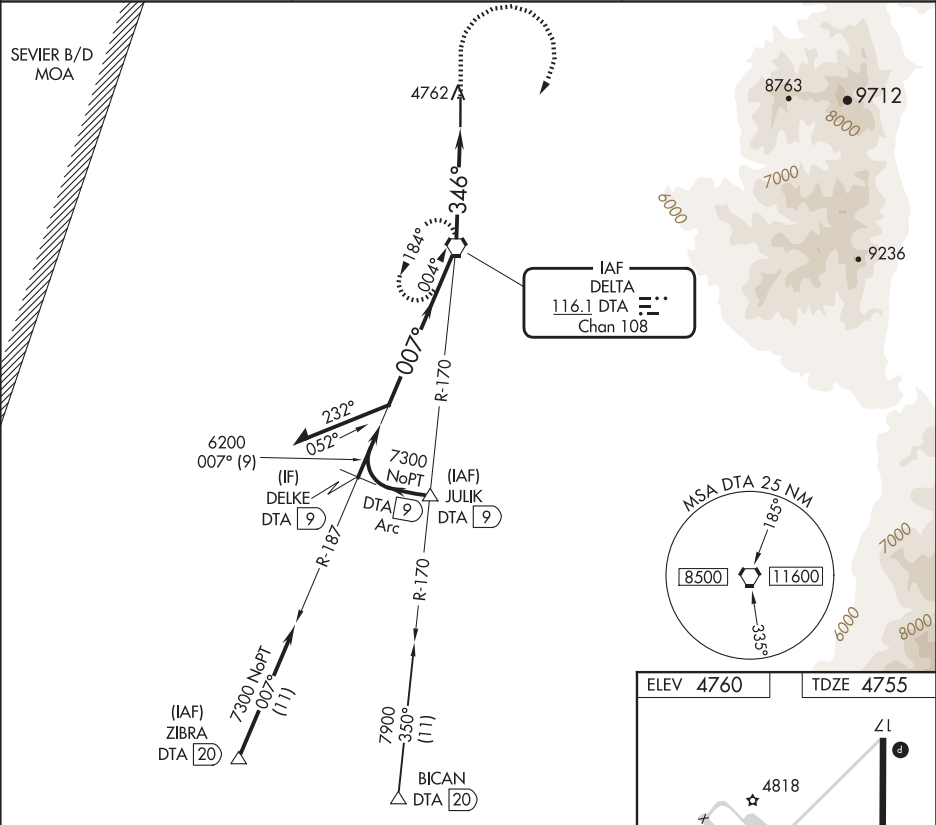
SW-4, 12 JUN 2025 to 07 AUG 2025

VORTAC DTA <b>116.1</b> Chan <b>108</b>	APP CRS <b>346°</b>	Rwy Ldg TDZE <b>4755</b> Apt Elev <b>4760</b>
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VOR RWY 35  
DELTA MUNI (DTA)

**MISSSED APPROACH:** Climb to 5800, then climbing right turn to 9600 direct DTA VORTAC and hold, continue climb-in-hold to 9600.

AWOS-3 <b>127.75</b>	SALT LAKE CENTER <b>127.825 239.025</b>	UNICOM <b>122.8 (CTAF)</b>
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Remain within 10 NM				
DTA VORTAC				
7300				
6200				
DTA 3.3				
DTA 4.3				
3.3 NM				
1 NM				
CATEGORY	A	B	C	D
S-35	5120-1 365 (400-1)			
CIRCLING	5160-1 400 (400-1)	5220-1 460 (500-1)	5220-1½ 460 (500-1½)	5320-2 560 (600-2)

ELEV 4760	TDZE 4755
MIRL Rwy 17-35	
REIL Rws 17 and 35	
FAF to MAP 4.3 NM	
Knots	60 90 120 150 180
Min:Sec	4:18 2:52 2:09 1:43 1:26

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

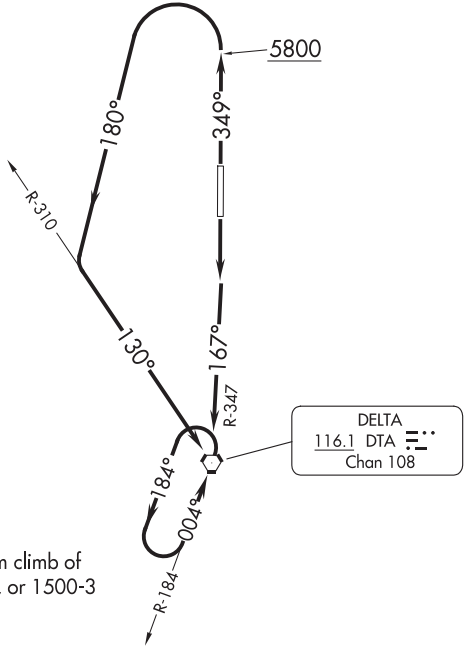
(DTA1.DTA) 23334

DELTA ONE DEPARTURE (OBSTACLE)

AL-113 (FAA)

DELTA MUNI (DTA)  
DELTA, UTAH

SALT LAKE CENTER  
127.825 239.025



TAKEOFF MINIMUMS

- Rwy 17: Standard with minimum climb of 317' per NM to 6200, or 1500-3 for VCOA.  
Rwy 35: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 17: Lighting beginning 41' from DER, 76' right of centerline, 3' AGL/4754' MSL.  
Tree 609' from DER, 596' right of centerline, 4780' MSL.  
Rwy 35: Vegetation, lighting beginning 9' from DER, 77' right of centerline, up to 4763' MSL.  
Vegetation 47' from DER, 349' left of centerline, 4763' MSL.  
Fence 76' from DER, 390' right of centerline, 10' AGL/4769' MSL.  
Vehicles on road 177' from DER, 477' right of centerline, 4770' MSL.  
Vehicles on road 227' from DER, 458' right of centerline, 4771' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on DTA VORTAC R-347 to DTA VORTAC, thence. . .

TAKEOFF RUNWAY 35: Climb on heading 349° to 5800, then climbing left turn heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence. . .

. . . continue climb in DTA VORTAC holding pattern to cross DTA VORTAC at or above MCA/MEA for route of flight.

VCOA RUNWAY 17: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Delta Muni airport southbound at or above 6200, then on DTA VORTAC R-347 to DTA VORTAC, thence. . .

. . . continue climb in DTA VORTAC holding pattern to cross DTA VORTAC at or above MCA/MEA for route of flight.



APP CRS  
**168°**

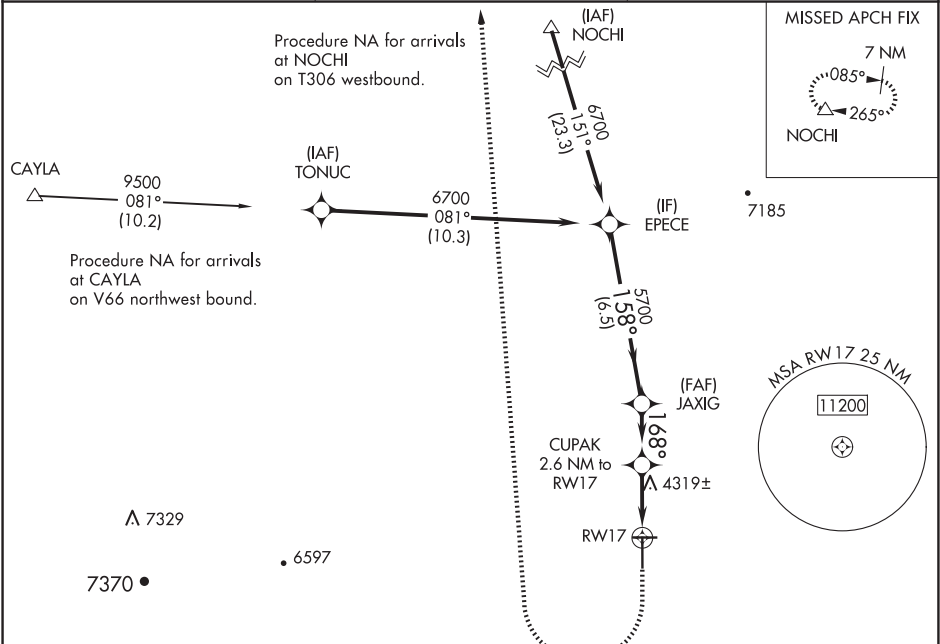
Rwy Ldg  
TDZE  
Apt Elev  
**6430**  
**4125**  
**4150**

**RNAV (GPS) RWY 17**  
BISBEE DOUGLAS INTL (DUG)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5100 then climbing right turn to 11000 direct NOCHI and hold.

ASOS <b>119.275</b>	ALBUQUERQUE CENTER <b>134.45 327.15</b>	UNICOM <b>123.0 (CTAF) 0</b>
------------------------	--	---------------------------------



ELEV 4150

TDZE 4125

168°

0.7% UP → 4966 X 60

0.6% UP → 35

6430 X 100

MIRL Rwy 17-35 0

VGSI and descent angles not coincident (VGSI Angle 3.25/TCH 53).

5100

11000

NOCHI

EPECE

JAXIG

CUPAK

RW17

6700

5700

5000

158°

3.00°

168°

6.5 NM

2.2 NM

2.6 NM

CATEGORY	A	B	C	D
LNVA MDA	4580-1	455 (500-1)	4580-1 <sup>3</sup> / <sub>8</sub>	455 (500-1 <sup>3</sup> / <sub>8</sub> )
CIRCLING	4640-1 490 (500-1)	4660-1 510 (600-1)	4780-1 <sup>3</sup> / <sub>4</sub> 630 (700-1 <sup>3</sup> / <sub>4</sub> )	5160-3 1010 (1100-3)

DOUGLAS BISBEE, ARIZONA

AL-486 (FAA)

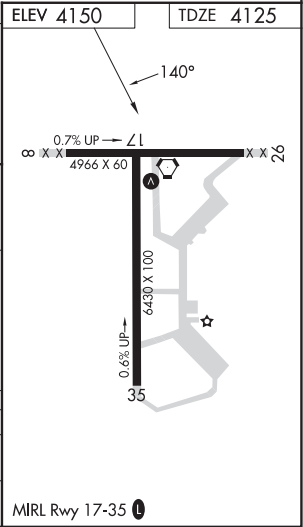
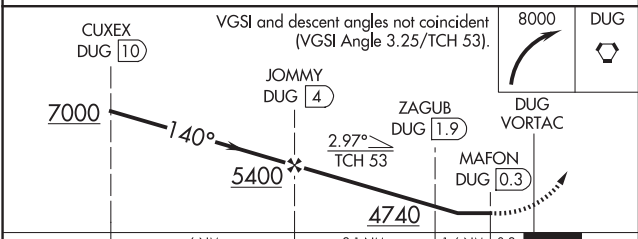
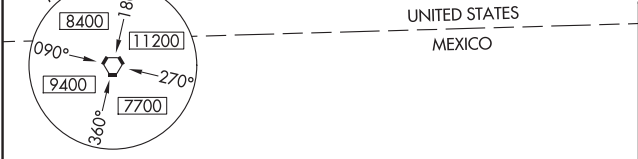
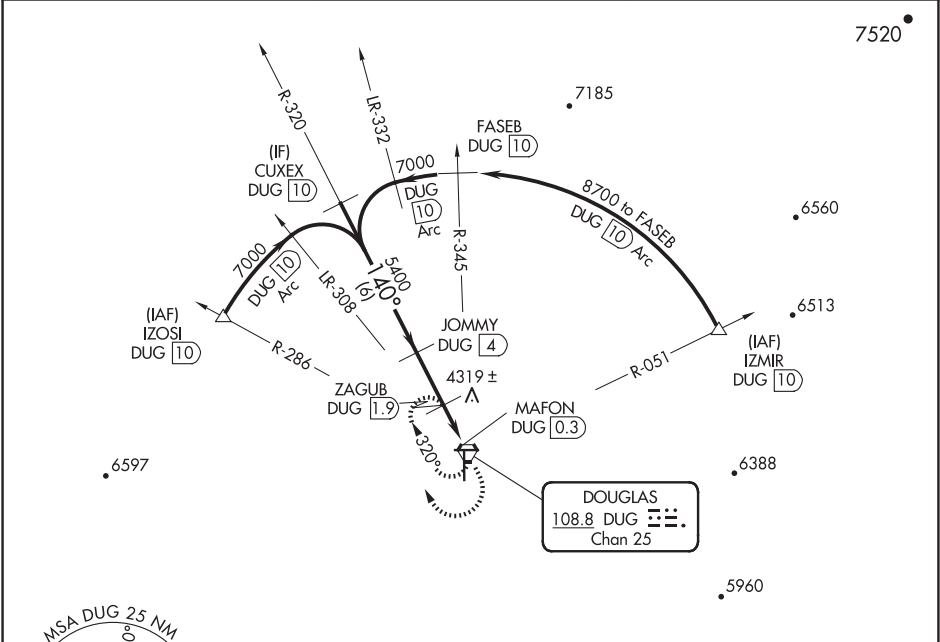
25163

VORTAC DUG	APP CRS	Rwy Ldg	6430
<b>108.8</b>	<b>140°</b>	TDZE	<b>4125</b>
Chan 25		Apt Elev	<b>4150</b>

VOR/DME RWY 17  
BISBEE DOUGLAS INTL (DUG)

MISSED APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern, continue climb-in-hold to 8000.

ASOS <b>119.275</b>	ALBUQUERQUE CENTER <b>134.45 327.15</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
S-17	4580-1	455 (500-1)	4580-1 $\frac{3}{8}$	455 (500-1 $\frac{3}{8}$ )
CIRCLING	4640-1 490 (500-1)	4660-1 510 (600-1)	4780-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$ )	5160-3 1010 (1100-3)

DOUGLAS BISBEE, ARIZONA  
Amdt 6B 02DEC21

31°28'N-109°36'W

BISBEE DOUGLAS INTL (DUG)  
VOR/DME RWY 17

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



VOR/DME MTU <b>112.7</b> Chan <b>74</b>	APP CRS <b>269°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>5831</b>
---	------------------------	---

VOR/DME-A  
DUCHESNE MUNI (U69)

<b>T</b>	When local altimeter setting not received, use
<b>A</b> NA	Vernal altimeter setting. Circling NA to Rwy's 8 and 26.

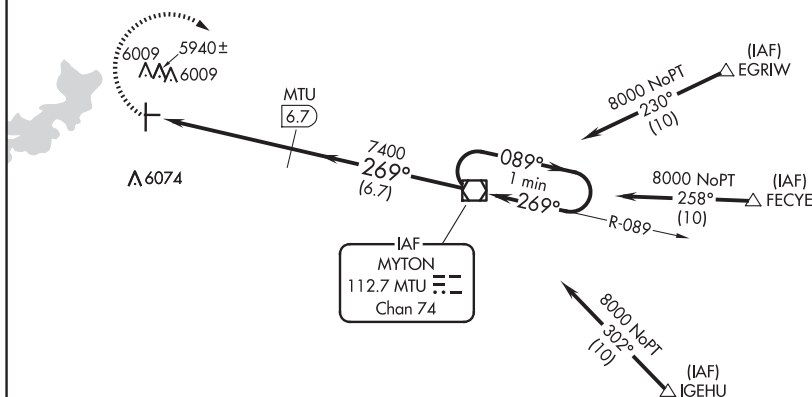
**MISSED APPROACH:** Climbing right turn to 8000 direct MTU VOR/DME and hold.

AWOS-3  
121.125

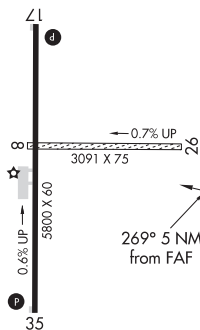
SALT LAKE CENTER  
133.9 370.85

UNICOM  
122.8 (CTAF) **L**

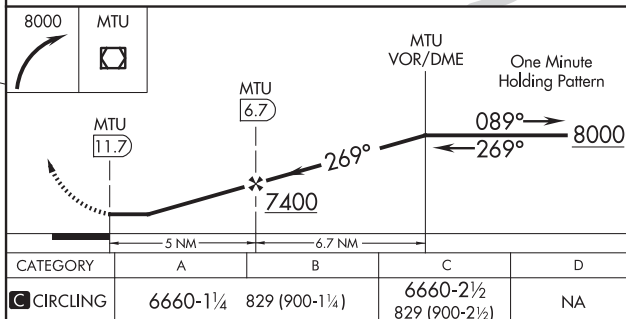
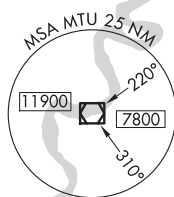
A7010



ELEV 5831

REIL Rwy 17 and 35 **L**MIRL Rwy 17-35 **L**

7088



DUCHESNE, UTAH

Orig-B 27FEB20




DUCHESNE MUNI (U69)

VOR/DME-A

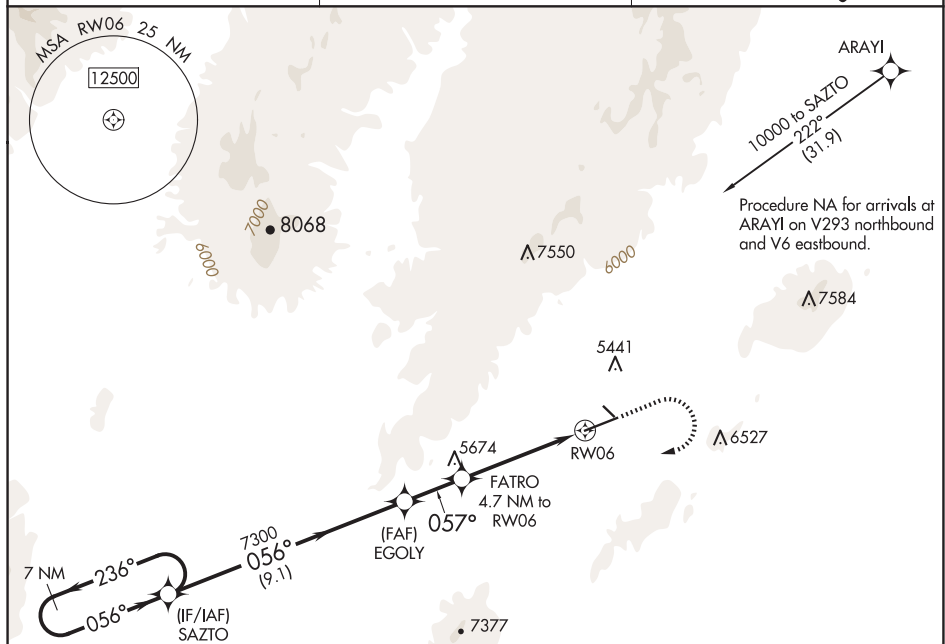
40°12'N-110°23'W

SW-4, 12 JUN 2025 to 07 AUG 2025

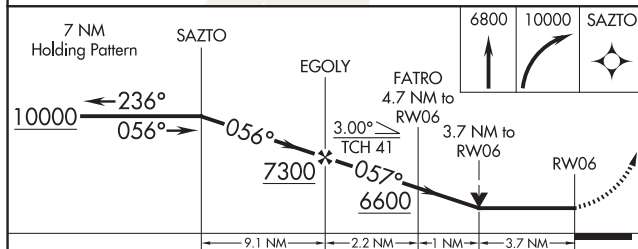
RNAV (GPS) RWY 6  
ELKO RGNL (EKO)


 Circling Rwy 24 NA at night.  
 Rwy 6 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
 -25°C

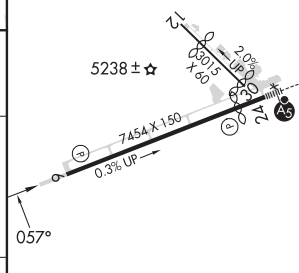
**MISSED APPROACH:** Climb to 6800 then climbing right turn to 10000 direct SAZTO and hold, continue climb-in-hold to 10000.

UNICOM  
123.0 (CTAF) **L**

ELEV	5140	<b>D</b>	TDZE	5051
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CATEGORY	A	B	C	D
LNAV MDA	6280-1¼ 1229 (1200-1¼)	6280-1½ 1229 (1200-1½)	6280-3	1229 (1200-3)
 CIRCLING	6280-1¼ 1140 (1200-¼)	6280-1½ 1140 (1200-½)	6640-3 1500 (1500-3)	6960-3 1820 (1900-3)



ELKO RGNL (EKO)  
RNAV (GPS) RWY 6

SW-4, 12 JUN 2025 to 07 AUG 2025

ELKO, NEVADA

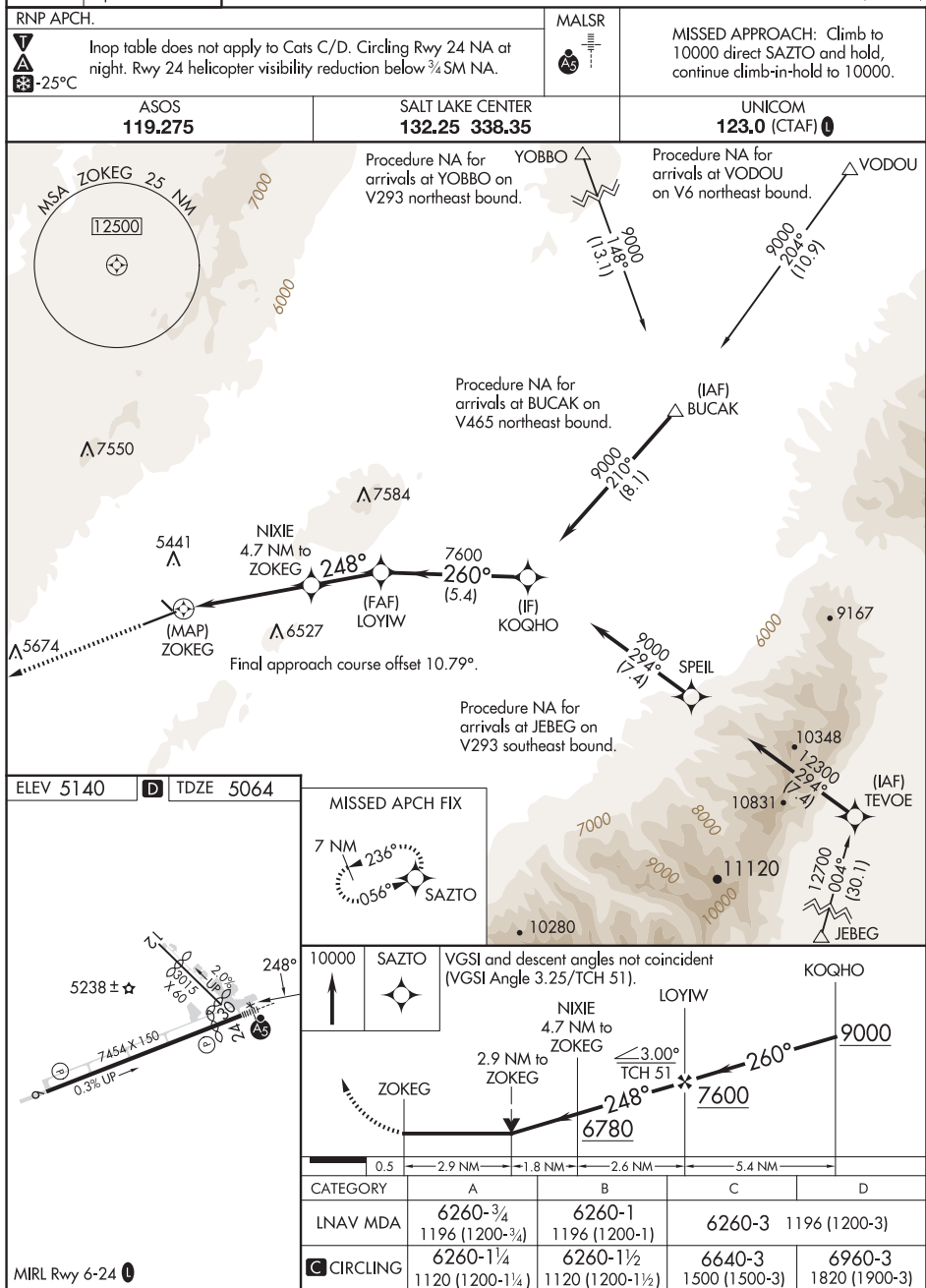
AL-129 (FAA)

25163

APP CRS	Rwy Ldg	<b>6418</b>
<b>248°</b>	TDZE	<b>5064</b>
	Apt Elev	<b>5140</b>

# RNAV (GPS) RWY 24

ELKO RGNL (EKO)



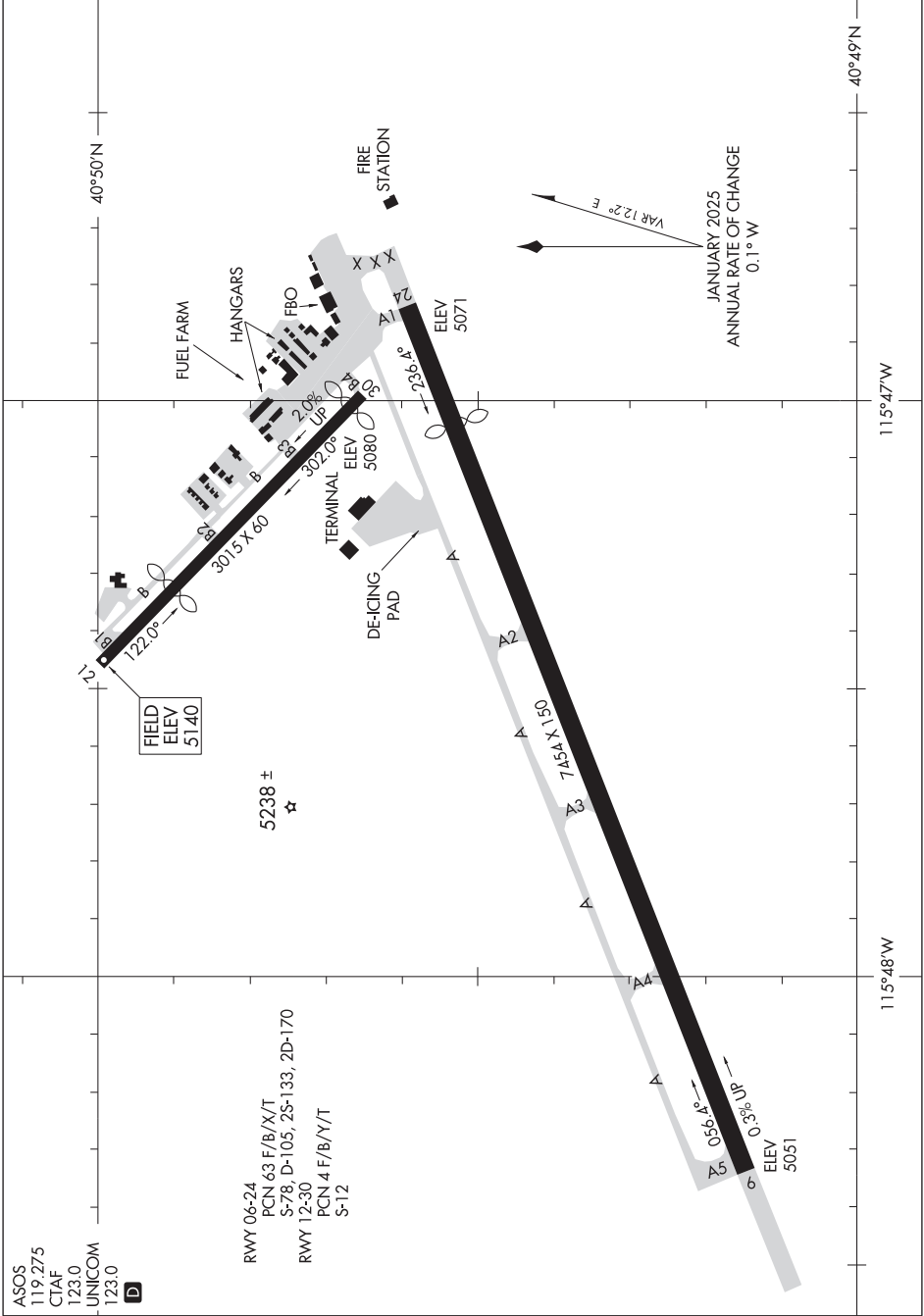
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





WAAS  
CH **42823**  
**W18A**

APP CRS  
**180°**

Rwy Ldg  
TDZE  
Apt Elev  
**6017**  
**6242**  
**6260**

**RNAV (GPS) RWY 18**

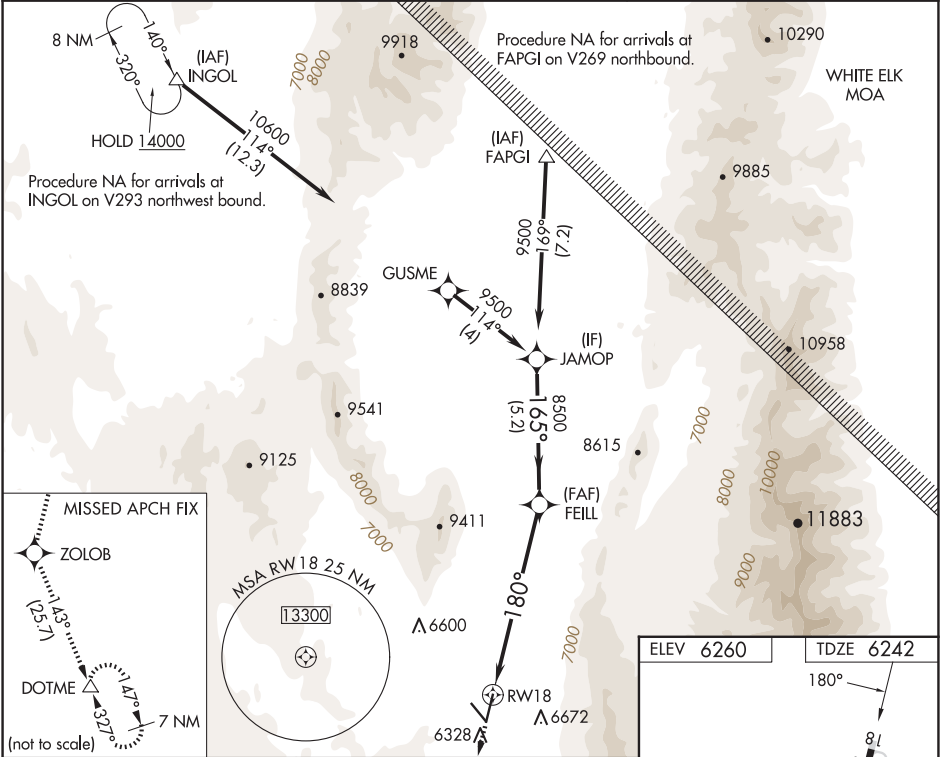
ELY/YELLAND FLD (ELY)

RNP APCH.

Baro-VNAV NA. Circling Rwy 30 NA at night. Circling NA for Cats A and B southwest of Rwy 12 and west of Rwy 36. Circling NA for Cats C and D southwest of Rwy 12 and east of Rwy 18.

MISSED APPROACH: Climb to 12000 direct ZOLOB and on track 143° to DOTME and hold.

ASOS <b>120.625</b>	SALT LAKE CENTER <b>133.45 317.625</b>	UNICOM <b>122.8 (CTAF)</b>
------------------------	---	-------------------------------



12000

ZOLOB

tr 143°

DOTME

\*LNAV only

RW18

\*2.7 NM to RW18

FEILL

JAMOP

GP 3.00°

TCH 50

CATEGORY	A	B	C	D
LPV DA	6652-1 1/8 410 (400-1 1/8)			
LNAV/VNAV DA	7274-4 1032 (1100-4)			
LNAV MDA	7140-1 1/4 898 (900-1 1/4)	7140-2 1/2 898 (900-2 1/2)		
CIRCLING	7140-1 1/4 880 (900-1 1/4)	7140-2 1/2 880 (900-2 1/2)	8220-3 1960 (2000-3)	

MIRL Rwy 12-30

HIRL Rwy 18-36

REIL Rwy 18 and 36

ELY, NEVADA

AL-5163 (FAA)

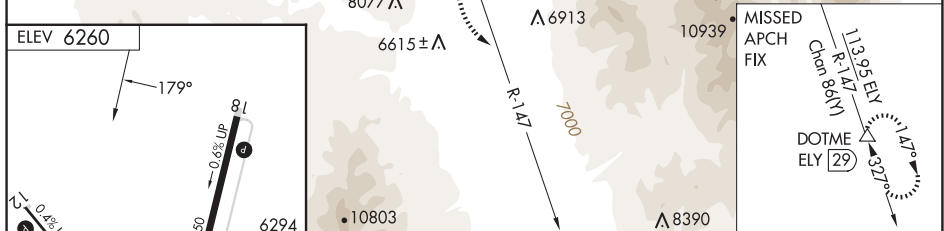
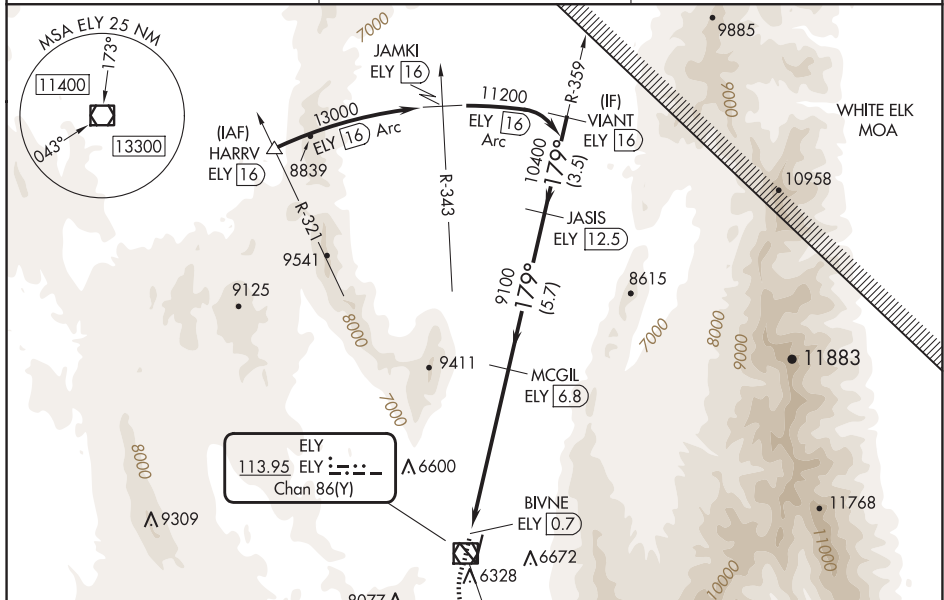
25163

VOR/DME ELY <b>113.95</b> Chan <b>86(Y)</b>	APP CRS <b>179°</b>	Rwy Ldg TDZE Apt Elev <b>6260</b>	<b>N/A</b> <b>N/A</b>
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**VOR-C**  
ELY/YELLAND FLD (ELY)

DME required.	MISSED APPROACH: Climb to 8800 then climbing left turn to 12000 on ELY VOR/DME R-147 to DOTME/ELY 29 DME and hold.
Rwy 30 helicopter visibility reduction below 1 SM NA. Circling Rwy 30 NA at night. Circling NA for Cats A and B southwest of Rwy 12 and west of Rwy 36. Circling NA for Cats C and D southwest of Rwy 12 and east of Rwy 18.	

ASOS <b>120.625</b>	SALT LAKE CENTER <b>133.45 317.625</b>	UNICOM <b>122.8 (CTAF) 1</b>
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MIRL Rwy 12-30 1 HIRL Rwy 18-36 1 REIL Rwy 18 and 36 1		8800 12000 DOTME ↑ ELY R-147 △		JASIS ELY 12.5 VIA NT ELY 16	
BIVNE ELY 0.7		MCGIL ELY 6.8		11200 10400	
6 NM		5.7 NM		3.5 NM	
CATEGORY	A	B	C	D	
CIRCLING	8140-1¼ 1880 (1900-1¼)	8140-1½ 1880 (1900-1½)	8140-3 1880 (1900-3)	8220-3 1960 (2000-3)	

ELY, NEVADA

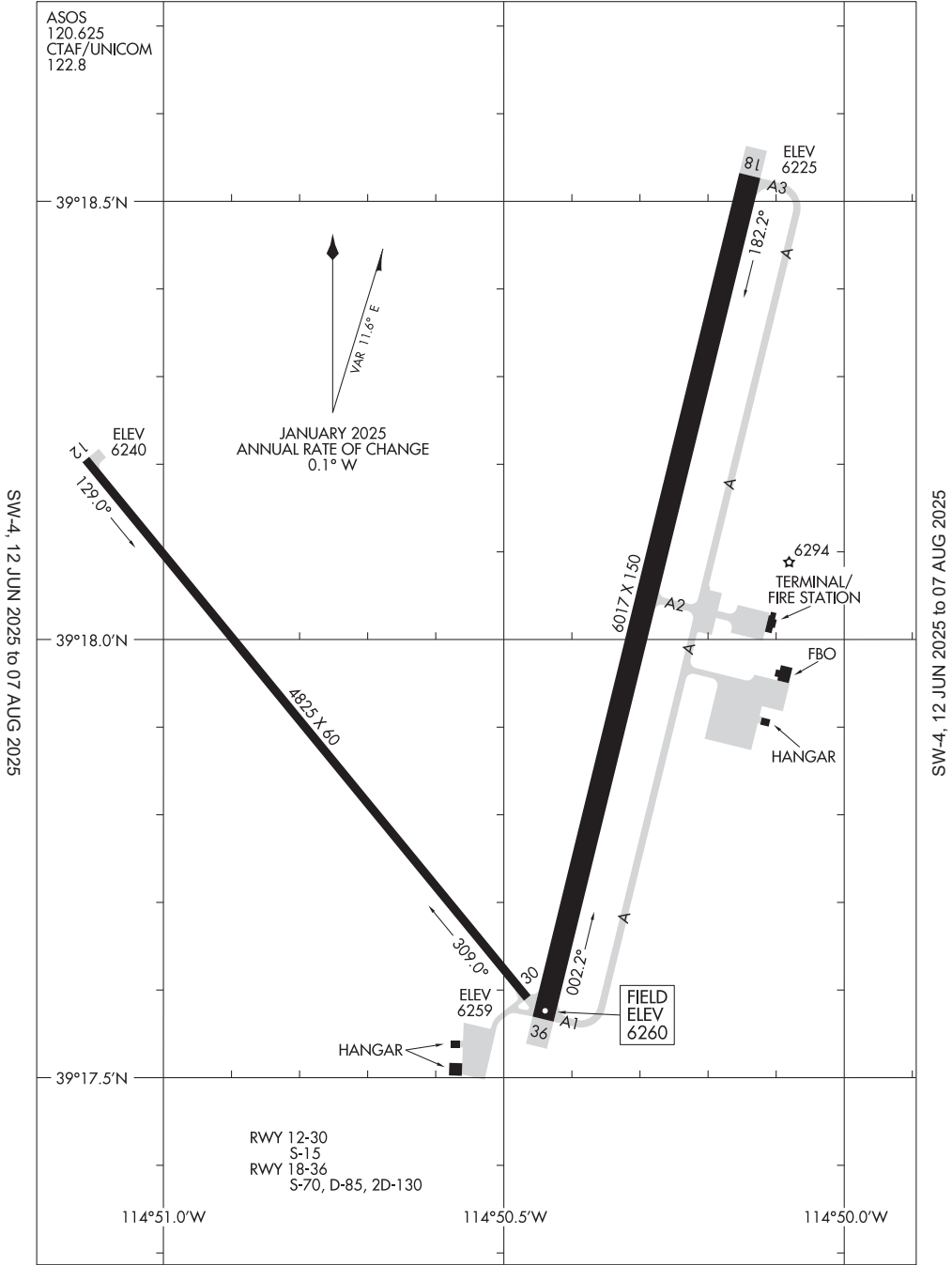
Amdt 2B 12JUN25

39°18'N-114°51'W

ELY/YELLAND FLD (ELY)  
**VOR-C**

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



(ELY2.ELY) 24025

## ELY TWO DEPARTURE (OBSTACLE)

AL-5163 (FAA)

ELY/YELLAND FLD (ELY)

ELY, NEVADA

ASOS  
120.625  
SALT LAKE CENTER  
133.45 317.625  
UNICOM  
122.8

## TAKEOFF MINIMUMS

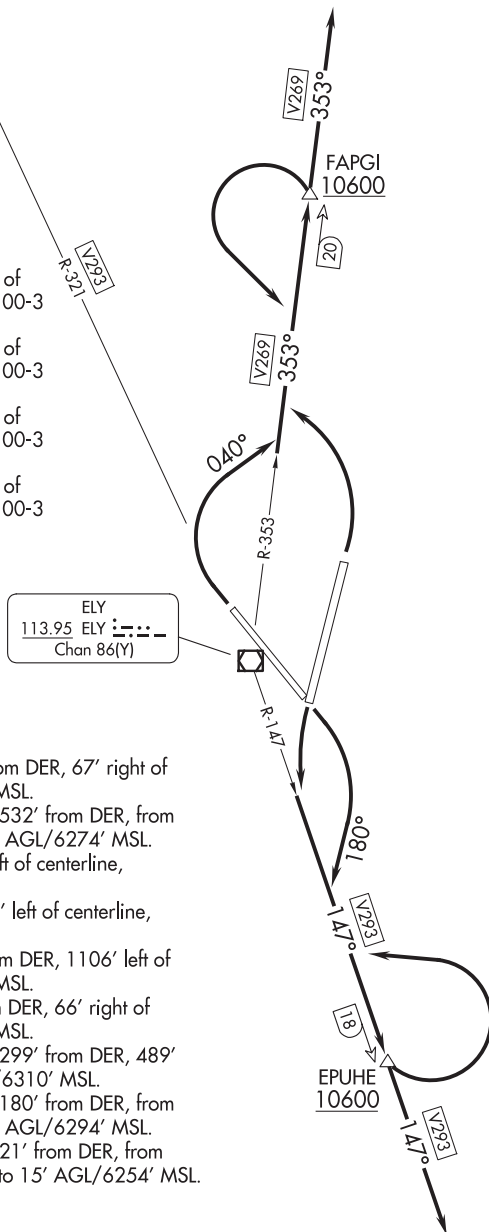
- Rwy 12: Standard with minimum climb of 280' per NM to 10600, or 5100-3 for climb in visual conditions.
- Rwy 18: Standard with minimum climb of 267' per NM to 10600, or 5100-3 for climb in visual conditions.
- Rwy 30: Standard with minimum climb of 539' per NM to 10600, or 5100-3 for climb in visual conditions.
- Rwy 36: Standard with minimum climb of 238' per NM to 10600, or 5100-3 for climb in visual conditions.

## TAKEOFF OBSTACLE NOTES

- Rwy 12: Aircraft on taxiway, 136' from DER, 67' right of centerline, 15' AGL/6274' MSL.  
Vehicles on road beginning 532' from DER, from left to right of centerline, 15' AGL/6274' MSL.  
Pole 981' from DER, 313' left of centerline, 40' AGL/6295' MSL.  
Tower 2617' from DER, 394' left of centerline, 64' AGL/6334' MSL.  
Antenna on tower 2893' from DER, 1106' left of centerline, 66' AGL/6336' MSL.
- Rwy 18: Aircraft on taxiway 17' from DER, 66' right of centerline, 15' AGL/6274' MSL.  
Multiple hangars beginning 299' from DER, 489' right of centerline, 35' AGL/6310' MSL.  
Vehicles on road beginning 180' from DER, from left to right of centerline, 15' AGL/6294' MSL.
- Rwy 30: Vehicles on road beginning 21' from DER, from left to right of centerline, up to 15' AGL/6254' MSL.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



SW-4, 12 JUN 2025 to 07 AUG 2025

ELY TWO DEPARTURE (OBSTACLE)

(ELY2.ELY) 20OCT11

ELY, NEVADA

ELY/YELLAND FLD (ELY)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn heading 180° to intercept ELY VOR/DME R-147 to EPUHE/ELY 18 DME, cross EPUHE at or above 10600. Departures V293 southeast bound, continue climb on course to MEA. Departures V269 or V293 northbound, climbing left turn to intercept ELY VOR/DME R-147, continue climb to 12000 to ELY VOR/DME then proceed on course. Do not exceed 250K until completion of turn at EPUHE; or for climb in visual conditions, cross Ely Airport at or above 11200 before proceeding on course.

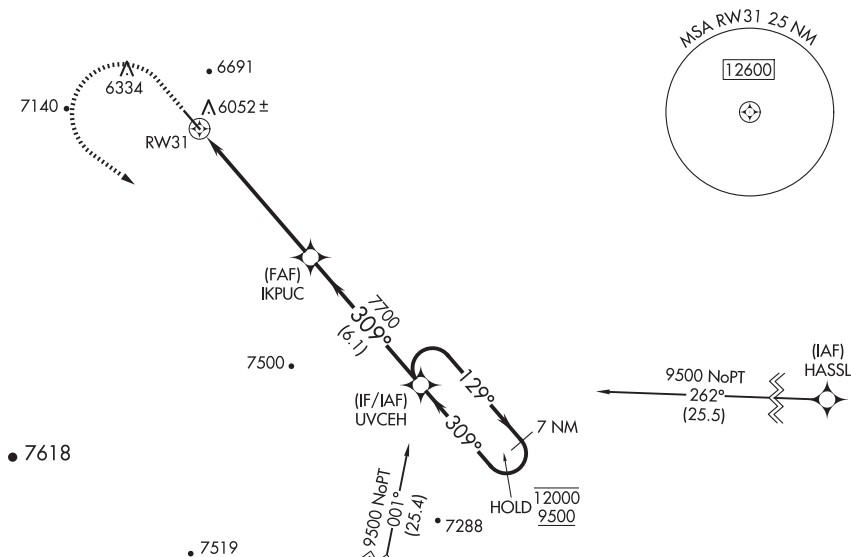
TAKEOFF RUNWAY 18: Climbing left turn to intercept ELY VOR/DME R-147 to EPUHE, cross EPUHE at or above 10600. Departures V293 southeast bound, continue climb on course to MEA. Departures V269 or V293 northbound, climbing left turn to intercept ELY VOR/DME R-147, continue climb to 12000 to ELY VOR/DME then proceed on course. Do not exceed 250K until completion of turn at EPUHE; or for climb in visual conditions, cross Ely Airport at or above 11200 before proceeding on course.

TAKEOFF RUNWAY 30: Climbing right turn heading 040° to intercept ELY VOR/DME R-353 to FAPGI/ELY 20 DME, cross FAPGI at or above 10600. Departures V269 northbound proceed on course; departures V293 northwest or southeast bound climbing left turn to intercept ELY VOR/DME R-353, continue climb to 12000 to ELY VOR/DME then proceed on course. Do not exceed 250K until completion of turn at FAPGI; or for climb in visual conditions, cross Ely Airport at or above 11200 before proceeding on course.

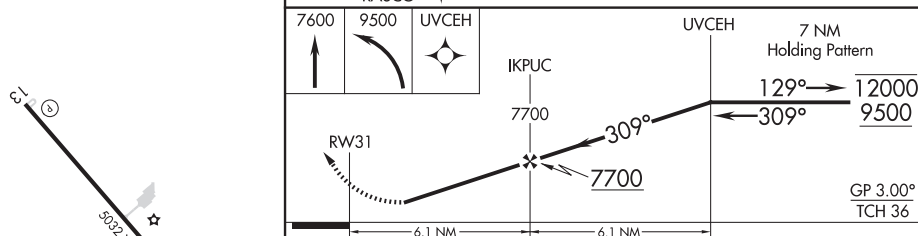
TAKEOFF RUNWAY 36: Climbing left turn to intercept ELY VOR/DME R-353 to FAPGI, cross FAPGI at or above 10600. Departures V269 northbound proceed on course; departures V293 northwest or southeast bound climbing left turn to intercept ELY VOR/DME R-353, continue climb to 12000 to ELY VOR/DME then proceed on course. Do not exceed 250K until completion of turn at FAPGI; or for climb in visual conditions, cross Ely Airport at or above 11200 before proceeding on course.

RNAV (GPS) RWY 31  
ESCALANTE MUNI (1L7)

**MISSED APPROACH:** Climb to 7600 then climbing left turn to 9500 direct UVCEH and hold, continue climb-in-hold to 9500.  
 \*Missed approach requires minimum climb of 328 feet per NM to 8000.  
 #Missed approach requires minimum climb of 320 feet per NM to 8020.

UNICOM  
122.8 (CTAF) **L**

RASCO	
0500	LI

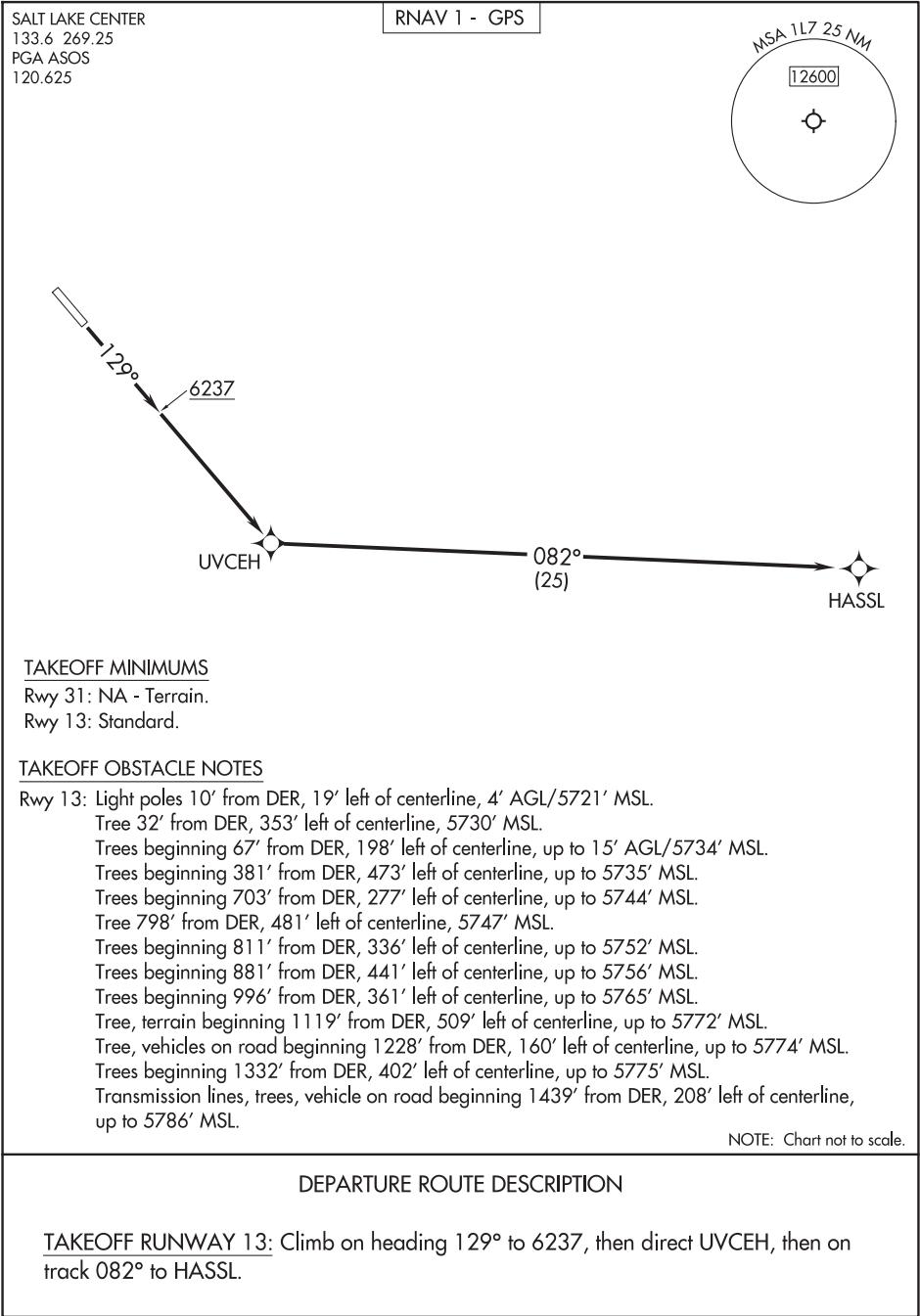


CATEGORY	A	B	C	D
LNNAV/DA*	6534-2½	811 (800-2½)	NA	
LNNAV/MDA#	6840-1¼ 1117 (1200-1¼)	6840-1½ 1117 (1200-1½)	NA	
LNNAV/DA	7169-6	1446 (1500-6)	NA	
LNNAV/MDA	7280-1¼ 1557 (1600-1¼)	7280-1½ 1557 (1600-1½)	NA	
CIRCLING	7280-1¼ 1543 (1600-1¼)	7280-1½ 1543 (1600-1½)	NA	

MIRL Rwy 13-31 **L**  
REIL Rwy 13 and 31

ESCALANTE MUNI (1L7)  
RNAV (GPS) RWY 31

SW-4, 12 JUN 2025 to 07 AUG 2025



RNAV (GPS) RWY 18  
EUREKA (Ø5U)

MISSED APPROACH: Climb to 7800 then climbing right turn to 14000 direct  
LECED and on track 138° to RPYO and track 048° to INGOL and hold.  
\*Missed approach requires minimum climb of 390 feet per NM to 10200.  
\*Missed approach requires minimum climb of 390 feet per NM to 9900.

**T** Circling NA for Cat D west of Rwy  
**A** 18-36. When local altimeter setting  
**❄** -17°C not received, procedure NA.

SALT LAKE CENTER	
132.25	338.35

CTAF  
122.90ROUTING TO KAPSS  
(not to scale)

ROUTING TO KAPSS  
(not to scale)

Diagram illustrating a routing path to KAPSS (not to scale). The path starts at KAPSS (bottom left) and branches into two paths:

- Path 1: KAPSS → TBROS → SIKEE
- Path 2: KAPSS → AJAFO → SIKEE

Additional connections and costs are shown:

- KAPSS to TBROS: 10800, 239° (8)
- KAPSS to AJAFO: 10800, 211° (11.7)
- TBROS to SIKEE: 13100, 239° (14.2)
- AJAFO to SIKEE: 13100, 211° (11.7)
- JEBEG to SIKEE: 13100, 239° (14.2)


SEE INSET FOR  
ROUTING TO  
KAPSS

MISSED APCH FIX

ELEV 5958

TDZE 5944

Diagram of a crane boom AB of length 7300 mm pivoted at A. A cable is attached at B and passes over a pulley at C, where a vertical force of 8 kN is applied. The boom makes an angle of 178 degrees with the horizontal. The pulley C is 0.32 m up the boom from B. The weight of the boom is 3 kN acting at its center.

CATEGORY		A	B	C	D
LPV	DA*	6144- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )			
LPV	DA	7536-6 1592 (1600-6)			
LNAV	MDA#	6400-1 456 (500-1)	6400-1 <sup>3</sup> / <sub>8</sub> 456 (500-1 <sup>3</sup> / <sub>8</sub> )		
LNAV	MDA	7880-1 <sup>1</sup> / <sub>4</sub> 1936 (2000-1 <sup>1</sup> / <sub>4</sub> )	7880-1 <sup>1</sup> / <sub>2</sub> 1936 (2000-1 <sup>1</sup> / <sub>2</sub> )	7880-3 1936 (2000-3)	
	CIRCLING	7880-1 <sup>1</sup> / <sub>4</sub> 1922 (2000-1 <sup>1</sup> / <sub>4</sub> )	7880-1 <sup>1</sup> / <sub>2</sub> 1922 (2000-1 <sup>1</sup> / <sub>2</sub> )	7880-3 1922 (2000-3)	

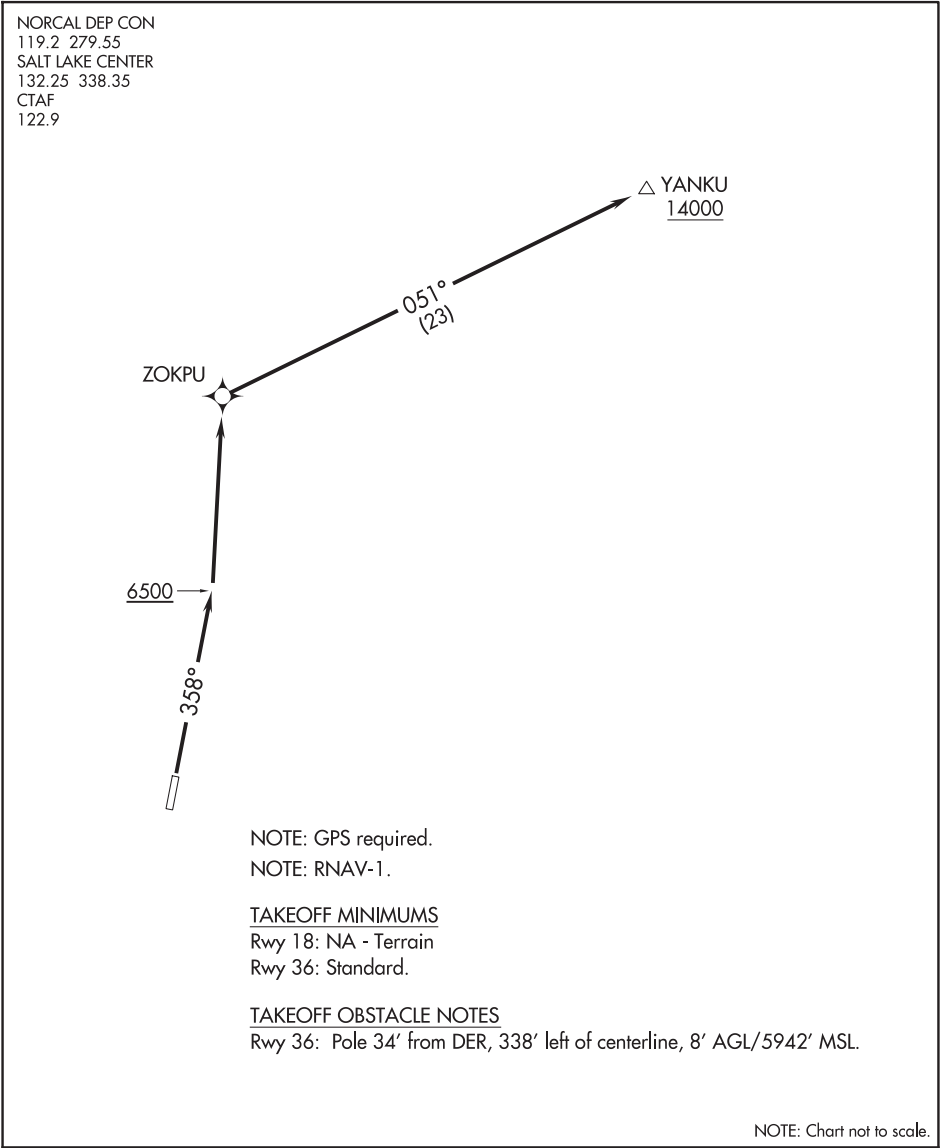
EUREKA (05U)

39°36'N-116°00'W

RNAV (GPS) RWY 18

SW-4, 12 JUN 2025 to 07 AUG 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 36: Climb heading 358° to 6500 then direct ZOKPU, then on track 051° to YANKU. Thence . . .

. . . Maintain 14000 or assigned altitude. Expect filed altitude 10 minutes after departure.

FALLON, NEVADA

AL-786 (FAA)

22307

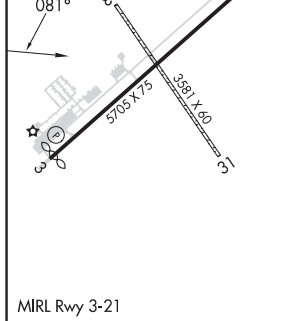
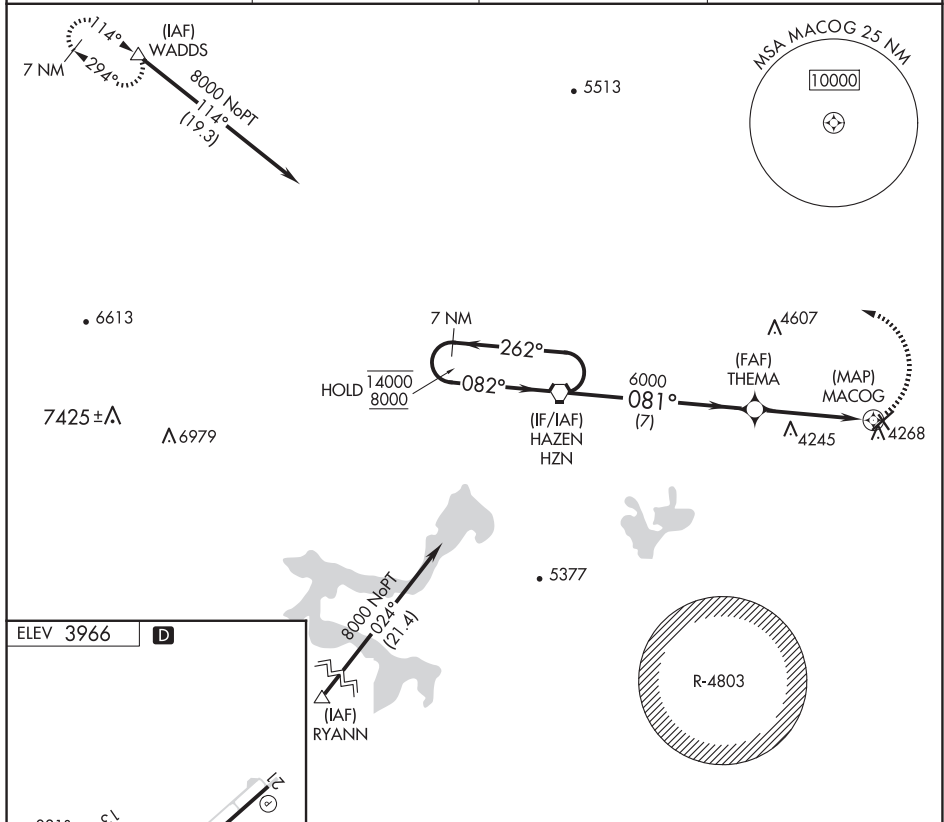
APP CRS <b>081°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>3966</b>
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# RNAV (GPS)-C

FALLON MUNI (F'LX)

RNP APCH. <div><div></div><div>Circling NA to Rwsy 13 and 31. Circling to Rwy 21 NA at night. When local altimeter not received, use Fallon NAS altimeter setting.</div></div>		MISSED APPROACH: Climbing left turn to 10100 direct WADDS and hold, continue climb-in-hold 10100.
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AWOS-AV <b>118.25</b>	KNFL ATIS ★ <b>370.925</b>	NAVY FALLON APP CON ★ <b>120.85 360.2</b>	UNICOM <b>122.8</b> (CTAF)
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7 NM Holding Pattern				10100 WADDS
14000 8000 262° 082° 081° 6000				THEMA
7 NM 4.3 NM				MACOG
CATEGORY	A	B	C	D
CIRCLING	4620-1 654 (700-1)		4620-1 3/4 654 (700-1 3/4)	4620-2 654 (700-2)

FALLON, NEVADA  
Orig-B 13AUG20

39°30'N-118°45'W

# FALLON MUNI (F'LX)

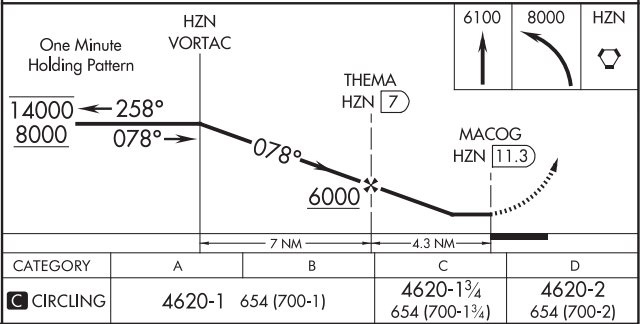
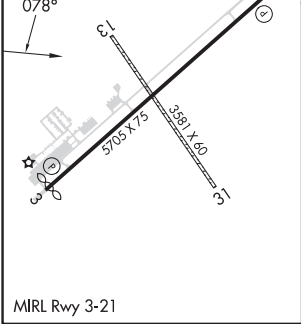
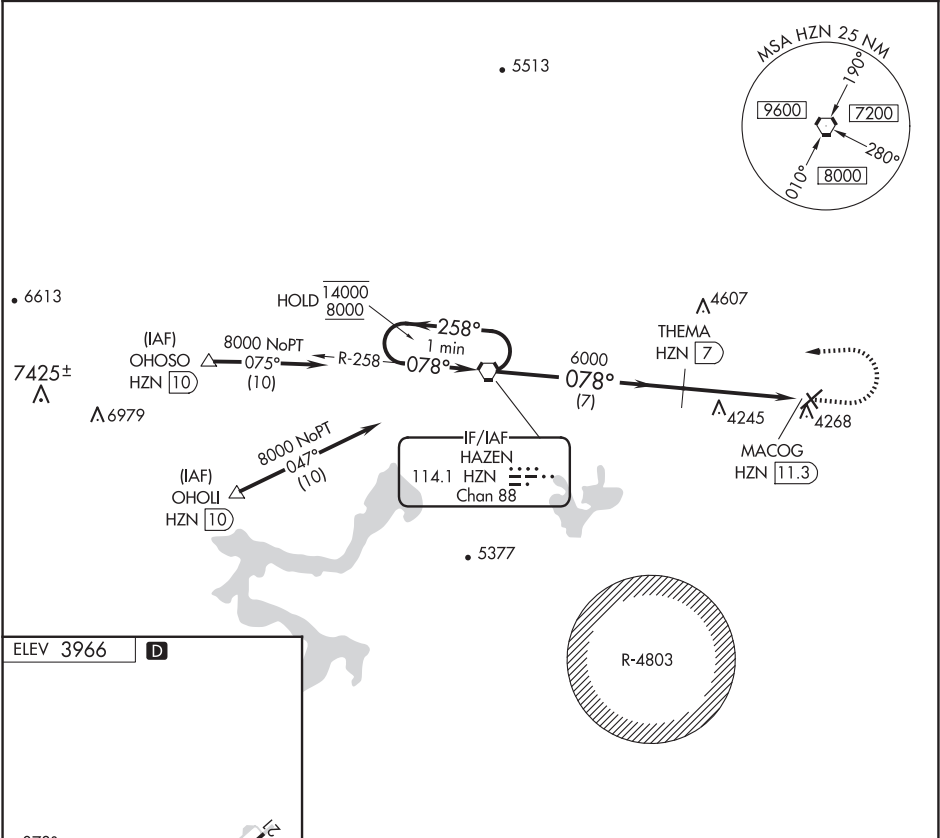
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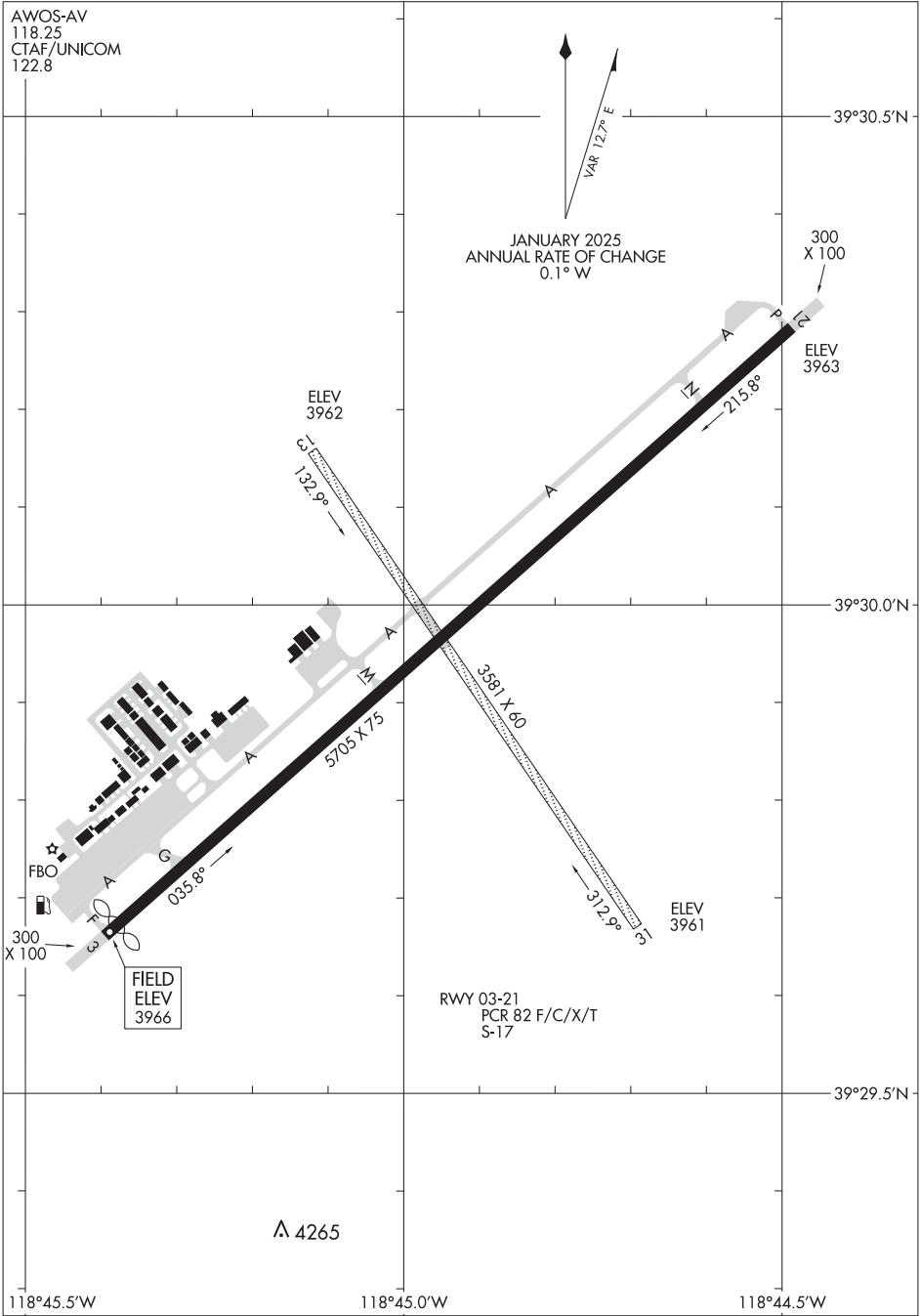
SW-4, 12 JUN 2025 to 07 AUG 2025

VORTAC HZN <b>114.1</b> Chan <b>88</b>	APP CRS <b>078°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>3966</b>
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VOR-B  
FALLON MUNI (F'LX)

DME required. ▼ Circling NA to Rwy 13 and 31. Circling to Rwy 21 NA at night. When local altimeter not received, use Fallon NAS altimeter setting.		MISSED APPROACH: Climb to 6100 then climbing left turn to 8000 direct HZN VORTAC and hold.	
AWOS-AV <b>118.25</b>	KNFL ATIS★ <b>370.925</b>	NAVY FALLON APP CON★ <b>120.85 360.2</b>	UNICOM <b>122.8</b> (CTAF)





SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

FALLON, NEVADA

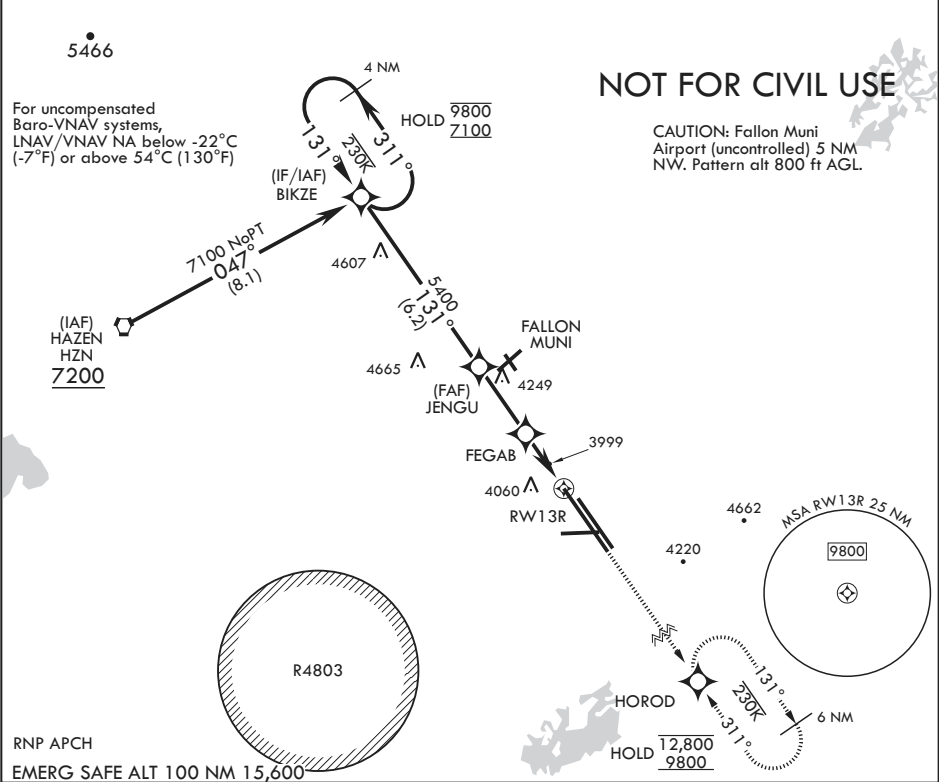
RNAV (GPS) RWY 13R

APCH CRS 131°	Rwy Idg TDZE Arpt Elev	14,001 3935 3935
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AL-143 (USN)

FALLON NAS (VAN VOORHIS FLD) (KNFL)

ATIS★ 370.925		NAVY FALLON APP CON/DEP CON 120.85 360.2	NAVY FALLON TOWER★ 119.25 340.2	GND CON 251.15	CLNC DEL 353.55	ASR/PAR
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<div>9800 7100</div> <div>GP 3.00° TCH 50</div>					<div>BIKZE</div> <div>131°</div> <div>JENGU</div> <div>5400</div> <div>FEGAB</div> <div>4620</div> <div>1 NM to RW13R</div> <div>RW13R</div> <div>2.4 NM</div> <div>2 NM</div>					<div>9800</div> <div>HOROD</div> <div>ELEV 3935</div> <div>TDZE 3935</div>		
CATEGORY					A		B		C		D	
LNAV/VNAV DA					4185-¾		250		(300-¾)		4194-¾ 259 (300-¾)	
LNAV MDA					4320-1		385 (400-1)		4320-1½		385 (400-1½)	
CIRCLING					4400-1		465 (500-1)		4700-2¼ 765 (800-2¼)		4920-3 985 (1000-3)	

131° to RW13R

861

761

BCN TWR 4061

7002 x 154

11,070 x 200

14,001 x 201

25

31L

31R

4096  
Λ  
HIRL all Rwys

FALLON, NEVADA

39°25'N - 118°42'W


FALLON NAS (VAN VOORHIS FLD) (KNFL)

Amtr 4 24MAR22

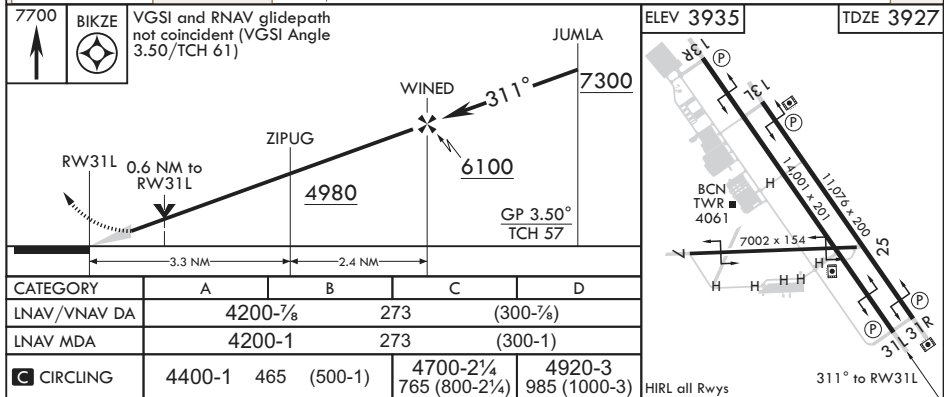
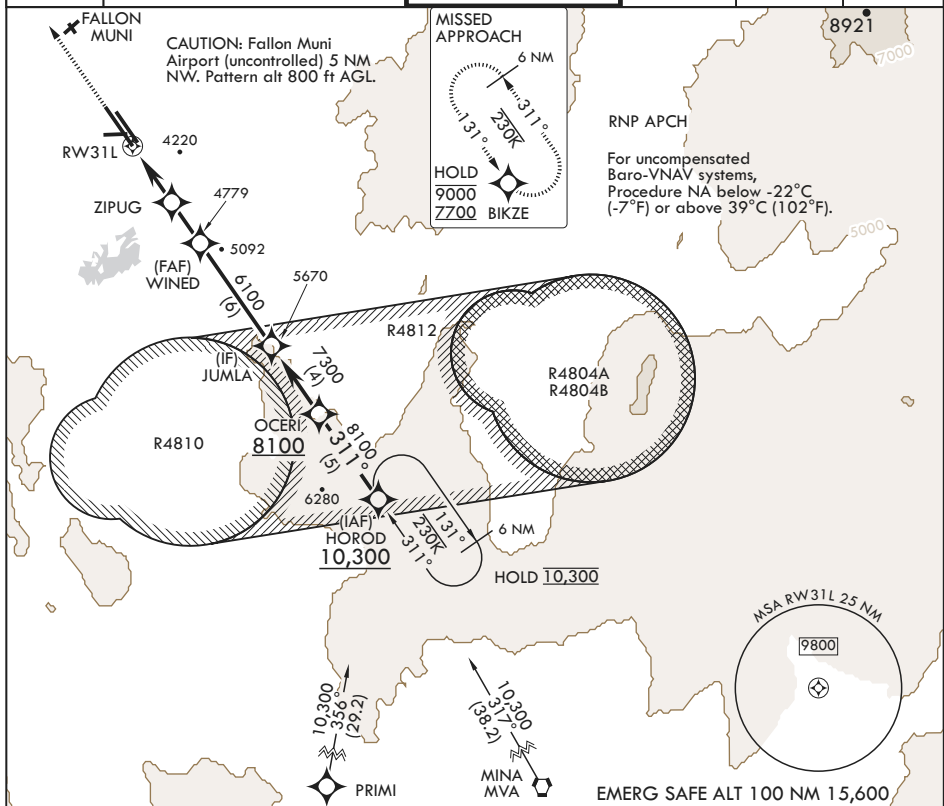
RNAV (GPS) RWY 13R

RNAV (GPS) RWY 31L

FALLON NAS (VAN VOORHIS FLD) (KNFL)

	<b>MISSED APPROACH:</b> Climb to 7700 direct BIKZE and hold, continue climb-in-hold to 7700.
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ATIS★ 370.925	NAVY FALLON APP CON/DEP CON 120.85 360.2	NAVY FALLON TOWER★ 119.25 340.2	GND CON 251.15	CLNC DEL 353.55	ASR/PAR
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FALLON NAS (VAN VOORHIS FLD) (KNFL)

Amdt 3 24MAR22

RNAV (GPS) RWY 31L

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

FALLON, NEVADA

TACAN Y RWY 13R

TACAN NFL Chan <b>82</b>	APCH CRS <b>141°</b>	Rwy Idg <b>14,001</b> TDZE <b>3935</b> Arpt Elev <b>3935</b>
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[USN]

FALLON NAS (VAN VOORHIS FLD) (KNFL)

**MISSED APPROACH:** Climb direct NFL TACAN, then climbing left turn to 10,500. Intercept NFL R-117 outbound to MUFIT and hold. Continue climb-in-hold to 10,500.

ATIS ★ 370.925	NAVY FALLON APP CON 120.85 360.2	NAVY FALLON TOWER★ 119.25 340.2	GND CON 251.15	CLNC DEL 353.55	ASR/PAR
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Knots	60	120	180	240	300	360
V/V(fpm)	205	410	615	820	1025	1230

\*Min climb of 205 ft/NM to 8600 - Controlling Obstacle Unk

**CAUTION:**  
Fallon Muni Airport  
(uncontrolled) 5 NM NW  
PATTERN alt 800' AGL

CAUTION:  
RCL 91' from FAC at 3000'  
from threshold.

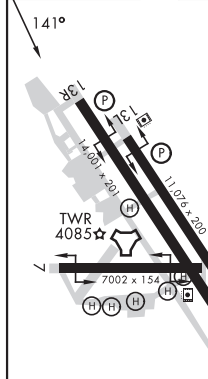
LOVELOCK  
116.5 LLC    
Chan 112

HAZEN  
114.1 HZN   
Chan 88

FALLON  
Chan 82 NFL

EMERG SAFE ALT 100 NM 15,600

ELEV	3935	TDZE	3935
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HIRL all rwys


FALLON, NEVADA

Amdt 3 19MAY22

39°25'N-118°42'W FALLON NAS (VAN VOORHIS FLD) (KNFL)

## TACAN Y RWY 13R

SW-4, 12 JUN 2025 to 07 AUG 2025

CATEGORY	A	B	C	D
S-13R *	4340-1	405 (500-1)	4340-1 $\frac{1}{8}$	405 (500-1 $\frac{1}{8}$ )
S-13R	4440-1	505 (600-1)	4440-1 $\frac{3}{8}$	505 (600-1 $\frac{3}{8}$ )
 CIRCLING	4400-1	465 (500-1)	4700-2 $\frac{1}{4}$ 765 (800-2 $\frac{1}{4}$ )	4920-3 985 (1000-3)

FALLON, NEVADA

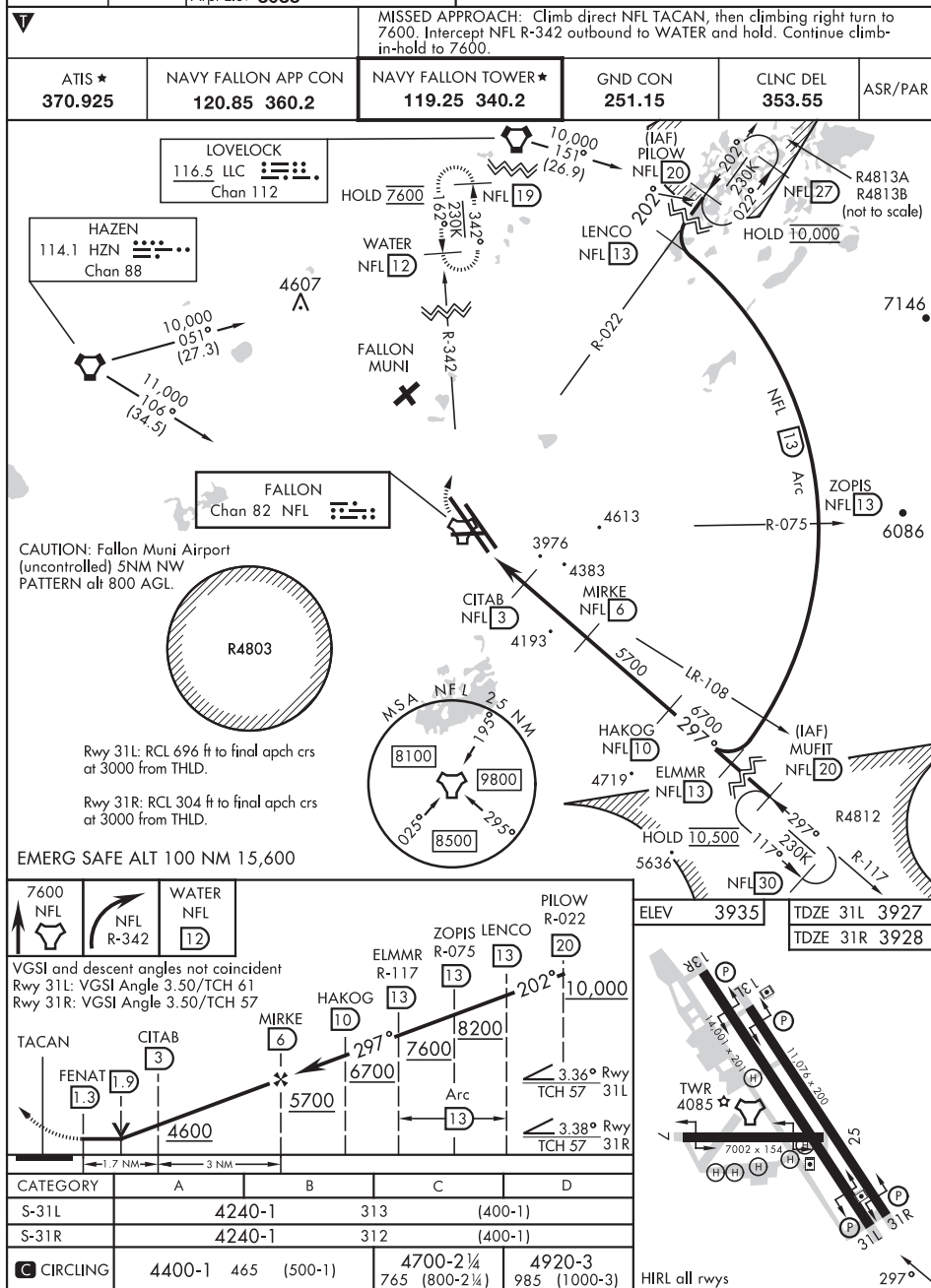
TACAN Y RWY 31L/R

TACAN NFL	APCH CRS	Rwy Idg	31L 14,001	31R 11,076
Chan 82	297°	TDZE	31L 3927	31R 3928
		Arpt Elev	3935	

[USN]

FALLON NAS (VAN VOORHIS FLD)

(KNFL)



FALLON, NEVADA

39° 25'N-118° 42'W

FALLON NAS (VAN VOORHIS FLD)

(KNFL)

Amdt 3 19MAY22

TACAN Y RWY 31L/R

SW-4, 12 JUN 2025 to 07 AUG 2025





22083

## TYWAN-ONE DEPARTURE (TYWAN1•TYWAN)

FALLON NAS (VAN VOORHIS FLD) (KNFL)

FALLON, NEVADA

ATIS 370.925 ★

CLNC DEL

353.55

GND CON

251.15

NAVY FALLON TOWER ★

119.25 340.2

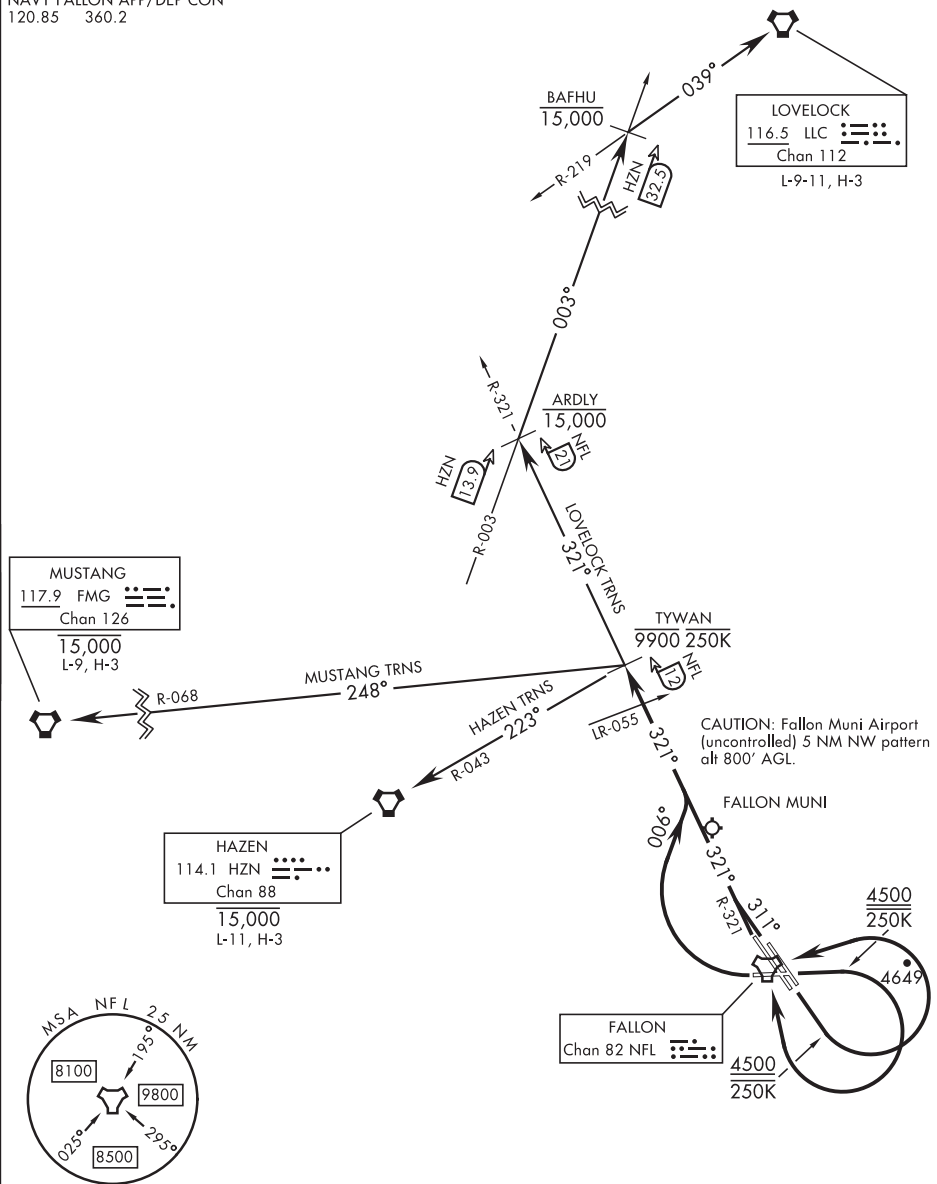
NAVY FALLON APP/DEP CON

120.85 360.2

AL-143 [USN]

Rwy	Knots	60	120	180	240	300	360
7	V/V(fpm)	217	434	651	868	1085	1302

Minimum Climb Rate to 4900



(Continued on next page)

TA FL180

## TYWAN-ONE DEPARTURE (TYWAN1•TYWAN)

FALLON, NEVADA

Orig 24MAR22

FALLON NAS (VAN VOORHIS FLD) (KNFL)

SW-4, 12 JUN 2025 to 07 AUG 2025

AL-143 [USN]

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 7: Climb to 4500, then climbing right turn to NFL TACAN, intercept NFL R-321 to TYWAN and cross TYWAN at or below 9900. Do not exceed 250 KIAS until TYWAN.

TAKEOFF RWY 13L/R: Climb to 4500, then climbing left turn to NFL TACAN, intercept NFL R-321 to TYWAN and cross TYWAN at or below 9900. Do not exceed 250 KIAS until NFL.

TAKEOFF RWY 25: Climbing right turn to intercept NFL TACAN R-321 to TYWAN. Cross TYWAN at or below 9900. Do not exceed 250 KIAS until established on NFL R-321.

TAKEOFF RWY 31L/R: Climb on heading 311° to intercept NFL TACAN R-321 to TYWAN. Cross TYWAN at or below 9900.

HAZEN TRANSITION (TYWAN1.HZN): Left turn direct HZN VORTAC. Cross HAZEN at or below 15,000 or as assigned by ATC.

LOVELOCK TRANSITION (TYWAN1.LLC): Direct ARDLY, right turn direct BAFHU, right turn direct LLC VORTAC. Cross ARDLY at or below 15,000 or as assigned by ATC.

MUSTANG TRANSITION (TYWAN1.FMG): Left turn direct FMG VORTAC. Cross MUSTANG at or below 15,000 or as assigned by ATC.

22083

YERIN-EIGHT DEPARTURE (YERIN8 • YERIN)

FALLON NAS (VAN VOORHIS FLD) (KNFL)  
FALLON, NEVADA

ATIS 370.925 ★  
CLNC DEL  
353.55  
GND CON  
251.15  
NAVY FALLON TOWER★  
119.25 340.2  
NAVY FALLON APP/DEP CON  
120.85 360.2

TOP ALTITUDE  
15,000

AL-143 [USN]

CAUTION: Fallon Muni Airport (uncontrolled)  
5 NM NW Pattern alt 800 AGL.

FALLON  
Chan 82 NFL

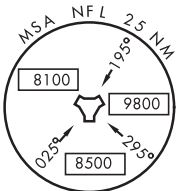
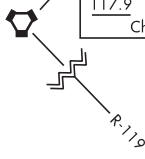
Acft unable to make  
ATC climb gradient  
advise ATC prior to  
departure.

Rwy	Knots	60	120	180	240	300	360
* 7	ⓐ V/V(fpm)	215	430	645	860	1075	1290
† 7	ⓑ V/V(fpm)	527	1054	1581	2108	2635	3162
* 13L	ⓐ V/V(fpm)	232	464	696	928	1160	1392
† 13L	ⓑ V/V(fpm)	582	1164	1746	2328	2910	3492
* 13R	ⓐ V/V(fpm)	235	470	705	940	1175	1410
† 13R	ⓑ V/V(fpm)	593	1186	1779	2372	2965	3558
* 25	ⓐ V/V(fpm)	238	476	714	952	1190	1428
† 25	ⓑ V/V(fpm)	606	1212	1818	2424	3030	3636
* 31L	ⓐ V/V(fpm)	461	922	1383	1844	2305	2766
† 31R	ⓑ V/V(fpm)	457	914	1371	1828	2285	2742

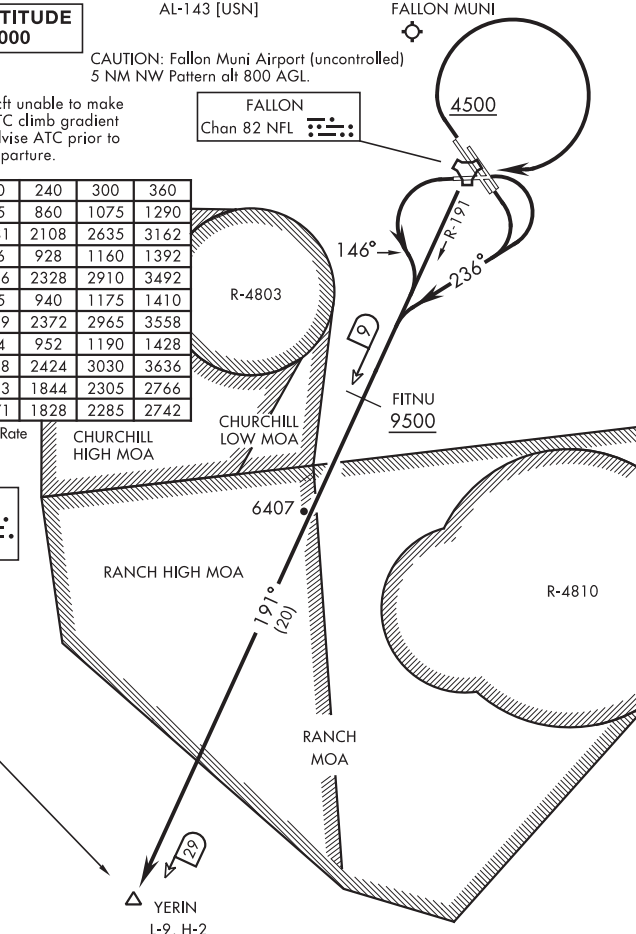
\* Minimum Military and Civil † ATC Climb Rate

- ⓐ to 7200
- ⓑ to 9500

MUSTANG  
117.9 FMG  
Chan 126



EMERG SAFE ALT 100NM 15,600



DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 7:** Turn right hdg 236° to intercept NFL TACAN R-191 to YERIN. Cross FITNU at or above 9500. Do not exceed 250 KIAS until intercepting NFL R-191.

**TAKE-OFF RWY 13L/R:** Climbing right turn hdg 236° to intercept NFL R-191 to YERIN. Cross FITNU at or above 9500. Do not exceed 250 KIAS until intercepting NFL R-191.

**TAKE-OFF RWY 25:** Climbing left turn hdg 146° to intercept NFL R-191 to YERIN. Cross FITNU at or above 9500. Do not exceed 250 KIAS until intercepting NFL R-191.

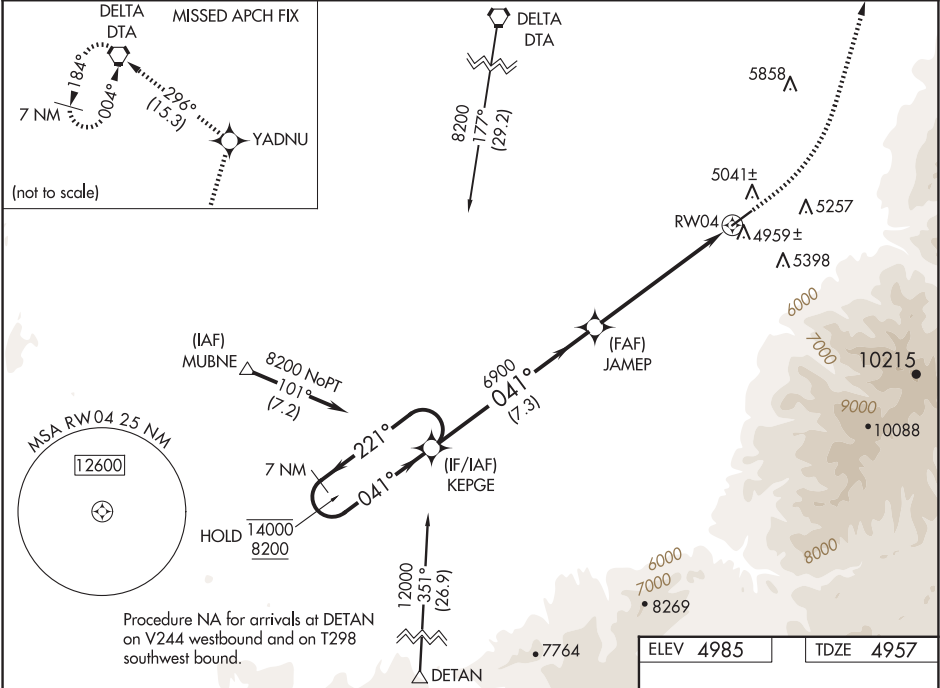
**TAKE-OFF RWY 31L/R:** Climb to 4500 via heading 311°, then climbing right turn to NFL TACAN, intercept NFL R-191 to YERIN. Do not exceed 250 KIAS until NFL TACAN. Cross FITNU at or above 9500.

WAAS CH <b>42917</b> <b>W04A</b>	APP CRS <b>041°</b>	Rwy Ldg TDZE Apt Elev <b>5040</b> <b>4957</b> <b>4985</b>
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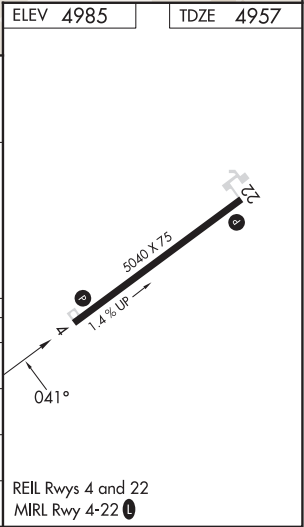
**RNAV (GPS) RWY 4**  
FILLMORE MUNI (FOM)

RNP APCH.	MISSED APPROACH: Climb to 5500 then climbing left turn to 9600 direct YADNU and on track 296° to DTA VORTAC and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -24°C or above 54°C.	

AWOS-3PT <b>133.775</b>	SALT LAKE CITY CENTER <b>125.575 379.275</b>	UNICOM <b>122.8 (CTAF) 0</b>
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7 NM Holding Pattern	KEPGE	5500	9600	YADNU	tr 296°	DTA
14000 8200	← 221° → 041°	JAMEP	6900	*1.5 NM to RWY 04	RWY 04	
GP 3.00° TCH 30						
	7.3 NM	4.7 NM	1.5 NM			
CATEGORY	A	B	C	D		
LPV DA	5214-1	257 (300-1)		NA		
RNAV/VNAV DA	5315-1	358 (400-1)		NA		
RNAV MDA	5420-1	463 (500-1)	5420-1 1/8 463 (500-1 1/8)	NA		
CIRCLING	5620-1	635 (700-1)	6200-3 1215 (1300-3)	NA		



FILLMORE, UTAH

AL-10425 (FAA)

25163

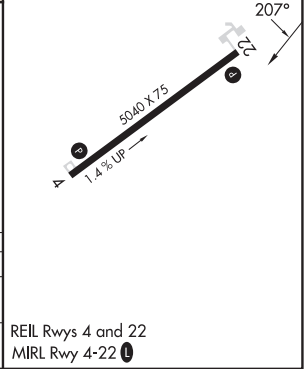
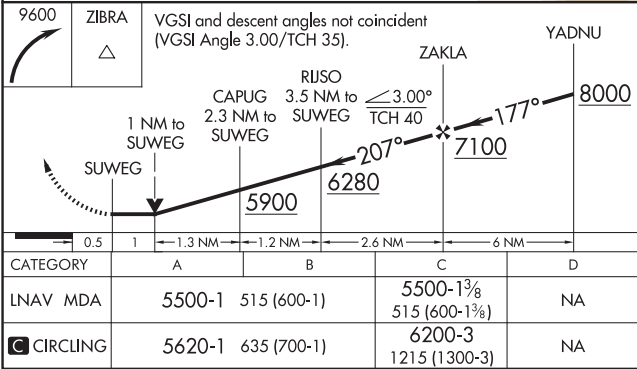
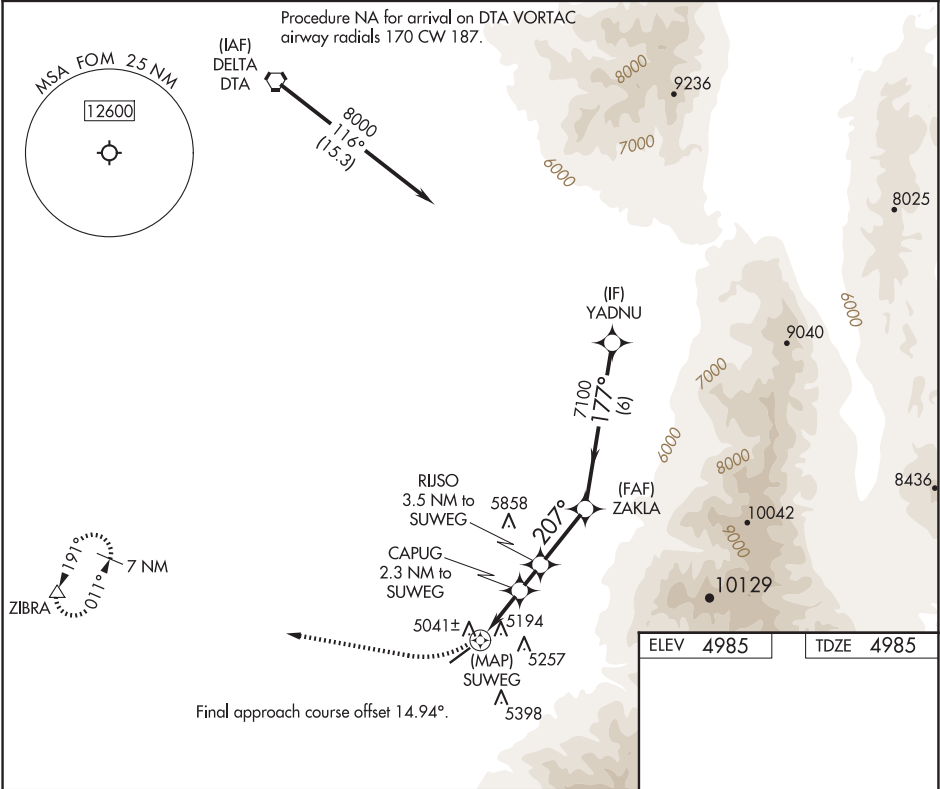
APP CRS	Rwy Ldg	5040
207°	TDZE	4985
	Apt Elev	4985

RNAV (GPS) RWY 22

FILLMORE MUNI (FOM)

RNP APCH.	MISSED APPROACH: Climbing right turn to 9600 direct ZIBRA and hold, continue climb-in-hold to 9600.
<div><div></div><div>Rwy 22 helicopter visibility reduction below ¾ SM NA.</div></div>	

AWOS-3PT 133.775	SALT LAKE CITY CENTER 125.575 379.275	UNICOM 122.8 (CTAF) 1
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FILLMORE, UTAH  
Amdt 1A 22APR21

38°57'N-112°22'W

FILLMORE MUNI (FOM)


RNAV (GPS) RWY 22

SW-4, 12 JUN 2025 to 07 AUG 2025

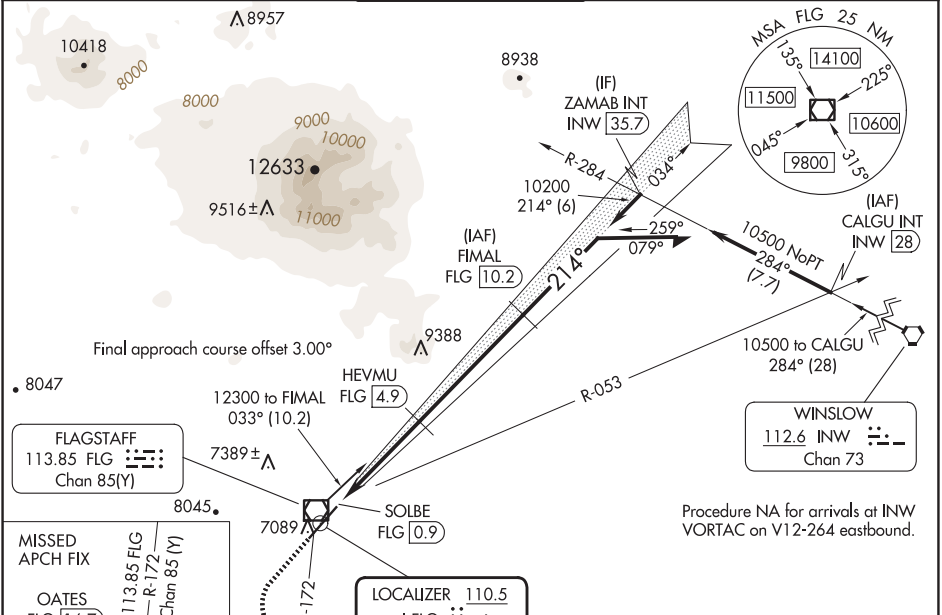
SW-4, 12 JUN 2025 to 07 AUG 2025

LOC I-FLG <b>110.5</b>	APP CRS <b>214°</b>	Rwy Idg TDZE Apt Elev <b>7000</b> <b>7003</b> <b>7014</b>
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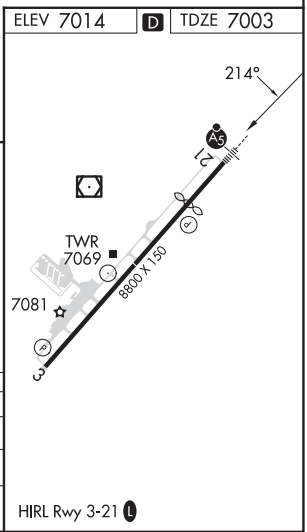
ILS or LOC RWY 21  
FLAGSTAFF PULLIAM (FLG)

<b>V</b> Autopilot coupled approach NA below 7640 feet. DME required. DME from FLG VOR/DME. Simultaneous reception of I-FLG and FLG DME required. For inop ALS increase S-ILS 21 all Cats visibility to %.	MALSR 	MISSED APPROACH: Climb to 7500, then climbing left turn to 11000 on heading 130° and FLG R-172 to OATES INT/FLG VOR/DME 16.7 DME and hold, continue climb-in-hold to 11000.
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ATIS <b>125.8</b>	PHOENIX APP CON <b>126.375 236.775</b>	FLAGSTAFF TOWER ★ <b>134.55 (CTAF) 239.25</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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7500	11000	FLG R-172	OATES	FIMAL	10200	12300	Remain within 10 NM
↑	hdg 130°		△	FLG 10.2	034°	214°	
* LOC only	* FLG 1.3	HEV MU		10200	10200	8500*	GS 3.00° TCH 52
	SOLBE	FLG 0.9					
0.4	0.5	3.7 NM	5.3 NM				
CATEGORY	A	B	C	D			
S-ILS 21	7258-1/2	255 (300-1/2)					
S-LOC 21	7340-1/2	337 (400-1/2)					
CIRCLING	7520-1 506 (600-1)	7560-1 546 (600-1)	8100-3 1086 (1100-3)	8560-3 1546 (1600-3)			

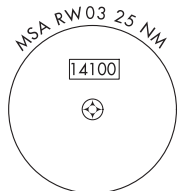


SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 3  
FLAGSTAFF PULLIAM (FLG)

**MISSED APPROACH:** Climb to 7500 then climbing right turn to 9500 direct TAWNE and hold.


UNICOM  
122.95HIRL Rwy 3-21 **L**

SW-4, 12 JUN 2025 to 07 AUG 2025

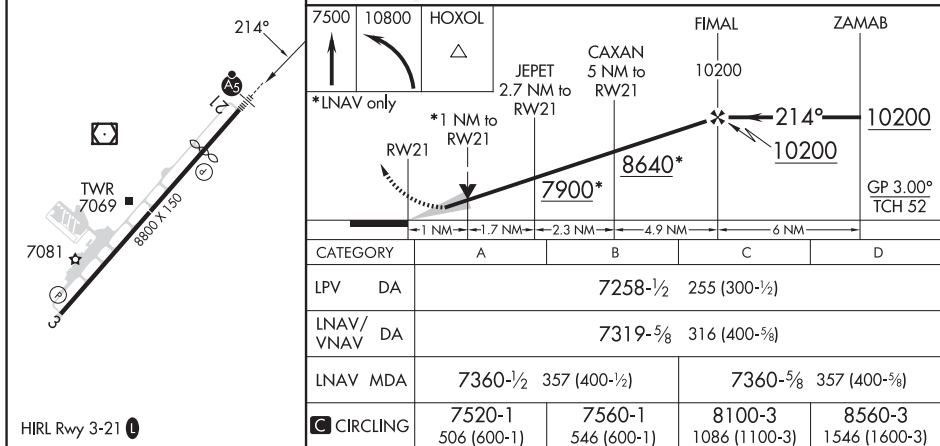
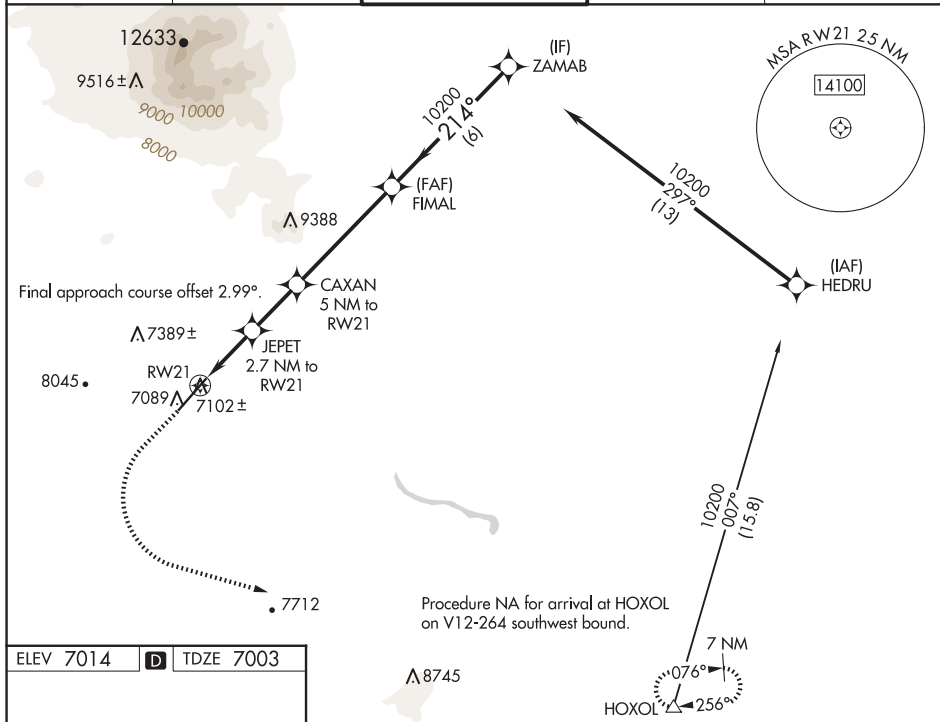


WAAS CH <b>99341</b> <b>W21A</b>	APP CRS <b>214°</b>	Rwy Idg <b>7000</b> TDZE <b>7003</b> Apt Elev <b>7014</b>
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RNAV (GPS) RWY 21  
FLAGSTAFF PULLIAM (FLG)

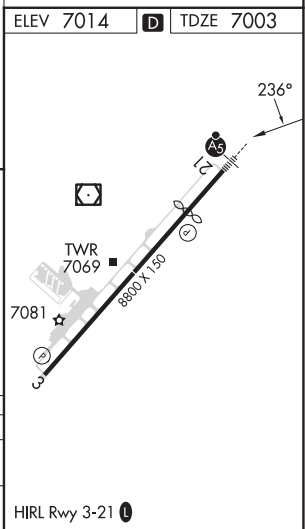
<p><b>T</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19 °C (2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.</p> <p><b>A</b> For inop ALS, increase LPV all Cats visibility to ¾ SM.</p>	<p><b>MALSR</b></p> 	<p><b>MISSED APPROACH:</b> Climb to 7500 then climbing left turn to 10800 direct HOXOL and hold.</p>
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ATIS <b>125.8</b>	PHOENIX APP CON <b>126.375 236.775</b>	FLAGSTAFF TOWER ★ <b>134.55 (CTAF) 0 239.25</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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VOR RWY 21  
FLAGSTAFF PULLIAM (FLG)

ATIS <b>125.8</b>	PHOENIX APP CON <b>126.375 236.775</b>	FLAGSTAFF TOWER ★ <b>134.55 (CTAF) 0 239.25</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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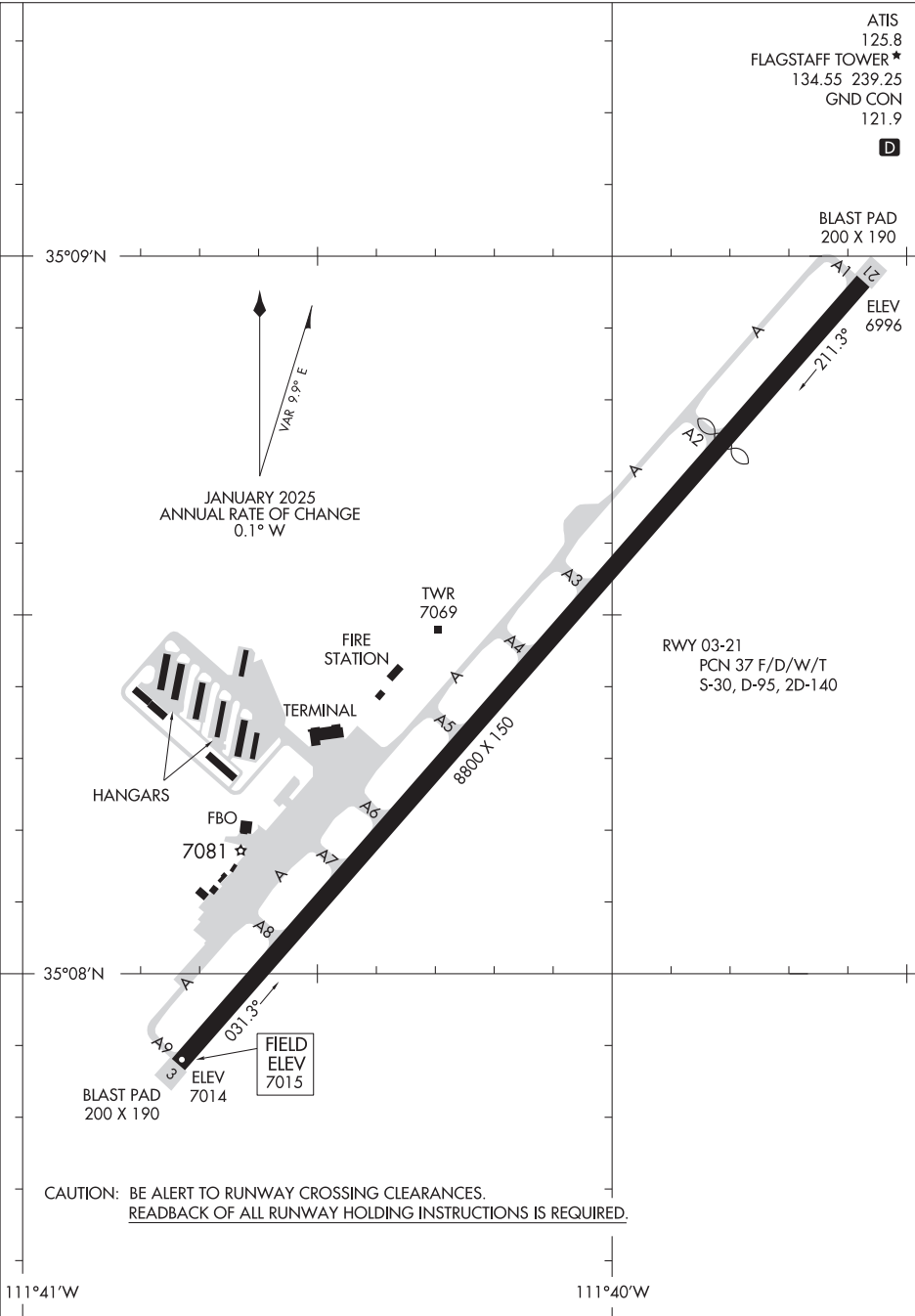
11000	FLG R-172	OATES	SHEFF FLG 12	Remain within 10 NM
hdg 130°		△		
ZESUP FLG 1	ZASIG FLG 6			
3.00° TCH 51				
8800			9700	
0.5	5 NM	6 NM		
CATEGORY	A	B	C	D
S-21	7520-1 517 (600-1)			
CIRCLING	7520-1 506 (600-1)	7560-1 546 (600-1)	8100-3 1086 (1100-3)	8560-3 1546 (1600-3)

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SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



(FLG1.OATES) 23334

FLAGSTAFF ONE DEPARTURE

AL-5034 (FAA)

FLAGSTAFF PULLIAM (FLG)  
FLAGSTAFF, ARIZONA

ATIS  
125.8  
PHOENIX DEP CON  
126.375 236.775  
FLAGSTAFF TOWER ★  
134.55 (CTAF) 239.25  
GND CON  
121.9

TOP ALTITUDE:  
12000

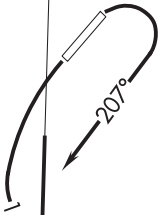
FLAGSTAFF  
113.85 FLG  
Chan 85(Y)

TAKEOFF MINIMUMS  
Rwys 3, 21: Standard.

DRAKE  
114.1 DRK  
Chan 88



R-172



146°

172°

16.7

△ OATES  
10500

R-061



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing right turn heading 207° and FLG R-172 to OATES INT, cross at or above 10500, thence. . .

TAKEOFF RUNWAY 21: Climbing left turn heading 146° and FLG R-172 to OATES INT, cross at or above 10500, thence. . .

. . . as assigned by ATC, continue climb to MEA/MCA for direction of flight.

FLAGSTAFF ONE DEPARTURE

(FLG1.OATES) 07DEC17

FLAGSTAFF, ARIZONA  
FLAGSTAFF PULLIAM (FLG)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



FORT HUACHUCA SIERRA VISTA, ARIZONA


AL-5081 (FAA)

25051

WAAS CH <b>82123</b> <b>W08A</b>	APP CRS <b>080°</b>	Rwy Idg <b>12001</b> TDZE <b>4719</b> Apt Elev <b>4719</b>
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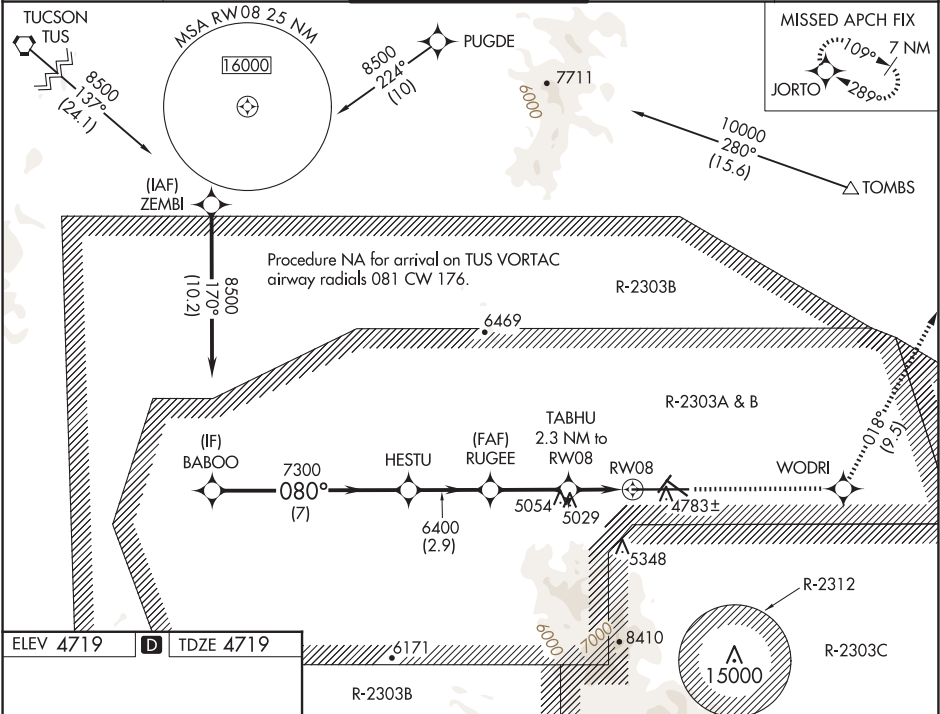
**RNAV (GPS) RWY 8**  
SIERRA VISTA MUNI-LIBBY AAF (FHU)

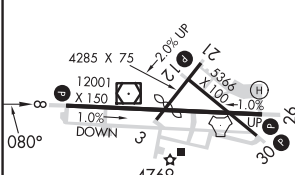
RNP APCH.

 Circling NA south of Rwy 8-30. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 47°C.

MISSED APPROACH: Climb to 9500 direct WODRI and on track 018° to JORTO and hold, continue climb-in-hold to 9500.

ATIS <b>134.75 263.025</b>	LIBBY AAF GCA★ <b>127.05 254.25</b>	LIBBY TOWER★ <b>124.95 (CTAF) 284.75</b>	GND CON <b>121.7 268.7</b>	UNICOM <b>122.95</b>
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HIRL Rwy 8-26 1 MIRL Rwy 3-21 and 12-30 1		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).				9500 WODRI fr 018° JORTO
		*LNAV only				
GP 3.00° TCH 59		7 NM 2.9 NM 2.8 NM 0.7 NM 1.6 NM				
CATEGORY	A	B	C	D		
LPV DA	4919-¾		200 (200-¾)			
LNAV/VNAV DA	5059-1½		340 (400-1½)			
LNAV MDA	5280-1	561 (600-1)	5280-1½	561 (600-1½)		
CIRCLING	5280-1	561 (600-1)	5280-1½ 561 (600-1½)	5280-2 561 (600-2)		

FORT HUACHUCA SIERRA VISTA, ARIZONA

Amdt 1D 10OCT19

31°35'N-110°21'W

SIERRA VISTA MUNI-LIBBY AAF (FHU)

**RNAV (GPS) RWY 8**

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS  
**260°**

Rwly Idg  
TDZE  
**4629**

Apt Elev  
**4719**

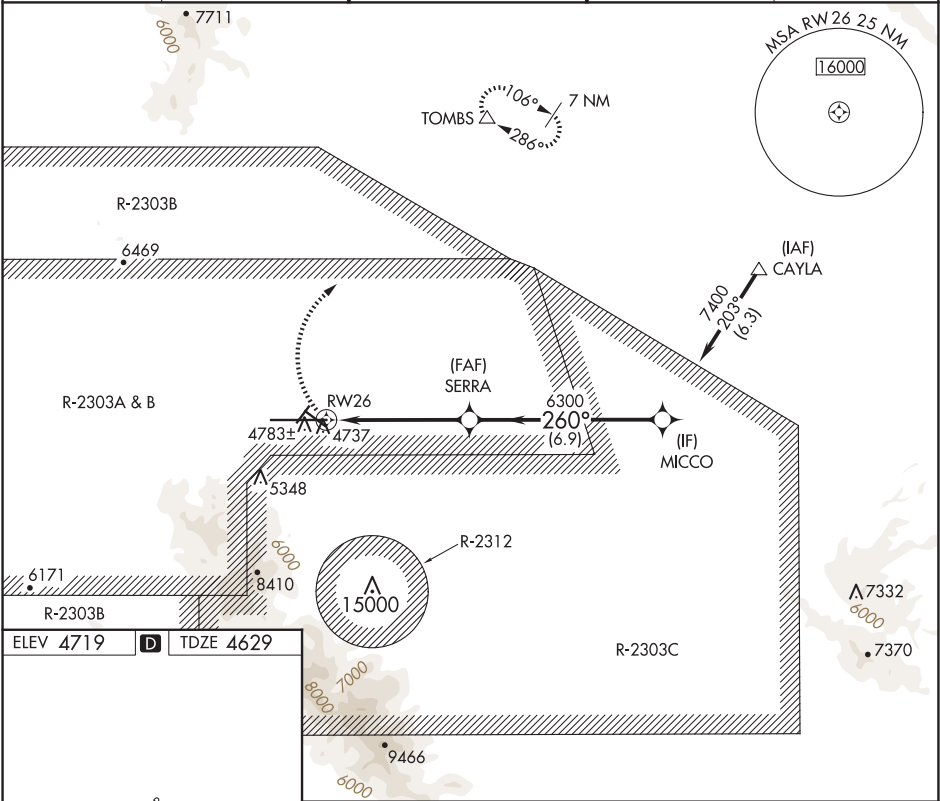
RNAV (GPS) RWY 26  
SIERRA VISTA MUNI-LIBBY AAF (FHU)

RNP APCH - GPS.

Circling NA south of runways 8 and 30.

MISSED APPROACH: Climbing right turn to 9500 direct TOMB'S and hold, continue climb-in-hold to 9500.

ATIS <b>134.75 263.025</b>	LIBBY AAF GCA★ <b>127.05 254.25</b>	LIBBY TOWER★ <b>124.95 (CTAF) 284.75</b>	GND CON <b>121.7 268.7</b>	UNICOM <b>122.95</b>
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ELEV 4719 TDZE 4629				
CATEGORY				
LNAV MDA				
CIRCLING				

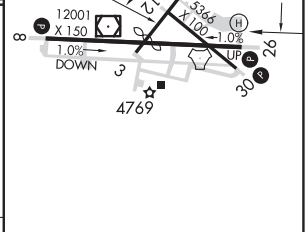
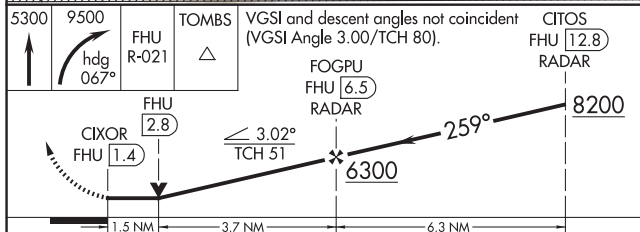
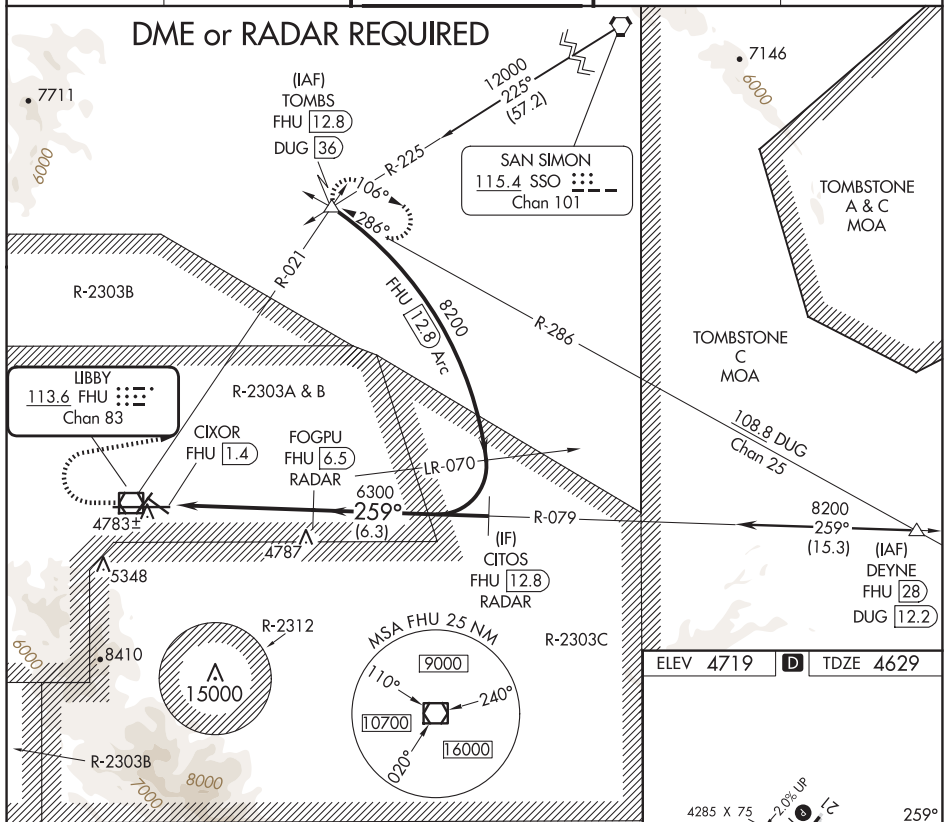
VOR/DME FHU	APP CRS	Rwy Idg	12001
113.6	259°	TDZE	4629
Chan 83		Apt Elev	4719

# VOR RWY 26

SIERRA VISTA MUNI-LIBBY AAF (FHU)

 Circling NA south of Rws 8 and 30. DME or RADAR required.	MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 on heading 067° and FHU R-021 to TOMBS INT/ DUG 36 DME and hold, continue climb-in-hold to 9500.
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ATIS 134.75 263.025	LIBBY AAF GCA★ 127.05 254.25	LIBBY TOWER★ 124.95 (CTAF) 284.75	GND CON 121.7 268.7	UNICOM 122.95
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CATEGORY	A	B	C	D
S-26	5140-1 511 (500-1)	5140-1½ 511 (500-1½)		
CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)

HIRL Rwy 8-26 1					
MIRL Rws 3-21 and 12-30 1					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



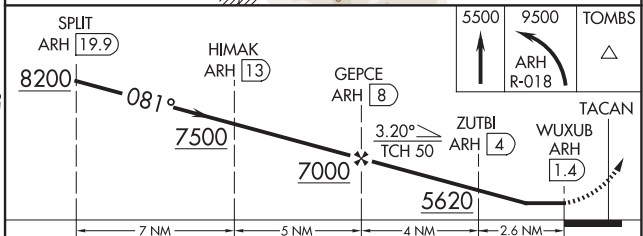
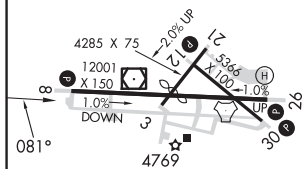
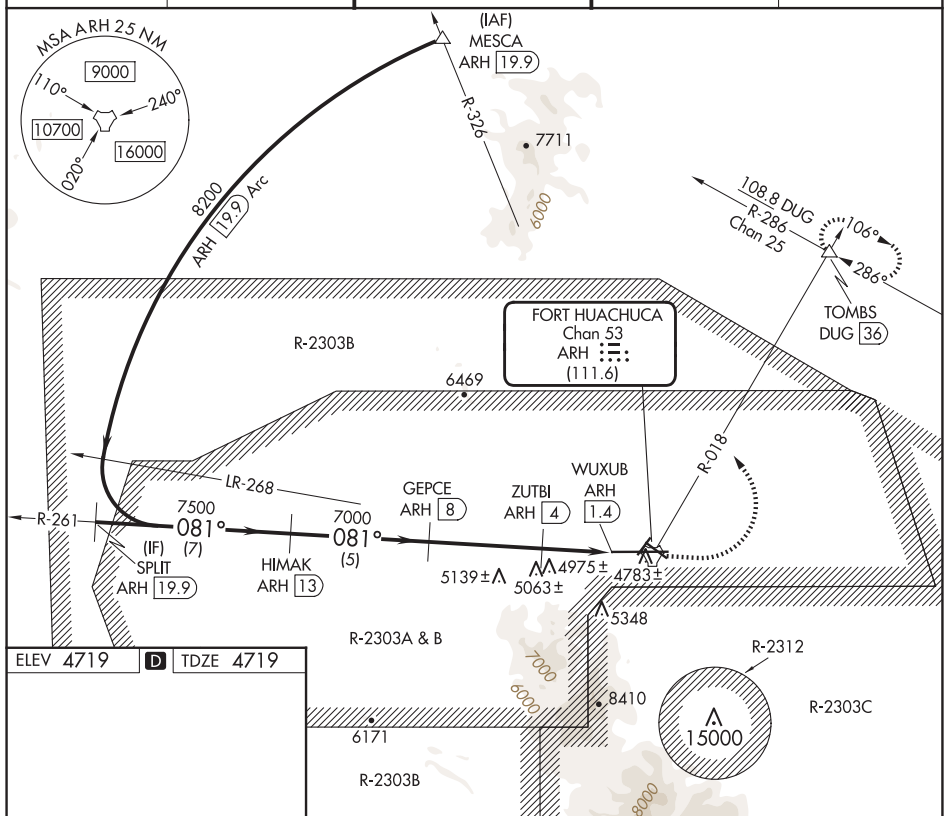
# TACAN RWY 8

## SIERRA VISTA MUNI-LIBBY AAF (FHU)



**MISSED APPROACH:** Climb to 5500 then climbing left turn to 9500 on ARH R-018 to TOMBS INT/DUG 36 DME and hold.

ATIS 134.75 263.025	LIBBY AAF GCA ★ 127.05 254.25	LIBBY TOWER ★ 124.95 (CTAF) 0 284.75	GND CON 121.7 268.7	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-8	5260-1	541 (600-1)	5260-1½ 541 (600-1½)	5260-1¾ 541 (600-1¾)	5260-2 541 (600-2)
CIRCLING	5260-1	541 (600-1)	5260-1½ 541 (600-1½)	5280-2	561 (600-2)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

FORT HUACHUCA SIERRA VISTA, ARIZONA

AL-5081 (FAA)

25051

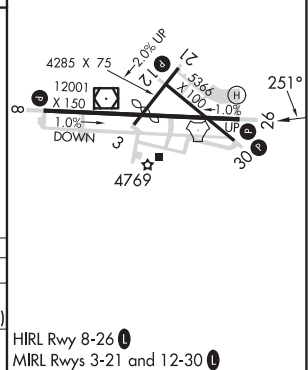
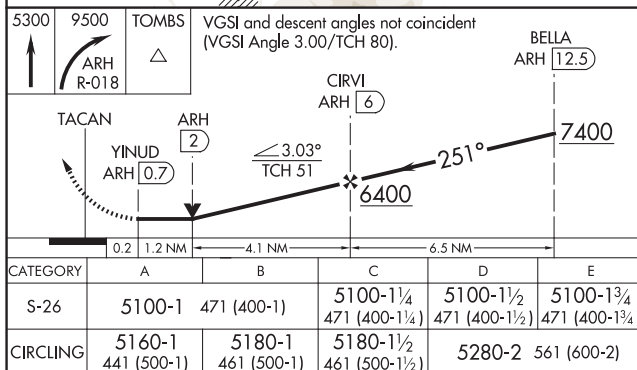
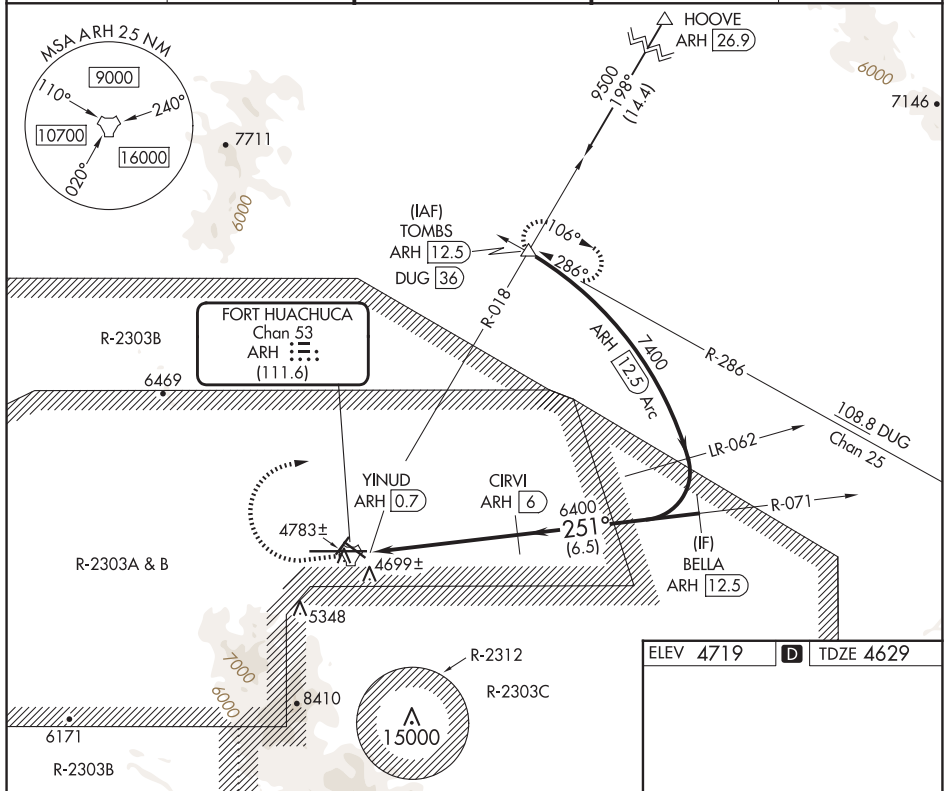
TACAN ARH Chan <b>53</b> <b>(111.6)</b>	APP CRS <b>251°</b>	Rwy Idg <b>12001</b> TDZE <b>4629</b> Apt Elev <b>4719</b>
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# TACAN RWY 26

## SIERRA VISTA MUNI-LIBBY AAF (FHU)

	Circling NA south of Rws 8 and 30.	MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 on ARH R-018 to TOMBS INT/DUG 36 DME and hold.
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ATIS <b>134.75 263.025</b>	LIBBY AAF GCA★ <b>127.05 254.25</b>	LIBBY TOWER★ <b>124.95 (CTAF) 284.75</b>	GND CON <b>121.7 268.7</b>	UNICOM <b>122.95</b>
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FORT HUACHUCA SIERRA VISTA, ARIZONA

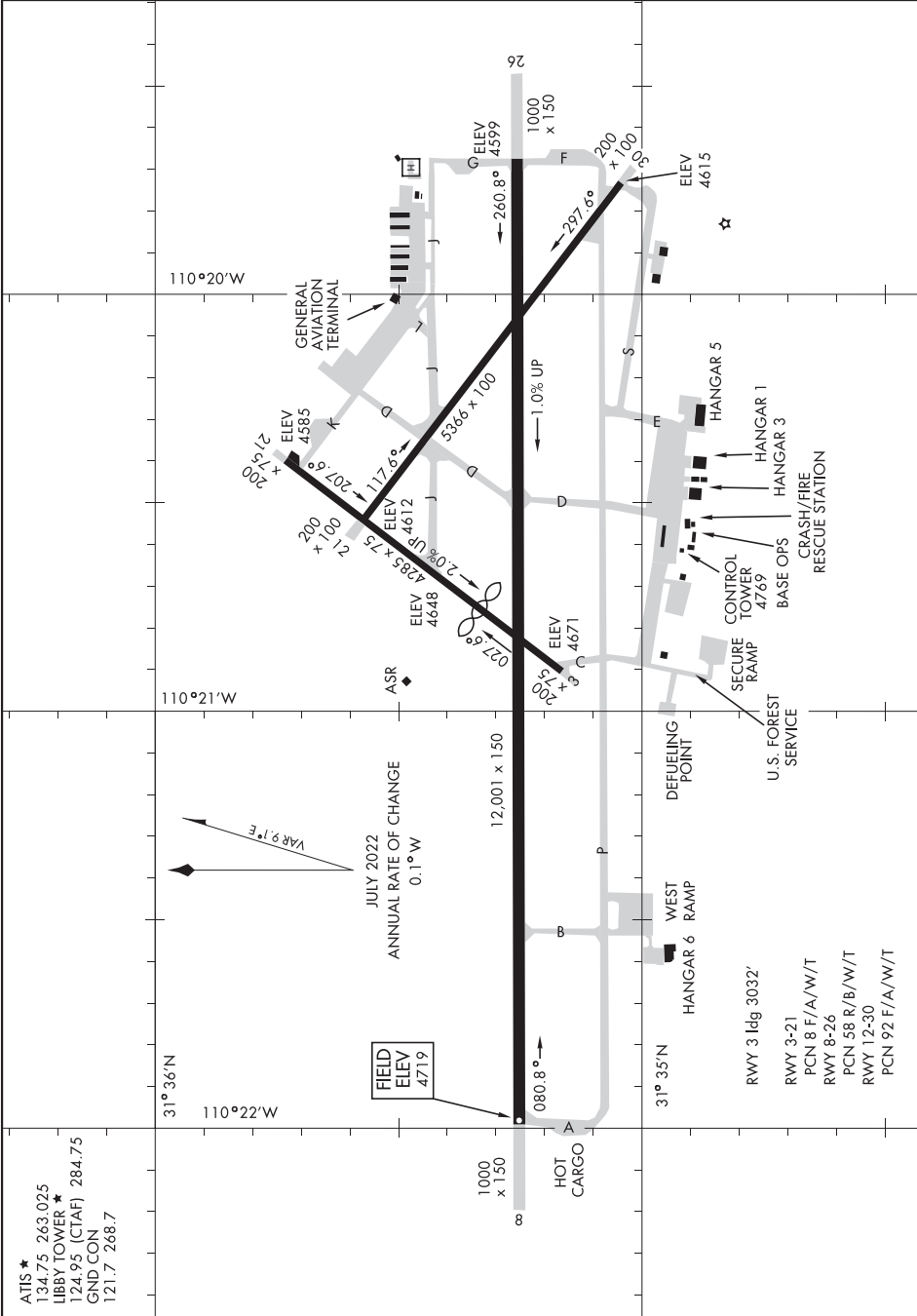
Amdt 1B 21MAY20

SIERRA VISTA MUNI-LIBBY AAF (FHU)

31°35'N-110°21'W

TACAN RWY 26

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

GLENDALE, ARIZONA

AL-6915 (FAA)

24249

WAAS CH <b>90306</b> <b>W01A</b>	APP CRS <b>014°</b>	Rwy Idg TDZE <b>1049</b> Apt Elev <b>1071</b>
--	------------------------	---

# RNAV (GPS) RWY 1

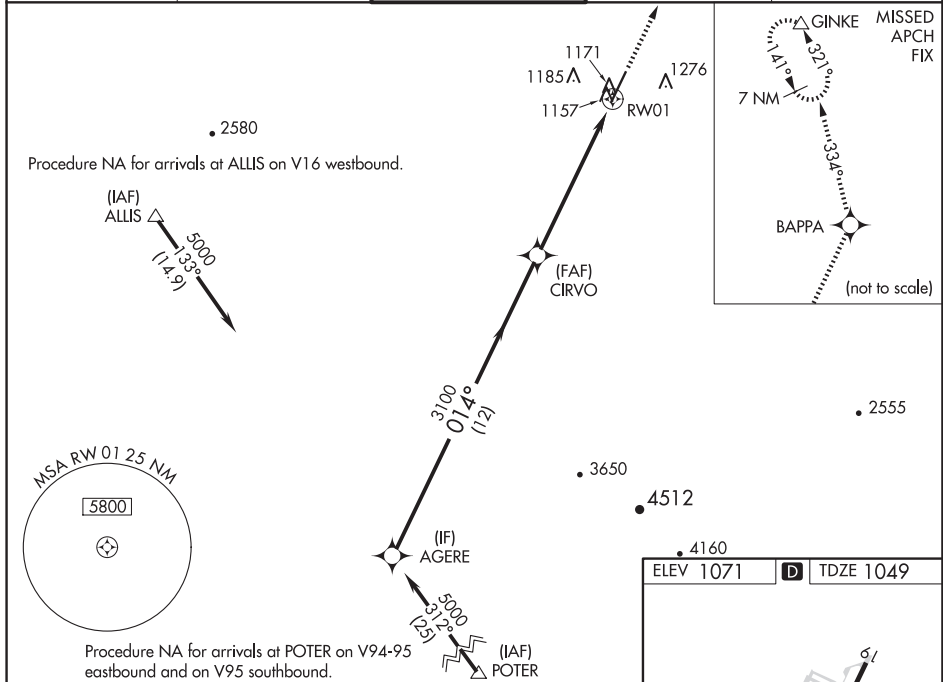
GLENDALE RGNL (GEU)

RNP APCH.

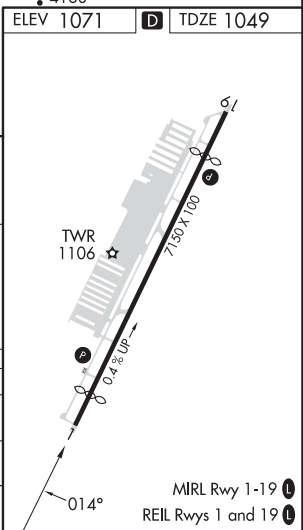
**⚠** Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting; increase LPV DA to 1438 feet; increase LNAV/VNAV DA to 1517 feet and all visibilities  $\frac{1}{4}$  SM; increase all MDA 60 feet and LNAV Cat C and D visibility  $\frac{1}{4}$  SM. Night landing: Rwy 1, Cat C and D operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 1 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH: Climb to 10000 direct BAPPA and on 334° track to GINKE and hold, continue climb-in-hold to 10000.

ATIS <b>119.425</b>	LUKE APP CON ★ <b>118.15 363.125</b>	GLENDALE TOWER ★ <b>121.0 (CTAF)</b> <b>0</b>	GND CON <b>118.0</b>	UNICOM <b>122.95</b>
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Procedure Turn NA		10000		BAPPA	GINKE
AGERE		↑		★	△
5000		014°		334° tr	
GP 3.00° TCH 40		CIRVO		RW01	
12 NM		6.2 NM			
CATEGORY	A	B	C	D	
LPV DA	1378-1¼		329 (400-1¼)		
LNAV/VNAV DA	1457-1½		408 (400-1½)		
LNAV MDA	1440-1	391 (400-1)	1440-1⅛ 391 (400-1⅛)	1440-1¼ 391 (400-1¼)	



GLENDALE, ARIZONA  
Orig-D 18JUL19

33°32'N-112°18'W

# GLENDALE RGNL (GEU)

# RNAV (GPS) RWY 1

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>87004</b> <b>W19A</b>	APP CRS <b>194°</b>	Rwy Idg TDZE <b>1065</b> Apt Elev <b>1071</b>
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RNAV (GPS) RWY 19

GLENDALE RGNL (GEU)

RNP APCH.

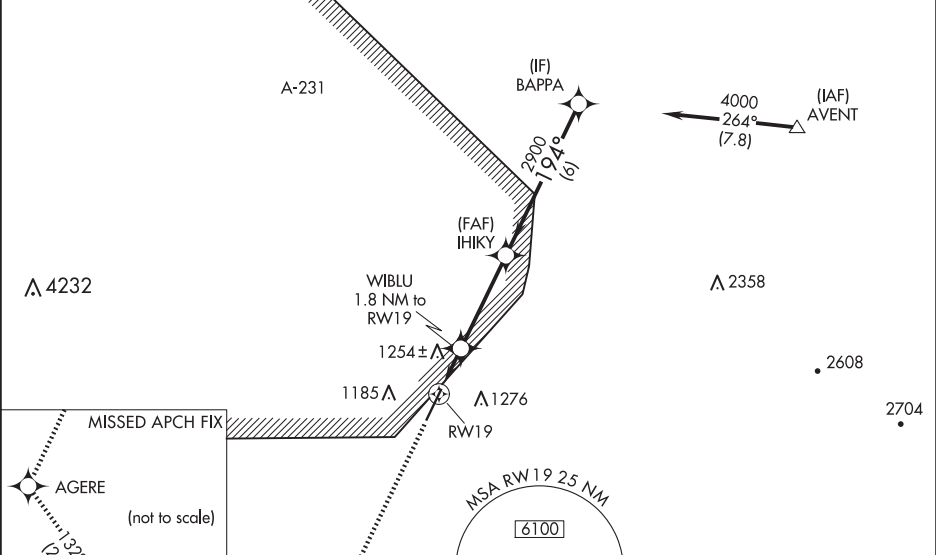
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. Rwy 19 helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting: increase LPV DA to 1384 feet; increase LNAV/VNAV DA to 1617 feet and all Cats visibility ¼ SM; increase all MDA 60 feet and LNAV Cat C and D visibility ¼ SM.

MISSED APPROACH: Climb to 5000 direct AGERE then climb to 8000 on track 132° to POTER and hold.

ATIS <b>119.425</b>	LUKE APP CON★ <b>118.15 363.125</b>	GLENDALE TOWER★ <b>121.0</b> (CTAF) <b>0</b>	GND CON <b>118.0</b>	UNICOM <b>122.95</b>
------------------------	--	---	-------------------------	-------------------------



ELEV 1071

D

TDZE 1065

5000

AGERE

8000

POTER

\*LNAV only

WBLU 1.8 NM to RW19

\*1.1 NM to RW19

1680\*

2900

4000

GP 3.00° TCH 55

1.1 NM

0.7

3.7 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1339-1 274 (300-1)			
LNAV/VNAV DA	1572-1¾ 507 (600-1¾)			
LNAV MDA	1540-1 475 (500-1)		1540-1¾ 475 (500-1¾)	1540-1½ 475 (500-1½)

TWR 1106

7150 X 100

0.4% Up

MRL Rwy 1-19

REIL Rws 1 and 19

25107

# AIRPORT DIAGRAM

AL-6915 (FAA)

GLENDALÉ RGNL (GEU)  
GLENDALÉ, ARIZONA

ATIS  
119.425  
GLENDALÉ TOWER ★  
121.0  
GND CON  
118.0

D

112°18.0'W

112°17.5'W

33°32.0'N

33°31.5'N

NORTH  
HANGARS

FBO  
FBO RAMP

TERMINAL  
TERMINAL RAMP

TWR  
1106

SOUTH  
HANGARS

CIVIL AIR  
PATROL

RWY 01-19  
S-40, D-60

FIELD  
ELEV  
1071

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

VAR 9.9° E

7150 X 100

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ELEV  
1041

# AIRPORT DIAGRAM

25107

GLENDALÉ, ARIZONA  
GLENDALÉ RGNL (GEU)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

DRAKE TWO DEPARTURE (OBSTACLE) (RNAV)

AL-6915 (FAA)

GLENDALE RGNL (GEU)  
GLENDALE, ARIZONA

ATIS  
119.425  
GND CON  
118.0  
GLENDALE TOWER ★  
121.0  
LUKE DEP CON ★  
118.15 363.125  
PHOENIX DEP CON  
120.7 239.0

DRAKE  
DRK  
350°  
(25)  
KARLO  
10000

TAKEOFF OBSTACLE NOTES

- Rwy 1: Light on blast fence 4' from DER, 130' left of centerline, up to 10' AGL/1088' MSL.  
Trees beginning 124' from DER, left and right of centerline, up to 30' AGL/1104' MSL.  
Vehicles beginning 299' from DER, 80' right of centerline, up to 15' AGL/1091' MSL.  
Poles and trees beginning 400' from DER, 197' right of centerline, up to 75' AGL/1144' MSL.
- Rwy 19: Trees beginning 281' from DER, 331' left of centerline, up to 33' AGL/1060' MSL.

TAKEOFF MINIMUMS

Rwys 1, 19: Standard with minimum climb of 500' per NM to 1580.

NOTE: RNAV 1.

NOTE: GPS required.

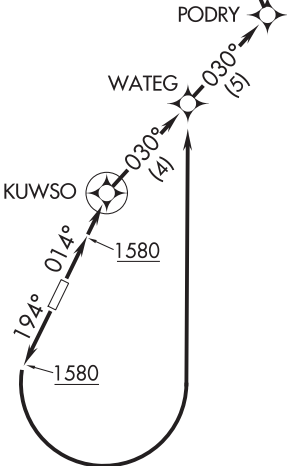
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014° to 1580, then direct KUWSO, then as depicted to cross KARLO at/above 10000. . . .

TAKEOFF RUNWAY 19: Climb heading 194° to 1580, then left turn direct WATEG, then as depicted to cross KARLO at/above 10000. . . .

. . . .thence on track 350° to DRK VORTAC.  
Expect filed altitude 3 minutes after departure.



DRAKE TWO DEPARTURE (OBSTACLE) (RNAV)

(BNYRD6.BNYRD) 24249

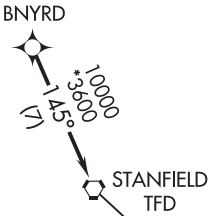
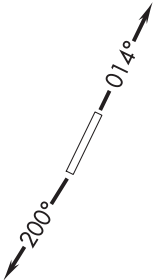
BNYRD SIX DEPARTURE (RNAV)

AL-6915 (FAA)

GLENDALE RGNL (G~~E~~U)  
GLENDALE, ARIZONA

ATIS  
119.425  
GND CON  
118.0  
GLENDALE TOWER ★  
121.0  
LUKE DEP CON ★  
118.15 363.125  
PHOENIX DEP CON  
120.7 239.0

TOP ALTITUDE:  
ASSIGNED BY ATC



FL180  
6800  
121°  
(69)

TUCSON  
TUS

TAKEOFF MINIMUMS  
Rwys 1, 19: Standard.

- NOTE: RNAV 1.
- NOTE: Turbojets and turboprops only.
- NOTE: RADAR required.
- NOTE: GPS required.
- NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence. . .

TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence. . .

. . . expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)

BNYRD SIX DEPARTURE (RNAV)

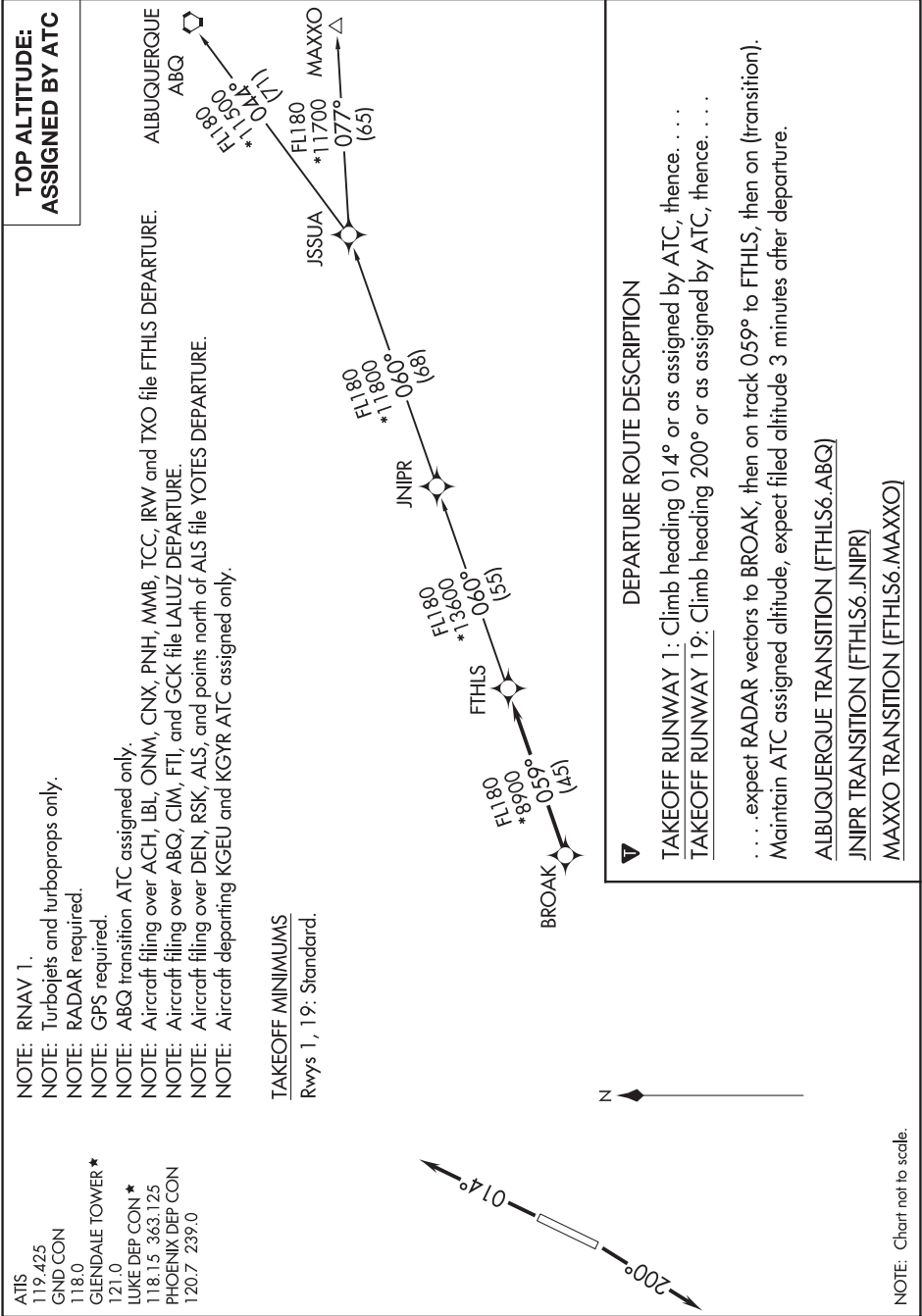
(BNYRD6.BNYRD) 24MAY18

GLENDALE, ARIZONA  
GLENDALE RGNL (G~~E~~U)

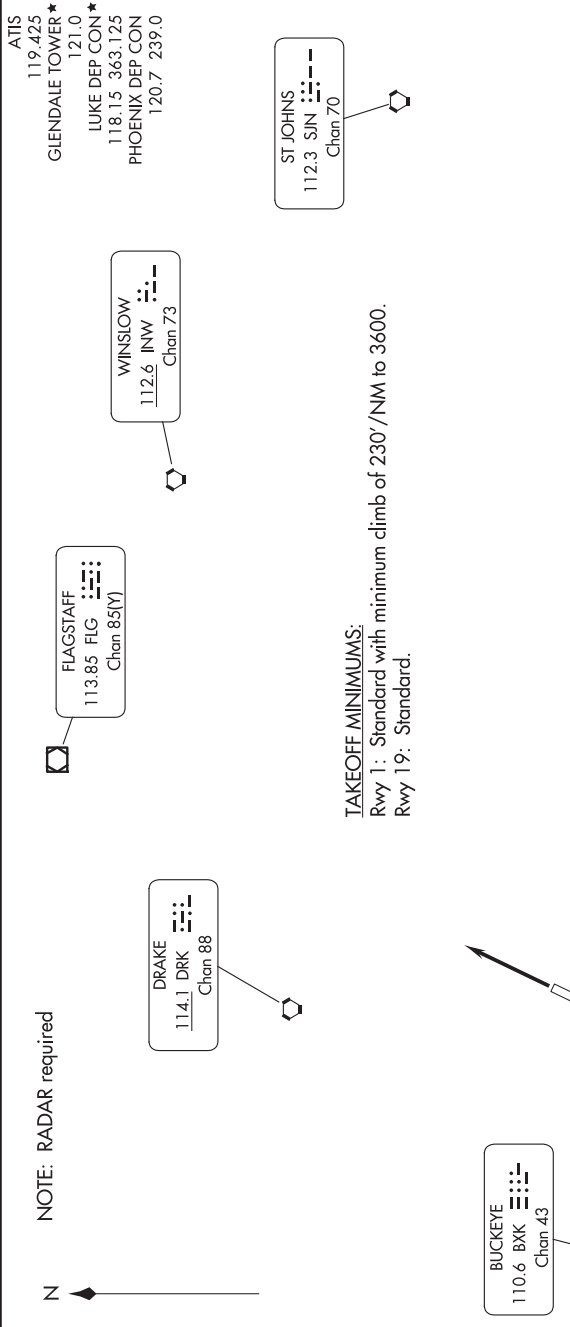
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





SW-4, 12 JUN 2025 to 07 AUG 2025



TAKEOFF MINIMUMS:  
Rwy 1: Standard with minimum climb of 230' / NM to 3600.  
Rwy 19: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb to assigned altitude on assigned heading between 340° CW to 040° from DER. Thence. . .

TAKEOFF RUNWAY 19: Climbing right turn to assigned altitude on assigned heading between 200° CW to 220° from DER. Thence. . .

. . . Expect radar vectors to assigned route. Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, climb to 6000 then proceed direct BKK VORTAC, then via assigned route.

NOTE: Chart not to scale.

SW-4, 12 JUN 2025 to 07 AUG 2025

**TOP ALTITUDE:  
ASSIGNED BY ATC**

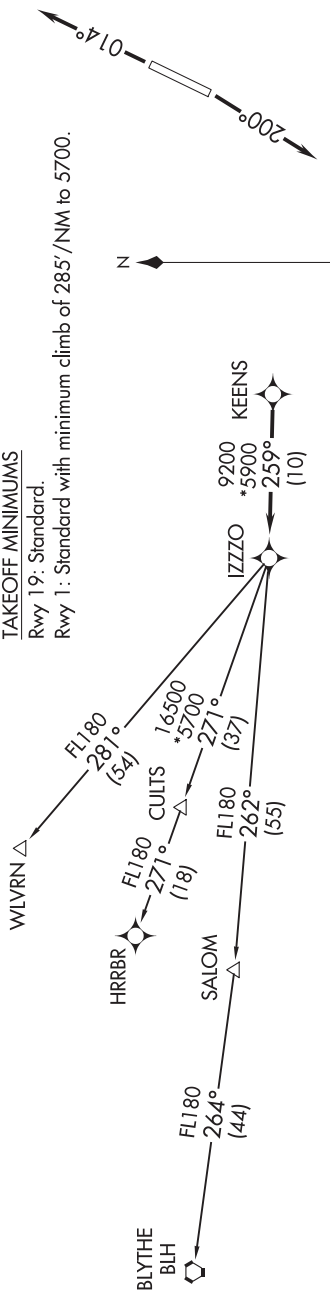
LUKE DEP CON ★  
118.15 363.125  
PHOENIX DEP CON  
120.7 239.0  
ATIS  
119.425  
GND CON  
118.0  
GLENDALE TOWER ★  
121.0

NOTE: Turbojets and turboprops only.  
NOTE: Aircraft requesting FL220 and below must file BLYTHE Transition.  
NOTE: Turbojets landing LAX, file WLVRN Transition.  
NOTE: Aircraft landing other than LAX and turboprops landing at LAX: Requesting FL240 and above, file HRRBR Transition.  
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

## TAKEOFF MINIMUMS

Rwy 19: Standard.

Rwy 1: Standard with minimum climb of 285'/NM to 5700.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 014° or as assigned by ATC, thence. . . .  
TAKEOFF RUNWAY 19: Climb on heading 200° or as assigned by ATC, thence. . . .  
. . . . . for RADAR vectors to KEENS, then on track 259° to IZZO, then on (transition).  
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

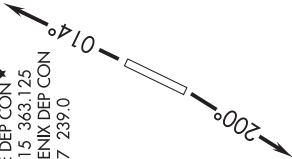
BLYTHE TRANSITION (IZZ08.BLH)

HRRBR TRANSITION (IZZ08.HRRBR)

WLV RN TRANSITION (IZZ ZO8.WLV RN)



ATIS  
119.425  
GND CON  
118.0  
GLENDALE TOWER ★  
121.0  
LUKE DEP CON ★  
118.15 363.125  
PHOENIX DEP CON  
120.7 239.0



TOP ALTITUDE:  
ASSIGNED BY ATC

DEPARTURE ROUTE DESCRIPTION

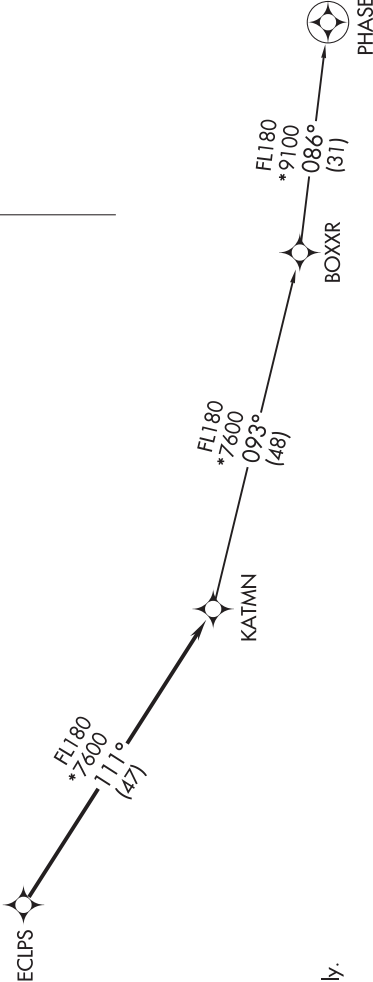
TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence. . . .  
TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence. . . .  
... on RADAR vectors to ECIPS, then on track 111° to KATMN, then on  
(transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after  
departure.

PHASE TRANSITION [KATMN6.PHASE]

KATMN SIX DEPARTURE (RNAV)  
(KATMN6.KATMN) 24MAY18

AL-6915 (FAA)

GLENDALE RGNL (G·E·U)  
GLENDALE, ARIZONA



TAKEOFF MINIMUMS  
Rwys 1, 19: Standard.

- NOTE: RNAV 1.
- NOTE: Turbojets and turboprops only.
- NOTE: RADAR required.
- NOTE: GPS required.
- NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Chart not to scale.

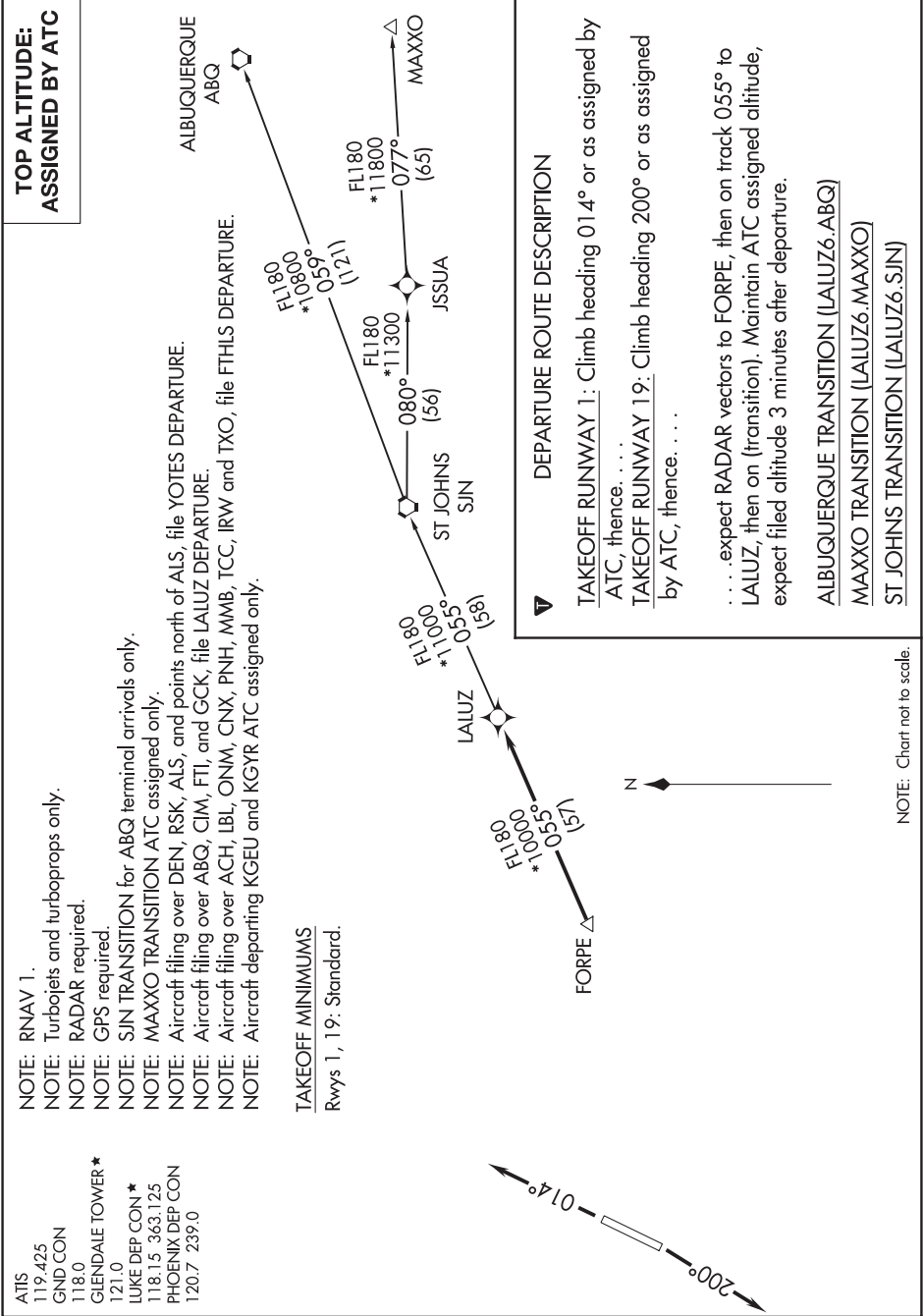
GLENDALE, ARIZONA  
GLENDALE RGNL (G·E·U)

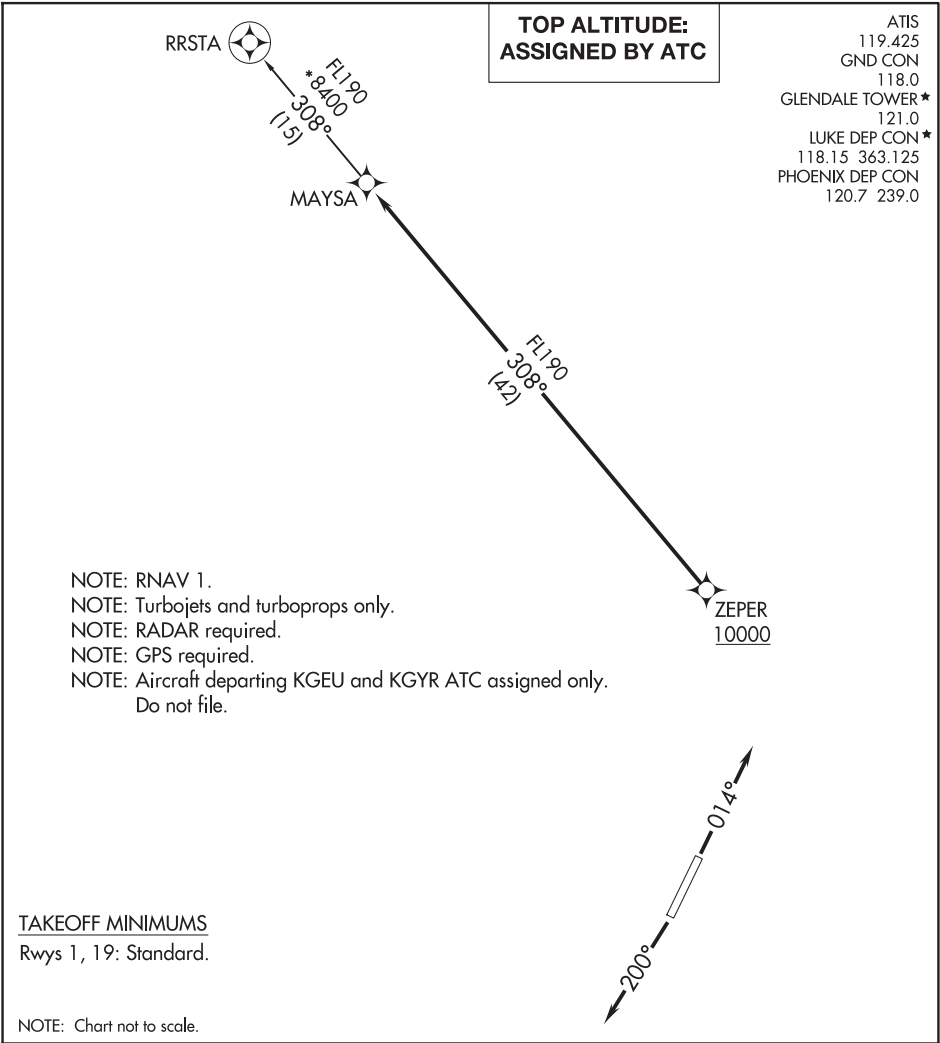
(LALUZ6.LALUZ) 24249

LALUZ SIX DEPARTURE (RNAV)

AL-6915 (FAA)

GLENDALE RGNL (GJT)  
GLENDALE, ARIZONA





## SNOBL SIX DEPARTURE (RNAV)

AL-6915 (FAA)

GLENDALÉ RGNI (GEU)

GLENDAL, ARIZONA

GRAND CANYON  
GCN

**TOP ALTITUDE:  
ASSIGNED BY ATC**

ATIS

119.425

GND CON

118.0

GLENDALE TOWER★

121.0

LUKE DEP CON★

118.15 363.125

PHOENIX DEP CON

120,7 239,0

RIMMM

LOFTS -

CARTL-

SNOBL

QUAKY

## TAKEOFF MINIMUMS

Rwys 1, 19: Standard.

NOTE: RNAV 1.

NOTE: Turbojets and turboprops only.

NOTE: RADAR required.

NOTE: GPS required.

NOTE: JARPA TRANSITION ATC assigned only.

NOTE: YOOPR TRANSITION ATC assigned only.

NOTE: CARTL TRANSITION for FLG or PGA terminal arrivals only.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence. . .

TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence. . . .

...expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

## CARTL TRANSITION (SNOBL6.CARTL)

## GRAND CANYON TRANSITION (SNOBL6.GCN)

JARPA TRANSITION (SNOBL6.JARPA)

RIMMM TRANSITION (SNOBL6.RIMMM)

## YOOPR TRANSITION (SNOBL6.YOOPR)

NOTE: Chart not to scale.

SNOBL SIX DEPARTURE (RNAV)

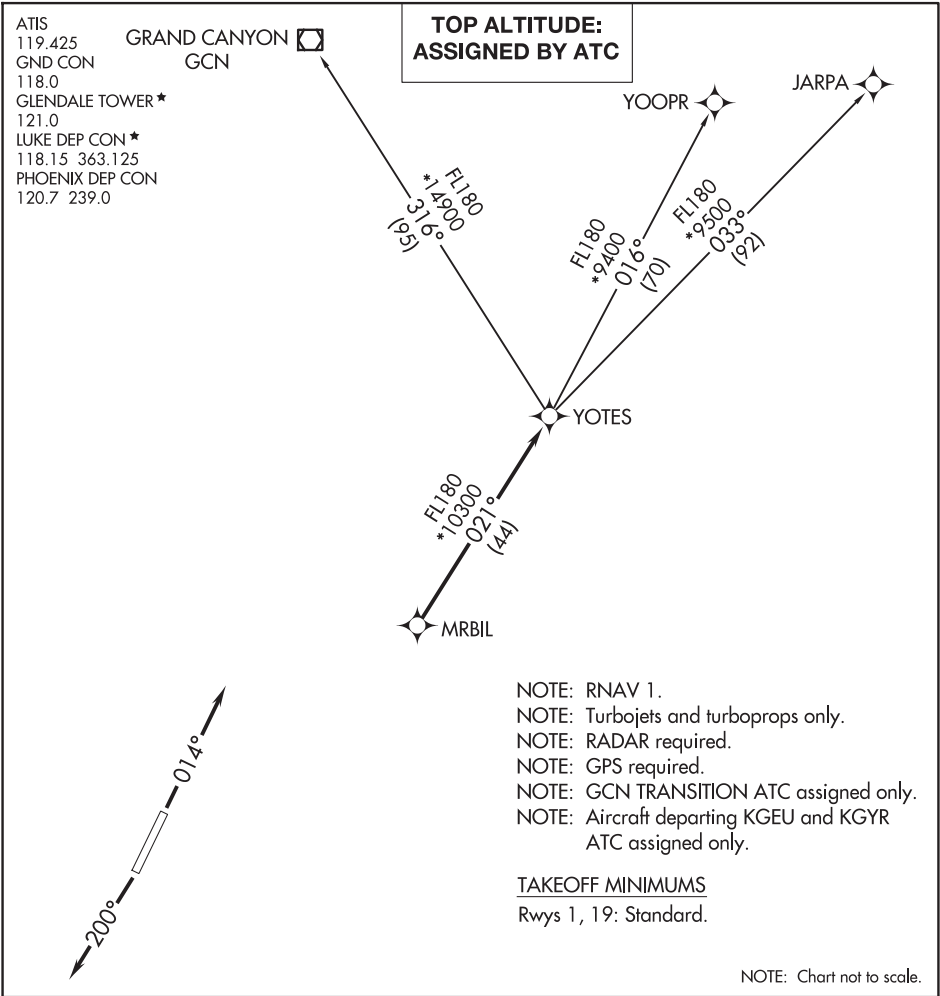
(SNOBL6.SNOBL) 24MAY18

GLENDAL, ARIZONA

GLENDALE RGNL (GEU)

SW-4, 12 JUN 2025 to 07 AUG 2025





GLOBE, ARIZONA

AL-6635 (FAA)

25163

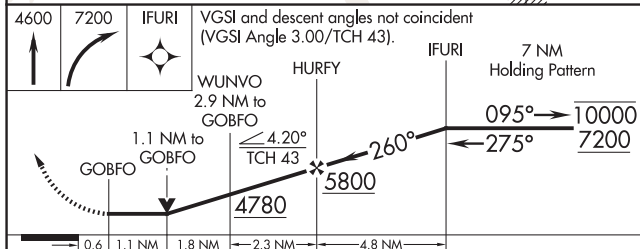
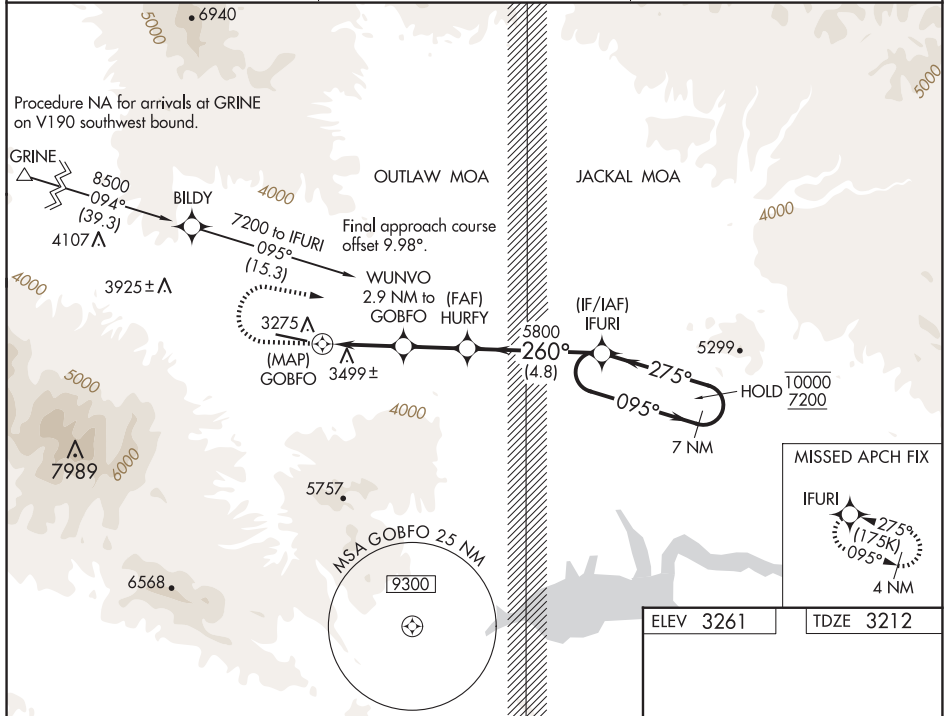
APP CRS	Rwy Ldg	<b>6500</b>
<b>260°</b>	TDZE	<b>3212</b>
	Apt Elev	<b>3261</b>

# RNAV (GPS) RWY 27

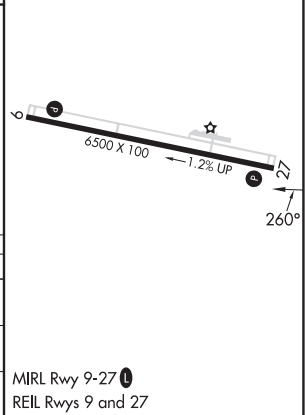
SAN CARLOS APACHE (P13)

RNP APCH.		MISSED APPROACH: (Do not exceed 175K until IFURI) Climb to 4600 then climbing right turn to 7200 direct IFURI and hold, do not exceed 230K when continuing climb-in-hold to 7200. *Missed approach requires minimum climb of 290 feet per NM to 5340.
▼ Rwy 27 helicopter visibility reduction below 3/4 SM NA. ▲ NA VDP NA when using San Manuel altimeter setting. When local altimeter setting not received, use San Manuel altimeter setting and increase all MDA 120 feet.		

AWOS-3 <b>120.075</b>	ALBUQUERQUE CENTER <b>125.4 269.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA*	3760-1	548 (500-1)	NA	
LNAV MDA	4180-1¼ 968 (1000-1¼)	4180-1½ 968 (1000-1½)	NA	
CIRCLING	4180-1¼ 919 (1000-1¼)	4180-1½ 919 (1000-1½)	NA	



GLOBE, ARIZONA

Amdt 1 22APR21

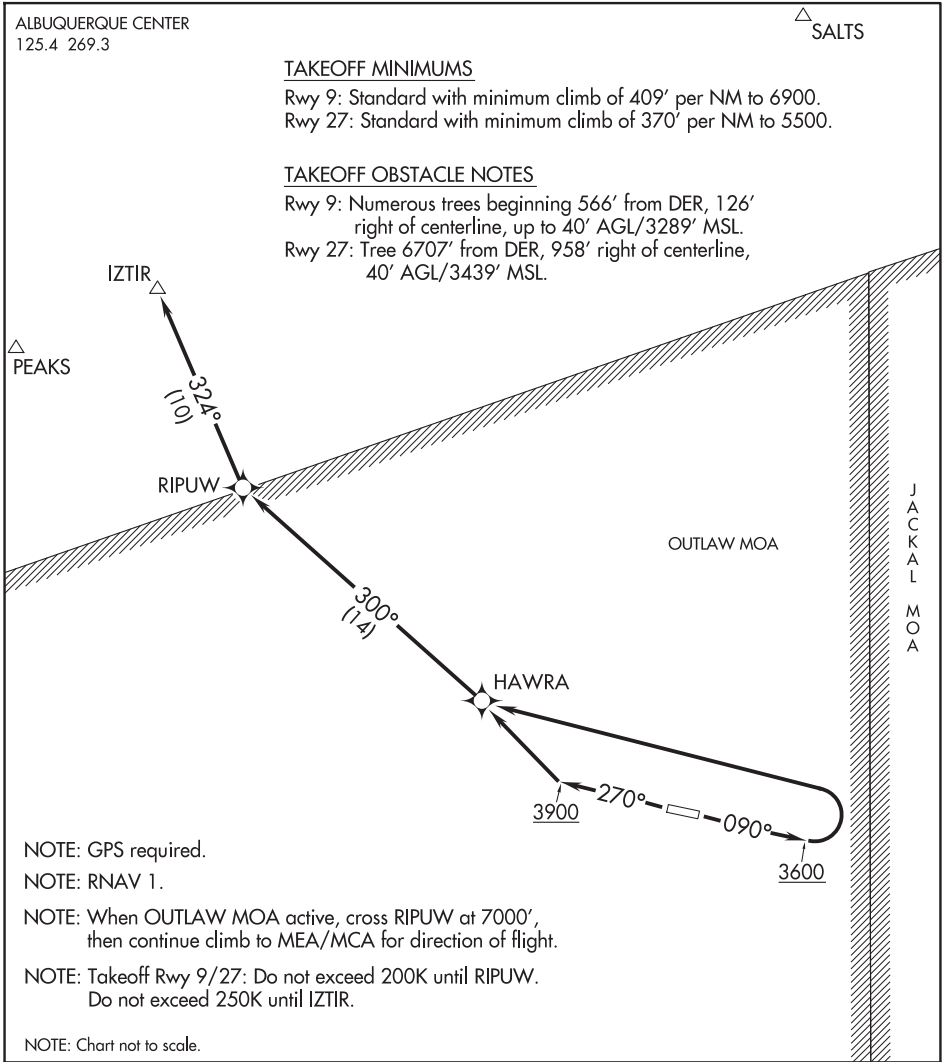
33°21'N-110°40'W

# RNAV (GPS) RWY 27

SAN CARLOS APACHE (P13)

MIRL Rwy 9-27 0  
REIL Rws 9 and 27

SW-4, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 090° to 3600, then climbing left turn direct HAWRA, then via depicted route to IZTIR. Thence. . . .

TAKEOFF RUNWAY 27: Climb heading 270° to 3900, then climbing right turn direct HAWRA, then via depicted route to IZTIR. Thence. . . .

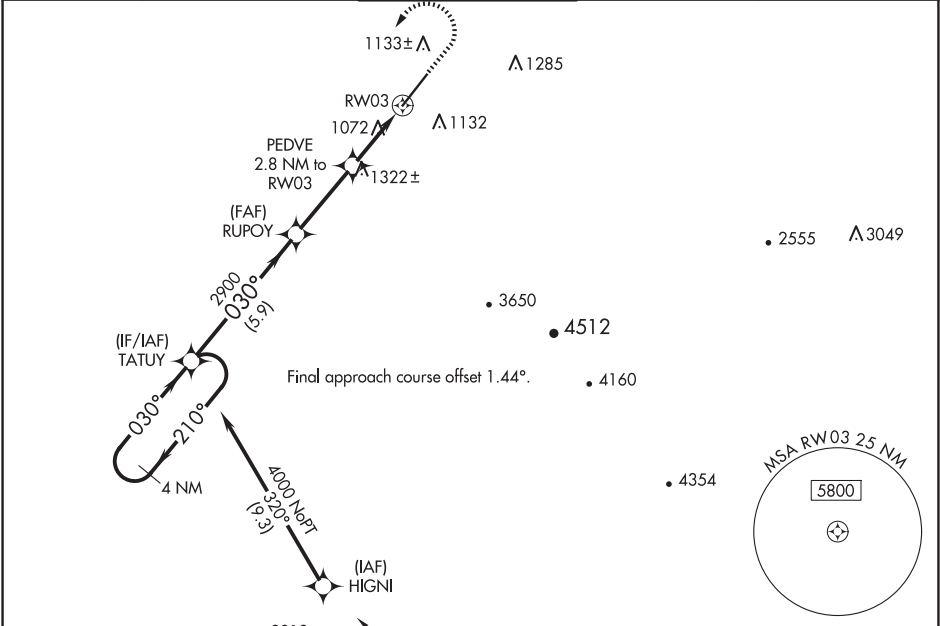
. . . .climb on course to MEA for assigned route of flight.

WAAS CH <b>42839</b> <b>W03A</b>	APP CRS <b>030°</b>	Rwy Idg <b>8500</b> TDZE <b>954</b> Apt Elev <b>969</b>
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**RNAV (GPS) RWY 3**  
PHOENIX GOODYEAR (GYR)

RNP APCH.		MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 direct TATUY and hold.	
Procedure NA at night. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Phoenix Sky Harbor Intl altimeter setting. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting; increase all MDA 80 feet and visibility LP/LNAV Cat C/D and Circling Cat C ¼ SM.			

ATIS <b>118.35</b>	LUKE APP CON ★ <b>125.45 263.125</b>	GOODYEAR TOWER ★ <b>120.1 (CTAF) 239.3</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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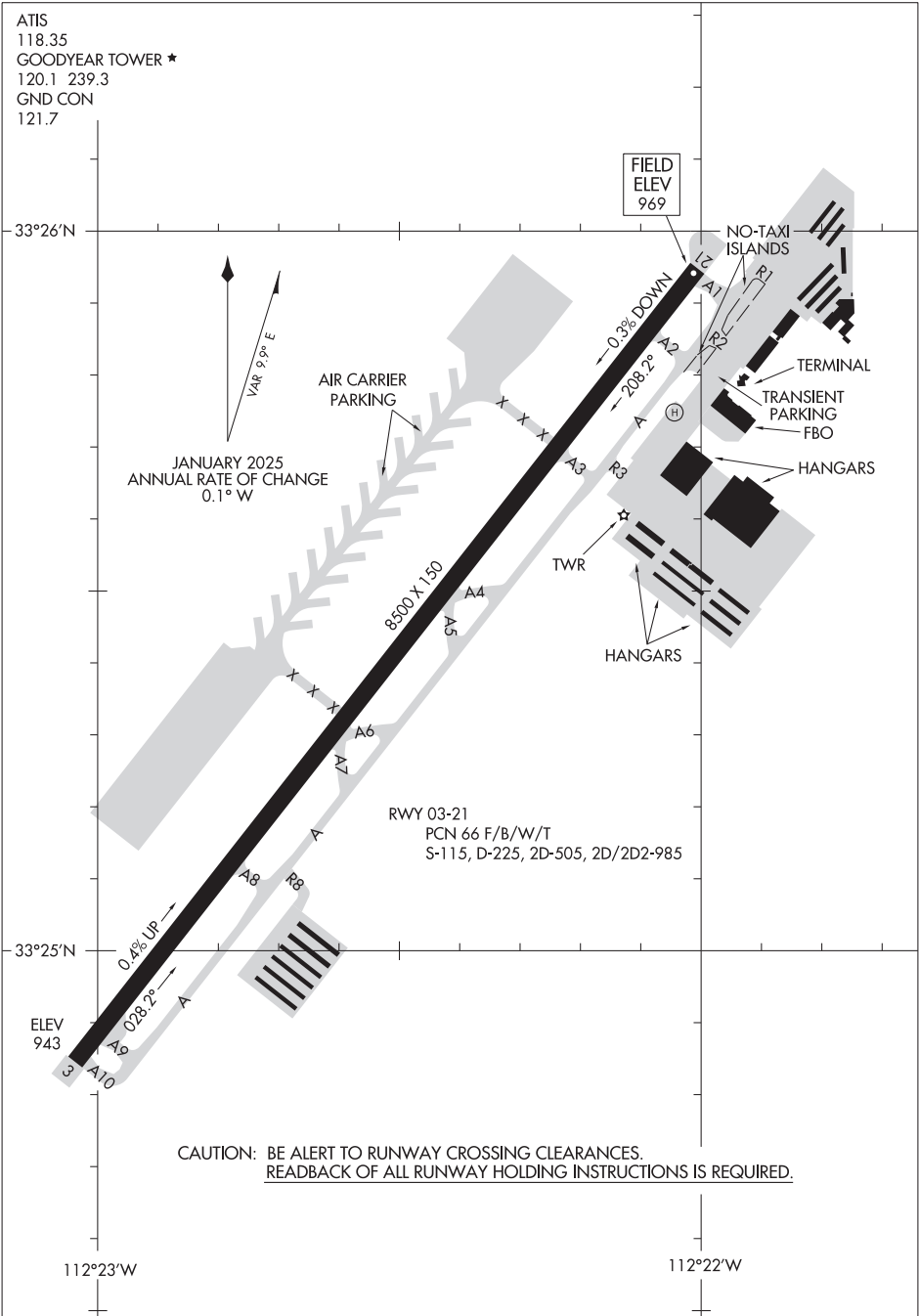
**ELEV 969**      **TDZE 954**

CATEGORY	A	B	C	D
LP MDA	1340-1 386 (400-1)		1340-1 386 (400-1 1/8)	
LNAV MDA	1580-1 626 (700-1)		1580-1 3/4 626 (700-1 3/4)	
CIRCLING	1580-1 611 (700-1)		1860-2 3/4 891 (900-2 3/4)	1920-3 951 (1000-3)

REIL Rwy 3 and 21  
MIRL Rwy 3-21

SW-4, 12 JUN 2025 to 07 AUG 2025

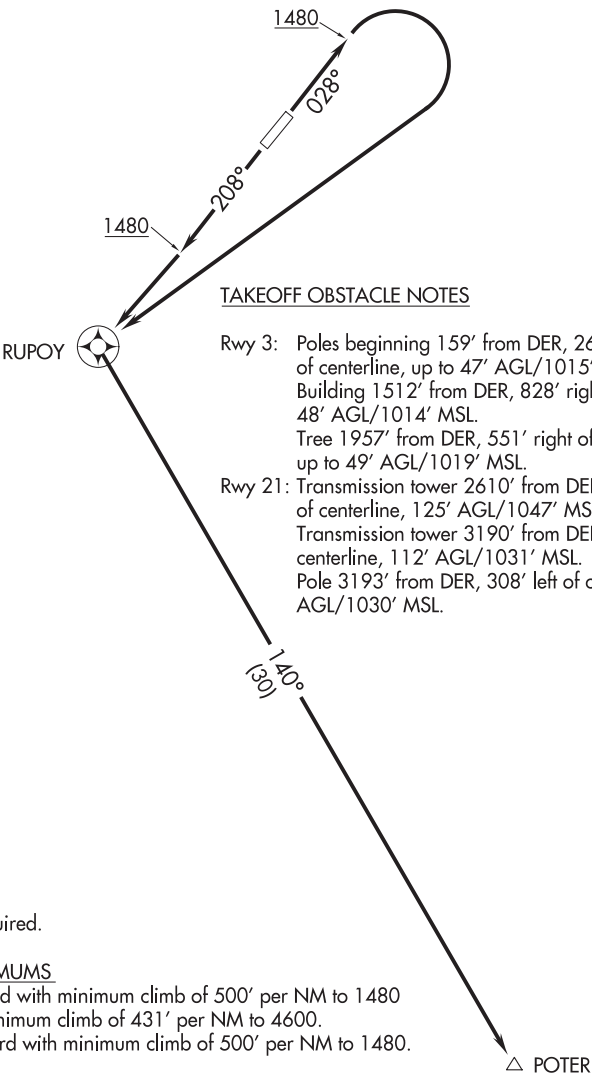
SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

ATIS  
118.35  
GND CON  
121.7  
GOODYEAR TOWER★  
120.1 239.3  
LUKE DEP CON★  
125.45 263.125  
PHOENIX DEP CON  
120.7 239.0



TAKEOFF OBSTACLE NOTES

- Rwy 3: Poles beginning 159' from DER, 267' right of centerline, up to 47' AGL/1015' MSL.  
Building 1512' from DER, 828' right of centerline, 48' AGL/1014' MSL.  
Tree 1957' from DER, 551' right of centerline, up to 49' AGL/1019' MSL.
- Rwy 21: Transmission tower 2610' from DER, 1078' left of centerline, 125' AGL/1047' MSL.  
Transmission tower 3190' from DER, 311' left of centerline, 112' AGL/1031' MSL.  
Pole 3193' from DER, 308' left of centerline, 112' AGL/1030' MSL.

NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF MINIMUMS

- Rwy 3: Standard with minimum climb of 500' per NM to 1480 then minimum climb of 431' per NM to 4600.
- Rwy 21: Standard with minimum climb of 500' per NM to 1480.

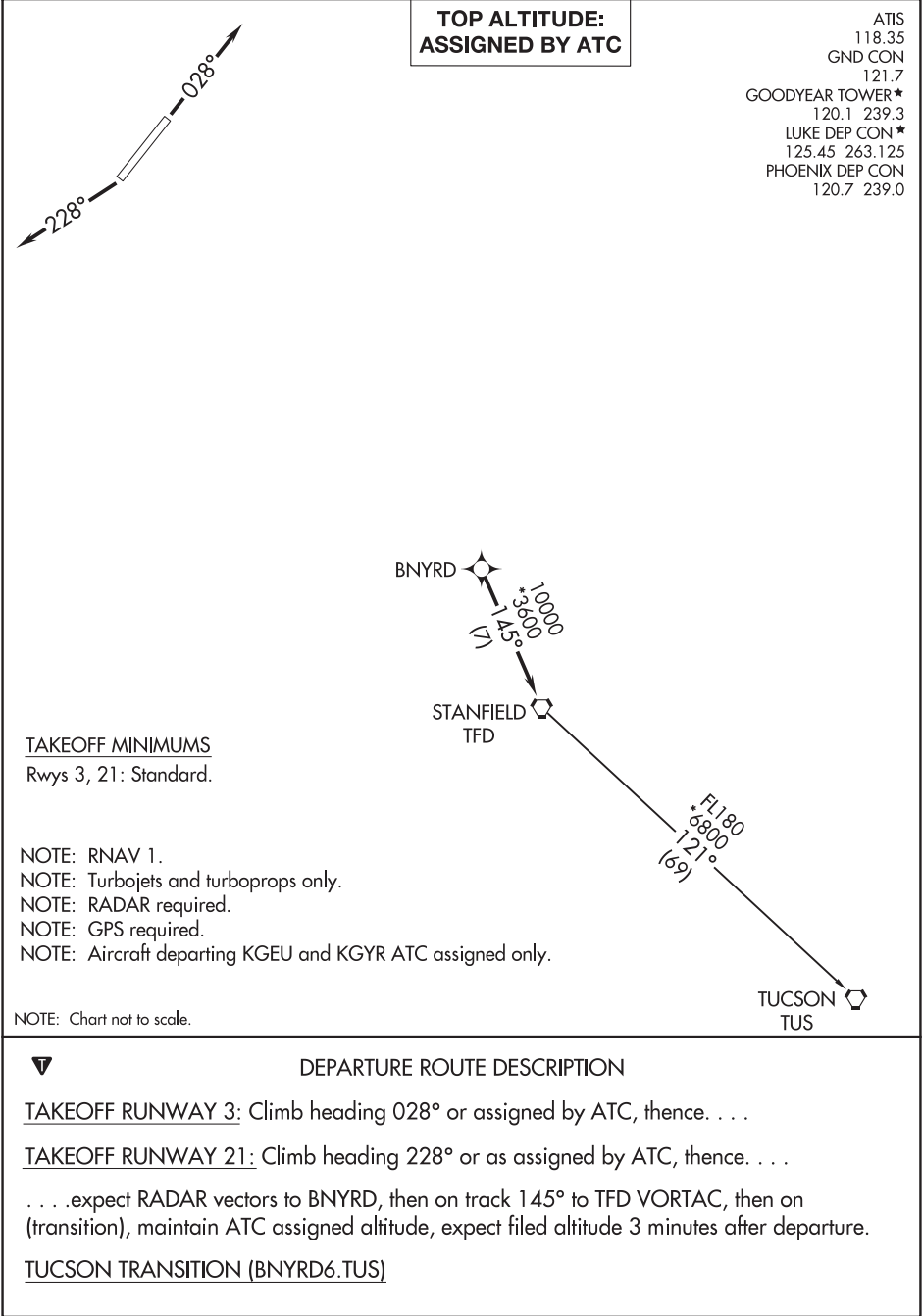
NOTE: Chart not to scale.

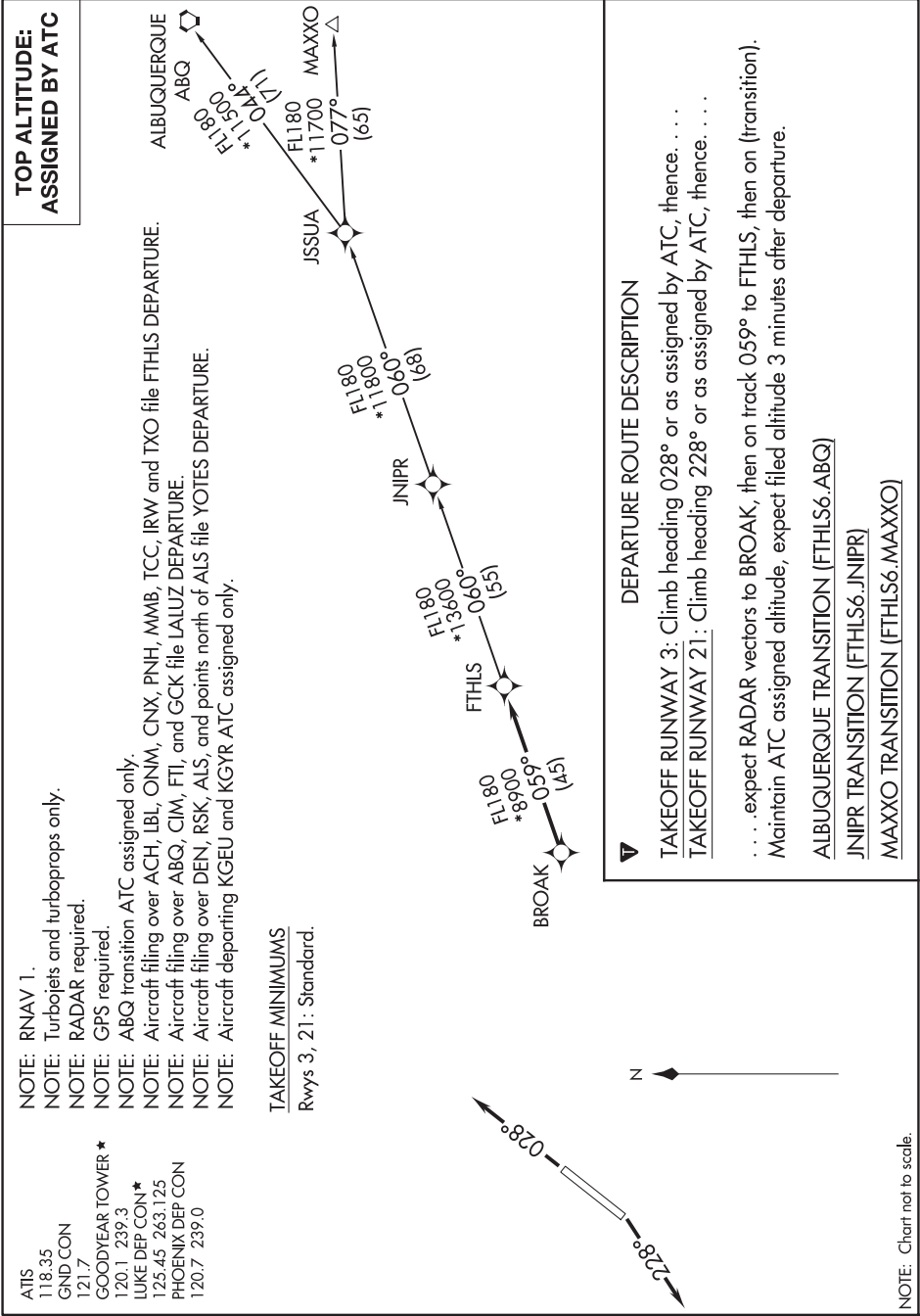
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° to 1480, then right turn direct RUPOY thence. . . .

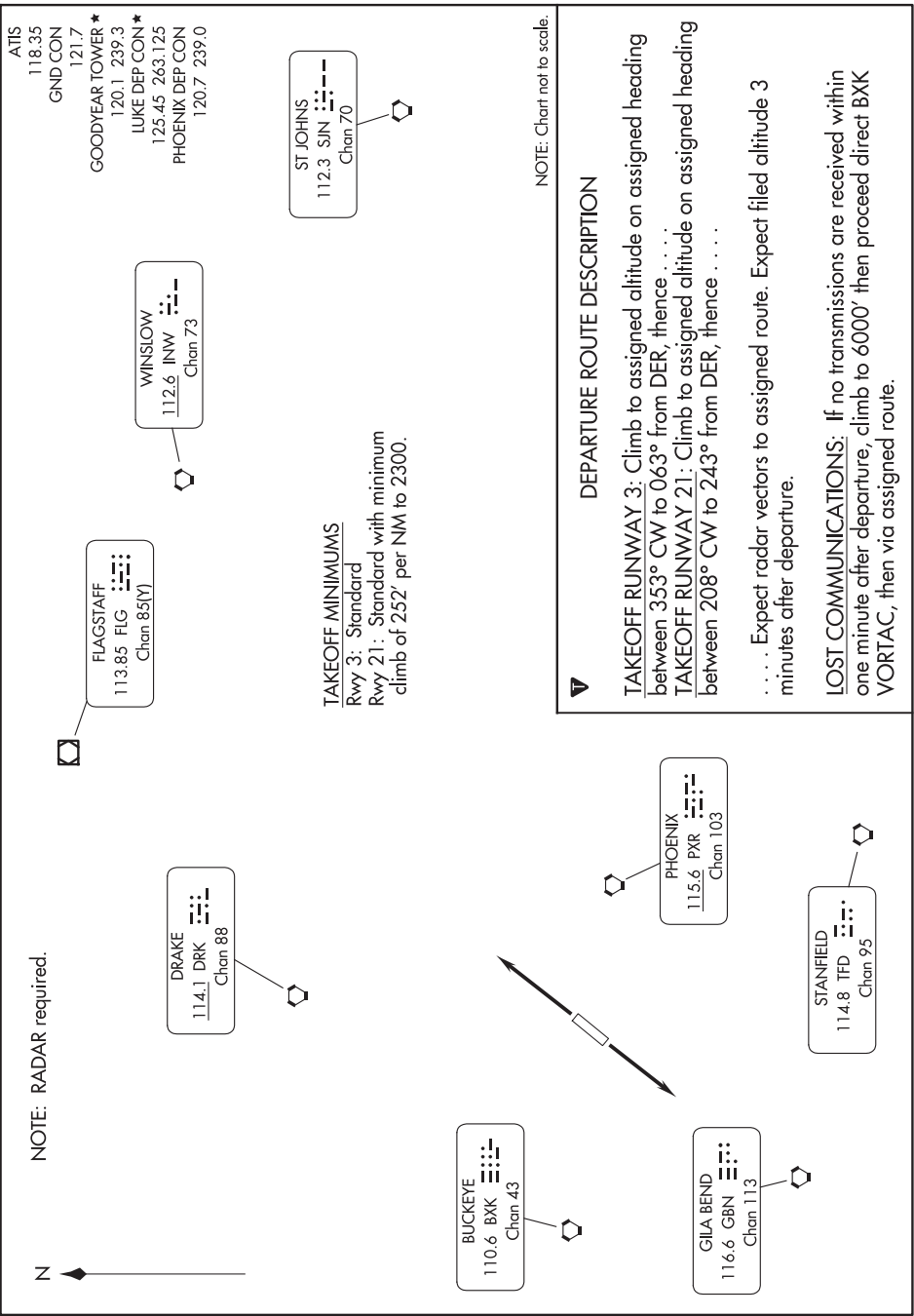
TAKEOFF RUNWAY 21: Climb heading 208° to 1480, then direct RUPOY thence. . . .

. . . .on track 140° to POTER. Expect filed altitude 3 minutes after departure.









**TOP ALTITUDE:  
ASSIGNED BY ATC**

LUKE DEP CON★  
125.45 263.125  
PHOENIX DEP CON  
120.7 239.0

# ATIS

118.35  
GND CON

121.7

GOODYEAR TOWER★  
120.1 239.3

NOTE: Turbojets and turboprops only.

NOTE: Aircraft requesting FL220 and below must file BLYTHE Transition.

NOTE: Turbojets landing LAX, file WLVRN Transition.

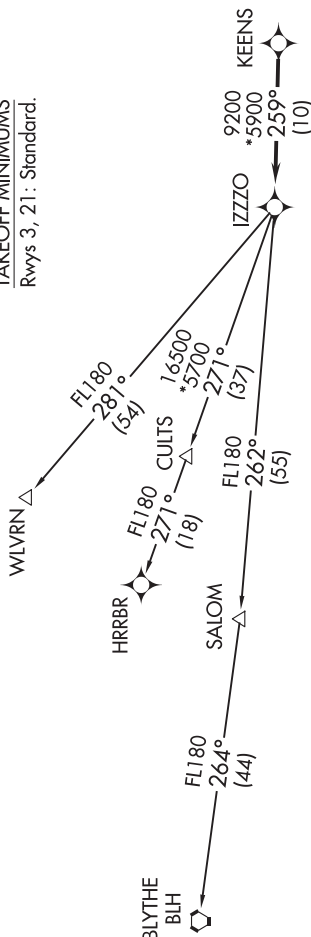
NOTE: Aircraft landing other than LAX and turboprops landing at LAX;

Requesting FL240 and above, file HRRBR Transition.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

## TAKEOFF MINIMUMS

Rwys 3, 21: Standard.



## DEPARTURE ROUTE DESCRIPTION

**TAKOFF RUNWAY 3:** Climb on heading 028° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climb on heading 228° or as assigned by ATC, thence. . . :

...for RADAR vectors to KEENS, then on track 259° to IZZO, then on (transition).

Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZ08.BLH)

-**HRRBR TRANSITION (IZZ08.HRRBR)**

WLVN TRANSITION (IZZ08.WLVN)

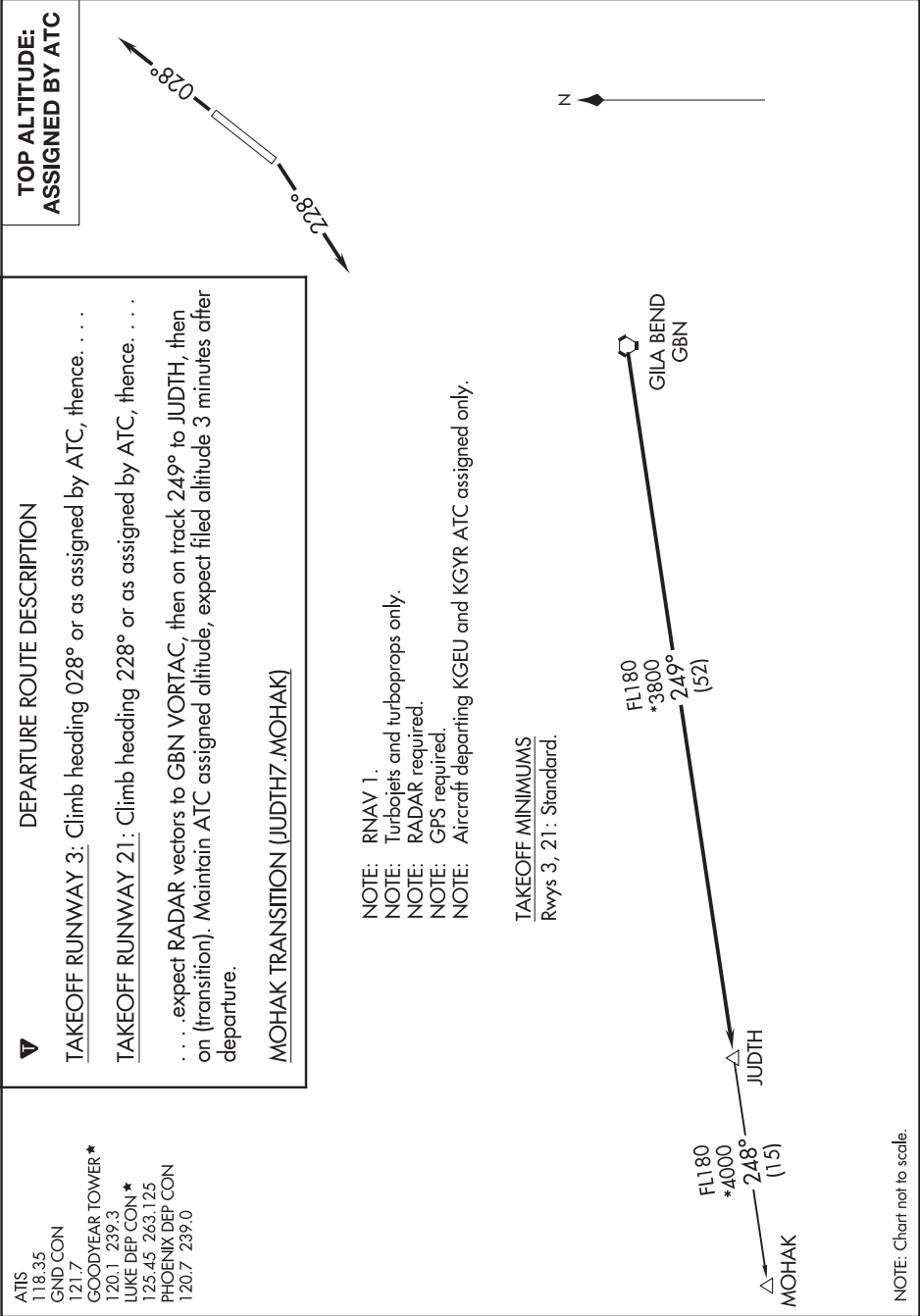
|ZZZO EIGHT DEPARTURE (RNAV)

(IZZO8.IZZO) 25JAN24

GOODYEAR, ARIZONA

PHOENIX GOODYEAR (GYR)

SW-4, 12 JUN 2025 to 07 AUG 2025



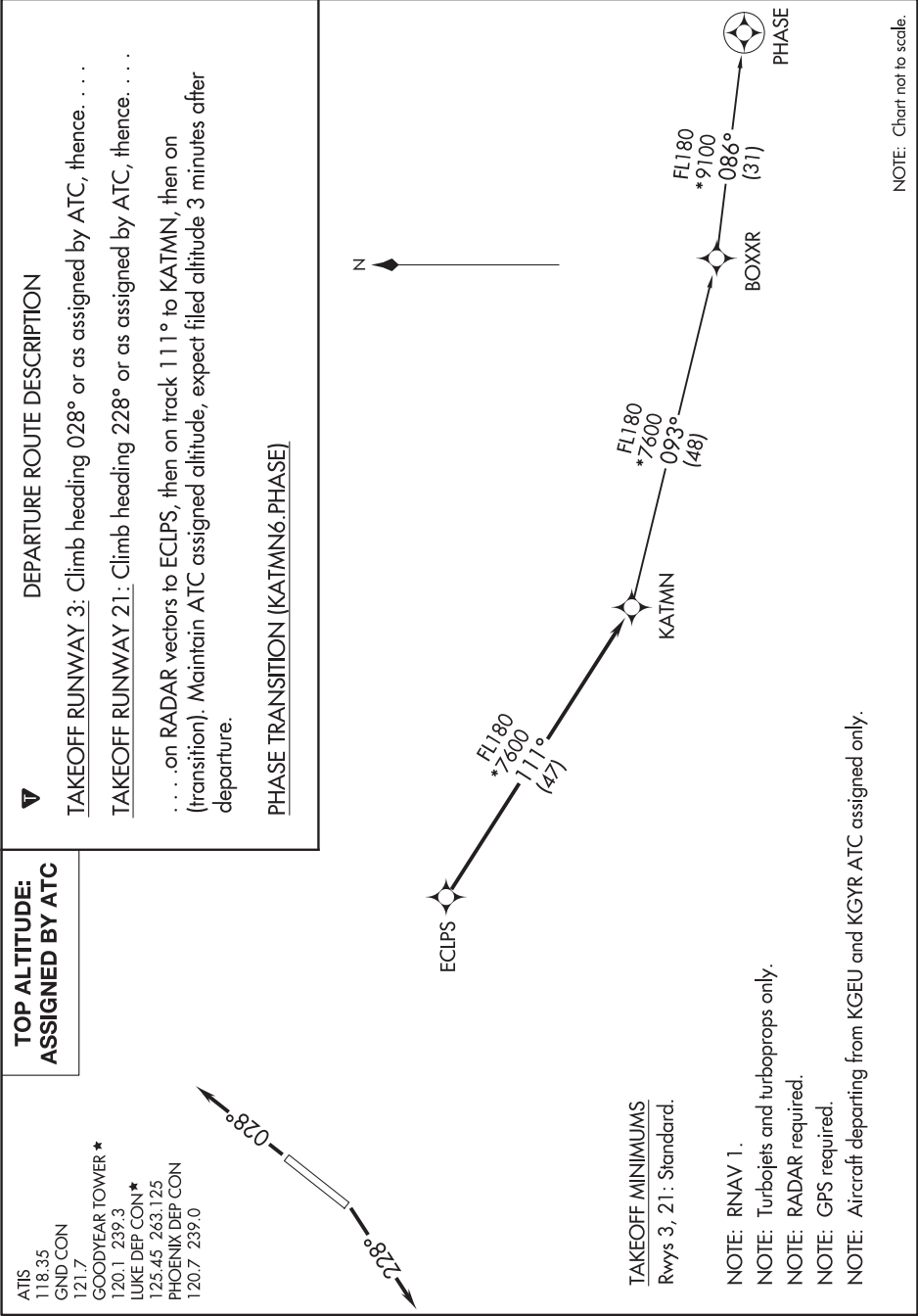
SW-4, 12 JUN 2025 to 07 AUG 2025

(KATMN6.KATMN) 18144

KATMN SIX DEPARTURE (RNAV)

AL-6648 (FAA)

PHOENIX GOODYEAR (GYR)  
GOODYEAR, ARIZONA

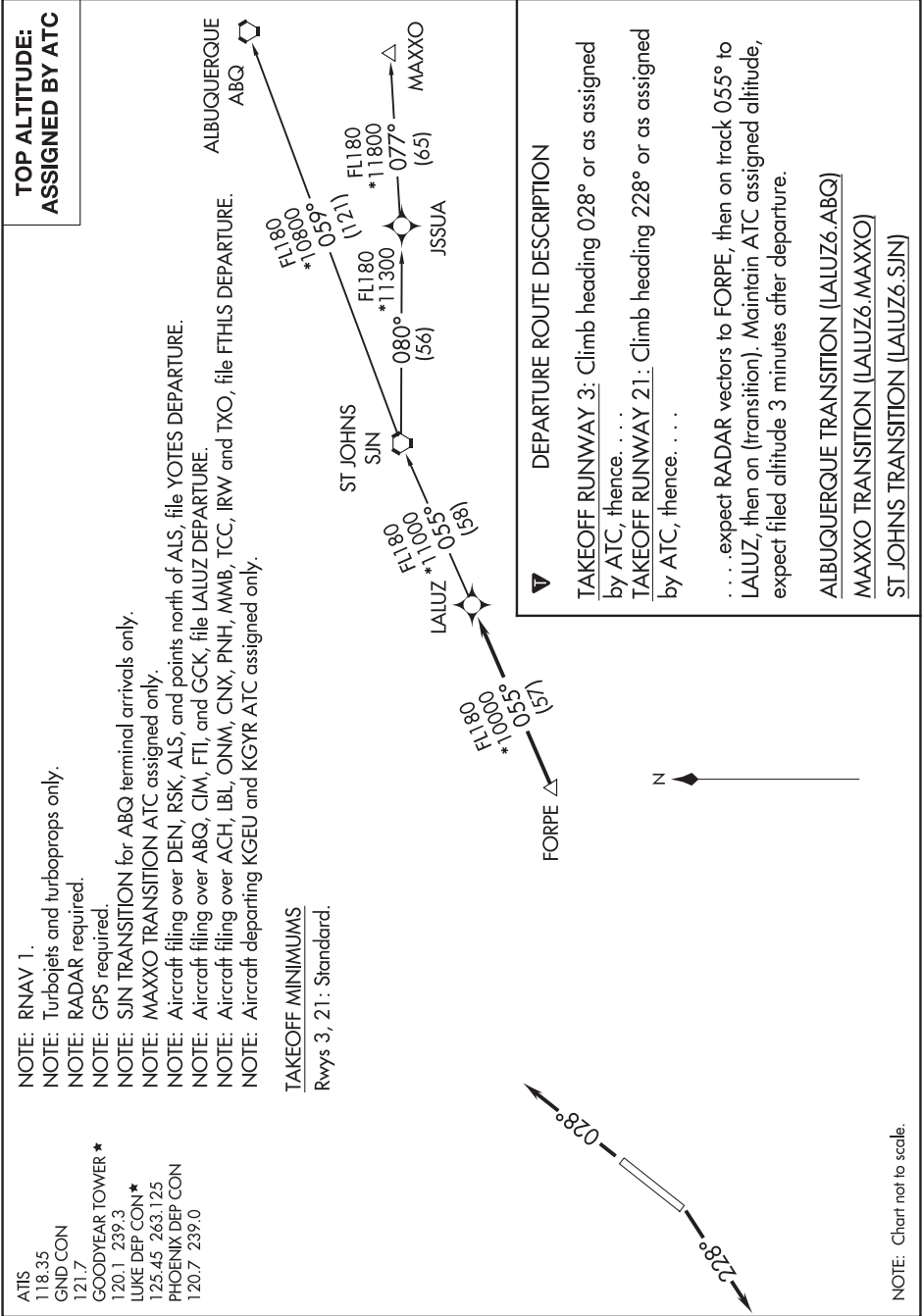


(LALUZ6.LALUZ) 18144

LALUZ SIX DEPARTURE (RNAV)

AL-6648 (FAA)

PHOENIX GOODYEAR (GYR)  
GOODYEAR, ARIZONA

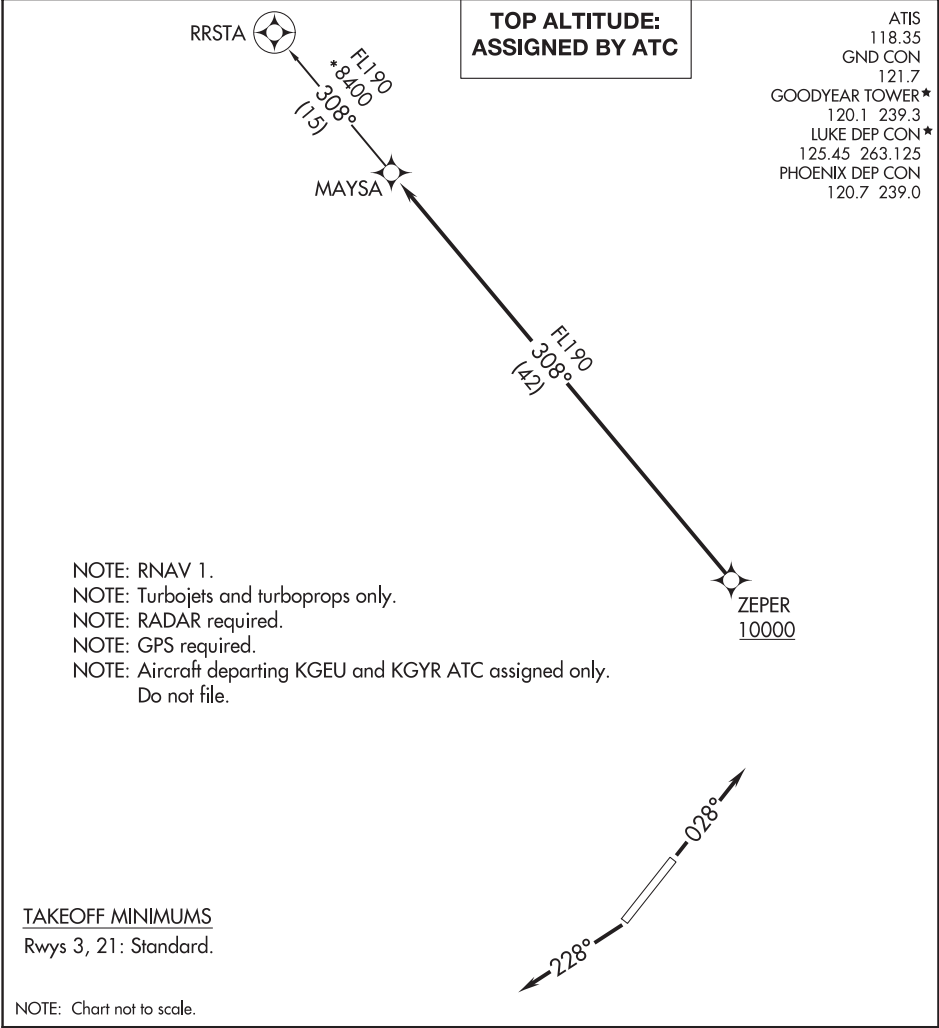


(MAYSA7.MAYSA) 20142

MAYSA SEVEN DEPARTURE (RNAV)

AL-6648 (FAA)

PHOENIX GOODYEAR (GYR)  
GOODYEAR, ARIZONA



**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climb on heading 028° or as assigned by ATC, thence. . .

**TAKEOFF RUNWAY 21:** Climb on heading 228° or as assigned by ATC, thence. . .

. . . expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**RRSTA TRANSITION (MAYSA7.RRSTA)**

MAYSA SEVEN DEPARTURE (RNAV)  
(MAYSA7.MAYSA) 21MAY20

GOODYEAR, ARIZONA  
PHOENIX GOODYEAR (GYR)

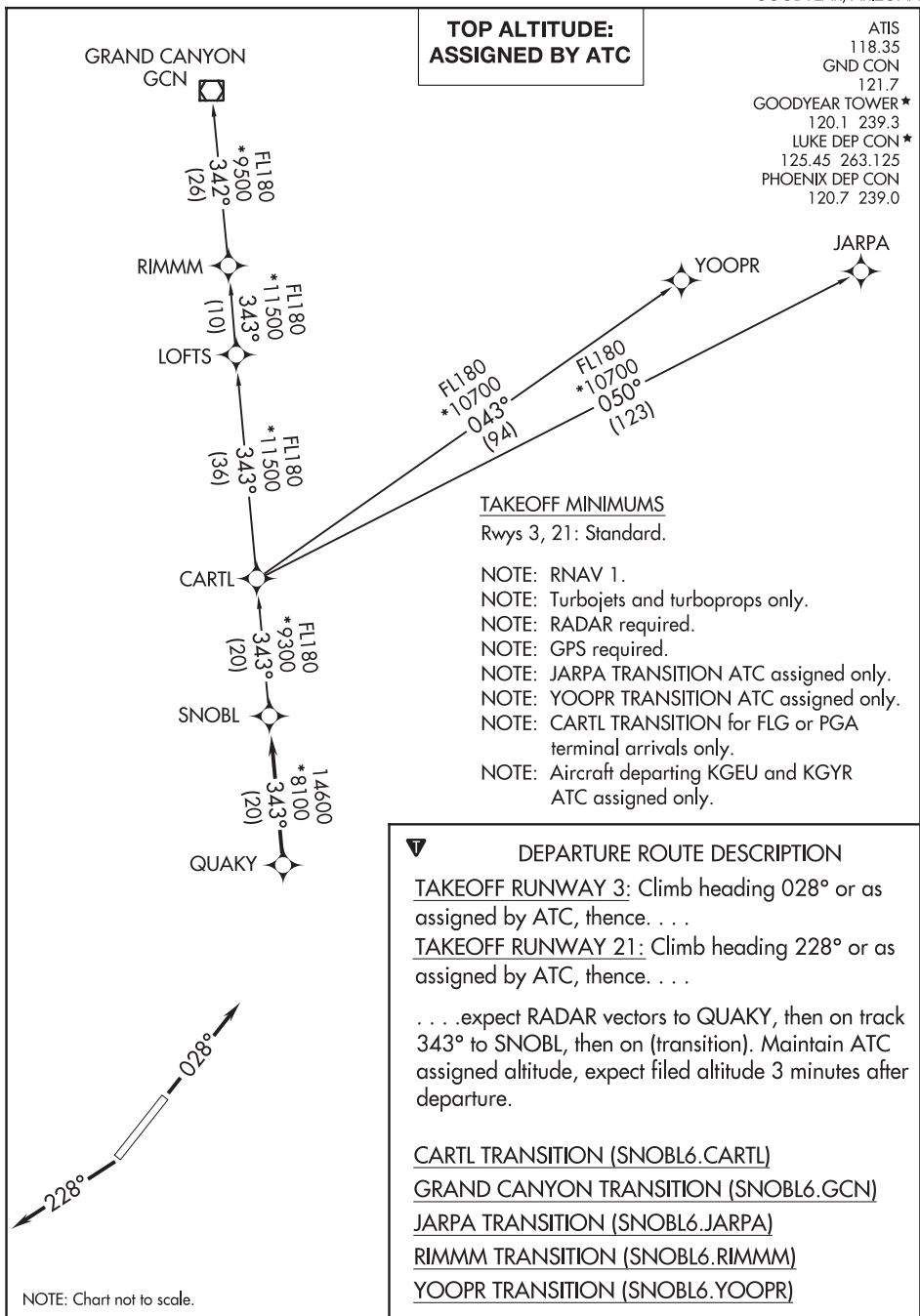
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

SNOBL SIX DEPARTURE (RNAV)

AL-6648 (FAA)

PHOENIX GOODYEAR (GYR)  
GOODYEAR, ARIZONA



SNOBL SIX DEPARTURE (RNAV)  
 (SNOBL6.SNOBL) 24MAY18

GOODYEAR, ARIZONA  
PHOENIX GOODYEAR (GYR)

(YOTES6.YOTES) 18144

YOTES SIX DEPARTURE (RNAV)

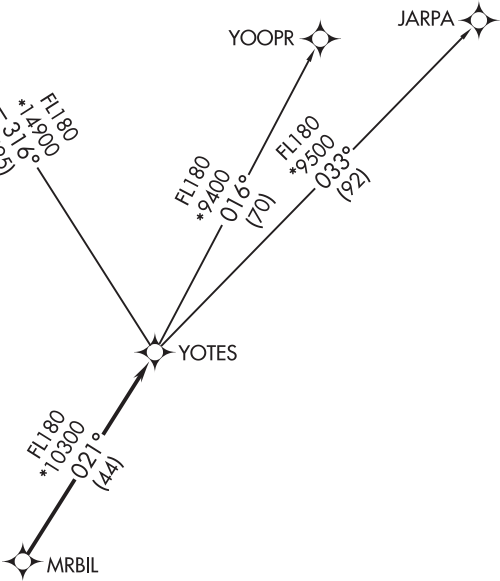
AL-6648 (FAA)

PHOENIX GOODYEAR (GYR)  
GOODYEAR, ARIZONA

ATIS  
118.35  
GND CON  
121.7  
GOODYEAR TOWER ★  
120.1 239.3  
LUKE DEP CON★  
125.45 263.125  
PHOENIX DEP CON  
120.7 239.0

GRAND CANYON  
GCN

TOP ALTITUDE:  
ASSIGNED BY ATC



- NOTE: RNAV 1.  
NOTE: Turboprops and turboprops only.  
NOTE: RADAR required.  
NOTE: GPS required.  
NOTE: GCN TRANSITION ATC assigned only.  
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS  
Rwys 3, 21: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence. . . .  
TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence. . . .  
. . . .expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition).  
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.  
GRAND CANYON TRANSITION (YOTES6.GCN)  
JARPA TRANSITION (YOTES6.JARPA)  
YOOPR TRANSITION (YOTES6.YOOPR)

YOTES SIX DEPARTURE (RNAV)  
(YOTES6.YOTES) 24MAY18

GOODYEAR, ARIZONA  
PHOENIX GOODYEAR (GYR)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



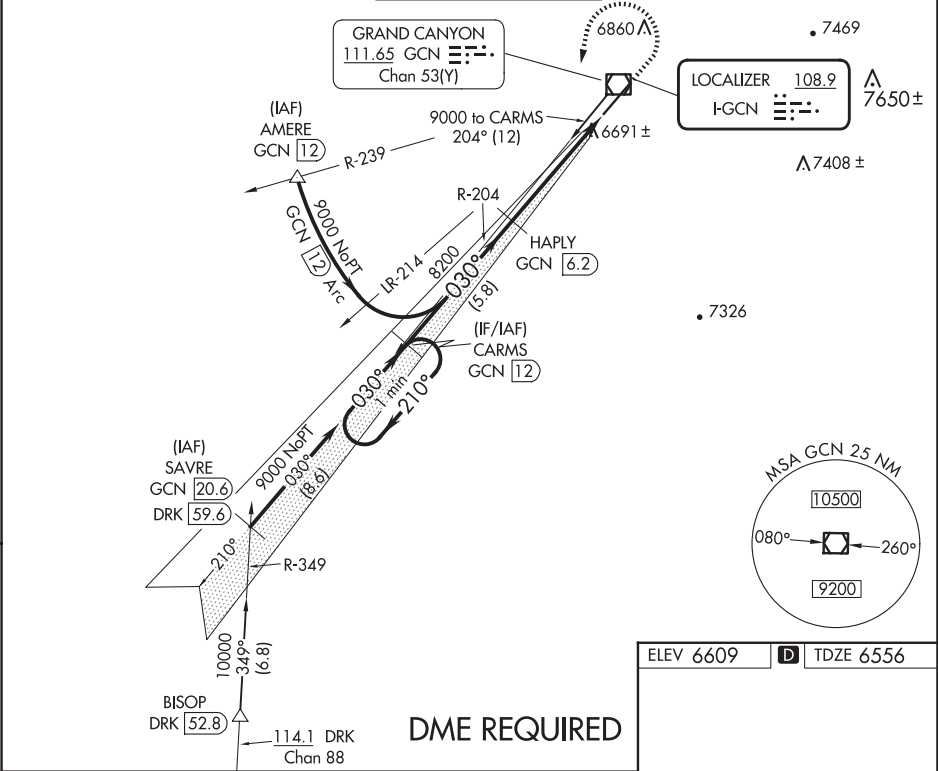
LOC I-GCN	APP CRS	Rwy Idg
108.9	030°	8999
		TDZE
		6556
		Apt Elev
		6609

ILS or LOC RWY 3

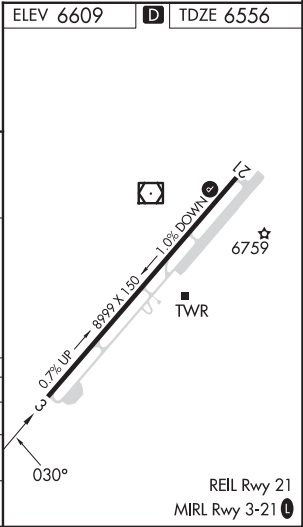
GRAND CANYON NTL PARK (GCN)

<div><div></div><div></div></div> <div>DME from GCN VOR/DME. Simultaneous reception of I-GCN and GCN DME required. DME required.</div>	MISSED APPROACH: Climb to 7000 then climbing left turn to 9000 on heading 180° and on GCN VOR/DME R-204 direct CARMS/GCN 12 DME and hold.
--	---

ATIS	LOS ANGELES CENTER	CANYON TOWER★	GND CON	UNICOM
124.3	124.85 319.2	119.0 (CTAF) 0	121.9	122.95



CATEGORY	DME REQUIRED			
	<div><div>One Minute Holding Pattern</div><div>9000 ← 210° 030° →</div><div>GS 3.00° TCH 58</div><div>5.8 NM 3.9 NM 1.2 NM</div></div>			
	<div><div>7000 9000</div><div>hdg 180°</div><div>*GCN 2.3 GCN 1.2</div><div>*LOC only.</div></div>			
	<div><div>CARMS GCN 12</div><div>HAPLY GCN 6.2</div><div>GCN R-204</div><div>CARMS GCN 12</div></div>			
S-ILS 3	A	B	C	D
S-LOC 3	6795-¾	239 (200-¾)	6960-1⅛	404 (400-1⅛)
CIRCLING	7140-1 531 (600-1)	7200-1 591 (600-1)	7280-2 671 (700-2)	7620-3 1011 (1100-3)



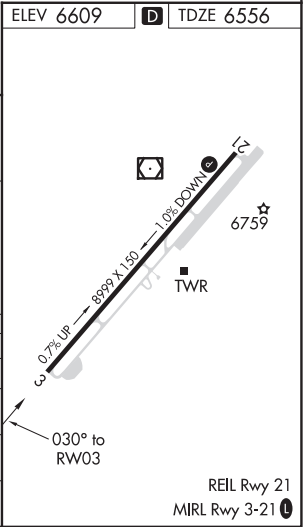
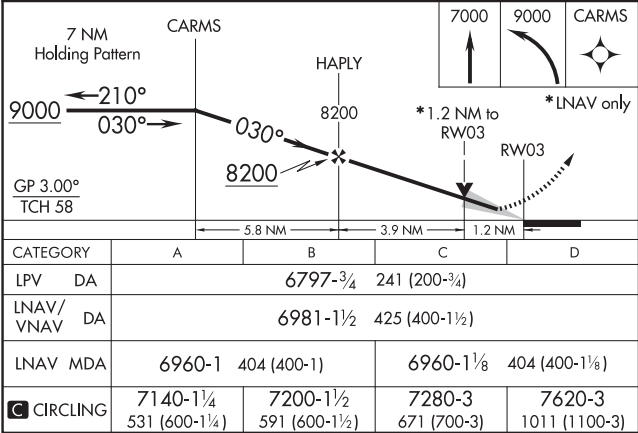
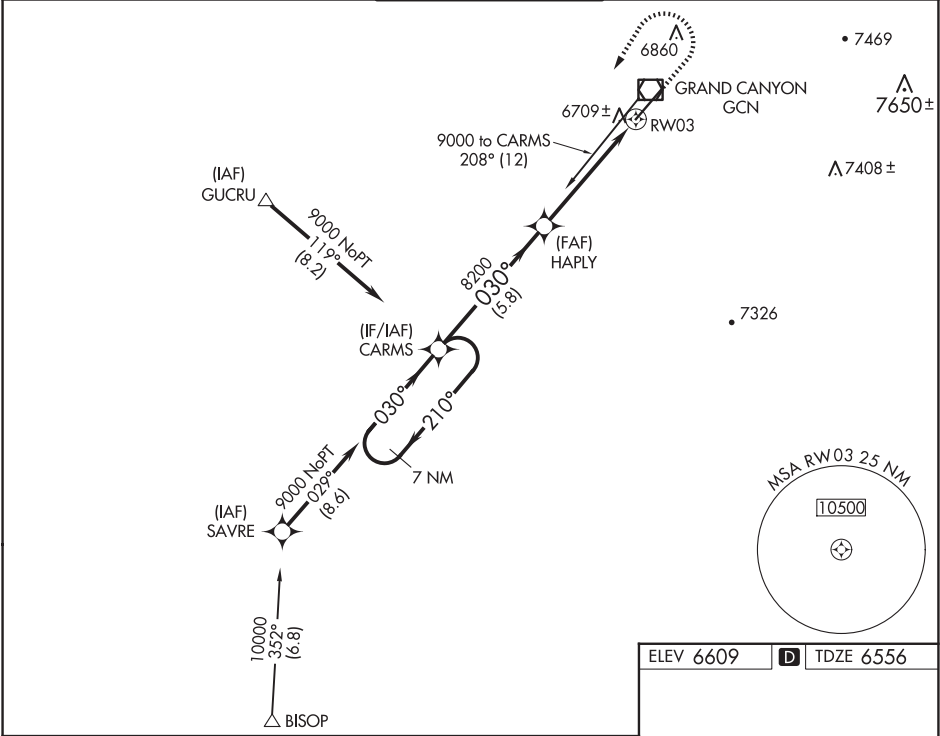
WAAS CH <b>86340</b> <b>W03A</b>	APP CRS <b>030°</b>	Rwy Idg TDZE <b>6556</b> Apt Elev <b>6609</b>
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RNAV (GPS) RWY 3  
GRAND CANYON NTL PARK (GCN)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 44°C (111°F).  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7000 then climbing left turn to 9000 direct CARMS and hold.

ATIS <b>124.3</b>	LOS ANGELES CENTER <b>124.85 319.2</b>	CANYON TOWER ★ <b>119.0 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

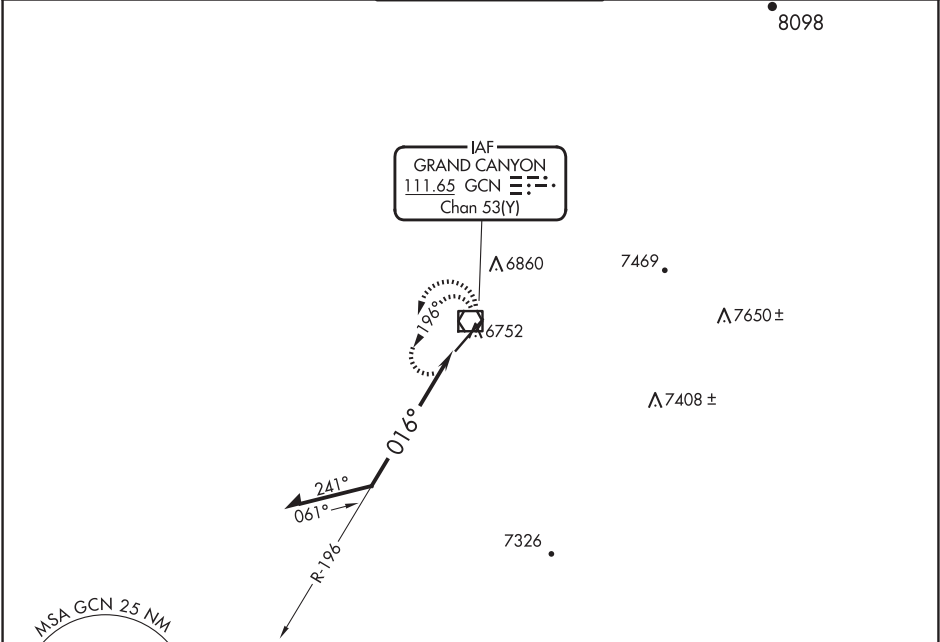
VOR/DME GCN	APP CRS	Rwy Idg
111.65	016°	8999
Chan 53(Y)		TDZE 6556
		Apt Elev 6609

VOR RWY 3

GRAND CANYON NTL PARK (GCN)

<div><div></div><div></div></div> <div>Rwy 3 helicopter visibility reduction below ¾ SM NA.</div>	MISSED APPROACH: Climb to 9100 in GCN VOR/DME holding pattern.
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ATIS 124.3	LOS ANGELES CENTER 124.85 319.2	CANYON TOWER ★ 119.0 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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ELEV 6609

TDZE 6556

Remain within 10 NM

GCN VOR/DME

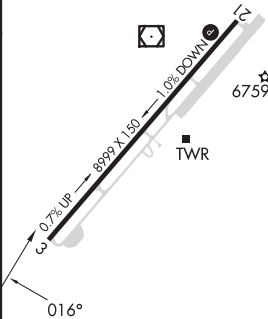
9100

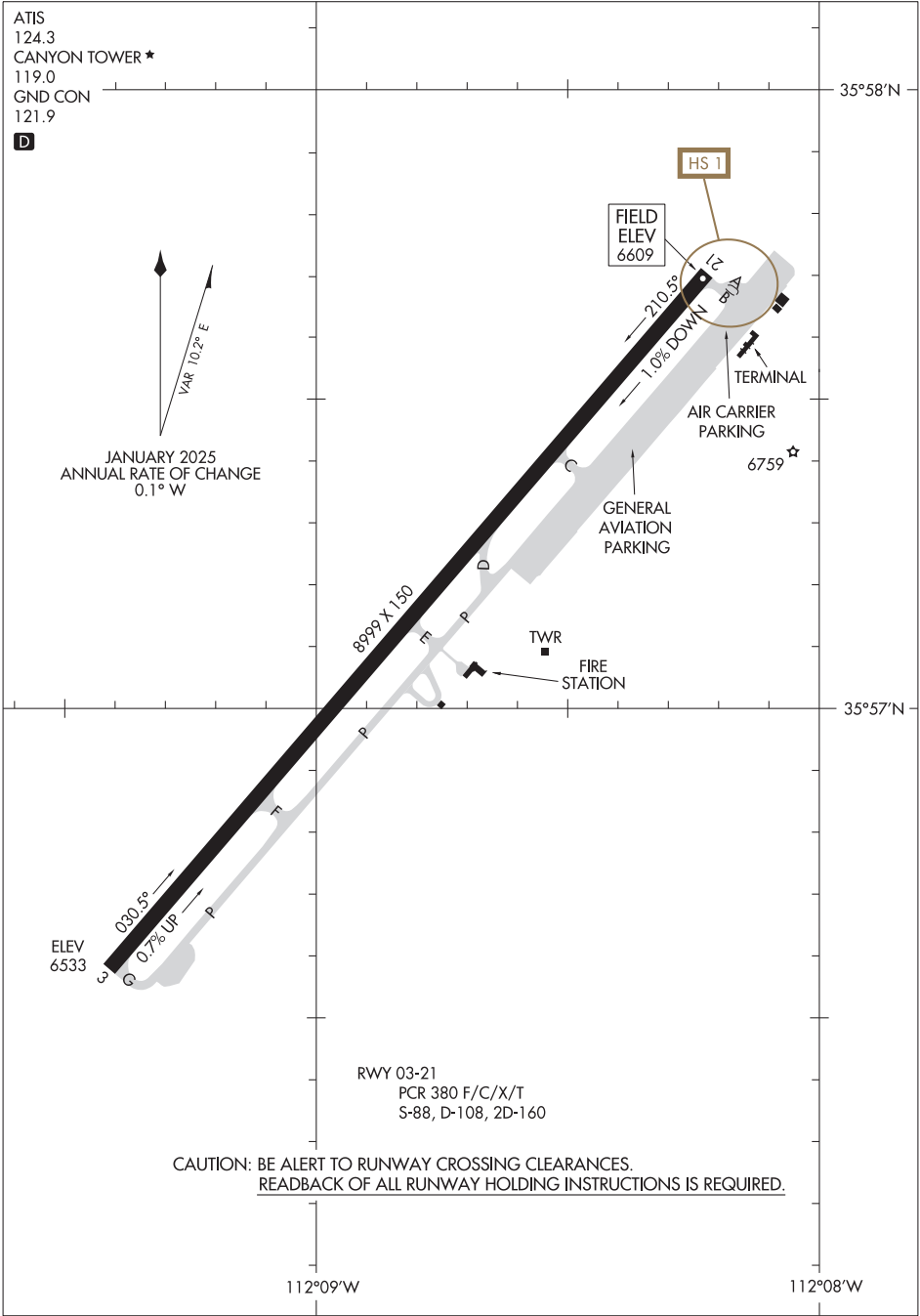
GCN

CATEGORY	A	B	C	D
S-3	7180-1	624 (600-1)	7180-1¾	624 (600-1¾)
CIRCLING	7180-1 571 (600-1)	7200-1 591 (600-1)	7280-2 671 (700-2)	7620-3 1011 (1100-3)

REIL Rwy 21

MIRL Rwy 3-21 0





SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

TAKEOFF OBSTACLE NOTES

Rwy 21: Sign 10' from DER, 330' left of centerline, 5' AGL/ 6536' MSL.  
Tree 282' from DER, 481' right of centerline, 6543' MSL.  
Ground 440' from DER, 615' left of centerline, 6545' MSL.  
Tree 1024' from DER, 711' right of centerline, 6568' MSL.  
Ground 1081' from DER, 768' left of centerline, 6571' MSL.  
Tree 1285' from DER, 835' right of centerline, 6575' MSL.  
Tree 1691' from DER, 917' left of centerline, 6610' MSL.  
Tree 1803' from DER, 929' left of centerline, 6621' MSL.  
Trees beginning 1943' from DER, 835' left of centerline, up to 6632' MSL.  
Tree 1960' from DER, 993' right of centerline, 6601' MSL.  
Tree, pole beginning 2060' from DER, 912' right of centerline, up to 6615' MSL.  
Trees beginning 2144' from DER, 814' left of centerline, up to 6633' MSL.  
Trees beginning 2396' from DER, 940' right of centerline, up to 6618' MSL.  
Trees beginning 2467' from DER, 830' left of centerline, up to 6635' MSL.  
Trees beginning 2623' from DER, 573' right of centerline, up to 6635' MSL.  
Trees beginning 2722' from DER, 868' left of centerline, up to 6642' MSL.  
Trees beginning 2840' from DER, 829' left of centerline, up to 6650' MSL.  
Trees beginning 2920' from DER, 523' right of centerline, up to 6642' MSL.  
Trees beginning 2972' from DER, 637' left of centerline, up to 6665' MSL.  
Trees beginning 3169' from DER, 840' right of centerline, up to 6646' MSL.  
Trees beginning 3263' from DER, 1010' right of centerline, up to 6651' MSL.  
Tree 3500' from DER, 1210' left of centerline, 6673' MSL.  
Trees beginning 3517' from DER, 800' left of centerline, up to 6678' MSL.  
Trees beginning 3659' from DER, 914' left of centerline, up to 6688' MSL.  
Tree 3996' from DER, 1340' right of centerline, 6653' MSL.  
Trees beginning 4028' from DER, 1481' right of centerline, up to 6657' MSL.  
Trees beginning 4099' from DER, 965' left of centerline, up to 6690' MSL.  
Trees beginning 4171' from DER, 937' left of centerline, up to 6693' MSL.  
Trees beginning 5379' from DER, 1002' left of centerline, up to 6687' MSL.

ATIS  
124.3  
GND CON  
121.9  
CANYON TOWER\*  
119.0  
ALBUQUERQUE CENTER  
128.45 298.9  
LOS ANGELES CENTER  
124.85 319.2  
UNICOM  
122.95

GRAND CANYON  
111.65 GCN  
Chan 53(Y)

PEACH SPRINGS  
112.0 PGS  
Chan 57

DRAKE  
114.1 DRK  
Chan 88

TAKEOFF MINIMUMS

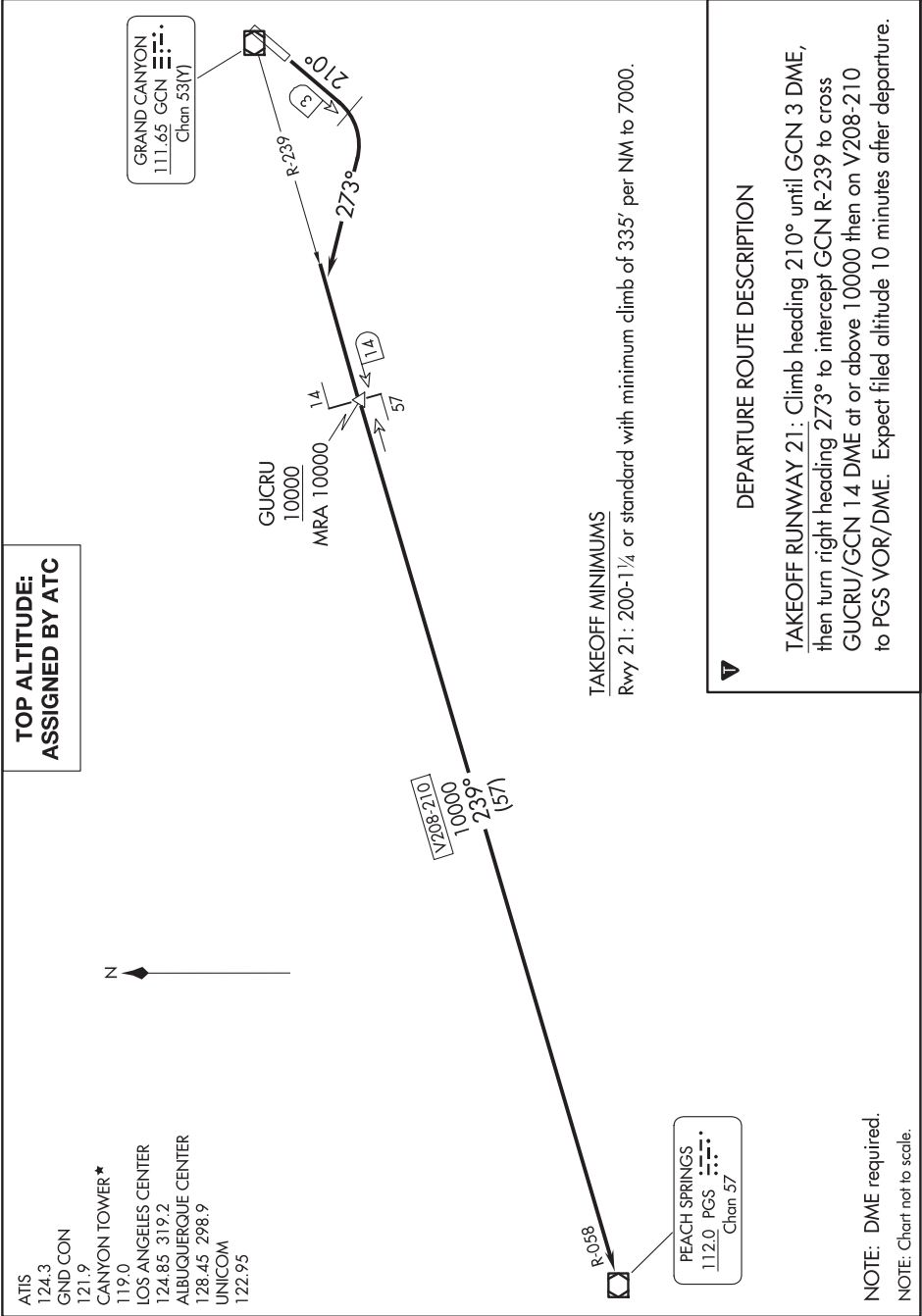
Rwy 3: NA-Environmental.  
Rwy 21: 200-1¼ or standard with a minimum  
climb of 335' per NM to 7000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 210° to 7000, then turn left heading 178° to intercept GCN VOR/DME R-196 to BISOP INT. Expect filed altitude 10 minutes after departure.

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

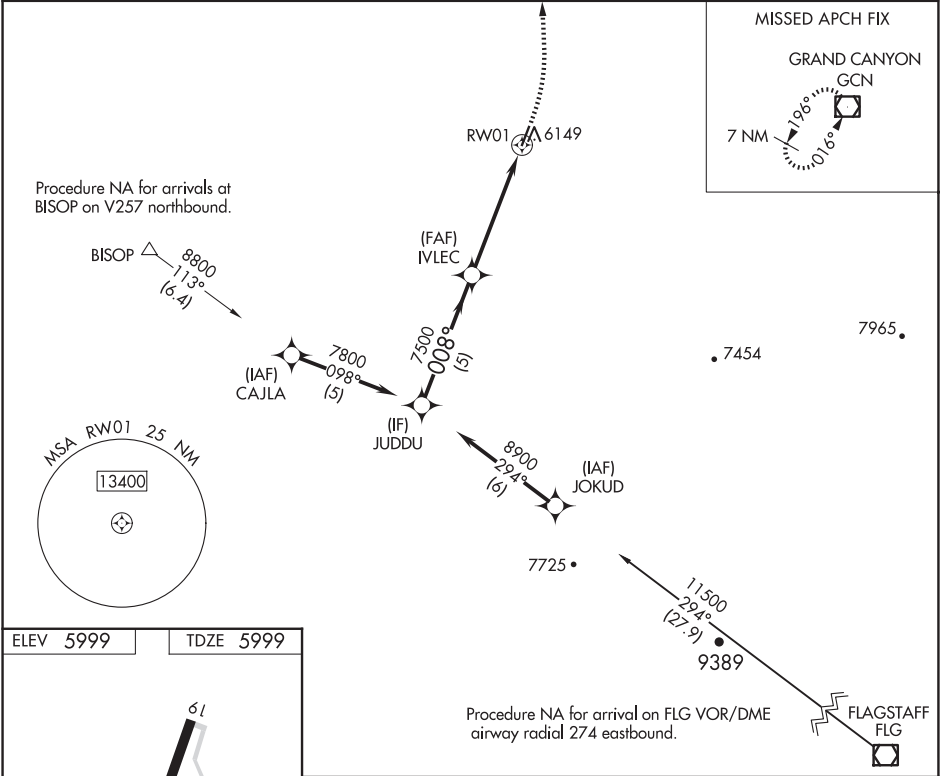
APP CRS <b>008°</b>	Rwy Ldg TDZE Apt Elev	<b>4199</b> <b>5999</b> <b>5999</b>
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RNAV (GPS) RWY 1

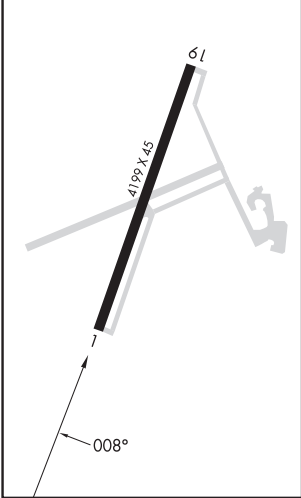
VALLE (40G)

RNP APCH	Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use Grand Canyon Ntl Park altimeter setting; when not received, procedure NA.	MISSED APPROACH: Climbing left turn to 10000 direct GCN VOR/DME and hold.
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GCN ASOS <b>124.3</b>	LOS ANGELES CENTER <b>124.85 319.2</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV <b>5999</b>	TDZE <b>5999</b>
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JUDDU		IVLEC		RWY01	
7800		7500			
008°		2.75° TCH 40			
5 NM		5 NM			
CATEGORY	A	B	C	D	
LNAV MDA	6620-1	621 (700-1)	6620-1¾ 621 (700-1¾)	NA	
CIRCLING	6620-1 621 (700-1)	6640-1 641 (700-1)	6640-1¾ 641 (700-1¾)	NA	







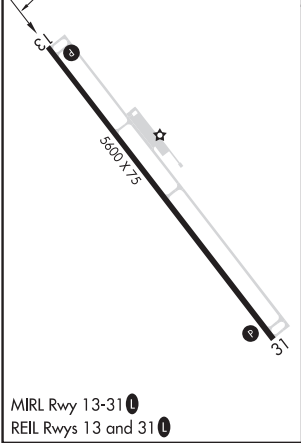
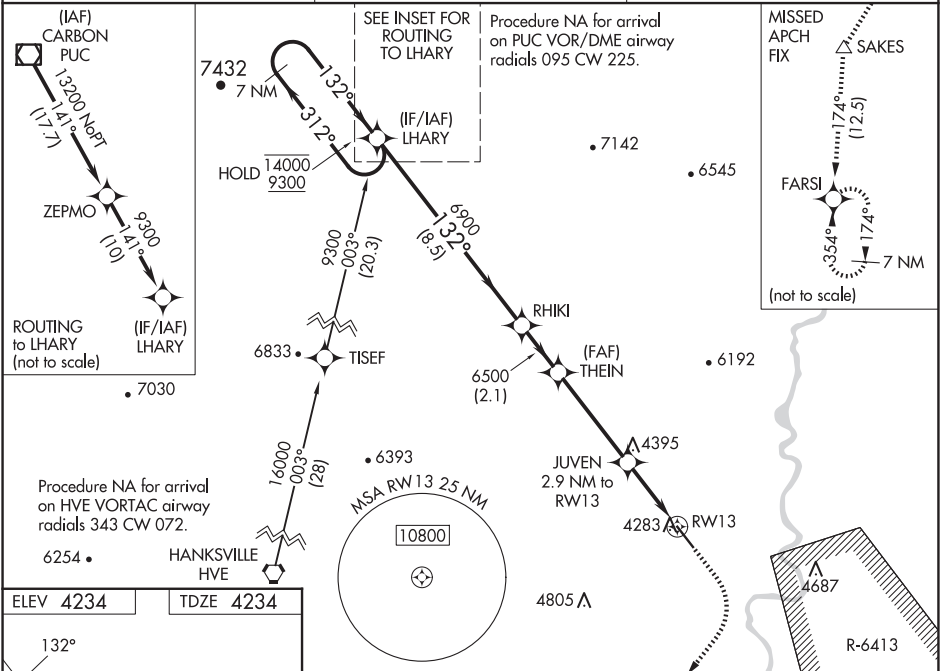
WAAS CH <b>53746</b> <b>W13A</b>	APP CRS <b>132°</b>	Rwy Idg TDZE Apt Elev	<b>5600</b> <b>4234</b> <b>4234</b>
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RNAV (GPS) RWY 13

GREEN RIVER MUNI (U34)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4800, then climbing right turn to 8000 direct SAKES and on 174° track to FARSI and hold.
 NA	Rwy 13 helicopter visibility reduction below ¾ SM NA. Use Moab altimeter setting; when not received, use Hanksville altimeter setting and increase LPV DA to 4603 feet; increase LNAV/VNAV DA to 4603 feet; increase all MDAs 20 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat D ¼ SM. Baro-VNAV NA. Circling NA for Cats C and D northeast of Rwy 13-31.	

CNY ASOS <b>118.525</b>	SALT LAKE CENTER <b>133.6 269.25</b>	UNICOM <b>122.8 (CTAF)</b> 
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VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 40). 7 NM Holding Pattern LHARY				
14000 9300 312° 132° 132° 6900 6500 5200 8.5 NM 2.1 NM 4.1 NM 2.9 NM				
GP 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	4588-1 354 (400-1)			
LNAV/VNAV DA	4588-1 354 (400-1)			
LNAV MDA	4640-1	406 (500-1)	4640-1½	406 (500-1½)
CIRCLING	4800-1 566 (600-1)	4840-1 606 (700-1)	4840-1¾ 606 (700-1¾)	5100-2¾ 866 (900-2¾)

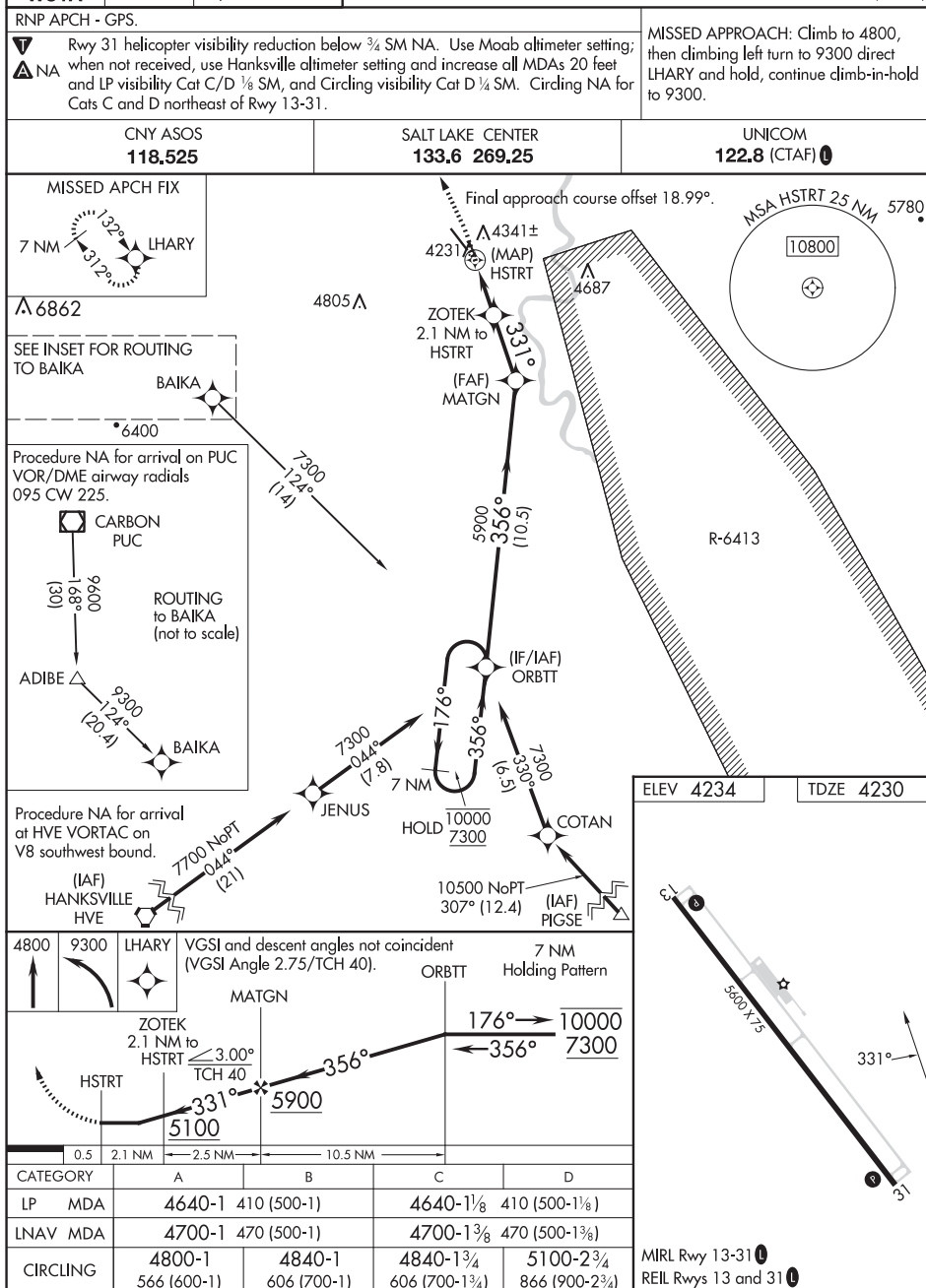
GREEN RIVER, UTAH

AL-9071 (FAA)

24193

WAAS CH <b>99746</b> <b>W31A</b>	APP CRS <b>331°</b>	Rwy Idg TDZE Apt Elev	<b>5600</b> <b>4230</b> <b>4234</b>
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# **RNAV (GPS) RWY 31** GREEN RIVER MUNI (U34)



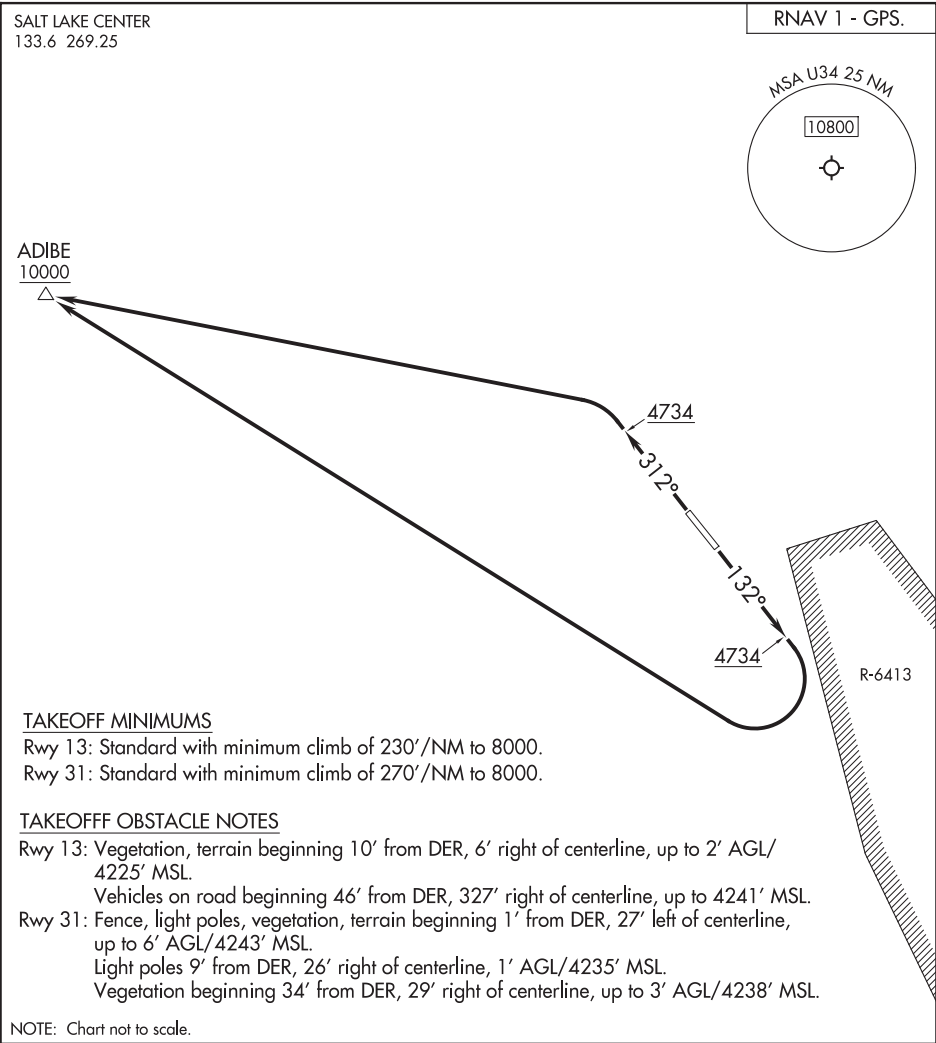
SW-4, 12 JUN 2025 to 07 AUG 2025

GREEN RIVER, UTAH

Orig 11JUL24

38°58'N-110°14'W

GREEN RIVER MUNI (U34)  
**RNAV (GPS) RWY 31**



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13:

Climb on heading 132° to 4734, then climbing right turn direct ADIBE, thence. . . .

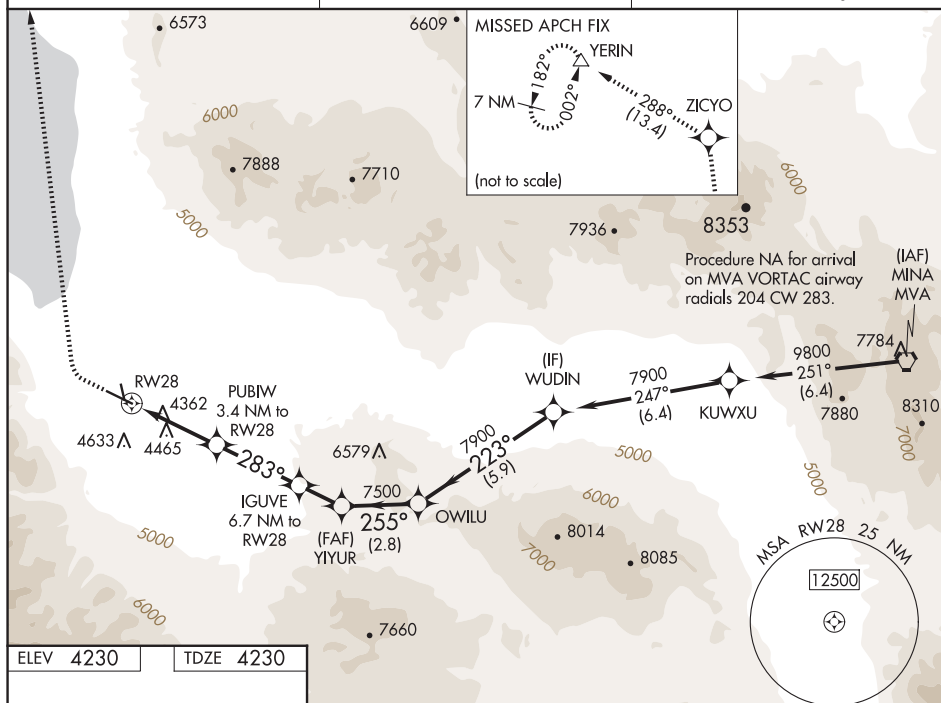
TAKEOFF RUNWAY 31:

Climb on heading 312° to 4734, then climbing left turn direct ADIBE, thence. . . .

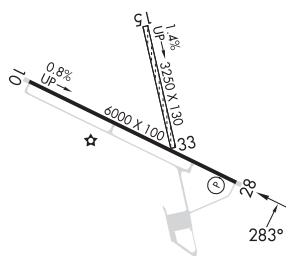
. . . .cross ADIBE at or above 10000 before proceeding on assigned route of flight.

## RNAV (GPS) RWY 28

**MISSED APPROACH:** Climb to 4750 then climbing right turn to 10000 direct ZICYO and on track 288° to YERIN and hold.

UNICOM  
122.8 (CTAF) **L**

ELEV	4230		TDZE	4230
------	------	--	------	------

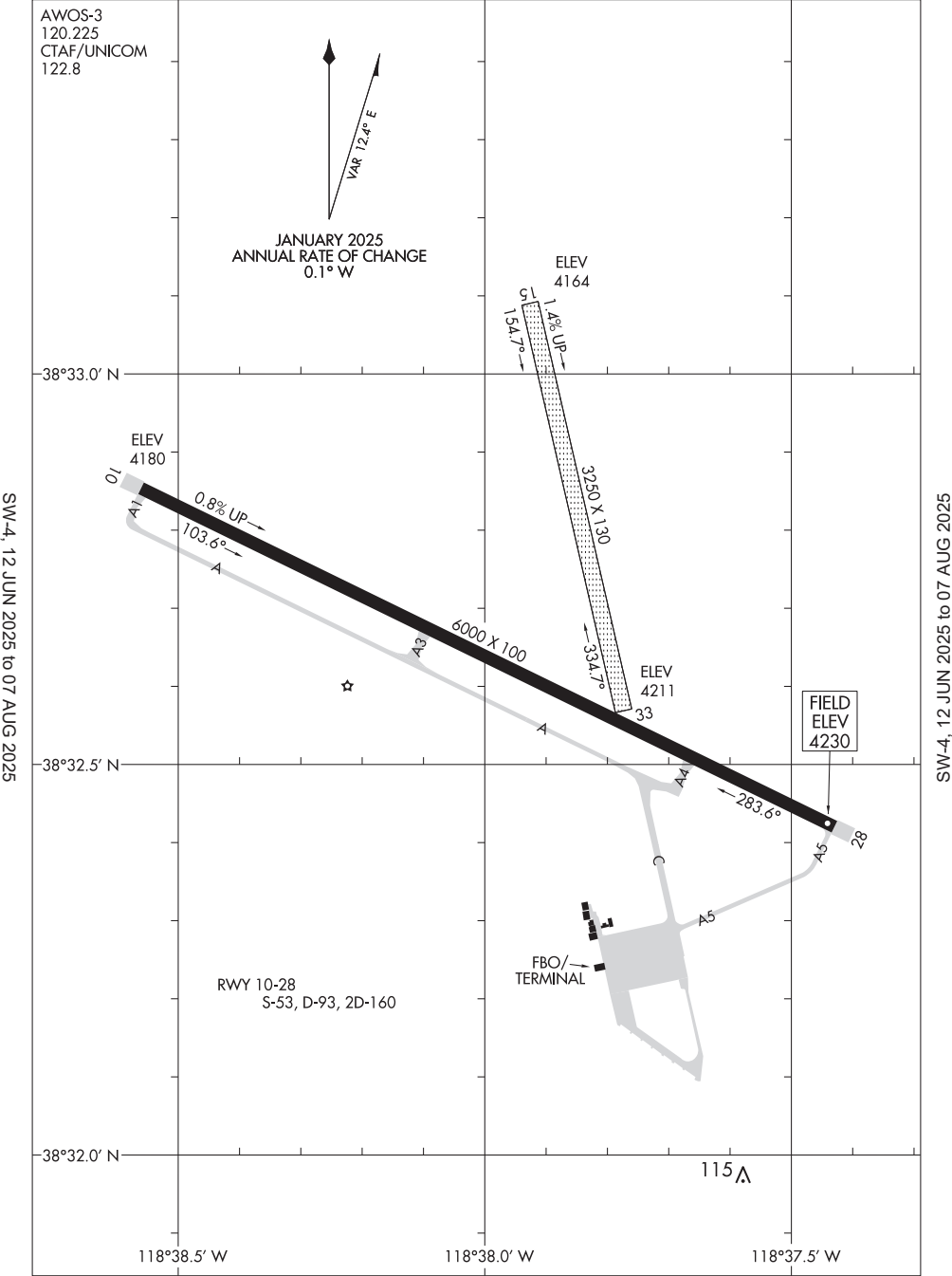
REIL Rwy 10 and 28 **L**

Orig 14SEP17

38°33'N-118°38'W

HAWTHORNE INDUSTRIAL (HTH)  
RNAV (GPS) RWY 28

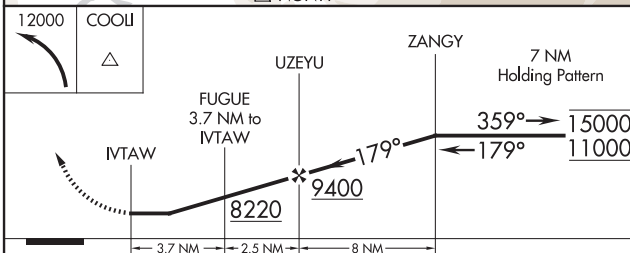
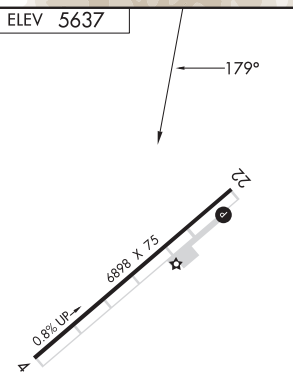
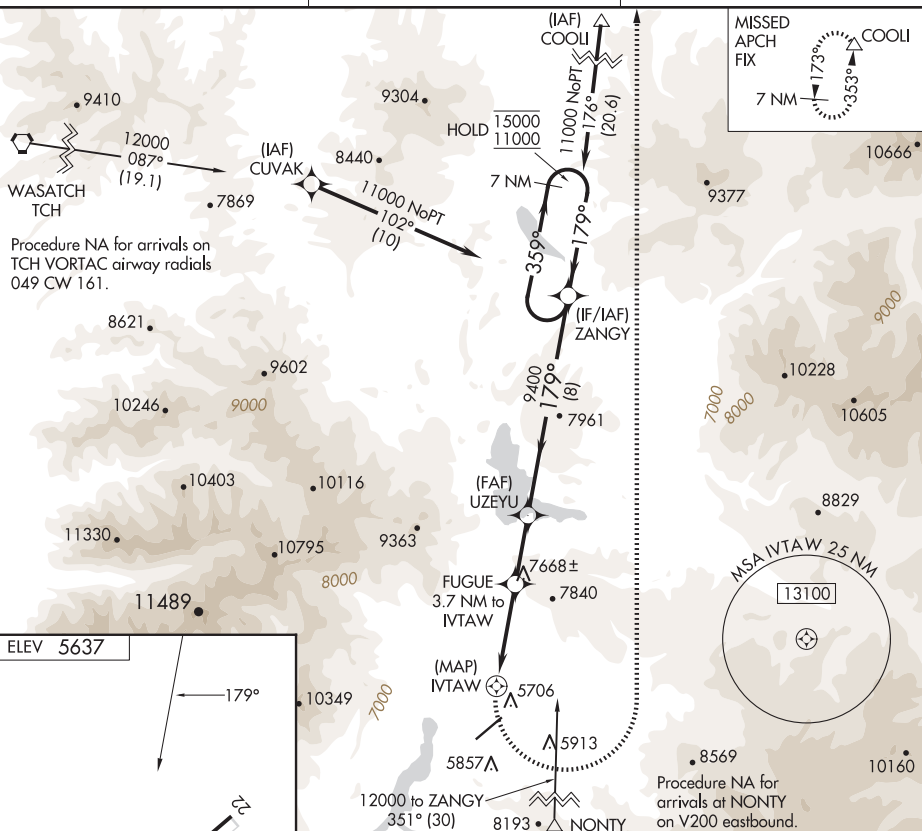
SW-4, 12 JUN 2025 to 07 AUG 2025




# RNAV (GPS)-A

## HEBER VALLEY (HCR)

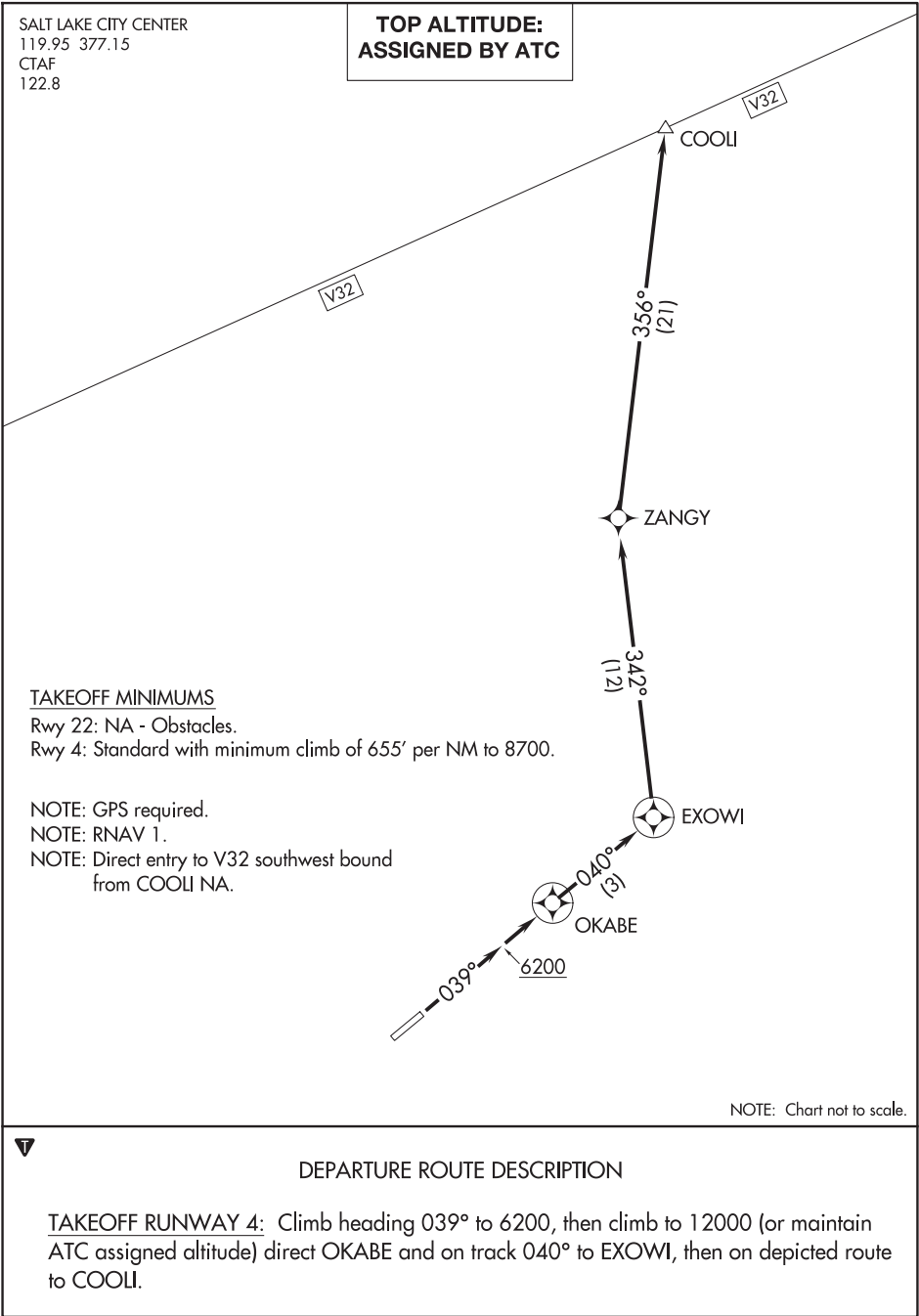
**MISSED APPROACH:** (Do not exceed 210K until turn completion)  
Climbing left turn to 12000 direct COOL and hold.

UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
 CIRCLING	8020-1½	2383 (2400-1½)	8020-3 2383 (2400-3)	NA

HEBER VALLEY (HCR)  
RNAV (GPS)-A

SW-4, 12 JUN 2025 to 07 AUG 2025



OGDEN, UTAH

## ILS or LOC X RWY 14

LOC I-HIF <b>109.9</b>	APCH CRS <b>139°</b>	Rwy Idg <b>13,500</b> TDZE <b>4786</b> Arpt Elev <b>4789</b>
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AL-296 [USAF]

HILL AFB (KHIF)

RADAR or DME required for LOC.

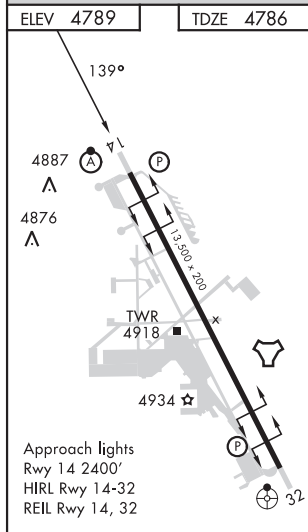
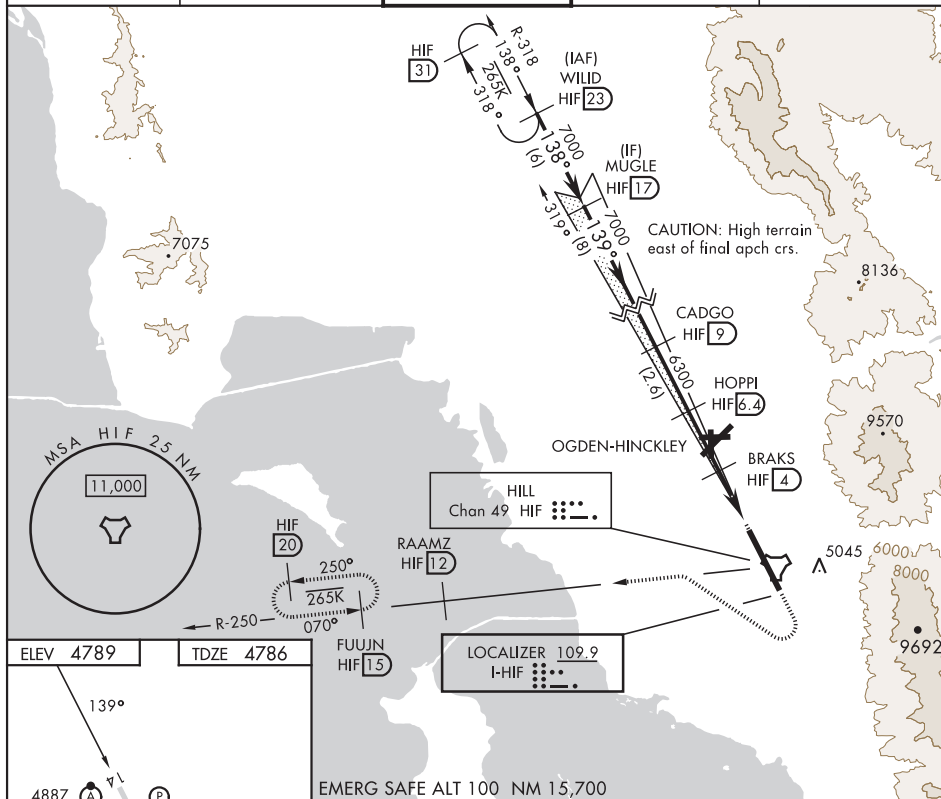
- \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase RVR to 55 and vis to 1 mile.  
 \*\*\* Circling not authorized in sector NE of Rwy 14-32.

ALSF-2

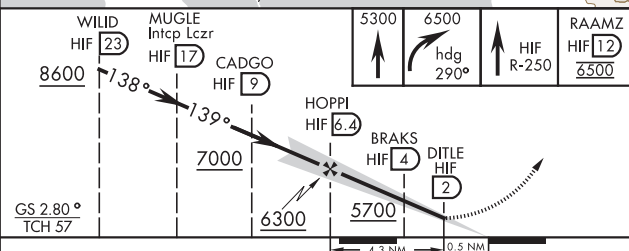


MISSED APPROACH: Climb to 5300, then turn right heading 290°, remain within HIF TACAN 5.7 DME until established on 290° heading. Intercept the HIF R-250 outbound. Cross RAAMZ at 6500, then climb and maintain 7200 direct to FUJUN and hold.

ATIS <b>134.925 397.9</b>	SALT LAKE CITY APP CON <b>121.1 319.25</b>	TOWER <b>127.15 263.15</b>	GND CON <b>121.6 275.8</b>	CLNC DEL <b>124.1 335.8</b>
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EMERG SAFE ALT 100 NM 15,700



CATEGORY	A	B	C	D	E
S-ILS 14 *		4986/24	200	(200-½)	
S-LOC 14 **		5080/24	294	(300-½)	
CIRCLING ***	5280-1 491 (500-1)		5280-1½ 491 (500-1½)	5340-2 551 (600-2)	5900-3 1111 (1200-3)

OGDEN, UTAH

41°07'N-111°58'W

HILL AFB (KHIF)

Amdt 9 05OCT23

## ILS or LOC X RWY 14

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



OGDEN, UTAH

TACAN X RWY 14

TACAN HIF Chan 49	APCH CRS 131°	Rwy ldg TDZE Arpt Elev	13,500 4786 4789
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AL-296 (USAF)

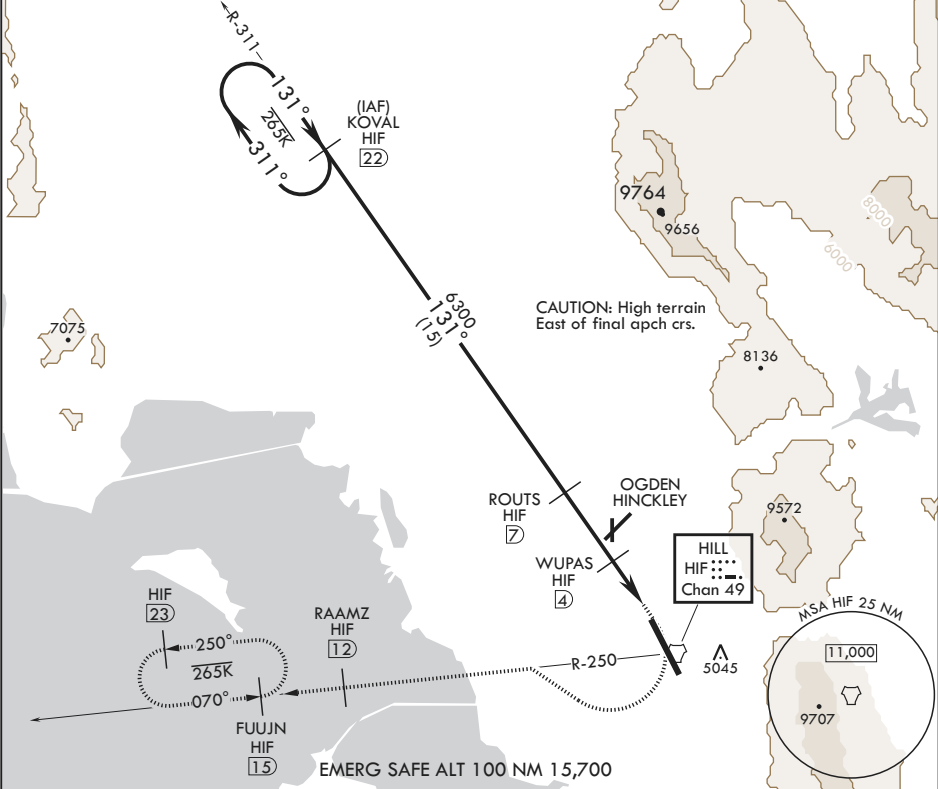
HILL AFB (KHIF)

▼ \* When ALS inop, increase RVR to 55, vis to 1 mile.  
\*\* Circling not authorized in sector NE of Rwy 14-32.

ALSF-2

MISSED APPROACH: Climb to 5300, then turn right heading 290°, remain within HIF TACAN 5.7 DME until established on 290° heading. Intercept HIF R-250 outbound. Cross RAAMZ at 6500, then climb and maintain 7200 direct to FUJIN and hold.

ATIS 134.925 397.9	SALT LAKE CITY APP CON 121.1 319.25	TOWER 127.15 263.15	GND CON 121.6 275.8	CLNC DEL 124.1 335.8
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KOVAL HIF 22		5300		6500		RAAMZ HIF 12		ELEV 4789		TDZE 4786	
8600		311°		131°		131°		131°		131°	
VGSI and descent angles not coincident.		3.25° ≥ TCH 59		WUPAS HIF 4		JESGO 2.1		TACAN		TWR	
3 NM		1.9 NM		.6							
CATEGORY	A	B	C	D	E						
S-14*	5160/24	374 (400-½)	5160/40	374	(400-¾)						
CIRCLING**	5280-1	491 (500-1)	5280-1½ 491 (500-1½)	5340-2 551 (600-2)	5900-3 1111 (1200-3)						

Approach lights Rwy 14 2400'

REIL all Rws  
HIRL all Rws

OGDEN, UTAH

41°07'N - 111°58'W

HILL AFB (KHIF)

Amdt 7 05OCT23

TACAN X RWY 14

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

17117

## AIRPORT DIAGRAM

AFD-296 [USAF]

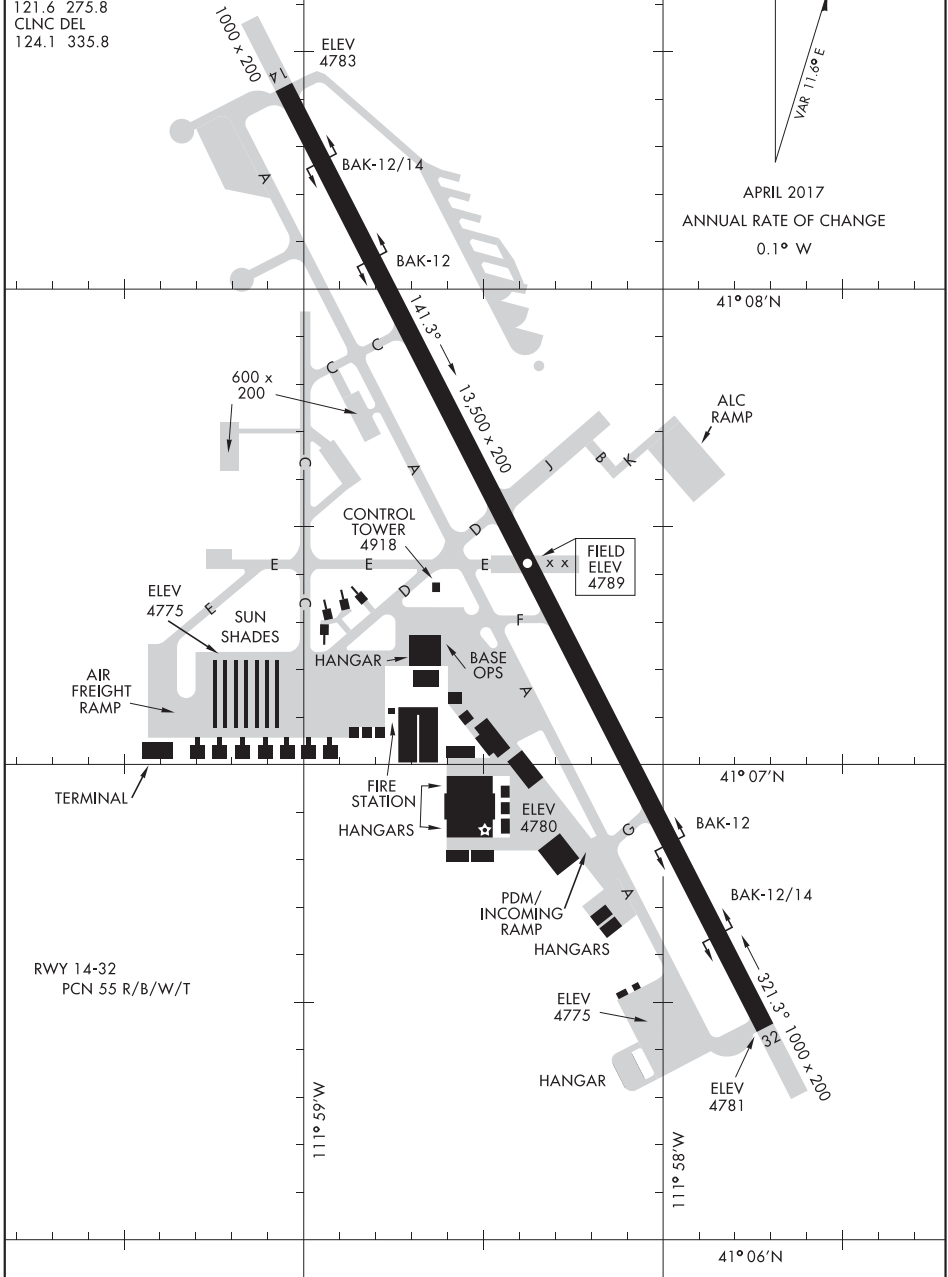
HILL AFB (KHIF)

OGDEN, UTAH

ATIS 134.925 397.9  
 HILL TOWER  
 127.15 263.15  
 GND CON  
 121.6 275.8  
 CLNC DEL  
 124.1 335.8



APRIL 2017  
 ANNUAL RATE OF CHANGE  
 0.1° W



## AIRPORT DIAGRAM

OGDEN, UTAH

HILL AFB (KHIF)

SW-4, 12 JUN 2025 to 07 AUG 2025

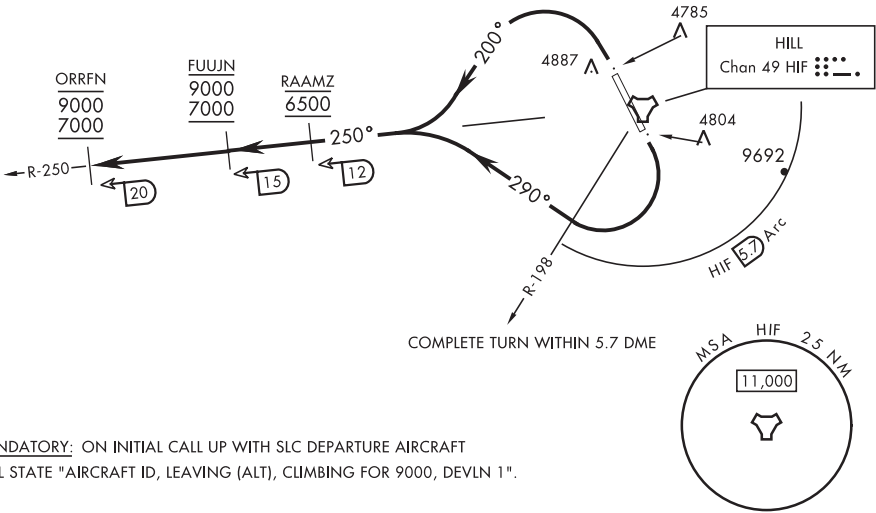
SW-4, 12 JUN 2025 to 07 AUG 2025

ATIS 134.925 397.9  
CLNC DEL  
124.1 335.8  
GND CON  
121.6 275.8  
HILL TOWER  
127.15 263.15  
SALT LAKE CITY  
DEP CON  
121.1 319.25  
CLOVER CON  
134.1 285.65

[USAF]							
Rwy	Knots	60	120	180	240	300	360
14	V/V(fpm)	2095	4190	6285	8380	10475	12570
32	V/V(fpm)	4610	9220	13830	18440	23050	27660

ATC Climb Rate to 5200

Airspeed in excess of 350 KIAS not authorized until established:  
Rwy 14 heading 290°  
Rwy 32 heading 200°



**MANDATORY:** ON INITIAL CALL UP WITH SLC DEPARTURE AIRCRAFT  
WILL STATE "AIRCRAFT ID, LEAVING (ALT), CLIMBING FOR 9000, DEVLN 1".

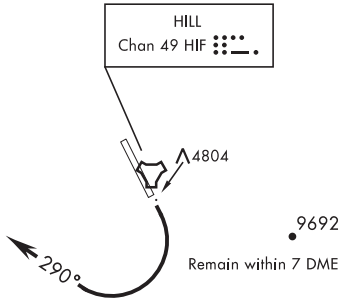
EMERG SAFE ALT 100 NM 15,700

DEPARTURE ROUTE DESCRIPTION

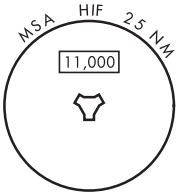
**TAKEOFF RWY 14:** Turn right heading 290°, remain within HIF TACAN 5.7 DME until passing the HIF R-198 and established on a heading greater than 256°, intercept HIF R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 9000 as depicted.

**TAKEOFF RWY 32:** Turn left heading 200°, intercept HIF TACAN R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 9000 as depicted.

ATIS 134.925 397.9  
CLNC DEL  
124.1 335.8  
GND CON  
121.6 275.8  
HILL TOWER  
127.15 263.15  
SALT LAKE CITY  
DEP CON  
121.1 319.25  
CLOVER CON  
134.1 285.65



Lost Communications: If radio contact has not been established by HIF R-225 or 12 DME, squawk 7600 and immediately climb to 7500 MSL.



EMERG SAFE ALT 100 NM 15,700



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Turn right heading 290°, remain within HIF TACAN 7 DME, maintain 6500.

TACAN OUT: Turn right heading 290°, maintain 6500.

SW-4, 12 JUN 2025 to 07 AUG 2025

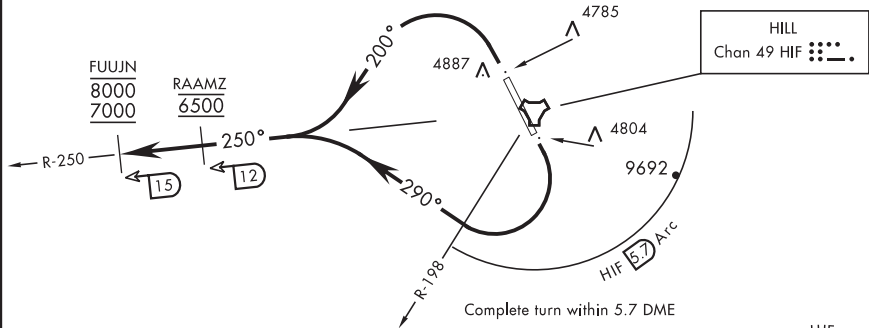
SW-4, 12 JUN 2025 to 07 AUG 2025

ATIS 134.925 397.9  
CLNC DEL  
124.1 335.8  
GND CON  
121.6 275.8  
HILL TOWER  
127.15 263.15  
SALT LAKE CITY  
DEP CON  
121.1 319.25  
CLOVER CON  
134.1 285.65

[USAF]		OGDEN, UTAH					
Rwy	Knots	60	120	180	240	300	360
14	V/V(fpm)	2095	4190	6285	8380	10475	12570
32	V/V(fpm)	4610	9220	13830	18440	23050	27660

ATC Climb Rate to 5200

Airspeed in excess of 350 KIAS not authorized until established:  
Rwy 14 heading 290°  
Rwy 32 heading 200°



MANDATORY: On initial callup with SLC, aircraft will state  
"Aircraft ID, leaving (alt), climbing for 8000, LGTING 1".

FOR STEREO FLIGHT  
PLAN USE ONLY



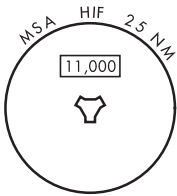
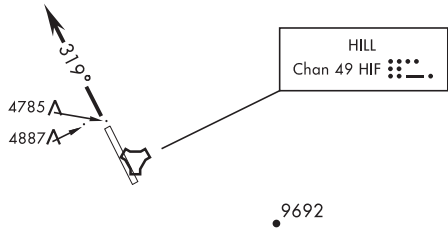
EMERG SAFE ALT 100 NM 15,700

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Turn right heading 290°, remain within HIF TACAN 5.7 DME until passing the HIF R-198 and established on a heading greater than 256°, intercept HIF R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 8000.

TAKEOFF RWY 32: Turn left heading 200°, intercept HIF TACAN R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 8000.

ATIS 134.925 397.9  
CLNC DEL  
124.1 335.8  
GND CON  
121.6 275.8  
HILL TOWER  
127.15 263.15  
SALT LAKE CITY  
DEP CON  
121.1 319.25  
CLOVER CON  
134.1 285.65



EMERG SAFE ALT 100 NM 15,700



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 32: Track heading 319°, maintain 7000.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	N/A
194°	TDZE	N/A
	Apt Elev	5915

RNAV (GPS)-C

HUNTINGTON MUNI (69V)

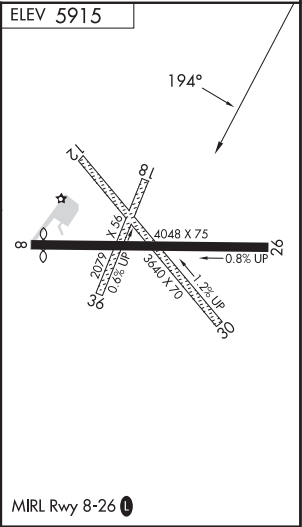
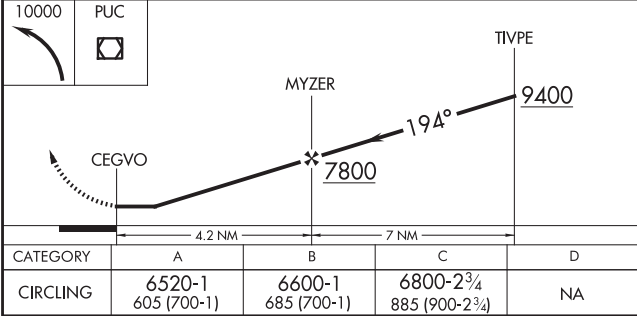
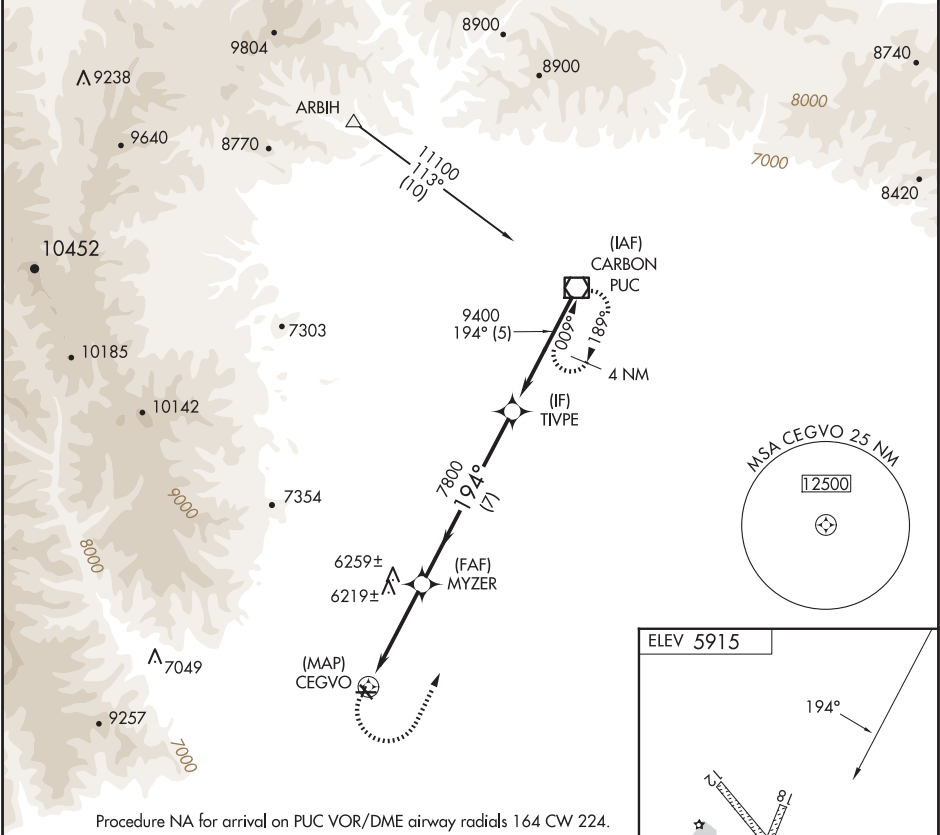
▼

NA

Rwy 8, 12, 26, 30 helicopter visibility reduction below 1 SM NA.  
DME/DME RNP-0.3 NA. Procedure NA at night. Use Price altimeter setting; when not received, procedure NA. Circling NA to Rwys 12-30 and 18-36.

MISSED APPROACH: Climbing left turn to 10000 direct PUC VOR/DME and hold.

PUC ASOS 135.425	SALT LAKE CENTER 133.9 370.85	UNICOM 122.8 (CTAF) 0
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HUNTINGTON, UTAH

AL-6693 (FAA)

25163

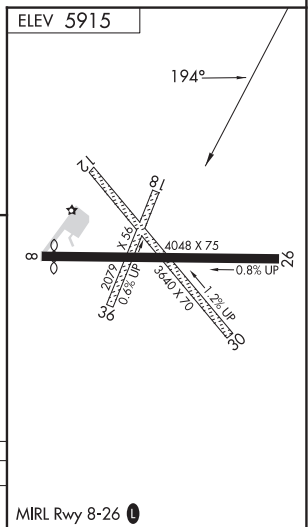
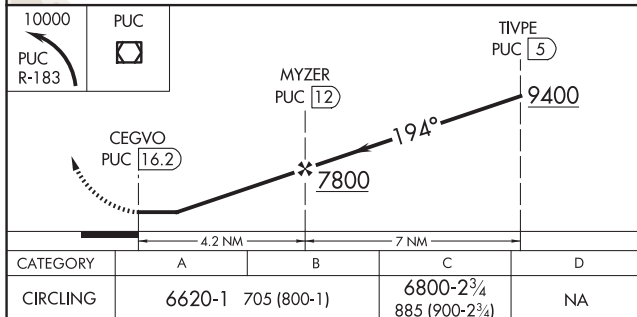
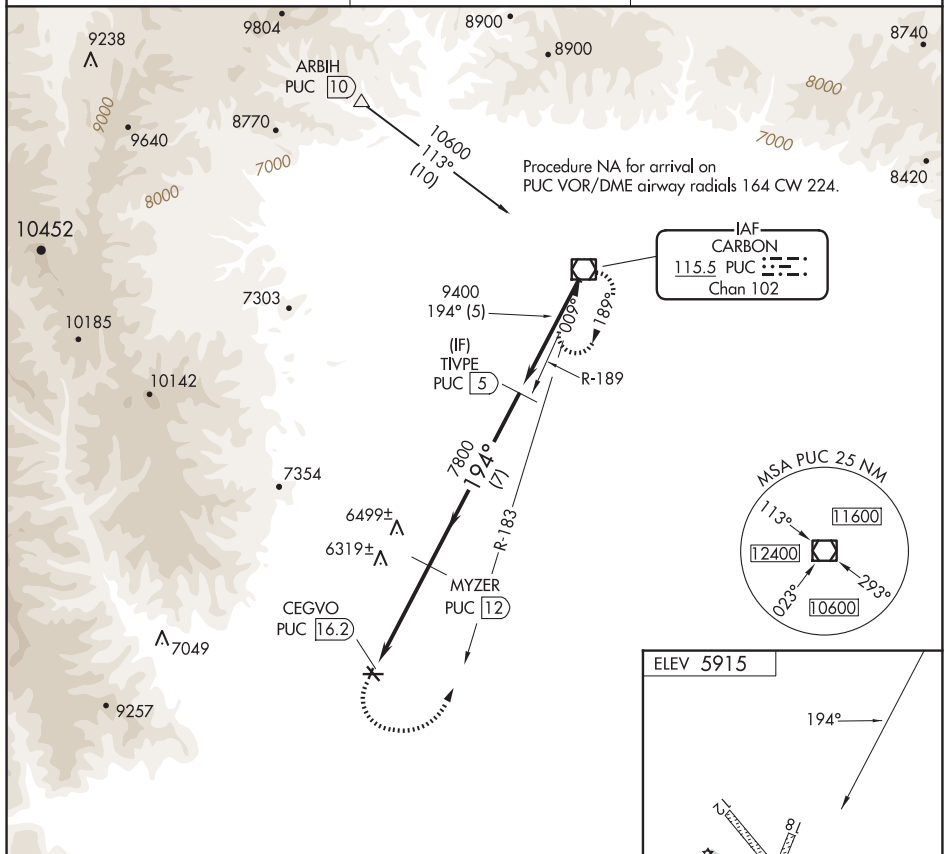
VOR/DME PUC <b>115.5</b> Chan <b>102</b>	APP CRS <b>194°</b>	Rwy Ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>5915</b>
--	------------------------	--

**VOR-B**

HUNTINGTON MUNI (69V)

<p><b>V</b> Rwy 8, 12, 26, 30 helicopter visibility reduction below 1 SM NA. DME required.</p> <p><b>Δ NA</b> Procedure NA at night. Use Price altimeter setting; when not received, procedure NA. Circling NA to Rwys 12-30 and 18-36.</p>	<p><b>MISSED APPROACH:</b> Climbing left turn to 10000 on PUC VOR/DME R-183 to PUC VOR/DME and hold.</p>
---	--

PUC ASOS <b>135.425</b>	SALT LAKE CENTER <b>133.9 370.85</b>	UNICOM <b>122.8 (CTAF)</b> <b>0</b>
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HUNTINGTON, UTAH

Amdt 1B 27JAN22

39°22'N-110°55'W

HUNTINGTON MUNI (69V)

**VOR-B**

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



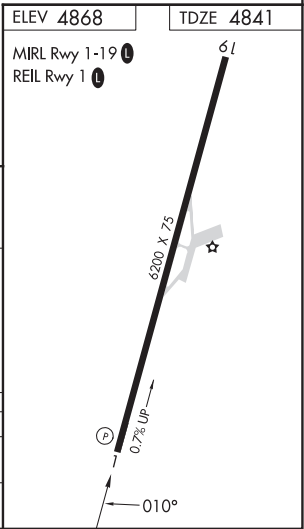
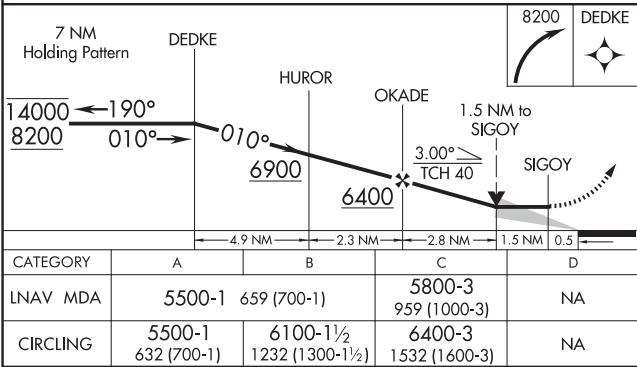
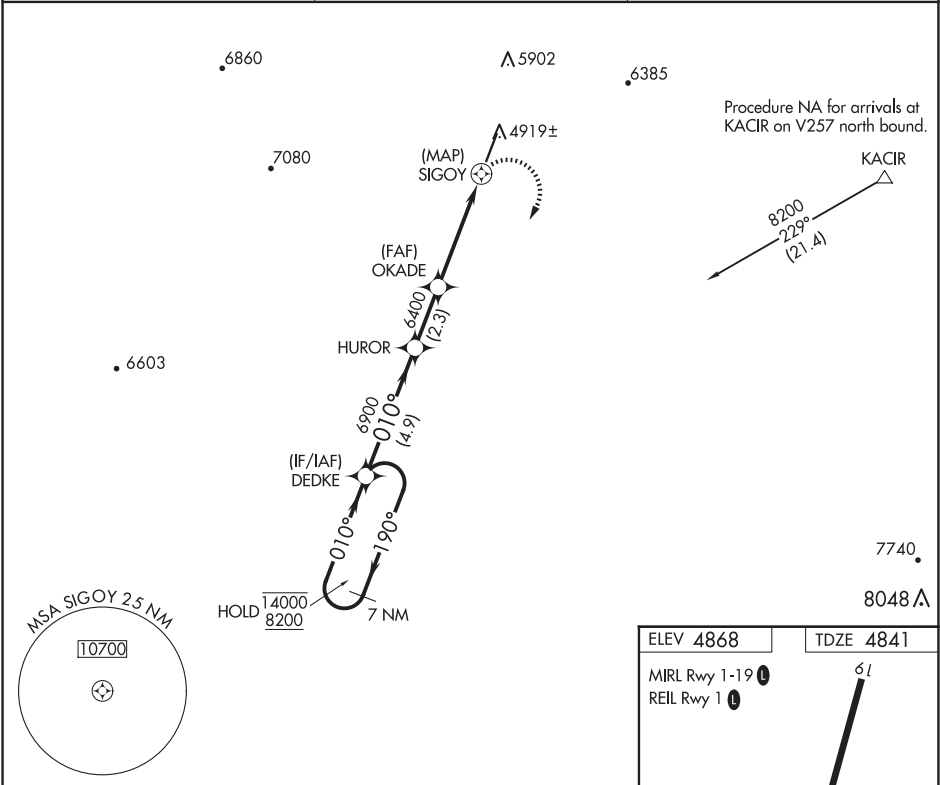
APP CRS	Rwy Idg	6200
010°	TDZE	4841
	Apt Elev	4868

RNAV (GPS) RWY 1

KANAB MUNI (KNB)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 8200 direct DEDKE and hold, continue climb-in-hold to 8200.
<div><div></div><div></div></div> <div>Circling Rwy 19 NA at night. Circling NA for Cat C west of Rwy 1-19.</div>	

AWOS-3 133.175	LOS ANGELES CENTER 124.2 343.6	UNICOM 122.8 (CTAF)
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(KACIR2.KACIR) 17341

KACIR TWO DEPARTURE (RNAV)

AL-9072 (FAA)

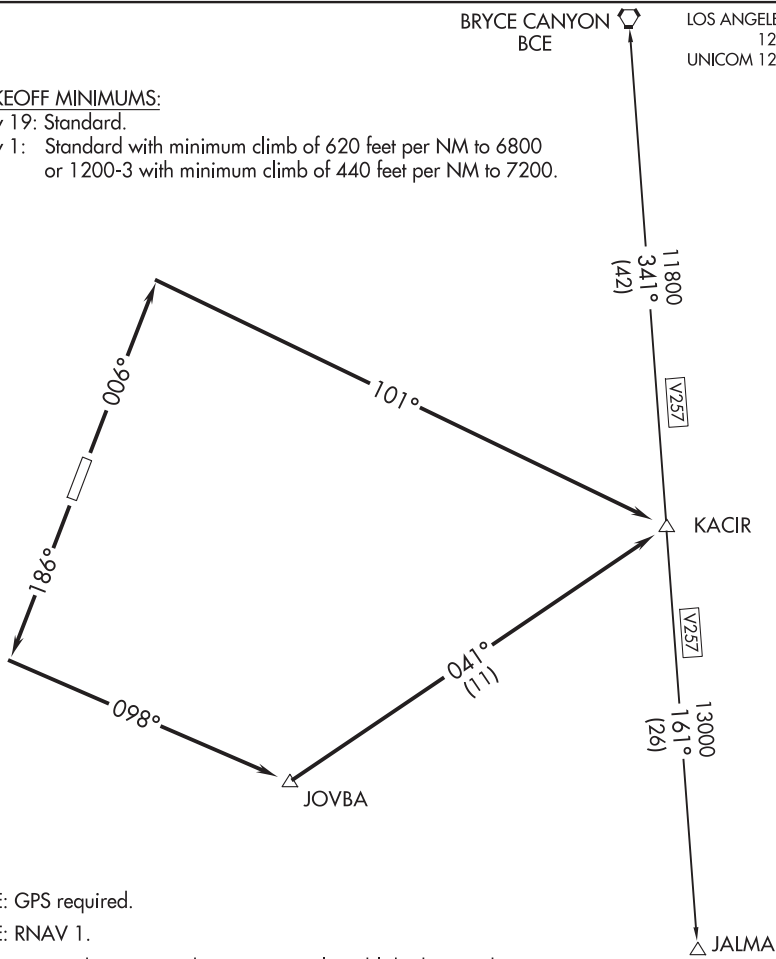
KANAB MUNI (KNB)  
KANAB, UTAH

LOS ANGELES CENTER  
124.2 343.6  
UNICOM 122.8 (CTAF)

TAKEOFF MINIMUMS:

Rwy 19: Standard.

Rwy 1: Standard with minimum climb of 620 feet per NM to 6800  
or 1200-3 with minimum climb of 440 feet per NM to 7200.



NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Rwy 1, do not exceed 200 KIAS until established on track to KACIR.

NOTE: Rwy 19, do not exceed 200 KIAS until established on track to JOVBA.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 006° to intercept course 101° to KACIR, thence. . . .

TAKEOFF RWY 19: Climb heading 186° to intercept course 098° to JOVBA, then  
on track 041° to KACIR, thence. . . .

. . . . (transition).

BRYCE CANYON TRANSITION (KACIR2.BCE)

JALMA TRANSITION (KACIR2.JALMA)

KACIR TWO DEPARTURE (RNAV)

(KACIR2.KACIR) 15DEC11

KANAB, UTAH  
KANAB MUNI (KNB)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>86312</b> <b>W03A</b>	APP CRS <b>033°</b>	Rwy Idg TDZE Apt Elev	<b>6827</b> <b>3412</b> <b>3449</b>
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RNAV (GPS) RWY 3

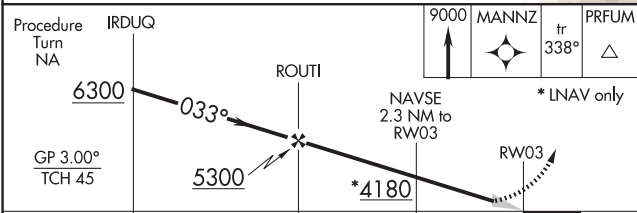
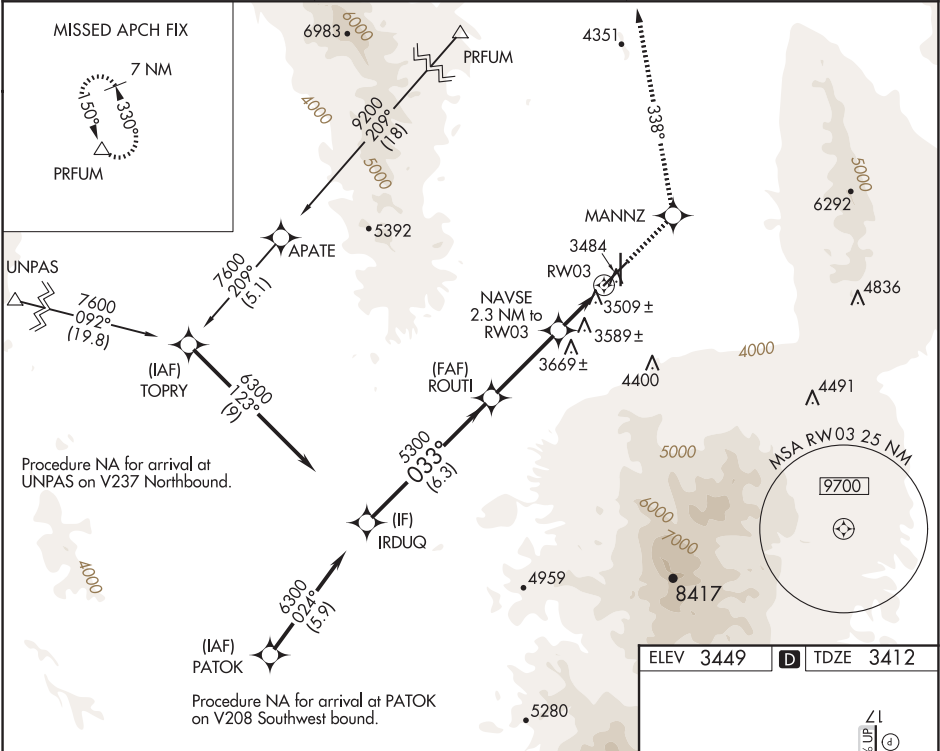
KINGMAN (IGM)

⚠

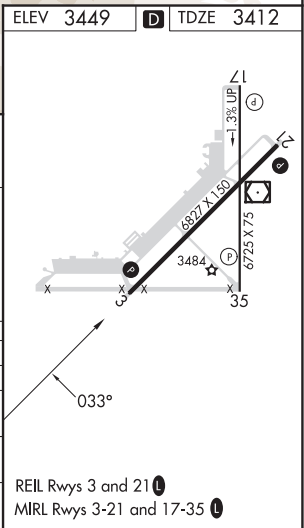
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Circling NA for Cat D southeast of Rwy 3-21. Circling Rwy 35 NA at night.

MISSED APPROACH: Climb to 9000 direct MANNZ and via track 338° to PRFUM and hold, continue climb-in-hold to 9000.

ASOS <b>119.275</b>	LOS ANGELES CENTER <b>124.85 319.2</b>	UNICOM <b>122.8 (CTAF) 1</b>
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CATEGORY	A	B	C	D
LPV DA		3713-1	301 (400-1)	
LNAV/VNAV DA		3952-2	540 (600-2)	
LNAV MDA	3840-1	428 (500-1)	3840-1¼ 428 (500-1¼)	3840-1½ 428 (500-1½)
CIRCLING	3980-1 531 (600-1)	4100-1 651 (700-1)	4420-3	971 (1000-3)



KINGMAN, ARIZONA


AL-215 (FAA)

24361

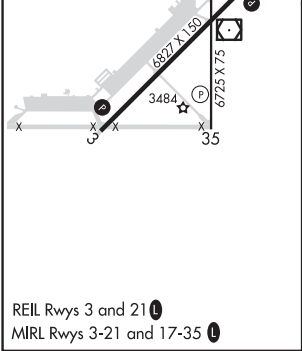
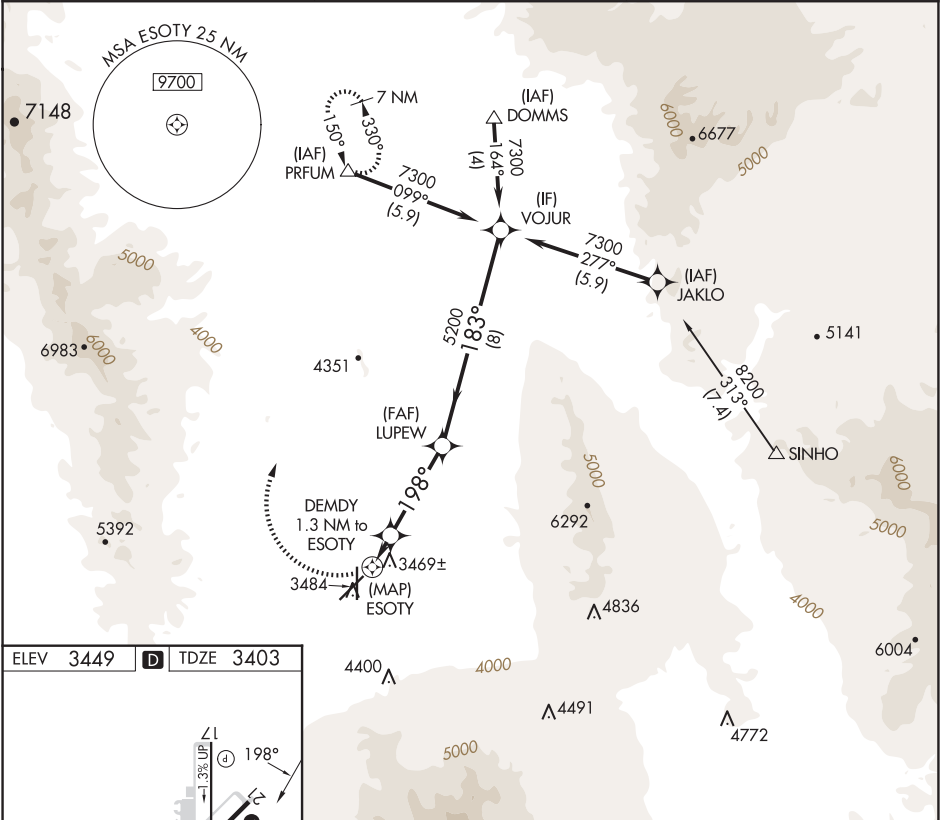
APP CRS	Rwy Idg	6827
198°	TDZE	3403
	Apt Elev	3449







# RNAV (GPS) Y RWY 21

KINGMAN (IGM)

<div><b>DME/DME RNP-0.3 NA.</b> Circling NA for Cat D southeast of Rwy 3-21. Circling Rwy 35 NA at night.</div>	<b>MISSED APPROACH:</b> Climbing right turn to 9000 direct PRFUM and hold, continue climb-in-hold to 9000.
--	--

ASOS <b>119.275</b>	LOS ANGELES CENTER <b>124.85 319.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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<div><div>9000</div><div></div></div>		<div>PRFUM</div> <div></div>		<div>VOJUR</div>	
<div>ESOTY</div> <div></div>		<div>DEMDY 1.3 NM to ESOTY</div>		<div>LUPEW</div>	
<div></div>		<div><math>\leq 3.03^\circ</math> TCH 45</div>		<div><math>183^\circ</math></div>	
<div></div>		<div><math>198^\circ</math></div>		<div><u>7300</u></div>	
<div></div>		<div><u>4000</u></div>		<div><u>5200</u></div>	
<div>0.5</div>		<div>1.3 NM</div>		<div>3.7 NM</div>	
<div>8 NM</div>		<div></div>		<div></div>	
CATEGORY	A		B		C
LNAV MDA	3820-1 417 (400-1)		3820-1¼ 417 (400-1¼)		
CIRCLING	3980-1 531 (600-1)	4100-1 651 (700-1)	4420-3 971 (1000-3)		
<div>Procedure Turn NA</div>					

KINGMAN, ARIZONA  
Orig-C 20MAY21

35°16'N-113°56'W

# RNAV (GPS) Y RWY 21

KINGMAN (IGM)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

KINGMAN, ARIZONA

AL-215 (FAA)

24361

WAAS CH <b>70612</b> <b>W21A</b>	APP CRS <b>213°</b>	Rwy Idg <b>6827</b> TDZE <b>3403</b> Apt Elev <b>3449</b>
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RNAV (GPS) Z RWY 21  
KINGMAN (IGM)

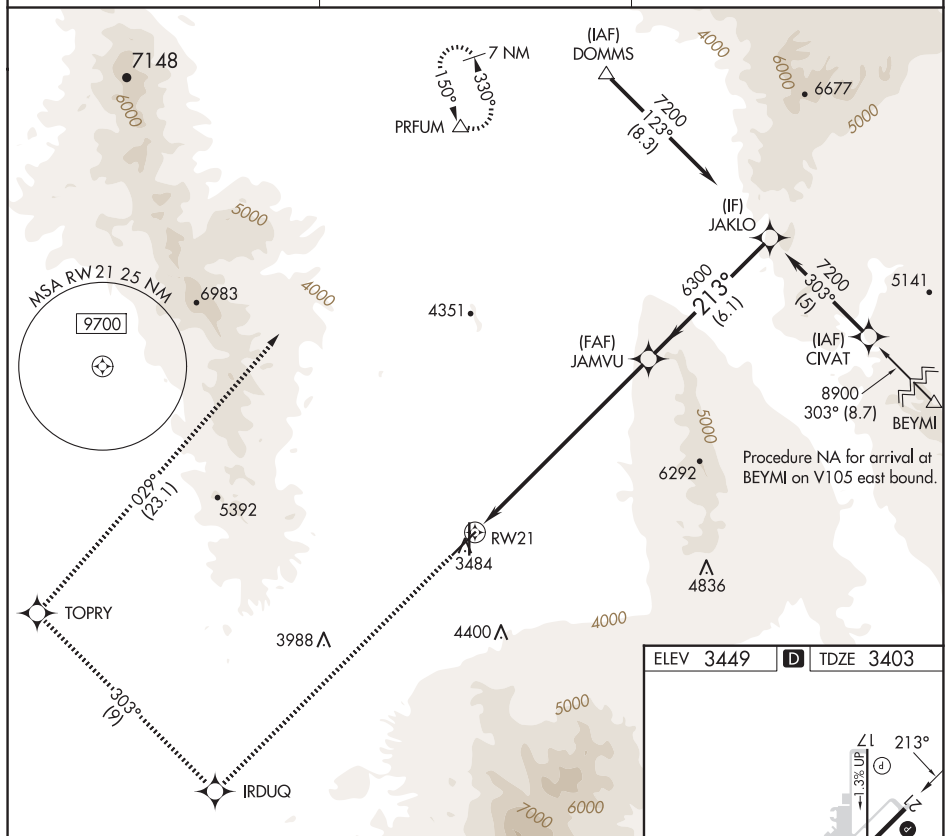
RNP APCH - GPS.

TANA

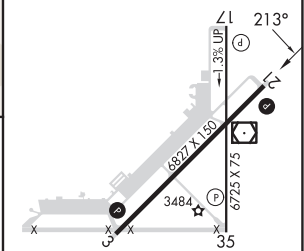
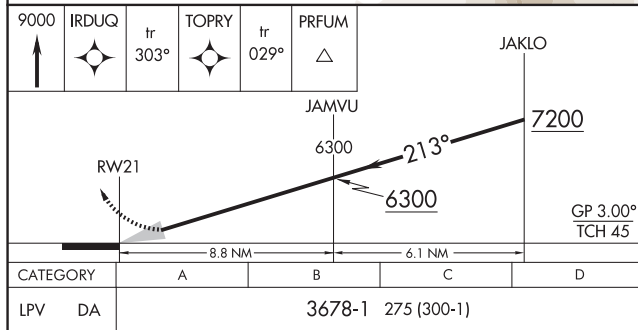
**MISSED APPROACH:** Climb to 9000 direct IRDUQ and on track 303° to TOPRY and on track 029° to PRFUM and hold.

ASOS  
119.275

LOS ANGELES CENTER  
124.85 319.2

UNICOM  
122.8 (CTAF) **L**

ELEV 3449	<b>D</b>	TDZE 3403
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REIL Rwys 3 and 21 **L**  
MIRL Rwys 3-21 and 17-35 **L**

KINGMAN, ARIZONA  
Orig-D 26DEC24

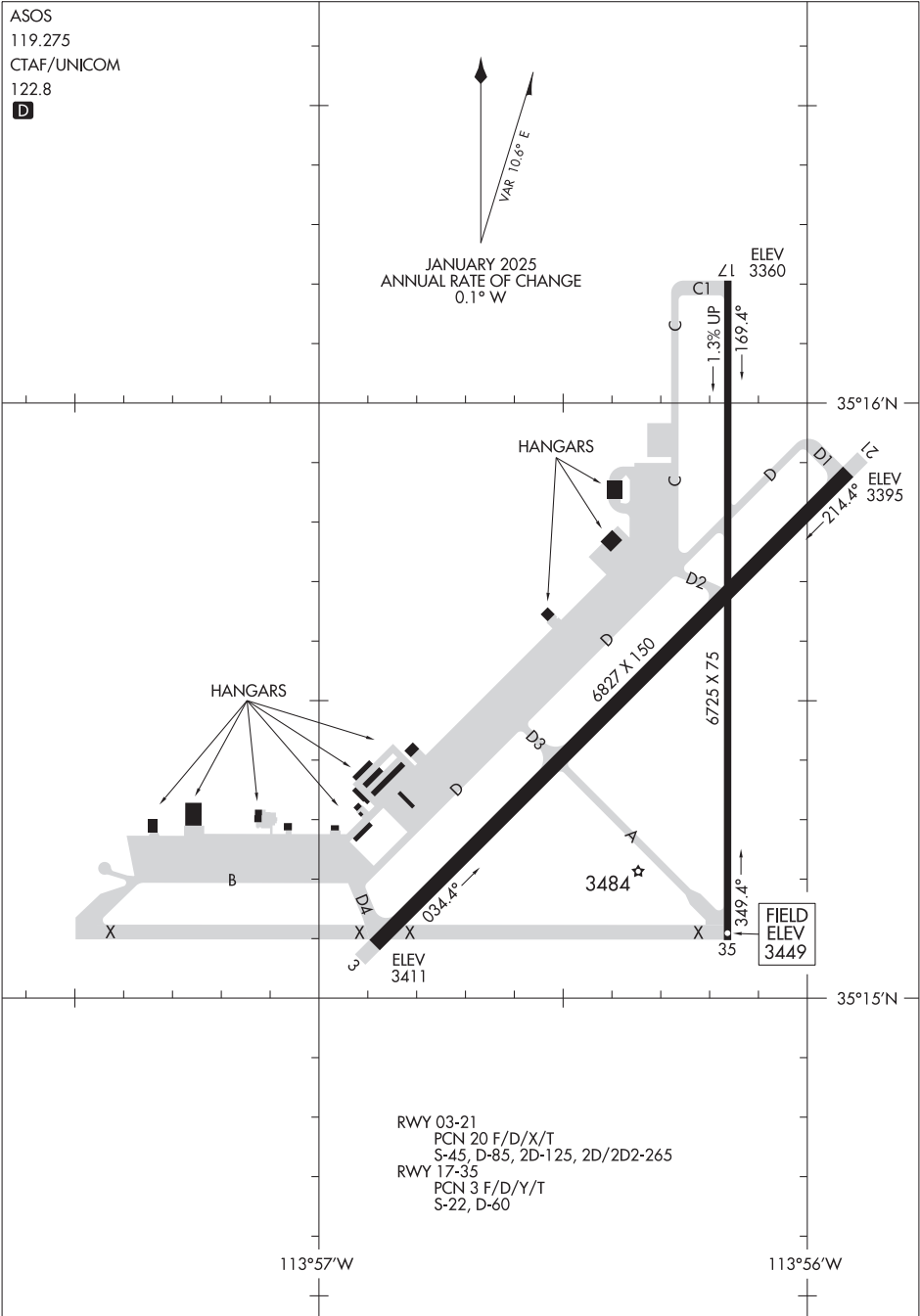
35°16'N-113°56'W

KINGMAN (IGM)

RNAV (GPS) Z RWY 21

SW-4, 12 JUN 2025 to 07 AUG 2025





YUMA, ARIZONA

RNAV (GPS) RWY 6

APCH CRS  
063°

Rwy Idg  
6043

TDZE  
387

Arpt Elev  
433

[USA]

LAGUNA AAF (YUMA PROVING GROUND) (KLGF)

RNP APCH - GPS

RADAR required for holding.

▼

Procedure not authorized when airfield closed.  
\* Straight-in Minimums not authorized at night.  
\*\* Circling not authorized NW of Rwy 6 and 18.  
Circling to Rwy 24 not authorized at night.

▲

NA

MISSED APPROACH: Climbing right turn to 3600 direct BZA VORTAC and hold.

YUMA APP CON  
124.7 371.975

TOWER ★  
126.2 (CTAF) 242.175

GND CON  
121.8 229.4

Procedure not authorized for arrivals at ARAZI via V66-458 westbound.

Helicopter visibility reduction not authorized.

When local altimeter setting not received, use YUMA MCAS/YUMA Intl altimeter setting.

2365

1443

654

230K

3600

044°

100°

280°

5 NM

(IF/IAF) ZUCKI

(IAF) ARAZI

2000

063°

(6)

(FAF) WALCI

696

R-280

R-2306E

723

638

599

R-2307

RW6

UNITED STATES

MEXICO

BARD

116.8 BZA

Chan 115

MSA

RW 6

2.5 NM

17,000

2674

Visual segment - Obstacles

3600

BZA

ZUCKI

3600

063°

WALCI

2000

RW6

5 NM

CATEGORY	A	B	C	D
LNAV MDA*	1020-1	633 (600-1)	1020-1¾	633 (600-1¾)
CIRCLING**	1080-1	647 (700-1)	1080-1¾	1080-2
			647 (700-1¾)	647 (700-2)
YUMA MCAS/YUMA Intl ALTIMETER SETTING				
LNAV MDA*	1100-1	713 (700-1)	1100-2	713 (700-2)
CIRCLING**	1160-1	727 (800-1)	1160-2	1160-2¼
			727 (800-2)	727 (800-2¼)

ELEV 433

TDZE 387

TWR

81

6142 x 150

6043 x 100

36

063°

100° UP

068° UP

MRL Rwy 18-36

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

YUMA, ARIZONA

32°52'N-114°24'W

LAGUNA AAF (YUMA PROVING GROUND) (KLGF)

Amtd 1 05OCT23

RNAV (GPS) RWY 6



RNAV (GPS) RWY 18

APCH CRS	Rwy ldg
161°	6142
TDZE	410
Arprt Elev	433

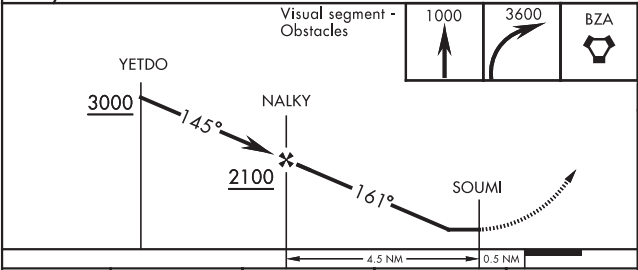
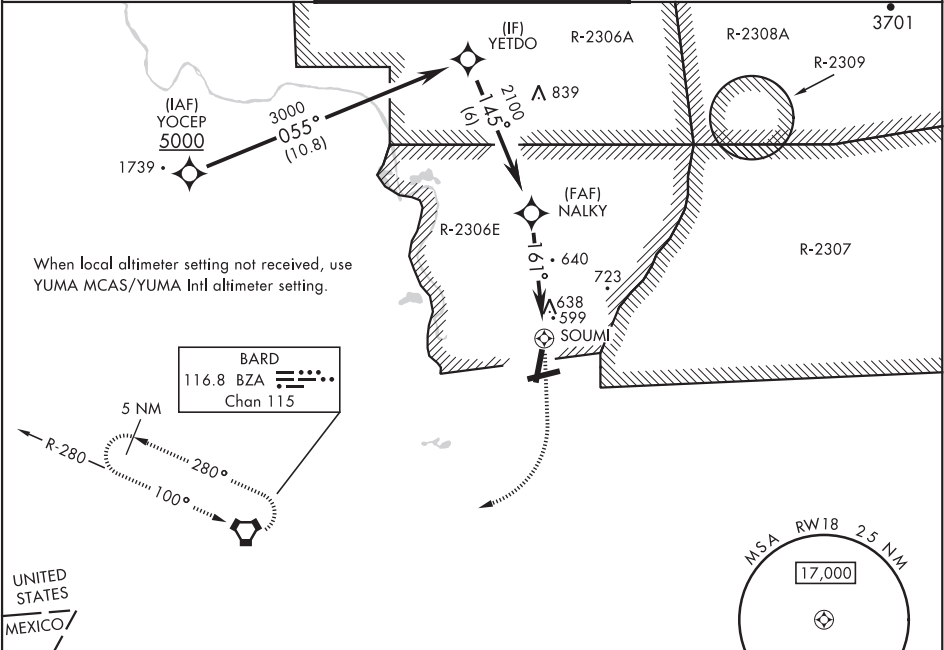
[USA]

LAGUNA AAF (YUMA PROVING GROUND) (KLGf)

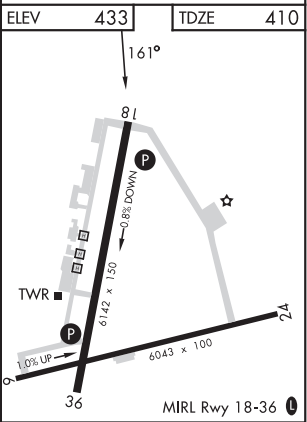
RNP APCH - GPS
RADAR required for holding.
▼ Procedure not authorized when airfield closed.
*Circling to Rwy 24 not authorized at night.
▲ NA Circling not authorized NW of Rwy 6 and 18.

MISSED APPROACH: Climb to 1000, then climbing right turn to 3600 direct BZA VORTAC and hold, continue climbing in hold to 3600.

YUMA APP CON	TOWER ★	GND CON
124.7 371.975	126.2 (CTAF) 242.175	121.8 229.4



CATEGORY	A	B	C	D
LNAV MDA	900-1 490 (500-1)	900-1 490 (500-1)	900-1 490 (500-1)	900-1 490 (500-1)
CIRCLING *	900-1 467 (500-1)	940-1 507 (600-1)	940-1 507 (600-1)	1040-2 607 (700-2)
YUMA MCAS/YUMA Intl ALTIMETER SETTING				
LNAV MDA	980-1 570 (600-1)	980-1 570 (600-1)	980-1 570 (600-1)	980-1 570 (600-1)
CIRCLING *	980-1 547 (600-1)	1020-1 587 (600-1)	1020-1 587 (600-1)	1120-2 687 (700-2)



RNAV (GPS) RWY 18

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

YUMA, ARIZONA

VOR RWY 6

VORTAC BZA <b>116.8</b> Chan <b>115</b>	APCH CRS <b>048°</b>	Rwy Idg <b>6043</b> TDZE <b>387</b> APCH Elev <b>433</b>	[USA]	LAGUNA AAF (YUMA PROVING GROUND)	(KLGF)
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RADAR required for holding.

**T** \* Procedure not authorized at night.  
**A** NA \*\* Circling not authorized NW of rwy 06 and 18.

**MISSED APPROACH:** Climbing right turn to 3800 direct BZA VORTAC and hold, continue climb-in-hold to 3800.

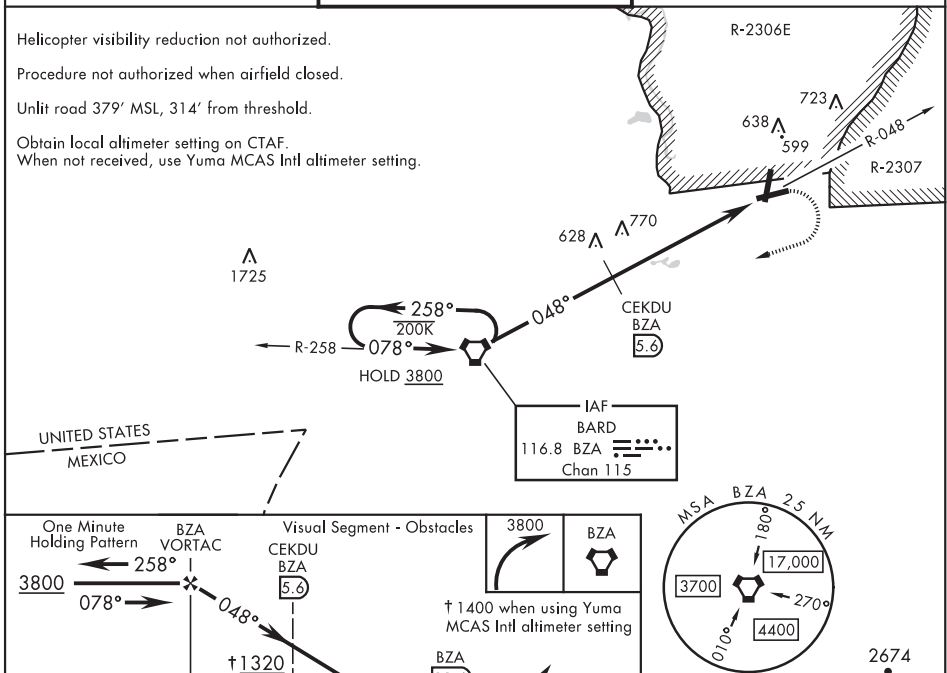
YUMA APP CON <b>124.7 371.975</b>	TOWER ★ <b>126.2 (CTAF) 242.175</b>	GND CON <b>121.8 0 229.4</b>
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Helicopter visibility reduction not authorized.

Procedure not authorized when airfield closed.

Unlit road 379' MSL, 314' from threshold.

Obtain local altimeter setting on CTAF.  
When not received, use Yuma MCAS Intl altimeter setting.



SW-4, 12 JUN 2025 to 07 AUG 2025

One Minute Holding Pattern

3800

258°

078°

BZA VORTAC

Visual Segment - Obstacles

CEKDU BZA 5.6

048°

† 1320

5.6 NM

5.6 NM

BZA 11.6

3800

BZA

† 1400 when using Yuma MCAS Init altimeter setting

CATEGORY	A	B	C	D
S-6*	1320-1¼ 933 (900-1¼)		1320-2½ 933 (900-2½)	
<b>C</b> CIRCLING**	1320-1¼ 887 (900-1¼)		1320-2¾ 887 (900-2¾)	1320-3 887 (900-3)

DME MINIMA

S-6 *	1040-1 653 (700-1)	1040-1 $\frac{7}{8}$ 653 (700-1 $\frac{7}{8}$ )	
C CIRCLING **	1080-1 647 (700-1)	1080-1 $\frac{7}{8}$ 647 (700-1 $\frac{7}{8}$ )	1080-2 647 (700-2)

YUMA MCAS/YUMA Intl ALTIMETER SETTING

S-6 *	1400-1¼ 1013 (1000-1¼)	1400-1½ 1013 (1000-1½)	1400-3	1013 (1000-3)
C CIRCLING**	1400-1¼ 967 (1000-1¼)	1400-1½ 967 (1000-1½)	1400-3	967 (1000-3)

YUMA MCAS/YUMA Intl ALTIMETER SETTING DME MINIMA

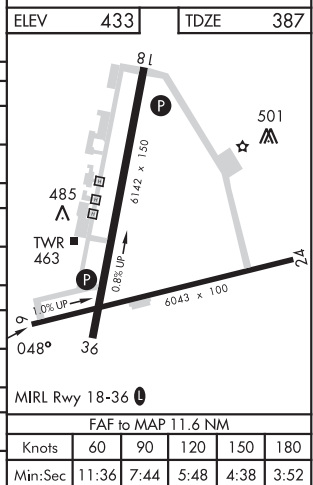
S-6 *	1120-1 733 (700-1)	1120-2 733 (700-2)
C CIRCLING**	1160-1 727 (800-1)	1160-2 727 (800-2) 1160-2 727 (800-2)

YUMA, ARIZONA

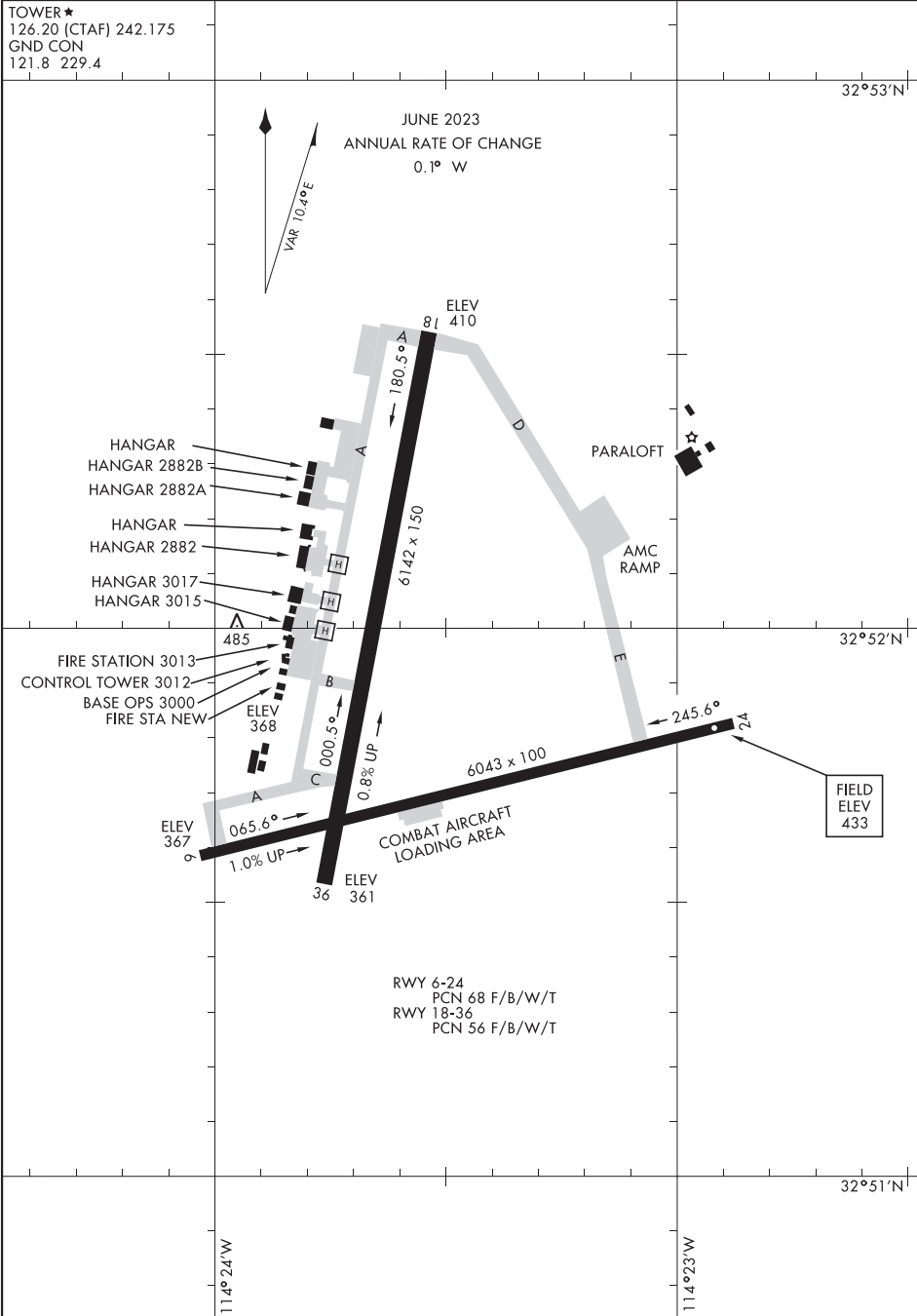
32°52'N-114°24'W

LAGUNA AAF (YUMA PROVING GROUND) (KLGF)

Amdt 7 05OCT23



VOR RWY 6



LAKE HAVASU CITY, ARIZONA

AL-9099 (FAA)

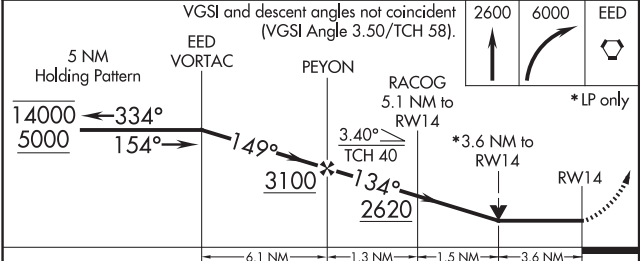
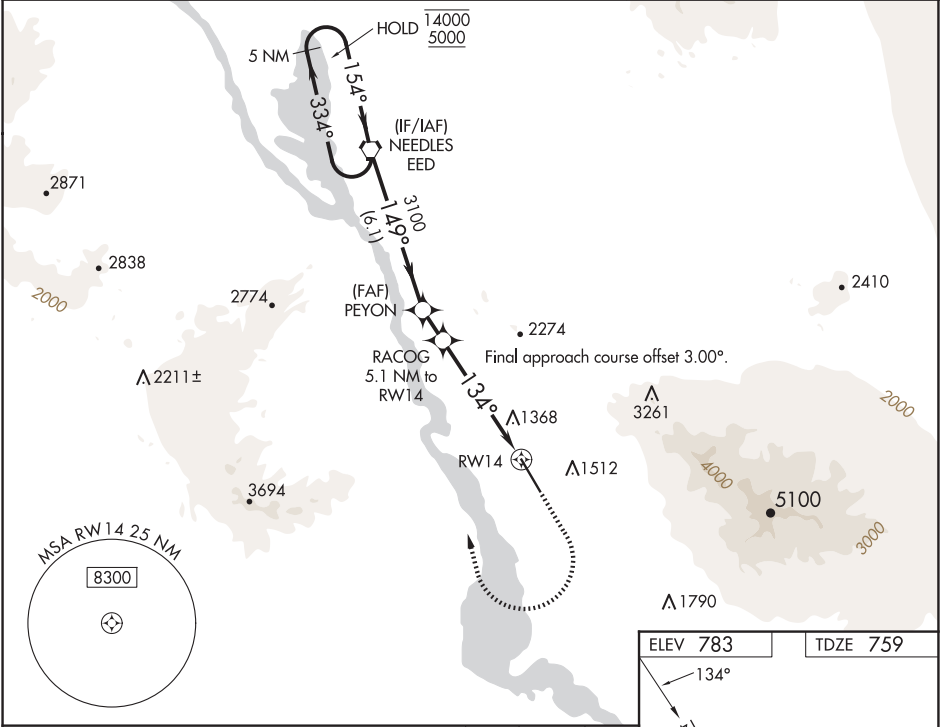
25163

WAAS CH <b>53330</b> <b>W14A</b>	APP CRS <b>134°</b>	Rwy Ldg TDZE <b>759</b> Apt Elev <b>783</b>
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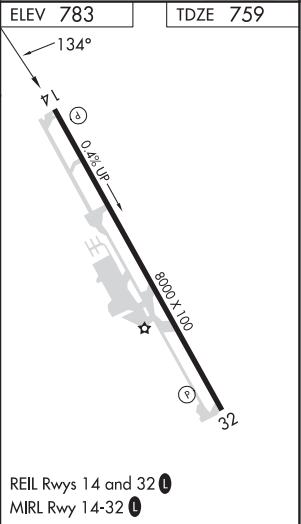
RNAV (GPS) RWY 14  
LAKE HAVASU CITY (HII)

RNP APCH. ▼ Circling NA northeast of Rwy 14-32. ▲ Rwy 14 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: (Do not exceed 240K until EED VORTAC) Climb to 2600 then climbing right turn to 6000 direct EED VORTAC and hold, continue climb-in-hold to 6000.
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AWOS-3 <b>119.025</b>	LOS ANGELES CENTER <b>134.65 360.65</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LP MDA	2140-1¼ 1381 (1400-1¼)	2140-1½ 1381 (1400-1½)	2140-3	1381 (1400-3)
RNAV MDA	2320-1¼ 1561 (1600-1¼)	2320-1½ 1561 (1600-1½)	2320-3	1561 (1600-3)
CIRCLING	2320-1¼ 1537 (1600-1¼)	2320-1½ 1537 (1600-1½)	2320-3	1537 (1600-3)



LAKE HAVASU CITY, ARIZONA  
Orig-C 22APR21

34°34'N-114°21'W

LAKE HAVASU CITY (HII)  
RNAV (GPS) RWY 14

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>49110</b> <b>W32A</b>	APP CRS <b>317°</b>	Rwy Ldg <b>8000</b> TDZE <b>783</b> Apt Elev <b>783</b>
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RNAV (GPS) RWY 32  
LAKE HAVASU CITY (HII)

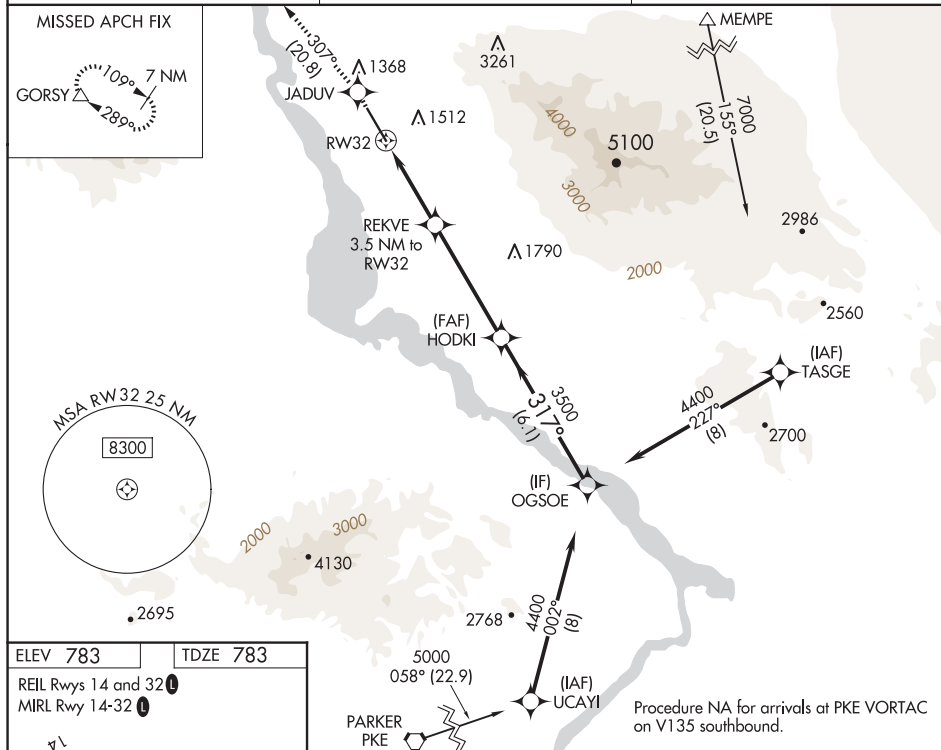
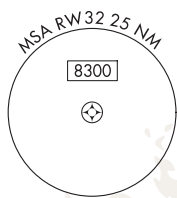
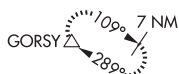
RNP APCH.

<b>T</b>	Circling NA northeast of Rwy 14-32.
<b>A</b>	Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

**MISSED APPROACH:** Climb to 6300 direct JADUV and track 307° to GORSY and hold, continue climb-in-hold to 6300.

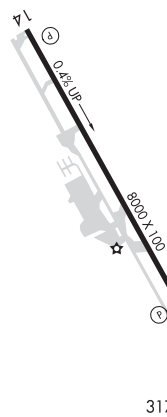
AWOS-3 <b>119.025</b>	LOS ANGELES CENTER <b>134.65 360.65</b>	UNICOM <b>122.7 (CTAF) ①</b>
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MISSED APCH FIX



ELEV 783		TDZE 783
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REIL Rwy 14 and 32 **L**  
MIRL Rwy 14-32 **L**



6300 ↑	JADUV ✦	tr 307°	VGS1 and RNAV glidepath not coincident [VGS1 Angle 3.00/TCH 36].			
*LNAV only.		REKVE 3.5 NM to RW32	HODKI 3500	OGSOE 4400		
RW32		*2.6 NM to RW32	3500	317°		
2.6 NM		0.9	4.7 NM	6.1 NM		
1940*				GP 3.00° TCH 50		
CATEGORY	A	B	C	D		
LPV DA	1265-1 $\frac{3}{8}$ 482 (500-1 $\frac{3}{8}$ )					
LNAV MDA	1660-1 877 (900-1)	1660-1 $\frac{1}{4}$ 877 (900-1 $\frac{1}{4}$ )	1660-2 $\frac{1}{2}$	877 (900-2 $\frac{1}{2}$ )		
CIRCLING	1660-1 $\frac{1}{4}$	877 (900-1 $\frac{1}{4}$ )	1800-3 1017 (1100-3)	2180-3 1397 (1400-3)		

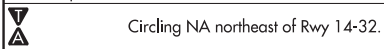
LAKE HAVASU CITY, ARIZONA

AL-9099 (FAA)

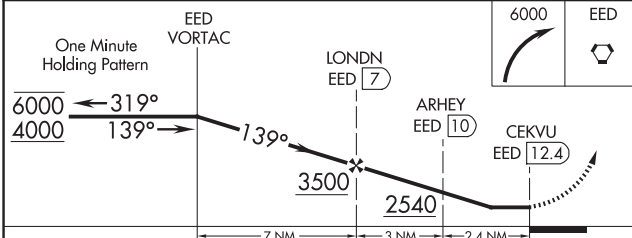
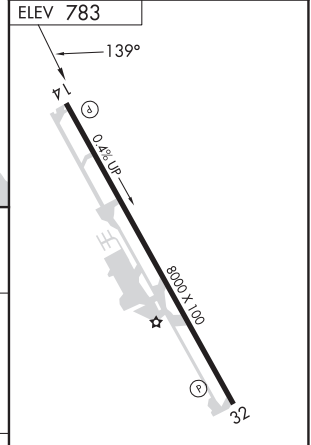
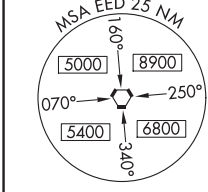
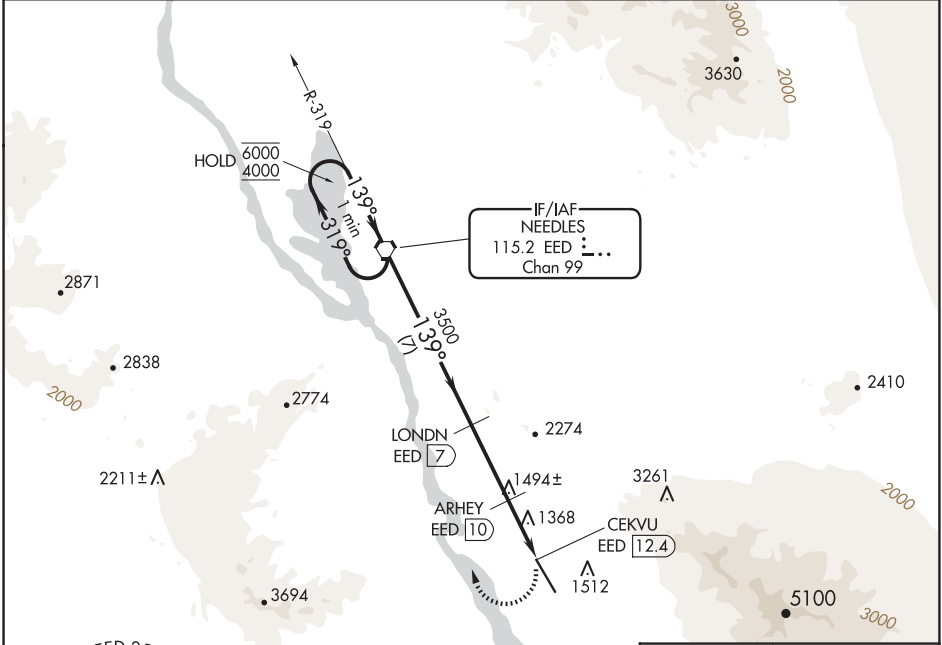
25163


VORTAC EED <b>115.2</b> Chan <b>99</b>	APP CRS <b>139°</b>	Rwy Ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>783</b>
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**VOR-A**  
LAKE HAVASU CITY (HII)

DME required.	MISSED APPROACH: Climbing right turn to 6000 direct EED VORTAC and hold, continue climb-in-hold to 6000.
	

AWOS-3 <b>119.025</b>	LOS ANGELES CENTER <b>134.65 360.65</b>	UNICOM <b>122.7 (CTAF) 1</b>
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CATEGORY	A	B	C	D
 CIRCLING	1800-1¼ 1017 (1100-1¼)	1800-1½ 1017 (1100-1½)	1800-3 1017 (1100-3)	2180-3 1397 (1400-3)

REIL Rwys 14 and 32 1  
MIRL Rwy 14-32 1

LAKE HAVASU CITY, ARIZONA

Amdt 1A 22APR21

34°34'N-114°21'W

LAKE HAVASU CITY (HII)

**VOR-A**

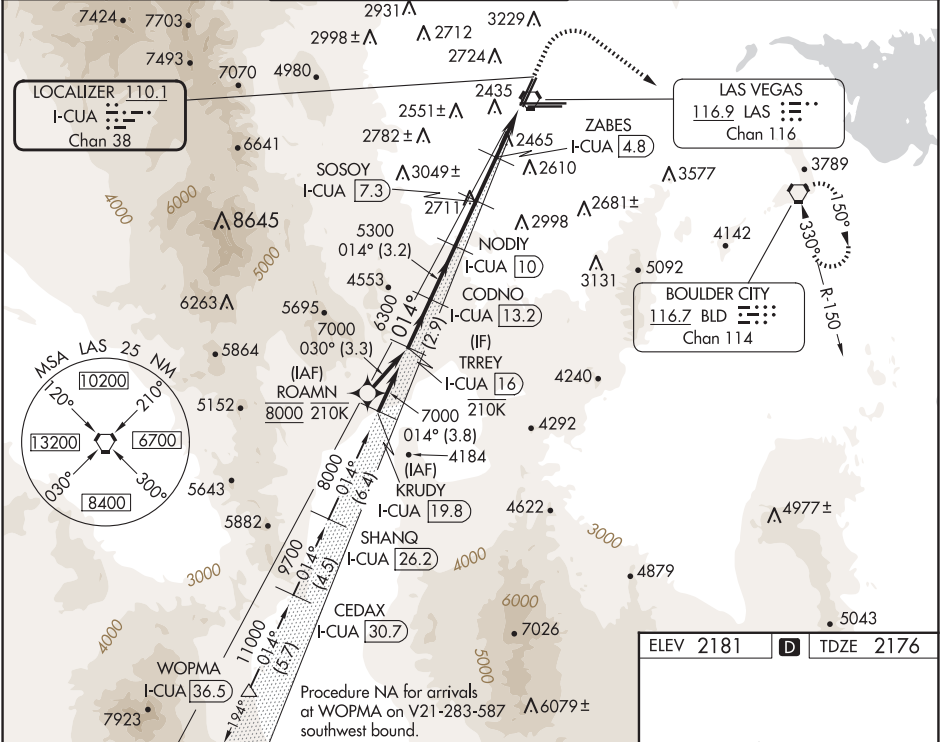
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-CUA	APP CRS	Rwy Idg	8401
110.1	014°	TDZE	2176
Chan 38		Apt Elev	2181

ILS or LOC RWY 1L  
HARRY REID INTL (LAS)

DME required. RNP APCH-GPS. From ROAMN.		MALSF	MISSED APPROACH: Climb to 3000 then climbing right turn to 7000 direct BLD VORTAC and hold, continue climb-in-hold to 7000.	
▼ Rwy 1L helicopter visibility reduction below ¾ SM NA. ▲ For inop ALS, increase S-ILS 1L all Cats visibility to ¾ SM.		⚡		
D-ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15 (West) 119.775 282.2 (East)	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1L/19R	118.0
				CPDLC



VGSI and ILS glidepath not coincident (VGSI Angle 3.40/TCH 63).					3000	7000	BLD			
TRREY I-CUA 16					CODNO I-CUA 13.2	NODI I-CUA 10	SOSOY I-CUA 7.3	ZABES I-CUA 4.8	I-CUA 2.9	I-CUA 1.5
7000					5300	4300	3400			
GS 3.40° TCH 59										
2.9 NM					3.2 NM	2.7 NM	2.6 NM	1.9 NM	1.3 NM	
CATEGORY	A		B		C		D			
S-ILS 1L	2460-¾ 284 (300-¾)									
S-LOC 1L	2720-¾ 544 (600-¾)					2720-1⅓ 544 (600-1⅓)				
CIRCLING	3020-1¼ 839 (900-1¼)		3060-1¼ 879 (900-1¼)		3100-2¾ 919 (1000-2¾)		3540-3 1359 (1400-3)			
LAS VEGAS, NEVADA					HARRY REID INTL (LAS)					
Amtd 4 19MAY22					ILS or LOC RWY 1L					

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SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

ILS Y or LOC Y RWY 26L  
HARRY REID INTL (LAS)

[illegible]

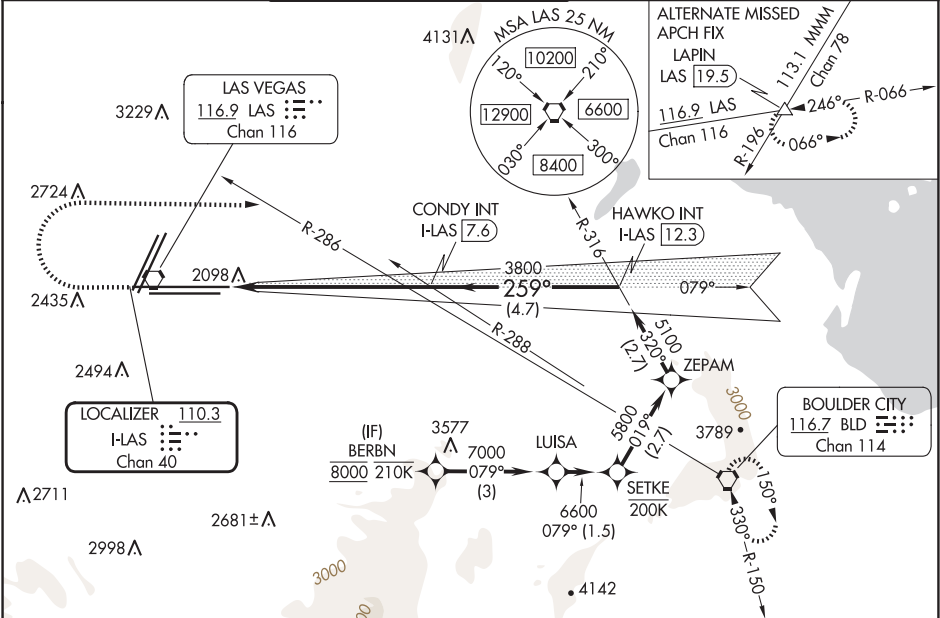
HARRY REID INTL (LAS)  
ILS Y or LOC Y RWY 26L



LOC/DME I-LAS	APP CRS	Rwy Idg	26R	26L
110.3	259°	TDZE	12638	10526
Chan 40		Apt Elev	2067	2069
			2181	2181

ILS Y or LOC Y RWY 26R  
HARRY REID INTL (LAS)

RNP APCH - GPS.		MALS Rwy 26R	MALSF Rwy 26L	MISSED APPROACH: Climb to 3200 then climbing right turn to 6000 heading 080° and on BLD R-286 to BLD VORTAC and hold, continue climb-in-hold to 6000.	
Inop table does not apply to Sidestep 26L. For inop ALS, increase S-ILS-26R all Cats visibility to ¾ SM.		A4	A4		
D-ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER		GND CON	CLNC DEL
132.4	125.025 379.15 (West) 119.775 282.2 (East)	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)		121.1 270.8 E of 1R/19L 121.9 254.3 W of 1L/19R	118.0
				CPDLC	



3200	6000	BLD	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 84).	BERBN
↑	hdg 080°	BLD R-286		
CATEGORY	A	B	C	D
S-ILS 26R	2334-¾ 267 (200-¾)			
S-LOC 26R	2560-¾ 493 (400-¾)	2560-1½ 493 (400-1½)		
SIDESTEP 26L	2560-1 491 (400-1)	2560-1½ 491 (400-1½)	2560-2 491 (400-2)	
CIRCLING	3020-1¼ 839 (900-1¼)	3060-1¼ 879 (900-1¼)	3100-2¾ 919 (1000-2¾)	3540-3 1359 (1400-3)

ELEV 2181	TDZE 26R 2067	TDZE 26L 2069
MIRL Rwy 1R-19L REIL Rwys 1R, 8R, 19L and 19R HIRL Rwys 1L-19R, 8L-26R and 8R-26L FAF to MAP 5.3 NM		
Knots	60	90 120 150 180
Min:Sec	5:18	3:32 2:39 2:07 1:46

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

LAS VEGAS, NEVADA





AL-662 (FAA)

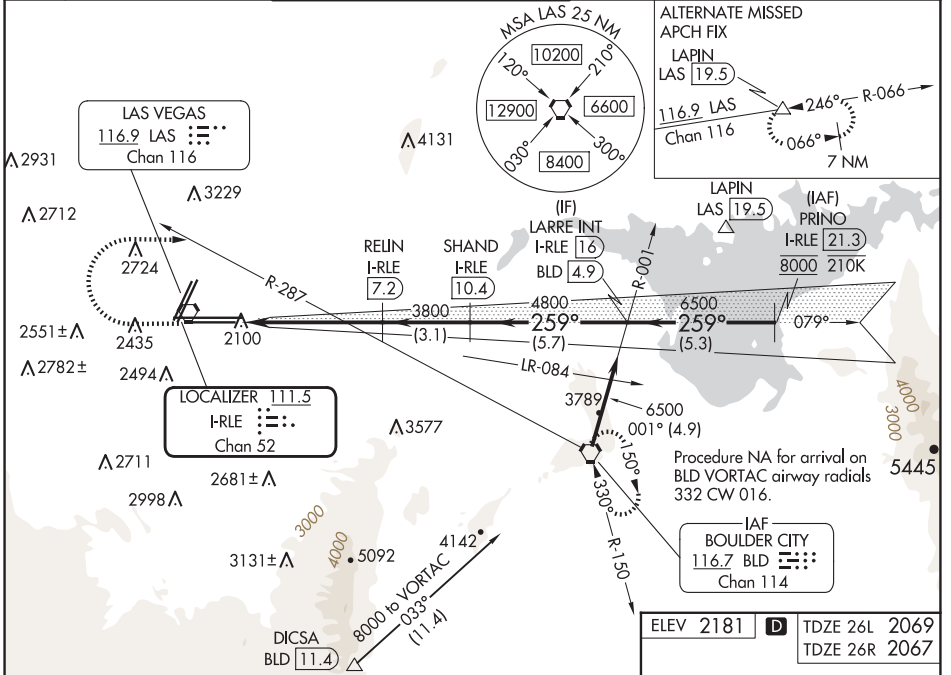
25051

LOC/DME I-RLE	APP CRS		26L	26R
		Rwy Idg	10526	12638
		TDZE	2069	2067
		Apt Elev	2181	2181
		</		

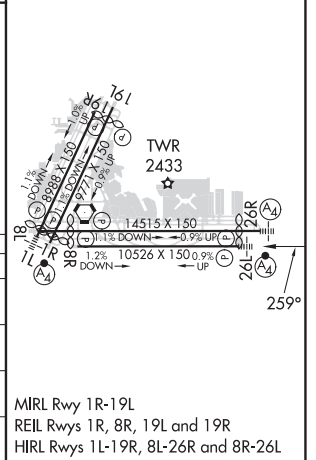
# ILS Z or LOC Z RWY 26L

HARRY REID INTL (LAS)

DME required.		MALSF Rwy 26L 	MALS Rwy 26R 	MISSED APPROACH: Climb to 3200 then climbing right turn to 6000 heading 080° and on BLD R-287 to BLD VORTAC and hold, continue climb-in-hold to 6000.			
 	Inop table does not apply to S-ILS 26L and Sidestep 26R. For inop ALS, increase S-LOC 26L Cat C/D/E visibility to 1 3/8 SM.						
D-ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER		GND CON		CLNC DEL	CPDLC
132.4	125.025 379.15 (West) 119.775 282.2 (East)	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1L/19R			118.0	



3200 ↑	6000 hdg 080°	BLD R-287	BLD ☐	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 84).			PRNO I-RL E 21.3
		RELIN I-RL E 7.2	SHAND I-RL E 10.4	LARRE INT I-RL E 16 BLD 4.9	8000		
I-RL E 1.9		3800	4800	6500	GS 3.00° TCH 60		
1.2 NM		4.1 NM	3.1 NM	5.7 NM	5.3 NM		
CATEGORY	A		B	C	D	E	
S-ILS 26L	2269-¾ 200 (100-¾)						
S-LOC 26L	2520-¾ 451 (400-¾)			2520-1 451 (400-1)			
SIDESTEP 26R	2560-1 493 (400-1)			2560-1½ 493 (400-1½)	2560-2 493 (400-2)		
CIRCLING	3020-1¼ 839 (900-1¼)	3060-1¼ 879 (900-1¼)	3100-2¾ 919 (1000-2¾)		3540-3 1359 (1400-3)		



LAS VEGAS, NEVADA  
Amdt 8 05OCT23

36°05'N-115°09'W

# ILS Z or LOC Z RWY 26L

SW-4, 12 JUN 2025 to 07 AUG 2025

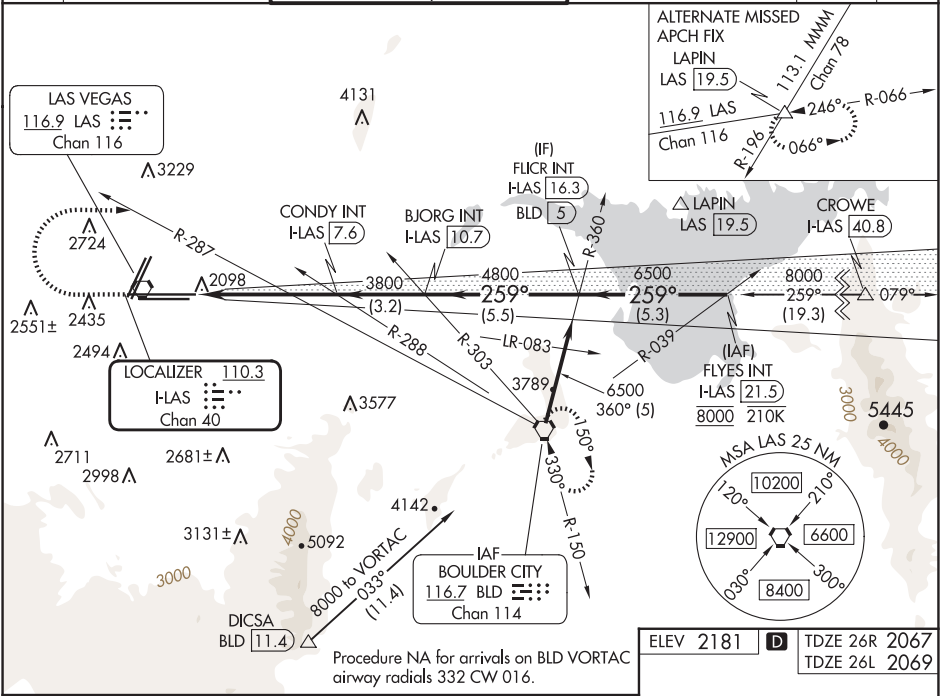
SW-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME FAS	APP CRS	Rwy Idg	26R	26L
110.3	259°	TDZE	12638	10526
Chan 40		Apt Elev	2067	2069
			2181	2181

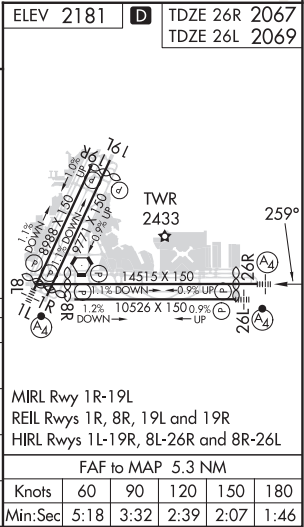
ILS Z or LOC Z RWY 26R  
HARRY REID INTL (LAS)

<p><b>⚠</b> For inop ALS, increase S-ILS-26R all Cats visibility to 7/8 SM, S-LOC-26R Cat E visibility to 1 3/8 SM. Inop table does not apply to sidestep 26L.</p>	<p>MALS Rwy 26R </p>	<p>MALSF Rwy 26L </p>	<p>MISSED APPROACH: Climb to 3200 then climbing right turn to 6000 on heading 079° and on BLD R-287 to BLD VORTAC and hold, continue climb-in-hold to 6000.</p>
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D-ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL	CPDLC
132.4	125.025 379.15 (West) 119.775 282.2 (East)	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1L/19R	118.0	



3200	6000	BLD R-287	BLD	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 84).		FLYES INT I-LAS 21.5
CONDY INT I-LAS 7.6		BJORG INT I-LAS 10.7	FLICR INT I-LAS 16.3	BLD 5	259° 8000	
I-LAS 3.6		3800		4800	6500	GS 3.00° TCH 60
I-LAS 2.3		3800				
1.4 NM		4 NM	3.2 NM	5.5 NM	5.3 NM	
CATEGORY	A	B	C	D	E	
S-ILS 26R	2334-¾ 267 (200-¾)					
S-LOC 26R	2560-¾ 493 (400-¾)		2560-1⅛ 493 (400-1⅛)			
SIDESTEP 26L	2560-1 491 (400-1)		2560-1½ 491 (400-1½)		2560-2 491 (400-2)	
CIRCLING	3020-1¼ 839 (900-1¼)	3060-1¼ 879 (900-1¼)	3100-2¾ 919 (1000-2¾)		3540-3 1359 (1400-3)	



LAS VEGAS, NEVADA

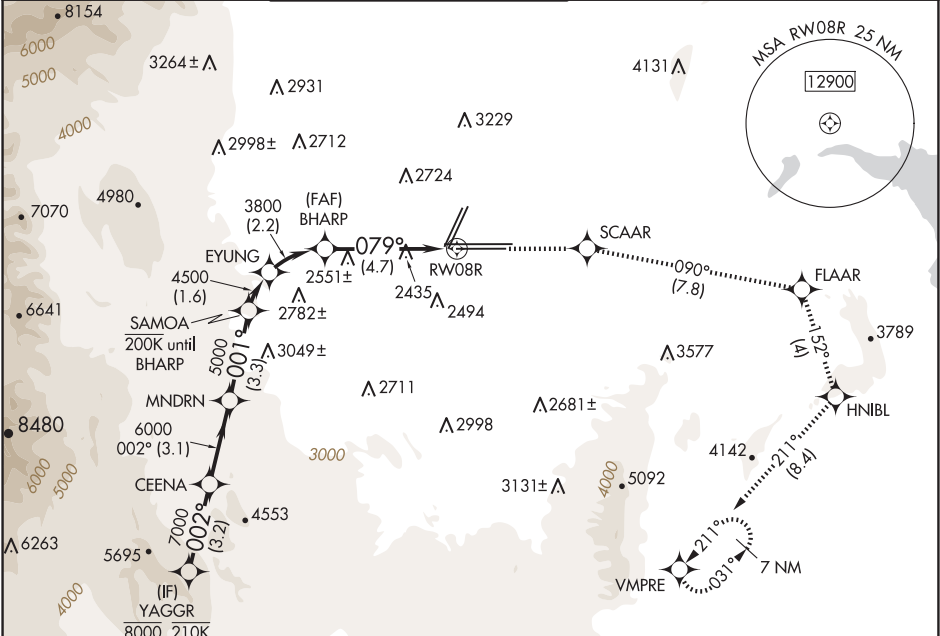
AL-662 (FAA)

25051

APP CRS	Rwy Idg	10526
079°	TDZE	2157
	Apt Elev	2181

RNAV (RNP) RWY 8R  
HARRY REID INTL (LAS)

RNP AR APCH. RF required.		MISSED APPROACH: Climb to 7000 on the RNAV missed approach route to VMPRE and hold, continue climb-in-hold to 7000.		
▼ For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C.				
D-ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15 (West) 119.775 282.2 (East)	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1L/19R	118.0
				CPDLC



ELEV 2181		D		TDZE 2157	
YAGGR		7000 SCAAR		FLAAR	
CEENA		tr 090°		HNIBL	
MNDRN		tr 152°		tr 211°	
SAMOA		tr 090°		VMPRE	
EYUNG		tr 152°		tr 211°	
BHARP		tr 090°		tr 211°	
RW08R		tr 090°		tr 211°	
GP 3.15° TCH 60		TWR 2433		TWR 2433	
3.2 NM		3.1 NM		3.3 NM	
1.6 NM		2.2 NM		4.7 NM	
CATEGORY		A		D	
RNP 0.10 DA		2544-1 1/8		387 (400-1 1/8)	
RNP 0.30 DA		2613-1 3/8		456 (500-1 3/8)	
AUTHORIZATION REQUIRED					
MIRL Rwy 1R-19L					
REIL Rwys 1R, 8R, 19L and 19R					
HIRL Rwys 1L-19R, 8L-26R and 8R-26L					

LAS VEGAS, NEVADA  
Orig 25FEB21

36°05'N-115°09'W

SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS  
259°

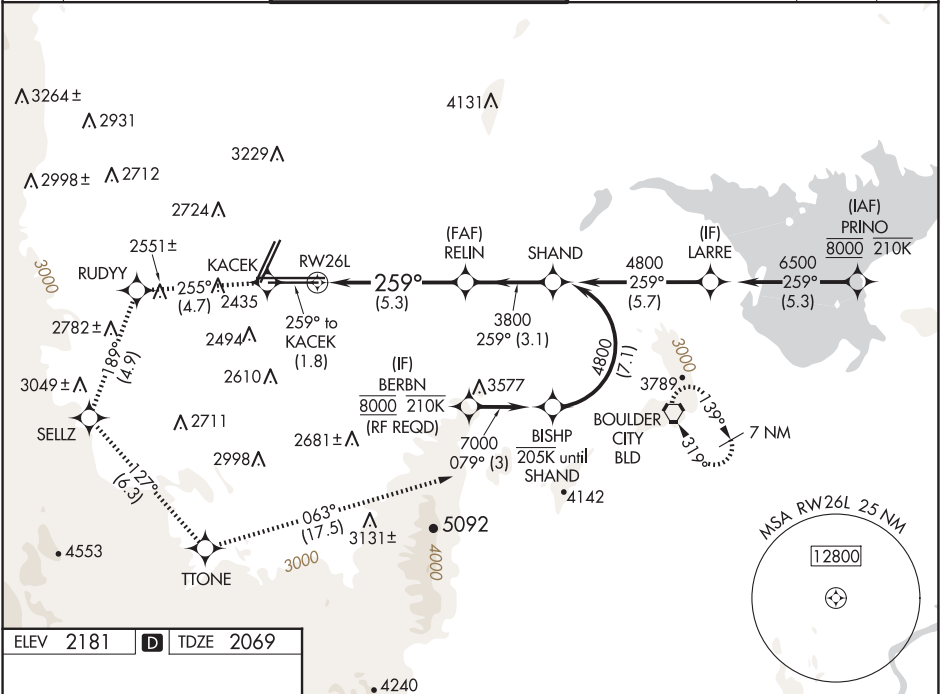
Rwy Idg  
TDZE  
Apt Elev

10526  
2069  
2181

RNAV (RNP) RWY 26L

HARRY REID INTL (LAS)

RNP AR APCH.		MALSF	MISSED APPROACH: Climb to 7000 on the RNAV missed approach route to BLD VORTAC and hold. *Missed approach requires minimum climb of 255 feet per NM to 3200.		
▼ For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C.					
D-ATIS 132.4	LAS VEGAS APP CON 125.025 379.15 (West) 119.775 282.2 (East)	LAS VEGAS TOWER 118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)	GND CON 121.1 270.8 E of 1R/19L 121.9 254.3 W of 1L/19R	CLNC DEL 118.0	CPDLC



ELEV 2181 D TDZE 2069

MIRL Rwy 1R-19L  
REIL Rwy 1R, 8R, 19L and 19R  
HIRL Rwy 1L-19R, 8L-26R and 8R-26L

7000 ↑ tr 259°	KACEK ✧	tr 255°	RUDYY ✧	tr 189°	SELLZ ✧	tr 127°	TTONE ✧	tr 063°	BLD ◻
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 84). See planview for multiple IF locations.									
<p>Diagram Description: A profile view diagram showing the vertical path of the aircraft. The runway is on the left, with a dashed line indicating the glide path. The path rises to a 3800 ft altitude at a 259° angle, then continues to a 4800 ft altitude. The distance from the runway to the 3800 ft point is 5.3 NM, and the distance from the 3800 ft point to the 4800 ft point is 3.1 NM. The diagram is labeled with 'RW26L', 'RELIN', 'SHAND', '3800', '259°', '4800', 'GP 3.00°', and 'TCH 60'.</p>									
CATEGORY	A		B		C		D		
RNP 0.30 DA*	2450-7/8 381 (300-7/8)								
RNP 0.30 DA	2502-1 433 (400-1)								
AUTHORIZATION REQUIRED									

LAS VEGAS, NEVADA

AL-662 (FAA)

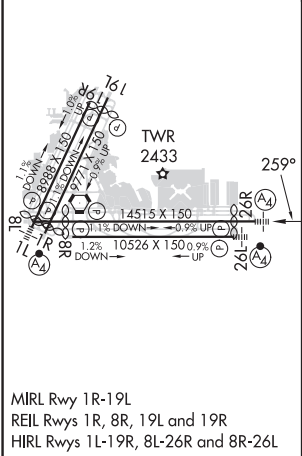
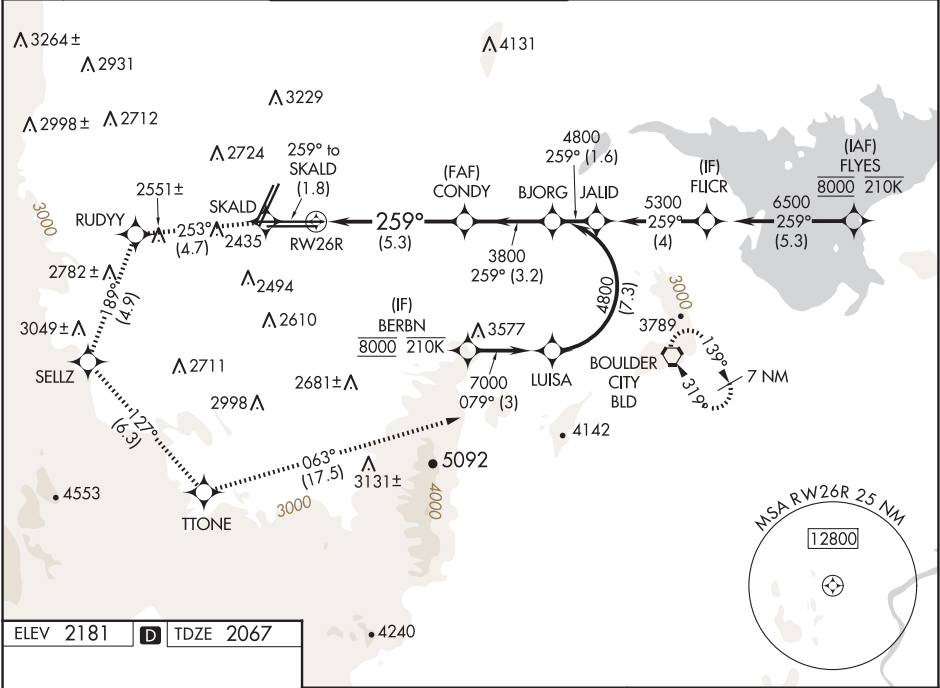
25051

APP CRS	Rwy Idg	12638
259°	TDZE	2067
	Apt Elev	2181

# RNAV (RNP) RWY 26R

HARRY REID INTL (LAS)

RNP AR APCH-GPS.		MALS	MISSED APPROACH: Cimb to 7000 on the RNAV missed approach route to BLD VORTAC and hold.	
For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C.			* Missed approach requires minimum climb of 230 feet per NM to 3200.	
D-ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15 (West) 119.775 282.2 (East)	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1L/19R	118.0
				CPDLC



7000 ↑ tr 259°	SKALD ✧ tr 253°	RUDYY ✧ tr 189°	SELLZ ✧ tr 127°	TTONE ✧ tr 063°	BLD ◻
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 84). See planview for multiple IF locations.					
<p>The diagram illustrates the runway layout and glidepath. RWY 26R is shown as a thick black line. A dashed line indicates the glidepath, which is labeled with a 259° angle. The distance from the runway end to the CONDY station is 5.3 NM, and the distance from CONDY to BJORG is 3.2 NM. The glidepath angle is also labeled as 3800. The diagram includes labels for RWY 26R, CONDY, BJORG, and the glidepath angle 259° and 3800. The glidepath is also labeled as GP 3.00° TCH 60.</p>					
CATEGORY	A	B	C	D	
RNP 0.30 DA*	2457-7/8 390 (300-7/8)				
RNP 0.30 DA	2508-1 441 (400-1)				
AUTHORIZATION REQUIRED					

LAS VEGAS, NEVADA  
Amdt 1 19MAY22

36°05'N-115°09'W

# HARRY REID INTL (LAS) RNAV (RNP) RWY 26R

SW-4, 12 JUN 2025 to 07 AUG 2025

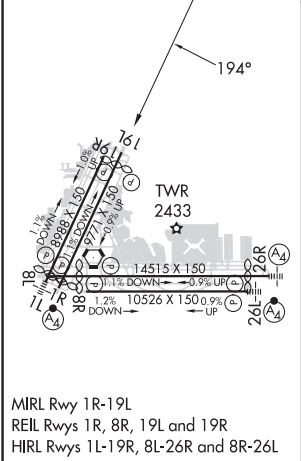
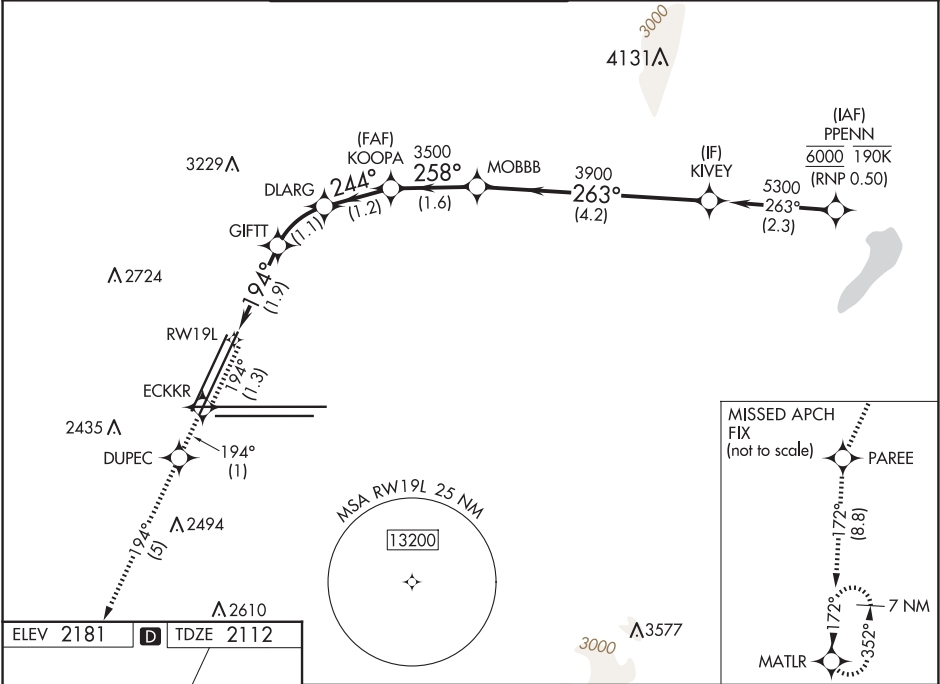
SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	8808
194°	TDZE	2112
	Apt Elev	2181

RNAV (RNP) Z RWY 19L  
HARRY REID INTL (LAS)

RNP AR APCH-GPS, RF, min RNP 0.50. Authorization required. Missed approach requires RNP <1.00.	MISSED APPROACH: Climb to 7000 on the RNAV missed approach route to MATLR and hold, continue climb-in-hold to 7000. *Missed approach requires minimum climb of 208 feet per NM to 4880.
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D-ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL	CPDLC
132.4	125.025 379.15 (West) 119.775 282.2 (East)	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1L/19R	118.0	



7000	ECKKR	DUPEC	PAREE	MATLR
tr 194°	tr 194°	tr 194°	tr 172°	

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



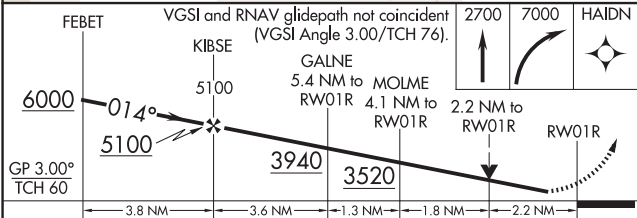
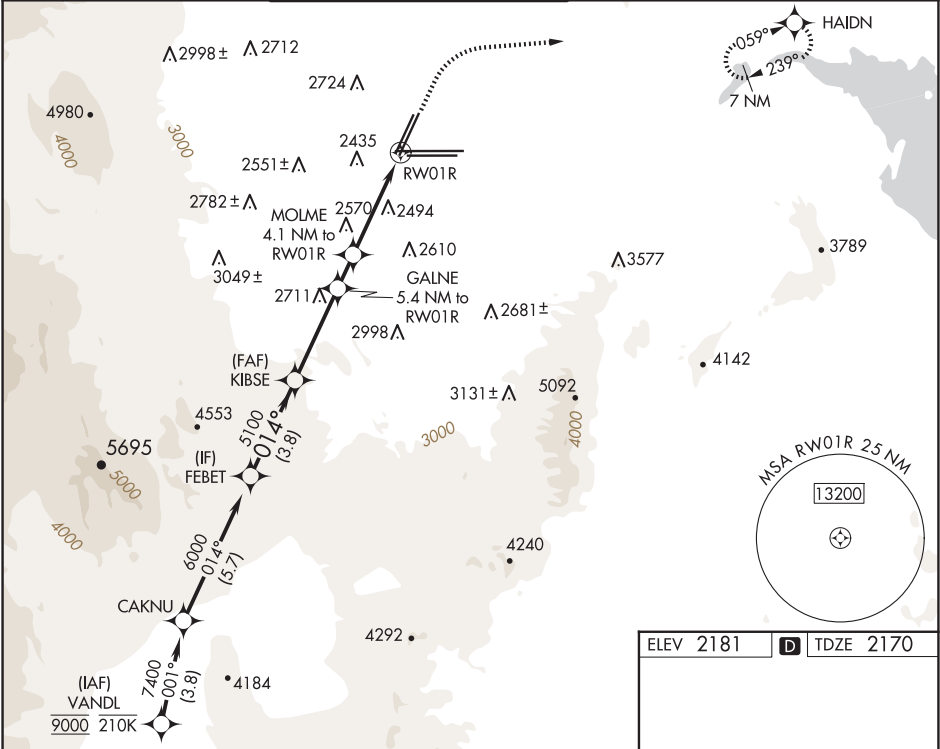


WAAS CH <b>42800</b> <b>W01A</b>	APP CRS <b>014°</b>	Rwy Idg TDZE <b>2170</b> Apt Elev <b>2181</b>
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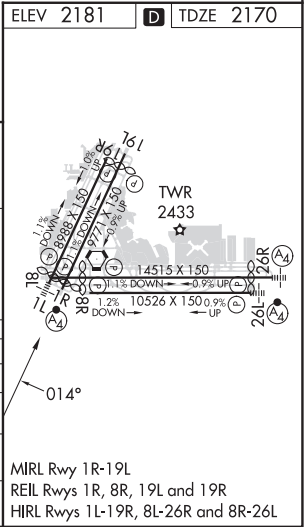
RNAV (GPS) RWY 1R  
HARRY REID INTL (LAS)

RNP APCH - GPS. RADAR required.	MISSED APPROACH: Climb to 2700 then climbing right turn to 7000 direct HAI DN and hold, continue climb-in-hold to 7000.
Rwy 1R helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.	

D-ATIS <b>132.4</b>	LAS VEGAS APP CON <b>125.025 379.15</b> (West) <b>119.775 282.2</b> (East)	LAS VEGAS TOWER <b>118.75 257.8</b> (Rwy 1L/19R, 1R/19L) <b>119.9 257.8</b> (Rwy 8L/26R, 8R/26L)	GND CON <b>121.1 270.8</b> E of 1R/19L <b>121.9 254.3</b> W of 1L/19R	CLNC DEL <b>118.0</b>	CPDLC
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CATEGORY	A	B	C	D
LPV DA	2458-7/8	288 (300-7/8)		
LNAV/VNAV DA	2641-13/8	471 (500-13/8)		
LNAV MDA	2960-1 790 (800-1)	2960-1 1/4 790 (800-1 1/4)	2960-2 1/2 790 (800-2 1/2)	
CIRCLING	3020-1 1/4 839 (900-1 1/4)	3060-1 1/4 879 (900-1 1/4)	3100-2 3/4 919 (1000-2 3/4)	3540-3 1359 (1400-3)



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

LAS VEGAS, NEVADA

AL-662 (FAA)

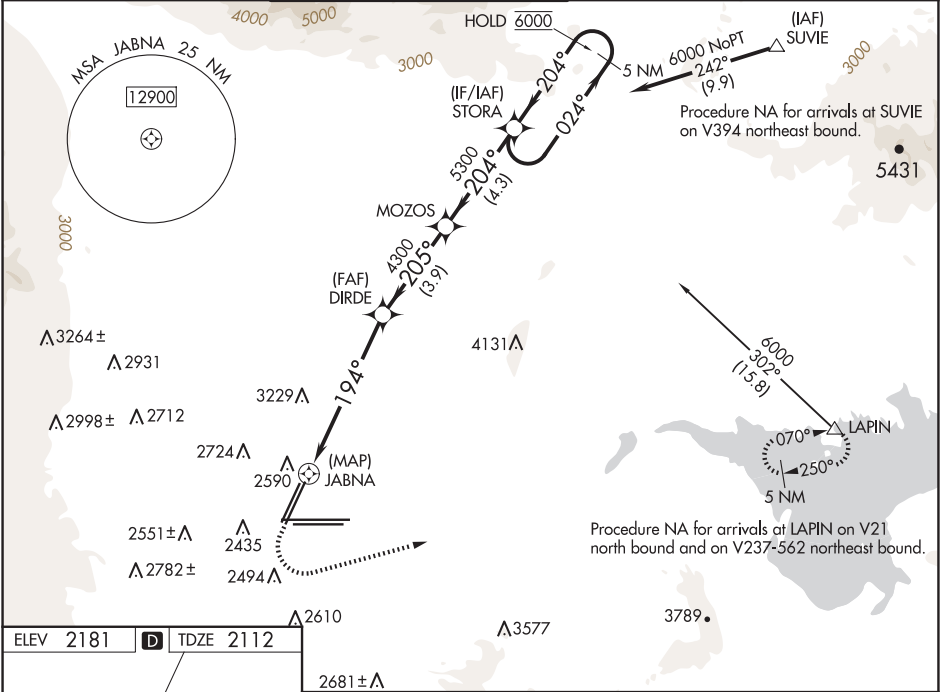
25051

WAAS CH <b>45542</b> <b>W19A</b>	APP CRS <b>194°</b>	Rwy Idg TDZE Apt Elev	<b>8808</b> <b>2112</b> <b>2181</b>
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RNAV (GPS) Y RWY 19L

HARRY REID INTL (LAS)

RNP APCH - GPS.			MISSED APPROACH: Climb to 2600 then climbing left turn to 6000 direct LAPIN and hold.		
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.					
D-ATIS 132.4	LAS VEGAS APP CON 125.025 379.15 (West) 119.775 282.2 (East)	LAS VEGAS TOWER 118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)	GND CON 121.1 270.8 E of 1R/19L 121.9 254.3 W of 1L/19R	CLNC DEL 118.0	CPDLC



194°

TWR 2433

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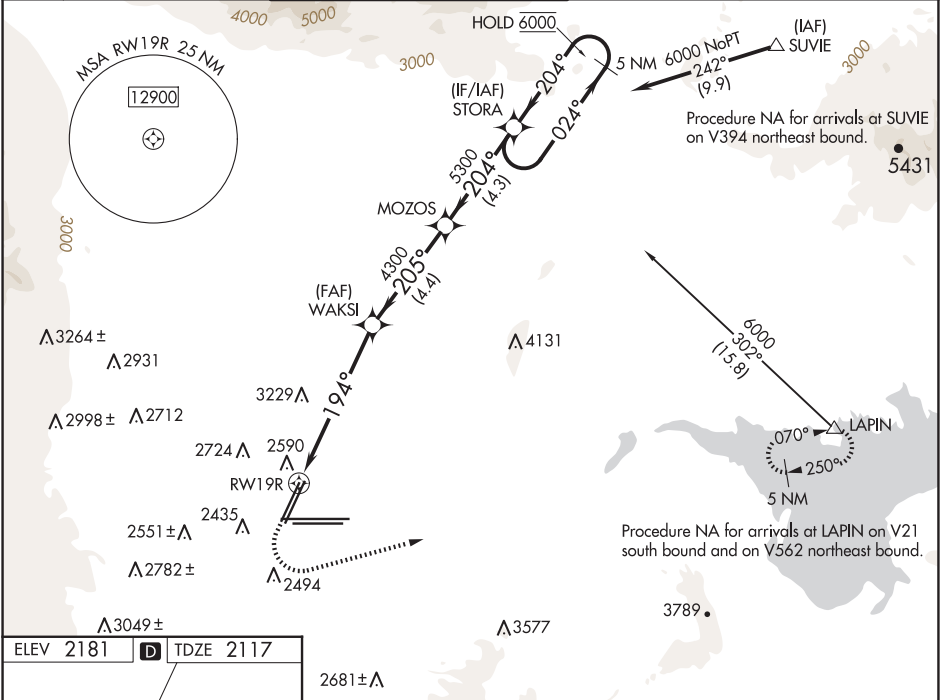
1.3 NM DOWN → 0.

WAAS CH <b>50142</b> <b>W19B</b>	APP CRS <b>194°</b>	Rwy Idg TDZE Apt Elev	<b>8417</b> <b>2117</b> <b>2181</b>
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RNAV (GPS) Y RWY 19R

HARRY REID INTL (LAS)

RNP APCH-GPS.				MISSED APPROACH: Climb to 2600 then climbing left turn to 6000 direct LAPIN and hold.	
Rwy 19R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.					
D-ATIS 132.4	LAS VEGAS APP CON 125.025 379.15 (West) 119.775 282.2 (East)	LAS VEGAS TOWER 118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)	GND CON 121.1 270.8 E of 1R/19L 121.9 254.3 W of 1L/19R	CLNC DEL 118.0	CPDLC



194°

1.8 NM to RWY 19R

TWR 2433

1.8 NM

4.5 NM

4.4 NM

4.3 NM

5 NM Holding Pattern

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205°

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LAS VEGAS, NEVADA

AL-662 (FAA)

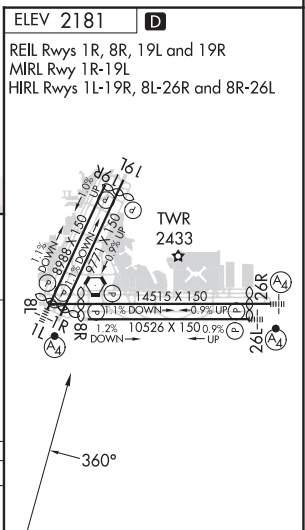
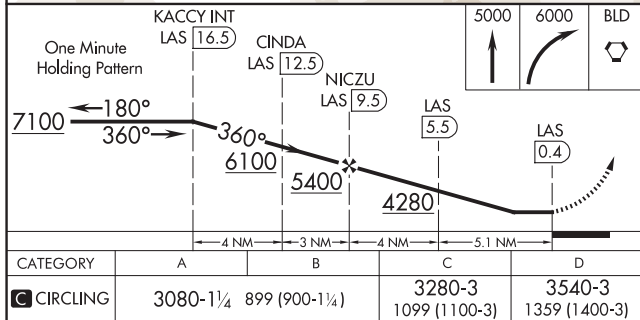
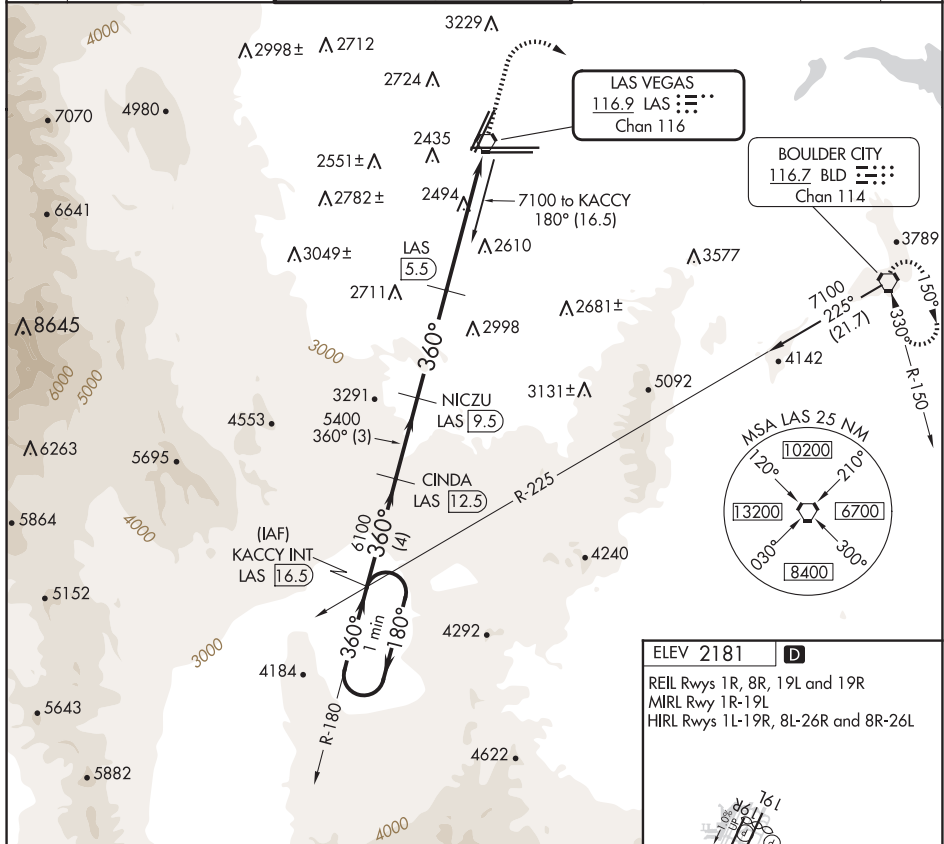
25051

VORTAC LAS <b>116.9</b> Chan <b>116</b>	APP CRS <b>360°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>2181</b>
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**VOR/DME-A**  
HARRY REID INTL (LAS)

<b>V</b> <b>A</b>	MISSED APPROACH: Climb to 5000 then climbing right turn to 6000 direct BLD VORTAC and hold.			
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D-ATIS <b>132.4</b>	LAS VEGAS APP CON <b>125.025 379.15</b> (West) <b>119.775 282.2</b> (East)	LAS VEGAS TOWER <b>118.75 257.8</b> (Rwy 1L/19R, 1R/19L) <b>119.9 257.8</b> (Rwy 8L/26R, 8R/26L)	GND CON <b>121.1 270.8</b> E of 1R/19L <b>121.9 254.3</b> W of 1L/19R	CLNC DEL <b>118.0</b>	CPDLC
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LAS VEGAS, NEVADA  
Orig-E 23APR20

36°05'N-115°09'W




**HARRY REID INTL (LAS)**  
**VOR/DME-A**

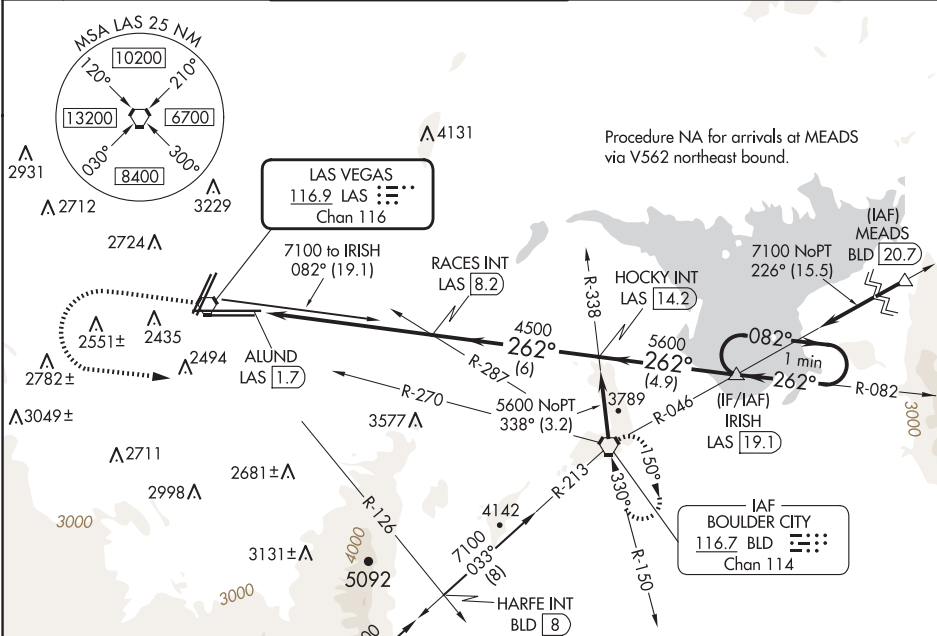
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

VORTAC LAS <b>116.9</b> Chan <b>116</b>	APP CRS <b>262°</b>	Rwy Idg	26L	26R
		TDZE	<b>10526</b>	<b>12638</b>
		Apt Elev	<b>2069</b>	<b>2067</b>
			<b>2181</b>	<b>2181</b>

VOR RWY 26L/R  
HARRY REID INTL (LAS)

	For inop ALS, increase S-26L and S-26R Cat D visibility ¼ SM.			MALSF Rwy 26L 	MALS Rwy 26R 	MISSED APPROACH: Climb to 4000 then climbing left turn to 6000 on heading 074° and BLD R-270 to BLD VORTAC and hold.			
	D-ATIS 132.4	LAS VEGAS APP CON 125.025 379.15 (West) 119.775 282.2 (East)	LAS VEGAS TOWER 118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)			GND CON 121.1 270.8 E of 1R/19L 121.9 254.3 W of 1L/19R		CLNC DEL 118.0	CPDLC



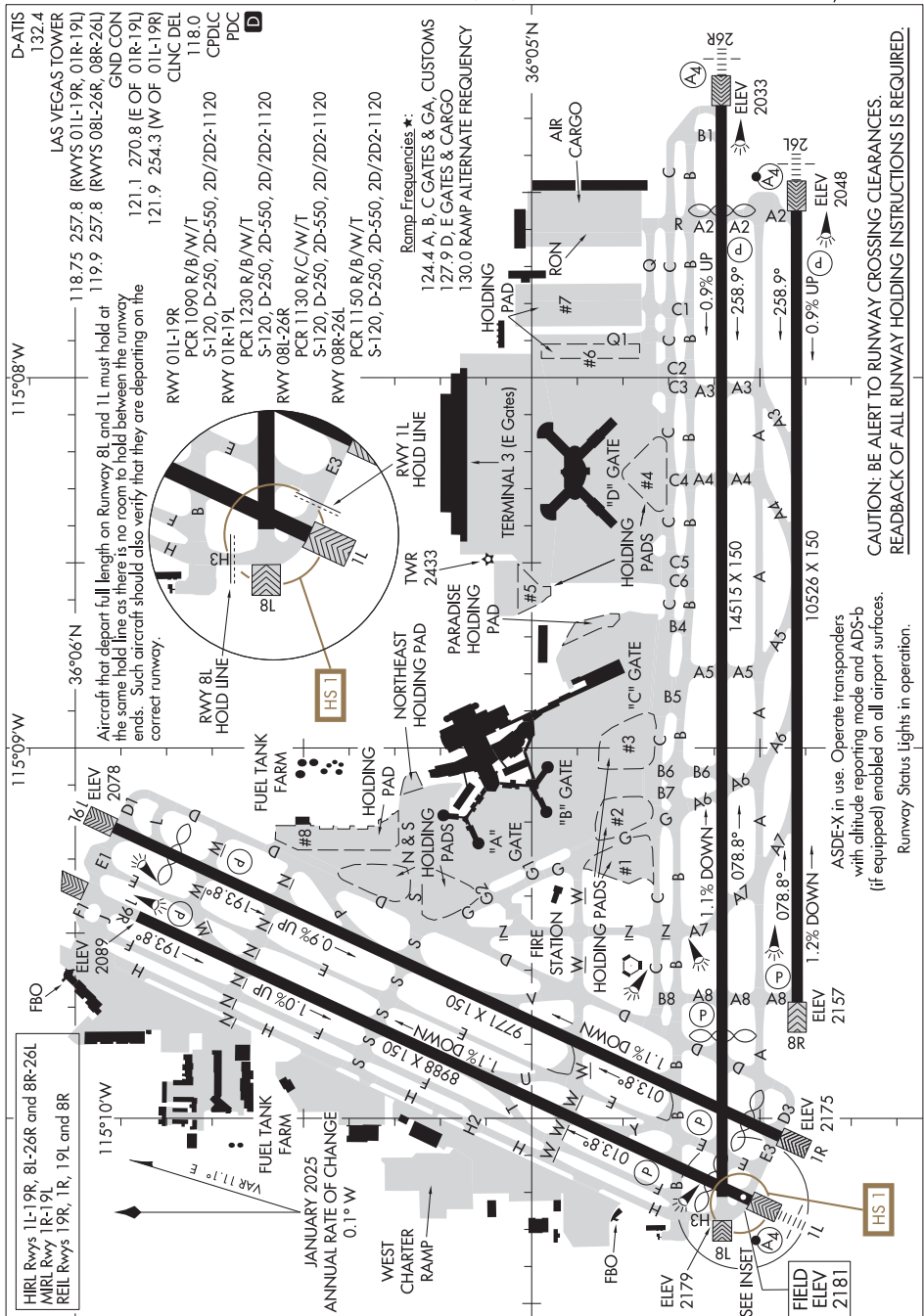
25107

# AIRPORT DIAGRAM

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

SW-4, 12 JUN 2025 to 07 AUG 2025



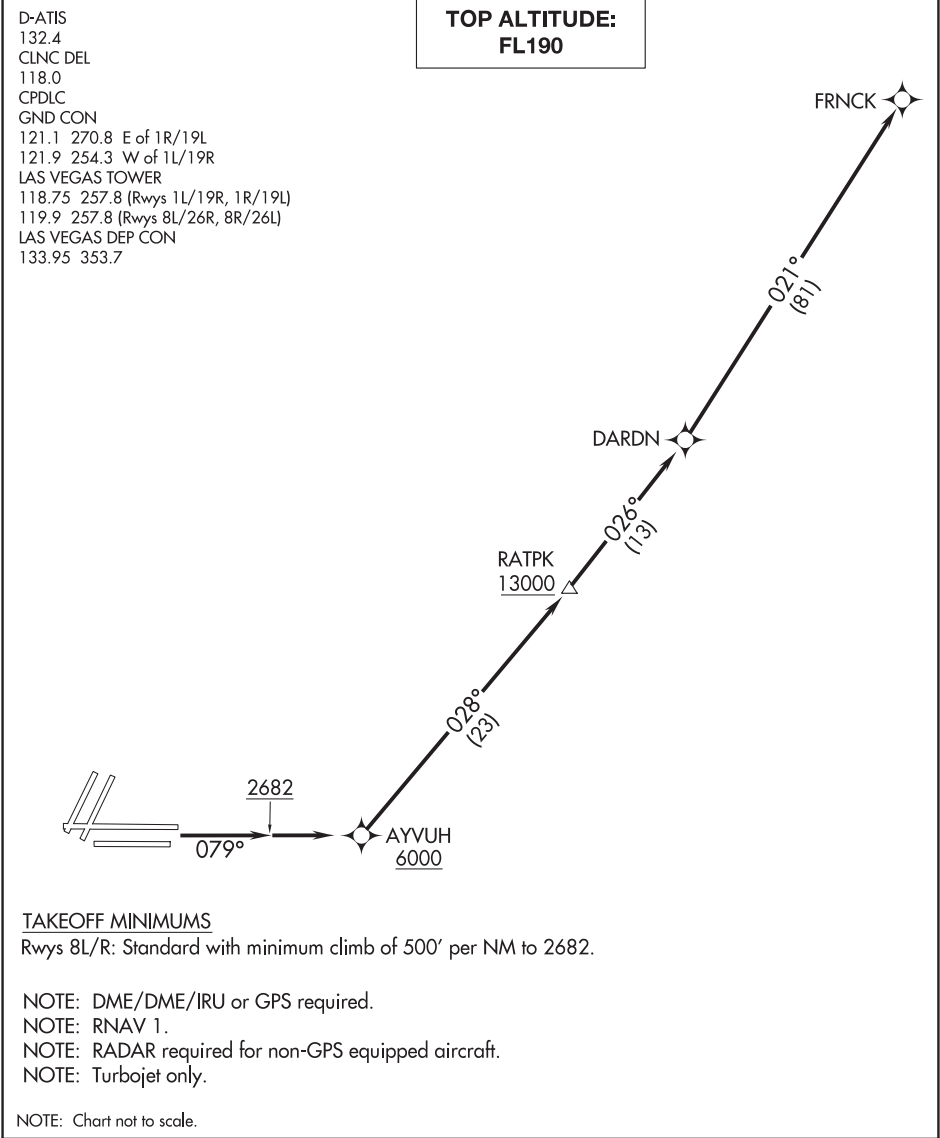
# AIRPORT DIAGRAM

25107

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-4, 12 JUN 2025 to 07 AUG 2025



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb on heading 079° to 2682, then direct to cross AYVUH at or above 6000, thence. . . .

. . . .thence on track 028° to cross RATPK at or above 13000, then on track 026° to DARDN, then on track 021° to FRNCK. Maintain FL190. Expect filed altitude 10 minutes after departure.

## GIDGT TWO DEPARTURE (RNAV) Departure Routes

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 072° to KYBAD, then on track 072° to HADIN, then on track 073° to cross AIRRO at or above 11 500 and at or below 250K, then on track 075° to GDGT, thence. . . .

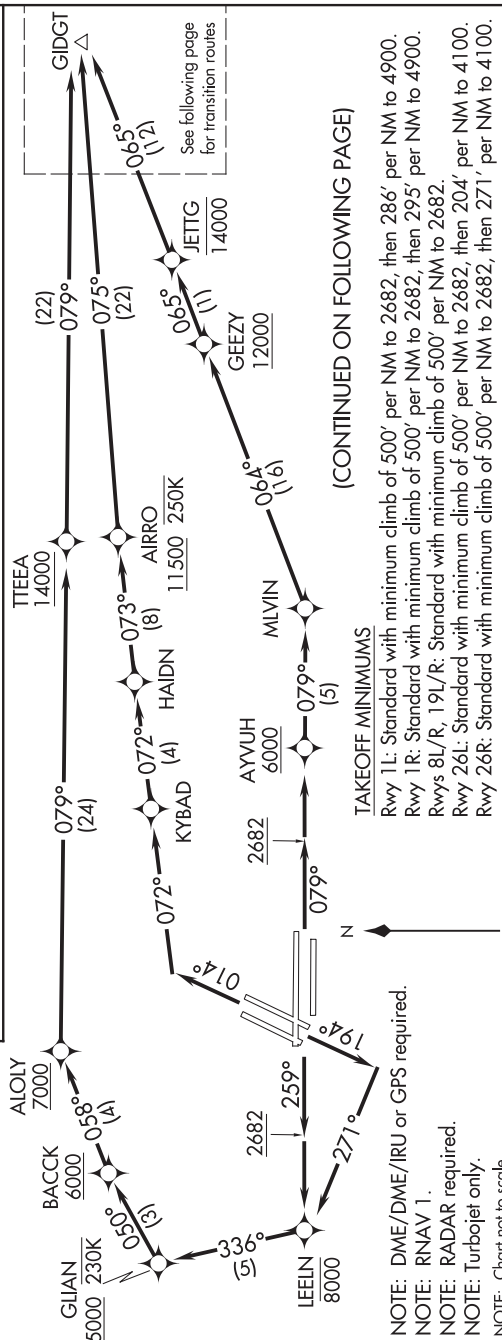
TAKEOFF RUNWAYS 19/L/R: Climb on heading 194° to intercept course 271° to cross LEELN at or below 8000, then on track 336° to cross GUJAN at or above 5000 and at or below 230K, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to cross TTEEA at or above 14000, then on track 079° to GIDGT, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° to 2682, then direct LEEIN to cross LEEIN at or below 8000, then on track 336° to cross GJAN at or above 5000 and at or below 230K, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to cross TTEEA at or above 14000, then on track 079° to GIDGT, thence. . .

...on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

D-ATIS  
1132.4  
CLNC D  
1118.0  
CPDLC  
GND C  
121.1  
121.9  
LAS VEG  
1118.75  
1119.9  
LAS VEG

**TOP ALTITUDE:**  
**FL190**



(CONTINUED ON FOLLOWING PAGE)

## TAKEOFF MINIMUMS

Rwyw 1L: Standard with minimum climb of 500' per NM to 2682, then 286' per NM to 4900.  
 Rwyw 1R: Standard with minimum climb of 500' per NM to 2682, then 295' per NM to 4900.  
 Rwyw 8L/R, 19L/R: Standard with minimum climb of 500' per NM to 2682.  
 Rwyw 26L: Standard with minimum climb of 500' per NM to 2682, then 204' per NM to 4100.  
 Rwyw 26R: Standard with minimum climb of 500' per NM to 2682, then 271' per NM to 4100.

NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: Turbojet only.

NOTE: Chart not to scale.

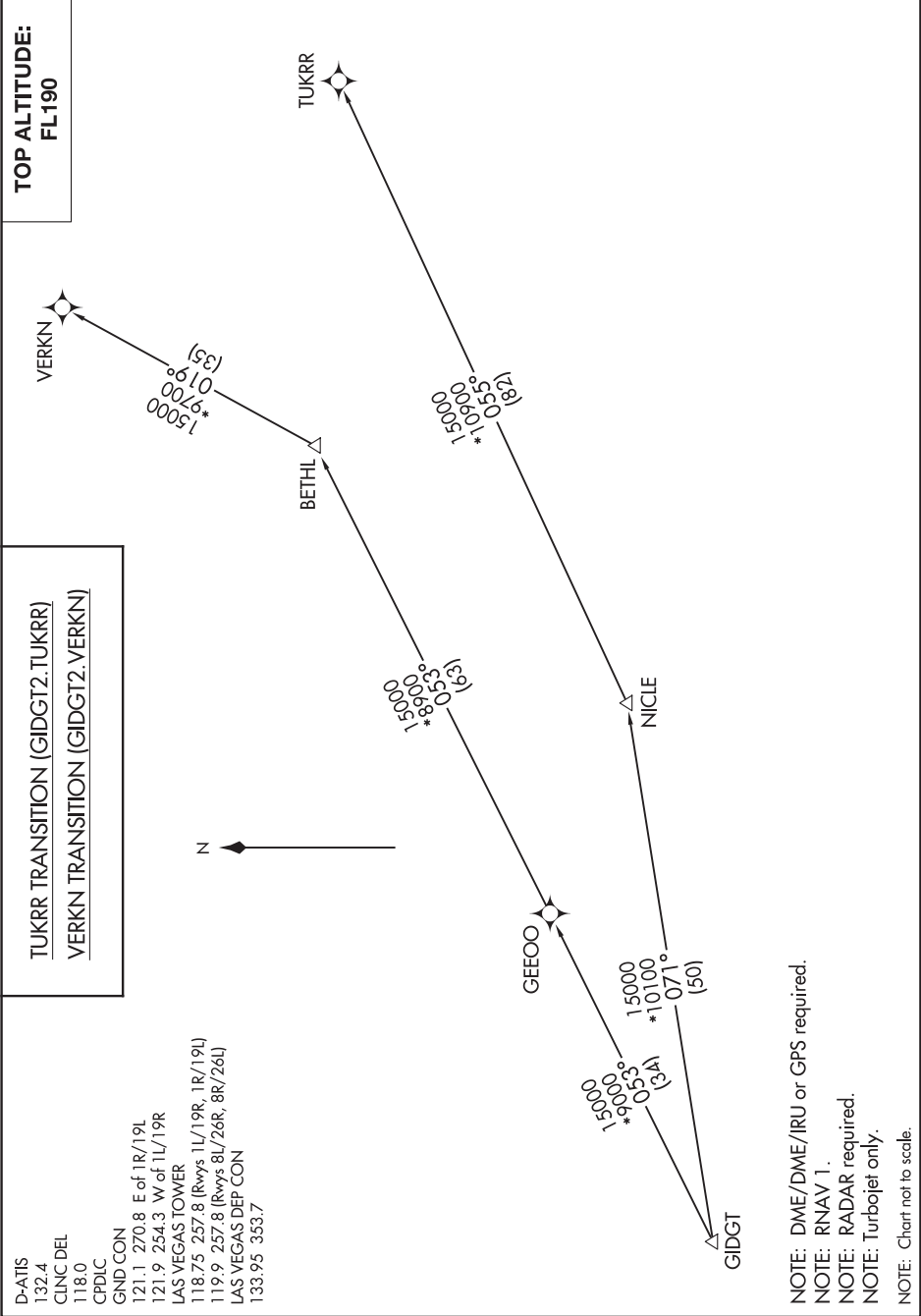
## GIDGT TWO DEPARTURE (RNAV) Departure Routes

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

(GIDGT2.GIDGT) 27JAN22



SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

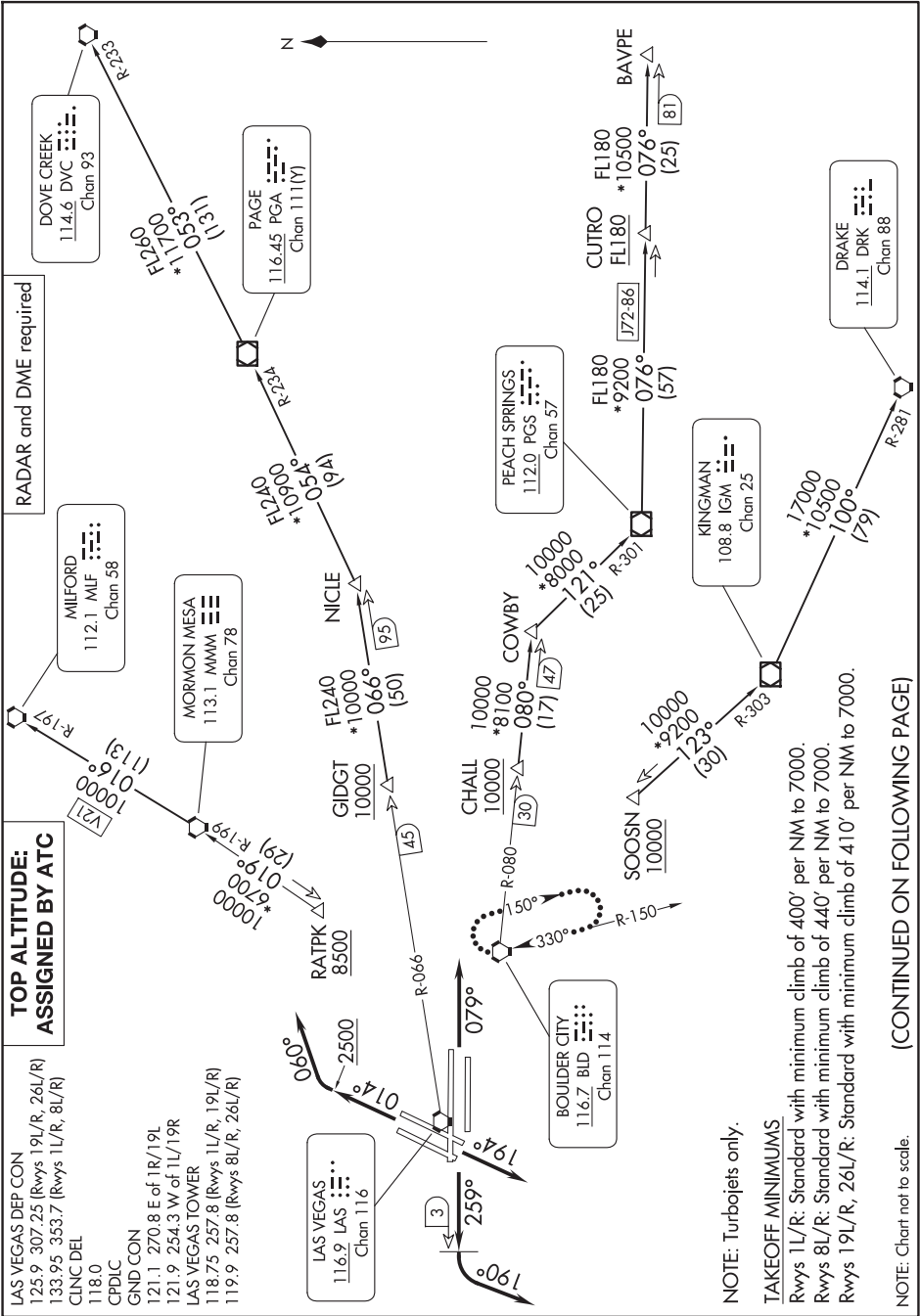
(HOOVR8.LAS) 24277

HOOVER EIGHT DEPARTURE

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

HOOVER EIGHT DEPARTURE

(HOOVR8.LAS) 08SEP22

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 2500, then climbing right turn heading 060°, thence. . . .

TAKEOFF RUNWAYS 8L/R: Climb on heading 079°, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194°, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° until LAS VORTAC 3 DME, then climbing left turn heading 190°, thence. . . .

. . . .RADAR vectors to transition or assigned route. Maintain ATC assigned altitude, expect clearance to filed altitude two minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000, proceed direct BLD VORTAC then climb in BLD VORTAC holding pattern to appropriate MEA for route of flight.

BAVPE TRANSITION (HOOVR8.BAVPE): From over CHALL on BLD R-080 and PGS R-301 to PGS VOR/DME, then on PGS R-076 to BAVPE.

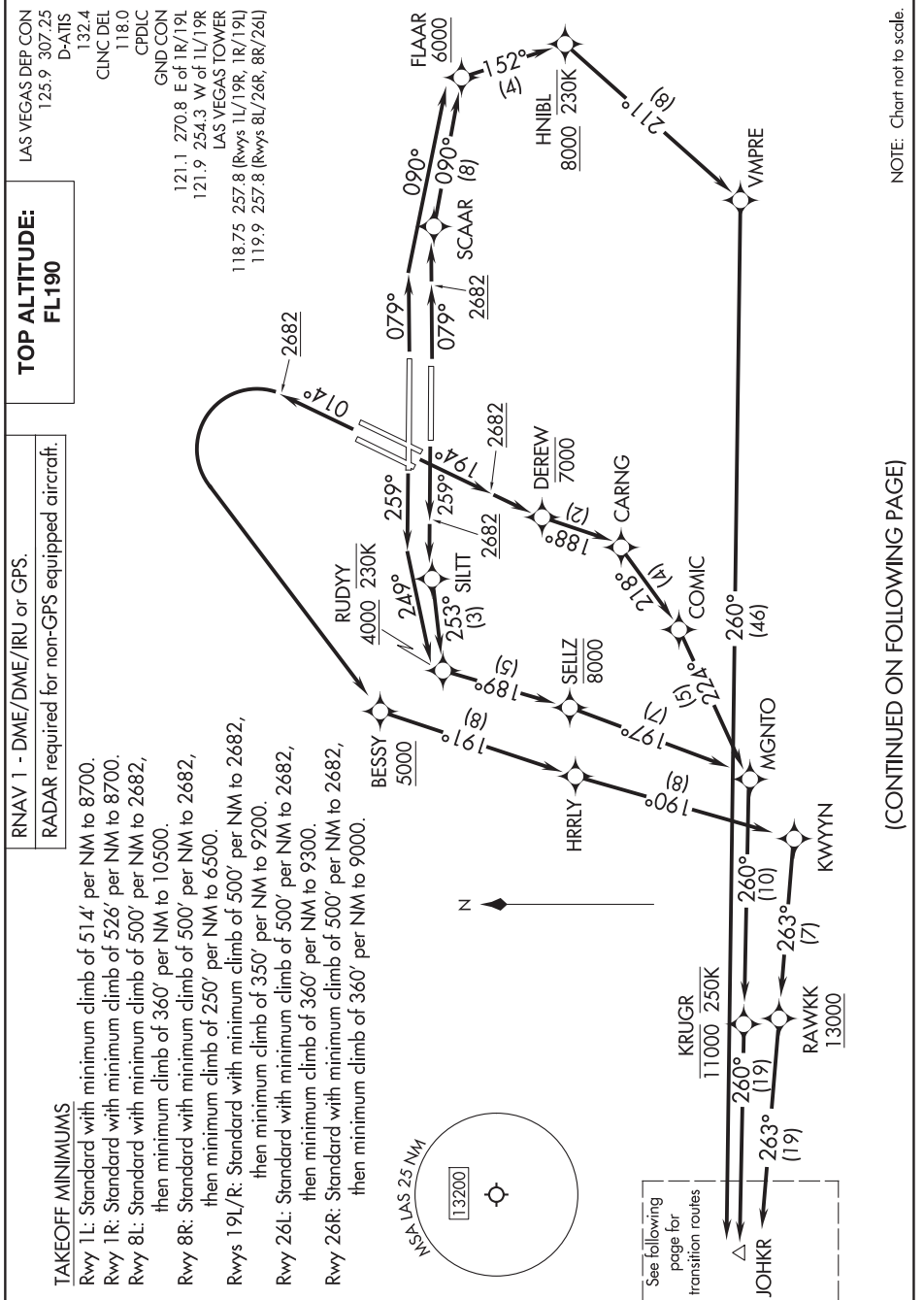
DOVE CREEK TRANSITION (HOOVR8.DVC): From over GIDGT on LAS R-066 and PGA R-234 to PGA VOR/DME, then on PGA R-053 and DVC R-233 to DVC VORTAC.

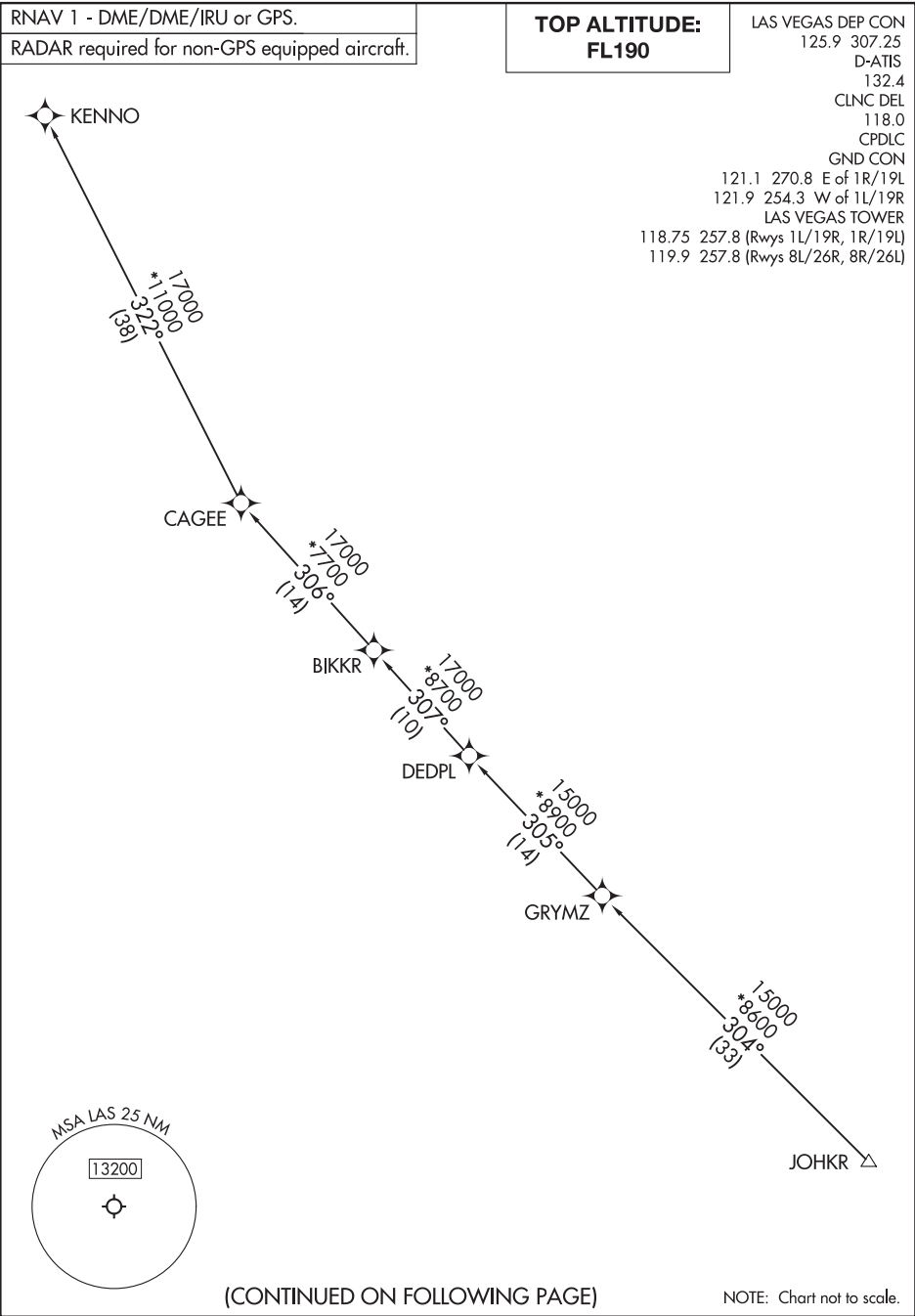
DRAKE TRANSITION (HOOVR8.DRK): From over SOOSN on IGM R-303 to IGM VOR/DME, then on IGM R-100 and DRK R-281 to DRK VORTAC.

MILFORD TRANSITION (HOOVR8.MLF): From over RATPK on MMM R-199 to MMM VORTAC, then on MMM R-016 and MLF R-197 to MLF VORTAC.

JOHKR FIVE DEPARTURE (RNAV)

Departure Routes





(JOHKR5.JOHKR) 24361

## JOHKR FIVE DEPARTURE (RNAV)

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 2682, then left turn direct BESSY at or above 5000, then on track 191° to HRRLY, then on track 190° to KWYYN, then on track 263° to cross RAWKK at or above 13000, then on track 263° to JOHKR, thence . . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to VMPRE, then on track 260° to JOHKR, thence . . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to VMPRE, then on track 260° to JOHKR, thence . . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 2682, then direct DEREW at or below 7000, then on track 188° to CARNG, then on track 218° to COMIC , then on track 224° to MGNT0, then on track 260° to cross KRUGR at or below 11000 and at or below 250K, then on track 260° to JOHKR, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or below 8000, then on track 197° to MGNT0, then on track 260° to cross KRUGR at or below 11000 and at or below 250K, then on track 260° to JOHKR, thence . . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or below 8000, then on track 197° to MGNT0, then on track 260° to cross KRUGR at or below 11000 and at or below 250K, then on track 260° to JOHKR, thence . . . .

. . . . on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

KENNO TRANSITION (JOHKR5.KENNO)

JOHKR FIVE DEPARTURE (RNAV)

(JOHKR5.JOHKR) 26DEC24

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

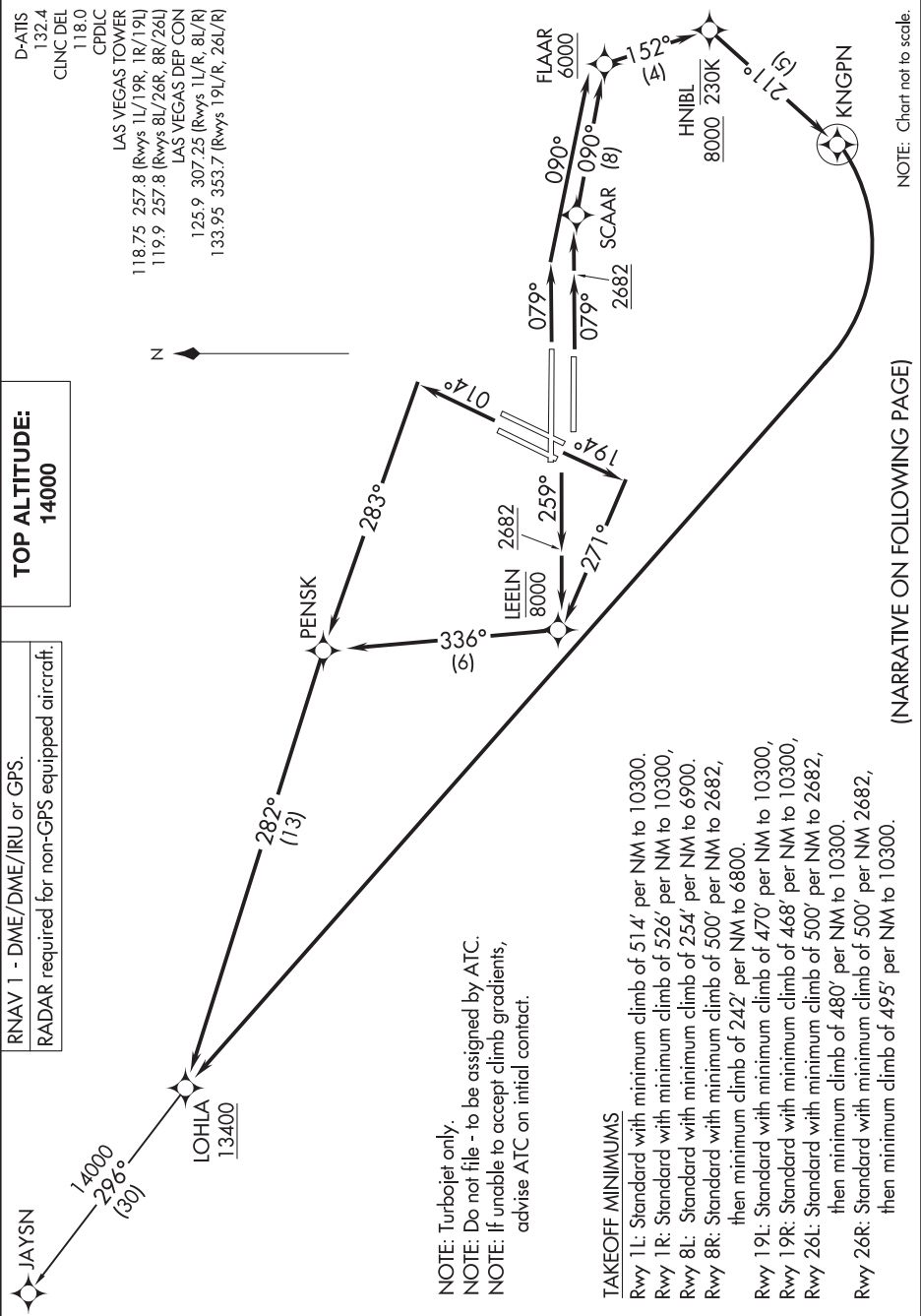
SW-4, 12 JUN 2025 to 07 AUG 2025

(LOHLA3.LOHLA) 22307

LOHLA THREE DEPARTURE (RNAV)

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA



LOHLA THREE DEPARTURE (RNAV)

(LOHLA3.LOHLA) 03NOV22

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

SW-4, 12 JUN 2025 to 07 AUG 2025

(LOHLA3.LOHLA) 22307

LOHLA THREE DEPARTURE (RNAV)

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 283° to PENSK, then on track 282° to cross LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to intercept course 271° to LEELN at or below 8000, then on track 336° to PENSK, then on track 282° to cross LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° to 2682, then direct LEELN at or below 8000, then on track 336° to PENSK, then on track 282° to cross LOHLA at or above 13400, thence. . . .

. . . . on (transition), maintain 14000. Expect filed altitude 10 minutes after departure.

JAYSN TRANSITION (LOHLA3.JAYSN)

LOHLA THREE DEPARTURE (RNAV)  
(LOHLA3.LOHLA) 03NOV22

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

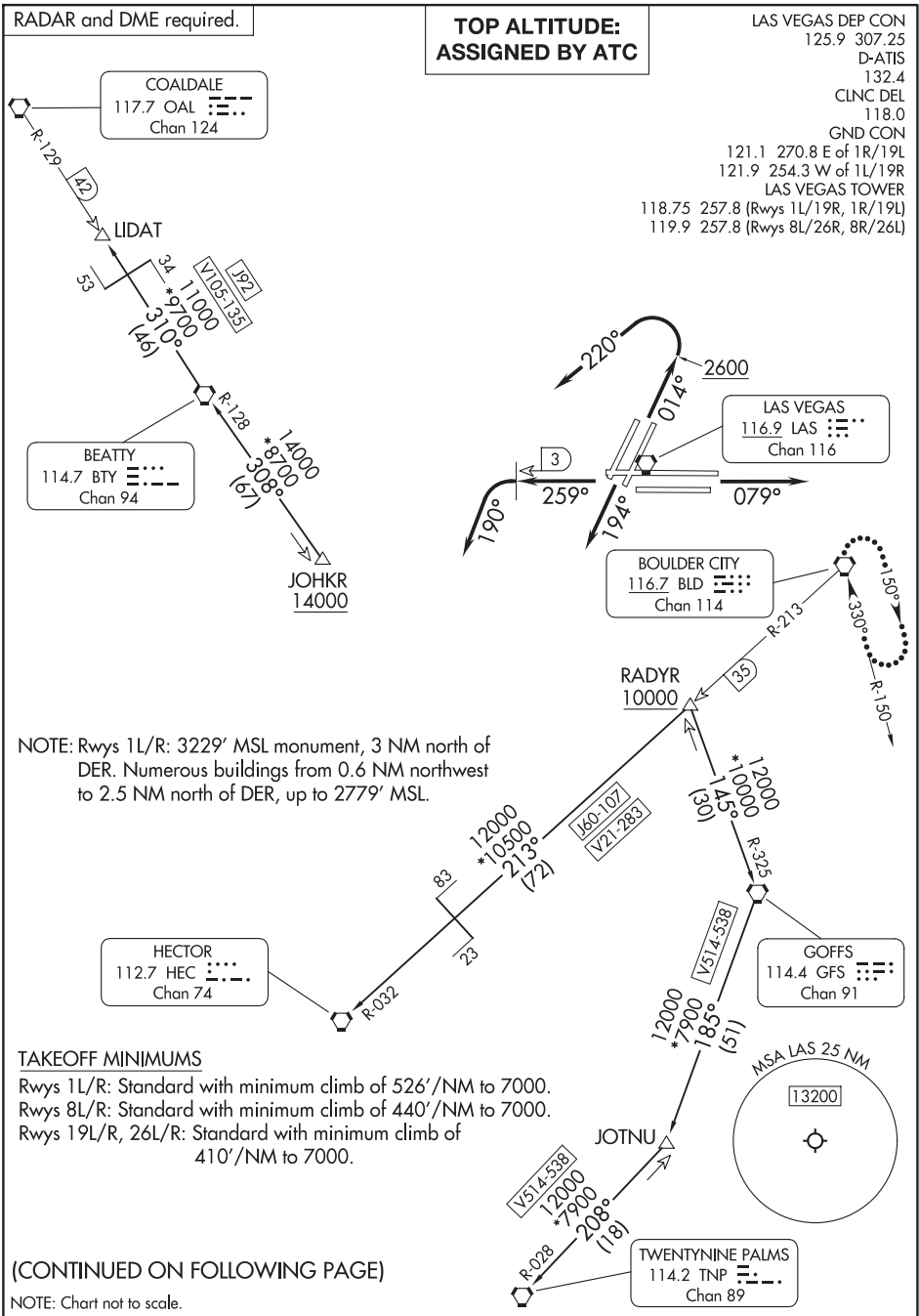
SW-4, 12 JUN 2025 to 07 AUG 2025



(MCCRN8.LAS) 25107  
MCCARRAN EIGHT DEPARTURE

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA



MCCARRAN EIGHT DEPARTURE  
(MCCRN8.LAS) 17APR25

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 2600, then climbing left turn heading 220°, thence. . . .

TAKEOFF RUNWAYS 8L/R: Climb on heading 079°, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194°, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° until LAS VORTAC 3 DME, then climbing left turn heading 190°, thence. . . .

. . . .for RADAR vectors to assigned transition or assigned route. Maintain ATC assigned altitude. Expect clearance to filed altitude two minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000, proceed direct BLD VORTAC then climb in BLD VORTAC holding pattern to the appropriate MEA for route of flight.

HECTOR TRANSITION (MCCRN8.HEC): From over RADYR on BLD R-213 and HEC R-032 to HEC VORTAC.

LIDAT TRANSITION (MCCRN8.LIDAT): From over JOHKR on BTY R-128 to BTY VORTAC, then on BTY R-310 and OAL R-129 to LIDAT.

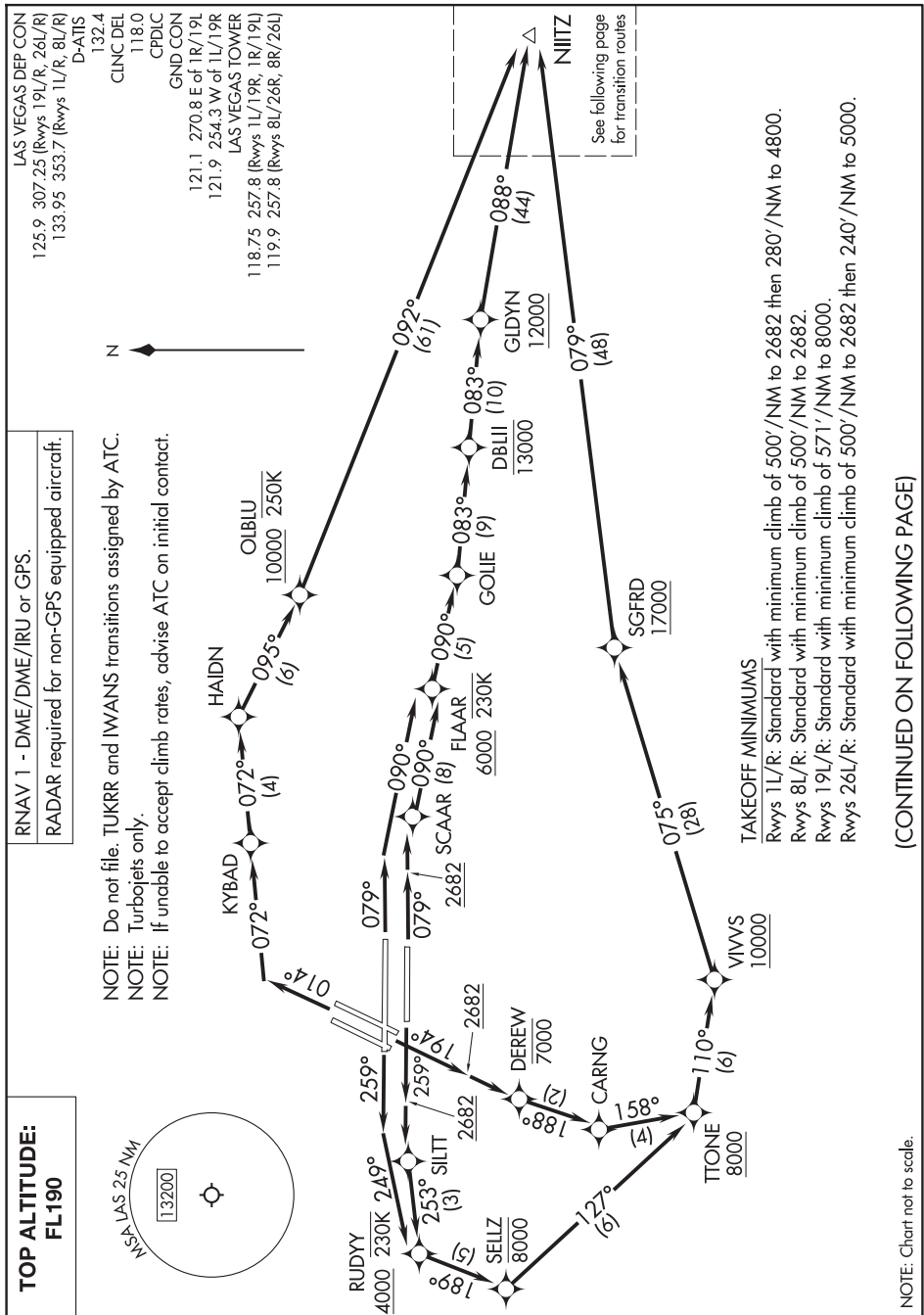
TWENTY NINE PALMS TRANSITION (MCCRN8.TNP): From over RAYDR on GFS R-325 to GFS VORTAC, then on GFS R-185 and TNP R-028 to TNP VORTAC.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

## NIITZ FOUR DEPARTURE (RNAV) Departure Routes

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SW-4, 12 JUN 2025 to 07 AUG 2025

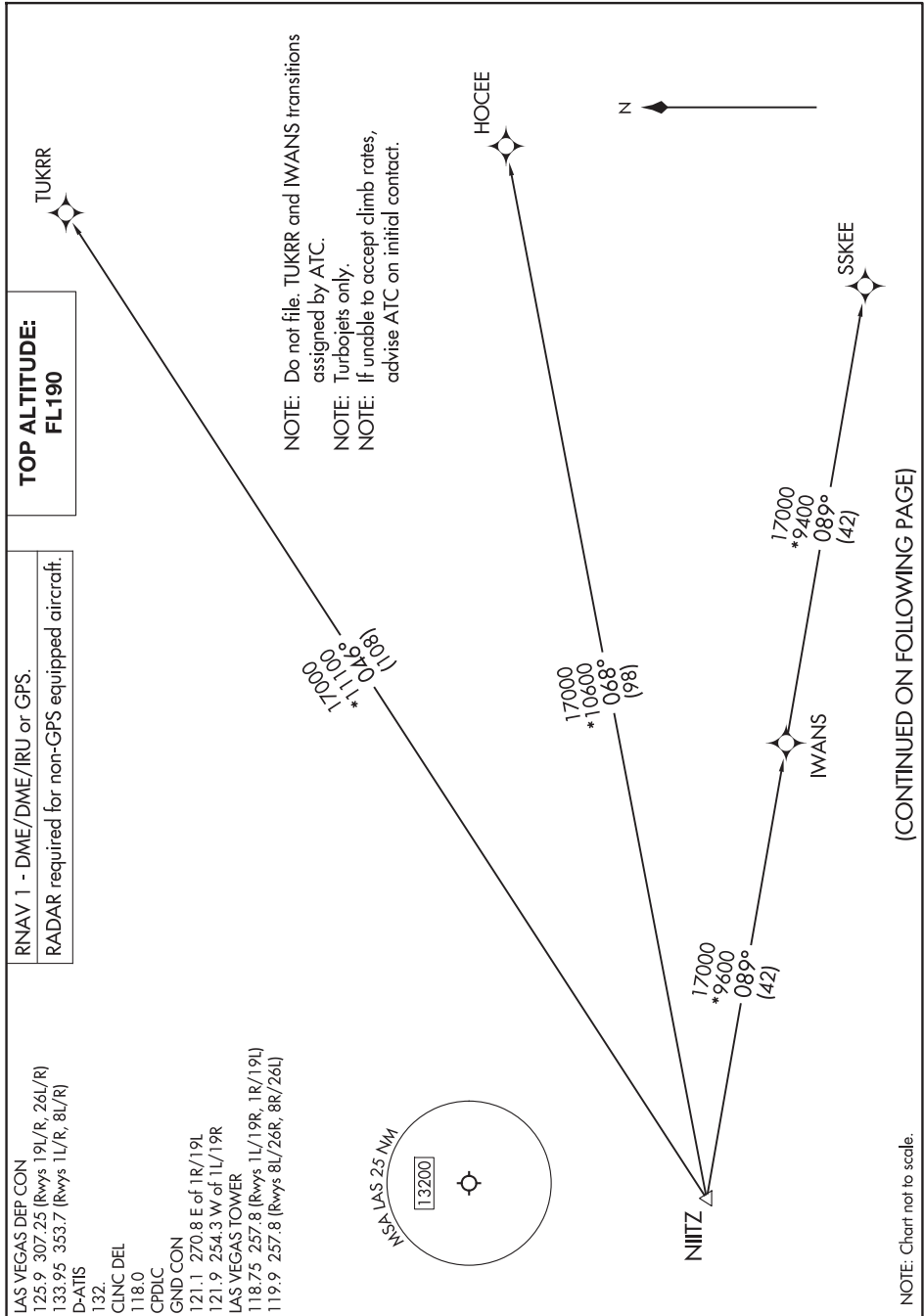
(NIITZ4.NIITZ) 24305

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

NIITZ FOUR DEPARTURE (RNAV) Transition Routes

SW-4, 12 JUN 2025 to 07 AUG 2025



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SW-4, 12 JUN 2025 to 07 AUG 2025

NIITZ FOUR DEPARTURE (RNAV) Transition Routes

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

(NIITZ4.NIITZ) 31OCT24



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 072° to KYBAD, then on track 072° to HAIDN, then on track 095° to cross OLBLU at or above 10000 and at or below 250K, then on track 092° to NIITZ, thence . . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 090° to GOLIE, then on track 083° to cross DBLII at or below 13000, then on track 083° to cross GLDYN at or above 12000, then on track 088° to NIITZ, thence . . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 090° to GOLIE, then on track 083° to cross DBLII at or below 13000, then on track 083° to cross GLDYN at or above 12000, then on track 088° to NIITZ, thence . . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 2682, then direct DEREW to cross at or below 7000, then on track 188° to CARNG, then on track 158° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 075° to cross SGFRD at or above 17000, then on track 079° to NIITZ, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELTZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 075° to cross SGFRD at or above 17000, then on track 079° to NIITZ, thence . . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELTZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 075° to cross SGFRD at or above 17000, then on track 079° to NIITZ, thence . . . .

. . . . on (transition), maintain FL190. Expect filed altitude 10 minutes after departure.

HOCEE TRANSITION (NIITZ4.HOCEE)

IWANS TRANSITION (NIITZ4.IWANS)

SSKEE TRANSITION (NIITZ4.SSKEE)

TUKRR TRANSITION (NIITZ4.TUKRR)

(RADYR2.RADYR) 24249

AL-662 (FAA)

## RADYR TWO DEPARTURE (RNAV) Departure Routes

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA**TOP ALTITUDE:  
FL190**

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: Turbojet only.

D-ATIS

132.4

CLNC DEL

118.0

CPDLC

GND CON

121.1 270.8 E of 1R/19L

121.9 254.3 W of 1L/19R

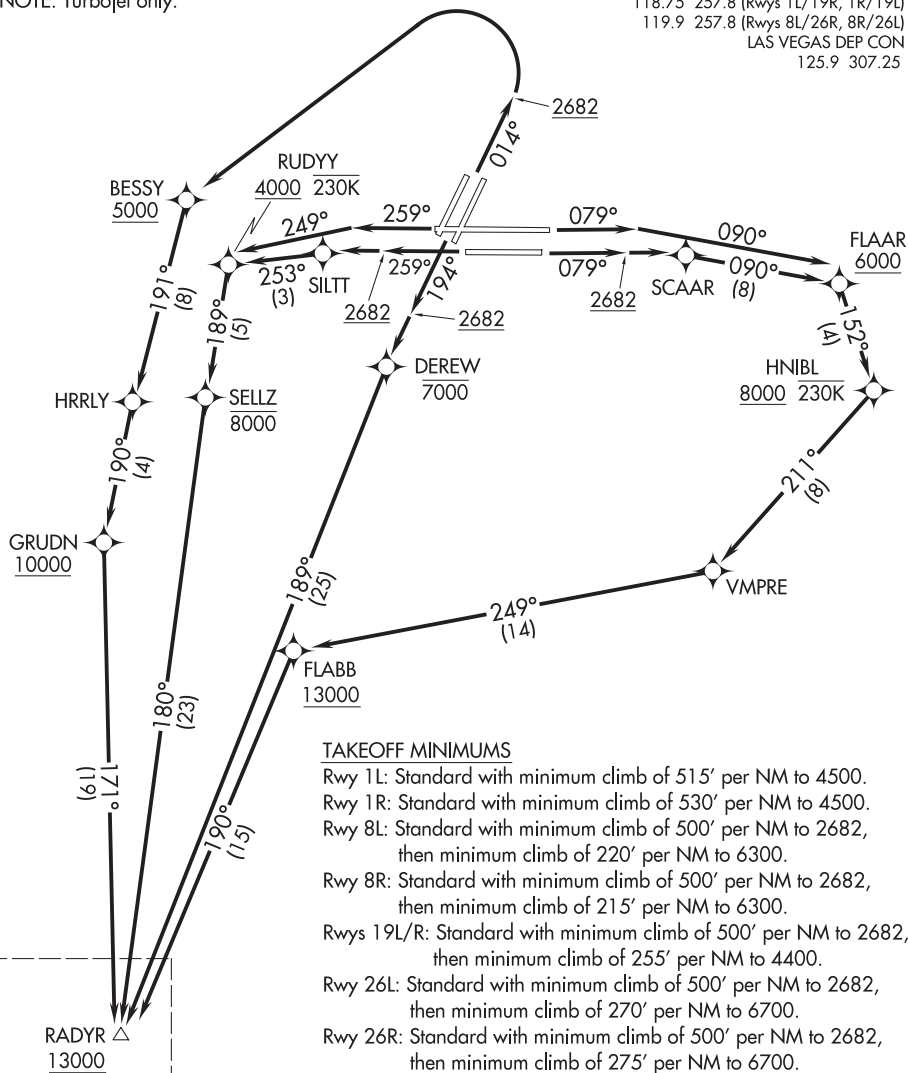
LAS VEGAS TOWER

118.75 257.8 (Rwys 1L/19R, 1R/19L)

119.9 257.8 (Rwys 8L/26R, 8R/26L)

LAS VEGAS DEP CON

125.9 307.25

See following page  
for transition routes

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

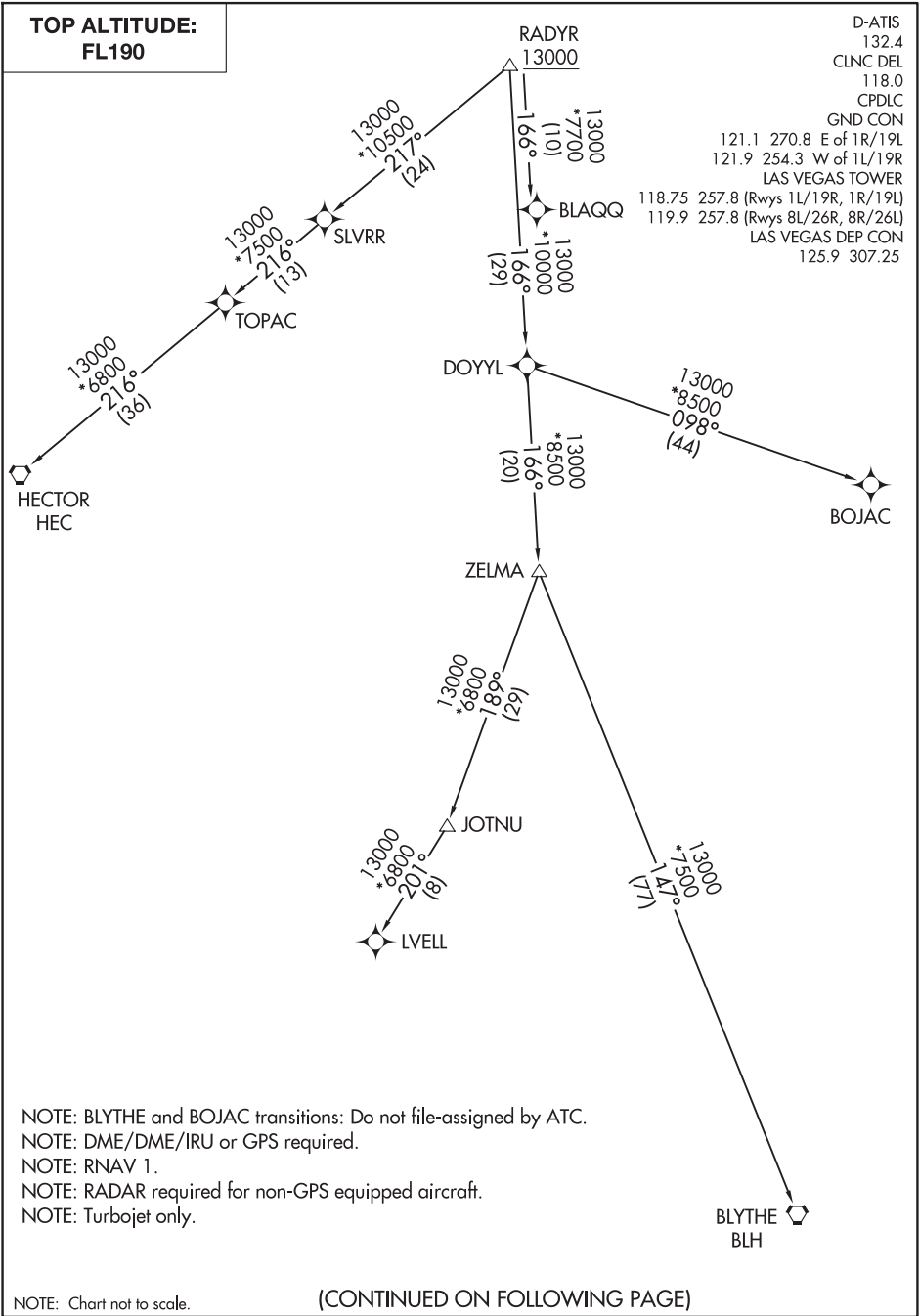
## RADYR TWO DEPARTURE (RNAV) Departure Routes

(RADYR2.RADYR) 12AUG21

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



(RADYR2.RADYR) 21224

## RADYR TWO DEPARTURE (RNAV)

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 2682, then left turn direct BESSY at or above 5000, then on track 191° to HRRLY, then on track 190° to cross GRUDN at or above 10000, then on track 171° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to VMPRE, then on track 249° to cross FLABB at or above 13000, then on track 190° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to VMPRE, then on track 249° to cross FLABB at or above 13000, then on track 190° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 2682, then direct DEREW at or below 7000, then on track 189° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or below 8000, then on track 180° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or below 8000, then on track 180° to cross RADYR at or above 13000, thence. . . .

. . . . on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

BLAQQ TRANSITION (RADYR2.BLAQQ)

BLYTHE TRANSITION (RADYR2.BLH)

BOJAC TRANSITION (RADYR2.BOJAC)

HECTOR TRANSITION (RADYR2.HEC)

LVELL TRANSITION (RADYR2.LVELL)

SLVRR TRANSITION (RADYR2.SLVRR)

## RADYR TWO DEPARTURE (RNAV)

(RADYR2.RADYR) 12AUG21

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

SW-4, 12 JUN 2025 to 07 AUG 2025

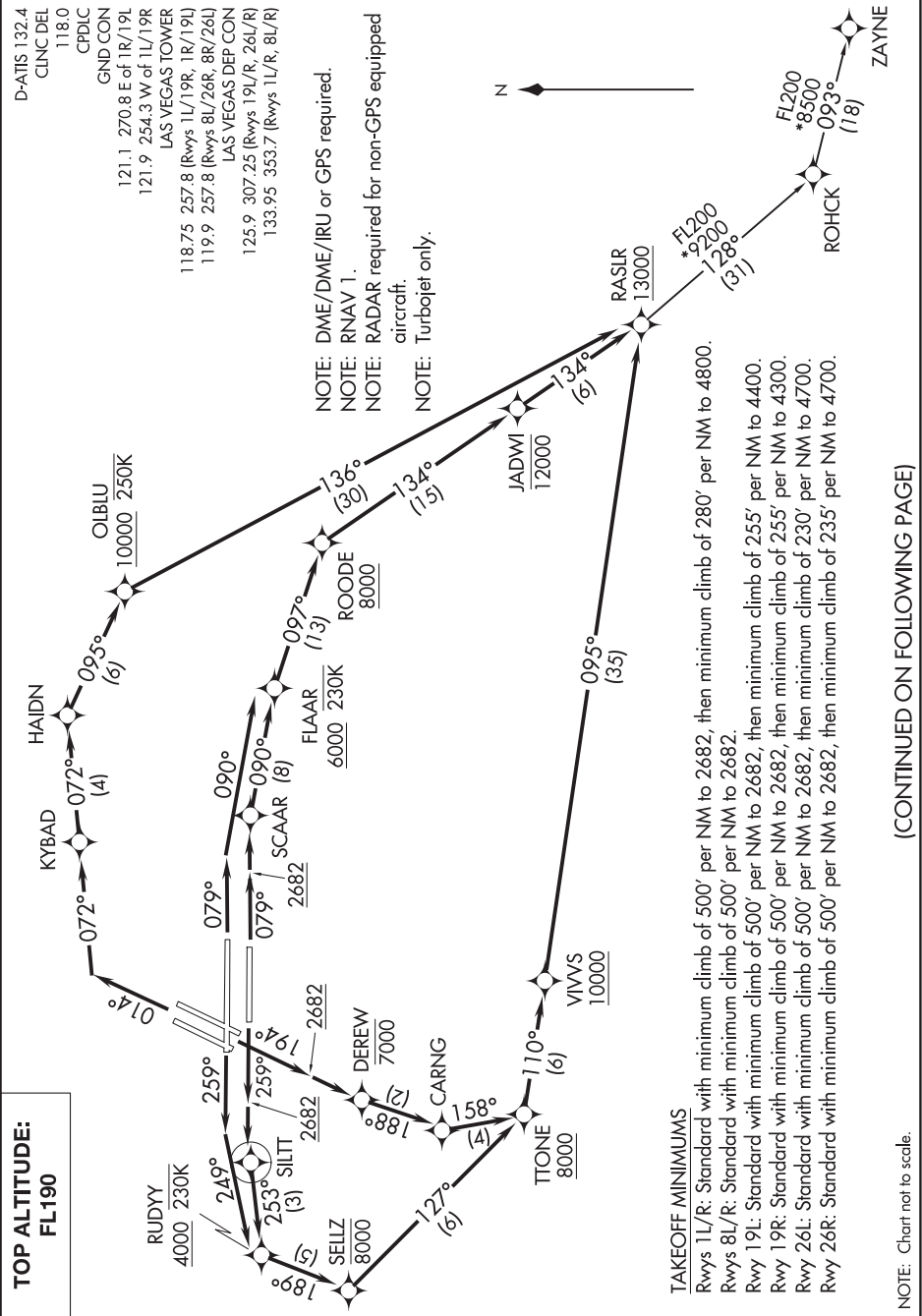
SW-4, 12 JUN 2025 to 07 AUG 2025



RASLR THREE DEPARTURE (RNAV)

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA



RASLR THREE DEPARTURE (RNAV)

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

(RASLR3.RASLR) 22027

## RASLR THREE DEPARTURE (RNAV)

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 072° to KYBAD, then on track 072° to HAIDN, then on track 095° to cross OLBLU at or above 10000 and at or below 250K, then on track 136° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 097° to cross ROODE at or above 8000, then on track 134° to cross JADWI at or below 12000, then on track 134° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 097° to cross ROODE at or above 8000, then on track 134° to cross JADWI at or below 12000, then on track 134° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 2682, then direct DEREW at or below 7000, then on track 188° to CARNG, then on track 158° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 095° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELTZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 095° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELTZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 095° to cross RASLR at or above 13000, thence. . . .

. . . . on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

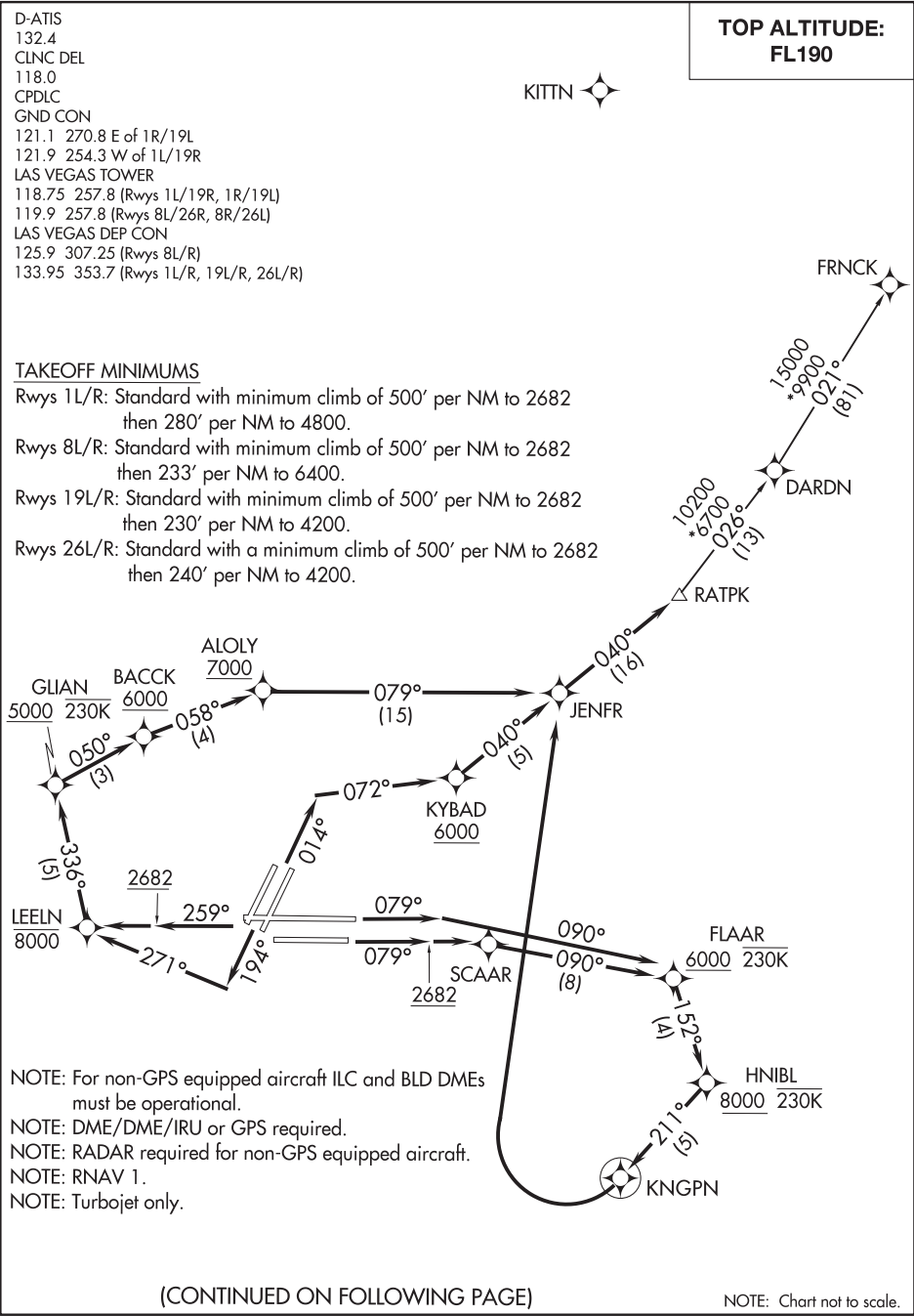
ZAYNE TRANSITION (RASLR3.ZAYNE)

RASLR THREE DEPARTURE (RNAV)

(RASLR3.RASLR) 27JAN22

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

SW-4, 12 JUN 2025 to 07 AUG 2025



(RATPK3.RATPK) 22027

## RATPK THREE DEPARTURE (RNAV)

AL-662 (FAA)

HARRY REID INTL (LAS)  
LAS VEGAS, NEVADA

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 072° to cross KYBAD at or above 6000, then on track 040° to JENFR, then on track 040° to RATPK, thence . . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct JENFR, then on track 040° to RATPK, thence . . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct JENFR, then on track 040° to RATPK, thence . . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to intercept course 271° to cross LEELN at or below 8000, then on track 336° to cross GLIAN at or above 5000 and at or below 230K, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to JENFR, then on track 040° to RATPK, thence . . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° to 2682, then direct LEELN to cross LEELN at or below 8000, then on track 336° to cross GLIAN at or above 5000 and at or below 230K, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to JENFR, then on track 040° to RATPK, thence . . . .

. . . . on (transition), maintain FL190. Expect filed altitude 10 minutes after departure.

FRNCK TRANSITION (RATPK3.FRNCCK)

RATPK THREE DEPARTURE (RNAV)  
(RATPK3.RATPK) 27JAN22

LAS VEGAS, NEVADA  
HARRY REID INTL (LAS)

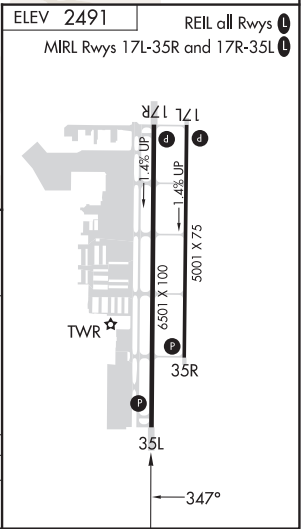
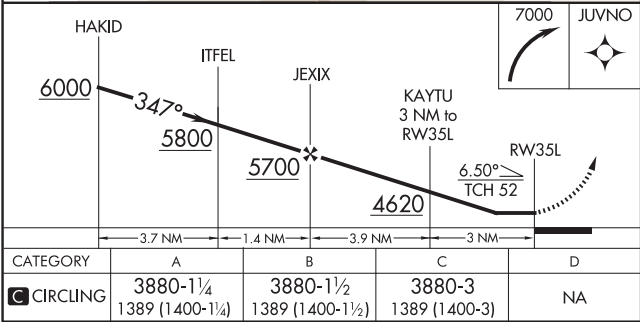
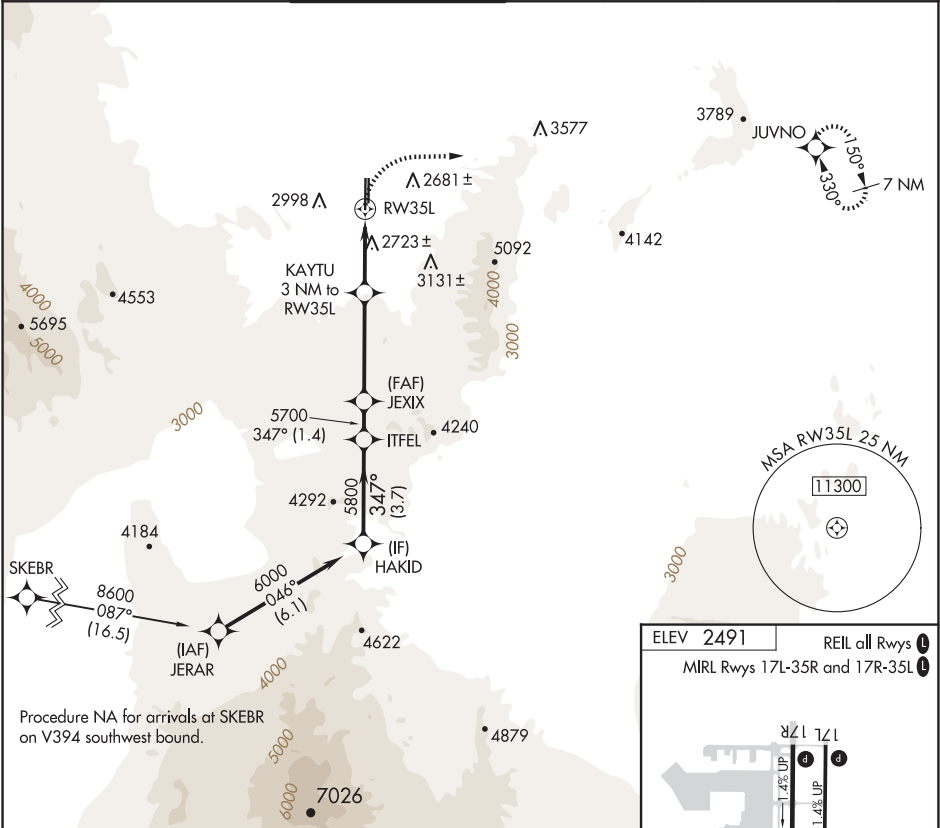
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS <b>347°</b>	Rwy ldg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>2491</b>
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**RNAV (GPS)-B**  
HENDERSON EXEC (HND)

RNP APCH-GPS.		MISSED APPROACH: Climbing right turn to 7000 direct JUVNO and hold, continue climb-in-hold to 7000.			
ATTN Circling to Rwy 35L NA at night. Rwy 35L helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harry Reid Intl altimeter setting and increase all MDAs 60 feet.					
ATIS <b>120.775</b>	LAS VEGAS APP CON <b>125.475 307.25</b>	HENDERSON TOWER★ <b>125.1 (CTAF) 0</b>	GND CON <b>127.8</b>	CLNC DEL <b>118.425</b>	CLNC DEL <b>125.475</b> (when twr closed)
				UNICOM <b>122.95</b>	

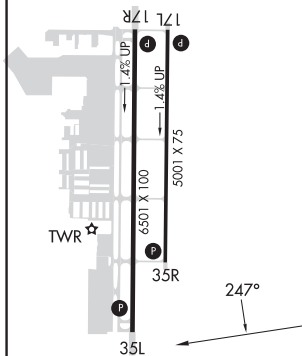
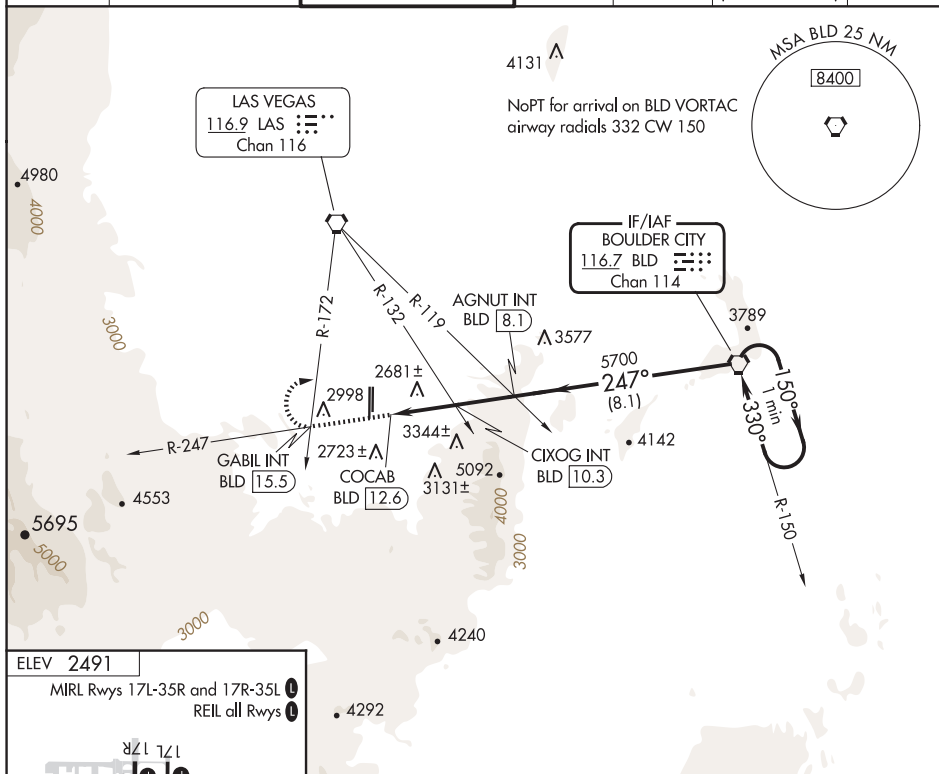


SW-4, 12 JUN 2025 to 07 AUG 2025

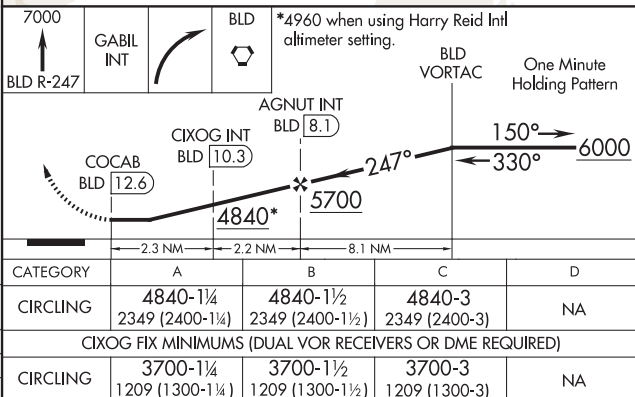
SW-4, 12 JUN 2025 to 07 AUG 2025

VOR-C  
HENDERSON EXEC (HND)

**MISSED APPROACH:** Climb to 7000 on BLD VORTAC R-247 to GABIL INT/BLD 15.5 DME and right turn direct BLD VORTAC and hold

UNICOM  
122.95

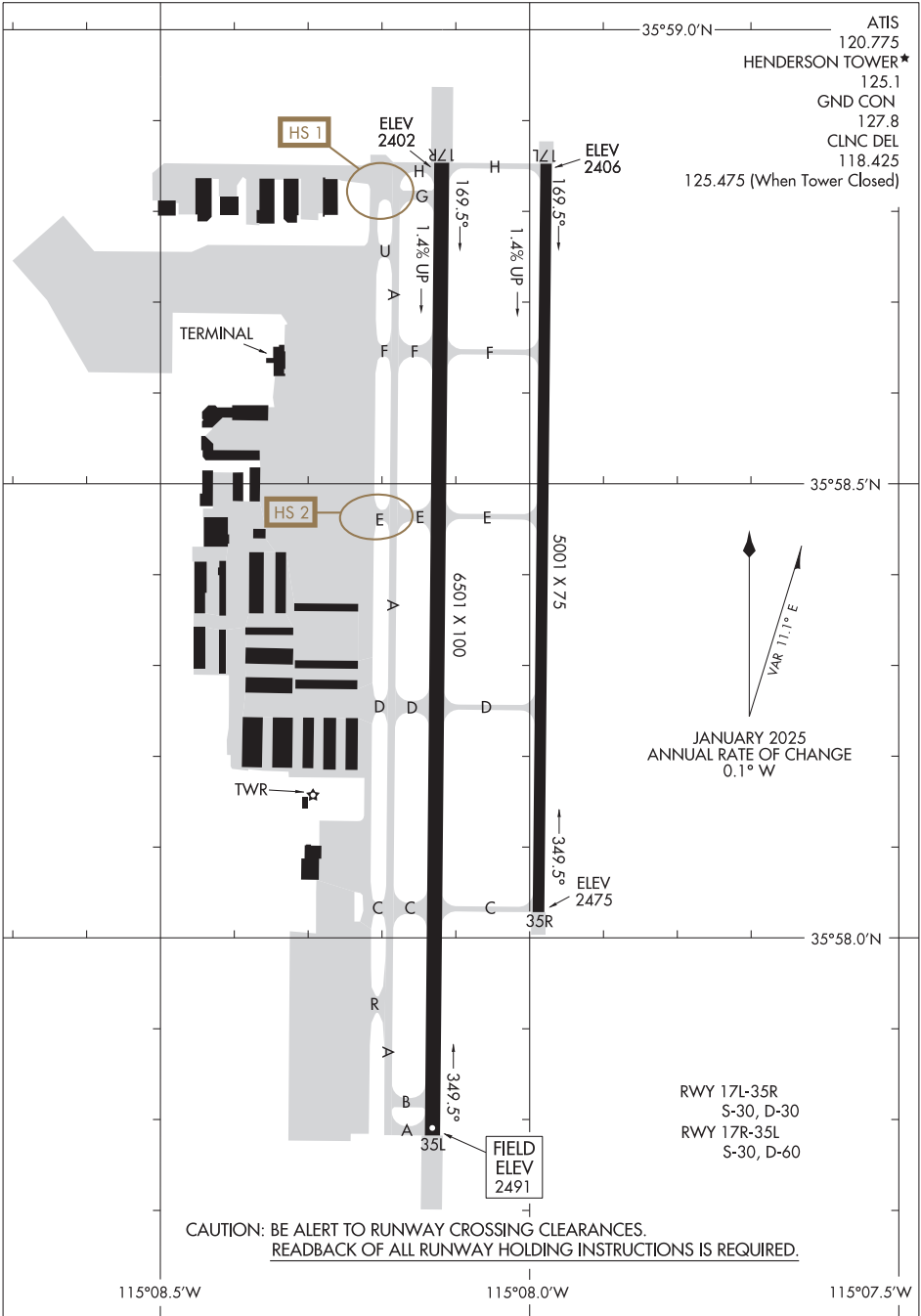
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



VOR-C

35°58'N-115°08'W

SW-4, 12 JUN 2025 to 07 AUG 2025



(OYODA2.OYODA) 21336

OYODA TWO DEPARTURE(RNAV)

AL-6514 (FAA)

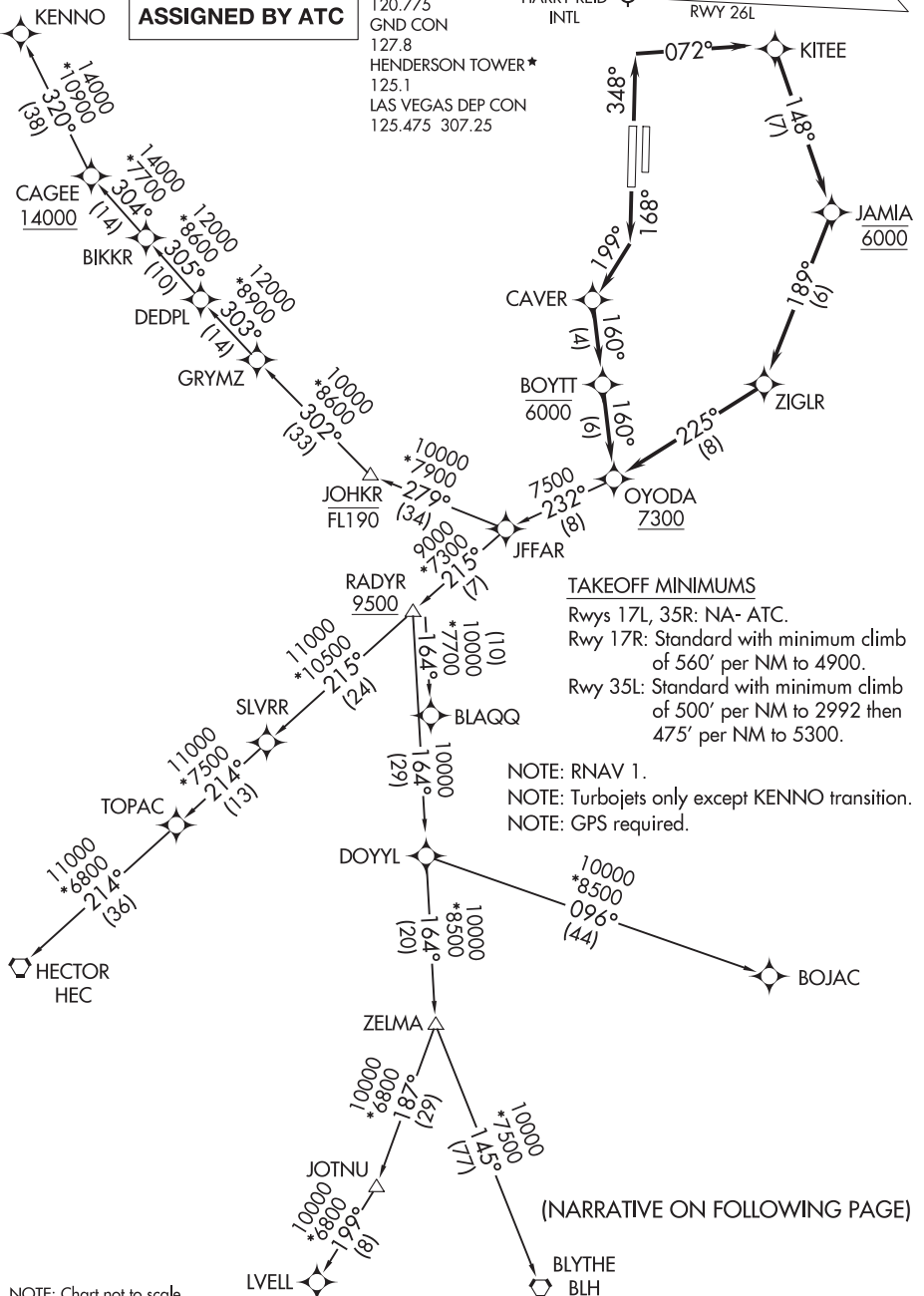
HENDERSON EXEC (HND)  
LAS VEGAS, NEVADA

**TOP ALTITUDE:  
ASSIGNED BY ATC**

ATIS  
120.775  
GND CON  
127.8  
HENDERSON TOWER\*  
125.1  
LAS VEGAS DEP CON  
125.475 307.25

HARRY REID  
INTL

RWY 26L



**TAKEOFF MINIMUMS**

Rwys 17L, 35R: NA- ATC.  
Rwy 17R: Standard with minimum climb  
of 560' per NM to 4900.  
Rwy 35L: Standard with minimum climb  
of 500' per NM to 2992 then  
475' per NM to 5300.

NOTE: RNAV 1.  
NOTE: Turbojets only except KENNO transition.  
NOTE: GPS required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

OYODA TWO DEPARTURE(RNAV)

(OYODA2.OYODA) 22APR21

LAS VEGAS, NEVADA  
HENDERSON EXEC (HND)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17R: Climb on heading 168° to intercept course 199° to CAVER, then on track 160° to cross BOYTT at or below 6000, then on track 160° to cross OYODA at or above 7300, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 348° to intercept course 072° to KITEE, then on track 148° to cross JAMIA at 6000, then on track 189° to ZIGLR, then on track 225° to cross OYODA at or above 7300, thence. . . .

. . . .(transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BLAQQ TRANSITION (OYODA2.BLAQQ)

BLYTHE TRANSITION (OYODA2.BLH)

BOJAC TRANSITION (OYODA2.BOJAC)

HECTOR TRANSITION (OYODA2.HEC)

KENNO TRANSITION (OYODA2.KENNO)

LVELL TRANSITION (OYODA2.LVELL)

SLVRR TRANSITION (OYODA2.SLVRR)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

(SCAMR4.SCAMR) 24025

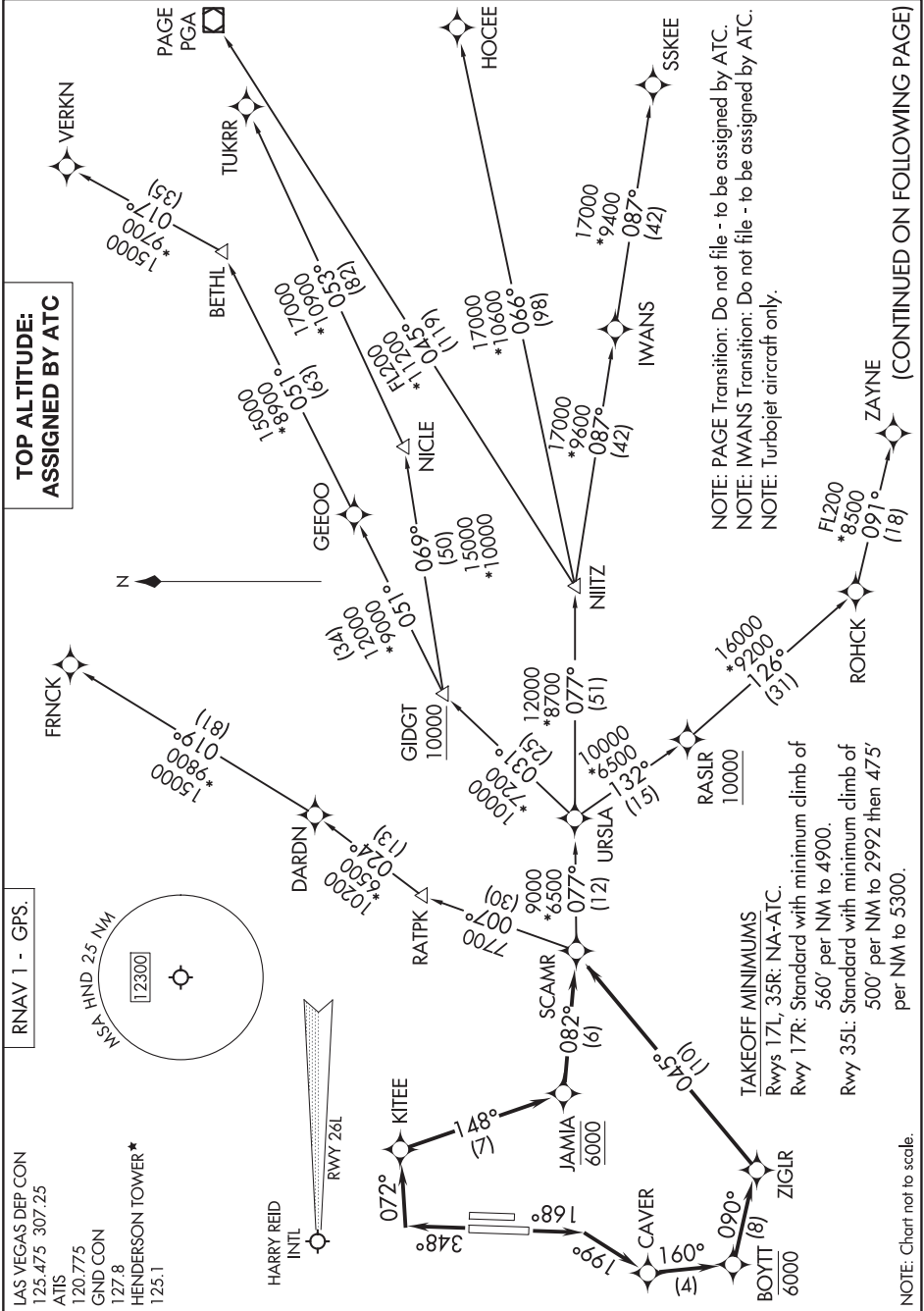
SCAMR FOUR DEPARTURE (RNAV)

AL-6514 (FAA)

HENDERSON EXEC (HND)

LAS VEGAS, NEVADA

SW-4, 12 JUN 2025 to 07 AUG 2025



SCAMR FOUR DEPARTURE (RNAV)

(SCAMR4.SCAMR) 25JAN24

LAS VEGAS, NEVADA

HENDERSON EXEC (HND)

SW-4, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17R: Climb on heading 168° to intercept course 199° to CAVER, then on track 160° to cross BOYTT at or below 6000, then on track 090° to ZIGLR, then on track 045° to SCAMR, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 348° to intercept course 072° to KITEE, then on track 148° to cross JAMIA at 6000, then on track 082° to SCAMR, thence. . . .

. . . . (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

FRNCK TRANSITION (SCAMR4.FRNCK)

HOCEE TRANSITION (SCAMR4.HOCEE)

IWANS TRANSITION (SCAMR4.IWANS)

PAGE TRANSITION (SCAMR4.PGA)

SSKEE TRANSITION (SCAMR4.SSKEE)

TUKRR TRANSITION (SCAMR4.TUKRR)

VERKN TRANSITION (SCAMR4.VERKN)

ZAYNE TRANSITION (SCAMR4.ZAYNE)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

LAS VEGAS, NEVADA

AL-6970 (FAA)

25163

LOC/DME I-HWG <b>110.7</b> Chan <b>44</b>	APP CRS <b>120°</b>	Rwy Ldg TDZE Apt Elev	12L <b>4199 5000</b> <b>2189 2205</b> <b>2205 2205</b>	12R <b>5000</b> <b>2205</b> <b>2205</b>
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# ILS or LOC RWY 12L

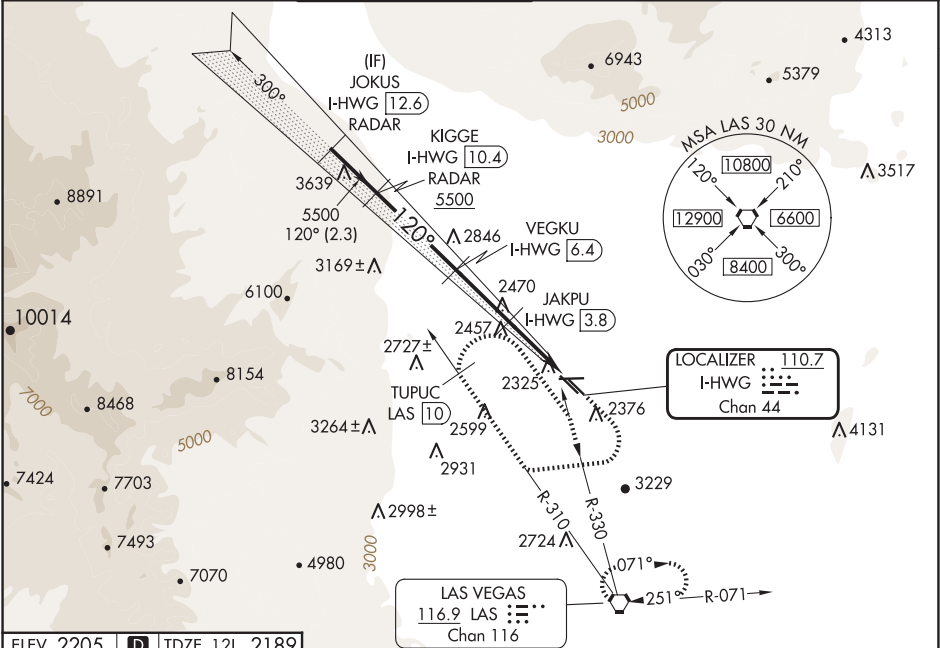
NORTH LAS VEGAS (VGT)

RADAR and DME required.

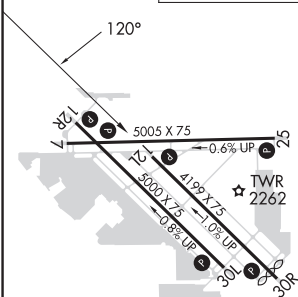
⚠ Rwy 12L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2660 dimbing right turn heading 250° to 6000, intercept LAS VORTAC R-310 outbound to TUPUC/LAS 10 DME then right turn on LAS VORTAC R-330 inbound to LAS VORTAC and hold.

ATIS <b>118.05</b>	LAS VEGAS APP CON <b>119.4 360.85</b>	NORTH LAS VEGAS TOWER* <b>125.7 (CTAF) 360.75</b>	GND CON <b>121.7</b>	CLNC DEL <b>124.0</b>	UNICOM <b>122.95</b>
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ELEV 2205	TDZE 12L 2189
	TDZE 12R 2205



REIL all Rwy's	MIRL all Rwy's
FAF to MAP 9.6 NM	
Knots	60 90 120 150 180
Min:Sec	9:36 6:24 4:48 3:50 3:12

	JOKUS I-HWG 12.6 RADAR	KIGGE I-HWG 10.4 RADAR	2660 6000 LAS R-310 outbound TUPUC LAS 10 LAS R-330 inbound LAS	VEGKU I-HWG 6.4	JAKPU I-HWG 3.8	I-HWG 1.9	I-HWG 0.8
	6200	5500		4160	3260		
	GS 3.20° TCH 48						
	2.3 NM	3.9 NM	2.7 NM	1.9 NM	1.1 NM		
CATEGORY	A	B	C	D			
S-ILS 12L	2456-7/8	267 (300-7/8)		NA			
S-LOC 12L	2620-1	431 (500-1)		NA			
SIDESTEP 12R	2720-1 3/8	515 (600-1 3/8)		NA			
CIRCLING	2720-1	515 (600-1)		NA			

LAS VEGAS, NEVADA

Amtd 1 14JUL22

36°13'N-115°12'W

# NORTH LAS VEGAS (VGT)

# ILS or LOC RWY 12L

SW-4, 12 JUN 2025 to 07 AUG 2025

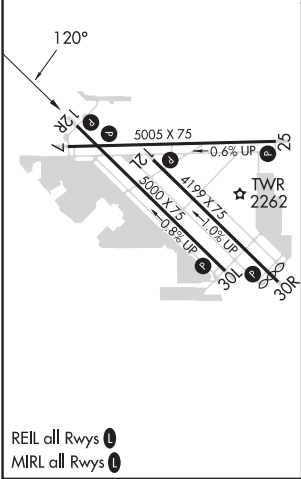
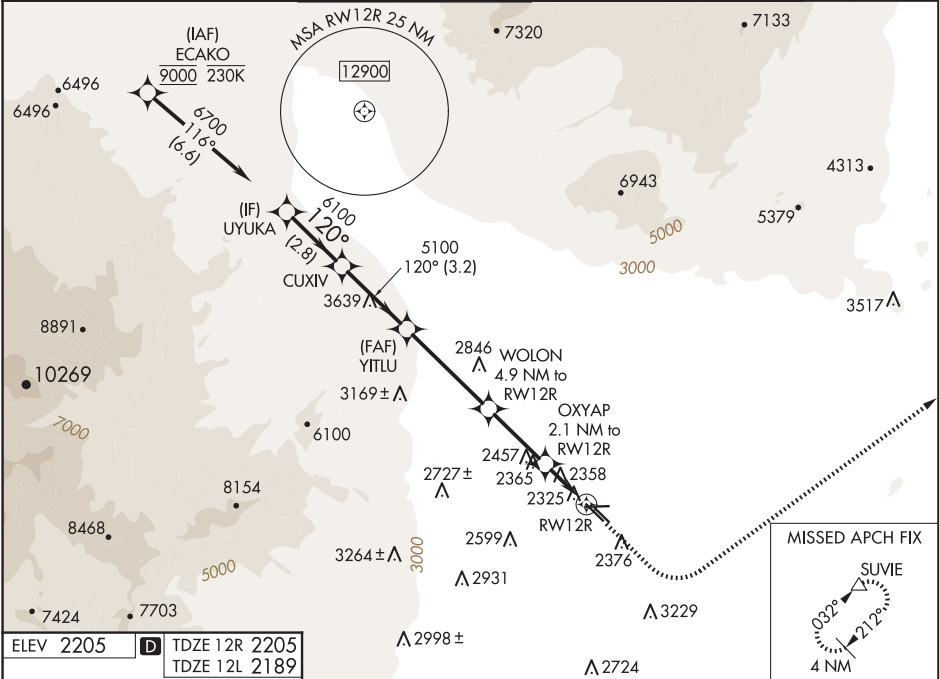
SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>69443</b> <b>W12A</b>	APP CRS <b>120°</b>	Rwy Ldg <b>5000</b> TDZE <b>2205</b> Apt Elev <b>2205</b>	12R <b>4199</b> <b>2189</b> <b>2205</b>	12L <b>4199</b> <b>2189</b> <b>2205</b>
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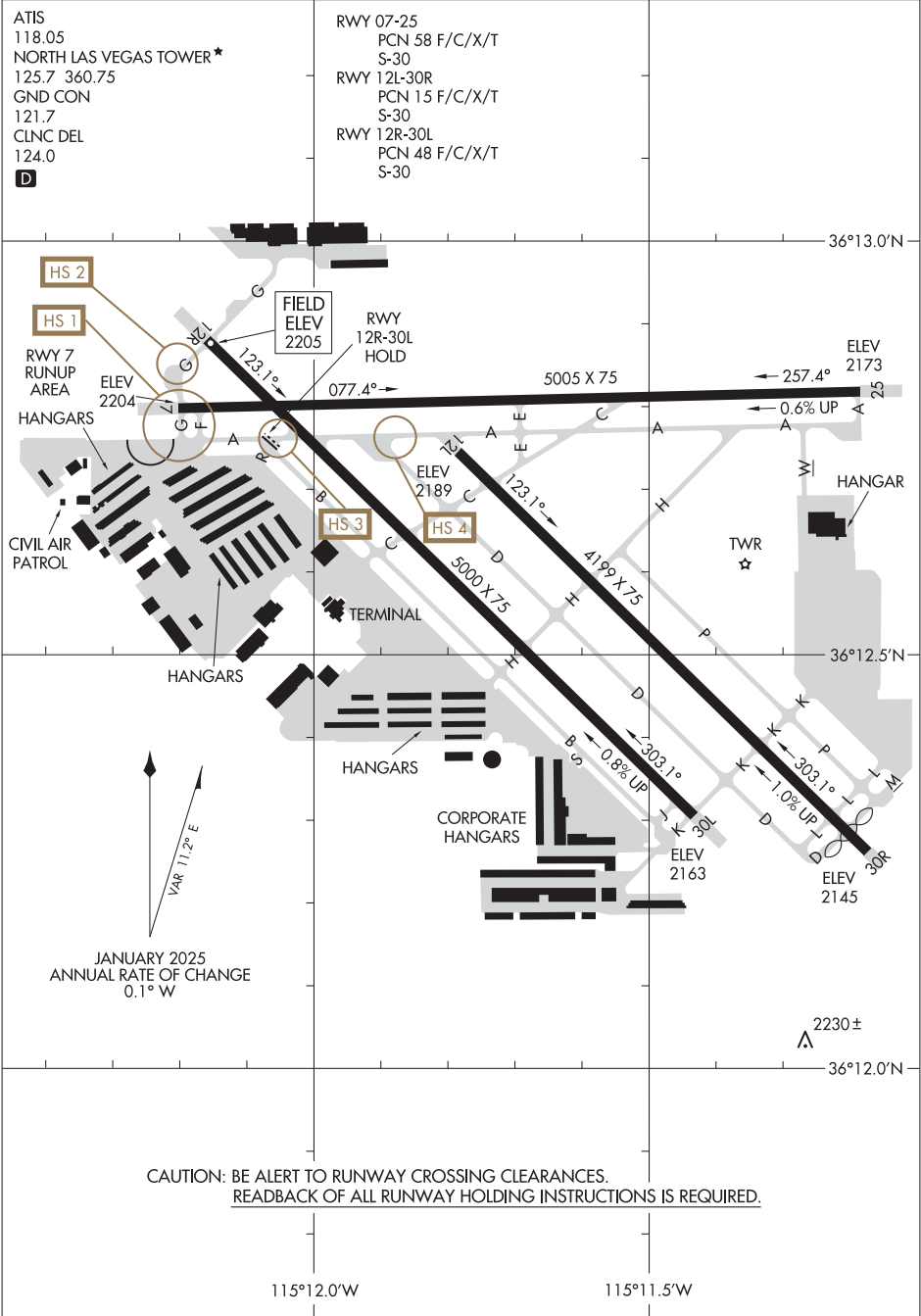
RNAV (GPS) RWY 12R  
NORTH LAS VEGAS (VGT)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2900 then climbing left turn to 7500 direct SUVIE and hold, continue climb-in-hold to 7500.
Rwy 12R helicopter visibility reduction below 3/4 SM NA.	

ATIS <b>118.05</b>	LAS VEGAS APP CON <b>119.4 360.85</b>	NORTH LAS VEGAS TOWER * <b>125.7 (CTAF) 360.75</b>	GND CON <b>121.7</b>	CLNC DEL <b>124.0</b>	UNICOM <b>122.95</b>
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ELEV 2205		TDZE 12R 2205	TDZE 12L 2189
UYUKA		CUXIV	YITLU
6700		6100	5100
120°		3.00°	TCH 40
2.8 NM		3.2 NM	4.1 NM
2.8 NM		0.8 NM	1.2 NM
CATEGORY		A	B
LP MDA		2620-1	415 (500-1)
LNAV MDA		2820-1	615 (700-1)
SIDESTEP 12L		2820-1	631 (700-1)
CIRCLING		2820-1	615 (700-1)



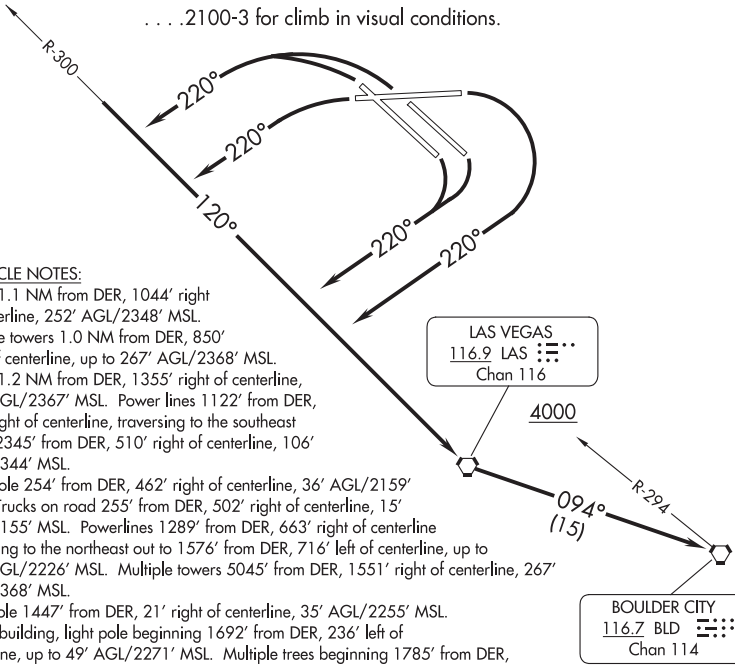
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

ATIS  
118.05  
GND CON  
121.7  
UNICOM  
122.95  
CTAF  
125.7

TAKEOFF MINIMUMS:  
Rwy 7: Standard with minimum climb of 339' per NM to 3600 or. . .  
Rwy 12L: Standard with minimum climb of 393' per NM to 3600 or. . .  
Rwy 12R: Standard with minimum climb of 373' per NM to 3600 or. . .  
Rwy 25: Standard with minimum climb of 257' per NM to 4500 or. . .  
Rwy 30R: Standard with minimum climb of 354' per NM to 4700 or. . .  
Rwy 30L: Standard with minimum climb of 367' per NM to 4700 or. . .

. . . .2100-3 for climb in visual conditions.



TAKEOFF OBSTACLE NOTES:

- Rwy 7: Tower 1.1 NM from DER, 1044' right of centerline, 252' AGL/2348' MSL.
- Rwy 12R: Multiple towers 1.0 NM from DER, 850' right of centerline, up to 267' AGL/2368' MSL. Tower 1.2 NM from DER, 1355' right of centerline, 270' AGL/2367' MSL. Power lines 1122' from DER, 764' right of centerline, traversing to the southeast out to 2345' from DER, 510' right of centerline, 106' AGL/2344' MSL.
- Rwy 12L: Light pole 254' from DER, 462' right of centerline, 36' AGL/2159' MSL. Trucks on road 255' from DER, 502' right of centerline, 15' AGL/2155' MSL. Powerlines 1289' from DER, 663' right of centerline traversing to the northeast out to 1576' from DER, 716' left of centerline, up to 129' AGL/2226' MSL. Multiple towers 5045' from DER, 1551' right of centerline, 267' AGL/2368' MSL.
- Rwy 25: Light pole 1447' from DER, 21' right of centerline, 35' AGL/2255' MSL.
- Rwy 30L: Signs, building, light pole beginning 1692' from DER, 236' left of centerline, up to 49' AGL/2271' MSL. Multiple trees beginning 1785' from DER, 78' right of centerline, up to 57' AGL/2296' MSL. Tree, multiple towers/antennas beginning 2745' from DER, 511' left of centerline, up to 84' AGL/2397' MSL.
- Rwy 30R: Antenna tower 4639' from DER, 1736' left of centerline, 84' AGL/2327' MSL. Anemometer 552' from DER, 570' left of centerline, 34' AGL/2216' MSL. Vent on building 1632' from DER, 566' right of centerline, 58' AGL/2240' MSL. Antenna on hangar 2012' from DER, 195' right of centerline, 61' AGL/2247' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 7, 12 L/R: Turn right.  
TAKEOFF RWYS 25, 30L/R: Turn left.

All aircraft climb to 6000 via heading 220° and LAS-300 to LAS VORTAC, cross LAS VORTAC at or above 4000. Continue climb via LAS VORTAC R-094 to BLD VORTAC.

RWYS 7, 12L/R, 25, 30L/R: For climb in visual conditions: cross North Las Vegas Airport at or above 4200 then via BLD VORTAC R-294 to BLD VORTAC.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

(NOTWN5.LAS) 23334

## NORTHTOWN FIVE DEPARTURE

AL-6970 (FAA)

NORTH LAS VEGAS (VGT)  
LAS VEGAS, NEVADA

ATIS  
118.05  
GND CON  
121.7  
UNICOM  
122.95  
CTAF  
125.7

**TOP ALTITUDE:  
7000**

A-481

RUZCO  
5000

12

3700

140°

3700

270°

313°

270°

3700

250°

R-313

R-320

LAS VEGAS  
116.9 LAS  
Chan 116

## TAKEOFF MINIMUMS

- Rwy 7: Standard with minimum climb of 295' per NM to 3600.  
Rwy 12L: Standard with minimum climb of 397' per NM to 3600  
Rwy 12R: Standard with minimum climb of 379' per NM to 3600.  
Rwy 25: Standard with minimum climb of 425' per NM to 5000.  
Rwy 30L: Standard with minimum climb of 415' per NM to 5000.  
Rwy 30R: Standard with minimum climb of 390' per NM to 5000.

WARNING: Rapidly rising terrain west and north of procedure.

NOTE: DME required.

NOTE: Do not exceed 240K until established on LAS R-320 southeast bound.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7, 12L/R: Climbing right turn on heading 250° to intercept LAS R-313 outbound at or above 3700, thence. . .

TAKEOFF RUNWAY 25: Climbing right turn on heading 270° to intercept LAS R-313 outbound at or above 3700, thence. . .

TAKEOFF RUNWAYS 30L/R: Climbing left turn on heading 270° to intercept LAS R-313 outbound at or above 3700, thence. . .

. . . on LAS R-313 outbound to cross RUZCO/LAS 12 DME at or below 5000, then climbing right turn to intercept LAS R-320 to LAS VORTAC. Cross LAS VORTAC at or above 7000.

## NORTHTOWN FIVE DEPARTURE

(NOTWN5.LAS) 08NOV18

LAS VEGAS, NEVADA  
NORTH LAS VEGAS (VGT)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



LOC/DME H-LGU	APP CRS	Rwy Ldg
<b>109.15</b>	<b>172°</b>	<b>9020</b>
Chan <b>28(Y)</b>		TDZE <b>4457</b>
		Apt Elev <b>4457</b>

# ILS or LOC/DME RWY 17

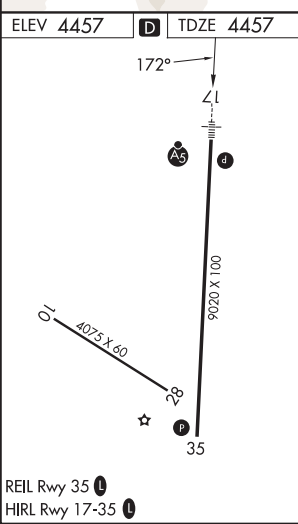
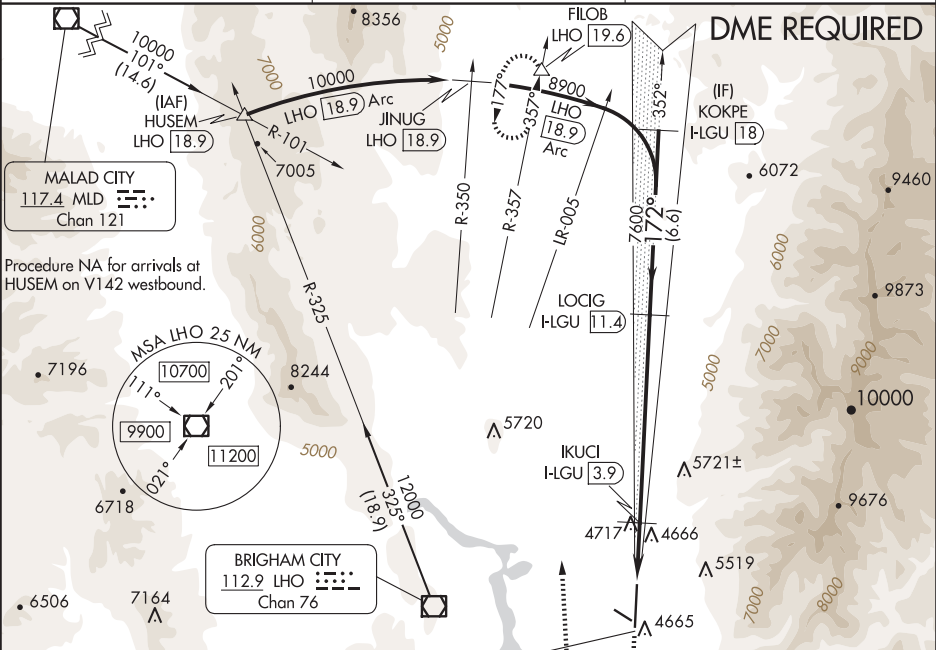
LOGAN-CACHE (LGU)

**NA** Circling NA east of Rwy 17-35.  
**-15°C** Rwy 17 helicopter visibility reduction below 3/4 SM NA.

**MALSR**

**MISSED APPROACH:** Climb to 5800 then climbing right turn to 12000 on heading 345° and on LHO VOR/DME R-357 to FIOB INT/LHO 19.6 DME and hold, continue climb-in-hold to 12000.

ASOS <b>135.275</b>	SALT LAKE CENTER <b>127.7 354.125</b>	UNICOM <b>122.8 (CTAF)</b>
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LOCALIZER 109.15

I-LGU

Chan 28(Y)

5800

12000

LHO

R-357

FILOB

△

Use I-LGU DME when on localizer course.

↑

5800

hdg 345°

12000

12000

12000

12000

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LOGAN, UTAH

AL-663 (FAA)

25163

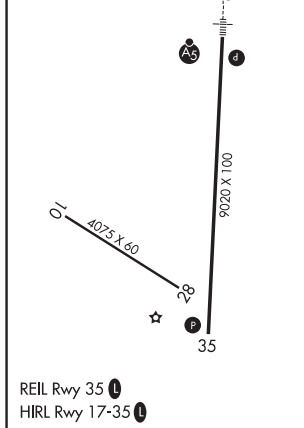
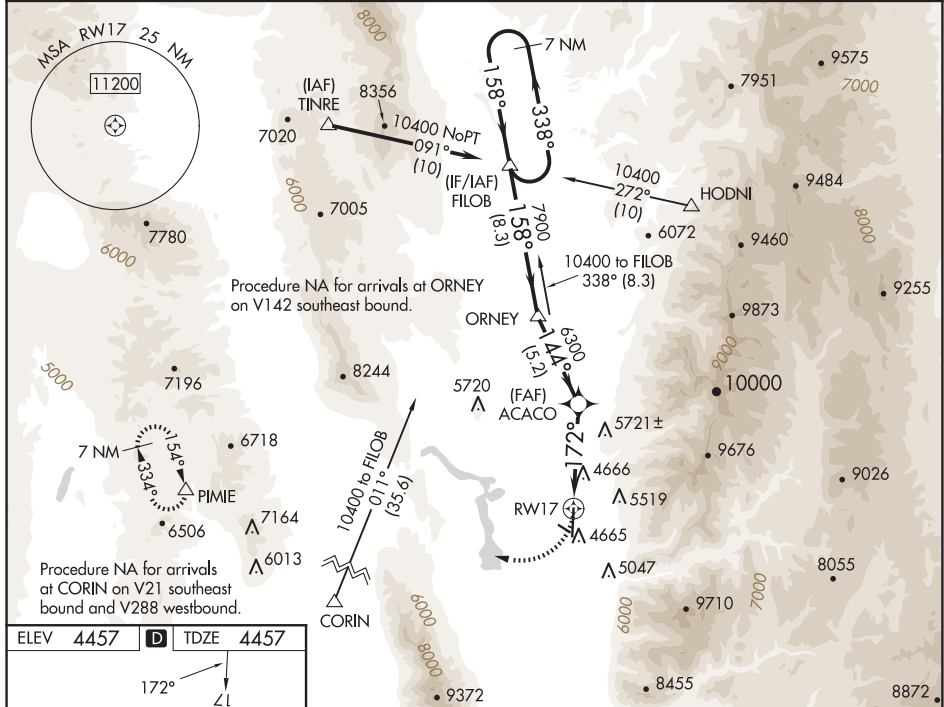
APP CRS	Rwy Ldg	<b>9020</b>
<b>172°</b>	TDZE	<b>4457</b>
	Apt Elev	<b>4457</b>



# RNAV (GPS) RWY 17

LOGAN-CACHE (LGU)

  -15°C	DME/DME RNP-0.3 NA. Circling NA east of Rwy 17-35. Night Landing: Rwy 10-28 NA. Inop table does not apply to LNAV Cats C/D. *Missed approach requires minimum climb of 310 feet per NM to 7700.	MALSR 	MISSED APPROACH: Climbing right turn to 10000 direct PIMIE and hold, continue climb-in-hold to 10000.
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ASOS <b>135.275</b>	SALT LAKE CENTER <b>127.7 354.125</b>	UNICOM <b>122.8 (CTAF)</b>
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	<b>PIMIE</b> 	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).				<b>7 NM</b> Holding Pattern

LOGAN, UTAH  
Amdt 2 31MAR16

41°48'N-111°51'W

# RNAV (GPS) RWY 17

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>57900</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Ldg TDZE <b>4457</b> Apt Elev <b>4457</b>
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RNAV (GPS) RWY 35

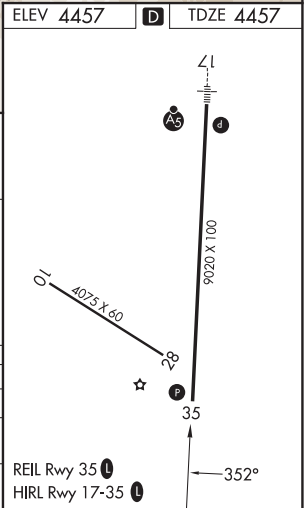
LOGAN-CACHE (L.G.U)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4900 then climbing left turn to 10000 direct PIMIE and hold, continue climb-in-hold to 10000.
-15°C	Circling NA east of Rwy 17-35. Circling Rwy 10, 28 NA at night.

ASOS <b>135.275</b>	SALT LAKE CENTER <b>127.7 354.125</b>	UNICOM <b>122.8 (CTAF)</b>
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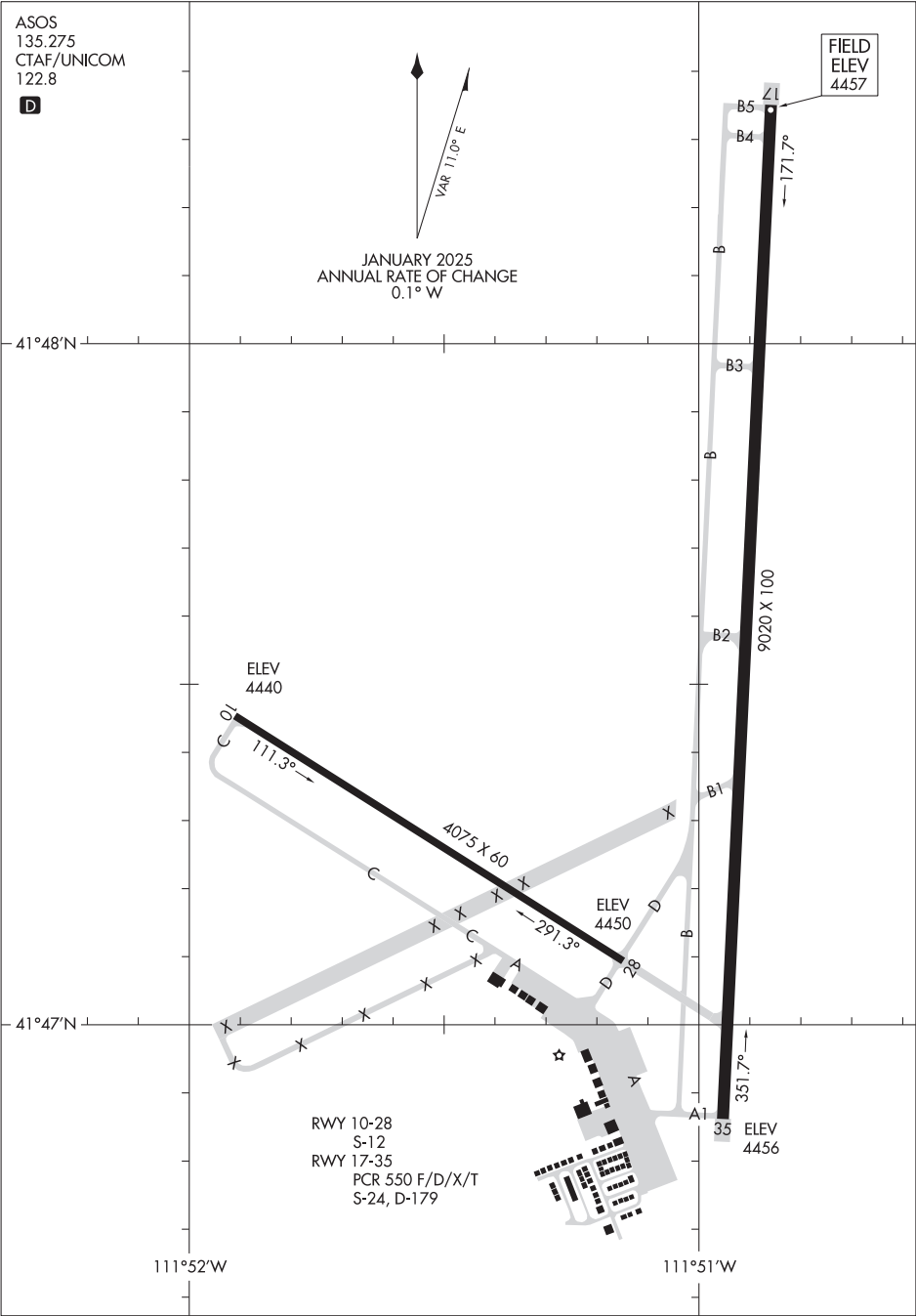


7 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).		4900	10000	PIMIE
JIPOS		EPSAC	OBNU	UHINE	COVNU	
11400		9200	8100	7000	5360	
GP 3.00° TCH 45		7.4 NM	3.7 NM	3.7 NM	5.1 NM	1.4 NM
CATEGORY	A	B	C	D		
LPV DA	4677-¾		220 (300-¾)			
LNAV MDA	4920-1	463 (500-1)	4920-1⅓		463 (500-1⅓)	
CIRCLING	4920-1	4960-1	5080-1¾	5080-2	623 (700-2)	
	463 (500-1)	503 (600-1)	623 (700-1¾)	623 (700-2)		



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

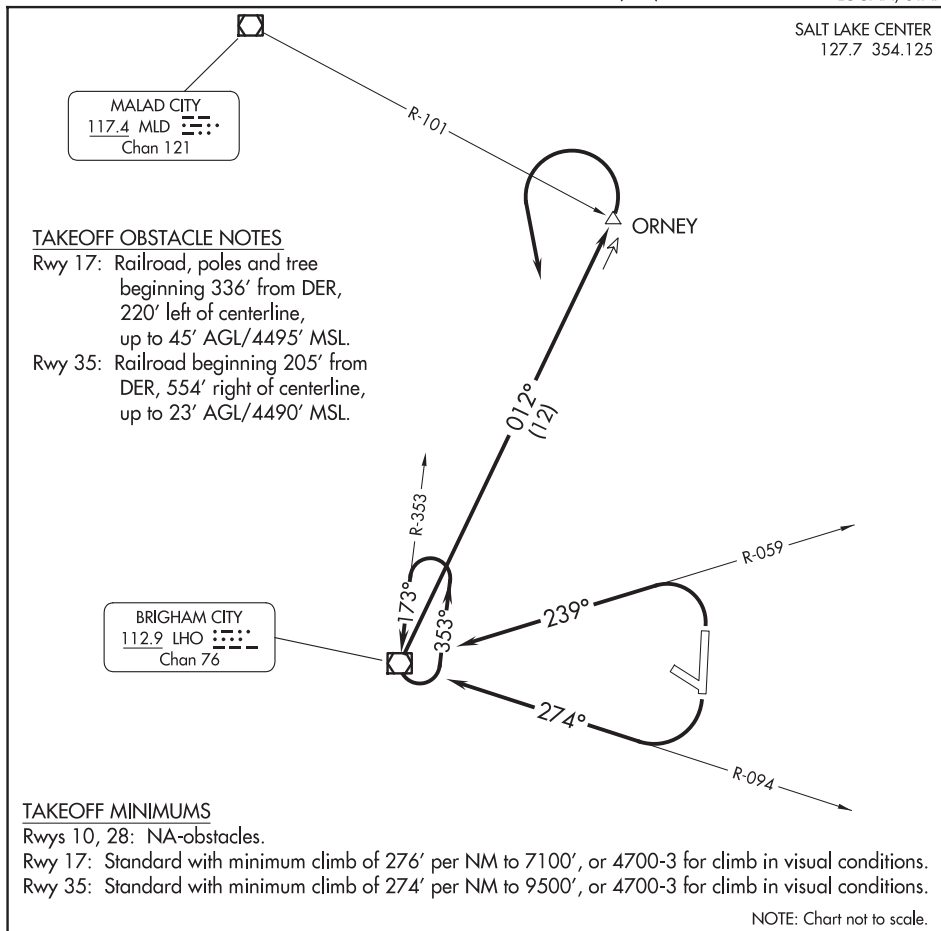
SW-4, 12 JUN 2025 to 07 AUG 2025

## ORNEY ONE DEPARTURE (OBSTACLE)

AL-663 (FAA)

LOGAN-CACHE (LGU)  
LOGAN, UTAH

SALT LAKE CENTER  
127.7 354.125



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 17:** Climbing right turn to 12000 via LHO VOR/DME R-094 to LHO VOR/DME and right turn via LHO R-012 to ORNEY INT/LHO 12 DME and left turn via LHO R-012 to LHO VOR/DME, thence . . . or for climb in visual conditions, cross Logan-Cache Airport at or above 9000, climb to 12000 via LHO R-077 to LHO VOR/DME, thence . . .

**TAKEOFF RUNWAY 35:** Climbing left turn to 12000 via LHO VOR/DME R-059 to LHO VOR/DME and right turn via LHO R-012 to ORNEY INT/LHO 12 DME and left turn via LHO R-012 to LHO VOR/DME, thence . . . or for climb in visual conditions, cross Logan-Cache Airport at or above 9000, climb to 12000 via LHO R-077 to LHO VOR/DME, thence . . .

... continue climbing in LHO VOR/DME holding pattern to 12000 before proceeding on course.

ORNEY ONE DEPARTURE (OBSTACLE)  
(ORNEY1.LHO) 17DEC09

LOGAN, UTAH  
LOGAN-CACHE (LGU)

LOVELOCK, NEVADA

AL-941 (FAA)

25163

WAAS CH <b>72840</b> <b>W02A</b>	APP CRS <b>025°</b>	Rwy Ldg TDZE Apt Elev	<b>5529</b> <b>3906</b> <b>3908</b>
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# RNAV (GPS) RWY 2

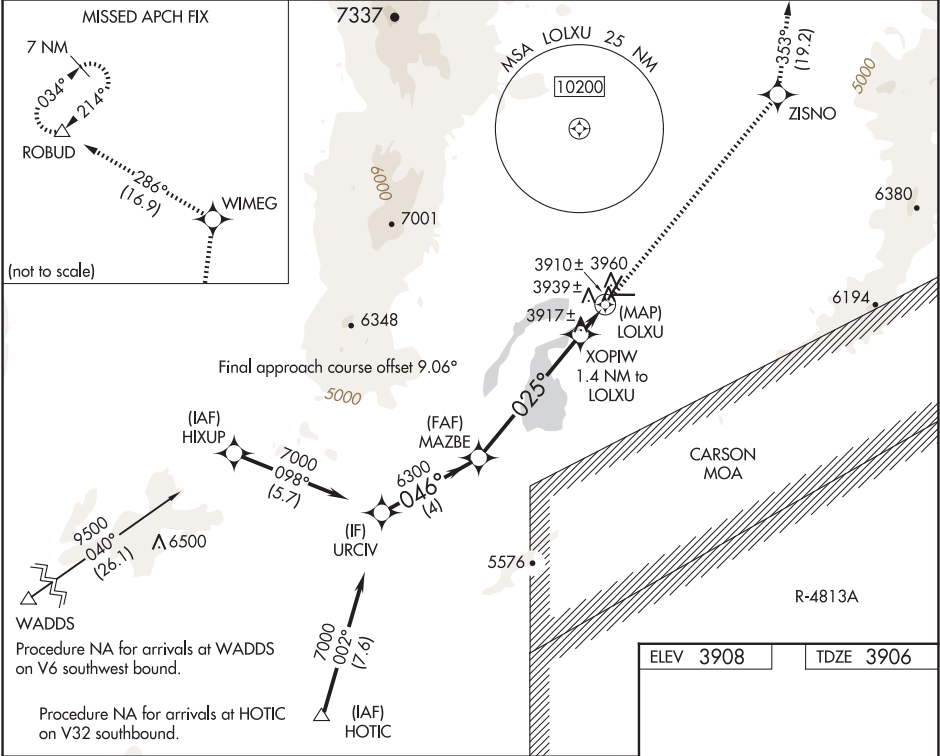
DERBY FLD (LOL)

**⚠**

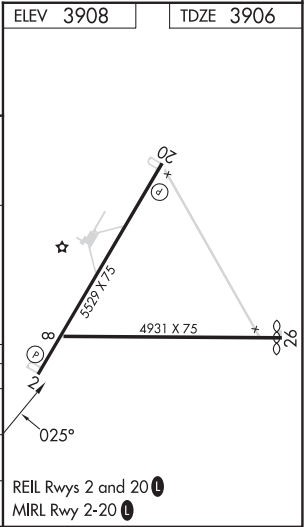
Circling NA northwest of Rwy 2-20.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 10000 direct ZISNO  
and on track 353° to WIMEG and on track 286° to  
ROBUD and hold, continue climb-in-hold to 10000.

ASOS <b>120.675</b>	OAKLAND CENTER <b>128.8 285.5</b>	UNICOM <b>122.8 (CTAF)</b> <b>①</b>
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URCIV		MAZBE		10000 ↑	ZISNO ✧	tr 353° ✧	WIMEG ✧	tr 286° ✧	ROBUD △
7000		6300		XOPIW 1.4 NM to LOLXU		LOLXU			
046°		025°		3.00° TCH 44		4460			
4 NM		5.7 NM		1.4 NM		0.3			
CATEGORY	A	B	C	D					
LP MDA	4160-1		254 (300-1)						
LNAV MDA	4200-1		294 (300-1)						
CIRCLING	4280-1 372 (400-1)	4360-1 452 (500-1)	4540-1¾ 632 (700-1¾)	4680-2½ 772 (800-2½)					



LOVELOCK, NEVADA  
Amdt 1A 01FEB18

40°04'N-118°34'W

# RNAV (GPS) RWY 2

DERBY FLD (LOL)

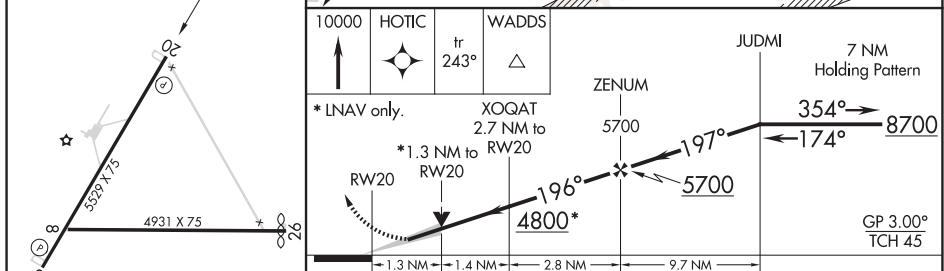
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

25163

RNAV (GPS) RWY 20  
DERBY FLD (LOL)

ASOS <b>120.675</b>	OAKLAND CENTER <b>128.8 285.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY		A	B	C	D
LPV	DA	41 58-1		250 (300-1)	
LNAY/ VNAY	DA	4249-1½		341 (400-1½)	
LNAY	MDA	4360-1	452 (500-1)	4360-1⅓	452 (500-1⅓)
<b>C</b> CIRCLING		4360-1	452 (500-1)	4540-1¾ 632 (700-1¾)	4680-2½ 772 (800-2½)

DERBY FLD (LOL)  
RNAV (GPS) RWY 20

SW-4, 12 JUN 2025 to 07 AUG 2025

LOVELOCK, NEVADA

AL-941 (FAA)

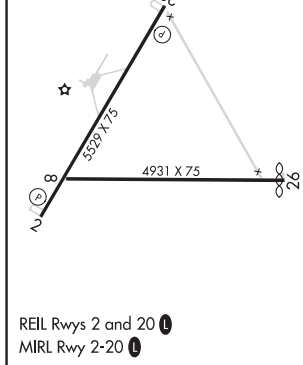
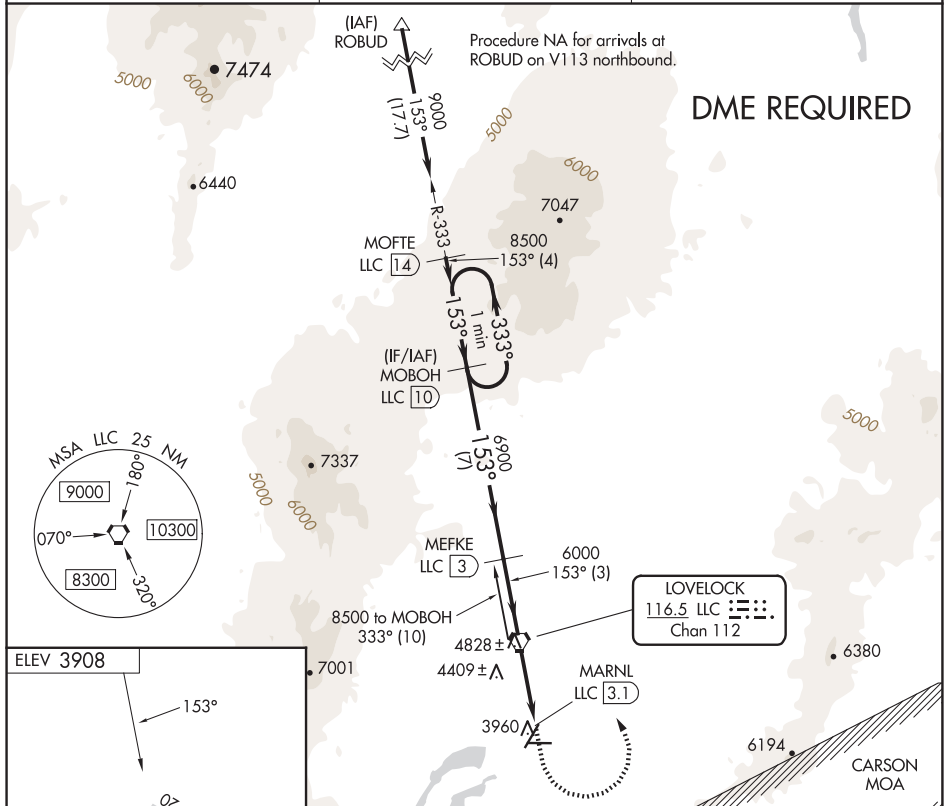
25163


VORTAC LLC <b>116.5</b> Chan <b>112</b>	APP CRS <b>153°</b>	Rwy Ldg TDZE Apt Elev <b>3908</b>	<b>N/A</b> <b>N/A</b>
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**VOR-A**  
DERBY FLD (L.O.L.)

 <p>Circling NA northwest of Rwy 2-20. DME required.</p>	<p>MISSED APPROACH: Climb to 5500 then climbing left turn to 9200 direct LLC VORTAC and on LLC VORTAC R-333 to MOBOH/LLC 10 DME and hold, continue climb-in-hold to 9200.</p>
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ASOS <b>120.675</b>	OAKLAND CENTER <b>128.8 285.5</b>	UNICOM <b>122.8</b> (CTAF) 
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One Minute Holding Pattern		5500	9200	LLC	LLC R-333	MOBOH LLC 10
MOBOH LLC 10		MEFKE LLC 3	LLC VORTAC	MARNL LLC 3.1		
8500 ← 333°		153° →	6900	6000		
		7 NM	3 NM	3.1 NM		
CATEGORY	A	B	C	D		
 CIRCLING	4800-1¼ 892 (900-1¼)		4800-2¾ 892 (900-2¾)		4860-3 952 (1000-3)	

LOVELOCK, NEVADA  
Amdt 1 14SEP17

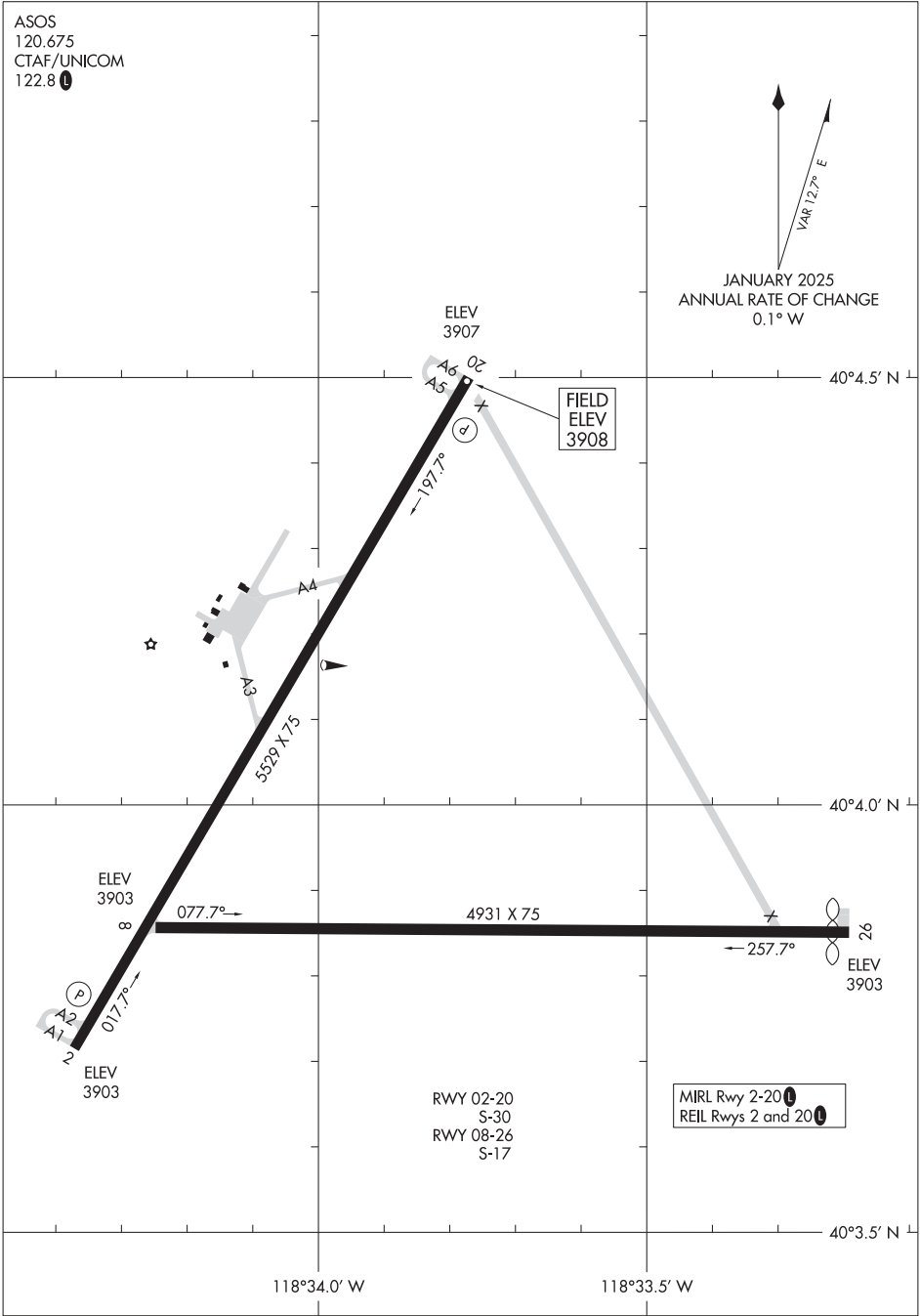
40°04'N-118°34'W

DERBY FLD (L.O.L.)  
**VOR-A**

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





MANTI, UTAH

AL-10960 (FAA)

24361

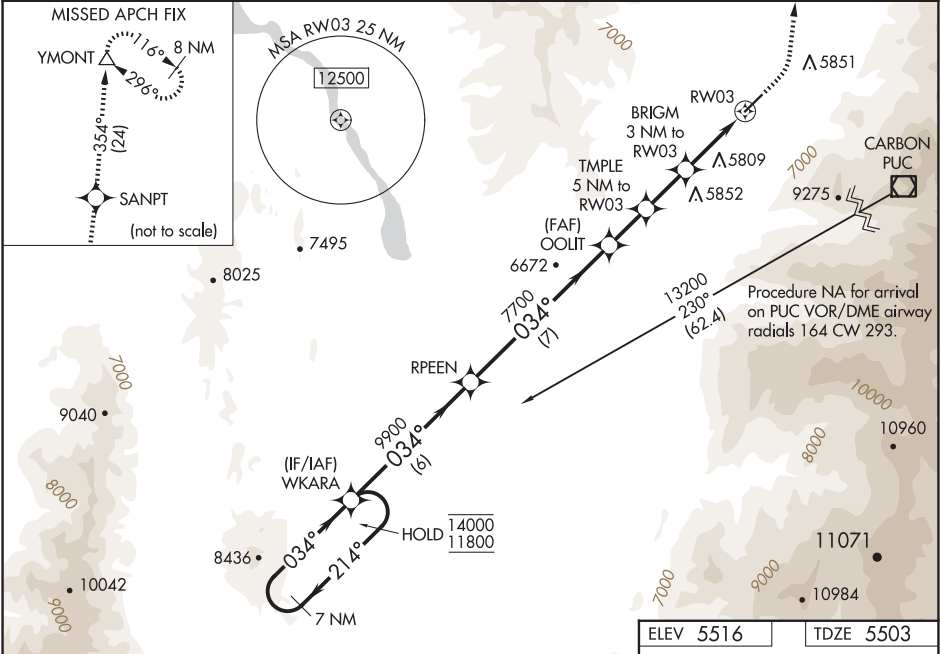
WAAS CH <b>65839</b> <b>W03A</b>	APP CRS <b>034°</b>	Rwy Idg TDZE Apt Elev	<b>5021</b> <b>5503</b> <b>5516</b>
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# RNAV (GPS) RWY 3

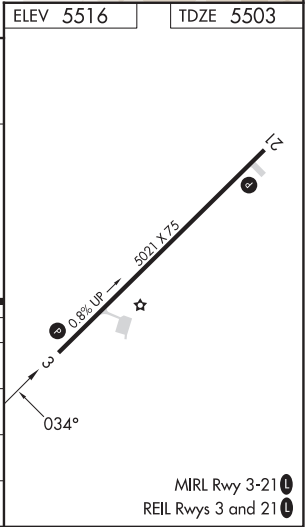
MANTI-EPHRAIM (41U)

RNP APCH - GPS.	MISSED APPROACH: Climb to 6020 then climbing left turn to 13000 direct SANPT and on track 354° direct YMONT and hold.
▼ When local altimeter setting not received, procedure NA. Procedure ▲ NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA. Circling NA southeast of Rwy 3-21. Baro-VNAV NA.	

AWOS-3PT <b>120.025</b>	SALT LAKE CENTER <b>133.6 296.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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7 NM Holding Pattern	WKARA	RPEEN	OOLIT	TMPL	BRIGM	RWY 3
14000 ← 214°	11800 → 034°	9900	7700	7100	6460	
GP 3.00°	TCH 40					
	6 NM	7 NM	1.9 NM	2 NM	3 NM	
CATEGORY	A	B	C	D		
LPV DA	5781-1 278 (300-1)					
LNAV/VNAV DA	5823-1 320 (400-1)				NA	
LNAV MDA	6000-1 497 (500-1)		6180-1 677 (700-1 6)			
CIRCLING	6000-1 484 (500-1)		6280-2 764 (800-2 4)		7620-3 2104 (2200-3)	



MANTI, UTAH  
Orig-C 26DEC24

39°20'N-111°37'W

# RNAV (GPS) RWY 3

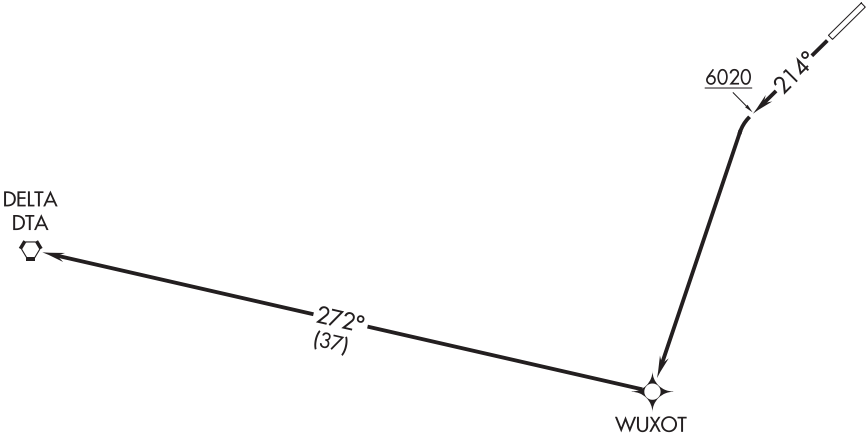
MANTI-EPHRAIM (41U)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

AWOS-3PT  
120.025  
SALT LAKE CENTER  
133.6 269.25  
CTAF  
122.8

TOP ALTITUDE:  
ASSIGNED BY ATC



NOTE: RNAV-1.  
NOTE: GPS required.

TAKEOFF MINIMUMS  
Rwy 21: Standard with minimum climb of 300' per NM to 7300.

TAKEOFF OBSTACLE NOTES  
Rwy 21: Vehicles on road 67' from DER, 518' right of centerline, up to 5480' MSL.  
Vehicles on road beginning 108' from DER, left and right of centerline, up to 5493' MSL.  
Tree 996' from DER, 437' right of centerline, 62' AGL/5519' MSL.  
Tree 1122' from DER, 550' right of centerline, 82' AGL/5536' MSL.  
Tree 1313' from DER, 748' left of centerline, 65' AGL/5531' MSL.  
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

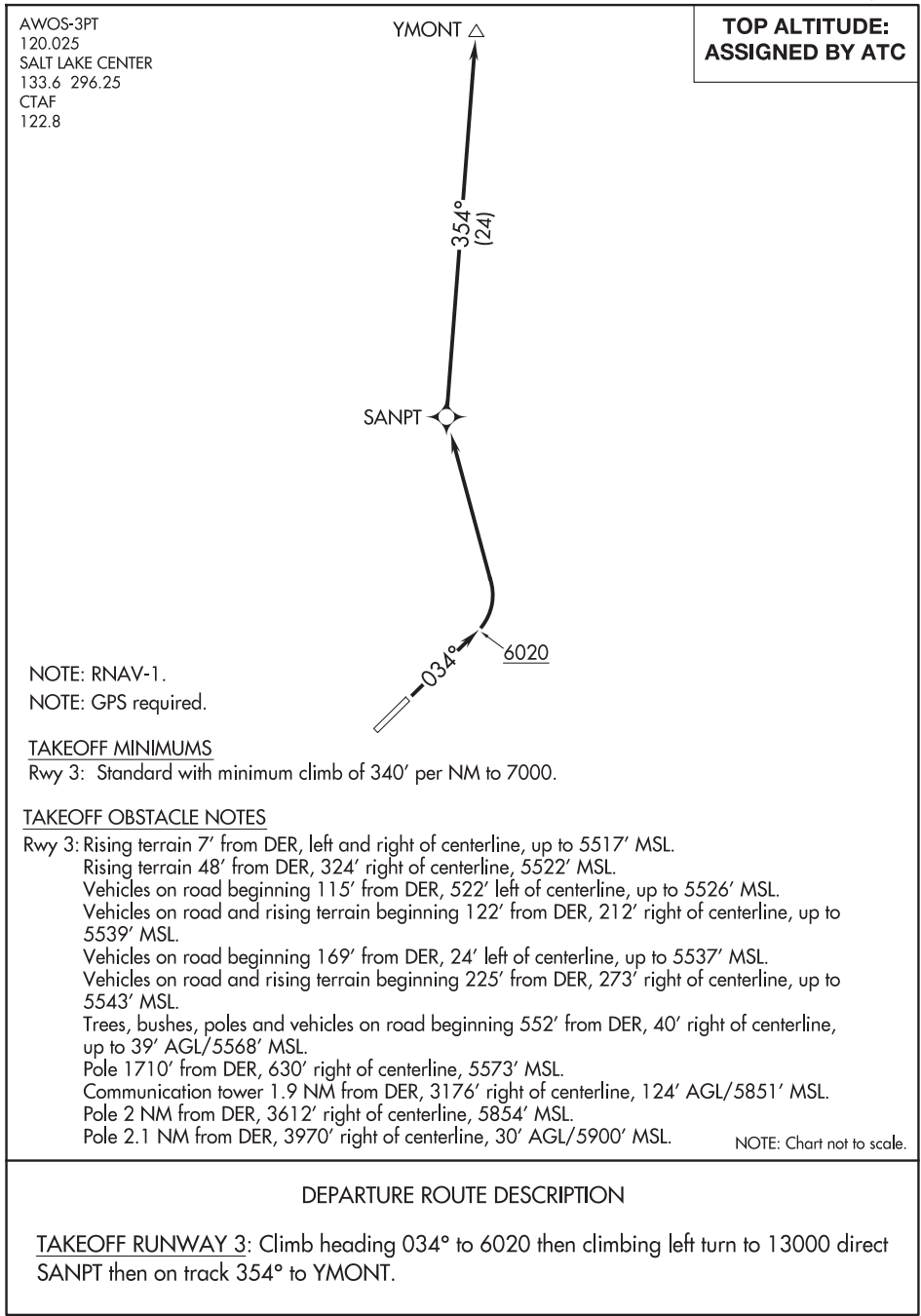
TAKEOFF RUNWAY 21: Climb heading 214° to 6020 then climbing left turn to 10300 direct WUXOT and on track 272° to DTA VORTAC.

(YMONT1.YMONT) 17173

AL-10960 (FAA)

YMONT ONE DEPARTURE (OBSTACLE) (RNAV)

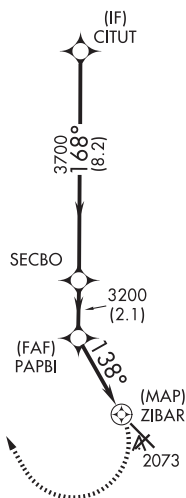
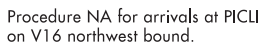
MANTI-EPHRAIM (41U)  
MANTI, UTAH



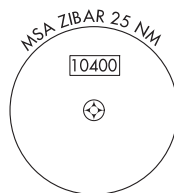


RNAV (GPS) RWY 12  
MARANA RGNL (AVQ)

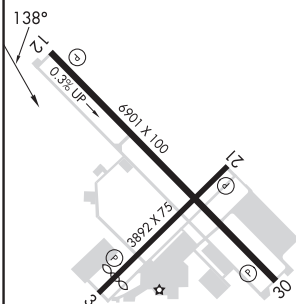
**MISSED APPROACH:** Climbing right turn to 6500 direct PICU and hold, continue climb-in-hold to 6500.

UNICOM  
123.0 (CTAF) **L**

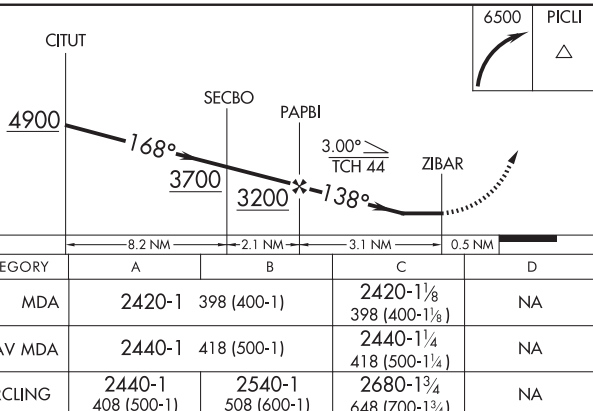
A 2906



TDZE 2022



REIL Rwy 3 and 21  
REIL Rwy 12 and 30 **L**  
MIRL Rwy 3-21 and 12-30 **L**



MARANA RGNL (AVQ)  
RNAV (GPS) RWY 12

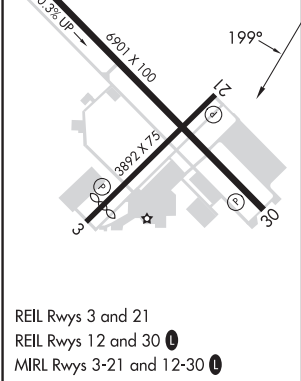
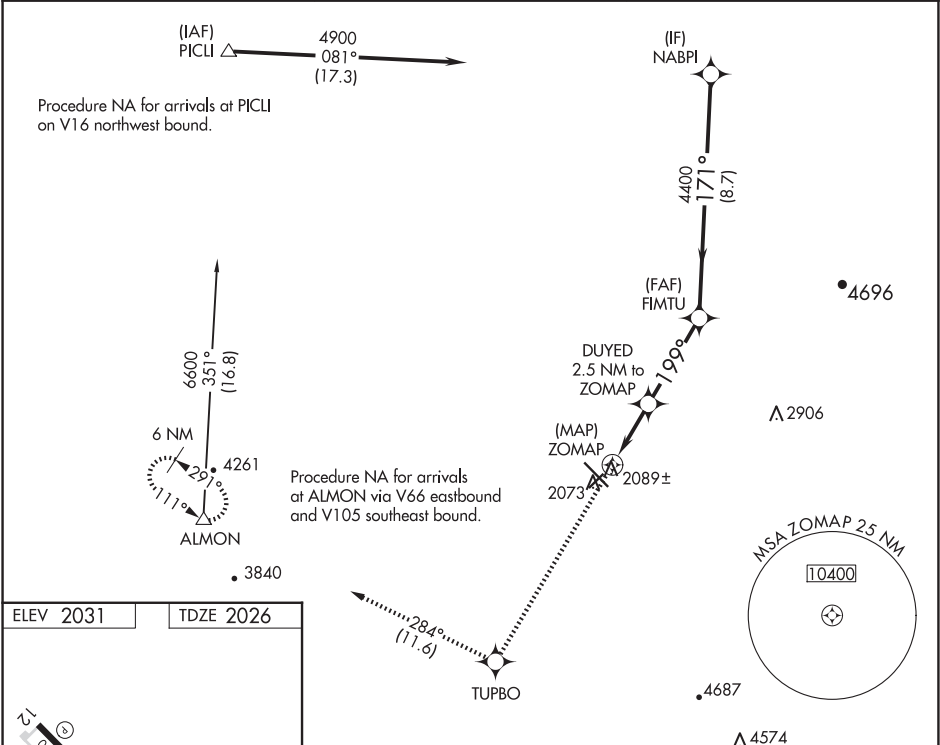
WAAS CH <b>56325</b> <b>W21A</b>	APP CRS <b>199°</b>	Rwy Idg TDZE Apt Elev	<b>3892</b> <b>2026</b> <b>2031</b>
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RNAV (GPS) RWY 21

MARANA RGNL (AVQ)

RNP APCH.	MISSED APPROACH: Climb to 6700 direct TUPBO and on track 284° to ALMON and hold, continue climb-in-hold 6700.
NA	Rwy 21 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Ryan Fld altimeter setting and increase all MDAs 100 feet, increase LP Cat C visibility ⅛ SM and increase LNAV Cat C visibility ¼ SM.

AWOS-3 <b>118.375</b>	TUCSON APP CON <b>119.4 318.1</b>	UNICOM <b>123.0 (CTAF)</b>
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6700	TUPBO	tr 284°	ALMON	VGSI and descent angles not coincident (VGSI Angle 2.91/TCH 41).
				NABPI
			FMTU	
			DUYED 2.5 NM to ZOMAP	
			ZOMAP	
			3120	
			199°	
			4400	
			171°	
			4900	
			0.5	
			2.5 NM	
			3.6 NM	
			8.7 NM	
CATEGORY	A	B	C	D
LP MDA	2340-1	314 (400-1)		NA
LNAV MDA	2640-1	614 (700-1)	2640-1¾ 614 (700-1¾)	NA

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	N/A
282°	TDZE	N/A
	Apt Elev	2032

RNAV (GPS)-E  
MARANA RGNL (AVQ)

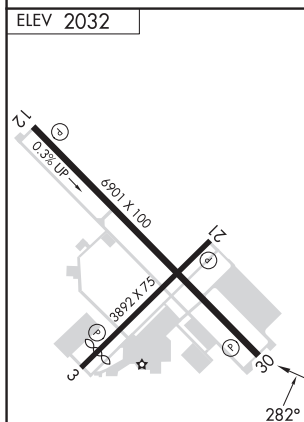
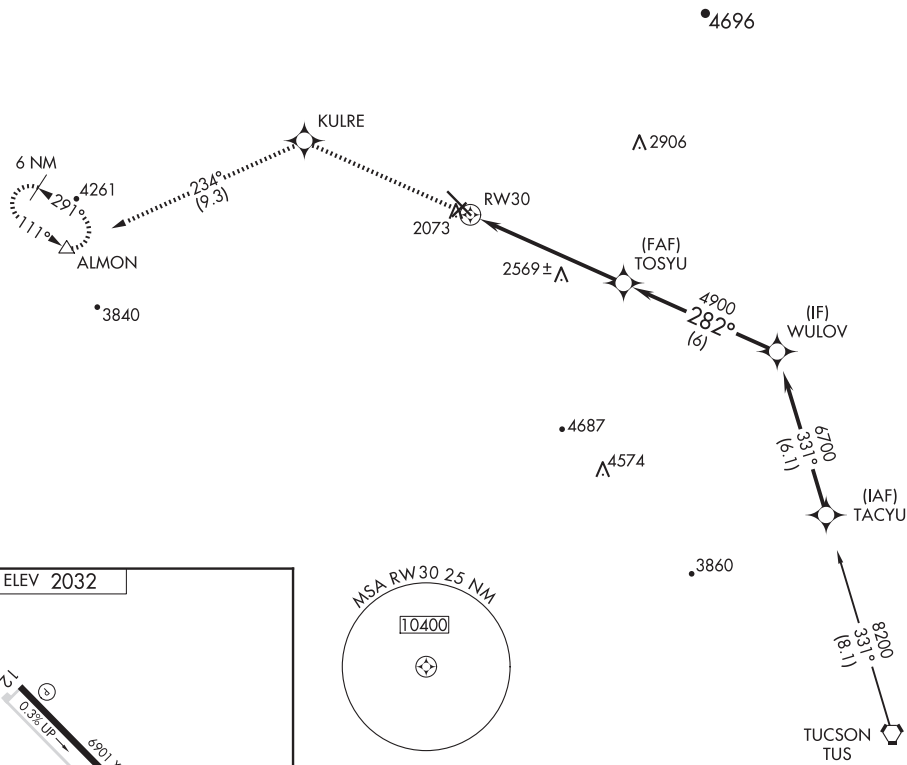
**T** When local altimeter setting not received, use Ryan Fld altimeter setting and increase all MDAs 100 feet and increase Circling Cat A visibility  $\frac{1}{4}$  SM and Cat C  $\frac{1}{2}$  SM. **A** DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 6000 direct KULRE and 234° track to ALMON and hold, continue climb-in-hold to 6000.

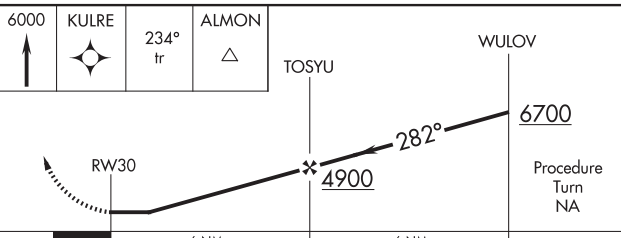
AWOS-3  
118.375

TUCSON APP CON  
119.4 318.1

UNICOM  
123.0 (CTAF) **L**



REIL Rwy 3 and 21  
REIL Rwy 12 and 30 (L)  
MIRL Rwy 3-21 and 12-30 (L)

6000 ↑	KULRE ✦	234° tr	ALMON △			
CATEGORY	A		B		C	D
CIRCLING	2820-1 788 (800-1)		2820-1¼ 788 (800-1¼)		2820-2¼ 788 (800-2¼)	NA

MARANA, ARIZONA  
Orig-B 05NOV20

MARANA RGNL (AVQ)  
RNAV (GPS)-E

32°25'N-111°13'W

SW-4, 12 JUN 2025 to 07 AUG 2025



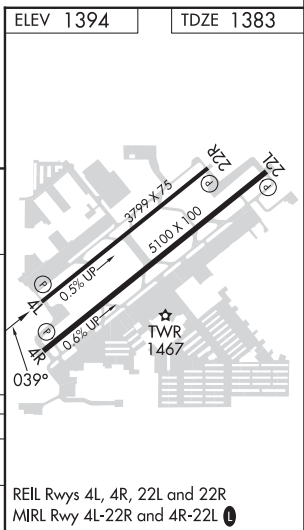
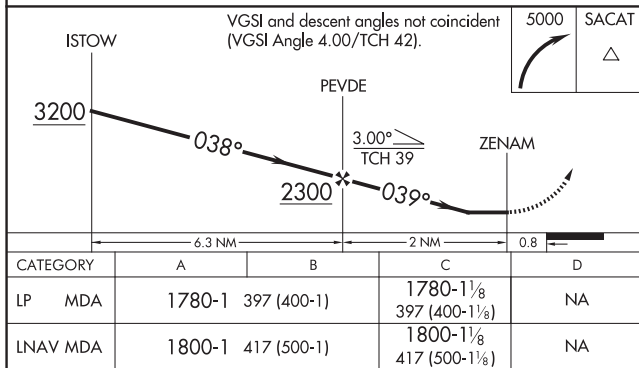
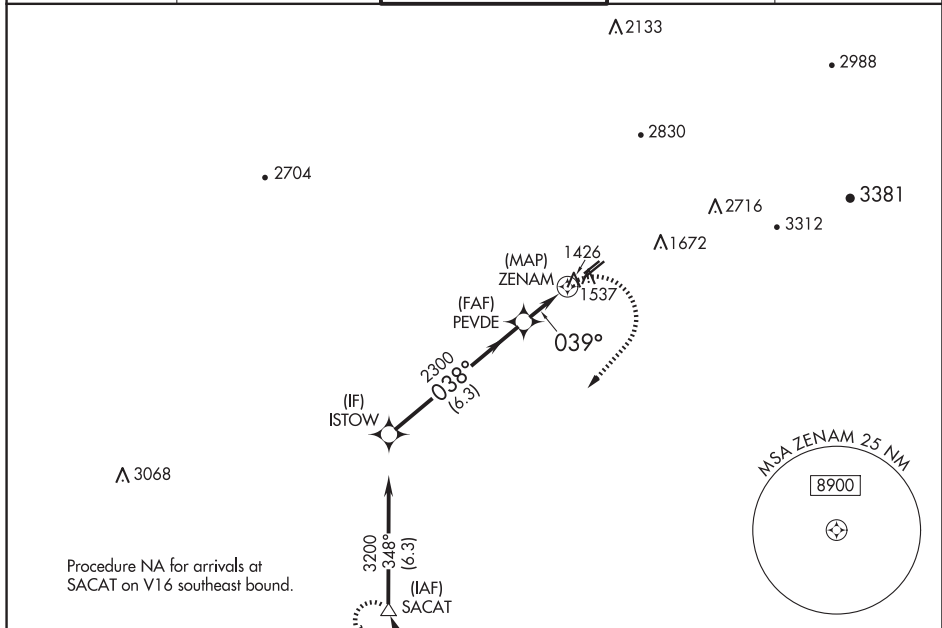
24137

RNAV (GPS) RWY 4L  
FALCON FLD (FFZ)

**T**  
**A** Rwy 4L helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing right turn to 5000 direct SACAT and hold, continue climb-in-hold to 5000.

ATIS <b>118.25</b>	PHOENIX APP CON <b>120.7 239.0</b>	FALCON TOWER ★ <b>124.6 (CTAF) 0</b>	GND CON <b>121.3</b>	UNICOM <b>122.95</b>
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FALCON FLD (FFZ)  
RNAV (GPS) RWY 4L

MESA, ARIZONA

AL-6647 (FAA)

24137

WAAS CH <b>90525</b> <b>W04B</b>	APP CRS <b>039°</b>	Rwy Idg TDZE Apt Elev	<b>5100</b> <b>1384</b> <b>1394</b>
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RNAV (GPS) RWY 4R

FALCON FLD (F'F'Z)

RNP APCH.

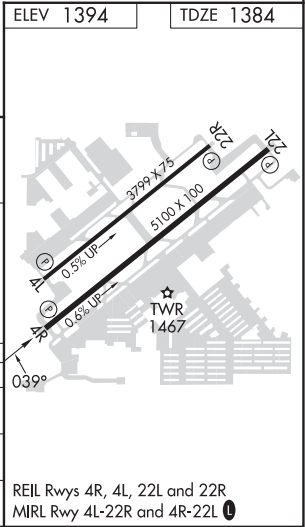
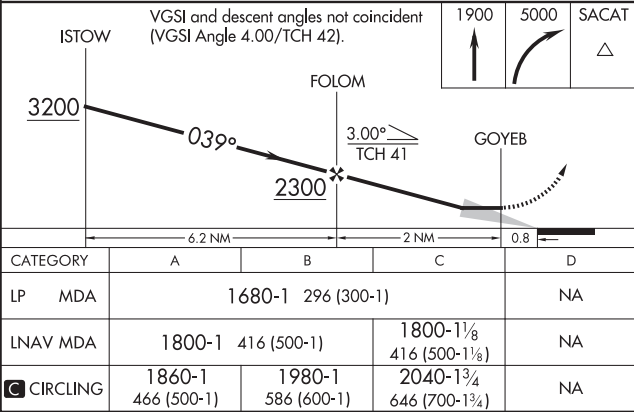
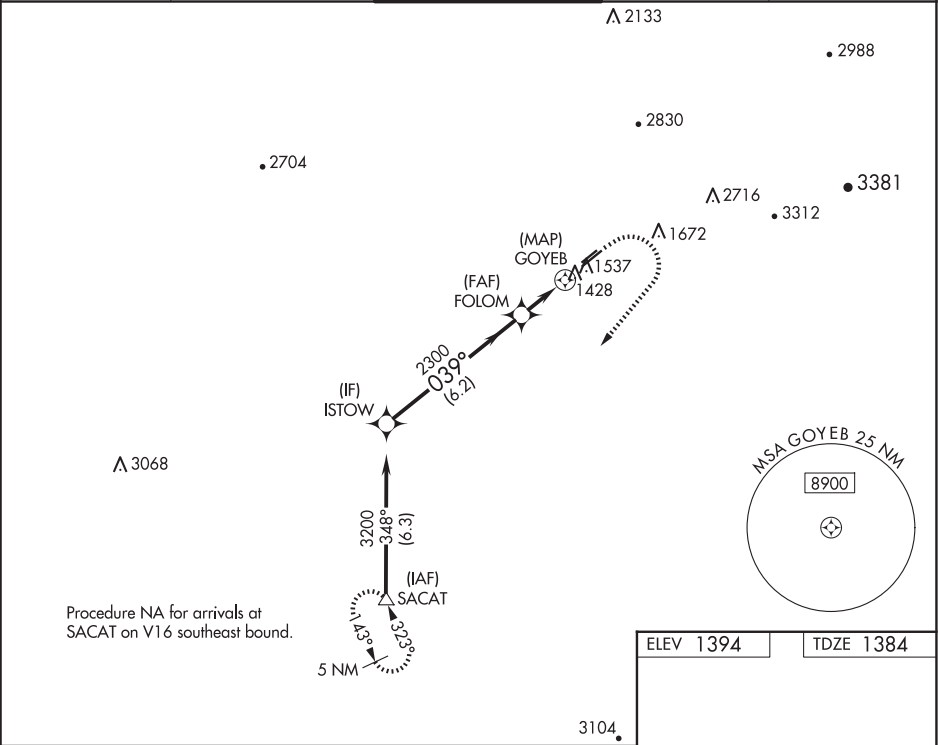
▼

▲

Circling to Rwy 22L, 22R NA at night. Circling NA for Cat C southeast of Rwys 4R and 22L.

MISSED APPROACH: Climb to 1900 then climbing right turn to 5000 direct SACAT and hold, continue climb-in-hold to 5000.

ATIS <b>118.25</b>	PHOENIX APP CON <b>120.7 239.0</b>	FALCON TOWER ★ <b>124.6 (CTAF)</b>	GND CON <b>121.3</b>	UNICOM <b>122.95</b>
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MESA, ARIZONA  
Amdt 1F 12AUG21

33°28'N-111°44'W

FALCON FLD (F'F'Z)

RNAV (GPS) RWY 4R

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

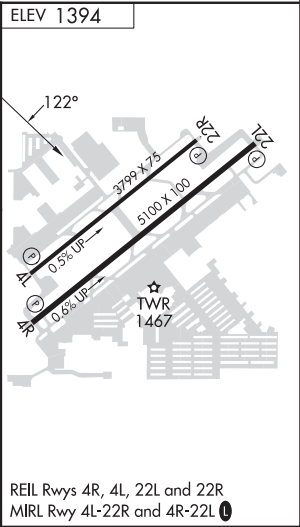
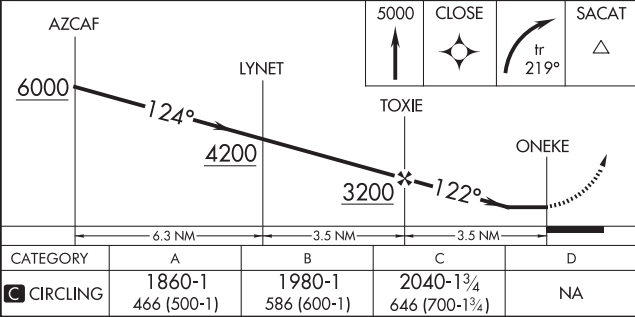
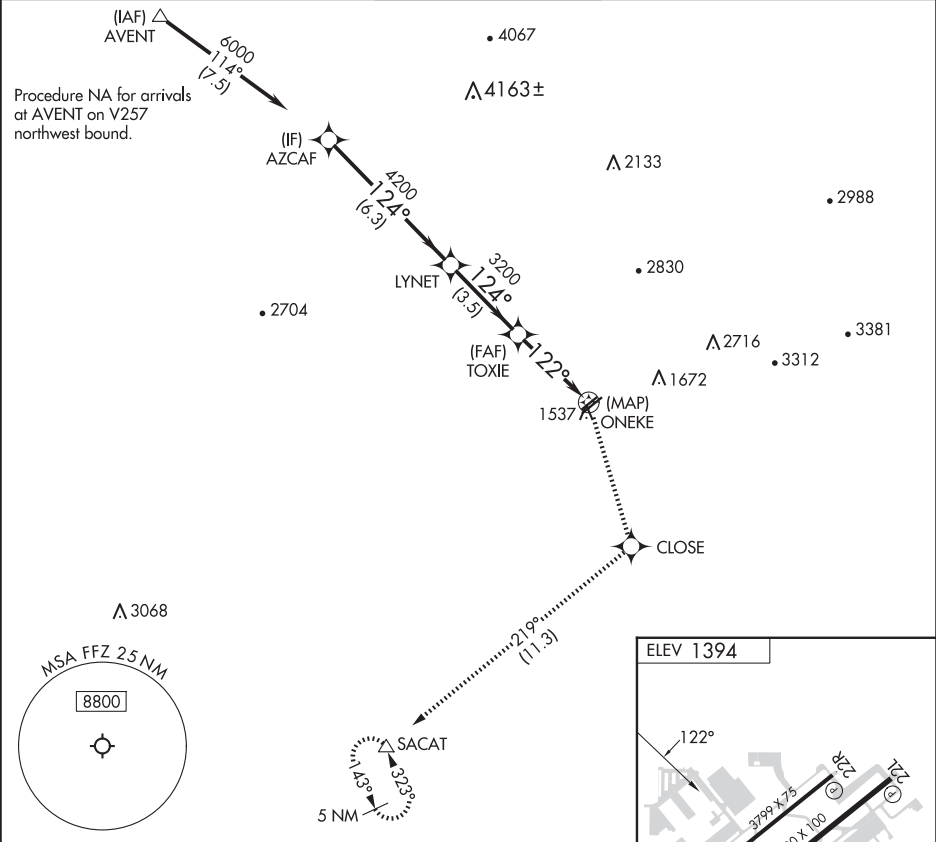
APP CRS	Rwy Idg	N/A
122°	TDZE	N/A
	Apt Elev	1394

RNAV (GPS)-B

FALCON FLD (F F Z)

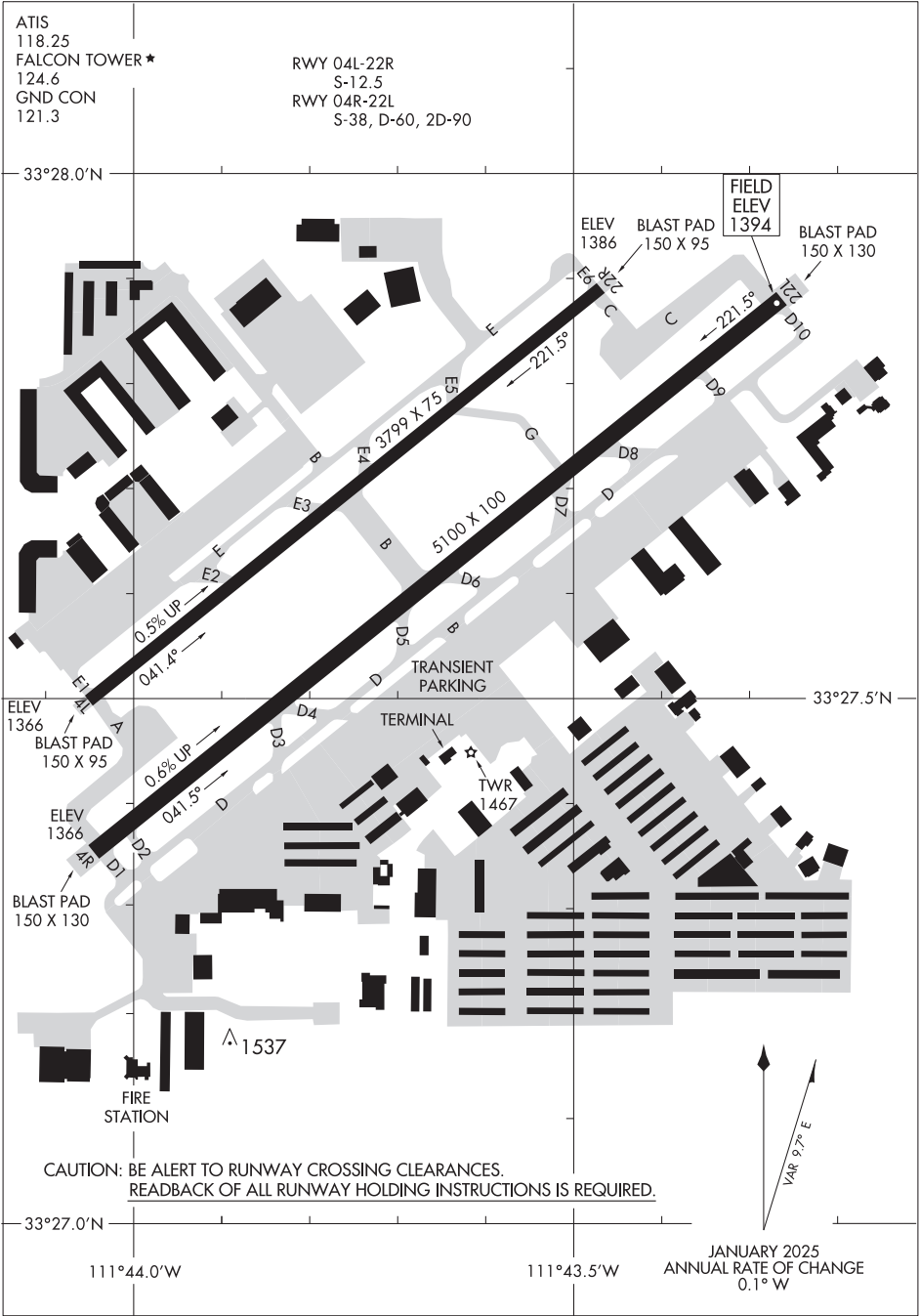
RNP APCH.	MISSED APPROACH: Climb to 5000 direct CLOSE and right turn on track 219° to SACAT and hold, continue climb-in-hold to 5000.
<div><div></div><div>Circling Rwy 22L, 22R NA at night. Circling NA for Cat C southeast of Rwy 4R-22L.</div></div>	

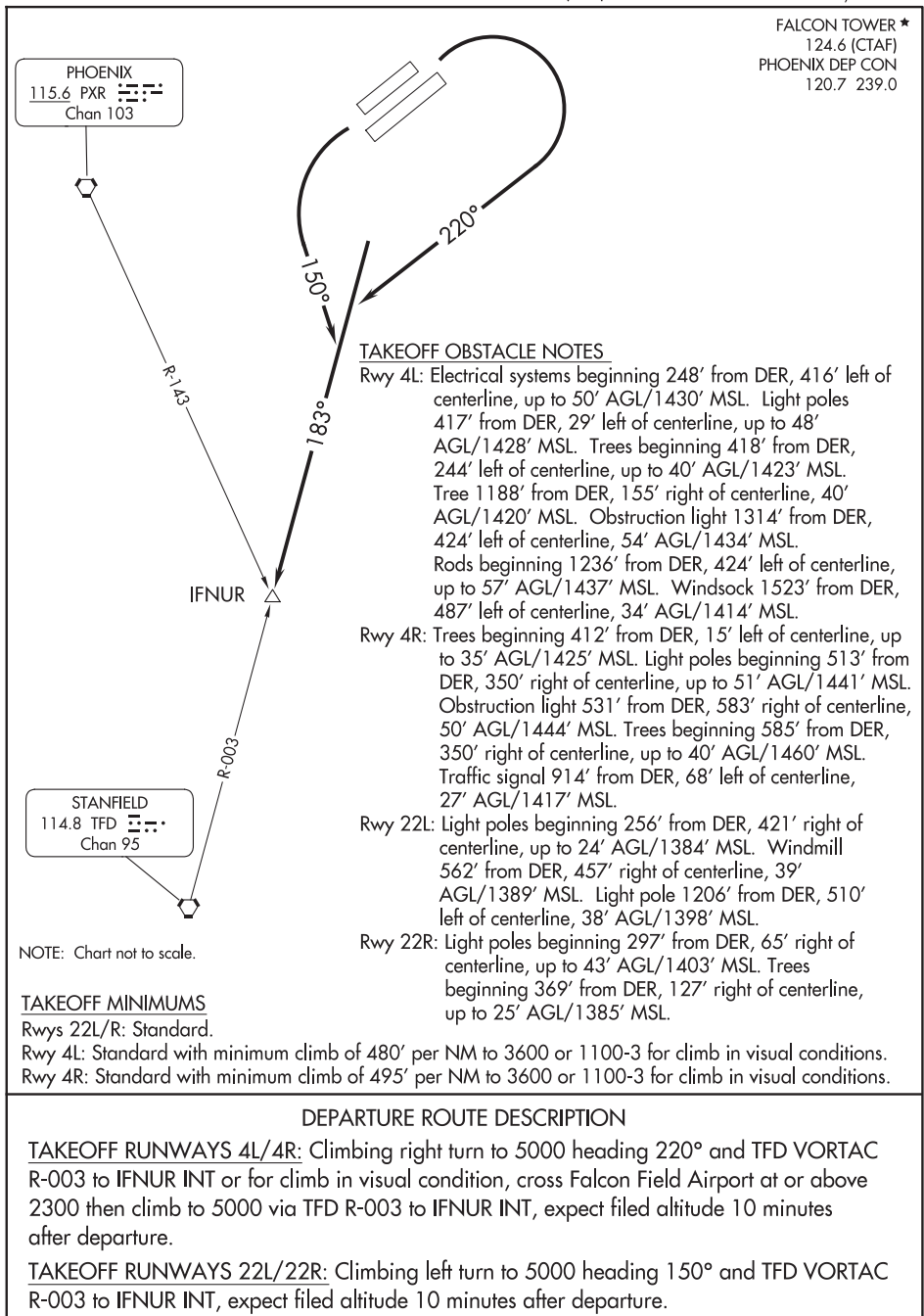
ATIS 118.25	PHOENIX APP CON 120.7 239.0	FALCON TOWER * 124.6 (CTAF) 0	GND CON 121.3	UNICOM 122.95
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SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





(SACAT3.SACAT) 21112

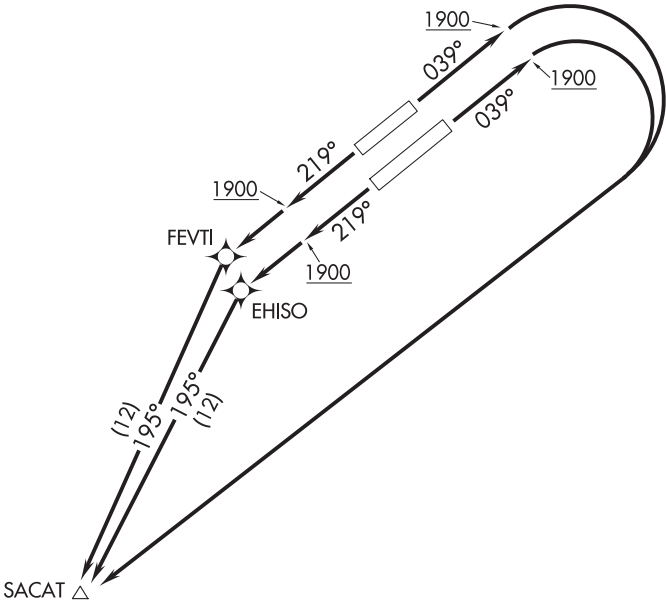
SACAT THREE DEPARTURE (RNAV)

AL-6647 (FAA)

FALCON FLD (F'F'Z)  
MESA, ARIZONA

FALCON TOWER ★  
124.6  
PHOENIX DEP CON  
120.7 239.0

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwys 22L/R: Standard.  
Rwy 4L: Standard with minimum climb of 510' per NM to 4300.  
Rwy 4R: Standard with minimum climb of 525' per NM to 4200.

NOTE: GPS required.  
NOTE: RNAV 1.  
NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 4L/4R:** Climb heading 039° to 1900 then climbing right turn direct SACAT. Thence. . .  
**TAKEOFF RUNWAY 22L:** Climb heading 219° to 1900 then direct EHISO then on track 195° to SACAT. Thence. . .  
**TAKEOFF RUNWAY 22R:** Climb heading 219° to 1900 then direct FEVTI then on track 195° to SACAT. Thence. . .  
. . . maintain 5000, expect clearance to filed altitude/flight level 10 minutes after departure.

SACAT THREE DEPARTURE (RNAV)

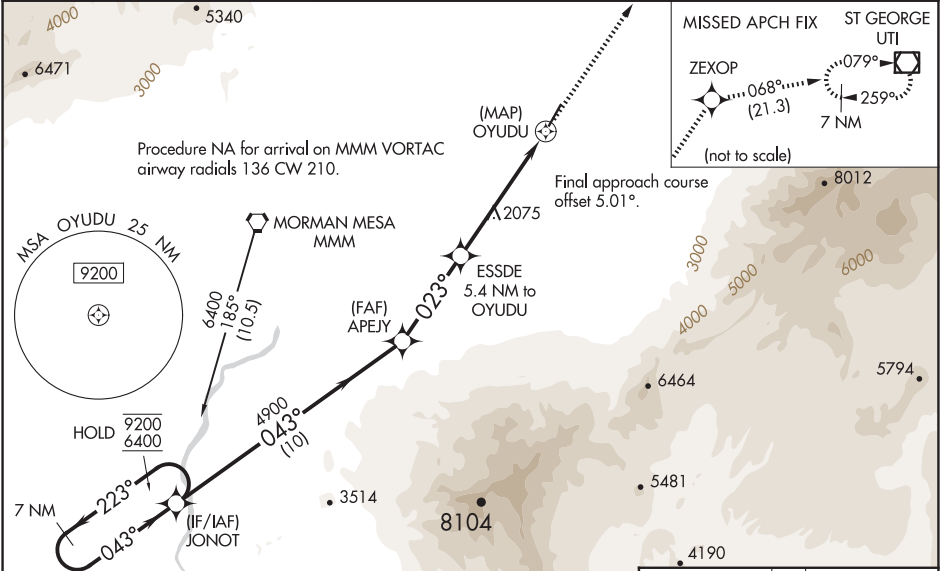
(SACAT3.SACAT) 10NOV16

MESA, ARIZONA  
FALCON FLD (F'F'Z)

WAAS CH <b>69641</b> <b>W02A</b>	APP CRS <b>023°</b>	Rwy Ldg TDZE Apt Elev	<b>5121</b> <b>1936</b> <b>1978</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 2  
MESQUITE (67L)

RNP APCH.	MISSED APPROACH: Climb to 9300 direct ZEXOP and climbing right turn on track 068° to UTI VOR/DME and hold, continue climb-in-hold to 9300. * Missed approach requires minimum climb of 258 feet per NM to 6200.	
AWOS-2 <b>118.525</b>	LOS ANGELES CENTER <b>124.2 343.6</b>	UNICOM <b>122.8 (CTAF) ①</b>



7 NM Holding Pattern		JONOT	APEJY	ESSDE 5.4 NM to OYUDU	UTI	ELEV 1978	TDZE 1936
9200 ← 223°		6400 → 043°	043°	3.00° TCH 40	1.1 NM to OYUDU	068°	
			4900	023°	3720		
				10 NM	3.7 NM	4.3 NM	1.1 NM 0.3
CATEGORY	A	B	C	D			
LP MDA*	2340-1	404 (400-1)	2340-1½	404 (400-1½)			
LP MDA	3080-1¼ 1144 (1200-1¼)	3080-1½ 1144 (1200-1½)	3080-3	1144 (1200-3)			
LNAV MDA*	2340-1	404 (400-1)	2340-1½	404 (400-1½)			
LNAV MDA	3140-1¼ 1204 (1200-1¼)	3140-1½ 1204 (1200-1½)	3140-3	1204 (1200-3)			
CIRCLING	3140-1¼ 1162 (1200-1¼)	3140-1½ 1162 (1200-1½)	3140-3	1162 (1200-3)			

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

DUGWAY PROVING GROUND, UTAH

## RNAV (GPS) RWY 12

APCH CRS  
122°

Rwy ldg 10,000  
TDZE 4344  
Arpt Elev 4351

[USA]

MICHAEL AAF (KDPG)

**NA** \* Obtain local altimeter setting on CTAF; when not received, use Wendover altimeter setting.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 4760 then climbing right turn to 8500 direct ETUBY and hold, continue climb in hold to 8500.

CLOVER CON  
134.1 363.5

CTAF  
126.2 270.3

Procedure lies within R-6402A, PPR.

(IAF)  
BONNEVILLE  
BVL

Knots	60	120	180	240	300	360
V/V(fpm)	337	674	1011	1348	1685	2022
Min climb of 337 ft/NM to 6000 - Controlling Obstacle Unk						

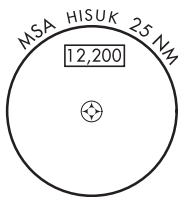
6894

R-6405

Procedure NA for arrivals on DTA VORTAC  
airways radials R-348 CW R-008.

R-6406A

R-6407

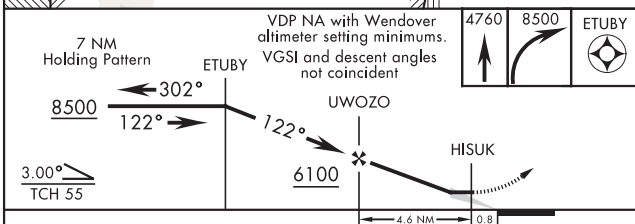


R-6402A

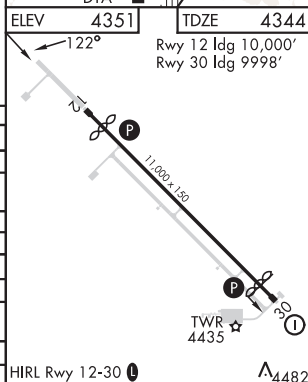
R-6406B

R-6402B

6000  
8000  
10,000  
10,981



CATEGORY	A	B	C	D	E
RNAV MDA	4640-1 294 (300-1)	5140-2 794 (800-2 1/2)			
<b>C</b> CIRCLING	4800-1 449 (500-1)	4920-1 569 (600-1)	5160-2 809 (900-2 1/2)	5880-3 1529 (1600-3)	NA
BELOW MINIMA REQUIRES MISSED APPROACH CLIMB GRADIENT OF 337 ft/NM					
RNAV MDA	NA	4640-1 294 (300-1)			
* WENDOVER ALTIMETER SETTING MINIMUMS					
RNAV MDA	4800-1 454 (500-1)	5300-3 954 (1000-3)			
<b>C</b> CIRCLING	4960-1 609 (700-1)	5080-1 729 (800-1)	5320-3 969 (1000-3)	6040-3 1689 (1700-3)	NA
BELOW MINIMA REQUIRES MISSED APPROACH CLIMB GRADIENT OF 337 ft/NM					
RNAV MDA	NA	4800-3 454 (500-3)			



DUGWAY PROVING GROUND, UTAH

40°12'N-112°56'W

MICHAEL AAF (KDPG)

Amdt 2 30MAR17

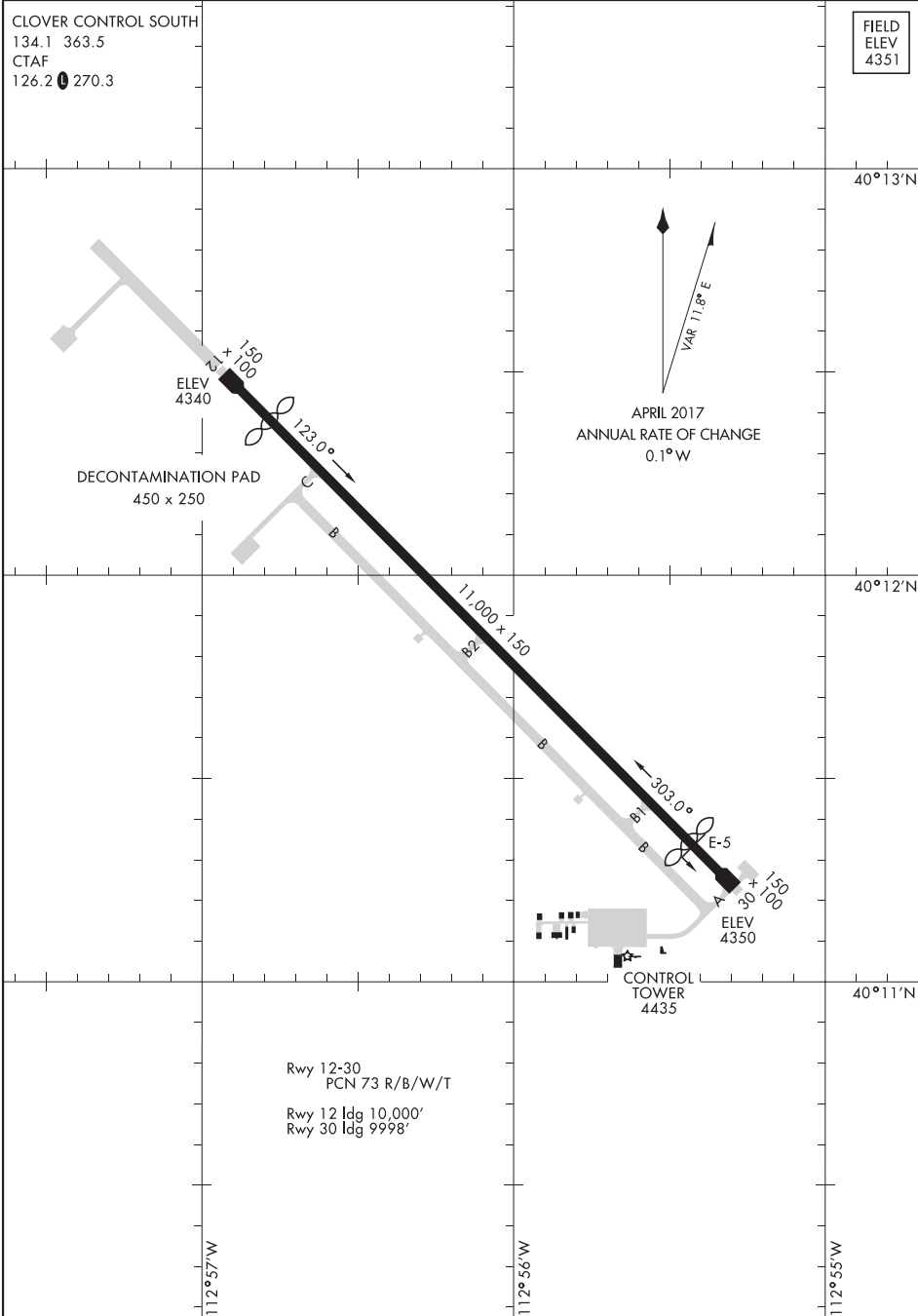
## RNAV (GPS) RWY 12

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025







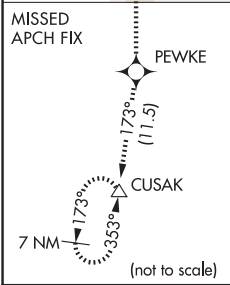
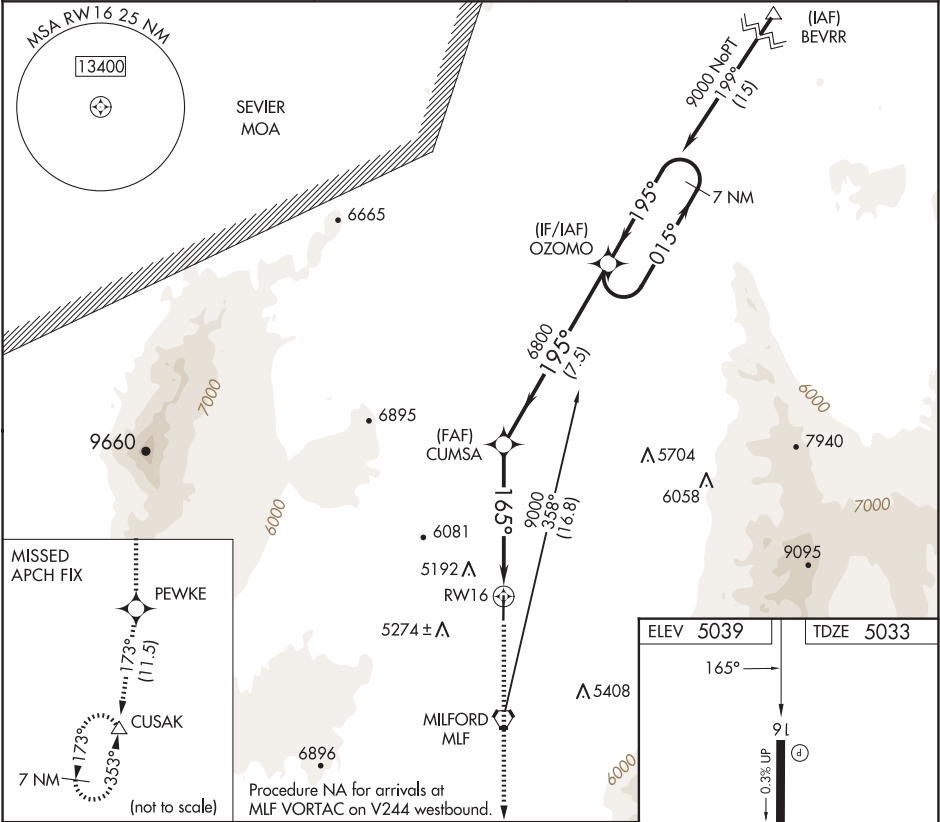
APP CRS	Rwy Ldg	5004
165°	TDZE	5033
	Apt Elev	5039

# RNAV (GPS) RWY 16

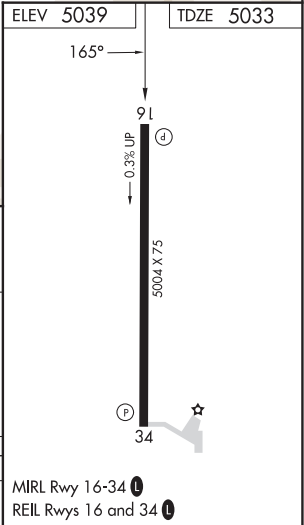
MILFORD MUNI/BEN AND JUDY BRISCOE FLD (MLF)

RNP APCH.	MISSED APPROACH: Climb to 10000 direct PEWKE and on track 173° to CUSAK and hold.
When local altimeter setting not received, use Cedar City altimeter setting and increase all MDA 200 feet and increase LNAV Cat C/D visibility ½ mile.	
-27°C	

ASOS 135.025	SALT LAKE CENTER 125.575 379.275	UNICOM 122.8 (CTAF)
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7 NM Holding Pattern	OZOMO	10000	PEWKE	tr 173°	CUSAK
9000	6800	CUMSA	3.00° TCH 40	RW16	
7.5 NM	5.5 NM				
CATEGORY	A	B	C	D	
LNAV MDA	5480-1	447 (500-1)	5480-1 3/8	447 (500-1 3/8)	



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

## RNAV (GPS) RWY 34

SW-4, 12 JUN 2025 to 07 AUG 2025

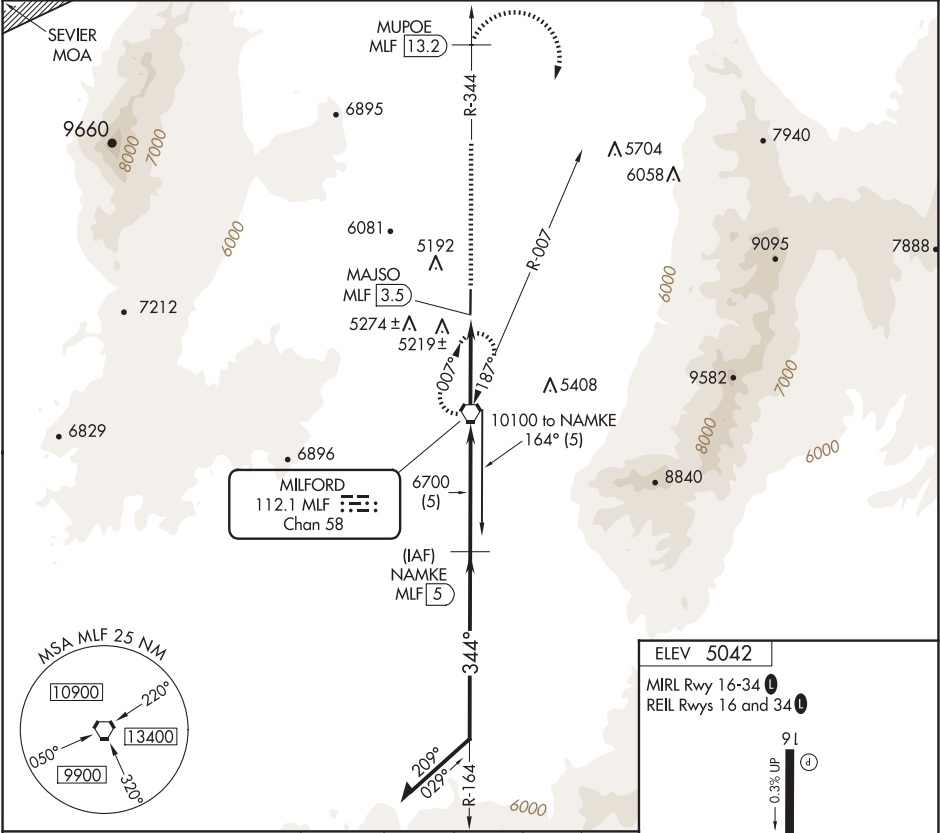
VORTAC MLF	APP CRS	Rwy Ldg	N/A
112.1	344°	TDZE	N/A
Chan 58		Apt Elev	5042

VOR/DME-A

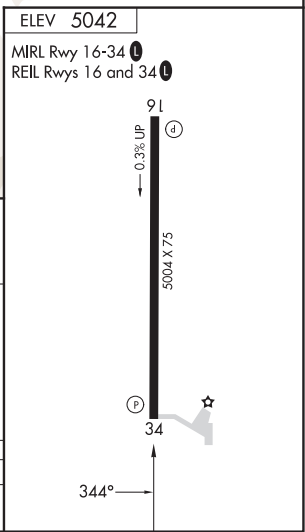
MILFORD MUNI/BEN AND JUDY BRISCOE FLD (MLF)

<p>When local altimeter setting not received, use Cedar City altimeter setting and increase all MDAs 180 feet, Circling Cat D NA. When VGSi inop, procedure NA at night. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb on MLF VORTAC R-344 to MUPOE/MLF 13.2 DME then climbing right turn to 9600 on heading 150° and MLF VORTAC R-007 to MILFORD VORTAC and hold.</p>
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ASOS 135.025	SALT LAKE CENTER 125.575 379.275	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM	NAMKE MLF 5	MUPOE MLF 13.2	9600	MLF R-007	MLF
9100	10100	MLF R-344	hdg 150°		
8100	6700	MLF VORTAC	MAJSO MLF 3.5		
		4.28° TCH 42			
		5 NM	3.5 NM		
CATEGORY	A	B	C	D	
CIRCLING	5660-1	618 (700-1)	6300-3 1258 (1300-3)	6540-3 1498 (1500-3)	



MINDEN, NEVADA

AL-9430 (FAA)

25163

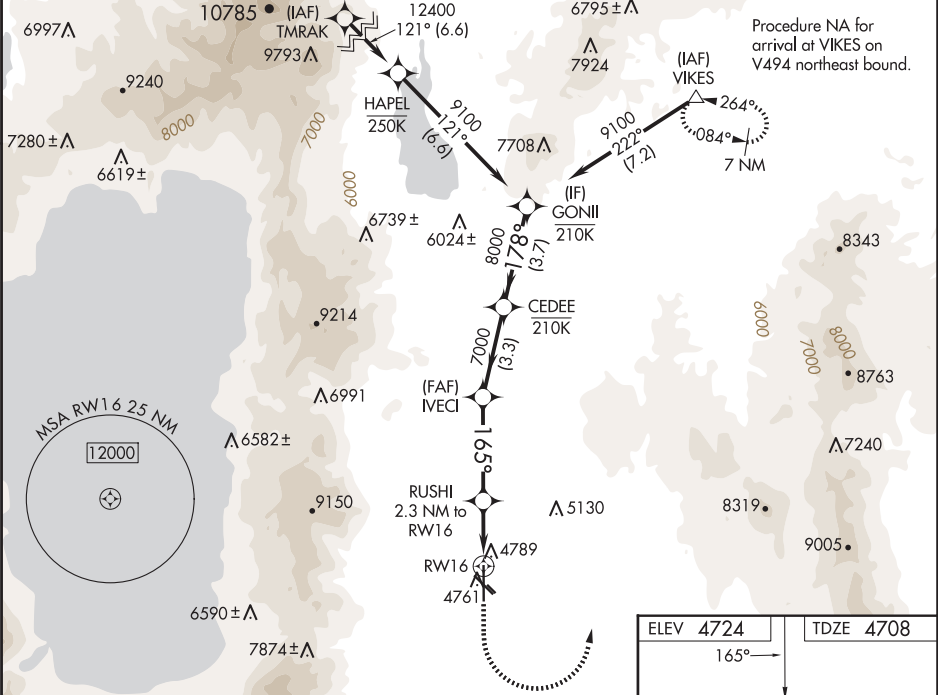
APP CRS	Rwy Ldg	7399
165°	TDZE	4708
	Apt Elev	4724

# RNAV (GPS) RWY 16

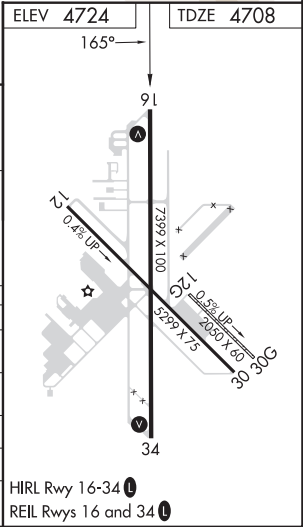
MINDEN-TAHOE (MEV)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 210K until VIKES) Climb to 7500, then climbing left turn to 11000 direct VIKES and hold, continue climb-in-hold to 11000.
Baro-VNAV NA. Circling NA for Cat D southwest of Rwy 12 and west of Rwy 34. Circling NA to Rwy 12G and 30G.	*Missed approach requires minimum climb of 245 feet per NM to 9200. #Missed approach requires minimum climb of 310 feet per NM to 9400.

AWOS-3PT 119.325	NORCAL APP CON 119.2 279.55	CLNC DEL 133.25	UNICOM 123.05 (CTAF) 0
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GONII	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).	CEDEE	IVECI	RUSHI	7500	11000	VIKES
9100	178°	8000	7000	165°	5620		
GP 3.50°							
TCH 45							
	3.7 NM	3.3 NM	3.7 NM	1.4 NM	0.9 NM		
CATEGORY	A	B	C	D			
LNAV/VNAV	DA*	5106-1 398 (400-1 1/2)					
LNAV/VNAV	DA	6174-5 1466 (1500-5)					
LNAV	MDA#	5040-1 332 (400-1)					
LNAV	MDA	5600-1 892 (900-1 1/4)	6020-3 1312 (1300-3)				
CIRCLING		5600-1 876 (900-1 1/4)	6020-3 1296 (1300-3)	6440-3 1716 (1800-3)			



MINDEN, NEVADA  
Orig 25JAN24

39°00'N-119°45'W


MINDEN-TAHOE (MEV)  
RNAV (GPS) RWY 16

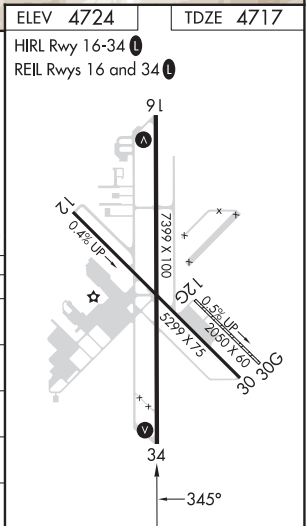
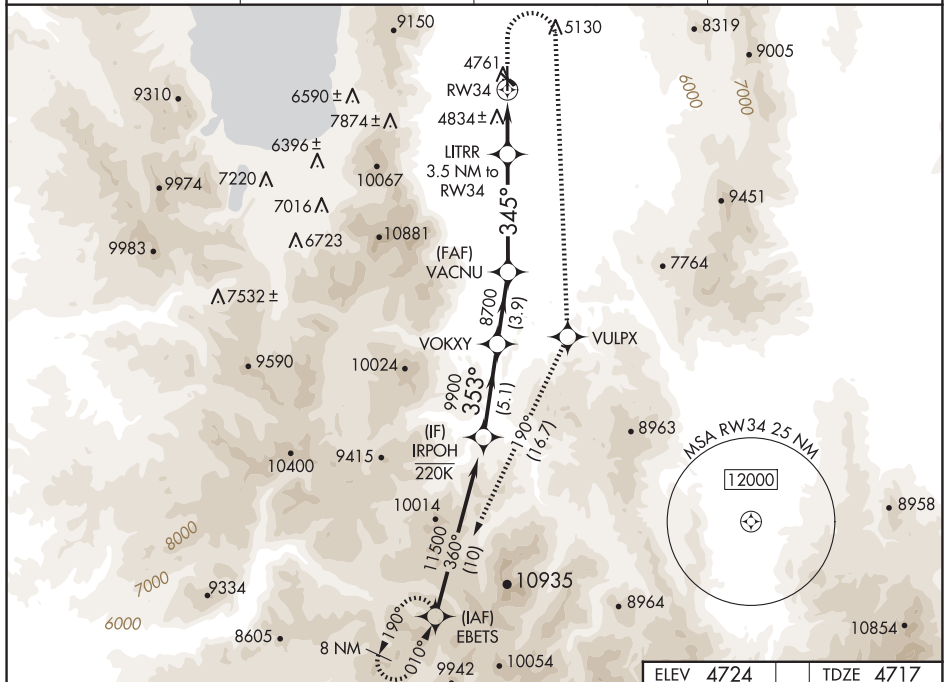
SW-4, 12 JUN 2025 to 07 AUG 2025

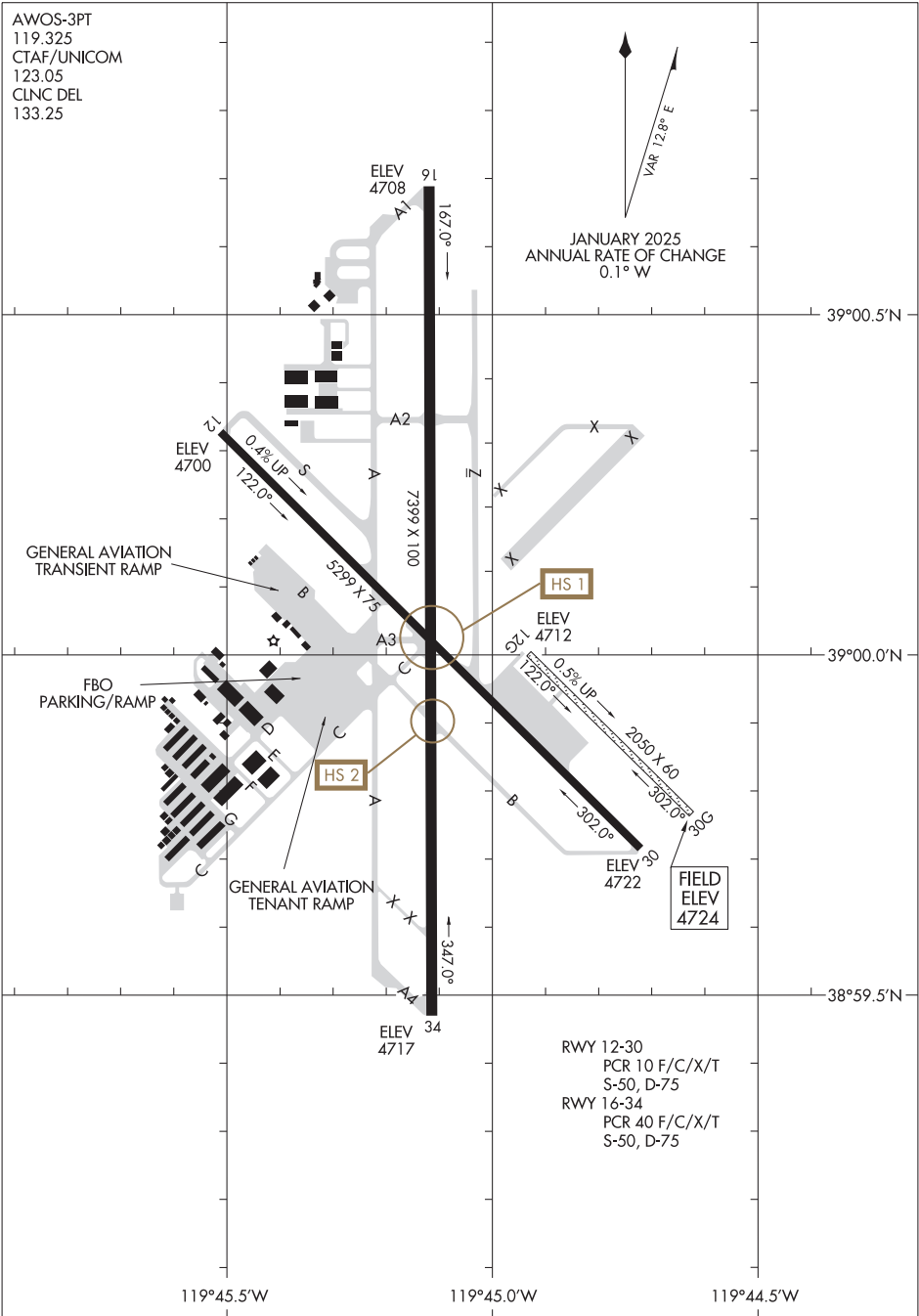
SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS <b>345°</b>	Rwy Ldg TDZE Apt Elev	<b>7399</b> <b>4717</b> <b>4724</b>
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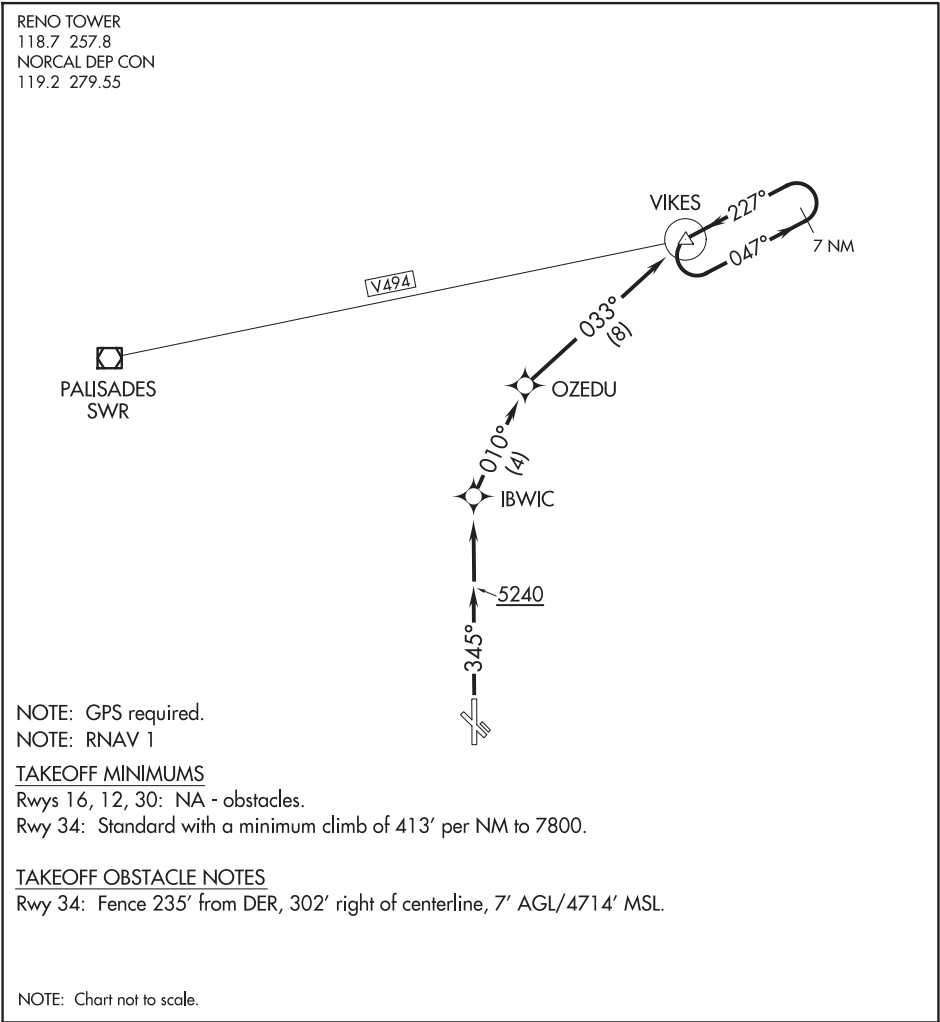
RNAV (GPS) RWY 34  
MINDEN-TAHOE (MEV)

<b>RNP APCH - GPS.</b>  Baro-VNAV NA. Circling NA to Rwys 12G and 30G.		<b>MISSED APPROACH:</b> Climb to 7700 then climbing right turn to 13000 direct VULPX and on track 190° to EBETS and hold. *Missed approach requires minimum climb of 310 feet per NM to 6700.	
AWOS-3PT <b>119.325</b>	NORCAL APP CON <b>119.2 279.55</b>	CLNC DEL <b>133.25</b>	UNICOM <b>123.05 (CTAF) 0</b>









DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb heading 345° to 5240 then direct IBWIC, then on track 010° to OZEDU, then on track 033° to VIKES, then climb in VIKES holding pattern (hold NE, left turn, 227° inbound) to cross VIKES at or above MEA/MCA for assigned route of flight.

MOAB, UTAH

AL-5585 (FAA)

24081

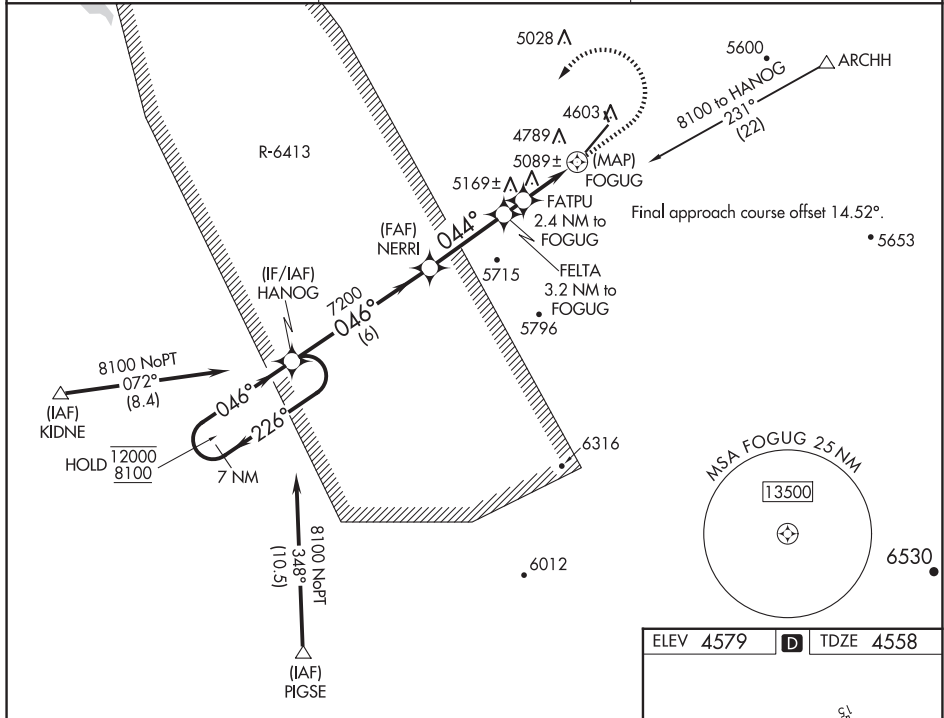
WAAS CH <b>93642</b> <b>W03A</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>7101</b> <b>4558</b> <b>4579</b>
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# RNAV (GPS) RWY 3

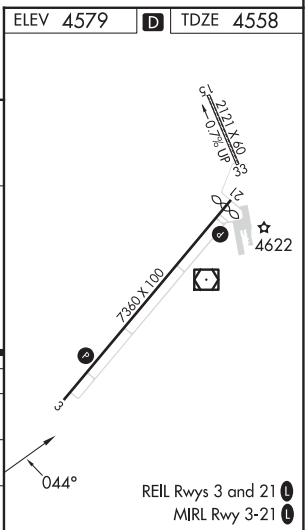
CANYONLANDS RGNL (CNY)

RNP APCH-GPS. Circling NA to Rws 15 and 33. Rwy 3 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, procedure NA. Procedure NA when R-6413 in operation.	MISSED APPROACH: Climb to 5800 then climbing left turn to 8100 direct HANOG and hold.
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ASOS <b>118.525</b>	DENVER CENTER <b>134.5 327.8</b>	UNICOM <b>122.8 (CTAF)</b>
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7 NM Holding Pattern				
HANOG				
NERRI				
FELTA 3.2 NM to FOGUG				
FATPU 2.4 NM to FOGUG				
FOGUG				
7200 046° 046° 044° 044°				
12000 8100 226° 046° 046° 044°				
6 NM 3.3 NM 0.9 NM 0.8 1.6 NM 0.5				
CATEGORY	A	B	C	D
LP MDA	5340-1 782 (800-1)	5340-1¼ 782 (800-1¼)	5340-2½	782 (800-2½)
LNAV MDA	5340-1 782 (800-1)	5340-1¼ 782 (800-1¼)	5340-2½	782 (800-2½)
CIRCLING	5340-1 761 (800-1)	5340-1¼ 761 (800-1¼)	5640-3 1061 (1100-3)	6220-3 1641 (1700-3)



MOAB, UTAH

Amtd 2 27JAN22

38°45'N-109°45'W

# CANYONLANDS RGNL (CNY)

## RNAV (GPS) RWY 3

SW-4, 12 JUN 2025 to 07 AUG 2025

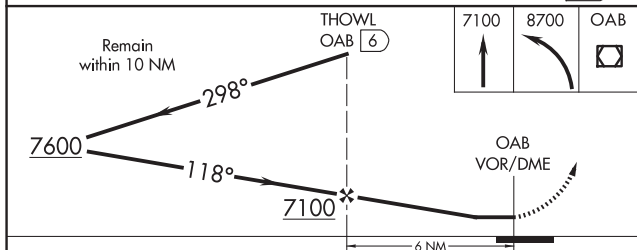
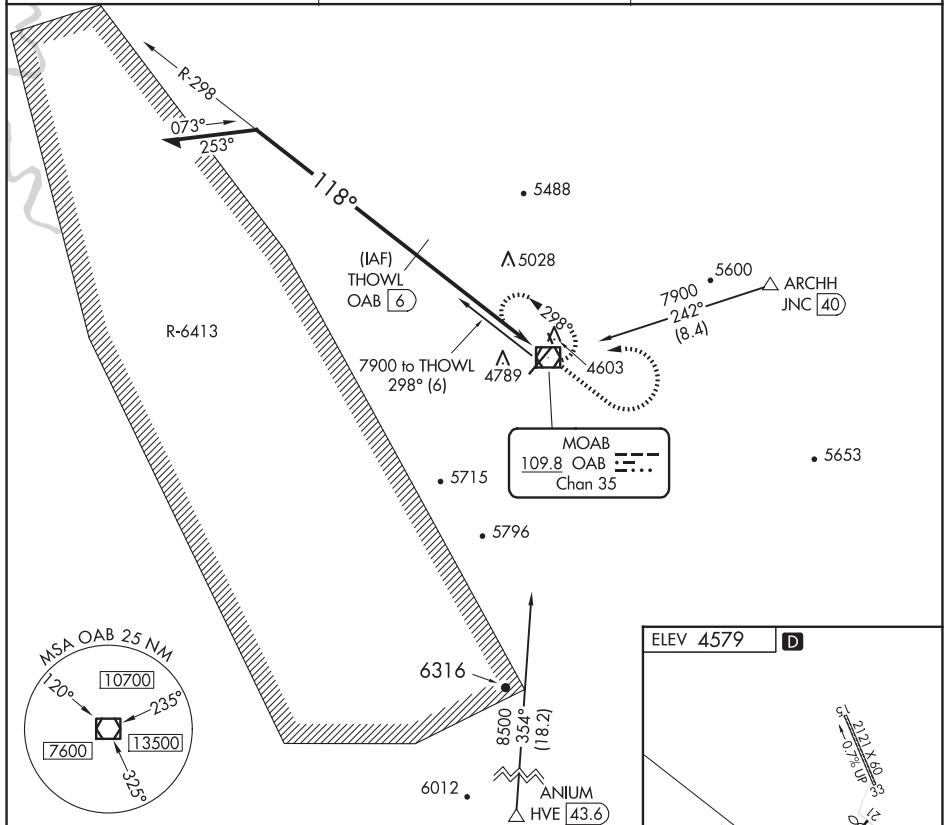
22363


VOR-A  
CANYONLANDS RGNL (CNY)

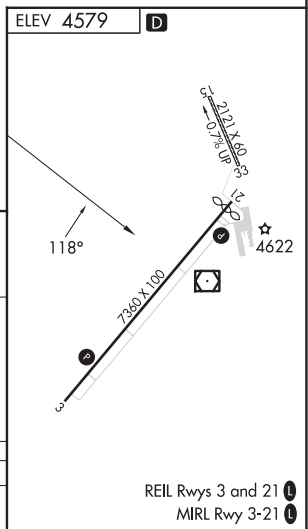
**T** Circling NA to Rwy 15 and 33.  
**A** Rwy 3 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
Procedure NA when R-6413 in operation.

**MISSED APPROACH:** Climb to 7100 then climbing left turn to 8700 direct OAB VOR/DME and hold, continue climb-in-hold to 8700.

ASOS <b>118.525</b>	DENVER CENTER <b>134.5 327.8</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
 CIRCLING	5120-1 541 (600-1)	5200-1 621 (700-1)	5640-3 1061 (1100-3)	6220-3 1641 (1700-3)

CANYONLANDS RGNL (CNY)  
VOR-A

MONTICELLO, UTAH

AL-11773 (FAA)

25163

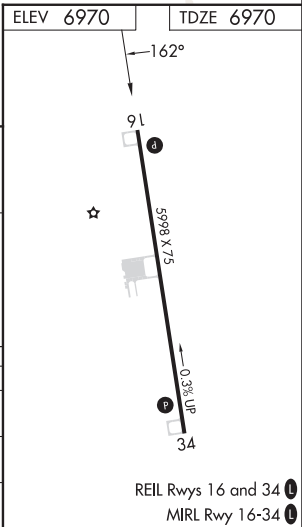
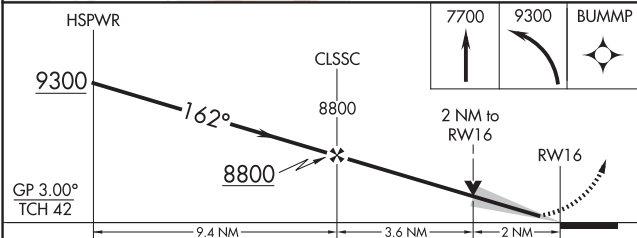
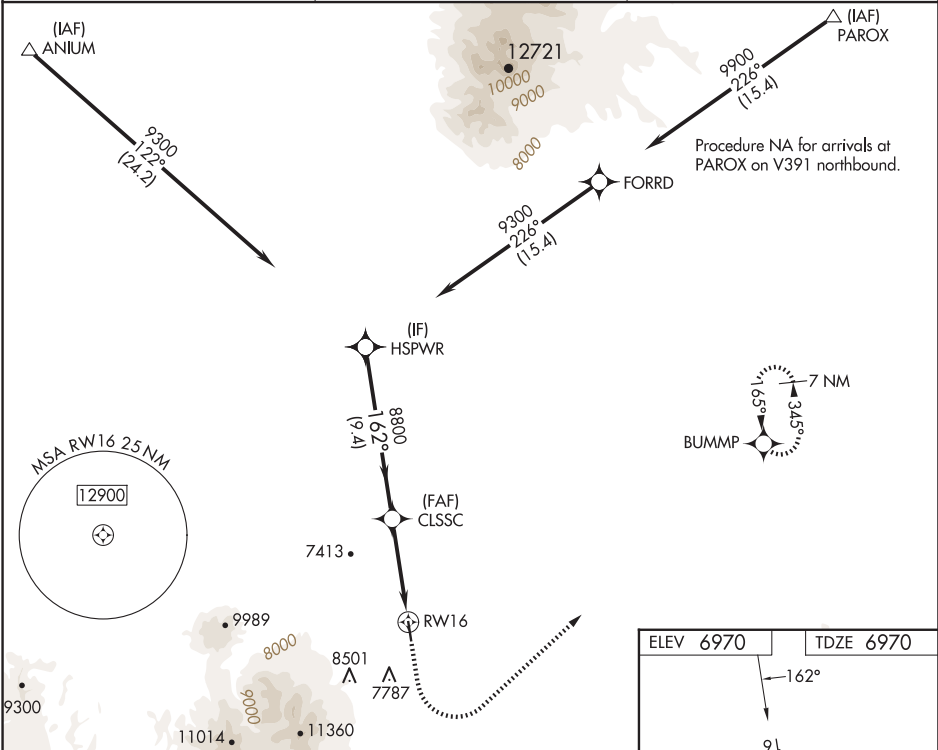
WAAS CH <b>86246</b> <b>W16A</b>	APP CRS <b>162°</b>	Rwy Ldg TDZE Apt Elev	<b>5998</b> <b>6970</b> <b>6970</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 16

MONTICELLO (U64)

RNP APCH - GPS.	MISSED APPROACH: Climb to 7700 then climbing left turn to 9300 direct BUMMP and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.	

AWOS-3PT <b>121.025</b>	DENVER CENTER <b>127.55 256.875</b>	UNICOM <b>122.8 (CTAF) 1</b>
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CATEGORY	A	B	C	D
LPV DA	7170-1	200 (200-1)	NA	NA
LNAV/VNAV DA	7407-1¼	437 (500-1¼)	NA	NA
LNAV MDA	7660-1	690 (700-1)	NA	NA

MONTICELLO, UTAH  
Orig 15JUN23

37°56'N-109°20'W

MONTICELLO (U64)

RNAV (GPS) RWY 16

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

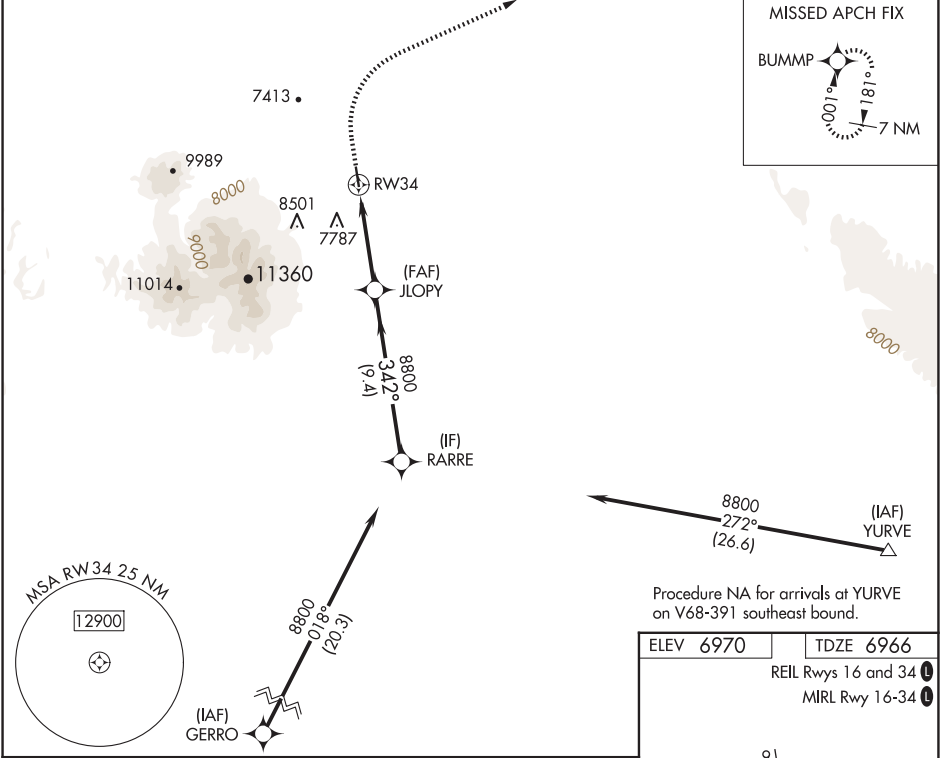
WAAS CH <b>45546</b> <b>W34A</b>	APP CRS <b>342°</b>	Rwy Ldg TDZE <b>6966</b> Apt Elev <b>6970</b>
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RNAV (GPS) RWY 34

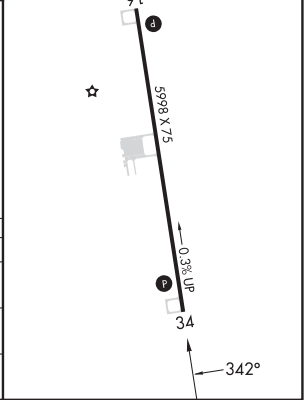
MONTICELLO (U64)

RNP APCH - GPS.	MISSED APPROACH: Climb to 7600 then climbing right turn to 9700 direct BUMMP and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.	

AWOS-3PT <b>121.025</b>	DENVER CENTER <b>127.55 256.875</b>	UNICOM <b>122.8 (CTAF) 0</b>
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		7600	9700	BUMMP	JLOPY	RARRE
		↑	↷	✧	8800	8800
					1.7 NM to RW34	342°
						8800
						GP 3.00°
						TCH 42
CATEGORY		A	B	C	D	
LPV DA		7166-1	200 (200-1)	NA		
LNAV/VNAV DA		7580-1¾	614 (700-1¾)	NA		
LNAV MDA		7540-1	574 (600-1)	NA		



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

LAS VEGAS, NEVADA

LOC I-DIQ	APCH CRS	Rwy Idg	21L	21R
<b>109.1</b>	<b>209°</b>	TDZE	<b>10,051</b>	<b>10,120</b>
		Arpt Elev	<b>1865</b>	<b>1869</b>

AL-227 (USAF)

NELLIS AFB (KLSV)

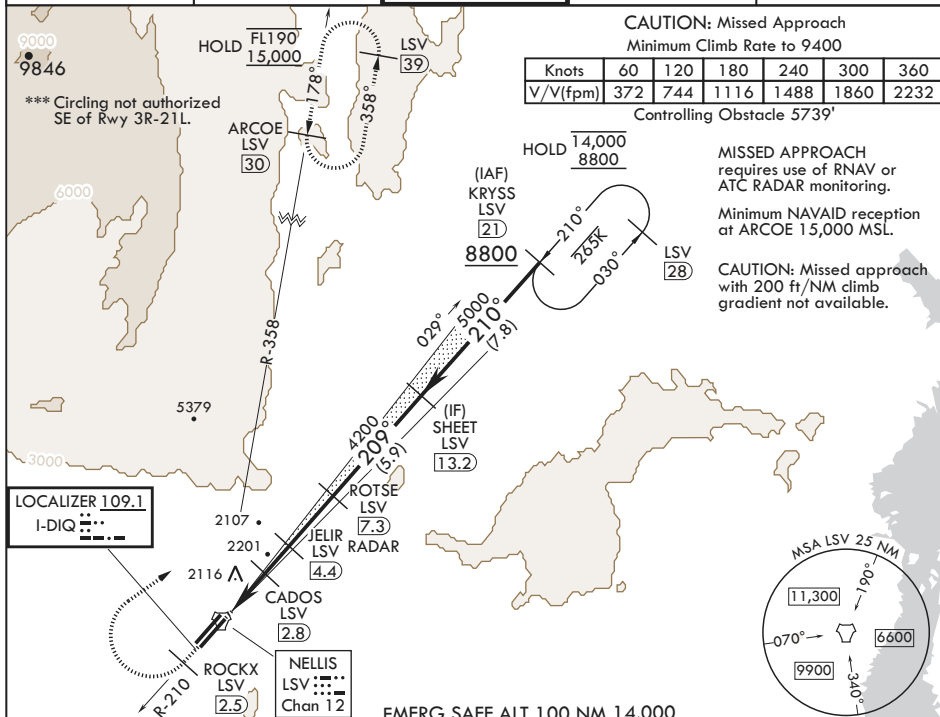
DME or RADAR required.

\* When ALS inop, increase RVR to 40, vis to 3/4 mile.  
 \*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile,  
 CAT CDE vis to 1 3/8 miles.

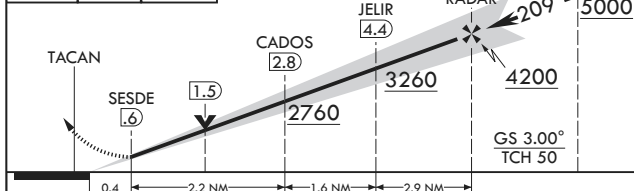
Rwy 21L  
 ALSF-1  
 (A1)

MISSED APPROACH: Climb to 1,500, intercept LSV TACAN R-210 to 2.5 DME (ROCKX), then climbing right turn heading 043° to intercept LSV R-358 to ARCOE and hold, climb in hold to 1,500. Missed approach not for civil use.

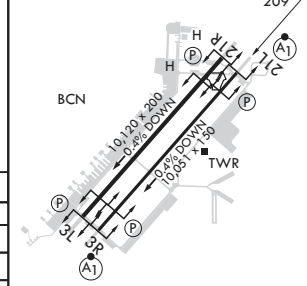
ATIS	APP CON	TOWER	GND CON	CLNC DEL
<b>270.1</b>	<b>124.95 273.55</b>	<b>132.55 327.0</b>	<b>121.8 275.8</b>	<b>120.9 289.4</b>



15,000 LSV R-210	ROCKX LSV 2.5	hdg 043°	VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 54).	ROTSE 7.3	SHEET 13.2	ELEV 1869	TDZE 21L 1865	TDZE 21R 1869
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CATEGORY	A	B	C	D	E
S-ILS 21L*	2065/24	200	(200-1/2)		
S-LOC 21L**	2360/24 495 (500-1/2)	2360/50	495 (500-1)		
SIDESTEP 21R	2380-1 511 (600-1)	2380-1 511 (600-1)			
CIRCLING***	2400-1 531 (600-1)	2460-1 591 (600-1)	2560-2 691 (700-2)	2840-3 971 (1000-3)	3140-3 1271 (1300-3)



FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

LAS VEGAS, NEVADA

36°14'N - 115°02'W

NELLIS AFB (KLSV)

Amdt 11 10AUG23

ILS or LOC X RWY 21L

LAS VEGAS, NEVADA

LOC Y RWY 21L

LOC I-DIQ <b>109.1</b>	APCH CRS <b>209°</b>	Rwy Idg 21L <b>10,051</b> TDZE <b>1865</b> Arpt Elev <b>1869</b>	Rwy Idg 21R <b>10,120</b> TDZE <b>1869</b>
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AL-227 [USAF] NELLIS AFB (KLSV)

RADAR or DME required.

- ▼ \* When ALS inop, increase vis to 1½ miles.  
\*\* Circling not authorized SE of Rwy 3R-21L.



MISSED APPROACH: Climb to 8000, intercept the LAS VORTAC R-018 to 10.3 DME (IREEN), then to LAS and hold, continue climb in hold to 8000.

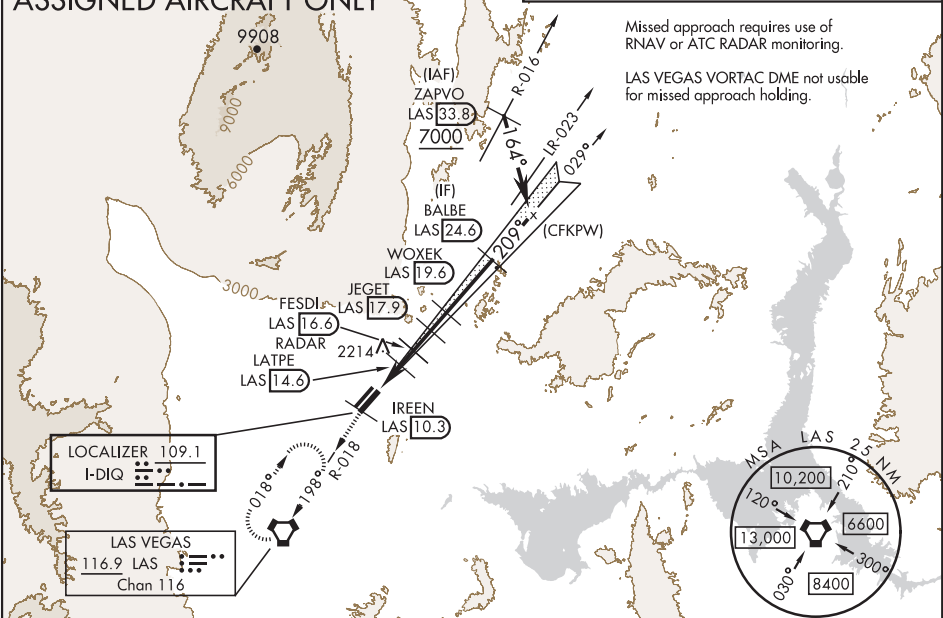
ATIS <b>270.1</b>	APP CON <b>124.95 273.55</b>	TOWER <b>132.55 327.0</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>120.9 289.4</b>
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FOR USE BY NELLIS AFB  
ASSIGNED AIRCRAFT ONLY

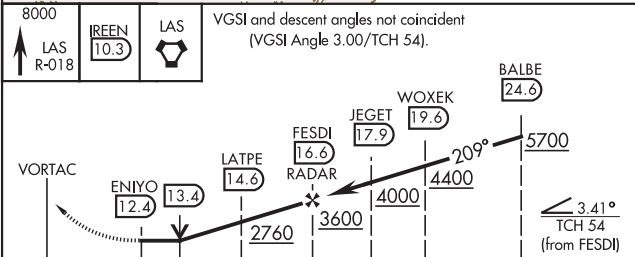
Knots	60	120	180	240	300	360
V/V(fpm)	450	900	1350	1800	2250	2700

ATC climb of 450 ft/NM to 8000

Misssed approach requires use of RNAV or ATC RADAR monitoring.  
LAS VEGAS VORTAC DME not usable for missed approach holding.

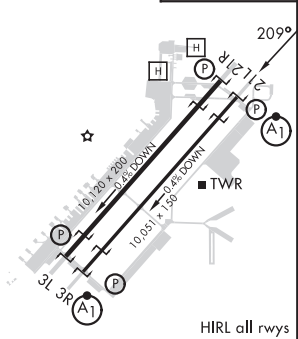


EMERG SAFE ALT 100 NM 14,000.



CATEGORY	C	D	E
S-21L *	2360/50	495 (500-1)	
SIDESTEP 21R	2360-1¾	491 (500-1¾)	
CIRCLING **	2560-2 691 (700-2)	2840-3 971 (1000-3)	3140-3 1271 (1300-3)

ELEV 1869	TDZE 21L 1865
	TDZE 21R 1869



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

LAS VEGAS, NEVADA

36°14'N-115°02'W

NELLIS AFB (KLSV)

Amtd 9 10AUG23

LOC Y RWY 21L

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

LAS VEGAS, NEVADA

TACAN LSV  
Chan 12APCH CRS  
210°

Rwy ldg	10,051	10,120
TDZE	1865	1869
Arpt Elev	1869	

AL-227 (USAF)

TACAN X RWY 21L

NELLIS AFB (KLSV)

⚠ \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 5/8 miles.  
 \*\* Circling not authorized SE of Rwy 3R-21L.

Rwy 21L  
ALSF-1  
A1

MISSED APPROACH: Climb to 15,000, intercept LSV TACAN R-210 to 2.5 DME (ROCKX), then climbing right turn heading 043° to intercept LSV R-358 to ARCOE and hold, climb in hold to 15,000. Missed approach not for civil use.

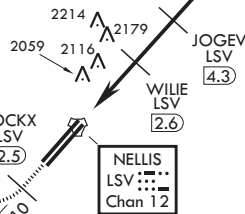
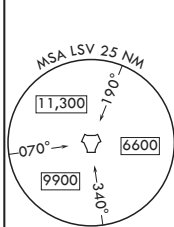
ATIS  
270.1APP CON  
124.95 273.55TOWER  
132.55 327.0GND CON  
121.8 275.8CLNC DEL  
120.9 289.4

CAUTION: Missed approach with 200 ft/NM climb gradient not available.

MISSED APPROACH requires use of RNAV or ATC RADAR monitoring. ● 7077

Minimum NAVAID reception at ARCOE 15,000'

**MISSED APPROACH  
NOT FOR CIVIL USE**



CAUTION: Missed Approach  
Minimum Climb Rate to 9400

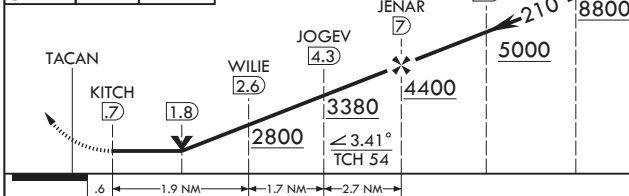
Knots	60	120	180	240	300	360
V/V(fpm)	364	728	1092	1456	1820	2184

Controlling Obstacle 5379'

EMERG SAFE ALT 100 NM 14,000

15,000  
LSV  
R-210

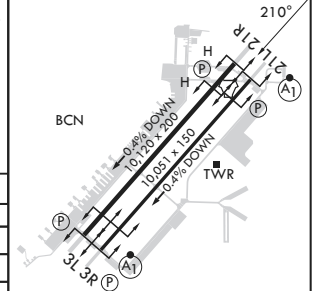
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 54).



CATEGORY	A	B	C	D	E
S-21L*	2440/24 575 (600-½)		2440-1¼ 575 (600-1¼)		
SIDESTEP 21R	2440-1 571 (600-1)		2440-1⅝ 571 (600-1⅝)		
CIRCLING**	2440-1 571 (600-1)	2460-1 591 (600-1)	2560-2 691 (700-2)	2840-3 971 (1000-3)	3140-3 1271 (1300-3)

ELEV 1869

TDZE 21L 1865  
TDZE 21R 1869



HIRL all Rwys

LAS VEGAS, NEVADA

36°14'N - 115°02'W

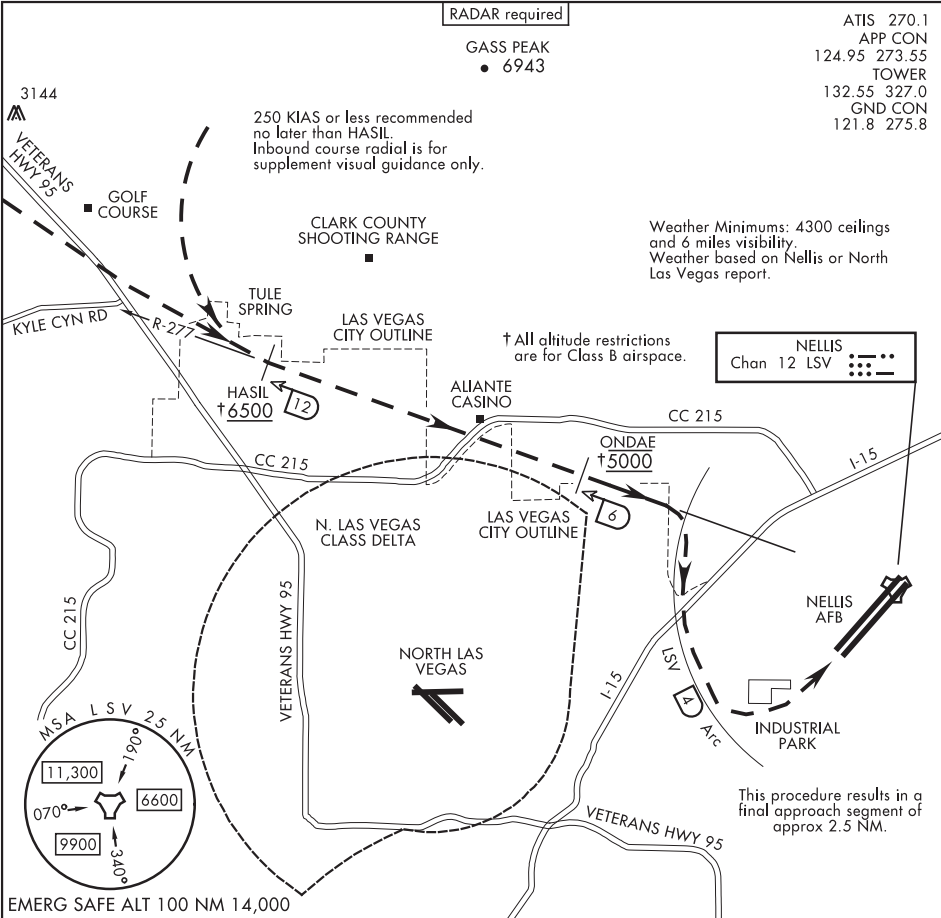
NELLIS AFB (KLSV)

Amdt 10 10AUG23

TACAN X RWY 21L

SW-4, 12 JUN 2025 to 07 AUG 2025





SIN CITY VISUAL RWY 03L/R

Expect RADAR vectors to HASIL (LSV TACAN R-277/12 DME) and report Northwest Las Vegas city outline in sight (ATC Clearance - "Cleared Sin City Visual Rwy 03 Approach") Cross HASIL at or above 6500, proceed visually via LSV R-277 and descend to cross ONDAE at 5000.

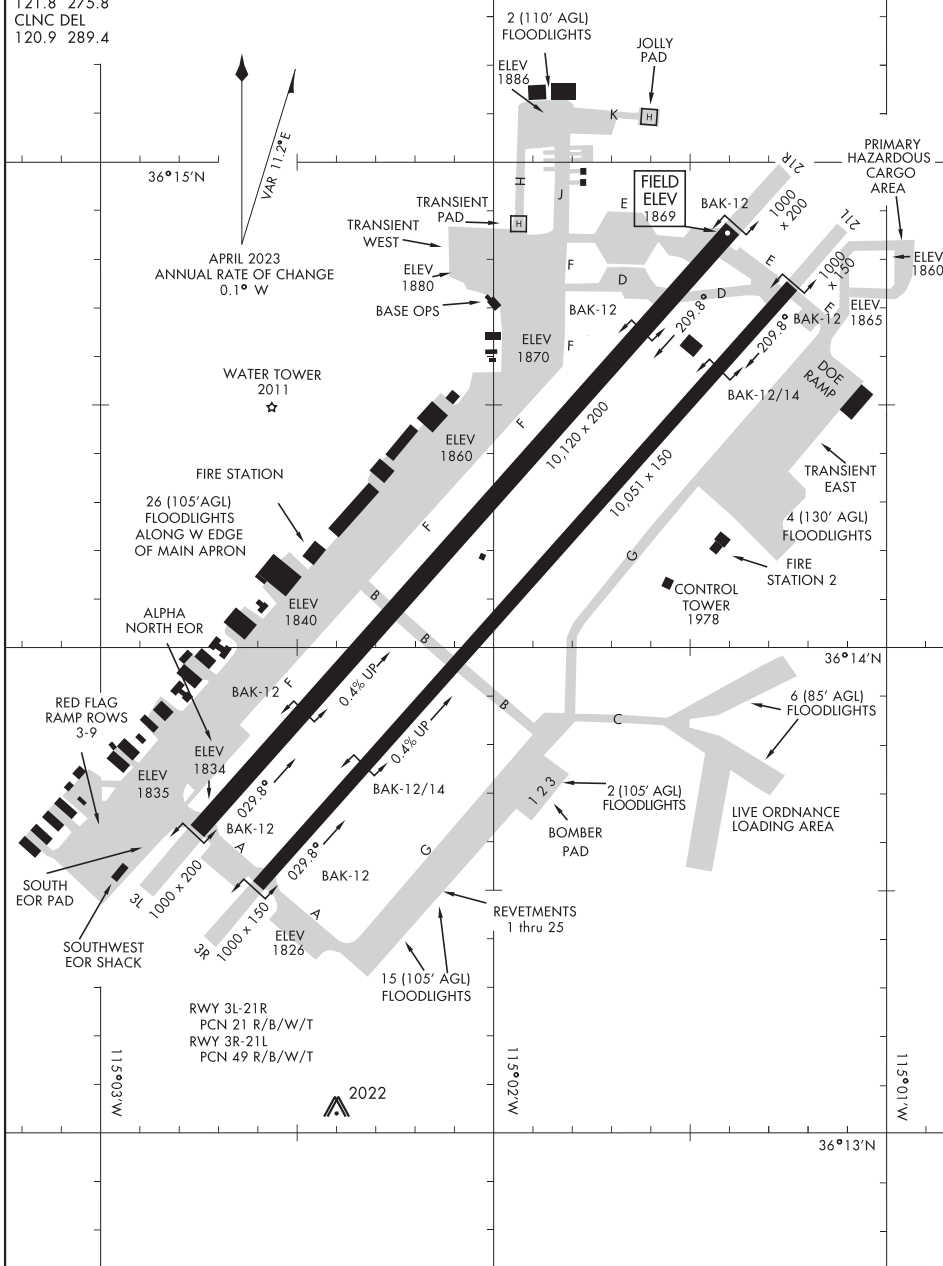
Based on traffic conditions, ATC may assign a different DME and/or an altitude to maintain until established visually on LSV R-277; pilots shall advise ATC if unable to comply with the revised clearance and any remaining published altitude restrictions. - example: "Cleared Sin City Visual Rwy 03 Approach via 10 DME, maintain (altitude) until established inbound on LSV R-277".

Continue visual descent in right turn to join LSV TACAN 4 DME Arc until extended final Rwy 03. Make base turn to remain within 4 DME to protect against Las Vegas Approach airspace/traffic. Tower will assign either RWY 03 L/R.

## AIRPORT DIAGRAM

[USAF]

ATIS 270.1  
 TOWER  
 132.55 327.0  
 GND CON  
 121.8 275.8  
 CLNC DEL  
 120.9 289.4



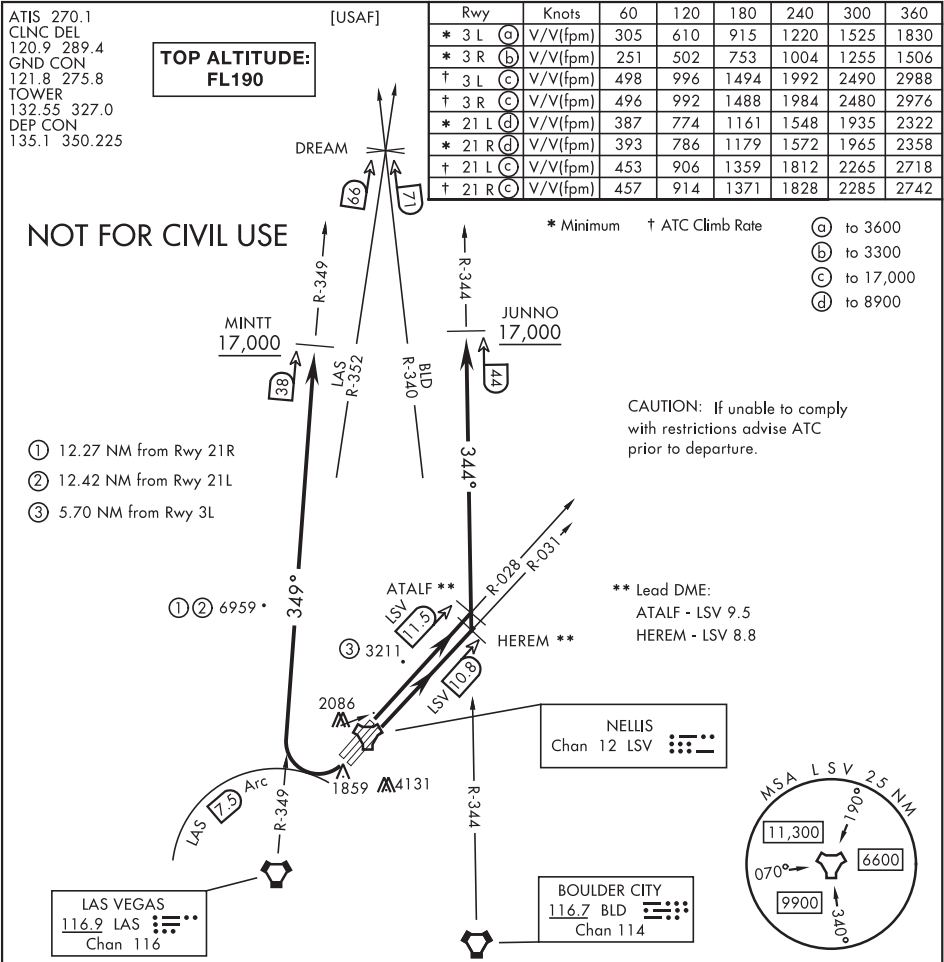
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

## AIRPORT DIAGRAM

LAS VEGAS, NEVADA

NELLIS AFB (KLSV)



Rwy	Knots	60	120	180	240	300	360
3L (C)	V/V(fpm)	372	744	1116	1488	1860	2232
3R (C)	V/V(fpm)	384	768	1152	1536	1920	2304
21R (C)	V/V(fpm)	392	784	1176	1568	1960	2352
21L (C)	V/V(fpm)	394	788	1182	1576	190	2364

Minimum Climb Rate

**CAUTION:** If unable to comply with restrictions advise ATC prior to departure.

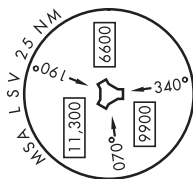
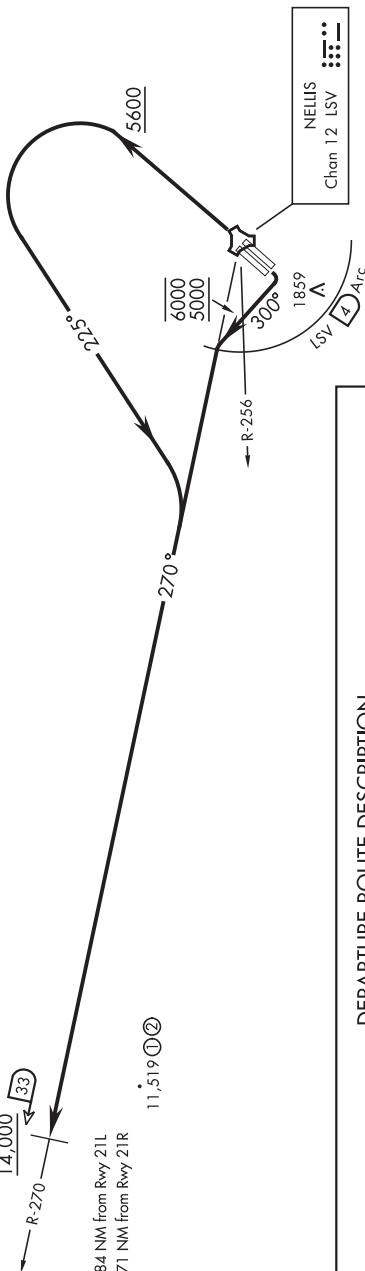
132.55 327.0  
NELLIS CONTROL  
1119.35 254.4  
DEP CON  
135.1 350.225

FYTTR

14,000  
R-270

- ① 29.84 NM from Rwy 21L
- ② 29.71 NM from Rwy 21R

11.519①②



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L/R: Fly runway heading until reaching 5600, then climbing left turn heading 225° to intercept LSV TACAN R-270 outbound. Cross FYTTR at or above 14,000, thence...

TAKEOFF RWY 21L/R: Turn right heading 300° to intercept LSV TACAN R-270, remain within LSV 4 DME until joining LSV R-270, cross LSV R-256 between 5000 and 6000. Cross FYTR at or above 14,000, thence...

.....maintain FL200 or as assigned by ATC, then via assigned route. Expect filed altitude 10 minutes after departure.

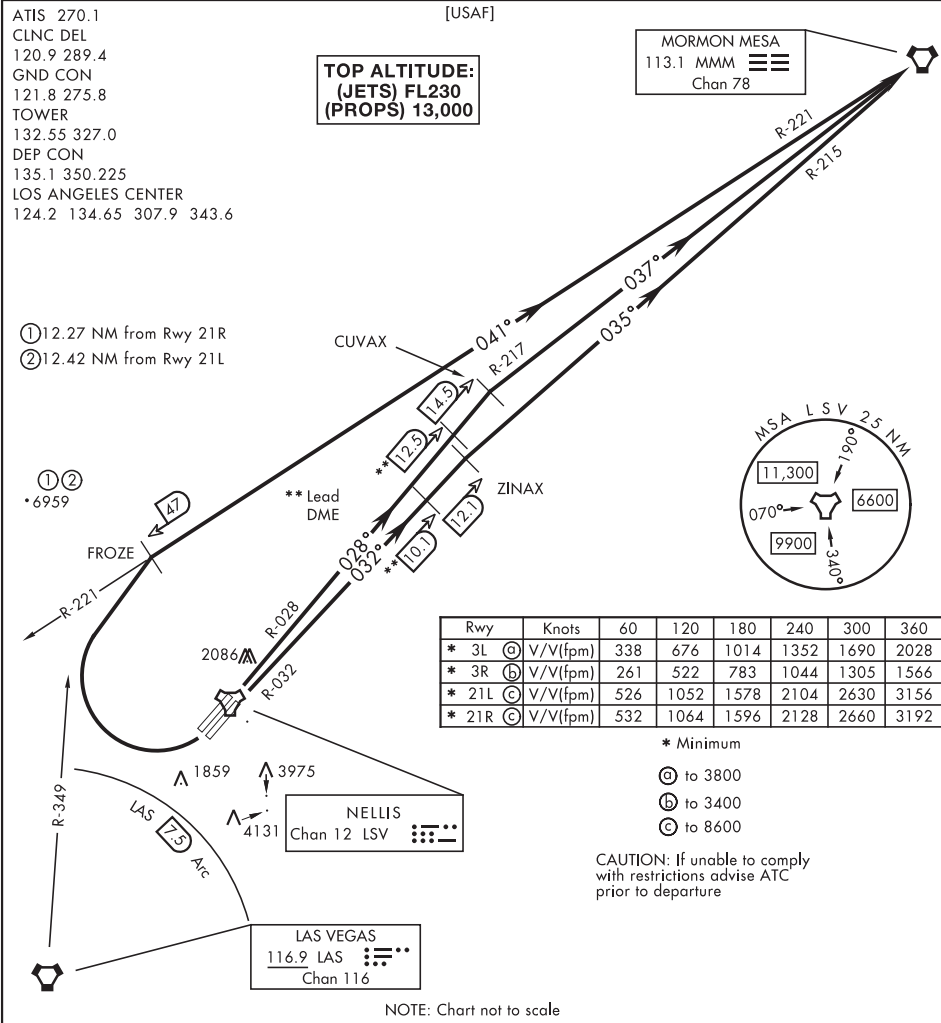
SW-4, 12 JUN 2025 to 07 AUG 2025

FYTTR SEVEN DEPARTURE (FYTTR7.FYTTR)

Amdt 6 12JUN25

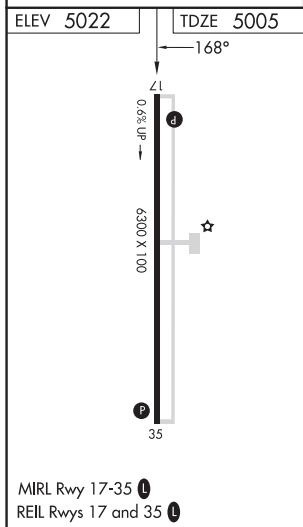
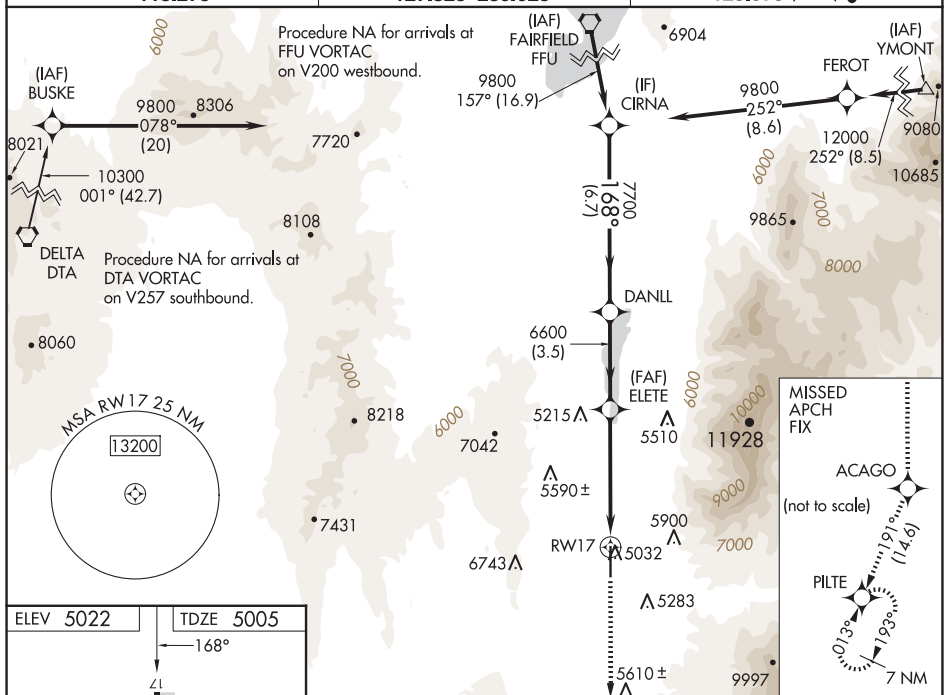
LAS VEGAS, NEVADA

NELLIS AFB (KLSV)



RNAV (GPS) RWY 17  
NEPHI MUNI (U14)

**MISSED APPROACH:**  
Climb to 11 400 direct  
ACAGO and on track  
191° to PILTE and hold.

UNICOM  
123.075 (CTAF) **L**

11400 ↑	ACAGO ✱	tr 191° ✱				
*LNAV only.			*2.4 NM to RW17			
CATEGORY	A		B		C	D
LPV DA	5433-1½		428 (500-1½)			
LNAV/VNAV DA	5692-2½		687 (700-2½)			
LNAV MDA	5800-1 795 (800-1)	5800-1¼ 795 (800-1¼)	5800-2½		795 (800-2½)	
CIRCLING	5800-1 778 (800-1)	5800-1¼ 778 (800-1¼)	6920-3 1898 (1900-3)		NA	

NEPHI MUNI (U14)

RNAV (GPS) RWY 17

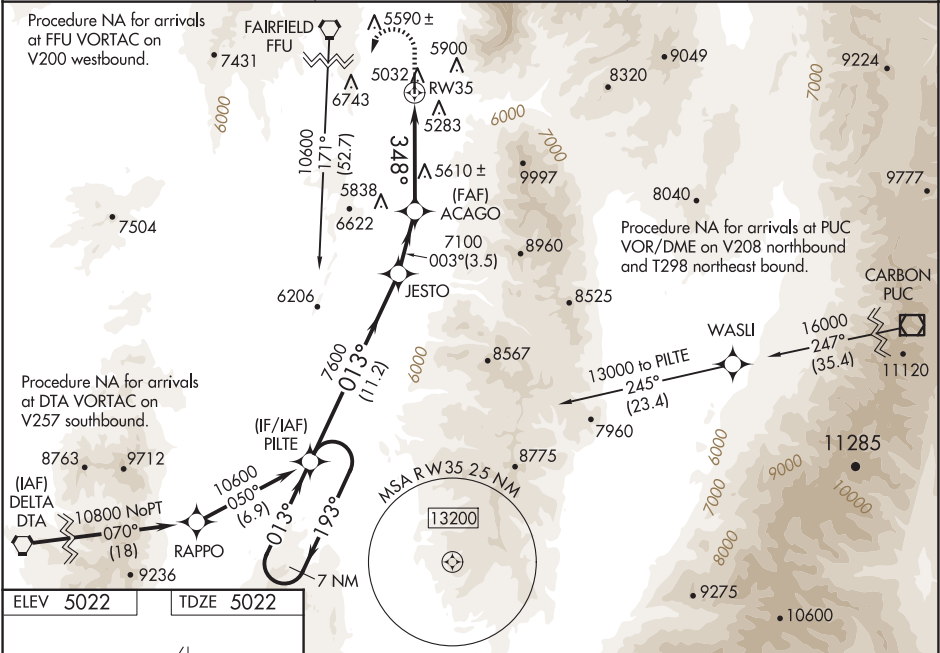
SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>58221</b> <b>W35A</b>	APP CRS <b>348°</b>	Rwy Ldg TDZE <b>5022</b> Apt Elev <b>5022</b>
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RNAV (GPS) RWY 35  
NEPHI MUNI (U14)

RNP APCH - GPS.	Baro-VNAV NA when using Provo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 12°C. Circling NA for Cat C east of Rwy 17 and 35. Rwy 35 helicopter visibility reduction below ¾ SM NA. VDP NA with Provo altimeter setting. When local altimeter setting not received, use Provo altimeter setting: increase LPV DA to 5416 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 5740 feet and visibility all Cats ½ SM; increase all MDAs 160 feet and LNAV visibility Cats B/C/D and Circling visibility Cats A/B ½ SM.	MISSED APPROACH: Climb to 8200 then climbing left turn to 10600 direct PILTE and hold.
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AWOS-3 <b>118.275</b>	SALT LAKE CENTER <b>127.825 239.025</b>	UNICOM <b>123.075 (CTAF) 0</b>
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ELEV 5022	TDZE 5022
<div><div><div>8200</div><div>10600</div><div>PILTE</div></div><div><div>*LNAV only.</div><div><div>ACAGO</div><div>7100</div><div>7100</div></div><div><div>RW35</div><div>348°</div></div><div><div>2.6 NM</div><div>3.8 NM</div><div>3.5 NM</div><div>11.2 NM</div></div></div></div>	
<div><div>8200</div><div>10600</div><div>PILTE</div></div> <div><div>JESTO</div><div>ACAGO</div><div>7100</div><div>7100</div></div> <div><div>2.6 NM</div><div>3.8 NM</div><div>3.5 NM</div><div>11.2 NM</div></div>	
CATEGORY	A B C D
LPV DA	5272-7/8 250 (300-7/8)
LNAV/VNAV DA	5596-2 574 (600-2)
LNAV MDA	5940-1¼ 918 (1000-1¼) 5940-2½ 918 (1000-2½)
CIRCLING	5900-1¼ 878 (900-1¼) 6920-3 1898 (1900-3) NA

(U142.DTA) 18144

## NEPHI TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9496 (FAA)

NEPHI MUNI (U14)

NEPHI, UTAH

## TAKEOFF OBSTACLE NOTES

Rwy 17: Bush 11' from DER, 101' left of centerline, 4' AGL/5024' MSL.

Bush 92' from DER, 509' left of centerline, 5' AGL/5025' MSL.

Pole 1021' from DER, 498' right of centerline, 35' AGL/5053' MSL.

Pole 1223' from DER, 202' right of centerline, 35' AGL/5058' MSL.

Tree 2250' from DER, 1009' right of centerline, 85' AGL/5099' MSL.

Rwy 35: Bush 68' from DER, 499' right of centerline, 5' AGL/4990' MSL.

SALT LAKE CENTER  
127.825 239.025

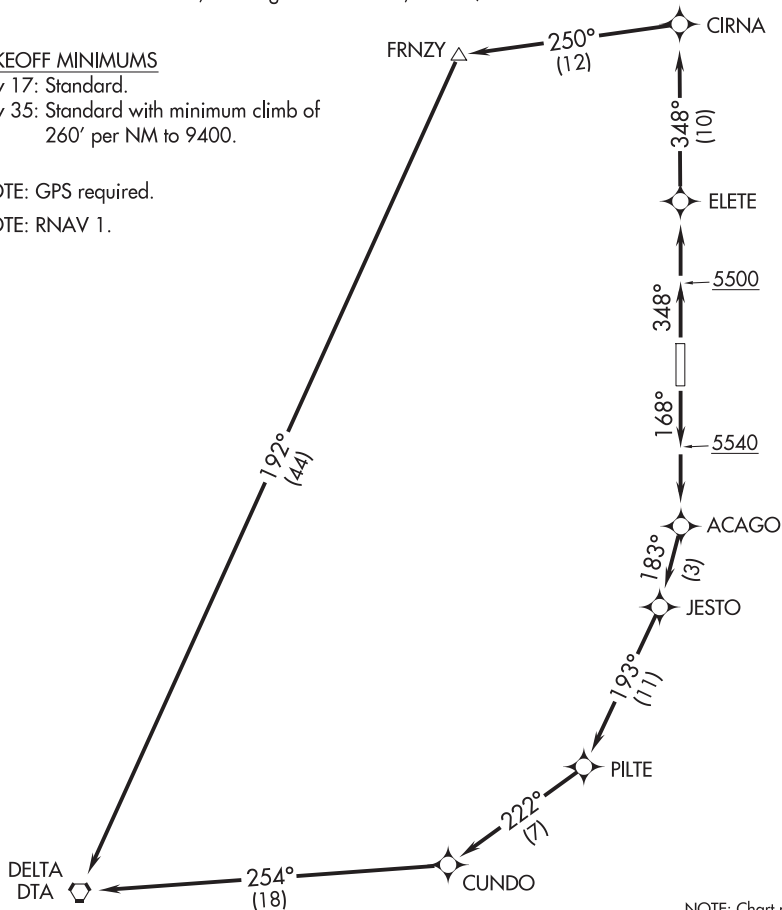
## TAKEOFF MINIMUMS

Rwy 17: Standard.

Rwy 35: Standard with minimum climb of  
260' per NM to 9400.

NOTE: GPS required.

NOTE: RNAV 1.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 168° to 5540, then direct ACAGO, thence. . . .TAKEOFF RUNWAY 35: Climb heading 348° to 5500, then direct ELETE, thence. . . .

. . . on depicted route to DTA VORTAC. Climb to 11000 or ATC assigned altitude.

## NEPHI TWO DEPARTURE (OBSTACLE) (RNAV)

(U142.DTA) 17AUG17

NEPHI, UTAH

NEPHI MUNI (U14)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



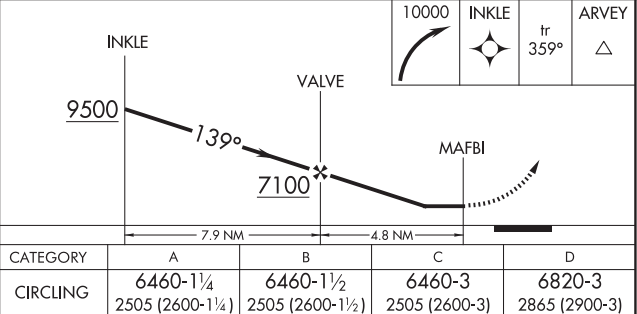
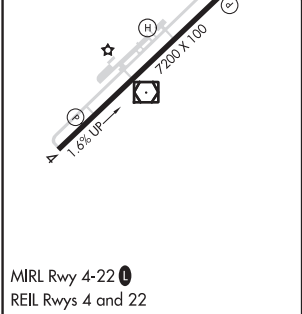
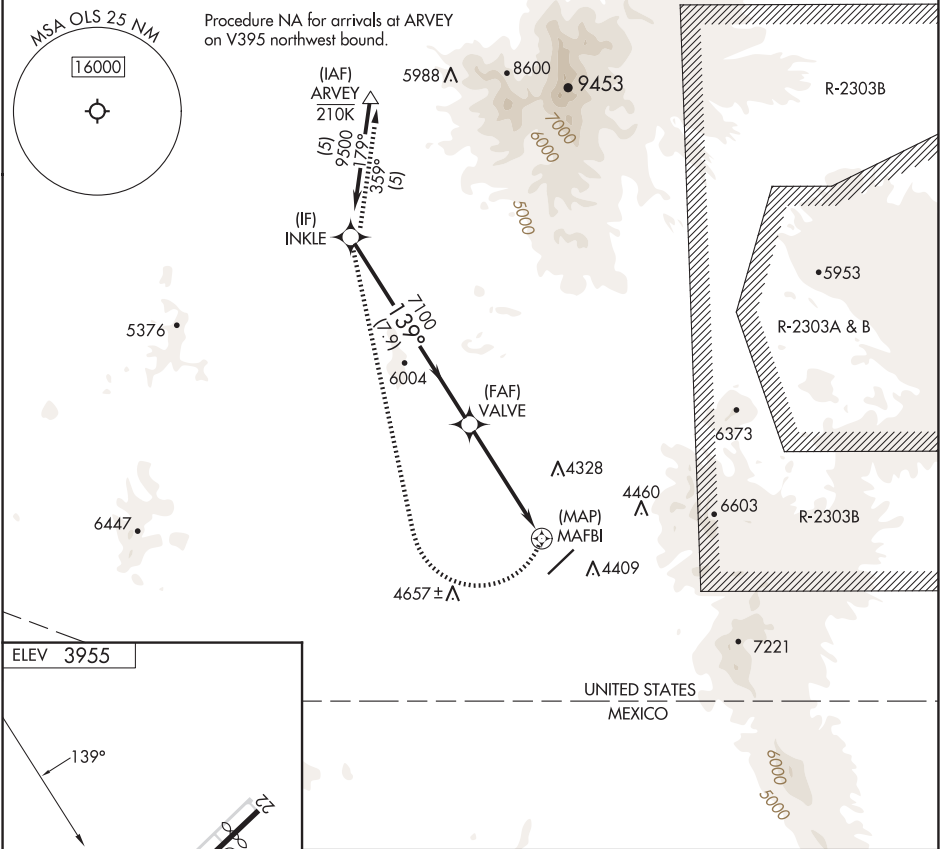
APP CRS	Rwy Ldg	N/A
139°	TDZE	N/A
	Apt Elev	3955

RNAV (GPS)-A

NOGALES INTL (OLS)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 200K until INKLE) Climbing right turn to 10000 direct INKLE and on track 359° to ARVEY.
When local altimeter setting not received, procedure NA.	

ASOS 121.125	TUCSON APP CON 118.75 269.55	UNICOM 122.8 (CTAF)
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NOGALES, ARIZONA

AL-6151 (FAA)

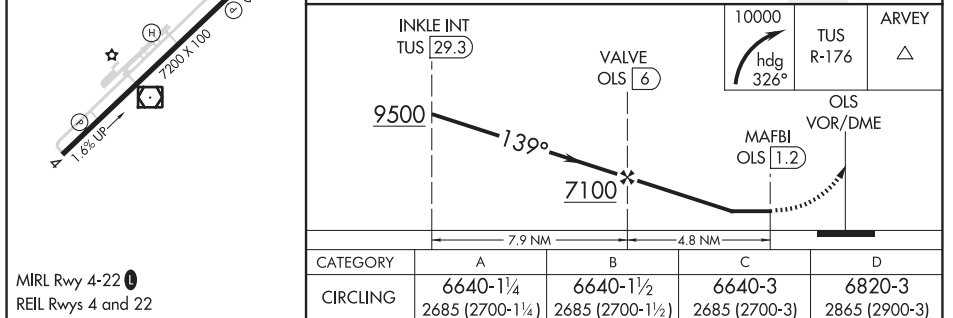
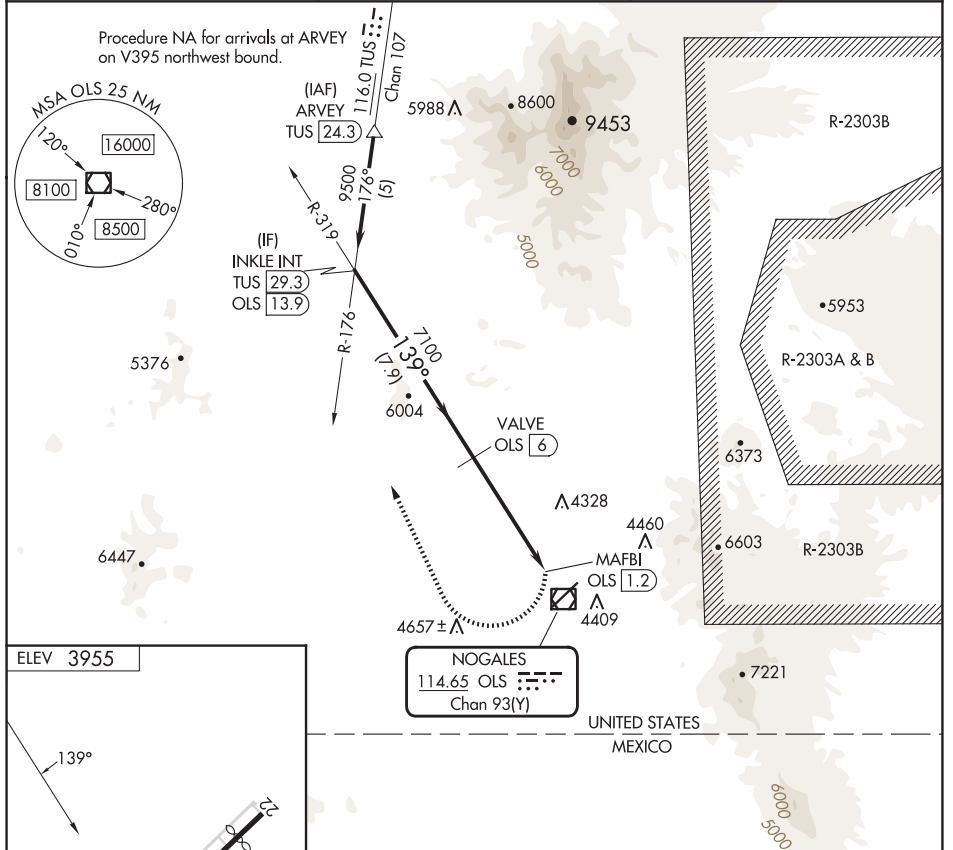
25163

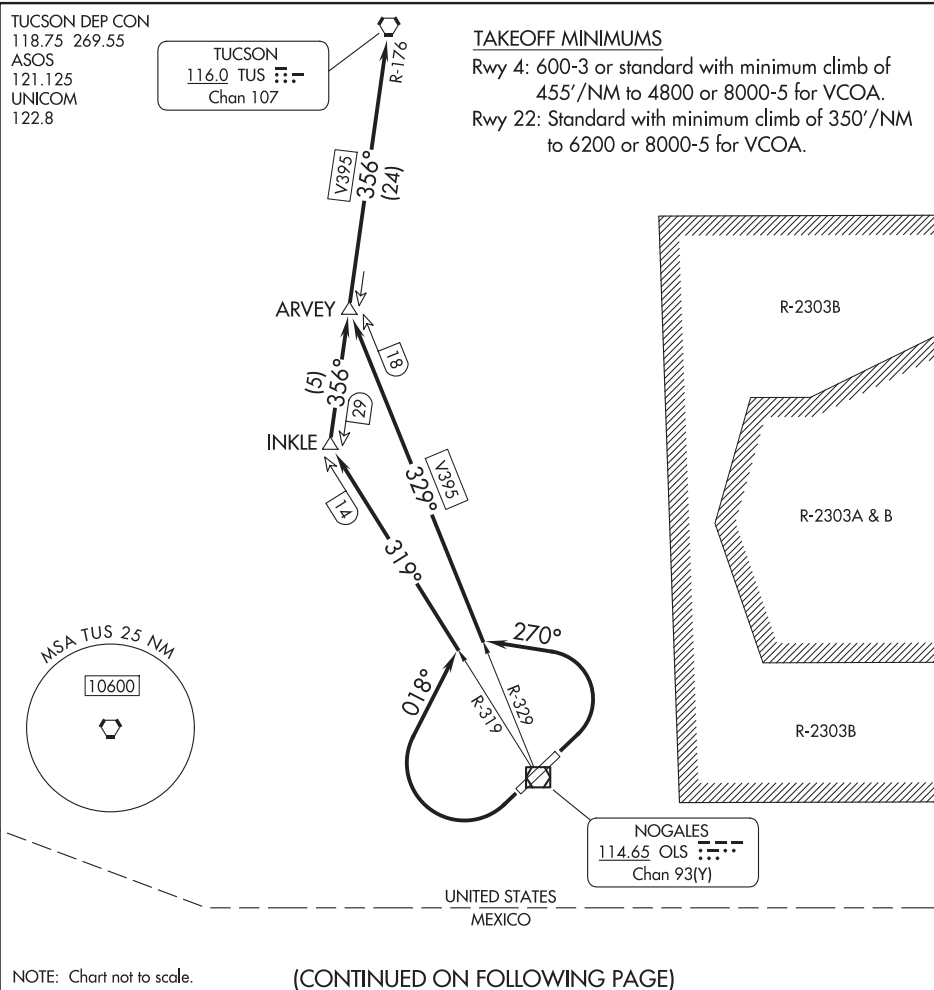
VOR/DME OLS <b>114.65</b> Chan <b>93(Y)</b>	APP CRS <b>139°</b>	Rwy Ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>3955</b>
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**VOR-B**  
NOGALES INTL (OLS)

DME required.	MISSED APPROACH: Climbing right turn to 10000 on heading 326° and TUS R-176 to ARVEY/TUS 24.3 DME.
When local altimeter setting not received, procedure NA.	

ASOS <b>121.125</b>	TUCSON APP CON <b>118.75 269.55</b>	UNICOM <b>122.8 (CTAF) 0</b>
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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climbing left turn heading 270° to intercept OLS VOR/DME R-329 to ARVEY INT/OLS 18 DME, thence. . .

TAKEOFF RUNWAY 22: Climbing right turn heading 018° to intercept OLS VOR/DME R-319 to INKLE INT/OLS 14 DME, to TUS R-176 to ARVEY INT/OLS 18 DME, thence. . .

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Nogales Intl Airport at or above 11800, Max 210K, before proceeding on course, thence. . .

. . . on TUS VORTAC R-176 to cross TUS VORTAC at or above MEA/MCA for assigned route of flight.

TAKEOFF OBSTACLE NOTES

Rwy 4: Tree 58' from DER, 455' left of centerline, 3963' MSL. Tree 80' from DER, 174' right of centerline, 6' AGL/3958' MSL. Trees beginning 97' from DER, 446' left of centerline, up to 15' AGL/3964' MSL. Tree 252' from DER, 43' right of centerline, 5' AGL/3962' MSL. Tree 261' from DER, 463' left of centerline, 3971' MSL. Trees beginning 308' from DER, 37' right of centerline, up to 6' AGL/ 3964' MSL. Trees, fence beginning 334' from DER, 136' left of centerline, up to 3987' MSL. Trees beginning 368' from DER, 64' right of centerline, up to 3991' MSL. Tree, terrain beginning 603' from DER, 546' right of centerline, up to 3993' MSL. Trees, fence, terrain beginning 659' from DER, 13' left of centerline, up to 3995' MSL. Trees, terrain, fence beginning 833' from DER, 50' right of centerline, up to 4010' MSL. Tree, terrain beginning 1179' from DER, 118' left of centerline, up to 5' AGL/ 3996' MSL. Trees, terrain beginning 1199' from DER, 97' right of centerline, up to 4036' MSL. Trees, terrain beginning 1241' from DER, 66' left of centerline, up to 4018' MSL. Tree, terrain beginning 1412' from DER, 90' right of centerline, up to 4043' MSL. Vehicles on road, terrain beginning 1624' from DER, 642' left of centerline, up to 4028' MSL. Terrain beginning 1637' from DER, 2' right of centerline, up to 4052' MSL. Trees, vehicles on road, terrain beginning 1688' from DER, 45' left of centerline, up to 4035' MSL. Terrain beginning 1825' from DER, 38' right of centerline, up to 4067' MSL. Pole, vehicles on road, trees beginning 1853' from DER, 475' left of centerline, up to 21' AGL/4043' MSL. Terrain 2033' from DER, 186' left of centerline, 4047' MSL. Trees, vehicles on road, terrain beginning 2041' from DER, 74' left of centerline, up to 7' AGL/4052' MSL. Terrain 2221' from DER, 269' left of centerline, 4055' MSL. Trees, vehicles on road, terrain beginning 2253' from DER, 170' left of centerline, up to 18' AGL/4080' MSL. Terrain beginning 2354' from DER, 20' right of centerline, up to 4068' MSL. Trees, vegetation vehicles on road, pole, terrain beginning 2491' from DER, 55' left of centerline, up to 14' AGL/4093' MSL. Terrain beginning 2539' from DER, 125' right of centerline, up to 4087' MSL. Vehicles on road 2657' from DER, 32' left of centerline, 15' AGL/ 4095' MSL. Vehicles on road, trees, terrain beginning 2672' from DER, 6' left of centerline, up to 15' AGL/4096' MSL. Vehicles on road, terrain beginning 2688' from DER, 2' right of centerline, up to 15' AGL/4096' MSL. Terrain, vehicles on road beginning 2768' from DER, 98' right of centerline, up to 4112' MSL. Vehicles on road 2987' from DER, 530' right of centerline, 4117' MSL. Vehicles on road 2995' from DER, 635' right of centerline, 4121' MSL. Vehicles on road, terrain beginning 3009' from DER, 489' right of centerline, up to 4123' MSL. Vehicles on road, terrain beginning 3351' from DER, 12' right of centerline, up to 4130' MSL. Vehicles on road, terrain beginning 3449' from DER, 633' right of centerline, up to 4143' MSL. Vehicles on road 3499' from DER, 1364' right of centerline, 4149' MSL. Vehicles on road, terrain, vegetation beginning 3570' from DER, 101' right of centerline, up to 4155' MSL. Terrain beginning 3581' from DER, 42' left of centerline, up to 4112' MSL. Terrain beginning 4127' from DER, 627' right of centerline, up to 4156' MSL. Tree, terrain beginning 4143' from DER, 768' right of centerline, up to 4180' MSL. Trees, terrain beginning 4262' from DER, 426' right of centerline, up to 4184' MSL. Tree, terrain beginning 4495' from DER, 709' right of centerline, up to 4210' MSL. Terrain beginning 4627' from DER, 1171' right of centerline, up to 4217' MSL. Trees, terrain beginning 4737' from DER, 216' right of centerline, up to 4223' MSL. Tree, terrain beginning 5806' from DER, 343' right of centerline, up to 4241' MSL. Trees, terrain beginning 5953' from DER, 409' right of centerline, up to 4254' MSL. Trees, terrain beginning 1 NM from DER, 58' right of centerline, up to 4256' MSL. Tree, terrain beginning 1 NM from DER, 1260' left of centerline, up to 4136' MSL. Trees, terrain beginning 1.1 NM from DER, 433' left of centerline, up to 4151' MSL. Trees, pole, terrain beginning 1.2 NM from DER, 75' left of centerline, up to 16' AGL/4221' MSL. Trees, vegetation, terrain beginning 1.3 NM from DER, 84' left of centerline, up to 4254' MSL. Trees, terrain beginning 1.4 NM from DER, 25' left of centerline, up to 11' AGL/4283' MSL. Tree, terrain beginning 1.4 from DER, 140' right of centerline, up to 4326' MSL. Tree, terrain beginning 1.5 NM from DER, 79' right of centerline, up to 11' AGL/4327' MSL. Tree, terrain beginning 1.7 NM from DER, 639' right of centerline, up to 4345' MSL. Tree, terrain beginning 1.8 NM from DER, 172' right of centerline, up to 4367' MSL. Tree, terrain beginning 1.9 NM from DER, 628' right of centerline, up to 4384' MSL. Terrain, vehicles on road, trees beginning 2 NM from DER, 935' right of centerline, up to 4406' MSL. Terrain 2.1 NM from DER, 616' left of centerline, 4299' MSL. Terrain, vehicles on road, trees beginning 2.2 NM from DER, 1859' right of centerline, 234' left of centerline, up to 4451' MSL. Terrain, trees, vehicles on road, beginning 2.3 NM from DER, 835' right of centerline, up to 14' AGL/4535' MSL.

Rwy 22: Tree 3' from DER, 445' left of centerline, 3847' MSL. Tree 19' from DER, 141' left of centerline, 10' AGL/3848' MSL. Tree 29' from DER, 339' left of centerline, 3849' MSL. Tree, vegetation beginning 45' from DER, 201' left of centerline, up to 17' AGL/3851' MSL. Tree 48' from DER, 504' right of centerline, 3845' MSL. Tree, vegetation beginning 112' from DER, 49' right of centerline, up to 24' AGL/3854' MSL. Vehicles on road, tree beginning 2 NM from DER, 3648' left of centerline, up to 15' AGL/4208' MSL. Tree 2.3 NM from DER, 3969' left of centerline, 11' AGL/4219' MSL.

LOC/DME I-OGD <b>111.7</b> Chan <b>54</b>	APP CRS <b>034°</b>	Rwy Idg <b>7253</b> TDZE <b>4473</b> Apt Elev <b>4473</b>
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ILS or LOC RWY 3  
OGDEN-HINCKLEY (OGD)

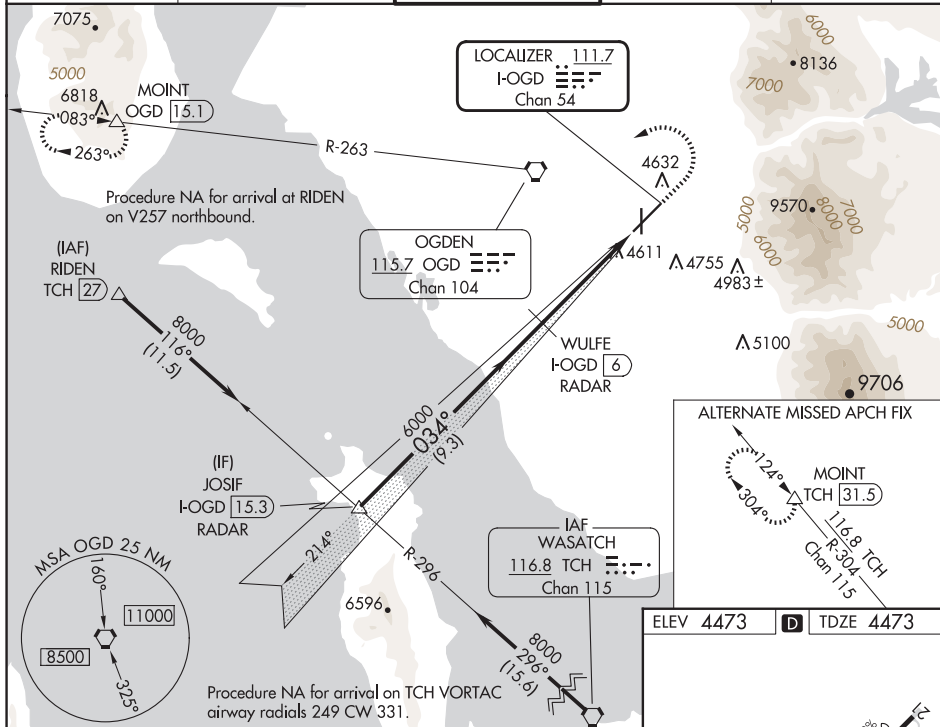
DME required. RADAR required for procedure entry.

**T** Rwy 3 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For inop ALS, increase S-ILS 3 all Cats visibility to  $\frac{7}{8}$  SM. For inop ALS, increase S-LOC 3 Cat C/D visibility to  $1\frac{1}{8}$  SM. Circling NA for Cats C and D east of Rwy 21 and 35.

MALS

**MISSED APPROACH:** Climb to 5000 then climbing left turn to 9000 direct OGD VORTAC and on OGD VORTAC R-263 to MOINT/OGD 15.1 DME and hold, continue climb-in-hold to 9000.

ATIS 125.55	SALT LAKE CITY APP CON 121.1	OGDEN TOWER* 118.7 (CTAF) 0 253.5	GND CON 121.7	UNICOM 122.95
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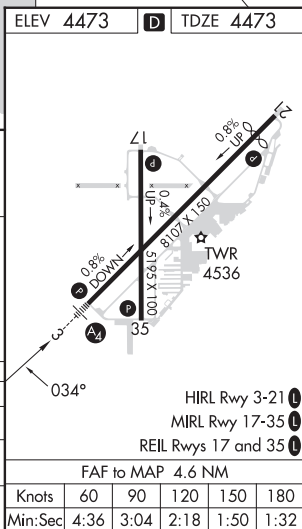
VGSi and ILS glidepath not coincident (VGSi Angle 3.00°/TCH 56).	
JOSIF I-OGD 15.3 RADAR	WULFE I-OGD 6 RADAR

5000 ↑	9000 ↘	OGD R-263	OGD R-263	MOINT △
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\*LOC only

8000  
034°  
6000  
6000  
9.3 NM  
3.5 NM  
1.1 NM

CATEGORY	A	B	C	D
S-ILS 3	4740-¾ 267 (300-¾)			
S-LOC 3	4880-¾ 407 (500-¾)	4880-1 407 (500-1)		
CIRCLING	4980-1 507 (600-1)	5100-1 627 (700-1)	5100-1¾ 627 (700-1¾)	5180-2¼ 707 (800-2¼)



OGDEN, UTAH

AL-297 (FAA)

25107

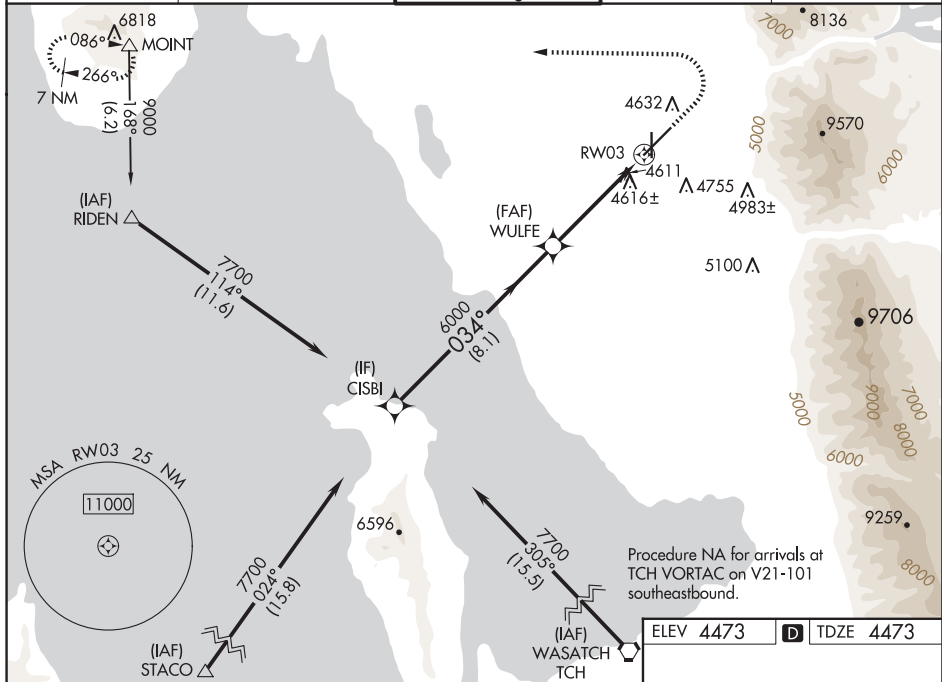
WAAS CH <b>65620</b> <b>W03A</b>	APP CRS <b>034°</b>	Rwy Idg <b>7253</b> TDZE <b>4473</b> Apt Elev <b>4473</b>
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# RNAV (GPS) RWY 3

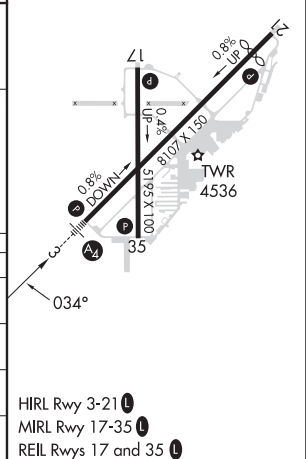
OGDEN-HINCKLEY (OGD)

RNP APCH. ▼ Baro-VNAV and VDP NA when using Hill AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 50°C. When local altimeter setting not received, use Hill AFB altimeter setting. Circling NA for Cats C and D east of Rwy 21 and 35. For Inop ALS, increase LPV all Cats visibility to ¾ SM, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 ½ SM.	MALS A4	MISSED APPROACH: Climb to 5000 then climbing left turn to 9000 direct MOINT and hold, continue climb-in-hold to 9000.
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ATIS <b>125.55</b>	SALT LAKE CITY APP CON <b>121.1</b>	OGDEN TOWER* <b>118.7 (CTAF) 0 253.5</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).				
GP 3.00° TCH 49				
8.1 NM				
3.5 NM				
1.1 NM				
CATEGORY	A	B	C	D
LPV DA	4741-¾ 268 (300-¾)			
LNAV/VNAV DA	4889-1 416 (500-1)			
LNAV MDA	4880-¾ 407 (500-¾)		4880-1 407 (500-1)	
CIRCLING	4980-1 507 (600-1)	5100-1 627 (700-1)	5100-1¾ 627 (700-1¾)	5180-2¼ 707 (800-2¼)



OGDEN, UTAH  
Amdt 1B 21MAY20

41°12'N-112°01'W

OGDEN-HINCKLEY (OGD)  
RNAV (GPS) RWY 3

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

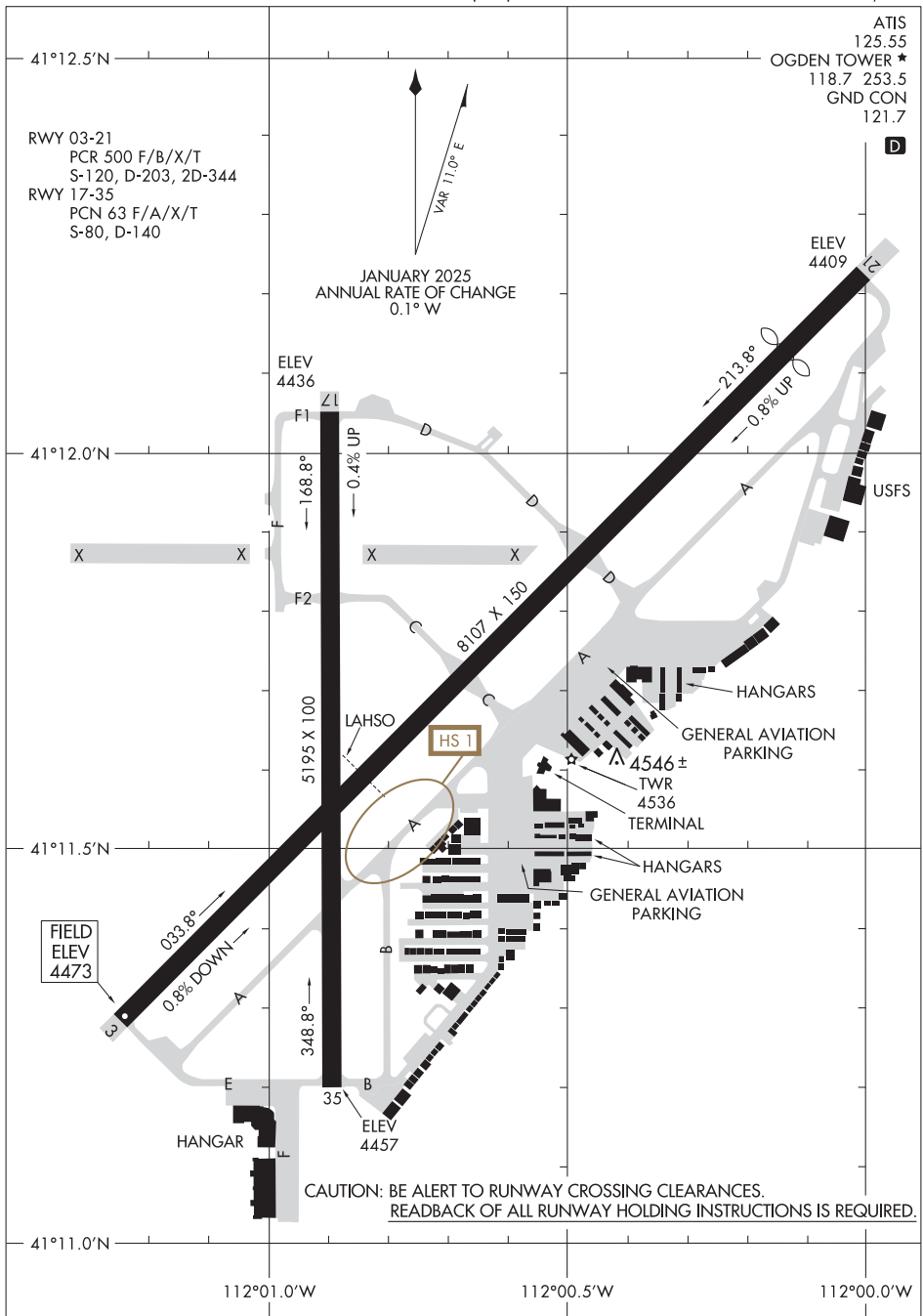
25163

VOR-A  
OGDEN-HINCKLEY (OGD)

**MISSED APPROACH:** Climbing left turn to 13000 direct OGD VORTAC and on OGD VORTAC R-263 to MOINT/15.1 DME and hold, continue climb-in-hold.

CATEGORY	A	B	C	D
CIRCLING	4980-1 507 (460-1)	5100-1 627 (700-1)	5100-1 <sup>3</sup> / <sub>4</sub> 627 (700-1 <sup>3</sup> / <sub>4</sub> )	5180-2 <sup>1</sup> / <sub>4</sub> 707 (800-2 <sup>1</sup> / <sub>4</sub> )

OGDEN-HINCKLEY (OGD)  
VOR-A



## AIRPORT DIAGRAM

25107

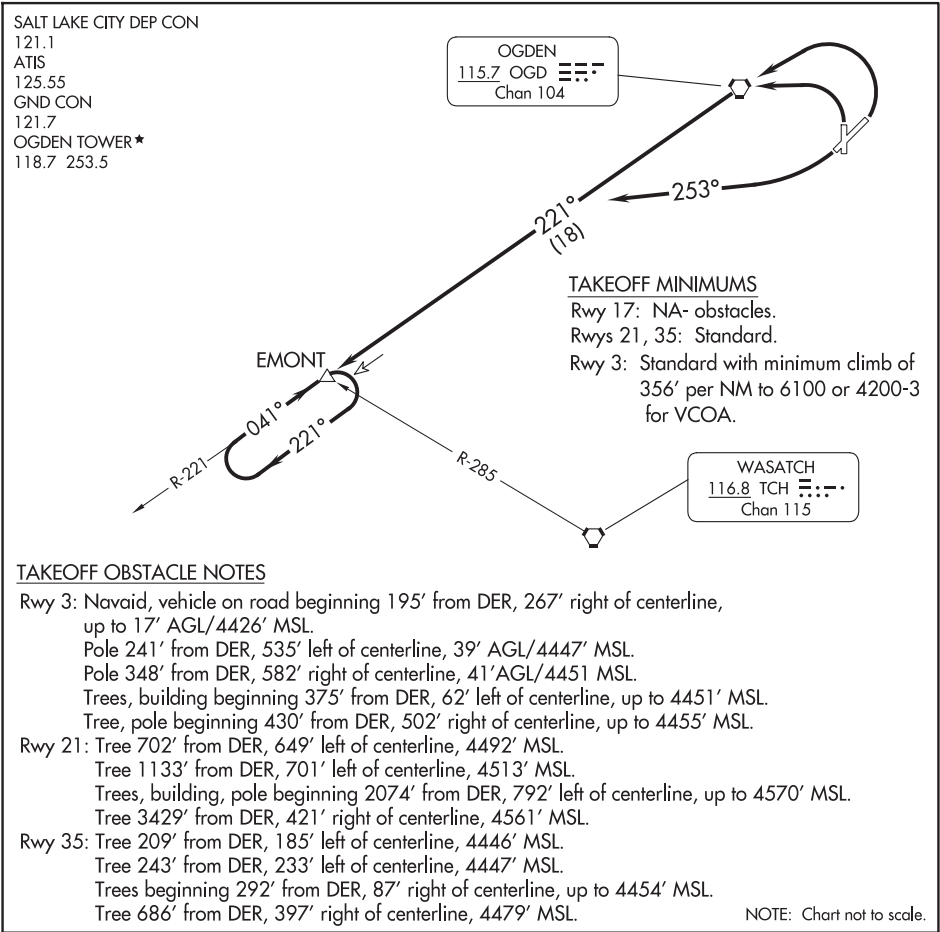
OGDEN, UTAH

OGDEN-HINCKLEY (OGD)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





OWYHEE, NEVADA

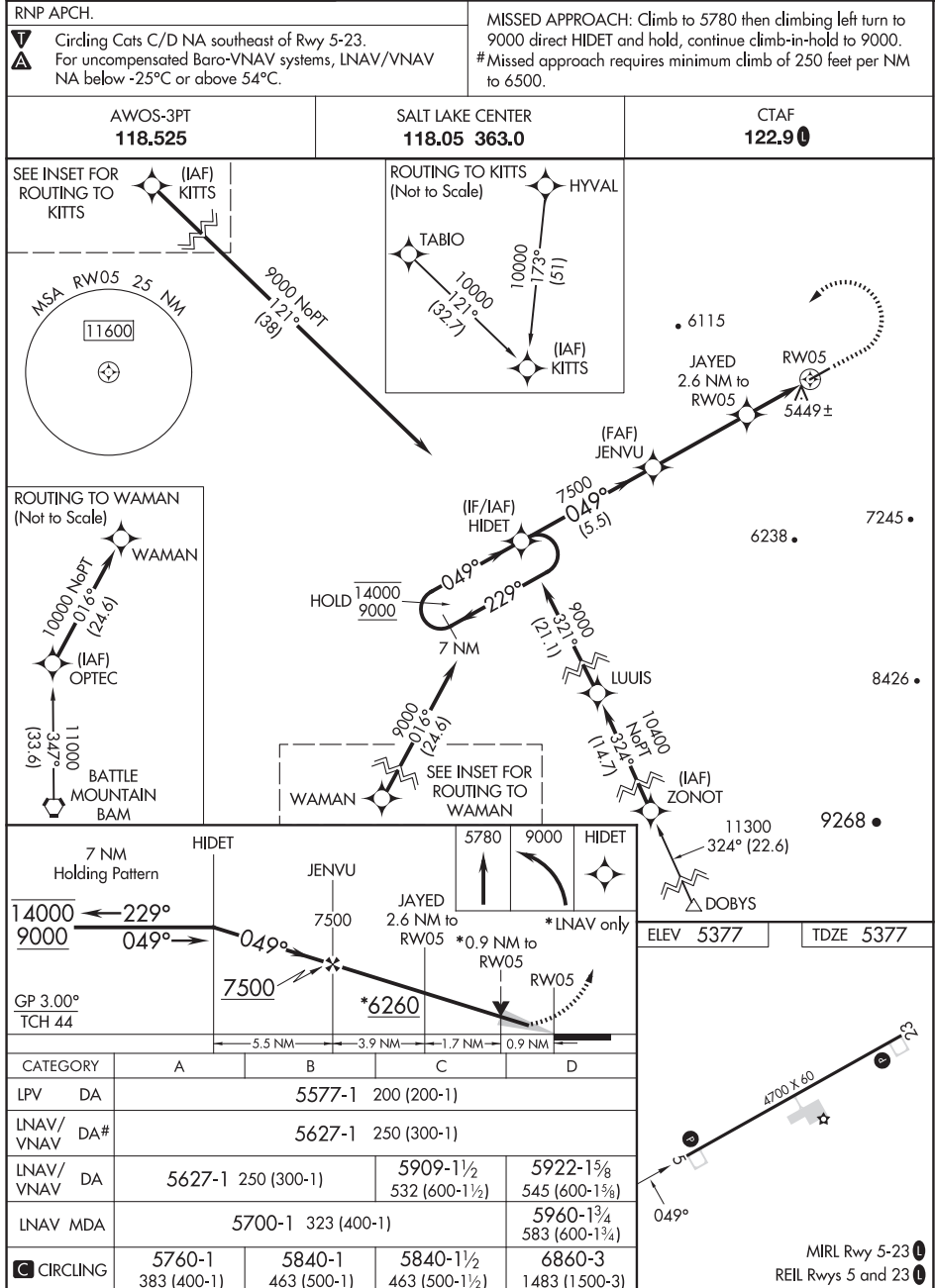
AL-9858 (FAA)

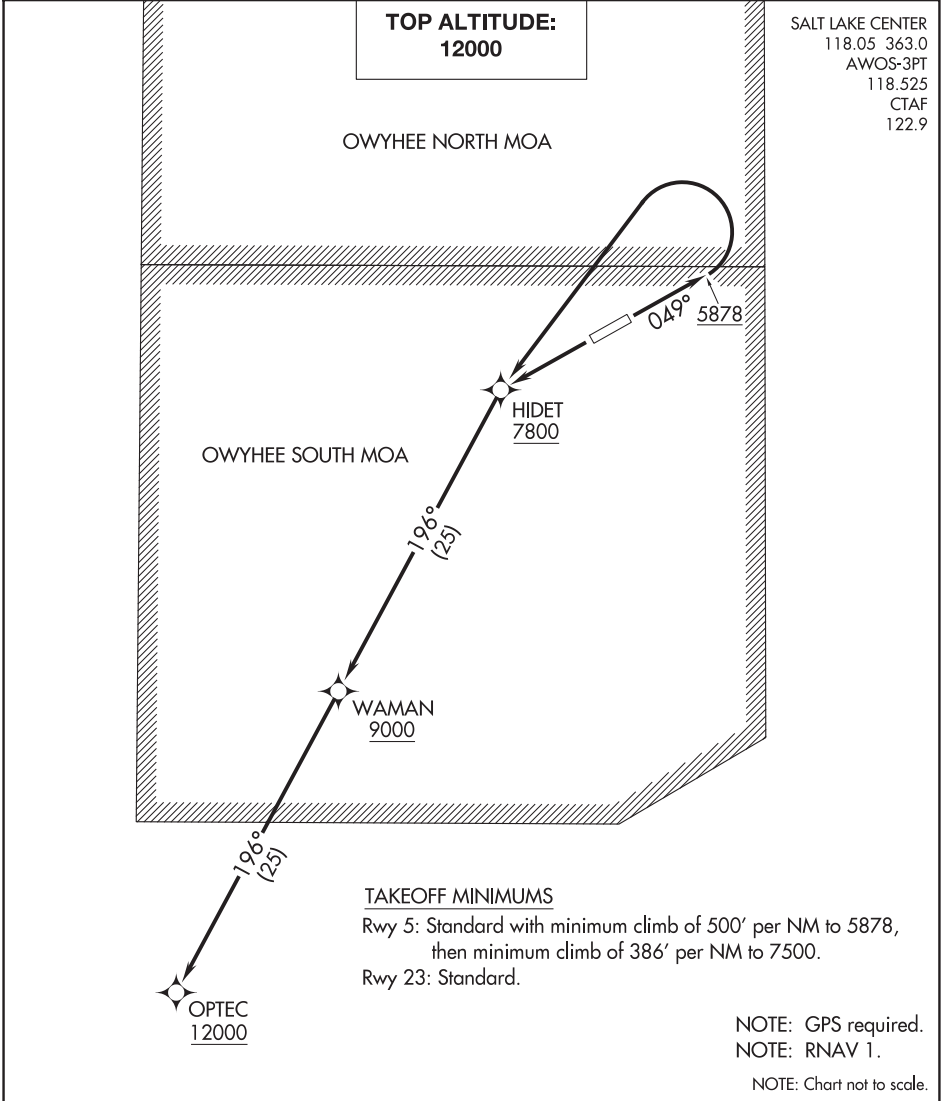
23110

WAAS CH <b>56643</b> <b>W05A</b>	APP CRS <b>049°</b>	Rwy Idg TDZE Apt Elev	<b>4700</b> <b>5377</b> <b>5377</b>
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# RNAV (GPS) RWY 5

OWYHEE (10U)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 049° to 5878, then climbing left turn direct HIDET, cross HIDET at or above 7800, thence. . . .

TAKEOFF RUNWAY 23: Climb direct HIDET, cross HIDET at or above 7800, thence. . . .

. . . .climbing left turn on track 196° to cross WAMAN at or above 9000, then climb on track 196° to cross OPTEC at or above 12000.

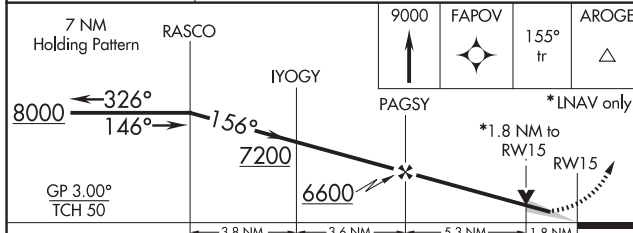
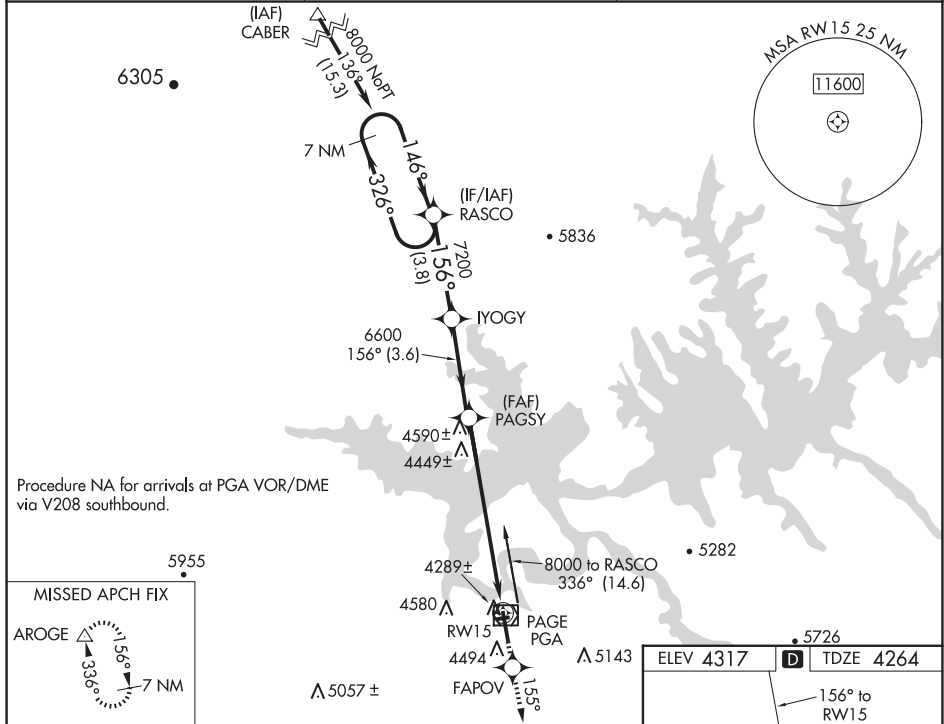
WAAS CH <b>45604</b> <b>W15A</b>	APP CRS <b>156°</b>	Rwy Idg <b>5950</b> TDZE <b>4264</b> Apt Elev <b>4317</b>
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# RNAV (GPS) RWY 15

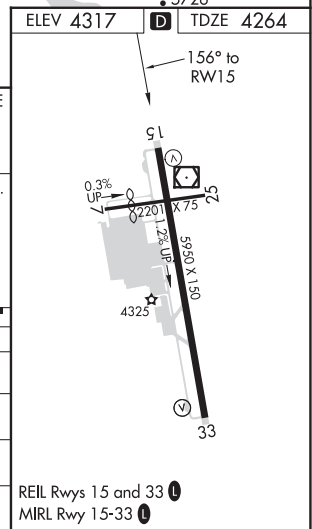
PAGE MUNI (PGA)

<p><b>▼</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Circling NA to Rwy 7-25</p>	<p><b>MISSED APPROACH:</b> Climb to 9000 direct FAPOV and via 155° track to AROGE and hold, continue climb-in-hold to 9000.</p>
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ASOS <b>120.625</b>	DENVER CENTER <b>127.55 256.875</b>	UNICOM <b>122.8 (CTAF) 1</b>
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CATEGORY	A	B	C	D
LPV DA	4599-1¼ 335 (300-1¼)			
LNAV/VNAV DA	4670-1½ 406 (400-1½)			
LNAV MDA	4860-1	596 (600-1)	4860-1½ 596 (600-1½)	4860-1¾ 596 (600-1¾)
CIRCLING	4860-1 543 (600-1)	4880-1 563 (600-1)	5080-2¼ 763 (800-2¼)	5360-3 1043 (1100-3)



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

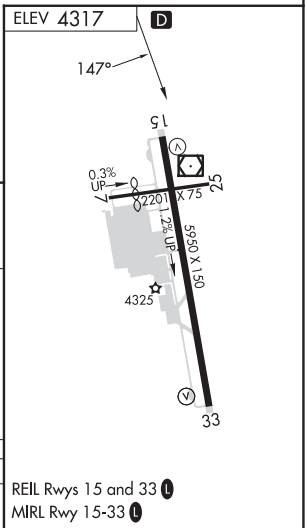
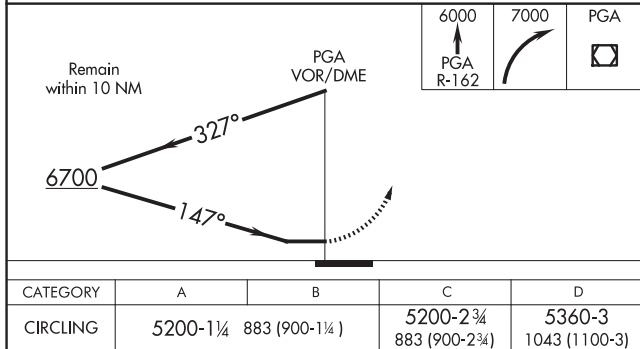
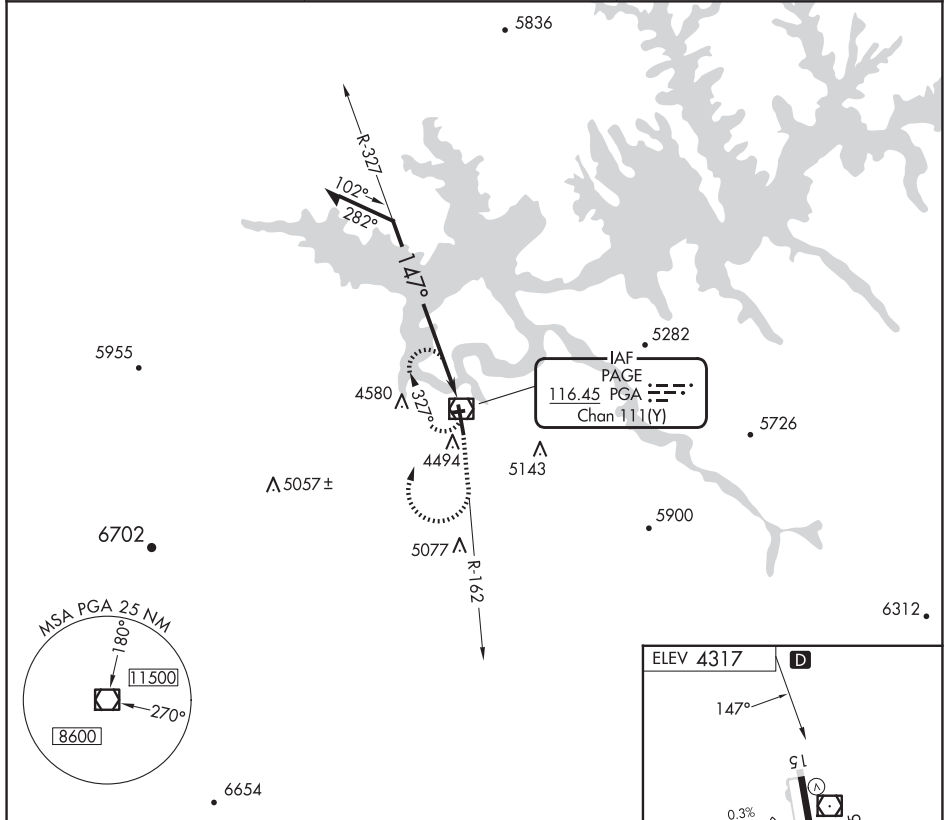


VOR/DME PGA <b>116.45</b> Chan <b>111</b> (Y)	APP CRS <b>147°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>4317</b>
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**VOR-B**  
PAGE MUNI (PGA)

<b>NA</b> Circling NA to Rwy 7-25.	MISSED APPROACH: Climb on the PGA R-162 to 6000, then climbing right turn to 7000 direct PGA VOR/DME and hold.
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ASOS <b>120.625</b>	DENVER CENTER <b>127.55 256.875</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
CIRCLING	5200-1¼ 883 (900-1¼)	5200-2¾ 883 (900-2¾)	5360-3 1043 (1100-3)	

WAAS CH <b>82418</b> <b>W18A</b>	APP CRS <b>186°</b>	Rwy Ldg TDZE Apt Elev <b>5700</b> <b>6763</b> <b>6763</b>
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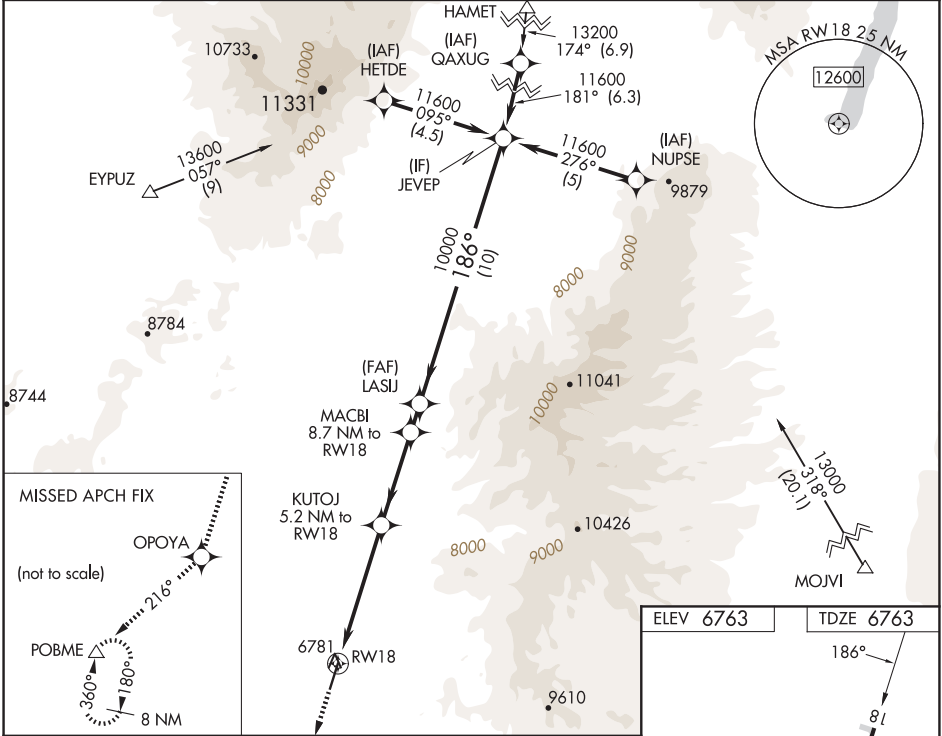
RNAV (GPS) RWY 18  
PANGUITCH MUNI (U55)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Bryce Canyon altimeter setting and increase all DA 149 feet and all MDA 160 feet, increase LPV visibility ¼ mile and increase LNAV visibility and Circling Cat B visibility ¼ mile. Baro-VNAV and VDP NA with Bryce Canyon altimeter setting.

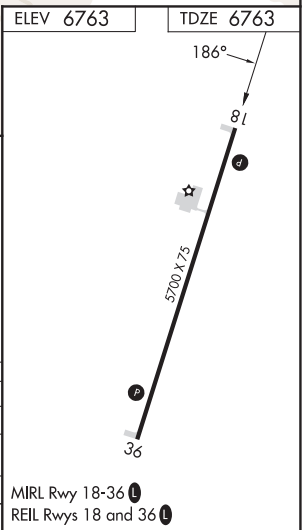
**S** -28°C

MISSED APPROACH: Climb to 12500 direct OPOYA and on track 216° to POBME and hold, continue climb-in-hold 12500.

AWOS-3 <b>133.125</b>	SALT LAKE CENTER <b>133.6 269.25</b>	CTAF <b>122.9</b>
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12500	OPOYA	tr 216°	POBME	JEVEP
*LNAV only.				
		*2.1 NM to RW18	KUTOJ 5.2 NM to RW18	LASIJ 8.7 NM to RW18
			8460*	9600*
				10000
				11600
				Procedure Turn NA
				GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	6963-1	200 (200-1)	NA	NA
LNAV/VNAV DA	7331-2	568 (600-2)	NA	NA
LNAV MDA	7460-1	697 (700-1)	NA	NA
CIRCLING	7460-1	697 (700-1)	NA	NA



PANGUITCH, UTAH



AL-9439 (FAA)


25163

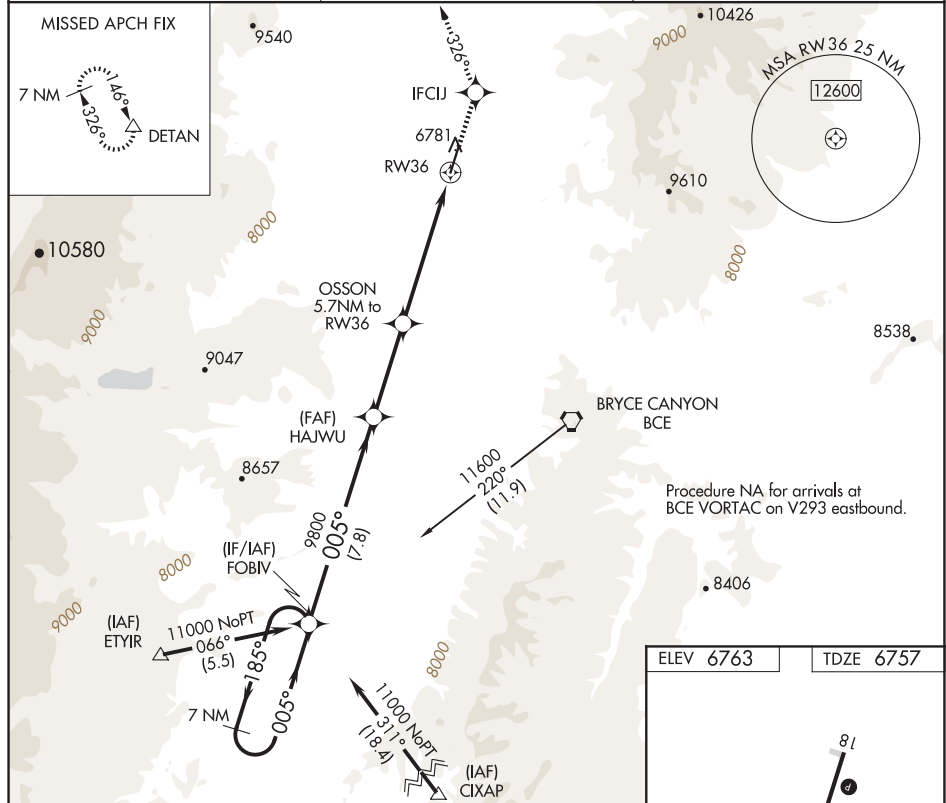
APP CRS	Rwy Ldg	5700
005°	TDZE	6757
	Apt Elev	6763


# RNAV (GPS) RWY 36

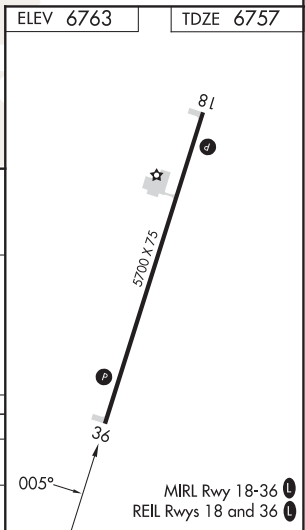
PANGUITCH MUNI (U55)

  -28°C	DME/DME RNP-0.3 NA. When local altimeter setting not received use Bryce Canyon altimeter setting and increase all MDA 160 feet. VDP NA with Bryce Canyon altimeter setting.	MISSED APPROACH: Climb to 12000 direct IFCIJ and on track 326° to DETAN and hold.
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AWOS-3 133.125	SALT LAKE CENTER 133.6 269.25	CTAF 122.9 
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).				12000	IFCIJ	tr 326°	DETAN
7 NM Holding Pattern				FOBIV	HAJWU	OSSON 5.7 NM to RW36	
11000 ← 185°				005°	9800	3.06° TCH 40	RW36
7.8 NM				3.5 NM	2.2 NM	3.5 NM	
CATEGORY	A	B	C	D			
LNVA MDA	7900-1¼ 1143 (1200-1¼)	7900-1½ 1143 (1200-1½)	NA				
 CIRCLING	7900-1¼ 1137 (1200-1¼)	7900-1½ 1137 (1200-1½)	NA				



PANGUITCH, UTAH  
Orig-A 23APR20

37°51'N-112°24'W

## PANGUITCH MUNI (U55) RNAV (GPS) RWY 36

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



PARKER, ARIZONA

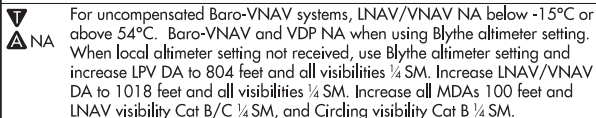
AL-6633 (FAA)

23278

WAAS CH <b>72936</b> <b>W02A</b>	APP CRS <b>016°</b>	Rwy Idg <b>6250</b> TDZE <b>456</b> Apt Elev <b>458</b>
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RNAV (GPS) RWY 2  
AVI SUQUILLA (P20)

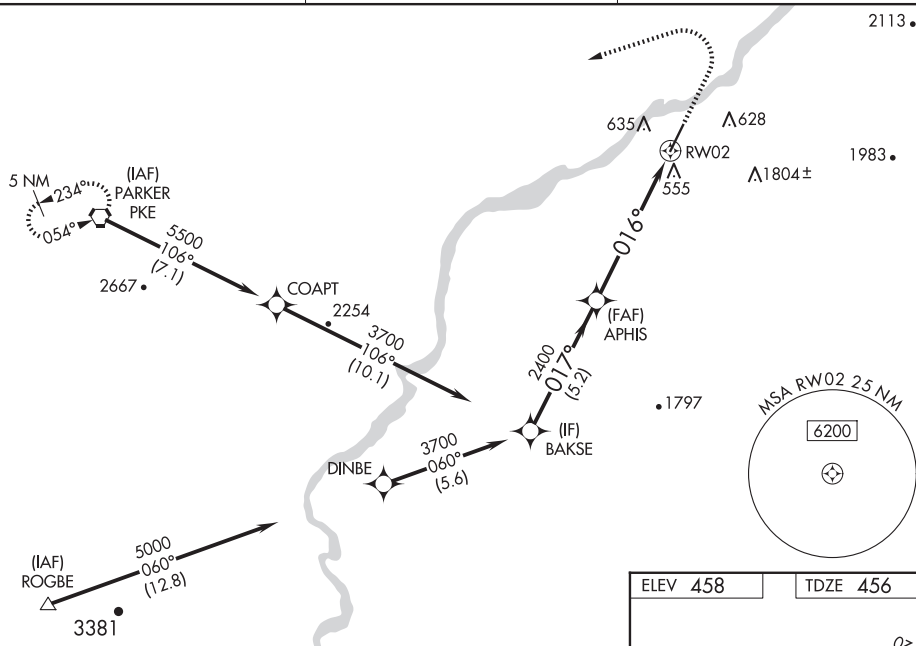
RNP APCH - GPS.



**MISSED APPROACH:** (Do not exceed 180K until PKE VORTAC) Climb to 1100, then climbing left turn to 5600 direct PKE VORTAC and hold, continue climb-in-hold to 5600.

AWOS-3PT  
132.75

LOS ANGELES CENTER  
128.15 285.6

UNICOM  
122.725 (CTAF) **L**

PARKER, ARIZONA  
Amdt 1 05OCT23

34°09'N-114°16'W  
293

AVI SUQUILLA (P20)  
RNAV (GPS) RWY 2

SW-4, 12 JUN 2025 to 07 AUG 2025

PARKER, ARIZONA

AL-6633 (FAA)

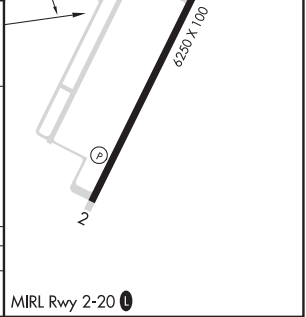
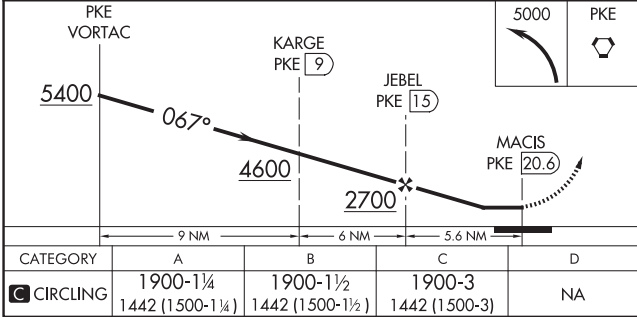
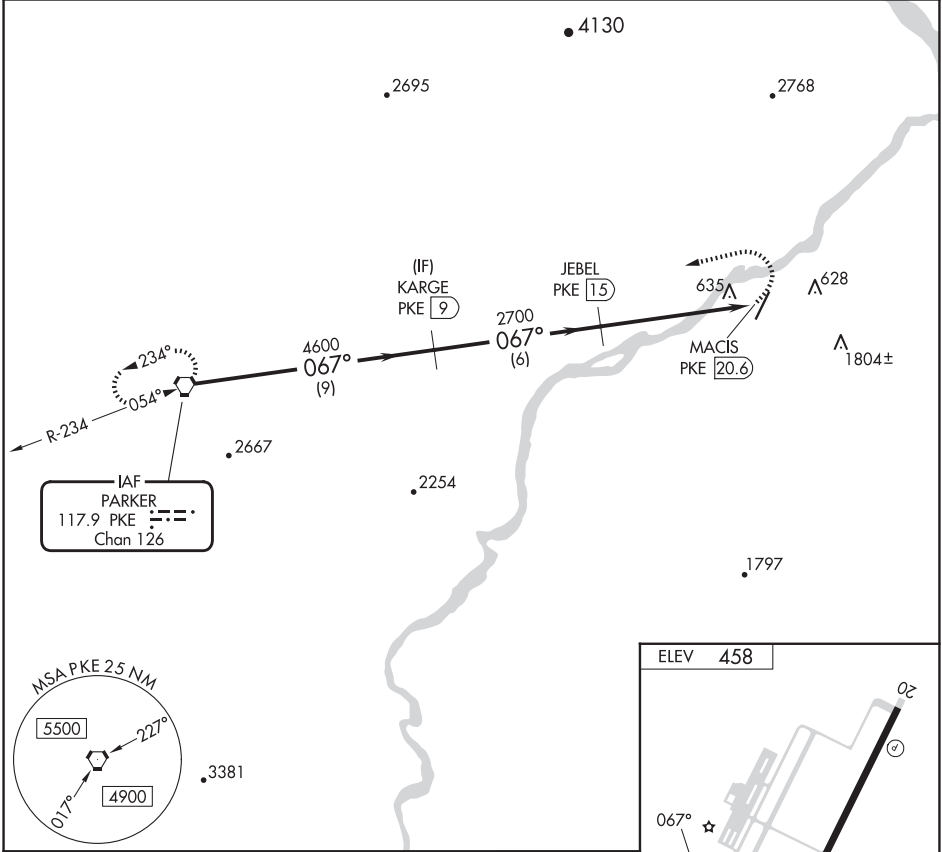
23278

VORTAC PKE <b>117.9</b> Chan <b>126</b>	APP CRS <b>067°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>458</b>
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VOR/DME-A  
AVI SUQUILLA (P2Ø)

<b>V</b> <b>NA</b>	When local altimeter setting not received, use Blythe altimeter setting and increase all MDA 100 feet.	MISSED APPROACH: Climbing left turn to 5000 direct PKE VORTAC and hold.
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AWOS-3PT <b>132.75</b>	LOS ANGELES CENTER <b>128.15 285.6</b>	UNICOM <b>122.725</b> (CTAF) <b>Ø</b>
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PARKER, ARIZONA Amdt 3 18SEP14	34°09'N-114°16'W	AVI SUQUILLA (P2Ø) VOR/DME-A
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SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS  
352°

Rwy Idg  
TDZE  
Apt Elev

N/A  
N/A  
5157

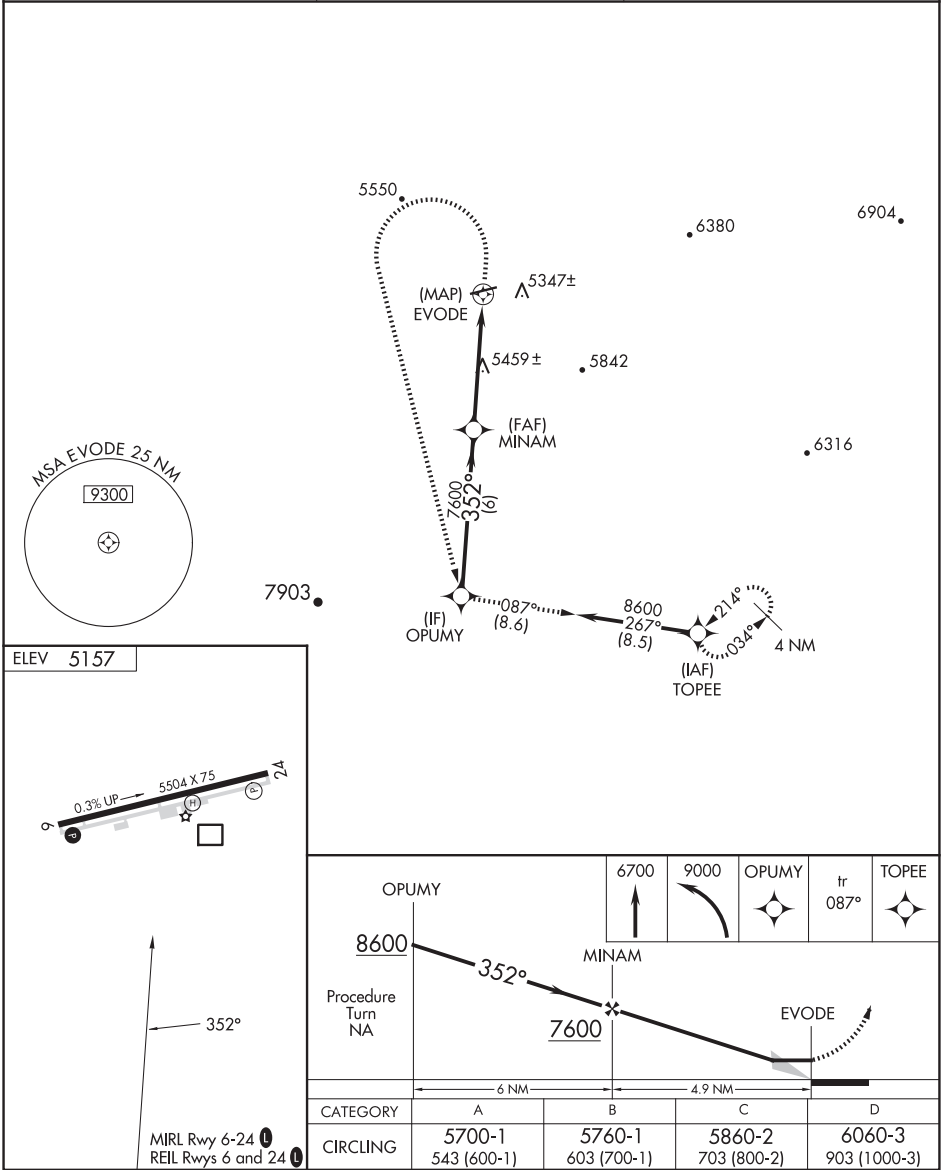
RNAV (GPS)-A  
PAYSON (PAN)

NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 6700 then climbing left turn to 9000 direct OPUMY WP and via 087° track to TOPEE WP and hold.

AWOS-3PT 119.325	ALBUQUERQUE CENTER 127.675 306.2	UNICOM 122.8 (CTAF)
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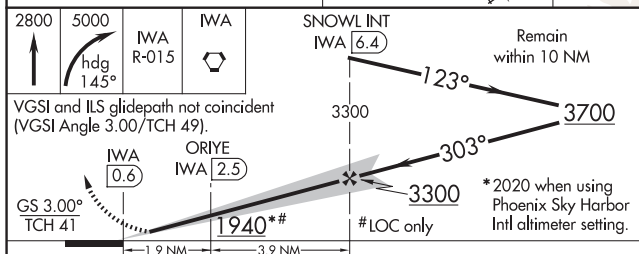
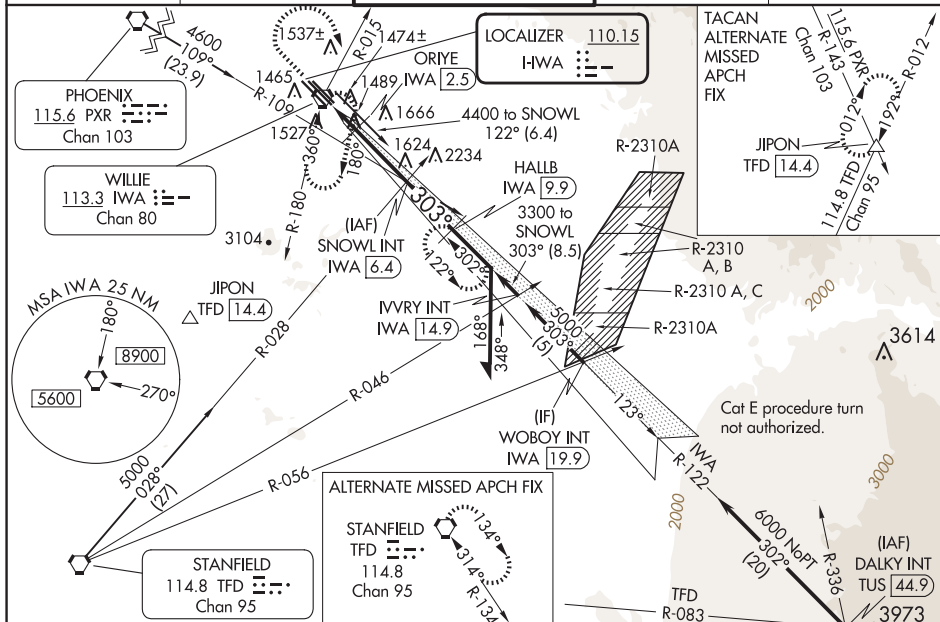
LOC I-IWA <b><u>110.15</u></b>	APP CRS <b>303°</b>	Rwy Idg TDZE Apt Elev	<b>10201</b> <b>1380</b> <b>1384</b>
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ILS or LOC RWY 30C  
MESA GATEWAY (IWA)

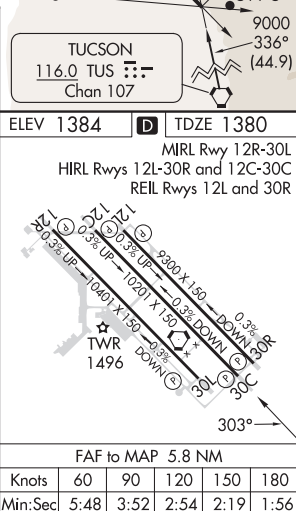
**T** When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase S-LS DA to 1660 feet and all MDA 80 feet; increase S-LS 30C, S-LOC 30C all Cats and Circling Cats C/D/E visibility  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALB/9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4	GND CON 128.25 275.8	CLNC DEL 135.05
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CATEGORY	A	B	C	D	E
S-ILS 30C	1580- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )				
S-LOC 30C	1940-1	560 (600-1)	1940-1 $\frac{1}{2}$ 560 (600-1 $\frac{1}{2}$ )	1940-1 $\frac{3}{4}$ 560 (600-1 $\frac{3}{4}$ )	1940-2 560 (600-2)
CIRCLING	1940-1	556 (600-1)	1940-1 $\frac{1}{2}$ 556 (600-1 $\frac{1}{2}$ )	2000-2 616 (700-2)	2020-2 $\frac{1}{4}$ 636 (700-2 $\frac{1}{4}$ )
ORIVE FIX MINIMUMS					
S-LOC 30C	1800-1	420 (500-1)	1800-1 $\frac{1}{4}$	420 (500-1 $\frac{1}{4}$ )	1800-1 $\frac{1}{2}$ 420 (500-1 $\frac{1}{2}$ )
CIRCLING	1880-1	496 (500-1)	1880-1 $\frac{1}{2}$ 496 (500-1 $\frac{1}{2}$ )	2000-2 616 (700-2)	2020-2 $\frac{1}{4}$ 636 (700-2 $\frac{1}{4}$ )



PHOENIX, ARIZONA  
Amdt 3C 17JUN21

33°18'N-111°39'W

MESA GATEWAY (IWA)  
ILS or LOC RWY 30C

SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	10201
303°	TDZE	1380
	Apt Elev	1384

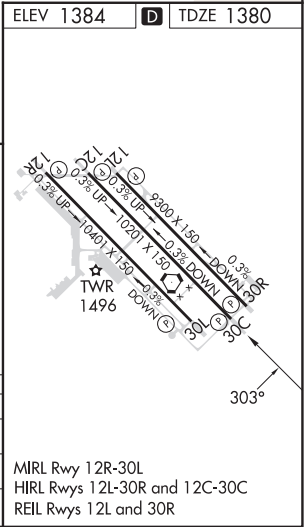
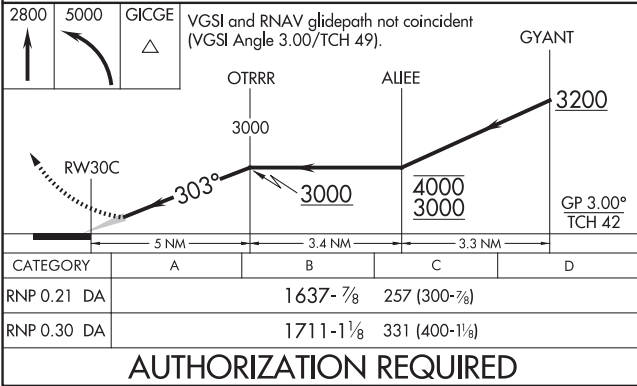
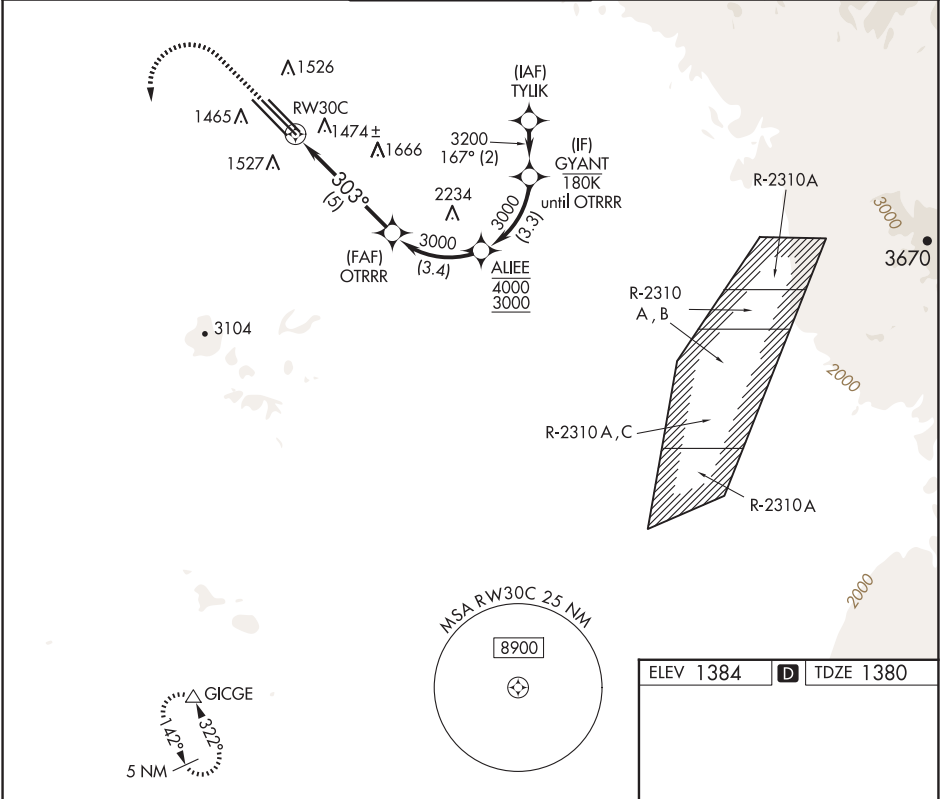
# RNAV (RNP) Z RWY 30C

MESA GATEWAY (IWA)

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). GPS and RF required.

MISSED APPROACH: Climb to 2800 then climbing left turn to 5000 direct GICGE and hold.

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER★ 120.6 (CTAF) 289.4	GND CON 128.25 275.8	CLNC DEL 135.05
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SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

PHOENIX, ARIZONA

AL-74 (FAA)

25051

WAAS CH <b>58200</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg <b>10201</b> TDZE <b>1359</b> Apt Elev <b>1384</b>
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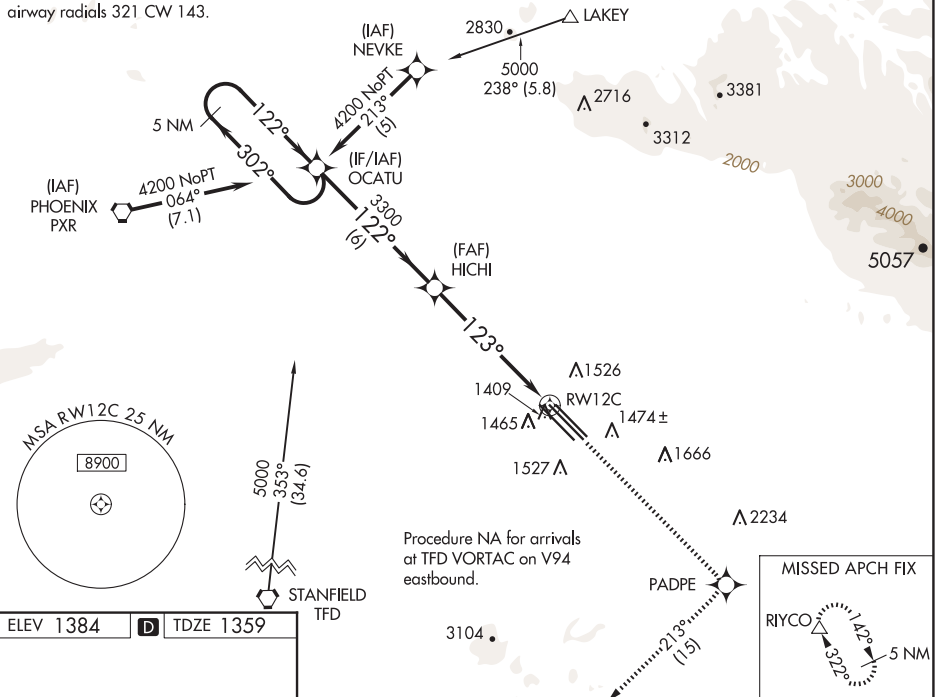
# RNAV (GPS) RWY 12C

MESA GATEWAY (IWA)

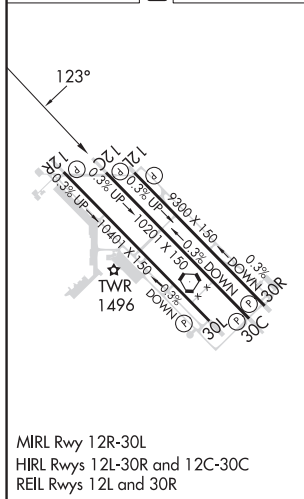
<p><b>⚠</b> DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).</p>	<p>MISSED APPROACH: Climb to 5000 direct PADPE and on 213° track to RIYCO and hold.</p>
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ATIS <b>133.5 270.275</b>	PHOENIX APP CON <b>124.9 353.8</b>	GATEWAY TOWER ★ <b>120.6 (CTAF) 289.4</b>	GND CON <b>128.25 275.8</b>	CLNC DEL <b>135.05</b>
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Procedure NA for arrivals on PXR VORTAC  
airway radials 321 CW 143.



ELEV 1384	<b>D</b>	TDZE 1359
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MIRL Rwy 12R-30L  
HIRL Rwy 12L-30R and 12C-30C  
REIL Rwy 12L and 30R

5 NM Holding Pattern				OCATU	5000 ↑		PADPE ✦	213° tr	RIYCO △
4200 ← 302° 122° →				122°	HICHI 3300	*1.1 NM to RW12C		*LNAV only.	
GP 3.00° TCH 50				3300	123°	RW12C			
				6 NM	4.8 NM	1.1			
CATEGORY	A		B		C	D		E	
LPV DA	1609-1 250 (300-1)								
LNAV/ VNAV DA	1686-1¼ 327 (400-1¼)								
LNAV MDA	1740-1 381 (400-1)					1740-1¼ 381 (400-1¼)			
CIRCLING	1840-1¼ 456 (500-1¼)		1880-1½ 496 (500-1½)		2000-2 616 (700-2)		2020-2¼ 636 (700-2¼)		

PHOENIX, ARIZONA

Amdt 1C 17JUN21

33°18'N-111°39'W

# MESA GATEWAY (IWA)

# RNAV (GPS) RWY 12C

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>50325</b> <b>W12B</b>	APP CRS <b>123°</b>	Rwy Idg <b>10401</b> TDZE <b>1349</b> Apt Elev <b>1384</b>
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RNAV (GPS) RWY 12R

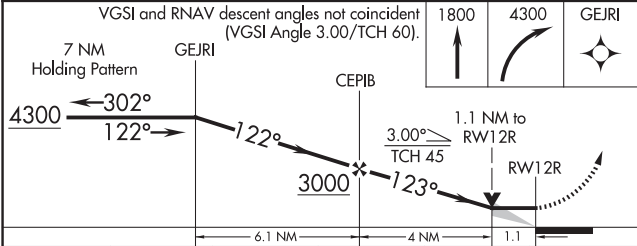
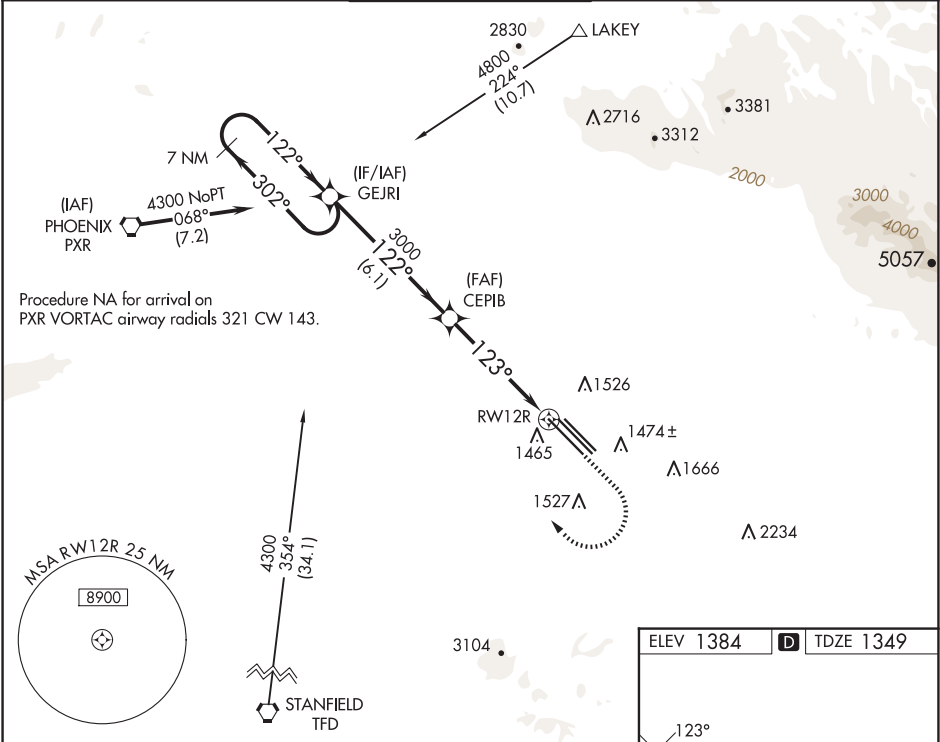
MESA GATEWAY (IWA)

⚠

DME/DME RNP-0.3 NA. VDP NA with Phoenix Sky Harbor Intl altimeter setting. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cuts C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 1800 then climbing right turn to 4300 direct GEJRI and hold, continue climb-in-hold to 4300.

ATIS <b>133.5 270.275</b>	PHOENIX APP CON <b>124.9 353.8</b>	GATEWAY TOWER ★ <b>120.6 (CTAF) 289.4</b>	GND CON <b>128.25 275.8</b>	CLNC DEL <b>135.05</b>
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ELEV 1384    **D**    TDZE 1349

CATEGORY

A

B

C

D

E

LP MDA

1740-1 391 (400-1)

1740-1½ 391 (400-1½)

2300-3 951 (1000-3)

LNAV MDA

1740-1 391 (400-1)

1740-1½ 391 (400-1½)

2420-3 1071 (1100-3)

CIRCLING

1880-1 496 (500-1)

1880-1½ 496 (500-1½)

2000-2 616 (700-2)

2420-3 1036 (1100-3)

MIRL Rwy 12R-30L  
HIRL Rwy 12L-30R and 12C-30C  
REIL Rwy 12L and 30R

PHOENIX, ARIZONA

AL-74 (FAA)

25051

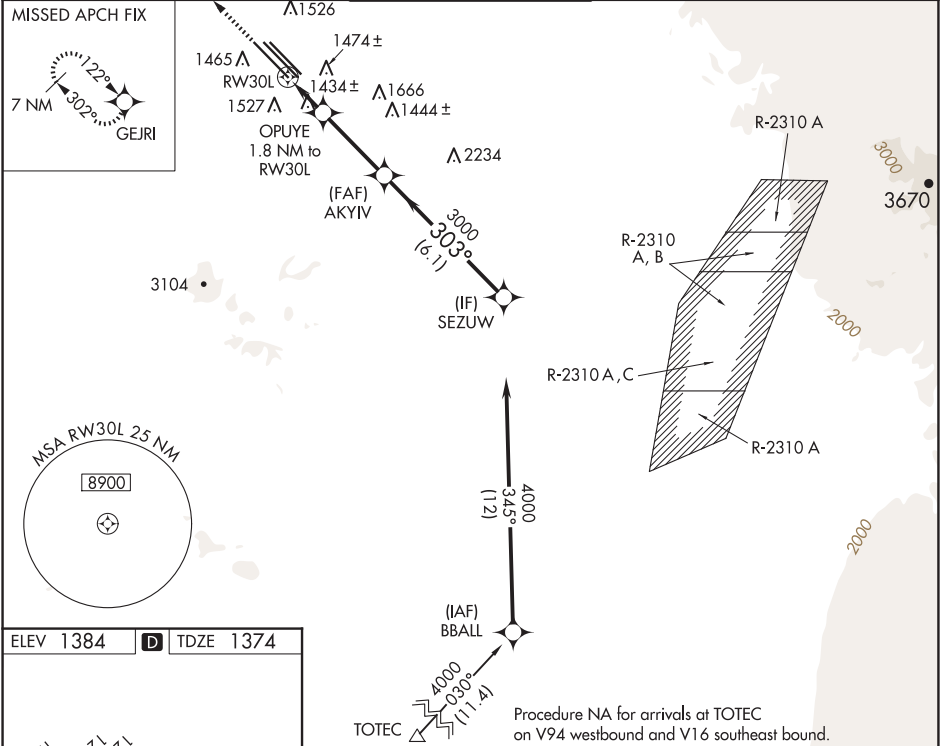
WAAS CH <b>93525</b> <b>W30B</b>	APP CRS <b>303°</b>	Rwy Idg <b>10401</b> TDZE <b>1374</b> Apt Elev <b>1384</b>
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RNAV (GPS) RWY 30L  
MESA GATEWAY (IWA)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cat C, D and E visibility ½ SM and Circling Cats D, E visibility ¼ SM. VDP NA with Phoenix Sky Harbor Intl altimeter setting.

MISSED APPROACH: Climb to 4300 direct GEJRI and hold.

ATIS <b>133.5 270.275</b>	PHOENIX APP CON <b>124.9 353.8</b>	GATEWAY TOWER ★ <b>120.6 (CTAF) 289.4</b>	GND CON <b>128.25 275.8</b>	CLNC DEL <b>135.05</b>
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ELEV 1384 <b>D</b> TDZE 1374		SEZUW				
MIRL Rwy 12R-30L HIRL Rws 12L-30R and 12C-30C REIL Rws 12L and 30R		RW30L				
CATEGORY		A	B	C	D	E
LP MDA		1800-1	426 (500-1)	1800-1½	426 (500-1½)	
LNAV MDA		1800-1	426 (500-1)	1800-1½	426 (500-1½)	
CIRCLING		1880-1	496 (500-1)	1880-1½ 496 (500-1½)	2000-2 616 (700-2)	2040-2½ 656 (700-2½)

PHOENIX, ARIZONA  
Amdt 1D 12AUG21

33°18'N-111°39'W

MESA GATEWAY (IWA)  
RNAV (GPS) RWY 30L

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>69343</b> <b>W30D</b>	APP CRS <b>303°</b>	Rwy Idg <b>9300</b> TDZE <b>1384</b> Apt Elev <b>1384</b>
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RNAV (GPS) RWY 30R  
MESA GATEWAY (IWA)

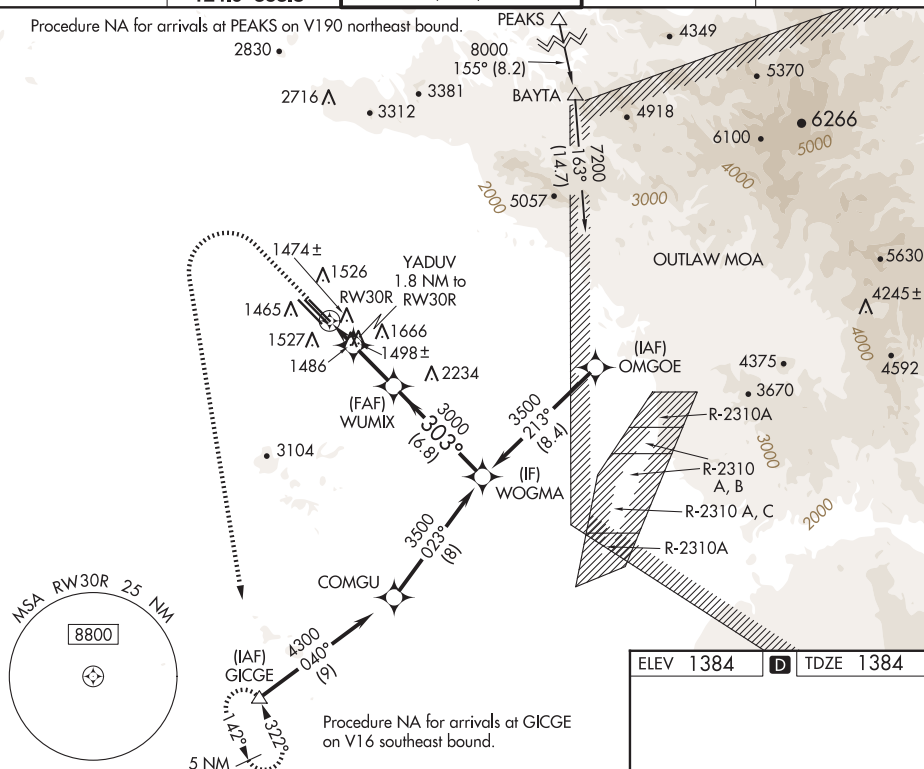
RNP APCH-GPS.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**MISSED APPROACH:** Climb to 2800 then climbing left turn to 5000 direct to GICGE and hold.

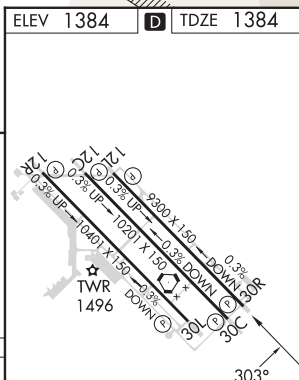
ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4	GND CON 128.25 275.8	CLNC DEL 135.05
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### Procedure NA for arrivals at PEAKS on V190 northeast bound.



Procedure NA for arrivals at GICGE  
on V16 southeast bound.

		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75). YADUV 1.8 NM to RW30R		WOGMA 3500 GP 3.00° TCH 55	
*LNAV only 		WUMIX 3000 303° 3000 2020*			
CATEGORY	A	B	C	D	
LPV DA	1584- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )				
LNAV/VNAV DA	1634- <sup>3</sup> / <sub>4</sub> 250 (300- <sup>3</sup> / <sub>4</sub> )				
LNAV MDA	1740-1 356 (400-1)				
CIRCLING	1840-1	456 (500-1)	1880-1 <sup>1</sup> / <sub>2</sub> 496 (500-1 <sup>1</sup> / <sub>2</sub> )	2000-2 616 (700-2)	



MIRL Rwy 12R-30L  
HIRL Rwys 12L-30R and 12C-30C  
REIL Rwys 12L and 30R

RNAV (GPS) Y RWY 30C  
MESA GATEWAY (IWA)

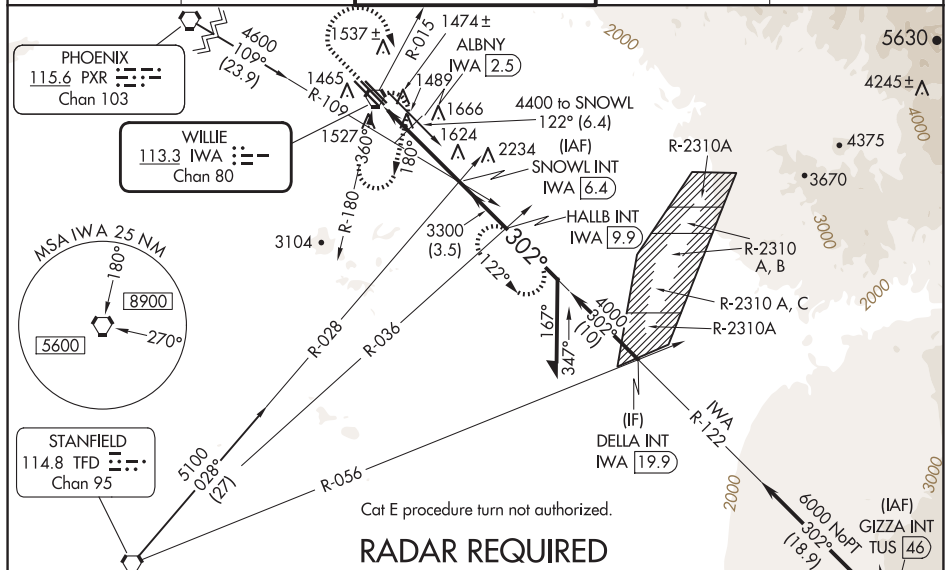
RNAV (GPS) Y RWY 30C

SW-4, 12 JUN 2025 to 07 AUG 2025

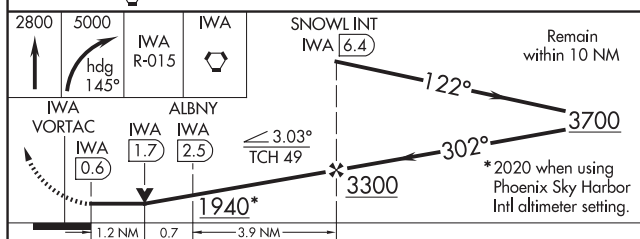
VOR or TACAN RWY 30C  
MESA GATEWAY (IWA)

**MISSED APPROACH:** Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB INT/IWA 9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

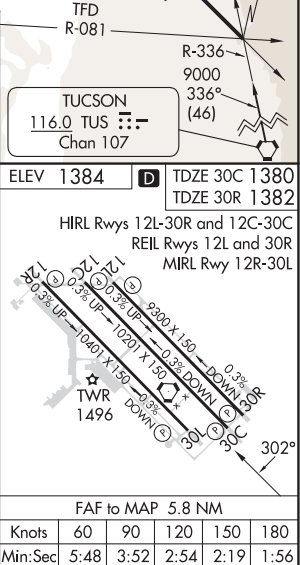
ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4	GND CON 128.25 275.8	CLNC DEL 135.05
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## RADAR REQUIRED



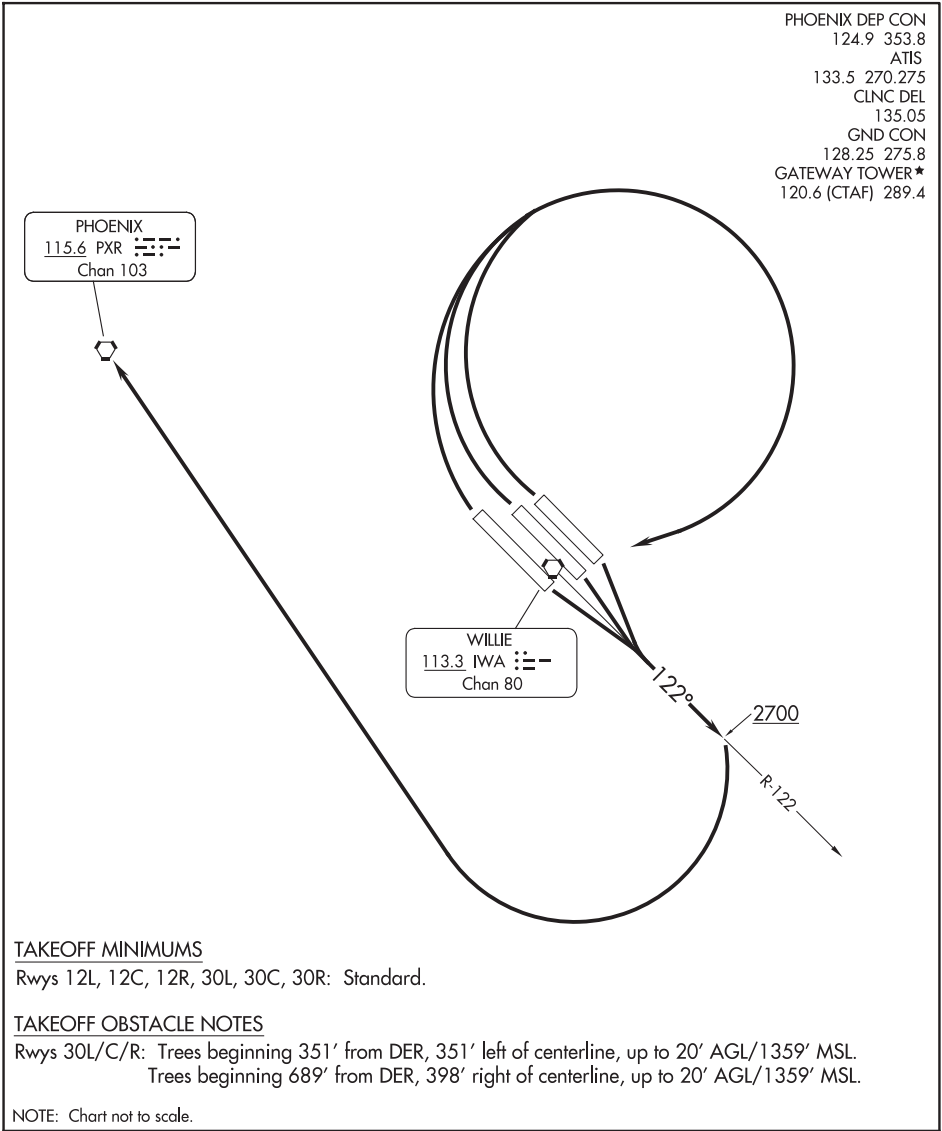
CATEGORY	A	B	C	D	E
S-30C	1940-1	560 (600-1)	1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
SIDESTEP 30R	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2	558 (600-2)
CIRCLING	1940-1	556 (600-1)	1940-1½ 556 (600-1½)	2000-2 616 (700-2)	2020-2¼ 636 (700-2¼)
DME MINIMUMS					
S-30C	1800-1	420 (500-1)	1800-1¼	420 (500-1¼)	1800-1½ 420 (500-1½)
SIDESTEP 30R	1800-1	418 (500-1)	1800-1½ 418 (500-1½)	1800-2	418 (500-2)
CIRCLING	1880-1	496 (500-1)	1880-1½ 496 (500-1½)	2000-2 616 (700-2)	2020-2¼ 636 (700-2¼)



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4. 12 JUN 2025 to 07 AUG 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb to 2700 via IWA VORTAC R-122 then right turn direct PXR VORTAC.

TAKEOFF RUNWAYS 30L/C/R: Climbing right turn to 4000 direct IWA VORTAC and IWA VORTAC R-122 then right turn direct PXR VORTAC.

(BNYRD6.BNYRD) 25051

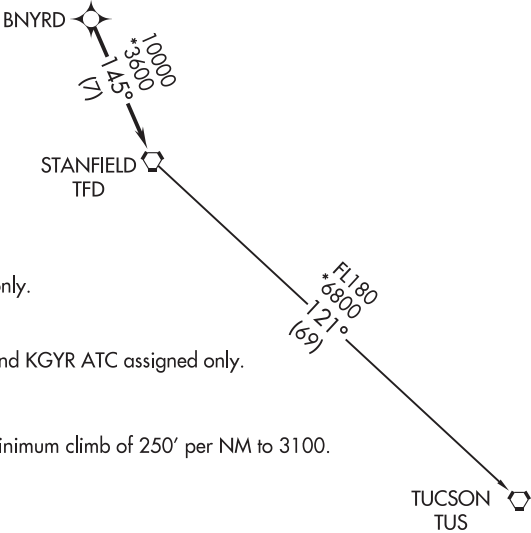
BNYRD SIX DEPARTURE (RNAV)

AL-74 (FAA)

MESA GATEWAY (IWA)  
PHOENIX, ARIZONA

PHOENIX DEP CON  
124.9 353.8  
ATIS  
133.5 270.275  
CLNC DEL  
135.05  
GND CON  
128.25 275.8  
GATEWAY TOWER★  
120.6 289.4

TOP ALTITUDE:  
ASSIGNED BY ATC



- NOTE: RNAV 1.  
NOTE: Turbojets and turboprops only.  
NOTE: RADAR required.  
NOTE: GPS required.  
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS

Rwys 12L/C/R: Standard with a minimum climb of 250' per NM to 3100.  
Rwys 30L/C/R: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC, thence. . . .

. . . expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)

BNYRD SIX DEPARTURE (RNAV)

(BNYRD6.BNYRD) 24MAY18

PHOENIX, ARIZONA  
MESA GATEWAY (IWA)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

## FTHLS SIX DEPARTURE (RNAV)

AL-74 (FAA)

MESA GATEWAY (IWA)  
PHOENIX, ARIZONA

PHOENIX DEP CON  
124.9 353.8  
ATIS  
133.5 270.275  
CLINC DEL  
135.05  
GND CON  
128.25 275.8  
GATEWAY TOWER ★  
120.6 289.4

NOTE: RNAV 1.

NOTE: Turbojets and turboprops only.

NOTE: RADAR required.

NOTE: GPS required.

NOTE: ABQ transition ATC assigned only.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO file FTHLS DEPARTURE.

NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK file LALUZ DEPARTURE.

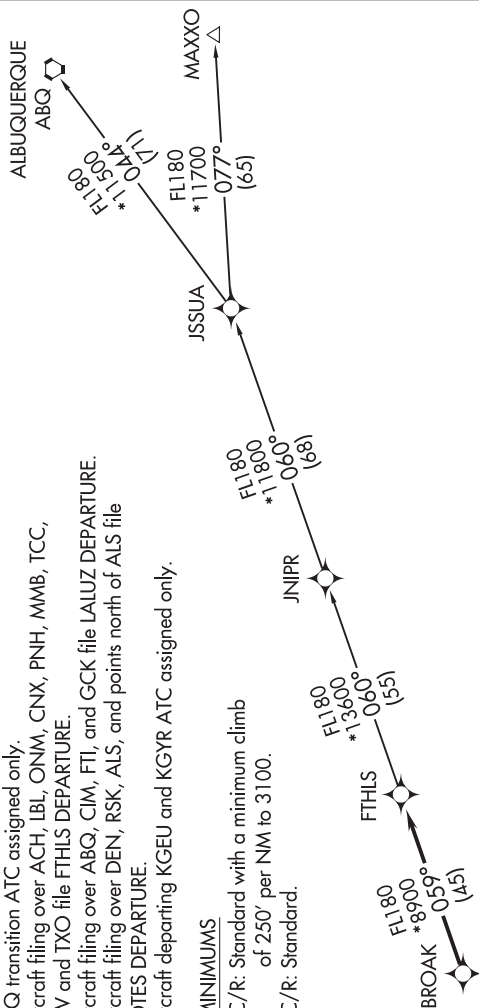
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS file  
YOTES DEPARTURE.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

## TAKEOFF MINIMUMS

Rwys 12L/C/R: Standard with a minimum climb of 250' per NM to 3100.

Rwys 30L/C/R: Standard.



**TOP ALTITUDE:  
ASSIGNED BY ATC**

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC. Thence. . . .  
TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC. Thence. . . .

... expect RADAR vectors to BROAK, then on track 059° to FTHLS, then on (transition).  
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FTHLS6.ABQ)

## JNIPR TRANSITION (FTHLS6.JNIPR)

MAXXO TRANSITION (FTHLS6.MAXXO)

NOTE: Chart not to scale.

## FTHLS SIX DEPARTURE (RNAV)

(FTHLS6.FTHLS) 24MAY18

PHOENIX, ARIZONA  
MESA GATEWAY (IWA)

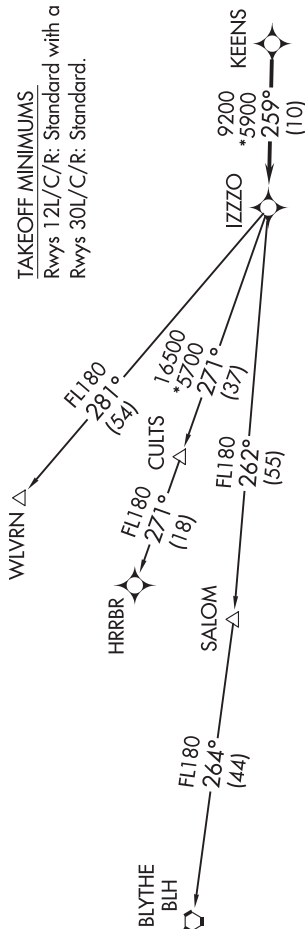
**TOP ALTITUDE:  
ASSIGNED BY ATC**

PHOENIX DEP CON  
124.9 353.8  
ATIS  
133.5 270.275  
CLNC DEL  
135.05  
GND CON  
128.25 275.8  
GATEWAY TOWER★  
120.6 289.4

NOTE: Turbojets and turboprops only.  
NOTE: Aircraft requesting FL220 and below must file BLYTHE Transition.  
NOTE: Turbojets landing LAX, file WLVRN Transition.  
NOTE: Aircraft landing other than LAX and turboprops landing at LAX: Requesting FL240 and above, file HRRBR Transition.  
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

## TAKEOFF MINIMUMS

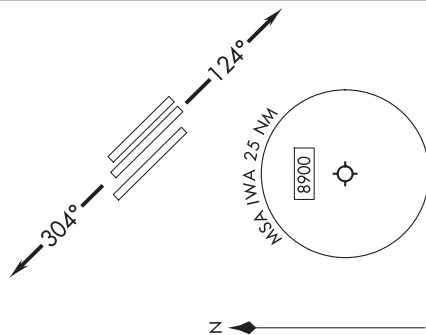
Rwys 12L/C/R: Standard with a minimum climb of 250'/NM to 3100.  
Rwys 30L/C/R: Standard.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb on heading 124° or as assigned by ATC, then. . .  
TAKEOFF RUNWAYS 30L/C/R: Climb on heading 304° or as assigned by ATC, then. . .  
... for RADAR vectors to KEENS, then on track 259° to IZZO, then on (transition).  
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZO8.BLH)  
HRRBR TRANSITION (IZZZO8.HRRBR)  
WLVRN TRANSITION (IZZZO8.WLVRN)



NOTE: Chart not to scale.

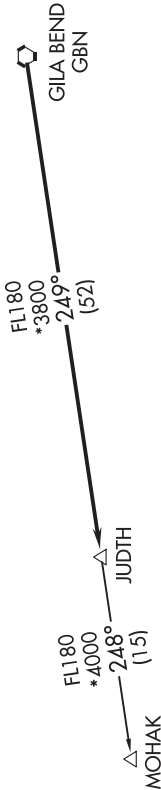
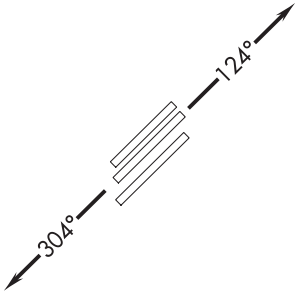


PHOENIX DEP CON  
124.9 353.8  
ATIS  
133.5 270.275  
CINC DEL  
135.05  
GND CON  
128.25 275.8  
GATEWAY TOWER★  
120.6 289.4

NOTE: RNAV 1.  
NOTE: Turboprops and turboprops only.  
NOTE: RADAR required.  
NOTE: GPS required.  
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS  
Rwys 12L/C/R: Standard with a minimum climb of 250' per NM to 3100.  
Rwys 30L/C/R: Standard.

TOP ALTITUDE:  
ASSIGNED BY ATC



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC, thence. . .  
TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC, thence. . .  
. . . expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition).  
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

MOHAK TRANSITION (JUDTH7.MOHAK)

NOTE: Chart not to scale.

(KATMN6.KATMN) 25051

KATMN SIX DEPARTURE (RNAV)

AL-74 (FAA)

MESA GATEWAY (IWA)  
PHOENIX, ARIZONA

SW-4, 12 JUN 2025 to 07 AUG 2025

PHOENIX DEP CON  
124.9 353.8  
ATIS  
133.5 270.275  
CLNC DEL  
135.05  
GND CON  
128.25 275.8  
GATEWAY TOWER ★  
120.6 289.4

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned

by ATC. Thence. . . .

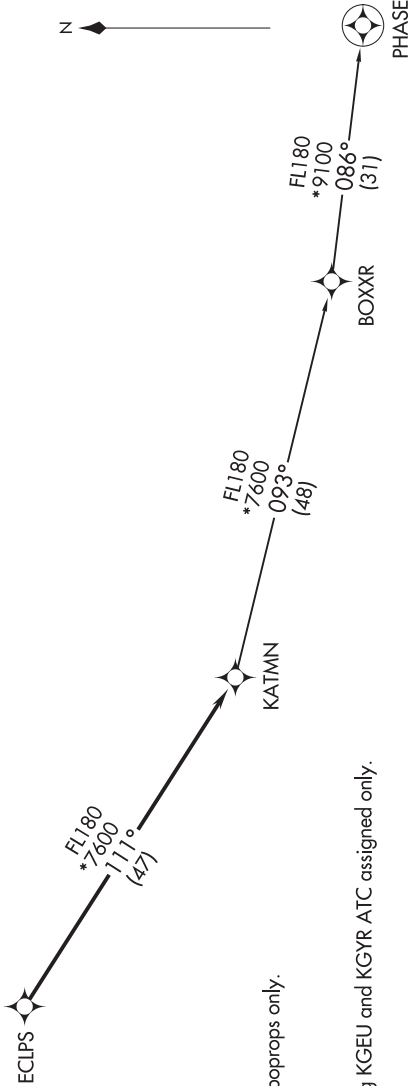
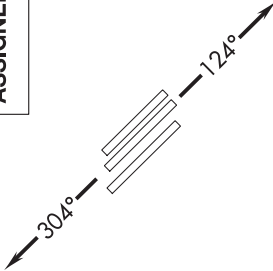
TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned

by ATC. Thence. . . .

. . . on RADAR vectors to ECLPS, then on track 111° to KATMN,  
then on (transition). Maintain ATC assigned altitude, expect filed  
altitude 3 minutes after departure.

PHASE TRANSITION (KATMN6.PHASE)

TOP ALTITUDE:  
ASSIGNED BY ATC



NOTE: RNAV 1.

NOTE: Turbojets and turboprops only.

NOTE: RADAR required.

NOTE: GPS required.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS

Rwys 12L/C/R: Standard with a minimum climb of 250' per NM to 3100.

Rwys 30L/C/R: Standard.

NOTE: Chart not to scale.

KATMN SIX DEPARTURE (RNAV)

(KATMN6.KATMN) 24MAY18

PHOENIX, ARIZONA  
MESA GATEWAY (IWA)

SW-4, 12 JUN 2025 to 07 AUG 2025

PHOENIX DEP CON  
124.9 353.8  
ATIS  
133.5 270.275  
CLINC DEL  
135.05  
GND CON  
128.25 275.8  
GATEWAY TOWER★  
120.6 289.4

NOTE:	RNAV 1.
NOTE:	Turbojets
NOTE:	RADAR re
NOTE:	GPS requ
NOTE:	SJN TRAN
NOTE:	MAXXO 1
NOTE:	Aircraft fi
NOTE:	Aircraft fi
NOTE:	Aircraft fi
NOTE:	TCC, IRW
NOTE:	Aircraft d

SJN TRANSITION for ABQ terminal arrivals only.

MAXXO TRANSITION ATC assigned only.

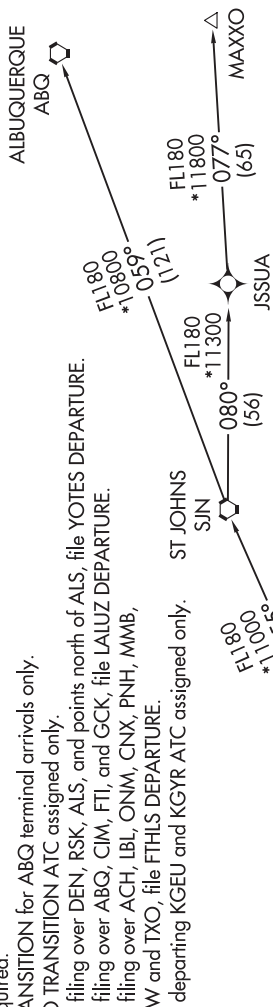
Aircraft filing over DEN, RSK, ALS, and points north of ALS, file YOTES DEPARTURE.

Aircraft filing over ABQ, CIM, FTI, and GCK, file LALUZ DEPARTURE.

Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB,

TCC, IRW and TXO, file FTHLS DEPARTURE.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.



## TAKEOFF MINIMUMS

Rwys 12L/C/R: Standard with a minimum climb of 250' per NM to 3100.  
Rwys 30L/C/R: Standard.

## DEPARTURE ROUTE DESCRIPTION

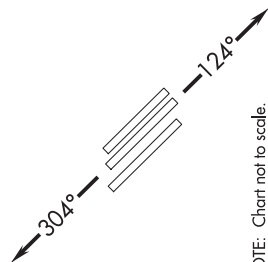
TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC, thence. . . .  
TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC, thence. . . .

...expect RADAR vectors to FORPE, then on track 055° to LALUZ, then on (transition).  
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (LALUZ6.ABQ)

MAXXO TRANSITION (LALUZ6.MAXXO)

ST JOHNS TRANSITION (LALUZ6.SJN)



NOTE: Chart not to scale.

## LALUZ SIX DEPARTURE (RNAV)

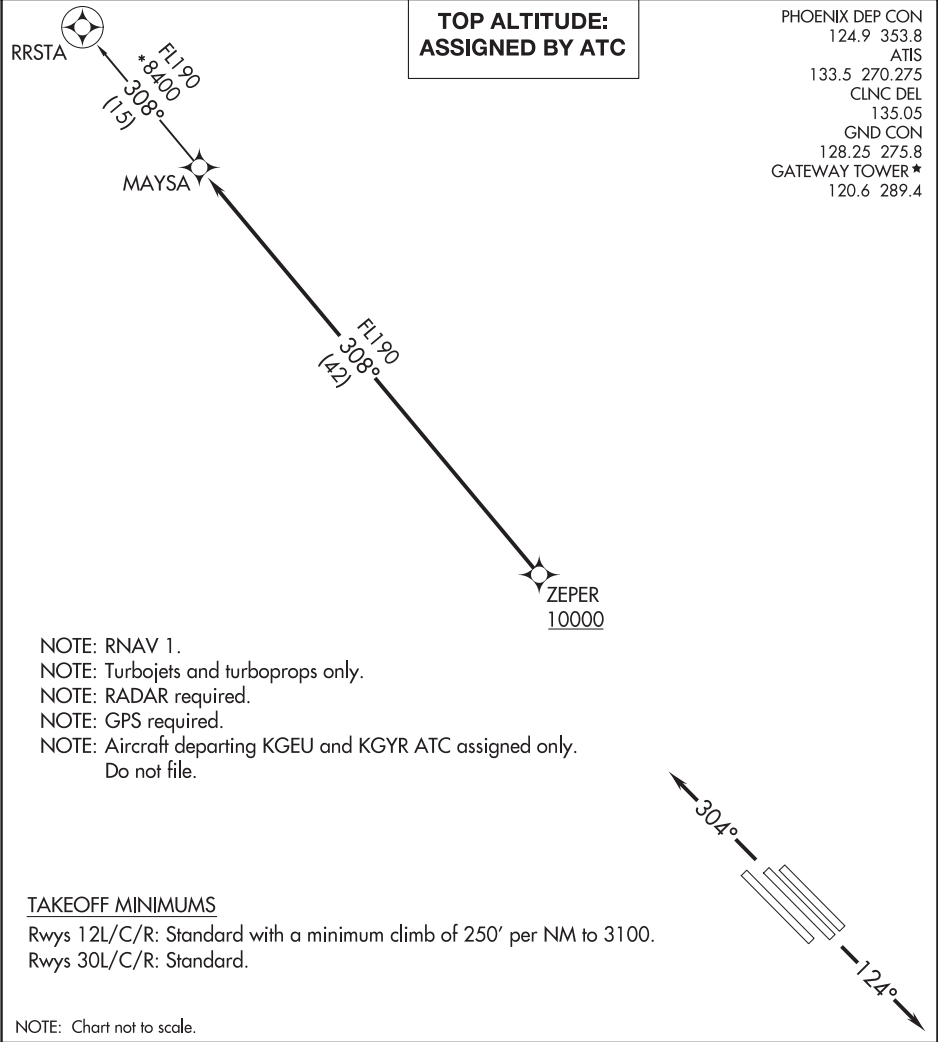
(LALUZ6.LALUZ) 24MAY18

PHOENIX, ARIZONA  
MESA GATEWAY (IWA)

(MAYSA7.MAYSA) 25051

MAYSA SEVEN DEPARTURE (RNAV) AL-74 (FAA)

MESA GATEWAY (IWA)  
PHOENIX, ARIZONA



**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 12L/C/R: Climb on heading 124° or as assigned by ATC. Thence. . .

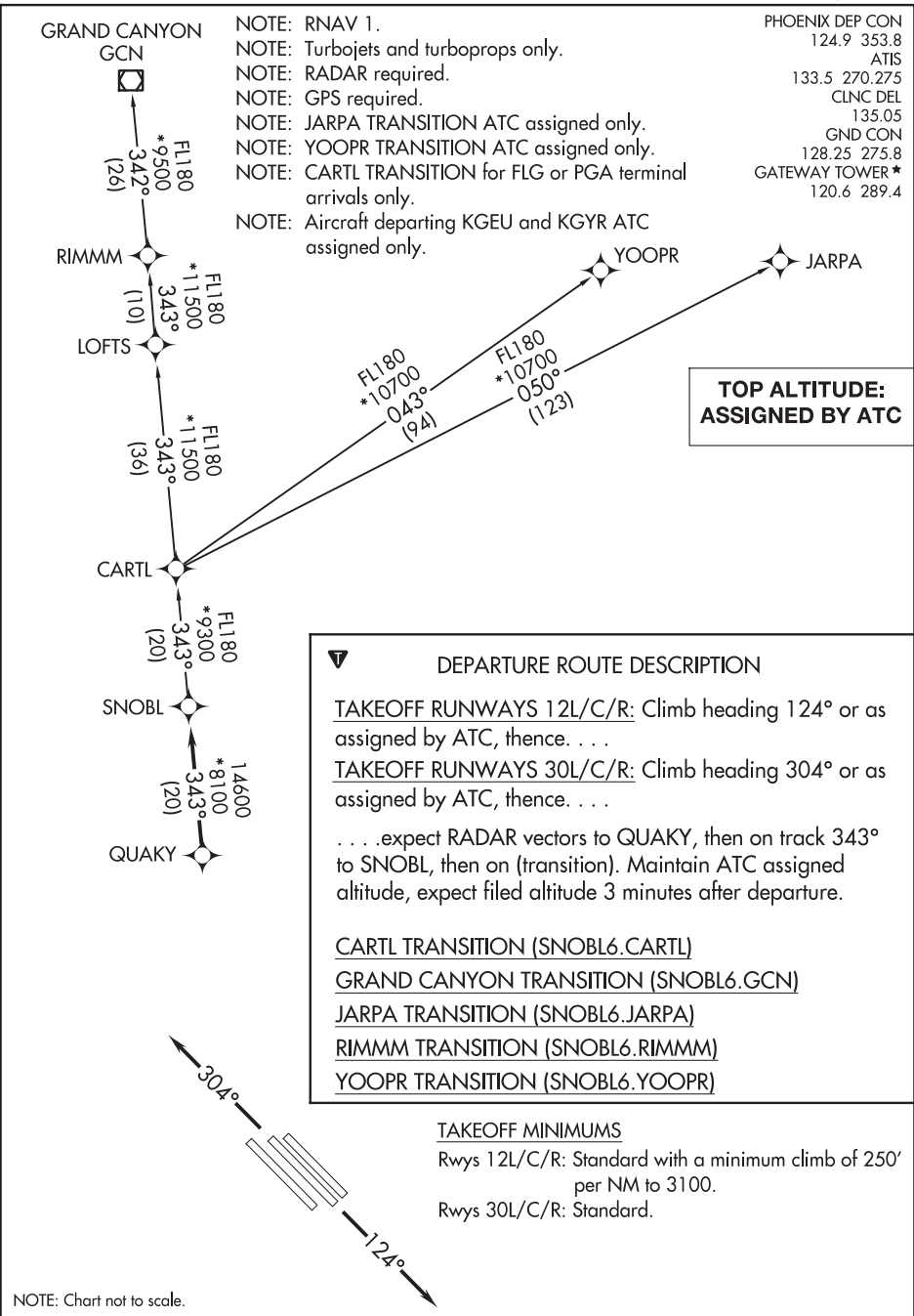
TAKEOFF RUNWAYS 30L/C/R: Climb on heading 304° or as assigned by ATC. Thence. . .

. . . expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

RRSTA TRANSITION (MAYSA7.RRSTA)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

(YOTES6.YOTES) 25051

YOTES SIX DEPARTURE (RNAV)

AL-74 (FAA)

MESA GATEWAY (IWA)  
PHOENIX, ARIZONA

PHOENIX DEP CON  
124.9 353.8  
ATIS  
133.5 270.275  
CLNC DEL  
135.05  
GND CON  
128.25 275.8  
GATEWAY TOWER ★  
120.6 289.4

GRAND CANYON  
GCN

YOOPR

JARPA

FL180  
\*9400  
016°  
(70)

FL180  
\*9500  
033°  
(92)

FL180  
\*14900  
316°  
(95)

FL180  
\*10300  
021°  
(44)

MRBIL

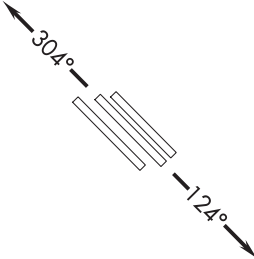
YOTES

TOP ALTITUDE:  
ASSIGNED BY ATC

- NOTE: RNAV 1.
- NOTE: Turbojets and turboprops only.
- NOTE: RADAR required.
- NOTE: GPS required.
- NOTE: GCN TRANSITION ATC assigned only.
- NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS

Rwys 12L/C/R: Standard with a minimum climb  
of 250' per NM to 3100.  
Rwys 30L/C/R: Standard.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition).  
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

GRAND CANYON TRANSITION (YOTES6.GCN)

JARPA TRANSITION (YOTES6.JARPA)

YOOPR TRANSITION (YOTES6.YOOPR)

YOTES SIX DEPARTURE (RNAV)

(YOTES6.YOTES) 24MAY18

PHOENIX, ARIZONA  
MESA GATEWAY (IWA)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>72917</b> <b>W07A</b>	APP CRS <b>074°</b>	Rwy Idg TDZE Apt Elev	<b>7299</b> <b>1460</b> <b>1478</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 7R

PHOENIX DEER VALLEY (DVT)

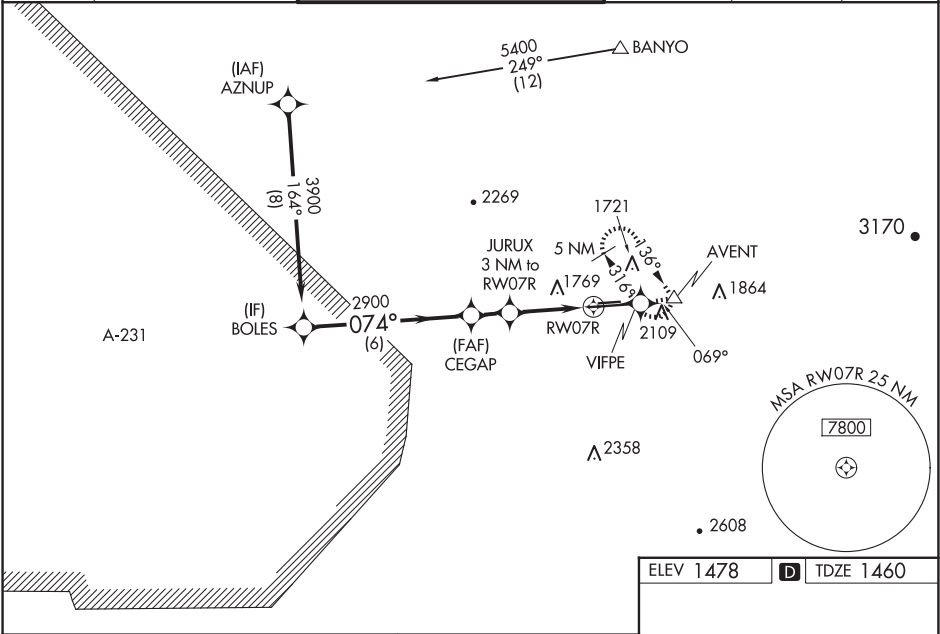
RNP APCH - GPS.

▼

When VGSI inop, Circling Rwy 25R NA at night. When local altimeter setting not received, use Scottsdale altimeter setting: increase LPV DA to 1822 feet and all visibilities  $\frac{1}{8}$  SM, increase LNAV/VNAV DA to 2160 feet and all visibilities  $\frac{1}{8}$  SM, increase all MDAs 40 feet and increase Circling Cat B visibility  $\frac{1}{4}$  SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro VNAV and VDP NA when using Scottsdale altimeter setting. Circling NA north of Rwy 7R-25L at night.

MISSED APPROACH: Climb to 5000 direct VIFPE and track 069° to AVENT and hold, continue climb-in-hold to 5000.

ATIS <b>126.5</b>	PHOENIX APP CON <b>120.7 239.0</b>	DEER VALLEY TOWER ★ <b>118.4</b> (070°-250°) (CTAF) <b>120.2</b> (251°-069°)	GND CON <b>121.8</b>	CLNC DEL <b>123.9</b>	UNICOM <b>122.95</b>
----------------------	---------------------------------------	--	-------------------------	--------------------------	-------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 46).

5000

VIFPE

tr 069°

AVENT

GP 3.00°  
TCH 42

BOLES

CEGAP

JURUX 3 NM to RW07R

1.8 NM to RW07R

RW07R

3900

2900

2440

6 NM

1.4 NM

1.2 NM

1.8 NM

CATEGORY	A	B	C	D
LPV DA		1795-1 $\frac{1}{8}$	335 (400-1 $\frac{1}{8}$ )	
LNAV/VNAV DA		2133-2 $\frac{1}{2}$	673 (700-2 $\frac{1}{2}$ )	
LNAV MDA	2060-1	600 (600-1)	2060-1 $\frac{3}{4}$	600 (600-1 $\frac{3}{4}$ )
CIRCLING	2400-1 $\frac{1}{4}$ 922 (1000-1 $\frac{1}{4}$ )	2420-1 $\frac{1}{4}$ 942 (1000-1 $\frac{1}{4}$ )	2580-3 1102 (1200-3)	2700-3 1222 (1300-3)

TWR 1637 ±

4500 X 75

0.5% UP

81% X 100

0.4% DOWN

MIRL Rwy 7L-25R and 7R-25L

REIL Rwy 7L, 7R, 25L, and 25R

RNAV (GPS) RWY 25L  
PHOENIX DEER VALLEY (DVT)

**MISSED APPROACH:** Climb to 6000 direct BOLES and on track 314° to HEVRO and right turn on track 072° to BANYO and hold.

ELEV 1478	TDZE 1475
-----------	---

Diagram illustrating the MRL Runway Intersection, showing Runways 7L, 7R, 25L, and 25R. The diagram includes dimensions, slopes, and a tower location (TWR 1637 ±).

- Runway 7L: 4500 X 75, 0.5% UP
- Runway 7R: 8196 X 100, 0.5% UP
- Runway 25L: 251, 0.4% DOWN
- Runway 25R: 251
- TWR 1637 ±
- Intersection angle: 254°

PHOENIX DEER VALLEY (DVT)

RNAV (GPS) RWY 25L

SW-4, 12 JUN 2025 to 07 AUG 2025



APP CRS <b>254°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1478</b>
------------------------	-----------------------------	---

# RNAV (GPS)-B

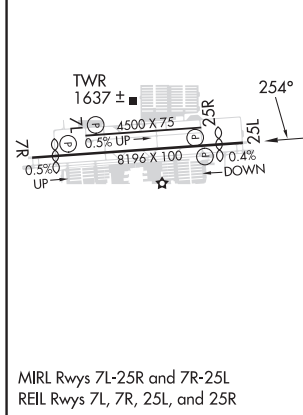
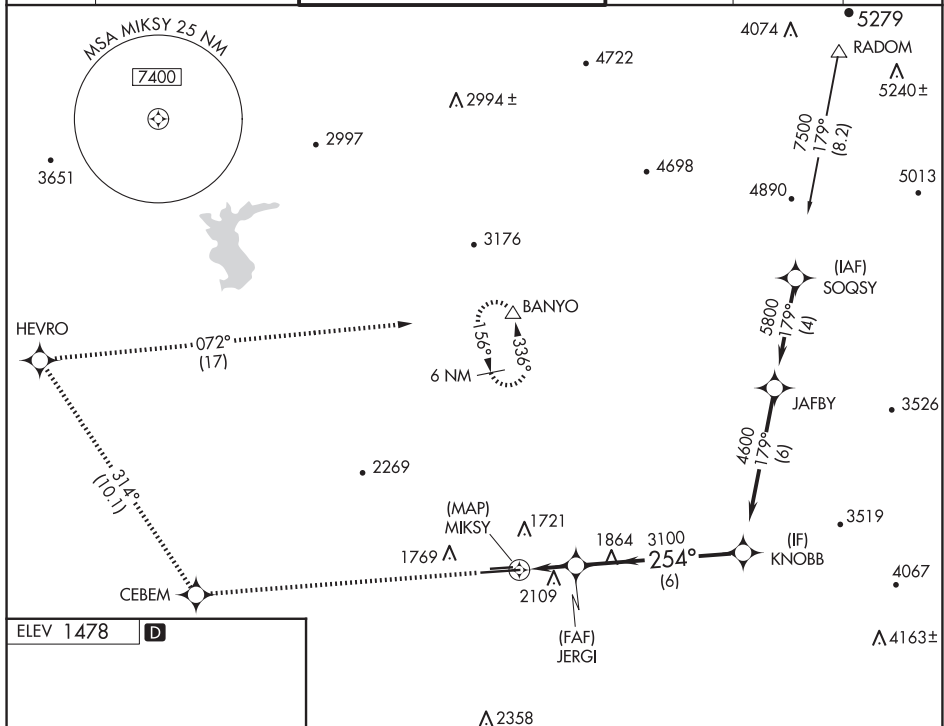
## PHOENIX DEER VALLEY (DVT)

RNP APCH - GPS.

**T** When VGSI inop, Circling to Rwy 25R NA at night. Circling not authorized at night  
**A** north of Rwy 7R-25L. When local altimeter setting not received, use Scottsdale  
altimeter setting and increase all MDAs 40 feet and Circling Cat B visibility  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climb to 6000  
direct CEBEM and on track 314° to  
HEVRO and right turn on track 072°  
to BANYO and hold.

ATIS <b>126.5</b>	PHOENIX APP CON <b>120.7 239.0</b>	DEER VALLEY TOWER ★ <b>118.4</b> (070°-250°) (CTAF) <b>120.2</b> (251°-069°)	GND CON <b>121.8</b>	CLNC DEL <b>123.9</b>	UNICOM <b>122.95</b>
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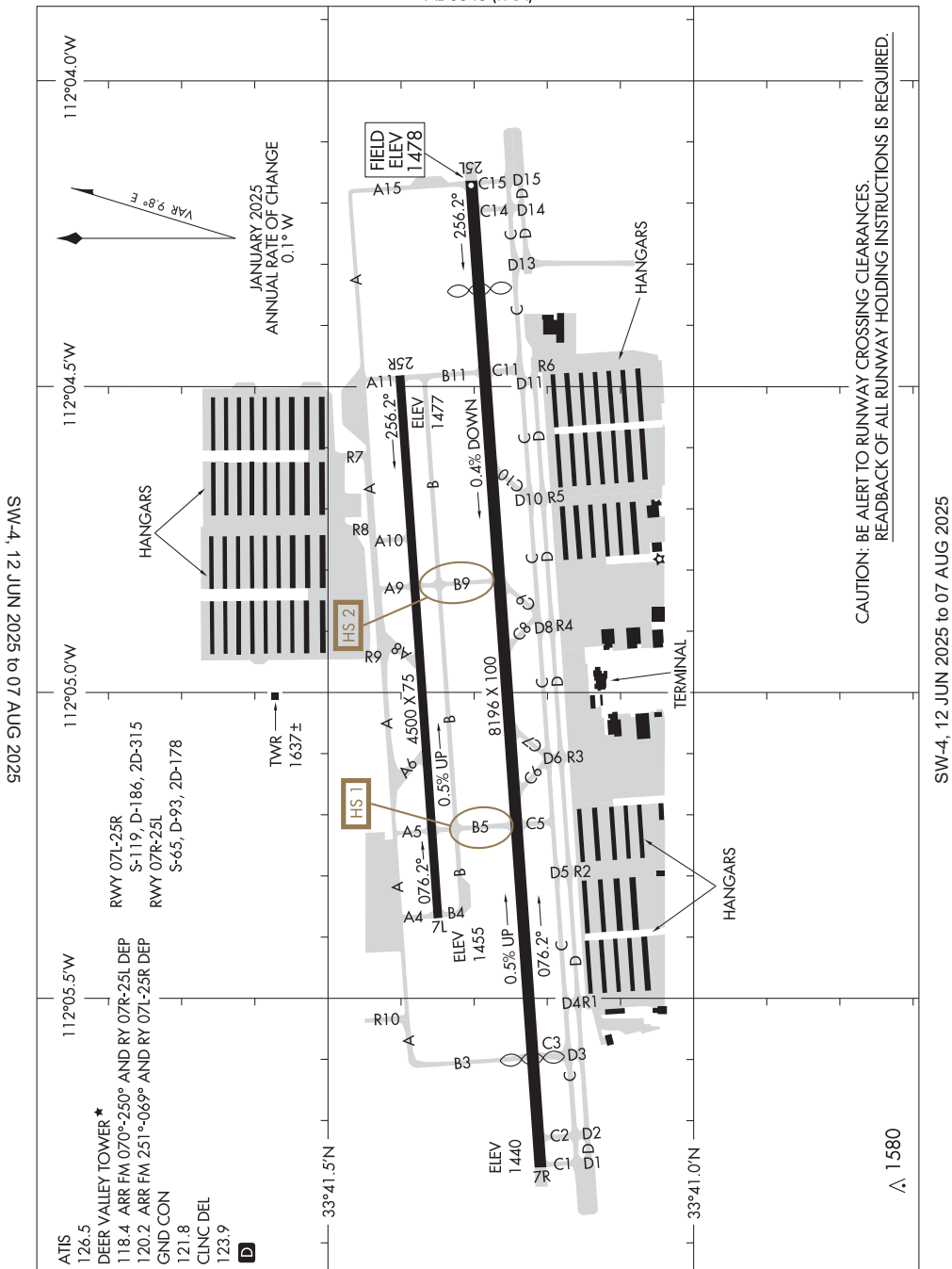
6000 ↑	CEBEM ✧	tr 314°	HEVRO ✧	↗ tr 072°	BANYO △	KNOBB
CATEGORY	A		B	C	D	
CIRCLING	2400-1¼ 922 (1000-1¼)		2420-1¼ 942 (1000-1¼)	2580-3 1102 (1200-3)	NA	

## AIRPORT DIAGRAM

AL-6646 (FAA)

PHOENIX DEER VALLEY(DVT)  
PHOENIX, ARIZONA

PHOENIX, ARIZONA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

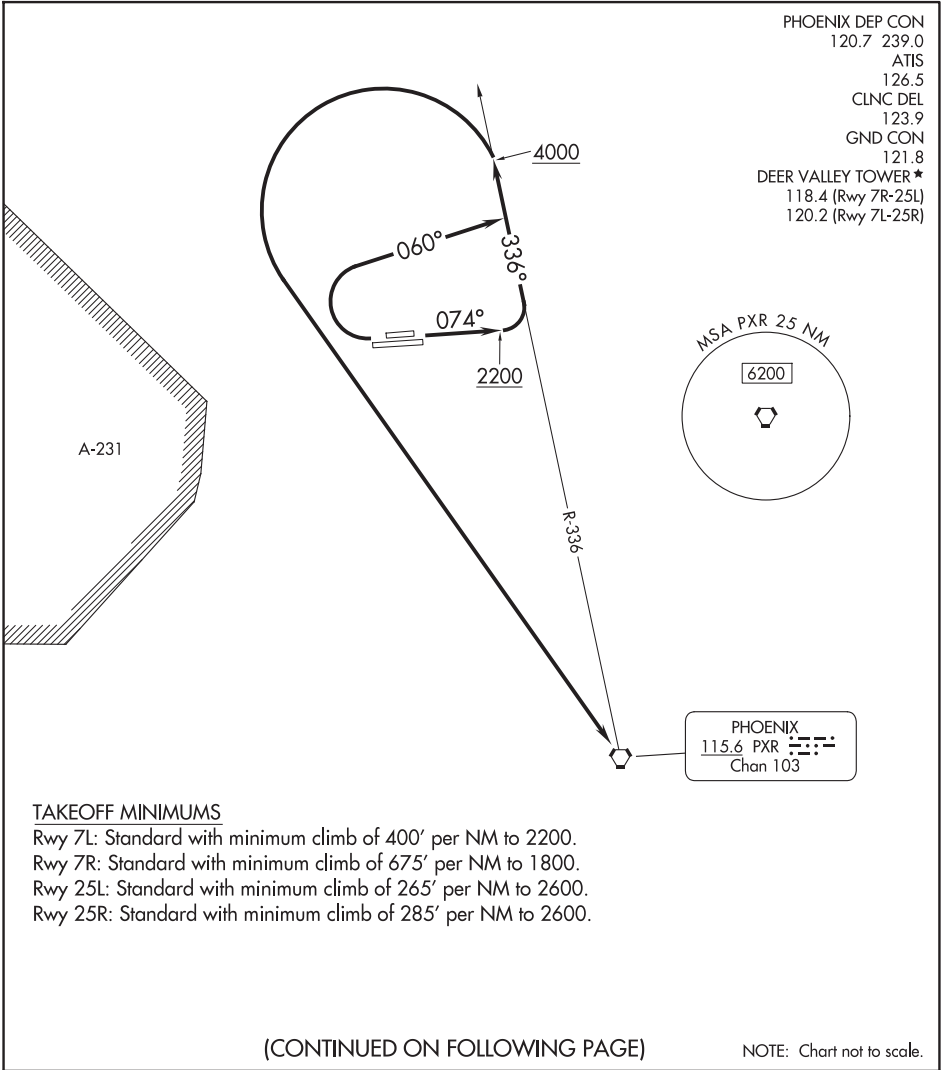
SW-4, 12 JUN 2025 to 07 AUG 2025

^ 1580

## AIRPORT DIAGRAM

25107

PHOENIX, ARIZONA  
PHOENIX DEER VALLEY (DVT)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R: Climb on heading 074° to 2200, then climbing left turn on PXR VORTAC R-336 northwest bound to 4000, thence. . . .

TAKEOFF RUNWAYS 25L/R: Climbing right turn on heading 060° and PXR VORTAC R-336 northwest bound to 4000, thence. . . .

. . . . left turn direct PXR VORTAC.

## DEER VALLEY THREE DEPARTURE (OBSTACLE)

TAKEOFF OBSTACLE NOTES

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

Vertical point 33' from DER, 125' left of centerline, 2' AGL/1479' MSL.

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

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

Tree 665' from DER, 537' left of centerline, 1498' MSL.

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

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

Tree 3574' from DER, 381' left of centerline, 13' AGL/1569' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Terrain, vegetation, tree beginning 2043' from DER, 422' left of centerline, up to 1587' MSL.

Terrain, tree, vegetation beginning 2145' from DER, 504' left of centerline, up to 1624' MSL.

Rwy 25L: Tree, fence beginning 19' from DER, 498' right of centerline, up to 1455' MSL.

Tree 37' from DER, 505' left of centerline, 1461' MSL.

Tree, building beginning 195' from DER, 505' left of centerline, up to 31' AGL/1465' MSL.

Tree, building beginning 304' from DER, 506' right of centerline, up to 1469' MSL.

Tree 421' from DER, 498' right of centerline, 1470' MSL.

Tree, building, antenna, pole beginning 542' from DER, 502' right of centerline, up to 39' AGL/1475' MSL.

Tree, building, pole beginning 630' from DER, 505' left of centerline, up to 1467' MSL.

Pole 1070' from DER, 375' left of centerline, 1468' MSL.

Poles beginning 1077' from DER, 374' left of centerline, up to 39' AGL/1470' MSL.

Pole 1126' from DER, 498' right of centerline, 44' AGL/1478' MSL.

Poles beginning 1183' from DER, 495' left of centerline, up to 41' AGL/1471' MSL.

Signs beginning 1234' from DER, 356' left of centerline, up to 48' AGL/1478' MSL.

Rwy 25R: Lighting 30' from DER, 114' left of centerline, 3' AGL/1456' MSL.

Lighting, general utility beginning 30' from DER, 112' right of centerline, up to 2' AGL/1456' MSL.

General utility 31' from DER, 112' left of centerline, 4' AGL/1457' MSL.

Tree 1139' from DER, 798' right of centerline, 1490' MSL.

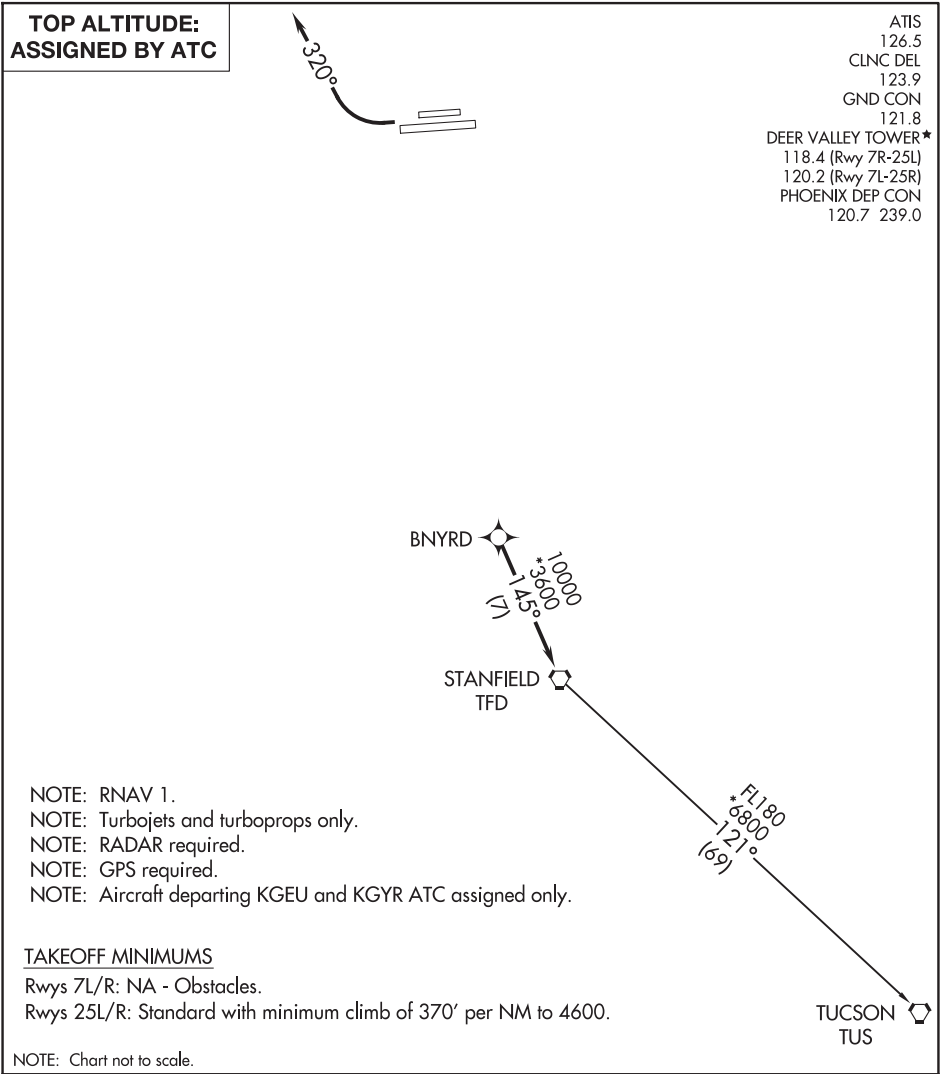
SW-4, 12 JUN 2025 to 07 AUG 2025

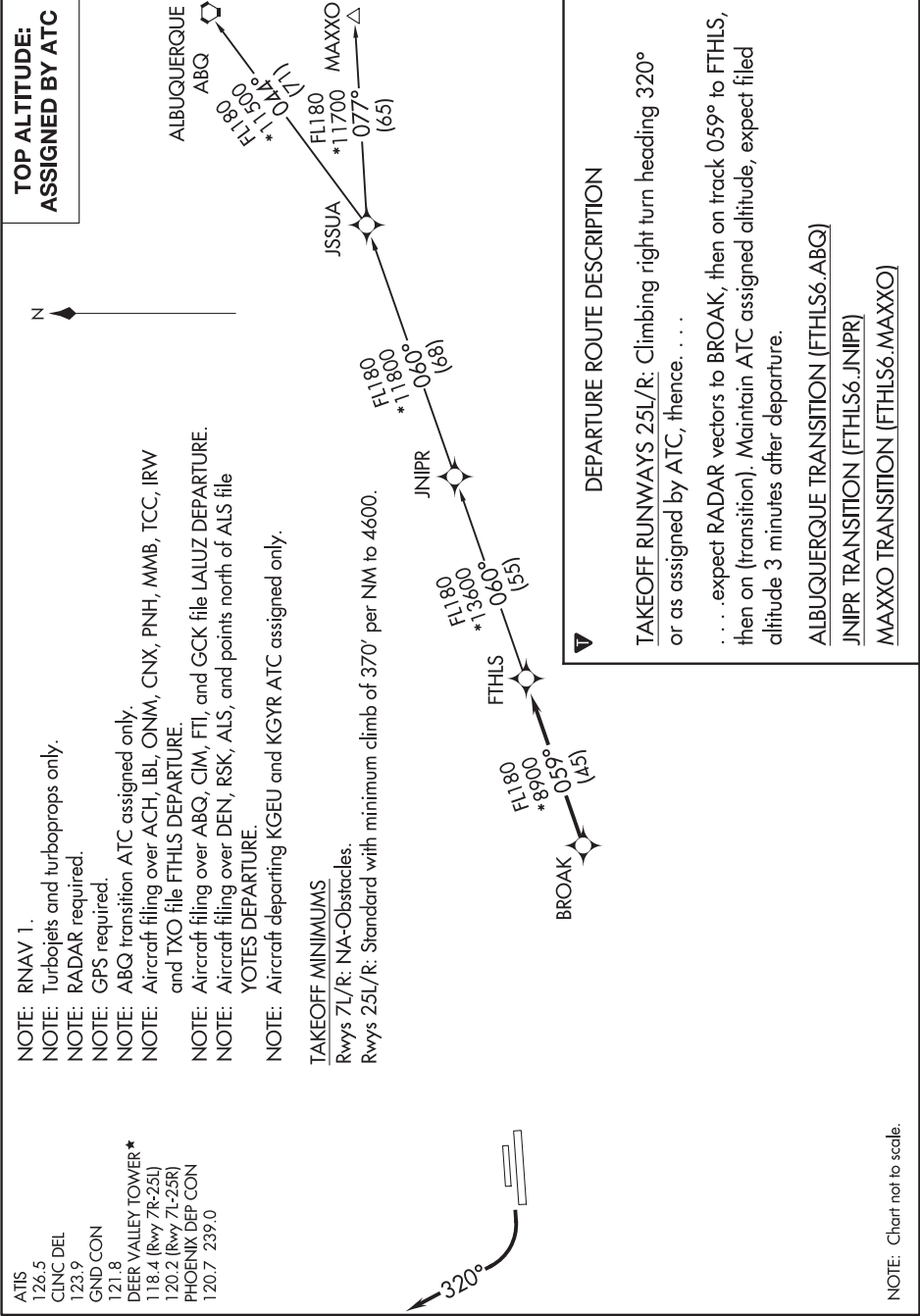
SW-4, 12 JUN 2025 to 07 AUG 2025

## DEER VALLEY THREE DEPARTURE (OBSTACLE)

PHOENIX, ARIZONA

PHOENIX DEER VALLEY (DVT)





**TOP ALTITUDE:  
ASSIGNED BY ATC**

PHOENIX DEP CON  
120.7 239.0  
ATIS  
126.5  
CLINC DEL  
123.9  
GND CON  
121.8  
DEER VALLEY TOWER \*  
118.4 (Rwy 7R-25L)  
120.2 (Rwy 7L-25R)

NOTE: Turbojets and turboprops only.  
NOTE: Aircraft requesting FL220 and below must file BLYTHE Transition.  
NOTE: Turbojets landing LAX, file WLVN Transition.  
NOTE: Aircraft landing other than LAX and turboprops landing at LAX: Requesting FL240 and above, file HRRBR Transition.  
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

**TAKEOFF MINIMUMS**  
Rwys 7L/R: NA - Obstacles.  
Rwys 25L/R: Standard with minimum climb of 370' /NM to 4600.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence. . . .  
... for RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition).  
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

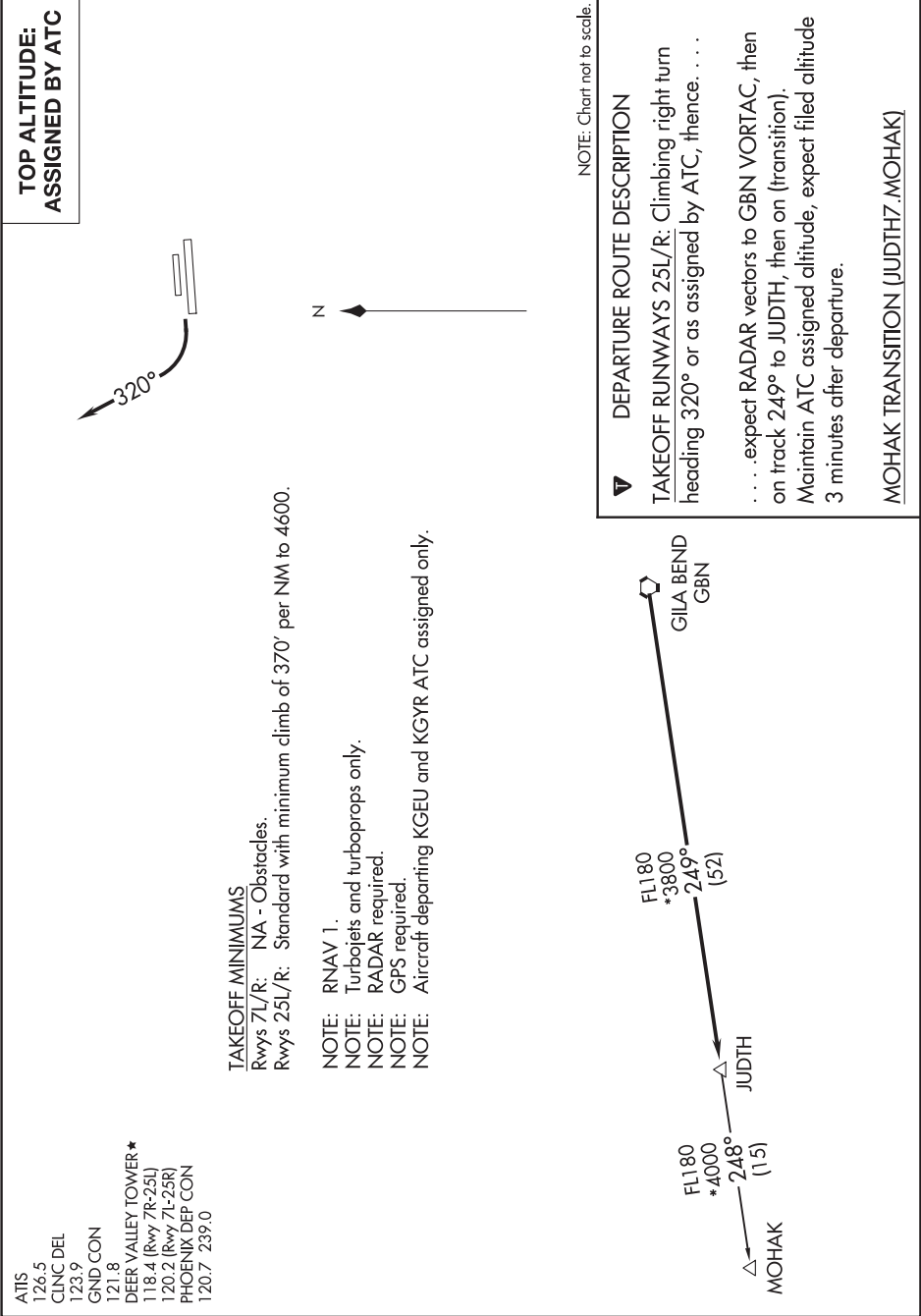
BLYTHE TRANSITION (IZZZO8.BLH)  
HRRBR TRANSITION (IZZZO8.HRRBR)  
WLVN TRANSITION (IZZZO8.WLVN)

(JUDTH7..JUDTH) 18144

JUDTH SEVEN DEPARTURE (RNAV)

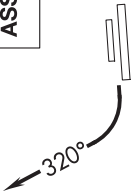
AL-6646 (FAA)

PHOENIX DEER VALLEY (DVT)  
PHOENIX, ARIZONA





TOP ALTITUDE:  
ASSIGNED BY ATC

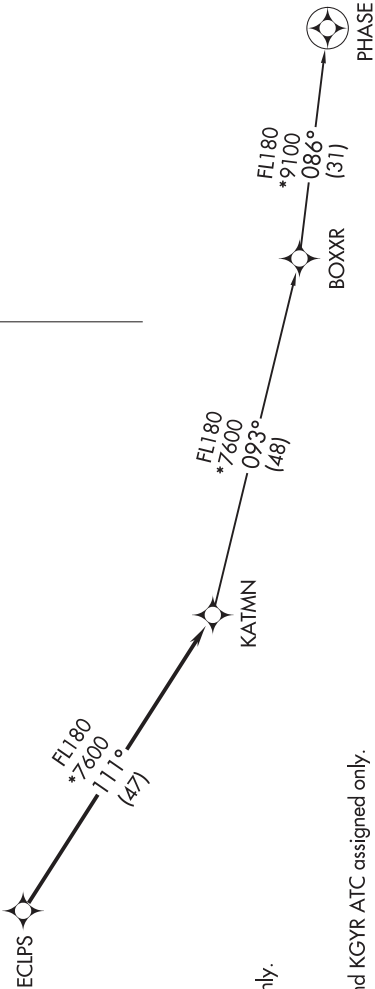


DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence. . . .  
... on RADAR vectors to ECLPS, then on track 111° to KATMN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

PHASE TRANSITION (KATMN6.PHASE)

- ATIS 126.5
- CLNC DEL 123.9
- GND CON 121.8
- DEER VALLEY TOWER \* 118.4 (Rwy 7R-25L) 120.2 (Rwy 7L-25R)
- PHOENIX DEP CON 120.7 239.0



- NOTE: RNAV 1.
- NOTE: Turbojets and turboprops only.
- NOTE: RADAR required.
- NOTE: GPS required.
- NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS

Rwys 7L/R: NA-obstacles.  
Rwys 25L/R: Standard with minimum climb of 370' per NM to 4600.

NOTE: Chart not to scale.

(KATMN6.KATMN) 18144  
KATMN SIX DEPARTURE (RNAV)

AL-6646 (FAA)

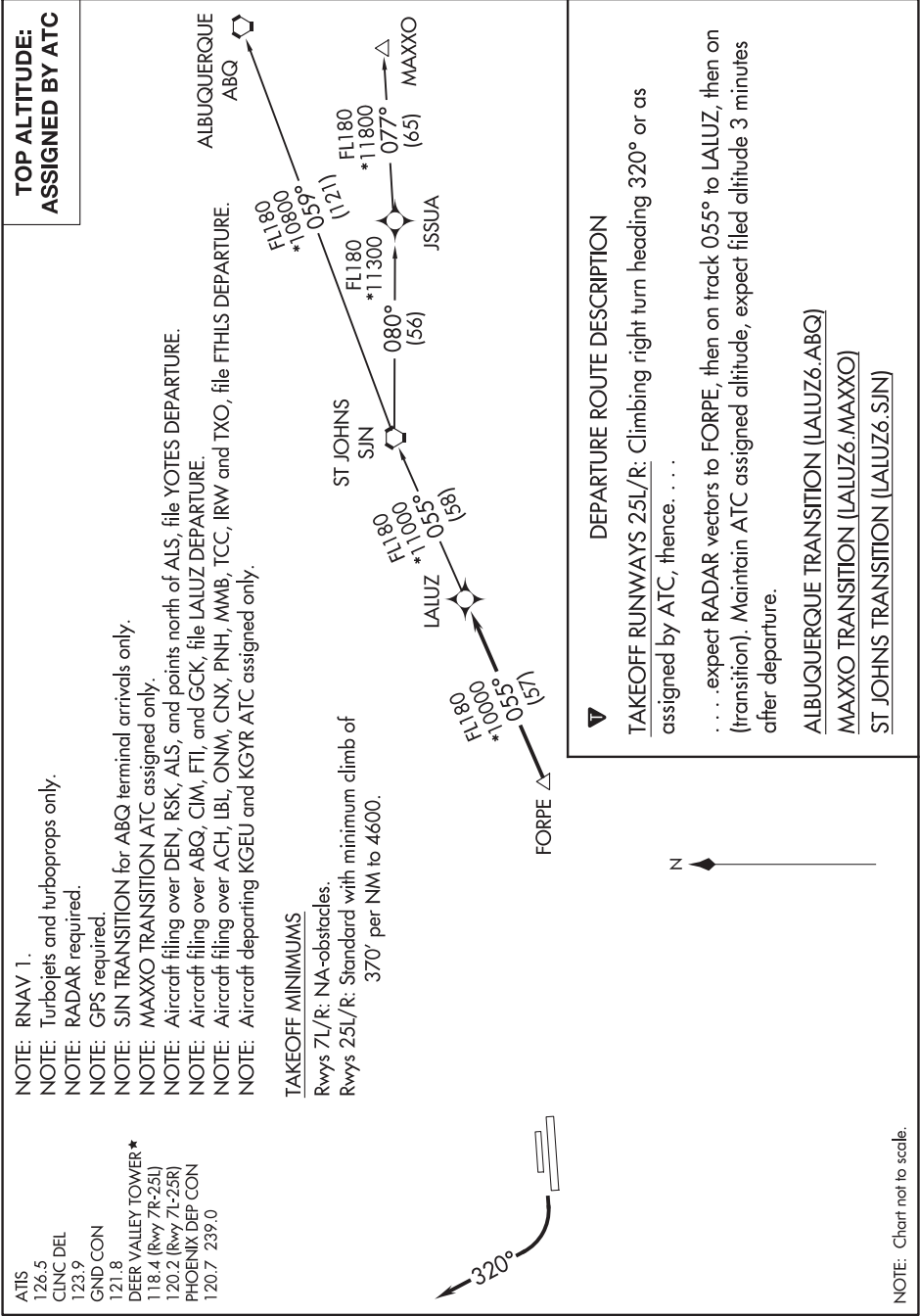
PHOENIX DEER VALLEY (DVT)  
PHOENIX, ARIZONA

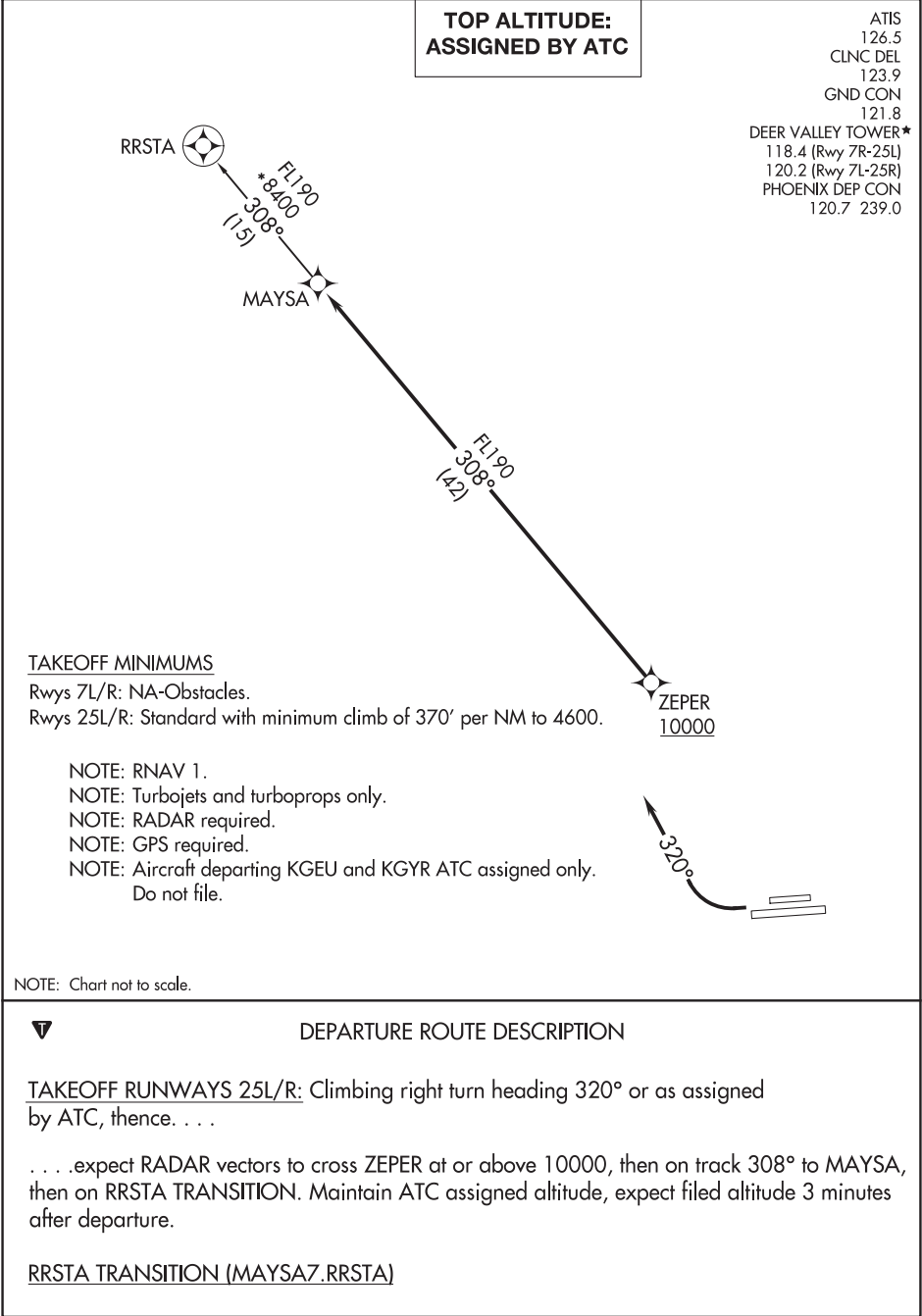
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LALUZ SIX DEPARTURE (RNAV)

AL-6646 (FAA)

PHOENIX DEER VALLEY (DVT)  
PHOENIX, ARIZONA





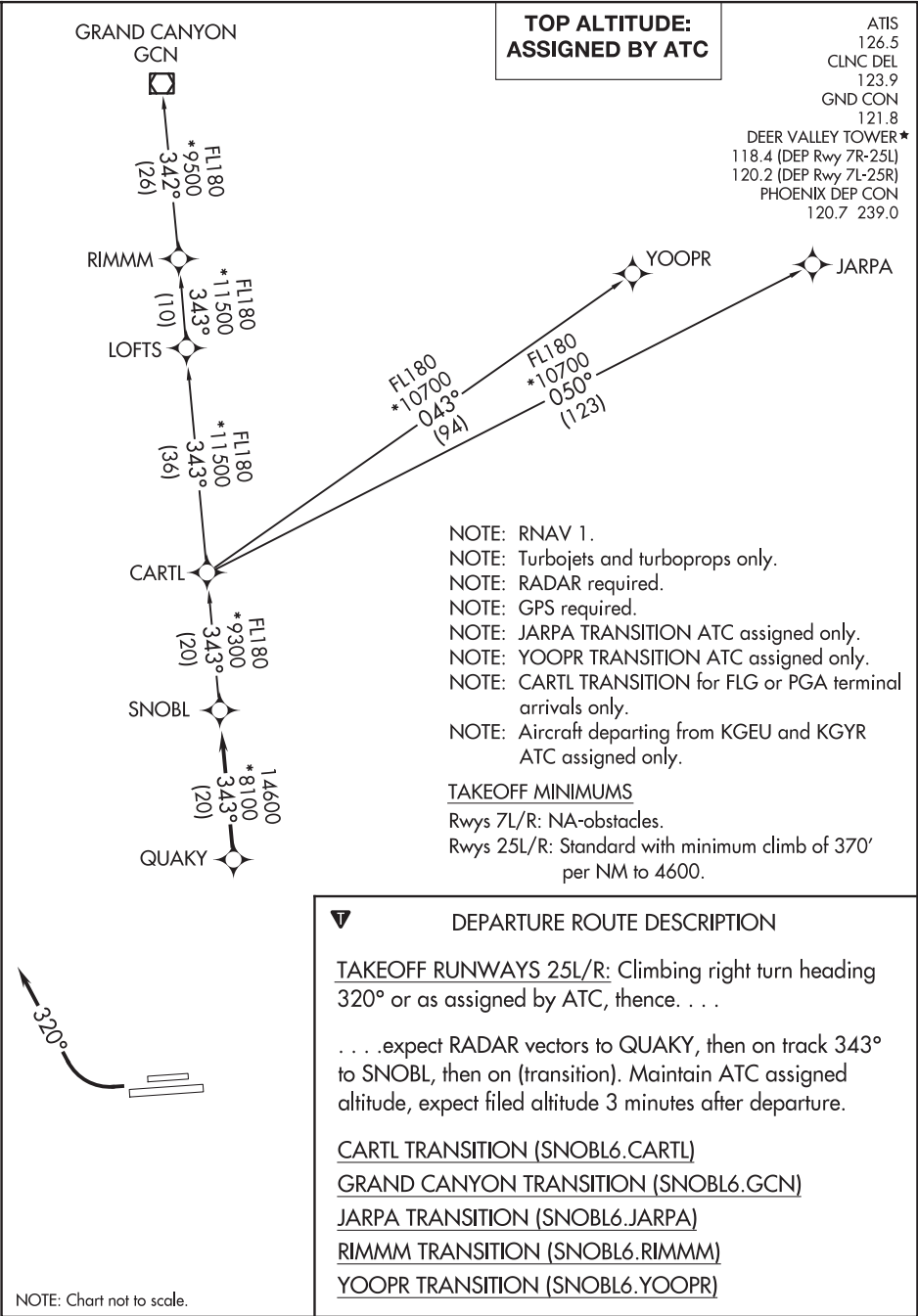
(SNOBL6.SNOBL) 18144  
SNOBL SIX DEPARTURE (RNAV)

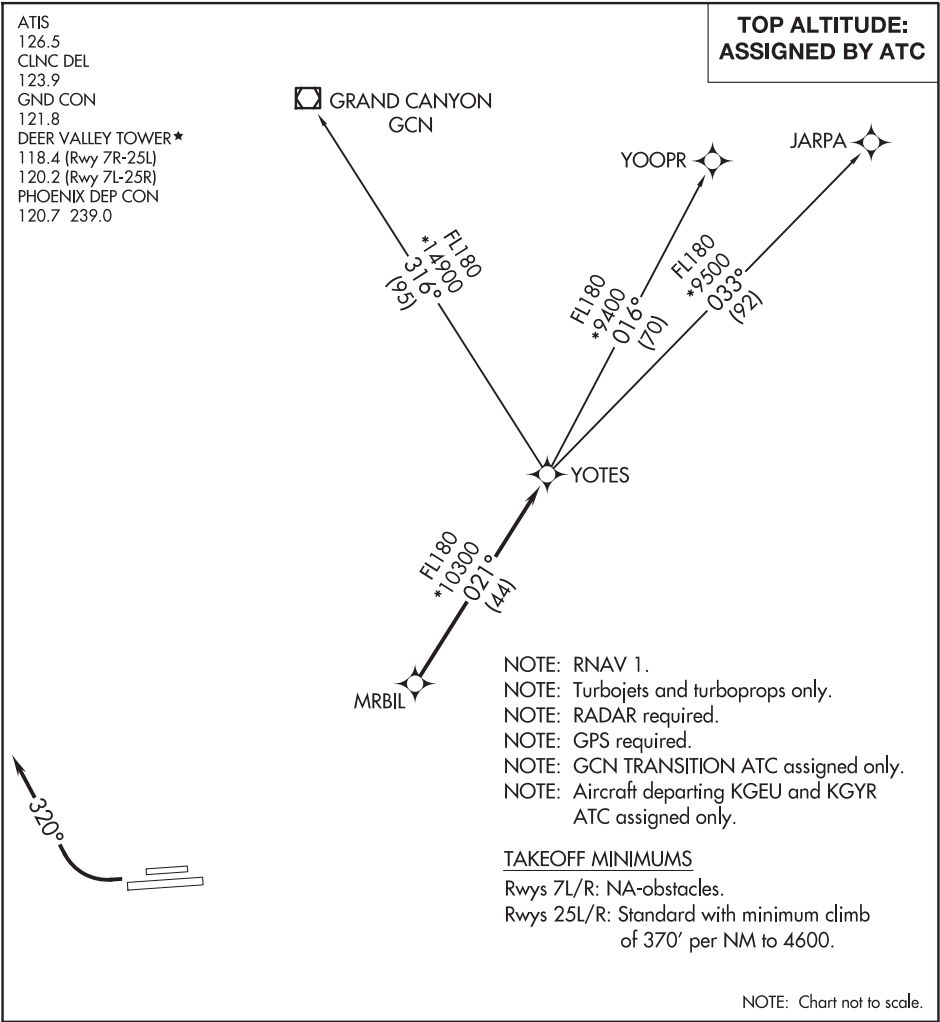
AL-6646 (FAA)

PHOENIX DEER VALLEY (DVT)  
PHOENIX, ARIZONA

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





<div><div>▼</div><div>DEPARTURE ROUTE DESCRIPTION</div><div><div>TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence. . . .</div><div>. . . expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.</div><div><div>GRAND CANYON TRANSITION (YOTES6.GCN)</div><div>JARPA TRANSITION (YOTES6.JARPA)</div><div>YOOPR TRANSITION (YOTES6.YOOPR)</div></div></div></div>
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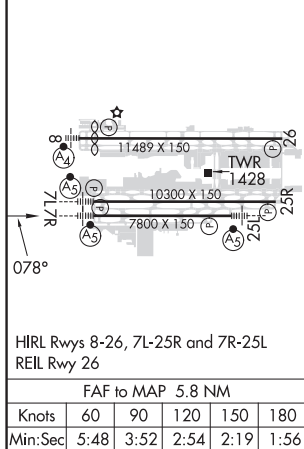
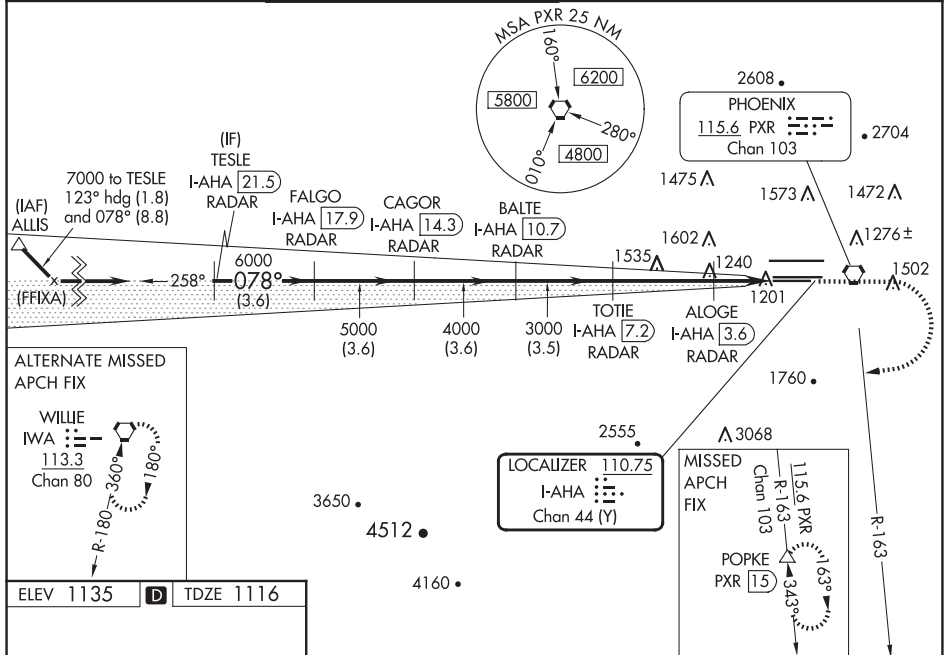
LOC/DME I-AHA	APP CRS	Rwy Idg	<b>7800</b>
<b>110.75</b>	<b>078°</b>	TDZE	<b>1116</b>
Chan <b>44</b> (Y)		Apt Elev	<b>1135</b>

# ILS or LOC RWY 7R

PHOENIX SKY HARBOR INTL (PHX)

DME required.	MALSR	MISSED APPROACH: Climb to 3300 then climbing right turn to 5000 on heading 250° and PXR VORTAC R-163 to POPKE/PXR 15 DME and hold.
<p>▼ Inop table does not apply to S-ILS 7R. Simultaneous approach authorized with ILS or LOC Rwy 8 and RNAV (GPS) Y Rwy 8. Rwy 7R helicopter visibility reduction below ¾ SM NA. LOC procedure NA during simultaneous operations. For inop ALS, increase S-LOC 7R visibility Cats A/B to 1 SM and Cats C/D to 1½ SM.</p>		

D-ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL	CPDLC
<b>127.575</b>	<b>128.65 353.9</b>	<b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	<b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	<b>118.1 269.2</b>	

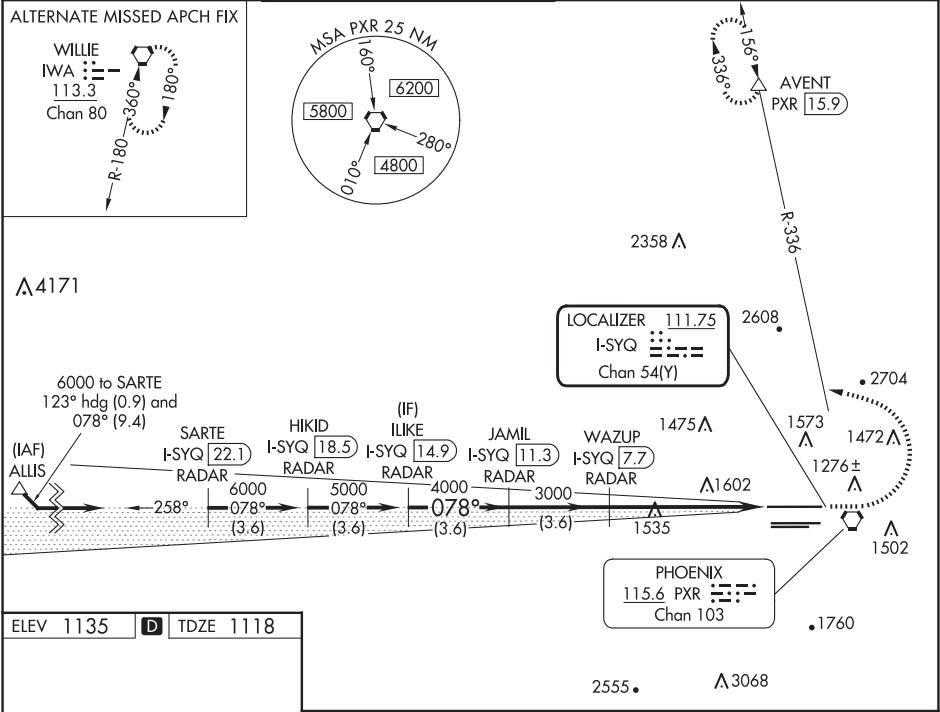


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).					<div>3300</div> <div>5000</div> <div>↑</div> <div>hdg 250°</div>		PXR R-163		POPKE △		
TESLE I-AHA [21.5] RADAR		FALGO I-AHA [17.9] CAGOR RADAR		BALTE I-AHA [14.3] RADAR		TOTIE I-AHA [10.7] RADAR		ALOGE I-AHA [7.2] RADAR		I-AHA [3.6] RADAR	
					Use I-AHA DME when on the localizer course.						

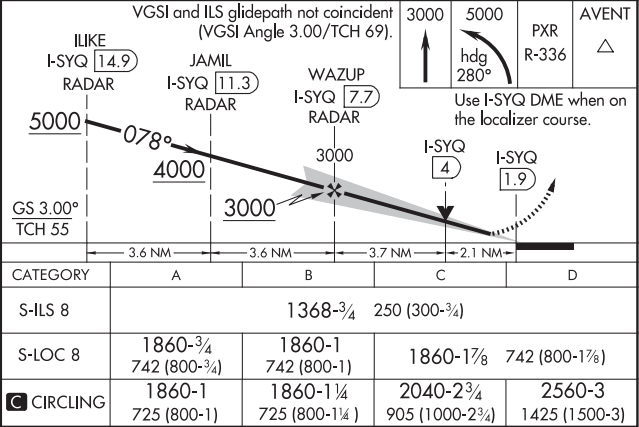
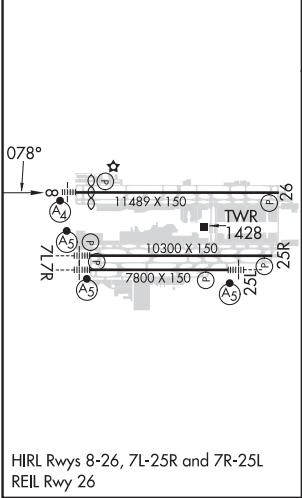
LOC/DME I-SYQ <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>078°</b>	Rwy Idg <b>10591</b> TDZE <b>1118</b> Apt Elev <b>1135</b>
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ILS or LOC RWY 8  
PHOENIX SKY HARBOR INTL (PHX)

DME or RADAR required. Autopilot coupled approach NA below 1307 MSL. Inop table does not apply to S-ILS 8. Simultaneous approach authorized. For inop ALS increase S-LOC 8 Cat C/D visibility to 2 SM.		MALSF 	MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 on heading 280° and PXR VORTAC R-336 to AVENT INT/15.9 DME and hold.	
D-ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.9</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
				CPDLC



ELEV 1135	D	TDZE 1118
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SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

PHOENIX, ARIZONA

AL-322 (FAA)

24249

LOC/DME I-RJG <b>110.75</b> Chan <b>44</b> (Y)	APP CRS <b>258°</b>	Rwy Idg TDZE Apt Elev <b>7800</b> <b>1126</b> <b>1135</b>
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# ILS or LOC RWY 25L

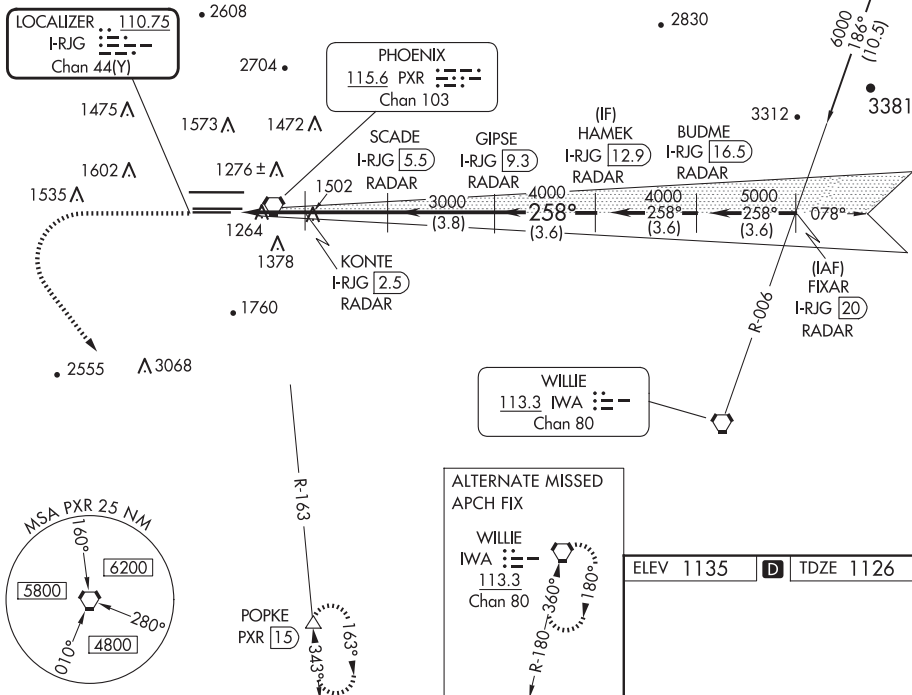
## PHOENIX SKY HARBOR INTL (PHX)

Autopilot coupled approach NA below 1925.	MALSR	MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 on heading 130° and PXR R-163 to POPKE/15 DME and hold.
Simultaneous approach authorized with Rwy 26.	AS	

D-ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.9</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>	CPDLC
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A 2358

## DME or RADAR REQUIRED



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

PHOENIX, ARIZONA  
Amdt 1H 23APR20

33°26'N-112°01'W

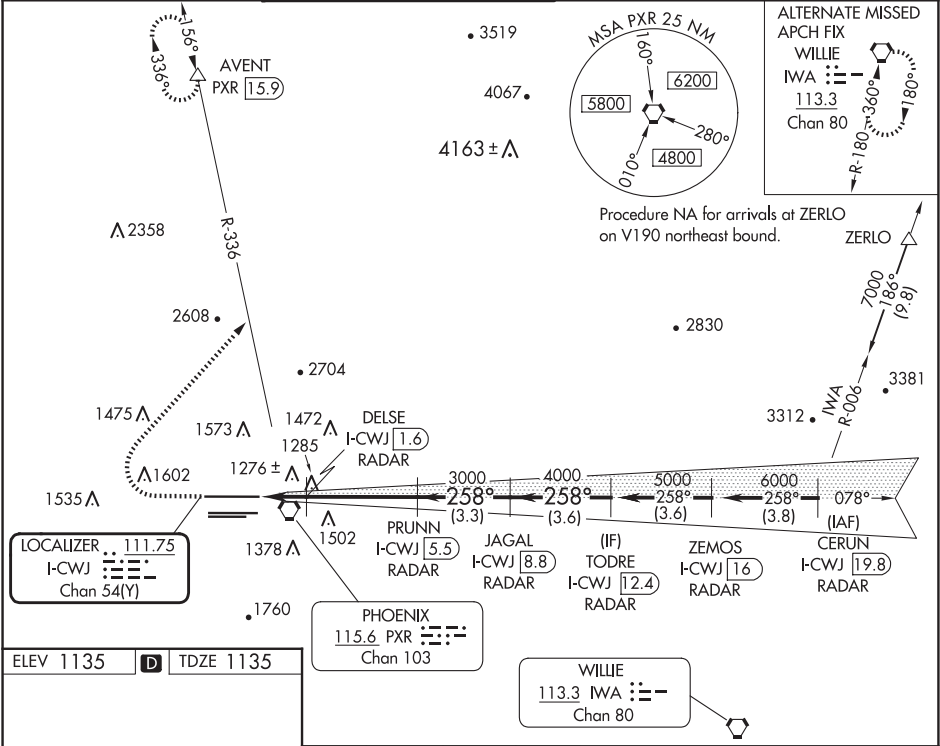
PHOENIX SKY HARBOR INTL (PHX)  
ILS or LOC RWY 25L



LOC/DME I-CWJ	APP CRS	Rwy Idg	11489
111.75	258°	TDZE	1135
Chan 54(Y)		Apt Elev	1135

ILS or LOC RWY 26  
PHOENIX SKY HARBOR INTL (PHX)

DME or RADAR required.		MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 on heading 030° and PXR VORTAC R-336 to AVENT/PXR 15.9 DME and hold.		
D-ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.9	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2
		CPDLC		



ELEV 1135	D	TDZE 1135
HIRL Rwy 8-26, 7L-25R and 7R-25L REIL Rwy 26		Use I-CWJ DME when on the localizer course. *LOC only.
FAF to MAP 5.7 NM		3000 4000 5000
Knots	60 90 120 150 180	1740* 3000 4000 5000
Min:Sec	5:42 3:48 2:51 2:17 1:54	1.2 NM 0.5 4 NM 3.3 NM 3.6 NM
CATEGORY		A B C D
S-ILS 26		1385-3/4 250 (300-3/4)
S-LOC 26		1580-1 445 (500-1) 1580-1 3/8 445 (500-3/8)
CIRCLING		1740-1 605 (700-1) 2040-2 3/4 905 (1000-2 3/4) 2560-3 1425 (1500-3)

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PHOENIX, ARIZONA


AL-322 (FAA)

24249

LOC/DME I-PHX	APP CRS	Rwy Idg	10300
<b>111.5</b>	<b>078°</b>	TDZE	<b>1116</b>
Chan <b>52</b>		Apt Elev	<b>1135</b>

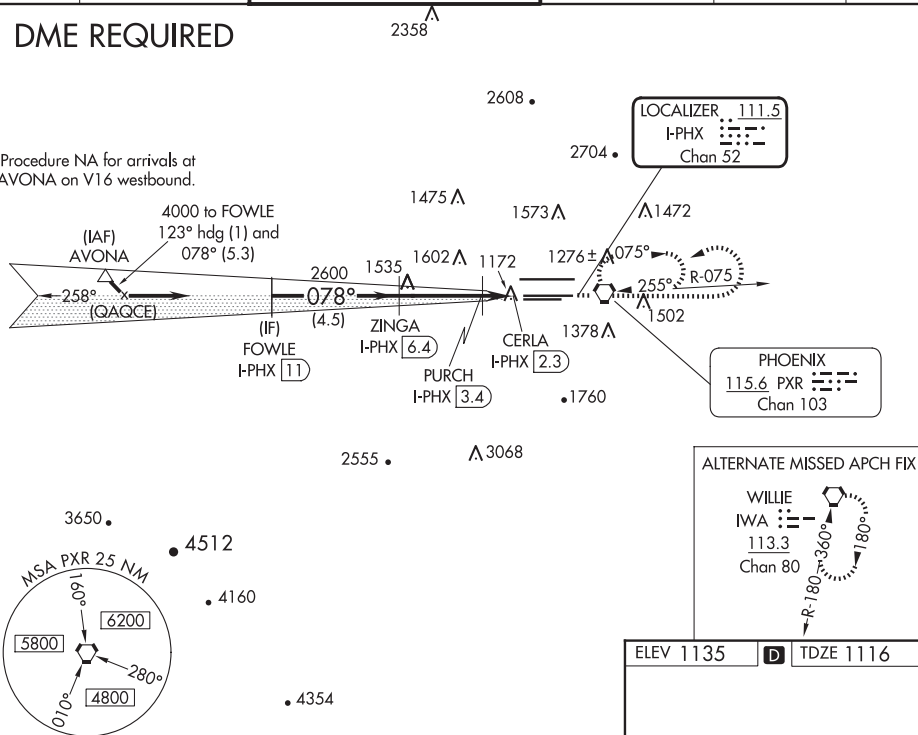
# ILS or LOC/DME RWY 7L

PHOENIX SKY HARBOR INTL (PHX)

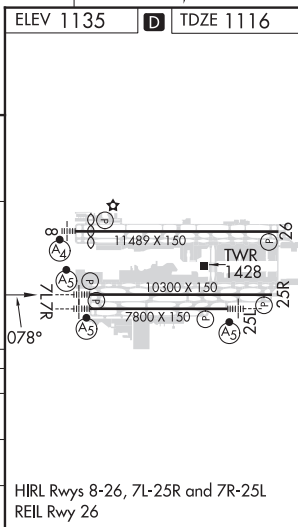
<b>▼</b> <b>▲</b>	For inoperative ALS, increase S-LOC 7L Cats C/D visibility to RVR 5500.	MALSR 	MISSED APPROACH: Climb to 5000 then left turn direct PXR VORTAC and hold.		
D-ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.9</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>	CPDLC

## DME REQUIRED

Procedure NA for arrivals at AVONA on V16 westbound.



	FOWLE I-PHX (11)	ZINGA I-PHX (6.4)	PURCH I-PHX (3.4)	CERLA I-PHX (2.3)	
	4000	2600	2600	1620	
	GS 3.00° TCH 57				
	4.5 NM	3 NM	1.1	0.4	
CATEGORY	A	B	C	D	
S-ILS 7L	1326/24 210 (200-½)				
S-LOC 7L	1460/24 344 (400-½)		1460/30 344 (400-⅝)		
CIRCLING	1740-1 605 (700-1)		2040-2¾ 905 (1000-2¾)		2560-3 1425 (1500-3)



PHOENIX, ARIZONA  
Amdt 11B 23APR20

33°26'N-112°01'W

PHOENIX SKY HARBOR INTL (PHX)  
ILS or LOC/DME RWY 7L

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 7L  
PHOENIX SKY HARBOR INTL (PHX)

**T** For inop ALS, increase visibility LPV all Cats to RVR 4500, LNAV/VNAV all Cats to RVR 6000, LNAV Cats C/D to 1% SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.



**MISSED APPROACH:** Climb to 5000 direct UXCUN and via 111° track to IWA VORTAC and hold.

BUCKEYE  
BKK

5000  
079°  
(25.1)

4 NM

258°

078°

(IAF)  
AVONA

4000 NoPT  
090° (3.3)

3000  
078°  
(6.1)

(IF/IAF)  
UPNIW

1475 Δ

1535 Δ

1602 Δ

1330 Δ

PETRS  
2.1 NM to  
RW07L

1573 Δ

4000 to UPNIW  
258° (14.6)

1472 Δ

1276 ± Δ

PHOENIX  
PXR

1202

1502

UXCUN

2608 •

2704 •

1760 •

3068 Δ

2555 •

3650 •

4512 •

4160 •

MSA RW07L 25 NM

6100

MISSED APCH FIX

WILLIE  
IWA

360°

180°

5 NM

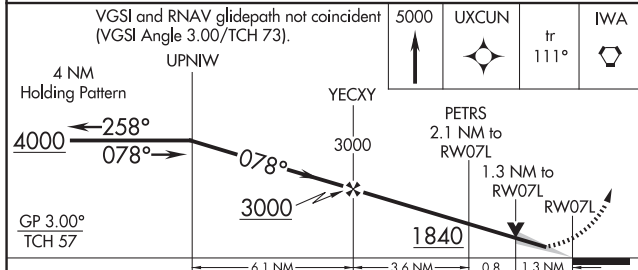
ELEV 1135


D

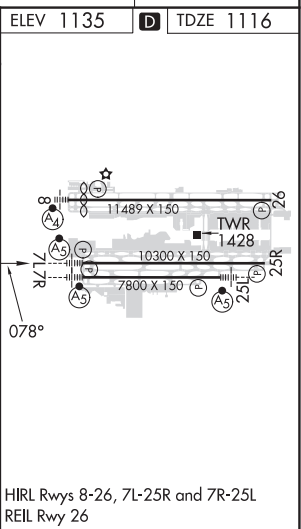
TDZE 1116

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



CATEGORY		A	B	C	D
LPV	DA	1389/24		273 (300-½)	
LNAV/ VNAV	DA	1519/50		403 (400-1)	
LNAV	MDA	1580/24	464 (500-½)	1580/40 464 (500-¾)	1580/50 464 (500-1)
 CIRCLING		1740-1	605 (700-1)	2040-2¾ 905 (1000-2¾)	2560-3 1425 (1500-3)



PHOENIX, ARIZONA


AL-322 (FAA)

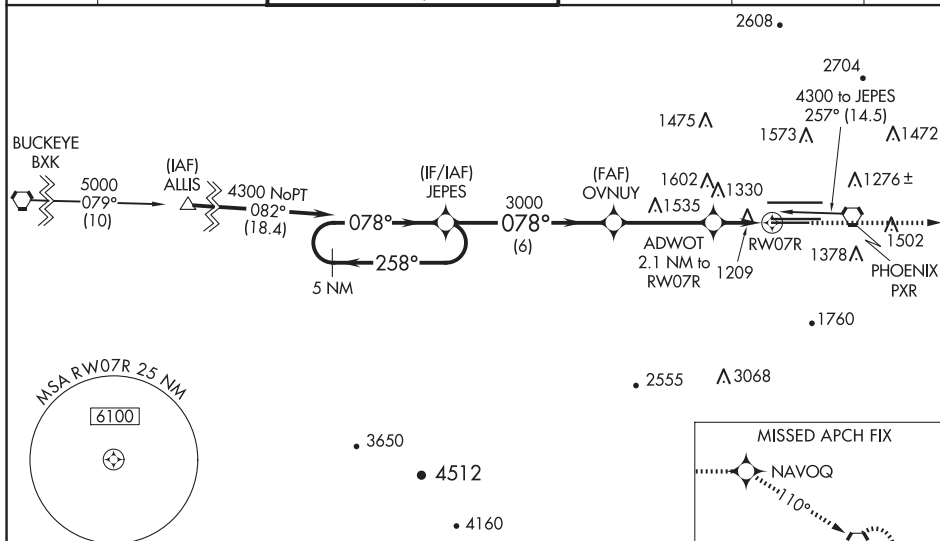
24249

WAAS CH <b>73011</b> <b>W07B</b>	APP CRS <b>078°</b>	Rwy Idg TDZE <b>1116</b> Apt Elev <b>1135</b>
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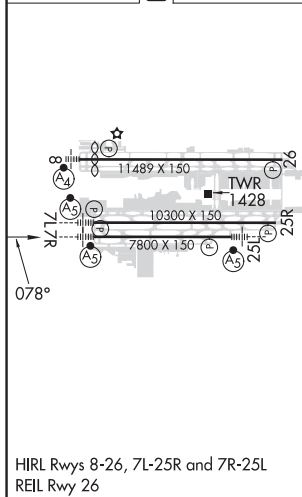
# RNAV (GPS) Y RWY 7R


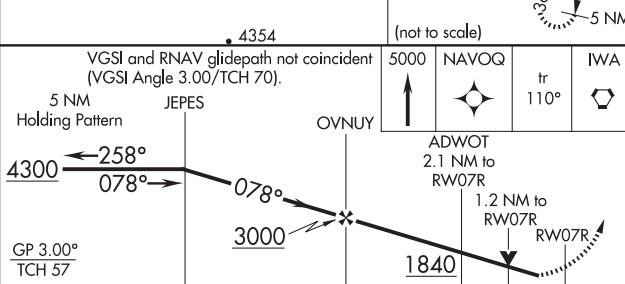
PHOENIX SKY HARBOR INTL (PHX)

RNP APCH - GPS.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 5000 direct NAVOQ and via 110° track to IWA VORTAC and hold.	
<div><div><div>▼</div><div>▲</div></div><div>For inop ALS, increase visibility LPV all Cats to ¾ SM, LNAV/VNAV all Cats to 1½ SM, LNAV Cats A/B to 1 SM and C/D to 1¾ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Rwy 7R helicopter visibility reduction below ¾ SM NA. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.</div></div>					
D-ATIS 127.575	PHOENIX APP CON 128.65 353.9	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2	CPDLC



ELEV 1135	<b>D</b>	TDZE 1116
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4354				(not to scale)					
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).				5000	NAVOQ	tr 110°	IWA		
5 NM Holding Pattern				ADWOT 2.1 NM to RW07R					
4300 ← 258° 078° →				1840					
GP 3.00° TCH 57									
6 NM				3.6 NM					
CATEGORY		A		B		C		D	
LPV	DA			1390-¾		274 (300-¾)			
LNAV/ VNAV	DA			1520-1		404 (400-1)			
LNAV	MDA	1580-¾ 464 (500-¾)		1580-1		464 (500-1)			
<b>C</b> CIRCLING		1740-1 605 (700-1)		2040-2¾ 905 (1000-2¾)		2560-3 1425 (1500-3)			

PHOENIX, ARIZONA

Amdt 1C 29DEC22

33°26'N-112°01'W

# PHOENIX SKY HARBOR INTL (PHX)

## RNAV (GPS) Y RWY 7R

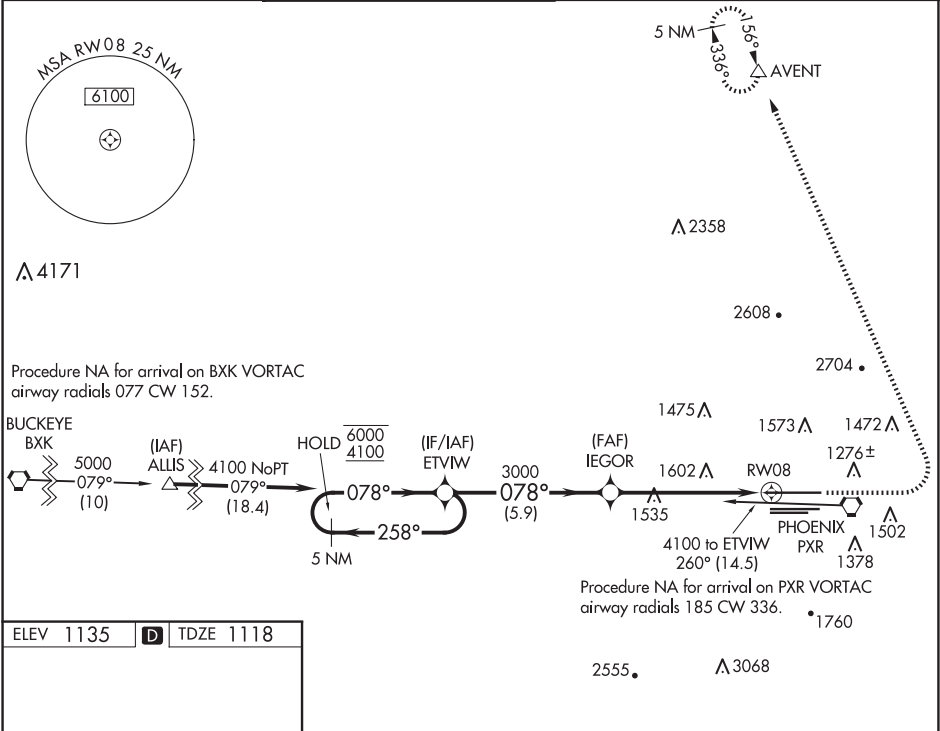
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

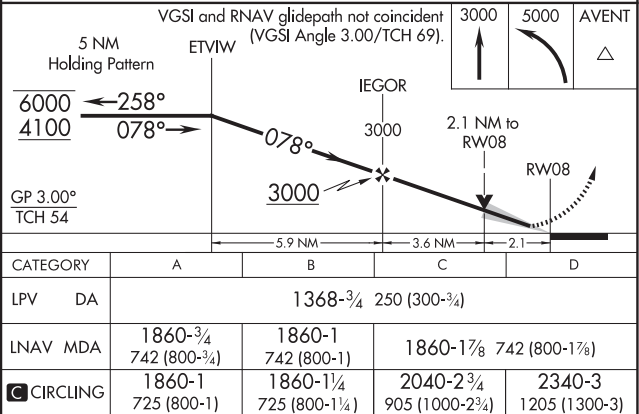
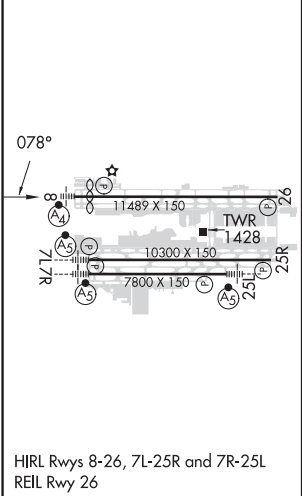
WAAS CH <b>86611</b> <b>W08A</b>	APP CRS <b>078°</b>	Rwy Idg <b>10591</b> TDZE <b>1118</b> Apt Elev <b>1135</b>
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RNAV (GPS) Y RWY 8  
PHOENIX SKY HARBOR INTL (PHX)

RNP APCH - GPS.		MALSF	MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 direct AVENT and hold.	
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cats C and D visibility to 2 SM.				
D-ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.9</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
				CPDLC



ELEV <b>1135</b>	<b>D</b>	TDZE <b>1118</b>
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SW-4, 12 JUN 2025 to 07 AUG 2025

PHOENIX, ARIZONA


AL-322 (FAA)

24249

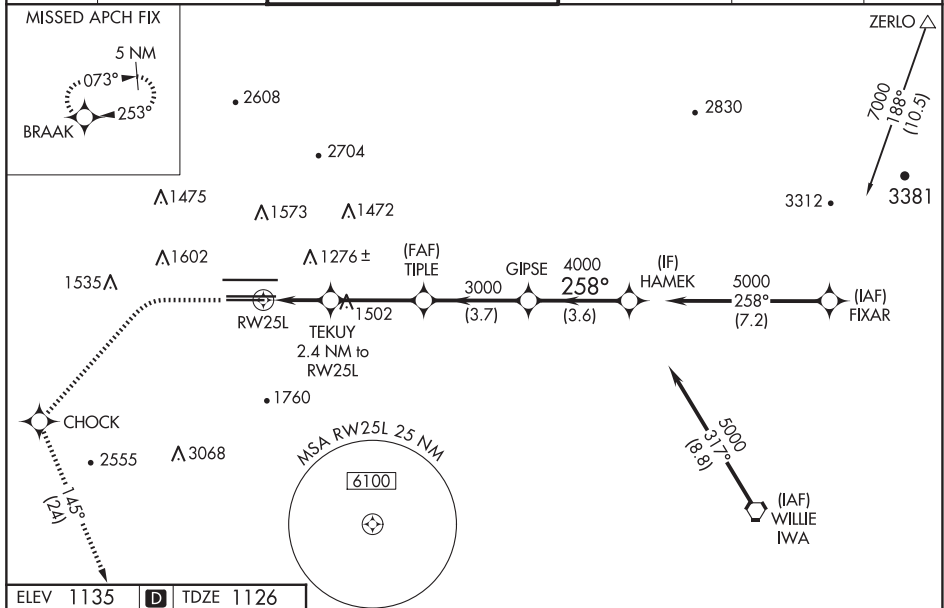
WAAS CH <b>82211</b> <b>W25B</b>	APP CRS <b>258°</b>	Rwy Idg TDZE Apt Elev	<b>7800</b> <b>1126</b> <b>1135</b>
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# RNAV (GPS) Y RWY 25L

## PHOENIX SKY HARBOR INTL (PHX)

RNP APCH-GPS.	MALSR 	MISSED APPROACH: Climb to 1900 then climbing left turn to 5000 direct CHOCK and on track 145° to BRAAK and hold.
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D-ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.9</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>	CPDLC
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1900

↑

5000

↷

CHOCK

✦

tr 145°

BRAAK

✦

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

TEKUY

2.4 NM to RW25L

TITLE

3000

GIPSE

HAMEK

1.7 NM to RW25L

↘

258°

5000

1.7 NM

0.7 NM

3.3 NM

3.7 NM

3.6 NM

1940

3000

4000

GP 3.00° TCH 49°

CATEGORY	A	B	C	D
LPV DA	1449-½ 323 (400-½)			
LNNAV/VNAV DA	1589-1 463 (500-1)			1674-1⅛ 548 (600-1⅛)
LNNAV MDA	1740-½ 614 (700-½)		1740-1⅜ 614 (700-1⅜)	
<b>C</b> CIRCLING	1740-1 605 (700-1)		2040-2¾ 905 (1000-2¾)	2340-3 1205 (1300-3)

HIRL Rwy 8-26, 7L-25R and 7R-25L

REIL Rwy 26

PHOENIX, ARIZONA  
Amdt 2 19MAY22

33°26'N-112°01'W

PHOENIX SKY HARBOR INTL (PHX)  
RNAV (GPS) Y RWY 25L

SW-4, 12 JUN 2025 to 07 AUG 2025

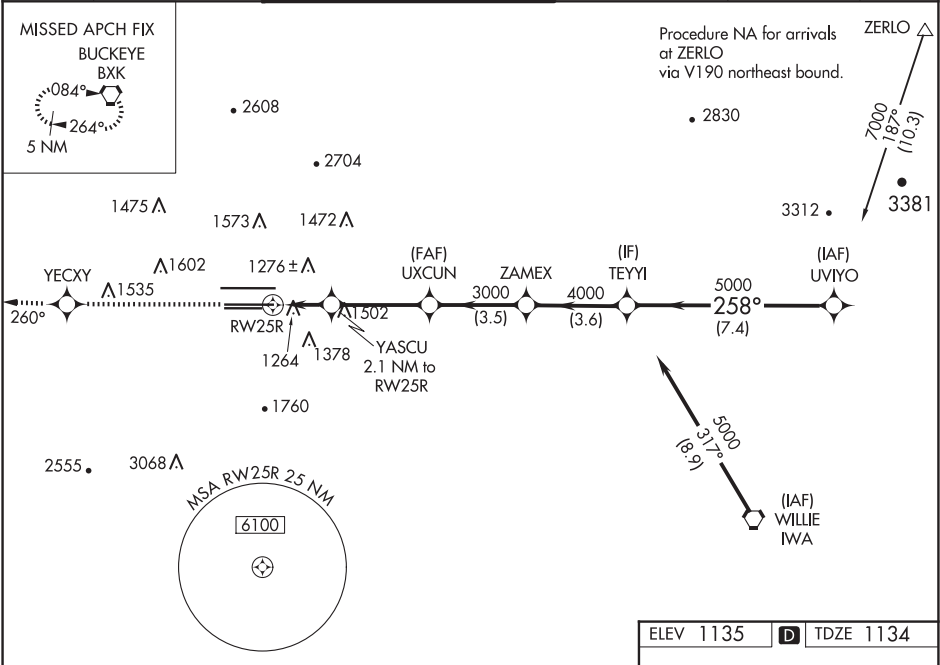
SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>40022</b> <b>W25A</b>	APP CRS <b>258°</b>	Rwy Idg <b>10300</b> TDZE <b>1134</b> Apt Elev <b>1135</b>
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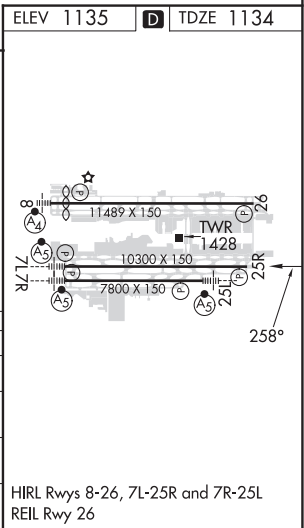
RNAV (GPS) Y RWY 25R  
PHOENIX SKY HARBOR INTL (PHX)

<p><b>⚠</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 26. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.</p>	<p><b>MISSED APPROACH:</b> Climb to 5000 direct YECXY and via 260° track to BKK VORTAC and hold.</p>
--	--

D-ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.9</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>	CPDLC
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5000 ↑	YECXY ✦	tr 260°	BXK ◻	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).				
* LNAV only.				YASCU 2.1 NM to RW25R	UXCUN	ZAMEX	TEYYI	UVIYO
* 1.4 NM to RW25R								
RW25R				1860*	3000	4000	5000	7000
1.4 NM				0.7 NM	3.5 NM	3.5 NM	3.6 NM	7.4 NM
CATEGORY		A		B		C		D
LPV	DA	1439-1		305 (400-1)				
LNAV/ VNAV	DA	1580-1½		446 (500-1½)				
LNAV	MDA	1640-1	506 (600-1)	1640-1½		506 (600-1½)		
CIRCLING		1740-1	605 (700-1)	2040-2¾ 905 (1000-2¾)		2560-3 1425 (1500-3)		



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>70321</b> <b>W26A</b>	APP CRS <b>258°</b>	Rwy Idg <b>11489</b> TDZE <b>1135</b> Apt Elev <b>1135</b>
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RNAV (GPS) Y RWY 26

PHOENIX SKY HARBOR INTL (PHX)

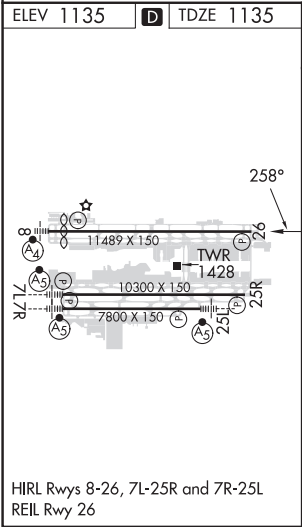
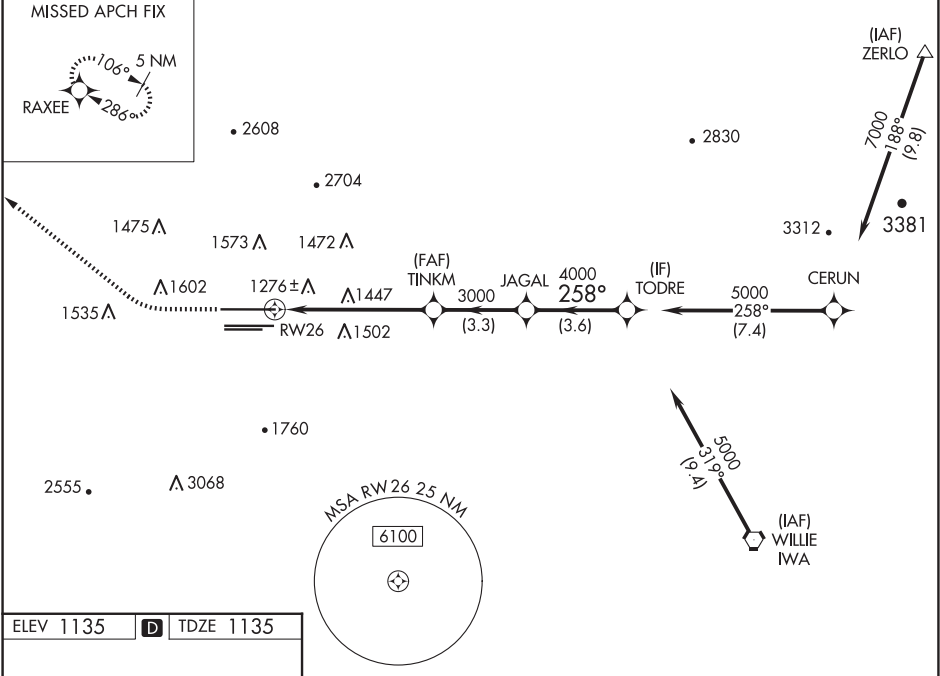
RNP APCH-GPS.

⚠

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C.

MISSED APPROACH: Climb to 1700 then climbing right turn to 6000 direct RAXEE and hold.

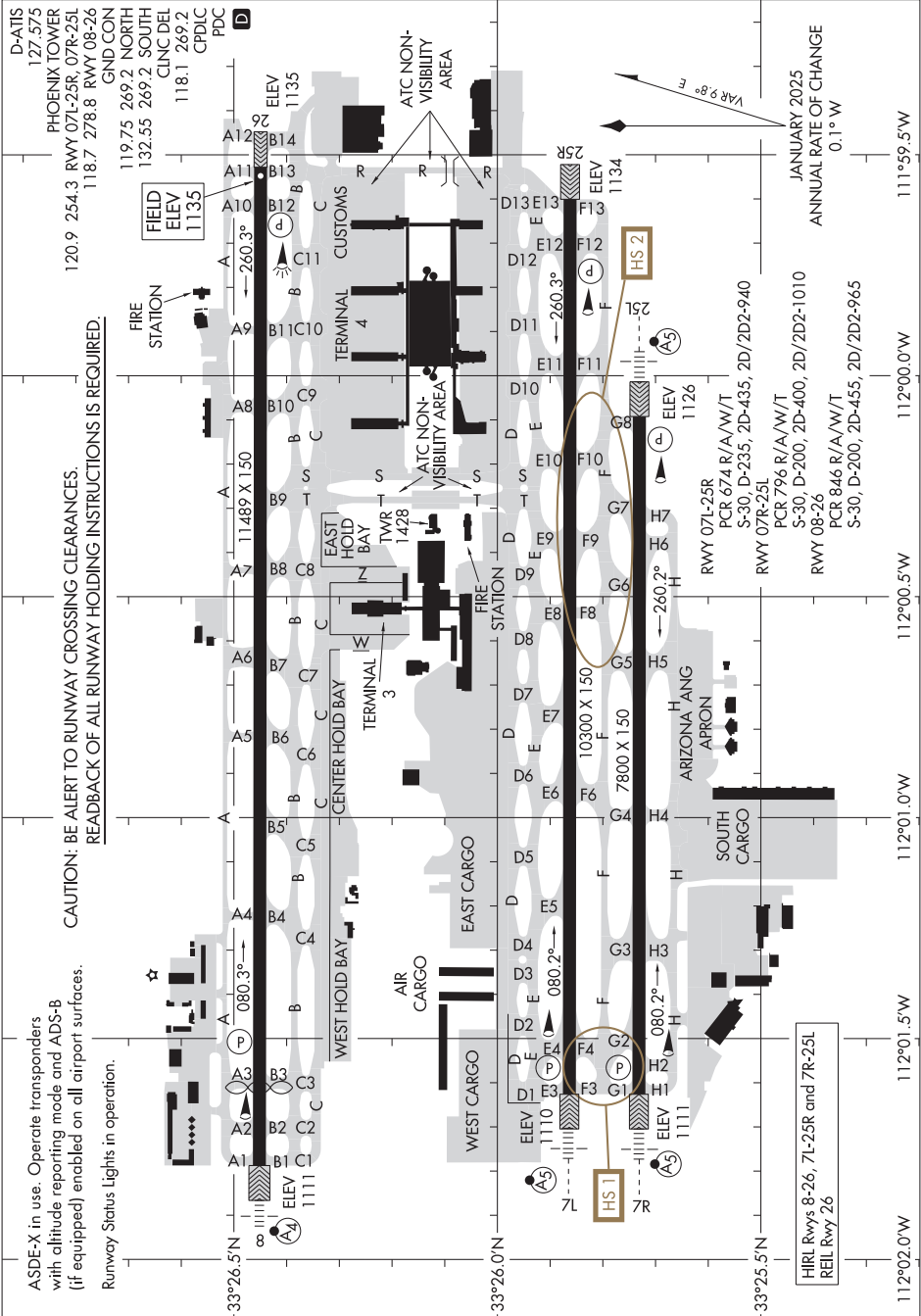
D-ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.9</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>	CPDLC
--------------------------	--	---	---	--------------------------------	-------



1700	6000	RAXEE	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 71°).	
RW26		TINKM 3000	JAGAL 4000	TODRE 5000
1.6 NM to RW26		3000	3000	GP 3.00° TCH 54
1.6		4.1 NM	3.3 NM	3.6 NM
CATEGORY	A	B	C	D
LPV DA	1390-1 <sup>3</sup> / <sub>4</sub>		255 (300- <sup>3</sup> / <sub>4</sub> )	
LNAV/VNAV DA	1581-1 <sup>3</sup> / <sub>8</sub>		446 (500-1 <sup>3</sup> / <sub>8</sub> )	
LNAV MDA	1700-1	565 (600-1)		1700-1 <sup>5</sup> / <sub>8</sub> 565 (600-1 <sup>5</sup> / <sub>8</sub> )
CIRCLING	1740-1	605 (700-1)		2040-2 <sup>3</sup> / <sub>4</sub> 905 (1000-2 <sup>3</sup> / <sub>4</sub> ) 2340-3 1205 (1300-3)



SW-4, 12 JUN 2025 to 07 AUG 2025

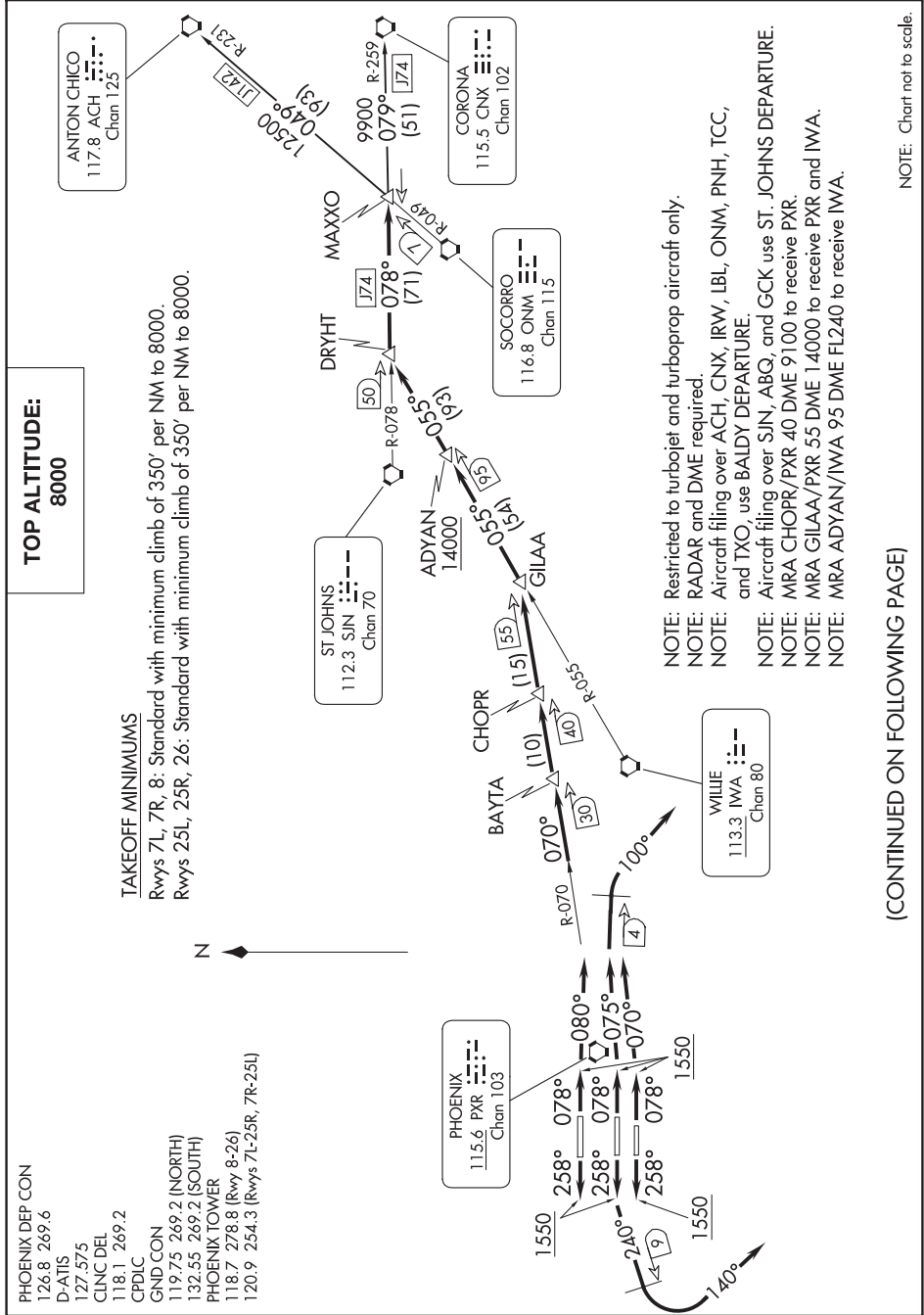


SW-4, 12 JUN 2025 to 07 AUG 2025

(BALDY3.MAXXO) 23334  
BALDY THREE DEPARTURE

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BALDY THREE DEPARTURE  
(BALDY3.MAXXO) 28FEB19

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence . . . .

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence . . . .

. . . . maintain 8000 for RADAR vectors to PXR R-070 to GILAA/PXR 55 DME, then pilot nav on IWA R-055 to ADYAN/IWA 95 DME, cross ADYAN at or above 14000 and proceed on RADAR vector 055° to join SJN R-078/CNX R-259 to MAXXO/CNX 51 DME; then (transition). Expect filed altitude 3 minutes after departure.

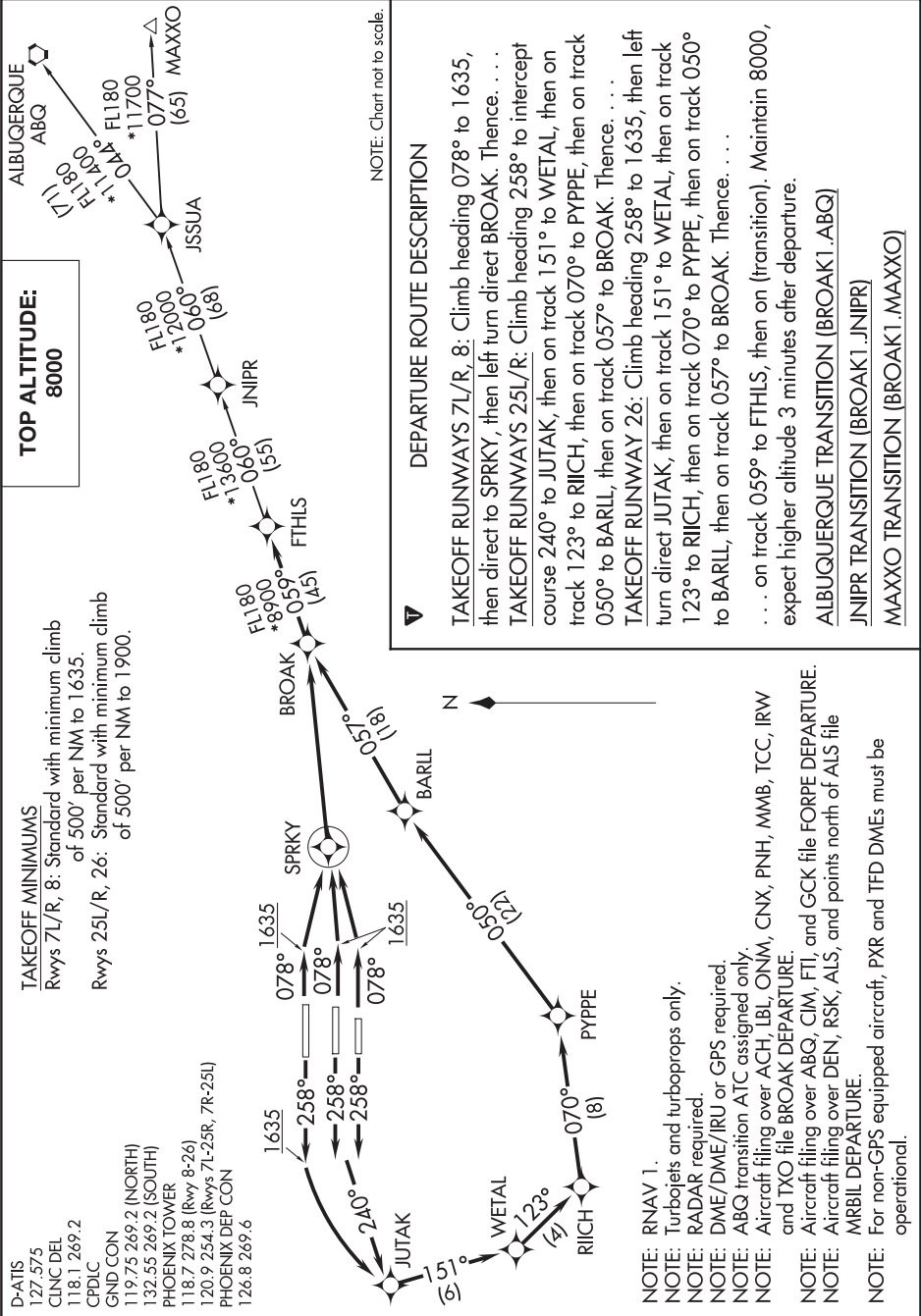
LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

ANTON CHICO TRANSITION (BALDY3.ACH): From over MAXXO INT on ONM R-049 and ACH R-231 to ACH VORTAC.

CORONA TRANSITION (BALDY3.CNX): From over MAXXO INT on CNX R-259 to CNX VORTAC.

(BROAK1 .BROAK) 18144  
BROAK ONE DEPARTURE (RNAV)

AL-322 (FAA) PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA



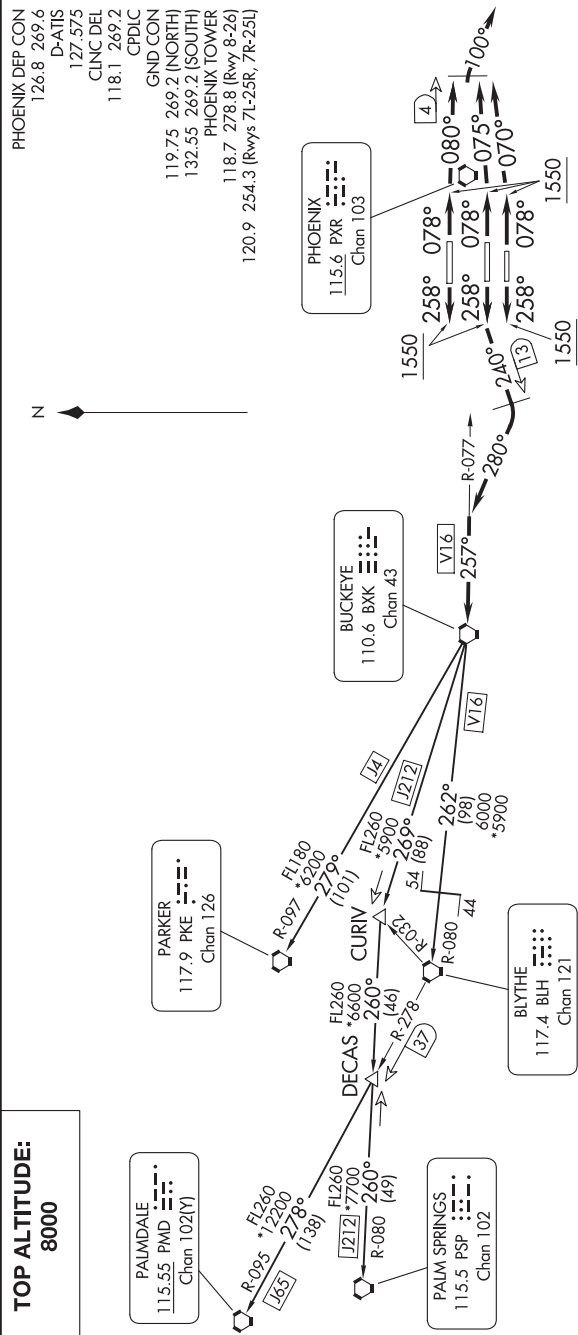
SW-4, 12 JUN 2025 to 07 AUG 2025

(BXXK4.BXX) 23334

BUCKEYE FOUR DEPARTURE

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA



BUCKEYE FOUR DEPARTURE

(BXXK4.BXX) 25JUN15

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)

(CONTINUED ON FOLLOWING PAGE)

SW-4, 12 JUN 2025 to 07 AUG 2025

(BXX4.BXX) 18088

BUCKEYE FOUR DEPARTURE

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Expect RADAR vectors to BXX VORTAC. Thence . . . .

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Expect RADAR vectors to BXX VORTAC. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Expect RADAR vectors to BXX VORTAC. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXX R-077 to BXX VORTAC. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXX R-077 to BXX VORTAC. Thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXX R-077 to BXX VORTAC. Thence . . . .

. . . . maintain 8000, thence via (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (BXX4.BLH): From over BXX VORTAC via BXX R-262 and BLH R-080 to BLH VORTAC.

PALMDALE TRANSITION (BXX4.PMD): From over BXX VORTAC via BXX R-269 to CURIV INT, then via PSP R-080 to DECAS INT, then via BLH R-278 and PMD R-095 to PMD VORTAC.

PALM SPRINGS TRANSITION (BXX4.PSP): From over BXX VORTAC via BXX R-269 to CURIV INT, then via PSP R-080 to PSP VORTAC.

PARKER TRANSITION (BXX4.PKE): From over BXX VORTAC via BXX R-279 and PKE R-097 to PKE VORTAC.

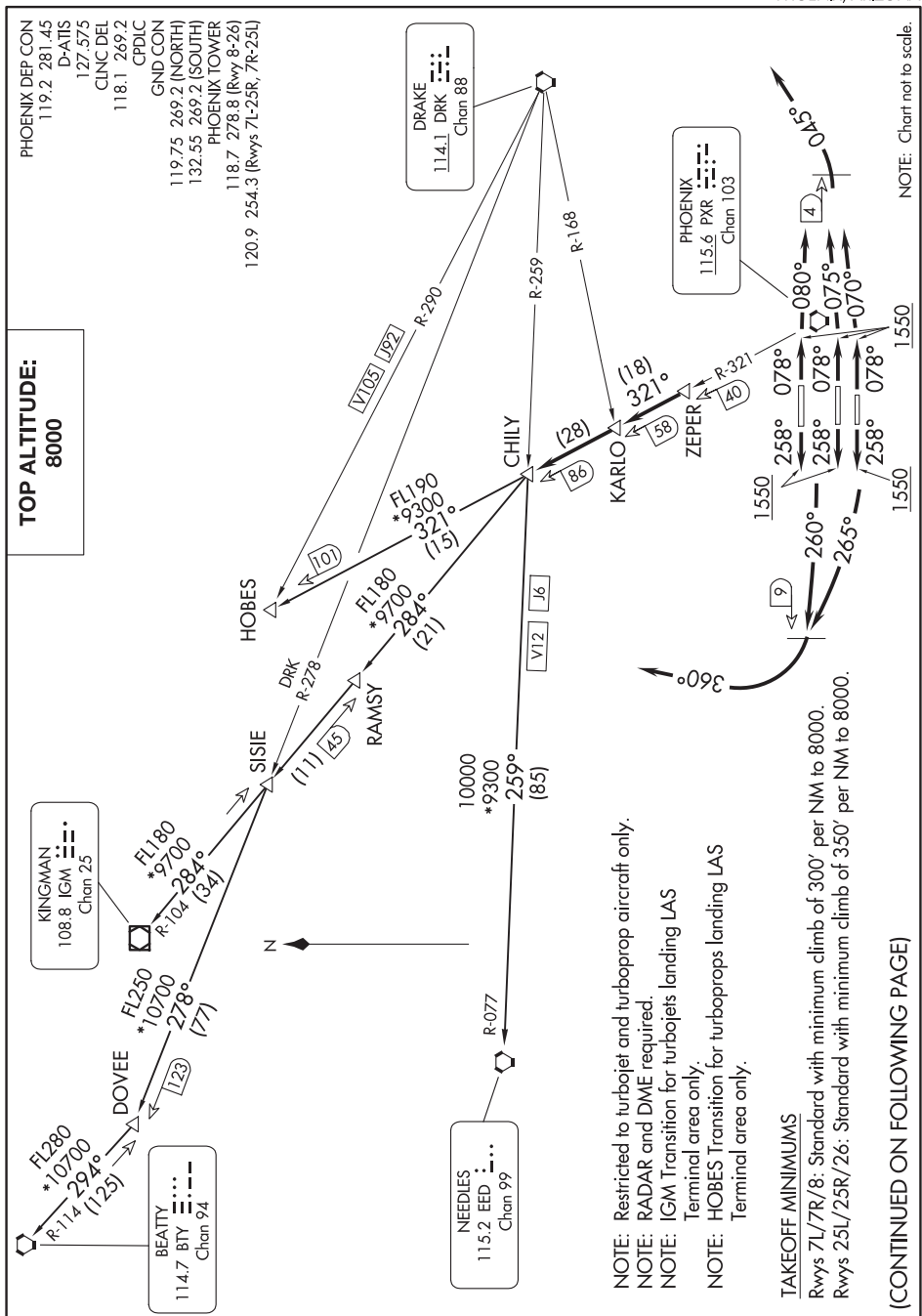
BUCKEYE FOUR DEPARTURE

(BXX4.BXX) 25JUN15

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°. Thence . . . .

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°. Thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°. Thence . . . .

. . . . maintain 8000, expect RADAR vectors to PXR R-321 to ZEPER/PXR 40 DME then CHILY INT. Thence via (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

BEATTY TRANSITION (CHILY4.BTY): From over CHILY INT via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, then via BTY R-114 to BTY VORTAC.

HOBES TRANSITION (CHILY4.HOBES): From over CHILY INT via PXR R-321 to HOBES INT.

KINGMAN TRANSITION (CHILY4.IGM): From over CHILY INT via IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (CHILY4.EED): From over CHILY INT via DRK R-259 and EED R-077 to EED VORTAC.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



TOP ALTITUDE:  
8000

(ECLPS1.ECLPS) 18144  
ECLPS ONE DEPARTURE (RNAV)

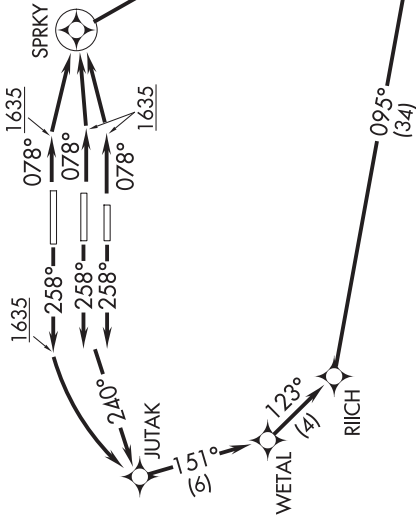
AL-322 (FAA) PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA

D-ATIS 127.575  
CLNC DEL 118.1 269.2  
CPDIC  
GND CON 119.75 269.2 (NORTH)  
132.55 269.2 (SOUTH)  
PHOENIX TOWER 118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwys 7L-25R, 7R-25L)  
PHOENIX DEP CON 126.8 269.6



TAKEOFF MINIMUMS

Rwys 7L/R, 8: Standard with minimum climb of 500' per NM to 1635.  
Rwys 25L/R, 26: Standard with minimum climb of 500' per NM to 1900.



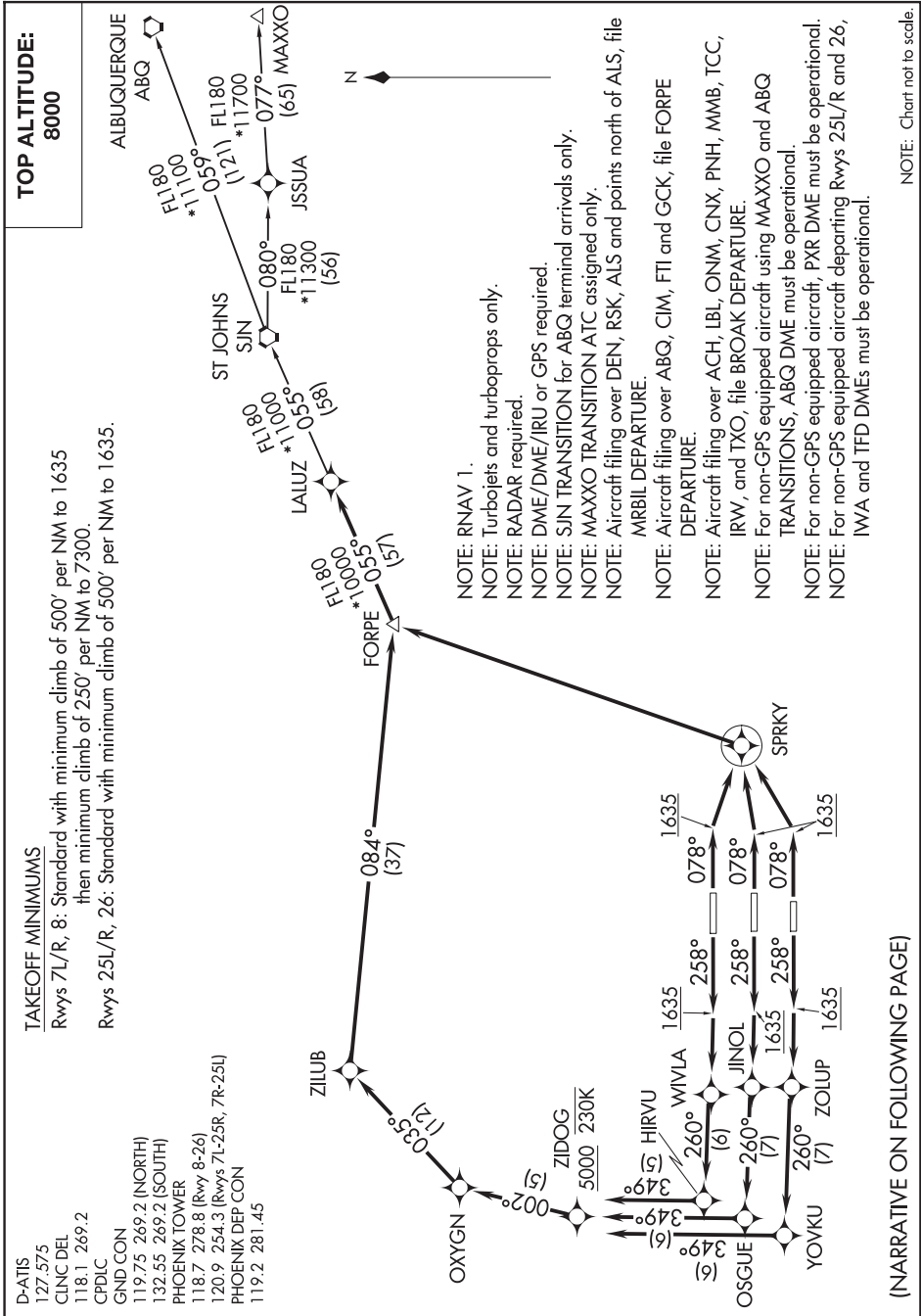
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct to SPRKY, then right turn direct ECLPS. Thence. . .  
TAKEOFF RUNWAYS 25L/R: Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 095° to ECLPS. Thence. . .  
TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then left turn direct JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 095° to ECLPS. Thence. . .  
. . . on track 111° to KATMN. Then on (transition), expect filed altitude 3 minutes after departure.

PHASE TRANSITION (ECLPS1.PHASE)

- NOTE: RNAV 1.
- NOTE: Turbojets and turboprops only.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: For non-GPS equipped aircraft, TFD and DUG DMEs must be operational.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L, 7R, 8: Climb heading 078° to 1635, then direct SPRKY, then left turn direct FORPE, thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1635, then direct ZOLUP, then on track 260° to YOYKU, then on track 349° to cross ZIDOG at or above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 084° to FORPE, thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at or above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 084° to FORPE, thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at or above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 084° to FORPE, thence . . . .

. . . . on track 055° to LALUZ, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

- ALBUQUERQUE TRANSITION (FORPE1.ABQ)
- MAXXO TRANSITION (FORPE1.MAXXO)
- ST JOHNS TRANSITION (FORPE1.SJN)

**TOP ALTITUDE:**  
**8000**

## DEPARTURE ROUTE DESCRIPTION

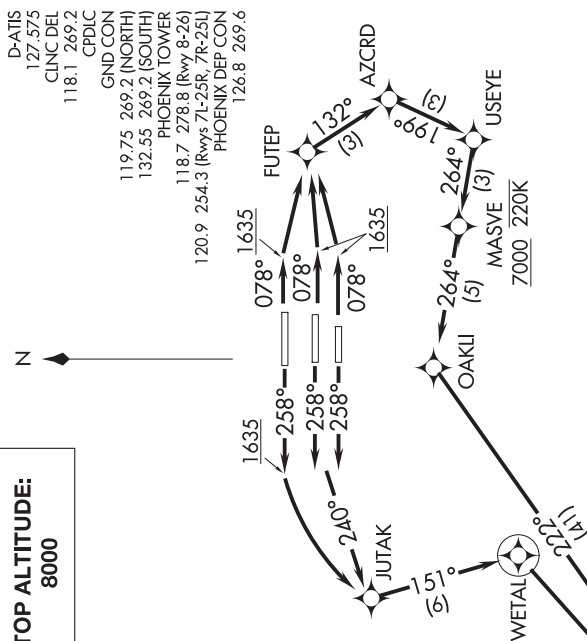
TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct FUTEF, then on track 132° to AZCRD, then on track 199° to USEYE; then on track 264° to cross MASVE at/above 7000 and at/below 220K, then on track 264° to OAKII, then on track 222° to FYRBD, thence. . .

TAKEOFF RUNWAYS 25L/R: Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 221° to FYRBD, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then left turn direct JUTAK, then on track 151° to WETAL, then on track 221° to FYRBD, thence. . .

... on track 249° to JUDTH, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

MOHAK TRANSITION (FYRBD1.MOHAK)



NOTE: RNAV 1.

NOTE: Turbojets and turboprops only.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

## TAKEOFF MINIMUMS

Rwys 7L/R, 8: Standard.

Rwys 25L/R, 26: Standard with minimum climb of 500' per NM to 1635, then minimum climb of 260' per NM to 5400.

NOTE: Chart not to scale.

SW-4, 12 JUN 2025 to 07 AUG 2025

## FYRBD ONE DEPARTURE (RNAV)

(FYRBD1.FYRBD) 24MAY18

PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX DEP CON

126.8 269.6

D-ATIS

127.55

CUNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

PHOENIX TOWER

118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

TOP ALTITUDE:

8000

KEENS THREE DEPARTURE (RNAV)

(KEENS3.KEENS) 25JAN24

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb on heading 078° to 1635, then direct FUTEP, then on track 132° to AZCRD, then on track 199° to USEYE, then on track 264° to cross MASVE at/above 7000 and at/below 220K, then on track 264° to OAKLI, then on track 268° to KEENS, thence. . . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 258° to intercept course 240° to WULKO, then on track 268° to KEENS, thence. . . .

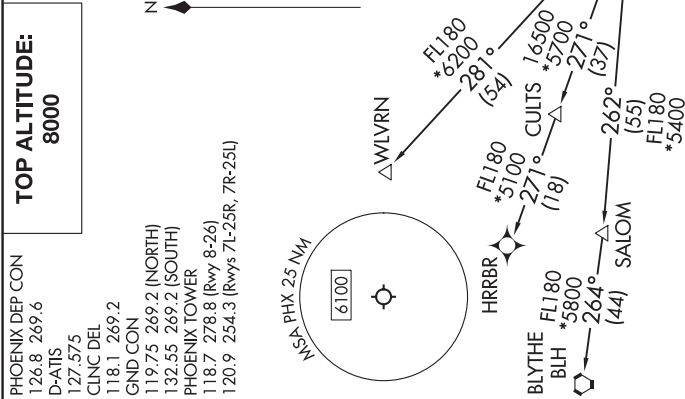
TAKEOFF RUNWAY 26: Climb on heading 258° to 1635, then left turn direct WULKO, then on track 268° to KEENS, thence. . . .

. . . on track 259° to IZZZO, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

BLYTHE TRANSITION (KEENS3.BLH)

HRRBR TRANSITION (KEENS3.HRRBR)

WLVRN TRANSITION (KEENS3.WLVRN)



- NOTE: Turbojets and turboprops only.
- NOTE: Aircraft requesting FL220 and below must file BLYTHE Transition.
- NOTE: Turbojets landing LAX, file WLVRN Transition.
- NOTE: Aircraft landing other than LAX and turboprops landing at LAX: Requesting FL240 and above, file HRRBR Transition.

NOTE: Chart not to scale.

(MOBIE4.MOBIE) 23334

## MOBIE FOUR DEPARTURE

AL-322 (FAA)

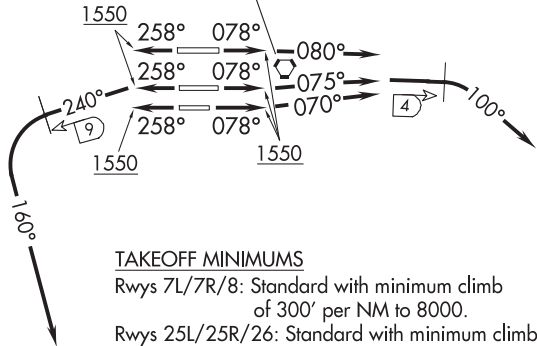
PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

PHOENIX DEP CON  
126.8 269.6  
D-ATIS  
127.575  
CLNC DEL  
118.1 269.2  
CPDLC  
GND CON  
119.75 269.2 (NORTH)  
132.55 269.2 (SOUTH)  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwys 7L-25R, 7R-25L)

**TOP ALTITUDE:**  
**8000**

PHOENIX  
115.6 PXR   
Chan 103

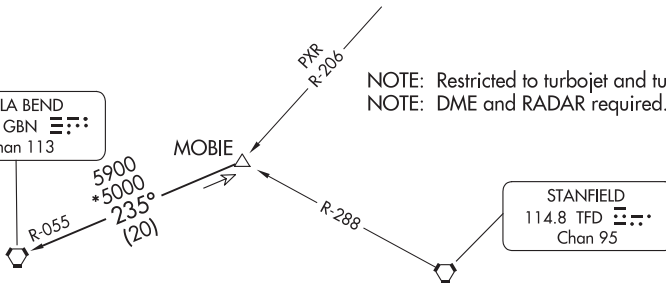
TAKEOFF MINIMUMS

Rwys 7L/7R/8: Standard with minimum climb  
of 300' per NM to 8000.

Rwys 25L/25R/26: Standard with minimum climb  
of 350' per NM to 8000.

NOTE: Restricted to turbojet and turboprop aircraft only.  
NOTE: DME and RADAR required.

GILA BEND  
116.6 GBN   
Chan 113



STANFIELD  
114.8 TFD   
Chan 95

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

. . . maintain 8000, expect RADAR vectors to MOBIE INT thence via (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

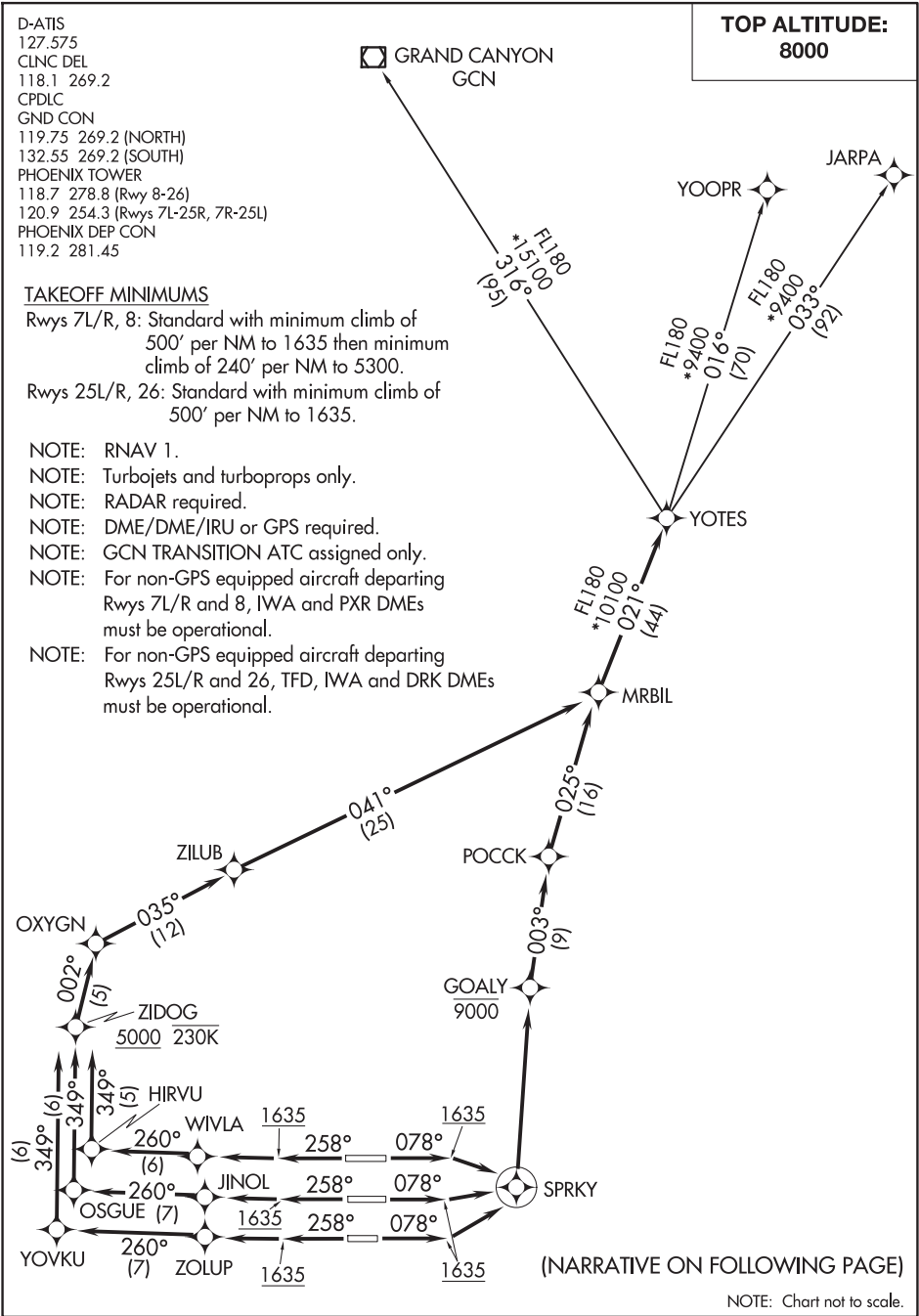
GILA BEND TRANSITION (MOBIE4.GBN): From over MOBIE INT via GBN R-055 to GBN VORTAC.

## MOBIE FOUR DEPARTURE

(MOBIE4.MOBIE) 25JUN15

PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL (PHX)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct to SPRKY, then turn left direct to cross GOALY at/below 9000, then on track 003° to POCCK, then on track 025° to MRBIL, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1635, then direct ZOLUP, then on track 260° to YOVKU, then on track 349° to cross ZIDOG at/above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at/above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at/above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL, thence. . . .

. . . .on track 021° to YOTES, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

GRAND CANYON TRANSITION (MRBIL1.GCN)

JARPA TRANSITION (MRBIL1.JARPA)

YOOPR TRANSITION (MRBIL1.YOOPR)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



QUAKY ONE DEPARTURE (RNAV)

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA

D-ATIS  
127.575  
CLNC DEL  
118.1 269.2  
CPDLC  
GND CON  
119.75 269.2 (NORTH)  
132.55 269.2 (SOUTH)  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwys 7L-25R, 7R-25L)  
PHOENIX DEP CON  
119.2 281.45

GRAND CANYON  
GCN

TOP ALTITUDE:  
8000

TAKEOFF MINIMUMS

Rwys 7L/R, 8: Standard with minimum climb of  
500' per NM to 1635, then minimum  
climb of 230' per NM to 5200.  
Rwys 25L/R, 26: Standard with minimum climb of  
500' per NM to 1635.

- NOTE: RNAV 1.  
NOTE: Turbojets and turboprops only.  
NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: JARPA TRANSITION ATC assigned only.  
NOTE: YOOPR TRANSITION ATC assigned only.  
NOTE: CARTL TRANSITION for FLG or PGA terminal  
arrivals only.  
NOTE: For non-GPS equipped aircraft using YOOPR  
TRANSITION, DRK DME must be operational.  
NOTE: For non-GPS equipped aircraft, IWA DME  
must be operational.  
NOTE: For non-GPS equipped aircraft departing  
Rwys 25L/R, 26, TFD and BXK DMEs must be  
operational.  
NOTE: For non-GPS equipped aircraft departing  
Rwys 8, 25R, 26, DRK DME must be operational.  
NOTE: For non-GPS equipped aircraft departing  
Rwys 7L/R, PXR DME must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

QUAKY ONE DEPARTURE (RNAV)

(QUAKY1.QUAKY) 24MAY18

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct SPRKY, then left turn direct to cross GOALY at/below 9000, then on track 337° to QUAKY, thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1635, then direct ZOLUP, then on track 260° to YOVKU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 357° to QUAKY, thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 357° to QUAKY, thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 357° to QUAKY, thence . . . .

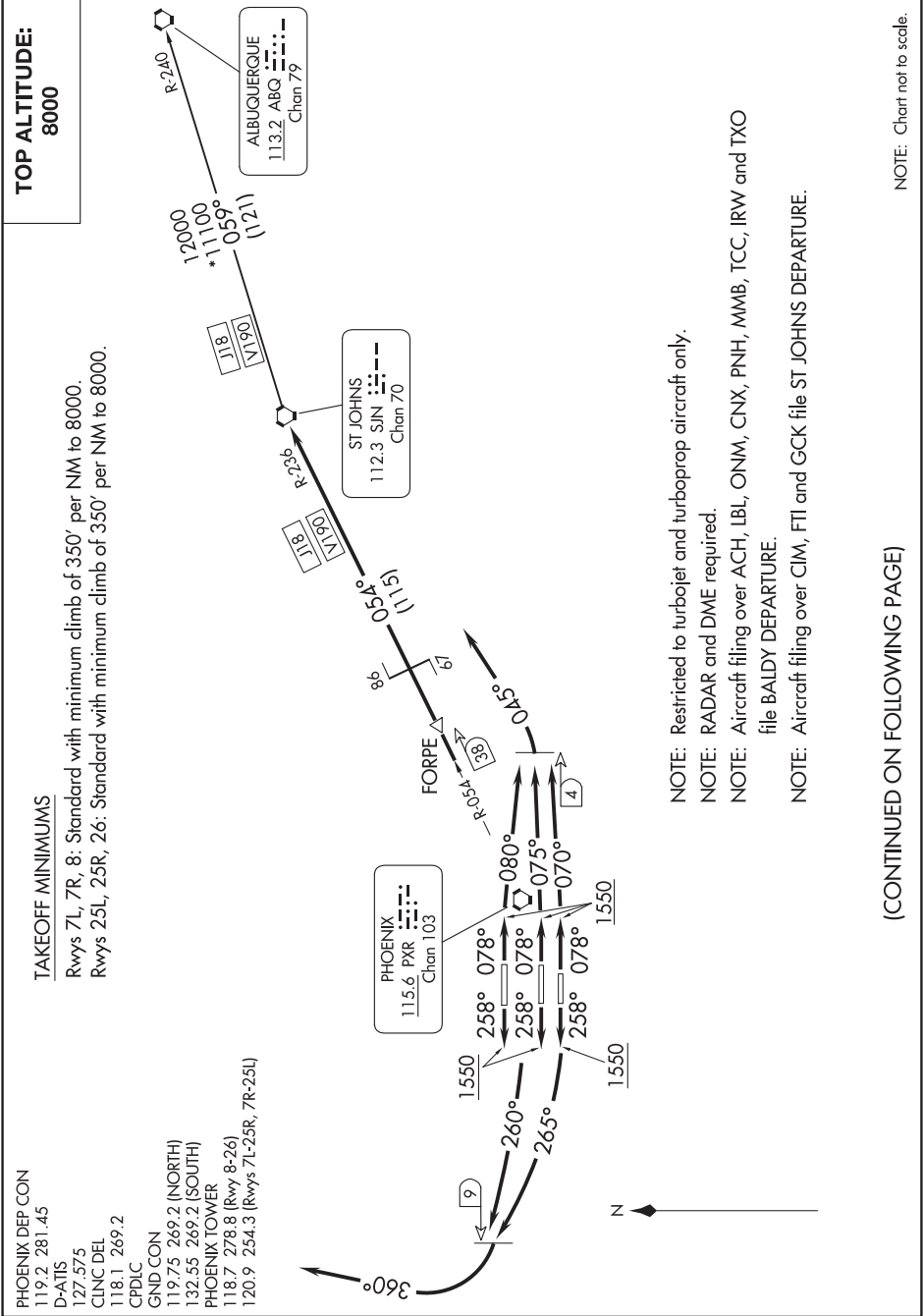
. . . . on track 343° to SNOBL, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

- CARTL TRANSITION (QUAKY1.CARTL)
- GRAND CANYON TRANSITION (QUAKY1.GCN)
- JARPA TRANSITION (QUAKY1.JARPA)
- RIMMM TRANSITION (QUAKY1.RIMMM)
- YOOPR TRANSITION (QUAKY1.YOOPR)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



(SJN9.SJN) 19059

## ST. JOHNS NINE DEPARTURE

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 8000. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 8000. Thence . . . .

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 8000. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 8000 for RADAR vectors to PXR R-054 to SJN VORTAC. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 8000 for RADAR vectors to PXR R-054 to SJN VORTAC. Thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 8000 for RADAR vectors to PXR R-054 to SJN VORTAC. Thence . . . .

. . . . (transition). Expect filed altitude 3 minutes after departure.

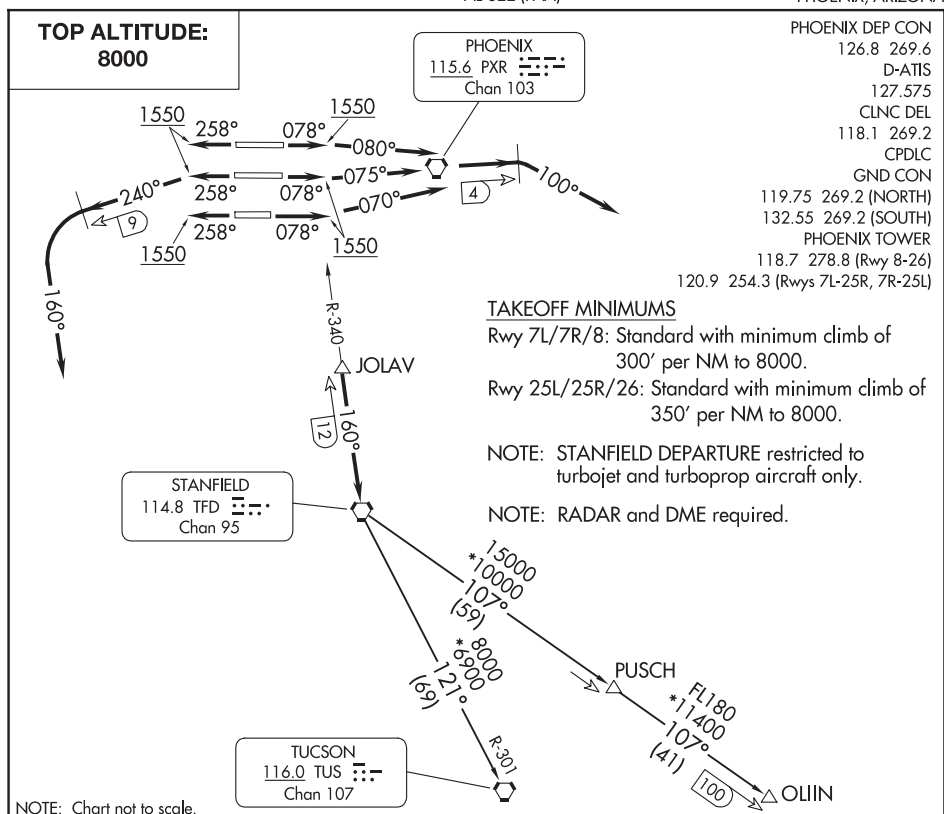
LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SJN9.ABQ): From over SJN VORTAC on SJN R-059 and ABQ R-240 to ABQ VORTAC.

## ST. JOHNS NINE DEPARTURE

(SJN9.SJN) 28FEB19

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 8:** Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

**TAKEOFF RUNWAY 7L:** Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

**TAKEOFF RUNWAY 7R:** Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKEOFF RUNWAY 25L/25R/26: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

...maintain 8000, expect RADAR vectors to TFD R-340 to TFD VORTAC. Thence via (Transition). Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

OLIIN TRANSITION (TFD4.OLIIN): From over TFD VORTAC on TFD R-107 to OLIIN INT.

TUCSON TRANSITION (TFD4.TUS): From over TFD VORTAC on TFD R-121 and TUS R-301 to TUS VORTAC.

(STRRM1.STRRM) 18144

## STRRM ONE DEPARTURE (RNAV)

AL-322 (FAA)

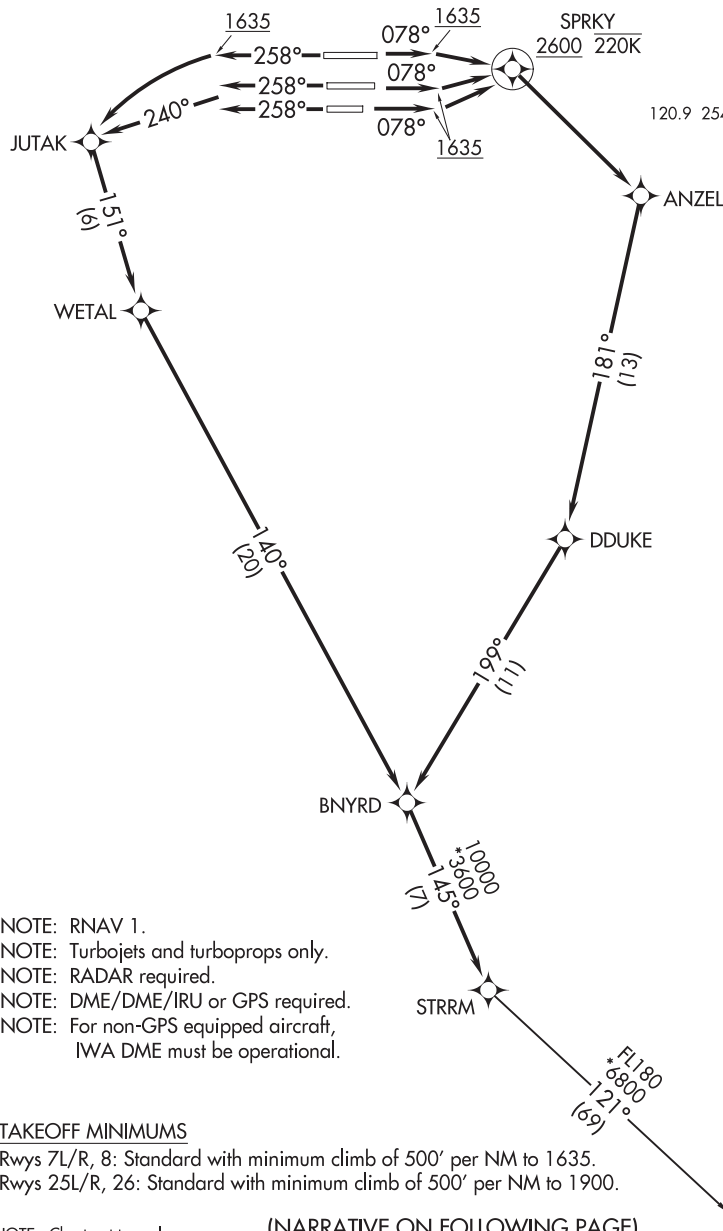
PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

**TOP ALTITUDE:**  
8000

D-ATIS  
127.575  
CLNC DEL  
118.1 269.2  
CPDLC

			GND CON
	119.75	269.2	(NORTH)
	132.55	269.2	(SOUTH)
			PHOENIX TOWER
	118.7	278.8	(Rwy 8-26)
120.9	254.3		(Rwys 7L-25R, 7R-25L)
			PHOENIX DEP CON
		126.8	269.6



NOTE: RNAV 1.  
NOTE: Turbojets and turboprops only.  
NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: For non-GPS equipped aircraft,  
IWA DME must be operational.

## TAKEOFF MINIMUMS

Rwys 7L/R, 8: Standard with minimum climb of 500' per NM to 1635.  
Rwys 25L/R, 26: Standard with minimum climb of 500' per NM to 1900.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## STRRM ONE DEPARTURE (RNAV)

(STRRM1.STRRM) 24MAY18

PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL (PHX)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct to cross SPRKY at or above 2600 and at or below 220K, then right turn direct ANZEL, then on track 181° to DDUKE, then on track 199° to BNYRD, thence . . . .

TAKEOFF RUNWAYS 25L/R: Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 140° to BNYRD, thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then left turn direct JUTAK, then on track 151° to WETAL, then on track 140° to BNYRD, thence . . . .

. . . . on track 145° to STRRM, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

TUCSON TRANSITION (STRRM1.TUS)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

(ZEPER2.ZEPER) 20170

## ZEPER TWO DEPARTURE(RNAV)

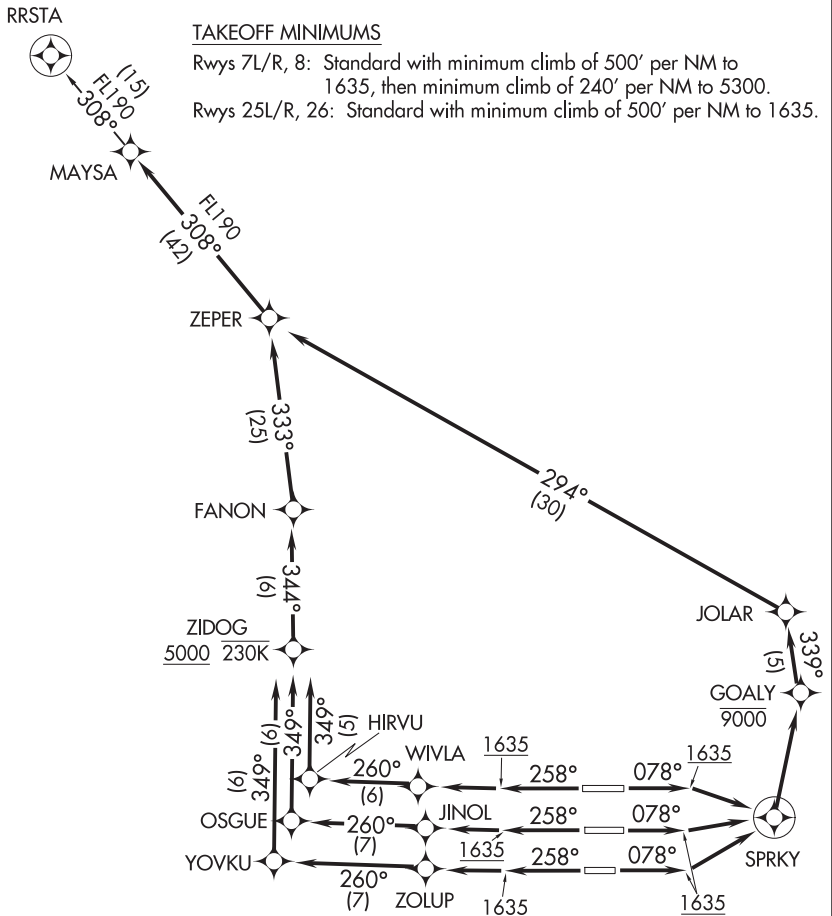
AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA

D-ATIS  
127.575  
CLNC DEL  
118.1 269.2  
CPDLC  
GND CON  
119.75 269.2 (NORTH)  
132.55 269.2 (SOUTH)  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwys 7L-25R, 7R-25L)  
PHOENIX DEP CON  
119.2 281.45

NOTE: RNAV 1.  
NOTE: Turbojets and turboprops only.  
NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.

**TOP ALTITUDE:  
8000**



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ZEPER TWO DEPARTURE(RNAV)

(ZEPER2.ZEPER) 21MAY20

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb on heading 078° to 1635, then direct SPRKY, then turn left direct to cross GOALY at or below 9000, then on track 339° to JOLAR, then on track 294° to ZEPER. Thence . . . .

TAKEOFF RUNWAY 25L: Climb on heading 258° to 1635, then direct ZOLUP, then on track 260° to YOVKU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 344° to FANON, then on track 333° to ZEPER, thence . . . .

TAKEOFF RUNWAY 25R: Climb on heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 344° to FANON, then on track 333° to ZEPER, thence . . . .

TAKEOFF RUNWAY 26: Climb on heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 344° to FANON, then on track 333° to ZEPER, thence . . . .

. . . . on RRSTA transition. Maintain 8000, expect higher altitude 3 minutes after departure.

RRSTA TRANSITION (ZEPER2.RRSTA)

PRESCOTT, ARIZONA

AL-546 (FAA)

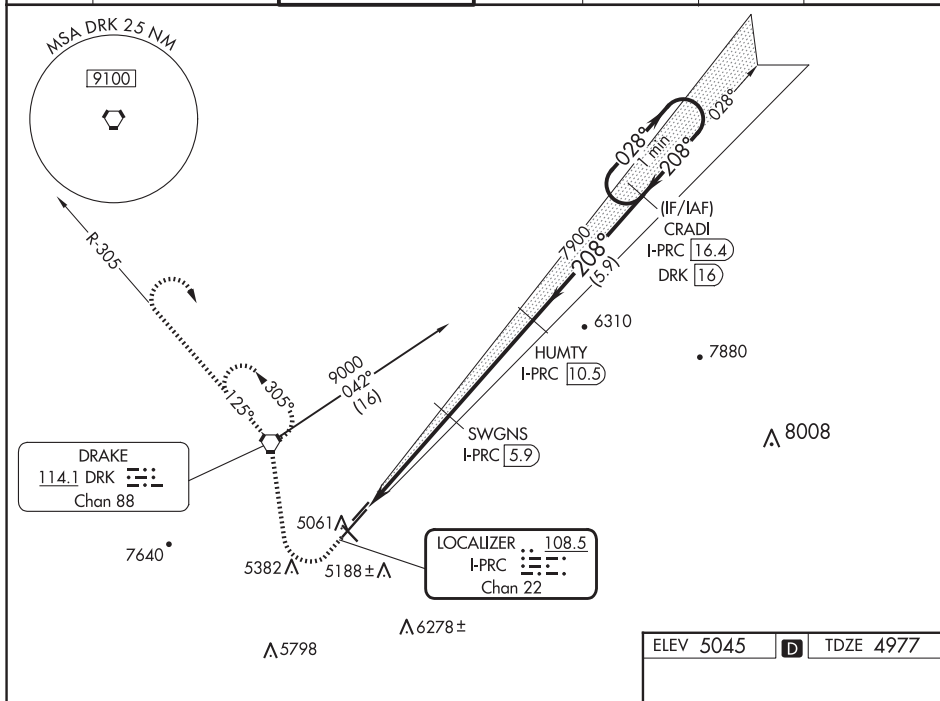
24305

LOC/DME I-PRC <b>108.5</b> Chan <b>22</b>	APP CRS <b>208°</b>	Rwy Idg <b>7619</b> TDZE <b>4977</b> Apt Elev <b>5045</b>
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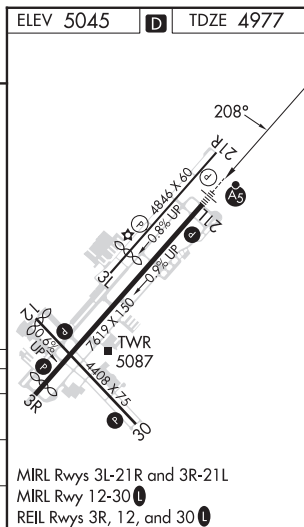
# ILS or LOC/DME RWY 21L

PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)

<b>⚠</b> <b>⚠</b> Circling Rwy 3L, 12, 30 NA at night.		MALSR 	MISSED APPROACH: Climb to 5400 then climbing right turn direct DRK VORTAC and DRK VORTAC R-305 to 9000, then right turn direct DRK VORTAC and hold.		
ATIS <b>127.2</b>	PHOENIX APP CON <b>133.575 281.55</b>	PRESCOTT TOWER ★ <b>125.3</b> (CTAF) <b>257.9</b>	GND CON <b>121.7</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.95</b>



5400	DRK	9000	DRK	DRK	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 55).	
	DRK R-305				CRADI I-PRC 16.4	One Minute Holding Pattern
Use I-PRC DME when on the localizer course. *LOC only						
	I-PRC 1.4	I-PRC 2.6	SWGNS I-PRC 5.9	HUMTY I-PRC 10.5	7900	7900
					6440*	GS 3.00° TCH 55
	1.2	3.3 NM	4.6 NM	5.9 NM		
CATEGORY	A	B	C	D		
S-ILS 21L	5177-1/2		200 (200-1/2)			
S-LOC 21L	5380-1/2		403 (400-1/2)		5380-3/4	403 (400-3/4)
CIRCLING	5540-1 495 (500-1)		5760-1 715 (800-1)		6080-3 1035 (1100-3)	6680-3 1635 (1700-3)



PRESCOTT, ARIZONA

Amdt 4C 15AUG19

34°39'N-112°25'W

PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)

ILS or LOC/DME RWY 21L

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



PRESCOTT, ARIZONA

AL-546 (FAA)

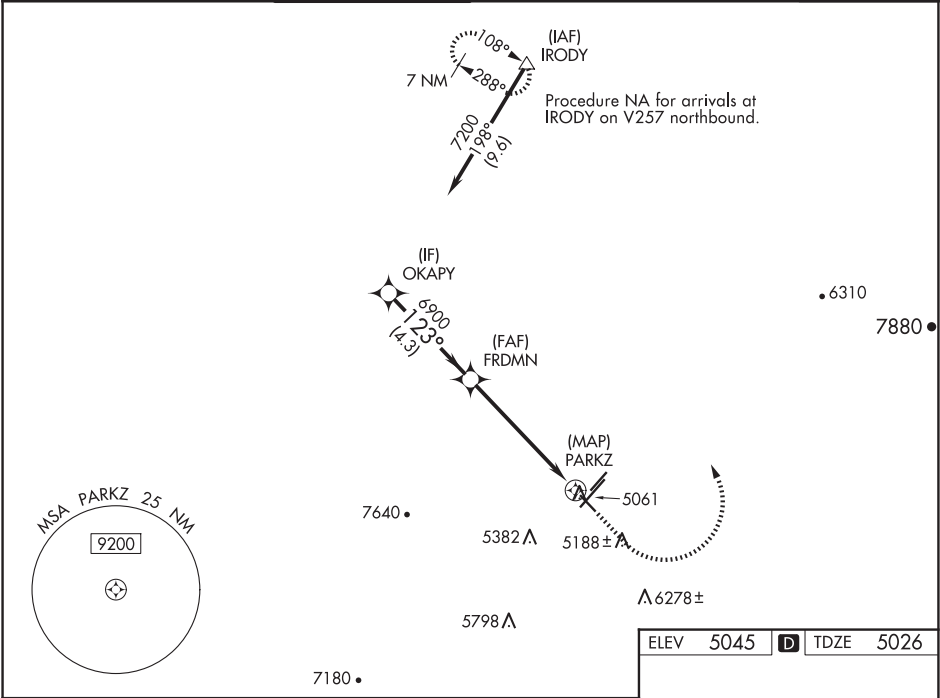
24305

WAAS CH <b>49235</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg TDZE Apt Elev	<b>4258</b> <b>5026</b> <b>5045</b>
--	------------------------	-----------------------------	---

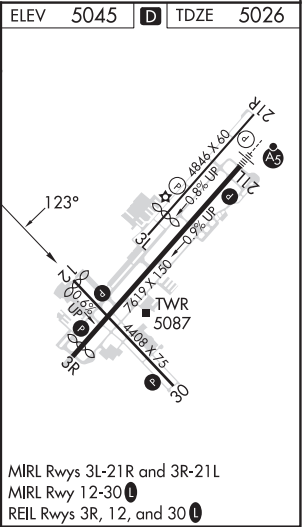
RNAV (GPS) RWY 12

PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)

RNP APCH.		MISSED APPROACH: Climb to 5500 then climbing left turn to 9000 direct IRODY and hold, continue climb-in-hold to 9000.			
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 49°C. Rwy 12 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 12 NA at night, Circling Rwy 12, 3L, 30 NA at night.					
ATIS <b>127.2</b>	PHOENIX APP CON <b>133.575 281.55</b>	PRESCOTT TOWER ★ <b>125.3 (CTAF) 0 257.9</b>	GND CON <b>121.7</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.95</b>



VGSi and RNAV glidepath not coincident (VGSi Angle 4.24/TCH 52).		5500	9000	IRODY
OKAPY		FRDMN	PARKZ	
7200		6900		
GP 3.00° TCH 48				
123°				
6900				
4.3 NM		5.5 NM	0.3	
CATEGORY	A	B	C	D
LPV DA	5276-1		250 (300-1)	
LNAV/ VNAV DA	5432-1 3/8		406 (400-1 3/8)	
LNAV MDA	5520-1	494 (500-1)	5520-1 3/8	494 (500-1 3/8)
CIRCLING	5520-1 475 (500-1)	5760-1 715 (800-1)	6080-3 1035 (1100-3)	6680-3 1635 (1700-3)



PRESCOTT, ARIZONA  
Orig-B 15AUG19

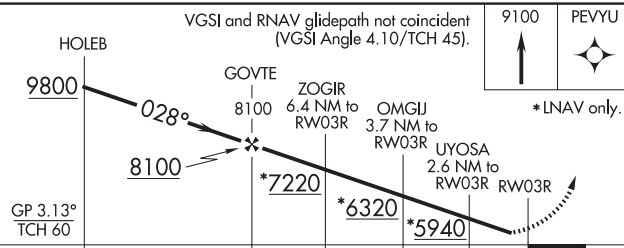
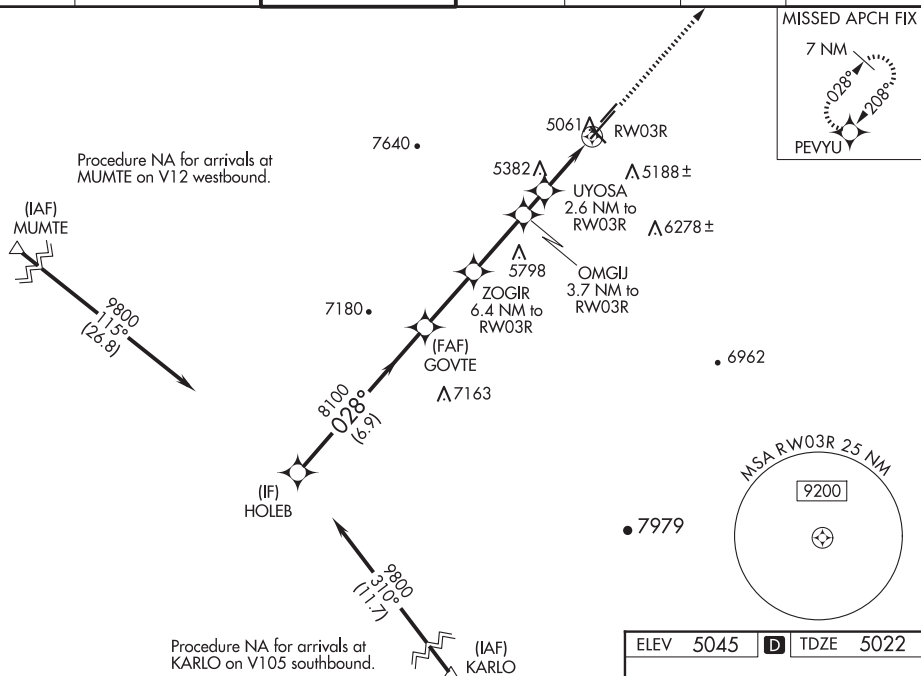
PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)  
34°39'N-112°25'W  
RNAV (GPS) RWY 12



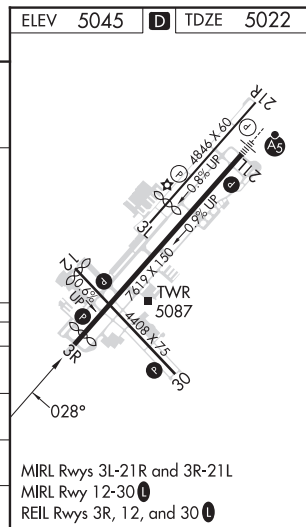
RNAV (GPS) Y RWY 3R  
PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)

**T** Baro-VNAV NA.  
**A** Rwy 3R helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
Circling Rwy 3L, 12, 30 NA at night.

**MISSED APPROACH:** Climb to 9100 direct PEVYU and hold.

UNICOM  
122.95

		6.9 NM	2.6 NM	2.7 NM	1.1	2.6 NM	
CATEGORY		A	B	C	D		
LPV	DA	5311-1 289 (300-1)				NA	
LNNAV/ VNAV	DA	5549-1 <sup>5</sup> / <sub>8</sub> 527 (600-1 <sup>5</sup> / <sub>8</sub> )				NA	
LNNAV	MDA	5640-1 618 (600-1)		5640-1 <sup>3</sup> / <sub>4</sub> 618 (600-1 <sup>3</sup> / <sub>4</sub> )		NA	
<b>C</b> CIRCLING		5640-1 595 (600-1)	5760-1 715 (800-1)	6080-3 1035 (1100-3)		6680-3 1635 (1700-3)	



PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)  
W RNAV (GPS) Y RWY 3R

34°39'N-112°25'W

VORTAC DRK	APP CRS	Rwy Idg	4258
114.1	125°	TDZE	5027
Chan 88		Apt Elev	5045

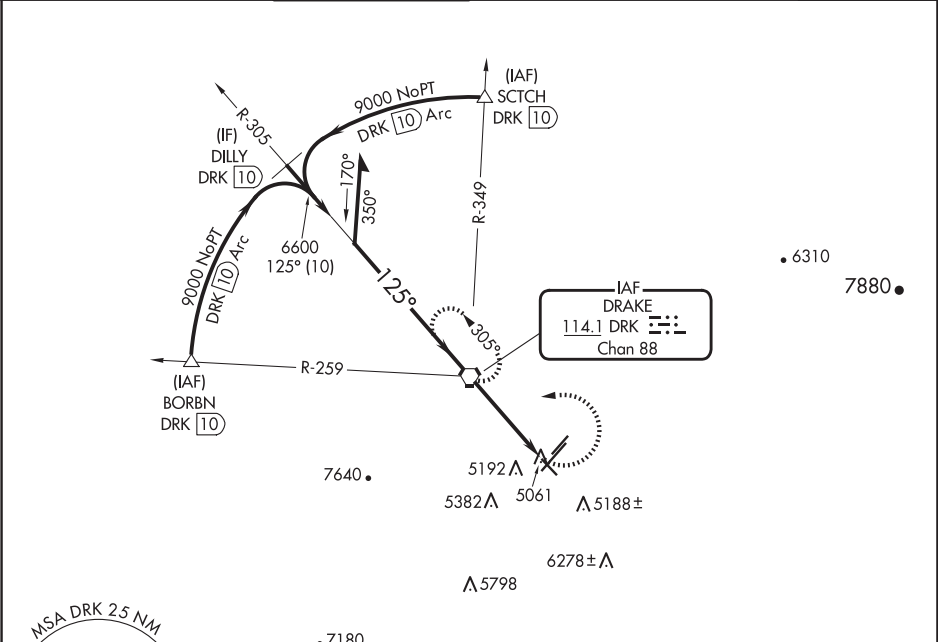
VOR RWY 12

PRESCOTT RGNL/ERNEST A LOVE FIELD (PRC)

Rwy 12 helicopter visibility reduction below ¾ SM NA.  
Circling Rwy 3L, 30 NA at night.

MISSED APPROACH: Climbing left turn to 9000 via DRK VORTAC R-305 then right turn direct DRK VORTAC and hold, continue climb-in-hold to 9000.

ATIS	PHOENIX APP CON	PRESCOTT TOWER ★	GND CON	CLNC DEL	128.75 ①	UNICOM
127.2	133.575 281.55	125.3 (CTAF) ① 257.9	121.7	119.25		122.95



VGSI and descent angles not coincident (VGSI Angle 4.24/TCH 52).

Remain within 10 NM

8500

305°

125°

6600

3.63° TCH 52

3 NM

1 NM

9000

DRK R-305

DRK 3

DRK 4

CATEGORY	A	B	C	D
S-12	5460-1	433 (500-1)	5460-1¼ 433 (500-1¼)	NA
CIRCLING	5520-1 475 (500-1)	5760-1 715 (800-1)	6080-3 1035 (1100-3)	NA

ELEV 5045

TDZE 5027

125°

DRK 12

DRK 30

TWR 5087

408 X 75

7015 X 150

0.9% UP

0.9% UP

MIRL Rwy 3L-21R and 3R-21L

MIRL Rwy 12-30 ①

REIL Rwy 3R, 12, and 30 ①

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

# AIRPORT DIAGRAM

PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)

AL-546 (FAA)

PRESCOTT, ARIZONA

ATIS  
127.2  
PRESCOTT TOWER ★  
125.3 257.9  
GND CON —  
121.7  
CLNC DEL  
119.25

**D**

RWY 03L-21R  
PCN 2 F/D/X/T  
S-12.5  
RWY 03R-21L  
PCR 140 F/D/X/T  
S-63, D-80, 2D-100  
RWY 12-30  
PCN 10 F/C/Y/T  
S-12.5

## HANGARS

NORTH

WEST

ELEV

TERMINAL

RESTRICTED

SOUTH

400 X 1.50

BLAST PAD

FIRE STATION

## HANGARS

TRANSCIENT

FIELD



HS 1

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

25107

PRESCOTT, ARIZONA

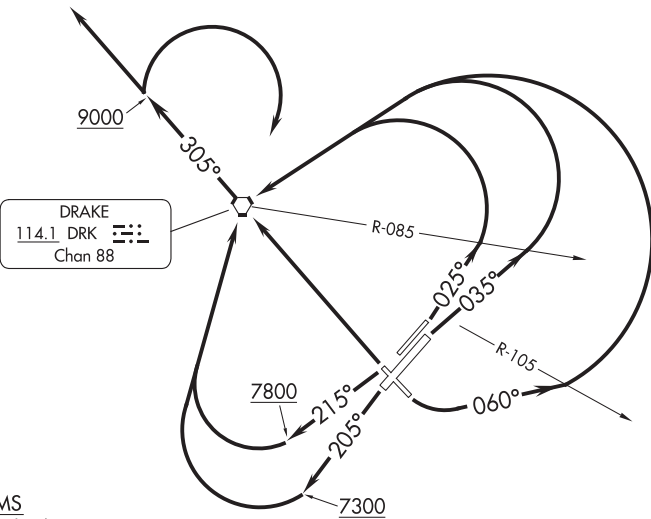
PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



PHOENIX DEP CON  
133.575 281.55  
ALBUQUERQUE CENTER  
128.45 298.9  
ATIS  
127.2  
CLNC DEL  
119.25  
GND CON  
121.7  
PRESCOTT TOWER ★  
125.3 (CTAF) 257.9



TAKEOFF MINIMUMS

Rwys 3L/R, 30: Standard.  
Rwy 12: Standard with a minimum climb of 260' per NM to 5700 or 600-2¾ with a minimum climb of 245' per NM to 5600 or 1800-3 for VCOA.  
Rwy 21L: Standard with a minimum climb of 430' per NM to 8200 or 1800-3 for VCOA.  
Rwy 21R: Standard with a minimum climb of 500' per NM to 8800 or 1800-3 for VCOA.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3L: Climb heading 025° until crossing DRK VORTAC R-085, then climbing left turn direct DRK VORTAC, thence. . . .

TAKEOFF RUNWAY 3R: Climb heading 035° until crossing DRK VORTAC R-085, then climbing left turn direct DRK VORTAC, thence. . . .

TAKEOFF RUNWAY 12: Climbing left turn heading 060° until crossing DRK VORTAC R-105, then climbing left turn direct DRK VORTAC, thence. . . .

TAKEOFF RUNWAY 21L: Climb heading 205° until 7300, then climbing right turn direct DRK VORTAC, thence. . . .

TAKEOFF RUNWAY 21R: Climb heading 215° until 7800, then climbing right turn direct DRK VORTAC, thence. . . .

TAKEOFF RUNWAY 30: Climb direct DRK VORTAC, thence. . . .

. . . .climb on DRK VORTAC R-305 to 9000. Aircraft departing on DRK VORTAC R-305 continue climbing on course. All other aircraft climbing right turn direct DRK VORTAC then on assigned course.

VCOA RUNWAYS 12, 21L/R: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Prescott Airport at or above 6700 direct DRK VORTAC, then climb on DRK VORTAC R-305 to 9000. Aircraft departing on DRK VORTAC R-305 continue climbing on course. All other aircraft climbing right turn direct DRK VORTAC then on assigned course.

## PRESCOTT THREE DEPARTURE (OBSTACLE)

AL-546 (FAA)

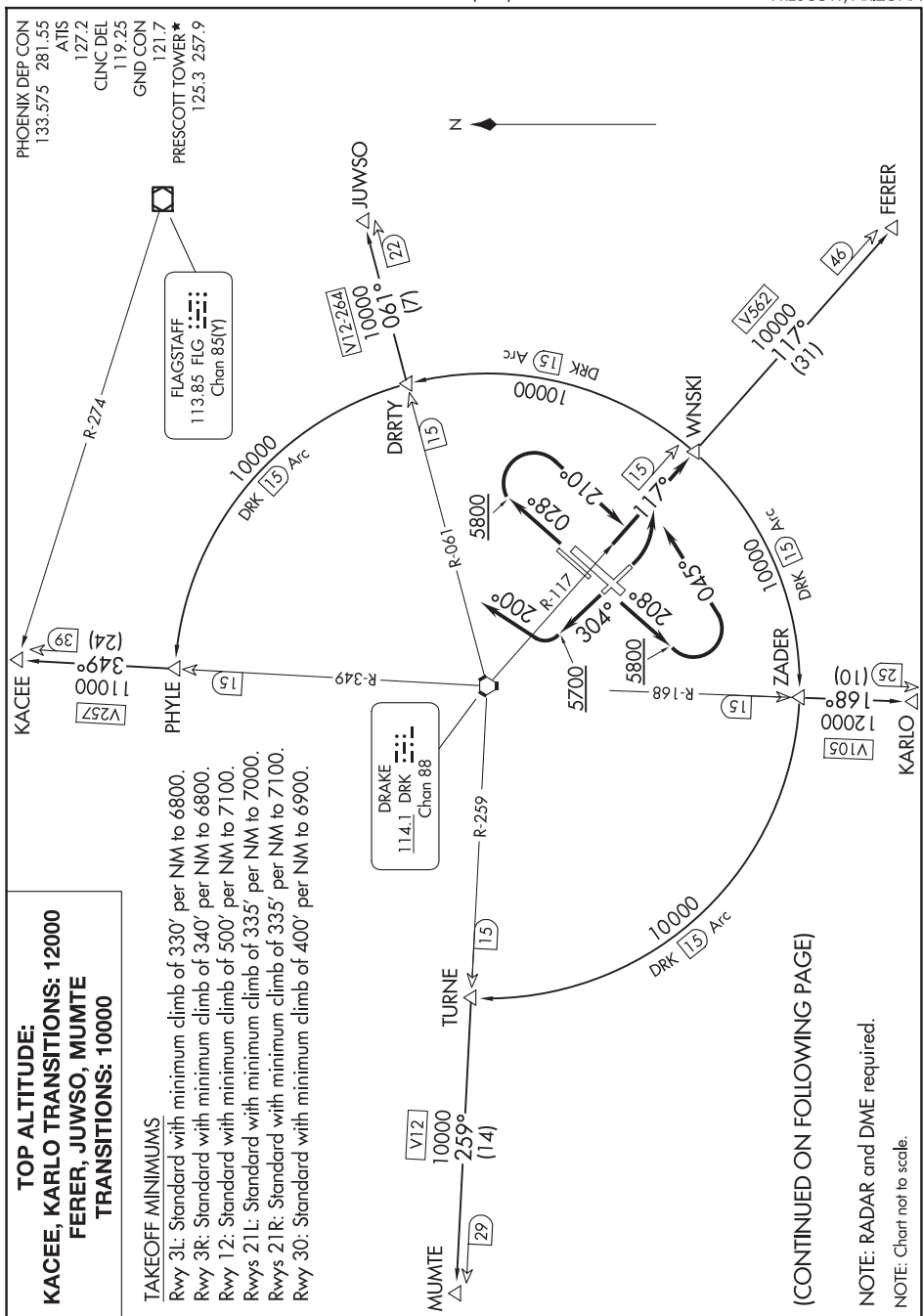
PRESCOTT, ARIZONA

TAKEOFF OBSTACLE NOTES

- Rwy 3L: Lighting 8' from DER, 19' right of centerline, 1' AGL/4939' MSL.  
 Sign 15' from DER, 126' left of centerline, 3' AGL/4939' MSL.  
 Tree 20' from DER, 408' left of centerline, 4949' MSL.  
 Tree 184' from DER, 404' left of centerline, 4951' MSL.
- Rwy 12: Tree 4' from DER, 323' right of centerline, 5066' MSL.  
 Buildings, lighting, sign beginning 9' from DER, 122' left of centerline, up to 31' AGL/5057' MSL.  
 Tree, utility pole, sign, terrain beginning 19' from DER, 65' right of centerline, up to 28' AGL/5086' MSL.  
 Terrain, trees, building, lighting beginning 24' from DER, 111' left of centerline, up to 46' AGL/5062' MSL.  
 Terrain, road beginning 196' from DER, 317' left of centerline, up to 5069' MSL.  
 Trees beginning 302' from DER, 361' left of centerline, up to 45' AGL/5083' MSL.  
 Tower, road, trees, pole beginning 426' from DER, 267' left of centerline, up to 46' AGL/5092' MSL.  
 Terrain, trees beginning 2.1 NM from DER, 2368' right of centerline, up to 56' AGL/5656' MSL.
- Rwy 21R: Sign, terrain beginning 11' from DER, 82' left of centerline, up to 2' AGL/4977' MSL.  
 Sign, trees, road, building, electrical system, pole, tank beginning 11' from DER, 19' right of centerline, up to 50' AGL/5024' MSL.  
 Trees beginning 90' from DER, 70' left of centerline, up to 50' AGL/5041' MSL.  
 Trees, poles, building beginning 752' from DER, 22' right of centerline, up to 50' AGL/5031' MSL.  
 Tree, pole beginning 940' from DER, 3' left of centerline, up to 50' AGL/5044' MSL.  
 Trees, poles, building beginning 980' from DER, 22' right of centerline, up to 50' AGL/5044' MSL.  
 Fence, trees, poles, road, building, stack, tank beginning 1207' from DER, 35' right of centerline, up to 57' AGL/5054' MSL.  
 Trees, poles beginning 1561' from DER, left and right of centerline, up to 50' AGL/5064' MSL.  
 Trees beginning 1954' from DER, 129' left of centerline, 50' AGL/5064' MSL.  
 Trees beginning 2325' from DER, left and right of centerline, up to 50' AGL/5080' MSL.  
 Trees beginning 2615' from DER, 140' left of centerline, up to 50' AGL/5077' MSL.  
 Building, trees beginning 2718' from DER, 35' right of centerline, up to 50' AGL/5093' MSL.  
 Trees, pole beginning 3134' from DER, 128' left of centerline, up to 50' AGL/5090' MSL.  
 Trees beginning 3442' from DER, 24' right of centerline, up to 50' AGL/5103' MSL.  
 Trees beginning 3527' from DER, 175' left of centerline, up to 50' AGL/5103' MSL.  
 Antenna, building, trees beginning 3772' from DER, left and right of centerline, up to 90' AGL/5116' MSL.  
 Trees beginning 4194' from DER, 145' right of centerline, up to 5113' MSL.  
 Trees beginning 4759' from DER, left and right of centerline, up to 75' AGL/5117' MSL.  
 Trees beginning 5180' from DER, 15' right of centerline, 70' AGL/5119' MSL.  
 Trees beginning 5408' from DER, 743' right of centerline, up to 50' AGL/5126' MSL.
- Rwy 21L: Lighting, fence beginning 30' from DER, 336' left of centerline, up to 7' AGL/5042' MSL.  
 Road, fence, tree beginning 111' from DER, 469' left of centerline, up to 5051' MSL.  
 Road, fence beginning 300' from DER, 455' left of centerline, up to 5056' MSL.  
 Wind indicator, pole, tree, roads beginning 402' from DER, 269' right of centerline, up to 5076' MSL.  
 Tree, fence, roads, lighting, pole, sign, navaid, building beginning 614' from DER, 41' left of centerline, up to 5113' MSL.  
 Trees, road beginning 782' from DER, 528' right of centerline, up to 47' AGL/5089' MSL.  
 Trees, road, pole, fence, electrical system, building, lighting, antenna beginning 971' from DER, 2' right of centerline, up to 70' AGL/5117' MSL.  
 Trees beginning 1779' from DER, 108' left of centerline, up to 71' AGL/5116' MSL.
- Rwy 30: Buildings, sign, poles beginning 28' from DER, 127' left of centerline, up to 25' AGL/5041' MSL.

## PRESCOTT THREE DEPARTURE (OBSTACLE)

PRESCOTT, ARIZONA



SW-4, 12 JUN 2025 to 07 AUG 2025

WNSKI TWO DEPARTURE  
(WNSKI2.WNSKI) 20JUN19

PRESCOTT, ARIZONA  
PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)

(WNSKI2.WNSKI) 24305

## WNSKI TWO DEPARTURE

AL-546 (FAA)

PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)

PRESCOTT, ARIZONA



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 3L/R: Climb on heading 028° to 5800, then climbing right turn to heading 210° to intercept DRK VORTAC R-117 to WNSKI, thence. . . .

TAKEOFF RUNWAY 12: Climbing left turn to intercept DRK VORTAC R-117 to WNSKI, thence. . . .

TAKEOFF RUNWAYS 21L/R: Climb on heading 208° to 5800, then climbing left turn heading 045° to intercept DRK VORTAC R-117 to WNSKI, thence. . . .

TAKEOFF RUNWAY 30: Climb on heading 304° to 5700, then climbing right turn to heading 200° to intercept DRK VORTAC R-117 to WNSKI, thence. . . .

. . . .on transition. FERER, JUWSO, MUMTE, transitions maintain 10000. KACEE, KARLO, transitions maintain 12000. Expect filed altitude 5 minutes after departure.

FERER TRANSITION (WNSKI2.FERER): From over WNSKI on DRK R-117 to FERER.

JUWSO TRANSITION (WNSKI2.JUWSO): From over WNSKI on DRK 15 DME Arc CCW to DRRTY, then on DRK R-061 to JUWSO.

KACEE TRANSITION (WNSKI2.KACEE): From over WNSKI on DRK 15 DME Arc CCW to PHYLE, then on DRK R-349 to KACEE.

KARLO TRANSITION (WNSKI2.KARLO): From over WNSKI on DRK 15 DME Arc CW to ZADER, then on DRK R-168 to KARLO.

MUMTE TRANSITION (WNSKI2.MUMTE): From over WNSKI on DRK 15 DME Arc CW to TURNE, then on DRK R-259 to MUMTE.

SW-4, 12 JUN 2025 to 07 AUG 2025

WNSKI TWO DEPARTURE

(WNSKI2.WNSKI) 20JUN19

PRESCOTT, ARIZONA

PRESCOTT RGNL/ERNEST A LOVE FLD (PRC)

SW-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-PUC <b>109.35</b> Chan <b>30</b> (Y)	APP CRS <b>007°</b>	Rwy Ldg <b>8316</b> TDZE <b>5862</b> Apt Elev <b>5958</b>
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## ILS or LOC RWY 1

CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

DME required for procedure entry. DME required.
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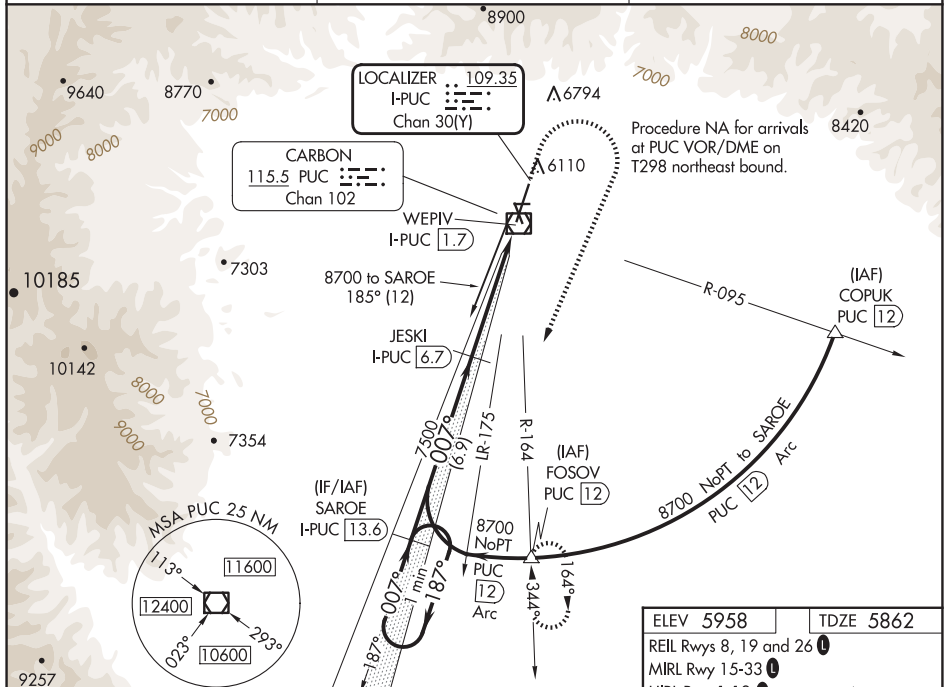
**T**  
**A** NA Circling NA at night. For inoperative ALS, increase S-ILS 1 all Cats visibility to  $\frac{7}{8}$  SM.  
Inoperative table does not apply to S-ILS 1# all Cats.

MALSF

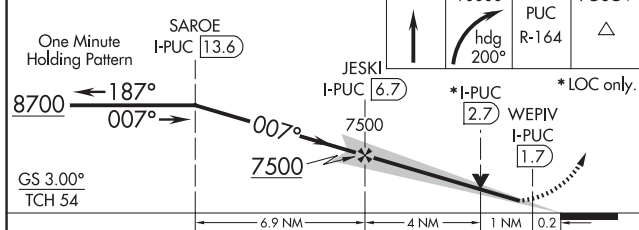


**MISSED APPROACH:** Climb to 6300 then climbing right turn to 10000 on heading 200° and on PUC VOR/DME R-164 to FOSOV/PUC 12 DME and hold, continue climb-in-hold to 10000. #Missed approach requires minimum climb of 339 feet per NM to 7100.

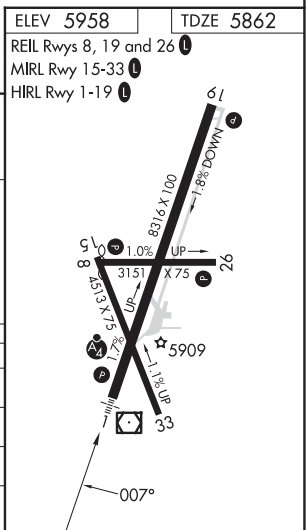
ASOS <b>135.425</b>	SALT LAKE CENTER <b>133.9 370.85</b>	UNICOM <b>122.8 (CTAF) ①</b>
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Use I-PUC DME when on the localizer course.



CATEGORY	A	B	C	D
S-ILS 1#	6062- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )			
S-ILS 1	6127- <sup>3</sup> / <sub>4</sub> 265 (200- <sup>3</sup> / <sub>4</sub> )			
S-LOC 1	6240- <sup>3</sup> / <sub>4</sub> 378 (300- <sup>3</sup> / <sub>4</sub> )			
<b>C</b> CIRCLING	6660-1 702 (800-1)	6860-1½ 902 (1000-1¼)	7120-3 1162 (1200-3)	NA



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

PRICE, UTAH

AL-681 (FAA)

25163

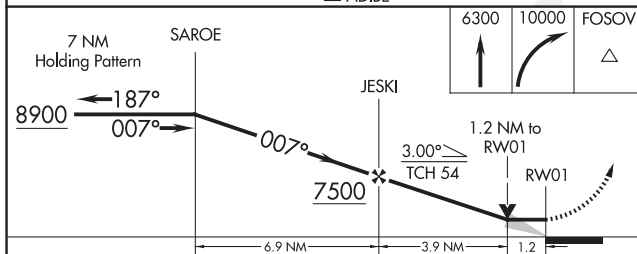
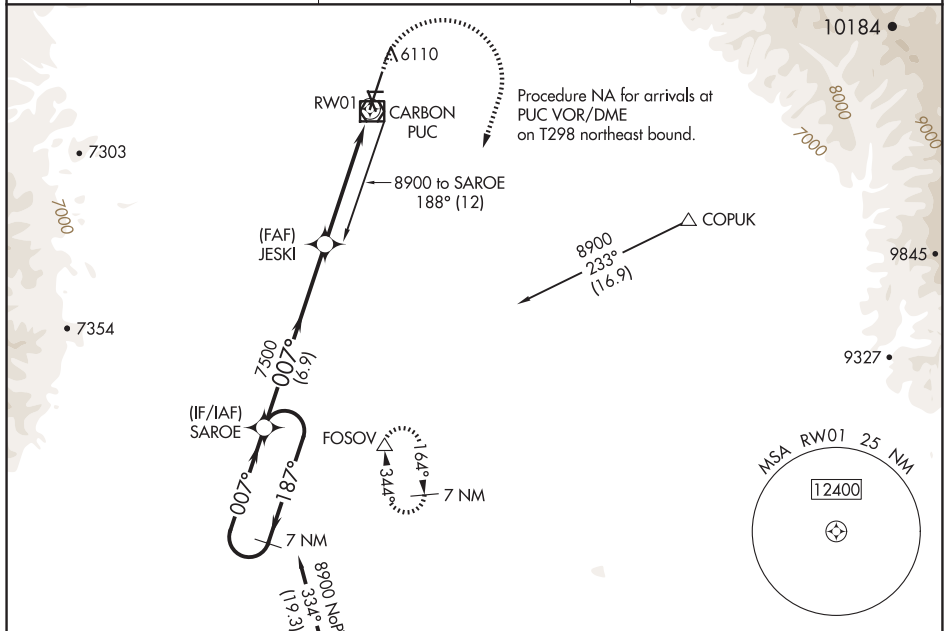
WAAS CH <b>78037</b> <b>W01A</b>	APP CRS <b>007°</b>	Rwy Ldg TDZE <b>5862</b> Apt Elev <b>5958</b>	<b>8316</b>
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# RNAV (GPS) RWY 1

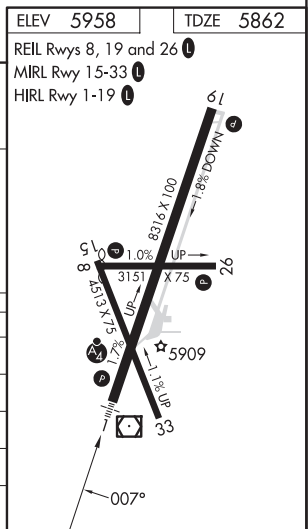
CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

RNP APCH.	MALSF	MISSED APPROACH: Climb to 6300 then climbing right turn to 10000 direct FOSOV and hold, continue climb-in-hold to 10000. #Missed approach requires minimum climb of 296 feet per NM to 7500.
▼ Circling NA at night. For inoperative ▲ ALS increase LP Cat C/D visibility to 1 3/8 SM.		

ASOS <b>135.425</b>	SALT LAKE CENTER <b>133.9 370.85</b>	UNICOM <b>122.8 (CTAF) 1</b>
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CATEGORY	A	B	C	D
LP MDA #	6240-3/4 378 (300-3/4)			
LNAV MDA #	6260-3/4	398 (400-3/4)	6260-7/8	398 (400-7/8)
LP MDA	6320-3/4	458 (400-3/4)	6320-1	458 (400-1)
LNAV MDA	6500-3/4	638 (600-3/4)	6500-1 1/2	638 (600-1 1/2)
CIRCLING	6660-1 702 (800-1)	6860-1 1/4 902 (1000-1 1/4)	7120-3 1162 (1200-3)	NA



PRICE, UTAH

Amdt 2A 24MAY18

CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

39°37'N-110°45'W

# RNAV (GPS) RWY 1

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

PROVO, UTAH

AL-683 (FAA)

25051

LOC/DME I-PVU <b>110.3</b> Chan <b>40</b>	APP CRS <b>134°</b>	Rwy Idg <b>8599</b> TDZE <b>4497</b> Apt Elev <b>4497</b>
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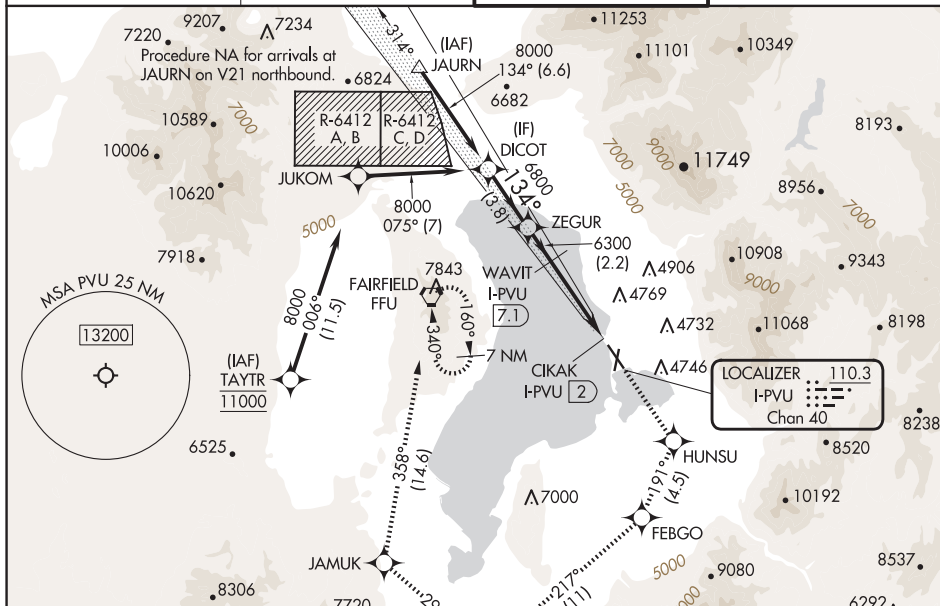
ILS or LOC RWY 13  
PROVO MUNI (PVU)

RNP APCH - GPS.

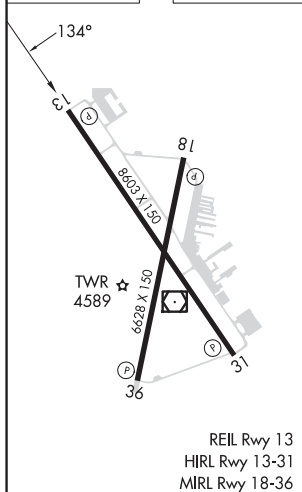
- T** Rwy 13 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**A** Circling Rwy 18, 36 NA at night. When local altimeter setting not received, procedure NA. Circling NA east of Rwy 18 and 31.







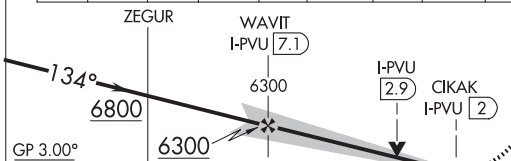
**MISSED APPROACH:** Climb to 9000 direct HUNSU and on track 191° to FEBGO and on track 217° to ZARAK and on track 299° to JAMUK and on track 358° to FFU VORTAC and hold. \*Missed approach requires minimum climb of 215 feet per NM to 7760.

ATIS <b>135.175</b>	SALT LAKE CITY APP CON <b>118.85 233.7</b>	PROVO TOWER★ <b>125.3</b> (CTAF)	GND CON <b>119.4</b>
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ELEV 4497	<b>D</b>	TDZE 4497
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DICOT	 9000  HUNSU tr 191°  FEBGO tr 217°  ZARAK tr 299°  JAMUK tr 358°  FFU
	
CATEGORY	A B C D
S-ILS 13*	4756-3/4 259 (300-3/4)
S-ILS 13	4925-1 1/4 428 (500-1 1/4)
S-LOC 13	4980-1 483 (500-1) 4980-1 3/8 483 (500-1 3/8)
<b>C</b> CIRCLING	4980-1 483 (500-1) 5160-1 3/4 663 (700-1 3/4) 5280-2 1/2 783 (800-2 1/2)

PROVO, UTAH  
Amdt 6 26DEC24

PROVO MUNI (PVU)

ILS or LOC RWY 13

40°13'N-111°43'W

379

SW-4, 12 JUN 2025 to 07 AUG 2025

PROVO, UTAH

AI-683 (FAA)

25051

WAAS CH <b>97307</b> <b>W13A</b>	APP CRS <b>134°</b>	Rwy Idg TDZE Apt Elev	<b>8599</b> <b>4497</b> <b>4497</b>
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# RNAV (GPS) RWY 13

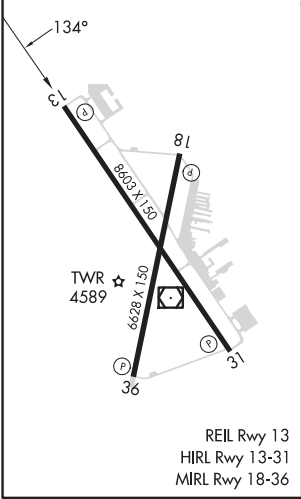
PROVO MUNI (PVU)

RNP APCH - GPS.	MISSED APPROACH: Climb to 9000 direct HUNSU and on track 191° to FEBGO and on track 217° to ZARAK and on track 299° to JAMUK and on track 358° to FFU VORTAC and hold. *Missed approach requires minimum climb of 215 feet per NM to 7760.
▼ Rwy 13 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18, 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. When local altimeter setting not received, procedure NA. Circling NA east of Rwy 18 and 31.	

ATIS <b>135.175</b>	SALT LAKE CITY APP CON <b>118.85 233.7</b>	PROVO TOWER* <b>125.3 (CTAF)</b>	GND CON <b>119.4</b>
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ELEV 4497	<b>D</b>	TDZE 4497
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DICOT	9000	HUNSU	tr 191°	FEBGO	tr 217°	ZARAK	tr 299°	JAMUK	tr 358°	FFU
8000	134°	6800	6300	6300	1.9 NM to RW13	RW13				
	GP 3.00°	TCH 50								
	3.8 NM	2.2 NM	3.7 NM	1.9 NM						
CATEGORY	A	B	C	D						
LPV DA*	4756-¾ 259 (300-¾)									
LNAV/VNAV DA*	4838-1 341 (400-1)									
LPV DA	4925-1¼ 428 (500-1¼)									
LNAV/VNAV DA	4981-1⅝ 484 (500-1⅝)									
LNAV MDA	5140-1		643 (700-1)		5140-1⅞		643 (700-1⅞)			
<b>C</b> CIRCLING	5140-1		643 (700-1)		5160-1⅞		663 (700-1⅞)		5280-2½ 783 (800-2½)	

PROVO, UTAH

Amtd 4 26DEC24

40°13'N-111°43'W

# RNAV (GPS) RWY 13

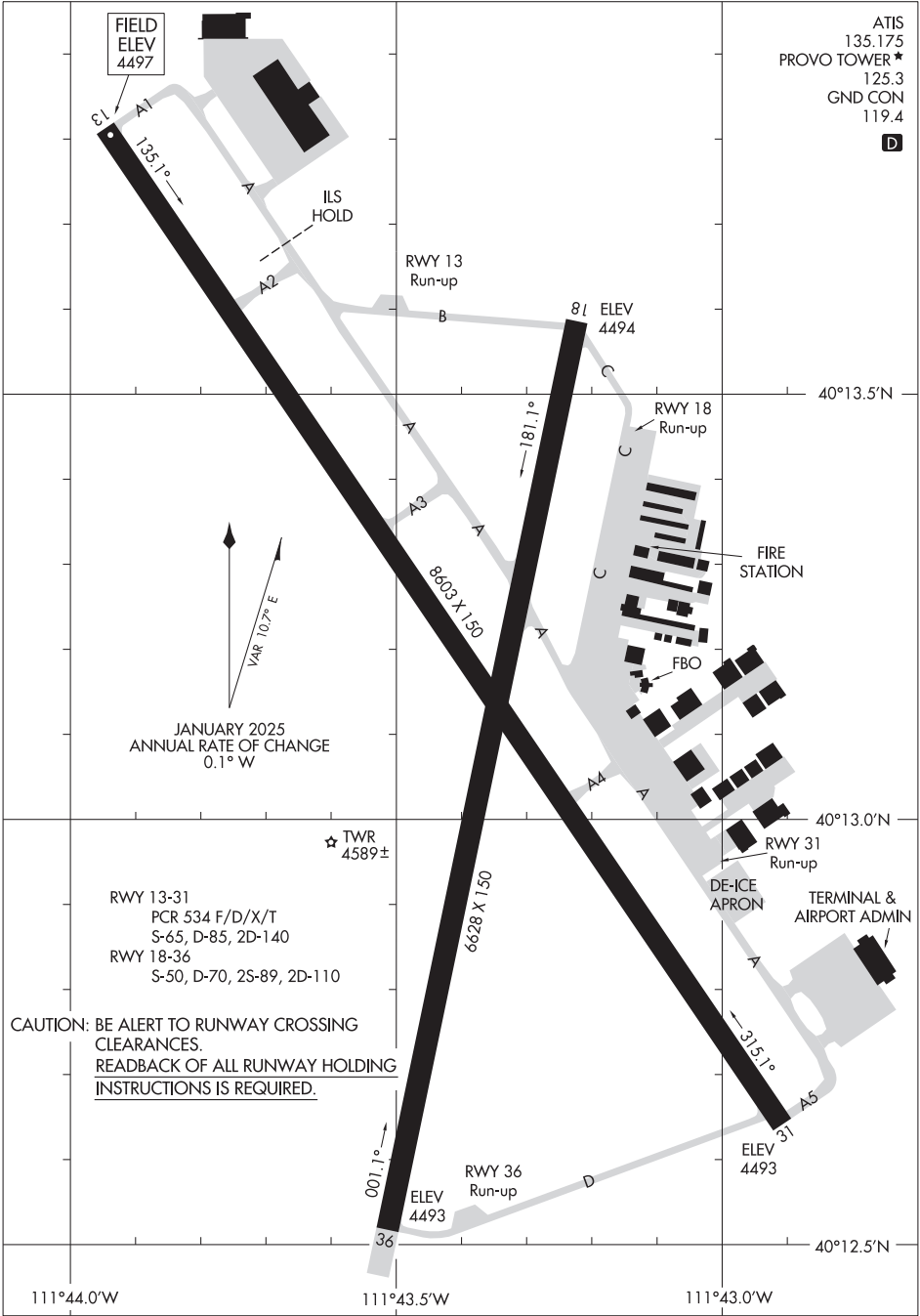
PROVO MUNI (PVU)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

(PROVO4.FFU) 25051

AL-683 (FAA)

PROVO MUNI (PVU)  
PROVO, UTAH

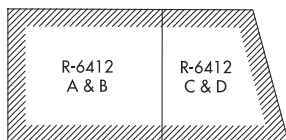
## PROVO FOUR DEPARTURE (OBSTACLE)

SALT LAKE CITY DEP CON  
118.85 233.7  
ATIS  
135.175  
GND CON  
119.4  
PROVO TOWER ★  
125.3 (CTAF)

## TAKEOFF MINIMUMS

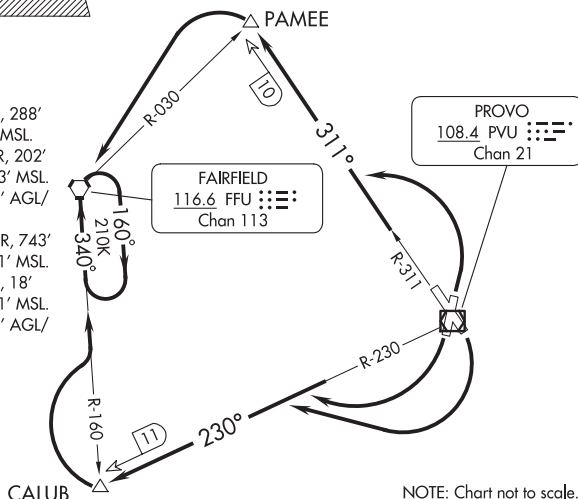
- Rwy 13: Standard with a minimum climb of 400' per NM to 9000, or 3100-3 for climb in visual conditions.  
Rwy 18: Standard with a minimum climb of 350' per NM to 9000, or 3100-3 for climb in visual conditions.  
Rwy 31: Standard with a minimum climb of 380' per NM to 9000, or 3100-3 for climb in visual conditions.  
Rwy 36: Standard with a minimum climb of 365' per NM to 9000, or 3100-3 for climb in visual conditions.

NOTE: Climb in visual conditions NA at night.



## TAKEOFF OBSTACLE NOTES

- Rwy 18: Multiple trees beginning 429' from DER, 288' left of centerline, up to 57' AGL/4533' MSL.  
Multiple trees beginning 852' from DER, 202' right of centerline, up to 57' AGL/4533' MSL.  
Road 775' from DER, on centerline, 15' AGL/4518' MSL.  
Rwy 31: Multiple trees beginning 1954' from DER, 743' right of centerline, up to 72' AGL/4561' MSL.  
Rwy 36: Multiple trees beginning 978' from DER, 18' right of centerline, up to 46' AGL/4541' MSL.  
Road 210' from DER, on centerline, 15' AGL/4516' MSL.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 13, 18:** Climbing right turn to 9000 via PVU VOR/DME R-230 to CALUB INT/PVU 11 DME and a right turn via FFU VORTAC R-160 to FFU VORTAC and hold. Thence... or climb in visual conditions to cross Provo Muni Airport southwest bound at or above 7400, climb to 9000 via PVU R-230 to CALUB INT/PVU 11 DME and right turn via FFU R-160 to FFU VORTAC and hold. Thence...

**TAKEOFF RUNWAY 31:** Climb to 9000 via PVU VOR/DME R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence... or climb in visual conditions to cross Provo Muni Airport northwest bound at or above 7400, climb to 9000 via PVU R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence...

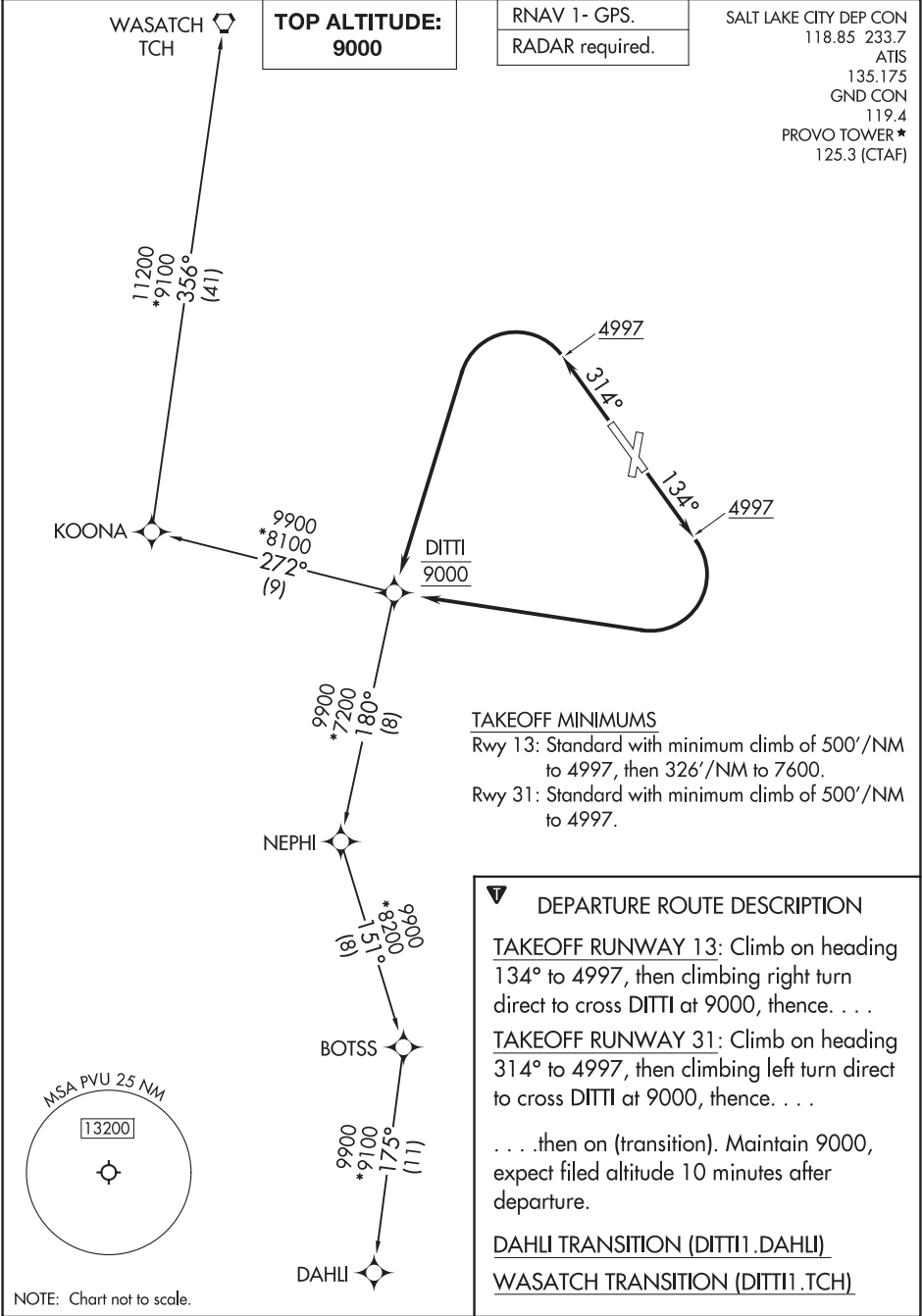
**TAKEOFF RUNWAY 36:** Climbing left turn to 9000 via PVU VOR/DME R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence... or climb in visual conditions to cross Provo Muni Airport northwest bound at or above 7400, climb to 9000 via PVU R-311 to PAMEE INT/PVU 10 DME, and left turn direct FFU VORTAC and hold. Thence...

....Expect clearance for filed route and altitude within 10 minutes after departure.

## PROVO FOUR DEPARTURE (OBSTACLE)

(PROVO4.FFU) 27AUG09

PROVO, UTAH  
PROVO MUNI (PVU)



ILS or LOC RWY 32

SW-4. 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>60920</b> <b>W32A</b>	APP CRS <b>318°</b>	Rwy Ldg TDZE Apt Elev <b>7800</b> <b>5045</b> <b>5050</b>
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RNAV (GPS) RWY 32

RENO/STEAD (RTS)

⚠

NA

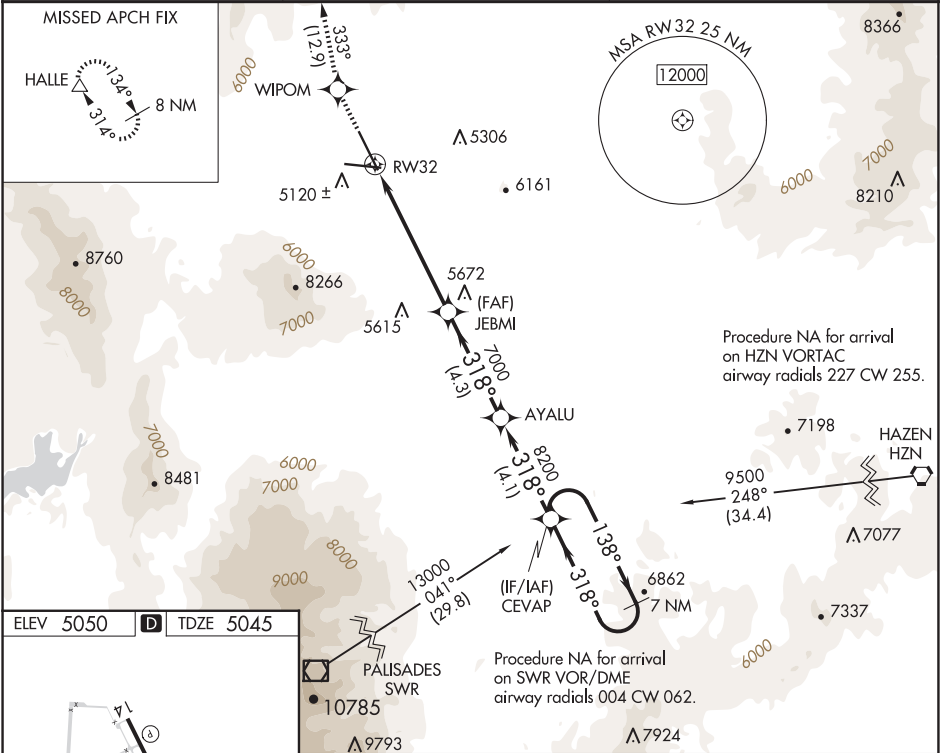
-16°C

When VGSI inoperative, Circling Rwy 8 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Reno/Tahoe Intl altimeter setting and increase all DA 115 feet and all MDA 120 feet. Inoperative table does not apply. Circling NA for Cat D southwest of Rwy 14-32.

MALSR

MISSED APPROACH: Climb to 14000 direct WIPOM and on track 333° to HALLE and hold, continue climb-in-hold to 14000.

AWOS-3 <b>135.175</b>	NORCAL APP CON <b>126.3 353.9</b>	UNICOM <b>122.7 (CTAF)</b>
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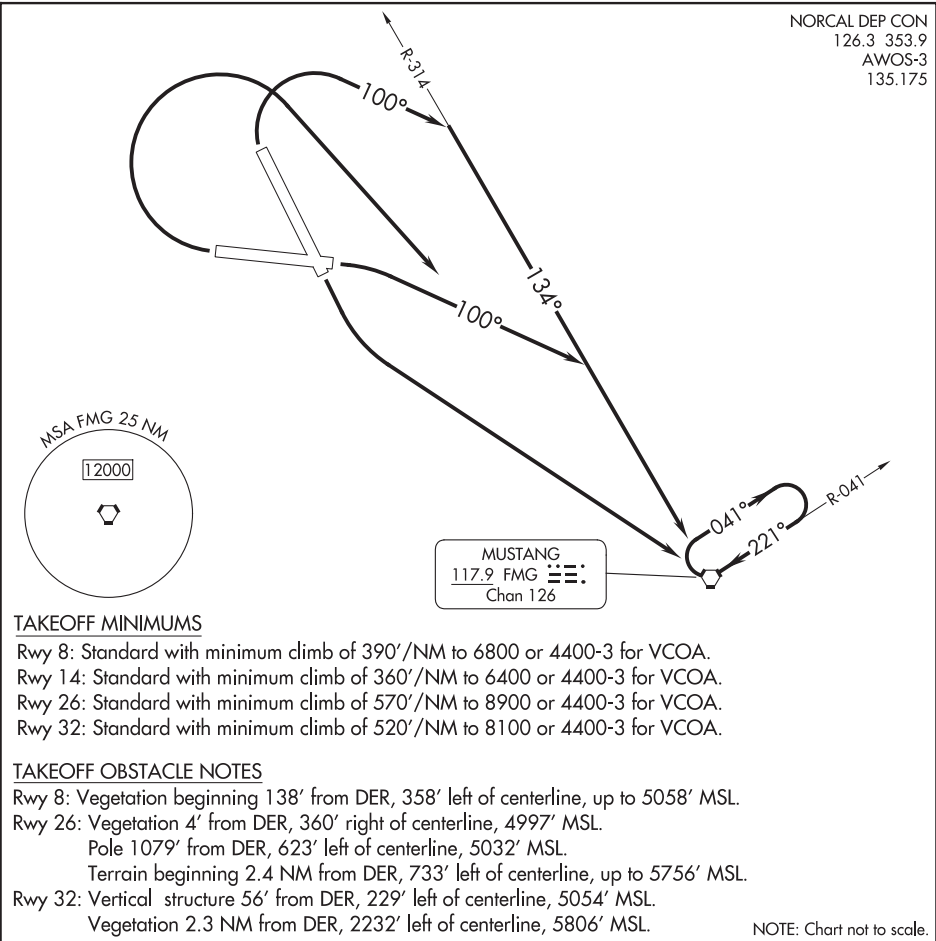


ELEV 5050 TDZE 5045

REIL Rwy 14   
REIL Rws 8 and 26  
HIRL Rwy 8-26  
HIRL Rwy 14-32

14000	WIPOM	tr 333°	HALLE	
CATEGORY	A	B	C	D
LPV	DA	6533-6 1488 (1500-6)		
LNNAV	MDA	6840-1¼ 1795 (1800-1¼)	6840-1½ 1795 (1800-1½)	6840-3 1795 (1800-3)
CIRCLING		6840-1¼ 1790 (1800-1¼)	6840-1½ 1790 (1800-1½)	6840-3 1790 (1800-3)





DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 8:** Climbing right turn to heading 100° to intercept FMG R-314 to FMG VORTAC, thence. . . .

**TAKEOFF RUNWAY 14:** Climbing left turn direct FMG VORTAC, thence. . . .

**TAKEOFF RUNWAY 26:** Climbing right turn direct FMG VORTAC, thence. . . .

**TAKEOFF RUNWAY 32:** Climbing right turn to heading 100° to intercept FMG VORTAC R-314 to FMG VORTAC, thence. . . .

. . . .continue climb in FMG VORTAC holding pattern to cross FMG VORTAC at or above MEA for route of flight.

**VCOA RUNWAYS 8, 14, 26, 32:** Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Reno/Stead airport at or above 9300 before proceeding on course.

RENO, NEVADA

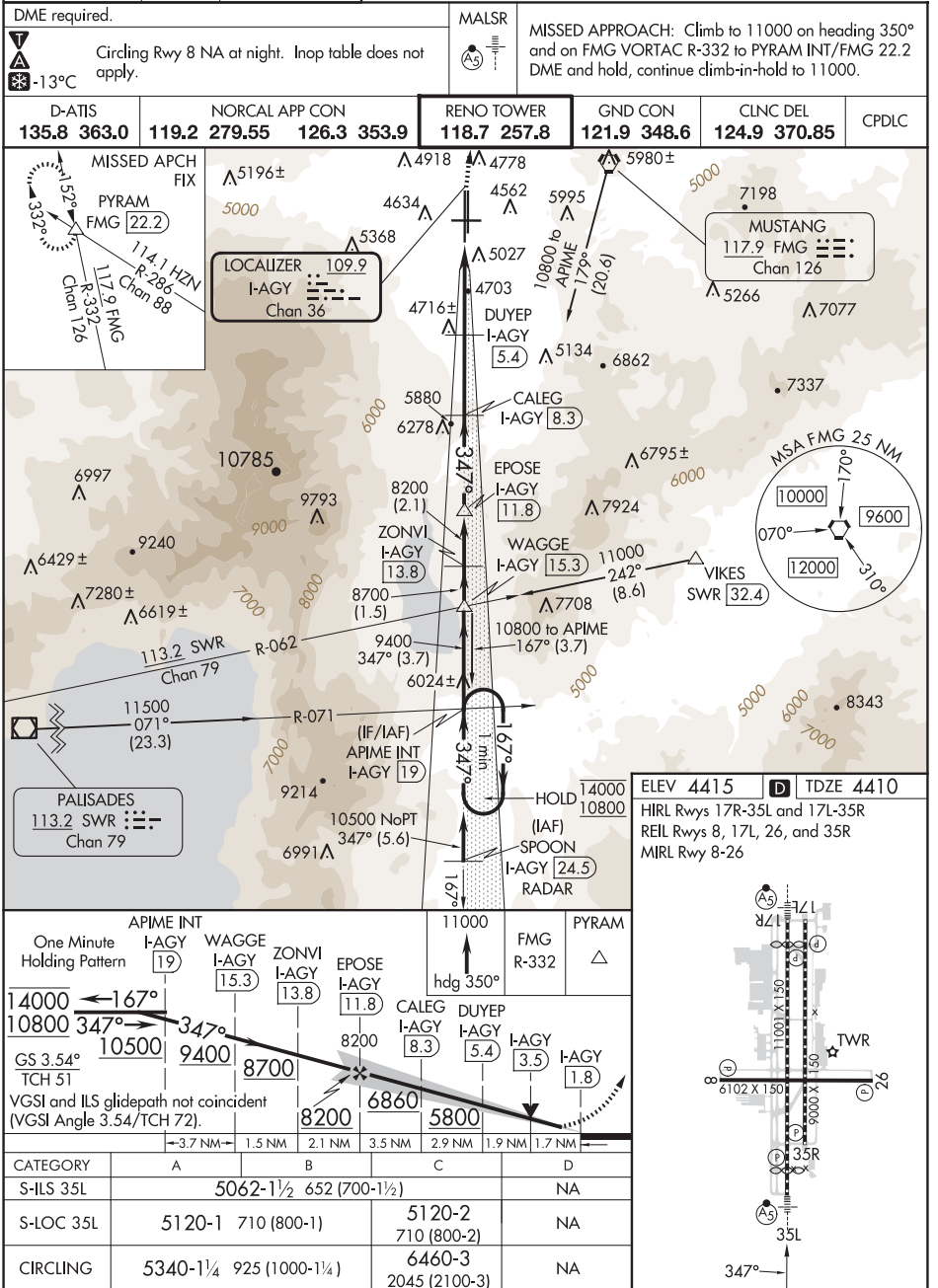
AL-346 (FAA)

25107

LOC/DME I-AGY <b>109.9</b> Chan <b>36</b>	APP CRS <b>347°</b>	Rwy Idg TDZE <b>4410</b> Apt Elev <b>4415</b>
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# ILS or LOC RWY 35L

RENO/TAHOE INTL (RNO)



RENO, NEVADA  
Amdt 1 03NOV22

39°30'N-119°46'W

# RENO/TAHOE INTL (RNO)

# ILS or LOC RWY 35L

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



25107

ILS X or LOC X RWY 17R  
RENO/TAHOE INTL (RNO)

**MISSED APPROACH:** Climb to 13000 on the RNAV missed approach route to YARKU and hold, continue climb-in-hold to 13000.  
\*Missed approach requires minimum climb of 390 feet per NM to 8000.

**T** Circling Rwy 8 NA at night.  
**A** \*RVR 1800 authorized with use of FD or AP or HUD to DA.  
**☼** -13°C # For inop ALS, increase S-ILS 17R all Cats visibility to 2 SM.

[illegible]

MIRL Rwy 8-26  
REIL Rwys 8, 17L, 26, and 35R  
HIRL Rwys 17R-35L and 17L-35R

13000 ↑	ZAKBI ✱	USINE ↑ 183° ✱	YARKU ↑ 127° △	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.06/TCH 77).			
				WALAR GS 3.10° TCH 59			
CATEGORY	A		B		C		D
S-ILS 17R*			4615/24		200 (200-1/2)		
S-ILS 17R#			5138-1 5/8		723 (800-1 5/8)		
S-LOC 17R	5420/40 1005 (1100-3/4)		5420/55 1005 (1100-1)		5420-2 1/2 1005 (1100-2 1/2)		
CIRCLING	5420-1 1/4 1005 (1100-1 1/4)		5420-1 1/2 1005 (1100-1 1/2)		6480-3 2065 (2100-3)		

RENO/TAHOE INTL (RNO)  
ILS X or LOC X RWY 17R

RENO, NEVADA

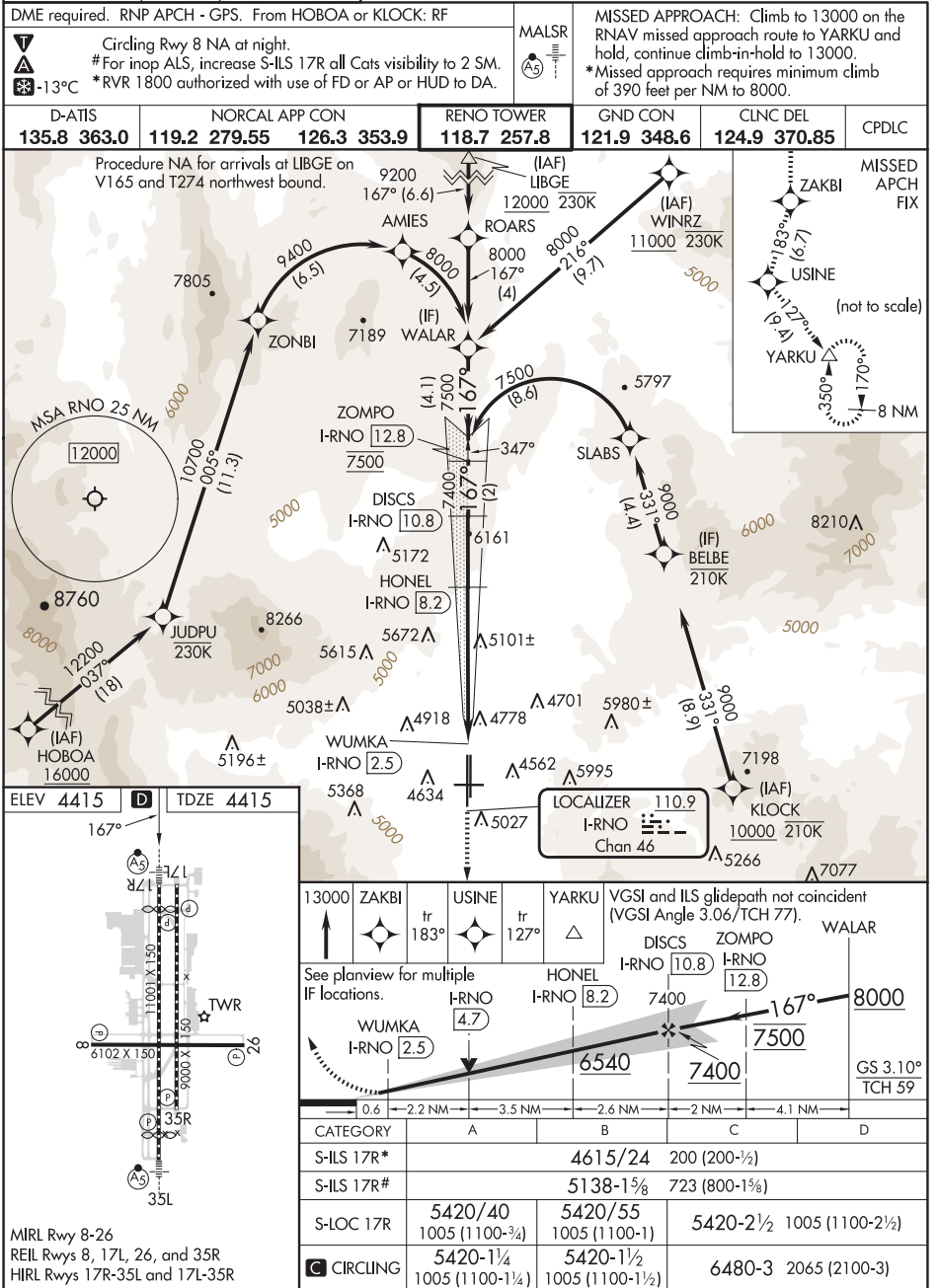
AL-346 (FAA)

25107

LOC/DME I-RNO	APP CRS	Rwy Idg	10001
110.9	167°	TDZE	4415
Chan 46		Apt Elev	4415

# ILS Z or LOC Z RWY 17R

RENO/TAHOE INTL (RNO)



SW-4, 12 JUN 2025 to 07 AUG 2025

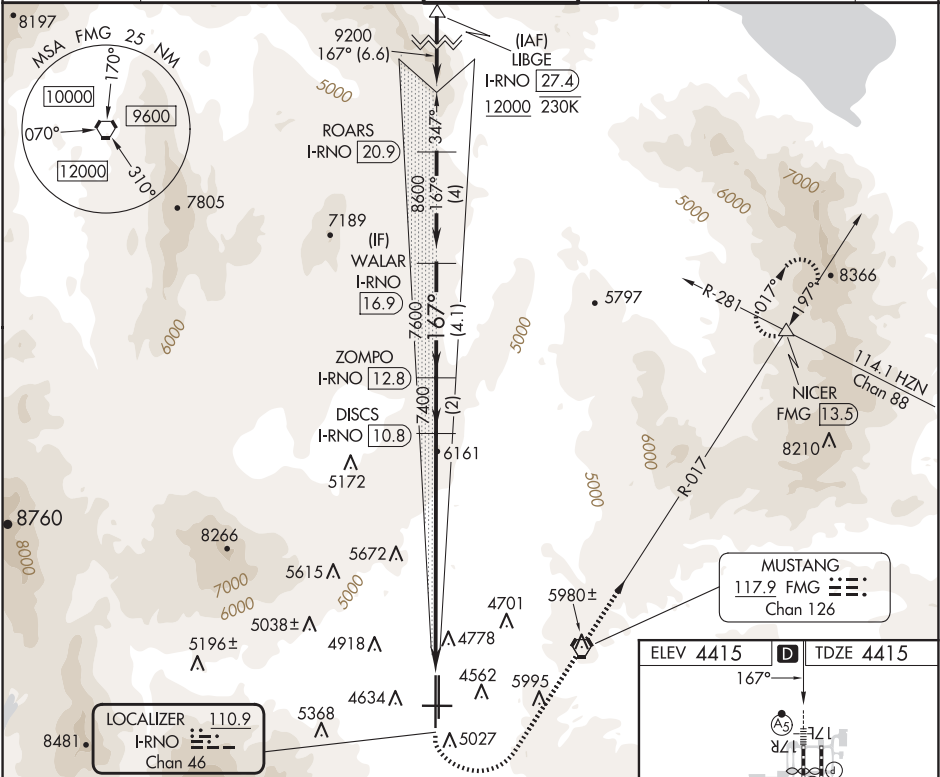
SW-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-RNO	APP CRS	Rwy Idg	10001
110.9	167°	TDZE	4415
Chan 46		Apt Elev	4415

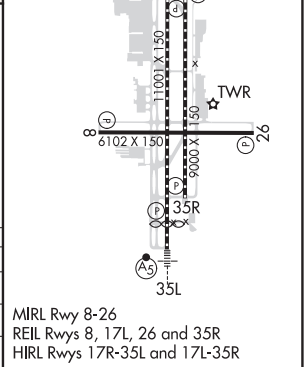
ILS Y RWY 17R  
RENO/TAHOE INTL (RNO)

DME required.	MALS R	MISSED APPROACH: Climb to 6300 then climbing left turn to 11000 direct FMG VORTAC and on FMG VORTAC R-017 to NICER INT/FMG 13.5 DME and hold, continue climb-in-hold to 11000. * Missed approach requires minimum climb of 350 feet per NM to 8000. ** Missed approach requires minimum climb of 275 feet per NM to 8000.
# Inop table does not apply. † For inop ALS, increase S-ILS -13°C 17R visibility to 1½ SM.		

D-ATIS	NORCAL APP CON	RENO TOWER	GND CON	CLNC DEL	CPDLC
135.8 363.0	119.2 279.55 126.3 353.9	118.7 257.8	121.9 348.6	124.9 370.85	



6300	11000	FMG	NICER	DISCS	ZOMPO	WALAR
↑	↙	FMG R-017	△	I-RNO 10.8	I-RNO 12.8	I-RNO 16.9
VGSI and ILS glidepath not coincident (VGSI Angle 3.06/TCH 77).						
CATEGORY	A	B	C	D	E	
S-ILS 17R*†	4915/50 500 (500-1)					
S-ILS 17R**	5415-4 1000 (1000-4)					
S-ILS 17R#	5915-5 1500 (1500-5)					



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

RENO, NEVADA

AL-346 (FAA)

25107

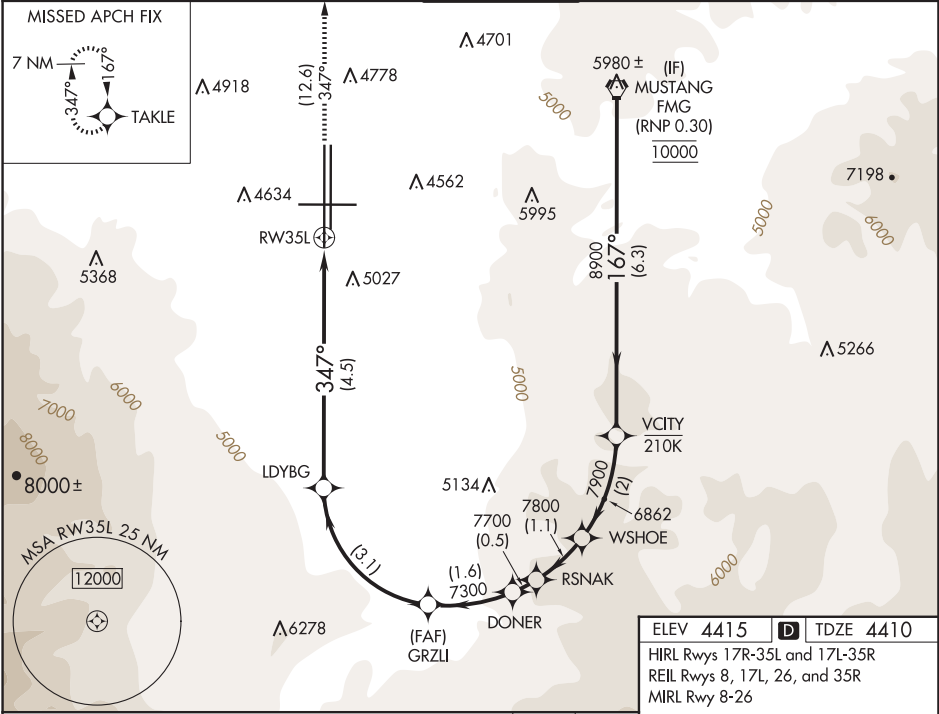
APP CRS	Rwy Idg	10011
347°	TDZE	4410
	Apt Elev	4415

# RNAV (RNP) W RWY 35L

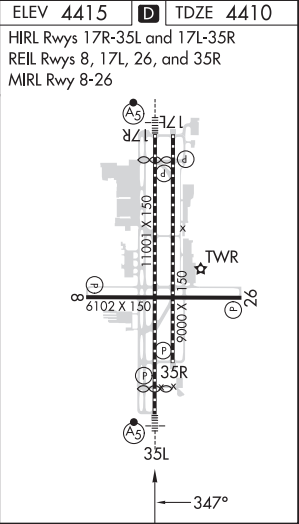
RENO/TAHOE INTL (RNO)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 11000 on track 347° to TAKLE and hold, continue climb-in-hold to 11000. *Missed approach requires minimum climb of 300 feet per NM to 7140.
 -13°C		

D-ATIS	NORCAL APP CON	RENO TOWER	GND CON	CLNC DEL	CPDLC
135.8 363.0	119.2 279.55 126.3 353.9	118.7 257.8	121.9 348.6	124.9 370.85	



FMG VORTAC	VCITY	WSHOE	RSNAK	DONER	GRZLI	LDYBG	RW35L
10000	8900	7900	7800	7700	7300	6155	
GP 3.50° TCH 72							
	6.3 NM	2 NM	1.1 NM	0.5 NM	1.6 NM	3.1 NM	4.5 NM
CATEGORY	A	B	C	D			
RNP 0.10 DA*		4736-1/2	326 (400-1/2)				
RNP 0.30 DA		5349-2	939 (1000-2)				
AUTHORIZATION REQUIRED							



RENO, NEVADA  
Orig 03NOV22

RENO/TAHOE INTL (RNO)  
39°30'N-119°46'W  
RNAV (RNP) W RWY 35L

SW-4, 12 JUN 2025 to 07 AUG 2025

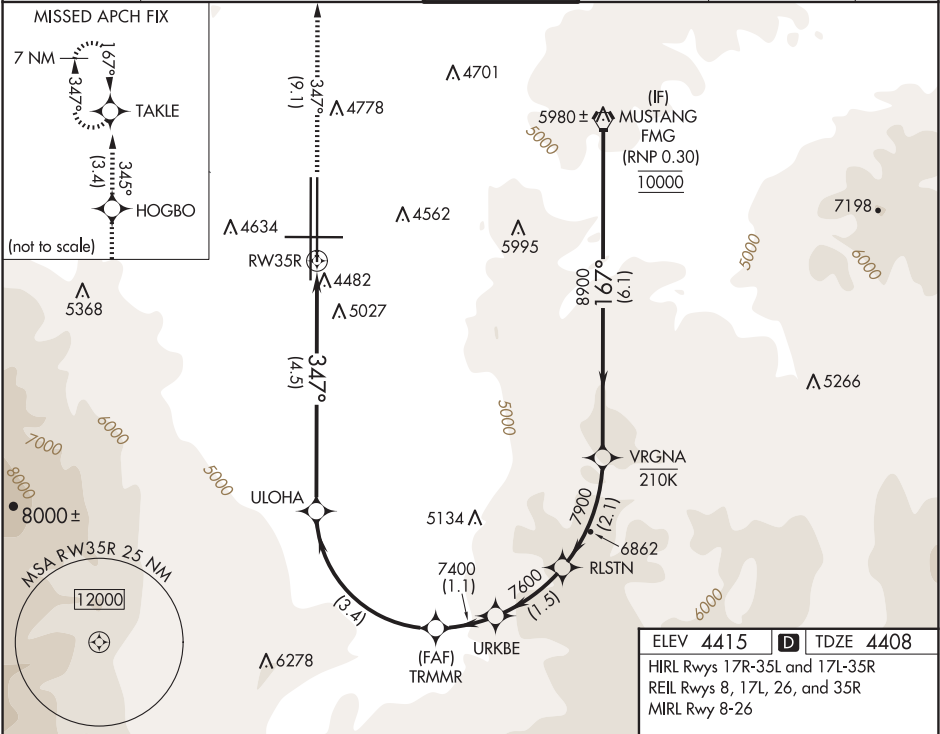
SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	9000
347°	TDZE	4408
	Apt Elev	4415

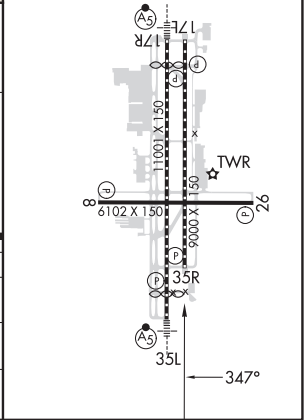
RNAV (RNP) W RWY 35R

RENO/TAHOE INTL (RNO)

RNP AR APCH - GPS.		MISSED APPROACH: Climb to 11000 on track 347° to HOGBO and on track 345° to TAKLE and hold, continue climb-in-hold to 11000. *Missed approach requires minimum climb of 301 feet per NM to 7150.			
For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 34°C . -13°C					
D-ATIS	NORCAL APP CON	RENO TOWER	GND CON	CLNC DEL	CPDLC
135.8 363.0	119.2 279.55 126.3 353.9	118.7 257.8	121.9 348.6	124.9 370.85	



FMG VORTAC	VRGNA	RLSTN	URKBE	11000	HOGBO	TAKLE
10000	8900	7900	7600	7400	tr 347°	tr 345°
GP 3.50°						
TCH 75						
6.1 NM	2.1 NM	1.5 NM	1.1 NM	3.4 NM	4.5 NM	
A	B	C	D			
RNP 0.11 DA* 4762-1 354 (400-1)						
RNP 0.30 DA 5349-2½ 941 (1000-2½)						
AUTHORIZATION REQUIRED						



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

RENO, NEVADA


AL-346 (FAA)

25107

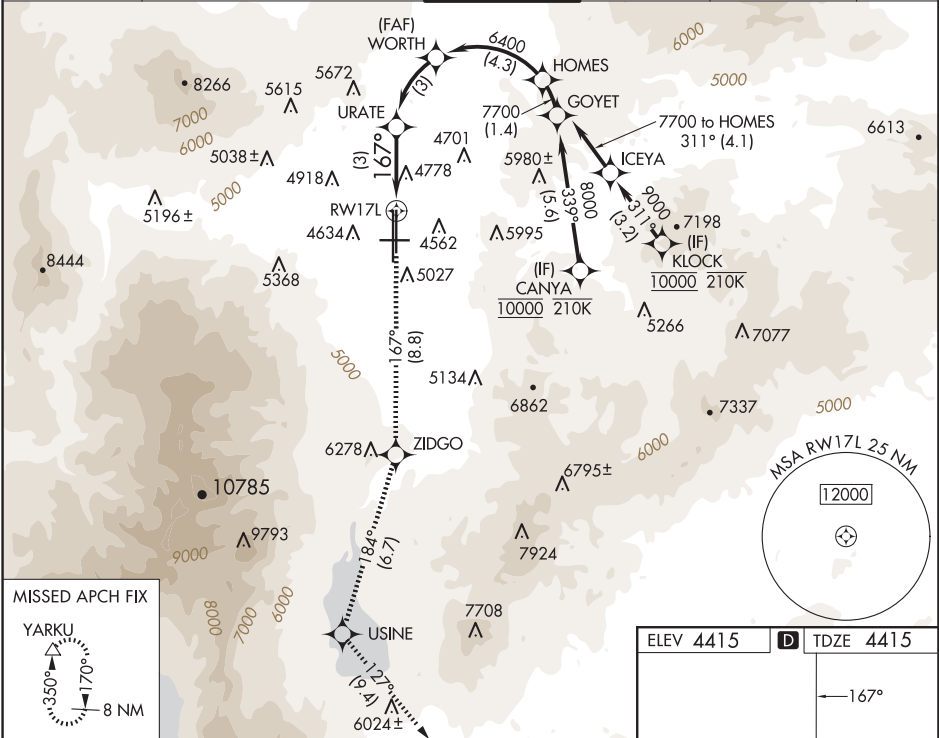
APP CRS	Rwy Idg	9000
167°	TDZE	4415
	Apt Elev	4415

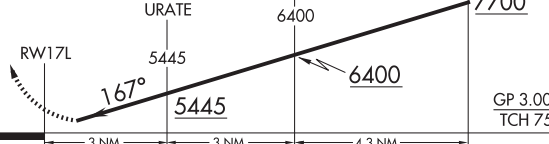
# RNAV (RNP) Y RWY 17L

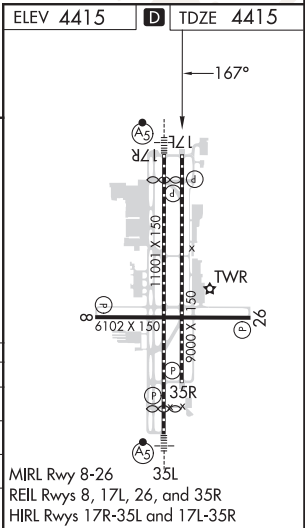
RENO/TAHOE INTL (RNO)

RNP AR APCH - GPS.		MISSED APPROACH: Climb to 13000 on track 167° to ZIDGO and on track 184° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.
 -13°C	For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.	*Missed approach requires minimum climb of 252 feet per NM to 7200. #Missed approach requires minimum climb of 203 feet per NM to 5040.

D-ATIS	NORCAL APP CON		RENO TOWER	GND CON	CLNC DEL	CPDLC
135.8 363.0	119.2 279.55	126.3 353.9	118.7 257.8	121.9 348.6	124.9 370.85	



13000	ZIDGO	USINE	YARKU	See planview for multiple IF locations.	
↑ tr 167°	✧	tr 184°	✧	tr 127°	△
					
CATEGORY	A	B	C	D	
RNP 0.12 DA*	4754-1 339 (400-1)				
RNP 0.17 DA#	5017-1¾ 602 (700-1¾)				
RNP 0.30 DA	5067-1⅞ 652 (700-1⅞)				
AUTHORIZATION REQUIRED					



RENO, NEVADA  
Amdt 2 03NOV22

39°30'N-119°46'W

# RNAV (RNP) Y RWY 17L

SW-4, 12 JUN 2025 to 07 AUG 2025

25107

RNAV (RNP) Y RWY 17R  
RENO/TAHOE INTL (RNO)

The map shows a flight route starting from the MSA RW17R (25 NM) and heading towards the Yarku area. The route is marked with a dashed line and includes several waypoints and airports. Key locations include ZAKBI, USINE, and YARKU. The map also shows a compass rose indicating 167° and 170° directions.

**Waypoints and Airports:**

- MSA RW17R (25 NM)
- ZAKBI
- USINE
- YARKU
- ZAKBI
- USINE
- YARKU

**Elevation Contours:**

- 5000
- 6000
- 7000
- 8000
- 9000
- 10000

**Compass Rose:**

- 167°
- 170°

ELEV 4415      **D**      TDZE 4415

167°

A5

17R

17L

1100' X 150'

9000' X 150'

TWR

26

35R

35L

A5

MIRL Rwy 8-26

REIL Rwys 8, 17L, 26, and 35R

HIRL Rwys 17R-35L and 17L-35R

RENO/TAHOE INTL (RNO)

RNAV (RNP) Y RWY 17R



RNAV (RNP) Z RWY 17L  
RENO/TAHOE INTL (RNO)[illegible]RENO/TAHOE INTL (RNO)  
RNAV (RNP) Z RWY 17L

SW-4, 12 JUN 2025 to 07 AUG 2025

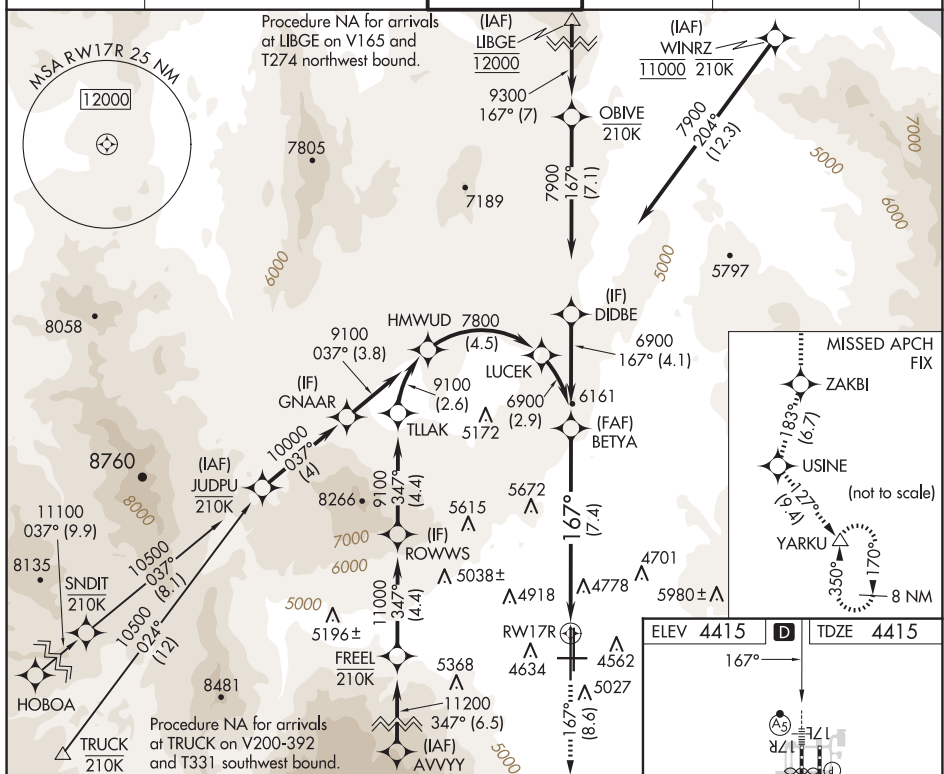


RNAV (RNP) Z RWY 17R  
RENO/TAHOE INTL (RNO)

APP CRS <b>167°</b>	Rwy Idg TDZE Apt Elev	<b>10001</b> <b>4415</b> <b>4415</b>
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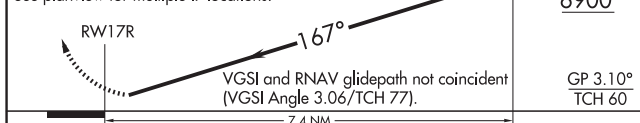
<p>RNP AR APCH - GPS.</p> <p> -13°C</p> <p>For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. For inop ALS, increase RNP 0.30 DA visibility all Cats to 1½ SM.</p>	<p>MALSR</p> <p></p>	<p>MISSED APPROACH: Climb to 13000 on track 167° to ZAKBI and on track 183° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.</p> <p>*Missed approach requires minimum climb of 266 feet per NM to 7240.</p>
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D-ATIS	NORCAL APP CON				RENO TOWER	GND CON	CLNC DEL	CPDLC
135.8 363.0	119.2	279.55	126.3	353.9	118.7 257.8	121.9 348.6	124.9 370.85	



13000 ↑ tr 167°	ZAKBI ✦	tr 183°	USINE ✦	tr 127° △	BETYA 6900 ↓
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See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.10 DA*		4754/26	339 (400-1/2)	
RNP 0.30 DA		5092-1 1/2	677 (700-1 1/2)	

**AUTHORIZATION REQUIRED**

RNAV (RNP) Z RWY 35L  
RENO/TAHOE INTL (RNO)

**MISSED APPROACH:** Climb to 11000 on track 347° to TAKLE and hold, continue climb-in-hold to 11000.  
\*Missed approach requires minimum climb of 300 feet per NM to 7140.

CPDLC

MSA RWSS 25 NM

12000

5000 6000 7000 8343

REIL Rwys 8, 17L, 26, and 35R  
HIRL Rwys 17R-35L and 17L-35R  
MIRL Rwy 8-26

MASUE LANBE GUKCE RW35L

8200 347° 7000 6900

GP 3.50° TCH 72

7.7 NM 2.8 NM 6.5 NM

11000 TAKLE

fr 347°

CATEGORY	A	B	C	D
RNP 0.10 DA*		4736- <sup>1</sup> / <sub>2</sub>	326 (400- <sup>1</sup> / <sub>2</sub> )	
RNP 0.30 DA		5349-2	939 (1000-2)	

**AUTHORIZATION REQUIRED**

RENO/TAHOE INTL (RNO)

RNAV (RNP) Z RWY 35L

SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS  
347°

Rwly Idg  
TDZE  
4408

Apt Elev  
4415

RNAV (RNP) Z RWY 35R

RENO/TAHOE INTL (RNO)

RNP AR APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 34°C.

❄

-13°C

MISSED APPROACH: Climb to 11000 on track 347° to HOGBO and on track 345° to TAKLE and hold, continue climb-in-hold to 11000.  
\*Missed approach requires minimum climb of 301 feet per NM to 7150.

D-ATIS	NORCAL APP CON	RENO TOWER	GND CON	CLNC DEL	CPDLC
135.8 363.0	119.2 279.55 126.3 353.9	118.7 257.8	121.9 348.6	124.9 370.85	

MISSED APCH FIX

ELEV 4415

TDZE 4408

REIL Rwys 8, 17L, 26, and 35R

HIRL Rwys 17R-35L and 17L-35R

MIRL Rwy 8-26

MASUE	LANBE	TULVE	HOGBO	TAKLE
8200	7000	6900	11000	tr 345°
GP 3.50°				
TCH 75				
	7.7 NM	3 NM	6.5 NM	
CATEGORY	A	B	C	D
RNP 0.11 DA*	4762-1	354 (400-1)		
RNP 0.30 DA	5349-2½	941 (1000-2½)		
AUTHORIZATION REQUIRED				

RENO, NEVADA

Amdt 1 03NOV22

39°30'N-119°46'W

399

RENO/TAHOE INTL (RNO)

RNAV (RNP) Z RWY 35R

RENO, NEVADA

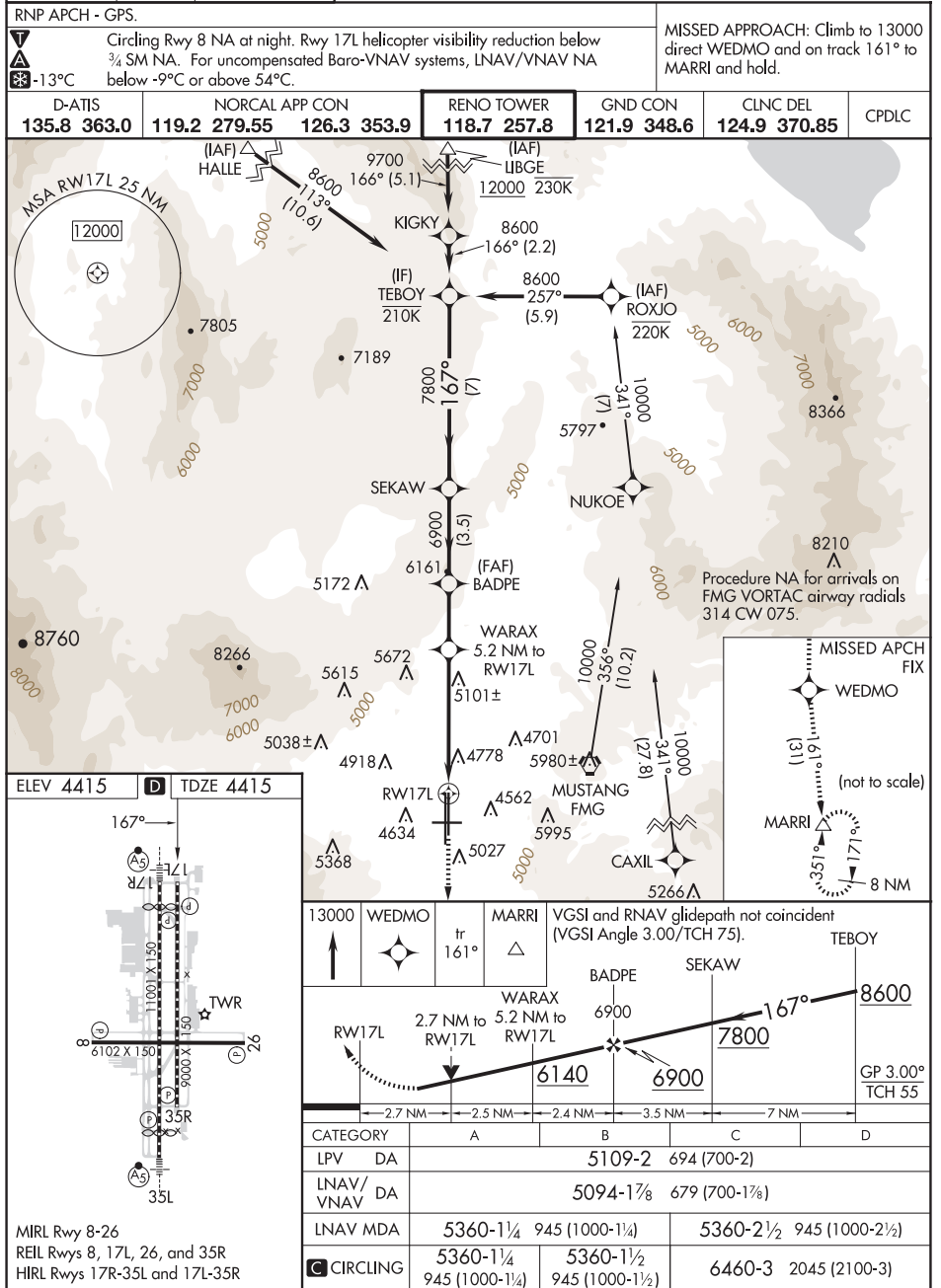
AL-346 (FAA)

25107

WAAS CH <b>72909</b> <b>W17A</b>	APP CRS <b>167°</b>	Rwy Idg TDZE <b>4415</b> Apt Elev <b>4415</b>
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# RNAV (GPS) X RWY 17L

RENO/TAHOE INTL (RNO)



RENO, NEVADA  
Amdt 3 03NOV22

39°30'N-119°46'W

## RNAV (GPS) X RWY 17L

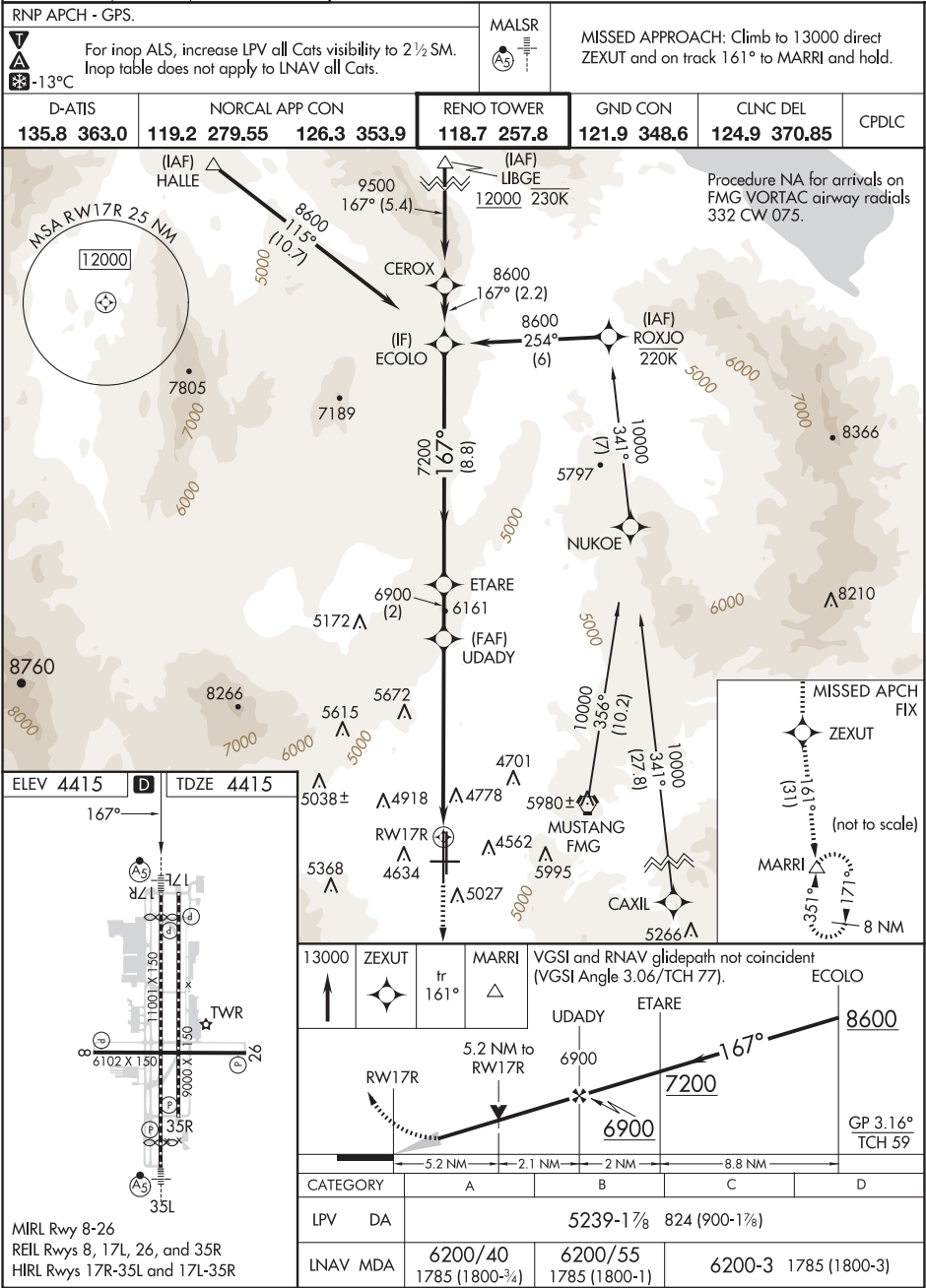
RENO/TAHOE INTL (RNO)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>78309</b> <b>W17B</b>	APP CRS <b>167°</b>	Rwy Idg <b>10001</b> TDZE <b>4415</b> Apt Elev <b>4415</b>
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RNAV (GPS) X RWY 17R  
RENO/TAHOE INTL (RNO)



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

RENO, NEVADA

AL-346 (FAA)

25107

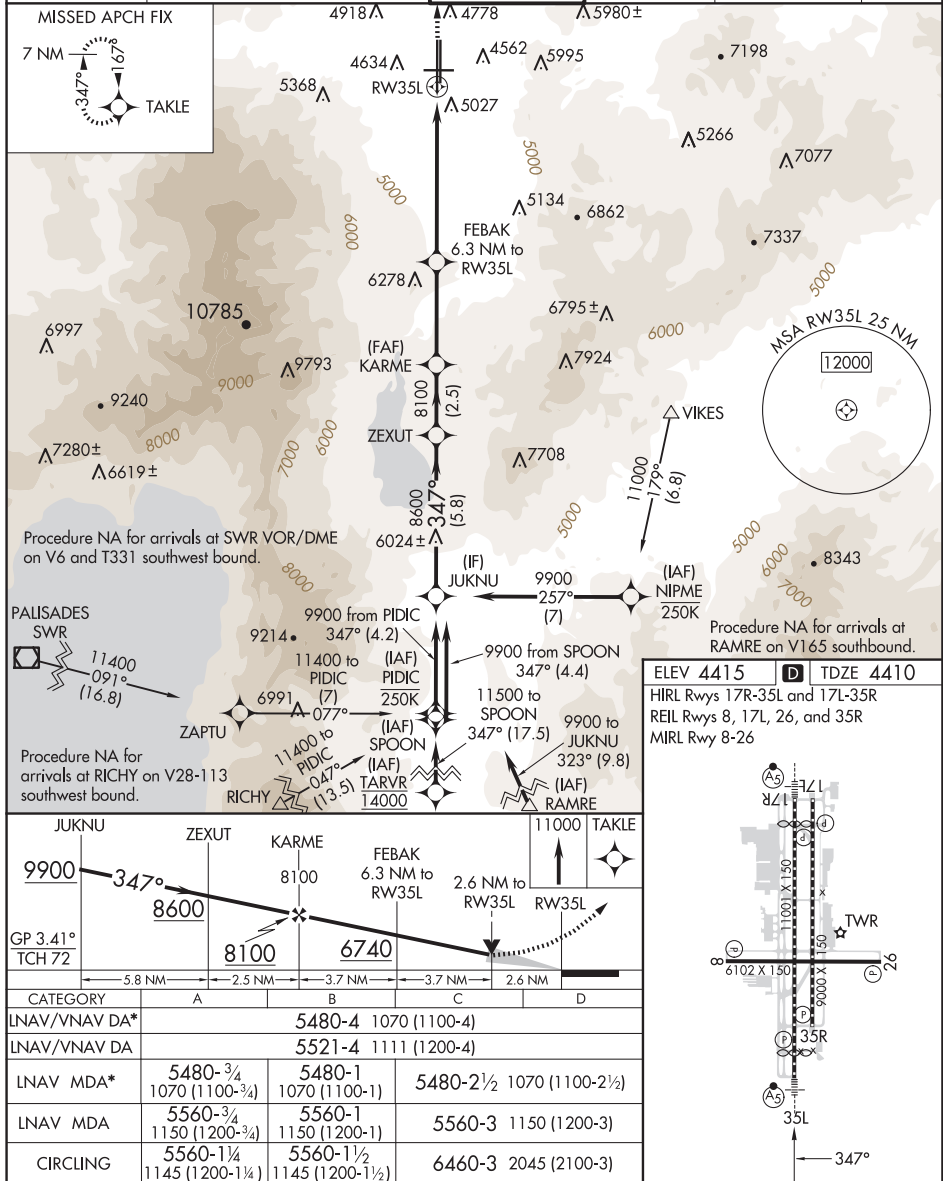
APP CRS <b>347°</b>	Rwy Idg <b>10011</b>
TDZE <b>4410</b>	Apt Elev <b>4415</b>

# RNAV (GPS) X RWY 35L

RENO/TAHOE INTL (RNO)

RNP APCH - GPS	MALSR	MISSED APPROACH: Climb to 11000 direct TAKLE and hold, continue climb-in-hold to 11000. *Missed approach requires minimum climb of 250 feet per NM to 5600.
Circling to Rwy 8 NA at night. Baro-VNAV NA. For inop ALS increase LNAV Cat A and B visibility to 1 1/4 SM. Inop table does not apply to LNAV Cats C and D.		

D-ATIS <b>135.8 363.0</b>	NORCAL APP CON <b>119.2 279.55 126.3 353.9</b>	RENO TOWER <b>118.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.9 370.85</b>	CPDLC
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SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

RENO, NEVADA

Amdt 2A 07SEP23

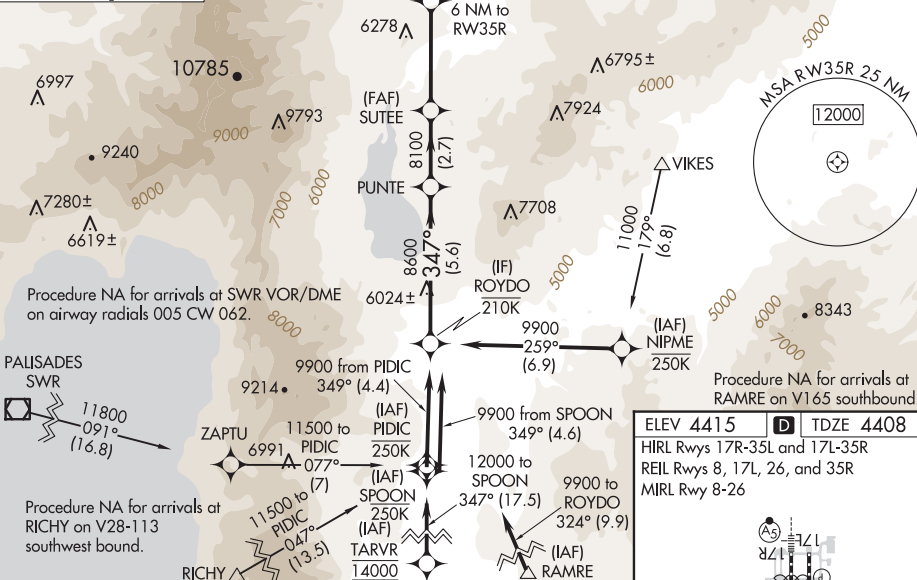
39°30'N-119°46'W

RENO/TAHOE INTL (RNO)

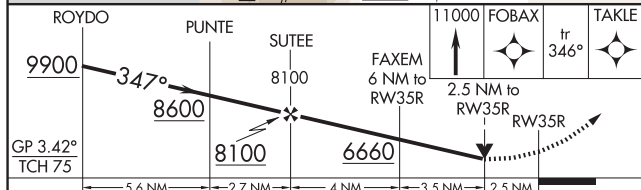
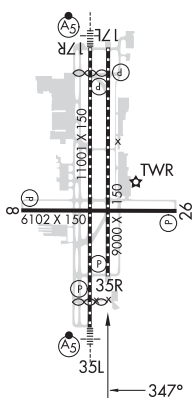
# RNAV (GPS) X RWY 35L


RNAV (GPS) X RWY 35R  
RENO/TAHOE INTL (RNO)

**MISSED APPROACH:** Climb to 11000 direct FOBAX and on track 346° to TAKLE and hold, continue climb-in-hold to 11000.  
\*Missed approach requires minimum climb of 250 feet per NM to 5600.



ELEV 4415	<b>D</b>	TDZE 4408
HIRL Rwy 17R-35L and 17L-35R		
REIL Rwy 8, 17L, 26, and 35R		
MIRL Rwy 8-26		



CATEGORY	A	B	C	D
INAV/VNAV DA	5471-4 1063 (1100-4)			
INAV MDA*	5380-1 $\frac{1}{4}$ 972 (1000-1 $\frac{1}{4}$ )	5380-1 $\frac{1}{2}$ 972 (1000-1 $\frac{1}{2}$ )	5380-3	972 (1000-3)
INAV MDA	5500-1 $\frac{1}{4}$ 1092 (1100-1 $\frac{1}{4}$ )	5500-1 $\frac{1}{2}$ 1092 (1100-1 $\frac{1}{2}$ )	5500-3	1092 (1100-3)
 CIRCLING	5500-1 $\frac{1}{4}$ 1085 (1100-1 $\frac{1}{4}$ )	5500-1 $\frac{1}{2}$ 1085 (1100-1 $\frac{1}{2}$ )	6460-3	2045 (2100-3)

SW-4, 12 JUN 2025 to 07 AUG 2025



RENO/TAHOE INTL (RNO)  
RNAV (GPS) Y RWY 35L

SW-4, 12 JUN 2025 to 07 AUG 2025





RENO, NEVADA

LOC/DME I-RNO	APP CRS	Rwy Idg	17R	17L
<b>110.9</b>	<b>167°</b>	TDZE	<b>10001 4415</b>	<b>9000 4415</b>
Chan <b>46</b>		Apt Elev	<b>4415</b>	<b>4415</b>

AL-346 (FAA)

25107

# LOC Y RWY 17R

RENO/TAHOE INTL (RNO)

DME required.

⚠ Circling Rwy 8 NA at night. For inop ALS, increase S-LOC 17R\* Cat E visibility to 3 SM. Circling NA for Cat E southwest of Rwy 8 and 35L.

⚠ Inop table does not apply to Cats C, D and E.

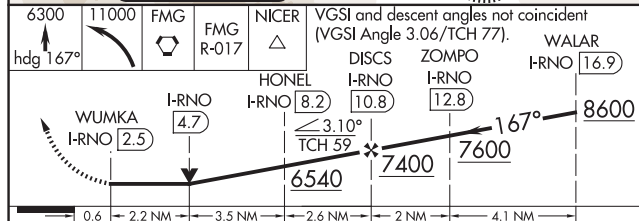
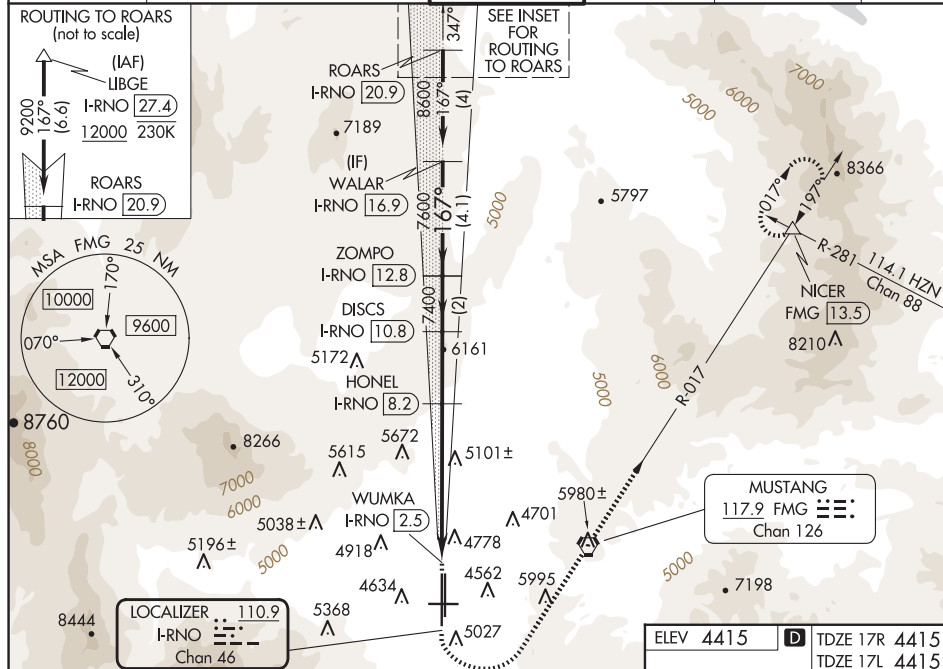
MALSR 17R

MISSED APPROACH: Climb to 6300 on heading 167° then climbing left turn 11000 direct FMG VORTAC and on FMG VORTAC R-017 to NICER INT and hold, continue climb-in-hold to 11000.

\*Missed approach requires minimum climb of 320 feet per NM to 8000.

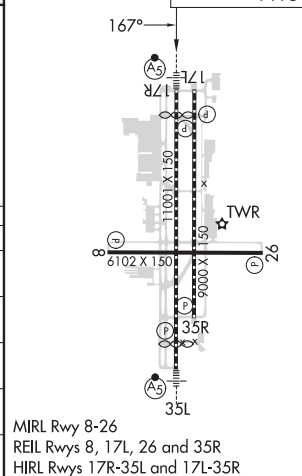
†Missed approach requires minimum climb of 260 feet per NM to 8000.

D-ATIS	NORCAL APP CON	RENO TOWER	GND CON	CLNC DEL	CPDLC
<b>135.8 363.0</b>	<b>119.2 279.55 126.3 353.9</b>	<b>118.7 257.8</b>	<b>121.9 348.6</b>	<b>124.9 370.85</b>	



CATEGORY	A	B	C	D	E
S-LOC 17R*	5420/40 1005 (1100-3/4)	5420/55 1005 (1100-1)	5420-2 1/2	1005 (1100-2 1/2)	
SIDESTEP 17L*#	5420-1 1/4 1005 (1100-1 1/4)	5420-1 1/2 1005 (1100-1 1/2)	5420-3	1005 (1100-3)	
S-LOC 17R†#	5720/40 1305 (1400-3/4)	5720/55 1305 (1400-1)	5720-3	1305 (1400-3)	
S-LOC 17R#	5920/40 1505 (1600-3/4)	5920/55 1505 (1600-1)	5920-3	1505 (1600-3)	6180-3 1765 (1800-3)
CIRCLING	5920-1 1/4 1505 (1600-1 1/4)	5920-1 1/2 1505 (1600-1 1/2)	6480-3	2065 (2100-3)	6700-3 2285 (2300-3)

ELEV 4415	D	TDZE 17R 4415
		TDZE 17L 4415



RENO, NEVADA

Amdt 1 03NOV22

39°30'N-119°46'W

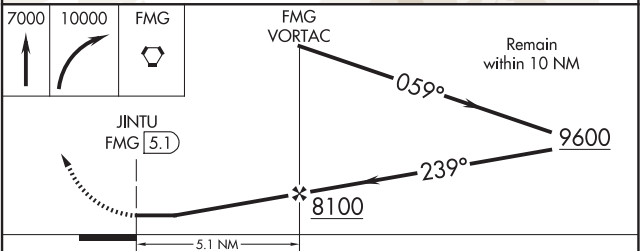
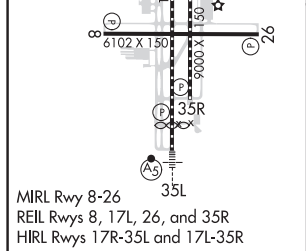
RENO/TAHOE INTL (RNO)  
LOC Y RWY 17R

SW-4, 12 JUN 2025 to 07 AUG 2025

25107

VOR-D  
RENO/TAHOE INTL (RNO)

D-ATIS	NORCAL APP CON				RENO TOWER	GND CON	CLNC DEL	CPDLC
135.8 363.0	119.2	279.55	126.3	353.9	118.7 257.8	121.9 348.6	124.9 370.85	






FAF to MAP 5.1 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	6300-1¼	6300-1½	6460-3	2045 (2100-3)
Min:Sec	5:06	3:24	2:33	2:02	1:42		1885 (1900-1¼)	1885 (1900-1½)		

RENO/TAHOE INTL (RNO)

VOR-D

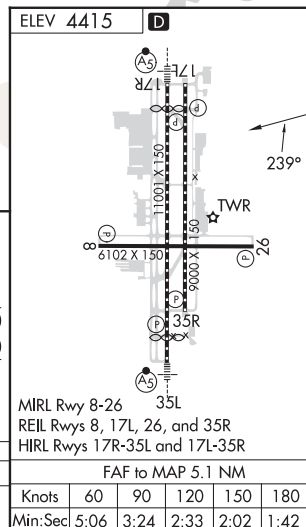
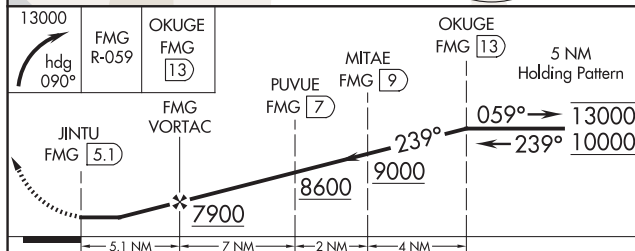
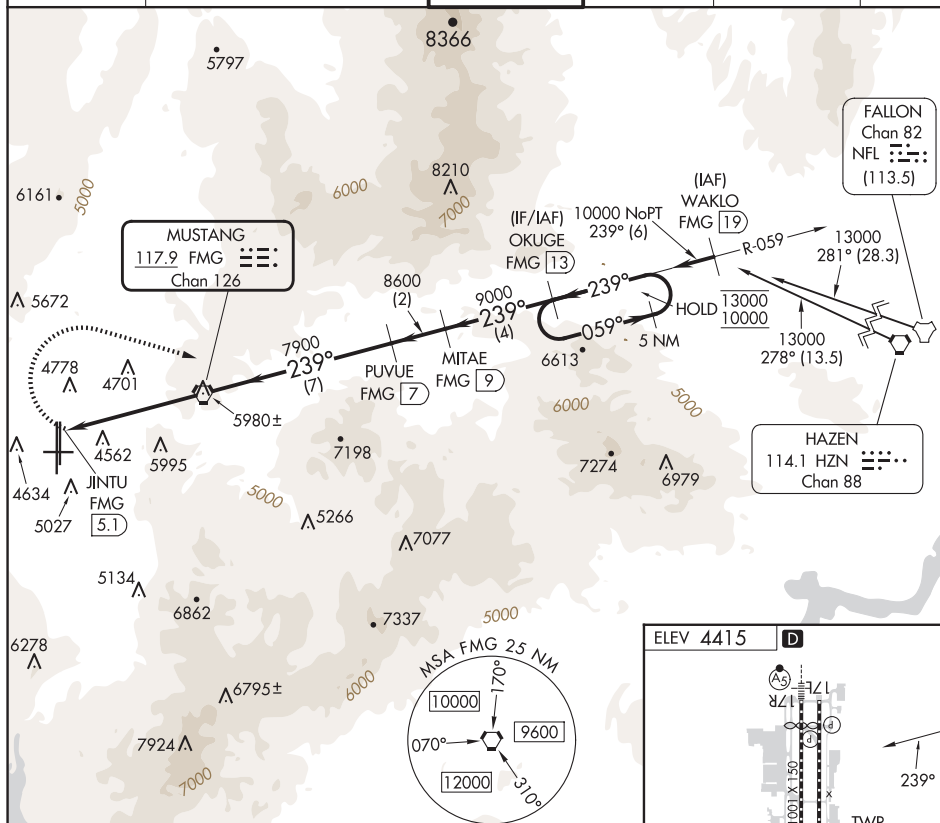
VORTAC FMG <b>117.9</b> Chan <b>126</b>	APP CRS <b>239°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>4415</b>
---	------------------------	-----------------------------	---

TACAN-F  
RENO/TAHOE INTL (R.NO)

 Circling NA for Cat E south of Rwy 8 and west of 35L.  
 Circling Rwy 8 NA at night. Approaches RADAR  
 monitored by NORCAL APP CON. Arrivals from east  
 and aircraft on missed approach may be vectored to final.  
 Circling NA for Cat E to Rwy 8 and 26.

**MISSED APPROACH:** Climbing right turn to 13000 on heading 090° and FMG R-059 to OKUGE/13 DME and hold, continue climb-in-hold to 13000.

D-ATIS	NORCAL APP CON				RENO TOWER	GND CON	CLNC DEL	CPDLC
135.8 363.0	119.2	279.55	126.3	353.9	118.7 257.8	121.9 348.6	124.9 370.85	



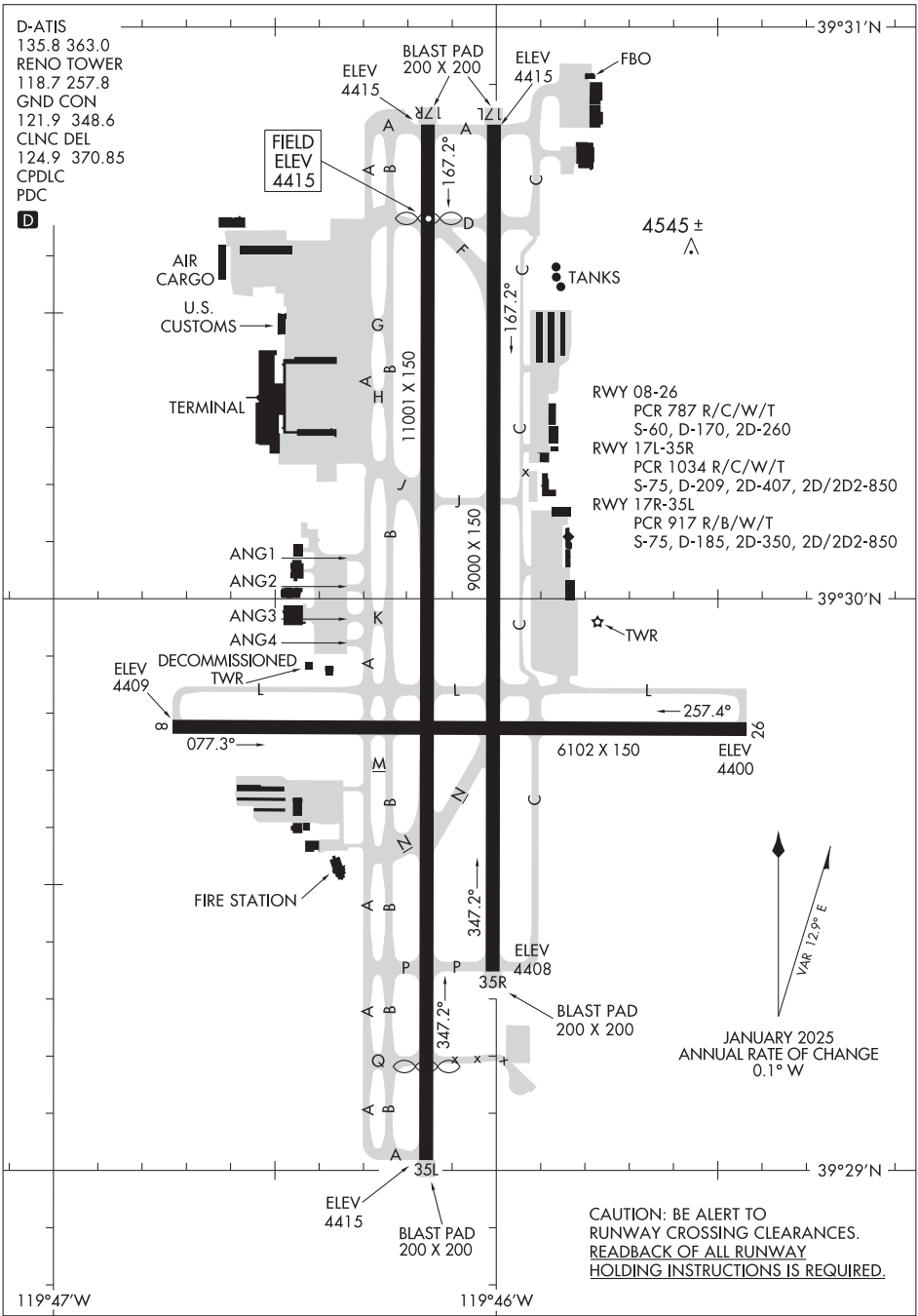
CATEGORY	A	B	C	D	E
<b>C</b> CIRCULING	6220-1¼ 1805 (1900-1¼)	6220-1½ 1805 (1900-1½)	6460-3 2045 (2100-3)		

RENO, NEVADA  
Amdt 1 03NOV22

RENO/TAHOE INTL (RNO)  
TACAN-F

39°30'N-119°46'W

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

(SPRKS1.FMG) 24081

## SPARKS ONE DEPARTURE (OBSTACLE)

AL-346 (FAA)

RENO/TAHOE INTL (RNO)

RENO, NEVADA

## TAKEOFF MINIMUMS

Rwy 8: NA - Terrain.

Rwy 17L: 600-1 $\frac{3}{8}$  with minimum climb of 415' per NM to 8700 or standard with minimum climb of 745' per NM to 7200, or 3200-3 for VCOA.

Rwy 17R: Standard with minimum climb of 420' per NM to 8700, or 3200-3 for VCOA.

Rwy 26: Standard with minimum climb of 485' per NM to 7900, or 3200-3 for VCOA.

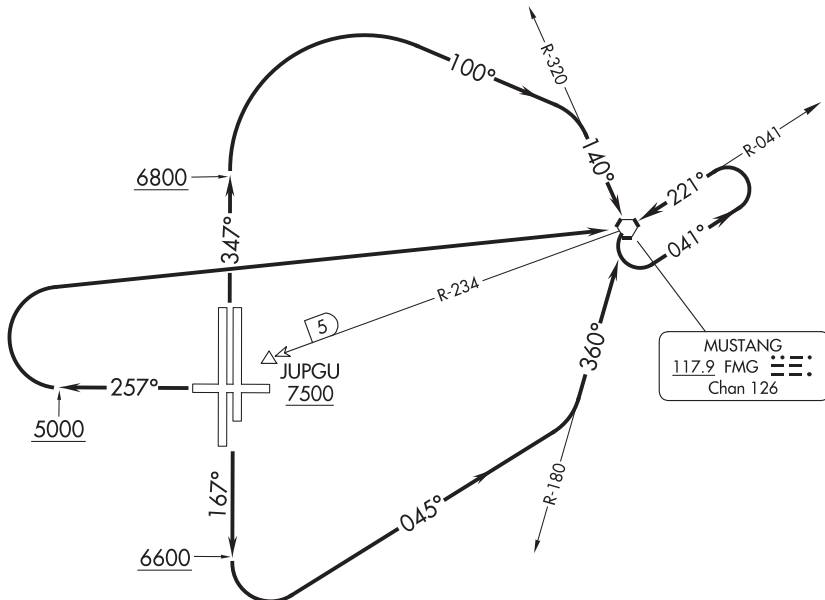
Rwy 35L: Standard with minimum climb of 375' per NM to 8600, or 3200-3 for VCOA.

Rwy 35R: 400-1 $\frac{1}{2}$  with a minimum climb of 270' per NM to 8600 or standard with a minimum climb of 420' per NM to 7400, or 3200-3 for VCOA.

NORCAL DEP CON

119.2 279.55 (17L/R)

126.3 353.9 (Rwys 26, 35L/R)



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 17L/R:** Climb on heading 167° to 6600, then climbing left turn heading 045° to intercept FMG VORTAC R-180 to FMG VORTAC, continue climb in FMG VORTAC holding pattern to cross FMG VORTAC at or above MEA/MCA for route of flight.

**TAKEOFF RUNWAY 26:** Climb on heading 257° to 5000, then climbing right turn direct FMG VORTAC, continue climb in FMG VORTAC holding pattern to cross FMG VORTAC at or above MEA/MCA for route of flight.

**TAKEOFF RUNWAYS 35L/R:** Climb on heading 347° to 6800, then climbing right turn heading 100° to intercept FMG VORTAC R-320 to FMG VORTAC, continue climb in FMG VORTAC holding pattern to cross FMG VORTAC at or above MEA/MCA for route of flight.

**VCOA ALL RUNWAYS:** Obtain ATC approval for VCOA when requesting IFR clearance.

Climb in visual conditions to cross JUPGU (FMG R-234/5 DME) at or above 7500 on FMG R-234 to FMG VORTAC, then continue climb in FMG VORTAC holding pattern to cross FMG VORTAC at or above MEA/MCA for route of flight.

## SPARKS ONE DEPARTURE (OBSTACLE)

(SPRKS1.FMG) 29DEC22

RENO, NEVADA

RENO/TAHOE INTL (RNO)

TAKEOFF OBSTACLE NOTES

- Rwy 17L: Building 78' from DER, 262' left of centerline, 8' AGL/4413' MSL.  
Antenna 130' from DER, 379' right of centerline, 41' AGL/4444' MSL.  
Tree 719' from DER, 555' left of centerline, 4434' MSL.  
Tree 1055' from DER, 132' left of centerline, 4435' MSL.  
Pole 1108' from DER, 487' left of centerline, 34' AGL/4445' MSL.  
Pole, building beginning 1331' from DER, 458' left of centerline, up to 34' AGL/4446' MSL.  
Pole 1428' from DER, 229' left of centerline, 36' AGL/4449' MSL.  
Tree 1843' from DER, 132' left of centerline, 4456' MSL.  
Tree 1879' from DER, 126' left of centerline, 4466' MSL.  
Tower 2389' from DER, 975' left of centerline, 55' AGL/4469' MSL.  
Tower 2747' from DER, 853' left of centerline, 66' AGL/4482' MSL.  
Terrain 4845' from DER, 1693' left of centerline, 4546' MSL.  
Terrain 5161' from DER, 1451' left of centerline, 4547' MSL.  
Terrain beginning 5253' from DER, 1698' left of centerline, up to 4776' MSL.  
Terrain 5470' from DER, 1838' left of centerline, 4846' MSL.  
Terrain beginning 5524' from DER, 1371' left of centerline, up to 4919' MSL.  
Terrain beginning 5702' from DER, 1691' left of centerline, up to 4926' MSL.  
Terrain beginning 5874' from DER, 1768' left of centerline, up to 4953' MSL.  
Terrain 1 NM from DER, 1981' left of centerline, 4837' MSL.
- Rwy 17R: Lighting 10' from DER, 85' left of centerline, 1' AGL/4415' MSL.  
Lighting 10' from DER, 85' right of centerline, 1' AGL/4415' MSL.  
Tree 746' from DER, 379' left of centerline, 4435' MSL.  
Trees beginning 1156' from DER, 772' left of centerline, up to 4456' MSL.  
Tree 1306' from DER, 840' left of centerline, 4457' MSL.  
Trees beginning 1409' from DER, 818' left of centerline, up to 4466' MSL.  
Trees beginning 1593' from DER, 658' left of centerline, up to 4474' MSL.  
Tree 1873' from DER, 936' left of centerline, 4475' MSL.  
Tree 2164' from DER, 653' left of centerline, 4478' MSL.  
Trees beginning 2783' from DER, 172' right of centerline, up to 4501' MSL.  
Tree 3135' from DER, 590' right of centerline, 4507' MSL.  
Tree 3285' from DER, 504' right of centerline, 4510' MSL.
- Rwy 26: Lighting 9' from DER, 54' left of centerline, 1' AGL/4410' MSL.  
Lighting 10' from DER, 54' right of centerline, 1' AGL/4410' MSL.  
Pole 119' from DER, 464' left of centerline, 32' AGL/4440' MSL.  
Pole, transmission line, fence beginning 142' from DER, 270' right of centerline, up to 30' AGL/4438' MSL.  
Pole 499' from DER, 466' left of centerline, 39' AGL/4452' MSL.  
Pole 1274' from DER, 469' left of centerline, 39' AGL/4458' MSL.  
Pole 1369' from DER, 387' right of centerline, 27' AGL/4447' MSL.  
Sign 1501' from DER, 206' right of centerline, 30' AGL/4448' MSL.  
Tree 1618' from DER, 42' right of centerline, 4473' MSL.  
Signs, trees beginning 1656' from DER, 66' left of centerline, up to 59' AGL/4482' MSL.  
Tree 1663' from DER, 15' right of centerline, 4475' MSL.  
Trees beginning 1664' from DER, 16' right of centerline, up to 4484' MSL.  
Tree 1878' from DER, 28' left of centerline, 4483' MSL.  
Trees beginning 1913' from DER, 162' left of centerline, up to 4484' MSL.  
Trees beginning 1916' from DER, 20' left of centerline, up to 4487' MSL.  
Trees beginning 2053' from DER, 25' left of centerline, up to 4497' MSL.  
Tree 2099' from DER, 206' right of centerline, 4490' MSL.  
Trees beginning 2102' from DER, 12' right of centerline, up to 4493' MSL.  
Trees beginning 2255' from DER, 45' right of centerline, up to 4500' MSL.  
Trees beginning 2268' from DER, 5' left of centerline, up to 4506' MSL.  
Pole, tree beginning 2635' from DER, 114' right of centerline, up to 100' AGL/4527' MSL.  
Antenna 3413' from DER, 298' left of centerline, 80' AGL/4514' MSL.

(CONTINUED ON FOLLOWING PAGE)

## (CONTINUED)

TAKEOFF OBSTACLE NOTES

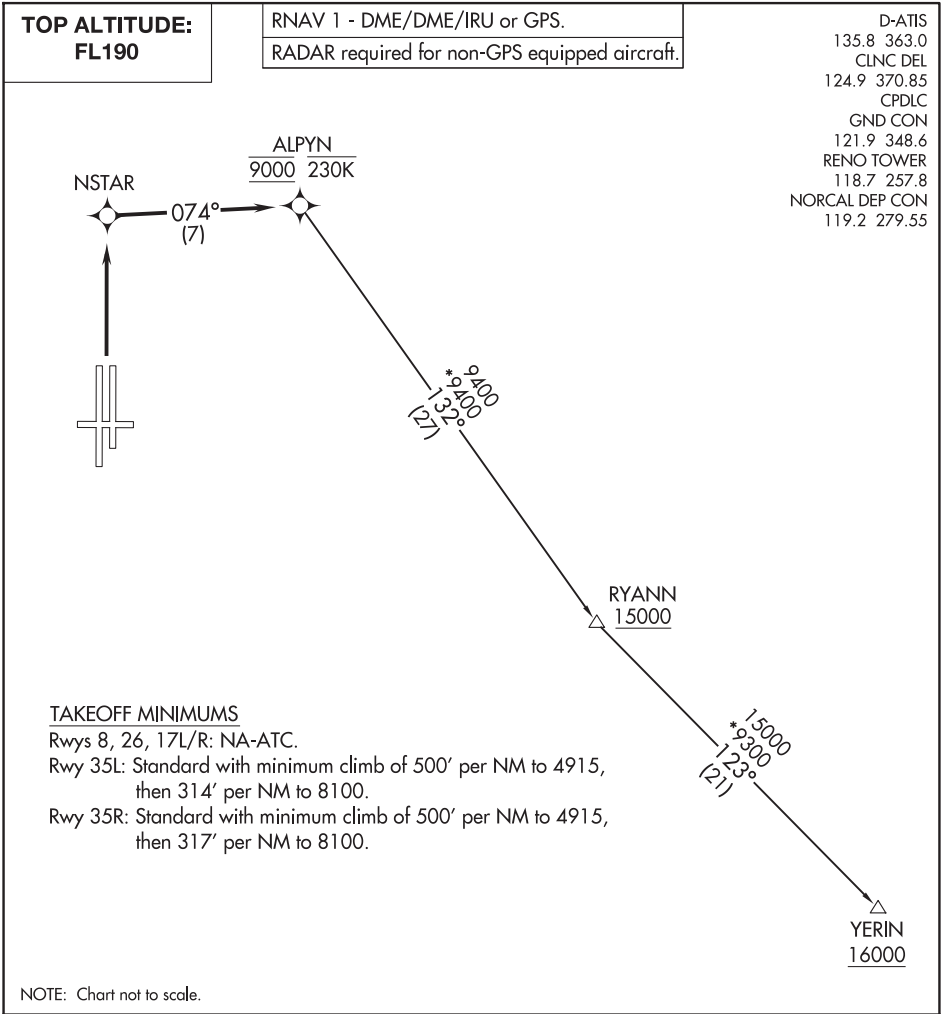
Rwy 35L: Lighting 10' from DER, 85' left of centerline, 2' AGL/4416' MSL.  
 Lighting 10' from DER, 86' right of centerline, 2' AGL/4416' MSL.  
 Sign 40' from DER, 437' right of centerline, 4' AGL/4417' MSL.  
 Lighting 999' from DER, on centerline, 22' AGL/4440' MSL.  
 Antenna 1029' from DER, 49' left of centerline, 22' AGL/4441' MSL.  
 Antenna 1029' from DER, 49' right of centerline, 23' AGL/4441' MSL.  
 Pole 1176' from DER, 629' right of centerline, 32' AGL/4451' MSL.  
 Tree 1193' from DER, 400' left of centerline, 4454' MSL.  
 Trees beginning 1216' from DER, 227' left of centerline, up to 4476' MSL.  
 Tree 1229' from DER, 349' right of centerline, 4458' MSL.  
 Trees beginning 1267' from DER, 207' right of centerline, up to 4465' MSL.  
 Tree 1974' from DER, 898' right of centerline, 4469' MSL.  
 Tree 2326' from DER, 938' right of centerline, 4473' MSL.  
 Tree 2350' from DER, 885' right of centerline, 4474' MSL.  
 Trees beginning 2489' from DER, 178' right of centerline, up to 4493' MSL.  
 Trees, poles beginning 2528' from DER, 16' right of centerline, up to 4498' MSL.  
 Trees beginning 2789' from DER, 69' left of centerline, up to 4490' MSL.  
 Trees beginning 2877' from DER, 292' left of centerline, up to 4492' MSL.

Rwy 35R: Sign 40' from DER, 262' left of centerline, 4' AGL/4417' MSL.  
 Building 87' from DER, 272' right of centerline, 7' AGL/4420' MSL.  
 Lighting 999' from DER, 699' left of centerline, 22' AGL/4440' MSL.  
 Antennas beginning 1028' from DER, 649' left of centerline, up to 22' AGL/4441' MSL.  
 Poles beginning 1066' from DER, 165' right of centerline, up to 40' AGL/4458' MSL.  
 Pole 1176' from DER, 70' left of centerline, 32' AGL/4451' MSL.  
 Tree 1229' from DER, 349' left of centerline, 4458' MSL.  
 Tree 1267' from DER, 492' left of centerline, 4465' MSL.  
 Trees beginning 1711' from DER, 255' right of centerline, up to 4466' MSL.  
 Tree 1973' from DER, 198' right of centerline, 4469' MSL.  
 Trees beginning 1991' from DER, 186' right of centerline, up to 4491' MSL.  
 Trees, pole beginning 2489' from DER, 361' right of centerline, up to 4493' MSL.  
 Tree 2505' from DER, 520' left of centerline, 4480' MSL.  
 Trees, pole beginning 2528' from DER, 201' left of centerline, up to 4498' MSL.  
 Pole 2815' from DER, 531' right of centerline, 82' AGL/4497' MSL.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 35L/R: Climb direct NSTAR, then on track 074° to cross ALPYN at 9000 and at or below 230K, thence . . .

. . .on YERIN transition maintain FL190 or assigned altitude. Expect filed altitude 5 minutes after departure.

YERIN TRANSITION (ALPYN1.YERIN)

(FMG1.FMG) 24081

## MUSTANG ONE DEPARTURE


AL-346 (FAA)

RENO/TAHOE INTL (RNO)  
RENO, NEVADA

NORCAL DEP CON  
119.2 279.55  
D-ATIS  
135.8 363.0  
CLNC DEL  
124.9 370.85  
GND CON  
121.9 348.6  
RENO TOWER  
118.7 257.8

DME required.

**TOP ALTITUDE:**  
**10000**

MUSTANG  
117.9 FMG   
Chan 126

LOCALIZER  110.9  
I-RNO   
Chan 46

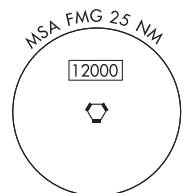


## TAKEOFF MINIMUMS

Rwy 8: NA- obstacles.

Rwy 17L: Standard with minimum climb of 740' per NM to 8000 or,  
600-1¼ with minimum climb of 525' per NM to 8000.

Rwy 17R: Standard with minimum climb of 740' per NM to 8000 or,  
600-1¼ with minimum climb of 525' per NM to 8000.



NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climbing right turn heading 177° to 10000 or assigned altitude, to intercept I-RNO south course to RIJTU/3 DME, thence . . .

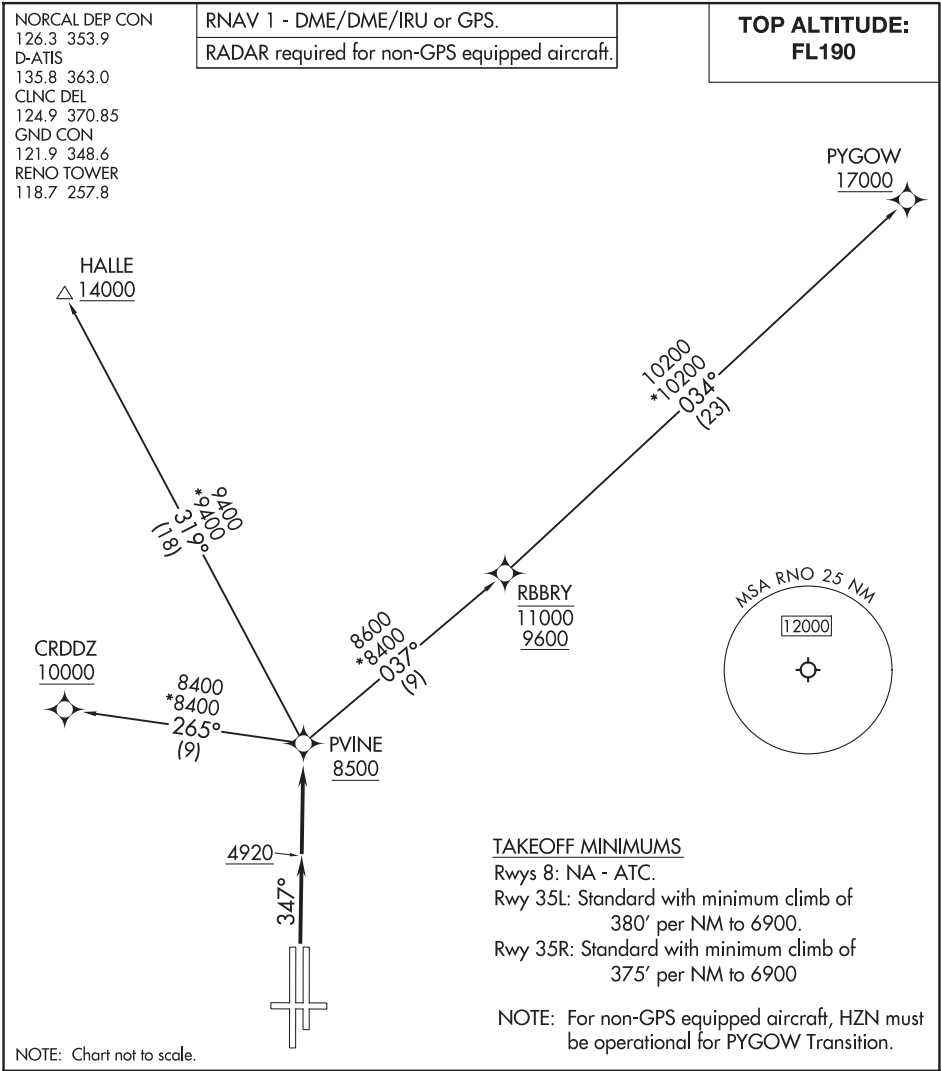
TAKEOFF RUNWAY 17R: Climb on heading 167° to 10000 or assigned altitude, on I-RNO south course to RIJTU/3 DME, thence . . .

. . . Left turn direct FMG VORTAC. Climb in FMG holding pattern to depart FMG VORTAC at or above MEA/MCA for direction of flight. Expect filed altitude within 5 minutes after departure.

## MUSTANG ONE DEPARTURE

(FMG1.FMG) 21MAR24

RENO, NEVADA  
RENO/TAHOE INTL (RNO)



DEPARTURE ROUTE DESCRIPTION
<u>TAKEOFF RUNWAYS 35L/R:</u> Climb on heading 347° to 4920, then direct PVINE, thence. . . . . . . .Maintain FL190 or assigned altitude. Expect filed altitude 5 minutes after departure.
<u>CRDDZ TRANSITION (PVINE5.CRDDZ)</u>
<u>HALLE TRANSITION (PVINE5.HALLE)</u>
<u>PYGOW TRANSITION (PVINE5.PYGOW)</u>

(RENO1.FMG) 24081

# RENO ONE DEPARTURE

AL-346 (FAA)

RENO/TAHOE INTL (RNO)

RENO, NEVADA

## TAKEOFF MINIMUMS

RADAR required.

TOP ALTITUDE:  
FL190

Rwy 8: NA- Obstacles.

Rwy 17L: Standard with minimum climb of 730' per NM to 10900,  
or 600-1 ¼ with minimum climb of 352' per NM to 10900.

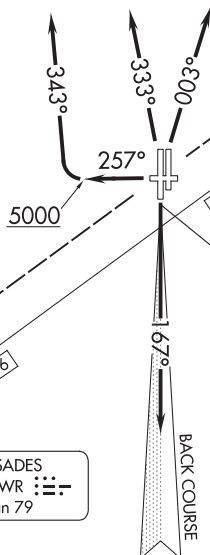
Rwy 17R: Standard with minimum climb of 460' per NM to 10900,  
or 300-1 with minimum climb of 395' per NM to 10900.

Rwy 26: Standard with minimum climb of 500' per NM to 9700.

Rwys 35L/R: Standard with minimum climb of 480' per NM to 8700,  
or 500-1 ½ with minimum climb of 430' per NM to 8700.

D-ATIS  
135.8 363.0  
CLNC DEL  
124.9 370.85  
CPDLC  
GND CON  
121.9 348.6  
RENO TOWER  
118.7 257.8

NORCAL DEP CON  
RWYS 26 AND 35L/R  
126.3 353.9



LOCALIZER 110.9  
I-RNO  
Chan 46

MUSTANG  
117.9 FMG  
Chan 126

NORCAL DEP CON  
RWYS 17L/R  
119.2 279.55

PALISADES  
113.2 SWR  
Chan 79

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 167° and I-RNO localizer south course.

Thence. . .

TAKEOFF RUNWAY 26: Climb on heading 257° to 5000 then climbing right turn heading 343°. Thence. . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 333° CW 003° as assigned by ATC.

Thence. . .

. . . All aircraft maintain FL190 or assigned altitude. Expect filed altitude within 5 minutes after departure. Expect RADAR vectors to assigned route/fix.

LOST COMMUNICATIONS: If not in contact with departure control within one minute after takeoff, maintain assigned heading until passing 10000, thence. . .

RUNWAYS 17L/R DEPARTURES: Turn left direct FMG VORTAC, then on assigned route.

RUNWAYS 26 and 35L/R DEPARTURES: Turn right direct FMG VORTAC, then on assigned route.

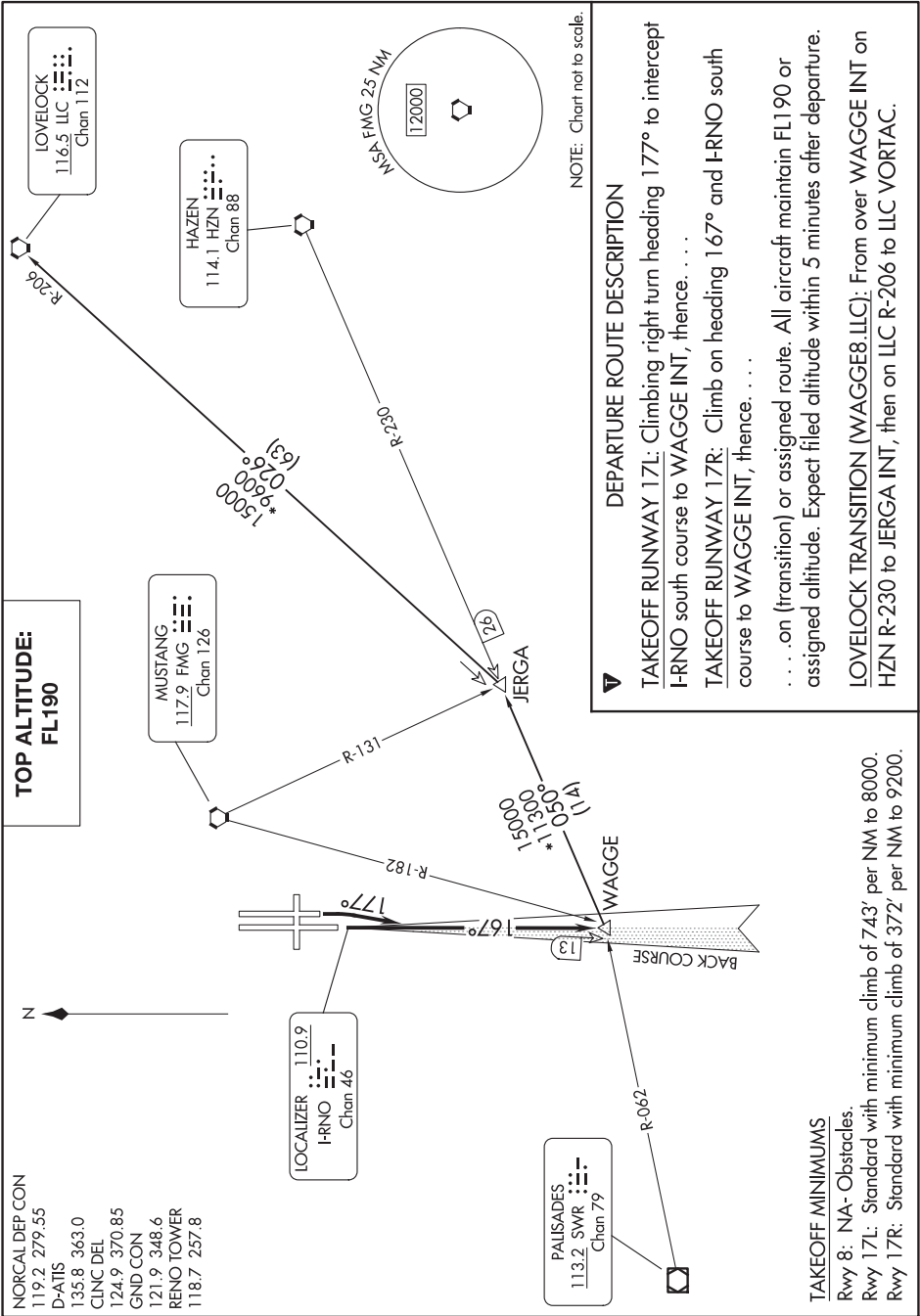
# RENO ONE DEPARTURE

(RENO1.FMG) 03NOV22

RENO, NEVADA

RENO/TAHOE INTL (RNO)

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

(ZEFFR9.ZEFFF) 24193

## ZEFFR NINE DEPARTURE (RNAV)

AL-346 (FAA)

RENO/TAHOE INTL (RNO)

RENO, NEVADA

RNAV 1 - GPS.

**TOP ALTITUDE:  
FL190**

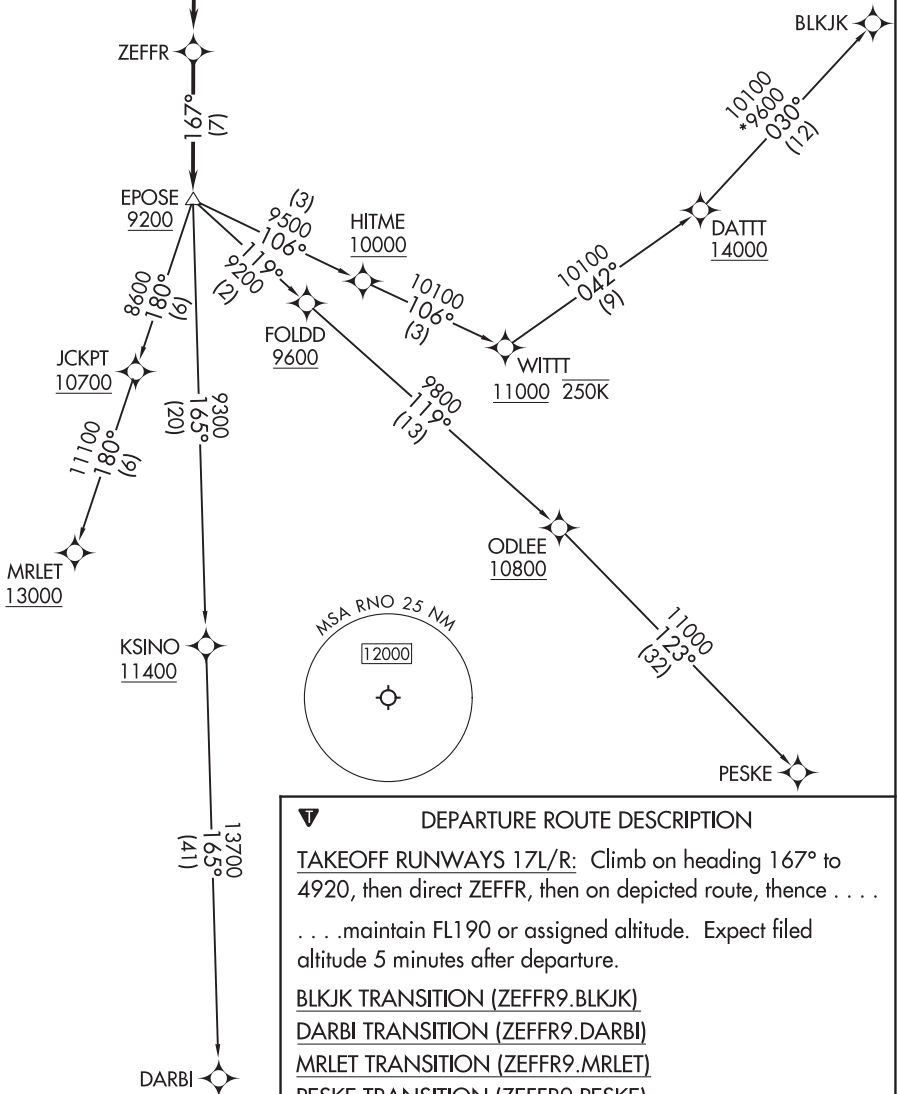
NORCAL DEP CON  
119.2 279.55  
D-ATIS  
135.8 363.0  
CLNC DEL  
124.9 370.85  
GND CON  
121.9 348.6  
RENO TOWER  
118.7 257.8

TAKEOFF MINIMUMS

Rwy 8: NA-Obstacles.

Rwy 17L: 600-2¼ with minimum climb of 500' per NM to 9200.

Rwy 17R: Standard with minimum climb of 370' per NM to 7000.



NOTE: Chart not to scale.

ZEFFR NINE DEPARTURE (RNAV)

(ZEFFR9.ZEFFF) 11JUL24

RENO, NEVADA

RENO/TAHOE INTL (RNO)

SW-4, 12 JUN 2025 to 07 AUG 2025

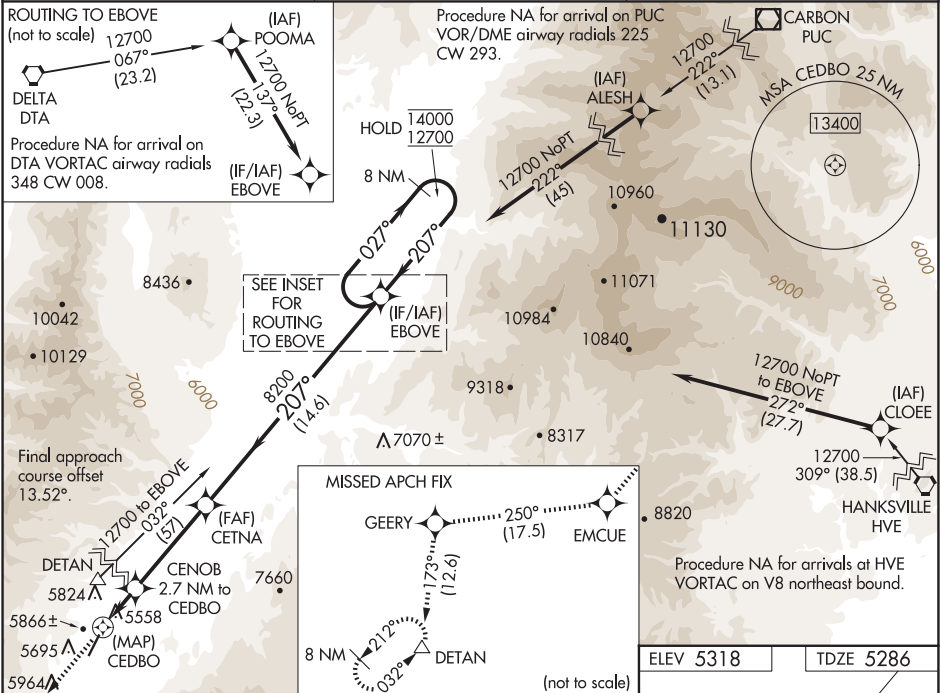
WAAS CH <b>70537</b> <b>W19A</b>	APP CRS <b>207°</b>	Rwy Ldg TDZE <b>7100</b> <b>5286</b> Apt Elev <b>5318</b>
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RNAV (GPS) RWY 19

RICHFIELD MUNI (RIF')

RNP APCH-GPS.	MISSED APPROACH: Climb to 12000 direct EMCUE, and track 250° to GEERY, and track 173° to DETAN and hold. *Missed approach requires minimum climb of 380 feet per NM to 9600. *Missed approach requires minimum climb of 390 feet per NM to 9600.
<div><div><div>▼</div><div>NA</div><div>-12°C</div></div><div>Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, procedure NA.</div></div>	

AWOS-3 <b>133.375</b>	SALT LAKE CITY CENTER <b>125.575 379.275</b>	UNICOM <b>122.8 (CTAF) 0</b>
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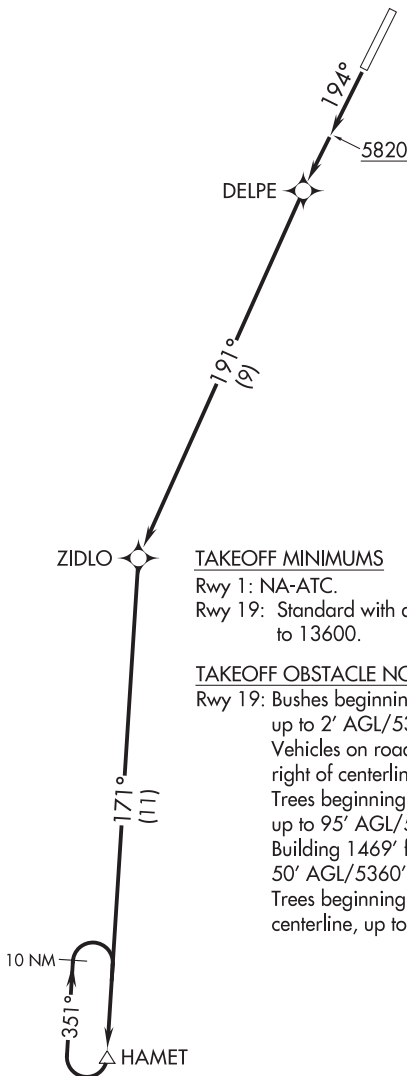
(HAMET3.HAMET) 19059

AL-9434 (FAA)

RICHFIELD MUNI (RIF)  
RICHFIELD, UTAH

# HAMET THREE DEPARTURE (OBSTACLE) (RNAV)

SALT LAKE CITY CENTER  
125.575 379.275  
UNICOM  
122.8 (CTAF)  
AWOS-3  
133.375



NOTE: RNAV 1.  
NOTE: GPS required.

## TAKEOFF MINIMUMS

Rwy 1: NA-ATC.

Rwy 19: Standard with a minimum climb of 385' per NM to 13600.

## TAKEOFF OBSTACLE NOTES

Rwy 19: Bushes beginning 74' from DER, 322' right of centerline, up to 2' AGL/5326' MSL.

Vehicles on road beginning 347' from DER, left and right of centerline, up to 15' AGL/5352' MSL.

Trees beginning 831' from DER, 695' left of centerline, up to 95' AGL/5414' MSL.

Building 1469' from DER, 660' right of centerline, 50' AGL/5360' MSL.

Trees beginning 1604' from DER, 475' right of centerline, up to 57' AGL/5397' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 19: Climb heading 194° to 5820, then direct DELPE, then on track 191° to ZIDLO, then on track 171° to HAMET. Thence. . .

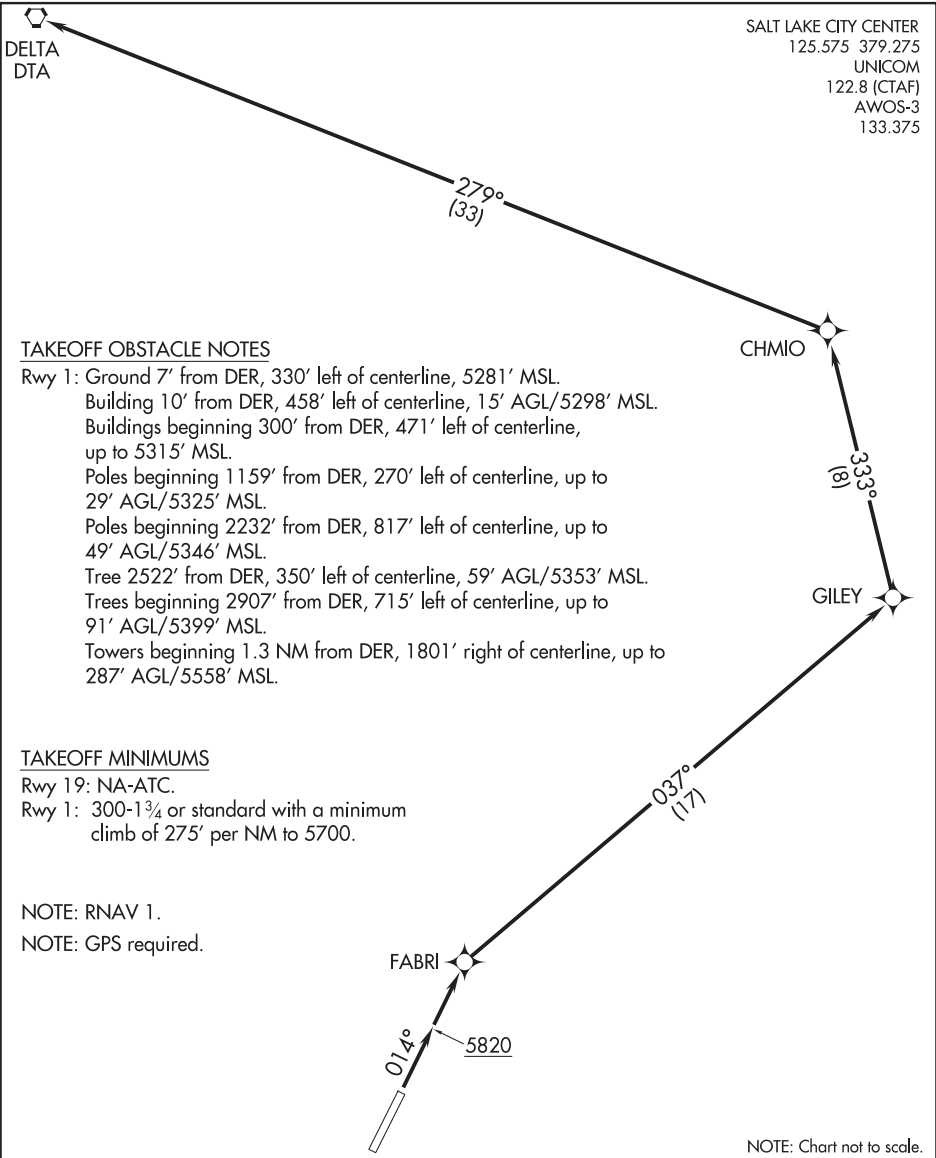
. . . climb in holding pattern to 16000 before proceeding on course. Expect filed altitude 10 minutes after departure.

HAMET THREE DEPARTURE (OBSTACLE) (RNAV)

(HAMET3.HAMET) 20AUG15

RICHFIELD, UTAH  
RICHFIELD MUNI (RIF')





**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 1:** Climb heading 014° to 5820, then direct to FABRI, then on track 037° to GILEY, then on track 333° to CHMIO, then on track 279° to DELTA VORTAC. Thence. . . .

. . . .climb to 10300. Expect filed altitude 10 minutes after departure.

ROOSEVELT, UTAH

AL-6419 (FAA)

23110

WAAS CH <b>86539</b> <b>W25A</b>	APP CRS <b>253°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>5140</b> <b>5176</b>
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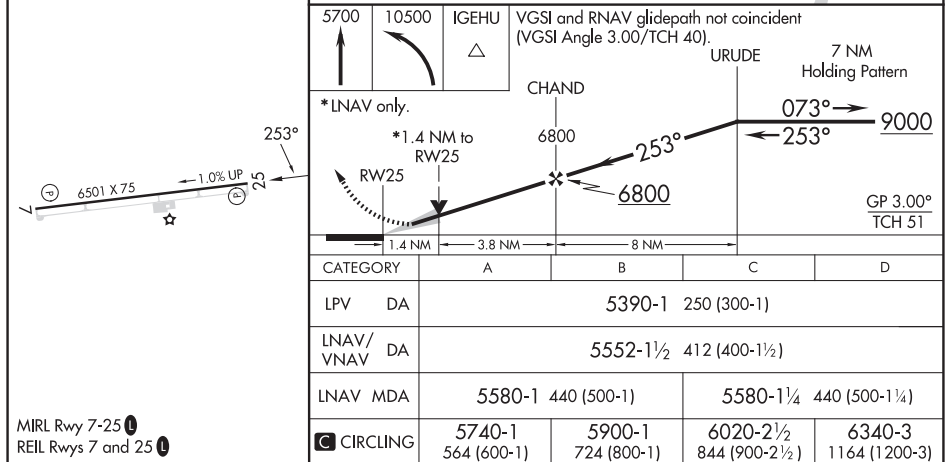
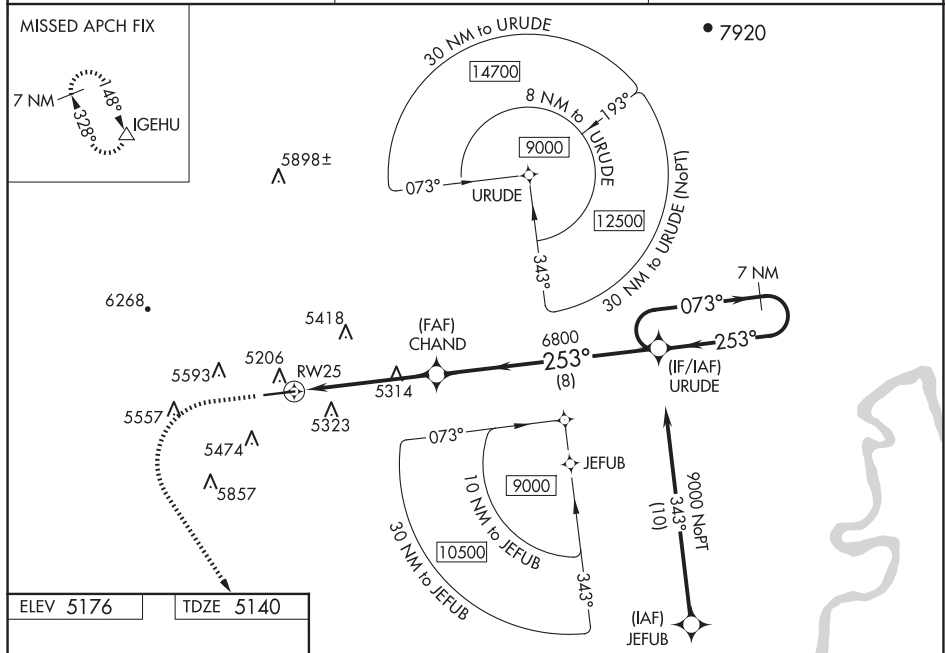
# RNAV (GPS) RWY 25

ROOSEVELT MUNI (74V)

**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F). Baro-VNAV and VDP NA when using Vernal altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vernal altimeter setting: increase LPV DA to 5466 and visibility 1/8 SM, LNAV/VNAV DA to 5628 and visibility 1/4 SM; increase all MDAs 80 feet and LNAV visibility Cat C and D 1/8 SM and Circling Cat C visibility 1/4 SM.

**MISSED APPROACH:** Climb to 5700 then climbing left turn to 10500 direct IGEHU and hold, continue climb-in-hold to 10500.

AWOS-3P <b>118.975</b>	SALT LAKE CENTER <b>135.77 257.7</b>	UNICOM <b>122.8 (CTAF) 1</b>
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ROOSEVELT, UTAH  
Amdt 1 10NOV16

40°17'N-110°03'W

# RNAV (GPS) RWY 25

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

VOR/DME MTU	APP CRS	Rwy Idg	N/A
112.7	010°	TDZE	N/A
Chan 74		Apt Elev	5176

VOR-A

Roosevelt Muni (74V)

NA

When local altimeter setting not received, use Vernal altimeter setting and increase all MDA 80 feet, FOSLA fix minimums, increase Cat C visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 9000 direct MTU VOR/DME and hold, continue climb-in-hold to 9000.

AWOS-3P 118.975	SALT LAKE CENTER 135.77 257.7	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern

8500

160°

340°

MTU VOR/DME

9000

MTU

FOSLA MTU 5.2

MARPK MTU 8.2

6280

010°

5.2 NM

3 NM

CIRCLING

6280-1¼

1104 (1200-1¼)

6280-1½

1104 (1200-1½)

6280-3

1104 (1200-3)

6340-3

1164 (1200-3)

FOSLA FIX MINIMUMS

5760-1

584 (600-1)

5900-1

724 (800-1)

6020-2½

844 (900-2½)

6340-3

1164 (1200-3)

FAF to MAP 8.2 NM

Knots

60

90

120

150

180

Min:Sec

8:12

5:28

4:06

3:17

2:44

MIRL Rwy 7-25 0

REIL Rwy 7 and 25 0

010°

6501 X 75

1.0% UP

25

Roosevelt, Utah

Amtd 4 10NOV16

40°17'N-110°03'W

423

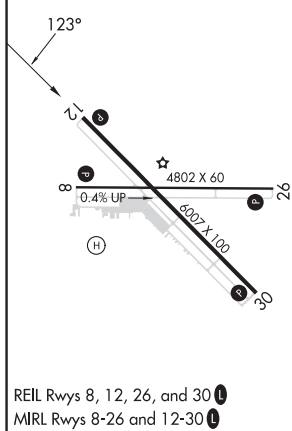
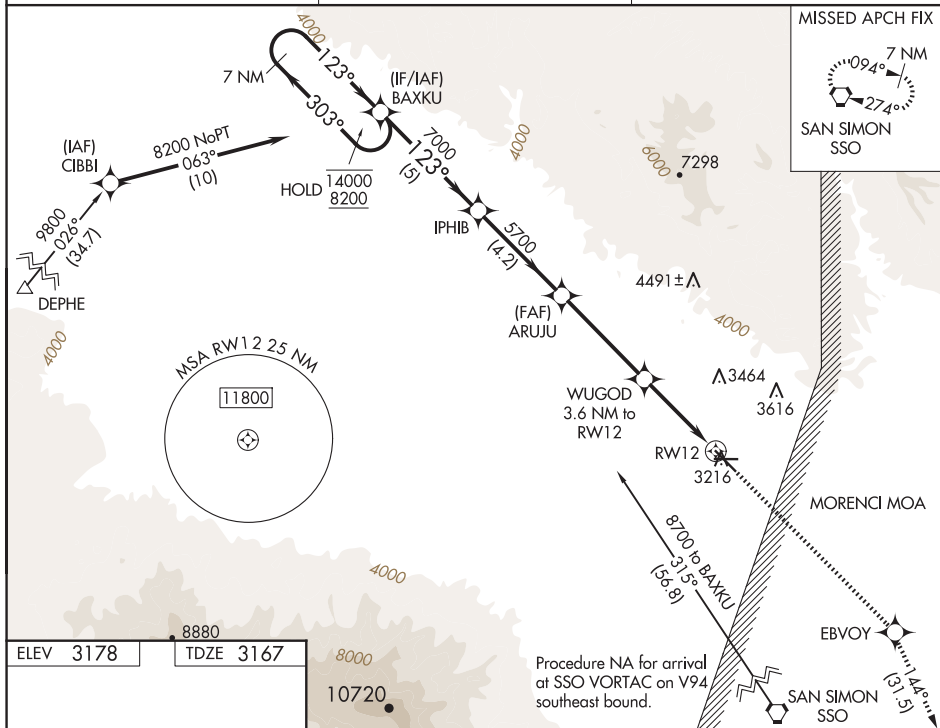
Roosevelt Muni (74V)

VOR-A

# RNAV (GPS) RWY 12

## SAFFORD RGNL/1LT DUANE SPALSBURY FLD (SAD)

**MISSED APPROACH:** Climb to 10000 direct EBVOY and on track 144° to SSO VORTAC and hold.

UNICOM  
122.8 (CTAF) **L**

10000	EBVOY	tr 144°	SSO
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SAFFORD RGNL/1LT DUANE SPALSBURY FLD (SAD)

32°51'N-109°38'W

RNAV (GPS) RWY 12

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>78316</b> <b>W30A</b>	APP CRS <b>303°</b>	Rwy Idg TDZE <b>3169</b> Apt Elev <b>3178</b>
--	------------------------	---

RNAV (GPS) RWY 30

SAFFORD RGNL/1LT DUANE SPALSBURY FLD (SAD)

RNP APCH - GPS.	MISSED APPROACH: Climb to 10000 direct ARUUJ and on track 272° to CIBBI and on track 207° to DEPHE and hold.
<div><div>▽</div><div>⚠</div></div> Circling to Rwy 8 NA at night. Circling NA northeast of Rwy 12 and north of Rwy 26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.	

ASOS <b>124.175</b>	ALBUQUERQUE CENTER <b>134.45 327.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
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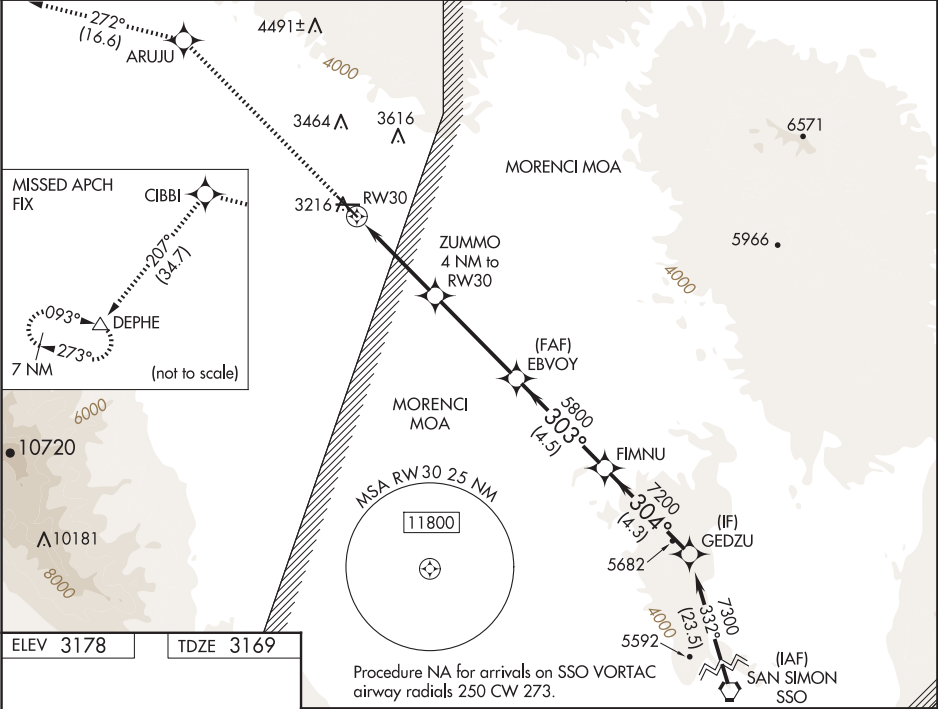




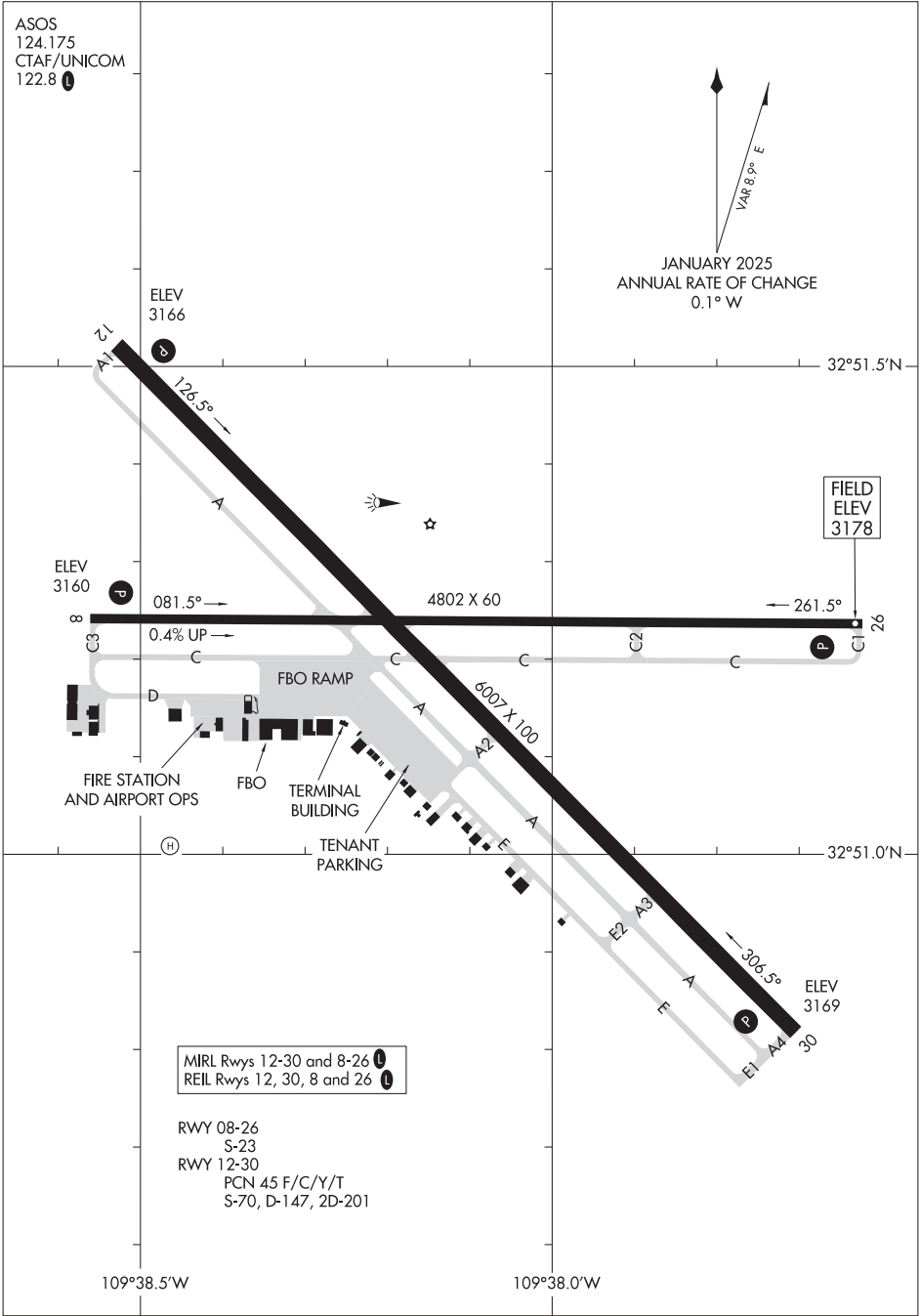


Diagram illustrating a flight path segment. The path starts at a point labeled 'S' and proceeds along a heading of 303°. A climb of 0.4% UP is indicated. The path is divided into two segments: 4802 X 60 and 6002 X 100. The path ends at a point labeled 'E'. A 30-degree heading is also indicated.

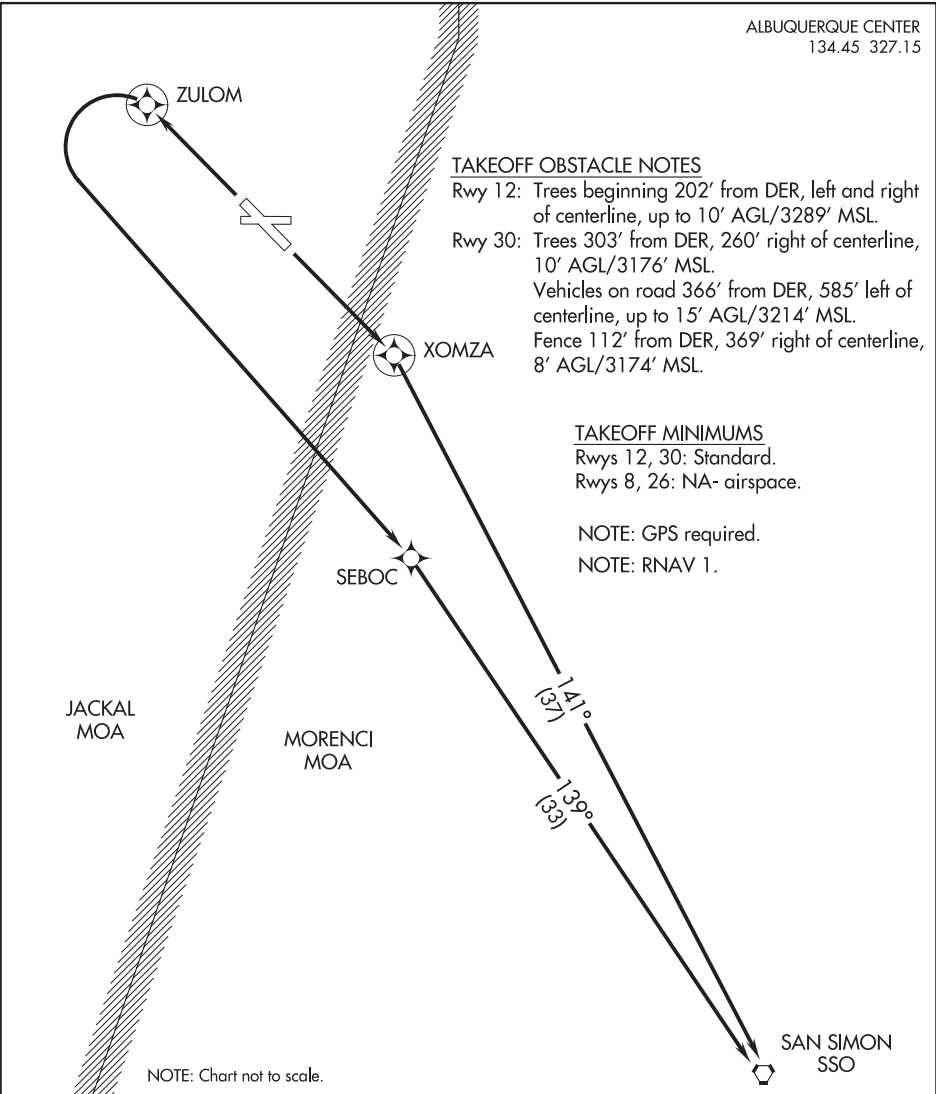
REIL Rwy 8, 12, 26, and 30   
 MIRL Rwy 8-26 and 12-30 

10000 ↑	ARUUJ 	tr 272°	CIBBI 	tr 207°	DEPHE △	GEDZU	
RW30 1.2 NM to RW30 ZUMMO 4 NM to RW30 EBVOY 5800 FIMNU 7200 303° 304° 7300 GP 3.00° TCH 40°							
1.2 NM		2.8 NM		4.1 NM		4.5 NM	
CATEGORY		A		B		C	
LPV DA		3419-¾		250 (300-¾)			
LNAV/VNAV DA		3517-1		348 (400-1)			
LNAV MDA		3600-1 431 (500-1)		3600-1¼ 431 (500-1¼)			
CIRCLING		3600-1 422 (500-1)		3640-1 462 (500-1)		3640-1½ 462 (500-1½) 3900-2¼ 722 (800-2¼)	



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 12: Climb direct XOMZA and right turn on track 141° to SSO VORTAC, thence. . . .

TAKEOFF RUNWAY 30: Climb direct ZULOM then climbing left turn direct SEBOC then on track 139° to SSO VORTAC, thence. . . .

. . . .via assigned route, expect clearance to filed altitude 10 minutes after departure.

ST GEORGE, UTAH

AL-10546 (FAA)

25163

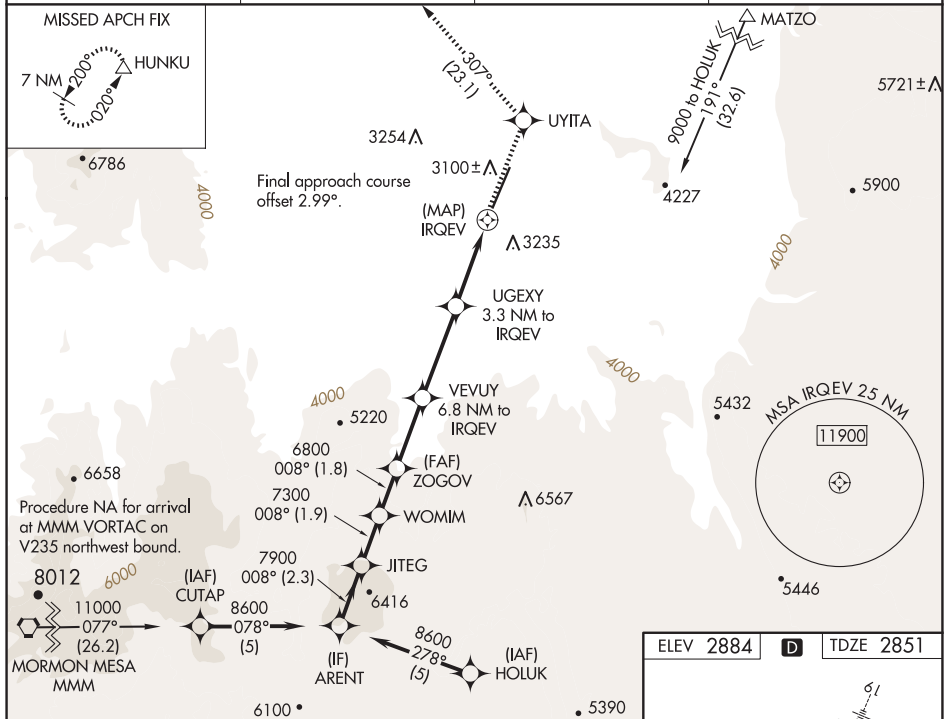
WAAS CH <b>50220</b> <b>W01A</b>	APP CRS <b>008°</b>	Rwy Ldg TDZE Apt Elev	<b>9300</b> <b>2851</b> <b>2884</b>
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# RNAV (GPS) RWY 1

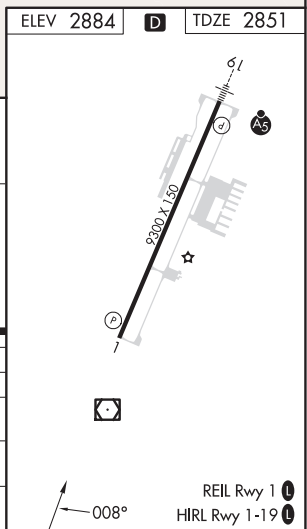
ST GEORGE RGNL (SGU)

RNP APCH-GPS. ▼ Helicopter visibility reduction below 1 SM NA. ▲ # Missed approach requires a minimum climb of 225 feet per NM to 6800. ❄ -6°C † Missed approach requires a minimum climb of 220 feet per NM to 6700.	MISSED APPROACH: Climb to 9800 direct UYITA and on track 307° to HUNKU and hold, continue climb-in-hold to 9800.
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AWOS-3PT <b>135.075</b>	LOS ANGELES CENTER <b>124.2 343.6</b>	CLNC DEL <b>133.3</b>	UNICOM <b>123.075</b> (CTAF) <b>0</b>
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ARENT		VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00 /TCH 50).		9800	UYITA	tr	HUNKU
				↑	✱	307°	△
8600		008°		7900		*5700	
GP 3.60°		TCH 60		*4340		*LNAV only.	
2.3 NM		1.9 NM		1.8 NM		2.7 NM	
3.5 NM		3.3 NM		0.5			
CATEGORY	A		B		C		D
LPV DA#	3170-1		319 (300-1)				NA
LNAV MDA †	3340-1		489 (500-1)		3340-1 3/8 489 (500-1 3/8)		NA
LNAV MDA	3760-1 1/4		909 (900-1 1/4)		3760-2 1/2 909 (900-2 1/2)		NA
CIRCLING	3760-1 1/4 876 (900-1 1/4)		3800-1 1/4 916 (1000-1 1/4)		3860-3 976 (1000-3)		NA



ST GEORGE, UTAH  
Orig-D 09SEP21

37°02'N-113°31'W

ST GEORGE RGNL (SGU)  
RNAV (GPS) RWY 1

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

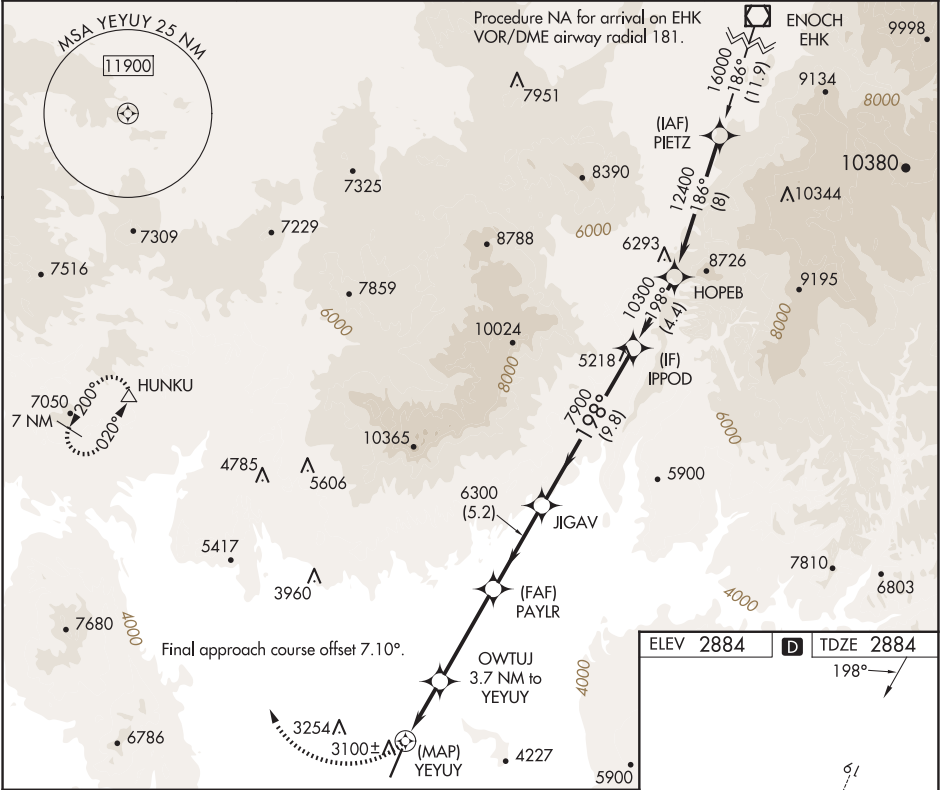


APP CRS	Rwy Ldg	9300
198°	TDZE	2884
	Apt Elev	2884

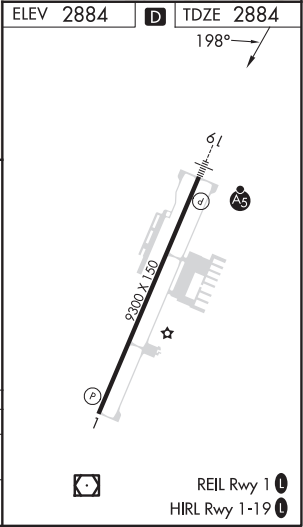
RNAV (GPS) RWY 19  
ST GEORGE RGNL (SGU)

RNP APCH-GPS.	MALSR	MISSED APPROACH: Climbing right turn to 9800 direct HUNKU and hold, continue climb-in-hold to 9800.

AWOS-3PT 135.075	LOS ANGELES CENTER 124.2 343.6	CLNC DEL 133.3	UNICOM 123.075 (CTAF) 1
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9800	HUNKU				
	YEUUY	OWTUJ 3.7 NM to YEUUY	PAYLR	JIGAV	IPPOD
		2.6 NM to YEUUY	≤3.18° TCH 55	198°	10300
		4300	6300	7900	
	0.5	2.6 NM	1.1 NM	5.8 NM	5.2 NM
CATEGORY	A	B	C	D	
LNNAV MDA	3940-3/4 1056 (1100-3/4)	3940-1 1056 (1100-1)	3940-2 1/2 1056 (1100-2 1/2)		
CIRCLING	3940-1 1/4 1056 (1100-1 1/4)	3940-1 1/2 1056 (1100-1 1/2)	3940-3 1056 (1100-3)	4660-3 1776 (1800-3)	



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

LDA RWY 19  
ST GEORGE RGNL (SGU)

**MISSED APPROACH:** Climb to 4200 then climbing right turn to 9800 on heading 354° and UTI VOR/DME R-314 to HUNKU INT/ MMM 42.1 DME and hold, continue climb-in-hold to 9800.

UNICOM  
123.075 (CTAF) **L**

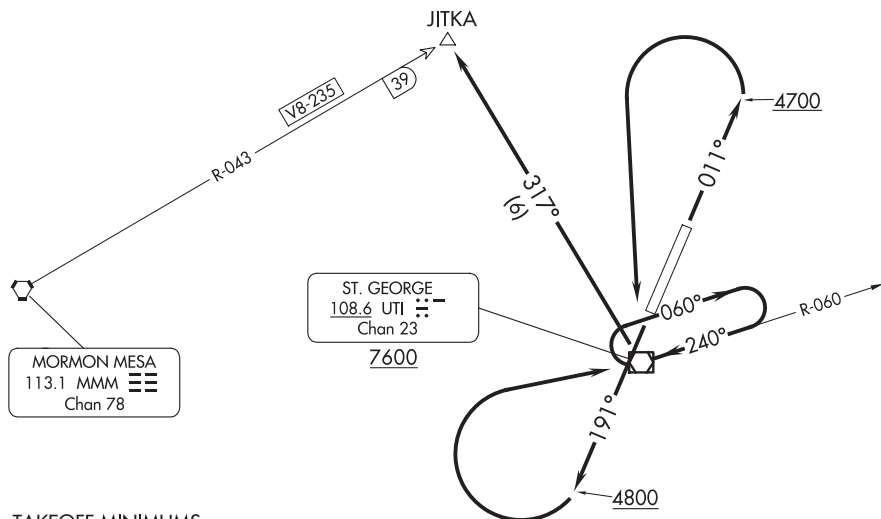
4200 ↑	9800 hdg 354°	UTI R-314	HUNKU △	Use I-SGU DME when on the localizer course.				IPPOD I-SGU 24.9
*LDA only.		UYUVE I-SGU 4.2	PAYLR I-SGU 9.9	IZOMO I-SGU 16.1	WATLA I-SGU 21.1	10300		
IXEKE I-SGU 0.7		4300*	6300	8200	198° 9800	10300		
0.7		2.3 NM	1.2 NM	5.7 NM	6.1 NM	5 NM	3.8 NM	
CATEGORY		A		B		C		
S-LDA/GS 19		3170-½		286 (300-½)		D		
S-LDA 19		3940-¾ 1056 (1100-¾)	3940-1 1056 (1100-1)	3940-2½	1056 (1100-2½)			
CIRCLING		3940-1¼ 1056 (1100-1¼)	3940-1½ 1056 (1100-1½)	3940-3	4660-3 1776 (1800-3)			
		LOC unusable inside 0.7 DME.				GS 3.10° TCH 55		

ST GEORGE RGNL (SGU)  
LDA RWY 19

REIL Rwy 1 **L**  
HJRL Rwy 1-19 **L**

SW-4, 12 JUN 2025 to 07 AUG 2025

LOS ANGELES CENTER  
124.2 343.6  
AWOS-3  
135.075



## TAKEOFF MINIMUMS

Rwy 1: Obtain ATC approval for VCOA when requesting IFR clearance.

Standard with minimum climb of 330' per NM to 5400 or 6300-3 for climb in visual conditions.

Rwy 19: Obtain ATC approval for VCOA when requesting IFR clearance.

Standard with minimum climb of 380' per NM to 6100 or 6300-3 for climb in visual conditions.

## TAKEOFF OBSTACLE NOTES

Rwy 1: Terrain beginning 2.2 NM from DER, 3898' right of centerline, up to 3490' MSL.

Rwy 19: Terrain 509' from DER, 44' left of centerline, 2845' MSL.

Terrain beginning 182' from DER, 64' right of centerline, up to 2856' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 1:** Climb heading 011° to 4700, then climbing left turn direct UTI VOR/DME, thence. . . or, climb in visual conditions to cross St George Rgnl Airport at or above 9000, then proceed on course.

**TAKEOFF RUNWAY 19:** Climb heading 191° to 4800, then climbing right turn direct UTI VOR/DME, thence. . . or, climb in visual conditions to cross St George Rgnl Airport at or above 9000, then proceed on course.

... continue climb in UTI VOR/DME holding pattern, to cross UTI VOR/DME at or above 7600, then on UTI VOR/DME R-317 to JITKA INT/MMM VORTAC 39 DME, then proceed on course.

(HIVKA2.HIVKA) 18312

HIVKA TWO DEPARTURE (RNAV)

AL-10546 (FAA)

ST GEORGE RGNL (SGT)  
ST GEORGE, UTAH

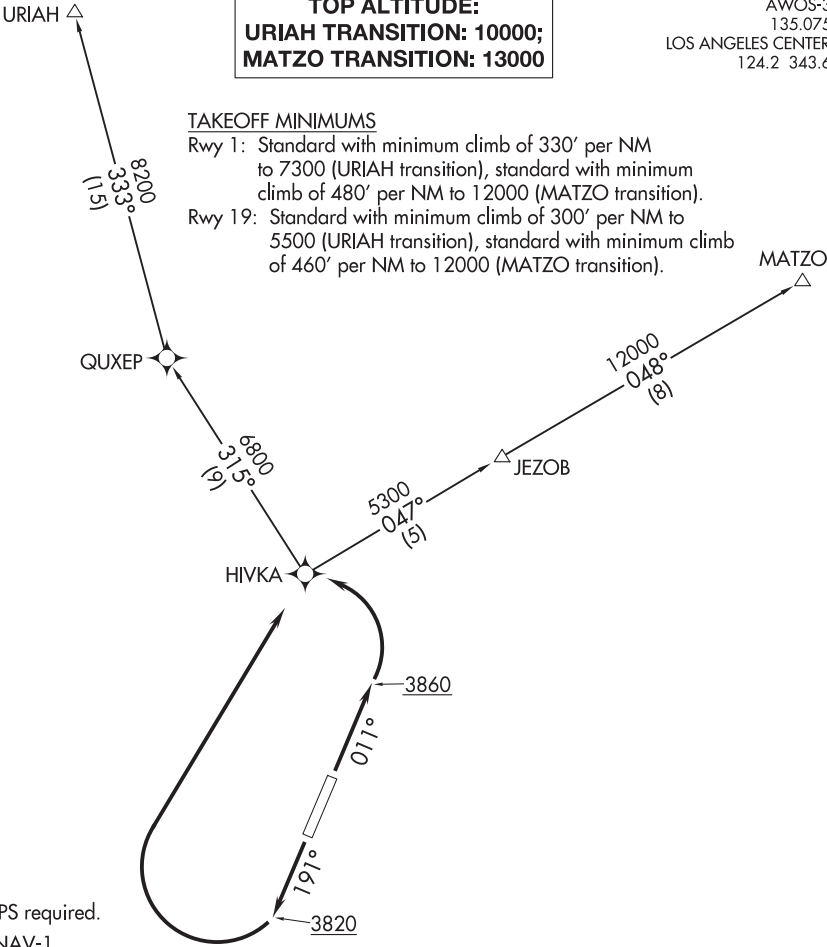
AWOS-3  
135.075  
LOS ANGELES CENTER  
124.2 343.6

**TOP ALTITUDE:**  
**URIAH TRANSITION: 10000;**  
**MATZO TRANSITION: 13000**

TAKEOFF MINIMUMS

Rwy 1: Standard with minimum climb of 330' per NM to 7300 (URIAH transition), standard with minimum climb of 480' per NM to 12000 (MATZO transition).

Rwy 19: Standard with minimum climb of 300' per NM to 5500 (URIAH transition), standard with minimum climb of 460' per NM to 12000 (MATZO transition).



NOTE: GPS required.  
NOTE: RNAV-1.  
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 011° to 3860, then climbing left turn direct HIVKA, thence. . . .  
TAKEOFF RUNWAY 19: Climb heading 191° to 3820, then climbing right turn direct HIVKA, thence. . . .  
. . . .(transition).

MATZO TRANSITION (HIVKA2.MATZO)  
URIAH TRANSITION (HIVKA2.URIAH)

HIVKA TWO DEPARTURE (RNAV)  
(HIVKA2.HIVKA) 31MAR16

ST GEORGE, UTAH  
ST GEORGE RGNL (SGT)

(PHYLI2.PHYLI) 18312

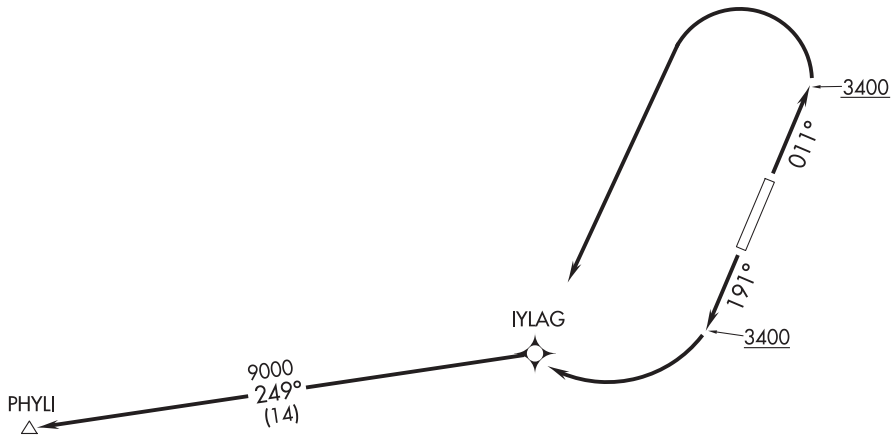
PHYLI TWO DEPARTURE (RNAV)

AL-10546 (FAA)

ST GEORGE RGNL (SGU)  
ST GEORGE, UTAH

AWOS-3  
135.075  
LOS ANGELES CENTER  
124.2 343.6

**TOP ALTITUDE:**  
**9000**



NOTE: GPS required.  
NOTE: RNAV-1.

TAKEOFF MINIMUMS

Rwy 1: Standard with minimum climb of 245' per NM to 3800.  
Rwy 19: Standard with minimum climb of 240' per NM to 5900.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 011° to 3400 then climbing left turn to 9000 (or higher assigned altitude) direct IYLAG and on track 249° to PHYLI.

TAKEOFF RUNWAY 19: Climb heading 191° to 3400 then climbing right turn to 9000 (or higher assigned altitude) direct IYLAG and on track 249° to PHYLI.

PHYLI TWO DEPARTURE (RNAV)

(PHYLI2.PHYLI) 31MAR16

ST GEORGE, UTAH  
ST GEORGE RGNL (SGU)

ST JOHNS, ARIZONA

AL-6586 (FAA)

22139

WAAS CH <b>49224</b> <b>W14A</b>	APP CRS <b>136°</b>	Rwy Idg TDZE <b>5322</b> <b>5736</b> Apt Elev <b>5737</b>
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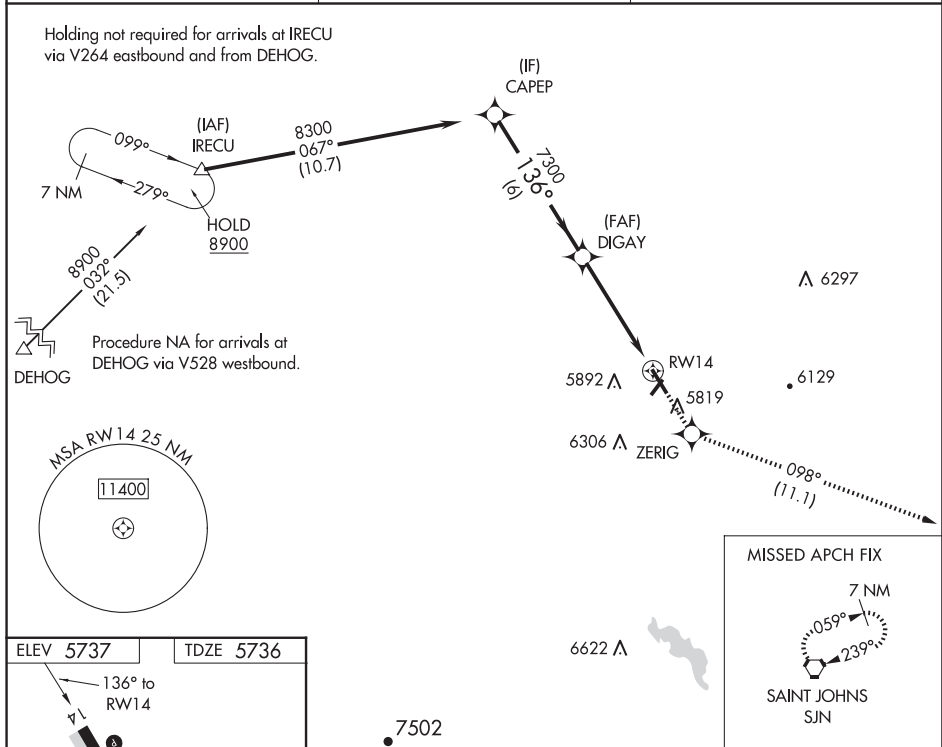
# RNAV (GPS) RWY 14

ST JOHNS INDUSTRIAL AIR PARK (SJIN)

**⚠** Night landing Rwy 3, 32 NA. When local altimeter setting not received, use Show Low altimeter setting and increase all MDA 180 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA with Show Low altimeter setting.

**MISSED APPROACH:** Climb to 9000 direct ZERIG and on track 098° to SJN VORTAC and hold, continue climb-in-hold to 9000.

ASOS <b>134.225</b>	ALBUQUERQUE CENTER <b>124.325 288.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CAPEP		9000	ZERIG	tr 098°	SJN
8300		1.2 NM to RWY 14			
DIGAY		RWY 14			
7300		3.00° TCH 40			
6 NM		3.6 NM			
1.2 NM					
CATEGORY	A	B	C	D	
LP MDA	6140-1	404 (500-1)	NA		
LNAV MDA	6140-1	404 (500-1)	NA		
CIRCLING	6260-1 523 (600-1)	6280-1 543 (600-1)	NA		

ST JOHNS, ARIZONA  
Amdt 1B 19MAY22

34°31'N-109°23'W

ST JOHNS INDUSTRIAL AIR PARK (SJIN)  
RNAV (GPS) RWY 14

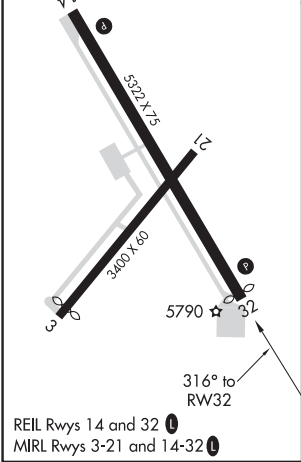
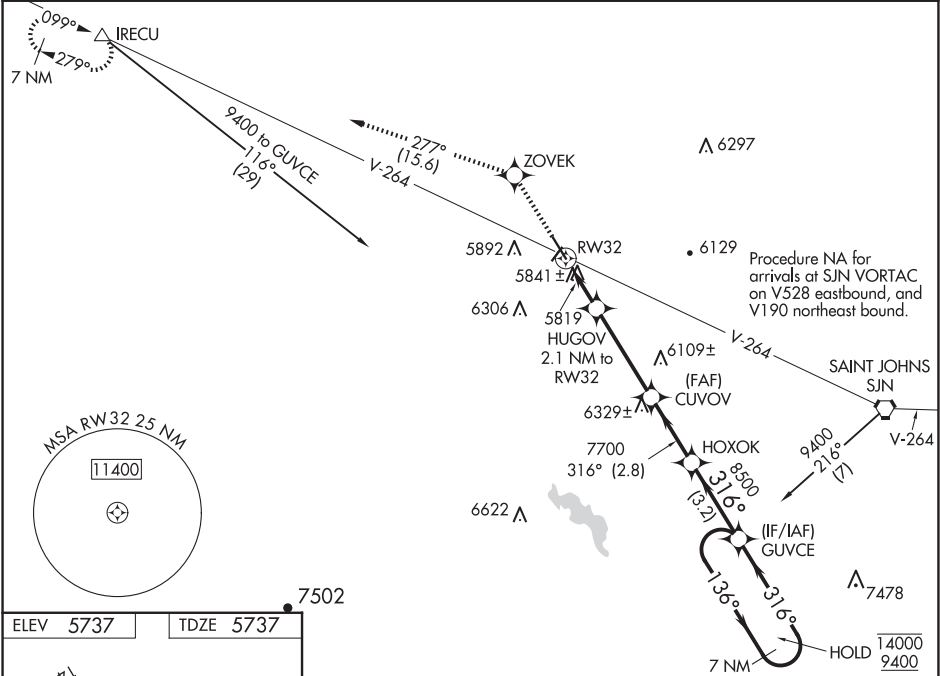
SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>42643</b> <b>W32A</b>	APP CRS <b>316°</b>	Rwy Idg TDZE <b>5230</b> Apt Elev <b>5737</b>
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RNAV (GPS) RWY 32  
ST JOHNS INDUSTRIAL AIR PARK (SJN)

RNP APCH. <div><div></div><div>Rwy 32 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Rwy 32 Straight-in NA at night. Circling Rwy 3, 32 NA at night.</div></div>	MISSED APPROACH: Climb to 9400 direct ZOVEK and on track 277° to IRECU and hold.
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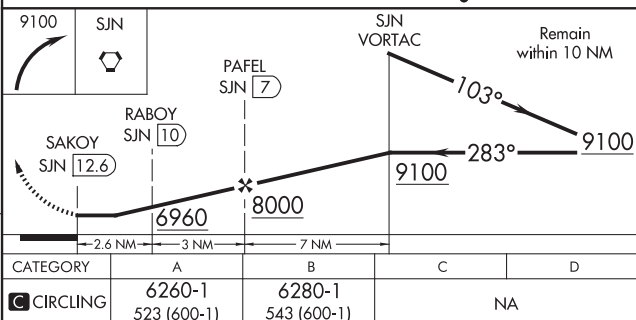
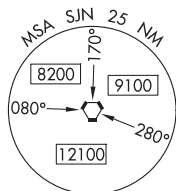
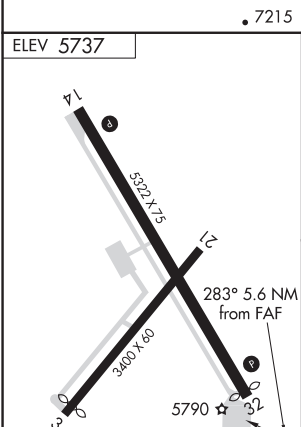
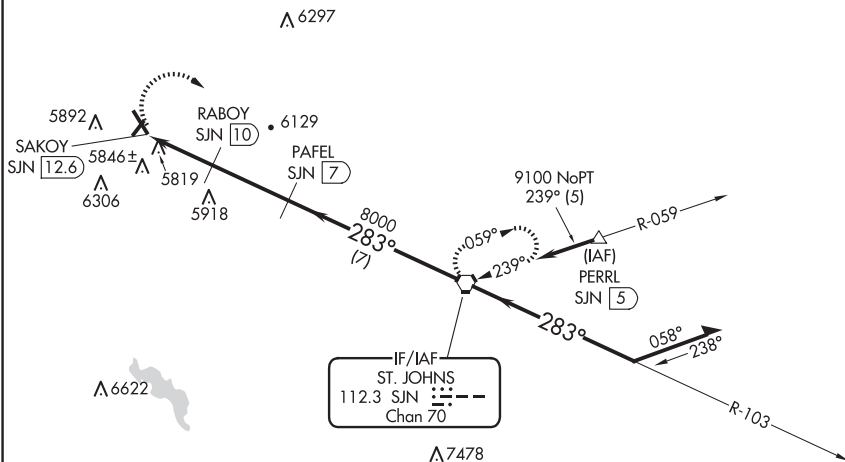
ASOS <b>134.225</b>	ALBUQUERQUE CENTER <b>124.325 288.25</b>	UNICOM <b>122.8 (CTAF) 1</b>
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9400	ZOVEK	tr 277°	IRECU	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).
*LNAV only	HUGOV 2.1 NM to RW32	CUVOV 7700	HOXOK 8500	7 NM Holding Pattern
	2.1 NM	3.7 NM	2.8 NM	3.2 NM
GP 3.08° TCH 53				
CATEGORY	A	B	C	D
LPV DA	5987-1	250 (300-1)		NA
LNAV/VNAV DA	6167-1¼	430 (500-1¼)		NA
LNAV MDA	6140-1	403 (500-1)		NA
CIRCLING	6260-1 523 (600-1)	6280-1 543 (600-1)		NA

VOR-A  
ST JOHNS INDUSTRIAL AIR PARK (SJN)

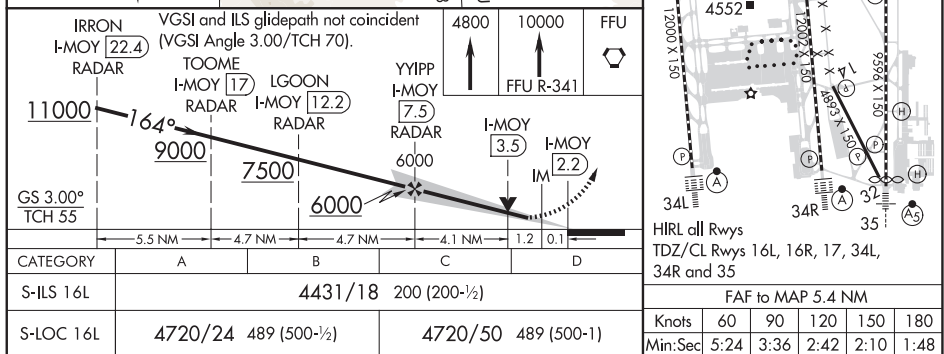
**MISSED APPROACH:** Climbing right turn to 9100 direct SJN VORTAC and hold, continue climb-in-hold to 9100.

UNICOM  
122.8 (CTAF) **L**ST JOHNS INDUSTRIAL AIR PARK (SJN)  
VOR-A



ILS or LOC RWY 16L  
SALT LAKE CITY INTL (SLC)

D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 119.05 257.8	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC
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SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

SALT LAKE CITY, UTAH

AL-365 (FAA)

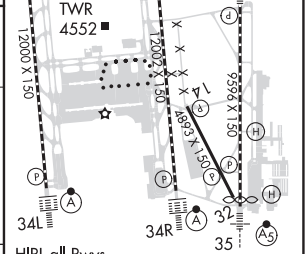
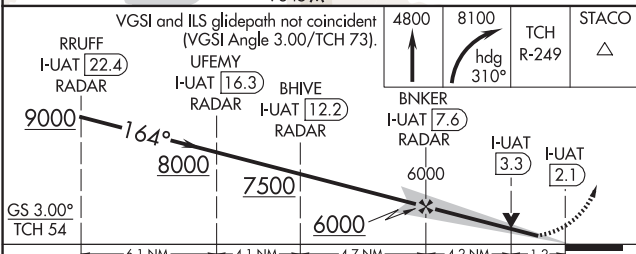
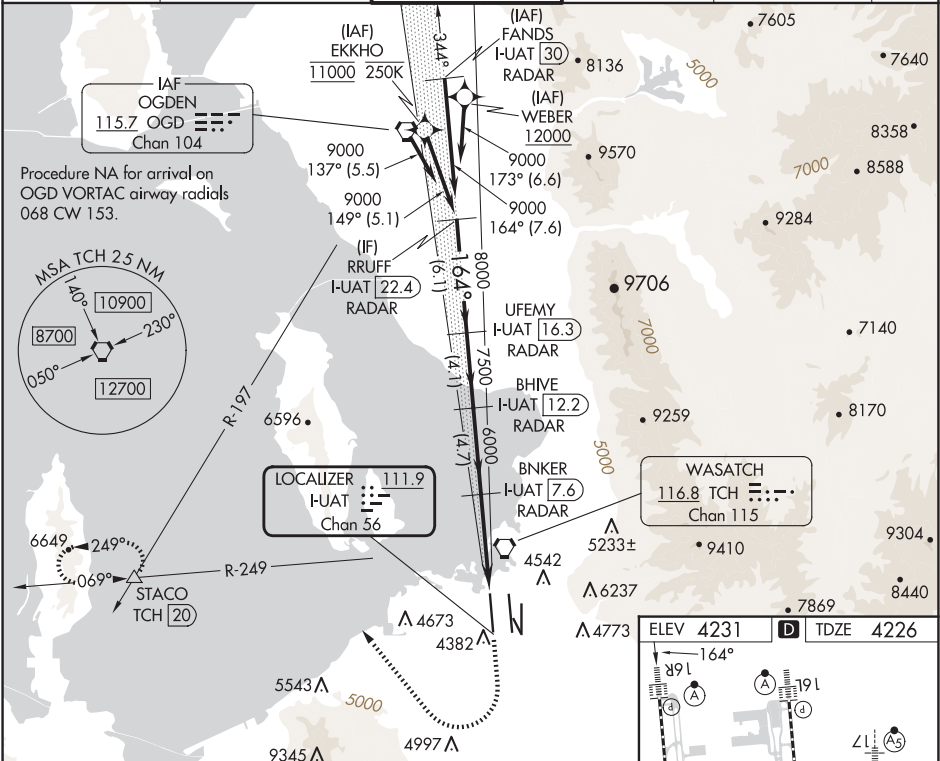
25051

LOC/DME I-UAT <b>111.9</b> Chan <b>56</b>	APP CRS <b>164°</b>	Rwy ldg <b>12000</b> TDZE <b>4226</b> Apt Elev <b>4231</b>
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ILS or LOC RWY 16R  
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From EKKHO or WEBER. DME or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 4800 then climbing right turn to 8100 on heading 310° and on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.
Simultaneous approach authorized. For inop ALS, increase S-LOC 16R Cat A and B visibilities to RVR 5500, and Cat C and D visibilities to 1½ SM.		

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>132.65 336.4</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 16R	4426/18 200 (200-½)			
S-LOC 16R	4680/24 454 (500-½) 4680/45 454 (500-¾)			

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SALT LAKE CITY, UTAH

Amtd 4 20FEB25

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)  
ILS or LOC RWY 16R

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-BNT <b>111.5</b> Chan <b>52</b>	APP CRS <b>169°</b>	Rwy Idg <b>9596</b> TDZE <b>4222</b> Apt Elev <b>4231</b>
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ILS or LOC RWY 17  
SALT LAKE CITY INTL (SLC)

From WEBER, EKKHO: RNAV 1-GPS required.

DME or RADAR required.

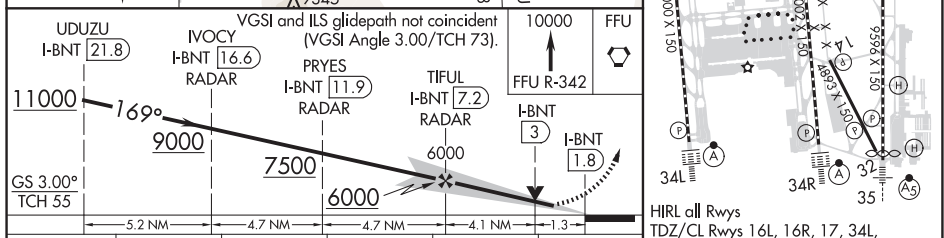
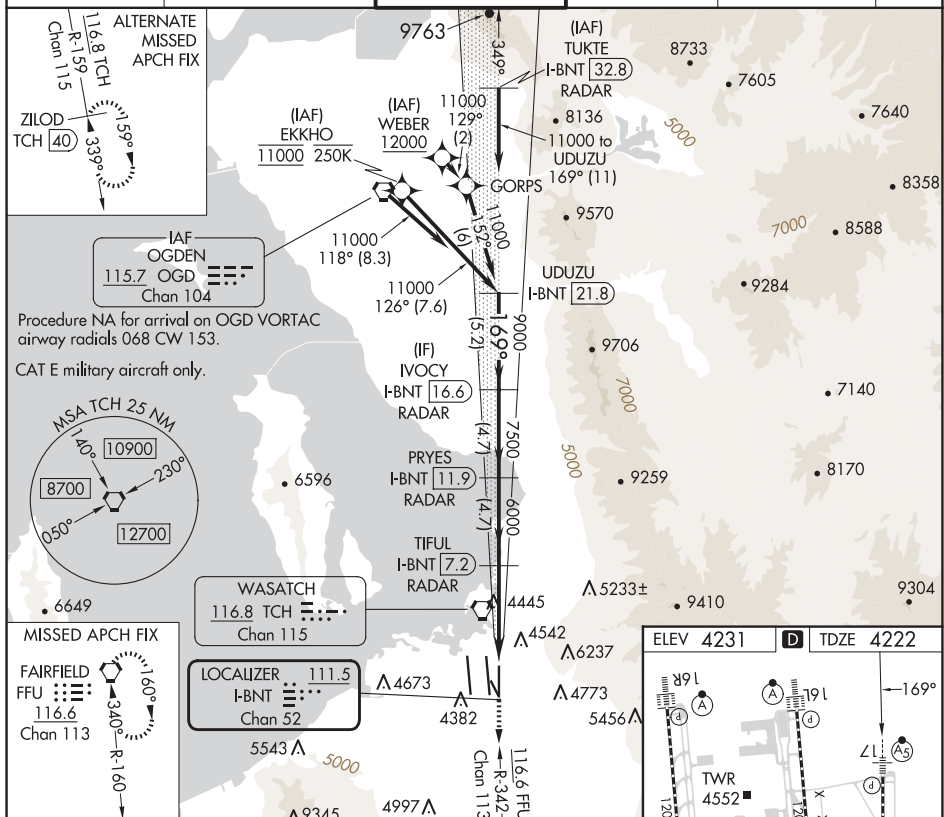
**T** Simultaneous approach authorized. For inop ALS, increase S-ILS 17 Cat E visibility to RVR 4000, increase S-LOC 17 Cat C/D/E visibility to 1 $\frac{3}{8}$  SM.

MALSI

MISSED APPROACH: Climb to 10000  
on FFU R-342 to FFU VORTAC and hold.

D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 127.3 379.975	CPDLC
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CATEGORY	A	B	C	D	E	34R and 35					
S-ILS 17	4422/18 200 (200-½)					FAF to MAP 5.4 NM					
S-LOC 17	4700/24	478 (500-½)	4700/50 478 (500-1)			Knots	60	90	120	150	180
						Min:Sec	5:24	3:36	2:42	2:10	1:48

SALT LAKE CITY, UTAH  
Amdt 15 20FEB25

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)  
ILS or LOC RWY 17

SALT LAKE CITY, UTAH

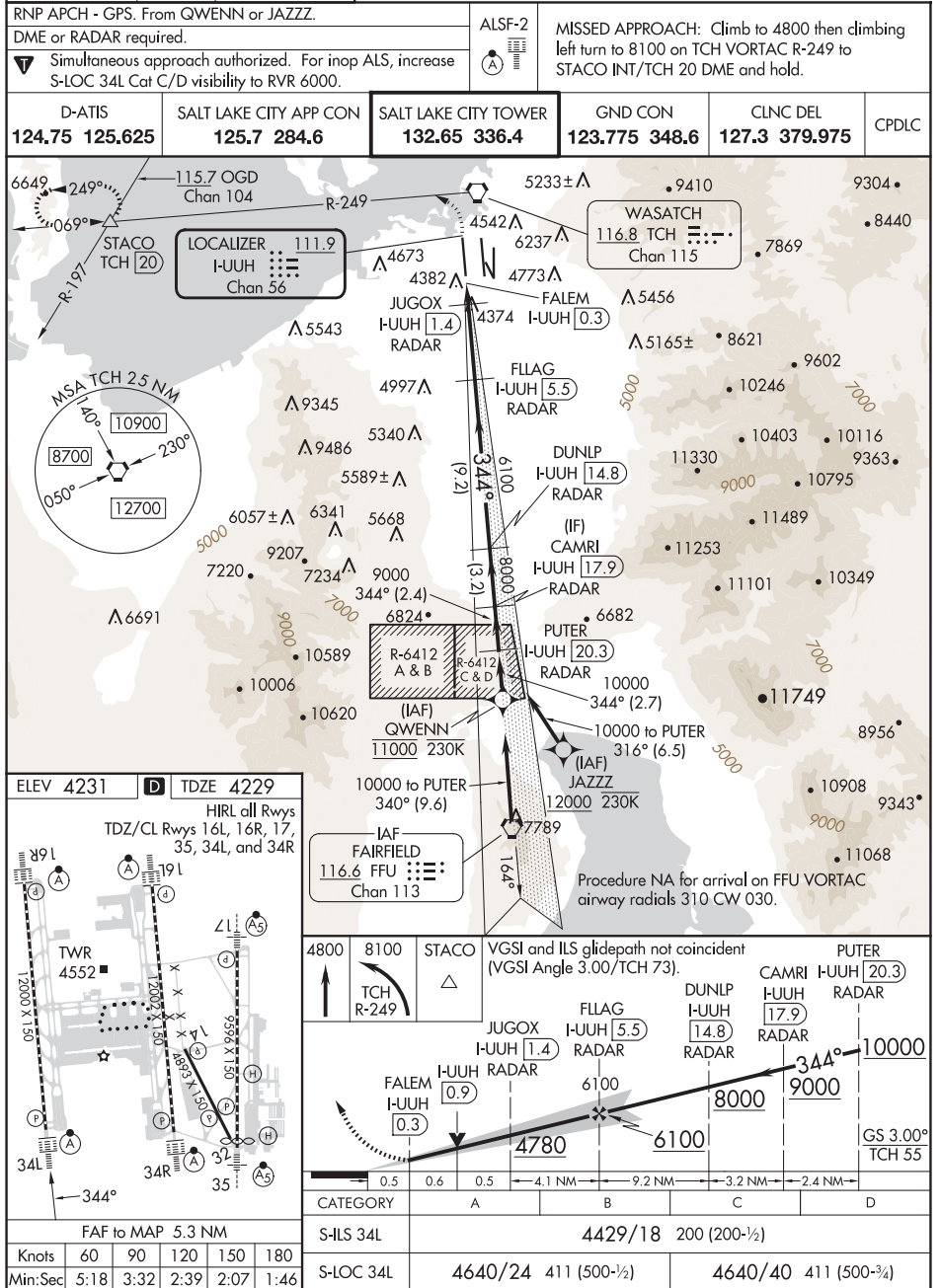
AL-365 (FAA)

25051

LOC/DME I-UUH	APP CRS	Rwy Idg	12000
<b>111.9</b>	<b>344°</b>	TDZE	<b>4229</b>
Chan 56		Apt Elev	<b>4231</b>

# ILS or LOC RWY 34L

SALT LAKE CITY INTL (SLC)



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 34R  
SALT LAKE CITY INTL (SLC)

MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.

**HRL all Rwys**

**TDZ/CL Rwys 16L, 16R, 17, 35, 34L, and 34R**

← 344°

9000 ↑	TCH R-331	OGD	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).		PLAGE I-SLC 20.2
			CHEVL I-SLC 5.5 RADAR	HAKKR I-SLC 14.7 RADAR	ALGIE I-SLC 17.8 RADAR
I-SLC DME ANTENNA		IRUYU I-SLC 1.8	6100	9000	11000
	GITBE I-SLC 0.3		4900	6100	10000
0.5		1.5 NM	3.8 NM	9.1 NM	3.1 NM
					2.4 NM
CATEGORY	A		B	C	D
S-ILS 34R	4425/18		200 (200-½)		
S-LOC 34R	4600/24	375 (400-½)	4600/35		375 (400-¾)

SALT LAKE CITY INTL (SLC)

ILS or LOC RWY 34R

SW-4, 12 JUN 2025 to 07 AUG 2025

SALT LAKE CITY, UTAH

AL-365 (FAA)

25051

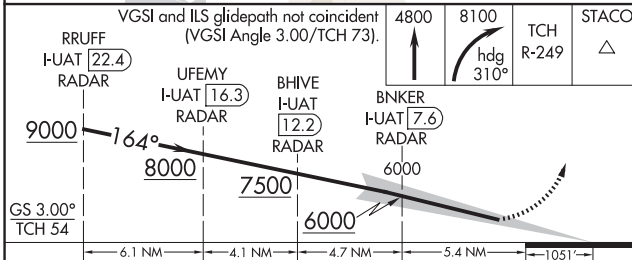
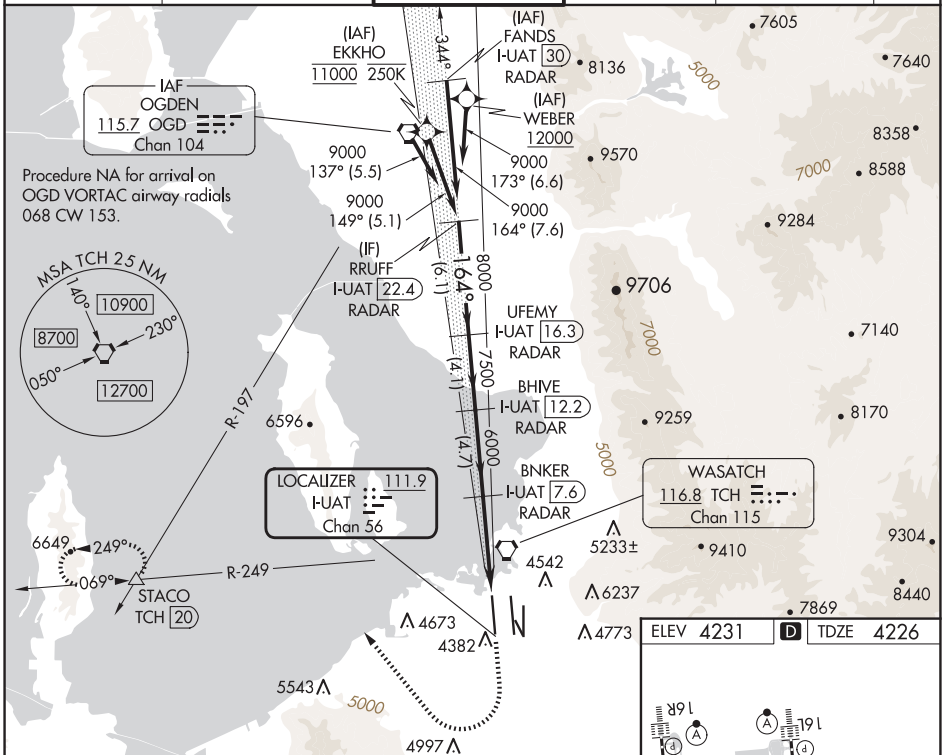
LOC/DME I-UAT <b>111.9</b> Chan <b>56</b>	APP CRS <b>164°</b>	Rwy ldg <b>12000</b> TDZE <b>4226</b> Apt Elev <b>4231</b>
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# ILS RWY 16R (SA CAT I)

## SALT LAKE CITY INTL (SLC)

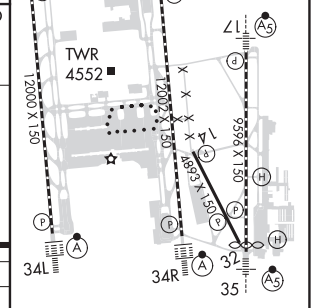
RNP APCH - GPS. From EKKHO or WEBER. DME or RADAR required.	ALSIF-2 	MISSED APPROACH: Climb to 4800 then climbing right turn to 8100 on heading 310° and on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.		

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>132.65 336.4</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 16R	RA 154/14	150	DA 4376	

**SA CATEGORY I ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**



HIRL all Rwy's  
TDZ/CL Rwy's 16L, 16R, 17, 34L,  
34R, and 35

SALT LAKE CITY, UTAH

Amdt 4 20FEB25

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)

ILS RWY 16R (SA CAT I)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



SALT LAKE CITY, UTAH

AL-365 (FAA)

25051

LOC/DME I-UUH <b>111.9</b> Chan <b>56</b>	APP CRS <b>344°</b>	Rwy Idg <b>12000</b> TDZE <b>4229</b> Apt Elev <b>4231</b>
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ILS RWY 34L (SA CAT I)  
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From QWENN or JAZZZ.	ALSF-2 	MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.
DME or RADAR required.		
 Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.		

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	132.65 336.4	123.775 348.6	127.3 379.975	

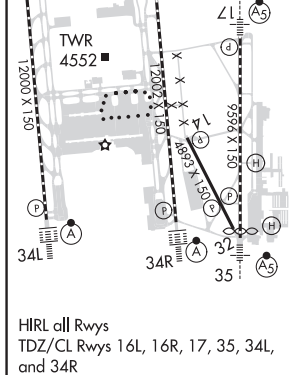
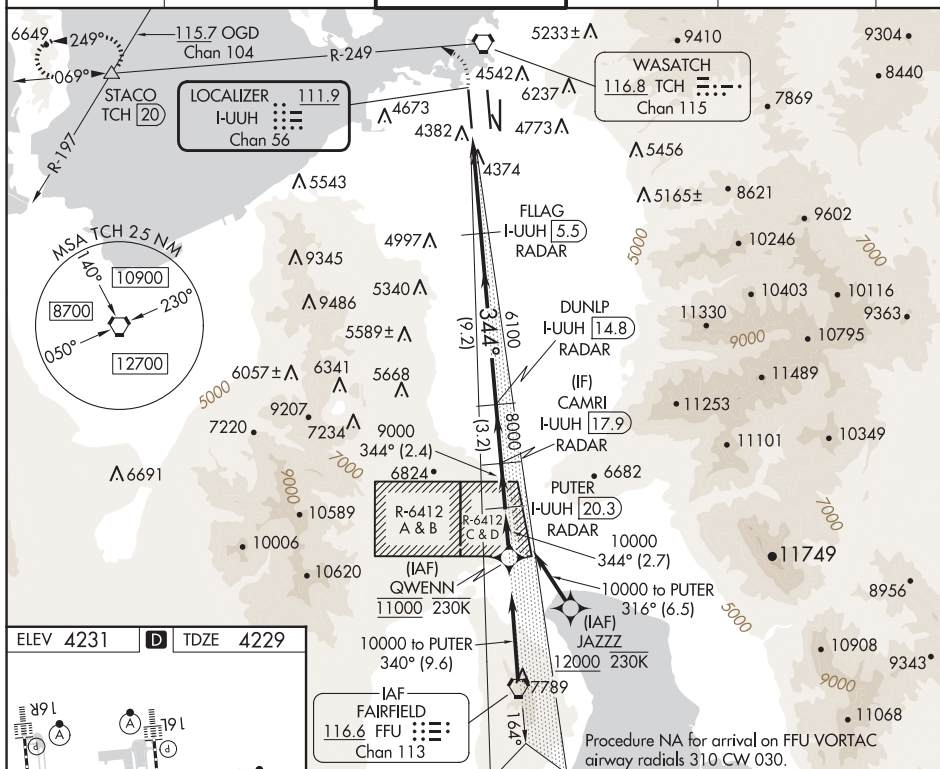


Diagram illustrating a 344° glidepath with radar coverage. The diagram shows a 344° glidepath (GS 3.00° TCH 55') and radar coverage areas for STACO, CAMRI, and PUTER. The STACO radar coverage is shown as a shaded area. The CAMRI radar coverage is shown as a shaded area. The PUTER radar coverage is shown as a shaded area. The diagram also shows the 4800, 8100, and 10000 altitudes. The STACO radar coverage is shown as a shaded area. The CAMRI radar coverage is shown as a shaded area. The PUTER radar coverage is shown as a shaded area. The diagram also shows the 4800, 8100, and 10000 altitudes.

	105'	5.7 NM	9.2 NM	3.2 NM	2.4 NM
CATEGORY	A	B	C	D	
S-ILS 34L	RA 157/14 150 DA 4379				

SA CATEGORY I ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

SALT LAKE CITY, UTAH

Amdt 4 20FEB25

40°47'N-111°59'W

443

SALT LAKE CITY INTL (SLC)

ILS RWY 34L (SA CAT I)

SW-4, 12 JUN 2025 to 07 AUG 2025

SALT LAKE CITY, UTAH

AL-365 (FAA)

25051

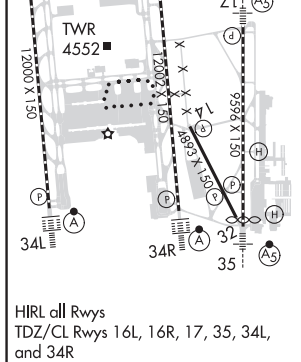
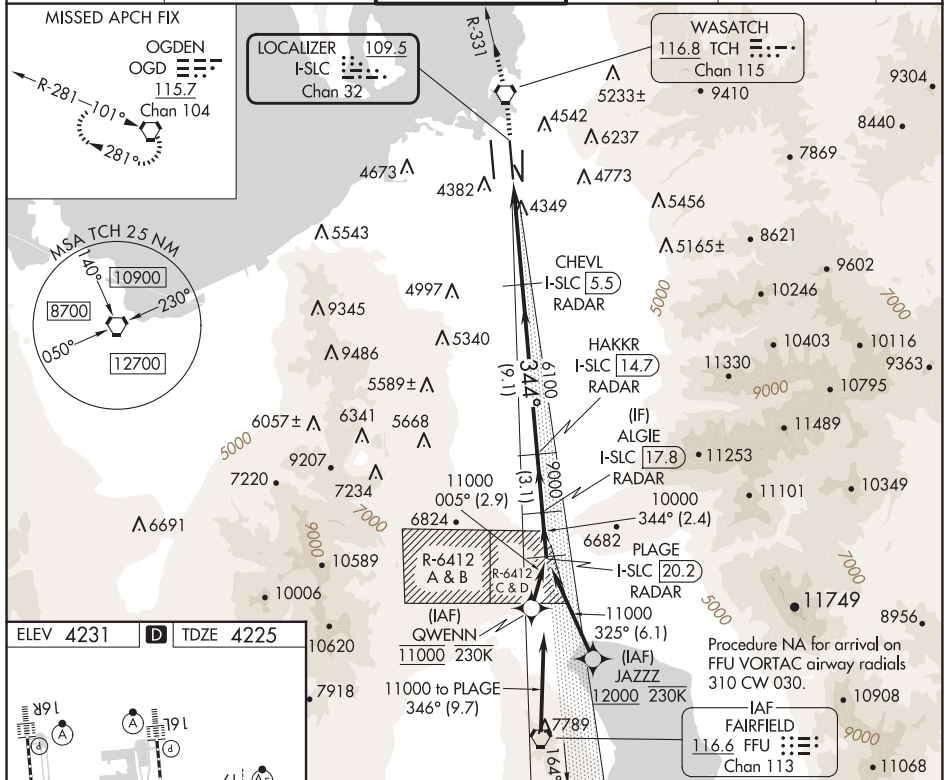
LOC/DME I-SLC <b>109.5</b> Chan 32	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev <b>12002</b> <b>4225</b> <b>4231</b>
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# ILS RWY 34R (SA CAT I)

## SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From QWENN or JAZZZ.	ALSF-2 (A)	MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.
DME or RADAR required.		
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.		

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>119.05 257.8</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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SALT LAKE CITY, UTAH

40°47'N-111°59'W

Amdt 5 20FEB25

SALT LAKE CITY INTL (SLC)

ILS RWY 34R (SA CAT I)

SW-4, 12 JUN 2025 to 07 AUG 2025



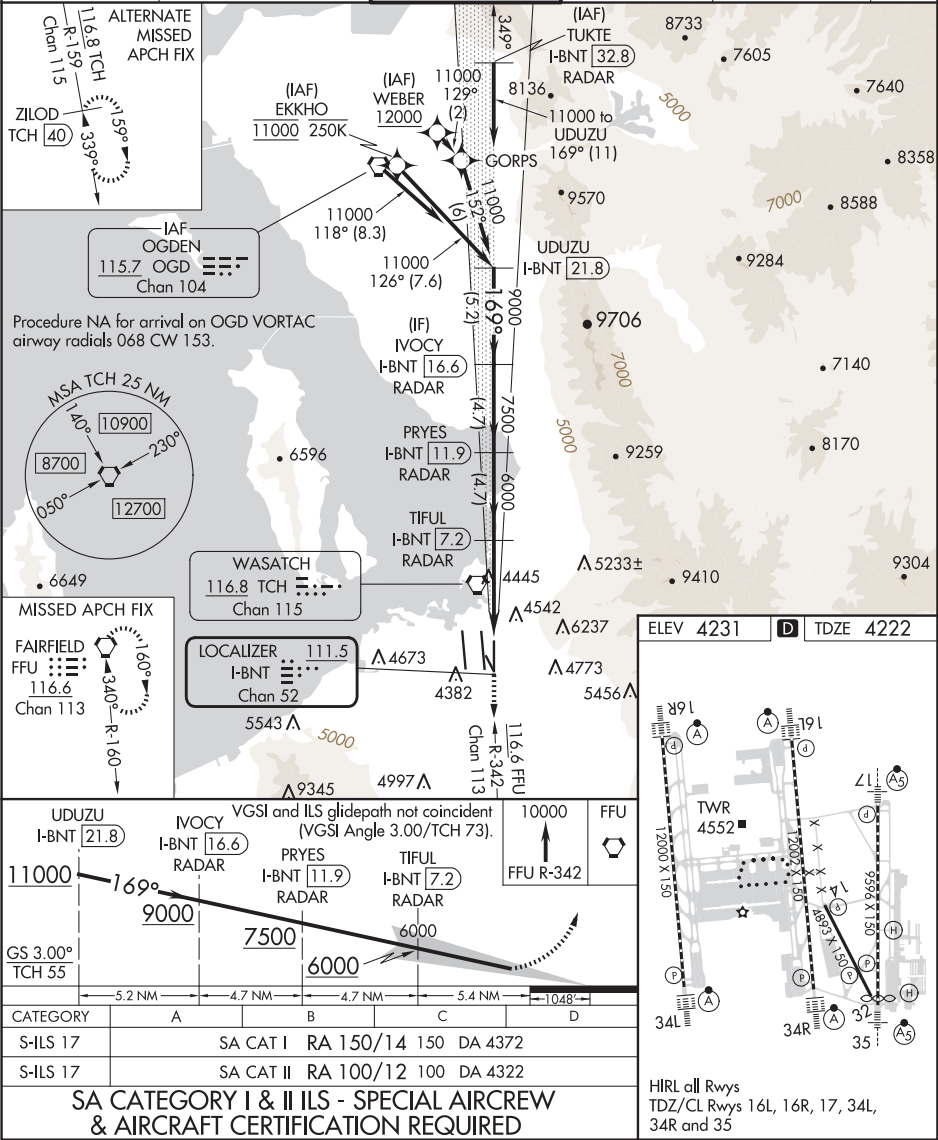
LOC/DME I-BNT	APP CRS	Rwy Idg	9596
111.5	169°	TDZE	4222
Chan 52		Apt Elev	4231

ILS RWY 17 (SA CAT I & II)

SALT LAKE CITY INTL (SLC)

From WEBER, EKKHO: RNAV 1-GPS required.	MALSR	MISSED APPROACH: Climb to 10000 on FFU R-342 to FFU VORTAC and hold.
DME or RADAR required.		
Simultaneous approach authorized. 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.		

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	118.3 257.8	121.9 348.6	127.3 379.975	



ILS RWY 16L (CAT II & III)  
SALT LAKE CITY INTL (SLC)

**MISSED APPROACH:** Climb to 4800 then climb to 10000 on FFU VORTAC R-341 to FFU VORTAC and hold.

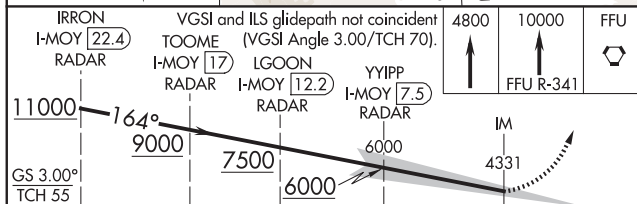
FAIRFIELD  
FFU :::::  
116.6  
Chan 113

WASATCH  
116.8 TCH   
Chan 115

5543 LOCALIZER 109.5  
A I-MOY  
Chan 32

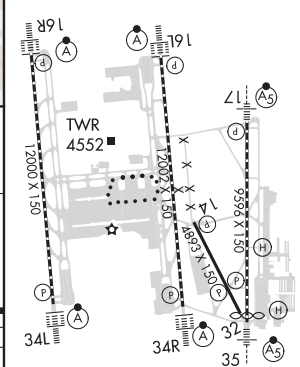
$\Delta 9345$ 
 $\Delta 4997$   
 $\Delta 5340$

ELEV 4231	<b>D</b>	TDZE 4231
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	5.5 NM	4.7 NM	4.7 NM	5.4 NM	1026'
CATEGORY	A	B	C	D	
S-ILS 16L	CAT II RA 109/12 100 DA 4331				
S-ILS 16L	CAT III RVR 03				

CATEGORY II & III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwy's  
TDZ/CL Rwy's 16L, 16R, 17, 34L,  
34R and 35

SW-4, 12 JUN 2025 to 07 AUG 2025

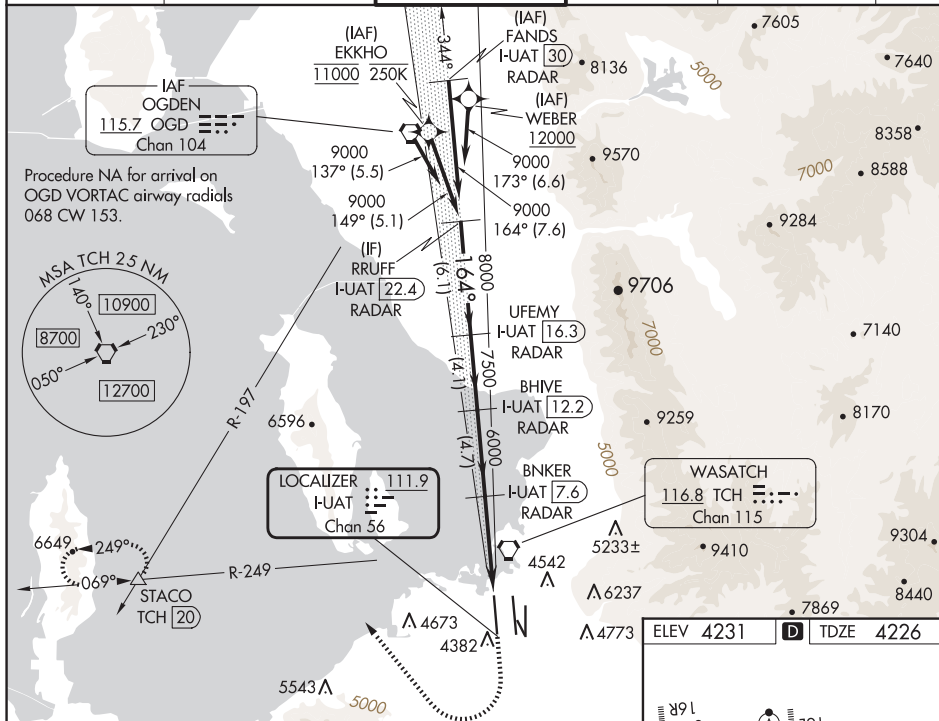
ILS RWY 16R (CAT II & III)  
SALT LAKE CITY INTL (SLC)

DME or RADAR required.

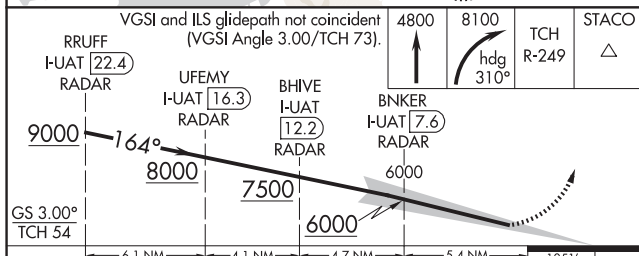
**MISSED APPROACH:** Climb to 4800 then climbing right turn to 8100 on heading 310° and on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.

**T** Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	132.65 336.4	123.775 348.6	127.3 379.975	

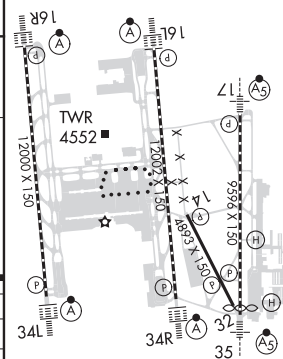


ELEV 4231	<b>D</b>	TDZE 4226
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CATEGORY	A	B	C	D
S-ILS 16R	CAT II RA 104/12 100 DA 4326			
S-ILS 16R	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwy's  
TDZ/CL Rwy's 16L, 16R, 17, 34L,  
34R, and 35

SALT LAKE CITY, UTAH

AL-365 (FAA)

25051

LOC/DME I-UUH <b>111.9</b> Chan 56	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>4229</b> <b>4231</b>
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# **ILS RWY 34L (CAT II & III)** **SALT LAKE CITY INTL (SLC)**

RNP APCH - GPS. From QWENN or JAZZZ.

DME or RADAR required.

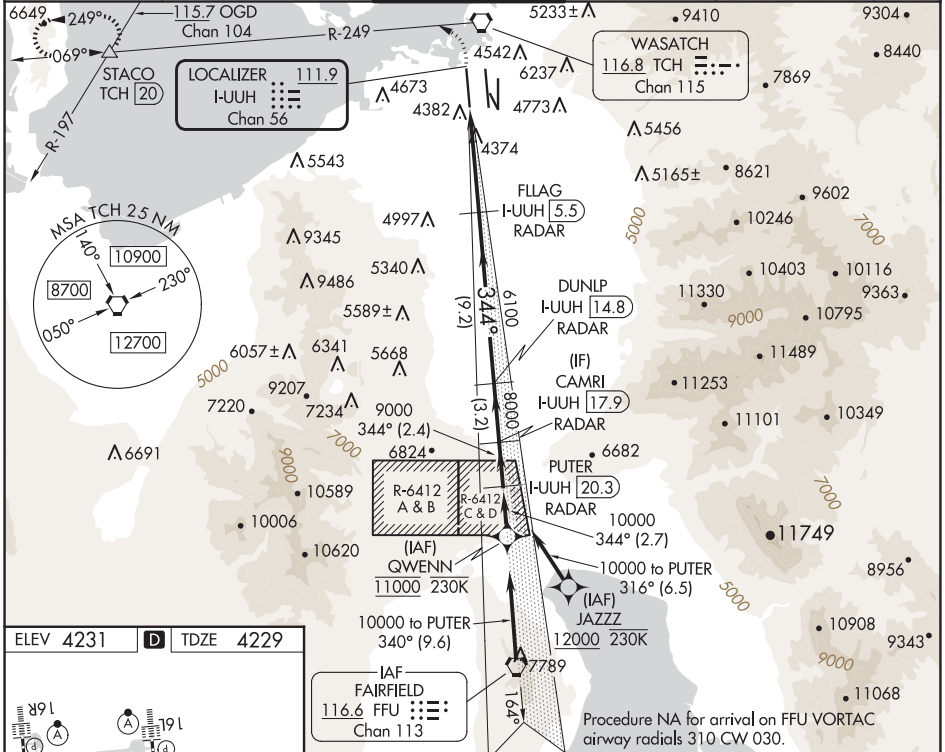
Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

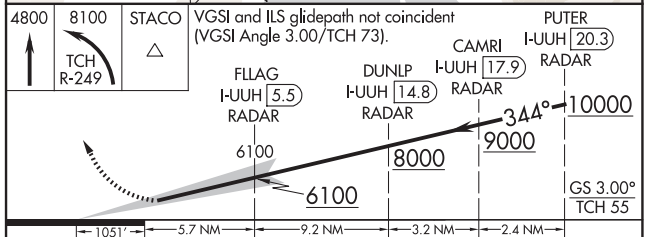
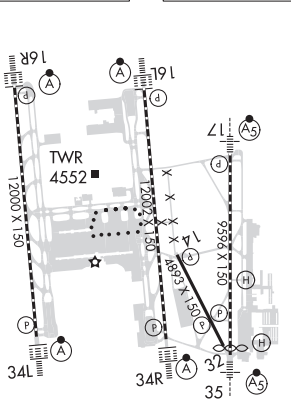


MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>132.65 336.4</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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ELEV 4231	<b>D</b>	TDZE 4229
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CATEGORY	A	B	C	D
S-ILS 34L	CAT II RA 103/12 100 DA 4329			
S-ILS 34L	CAT III RVR 03			

**CATEGORY II & III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

SALT LAKE CITY, UTAH

Amdt 4 20FEB25

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)


# **ILS RWY 34L (CAT II & III)**

SW-4, 12 JUN 2025 to 07 AUG 2025

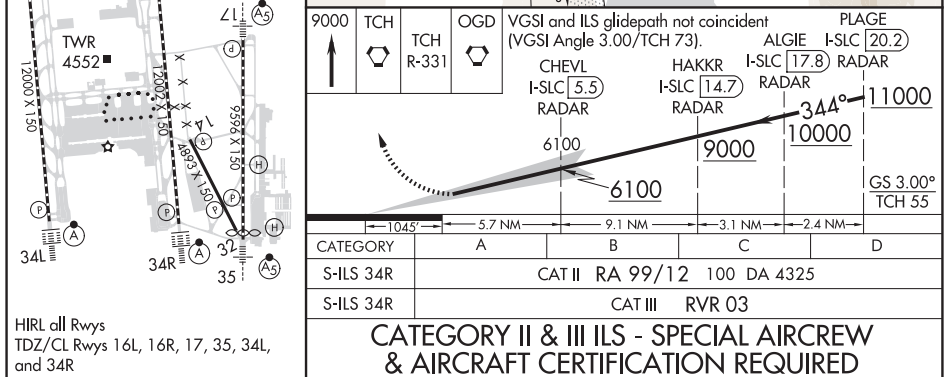
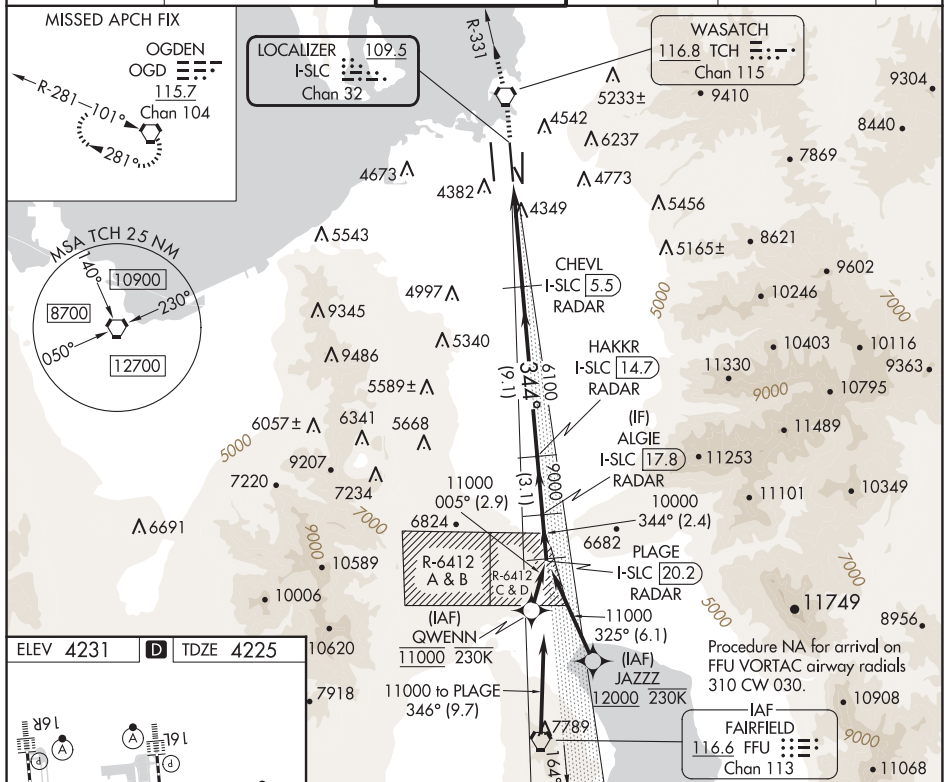
SW-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-SLC <b>109.5</b> Chan <b>32</b>	APP CRS <b>344°</b>	Rwy Idg <b>12002</b> TDZE <b>4225</b> Apt Elev <b>4231</b>
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ILS RWY 34R (CAT II & III)  
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From QWENN or JAZZZ.	ALSF-2	MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.
DME or RADAR required.		
 Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 119.05 257.8	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC
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RNAV (RNP) Z RWY 16L  
SALT LAKE CITY INTL (SLC)

#Missed approach requires minimum climb of 256 feet per NM to 4760.

Diagram illustrating the layout of Runway 16 (R16L, R16R) and associated taxiways (TDZ/CL Rws) and runways (34L, 34R, 35). The diagram shows the runway dimensions (12000 x 150) and the location of the Tower (TWR) at 4552. The diagram also indicates the heading (164°) and the presence of various navigation aids and lights (A, P, H, S).

## AUTHORIZATION REQUIRED

SW-4, 12 JUN 2025 to 07 AUG 2025

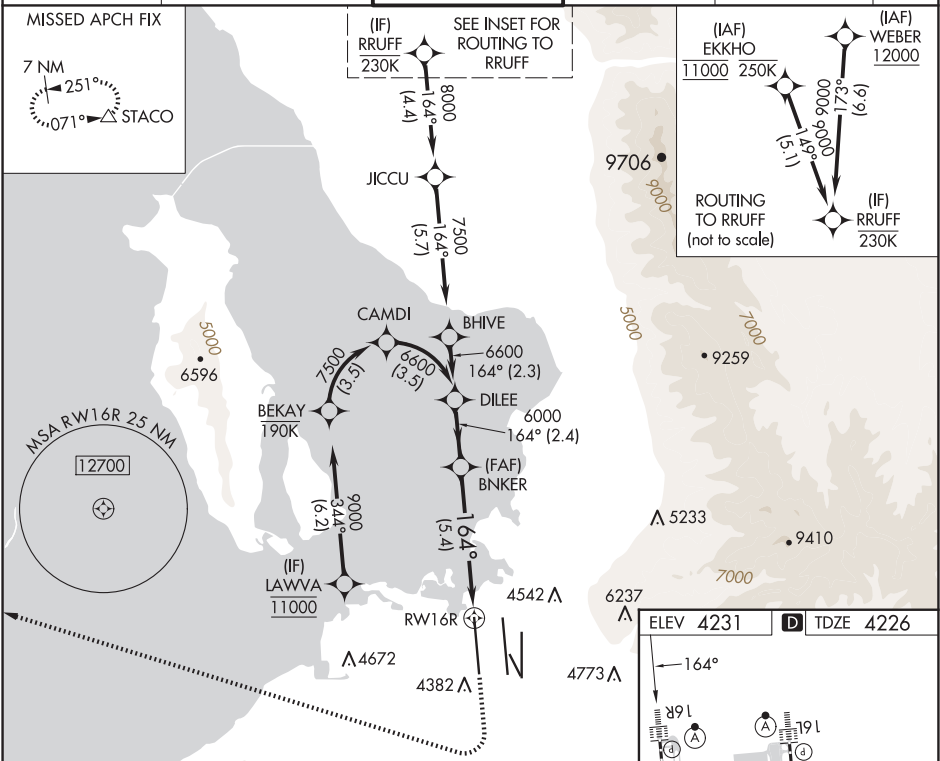


APP CRS	Rwy Idg	12000
164°	TDZE	4226
	Apt Elev	4231

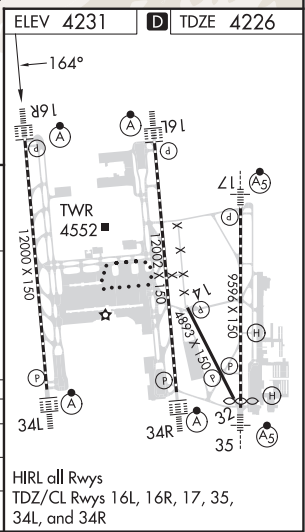
RNAV (RNP) Z RWY 16R  
SALT LAKE CITY INTL (SLC)

RNP AR APCH - GPS. Authorization required. From LAWVA: RF.	ALSF-2	MISSED APPROACH: Climb to 4800 then climbing right turn to 8100 direct STACO and hold.
For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4000, and increase RNP 0.30 all Cats visibility to RVR 5500.		*Missed approach requires minimum climb of 339 feet per NM to 4680.

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	132.65 336.4	123.775 348.6	127.3 379.975	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).				
DILEE 6600 164° 6000 BNKER 6000				
GP 3.00° TCH 54				
See planview for multiple IF locations.				
RW16R				
2.4 NM 5.4 NM				
CATEGORY	A	B	C	D
RNP 0.10 DA*		4481/24	255 (300-1/2)	
RNP 0.30 DA		4597/35	371 (400-5/8)	
AUTHORIZATION REQUIRED				



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

SALT LAKE CITY, UTAH

AL-365 (FAA)

25051

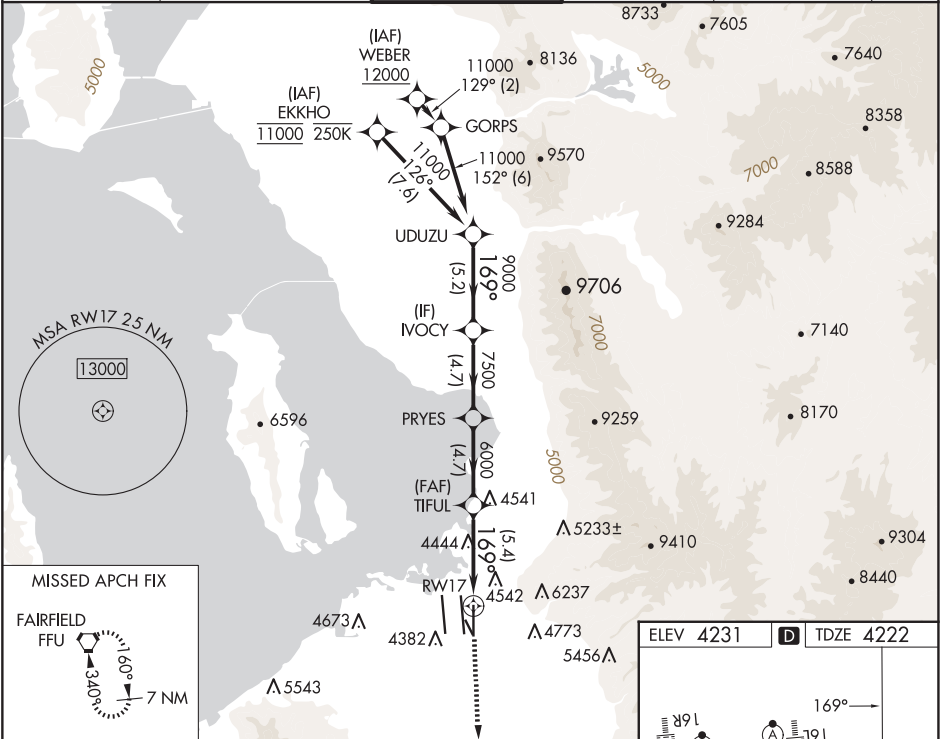
APP CRS	Rwy Idg	9596
169°	TDZE	4222
	Apt Elev	4231

# RNAV (RNP) Z RWY 17

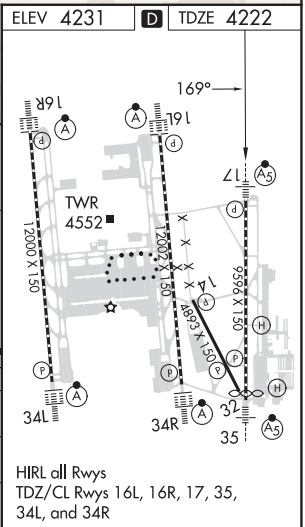
SALT LAKE CITY INTL (SLC)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 4700 then climb to 10000 direct FFU VORTAC and hold.
For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.20 all Cals visibility to RVR 4000 and RNP 0.30 all Cals visibility to RVR 5500.		

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	118.3 257.8	121.9 348.6	127.3 379.975	



UDUZU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	4700	10000	FFU
11000	IVOCY	PRYES	TIFUL	RW17
GP 3.00°	9000	7500	6000	
TCH 55	5.2 NM	4.7 NM	4.7 NM	5.4 NM
CATEGORY	A	B	C	D
RNP 0.20 DA	4472/24	250 (300-½)		
RNP 0.30 DA	4564/30	342 (400-⅝)		
AUTHORIZATION REQUIRED				



SALT LAKE CITY, UTAH  
Orig 20FEB25

40°47'N-111°59'W

# RNAV (RNP) Z RWY 17

SW-4, 12 JUN 2025 to 07 AUG 2025

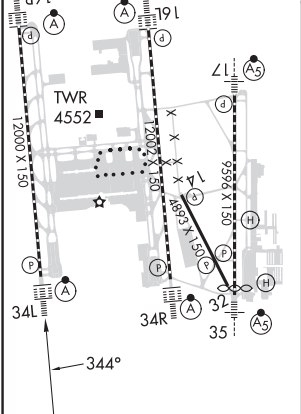
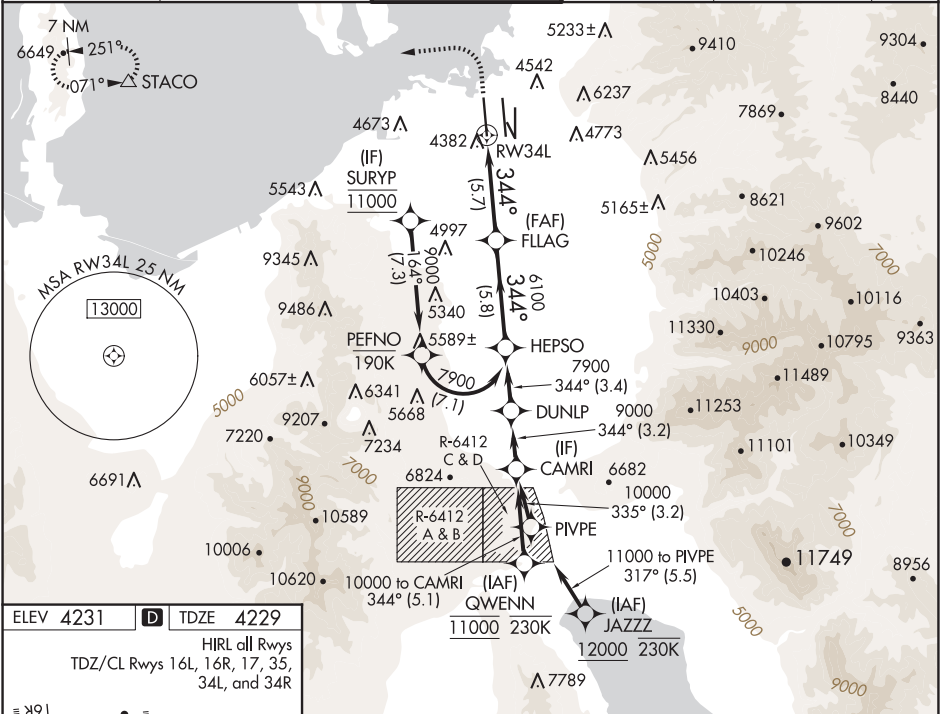


APP CRS	Rwy Idg	12000
344°	TDZE	4229
	Apt Elev	4231

RNAV (RNP) Z RWY 34L  
SALT LAKE CITY INTL (SLC)

RNP AR APCH - GPS. Authorization required. From PEFNO: RF.	ALSF-2	MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 direct STACO and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.10, RNP 0.20 visibility all Cats to RVR 4500, RNP 0.30 visibility all Cats to RVR 6000.		*Missed approach requires minimum climb of 250 feet per NM to 4700.

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
124.75 125.625	125.7 284.6	132.65 336.4	123.775 348.6	127.3 379.975	



4800	8100	STACO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 73).	
See planview for multiple IF locations.				
CATEGORY	A	B	C	D
RNP 0.10 DA*	4490/24		261 (300-½)	
RNP 0.20 DA	4530/24		301 (300-½)	
RNP 0.30 DA	4643/40		414 (500-¾)	
AUTHORIZATION REQUIRED				

SALT LAKE CITY, UTAH

AL-365 (FAA)

25051

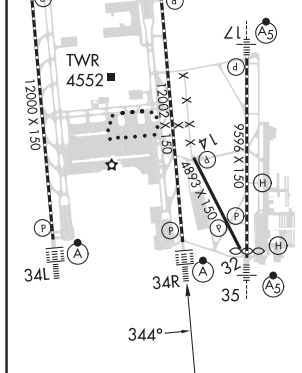
APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev	<b>12002</b> <b>4225</b> <b>4231</b>
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# RNAV (RNP) Z RWY 34R

SALT LAKE CITY INTL (SLC)

RNP AR APCH - GPS. Authorization required.	ALSF-2	MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on track 336° to OGD VORTAC and hold.
For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized.		

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>119.05 257.8</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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9000	TCH	tr 336°	OGD	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	ALGIE
	CHEVL	HAKKR	ALGIE	10000	
6100	6100	9000	344°	GP 3.00°	TCH 55
5.7 NM	9.1 NM	3.1 NM			
CATEGORY	A	B	C	D	
RNP 0.10 DA	4546/26	321 (400-1/2)			
RNP 0.30 DA	4609/35	384 (400-3/4)			
AUTHORIZATION REQUIRED					

SALT LAKE CITY, UTAH  
Orig 20FEB25

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)

# RNAV (RNP) Z RWY 34R

SALT LAKE CITY, UTAH

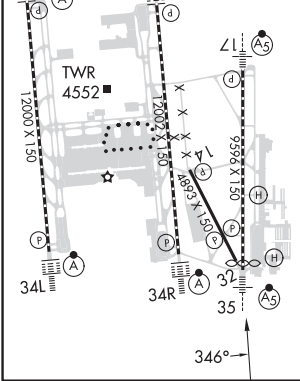
AL-365 (FAA)




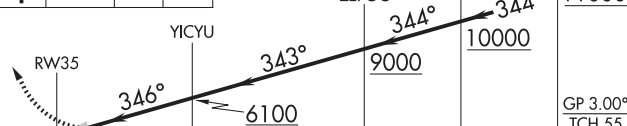
25051

APP CRS	Rwy Idg	9272
346°	TDZE	4227
	Apt Elev	4231

RNAV (RNP) Z RWY 35  
SALT LAKE CITY INTL (SLC)

RNP AR APCH - GPS. ▼ For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500.		MALSR 	MISSED APPROACH: Climb to 9000 direct KNOBY and on track 334° to OGD VORTAC and hold.		
D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 127.3 379.975	CPDLC



9000	KNOBY	tr 334°	OGD	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).			HLMET
				ZEPOG	PEDLE	11000	
							
				9000	10000	GP 3.00° TCH 55	
CATEGORY	A	B	C	D	E		
RNP 0.20 DA	4502/24 275 (300-½)						
RNP 0.30 DA	4625/35 398 (400-¾)						
AUTHORIZATION REQUIRED							

SALT LAKE CITY, UTAH  
Orig 20FEB25

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)  
RNAV (RNP) Z RWY 35


SW-4, 12 JUN 2025 to 07 AUG 2025

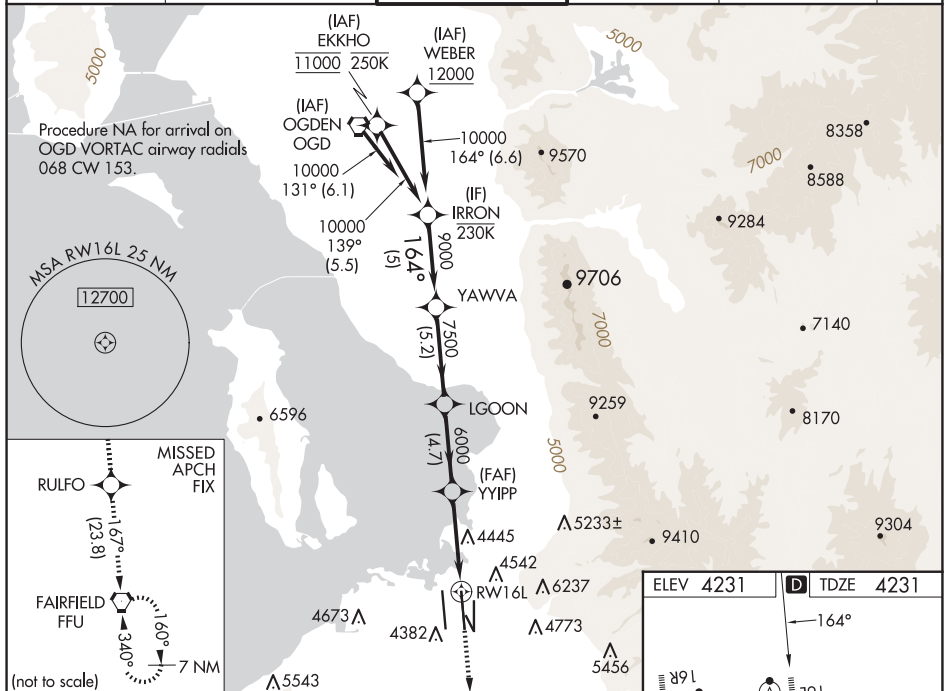
SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>70546</b> <b>W16B</b>	APP CRS <b>164°</b>	Rwy Idg <b>12002</b> TDZE <b>4231</b> Apt Elev <b>4231</b>
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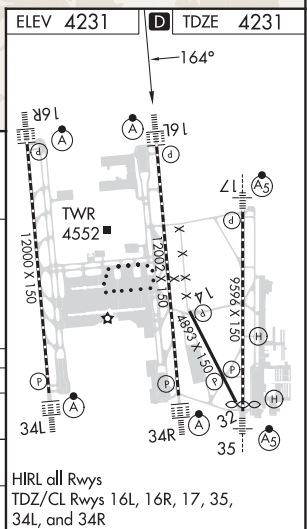
# RNAV (GPS) Y RWY 16L

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS.			ALSF-2 	MISSED APPROACH: Climb to 10000 direct RULFO and on track 167° to FFU VORTAC and hold.	
▼ LNAV procedure NA during simultaneous operations. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 49°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat A visibility to RVR 4500, increase Cats C/D visibility to RVR 5500, increase Cat E visibility to 6000, and increase LNAV Cat E visibility to 1 ½ SM.					
D-ATIS 124.75 125.625	SALT LAKE CITY APP CON 125.7 284.6	SALT LAKE CITY TOWER 119.05 257.8	GND CON 123.775 348.6	CLNC DEL 127.3 379.975	CPDLC



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).					
IRRON	YAWWA	LGOON	YYIPP	RULFO	FFU
10000	9000	7500	6000	4542	4231
GP 3.00° TCH 55				1.4 NM to RWY 16L	
5 NM	5.2 NM	4.7 NM	4 NM	1.4	
CATEGORY	A	B	C	D	E
LPV DA	4431/18 200 (200-1/2)				
LNAV/VNAV DA	4537/24 306 (400-1/2)	4559/26 328 (400-1/2)	4574/30 343 (400-3/4)	4593/35 362 (400-3/4)	4634/40 403 (500-3/4)
LNAV MDA	4760/24 529 (600-1/2)	4760/55 529 (600-1)			



WAAS CH <b>42746</b> <b>W16A</b>	APP CRS <b>164°</b>	Rwy Idg TDZE <b>4226</b> Apt Elev <b>4231</b>
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**RNAV (GPS) Y RWY 16R**  
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS.

⚠ 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 -10°C or above 50°C. For inop ALS, increase LPV\* Cat E visibility to RVR 4000, increase LPV Cat E visibility to RVR 4500, increase LNAV/VNAV Cat E visibility to RVR 6000, increase LNAV# Cat E visibility to 1 3⁄8 SM, increase LNAV Cats C/D visibility to 1 3⁄8 SM, and increase LNAV Cat E visibility to 2 1⁄2 SM. Cat E restricted to USAF/USN aircraft.

ALSF-2

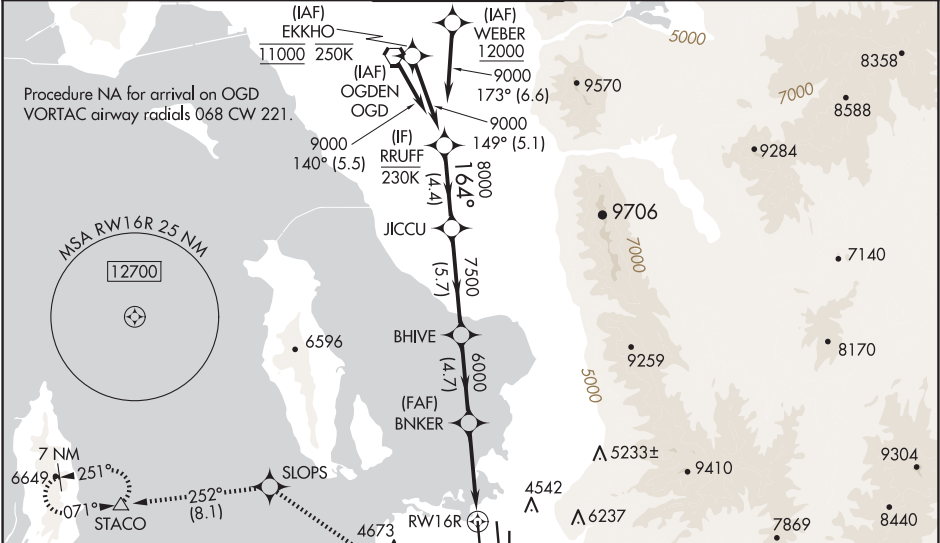
ⓐ

MISSED APPROACH: Climb to 4700 then climbing right turn to 8900 direct SLOPS and on track 252° to STACO and hold, continue climb-in-hold.

\*Missed approach requires minimum climb of 225 feet per NM to 6400 for Cat E aircraft.

#Missed approach requires minimum climb of 210 feet per NM to 6200 for Cat E aircraft.

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>132.65 336.4</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		4700	8900	SLOPS	STACO
RRUFF		↑	↷	✧	tr 252°
JICCU					△
9000		8000	7500	6000	
GP 3.00°		1.4 NM to RW16R			
TCH 54		RW16R			
CATEGORY	A	B	C	D	E
LPV DA*	NA				4426/18 200 (200-½)
LPV DA	4426/18 200 (200-½)				4489/20 263 (300-½)
LNAV/VNAV DA	4620/35 394 (400-¾)				
LNAV MDA#	NA				4740/55 514 (600-1)
LNAV MDA	4740/24 514 (600-½)	4740/55 514 (600-1)			5000-1¾ 774 (800-1¾)

ELEV 4231 D TDZE 4226

164°

89L

19L

TWR 4552

1200 X 150

996 X 150

34L

34R

35

34L

34R

35

34L

34R

35

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

SALT LAKE CITY, UTAH


AL-365 (FAA)

25051

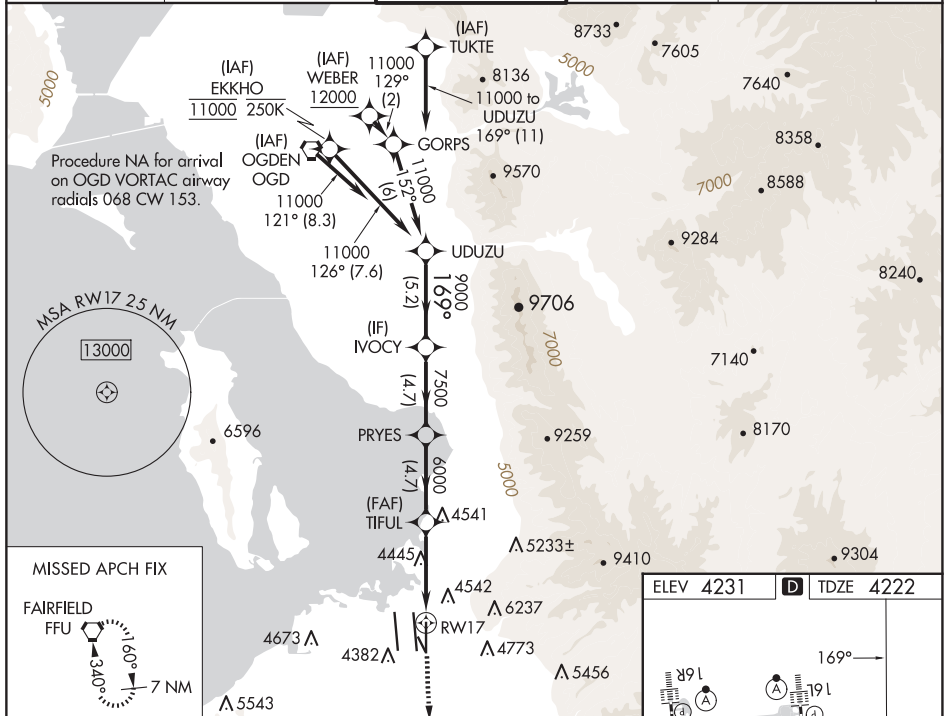
WAAS CH <b>82338</b> <b>W17A</b>	APP CRS <b>169°</b>	Rwy Idg TDZE Apt Elev <b>9596</b> <b>4222</b> <b>4231</b>
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# RNAV (GPS) Y RWY 17

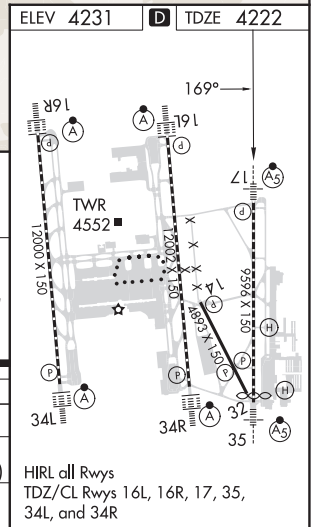
SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 49°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 5500, and LNAV Cat C/D/E visibility to 1 3/8 SM.	MALSR 	MISSED APPROACH: Climb to 4700 then climb to 10000 direct FFU VORTAC and hold.
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D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>118.3 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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UDZU		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).			4700	10000	FFU
11000	769°	IVOCY	PRYES	TIFUL	6000	1.3 NM to RW17	RW17
GP 3.00° TCH 55	9000	7500	6000	6000	4100	1.3	
5.2 NM		4.7 NM		4.7 NM		4.1 NM	
A		B		C		D	
CATEGORY	E						
LPV	DA	4422/18 200 (200-½)					
LNAV/ VNAV	DA	4571/30 349 (400-%)					4574/30 352 (400-%)
LNAV	MDA	4700/24 478 (500-½)		4700/50 478 (500-1)			



SALT LAKE CITY, UTAH  
Amdt 3 20FEB25

40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)

# RNAV (GPS) Y RWY 17

SW-4, 12 JUN 2025 to 07 AUG 2025



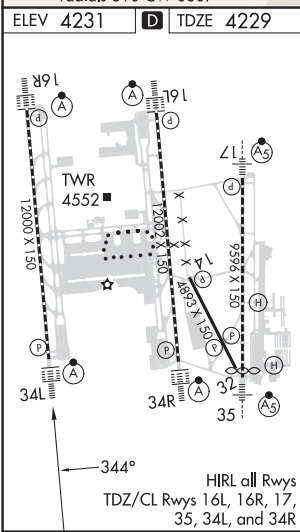
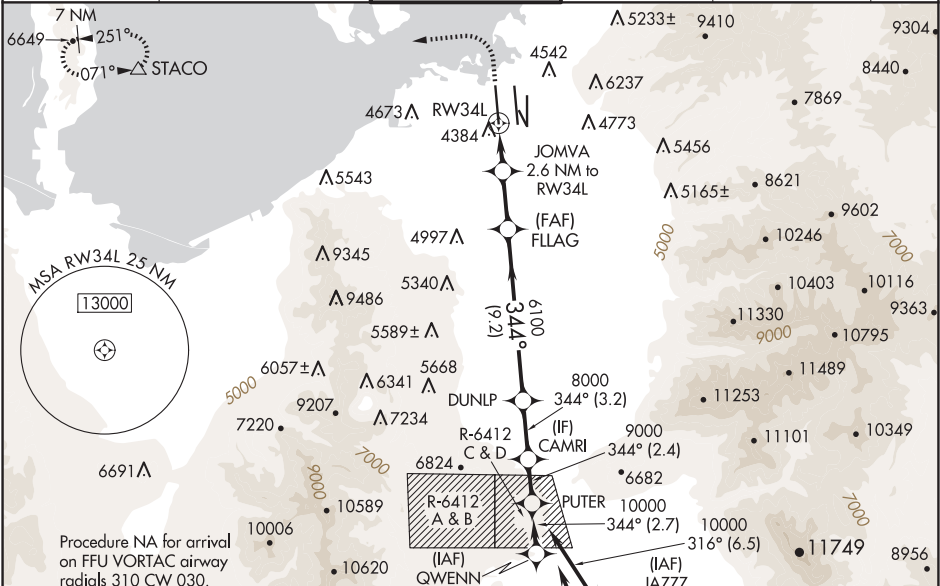
WAAS CH <b>70432</b> <b>W34B</b>	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>4229</b> <b>4231</b>
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RNAV (GPS) Y RWY 34L

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 49°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cat E visibility to 1½ SM. Cat E restricted to USAF/USN aircraft.	ALSIF-2 	MISSED APPROACH: Climb to 4800 then climbing left turn to 8100 direct STACO and hold.
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D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>132.65 336.4</b>	GND CON <b>123.775 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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4800	8100	STACO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		PUTER
CAMRI 344° 10000 9000 GP 3.00° TCH 55					
1.1 NM 1.5 NM 3.1 NM 9.2 NM 3.2 NM 2.4 NM					
CATEGORY	A	B	C	D	E
LPV DA	4429/18 200 (200-½)				
LNAV/VNAV DA	4640/40 411 (500-¾)				
LNAV MDA	4660/24 431 (500-½)		4660/40 431 (500-¾)		

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

SALT LAKE CITY, UTAH

AL-365 (FAA)

25051

WAAS CH <b>49230</b> <b>W34A</b>	APP CRS <b>344°</b>	Rwy Idg <b>12002</b> TDZE <b>4225</b> Apt Elev <b>4231</b>
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# RNAV (GPS) Y RWY 34R

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS.

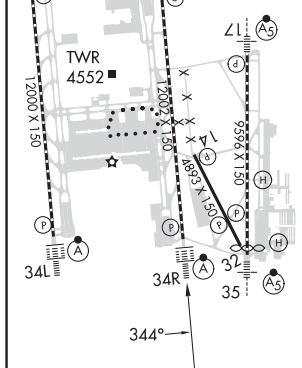
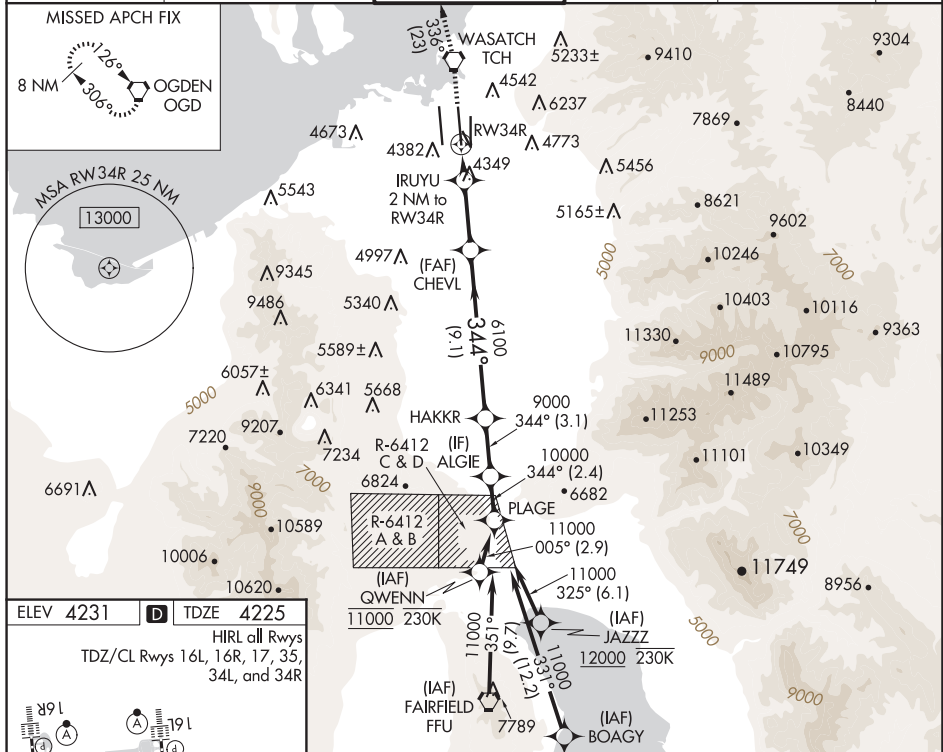
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 49°C. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, LNAV Cts C/D visibility to RVR 5500, LNAV Cat E visibility to RVR 6000. Cat E restricted to USAF/USN aircraft.

ALSF-2



MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on track 336° to OGD VORTAC and hold.

D-ATIS	SALT LAKE CITY APP CON	SALT LAKE CITY TOWER	GND CON	CLNC DEL	CPDLC
<b>124.75 125.625</b>	<b>125.7 284.6</b>	<b>119.05 257.8</b>	<b>123.775 348.6</b>	<b>127.3 379.975</b>	



9000	TCH	ir 336°	OGD	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	PLAGE
			CHEVL	HAKKR	11000
			IRUYU 2 NM to RW34R		344° 10000
			1 NM to RW34R		6100
			RW34R		4900
					6100
					9000
					11000
					GP 3.00° TCH 55
					1 NM 1 NM 3.8 NM 9.1 NM 3.1 NM 2.4 NM
CATEGORY	A	B	C	D	E
LPV DA			4425/18	200 (200-½)	
LNAV/VNAV DA			4557/26	332 (400-½)	
LNAV MDA	4600/24	375 (400-½)	4600/35	375 (400-¾)	4640/40 415 (500-¾)

SALT LAKE CITY, UTAH  
Amdt 2 20FEB25

40°47'N-111°59'W

# RNAV (GPS) Y RWY 34R

SW-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>42843</b> <b>W35A</b>	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev	<b>9272</b> <b>4227</b> <b>4231</b>
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RNAV (GPS) Y RWY 35

SALT LAKE CITY INTL (SLC)

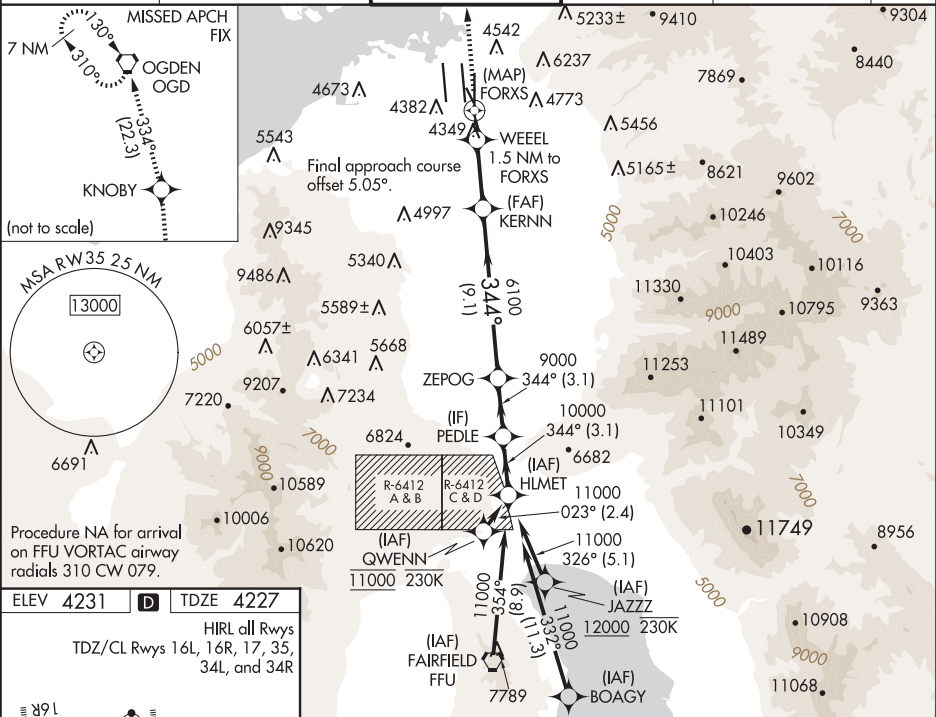
RNP APCH - GPS.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 49°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV all Cats visibility to RVR 4500, and increase LNAV Cats C/D/E visibility to RVR 5500.

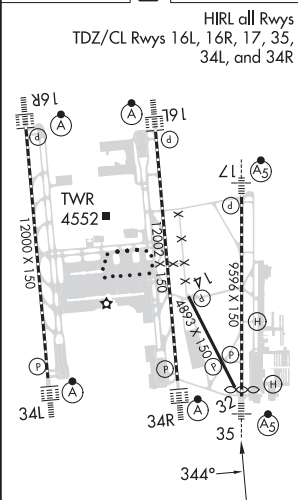
MALSR

MISSED APPROACH: Climb to 9000 direct KNOBY and on track 334° to OGD VORTAC and hold.

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>118.3 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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ELEV <b>4231</b>	<b>D</b>	TDZE <b>4227</b>
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9000	KNOBY	OGD	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 74).		PEDLE	HLMET
	↑	tr 334°				
			0.5 NM to FORXS	1.5 NM to FORXS	6100	344° 11000
			FORXS	WEEL	6100	9000
				KERNN	6100	10000
				ZEPOG	9000	10000
					344°	11000
						GP 3.00° TCH 55
CATEGORY	A	B	C	D	E	
LPV DA	4478/24 251 (300-½)					
INAV/VNAV DA	4500/24 273 (300-½)		4507/24 280 (300-½)		4547/24 320 (400-½)	
INAV MDA	4600/24 373 (400-½)		4600/40 373 (400-¾)			

SALT LAKE CITY, UTAH

AL-365 (FAA)

25079

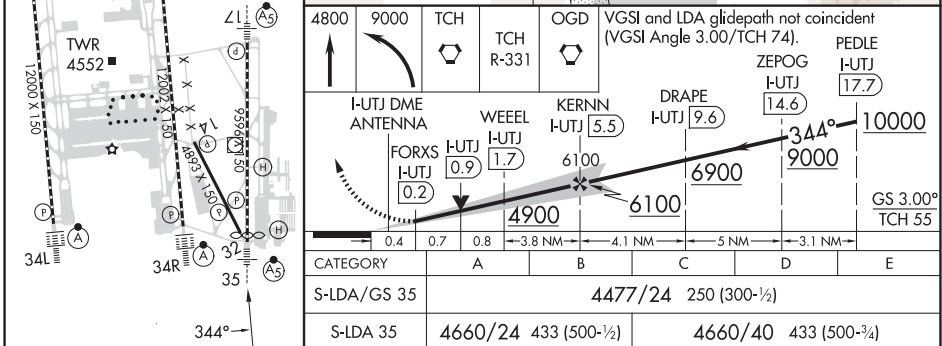
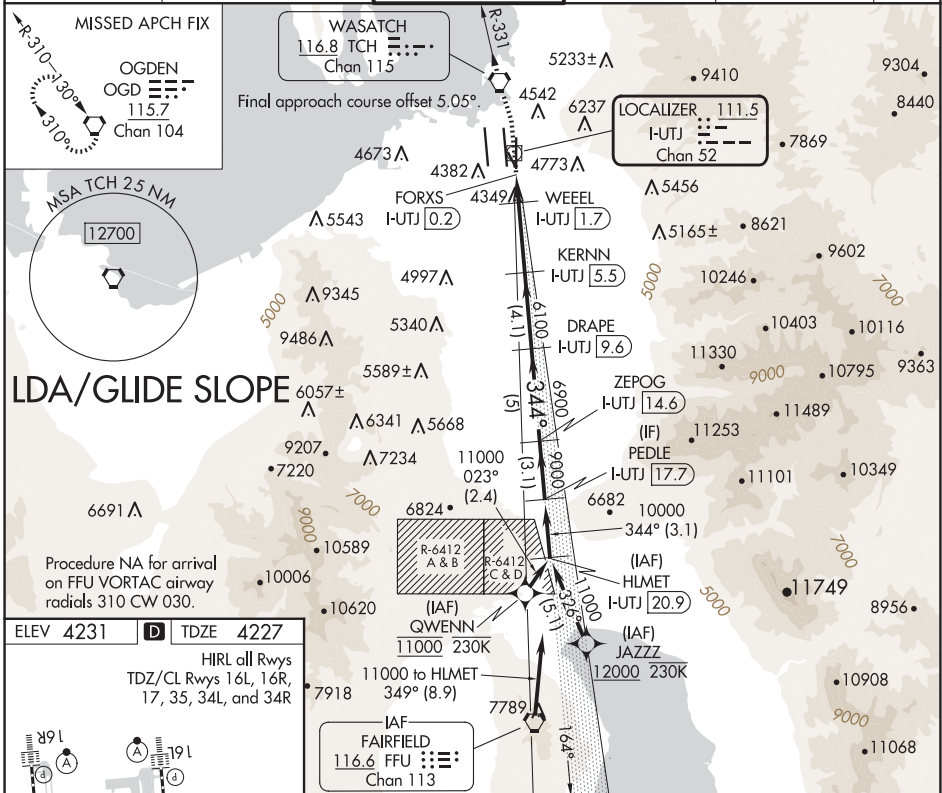
LOC/DME I-UTJ <b>111.5</b> Chan <b>52</b>	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev <b>4231</b>
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# LDA RWY 35

SALT LAKE CITY INTL (SLC)

RNP APCH - GPS. From QWENN or JAZZZ. DME required.	MALSR 	MISSED APPROACH: Climb to 4800 then climbing left turn to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.
Simultaneous approach authorized. For inop ALS, increase S-LDA/GS 35 all Cats visibility to RVR 4000, increase S-LDA 35 Cat E visibility to 1 1/4 SM. Cat E restricted to USAF/USN aircraft.		

D-ATIS <b>124.75 125.625</b>	SALT LAKE CITY APP CON <b>125.7 284.6</b>	SALT LAKE CITY TOWER <b>118.3 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.3 379.975</b>	CPDLC
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SALT LAKE CITY, UTAH

Amdt 1A 20MAR25

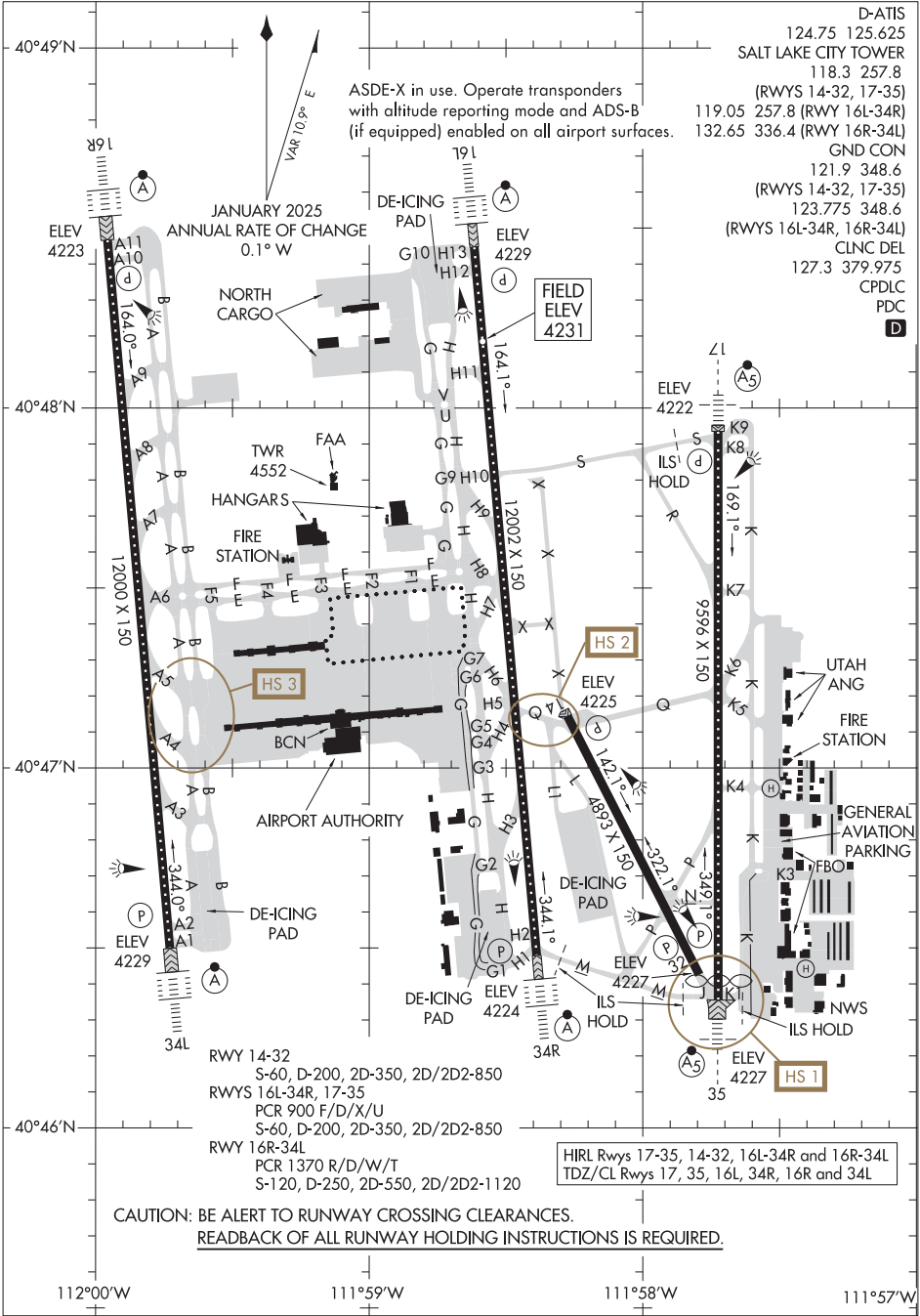
40°47'N-111°59'W

SALT LAKE CITY INTL (SLC)

LDA RWY 35

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



(ARCHZ1.ARCHZ) 18144

## ARCHZ ONE DEPARTURE (RNAV)

AL-365 (FAA)

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

D-ATIS

124.75 125.625

CLNC DEL

127.3 379.975

CPDLC

GND CON

121.9 348.6 (Rwys 14-32, 17-35)

123.775 348.6 (Rwys 16L-34R, 16R-34L)

SALT LAKE CITY TOWER

119.05 257.8 (Rwy 16L-34R)

118.3 257.8 (Rwys 14-32, 17-35)

132.65 336.4 (Rwy 16R-34L)

SALT LAKE CITY DEP CON

128.1 307.05

**TOP ALTITUDE:  
FL230**TAKEOFF MINIMUMSRwys 34L/R, 35: Standard with a minimum climb  
of 260' per NM to 7800.

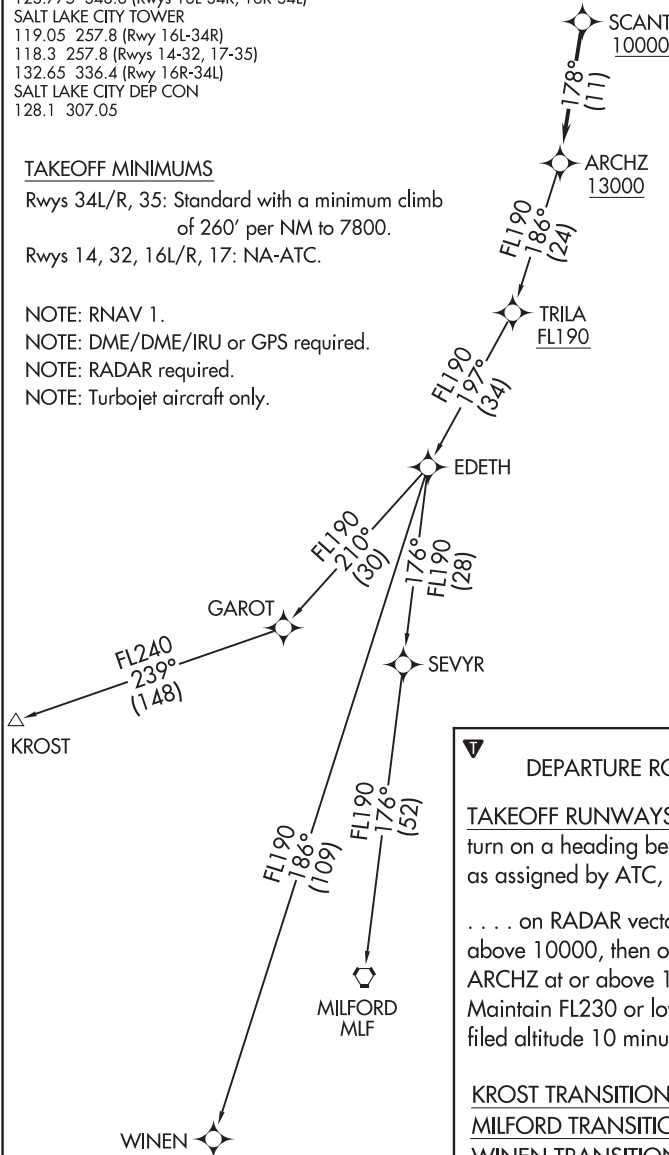
Rwys 14, 32, 16L/R, 17: NA-ATC.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: Turbojet aircraft only.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 34L/R, 35: Climbing left turn on a heading between 320° CCW 260° as assigned by ATC, thence . . . .

. . . . on RADAR vectors to cross SCANT at or above 10000, then on track 178° to cross ARCHZ at or above 13000, then on (transition). Maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

KROST TRANSITION (ARCHZ1.KROST)MILFORD TRANSITION (ARCHZ1.MLF)WINEN TRANSITION (ARCHZ1.WINEN)

ARCHZ ONE DEPARTURE (RNAV)

(ARCHZ1.ARCHZ) 24MAY18

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

SW-4, 12 JUN 2025 to 07 AUG 2025

CGULL ONE DEPARTURE (RNAV)

AL-365 (FAA)

SALT LAKE CITY INTL (SLC)

SALT LAKE CITY, UTAH

D-ATIS

124.75 125.625

CLNC DEL

127.3 379.975

CPDLC

GND CON

121.9 348.6 (R<sub>wys</sub> 14-32, 17-35)

123.775 348.6 (Rwys 16L-34R, 16R-34L)

SALT LAKE CITY TOWER

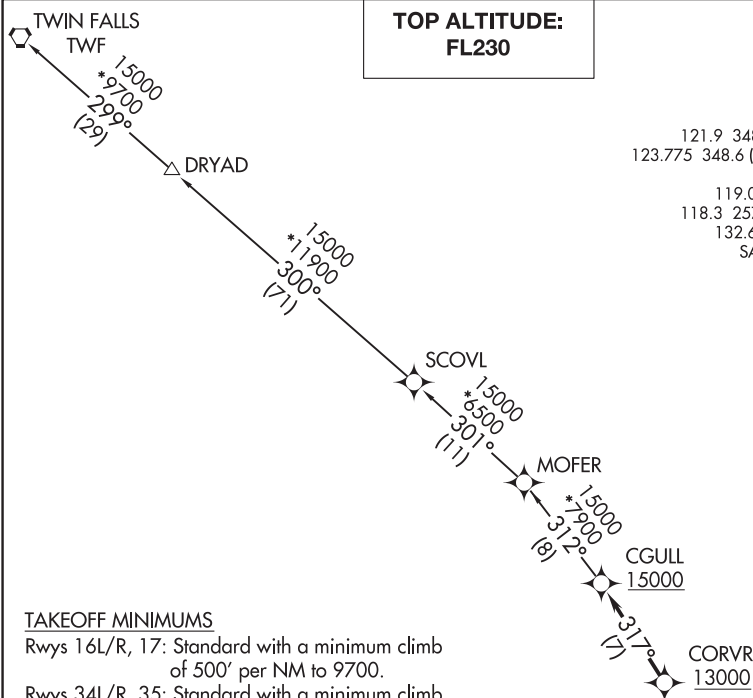
119.05 257.8 (Rwy 16L-34R)

118.3 257.8 (Rwys 14-32, 17-35)

132.65 336.4 (Rwy 16R-34L)

SALT LAKE CITY DEP CON

135.5 316.15



## TAKEOFF MINIMUMS

Rwys 16L/R, 17: Standard with a minimum climb of 500' per NM to 9700.

Rwys 34L/R, 35: Standard with a minimum climb of 260' per NM to 7800.

Rwys 14, 32: NA - ATC

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: Turbojet aircraft only.

NOTE: Aircraft landing Twin Falls Airport, file DRYAD transition.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R, 17: Climbing right turn on a heading between 280° CW 340° as assigned by ATC, thence. . .

TAKEOFF RUNWAYS 34L/R, 35: Climbing left turn on a heading between 320° CCW 260° as assigned by ATC, thence. . .

...on RADAR vectors to cross CORVR at or above 13000, then on track 317° to cross CGULL at or above 15000, then on (transition). Maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

### DRYAD TRANSITION (CGULL1.DRYAD)

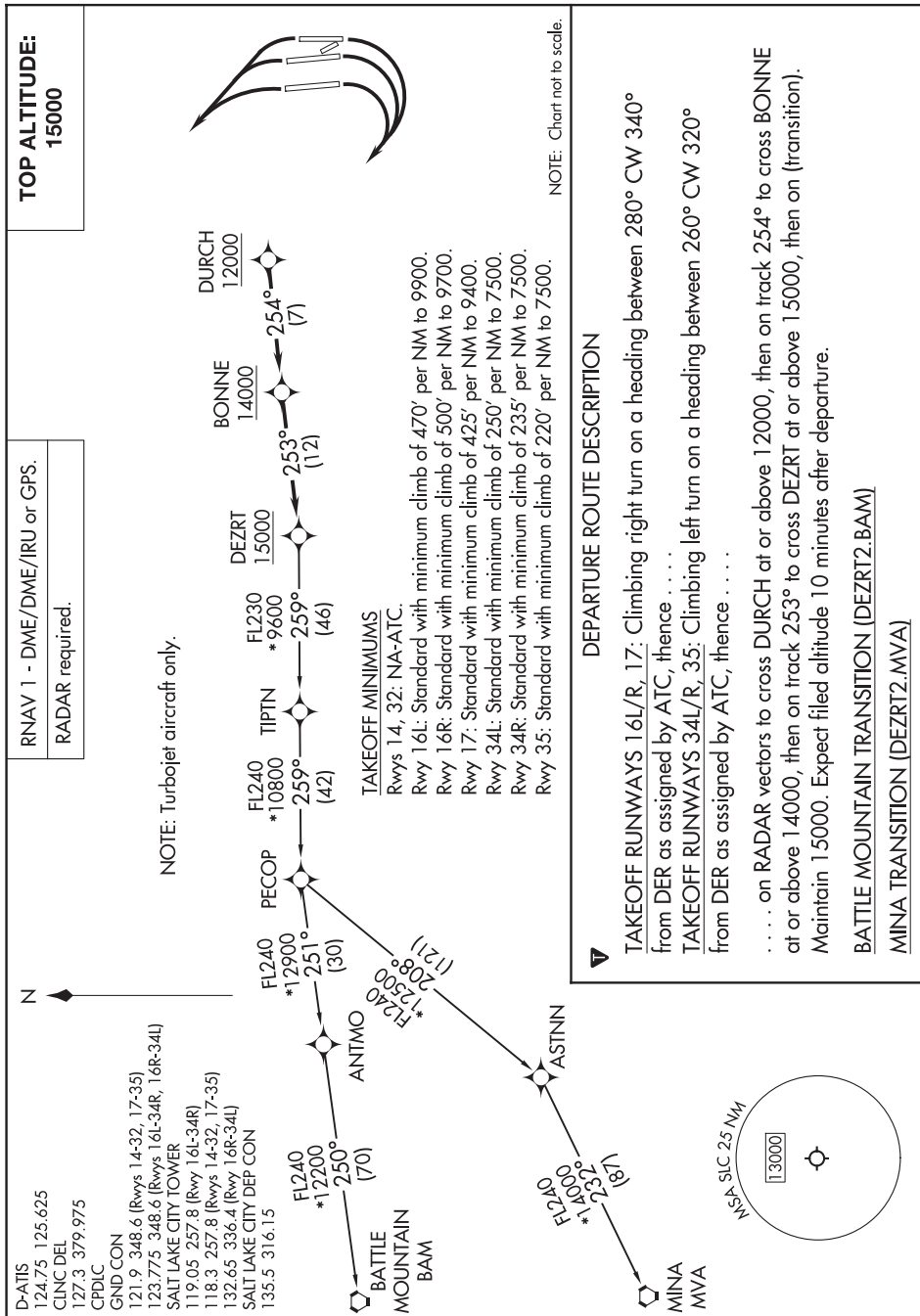
TWIN FALLS TRANSITION (CGULL1.TWF)

CGULL ONE DEPARTURE (RNAV)

(CGULL1.CGULL) 24MAY18

SALT LAKE CITY, UTAH

SALT LAKE CITY INTL (SLC)



FAIRFIELD NINE DEPARTURE

SALT LAKE CITY INTL (SLC)

SALT LAKE CITY, UTAH

D-ATIS  
124.75 125.625  
CLNC DEL  
127.3 379.975  
CPDLC  
SALT LAKE CITY DEP CON  
128.6 322.3

## TAKEOFF MINIMUMS

Rwys 14, 32, 34L/R, 35: NA- ATC.

Rwys 16L/R, 17: Assigned heading 160°, standard with minimum climb of 260' per NM to 6000; assigned heading 280° CW 340°, standard with minimum climb of 400' per NM to 8300.

NOTE: DME required.

NOTE: RADAR required.

NOTE: This is a RADAR vector departure to assigned route or fix.

**TOP ALTITUDE:**  
10000

WASATCH  
116.8 TCH   
Chan 115

FAIRFIELD  
116.6 FFU ::::=  
Chan 113

DELTA  
116.1 DTA  $\Xi$   
Chan 108

MILFORD  
112.1 MLF   
Chan 58

TONOPAH  
116.0 TPH  
Chan 107

COALDALE  
117.7 OAL :==..  
Chan 124

WILSON CREEK  
116.3 ILC  $\frac{1}{2} \frac{1}{2} \frac{1}{2}$   
Chn 110

HANKSVILLE  
115.9 HVE ::  
Chan 106

BRYCE CANYON  
112.8 BCE  $\overline{=::}$   
Chan 75

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## FAIRFIELD NINE DEPARTURE

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

(FFU9.FFU) 17AUG17

SW-4, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R, 17: Climb on heading 160° or as assigned, maintain 10000 or assigned lower altitude. Thence . . . .  
. . . . expect RADAR vectors to FFU VORTAC then on filed/assigned transition.  
Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control 1 minute after takeoff:  
RUNWAYS 16L and 17: Assigned heading 160°, turn right, thence . . . .  
RUNWAY 16R: Assigned heading 160°, turn left, thence . . . .  
. . . . climb to 11000 via TCH R-161 to FFU VORTAC and continue climb via assigned/filed transition.  
RUNWAYS 16L/R, 17: Assigned heading 280° CW 340°, fly assigned heading to 11000. Then, aircraft heading 280° CW 310°, execute a climbing right turn, thence . . . .  
. . . . aircraft heading 311° CW 340°, execute a climbing left turn, thence . . . .  
. . . . direct TCH VORTAC, TCH R-161 to FFU VORTAC, and continue climb via assigned/filed transition.

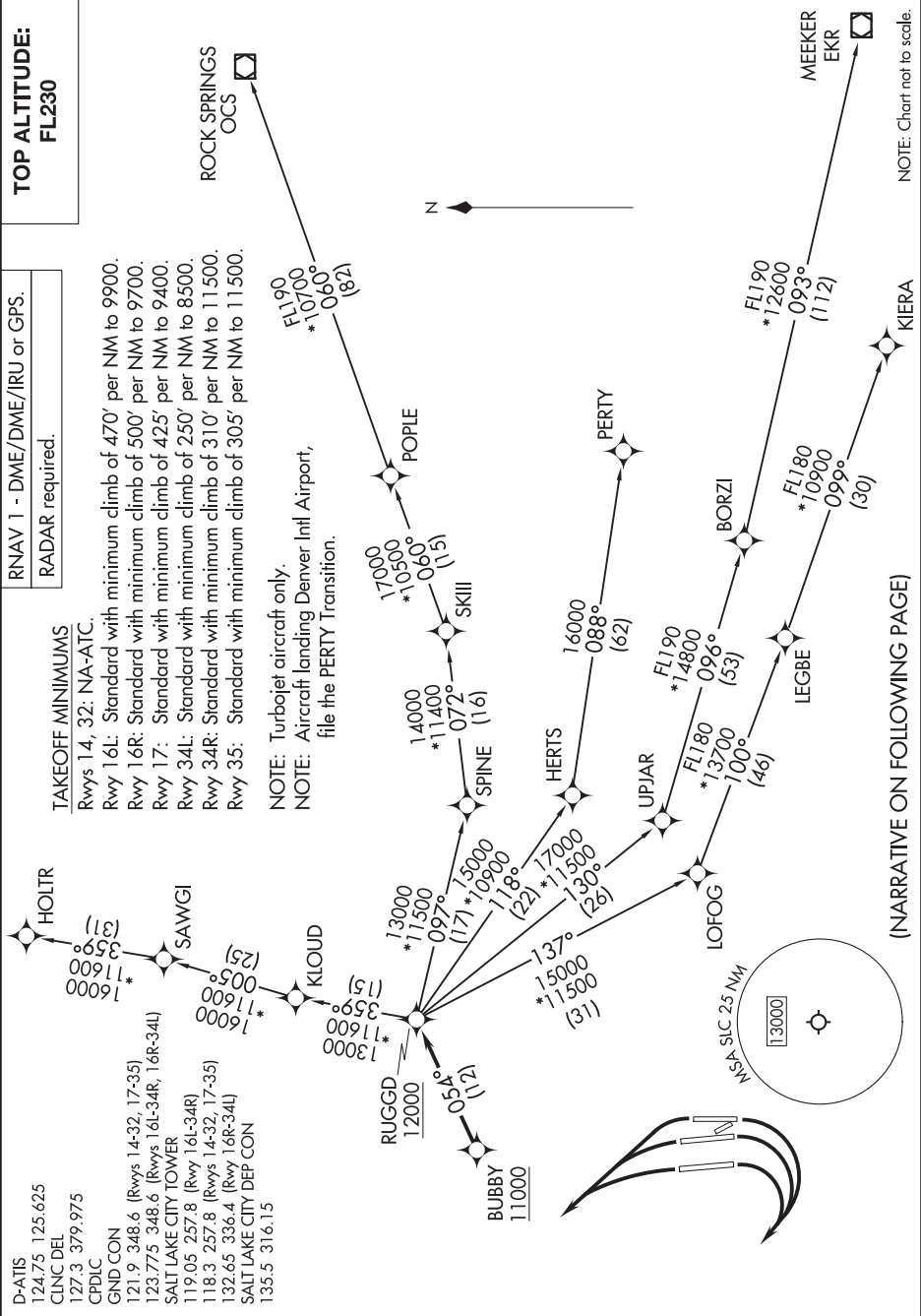
BRYCE CANYON TRANSITION (FFU9.BCE): From over FFU VORTAC on FFU R-170 to URNUW, then on FFU R-170 and BCE R-351 to BCE VORTAC.  
COALDALE TRANSITION (FFU9.OAL): From over FFU VORTAC on FFU R-170 and MLF R-026 to MLF VORTAC, then on MLF R-249 and ILC R-068 to ILC VORTAC, then on ILC R-249 and TPH R-066 to TPH VORTAC, then on TPH R-251 and OAL R-070 to OAL VORTAC.  
HANKSVILLE TRANSITION (FFU9.HVE): From over FFU VORTAC on FFU R-133 and HVE R-320 to HVE VORTAC.  
MILFORD TRANSITION (FFU9.MLF): From over FFU VORTAC on FFU R-170 and MLF R-026 to MLF VORTAC.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R, 17: Climbing right turn on a heading between 280° CW 340° from DER as assigned by ATC, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35: Climbing left turn on a heading between 310° CW 340° from DER as assigned by ATC, thence . . . .

. . . . on RADAR vectors to cross BUBBY at or above 11000, then on track 054° to cross RUGGD at or above 12000, then on (transition). Maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

HOLTR TRANSITION (RUGGD3.HOLTR)

KIERA TRANSITION (RUGGD3.KIERA)

MEEKER TRANSITION (RUGGD3.EKR)

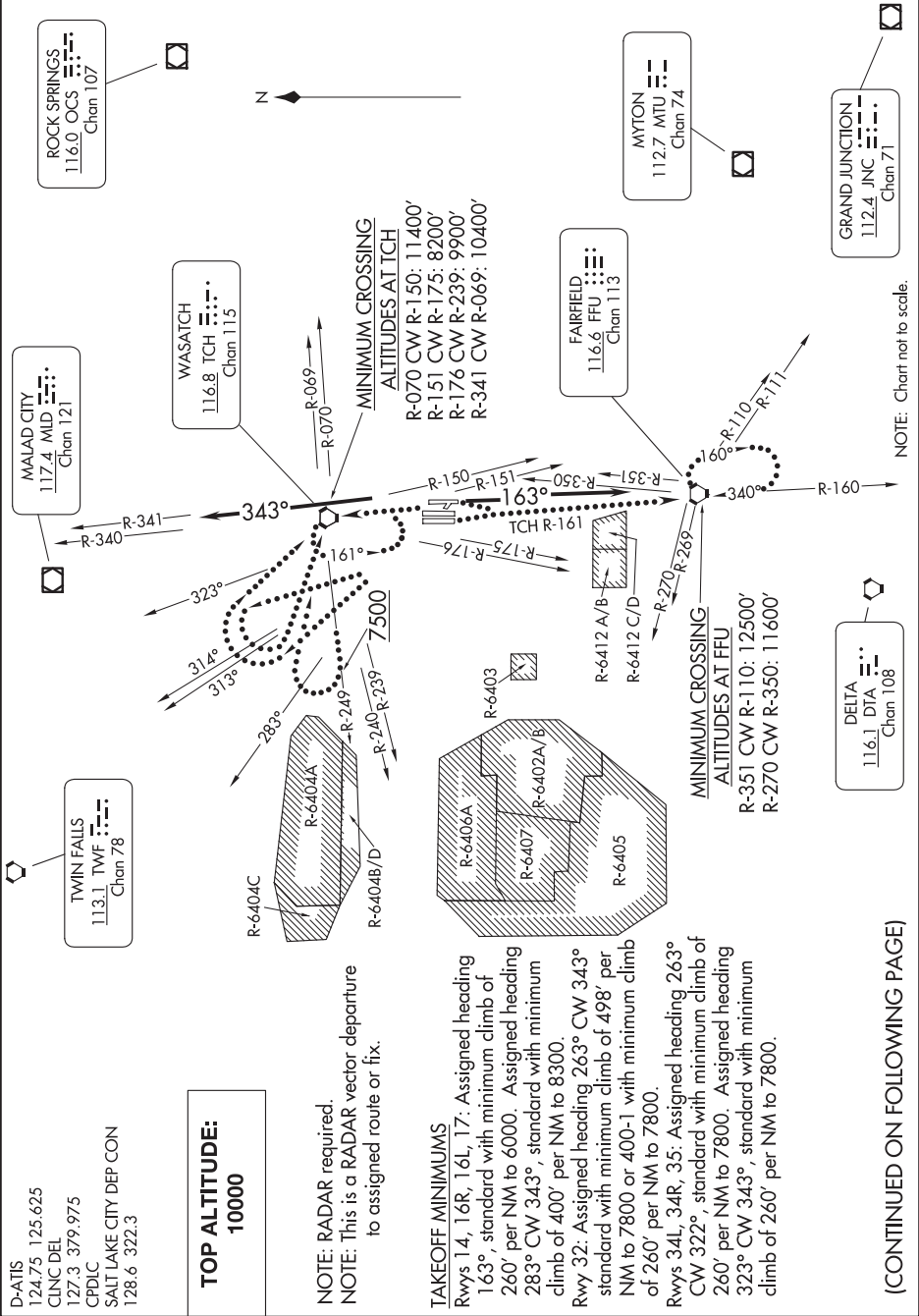
PERTY TRANSITION (RUGGD3.PERTY)

ROCK SPRINGS TRANSITION (RUGGD3.OCS)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 14, 16L, 16R, 17: Climb heading 163° or as assigned, maintain 10000 or assigned lower altitude. Thence . . . .

TAKEOFF RUNWAYS 32, 34L, 34R, 35: Climb heading 343° or as assigned, maintain 10000 or assigned lower altitude. Thence . . . .

. . . . expect vectors to assigned route or fix. Expect clearance to filed altitude 10 minutes after departure. Aircraft filed/assigned heading 334° CW 112° expect RADAR vectors eastbound leaving 11000 due to high terrain east of TCH VORTAC.

LOST COMMUNICATIONS: If not in contact with departure control 1 minute after takeoff:

RUNWAYS 14, 16L and 17: Assigned heading 163°, turn right thence . . . .

RUNWAY 16R: Assigned heading 163°, turn left thence . . . .

. . . . climb to 11000 on TCH R-161 to FFU VORTAC. Aircraft departing FFU VORTAC R-111 CW R-269, climb on assigned route. All others continue climb in FFU VORTAC holding pattern to cross FFU VORTAC at or above: R-351 CW R-110, 12500; R-270 CW R-350, 11600.

RUNWAYS 14, 16L, 16R, 17: Assigned heading 283° CW 343°, fly assigned heading to 11000. Then, aircraft heading 283° CW 313°, execute a climbing right turn thence . . . .  
. . . . aircraft heading 314° CW 343° execute a climbing left turn, thence . . . .  
. . . . proceed direct TCH VORTAC. Cross TCH VORTAC at or above 11400 and proceed on course.

RUNWAYS 32, 34L, 34R, 35: Climb direct TCH VORTAC. Aircraft departing TCH VORTAC R-240 CW R-340, climb on course. All others, continue climb on TCH R-249 to 7500, then climbing right turn direct TCH VORTAC. Continue climb in TCH VORTAC holding pattern to cross TCH VORTAC at or above: R-070 CW R-150, 11400; R-151 CW R-175, 8200; R-176 CW R-239, 9900; R-341 CW R-069, 10400. Climb on course.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

## SEVYR THREE DEPARTURE

AL-365 (FAA)

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

**TOP ALTITUDE:**  
**10000**

WASATCH  
8 TCH **==** **---**  
Chan 115

11500

DELIA  
5.1 DTA  
Chan 108

MILFORD  
112.1 MLF  
Chan 58

COALDALE  
117.7 OAL :E..  
Chan 124

NOTE: Chart not to scale.

SW-4. 12 JUN 2025 to 07 AUG 2025

(CONTINUED ON FOLLOWING PAGE)

D-ATIS  
124.75  
CLNC D  
127.3  
CPDLC  
SALT LA  
128.1

## TAKEOFF MINIMUMS

Rwys 14, 16L/R, and 17: NA - Operational.

Rwy 32: 400-1 or standard with a minimum climb of 450' per NM to 7500.

Rwys 34L/R and 35: Aircraft assigned heading 263° CW through 322°

standard with a minimum climb of 260' per NM to 7500.

Aircraft assigned heading 323° CW through 343°

standard with a minimum climb of 340' per NM to 7500.

**NOTE:** This is a RADAR vector departure to assigned route or fix.

NOTE: For turbojet and turboprop aircraft only.

NOTE: RADAR required.

## SEVYR THREE DEPARTURE

(SEVYR3.SEVYR) 17AUG17

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



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 32, 34L/R, and 35: Climb on heading 263° or as assigned for RADAR vectors to assigned route or fix. Maintain 10000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

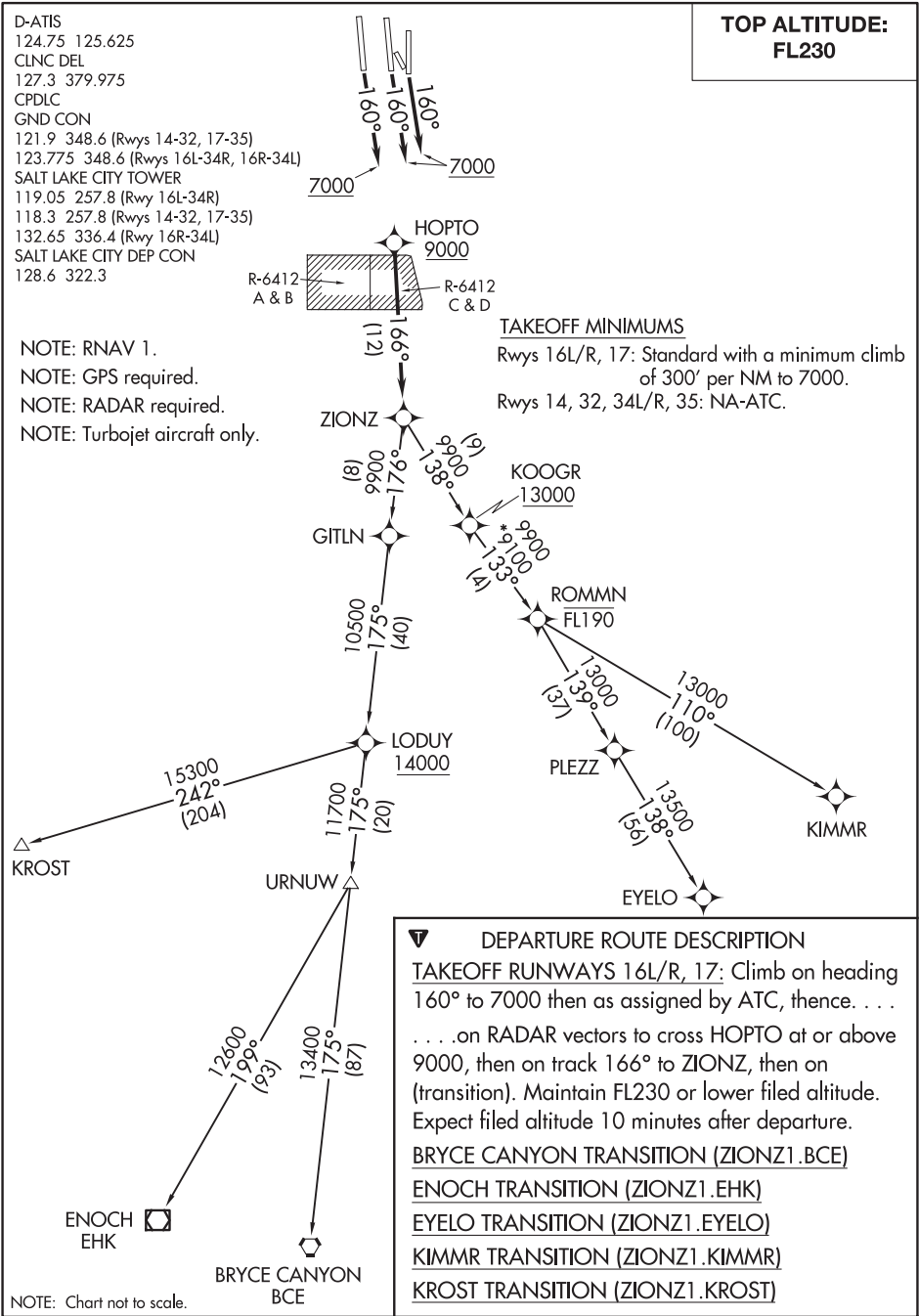
LOST COMMUNICATIONS: If not in contact with departure control within 1 minute after takeoff, fly assigned heading to 11000. Then, aircraft assigned heading 313° CW through 343°, execute a climbing left turn, all others execute a climbing right turn to TCH VORTAC. Continue climb in the TCH VORTAC holding pattern to cross TCH VORTAC at or above 11500. Proceed on course.

COALDALE TRANSITION (SEVYR3.OAL): From over TCH VORTAC on TCH R-193 and MLF R-350 to SEVYR, then on DTA R-238 and OAL R-054 to OAL VORTAC.

MILFORD TRANSITION (SEVYR3.MLF): From over TCH VORTAC on TCH R-193 and MLF R-350 to MLF VORTAC.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



SALT LAKE CITY, UTAH

AL-366 (FAA)

25163

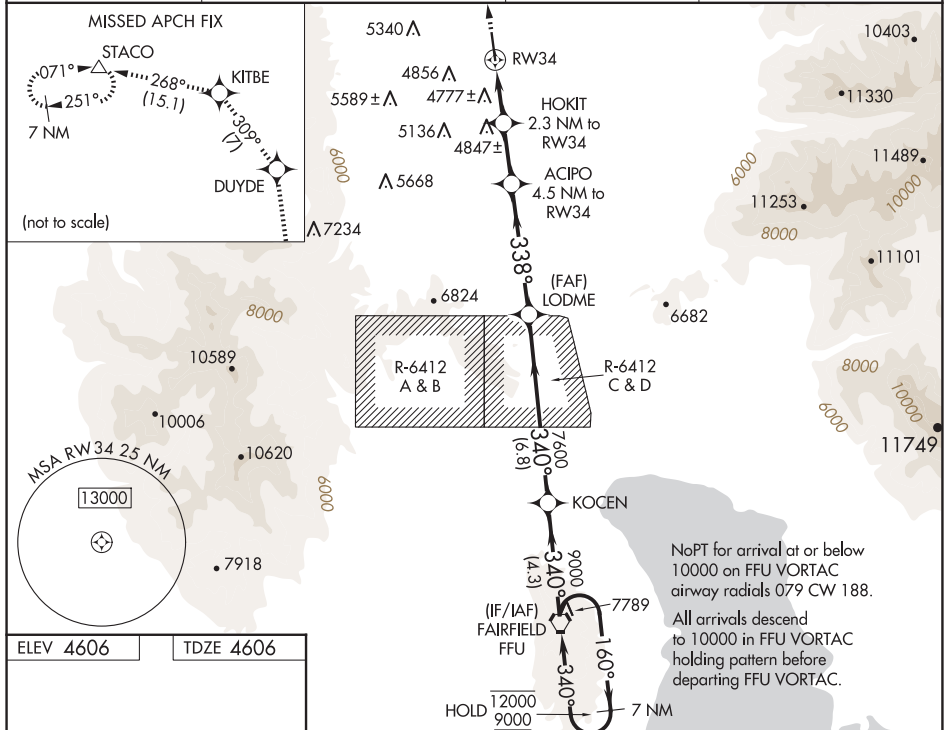
WAAS CH <b>82740</b> <b>W34A</b>	APP CRS <b>338°</b>	Rwy Ldg TDZE Apt Elev <b>4606</b>
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# RNAV (GPS) RWY 34

SOUTH VALLEY RGNL (SVR)

RNP APCH - GPS. VDP NA when using SLC altimeter setting. Baro-VNAV NA. When local altimeter setting not received, use SLC altimeter setting and increase all LPV DA to 4956 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 5159 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat B ¼ SM.	MISSED APPROACH: Climb to 9000 direct DUYDE and on track 309° to KITBE and on track 268° to STACO and hold.
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AWOS-3PT <b>134.425</b>	SALT LAKE CITY APP CON <b>120.9 322.3</b>	CLNC DEL <b>127.0</b>	UNICOM <b>122.7 (CTAF) 0</b>
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	9000	tr 309°	tr 268°	STACO 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
		HOKIT 2.3 NM to RW34	ACIPO 4.5 NM to RW34	LODME 7600	KOCEN	FAIRFIELD FFU	7 NM Holding Pattern	
		1.3 NM to RW34		338°	340°	160°	12000	
RW34		5380	6080	7600	9000	340°	9000	
1.3		1.1	2.2 NM	4.7 NM	6.8 NM	4.3 NM	GP 3.00° TCH 58	
CATEGORY		A		B		C		D
LPV DA		4881-7/8		275 (300-7/8)				
LNAV/VNAV DA		5084-1 3/8		478 (500-1 3/8)				
LNAV MDA		5040-1 434 (500-1)		5040-1 1/4 434 (500-1 1/4)				
CIRCLING		5180-1 574 (600-1)		5360-1 754 (800-1)		5780-3 1174 (1200-3)		6040-3 1434 (1500-3)

SALT LAKE CITY, UTAH  
Amdt 1B 17APR25

40°37'N-112°00'W

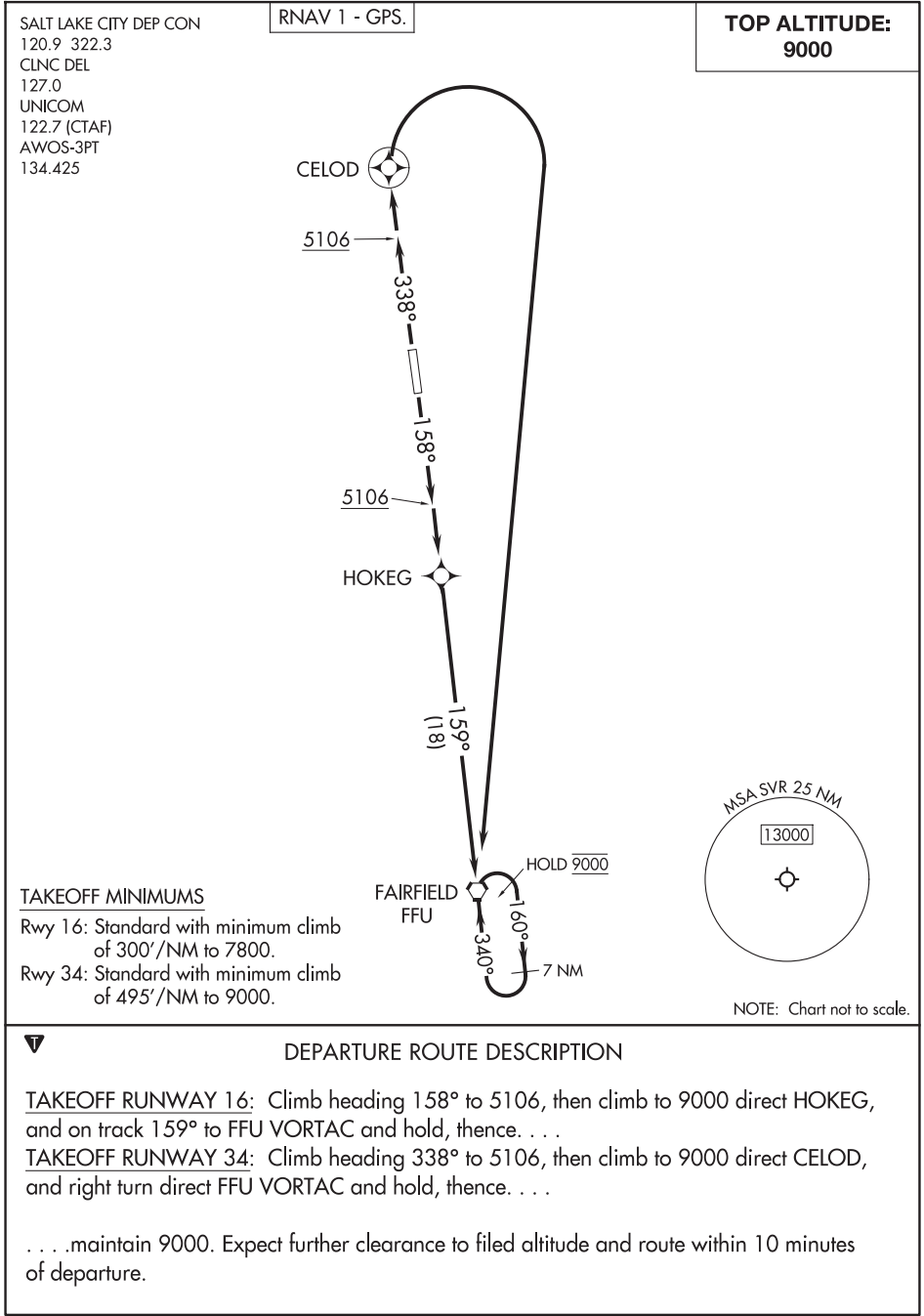
# SOUTH VALLEY RGNL (SVR)

## RNAV (GPS) RWY 34

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 159° to 5106, then climb to 9000 direct HOKEG, and on track 159° to FFU VORTAC and hold, thence. . .

TAKEOFF RUNWAY 34: Climb heading 338° to 5106, then climb to 9000 direct CELOD, and right turn direct FFU VORTAC and hold, thence. . .

. . . maintain 9000. Expect further clearance to filed altitude and route within 10 minutes of departure.

SCOTTSDALE, ARIZONA

AL-5651 (FAA)

25051

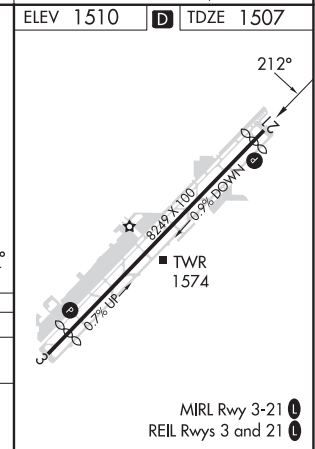
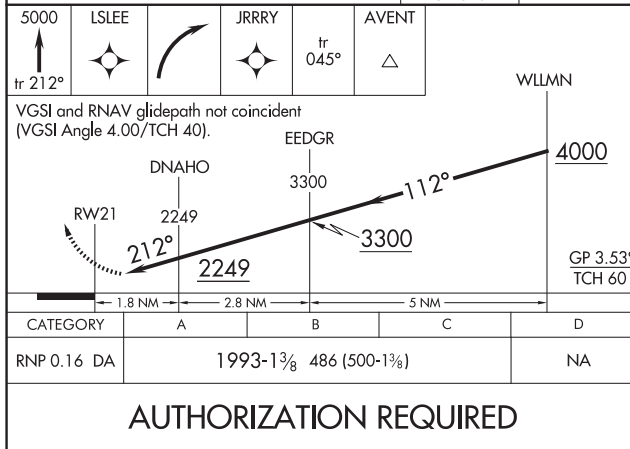
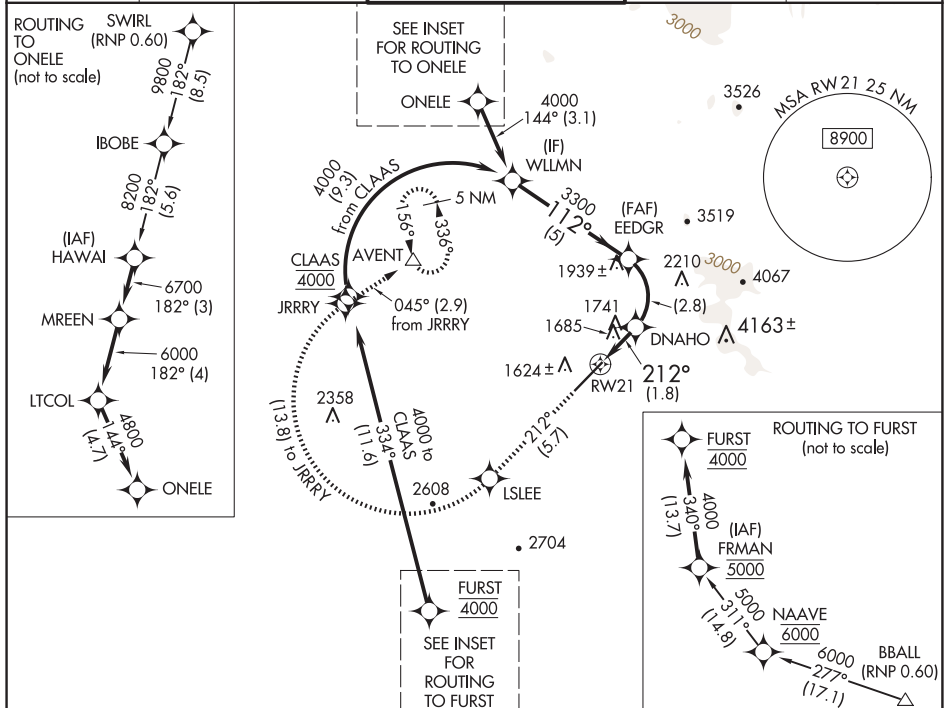
APP CRS	Rwy Idg	<b>7669</b>
<b>212°</b>	TDZE	<b>1507</b>
	Apt Elev	<b>1510</b>

# RNAV (RNP) RWY 21

SCOTTSDALE (SDL)

RNP AR APCH - GPS, RF, min RNP 0.60. Authorization required.	MISSED APPROACH: Climb to 5000 on track 212° to LSLEE and right turn to JRRRY and on track 045° to AVENT and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C. When local altimeter setting not received procedure NA.	

ATIS <b>118.6</b>	PHOENIX APP CON <b>120.7 239.0</b>	SCOTTSDALE TOWER ★ <b>119.9 (CTAF) 0</b>	GND CON <b>121.6</b>	CLNC DEL <b>124.8</b>
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SCOTTSDALE, ARIZONA

Orig-B 08AUG24

33°37'N-111°55'W

SCOTTSDALE (SDL)

# RNAV (RNP) RWY 21

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	7110
032°	TDZE	1470
	Apt Elev	1510

RNAV (RNP) Y RWY 3

SCOTTSDALE (SDL)

**⚠** RF and GPS required. Visibility reduction by helicopters NA.  
For uncompensated Baro-VNAV systems, procedure NA below  
1°C (31°F) or above 54°C (130°F). When local altimeter setting not  
received procedure NA. Missed approach requires RNP less than 1.0.

**MISSED APPROACH:** Climb to 5000 via left turn to  
AFXUR, and via left turn to BIWFO, and via track 341°  
to CERID, and via right turn to DUYGE, and via left turn  
to EGEDE, and via track 155° to AVENT and hold.

ATIS	PHOENIX APP CON	SCOTTSDALE TOWER★	GND CON	CLNC DEL
118.6	120.7 239.0	119.9 (CTAF) 0	121.6	124.8



ELEV 1510

**D**

TDZE 1470

VGSI and RNAV glidepath not coincident  
(VGSI Angle 4.00/TCH 59).

FRNKNK

ANNDD

RUTHH

GRYHM

AFXUR

BIWFO

4500

4000

3600

2542

1505

1624

134°

032°

4 NM

2 NM

3.2 NM

3.3 NM

CATEGORY

A

B

C

D

RNP 0.30 DA

1829-1¼

359 (400-1¼)

NA

AUTHORIZATION REQUIRED

MIRL Rwy 3-21 0

REIL Rwy 3 and 21 0

032°

0.7% UP

0.9% DOWN

8249 X 100

TWR 1574

SW-4, 12 JUN 2025 to 07 AUG 2025

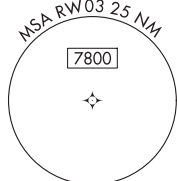
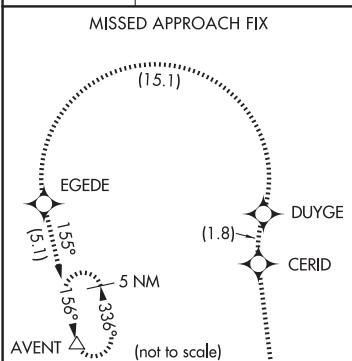
SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	<b>7110</b>
<b>032°</b>	TDZE	<b>1470</b>
	Apt Elev	<b>1510</b>

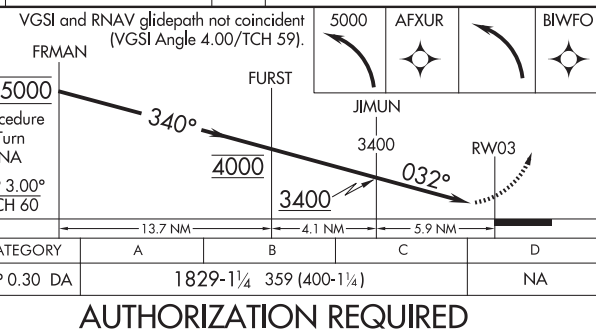
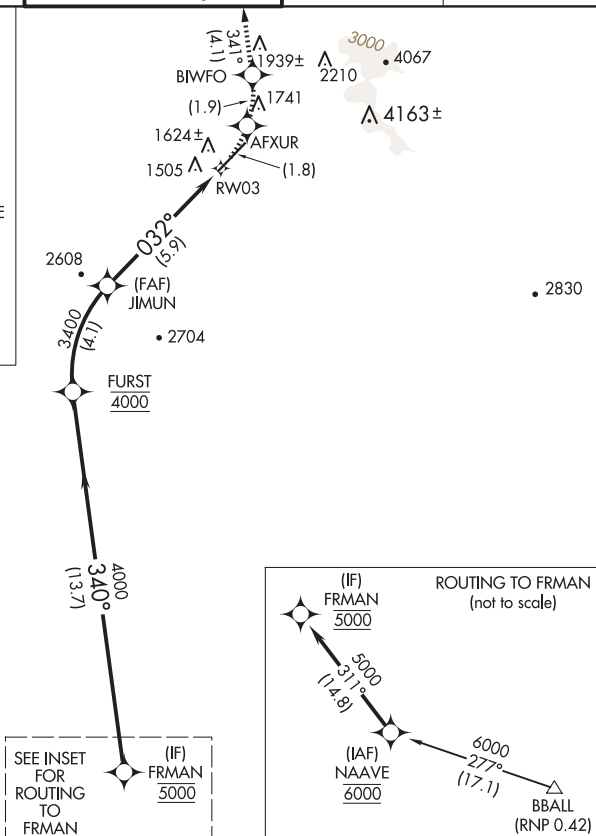
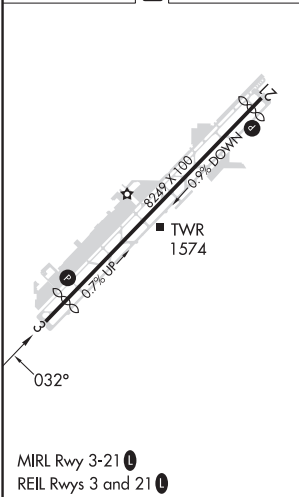
RNAV (RNP) Z RWY 3  
SCOTTSDALE (SDL)

**MISSED APPROACH:** Climb to 5000 via left turn to AFXUR, and via left turn to BIWFO, and via track 341° to CERID, and via right turn to DUYGE, and via left turn to EGEDE, and via track 155° to AVENT and hold.

ATIS <b>118.6</b>	PHOENIX APP CON <b>120.7 239.0</b>	SCOTTSDALE TOWER ★ <b>119.9 (CTAF) L</b>	GND CON <b>121.6</b>	CLNC DEL <b>124.8</b>
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ELEV 1510	<b>D</b>	TDZE 1470
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SCOTTSDALE (SDL)

RNAV (RNP) Z RWY 3

SW-4, 12 JUN 2025 to 07 AUG 2025

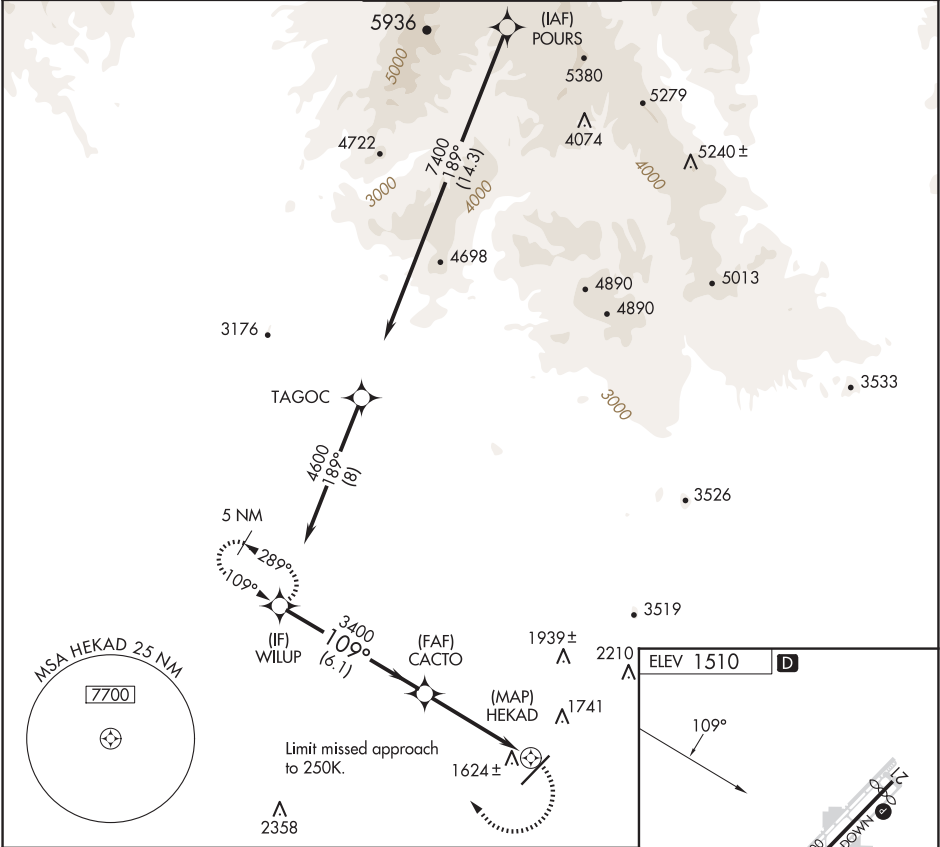
APP CRS	Rwy Idg	N/A
109°	TDZE	N/A
	Apt Elev	1510

RNAV (GPS)-D  
SCOTTSDALE (SDL)

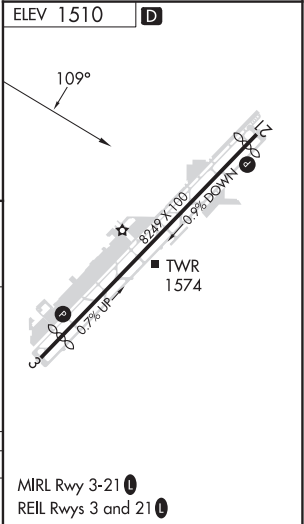
⚠ When VGSI inoperative, circling Rwy 21 NA at night. When local altimeter setting not received, use Phoenix Sky Harbor Int altimeter setting and increase all MDA 100 feet and increase visibility Cat C ¼ SM. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct WILUP and hold, continue climb-in-hold to 5000.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER* 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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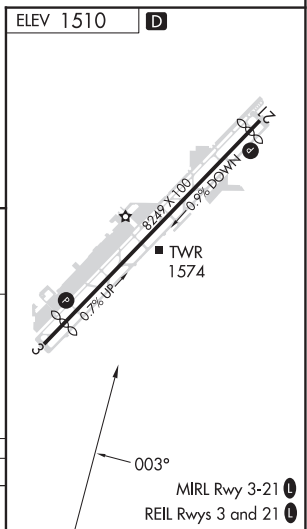
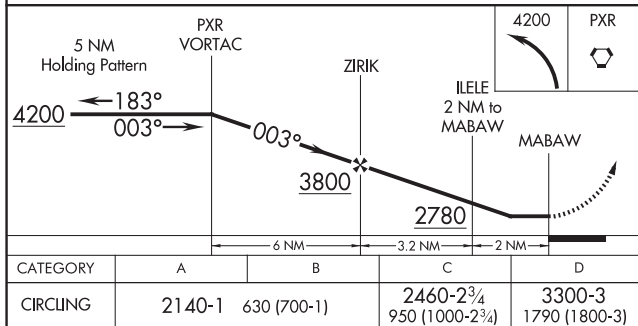
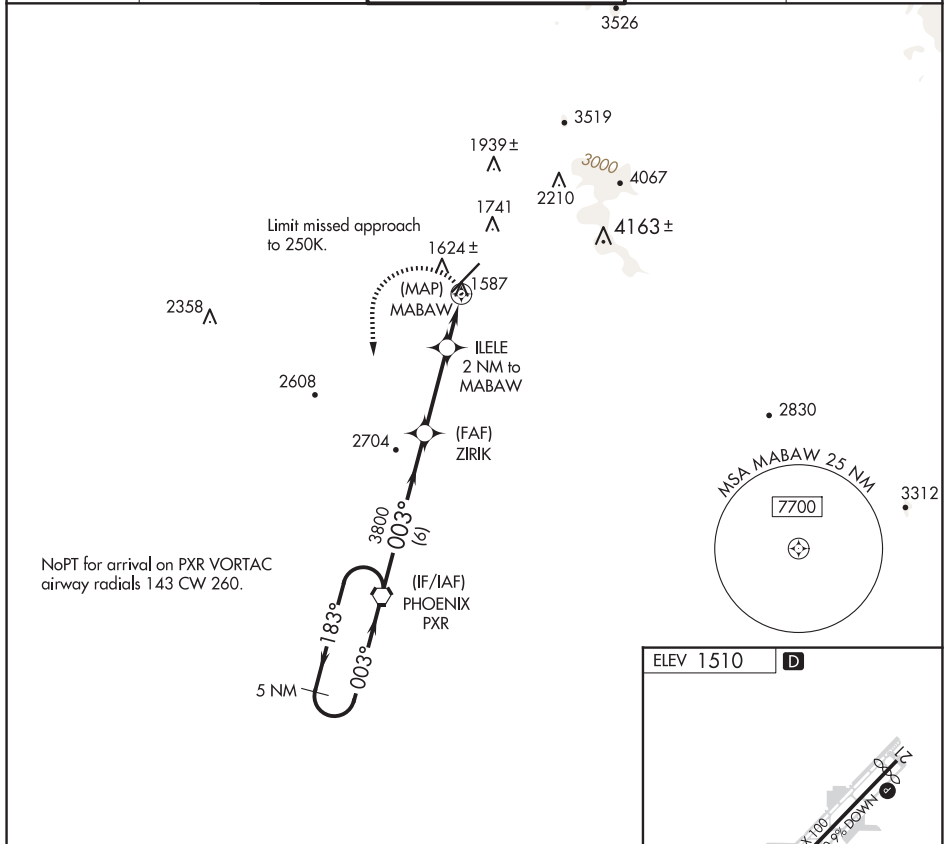
	WILUP		CACTO		HEKAD	
	4600		3400		1624	
	109°		109°		109°	
	6.1 NM		4.4 NM		4.4 NM	
CATEGORY	A	B	C	D		
CIRCLING	2080-1 570 (600-1)	2100-1 590 (600-1)	2460-2¾ 950 (1000-2¾)	3300-3 1790 (1800-3)		



APP CRS	Rwy Idg	N/A
003°	TDZE	N/A
	Apt Elev	1510

RNAV (GPS)-E  
SCOTTSDALE (SDL)

<p><b>⚠</b> When VGSI inoperative, circling Rwy 21 NA at night. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C ¼ SM. DME/DME RNP-0.3 NA.</p>				<p>MISSED APPROACH: Climbing left turn to 4200 direct PXR VORTAC and hold.</p>	
ATIS	PHOENIX APP CON	SCOTTSDALE TOWER*	GND CON	CLNC DEL	
118.6	120.7 239.0	119.9 (CTAF) 0	121.6	124.8	



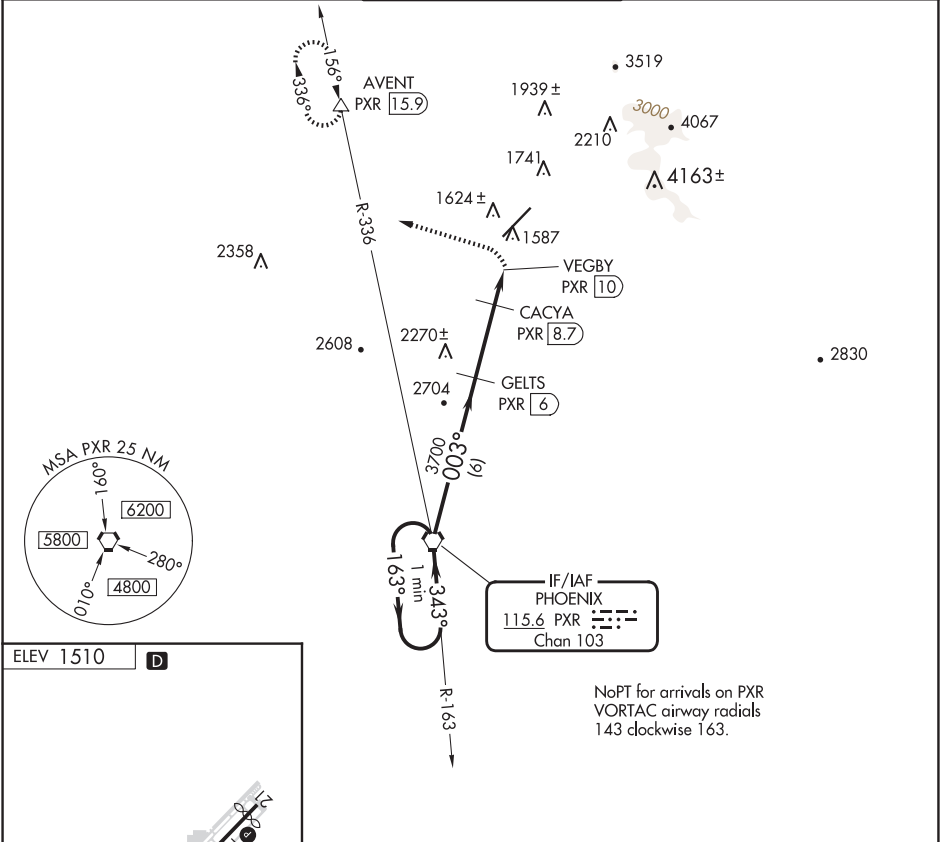
VORTAC PXR	APP CRS	Rwy Idg	N/A
<u>115.6</u>	<u>003°</u>	TDZE	N/A
Chan <b>103</b>		Apt Elev	<b>1510</b>

VOR/DME-A  
SCOTTSDALE (SDL)

**⚠** When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting and increase all MDA 100 feet and increase visibility Cat C ¼ SM.

**MISSED APPROACH:** Climbing left turn to 7000 on heading 280° and on PXR VORTAC R-336 to AVENT/PXR 15.9 DME and hold, continue climb-in-hold to 7000.

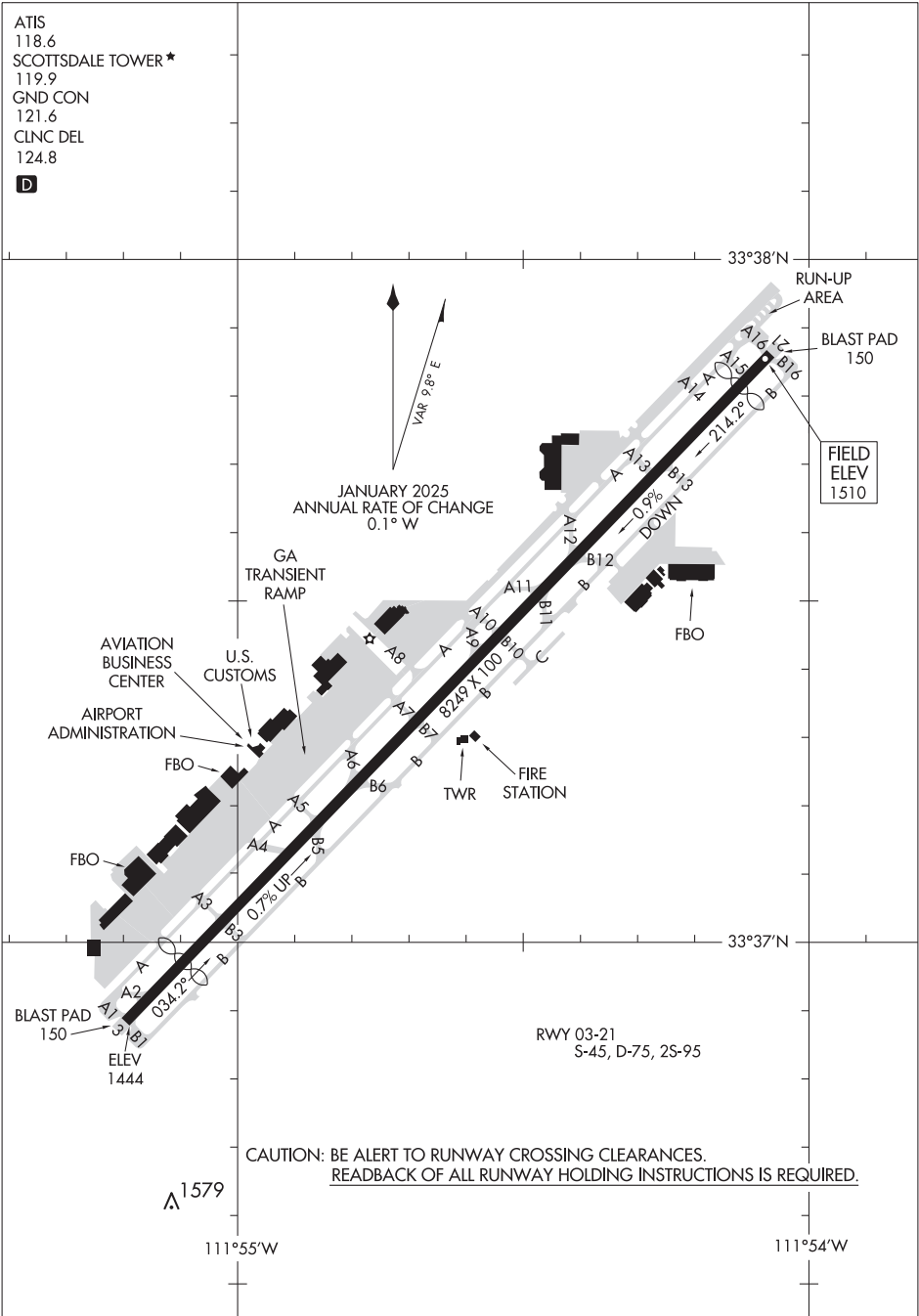
ATIS <b>118.6</b>	PHOENIX APP CON <b>120.7 239.0</b>	SCOTTSDALE TOWER★ <b>119.9 (CTAF) 0</b>	GND CON <b>121.6</b>	CLNC DEL <b>124.8</b>
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One Minute Holding Pattern		PXR VORTAC	GELTS PXR 6	7000 hdg 280°	PXR R-336	AVENT △
4200 ← 163° → 343°		003°	3700	2700		
		6 NM	2.7 NM	1.3 NM		
CATEGORY	A	B	C	D		
CIRCLING	2380-1½	870 (900-1½)	2460-2¾ 950 (1000-2¾)	3300-3 1790 (1800-3)		

SW-4, 12 JUN 2025 to 07 AUG 2025

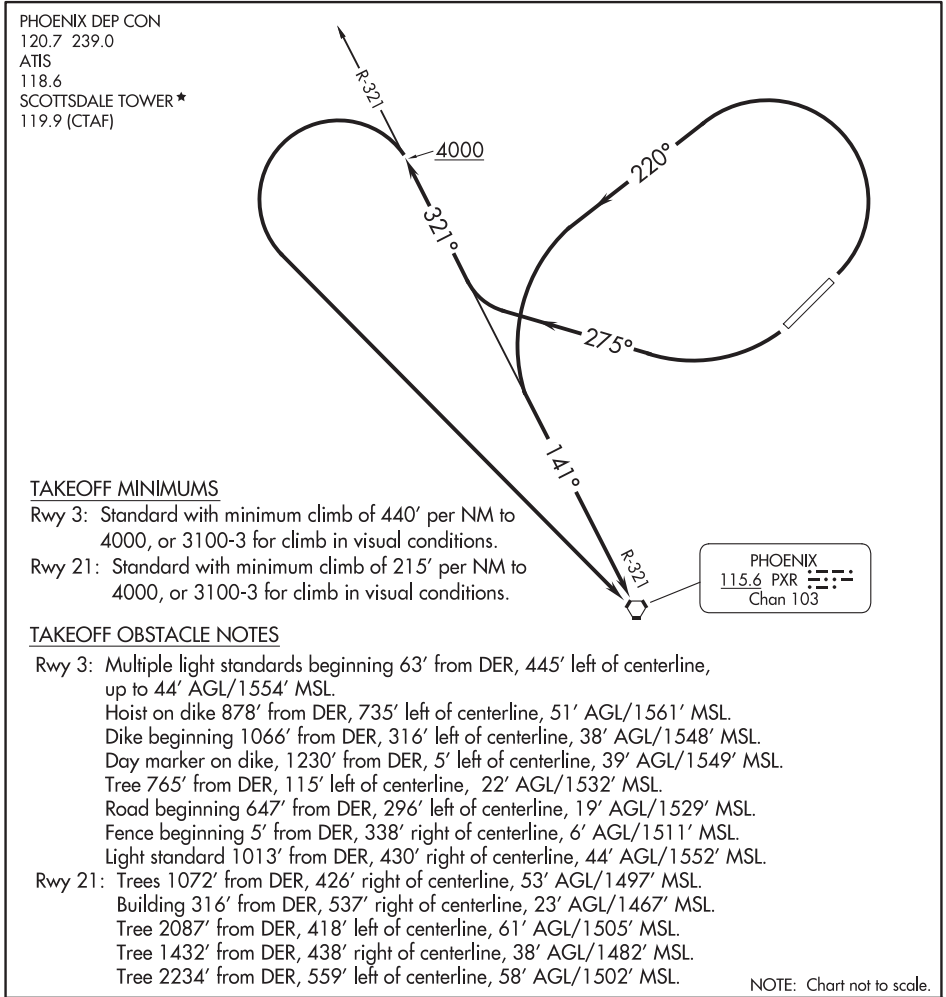
SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn to 4000 via heading 220° and PXR R-321 southeast bound to PXR VORTAC. Thence. . . or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.

TAKEOFF RUNWAY 21: Climbing right turn to 4000 via heading 275° and PXR R-321 northwest bound, when established on PXR R-321 northwest bound and reaching 4000, left turn direct PXR VORTAC. Thence. . . or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.

. . . Continue climb on course.

(BNYRD6.BNYRD) 25051

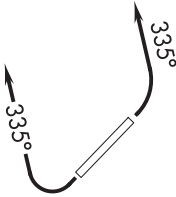
BNYRD SIX DEPARTURE (RNAV)

AL-5651 (FAA)

SCOTTSDALE (SDL)  
SCOTTSDALE, ARIZONA

PHOENIX DEP CON  
120.7 239.0  
ATIS  
118.6  
CLNC DEL  
124.8  
GND CON  
121.6  
SCOTTSDALE TOWER★  
119.9

TOP ALTITUDE:  
ASSIGNED BY ATC

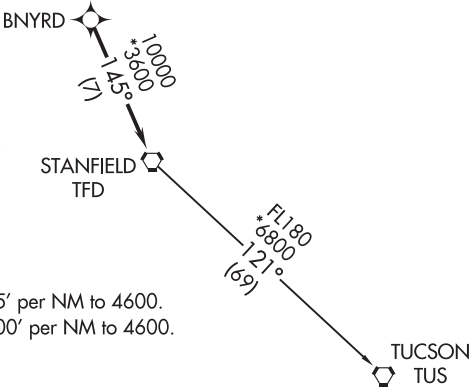


- NOTE: RNAV 1.
- NOTE: Turbojets and turboprops only.
- NOTE: RADAR required.
- NOTE: GPS required.
- NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
- NOTE: Rwy 21 : Do not exceed 210K until established on assigned heading.

TAKEOFF MINIMUMS

- Rwy 3: Standard with minimum climb of 445' per NM to 4600.
- Rwy 21: Standard with minimum climb of 300' per NM to 4600.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence. . .

TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC, thence. . .

. . . expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

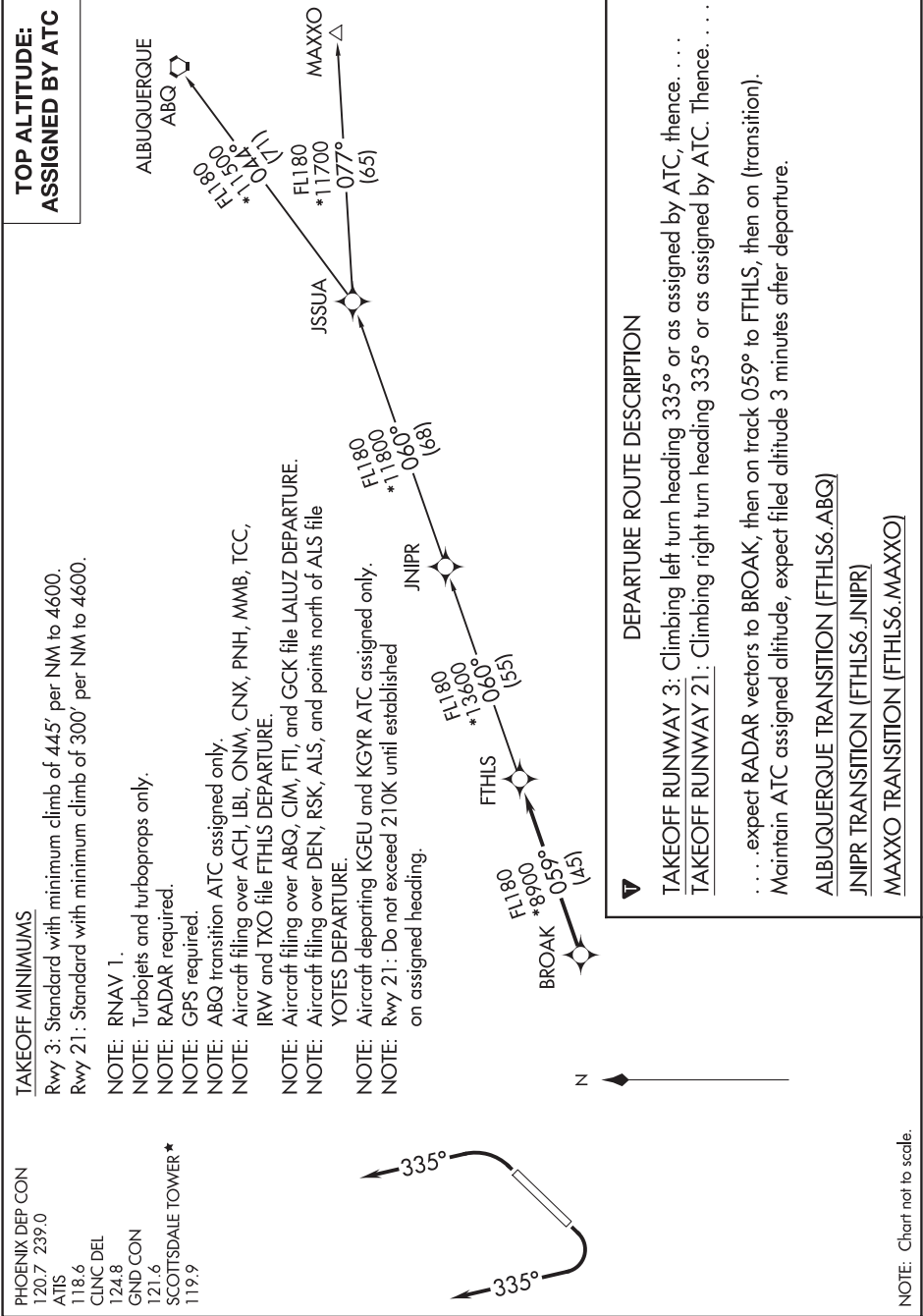
TUCSON TRANSITION (BNYRD6.TUS)

BNYRD SIX DEPARTURE (RNAV)  
(BNYRD6.BNYRD) 24MAY18

SCOTTSDALE, ARIZONA  
SCOTTSDALE (SDL)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



**TOP ALTITUDE:  
ASSIGNED BY ATC**

PHOENIX DEP CON  
120.7 239.0  
ATIS  
118.6  
CLINC DEL  
124.8  
GND CON  
121.6  
SCOTTSDALE TOWEE  
119.9

**NOTE:** Turbojets and turboprops only.

NOTE: Aircraft requesting FL220 and below must file BLYTHE Transition.

NOTE: Turbojets landing LAX, file WLVRN Transition.

NOTE: Aircraft landing other than LAX and turboprops landing at LAX:

Requesting FL240 and above, file HRRBR Transition.

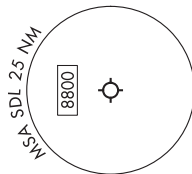
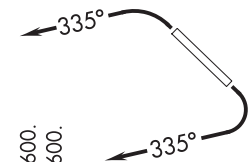
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

## TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 445'/NM to 4600.

Rwy 21: Standard with minimum climb of 300'/NM to 4600.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence. . .

TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence. . . .

...for RADAR vectors to KEENS, then on track 259° to IZZO, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZ08.BLH)

HRRBR TRANSITION (IZZ08.HRRBR)

WLVN TRANSITION (IZZ08.WLVN)

## IZZZO EIGHT DEPARTURE (RNAV)

(IZZO8.IZZO) 25JAN24

SCOTTSDALE, ARIZONA  
SCOTTSDALE (SDL)

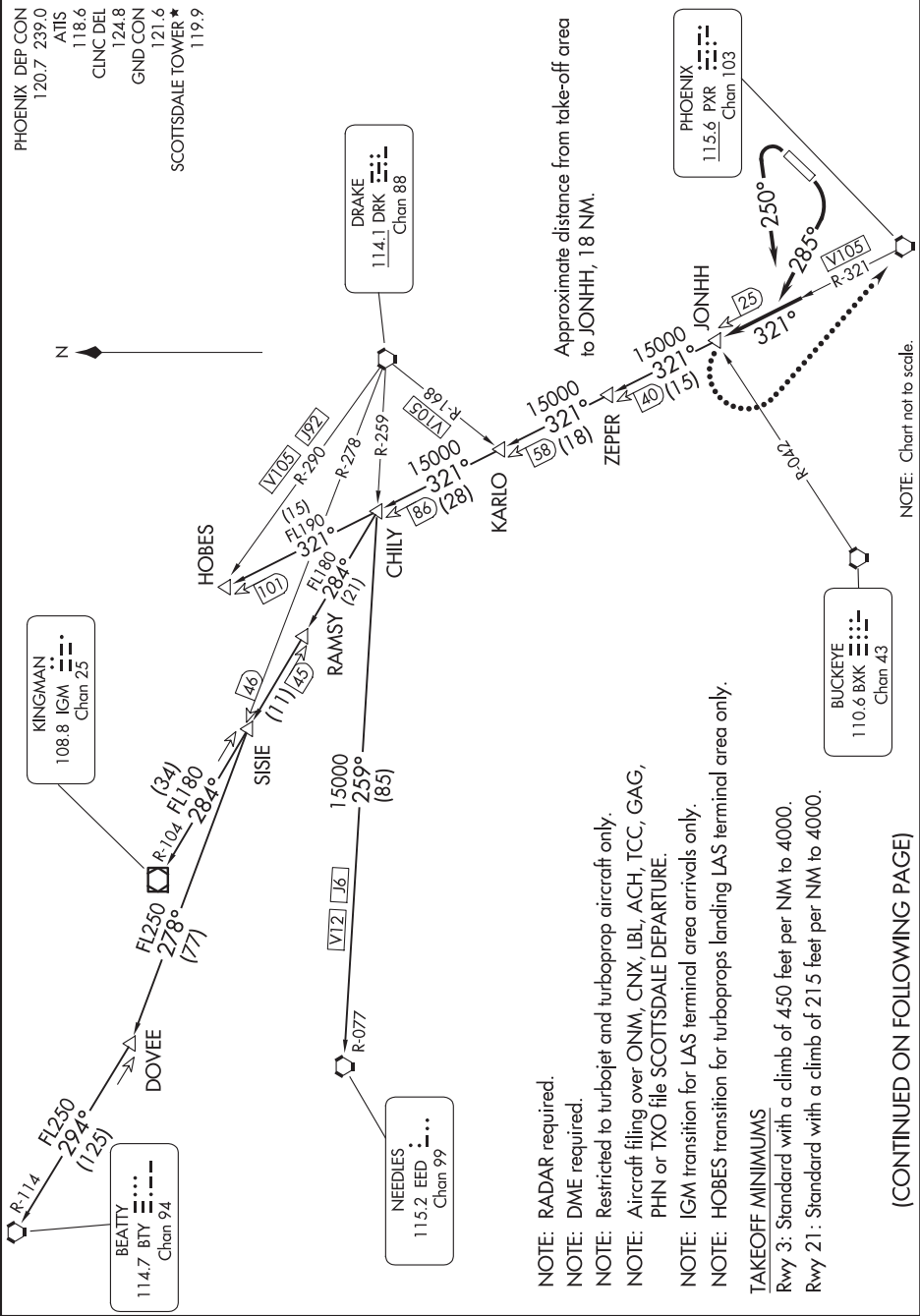
SW-4, 12 JUN 2025 to 07 AUG 2025

(JONHH2.JONHH) 25051

JONHH TWO DEPARTURE

AL-5651 (FAA)

SCOTTSDALE (SDL)  
SCOTTSDALE, ARIZONA



(CONTINUED ON FOLLOWING PAGE)

SW-4, 12 JUN 2025 to 07 AUG 2025

JONHH TWO DEPARTURE

(JONHH2.JONHH) 20JUN19

SCOTTSDALE, ARIZONA  
SCOTTSDALE (SDL)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed on PXR R-321 to JONHH INT. Thence. . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed on PXR R-321 to JONHH INT. Thence. . . .

. . . .on assigned transition.

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition. Expect filed altitude 3 minutes after departure.

BEATTY TRANSITION (JONHH2.BTY): From over JONHH INT on PXR R-321 to CHILY INT, then on IGM R-104 to SISIE INT, then on DRK R-278 to DOVEE INT, then on BTY R-114 to BTY VORTAC.

HOBES TRANSITION (JONHH2.HOBES): From over JONHH INT on PXR R-321 to HOBES INT.

KINGMAN TRANSITION (JONHH2.IGM): From over JONHH INT on PXR R-321 to CHILY INT, then on IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (JONHH2.EED): From over JONHH INT on PXR R-321 to CHILY INT, then on DRK R-259 and EED R-077 to EED VORTAC.

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

PHOENIX DEP CON  
120.7 239.0  
ATIS  
118.6  
CLNC DEL  
124.8  
GND CON  
121.6  
SCOTTSDALE TOWER★  
119.9

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 3:** Climbing left turn heading 335° or as assigned by ATC, thence. . . .

**TAKEOFF RUNWAY 21:** Climbing right turn heading 335° or as assigned by ATC. Thence. . . .

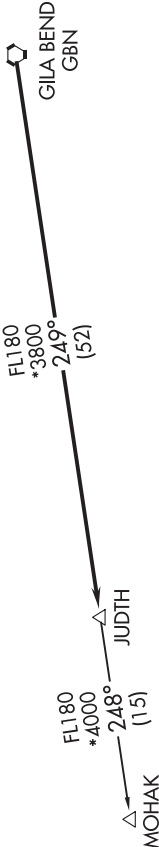
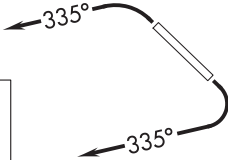
. . . .expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

MOHAK TRANSITION (JUDTH7..MOHAK)

NOTE: RNAV 1.  
NOTE: Turbojets and turboprops only.  
NOTE: RADAR required.  
NOTE: GPS required.  
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.  
NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

**TAKEOFF MINIMUMS**  
Rwy 3: Standard with minimum climb of 445' per NM to 4600.  
Rwy 21: Standard with minimum climb of 300' per NM to 4600.

TOP ALTITUDE:  
ASSIGNED BY ATC



NOTE: Chart not to scale.

SW-4, 12 JUN 2025 to 07 AUG 2025

(KATMN6.KATMN) 25051

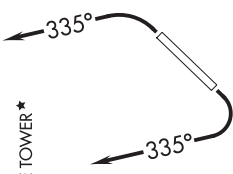
KATMN SIX DEPARTURE (RNAV)

AL-5651 (FAA)

SCOTTSDALE (SDL)  
SCOTTSDALE, ARIZONA

PHOENIX DEP CON  
120.7 239.0  
ATIS  
118.6  
CUNC DEL  
124.8  
GND CON  
121.6  
SCOTTSDALE TOWER\*  
119.9

TOP ALTITUDE:  
ASSIGNED BY ATC



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence. . . .  
TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence. . . .  
. . . on RADAR vectors to ECLPS, then on track 111° to KATMN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

PHASE TRANSITION [KATMN6.PHASE]

KATMN SIX DEPARTURE (RNAV)  
(KATMN6.KATMN) 24MAY18

SCOTTSDALE, ARIZONA  
SCOTTSDALE (SDL)

SW-4, 12 JUN 2025 to 07 AUG 2025



PHOENIX DEP CON  
120.7 239.0  
ATIS  
118.6  
CLNC DEL  
124.8  
GND CON  
121.6  
SCOTTSDALE TOWER★  
119.9

NOTE: RNAV 1.

NOTE: Turbojets and turboprops only.

NOTE: RADAR required.

NOTE: GPS required.

NOTE: SIN TRANSITION for ABQ terminal arrivals only.

NOTE: MAXXO TRANSITION ATC assigned only.

NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS, file YOTES DEPARTURE.

NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK, file LALUZ DEPARTURE.

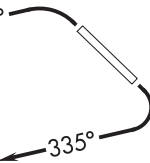
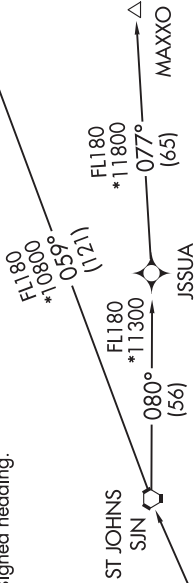
NOTE: Aircraft filing over ACH, IBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO, file FTHLS DEPARTURE.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

TOP ALTITUDE:  
ASSIGNED BY ATC

ALBUQUERQUE  
ABQ



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence. . . .

. . . expect RADAR vectors to FORPE, then on track 055° to LALUZ, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (LALUZ6.ABQ)

MAXXO TRANSITION (LALUZ6.MAXXO)

ST JOHNS TRANSITION (LALUZ6.SIN)

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 445' per NM to 4600.

Rwy 21: Standard with minimum climb of 300' per NM to 4600.

NOTE: Chart not to scale.

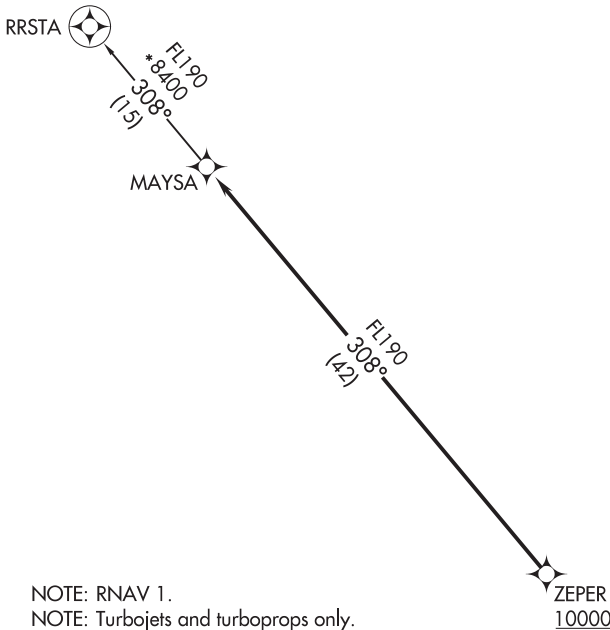
(MAYSA7.MAYSA) 25051

MAYSA SEVEN DEPARTURE (RNAV) AL-5651 (FAA)

SCOTTSDALE (SDL)  
SCOTTSDALE, ARIZONA

PHOENIX DEP CON  
120.7 239.0  
ATIS  
118.6  
CLNC DEL  
124.8  
GND CON  
121.6  
SCOTTSDALE TOWER\*  
119.9

**TOP ALTITUDE:  
ASSIGNED BY ATC**



NOTE: RNAV 1.  
NOTE: Turbojets and turboprops only.  
NOTE: RADAR required.  
NOTE: GPS required.  
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.  
Do not file.  
NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

**TAKEOFF MINIMUMS**

Rwy 3: Standard with minimum climb of 445' per NM to 4600.  
Rwy 21: Standard with minimum climb of 300' per NM to 4600.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climbing left turn heading 335° or as assigned by ATC, thence. . .

**TAKEOFF RUNWAY 21:** Climbing right turn heading 335° or as assigned by ATC. Thence. . .

. . . expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**RRSTA TRANSITION (MAYSA7.RRSTA)**

**MAYSA SEVEN DEPARTURE (RNAV)**  
(MAYSA7.MAYSA) 21MAY20

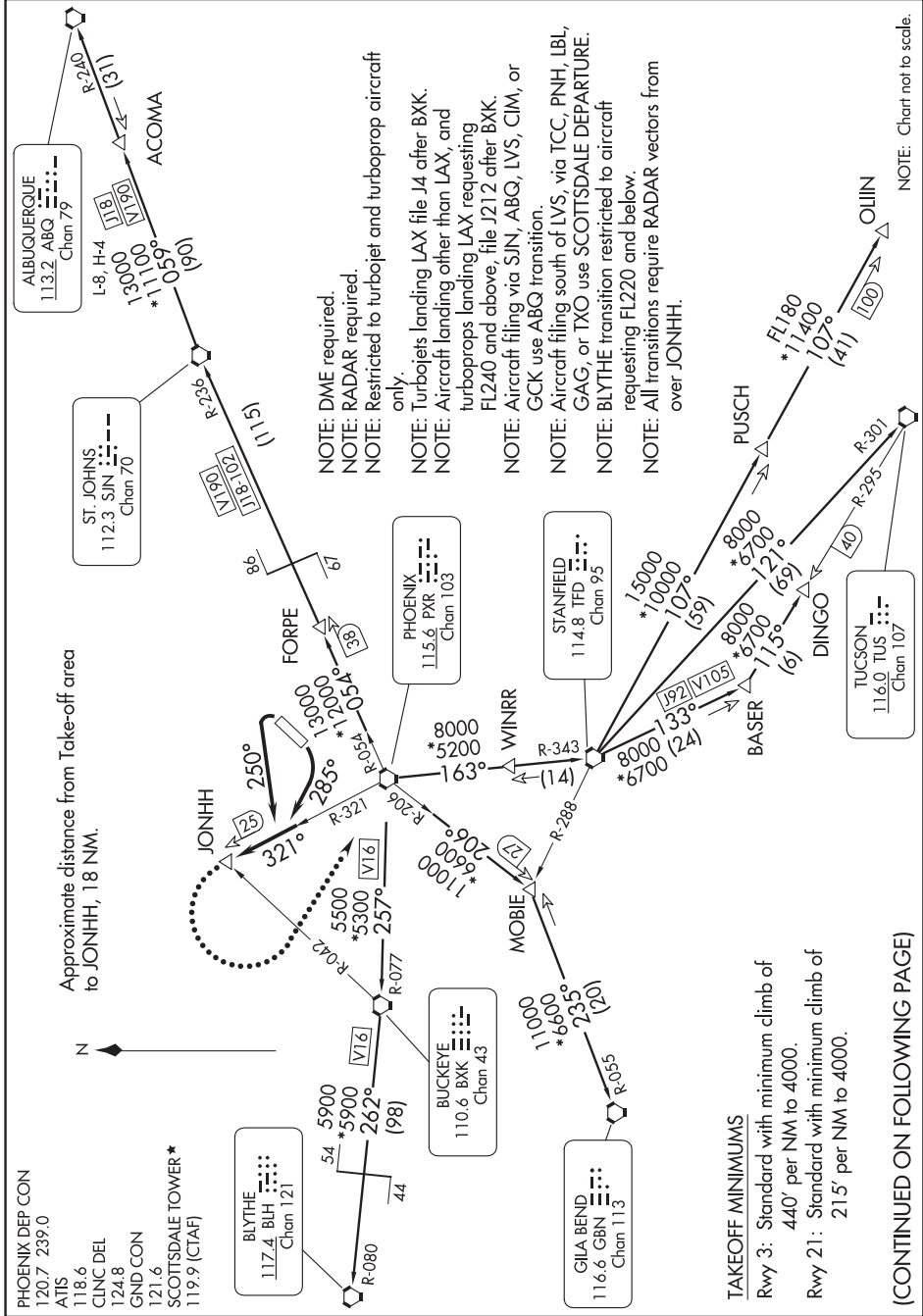
SCOTTSDALE, ARIZONA  
SCOTTSDALE (SDL)

SCOTTSDALE SEVEN DEPARTURE

AL-5651 (FAA)

SCOTTSDALE (SDL)  
SCOTTSDALE, ARIZONA

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

SCOTTSDALE SEVEN DEPARTURE

SCOTTSDALE, ARIZONA  
SCOTTSDALE (SDL)

(SCOT7.SCOT) 18312

## SCOTTSDALE SEVEN DEPARTURE

AL-5651 (FAA)

SCOTTSDALE (SDL)  
SCOTTSDALE, ARIZONA

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence. . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence. . . .

. . . .via RADAR vectors to (assigned route).

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition. Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SCOT7.ABQ): From over JONHH INT on RADAR vectors and PXR R-054 and SJN R-236 to SJN VORTAC, then on SJN R-059 and ABQ R-240 to ABQ VORTAC.

BLYTHE TRANSITION (SCOT7.BLH): From over JONHH INT on RADAR vectors and BXX R-077 to BXX VORTAC, then on BXX R-262 and BLH R-080 to BLH VORTAC.

BUCKEYE TRANSITION (SCOT7.BXK): From over JONHH INT on RADAR vectors and BXX R-077 to BXX VORTAC.

DINGO TRANSITION (SCOT7.DINGO): From over JONHH INT on RADAR vectors and TFD R-343 to TFD VORTAC, then on TFD R-133 to BASER INT, and then on TUS R-295 to DINGO INT.

GILA BEND TRANSITION (SCOT7.GBN): From over JONHH INT on RADAR vectors and PXR R-206 to MOBIE INT, then on GBN R-055 to GBN VORTAC.

OLIIN TRANSITION (SCOT7.OLIIN): From over JONHH INT on RADAR vectors and TFD R-343 to TFD VORTAC, then on TFD R-107 to PUSCH INT, and then on TFD R-107 to OLIIN INT.

TUCSON TRANSITION (SCOT7.TUS): From over JONHH INT on RADAR vectors and TFD R-343 to TFD VORTAC, then on TFD R-121 and TUS R-301 to TUS VORTAC.

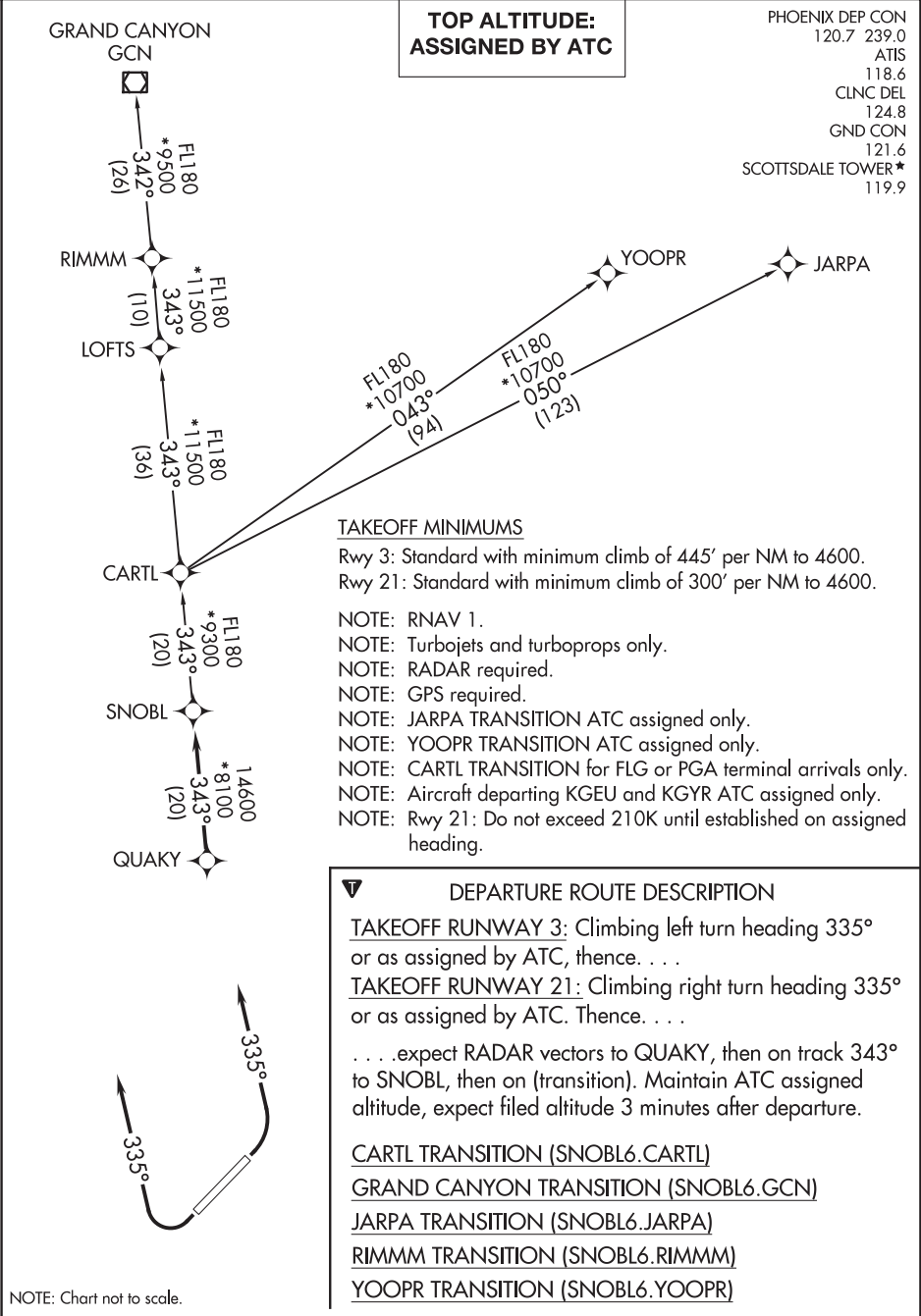
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

SCOTTSDALE SEVEN DEPARTURE

(SCOT7.SCOT) 26JUL12

SCOTTSDALE, ARIZONA  
SCOTTSDALE (SDL)



(YOTES6.YOTES) 25051

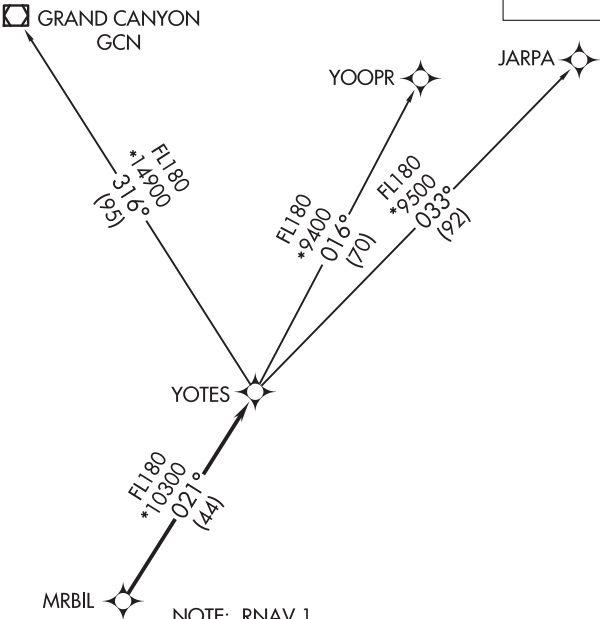
YOTES SIX DEPARTURE (RNAV)

AL-5651 (FAA)

SCOTTSDALE (SDL)  
SCOTTSDALE, ARIZONA

PHOENIX DEP CON  
120.7 239.0  
ATIS  
118.6  
CLNC DEL  
124.8  
GND CON  
121.6  
SCOTTSDALE TOWER ★  
119.9

TOP ALTITUDE:  
ASSIGNED BY ATC



- NOTE: RNAV 1.
- NOTE: Turbojets and turboprops only.
- NOTE: RADAR required.
- NOTE: GPS required.
- NOTE: GCN TRANSITION ATC assigned only.
- NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
- NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

TAKEOFF MINIMUMS

- Rwy 3: Standard with minimum climb of 445' per NM to 4600.
- Rwy 21: Standard with minimum climb of 300' per NM to 4600.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition).  
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

GRAND CANYON TRANSITION (YOTES6.GCN)

JARPA TRANSITION (YOTES6.JARPA)

YOOPR TRANSITION (YOTES6.YOOPR)

YOTES SIX DEPARTURE (RNAV)

(YOTES6.YOTES) 24MAY18

SCOTTSDALE, ARIZONA  
SCOTTSDALE (SDL)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

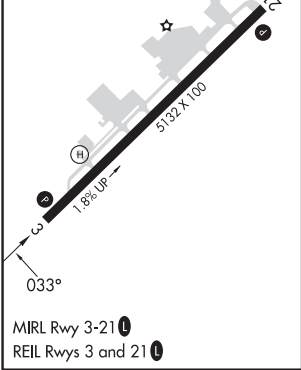
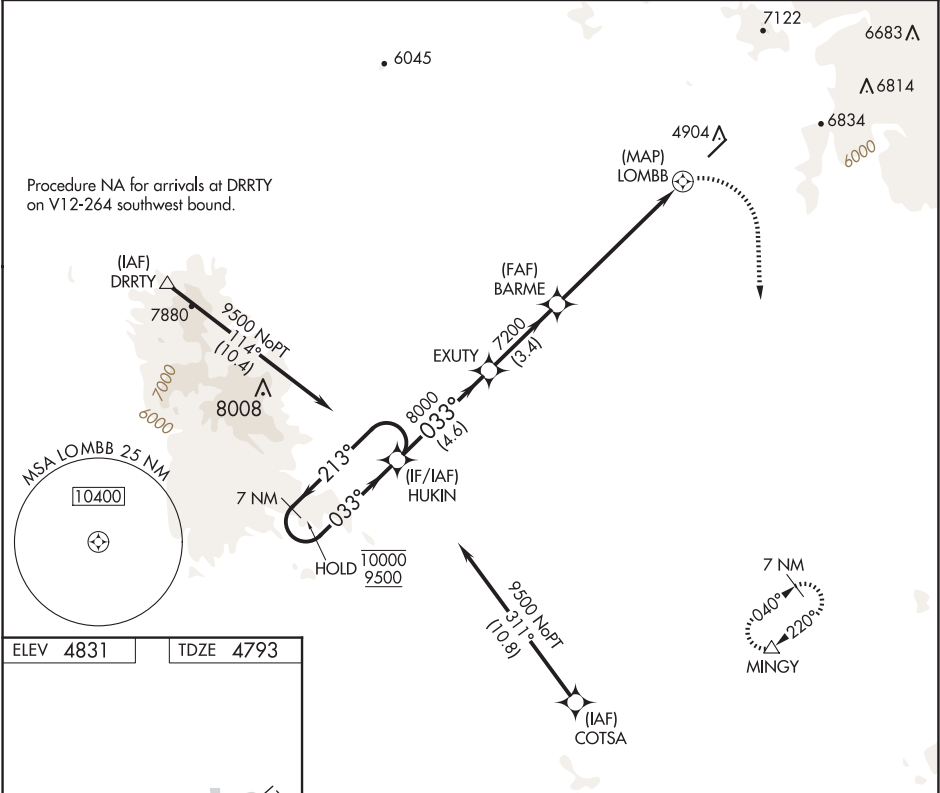
APP CRS	Rwy Ldg	5132
033°	TDZE	4793
	Apt Elev	4831

# RNAV (GPS) RWY 3

SEDONA (SEZ)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 12000 direct MINGY and hold, continue climb-in-hold to 12000
<div><div></div><div>Procedure NA northwest of Rwy 3-21. Circling Rwy 21 NA at night. When local altimeter not received, procedure NA.</div></div>	

AWOS-3PT 118.525	PHOENIX APP CON 126.375 236.775	UNICOM 123.0 (CTAF) 0
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7 NM Holding Pattern				12000	MINGY
10000 9500 213° 033° 033° 8000 7200				1.6 NM to LOMBB	LOMBB
4.6 NM 3.4 NM 4.7 NM 1.6 NM 1.3				3.00° TCH 45	
CATEGORY	A	B	C	D	
LNAV MDA	5720-1½ 927 (1000-1½)	5740-1½ 947 (1000-1½)	6460-3 1667 (1700-3)	6640-3 1847 (1900-3)	
CIRCLING	5720-1½ 889 (900-1½)	5880-1½ 1049 (1100-1½)	7080-3 2249 (2300-3)	NA	

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

(BYTER1.BYTER) 23166

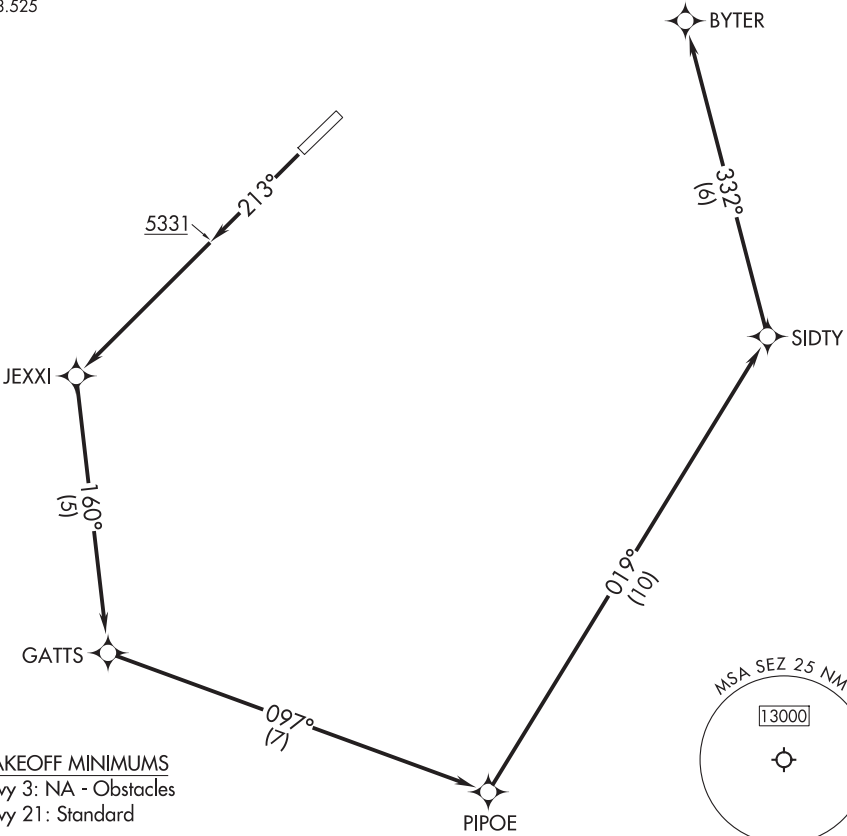
BYTER ONE DEPARTURE (OBSTACLE) (RNAV)

AL-6169 (FAA)

SEDONA (SEZ)  
SEDONA, ARIZONA

PHOENIX DEP CON  
126.375 236.775  
AWOS-3PT  
118.525

RNAV 1 - GPS



TAKEOFF MINIMUMS  
Rwy 3: NA - Obstacles  
Rwy 21: Standard

TAKEOFF OBSTACLE NOTES

Rwy 21: Trees, terrain, light poles, vegetation, fence beginning from DER, 94' left of centerline, up to 12' AGL/4758' MSL.  
Light poles 9' from DER, 93' right of centerline, 4' AGL/4737' MSL.  
Vegetation 16' from DER, 173' right of centerline, 4738' MSL.  
Vegetation, trees, fence beginning 19' from DER, 144' left of centerline, up to 4760' MSL.  
Pole and vegetation beginning 31' from DER, 130' right of centerline, up to 21' AGL/4743' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb on heading 213° to 5331, then climb direct JEXXI, then climbing left turn on track 160° to GATTS, then on track 097° to PIPOE, then on track 019° to SIDTY, then on track 332° to cross BYTER at or above MEA for route of flight.

BYTER ONE DEPARTURE (OBSTACLE) (RNAV)

(BYTER1.BYTER) 15JUN23

SEDONA, ARIZONA  
SEDONA (SEZ)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

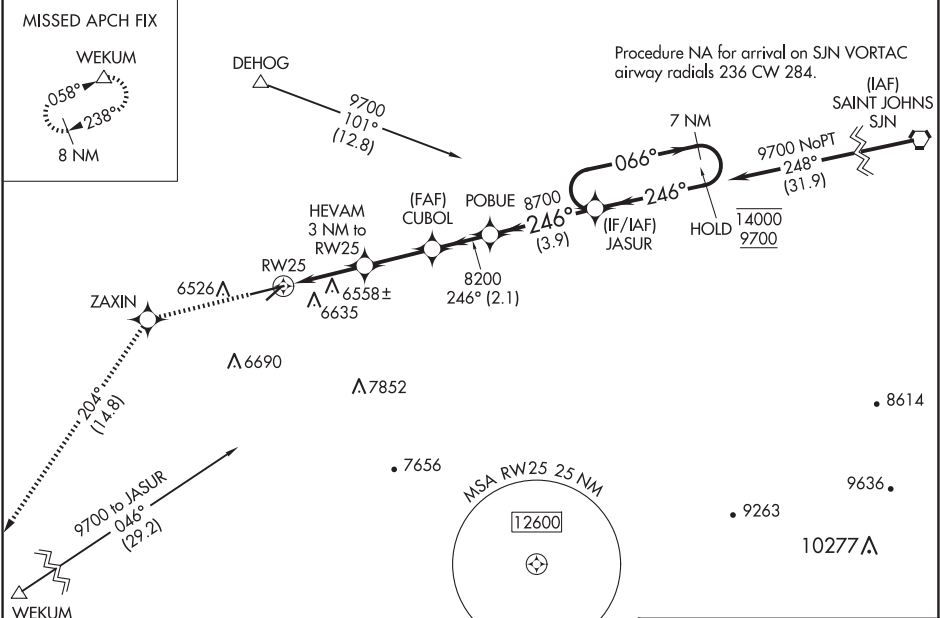


WAAS CH <b>72718</b> <b>W25A</b>	APP CRS <b>246°</b>	Rwy Ldg TDZE Apt Elev <b>7200</b> <b>6405</b> <b>6416</b>
--	------------------------	--

RNAV (GPS) RWY 25  
SHOW LOW RGNL (SOW)

RNP APCH-GPS.	MISSED APPROACH: Climb to 13000 direct ZAXIN and on track 204° to WEKUM and hold, continue climb-in-hold to 13000.
▼ Circling NA southeast of Rwy 4 and 25. Circling Rwy 4 NA at night. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

AWOS-3 <b>118.075</b>	ALBUQUERQUE CENTER <b>132.9 239.05</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 6416		D		TDZE 6405	
13000	ZAXIN	tr 204°	WEKUM		
POBUE		JASUR	7 NM Holding Pattern		
HEVAM 3 NM to RW25 8200		CUBOL 8200	066° 14000	246° 9700	
RW25 1.2 NM to RW25 7400		8700	GP 3.00° TCH 51		
1.2 NM 1.8 NM 2.5 NM 2.1 NM 3.9 NM					
CATEGORY	A	B	C	D	
LPV DA	6605-¾		200 (200-¾)		
LNAV/VNAV DA	6704-⅞		299 (300-⅞)		
LNAV MDA	6820-1 415 (500-1)		6820-1⅛ 415 (500-1⅛)		
CIRCLING	6840-1 424 (500-1)	6880-1 464 (500-1)	7180-2¼ 764 (800-2¼)	7340-3 924 (1000-3)	
REIL Rwy 7 and 25 0				MIRL Rwy 7-25 0	

SW-4, 12 JUN 2025 to 07 AUG 2025

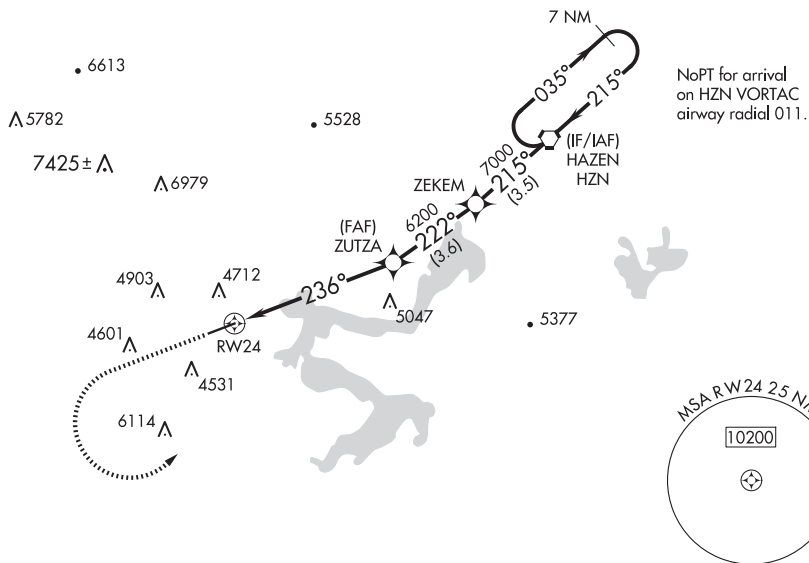
SW-4, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 24  
SILVER SPRINGS (SPZ)

**MISSED APPROACH:** Climb to 6900 then climbing left turn to 9900 direct HZN VORTAC and hold, continue climb-in-hold to 9900.

\*Missed approach requires minimum climb of 315 feet per NM to 6900.

AWOS-2 <b>120.475</b>	KNFL ATIS* <b>370.925</b>	NAVY FALLON APP CON <b>120.85 360.2</b>	CTAF <b>122.90</b>
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CATEGORY	A	B	C	D
LPV DA*	4593-1¼	356 (400-1¼)		NA
LPV DA	5007-3	770 (800-3)		NA
LNAV/VNAV DA	5209-4	972 (1000-4)		NA
LNAV MDA	5280-1¼ 1043 (1100-1¼)	5280-1½ 1043 (1100-1½)	5280-3 1043 (1100-3)	NA
CIRCLING	5280-1¼ 1015 (1100-1¼)	5620-1½ 1355 (1400-1½)	6040-3 1775 (1800-3)	NA

SILVER SPRINGS (SPZ)  
RNAV (GPS) RWY 24

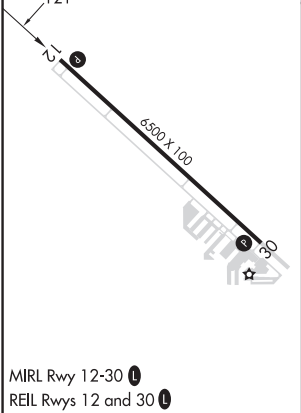
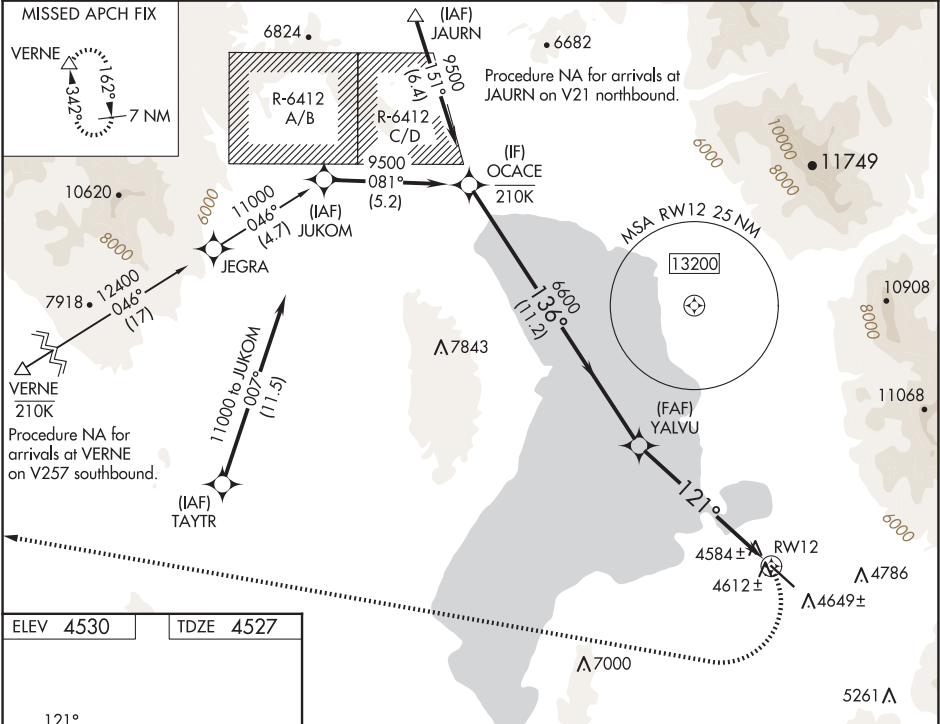
SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>78042</b> <b>W12A</b>	APP CRS <b>121°</b>	Rwy Ldg TDZE <b>4527</b> Apt Elev <b>4530</b>
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RNAV (GPS) Y RWY 12  
SPANISH FORK MUNI/WOODHOUSE FLD (SPK)

RNP APCH - GPS.	<p>▼ Rwy 12 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use PVU altimeter setting and increase all MDAs 20 feet. Circling NA for Cat D northeast of Rwy 12-30.</p> <p>▲ NA -21°C</p>	MISSED APPROACH: (Do not exceed 185K until turn completion) Climbing right turn to 11500 direct VERNE and hold.
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AWOS-3PT <b>119.275</b>	SALT LAKE CITY APP CON <b>118.85 233.7</b>	CTAF <b>122.9</b>
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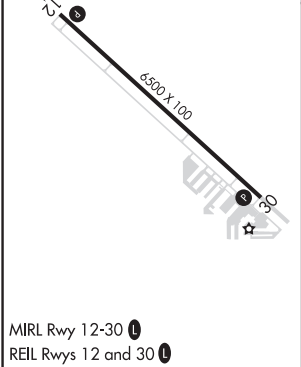
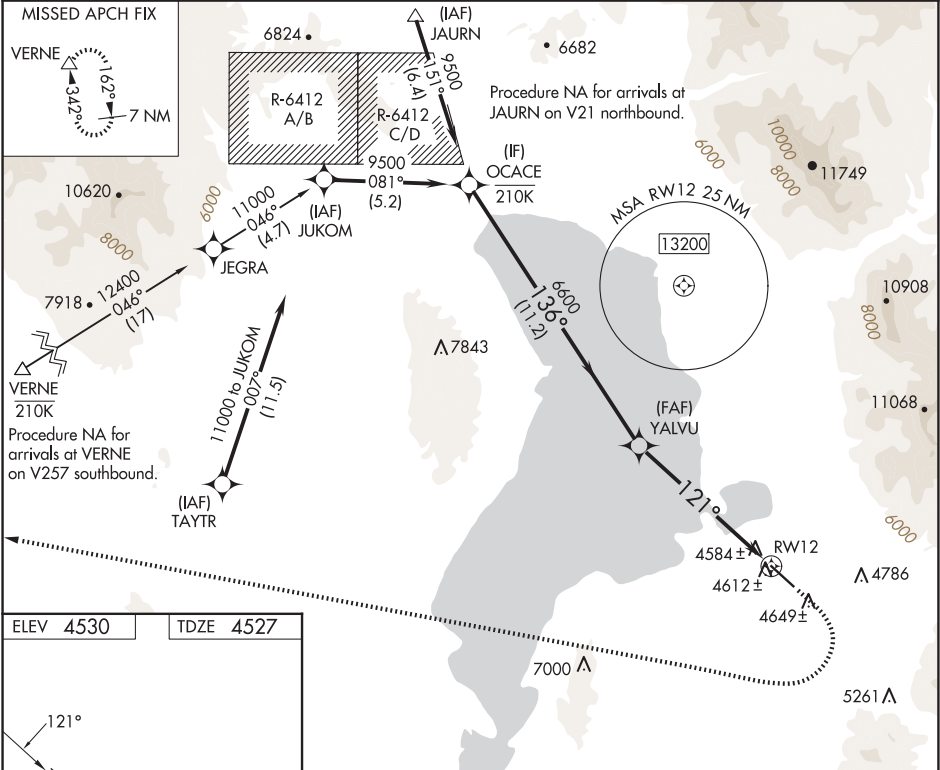
OCACE		Visual Segment - Obstacles.		11500	VERNE
9500		YALVU		RW12	
136°		6600		121°	
11.2 NM		6.4 NM			
CATEGORY	A	B	C	D	
LP MDA	6040-1¼ 1513 (1600-1¼)	6040-1½ 1513 (1600-1½)	6040-3	1513 (1600-3)	
LNAV MDA	6160-1¼ 1633 (1700-1¼)	6160-1½ 1633 (1700-1½)	6160-3	1633 (1700-3)	
CIRCLING	6160-1¼ 1630 (1700-1¼)	6160-1½ 1630 (1700-1½)	6160-3	1630 (1700-3)	

WAAS CH <b>82342</b> <b>W12B</b>	APP CRS <b>121°</b>	Rwy Ldg TDZE <b>4527</b> Apt Elev <b>4530</b>
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**RNAV (GPS) Z RWY 12**  
SPANISH FORK MUNI/WOODHOUSE FLD (SPK)

RNP APCH - GPS.		MISSED APPROACH: (Do not exceed 185K until VERNE) Climb to 5000 then climbing right turn to 11500 direct VERNE and hold. *Missed approach requires minimum climb of 380 feet per NM to 7600; if unable to meet climb gradient, see RNAV (GPS) Y RWY 12.
▼ NA -21°C	Rwy 12 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use PVU altimeter setting and increase all MDAs 20 feet.	

AWOS-3PT <b>119.275</b>	SALT LAKE CITY APP CON <b>118.85 233.7</b>	CTAF <b>122.90</b>
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OCACE		Visual Segment - Obstacles.		5000	11500	VERNE
9500		YALVU		↑	↗	△
136°		6600		RW12		
121°		11.2 NM		6.4 NM		
CATEGORY	A	B	C	D		
LP MDA*	4980-1	453 (500-1)	4980-1 3/8	453 (500-1 3/8)		
LNAV MDA*	4980-1	453 (500-1)	4980-1 3/8	453 (500-1 3/8)		

APP CRS  
**084°**

Rwy Ldg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**4530**

**RNAV (GPS)-A**

SPANISH FORK MUNI/WOODHOUSE FLD (SPK)

▼

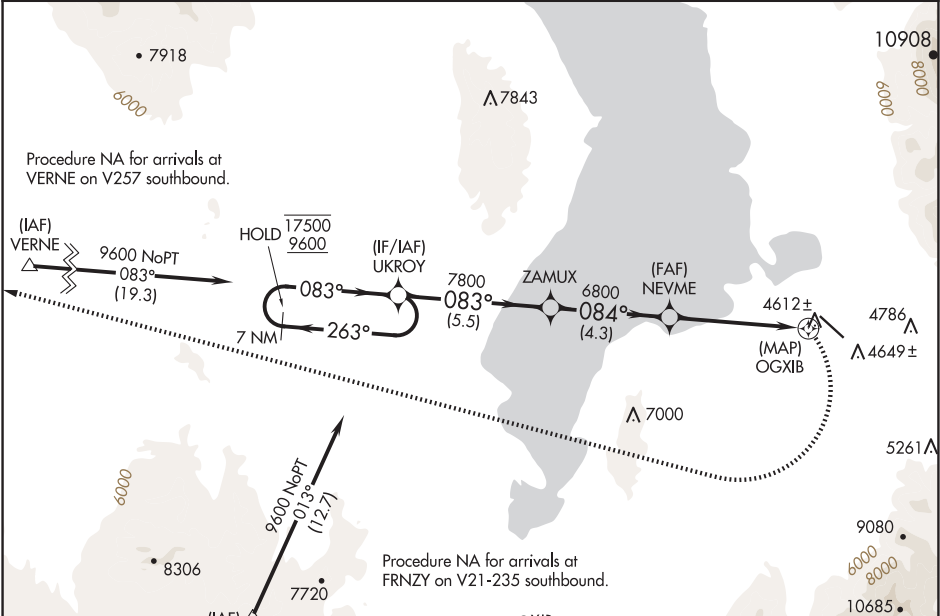
NA

❄ -21°C

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: (Do not exceed 185K until turn completion) Climbing right turn to 11500 direct VERNE and hold.

AWOS-3PT <b>119.275</b>	SALT LAKE CITY APP CON <b>118.85 233.7</b>	CTAF <b>122.9</b>
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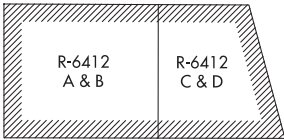
MISSED APCH FIX				ELEV 4530	
VERNE				11500	
7 NM Holding Pattern				VERNE	
17500 9600				084°	
263° 083°				OGXIB	
083° 7800				6500 x 100	
084° 6800				30	
5.5 NM 4.3 NM 5 NM				12	
CATEGORY	A	B	C	D	
CIRCLING	6200-1¼ 1670 (1700-1¼)	6200-1½ 1670 (1700-1½)	6200-3 1670 (1700-3)		
SPANISH FORK, UTAH				SPANISH FORK MUNI/WOODHOUSE FLD (SPK)	
Amdt 1 03NOV22				RNAV (GPS)-A	
40°09'N-111°40'W				505	

(SPK1.FFU) 23334

SPANISH FORK MUNI/WOODHOUSE FLD (SPK)

SPANISH FORK ONE DEPARTURE (OBSTACLE) AL-11420 (FAA) SPANISH FORK, UTAH

SALT LAKE CITY DEP CON  
118.85 233.7  
CTAF  
122.9

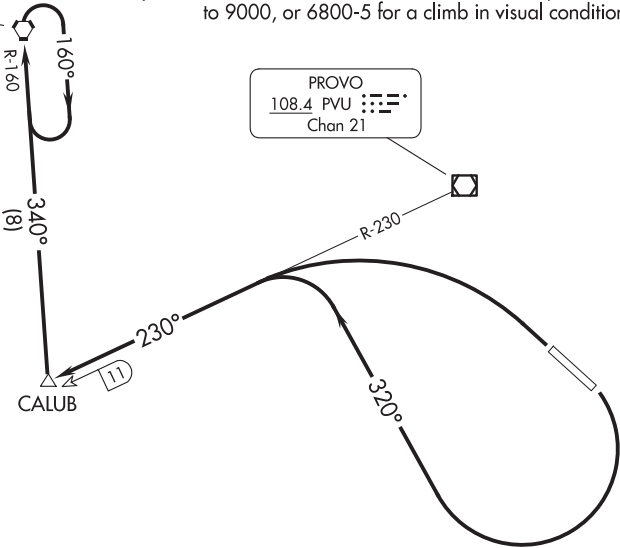


TAKEOFF MINIMUMS

- Rwy 12: Standard with a minimum climb of 455' per NM to 7100, or 6800-5 for a climb in visual conditions.  
Rwy 30: Standard with a minimum climb of 298' per NM to 9000, or 6800-5 for a climb in visual conditions.

FAIRFIELD  
116.6 FFU :::::  
Chan 113

PROVO  
108.4 PVU :::::  
Chan 21



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn to 11 500 on heading 320° and PVU VOR/DME R-230 to CALUB INT/PVU 11 DME, do not exceed 240K until CALUB INT/PVU 11 DME, thence . . . .

TAKEOFF RUNWAY 30: Climbing left turn to 11 500 to intercept PVU VOR/DME R-230 to CALUB INT/PVU 11 DME, thence . . . .

. . . . Climbing right turn on FFU R-160 to FFU VORTAC and hold, continue climb-in-hold to cross FFU VORTAC at MCA/MEA for route of flight.

VCOA RUNWAYS 12, 30: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Spanish Fork Muni/Woodhouse Fld at or above 11 200 before proceeding on course.

SPANISH FORK ONE DEPARTURE (OBSTACLE)

SPANISH FORK, UTAH

(SPK1.FFU) 03JAN19

SPANISH FORK MUNI/WOODHOUSE FLD (SPK)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

TAKEOFF OBSTACLE NOTES

- Rwy 12: Lighting 10' from DER, 29' left of centerline, 2' AGL/4530' MSL.  
Fence 60' from DER, 481' right of centerline, 4535' MSL.  
Building 198' from DER, 449' right of centerline, 12' AGL/4541' MSL.  
Sign, building beginning 297' from DER, 461' right of centerline, up to 4552' MSL.  
Building 1023' from DER, 600' right of centerline, 4555' MSL.  
Tree 1031' from DER, 651' left of centerline, 4563' MSL.  
Tree, building beginning 1140' from DER, 503' left of centerline, up to 4565' MSL.  
Building 1173' from DER, 560' right of centerline, 4559' MSL.  
Building 1434' from DER, 855' right of centerline, 4572' MSL.  
Tree 1514' from DER, 742' left of centerline, 4568' MSL.  
Pole 1818' from DER, 352' right of centerline, 4576' MSL.  
Pole beginning 3232' from DER, 1134' right of centerline, up to 4621' MSL.  
Pole, sign beginning 3499' from DER, 801' left of centerline, up to 106' AGL/4673' MSL.  
Electrical system 3922' from DER, 628' right of centerline, 4637' MSL.  
Pole 4450' from DER, 893' right of centerline, 4649' MSL.  
Pole 4709' from DER, 1365' right of centerline, 4662' MSL.  
Pole 5162' from DER, 1194' right of centerline, 4664' MSL.  
Pole 2 NM from DER, 3639' left of centerline, 4853' MSL.
- Rwy 30: Lighting 9' from DER, 29' right of centerline, 2' AGL/4525' MSL.  
Vegetation 36' from DER, 145' right of centerline, 9' AGL/4527' MSL.  
Tree 750' from DER, 557' left of centerline, 4546' MSL.  
Pole 1182' from DER, 595' left of centerline, 50' AGL/4570' MSL.  
Pole beginning 1479' from DER, 268' left of centerline, up to 60' AGL/4579' MSL.  
Tree 1505' from DER, 550' right of centerline, 49' AGL/4565' MSL.

SPRINGERVILLE, ARIZONA

AL-6631 (FAA)

23334

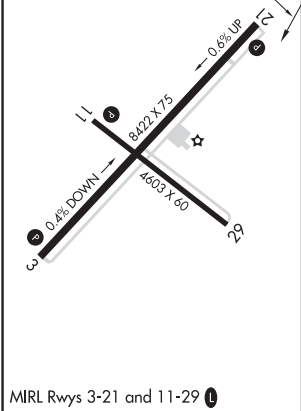
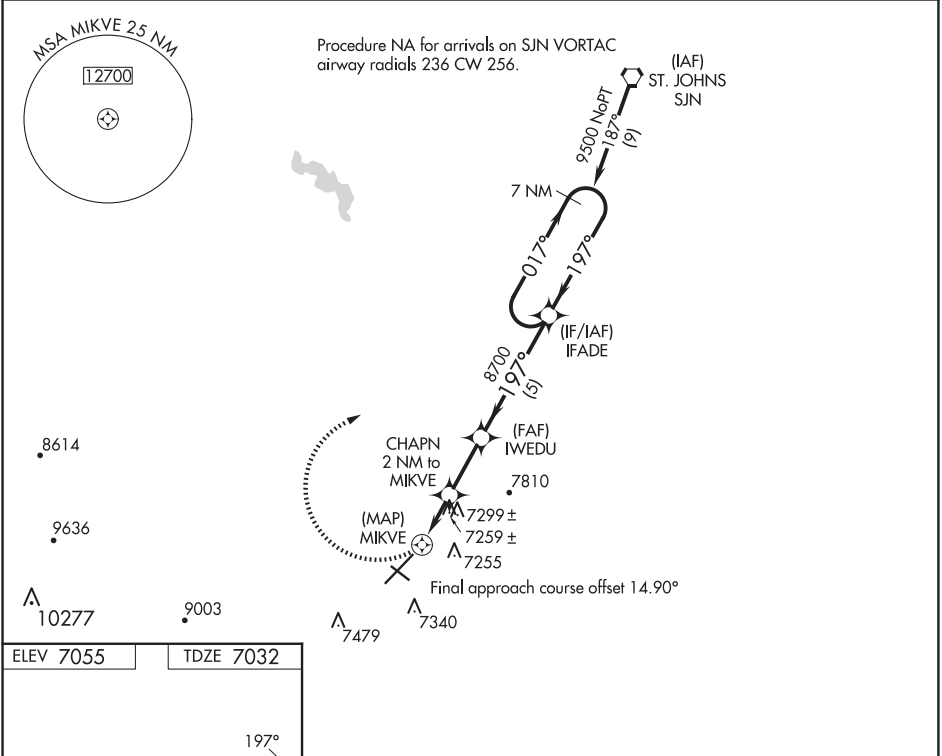
WAAS CH <b>40124</b> <b>W21A</b>	APP CRS <b>197°</b>	Rwy Idg TDZE Apt Elev	<b>8422</b> <b>7032</b> <b>7055</b>
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# RNAV (GPS) RWY 21

SPRINGERVILLE MUNI (JTC)

<p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. Rwy 3, 11, 29 helicopter visibility reduction below 1 SM NA. Circling Rwy 3, 11, 29 NA at night.</p>	<p>MISSED APPROACH: Climbing right turn to 12000 direct IFADE and hold, continue climb-in-hold to 12000.</p>
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AWOS-3PT <b>119.65</b>	ALBUQUERQUE CENTER <b>132.9 239.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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<div>12000</div> <div></div>		<div>IFADE</div> <div></div>		<div>VGSI and descent angles not coincident. (VGSI Angle 3.00/TCH 35)</div>		<div>7 NM Holding Pattern</div>	
<div>CHAPN 2 NM to MIKVE</div>		<div>IWEDU</div>		<div>IFADE</div>			
<div>1.5 NM to MIKVE</div>		<div>MIKVE</div>		<div>≤ 3.20° TCH 40</div>		<div>197°</div>	
<div>0.5</div>		<div>1.5 NM</div>		<div>0.5</div>		<div>2.4 NM</div>	
<div>7900</div>		<div>8700</div>		<div>5 NM</div>		<div>017° → 9500</div>	
<div>← 197°</div>							
CATEGORY		A		B		C	
D							
LP MDA		7520-1 488 (500-1)				NA	
LNAV MDA		7720-1 688 (700-1)				NA	
CIRCLING		7780-1 725 (800-1)		7840-1 785 (800-1)		NA	

SPRINGERVILLE, ARIZONA  
Amdt 1D 30DEC21

34°08'N-109°19'W

# RNAV (GPS) RWY 21

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>53344</b> <b>W21A</b>	APP CRS <b>213°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>5758</b> <b>5823</b>
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RNAV (GPS) RWY 21

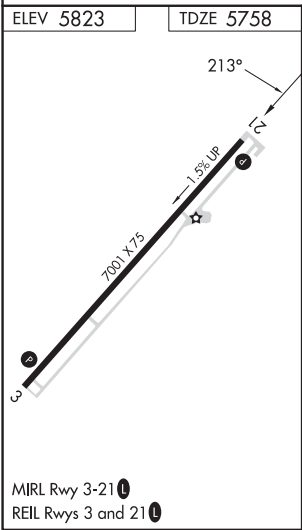
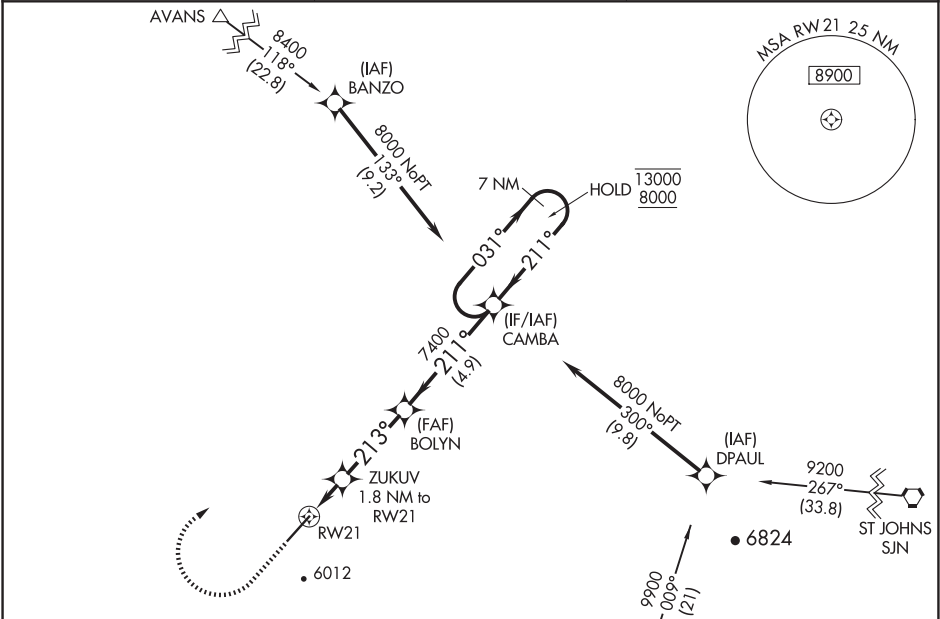
TAYLOR (TYL)

RNP APCH-GPS.

When local altimeter setting not received, procedure NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA  
below 26°C or above 54°C.

MISSED APPROACH: Climb to 6300 then climbing  
right turn to 8000 direct CAMBA and hold.

AWOS-3PT <b>119.075</b>	ALBUQUERQUE CENTER <b>132.9 239.05</b>	UNICOM <b>122.7 (CTAF)</b>
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6300 ↑		8000 ↗		CAMBA ✧		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).				CAMBA 7 NM Holding Pattern					
RW21 ↖		1.3 NM to RW21 ↘		1.8 NM to RW21 ↘		ZUKUV 7400		BOLYN 7400		211° ↗		031° →		13000 8000	
1.3 NM		0.5 NM		3.3 NM		4.9 NM								GP 3.00° TCH 52	
CATEGORY		A		B		C		D							
LPV DA		6008-¾ 250 (200-¾)													
LNAV/VNAV DA		6008-¾ 250 (200-¾)													
LNAV MDA		6180-1 422 (400-1)						6180-1¼ 422 (400-1¼)							
CIRCLING		6320-1 497 (500-1)		6440-1 617 (700-1)		6440-1¾ 617 (700-1¾)		6480-2 657 (700-2)							

(CAMBA4.CAMBA) 21336

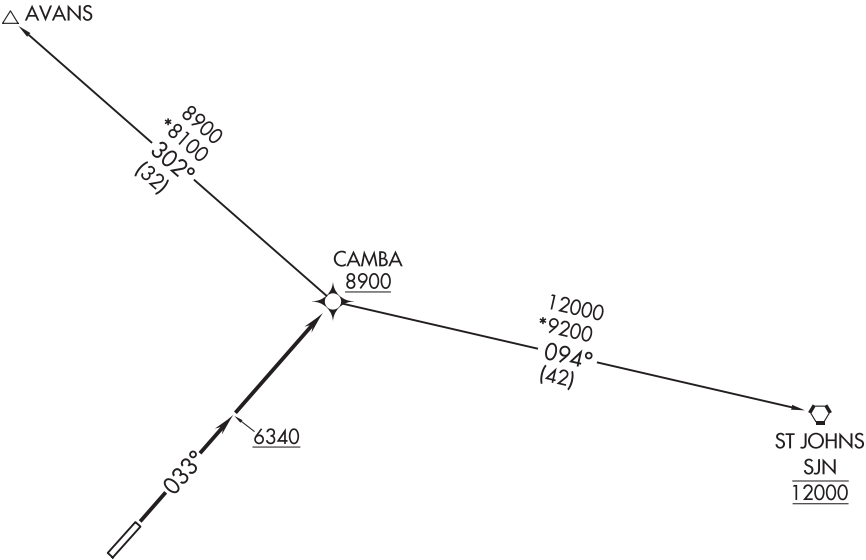
CAMBA FOUR DEPARTURE (RNAV)

AL-9422 (FAA)

TAYLOR (TYL)  
TAYLOR, ARIZONA

ALBUQUERQUE CENTER  
132.9 239.05

**TOP ALTITUDE:  
ASSIGNED BY ATC**



NOTE: GPS required.  
NOTE: RNAV-1.

TAKEOFF MINIMUMS  
Rwy 3: Standard with minimum climb of 500' per NM to 6324.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 033° to 6340, then direct to cross CAMBA at or above 8900, thence. . . .

. . . .on (transition), maintain ATC assigned altitude, expect clearance to filed altitude/flight level 10 minutes after departure.

AVANS TRANSITION (CAMBA4.AVANS)

ST JOHNS TRANSITION (CAMBA4.SJN)

CAMBA FOUR DEPARTURE (RNAV)

(CAMBA4.CAMBA) 02DEC21

TAYLOR, ARIZONA  
TAYLOR (TYL)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **42924**  
**W15A**

APP CRS  
**150°**

Rwy Idg  
TDZE **5430**  
Apt Elev **5430**

**RNAV (GPS) RWY 15**

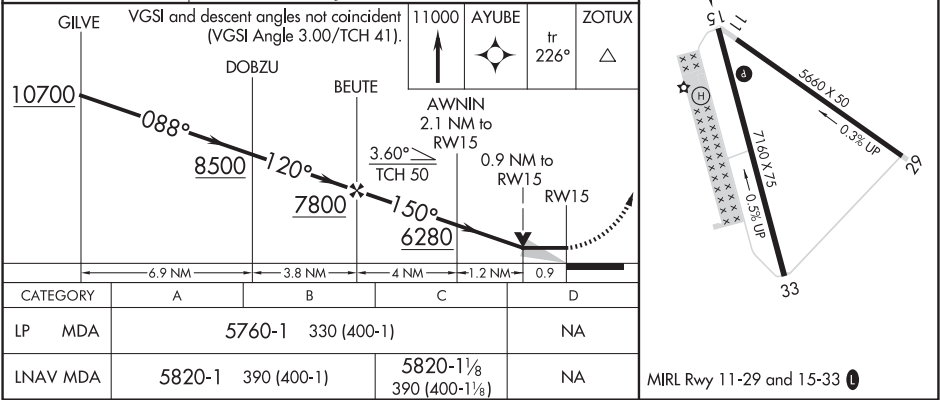
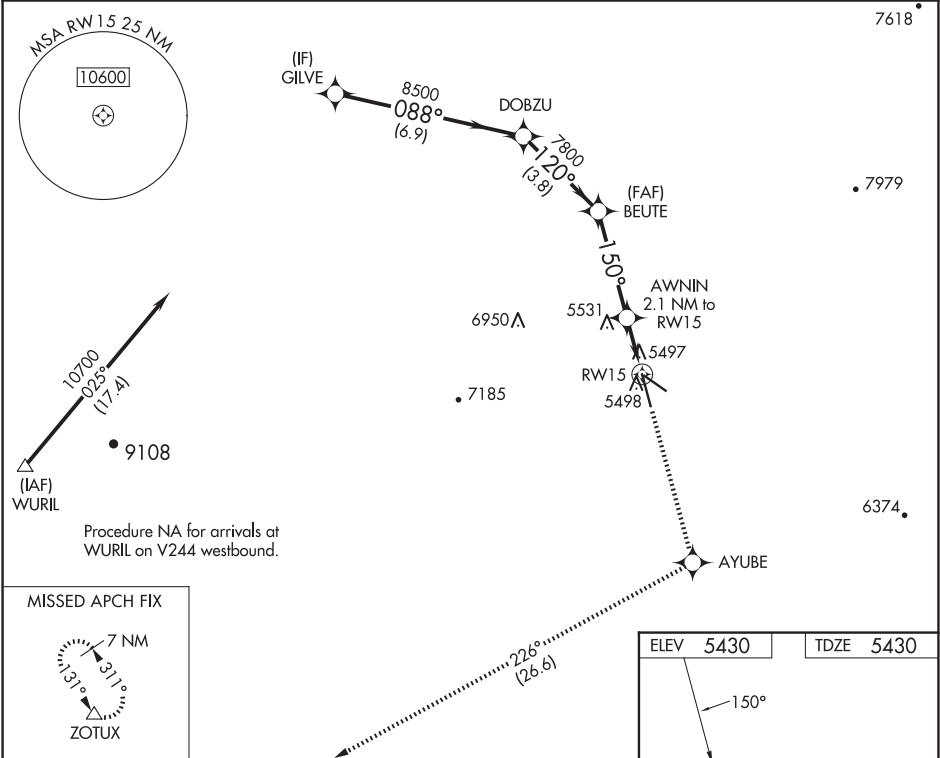
TONOPAH (TPH)

RNP APCH - GPS.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 11000 direct AYUBE and on track 226° to ZOTUX and hold.

ASOS <b>118.875</b>	NELUS APP CON <b>119.35 254.4</b>	UNICOM <b>123.0 (CTAF) 0</b>
------------------------	--------------------------------------	---------------------------------



VORTAC TPI <b>116.0</b> Chan <b>107</b>	APP CRS <b>288°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>5430</b>
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VOR-A  
TONOPAH (TPH)



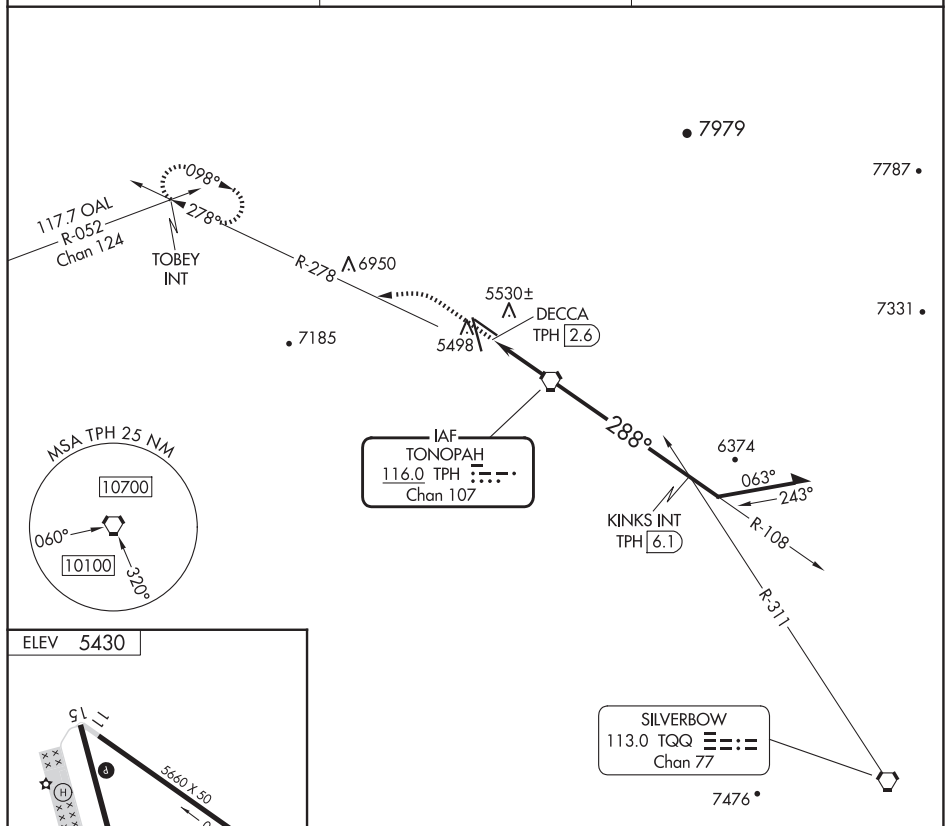
Circling Rwy 11 NA at night. When local altimeter setting not received, procedure NA. Circling NA for Cat D southwest of Rwy 15-33.

**MISSED APPROACH:** Climb to 6800 then climbing left turn to 8700 on heading 250° and on TPH VORTAC R-278 to TOBEY INT and hold.

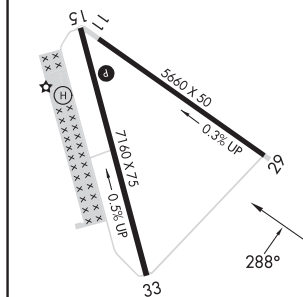
ASOS  
118,875

NELLIS APP CON  
119.35 254.4

UNICOM  
123.0 (CTAF) **L**



ELEV 5430

MIRL Rwy 11-29 and 15-33 **L**

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

6800 ↑	8700 hdg 250°	TPH R-278	TOBEY INT	TPH VORTAC	Remain within 10 NM
				108°	8800
DECCA TPH 2.6				7100	8100
2.6 NM				6.1 NM	
CATEGORY	A	B	C	D	
CIRCLING	6640-1¼ 1210 (1300-1¼)	6640-1½ 1210 (1300-1½)	6640-3	1210 (1300-3)	

TONOPAH, NEVADA

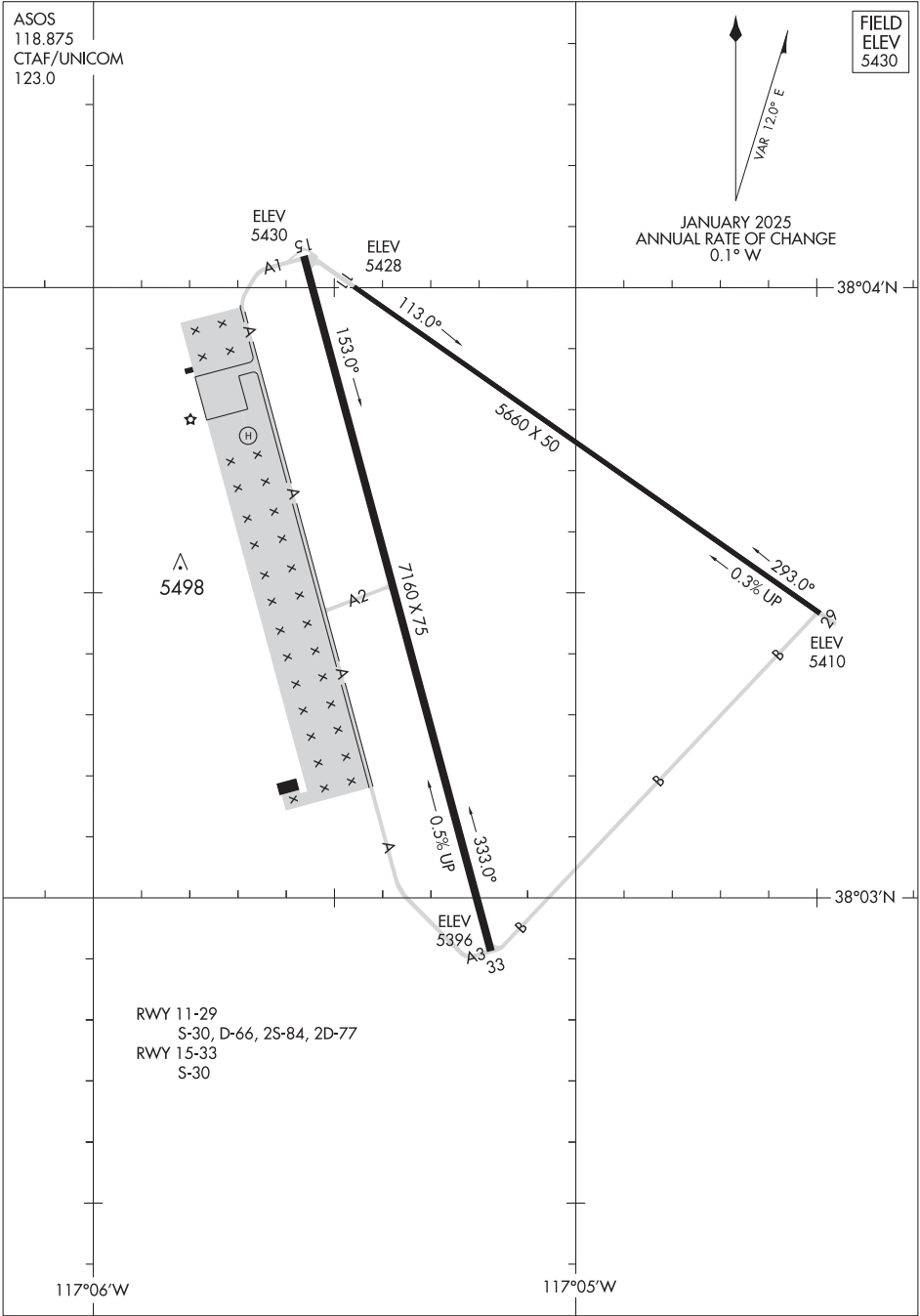
Orig 05SEP24

38°04'N-117°05'W

TONOPAH (TPH)

VOR-A

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

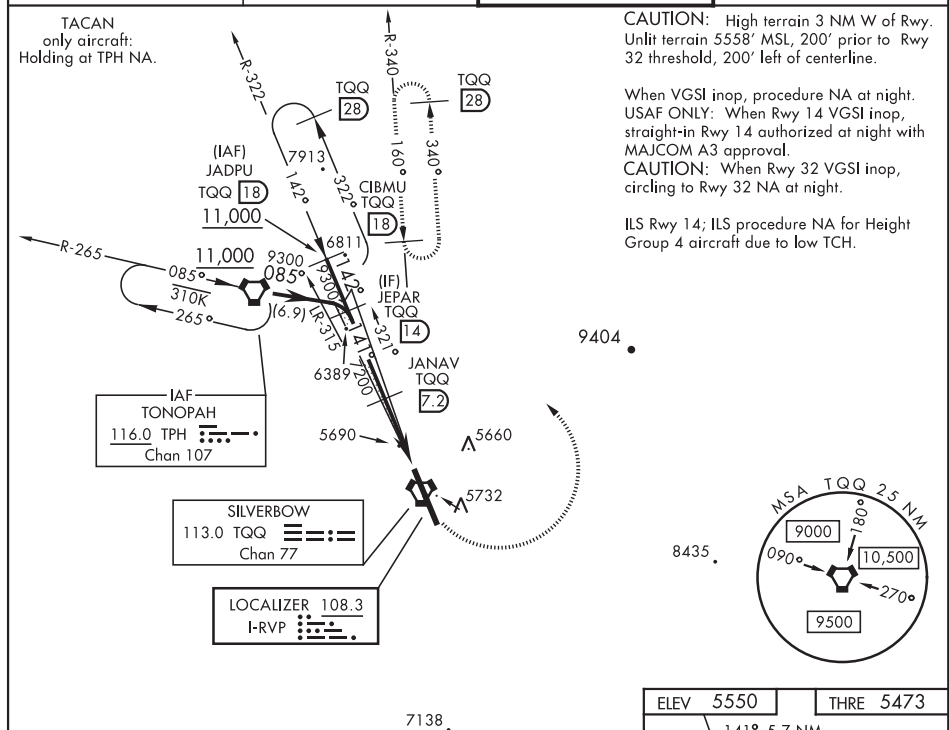
SW-4, 12 JUN 2025 to 07 AUG 2025

TONOPAH, NEVADA

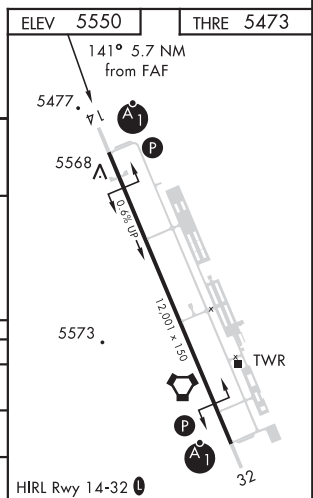
## ILS or LOC/DME RWY 14

LOC I-RVP <b>108.3</b>	APCH CRS <b>141°</b>	Rwy Ldg <b>12,001</b> THRE <b>5473</b> Arpt Elev <b>5550</b>	AL-3188 [USAF]	TONOPAH TEST RANGE (KTNX)
<p>▼ *When ALS inop, increase vis to ¼ mile.          **When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1½ miles.          ***Circling not authorized W of Rwy 14-32.</p>				<p>ALS-1 A1</p> <p>MISSED APPROACH: Turn left climbing to 11,000 via TQQ R-340 to CIBMU and hold, continue climb-in-hold to 11,000.</p>

AWOS <b>113.0</b>	NELLIS CONTROL <b>119.35 254.4</b>	SILVERBOW TOWER★ <b>124.75 257.95 0</b>	GND CON <b>127.25 335.5</b>
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<p>VGSI and descent angles not coincident.</p> <p>JEPAR 14 9300</p> <p>JANAV 7.2 7200</p> <p>OSRIE 2.9 7200</p> <p>VORTAC</p> <p>GS 2.75° TCH 42</p> <p>5.2 NM</p> <p>0.5 NM</p>					
CATEGORY	A	B	C	D	E
S-ILS 14*	5673 - ½		200	(200 - ½)	
S-LOC 14**	5960 - ½ 487 (500 - ½)		5960-1	487	(500-1)
CIRCLING***	6040-1 490 (500-1)		6040-1½ 490 (500-1½)	6100-2 550 (600-2)	



TONOPAH, NEVADA

37°47'N - 116°47'W

TONOPAH TEST RANGE (KTNX)

Amdt 3 09JAN14

## ILS or LOC/DME RWY 14

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

## ILS or LOC/DME RWY 32

**LOC I-UVV 111.7**      **APCH CRS 321°**      **Rwy Idg 12,001**  
**THRE 5550**      **Arprt Elev 5550**      **AL-3188 [USAF]**      **TONOPAH TEST RANGE (KTNX)**

**ALSF-1**      **MISSED APPROACH:** Climb to 11,000 via TQQ VORTAC R-325 to ROCEN and hold, continue climb in hold to 11,000.

**AWOS 113.0**      **NELLIS CONTROL 119.35 254.4**      **SILVERBOW TOWER ★ 124.75 257.95 0**      **GND CON 127.25 335.5**

**CAUTION:** High terrain 3 NM W of Rwy. Unlit terrain 5561' MSL, 200' prior to threshold, 385' left of course.

**SILVERBOW 113.0 TQQ Chan 77**

**LOCALIZER 111.7 I-UVV**

**ROCEN TQQ 18**      **TQQ 28**      **7913**      **325°**      **1.45°**      **7756**      **6862**

**5660**      **5732**      **5713**      **PALAE TQQ 4**      **DRAKO TQQ 7.3**      **5871**      **7090**      **321°**      **1.41°**      **(IF) JIREM TQQ 14**      **7138**      **(IAF) JESVO TQQ 18**      **321°**      **1.41°**      **TQQ 28**      **7795**

**9404**      **8435**

**MSA TQQ 2.5 NM**      **9000**      **10,500**      **9500**      **090°**      **180°**      **270°**

**EMERG SAFE ALT 100 NM 16,600**

**11,000**      **ROCEN TQQ 18**      **VGSI and descent angles not coincident**      **JESVO 18**      **10,400**

**VORTAC**      **DRAKO 7.3**      **JIREM 14**      **8700**      **6600**      **7600**      **321°**      **GS 2.75° TCH 30**

**WATLU 1**      **PALAE 4**      **0.5 NM**      **3 NM**      **3.3 NM**

CATEGORY	A	B	C	D	E
S-ILS 32	5800-1	250	(300-1)		
S-LOC 32 *	5980-1	430	(500-1)		
<b>CIRCLING</b>	6040-1 490 (500-1)	6040-1½ 490 (500-1½)	6100-2 550	(600-2)	

**HIRL Rwy 14-32**      **5568**      **5575**      **5573**      **5577**      **5591**      **321° 6.8 NM from FAF**      **12,001 ± 50**      **0.55° DOWN**      **TWR**

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

TONOPAH, NEVADA

RNAV (GPS) RWY 14

APCH CRS  
**141°**

Rwy ldg **12,001**  
TDZE **5496**  
Arpt Elev **5550**

AL-3188 [USAF]

TONOPAH TEST RANGE (KTNX)

▼ \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1½ miles.  
\*\* Circling not authorized W of Rwy 14-32.

ALSF-1



MISSED APPROACH: Turn left climbing to 11,000 direct JADPU and hold, continue climb-in-hold to 11,000.

AWOS  
**113.0**

NELLIS CONTROL  
**119.35 254.4**

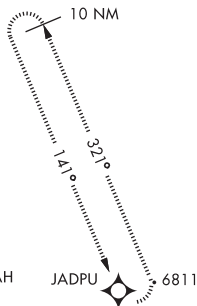
SILVERBOW TOWER ★  
**124.75 257.95** 0

GND CON  
**127.25 335.5**

DME/DME RNP-0.3 NA

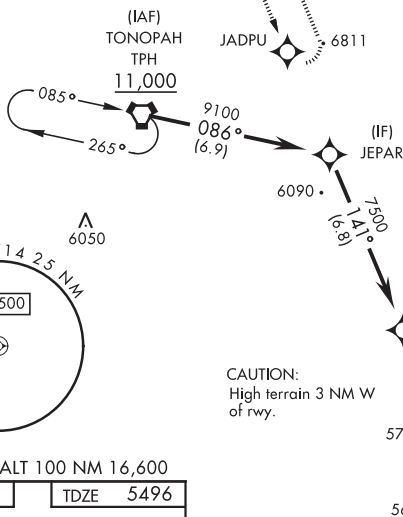
When VGSI inop, procedure NA at night.

When Rwy 32 VGSI inop, circling to Rwy 32 NA at night.

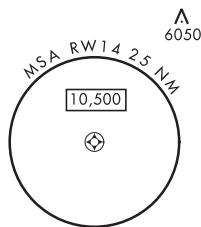


Unlit terrain 5558' MSL, 200' prior to Rwy 32 threshold, 200' left of centerline. When VGSI inop, procedure NA at night.

USAF ONLY: When Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval.

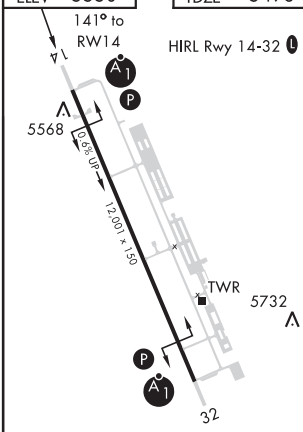


CAUTION:  
High terrain 3 NM W of rwy.



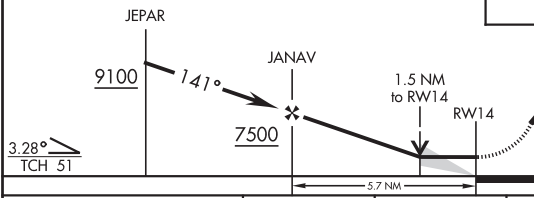
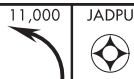
EMERG SAFE ALT 100 NM 16,600

ELEV **5550** TDZE **5496**



HIRL Rwy 14-32 0

VGSI and descent angles not coincident



CATEGORY	A	B	C	D
RNAV MDA *	5960/24 464 (500-½)	5960/50 464 (500-1)	5960/50 464 (500-1)	5960/50 464 (500-1)
CIRCLING **	6040-1 490 (500-1)	6040-1½ 490 (500-1½)	6100-2 550 (600-2)	6100-2 550 (600-2)

TONOPAH, NEVADA

37°47'N-116°47'W

TONOPAH TEST RANGE (KTNX)

Amdt 4 29MAR18

RNAV (GPS) RWY 14

SW-4, 12 JUN 2025 to 07 AUG 2025



## RNAV (GPS) RWY 32

APCH CRS <b>321°</b>	Rwy Idg <b>12,001</b> TDZE <b>5550</b> Arpt Elev <b>5550</b>
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AL-3188 [USAF]

TONOPAH TEST RANGE (KTNX)

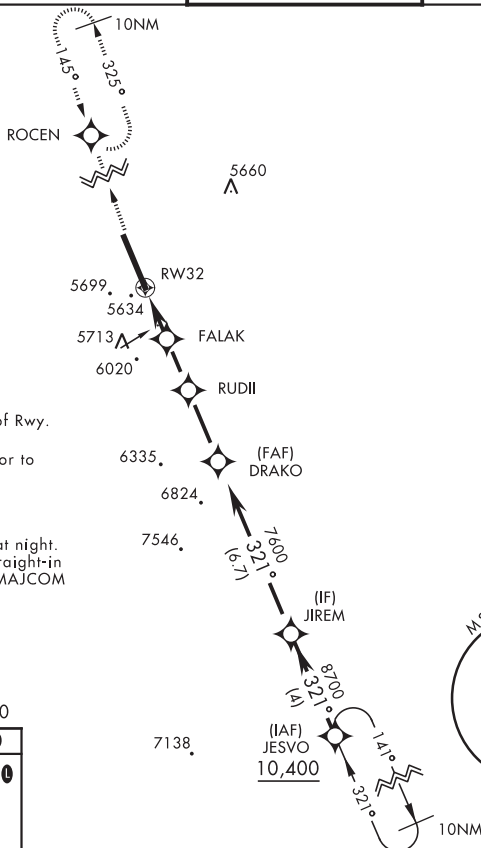


**MISSED APPROACH:** Climb to 11,000 direct ROCEN and hold, continue climb-in-hold to 11,000.

AWOS 113.0	NELLIS CONTROL 119.35 254.4	SILVERBOW TOWER ★ 124.75 257.95 0	GND CON 127.25 335.5
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DME/DME RNP-0.3 NA

9200



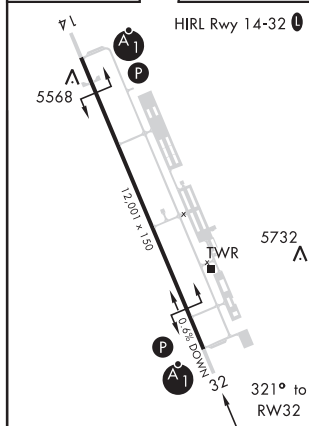
CAUTION: High terrain 3 NM W of Rwy.

Unlit terrain 5561' MSL, 200' prior to  
threshold, 385' left of course.

When VGSI inop, procedure NA at night.  
 USAF ONLY: When VGSI inop, straight-in  
 Rwy 32 authorized at night with MAJCOM  
 A3 approval.

EMERG SAFE ALT 100 NM 16,600

ELEV	5550		TDZE	5550
------	------	--	------	------



11,000 ↑	ROCN 				
CATEGORY		A	B	C	D
LNAV MDA *		5980/24 430 (500-½)		5980/40 430 (500-¾)	
CIRCLING **		6040-1 490 (500-1)		6040-1½ 490 (500-1½)	6100-2 550 (600-2)

TONOPAH, NEVADA

37°47'N-116°47'W

TONOPAH TEST RANGE (KTNX)

## RNAV (GPS) RWY 32

SW-4, 12 JUN 2025 to 07 AUG 2025

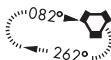
SW-4, 12 JUN 2025 to 07 AUG 2025

TONOPAH, NEVADA

VOR/DME Z RWY 14

VORTAC TQQ <b>113.0</b> Chan <b>77</b>	APCH CRS <b>145°</b>	Rwy Idg <b>12,001</b> THRE <b>5473</b> Arpt Elev <b>5550</b>	AL-3188 [USAF]	TONOPAH TEST RANGE (KTNX)
<b>V</b> * Circling not authorized W of Rwy 14-32.			ALSF-1	MISSED APPROACH: Turn left, climb to 11,000 direct to TQV VORTAC and hold. Continue climb in holding to 11,000.
AWOS <b>113.0</b>	NELLIS CONTROL <b>119.35 254.4</b>	SILVERBOW TOWER* <b>124.75 257.95</b>	<b>0</b>	GND CON <b>127.25 335.5</b>

TONOPAH  
116.0 TQV  
Chan 107

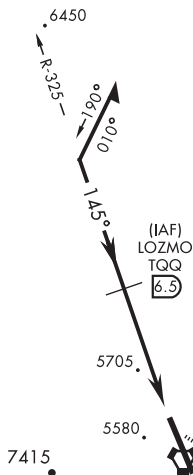


When VGSI inop, procedure NA at night.

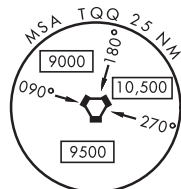
USAF ONLY: When Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval.

CAUTION: When Rwy 32 VGSI inop, circling to Rwy 32 NA at night.

CAUTION: High terrain 3 NM W of Rwy. Unlit terrain 5558' MSL, 200' prior to Rwy 32 threshold, 200' left of centerline.

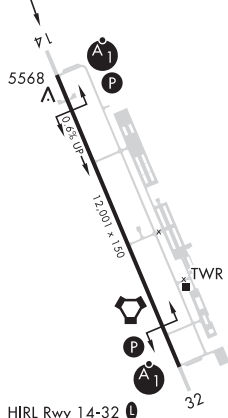


SILVERBOW  
113.0 TQQ  
Chan 77



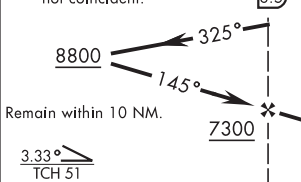
ELEV 5550 THRE 5473

145° 5 NM  
from FAF



EMERG SAFE ALT 100 NM 16,600 FROM TQQ

VGSI and descent angle  
not coincident.



Remain within 10 NM.

3.33°  
TCH 51

LOZMO  
6.3

11,000  
TPH

HUGER  
2  
VORTAC

CATEGORY	A	B	C	D	E
S-14	5960/24 487 (500-½)	5960/50 487 (500-1)	5960/50 487 (500-1)	NOT AUTHORIZED	NOT AUTHORIZED
<b>C</b> CIRCLING*	6040-1 490 (500-1)	6040-1½ 490 (500-1½)	6040-1½ 490 (500-1½)	NOT AUTHORIZED	NOT AUTHORIZED

TONOPAH, NEVADA

37° 47' N-116° 47' W

TONOPAH TEST RANGE (KTNX)

Amdt 2 29MAY14

VOR/DME Z RWY 14

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

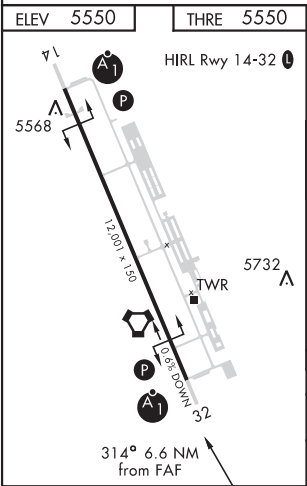
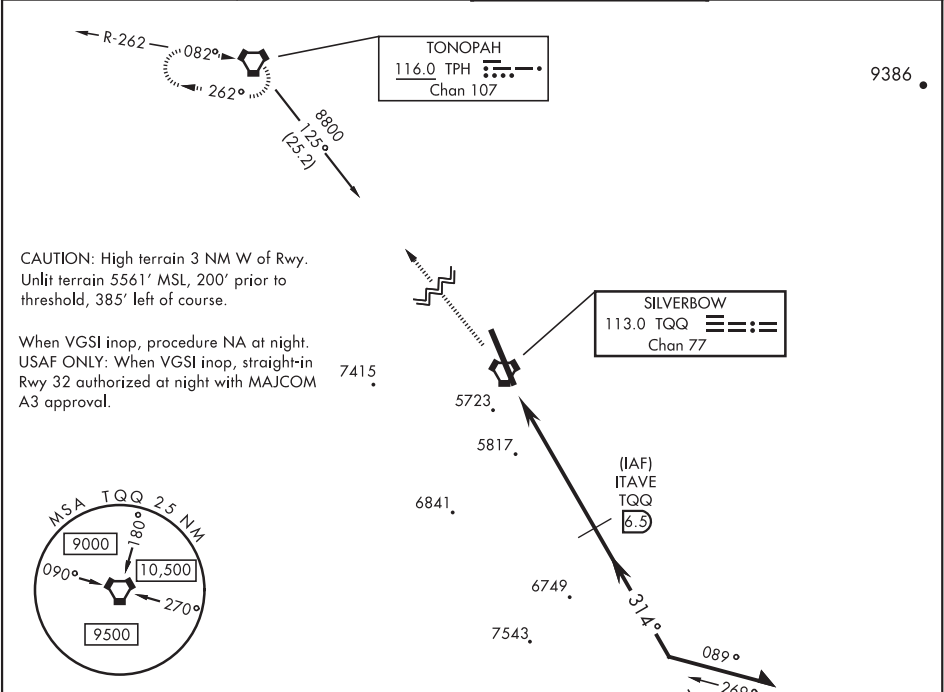
VOR/DME Z RWY 32





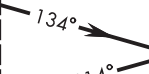


VORTAC TQQ <b>113.0</b> Chan <b>77</b>	APCH CRS <b>314°</b>	Rwy Idg THRE <b>5550</b> Arpt Elev <b>5550</b>
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AL-3188 [USAF]

TONOPAH TEST RANGE (KTNX)

V *Circling not authorized W of Rwy 14-32.		ALSF-1 	MISSED APPROACH: Climb to 11,000 direct to TPH VORTAC and hold. Continue climb in holding to 11,000.
AWOS 113.0	NELLIS CONTROL 119.35 254.4	SILVERBOW TOWER ★ 124.75 257.95 	GND CON 127.25 335.5



EMERG SAFE ALT 100 NM 16,600 FROM TQQ					
11,000 		TPH 		ITAVE <u>6.5</u>	
VORTAC 		ITQGE <u>1</u> 		Remain within 10 NM  <u>8800</u>	
0.5		5.5 NM		 <u>7400</u> TCH 39	
CATEGORY	A	B	C	D	E
S-32	6080/24 530 (600- 1/2)		6080/55 530 (600-1)	NOT AUTHORIZED	
 CIRCLING*	6080-1 530 (600-1)		6080-1 1/2 530 (600-1 1/2)	NOT AUTHORIZED	

VOR/DME Z RWY 32

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

TONOPAH, NEVADA

VOR/DME or TACAN RWY 14

VORTAC TQQ 113.0 Chan 77	APCH CRS 145°	Rwy Idg 12,001 THRE 5473 Arpt Elev 5550
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AL-3188 [USAF]

TONOPAH TEST RANGE (KTNX)

▼ \* When ALS inop, increase CAT AB vis to 1 mile,  
CAT CDE vis to 1 3/8 miles.  
\*\* Circling not authorized W of Rwy 32.

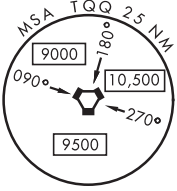
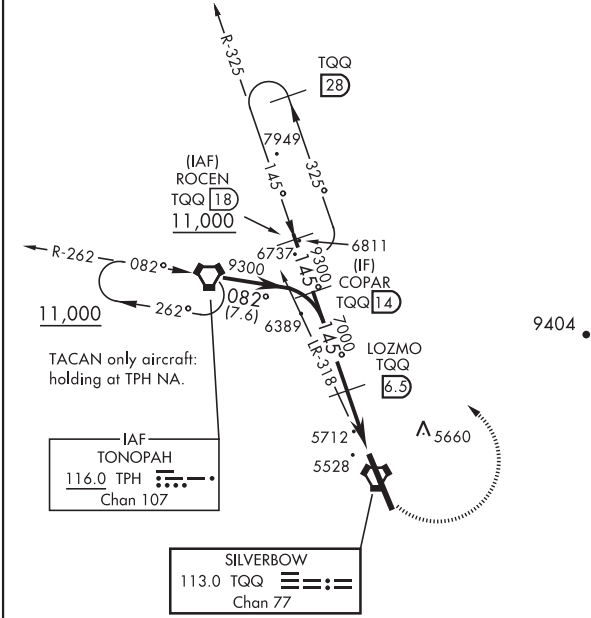


MISSED APPROACH: Turn left climbing to 11,000  
via TQQ R-325 to ROCEN and hold, continue  
climb-in-hold to 11,000.

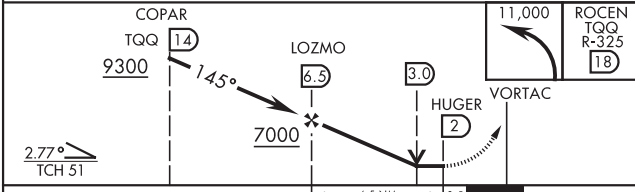
AWOS 113.0	NELLIS CONTROL 119.35 254.4	SILVERBOW TOWER★ 124.75 257.95 0	GND CON 127.25 335.5
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CAUTION: High terrain 3 NM W of Rwy.  
Unlit terrain 5558' MSL, 200' prior to Rwy  
32 threshold, 200' left of centerline.

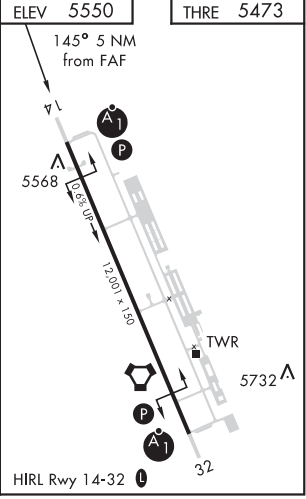
When VGSI inop, procedure NA at night.  
USAF ONLY: When Rwy 14 VGSI inop,  
straight-in Rwy 14 authorized at night with  
MAJCOM A3 approval.  
CAUTION: When Rwy 32 VGSI inop,  
circling to Rwy 32 NA at night.



EMERG SAFE ALT 100 NM 16,600



CATEGORY	A	B	C	D	E
S-14*	5980-1/2 507 (500-1/2)		5980-1	507 (500-1)	
CIRCLING**	6040-1 490 (500-1)		6040-1/2 490 (500-1/2)	6100-2 550 (600-2)	



TONOPAH, NEVADA  
Amdt 3 09JAN14

37°47'N - 116°47'W

TONOPAH TEST RANGE (KTNX)

VOR/DME or TACAN RWY 14

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

## VOR/DME or TACAN RWY 32

VORTAC TQQ <b>113.0</b> Chan <b>77</b>	APCH CRS <b>314°</b>	Rwy Idg <b>12,001</b> THRE <b>5550</b> Arpt Elev <b>5550</b>
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AL-3188 [USAF]

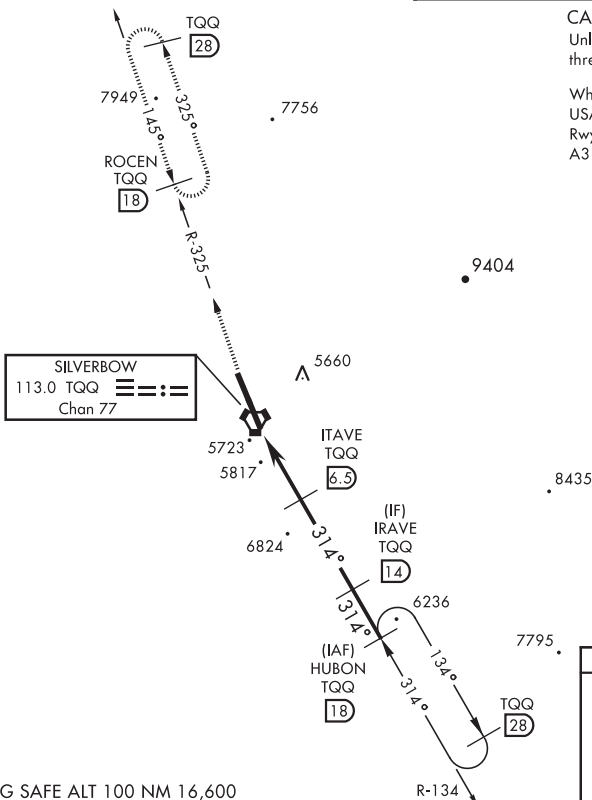
TONOPAH TEST RANGE (KTNX)

**T** \* When ALS inop, increase CAT CDE vis to 1½ miles.  
 \*\* Circling not authorized W of Rwy 14-32



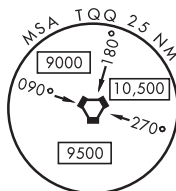
MISSED APPROACH: Climb to 11,000  
 via TQQ VORTAC R-325 to ROCEN and  
 hold, continue climb in hold to 11,000.

AWOS <b>113.0</b>	NELLIS CONTROL <b>119.35 254.4</b>	SILVERBOW TOWER* <b>124.75 257.95</b>	GND CON <b>127.25 335.5</b>
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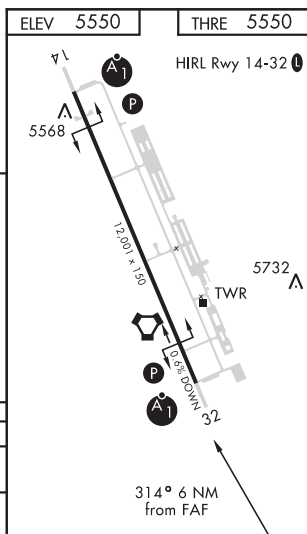
CAUTION: High terrain 3 NM W of Rwy.  
 Unlit terrain 5561' MSL, 200' prior to  
 threshold, 385' left of course.

When VGSi inop, procedure NA at night.  
 USAF ONLY: When VGSi inop, straight-in  
 Rwy 32 authorized at night with MAJCOM  
 A3 approval.



EMERG SAFE ALT 100 NM 16,600

11,000 TQQ R-325	ROCEN TQQ [18]	ITAVE [6.5]	IRAVE [14]	HUBON [18]	10,400
VORTAC	ITOGE [1]	7400	8700		
0.5	5.5 NM				
CATEGORY	A	B	C	D	E
S-32 *	6080-1	530	(600-1)		
CIRCLING**	6080-1 530 (600-1)	6080-1½ 530 (600-1½)	6100-2 550 (600-2)		



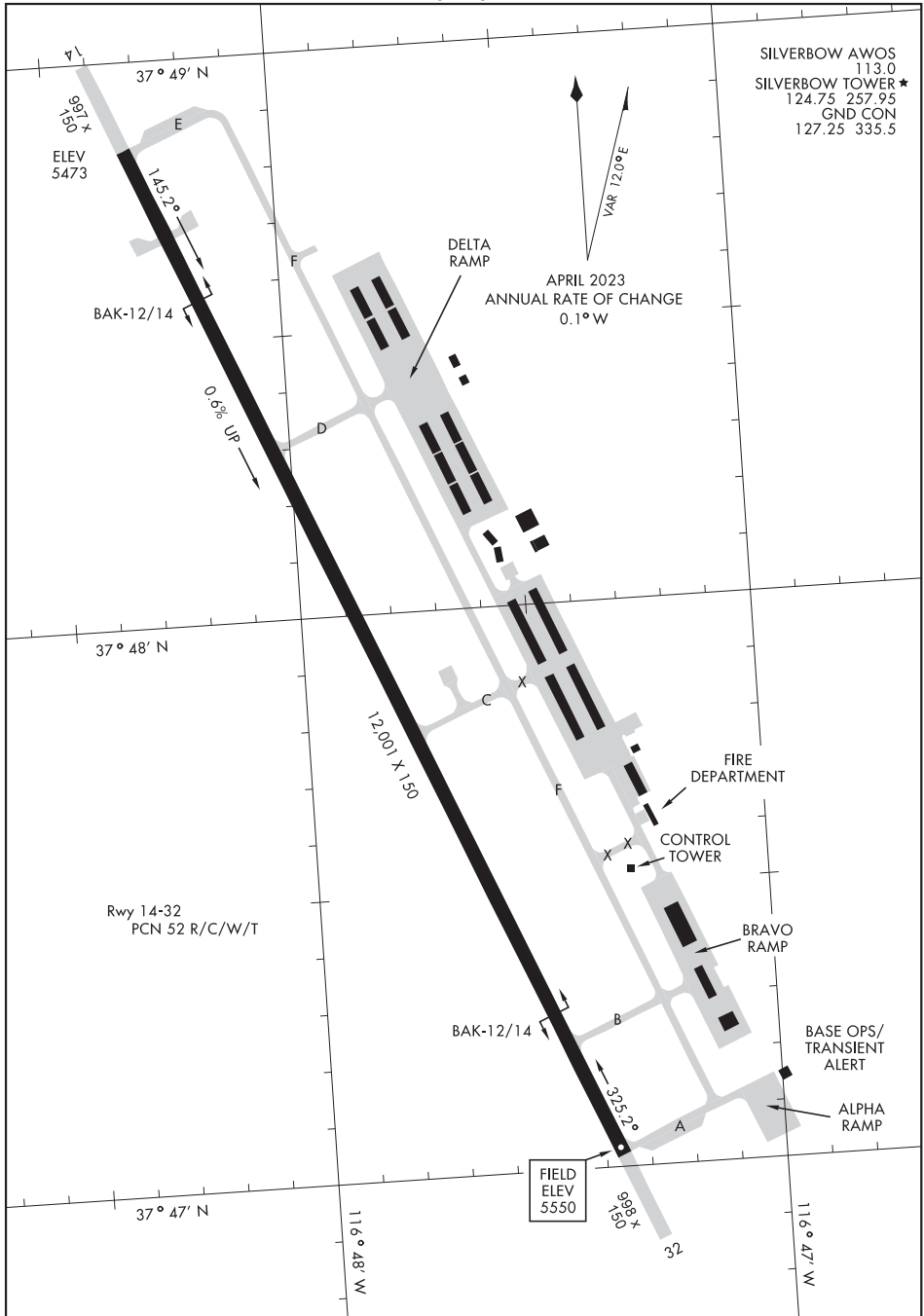
## VOR/DME or TACAN RWY 32

## AIRPORT DIAGRAM

[USAF]

TONOPAH TEST RANGE (KTNX)

TONOPAH, NEVADA



## AIRPORT DIAGRAM

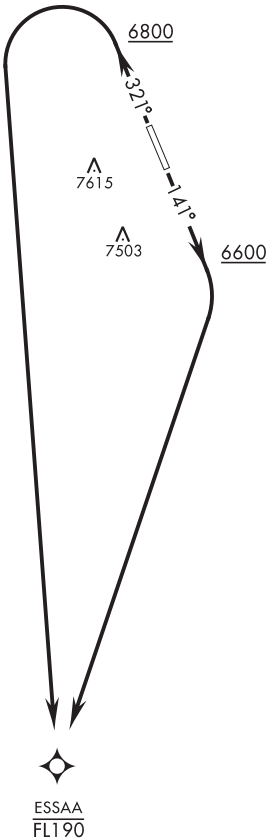
TONOPAH, NEVADA

TONOPAH TEST RANGE (KTNX)

AWOS 113.0	[USAF] AL-3188	Rwy	Knots	60	120	180	240	300	360
GND CON		14	ⓐ	V/V(fpm)	387	774	1161	1548	1935
127.25 335.5		32	ⓑ	V/V(fpm)	336	672	1008	1344	1680
SILVERBOW TOWER ★									2016
124.75 257.95									
NELLIS CONTROL									
119.35 254.4									

Minimum Climb Rate

- ⓐ to 8200
- ⓑ to 8300



RNAV1

GPS REQUIRED

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb on heading 141° to 6600, then right turn direct to cross ESSAA at or below FL190 or as assigned by ATC.

TAKEOFF RWY 32: Climb on heading 321° to 6800, then left turn direct ESSAA maintain at or below FL190 or as assigned by ATC.

22083

JAYSN ONE (RNAV) DEPARTURE (JAYSN1 • JAYSN)

TONOPAH TEST RANGE (KTNX)  
TONOPAH, NEVADA

AWOS 113.0  
GND CON  
127.25 335.5  
SILVERBOW TOWER ★  
124.75 257.95  
NELLIS CONTROL  
119.35 254.4

[USAF] AL-3188

Rwy	Knots	60	120	180	240	300	360
14 ③	V/V(fpm)	246	492	738	984	1230	1476
32 ⑤	V/V(fpm)	336	672	1008	1344	1680	2016

Minimum Climb Rate

- ③ to 7500
- ⑤ to 8300



RNAV1  
GPS REQUIRED

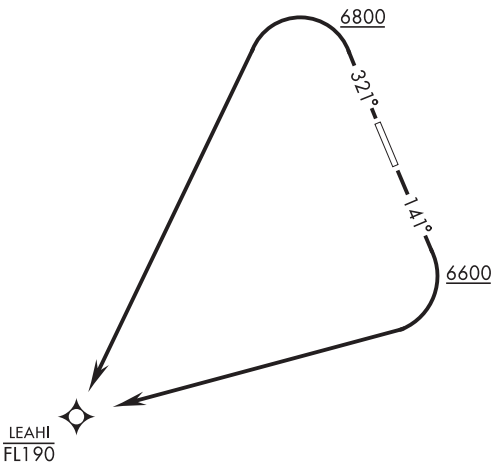
▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb on heading 141° to 6600, then direct to cross JAYSN at or below FL190 or as assigned by ATC.

TAKEOFF RWY 32: Climb on heading 321° to 6800, then left turn direct JAYSN or as assigned by ATC.



AWOS 113.0 GND CON 127.25 335.5 SILVERBOW TOWER ★ 124.75 257.95 NELLIS CONTROL 119.35 254.4	[USAF] AL-3188	Rwy	Knots	60	120	180	240	300	360
		14 (a)	V/V(fpm)	387	774	1161	1548	1935	2322
		32 (b)	V/V(fpm)	336	672	1008	1344	1680	2016
		Minimum Climb Rate							
		(a) to 8200							
		(b) to 8300							



RNAV1  
GPS REQUIRED

DEPARTURE ROUTE DESCRIPTION
<p><u>TAKEOFF RWY 14:</u> Climb on heading 141° to 6600, then right turn direct to cross LEAHI at or below FL190 or as assigned by ATC.</p> <p><u>TAKEOFF RWY 32:</u> Climb on heading 321° to 6800, then left turn direct to cross LEAHI at or below FL190 or as assigned by ATC.</p>

GND CON  
127.25 335.5  
SILVERBOW TOWER ★  
124.75 257.95  
NELLIS CONTROL  
119.35 254.4

Rwy	Knots	60	120	180	240	300	360
14 ⓐ	V/V(fpm)	205	410	615	820	1025	1230
32 ⓑ	V/V(fpm)	260	520	780	1040	1300	1560
32 ⓒ	V/V(fpm)	263	526	789	1052	1315	1578

MINIMUM CLIMB RATE

- ⓐ to 7500
- ⓑ to 5900
- ⓒ to 10,000

TONOPAH  
TPH  
L-9, H-3  
  
10,000

8840 •

6500

321°  
5673 •  
7498 •  
141°  
6158 •  
6500

For use by E/F/G and R (RNP 2.0)  
equipped A/C only.

GPS REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb heading 141°. When leaving 6500 turn left direct  
TPH VORTAC, cross TPH at or above 10,000.

TAKE-OFF RWY 32: Climb heading 321°. When leaving 6500 turn left direct  
TPH VORTAC, cross TPH at or above 10,000.

22083  
SILVER ONE DEPARTURE (SILVR1 • SILVR)

TONOPAH TEST RANGE (KTNX)  
TONOPAH, NEVADA

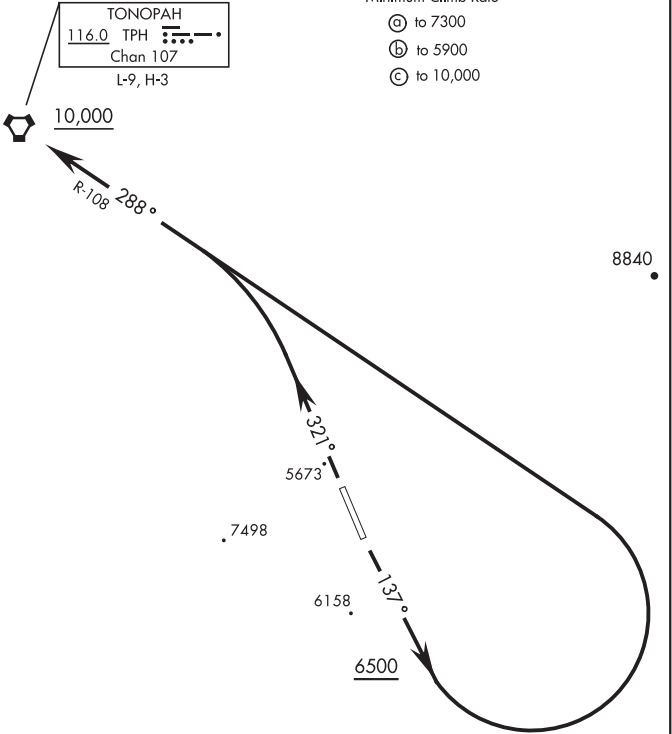
AL-3188 [USAF]

GND CON  
127.25 335.5  
SILVERBOW TOWER ★  
124.75 257.95  
NELLIS CONTROL  
119.35 254.4

Rwy	Knots	60	120	180	240	300	360
14 (a)	V/V(fpm)	220	440	660	880	1100	1320
32 (b)	V/V(fpm)	260	520	780	1040	1300	1560
32 (c)	V/V(fpm)	261	522	783	1044	1305	1566

Minimum Climb Rate

- (a) to 7300
- (b) to 5900
- (c) to 10,000



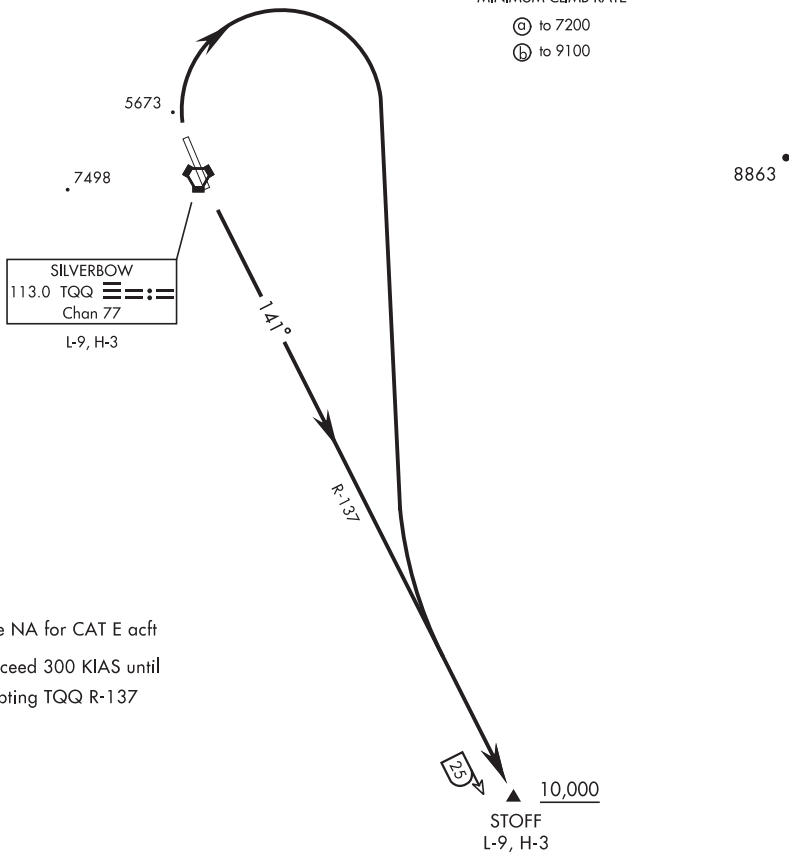
DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 14:** Climb heading 137°, when leaving 6500 turn left direct TPH VORTAC. Cross TPH at or above 10,000.

**TAKEOFF RWY 32:** Climb heading 321° to intercept TPH VORTAC R-108 direct TPH. Cross TPH at or above 10,000.

Rwy	Knots	60	120	180	240	300	360
14	(a) V/V(fpm)	205	410	615	820	1025	1230
32	(b) V/V(fpm)	260	520	780	1040	1300	1560

(a) to 7200  
(b) to 9100



Procedure NA for CAT E acft  
Do not exceed 300 KIAS until  
intercepting TQQ R-137

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb heading 141° to intercept TQQ VORTAC R-137 to STOFF, cross STOFF at or above 10,000.

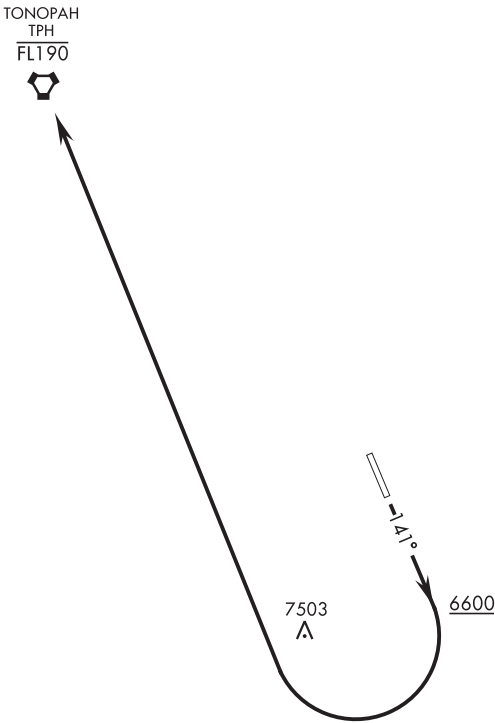
TAKE-OFF RWY 32: Climbing right turn to intercept TQQ VORTAC R-137 to STOFF, cross STOFF at or above 10,000.

AWOS 113.0 GND CON 127.25 335.5 SILVERBOW TOWER ★ 124.75 257.95 NELUIS CONTROL 119.35 254.4	AL-3188 [USAF]	Rwy	Knots	60	120	180	240	300	360
		14	V/V(fpm)	387	774	1161	1548	1935	2322

Minimum Climb Rate to 8200

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



RNAV1  
GPS REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb on heading 141° to 6600, then right turn direct to cross TPH at or below FL190 or as assigned by ATC.

18200

## TUMBE ONE (RNAV) DEPARTURE (TUMBE1 • TUMBE)

TONOPAH TEST RANGE (KTNX)

TONOPAH, NEVADA

GND CON

127.25 335.5

SILVERBOW TOWER ★

124.75 257.95

NELLIS CONTROL

119.35 254.4

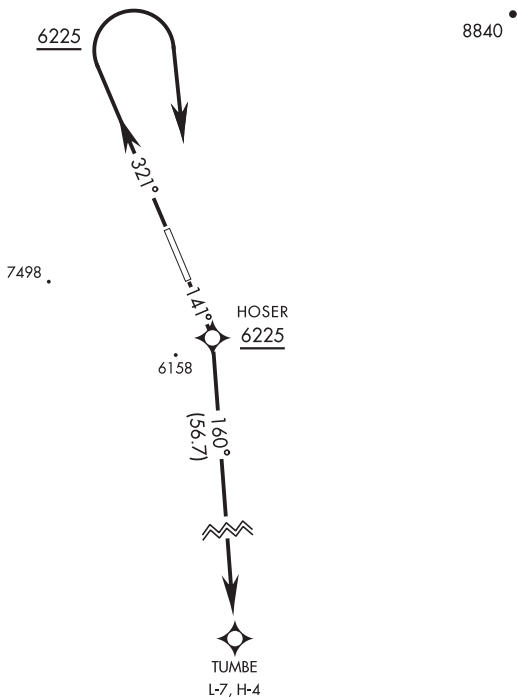
SHL-3188 [USAF]

Rwy	Knots	60	120	180	240	300	360
14 (a)	V/V(fpm)	300	600	900	1200	1500	1800
32 (b)	V/V(fpm)	265	530	795	1060	1325	1590

### Minimum Climb Rate

Ⓐ to 10,700

⑥ to 5900



## GPS REQUIRED

For use by E/F/G and R (RNP 2.0)  
equipped A/C only.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Fly heading 141°, at 6225 (HOSER) turn right direct TUMBE.

TAKE-OFF RWY 32: Fly heading 321°, at 6225 turn right direct TUMBE.

## TUMBE ONE (RNAV) DEPARTURE (TUMBE1 • TUMBE)

TONOPAH, NEVADA

TONOPAH TEST RANGE (KTNX)

LOC/DME I-TVY  
**111.15**  
Chan **48(Y)**

APP CRS  
**166°**

Rwy Idg  
TDZE  
Apt Elev  
**6102**  
**4297**  
**4322**

ILS or LOC RWY 17

BOLINDER FLD/TOOELE VALLEY (TVY)

DME required.  
For inop ALS, increase S-LOC Cat C/D  
visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 5400 then climbing right turn to 8600  
heading 343° and OGD VORTAC R-192 to WEGET INT/I-TVY 13.5  
DME and I-TVY north course to FOGEM INT/I-TVY 25.2 DME and hold.

AWOS-3 <b>119.725</b>	SALT LAKE CITY APP CON <b>135.5 316.15</b>	CLNC DEL <b>124.4</b>	UNICOM <b>123.0 (CTAF) 0</b>
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One Minute Holding Pattern

8100 ← 346°  
166° →

GS 3.00°  
TCH 55

5400 8600  
↑ hdg 343°

JONEK I-TVY 6.7

OGD WEGET I-TVY N crs FOGEM INT

\*LOC only

6100 6100 6100

6.8 NM 4.6 NM 1 NM

CATEGORY A B C D

S-ILS 17 4497-½ 200 (200-½)

S-LOC 17 4640-½ 343 (400-½) 4640-⅝ 343 (400-⅝)

CIRCLING 4820-1 4900-1 5060-2 5380-3  
498 (500-1) 578 (600-1) 738 (800-2) 1058 (1100-3)

ELEV 4322 D TDZE 4297

166°

AS

0.83 UP

001 X 2012

35

REIL Rwy 35 0

MIRL Rwy 17-35

TOOELE, UTAH  
Amdt 3 14SEP17

40°37'N-112°21'W  
531

BOLINDER FLD/TOOELE VALLEY (TVY)  
ILS or LOC RWY 17

# RNAV (GPS) RWY 17

## BOLINDER FLD/TOOELE VALLEY (TVY)

**MISSED APPROACH:** Climb to 4800 then climbing right turn to 8600 direct WEGET and track 346° to FOGEM and hold.

Procedure NA for arrival at EMONT on V257 northbound, and V236 northeast bound.

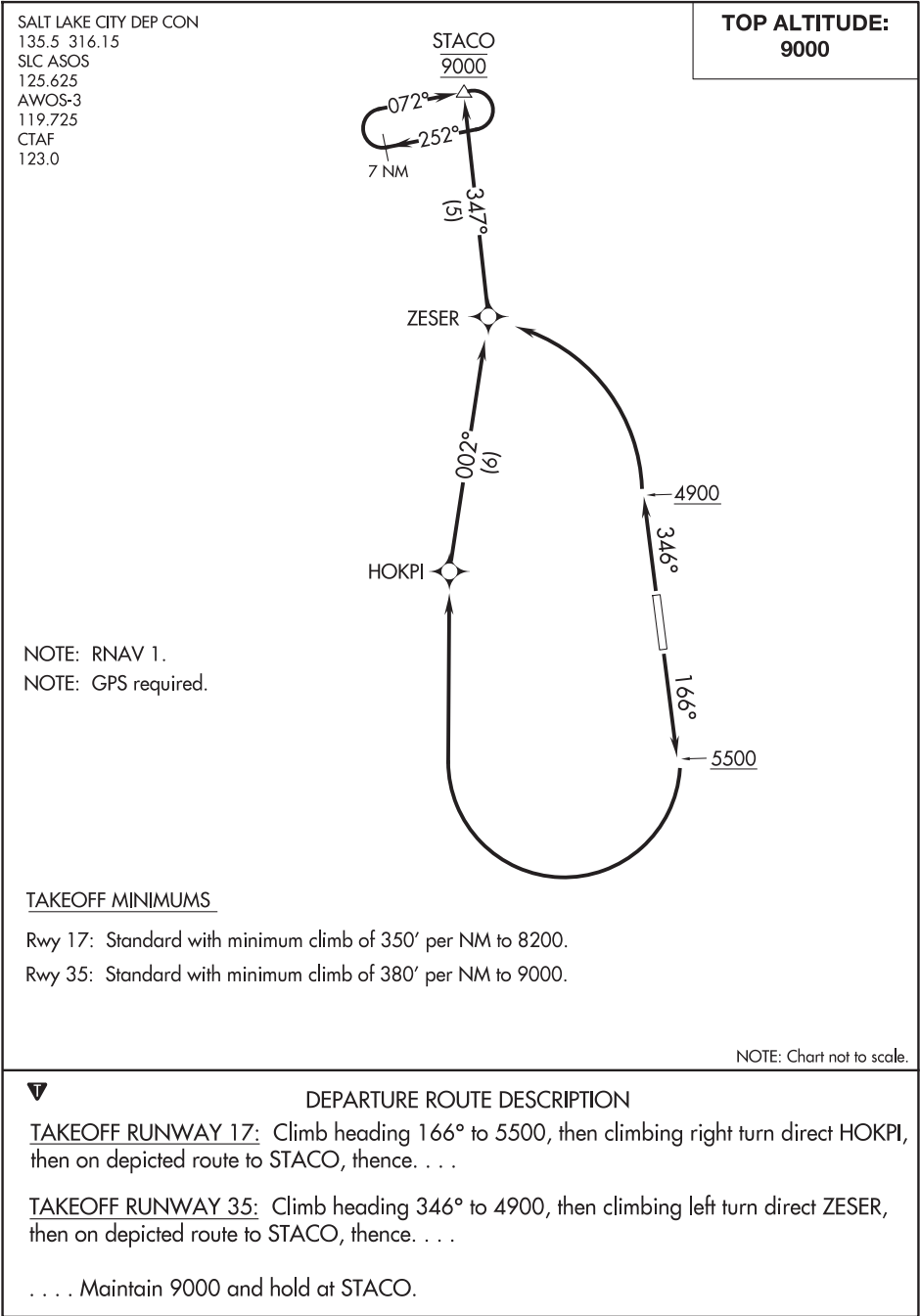
Key features and waypoints on the map:

- Waypoints:** JONEK, ANEYI, WEGET, SALTA, EMONT.
- Altitudes:** 8100 NoPT, 6100, 9800, 4379, 4371.
- Distances:** 7 NM, 1.66, 3.46, 1.17, 252° (8.9), 1.66° (6.8), 7.6, 25 NM.
- Navigation Aids:** FOGEM, MSA, RW17.
- Obstacles:** 6649, 6596, 5543, 9345, 9486.
- Procedure Details:**
  - Start at 4379, proceed to RW17.
  - Proceed to JONEK (4379), then ANEYI (9800, 7.6).
  - Proceed to WEGET (6100, 1.66), then SALTA (8100 NoPT, 252° (8.9)).
  - Proceed to EMONT (8100 NoPT, 154° (13.8)).

BOLINDER FLD/TOOELE VALLEY (TVY)  
RNAV (GPS) RWY 17

SW-4, 12 JUN 2025 to 07 AUG 2025





TUCSON, ARIZONA

AL-6513 (FAA)

25051

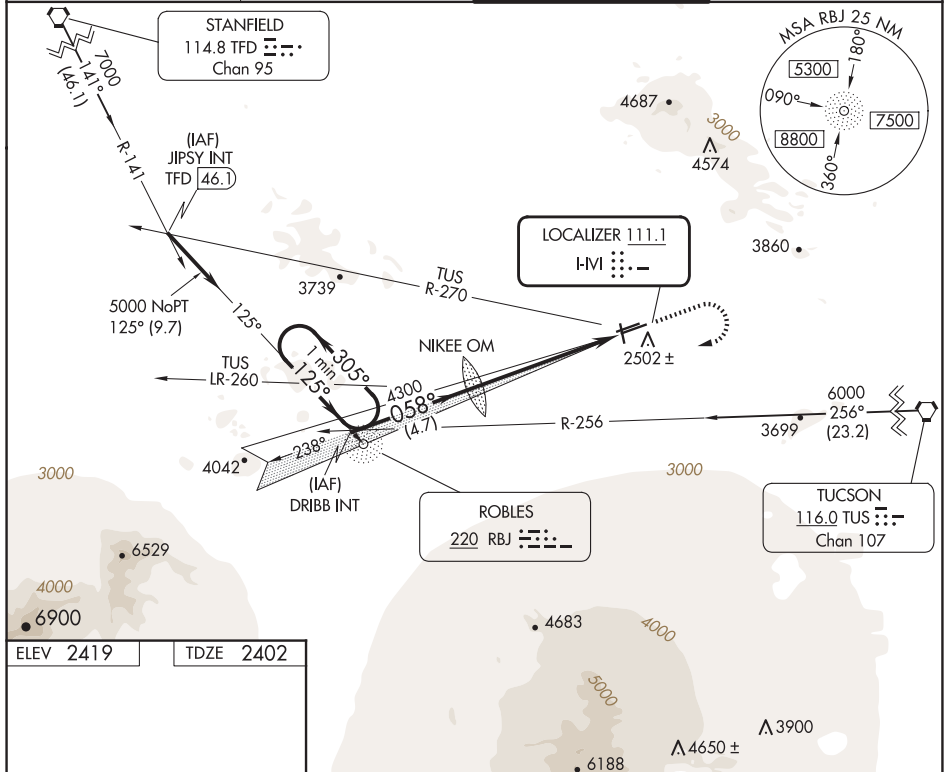
LOC I-IVI <b>111.1</b>	APP CRS <b>058°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>2402</b> <b>2419</b>
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# ILS or LOC RWY 6R

RYAN FLD (RYN)

ADF required.	MISSED APPROACH: Climb to 3000, then climbing right turn to 5000 via direct RBJ NDB and 305° bearing RBJ to DRIBB INT and hold.
NA Circling NA for Cat D north of Rwy 24R and east of Rwy 15.	

ATIS <b>133.35</b>	TUCSON APP CON <b>128.5 273.6</b>	RYAN TOWER ★ <b>125.8 (CTAF) 0</b>	GND CON <b>118.2</b>
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ELEV 2419	TDZE 2402
<p>MRL Rwy 6L-24R</p> <p>REIL Rwy 6R and 6L</p> <p>MRL Rwy 6R-24L and 15-33</p> <p>FAF to MAP 5.1 NM</p> <p>Knots 60 90 120 150 180</p> <p>Min:Sec 5:06 3:24 2:33 2:02 1:42</p>	

One Minute Holding Pattern		3000	5000	RBJ	RBJ 305°	DRIBB INT
<p>DRIBB INT</p> <p>NIKEE OM</p> <p>5000</p> <p>305°</p> <p>125°</p> <p>058°</p> <p>4262</p> <p>4300</p> <p>GS 3.00° TCH 50</p> <p>4.7 NM</p> <p>5.6 NM</p>						
CATEGORY	A	B	C	D		
S-ILS 6R	2652-1 250 (300-1)					
S-LOC 6R	2900-1	498 (500-1)	2900-1¼ 498 (500-1¼)	2900-1½ 498 (500-1½)		
CIRCLING	2960-1	541 (600-1)	3040-1¾ 621 (700-1¾)	3320-3 901 (1000-3)		

TUCSON, ARIZONA

Amdt 5E 21APR22

32°09'N-111°10'W

RYAN FLD (RYN)

# ILS or LOC RWY 6R

SW-4, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>86244</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Idg TDZE <b>2402</b> Apt Elev <b>2419</b>
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RNAV (GPS) RWY 6R

RYAN FLD (RYN)

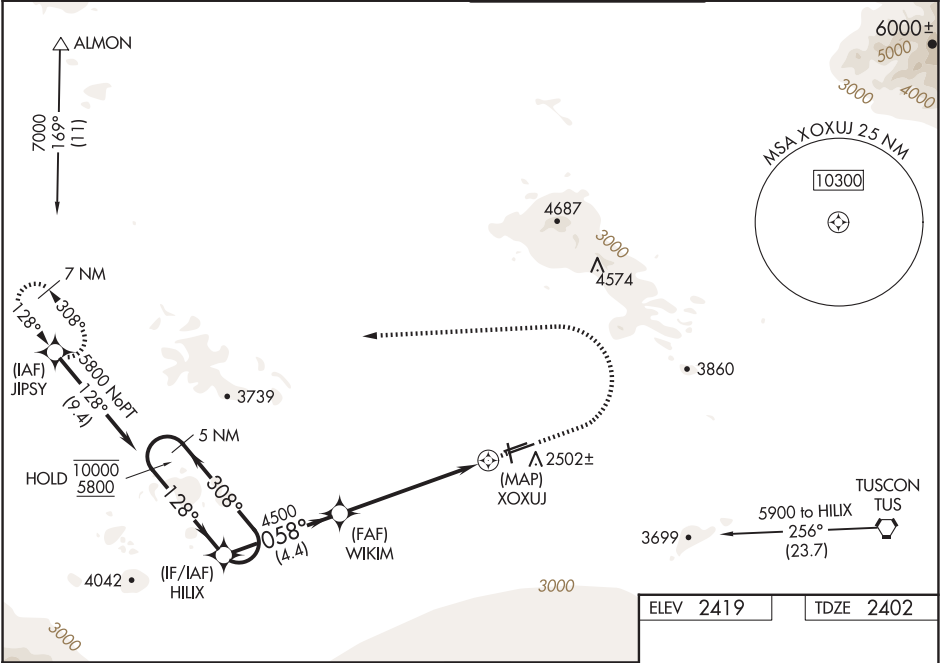
RNP APCH - GPS.

⚠

Circling NA for Cat D north of Rwy 24R and east of Rwy 15.  
Rwy 6R helicopter visibility reduction below ¾ SM NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Max 240K until JIPSY.  
Climb to 2900 then climbing left turn to 7000 direct JIPSY and hold.  
Continue climb-in-hold to 7000.

ATIS <b>133.35</b>	TUSCON APP CON <b>128.5 273.6</b>	RYAN TOWER★ <b>125.8 (CTAF) 0</b>	GND CON <b>118.2</b>
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5 NM Holding Pattern				
<div>GP 3.00° TCH 50</div> <div>10000 5800</div> <div>308° 128°</div> <div>058° 4500</div> <div>4.4 NM</div> <div>4.8 NM</div> <div>0.8</div> <div>0.8</div>				
CATEGORY	A	B	C	D
LPV DA	2675-7/8		273 (300-7/8)	
LNAV/VNAV DA	2756-1		354 (400-1)	
LNAV MDA	2960-1	558 (600-1)	2960-15/8	558 (600-15/8)
CIRCLING	2960-1	541 (600-1)	3040-13/4 621 (700-13/4)	3320-3 901 (1000-3)

ELEV 2419    TDZE 2402

2900    7000    JIPSY

\*1.6 NM to RWY 6R    \*LNAV only

51

4900 X 75

5500 X 75

24R

24L

33

058°

6R 0.65° up

TWR 2484

MIRL Rwy 6L-24R  
REIL Rwy 6R and 6L  
MIRL Rwy 6R-24L and 15-33 0

TUCSON, ARIZONA

AL-6513 (FAA)

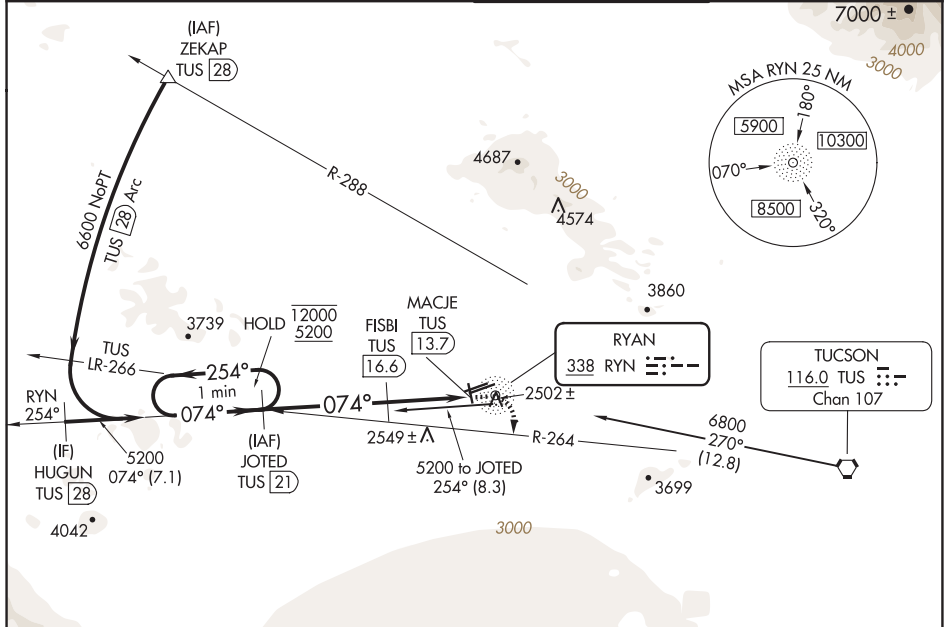
25051


NDB RYN	APP CRS	Rwy Idg	5500
<b>338</b>	<b>074°</b>	TDZE	2402
		Apt Elev	2419

# NDB RWY 6R

## RYAN FLD (RYN)

DME required.		MISSED APPROACH: Climbing right turn to 5200 on heading 170° and TUS VORTAC R-264 to JOTED/TUS 21 DME and hold.	
<p>⚠ NA</p> <p>Circling NA for Cat D north of Rwy 24R and east of Rwy 15. Rwy 6R helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. Simultaneous reception of RYN NDB and TUS DME required.</p>			
ATIS	TUCSON APP CON	RYAN TOWER ★	GND CON
<b>133.35</b>	<b>128.5 273.6</b>	<b>125.8 (CTAF) 0</b>	<b>118.2</b>



ELEV 2419		TDZE 2402		
 <p>One Minute Holding Pattern</p> <p>JOTED TUS [21]</p> <p>5200</p> <p>254°</p> <p>074°</p> <p>3.49°</p> <p>TCH 55</p> <p>4.4 NM</p> <p>2.9 NM</p> <p>3540</p> <p>FISBI TUS [16.6]</p> <p>MACJE TUS [13.7]</p> <p>5200</p> <p>hdg 170°</p> <p>TUS R-264</p> <p>JOTED TUS [21]</p> <p>4900 X 75</p> <p>5500 X 75</p> <p>24R</p> <p>24L</p> <p>51</p> <p>600 X 55</p> <p>33</p> <p>074°</p> <p>TWR 2484</p> <p>600 X 55</p> <p>33</p>				
CATEGORY	A	B	C	D
S-6R	2980-1	578 (600-1)	2980-1 $\frac{3}{4}$	578 (600-1 $\frac{3}{4}$ )
CIRCLING	2980-1	561 (600-1)	3040-1 $\frac{3}{4}$	3320-3
			621 (700-1 $\frac{3}{4}$ )	901 (1000-3)
MIRL Rwy 6L-24R REIL Rws 6R and 6L MIRL Rws 6R-24L and 15-33				

TUCSON, ARIZONA

Amdt 2 20JUN19

32°09'N-111°10'W

# RYAN FLD (RYN)

## NDB RWY 6R

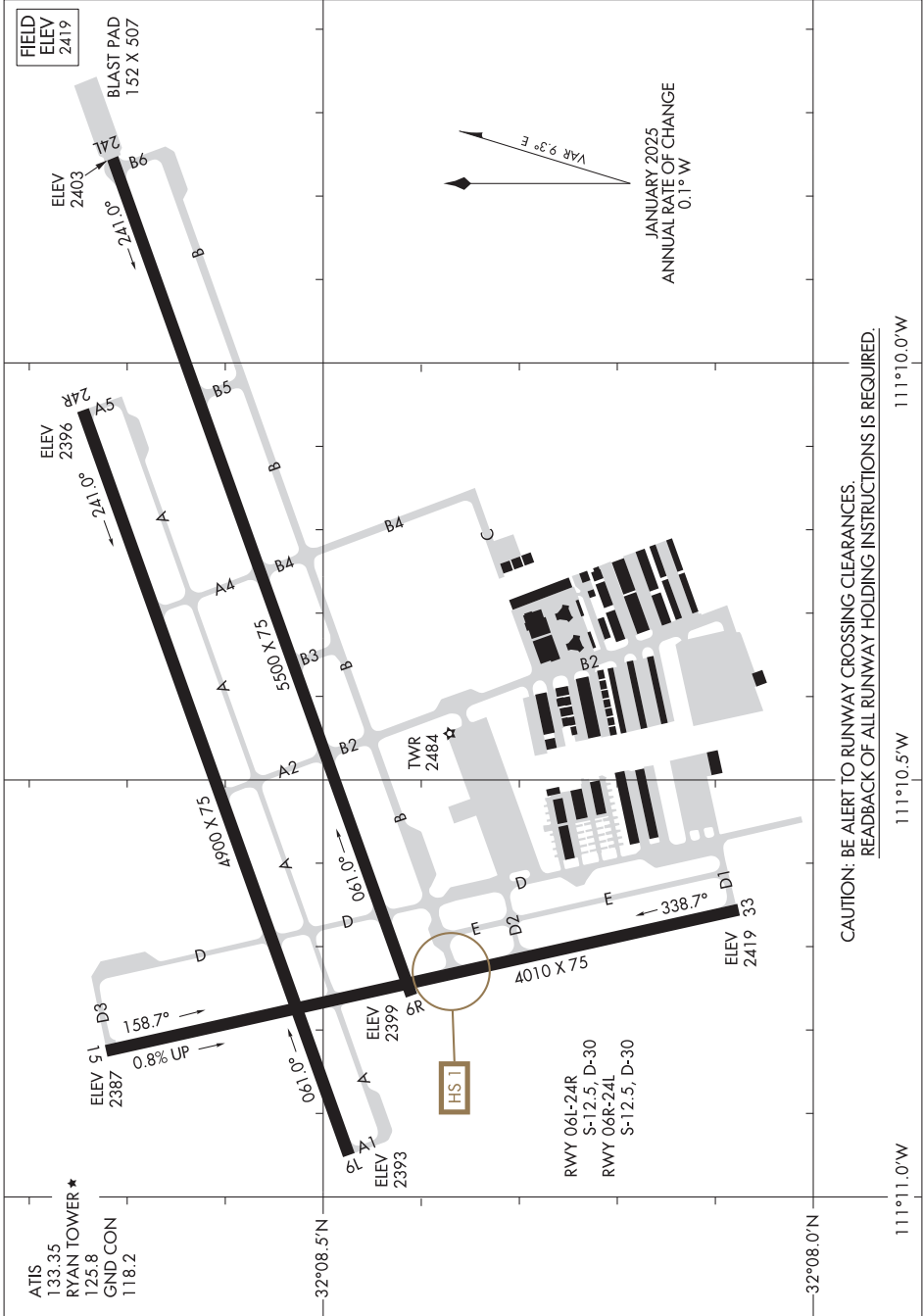
SW-4, 12 JUN 2025 to 07 AUG 2025

# AIRPORT DIAGRAM

AL-6513 (FAA)

RYAN FLD (RYN)  
TUCSON, ARIZONA

SW-4, 12 JUN 2025 to 07 AUG 2025



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-4, 12 JUN 2025 to 07 AUG 2025

# AIRPORT DIAGRAM

TUCSON, ARIZONA  
RYAN FLD (RYN)

(ALMON1.ALMON) 21224

## ALMON ONE DEPARTURE (OBSTACLE) (RNAV)

AL-6513 (FAA)

RYAN FLD (RYN)  
TUCSON, ARIZONA

GND CON

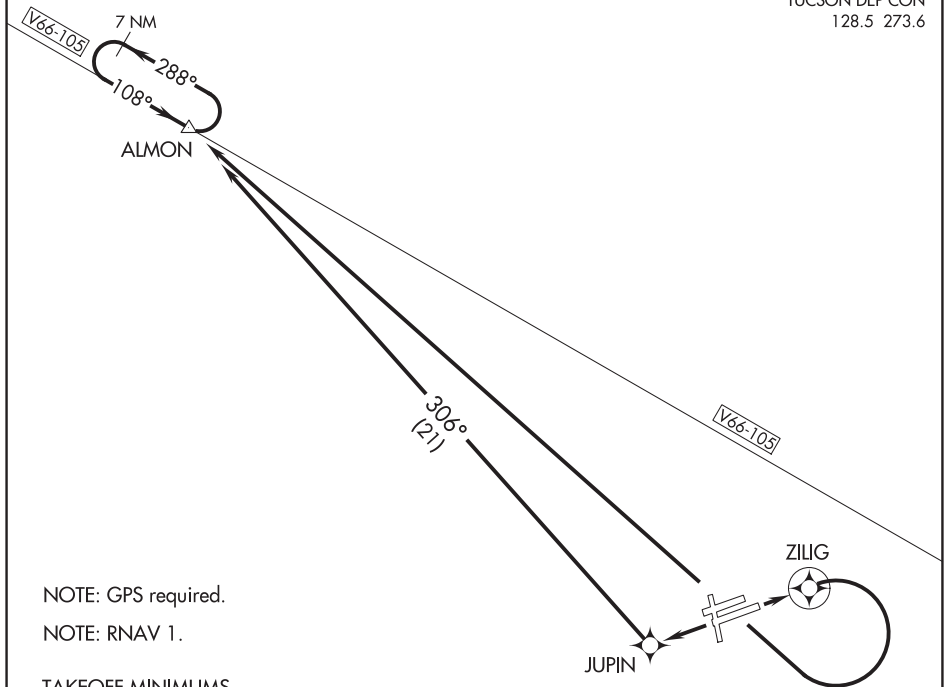
118.2

RYAN TOWER ★

125.8

TUCSON DEP CON

128.5 273.6



NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

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

Rwy 6R: Standard with a minimum climb of 309' per NM to 4400.

Rwy 24L: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 6R: Bushes beginning 331' from DER, 293' right of centerline, up to 28' AGL/2428' MSL.

Bush 166' from DER, 366' left of centerline, 8' AGL/2408' MSL.

Rwy 24L: Bush 282' from DER, 462' left of centerline, 10' AGL/2410' MSL.

Windsock 280' from DER, 248' right of centerline, 18' AGL/2408' MSL.

Tree 1401' from DER, 724' right of centerline, 44' AGL/2434' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6R: Climb direct ZILIG then via depicted route to ALMON. Maintain 8000 or assigned altitude.TAKEOFF RUNWAY 24L: Climb direct JUPIN then via depicted route to ALMON. Maintain 8000 or assigned altitude.

ALMON ONE DEPARTURE (OBSTACLE) (RNAV)

(ALMON1.ALMON) 29JUL10

TUCSON, ARIZONA  
RYAN FLD (RYN)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-TUS <b>111.7</b> Chan <b>54</b>	APP CRS <b>126°</b>	Rwy Idg <b>10996</b> TDZE <b>2599</b> Apt Elev <b>2643</b>
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ILS or LOC RWY 12  
TUCSON INTL (TUS)

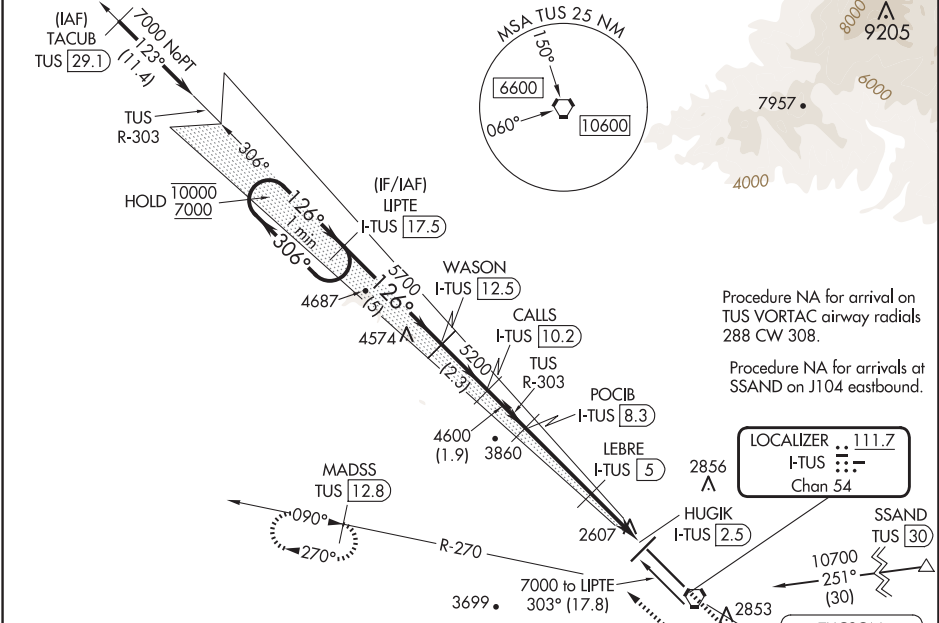
RADAR or DME required. RADAR required for procedure entry at TACUB.

- ▼ For inop ALS, increase S-ILS 12 Cat E visibility to RVR 4000,  
▲ S-LOC 12 Cat E visibility to 2½ SM; LEBRE fix minimums: S-LOC 12  
Cat C/D/E visibility to RVR 5500.  
\*RVR 1800 authorized with use of FD or AP or HUD to DA.

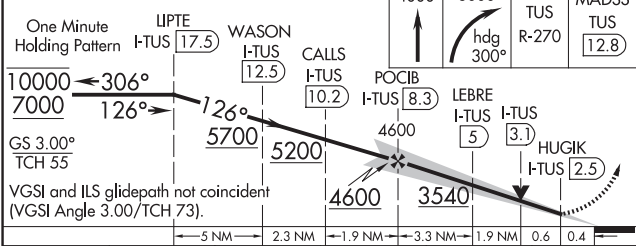


MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 on heading 300° and on TUS VORTAC R-270 to MADSS/TUS 12.8 DME and hold, continue climb in-hold to 6000.

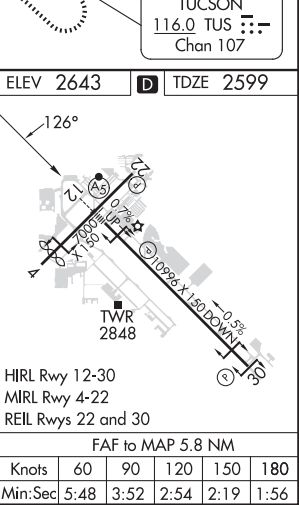
ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>120.025 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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Use I-TUS DME when on the localizer course.



CATEGORY	A	B	C	D	E
S-ILS 12*	2799/24 200 (200-½)				
S-LOC 12	3540/40	941 (900-¾)	3540-2 941 (900-2)		
CIRCLING	3540-1¼	897 (900-1¼)	3540-2¾ 897 (900-2¾)	3640-3 997 (1000-3)	3900-3 1257 (1300-3)
LEBRE FIX MINIMUMS					
S-LOC 12	2960/24	361 (400-½)	2960/35	361 (400-¾)	
CIRCLING	3160-1 517 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3640-3 997 (1000-3)	3900-3 1257 (1300-3)



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

TUCSON, ARIZONA

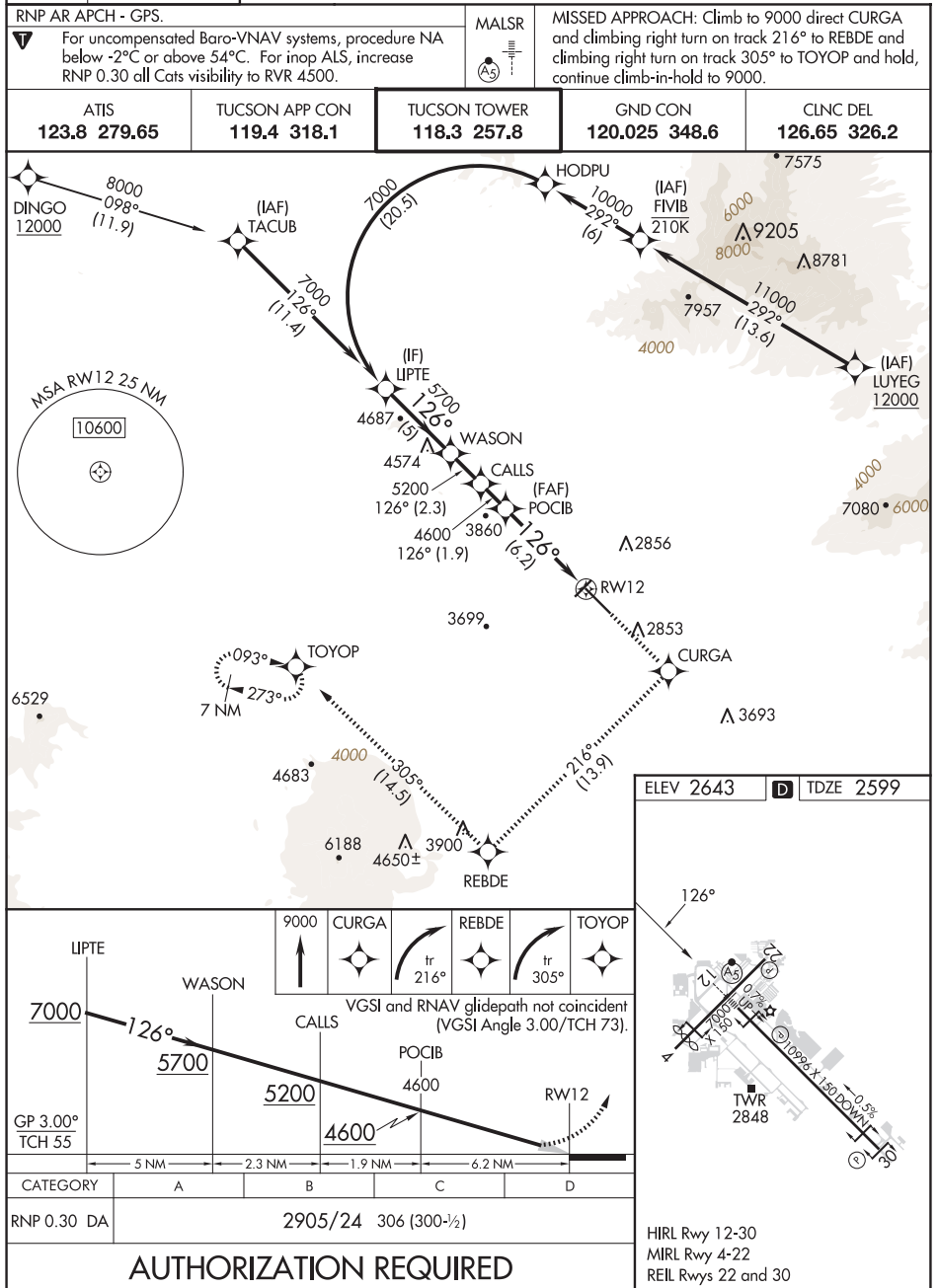
AL-430 (FAA)

25107

APP CRS	Rwy Idg	10996
126°	TDZE	2599
	Apt Elev	2643

# RNAV (RNP) Y RWY 12

TUCSON INTL (TUS)



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

TUCSON, ARIZONA

Orig 30NOV23

32°07'N-110°56'W

TUCSON INTL (TUS)

# RNAV (RNP) Y RWY 12

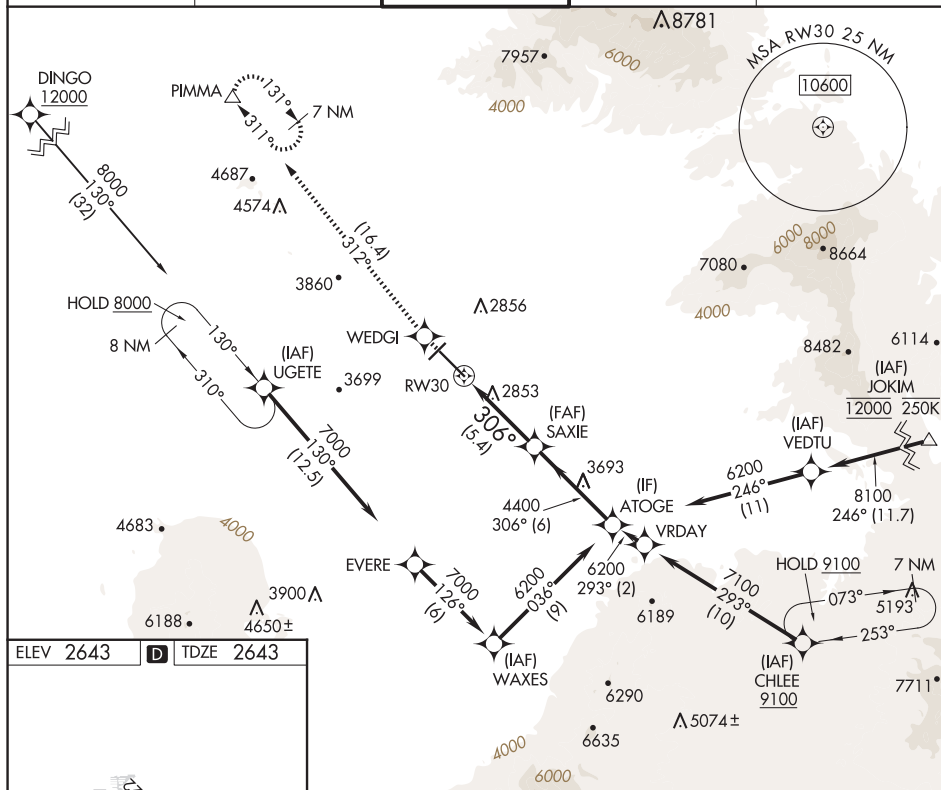


RNAV (RNP) Y RWY 30  
TUCSON INTL (TUS)

**T** For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C.

**MISSED APPROACH:** Climb to 6800 direct WEDGI and on track 312° to PIMMA and hold.

CLNC DEL  
**126.65 326.2**



6800 ↑	WEDGI ✦	tr 312°	PIMMA △	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 81).			
				<p>ATOGE</p> <p>6200</p> <p>306°</p> <p>4400</p> <p>5.4 NM</p> <p>6 NM</p> <p>GP 3.00° TCH 53</p>			
CATEGORY	A		B		C		D
RNP 0.30 DA			3062-1½		419 (500-1½)		
AUTHORIZATION REQUIRED							

TUCSON INTL (TUS)  
RNAV (RNP) Y RWY 30

SW-4, 12 JUN 2025 to 07 AUG 2025

TUCSON, ARIZONA

AL-430 (FAA)

25107

APP CRS	Rwy Idg	<b>6150</b>
<b>033°</b>	TDZE	<b>2572</b>
	Apt Elev	<b>2643</b>

# RNAV (GPS) RWY 4

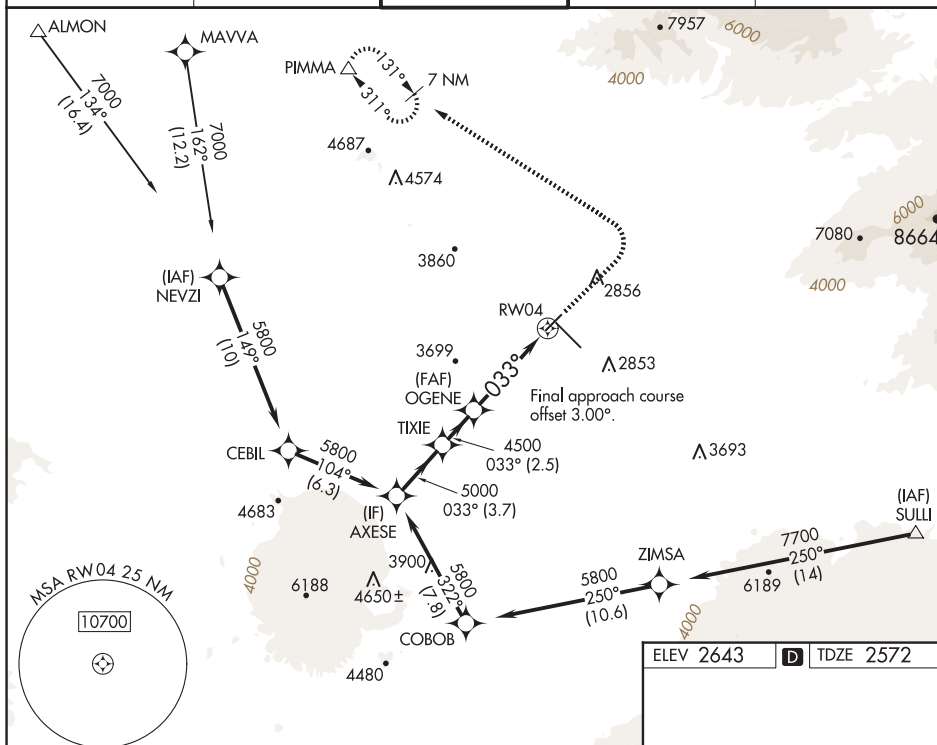
TUCSON INTL (TUS)

RNP APCH - GPS.

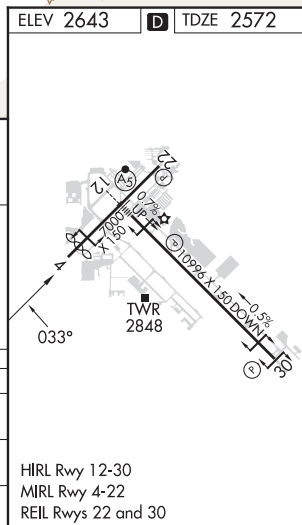
**⚠** Rwy 4 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

MISSED APPROACH: Climb to 3500 then climbing left turn to 6500 direct PIMMA and hold.

ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>120.025 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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	AXESE	TIXIE	OGENE		3500	6500	PIMMA
	5800		4500		1.8 NM to RWY04		
GP 3.00°	033°		4500				
TCH 50	5000						
	3.7 NM	2.5 NM	4.1 NM	1.8 NM			
CATEGORY	A	B	C	D			
LNAV/VNAV	DA	3284-2½	712 (700-2½)				
LNAV MDA	3180-1	608 (600-1)	3180-1¾	608 (600-1¾)			
CIRCLING	3180-1	3220-1	3220-1¾	3660-3			
	537 (600-1)	577 (600-1)	577 (600-1¾)	1017 (1100-3)			



TUCSON, ARIZONA

Amdt 1C 30NOV23

32°07'N-110°56'W

TUCSON INTL (TUS)

# RNAV (GPS) RWY 4

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

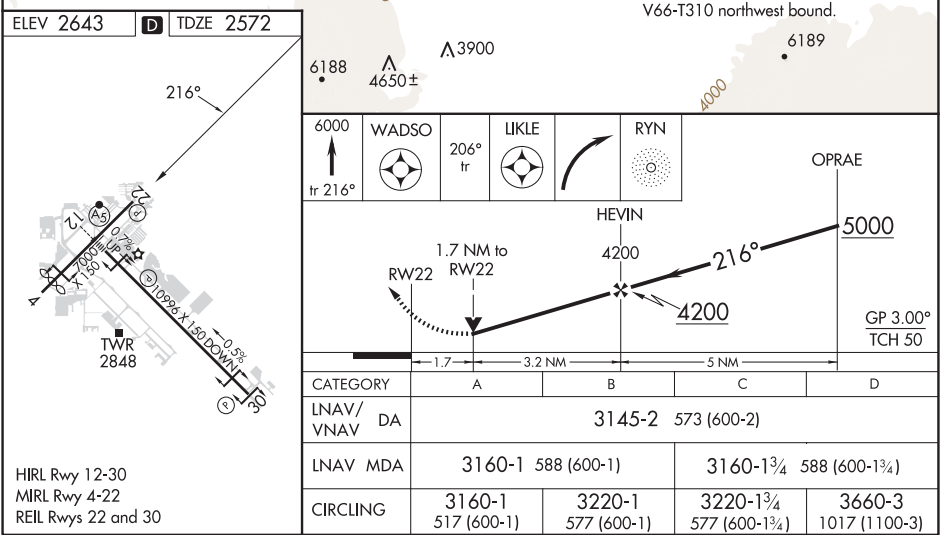
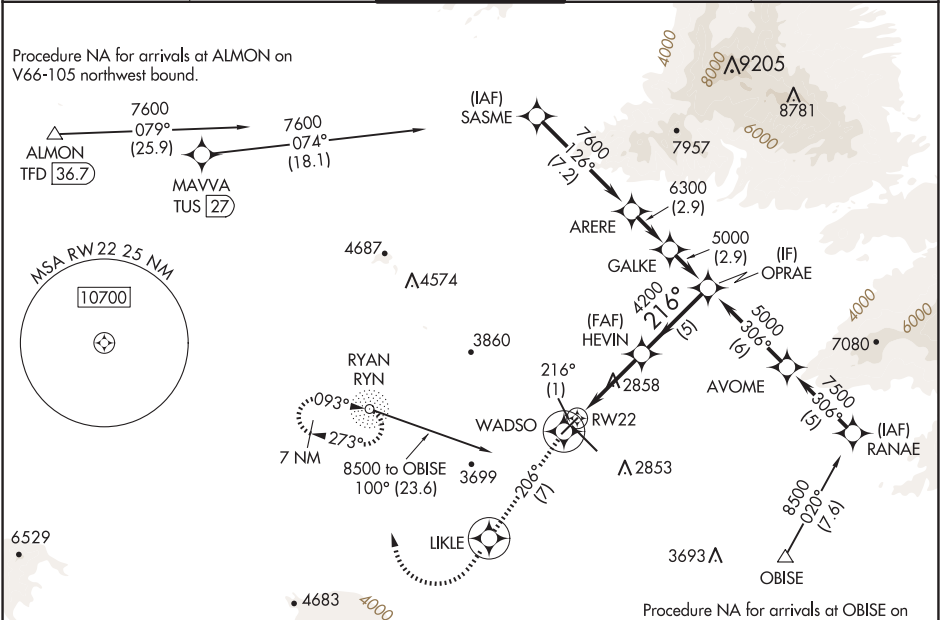
APP CRS	Rwy Idg	6000
216°	TDZE	2572
	Apt Elev	2643

RNAV (GPS) RWY 22

TUCSON INTL (TUS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 6000 on track 216° to WADSO and 206° track to LIKLE and right turn direct RYN NDB and hold, continue climb-in-hold to 6000.
<div><div></div><div>Rwy 22 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.</div></div>	

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 120.025 348.6	CLNC DEL 126.65 326.2
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TUCSON, ARIZONA

AL-430 (FAA)

25107

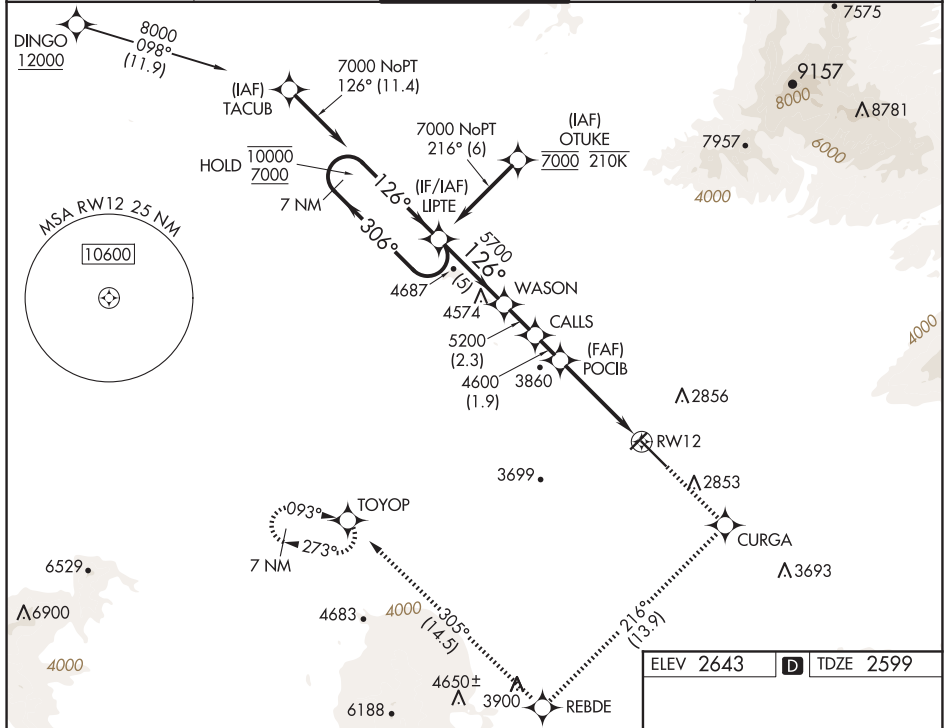
WAAS CH <b>93545</b> <b>W12A</b>	APP CRS <b>126°</b>	Rwy Idg <b>10996</b> TDZE <b>2599</b> Apt Elev <b>2643</b>
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# RNAV (GPS) Z RWY 12

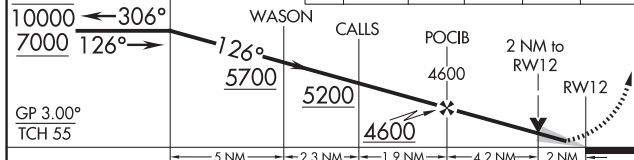
TUCSON INTL (TUS)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 9000 direct CURGA and climbing right turn on 216° track to REBDE and climbing right turn on 305° track to TOYOP and hold, continue climb-in-hold to 9000.
<p>▼ 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 4500, and increase LNAV Cats C/D visibility to 2 SM.</p>		

ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>120.025 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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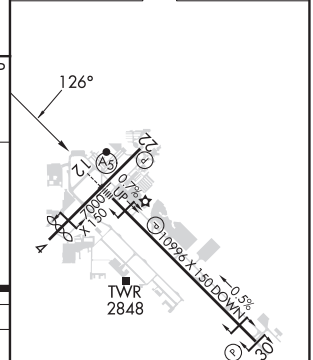


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).  
7 NM Holding Pattern  
LIPTA



CATEGORY	A	B	C	D
LPV DA		2799/24	200 (200-½)	
LNAV/VNAV DA		2905/24	306 (300-½)	
LNAV MDA	3300/24	701 (700-½)	3300-1½	701 (700-1½)
CIRCLING	3300-1	657 (700-1)	3300-2	3640-3
			657 (700-2)	997 (1000-3)

ELEV 2643 **D** TDZE 2599



HIRL Rwy 12-30  
MIRL Rwy 4-22  
REIL Rwy 22 and 30

TUCSON, ARIZONA

Orig 30NOV23

32°07'N-110°56'W

TUCSON INTL (TUS)

# RNAV (GPS) Z RWY 12

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

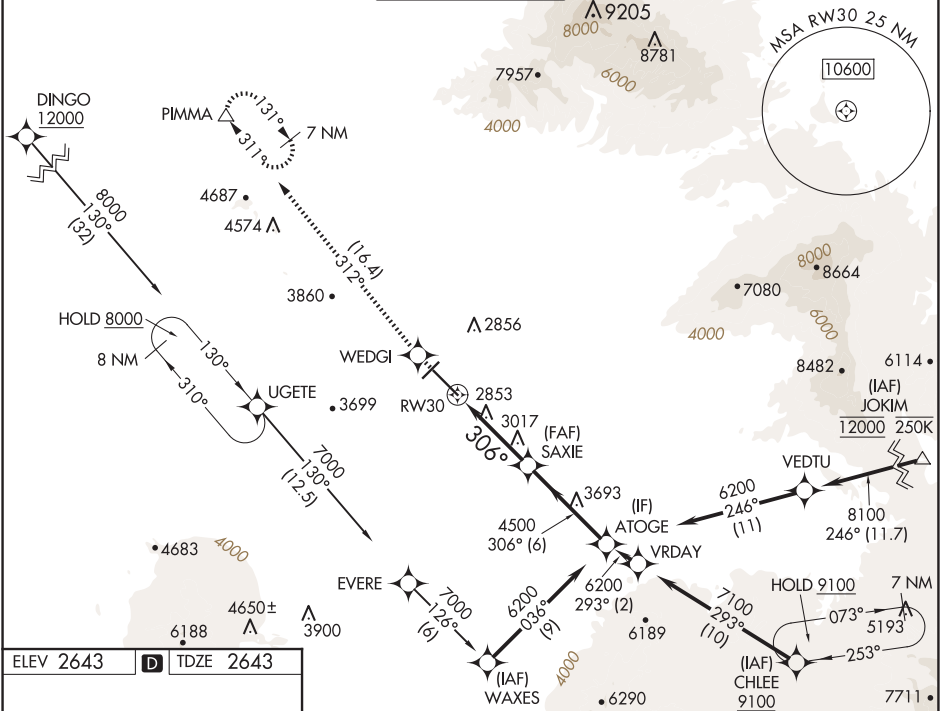
WAAS CH <b>45746</b> <b>W30A</b>	APP CRS <b>306°</b>	Rwy Idg <b>10996</b> TDZE <b>2643</b> Apt Elev <b>2643</b>
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RNAV (GPS) Z RWY 30

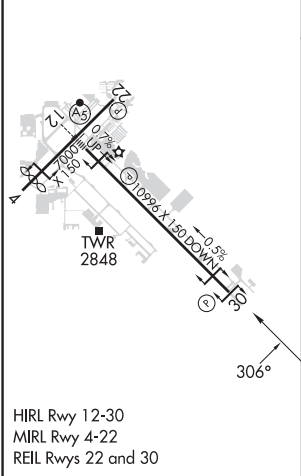
TUCSON INTL (TUS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 6800 direct WEDGI and on track 312° to PIMMA and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.	

ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>120.025 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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ELEV 2643	TDZE 2643
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6800	WEDGI	tr 312°	PIMMA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 81).	ATOGE
				SAXIE	
				4500	6200
				1.7 NM to RW30	
				1.7 NM	3.6 NM
					6 NM
					GP 3.18° TCH 53
CATEGORY	A	B	C	D	
LPV DA	2929-7/8	286 (300-7/8)			
LNAV/VNAV DA	3029-1 1/8	386 (400-1 1/8)			
LNAV MDA	3280-1	637 (700-1)	3280-1 3/4	637 (700-1 3/4)	
CIRCLING	3300-1	657 (700-1)	3300-1 3/4	657 (700-1 3/4)	3640-3 997 (1000-3)

TUCSON, ARIZONA

AL-430 (FAA)

25107

VORTAC TUS <b>116.0</b> Chan <b>107</b>	APP CRS <b>123°</b>	Rwy Idg TDZE <b>2599</b> Apt Elev <b>2643</b>	<b>10996</b>
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# VOR or TACAN RWY 12

TUCSON INTL (TUS)

DME required. RADAR required for procedure entry at TACUB.

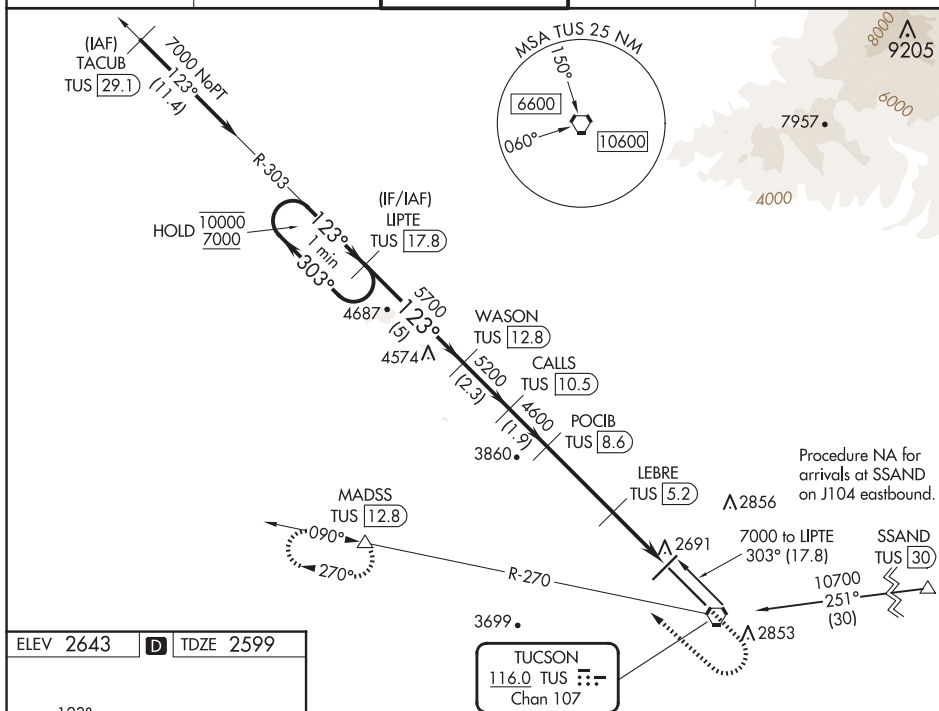
MALSR

MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 on heading 300° and TUS VORTAC R-270 to MADSS/TUS 12.8 DME and hold, continue climb in hold to 6000.

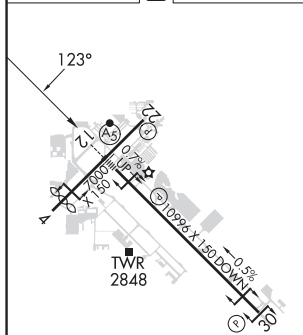
For inop ALS, increase Cat E visibility to 1¼ SM.



ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>120.025 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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ELEV 2643	<b>D</b>	TDZE 2599
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HIRL Rwy 12-30  
MIRL Rwy 4-22  
REIL Rwy 22 and 30

Procedure NA for arrival on TUS VORTAC airway radials 288 CW 308.					
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 73).					
One Minute Holding Pattern	LIPTE TUS 17.8	WASON TUS 12.8	CALLS TUS 10.5	POCIB TUS 8.6	LEBRE TUS 5.2
10000 7000	303°	123°	123°	303°	303°
5700	5200	4600	3540	303°	303°
5 NM	2.3 NM	1.9 NM	3.3 NM	1.7 NM	1.2
CATEGORY	A	B	C	D	E
S-12	3020/24	421 (400-½)	3020/40	421 (400-¾)	
CIRCLING	3160-1 517 (600-1)	3180-1 537 (600-1)	3200-1½ 557 (600-½)	3660-3 1017 (1100-3)	3920-3 1277 (1300-3)

TUCSON, ARIZONA  
Orig 30NOV23

32°07'N-110°56'W

# VOR or TACAN RWY 12

TUCSON INTL (TUS)

SW-4, 12 JUN 2025 to 07 AUG 2025

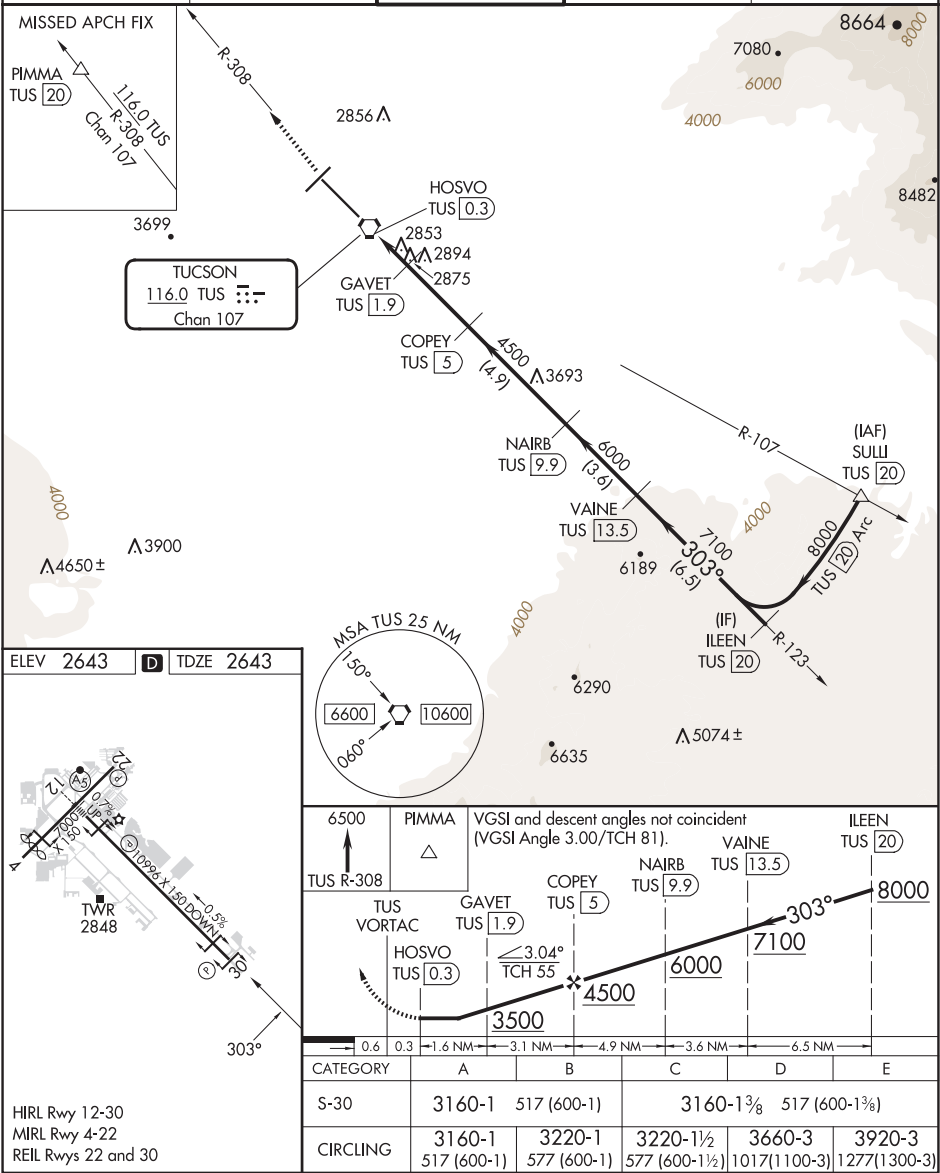
VORTAC TUS	APP CRS	Rwy Idg	10996
116.0	303°	TDZE	2643
Chan 107		Apt Elev	2643

VOR or TACAN RWY 30

TUCSON INTL (TUS)

DME required.	MISSED APPROACH: Climb to 6500 to PIMMA/TUS 20 DME on TUS R-308.
<div><div></div><div></div></div>	

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	120.025 348.6	126.65 326.2



25107

## AIRPORT DIAGRAM

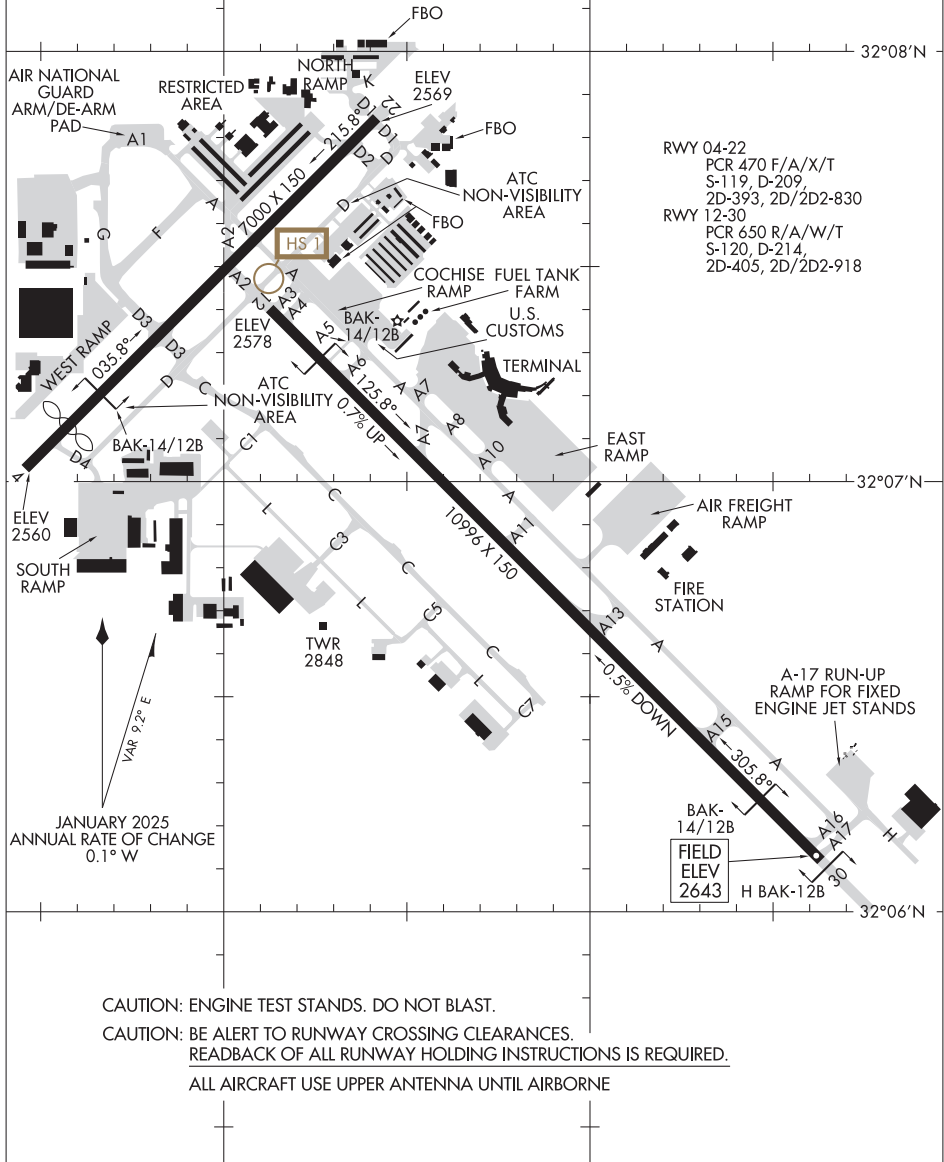
AL-430 (FAA)

TUCSON INTL (TUS)

TUCSON, ARIZONA

ATIS  
123.8 279.65  
TUCSON TOWER  
118.3 257.8  
GND CON  
120.025 348.6  
CLNC DEL  
126.65 326.2

D



## AIRPORT DIAGRAM

25107

TUCSON, ARIZONA

TUCSON INTL (TUS)

SW-4, 12 JUN 2025 to 07 AUG 2025

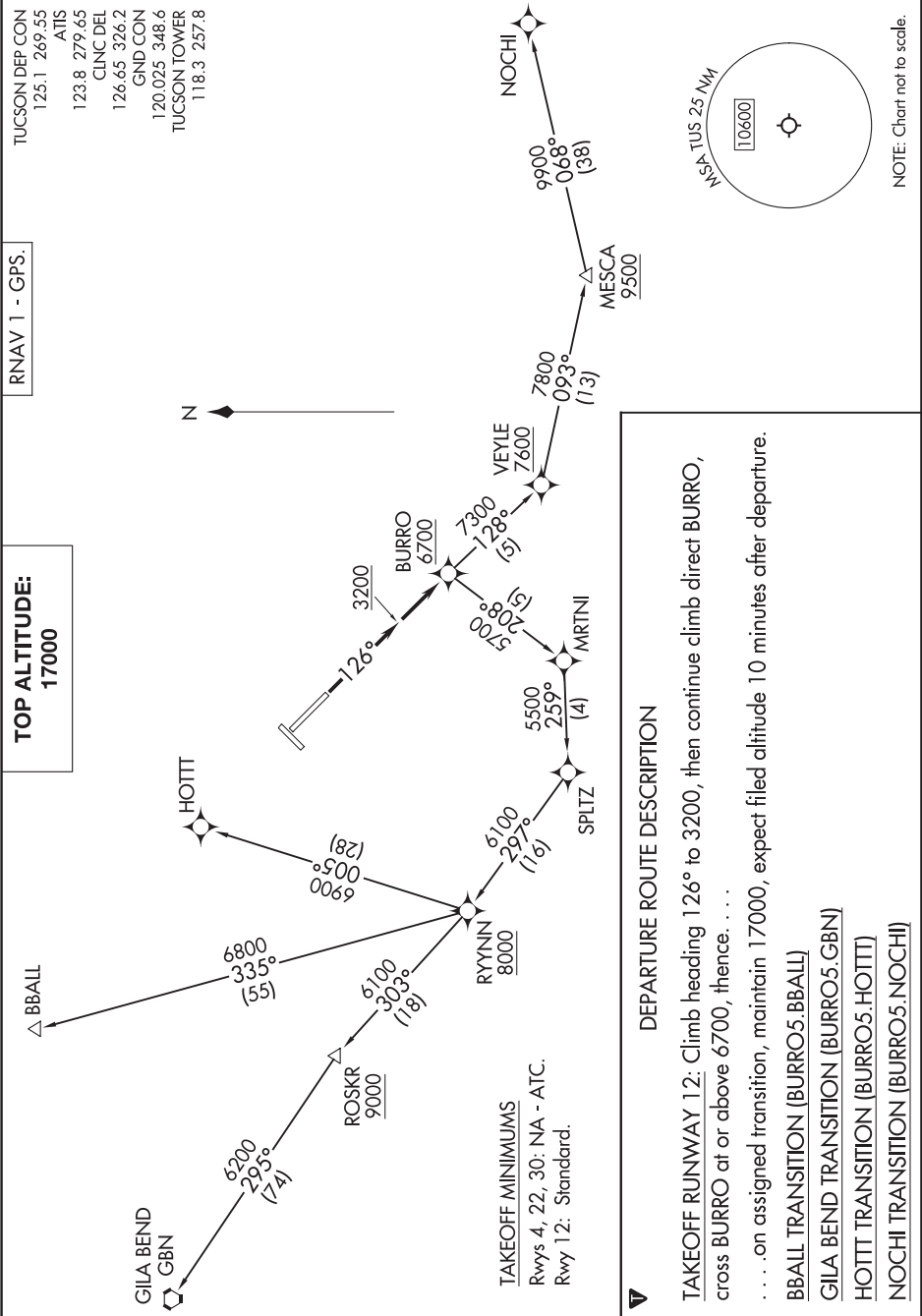


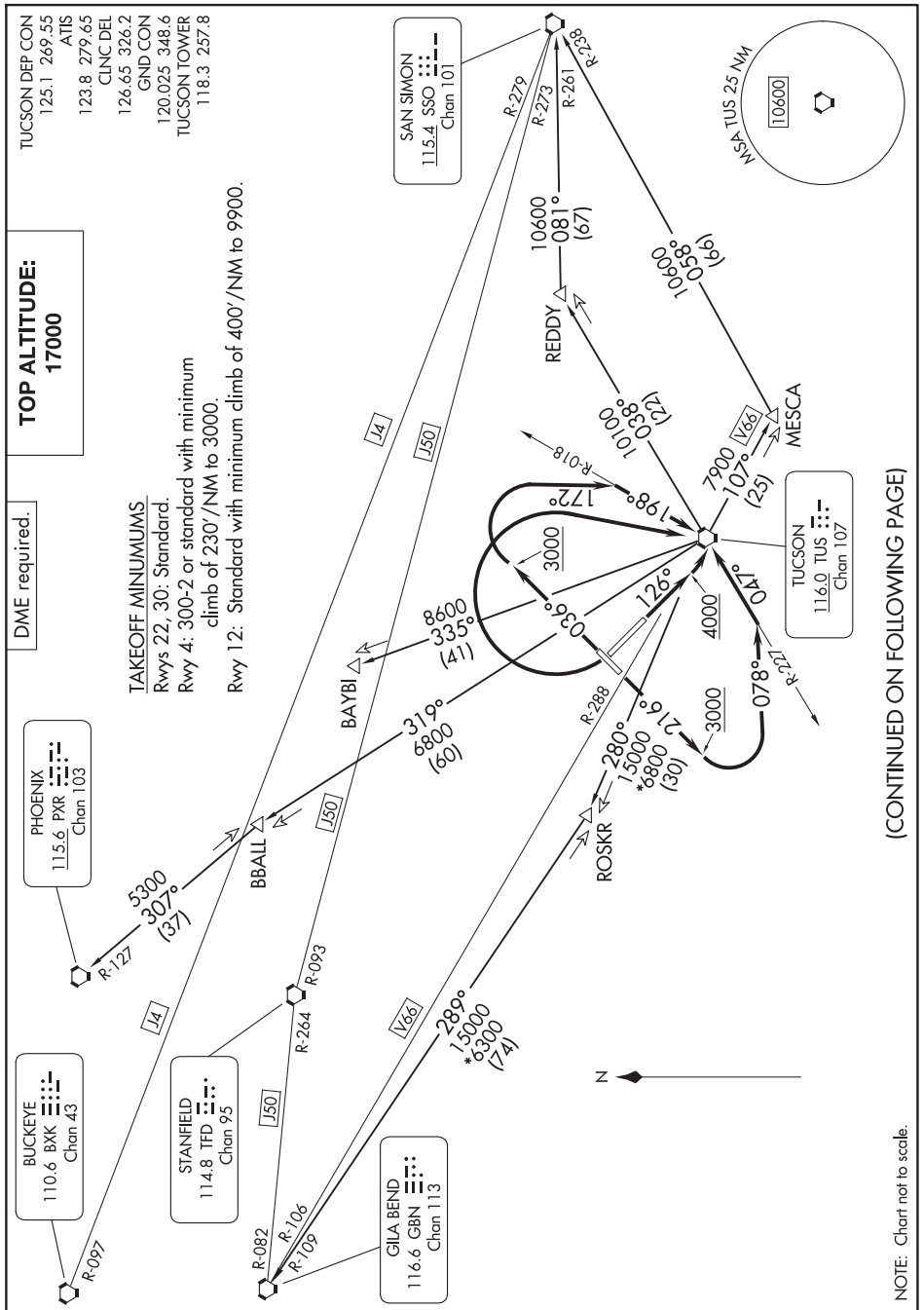
BURRO FIVE DEPARTURE (RNAV)

AL-430 (FAA)

TUCSON INTL (TUS)  
TUCSON, ARIZONA

SW-4, 12 JUN 2025 to 07 AUG 2025





NOTE: Chart not to scale.

SW-4, 12 JUN 2025 to 07 AUG 2025

TUCSON NINE DEPARTURE  
(TUS9.TUS) 30NOV23

TUCSON, ARIZONA  
TUCSON INTL (TUS)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 036° to 3000 then climbing right turn on heading 172° and TUS R-018 to TUS VORTAC, thence . . . .

TAKEOFF RUNWAY 12: Climb on heading 126° to 4000 then climbing left turn direct TUS VORTAC, thence . . . .

TAKEOFF RUNWAY 22 : Climb on heading 216° to 3000 then climbing left turn on heading 078° and TUS VORTAC R-227 to TUS VORTAC, thence . . . .

TAKEOFF RUNWAY 30: Climbing right turn direct TUS VORTAC. Thence . . . .

. . . . maintain 17000, expect clearance to filed altitude 10 minutes after departure.

BAYBI TRANSITION (TUS9.BAYBI): From over TUS VORTAC on TUS R-335 to BAYBI.

BBALL TRANSITION (TUS9.BBALL): From over TUS VORTAC on TUS R-319 to BBALL.

GILA BEND TRANSITION (TUS9.GBN): From over TUS VORTAC on TUS R-280 and GBN R-109 to GBN VORTAC.

MESCA TRANSITION (TUS9.MESCA): From over TUS VORTAC on TUS R-107 and SSO R-238 to SSO VORTAC.

PHOENIX TRANSITION (TUS9.PXR): From over TUS VORTAC on TUS R-319 and PXR R-127 to PXR VORTAC.

REDDY TRANSITION (TUS9.REDDY): From over TUS VORTAC on TUS R-038 and SSO R-261 to SSO VORTAC.

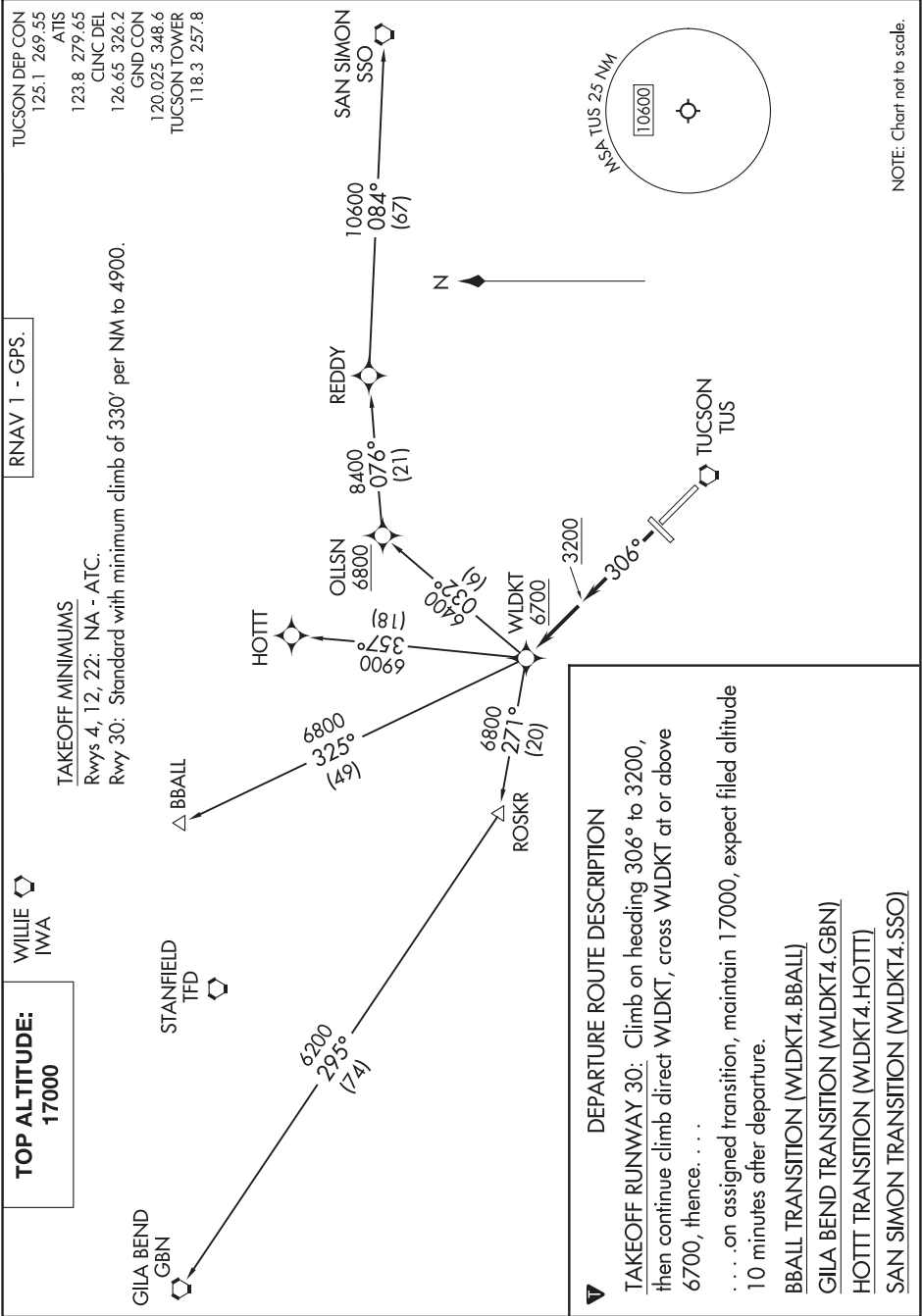
(WLDKT4.WLDKT) 24081

WLDKT FOUR DEPARTURE (RNAV)

AL-430 (FAA)

TUCSON INTL (TUS)  
TUCSON, ARIZONA

SW-4, 12 JUN 2025 to 07 AUG 2025



SW-4, 12 JUN 2025 to 07 AUG 2025

WLDKT FOUR DEPARTURE (RNAV)

(WLDKT4.WLDKT) 30NOV23

TUCSON, ARIZONA  
TUCSON INTL (TUS)



VERNAL, UTAH

AL-792 (FAA)

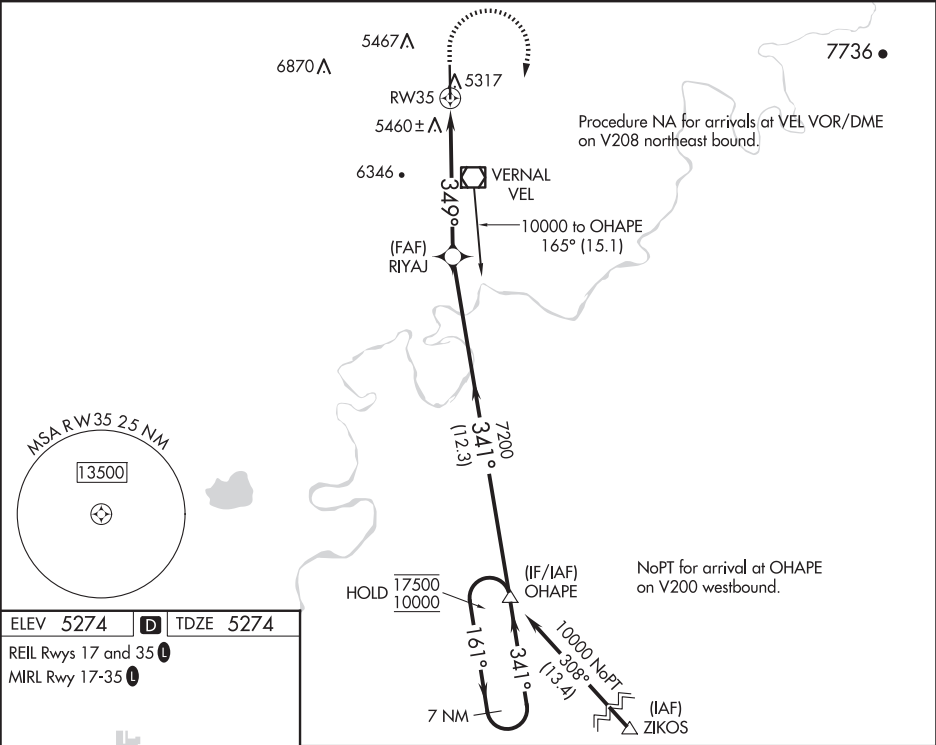
24249

WAAS CH <b>90241</b> <b>W35A</b>	APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>5274</b> <b>5274</b>
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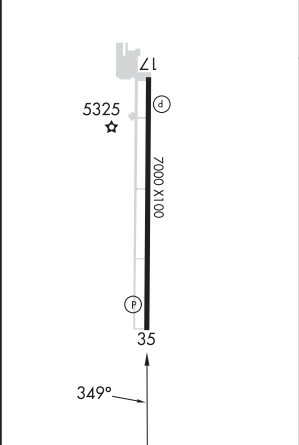
RNAV (GPS) Z RWY 35  
VERNAL RGNL (VEL)

RNP APCH.	MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct OHAPE and hold. *Missed approach requires minimum climb of 290 feet per NM to 8600.
<div><div>▼</div><div>▲</div><div>❄</div></div> <div>Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. -26°C</div>	

ASOS <b>118.125</b>	SALT LAKE CENTER <b>119.95 377.15</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV <b>5274</b>	<b>D</b>	TDZE <b>5274</b>
REIL Rwy 17 and 35		
MIRL Rwy 17-35		



7000	10000	OHAPE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48).	OHAPE	7 NM Holding Pattern
↑	↘	△			
CATEGORY	A	B	C	D	
LPV DA*	5610-1 336 (400-1)				
LPV DA	6175-2½ 901 (1000-2½)				
LNNAV/VNAV DA*	5786-1⅔ 512 (600-1⅔)				
LNNAV/VNAV DA	6093-2½ 819 (900-2½)				

VERNAL, UTAH  
Orig-B 22APR21

40°26'N-109°31'W

VERNAL RGNL (VEL)




RNAV (GPS) Z RWY 35

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

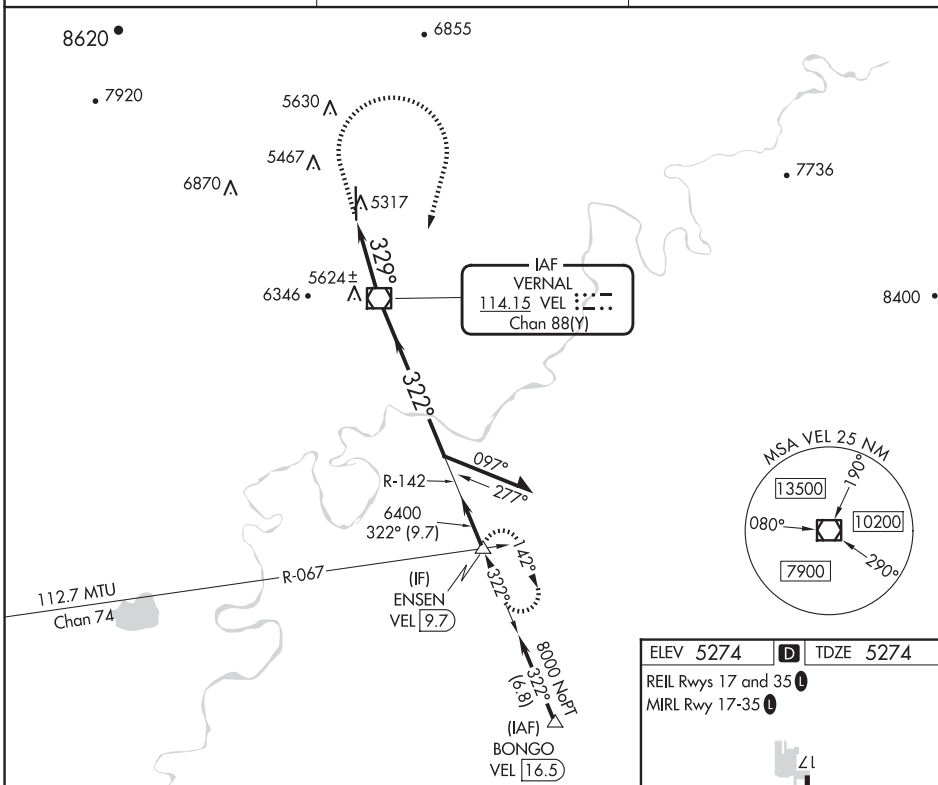
VOR/DME VEL <b>114.15</b> Chan <b>88</b> (Y)	APP CRS <b>329°</b>	Rwy Idg <b>7000</b> TDZE <b>5274</b> Apt Elev <b>5274</b>
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VOR RWY 35  
VERNAL RGNL (VEL)

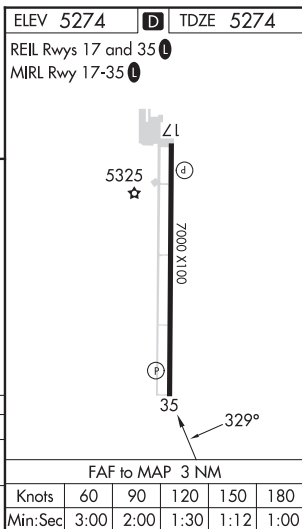
 Circling NA west of Rwy 17-35.  
 Rwy 35 helicopter visibility reduction below  $\frac{3}{4}$  NA.  
 -26°C

**MISSED APPROACH:** Climb to 6200 then climbing right turn to 8000 direct VEL VOR/DME and on VEL VOR/DME R-142 to ENSEN INT/9.7 DME and hold.

ASOS <b>118.125</b>	SALT LAKE CENTER <b>119.95 377.15</b>	UNICOM <b>122.7 (CTAF) 0</b>
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6200 ↑	8000 ↗	VEL R-142 ◻	ENSEN △				
VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 48).							
CATEGORY	A		B		C		D
S-35	6160-1¼ 886 (900-1¼)		6160-2½ 886 (900-2½)				
CIRCLING	6160-1¼ 886 (900-1¼)		6160-2¾ 886 (900-2¾)		6400-3 1126 (1200-3)		



SW-4, 12 JUN 2025 to 07 AUG 2025

WENDOVER, UTAH

AL-445 (FAA)

25163

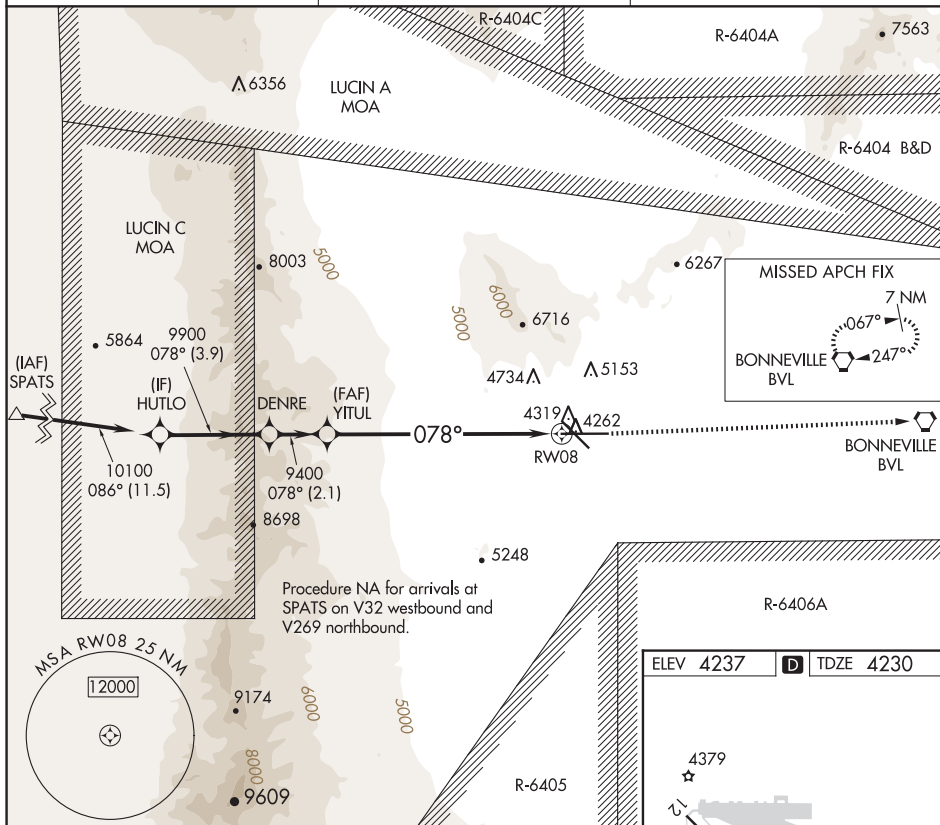
WAAS CH <b>42523</b> <b>W08A</b>	APP CRS <b>078°</b>	Rwy Ldg TDZE <b>4230</b> Apt Elev <b>4237</b>
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# RNAV (GPS) RWY 8

## WENDOVER (ENV)

NA -13°C	Baro-VNAV NA. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 9000 direct BVL VORTAC and hold, continue climb-in-hold to 9000.
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AWOS-3PT <b>120.55</b>	SALT LAKE CENTER <b>128.55 269.175</b>	UNICOM <b>122.8 (CTAF)</b>
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HUTLO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).				9000	BVL
10100	078°	9900	9400	9400	RW08	
GP 5.68° TCH 60	3.9 NM	2.1 NM	8.5 NM			
CATEGORY	A	B	C	D		
LPV DA	4560-1 330 (400-1)		NA			
RNAV/VNAV DA	4581-1 351 (400-1)		NA			

REIL Rwy 8, 12, 26 and 30

MIRL Rwy 8-26 and 12-30

WENDOVER, UTAH  
Amdt 1 08JAN15

40°43'N-114°02'W

WENDOVER (ENV)  
RNAV (GPS) RWY 8

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



WENDOVER, UTAH

AL-445 (FAA)

25163

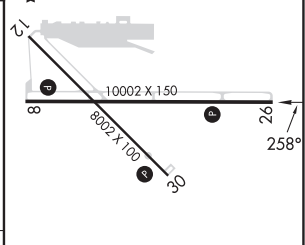
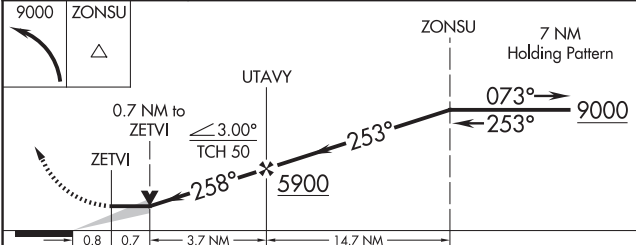
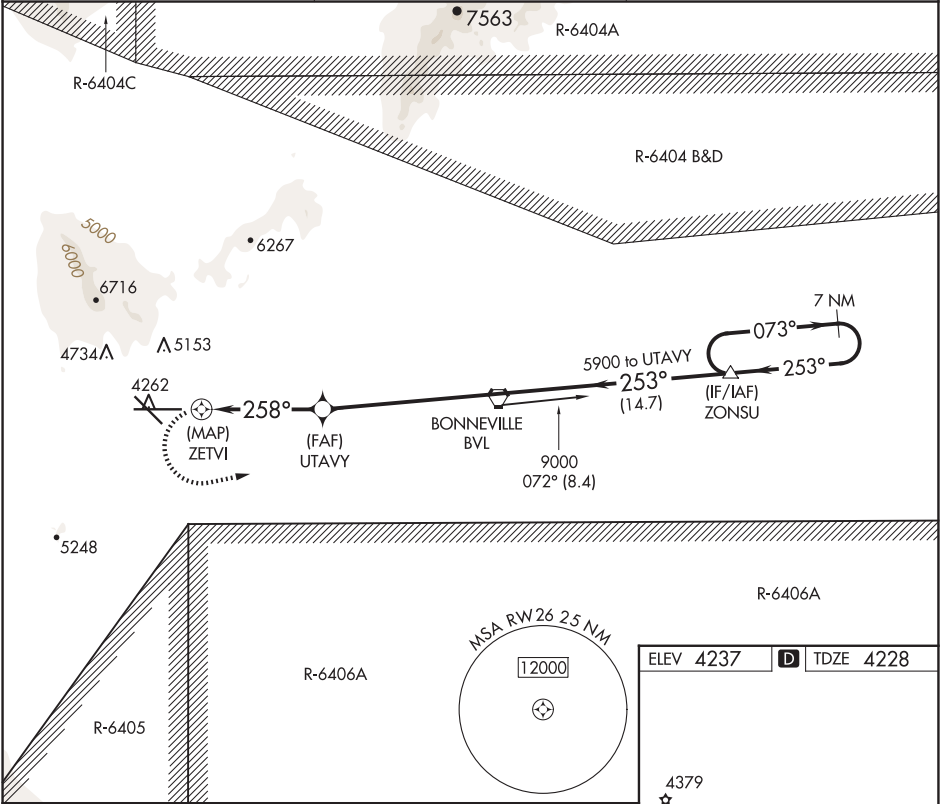
APP CRS	Rwy Ldg	10002
258°	TDZE	4228
	Apt Elev	4237

# RNAV (GPS) RWY 26

WENDOVER (ENV)

NA -13°C	Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 9000 direct ZONSU and hold, continue climb-in-hold to 9000.
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AWOS-3PT 120.55	SALT LAKE CENTER 128.55 269.175	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	E
LNNAV MDA	4740-1 512 (600-1)	4740-1 512 (600-1)	4740-1 512 (600-1)	4740-1 512 (600-1)	4740-1 512 (600-1)
CIRCLING	4740-1 512 (600-1)	4740-1 512 (600-1)	4740-1 512 (600-1)	4740-1 512 (600-1)	4740-1 512 (600-1)

ELEV 4237	TDZE 4228
REIL Rwy 8, 12, 26 and 30	
MIRL Rwy 8-26 and 12-30	

WENDOVER, UTAH  
Amdt 1A 02JAN20

40°43'N-114°02'W

# RNAV (GPS) RWY 26

WENDOVER (ENV)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

WENDOVER, UTAH

AL-445 (FAA)

25163

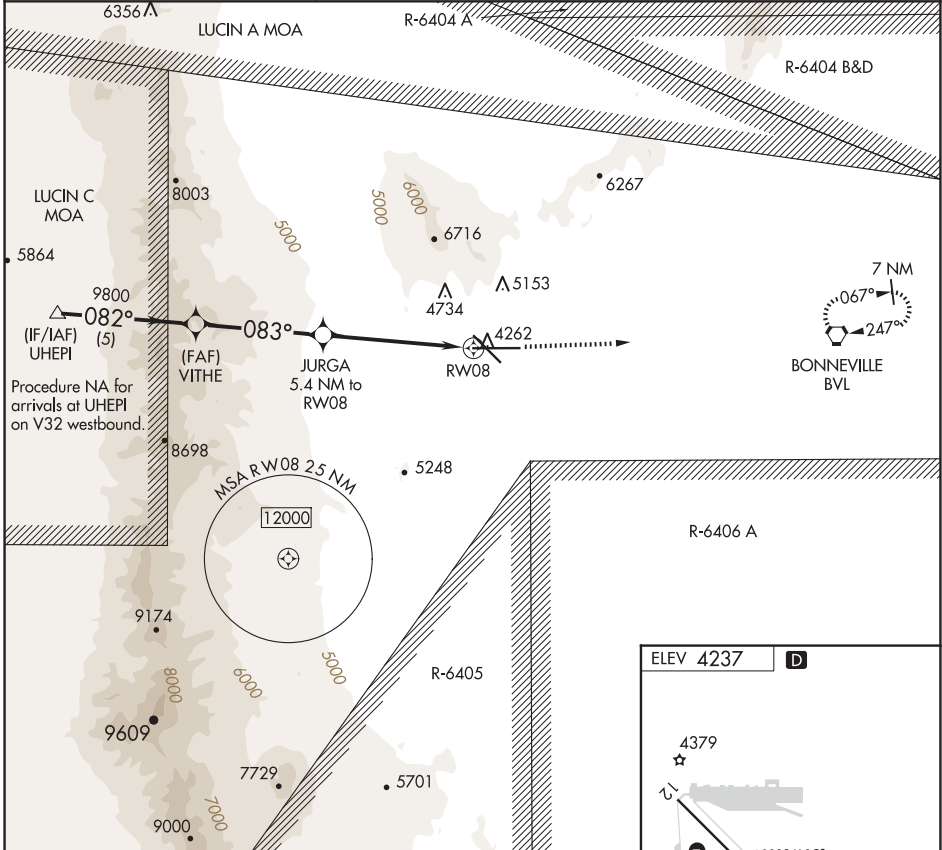
APP CRS <b>083°</b>	Rwy Ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>4237</b>
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# RNAV (GPS)-A

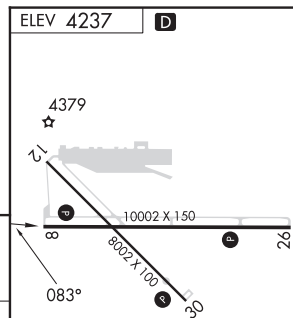
## WENDOVER (ENV)

-13°C Circling NA north of Rwy 8-26. DME/DME RNP- 0.3 NA.	<b>MISSED APPROACH:</b> Climbing left turn to 9000 direct BVL VORTAC and hold, continue climb-in-hold to 9000.
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AWOS-3PT <b>120.55</b>	SALT LAKE CENTER <b>128.55 269.175</b>	UNICOM <b>122.8</b> (CTAF)
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UHEPI		VITHE		JURGA 5.4 NM to RW08		RW08	
11000		9800		8100		6.63° TCH 40	
5 NM		4.6 NM		5.4 NM			
CATEGORY	A	B	C	D	E		
CIRCLING	6100-1¼ 1863 (1900-1¼)	6100-1½ 1863 (1900-1½)	6100-3	1863 (1900-3)			


 WENDOVER, UTAH  
 Amdt 1 13NOV14

40°43'N-114°02'W

 WENDOVER (ENV)  
 RNAV (GPS)-A

 REIL Rwy 8, 12, 26 and 30   
 MIRL Rwy 8-26 and 12-30 

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS  
**078°**

Rwy Ldg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**4237**

**RNAV (GPS)-C**  
WENDOVER (ENV)

⚠

⚠

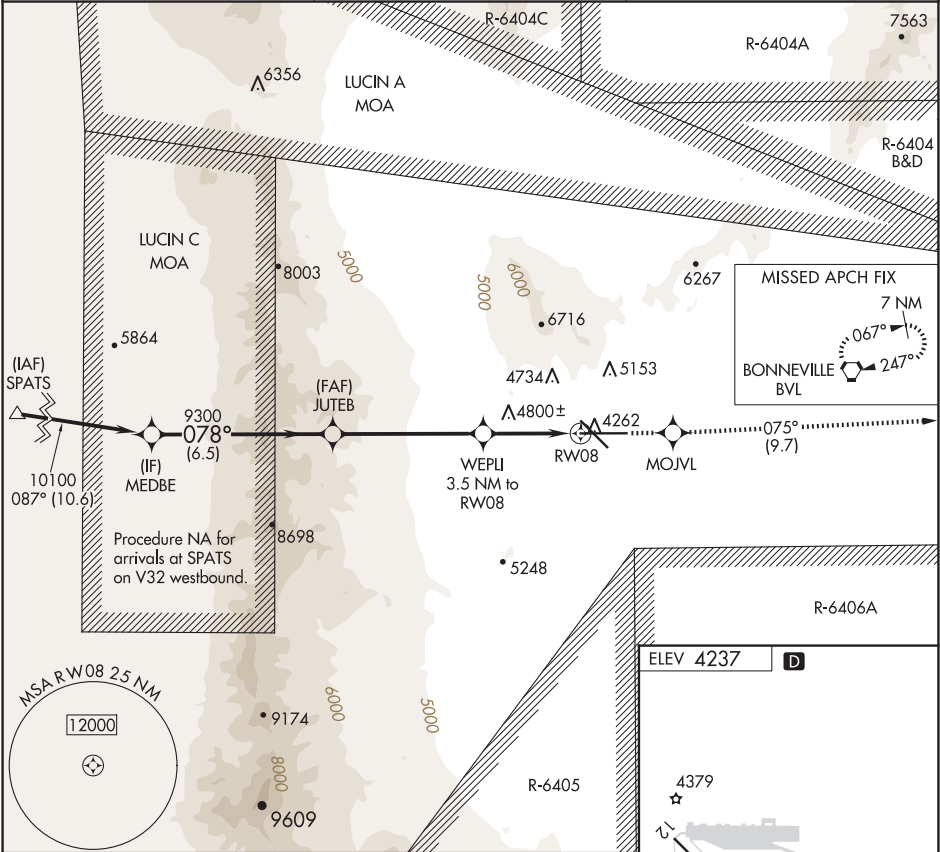
⚠

-13°C

Circling NA north of Rwy 8-26.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 9000 direct MOJVL and on track 075° to BVL VORTAC and hold, continue climb-in-hold to 9000.

AWOS-3PT <b>120.55</b>	SALT LAKE CENTER <b>128.55 269.175</b>	UNICOM <b>122.8 (CTAF)</b>
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MEDBE

JUTEB

10100

078°

9300

7300

6.5 NM

5.4 NM

3.5 NM

9000

MOJVL

tr 075°

BVL

WEPLI 3.5 NM to RW08

8.11°

TCH 40

RW08

4379

10002 X 150

078°

8002 X 100

26

CATEGORY	A	B	C	D	E
CIRCLING	6020-1¼ 1783 (1800-1¼)	6020-1½ 1783 (1800-1½)	6020-3	1783 (1800-3)	

REIL Rwy 8, 12, 26 and 30

MIRL Rwy 8-26 and 12-30

WENDOVER, UTAH

AL-445 (FAA)

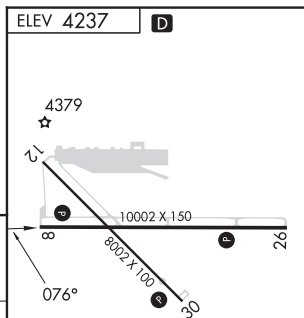
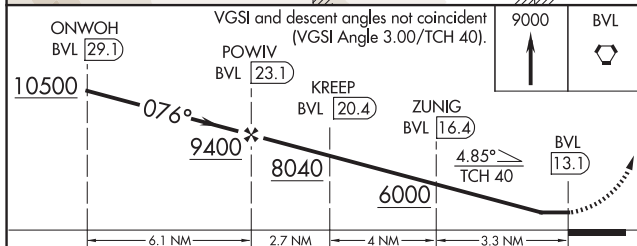
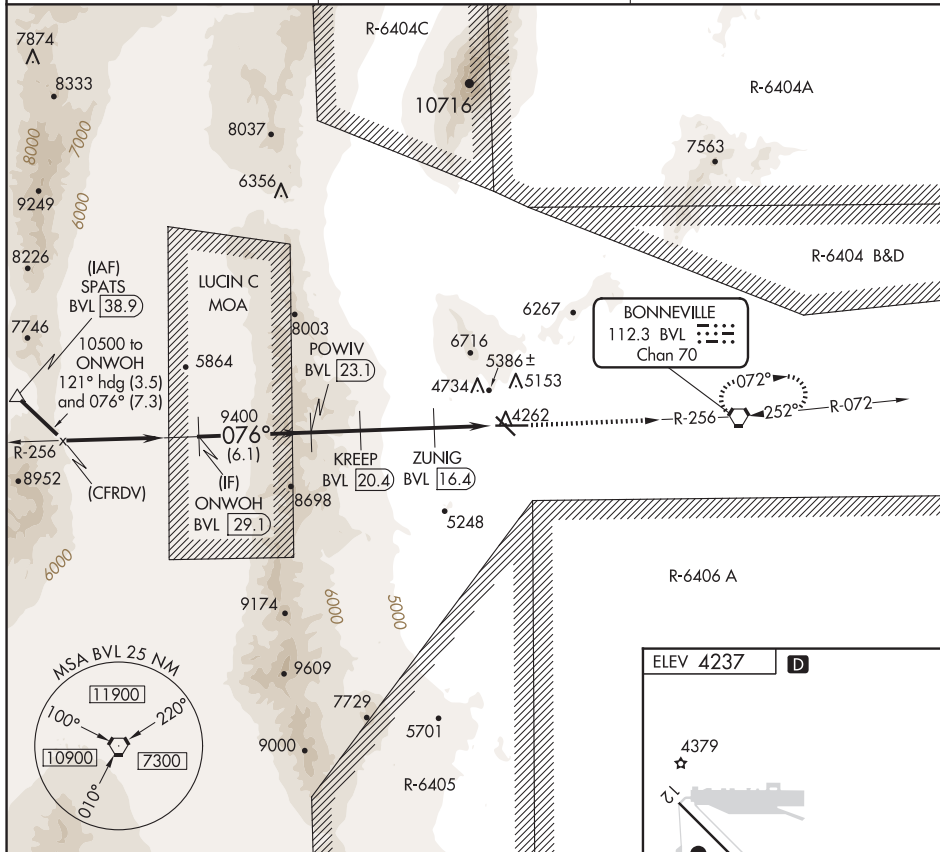
25163

VORTAC BVL <b>112.3</b> Chan <b>70</b>	APP CRS <b>076°</b>	Rwy Ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>4237</b>
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VOR/DME-B  
WENDOVER (ENV)

 Circling NA north of Rwy 8-26.  -13°C	MISSED APPROACH: Climb to 9000 direct BVL VORTAC and hold, continue climb-in-hold to 9000.
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AWOS-3PT <b>120.55</b>	SALT LAKE CENTER <b>128.55 269.175</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D	E
 CIRCLING	5500-1¼ 1263 (1300-1¼)	5500-1½ 1263 (1300-1½)	5500-3 1263 (1300-3)	5700-3	1463 (1500-3)

REIL Rwy 8, 12, 26 and 30   
MIRL Rwy 8-26 and 12-30

WENDOVER, UTAH  
Amdt 2 31MAR16

40°43'N-114°02'W

WENDOVER (ENV)  
VOR/DME-B

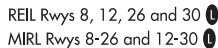
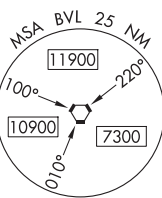
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

25163

VOR/DME or TACAN RWY 26  
WENDOVER (ENV)

**MISSED APPROACH:** Climbing left turn to 9000 direct BVL VORTAC and on BVL VORTAC R-072 to BAGGI/10 DME and hold, continue climb-in-hold to 9000.

UNICOM  
122.8 (CTAF) L

WENDOVER (ENV)

VOR/DME or TACAN RWY 26

SW-4, 12 JUN 2025 to 07 AUG 2025

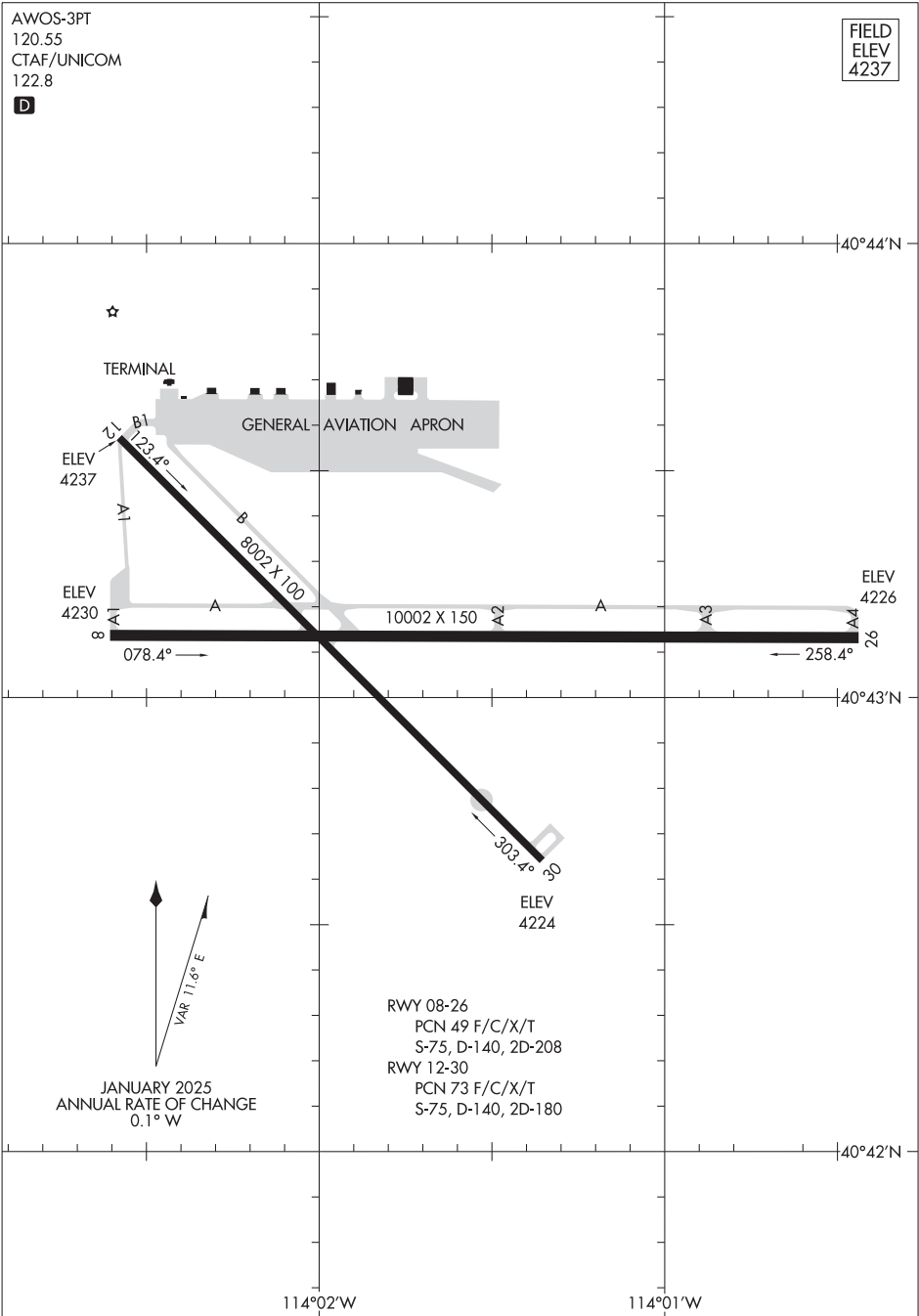
AWOS-3PT  
120.55  
CTAF/UNICOM  
122.8

D

FIELD  
ELEV  
4237

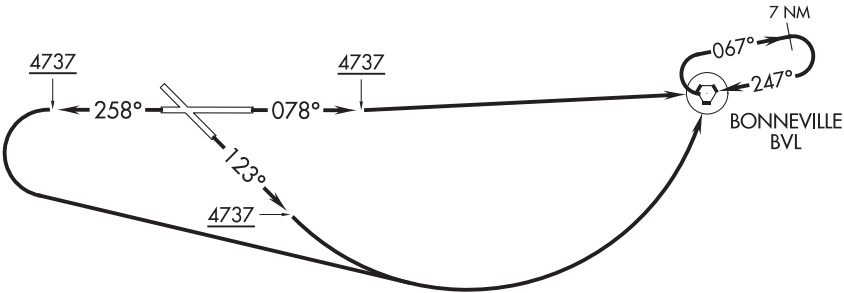
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



SALT LAKE CENTER  
128.55 269.175  
UNICOM  
122.8 (CTAF)  
AWOS-3PT  
120.55

**TOP ALTITUDE:  
9000**



NOTE: GPS required.  
NOTE: RNAV 1.

**TAKEOFF MINIMUMS**  
Rwys 8, 12: Standard with minimum climb of 500' per NM to 4737.  
Rwy 26: Standard with minimum climb of 500' per NM to 4737,  
then minimum climb of 280' per NM to 6000'.  
Rwy 30: NA.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION	
TAKEOFF RUNWAY 8:	Climb heading 078° to 4737, then climb to 9000 direct BVL VORTAC and hold, thence . . .
TAKEOFF RUNWAY 12:	Climb heading 123° to 4737, then climbing left turn to 9000 direct BVL VORTAC and hold, thence . . .
TAKEOFF RUNWAY 26:	Climb heading 258° to 4737, then climbing left turn to 9000 direct BVL VORTAC and hold, thence . . .
. . . continue climb in holding pattern (hold NE, RT, 247° inbound) to 9000 before proceeding on course.	

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

WILLCOX, ARIZONA

AL-85 (FAA)

25163

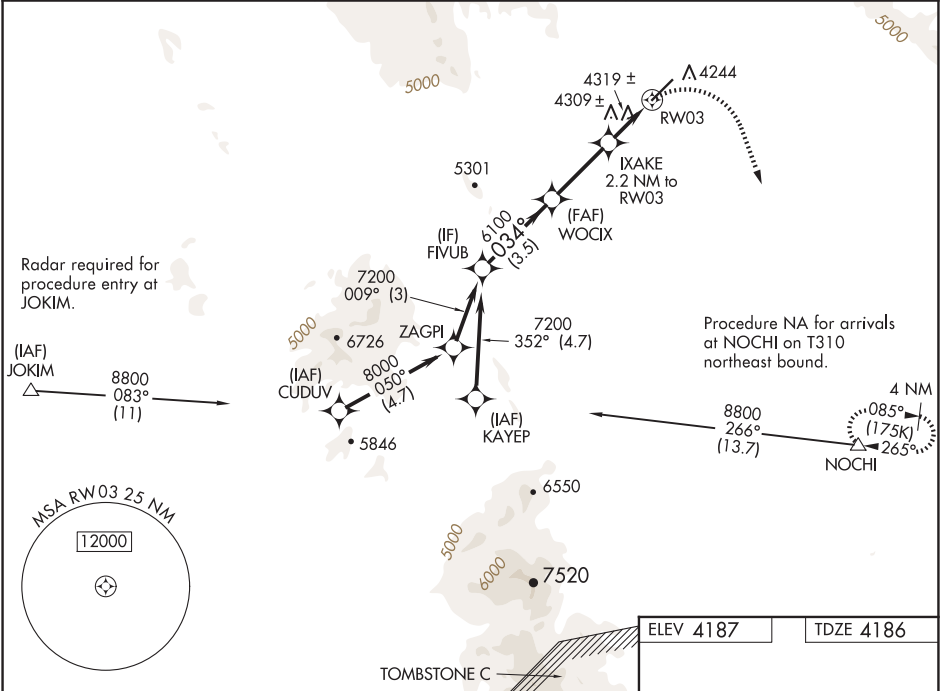
APP CRS	Rwy Ldg	6095
034°	TDZE	4186
	Apt Elev	4187

# RNAV (GPS) RWY 3

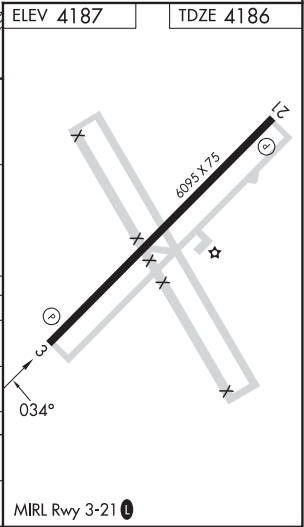
COCHISE COUNTY (P33)

RNP APCH - GPS.	
When local altimeter setting not received, use Douglas Bisbee altimeter setting. VDP NA with Douglas Bisbee altimeter setting.	
MISSED APPROACH: Climbing right turn to 8800 direct NOCHI and hold, continue climb-in-hold to 8800.	

AWOS-3PT 119.025	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
---------------------	-------------------------------------	--------------------------



	FIVUB	WOCIX	IXAKE	
	7200	6100	5040	
	034°	3.50° TCH 40	0.9 NM to RWY03	
	3.5 NM	2.9 NM	1.3 NM	0.9 NM
CATEGORY	A	B	C	D
LNAV MDA	4560-1	374 (400-1)		NA
CIRCLING	4600-1 413 (500-1)	4660-1 473 (500-1)		NA
DOUGLAS BISBEE ALTIMETER SETTING MINIMUMS				
LNAV MDA	4680-1	494 (500-1)		NA
CIRCLING	4720-1 533 (600-1)	4780-1 593 (600-1)		NA



WILLCOX, ARIZONA  
Amdt 1D 02NOV23

32°15'N-109°54'W

COCHISE COUNTY (P33)  
RNAV (GPS) RWY 3

SW-4, 12 JUN 2025 to 07 AUG 2025

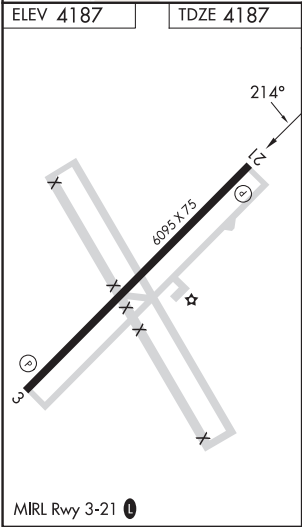
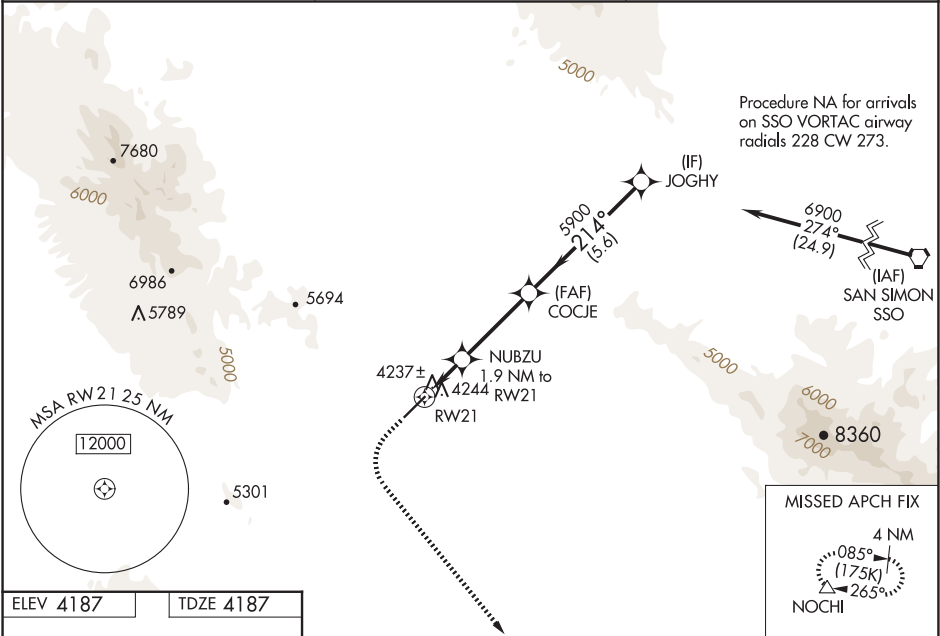
SW-4, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>77618</b> <b>W21A</b>	APP CRS <b>214°</b>	Rwy Ldg TDZE <b>4187</b> Apt Elev <b>4187</b>
--	------------------------	---

RNAV (GPS) RWY 21  
COCHISE COUNTY (P33)

RNP APCH - GPS. ▼ Baro-VNAV NA when using Douglas Bisbee altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. When local altimeter setting not received, use Douglas Bisbee altimeter setting and increase LPV DA to 4555 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 4555 feet and all visibilities ¼ SM; increase all MDAs 120 feet. ⚠ MISSED APPROACH: Climb to 4600 then climbing left turn to 8800 direct NOCHI and hold, continue climb-in-hold 8800.	
AWOS-3PT <b>119.025</b>	ALBUQUERQUE CENTER <b>134.45 327.15</b>
UNICOM <b>122.8 (CTAF) 0</b>	



ELEV 4187		TDZE 4187	
4600		8800	
NOCHI		NOCHI	
NUBZU 1.9 NM to RW21		COCJE 5900	
RW21		JOGHY 6900	
0.9 NM		GP 3.00°	
1 NM		TCH 40	
3.4 NM			
5.6 NM			
CATEGORY	A	B	C
LPV DA	4437-7/8 250 (300-7/8)		NA
LNAV/VNAV DA	4437-7/8 250 (300-7/8)		NA
LNAV MDA	4520-1 333 (400-1)		NA
CIRCLING	4600-1 413 (500-1)	4660-1 473 (500-1)	NA

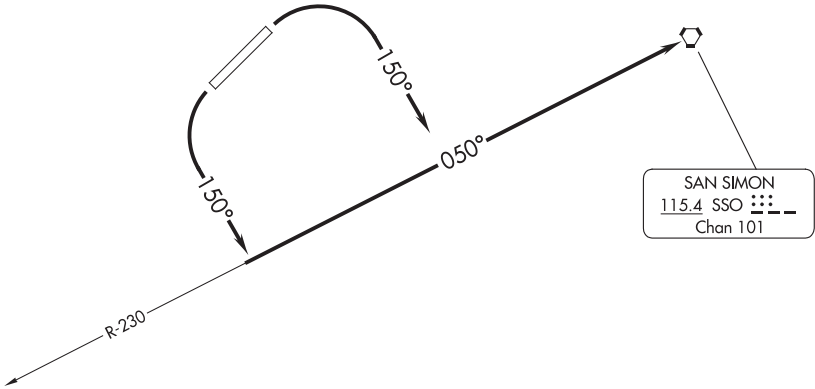
(CIE1.CIE) 23334

COCHISE ONE DEPARTURE (OBSTACLE)

AL-85 (FAA)

COCHISE COUNTY (P33)  
WILLCOX, ARIZONA

ALBUQUERQUE CENTER  
134.45 327.15



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

TAKEOFF MINIMUMS  
Rwys 3, 21: Standard.

TAKEOFF OBSTACLE NOTES  
Rwy 3: Trees beginning 150' from DER, left and right of centerline, up to 31' AGL/4216' MSL.  
Rwy 21: Terrain beginning 64' from DER, left and right of centerline, up to 4190' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

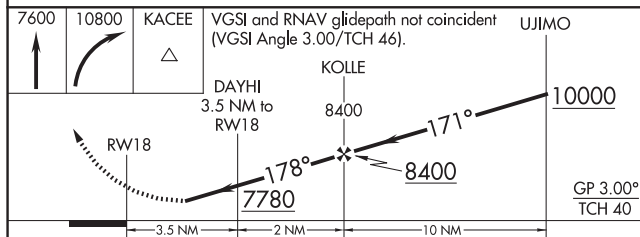
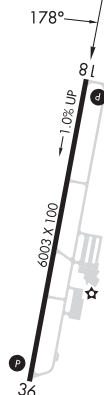
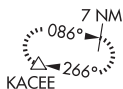
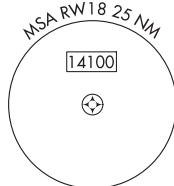
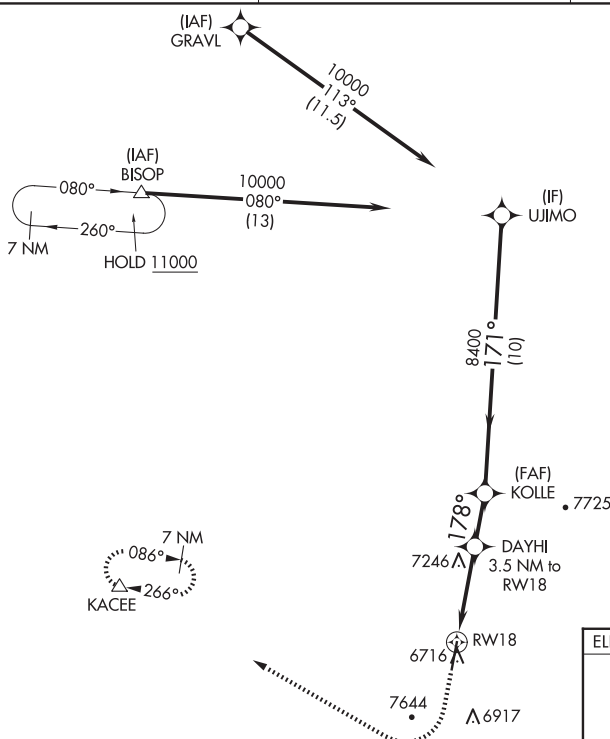
TAKEOFF RUNWAY 3: Climbing right turn heading 150° to intercept SSO VORTAC R-230 to SSO VORTAC before proceeding on course.

TAKEOFF RUNWAY 21: Climbing left turn heading 150° to intercept SSO VORTAC R-230 to SSO VORTAC before proceeding on course.

RNAV (GPS) RWY 18  
H A CLARK MEML FLD (CMR)

**MISSED APPROACH:** Climb to 7600, then climbing right turn to 10800 direct KACEE and hold, continue climb-in-hold to 10800.

**T**  
**A** Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA east of Rwy 18-36.

UNICOM  
122.8 (CTAF) L

CATEGORY	A	B	C	D
LPV DA	7281-1 $\frac{3}{4}$ 620 (600-1 $\frac{3}{4}$ )			
LNAV MDA	7520-1 859 (900-1)	7520-1 $\frac{1}{4}$ 859 (900-1 $\frac{1}{4}$ )	7520-2 $\frac{1}{2}$	859 (900-2 $\frac{1}{2}$ )
CIRCLING	7520-1 $\frac{1}{4}$ 829 (900-1 $\frac{1}{4}$ )	7540-1 $\frac{1}{4}$ 849 (900-1 $\frac{1}{4}$ )	8020-3	1329 (1400-3)

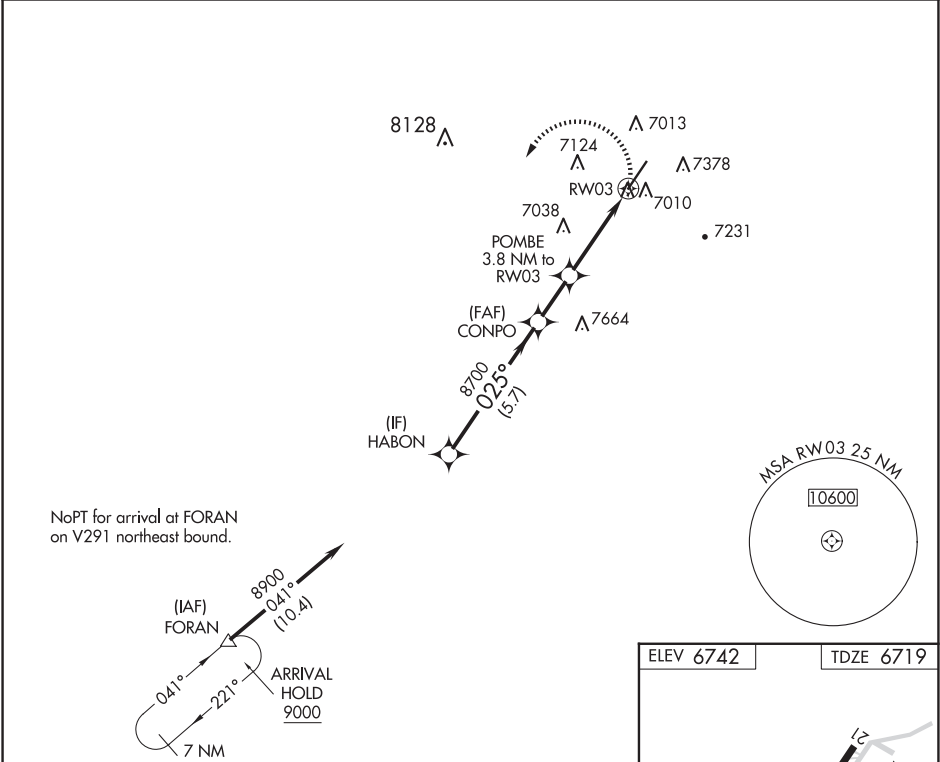
MIRL Rwy 18-36 **L**  
REIL Rwy 18 and 36 **L**

SW-4, 12 JUN 2025 to 07 AUG 2025

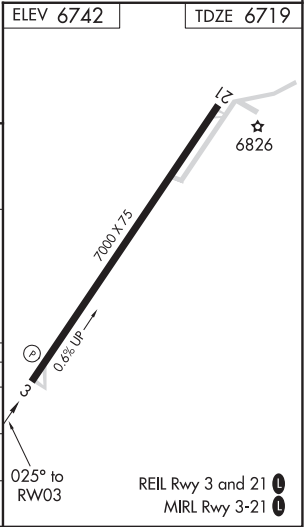
WAAS CH <b>56424</b> <b>W03A</b>	APP CRS <b>025°</b>	Rwy Idg <b>7000</b> TDZE <b>6719</b> Apt Elev <b>6742</b>
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RNAV (GPS) RWY 3  
WINDOW ROCK (RQE)

RNP APCH-GPS.		MISSED APPROACH: Climbing left turn to 9600 direct FORAN and hold.
Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ¾ SM NA.		
ASOS <b>118.325</b>	ALBUQUERQUE CENTER <b>124.325 288.25</b>	UNICOM <b>122.8 (CTAF) 0</b>



HABON				
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).				
CONPO				
POMBE 3.8 NM to RW03				
1.5 NM to RW03				
RW03				
FORAN				
9600				
8900				
025°				
3.20° TCH 36				
8700				
8000				
5.7 NM				
2 NM				
2.3 NM				
1.5				
CATEGORY	A	B	C	D
LP MDA	7240-1	521 (600-1)	7240-1½ 521 (600-1½)	NA
LNAV MDA	7360-1	641 (700-1)	7360-1⅞ 641 (700-1⅞)	NA
CIRCLING	7740-1¼ 998 (1000-1¼)	7740-1½ 998 (1000-1½)	7780-3 1038 (1100-3)	NA



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

APP CRS  
175°

Rwy Idg  
TDZE  
Apt Elev

N/A  
N/A  
6742

RNAV (GPS)-B  
WINDOW ROCK (RQ.E)

RNP APCH.

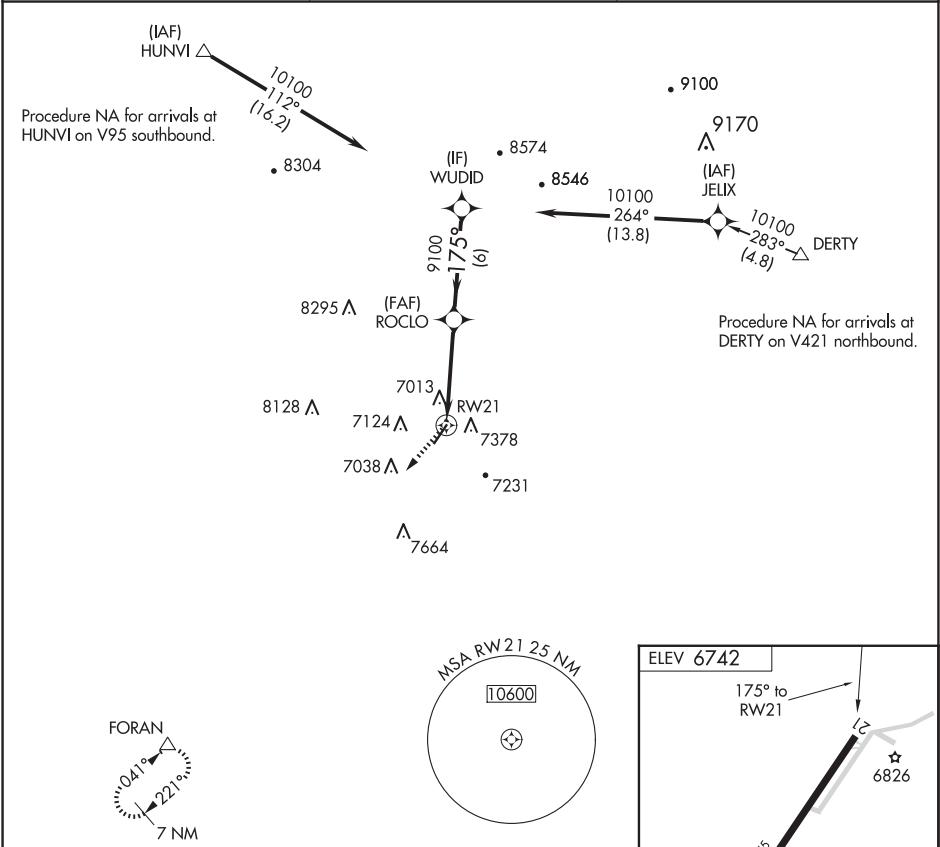
▼

▲

Circling Rwy 21 NA at night.

MISSED APPROACH: Climbing right turn to 9600 direct FORAN and hold.

ASOS 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 0
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9600

FORAN

△

RW21

ROCLO

WUDID

10100

175°

9100

5.7 NM

6 NM

CATEGORY	A	B	C	D
CIRCLING	7740-1¼ 998 (1000-1¼)	7740-1½ 998 (1000-1½)	7780-3 1038 (1100-3)	8080-3 1338 (1400-3)

ELEV 6742

175° to RW21

7000 x 75

0.6% UP

6826

REIL Rwy 3 and 21 0

MIRL Rwy 3-21 0

WINDOW ROCK, ARIZONA

AL-6357 (FAA)

22055

VORTAC GUP <b>115.1</b> Chan <b>98</b>	APP CRS <b>305°</b>	Rwy Idg TDZE Apt Elev <b>6742</b>	<b>N/A</b> <b>N/A</b> <b>6742</b>
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**VOR-A**  
WINDOW ROCK (RQE)

DME required.



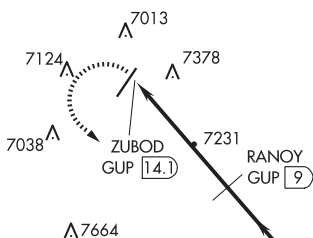
Circling Rwy 21 NA at night.

MISSED APPROACH: Climbing left turn  
to 9800 direct GUP VORTAC and hold.

ASOS  
**118.325**

ALBUQUERQUE CENTER  
**124.325 288.25**

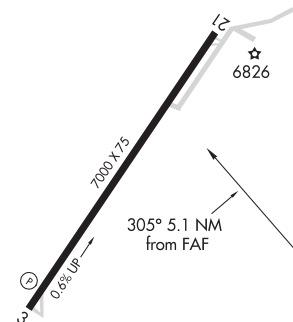
UNICOM  
**122.8 (CTAF) 0**

8295  $\Delta$ 8128  $\Delta$ 




NoPT for arrival on GUP VORTAC  
airway radials R-075, R-090, R-190.

IF/IAF  
GALLUP  
115.1 GUP  
Chan 98

ELEV 6742



REIL Rwy 3 and 21 0  
MIRL Rwy 3-21 0

<div>9800</div> <div></div>		<div>GUP</div> <div></div>		<div>One Minute Holding Pattern</div>			
<div></div> <div>ZUBOD GUP 14.1</div>		<div>RANOY GUP 9</div> <div>8400</div>		<div>GUP VORTAC</div> <div>125° → 14000</div> <div>← 305° 9800</div>			
<div>5.1 NM</div>		<div>9 NM</div>		<div>305°</div>			
CATEGORY		A		B		C	
<div>C CIRCLING</div>		7740-1¼ 998 (1000-1¼)		7740-1½ 998 (1000-1½)		7780-3 1038 (1100-3)	
		8080-3 1338 (1400-3)					

WINDOW ROCK, ARIZONA

Amdt 1 05DEC19

35°39'N-109°04'W

WINDOW ROCK (RQE)

**VOR-A**

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



WINNEMUCCA, NEVADA

AL-6471 (FAA)

25051

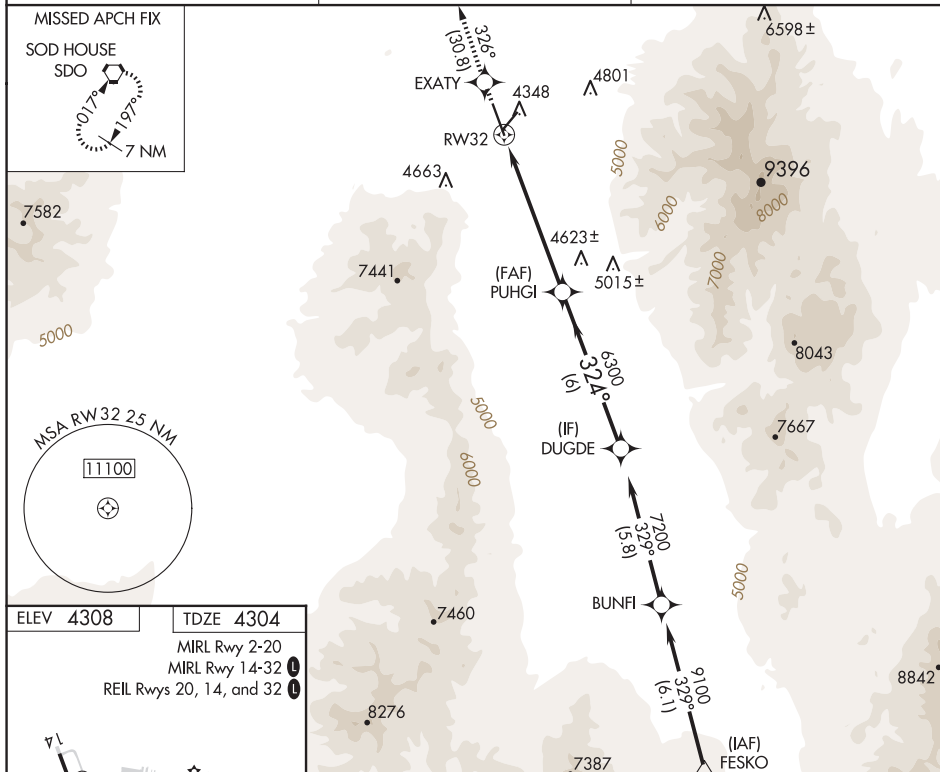
WAAS CH <b>72702</b> <b>W32A</b>	APP CRS <b>324°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>4304</b> <b>4308</b>
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# RNAV (GPS) RWY 32

WINNEMUCCA MUNI (WMC)

RNP APCH.	<p><b>⚠</b> Rwy 32 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. VDP NA when using Battle Mountain altimeter setting. When local altimeter setting not received, use Battle Mountain altimeter setting and increase all DAs/MDAs 140 feet.</p>	<p>MISSED APPROACH: Climb to 10000 direct EXATY and on track 326° to SDO VORTAC and hold.</p>
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ASOS <b>120.175</b>	SALT LAKE CITY CENTER <b>132.25 338.35</b>	UNICOM <b>122.8 (CTAF) 0</b>
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10000	EXATY	tr 326°	SDO	VGSI And RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).
<p>*LNAV only</p> <p>*1.7 NM to RW32</p> <p>RW32</p> <p>1.7 NM 4.3 NM 6 NM</p>				<p>DUGDE</p> <p>7200</p> <p>GP 3.00° TCH 45</p>
CATEGORY	A	B	C	D
LPV DA	4554- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ )			
LNAV MDA	4880-1	576 (600-1)	4880-1 $\frac{1}{2}$ 576 (600-1 $\frac{1}{2}$ )	4880-1 $\frac{3}{4}$ 576 (600-1 $\frac{3}{4}$ )

WINNEMUCCA, NEVADA

Orig-B 15AUG19

40°54'N-117°48'W

# WINNEMUCCA MUNI (WMC)

## RNAV (GPS) RWY 32

SW-4, 12 JUN 2025 to 07 AUG 2025



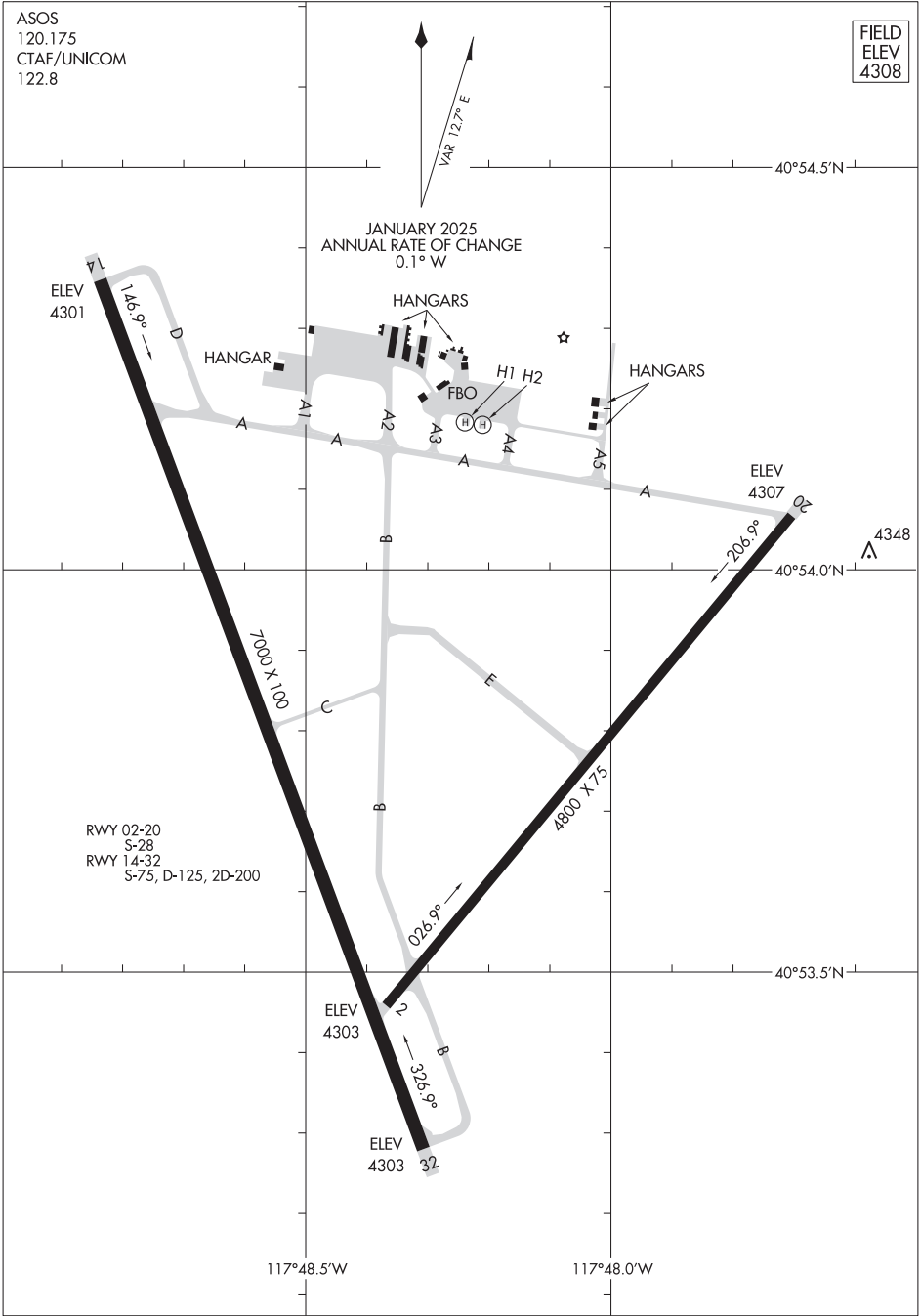
25107  
AIRPORT DIAGRAM

WINNEMUCCA MUNI (WMC)  
WINNEMUCCA, NEVADA

AL-6471 (FAA)

FIELD  
ELEV  
4308

ASOS  
120.175  
CTAF/UNICOM  
122.8



SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

WINNEMUCCA, NEVADA  
WINNEMUCCA MUNI (WMC)

25107

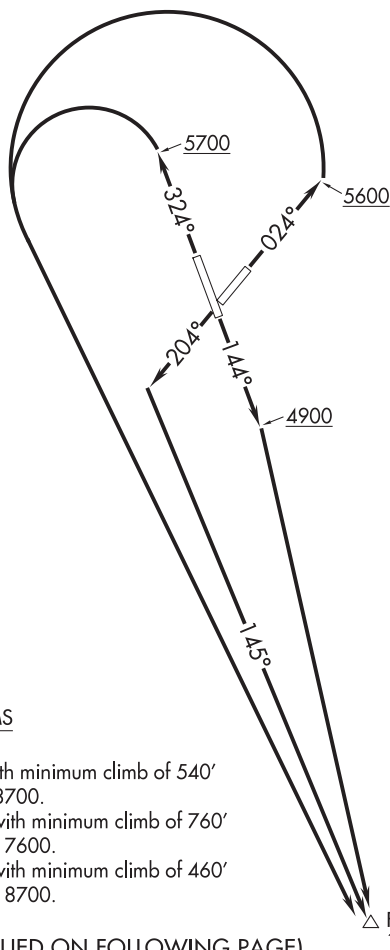
(FESKO1.FESKO) 23278

AL-6471 (FAA)

## FESKO ONE DEPARTURE (OBSTACLE) (RNAV)

WINNEMUCCA MUNI (WMC)  
WINNEMUCCA, NEVADA

RNAV 1 - GPS

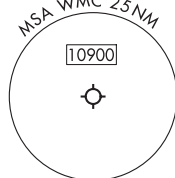
SALT CITY CENTER  
132.25 338.35  
ASOS  
120.175  
CTAF  
122.8

## TAKEOFF MINIMUMS

Rwy 14: Standard.

Rwy 2: Standard with minimum climb of 540'  
per NM to 8700.Rwy 20: Standard with minimum climb of 760'  
per NM to 7600.Rwy 32: Standard with minimum climb of 460'  
per NM to 8700.

(NOTES CONTINUED ON FOLLOWING PAGE)



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 024° to 5600, then left turn direct FESKO, thence. . . .TAKEOFF RUNWAY 14: Climb on heading 144° to 4900, then direct FESKO, thence. . . .TAKEOFF RUNWAY 20: Climb on heading 204° to intercept course 145° to FESKO, thence. . . .TAKEOFF RUNWAY 32: Climb on heading 324° to 5700, then left turn direct FESKO, thence. . . .

. . . cross FESKO at or above 11000 before proceeding on assigned route of flight.

FESKO ONE DEPARTURE (OBSTACLE) (RNAV)

(FESKO1.FESKO) 05OCT23

WINNEMUCCA, NEVADA  
WINNEMUCCA MUNI (WMC)

TAKEOFF OBSTACLE NOTES

- Rwy 2: Tree, navaid beginning 3' from DER, 113' right of centerline, up to 4356' MSL.  
Navaid 39' from DER, 118' left of centerline, 8' AGL/4311' MSL.  
Tree 81' from DER 402' right of centerline 4357' MSL.  
Tree, vehicles traverse way beginning, 98' from DER, 230' right of centerline, up to 4373' MSL.  
Tree 1177' from DER 576' left of centerline 4346' MSL.  
Tree 1265' from DER 763' left of centerline 4349' MSL.  
Tree 1404' from DER 647' left of centerline 4360' MSL.
- Rwy 14: Pole 1' from DER 24' left of centerline 4304' MSL.  
Navaid 40' from DER, 126' left of centerline, 4305' MSL.  
Vehicles on traverse way, vegetation, trees beginning 58' from DER, 183' left of centerline, up to 40'AGL/4322' MSL.  
Vehicles on traverse way beginning, 343' from DER, 77' left of centerline, up to 4325' MSL.
- Rwy 20: Tree 26' from DER 406' right of centerline 4306' MSL.  
Trees beginning, 46' from DER, 63' right of centerline, up to 40' AGL/4329' MSL.  
Pole 65' from DER, 385' left of centerline 8' AGL/4311' MSL.
- Rwy 32: Navaid 39' from DER, 123' left of centerline, 3' AGL/4303' MSL.  
Vegetation 77' from DER, 351' left of centerline, 4304' MSL.  
Tree 166' from DER, 478' right of centerline 4306' MSL.  
Vehicles on traverse way beginning 184' from DER, 405' left of centerline, up to 4314' MSL.  
Vehicles on traverse way, 273' from DER, 267' right of centerline, up to 4316' MSL.

WINSLOW, ARIZONA

AL-462 (FAA)

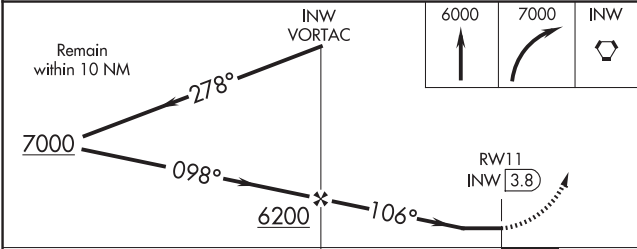
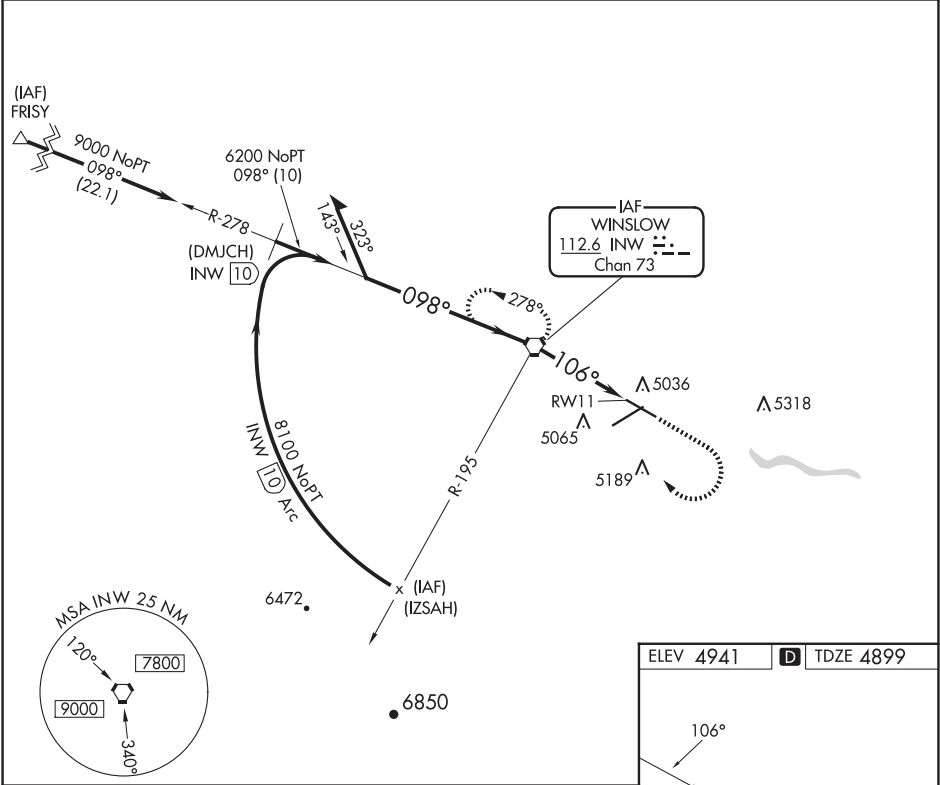
25163

VORTAC INW <b>112.6</b> Chan <b>73</b>	APP CRS <b>106°</b>	Rwy Ldg TDZE <b>4899</b> Apt Elev <b>4941</b>
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VOR or GPS RWY 11  
WINSLOW-LINDBERGH RGNL (INW)

<b>⚠</b> Rwy 11 Straight-in and Circling and Circling to Rwy 4 NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 6000, then climbing right turn to 7000 direct INW VORTAC and hold.
--	--

ASOS <b>118.875</b>	ALBUQUERQUE CENTER <b>127.675 306.2</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-11	5340-1 441 (400-1)		5340-1½ 441 (400-1½)	5340-1½ 441 (400-1½)
CIRCLING	5420-1 479 (500-1)	5540-1 599 (600-1)	5540-1½ 599 (600-1½)	5740-2½ 799 (800-2½)

ELEV 4941	<b>D</b> TDZE 4899
REIL Rwy 11 and 22 <b>0</b> MIRL Rwy 4-22 and 11-29 <b>0</b> FAF to MAP 3.8 NM	
Knots	60 90 120 150 180
Min:Sec	3:48 2:32 1:54 1:31 1:16

WINSLOW, ARIZONA  
Amdt 4D 04NOV21

35°01'N-110°43'W

WINSLOW-LINDBERGH RGNL (INW)  
VOR or GPS RWY 11

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

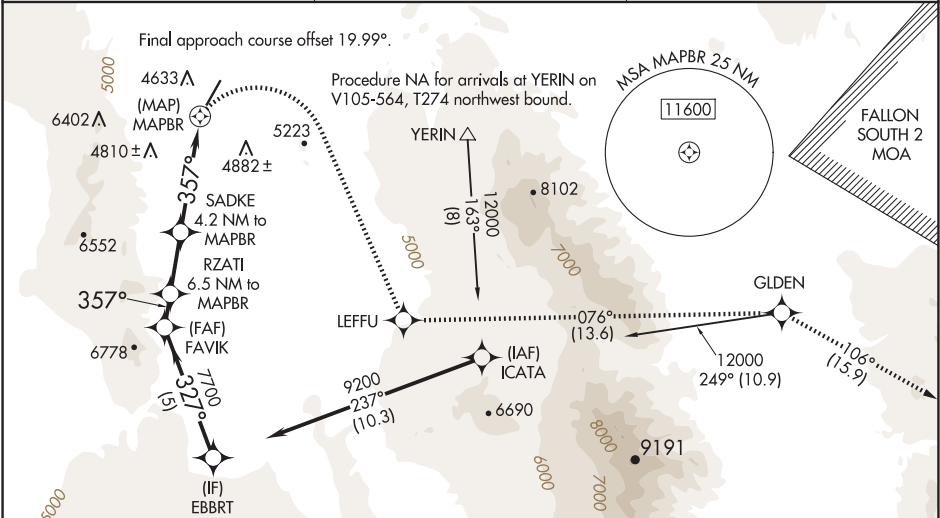
APP CRS	Rwy Ldg	<b>5822</b>
<b>357°</b>	TDZE	<b>4382</b>
	Apt Elev	<b>4382</b>

# RNAV (GPS) RWY 2

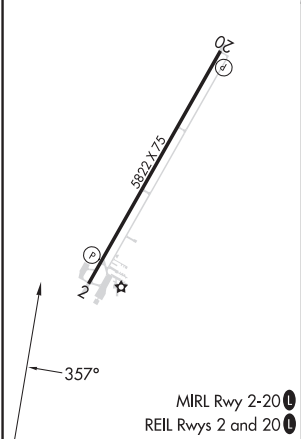
YERINGTON MUNI (O43)

RNP APCH - GPS.		MISSED APPROACH: (Do not exceed 210K until LEFFU) Climbing right turn to 11500 direct LEFFU and on track 076° to GLDEN and on track 106° to HOBBY. *Missed approach requires minimum climb of 276 feet per NM to 9300.
▼ NA	Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Circling NA west of Rwy 2-20. Use SPZ altimeter setting, when not received, use RNO altimeter setting and increase all MDAs 40 feet and LNAV* visibility Cat C ½ SM.	

SPZ AWOS-2 <b>120.475</b>	OAKLAND CENTER <b>125.75 284.65</b>	AUNICOM <b>122.8 (CTAF) 0</b>
------------------------------	--	----------------------------------



ELEV 4382	TDZE 4382	MISSED APCH FIX
		HOBBY



EBBRT	FAVIK	11500	LEFFU	tr 076°	GLDEN	tr 106°	HOBBY
9200	7700	7200	6300				
327°	357°	357°					
5 NM	1.2 NM	2.3 NM	4.2 NM	0.5			
CATEGORY	A	B	C	D			
LNAV MDA*	5040-1	658 (700-1)	5040-1 658 (700-1 658 (700-1 658 (700-1	NA			
LNAV MDA	6200-1 1818 (1900-1 6200-1 1818 (1900-1 6200-3 1818 (1900-3)	6200-1 1818 (1900-1 6200-1 1818 (1900-1 6200-3 1818 (1900-3)	6200-3 1818 (1900-3)	NA			
CIRCLING	6200-1 1818 (1900-1 6200-1 1818 (1900-1 6200-3 1818 (1900-3)	6200-1 1818 (1900-1 6200-1 1818 (1900-1 6200-3 1818 (1900-3)	6200-3 1818 (1900-3)	NA			

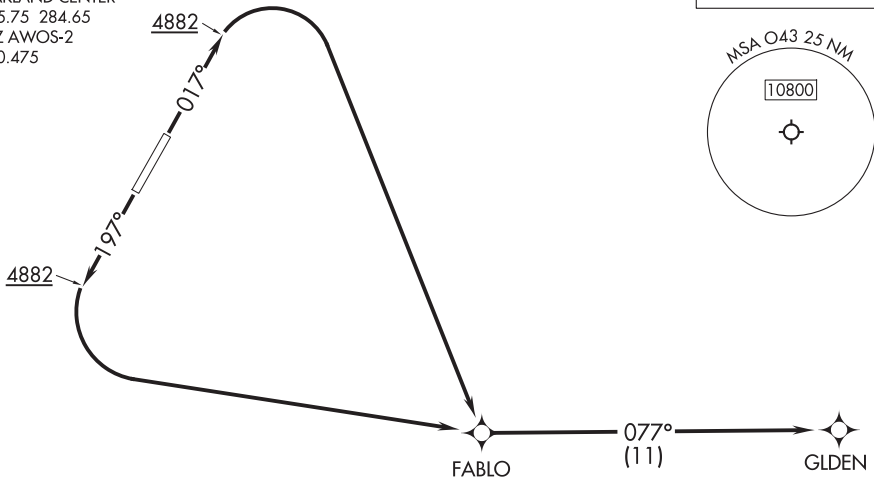
SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

YERINGTON ONE DEPARTURE (OBSTACLE) (RNAV)

OAKLAND CENTER  
125.75 284.65  
SPZ AWOS-2  
120.475

RNAV 1 - GPS.



TAKEOFF MINIMUMS

Rwy 2: Standard with minimum climb of 403'/NM to 9600.  
Rwy 20: Standard with minimum climb of 330'/NM to 8900.

TAKEOFF OBSTACLE NOTES

Rwy 2: Pole vertical point, terrain beginning 15' from DER, 104' right of centerline, up to 6' AGL/4377' MSL. Trees, navaid beginning 54' from DER, 198' right of centerline, up to 22' AGL/4391' MSL. Vehicles on road beginning 106' from DER, 161' left of centerline, up to 4388' MSL. Trees beginning 363' from DER, 307' right of centerline, up to 25' AGL/4395' MSL. Trees beginning 445' from DER, 523' right of centerline, up to 4430' MSL. Tree 519' from DER, 476' right of centerline, 4436' MSL. Tree 543' from DER, 641' left of centerline, 45' AGL/4415' MSL. Tree 816' from DER, 330' right of centerline, 4441' MSL. Trees beginning 1795' from DER, 87' right of centerline, up to 4450' MSL. Tree 2561' from DER, 798' right of centerline, 85' AGL/4454' MSL.

Rwy 20: Terrain 3' from DER, 241' left of centerline, 4382' MSL. Poles, trees, fence, vehicle on road beginning 56' from DER, 433' left of centerline, up to 44' AGL/4421' MSL. Tree 58' from DER, 48' right of centerline, 4382' MSL. Pole, wind indicator, navaid, building, terrain, fences vehicles on road, tank, tree beginning 91' from DER, 72' right of centerline, up to 34' AGL/4415' MSL. Building, poles, trees, vehicles on road beginning 368' from DER, 241' left of centerline, up to 44' AGL/4430' MSL. Tree 734' from DER, 477' right of centerline, 57' AGL/4436' MSL. Antenna, tower, poles, trees, building beginning 755' from DER, 40' left of centerline, up to 73' AGL/4457' MSL. Trees, building, poles beginning 876' from DER, 63' right of centerline, up to 59' AGL/4439' MSL. Tower 1361' from DER, 505' left of centerline, 81' AGL/4461' MSL. Antennas, building, poles, trees beginning 1361' from DER, 233' left of centerline, up to 82' AGL/4464' MSL. Towers, trees beginning 2023' from DER, 33' left of centerline, up to 90' AGL/4473' MSL. Antenna 2473' from DER, 756' left of centerline, 124' AGL/4508' MSL. Tree 2481' from DER, 39' right of centerline, 62' AGL/4445' MSL. Towers, trees beginning 2489' from DER, 70' left of centerline, up to 127' AGL/4511' MSL. Tree 2561' from DER, 187' right of centerline, 4455' MSL. Tree 2608' from DER, 222' right of centerline, 73' AGL/4456' MSL. Tree 3020' from DER, 192' right of centerline, 4458' MSL. Terrain beginning 1.8 NM from DER, 3194' right of centerline, up to 4674' MSL. Terrain beginning 1.9 NM from DER, 2711' right of centerline, up to 4684' MSL. Trees 2.1 NM from DER, 4018' right of centerline, 100' AGL/4769' MSL. Trees beginning 2.2 NM from DER, 4075' right of centerline, up to 100' AGL/4772' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 017° to 4882, then right turn direct FABLO, thence. . . .

TAKEOFF RUNWAY 20: Climb on heading 197° to 4882, then left turn direct FABLO, thence. . . .

. . . . thence on track 077° to GLDEN. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

YUMA, ARIZONA

25107

## ILS or LOC/DME RWY 21R

LOC I-YUM <b>108.3</b>	APCH CRS <b>213°</b>	Rwy ldg 21L <b>9239</b> 21R <b>13,300</b> TDZE 21L <b>208</b> 21R <b>193</b> Arpt Elev <b>213</b>
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[USN]

YUMA MCAS/YUMA INTL (KNYL)

VOR required

\* When ALS inop, increase vis to ¾ mile.

\*\* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.

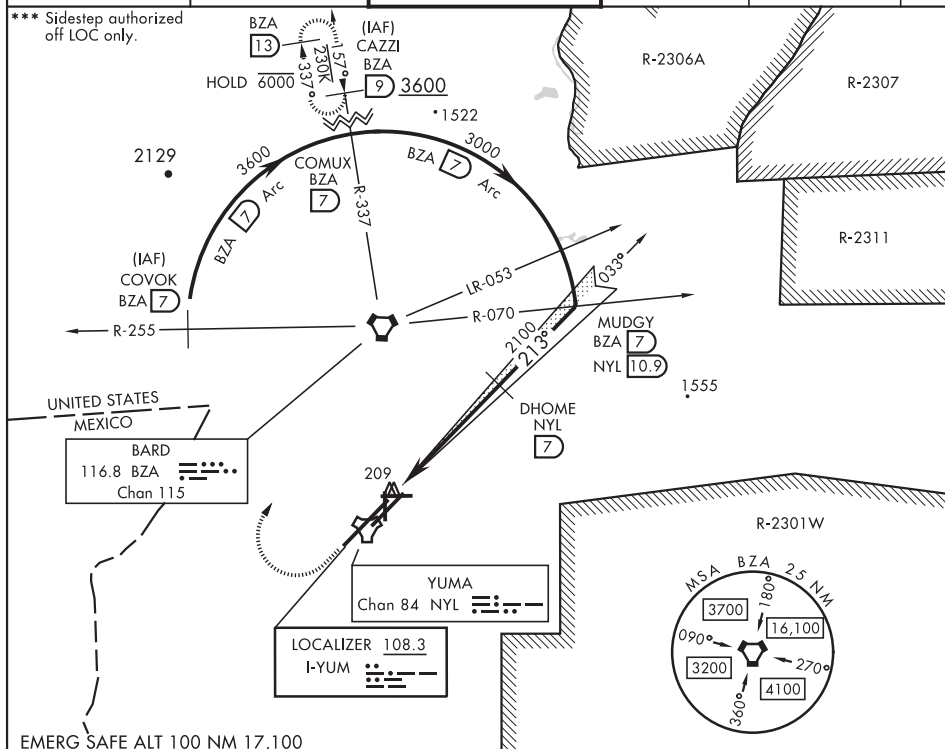
MALSR



MISSED APPROACH: Climb to 900, then climbing right turn to 3600 direct BZA  
VORTAC and BZA R-337 to CAZZI and hold.

ATIS <b>118.8 273.5</b>	APP CON <b>124.7 371.975</b>	TOWER <b>119.3 (CTAF) 0 377.075</b>	GND CON <b>121.9 314.0</b>	CLNC DEL <b>118.0 336.4</b>	ASR/ PAR
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\*\*\* Sidestep authorized off LOC only.



EMERG SAFE ALT 100 NM 17,100

900

↑

3600

↗

BZA

⬢

VASI and ILS not coincident.

HODKO NYL

1.7

NYL

2.3

DHOM NYL

7

2100

↘

213°

↖

MUDGY R-070

BZA 7

COMUX R-337

BZA 7

COVOK R-255

BZA 7

3000

↔

3600

Arc

7

GS 3.00°

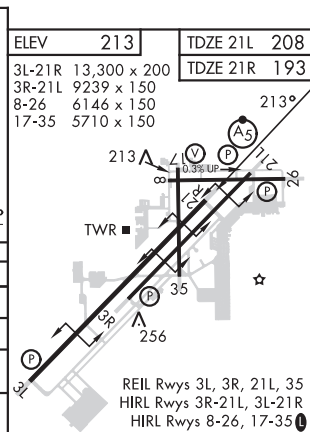
TCH 54

0.5

↔

5.3 NM

CATEGORY	A		B		C		D	
S-ILS 21R *	393-½			200		(200-½)		
S-LOC 21R **	600-½		407	(400-½)		600-¾		407 (400-¾)
SIDESTEP 21L ***	600-1		392	(400-1)		600-1½		392 (400-1½)
CIRCLING	680-1 467 (500-1)		700-1 487 (500-1)		800-1½ 587 (600-1½)		800-2 587 (600-2)	



YUMA, ARIZONA

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)

Amdt 6 22APR21

## ILS or LOC/DME RWY 21R

YUMA, ARIZONA

# RNAV (GPS) RWY 3L

APCH CRS	Rwy Idg	13,300
033°	TDZE	195
	Arprt Elev	213

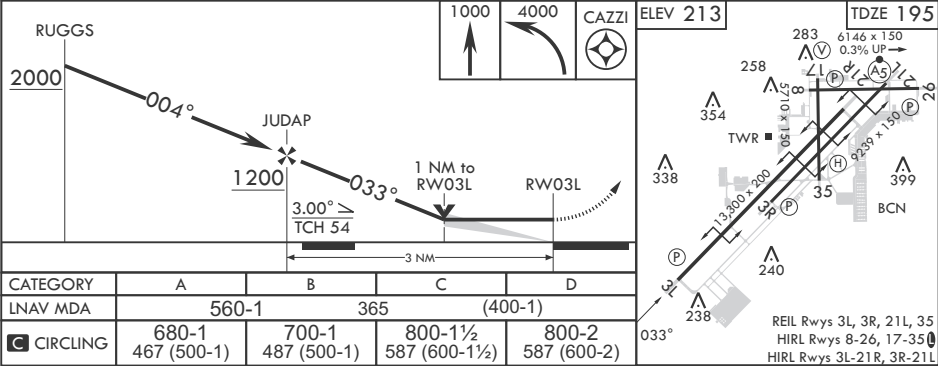
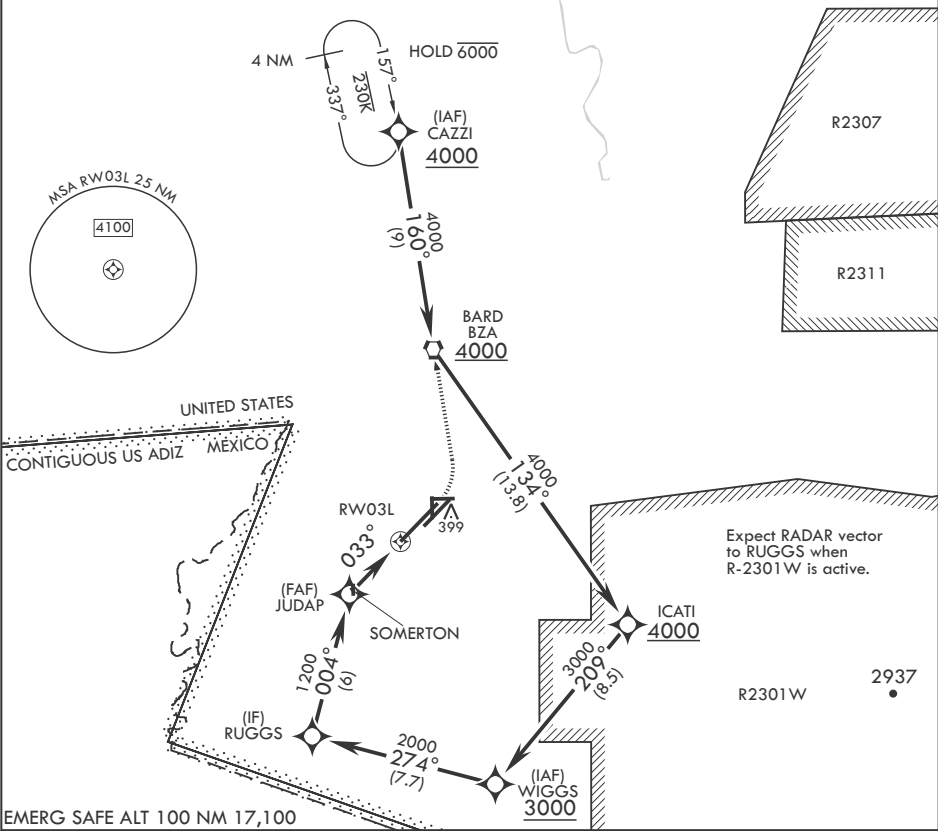
- (USN)

YUMA MCAS YUMA INTL (KNYL)

RNP APCH

MISSED APPROACH: Climb to 1000, then climbing left turn to 4000 direct CAZZI and hold. Continue climb in hold to 4000.

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
118.8 273.5	124.7 371.975	119.3 (CTAF) 0 377.075	121.9 314.0	118.0 336.4	



YUMA, ARIZONA

Amndt 4 22APR21

32°39'N - 114°36'W

YUMA MCAS YUMA INTL (KNYL)

# RNAV (GPS) RWY 3L

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



YUMA, ARIZONA

APCH CRS	Rwy Idg	5710
170°	TDZE	197
	Arprt Elev	213

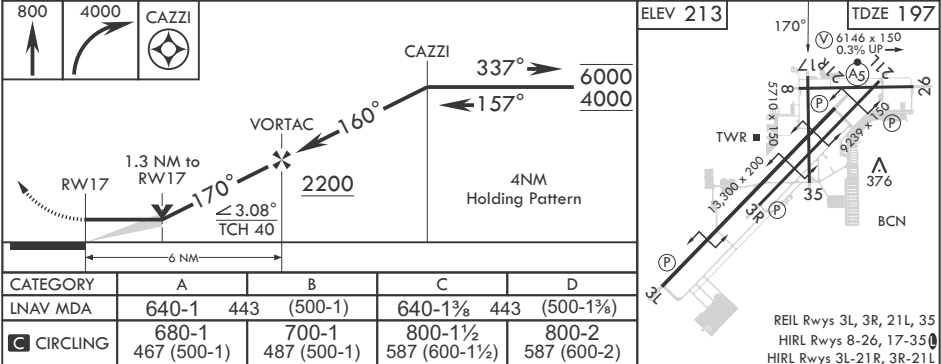
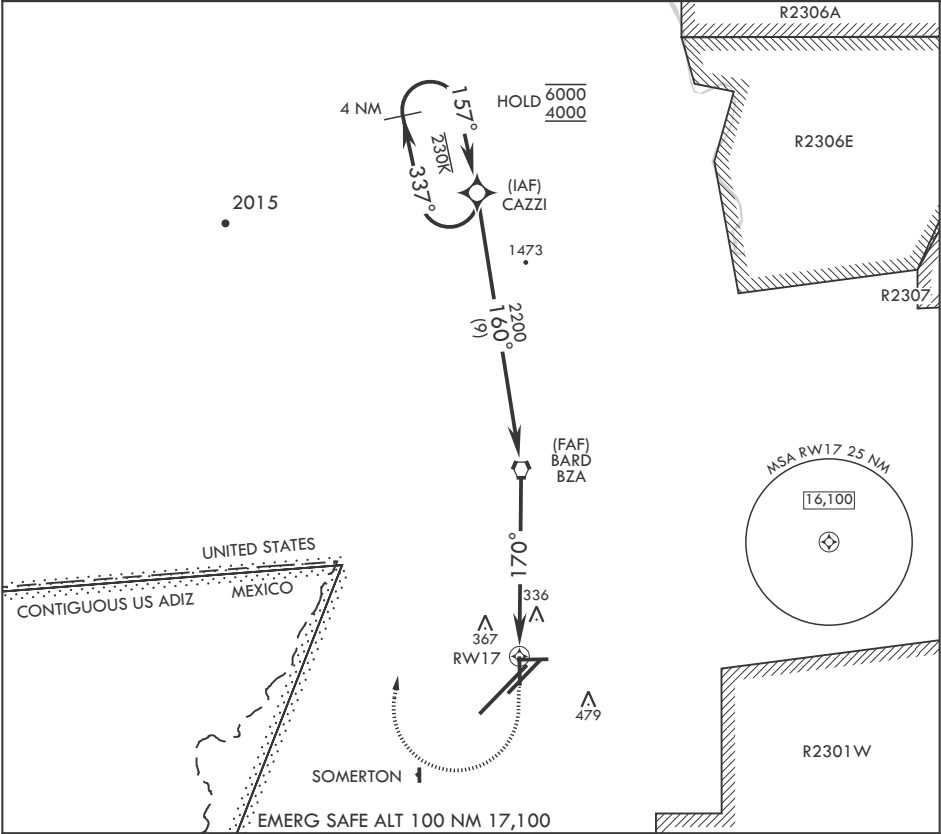
- (USN)

YUMA MCAS YUMA INTL (KNYL)

RNP APCH

MISSED APPROACH: Climb to 800 then, climbing right turn to 4000 direct CAZZI and hold. Continue climb in hold to 4000.

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
118.8 273.5	124.7 371.975	119.3 (CTAF) 0 377.075	121.9 314.0	118.0 336.4	



YUMA, ARIZONA

32°39'N - 114°36'W

YUMA MCAS YUMA INTL (KNYL)

Amdt 5 22APR21

RNAV (GPS) RWY 17

YUMA, ARIZONA

## RNAV (GPS) RWY 21R

APCH CRS 213°	Rwy Idg 13,300
TDZE 193	Arprt Elev 213

- (USN)

YUMA MCAS YUMA INTL (KNYL)

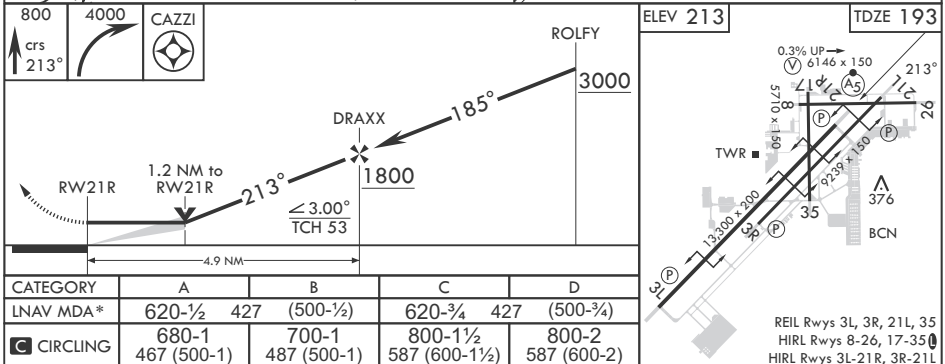
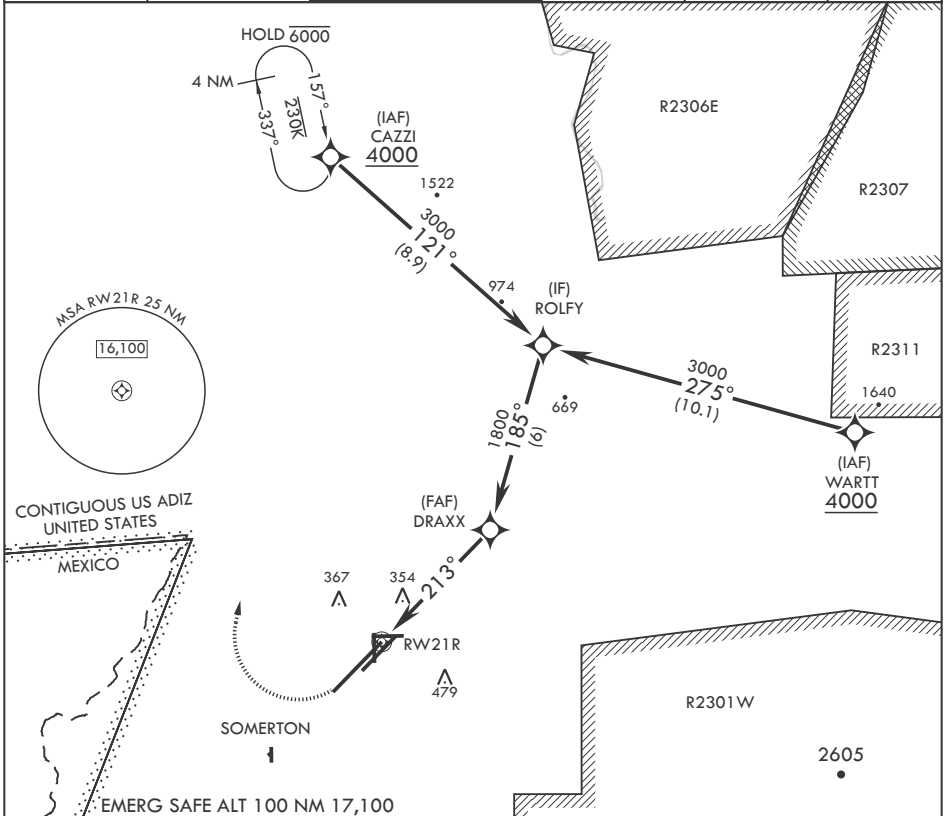
RNP APCH

MALSR

▼ \* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/4 miles.

MISSED APPROACH: Climb to 800 then, climbing right turn to 4000 direct CAZZI and hold. Continue climb in hold to 4000.

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
118.8 273.5	124.7 371.975	119.3 (CTAF) 377.075	121.9 314.0	118.0 336.4	ASR/PAR



YUMA, ARIZONA

32°39'N - 114°36'W

YUMA MCAS YUMA INTL (KNYL)

Amdt 5 22APR21

## RNAV (GPS) RWY 21R

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

YUMA, ARIZONA

VOR/DME or TACAN RWY 17

VORTAC BZA <b>116.8</b> Chan <b>115</b>	APCH CRS <b>167°</b>	Rwy Idg TDZE Arpt Elev <b>5710</b> <b>197</b> <b>213</b>
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[USN]

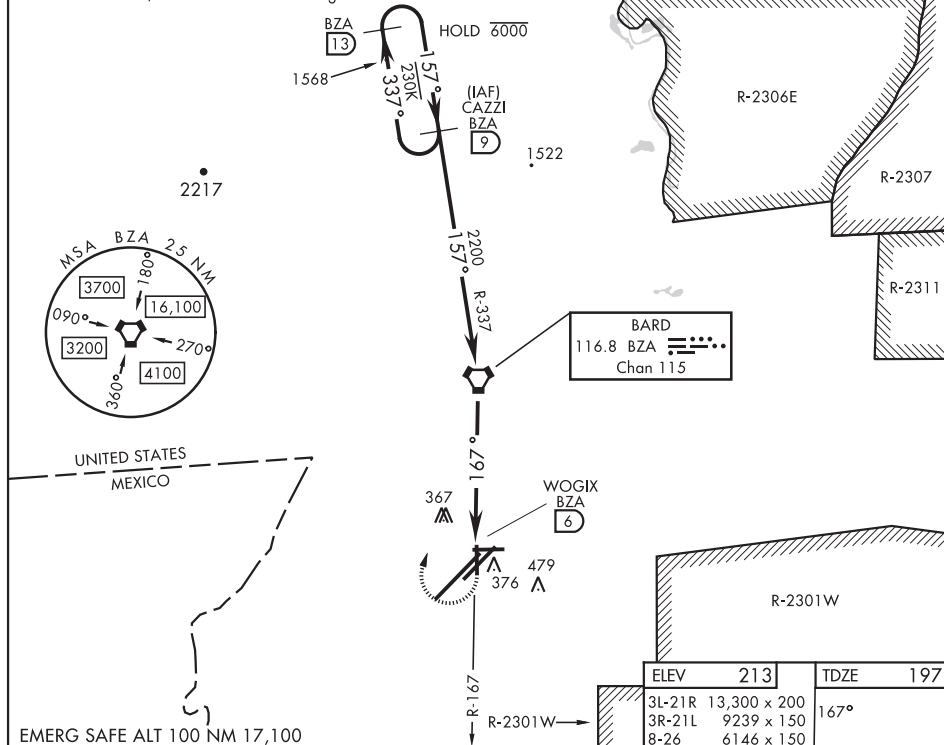
YUMA MCAS/YUMA INTL (KNYL)

<b>V</b>	MISSED APPROACH: Climb to 1000, then climbing right turn to 3800 direct BZA VORTAC and BZA R-337 to CAZZI and hold.
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ATIS <b>118.8 273.5</b>	APP CON <b>124.7 371.975</b>	TOWER <b>119.3</b> (CTAF) <b>0 377.075</b>	GND CON <b>121.9 314.0</b>	CLNC DEL <b>118.0 336.4</b>	ASR/ PAR
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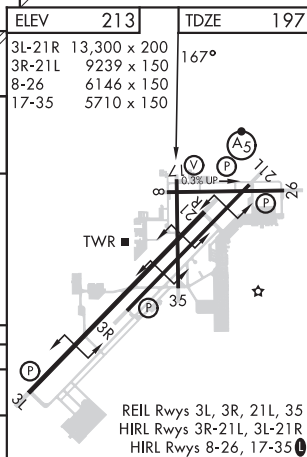
Knots	60	120	180	240	300	360
V/V(fpm)	210	420	630	840	1050	1260

Min climb of 210 ft/NM to 3800 - Controlling Obstacle Ukn



EMERG SAFE ALT 100 NM 17,100

BZA 13	CAZZI BZA 9	BZA VORTAC	BZA 4.7	WOGIX BZA 6
6000	3800	2200	1000	3800
337°	157°	157°	167°	3.08°
				TCH 40
				6 NM
CATEGORY	A	B	C	D
S-17	660-1	463 (500-1)	660-1½	463 (500-1½)
CIRCLING	680-1	700-1	800-1½	800-2
	467 (500-1)	487 (500-1)	587 (600-1½)	587 (600-2)



REIL Rwy 3L, 3R, 21L, 35  
HIRL Rwy 3R-21L, 3L-21R  
HIRL Rwy 8-26, 17-35

YUMA, ARIZONA

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)

Amdt 5 22APR21

VOR/DME or TACAN RWY 17

SW-4, 12 JUN 2025 to 07 AUG 2025

YUMA, ARIZONA

VOR RWY 17

VORTAC BZA <b>116.8</b> Chan <b>115</b>	APCH CRS <b>167°</b>	Rwy Idg TDZE <b>197</b> Arpt Elev <b>213</b>
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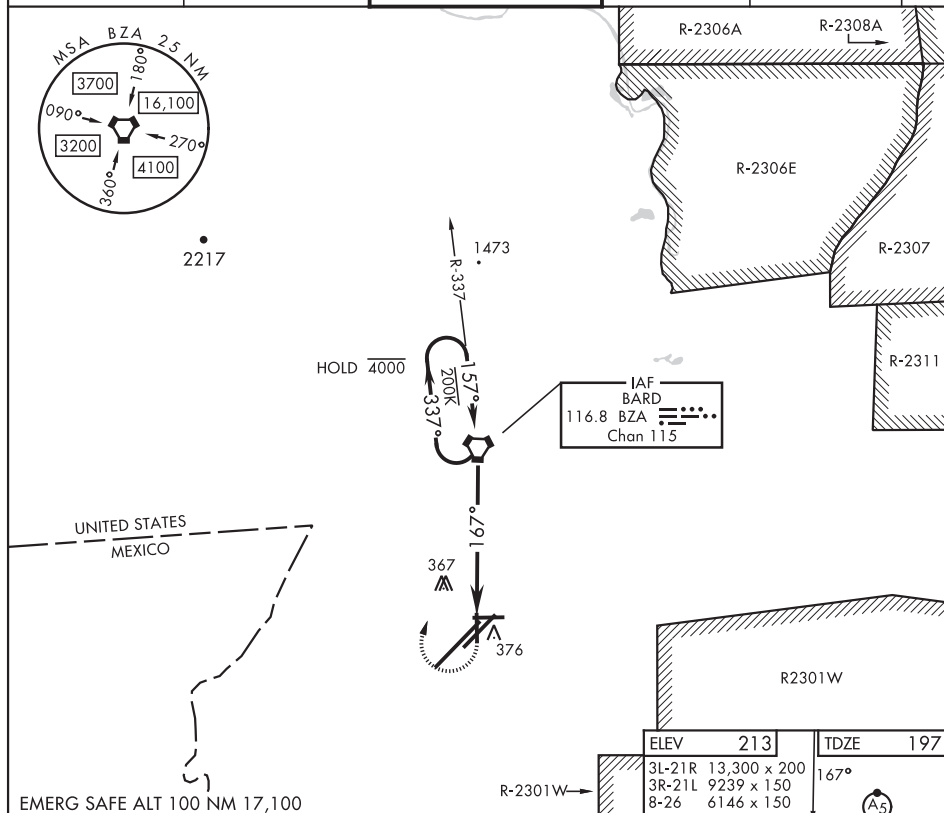
[USN]

YUMA MCAS/YUMA INTL (KNYL)



MISSED APPROACH: Climb to 1100, then climbing right turn to 2500 direct BZA VORTAC and hold.

ATIS <b>118.8 273.5</b>	APP CON <b>124.7 371.975</b>	TOWER <b>119.3</b> (CTAF) <b>0 377.075</b>	GND CON <b>121.9 314.0</b>	CLNC DEL <b>118.0 336.4</b>	ASR/ PAR
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ELEV 213 TDZE 197			
3L-21R 13,300 x 200 3R-21L 9239 x 150 8-26 6146 x 150 17-35 5710 x 150			
167°			
TWR			
REIL Rwy 3L, 3R, 21L, 35 HIRL Rwy 3R-21L, 3L-21R HIRL Rwy 8-26, 17-35			
FAF to MAP 6.0 NM			
Knots 60 90 120 150 180			
Min:Sec 6:00 4:00 3:00 2:24 2:00			

YUMA, ARIZONA

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)

Amdt 4 22APR21

VOR RWY 17

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

YUMA, ARIZONA

TACAN Y RWY 3L

YUMA MCAS/YUMA INTL (KNYL)

TACAN NYL Chan <b>84</b>	APCH CRS <b>039°</b>	Rwy Idg <b>13,300</b> TDZE <b>195</b> Arpt Elev <b>213</b>
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[USN]

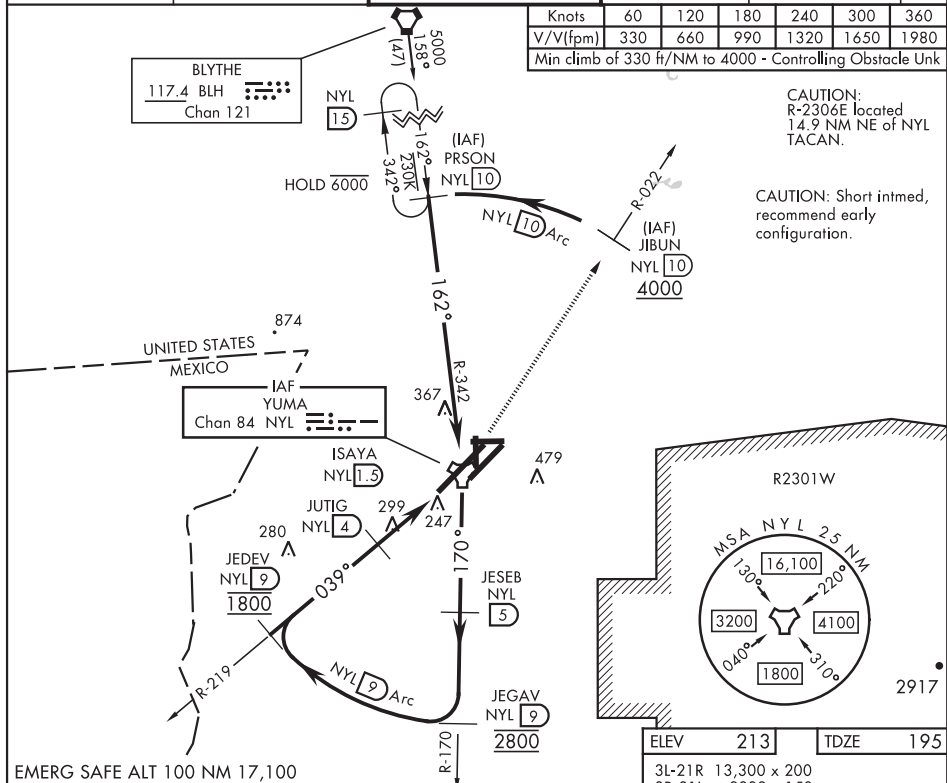
**MISSED APPROACH:** Climbing left turn to 4000, intercept NYL TACAN R-022 to JIBUN, cross JIBUN at or above 4000.

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/ PAR
118.8 273.5	124.7 371.975	119.3 (CTAF) 0 377.075	121.9 314.0	118.0 336.4	

Knots	60	120	180	240	300	360
V/V(fpm)	330	660	990	1320	1650	1980
Min climb of 330 ft/NM to 4000 - Controlling Obstacle Unk						

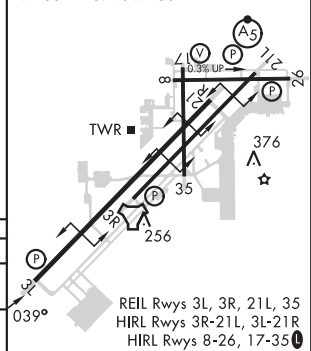
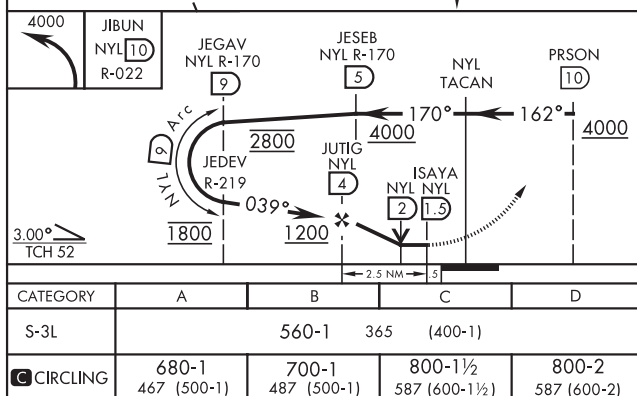
CAUTION:  
R-2306E located  
14.9 NM NE of NYL  
TACAN.

CAUTION: Short intmed,  
recommend early  
configuration.



SW-4, 12 JUN 2025 to 07 AUG 2025

ELEV	213	TDZE	195
3L-21R	13,300 x 200		
3R-21L	9239 x 150		
8-26	6146 x 150		
17-35	5710 x 150		



YUMA, ARIZONA  
Amdt 5 22APR21

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)

## TACAN Y RWY 3L

YUMA, ARIZONA

TACAN NYL Chan <b>84</b>	APCH CRS <b>208°</b>	Rwy Idg <b>13,300</b> TDZE <b>193</b> Arpt Elev <b>213</b>
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[USN]

TACAN Y RWY 21R

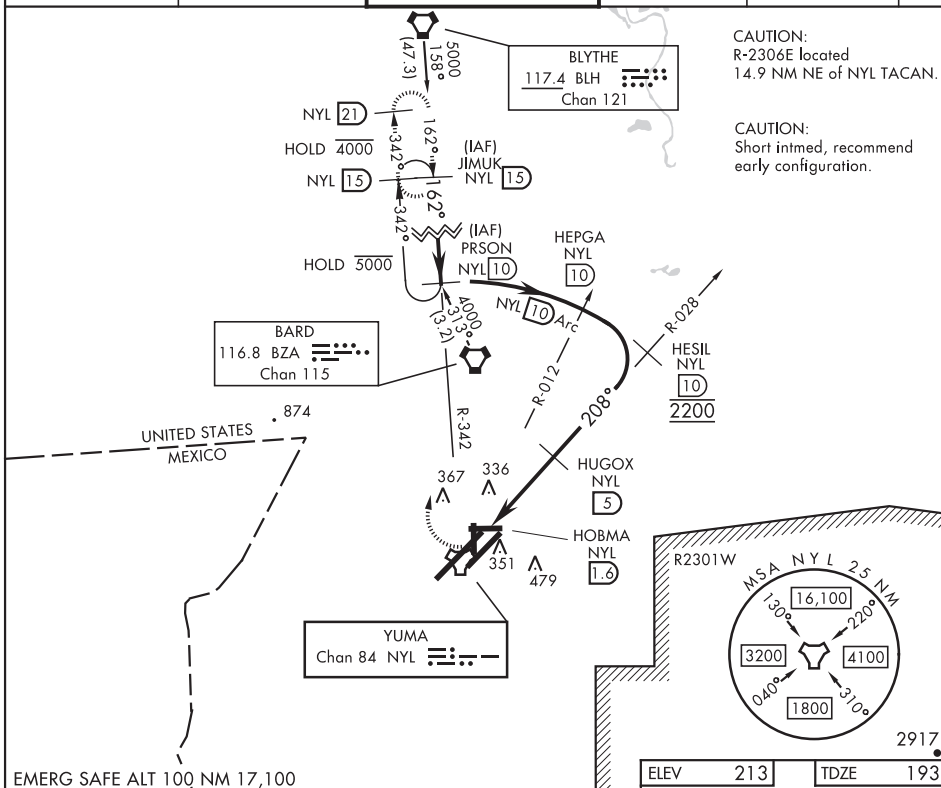
YUMA MCAS/YUMA INTL (KNYL)

**T** \* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 3/8 miles.

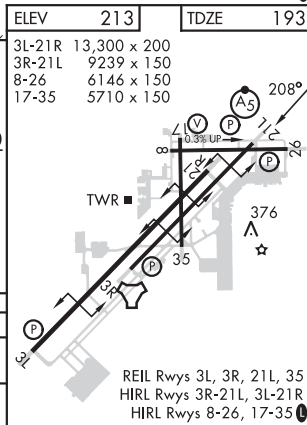


**MISSED APPROACH:** Climbing right turn to 4000 intercept NYL TACAN R-342 to JIMUK and hold, continue climb-in-hold to 4000.

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/ PAR
118.8 273.5	124.7 371.975	119.3 (CTAF) 0 377.075	121.9 314.0	118.0 336.4	



CATEGORY	A	B	C	D
S-21R *	640-½	447 (500-½)	640-7/8 447 (500-7/8)	800-2 587 (600-2)
CIRCLING	680-1 467 (500-1)	700-1 487 (500-1)	800-1½ 587 (600-1½)	800-2 587 (600-2)



YUMA, ARIZONA

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)

Amdt 6 22APR21

TACAN Y RWY 21R

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

FIELD  
ELEV  
213

YUMA MCAS/YUMA INTL (KNYL)

## ARGUS FIVE DEPARTURE (ARGUS5.ARGUS)

YUMA, ARIZONA

RADAR required

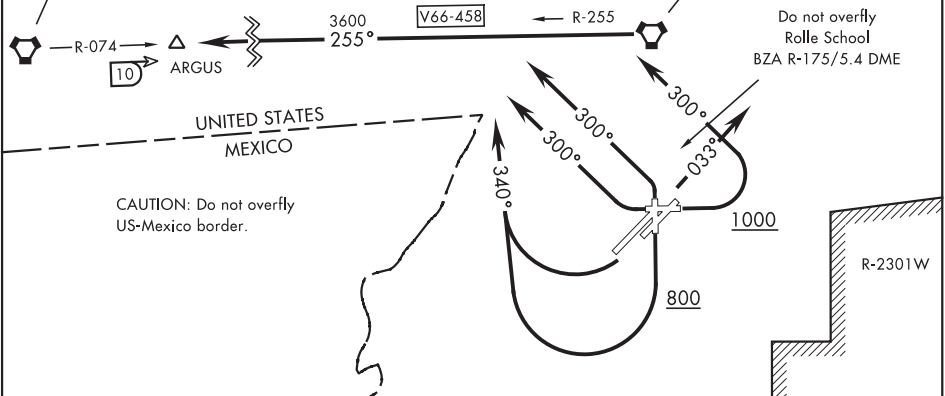
ATIS  
118.8 273.5  
CLNC DEL  
118.0 336.4  
GND CON  
121.9 314.0  
TOWER  
119.3 (CTAF) 377.075  
DEP CON  
125.55 282.325

[USN]

2126

IMPERIAL  
115.9 IPL  
Chan 106

BARD  
116.8 BZA  
Chan 115



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 3L/R:** Climb heading 033°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

**TAKEOFF RWY 8:** Climb heading 078° to 1000, then climbing left turn heading 300°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

**TAKEOFF RWY 17:** Climb heading 168° to 800, then climbing right turn heading 340°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

**TAKEOFF RWY 21L/R:** Climbing right turn heading 340°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

**TAKEOFF RWY 26:** Climbing right turn heading 300°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

**TAKEOFF RWY 35:** Climbing left turn heading 300°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

...via BZA R-255 to ARGUS, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

## ARGUS FIVE DEPARTURE (ARGUS5.ARGUS)

YUMA, ARIZONA

YUMA MCAS/YUMA INTL (KNYL)

Orig 22APR21

SW-4, 12 JUN 2025 to 07 AUG 2025



CARGO ONE DEPARTURE (CARGO1.CARGO)


YUMA, ARIZONA

ATIS  
118.8 273.5  
CLNC DEL  
118.0 336.4  
GND CON  
121.9 314.0  
TOWER  
119.3 (CTAF) 377.075  
DEP CON  
125.55 282.325

[USN]

Rwy	Knots	60	120	180	240	300	360
3L/R	V/V(fpm)	225	450	675	900	1125	1350
26	V/V(fpm)	210	420	630	840	1050	1260
35	V/V(fpm)	241	482	723	964	1205	1446

### ATC Climb Rate to 3600

BLYTHE  
117.4 BLH   
Chan 121

This departure will be filed/assigned for aircraft not carrying external ordnance when RADAR services are not available.

Rwy 8: Do not exceed 270 KIAS until 1000  
Rwy 35: Cross BZA VORTAC at or below 14,000  
Max 300 KIAS until SALUD

A diagram of a beam with two downward forces. The first force is 15 N at a point labeled 'PALVO'. The second force is 24 N at a point labeled 'QURT'.

IMPERIAL  
115.9 IPL   
Chan 106

BARD  
116.8 BZA   
Chan 115

Do not overfly  
Rolle School  
BZA R-175/5.4 DME

UNITED STATES  
MEXICO

NOTE: Chart not to scale  
(Continued on next page)

CARGO ONE DEPARTURE (CARGO1.CARGO)

Amdt 1 17JUN21

YUMA, ARIZONA

YUMA MCAS/YUMA INTL (KNYL)

## CARGO ONE DEPARTURE (CARGO1.CARGO)

YUMA, ARIZONA

[USN]

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L/R: Climbing left turn to intercept BZA VORTAC R-304 to CARGO.  
Cross SALUD at or above 3600. Thence...

TAKEOFF RWY 8: Climb to 1000, then climbing left turn direct BZA VORTAC. Then via  
BZA R-304 to CARGO. Do not exceed 270 KIAS to 1000. Cross SALUD at or above  
3600. Thence...

TAKEOFF RWY 17: Climb to 1000, then climbing left turn direct BZA VORTAC. Then,  
via BZA R-304 to CARGO. Cross SALUD at or above 3600. Thence...

TAKEOFF RWY 21L/R, 26: Climb to 800, then climbing left turn direct BZA VORTAC.  
Then via BZA R-304 to CARGO. Cross SALUD at or above 3600. Thence...

TAKEOFF RWY 35: Climb direct BZA VORTAC, then via BZA R-304 to CARGO.  
Cross BZA VORTAC at or below 14,000. Do not exceed 300 KIAS in turn at BZA  
VORTAC. Cross SALUD at or above 3600. Thence...

BARD TRANSITION (CARGO1.BZA): At CARGO, turn left to intercept BZA VORTAC  
R-285 to BZA.

BLYTHE TRANSITION (CARGO1.BLH): At CARGO, turn right to intercept BLH VORTAC  
R-175 to BLH.

IMPERIAL TRANSITION (CARGO1.IPL): At CARGO, turn left to intercept IPL VORTAC  
R-050 to IPL.

Then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude  
10 minutes after departure.

## CARGO ONE DEPARTURE (CARGO1.CARGO)

YUMA, ARIZONA

Amdt 1 17JUN21

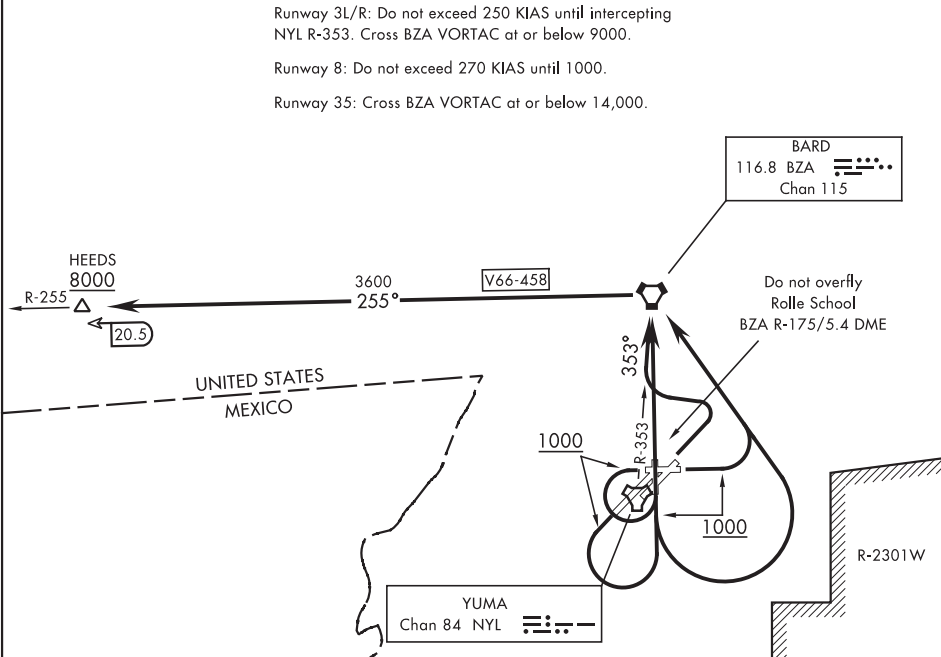
YUMA MCAS/YUMA INTL (KNYL)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025

ATIS 118.8 273.5 CLNC DEL 118.0 336.4 GND CON 121.9 314.0 TOWER 119.3 (CTAF) 377.075 DEP CON 125.55 282.325	2136  A 2663	[USN]		YUMA, ARIZONA						
		Rwy	Knots	60	120	180	240	300	360	
		†3L/R	V/V(fpm)	313	626	939	1252	1565	1878	
		†8, 17, 21L/R, 26	V/V(fpm)	291	582	873	1164	1455	1746	
		†35	V/V(fpm)	328	656	984	1312	1640	1968	
		*3R	V/V(fpm)	205	410	615	820	1025	1230	

† ATC Climb Rate to 8000  
\* Minimum Climb Rate to 700



**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 3L/R:** Climbing left turn to 8000 to intercept NYL TACAN R-353 to BZA VORTAC and via BZA R-255 to HEEDS. Do not exceed 250 KIAS until intercepting NYL R-353. Cross BZA VORTAC at or below 9000. Cross HEEDS at or above 8000.

**TAKEOFF RWY 8:** Climb to 1000, then climbing left turn direct BZA VORTAC, then via BZA R-255 to HEEDS. Do not exceed 270 KIAS until 1000. Cross HEEDS at or above 8000.

**TAKEOFF RWY 17, 21L/R, 26:** Climb to 1000, then climbing left turn direct BZA VORTAC, then via BZA R-255 to HEEDS. Cross HEEDS at or above 8000.

**TAKEOFF RWY 35:** Climb to 8000 direct BZA VORTAC and via BZA R-255 to HEEDS. Cross BZA VORTAC at or below 14,000. Cross HEEDS at or above 8000.

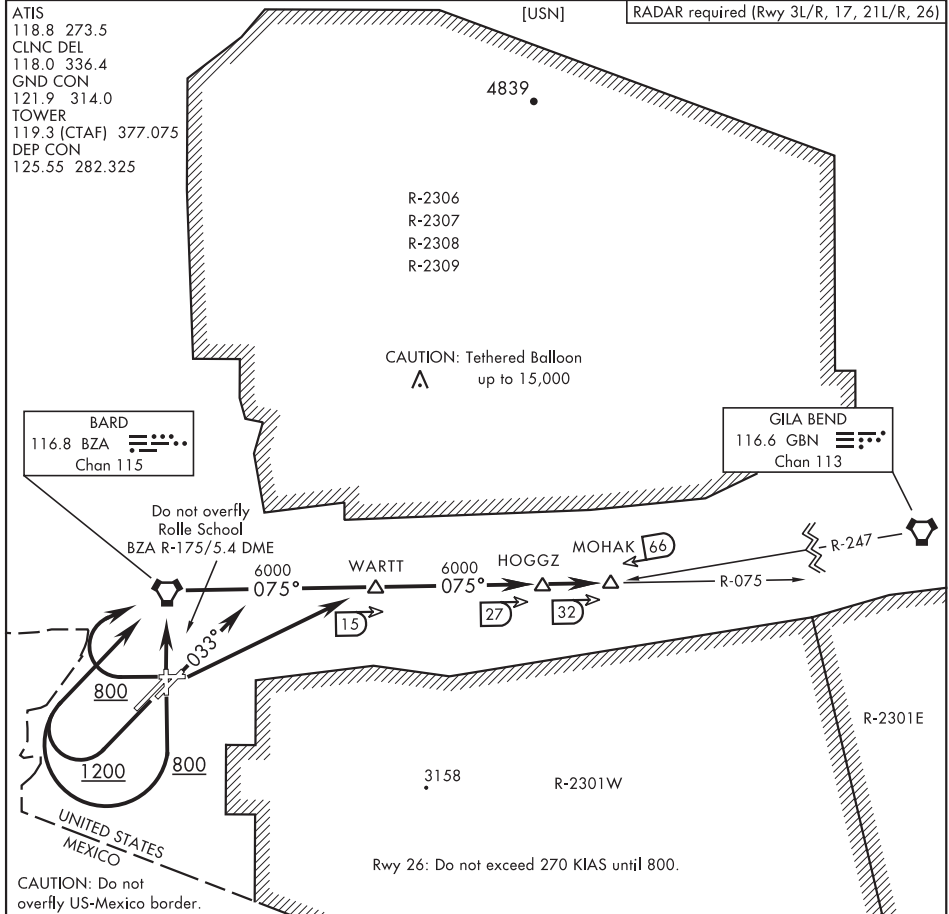
Then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

25107

## MOHAK FIVE DEPARTURE (MOHAK5.MOHAK)

YUMA MCAS/YUMA INTL (KNYL)

YUMA, ARIZONA



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L/R: Climb hdg 033°, then RADAR vectors to intercept BZA VORTAC R-075. Thence...

TAKEOFF RWY 8: Climbing left turn direct WARTT. Thence...

TAKEOFF RWY 17: Climb to 800, then climbing right turn direct BZA VORTAC. Thence...

TAKEOFF RWY 21L/R: Climb to 1200, then climbing right turn direct BZA VORTAC. Thence...

TAKEOFF RWY 26: Climb to 800, then climbing right turn direct BZA VORTAC. Do not exceed 270 KIAS until 800.

TAKEOFF RWY 35: Climb direct BZA VORTAC. Thence....

...via BZA R-075 to MOHAK INT via HOGGZ INT. Then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

MOHAK FIVE DEPARTURE (MOHAK5.MOHAK)

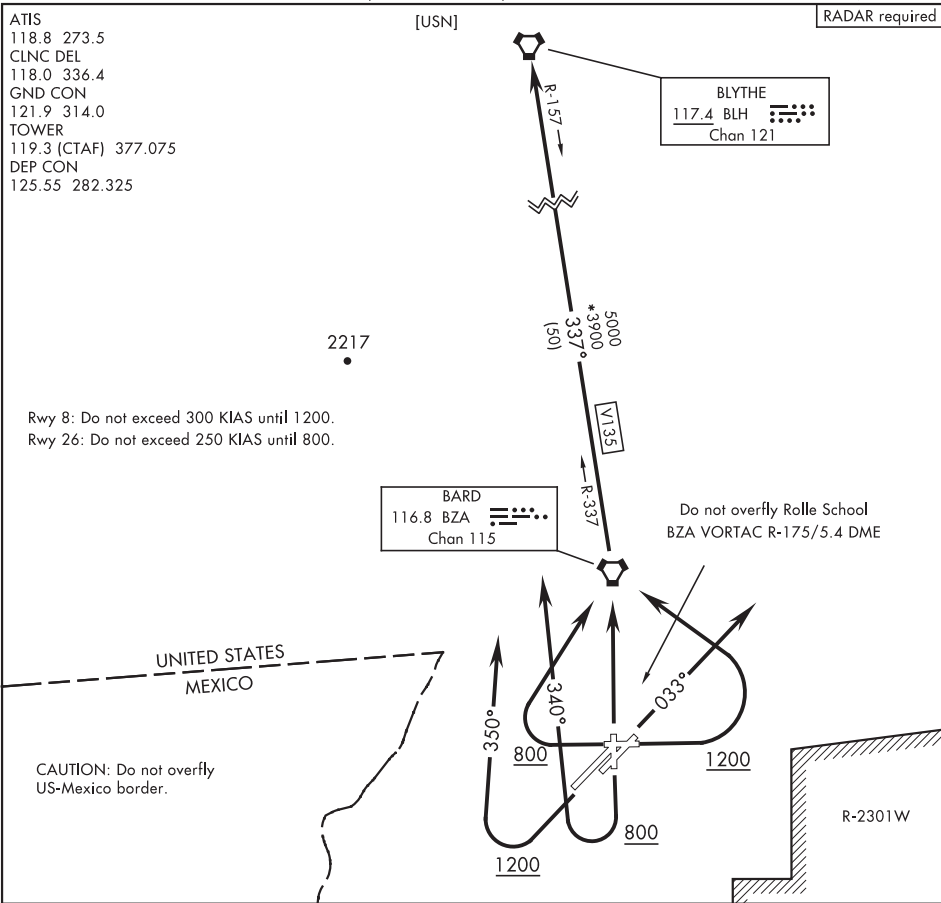
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YUMA, ARIZONA

YUMA MCAS/YUMA INTL (KNYL)

SW-4, 12 JUN 2025 to 07 AUG 2025

SW-4, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L/R: Climb on hdg 033°, then radar vectors to intercept BZA VORTAC R-337. Thence...

TAKEOFF RWY 8: Climb to 1200, then climbing left turn direct BZA VORTAC. Do not exceed 300 KIAS until 1200. Thence...

TAKEOFF RWY 17: Climb to 800, then climbing right turn hdg 340° to intercept BZA VORTAC R-337. Thence...

TAKEOFF RWY 21L/R: Climb to 1200, then climbing right turn hdg 350° to intercept BZA VORTAC R-337. Thence...

TAKEOFF RWY 26: Climb to 800, then climbing right turn direct BZA VORTAC. Do not exceed 250 KIAS until 800. Thence...

TAKEOFF RWY 35: Climb direct BZA VORTAC, thence...

...via BZA R-337 and BLH VORTAC R-157 to BLH, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

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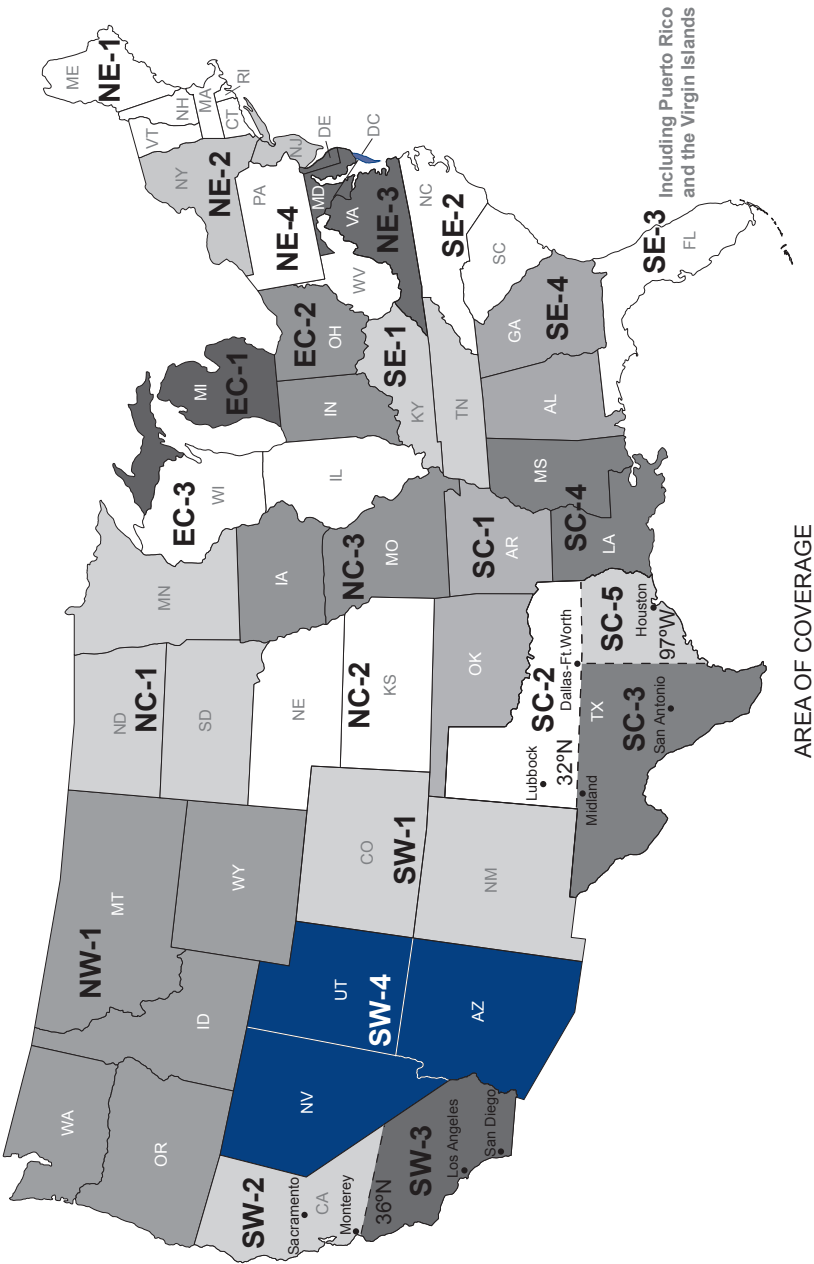
INSIDE BACK COVER

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U.S. TERMINAL PUBLICATION VOLUMES



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