

NC-3

IA MO

07 AUG 25 to 02 OCT 25



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

North Central (NC) Vol 3 of 3

Effective: 0901Z

07 AUG 2025

to: 0901Z

02 OCT 2025

Consult the Change Notice
(CN) effective 04 SEP 2025 for
revised Instrument Procedure
Charts for this volume



Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:

http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

Published from digital files compiled in accordance with Interagency Air
Committee specifications and agreements approved by
Department of Defense - Federal Aviation Administration



TERMINAL PROCEDURES TABLE OF CONTENTS

Inoperative Components or Visual Aids Table.....	A1
Explanation of Terms/Landing Minima Data.....	B1
General Information.....	C1
Abbreviations.....	D1
Legend—IAP Planview.....	E1
Legend—IAP Profile.....	F1
Legend—Standard Terminal Arrival Charts.....	G1
Legend—Departure Procedure Charts.....	G2
Legend—Airport Diagram/Sketch.....	H1
Legend—Approach Lighting Systems.....	I1
Supplemental Tables—Frequency Pairing.....	J1
Supplemental Tables—Rate of Climb Table.....	J2
Supplemental Tables—Rate of Descent Table.....	J3
Index of Terminal Charts and Minimums.....	K1
IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors).....	L1
IFR Alternate Airport Minimums.....	M1
Radar Minimums.....	N1
Land and Hold-Short Operations (LAHSO).....	O1
Hot Spots.....	P1
Standard Terminal Arrival Charts.....	Z1
Terminal Charts.....	Page 1

CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:

FAA, Aeronautical Information Services
 1305 East-West Highway
 SSMC 4, Room 4531
 Silver Spring, MD 20910-3281
 Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

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

FOR PROCUREMENT:

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

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

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

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

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

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.

	DA	Visibility (RVR 100's of feet)		Aircraft Approach Category			
		A	B	HAT	C	D	
Straight-in ILS to Runway 27	CATEGORY	A		B	C	D	
	S-ILS 27	1352/24		200	(200-½)		
	S-LOC 27	1440/24		288	(300-½)		1440/50 288 (300-1)
Straight-in with Glide Slope Inoperative or not used to Runway 27	CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)		
	MDA	HAA	Visibility in Statute Miles				

All weather minimums in parentheses not applicable to Civil Pilots.

Military Pilots refer to appropriate regulations.

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

COLD TEMPERATURE ERROR TABLE
HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA 20142

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

TERMS/LANDING MINIMA DATA 25163

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude.

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

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

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

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

RADAR MINIMA

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

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

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

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

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

TERMS/LANDING MINIMA DATA 25163

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

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.

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

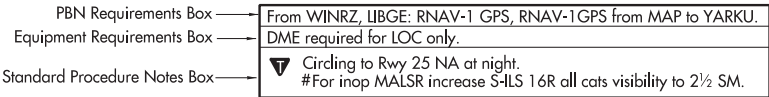
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

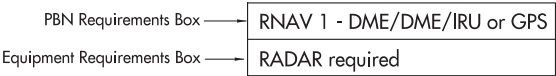
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box





RNAV STAR and DP PBN/Equipment Requirements Notes Box




PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

KEY MIKE

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

FUNCTION

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

ABBREVIATIONS 25107

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

ABBREVIATIONS 25107

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

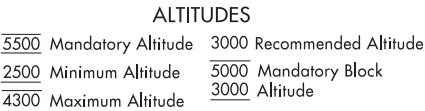
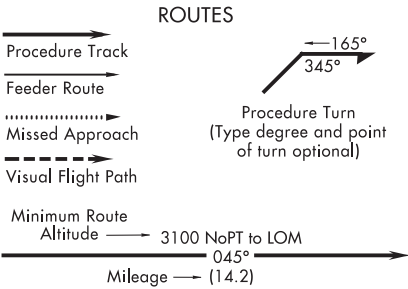
ABBREVIATIONS 25107

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

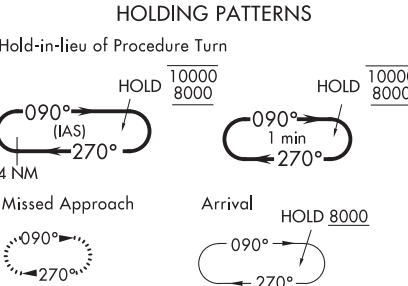
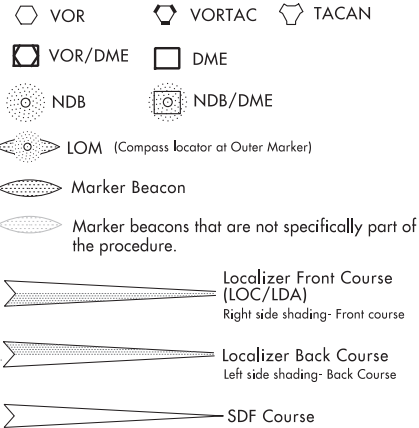
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

PLANVIEW SYMBOLS



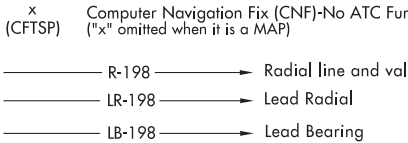
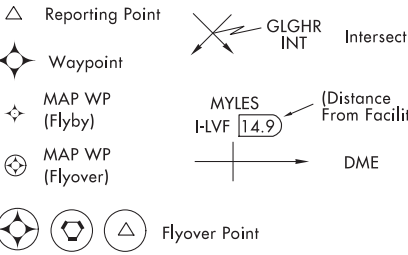
RADIO AIDS TO NAVIGATION
110.1 Underline indicates No Voice transmitted on this frequency



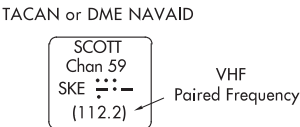
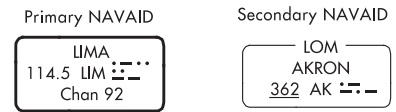
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

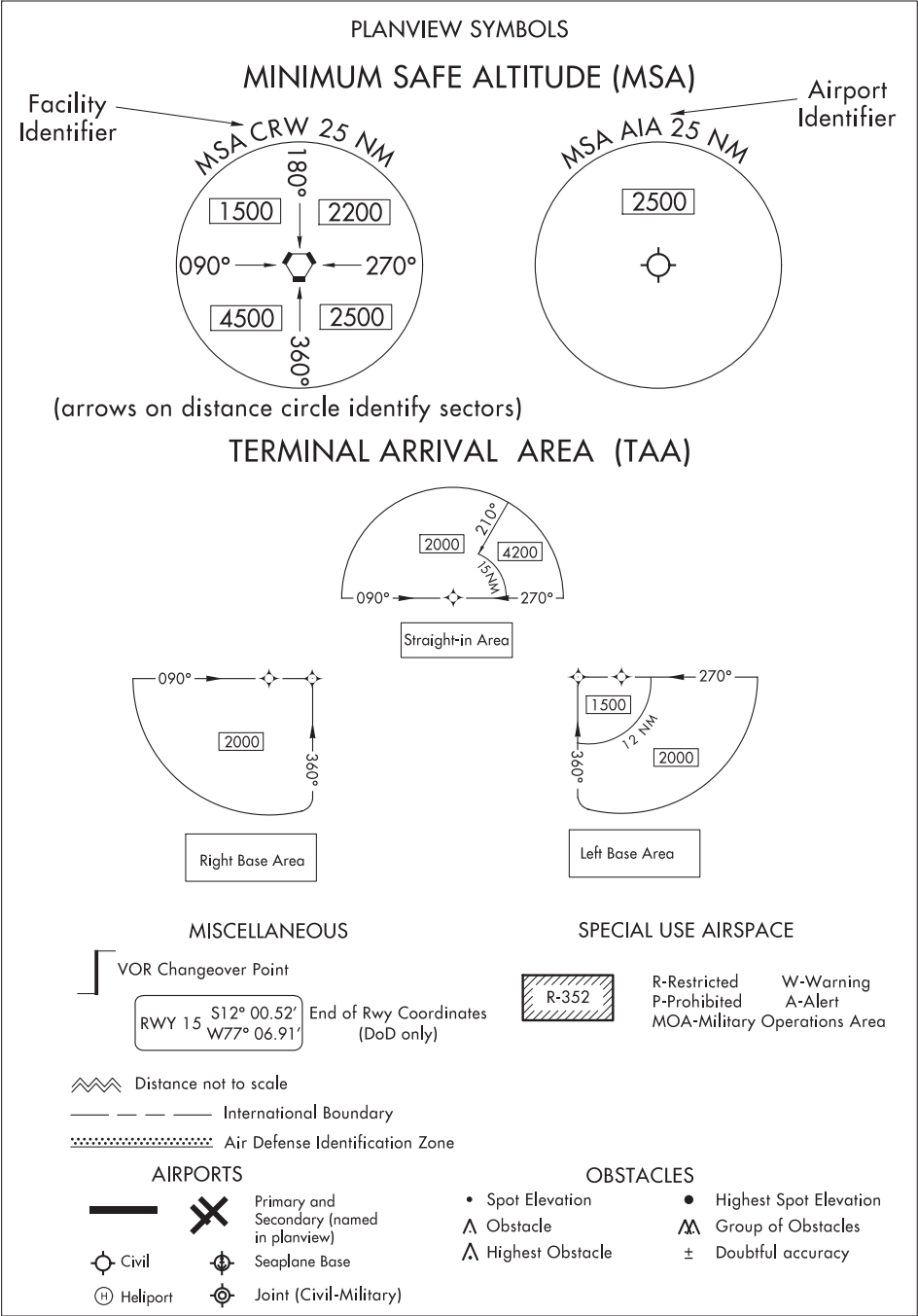
Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS



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





LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

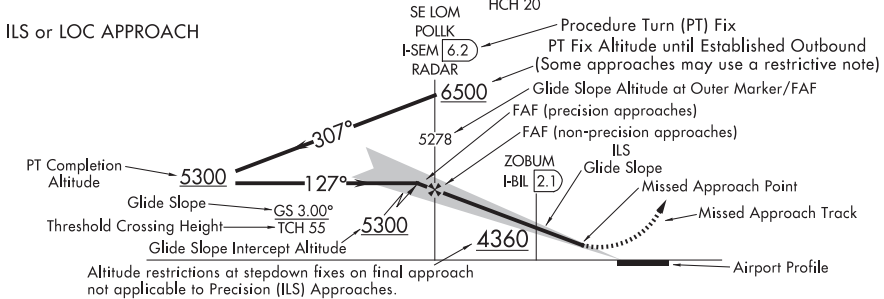
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

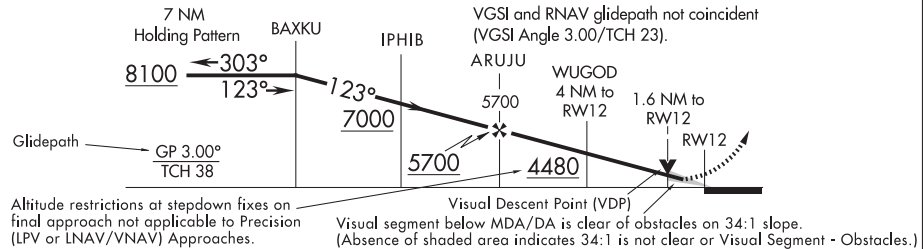
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

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

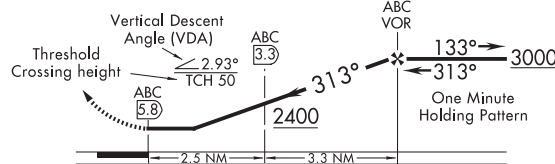
ILS or LOC APPROACH



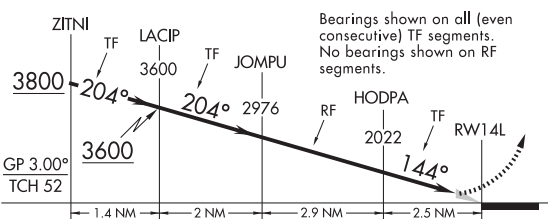
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



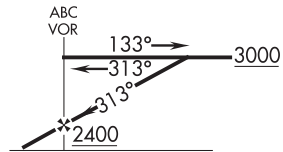
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



RNP APPROACH WITH TF AND RF SEGMENTS



DESCENT FROM HOLDING PATTERN



ALTITUDES

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

PROFILE SYMBOLS

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

LEGEND 24361

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:



LOM
(Compass Locator
at outer marker)



Marker Beacon



Localizer Front Course



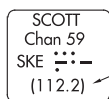
Localizer Back Course
(Shading on left)

(T) indicates frequency
protection range



Underline indicates
no voice transmitted
on this frequency

TACAN or DME
NAVAID Box

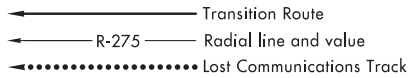


VHF Paired
Frequency

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

ROUTES

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



V12 J80 Airway/Jet Route Identification



Holding
Pattern



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

SPECIAL USE AIRSPACE



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

ALTITUDES

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



Block Altitude

Altitude change at other
than Radio Aids to
Navigation

INDICATED AIRSPEED

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

MISCELLANEOUS



Changeover Point



Air Defense Identification Zone

N

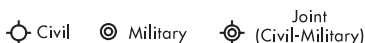
Indicates
True North is
not aligned to
the top of the
page

Ldg KLAS and KHND

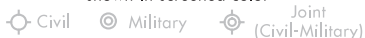
Ldg Rwy 16L/C/R

Terminus
identifier

AIRPORTS



Airports not served by the procedure
shown in screened color



LEGEND 23334

LEGEND 23334

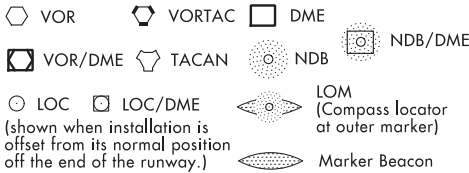
DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

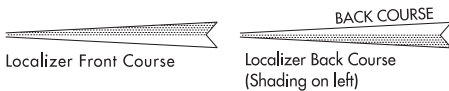
Compulsory:



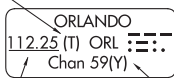
Non-Compulsory:



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

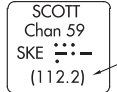


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box



VHF Paired Frequency

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

FIXES/ATC REPORTING REQUIREMENTS

→ | Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

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

Waypoint (Compulsory) Waypoint (Non-Compulsory)

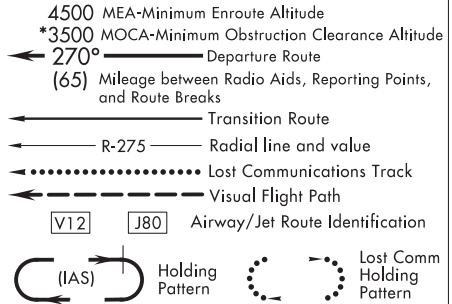
Flyover Point

x Computer Navigation Fix (CNF) - No ATC Function (CFTSP)

MISCELLANEOUS



ROUTES



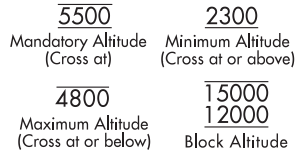
Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



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

ALTITUDES



TOP ALTITUDE: 5000

Top altitude restriction

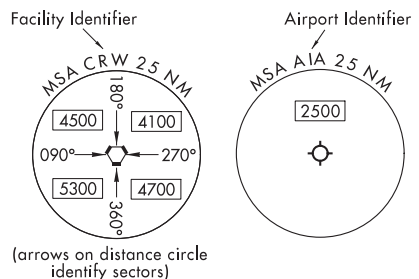
INDICATED AIRSPEED



AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

LEGEND 23334

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.....

Unlit

Lit

TWR

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

See appropriate Chart Supplement for information.

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

Helicopter Alighting Areas

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

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

Runway TDZ elevation.....TDZE 123

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

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

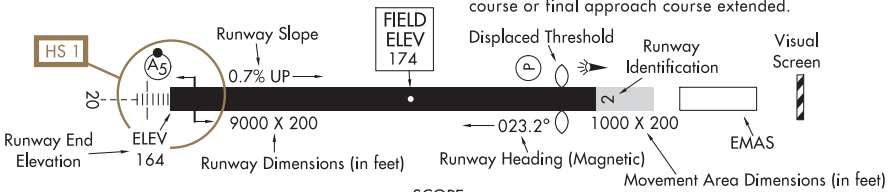
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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



SCOPE

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

LEGEND

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

LEGEND 22195

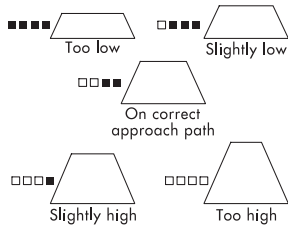
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) **PRECISION APPROACH
PATH INDICATOR**

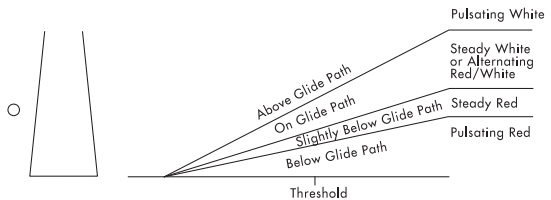
PAPI



Legend: □ White ■ Red

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

PVASI



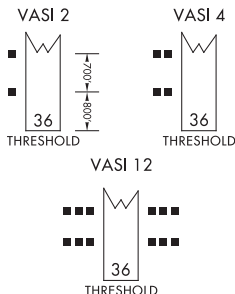
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V) **VISUAL APPROACH
SLOPE INDICATOR**

VASI

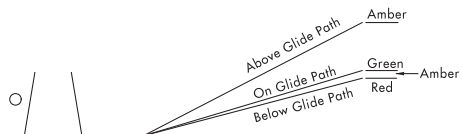
VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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



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

TRCV

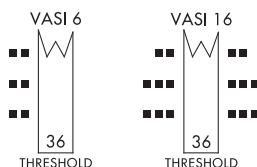


CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V₃) **VISUAL APPROACH
SLOPE INDICATOR**

VASI

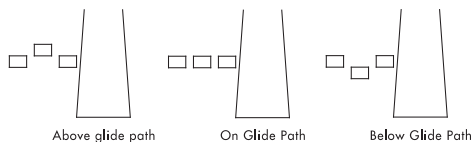
3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GUIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.



(V₅)

ALIGNMENT OF ELEMENTS SYSTEMS

APAP



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

LEGEND 22195

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

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

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

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

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF DESCENT TABLE

The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

SUPPLEMENTAL TABLES 25107

NC-3, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K1

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
A PAUL VANCE FREDERICKTOWN RGNL			AVA, MO		
---SEE FREDERICKTOWN, MO			AVA BILL MARTIN MEML(AOV)		
ALBIA, IA			TAKEOFF MINIMUMS .....L		
ALBIA MUNI(4C8)			IAPS RNAV (GPS) RWY 13 .....21		
TAKEOFF MINIMUMS .....L			RNAV (GPS) RWY 31 .....22		
IAPS RNAV (GPS) RWY 13 .....1			VOR-A .....23		
RNAV (GPS) RWY 31 .....2			BELLE PLAINE, IA		
ALGONA, IA			BELLE PLAINE MUNI(TZT)		
ALGONA MUNI(AXA)			TAKEOFF MINIMUMS .....L		
TAKEOFF MINIMUMS .....M			IAPS RNAV (GPS) RWY 18 .....24		
ALTERNATE MINIMUMS .....M			RNAV (GPS) RWY 36 .....25		
IAPS RNAV (GPS) RWY 12 .....3			BLOOMFIELD, IA		
RNAV (GPS) RWY 30 .....4			BLOOMFIELD MUNI(4K6)		
AMES, IA			TAKEOFF MINIMUMS .....L		
AMES MUNI(AMW)			IAPS RNAV (GPS) RWY 36 .....26		
TAKEOFF MINIMUMS .....L			BOLIVAR, MO		
ALTERNATE MINIMUMS .....M			BOLIVAR MUNI(M17)		
IAPS ILS OR LOC RWY 01 .....5			TAKEOFF MINIMUMS .....L		
RNAV (GPS) RWY 01 .....6			IAPS RNAV (GPS) RWY 18 .....27		
RNAV (GPS) RWY 13 .....7			RNAV (GPS) RWY 36 .....28		
RNAV (GPS) RWY 19 .....8			VOR/DME RWY 36 .....29		
RNAV (GPS) RWY 31 .....9			BOONE, IA		
VOR RWY 31 .....10			BOONE MUNI(BNW)		
ANKENY, IA			TAKEOFF MINIMUMS .....L		
ANKENY RGNL(IKV)			ALTERNATE MINIMUMS .....M		
TAKEOFF MINIMUMS .....M			IAPS RNAV (GPS) RWY 15 .....30		
IAPS ILS OR LOC RWY 36 .....11			RNAV (GPS) RWY 33 .....31		
RNAV (GPS) RWY 18 .....12			BOONVILLE, MO		
RNAV (GPS) RWY 22 .....13			JESSE VIERTEL MEML(VER)		
RNAV (GPS) RWY 36 .....14			TAKEOFF MINIMUMS .....L		
AIRPORT DIAGRAM .....15			IAPS RNAV (GPS) RWY 18 .....32		
ARTHUR N NEU			RNAV (GPS) RWY 36 .....33		
---SEE CARROLL, IA			VOR-A .....34		
ATLANTIC, IA			BOWLING GREEN, MO		
ATLANTIC MUNI(AIO)			BOWLING GREEN MUNI(H19)		
TAKEOFF MINIMUMS .....L			TAKEOFF MINIMUMS .....L		
ALTERNATE MINIMUMS .....M			IAPS RNAV (GPS) RWY 13 .....35		
IAPS RNAV (GPS) RWY 02 .....16			RNAV (GPS) RWY 31 .....36		
RNAV (GPS) RWY 20 .....17			BRANSON, MO		
AUDUBON, IA			BRANSON(BBG)		
AUDUBON COUNTY(ADU)			TAKEOFF MINIMUMS .....L		
TAKEOFF MINIMUMS .....L			ALTERNATE MINIMUMS .....M		
IAPS RNAV (GPS) RWY 32 .....18			HOT SPOT .....P		
AURORA, MO			IAPS ILS OR LOC RWY 32 .....37		
JERRY SUMNERS SR AURORA MUNI(2H2)			RNAV (GPS) RWY 14 .....38		
TAKEOFF MINIMUMS .....L			RNAV (GPS) RWY 32 .....39		
IAPS RNAV (GPS) RWY 18 .....19			AIRPORT DIAGRAM .....40		
RNAV (GPS) RWY 36 .....20			M GRAHAM CLARK DOWNTOWN(PLK)		
			TAKEOFF MINIMUMS .....L		
			IAPS RNAV (GPS) RWY 12 .....41		
			RNAV (GPS) RWY 30 .....42		

NC-3, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K1

NC3

NC-3, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K2

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
BRANSON WEST, MO			CARROLL, IA		
BRANSON WEST MUNI/EMERSON FLD(FWB)			ARTHUR N NEU(CIN)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 03	43	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 21	44	IAPS	RNAV (GPS) RWY 13	70
				RNAV (GPS) RWY 31	71
BROOKFIELD, MO			CARUTHERSVILLE, MO		
NORTH CENTRAL MISSOURI RGNL(MO8)			CARUTHERSVILLE MEML(M05)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	45	IAPS	RNAV (GPS) RWY 18	72
	RNAV (GPS) RWY 36	46		RNAV (GPS) RWY 36	73
BURLINGTON, IA			CASSVILLE, MO		
SOUTHEAST IOWA RGNL(BRL)			CASSVILLE MUNI(94K)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 09	74
IAPS	ILS OR LOC RWY 36	47		RNAV (GPS) RWY 27	75
	RNAV (GPS) RWY 12	48			
	RNAV (GPS) RWY 30	49	CEDAR RAPIDS, IA		
	RNAV (GPS) RWY 36	50	THE EASTERN IOWA(CID)		
	VOR RWY 12	51	TAKEOFF MINIMUMS		L
	VOR RWY 30	52	ALTERNATE MINIMUMS		M
AIRPORT DIAGRAM		53	HOT SPOT		P
BUTLER, MO			IAPS	ILS OR LOC RWY 09	76
BUTLER MEML(BUM)				ILS OR LOC RWY 27	77
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 09	78
IAPS	RNAV (GPS) RWY 18	54		RNAV (GPS) RWY 13	79
	RNAV (GPS) RWY 36	55		RNAV (GPS) RWY 27	80
	VOR-A	56		RNAV (GPS) RWY 31	81
CABOOL, MO			AIRPORT DIAGRAM		82
CABOOL MEML(TVB)			CENTERVILLE, IA		
TAKEOFF MINIMUMS		L	CENTERVILLE MUNI(TVK)		
IAPS	RNAV (GPS) RWY 21	57	TAKEOFF MINIMUMS		L
CAMDENTON, MO			ALTERNATE MINIMUMS		M
CAMDENTON MEML-LAKE RGNL(OZS)			IAPS	RNAV (GPS) RWY 16	83
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 34	84
ALTERNATE MINIMUMS		M	CHARITON, IA		
IAPS	RNAV (GPS) RWY 15	58	CHARITON MUNI(CNC)		
	RNAV (GPS) RWY 33	59	TAKEOFF MINIMUMS		L
	VOR-A	60	ALTERNATE MINIMUMS		M
CAMERON, MO			IAPS	RNAV (GPS) RWY 10	85
CAMERON MEML(EZZ)				RNAV (GPS) RWY 17	86
TAKEOFF MINIMUMS		L	CHARLES CITY, IA		
IAPS	RNAV (GPS) RWY 17	61	NORTHEAST IOWA RGNL(CCY)		
	RNAV (GPS) RWY 35	62	TAKEOFF MINIMUMS		L
CAPE GIRARDEAU, MO			ALTERNATE MINIMUMS		M
CAPE GIRARDEAU RGNL(CGI)			IAPS	RNAV (GPS) RWY 12	87
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 30	88
ALTERNATE MINIMUMS		M	CHARLESTON, MO		
HOT SPOT		P	MISSISSIPPI COUNTY(CHQ)		
IAPS	ILS OR LOC RWY 10	63	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 02	64	IAPS	RNAV (GPS) RWY 18	89
	RNAV (GPS) RWY 10	65		RNAV (GPS) RWY 36	90
	RNAV (GPS) RWY 20	66			
	RNAV (GPS) RWY 28	67			
	LOC BC RWY 28	68			
AIRPORT DIAGRAM		69			

INDEX

25219

K2

NC-3, 07 AUG 2025 to 02 OCT 2025

NC3

NC-3, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K3

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
CHEROKEE, IA			COLUMBIA, MO		
CHEROKEE COUNTY RGNL(CKP)			COLUMBIA RGNL(COU)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS RNAV (GPS) RWY 18		91	LAHSO		O
RNAV (GPS) RWY 36		92	HOT SPOT		P
CHILLICOTHE, MO			IAPS ILS OR LOC RWY 02		110
CHILLICOTHE MUNI(CHT)			RNAV (GPS) RWY 02		111
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 13		112
IAPS RNAV (GPS) RWY 14		93	RNAV (GPS) RWY 20		113
RNAV (GPS) RWY 32		94	RNAV (GPS) RWY 31		114
CLARINDA, IA			VOR RWY 13		115
SCHENCK FLD(ICL)			VOR Y RWY 20		116
TAKEOFF MINIMUMS		L	VOR Z RWY 20		117
ALTERNATE MINIMUMS		M	AIRPORT DIAGRAM		118
IAPS RNAV (GPS) RWY 02		95	CORNING, IA		
RNAV (GPS) RWY 20		96	CORNING MUNI(CRZ)		
CLARION, IA			TAKEOFF MINIMUMS		L
CLARION MUNI(CAV)			IAPS RNAV (GPS) RWY 18		119
TAKEOFF MINIMUMS		L	COUNCIL BLUFFS, IA		
ALTERNATE MINIMUMS		M	COUNCIL BLUFFS MUNI(CBF)		
IAPS RNAV (GPS) RWY 14		97	TAKEOFF MINIMUMS		L
RNAV (GPS) RWY 32		98	ALTERNATE MINIMUMS		M
CLINTON, IA			HOT SPOT		P
CLINTON MUNI(CWI)			IAPS ILS OR LOC RWY 36		120
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 14		121
ALTERNATE MINIMUMS		M	RNAV (GPS) RWY 18		122
IAPS ILS OR LOC RWY 03		99	RNAV (GPS) RWY 32		123
RNAV (GPS) RWY 03		100	RNAV (GPS) RWY 36		124
RNAV (GPS) RWY 14		101	VOR-A		125
RNAV (GPS) RWY 21		102	AIRPORT DIAGRAM		126
RNAV (GPS) RWY 32		103	COUNTY MEML		
VOR/DME RWY 21		104	---SEE NEW MADRID, MO		
AIRPORT DIAGRAM		105	CPT BEN SMITH AIRFIELD/MONROE CITY		
CLINTON, MO			---SEE MONROE CITY, MO		
CLINTON RGNL(GLY)			CRESCO, IA		
TAKEOFF MINIMUMS		L	ELLEN CHURCH FLD(CJJ)		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
IAPS RNAV (GPS) RWY 04		106	IAPS GPS RWY 15		127
RNAV (GPS) RWY 18		107	GPS RWY 33		128
RNAV (GPS) RWY 22		108	CRESTON, IA		
RNAV (GPS) RWY 36		109	CRESTON MUNI(CSQ)		
CREVE COEUR			TAKEOFF MINIMUMS		L
---SEE ST LOUIS, MO			ALTERNATE MINIMUMS		M
CUBA, MO			IAPS RNAV (GPS) RWY 16		129
CUBA MUNI(UBX)			RNAV (GPS) RWY 34		130
TAKEOFF MINIMUMS		L	CREVE COEUR		
IAPS RNAV (GPS) RWY 01		131	---SEE ST LOUIS, MO		
RNAV (GPS) RWY 19		132	CUBA, MO		
INDEX			CUBA MUNI(UBX)		
25219			TAKEOFF MINIMUMS		L
			IAPS RNAV (GPS) RWY 01		131
			RNAV (GPS) RWY 19		132

NC-3, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K3

NC3

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS RNAV (GPS) RWY 18	178
RNAV (GPS) RWY 36	179

25219

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	SECT PG	NAME	SECT PG
FARMINGTON, MO		FULTON, MO	
FARMINGTON RGNL(FAM)		ELTON HENSLEY MEML(FTT)	
TAKEOFF MINIMUMS	L	TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M	IAPS RNAV (GPS) RWY 06	205
IAPS RNAV (GPS) RWY 02	180	RNAV (GPS) RWY 18	206
RNAV (GPS) RWY 20	181	RNAV (GPS) RWY 24	207
VOR/DME-A	182	RNAV (GPS) RWY 36	208
		VOR-A	209
FLOYD W JONES LEBANON		GEORGE L SCOTT MUNI	
---SEE LEBANON, MO		---SEE WEST UNION, IA	
FOREST CITY, IA		GIDEON, MO	
FOREST CITY MUNI/TRIMBLE FLD(FXY)		GIDEON MEML(M85)	
TAKEOFF MINIMUMS	L	TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M	IAPS RNAV (GPS) RWY 15	210
IAPS RNAV (GPS) RWY 15	183	RNAV (GPS) RWY 33	211
RNAV (GPS) RWY 33	184		
VOR-A	185		
FORT DODGE, IA		GOULD PETERSON MUNI	
FORT DODGE RGNL(FOD)		---SEE TARKIO, MO	
TAKEOFF MINIMUMS	L	GRAIN VALLEY, MO	
ALTERNATE MINIMUMS	M	EAST KANSAS CITY(3GV)	
HOT SPOT	P	TAKEOFF MINIMUMS	L
IAPS ILS OR LOC RWY 06	186	IAPS RNAV (GPS) RWY 09	212
RNAV (GPS) RWY 06	187	RNAV (GPS) RWY 27	213
RNAV (GPS) RWY 12	188		
RNAV (GPS) RWY 24	189		
RNAV (GPS) RWY 30	190		
AIRPORT DIAGRAM	191		
FORT LEONARD WOOD, MO		GRAND GLAIZE-OSAGE BEACH	
WAYNESVILLE-ST ROBERT RGNL FORNEY FLD		---SEE OSAGE BEACH, MO	
(TBN)		GREENFIELD, IA	
TAKEOFF MINIMUMS	L	GREENFIELD MUNI(GFZ)	
ALTERNATE MINIMUMS	M	TAKEOFF MINIMUMS	L
HOT SPOT	P	IAPS RNAV (GPS) RWY 07	214
IAPS ILS OR LOC RWY 15	192	RNAV (GPS) RWY 25	215
RNAV (GPS) RWY 15	193		
RNAV (GPS) RWY 33	194		
VOR RWY 15	195		
VOR RWY 33	196		
AIRPORT DIAGRAM	197		
FORT MADISON, IA		GRINNELL, IA	
FORT MADISON MUNI(FSW)		GRINNELL RGNL(GGI)	
TAKEOFF MINIMUMS	L	TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M	ALTERNATE MINIMUMS	M
IAPS RNAV (GPS) RWY 17	198	IAPS RNAV (GPS) RWY 13	216
RNAV (GPS) RWY 35	199	RNAV (GPS) RWY 31	217
VOR-A	200	VOR/DME RWY 31	218
FREDERICKTOWN, MO		GUTHRIE CENTER, IA	
A PAUL VANCE FREDERICKTOWN RGNL(H88)		GUTHRIE COUNTY RGNL(GCT)	
TAKEOFF MINIMUMS	L	TAKEOFF MINIMUMS	L
IAPS RNAV (GPS) RWY 01	201	IAPS RNAV (GPS) RWY 18	219
RNAV (GPS) RWY 19	202	RNAV (GPS) RWY 36	220
VOR/DME RWY 01	203		
VOR RWY 19	204		
FULLER		HAMPTON, IA	
---SEE MILFORD, IA		HAMPTON MUNI(HPT)	
		TAKEOFF MINIMUMS	L
		IAPS RNAV (GPS) RWY 17	221
		RNAV (GPS) RWY 35	222
		VOR/DME RWY 35	223
		HANNIBAL, MO	
		HANNIBAL RGNL(HAE)	
		TAKEOFF MINIMUMS	L
		IAPS RNAV (GPS) RWY 17	224
		RNAV (GPS) RWY 35	225

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K6

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
HARLAN, IA			JEFFERSON CITY, MO		
HARLAN MUNI(HNR)			JEFFERSON CITY MEML(JEF)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 15	226		ALTERNATE MINIMUMS	M	
GPS RWY 33	227		IAPS ILS OR LOC RWY 30	243	
			RNAV (GPS) RWY 12	244	
			RNAV (GPS) RWY 30	245	
			AIRPORT DIAGRAM	246	
HARRISONVILLE, MO			JERRY SUMNERS SR AURORA MUNI		
LAWRENCE SMITH MEML(LRY)			---SEE AURORA, MO		
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 17	228				
RNAV (GPS) RWY 35	229				
HIGGINSVILLE, MO			JESSE VIERTEL MEML		
HIGGINSVILLE INDUSTRIAL MUNI(HIG)			---SEE BOONVILLE, MO		
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 16	230				
RNAV (GPS) RWY 34	231				
HOUSTON, MO			JOPLIN, MO		
HOUSTON MEML(M48)			JOPLIN RGNL(JLN)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 16	232		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 34	233		HOT SPOT	P	
			IAPS ILS OR LOC RWY 13	247	
			ILS OR LOC RWY 18	248	
			RNAV (GPS) RWY 13	249	
			RNAV (GPS) RWY 18	250	
			RNAV (GPS) RWY 31	251	
			RNAV (GPS) RWY 36	252	
			AIRPORT DIAGRAM	253	
INDEPENDENCE, IA			KAISER/LAKE OZARK, MO		
JAMES H CONNELL FLD AT INDEPENDENCE			LEE C FINE MEML(AIZ)		
MUNI(IIB)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 18	234		IAPS RNAV (GPS) RWY 04	254	
RNAV (GPS) RWY 36	235		RNAV (GPS) RWY 22	255	
			LOC/DME RWY 22	256	
			VOR RWY 04	257	
			AIRPORT DIAGRAM	258	
IOWA CITY, IA					
IOWA CITY MUNI(IOW)					
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 25	236				
RNAV (GPS) RWY 30	237				
VOR-A	238				
IOWA FALLS, IA					
IOWA FALLS MUNI(IFA)					
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 13	239				
RNAV (GPS) RWY 31	240				
JAMES G WHITING MEML FLD					
---SEE MAPLETON, IA					
JAMES H CONNELL FLD AT INDEPENDENCE MUNI					
---SEE INDEPENDENCE, IA					
JEFFERSON, IA					
JEFFERSON MUNI(EFW)					
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 14	241				
RNAV (GPS) RWY 32	242				

INDEX

25219

K6

NC-3, 07 AUG 2025 to 02 OCT 2025

NC3

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

KANSAS CITY, MO**KANSAS CITY DOWNTOWN/WHEELER FLD(MKC)**

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
HOT SPOT	.....P
STARS	.....Z5
BRAYMER EIGHT	.....Z11
JHAWK EIGHT	.....Z11
TYGER SEVEN	.....Z27
IAPS	.....Z259
ILS OR LOC RWY 04	.....Z260
RNAV (GPS) RWY 04	.....Z261
RNAV (GPS) RWY 22	.....Z262
RNAV (GPS) Y RWY 19	.....Z263
RNAV (GPS) Z RWY 19	.....Z264
AIRPORT DIAGRAM	.....Z265
DPS	.....Z266
CHIEF NINE	.....Z267
LAKES FIVE	.....Z268
RACER EIGHT	.....Z269
ROYAL TWO	.....Z270
TIFTO EIGHT	.....Z271
WILDCAT SIX	.....Z271

KANSAS CITY INTL(MCI)

TAKEOFF MINIMUMS	.....L
HOT SPOT	.....P
STARS	.....Z5
BRAYMER EIGHT	.....Z11
JHAWK EIGHT	.....Z11
JSONN FOUR (RNAV)	.....Z12
MHOMS THREE (RNAV)	.....Z20
RUDDH THREE (RNAV)	.....Z23
TYGER SEVEN	.....Z27
WUTNG THREE (RNAV)	.....Z29
IAPS	.....Z272
ILS OR LOC RWY 01L	.....Z273
ILS OR LOC RWY 01R	.....Z274
ILS OR LOC RWY 09	.....Z275
ILS OR LOC RWY 19L	.....Z276
ILS OR LOC RWY 19R	.....Z277
ILS OR LOC RWY 27	.....Z278
ILS RWY 01R (SA CAT I)	.....Z279
ILS RWY 19R (SA CAT I)	.....Z280
ILS RWY 01R (CAT II - III)	.....Z281
ILS RWY 19R (CAT II - III)	.....Z282
RNAV (RNP) Z RWY 01L	.....Z283
RNAV (RNP) Z RWY 01R	.....Z284
RNAV (RNP) Z RWY 09	.....Z285
RNAV (RNP) Z RWY 19L	.....Z286
RNAV (RNP) Z RWY 19R	.....Z287
RNAV (RNP) Z RWY 27	.....Z288
RNAV (GPS) Y RWY 01L	.....Z289
RNAV (GPS) Y RWY 01R	.....Z290
RNAV (GPS) Y RWY 09	.....Z291
RNAV (GPS) Y RWY 19L	.....Z292
RNAV (GPS) Y RWY 19R	.....Z293
RNAV (GPS) Y RWY 27	.....Z294
AIRPORT DIAGRAM	.....Z295
DPS	.....Z296
CHIEF NINE	.....Z297
LAKES FIVE	.....Z298
RACER EIGHT	.....Z299
ROYAL TWO	.....Z300
TIFTO EIGHT	.....Z300
WILDCAT SIX	.....Z300

KANSAS CITY/LEE'S SUMMIT RGNL

---SEE LEE'S SUMMIT, MO

KENNETT, MO**KENNETT MEML(TKX)**

TAKEOFF MINIMUMS	.....L
IAPS	.....301
RNAV (GPS) RWY 02	.....302
RNAV (GPS) RWY 20	.....302

KEOKUK, IA**KEOKUK MUNI(EOK)**

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....303
ILS OR LOC RWY 26	.....304
RNAV (GPS) RWY 08	.....305
RNAV (GPS) RWY 14	.....306
RNAV (GPS) RWY 26	.....307
RNAV (GPS) RWY 32	.....307

KIRKSVILLE, MO**KIRKSVILLE RGNL(IRK)**

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
HOT SPOT	.....P
IAPS	.....308
ILS OR LOC RWY 36	.....309
RNAV (GPS) RWY 18	.....310
RNAV (GPS) RWY 36	.....311
VOR-A	.....312
AIRPORT DIAGRAM	.....312

KNOB NOSTER, MO

---SEE WHITEMAN AFB

KNOXVILLE, IA**KNOXVILLE MUNI(OXV)**

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....313
RNAV (GPS) RWY 15	.....314
RNAV (GPS) RWY 33	.....314

LAMAR, MO**LAMAR MUNI(LLU)**

TAKEOFF MINIMUMS	.....L
IAPS	.....315
RNAV (GPS) RWY 03	.....316
RNAV (GPS) RWY 17	.....317
RNAV (GPS) RWY 35	.....317

LAMONI, IA**LAMONI MUNI(LWD)**

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....318
RNAV (GPS) RWY 18	.....319
RNAV (GPS) RWY 36	.....319

LAWRENCE SMITH MEML

---SEE HARRISONVILLE, MO

LE MARS, IA**LE MARS MUNI(LRJ)**

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....320
RNAV (GPS) RWY 18	.....321
RNAV (GPS) RWY 36	.....321

NC-3, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K8

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
LEBANON, MO			MAQUOKETA, IA		
FLOYD W JONES LEBANON(LBO)			MAQUOKETA MUNI(OQW)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 15	344
IAPS	RNAV (GPS) RWY 18	322		RNAV (GPS) RWY 33	345
	RNAV (GPS) RWY 36	323			
LEE C FINE MEML			MARION, IA		
---SEE KAISER/LAKE OZARK, MO			MARION(C17)		
LEE'S SUMMIT, MO			TAKEOFF MINIMUMS		L
KANSAS CITY/LEE'S SUMMIT RGNL(LXT)			IAPS	RNAV (GPS) RWY 17	346
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 35	347
ALTERNATE MINIMUMS		M			
STARS	BRAYMER EIGHT	Z5	MARSHALL, MO		
	JHAWK EIGHT	Z11	MARSHALL MEML MUNI(MHL)		
	TYGER SEVEN	Z27	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 11	324	IAPS	RNAV (GPS) RWY 18	348
	RNAV (GPS) RWY 18	325		RNAV (GPS) RWY 36	349
	RNAV (GPS) RWY 29	326			
	RNAV (GPS) RWY 36	327	MARSHALLTOWN, IA		
	VOR-A	328	MARSHALLTOWN MUNI(MIW)		
AIRPORT DIAGRAM		329	TAKEOFF MINIMUMS		L
DPS	CHIEF NINE	330	ALTERNATE MINIMUMS		M
	LAKES FIVE	331	IAPS	RNAV (GPS) RWY 13	350
	RACER EIGHT	332		RNAV (GPS) RWY 31	351
	ROYAL TWO	333			
	TIFTO EIGHT	334	MARYVILLE, MO		
	WILDCAT SIX	335	NORTHWEST MISSOURI RGNL(EVU)		
LEWIS COUNTY RGNL			TAKEOFF MINIMUMS		L
---SEE MONTICELLO, MO			IAPS	RNAV (GPS) RWY 14	352
				RNAV (GPS) RWY 32	353
M GRAHAM CLARK DOWNTOWN					
---SEE BRANSON, MO			MASON CITY, IA		
MACON, MO			MASON CITY MUNI(MCW)		
MACON-POWER MEML(K89)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 02	336	HOT SPOT		P
	RNAV (GPS) RWY 20	337	IAPS	ILS OR LOC RWY 36	354
				RNAV (GPS) RWY 12	355
				RNAV (GPS) RWY 18	356
				RNAV (GPS) RWY 30	357
				RNAV (GPS) RWY 36	358
				VOR RWY 36	359
MACON-POWER MEML			AIRPORT DIAGRAM		360
---SEE MACON, MO					
MALDEN, MO			MATHEWS MEML		
MALDEN RGNL(MAW)			---SEE TIPTON, IA		
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M	MAURICE, IA		
IAPS	RNAV (GPS) RWY 14	338	SIOUX COUNTY RGNL(SXK)		
	RNAV (GPS) RWY 18	339	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 32	340	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 36	341	IAPS	RNAV (GPS) RWY 17	361
				RNAV (GPS) RWY 35	362
MAPLETON, IA					
JAMES G WHITING MEML FLD(MEY)			MEMPHIS, MO		
TAKEOFF MINIMUMS		L	MEMPHIS MEML(03D)		
IAPS	RNAV (GPS) RWY 02	342	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 20	343	IAPS	RNAV (GPS) RWY 12	363
				RNAV (GPS) RWY 30	364

INDEX

25219

K8

NC-3, 07 AUG 2025 to 02 OCT 2025

NC3

NC-3, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K9

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
MEXICO, MO			MOSBY, MO		
MEXICO MEML(MYJ)			MIDWEST NTL AIR CENTER(GPH)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS RNAV (GPS) RWY 06		365	ALTERNATE MINIMUMS		M
RNAV (GPS) RWY 24		366	STARS BHAWMER EIGHT		Z5
LOC RWY 24		367	JHAWK EIGHT		Z11
VOR/DME RWY 24		368	TYGER SEVEN		Z27
MIDWEST NTL AIR CENTER			IAPS ILS OR LOC/DME RWY 18		381
---SEE MOSBY, MO			RNAV (GPS) RWY 18		382
MILFORD, IA			RNAV (GPS) RWY 36		383
FULLER(4D8)			DPS CHIEF NINE		384
TAKEOFF MINIMUMS		L	LAKES FIVE		385
IAPS RNAV (GPS)-B		369	RACER EIGHT		386
VOR-A		370	ROYAL TWO		387
MISSISSIPPI COUNTY			TIFTO EIGHT		388
---SEE CHARLESTON, MO			WILDCAT SIX		389
MOBERLY, MO			MOUNT PLEASANT, IA		
OMAR N BRADLEY(MBY)			MOUNT PLEASANT MUNI(MPZ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS RNAV (GPS) RWY 13		371	IAPS RNAV (GPS) RWY 15		390
RNAV (GPS) RWY 31		372	RNAV (GPS) RWY 33		391
MONETT, MO			MOUNTAIN GROVE, MO		
MONETT RGNL(HFJ)			MOUNTAIN GROVE MEML(1MO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS RNAV (GPS) RWY 08		392
IAPS RNAV (GPS) RWY 18		373	RNAV (GPS) RWY 26		393
RNAV (GPS) RWY 36		374	MOUNTAIN VIEW, MO		
MONROE CITY, MO			MOUNTAIN VIEW(MNF)		
CPT BEN SMITH AIRFIELD/MONROE CITY(K52)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	IAPS RNAV (GPS) RWY 10		394
IAPS RNAV (GPS) RWY 09		375	RNAV (GPS) RWY 28		395
RNAV (GPS) RWY 27		376	MUSCATINE, IA		
MONTICELLO, IA			MUSCATINE MUNI(MUT)		
MONTICELLO RGNL(MXO)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
ALTERNATE MINIMUMS		M	IAPS ILS OR LOC RWY 24		396
IAPS RNAV (GPS) RWY 15		377	RNAV (GPS) RWY 06		397
RNAV (GPS) RWY 33		378	RNAV (GPS) RWY 12		398
MONTICELLO, MO			RNAV (GPS) RWY 24		399
LEWIS COUNTY RGNL(6M6)			RNAV (GPS) RWY 30		400
TAKEOFF MINIMUMS		L	NEOSHO, MO		
IAPS RNAV (GPS) RWY 18		379	NEOSHO HUGH ROBINSON(EOS)		
RNAV (GPS) RWY 36		380	TAKEOFF MINIMUMS		L
NEVADA, MO			ALTERNATE MINIMUMS		M
NEVADA MUNI(NVD)			IAPS RNAV (GPS) RWY 01		401
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 19		402
IAPS RNAV (GPS) RWY 02		403	NEVADA, MO		
RNAV (GPS) RWY 20		404	NEVADA MUNI(NVD)		
VOR-A		405	TAKEOFF MINIMUMS		L

INDEX

25219

K9

NC3

NC-3, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K10

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
NEW MADRID, MO					
COUNTY MEML(EIW)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 18	406			
	RNAV (GPS) RWY 36	407			
NEWTON, IA					
NEWTON MUNI-EARL JOHNSON FLD(TNU)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	ILS OR LOC RWY 32	408			
	RNAV (GPS) RWY 14	409			
	RNAV (GPS) RWY 32	410			
	VOR RWY 14	411			
NORTH CENTRAL MISSOURI RGNL					
---SEE BROOKFIELD, MO					
NORTHEAST IOWA RGNL					
---SEE CHARLES CITY, IA					
NORTHWEST MISSOURI RGNL					
---SEE MARYVILLE, MO					
OELWEIN, IA					
OELWEIN MUNI(OLZ)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 13	412			
OMAR N BRADLEY					
---SEE MOBERLY, MO					
OSAGE BEACH, MO					
GRAND GLAIZE-OSAGE BEACH(K15)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 14	413			
	RNAV (GPS) RWY 32	414			
	VOR RWY 32	415			
OSCEOLA, IA					
OSCEOLA MUNI(I75)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 18	416			
	RNAV (GPS) RWY 36	417			
OSKALOOSA, IA					
OSKALOOSA MUNI(OOA)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 13	418			
	RNAV (GPS) RWY 31	419			
OTTUMWA, IA					
OTTUMWA RGNL(OTM)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	ILS OR LOC RWY 31	420			
	RNAV (GPS) RWY 13	421			
	RNAV (GPS) RWY 31	422			
AIRPORT DIAGRAM		423			
PELLA, IA					
PELLA MUNI(PEA)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 16	424			
	RNAV (GPS) RWY 34	425			
PERRY, IA					
PERRY MUNI(PRO)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 14	426			
	RNAV (GPS) RWY 32	427			
PERRYVILLE, MO					
PERRYVILLE RGNL(PCD)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 02	428			
	RNAV (GPS) RWY 20	429			
	VOR-A	430			
POCAHONTAS, IA					
POCAHONTAS MUNI(POH)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 12	431			
	RNAV (GPS) RWY 30	432			
POPLAR BLUFF, MO					
POPLAR BLUFF RGNL BUSINESS(POF)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 18	433			
	RNAV (GPS) RWY 36	434			
POTOSI, MO					
WASHINGTON COUNTY(8WC)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 02	435			
	RNAV (GPS) RWY 20	436			
RED OAK, IA					
RED OAK MUNI(RDK)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 05	437			
	RNAV (GPS) RWY 17	438			
	VOR/DME-A	439			
ROCK RAPIDS, IA					
ROCK RAPIDS MUNI(RRQ)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 16	440			
	RNAV (GPS) RWY 34	441			
ROLLA NTL					
---SEE ROLLA/VICHY, MO					

INDEX

25219

K10

NC3

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

ROLLA/VICHY, MO

ROLLA NTL(VIH)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	RNAV (GPS) RWY 04 .442
	RNAV (GPS) RWY 22 .443
	VOR/DME RWY 04 .444
	VOR RWY 22 .445

ST LOUIS, MO

CREVE COEUR(1H0)	
TAKEOFF MINIMUMS	L
IAPS	RNAV (GPS) RWY 16 .465
	RNAV (GPS) RWY 34 .466

ROSECRANS MEML
---SEE ST JOSEPH, MO

SAC CITY, IA

SAC CITY MUNI(SKI)	
TAKEOFF MINIMUMS	L
IAPS	RNAV (GPS) RWY 18 .446
	RNAV (GPS) RWY 36 .447

ST CHARLES, MO

ST CHARLES COUNTY RGNL/SMARTT FLD(SET)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	RNAV (GPS) RWY 18 .448
	VOR RWY 18 .449

ST JOSEPH, MO

ROSECRANS MEML(STJ)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
RADAR MINIMUMS	N
HOT SPOT	P
STARS	BRAYMER EIGHT .Z5
	JHAWK EIGHT .Z11
	TYGER SEVEN .Z27
IAPS	ILS OR LOC RWY 35 .450
	RNAV (GPS) RWY 13 .451
	RNAV (GPS) RWY 17 .452
	RNAV (GPS) RWY 31 .453
	RNAV (GPS) RWY 35 .454
	LOC BC RWY 17 .455
	VOR OR TACAN RWY 17 .456
	VOR OR TACAN RWY 35 .457
AIRPORT DIAGRAM	.458
DPS	CHIEF NINE .459
	LAKES FIVE .460
	RACER EIGHT .461
	ROYAL TWO .462
	TIFTO EIGHT .463
	WILDCAT SIX .464

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

ST LOUIS, MO

ST LOUIS LAMBERT INTL(STL)
TAKEOFF MINIMUMS L
HOT SPOT P
STARS
 AARCH TWO (RNAV) Z1
 BOOSH THREE (RNAV) Z3
 KAYLA THREE (RNAV) Z15
 KOOOP ONE Z17
 LORLE THREE (RNAV) Z18
IAPS
 ILS OR LOC RWY 11 467
 ILS OR LOC RWY 12L 468
 ILS OR LOC RWY 12R 469
 ILS OR LOC RWY 24 470
 ILS OR LOC RWY 29 471
 ILS OR LOC RWY 30L 472
 ILS OR LOC RWY 30R 473
 ILS RWY 11 (CAT II - III) 474
 ILS RWY 12L (CAT II - III) 475
 ILS RWY 30R (CAT II - III) 476
 RNAV (RNP) Z RWY 11 477
 RNAV (RNP) Z RWY 12L 478
 RNAV (RNP) Z RWY 12R 479
 RNAV (RNP) Z RWY 29 480
 RNAV (RNP) Z RWY 30L 481
 RNAV (RNP) Z RWY 30R 482
 RNAV (GPS) RWY 06 483
 RNAV (GPS) RWY 24 484
 RNAV (GPS) Y RWY 11 485
 RNAV (GPS) Y RWY 12L 486
 RNAV (GPS) Y RWY 12R 487
 RNAV (GPS) Y RWY 29 488
 RNAV (GPS) Y RWY 30L 489
 RNAV (GPS) Y RWY 30R 490
 LOC RWY 06 491
 TACAN RWY 12R 492
 TACAN RWY 30L 493
AIRPORT DIAGRAM 494
DPS
 BERYY FIVE (RNAV) 495
 BGOOD FIVE (RNAV) 497
 BRAKK FIVE (RNAV) 499
 CHUUC SIX (RNAV) 501
 DRUSE FIVE (RNAV) 503
 EEMOS FIVE (RNAV) 505
 GATEWAY ONE 507
 JAHNY SIX (RNAV) 509
 JHART SEVEN (RNAV) 511
 KSHEE FIVE (RNAV) 513
 LINDBERGH EIGHT 515
 NATCA FIVE (RNAV) 517
 OZARK EIGHT 519
 PLESS FIVE 520
 ROTRY SIX (RNAV) 521
 TEDDD FIVE (RNAV) 523
 WHRLI SEVEN (RNAV) 525

ST LOUIS, MO

SPIRIT OF ST LOUIS(SUS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS M
STARS
 BUUDD THREE (RNAV) Z7
 DELMA FOUR (RNAV) Z8
 DIRTT TWO (RNAV) Z9
 JHAUN ONE (RNAV) Z10
 SLVER ONE (RNAV) Z26
IAPS
 ILS OR LOC RWY 08R 527
 ILS OR LOC RWY 26L 528
 RNAV (GPS) RWY 08L 529
 RNAV (GPS) RWY 08R 530
 RNAV (GPS) RWY 26L 531
 RNAV (GPS) RWY 26R 532
AIRPORT DIAGRAM 533
DPS
 GATEWAY ONE 534
 LINDBERGH EIGHT 536
 OZARK EIGHT 538
 PLESS FIVE 539

SALEM, MO

SALEM MEML(K33)
TAKEOFF MINIMUMS L
IAPS
 RNAV (GPS) RWY 17 540
 RNAV (GPS) RWY 35 541

SCHENCK FLD
---SEE CLARINDA, IA

SEDALIA, MO

SEDALIA RGNL(DMO)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS M
IAPS
 RNAV (GPS) RWY 18 542
 RNAV (GPS) RWY 36 543

SHELDON, IA
SHELDON RGNL(SHL)

TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS M
IAPS
 RNAV (GPS) RWY 15 544
 RNAV (GPS) RWY 33 545

SHENANDOAH, IA
SHENANDOAH MUNI(SDA)

TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS M
IAPS
 RNAV (GPS) RWY 04 546
 VOR/DME RWY 12 547

SIBLEY, IA
SIBLEY MUNI(ISB)

TAKEOFF MINIMUMS L
IAPS
 RNAV (GPS)-A 548

SIKESTON, MO
SIKESTON MEML MUNI(SIK)

TAKEOFF MINIMUMS L
IAPS
 RNAV (GPS) RWY 03 549
 RNAV (GPS) RWY 21 550

NC-3, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K13

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

SIoux CITY, IA		
SIoux GATEWAY/BRIG GENERAL BUD DAY FLD (SUX)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
LAHSO	O	
HOT SPOT	P	
IAPS	ILS OR LOC RWY 13	551
	ILS OR LOC RWY 31	552
	RNAV (GPS) RWY 13	553
	RNAV (GPS) RWY 18	554
	RNAV (GPS) RWY 31	555
	RNAV (GPS) RWY 36	556
AIRPORT DIAGRAM		557

SIoux COUNTY RGNL
---SEE MAURICE, IA

SKYHAVEN
---SEE WARRENSBURG, MO

SOUTHEAST IOWA RGNL
---SEE BURLINGTON, IA

SPENCER, IA		
SPENCER MUNI(SPW)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS	ILS OR LOC RWY 12	558
	RNAV (GPS) RWY 12	559
	RNAV (GPS) RWY 18	560
	RNAV (GPS) RWY 30	561
	RNAV (GPS) RWY 36	562
	VOR RWY 30	563

SPIRIT OF ST LOUIS
---SEE ST LOUIS, MO

SPRINGFIELD, MO		
DOWNTOWN(3DW)		
TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS)-A	564
	RNAV (GPS)-B	565

SPRINGFIELD-BRANSON NTL(SGF)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
HOT SPOT	P	
IAPS	ILS OR LOC RWY 02	566
	ILS OR LOC RWY 14	567
	RNAV (GPS) RWY 02	568
	RNAV (GPS) RWY 14	569
	RNAV (GPS) RWY 20	570
	RNAV (GPS) RWY 32	571
	VOR/DME OR TACAN RWY 02	572
	VOR OR TACAN RWY 20	573
AIRPORT DIAGRAM		574

SPRINGFIELD-BRANSON NTL
---SEE SPRINGFIELD, MO

INDEX

25219

STEELE, MO		
STEELE MUNI(M12)		
TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS) RWY 18	575
	RNAV (GPS) RWY 36	576

STOCKTON, MO		
STOCKTON LAKE(MO3)		
TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS) RWY 01	577
	RNAV (GPS) RWY 19	578
	VOR/DME-A	579

STORM LAKE, IA		
STORM LAKE MUNI(SLB)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS	RNAV (GPS) RWY 17	580
	RNAV (GPS) RWY 35	581

SULLIVAN, MO		
SULLIVAN RGNL(UUV)		
TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS) RWY 06	582
	RNAV (GPS) RWY 24	583

TARKIO, MO		
GOULD PETERSON MUNI(K57)		
TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS) RWY 18	584
	RNAV (GPS) RWY 36	585

THE EASTERN IOWA
---SEE CEDAR RAPIDS, IA

TIPTON, IA		
MATHEWS MEML(8C4)		
TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS) RWY 11	586
	VOR RWY 11	587

TRENTON, MO		
TRENTON MUNI(TRX)		
TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS) RWY 18	588
	RNAV (GPS) RWY 36	589

VINTON, IA		
VINTON VETERANS MEML AIRPARK(VTI)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS	RNAV (GPS) RWY 09	590
	RNAV (GPS) RWY 27	591

WARRENSBURG, MO		
SKYHAVEN(RCM)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS	RNAV (GPS) RWY 01	592
	RNAV (GPS) RWY 19	593

NC-3, 07 AUG 2025 to 02 OCT 2025

K13

NC3

INDEX

K14

25219

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

WARSAW, MO

WARSAW MUNI(RAW)

TAKEOFF MINIMUMS	.....L	
IAPS	.....RNAV (GPS) RWY 18	594
	.....RNAV (GPS) RWY 36	595

WASHINGTON, IA

WASHINGTON MUNI(AWG)

TAKEOFF MINIMUMS	.....L	
ALTERNATE MINIMUMS	.....M	
IAPS	.....RNAV (GPS) RWY 13	596
	.....RNAV (GPS) RWY 18	597
	.....RNAV (GPS) RWY 31	598
	.....RNAV (GPS) RWY 36	599
	.....VOR RWY 36	600

WASHINGTON, MO

WASHINGTON RGNL(FYG)

TAKEOFF MINIMUMS	.....L	
ALTERNATE MINIMUMS	.....M	
IAPS	.....RNAV (GPS) RWY 15	601
	.....RNAV (GPS) RWY 33	602
	.....VOR-A	603

WASHINGTON COUNTY

---SEE POTOSI, MO

WATERLOO, IA

WATERLOO RGNL(ALO)

TAKEOFF MINIMUMS	.....L	
ALTERNATE MINIMUMS	.....M	
LAHSO	.....O	
HOT SPOT	.....P	
IAPS	.....ILS OR LOC RWY 12	604
	.....RNAV (GPS) RWY 12	605
	.....RNAV (GPS) RWY 18	606
	.....RNAV (GPS) RWY 30	607
	.....RNAV (GPS) RWY 36	608
	.....LOC BC RWY 30	609
	.....VOR RWY 12	610
	.....VOR RWY 18	611
AIRPORT DIAGRAM	.....	612

WAVERLY, IA

WAVERLY MUNI(C25)

TAKEOFF MINIMUMS	.....L	
IAPS	.....RNAV (GPS) RWY 11	613
	.....RNAV (GPS) RWY 29	614

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD

---SEE FORT LEONARD WOOD, MO

WEBSTER CITY, IA

WEBSTER CITY MUNI(EBS)

TAKEOFF MINIMUMS	.....L	
ALTERNATE MINIMUMS	.....M	
IAPS	.....RNAV (GPS) RWY 14	615
	.....RNAV (GPS) RWY 32	616

WEST PLAINS, MO

WEST PLAINS RGNL(UNO)

TAKEOFF MINIMUMS	.....L	
ALTERNATE MINIMUMS	.....M	
IAPS	.....RNAV (GPS) RWY 18	617
	.....RNAV (GPS) RWY 36	618

WEST UNION, IA

GEORGE L SCOTT MUNI(3Y2)

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

WHITEMAN AFB(KSZL)

KNOB NOSTER, MO

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

WINTERSET, IA

WINTERSET MUNI(3Y3)

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

INDEX

25219

K14

NC3

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

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

25219

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

ALBIA, IA

ALBIA MUNI (4C8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

ALGONA, IA

ALGONA MUNI (AXA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 36, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

25219



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



25219

AMES, IA

AMES MUNI (AMW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

ANKENY, IA

ANKENY RGNL (IKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05JAN17 (17005) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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



25219



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



25219

ATLANTIC, IA

ATLANTIC MUNI (AIO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 04JUN09 (09155) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

AUDUBON, IA

AUDUBON COUNTY (ADU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONT



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



25219

NC-3

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

25219

AUDUBON, IA (CON'T)

AUDUBON COUNTY (ADU) (CON'T)

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

AURORA, MO

JERRY SUMNERS SR AURORA MUNI (2H2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 01FEB18 (18032) (FAA)

TAKEOFF OBSTACLE NOTES:

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

AVA, MO

AVA BILL MARTIN MEML (AOV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02MAY13 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

25219



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



25219

BELLE PLAINE, IA

BELLE PLAINE MUNI (TZT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 142' from DER, left and right of centerline, up to 94' AGL/854' MSL.**Rwy 36**, multiple towers, tanks, trees, poles, buildings, grain elevators, and roads beginning 31' from DER, left and right of centerline, up to 174' AGL/954' MSL.

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

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

BLOOMFIELD, IA

BLOOMFIELD MUNI (4K6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

BOLIVAR, MO

BOLIVAR MUNI (M17)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (07186) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

BOONE, IA

BOONE MUNI (BNW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwys 2, 20, NA-Environmental.**Rwy 33**, 300-1 or std. w/min. climb of 419' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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



25219

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

25219

BOONVILLE, MO

JESSE VIERTEL MEML (VER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

BOWLING GREEN, MO

BOWLING GREEN MUNI (H19)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAR22 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BRANSON, MO

BRANSON (BBG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

M GRAHAM CLARK DOWNTOWN (PLK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 23JUL15 (15204) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

BRANSON WEST, MO

BRANSON WEST MUNI/EMERSON FLD (FWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

25219



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



25219

BROOKFIELD, MO

NORTH CENTRAL MISSOURI RGNL (MO8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAR16 (16091) (FAA)

TAKEOFF OBSTACLE NOTES:

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

BURLINGTON, IA

SOUTHEAST IOWA RGNL (BRL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17APR25 (25107) (FAA)

DEPARTURE PROCEDURE:

Rwy 36, climb to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:

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

CONT



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



25219

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

25219

BURLINGTON, IA (CON'T)

SOUTHEAST IOWA RGNL (BRL) (CON'T)

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

BUTLER, MO

BUTLER MEML (BUM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (21112) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

CABOOL, MO

CABOOL MEML (TVB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08NOV18 (21112) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

CONT

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

25219

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

25219

CABOOL, MO (CON'T)

CABOOL MEML (TVB) (CON'T)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CAMDENTON, MO

CAMDENTON MEML-LAKE RGNL (OZS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CAMERON, MO

CAMERON MEML (EZZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08APR10 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

25219

CAPE GIRARDEAU, MO

CAPE GIRARDEAU RGNL (CGI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 23MAR23 (23082) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CARROLL, IA

ARTHUR N NEU (CIN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15NOV12 (12320) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

25219



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



25219

CARUTHERSVILLE, MO

CARUTHERSVILLE MEML (M05)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 400-3 or std w/min climb of 256'/NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree, fences, smokestack beginning 15' from DER, 353' left of centerline, up to 301' MSL.

Trees beginning 309' from DER, 415' left of centerline, up to 302' MSL.

Vehicles on road 687' from DER, 664' right of centerline, 284' MSL.

Tree 706' from DER, 390' left of centerline, 317' MSL.

Trees, buildings beginning 711' from DER, 339' left of centerline, up to 325' MSL.

Tree 958' from DER, 664' right of centerline, 293' MSL.

Tree 1031' from DER, 278' left of centerline, 66' AGL/332' MSL.

Trees beginning 1127' from DER, 262' left of centerline, up to 354' MSL.

Trees beginning 1133' from DER, 59' right of centerline, up to 346' MSL.

Trees beginning 1380' from DER, 93' left of centerline, up to 356' MSL.

Rwy 36, poles beginning 170' from DER, 456' right of centerline, up to 29' AGL/296' MSL.

Building 295' from DER, 404' left of centerline, 10' AGL/277' MSL.

Building, tree, vehicles on road beginning 460' from DER, on and left of centerline, up to 23' AGL/290' MSL.

Poles, vehicles on road beginning 566' from DER, 114' right of centerline, up to 34' AGL/301' MSL.

Pole 636' from DER, 242' left of centerline, 29' AGL/297' MSL.

Pole 637' from DER, 411' left of centerline, 33' AGL/300' MSL.

Pole 638' from DER, 234' right of centerline, 34' AGL/302' MSL.

Trees beginning 638' from DER, 226' left of centerline, up to 340' MSL.

Tree 661' from DER, 351' left of centerline, 348' MSL.

Trees, building beginning 669' from DER, 242' left of centerline, up to 349' MSL.

Trees beginning 682' from DER, 297' right of centerline, up to 68' AGL/336' MSL.

Trees, building, pole beginning 731' from DER, 375' right of centerline, up to 352' MSL.

Trees, pole, building beginning 802' from DER, 237' left of centerline, up to 351' MSL.

Trees, pole, building beginning 816' from DER, 6' right of centerline, up to 357' MSL.

Antenna, tower beginning 1 NM from DER, 563' right of centerline, up to 207' AGL/475' MSL.

Antenna, tower beginning 2.3 NM from DER, 3968' left of centerline, up to 360' AGL/626' MSL.

CASSVILLE, MO

CASSVILLE MUNI (94K)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (13234) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CEDAR RAPIDS, IA

THE EASTERN IOWA (CID)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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



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



25219

NC-3

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

25219

CENTERVILLE, IA

CENTERVILLE MUNI (TVK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

CHARITON, IA

CHARITON MUNI (CNC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

CHARLES CITY, IA

NORTHEAST IOWA RGNL (CCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

CHARLESTON, MO

MISSISSIPPI COUNTY (CHQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 24MAY18 (18144) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

CHEROKEE, IA

CHEROKEE COUNTY RGNL (CKP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07MAY09 (09127) (FAA)

TAKEOFF MINIMUMS:

Rwys 1,19, NA - environmental.

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

25219

NC-3



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



25219

CHILLICOTHE, MO

CHILLICOTHE MUNI (CHT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUL09 (09183) (FAA)

TAKEOFF MINIMUMS:

Rwys 2, 20, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

CLARINDA, IA

SCHENCK FLD (ICL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 22JUN17 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA-Environmental.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CLARION, IA

CLARION MUNI (CAV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL.**Rwy 32**, trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL.

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

CLINTON, IA

CLINTON MUNI (CWI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06MAY10 (10126) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

Rwy 21, tree 405' from DER, 500' left of centerline, 16' AGL/706' MSL.**Rwy 32**, vehicle on road 38' from DER, 319' left of centerline, 15' AGL/716' MSL.

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

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

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

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



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



25219

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

25219

CLINTON, MO

CLINTON RGNL (GLY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03APR14 (14093) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COLUMBIA, MO

COLUMBIA RGNL (COU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 02DEC21 (21336) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CORNING, IA

CORNING MUNI (CRZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20DEC07 (07354) (FAA)

TAKEOFF OBSTACLE NOTES:

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

Trees beginning 161' from DER, 110' left of centerline, up to 100 AGL/1299' MSL.

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

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

COUNCIL BLUFFS, IA

COUNCIL BLUFFS MUNI (CBF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 26JAN23 (23026) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees 73' from DER, 463' right of centerline, 100' AGL/1269' MSL.**Rwy 32**, trees beginning 782' from DER, 91' right of centerline, 100' AGL/1299' MSL.

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

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

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

25219



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



25219

CRESCO, IA

ELLEN CHURCH FLD (CJJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN88 (21252) (FAA)

DEPARTURE PROCEDURE:

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

CRESTON, IA

CRESTON MUNI (CSQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18JAN07 (07018) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

CUBA, MO

CUBA MUNI (UBX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 03NOV22 (22307) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

DAVENPORT, IA

DAVENPORT MUNI (DVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10MAR11 (11069) (FAA)

DEPARTURE PROCEDURE:

Rwy 15, climb heading 149° to 2400 before turning left.**Rwy 21**, climb heading 209° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

Rwy 21, rising terrain and trees beginning 53' from DER, left and right of centerline, up to 43' AGL/784' MSL.**Rwy 33**, rising terrain beginning at DER, left and right of centerline, up to 784' MSL.

DECORAH, IA

DECORAH MUNI (DEH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05MAY11 (11125) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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



25219

NC-3



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



25219

DENISON, IA

DENISON MUNI (DNS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA-Environmental.**Rwy 12**, 300-1% or std w/min climb of 251'/NM to 1600.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

DES MOINES, IA

DES MOINES INTL (DSM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 13 30NOV23 (23334) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DEXTER, MO

DEXTER MUNI (DXE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31JUL08 (08213) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

DUBUQUE, IA

DUBUQUE RGNL (DBQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1% or std w/min climb of 227'/NM to 1300.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

CON'T



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



25219

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

25219

DUBUQUE, IA (CON'T)

DUBUQUE RGNL (DBQ) (CON'T)

Rwy 13 (CON'T), poles beginning 4448' from DER, 21' left of centerline, up to 39' AGL/1184' MSL.

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

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

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

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

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

Rwy 18, trees beginning 1103' from DER, 746' left of centerline, up to 49' AGL/1098' MSL.

Tree 1983' from DER, 941' right of centerline, 88' AGL/1096' MSL.

Rwy 31, terrain 15' from DER, 448' left of centerline, 1079' MSL.

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

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

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

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

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

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

EAGLE GROVE, IA

EAGLE GROVE MUNI (EAG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

ELDON, MO

ELDON MODEL AIRPARK (H79)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 10SEP20 (20254) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree, traverse way, pole, transmission line, building beginning 1362' from DER, 33' right of centerline, up to 999' MSL.

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

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

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

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

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

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

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

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

Tree 2715' from DER, 426' left of centerline, 988' MSL.

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

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

EMMETSBURG, IA

EMMETSBURG MUNI (EGQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

25219



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



25219

EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEML (3EX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20AUG15 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, 300-1.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

FAIRFIELD, IA

FAIRFIELD MUNI (FFL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:

Rwys 8, 26, NA-Environmental.

FARMINGTON, MO

FARMINGTON RGNL (FAM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 16MAY24 (24137) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



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



25219

NC-3



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



25219

FOREST CITY, IA

FOREST CITY MUNI/TRIMBLE FLD (FXV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3 30JAN20 (24305) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FORT DODGE, IA

FORT DODGE RGNL (FOD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL.

Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL.

Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL.

Rwy 24, sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL.

Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL.

Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL.

Rwy 30, trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL.

Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL.

Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.



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



25219

NC-3

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

25219

FORT LEONARD WOOD, MO

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15AUG19 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, pole 11' from DER, 54' left of centerline, 3' AGL/1156' MSL.

Pole 12' from DER, 54' right of centerline, 3' AGL/1156' MSL.

Terrain 22' from DER, 282' left of centerline, 1159' MSL.

General utility 112' from DER, 409' left of centerline, 5' AGL/1168' MSL.

Terrain, sign, NAVAID beginning 163' from DER, on centerline, up to 1169' MSL.

Pole 205' from DER, 543' right of centerline, 31' AGL/1171' MSL.

NAVAID, vehicle on traverse way beginning 270' from DER, on centerline, up to 24' AGL/1172' MSL.

Fence beginning 381' from DER, 77' left of centerline, up to 18' AGL/1170' MSL.

Vehicle on traverse way beginning 437' from DER, 75' left of centerline, up to 1176' MSL.

Tree 851' from DER, 713' right of centerline, 1183' MSL.

Tree 901' from DER, 589' left of centerline, 1190' MSL.

Tree 1140' from DER, 761' right of centerline, 1197' MSL.

Tree 1669' from DER, 97' left of centerline, 1199' MSL.

Rwy 33, pole 11' from DER, 54' left of centerline, 3' AGL/1160' MSL.

Pole 12' from DER, 53' right of centerline, 3' AGL/1160' MSL.

Fence 28' from DER, 483' right of centerline, 13' AGL/1170' MSL.

Vehicle on traverse way, pole beginning 68' from DER, 451' right of centerline, up to 1175' MSL.

Trees beginning 294' from DER, 426' right of centerline, up to 1199' MSL.

FORT MADISON, IA

FORT MADISON MUNI (FSW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning at DER, 349' right of centerline, up to 125' AGL/844' MSL.

Trees beginning at DER, 164' left of centerline, up to 125' AGL/844' MSL.

Rwy 35, trees beginning 659' from DER, 304' left of centerline, up to 125' AGL/824' MSL.

Trees beginning 3107' from DER, 1184' right of centerline, up to 125' AGL/814' MSL.

FREDERICKTOWN, MO

A PAUL VANCE FREDERICKTOWN RGNL(H88)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-2¼ or std. w/min. climb of 245' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 9' from DER, 198' right of centerline, up to 955' MSL.

Tree 27' from DER, 121' left of centerline, 876' MSL.

Tree 318' from DER, 431' left of centerline, 915' MSL.

Trees beginning 522' from DER, 188' left of centerline, up to 938' MSL.

Tree 2098' from DER, 641' right of centerline, 956' MSL.

Trees beginning 2111' from DER, 323' right of centerline, up to 957' MSL.

Trees beginning 2234' from DER, 119' right of centerline, up to 962' MSL.

Trees beginning 2348' from DER, 498' right of centerline, up to 963' MSL.

Tree 1.4 NM from DER, 2752' right of centerline, 1099' MSL.

Trees beginning 1.4 NM from DER, 2688' right of centerline, up to 1120' MSL.

Trees beginning 1.4 NM from DER, 2685' right of centerline, up to 1136' MSL.

Trees beginning 1.5 NM from DER, 2640' right of centerline, up to 1138' MSL.

Trees beginning 1.5 NM from DER, 2558' right of centerline, up to 1141' MSL.

Tree 1.5 NM from DER, 2838' right of centerline, 1146' MSL.

Trees beginning 1.5 NM from DER, 2079' right of centerline, up to 1149' MSL.

Trees beginning 1.5 NM from DER, 2489' right of centerline, up to 1159' MSL.

Trees beginning 1.5 NM from DER, 1894' right of centerline, up to 1162' MSL.

Trees beginning 1.6 NM from DER, 1882' right of centerline, up to 1169' MSL.

Tree, traverse way beginning 1.6 NM from DER, 2091' right of centerline, up to 1171' MSL.

Trees beginning 1.6 NM from DER, 1590' right of centerline, up to 1174' MSL.

Trees beginning 1.6 NM from DER, 1840' right of centerline, up to 1177' MSL.

Tree 1.7 NM from DER, 2717' right of centerline, 1151' MSL.

Rwy 19, pole 10' from DER, 50' right of centerline, 26' AGL/876' MSL.

25219

NC-3

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

25219

FULTON, MO

ELTON HENSLEY MEML (FTT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwys 12, 30, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 36, climb on heading 001° to 1400 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 6, NAVAID 11' from DER, 101' right of centerline, 2' AGL/883' MSL.

NAVAID 13' from DER, 99' left of centerline, 3' AGL/882' MSL.

Fence 100' from DER, 515' right of centerline, 6' AGL/886' MSL.

Tree 185' from DER, 398' right of centerline, 887' MSL.

Vehicles on road 302' from DER, 271' left of centerline, 15' AGL/897' MSL.

Poles, vehicles on road, trees beginning 344' from DER, 5' right of centerline, up to 30' AGL/910' MSL.

Vehicles on road beginning 397' from DER, 174' left of centerline, up to 15' AGL/898' MSL.

Vehicles on road beginning 489' from DER, 83' left of centerline, up to 15' AGL/899' MSL.

Vehicles on road beginning 626' from DER, 19' left of centerline, up to 15' AGL/900' MSL.

Transmission line, pole beginning 1176' from DER, 365' right of centerline, up to 34' AGL/915' MSL.

Pole, transmission line, tree beginning 1325' from DER, 379' right of centerline, up to 945' MSL.

Trees beginning 1608' from DER, 70' right of centerline, up to 949' MSL.

Pole 1733' from DER, 222' left of centerline, 70' AGL/952' MSL.

Transmission lines, trees beginning 1744' from DER, 160' left of centerline, up to 71' AGL/953' MSL.

Rwy 18, light poles 9' from DER, 27' left of centerline, 2' AGL/878' MSL.

Tree 364' from DER, 546' left of centerline, 88' AGL/952' MSL.

Tree 401' from DER, 538' right of centerline, 923' MSL.

Tree 454' from DER, 547' left of centerline, 94' AGL/957' MSL.

Trees beginning 576' from DER, 2' left of centerline, up to 92' AGL/958' MSL.

Tree 1678' from DER, 524' right of centerline, 937' MSL.

Trees beginning 1693' from DER, 21' right of centerline, up to 59' AGL/938' MSL.

Trees beginning 1751' from DER, 11' right of centerline, up to 948' MSL.

Trees beginning 1938' from DER, 29' right of centerline, up to 77' AGL/951' MSL.

Trees beginning 1976' from DER, 4' right of centerline, up to 88' AGL/955' MSL.

Trees beginning 2244' from DER, 5' left of centerline, up to 91' AGL/959' MSL.

Trees beginning 2278' from DER, 5' left of centerline, up to 95' AGL/961' MSL.

Rwy 24, NAVAID 12' from DER, 5' left of centerline, 2' AGL/880' MSL.

NAVAID 14' from DER, 100' right of centerline, 2' AGL/880' MSL.

Vehicles on road 109' from DER, 513' left of centerline, 884' MSL.

Tree, vehicles on road beginning 127' from DER, 70' left of centerline, up to 21' AGL/893' MSL.

Tree 134' from DER, 127' right of centerline, 25' AGL/889' MSL.

Tree 344' from DER, 430' left of centerline, 920' MSL.

Trees beginning 444' from DER, 441' right of centerline, up to 933' MSL.

Trees beginning 494' from DER, 85' left of centerline, up to 925' MSL.

Trees beginning 856' from DER, 3' right of centerline, up to 936' MSL.

Trees beginning 1029' from DER, 21' left of centerline, up to 926' MSL.

Trees beginning 1212' from DER, 3' left of centerline, up to 76' AGL/928' MSL.

Rwy 36, buildings, transmission lines, poles beginning 496' from DER, 412' left of centerline, up to 27' AGL/904' MSL.

Pole, transmission line beginning 338' from DER, 626' left of centerline, up to 906' MSL.

Pole 942' from DER, 397' left of centerline, 28' AGL/907' MSL.

Trees beginning 1013' from DER, 492' left of centerline, up to 928' MSL.

Tree 1802' from DER, 264' right of centerline, 46' AGL/927' MSL.

Tree 1937' from DER, 786' left of centerline, 929' MSL.

GRAIN VALLEY, MO

EAST KANSAS CITY (3GV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-1½ or std. w/min. climb of 225' per NM to 1200 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.**Rwy 23**, 300- 1 5/8 or std. w/min. climb of 363' per NM to 1100.**Rwy 27**, 300- 1¾ or std. w/min. climb of 301' per NM to 1100.

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicles beginning 27' from DER, 208' left of centerline, up to 15' AGL/854' MSL.

Hangars beginning 42' from DER, 261' right of centerline, up to 24' AGL/873' MSL.

Trees beginning 1' from DER, 208' left of centerline, up to 100' AGL/939' MSL.

Trees beginning 537' from DER, 554' right of centerline, up to 100' AGL/939' MSL.

Rwy 9, vehicles beginning 2' from DER, 175' right of centerline, up to 15' AGL/863' MSL.

Train beginning 6' from DER, 203' right of centerline, up to 23' AGL/833' MSL.

Trees beginning 7' from DER, 320' left of centerline, up to 100' AGL/920' MSL.

Trees beginning 12' from DER, 354' right of centerline, up to 100' AGL/1040' MSL.

Rwy 23, hangars beginning 16' from DER, 432' right of centerline, up to 24' AGL/863' MSL.

Trees beginning 35' from DER, 271' left side of centerline, up to 100' AGL/919' MSL.

Trees beginning 1931' from DER, 796' right of centerline, up to 100' AGL/919' MSL.

CON'T

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

25219

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

25219

GRAIN VALLEY, MO (CON'T)

EAST KANSAS CITY (3GV) (CON'T)

Rwy 23 (CON'T), trees beginning 3501' from DER, 1335' left of centerline, up to 100' AGL/1020' MSL.

Trees beginning 1.1 NM from DER, 150' right of centerline, up to 100' AGL/1000' MSL.

Trees beginning 1.12 NM from DER, 351' left of centerline, up to 100' AGL/1050' MSL.

Rwy 27, trees beginning 34' from DER, 458' left of centerline, up to 100' AGL/919' MSL.

Vehicles beginning 26' from DER, 145' right of centerline, up to 15' AGL/854' MSL.

Trees beginning 2148' from DER, 687' left of centerline, up to 100' AGL/949' MSL.

Trees beginning 4410' from DER, 357' right of centerline, up to 100' AGL/1050' MSL.

GREENFIELD, IA

GREENFIELD MUNI (GFZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, terrain 26' from DER, 252' left of centerline, up to 1367' MSL.

Rwy 14, trees beginning 431' from DER, 327' left of centerline, up to 100' AGL/1479' MSL.

Vehicle on road 297' from DER, 60' right of centerline, 15' AGL/1374' MSL.

Rwy 25, terrain, trees and fence beginning 96' from DER, 160' left of centerline, up to 38' AGL/1397' MSL.

Rwy 32, tree 906' from DER, 292' left of centerline, 100' AGL/1439' MSL.

GIDEON, MO

GIDEON MEML (M85)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20FEB25 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees, vehicles on road beginning 18' from DER, 10' right of centerline, up to 100' AGL/370' MSL.

Trees beginning 141' from DER, 50' left of centerline, up to 100' AGL/370' MSL.

Trees beginning 911' from DER, 19' left of centerline, up to 100' AGL/373' MSL.

Trees beginning 1699' from DER, 10' right of centerline, up to 100' AGL/373' MSL.

Rwy 33, trees beginning 119' from DER, 8' left of centerline, up to 100' AGL/366' MSL.

Trees beginning 136' from DER, 143' right of centerline, up to 100' AGL/366' MSL.

Trees beginning 627' from DER, 38' left of centerline, up to 100' AGL/370' MSL.

Trees beginning 784' from DER, 22' right of centerline, up to 100' AGL/370' MSL.

Water tower, trees beginning 2204' from DER, 7' left of centerline, up to 142' AGL/411' MSL.

GRINNELL, IA

GRINNELL RGNL (GGI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, road plus vehicles beginning 164' from DER, 497' left of centerline, 15' AGL/1024' MSL.

Trees beginning 958' from DER, 324' left of centerline, up to 50' AGL/1059' MSL.

Rwy 31, tree 681' from DER, 589' right of centerline, up to 75' AGL/1075' MSL.

Tree 716' from DER, 610' left of centerline, up to 50' AGL/1009' MSL.

Road plus vehicle beginning 22' from DER, 215' right of centerline, 15' AGL/995' MSL.

Multiple poles and buildings beginning 492' from DER, 249' right of centerline, up to 23' AGL/1032' MSL.

GUTHRIE CENTER, IA

GUTHRIE COUNTY RGNL (GCT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 06MAY10 (10126) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicle on road 599' from DER, 9' left of centerline, 15' AGL/1234' MSL.

Tree beginning 1083' from DER, 432' right of centerline, 100' AGL/1319' MSL.

Tree beginning 1147' from DER, 141' left of center, 100' AGL/1319' MSL.

Rwy 36, tree beginning 1609' from DER, 432' right of centerline, 100' AGL/1319' MSL.

Tree beginning 604' from DER, 240' left of centerline, 100' AGL/1319' MSL.

HAMPTON, IA

HAMPTON MUNI (HPT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 400-1. **Rwy 35**, 300-1 or std. w/min. climb of 471' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 17, tower 238' from DER, 536' left of centerline, 30' AGL/1188' MSL.

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

25219



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



25219

HANNIBAL, MO

HANNIBAL RGNL (HAE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL.**Rwy 35**, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL.

Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA

HARLAN MUNI (HNR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23SEP10 (10266) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA-Environmental.**Rwy 15**, 300-1¾ or std. w/ min. climb of 250' per NM to 1600.

TAKEOFF OBSTACLE NOTES:

Rwy 15, vehicle on road beginning 207' from DER, left and right of centerline, up to 17' AGL/1216' MSL.

Pole and parked plane beginning 151' from DER, 361' left of centerline, 50' AGL/1210' MSL.

Power pole 989' from DER, 9' right of centerline, 50' AGL/1249' MSL.

Trees beginning 3253' from DER, 624' left of centerline, up to 100' AGL/1439' MSL.

Rwy 33, antenna 1' from DER, 267' left of centerline, 10' AGL/1250' MSL.

Rising terrain, trees, and posts beginning 23' from DER, left and right of centerline, up to 92' AGL/1333' MSL.

Fence beginning 88' from DER, 73' right of centerline, up to 26' AGL/1286' MSL.

Vehicle on road beginning 84' from DER, left and right of centerline, up to 15' AGL/1379' MSL.

HARRISONVILLE, MO

LAWRENCE SMITH MEML (LRY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1¾ or std. w/min. climb of 346' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicle on road 660' from DER, 618' left of centerline, 15' AGL/914' MSL.

Tree 26' from DER, 448' left of centerline, 10' AGL/889' MSL.

Multiple trees beginning 178' from DER, on centerline, up to 88' AGL/937' MSL.

Multiple trees beginning 1271' from DER, 277' left of centerline, up to 53' AGL/932' MSL.

Multiple trees beginning 1722' from DER, 500' right of centerline, up to 100' AGL/959' MSL.

Rwy 35, multiple trees beginning 69' from DER, 439' left of centerline, up to 57' AGL/984' MSL.

Vehicle on road 620' from DER, on centerline, up to 15' AGL/934' MSL.

Multiple trees beginning 572' from DER, 130' right of centerline, up to 69' AGL/987' MSL.

Multiple trees beginning 2132' from DER, 103' right of centerline, up to 85' AGL/1034' MSL.

Multiple trees beginning 3635' from DER, 877' right of centerline up to 100' AGL/1059' MSL.

Multiple trees beginning 3819' from DER, 280' left of centerline, up to 100' AGL/1099' MSL.

Trees beginning 5443' from DER, 1738' left of centerline, up to 100' AGL/1079' MSL.

Tank 1.5 NM from DER, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI (HIG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, multiple trees beginning 87' from DER, 389' right of centerline, up to 100' AGL/879' MSL.

Multiple trees beginning 472' from DER, 313' left of centerline, up to 100' AGL/889' MSL.

Multiple trees beginning 626' from DER, 472' left of centerline, up to 75' AGL/854' MSL.

Rwy 34, multiple trees beginning 23' from DER, 155' right of centerline, up to 100' AGL/949' MSL.

Multiple trees beginning 1860' from DER, 76' right of centerline, up to 100' AGL/919' MSL.

Road 644' from DER, on centerline, 15' AGL/864' MSL.



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



25219

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

25219

HOUSTON, MO

HOUSTON MEML (M48)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 300-1 or std. w/min. climb gradient of 400' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 16, tree 93' from DER, 330' right of centerline, up to 1225' MSL.

Building 184' from DER, 492' left of centerline, 18' AGL/1188' MSL.

Trees, building and spire beginning 762' from DER, 439' left of centerline, up to 1246' MSL.

Tree 1357' from DER, 657' left of centerline, 1257' MSL.

Tank 3602' from DER, 1320' right of centerline, 141' AGL/1345' MSL.

Rwy 34, tree 1180' from DER, 609' left of centerline, 1281' MSL.

INDEPENDENCE, IA

JAMES H CONNELL FIELD AT INDEPENDENCE MUNI (IIB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 21MAY20 (20142) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climbing right turn heading 190° and CID R-338 to 3300 before proceeding on course.**Rwy 36**, climb on heading 359° to 2200 before proceeding on course.

IOWA CITY, IA

IOWA CITY MUNI (IOW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 300-1¼ or std w/min climb of 205'/NM to 900.**Rwy 25**, 300-1¼ or std w/min climb of 255'/NM to 900.**Rwy 30**, 300-1¼ w/min climb of 210'/NM to 1200 or std w/min climb of 730'/NM to 900, or 1000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 7, climbing right turn to heading 190° to intercept IOW VOR/DME R-057 to IOW VOR/DME before proceeding on course.

VCOA:

Rwy 30, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Iowa City Muni airport at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, sign 39' from DER, 167' right of centerline, 2' AGL/655' MSL.

Fence 159' from DER, 400' left of centerline, 7' AGL/657' MSL.

Traverse ways beginning 267' from DER, 2' right of centerline, up to 660' MSL.

Traverse way 317' from DER, 97' left of centerline, 660' MSL.

Traverse way 332' from DER, 215' left of centerline, 661' MSL.

Poles, building beginning 429' from DER, 348' left of centerline, up to 36' AGL/686' MSL.

Tree 695' from DER, 602' right of centerline, 689' MSL.

Trees beginning 1045' from DER, 279' left of centerline, up to 697' MSL.

Pole 1822' from DER, 903' left of centerline, 58' AGL/701' MSL.

Pole 2491' from DER, 924' right of centerline, 73' AGL/718' MSL.

Pole 2492' from DER, 322' left of centerline, 70' AGL/718' MSL.

Pole 2553' from DER, 733' right of centerline, 71' AGL/719' MSL.

Poles beginning 2604' from DER, 355' right of centerline, up to 72' AGL/721' MSL.

Pole 2733' from DER, 162' right of centerline, 73' AGL/722' MSL.

Pole 2806' from DER, 31' left of centerline, 75' AGL/723' MSL.

Tree 4086' from DER, 85' right of centerline, 754' MSL.

Tree 4397' from DER, 361' left of centerline, 761' MSL.

Tree 4434' from DER, 87' left of centerline, 763' MSL.

Tree 4477' from DER, 19' left of centerline, 766' MSL.

Trees beginning 4527' from DER, 82' left of centerline, up to 767' MSL.

Tree 4746' from DER, 465' left of centerline, 780' MSL.

Tree 4857' from DER, 379' left of centerline, 786' MSL.

Tree 5012' from DER, 430' left of centerline, 789' MSL.

Trees beginning 5345' from DER, 81' left of centerline, up to 795' MSL.

Trees beginning 5578' from DER, 162' left of centerline, up to 796' MSL.

Tree 5827' from DER, 406' left of centerline, 798' MSL.

Tree 1 NM from DER, 1161' right of centerline, 806' MSL.

Rwy 12, traverse ways, fences beginning 169' from DER, 46' left of centerline, up to 667' MSL.

Pole, traverse way beginning 333' from DER, 129' left of centerline, up to 35' AGL/689' MSL.

Pole, traverse way beginning 425' from DER, 8' left of centerline, up to 35' AGL/690' MSL.

Buildings, traverse way, poles beginning 483' from DER, 23' left of centerline, up to 36' AGL/692' MSL.

Traverse way beginning 502' from DER, 137' right of centerline, up to 667' MSL.

Poles, traverse way beginning 550' from DER, 2' right of centerline, up to 29' AGL/681' MSL.

Poles, traverse way beginning 715' from DER, 212' right of centerline, up to 38' AGL/693' MSL.

Trees, poles, building beginning 739' from DER, 136' right of centerline, up to 712' MSL.

Trees, traverse ways, poles beginning 743' from DER, 58' left of centerline, up to 698' MSL.

CONT

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

25219

25219

IOWA CITY, IA (CON'T)

IOWA CITY MUNI (IOW) (CON'T)

Rwy 12 (CON'T), trees, buildings beginning 779' from DER, 5' left of centerline, up to 725' MSL.
 Trees, buildings, poles beginning 959' from DER, 184' right of centerline, up to 716' MSL.
 Tree 1043' from DER, 456' right of centerline, 721' MSL.
 Trees, poles beginning 1044' from DER, 2' right of centerline, up to 733' MSL.
 Trees beginning 1876' from DER, 63' left of centerline, up to 731' MSL.
 Trees, transmission line, pole beginning 1914' from DER, 48' left of centerline, up to 745' MSL.
 Trees beginning 2303' from DER, 287' right of centerline, up to 736' MSL.
 Tree 2441' from DER, 781' right of centerline, 737' MSL.
 Tree 2515' from DER, 641' right of centerline, 740' MSL.
 Trees beginning 2581' from DER, 221' right of centerline, up to 741' MSL.
 Trees, transmission line beginning 2738' from DER, 739' left of centerline, up to 758' MSL.
 Trees, transmission line beginning 3014' from DER, 645' left of centerline, up to 774' MSL.
 Trees beginning 3658' from DER, 1317' left of centerline, up to 776' MSL.
Rwy 25, terrain 954' from DER, 438' left of centerline, 711' MSL.
 Traverse way, terrain beginning 974' from DER, 437' left of centerline, up to 720' MSL.
 Fences beginning 1096' from DER, 381' left of centerline, up to 4' AGL/726' MSL.
 Fence, traverse way, terrain beginning 1098' from DER, 422' left of centerline, up to 12' AGL/734' MSL.
 Pole, sign beginning 1199' from DER, 242' right of centerline, up to 24' AGL/735' MSL.
 Pole, fences, terrain, traverse way beginning 1289' from DER, 409' left of centerline, up to 25' AGL/751' MSL.
 Buildings, traverse ways, signs, poles beginning 1315' from DER, 168' right of centerline, up to 26' AGL/740' MSL.
 Signs, traverse ways beginning 1503' from DER, 103' right of centerline, up to 25' AGL/743' MSL.
 Tree, building beginning 1515' from DER, 532' left of centerline, up to 756' MSL.
 Pole 1608' from DER, 519' right of centerline, 24' AGL/747' MSL.
 Tree 1624' from DER, 519' left of centerline, 757' MSL.
 Pole, building beginning 1651' from DER, 657' left of centerline, up to 21' AGL/758' MSL.
 Transmission line, building beginning 1665' from DER, 248' right of centerline, up to 39' AGL/754' MSL.
 Trees, poles, traverse ways beginning 1676' from DER, 36' right of centerline, up to 783' MSL.
 Trees, traverse ways, poles, buildings, signs beginning 1744' from DER, 9' right of centerline, up to 798' MSL.
 Poles, traverse ways beginning 1805' from DER, 44' left of centerline, up to 24' AGL/766' MSL.
 Poles, signs, traverse ways, vegetation, buildings, windmill, trees beginning 1884' from DER, 5' left of centerline, up to 35' AGL/780' MSL.
 Pole, building, sign, traverse way beginning 2365' from DER, 2' left of centerline, up to 45' AGL/784' MSL.
 Signs, poles, trees, traverse ways, buildings beginning 2545' from DER, 3' left of centerline, up to 51' AGL/801' MSL.
 Poles, trees beginning 3325' from DER, 253' left of centerline, up to 55' AGL/805' MSL.
 Poles, trees, electrical system, traverse ways, signs, buildings beginning 3448' from DER, 308' left of centerline, up to 47' AGL/809' MSL.
 Tree 4404' from DER, 426' right of centerline, 804' MSL.
 Tree 4419' from DER, 392' right of centerline, 809' MSL.
 Trees beginning 4558' from DER, 268' right of centerline, up to 811' MSL.
 Trees, poles beginning 4597' from DER, 136' right of centerline, up to 822' MSL.
 Tree 4941' from DER, 1681' left of centerline, 838' MSL.
 Trees, poles beginning 5068' from DER, 228' left of centerline, up to 844' MSL.
 Tree 5792' from DER, 1606' left of centerline, 850' MSL.
Rwy 30, terrain, light poles beginning 6' from DER, 17' right of centerline, up to 662' MSL.
 Light poles 9' from DER, 17' left of centerline, 2' AGL/662' MSL.
 Pole 140' from DER, 498' right of centerline, 28' AGL/690' MSL.
 Trees, poles, buildings beginning 201' from DER, 328' right of centerline, up to 696' MSL.
 Poles, buildings, trees beginning 520' from DER, 361' right of centerline, up to 35' AGL/698' MSL.
 Trees, poles beginning 574' from DER, 227' left of centerline, up to 692' MSL.
 Poles, traverse ways beginning 1114' from DER, 11' right of centerline, up to 41' AGL/712' MSL.
 Poles, traverse ways beginning 1191' from DER, 6' left of centerline, up to 34' AGL/697' MSL.
 Tree beginning 1420' from DER, 19' right of centerline, up to 737' MSL.
 Tree, pole beginning 1423' from DER, 56' left of centerline, up to 732' MSL.
 Tree 1434' from DER, 494' right of centerline, 758' MSL.
 Trees beginning 1444' from DER, 26' left of centerline, up to 742' MSL.
 Trees, pole, building, traverse way beginning 1446' from DER, 13' right of centerline, up to 769' MSL.
 Tree beginning 1451' from DER, 95' left of centerline, up to 743' MSL.
 Trees, building, pole beginning 1500' from DER, 72' left of centerline, up to 746' MSL.
 Trees beginning 1591' from DER, 593' right of centerline, up to 783' MSL.
 Trees, building, pole, fence beginning 1617' from DER, 31' right of centerline, up to 785' MSL.
 Trees beginning 1626' from DER, 301' left of centerline, up to 750' MSL.
 Trees, poles, traverse way, building beginning 1641' from DER, 40' left of centerline, up to 752' MSL.
 Trees, fence, building beginning 1680' from DER, 27' left of centerline, up to 755' MSL.
 Tree, fence, building, pole beginning 1704' from DER, 6' left of centerline, up to 758' MSL.
 Tree, pole beginning 1715' from DER, 94' right of centerline, up to 786' MSL.
 Tree, fence, building beginning 1728' from DER, 142' right of centerline, up to 800' MSL.
 Tree, pole, buildings, fence, antenna, traverse way beginning 1740' from DER, on centerline, up to 817' MSL.
 Trees, fence, building, pole, traverse way, antenna beginning 1746' from DER, 25' left of centerline, up to 769' MSL.
 Tree 1942' from DER, 163' left of centerline, 771' MSL.
 Trees, poles beginning 1951' from DER, 169' left of centerline, up to 777' MSL.
 Trees, building, pole beginning 1996' from DER, 4' left of centerline, up to 781' MSL.
 Tree 2329' from DER, 830' left of centerline, 782' MSL.
 Trees, building, traverse way, antenna beginning 2330' from DER, 13' left of centerline, up to 786' MSL.

CON'T

25219



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



25219

IOWA CITY, IA (CON'T)

IOWA CITY MUNI (IOW) (CON'T)

Rwy 30 (CON'T), trees, building, traverse way, fence beginning 2456' from DER, 19' left of centerline, up to 790' MSL.
Trees, buildings beginning 2594' from DER, 202' left of centerline, up to 792' MSL.
Tree beginning 2617' from DER, 142' left of centerline, up to 795' MSL.
Trees, buildings, pole, fence, traverse way beginning 2619' from DER, 1' left of centerline, up to 808' MSL.
Trees, tower, traverse way, buildings, fence beginning 2678' from DER, 8' right of centerline, up to 818' MSL.
Trees, buildings, fences, traverse ways beginning 2719' from DER, 10' left of centerline, up to 827' MSL.
Trees, building, fence, antenna, traverse way beginning 2763' from DER, 1' right of centerline, up to 830' MSL.
Trees, fences, building, traverse way, poles beginning 2930' from DER, 3' left of centerline, up to 834' MSL.
Trees, poles, traverse way, building beginning 3009' from DER, 38' right of centerline, up to 836' MSL.
Trees, building, fence, antenna, traverse way, pole, bldgtw beginning 3111' from DER, 5' right of centerline, up to 837' MSL.
Trees, building, traverse ways beginning 3478' from DER, on centerline, up to 852' MSL.
Trees, transmission line, buildings, pole, traverse way, fence beginning 3712' from DER, 2' right of centerline, up to 855' MSL.
Tower 1.5 NM from DER, 2501' right of centerline, 258' AGL/936' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

JEFFERSON, IA

JEFFERSON MUNI (EFW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 36, NA-Environmental.
Rwy 32, 300-1% or std. w/min. climb of 259' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 14, traverse way, terrain beginning 4' from DER, 173' right of centerline, up to 1061' MSL.
Rwy 32, terrain 4' from DER, 187' left of centerline, 1044' MSL.
Terrain 16' from DER, 326' left of centerline, 1047' MSL.
Terrain beginning 16' from DER, 352' left of centerline, up to 1049' MSL.
Tree, beginning 35' from DER, 496' right of centerline, 1071' MSL.
Tree, traverse way beginning 98' from DER, 4' right of centerline, up to 1077' MSL.
Tree 910' from DER, 691' left of centerline, 1086' MSL.
Tree 932' from DER, 749' left of centerline, 1105' MSL.
Building tower 968' from DER, 706' left of centerline, 53' AGL/1108' MSL.
Trees beginning 991' from DER, 453' left of centerline, up to 1113' MSL.
Trees beginning 1115' from DER, 464' left of centerline, up to 1122' MSL.
Tree, building beginning 1202' from DER, 335' left of centerline, up to 1132' MSL.
Grain elevator 1.3 NM from DER, 1702' left of centerline, 250' AGL/1308' MSL.
Elevator beginning 1.3 NM from DER, 1703' left of centerline, up to 256' AGL/1311' MSL.
Tower 1.3 NM from DER, 2606' left of centerline, 199' AGL/1257' MSL.

JEFFERSON CITY, MO

JEFFERSON CITY MEML (JEF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-1% or std w/min climb of 485'/NM to 900.
Rwy 27, 300-1% or std w/min climb of 360'/NM to 900.

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 092° to 1200 before proceeding on course.
Rwy 12, climb on heading 124° to 1100 before proceeding on course.
Rwy 27, climb on heading 272° to 1100 before proceeding on course.
Rwy 30, climb on heading 304° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, sign 17' from DER, 205' left of centerline, 3' AGL/549' MSL.
Terrain beginning 138' from DER, 484' left of centerline, up to 553' MSL.
Antenna, NAVAID beginning 1099' from DER, 597' right of centerline, up to 35' AGL/580' MSL.
Tree 1152' from DER, 7' left of centerline, 48' AGL/592' MSL.
Trees beginning 4071' from DER, 1007' left of centerline, up to 791' MSL.
Trees beginning 5167' from DER, 739' left of centerline, up to 794' MSL.
Trees beginning 1 NM from DER, 940' left of centerline, up to 824' MSL.
Tree 1.1 NM from DER, 154' right of centerline, 819' MSL.
Trees beginning 1.2 NM from DER, 181' right of centerline, 835' MSL.
Trees beginning 1.3 NM from DER, 0' right of centerline, up to 841' MSL.

CON'T



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



25219

NC-3

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

25219

JEFFERSON CITY, MO (CON'T)

JEFFERSON CITY MEML (JEF) (CON'T)

Rwy 9 (CON'T), tree 1.5 NM from DER, 988' right of centerline, 797' MSL.
Rwy 12, light poles beginning 1' from DER, 15' left of centerline, up to 2' AGL/549' MSL.
 Light poles 1' from DER, 60' right of centerline, 2' AGL/548' MSL.
 Light poles beginning 1' from DER, 6' right of centerline, up to 2' AGL/549' MSL.
 Tree 40' from DER, 461' right of centerline, 550' MSL.
 Tree 2134' from DER, 981' left of centerline, 603' MSL.
Rwy 27, trees, antenna, tower, terrain beginning 6' from DER, 70' left of centerline, up to 100' AGL/655' MSL.
 Trees, buildings beginning 17' from DER, 200' right of centerline, up to 100' AGL/648' MSL.
 Trees, buildings, pole, bridge beginning 244' from DER, 75' left of centerline, up to 100' AGL/658' MSL.
 Trees beginning 1696' from DER, 187' right of centerline, up to 100' AGL/652' MSL.
 Trees beginning 2410' from DER, 182' right of centerline, up to 100' AGL/658' MSL.
 Trees beginning 2648' from DER, 160' right of centerline, up to 100' AGL/662' MSL.
 Trees beginning 4508' from DER, 1379' left of centerline, up to 100' AGL/691' MSL.
 Tree 5472' from DER, 1084' left of centerline, 100' AGL/694' MSL.
Rwy 30, sign, tree beginning 23' from DER, 244' left of centerline, up to 2' AGL/549' MSL.
 Fence 383' from DER, 580' right of centerline, 6' AGL/558' MSL.
 Traverse way, fence beginning 396' from DER, 520' right of centerline, up to 566' MSL.
 NAVAID 616' from DER, 216' left of centerline, 20' AGL/563' MSL.
 Transmission line, pole beginning 1125' from DER, 738' left of centerline, up to 31' AGL/576' MSL.
 Poles, transmission line beginning 1150' from DER, 481' left of centerline, up to 581' MSL.
 Pole 1214' from DER, 327' right of centerline, 32' AGL/580' MSL.
 Tree 1228' from DER, 502' right of centerline, 586' MSL.
 Pole, tree, traverse way beginning 1243' from DER, 449' right of centerline, up to 47' AGL/587' MSL.
 Transmission line, pole beginning 1507' from DER, 339' left of centerline, up to 38' AGL/586' MSL.
 Traverse way 1595' from DER, 887' right of centerline, 599' MSL.
 Sign 1606' from DER, 678' left of centerline, 32' AGL/590' MSL.
 Pole, traverse way, sign, tree beginning 1688' from DER, 355' right of centerline, up to 52' AGL/636' MSL.
 Pole, transmission line beginning 1796' from DER, 511' left of centerline, up to 593' MSL.
 Tree 2091' from DER, 514' left of centerline, 613' MSL.
 Trees beginning 2118' from DER, 341' left of centerline, up to 631' MSL.
 Trees beginning 3060' from DER, 377' right of centerline, up to 94' AGL/642' MSL.
 Tree 3327' from DER, 784' left of centerline, 643' MSL.
 Tower 3707' from DER, 1001' left of centerline, 109' AGL/649' MSL.
 Trees beginning 4425' from DER, 66' right of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL (JLN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07DEC17 (17341) (FAA)

DEPARTURE PROCEDURE:

Rwy 13, climb heading 134° to 1700 before turning right.

Rwy 18, climb heading 178° to 2300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 13, terrain 60' from DER, 496' right of centerline, 979' MSL.
 Tree 476' from DER, 501' left of centerline, 989' MSL.
 Tree 867' from DER, 484' right of centerline, 1008' MSL.
 Tree 979' from DER, 665' right of centerline, 1017' MSL.
 Tree 1057' from DER, 448' right of centerline, 1021' MSL.
 Tree 1097' from DER, 594' right of centerline, 1029' MSL.
 Trees beginning 1100' from DER, 614' left of centerline, up to 1028' MSL.
 Trees beginning 1145' from DER, 282' right of centerline, up to 1033' MSL.
 Trees beginning 1226' from DER, 47' right of centerline, up to 1036' MSL.
 Tree 1332' from DER, 598' left of centerline, 1031' MSL.
 Trees beginning 1405' from DER, 15' left of centerline, up to 1039' MSL.
 Trees beginning 1868' from DER, 37' left of centerline, up to 1040' MSL.
 Tree 2092' from DER, 249' left of centerline, 1043' MSL.
 Tree 2792' from DER, 1210' right of centerline, 1048' MSL.
Rwy 18, NAVAID 515' from DER, 630' right of centerline, 12' AGL/987' MSL.
 NAVAID 1160' from DER, 264' right of centerline, 23' AGL/1007' MSL.
 Pole 1578' from DER, 621' left of centerline, 24' AGL/1012' MSL.
Rwy 31, transmission line, pole beginning 617' from DER, 644' left of centerline, up to 39' AGL/969' MSL.
 Trees beginning 839' from DER, 416' left of centerline, up to 987' MSL.
 Trees beginning 1142' from DER, 567' left of centerline, up to 995' MSL.
 Trees beginning 1198' from DER, 168' left of centerline, up to 996' MSL.
 Trees beginning 1271' from DER, 570' right of centerline, up to 985' MSL.
 Trees beginning 1378' from DER, 797' right of centerline, up to 996' MSL.
 Trees beginning 1523' from DER, 47' left of centerline, up to 999' MSL.
 Tree 2090' from DER, 870' left of centerline, 1004' MSL.
 Tree 2213' from DER, 1045' left of centerline, 1005' MSL.
 Trees beginning 2330' from DER, 1019' left of centerline, up to 84' AGL/1019' MSL.
Rwy 36, NAVAID 4' from DER, 0' right of centerline, 1' AGL/950' MSL.
 Terrain 685' from DER, 656' right of centerline, 969' MSL.

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

25219

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

25219

KAISER LAKE OZARK, MO

LEE C FINE MEML (AIZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30MAY13 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, pole 366' from DER, 446' right of centerline, 17' AGL/887' MSL.

Trees beginning 333' from DER, 480' right of centerline, up to 80' AGL/913' MSL.

Trees beginning 584' from DER, 456' left of centerline, up to 80' AGL, 914' MSL.

Rwy 22, trees beginning 233' from DER, 133' right of centerline, up to 80' AGL/949' MSL.

Trees beginning 26' from DER, 350' left of centerline, up to 80' AGL/937' MSL.

KANSAS CITY, MO

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 05OCT23 (25107) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1½ or std w/min climb of 201'/NM to 1000.**Rwy 19**, std w/min climb of 465'/NM to 2500.**Rwy 22**, 300-1½ or std w/min climb of 260'/NM to 1000.

DEPARTURE PROCEDURE:

Rwy 1, climb on heading 012° to 1700 before proceeding on course.**Rwy 4**, climb on heading 037° to 1900 before proceeding on course.**Rwy 19**, climbing right turn heading 215° to 2500 before proceeding on course.**Rwy 22**, climb on heading 217° to 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, traverse way 275' from DER, 134' left of centerline, 767' MSL.

Pole 3076' from DER, 1066' right of centerline, 95' AGL/842' MSL.

Building 4048' from DER, 995' right of centerline, 875' MSL.

Tree 1.5 NM from DER, 1169' right of centerline, 997' MSL.

Rwy 4, NAVAID 10' from DER, 41' left of centerline, 1' AGL/744' MSL.

Poles, traverse way, tree beginning 50' from DER, 46' right of centerline, up to 39' AGL/788' MSL.

Tower, building beginning 145' from DER, 259' left of centerline, up to 12' AGL/755' MSL.

Traverse way, tree beginning 172' from DER, 16' left of centerline, up to 761' MSL.

Poles, traverse way beginning 285' from DER, 16' right of centerline, up to 49' AGL/794' MSL.

Traverse way beginning 340' from DER, on and left of centerline, up to 782' MSL.

Pole, buildings, traverse way beginning 596' from DER, 73' left of centerline, up to 42' AGL/785' MSL.

Tree, traverse way, building, poles beginning 742' from DER, 29' left of centerline, up to 797' MSL.

Tank, traverse way, building beginning 780' from DER, 285' right of centerline, up to 66' AGL/810' MSL.

Elevator, poles, traverse way, trees, buildings beginning 827' from DER, 45' right of centerline, up to 125' AGL/865' MSL.

Towers, tank beginning 1852' from DER, 98' left of centerline, up to 108' AGL/850' MSL.

Tower beginning 3825' from DER, 131' left of centerline, up to 115' AGL/859' MSL.

Building 5135' from DER, 924' left of centerline, 130' AGL/874' MSL.

Rwy 19, building 190' from DER, 281' right of centerline, 15' AGL/758' MSL.

Traverse way 199' from DER, 506' left of centerline, 760' MSL.

Traverse way 323' from DER, 460' right of centerline, 760' MSL.

Traverse way 355' from DER, 297' right of centerline, 761' MSL.

Traverse way 380' from DER, 177' right of centerline, 762' MSL.

Building, dam, traverse way beginning 383' from DER, 55' right of centerline, up to 29' AGL/769' MSL.

Tree 610' from DER, 485' left of centerline, 808' MSL.

Trees beginning 1000' from DER, 132' right of centerline, up to 817' MSL.

Pole 2867' from DER, 161' left of centerline, 84' AGL/833' MSL.

Pole 2996' from DER, 540' right of centerline, 82' AGL/830' MSL.

Smokestack 3211' from DER, 420' left of centerline, 168' AGL/908' MSL.

Building beginning 3412' from DER, 74' right of centerline, up to 141' AGL/889' MSL.

Building, monument beginning 4211' from DER, 1447' left of centerline, up to 51' AGL/993' MSL.

Building beginning 4372' from DER, 178' right of centerline, up to 162' AGL/912' MSL.

Building 5586' from DER, 470' right of centerline, 189' AGL/937' MSL.

Bldg twr, building beginning 6034' from DER, 1702' left of centerline, up to 100' AGL/1016' MSL.

Pole 1.5 NM from DER, 1294' left of centerline, 74' AGL/1017' MSL.

Tree 1.5 NM from DER, 1054' left of centerline, 1023' MSL.

Building 2.4 NM from DER, 3878' left of centerline, 291' AGL/1251' MSL.

Tower 2.4 NM from DER, 3136' left of centerline, 1160' AGL/2049' MSL.

Rwy 22, tree 52' from DER, 12' right of centerline, 745' MSL.

Dam, traverse way beginning 196' from DER, 379' right of centerline, up to 761' MSL.

Dam, traverse way beginning 297' from DER, 2' right of centerline, up to 1' AGL/762' MSL.

Traverse way beginning 398' from DER, 28' left of centerline, up to 761' MSL.

Dam beginning 432' from DER, 57' right of centerline, up to 8' AGL/763' MSL.

Dam, traverse way beginning 526' from DER, 53' left of centerline, up to 1' AGL/762' MSL.

Tree 964' from DER, 538' left of centerline, 781' MSL.

Trees beginning 1066' from DER, 591' left of centerline, up to 792' MSL.

Trees beginning 1486' from DER, 571' right of centerline, up to 831' MSL.

Trees beginning 1510' from DER, 19' left of centerline, up to 809' MSL.

Trees beginning 1619' from DER, 264' right of centerline, up to 93' AGL/836' MSL.

Cranes, domes beginning 2729' from DER, 349' right of centerline, up to 98' AGL/849' MSL.

CONT

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

25219

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

25219

KANSAS CITY, MO (CON'T)

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC) (CON'T)

Rwy 22 (CON'T), poles beginning 3686' from DER, 632' right of centerline, up to 118' AGL/858' MSL.
 Building 4690' from DER, 1700' left of centerline, 120' AGL/866' MSL.
 Buildings 4796' from DER, 1714' left of centerline, 869' MSL, up to 152' AGL/898' MSL.
 Elevator 5178' from DER, 810' left of centerline, 152' AGL/901' MSL.
 Industrial system 1 nm from DER, 1047' left of centerline, 164' AGL/911' MSL.
 Smokestack 1.3 NM from DER, 587' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27OCT05 (05300) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1R, tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.
Rwy 9, tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.
Rwy 27, trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEML (TKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 06MAR14 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 1163' from DER, 502' left of centerline, up to 51' AGL/309' MSL.
 Pole 1062' from DER, 417' left of centerline, 28' AGL/286' MSL.
 Multiple trees beginning 1221' from DER, 324' right of centerline, up to 96' AGL/354' MSL.
Rwy 20, trees beginning 2018' from DER, 75' left of centerline, up to 62' AGL/321' MSL.
 Vehicles on road 49' from DER, 405' right of centerline, 15' AGL/269' MSL.
 Dead tree 1056' from DER, 324' right of centerline, 42' AGL/300' MSL.
 Trees beginning 1027' from DER, 94' right of centerline, up to 53' AGL/312' MSL.
 Tree line beginning 1085' from DER, 420' right of centerline, up to 40' AGL/299' MSL.
Rwy 36, hangar 64' from DER, 299' left of centerline, 21' AGL/281' MSL.
 Trees beginning 98' from DER, 352' left of centerline, up to 49' AGL/309' MSL.
 Sign 1050' from DER, 448' right of centerline, 45' AGL/305' MSL.

KEOKUK, IA

KEOKUK MUNI (EOK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 79' from DER, 513' right of centerline, 26' AGL/695' MSL.
 Fence and trees 102' from DER, 298' left of centerline, 37' AGL/706' MSL.
Rwy 14, multiple trees 200' from DER, 156' left of centerline, 65' AGL/704' MSL.
 Multiple trees 172' from DER, 92' right of centerline, 70' AGL/739' MSL.
Rwy 26, tree 298' from DER, 496' left of centerline, 56' AGL/695' MSL.
 Tank and trees 351' from DER, 508' right of centerline, 111' AGL/790' MSL.
Rwy 32, multiple trees 303' from DER, 243' left of centerline 56' AGL/725' MSL.
 Hanger and tree 281' from DER, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (07186) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA-turf runways.

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 986' from DER, 278' left of centerline, up to 44' AGL/1023' MSL.
Rwy 36, multiple trees and poles beginning 935' from DER, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from DER, 269' right of centerline, 7' AGL/986' MSL.
 Truck on road beginning 1081' from DER, 785' right of centerline, 17' AGL/996' MSL.
 Tree 326' from DER, 473' left of centerline, 17' AGL/976' MSL.

KNOXVILLE, IA

KNOXVILLE (OXV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08APR10 (10098) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL.
 Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL.
 Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL.
 Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL.
 Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL.
 CON'T

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

25219

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

25219

KNOXVILLE, IA (CON'T)

KNOXVILLE (OXV) (CON'T)

Rwy 33, trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL.

Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL.

Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL.

Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

LAMAR, MO

LAMAR MUNI (LLU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07AUG25 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, building 69' from DER, 434' right of centerline, 1007' MSL.

Vehicles on road beginning 166' from DER, 365' left of centerline, up to 1007' MSL.

Building 178' from DER, 416' right of centerline, 12' AGL/1008' MSL.

Pole, building beginning 201' from DER, 359' right of centerline, up to 1028' MSL.

Trees, pole beginning 349' from DER, 296' right of centerline, up to 1040' MSL.

Trees, building, poles, vehicle on road beginning 516' from DER, 228' right of centerline, up to 52' AGL/1047' MSL.

Pole 755' from DER, 643' left of centerline, 1020' MSL.

Trees beginning 851' from DER, 558' left of centerline, up to 1034' MSL.

Tree 999' from DER, 143' left of centerline, 52' AGL/1035' MSL.

Trees beginning 1111' from DER, 191' left of centerline, up to 57' AGL/1037' MSL.

Rwy 17, terrain beginning 43' from DER, 282' left of centerline, up to 993' MSL.

Terrain 63' from DER, 482' left of centerline, 996' MSL.

Trees beginning 157' from DER, 488' right of centerline, up to 1029' MSL.

Terrain 160' from DER, 452' left of centerline, 998' MSL.

Terrain 277' from DER, 437' left of centerline, 999' MSL.

Terrains beginning 298' from DER, 284' left of centerline, up to 1000' MSL.

Trees beginning 755' from DER, 658' left of centerline, up to 1046' MSL.

Trees beginning 956' from DER, 413' left of centerline, up to 1049' MSL.

Tree 1956' from DER, 282' right of centerline, 68' AGL/1046' MSL.

Rwy 21, building, tree beginning 45' from DER, 372' right of centerline, up to 10' AGL/1012' MSL.

Pole 592' from DER, 656' right of centerline, 1028' MSL.

Poles beginning 747' from DER, 338' right of centerline, up to 49' AGL/1045' MSL.

Transmission line 1239' from DER, 282' right of centerline, 55' AGL/1046' MSL.

LAMONI, IA

LAMONI MUNI (LWD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02DEC21 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 178° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 18, fence, terrain beginning 2' from DER, 271' left of centerline, up to 3' AGL/1137' MSL.

Trees beginning 188' from DER, 359' left of centerline, up to 1152' MSL.

Trees beginning 227' from DER, 375' left of centerline, up to 1163' MSL.

Trees beginning 431' from DER, 400' left of centerline, up to 1186' MSL.

Trees beginning 1198' from DER, 446' left of centerline, up to 1187' MSL.

Tree 1208' from DER, 147' right of centerline, 1161' MSL.

Rwy 36, antenna 111' from DER, 353' left of centerline, 31' AGL/1147' MSL.

Building beginning 132' from DER, 330' right of centerline, up to 28' AGL/1144' MSL.

Tree 144' from DER, 234' left of centerline, 1157' MSL.

Trees beginning 174' from DER, 229' right of centerline, up to 1145' MSL.

Trees beginning 344' from DER, 178' left of centerline, up to 1180' MSL.

Tree 677' from DER, 319' right of centerline, 1178' MSL.

LE MARS, IA

LE MARS MUNI (LRJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31DEC20 (20366) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climbing right turn heading 265° to 3000 before proceeding on course.

Rwy 36, climb on heading 005° to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicles on road, NAVAID beginning 6' from DER, 17' left of centerline, up to 1214' MSL.

NAVAID 9' from DER, 17' right of centerline, 3' AGL/1195' MSL.

Building, NAVAID, sign beginning 10' from DER, 37' right of centerline, up to 28' AGL/1218' MSL.

Vehicles on road beginning 91' from DER, 341' left of centerline, up to 1223' MSL.

Pole, vehicles on road, terrain beginning 337' from DER, 91' left of centerline, up to 1236' MSL.

Tree, vehicles on road, building, pole, tank beginning 760' from DER, 46' left of centerline, up to 1266' MSL.

Tree 1043' from DER, 759' right of centerline, 1227' MSL.

Tree 1180' from DER, 768' right of centerline, 1230' MSL.

CON'T

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

25219

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

25219

LE MARS, IA (CON'T)

LE MARS MUNI (LRJ) (CON'T)

Rwy 18 (CON'T), tree 1364' from DER, 764' right of centerline, 1239' MSL.

Tree 1384' from DER, 617' right of centerline, 1250' MSL.

Pole 2663' from DER, 373' left of centerline, 65' AGL/1272' MSL.

Rwy 36, terrain 6' from DER, 120' right of centerline, 1195' MSL.

Tree 149' from DER, 399' left of centerline, 1206' MSL.

Tree 1607' from DER, 840' left of centerline, 1265' MSL.

Tree 1826' from DER, 899' left of centerline, 1268' MSL.

Trees beginning 1838' from DER, 599' left of centerline, up to 1293' MSL.

Trees beginning 2042' from DER, 428' left of centerline, up to 1306' MSL.

Trees beginning 2220' from DER, 6' left of centerline, up to 1307' MSL.

LEBANON, MO

FLOYD W JONES LEBANON (LBO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ or std. w/ min. climb of 245' per NM to 1600', or alternatively, with standard TAKEOFF minimums and a normal 200' per NM climb gradient, TAKEOFF must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 49' from DER, 388' right of centerline, up to 88' AGL/1398' MSL.

Pole 440' from DER, 409' right of centerline, up to 44' AGL/1334' MSL.

Rwy 36, multiple poles and trees beginning 151' from DER, 366' left of centerline, up to 72' AGL/1372' MSL.

Multiple trees beginning 679' from DER, 504' right of centerline, up to 67' AGL/1367' MSL.

Tower 5528' from DER, 186' right of centerline, up to 182' AGL/1472' MSL.

LEE'S SUMMIT, MO

KANSAS CITY/LEE'S SUMMIT RGNL (LXT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 01FEB18 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 11, vehicle on road 6' from DER, 14' left of centerline, 1002' MSL.

Fence, terrain and vehicle on road beginning 15' from DER, 256' right of centerline, up to 1014' MSL.

Sign and terrain beginning 18' from DER, 125' left of centerline, up to 1004' MSL.

Building 139' from DER, 387' left of centerline, 27' AGL/1023' MSL.

Building 169' from DER, 334' right of centerline, 26' AGL/1018' MSL.

Trees, vehicle on road and fence beginning 179' from DER, 339' left of centerline, up to 31' AGL/1029' MSL.

Buildings and tree beginning 182' from DER, 398' right of centerline, up to 1021' MSL.

Trees beginning 447' from DER, 181' left of centerline, up to 1039' MSL.

Rwy 18, tree 1' from DER, 414' left of centerline, 1018' MSL.

Tree 29' from DER, 470' right of centerline, 991' MSL.

Trees beginning 112' from DER, 268' left of centerline, up to 75' AGL/1027' MSL.

Tree 717' from DER, 654' left of centerline, 1057' MSL.

Trees beginning 732' from DER, 383' left of centerline, up to 1059' MSL.

Trees beginning 764' from DER, 467' right of centerline, up to 1030' MSL.

Trees, vegetation, fences and pole beginning 888' from DER, 383' left of centerline, up to 58' AGL/1062' MSL.

Trees and pole beginning 2490' from DER, 622' left of centerline, up to 1076' MSL.

Trees and pole beginning 2796' from DER, 47' left of centerline, up to 1079' MSL.

Trees and building beginning 2922' from DER, 48' left of centerline, up to 1083' MSL.

Trees and pole beginning 3047' from DER, 56' left of centerline, up to 1090' MSL.

Trees beginning 3064' from DER, 410' right of centerline, up to 1076' MSL.

Rwy 29, fence 129' from DER, 496' left of centerline, 998' MSL.

Building, tank, fence and vehicles on road beginning 140' from DER, 387' right of centerline, up to 15' AGL/1006' MSL.

Poles and vehicles on road beginning 223' from DER, 407' right of centerline, up to 25' AGL/1017' MSL.

Pole, tower and building beginning 380' from DER, 430' right of centerline, up to 1028' MSL.

Tree 515' from DER, 491' left of centerline, 1014' MSL.

Tree 538' from DER, 636' left of centerline, 1029' MSL.

Tree 1850' from DER, 991' right of centerline, 1043' MSL.

Tree 2125' from DER, 895' right of centerline, 1050' MSL.

Rwy 36, vertical structure 25' from DER, 505' right of centerline, 7' AGL/1001' MSL.

Trees and pole beginning 62' from DER, 393' right of centerline, up to 1010' MSL.

Tree 121' from DER, 517' left of centerline, 999' MSL.

Trees beginning 216' from DER, 244' left of centerline, up to 1011' MSL.

Trees beginning 424' from DER, 253' right of centerline, up to 1019' MSL.

Tree 715' from DER, 469' left of centerline, 1016' MSL.

Tree 1409' from DER, 234' right of centerline, 49' AGL/1031' MSL.

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

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

25219

NC-3

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

25219

MACON, MO

MACON-POWER MEML (K89)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1½ or std w/min climb of 256'/NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 2, terrain 13' from DER, 149' right of centerline, 853' MSL.

Tree 18' from DER, 492' left of centerline, 890' MSL.

Trees, terrain, poles, transmission lines beginning 20' from DER, 44' left of centerline, up to 74' AGL/912' MSL.

Trees beginning 46' from DER, 353' right of centerline, up to 902' MSL.

Trees beginning 188' from DER, 303' right of centerline, up to 65' AGL/913' MSL.

Trees, transmission lines, pole beginning 217' from DER, 1' right of centerline, up to 66' AGL/914' MSL.

Tower 1 NM from DER, 1427' left of centerline, 202' AGL/1059' MSL.

Rwy 20, trees beginning 33' from DER, 454' left of centerline, up to 53' AGL/913' MSL.

Crane 42' from DER, 432' right of centerline, 11' AGL/884' MSL.

Tree, poles, transmission lines beginning 241' from DER, 183' left of centerline, up to 927' MSL.

Trees, poles, transmission lines beginning 458' from DER, 4' left of centerline, up to 929' MSL.

Transmission lines, poles beginning 498' from DER, 99' right of centerline, up to 39' AGL/912' MSL.

Trees, pole beginning 1077' from DER, 52' right of centerline, up to 933' MSL.

Trees beginning 1344' from DER, 159' right of centerline, up to 69' AGL/937' MSL.

Trees beginning 2009' from DER, 163' left of centerline, up to 81' AGL/933' MSL.

Tree 2542' from DER, 503' left of centerline, 942' MSL.

Tree 2542' from DER, 503' left of centerline, 91' AGL/942' MSL.

Crane 42' from DER, 433' right of centerline, 13' AGL/884' MSL.

Poles beginning 498' from DER, 548' right of centerline, up to 38' AGL/912' MSL.

Poles beginning 865' from DER, 100' right of centerline, up to 38' AGL/907' MSL.

Tree 1078' from DER, 674' right of centerline, 62' AGL/933' MSL.

Trees beginning 1201' from DER, 53' right of centerline, up to 69' AGL/937' MSL.

MALDEN, MO

MALDEN RGNL (MAW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22OCT09 (09295) (FAA)

DEPARTURE PROCEDURE:

Rwy 32, climb heading 317° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL.**Rwy 18**, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL.

Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL.

Rwy 36, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA

JAMES G WHITING MEML FLD (MEY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11FEB10 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 400-2¼ or std. w/ min. climb of 417' per NM to 1700.**Rwy 20**, 500-2¼ or std. w/ a min. climb of 249' per NM to 1700.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 019° to 1700 before turning left.**Rwy 20**, climb heading 199° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

MAQUOKETA, IA

MAQUOKETA MUNI (QOW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 01MAR18 (18060) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1¼ or std. w/ min. climb of 238' per NM to 1000, or alternatively with std. 200' per NM climb gradient, takeoff must occur no later than 1800 feet prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 15, terrain beginning 175' from DER, 59' right of centerline, up to 824' MSL.

Trees beginning 2209' from DER, 222' right of centerline, up to 50' AGL/889' MSL.

Terrain beginning 94' from DER, 70' left of centerline, up to 745' MSL.

Rwy 33, multiple power lines beginning 992' from DER, left and right of centerline, up to 50' AGL/829' MSL.

Trees beginning 1423' from DER, 607' right of centerline, up to 50' AGL/909' MSL.

Terrain beginning 1030' from DER, 655' right of centerline, up to 909' MSL.

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

25219



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



25219

MARION, IA

MARION (C17)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 500-2 or std w/min climb of 341'/NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees 39' from DER, 160' left of centerline up to 53' AGL/907' MSL.

Trees 161' from DER, 167' left of centerline up to 42' AGL/896' MSL.

Rwy 35, vehicle 143' from DER on centerline, 15' AGL/876' MSL.

Sign 663' from DER, 146' right of centerline, 18' AGL/879' MSL.

Pole 220' from DER, 330' left of centerline, 37' AGL/898' MSL.

Pole 214' from DER, 341' left of centerline, 28' AGL/889' MSL.

Trees 461' from DER, 416' left of centerline, 45' AGL/906' MSL.

Pole 255' from DER, 80' left of centerline, 22' AGL/883' MSL.

Building 342' from DER, 226' left of centerline, 20' AGL/881' MSL.

Tree 269' from DER, 47' left of centerline, 15' AGL/876' MSL.

Pole 887' from DER, 106' left of centerline, 31' AGL/888' MSL.

MARSHALL, MO

MARSHALL MEML MUNI (MHL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 178° to 1600 before turning right.

Rwy 36, climb on heading 358° to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, sign 15' from DER, 199' left of centerline, 4' AGL/780' MSL.

General utility 37' from DER, 77' right of centerline, 4' AGL/780' MSL.

Pole 231' from DER, 448' left of centerline, 31' AGL/801' MSL.

Building 278' from DER, 573' left of centerline, 39' AGL/811' MSL.

Rwy 36, trees, poles beginning 15' from DER, 356' left of centerline, up to 829' MSL.

Tree, pole beginning 167' from DER, 446' right of centerline, up to 809' MSL.

Tower 318' from DER, 482' right of centerline, 53' AGL/817' MSL.

Trees beginning 450' from DER, 494' right of centerline, up to 829' MSL.

Tree 507' from DER, 399' left of centerline, 831' MSL.

Trees beginning 515' from DER, 387' left of centerline, up to 845' MSL.

Trees, pole beginning 669' from DER, 15' right of centerline, up to 837' MSL.

Trees, poles beginning 781' from DER, 40' left of centerline, up to 847' MSL.

Trees, pole beginning 1036' from DER, 25' left of centerline, up to 849' MSL.

Trees, pole beginning 1235' from DER, 12' right of centerline, up to 838' MSL.

Trees beginning 1328' from DER, 76' left of centerline, up to 853' MSL.

Trees beginning 1383' from DER, 30' left of centerline, up to 862' MSL.

Trees beginning 1577' from DER, on centerline, up to 848' MSL.

Trees beginning 1754' from DER, 44' right of centerline, up to 858' MSL.

Tree 2555' from DER, 612' right of centerline, 860' MSL.

Trees beginning 2564' from DER, 81' right of centerline, up to 867' MSL.

Tree 4268' from DER, 485' left of centerline, 884' MSL.

MARSHALLTOWN, IA

MARSHALLTOWN MUNI (MIW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (13234) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, runway end indicator lights 27' from DER, 126' left and right of centerline, up to 5' AGL/974' MSL.

Vehicles on road beginning 37' from DER, left and right of centerline, up to 15' AGL/ 988' MSL.

Tree 96' from DER, 167' left of centerline, 19' AGL/988' MSL.

Trees beginning 1984' from DER, 777' right of centerline, up to 100' AGL/1059' MSL.

Rwy 18, vehicles on road beginning 585' from DER, left and right of centerline, up to 15' AGL/994' MSL.

Tree 1152' from DER 511' right of centerline, 100' AGL/1069' MSL.

Rwy 31, trees beginning 5' from DER, 384' right of centerline, up to 50' AGL/1029' MSL.

Trees beginning 55' from DER, 424' left of centerline, up to 36' AGL/1005' MSL.

Transmission tower 60' from DER, 478' right of centerline, 23' AGL/1002' MSL.

Rwy 36, trees beginning 191' from DER, 175' right of centerline, up to 11' AGL/981' MSL.

Trees beginning 514' from DER, 465' left of centerline, up to 44' AGL/1023' MSL.



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



25219

NC-3

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

25219

MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 16MAY24 (24137) (FAA)

DEPARTURE PROCEDURE:

Rwy 14, climb on heading 147° to 1700 before turning right.**Rwy 32**, climb on heading 327° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 32, tree 436' from DER, 320' left of centerline, 58' AGL/1156' MSL.

MASON CITY, IA

MASON CITY MUNI (MCW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12NOV15 (15316) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, building 1599' from DER, 461' left of centerline, 53' AGL/1233' MSL.

Tree 1619' from DER, 722' left of centerline, up to 56' AGL/1245' MSL.

Trees beginning 2919' from DER, 1006' left of centerline, up to 100' AGL/1289' MSL.

Trees beginning 2900' from DER, 978' right of centerline, up to 100' AGL/1289' MSL.

Rwy 18, trees beginning 1280' from DER, 703' left of centerline, up to 56' AGL/1236' MSL.

Trees 1652' from DER, 699' right of centerline, up to 63' AGL/1243' MSL.

Rwy 30, tree 54' from DER, 487' left of centerline, 45' AGL/1254' MSL.

Bush 69' from DER, 333' left of centerline, 7' AGL/1216' MSL.

Tree 859' from DER, 549' left of centerline, 27' AGL/1236' MSL.

Pole 899' from DER, 559' right of centerline, 26' AGL/1235' MSL.

Pole 1197' from DER, 354' right of centerline, 27' AGL/1246' MSL.

Pole 1218' from DER, 332' right of centerline, 36' AGL/1246' MSL.

Tree 1714' from DER, 167' right of centerline, 53' AGL/1272' MSL.

Tree 1798' from DER, 57' right of centerline, 53' AGL/1272' MSL.

Trees beginning 2042' from DER, 821' right of centerline, up to 100' AGL/1339' MSL.

Tree 2364' from DER, 551' right of centerline, 73' AGL/1302' MSL.

Obstruction light on building 2434' from DER, 232' right of centerline, 53' AGL/1282' MSL.

Tree 2608' from DER, 236' right of centerline, 68' AGL/1297' MSL.

Trees beginning 4008' from DER, 1487' left of centerline, up to 100' AGL/1319' MSL.

Trees beginning 4421' from DER, 961' left of centerline, up to 100' AGL/1329' MSL.

MAURICE, IA

SIOUX COUNTY RGNL (SXX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28FEB19 (19059) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 35, terrain 36' from DER, 163' right of centerline, 1412' MSL.

Terrain 172' from DER, 143' right of centerline, 1414' MSL.

Terrain 187' from DER, 11' left of centerline, 1414' MSL.

MEMPHIS, MO

MEMPHIS MEML (03D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08JAN15 (21056) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 119' from DER, 320' right of centerline, up to 80' AGL/845' MSL.

Power line poles beginning 165' from DER, 400' left of centerline, 29' AGL/836' MSL.

Trees beginning 329' from DER, 202' left of centerline, up to 60' AGL/845' MSL.

Rwy 30, road beginning 33' from DER, 250' left of centerline, 15' AGL/823' MSL.

Trees beginning 68' from DER, 252' right of centerline, up to 70' AGL/875' MSL.

Power line poles beginning 950' from DER, 449' right of centerline, 31' AGL/837' MSL.

Windsock and poles beginning 1074' from DER, 113' left of centerline, 24' AGL/845' MSL.

Trees beginning 988' from DER, 283' left of centerline, up to 70' AGL/878' MSL.

Terrain beginning 99' from DER, 169' right of centerline, up to 816' MSL.

MEXICO, MO

MEXICO MEML (MYJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19FEB04 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 24, std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions.**Rwy 36**, NA, Obstacles.

DEPARTURE PROCEDURE:

Rwy 24, for climb in visual conditions: cross Mexico Meml airport at or above 1700.

TAKEOFF OBSTACLE NOTES:

Rwy 6, multiple trees and antennas beginning 60' from DER, left and right of centerline, up to 100' AGL/902' MSL.

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

25219



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



25219

MILFORD, IA

FULLER (4D8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03JAN19 (19003)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA-Environmental.**Rwy 27**, 400-2½ or std. w/min. climb of 275' per NM to 2000.

TAKEOFF OBSTACLE NOTES:

Rwy 9, building abeam DER, 1182' left of centerline, 30' AGL/1469' MSL.

Building abeam DER, 383' right of centerline, 30' AGL/1469' AGL. Trees 135' from DER, 177' left of centerline, up to 50' AGL/1489' MSL.

Vehicles on road 152' from DER, 233' right of centerline, 15' AGL/1454' MSL.

Buildings beginning 1445' from DER, 6' left of centerline, up to 30' AGL/1469' MSL.

Buildings beginning 1445' from DER, 60' right of centerline, up to 30' AGL/1469' MSL.

Trees beginning 419' from DER, 35' left of centerline, up to 50' AGL/1489' MSL.

Trees beginning 532' from DER, 176' right of centerline, up to 50' AGL/1489' MSL.

Rwy 27, trees beginning 157' from DER, 135' left of centerline, up to 50' AGL/1489' MSL.

Vehicles on road 427' from DER, on centerline and left and right of centerline, up to 15' AGL/1454' MSL.

Trees beginning 451' from DER, 164' right of centerline, up to 50' AGL/1479' MSL.

Building 518' from DER, 164' left of centerline, 30' AGL/1469' MSL.

Tower 1.8 NM from DER, 3060' right of centerline, 320' AGL/1771' MSL.

MOBERLY, MO

OMAR N BRADLEY (MBY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27JAN22 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 115' from DER, 7' left of centerline, up to 100' AGL/967' MSL.

Trees beginning 120' from DER, 12' right of centerline, up to 100' AGL/970' MSL.

Trees beginning 1420' from DER, 27' left of centerline, up to 100' AGL/970' MSL.

Rwy 13, trees beginning 859' from DER, 602' right of centerline, up to 903' MSL.

Trees beginning 891' from DER, 426' right of centerline, up to 79' AGL/915' MSL.

Tree 1103' from DER, 397' right of centerline, 916' MSL.

Trees beginning 1126' from DER, 154' right of centerline, up to 84' AGL/920' MSL.

Tree 1176' from DER, 720' left of centerline, 899' MSL.

Tree 1237' from DER, 605' left of centerline, 903' MSL.

Trees beginning 1348' from DER, 392' left of centerline, up to 913' MSL.

Trees beginning 1488' from DER, 371' left of centerline, up to 106' AGL/929' MSL.

Trees beginning 2634' from DER, 168' right of centerline, up to 86' AGL/933' MSL.

Trees beginning 2682' from DER, 205' right of centerline, up to 88' AGL/935' MSL.

Rwy 23, trees beginning 56' from DER, 14' left of centerline, up to 100' AGL/970' MSL.

Trees beginning 68' from DER, 4' right of centerline, up to 100' AGL/970' MSL.

Vehicle on road 630' from DER, crossing extended runway centerline, 15' AGL/884' MSL.

Rwy 31, vehicle on road beginning 279' from DER, crossing extended runway centerline, up to 877' MSL.

Trees beginning 419' from DER, 444' right of centerline, up to 915' MSL.

Trees, tower, antenna, building beginning 484' from DER, 403' right of centerline, up to 64' AGL/926' MSL.

Trees, poles beginning 564' from DER, 350' right of centerline, up to 77' AGL/939' MSL.

Tree 1211' from DER, 696' left of centerline, 905' MSL.

Tree 1245' from DER, 563' left of centerline, 910' MSL.

Trees beginning 1356' from DER, 670' left of centerline, up to 70' AGL/911' MSL.

MONETT, MO

MONETT RGNL (HFJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03NOV22 (22307) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, fence 1' from DER, 437' left of centerline, 1301' MSL.

Trees beginning 541' from DER, 422' left of centerline, up to 1341' MSL.

Tree 1750' from DER, 226' left of centerline, 1343' MSL.

Rwy 36, building 24' from DER, 494' right of centerline, 21' AGL/1342' MSL.

Pole 100' from DER, 438' right of centerline, 27' AGL/1343' MSL.

Pole, building beginning 236' from DER, 436' right of centerline, up to 27' AGL/1344' MSL.

Buildings, poles beginning 296' from DER, 438' right of centerline, up to 27' AGL/1346' MSL.

Trees beginning 859' from DER, 550' right of centerline, up to 1378' MSL.

Trees beginning 946' from DER, 458' left of centerline, up to 1343' MSL.

Tree 1067' from DER, 555' left of centerline, 1350' MSL.

Trees beginning 1205' from DER, 117' left of centerline, up to 1351' MSL.



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



25219

NC-3

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

25219

MONROE CITY, MO

CPT BEN SMITH AIRFIELD/MONROE CITY (K52)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 01FEB18 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 2845' from DER, 875' left of centerline, 100' AGL/844' MSL.

Tree 607' from DER, on centerline, 80' AGL/819' MSL.

Rwy 27, tree 34' from DER, 466' right of centerline, 100' AGL/839' MSL.

Vehicle on road beginning 454' from DER, 571' right of centerline, 15' AGL/754' MSL.

MONTICELLO, IA

MONTICELLO RGNL (MXO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 15, lighting, NAVAID beginning 9' from DER, 103' right of centerline, up to 2' AGL/831' MSL.

Lighting, NAVAID, terrain beginning 10' from DER, 104' left of centerline, up to 2' AGL/834' MSL.

Terrain 29' from DER, 496' right of centerline, 833' MSL.

Vehicles on road beginning 57' from DER, 453' right of centerline, up to 844' MSL.

Tree 791' from DER, 706' left of centerline, 871' MSL.

Trees beginning 2361' from DER, 264' right of centerline, up to 911' MSL.

Tree 2425' from DER, 334' right of centerline, 916' MSL.

Tree 2433' from DER, 964' right of centerline, 920' MSL.

Trees beginning 2441' from DER, 389' right of centerline, up to 923' MSL.

Trees beginning 2531' from DER, 2' right of centerline, up to 931' MSL.

Trees beginning 2652' from DER, 713' right of centerline, up to 938' MSL.

Trees, pole beginning 2724' from DER, 47' right of centerline, up to 948' MSL.

Trees beginning 2923' from DER, 2' left of centerline, up to 934' MSL.

Trees beginning 2999' from DER, 48' left of centerline, up to 938' MSL.

Rwy 33, lighting 9' from DER, 246' right of centerline, 2' AGL/832' MSL.

Lighting 9' from DER, 17' left of centerline, 2' AGL/827' MSL.

Lighting, NAVAID, tree, terrain beginning 10' from DER, 105' right of centerline, up to 2' AGL/834' MSL.

Tree 222' from DER, 405' right of centerline, 835' MSL.

Pole 602' from DER, 597' right of centerline, 26' AGL/869' MSL.

Vehicle on road 704' from DER, 642' left of centerline, 860' MSL.

Vehicles on road, sign beginning 791' from DER, 465' left of centerline, up to 865' MSL.

Vehicles on road, signs, fence, tree beginning 897' from DER, 106' left of centerline, up to 872' MSL.

Vehicles on road beginning 962' from DER, 714' right of centerline, up to 871' MSL.

Vehicles on road, tree, fence, terrain beginning 1085' from DER, 44' left of centerline, up to 878' MSL.

Vehicles on road, signs beginning 1126' from DER, 630' right of centerline, up to 872' MSL.

Vehicles on road, signs beginning 1233' from DER, 14' right of centerline, up to 873' MSL.

Vehicles on road beginning 1266' from DER, 386' left of centerline, up to 882' MSL.

Tree, vehicles on road, sign beginning 1336' from DER, 48' left of centerline, up to 896' MSL.

Vehicles on road, terrain beginning 1395' from DER, 68' right of centerline, up to 879' MSL.

Poles, vehicles on road, signs, terrain, trees beginning 1437' from DER, 27' right of centerline, up to 37' AGL/892' MSL.

Tree 1480' from DER, 859' left of centerline, 915' MSL.

Trees, vehicles on road, bridge, poles beginning 1492' from DER, 14' left of centerline, up to 923' MSL.

Tree, vehicles on road beginning 1840' from DER, 55' right of centerline, up to 900' MSL.

Trees beginning 2302' from DER, 454' left of centerline, up to 930' MSL.

Trees beginning 2613' from DER, 348' left of centerline, up to 942' MSL.

Trees beginning 2919' from DER, 429' left of centerline, up to 946' MSL.

Tree 4181' from DER, 264' right of centerline, 935' MSL.

Tree 4280' from DER, 473' right of centerline, 936' MSL.

Tree 4290' from DER, 146' right of centerline, 949' MSL.

MONTICELLO, MO

LEWIS COUNTY RGNL (6M6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 36, tree 2609' from DER, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO

MIDWEST NTL AIR CENTER (GPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20DEC07 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 1562' from DER, 16' right of centerline, up to 100' AGL/861' MSL.

Multiple trees beginning 1278' from DER, 46' left of centerline, up to 100' AGL/859' MSL.

Rwy 36, multiple trees beginning 2224' from DER, 57' right of centerline, up to 100' AGL/889' MSL.

Multiple trees beginning 2302' from DER, 231' left of centerline, up to 100' AGL/916' MSL.

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

25219



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



25219

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI (MPZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 23SEP10 (10266) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 21, NA-Environmental.**Rwy 33**, 400-2½ or std. w/ min. climb of 244' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 15, equipment 3' from DER, 261' right of centerline, up to 10' AGL/734' MSL.**Rwy 33**, trees beginning 178' from DER, 235' right of centerline, up to 80' AGL/751' MSL.

Trees beginning 333' from DER, 209' left of centerline, up to 80' AGL/753' MSL.

MOUNTAIN GROVE, MO

MOUNTAIN GROVE MEML (1MO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11MAR10 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1¼ or std. w/min. climb of 221' per NM to 1700, or alternatively, with std. takeoff minimums and a normal 200'/

NM climb gradient, takeoff must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 080° to 2100 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL.

Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL.

Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL.

Rwy 26, trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL.

Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

MOUNTAIN VIEW, MO

MOUNTAIN VIEW (MNF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, std. w/min. climb of 454' per NM to 1500 or 400-2¼ w/min. of 257' per NM to 2100 or 1000-3 for VCOA.

VCOA:

Rwy 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mountain View airport at or above 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, fence 4' from DER, 60' right of centerline, 2' AGL/1139' MSL.

Traverse way, terrain beginning 197' from DER, 498' right of centerline, up to 1186' MSL.

Pole 313' from DER, 568' left of centerline, 26' AGL/1158' MSL.

Pole, trees beginning 373' from DER, 314' right of centerline, up to 49' AGL/1211' MSL.

Trees, pole, traverse way, buildings beginning 596' from DER, 27' right of centerline, up to 92' AGL/1260' MSL.

Traverse way 958' from DER, 2' left of centerline, 1163' MSL.

Trees, spire beginning 1611' from DER, 40' left of centerline, up to 65' AGL/1208' MSL.

Tree 1902' from DER, 202' left of centerline, 66' AGL/1219' MSL.

Trees beginning 1989' from DER, 95' left of centerline, up to 72' AGL/1225' MSL.

Tree 2167' from DER, 320' left of centerline, 73' AGL/1233' MSL.

Trees beginning 2269' from DER, 47' left of centerline, up to 80' AGL/1240' MSL.

Trees beginning 3309' from DER, 176' right of centerline, up to 86' AGL/1283' MSL.

Tree 3640' from DER, 25' left of centerline, 83' AGL/1243' MSL.

Rwy 28, catenary 67' from DER, 285' right of centerline, 33' AGL/1204' MSL.

Fence 161' from DER, 496' left of centerline, 6' AGL/1206' MSL.

Tree, fence beginning 168' from DER, 334' left of centerline, up to 39' AGL/1244' MSL.

Pole, tree beginning 250' from DER, 256' right of centerline, up to 38' AGL/1211' MSL.

Pole 616' from DER, 197' right of centerline, 40' AGL/1215' MSL.

Tree, poles beginning 692' from DER, 196' left of centerline, up to 61' AGL/1272' MSL.

Pole beginning 718' from DER, 95' right of centerline, up to 32' AGL/1221' MSL.

Tree, poles beginning 1006' from DER, 2' left of centerline, up to 62' AGL/1276' MSL.

Pole 1052' from DER, 425' right of centerline, 46' AGL/1225' MSL.

Tree 1344' from DER, 346' right of centerline, 52' AGL/1234' MSL.

Tree 1376' from DER, 614' right of centerline, 64' AGL/1248' MSL.

Trees beginning 1527' from DER, 120' right of centerline, up to 75' AGL/1257' MSL.

Tree, poles beginning 1740' from DER, 506' right of centerline, up to 62' AGL/1262' MSL.

Tree, pole beginning 1998' from DER, 63' right of centerline, up to 72' AGL/1268' MSL.

Trees, building beginning 2089' from DER, 49' left of centerline, up to 77' AGL/1320' MSL.

Tree, pole beginning 2400' from DER, 340' right of centerline, up to 74' AGL/1286' MSL.

Building 2814' from DER, 994' right of centerline, 40' AGL/1306' MSL.

Tree, poles beginning 2962' from DER, 157' right of centerline, up to 66' AGL/1309' MSL.

Pole 3221' from DER, 715' right of centerline, 40' AGL/1316' MSL.

Pole 3264' from DER, 1228' right of centerline, 47' AGL/1339' MSL.

Trees, pole beginning 3280' from DER, 36' right of centerline, up to 83' AGL/1368' MSL.

CONT



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



25219

NC-3



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



25219

MOUNTAIN VIEW, MO (CON'T)

MOUNTAIN VIEW (MNF) (CON'T)

Rwy 28 (CON'T), trees beginning 4129' from DER, 53' left of centerline, up to 71' AGL/1323' MSL.
Trees beginning 4783' from DER, 55' left of centerline, up to 76' AGL/1324' MSL.
Tree 5372' from DER, 549' left of centerline, 73' AGL/1331' MSL.
Trees beginning 5532' from DER, 722' left of centerline, up to 70' AGL/1332' MSL.
Tree 1 NM from DER, 372' left of centerline, 84' AGL/1384' MSL.
Trees, pole beginning 1.1 NM from DER, 85' right of centerline, up to 77' AGL/1385' MSL.
Trees beginning 1.2 NM from DER, 8' right of centerline, up to 54' AGL/1389' MSL.
Towers beginning 1.6 NM from DER, 1718' left of centerline, up to 135' AGL/1456' MSL.
Tower 1.7 NM from DER, 2173' left of centerline, 225' AGL/1531' MSL.

MUSCATINE, IA

MUSCATINE MUNI (MUT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

Rwy 24, 300-2, or std. w/min. climb of 220 feet per NM to 1000.
Rwy 30, 300-1%, or std. w/min. climb of 310 feet per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 060° to 2300 before proceeding on course.
Rwy 12, climb heading 123° to 2300 before proceeding on course.
Rwy 24, climb heading 240° to 2300 before proceeding on course.
Rwy 30, climb heading 306° to 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 635' from DER, 549' right of centerline, 560' MSL.
Tree 1422' from DER, 640' right of centerline, 582' MSL.
Rwy 12, ground 28' from DER, 211' right of centerline, 544' MSL.
Building, tree beginning 733' from DER, 586' right of centerline, up to 577' MSL.
Rod on OL tower, AWOS beginning 1122' from DER, 744' left of centerline, up to 580' MSL.
Pole 1122' from DER, 744' left of centerline, 34' AGL/578' MSL.
Rwy 24, tree 218' from DER, 531' left of centerline, 567' MSL.
Tree 1922' from DER, 421' right of centerline, 594' MSL.
Tree 1949' from DER, 271' right of centerline, 599' MSL.
Trees beginning 2566' from DER, 326' left of centerline, up to 616' MSL.
Tree 1.4 NM from DER, 1830' right of centerline, 768' MSL.
Trees beginning 1.4 NM from DER, 2028' left of centerline, up to 780' MSL.
Tree 1.5 NM from DER, 683' left of centerline, 789' MSL.
Trees beginning 1.5 NM from DER, 2257' right of centerline, up to 794' MSL.
Tree 1.5 NM from DER, 602' left of centerline, 795' MSL.
Tree 1.5 NM from DER, 2856' right of centerline, 802' MSL.
Trees beginning 1.6 NM from DER, 403' left of centerline, up to 807' MSL.
Tree 1.7 NM from DER, 1965' right of centerline, 810' MSL.
Tree 1.7 NM from DER, 3227' right of centerline, 815' MSL.
Tree 1.7 NM from DER, 1971' right of centerline, 815' MSL.
Tree 1.7 NM from DER, 355' left of centerline, 827' MSL.
Rwy 30, NAVAID, REIL beginning 20' from DER, 79' left of centerline, up to 1' AGL/537' MSL.
Fence beginning 28' from DER, 499' right of centerline, up to 543' MSL.
Tree, fence beginning 54' from DER, 500' left of centerline, up to 544' MSL.
Tree 383' from DER, 333' right of centerline, 546' MSL.
Trees beginning 420' from DER, 485' left of centerline, up to 577' MSL.
Tree, building, elevator beginning 658' from DER, 308' left of centerline, up to 591' MSL.
Pole beginning 1752' from DER, 826' right of centerline, up to 56' AGL/593' MSL.
Trees beginning 1.2 NM from DER, 2284' left of centerline, up to 757' MSL.
Tree 1.2 NM from DER, 2386' left of centerline, 779' MSL.
Trees beginning 1.2 NM from DER, 2062' left of centerline, up to 821' MSL.
Trees beginning 1.3 NM from DER, 1392' left of centerline, up to 837' MSL.
Trees beginning 1.3 NM from DER, 1044' left of centerline, up to 846' MSL.
Trees beginning 1.3 NM from DER, 1363' left of centerline, up to 847' MSL.
Trees beginning 1.3 NM from DER, 1136' left of centerline, up to 848' MSL.
Tree, building, ground beginning 1.3 NM from DER, 0' of centerline, up to 852' MSL.
Trees beginning 1.5 NM from DER, 41' right of centerline, up to 857' MSL.
Tree, ground, pole beginning 1.5 NM from DER, 51' left of centerline, up to 860' MSL.
Trees beginning 1.6 NM from DER, 117' left of centerline, up to 861' MSL.
Tree 2 NM from DER, 418' left of centerline, 852' MSL.

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



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



25219

NC-3

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

25219

NEOSHO, MO

NEOSHO HUGH ROBINSON (EOS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 89' from DER, 431' left of centerline, up to 120' AGL/1339' MSL.

Trees and power poles beginning 584' from DER, 166' right of centerline, up to 120' AGL/1283' MSL.

Rwy 19, multiple trees and towers beginning 142' from DER, 465' right of centerline, up to 183' AGL/1403' MSL. Vehicles on road beginning 318' from DER, left and right of centerline, up to 17' AGL/1276' MSL.

NEVADA, MO

NEVADA MUNI (NVD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees 94' from DER, 266' right of centerline, 40' AGL/907' MSL.

Trees beginning 151' from DER, 84' left of centerline, up to 40' AGL/907' MSL.

Trees beginning 202' from DER, 130' right of centerline, up to 40' AGL/910' MSL.

Trees beginning 423' from DER, 4' left of centerline, up to 40' AGL/913' MSL.

Trees beginning 580' from DER, 210' right of centerline, up to 40' AGL/916' MSL.

Trees beginning 694' from DER, 355' left of centerline, up to 40' AGL/916' MSL.

Tree 2061' from DER, 107' right of centerline, 937' MSL.

Trees beginning 2092' from DER, 96' left of centerline, up to 945' MSL.

Rwy 20, trees beginning 52' from DER, 63' left of centerline, up to 40' AGL/939' MSL.

Trees beginning 160' from DER, 16' right of centerline, up to 40' AGL/943' MSL.

Trees beginning 1139' from DER, 254' left of centerline, up to 40' AGL/943' MSL.

Trees beginning 1410' from DER, 39' left of centerline, up to 40' AGL/953' MSL.

NEW MADRID, MO

COUNTY MEML (EIW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 21JUN18 (21112) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, east departures (010° CW 170°) climb heading 180° to 1200, before proceeding on course.

Rwy 36, east departures (010° CW 170°) climb heading 360° to 1200, before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, pole 280' from DER, 262' right of centerline, 29' AGL/323' MSL.

Building 329' from DER, 292' left of centerline, 13' AGL/308' MSL.

Tree, building, pole beginning 358' from DER, 302' left of centerline, up to 50' AGL/345' MSL.

Trees beginning 467' from DER, 88' left of centerline, up to 63' AGL/358' MSL.

Tree, pole beginning 491' from DER, 225' right of centerline, up to 63' AGL/357' MSL.

Rwy 36, tree 17' from DER, 273' left of centerline, 8' AGL/302' MSL.

Trees beginning 57' from DER, 225' right of centerline, up to 13' AGL/306' MSL.

Tree 2170' from DER, 745' left of centerline, 77' AGL/368' MSL.

NEWTON, IA

NEWTON MUNI-EARL JOHNSON FLD (TNU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 21JUL16 (21336) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, truck on road 3112' from DER, 1243' right of centerline, 15' AGL/964' MSL.

Tree 7519' from DER, multiple trees beginning 2996' from DER, 1200' left of centerline, up to 100' AGL/1059' MSL.

Rwy 32, trees 10' from DER, 437' left of centerline, 30' AGL/989' MSL.

Sign 126' from DER, 490' right of centerline, 8' AGL/967' MSL.

Truck on road 302' from DER, 513' right of centerline, 17' AGL/976' MSL.

Multiple trees beginning 531' from DER, 439' right of centerline, up to 32' AGL/991' MSL.

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

25219



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



25219

OELWEIN, IA

OELWEIN MUNI (OLZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 13, climb on heading 133° to 2100 before turning left.

Rwy 31, climb on heading 313° to 1500 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 13, tree, NAVAID beginning 9' from DER, 46' right of centerline, up to 23' AGL/1074' MSL.

NAVAID 13' from DER, 48' left of centerline, 1' AGL/1060' MSL.

Terrain 169' from DER, 374' left of centerline, 1066' MSL.

Terrain beginning 288' from DER, 382' left of centerline, up to 1069' MSL.

Terrain 418' from DER, 579' left of centerline, 1071' MSL.

Rwy 31, trees, NAVAID, vehicles on road beginning 4' from DER, 15' right of centerline, up to 100' AGL/1177' MSL.

NAVAID 31' from DER, 113' left of centerline, 4' AGL/1078' MSL.

Trees 110' from DER, 515' left of centerline, 100' AGL/1173' MSL.

Trees, vehicles on road, pole beginning 163' from DER, 1' left of centerline, up to 100' AGL/1177' MSL.

OSAGE BEACH, MO

GRAND GLAIZE-OSAGE BEACH (K15)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08FEB90 (90039) (FAA)

DEPARTURE PROCEDURE:

Rwys 14, 32, maintain runway heading to 1200 before turning on course.

OSCEOLA, IA

OSCEOLA MUNI (I75)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, navaid and road beginning 40' from DER, 49' left of centerline, up to 12' AGL/1131' MSL.

Navaid, trees, and road beginning 12' from DER, 3' right of centerline, up to 13' AGL/1132' MSL.

Rwy 36, trees beginning 794' from DER, 225' left of centerline, up to 57' AGL/1166' MSL.

Trees and pole beginning 581' from DER, 415' right of centerline, up to 48' AGL/1157' MSL.

OSKALOOSA, IA

OSKALOOSA MUNI (OOA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22OCT09 (09295) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL.

Rwy 31, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL.

NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL.

Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL.

Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA

OTTUMWA RGNL (OTM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Runway data.

TAKEOFF OBSTACLE NOTES:

Rwy 13, terrain 65' from DER, 497' left of centerline, 841' MSL.

Tree 1408' from DER, 629' right of centerline, 891' MSL.

Transmission lines, pole beginning 2025' from DER, 959' left of centerline, up to 58' AGL/898' MSL.

Rwy 31, trees beginning 678' from DER, 467' left of centerline, up to 885' MSL.

Tree 1445' from DER, 773' right of centerline, 893' MSL.

PELLA, IA

PELLA MUNI (PEA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20NOV08 (08325) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees, buildings and ground beginning 9' from DER, 144' left of centerline, up to 100' AGL/979' MSL.

Trees beginning 54' from DER, 193' right of centerline, up to 100' AGL/959' MSL.

Rwy 34, trees and poles beginning 838' from DER, 135' left of centerline, up to 100' AGL/979' MSL.

Trees and poles beginning 226' from DER, 296' right of centerline, up to 100' AGL/989' MSL.

Vehicle on road at DER, 499' right of centerline, 15' AGL/895' MSL.



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



25219



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



25219

PERRY, IA

PERRY MUNI (PRO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25JAN24 (24025) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 14, pole, vehicle on road beginning 161' from DER, 363' left of centerline, up to 26' AGL/1022' MSL.

Rwy 32, pole 874' from DER, 619' right of centerline, 35' AGL/1038' MSL.

PERRYVILLE, MO

PERRYVILLE RGNL (PCD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 400-2½ or std w/min climb of 225'/NM to 900 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

Rwy 20, 400-2½ or std w/min climb of 285'/NM to 800.

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 017° to 1100 before proceeding on course.

Rwy 20, climb on heading 197° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, traverse way 6' from DER, 478' right of centerline, 379' MSL.

Vegetation 130' from DER, 453' left of centerline, 381' MSL.

Traverse way beginning 184' from DER, 478' right of centerline, up to 384' MSL.

Tree 264' from DER, 457' left of centerline, 382' MSL.

Trees beginning 2 NM from DER, 2263' right of centerline, up to 713' MSL.

Tree 2.1 NM from DER, 2520' right of centerline, 724' MSL.

Rwy 20, light poles 0' from DER, 120' right of centerline, 2' AGL/371' MSL.

Light poles 0' from DER, 118' left of centerline, 3' AGL/370' MSL.

Fence 306' from DER, 499' left of centerline, 5' AGL/376' MSL.

Pole 314' from DER, 521' left of centerline, 16' AGL/387' MSL.

NAVAID 455' from DER, 401' left of centerline, 29' AGL/399' MSL.

Tree 2496' from DER, 1088' left of centerline, 450' MSL.

Tree 2865' from DER, 1168' left of centerline, 459' MSL.

Tree 3142' from DER, 1221' left of centerline, 470' MSL.

Trees beginning 1.2 NM from DER, 289' right of centerline, up to 631' MSL.

Trees beginning 1.4 NM from DER, 312' left of centerline, up to 610' MSL.

Trees beginning 1.6 NM from DER, 9' left of centerline, up to 684' MSL.

Trees beginning 1.6 NM from DER, 138' right of centerline, up to 664' MSL.

Trees beginning 1.7 NM from DER, 202' right of centerline, up to 681' MSL.

Trees beginning 1.8 NM from DER, 17ft right of centerline, up to 721' MSL.

Trees beginning 1.9 NM from DER, 3101' left of centerline, up to 679' MSL.

POCAHONTAS, IA

POCAHONTAS MUNI (POH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 12, road beginning 499' from DER, 70' left of centerline, 15' AGL/1238' MSL.

Poles beginning 324' from DER, 404' left and right of centerline, up to 32' AGL/1252' MSL.

Terrain 27' from DER, 486' right of centerline, 1222' MSL.

Rwy 30, tower 1744' from DER, 765' right of centerline, 185' AGL/ 1375' MSL.

Wind sock 122' from DER, 431' right of centerline, 28' AGL/1254' MSL.

Tank 85' from DER, 331' right of centerline, 5' AGL/1231' MSL.

POPLAR BLUFF, MO

POPLAR BLUFF RGNL BUSINESS (POF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30AUG07 (20310) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 511' from DER, 515' right of centerline, up to 95' AGL/420' MSL.

Multiple trees beginning 878' from DER, 109' left of centerline, up to 103' AGL/428' MSL.

Rwy 36, multiple trees beginning 1163' from DER, 340' right of centerline, up to 66' AGL/391' MSL.

Multiple trees beginning 1191' from DER, 92' left of centerline, up to 79' AGL/404' MSL.



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



25219



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



25219

POTOSI, MO

WASHINGTON COUNTY (8WC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, 500-2½ or std. w/ min. climb of 270' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 019° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 20, trees beginning 103' from DER, 464' right of centerline, up to 60' AGL/1308' MSL.

Trees beginning 1222' from DER, 242' left of centerline, up to 60' AGL/1279' MSL.

Vehicles on roadway 942' from DER, right and left of centerline, up to 15' AGL/994' MSL.

Lookout tower 2.1 NM from DER, 138' right of centerline, 132' AGL/1380' MSL.

RED OAK, IA

RED OAK MUNI (RDK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 22SEP11 (11265) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA-Environmental.**Rwy 5**, 600-2¾ or std. w/min. climb of 287' per NM to 1800.**Rwy 23**, 300-1¼ or std. w/min. climb of 263' per NM to 1500.**Rwy 35**, 300-2 or std. w/min. climb of 284' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 054° to 1800 before proceeding eastbound.

TAKEOFF OBSTACLE NOTES:

Rwy 5, towers, trees, pole and windmill beginning 1744' from DER, 51' right of centerline, up to 370' AGL/1557' MSL.

Vehicles on road, trees and fence beginning 45' from DER, 150' left of centerline, up to 100' AGL/1144' MSL.

Rwy 17, train on railroad track and trees beginning 1095' from DER, on centerline, up to 100' AGL/1160' MSL.**Rwy 23**, terrain, train on railroad track, trees and poles beginning 61' from DER, 30' right of centerline, up to 100' AGL/1319' MSL.

Train on railroad track and trees beginning 1111' from DER, 33' left of centerline, up to 67' AGL/1168' MSL.

Rwy 35, vehicles on road beginning 700' from DER, on centerline, 15' AGL/1070' MSL.

Hangers, trees, power poles, buildings and silos beginning 435' from DER, 323' right of centerline, up to 100' AGL/1269' MSL.

Terrain, power pole and trees beginning 828' from DER, 564' left of centerline, up to 100' AGL/1319' MSL.

ROCK RAPIDS, IA

ROCK RAPIDS MUNI (RRQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUN88 (88154) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 300-1.

ROLLA-VICHY, MO

ROLLA NTL (VIH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23SEP10 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, multiple trees and vehicle on road beginning 465' from DER, 170' left of centerline, up to 68' AGL/1208' MSL.

Multiple trees, sign, and vehicle on road beginning 297' from DER, 138' right of centerline, up to 68' AGL/1208' MSL.

Rwy 22, multiple trees, terrain, and vehicle on road beginning 161' from DER, 168' left of centerline, up to 107' AGL/1187' MSL.

Power pole, terrain, and vehicle on road beginning 126' from DER, 217' right of centerline, up to 36' AGL/1176' MSL.

Vehicle on road 613' from DER, on centerline, 15' AGL/1157' MSL.

Rwy 31, multiple trees, terrain, and vehicle on road beginning 230' from DER, 91' left of centerline, up to 30' AGL/1170' MSL.

Multiple trees beginning 779' from DER, 435' right of centerline, up to 58' AGL/1178' MSL.

Vehicle on road 611' from DER, on centerline, 15' AGL/1156' MSL.

SAC CITY, IA

SAC CITY MUNI (SKI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 675' from DER, 673' right of centerline, up to 50' AGL/1279' MSL.**Rwy 32**, vehicles on road beginning 349' from DER, 584' right of centerline, up to 15' AGL/1264' MSL.**Rwy 36**, vehicles on road beginning 562' from DER, left and right of centerline, up to 15' AGL/1264' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



25219

25219

ST CHARLES, MO

ST CHARLES COUNTY RGNL/SMARTT FLD (SET)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 27OCT05 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, std. w/min. climb of 262' per NM to 1300, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 36, for climb in visual conditions: cross St Charles County Rgnl/Smartt Fld airport at or above 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 36, tree 2.3 NM from DER, 3932' right of centerline, 100' AGL/891' MSL.

ST. JOSEPH, MO

ROSECRANS MEML (STJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 01FEB18 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 400-2¼ or std. w/min. climb of 340' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 13, climb heading 132° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, electrical system 3' from DER, 47' left of centerline, 2' AGL/813' MSL.

Trees beginning 66' from DER, 456' right of centerline, up to 817' MSL.

Tree 2056' from DER, 231' left of centerline, 863' MSL.

Tower 2247' from DER, 1075' left of centerline, 61' AGL/870' MSL.

Tree 3088' from DER, 1028' left of centerline, 889' MSL.

Tree 3495' from DER, 1434' right of centerline, 914' MSL.

Rwy 17, NAVAID 56' from DER, 115' right of centerline, 7' AGL/817' MSL.

NAVAID 57' from DER, 115' left of centerline, 5' AGL/816' MSL.

Trees beginning 870' from DER, 627' right of centerline, up to 897' MSL.

Tree 880' from DER, 657' left of centerline, 852' MSL.

Trees beginning 2689' from DER, 760' left of centerline, up to 915' MSL.

Tree 2769' from DER, 1216' right of centerline, 900' MSL.

Trees beginning 2773' from DER, 1019' right of centerline, up to 920' MSL.

Rwy 31, electrical system 11' from DER, 1' right of centerline, 2' AGL/813' MSL.

Tree 401' from DER, 491' right of centerline, 840' MSL.

Trees beginning 916' from DER, 301' right of centerline, up to 848' MSL.

Tree 2542' from DER, 1173' left of centerline, 899' MSL.

Trees beginning 4061' from DER, 1132' left of centerline, up to 927' MSL.

Trees beginning 5143' from DER, 1689' left of centerline, up to 954' MSL.

Trees and terrain beginning 5260' from DER, 675' left of centerline, up to 1037' MSL.

Trees and terrain beginning 1 NM from DER, 499' left of centerline, up to 1047' MSL.

Tree 1 NM from DER, 1090' left of centerline, 1057' MSL.

Trees and terrain beginning 1 NM from DER, 464' left of centerline, up to 1072' MSL.

Trees, terrain, windmill and pole beginning 1.1 NM from DER, 9' left of centerline, up to 1095' MSL.

Trees beginning 1.1 NM from DER, 23' right of centerline, up to 1029' MSL.

Trees beginning 1.2 NM from DER, 57' right of centerline, up to 1044' MSL.

Rwy 35, NAVAIDs beginning 40' from DER, 150' left of centerline, up to 9' AGL/832' MSL.

NAVAIDs beginning 41' from DER, 150' right of centerline, up to 10' AGL/833' MSL.

Trees beginning 1742' from DER, 613' right of centerline, up to 876' MSL.

ST LOUIS, MO

CREVE COEUR (1H0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 07SEP23 (23250) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, NA-Environmental.

Rwy 16, 300-2¼ or std w/min climb of 206' per NM to 800, or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

Rwy 34, 300-2¼ or std w/min climb of 355' per NM to 900.

DEPARTURE PROCEDURE:

Rwy 34, climb heading 338° to 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, vehicle on road, pole and trees beginning 200' from DER, 219' right of centerline, up to 100' AGL/546' MSL.

Trees beginning 100' from DER, 356' left of centerline, up to 100' AGL/719' MSL.

Rwy 34, multiple trees beginning 1847' from DER, 418' right of centerline up to 100' AGL/749' MSL.

Levee and trees beginning 744' from DER, 275' left of centerline, up to 90' AGL/612' MSL.



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



25219

ST LOUIS, MO (CON'T)

ST LOUIS LAMBERT INTL (STL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 05SEP24 (24249)

TAKEOFF MINIMUMS:

Rwy 11, 300-1 or std w/ min climb of 365'/NM to 900.

Rwy 24, 300-1% or std w/ min climb of 205'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1100' prior to DER.

Rwy 30L, 300-1¼ or std w/ min climb of 250'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

Rwy 30R, 300-1% or std w/ min climb of 230'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 6, sign 1' from DER, 424' left of centerline, 5' AGL/534' MSL.

Vehicle on road 577' from DER, 621' left of centerline, 557' MSL.

Terrain 707' from DER, 608' right of centerline, 552' MSL.

Terrain 885' from DER, 667' right of centerline, 565' MSL.

Utility building, terrain, pole beginning 1037' from DER, 632' right of centerline, up to 22' AGL/573' MSL.

Building 2478' from DER, 1008' right of centerline, 60' AGL/598' MSL.

Rwy 11, trees beginning 2161' from DER, 690' right of centerline, up to 630' MSL.

Building 2347' from DER, 546' left of centerline, 67' AGL/616' MSL.

Trees beginning 2670' from DER, 697' right of centerline, up to 640' MSL.

Tree 2755' from DER, 780' right of centerline, 641' MSL.

Poles, trees beginning 3012' from DER, 64' left of centerline, up to 68' AGL/650' MSL.

Tree 3065' from DER, 703' right of centerline, 658' MSL.

Trees beginning 3069' from DER, 762' right of centerline, up to 659' MSL.

Trees beginning 3227' from DER, 769' right of centerline, up to 660' MSL.

Trees beginning 3327' from DER, 929' right of centerline, up to 663' MSL.

Trees beginning 3413' from DER, 837' right of centerline, up to 676' MSL.

Trees, sign, buildings beginning 3674' from DER, 301' right of centerline, up to 692' MSL.

Building 5508' from DER, 575' right of centerline, 114' AGL/694' MSL.

Rwy 12L, tree 1330' from DER, 666' right of centerline, 654' MSL.

Tree 1528' from DER, 709' right of centerline, 669' MSL.

Trees beginning 1643' from DER, 616' right of centerline, up to 685' MSL.

Rwy 12R, terrain 168' from DER, 488' left of centerline, 591' MSL.

Terrain 1111' from DER, 774' right of centerline, 614' MSL.

Fence 1281' from DER, 723' right of centerline, 8' AGL/628' MSL.

Vehicle on road, light poles beginning 1387' from DER, 702' right of centerline, up to 637' MSL.

Vehicle on road 1436' from DER, 835' right of centerline, 642' MSL.

Tree 1930' from DER, 372' left of centerline, 636' MSL.

Tree 2427' from DER, 1047' right of centerline, 661' MSL.

Trees beginning 2542' from DER, 1017' right of centerline, up to 672' MSL.

Tree, sign beginning 2794' from DER, 869' right of centerline, up to 684' MSL.

Trees beginning 2934' from DER, 55' right of centerline, up to 689' MSL.

Tree 2936' from DER, 139' left of centerline, 664' MSL.

Trees beginning 2965' from DER, 375' left of centerline, up to 666' MSL.

Tree 3013' from DER, 387' left of centerline, 667' MSL.

Tree 3028' from DER, 590' left of centerline, 669' MSL.

Tree 3041' from DER, 7' left of centerline, 670' MSL.

Trees beginning 3143' from DER, 27' left of centerline, up to 685' MSL.

Rwy 24, tree 1151' from DER, 707' left of centerline, 591' MSL.

Tree 1806' from DER, 591' right of centerline, 616' MSL.

Trees beginning 1886' from DER, 563' right of centerline, up to 622' MSL.

Tree 2100' from DER, 493' right of centerline, 630' MSL.

Trees beginning 2190' from DER, 620' right of centerline, up to 643' MSL.

Tree 2595' from DER, 273' left of centerline, 617' MSL.

Tree 2683' from DER, 220' left of centerline, 630' MSL.

Tree 2722' from DER, 189' left of centerline, 632' MSL.

Tree 2738' from DER, 306' left of centerline, 642' MSL.

Trees beginning 2756' from DER, 108' left of centerline, up to 645' MSL.

Trees beginning 2861' from DER, 54' left of centerline, up to 648' MSL.

Trees beginning 3015' from DER, 138' left of centerline, up to 658' MSL.

Trees beginning 3034' from DER, 15' right of centerline, up to 650' MSL.

Trees beginning 3068' from DER, 17' left of centerline, up to 659' MSL.

Trees beginning 3248' from DER, 75' left of centerline, up to 661' MSL.

Trees beginning 3354' from DER, 118' left of centerline, up to 663' MSL.

Trees beginning 3472' from DER, 43' left of centerline, up to 671' MSL.

Trees beginning 3568' from DER, 107' right of centerline, up to 653' MSL.

Tree 3582' from DER, 4' right of centerline, 659' MSL.

Trees beginning 3593' from DER, 16' right of centerline, up to 660' MSL.

Trees beginning 3610' from DER, 17' left of centerline, up to 673' MSL.

Trees beginning 3660' from DER, 2' left of centerline, up to 674' MSL.

Trees beginning 3722' from DER, 120' right of centerline, up to 669' MSL.

Trees beginning 3912' from DER, 47' right of centerline, up to 679' MSL.

Trees beginning 4018' from DER, 3' right of centerline, up to 684' MSL.

CON'T



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



25219

25219

ST LOUIS, MO (CON'T)

ST LOUIS LAMBERT INTL (STL) (CON'T)

Rwy 24 (CON'T), tree 4671' from DER, 16' left of centerline, 676' MSL.

Building 5165' from DER, 504' right of centerline, 90' AGL/696' MSL.

Rwy 30L, terrain 40' from DER, 276' right of centerline, 545' MSL.

Terrain 193' from DER, 270' right of centerline, 547' MSL.

Vehicle on road, terrain, NAVAID, building, fence beginning 282' from DER, on and right of centerline, up to 571' MSL.

Vehicles on road, light poles beginning 836' from DER, 217' right of centerline, up to 580' MSL.

Vehicle on road 906' from DER, 600' left of centerline, 569' MSL.

Terrain, electrical system beginning 1374' from DER, 672' right of centerline, up to 592' MSL.

Pole 1685' from DER, 640' left of centerline, 39' AGL/585' MSL.

Trees beginning 2184' from DER, 820' right of centerline, up to 653' MSL.

Trees beginning 2465' from DER, 863' right of centerline, up to 657' MSL.

Trees, pole, buildings beginning 2669' from DER, 604' right of centerline, up to 661' MSL.

Tree 3506' from DER, 818' left of centerline, 663' MSL.

Trees, building beginning 3665' from DER, 761' right of centerline, up to 665' MSL.

Trees, pole beginning 4157' from DER, 280' right of centerline, up to 682' MSL.

Tree 5154' from DER, 523' left of centerline, 678' MSL.

Tree 5160' from DER, 292' left of centerline, 686' MSL.

Trees beginning 5287' from DER, 199' left of centerline, up to 687' MSL.

Trees beginning 5317' from DER, 538' left of centerline, up to 690' MSL.

Rwy 30R, sign 25' from DER, 255' right of centerline, 3' AGL/529' MSL.

Electrical system 1366' from DER, 710' right of centerline, 34' AGL/567' MSL.

Antenna 1884' from DER, 891' left of centerline, 53' AGL/585' MSL.

Tower 1886' from DER, 899' left of centerline, 54' AGL/587' MSL.

Buildings beginning 1954' from DER, 560' right of centerline, up to 81' AGL/611' MSL.

Tree 4042' from DER, 929' right of centerline, 631' MSL.

Trees beginning 4179' from DER, 450' right of centerline, up to 657' MSL.

Trees beginning 4685' from DER, 289' right of centerline, up to 658' MSL.

Trees beginning 4724' from DER, 89' right of centerline, up to 668' MSL.

Trees beginning 5086' from DER, 220' right of centerline, up to 670' MSL.

Tree 5485' from DER, 132' right of centerline, 671' MSL.

SPIRIT OF ST LOUIS (SUS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 27JUN13 (13178) (FAA)

TAKEOFF MINIMUMS:

Rwy 8R, 200-1¼ or std. w/ min. climb of 238' per NM to 700.

Rwy 26L, 300-2 or std. w/ min. climb of 231' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 8L, fence 46' from DER, 338' right of centerline, 8' AGL/465' MSL.

Building 174' from DER, 498' right of centerline, 38' AGL/495' MSL.

Tree 383' from DER, 426' right of centerline, 31' AGL/488' MSL.

OL on pole 1215' from DER, 96' right of centerline, 43' AGL/496' MSL.

Multiple poles beginning 1202' from DER, 231' right of centerline, up to 48' AGL/498' MSL.

Trees beginning 1245' from DER, 52' left of centerline, up to 80' AGL/533' MSL.

Trees beginning 1229' from DER, 95' right of centerline, up to 60' AGL/516' MSL.

Rwy 8R, antenna 263' from DER, 557' left of centerline, 40' AGL/487' MSL.

Railroad car 752' from DER, 19' left of centerline, 23' AGL/482' MSL.

Antenna on building 142' from DER, 241' left of centerline, 8' AGL/470' MSL.

Trees 5357' from DER, 1793' right of centerline, up to 100' AGL/626' MSL.

Rwy 26L, tree 2240' from DER, 508' right of centerline, 58' AGL/521' MSL.

Tree 1.7 NM from DER, 2670' left of centerline, 100' AGL/759' MSL.

Rwy 26R, tree 33' from DER, 430' right of centerline, up to 9' AGL/464' MSL.

Multiple poles beginning 1269' from DER, left and right of centerline, up to 68' AGL/518' MSL.

Trees beginning 1999' from DER, right and left of centerline, up to 154' AGL/601' MSL.

SALEM, MO

SALEM MEML (K33)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-2½ or std w/min climb of 237'/NM to 1700.

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 82' from DER, 408' left of centerline, 1244' MSL.

Trees beginning 157' from DER, 284' right of centerline, up to 48' AGL/1263' MSL.

Tree 360' from DER, 402' right of centerline, 1264' MSL.

Tree 459' from DER, 490' left of centerline, 1253' MSL.

Trees beginning 664' from DER, 430' left of centerline, up to 1295' MSL.

Trees beginning 932' from DER, 249' left of centerline, up to 1306' MSL.

Tree 938' from DER, 280' right of centerline, 1276' MSL.

Trees beginning 2620' from DER, 675' right of centerline, up to 1316' MSL.

Tree 2957' from DER, 591' right of centerline, 1318' MSL.

Tree 3029' from DER, 696' right of centerline, 1320' MSL.

CON'T

25219

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25219

SALEM, MO (CON'T)

SALEM MEML (K33) (CON'T)

Rwy 17 (CON'T), tree 4153' from DER, 409' right of centerline, 74' AGL/1348' MSL.
Rwy 35, tree 5' from DER, 405' right of centerline, 1226' MSL.
 Tree 166' from DER, 405' right of centerline, 19' AGL/1231' MSL.
 Trees, pole beginning 255' from DER, 245' right of centerline, up to 1255' MSL.
 Tree 2413' from DER, 773' right of centerline, 1286' MSL.

SEDALIA, MO

SEDALIA RGNL (DMO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (13234) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 238' from DER, 121' right of centerline, up to 71' AGL/950' MSL.
 Tree 2388' from DER, 355' left of centerline, 77' AGL/946' MSL.
 Buildings beginning 70' from DER, 447' left of centerline, up to 17' AGL/906' MSL.
Rwy 18, trees beginning 88' from DER, left and right of centerline, up to 61' AGL/970' MSL.
Rwy 23, trees beginning 6' from DER, left and right of centerline, up to 78' AGL/991' MSL.
 Vehicle on road, 23' from DER 504' left of centerline, 8' AGL/927' MSL.
 Communication tower 4771' from DER, 582' right of centerline, 163' AGL/1032' MSL.
Rwy 36, trees beginning 583' from DER, 598' right of centerline, up to 68' AGL/ 927' MSL.
 Terrain beginning 151' from DER, 307' left of centerline, up to 889' MSL.

SHELDON, IA

SHELDON RGNL (SHL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, light pole 9' from DER, 17' left of centerline, 1' AGL/1413' MSL.
 Light pole 10' from DER, 27' right of centerline, 1' AGL/1413' MSL.
 Trees beginning 1345' from DER, 422' left of centerline, up to 1473' MSL.
 Trees beginning 2977' from DER, 357' left of centerline, up to 1497' MSL.
Rwy 33, light pole beginning 9' from DER, 16' left of centerline, up to 1' AGL/1421' MSL.
 Light pole beginning 9' from DER, 18' right of centerline, up to 1' AGL/1420' MSL.
 Building, light pole beginning 14' from DER, 74' left of centerline, up to 23' AGL/1441' MSL.
 Bush [tmp] 14' from DER, 178' right of centerline, 1423' MSL.
 Tree, beacon beginning 31' from DER, 459' left of centerline, up to 1479' MSL.
 Antenna on airport beacon, tree, road (n), railroad beginning 55' from DER, 43' left of centerline, up to 1481' MSL.
 Bush [tmp] 136' from DER, 196' right of centerline, 1425' MSL.
 Bush [tmp] 195' from DER, 350' right of centerline, 1427' MSL.
 Road (n) beginning 435' from DER, 166' right of centerline, up to 1436' MSL.
 Tree 959' from DER, 366' right of centerline, 1447' MSL.
 Tree 1026' from DER, 520' right of centerline, 1464' MSL.
 Trees beginning 1027' from DER, 456' right of centerline, up to 1467' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 500-3 or std. w/min. climb of 260' per NM to 1700.
Rwy 12, 500-2½ or std. w/min. climb of 285' per NM to 1600.
Rwy 30, 300-1½ or std. w/min. climb of 255' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 4, building 70' from DER, 398' right of centerline, 10' AGL/984' MSL.
 Tree 73' from DER, 192' left of centerline, 978' MSL.
 Tree 175' from DER, 391' left of centerline, 979' MSL.
 Tree 281' from DER, 403' left of centerline, 981' MSL.
 Pole 412' from DER, 330' right of centerline, 1007' MSL.
 Tree, pole beginning 551' from DER, 263' left of centerline, up to 992' MSL.
 Pole 620' from DER, 470' right of centerline, 1010' MSL.
 Tree 822' from DER, 646' right of centerline, 1022' MSL.
 Tree 1612' from DER, 508' right of centerline, 1034' MSL.
 Vegetation beginning 4706' from DER, 1686' right of centerline, up to 100' AGL/1104' MSL.
 Tower 2.5 NM from DER, 3152' right of centerline, 491' AGL/1463' MSL.
Rwy 12, vegetation 27' from DER, 233' left of centerline, 974' MSL.
 Vegetation 71' from DER, 336' left of centerline, 976' MSL.
 Pole, tree beginning 74' from DER, 124' left of centerline, up to 28' AGL/998' MSL.
 Tree 75' from DER, 91' right of centerline, 984' MSL.
 Tree 96' from DER, 522' right of centerline, 986' MSL.
 Trees beginning 106' from DER, 390' right of centerline, up to 18' AGL/990' MSL.
 Other, tree beginning 3998' from DER, 62' right of centerline, up to 1100' MSL.

CON'T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25219



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



25219

SHENANDOAH, IA (CON'T)

SHENANDOAH MUNI (SDA) (CON'T)

Rwy 12 (CON'T), other 5011' from DER, 68' left of centerline, 1115' MSL.
Other 5490' from DER, 691' right of centerline, 1110' MSL.
Tower 2.1 NM from DER, 2334' left of centerline, 311' AGL/1430' MSL.
Rwy 22, vegetation 101' from DER, 170' right of centerline, 972' MSL.
Fence 200' from DER, 392' left of centerline, 7' AGL/967' MSL.
Catenary, pole beginning 965' from DER, 253' left of centerline, up to 999' MSL.
Tree 2923' from DER, 507' left of centerline, 1030' MSL.
Rwy 30, vegetation 73' from DER, 305' right of centerline, 959' MSL.
Trees beginning 117' from DER, 318' right of centerline, up to 31' AGL/981' MSL.
Trees beginning 305' from DER, 217' left of centerline, up to 970' MSL.
Tree 600' from DER, 118' left of centerline, 972' MSL.
Tree 790' from DER, 192' left of centerline, 977' MSL.
Tree 876' from DER, 136' right of centerline, 983' MSL.
Trees beginning 1007' from DER, 273' right of centerline, up to 984' MSL.
Tree 1398' from DER, 332' left of centerline, 996' MSL.
Tree 1533' from DER, 432' left of centerline, 1015' MSL.
Trees beginning 1557' from DER, 432' left of centerline, up to 1044' MSL.
Tree 2076' from DER, 693' left of centerline, 1049' MSL.
Tree 5404' from DER, 1808' right of centerline, 1118' MSL.
Trees beginning 5502' from DER, 1411' right of centerline, up to 1124' MSL.
Trees beginning 5767' from DER, 1299' right of centerline, up to 1125' MSL.
Trees beginning 5825' from DER, 1508' right of centerline, up to 1129' MSL.
Trees beginning 5887' from DER, 1320' right of centerline, up to 1130' MSL.
Tree, transmission line beginning 6054' from DER, 1374' right of centerline, up to 1144' MSL.
Tree, transmission line beginning 1.1 NM from DER, 1993' right of centerline, up to 1146' MSL.

SIBLEY, IA

SIBLEY MUNI (ISB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (11125) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1½ or std. w/min. climb of 275' per NM to 1900.

TAKEOFF OBSTACLE NOTES:

Rwy 17, numerous trees beginning 1798' from DER, on runway centerline, up to 100' AGL/1629' MSL.
Vehicles on road 71' from DER, 499' right of centerline, 10' AGL/1539' MSL.
Rwy 35, vehicles on road 189' from DER, 530' left of centerline, 15' AGL/1564' MSL.
Train 401' from DER, 564' left of centerline, 23' AGL/1572' MSL.
Numerous trees beginning 550' from DER, 564' left of centerline, 100' AGL/1649' MSL.

SIKESTON, MO

SIKESTON MEML MUNI (SIK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 08NOV18 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 197' from DER, 462' right of centerline, 335' MSL.
Sign 228' from DER, 490' left of centerline, 13' AGL/323' MSL.
Tree 934' from DER, 502' right of centerline, 30' AGL/340' MSL.
Tree 952' from DER, 670' right of centerline, 373' MSL.
Trees beginning 1112' from DER, 355' right of centerline, up to 389' MSL.
Tree 2830' from DER, 765' left of centerline, 86' AGL/391' MSL.
Tree 3279' from DER, 635' right of centerline, 399' MSL.
Rwy 21, sign 160' from DER, 442' right of centerline, 11' AGL/320' MSL.
Pole, tree beginning 178' from DER, 374' right of centerline, up to 30' AGL/340' MSL.
Pole 609' from DER, 539' left of centerline, 24' AGL/335' MSL.
Building 845' from DER, 501' left of centerline, 29' AGL/341' MSL.
Tree 1088' from DER, 628' right of centerline, 34' AGL/341' MSL.
Pole 1166' from DER, 797' left of centerline, 37' AGL/348' MSL.
Trees beginning 1242' from DER, 422' right of centerline, up to 363' MSL.
Tree 1612' from DER, 579' right of centerline, 70' AGL/377' MSL.
Trees beginning 2304' from DER, 649' right of centerline, up to 69' AGL/380' MSL.
Tree 3181' from DER, 357' right of centerline, 86' AGL/407' MSL.

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



25219

NC-3

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25219

SIOUX CITY, IA

SIOUX GATEWAY/BRIG GEN BUD DAY FLD (SUX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 31DEC20 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, std. w/min. climb of 260' per NM to 4300 or 1600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 31, climb heading 313° to 2000 before turning east.

VCOA:

Rwy 36, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sioux Gateway/ Brig Gen Bud Day Fld at or above 2500 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees 2242' from DER, 920' right of centerline, 1162' MSL.

Tree 4517' from DER, 1664' left of centerline, 100' AGL/1209' MSL.

Rwy 18, sign 29' from DER, 212' left of centerline, 6' AGL/1099' MSL.

Rwy 31, trees 3018' from DER, 122' left of centerline, 1171' MSL.

Trees 3100' from DER, 431' right of centerline, 1173' MSL.

Tree 3205' from DER, 669' right of centerline, 1174' MSL.

Trees 4622' from DER, 1700' left of centerline, 100' AGL/1209' MSL.

Rwy 36, trees beginning 1504' from DER, 495' right of centerline, up to 1172' MSL.

SPENCER, IA

SPENCER MUNI (SPW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, light pole 9' from DER, 29' left of centerline, 1' AGL/1336' MSL.

Terrain 11' from DER, 464' right of centerline, 1337' MSL.

Terrain 114' from DER, 307' right of centerline, 1341' MSL.

Tree 2100' from DER, 896' right of centerline, 74' AGL/1401' MSL.

Trees beginning 2193' from DER, 724' right of centerline, up to 80' AGL/1407' MSL.

Tree 2218' from DER, 711' right of centerline, 86' AGL/1414' MSL.

Tree 2296' from DER, 813' right of centerline, 94' AGL/1418' MSL.

Tree 2360' from DER, 734' right of centerline, 91' AGL/1420' MSL.

Tree 3002' from DER, 959' right of centerline, 107' AGL/1424' MSL.

Rwy 18, NAVAID 40' from DER, 113' right of centerline, 3' AGL/1340' MSL.

Light pole 41' from DER, 113' left of centerline, 4' AGL/1339' MSL.

Trees beginning 717' from DER, 686' right of centerline, up to 54' AGL/1390' MSL.

Pole 780' from DER, 461' left of centerline, 31' AGL/1368' MSL.

Trees beginning 796' from DER, 537' right of centerline, up to 62' AGL/1398' MSL.

Rwy 36, terrain, fences beginning 8' from DER, 389' right of centerline, up to 1341' MSL.

SPRINGFIELD, MO

DOWNTOWN (3DW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 10DEC15 (15344) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 500-2 or std. w/min. climb of 326' per NM to 2000.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 108° to 4200 before turning left.

Rwy 29, climb heading 288° to 2000 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 11, trees and buildings beginning 129' from DER, left and right of centerline, up to 80' AGL/1480' MSL.

Rwy 29, trees and buildings beginning 236' from DER, left and right of centerline, up to 80' AGL/1430' MSL.

Tower 1.6 NM from DER, 2322' right of centerline, 498' AGL/1777' MSL.

SPRINGFIELD-BRANSON NTL (SGF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 08MAR90 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 300-1 or std. w/min. climb of 250' per NM to 1400.

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25219

STEELE, MO

STEELE MUNI (M12)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30APR15 (15120) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple poles beginning 158' from DER, left and right of centerline, up to 34' AGL/292' MSL.

Multiple trees beginning 1837' from DER, 507' left of centerline, up to 100' AGL/359' MSL.

Tree 1842' from DER, 903' right of centerline, 100' AGL/359' MSL.

Rwy 36, tree 608' from DER, 525' right of centerline, 19' AGL/274' MSL.

Vehicles on road beginning 682' from DER, 239' right of centerline, up to 21' AGL/276' MSL.

Multiple trees beginning 3738' from DER, 1382' left of centerline, up to 100' AGL/364' MSL.

STOCKTON, MO

STOCKTON LAKE (MO3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAR13 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 1070' from DER, 339' right of centerline, 75' AGL/1114' MSL.

Tree 2400' from DER, 227' right of centerline, 75' AGL/1114' MSL.

Rwy 19, tree 645' from DER, 8' right of centerline, 75' AGL/1105' MSL.

Tree 1911' from DER, 120' left of centerline, 75' AGL/1115' MSL.

STORM LAKE, IA

STORM LAKE MUNI (SLB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA - Turf.

TAKEOFF OBSTACLE NOTES:

Rwy 13, lighting 10' from DER, 14' right of centerline, 3' AGL/1469' MSL.

Tree 58' from DER, 250' left of centerline, 1482' MSL.

Trees beginning 1865' from DER, 405' left of centerline, up to 1537' MSL.

Rwy 17, lighting, NAVAID beginning 9' from DER, 18' left of centerline, up to 3' AGL/1482' MSL.

Lighting 10' from DER, 36' right of centerline, 3' AGL/1482' MSL.

Vegetation 103' from DER, 129' left of centerline, 1483' MSL.

Fence 111' from DER, 449' left of centerline, 3' AGL/1489' MSL.

Fences beginning 120' from DER, 450' left of centerline, up to 5' AGL/1491' MSL.

Rwy 31, vehicles on road beginning 34' from DER, 320' right of centerline, up to 1497' MSL.

Terrain 94' from DER, 375' left of centerline, 1482' MSL.

Terrain 191' from DER, 492' left of centerline, 1483' MSL.

Vehicles on road 426' from DER, 50' right of centerline, 1498' MSL.

Tree, building beginning 759' from DER, 598' left of centerline, up to 1529' MSL.

Tree 855' from DER, 547' left of centerline, 1545' MSL.

Tree, building beginning 863' from DER, 618' left of centerline, up to 1546' MSL.

Tree 950' from DER, 530' left of centerline, 1554' MSL.

Tree, vehicles on road beginning 962' from DER, 489' left of centerline, up to 1555' MSL.

Tree 1031' from DER, 700' left of centerline, 1558' MSL.

Tree 1177' from DER, 739' left of centerline, 1561' MSL.

Rwy 35, NAVAID 10' from DER, 55' right of centerline, 2' AGL/1481' MSL.

Vegetation 92' from DER, 175' left of centerline, 1482' MSL.

Tree 252' from DER, 80' right of centerline, 1488' MSL.

Tree 1410' from DER, 698' right of centerline, 1543' MSL.

SULLIVAN, MO

SULLIVAN RGNL (UUV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10AUG23 (23222) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees, tower, poles beginning 176' from DER, 12' left of centerline, up to 966' MSL.

Pole 462' from DER, 471' right of centerline, 31' AGL/941' MSL.

Tree 519' from DER, 447' right of centerline, 960' MSL.

Trees beginning 526' from DER, 246' right of centerline, up to 961' MSL.

Trees beginning 594' from DER, 8' right of centerline, up to 965' MSL.

Rwy 24, pole 485' from DER, 408' right of centerline, 21' AGL/961' MSL.

Trees, buildings beginning 502' from DER, 357' left of centerline, up to 975' MSL.

Pole, tree beginning 525' from DER, 440' right of centerline, up to 30' AGL/971' MSL.

Tree 792' from DER, 419' right of centerline, 997' MSL.

Trees beginning 858' from DER, 449' right of centerline, up to 1004' MSL.

Smokestack, tree, building beginning 1001' from DER, 269' left of centerline, up to 66' AGL/1009' MSL.

Trees beginning 2027' from DER, 313' right of centerline, up to 1008' MSL.

Tree, building beginning 2469' from DER, 78' left of centerline, up to 1016' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25219



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



25219

TARKIO, MO

GOULD PETERSON MUNI (K57)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1 w/min. climb of 204' per NM to 1600 or std. w/min. climb of 407' per NM to 1200 or 1100-3 for VCOA.

VCOA:

Rwy 36, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions, to cross Gould Peterson Muni airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicle on road beginning 17' from DER, 340' right of centerline, up to 930' MSL.

Vehicle on road beginning 80' from DER, 339' left of centerline, up to 924' MSL.

Trees beginning 964' from DER, 672' left of centerline, up to 24' AGL/951' MSL.

Transmission line, pole, tree beginning 1200' from DER, 289' right of centerline, up to 67' AGL/982' MSL.

Tree 1582' from DER, 870' left of centerline, 44' AGL/956' MSL.

Trees beginning 1584' from DER, 751' left of centerline, up to 63' AGL/978' MSL.

Trees beginning 1616' from DER, 5' left of centerline, up to 115' AGL/1030' MSL.

Transmission line, tree beginning 2121' from DER, 163' right of centerline, up to 72' AGL/985' MSL.

Tree 2176' from DER, 160' right of centerline, 84' AGL/1007' MSL.

Trees beginning 2177' from DER, 161' right of centerline, up to 101' AGL/1013' MSL.

Tree, transmission line beginning 2275' from DER, on centerline, up to 97' AGL/1018' MSL.

Rwy 36, vehicles on road beginning 4' from DER, 365' left of centerline, up to 930' MSL.

Building, vehicle on road beginning 43' from DER, 361' right of centerline, up to 26' AGL/939' MSL.

Vehicle on road beginning 212' from DER, 125' left of centerline, up to 931' MSL.

Wind indicator, pole, building, vehicle on road, tree beginning 429' from DER, 29' right of centerline, up to 41' AGL/957' MSL.

Vehicle on road beginning 541' from DER, 101' left of centerline, up to 932' MSL.

Pole, vehicle on road, trees beginning 545' from DER, on centerline, up to 31' AGL/947' MSL.

Tree, terrain, pole, transmission line beginning 693' from DER, 7' right of centerline, up to 1026' MSL.

Pole, transmission line beginning 747' from DER, 185' left of centerline, up to 35' AGL/950' MSL.

Tree 1255' from DER, 449' left of centerline, 47' AGL/961' MSL.

Tree 1357' from DER, 425' left of centerline, 52' AGL/970' MSL.

Tree 1469' from DER, 431' left of centerline, 55' AGL/975' MSL.

Trees beginning 1535' from DER, 64' left of centerline, up to 64' AGL/985' MSL.

Trees beginning 1850' from DER, 157' left of centerline, up to 67' AGL/990' MSL.

Tree 1863' from DER, 182' left of centerline, 62' AGL/991' MSL.

Trees beginning 1864' from DER, 22' left of centerline, up to 58' AGL/992' MSL.

Trees beginning 1871' from DER, 266' left of centerline, up to 66' AGL/993' MSL.

Trees beginning 1880' from DER, 40' left of centerline, up to 66' AGL/1001' MSL.

Trees beginning 1890' from DER, 8' left of centerline, up to 74' AGL/1005' MSL.

Tree, terrain beginning 1891' from DER, 21' right of centerline, up to 1042' MSL.

Trees beginning 1998' from DER, 31' left of centerline, up to 69' AGL/1010' MSL.

Trees beginning 2021' from DER, 7' left of centerline, up to 77' AGL/1018' MSL.

Tree, terrain beginning 2037' from DER, on centerline, up to 1046' MSL.

Trees beginning 2067' from DER, 19' left of centerline, up to 77' AGL/1019' MSL.

Trees beginning 2086' from DER, 33' left of centerline, up to 78' AGL/1021' MSL.

Tree, terrain beginning 2124' from DER, on centerline, up to 1022' MSL.

Trees beginning 2782' from DER, 2' left of centerline, up to 61' AGL/1023' MSL.

Trees beginning 3218' from DER, 33' right of centerline, up to 55' AGL/1047' MSL.

Tree, terrain beginning 3226' from DER, 56' right of centerline, up to 1065' MSL.

Tree 3231' from DER, 1323' right of centerline, 57' AGL/1077' MSL.

Tower 1.1 NM from DER, on centerline, up to 325' AGL/1391' MSL.

TIPTON, IA

MATHEWS MEML (8C4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (21112) (FAA)

DEPARTURE PROCEDURE:

Rwy 29, climb heading 288° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL.

Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL.

Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL.

Rwy 29, tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL.

Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



25219

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25219

TRENTON, MO

TRENTON MUNI (TRX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 31JAN19 (19031) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, 500-2 or std. w/min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 182° to 1400 before proceeding on course.

Rwy 36, climb heading 002° to 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 27' from DER, 482' left of centerline, 9' AGL/764' MSL.

Fence 114' from DER, 209' left of centerline, 21' AGL/776' MSL.

Pole sign beginning 114' from DER, 213' left of centerline, up to 27' AGL/782' MSL.

Ground, tree, pole, building, fence, sign, bridge, beginning 263' from DER, 35' left of centerline, up to 64' AGL/821' MSL.

Trees, beginning 1071' from DER, 253' left of centerline, up to 76' AGL/857' MSL.

Rwy 36, tree 2' from DER, 247' right of centerline, 2' AGL/759' MSL.

Trees, terrain, fence, bridge, road, pole, beginning 12' from DER, 139' right of centerline, up to 64' AGL/821' MSL.

Fence 78' from DER, 364' left of centerline, 4' AGL/762' MSL.

Tree, terrain, sign, pole, beginning 189' from DER, 23' left of centerline, up to 57' AGL/814' MSL.

Tree 2539' from DER, 185' right of centerline, 12' AGL/838' MSL.

VINTON, IA

VINTON VETERANS MEML AIRPARK (VTI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24MAR22 (22083) (FAA)

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 091° to 2800 before turning left.

Rwy 16, climb on heading 159° to 2800 before turning.

Rwy 27, climb on heading 272° to 2800 before turning.

Rwy 34, climb on heading 339° to 2800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 9, building, pole beginning 154' from DER, 195' right of centerline, up to 29' AGL/868' MSL.

Tree 453' from DER, 574' left of centerline, 880' MSL.

Trees, poles beginning 643' from DER, 131' left of centerline, up to 890' MSL.

Trees, building, tower beginning 959' from DER, 462' right of centerline, up to 878' MSL.

Tree 981' from DER, 737' left of centerline, 907' MSL.

Tree 1010' from DER, 676' left of centerline, 909' MSL.

Trees beginning 1090' from DER, 170' right of centerline, up to 881' MSL.

Rwy 16, vehicle on road 171' from DER, 5' left of centerline, 844' MSL.

Trees, building beginning 256' from DER, 384' right of centerline, up to 929' MSL.

Trees 358' from DER, 8' left of centerline, 919' MSL.

Trees, building beginning 396' from DER, 345' left of centerline, up to 100' 929' MSL.

Rwy 27, trees beginning 854' from DER, 517' left of centerline, up to 909' MSL.

Rwy 34, farm equipment 327' from DER, 274' left of centerline, 854' MSL.

Trees 524' from DER, 580' left of centerline, up to 929' MSL.

WARRENSBURG, MO

SKYHAVEN (RCM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 08SEP22 (22251) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 192' from DER, 341' right of centerline, up to 37' AGL/817' MSL.

Rwy 14, sign and vehicles on road beginning 177' from DER, on centerline, up to 30' AGL/815' MSL.

Rwy 19, trees beginning 5' from DER, 177' right of centerline, up to 27' AGL/815' MSL.

Bldg, sign, multiple trees and poles beginning 466' from DER, 188' left of centerline up to 48' AGL/837' MSL.

Transmission lines beginning 1219' from DER, 188' left of centerline, up to 40' AGL/832' MSL.

WARSAW, MO

WARSAW MUNI (RAW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 616' from DER, 475' left of centerline, 38' AGL/944' MSL.

Rwy 36, trees beginning 233' from DER, 284' left of centerline, up to 100' AGL/1006' MSL. Building 3720' from DER, 193' right of centerline, 100' AGL/1029' MSL.



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



25219

WASHINGTON, IA

WASHINGTON MUNI (AWG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAR16 (16091) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 400-2¼ or std. w/min. climb of 208' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 1411' from DER, 280' right of centerline, up to 58' AGL/807' MSL.

Rwy 18, terrain 140' from DER, 466' right of centerline, 6' AGL/755' MSL.

Rwy 31, tower 1.98 NM from DER, 397' right of centerline, 308' AGL/1065' MSL.

Rwy 36, tank 5303' from DER, 285' left of centerline, 150' AGL/893' MSL.

WASHINGTON, MO

WASHINGTON RGNL (FYG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22OCT09 (09295) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 400-2¼ or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 15, climb heading 153° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 15, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL.

Rwy 33, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL.

Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERLOO RGNL (ALO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22APR21 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1½ or std. w/min. climb of 235' per NM to 1100.

TAKEOFF OBSTACLE NOTES:

Rwy 18, NAVAID 40' from DER, 150' left of centerline, 4' AGL/870' MSL.

NAVAID 40' from DER, 149' right of centerline, 4' AGL/870' MSL.

Vehicle on road beginning 465' from DER, 500' right of centerline, up to 883' MSL.

Trees beginning 2383' from DER, 802' right of centerline, up to 940' MSL.

Tree 2539' from DER, 802' left of centerline, 948' MSL.

Tree 2852' from DER, 1262' right of centerline, 941' MSL.

Rwy 30, sign 15' from DER, 275' left of centerline, 3' AGL/875' MSL.

Trees beginning 554' from DER, 603' right of centerline, up to 891' MSL.

Tree 1904' from DER, 637' right of centerline, 925' MSL.

Tree 2112' from DER, 883' right of centerline, 929' MSL.

Tree 2163' from DER, 936' right of centerline, 931' MSL.

Tree 2213' from DER, 1004' right of centerline, 940' MSL.

Tree 4202' from DER, 1342' right of centerline, 978' MSL.

Trees beginning 4337' from DER, 1541' right of centerline, up to 995' MSL.

Rwy 36, terrain, NAVAID beginning 20' from DER, 150' left of centerline, up to 875' MSL.

NAVAID 28' from DER, 148' right of centerline, 4' AGL/872' MSL.

Tree 909' from DER, 605' right of centerline, 932' MSL.

Tree 1093' from DER, 752' right of centerline, 945' MSL.

Trees beginning 1131' from DER, 542' right of centerline, up to 950' MSL.

Tree 1243' from DER, 543' right of centerline, 957' MSL.

Tree, pole beginning 1463' from DER, 9' right of centerline, up to 960' MSL.

Tree 1744' from DER, 122' left of centerline, 926' MSL.

Trees beginning 1781' from DER, 10' left of centerline, up to 935' MSL.

Trees beginning 2191' from DER, 9' left of centerline, up to 959' MSL.

Tree, pole beginning 2217' from DER, 4' right of centerline, up to 976' MSL.

Trees beginning 2614' from DER, 1' right of centerline, up to 980' MSL.

Trees beginning 2734' from DER, 6' right of centerline, up to 983' MSL.

Trees beginning 4421' from DER, 460' right of centerline, up to 984' MSL.

Trees beginning 4452' from DER, 418' right of centerline, up to 987' MSL.

Tree 4480' from DER, 480' right of centerline, 988' MSL.

Tree 4484' from DER, 457' right of centerline, 993' MSL.

Tree 4485' from DER, 502' right of centerline, 995' MSL.

Trees beginning 4525' from DER, 441' right of centerline, up to 996' MSL.

Trees beginning 4564' from DER, 402' right of centerline, up to 1003' MSL.

Trees beginning 4598' from DER, 378' right of centerline, up to 1006' MSL.

Trees beginning 4670' from DER, 383' right of centerline, up to 1007' MSL.

Trees beginning 4764' from DER, 384' right of centerline, up to 1010' MSL.

Trees beginning 4793' from DER, 357' right of centerline, up to 1011' MSL.

Trees beginning 4840' from DER, 400' right of centerline, up to 1013' MSL.

Trees beginning 4846' from DER, 26' right of centerline, up to 1016' MSL.

CONT



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



25219

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25219

WATERLOO, IA (CON'T)

WATERLOO RGNL (ALO) (CON'T)

Rwy 36 (CON'T), tree 5110' from DER, 27' left of centerline, 1009' MSL.
Tree 5180' from DER, 6' left of centerline, 1010' MSL.
Tree 5426' from DER, 721' right of centerline, 1028' MSL.

WAVERLY, IA

WAVERLY MUNI (C25)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31DEC20 (20366) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 666' from DER, 628' right of centerline, 1018' MSL.
Transmission line beginning 1594' from DER, 448' left of centerline, up to 60' AGL/1025' MSL.
Transmission line 1812' from DER, 36' right of centerline, 65' AGL/1026' MSL.
Tree, transmission line beginning 1848' from DER, 250' right of centerline, up to 1036' MSL.
Rwy 29, pole 131' from DER, 481' right of centerline, 29' AGL/1002' MSL.
Traverse way 140' from DER, 498' left of centerline, 998' MSL.
Tree 398' from DER, 341' left of centerline, 1022' MSL.
Tree, grain elevator beginning 422' from DER, 393' left of centerline, up to 1040' MSL.
Tree 768' from DER, 441' left of centerline, 1042' MSL.

WEBSTER CITY, IA

WEBSTER CITY MUNI (EBS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 23, NA-Environment.

TAKEOFF OBSTACLE NOTES:

Rwy 14, bush 22' from DER, 302' left of centerline, 5' AGL/1125' MSL.
Bush 189' from DER, 487' right of centerline, 9' AGL/1129' MSL.
Trees beginning 1838' from DER, 225' left of centerline, up to 65' AGL/1185' MSL.
Rwy 32, vehicles on roadway, 354' from DER, 497' right of centerline, up to 15' AGL/1119' MSL.

WEST PLAINS, MO

WEST PLAINS RGNL (UNO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT1 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ or std. w/ a min. climb of 215' per NM to 1500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 98' from DER, 65' right of centerline, up to 100' AGL/1339' MSL.
Vehicle on road, 199' from DER, 302' left of centerline, 15' AGL/1254' MSL.
Trees beginning 978' from DER, 388' left of centerline, up to 77' AGL/1277' MSL.
Rwy 36, trees beginning 374' from DER, 265' left of centerline, up to 100' AGL/1319' MSL.
Trees beginning 644' from DER, 631' right of centerline, up to 100' AGL/1319' MSL.
Trees beginning 2690' from DER, 601' right of centerline, up to 100' AGL/1339' MSL.
Trees beginning 5800' from DER, 1171' left of centerline, up to 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L SCOTT MUNI (3Y2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAR16 (16091) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, buildings beginning 105' from DER, 322' left of centerline, up to 1207' MSL.
Tower 315' from DER, 296' left of centerline, 23' AGL/1212' MSL.
Pole 341' from DER, 432' left of centerline, 34' AGL/1221' MSL.
Pole and tower beginning 342' from DER, 262' left of centerline, up to 35' AGL/1223' MSL.
NAVAID and pole beginning 345' from DER, 266' left of centerline, up to 39' AGL/1257' MSL.
Tree 2139' from DER, 1012' left of centerline, 1265' MSL.
Tree 2370' from DER, 998' left of centerline, 1273' MSL.
Tree 2477' from DER, 908' left of centerline, 1286' MSL.
Rwy 35, tree 58' from DER, 202' right of centerline, 1236' MSL.
T-I tower 842' from DER, 610' left of centerline, 28' AGL/1260' MSL.
Pole 961' from DER, 389' right of centerline, 30' AGL/1257' MSL.
Pole 1068' from DER, 407' left of centerline, 28' AGL/1266' MSL.
Tree 1136' from DER, 573' left of centerline, 1270' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

25219

25219

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20AUG15 (15232)

TAKEOFF OBSTACLE NOTES:

Rwy 1, aircraft 17' AGL/886' MSL, 40' inward of DER, 531' left of centerline.

Rwy 19, tree 95' AGL/945' MSL, 3411' from DER, 1073' right of centerline.

WINTERSET, IA

WINTERSET MUNI (3Y3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08JAN15 (15008) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 132' from DER, left and right of centerline, up to 100' AGL/1121' MSL.

Rwy 32, vehicles on road beginning 43' from DER, left and right of centerline, up to 15' AGL/1154' MSL.

Pole 158' from DER, 190' left of centerline 26' AGL/1139' MSL.

Trees beginning 548' from DER, left and right of centerline, up to 100' AGL/1186' MSL.

Building 599' from DER, 418' left of centerline, 25' AGL/1140' MSL.

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

25219

NC-3



INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. **⚠️**NA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **⚠️**NA designation are not listed in this section. **⚠️** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	600-2	800-2
⚠️Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

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

ALGONA, IA

ALGONA MUNI (AXA).....RNAV (GPS) Rwy 12

NA when local weather not available.

AMES, IA

AMES MUNI (AMW).....RNAV (GPS) Rwy 19

NA when local weather not available.

ANKENY, IA

ANKENY RGNL (IKV).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 22

RNAV (GPS) Rwy 36

Category D, 900-2¾.

ATLANTIC, IA

ATLANTIC MUNI (AIO).....RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 20

NA when local weather not available.

Category C, 800-2¾.

BOONE, IA

BOONE MUNI (BNW).....RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

BRANSON, MO

BRANSON (BBG).....RNAV (GPS) Rwy 14¹

RNAV (GPS) Rwy 32²

NA when local weather not available.

¹Category C, 800-2¾; Category D, 800-2½.

²Category C, 1000-2¾; Category D, 1000-3.

BURLINGTON, IA

SOUTHEAST IOWA

RGNL (BRL).....RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

RNAV (GPS) Rwy 36

VOR Rwy 12

VOR Rwy 30

NA when local weather not available.

CAMDENTON, MO

CAMDENTON MEML-LAKE

RGNL (OZS).....RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

NA when local weather not available.

NAME ALTERNATE MINIMUMS

CAPE GIRARDEAU, MO

CAPE GIRARDEAU
RGNL (CGI).....ILS or LOC Rwy 10¹²
LOC BC Rwy 28¹³
RNAV (GPS) Rwy 2³
RNAV (GPS) Rwy 10³
RNAV (GPS) Rwy 20³
RNAV (GPS) Rwy 28³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2¼.

³Category D, 800-2¼.

CARROLL, IA

ARTHUR
N NEU (CIN).....RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

CEDAR RAPIDS, IA

THE EASTERN
IOWA (CID).....ILS or LOC Rwy 9¹
ILS or LOC Rwy 27¹²
RNAV (GPS) Rwy 9³
RNAV (GPS) Rwy 27³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2¼.

³Category D, 800-2¼.

CENTERVILLE, IA

CENTERVILLE
MUNI (TVK).....RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

CHARITON, IA

CHARITON
MUNI (CNC).....RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 17

NA when local weather not available.

CHARLES CITY, IA

NORTHEAST
IOWA RGNL (CCY).....RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.

CHEROKEE, IA

CHEROKEE COUNTY
RGNL (CKP).....RNAV (GPS) Rwy 18
Category C, 900-2½; Category D, 1000-3.

CLARINDA, IA

SCHENCK FLD (ICL).....RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

CLARION, IA

CLARION
MUNI (CAV).....RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

CLINTON, IA

CLINTON MUNI (CWI).....ILS or LOC Rwy 3
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 32

NA when local weather not available.

CLINTON, MO

CLINTON
RGNL (GLY).....RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36

NA when local weather not available.

COLUMBIA, MO

COLUMBIA RGNL (COU).....ILS or LOC Rwy 2¹
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 31
VOR Rwy 13²
VOR Y Rwy 20
VOR Z Rwy 20

NA when local weather not available.

¹NA when control tower closed.

²Categories A, B, 1000-2; Categories C, D, 1000-3.

COUNCIL BLUFFS, IA

COUNCIL BLUFFS
MUNI (CBF).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

CRESTON, IA

CRESTON MUNI (CSQ).....RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

DAVENPORT, IA

DAVENPORT
MUNI (DVN).....ILS or LOC Rwy 15
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 33
VOR Rwy 3
VOR Rwy 21

NA when local weather not available.

NAME ALTERNATE MINIMUMS

DECORAH, IA

DECORAH MUNI (DEH).....**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

DENISON, IA

DENISON MUNI (DNS).....**RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

Category C, 900-2½.

DES MOINES, IA

DES MOINES

INTL (DSM).....**ILS or LOC Rwy 5¹**

ILS or LOC Rwy 13¹

ILS or LOC Rwy 31²

RNAV (GPS) Rwy 5³⁴

RNAV (GPS) Rwy 13³

RNAV (GPS) Rwy 23³⁴

RNAV (GPS) Rwy 31³

VOR Rwy 23⁵

¹LOC, Category D, 900-2½.

²LOC, Category D, 900-2½; Category E, 900-2¼.

³Category D, 900-2½.

⁴NA when local weather not available.

⁵Category C, 800-2½; Category D, 900-2½.

DUBUQUE, IA

DUBUQUE

RGNL (DBQ).....**ILS or LOC Rwy 36¹²**
LOC Rwy 31¹³

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 18³

RNAV (GPS) Rwy 31

RNAV (GPS) Rwy 36

VOR Rwy 13³

VOR Rwy 31⁴

VOR Rwy 36³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2¼.

³Category D, 800-2¼.

⁴Category C, 800-2¼; Category D, 800-2½.

ESTHERVILLE, IA

ESTHERVILLE

MUNI (EST).....**RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

FAIRFIELD, IA

FAIRFIELD MUNI (FFL).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

FARMINGTON, MO

FARMINGTON

RGNL (FAM).....**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

FOREST CITY, IA

FOREST CITY MUNI/
 TRIMBLE FLD (FX).....**RNAV (GPS) Rwy 15¹**
RNAV (GPS) Rwy 33¹
VOR-A

NA when local weather not available.

¹Category C, 900-2½; Category D, 900-2¼.

FORT DODGE, IA

FORT DODGE

RGNL (FOD).....**RNAV (GPS) Rwy 6**

RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 24

RNAV (GPS) Rwy 30

NA when local weather not available.

Category D, 1000-3.

FORT LEONARD WOOD, MO

WAYNESVILLE-ST ROBERT RGNL FORNEY

FLD (TBN).....**ILS or LOC Rwy 15¹**

RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

VOR Rwy 15¹

VOR Rwy 33¹

NA when local weather not available.

¹NA when control tower closed.

FORT MADISON, IA

FORT MADISON

MUNI (FSW).....**RNAV (GPS) Rwy 17**

RNAV (GPS) Rwy 35

VOR-A

NA when local weather not available.

Category D, 800-2½.

GRINNELL, IA

GRINNELL RGNL (GGI).....**RNAV (GPS) Rwy 13**

RNAV (GPS) Rwy 31

VOR/DME Rwy 31

NA when local weather not available.

HARRISONVILLE, MO

LAWRENCE SMITH

MEML (LRY).....**RNAV (GPS) Rwy 17**

RNAV (GPS) Rwy 35

NA when local weather not available.

INDEPENDENCE, IA

JAMES H CONNELL FLD AT INDEPENDENCE

MUNI (IIB).....**RNAV (GPS) Rwy 18**

RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 1500-3.

NAME ALTERNATE MINIMUMS

IOWA CITY, IA

IOWA CITY
MUNI (IOW).....RNAV (GPS) Rwy 25¹
RNAV (GPS) Rwy 30¹
VOR-A

NA when local weather not available.

¹Category C, 800-2¼; Category D, 800-2½.

IOWA FALLS, IA

IOWA FALLS
MUNI (IFA).....RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

JEFFERSON CITY, MO

JEFFERSON CITY
MEML (JEF).....ILS or LOC Rwy 30¹²
RNAV (GPS) Rwy 12³
RNAV (GPS) Rwy 30³

NA when local weather not available.

¹NA control tower closed.

²LOC, Category C, 800-2¼; Category D, 1100-3.

³Category C, 800-2¼; Category D, 1100-3.

JOPLIN, MO

JOPLIN RGNL (JLN).....ILS or LOC Rwy 13¹
ILS or LOC Rwy 18²

¹NA when tower closed.

²NA when control tower closed.

KAISER/LAKE OZARK, MO

LEE C FINE
MEML (AIZ).....RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4

NA when local weather not available.

KANSAS CITY, MO

KANSAS CITY DOWNTOWN/WHEELER
FLD (MKC).....ILS or LOC Rwy 4¹
ILS or LOC Rwy 19²
RNAV (GPS) Rwy 4³
RNAV (GPS) Y Rwy 19³

¹LOC, Categories A, B, 900-2;
Categories C, D, 900-2½.

²LOC, Category D, 800-2¼.

³Category D, 800-2½.

KEOKUK, IA

KEOKUK MUNI (EOK).....RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32

NA when local weather not available.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK).....ILS or LOC Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

KNOXVILLE, IA

KNOXVILLE
MUNI (OXV).....RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

LAMONI, IA

LAMONI MUNI (LWD).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

LEBANON, MO

FLOYD W JONES
LEBANON (LBO).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

LE MARS, IA

LE MARS MUNI (LRJ).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

LEE'S SUMMIT, MO

KANSAS CITY/LEE'S SUMMIT
RGNL (LXT).....RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 18¹
RNAV (GPS) Rwy 29¹
RNAV (GPS) Rwy 36¹
VOR-A¹

Category C, 800-2¼; Category D, 800-2½.

¹NA when local weather not available.

MALDEN, MO

MALDEN RGNL (MAW).....RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 32
RNAV (GPS) Rwy 36

NA when local weather not available.

MARSHALLTOWN, IA

MARSHALLTOWN
MUNI (MIW).....RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

Category D, 900-2¼.

MASON CITY, IA

MASON CITY
MUNI (MCW).....ILS or LOC Rwy 36
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR Rwy 36

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
MAURICE, IA	
SIoux COUNTY	
RGNL (SXK).....	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
NA when local weather not available.	
Category D, 800-2¼.	
MOBERLY, MO	
OMAR N	
BRADLEY (MBY).....	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 31
NA when local weather not available.	
MONETT, MO	
MONETT RGNL (HFJ).....	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
Category D, 800-2½.	
MONTICELLO, IA	
MONTICELLO	
RGNL (MXO).....	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 33
NA when local weather not available.	
MOSBY, MO	
MIDWEST NTL AIR	
CENTER (GPH).....	RNAV (GPS) Rwy 36
NA when local weather not available.	
MOUNT PLEASANT, IA	
MOUNT PLEASANT	
MUNI (MPZ).....	RNAV (GPS) Rwy 15¹
	RNAV (GPS) Rwy 33
NA when local weather not available.	
¹Categories A, B, C, 800-2¼.	
MUSCATINE, IA	
MUSCATINE	
MUNI (MUT).....	RNAV (GPS) Rwy 6¹
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 24²
	RNAV (GPS) Rwy 30
NA when local weather not available.	
¹Categories A, B, C, 800-2½; Category D, 1000-3.	
²Category D, 1000-3.	
NEOSHO, MO	
NEOSHO HUGH	
ROBINSON (EOS).....	RNAV (GPS) Rwy 1
	RNAV (GPS) Rwy 19
NA when local weather not available.	
NEWTON, IA	
NEWTON MUNI-EARL JOHNSON	
FLD (TNU).....	RNAV (GPS) Rwy 14
	RNAV (GPS) Rwy 32
	VOR Rwy 14
NA when local weather not available.	

NAME	ALTERNATE MINIMUMS
OELWEIN, IA	
OELWEIN	
MUNI (OLZ).....	RNAV (GPS) Rwy 13
Category D, 800-2¼.	
OSCEOLA, IA	
OSCEOLA	
MUNI (I75).....	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
OSKALOOSA, IA	
OSKALOOSA	
MUNI (OOA).....	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 31
NA when local weather not available.	
OTTUMWA, IA	
OTTUMWA	
RGNL (OTM).....	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 31
NA when local weather not available.	
PELLA, IA	
PELLA MUNI (PEA).....	RNAV (GPS) Rwy 16
	RNAV (GPS) Rwy 34
NA when local weather not available.	
PERRY, IA	
PERRY MUNI (PRO).....	RNAV (GPS) Rwy 14
	RNAV (GPS) Rwy 32
NA when local weather not available.	
Category D, 900-2¼.	
PERRYVILLE, MO	
PERRYVILLE	
RGNL (PCD).....	RNAV (GPS) Rwy 2
	RNAV (GPS) Rwy 20
	VOR-A
NA when local weather not available.	
Category C, 900-2¼; Category D, 900-3.	
POPLAR BLUFF, MO	
POPLAR BLUFF RGNL	
BUSINESS (POF).....	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
RED OAK, IA	
RED OAK	
MUNI (RDK).....	RNAV (GPS) Rwy 5¹
	RNAV (GPS) Rwy 17
NA when local weather not available.	
¹Categories A, B, 800-2¼.	
ROLLA-VICHY, MO	
ROLLA NTL (VIH).....	RNAV (GPS) Rwy 4
	VOR Rwy 22
	VOR/DME Rwy 4
NA when local weather not available.	

NAME ALTERNATE MINIMUMS

ST CHARLES, MO

ST CHARLES COUNTY RGNL/
SMARTT FLD (SET)..... **RNAV (GPS) Rwy 18**
VOR Rwy 18

NA when local weather not available.
Category C, 800-2¼.

ST JOSEPH, MO

ROSECRANS
MEML (STJ)..... **ILS or LOC Rwy 35¹²**
LOC BC Rwy 17¹³
RNAV (GPS) Rwy 13⁴⁵
RNAV (GPS) Rwy 17⁴⁶
RNAV (GPS) Rwy 31³⁴
RNAV (GPS) Rwy 35⁴⁶
VOR or TACAN Rwy 17⁶
VOR or TACAN Rwy 35⁶

- ¹NA when control tower closed.
²LOC, Category C, 800-2¼; Category D, 900-2¼;
Category E, 1000-3.
³Category C, 800-2¼; Category D, 900-2¼.
⁴NA when local weather not available.
⁵Category C, 800-2¼; Category D, 900-2¼.
⁶Category C, 800-2¼; Category D, 900-2¼;
Category E, 1000-3.

ST LOUIS, MO

SPIRIT OF
ST LOUIS (SUS)..... **ILS or LOC Rwy 8R¹**
ILS or LOC Rwy 26L²³⁴
RNAV (GPS) Rwy 8L²
RNAV (GPS) Rwy 8R⁵
RNAV (GPS) Rwy 26L²⁵
RNAV (GPS) Rwy 26R²

- ¹ILS, LOC, Category D, 900-3.
²NA when local weather not available.
³NA when control tower closed.
⁴LOC, Category D, 900-3.
⁵Category D, 900-3.

SEDALIA, MO

SEDALIA
RGNL (DMO)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.
Category D, 800-2¼.

SHELDON, IA

SHELDON
RGNL (SHL)..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.

SHENANDOAH, IA

SHENANDOAH
MUNI (SDA)..... **RNAV (GPS) Rwy 4**
VOR/DME Rwy 12

NA when local weather not available.

NAME ALTERNATE MINIMUMS

SIOUX CITY, IA

SIOUX GATEWAY/BRIG GENERAL BUD
DAY FLD (SUX)..... **ILS or LOC Rwy 13¹²**
ILS or LOC Rwy 31¹³
RNAV (GPS) Rwy 13⁴
RNAV (GPS) Rwy 18⁵
RNAV (GPS) Rwy 31⁴
RNAV (GPS) Rwy 36⁵

- NA when local weather not available.
¹NA when control tower closed.
²LOC, Category D, 800-2¼; Category E, 900-3.
³LOC, Category D, 800-2¼; Category E, 900-3.
⁴Category D, 800-2¼; Category E, 1000-3.
⁵Category D, 800-2¼.

SPENCER, IA

SPENCER
MUNI (SPW)..... **RNAV (GPS) Rwy 12¹**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 30¹
RNAV (GPS) Rwy 36
VOR Rwy 30¹

- NA when local weather not available.
¹Category C, 800-2¼, Category D, 800-2¼.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON
NTL (SGF)..... **ILS or LOC Rwy 2¹**
ILS or LOC Rwy 14²
RNAV (GPS) Rwy 2³
RNAV (GPS) Rwy 20³
RNAV (GPS) Rwy 32³
VOR/DME or TACAN Rwy 2⁴

- ¹ILS, Category D, 700-2, Category E, 900-3. LOC,
Category E, 900-3.
²ILS, Category D, 700-2.
³NA when local weather not available.
⁴Category E, 800-2¼.

STORM LAKE, IA

STORM LAKE
MUNI (SLB)..... **RNAV (GPS) Rwy 17**

NA when local weather not available.

VINTON, IA

VINTON VETERANS MEML
AIRPARK (VTI)..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

WARRENSBURG, MO

SKYHAVEN (RCM)..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
WASHINGTON, IA			
WASHINGTON			
MUNI (AWG).....	RNAV (GPS) Rwy 13		
	RNAV (GPS) Rwy 18		
	RNAV (GPS) Rwy 31		
	RNAV (GPS) Rwy 36		
	VOR Rwy 36		
Category C, 800-2¼.			
WASHINGTON, MO			
WASHINGTON			
RGNL (FYG).....	RNAV (GPS) Rwy 15		
	RNAV (GPS) Rwy 33		
	VOR-A		
NA when local weather not available.			
Category C, 1100-3.			
WATERLOO, IA			
WATERLOO			
RGNL (ALO).....	ILS or LOC Rwy 12 ¹²		
	LOC BC Rwy 30 ¹²		
	RNAV (GPS) Rwy 12 ³		
	RNAV (GPS) Rwy 18 ³		
	RNAV (GPS) Rwy 30 ³		
	RNAV (GPS) Rwy 36 ³		
	VOR Rwy 12 ³		
	VOR Rwy 18 ³⁴		
¹ NA when control tower closed.			
² LOC, Category D, 800-2¼.			
³ Category D, 800-2¼.			
⁴ NA when local weather not available.			
WEBSTER CITY, IA			
WEBSTER CITY			
MUNI (EBS).....	RNAV (GPS) Rwy 14		
	RNAV (GPS) Rwy 32		
NA when local weather not available.			
WEST PLAINS, MO			
WEST PLAINS			
RGNL (UNO).....	RNAV (GPS) Rwy 18		
	RNAV (GPS) Rwy 36		
NA when local weather not available.			

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025


RADAR INSTRUMENT APPROACH MINIMUMS


ST JOSEPH, MO
ROSECRANS MEML (STJ)
RADAR-1 120.35 360.8 

Amdt 2, 02FEB17 (21112) (FAA) ELEV 827

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	17	3.00°/52/998	ABCDE	1027 -¾	200	(200-¾)				
ASR	35 17		ABCDE AB	1220 -1¼ 1380 -1¼	405 553	(500-1¼) (600-1¼)	CDE	1380 -1½	553	(600-1½)
CIRCLING	ALL RWY		A C E	1400 -1¼ 1620 -2¼ 1760 -3	573 793 933	(600-1¼) (800-2¼) (1000-3)	B D	1420 -1¼ 1640 -2¼	593 813	(600-1¼) (900-2¼)

When St Joseph approach control closed, procedure NA.

WHITEMAN AFB (KSZL), Knob Noster, MO Amdt 5 (22027) USAF ELEV 871
RADAR¹² - (E) 125.1 284.0 

	<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>CEIL-VIS</u>
ASR ⁶	19 ³		AB CDE	1260 /24 1260 /35	389 389	(400-½) (400-¾)
	1 ⁴		AB CDE	1260 /24 1260 /40	423 423	(400-½) (400-¾)
 CIR ⁵⁶	1-19		A B C DE	1300 -1 1340 -1 1340 -1½ 1460 -2	429 469 469 589	(500-1) (500-1) (500-1½) (600-2)

¹Opr H24 fr 1300Z++ Mon thru 0500Z++ Sat; 1400-2300Z++ Sat-Sun; clsd hol.
²ASR No NOTAM MP 0700-1300Z++ Mon and Tue.
³When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1½ miles.
⁴When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.
⁵Circling NA W of Rwy 1-19.
⁶Lost communications instructions will be issued in accordance with FAAO 7110.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 318.8 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS

21112

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
COLUMBIA, MO			
COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	2,714 feet
DUBUQUE, IA			
DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
SIOUX CITY, IA			
SIOUX GATEWAY/BRIG GENERAL BUD			
DAY FLD (SUX)	13	18-36	5,400 feet
	18	13-31	4,740 feet
WATERLOO, IA			
WATERLOO RGNL (ALO)	30	18-36	4,800 feet
	36	12-30	3,650 feet

21112

25051

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
COLUMBIA, MO COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
COUNCIL BLUFFS, IA COUNCIL BLUFFS MUNI (CBF)	HS 1	Rwy 14 not visible. Use CTAF.
	HS 2	Rwy 18 not visible. Use CTAF.
DES MOINES, IA DES MOINES INTL (DSM)	HS 1	Rwy 05-23 crossings on Twy D.
	HS 2	Rwy 13-31 crossings on Twy P.
	HS 3	Runway Incursion Risk. Rwy 05 and Twy P7. Runway Holding Position Markings not visible from tower.
DUBUQUE, IA DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JOPLIN, MO JOPLIN RGNL (JLN)	HS 1	Rwy 13-31 hold short markings on Twy E.
	HS 2	Pilots taxiing to Rwy 31 via Twy C often confuse the non-standard location of the Rwy 31 Holding Position for an ILS Holding Position. There is no ILS for Rwy 31. The Rwy 31 Holding Position is a non-standard configuration and is necessary due to the dthr on Rwy 31 and the requirement to have aircraft outside of the Object Free Area.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

25051

25107

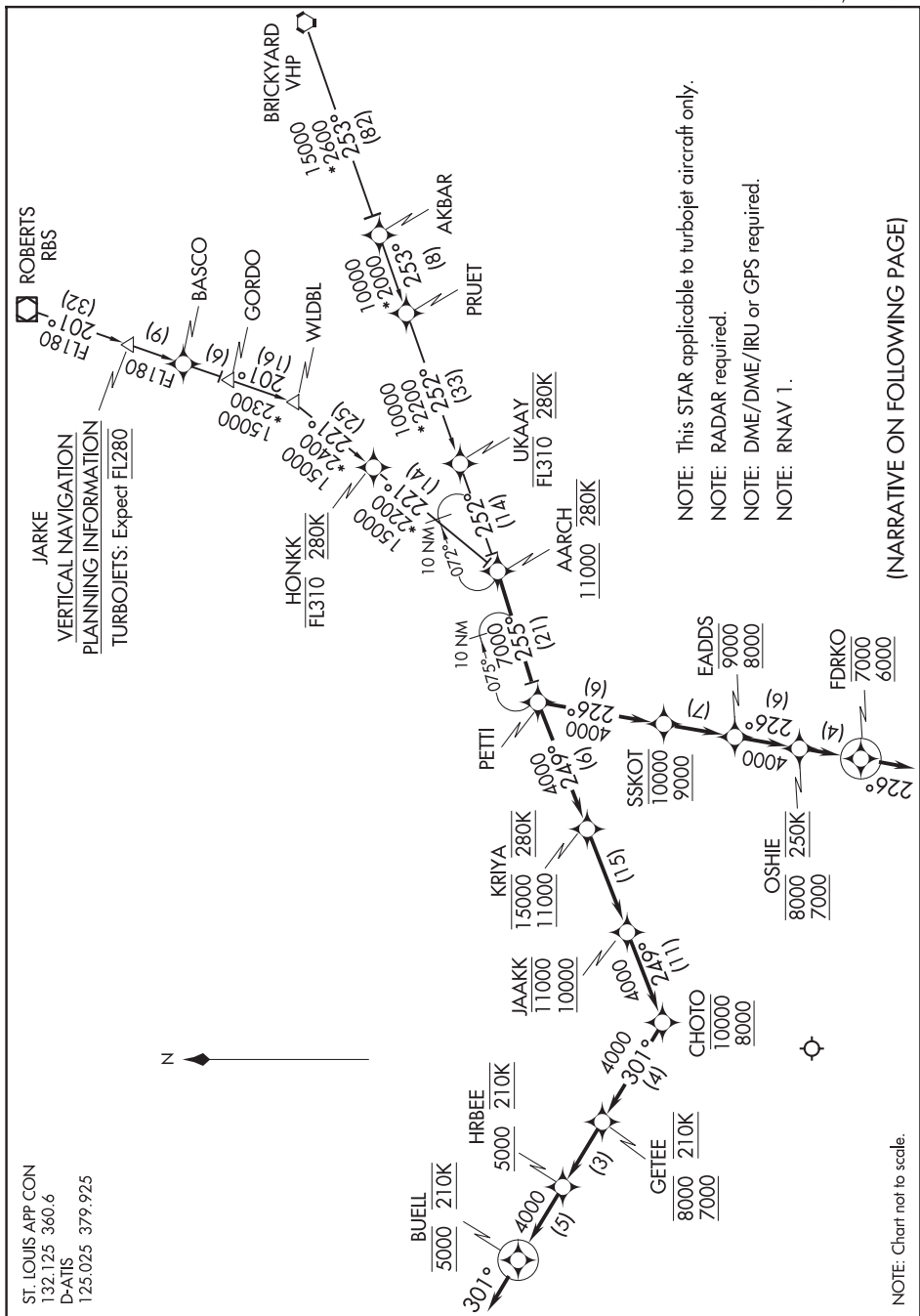
HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY DOWNTOWN/ WHEELER FLD (MKC)	HS 1 HS 2 HS 3	Twy G int with Rwy 04-22. Acft taxiing southbound on Twy L to Rwy 04 or Rwy 01, continue straight across Twy D on Twy L. Northbound traffic on Twy F and Twy D, ensure to turn left on Twy L to avoid entering Rwy 01-19. Crossing Rwy 04 at Twy L, Twy A and Twy B.
KANSAS CITY INTL (MCI)	HS 1 HS 2 HS 3 HS 4	Twy E and Twy F int with Rwy 09-27. Twy C and Twy D int with Rwy 01R-19L. Expect congestion Twy B near main terminal & Twys A7, A8, A9, A10, G and taxi-lanes S, M, N. Do not enter terminal apron without approval. Misalignment risk - Twy A at Rwy 01L-19R.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO ROSECRANS MEML (STJ)	HS 1 HS 2	Closely located rwys. Back taxi required for full length Rwy 13.
ST LOUIS, MO ST LOUIS LAMBERT INTL (STL)	HS 1	Turn onto Twy S from Twy F for Rwy 12L.
SIOUX CITY, IA SIOUX GATEWAY/BRIG GENERAL BUD DAY FLD (SUX)	HS 1 HS 2	Area not visible from the twr. Twy A near the ARFF bldg and Twy G are not visible from ATCT.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NTL (SGF)	HS 1 HS 2	Twr blind spot on movement area. INT of Twy D and Twy N is in close proximity to Rwy 02-20 and Rwy 14-32. Use caution to insure proper turns to avoid entering the rwy without a clearance.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1 HS 2	Twy int near rwys. Twy A at Rwy 12-30.

*See appropriate Chart Supplement HOT SPOT table for additional information.

25107



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AARCH TWO ARRIVAL (RNAV)

(AARCH.AARCH2) 17AUG17

ST. LOUIS, MISSOURI
ST. LOUIS LAMBERT INTL (STL)

ARRIVAL ROUTE DESCRIPTION

AKBAR TRANSITION (AKBAR.AARCH2)

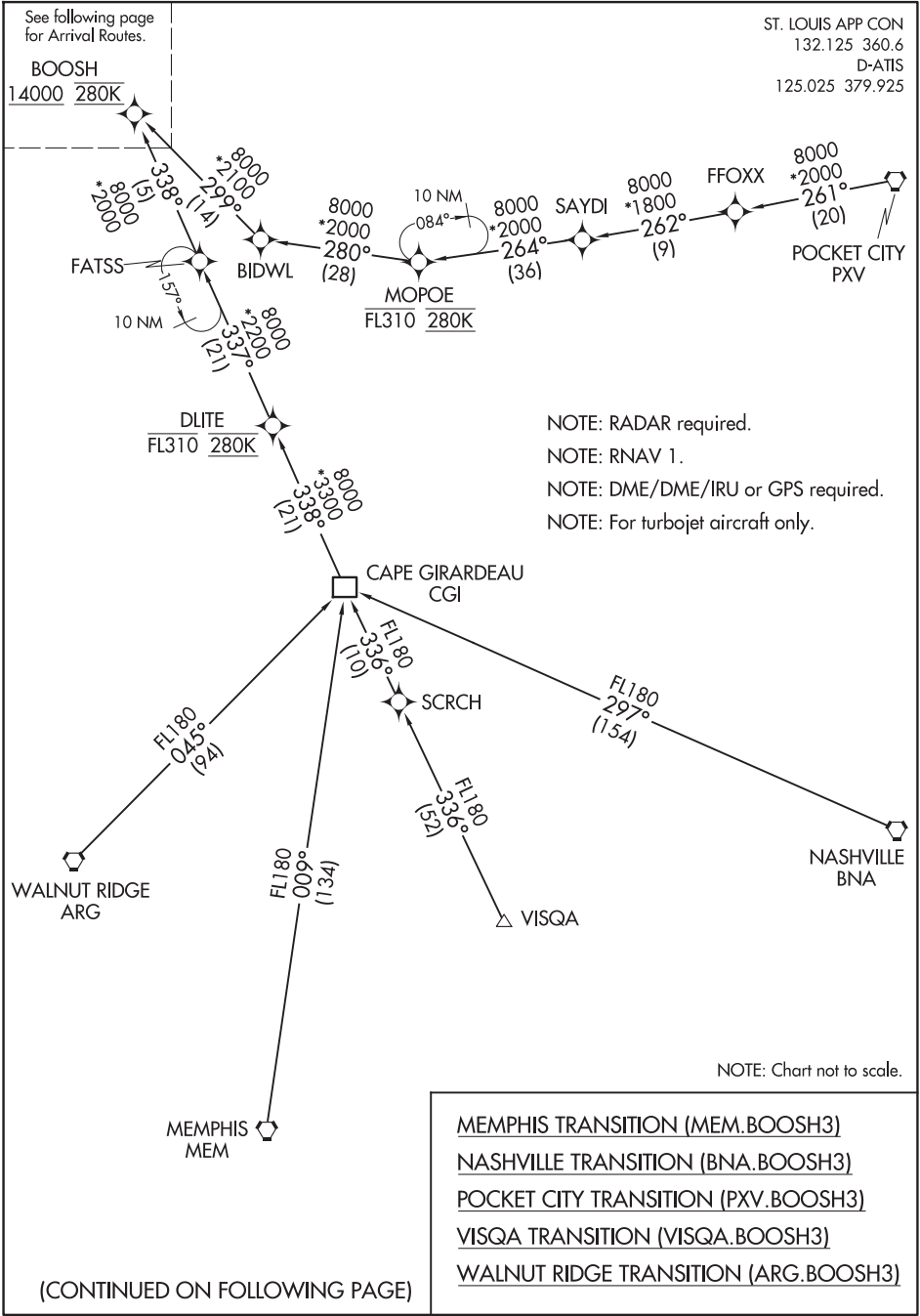
BRICKYARD TRANSITION (VHP.AARCH2)

ROBERTS TRANSITION (RBS.AARCH2)

From AARCH on track 255° to PETTI.

LANDING RUNWAYS 11/12L/R: From PETTI on track 249° to cross KRIYA at or above 11000 and at or below 15000 and at 280K, then on track 249° to cross JAACK at or above 10000 and at or below 11000, then on track 249° to cross CHOTO at or above 8000 and at or below 10000, then on track 301° to cross GETEE at or above 7000 and at or below 8000 and at 210K, then on track 301° to cross HRBEE at or above 5000 and at 210K, then on track 301° to cross BUELL at 5000 and at 210K. Expect RADAR vectors to final approach course. If not received by BUELL, track via 301°.

LANDING RUNWAYS 29/30L/R: From PETTI on track 226° to cross SSKOT at or above 9000 and at or below 10000, then on track 226° to cross EADDS at or above 8000 and at or below 9000, then on track 226° to cross OSHIE at or above 7000 and at or below 8000, then on track 226° to cross FDRKO at or above 6000 and at or below 7000, then via assigned instrument approach procedure. If approach clearance not received by FDRKO, track via 226°, expect RADAR vectors to final approach course.

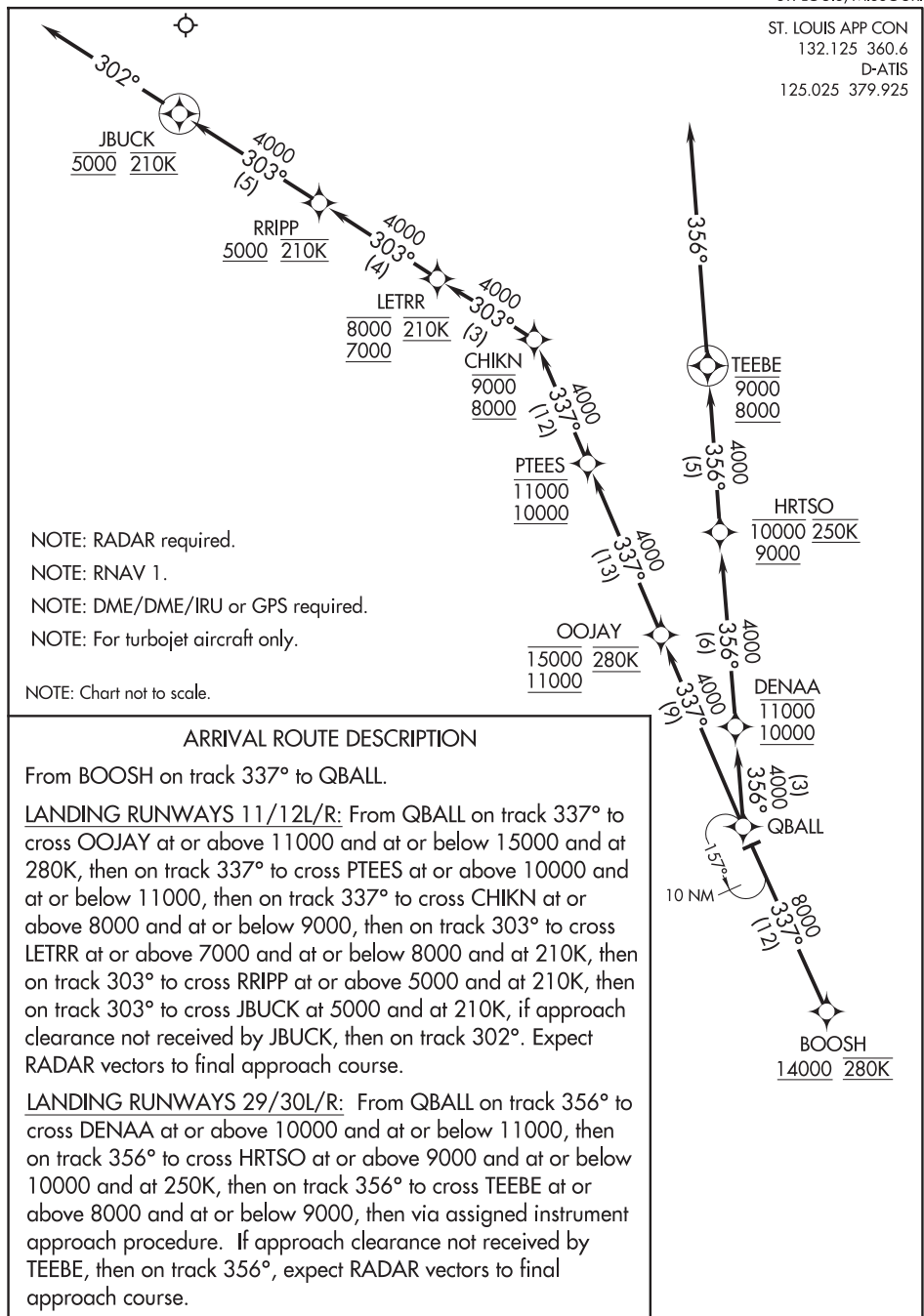


BOOSH THREE ARRIVAL (RNAV) Arrival Routes

ST LOUIS LAMBERT INTL (STL)

ST. LOUIS, MISSOURI

ST. LOUIS APP CON
132.125 360.6
D-ATIS
125.025 379.925



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From BOOSH on track 337° to QBALL.

LANDING RUNWAYS 11/12L/R: From QBALL on track 337° to cross OOJAY at or above 11000 and at or below 15000 and at 280K, then on track 337° to cross PTEES at or above 10000 and at or below 11000, then on track 337° to cross CHIKN at or above 8000 and at or below 9000, then on track 303° to cross LETRR at or above 7000 and at or below 8000 and at 210K, then on track 303° to cross RRIPP at or above 5000 and at 210K, then on track 303° to cross JBUCK at 5000 and at 210K, if approach clearance not received by JBUCK, then on track 302°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 29/30L/R: From QBALL on track 356° to cross DENAA at or above 10000 and at or below 11000, then on track 356° to cross HRTSO at or above 9000 and at or below 10000 and at 250K, then on track 356° to cross TEEBE at or above 8000 and at or below 9000, then via assigned instrument approach procedure. If approach clearance not received by TEEBE, then on track 356°, expect RADAR vectors to final approach course.

BOOSH THREE ARRIVAL (RNAV) Arrival Routes

ARRIVAL ROUTE DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS8): From over IRK VORTAC on IRK R-238 to FONIX, then on BQS R-059 to BQS VOR/DME. Thence. . .

LAMONI TRANSITION (LMN.BQS8): From over LMN VOR/DME on LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . .

SPINNER TRANSITION (SPI.BQS8): From over SPI VORTAC on SPI R-269 to HUGIN, then on BQS R-082 to BQS VOR/DME. Thence. . .

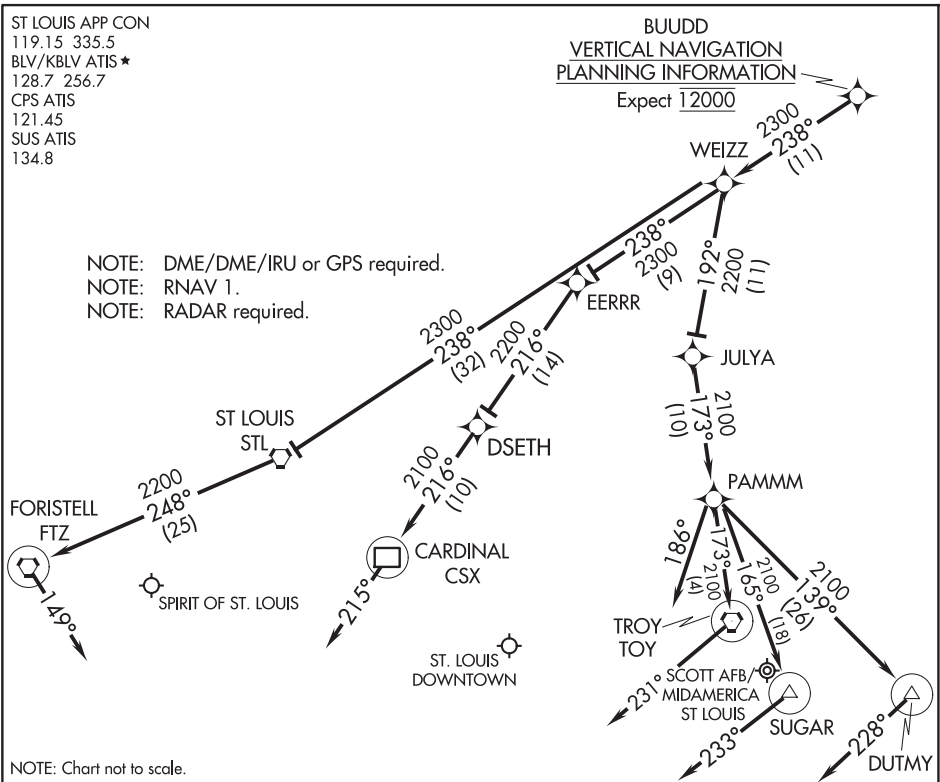
LANDING KMCI RUNWAYS 1L/R: From over BQS VOR/DME on BQS R-234 to cross BYGEC at or above 12000 and at 210K, then on heading 190°. Expect RADAR vectors to final approach course.

LANDING KMCI RUNWAYS 9, 19L/R, 27: From over BQS VOR/DME on BQS R-234 to cross DONNS at or above 12000, then on heading 255°. Expect RADAR vectors to final approach course.

LANDING KFLV/KGPH/KIXD/KLXT/KMKC/KOJC/KSTJ: From over BQS VOR/DME on BQS R-234 to cross DONNS at or above 12000, then on heading 241°. Expect RADAR vectors to final approach course.

NC-3, 07 AUG 2025 to 02 OCT 2025

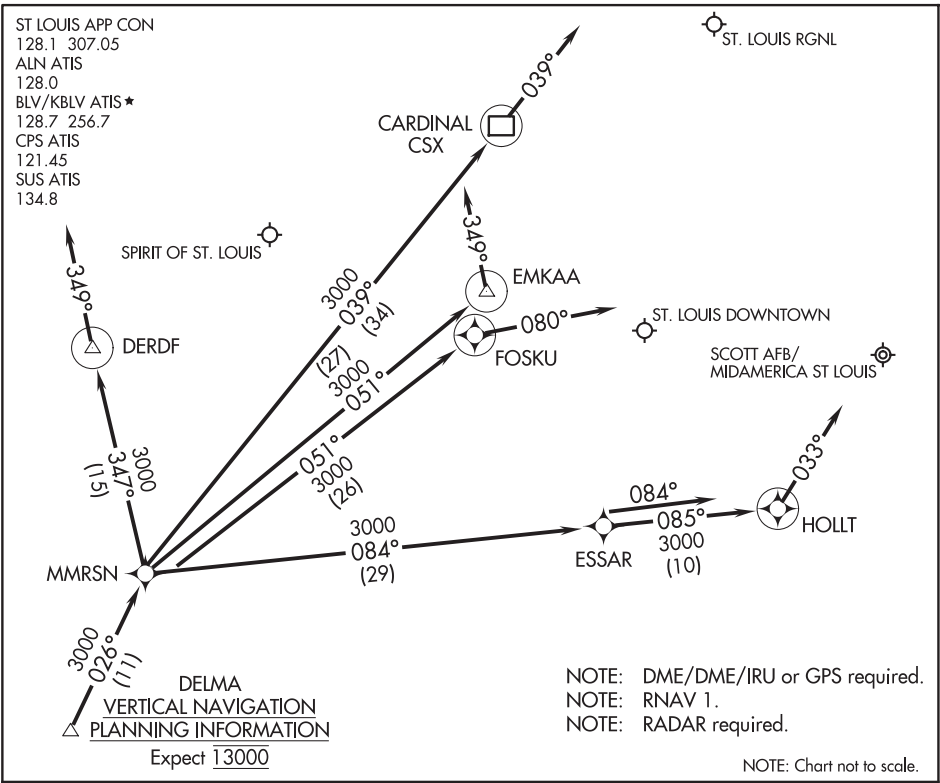
NC-3, 07 AUG 2025 to 02 OCT 2025



DELMA FOUR ARRIVAL (RNAV)

AL-46 (FAA)

BELLEVILLE, ILLINOIS



ARRIVAL ROUTE DESCRIPTION

SPIRIT OF ST. LOUIS:
LANDING RUNWAYS 8L/R: From DELMA on track 026° to MMRSN, then on track 347° to DERDF. Expect RADAR vectors to final approach. If no heading received, track 349°.
LANDING RUNWAYS 26L/R: From DELMA on track 026° to MMRSN, then on track 051° to EMKAA. Expect RADAR vectors to final approach. If no heading received, track 349°.

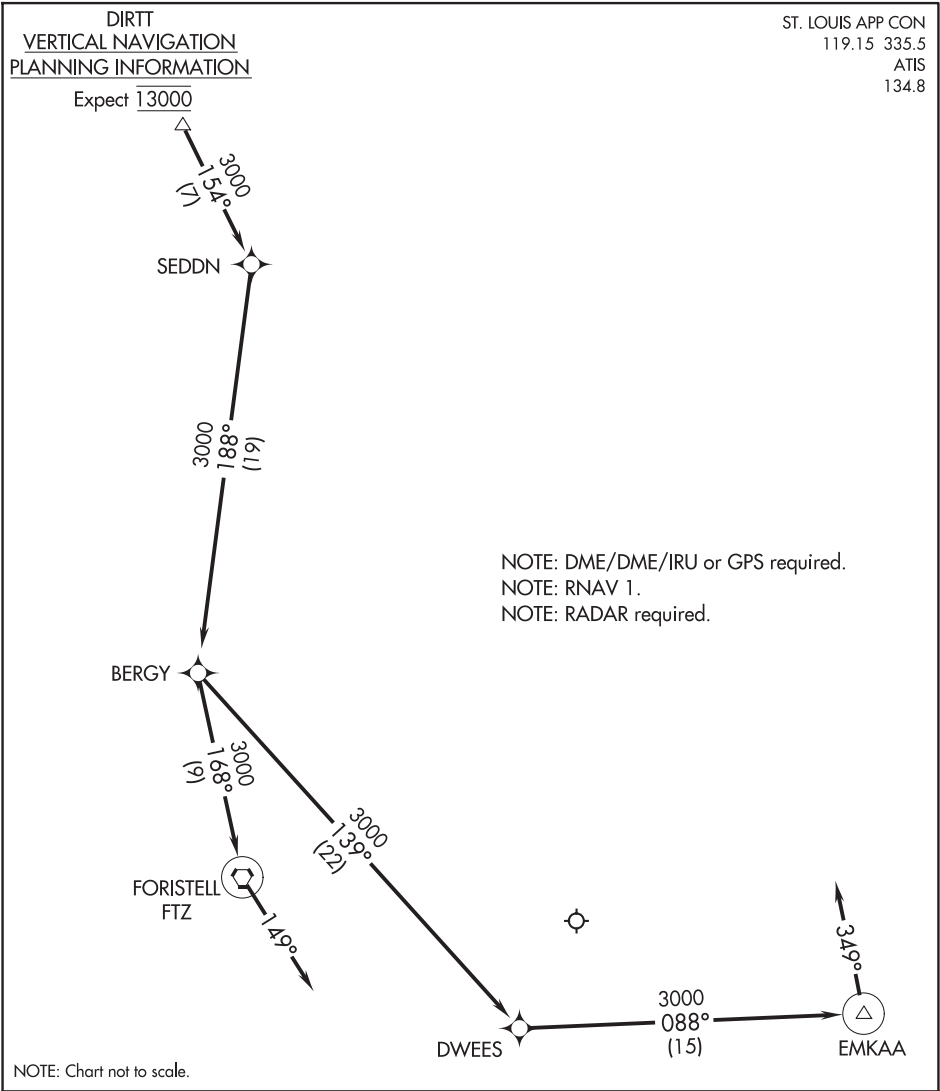
ST. LOUIS DOWNTOWN:
LANDING RUNWAY 12R: From DELMA on track 026° to MMRSN, then on track 051° to FOSKU. Expect RADAR vectors to final approach. If no heading received, track 080°.
LANDING RUNWAYS 30L/R: From DELMA on track 026° to MMRSN, then on track 084° to ESSAR, then on track 085° to HOLLT. Expect RADAR vectors to final approach. If no heading received, track 033°.

SCOTT AFB/MIDAMERICA ST LOUIS:
LANDING RUNWAYS 14L/R, 32L/R: From DELMA on track 026° to MMRSN, then on track 084° to ESSAR. Expect RADAR vectors to final approach. If no heading received, track 084°.

ST. LOUIS RGNL:
LANDING RUNWAYS 11, 17, 29, 35: From DELMA on track 026° to MMRSN, then on track 039° to CSX DME. Expect RADAR vectors to final approach course. If no heading received, track 039°.

DELMA FOUR ARRIVAL (RNAV)

BELLEVILLE, ILLINOIS



ARRIVAL ROUTE DESCRIPTION

From DIRT on track 154° to SEDDN, then on track 188° to BERGY.

LANDING RUNWAYS 8L/R: From BERGY on track 168° to FTZ VORTAC, then on track 149°. Expect RADAR vectors to final approach prior to FTZ VORTAC.

LANDING RUNWAYS 26L/R: From BERGY on track 139° to DWEES, then on track 088° to EMKAA, then on track 349°. Expect RADAR vectors to final approach prior to EMKAA.

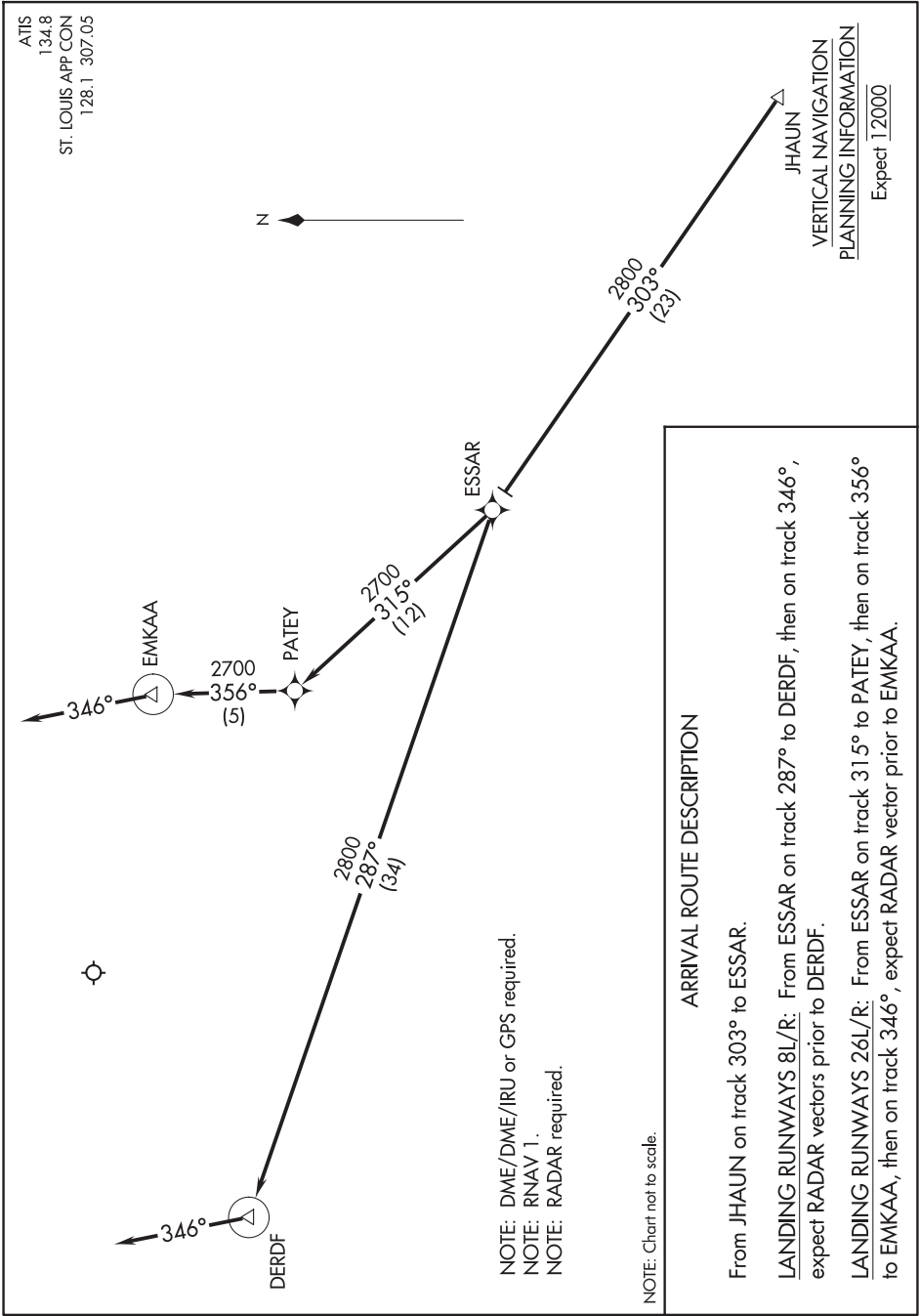
(JHAUN.JHAUN1) 16259

JHAUN ONE ARRIVAL (RNAV)

AL-5400 (FAA)

SPIRIT OF ST LOUIS (STUS)
ST. LOUIS, MISSOURI

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

JHAUN ONE ARRIVAL (RNAV)

(JHAUN.JHAUN1) 15NOV12

ST. LOUIS, MISSOURI
SPIRIT OF ST LOUIS (STUS)

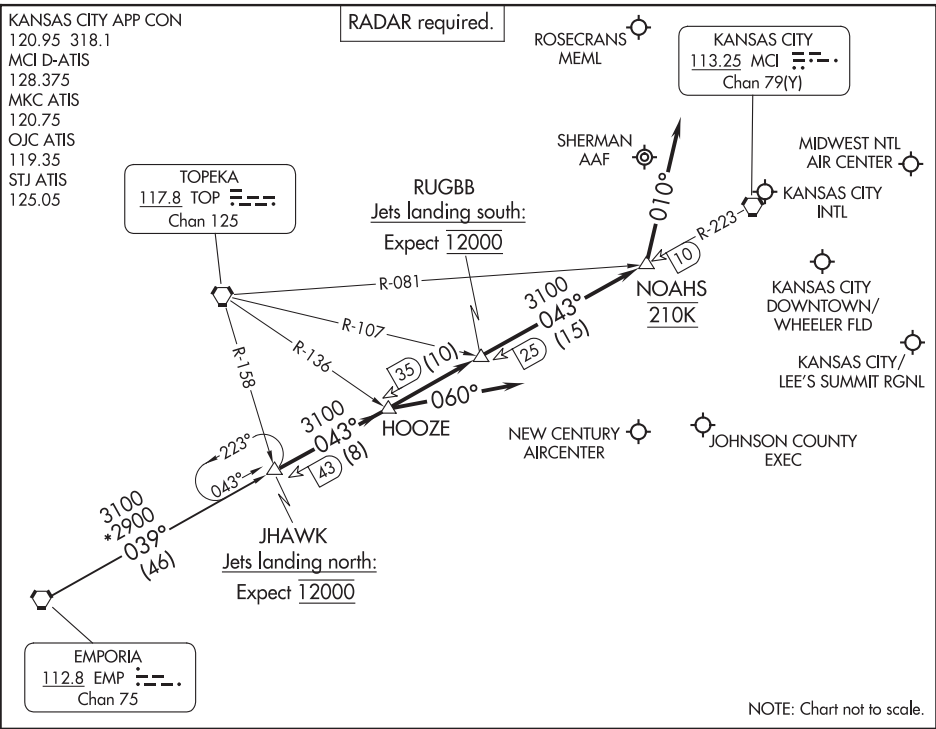
NC-3, 07 AUG 2025 to 02 OCT 2025

(JHAWK.JHAWK8) 25107

JHAWK EIGHT ARRIVAL

AL-780 (FAA)

KANSAS CITY, MISSOURI



ARRIVAL ROUTE DESCRIPTION

EMPORIA TRANSITION (EMP.JHAWK8): From over EMP VORTAC on EMP R-039 and MCI R-223 to JHAWK. Thence. . .

LANDING KANSAS CITY INTL (MCI):
RUNWAYS 19L/R: From over JHAWK on MCI R-223 to NOAHS then on heading 010°. Thence. . .

RUNWAYS 1L/R: From over JHAWK on MCI R-223 to HOOZE then on heading 060°. Thence. . .

RUNWAYS 9, 27: From over JHAWK on MCI R-223 to HOOZE. Thence. . .

LANDING KANSAS CITY DOWNTOWN/WHEELER FLD (MKC):
RUNWAYS 1, 4: From over JHAWK on MCI R-223 to HOOZE. Thence. . .
RUNWAYS 19, 22: From over JHAWK on MCI R-223 to NOAHS then on heading 010°. Thence. . .

LANDING ROSECRANS MEML (STJ) AND SHERMAN AAF (FLV):
From over JHAWK on MCI R-223 to NOAHS then on heading 010°. Thence. . .

ALL OTHER AIRPORTS: From over JHAWK on MCI R-223 to HOOZE. Thence. . .

. . . expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

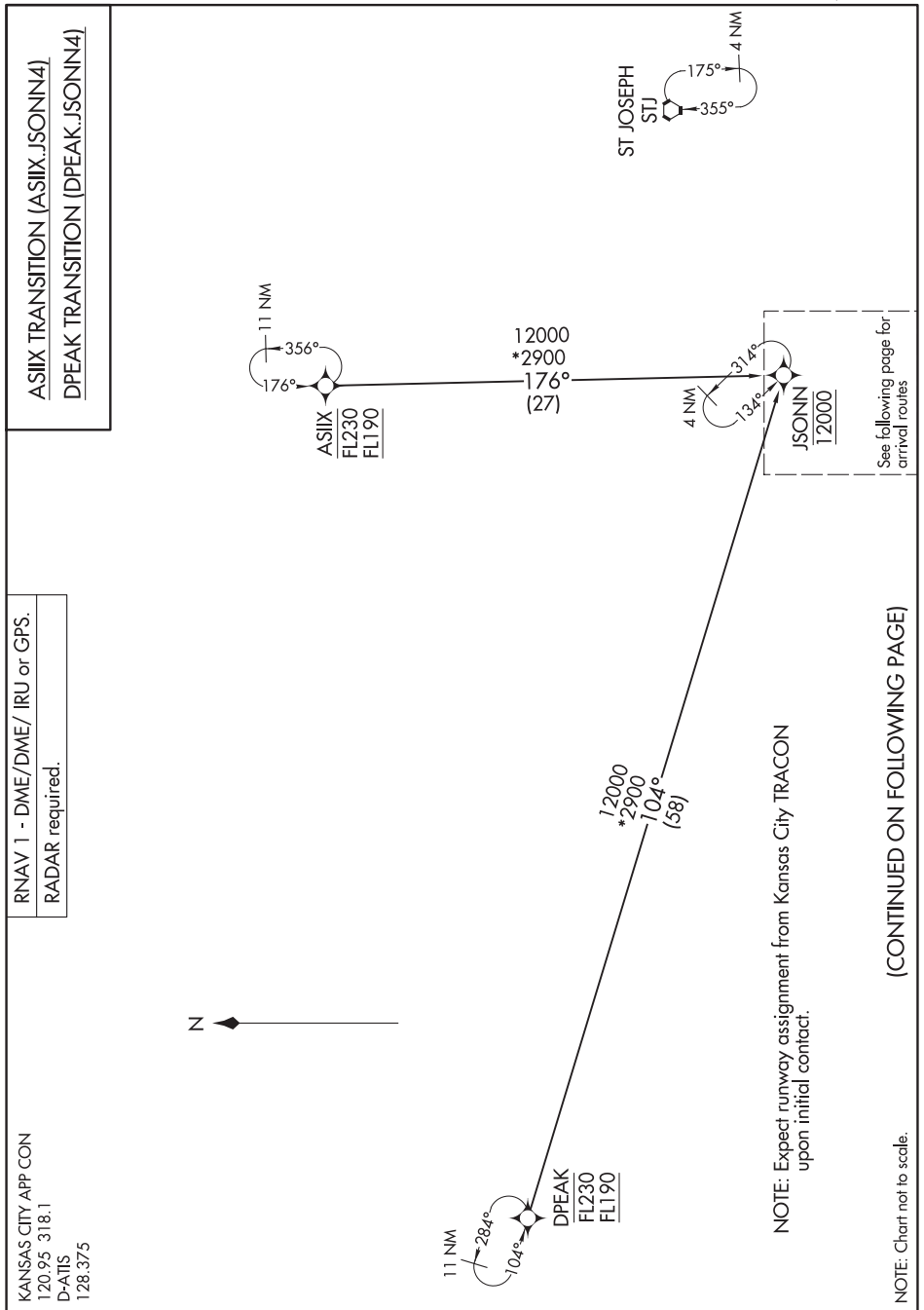
JHAWK EIGHT ARRIVAL

KANSAS CITY, MISSOURI

(JHAWK.JHAWK8) 16MAY24

NC-3, 07 AUG 2025 to 02 OCT 2025

JSONN FOUR ARRIVAL (RNAV) Transition Routes



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

See following page for arrival routes

NC-3, 07 AUG 2025 to 02 OCT 2025

KANSAS CITY, MISSOURI

4 NM
088° 268°
NAPOLEON
ANX

RNAV 1 - DME/DME/ IRU or GPS.
RADAR required.

NOTE: Chart not to scale.

NC-3, 07 AUG 2025 to 02 OCT 2025

(NARRATIVE ON FOLLOWING PAGE)

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

(JSONN.JSONN4) 10AUG23

(JSONN.JSONN4) 23222

JSONN FOUR ARRIVAL (RNAV)

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

ARRIVAL ROUTE DESCRIPTION

From JSONN on track 134° to cross SDKIS at or above 7000.

LANDING RUNWAY 1L: From SDKIS on track 145° to STAKE, then on track 145° to cross KALEB at 7000 and at 210K, then on track 191° to cross GOONR at 7000, then on track 191°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 1L approach.

LANDING RUNWAY 1R: From SDKIS on track 141° to SHIBA, then on track 145° to cross FIDVU at 7000 and at 210K, then on track 191° to cross BOOMY at 7000, then on track 191°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 1R approach.

LANDING RUNWAY 9: From SDKIS on track 160° to HHOLE, then on track 160° to cross GURRA at 5000 and at 210K. Expect RNP Z RWY 9 approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 9 approaches.

LANDING RUNWAY 19L: From SDKIS on track 105° to cross BURBS at or above 5000, then on track 108° to cross FARMS at 4000 and at 210K. Expect RNP Z RWY 19L approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 19L approaches.

LANDING RUNWAY 19R: From SDKIS on track 107° to cross GRYBL at or above 5000, then on track 107° to cross HOLMS at 4000 and at 210K. Expect RNP Z RWY 19R approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 19R approaches.

LANDING RUNWAY 27: From SDKIS on track 125° to ARCOS, then on track 125° to INNIE, then on track 094° to cross BHAMA at 6000 and at 210K, then on track 094°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 27 approach.

LOST COMMUNICATIONS

RUNWAY 1L: After GOONR proceed to CYPRE at 6000 and hold.

RUNWAY 1R: After BOOMY proceed to SPICY at 6000 and hold.

RUNWAY 9: After GURRA proceed to WOOKIE at 4000, then on ILS or LOC RWY 9 approach.

RUNWAY 19L: After FARMS proceed to MGEEE at 3600, then on ILS or LOC RWY 19L approach.

RUNWAY 19R: After HOLMS proceed to BRTNY at 3300, then on ILS or LOC RWY 19R approach.

RUNWAY 27: After BHAMA maintain 6000, proceed to CARBB and hold.

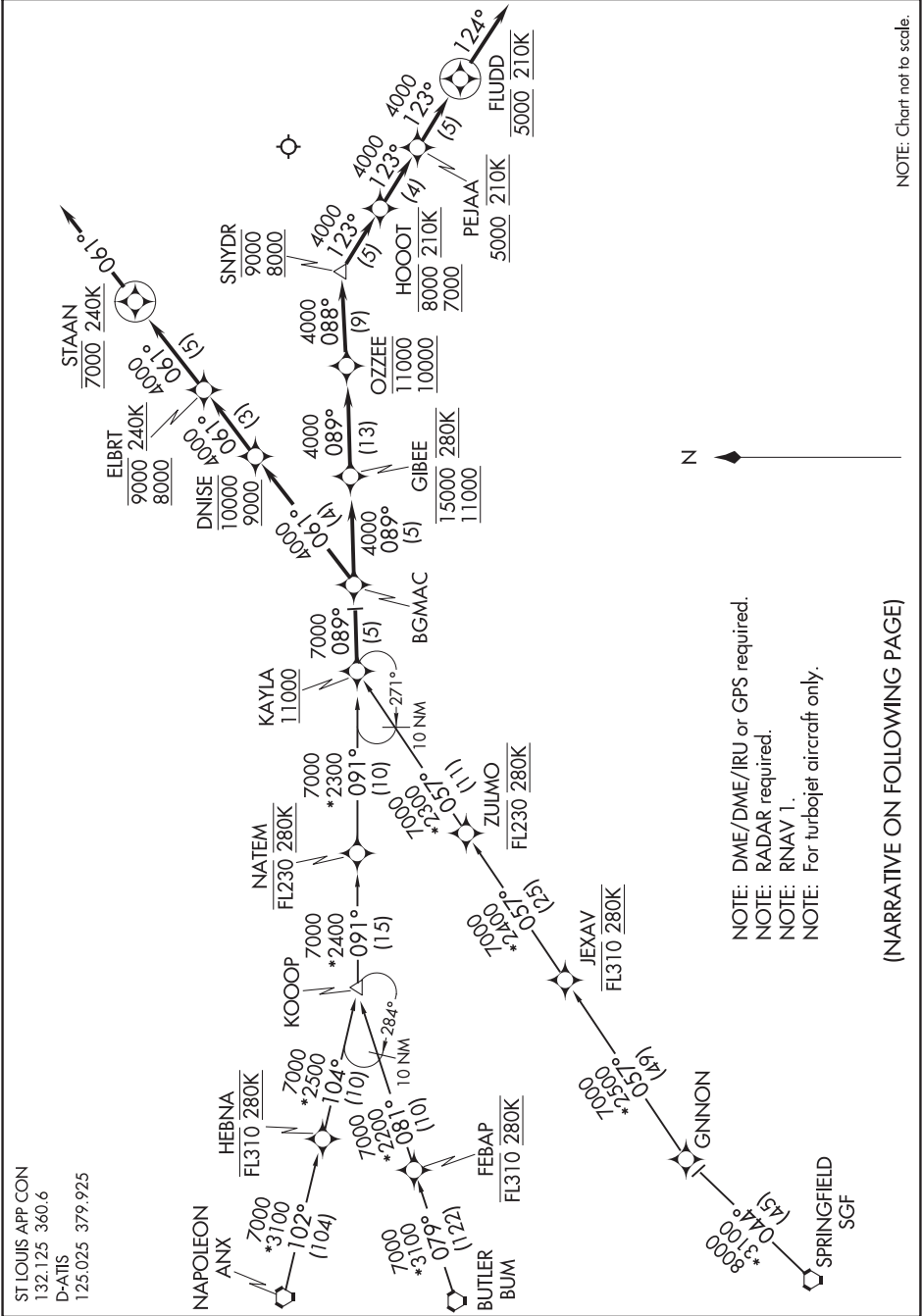
JSONN FOUR ARRIVAL (RNAV)

(JSONN.JSONN4) 10AUG23

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

BUTLER TRANSITION (BUM.KAYLA3)

KOOOP TRANSITION (KOOOP.KAYLA3)

NAPOLEON TRANSITION (ANX.KAYLA3)

SPRINGFIELD TRANSITION (SGF.KAYLA3)

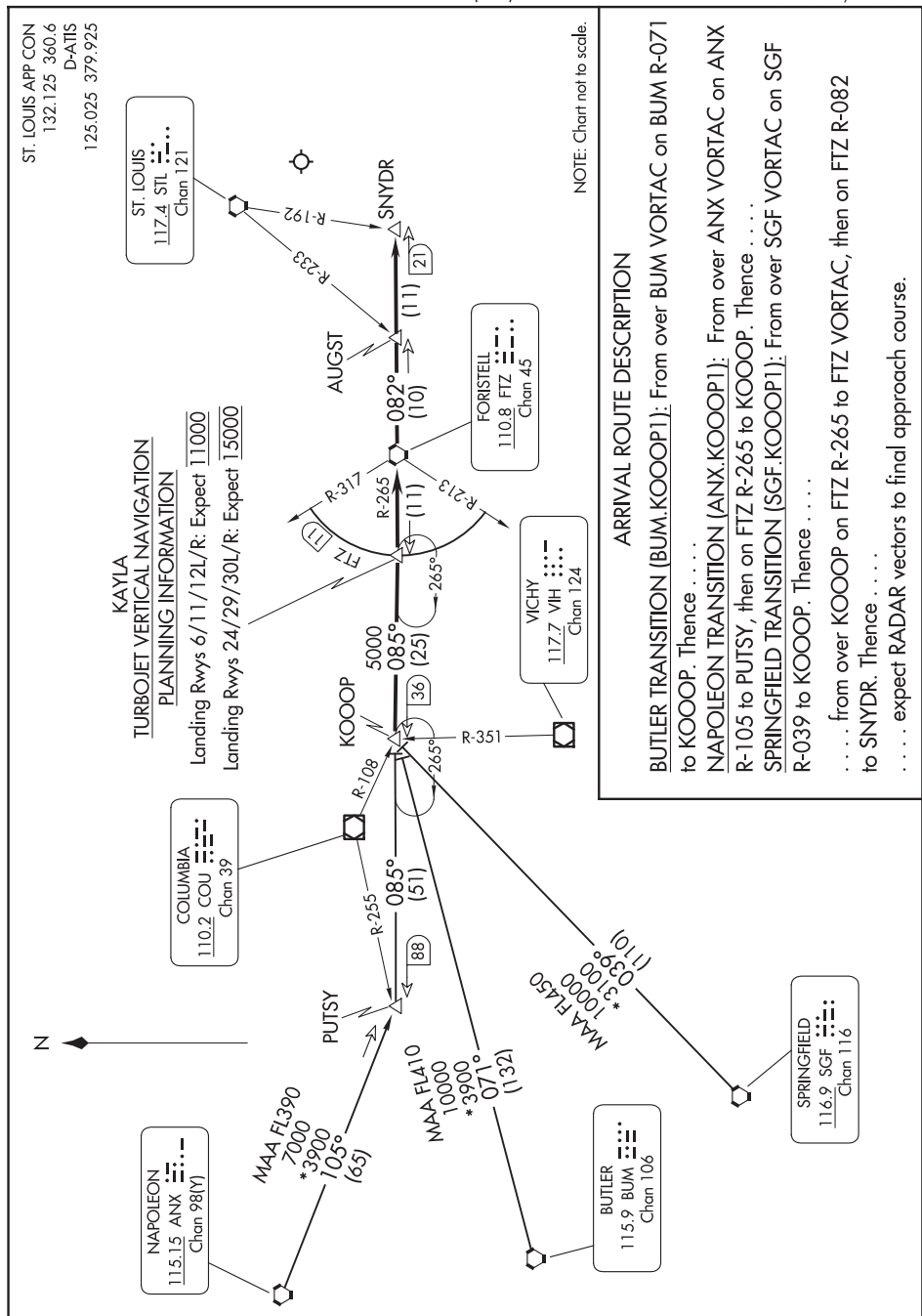
From KAYLA on track 089° to BGMAC. Thence. . . .

LANDING RUNWAYS 11/12L/R: From BGMAC on track 061° to cross DNISE at or above 9000 or at or below 10000, then on track 061° to cross ELBRT at or above 8000 and at or below 9000 and at or above 240K, then on track 061° to cross STAAN at 7000 and at or above 240K, then on assigned approach procedure. If approach clearance not received by STAAN, then on track 061°, expect RADAR vectors to final approach course.

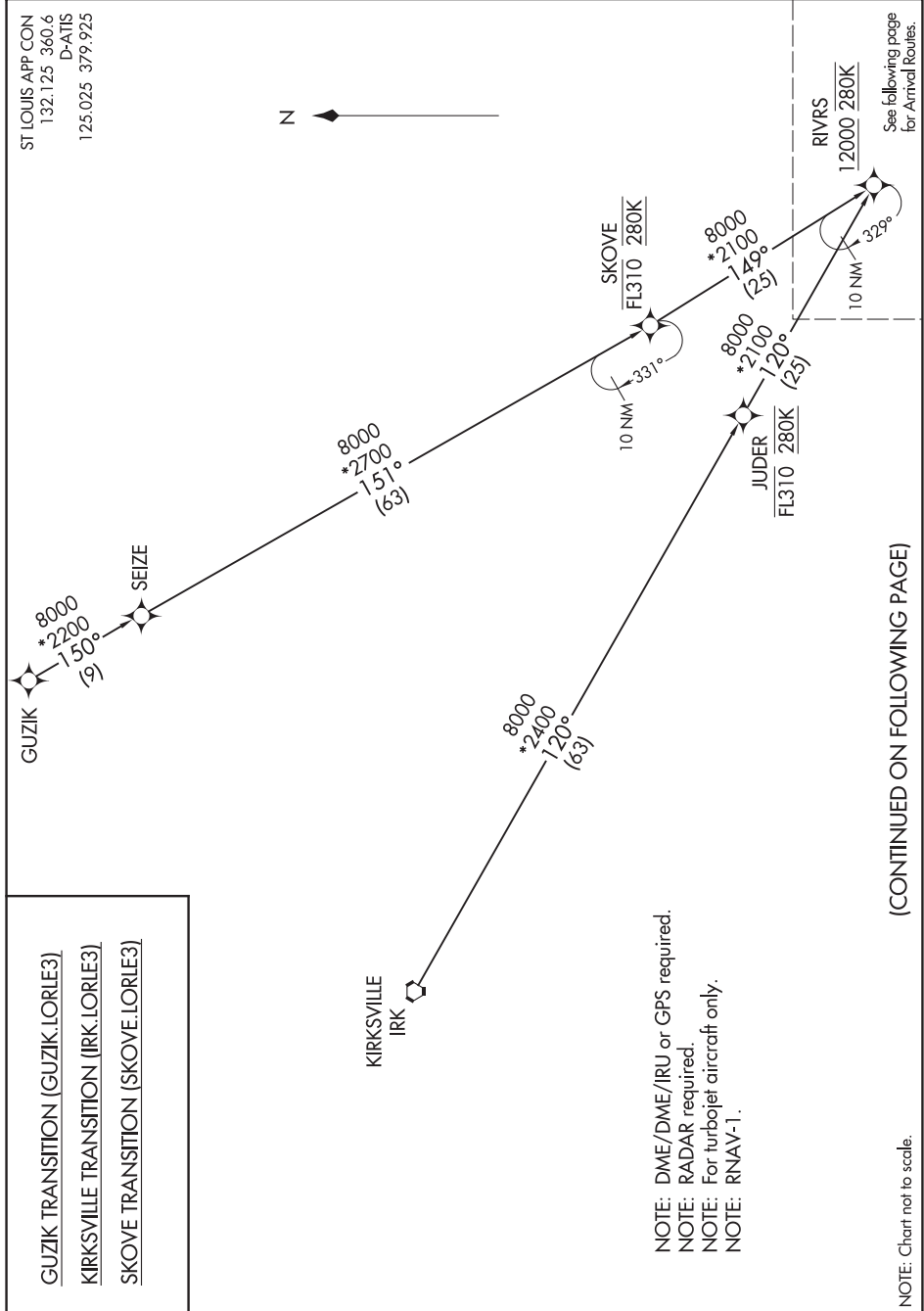
LANDING RUNWAYS 29/30L/R: From BGMAC on track 089° to cross GIBEE at or above 11000 and at or below 15000 and at 280K, then on track 089° to cross OZZEE at or above 10000 and at or below 11000, then on track 088° to cross SNYDR at or above 8000 and at or below 9000, then on track 123° to cross HOOOT at or above 7000 and at or below 8000 and at 210K, then on track 123° to cross PEJAA at or above 5000 and at 210K, then on track 123° to cross FLUDD at 5000 and at 210K. If approach clearance not received by FLUDD, then on track 124°, expect RADAR vectors to final approach course.

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



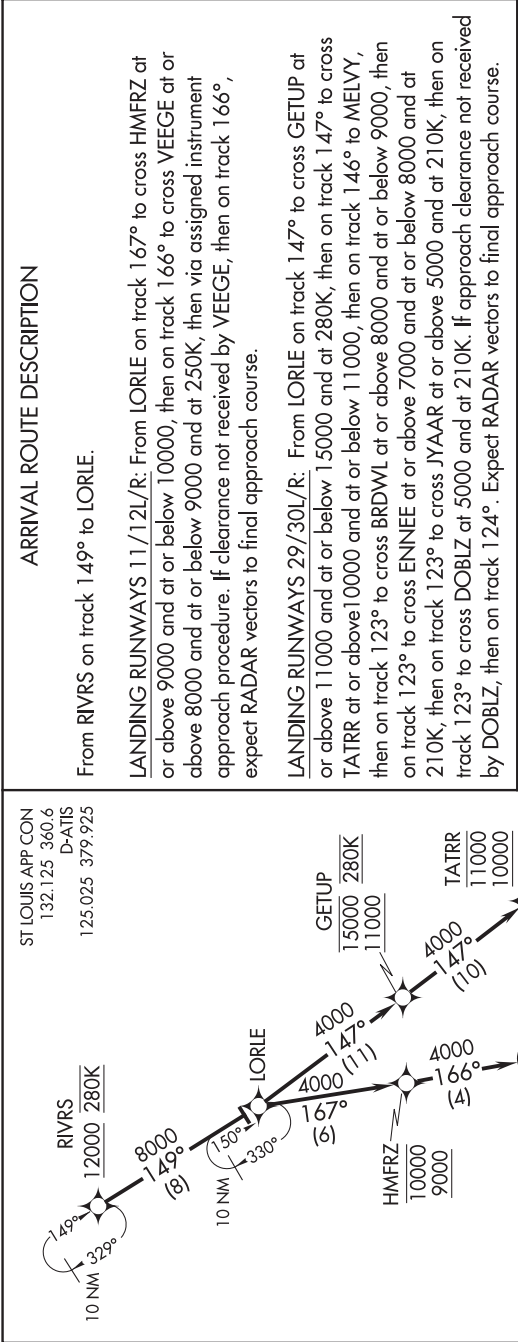
NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

LORLE THREE ARRIVAL (RNAV) Arrival Routes

NC-3, 07 AUG 2025 to 02 OCT 2025



NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For turbojet aircraft only.
NOTE: RNAV-1.
NOTE: Chart not to scale.

NC-3, 07 AUG 2025 to 02 OCT 2025

(TYGER.MHOMS3) 23222

AL-780 (FAA)

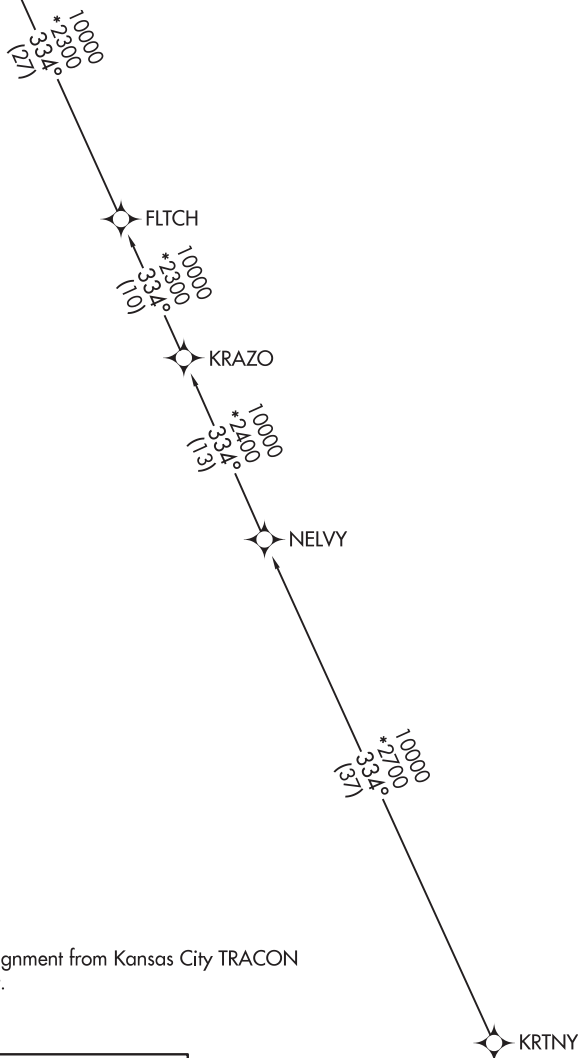
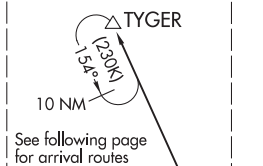
KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

MHOMS THREE ARRIVAL (RNAV) Transition Routes

KANSAS CITY APP CON
120.95 318.1
D-ATIS
128.375

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



NOTE: Expect runway assignment from Kansas City TRACON upon initial contact.

NOTE: Chart not to scale.

KRTNY TRANSITION (KRTNY.MHOMS3)

NELVY TRANSITION (NELVY.MHOMS3)

(CONTINUED ON FOLLOWING PAGE)

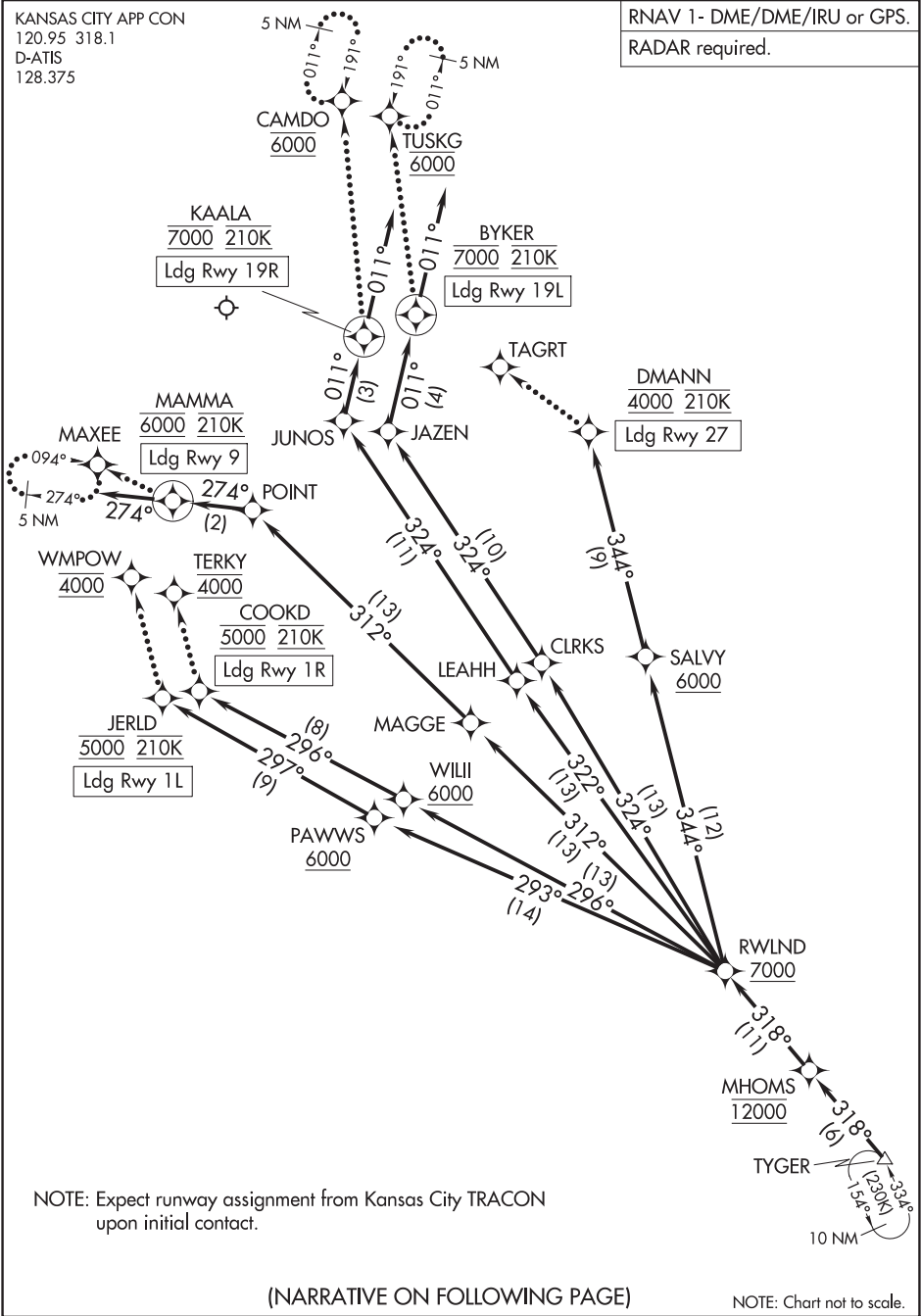
MHOMS THREE ARRIVAL (RNAV) Transition Routes

(TYGER.MHOMS3) 10AUG23

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

From TYGER on track 318° to cross MHOMS at 12000, then on track 318° to cross RWLND at or above 7000.

LANDING RUNWAY 1L: From RWLND on track 293° to cross PAWWS at or above 6000, then on track 297° to cross JERLD at 5000 and at 210K. Expect RNP Z RWY 1L approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 1L approaches.

LANDING RUNWAY 1R: From RWLND on track 296° to cross WILII at or above 6000, then on track 296° to cross COOKD at 5000 and at 210K. Expect RNP Z RWY 1R approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 1R approaches.

LANDING RUNWAY 9: From RWLND on track 312° to MAGGE, then on track 312° to POINT, then on track 274° to cross MAMMA at 6000 and at 210K, then on track 274°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 9 approach.

LANDING RUNWAY 19L: From RWLND on track 324° to CLRKS, then on track 324° to JAZEN, then on track 011° to cross BYKER at 7000 and at 210K, then on track 011°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 19L approach.

LANDING RUNWAY 19R: From RWLND on track 322° to LEAHH, then on track 324° to JUNOS, then on track 011° to cross KAALA at 7000 and at 210K, then on track 011°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 19R approach.

LANDING RUNWAY 27: From RWLND on track 344° to cross SALVY at or above 6000, then on track 344° to cross DMANN at 4000 and at 210K. Expect RNP Z RWY 27 approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 27 approaches.

LOST COMMUNICATIONS

RUNWAY 1L: After JERLD proceed to WMPOW at 4000, then on ILS or LOC RWY 1L approach.

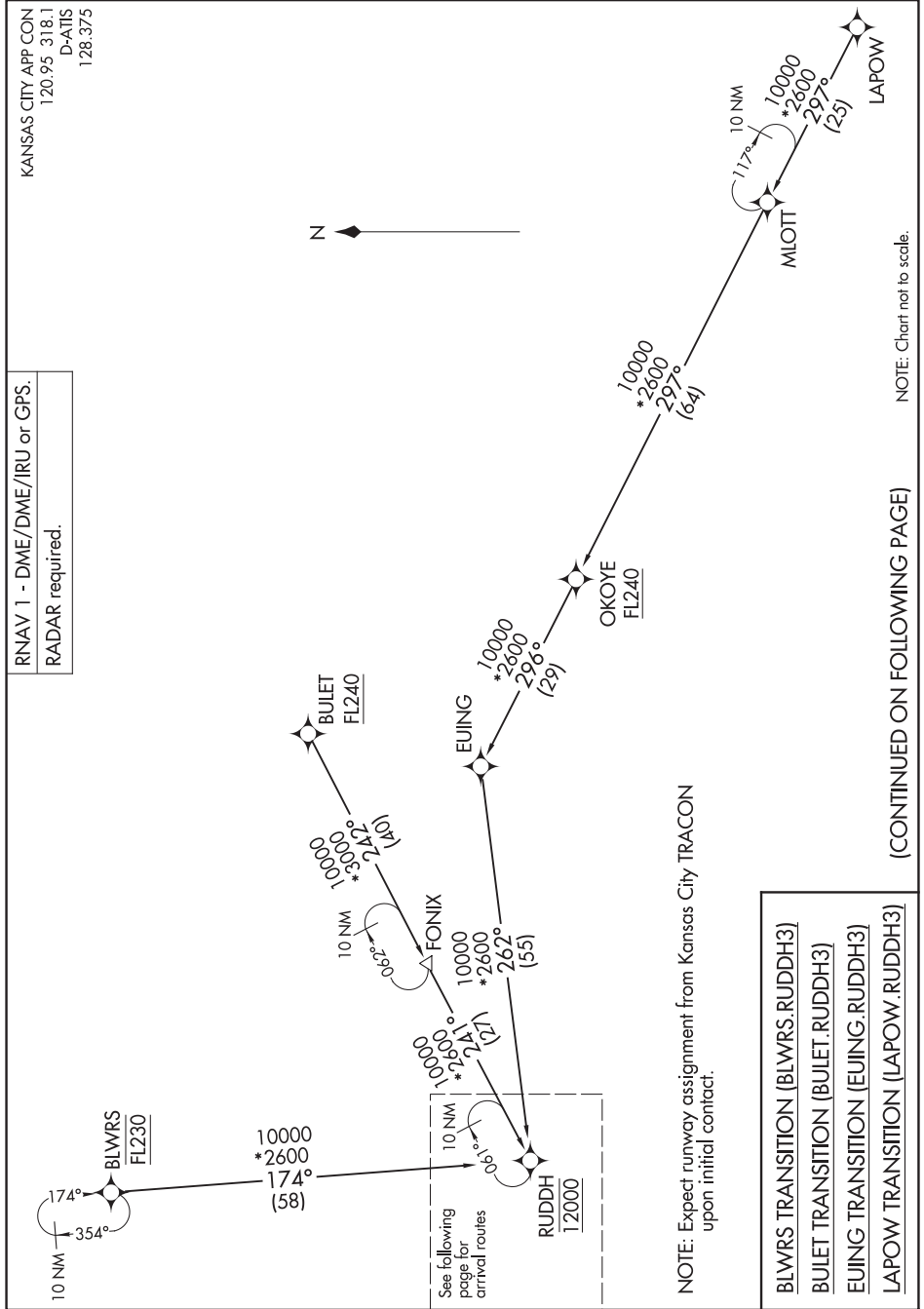
RUNWAY 1R: After COOKD proceed to TERKY at 4000, then on ILS or LOC RWY 1R approach.

RUNWAY 9: After MAMMA maintain 6000, proceed to MAXEE and hold.

RUNWAY 19L: After BYKER proceed to TUSKG at 6000 and hold.

RUNWAY 19R: After KAALA proceed to CAMDO at 6000 and hold.

RUNWAY 27: After DMANN maintain 4000, proceed to TAGRT, then on ILS or LOC RWY 27 approach.



(RUDDH.RUDDH3) 23222

AL-780 (FAA)

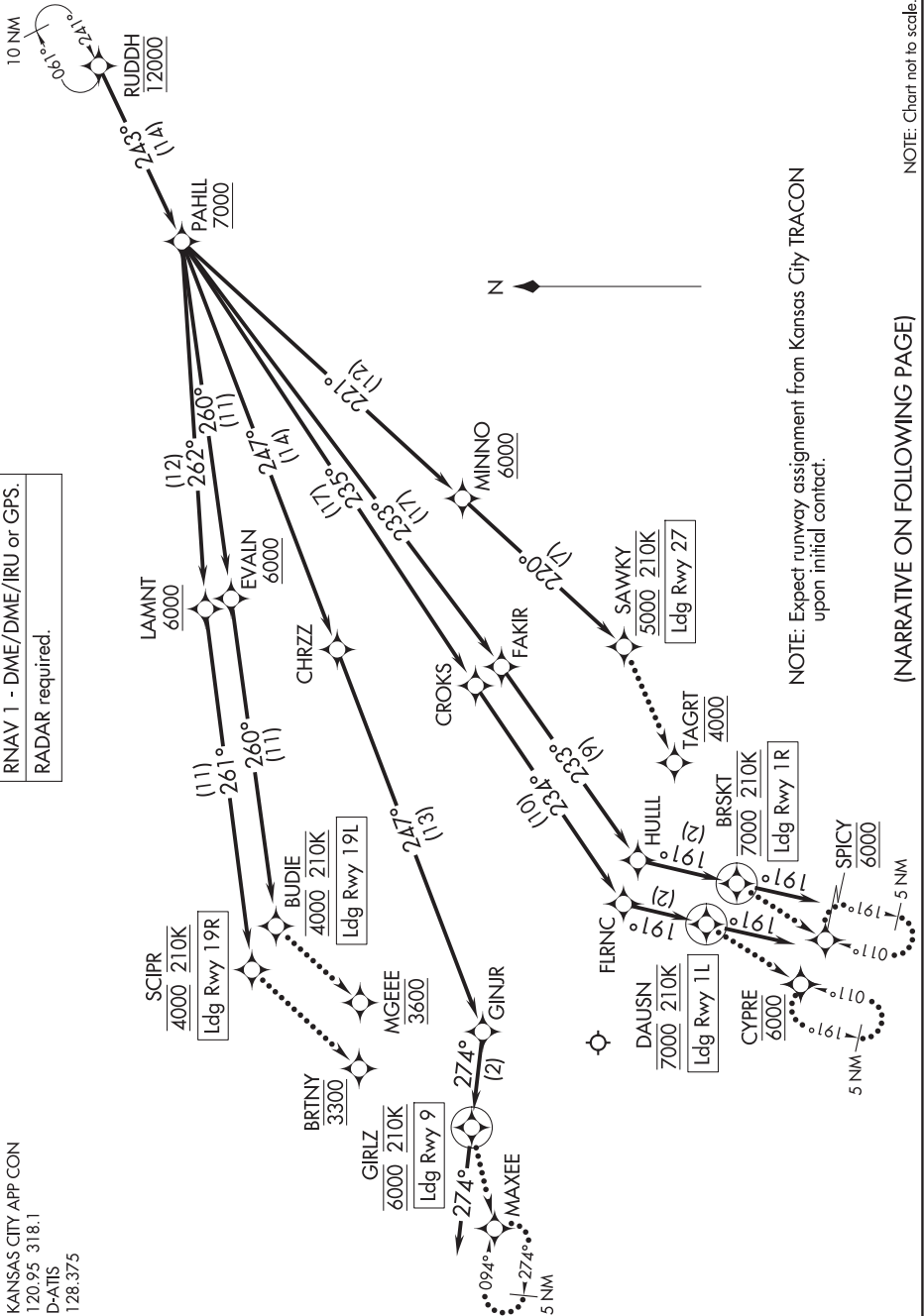
KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

RUDDH THREE ARRIVAL(RNAV) Arrival Routes

NC-3, 07 AUG 2025 to 02 OCT 2025

KANSAS CITY APP CON
120.95 318.1
D-ATIS
128.375

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 07 AUG 2025 to 02 OCT 2025

RUDDH THREE ARRIVAL(RNAV) Arrival Routes

(RUDDH.RUDDH3) 10AUG23

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

ARRIVAL ROUTE DESCRIPTION

From RUDDH on track 243° to cross PAHLL at or above 7000.

LANDING RUNWAY 1L: From PAHLL on track 235° to CROKS, then on track 234° to FLRNC, then on track 191° to cross DAUSN at 7000 and at 210K, then on track 191°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 1L approach.

LANDING RUNWAY 1R: From PAHLL on track 233° to FAKIR, then on track 233° to HULLL, then on track 191° to cross BRSKT at 7000 and at 210K, then on track 191°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 1R approach.

LANDING RUNWAY 9: From PAHLL on track 247° to CHRZZ, then on track 247° to GINJR, then on track 274° to cross GIRLZ at 6000 and at 210K, then on track 274°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 9 approach.

LANDING RUNWAY 19L: From PAHLL on track 260° to cross EVALN at or above 6000, then on track 260° to cross BUDIE at 4000 and at 210K. Expect RNP Z RWY 19L approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 19L approaches.

LANDING RUNWAY 19R: From PAHLL on track 262° to cross LAMNT at or above 6000, then on track 261° to cross SCIPR at 4000 and at 210K. Expect RNP Z RWY 19R approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 19R approaches.

LANDING RUNWAY 27: From PAHLL on track 221° to cross MINNO at or above 6000, then on track 220° to cross SAWKY at 5000 and at 210K. Expect RNP Z RWY 27 approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 27 approaches.

LOST COMMUNICATIONS

RUNWAY 1L: After DAUSN proceed to CYPRE at 6000 and hold.

RUNWAY 1R: After BRSKT proceed to SPICY at 6000 and hold.

RUNWAY 9: After GIRLZ maintain 6000, proceed to MAXEE and hold.

RUNWAY 19L: After BUDIE proceed to MGEEE at 3600, then on ILS or LOC RWY 19L approach.

RUNWAY 19R: After SCIPR proceed to BRTNY at 3300, then on ILS or LOC RWY 19R approach.

RUNWAY 27: After SAWKY proceed to TAGRT at 4000, then on ILS or LOC RWY 27 approach.

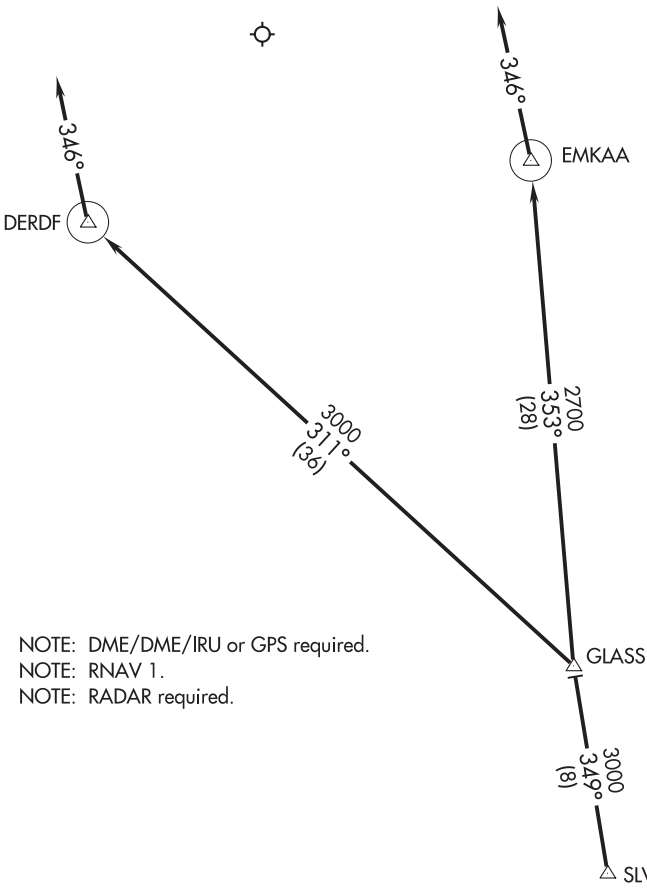
(SLVER.SLVER1) 16259

SLVER ONE ARRIVAL (RNAV)

AL-5400 (FAA)

SPIRIT OF ST LOUIS (SUS)
ST. LOUIS, MISSOURI

ATIS
134.8
ST LOUIS APP CON
128.1 307.05



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 12000

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From SLVER on track 349° to GLASS.

LANDING RUNWAYS 8L/R: From GLASS on track 311° to DERDF, then on track 346°, expect RADAR vectors prior to DERDF.

LANDING RUNWAYS 26L/R: From GLASS on track 353° to EMKAA, then on track 346°, expect RADAR prior to EMKAA.

SLVER ONE ARRIVAL (RNAV)
(SLVER.SLVER1) 15NOV12

ST. LOUIS, MISSOURI
SPIRIT OF ST LOUIS (SUS)

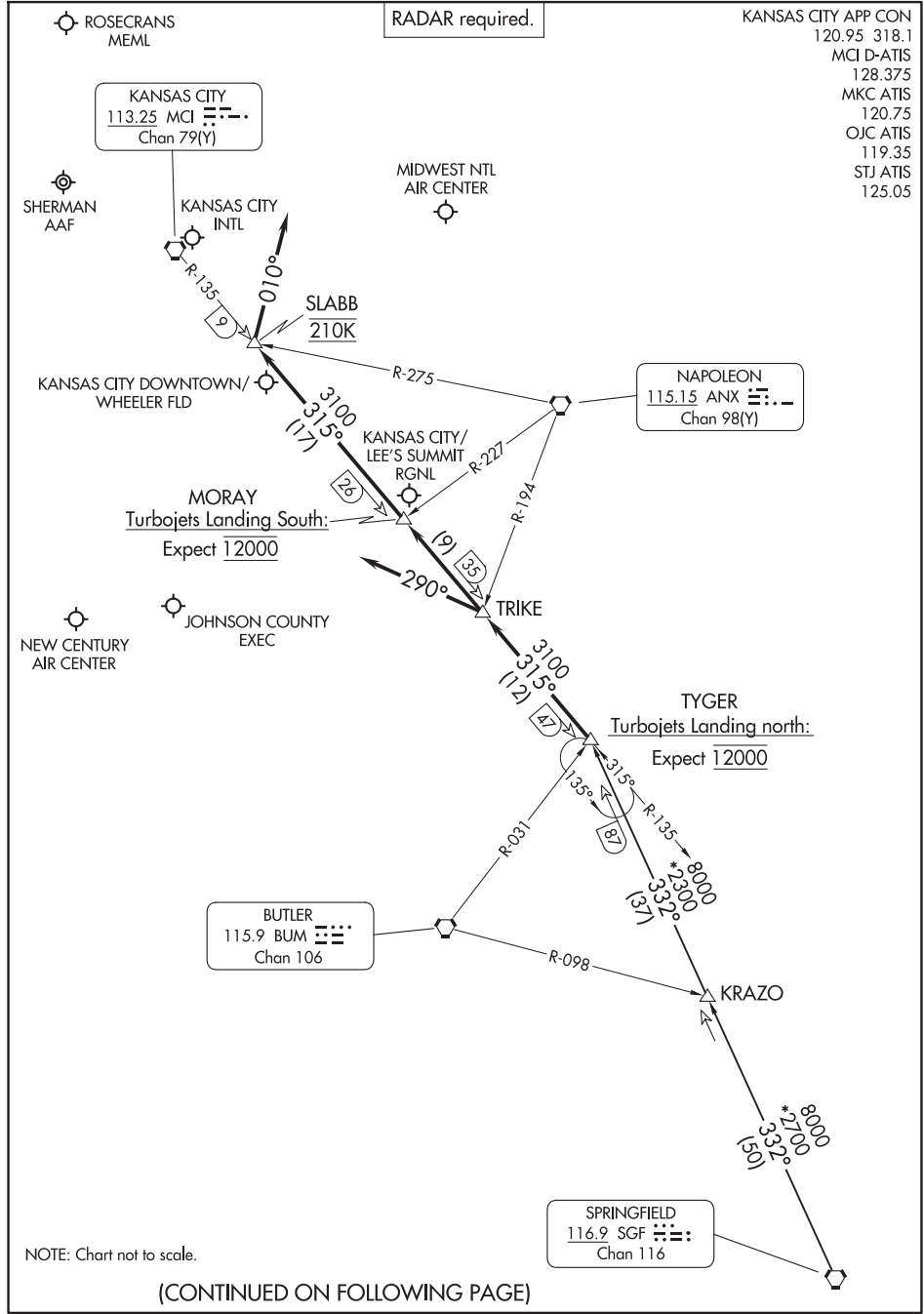
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

TYGER SEVEN ARRIVAL

AL-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

TYGER SEVEN ARRIVAL

KANSAS CITY, MISSOURI

ARRIVAL ROUTE DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER7): From over SGF VORTAC on SGF R-332 to TYGER. Thence. . . .

LANDING KANSAS CITY INTL (MCI):
RUNWAYS 19L/R: From over TYGER on MCI R-135 to SLABB then on heading 010°. Thence. . . .

RUNWAYS 1L/R: From over TYGER on MCI R-135 to TRIKE then on heading 290°. Thence. . . .

RUNWAYS 9, 27: From over TYGER on MCI R-135 to TRIKE. Thence. . . .

LANDING KANSAS CITY DOWNTOWN/WHEELER FLD (MKC):
RUNWAYS 1, 4: From over TYGER on MCI R-135 to TRIKE. Thence. . . .
RUNWAYS 19, 22: From over TYGER on MCI R-135 to SLABB then on heading 010°. Thence. . . .

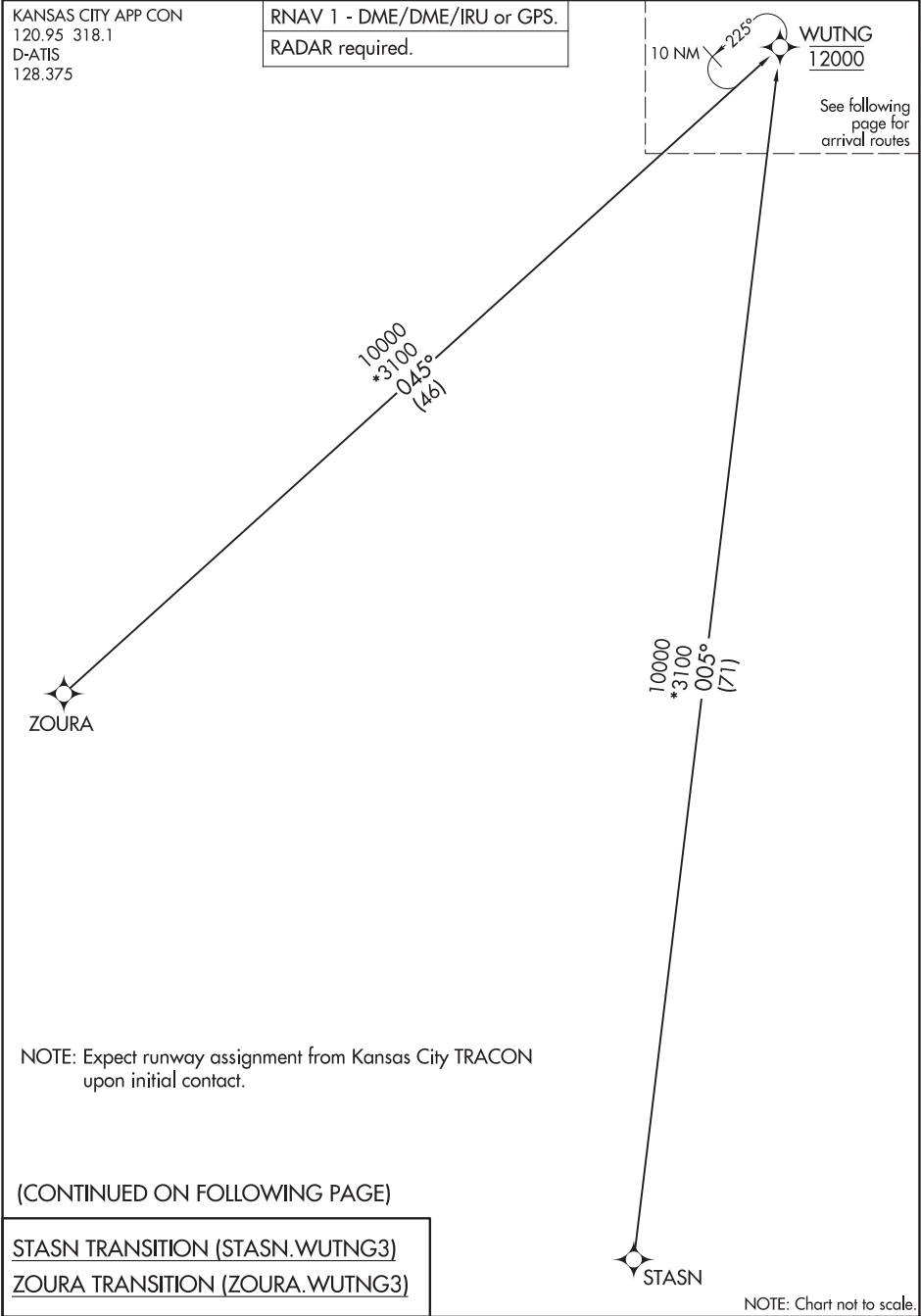
LANDING ROSECRANS MEML (STJ) and SHERMAN AAF (FLV): From over TYGER on MCI R-135 to SLABB then on heading 010°. Thence. . . .

ALL OTHER AIRPORTS: From over TYGER on MCI R-135 to TRIKE. Thence. . . .

. . . .expect RADAR vectors to final approach course.

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



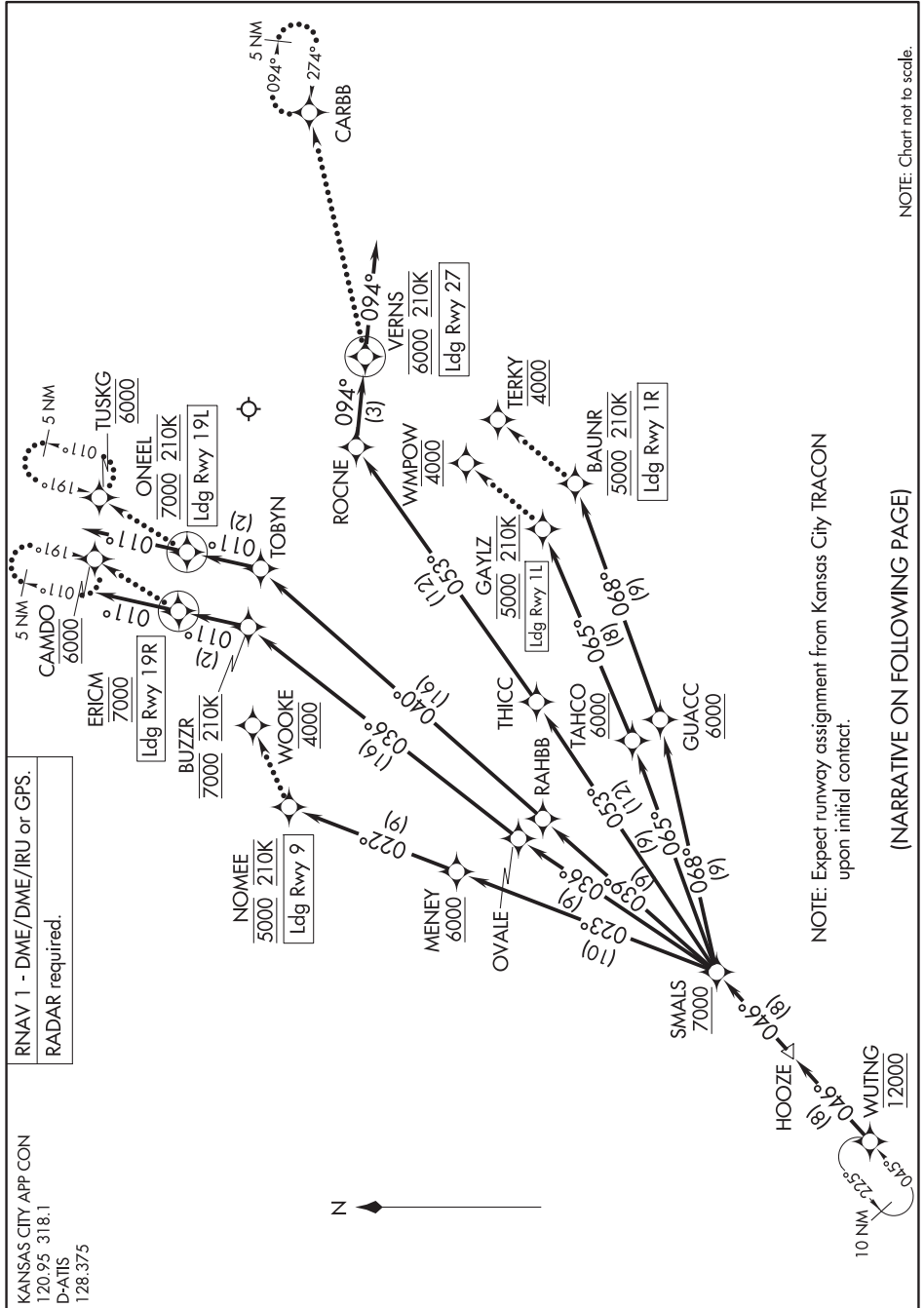
(WUTNG.WUTNG3) 23222

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

WUTNG THREE ARRIVAL (RNAV) Arrival Routes

NC-3, 07 AUG 2025 to 02 OCT 2025



WUTNG THREE ARRIVAL (RNAV) Arrival Routes

(WUTNG.WUTNG3) 10AUG23

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

ARRIVAL ROUTE DESCRIPTION

From WUTNG on track 046° to HOOZE, then on track 046° to cross SMALS at or above 7000.

LANDING RUNWAY 1L: From SMALS on track 065° to cross TAHCO at or above 6000, then on track 065° to cross GAYLZ at 5000 and at 210K. Expect RNP Z RWY 1L approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 1L approaches.

LANDING RUNWAY 1R: From SMALS on track 068° to cross GUACC at or above 6000, then on track 068° to cross BAUNR at 5000 and at 210K. Expect RNP Z RWY 1R approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 1R approaches.

LANDING RUNWAY 9: From SMALS on track 023° to cross MENEY at or above 6000, then on track 022° to cross NOMEY at 5000 and at 210K. Expect RNP Z RWY 9 approach, or expect RADAR vectors to final approach course for ILS or GPS RWY 9 approaches.

LANDING RUNWAY 19L: From SMALS on track 039° to RAHBB, then on track 040° to TOBYN, then on track 011° to cross ONEEL at 7000 and at 210K, then on track 011°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 19L approach.

LANDING RUNWAY 19R: From SMALS on track 036° to OVALE, then on track 036° to cross BUZZR at 7000 and at 210K, then on track 011° to cross ERICM at 7000, then on track 011°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 19R approach.

LANDING RUNWAY 27: From SMALS on track 053° to THICC, then on track 053° to ROCNE, then on track 094° to cross VERNs at 6000 and at 210K, then on track 094°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 27 approach.

LOST COMMUNICATIONS

RUNWAY 1L: After GAYLZ proceed to WMPOW at 4000, then on ILS or LOC RWY 1L approach.

RUNWAY 1R: After BAUNR proceed to TERKY at 4000, then on ILS or LOC RWY 1R approach.

RUNWAY 9: After NOMEY proceed to WOOKIE at 4000, then on ILS or LOC RWY 9 approach.

RUNWAY 19L: After ONEEL proceed to TUSKG at 6000 and hold.

RUNWAY 19R: After ERICM proceed to CAMDO at 6000 and hold.

RUNWAY 27: After VERNs maintain 6000, proceed to CARBB and hold..

INTENTIONALLY
LEFT
BLANK

APP CRS
129°

Rwy Idg
TDZE
Apt Elev

3960
1215
1216

RNAV (GPS) RWY 12

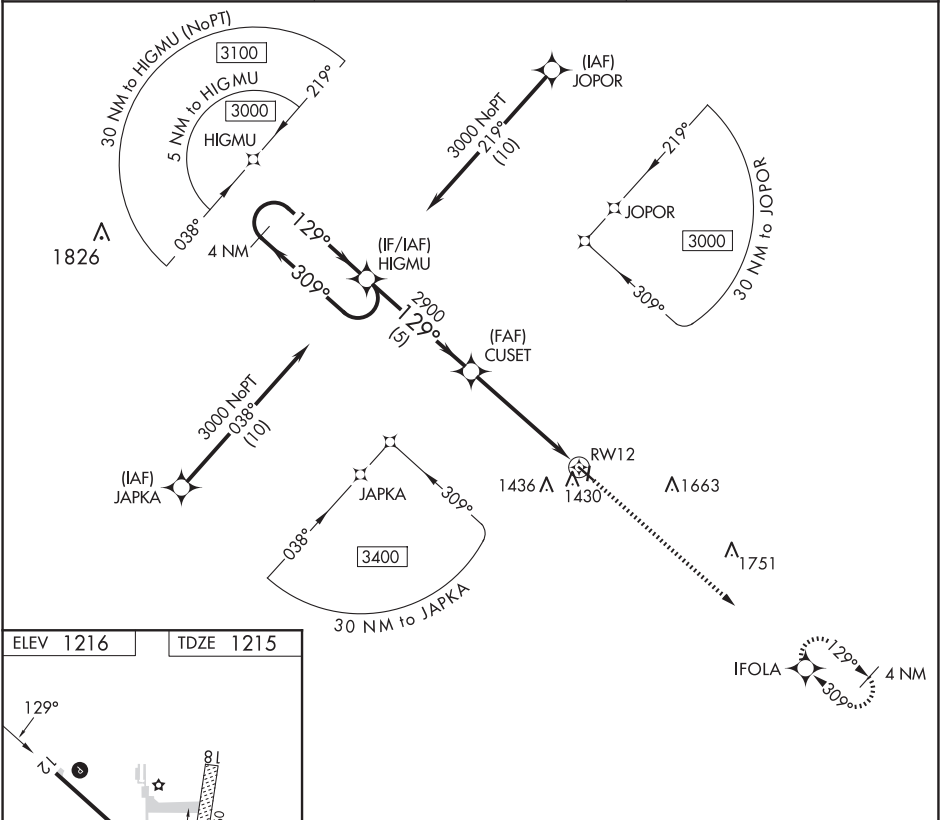
ALGONA MUNI (AXA)

RNP APCH.

When local altimeter setting not received, use Forest City altimeter setting and increase all MDA 80 feet. Procedure NA at night. Rwy 12 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct IFOLA and hold.

AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
-------------------	-----------------------------------	--------------------------



ELEV 1216

TDZE 1215

129°
12
81
0.4% UP
2893 X 160
0.3% UP
36
30

4 NM Holding Pattern

HIGMU

CUSET

3000

309°

129°

2900

3.00°

TCH 40

RW12

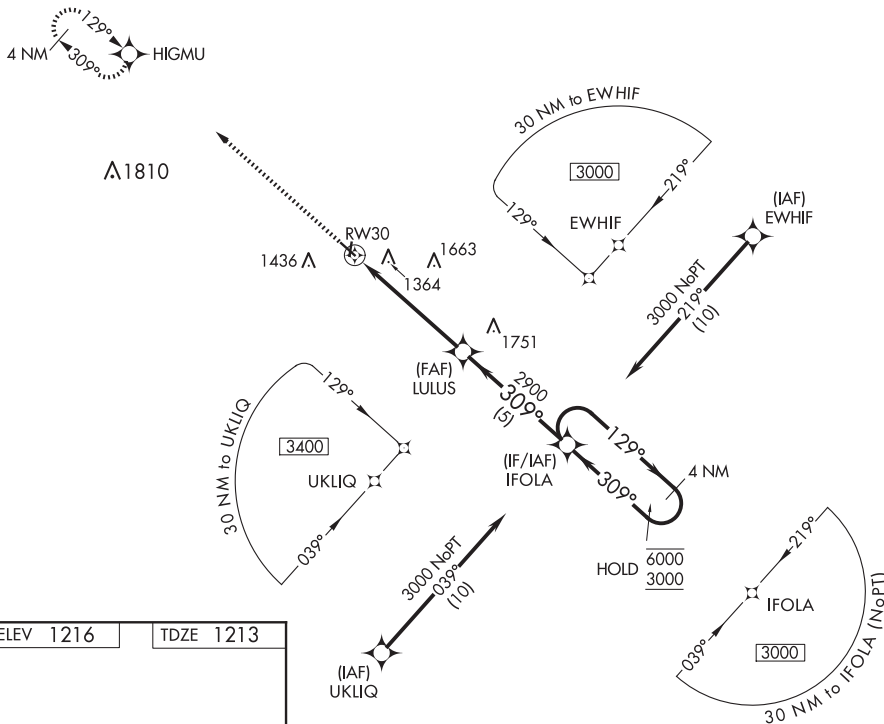
IFOLA

CATEGORY	A	B	C	D
LNAV MDA	1680-1	465 (500-1)	NA	

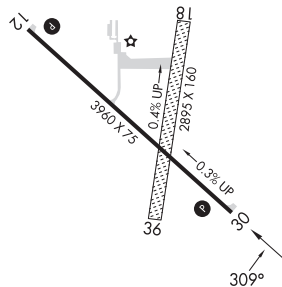
RNAV (GPS) RWY 30
ALGONA MUNI (AXA)

MISSED APPROACH: Climb to 3000 direct HIGMU and hold.

UNICOM
122.8 (CTAF) **L**



TDZE 1213



3000
↑
HIGMU

1.1 NM to RW30

RW30

LULUS

IFOLA

4 NM Holding Pattern

129° → 6000
← 309° 3000

309°

2900

3.00°
TCH 40

1.1 4.1 NM 5 NM

CATEGORY	A	B	C	D
LNNAV MDA	1600-1	387 (400-1)	NA	

ALGONA MUNI (AXA)
RNAV (GPS) RWY 30

LOC/DME I-EEE

110.7

Chan **44**

APP CRS

014°

Rwy Ldg

5701

TDZE

956

Apt Elev

956

ILS or LOC RWY 1

AMES MUNI (AMW)

DME required.

NA

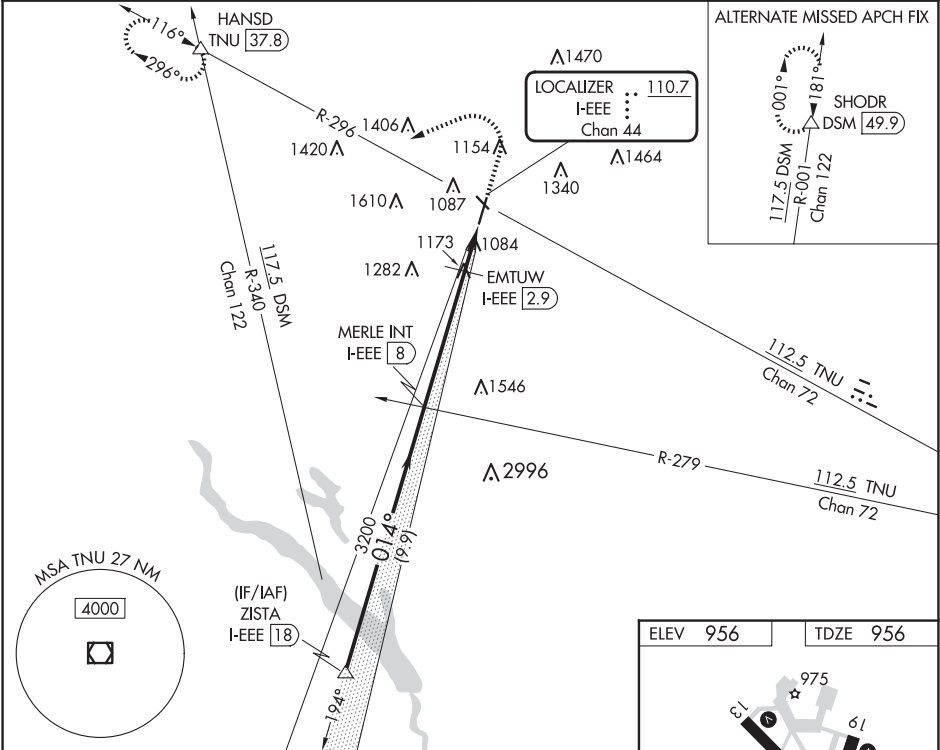
-26°C

For inop ALS increase S-LOC 1 Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on heading 240° and TNU VOR/DME R-296 to HANSD INT/37.8 DME and hold, continue climb-in-hold to 4000.

ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF) 0
------------------------	---	--------------------------	---------------------------------



ZISTA I-EEE 18

4000

014°

GS 3.00° TCH 50

MERLE INT I-EEE 8

3200

1700

4000

hdg 240°

TNU R-296

HANSD

EMTUW I-EEE 2.9

I-EEE 1.1

1580

9.9 NM

5.1 NM

1.8 NM

CATEGORY	A	B	C	D
S-ILS 1	1206-½ 250 (300-½)			
S-LOC 1	1440-½ 484 (500-½)	1440-1 484 (500-1)		
CIRCLING	1440-1 484 (500-1)	1460-1 504 (600-1)	1640-2 684 (700-2)	1960-3 1004 (1100-3)

ELEV 956

TDZE 956

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

AMES, IOWA

AL-5307 (FAA)

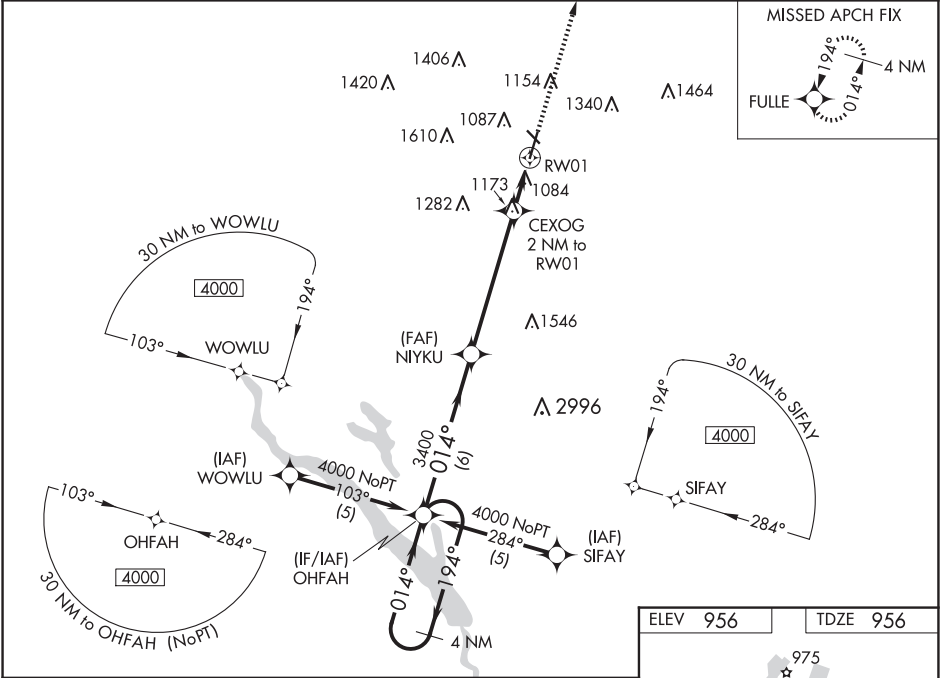
25163

WAAS CH 72717 W01A	APP CRS 014°	Rwy Ldg TDZE Apt Elev	5701 956 956
--	------------------------	-----------------------------	---

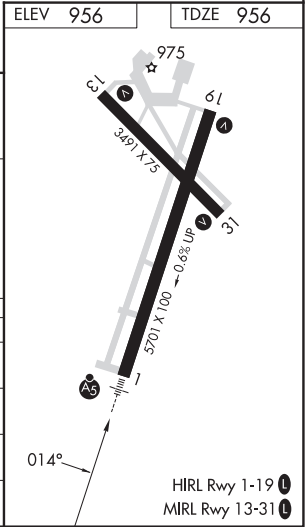
RNAV (GPS) RWY 1
AMES MUNI (AMW)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 3000 direct FULLE and hold.
▼ ✱ -26°C For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). For inop MALSR, increase LNAV Cats A, B visibility to 1 mile.	AS	

ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF) 0
------------------------	---	--------------------------	---------------------------------



4 NM Holding Pattern				
OHFAH				
4000 ← 194° / 014° →				
GP 3.00° TCH 50				
3400				
NIYKU 3400				
CEXOG 2 NM to RW01				
*1.4 NM to RW01				
*1640				
6 NM, 5.4 NM, 0.6, 1.4 NM				
CATEGORY	A	B	C	D
LPV DA	1261-3/4	305 (400-3/4)		NA
LNAV/VNAV DA	1364-1	408 (500-1)		NA
LNAV MDA	1440-3/4	484 (500-3/4)		NA
CIRCLING	1440-1 484 (500-1)	1460-1 504 (600-1)	1640-2 684 (700-2)	NA



AMES, IOWA
Amdt 2B 12AUG21

42°00'N-93°37'W

AMES MUNI (AMW)
RNAV (GPS) RWY 1

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

AMES, IOWA

AL-5307 (FAA)

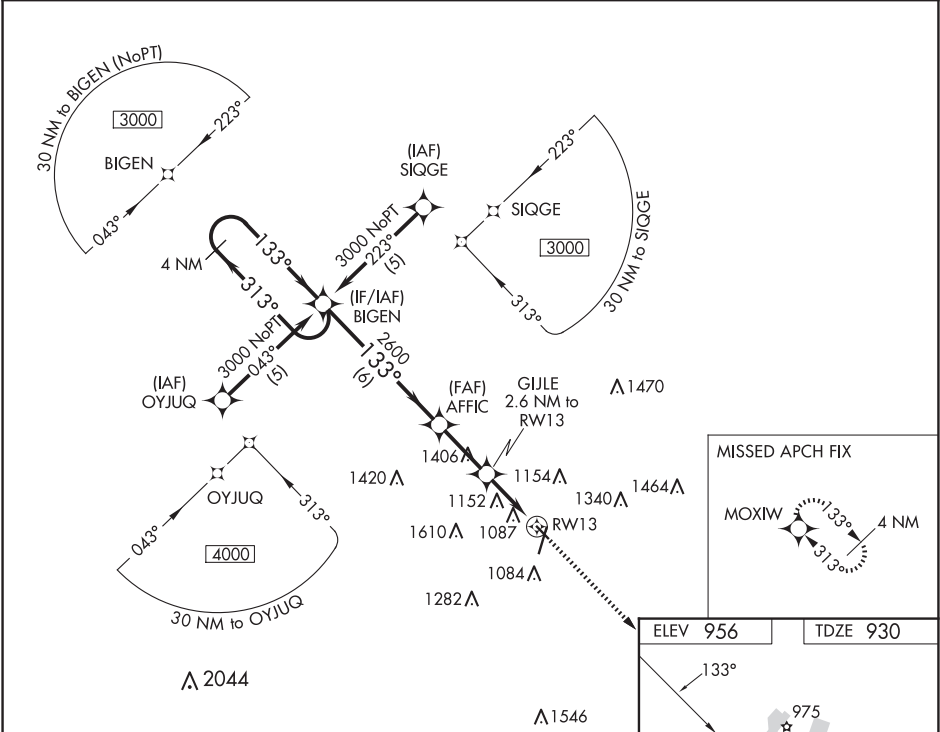
25163

WAAS CH 63117 W13A	APP CRS 133°	Rwy Ldg TDZE Apt Elev	3491 930 956
--	------------------------	-----------------------------	---

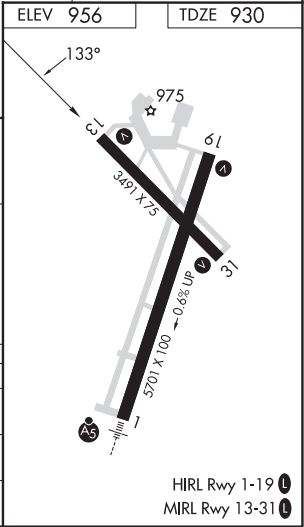
RNAV (GPS) RWY 13
AMES MUNI (AMW)

RNP APCH.	<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 13 helicopter visibility reduction below ¾ SM NA.</p>	MISSED APPROACH: Climb to 3000 direct MOXIW and hold.
-----------	---	---

ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF) 0
------------------------	---	--------------------------	---------------------------------



4 NM Holding Pattern		BIGEN		AFFIC		GIJLE 2.6 NM to RW13		3000		MOXIW	
3000		←313°		133°→		133°		2600		*LNAV only	
GP 3.00° TCH 43				2600		*1780		*1.4 NM to RW13		RW13	
		6 NM		2.5 NM		1.2 NM		1.4 NM			
CATEGORY		A	B	C	D						
LPV DA		1224-1	294 (300-1)		NA						
LNAV/VNAV DA		1478-2	548 (600-2)		NA						
LNAV MDA		1420-1	490 (500-1)	1420-1¼ 490 (500-1¼)	NA						



AMES, IOWA
Amdt 1B 18JUL19

42°00'N-93°37'W

AMES MUNI (AMW)
RNAV (GPS) RWY 13

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

AMES, IOWA

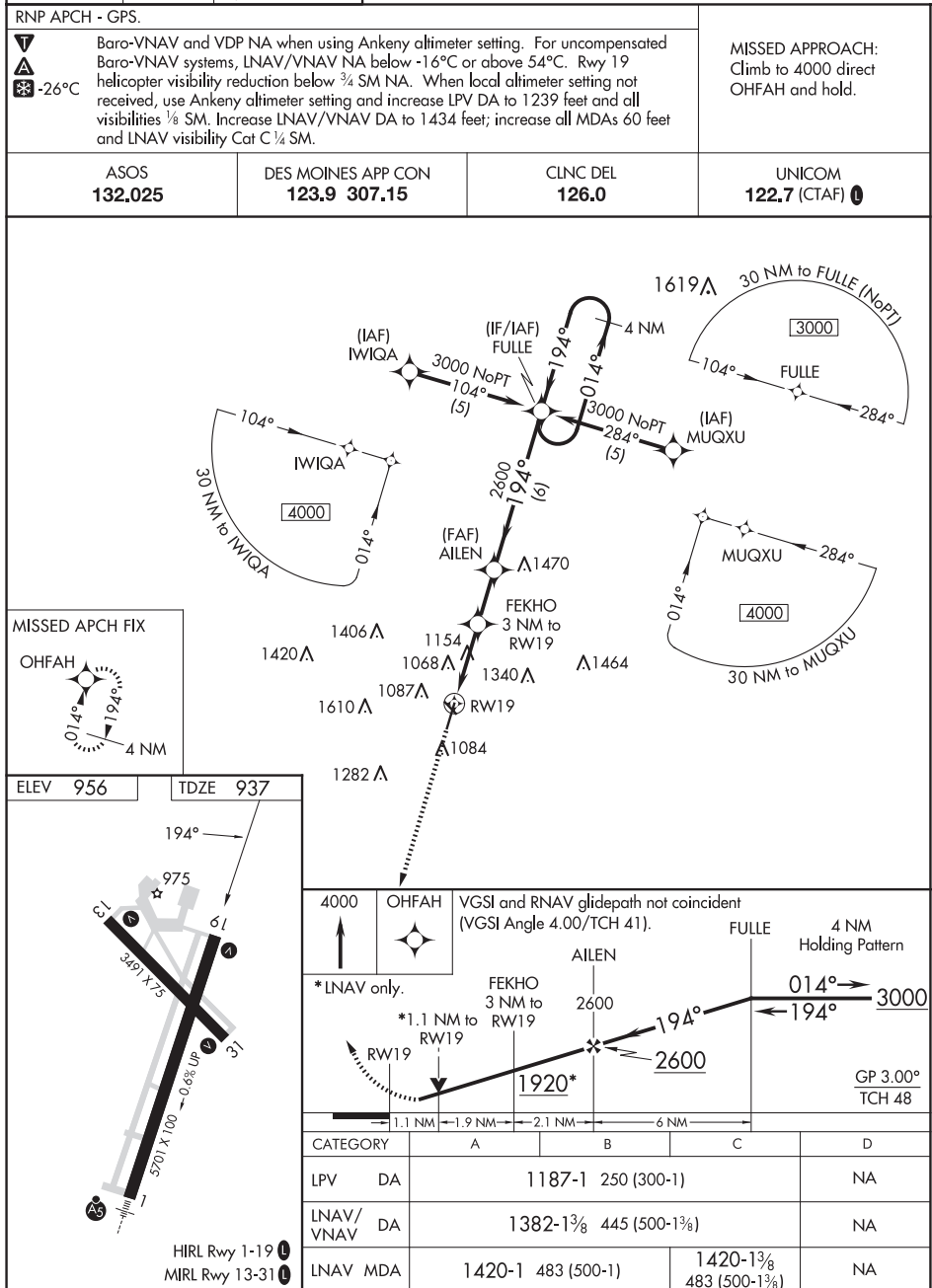
AL-5307 (FAA)

25163

WAAS CH 61217 W19A	APP CRS 194°	Rwy Ldg TDZE Apt Elev	5701 937 956
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 19

AMES MUNI (AMW)



AMES, IOWA
Amdt 1C 06OCT22

42°00'N-93°37'W

AMES MUNI (AMW)
RNAV (GPS) RWY 19

NC-3, 07 AUG 2025 to 02 OCT 2025

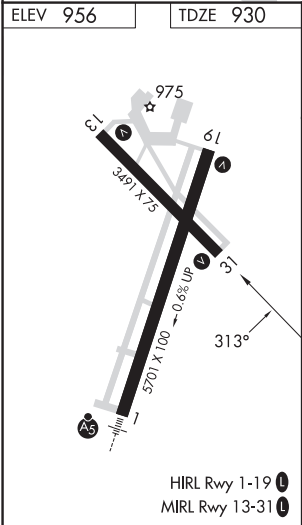
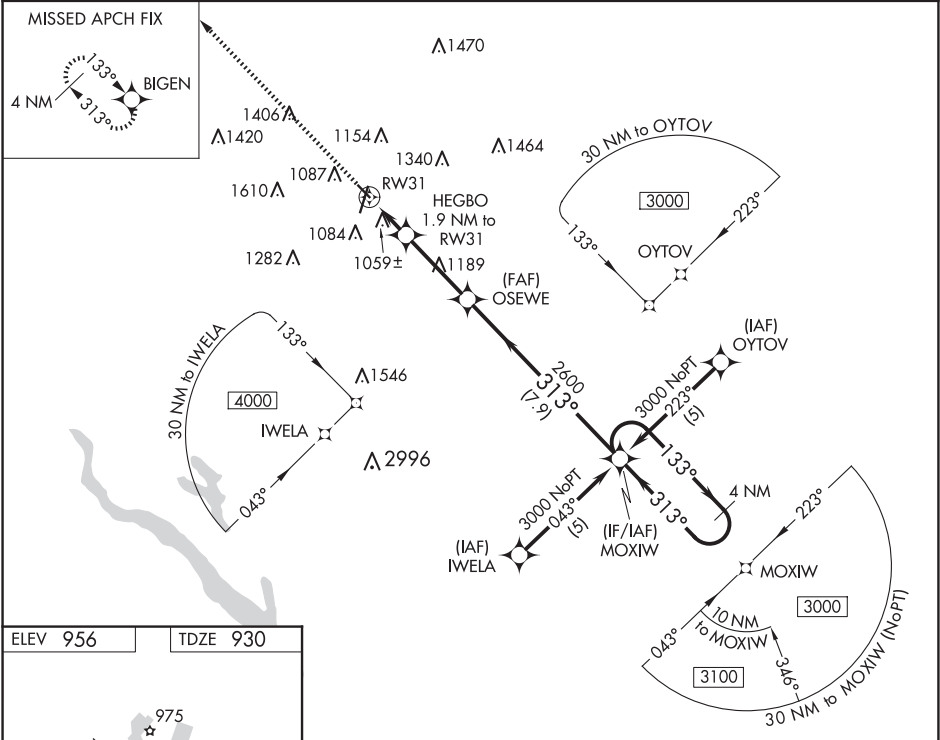
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90517 W31A	APP CRS 313°	Rwy Ldg TDZE Apt Elev	3491 930 956
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 31
AMES MUNI (AMW)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct BIGEN and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 31 helicopter visibility reduction below ¾ SM NA.	

ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF) 0
------------------------	---	--------------------------	---------------------------------



3000	BIGEN	OSEWE	MOXIW	4 NM Holding Pattern
*LNAV only	HEGBO 1.9 NM to RW31	2600	133°	3000
	1.1 NM to RW31	1560	313°	GP 3.00° TCH 36
	1.1 NM	0.8	3.2 NM	7.9 NM
CATEGORY	A	B	C	D
LPV	DA	1205-1	275 (300-1)	NA
LNAV/VNAV	DA	1436-1¾	506 (500-1¾)	NA
LNAV	MDA	1320-1	390 (400-1)	NA

AMES, IOWA

AL-5307 (FAA)

25163

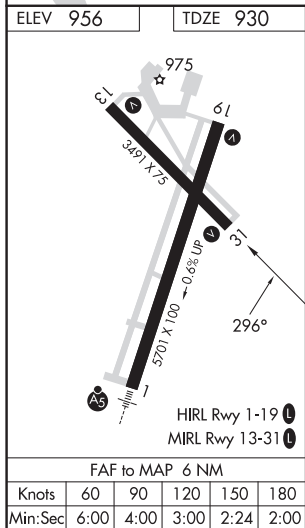
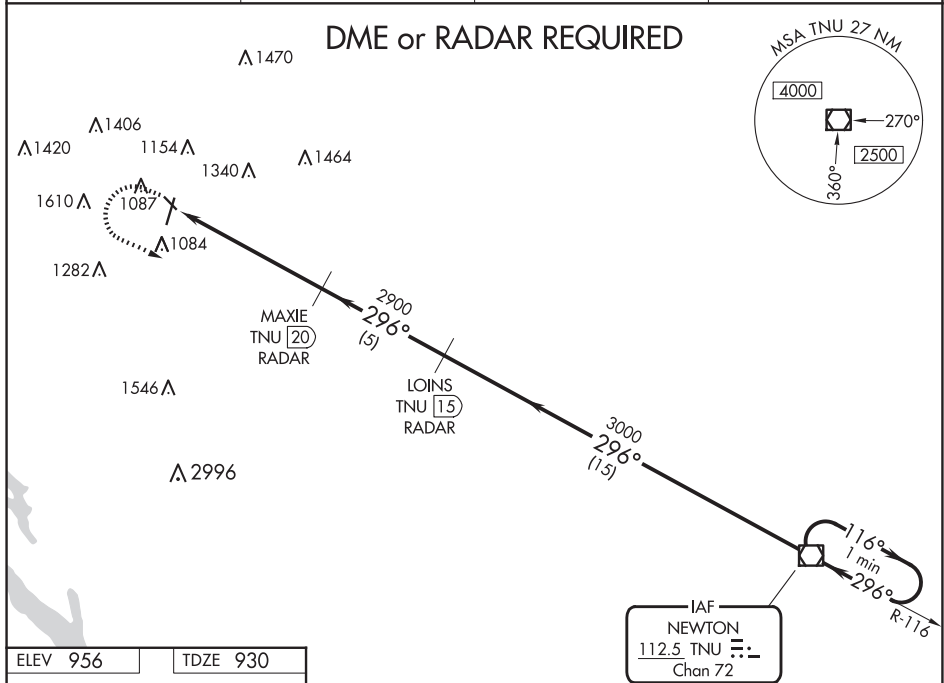
VOR/DME TNU 112.5 Chan 72	APP CRS 296°	Rwy Ldg TDZE 3491 930 Apt Elev 956
---	------------------------	--

VOR RWY 31

AMES MUNI (AMW)

-26°C	Rwy 31 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 31 NA at night.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct TNU VOR/DME and hold.
-------	---	--

ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF)
------------------------	---	--------------------------	-------------------------------



NoPT for arrivals on TNU VOR/DME
airway radials 031 CW 081.

	2000	3000	TNU				
	↑	↶					
				LOINS TNU (15) RADAR		TNU VOR/DME	One Minute Holding Pattern
				MAXIE TNU (20) RADAR			
				TNU (26)			
				≤ 3.06° TCH 36			
				6 NM	5 NM	1.5 NM	
CATEGORY	A	B	C	D			
S-31	1580-1	650 (700-1)	1580-1 7/8 650 (700-1 7/8)	NA			
CIRCLING	1580-1	624 (700-1)	1640-2 684 (700-2)	NA			

AMES, IOWA

Amdt 10B 12AUG21

42°00'N-93°37'W

AMES MUNI (AMW)

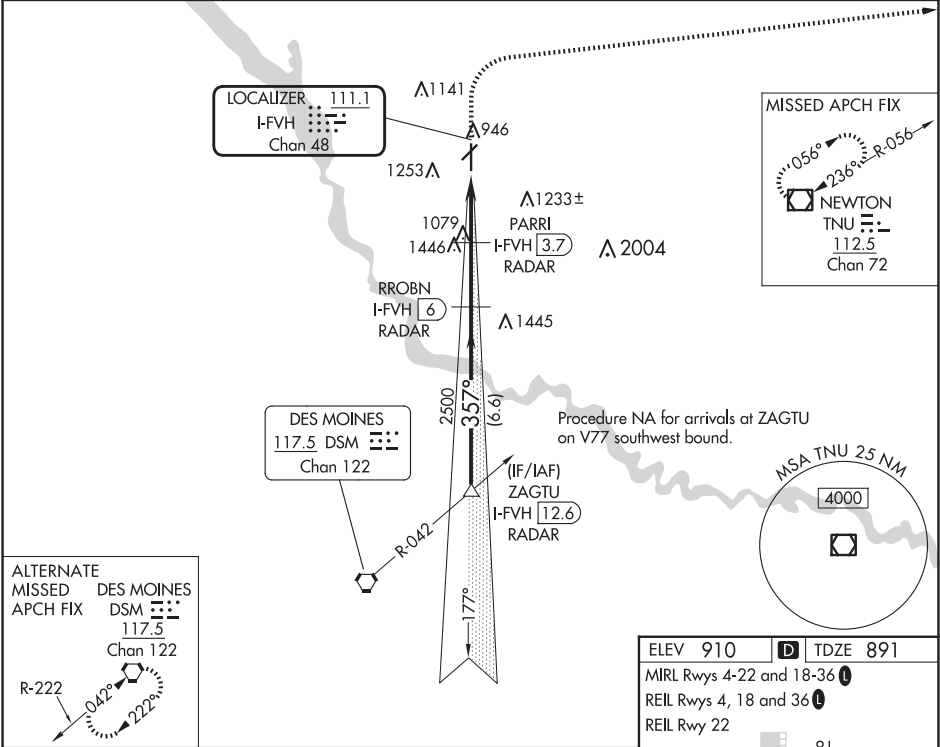
VOR RWY 31

NC-3, 07 AUG 2025 to 02 OCT 2025

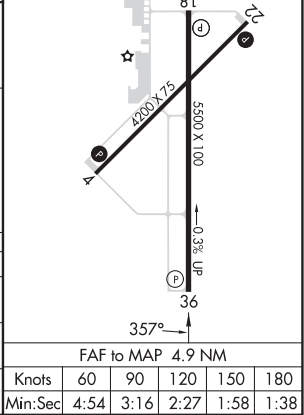
LOC/DME I-FVH 111.1 Chan 48	APP CRS 357°	Rwy Idg TDZE Apt Elev	5500 891 910
---	------------------------	-----------------------------	---

ILS or LOC RWY 36
ANKENY RGNL (IKV)

DME or RADAR required.		MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct TNU VOR/DME and hold.	
AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0



CATEGORY	ZAGTU I-FVH 12.6 RADAR		RROBN I-FVH 6 RADAR		PARRI I-FVH 3.7 RADAR		I-FVH 2.3		I-FVH 1.1	
	3000		2500		1760					
	GS 3.00° TCH 52		6.6 NM		2.3 NM		1.4 NM		1.3 NM	
	S-ILS 36		1091-3/4		200 (200-3/4)					
S-LOC 36		1340-1		449 (500-1)		1340-1 3/8		449 (500-1 3/8)		
CIRCLING		1560-1		650 (700-1)		1560-1 3/4		650 (700-1 3/4)		
						1760-2 3/4		850 (900-2 3/4)		



ANKENY, IOWA

AL-9156 (FAA)

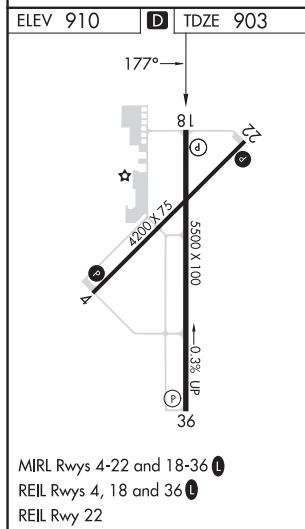
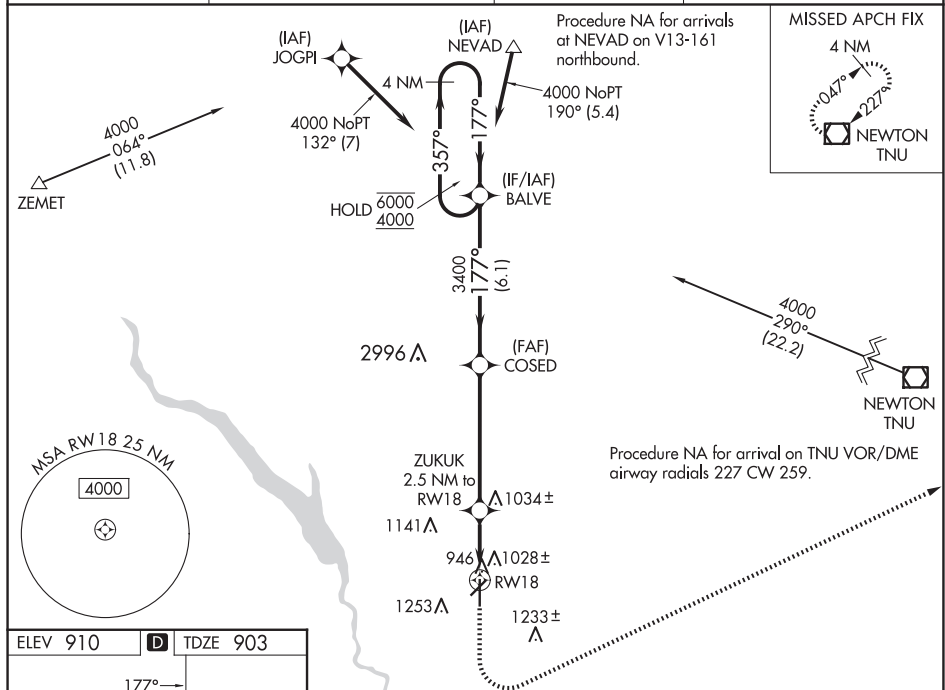
24081




WAAS CH 82720 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	5500 903 910
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

ANKENY RGNL (IKV)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct TNU VOR/DME and hold.	
Rwy 18 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.			
AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF)



1600 ↑	4000 ↖	TNU 				
		ZUKUK 2.5 NM to RW18 1.7 NM to RW18		COSED 3400	BALVE 4 NM Holding Pattern	357° → 6000 ← 177° 4000
		1740		3400	GP 3.00° TCH 40	
1.7 NM		0.8 NM	5.2 NM	6.1 NM		
CATEGORY	A		B	C	D	
LPV DA			1153-3/4 250 (300-3/4)			
LNAV/VNAV DA			1354-1 3/8 451 (500-1 3/8)			
LNAV MDA	1480-1 577 (600-1)		1480-1 5/8 577 (600-1 5/8)			
 CIRCLING	1560-1 650 (700-1)		1560-1 3/4 650 (700-1 3/4)		1760-2 3/4 850 (900-2 3/4)	

ANKENY, IOWA
Amdt 2A 21MAR24



41°41'N-93°34'W

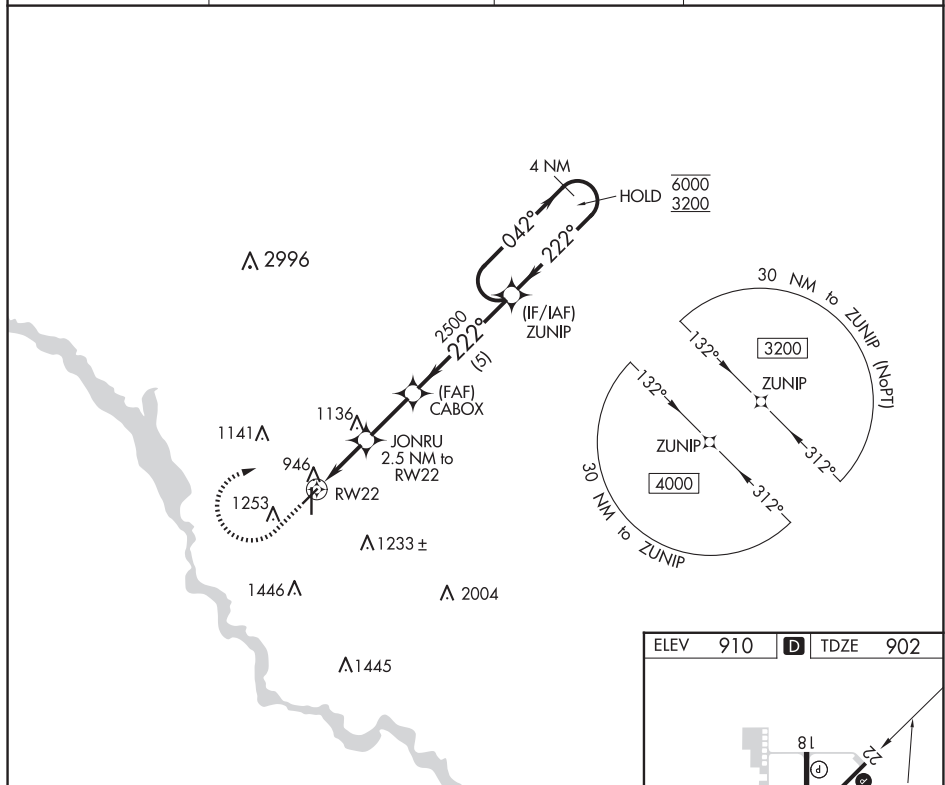
RNAV (GPS) RWY 18

ANKENY RGNL (IKV)

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22
ANKENY RGNL (IKV)

RNP APCH - GPS.		MISSED APPROACH: (Do not exceed 240K until ZUNIP). Climb to 1500 then climbing right turn to 3200 direct ZUNIP and hold.	
 	Rwy 22 helicopter visibility reduction below 3/4 SM NA.		
AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0



1500 3200 ZUNIP

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 32).

4 NM Holding Pattern

CABOX ZUNIP

1.3 NM to RW22

1.2 NM to JONRU

2.5 NM to RW22

1.3 NM

1.2 NM

2.4 NM

5 NM

3.00° TCH 45°

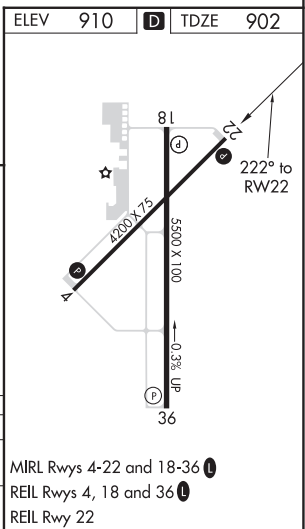
222°

042°

1740 2500

6000 3200

CATEGORY	A	B	C	D
RNAV MDA	1360-1 458 (500-1)	1360-1 3/8 458 (500-1 3/8)	1760-2 3/4 850 (900-2 3/4)	
CIRCLING	1560-1 650 (700-1)	1560-1 3/4 650 (700-1 3/4)	1760-2 3/4 850 (900-2 3/4)	



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ANKENY, IOWA

AL-91.56 (FAA)

21280

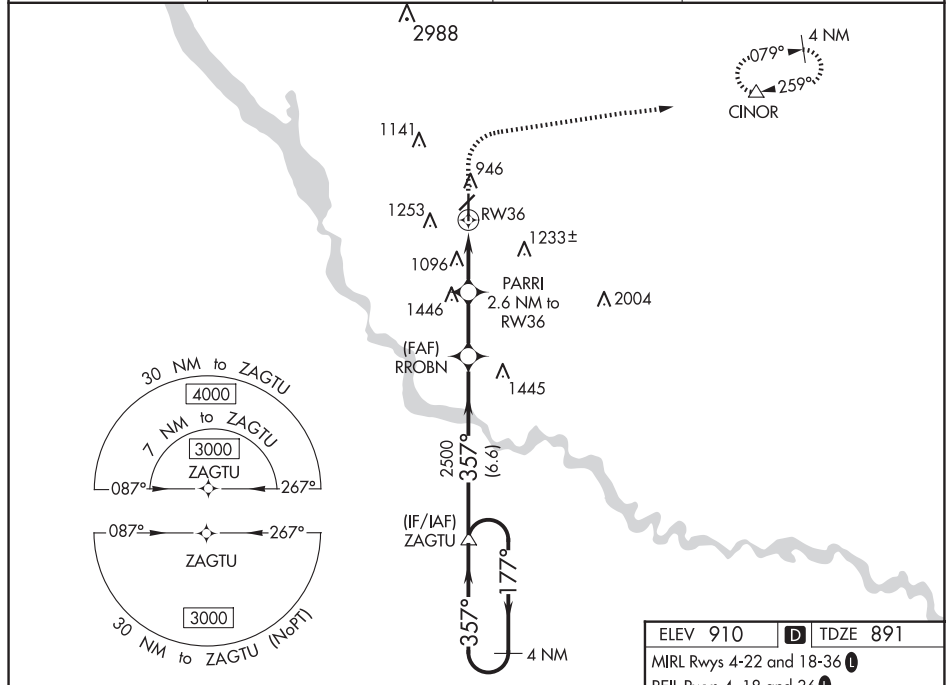
WAAS CH 70512 W36A	APP CRS 357°	Rwy Idg TDZE 891 Apt Elev 910
--	------------------------	---

RNAV (GPS) RWY 36

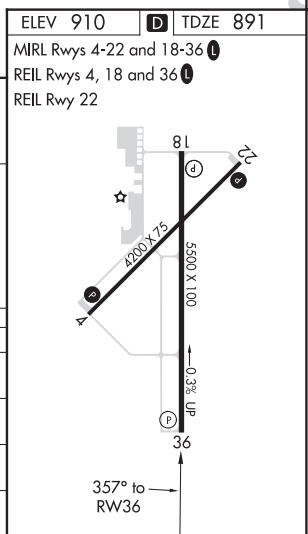
ANKENY RGNL (IKV)

▽ ▲	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Circling Rwy 22 NA at night. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct CINOR and hold, continue climb-in-hold to 4000.
----------------------	--	---

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF)
--------------------------	---	---------------------------	-------------------------------



		ZAGTU	RROBN	PARRI	RW36	
		3000	2500	2500	2500	
		←177°	357°→	357°→	357°→	
		GP 3.00°				
		TCH 52				
		6.6 NM	2.3 NM	1.3 NM	1.3 NM	
CATEGORY		A	B	C	D	
LPV DA			1091-3/4	200 (200-3/4)		
LNAV/VNAV DA			1405-1 3/4	514 (500-1 3/4)		
LNAV MDA		1360-1	469 (500-1)	1360-1 3/8	469 (500-1 3/8)	
CIRCLING		1560-1	650 (700-1)	1560-1 3/4	1760-2 3/4	
				650 (700-1 3/4)	850 (900-2 3/4)	

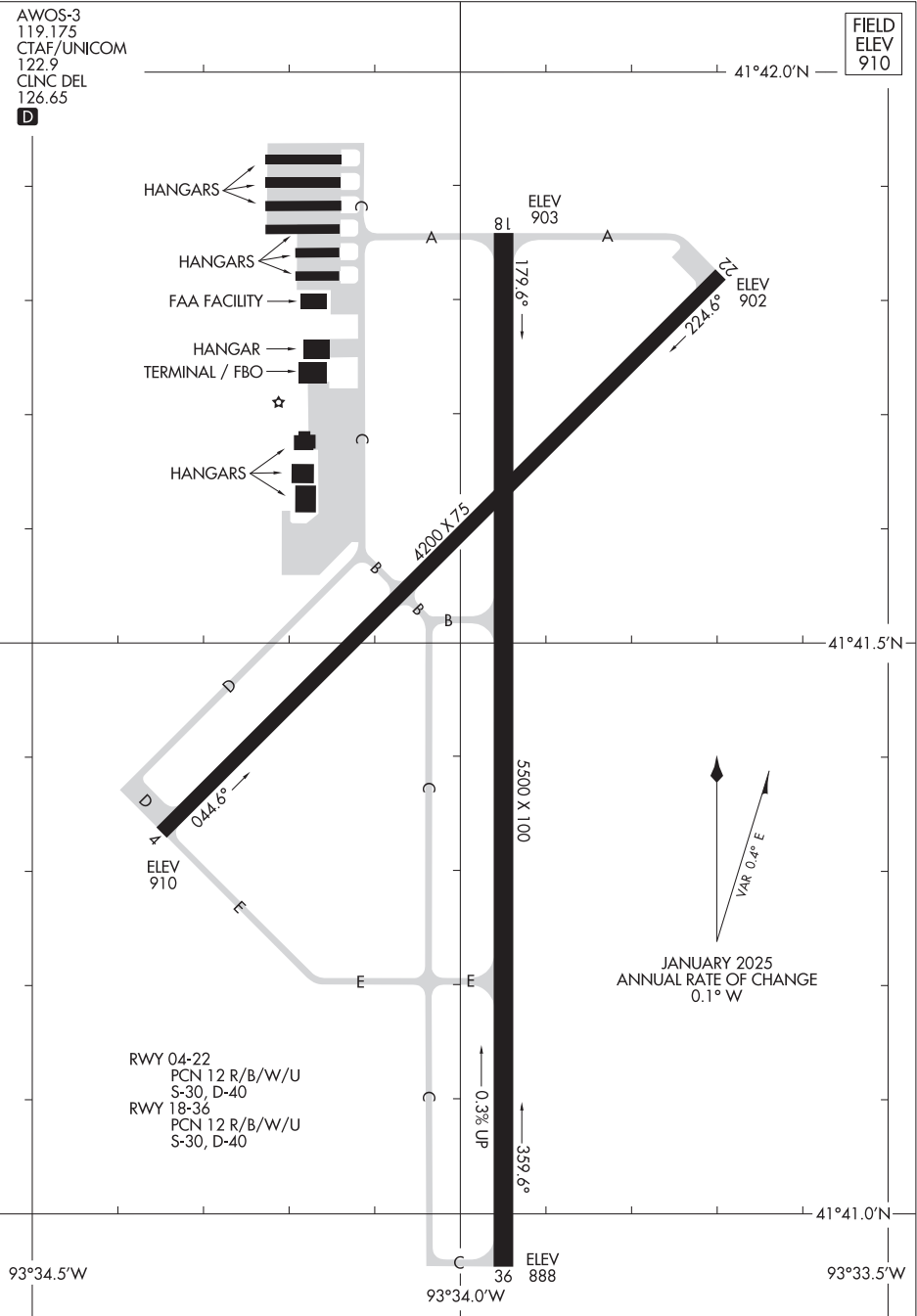


ANKENY, IOWA
Amdt 2 05JAN17

41°41'N-93°34'W

RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH 72828 W02A	APP CRS 018°	Rwy Idg TDZE 1151 Apt Elev 1165
--	------------------------	---

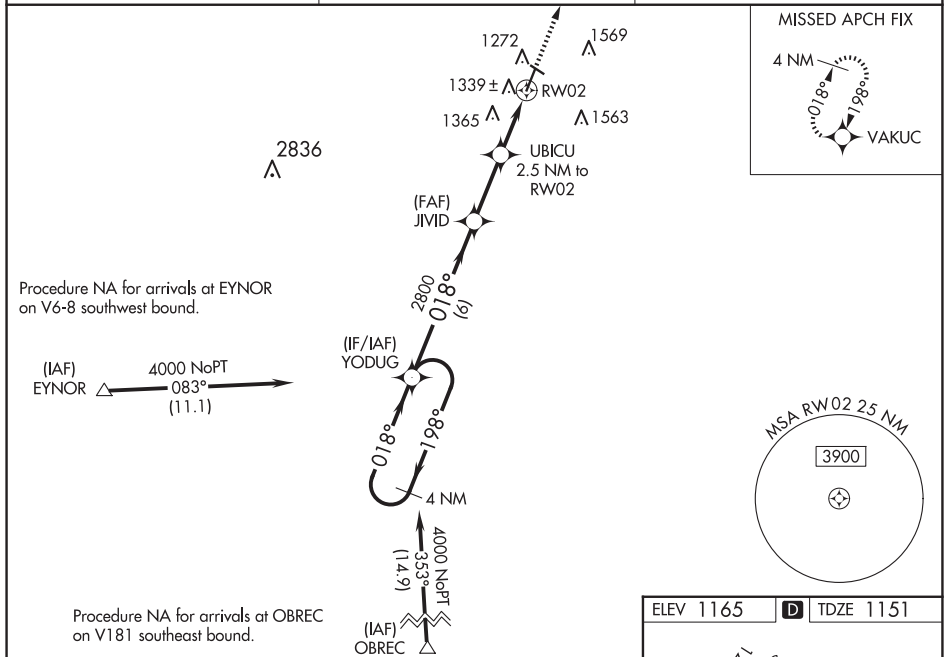
RNAV (GPS) RWY 2

ATLANTIC MUNI (AIO)

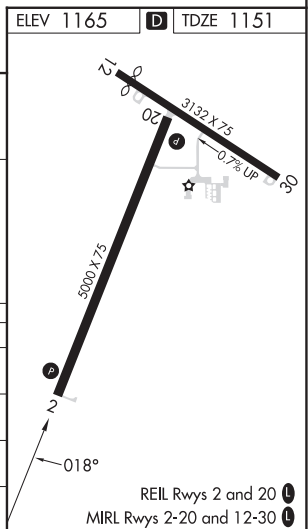
⚠ DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Harlan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Harlan altimeter setting: increase LPV DA to 1450 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1563 feet and all visibilities ½ SM; increase all MDAs 60 feet, and LNAV visibility Cat C ½ SM and Circling visibility Cat B/C ¼ SM. Circling Rwy 12, 30 NA at night.

MISSED APPROACH:
Climb to 4000 direct VAKUC and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.7 (CTAF)
--------------------------	--	-------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).				
4000		YODUG	JIVID	UBICU
4000		198°	018°	2800
GP 3.00°		018°	2800	*1980
TCH 39		6 NM	2.6 NM	1.1 NM
CATEGORY	A	B	C	D
LPV DA	1401-7/8	250 (300-7/8)	NA	NA
LNAV/VNAV DA	1514-1 1/4	363 (400-1 1/4)	NA	NA
LNAV MDA	1620-1	469 (500-1)	1620-1 3/8	NA
			469 (500-1 3/8)	
CIRCLING	1760-1	1920-1	1920-2 1/4	NA
	595 (600-1)	755 (800-1)	755 (800-2 1/4)	



WAAS CH 82528 W20A	APP CRS 198°	Rwy Idg 5000 TDZE 1151 Apt Elev 1165
--	------------------------	---

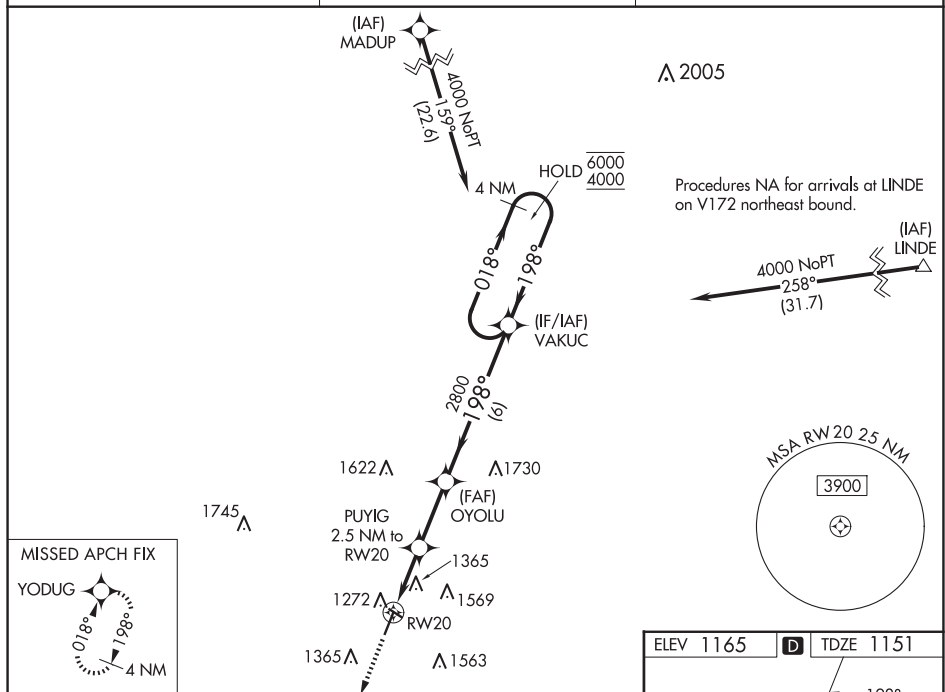
RNAV (GPS) RWY 20
ATLANTIC MUNI (AIO)

RNP APCH - GPS.

T
A Circling Rwy 12, 30 NA at night. For uncompensated Baro-VNAV systems. LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct YODUG and hold, continue climb-in-hold to 4000.

AWOS-3 127.825	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------



VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 31).

VAKUC

4 NM Holding Pattern

PUYIG
2.5 NM to RW20

OYOLU

RW20

1.6 NM to RW20

1980

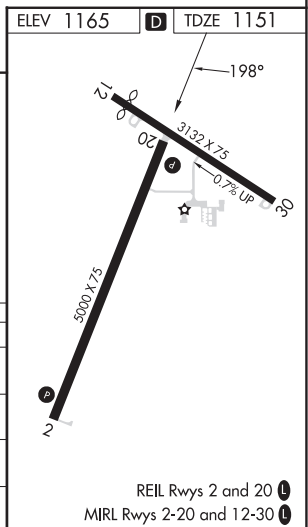
2800

198°

018° → 6000
← 198° 4000

GP 3.00°
TCH 39

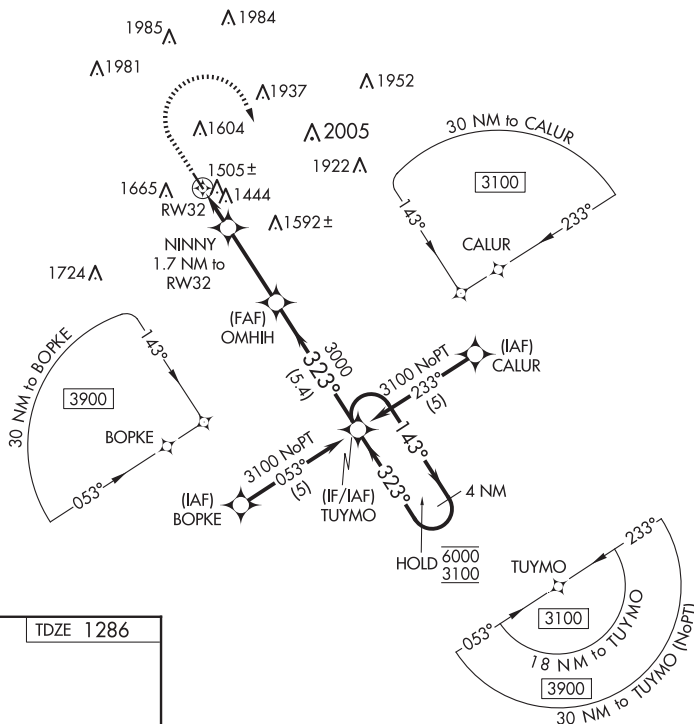
CATEGORY	A	B	C	D
LPV DA	1447-1	296 (300-1)		NA
LNAV/VNAV	1733-1¾	582 (600-1¾)		NA
LNAV MDA	1680-1	529 (600-1)	1680-1½ 529 (600-1½)	NA
CIRCLING	1760-1 595 (600-1)	1920-1 755 (800-1)	1920-2¼ 755 (800-2¼)	NA



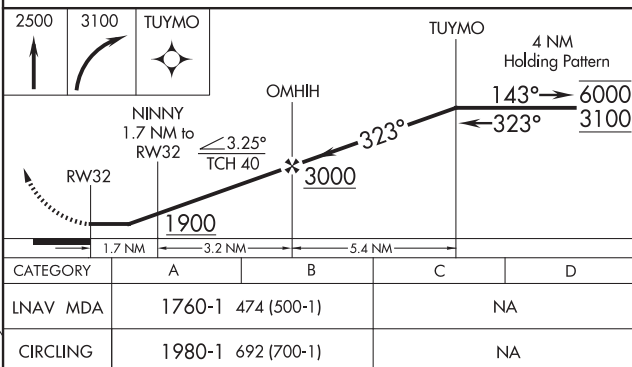
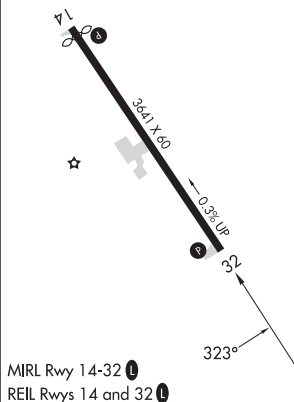
RNAV (GPS) RWY 32

AUDUBON COUNTY (ADU)

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct TUYMO and hold.

UNICOM
122.8 (CTAF) **L**

TDZE 1286



AUDUBON COUNTY (ADU)
RNAV (GPS) RWY 32

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 58025 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	3001 1434 1434
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

JERRY SUMNERS SR AURORA MUNI (2H2)

RNP APCH.

T Use Springfield altimeter setting; when not received, use Branson altimeter setting and
A increase all MDA 40 feet. Circling Rwy 36 NA at night. Rwy 18 helicopter visibility
NA reduction below $\frac{3}{4}$ SM NA.

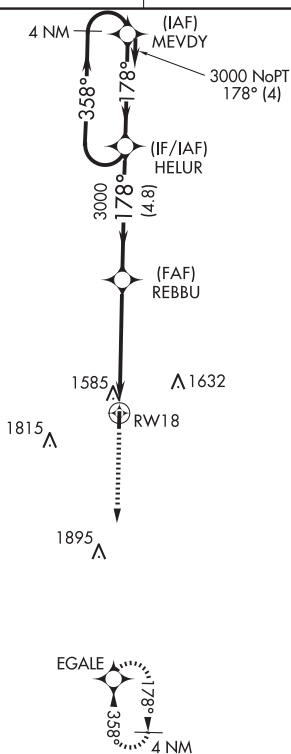
MISSED APPROACH: Climb to 3100 direct EGALE and hold.

SPRINGFIELD APP CON


124,95 318,2

UN|COM

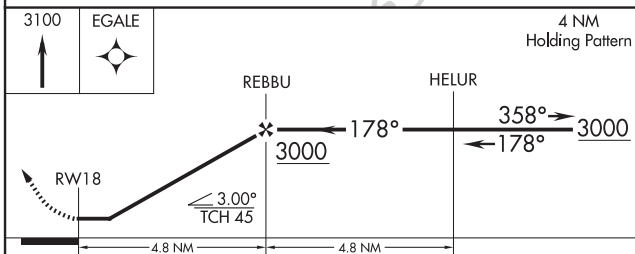
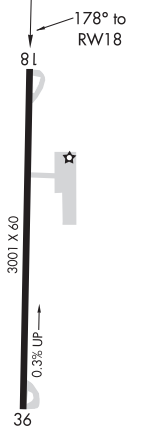
122.8 (CTAF)



Procedure NA for arrivals
at MEVDY on V14 northeast
bound.



ELEV 1434		TDZE 1434
-----------	--	-----------



CATEGORY	A	B	C	D
LP MDA	1940-1	506 (600-1)	NA	
LNAV MDA	1940-1	506 (600-1)	NA	
CIRCLING	1980-1 546 (600-1)	2080-1 646 (700-1)	NA	

MIRL Rwy 18-36 **L**

AURORA, MISSOURI

Orig-C 30DEC21

JERRY SUMNERS SR AURORA MUNI (2H2)

RNAV (GPS) RWY 18

36°58'N-93°42'W

AURORA, MISSOURI

AL-6770 (FAA)

21364

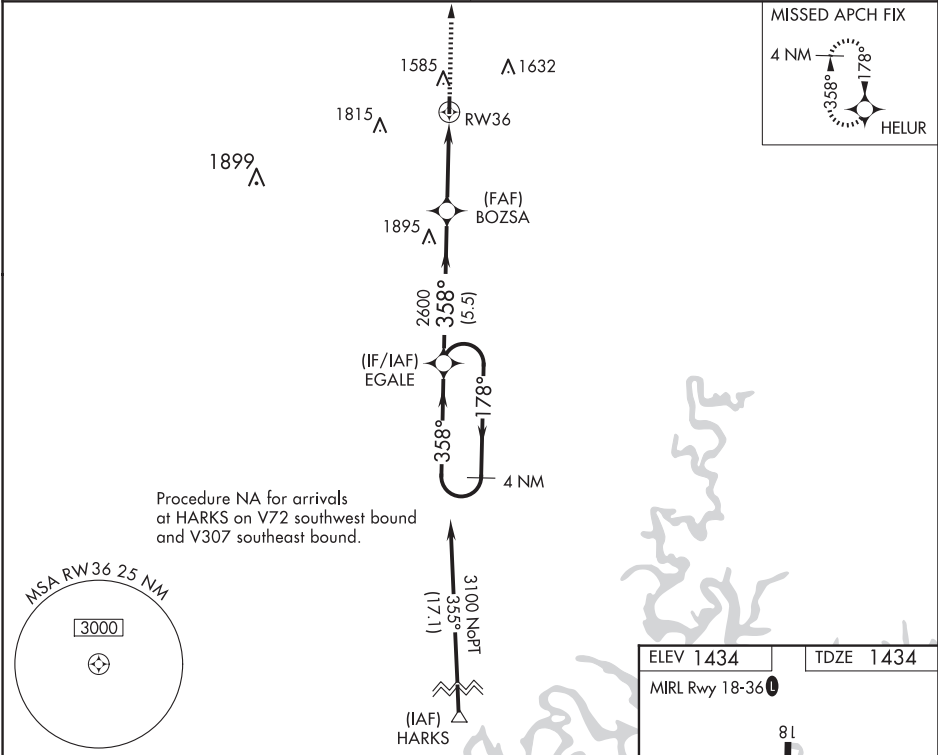
WAAS CH 93726 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	3001 1434 1434
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36

JERRY SUMNERS SR AURORA MUNI (2H2)

RNP APCH. NA	Use Springfield altimeter setting; when not received, use Branson altimeter setting and increase all MDA 40 feet. Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3000 direct HELUR and hold.
-----------------	--	---

SPRINGFIELD APP CON 124.95 318.2	UNICOM 122.8 (CTAF) 0
--	---------------------------------



4 NM

Holding Pattern

EGALE

3000

↑

HELUR

✦

3100

←178°

→358°

358°

BOZSA

3.00°

TCH 45

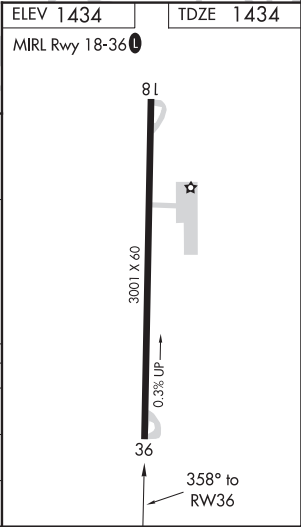
2600

RW36

5.5 NM

3.6 NM

CATEGORY	A	B	C	D
LP MDA	2060-1	626 (700-1)	NA	
LNAV MDA	2060-1	626 (700-1)	NA	
CIRCLING	2060-1 626 (700-1)	2080-1 646 (700-1)	NA	



AURORA, MISSOURI
Orig-C 30DEC21

36°58'N-93°42'W

JERRY SUMNERS SR AURORA MUNI (2H2)

RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

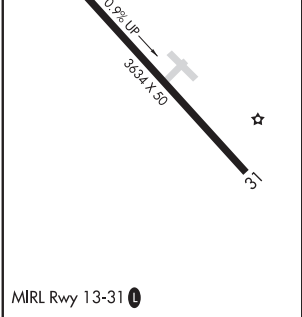
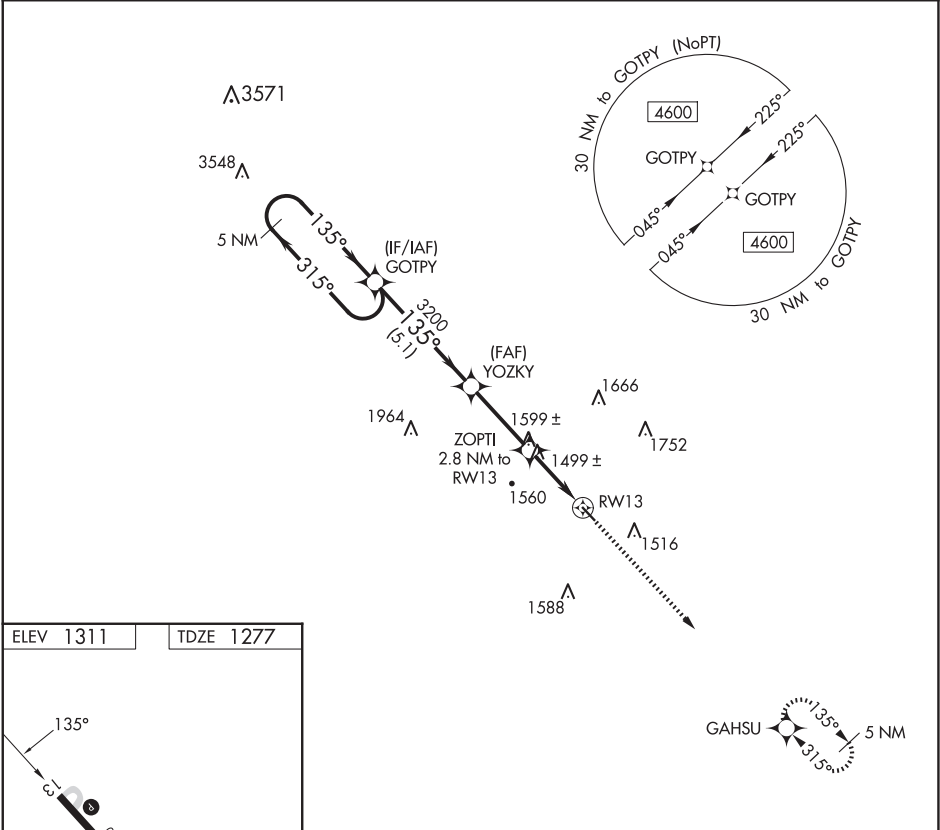
APP CRS	Rwy Idg	3634
135°	TDZE	1277
	Apt Elev	1311

RNAV (GPS) RWY 13

AVA BILL MARTIN MEML (AOV)

RNP APCH.	<p>Procedure NA at night. Use Branson altimeter setting, if not received use Springfield Branson Natl altimeter setting and increase all MDA 20 feet. Rwy 13 helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 3500 direct GAHSU and hold.</p>
<p>⚠ NA</p>		

BBG AWOS-3 124.625	SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF) 0
------------------------------	--------------------------------------	---------------------------------



5 NM Holding Pattern				3500	GAHSU
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).					
GOTPY					
YOZKY					
ZOPTI 2.8 NM to RWY13					
RWY13					
5.1 NM					
3.1 NM					
2.8 NM					
CATEGORY	A	B	C	D	
LNAV MDA	1840-1	563 (600-1)		NA	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

AVA, MISSOURI

AL-6542 (FAA)

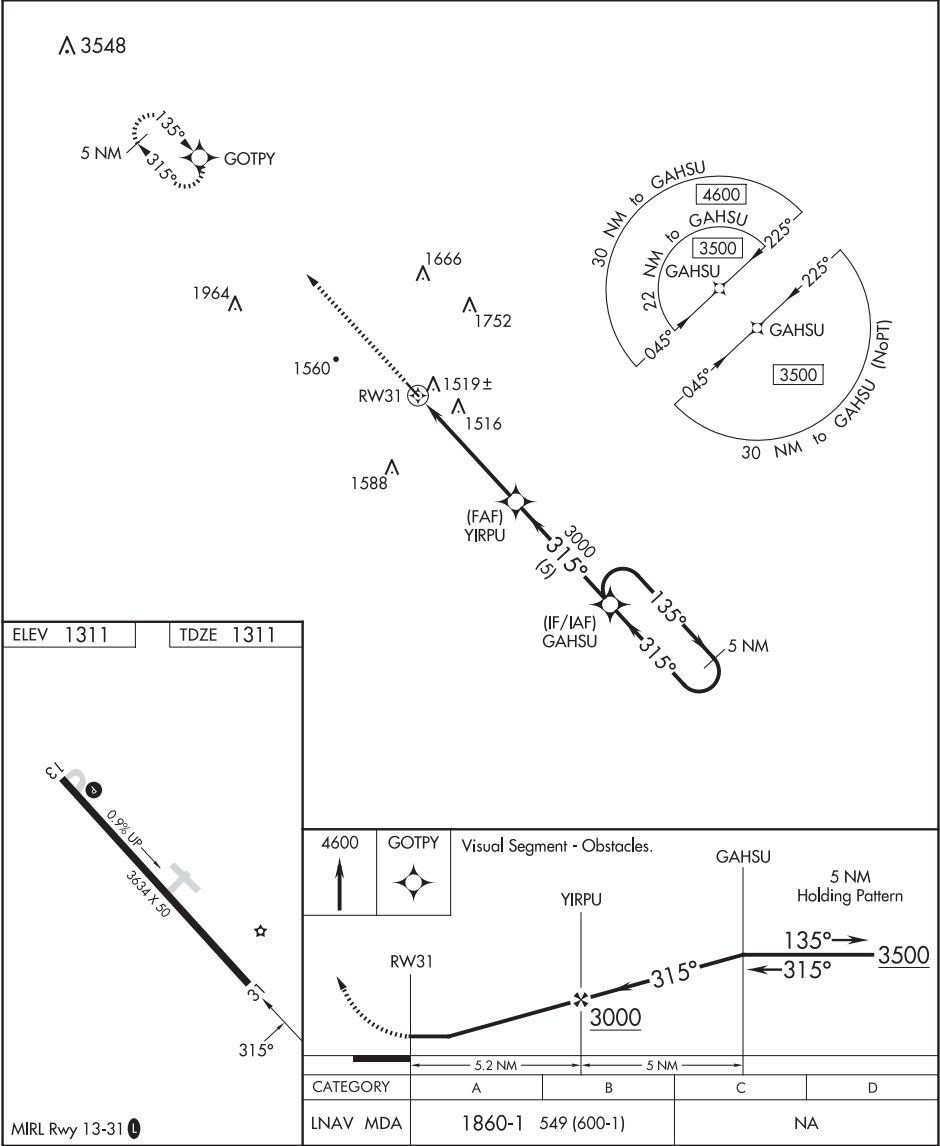
22307

APP CRS	Rwy Idg	3634
315°	TDZE	1311
	Apt Elev	1311

RNAV (GPS) RWY 31

AVA BILL MARTIN MEML (AOV)

RNP APCH.		MISSED APPROACH: Climb to 4600 direct GOTPY and hold, continue climb-in-hold to 4600.
▼ ▲ NA	Procedure NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA. Use Branson altimeter setting, if not received use Springfield Branson Natl altimeter setting and increase all MDA 20 feet.	
BBG AWOS-3 124.625	SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF) 1



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

BELLE PLAINE, IOWA

AL-9149 (FAA)

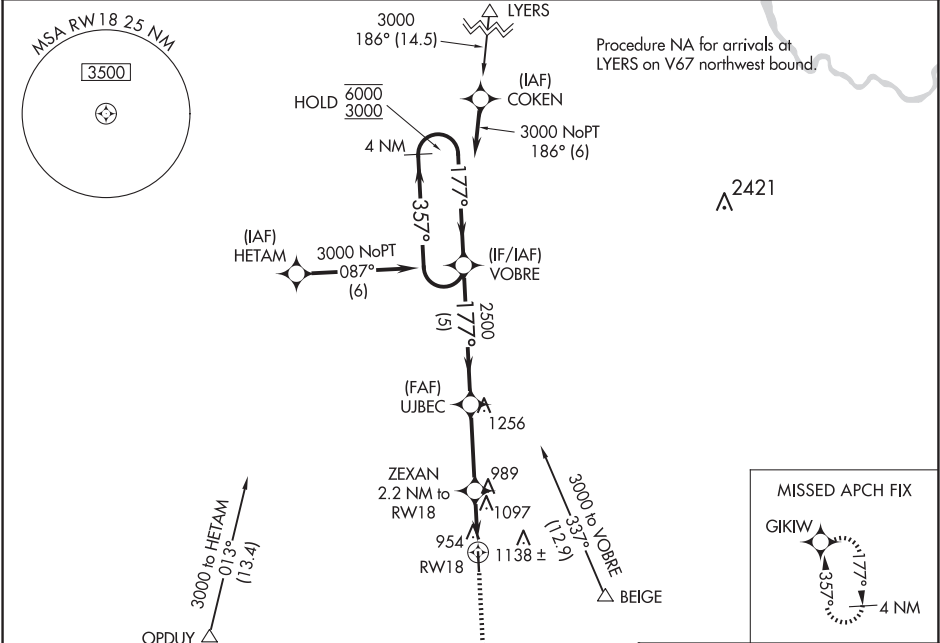
23334

WAAS CH 45727 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	4001 771 771
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18
BELLE PLAINE MUNI (T'ZT')

RNP APCH: NA	Rwy 18 helicopter visibility reduction below ¾ SM NA. Use Vinton altimeter setting.	MISSED APPROACH: Climb to 3000 direct GIKW and hold.
-----------------	--	---

CEDAR RAPIDS APP CON ★ 119.7 266.8	CTAF 122.9 0
--	------------------------



4 NM Holding Pattern

VOBRE

UJBEC

ZEXAN 2.2 NM to RW18

RW18

Altitudes: 6000, 3000, 2500, 1500

Angles: 357°, 177°, 177°, 3.00°

Distances: 5 NM, 3.1 NM, 2.2 NM

Notes: VGSi and descent angles not coincident. TCH 40

CATEGORY	A	B	C	D
LP MDA	1280-1	509 (600-1)	NA	
LNAV MDA	1420-1	649 (700-1)	NA	
CIRCLING	1420-1 649 (700-1)	1520-1 749 (800-1)	NA	

ELEV 771 TDZE 771

81 36

4001 X 75

177°

GIKW

MIRL Rwy 18-36

BELLE PLAINE, IOWA
Orig-C 10OCT19

41°53'N-92°17'W

BELLE PLAINE MUNI (T'ZT')
RNAV (GPS) RWY 18

NC-3, 07 AUG 2025 to 02 OCT 2025

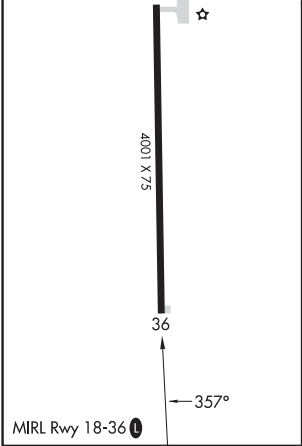
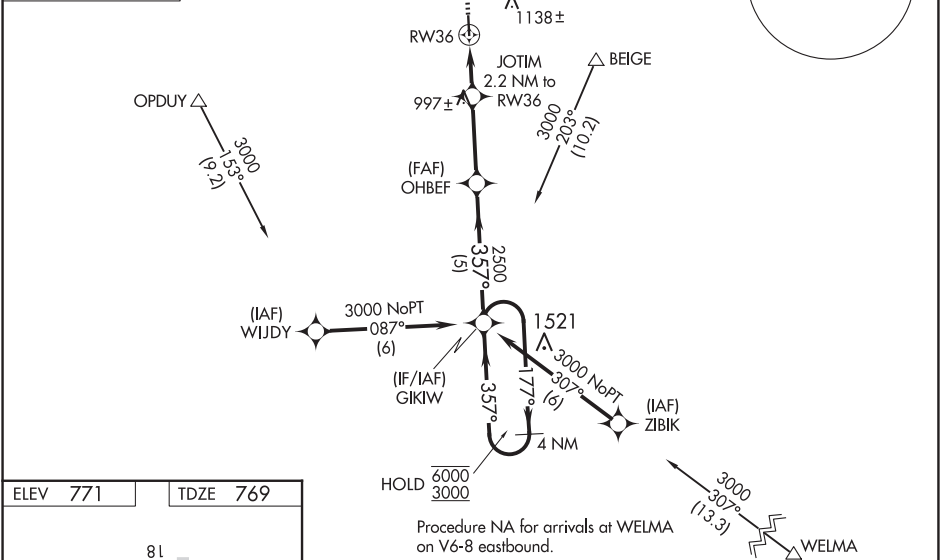
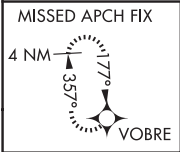
NC-3, 07 AUG 2025 to 02 OCT 2025





WAAS CH 56426 W36A	APP CRS 357°	Rwy Idg TDZE 769 Apt Elev 771
--	------------------------	---

RNAV (GPS) RWY 36
BELLE PLAINE MUNI (T/ZT)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct VOBRE and hold.
NA Rwy 36 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Vinton altimeter setting	

CEDAR RAPIDS APP CON ★ 119.7 266.8	CTAF 122.9
--	----------------------



3000 ↑		VOBRE 		GIKW		4 NM Holding Pattern	
*LNAV only		JOTIM 2.2 NM to RW36		OHBEF 2500		177° → 6000 ← 357° 3000	
		RW36		 1500*		GP 3.00° TCH 40	
2.2 NM		3.1 NM		5 NM			
CATEGORY	A	B	C	D			
LPV DA	1104-1	335 (400-1)	NA				
LNAV/ VNAV	1083-1	314 (400-1)	NA				
LNAV MDA	1380-1	611 (700-1)	NA				
 CIRCLING	1420-1 649 (700-1)	1520-1 749 (800-1)	NA				

BLOOMFIELD, IOWA

AL-6415 (FAA)

24249

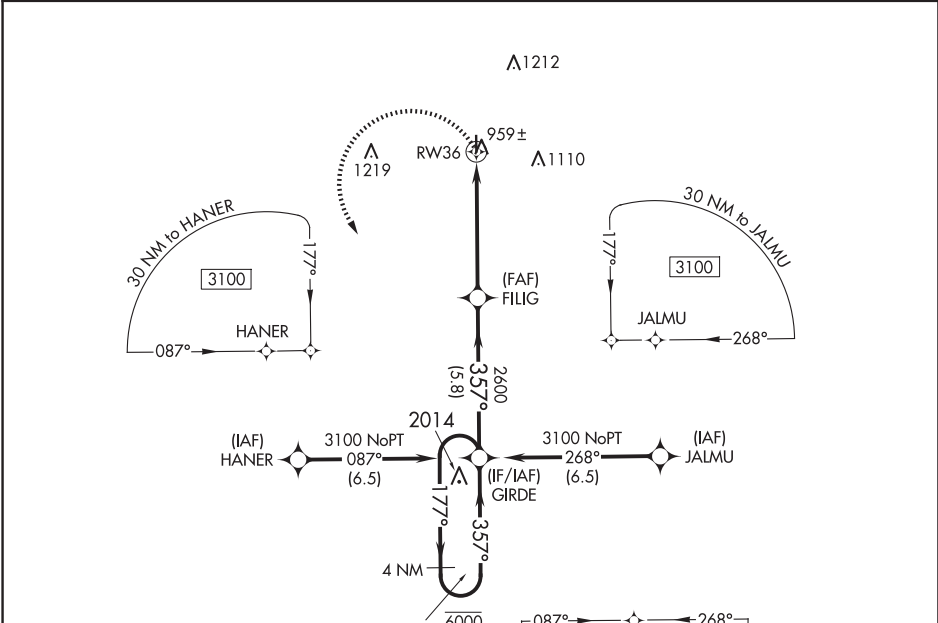
APP CRS	Rwy Idg	3401
357°	TDZE	888
	Apt Elev	888

RNAV (GPS) RWY 36

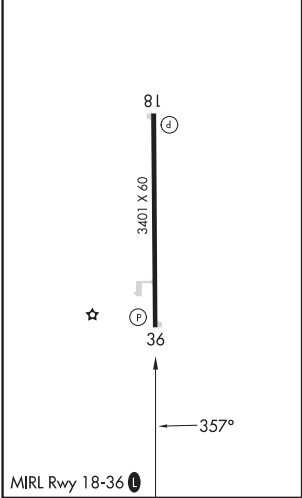
BLOOMFIELD MUNI (4K6)



RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 3100 direct GIRDE and hold.
<div><div>▼</div><div>NA</div></div> Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Ottumwa altimeter setting; when not received, procedure NA.	

KOTM ASOS 124.175	CHICAGO CENTER 118.15 335.575	UNICOM 122.8 (CTAF) 0
----------------------	----------------------------------	--------------------------



ELEV 888	TDZE 888
----------	----------



3100	GIRDE				
					
		FILIG	GIRDE	4 NM Holding Pattern	
		RW36	177°	6000	
		3.00° TCH 40	357°	3100	
		2600			
		5.3 NM	5.8 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1420-1	532 (600-1)	1420-1½ 532 (600-1½)	NA	
CIRCLING	1500-1 612 (700-1)	1520-1 632 (700-1)	1580-2 692 (700-2)	NA	

BLOOMFIELD, IOWA
Amdt 1 05SEP24

40°44'N-92°26'W

BLOOMFIELD MUNI (4K6)

RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS
179°

Rwy Idg
TDZE
Apt Elev

4000
1092
1092

RNAV (GPS) RWY 18

BOLIVAR MUNI (M17)

RNP APCH - GPS.

▼

NA

Rwy 18 helicopter visibility reduction below 1 SM NA.
Use Springfield-Branson Ntl altimeter setting.
Straight-in and Circling Rwy 18 NA at night.

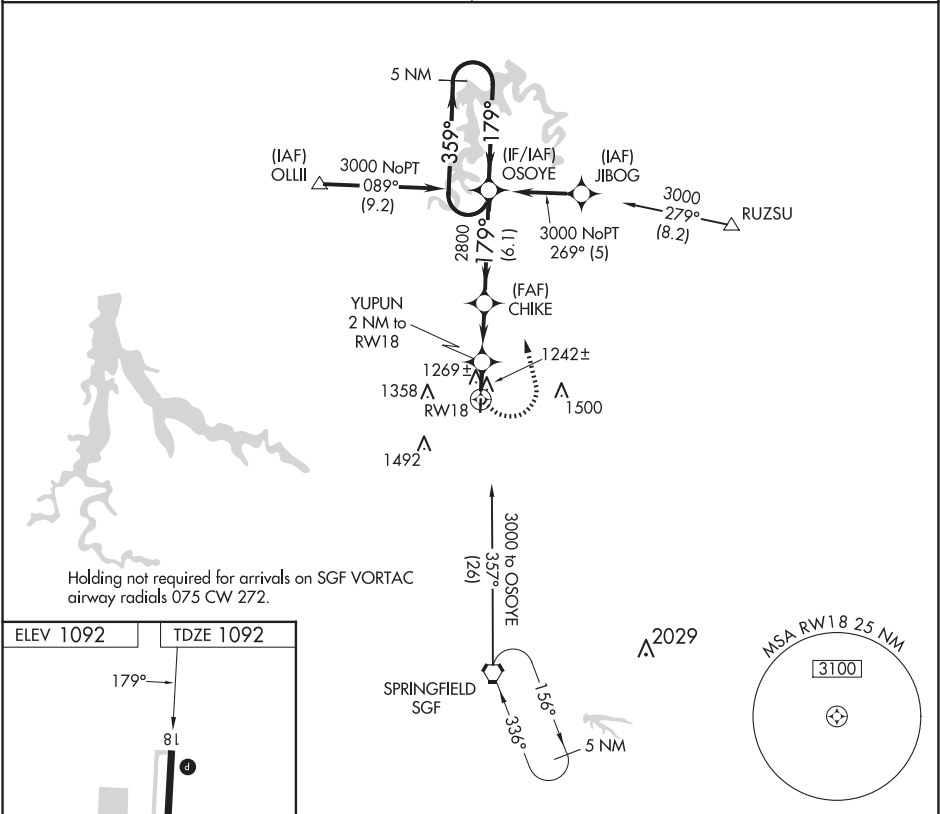
MISSED APPROACH: Climbing left turn to 3000
direct OSOYE and hold.

SPRINGFIELD APP CON

124.95 318.2

UNICOM

123.0 (CTAF) 1



ELEV 1092

TDZE 1092

179°

81

4000 X 75

36

3000

OSOYE

VGSI and descent angles not coincident
(VGSI Angle 3.75/TCH 40).

5 NM Holding Pattern

YUPUN 2 NM to RW18

CHIKE

OSOYE

3000

359°

179°

1760

2800

3.04° TCH 38

2 NM

3.2 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1600-1	508 (600-1)	1600-1 3/8 508 (600-1 3/8)	NA
CIRCLING	1660-1	568 (600-1)	1740-1 3/4 648 (700-1 3/4)	NA

WAAS CH 78303 W36A	APP CRS 359°	Rwy Idg 4000 TDZE 1092 Apt Elev 1092
--	------------------------	---

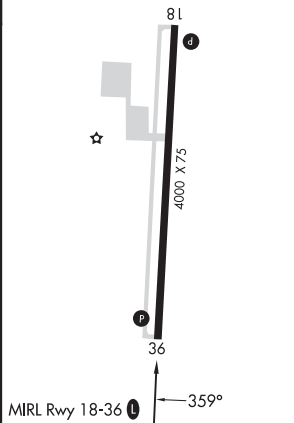
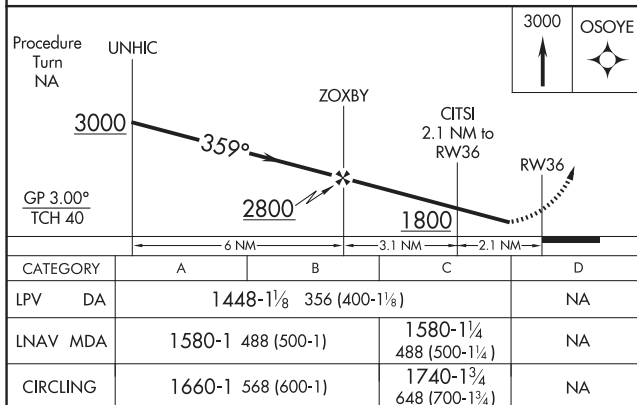
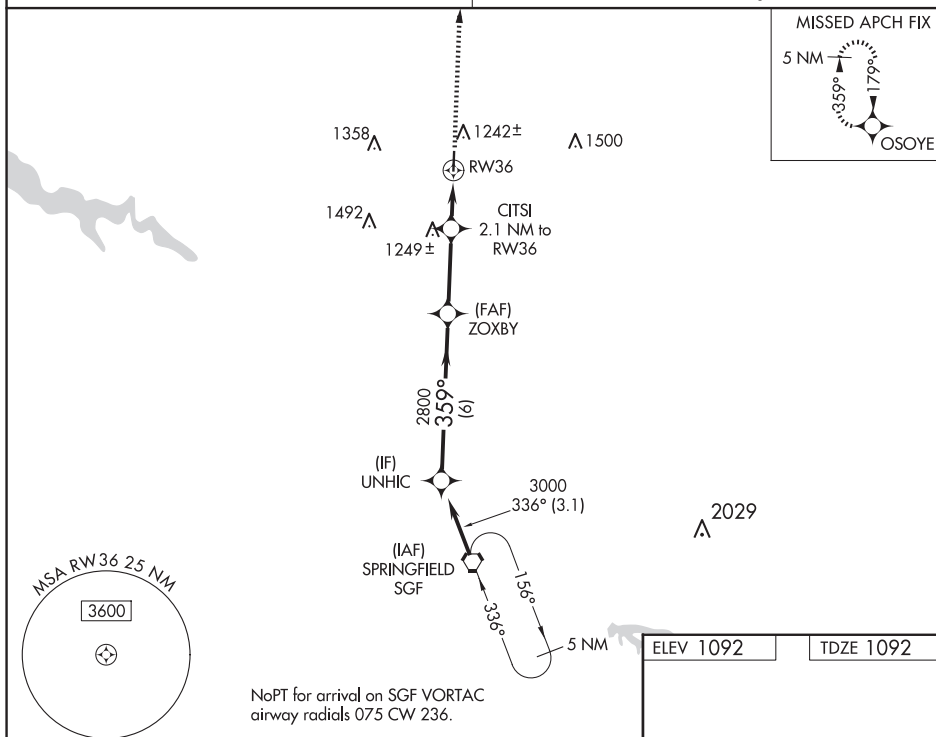
RNAV (GPS) RWY 36

BOLIVAR MUNI (M17)

T Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A NA Use Springfield-Branson Ntl altimeter setting.
 Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 3000 direct OSOYE and hold.

SPRINGFIELD APP CON
124.95 318.2

UNICOM
123.0 (CTAF) **L**

Orig-D 20FEB25

37°36'N-93°21'W

BOLIVAR MUNI (M17)

RNAV (GPS) RWY 36

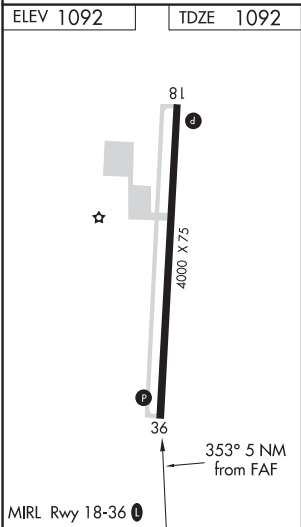
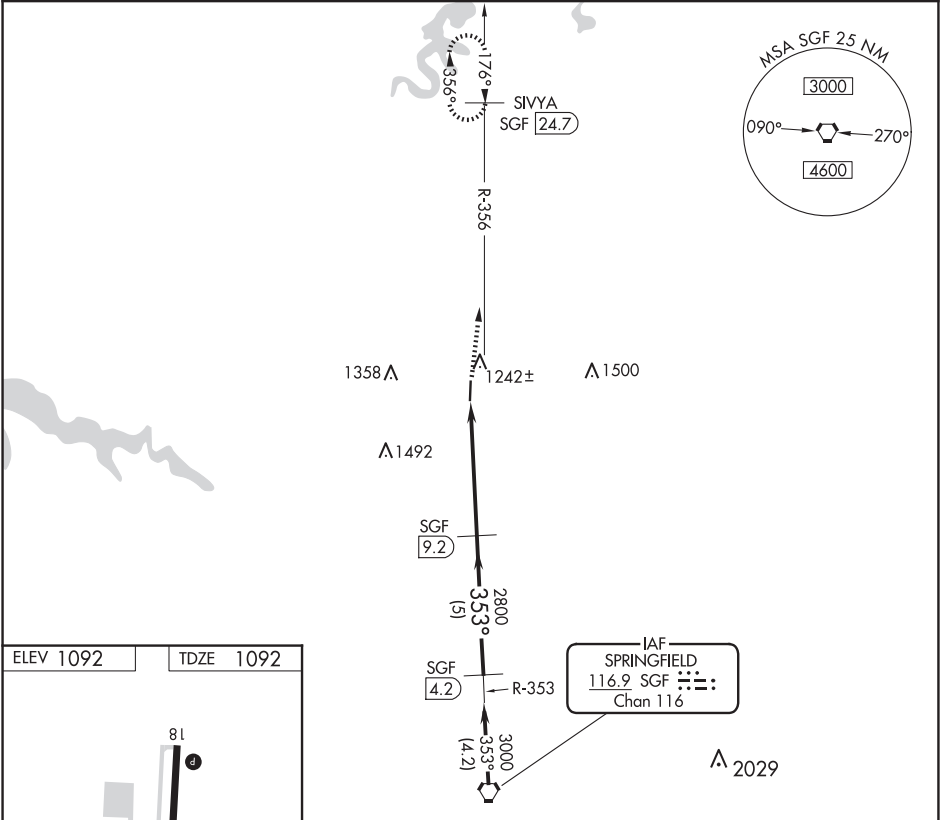
NC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC SGF	APP CRS	Rwy Idg	4000
116.9	353°	TDZE	1092
Chan 116		Apt Elev	1092

VOR/DME RWY 36
BOLIVAR MUNI (M17)

<div><div>▼</div><div>▲ NA</div></div>	Use Springfield-Branson Ntl altimeter setting. Circling Rwy 18 NA at night.	MISSED APPROACH: Climb to 3000 via SGF R-356 to SIVYA/SGF 24.7 DME and hold.
--	--	--

SPRINGFIELD APP CON 124.95 318.2	UNICOM 123.0 (CTAF) 0
-------------------------------------	--------------------------



	3000	SIVYA SGF 24.7	SGF 9.2	SGF 4.2	3000	
	SGF R-356					
	SGF 14.2		2800	353°		Procedure Turn NA
		5 NM		5 NM		
CATEGORY	A	B	C	D		
S-36	1700-1	608 (700-1)		NA		
CIRCLING	1700-1	608 (700-1)		NA		

NC-3, 07 AUG 2025 to 02 OCT 2025

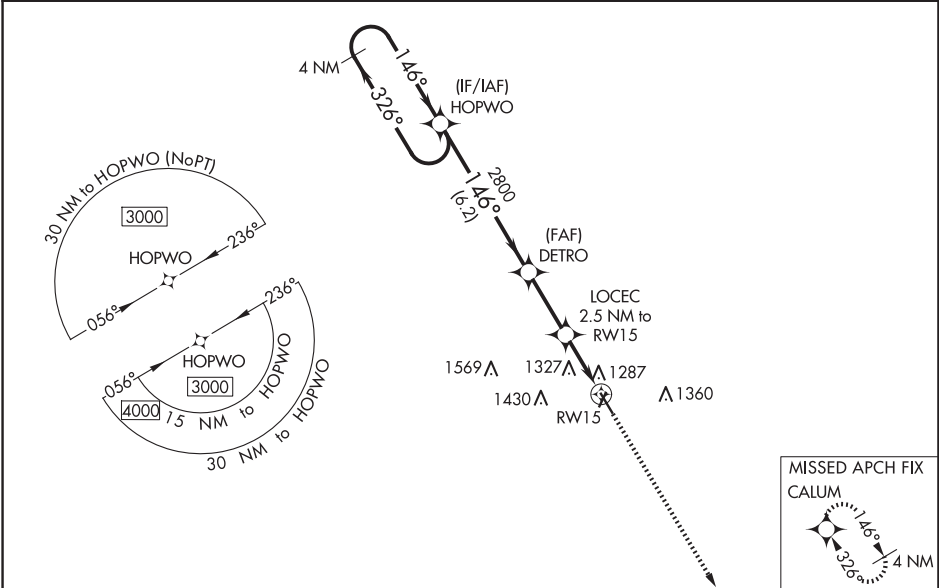
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78033 W15A	APP CRS 146°	Rwy Idg TDZE 1139 Apt Elev 1160
--	------------------------	---

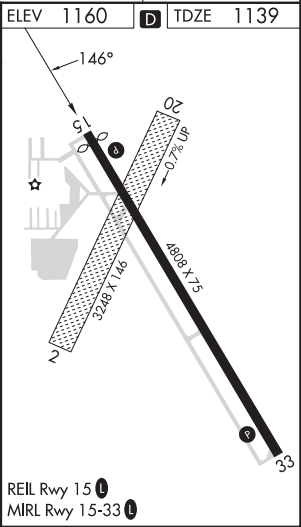
RNAV (GPS) RWY 15
BOONE MUNI (BNW)

RNP APCH.	Baro-VNAV and VDP NA when using Ames Muni altimeter setting. For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -22°C or above 54°C. Rwy 15 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Ames Muni altimeter setting and increase all DA 54 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1½ mile. Circling NA to Rwy 2 and 20.	MISSED APPROACH: Climb to 4000 direct CALUM and hold.
-----------	---	--

AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF)
--------------------------	---	-------------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).		ELEV 1160 TDZE 1139	
3000 ← 326°		HOPWO		1941	
GP 3.00° TCH 40		DETRO		4000 CALUM	
146° →		LOCEC		*INAV only	
		2800		2.5 NM to RW15	
		*1960		*1.3 NM to RW15	
		RW15		1.2 1.3	
		6.2 NM			
CATEGORY	A	B	C	D	
LPV DA	1401-1	262 (300-1)	NA		
LNAV/VNAV DA	1643-1¾	504 (500-1¾)	NA		
LNAV MDA	1580-1	441 (500-1)	NA		
CIRCLING	1620-1 460 (500-1)	1640-1 480 (500-1)	NA		



WAAS CH 40133 W33A	APP CRS 326°	Rwy Idg TDZE 1139 Apt Elev 1160
--	------------------------	---

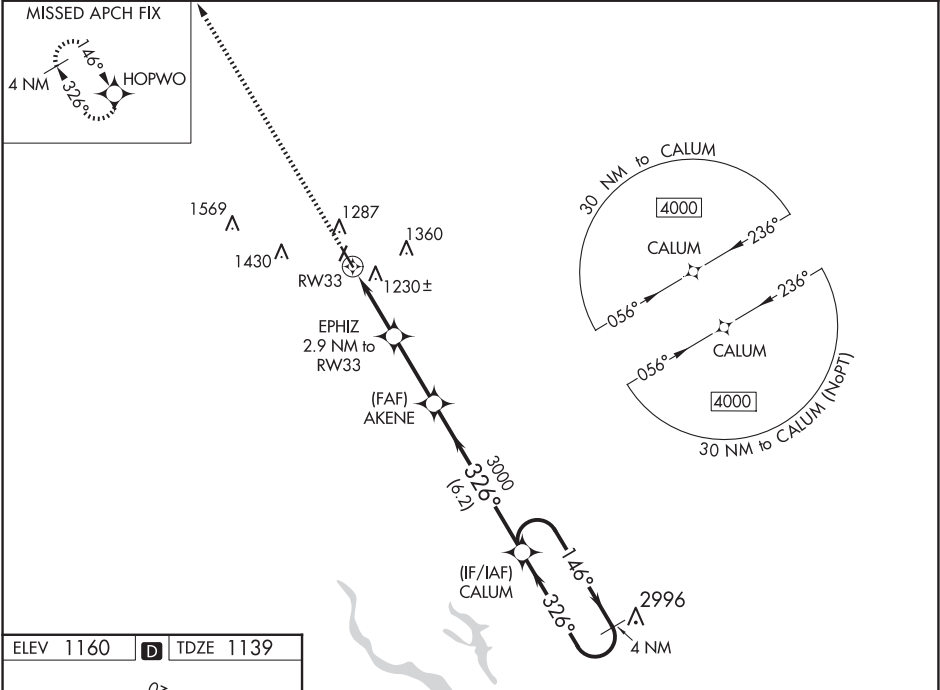
RNAV (GPS) RWY 33

BOONE MUNI (BNW)

Baro-VNAV NA. DME/DME RNP-0.3 NA. VDP NA with Ames Muni altimeter setting. When local altimeter setting not received, use Ames Muni altimeter setting and increase all DA 54 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1½ mile. Circling NA to Rwy's 2 and 20.

MISSED APPROACH: Climb to 3000 direct HOPWO and hold.

AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF) 0
--------------------------	---	---------------------------------



REIL Rwy 15-33
MIRL Rwy 15-33

RNAV (GPS) RWY 18

JESSE VIERTEL MEML (VER)

MISSED APPROACH: Climb to 2400 direct GESJ and hold.

Circling Rwy 36 NA at night. Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Columbia Rgnl altimeter setting.

UNICOM
122.7 (CTAF)

NC-3, 07 AUG 2025 to 02 OCT 2025



JESSE VIERTEL MEML (VER)
RNAV (GPS) RWY 18

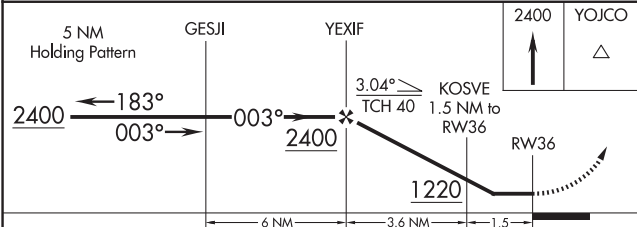
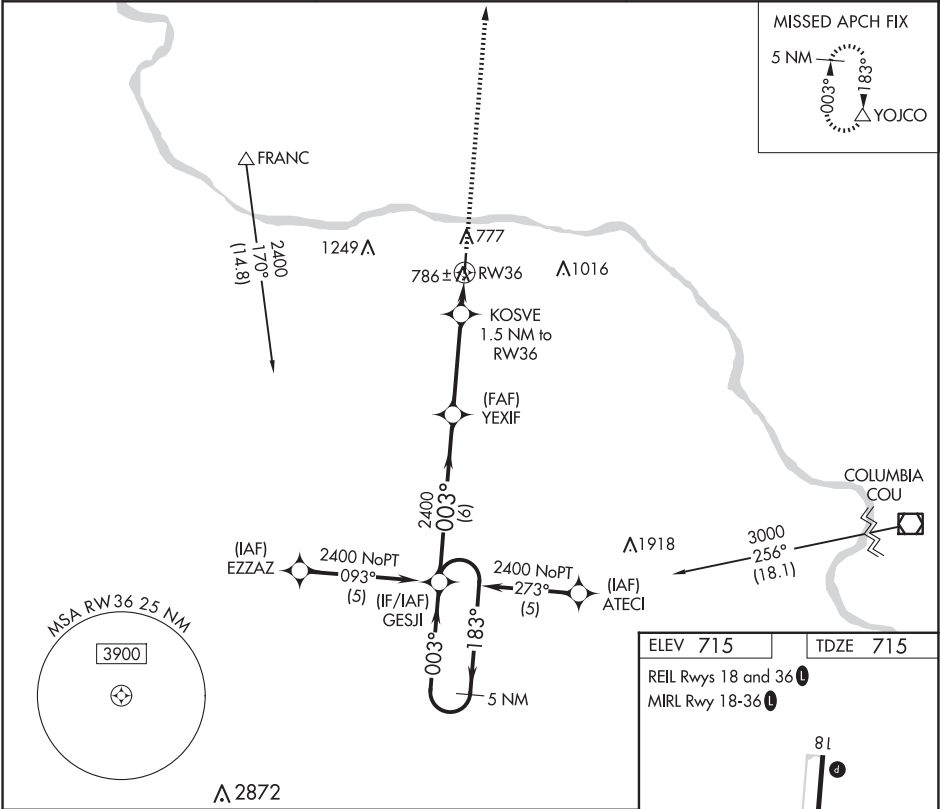
APP CRS	Rwy Idg	4000
003°	TDZE	715
	Apt Elev	715

RNAV (GPS) RWY 36

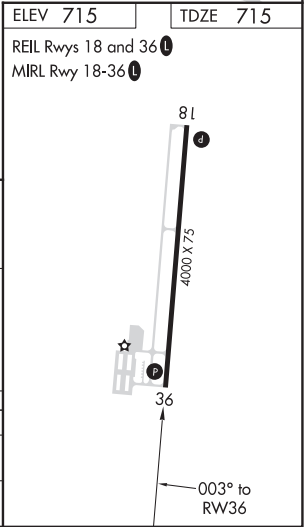
JESSE VIERTEL MEML (V.E.R.)

RNP APCH.	Straight-in Rwy 36 NA at night. Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Columbia Rgnl altimeter setting.	MISSED APPROACH: Climb to 2400 direct YOJCO and hold.
NA		

AWOS-3PT 119.625	MIZZU APP CON 124.375	UNICOM 122.7 (CTAF)
---------------------	--------------------------	------------------------



CATEGORY	A	B	C	D
LNNAV MDA	1120-1	405 (500-1)	1120-1¼ 405 (500-1¼)	NA
CIRCLING	1260-1 545 (600-1)	1340-1 625 (700-1)	1420-2 705 (800-2)	NA



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC HLW 114.2 Chan 89	APP CRS 243°	Rwy Idg TDZE Apt Elev	N/A N/A 715
--	------------------------	-----------------------------	--

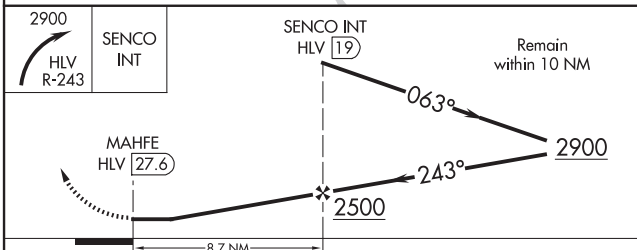
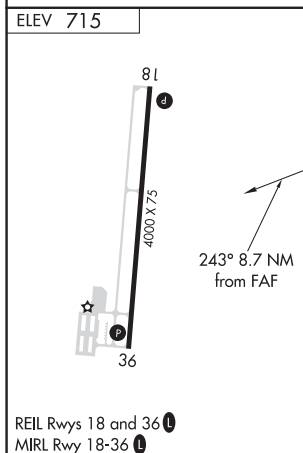
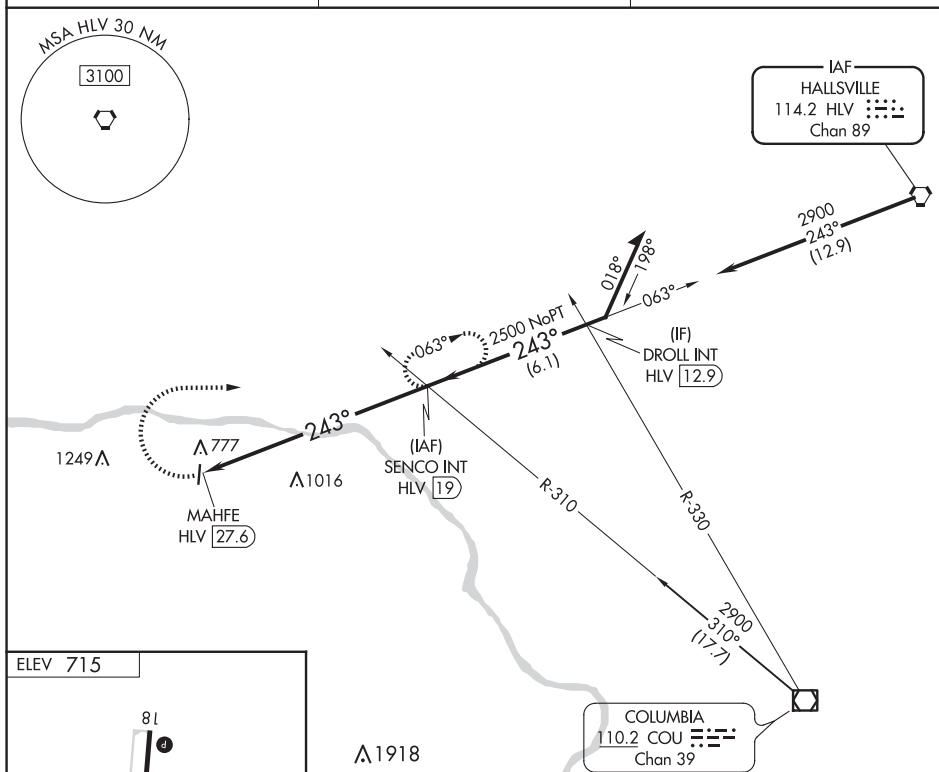
JESSE VIERTEL MEML (VER)

T Rwy 36 helicopter visibility reduction below 1 SM NA.
A NA Circling Rwy 36 NA at night.

MISSED APPROACH: Climbing right turn to 2900 via HLV VORTAC R-243 to SENCO INT/HLV 19 DME and hold.

AWOS-3PT
119.625

MIZZU APP CON
124.375

UNICOM
122.7 (CTAF) **L**

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 1185 (1200-1¼)	1900-1½ 1185 (1200-1½)	1900-3 1185 (1200-3)	NA

BOONVILLE, MISSOURI
Amdt 5A 12OCT17

38°57'N-92°41'W

JESSE VIERTEL MEML (VER)

VOR-A

NC-3, 07 AUG 2025 to 02 OCT 2025

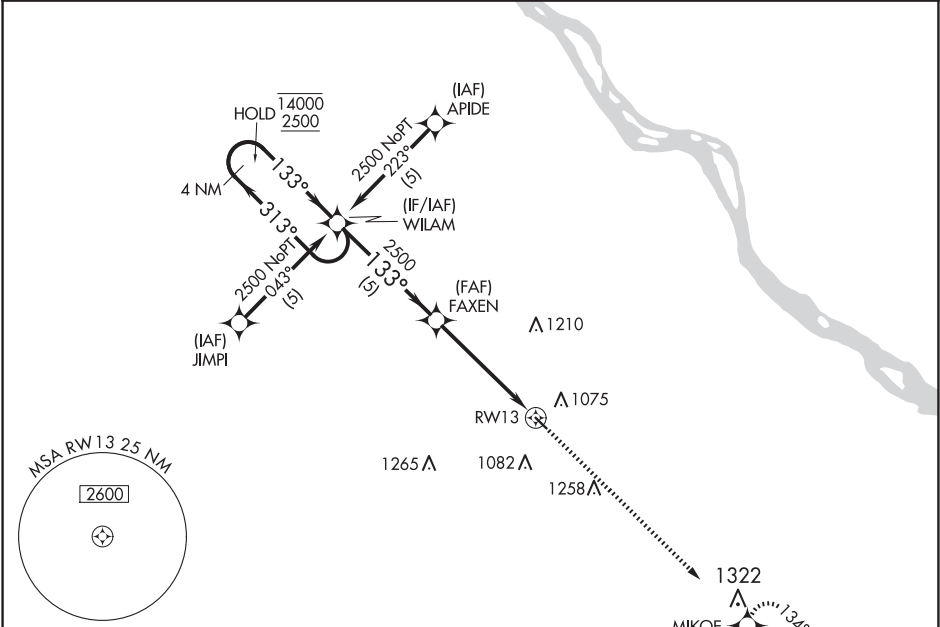
WAAS CH 77644 W13A	APP CRS 133°	Rwy Idg 3203 TDZE 889 Apt Elev 891
--	------------------------	---

RNAV (GPS) RWY 13

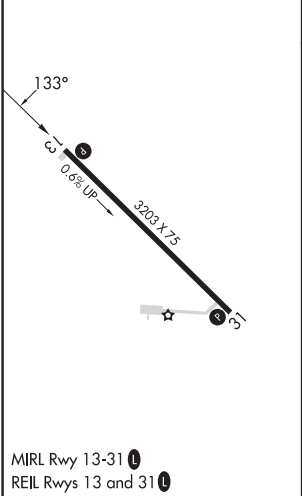
BOWLING GREEN MUNI (H19)


RNP APCH-GPS.		MISSED APPROACH: Climb to 2500 direct MIKOE and hold.
	Circling Rwy 31 NA at night. Baro-VNAV NA. Use Quincy altimeter setting.	

UIN ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



ELEV 891	TDZE 889
-----------------	-----------------



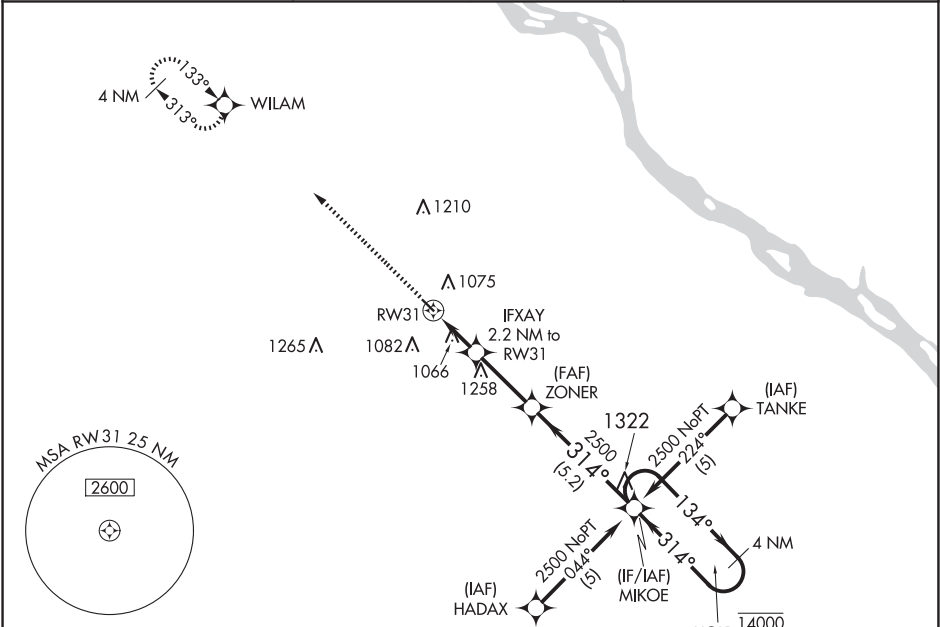
4 NM Holding Pattern		WILAM	FAXEN	2500	MIKOE
14000 2500		← 313° 133° →	133°	2500	
GP 3.00° TCH 43					
			5 NM	5 NM	RWY 13
CATEGORY	A	B	C	D	
LPV DA	1236-1	347 (400-1)	NA		
LNAV/VNAV DA	1236-1	347 (400-1)	NA		
LNAV MDA	1360-1	471 (500-1)	NA		
 CIRCLING	1480-1	589 (600-1)	NA		

WAAS CH 70444 W31A	APP CRS 314°	Rwy Idg 3203 TDZE 891 Apt Elev 891
--	------------------------	---

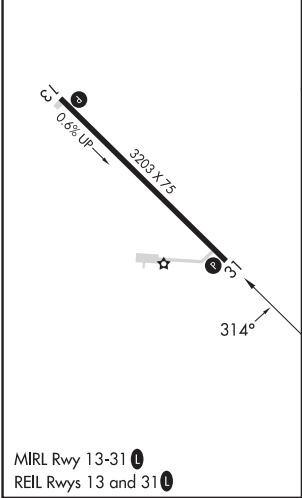
RNAV (GPS) RWY 31
BOWLING GREEN MUNI (H19)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2500 direct WILAM and hold.
<div><div>▼</div><div>▲ NA</div></div> <div>Procedure NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA. Use Quincy altimeter setting.</div>	

UN ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 0
---------------------------	--	---------------------------------



ELEV 891	TDZE 891
-----------------	-----------------



2500	WILAM	ZONER	MIKOE	4 NM Holding Pattern
IFXAY 2.2 NM to RWY 31	314°	134°	14000	2500
2.2 NM	2.8 NM	5.2 NM		
CATEGORY	A	B	C	D
LP MDA	1340-1	449 (500-1)	NA	
LNAV MDA	1420-1	529 (600-1)	NA	
CIRCLING	1480-1	589 (600-1)	NA	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BBG 111.35 Chan 50 (Y)	APP CRS 323°	Rwy Idg 7140 TDZE 1302 Apt Elev 1302
--	------------------------	---

ILS or LOC RWY 32
BRANSON (BBG)

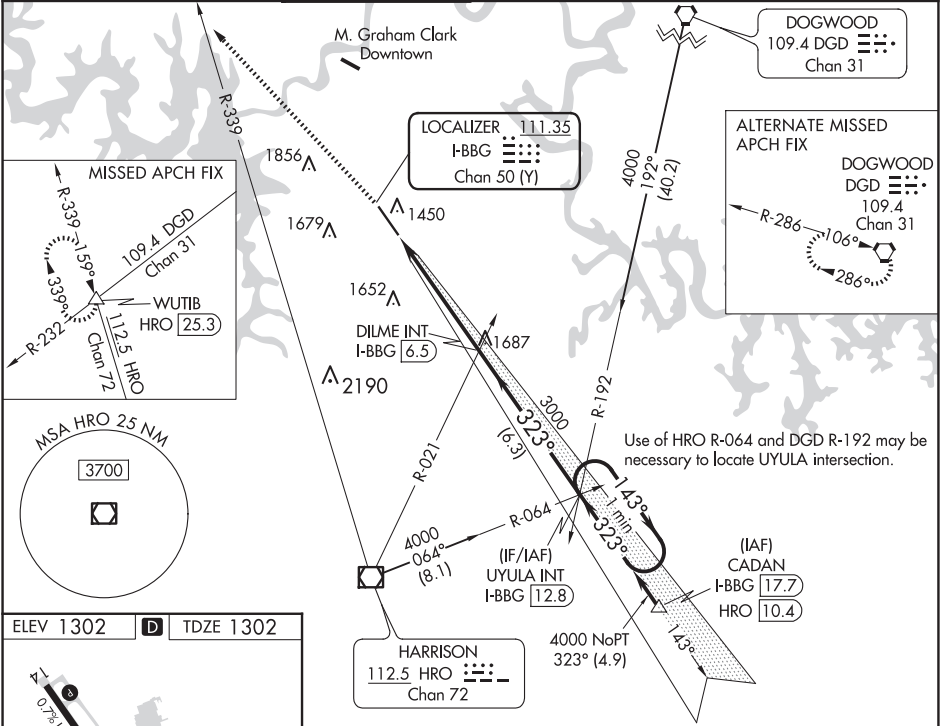
NA

Inop table does not apply. When local altimeter setting not received, use Harrison altimeter setting and increase S-ILS 32 DA to 1549 feet; increase all MDAs 60 feet and S-LOC 32 visibility Cat C/D and Circling visibility Cat C ¼ SM. VDP NA when using Harrison altimeter setting.

MALSF

MISSED APPROACH: Climb to 4000 on heading 315° and HRO VOR/DME R-339 to WUTIB INT/HRO 25.3 DME and hold.

ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER ★ 128.15 (CTAF) 0	GND CON 118.4	CLNC DEL 118.4	SPRINGFIELD CLNC DEL 126.35 (When tower closed)	UNICOM 122.95
------------------------	--------------------------------------	--	-------------------------	--------------------------	--	-------------------------



ELEV 1302 **D** TDZE 1302

TWR ★

REIL Rwy 14 **L**
HIRL Rwy 14-32 **L**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

4000 ↑ hdg 315°	HRO R-339	WUTIB △	<p>DILME INT I-BBG (6.5)</p> <p>YUYLA INT I-BBG (12.8)</p> <p>One Minute Holding Pattern</p> <p>143° → 4000 ← 323°</p> <p>323°</p> <p>3000</p> <p>3000</p> <p>1.3 NM</p> <p>3.8 NM</p> <p>6.3 NM</p> <p>GS 3.00° TCH 50</p>					
CATEGORY	A		B		C		D	
S-ILS 32			1502-1		200 (200-1)			
S-LOC 32			1760-1		458 (500-1)			
CIRCLING	1760-1		1900-1		2220-2¾		2220-3	
	458 (500-1)		598 (600-1)		918 (1000-2¾)		918 (1000-3)	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

BRANSON, MISSOURI

AL-10372 (FAA)

19199

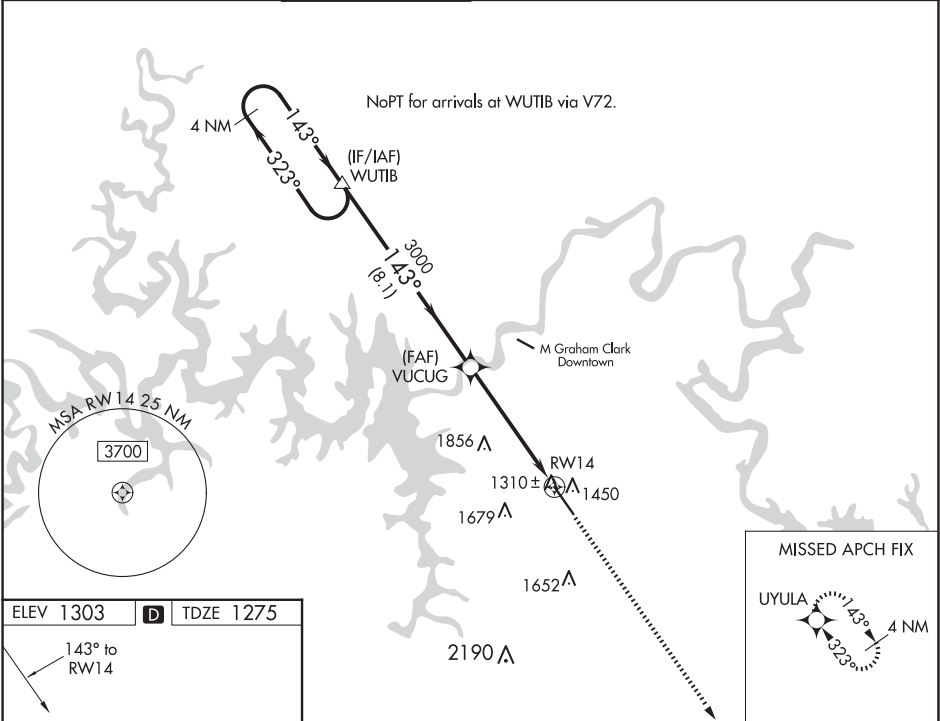
WAAS CH 49111 W14A	APP CRS 143°	Rwy Idg TDZE 1275 Apt Elev 1303
--	------------------------	---

RNAV (GPS) RWY 14

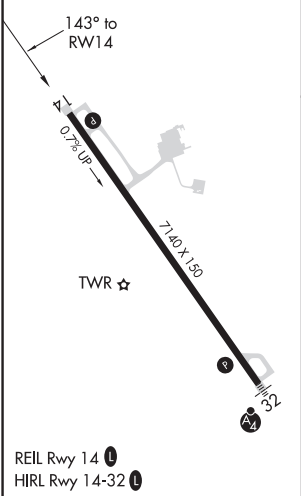
BRANSON (BBG)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct UYULA and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. VDP and Baro-VNAV NA when using Harrison altimeter setting.	

ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER★ 128.15 (CTAF) 0	GND CON 118.4	CLNC DEL 118.4	SPRINGFIELD CLNC DEL 126.35 (When tower closed)	UNICOM 122.95
------------------------	--------------------------------------	---	-------------------------	--------------------------	--	-------------------------



ELEV 1303	D	TDZE 1275
-----------	----------	-----------



4 NM Holding Pattern		WUTIB	4000	UYULA
GP 3.00° TCH 51		VUCUG	3000	
8.1 NM		3 NM	2.2	
CATEGORY	A	B	C	D
LPV DA	1525-1 250 (300-1)			
LNAV/VNAV DA	1798-2 523 (500-2)			
LNAV MDA	2020-1 745 (800-1)	2020-1¼ 745 (800-1¼)	2020-2¼ 745 (800-2¼)	2020-2½ 745 (800-2½)

BRANSON, MISSOURI
Orig-B 18JUL19

36°32'N - 93°12'W

BRANSON (BBG)

RNAV (GPS) RWY 14

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93911 W32A	APP CRS 323°	Rwy ldg 7140 TDZE 1302 Apt Elev 1302
--	------------------------	---

RNAV (GPS) RWY 32

BRANSON (BBG)

RNP APCH.

▼

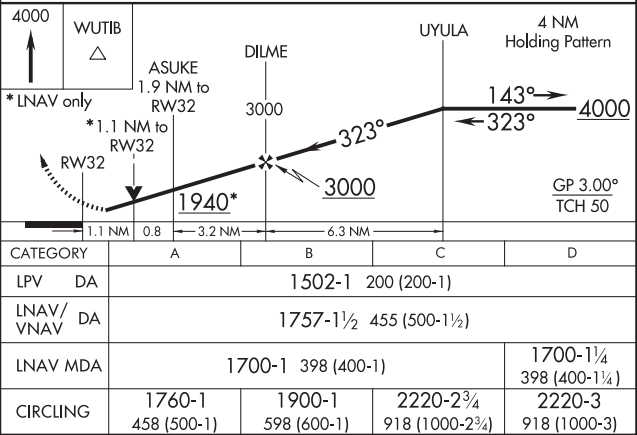
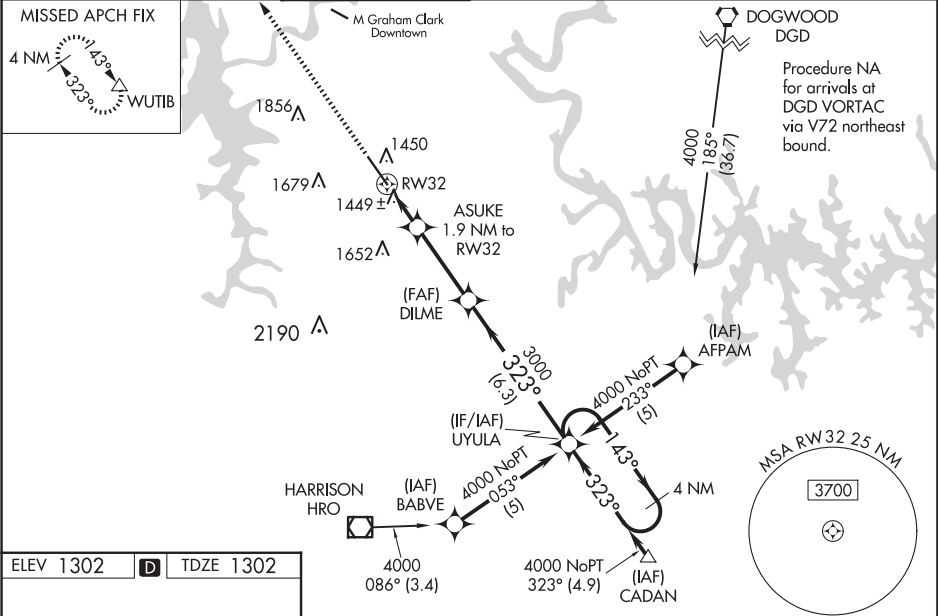
⚠

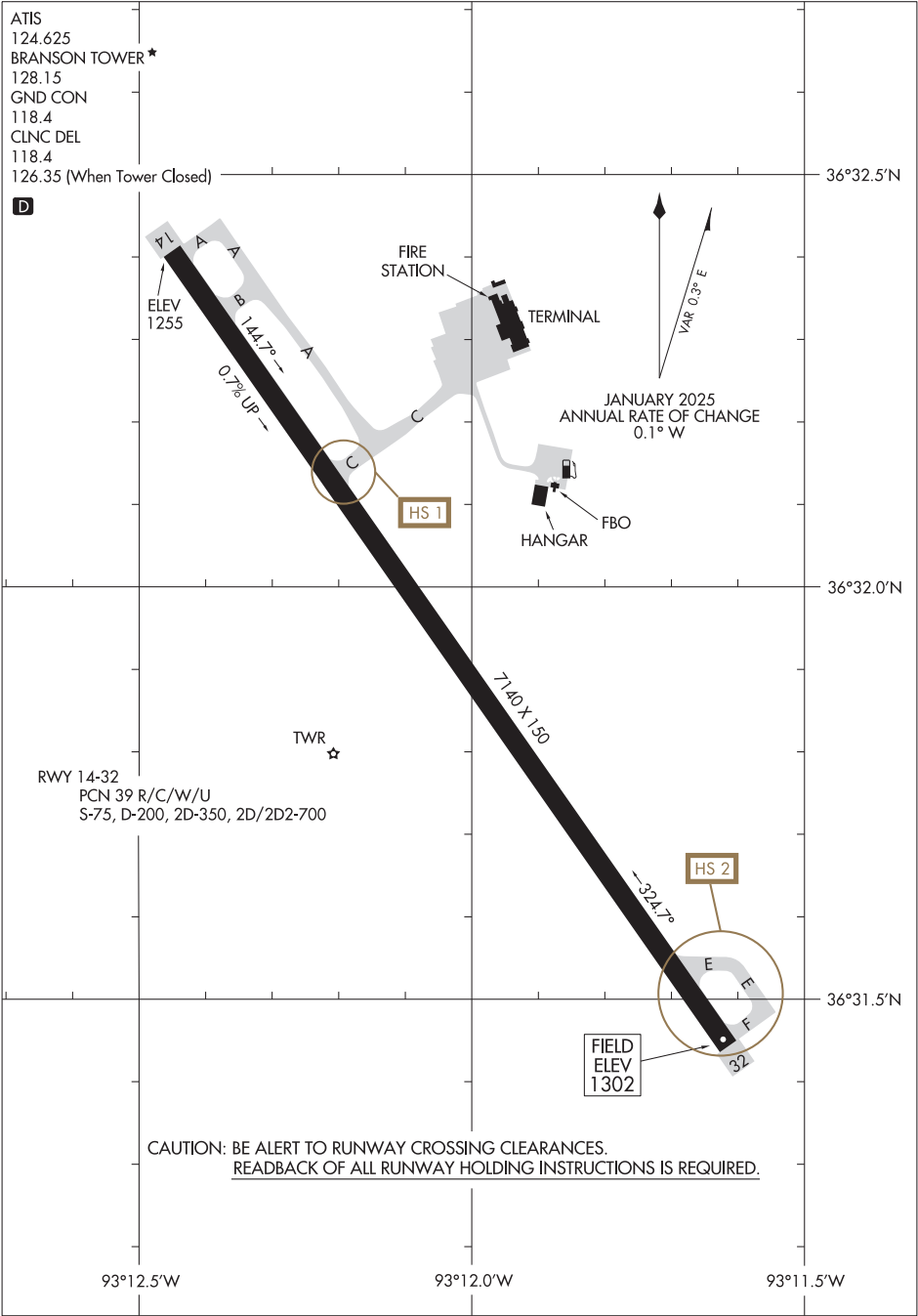
When local altimeter setting not received, use Harrison altimeter setting: increase LPV DA to 1549 feet; increase LNAV/VNAV DA to 1804 feet and all visibilities ¼ SM; increase all MDAs 60 feet and visibility Cats C and D ½ SM. VDP and Baro-VNAV NA when using Harrison altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Inop table does not apply.

MALSF

MISSED APPROACH: Climb to 4000 direct WUTIB and hold.

ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER★ 128.15 (CTAF) 0	GND CON 118.4	CLNC DEL 118.4	SPRINGFIELD CLNC DEL 126.35 (When tower closed)	UNICOM 122.95
------------------------	--------------------------------------	---	-------------------------	--------------------------	--	-------------------------





NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78220 W12A	APP CRS 117°	Rwy Idg TDZE Apt Elev	3449 940 940
--	------------------------	-----------------------------	---

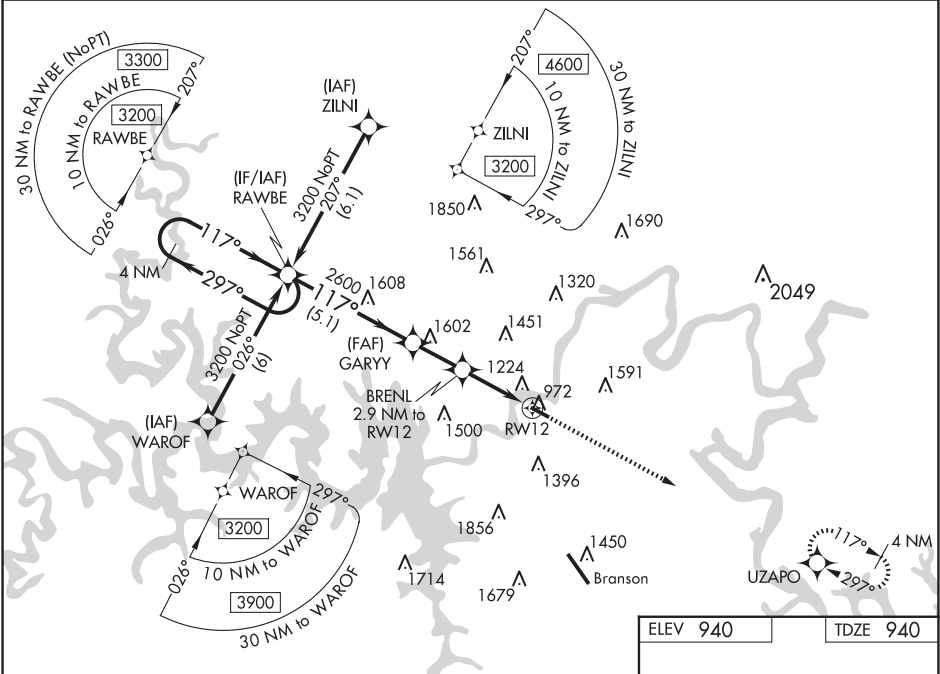
RNAV (GPS) RWY 12

M GRAHAM CLARK DOWNTOWN (PLK)

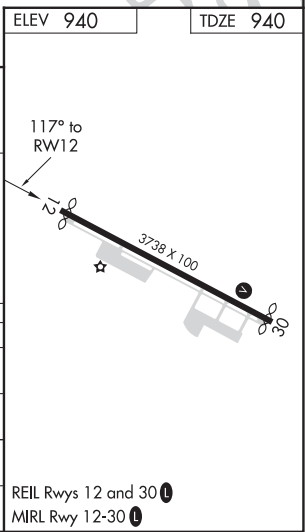
Baro-VNAV NA when using Branson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Branson altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Branson altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 3200 direct UZAPO and hold.

SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF) 0
--------------------------------------	---------------------------------



4 NM Holding Pattern RAWBE		*LNAV only		3200	UZAPO
3200 ← 297° 117° →		117°		2600	
GP 3.10° TCH 40		2600		*1920	
5.1 NM		2 NM		1.2 NM	
CATEGORY	A	B	C	D	
LPV DA	1140-3/4	200 (200-3/4)	NA		
LNAV/VNAV DA	1416-1 5/8	476 (500-1 5/8)	NA		
LNAV MDA	1540-1	600 (600-1)	NA		
CIRCLING	1560-1	620 (700-1)	NA		



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

BRANSON, MISSOURI

AL-5750 (FAA)

20310

WAAS CH 50420 W30A	APP CRS 297°	Rwy Idg TDZE Apt Elev	3428 939 940
--	------------------------	-----------------------------	---

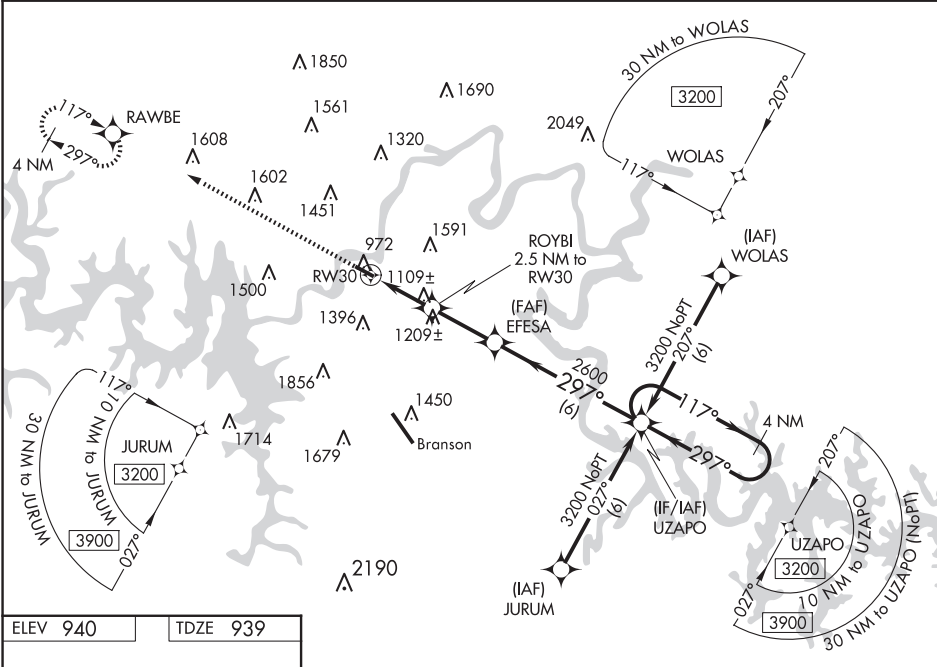
RNAV (GPS) RWY 30

M GRAHAM CLARK DOWNTOWN (PLK)

Baro-VNAV NA when using Branson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with KBBG altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Branson altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile.

MISSED APPROACH:
Climb to 3200 direct
RAWBE and hold.

SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF) 0
--------------------------------------	---------------------------------



ELEV 940

TDZE 939

REIL Rwy 12 and 30 0

MIRL Rwy 12-30 0

3200 ↑	RAWBE ✦	4 NM Holding Pattern			
*LNAV only	ROYBI 2.5 NM to RW30	EFESA 2600	UZAPO	117° → ← 297°	3200
	*1.2 NM to RW30	*1780	2600	297°	GP 3.00° TCH 52
→ 1.2	1.3	→ 2.6 NM	→ 6 NM		
CATEGORY	A	B	C	D	
LPV DA	1189-¾	250 (300-¾)	NA		
LNAV/ VNAV	1224-⅞	285 (300-⅞)	NA		
LNAV MDA	1360-1	421 (500-1)	NA		
CIRCLING	1560-1	620 (700-1)	NA		

BRANSON, MISSOURI
Orig-B 24JUL14

36°38'N-93°14'W

M GRAHAM CLARK DOWNTOWN (PLK)

RNAV (GPS) RWY 30

BRANSON WEST, MISSOURI

AL-10428 (FAA)

24305

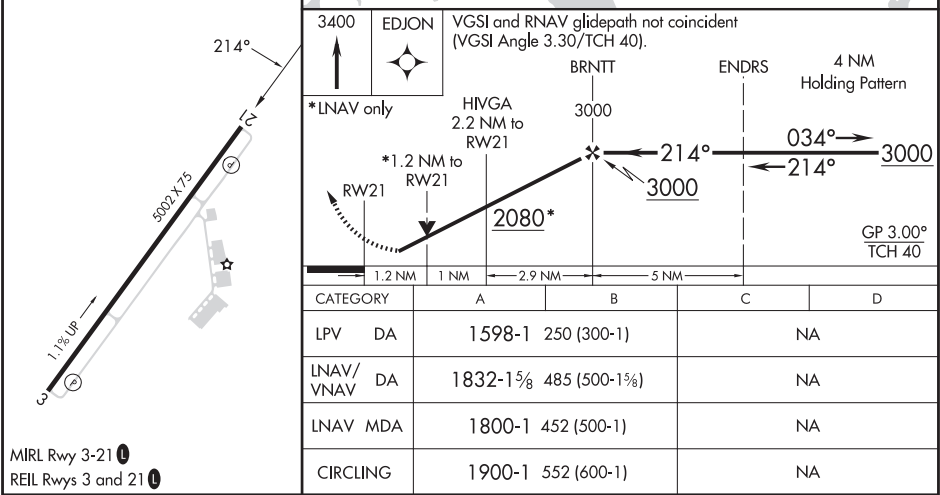
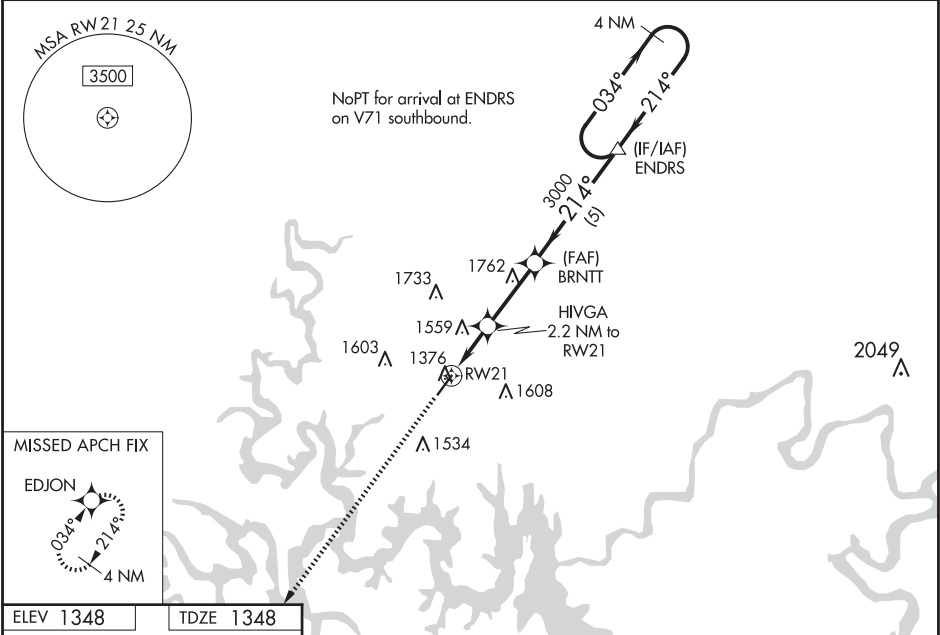
WAAS CH 86426 W21A	APP CRS 214°	Rwy Idg TDZE 1348 Apt Elev 1348
--	------------------------	---

RNAV (GPS) RWY 21

BRANSON WEST MUNI/EMERSON FLD (FWB)

<div><div>▼</div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Branson altimeter setting; increase all DA 39 feet and all MDA 40 feet; increase LPV Cat A/B visibility to 1 mile and LNAV/VNAV Cat A/B visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). VDP and Baro-VNAV NA when using Branson altimeter setting.</div>	MISSED APPROACH: Climb to 3400 direct EDJON and hold.
---	---

AWOS-3PT 119.725	SPRINGFIELD APP CON 126.35	UNICOM 123.0 (CTAF) 1
----------------------------	--------------------------------------	---------------------------------



BRANSON WEST, MISSOURI
Amdt 1A 05FEB15

BRANSON WEST MUNI/EMERSON FLD (FWB)
36°42'N-93°24'W
RNAV (GPS) RWY 21

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56538 W18A	APP CRS 181°	Rwy Idg 5002 TDZE 845 Apt Elev 845
--	------------------------	---

RNAV (GPS) RWY 18

NORTH CENTRAL MISSOURI RGNL (MO8)

RNP APCH.

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Kirksville altimeter setting. When local altimeter setting not received, use Kirksville altimeter setting and increase LPV and LNAV/VNAV DA all Cats to 1179 feet and increase visibility 1⁄8 mile all Cats; increase all MDA 100 feet and increase LNAV Cat C/D visibility 3⁄8 mile and Circling Cat C visibility 1⁄4 mile. Rwy 18 helicopter visibility reduction below 3⁄4 SM NA.

MISSED APPROACH:
Climb to 3000 direct
CUKIT and hold.

AWOS-2 118.425	KANSAS CITY CENTER 125.25 235.975	CTAF 122.9 0
--------------------------	---	------------------------

ELEV 845	TDZE 845
----------	----------

REIL Rwy 18 and 36
MIRL Rwy 18-36

3000	CUKIT	COROS	4 NM Holding Pattern	
*LNAV only	*1.5 NM to RW18	TRULL	2900	
RW18	1.5	4.8 NM	6 NM	
181°	2900	001°	3000	
181°				
GP 3.00°			TCH 40	
CATEGORY	A	B	C	D
LPV DA	1095-1		250 (300-1)	
LNAV/VNAV DA	1095-1		250 (300-1)	
LNAV MDA	1360-1	515 (600-1)	1360-1 3⁄8	515 (600-1 3⁄8)
CIRCLING	1360-1	515 (600-1)	1360-1 1⁄2	1400-2
			515 (600-1 1⁄2)	555 (600-2)

BROOKFIELD, MISSOURI
Orig-A 30JAN20

39°46'N-93°01'W

NORTH CENTRAL MISSOURI RGNL (MO8)
RNAV (GPS) RWY 18

45

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

BROOKFIELD, MISSOURI

AL-10261 (FAA)

22139

WAAS CH 93715 W36A	APP CRS 001°	Rwy Idg 5002 TDZE 835 Apt Elev 845
--	------------------------	---

RNAV (GPS) RWY 36

NORTH CENTRAL MISSOURI RGNL (MO8)

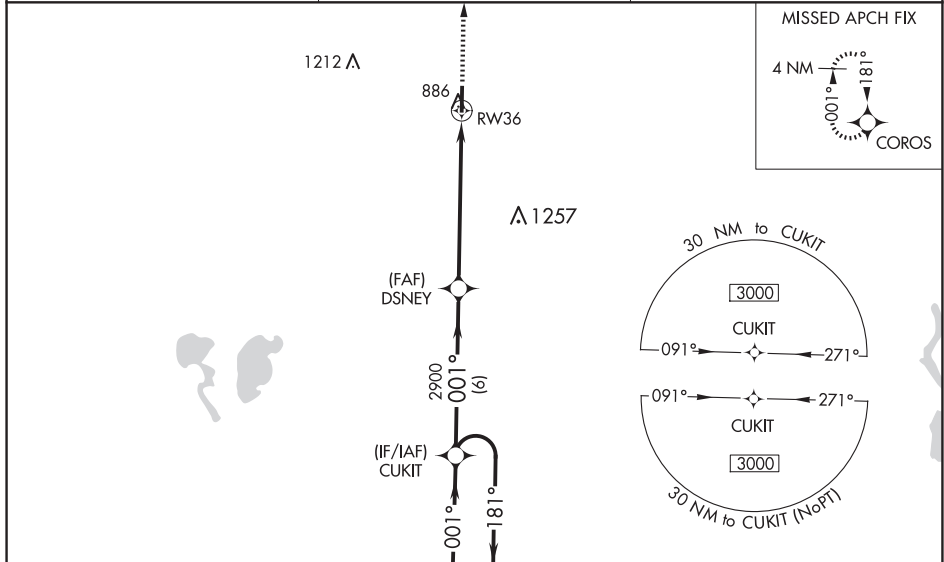
RNP APCH.

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Kirksville altimeter setting. When local altimeter setting not received, use Kirksville altimeter setting and increase all LPV and LNAV/VNAV DA to 1169 feet and increase all visibility 1/8 mile; increase all MDA 100 feet, increase LNAV Cat C/D visibility 1/4 mile, and Circling Cat C visibility 1/8 mile. Rwy 36 helicopter visibility reduction below 3/4 SM NA.

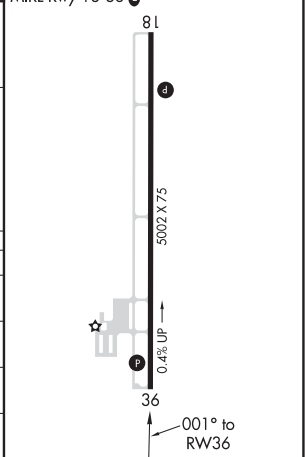
MISSED APPROACH:
Climb to 3000 direct
COROS and hold.

AWOS-2 118.425	KANSAS CITY CENTER 125.25 235.975	CTAF 122.9 0
--------------------------	---	------------------------



ELEV 845	TDZE 835
REIL Rwys 18 and 36 0	
MIRL Rwy 18-36 0	

4 NM Holding Pattern		CUKIT	DSNEY	3000	COROS
GP 3.00° TCH 40		181°	001°	2900	*1.4 NM to RW36 *LNAV only
6 NM		5 NM	1.4 NM		
CATEGORY	A	B	C	D	
LPV DA	1085-1		250 (300-1)		
LNAV/ VNAV DA	1085-1		250 (300-1)		
LNAV MDA	1300-1	465 (500-1)	1300-1 3/8	465 (500-1 3/8)	
CIRCLING	1300-1	455 (500-1)	1300-1 1/2	1400-2	
			455 (500-1 1/2)	555 (600-2)	



BROOKFIELD, MISSOURI

Amdt 2C 21MAY20

NORTH CENTRAL MISSOURI RGNL (MO8)

39°46'N-93°01'W

RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

LOC I-BRL 108.9	APP CRS 359°	Rwy Ldg 6102 TDZE 694 Apt Elev 698
---------------------------	------------------------	---

ILS or LOC RWY 36
SOUTHEAST IOWA RGNL (BRL)

T
A NA

MALSR

MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 direct BRL VOR/DME and hold.

ASOS 118,025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) ①
------------------------	---------------------------------------	---------------------------------

ALTERNATE MISSED
APCH FIX

LOM
BURNS
BR $\frac{1}{2}::$
390



LOCALIZER 108.9
I-BRL

BURLINGTON
115.55 BRL:≡::
Chan 102(Y)

Procedure NA for arrivals
on BRL VOR/DME
airway radials 192 CW 282.

LOM/IAF
BURNS
390 BR ::
BURNS INT

MSA BRL 25 NM

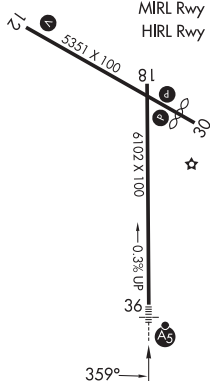
3100

3000
359° (6.
(IF)
GIMGE
INT

3000 NoPT
BRL 14 Arc

(IAF)
HAKAV -
BRL 14




ELEV 698	D	TDZE 694
REIL Rwy 12, 18 and 30		L
MIRL Rwy 12-30		L
HIRL Rwy 18-36		L



FAF to MAP 7 NM

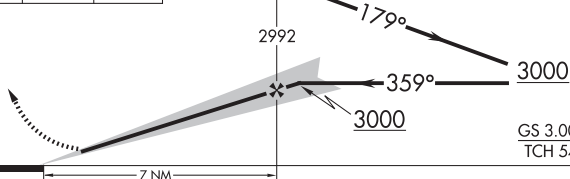
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

BURLINGTON, IOWA
Amdt 10C 20JUN19

2800	3000	BRL
		

BR
BURNS
LOM/INT

Remain
within 10 NM



CATEGORY	A	B	C	D
S-ILS 36	894-1/2 200 (200-1/2)			
S-LOC 36	1140-1/2 446 (500-1/2)		1140-7/8 446 (500-7/8)	1140-1 446 (500-1)
CIRCLING	1180-1 482 (500-1)		1380-2 682 (700-2)	1380-2 1/4 682 (700-2 1/4)

SOUTHEAST IOWA RGNL (BRL)
ILS or LOC RWY 36


BURLINGTON, IOWA

AL-69 (FAA)

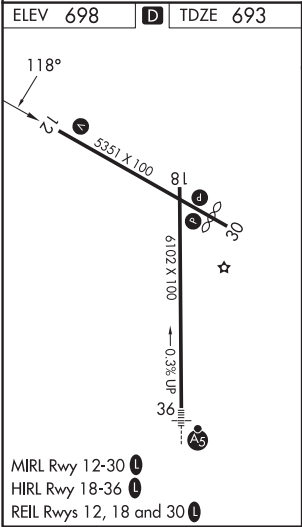
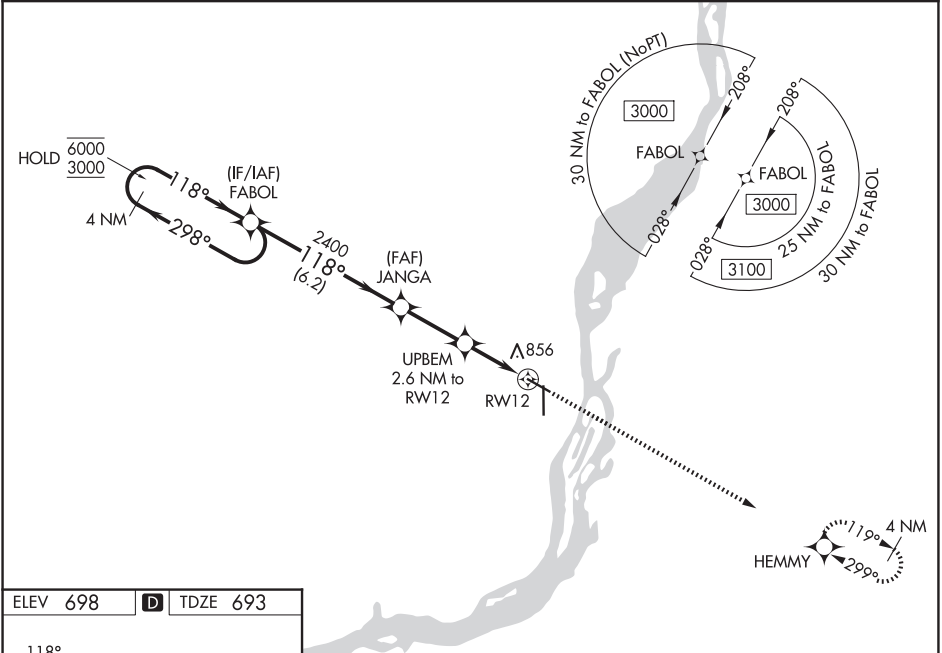
25219

WAAS CH 48834 W12A	APP CRS 118°	Rwy Ldg 5350 TDZE 693 Apt Elev 698
--	------------------------	---

RNAV (GPS) RWY 12
SOUTHEAST IOWA RGNL (BRL)

RNP APCH.  For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.	MISSED APPROACH: Climb to 3000 direct HEMMY and hold.
---	---

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 0
------------------------	---------------------------------------	---------------------------------



4 NM Holding Pattern		FABOL	JANGA	UPBEM 2.6 NM to RW12	HEMMY
6000 ← 298° 3000 → 118°		2400	2400	2.6 NM to RW12	4 NM
GP 3.00° TCH 39		6.2 NM	2.6 NM	1.4 NM	1.2 NM
CATEGORY	A	B	C	D	
LPV DA	943-1 250 (300-1)				NA
LNAV/VNAV DA	1017-1½ 324 (400-1½)				NA
LNAV MDA	1120-1	427 (500-1)	1120-1¼ 427 (500-1¼)		NA
CIRCLING	1180-1	482 (500-1)	1380-2 682 (700-2)		NA

BURLINGTON, IOWA
Amdt 1B 20JUN19

40°47'N-91°08'W

SOUTHEAST IOWA RGNL (BRL)
RNAV (GPS) RWY 12

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

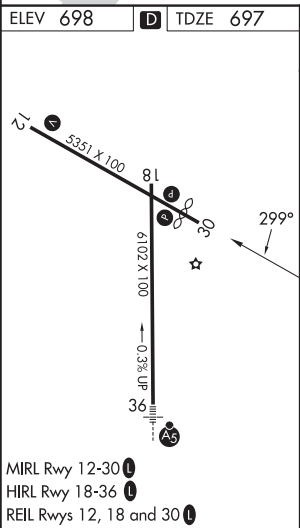
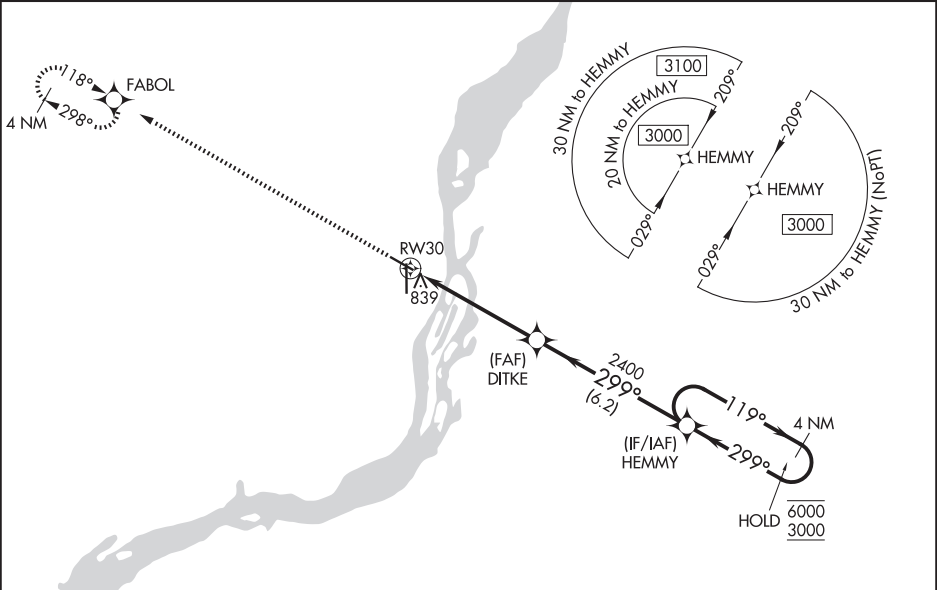
WAAS CH 45535 W30A	APP CRS 299°	Rwy Ldg TDZE 697 Apt Elev 698
--	------------------------	---

RNAV (GPS) RWY 30

SOUTHEAST IOWA RGNL (B.R.L.)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct FABOL and hold.
<div><div></div><div>Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.</div></div>	

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 
------------------------	---------------------------------------	---



3000	FABOL	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 30).			
*LNAV only		DITKE	HEMMY	4 NM Holding Pattern	
*1.2 NM to RW30		2400	299°	119°	6000
RW30		2400	299°	299°	3000
1.2		4 NM	6.2 NM	GP 3.00° TCH 40	
CATEGORY	A	B	C	D	
LPV DA	995-1 298 (300-1)			NA	
LNAV/VNAV DA	989-1 292 (300-1)			NA	
LNAV MDA	1100-1	403 (500-1)	1100-1 $\frac{1}{8}$ 403 (500-1 $\frac{1}{8}$)	NA	
CIRCLING	1180-1	482 (500-1)	1380-2 682 (800-2)	NA	

BURLINGTON, IOWA

AL-69 (FAA)

25219

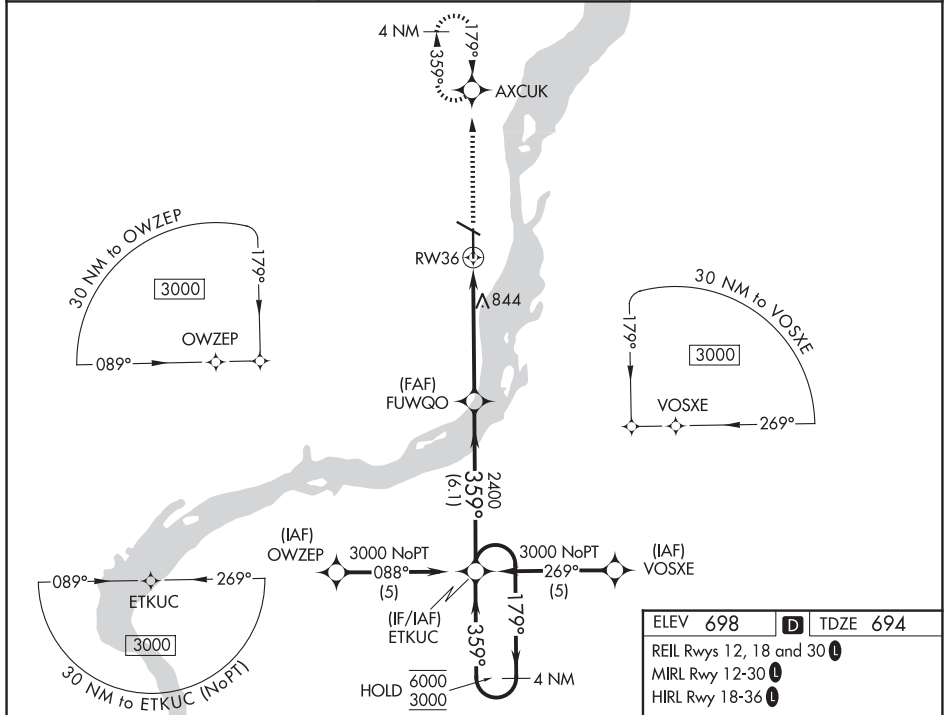
WAAS CH 42711 W36A	APP CRS 359°	Rwy Ldg TDZE 6102 Apt Elev 698
--	------------------------	--

RNAV (GPS) RWY 36

SOUTHEAST IOWA RGNL (BRL)

RNP APCH.	MALSR 	MISSED APPROACH: Climb to 3000 direct AXCUK and hold, continue climb-in-hold to 3000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.		

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF)
------------------------	---------------------------------------	-------------------------------



4 NM Holding Pattern		ETKUC	FUWQO	AXCUK
6000 ← 179°		359° →	2400	3000
3000		359°	2400	3000
GP 3.00°		359°	2400	3000
TCH 54		359°	2400	3000
6.1 NM		4 NM	1.2 NM	
CATEGORY	A	B	C	D
LPV DA	894-1/2	200 (200-1/2)		NA
LNAV/VNAV DA	1026-3/4	332 (400-3/4)		NA
LNAV MDA	1100-1/2	406 (500-1/2)	1100-3/4 406 (500-3/4)	NA
CIRCLING	1180-1	482 (500-1)	1380-2 682 (700-2)	NA

BURLINGTON, IOWA

Amdt 1A 20JUN19

40°47'N-91°08'W

SOUTHEAST IOWA RGNL (BRL)

RNAV (GPS) RWY 36

VOR/DME BRL 115.55 Chan 102(Y)	APP CRS 108°	Rwy Ldg 5350 TDZE 693 Apt Elev 698
--	------------------------	---

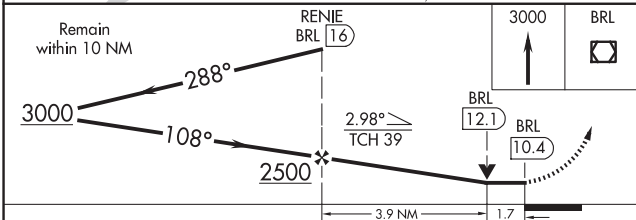
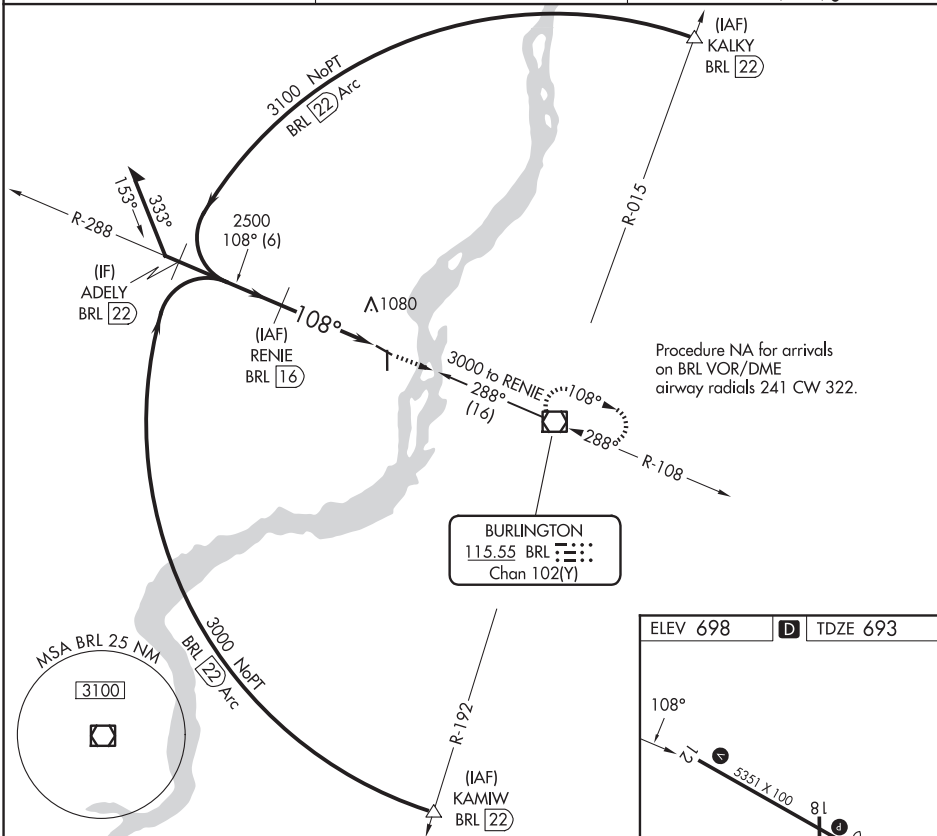
VOR RWY 12
SOUTHEAST IOWA RGNL(BRL)

DME required.

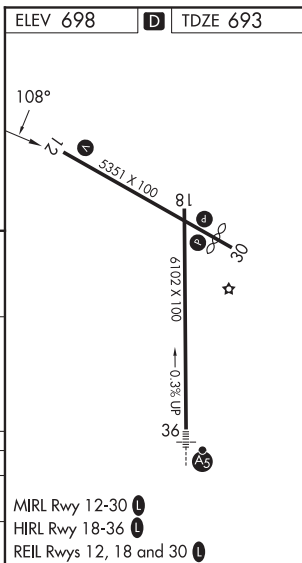


MISSED APPROACH: Climb to 3000
direct BRL VOR/DME and hold.

ASOS 118,025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) L
------------------------	---------------------------------------	---------------------------------



CATEGORY	A	B	C	D
S-12	1280-1	587 (600-1)	1280-1 ³ / ₄ 587 (600-1 ³ / ₄)	NA
CIRCLING	1280-1	582 (600-1)	1380-2 682 (700-2)	NA



BURLINGTON, IOWA
Amdt 6D 20JUN19

SOUTHEAST IOWA RGNL(BRL)
VOR RWY 12

40°47'N-91°08'W

BURLINGTON, IOWA

AL-69 (FAA)

25219

VOR/DME BRL	APP CRS	Rwy Ldg	4850
115.55	288°	TDZE	697
Chan 102(Y)		Apt Elev	698

VOR RWY 30

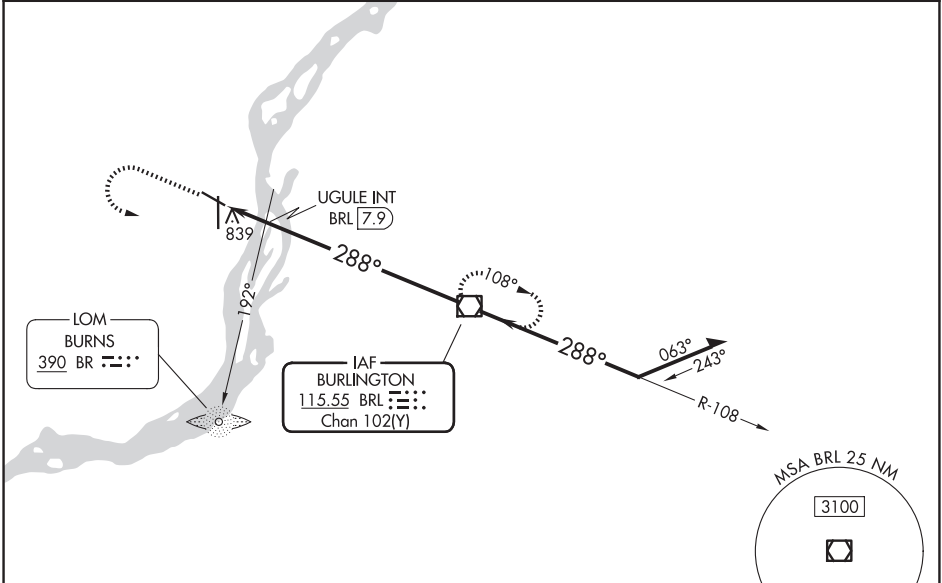
SOUTHEAST IOWA RGNL (BRL)

V
A

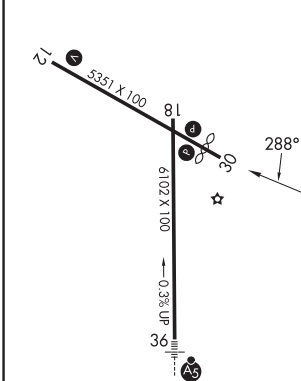
Rwy 30 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct BRL VOR/DME and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 1
-----------------	--------------------------------	---------------------------------



ELEV 698	D	TDZE 697
----------	----------	----------



	2000	3000	BRL	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 30).
	↑	↶		Remain within 10 NM
			UGULE INT BRL 7.9	
			BRL 8.5	
			BRL 9.6	
			2.98° TCH 45	
			288°	
			108°	
			3000	
			1280	
			1.2	
			0.5 NM	
			7.9 NM	
CATEGORY	A	B	C	D
S-30	1280-1	583 (600-1)	1280-1 3/4 583 (600-1 3/4)	NA
CIRCLING	1280-1	582 (600-1)	1380-2 682 (700-2)	NA
UGULE FIX MINIMUMS				
S-30	1100-1	403 (500-1)	1100-1 1/8 403 (500-1 1/8)	NA
CIRCLING	1180-1	482 (500-1)	1380-2 682 (700-2)	NA

MIRL Rwy 12-30 **L**

HIRL Rwy 18-36 **L**

REIL Rwys 12, 18 and 30 **L**

FAF to MAP 9.6 NM

Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

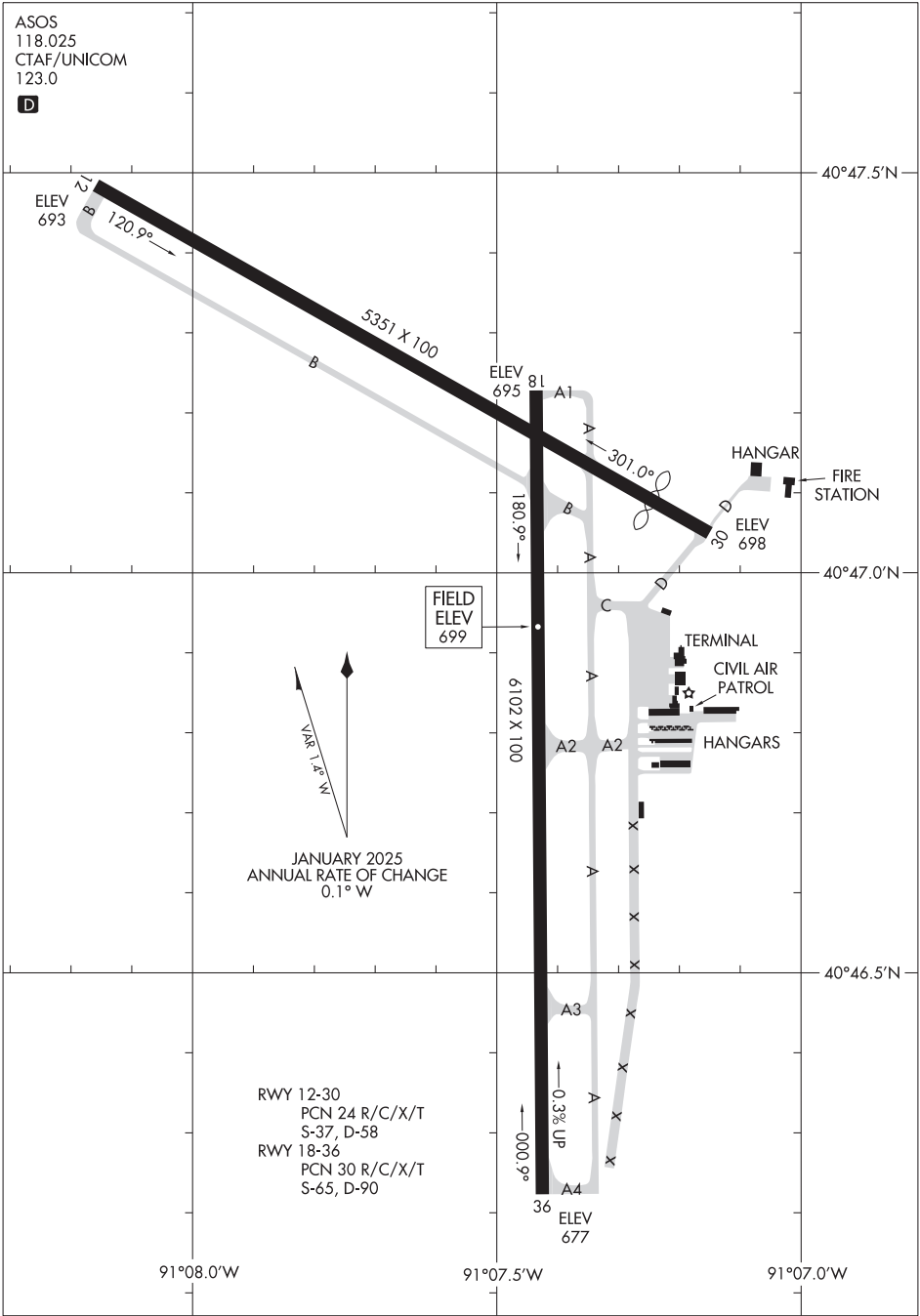
BURLINGTON, IOWA
Amdt 13D 20JUN19

40°47'N-91°08'W

SOUTHEAST IOWA RGNL (BRL)
VOR RWY 30

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

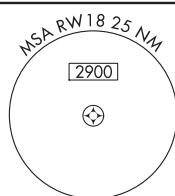
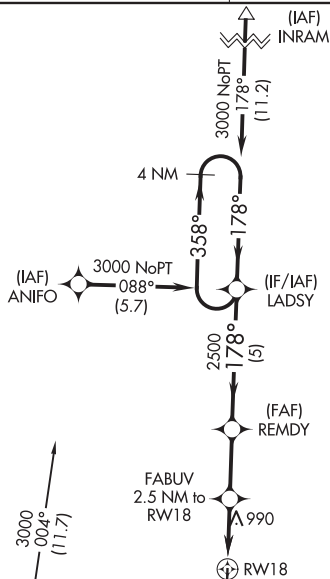
NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18

T	Baro-VNAV NA. Use Clinton altimeter setting; when not received, use
A NA	Kansas City Downtown/Wheeler Fld altimeter setting and increase all DA/MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct FONIE and hold, continue climb in hold to 4000.

CTAF
122.9



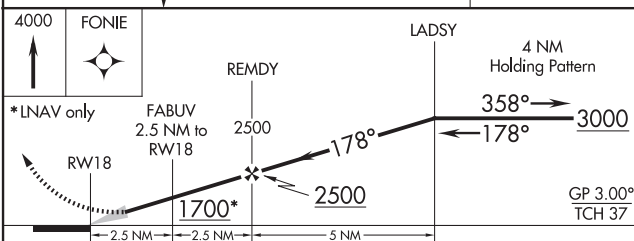
Procedure NA for arrivals on
BUM VORTAC airway
radials 309 CW 085.

BUTLER
BUM

ELEV 894

TDZE 888

MISSED APCH FIX

FONIE 

CATEGORY	A	B	C	D
LPV DA	1220-1½	332 (400-1½)	NA	
LNAV/ VNAV DA	1220-1½	332 (400-1½)	NA	
LNAV MDA	1340-1	452 (500-1)	NA	

MIRL Rwy 18-36

BUTLER, MISSOURI
Orig-B 18JUL19

BUTLER MEML (BUM)

38°17'N-94°20'W

RNAV (GPS) RWY 18

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90530 W36A	APP CRS 358°	Rwy Ldg TDZE 894 Apt Elev 894
--	------------------------	---

RNAV (GPS) RWY 36

BUTLER MEML (BUM)

RNP APCH.

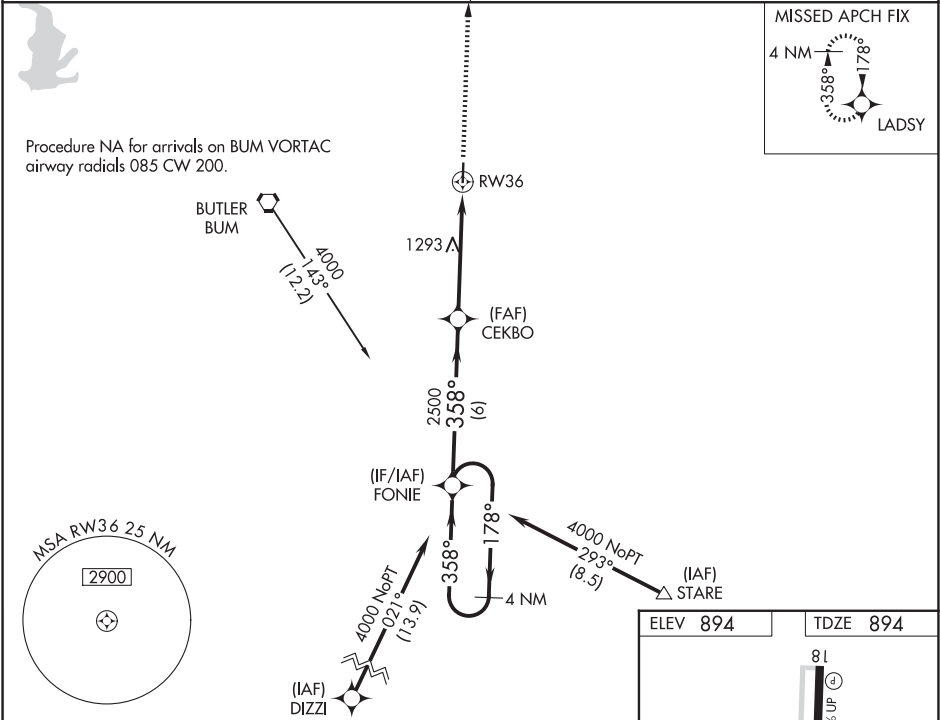
▼

▲NA

Baro-VNAV NA. Use Clinton altimeter setting; when not received, use Kansas City Downtown/Wheeler Fld altimeter setting and increase all DA/MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct LADSY and hold.

KANSAS CITY CENTER 125.55 327.0	CTAF 122.9
---	----------------------



4 NM Holding Pattern

FONIE

4000 178° 358°

GP 3.00° TCH 36

358°

2500

CEKBO

2500

3000 LADSY

RW36

6 NM 4.9 NM

CATEGORY	A	B	C	D
LPV DA	1226-1⅛	332 (400-1⅛)	NA	
LNAV/VNAV DA	1523-2¼	629 (700-2¼)	NA	
LNAV MDA	1640-1 746 (800-1)	1640-1¼ 746 (800-1¼)	NA	

ELEV 894 TDZE 894

81 4

3999 X 7.5

36 P

0.6 % UP

358°

MIRL Rwy 18-36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

BUTLER, MISSOURI

AL-964 (FAA)

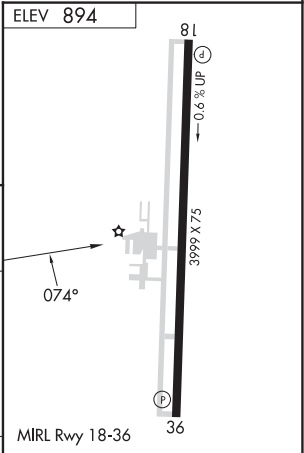
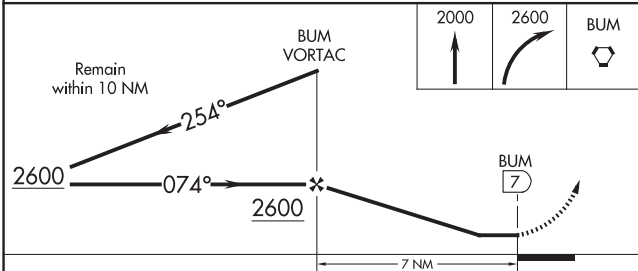
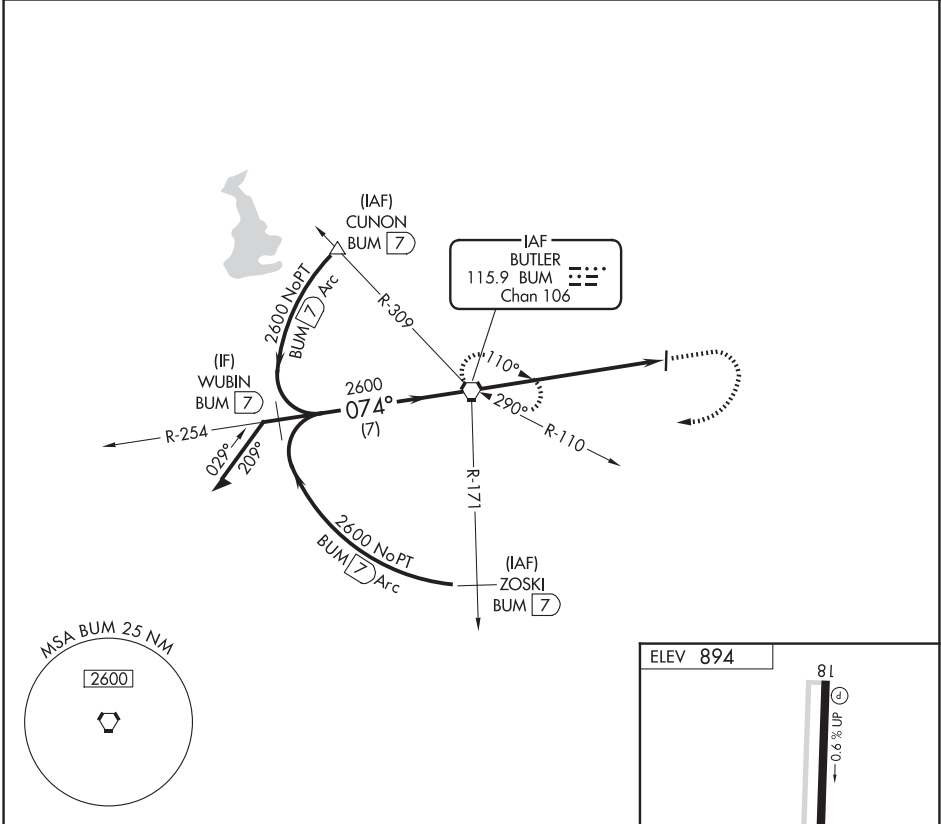
25219

VORTAC BUM 115.9 Chan 106	APP CRS 074°	Rwy Ldg TDZE Apt Elev N/A N/A 894
---	------------------------	---

VOR-A
BUTLER MEML (BUM)

 Use Clinton altimeter setting; when not received, use Kansas City Downtown/Wheeler Fld altimeter setting and increase all MDA 60 feet.	MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct BUM VORTAC and hold.
--	---

KANSAS CITY CENTER 125.55 327.0	CTAF 122.9
---	----------------------



CATEGORY	A	B	C	D	FAF to MAP 7 NM					
CIRCLING	1480-1	1520-1	NA		Knots	60	90	120	150	180
	586 (600-1)	626 (700-1)			Min:Sec	7:00	4:40	3:30	2:48	2:20

BUTLER, MISSOURI
Amdt 5A 23APR20

38°17'N-94°20'W

BUTLER MEML (BUM)
VOR-A

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS
210°

Rwy Idg
TDZE
Apt Elev

3002
1220
1220

RNAV (GPS) RWY 21

CABOOL MEML (TVB)

RNP APCH.

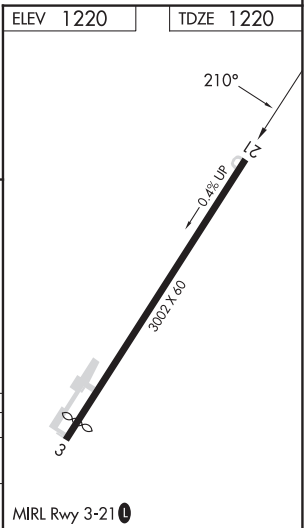
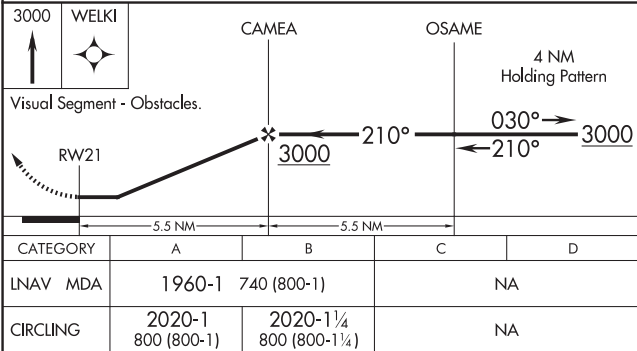
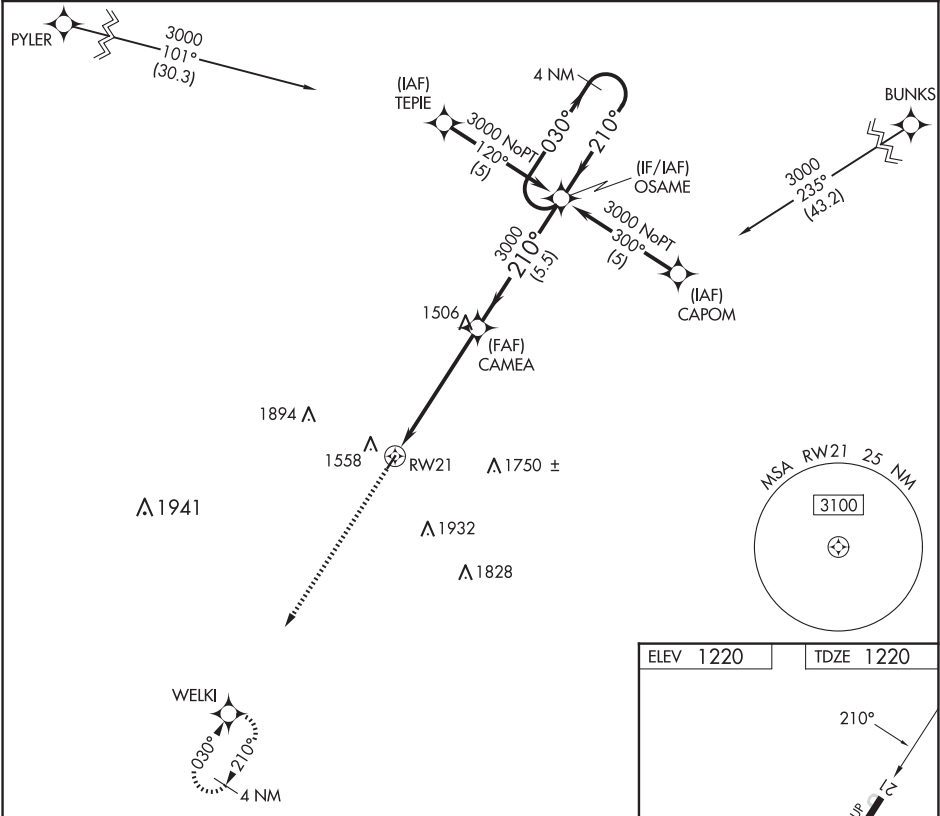
▼

▲ NA

Procedure NA at night. Use West Plains altimeter setting.
Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct WELKI and hold.

UNO ASOS 123.825	KANSAS CITY CENTER 128.35 284.675	CTAF 122.9
---------------------	--------------------------------------	---------------



CAMDENTON, MISSOURI

AL-6794 (FAA)

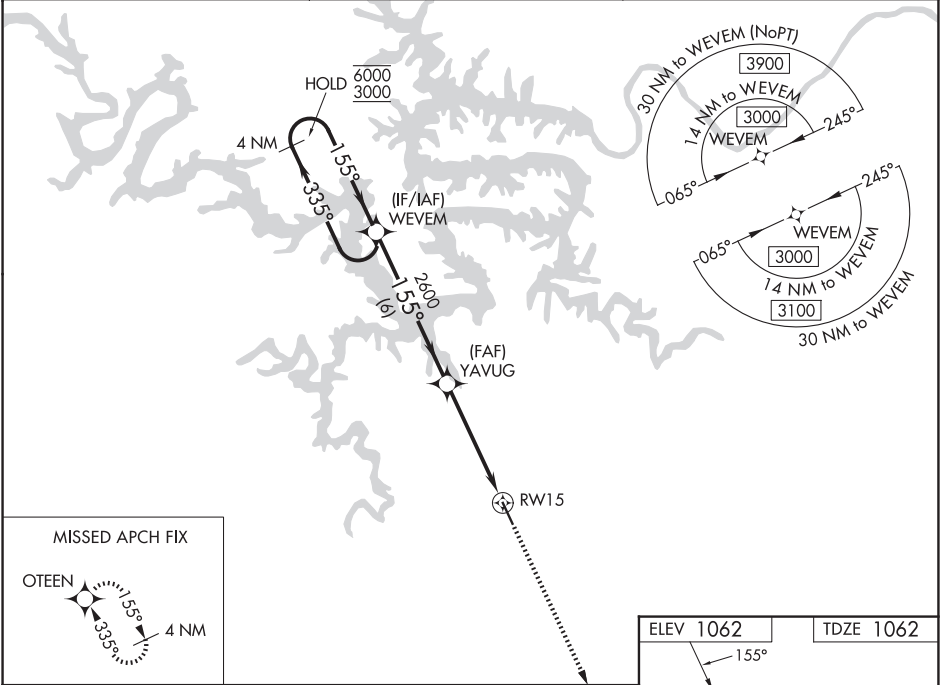
25219

WAAS CH 50219 W15A	APP CRS 155°	Rwy Ldg TDZE 1062 Apt Elev 1062	5002
--	------------------------	---	-------------

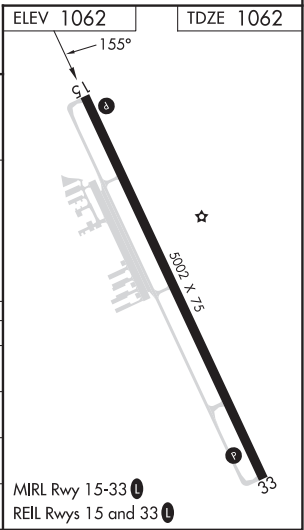
RNAV (GPS) RWY 15
CAMDENTON MEML-LAKE RGNL (OZS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct OTEEN and hold.
-----------------	---

AWOS-3PT 120.225	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 0
----------------------------	---------------------------------------	---------------------------------



4 NM Holding Pattern		WEVEM		YAVUG		RW15	
6000 ← 335°		3000 → 155°		2600		1 NM to RW15	
GP 3.00°		TCH 42		6 NM		3.7 NM	
CATEGORY		A		B		C	
LPV DA		1312-1		250 (300-1)		NA	
LNAV/VNAV DA		1313-1		251 (300-1)		NA	
LNAV MDA		1420-1		358 (400-1)		NA	
CIRCLING		1520-1		458 (500-1)		1700-1¾ 638 (700-1¾)	



CAMDENTON, MISSOURI
Amdt 2 19MAY22

37°58'N-92°41'W

CAMDENTON MEML-LAKE RGNL (OZS)
RNAV (GPS) RWY 15

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

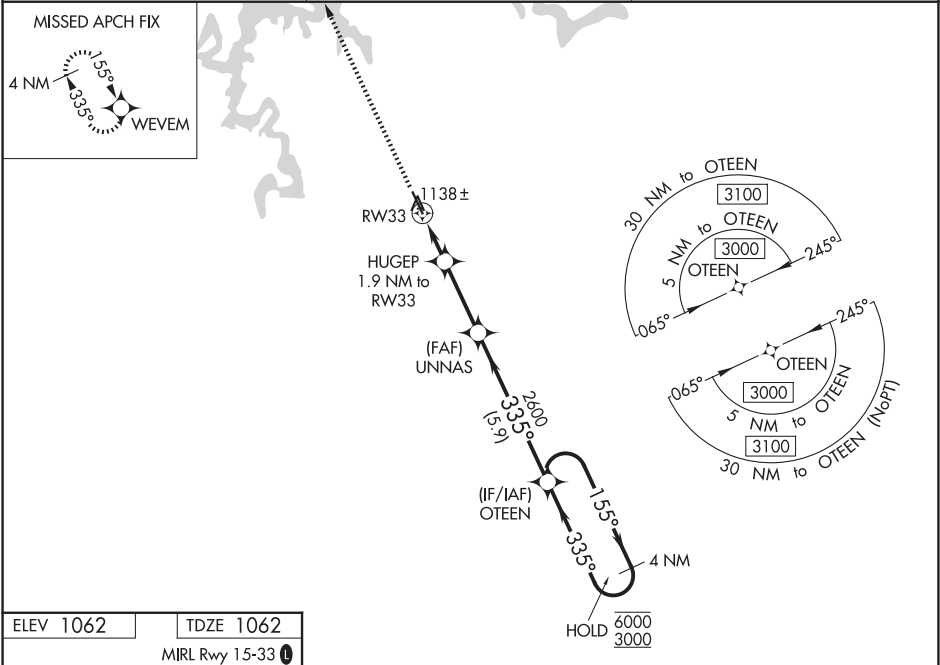
WAAS CH 97419 W33A	APP CRS 335°	Rwy Ldg TDZE Apt Elev	5002 1062 1062
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 33

CAMDENTON MEML-LAKE RGNL (OZS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct WEVEM and hold.
<div><div></div><div>Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div></div>	

AWOS-3PT 120,225	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF)
----------------------------	---------------------------------------	-------------------------------



3000		WEVEM		UNNAS		OTEEN	
				HUGEP 1.9 NM to RW33		4 NM Holding Pattern	
1 NM to RW33		1700		2600		6000 3000	
1 NM		0.9		2.8 NM		5.9 NM	
CATEGORY	A		B		C		D
LPV DA	1312-1		250 (300-1)				NA
LNAV/VNAV DA	1312-1		250 (300-1)				NA
LNAV MDA	1400-1		338 (400-1)				NA
CIRCLING	1520-1		458 (500-1)		1700-1¾ 638 (700-1¾)		NA

CAMDENTON, MISSOURI

AL-6794 (FAA)

25219

VOR/DME SHY	APP CRS	Rwy Ldg TDZE	N/A
108.4	227°		N/A
Chan 21		Apt Elev	1062

VOR-A

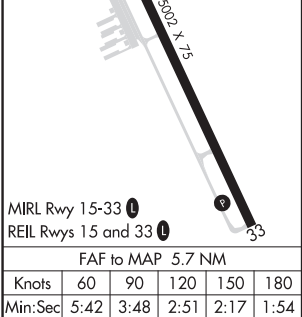
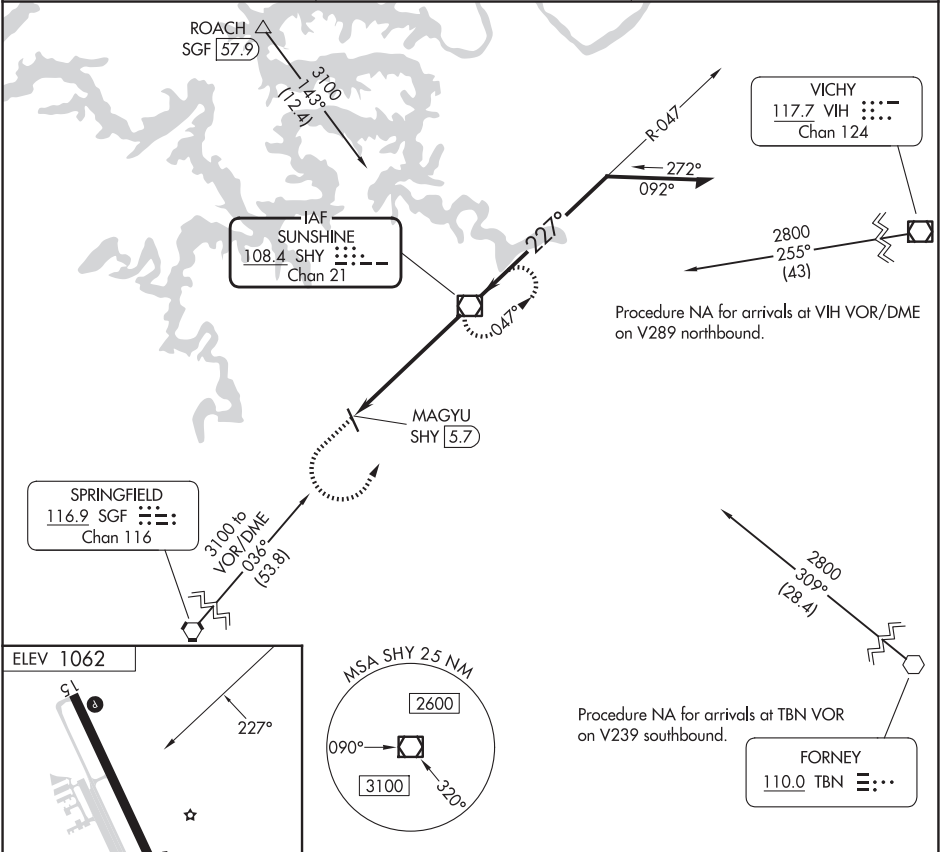
CAMDENTON MEML-LAKE RGNL (OZS)










▼

▲ NA

MISSED APPROACH: Climb to 3100 then left turn direct SHY VOR/DME and hold.

AWOS-3PT 120.225	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 0
----------------------------	---------------------------------------	---------------------------------



<div>3100</div> <div></div>		<div>SHY</div> <div></div> <div></div>	<div>SHY</div> <div>VOR/DME</div> <div></div>	
<div>MAGYU</div> <div>SHY <u>5.7</u></div> <div></div>		<div></div> <div></div>	<div></div>	<div></div>
CATEGORY	A	B	C	D
CIRCLING	1520-1	458 (500-1)	1700-1 ³ / ₄ 638 (700-1 ³ / ₄)	NA

CAMDENTON, MISSOURI
Amdt 7 19MAY22

37°58'N-92°41'W

CAMDENTON MEML-LAKE RGNL (OZS)
VOR-A

NC-3, 07 AUG 2025 to 02 OCT 2025

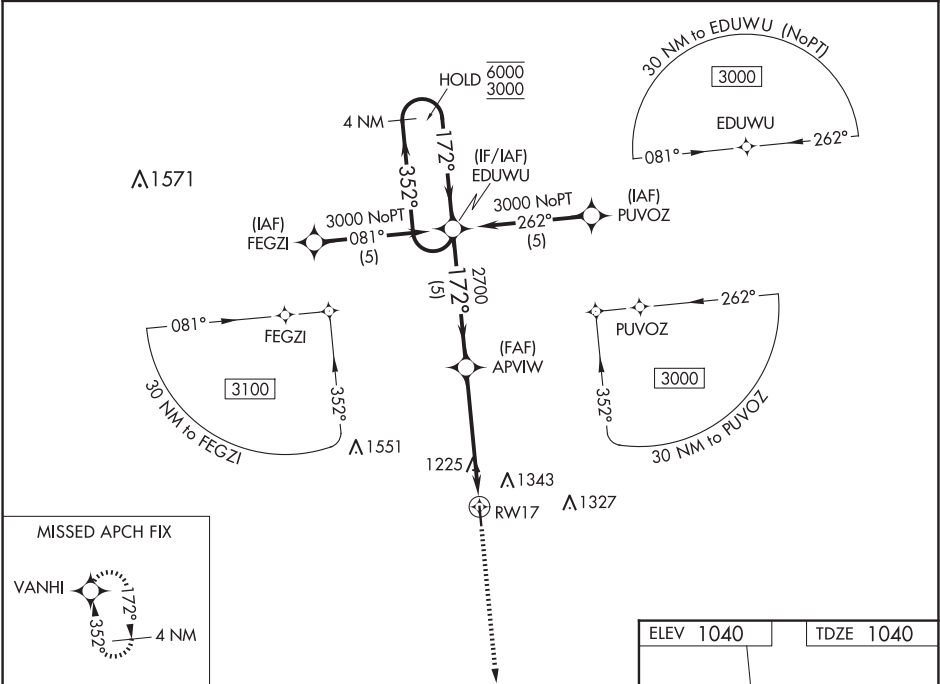
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82017 W17A	APP CRS 172°	Rwy Idg TDZE 1040 Apt Elev 1040
--	------------------------	---

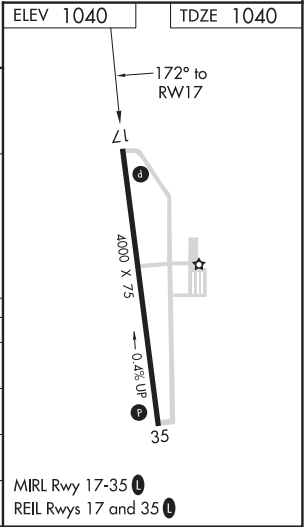
RNAV (GPS) RWY 17

CAMERON MEML (EZZ)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct VANHI and hold.	
▼ Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.			
AWOS-3 121.05	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 1



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).		3000	VANHI
6000 3000		APVIW		*LNAV only	
GP 3.00° TCH 40		2700		*1.3 NM to RWY 17	
5 NM		3.7 NM		1.3 NM	
CATEGORY	A	B	C	D	
LPV DA	1290-¾	250 (300-¾)		NA	
LNAV/VNAV DA	1518-1¾	478 (500-1¾)		NA	
LNAV MDA	1480-1	440 (500-1)		NA	
CIRCLING	1660-1	620 (700-1)		NA	



CAMERON, MISSOURI

AL-6937 (FAA)

21112

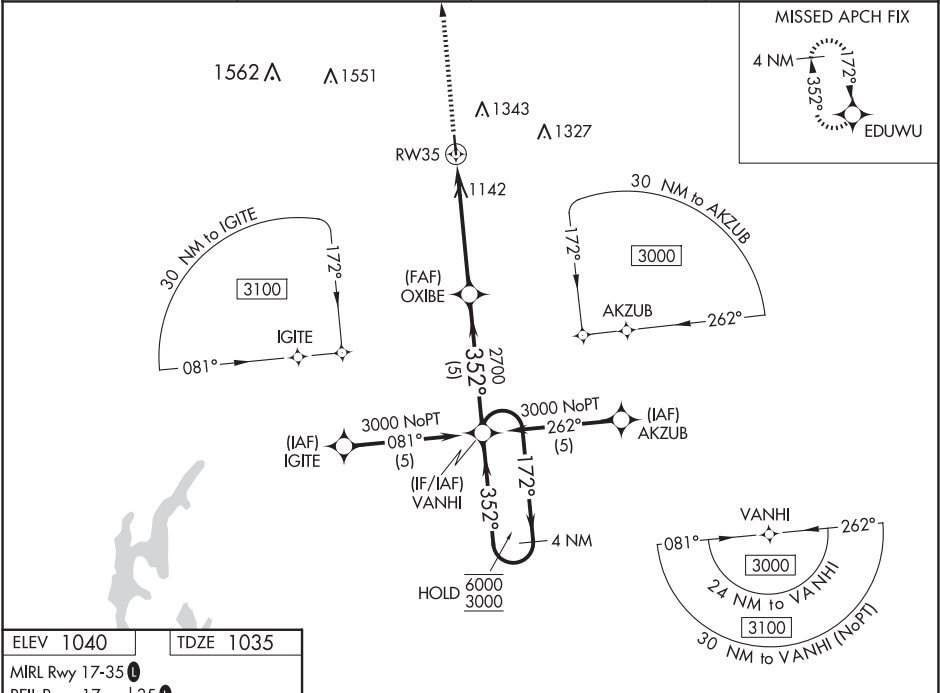
WAAS CH 77717 W35A	APP CRS 352°	Rwy Idg TDZE 1035 Apt Elev 1040
--	------------------------	---

RNAV (GPS) RWY 35

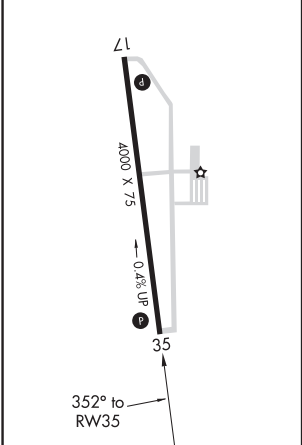
CAMERON MEML (EZZZ)

RNP APCH. ▼ Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	MISSED APPROACH: Climb to 3000 direct EDUWU and hold.
---	---

AWOS-3 121.05	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 1
-------------------------	--	--------------------------	---------------------------------



ELEV 1040	TDZE 1035
MIRL Rwy 17-35 1	REIL Rws 17 and 35 1



3000	EDUWU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).	VANHI	4 NM Holding Pattern
*LNAV only	*1.3 NM to RW35	OXIBE	2700	172° → 6000 ← 352° 3000
	1.3 NM	3.8 NM	5 NM	GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	1285-¾	250 (300-¾)	NA	
LNAV/VNAV DA	1310-⅞	275 (300-⅞)	NA	
LNAV MDA	1460-1	425 (500-1)	NA	
CIRCLING	1660-1	620 (700-1)	NA	

CAMERON, MISSOURI
Amdt 1A 03JAN19

39°44'N-94°17'W

CAMERON MEML (EZZZ)

RNAV (GPS) RWY 35

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

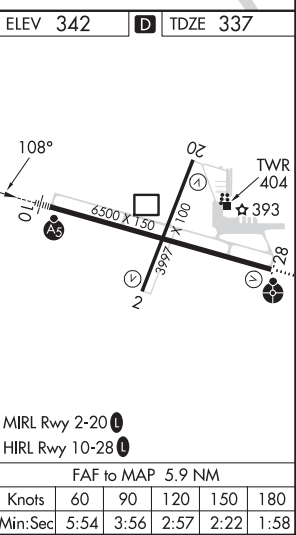
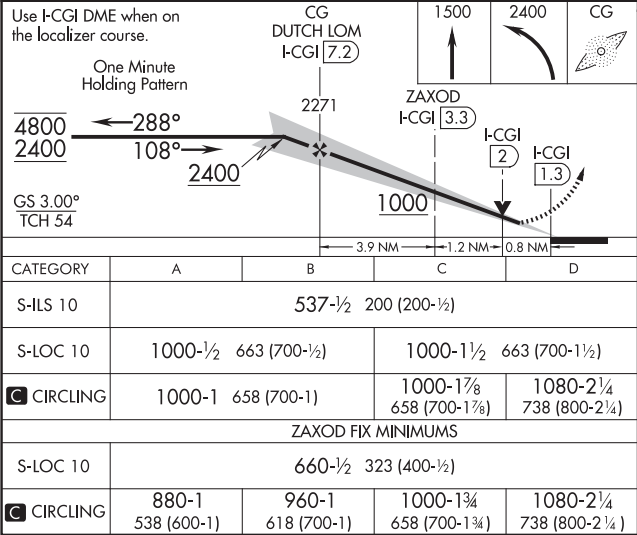
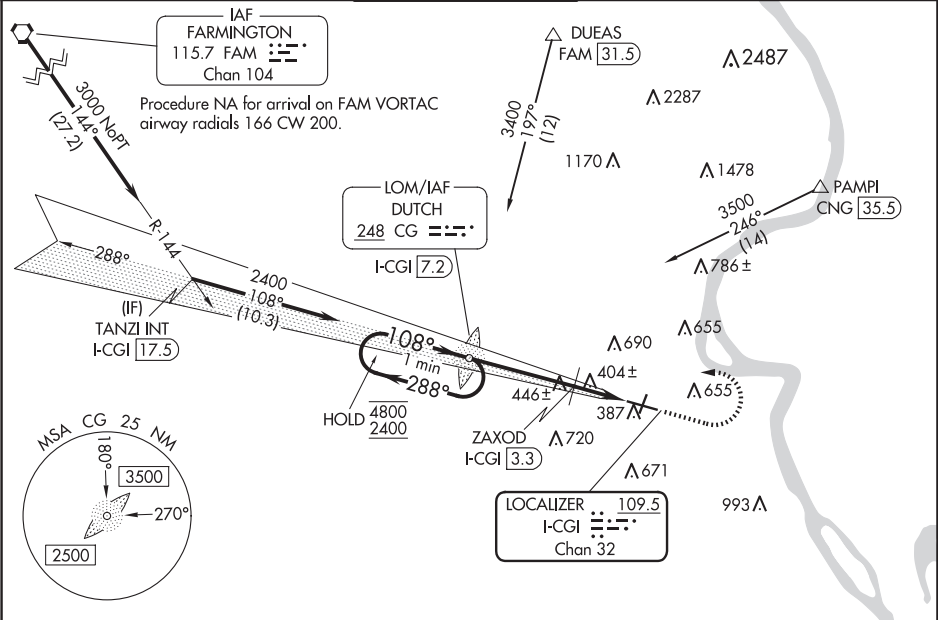
LOC/DME I-CGI	APP CRS	Rwy Idg	6500
109.5	108°	TDZE	337
Chan 32		Apt Elev	342

ILS or LOC RWY 10

CAPE GIRARDEAU RGNL (CGI)

ADF required.	MALSR	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.
For inop ALS, increase S-LOC 10 Cat C/D visibility to 1½ SM.		

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER ★ 125.525 (CTAF) 0	GND CON 124.7	UNICOM 122.95
----------------	---------------------------------	--	------------------	------------------



CAPE GIRARDEAU, MISSOURI

AL-943 (FAA)

24109

WAAS CH 93832 W02A	APP CRS 023°	Rwy Idg 3997 TDZE 342 Apt Elev 342
--	------------------------	---

RNAV (GPS) RWY 2

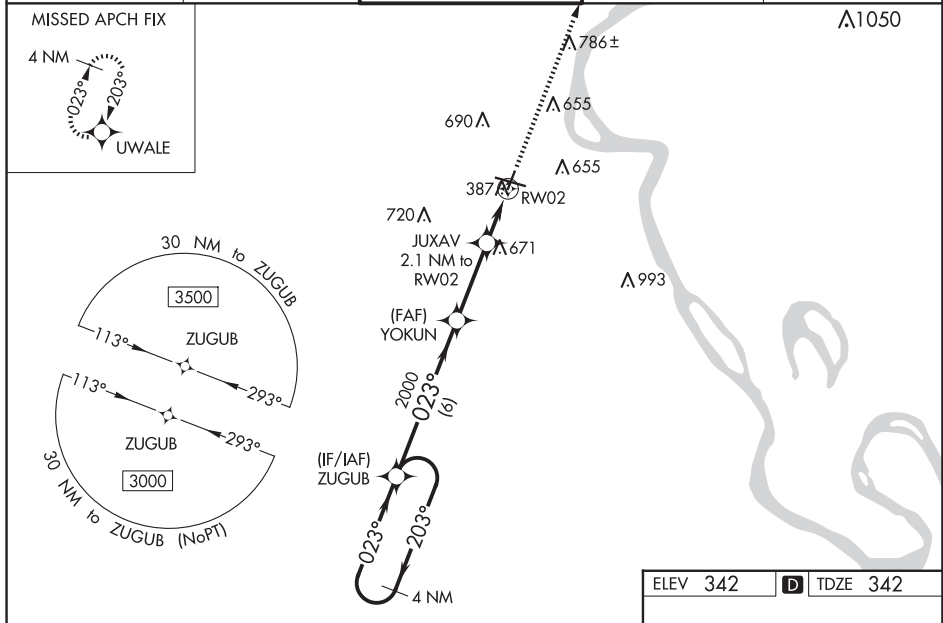
CAPE GIRARDEAU RGNL (CGI)

RNP APCH - GPS.

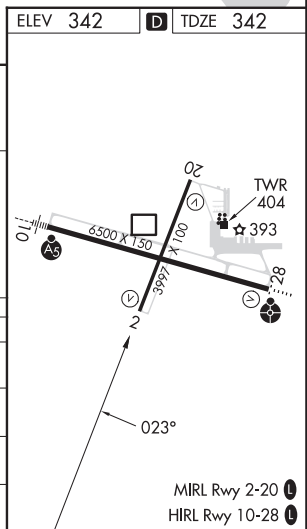
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Cairo altimeter setting and increase LPV DA to 849 feet, LNAV/VNAV DA to 905 feet, and all visibilities ¼ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM. Rwy 2 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Cairo Rgnl altimeter setting.

MISSED APPROACH: Climb to 3500 direct UWALE and hold, continue climb-in-hold to 3500.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER ★ 125.525 (CTAF) 0	GND CON 124.7	UNICOM 122.95
-----------------------	--	---	-------------------------	-------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 50).				
4 NM Holding Pattern				
3000 ← 203° → 023° → 023° → 2000 → 1040 → 1.3 NM to RWY 02				
GP 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	801-1⅜ 459 (500-1⅜)			
LNAV/VNAV DA	857-1⅜ 515 (600-1⅜)			
LNAV MDA	940-1 598 (600-1)	940-1⅜ 598 (600-1⅜)		
CIRCLING	940-1 598 (600-1)	960-1 618 (700-1)	1000-1⅜ 658 (700-1⅜)	1080-2⅜ 738 (800-2⅜)



CAPE GIRARDEAU, MISSOURI
Orig-B 18APR24

37°14'N-89°34'W

CAPE GIRARDEAU RGNL (CGI)
RNAV (GPS) RWY 2

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61399 W10A	APP CRS 108°	Rwy Idg 6500 TDZE 337 Apt Elev 342
--	------------------------	---

RNAV (GPS) RWY 10

CAPE GIRARDEAU RGNL (CGI)

RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Cairo altimeter setting and increase LPV DA to 585 feet, LNAV/VNAV DA to 761 feet, and all visibilities 1/8 SM. Increase all MDAs 60 feet and LNAV Cat C/D visibility 1/8 SM, and Circling Cats C/D visibility to 1/4 SM. Baro-VNAV and VDP NA when using Cairo Rgnl altimeter setting. For inop ALS, increase LNAV/VNAV visibility all Cats and LNAV visibility Cat C/D to 1 SM. For inop ALS, when using Cairo altimeter setting, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct FISAV and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER★ 125.525 (CTAF)	GND CON 124.7	UNICOM 122.95
-----------------------	--	--	-------------------------	-------------------------

ELEV 342 TDZE 337

4 NM Holding Pattern

3000 ← 288°
108° →

GP 3.00°
TCH 54

MIGO

GOGEC

WELVA 2.1 NM to RW10

1 NM to RW10

RW10

3000

2000

1060

6 NM

3 NM

1.1 NM

1 NM

FISAV

CATEGORY	A	B	C	D
LPV DA		537-1/2	200 (200-1/2)	
LNAV/VNAV DA		713-5/8	376 (400-5/8)	
LNAV MDA	700-1/2	363 (400-1/2)	700-5/8	363 (400-5/8)
CIRCLING	880-1 538 (600-1)	960-1 618 (700-1)	1000-13/4 658 (700-13/4)	1080-21/4 738 (800-21/4)

MIRL Rwy 2-20

HIRL Rwy 10-28

CAPE GIRARDEAU, MISSOURI

Amdt 1B 16MAY24

37°14'N-89°34'W

65

CAPE GIRARDEAU RGNL (CGI)

RNAV (GPS) RWY 10

WAAS CH 42832 W20A	APP CRS 203°	Rwy Idg 3997 TDZE 339 Apt Elev 342
--	------------------------	---

CAPE GIRARDEAU RGNL (CGI)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

A When local altimeter setting not received, use Cairo altimeter setting and increase LPV DA to 637 feet and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 652 feet; increase all MDAs 60 feet; increase LNAV and Circling visibility Cats C and D $\frac{1}{4}$ SM. Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using Cairo altimeter setting.

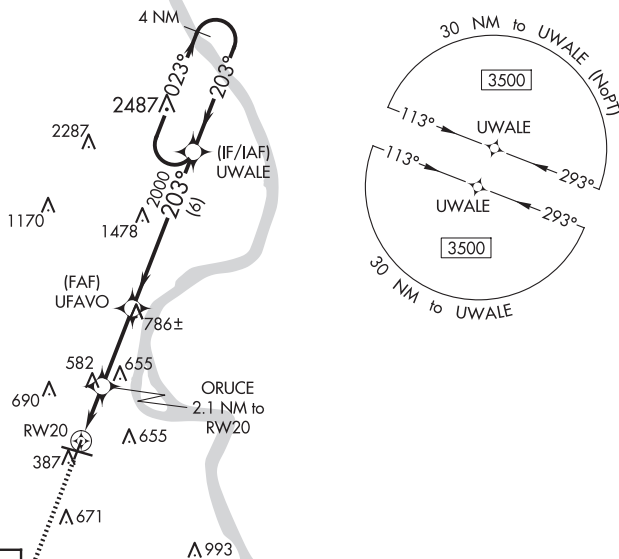
MISSED APPROACH: Climb to 3000 direct ZUGUB and hold.

ASOS
120.55

MEMPHIS CENTER
133.65 292.15

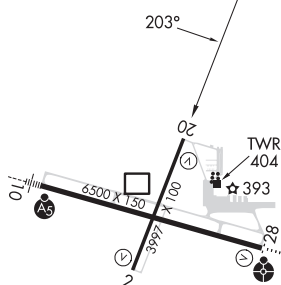
CAPE GIRARDEAU TOWER ★
125.525 (CTAF) L

GND CON
124.7

UNICOM
122.95

MISSED APCH FIX

ELEV 342	D	TDZE 339
----------	----------	----------

MIRL Rwy 2-20 **L**

CAPE GIRARDEAU, MISSOURI

Orig-C 18APR24

3000

ZUGUB

ORUCE
2.1 NM to RW20

UFAVO
2000

UWALE

4 NM
Holding Pattern

1.4 NM to RW20

1.4 NM

0.7

3 NM

6 NM

1040


203°

203°

3500

GP 3.00°

TCH 43

CATEGORY		A	B	C	D
LPV	DA	589-1 250 (300-1)			
LNAV/ VNAV	DA	604-1 265 (300-1)			
LNAV	MDA	840-1 501 (500-1)		840-1 $\frac{3}{8}$ 501 (500-1 $\frac{3}{8}$)	
 CIRCLING		860-1 518 (600-1)	960-1 618 (700-1)	1000-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$)	1080-2 $\frac{1}{4}$ 738 (800-2 $\frac{1}{4}$)

CAPE GIRARDEAU RGNL (CGI)

RNAV (GPS) RWY 20

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90199 W28A	APP CRS 288°	Rwy Idg TDZE 341 Apt Elev 342
--	------------------------	---

RNAV (GPS) RWY 28

CAPE GIRARDEAU RGNL (CGI)

RNP APCH - GPS.

▼

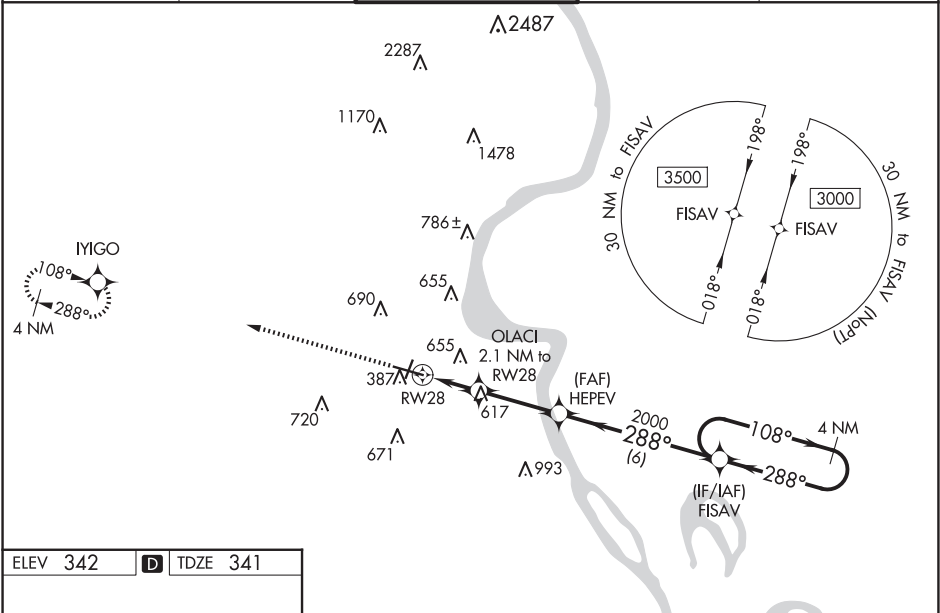
⚠

When local altimeter setting not received, use Cairo altimeter setting and increase LPV DA to 771 feet and all visibilities $\frac{1}{2}$ SM. Increase LNAV/VNAV DA to 896 feet; increase all MDAs 60 feet and LNAV and Circling visibility Cats C/D $\frac{1}{4}$ SM. VDP NA when using Cairo Rgnl altimeter setting. Rwy 28 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For inop ALS, increase LPV Cat A/B visibility to $\frac{1}{2}$ SM. Inop table does not apply to LNAV/VNAV all Cats. For inop ALS when using Cairo altimeter setting, increase LPV Cat A/B visibility to $\frac{1}{2}$ SM. Baro-VNAV NA.

ODALS

MISSED APPROACH:
Climb to 3000 direct
IYIGO and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER ★ 125.525 (CTAF)	GND CON 124.7	UNICOM 122.95
-----------------------	--	---	-------------------------	-------------------------



ELEV 342 TDZE 341

MIRL Rwy 2-20
HIRL Rwy 10-28

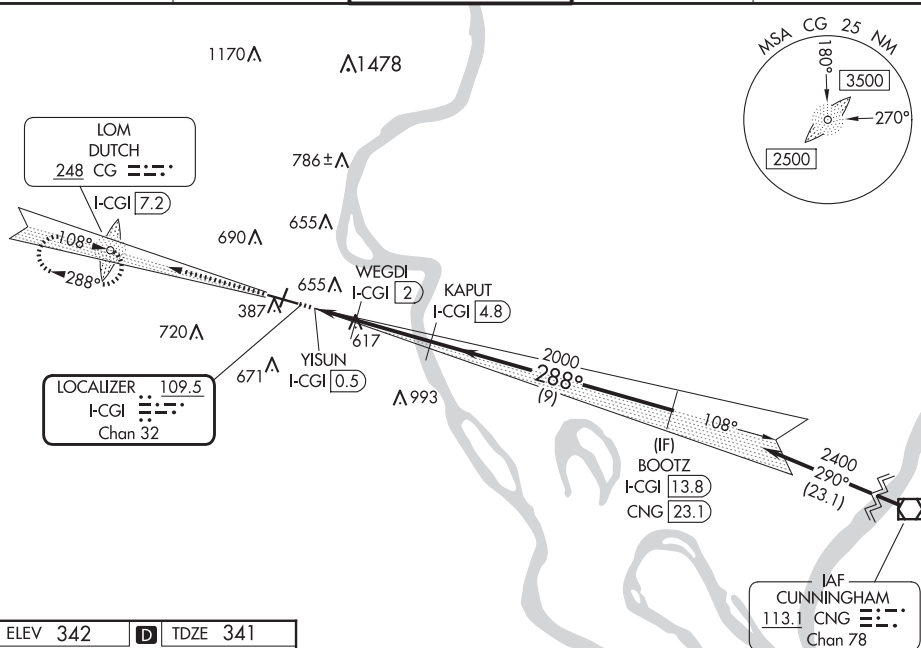
	3000	IYIGO	HEPEV	FISAV	4 NM Holding Pattern
			OLACI 2.1 NM to RW28		
			1.6 NM to RW28		
			1040	2000	
			288°	108°	3000
			288°	288°	
			GP 3.00°		TCH 38
CATEGORY	A	B	C	D	
LPV DA	723-1 382 (400-1)				
LNAV/VNAV DA	848-1 $\frac{3}{8}$ 507 (600-1 $\frac{3}{8}$)				
LNAV MDA	880- $\frac{3}{4}$	539 (600- $\frac{3}{4}$)	880-1 $\frac{3}{8}$	539 (600-1 $\frac{3}{8}$)	
CIRCLING	880-1 538 (600-1)	960-1 618 (700-1)	1000-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$)	1080-2 $\frac{1}{4}$ 738 (800-2 $\frac{1}{4}$)	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

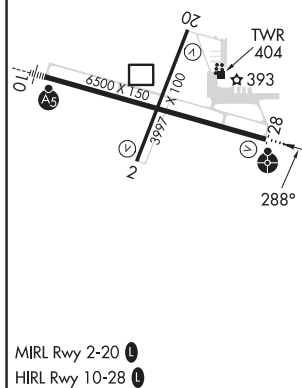
LOC BC RWY 28
CAPE GIRARDEAU RGNL (CGI)

MISSED APPROACH: Climb to 2400 on I-CGI
west course (288°) to DUTCH LOM/I-CGI 7.2 DME
and hold.

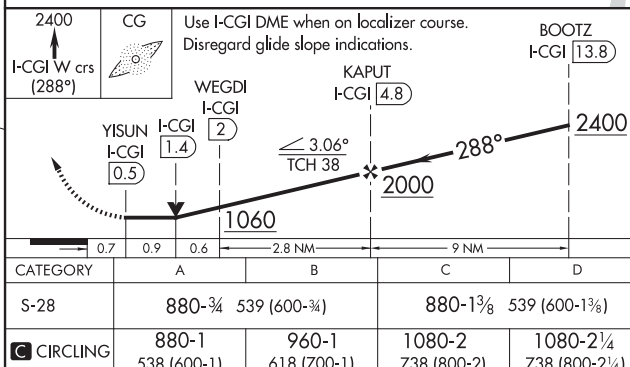
UNICOM
122.95

Procedure NA for arrival on CNG VOR/DME
airway radials 240 CW 346.

BACK COURSE



MIRL Rwy 2-20 **L**
HIRL Rwy 10-28 **L**



CAPE GIRARDEAU RGNL (CGI)
LOC BC RWY 28

NC-3, 07 AUG 2025 to 02 OCT 2025

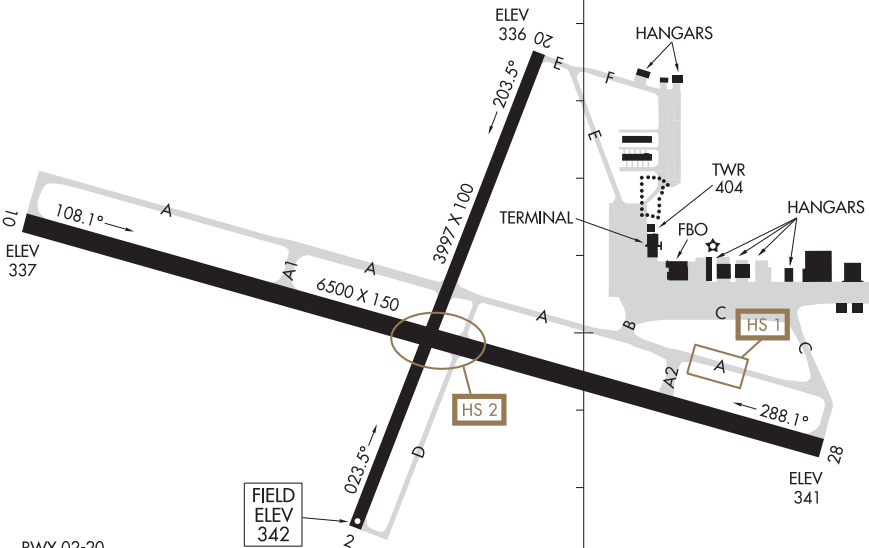
ASOS
120.55
CAPE GIRARDEAU TOWER★
125.525
GND CON
124.7

D

AL-943 (FAA)

VAR 2.3° N
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

37°14'N



RWY 02-20
PCN 16 R/D/W/T
S-45, D-60, 2D-100
RWY 10-28
PCN 30 R/D/W/T
S-93, D-125, 2D-215

FIELD
ELEV
342

HS 2

HS 1

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

89°35'W

89°34'W

CARROLL, IOWA

AL-5563 (FAA)

24193

WAAS CH 87030 W13A	APP CRS 135°	Rwy Idg TDZE 1203 Apt Elev 1204
---------------------------------	------------------------	---

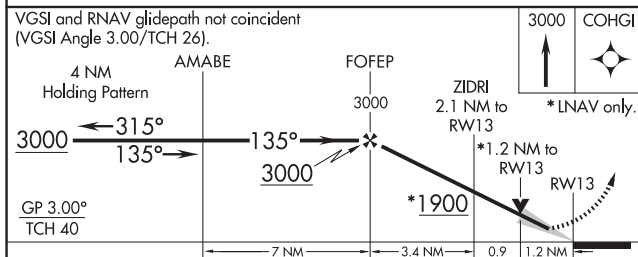
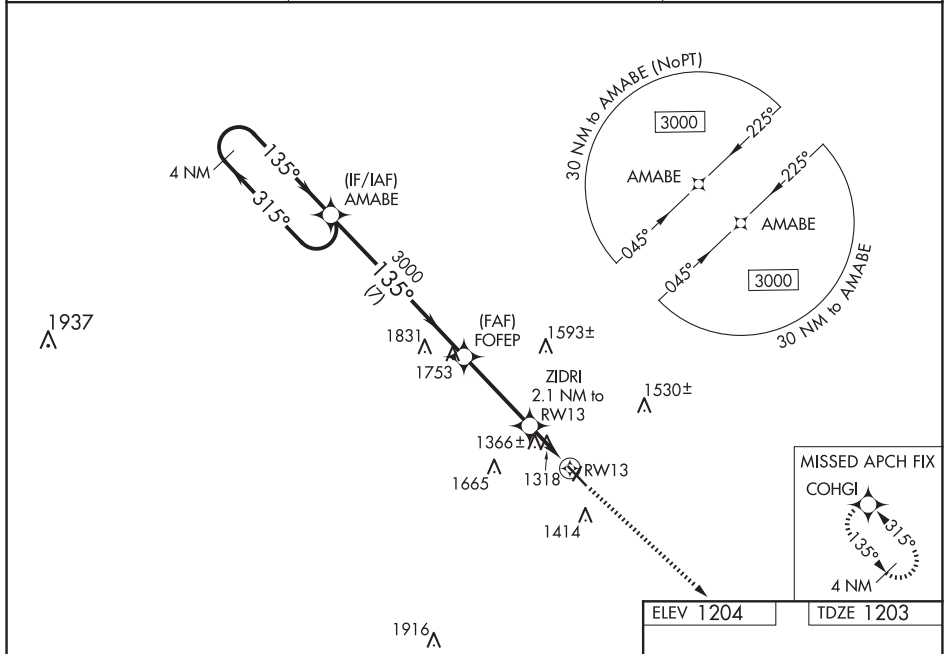
RNAV (GPS) RWY 13

ARTHUR N NEU (CIN)

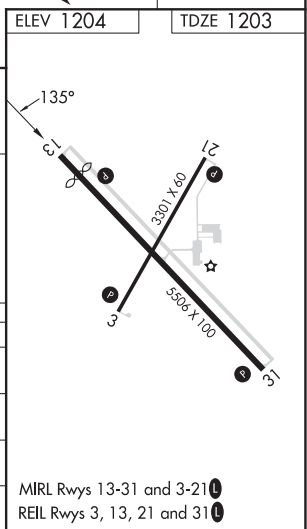
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Audubon altimeter setting. When local altimeter setting not received, use Audubon altimeter setting: increase LPV DA to 1515 feet; increase LNAV/VNAV DA to 1669 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct COHGI and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1453-1	250 (300-1)		NA
LNAV/VNAV DA	1607-1 3/8	404 (500-1 3/8)		NA
LNAV MDA	1620-1	417 (500-1)	1620-1 1/8 417 (500-1 1/8)	NA
CIRCLING	1740-1	536 (600-1)	1980-2 1/4 776 (800-2 1/4)	NA



CARROLL, IOWA
Amdt 1C 16JUN22

42°03'N-94°47'W

RNAV (GPS) RWY 13

ARTHUR N NEU (CIN)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 49130 W31A	APP CRS 315°	Rwy Idg TDZE 1203 Apt Elev 1204
--	------------------------	---

RNAV (GPS) RWY 31

ARTHUR N NEU (CIN)

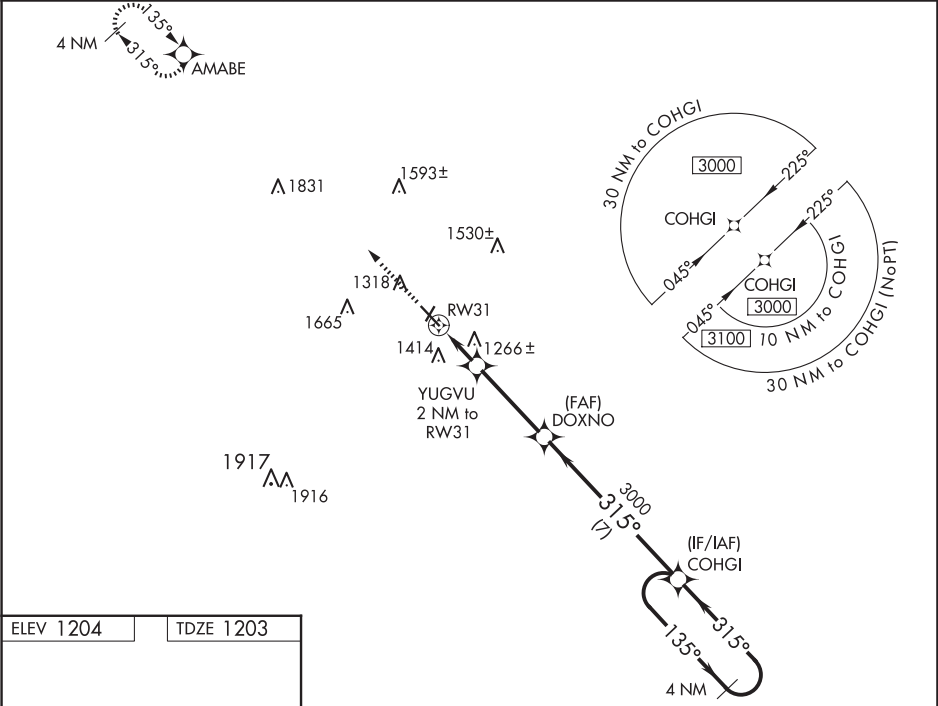
⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Audubon altimeter setting. When local altimeter setting not received, use Audubon altimeter setting: increase LPV DA to 1515 feet; increase LNAV/VNAV DA to 1515 feet and increase all MDAs 80 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct AMABE and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



ELEV 1204 TDZE 1203

MIRL Rwy 13-31 and 3-21 0
REIL Rwy 3, 13, 21 and 31 0

3000	AMABE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).			
*LNAV only.		DOXNO	COHGI	4 NM Holding Pattern	
*0.9 NM to RW31		YUGVU 2 NM to RW31	3000	135°	3000
RW31		1860*	315°	315°	GP 3.00° TCH 40
0.9 NM		1.1 NM	3.5 NM	7 NM	
CATEGORY	A	B	C	D	
LPV DA	1453-1	250 (300-1)		NA	
LNAV/VNAV DA	1453-1	250 (300-1)		NA	
LNAV MDA	1520-1	317 (400-1)		NA	
CIRCLING	1740-1	536 (600-1)	1980-2¼ 776 (800-2¼)	NA	

NC-3, 07 AUG 2025 to 02 OCT 2025

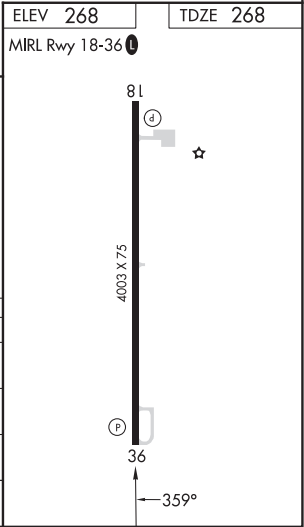
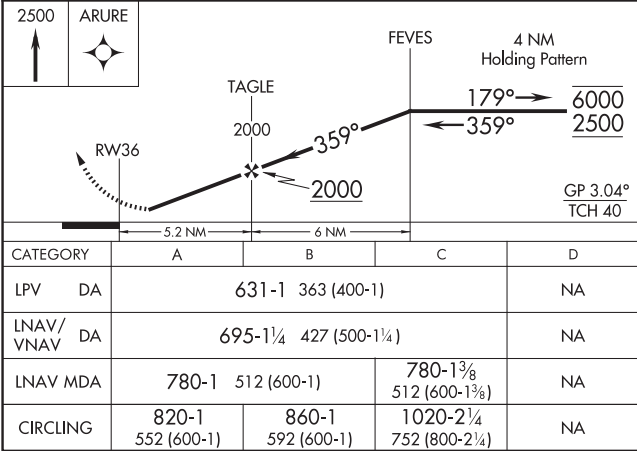
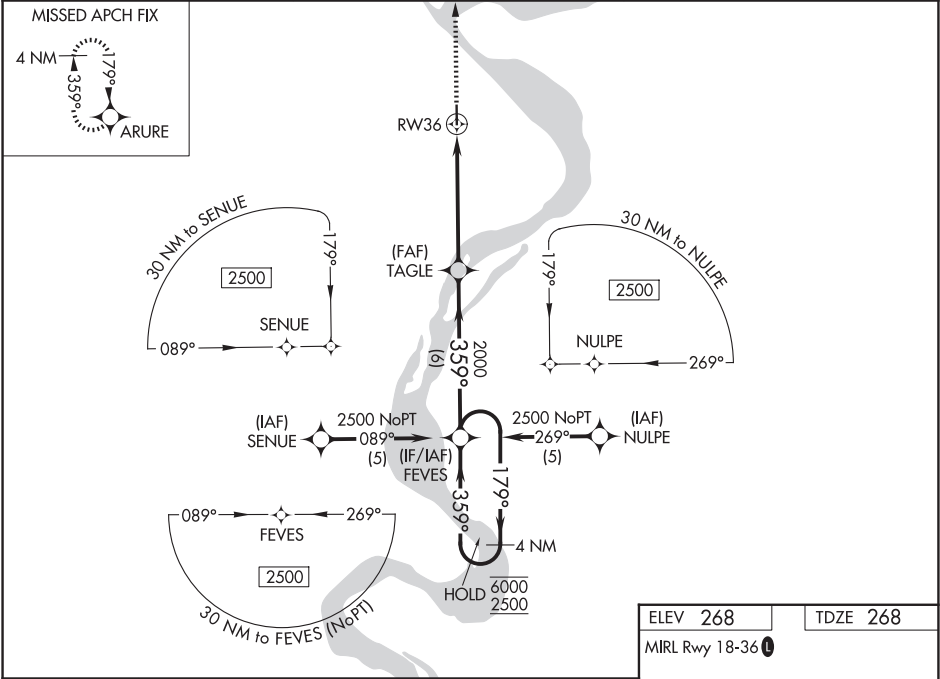
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77609 W36A	APP CRS 359°	Rwy Ldg TDZE 268 Apt Elev 268	4003 268 268
--	------------------------	---	---

RNAV (GPS) RWY 36

CARUTHERSVILLE MEML (M05)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct ARURE and hold.
<div><div><div>▼</div><div>▲</div><div>NA</div></div><div>Baro-VNAV NA. Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use HKA altimeter setting; when not received, use DYR altimeter setting and increase LPV DA to 641 feet; increase LNAV/VNAV DA to 705 feet; increase all MDAs 20 feet and LNAV visibility Cat C ½ SM.</div></div>		
HKA ASOS 135.025	MEMPHIS CENTER 134.65 316.15	CTAF 122.9



CASSVILLE, MISSOURI


AL-6454 (FAA)

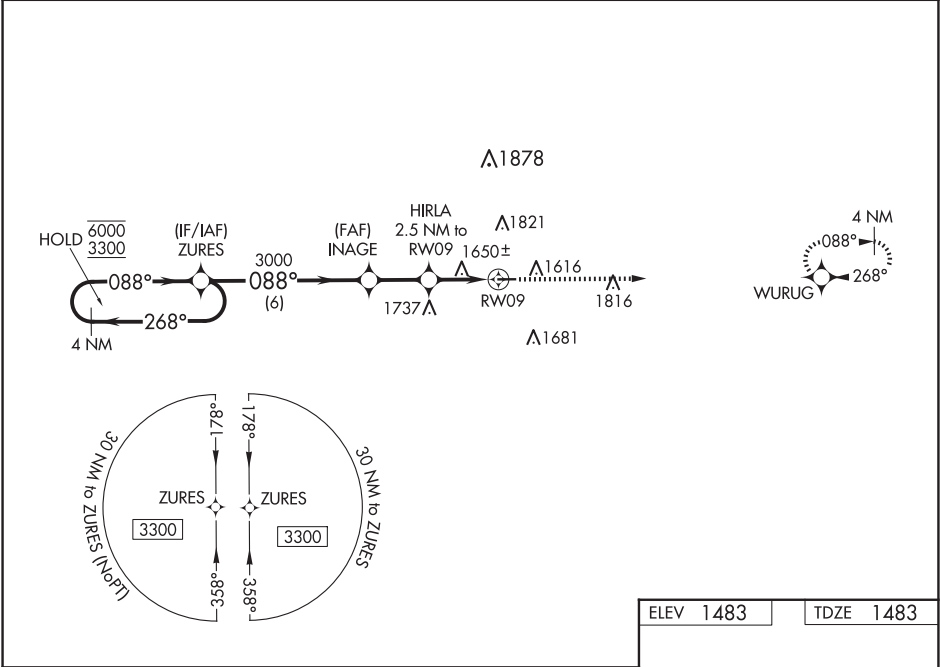
22223

WAAS CH 63133 W09A	APP CRS 088°	Rwy Idg 3599 TDZE 1483 Apt Elev 1483
--	------------------------	---

RNAV (GPS) RWY 9

CASSVILLE MUNI (94K)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3600 direct WURUG and hold.
<div><div><div>▼</div><div>▲ NA</div></div><div>Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Monett altimeter setting; when not received, use Rogers altimeter setting and increase LPV DA to 1906 feet and visibility ½ SM all Cats, LNAV/VNAV DA to 2011 feet and visibility ½ SM all Cats; increase all MDAs 20 feet.</div></div>		
HFJ AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CTAF 122.9 



CEDAR RAPIDS, IOWA

AL-250 (FAA)

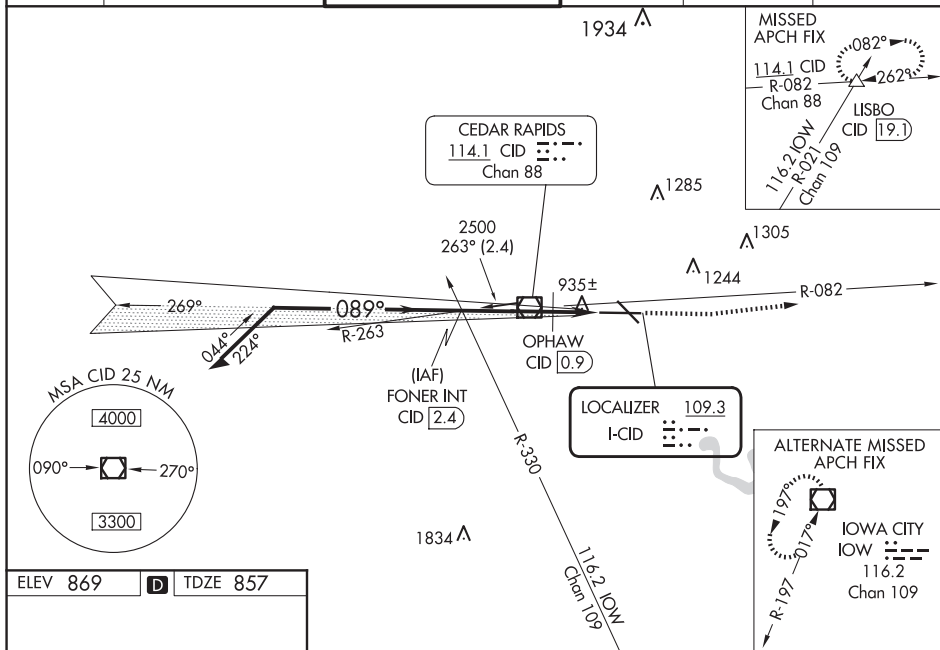
24249

LOC I-CID 109.3	APP CRS 089°	Rwy Idg TDZE 857 Apt Elev 869
---------------------------	------------------------	---

ILS or LOC RWY 9 THE EASTERN IOWA (CID)

<p>⚠ When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase S-LOC Cat C visibility to RVR 4000 and Cat D to RVR 6000. OPHAW fix minimums: increase S-LOC Cat C visibility to RVR 4000 and Cat D to RVR 6000. When using Iowa City altimeter setting, for inop MALSR, increase S-ILS 9 all Cats visibility to RVR 5000. Autopilot coupled approach NA below 1100 MSL. # RVR 1800 authorized with use of FD or HUD to DA (NA when using Iowa City altimeter setting).</p>	<p>MALSR</p> <p>MISSED APPROACH: Climb to 1400 then climb to 2700 via CID VOR/DME R-082 to LISBO/CID VOR/DME 19.1 DME and hold.</p>
---	---

ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER ★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
-----------------------	--	---	-------------------------	---------------------------	-------------------------



ELEV 869	D	TDZE 857
<p>HIRL Rwy 9-27</p> <p>MIRL Rwy 13-31</p> <p>REL Rwy 13</p>		
FAF to MAP 5 NM		
Knots	60	90 120 150 180
Min:Sec	5:00	3:20 2:30 2:00 1:40

CEDAR RAPIDS, IOWA

Amdt 18E 07NOV19

41°53'N-91°43'W

THE EASTERN IOWA (CID) ILS or LOC RWY 9

NC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-RRU	APP CRS	Rwy Idg	8175
111.3	269°	TDZE	862
Chan 50		Apt Elev	869

ILS or LOC RWY 27

THE EASTERN IOWA (CID)

⚠ VDP NA with Iowa City altimeter setting. Autopilot coupled approach NA below 1910.

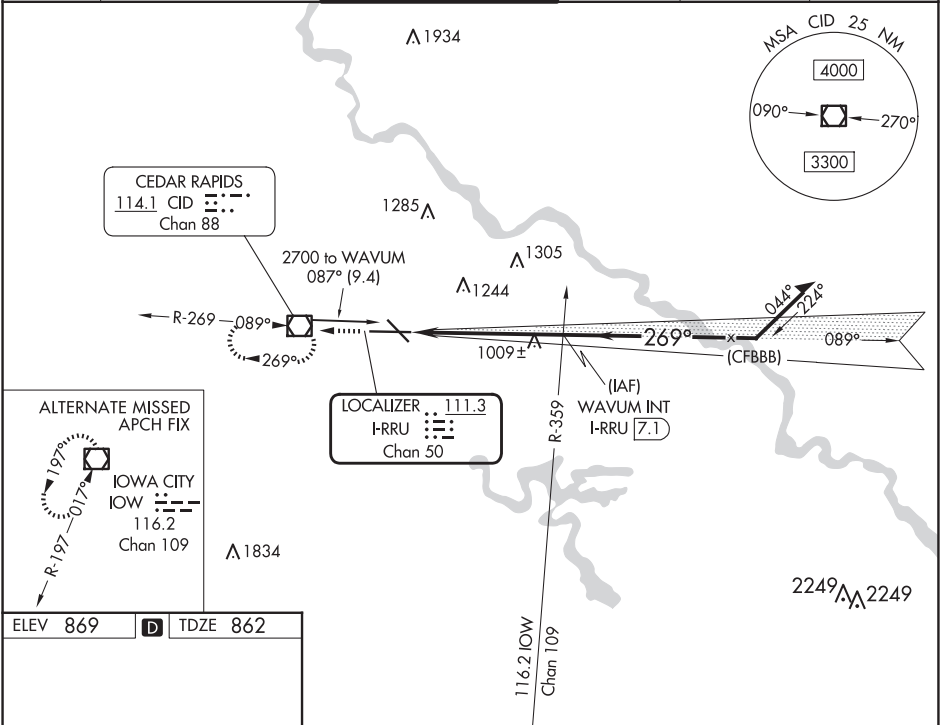
⚠ When local altimeter setting not received, use Iowa City altimeter setting: increase DA to 1126 feet; increase all MDA 80 feet, increase S-LOC Cat C and D visibility to RVR 5000, and Circling Cat C and D visibility ¼ SM.

#RVR 1800 authorized with use of FD or HUD to DA (NA when using Iowa City altimeter setting).

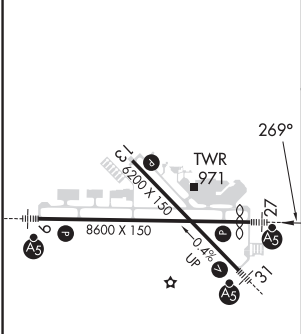
MALSR

MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

ATIS	CEDAR RAPIDS APP CON*	CEDAR RAPIDS TOWER*	GND CON	CLNC DEL	UNICOM
124.15	119.7 266.8	118.7 (CTAF) 266.8	121.6	125.45	122.95



ELEV 869	D	TDZE 862
----------	---	----------



MIRL Rwy 13-31	1
HIRL Rwy 9-27	1
REIL Rwy 13	
FAF to MAP 5.5 NM	
Knots	60 90 120 150 180
Min:Sec	5:30 3:40 2:45 2:12 1:50

2900 CID		WAVUM INT I-RRU 7.1		Remain within 10 NM	
*LOC only		*I-RRU 2.7		2700	
I-RRU 1.6		2700		GS 3.00° TCH 49	
1.1 NM		4.4 NM			
CATEGORY	A	B	C	D	
S-ILS 27 #	1062/24 200 (200-½)				
S-LOC 27	1260/24 398 (400-½)		1260/35 398 (400-⅝)		
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1560-2 691 (700-2)	1560-2¼ 691 (700-2¼)	

RNAV (GPS) RWY 9
THE EASTERN IOWA (CID)

MISSED APPROACH.
Climb to 2700 direct
JUTUS and hold.

Procedure NA for arrival at VINTY on V67 northwest bound.

VINTY

3500
167°
(10.4)

(IAF) FEMIT

2500 NoPT
179°
(5)

(IF/IAF) CUKLA

2500 NoPT
077°
(9.5)

(IAF) BEIGE

089°
269°
4 NM

2500 NoPT
359°
(5)

(IAF) HELAB

2500
089°
(6.1)

(FAF) FONER

OPHAW
1.7 NM to RW09

979 ±

935 ±

RW09

1934

1285

1305

1244

MSA RW09 25 NM

4000

MISSED APCH FIX

4 NM

089°
269°

JUTUS

1834

ELEV 869

TDZE 857

Procedure NA for arrival at BEIGE on V172 westbound.

Procedure NA for arrival at GUERN on V294 southwest bound.

GUERN

2600
055°
(13.9)

THE EASTERN IOWA (CID)
RNAV (GPS) RWY 9

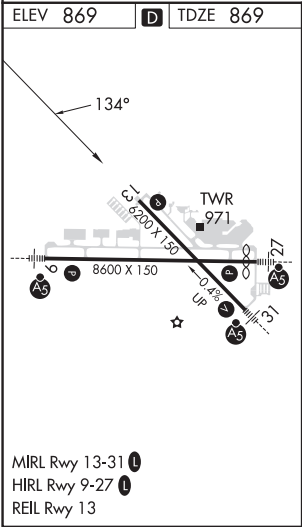
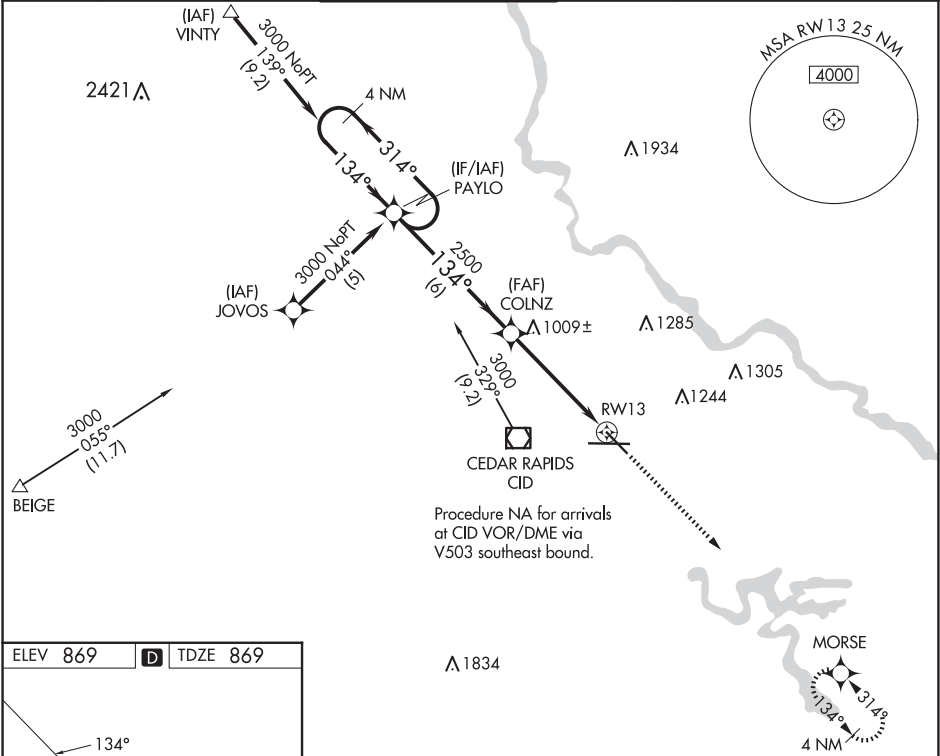
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86201 W13A	APP CRS 134°	Rwy ldg TDZE 869 Apt Elev 869
--	------------------------	---

RNAV (GPS) RWY 13
THE EASTERN IOWA (CID)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct MORSE and hold.
Baro-VNAV NA below -16°C (4°F).	

ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER ★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
-----------------------	--	---	-------------------------	---------------------------	-------------------------



<div>4 NM Holding Pattern</div> <div>PAYLO</div> <div>COLNZ</div> <div>3000 ← 314° 134° →</div> <div>GP 3.00° TCH 40</div> <div>2500</div> <div>6 NM</div> <div>3.9 NM</div> <div>1 NM</div> <div>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 51).</div> <div>3000 ↑</div> <div>MORSE</div> <div>*LNAV only.</div> <div>*1 NM to RW13</div> <div>RW13</div>				
CATEGORY	A	B	C	D
LPV DA	1120-1 251 (300-1)			
LNAP/ VNAV DA	1200-1¼ 331 (400-1¼)			
LNAP MDA	1260-1 391 (400-1)			1260-1¼ 391 (400-1¼)

CEDAR RAPIDS, IOWA

AL-250 (FAA)

24249

WAAS CH 72902 W27A	APP CRS 269°	Rwy Idg TDZE 862 Apt Elev 869
--	------------------------	---

RNAV (GPS) RWY 27

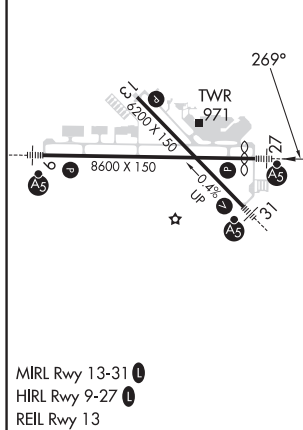
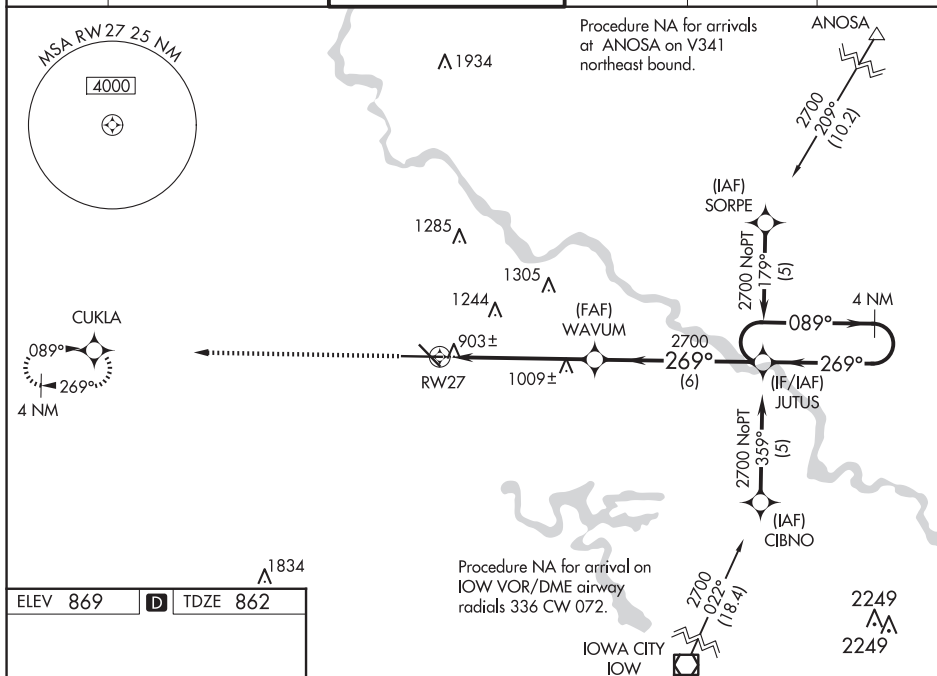
THE EASTERN IOWA (CID)

▼ Baro-VNAV NA when using Iowa City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
 ▲ When local altimeter setting not received, use Iowa City altimeter setting: increase LPV DA to 1192 feet; increase LNAV/VNAV DA to 1243 feet; increase all MDAs 80 feet and Circling visibility Cat C and D ¼ SM. For inop MALS increase LNAV/VNAV Cat D visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. VDP NA when using Iowa City altimeter setting.



MISSED APPROACH:
Climb to 2500 direct
CUKLA and hold.

ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER ★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
-----------------------	--	---	-------------------------	---------------------------	-------------------------



2500

CUKLA

↑

✳

WAVUM

JUTUS

4 NM

Holding Pattern

*LNAV only

*1.1 NM to RW27

269°

2700

089°

2700

GP 3.00°

TCH 49

1.1

4.4 NM

6 NM

CATEGORY	A		B	C	D
LPV DA	1112/24 250 (300-½)				
LNAV/VNAV DA	1163/24 301 (300-½)				1163/40 301 (300-¾)
LNAV MDA	1260/24 398 (400-½)				1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1560-2 691 (700-2)	1560-2¼ 691 (700-2¼)	

CEDAR RAPIDS, IOWA

Amdt 1B 04NOV21

41°53'N-91°43'W

THE EASTERN IOWA (CID)

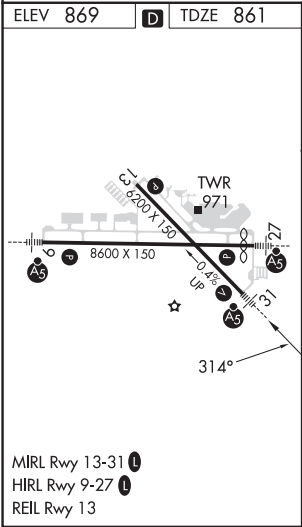
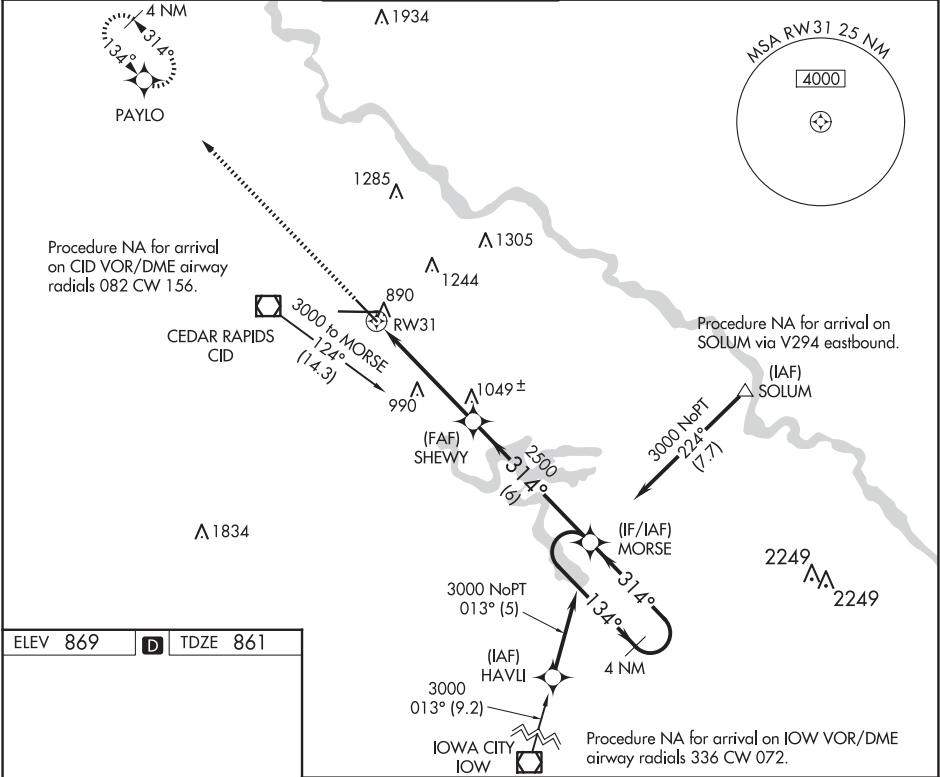
RNAV (GPS) RWY 27


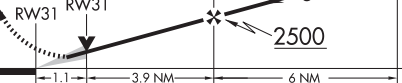
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77503 W31A	APP CRS 314°	Rwy Idg TDZE Apt Elev	6200 861 869
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 31
THE EASTERN IOWA (CID)

RNP APCH. Baro-VNAV NA below -16°C (4°F).		MALSR 	MISSED APPROACH: Climb to 3000 direct PAYLO and hold.		
ATIS 124.15	CEDAR RAPIDS APP CON★ 119.7 266.8	CEDAR RAPIDS TOWER★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95



3000 ↑	PAYLO 	MORSE			4 NM Holding Pattern
*LNAV only		SHEWY		134° → 3000	
*1.1 NM to RW31		314°		← 314°	
		2500		GP 3.00° TCH 43	
CATEGORY	A	B	C	D	
LPV DA	1120-½ 259 (300-½)				
LNAV/ VNAV DA	1140-½ 279 (300-½)			1140-¾ 279 (300-¾)	
LNAV MDA	1240-½ 379 (400-½)			1240-1 379 (400-1)	

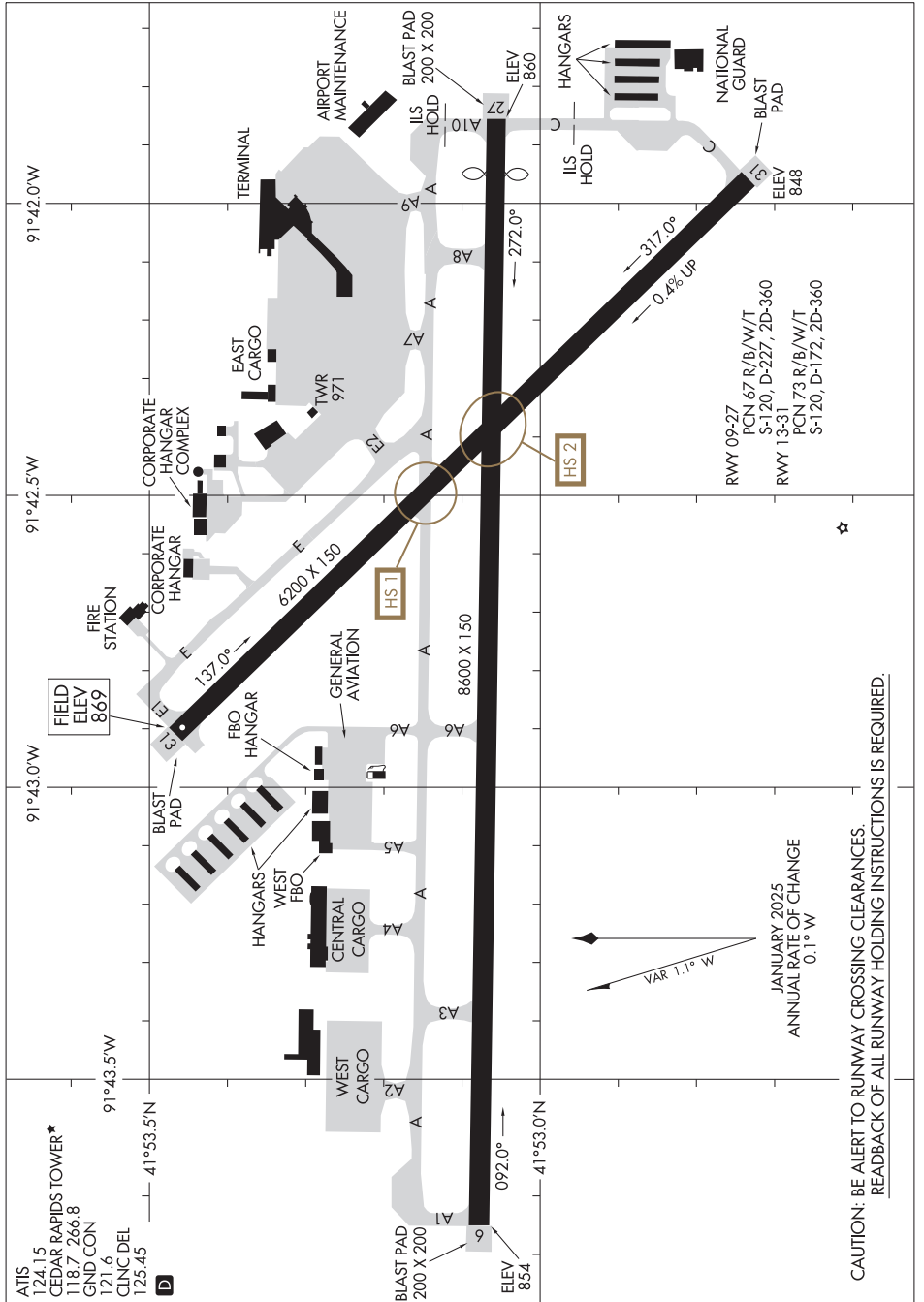
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

AL-250 (FAA)

THE EASTERN IOWA (CID)
CEDAR RAPIDS, IOWA



NC-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25107

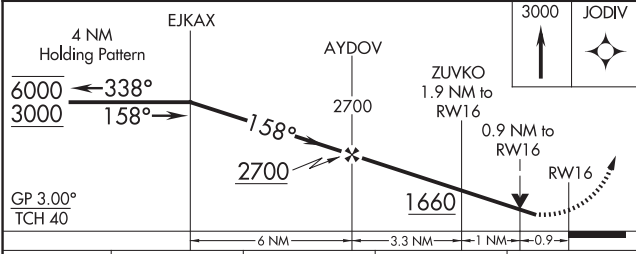
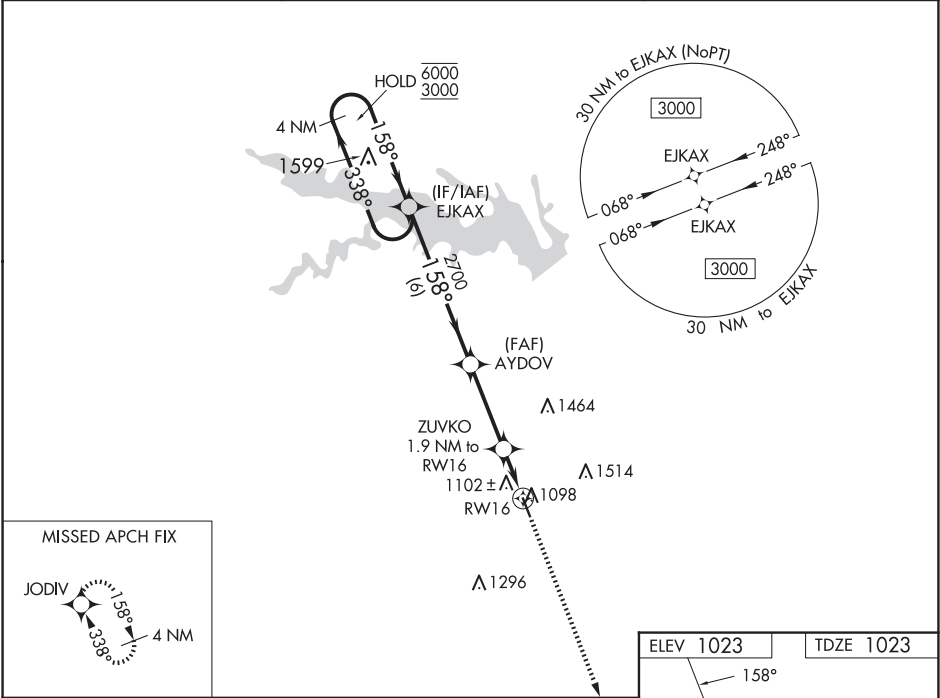
CEDAR RAPIDS, IOWA
THE EASTERN IOWA (CID)

WAAS CH 70440 W16A	APP CRS 158°	Rwy Idg TDZE 1023 Apt Elev 1023	4099
--	------------------------	---	-------------

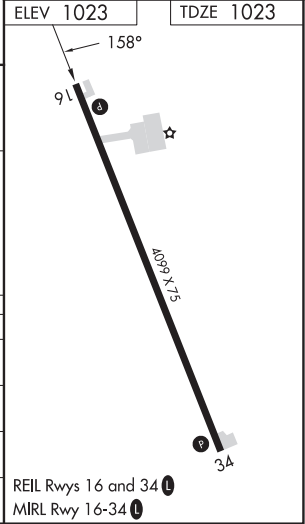
RNAV (GPS) RWY 16
CENTERVILLE MUNI (TVK)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct JODIV and hold.
<div><div></div><div>Rwy 16 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.</div></div>	

AWOS-3 123.775	CHICAGO CENTER 118.15 335.575	UNICOM 122.8 (CTAF) 0
--------------------------	---	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1273-1	250 (300-1)	NA	NA
LNNAV/VNAV DA	1273-1	250 (300-1)	NA	NA
LNNAV MDA	1360-1	337 (400-1)	NA	NA
CIRCLING	1420-1 397 (400-1)	1660-1 637 (700-1)	NA	NA



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

CENTERVILLE MUNI (TVK)

MISSED APPROACH: Climb to 3000 direct EJKAX and hold.

UNICOM
122.8 (CTAF) **L**

FIX

EJKAX

Δ 1464

Δ 1514

Δ 1098 RW34

Δ 1296

30 NM to UVODE

158°

3000

UVODE

068°

(FAF) AYFAH

30 NM to NEMLE

158°

3000

NEMLE

248°

700

338

3000 NoPT

248° (5)

(IAF) NEMLE

3000 NoPT

068° (5)

(IAF) UVODE

(IF/IAF) JODIV

338

158°

4 NM

HOLD

6000

3000

JODIV

248°

3000

10 NM to JODIV


3100

30 NM to JODIV (NoPT)


068°

TDZE 1023

MIRL Rwy 16-34 **L**

3000	EJKAX
	

[illegible]

CATEGORY		A	B	C	D
LPV	DA	1273-1	250 (300-1)	NA	
LNAV/ VNAV	DA	1349-1	326 (400-1)	NA	
LNAV	MDA	1500-1	477 (500-1)	NA	
 CIRCLING		1500-1 477 (500-1)	1660-1 637 (700-1)	NA	

CENTERVILLE MUNI (TVK)

RNAV (GPS) RWY 34

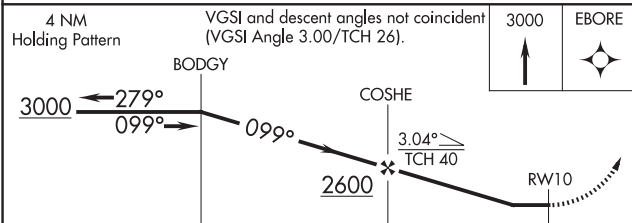
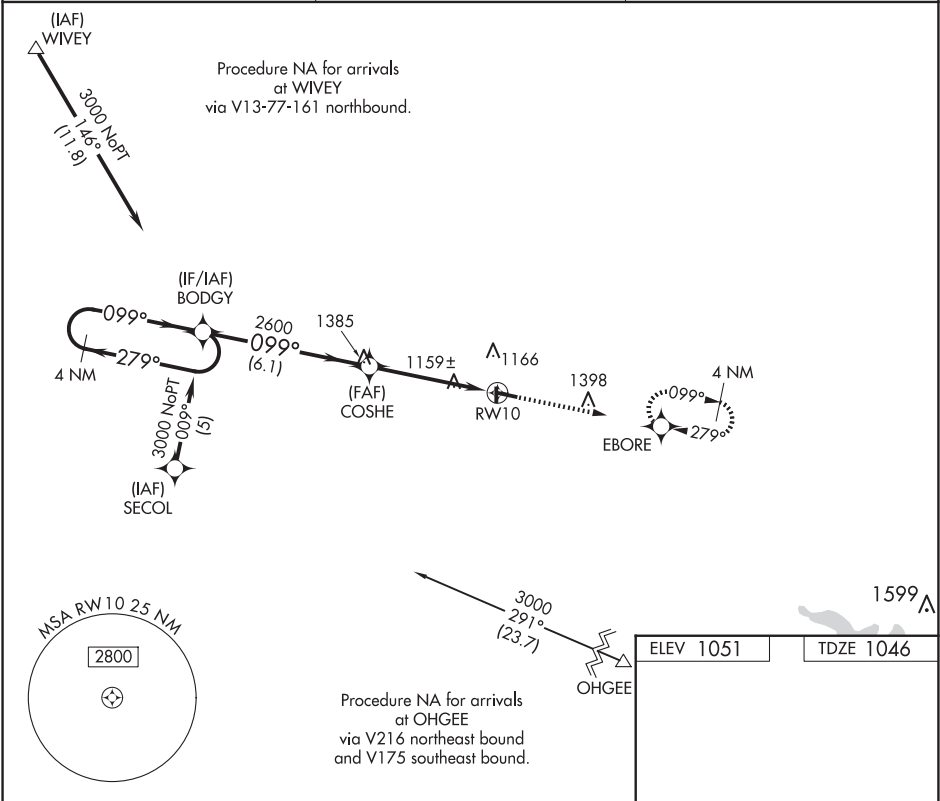
NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4000
099°	TDZE	1046
	Apt Elev	1051

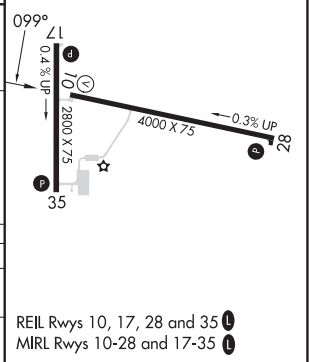
RNAV (GPS) RWY 10
CHARITON MUNI (CNC)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct EBORE and hold.
When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet. Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.	

AWOS-3 125.525	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF) 0
-------------------	-----------------------------------	--------------------------



CATEGORY	A	B	C	D
RNAV MDA	1440-1	394 (400-1)	NA	NA
CIRCLING	1540-1	489 (500-1)	NA	NA



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

CHARITON, IOWA

AL-6068 (FAA)

24025

APP CRS	Rwy Idg	2800
177°	TDZE	1051
	Apt Elev	1051

RNAV (GPS) RWY 17

CHARITON MUNI (CNC)

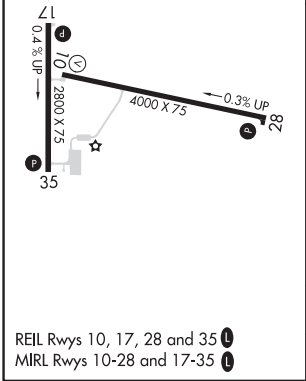
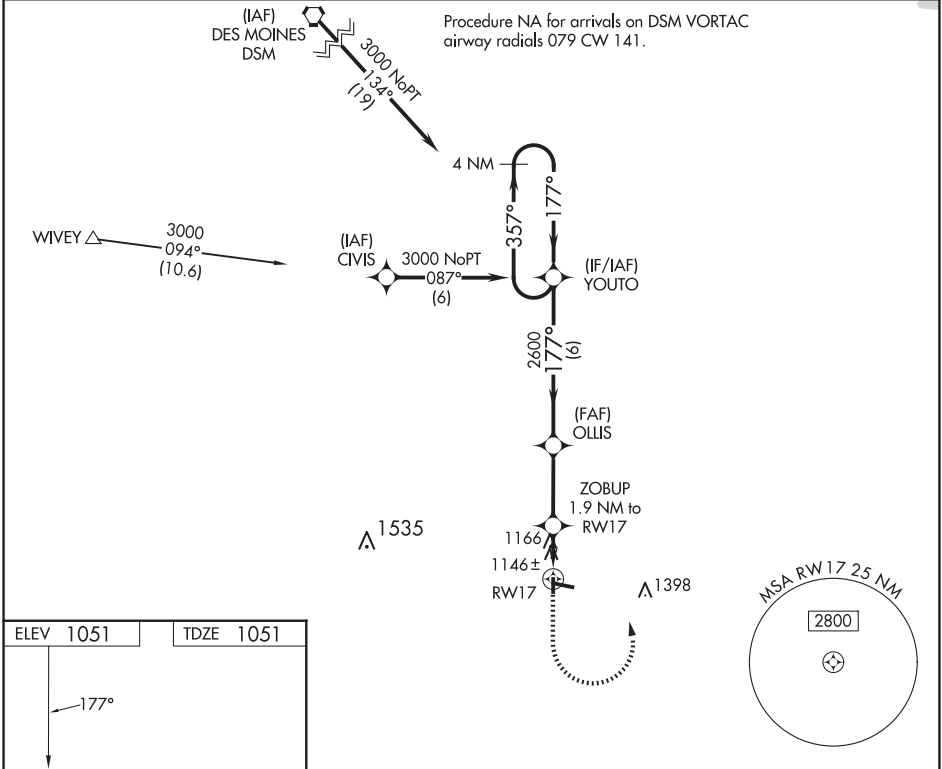
⚠

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet. Procedure NA at night.

MISSED APPROACH:

Climb to 1500 then climbing left turn to 3000 direct YOUTO and hold.

AWOS-3 125.525	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF)
-------------------	-----------------------------------	------------------------



1500	3000	YOUTO	VGSI and descent angles not coincident.	
			OLLIS	4 NM Holding Pattern
ZOBUP 1.9 NM to RW17		OLLIS	YOUTO	357°
RW17		OLLIS	YOUTO	177°
1680		OLLIS	YOUTO	3000
1.9 NM		2.9 NM	6 NM	
CATEGORY	A	B	C	D
LNAV MDA	1 400-1	349 (400-1)	NA	
CIRCLING	1 540-1	489 (500-1)	NA	

CHARITON, IOWA
Amdt 1B 25JUN15

41°01'N-93°22'W

CHARITON MUNI (CNC)

RNAV (GPS) RWY 17

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **58038**
W12A

APP CRS
125°

Rwy Idg **4000**
TDZE **1121**
Apt Elev **1125**

RNAV (GPS) RWY 12

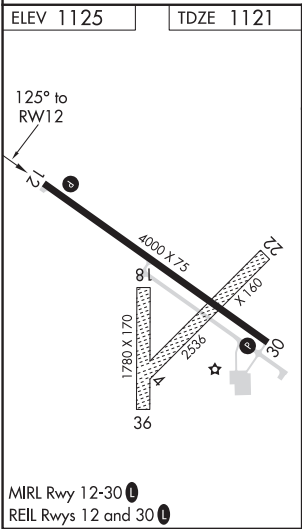
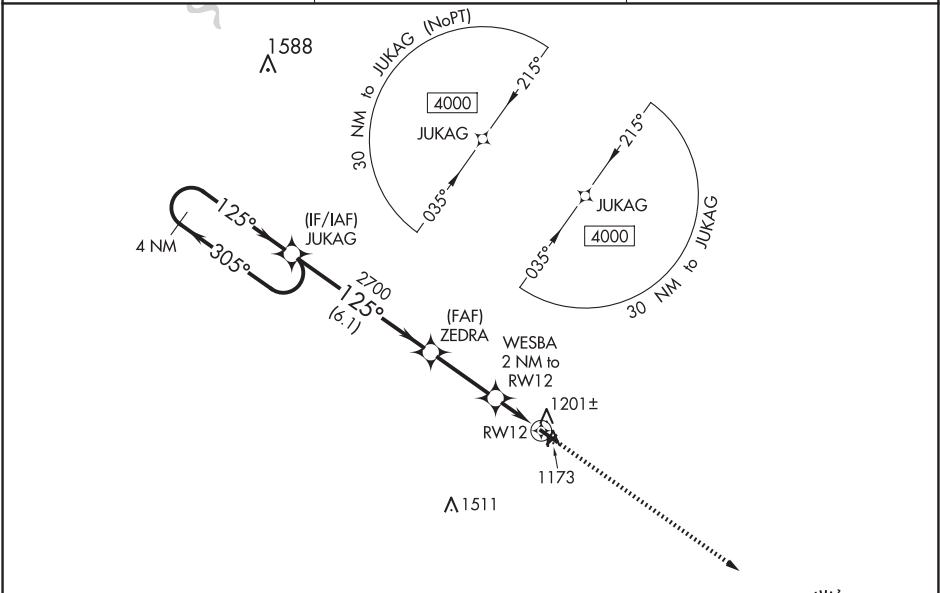
NORTHEAST IOWA RGNL (CCY)

▼
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Waterloo altimeter setting and increase all DA 110 feet and visibilities ¼ mile. Increase all MDA 120 feet and increase LNAV Cat C visibility ⅜ mile, and Circling visibility Cat C ½ mile. VDP and Baro-VNAV NA when using Waterloo altimeter setting. Circling Rwy 4-22 and 18-36 NA.

MISSED APPROACH: Climb to 4000 direct IJIBU and hold, continue climb-in-hold to 4000.

AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
--------------------------	---	--

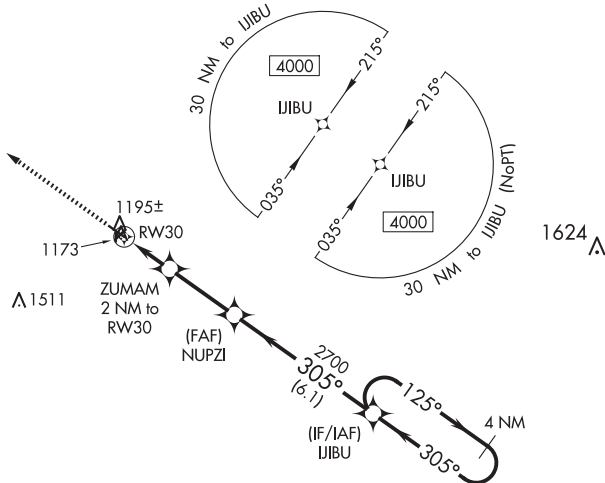


MIRL Rwy 12-30 **0**
REIL Rwy 12 and 30 **0**

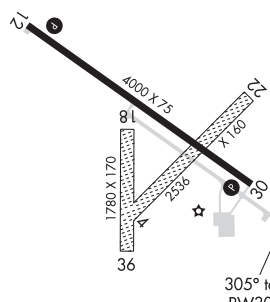
4 NM Holding Pattern		JUKAG		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).		4000 ↑	IJIBU ✦
4000 ← 305° 125° →				ZEDRA 2700	WESBA 2 NM to RW12	*LNAV only	
GP 3.00° TCH 40				2700	*1 NM to RW12	RW12	
		6.1 NM		2.9 NM		1 NM	
						1 NM	
CATEGORY	A	B	C	D			
LPV DA	1371-1 250 (300-1)			NA			
LNAV/ VNAV DA	1371-1 250 (300-1)			NA			
LNAV MDA	1460-1 339 (400-1)			NA			
CIRCLING	1520-1 395 (400-1)	1580-1 455 (500-1)	1760-1¾ 635 (700-1¾)	NA			

RNAV (GPS) RWY 30
NORTHEAST IOWA RGNL (CCY)

MISSED APPROACH: Climb to 4000 direct JUKAG and hold, continue climb-in-hold to 4000.

UNICOM
122.8 (CTAF) **L**

TDZE 1121



4000 JUKAG VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 27).

4 NM Holding Pattern

125° → 4000
← 305°

305°

2700

2700

*1780

GP 3.00° TCH 40

ZUMAM 2 NM to RW30

NUPZI


IJIBU

*LNAV only

*1 NM to RW30

RW30

1 NM 1 NM 2.9 NM 6.1 NM

CATEGORY		A	B	C	D
LPV	DA	1371-1 250 (300-1)			NA
LNAV/ VNAV	DA	1371-1 250 (300-1)			NA
LNAV	MDA	1460-1 339 (400-1)			NA
 CIRCLING		1520-1 395 (400-1)	1580-1 455 (500-1)	1760-1 ³ / ₄ 635 (700-1 ³ / ₄)	NA

NORTHEAST IOWA RGNL (CCY)
RNAV (GPS) RWY 30

APP CRS

Rwy Idg

182°

TDZE

313

Apt Elev

313

RNAV (GPS) RWY 18

MISSISSIPPI COUNTY (CHQ)

RNP APCH-GPS

Procedure NA at night. Use Sikeston altimeter setting, if not received use Cairo altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct CEDKA and hold.

SIK AWOS-3

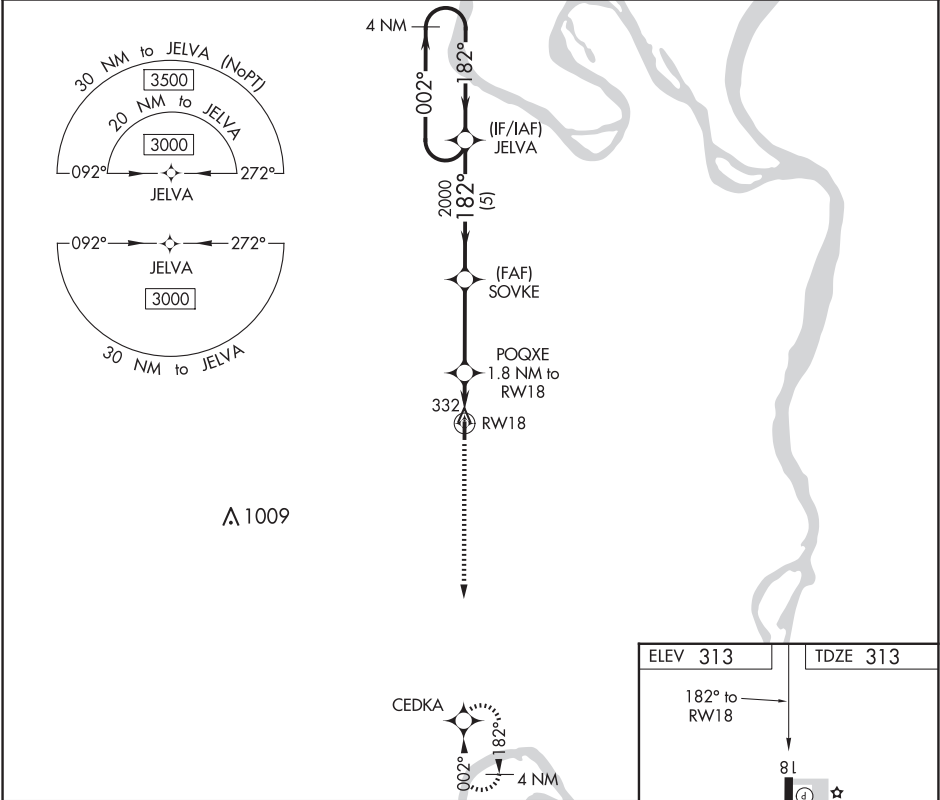
119.175

MEMPHIS CENTER

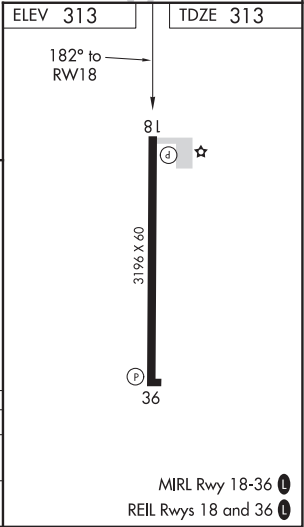
133.65 292.15

CTAF

122.9



3000	CEDKA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
POQXE 1.8 NM to RW18	SOVKE	JELVA	4 NM Holding Pattern	002°	3000
1.8 NM	3.4 NM	5 NM			
CATEGORY	A	B	C	D	
LNAV MDA	800-1	487 (500-1)	NA		
CIRCLING	800-1 487 (500-1)	860-1 547 (600-1)	NA		

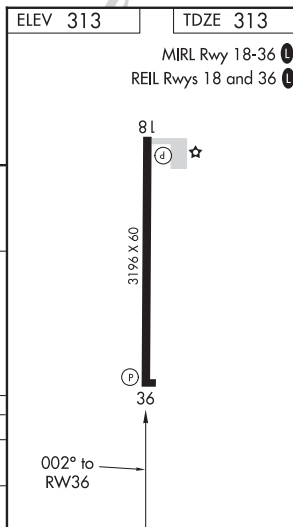


RNAV (GPS) RWY 36

MISSISSIPPI COUNTY (CHQ)

MISSED APPROACH: Climb to 3000 direct JELVA and hold.

CTAF
122.9 **L**



4 NM Holding Pattern
CEDKA
VGSJ and descent angle not coincident (VGSJ Angle 3.00°/TCH 40°).
3000
182°
002°
ZERO V
3.00°
TCH 45
2000
5 NM
5.2 NM
RW36
3000
JELVA

CATEGORY	A	B	C	D
RNAV MDA	800-1	487 (500-1)	NA	
CIRCLING	800-1 487 (500-1)	860-1 547 (600-1)	NA	

NC-3, 07 AUG 2025 to 02 OCT 2025

CHEROKEE, IOWA

AL-6580 (FAA)

25107

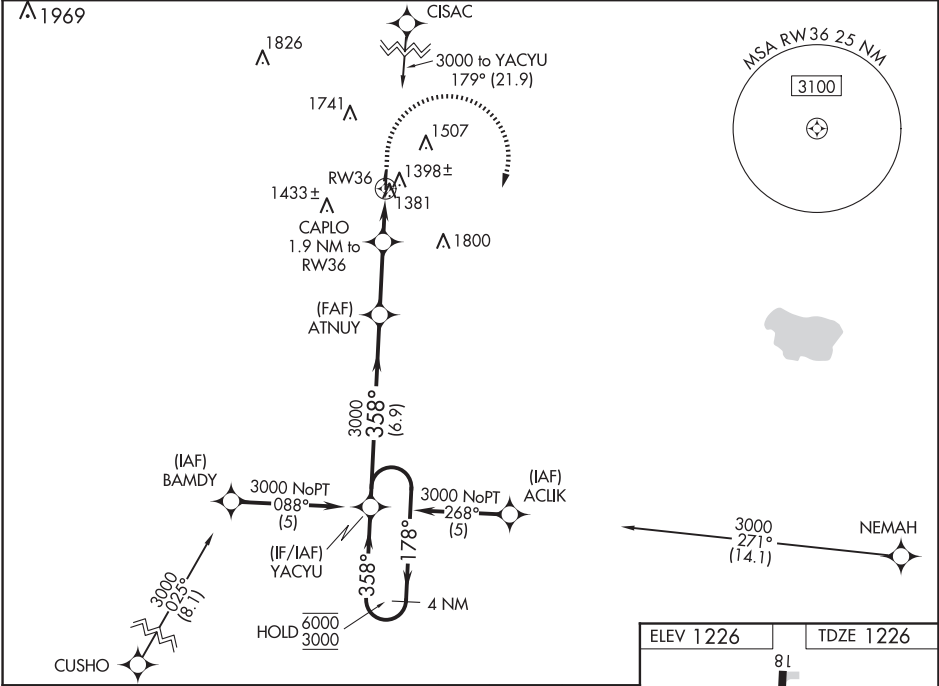
WAAS CH 73042 W36A	APP CRS 358°	Rwy Idg TDZE 1226 Apt Elev 1226	4001
--	------------------------	---	-------------

RNAV (GPS) RWY 36

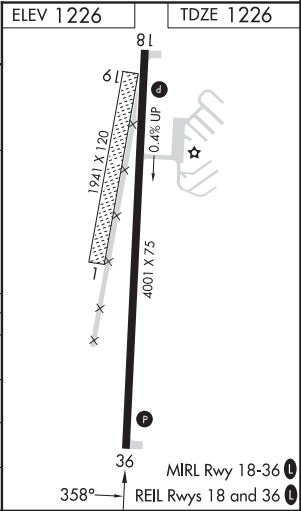
CHEROKEE COUNTY RGNL (CKP)

RNP APCH.	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct YACYU and hold.
Rwy 36 helicopter visibility reduction below 3/4 SM NA. Circling to Rwy 1-19 NA. Circling Rwy 18 NA at night.	

AWOS-3 119.225	MINNEAPOLIS CENTER 125.025 235.625	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



4 NM Holding Pattern		YACYU	ATNUY	1800	3000	YACYU
6000 3000		178°	358°	3000	358°	*LNAV only.
GP 3.60° TCH 40		6.9 NM	2.6 NM	0.9 NM	1 NM	
CATEGORY	A	B	C	D		
LPV DA	1492-1	266 (300-1)		NA		
LNAV/VNAV DA	1540-1	314 (400-1)		NA		
LNAV MDA	1660-1	434 (500-1)		NA		
CIRCLING	1760-1 534 (600-1)	1820-1 594 (600-1)		NA		



CHEROKEE, IOWA
Amdt 1 28FEB19

42°44'N-95°33'W

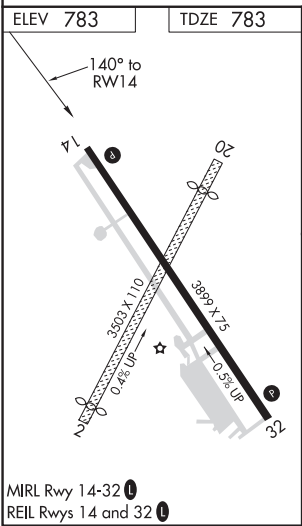
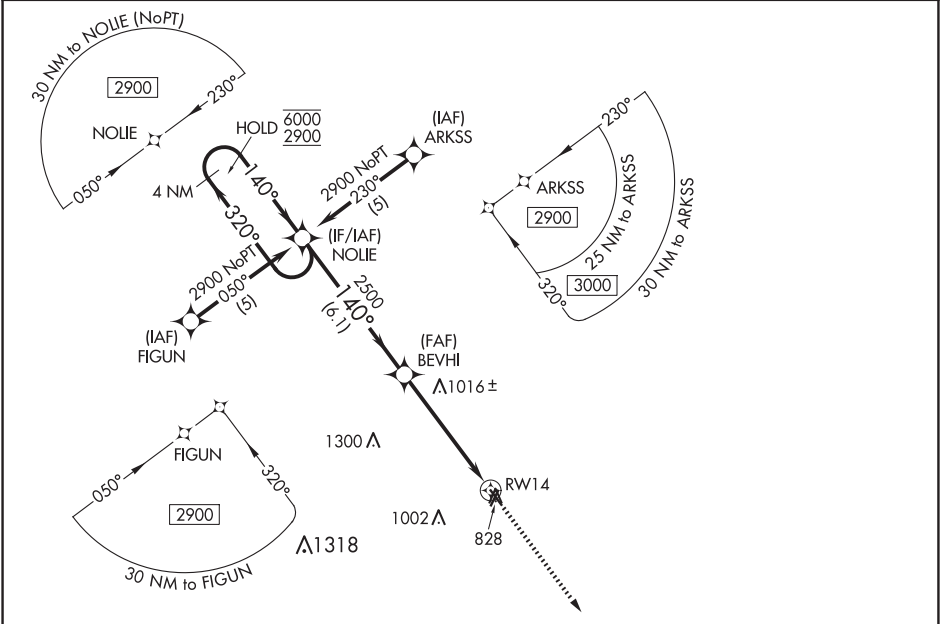
CHEROKEE COUNTY RGNL (CKP)
RNAV (GPS) RWY 36

APP CRS	Rwy Idg	3899
140°	TDZE	783
	Apt Elev	783

RNAV (GPS) RWY 14

CHILLICOTHE MUNI (CHT)

RNP APCH. ▼ Rwy 14 helicopter visibility reduction below 1 SM NA. ▲ NA Procedure NA at night. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet.		MISSED APPROACH: Climb to 2900 direct TUDEE and hold.
AWOS-3 118.175	KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern		NOIE	BEVHI	2900	TUDEE
6000 2900		320° 140°	140°	3.04° TCH 44	RW14
		6.1 NM		5.2 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1280-1	497 (500-1)	NA		

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70413 W32A	APP CRS 320°	Rwy Idg TDZE 782 Apt Elev 783
--	------------------------	---

RNAV (GPS) RWY 32

CHILLICOTHE MUNI (CHT)

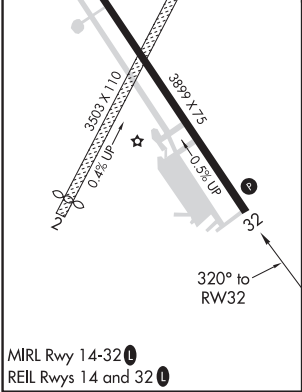
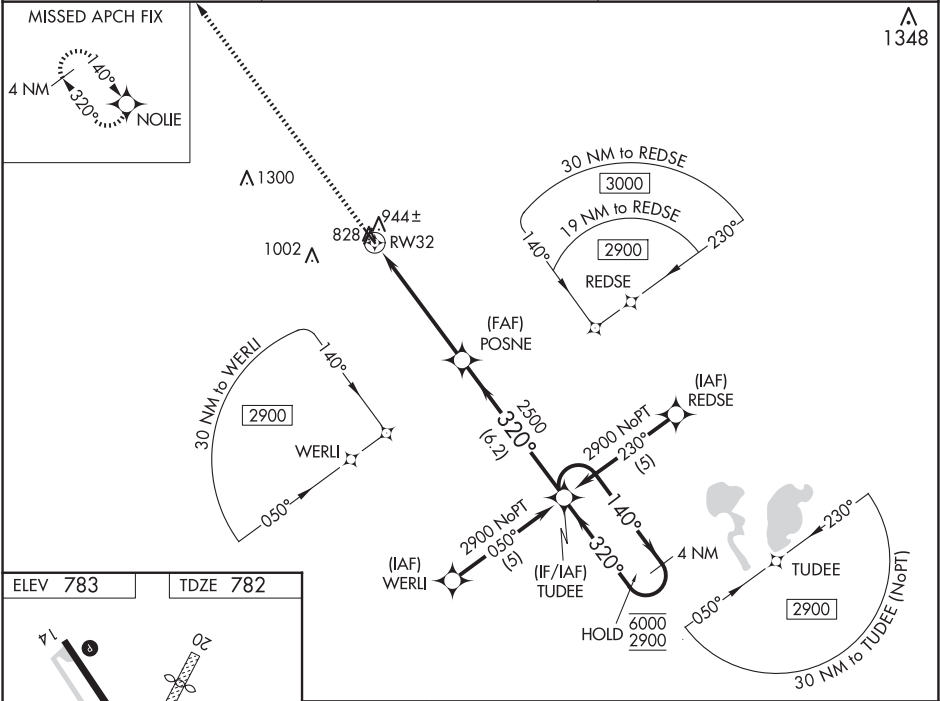
RNP APCH.

NA

Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.
Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
When local altimeter setting not received, use Kansas City Intl altimeter setting and increase LPV DA to 1329 and LNAV/VNAV DA to 1335 and all MDA 200 feet, increase all LPV visibilities ¾ SM and LNAV/VNAV visibilities ½ SM.

MISSED APPROACH: Climb to 2900 direct NOLIE and hold.

AWOS-3 118.175	KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) 1
--------------------------	---	---------------------------------



2900	NOLIE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 44).		TUDEE	4 NM Holding Pattern
*LNAV only	*1.1 NM to RW32	POSNE	2500	140° → 6000	← 320° 2900
	1.1 NM	4.1 NM	6.2 NM	GP 3.00° TCH 44	
CATEGORY	A	B	C	D	
LPV DA	1148-1¼	366 (400-1¼)	NA		
LNAV/VNAV DA	1154-1½	372 (400-1½)	NA		
LNAV MDA	1200-1	418 (500-1)	NA		

NC-3, 07 AUG 2025 to 02 OCT 2025

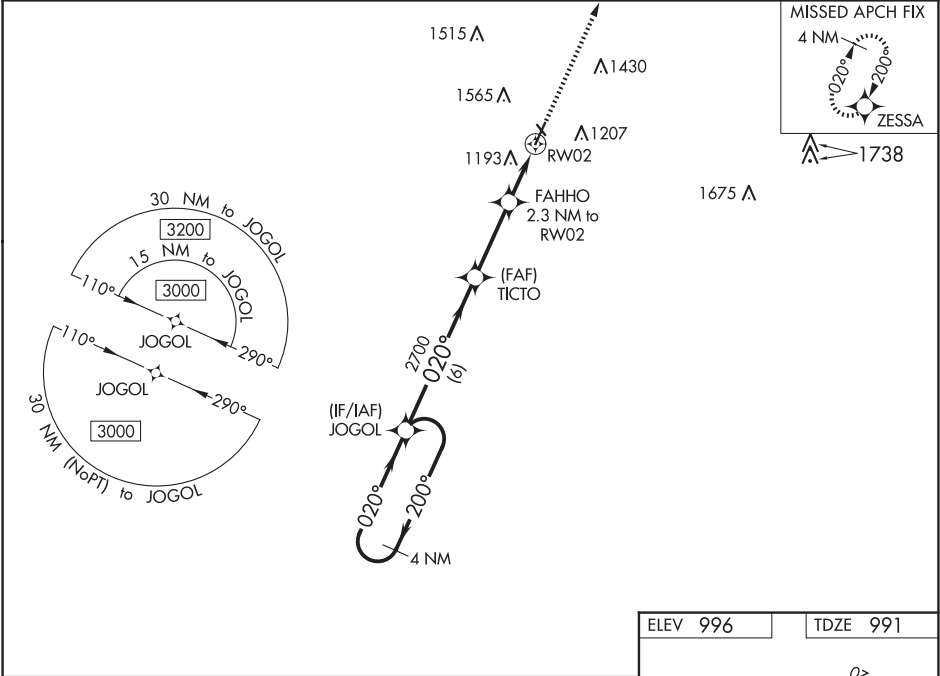
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99416 W02A	APP CRS 020°	Rwy Idg TDZE Apt Elev	5002 991 996
--	------------------------	-----------------------------	---

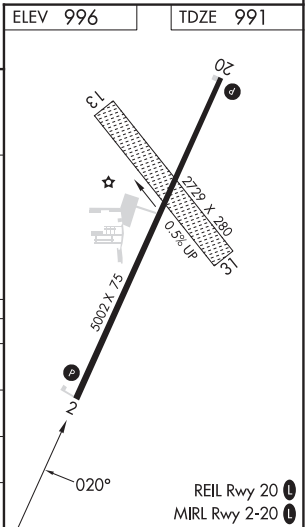
RNAV (GPS) RWY 2
SCHENCK FLD (ICL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct ZESSA and hold.
-----------------	---

AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)
--------------------------	--	-------------------------------



4 NM Holding Pattern		JOGOL	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).		3000 ZESSA
3000 ← 200°		020° →	020°	2700	FAHHO 2.3 NM to RW02
GP 3.00° TCH 40		2700	1760	1.4 NM to RW02	RW02
		6 NM	2.9 NM	0.9 NM	1.4 NM
CATEGORY	A	B	C	D	
LPV DA	1241-1		250 (300-1)		
RNAV/VNAV DA	1489-13/8		498 (500-13/8)		
RNAV MDA	1460-1 469 (500-1)		1460-13/8 469 (500-13/8)		
CIRCLING	1540-1 544 (600-1)		1720-1 724 (800-1)		
			1780-2 784 (800-2 1/4)		
			1780-2 784 (800-2 1/2)		



CLARINDA, IOWA

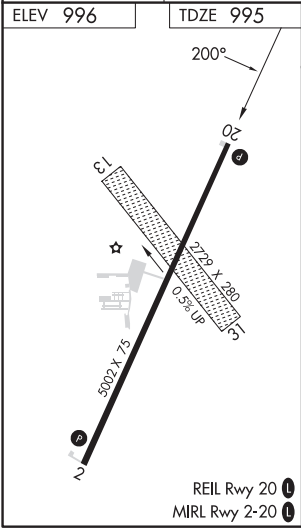
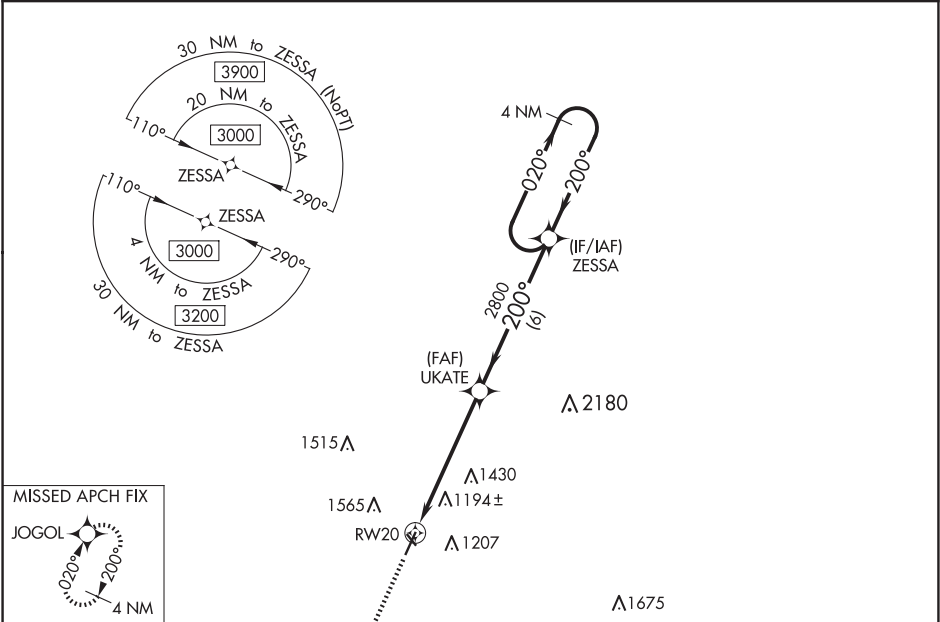
AL-6103 (FAA)

24193

WAAS CH 90541 W20A	APP CRS 200°	Rwy Idg TDZE Apt Elev	5002 995 996
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 20
SCHENCK FLD (ICL)

RNP APCH - GPS. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2-20. Circling NA to Rws 13 and 31. Rwy 20 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 3000 direct JOGOL and hold.
AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0



3000 JOGOL

UKATE 2800

ZESSA

4 NM Holding Pattern

020°

200°

3000

GP 3.00 TCH 30

1.4 NM to RW20

1.4 NM

4.2 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1261-1 266 (300-1)			
LNAV/VNAV DA	1489-1 ³ / ₈ 494 (500-1 ³ / ₈)			
LNAV MDA	1460-1 465 (500-1)	1460-1 ³ / ₈ 465 (500-1 ³ / ₈)		
CIRCLING	1540-1 544 (600-1)	1720-1 724 (800-1)	1780-2 ¹ / ₄ 784 (800-2 ¹ / ₄)	1780-2 ¹ / ₂ 784 (800-2 ¹ / ₂)

CLARINDA, IOWA

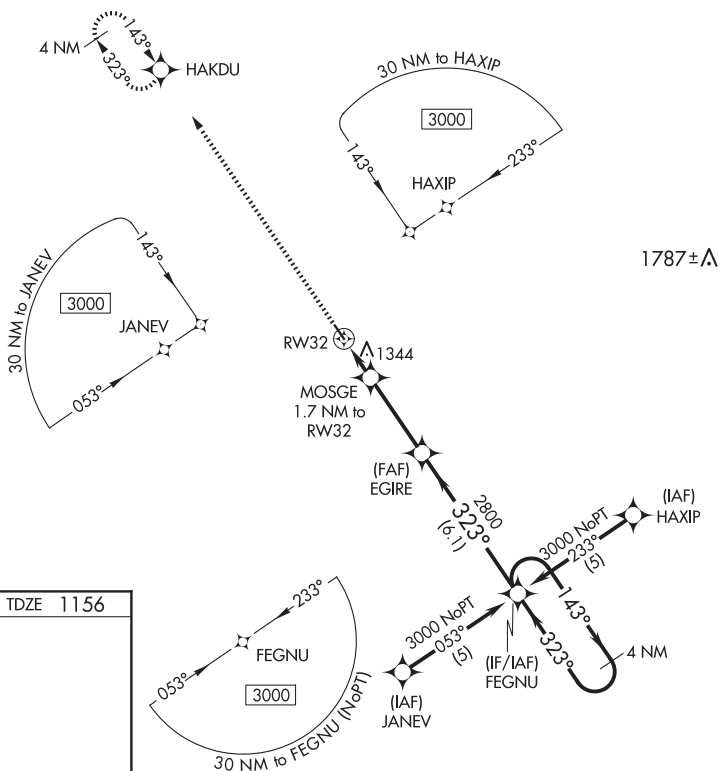
Amdt 1A 30NOV23

40°43'N-95°02'W

SCHENCK FLD (ICL)
RNAV (GPS) RWY 20

RNAV (GPS) RWY 32
CLARION MUNI (CAV)

MISSED APPROACH: Climb to 3000
direct HAKDU and hold.

UNICOM
122.8 (CTAF) **L**

3000 HAKDU VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 43). FEGNU 4 NM Holding Pattern

MOSGE 1.7 NM to RW32 $\leq 3.04^\circ$ TCH 40 EGIRE 323° 2800 1740 143° 323° 3000

RW32 1.7 3.3 NM 6.1 NM

CATEGORY	A	B	C	D
LNNAV MDA	1600-1	444 (500-1)	NA	

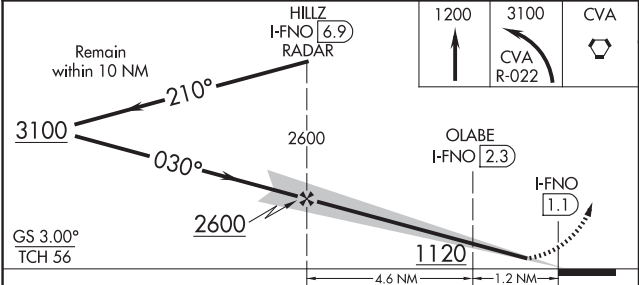
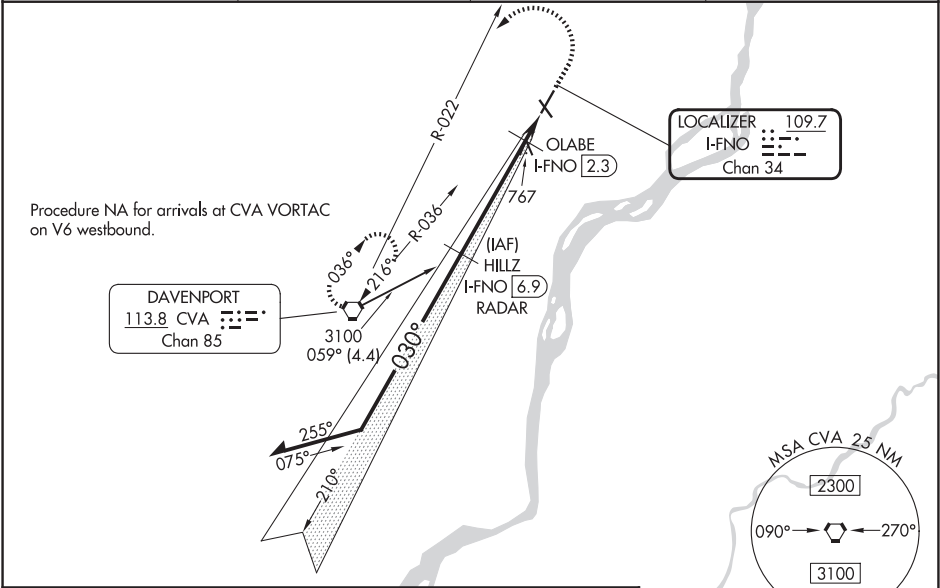
CLARION MUNI (CAV)
RNAV (GPS) RWY 32

NC-3, 07 AUG 2025 to 02 OCT 2025

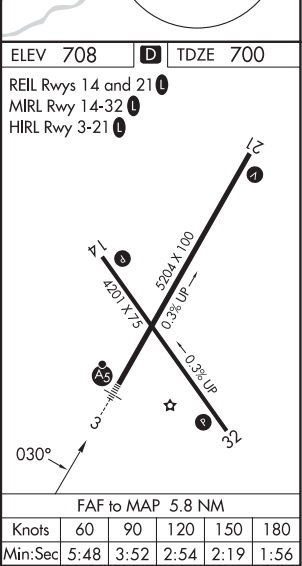
LOC/DME I-FNO 109.7 Chan 34	APP CRS 030°	Rwy Ldg TDZE 700 Apt Elev 708
---	------------------------	---

ILS or LOC RWY 3
CLINTON MUNI (CWI)

DME or RADAR required for LOC only.		MALSR	MISSED APPROACH: Climb to 1200 then climbing left turn to 3100 on CVA VORTAC R-022 to CVA VORTAC and hold, continue climb-in-hold to 3100.
AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	UNICOM 123.075 (CTAF)



CATEGORY	A	B	C	D
S-ILS 3	900-1/2 200 (200-1/2)			NA
S-LOC 3	1120-1/2	420 (500-1/2)	1120-3/4 420 (500-3/4)	NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1 1/2 532 (600-1 1/2)	NA
OLABE FIX MINIMUMS				
S-LOC 3	1020-1/2 320 (400-1/2)			NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1 1/2 532 (600-1 1/2)	NA



CLINTON, IOWA

AL-972 (FAA)

25219

WAAS CH 69610 W03A	APP CRS 030°	Rwy Ldg TDZE Apt Elev	5204 700 708
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 3

CLINTON MUNI (CWI)

⚠

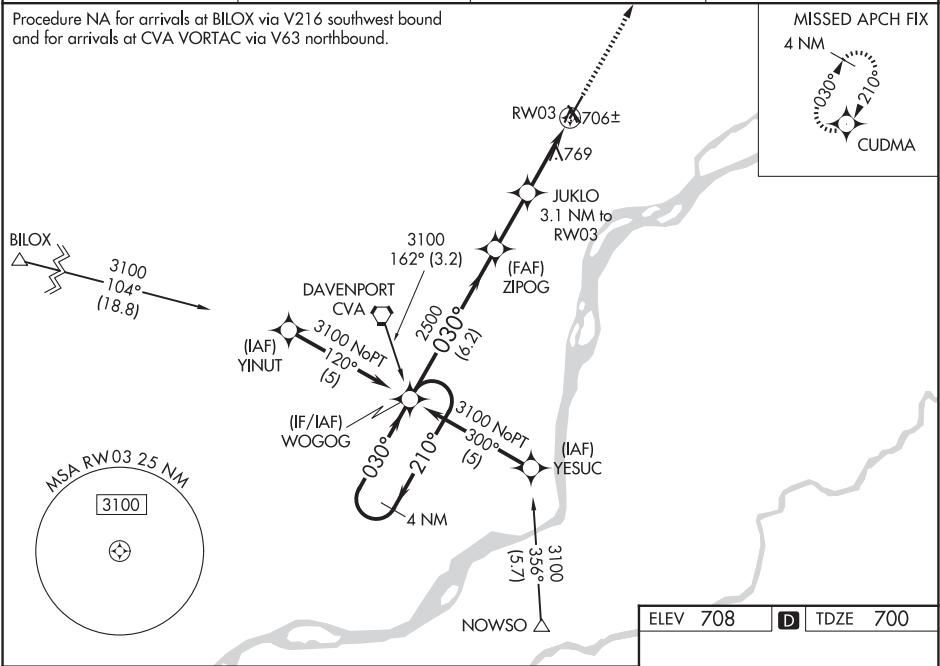
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet.

MALSR

MISSED APPROACH: Climb to 2500 direct CUDMA and hold.

AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	UNICOM 123.075 (CTAF)
----------------------------	--	----------------------------	---------------------------------



4 NM Holding Pattern

WOGOG

ZIPOG

JUKLO 3.1 NM to RW03

2500

CUDMA

GP 3.00° TCH 56

*1740

*1.1 NM to RW03

RW03

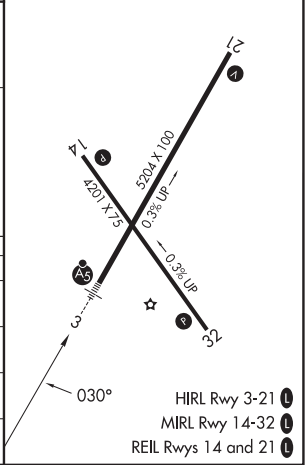
6.2 NM

2.3 NM

2 NM

1.1 NM

CATEGORY	A	B	C	D
LPV DA	900-½ 200 (200-½)			NA
LNAV/VNAV DA	1039-¾ 339 (400-¾)			NA
LNAV MDA	1020-½ 320 (400-½)			NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA



CLINTON, IOWA
Orig-B 13AUG20

41°50'N-90°20'W

CLINTON MUNI (CWI)

RNAV (GPS) RWY 3

WAAS CH 86729 W14A	APP CRS 144°	Rwy Ldg TDZE Apt Elev	4200 701 708
--	------------------------	-----------------------------	---

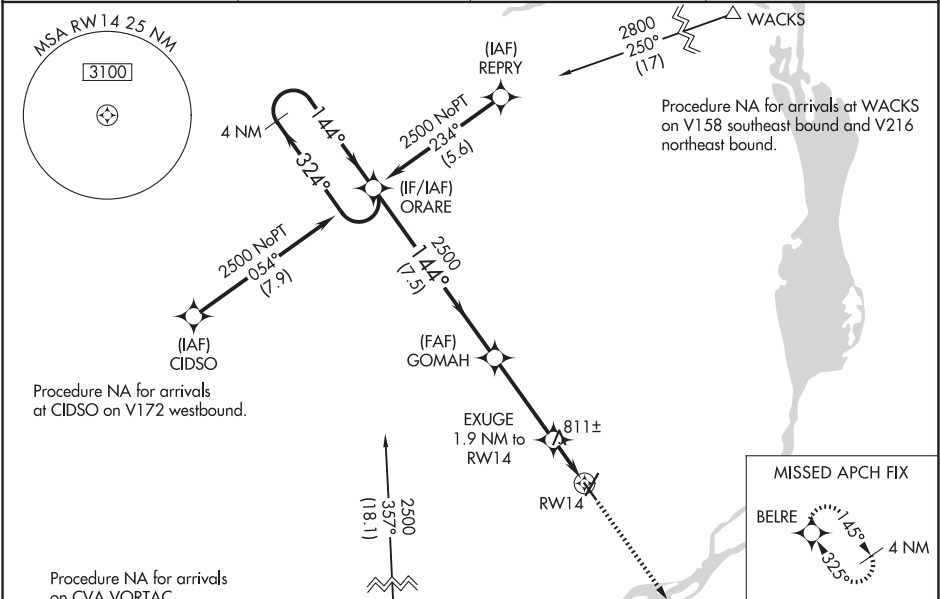
RNAV (GPS) RWY 14

CLINTON MUNI (CWI)

Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LNAV visibility Cat C ¼ mile.

MISSED APPROACH:
Climb to 2500 direct
BELRE and hold.

AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	UNICOM 123.075 (CTAF)
----------------------------	--	----------------------------	---------------------------------



4 NM Holding Pattern

ORARE

GOMAH

2500

EXUGE 1.9 NM to RW14

RW14

GP 3.00° TCH 40

7.5 NM

3.6 NM

1.9 NM

*1340

*LNAV only

CATEGORY	A	B	C	D
LPV DA	951-1	250 (300-1)		NA
LNAV/VNAV DA	968-1	267 (300-1)		NA
LNAV MDA	1080-1	379 (400-1)		NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

2500

BELRE

144°

21

4201 X 75

5504 X 100

0.3% UP

0.3% UP

REIL Rwy 14 and 21

MIRL Rwy 14-32

HIRL Rwy 3-21

CLINTON, IOWA

AL-972 (FAA)

25219

WAAS CH 86829 W21A	APP CRS 210°	Rwy Ldg TDZE Apt Elev	5204 708 708
--	------------------------	-----------------------------	---

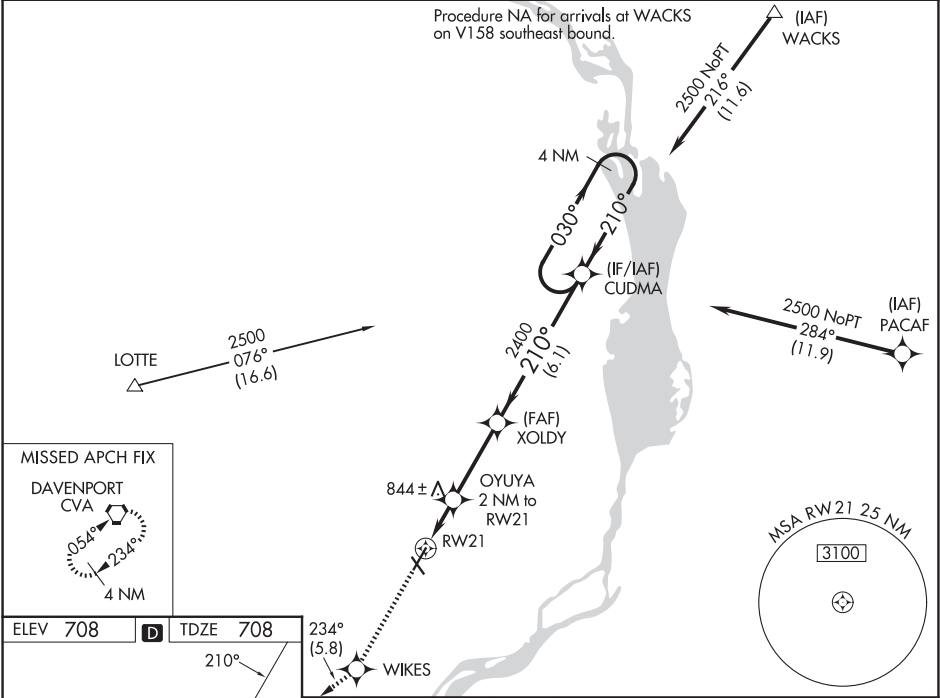
RNAV (GPS) RWY 21
CLINTON MUNI (CWI)

⚠

Rwy 21 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Davenport altimeter setting: increase all DA 47 feet and all MDA 60 feet. Increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct WIKES and on track 234° to CVA VORTAC and hold.

AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	UNICOM 123.075 (CTAF)
----------------------------	--	----------------------------	---------------------------------



ELEV 708 **D** TDZE 708

210°

5204 X100
0.3% UP
0.2% UP

REIL Rwy 14 and 21 **1**
MIRL Rwy 14-32 **1**
HIRL Rwy 3-21 **1**

DAVENPORT CVA
054°
234°
4 NM

3000 ↑	WIKES ✱	tr 234°	CVA ⬡	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).			
				XOLDY	CUDMA	4 NM Holding Pattern	
*LNAV only		OYUYA 2 NM to RW21		2400	210°	030° → 2500 ← 210°	
RW21 ⤿		1380*		2400			GP 3.00° TCH 40
2 NM		3.2 NM	6.1 NM				
CATEGORY	A		B		C		D
LPV DA	958-1		250 (300-1)				NA
LNAV/VNAV DA	958-1		250 (300-1)				NA
LNAV MDA	1100-1	392 (400-1)		1100-1 1/8 392 (400-1 1/8)			NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)		1240-1 1/2 532 (600-1 1/2)			NA

CLINTON, IOWA
Amdt 1B 13AUG20

41°50'N-90°20'W

CLINTON MUNI (CWI)
RNAV (GPS) RWY 21

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

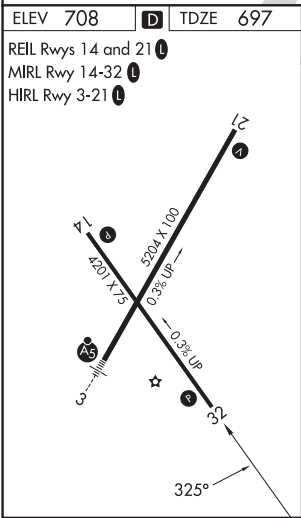
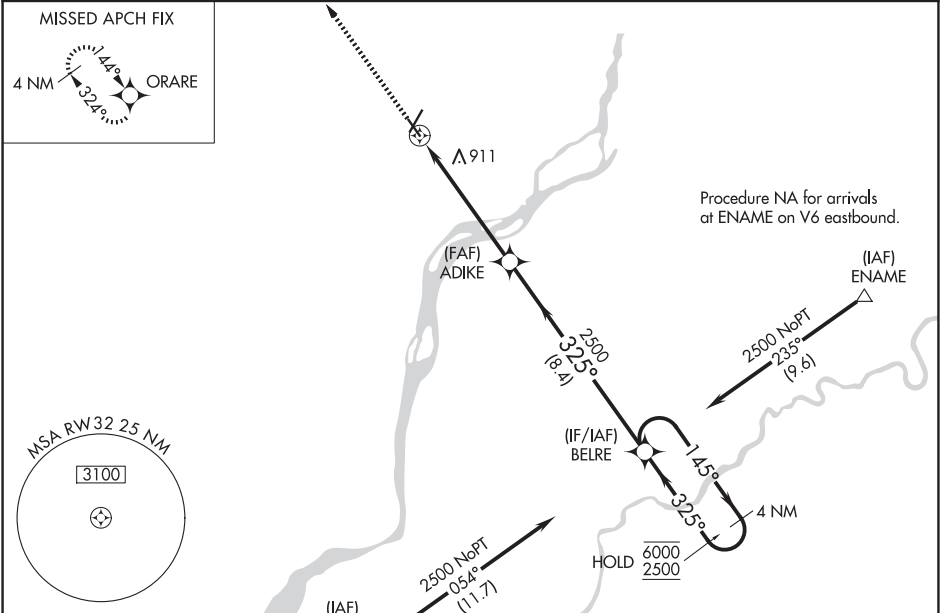
WAAS CH 77629 W32A	APP CRS 325°	Rwy Ldg TDZE Apt Elev	4200 697 708
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

CLINTON MUNI (CWI)

RNP APCH.	MISSED APPROACH: Climb to 2500 direct ORARE and hold.
<div><div></div><div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div>	

AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	UNICOM 123.075 (CTAF)
----------------------------	--	----------------------------	---------------------------------



2500	ORARE	ADIKE	BELRE	4 NM Holding Pattern
*LNAV only.	*1.4 NM to RW32	2500	325°	145° 6000
		2500	325°	2500
	1.4 NM	4.2 NM	8.4 NM	GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	947-1 250 (300-1)			NA
LNAV/VNAV DA	1205-1⅜ 508 (500-1⅜)			NA
LNAV MDA	1180-1	483 (500-1)	1180-1⅜ 483 (500-1⅜)	NA
CIRCLING	1180-1 472 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

CLINTON, IOWA

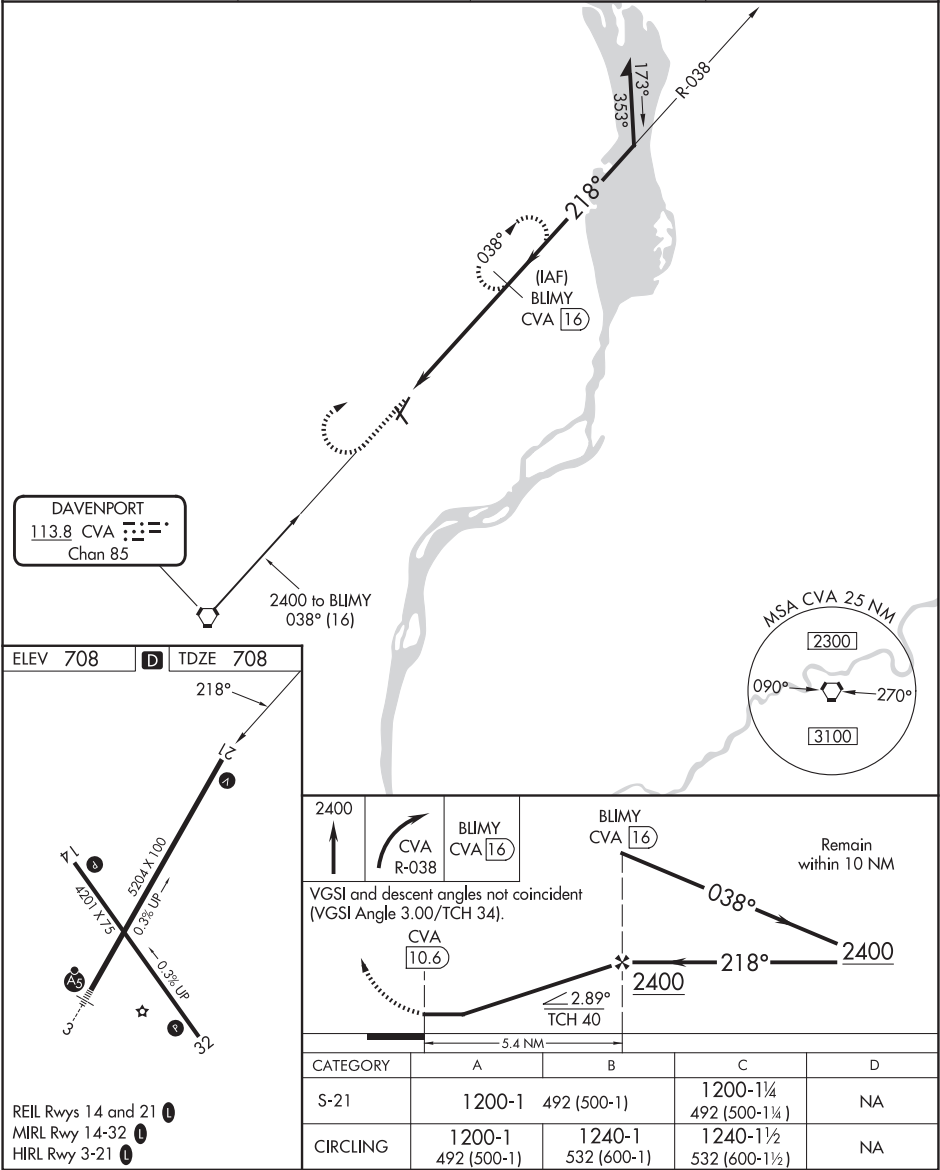
AL-972 (FAA)

25219

VORTAC CVA	APP CRS	Rwy Ldg	5204
113.8	218°	TDZE	708
Chan 85		Apt Elev	708

VOR/DME RWY 21
CLINTON MUNI (CWI)

Rwy 21 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 2400 then right turn via CVA R-038 to BLIMY 16 DME and hold.	
AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	UNICOM 123.075 (CTAF)



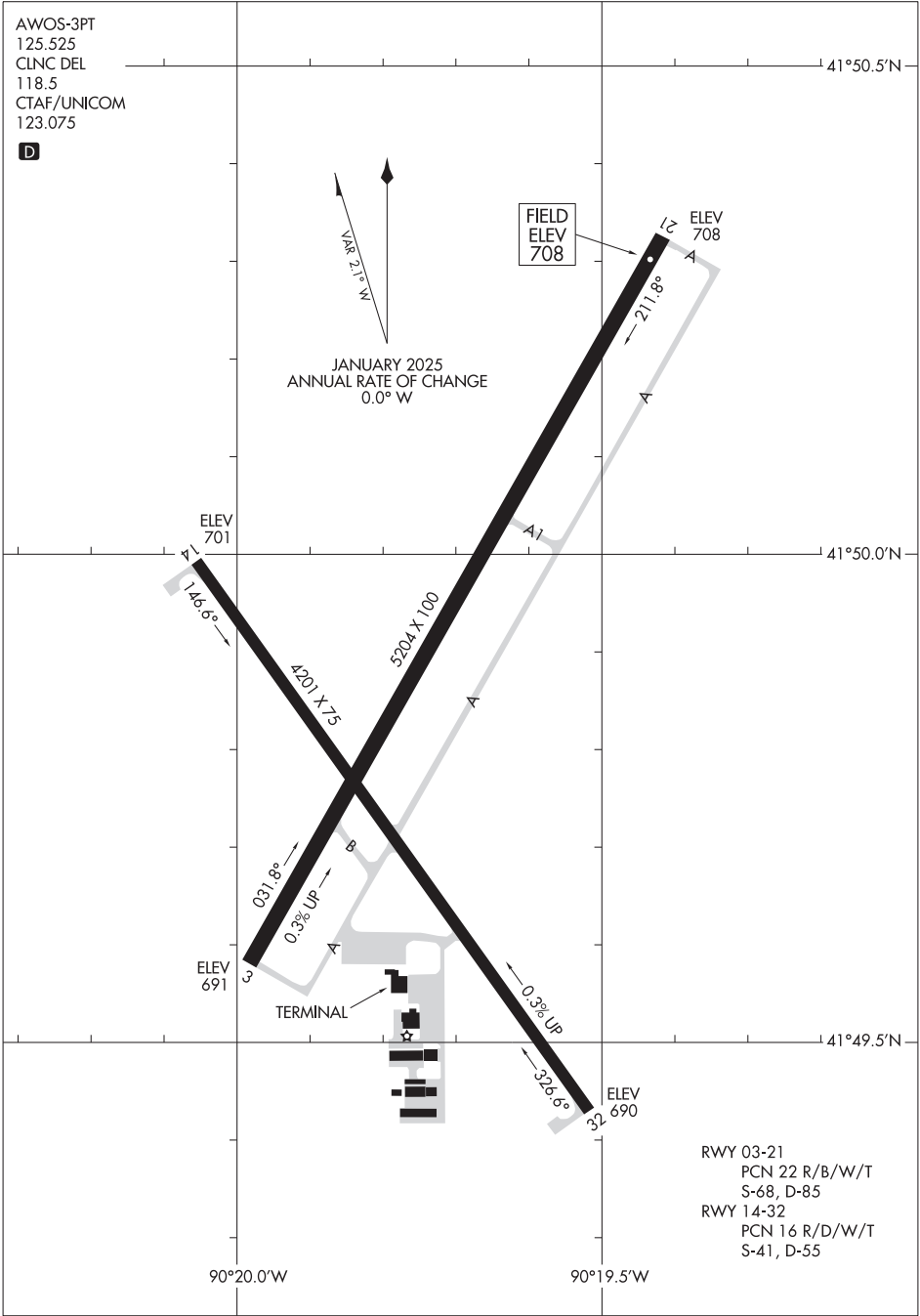
CLINTON, IOWA
Amdt 9C 13AUG20

41°50'N-90°20'W

CLINTON MUNI (CWI)
VOR/DME RWY 21

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

CLINTON, MISSOURI

AL-6145 (FAA)

25163

WAAS CH 87032 W04A	APP CRS 044°	Rwy Ldg TDZE Apt Elev 823
--	------------------------	--

RNAV (GPS) RWY 4

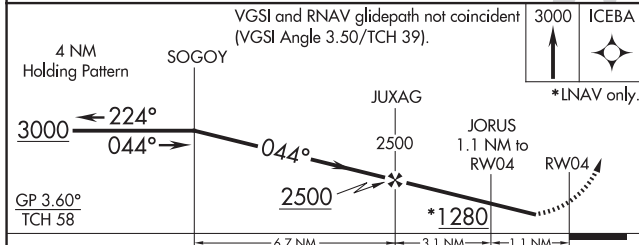
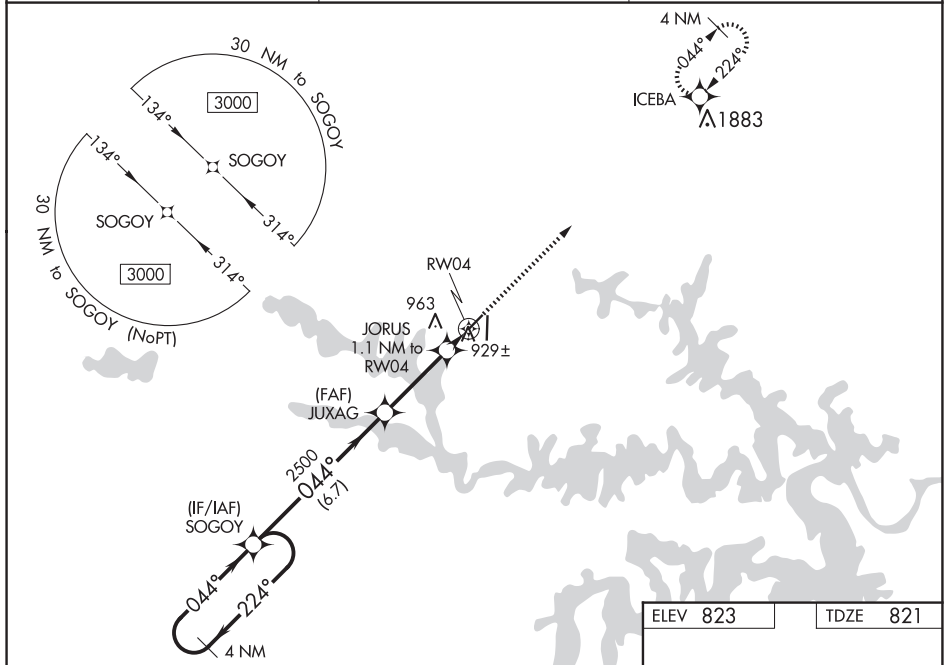
CLINTON RGNL (GLY)

RNP APCH.

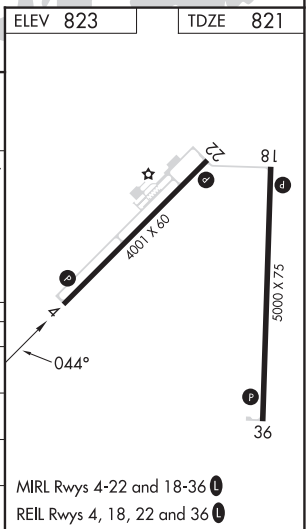
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV-VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Whiteman AFB altimeter setting. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct
ICEBA and hold.

AWOS-3PT 120.475	WHITEMAN APP CON ★ 127.45	UNICOM 122.8 (CTAF) 0
----------------------------	-------------------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1121-1	300 (300-1)		NA
LNAV/VNAV DA	1206-1½	385 (400-1½)		NA
LNAV MDA	1180-1	359 (400-1)		NA
CIRCLING	1280-1 457 (500-1)	1300-1 477 (500-1)	1340-1½ 517 (600-1½)	NA



CLINTON, MISSOURI

Amdt 1B 15AUG19

38°21'N-93°41'W

RNAV (GPS) RWY 4

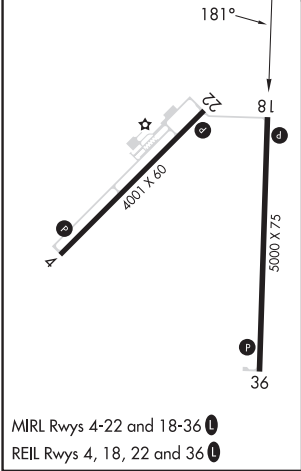
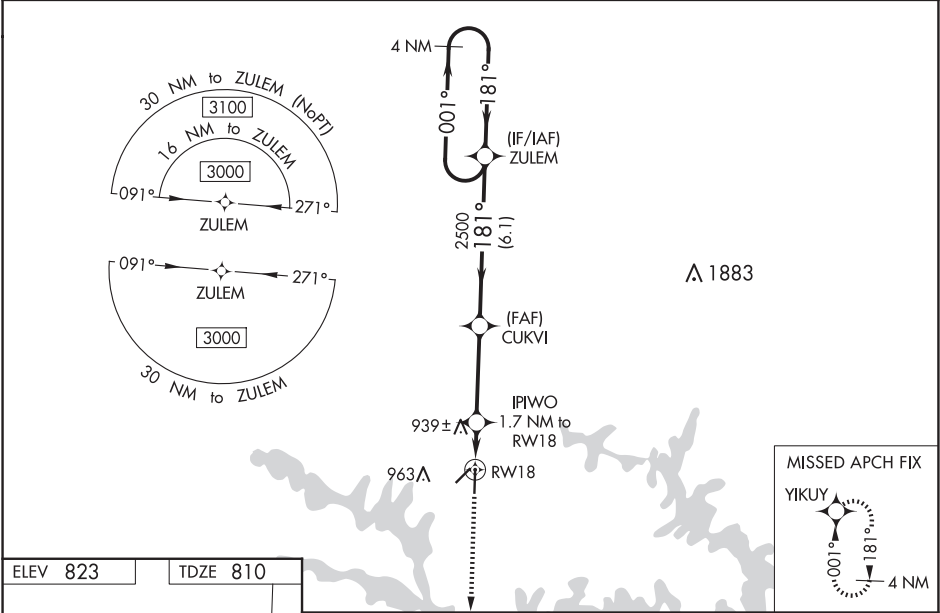
MIRL Rwy 4-22 and 18-36
REIL Rwy 4, 18, 22 and 36

WAAS CH 65637 W18A	APP CRS 181°	Rwy Ldg TDZE Apt Elev	5000 810 823
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

CLINTON RGNL (GLY)

RNP APCH. <div><div>▼</div><div>▲</div></div> Baro-VNAV NA when using Whiteman AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 4 NA at night. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 61 feet and all MDA 80 feet, visibility LNAV Cat C/D ¾ mile, Circling Cat D ¼ mile. Rwy 18 helicopter visibility reduction below ¾ SM NA. VDP NA when using Whiteman AFB altimeter setting.		MISSED APPROACH: Climb to 3000 direct YIKUY and hold.
AWOS-3PT 120.475	WHITEMAN APP CON ★ 127.45	UNICOM 122.8 (CTAF) 1



ELEV 823 TDZE 810		VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 39).			
*LNAV only.		ZULEM 4 NM Holding Pattern			
1.1 NM to RW18		GP 3.00° TCH 45			
CATEGORY		A	B	C	D
LPV DA		1060-1 250 (300-1)			
LNAV/VNAV DA		1060-1 250 (300-1)			
LNAV MDA		1200-1 390 (400-1)			
CIRCLING		1280-1 457 (500-1)	1300-1 477 (500-1)	1340-1½ 517 (600-1½)	1480-2 657 (700-2)

CLINTON, MISSOURI

AL-6145 (FAA)

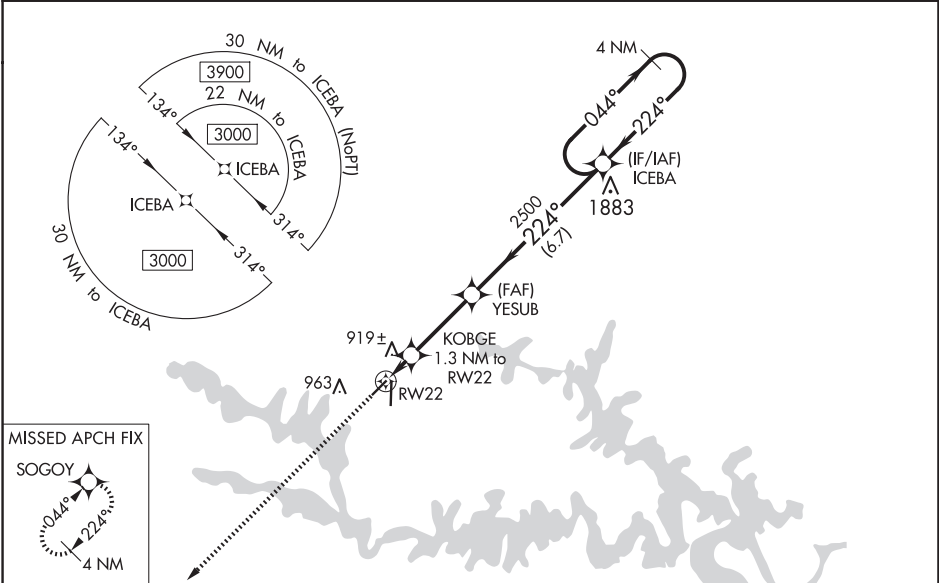
25163

WAAS CH 49132 W22A	APP CRS 224°	Rwy Ldg TDZE Apt Elev	4001 823 823
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 22
CLINTON RGNL (GLY)

RNP APCH. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 61 feet and all MDA 80 feet. Increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Circling Rwy 4 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Whiteman altimeter setting.	MISSED APPROACH: Climb to 3000 direct SOGOY and hold.
--	---

AWOS-3PT 120.475	WHITEMAN APP CON ★ 127.45	UNICOM 122.8 (CTAF) 0
----------------------------	-------------------------------------	---------------------------------



ELEV 823	TDZE 823
----------	----------

224°

81

4001 X 60

5000 X 75

36

3000
↑

SOGOY

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.50/TCH 39).

*LNAV only.

ICEBA 4 NM Holding Pattern

044° → 3000

← 224°

GP 3.50° TCH 51

YESUB 2500

KOBGE 1.3 NM to RW22

RW22

1340*

1.3 NM 3.1 NM 6.7 NM

CATEGORY		A	B	C	D
LPV	DA	1115-1 292 (300-1)			NA
LNAV/VNAV	DA	1216-1½ 393 (400-1½)			NA
LNAV	MDA	1180-1 357 (400-1)			NA
CIRCLING		1280-1 457 (500-1)	1300-1 477 (500-1)	1340-1½ 517 (600-1½)	NA

MIRL Rwy 4-22 and 18-36

REIL Rwy 4, 18, 22 and 36

CLINTON, MISSOURI
Amdt 1B 15AUG19

38°21'N-93°41'W

CLINTON RGNL (GLY)
RNAV (GPS) RWY 22

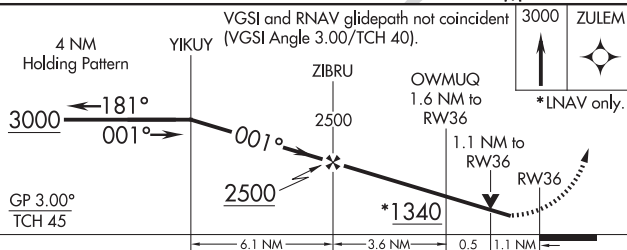
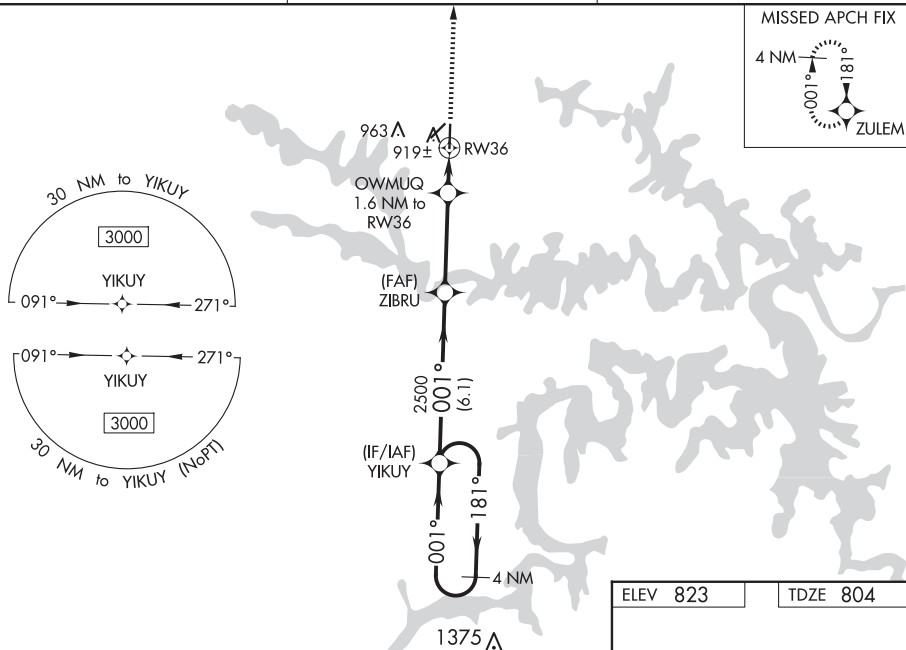
NC-3, 07 AUG 2025 to 02 OCT 2025


NC-3, 07 AUG 2025 to 02 OCT 2025

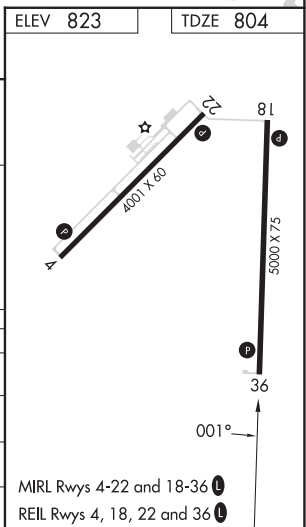
RNAV (GPS) RWY 36
CLINTON RGNL (GLY)

T Baro-VNAV NA when using Whiteman AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 4 NA at night. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase visibility LNAV Cats C/D $\frac{3}{8}$ mile, LNAV/VNAV all Cats and Circling Cat D $\frac{1}{2}$ mile. VDP NA with Whiteman AFB altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
ZULEM and hold.

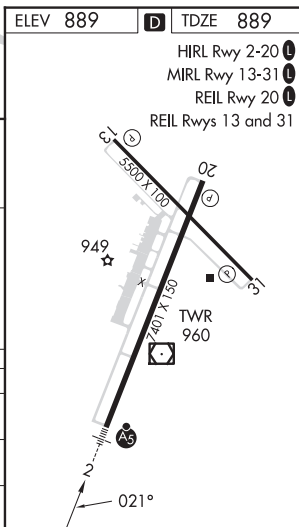
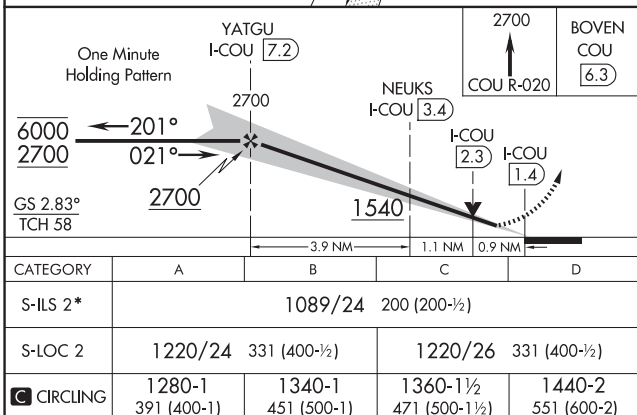
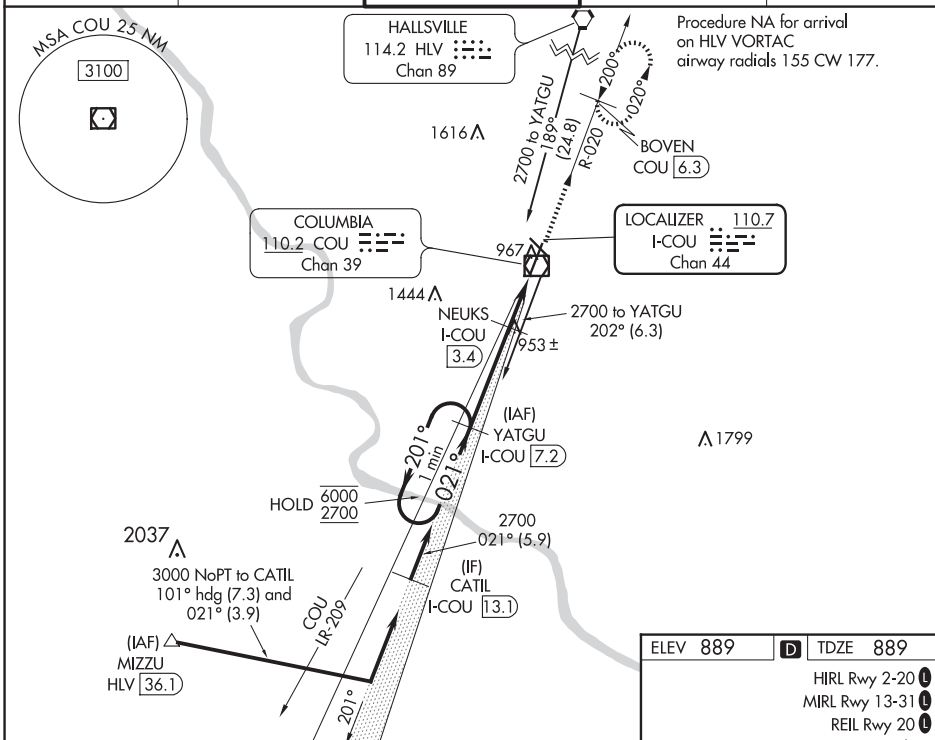
UNICOM
122.8 (CTAF) 

CATEGORY		A	B	C	D
LPV	DA	1054-1 250 (300-1)			
RNAV/ VNAV	DA	1101-1 297 (300-1)			
RNAV	MDA	1260-1 456 (500-1)	1260-1 $\frac{3}{8}$ 456 (500-1 $\frac{3}{8}$)		
 CIRCLING		1280-1 457 (500-1)	1300-1 477 (500-1)	1340-1 $\frac{1}{2}$ 517 (600-1 $\frac{1}{2}$)	1480-2 657 (700-2)



ILS or LOC RWY 2
COLUMBIA RGNL (COU)

MISSED APPROACH: Climb to 2700 on COU VOR/DME R-020 to BOVEN/COU 6.3 DME and hold, continue climb-in-hold to 2700.

UNICOM
122.95

COLUMBIA RGNL (COU)
ILS or LOC RWY 2

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77599 W02A	APP CRS 021°	Rwy Idg TDZE 889 Apt Elev 889	7401
--	------------------------	---	-------------

RNAV (GPS) RWY 2

COLUMBIA RGNL (COT)

RNP APCH-GPS.

⚠

⚠

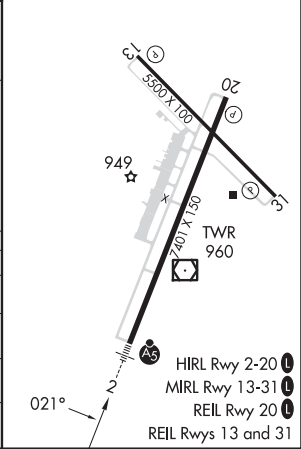
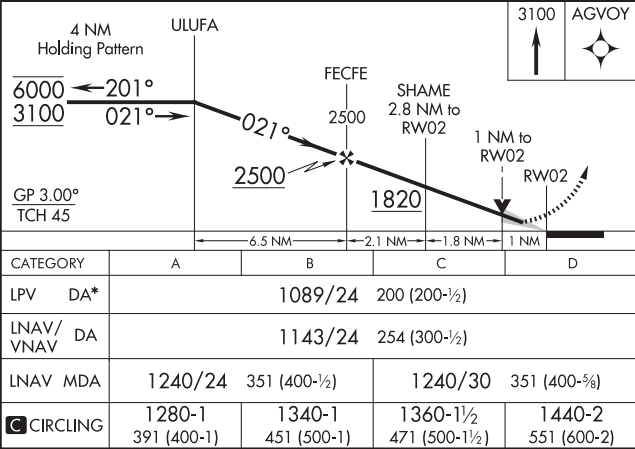
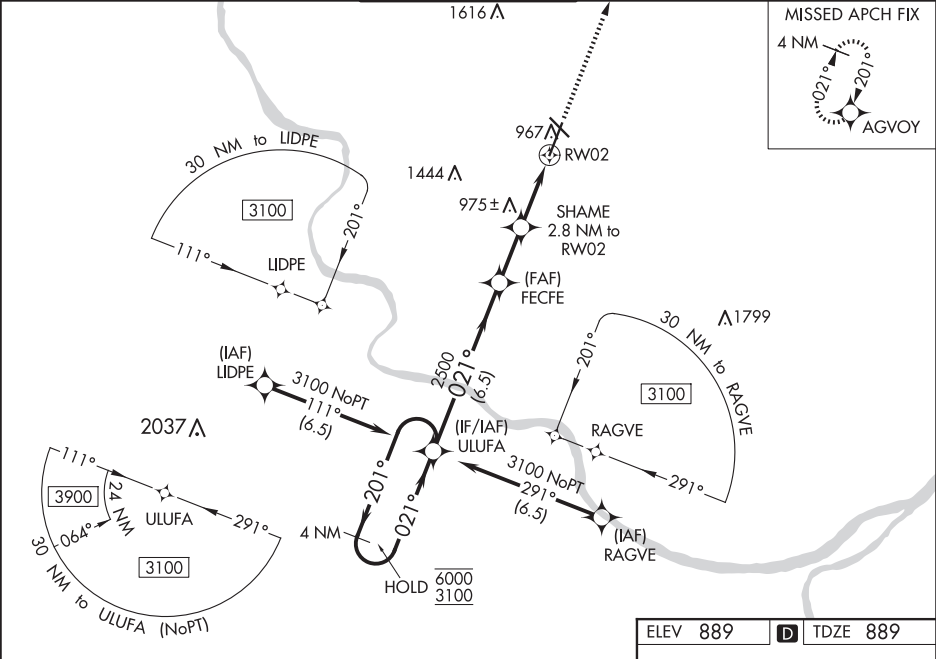
Circling NA for Cat D west of Rwy 2 and 13. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and increase LNAV Cat C/D visibility to RVR 5500.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSRL

AS

MISSED APPROACH: Climb to 3100 direct AGVOY and hold.

ATIS 128.45	MIZZU APP CON 124.375 353.925	COLUMBIA TOWER ★ 119.3 (CTAF) 0 363.25	GND CON 121.6	UNICOM 122.95
-----------------------	---	--	-------------------------	-------------------------



COLUMBIA, MISSOURI

AL-5595 (FAA)

23110

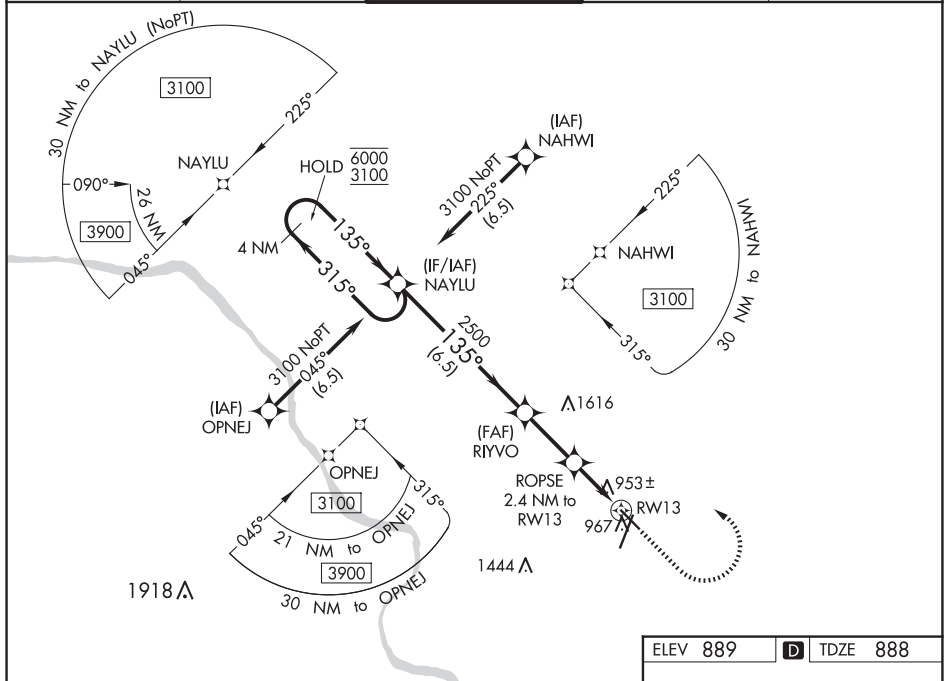
WAAS CH 40042 W13A	APP CRS 135°	Rwy Idg TDZE 888 Apt Elev 889
--	------------------------	---

RNAV (GPS) RWY 13

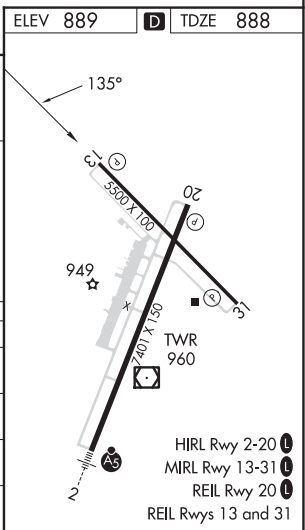
COLUMBIA RGNL (COU)

RNP APCH. ⚠ Circling NA for Cat D west of Rws 2 and 13. Circling Rwy 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct NAYLU and hold.
--	---

ATIS 128.45	MIZZU APP CON 124.375 353.925	COLUMBIA TOWER ★ 119.3 (CTAF) 363.25	GND CON 121.6	UNICOM 122.95
-----------------------	---	--	-------------------------	-------------------------



4 NM Holding Pattern				
NAYLU				
6000 ← 315° 3100 → 135°				
GP 3.00° TCH 45				
2500 ← 135°				
RIYVO				
2500				
ROPSE 2.4 NM to RW13				
*0.9 NM to RW13				
RW13				
*1680				
6.5 NM 2.5 NM 1.5 NM 0.9				
CATEGORY	A	B	C	D
LPV DA	1139-1 251 (300-1)			
LNAV/VNAV DA	1139-1 251 (300-1)			
LNAV MDA	1220-1 332 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1360-1½ 471 (500-1½)	1440-2 551 (600-2)



COLUMBIA, MISSOURI
Amdt 1A 25FEB21

38°49'N-92°13'W

COLUMBIA RGNL (COU)
RNAV (GPS) RWY 13

NC-3, 07 AUG 2025 to 02 OCT 2025

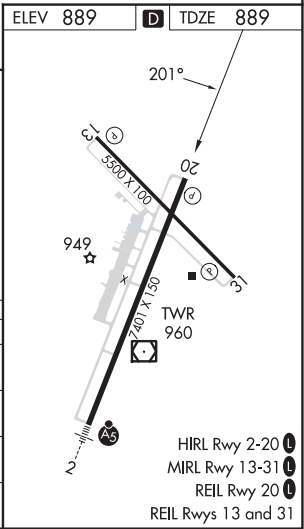
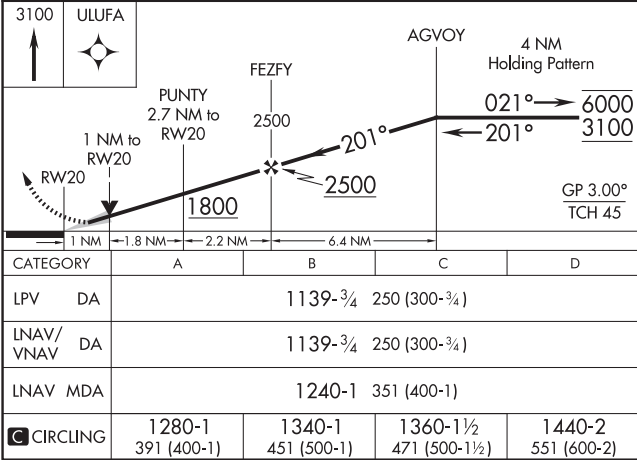
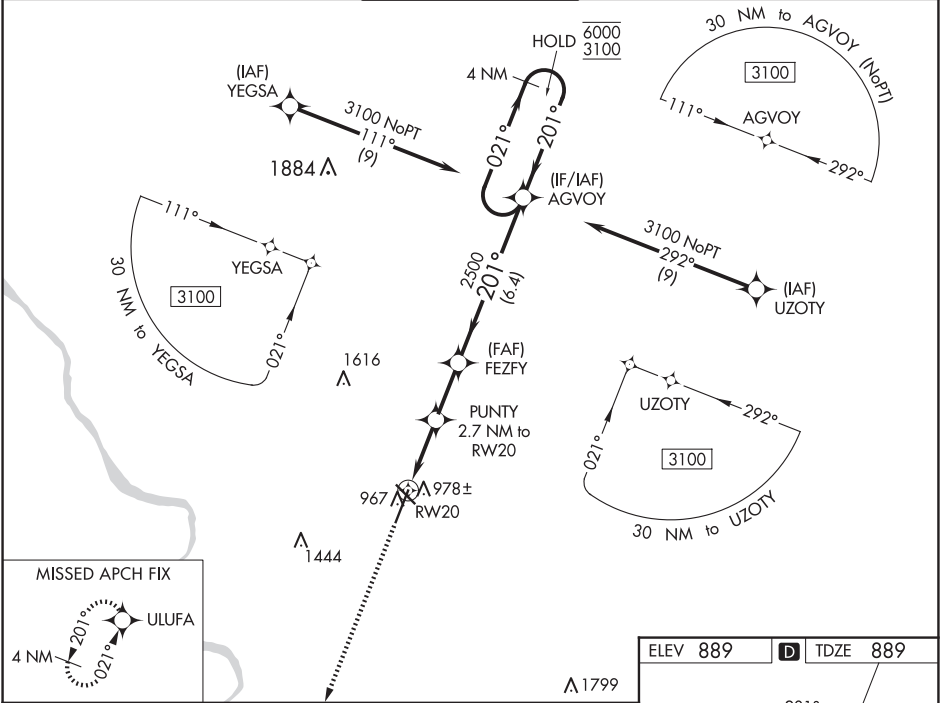
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93599 W20A	APP CRS 201°	Rwy Idg TDZE Apt Elev	7401 889 889
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 20

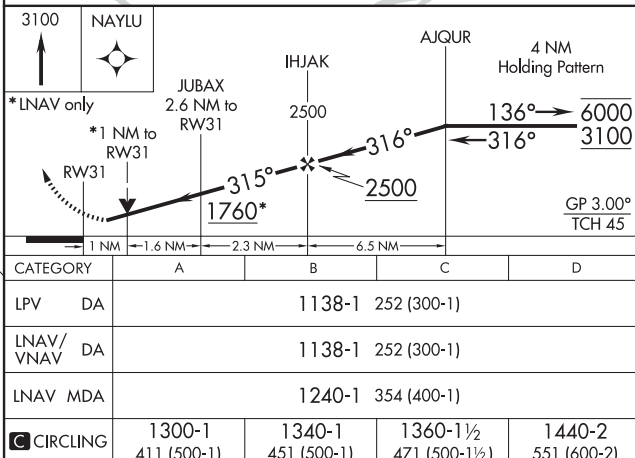
COLUMBIA RGNL (COU)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3100 direct ULUFA and hold.	
Circling NA for Cat D west of Rwy 2 and 13. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.			
ATIS 128.45	MIZZU APP CON 124.375 353.925	COLUMBIA TOWER ★ 119.3 (CTAF) 363.25	GND CON 121.6
		UNICOM 122.95	



RNAV (GPS) RWY 31
COLUMBIA RGNL (COU)

MISSED APPROACH: Climb to 3100
direct NAYLU and hold.

UNICOM
122.95

COLUMBIA RGNL (COU)
RNAV (GPS) RWY 31

NC-3, 07 AUG 2025 to 02 OCT 2025

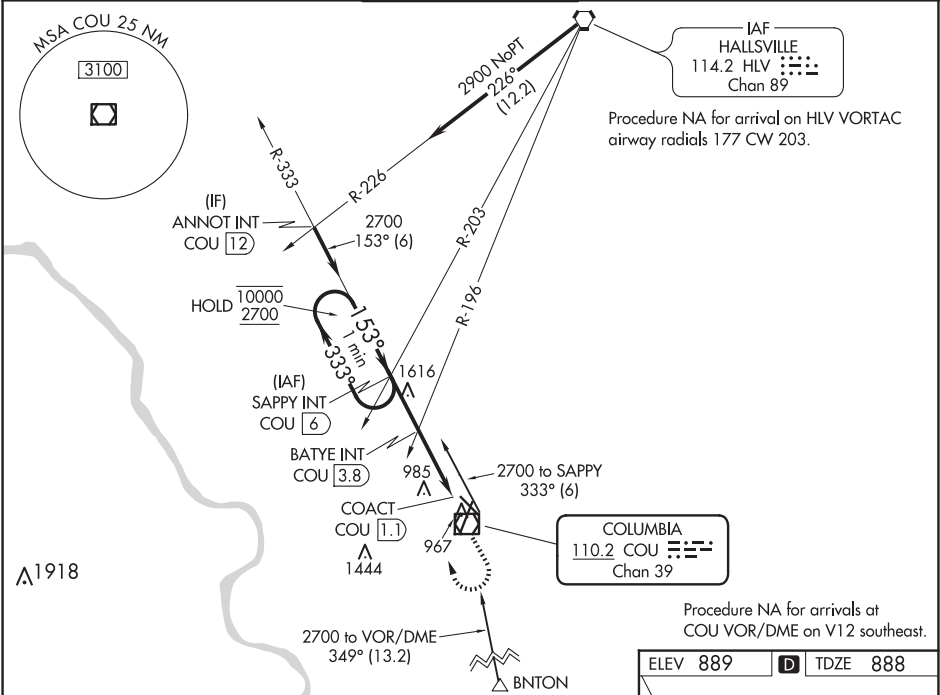
VOR/DME COU	APP CRS	Rwy Idg	5500
110.2	153°	TDZE	888
Chan 39		Apt Elev	889

VOR RWY 13
COLUMBIA RGNL (COU)

⚠ Circling NA for Cat D west of Rwy 2 and 13.
Circling Rwy 20 NA at night.

⚠ MISSED APPROACH: Climb to 1900 then dimbing right turn to 2700 on COU VOR/DME R-333 to SAPPY INT/COU 6 DME and hold.

ATIS 128.45	MIZZU APP CON 124.375 353.925	COLUMBIA TOWER ★ 119.3 (CTAF) 0 363.25	GND CON 121.6	UNICOM 122.95
----------------	----------------------------------	---	------------------	------------------

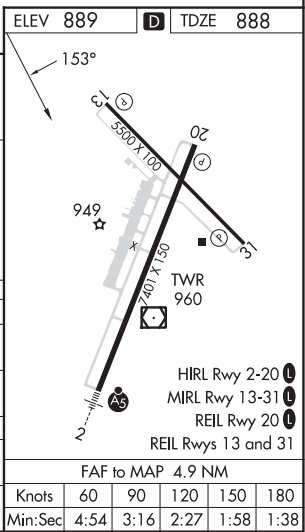


VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).

One Minute Holding Pattern

10000	2700	333°	153°	1880	3.31°	TCH 45
2.2 NM						
SAPPY INT COU 6		BATYE INT COU 3.8		COU 1.9		COU 1.1
1900		2700		SAPPY INT		COU R-333
COU 1.9		COU 1.1		COU VOR/DME		COACT COU 1.1
2.2 NM		1.9 NM		0.8 NM		0.2 NM

CATEGORY	A	B	C	D
S-13	1880-1¼ 991 (1000-1¼)	1880-1½ 991 (1000-1½)	1880-3	991 (1000-3)
CIRCLING	1880-1¼ 991 (1000-1¼)	1880-1½ 991 (1000-1½)	1880-3	991 (1000-3)
BATYE FIX MINIMUMS				
S-13	1240-1 351 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1360-1½ 471 (500-1½)	1440-2 551 (600-2)



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

COLUMBIA, MISSOURI

AL-5595 (FAA)

23110

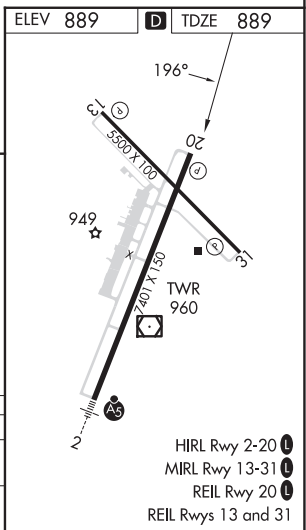
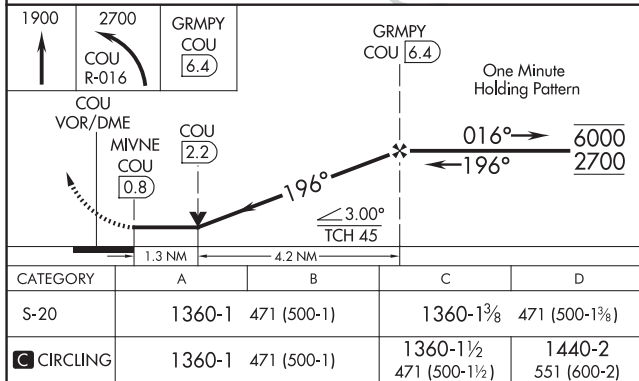
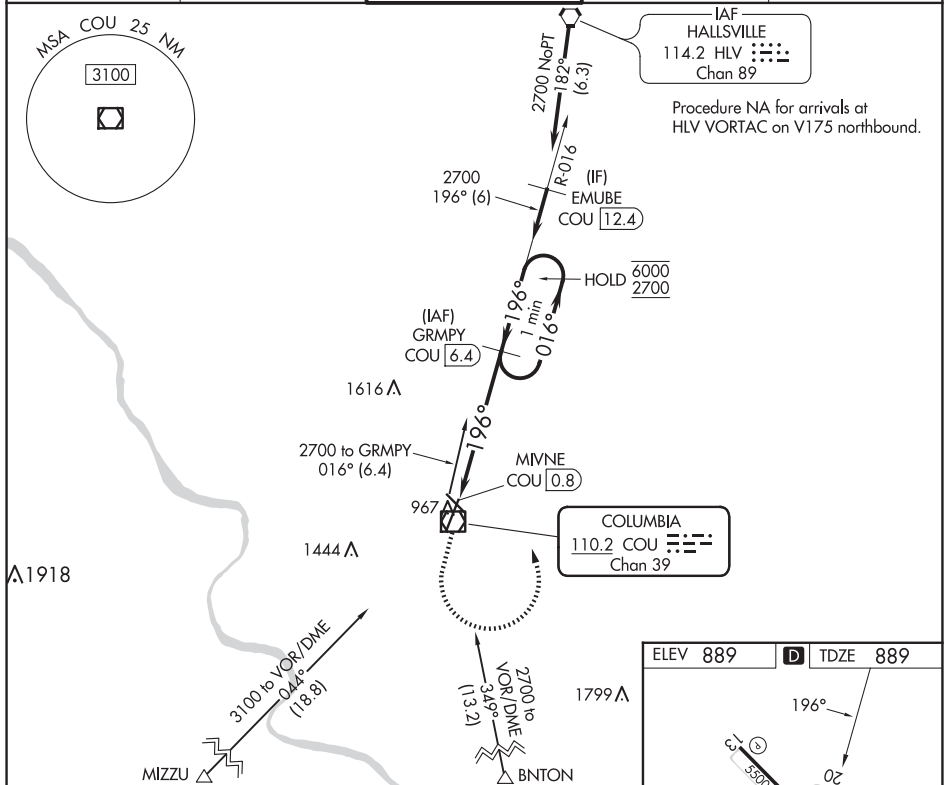
VOR/DME COU 110.2 Chan 39	APP CRS 196°	Rwy Idg TDZE 889 Apt Elev 889
---	------------------------	---

VOR Y RWY 20

COLUMBIA RGNL (COU)

DME required.	MISSED APPROACH: Climb to 1900 then climbing left turn to 2700 on COU VOR/DME R-016 to GRMPY/COU 6.4 DME and hold.
Circling NA for Cat D west of Rwys 2 and 13.	

ATIS 128.45	MIZZU APP CON 124.375 353.925	COLUMBIA TOWER ★ 119.3 (CTAF) 363.25	GND CON 121.6	UNICOM 122.95
-----------------------	---	--	-------------------------	-------------------------



COLUMBIA, MISSOURI

Amdt 5 02DEC21

38°49'N-92°13'W

COLUMBIA RGNL (COU)

VOR Y RWY 20

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

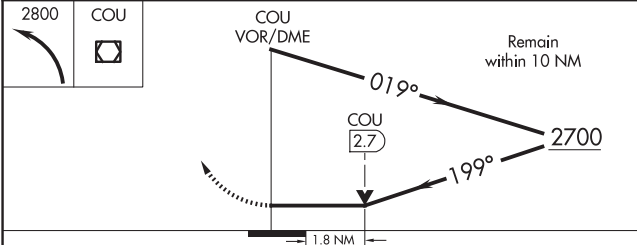
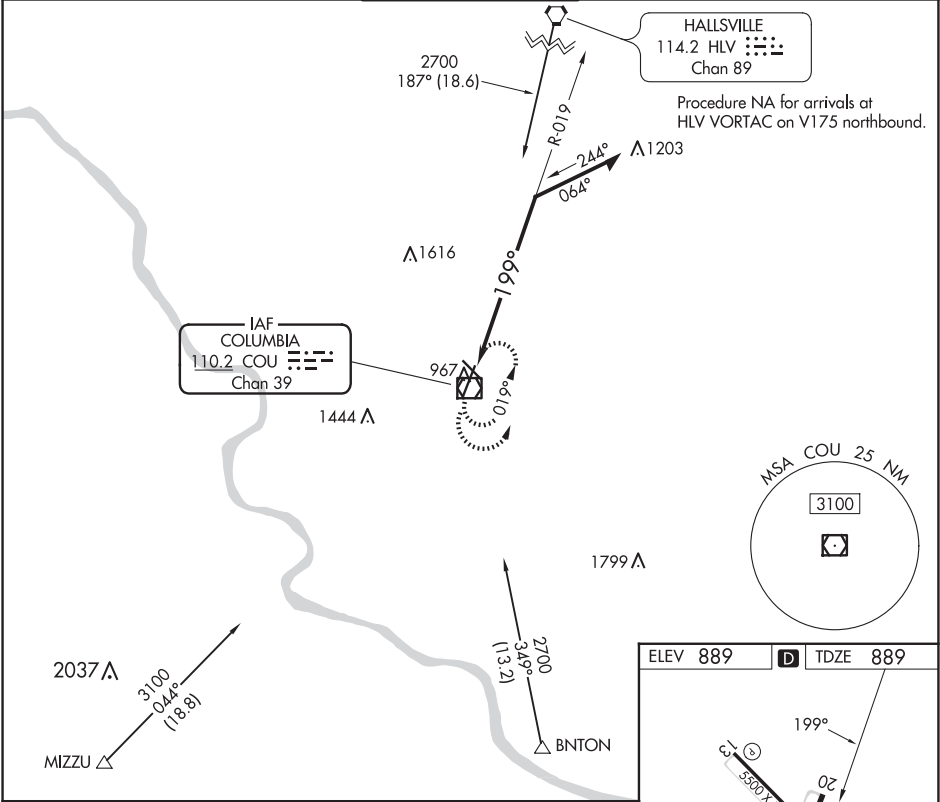
VOR/DME COU	APP CRS	Rwy Idg	7401
110.2	199°	TDZE	889
Chan 39		Apt Elev	889

VOR Z RWY 20
COLUMBIA RGNL (COU)

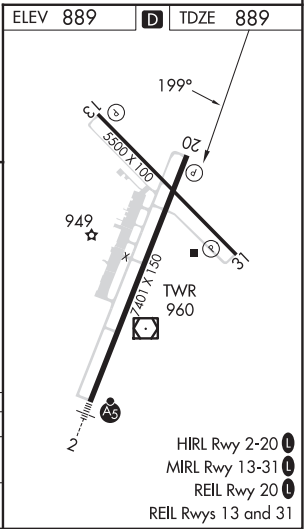
Circling NA for Cat D west of Rwy 2 and 13.

MISSED APPROACH: Climbing left turn to 2800 in COU
VOR/DME holding pattern.

ATIS 128.45	MIZZU APP CON 124.375 353.925	COLUMBIA TOWER ★ 119.3 (CTAF) 363.25	GND CON 121.6	UNICOM 122.95
----------------	----------------------------------	---	------------------	------------------

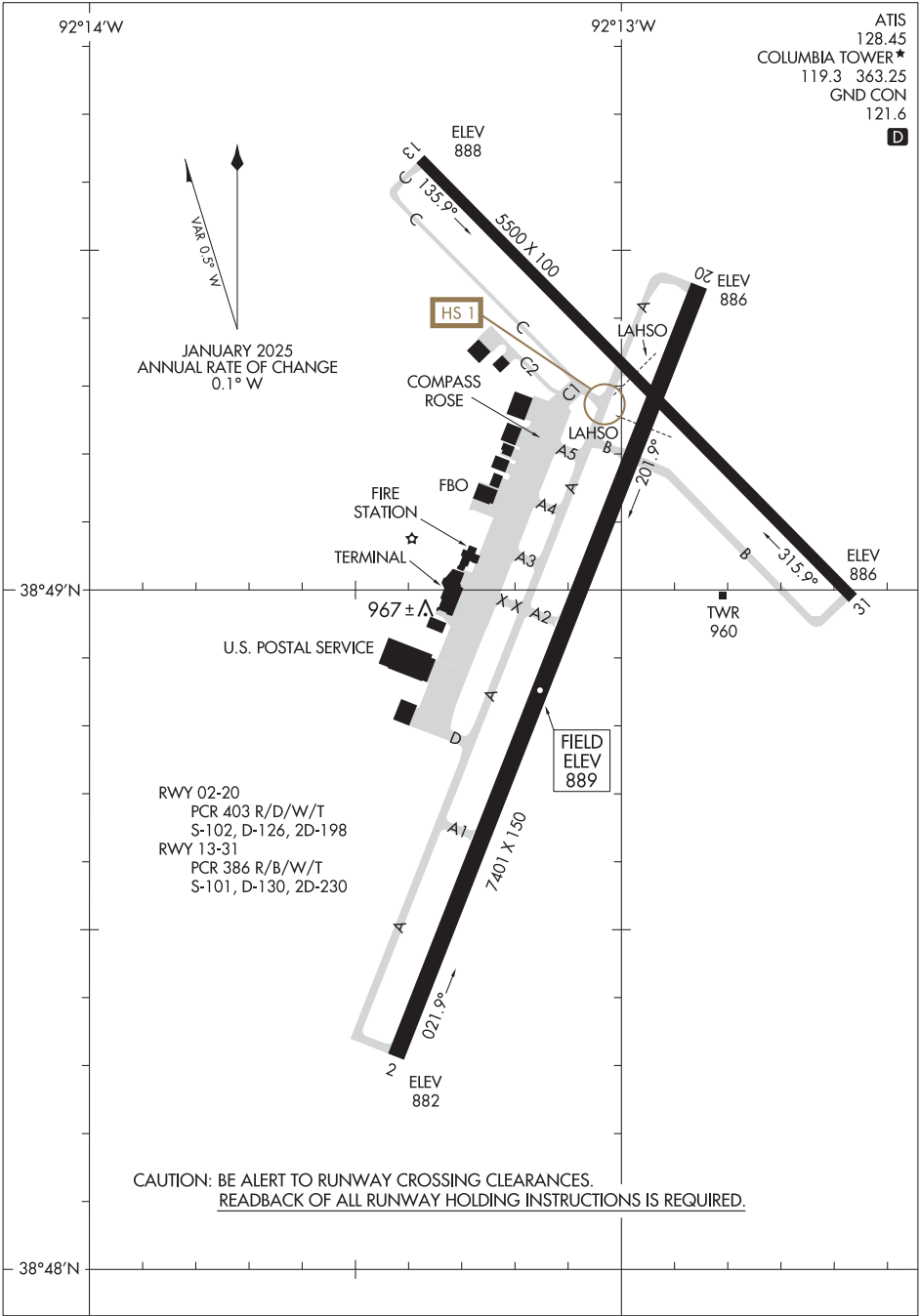


CATEGORY	A	B	C	D
S-20	1520-1	631 (700-1)	1520-1¾	631 (700-1¾)
CIRCLING	1520-1	631 (700-1)	1520-1¾	1520-2
			631 (700-1¾)	631 (700-2)



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

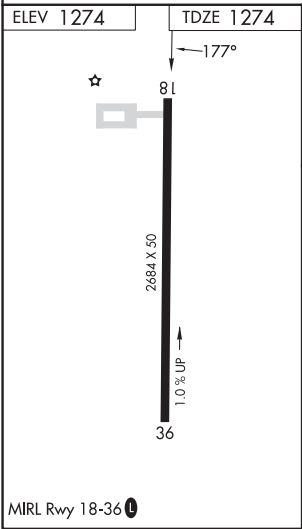
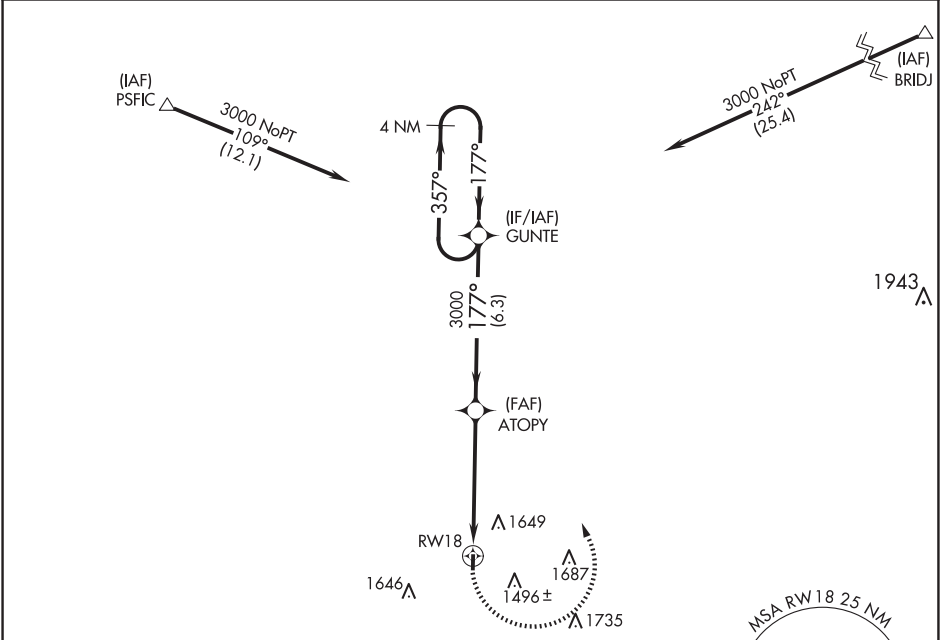
NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	2684
177°	TDZE	1274
	Apt Elev	1274

RNAV (GPS) RWY 18

CORNING MUNI (CRZ)

RNP APCH.		MISSED APPROACH: Climbing left turn to 3000 direct GUNTE and hold.	
CSQ AWOS-3	MINNEAPOLIS CENTER	CTAF	122.8 0
124.75	119.6 290.4	122.9	



<div><div>3000</div><div>GUNTE</div></div>		<div><div>ATOPY</div><div>GUNTE</div></div> <div>4 NM Holding Pattern</div>		
<div><div>RW18</div><div>3000</div><div>3.04°</div><div>TCH 40</div></div>		<div><div>177°</div><div>3000</div><div>357°</div><div>177°</div></div>		
<div>5.2 NM</div>		<div>6.3 NM</div>		
CATEGORY	A	B	C	D
LNAV MDA	1820-1	546 (600-1)	NA	
CIRCLING	1840-1 566 (600-1)	2000-1 726 (800-1)	NA	

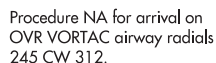
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 36
COUNCIL BLUFFS MUNI (CBF)

MISSED APPROACH: Climb to 3000 then right turn direct OVR VORTAC and hold.

UNICOM
122.725 (CTAF) **L**



NC-3, 07 AUG 2025 to 02 OCT 2025



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

COUNCIL BLUFFS MUNI (CBF)
ILS or LOC RWY 36

WAAS CH 45841 W14A	APP CRS 136°	Rwy Idg TDZE 1245 Apt Elev 1245
--	------------------------	---

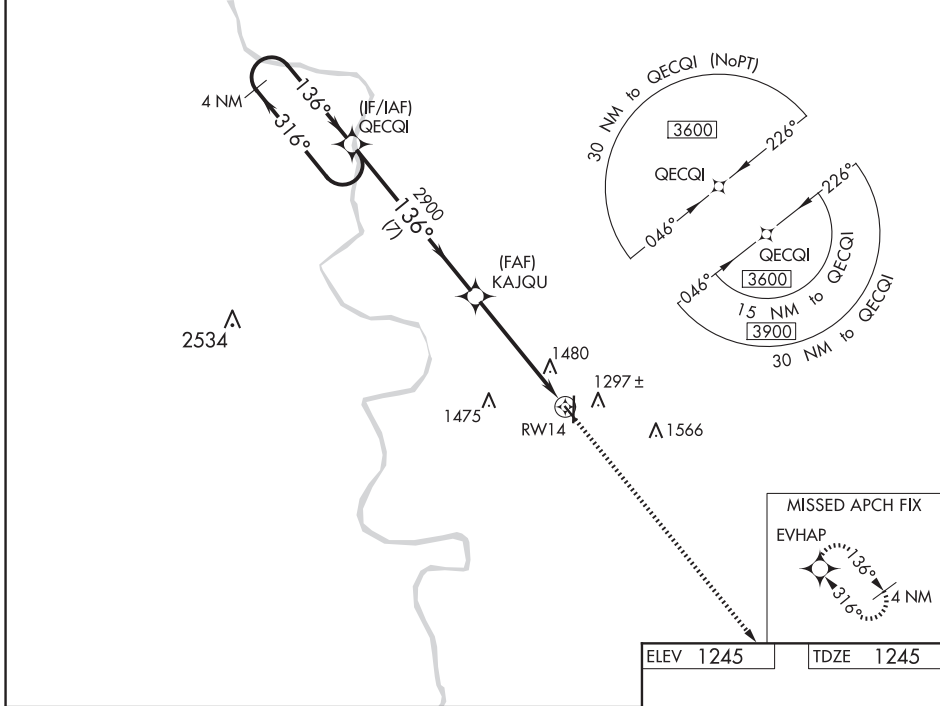
RNAV (GPS) RWY 14

COUNCIL BLUFFS MUNI (CBF)

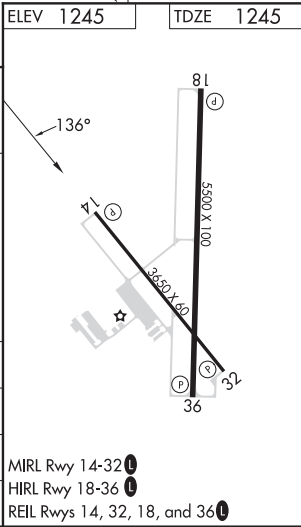
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Rwy 14 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct EVHAP and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	CLNC DEL 127.675	UNICOM 122.725 (CTAF) 0
--------------------------	-------------------------------------	----------------------------	--



4NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).		3900	EVHAP
3600		QECQI		KAJQU	2900
GP 3.00° TCH 40		2900		*1.5 NM to RW14	
7 NM		3.6 NM		RW14	
CATEGORY	A	B	C	D	
LPV DA	1495-¾		250 (300-¾)		
LNAV/VNAV DA	1816-1½		571 (600-1½)		
LNAV MDA	1740-1	495 (500-1)	1740-1¾	495 (500-1¾)	
CIRCLING	1780-1	535 (600-1)	1780-1½	1880-2	635 (700-2)



COUNCIL BLUFFS, IOWA

AL-5540 (FAA)

24249

WAAS CH 42806 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	5500 1241 1245
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18 COUNCIL BLUFFS MUNI (CBF)

RNP APCH.

⚠ Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase LPV DA to 1544 feet, LNAV/VNAV DA to 1750 feet and all MDA 60 feet and increase LPV all Cats visibility $\frac{1}{8}$ SM, LNAV Cat C and D and Circling Cat C and D visibility $\frac{1}{4}$ SM.

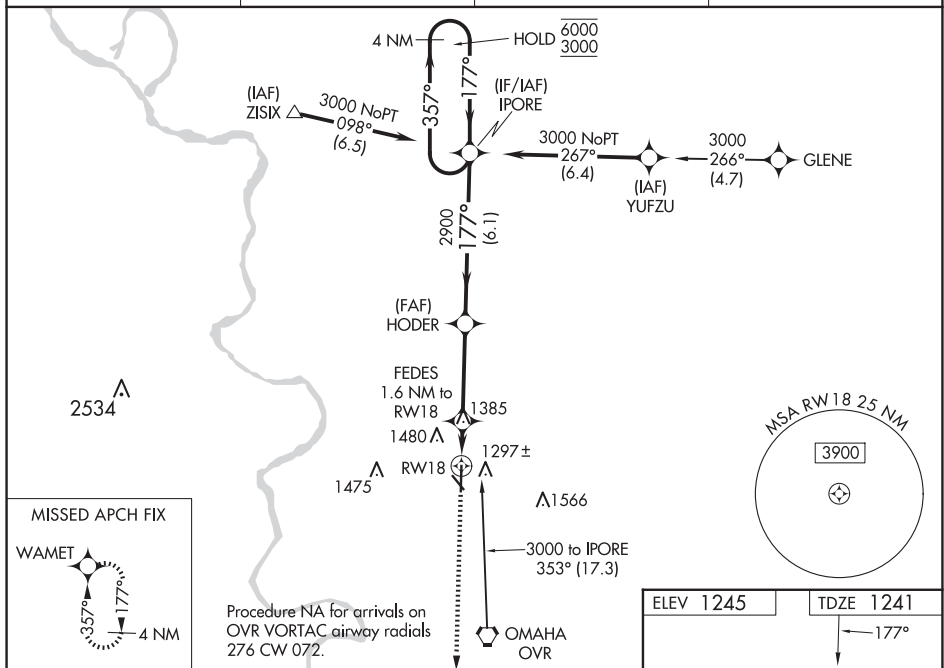
MISSED APPROACH: Climb to 3000 direct WAMET and hold.

AWOS-3
126.575

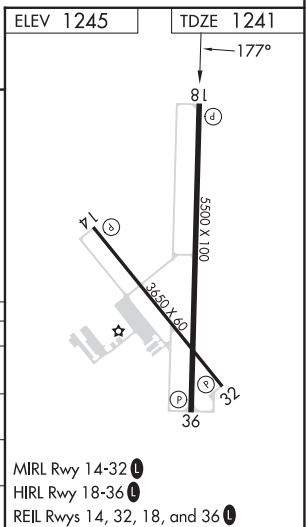
OMAHA APP CON
124.5 263.0

CLNC DEL
127.675

UNICOM
122.725 (CTAF) **0**



3000	WAMET	HODER	IPORE	4 NM Holding Pattern
*LNAV only	FEDES 1.6 NM to RW18	2900	357° → 6000 ← 177° 3000	GP 3.00° TCH 45
1780*	1.6 NM	3.5 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA		1491- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		1697-1 $\frac{3}{8}$	456 (500-1 $\frac{3}{8}$)	
LNAV MDA	1640-1	399 (400-1)	1640-1 $\frac{1}{8}$	399 (400-1 $\frac{1}{8}$)
C CIRCLING	1780-1 535 (600-1)	1840-1 595 (600-1)	1840-1 $\frac{1}{2}$ 595 (600-1 $\frac{1}{2}$)	1880-2 635 (700-2)



MIRL Rwy 14-32 **0**
HIRL Rwy 18-36 **0**
REIL Rws 14, 32, 18, and 36 **0**

COUNCIL BLUFFS, IOWA

Amdt 1A 10OCT19

41°16'N-95°46'W

COUNCIL BLUFFS MUNI (CBF)
RNAV (GPS) RWY 18

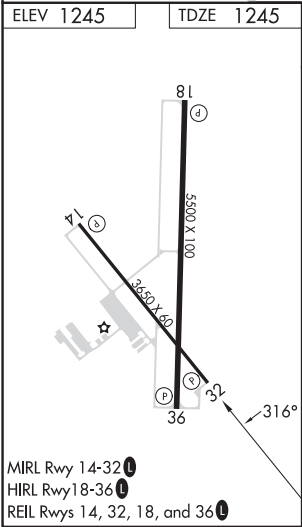
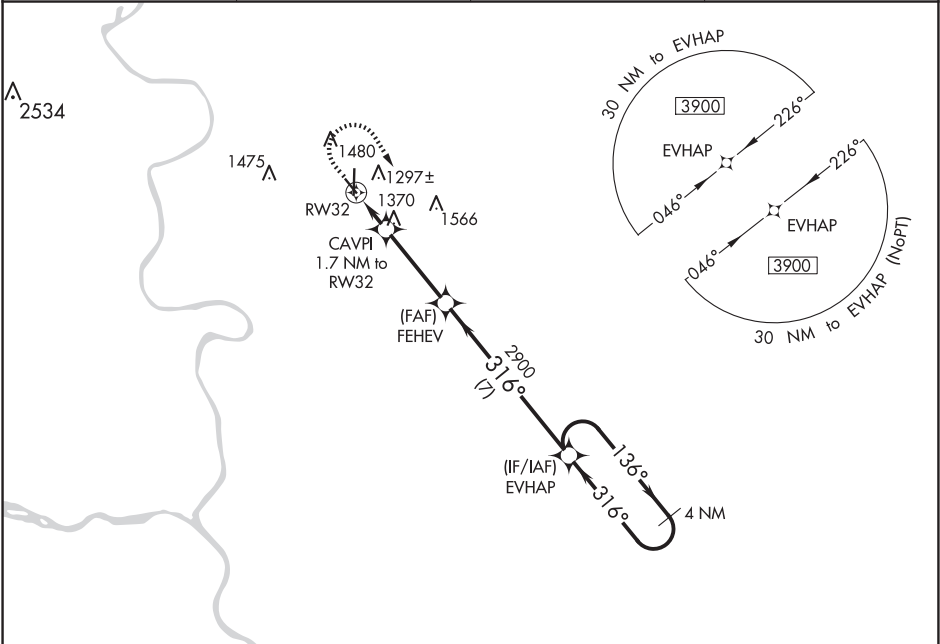
WAAS CH 90441 W32A	APP CRS 316°	Rwy Idg TDZE Apt Elev	3650 1245 1245
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

COUNCIL BLUFFS MUNI (CBF)

<div><div>⚠</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.</div></div>	MISSED APPROACH: Climb to 2000 then climbing right turn to 3900 direct EVHAP and hold.
---	--

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	CLNC DEL 127.675	UNICOM 122.725 (CTAF) 📞
--------------------------	-------------------------------------	----------------------------	--



<div><div>2000</div><div>3900</div><div>EVHAP</div></div>	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 30). 4 NM Holding Pattern			
<div><div>* LNAV only</div><div>CAVPI 1.7 NM to RW32</div><div>* 0.9 NM to RW32</div></div>	FEHEV	EVHAP	3900	
1820*		2900	136°	GP 3.00°
0.9		0.8	3.4 NM	TCH 40
CATEGORY	A	B	C	D
LPV DA	1445-¾		200 (200-¾)	
LNAV/VNAV DA	1495-¾		250 (300-¾)	
LNAV MDA	1620-1		375 (400-1)	
<div><div>📶</div><div>CIRCLING</div></div>	1780-1 535 (600-1)		1780-1½ 535 (600-1½)	1880-2 635 (700-2)

WAAS CH 53606 W36A	APP CRS 357°	Rwy Idg TDZE 1245 Apt Elev 1245
--	------------------------	---

RNAV (GPS) RWY 36

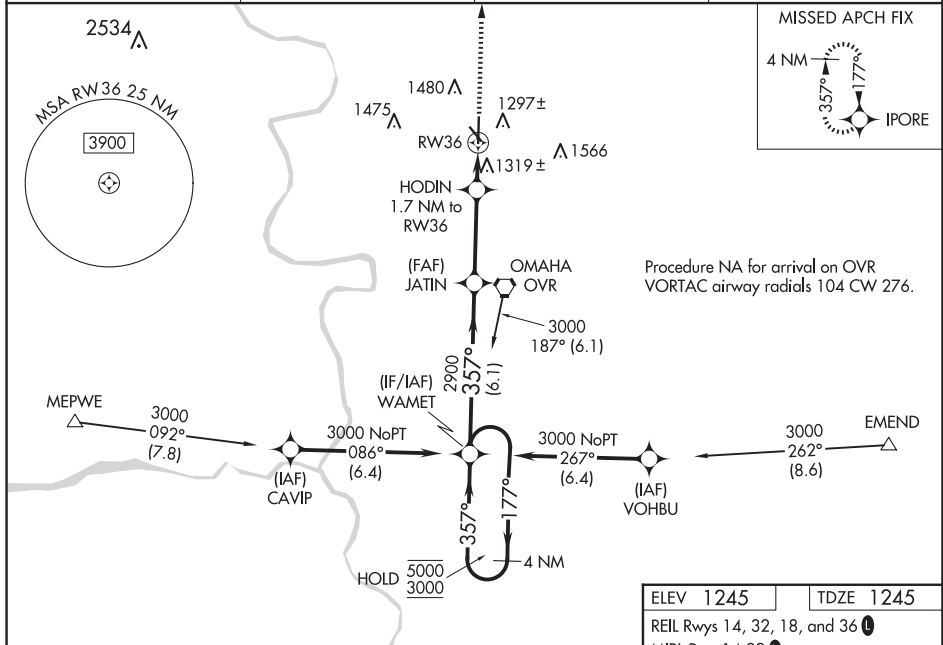
COUNCIL BLUFFS MUNI (CBF')

RNP APCH.

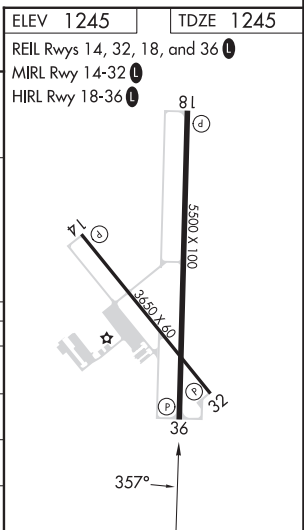
⚠ Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase LPV DA to 1498 feet, LNAV/VNAV DA to 1548 feet, and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C and D visibility ¼ SM, and Circling Cat C and D visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct IPORE and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	CLNC DEL 127.675	UNICOM 122.725 (CTAF) 0
--------------------------	-------------------------------------	----------------------------	--



4 NM Holding Pattern		WAMET	JATIN	HODIN 1.7 NM to RW36	3000 IPORE
5000 ← 177°					*LNAV only
3000 → 357°					
GP 3.00°					
TCH 50					
		6.1 NM	3.4 NM	0.8 NM	0.9 NM
					RW36
					*0.9 NM to RW36
CATEGORY		A	B	C	D
LPV DA		1445-¾ 200 (200-¾)			
LNAV/ VNAV DA		1495-¾ 250 (300-¾)			
LNAV MDA		1580-1 335 (400-1)			
CIRCLING		1780-1 535 (600-1)	1840-1 595 (600-1)	1840-1½ 595 (600-1½)	1880-2 635 (700-2)



VORTAC OVR 116.3 Chan 110	APP CRS 342°	Rwy Idg TDZE Apt Elev	N/A N/A 1245
---	------------------------	-----------------------------	---

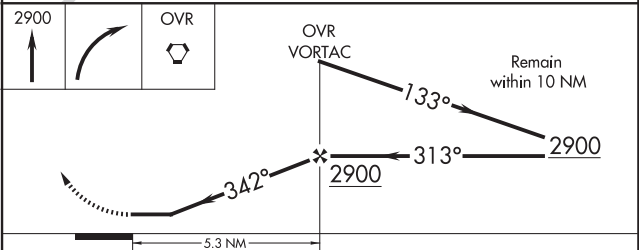
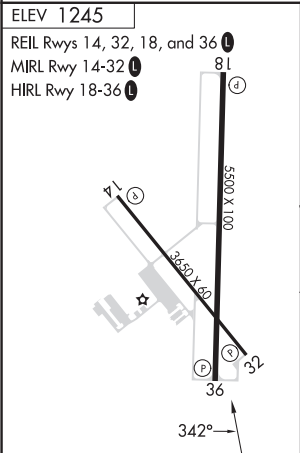
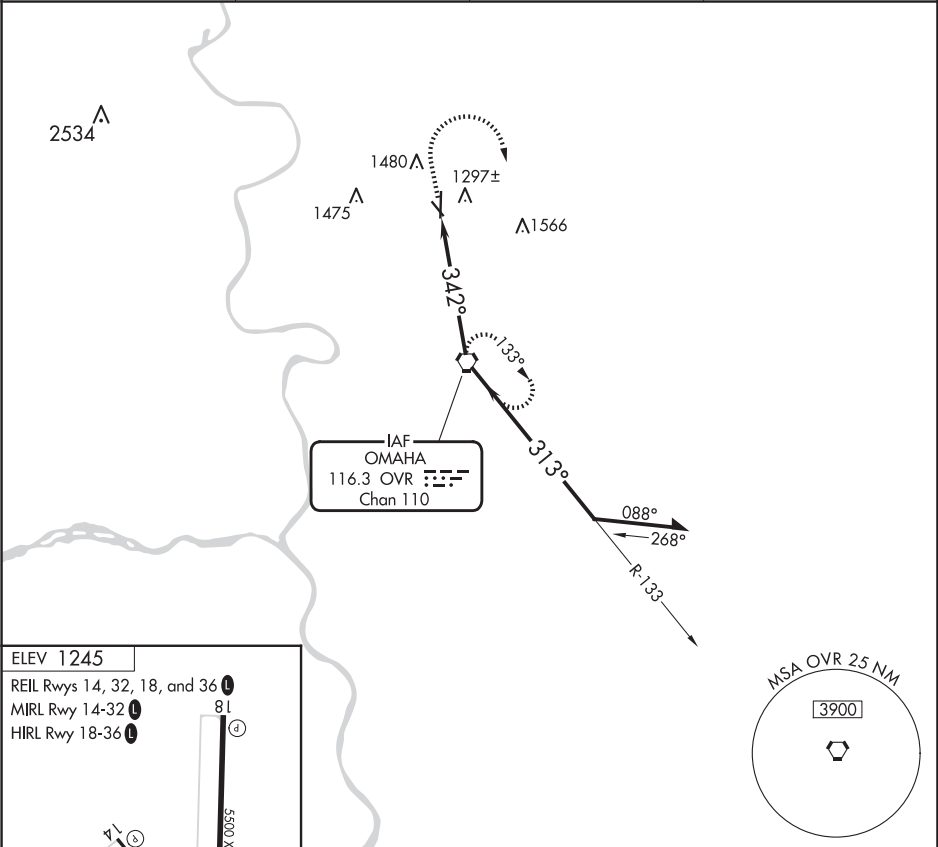
VOR-A

COUNCIL BLUFFS MUNI (CBF')

When local altimeter setting not received, use Eppley Airfield altimeter setting: increase all MDAs 60 feet and visibility Cat C and D ¼ SM.

MISSED APPROACH: Climb to 2900 then right turn direct OVR VORTAC and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	CLNC DEL 127.675	UNICOM 122.725 (CTAF) 1
--------------------------	-------------------------------------	----------------------------	--



FAF to MAP 5.3 NM						CATEGORY	A	B	C	D		
Knots	60	90	120	150	180	CIRCLING	1780-1 535 (600-1)		1840-1½ 595 (600-1½)		1880-2 635 (700-2)	
Min:Sec	5:18	3:32	2:39	2:07	1:46							

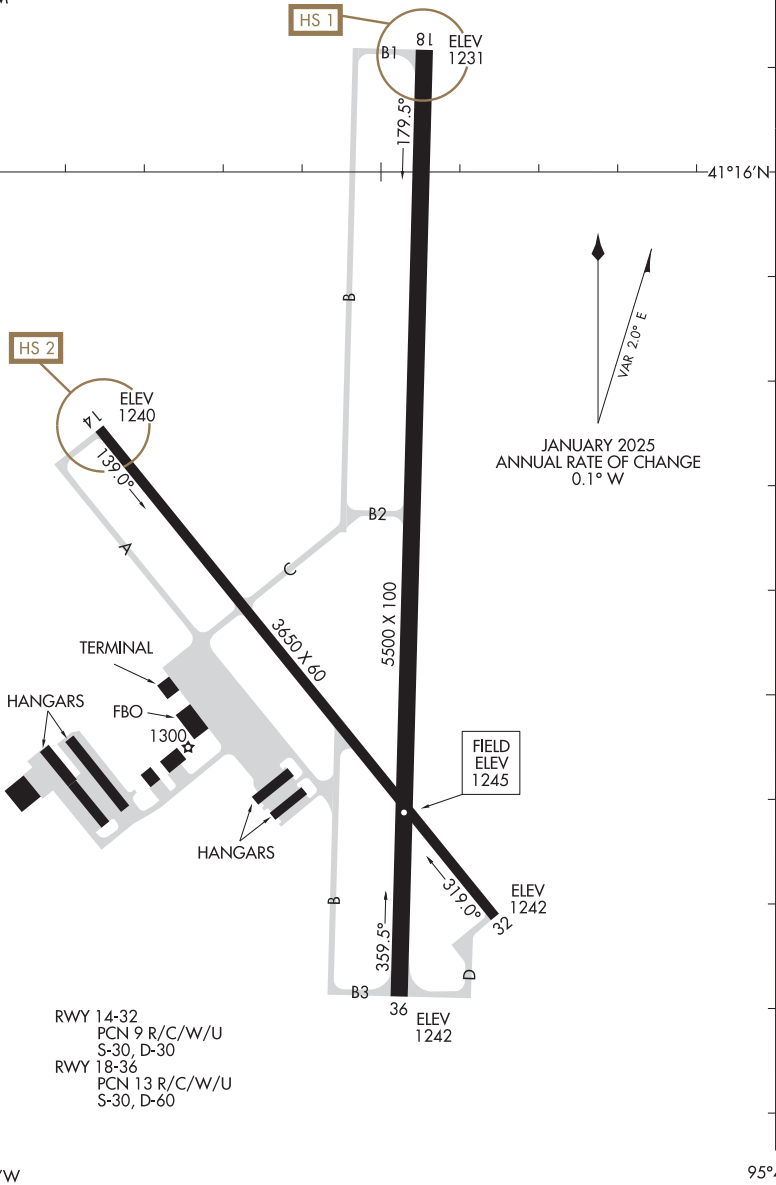
AIRPORT DIAGRAM

AL-5540 (FAA)

COUNCIL BLUFFS MUNI (CBF)

COUNCIL BLUFFS, IOWA

AWOS-3 -
126.575
CTAF/UNICOM
122.725
CLNC DEL
127.675



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25107

COUNCIL BLUFFS, IOWA

COUNCIL BLUFFS MUNI (CBF)

APP CRS
152°

Rwy Idg
TDZE
Apt Elev

2949
1279
1279

GPS RWY 15
ELLEN CHURCH FLD (CJJ)

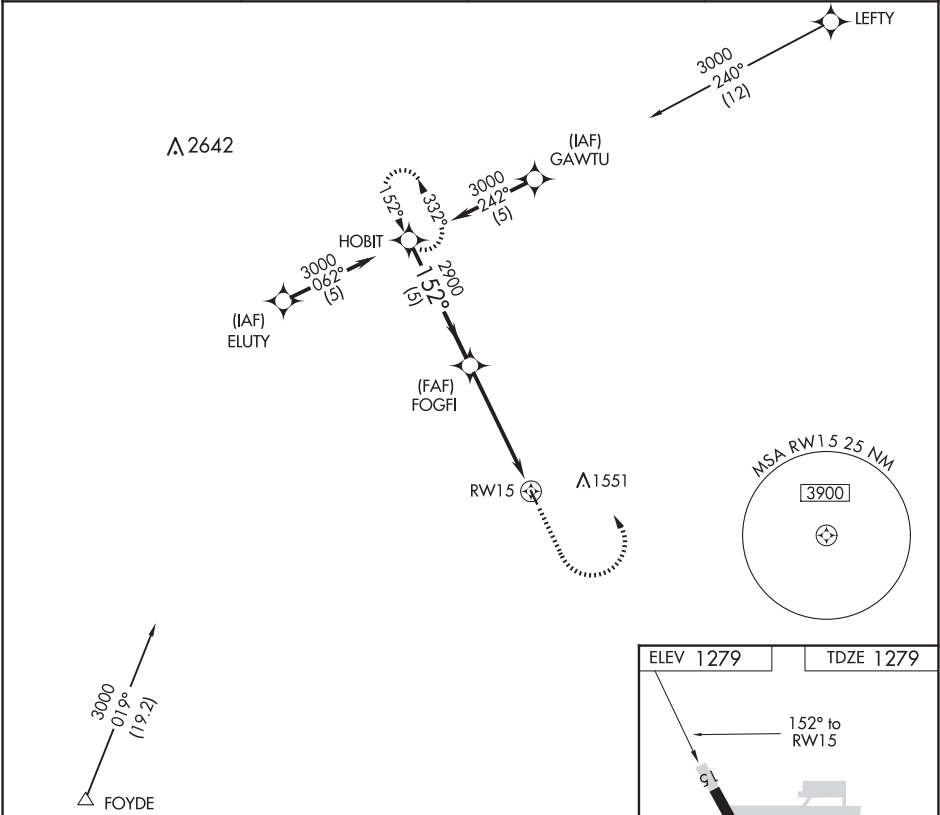
▼

▲ NA

Use Decorah Muni altimeter setting. Procedure NA at night.
Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2400, then
climbing left turn to 3000 direct HOBIT and hold.

DEH AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)	122.7 0
-----------------------	------------------------------	------------------------	---------



HOBIT

3000

Procedure Turn NA

152°

FOGFI

2900

2.98° ≥ TCH 40

RWY 15

2400

3000

HOBIT

CATEGORY	A	B	C	D
S-15	1980-1	701 (800-1)	1980-2 701 (800-2)	NA
CIRCLING	1980-1	701 (800-1)	1980-2 701 (800-2)	NA

ELEV 1279

TDZE 1279

152° to RWY 15

2949 x 50

0.35 UP 30

LIRL Rwy 15-33 0

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

CRESO, IOWA

AL-6773 (FAA)

21280

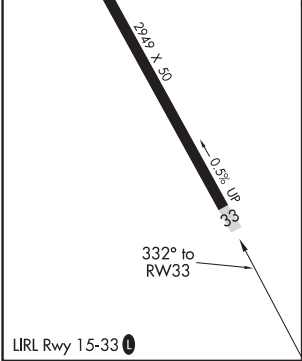
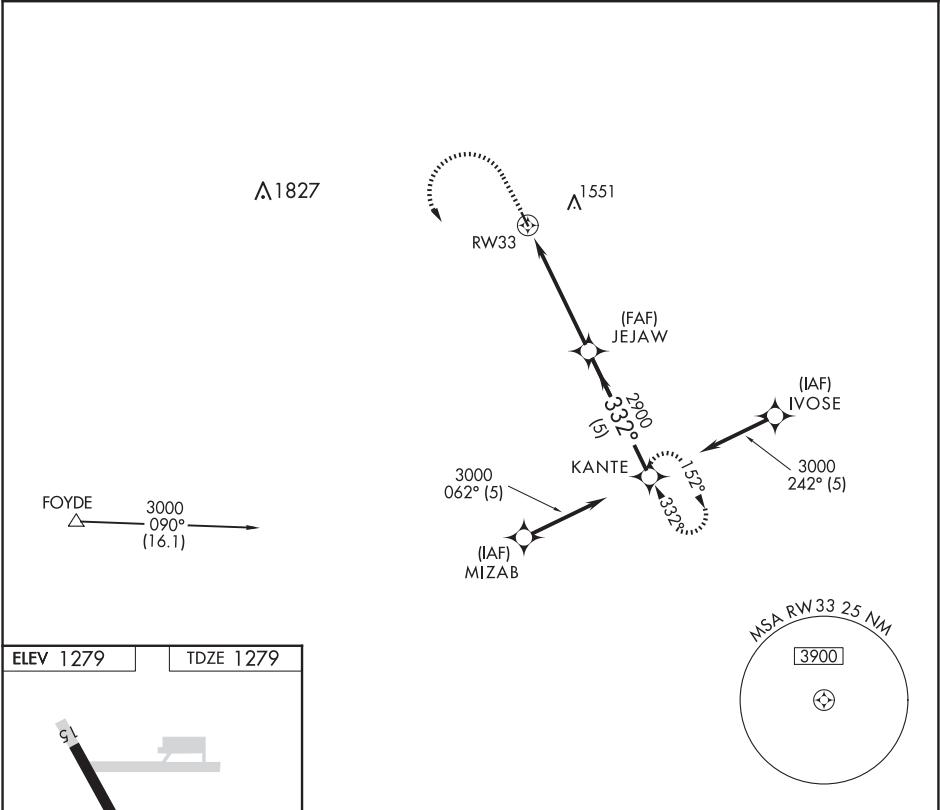
APP CRS	Rwy Idg	2949
332°	TDZE	1279
	Apt Elev	1279

GPS RWY 33

ELLEN CHURCH FLD (CJJ)

<div><div><div>▼</div><div>▲ NA</div></div></div> <div>Use Decorah Muni altimeter setting. Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct KANTE and hold.
---	---

DEH AWOS-3 120,925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)	122.7 0
-----------------------	------------------------------	------------------------	---------



<div><div><div>2400</div><div>↑</div></div><div><div>3000</div><div>↷</div></div><div><div>KANTE</div><div>✦</div></div></div> <div><div>RW33</div><div>JEJAW</div><div>KANTE</div><div>3000</div><div>332°</div><div>2900</div><div>3.01°</div><div>TCH 40</div><div>5 NM</div><div>5 NM</div><div>Procedure Turn NA</div></div>					
CATEGORY	A		B	C	D
S-33	1740-1 461 (500-1)		1740-1 ³ / ₈ 461 (500-1 ³ / ₈)	NA	
CIRCLING	1860-1 581 (600-1)		1920-1 641 (700-1)	1920-1 ³ / ₄ 641 (700-1 ³ / ₄) NA	

CRESO, IOWA
Orig-C 09SEP21

43°22'N-92°08'W

ELLEN CHURCH FLD (CJJ)
GPS RWY 33

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 62822 W16A	APP CRS 161°	Rwy Idg 4901 TDZE 1296 Apt Elev 1300
--	------------------------	---

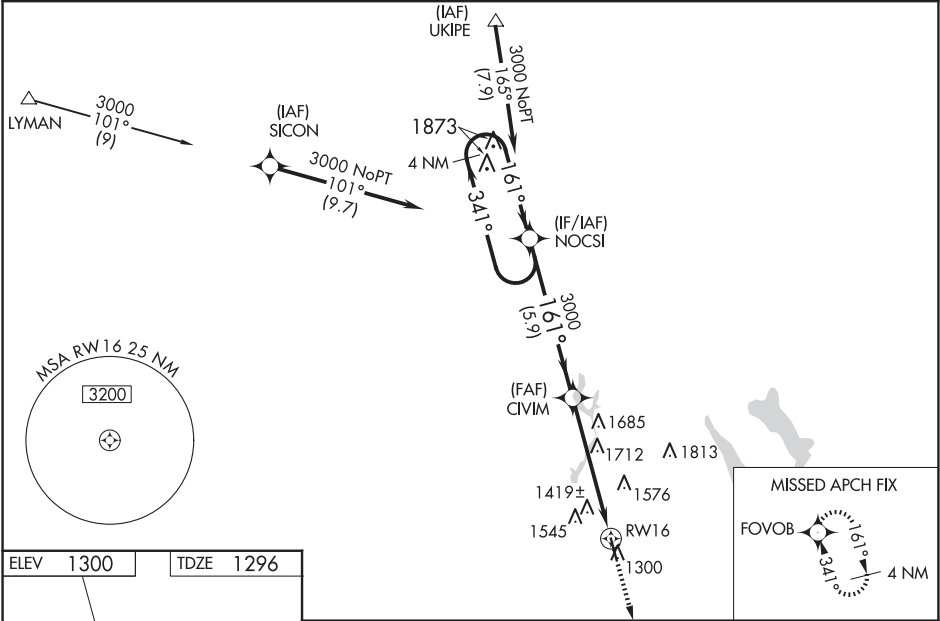
RNAV (GPS) RWY 16

CRESTON MUNI (CSQ)

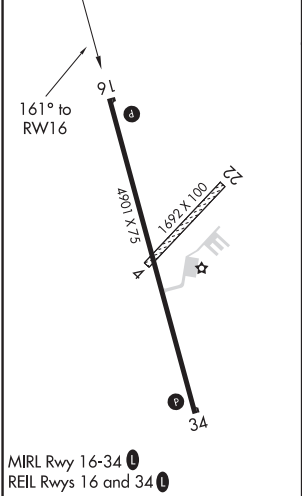
Baro-VNAV NA when using Des Moines altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy 4-22. Circling NA for Cats B and C west of Rwy 16-34. When local altimeter setting not received, use Des Moines altimeter setting and increase all DA 150 feet and all MDA 160 feet; increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV and Circling Cat A/B visibility ¼ mile, and LNAV and Circling Cat C visibility ½ mile.

MISSED APPROACH:
Climb to 3000 direct
FOVOB and hold.

AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.95	UNICOM 122.8 (CTAF)
-------------------------	--	-------------------------------



ELEV 1300	TDZE 1296
------------------	------------------



4 NM Holding Pattern		NOCSI		CIVIM		3000	FOVOB
3000		341°		161°		3000	RW16
GP 3.00°		TCH 46		5.9 NM		5.2 NM	
CATEGORY	A	B	C	D			
LPV DA	1546-1		250 (300-1)		NA		
LNAV/VNAV DA	1730-1½		434 (500-1½)		NA		
LNAV MDA	2020-1	724 (800-1)	2020-2 724 (800-2)		NA		
CIRCLING	2020-1	720 (800-1)	2020-2 720 (800-2)		NA		

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

CRESTON, IOWA

AL-5531 (FAA)

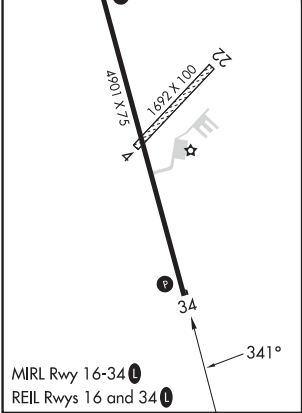
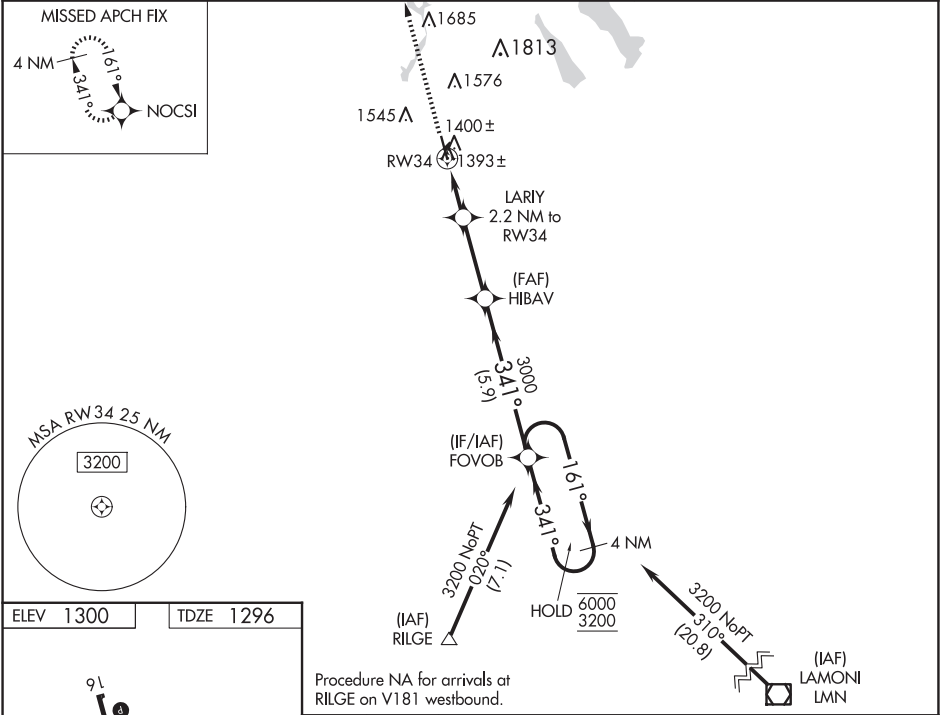
24361



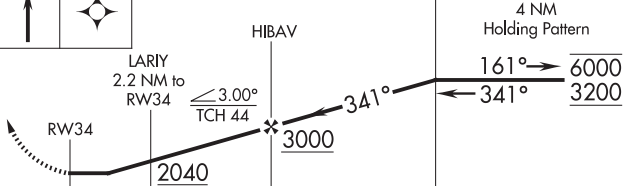
WAAS CH 82422 W34A	APP CRS 341°	Rwy Idg 4901 TDZE 1296 Apt Elev 1300
--	------------------------	---

RNAV (GPS) RWY 34
CRESTON MUNI (CSQ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct NOCSI and hold.
-----------------	---

AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.95	UNICOM 122.8 (CTAF) ①
-------------------------	--	---------------------------------



3000	NOCSI	FOVOB			
					
CATEGORY	A	B	C	D	
LP MDA	1660-1	364 (400-1)		NA	
LNAV MDA	1660-1	364 (400-1)		NA	
CIRCLING	1720-1 420 (500-1)	1820-1 520 (600-1)	1940-1¾ 640 (700-1¾)	NA	

CRESTON, IOWA
Amdt 2 26DEC24

41°01'N-94°22'W

RNAV (GPS) RWY 34

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

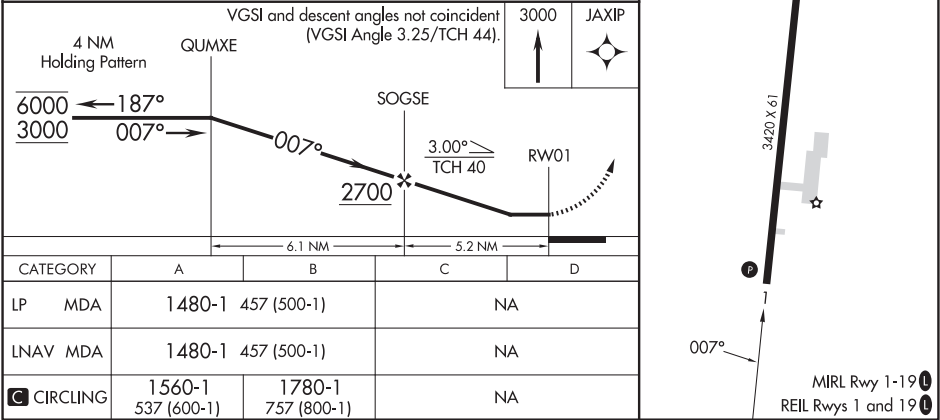
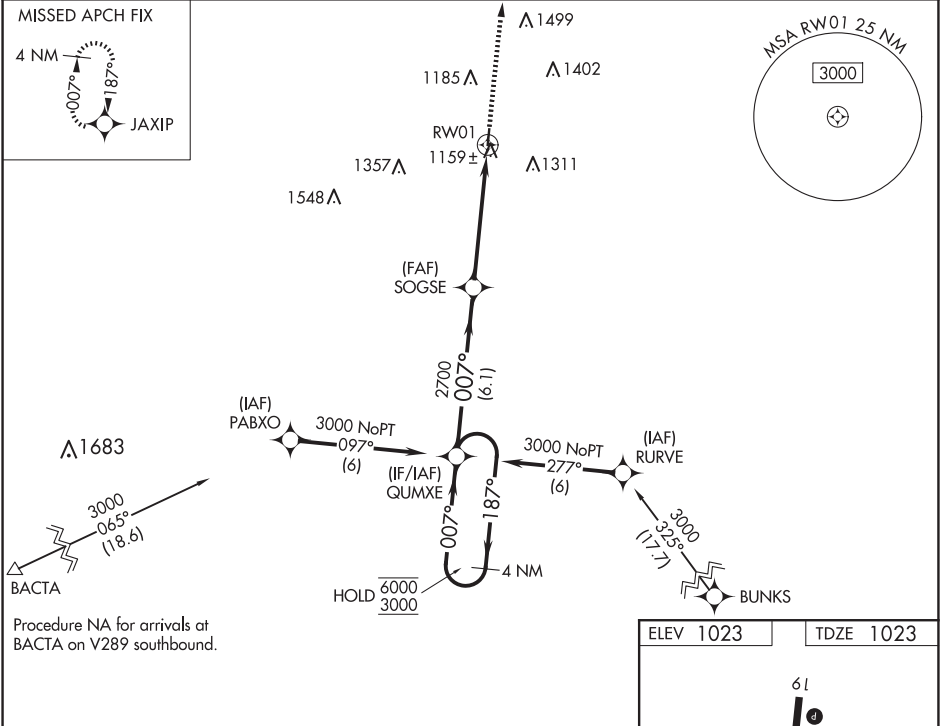
WAAS CH 70543 W01A	APP CRS 007°	Rwy Idg TDZE Apt Elev	3420 1023 1023
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 1

CUBA MUNI (UBX)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct JAXIP and hold.
<div><div></div><div>Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use Rolla/Vichy altimeter setting; when not received, use Fort Leonard Wood altimeter setting, increase all MDAs 60 feet and increase Cat B Circling visibility ¼ SM.</div></div>		

VIH ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	UNICOM 122.8 (CTAF) 1
----------------------------	---	---------------------------------



RNAV (GPS) RWY 19
CUBA MUNI (UBX)

NA Circling to Rwy 1 NA at night. Circling NA for Cat B east of Rwy 19-1. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV NA. Use Rolla/Vichy altimeter setting; when not received, use Fort Leonard Wood altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV Cat A/B and LNAV/VNAV Cat A/B visibilities $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3000
direct QUMXE and hold.

Procedure NA for arrivals at VIH VOR/DME airway radials 315 CW 132.

VICHY VIH

3000 051° (10.8)

MSA RW19 25 NM

3000

1548

ELEV 1023 TDZE 1023

187°

4 NM

007°

187°

3000 NoPT 097° (6)

(IAF) KOMGE

(IF/IAF) JAXIP

3000 NoPT 277° (6)

(IAF) IFOKY

2700 187° (6.1)

(FAF) NIVNE

ZAKIP 1.7 NM to RW19

1185

1139±

RW19

1499

1402

1357

1311

6000 3000

HOLD

3000 231° (9)

STEER

MISSED APCH FIX

QUMXE

007°

187°

4 NM

CUBA MUNI (IRX)

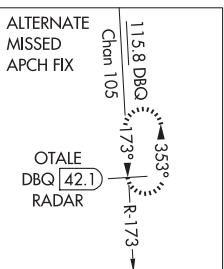
RNAV (GPS) RWY 19

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 15
DAVENPORT MUNI (DVN)

MALSR

123.0 (CTAF) **L**

ELEV 751

TDZE 751

149°

551 X 100

4001 X 100

A5

1

3

33

MIRL Rwy 3-21 **L**

HIRL Rwy 15-33 **L**

REIL Rws 3, 21, and 33 **L**

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3, 07 AUG 2025 to 02 OCT 2025

DAVENPORT, IOWA

AL-949 (FAA)

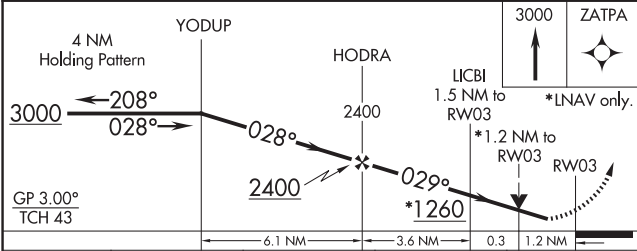
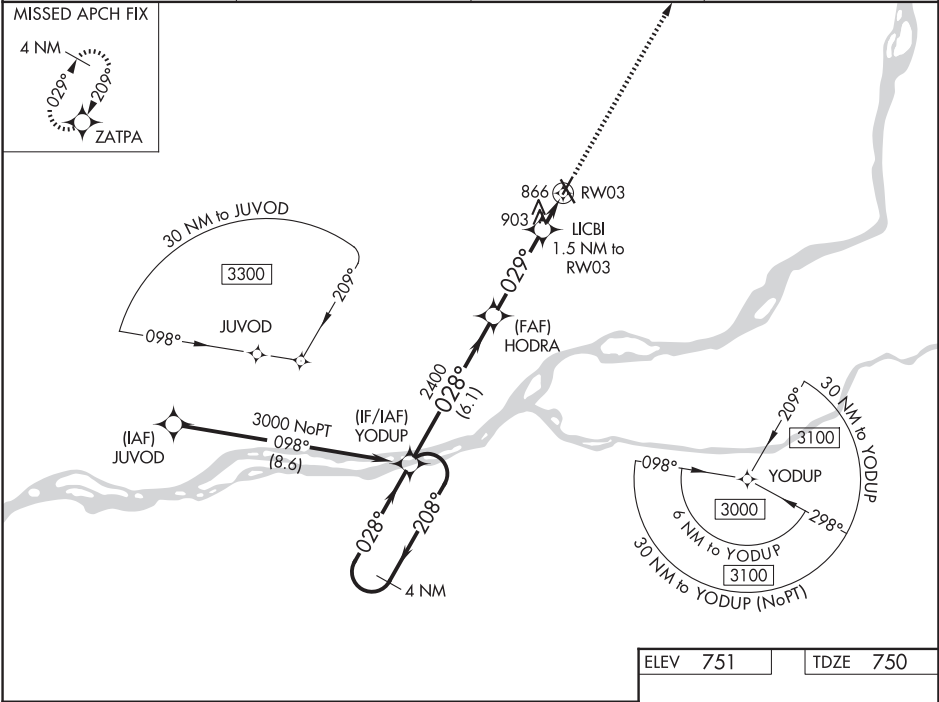
25219

WAAS CH 42620 W03A	APP CRS 029°	Rwy Ldg TDZE Apt Elev	4001 750 751
--	------------------------	-----------------------------	---

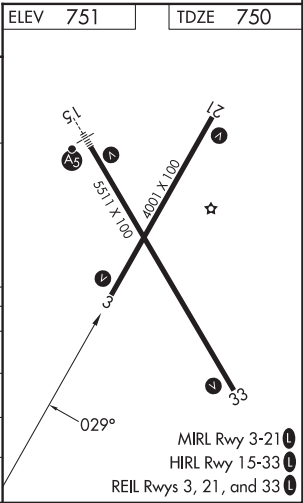
RNAV (GPS) RWY 3
DAVENPORT MUNI (DVN)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct ZATPA and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 3 helicopter visibility reduction below ¾ SM NA.	

ASOS 120.175	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
------------------------	--	---------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1000-1		250 (300-1)	
LNAV/VNAV DA	1171-1¾		421 (500-1¾)	
LNAV MDA	1160-1	410 (500-1)	1160-1½	410 (500-1½)
CIRCLING	1300-1	549 (600-1)	1300-1½ 549 (600-1½)	1320-2 569 (600-2)



DAVENPORT, IOWA
Amdt 1E 08OCT20

41°37'N-90°35'W

DAVENPORT MUNI (DVN)
RNAV (GPS) RWY 3

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 81821 W15A	APP CRS 149°	Rwy Ldg TDZE 751 Apt Elev 751
--	------------------------	---

RNAV (GPS) RWY 15

DAVENPORT MUNI (DVN)

RNP APCH.

▼

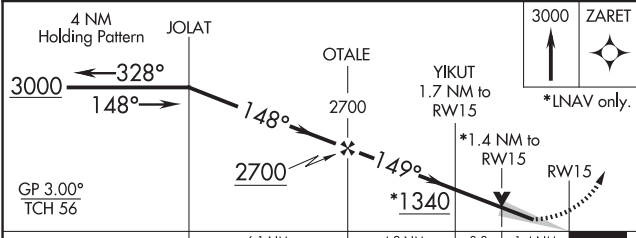
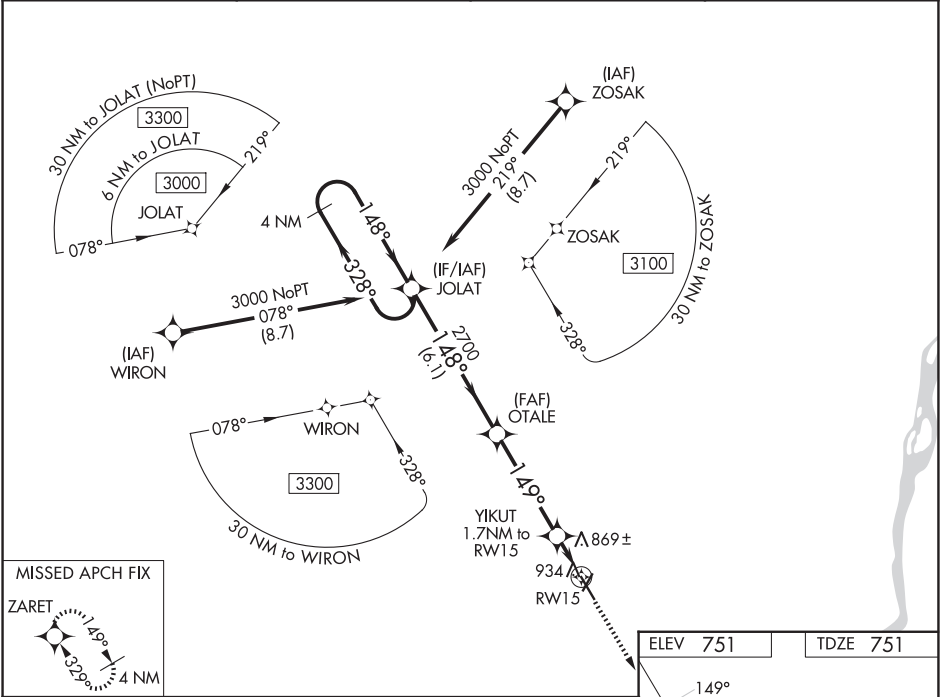
▲

For inoperative ALS, increase LNAV/VNAV visibility to 1½ SM LNAV Cat C/D visibility to 1½ SM.

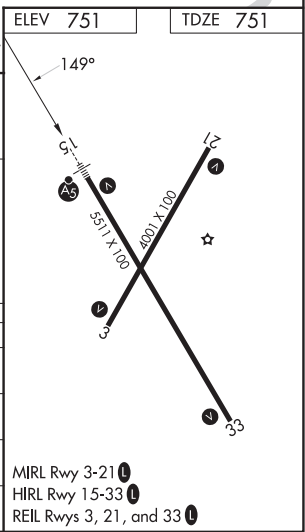
MALSR

MISSED APPROACH: Climb to 3000 direct ZARET and hold.

ASOS 120.175	QUAD CITY APP CON ★ 125.95 257.8	CINC DEL 118.35	UNICOM 123.0 (CTAF) ①
------------------------	--	---------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	951-½ 200 (200-½)			
LNAV/VNAV DA	1171-⅞ 420 (500-⅞)			
LNAV MDA	1240-½ 489 (500-½)	1240-1 489 (500-1)		
CIRCLING	1300-1 549 (600-1)	1300-1½ 549 (600-1½)	1320-2 569 (600-2)	



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 21
DAVENPORT MUNI (DVN)

MISSED APPROACH: Climb to 3000 direct YODUP and hold.

MIRL Rwy 3-21 **L**
HIRL Rwy 15-33 **L**
REIL Rws 3, 21, and 33 **L**

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 45).

4 NM Holding Pattern

ZATPA

*RNAV only.

JUNRI 1.7 NM to RW21

NUTGE 2400

209°

029° → 3000 ← 209°

GP 3.00° TCH 52

CATEGORY	A	B	C	D
LPV DA		1046-1	296 (300-1)	
LNAV/VNAV DA		1184-1½	434 (500-1½)	
LNAV MDA	1180-1	430 (500-1)	1180-1¼	430 (500-1¼)
CIRCLING	1220-1	469 (500-1)	1300-1½ 549 (600-1½)	1320-2 569 (600-2)

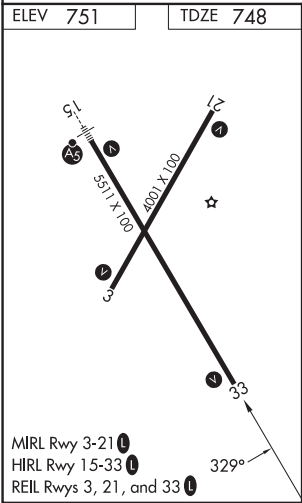
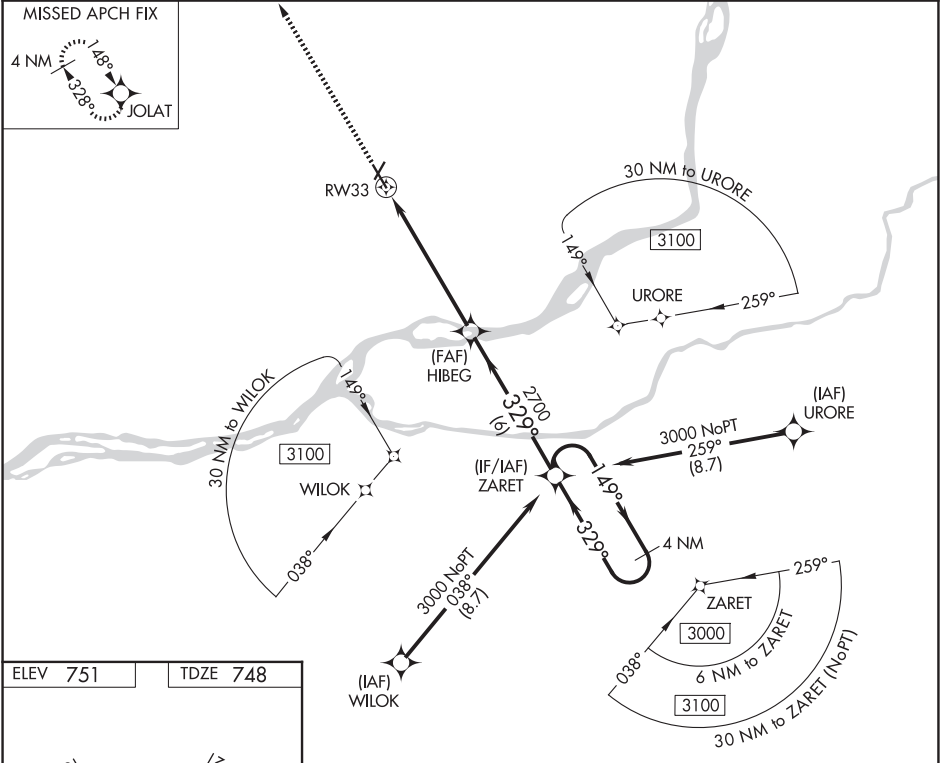
DAVENPORT MUNI (DVN)
RNAV (GPS) RWY 21


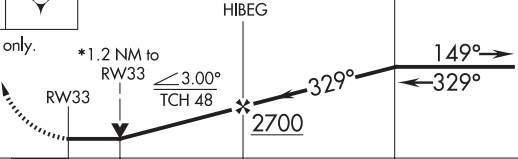
WAAS CH 56324 W33A	APP CRS 329°	Rwy Ldg TDZE 748 Apt Elev 751
--	------------------------	---

RNAV (GPS) RWY 33

DAVENPORT MUNI (DVN)

RNP APCH. Rwy 33 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 3000 direct JOLAT and hold.	
ASOS 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0



3000 ↑		JOLAT 		4 NM Holding Pattern	
*LNAV only.					
					
CATEGORY		A		B	
LP MDA		1160-1 412 (500-1)		1160-1½ 412 (500-1½)	
LNAV MDA		1160-1 412 (500-1)		1160-1½ 412 (500-1½)	
CIRCLING		1300-1 549 (600-1)		1300-1½ 549 (600-1½)	
				1320-2 569 (600-2)	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

DAVENPORT, IOWA

AL-949 (FAA)

25219

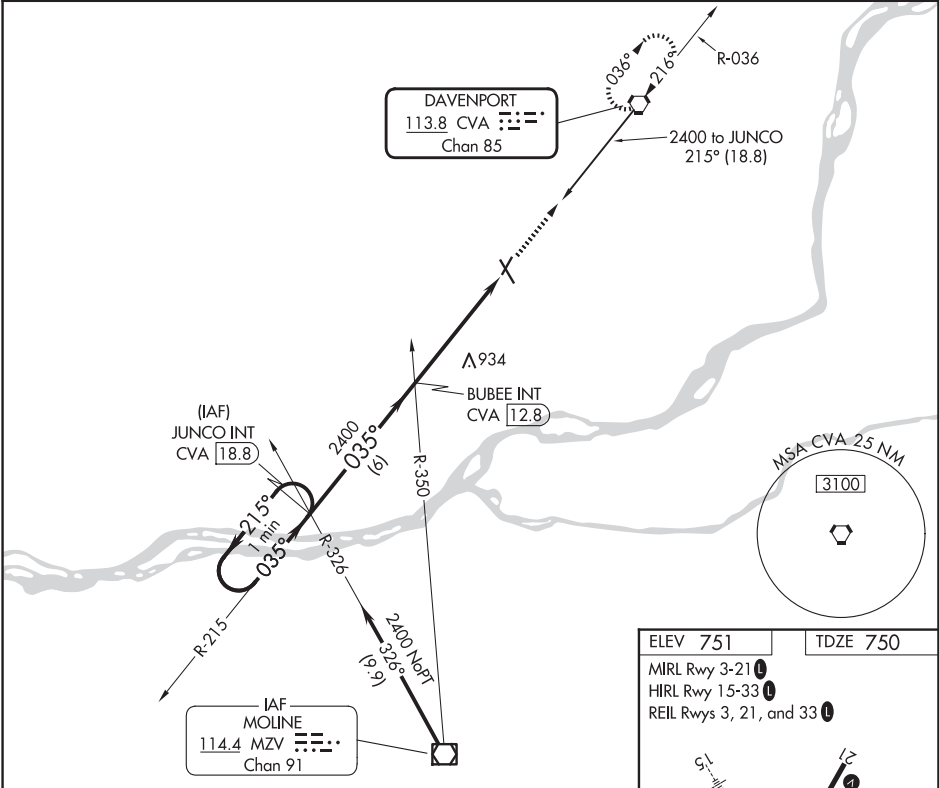
VORTAC CVA	APP CRS	Rwy Ldg	4001
113.8	035°	TDZE	750
Chan 85		Apt Elev	751

VOR RWY 3
DAVENPORT MUNI (DVN)

Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2400 direct CVA VORTAC and hold.

ASOS 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
------------------------	--	---------------------------	---------------------------------



<div>One Minute Holding Pattern</div>	JUNCO INT CVA 18.8		BUBEE INT CVA 12.8		2400	CVA
					↑	⬡
CATEGORY	A	B	C	D		
S-3	1240-1 490 (500-1)		1240-1 ³ / ₈ 490 (500-1 ³ / ₈)	1240-1 ¹ / ₂ 490 (500-1 ¹ / ₂)		
CIRCLING	1300-1 549 (600-1)		1300-1 ¹ / ₂ 549 (600-1 ¹ / ₂)	1320-2 569 (600-2)		

ELEV 751

TDZE 750

MIRL Rwy 3-21 0
HIRL Rwy 15-33 0
REIL Rws 3, 21, and 33 0

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

DAVENPORT, IOWA
Amdt 9C 08OCT20

41°37'N-90°35'W

DAVENPORT MUNI (DVN)
VOR RWY 3

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC CVA	APP CRS	Rwy Ldg	4001
113.8	216°	TDZE	750
Chan 85		Apt Elev	751

VOR RWY 21
DAVENPORT MUNI (DVN)

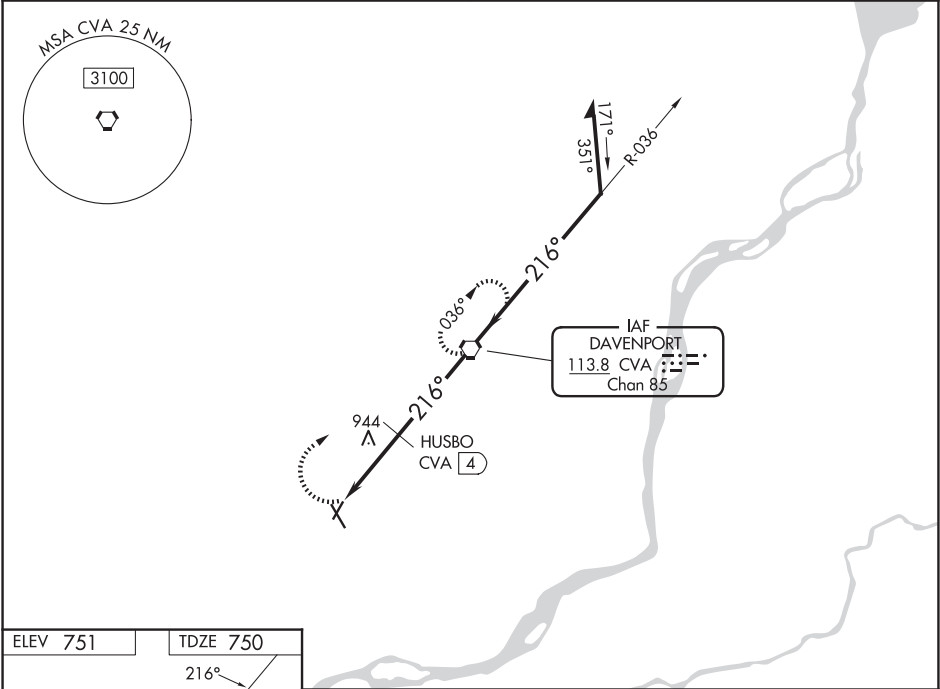
⚠

⚠

Rwy 21 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use MLL altimeter setting and increase all MDAs 60 feet and S-21 visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climbing right turn to 2400 direct CVA VORTAC and hold.

ASOS 120.175	QUAD CITY APP CON* 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
------------------------	---	---------------------------	---------------------------------



ELEV 751

TDZE 750

216°

551 X 100

4001 X 100

3

35

MIRL Rwy 3-21 **1**

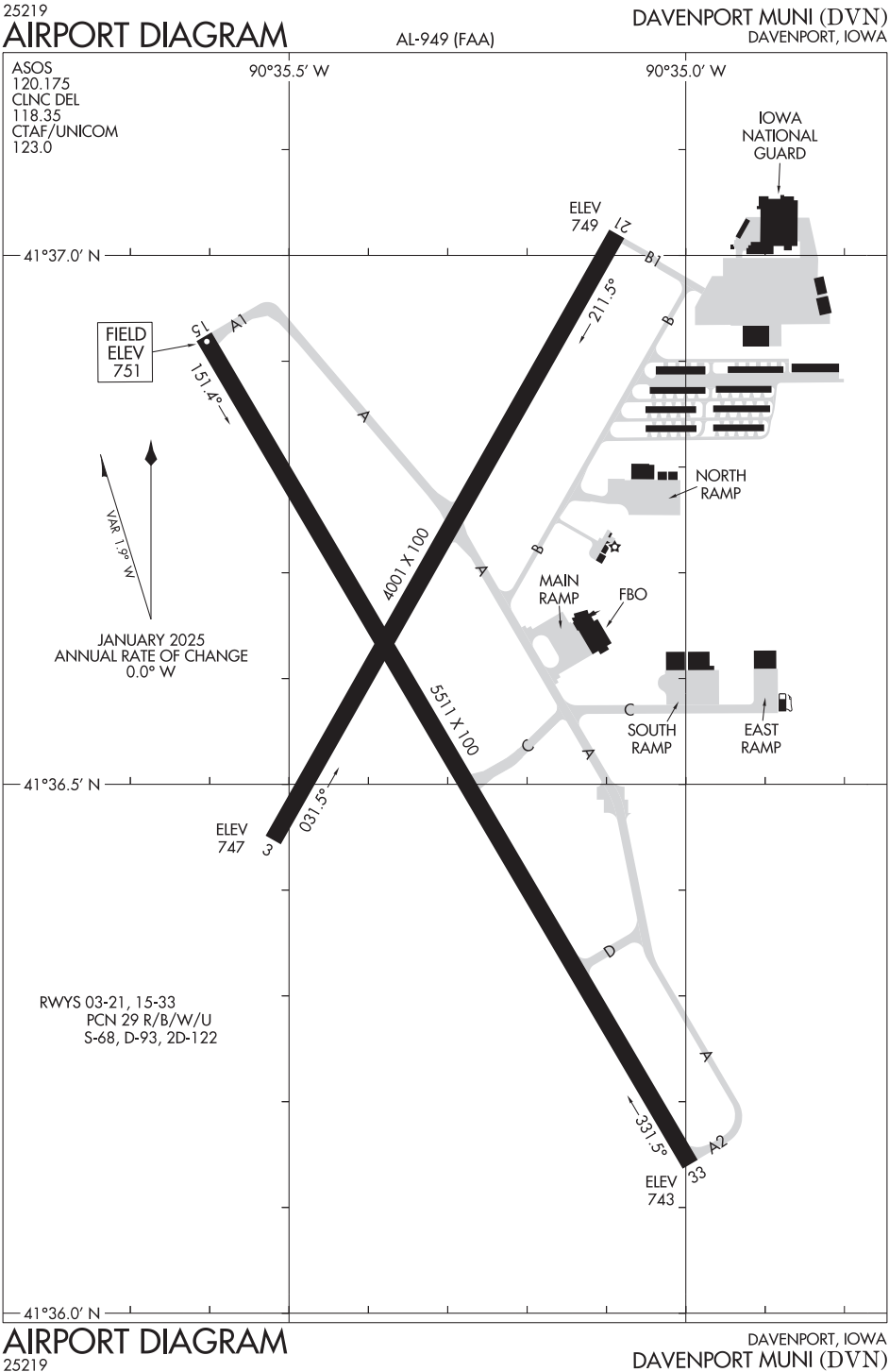
HIRL Rwy 15-33 **1**

REIL Rwys 3, 21, and 33 **1**

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

2400 CVA		CVA VORTAC 2700		Remain within 10 NM	
CVA 7.1		HUSBO CVA 4		2400	
1260*		2400		*1320 when using MLL altimeter setting.	
3.1 NM		4 NM			
CATEGORY	A	B	C	D	
S-21	1260-1 510 (600-1)		1260-1⅓ 510 (600-1⅓)		
CIRCLING	1300-1 549 (600-1)		1300-1½ 549 (600-1½)		1320-2 569 (600-2)
HUSBO FIX MINIMUMS (DME REQUIRED)					
S-21	1200-1 450 (500-1)		1200-1⅓ 450 (500-1⅓)		
CIRCLING	1300-1 549 (600-1)		1300-1½ 549 (600-1½)		1320-2 569 (600-2)



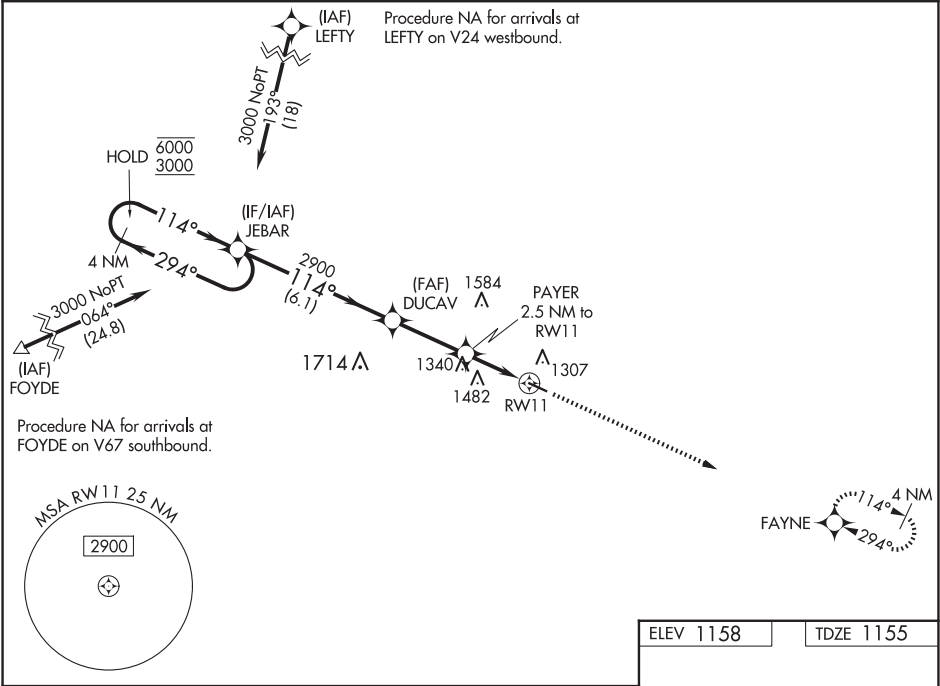
WAAS CH 78021 W11A	APP CRS 114°	Rwy Idg 4001 TDZE 1155 Apt Elev 1158
--	------------------------	---

RNAV (GPS) RWY 11

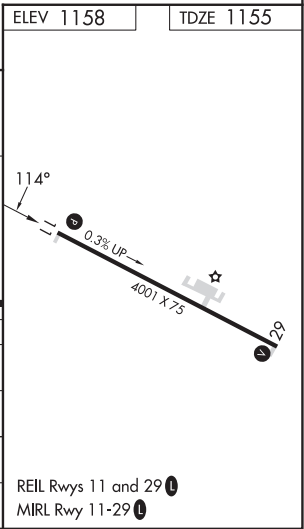
DECORAH MUNI (DEH)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3200 direct FAYNE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0
--------------------------	-------------------------------------	--



4 NM Holding Pattern		JEBAR	DUCAV	PAYER 2.5 NM to RW11	1.3 NM to RW11	RW11
6000 ← 294°		2900	2900	1980		
3000 → 114°						
GP 3.00°						
TCH 40						
		6.1 NM	2.9 NM	1.2 NM	1.3 NM	
CATEGORY		A	B	C	D	
LPV DA		1405-1	250 (300-1)		NA	
LNAV/VNAV DA		1405-1	250 (300-1)		NA	
LNAV MDA		1600-1	445 (500-1)		NA	
CIRCLING		1620-1	462 (500-1)		NA	



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

DECORAH, IOWA

AL-5678 (FAA)

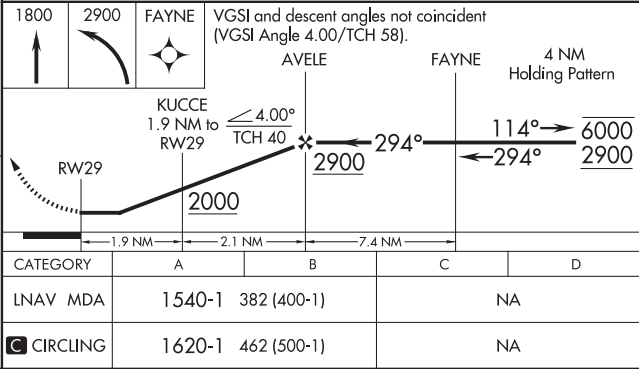
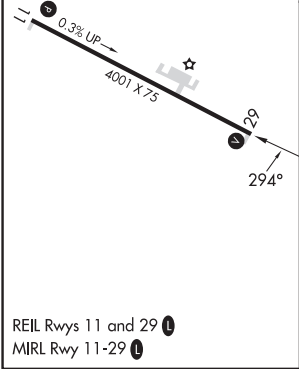
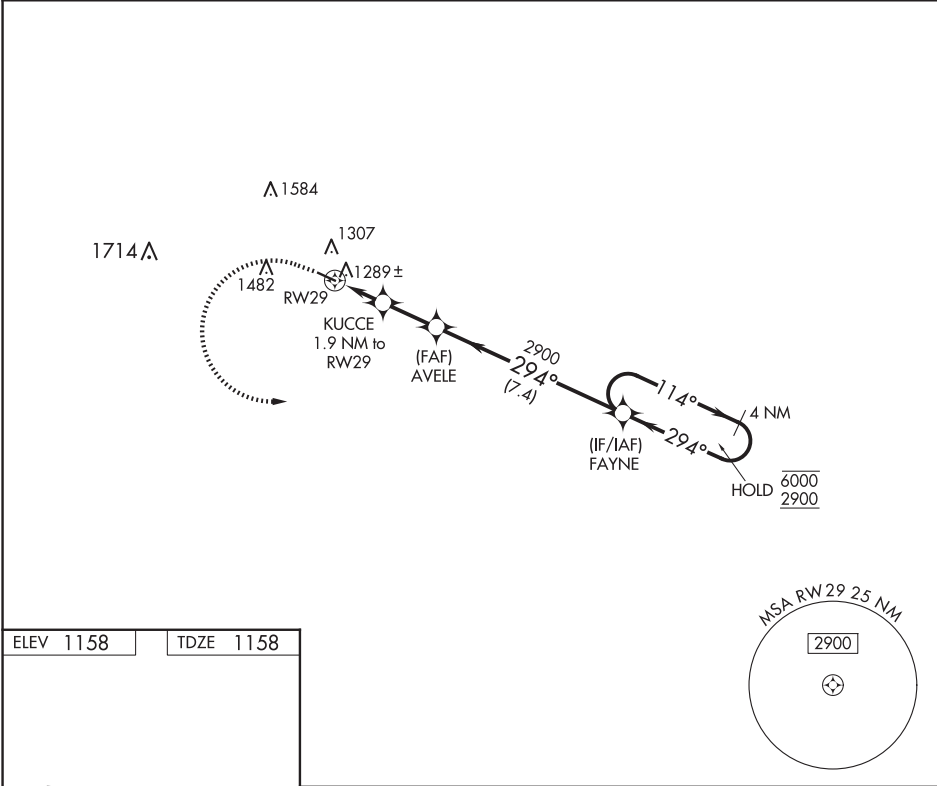
24277

APP CRS	Rwy Idg	4001
294°	TDZE	1158
	Apt Elev	1158

RNAV (GPS) RWY 29
DECORAH MUNI (DEH)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1800 then climbing left turn to 2900 direct FAYNE and hold.
▼ ▲ Rwy 29 helicopter visibility reduction below 1 SM NA.	

AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0
-------------------	------------------------------	--------------------------



DECORAH, IOWA
Amdt 1A 03OCT24

43°17'N-91°44'W

DECORAH MUNI (DEH)
RNAV (GPS) RWY 29

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90409 W12A	APP CRS 120°	Rwy Idg TDZE Apt Elev	5000 1274 1274
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 12

DENISON MUNI (DNS)

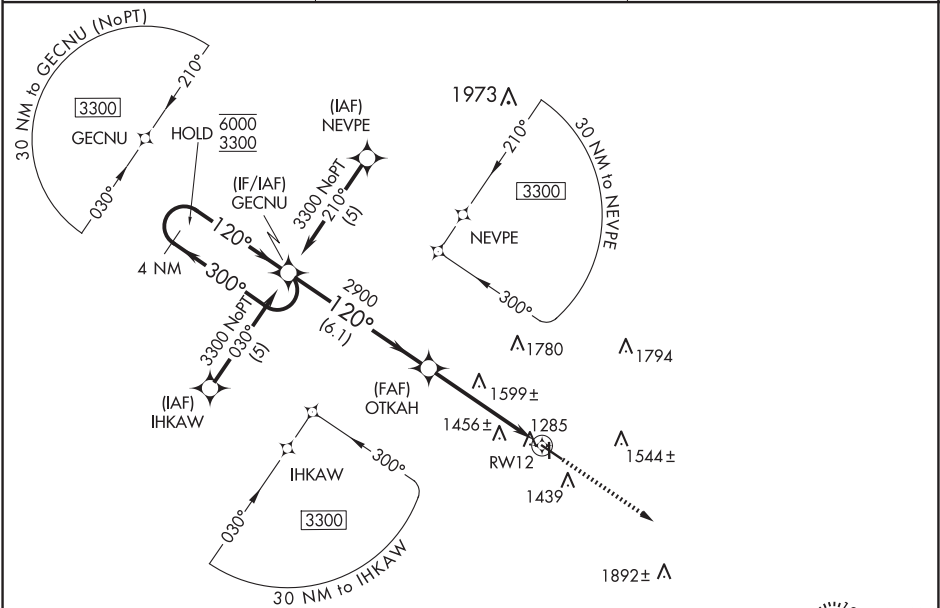
RNP APCH-GPS.

⚠

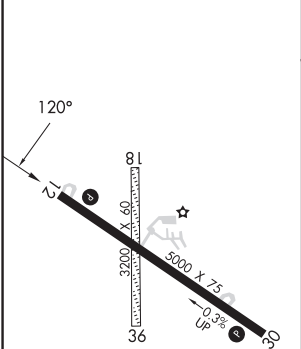
Circling NA to Rwy 18 and 36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using Carroll altimeter setting. When local altimeter setting not received, use Carroll altimeter setting; increase LPV DA 1596 feet, LNAV/VNAV DA to 1626 feet; increase all MDAs 80 feet and visibility LNAV Cat C ½ SM and Circling Cat C ¼ SM.

MISSED APPROACH:
Climb to 3900 direct
OTLAZ and hold.

AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
-------------------------	--	---------------------------------



ELEV 1274	TDZE 1274
-----------	-----------



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

3900 OTLAZ

*LNAV only

6000 ← 300°

3300 → 120°

GP 3.00° TCH 40

2900

2900

6.1 NM

3.1 NM

1.8 NM

RW12

CATEGORY	A	B	C	D
LPV DA	1524-1	250 (300-1)		NA
LNAV/VNAV DA	1554-1	280 (300-1)		NA
LNAV MDA	1860-1	586 (600-1)	1860-1¾ 586 (600-1¾)	NA
CIRCLING	1860-1 586 (600-1)	1880-1 606 (700-1)	2100-2½ 826 (900-2½)	NA

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

DENISON, IOWA

AL-5458 (FAA)

24193

WAAS CH 45908 W30A	APP CRS 300°	Rwy Idg TDZE 1266 Apt Elev 1274
--	------------------------	---

RNAV (GPS) RWY 30

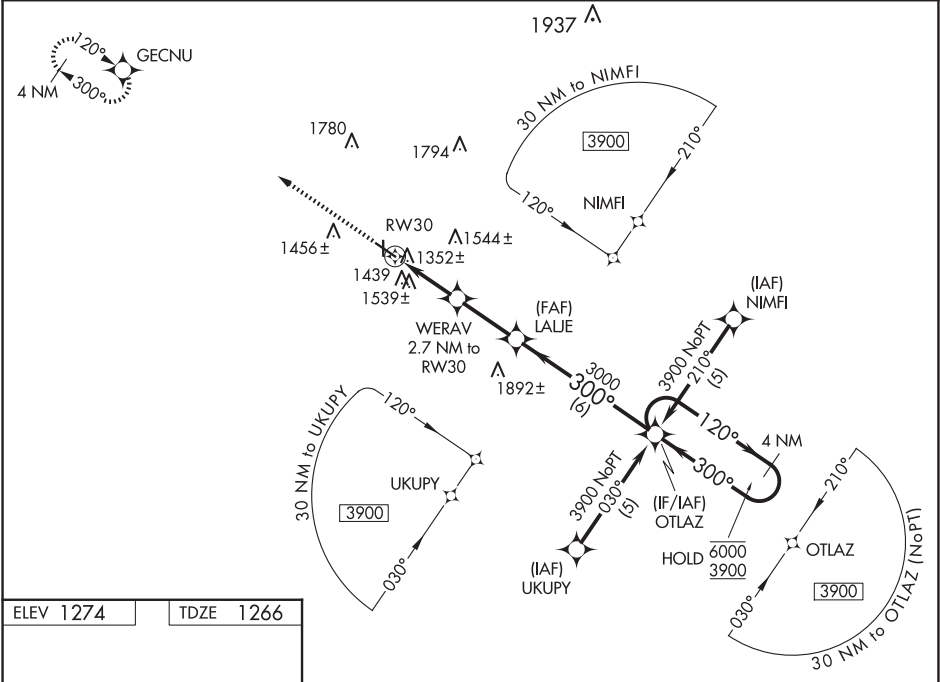
DENISON MUNI (DNS)

RNP APCH-GPS.

⚠ Circling NA to Rwys 18 and 36. Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using Carroll altimeter setting. When local altimeter setting not received, use Carroll altimeter setting; increase LPV DA to 1623 feet, increase LNAV/VNAV DA to 1925 feet and all visibilities $\frac{1}{8}$ SM, increase all MDA 80 feet; increase LNAV and Circling visibility Cat C $\frac{1}{4}$ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below - 17°C or above 54°C.

MISSED APPROACH:
Climb to 3300 direct GECNU and hold.

AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)
-------------------------	--	-------------------------------



ELEV 1274 TDZE 1266

MIRL Rwy 12-30
REIL Rwy 12 and 30

3300	GECNU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 40).		4 NM	Holding Pattern
*LNAV only		WERAV 2.7 NM to RW30	LALJE	3000	120° → 6000 ← 300° 3900
RW30		*1.6 NM to RW30	*2140		
		1.6 NM	1.1 NM	2.6 NM	6 NM
CATEGORY	A	B	C	D	
LPV DA	1551-1	285 (300-1)		NA	
LNAV/VNAV DA	1853-1 $\frac{3}{4}$	587 (600-1 $\frac{3}{4}$)		NA	
LNAV MDA	1800-1	534 (600-1)	1800-1 $\frac{1}{2}$ 534 (600-1 $\frac{1}{2}$)	NA	
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	2100-2 $\frac{1}{2}$ 826 (900-2 $\frac{1}{2}$)	NA	

DENISON, IOWA
Amdt 1C 15JUL21

41°59'N-95°23'W

DENISON MUNI (DNS)

RNAV (GPS) RWY 30

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-DWW 111.5 Chan 52	APP CRS 053°	Rwy Ldg TDZE Apt Elev 931 958
---	------------------------	---

ILS or LOC RWY 5
DES MOINES INTL (DSM)

⚠ For inop ALS, increase S-LOC 5 Cats C and D visibility to 1 3/8 SM and CEDIP fix minimums Cats C and D visibility to RVR 5500.

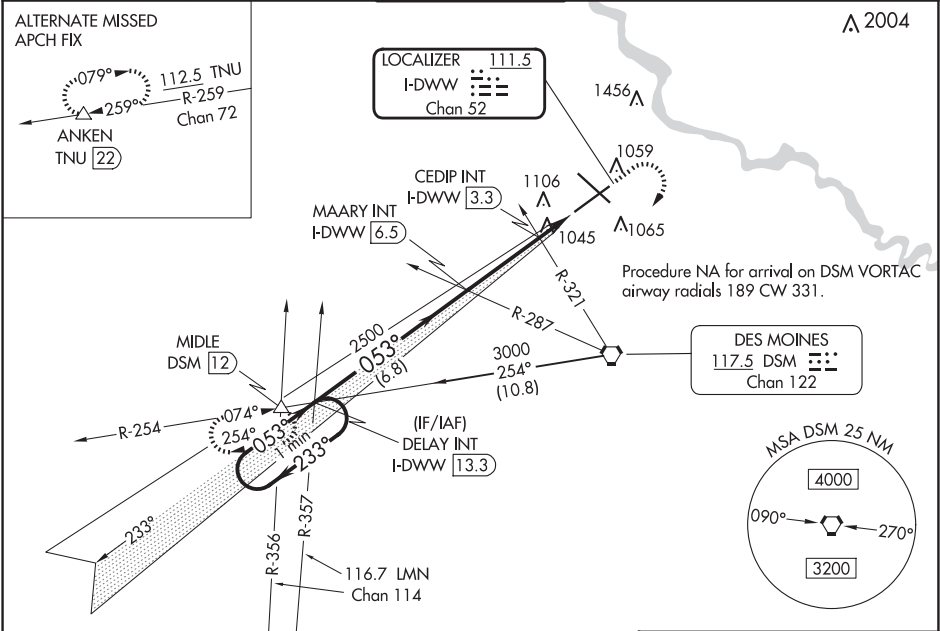
⚠ Autopilot coupled approach NA below 1256 MSL.

#RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then on DSM VORTAC R-254 to MIDDLE INT/DSM 12 DME and hold.

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
-----------------------	---	--	-------------------------------	----------------------------------



One Minute Holding Pattern

3000 ← 233°

053° → 053°

GS 3.00°
TCH 55'

MAARY INT I-DWW [6.5]

CEDIP INT I-DWW [3.3]

*LOC only

*I-DWW [2.7]

I-DWW [1.7]

*1440'

6.8 NM 3.2 NM 0.6 NM 1 NM

CATEGORY	A	B	C	D
S-ILS 5 #	1131/24 200 (200-1/2)			
S-LOC 5	1440/24	509 (500-1/2)	1440/55	509 (500-1)
C CIRCLING	1440-1	482 (500-1)	1600-1 3/4 642 (700-1 3/4)	1760-2 1/2 802 (900-2 1/2)
CEDIP FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 5	1300/24	369 (400-1/2)	1300/35	369 (400-3/4)
C CIRCLING	1420-1	462 (500-1)	1600-1 3/4 642 (700-1 3/4)	1760-2 1/2 802 (900-2 1/2)

ELEV 958 **D** TDZE 931

REIL Rwy 5 and 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 13
DES MOINES INTL (DSM)

- | | | | | |
|----------------|------------------------------------|---------------------------------|------------------------|---------------------------|
| ATIS
119.55 | DES MOINES APP CON
123.9 307.15 | DES MOINES TOWER
118.3 257.8 | GND CON
121.9 348.6 | CLNC DEL
134.15 317.55 |
|----------------|------------------------------------|---------------------------------|------------------------|---------------------------|



DES MOINES, IOWA
Amdt 10A 12JUN25

41°32'N-93°40'W

DES MOINES INTL (DSM)
ILS or LOC RWY 13

LOC/DME I-DSM 110.3 Chan 40	APP CRS 311°	Rwy Ldg TDZE Apt Elev 9001 958 958
---	------------------------	--

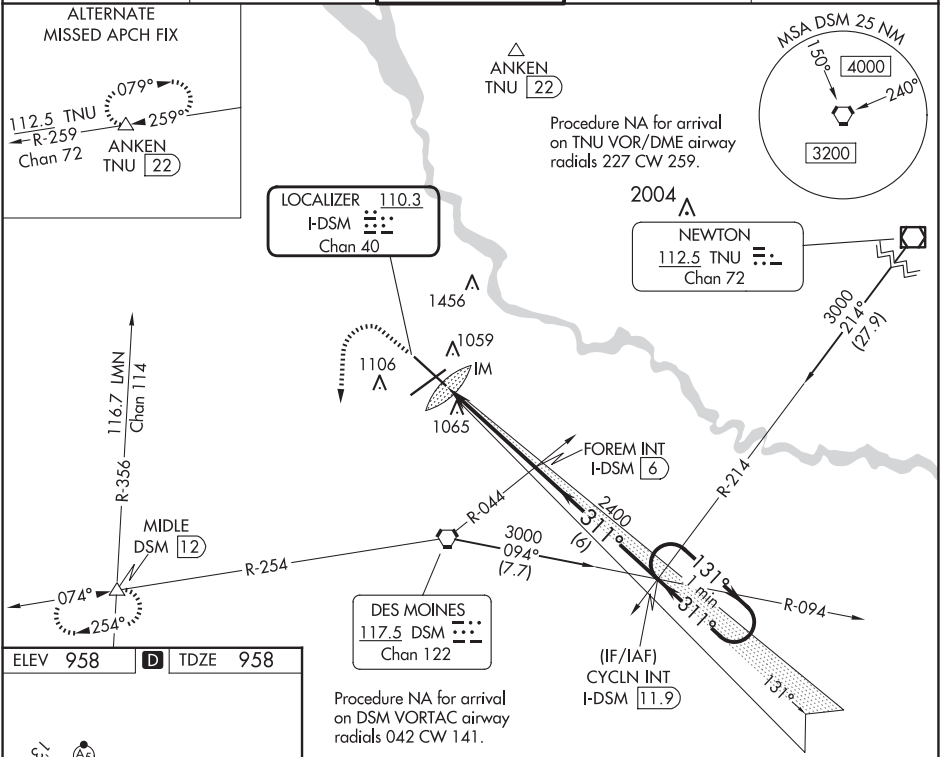
ILS or LOC RWY 31
DES MOINES INTL (DSM)

A For inop ALS, increase S-ILS 31 Cat E visibility to RVR 4000 and S-LOC 31 Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 180° and on DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
-----------------------	---	--	-------------------------------	----------------------------------



ELEV 958 TDZE 958

REIL Rws 5 and 23
TDZ/CL Rwy 31
HIRL Rws 13-31 and 5-23

FAF to MAP 4.4 NM

Knots 60 90 120 150 180
Min:Sec 4:24 2:56 2:12 1:46 1:28

DES MOINES, IOWA
Amdt 24B 12JUN25

1600 3000 DSM R-254 MIDDLE

One Minute Holding Pattern

*LOC only

*I-DSM 2.6

I-DSM 1.6

FOREM INT I-DSM 6

2400 311°

2400 311°

3000 131°

GS 3.00° TCH 52

0.2 0.8 NM 3.4 NM 6 NM

CATEGORY	A	B	C	D	E
S-ILS 31	1158/18 200 (200-½)				
S-LOC 31	1340/24	382 (400-½)	1340/35	382 (400-¾)	
CIRCLING	1420-1	462 (500-1)	1600-1½ 642 (700-1½)	1760-2½ 802 (900-2½)	1760-2¾ 802 (900-2¾)

DES MOINES, IOWA

AL-117 (FAA)

25163

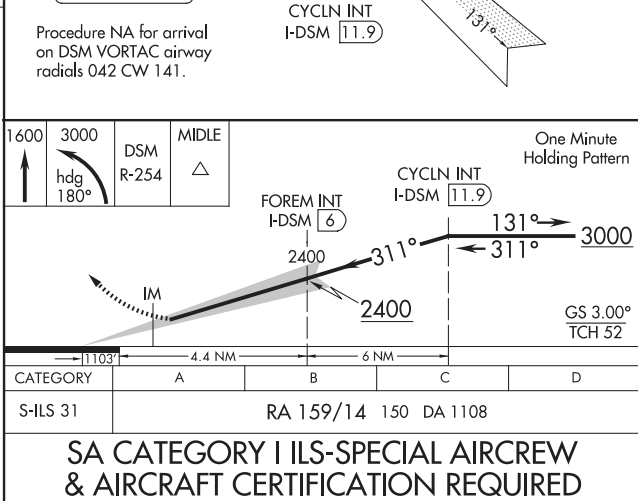
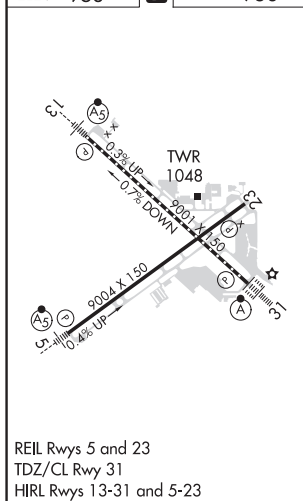
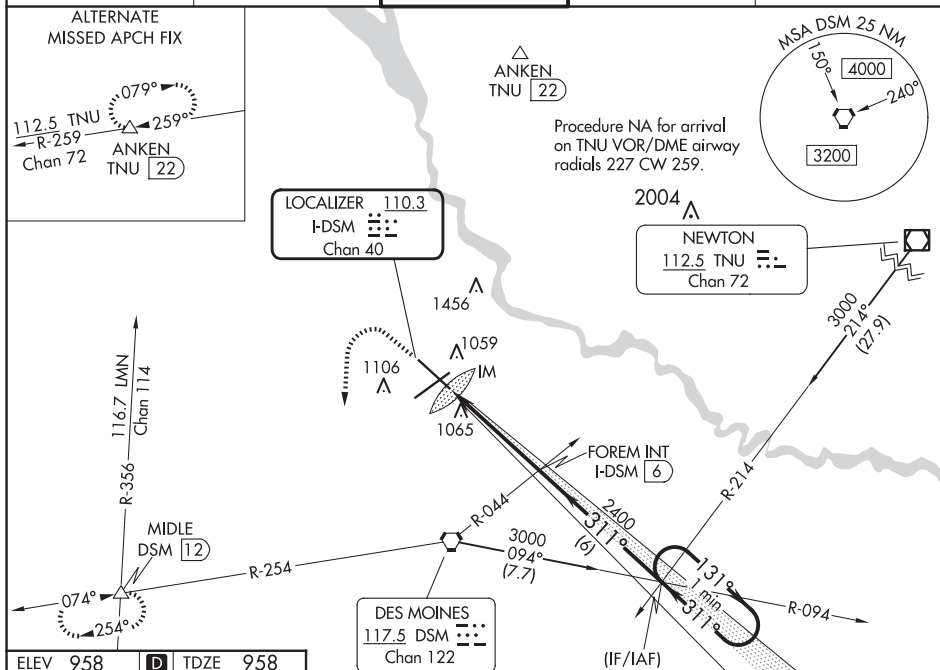
LOC/DME I-DSM 110.3 Chan 40	APP CRS 311°	Rwy Ldg TDZE Apt Elev 9001 958 958
--	------------------------	--

ILS RWY 31 (SA CAT I)

DES MOINES INTL (DSM)

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.		MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 180° and on DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.
--	--	--

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
------------------------------	--	---	--------------------------------------	---

DES MOINES, IOWA
Amdt 24B 12JUN25

41°32'N-93°40'W

DES MOINES INTL (DSM)
ILS RWY 31 (SA CAT I)

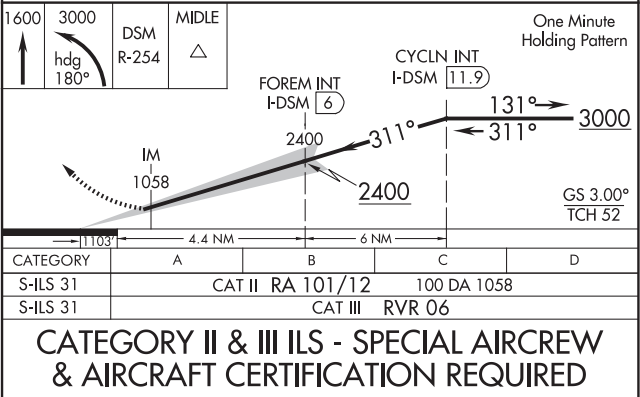
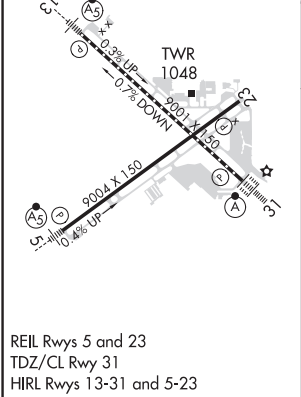
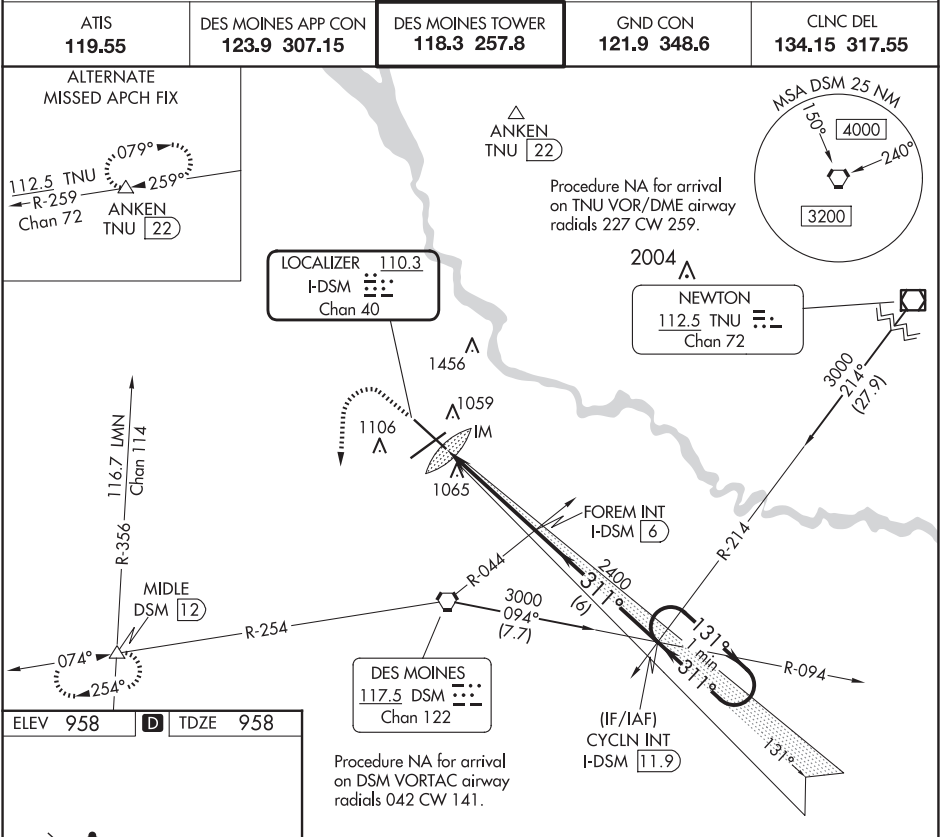
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-DSM 110.3 Chan 40	APP CRS 311°	Rwy Ldg TDZE 958 Apt Elev 958	9001
---	------------------------	---	-------------

ILS RWY 31 (CAT II & III)
DES MOINES INTL (DSM)

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
------------------------------	--	---	--------------------------------------	---



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

DES MOINES, IOWA

AL-117 (FAA)

24193

WAAS CH 69202 W05A	APP CRS 053°	Rwy Idg 9004 TDZE 931 Apt Elev 958
--	------------------------	---

RNAV (GPS) RWY 5

DES MOINES INTL (DSM)

RNP APCH - GPS.

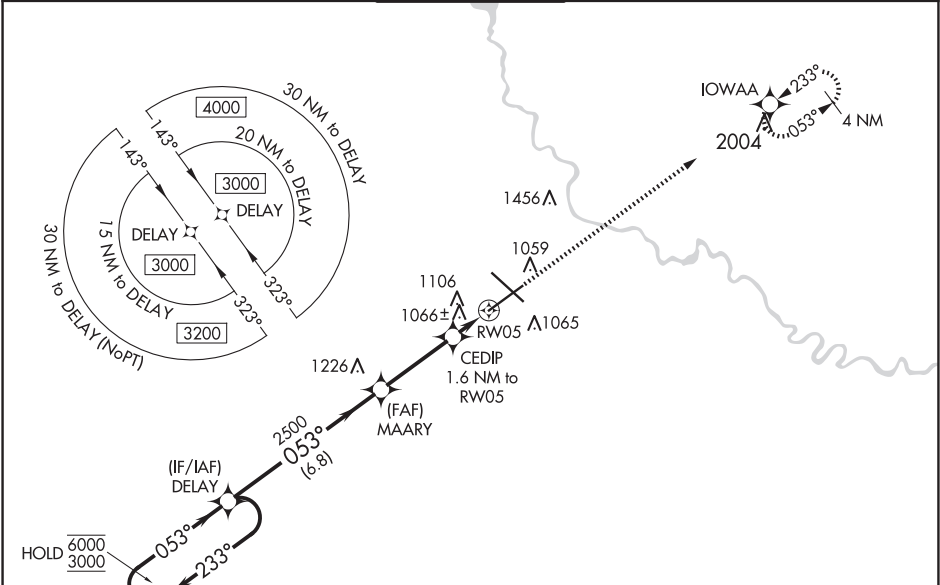
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

*RVR 1800 authorized with use of FD or AP or HUD to DA.

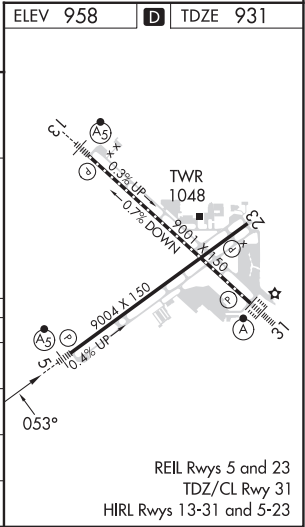
MALSR

MISSED APPROACH: Climb to 3100 direct IOWAA and hold.

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
-----------------------	---	--	-------------------------------	----------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).				
4 NM Holding Pattern				
6000 ← 233° 3000 → 053°				
GP 3.00° TCH 55				
DELAY MAARY CEDIP 1.6 NM to RW05				
2500 1480 1.1 NM to RW05				
6.8 NM 3.2 NM 0.5 1.1 NM				
CATEGORY	A	B	C	D
LPV DA*	1131/24		200 (200-½)	
LNAV/VNAV DA	1247/24		316 (300-½)	
LNAV MDA	1320/24 389 (400-½)		1320/35 389 (400-¾)	
CIRCLING	1420-1 462 (500-1)		1600-1¾ 642 (700-1¾) 1760-2½ 802 (900-2½)	



DES MOINES, IOWA
Amdt 4B 11JUL24

41°32'N-93°40'W

DES MOINES INTL (DSM)

RNAV (GPS) RWY 5

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72602 W13A	APP CRS 131°	Rwy Idg 9001 TDZE 922 Apt Elev 958
--	------------------------	---

RNAV (GPS) RWY 13

DES MOINES INTL (DSM)

⚠

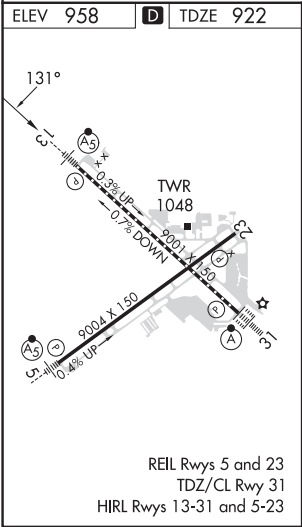
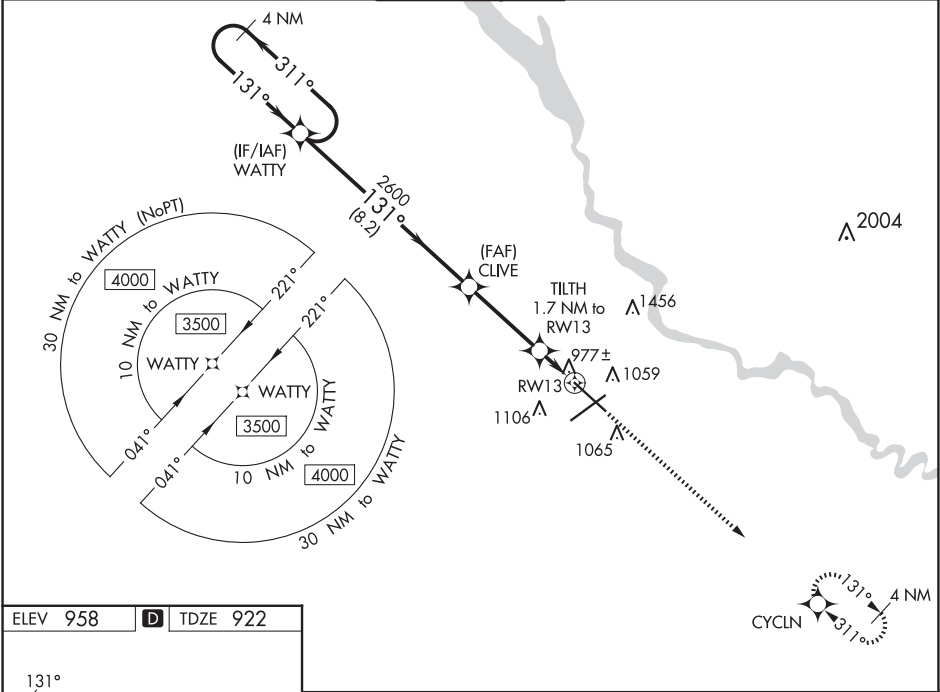
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cats C and D visibility to RVR 4500.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct CYCLN and hold.

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
-----------------------	---	--	-------------------------------	----------------------------------



WATTY				3000	CYCLN
4 NM Holding Pattern				↑	
3500 ← 311° GP 3.00° TCH 56				* LNAV only	
→ 131° → 2600				* 0.9 NM to RW13	
→ 131° → 2600				RW13	
→ 131° → 2600				* 1500	
→ 131° → 2600				8.2 NM 3.4 NM 0.8 NM 0.9 NM	
CATEGORY	A	B	C	D	
LPV DA#	1122/24 200 (200-½)				
LNAV/VNAV DA	1172/24 250 (300-½)				
LNAV MDA	1240/24 318 (300-½)				
CIRCLING	1420-1	462 (500-1)	1600-1¾ 642 (700-1¾)	1760-2½ 802 (900-2½)	

DES MOINES, IOWA

AL-117 (FAA)

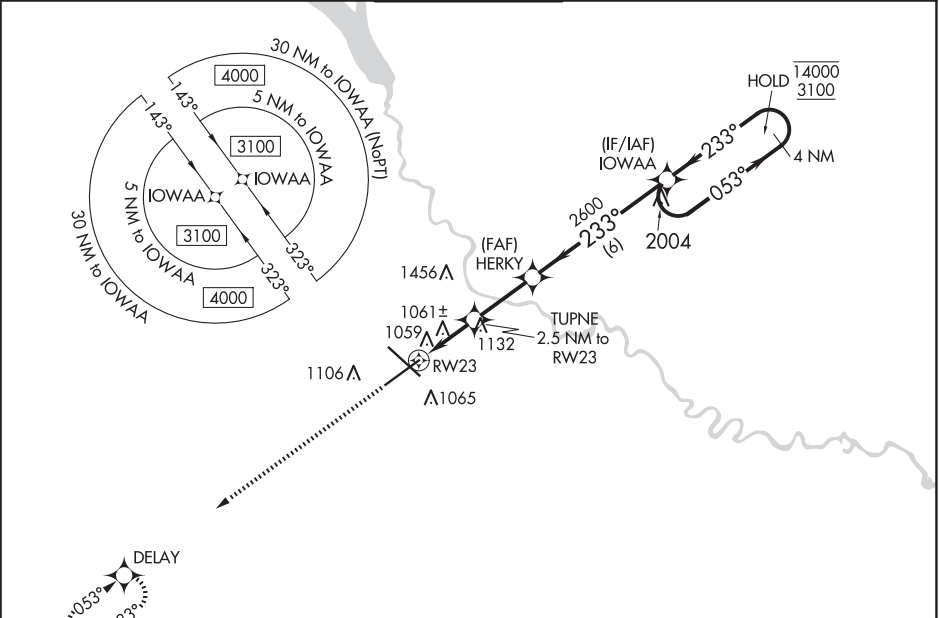
24025

WAAS CH 97541 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	9004 940 958
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 23

DES MOINES INTL (DSM)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct DELAY and hold.	
<div><div></div><div>Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.</div></div>	ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8
		GND CON 121.9 348.6	CLNC DEL 134.15 317.55



3000 DELAY		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).	
TUPNE 2.5 NM to RW23		HERKY 2.6 NM to RW23	
RW23 1 NM to RW23		IOWAA 4 NM Holding Pattern	
1 NM 1.5 NM 2.6 NM 6 NM		GP 3.00° TCH 56	
CATEGORY	A	B	C
LPV DA	1263-1	323 (400-1)	
LNAV/VNAV DA	1220-7/8	280 (300-7/8)	
LNAV MDA	1320-1	380 (400-1)	
CIRCLING	1420-1	462 (500-1)	1600-1 3/4 642 (700-1 3/4) 1760-2 1/2 802 (900-2 1/2)

ELEV 958 TDZE 940

The diagram shows the approach path for Runway 23, including the glidepath, holding pattern, and various altitudes. It also shows the location of the tower (TWR 1048) and the runway (RWY 23).

DES MOINES, IOWA
Amdt 3 30NOV23

41°32'N-93°40'W

DES MOINES INTL (DSM)
RNAV (GPS) RWY 23

NC-3, 07 AUG 2025 to 02 OCT 2025

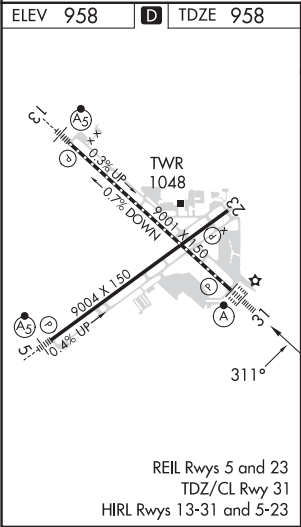
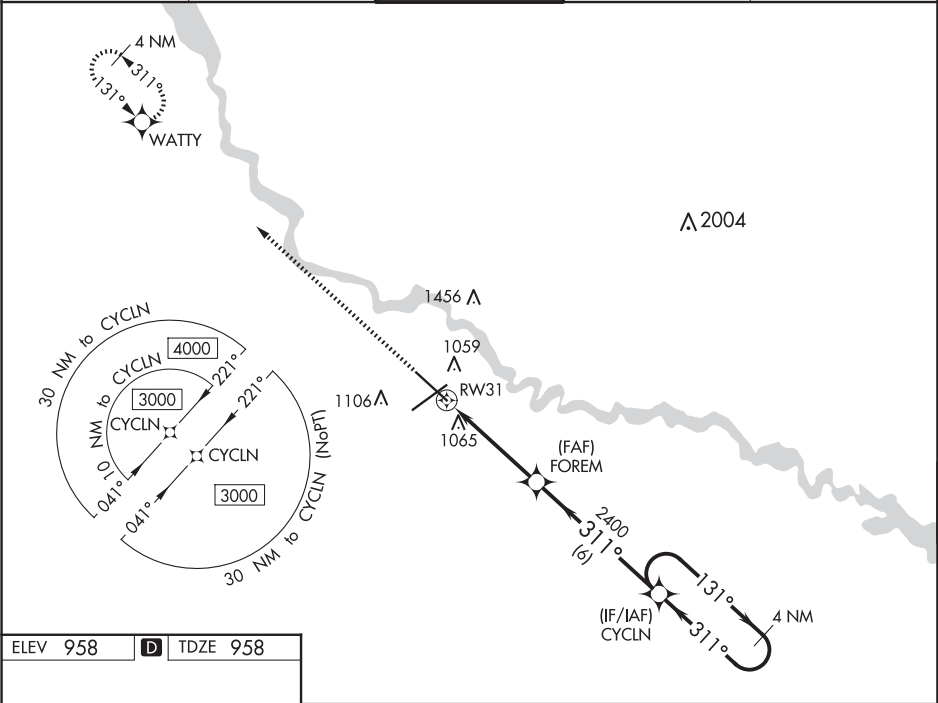
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78002 W31A	APP CRS 311°	Rwy Idg 9001 TDZE 958 Apt Elev 958
--	------------------------	---

RNAV (GPS) RWY 31

DES MOINES INTL (DSM)

RNP APCH - GPS.		ALSF-2	MISSED APPROACH: Climb to 3500 direct WATTY and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° or above 54°. For inop ALS, increase LNAV Cats C/D visibility to RVR 5500. Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.				
ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55



3500 WATTY		FOREM		CYCLN	
*LNAV only		*1 NM to RW31		4 NM Holding Pattern	
RW31		2400		131° → 3000	
1 NM		3.4 NM		GP 3.00°	
CATEGORY		A		B	
LPV DA		1158/18		200 (200-½)	
LNAV/VNAV DA		1354/35		396 (400-¾)	
LNAV MDA		1320/24		362 (400-½)	
C CIRCLING		1420-1		462 (500-1)	
		1600-1¾		642 (700-1¾)	
		1760-2½		802 (900-2½)	

DES MOINES, IOWA


AL-117 (FAA)

24025

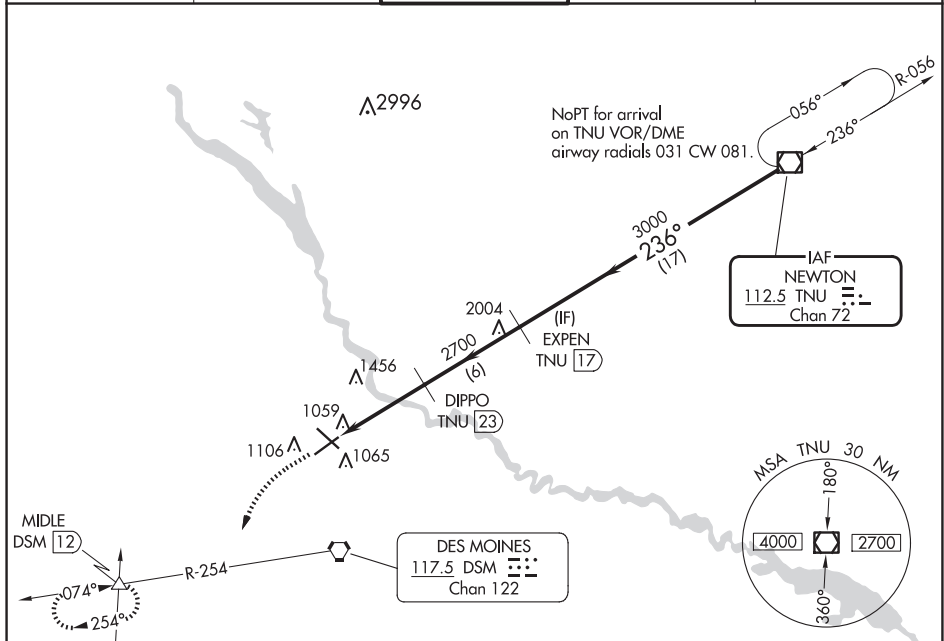
VOR/DME TNU	APP CRS	Rwy Idg	9004
112.5	236°	TDZE	939
Chan 72		Apt Elev	958

VOR RWY 23

DES MOINES INTL (DSM)

DME required.	MISSED APPROACH: Climb to 3000 then climbing left turn to 3000 on heading 200° and on DSM VORTAC R-254 direct MIDDLE INT/DSM 12 DME and hold.
 Rwy 23 helicopter visibility reduction below 3/4 SM NA.	

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
----------------	------------------------------------	---------------------------------	------------------------	---------------------------



116.7 MW
R-356
Chan 114

CATEGORY	A	B	C	D
S-23	1720-1 781 (800-1)	1720-1¼ 781 (800-1¼)	1720-2½	781 (800-2½)
C CIRCLING	1720-1 762 (800-1)	1720-1¼ 762 (800-1¼)	1720-2½ 762 (800-2½)	1760-2½ 802 (900-2½)

REIL Rwy 5 and 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

DES MOINES, IOWA
Orig-C 07OCT21

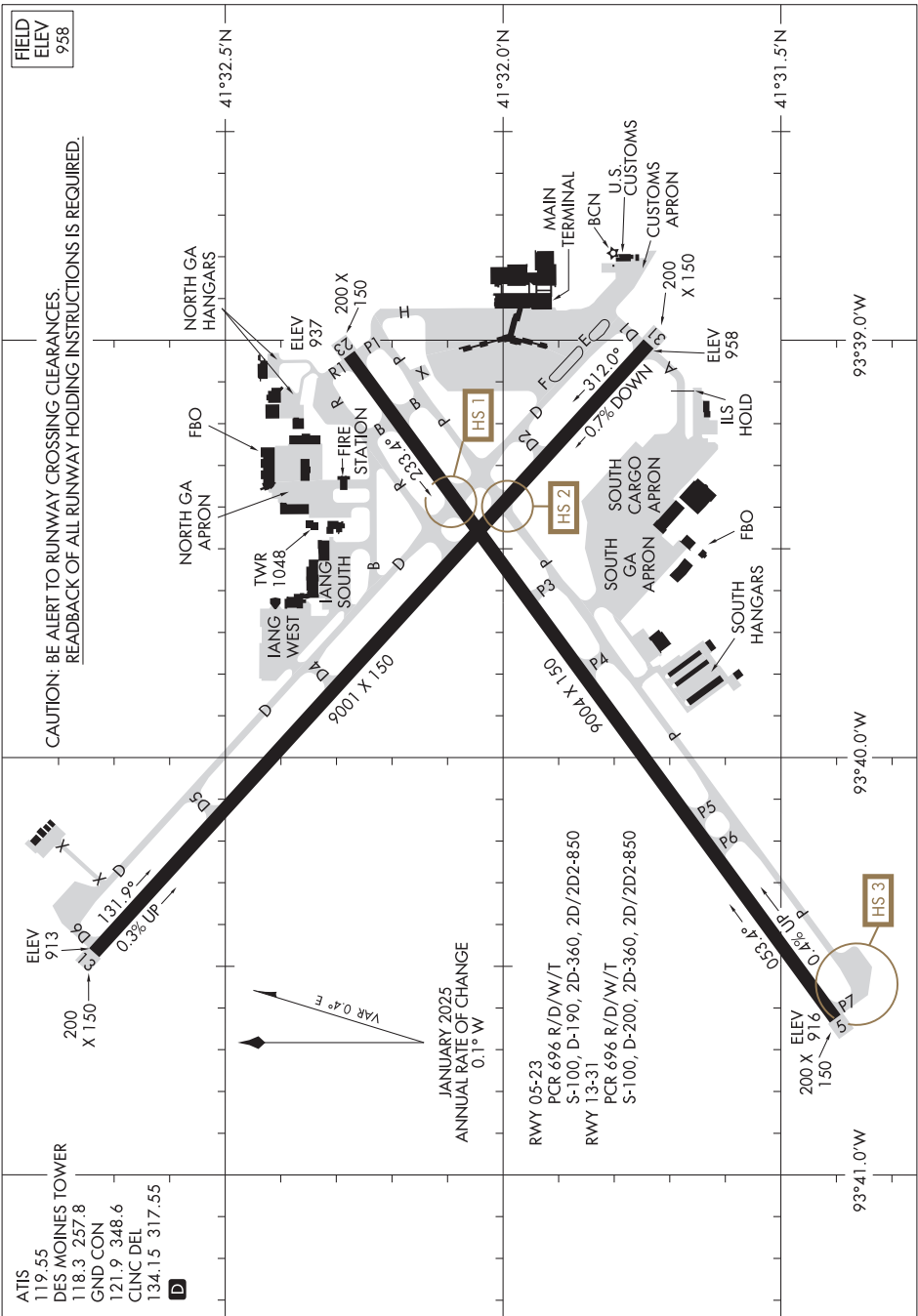
41°32'N-93°40'W

DES MOINES INTL (DSM)
VOR RWY 23

REIL Rwy 5 and 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



(DSM2.DSM) 24361

DES MOINES TWO DEPARTURE

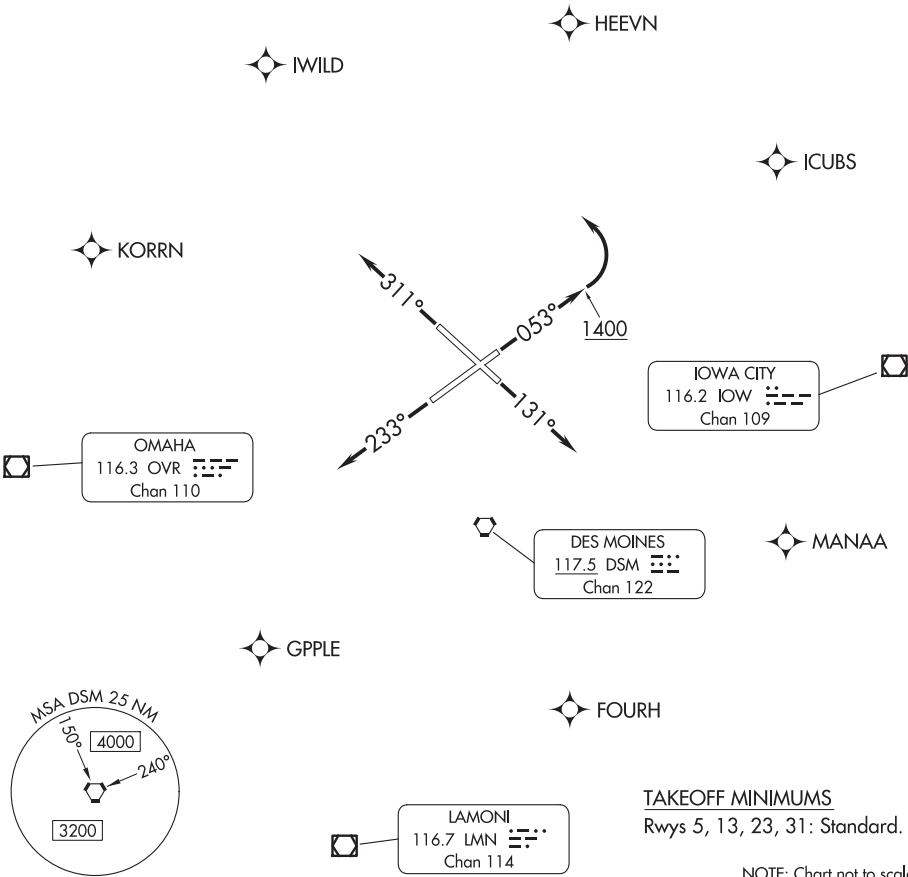
AL-117 (FAA)

DES MOINES INTL (DSM)
DES MOINES, IOWA

TOP ALTITUDE:
5000

For waypoints: RNAV 1 - GPS.
RADAR required.

DES MOINES DEP CON
123.9 307.15
CLNC DEL
134.15 317.55



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1400 before turning left for RADAR vectors to assigned route/fix, thence

TAKEOFF RUNWAY 13: Climb on heading 131° for RADAR vectors to assigned route/fix, thence

TAKEOFF RUNWAY 23: Climb on heading 233° for RADAR vectors to assigned route/fix, thence

TAKEOFF RUNWAY 31: Climb on heading 311° for RADAR vectors to assigned route/fix, thence

. . . . maintain 5000. Expect clearance to filed altitude 10 minutes after departure.

DES MOINES TWO DEPARTURE
(DSM2.DSM) 26DEC24

DES MOINES, IOWA
DES MOINES INTL (DSM)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

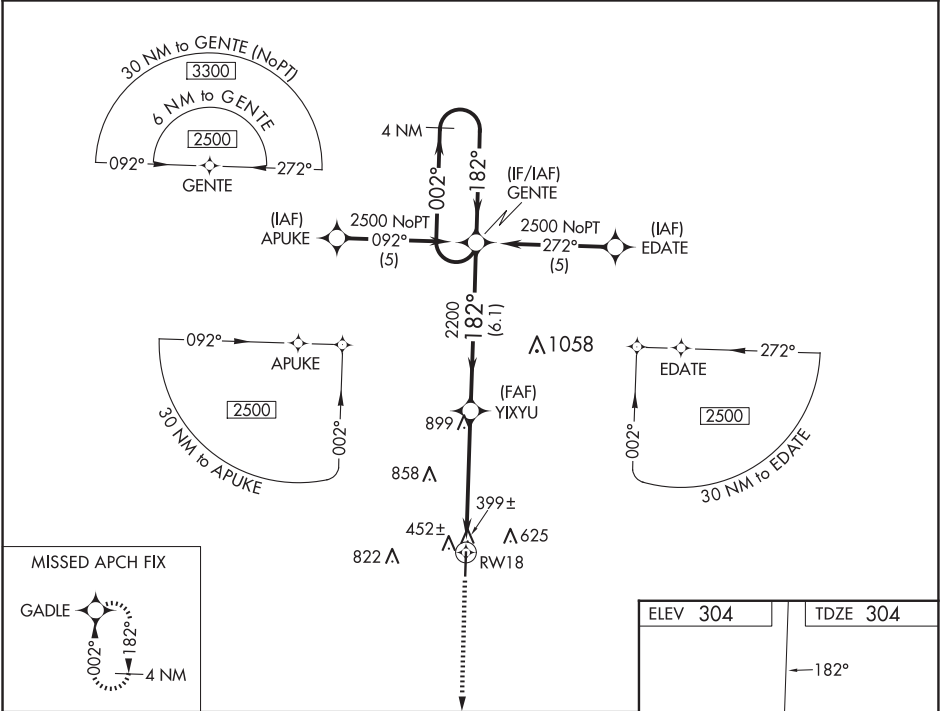
WAAS CH 62808 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	5000 304 304
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

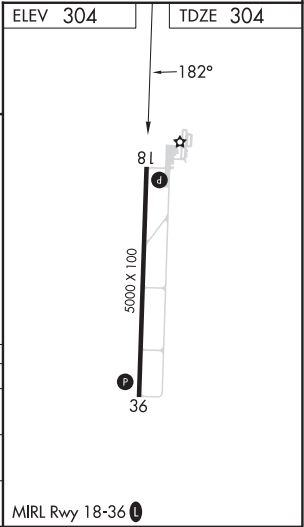
DEXTER MUNI (DXE)

RNP APCH.	
<div><div>▼</div><div>▲ NA</div></div> <div>Baro-VNAV NA. Use Poplar Bluff altimeter setting, when not received use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats and increase all MDA 40 feet. Rwy 18 helicopter visibility reduction below ¾ SM NA.</div>	MISSED APPROACH: Climb to 2500 direct GADLE and hold.

POF ASOS 124.225	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
----------------------------	--	---------------------------------



2500	GADLE	VGSI and RNAV glidepath not coincident (VGSI Angle 2.98/TCH 40).	GENTE	4 NM Holding Pattern
↑	✧			
			YIXYU	002° → 2500
			RW18	← 182°
				GP 3.40° TCH 40
				5.1 NM
				6.1 NM
CATEGORY	A	B	C	D
LPV DA	724-1¼	420 (500-1¼)		NA
LNNAV/VNAV DA	854-1¾	550 (600-1¾)		NA
LNNAV MDA	1200-1¼	896 (900-1¼)	1200-2¾ 896 (900-2¾)	NA



DEXTER, MISSOURI

AL-5827 (FAA)

23222

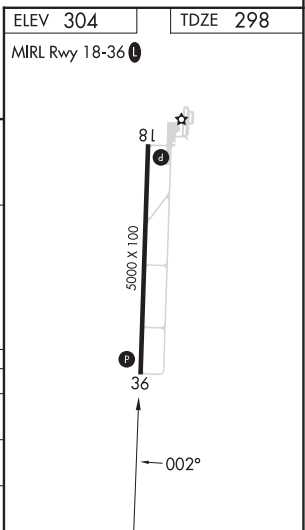
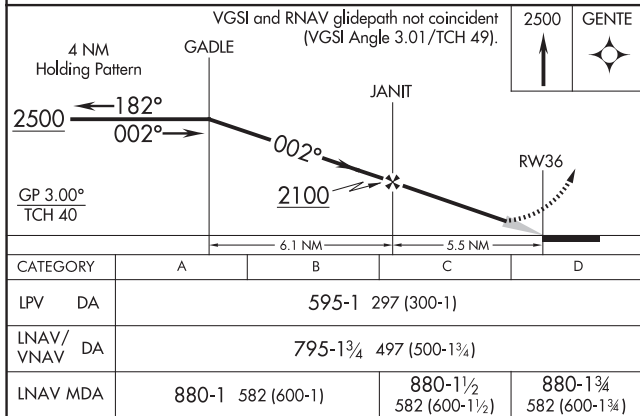
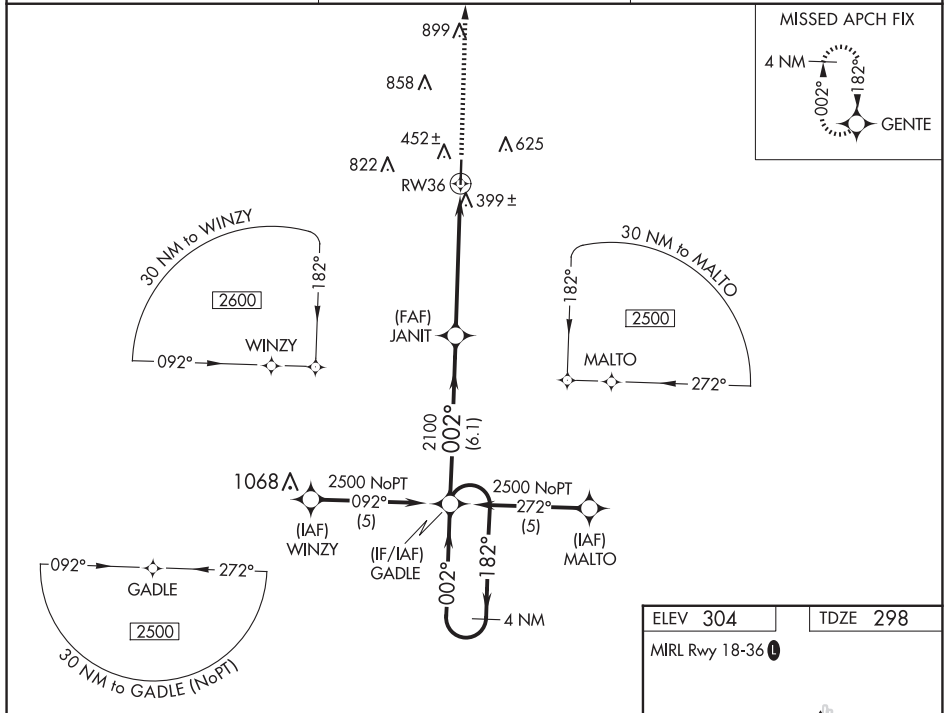
WAAS CH 50507 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	5000 298 304
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36

DEXTER MUNI (DXE)

RNP APCH. ▼ ▲ NA	Baro-VNAV NA. Use Poplar Bluff altimeter setting, when not received use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ SM, increase LNAV Cats C/D visibility ¼ SM.	MISSED APPROACH: Climb to 2500 direct GENTE and hold.
------------------------	---	---

POF ASOS 124.225	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
----------------------------	--	---------------------------------



DEXTER, MISSOURI
Amdt 1B 18JUL19

36°47'N-89°56'W

DEXTER MUNI (DXE) RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

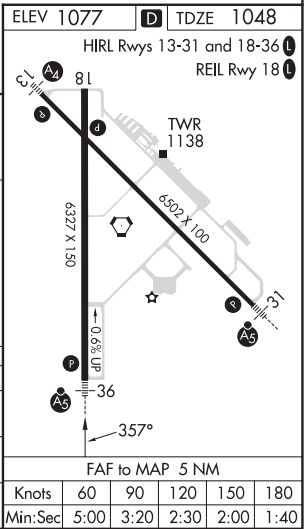
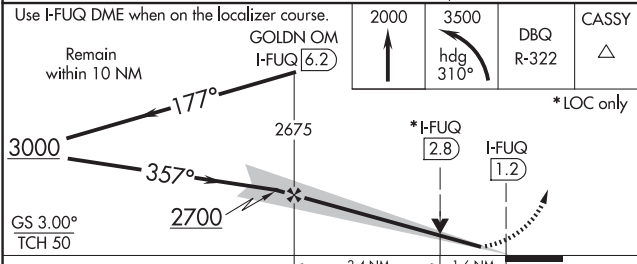
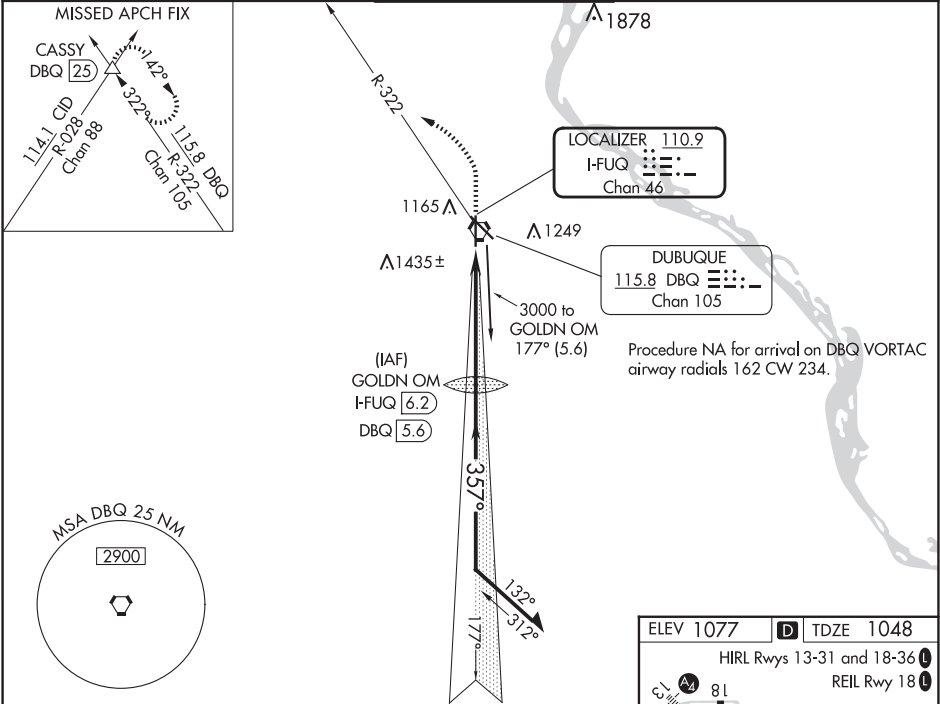
NC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-FUQ	APP CRS	Rwy Idg	6327
110.9	357°	TDZE	1048
Chan 46		Apt Elev	1077

ILS or LOC RWY 36
DUBUQUE RGNL (DBQ)

DME or RADAR required for procedure entry.	MALSR	MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 on heading 310° and DBQ R-322 to CASSY INT/DBQ 25 DME and hold.
# RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
----------------	--------------------------------	---	------------------	------------------



DUBUQUE, IOWA

AL-923 (FAA)

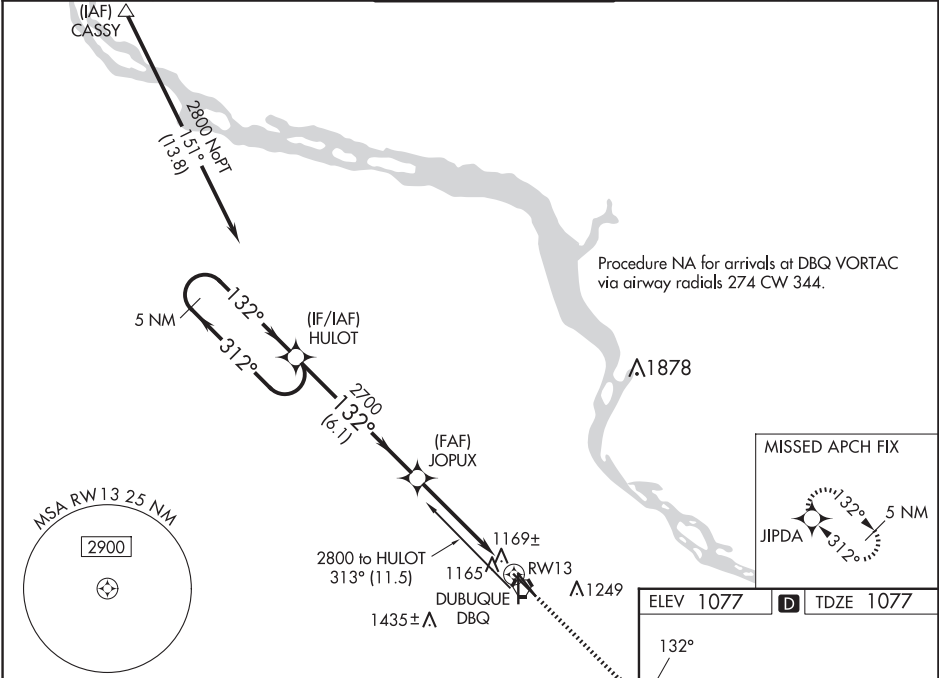
24249

WAAS CH 93700 W13A	APP CRS 132°	Rwy Idg TDZE 1077 Apt Elev 1077
--	------------------------	---

RNAV (GPS) RWY 13
DUBUQUE RGNL (DBQ)

RNP APCH.	MALS	MISSED APPROACH: Climb to 3100 direct JIPDA and hold.
<p>⚠ Inop table does not apply to LPV and LNAV/VNAV. Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP NA when using Monticello altimeter setting. If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.</p>	<p>A4</p>	

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
-----------------------	---------------------------------------	--	-------------------------	-------------------------



5 NM Holding Pattern		HULOT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).		3100	JIPDA
2800		312°	132°	732°	2700	*1 NM to RWY 13
GP 3.00° TCH 50		6.1 NM	3.9 NM	1 NM	RWY 13	
CATEGORY	A	B	C	D		
LPV DA	1393-1 316 (400-1)					
LNAV/VNAV DA	1574-1¾ 497 (500-1¾)					
LNAV MDA	1440-¾ 363 (400-¾)		1440-1¼ 363 (400-1¼)			
CIRCLING	1580-1¾ 503 (600-1¾)		1600-1¾ 523 (600-1¾)		1800-2¼ 723 (800-2¼)	

REIL Rwy 18
HIRL Rws 13-31 and 18-36

DUBUQUE, IOWA
Orig-A 10OCT19

42°24'N-90°43'W

DUBUQUE RGNL (DBQ)
RNAV (GPS) RWY 13

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56431 W18A	APP CRS 177°	Rwy Idg 6327 TDZE 1073 Apt Elev 1076
--	------------------------	---

RNAV (GPS) RWY 18

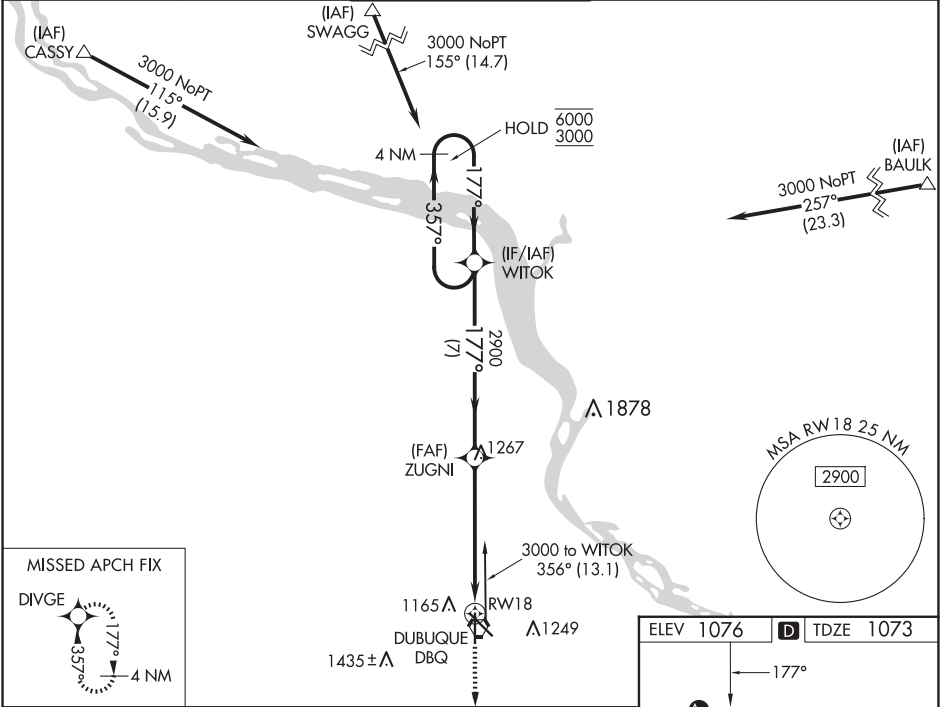
DUBUQUE RGNL (DBQ)

RNP APCH-GPS.

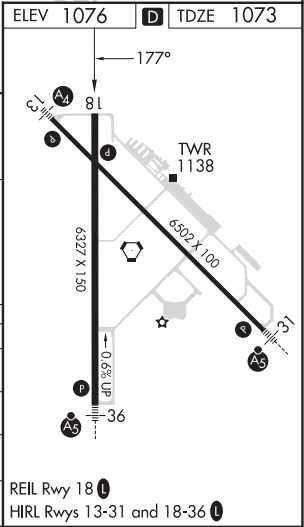
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

MISSED APPROACH: Climb to 2700 direct DIVE and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
-----------------------	---------------------------------------	--	-------------------------	-------------------------



4 NM Holding Pattern		WITOK		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).		2700	DIVE
6000 ← 357° 3000 → 177°				ZUGNI 2900		1.3 NM to RW18	
GP 3.00° TCH 50		7 NM		4.3 NM		1.3 NM	
CATEGORY	A	B	C	D			
LPV DA	1323-¾		250 (300-¾)				
LNAV/ VNAV DA	1334-⅞		261 (300-⅞)				
LNAV MDA	1520-1	447 (500-1)	1520-1⅓	447 (500-1⅓)			
CIRCLING	1580-1 504 (600-1)	1600-1 524 (600-1)	1600-1½ 524 (600-1½)	1800-2¼ 724 (800-2¼)			



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

DUBUQUE, IOWA

AL-923 (FAA)

24249

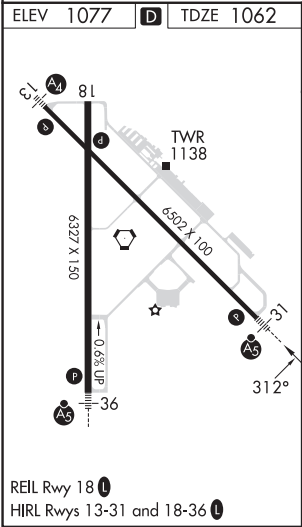
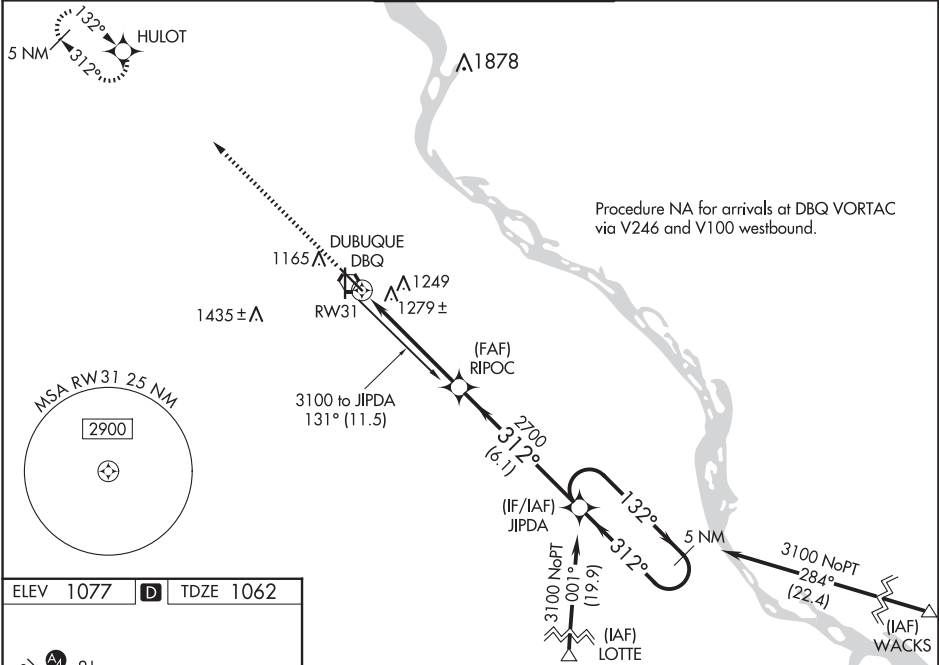
WAAS CH 69400 W31A	APP CRS 312°	Rwy Idg 6502 TDZE 1062 Apt Elev 1077
--	------------------------	---

RNAV (GPS) RWY 31

DUBUQUE RGNL (DBQ)

RNP APCH - GPS.		MALSRL	MISSED APPROACH: Climb to 2800 direct HULOT and hold.
<p>⚠ For inop ALS, increase LPV all Cats visibility to 1½ SM and LNAV Cats A and B visibility to 1 SM. Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP NA when using Monticello altimeter setting. If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.</p>			

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
-----------------------	---------------------------------------	---	-------------------------	-------------------------



2800 HULOT		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 57).		JIPDA	5 NM Holding Pattern
*LNAV only.		*1.3 NM to RW31		RIPOC	
RW31		1.3 NM		3.6 NM	6.1 NM
CATEGORY		A	B	C	D
LPV DA		1481-1 419 (500-1)			
LNAV/ VNAV DA		1603-1½ 541 (600-1½)			
LNAV MDA		1540-¾ 478 (500-¾)		1540-1 478 (500-1)	
CIRCLING		1620-2 543 (600-2)		1800-2¼ 723 (800-2¼)	

DUBUQUE, IOWA
Orig-B 11AUG22

42°24'N-90°43'W

DUBUQUE RGNL (DBQ) RNAV (GPS) RWY 31

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 62807 W36A	APP CRS 357°	Rwy Idg TDZE 1048 Apt Elev 1077
--	------------------------	---

RNAV (GPS) RWY 36
DUBUQUE RGNL (DBQ)

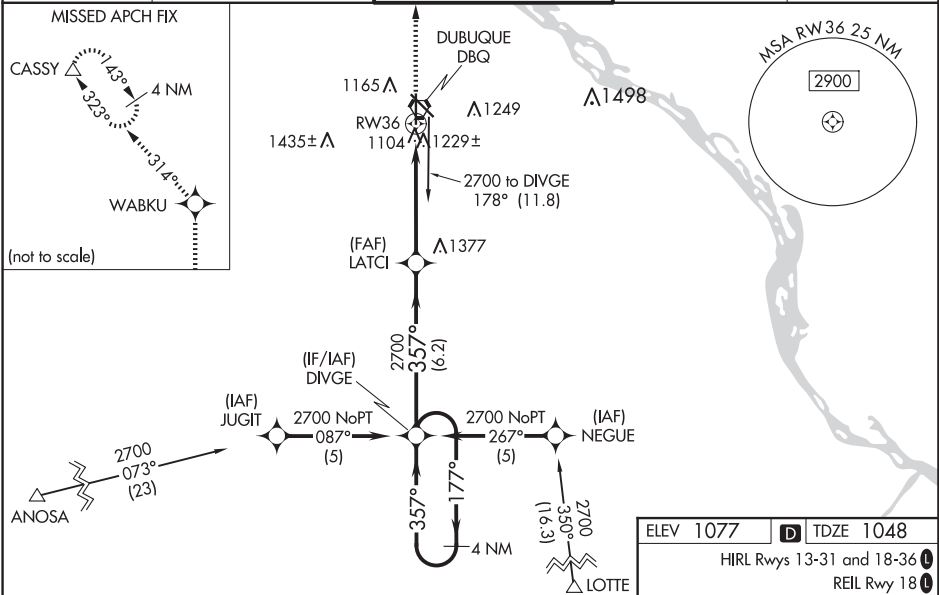
RNP APCH.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ¼ mile. For inop MALSR when using Monticello altimeter setting, increase LPV all Cats visibility to RVR 5000.
RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Monticello altimeter setting.

MALSR

MISSED APPROACH:
Climb to 3000 direct WABKU and via 314° track to CASSY and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
-----------------------	---------------------------------------	--	-------------------------	-------------------------



3000 WABKU 314° tr CASSY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).

LATCI DIVGE 4 NM Holding Pattern

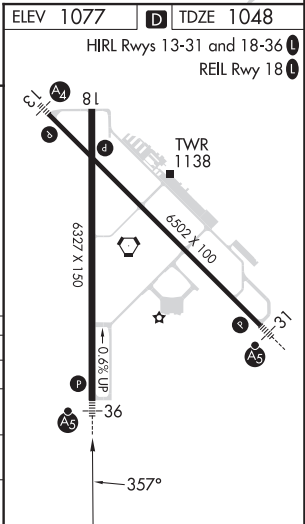
* LNAV only.

RW36 1.1 NM to RW36

GP 3.00° TCH 50

1.1 NM 3.9 NM 6.2 NM

CATEGORY	A	B	C	D
LPV DA#	1248/24 200 (200-½)			
LNAV/VNAV DA	1525/60 477 (500-1¼)			
LNAV MDA	1480/24 432 (500-½)	1480/40 432 (500-¾)	1480/50 432 (500-1)	
CIRCLING	1580-1 503 (600-1)	1600-1½ 523 (600-1½)	1800-2¼ 723 (800-2¼)	



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

DUBUQUE, IOWA

AL-923 (FAA)

24249

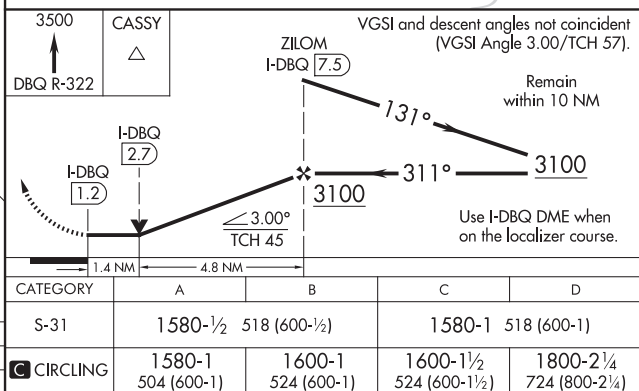
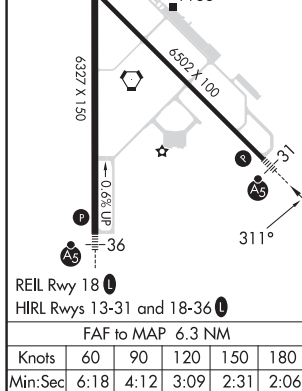
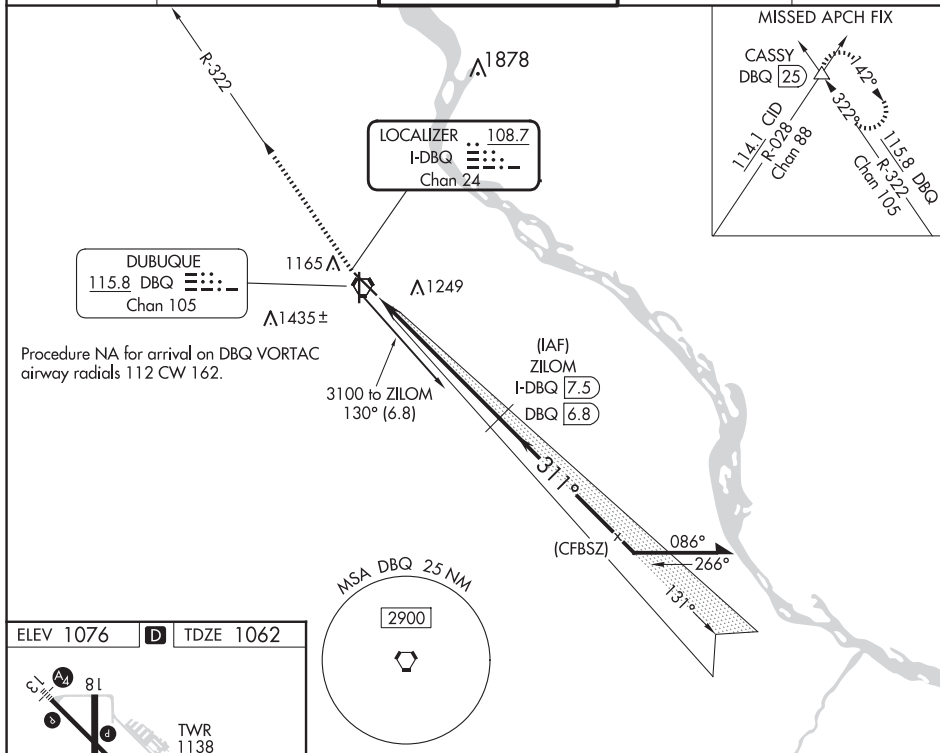
LOC/DME I-DBQ 108.7 Chan 24	APP CRS 311°	Rwy ldg TDZE Apt Elev 6502 1062 1076
--	------------------------	--

LOC RWY 31

DUBUQUE RGNL (DBQ)

DME required.	MALSR	MISSED APPROACH: Climb to 3500 on DBQ VORTAC R-322 to CASSY INT/DBQ 25 DME and hold.
For inop ALS, increase S-31 Cat C/D visibility to 1½ SM.		

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
-----------------------	---------------------------------------	--	-------------------------	-------------------------



DUBUQUE, IOWA
Amdt 2A 27JAN22

42°24'N-90°43'W

DUBUQUE RGNL (DBQ)
LOC RWY 31

VORTAC DBQ	APP CRS	Rwy Idg	6502
115.8	138°	TDZE	1077
Chan 105		Apt Elev	1077

VOR RWY 13

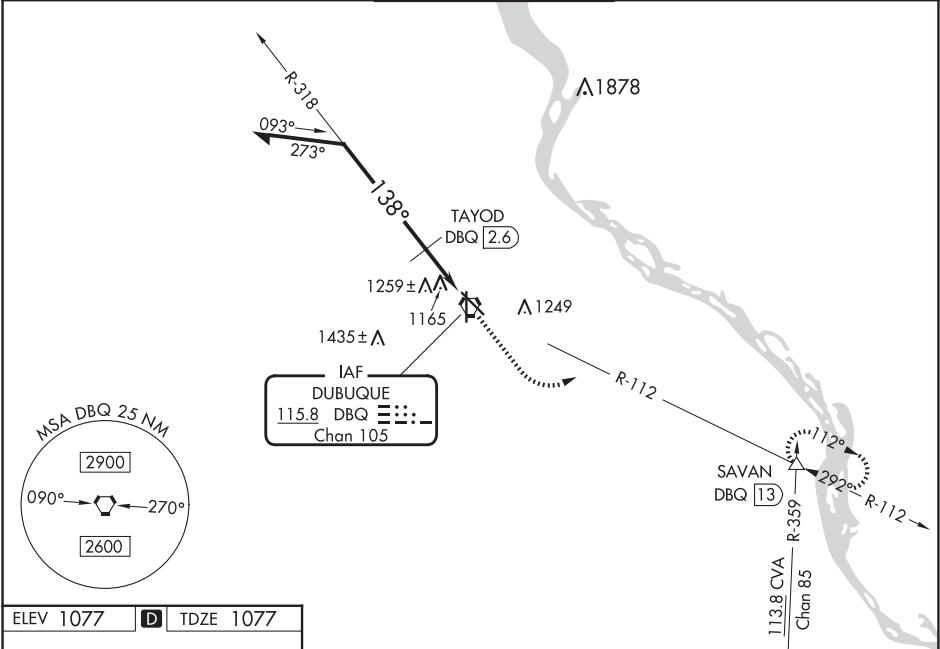
DUBUQUE RGNL (DBQ)

Inop table does not apply to Cat C. If local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 100 feet. VDP NA when using Monticello altimeter setting.

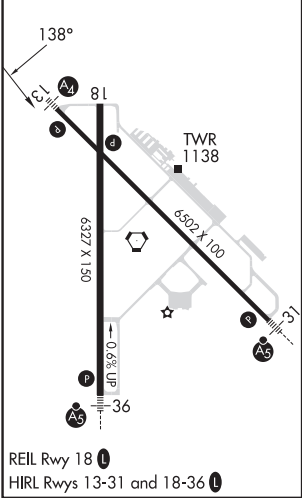
MALS

MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via DBQ VORTAC R-112 to SAVAN INT/13 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
----------------	--------------------------------	--------------------------------------	------------------	------------------



ELEV 1077	D	TDZE 1077
-----------	---	-----------



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

Remain within 10 NM

DBQ VORTAC

2500

3300

SAVAN

DBQ R-112

* 1880 when using Monticello altimeter setting.

318°

138°

1780

3.03°

TCH 50

0.8 NM

1.3 NM

0.6

CATEGORY	A	B	C	D
S-13	1780-¾ 703 (800-¾)		1780-2 703 (800-2)	1780-2¼ 703 (800-2¼)
CIRCLING	1780-1 703 (800-1)		1780-2 703 (800-2)	1800-2¼ 723 (800-2¼)
TAYOD FIX MINIMUMS				
S-13	1520-¾ 443 (500-¾)		1520-1¼ 443 (500-1¼)	1520-1½ 443 (500-1½)
CIRCLING	1580-1 503 (600-1)		1600-1½ 523 (600-1½)	1800-2¼ 723 (800-2¼)

DUBUQUE, IOWA

AL-923 (FAA)

24249

VORTAC DBQ	APP CRS	Rwy Idg	6502
115.8	304°	TDZE	1062
Chan 105		Apt Elev	1077

VOR RWY 31

DUBUQUE RGNL (DBQ)

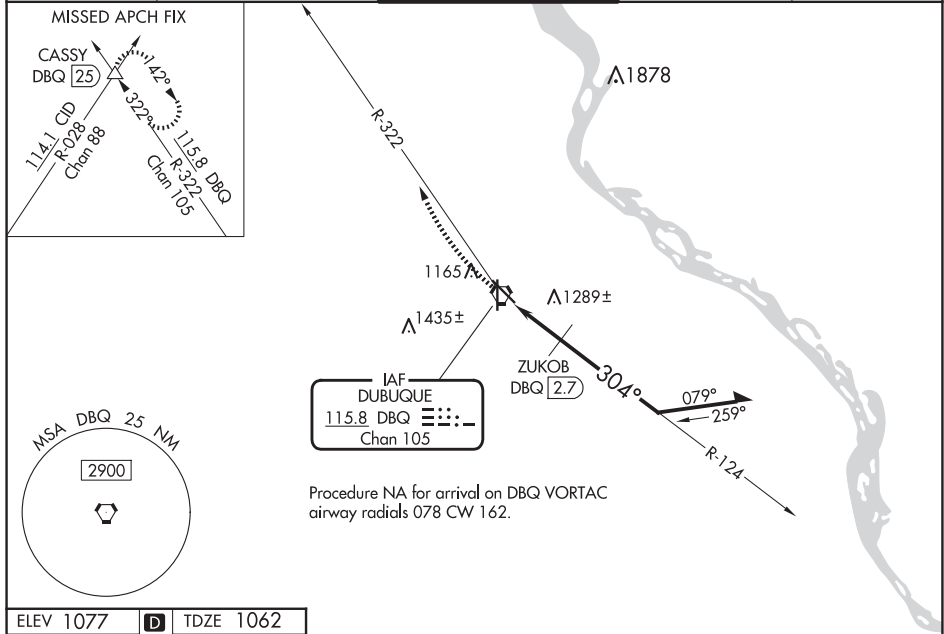
V

VOR minimums: For inop ALS, increase S-31 Cats C and D visibility to 2 SM.
ZUKOB fix minimums: For inop ALS, increase S-31 Cats C and D visibility to 1½ SM.

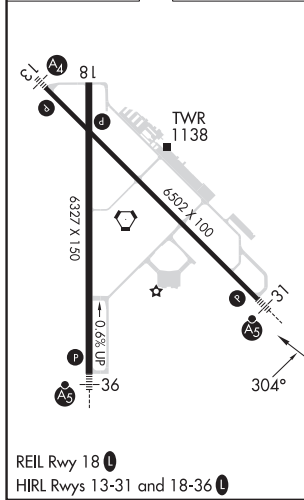
MALSR

MISSED APPROACH: Climbing right turn to 3500 on DBQ VORTAC R-322 to CASSY INT/ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
----------------	--------------------------------	---	------------------	------------------



ELEV 1077	D	TDZE 1062
-----------	---	-----------



3500 CASSY

DBQ R-322

DBQ VORTAC

Remain within 10 NM

124°

2700

304°

1820*

DBQ (1.9)

ZUKOB DBQ (2.7)

3.07°

TCH 57

1.3 NM

0.8 NM

CATEGORY	A	B	C	D
S-31	1820-½ 758 (800-½)	1820-¾ 758 (800-¾)	1820-1¾ 743 (800-2¼)	758 (800-1¾)
CIRCLING	1820-1 743 (800-1)	1820-1¼ 743 (800-1¼)	1820-2¼ 743 (800-2¼)	1820-2½ 743 (800-2½)
ZUKOB FIX MINIMUMS				
S-31	1540-½	478 (500-½)	1540-1	478 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1800-2 723 (800-2)

DUBUQUE, IOWA
Amdt 13 26MAR20

42°24'N-90°43'W

DUBUQUE RGNL (DBQ)
VOR RWY 31

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC DBQ	APP CRS	Rwy Idg	6327
115.8	003°	TDZE	1048
Chan 105		Apt Elev	1077

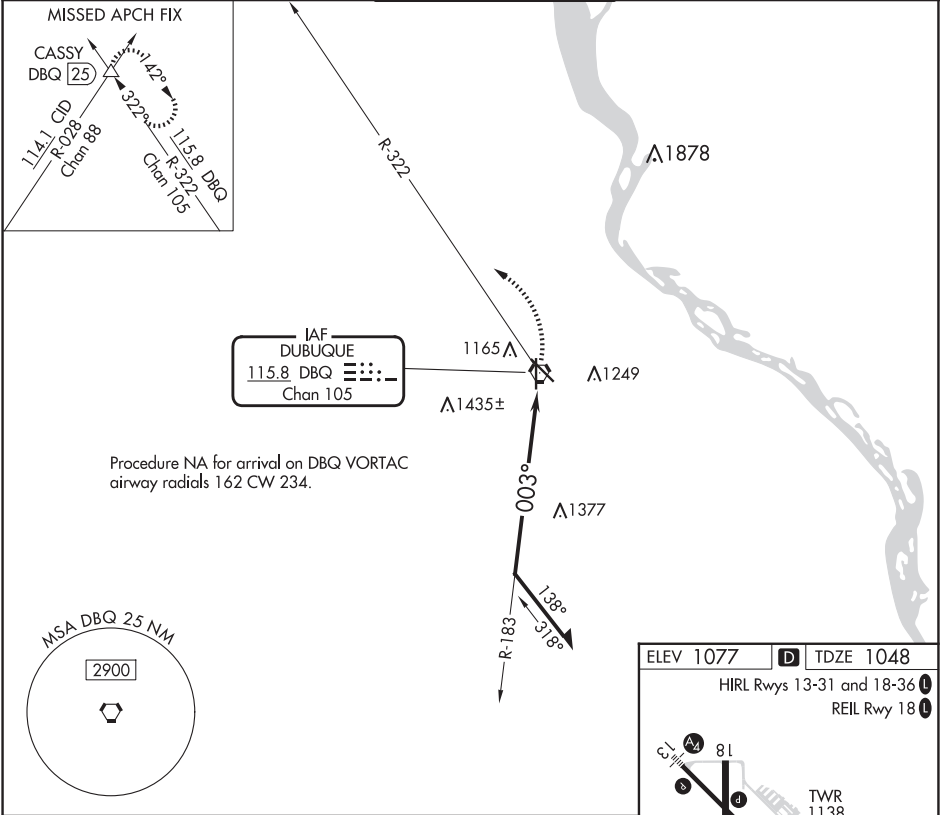
VOR RWY 36
DUBUQUE RGNL (DBQ)

For inop ALS, increase S-36 Cat C/D visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climbing left turn to 3500 on DBQ VORTAC R-322 to CASSY INT/ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
----------------	--------------------------------	---	------------------	------------------



Remain within 10 NM

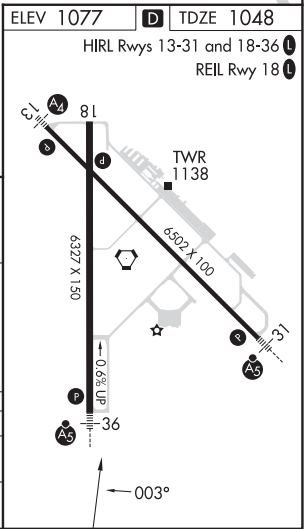
DBQ VORTAC

3500 DBQ R-322 CASSY

2700 183° 003° DBQ 2.4

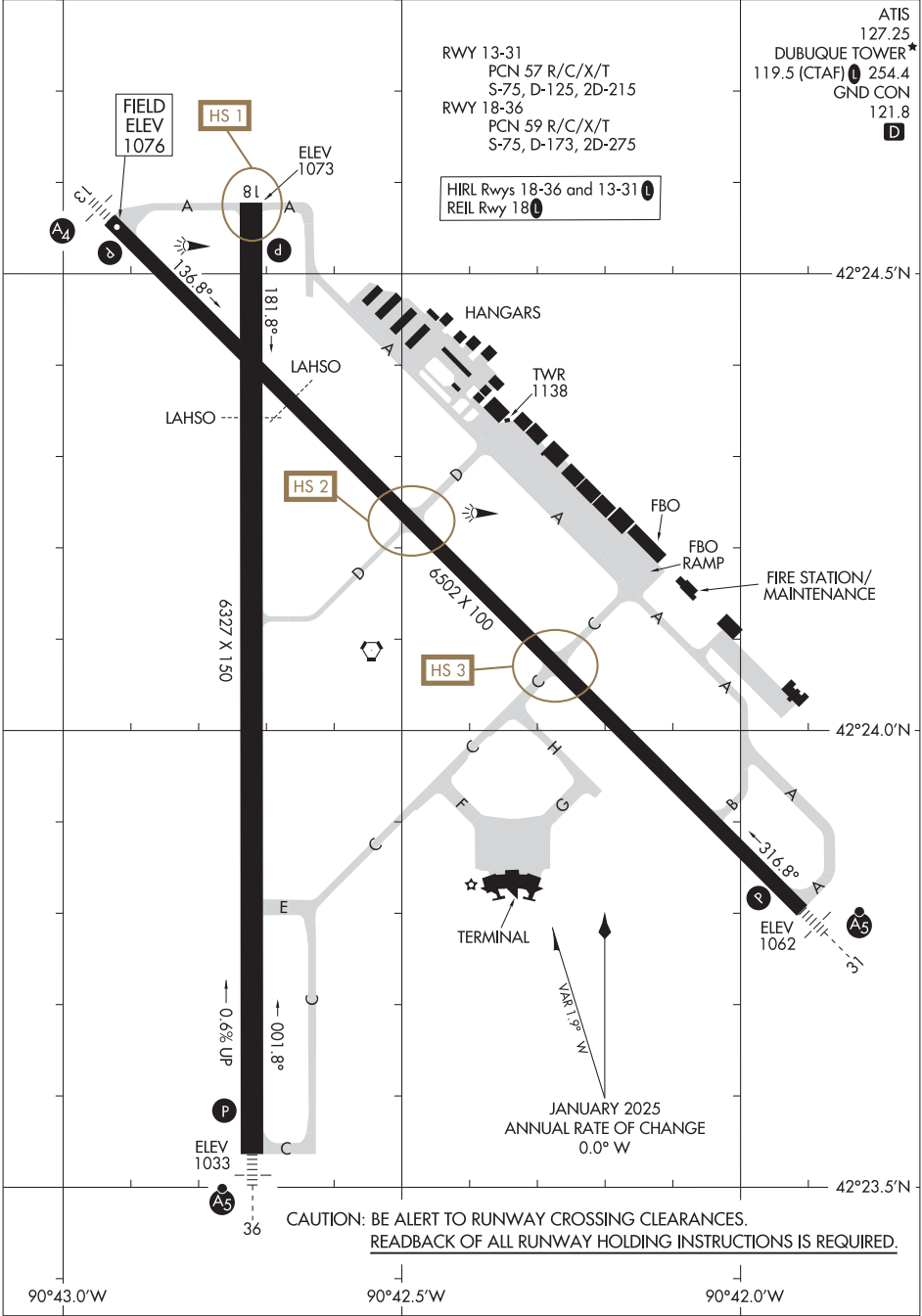
1.9 NM

CATEGORY	A	B	C	D
S-36	1680/24	632 (700-½)	1680-1¾	632 (700-1¾)
CIRCLING	1680-1	603 (700-1)	1680-1¾	1800-2¼
			603 (700-1¾)	723 (800-2¼)



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3381
133°	TDZE	1132
	Apt Elev	1132

RNAV (GPS) RWY 13

EAGLE GROVE MUNI (EAG)

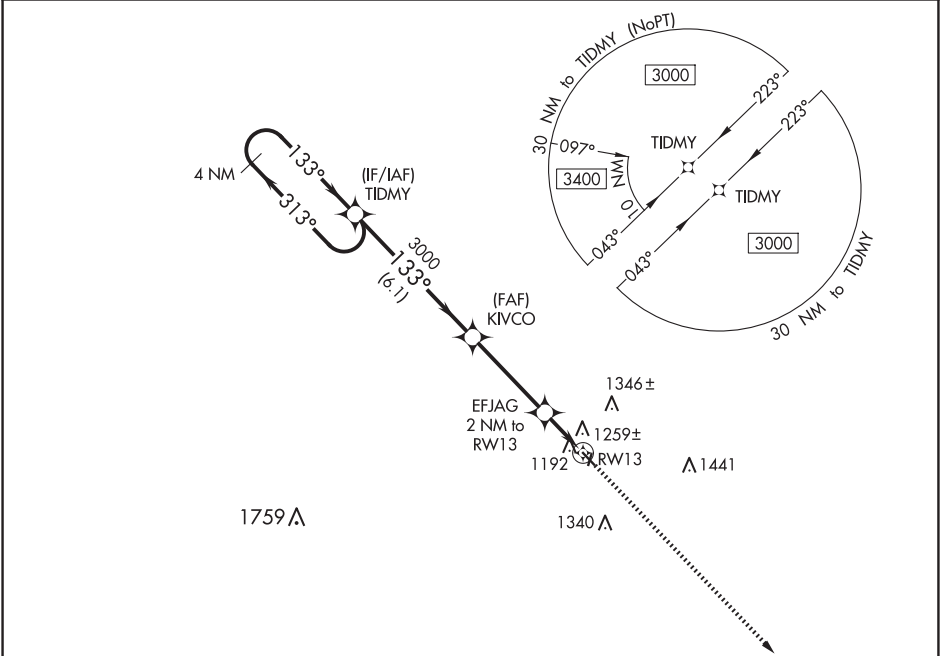
▽

NA

DME/DME RNP-0.3 NA. Use Clarion altimeter setting, when not received, use Fort Dodge altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 13 NA. Circling NA to Rwy 1 and 19.

MISSED APPROACH: Climb to 3000 direct SAYQU and hold.

CAV AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
-----------------------	-----------------------------------	--------------------------



MISSED APCH FIX

ELEV 1132

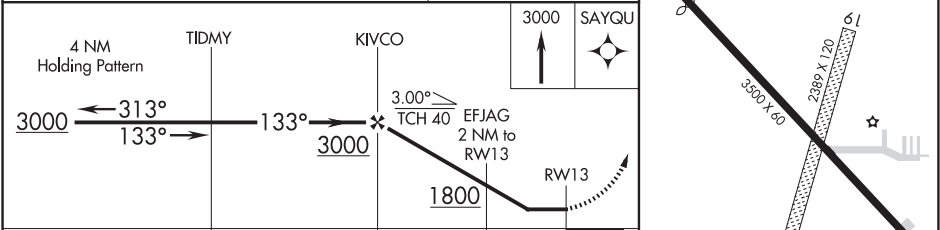
TDZE 1132

SAYQU

4 NM

3000

SAYQU



CATEGORY	A	B	C	D
LNAV MDA	1540-1	408 (500-1)	NA	
CIRCLING	1660-1	528 (600-1)	NA	

MIRL Rwy 13-31 0
REIL Rwy 13 and 31 0

EAGLE GROVE, IOWA

AL-6756 (FAA)

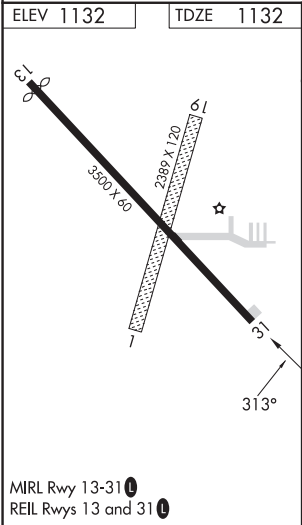
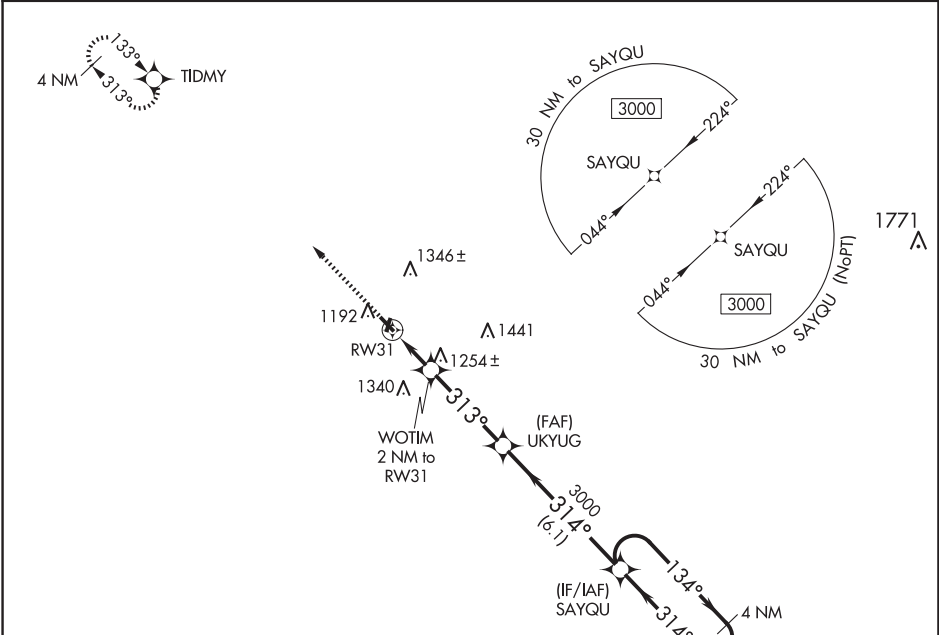
23334

WAAS CH 72634 W31A	APP CRS 313°	Rwy Idg TDZE 1132 Apt Elev 1132
--	------------------------	---

RNAV (GPS) RWY 31
EAGLE GROVE MUNI (EAG)

 	DME/DME RNP-0.3 NA. Use Clarion altimeter setting, when not received, use Fort Dodge altimeter setting and increase all DA and MDA 20 feet, increase all LPV and LNAV/VNAV Cats visibilities 1/8 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Night Landing: Rwy 13 NA. Circling NA to Rwys 1 and 19.	MISSED APPROACH: Climb to 3000 direct TIDMY and hold.
------	---	--

CAV AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
------------------------------	--	---------------------------------



3000	TIDMY	UKYUG	SAYQU	4 NM Holding Pattern
* LNAV only.	WOTIM 2 NM to RW31	3000	314°	134°
	RW31	*1800	314°	3000
	2 NM	3.8 NM	6.1 NM	GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	1510-1¼	378 (400-1¼)		NA
LNAV/VNAV DA	1575-1½	443 (500-1½)		NA
LNAV MDA	1540-1	408 (500-1)		NA
CIRCLING	1660-1	528 (600-1)		NA

EAGLE GROVE, IOWA
Amdt 2B 28APR16

42°43'N-93°55'W

EAGLE GROVE MUNI (EAG)
RNAV (GPS) RWY 31

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

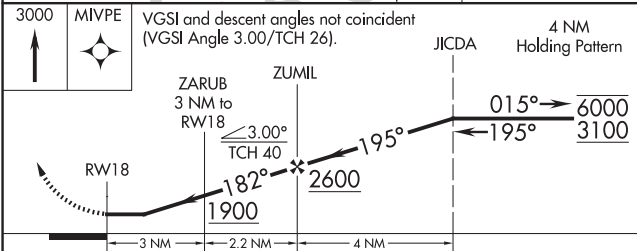
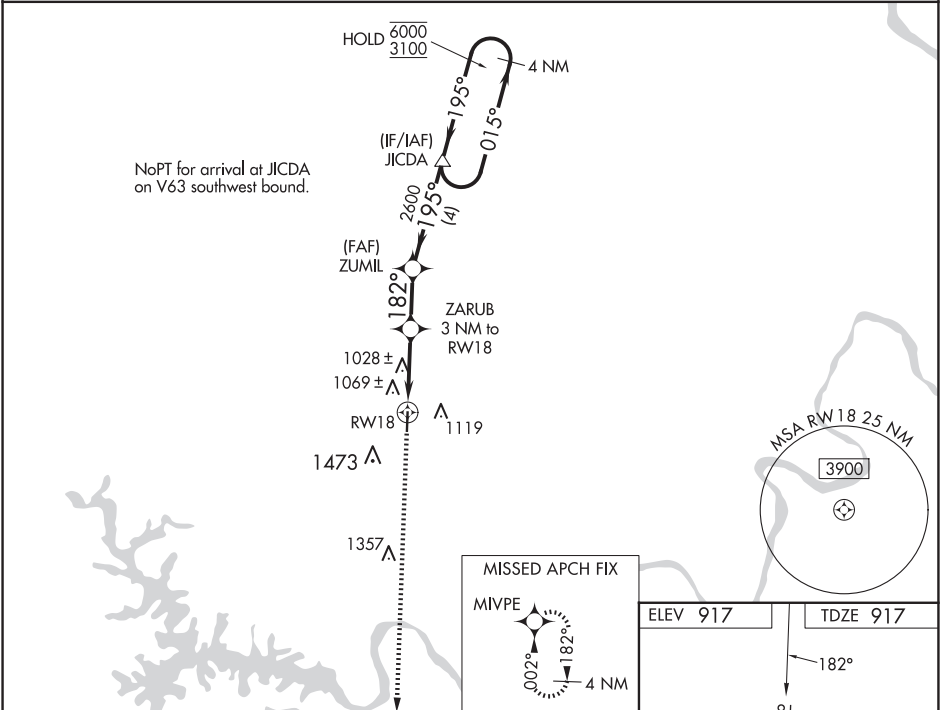
WAAS CH 45530 W18A	APP CRS 182°	Rwy ldg TDZE Apt Elev 4000 917 917
--	------------------------	--

RNAV (GPS) RWY 18

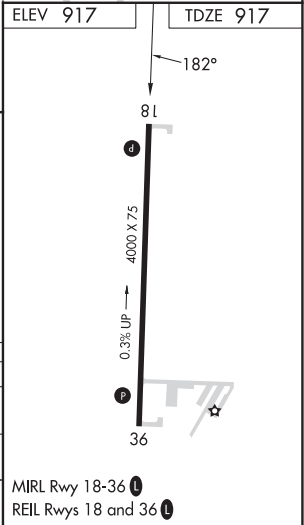
ELDON MODEL AIRPARK (H79)

RNP APCH.	Rwy 18 helicopter visibility reduction below ¾ SM NA. Use Kaiser/ Lake Ozark altimeter setting, when not received, use Fort Leonard Wood altimeter setting and increase all MDA 100 feet; increase LNAV and LP Cat C and Circling Cats B/C visibility ¼ SM.	MISSED APPROACH: Climb to 3000 direct MIVPE and hold.
NA		

AIZ AWOS-3 PT 135.325	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 0
---------------------------------	---------------------------------------	---------------------------------



CATEGORY	A	B	C	D
LP MDA	1340-1	423 (500-1)	1340-1¼ 423 (500-1¼)	NA
LNAV MDA	1500-1	583 (600-1)	1500-1¼ 583 (600-1¼)	NA
CIRCLING	1520-1 603 (700-1)	1820-1¼ 903 (1000-1¼)	1820-2¾ 903 (1000-2¾)	NA



ELDON, MISSOURI

AL-10434 (FAA)

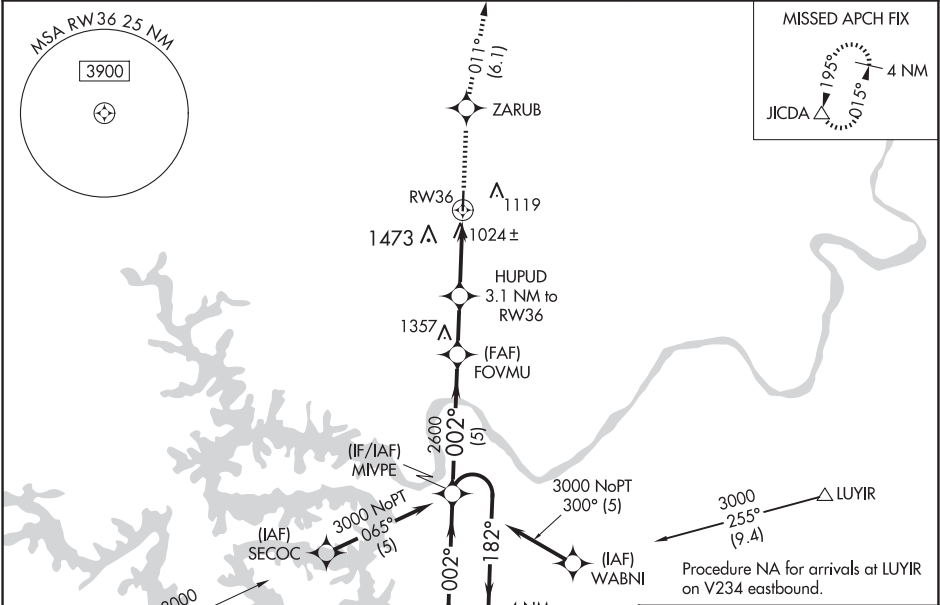
23222

WAAS CH 90130 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	4000 904 917
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36
ELDON MODEL AIRPARK (H79)

RNP APCH.	<p>▼ NA Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Kaiser/Lake Ozark altimeter setting, when not received use Fort Leonard Wood altimeter setting and increase all MDA 100 feet; increase LP Cat C visibility ½ SM, increase LNAV Cat C and Circling Cats B/C visibility ¼ SM.</p>	<p>MISSED APPROACH: Climb to 3100 direct ZARUB and on track 011° to JICDA and hold.</p>
-----------	--	---

AIZ AWOS-3PT 135.325	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 0
--------------------------------	---------------------------------------	---------------------------------



4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 39).		3100	ZARUB	JICDA
MIVPE		FOVMU		↑	✧	△
6000 ← 182°		002° →		tr 011°		
3000		002°		HUPUD 3.1 NM to RW36		
		2600		3.00° TCH 40		
		1920		RW36		
		5 NM		2.1 NM		3.1 NM
CATEGORY	A	B	C	D		
LP MDA	1320-1	416 (500-1)	1320-1½ 416 (500-1½)	NA		
LNAV MDA	1440-1	536 (600-1)	1440-1½ 536 (600-1½)	NA		
CIRCLING	1520-1 603 (700-1)	1820-1¼ 903 (1000-1¼)	1820-2¾ 903 (1000-2¾)	NA		

ELEV 917 TDZE 904

MIRL Rwy 18-36 0

REIL Rws 18 and 36 0

ELDON, MISSOURI
Orig-B 15AUG19

38°22'N-92°34'W

ELDON MODEL AIRPARK (H79)
RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

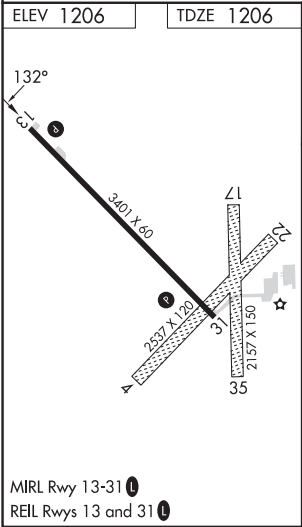
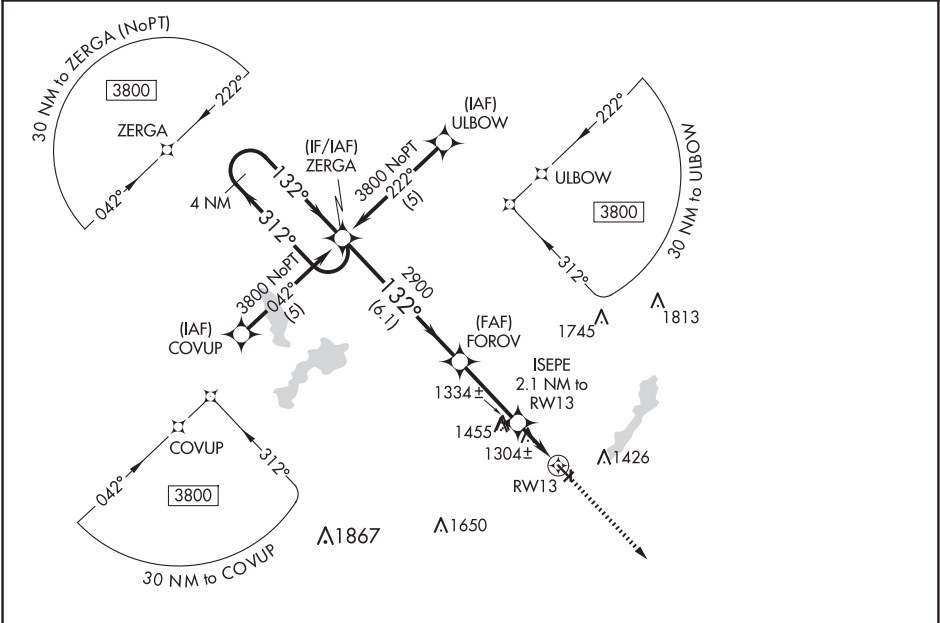
APP CRS	Rwy Idg	3401
132°	TDZE	1206
	Apt Elev	1206

RNAV (GPS) RWY 13

EMMETSBURG MUNI (E/GQ)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3800 direct HIVEN and hold.
▼ ▲ NA	Use Algona altimeter setting, when not received, use Estherville altimeter setting. Procedure NA at night. Circling NA to Rwy 4, 17, 22 and 35. Rwy 13 helicopter visibility reduction below 1 SM NA.

MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
---	---------------------------------



VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 54).			
4 NM Holding Pattern	ZERGA	FOROV	ISEPE 2.1 NM to RWY 13
3800	312°	132°	3.04° TCH 40
2900	1900	1300	1300
6.1 NM	3 NM	2.1 NM	
CATEGORY	A	B	C
LNAV MDA	1620-1	414 (500-1)	NA
CIRCLING	1780-1	1840-1	NA
	574 (600-1)	635 (700-1)	

EMMETSBURG, IOWA

AL-6523 (FAA)

23334

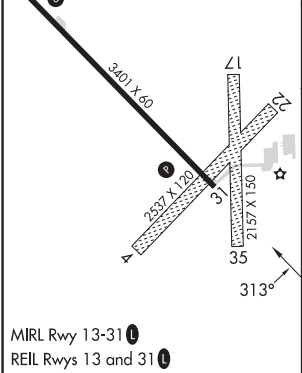
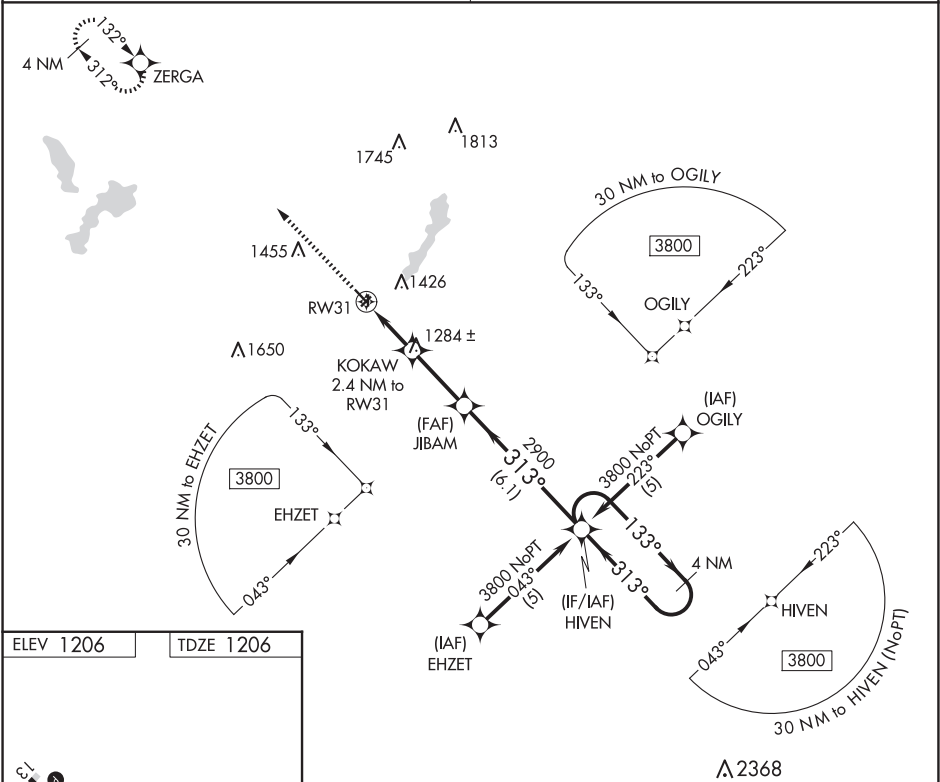
APP CRS	Rwy Idg	3401
313°	TDZE	1206
	Apt Elev	1206

RNAV (GPS) RWY 31

EMMETSBURG MUNI (E/GQ)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3800 direct ZERGA and hold.
▼	Use Algona altimeter setting, when not received, use Estherville altimeter setting. Procedure NA at night. Circling NA to Rwy 4, 17, 22 and 35. Rwy 31 helicopter visibility reduction below 1 SM NA.	
▲ NA		

MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
------------------------------------	--------------------------



3800	ZERGA	VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 40).	
KOKAW	2.4 NM to RW31	JIBAM	HIVEN
RW31	2.4 NM	2.7 NM	6.1 NM
2000	3.05° TCH 40	2900	133° 313° 3800
4 NM Holding Pattern			
CATEGORY	A	B	C
LNNAV MDA	1600-1	394 (400-1)	NA
CIRCLING	1780-1 574 (600-1)	1840-1 635 (700-1)	NA

EMMETSBURG, IOWA
Orig-C 10AUG23

43°06'N-94°42'W

RNAV (GPS) RWY 31

NC-3, 07 AUG 2025 to 02 OCT 2025

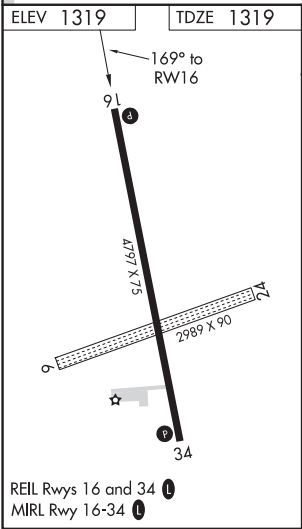
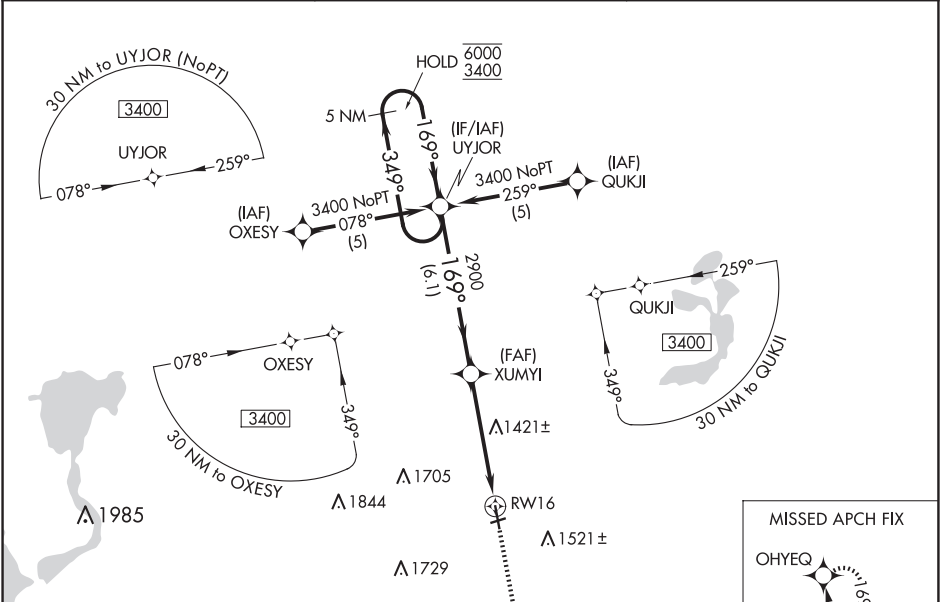
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40104 W16A	APP CRS 169°	Rwy Idg TDZE 1319 Apt Elev 1319
--	------------------------	---

RNAV (GPS) RWY 16

ESTHERVILLE MUNI (EST)

RNP APCH.		
<div><div>⚠</div><div>Circling NA to Rwy 6 and 24. Baro-VNAV and VDP NA when using Jackson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Jackson altimeter setting and increase all DA/MDA 60 feet.</div></div>		MISSED APPROACH: Climb to 3400 direct OHYEQ and hold.
ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.975 (CTAF) 0



5 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 39).		3400	OHYEQ
UYJOR		XUMYI		*1.1 NM to RWY 16	
6000 3400		2900		RWY 16	
GP 3.00° TCH 30		2900		1.1 NM	
6.1 NM		3.7 NM		1.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1 569-1	250 (300-1)	NA		
LNAV/VNAV DA	1 608-1	289 (300-1)	NA		
LNAV MDA	1 720-1	401 (500-1)	NA		
CIRCLING	1 720-1 401 (500-1)	1 840-1 521 (600-1)	NA		

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3400
direct UYJOR and hold.

Diagram illustrating a flight profile with various waypoints and altitudes. The profile starts at the bottom left, ascends through a 'HOLD' at 3400 feet, then continues to 3000 feet. Key waypoints include (IAF) UBMUW, (IAF) OHYEQ, (IAF) ETGIQ, (FAF) IGPUQ, and RW34. The profile ends at the top right. A 'CRYPT NORTH MOA' is indicated near the bottom. A 'MISSED APCH FIX' is shown in the top right corner. A table at the bottom left contains 'ELEV 1319' and 'TDZE 1319'. Various altitudes (A1985, A1705, A1844, A1729, A1521±, A1400±) and distances (30 NM, 5 NM) are marked along the profile.

ELEV 1319	TDZE 1319
-----------	-----------

Diagram illustrating the RNAV approach for RW34, showing the 5 NM Holding Pattern and the approach path segments.

Key data points from the diagram:

- 5 NM Holding Pattern at 6000/3400
- Approach path segments: 1.1 NM, 4 NM, 6.1 NM
- Fixes: RW34, IGPUQ (3000), OHYEQ
- Angles: 169°, 349°
- GP 3.00°, TCH 42°

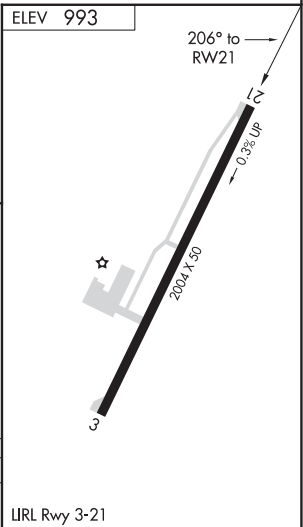
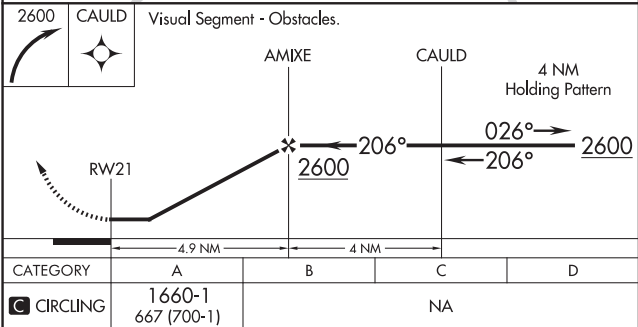
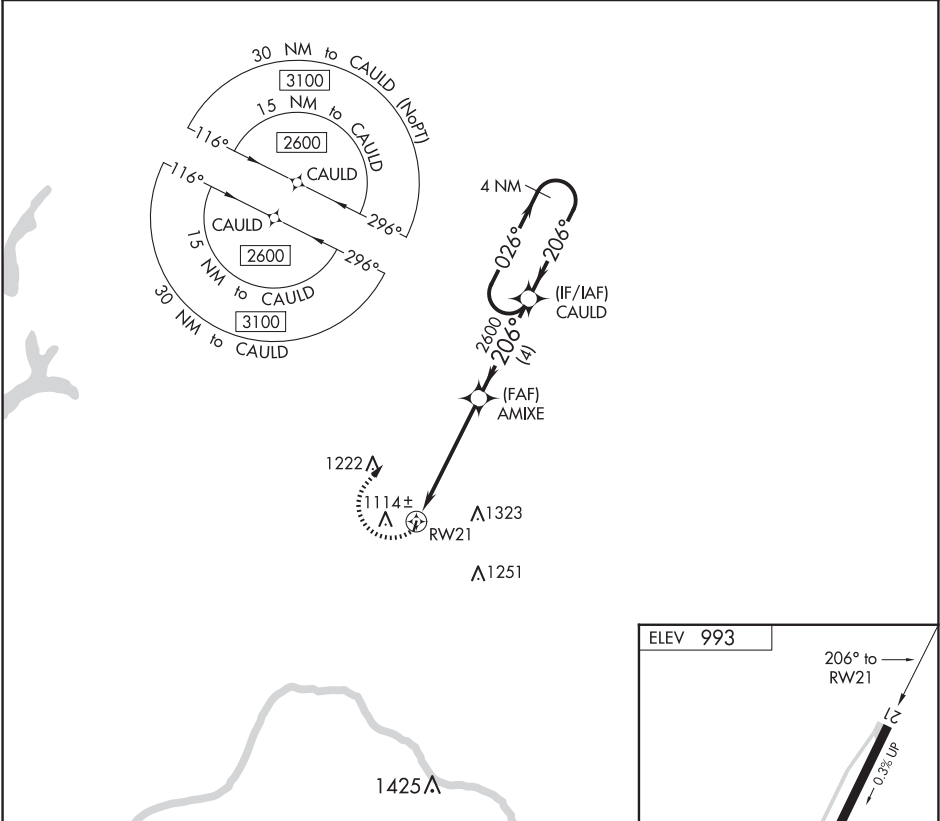
ESTHERVILLE MUNI (EST)
RNAV (GPS) RWY 34

APP CRS	Rwy Idg	N/A
206°	TDZE	N/A
	Apt Elev	993

RNAV (GPS)-B

EXCELSIOR SPRINGS MEML (3EX)

<div><div><div>▼</div><div>NA</div></div><div>Use Charles B Wheeler Downtown altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</div></div>	<div>MISSED APPROACH: Climbing right turn to 2600 direct CAULD and hold.</div>
<div>KANSAS CITY APP CON</div> <div>118.4 307.35</div>	<div>UNICOM</div> <div>122.7 (CTAF)</div>



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

FAIRFIELD, IOWA

AL-5588 (FAA)

20310

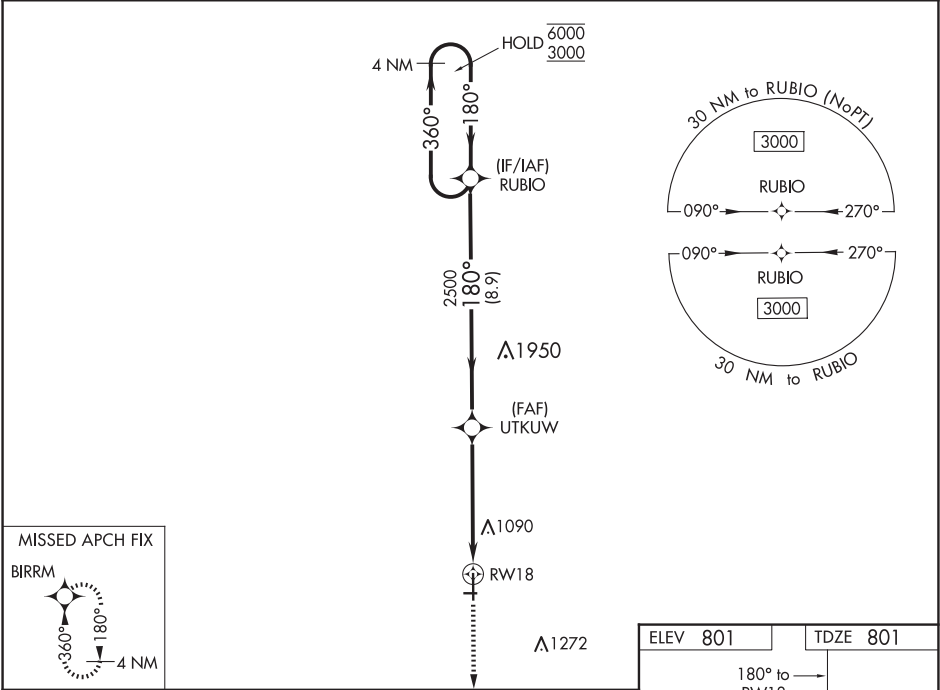
WAAS CH 82503 W18A	APP CRS 180°	Rwy Idg 5503 TDZE 801 Apt Elev 801
--	------------------------	---

RNAV (GPS) RWY 18

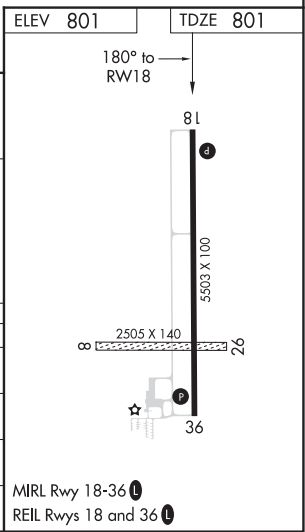
FAIRFIELD MUNI (F'FL)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct BIRRM and hold.
<div><div>▼</div><div>▲</div></div> <div>Circling NA to Rwys 8 and 26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div>	

AWOS-3 132.025	CHICAGO CENTER 118.15 335.575	UNICOM 122.7 (CTAF)
--------------------------	---	-------------------------------



<div>4 NM Holding Pattern</div> <div><div>6000</div><div>3000</div></div> <div>GP 3.00° TCH 40</div>		<div>RUBIO</div>		<div>UTKUW</div> <div>2500</div>		<div>3000</div> <div>↑</div> <div>BIRRM</div> <div>✱</div>	
						<div>*1.8 NM to RW18</div> <div>RW18</div> <div>*LNAV only</div>	
		<div>8.9 NM</div>		<div>3.4 NM</div>		<div>1.8 NM</div>	
CATEGORY	A	B	C	D			
LPV DA	1001-¾ 200 (200-¾)			NA			
LNAV/ VNAV DA	1471-1⅞ 670 (700-1⅞)			NA			
LNAV MDA	1400-1 599 (600-1)		1400-1¾ 599 (600-1¾)		NA		
<div>C</div> CIRCLING	1400-1 599 (600-1)	1440-1 639 (700-1)	1440-1¾ 639 (700-1¾)		NA		



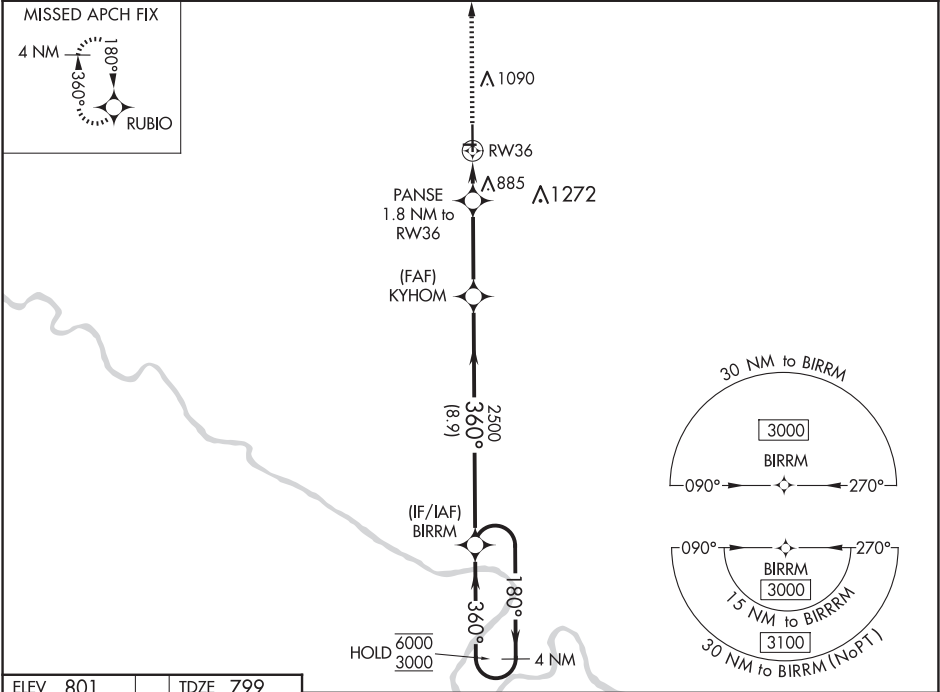
WAAS CH 72804 W36A	APP CRS 360°	Rwy Idg 5503 TDZE 799 Apt Elev 801
--	------------------------	---

RNAV (GPS) RWY 36

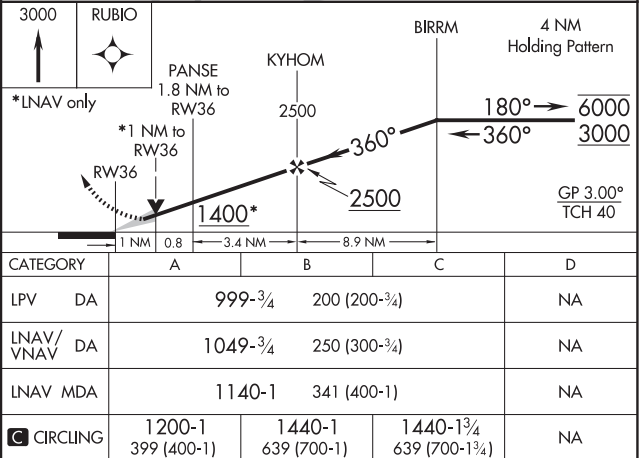
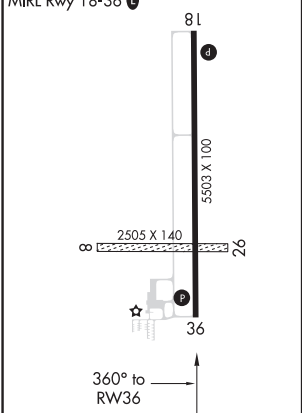
FAIRFIELD MUNI (F'FL)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct RUBIO and hold.
Circling NA to Rwy 8 and 26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3 132.025	CHICAGO CENTER 118.15 335.575	UNICOM 122.7 (CTAF) 1
--------------------------	---	---------------------------------



ELEV 801	TDZE 799
REIL Rwy 18 and 36 1	
MIRL Rwy 18-36 1	



FARMINGTON, MISSOURI

AL-5696 (FAA)

24193

WAAS CH 61019 W02A	APP CRS 026°	Rwy Idg TDZE 926 Apt Elev 946
--	------------------------	---

RNAV (GPS) RWY 2

FARMINGTON RGNL (FAM)

RNP APCH - GPS.

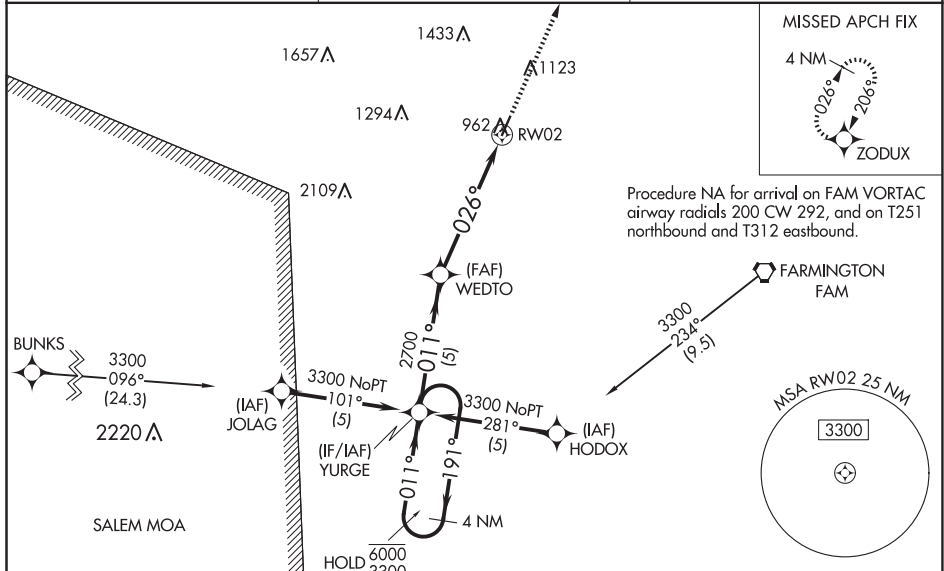
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 2 helicopter visibility reduction below ¾ SM NA. Circling Rwy 20 NA at night. Baro-VNAV and VDP NA when using Sparta altimeter setting. When local altimeter setting not received, use Sparta altimeter setting and increase LPV DA to 1330 feet and all visibilities ¾ SM. Increase LNAV/VNAV DA to 1525 feet and all visibilities ¾ SM. Increase all MDAs 160 feet and LNAV and Circling Cat B visibility ¼ SM.

MISSED APPROACH: Climb to 3100 direct ZODUX and hold.

AWOS-3PT 119.275	KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



ELEV 946 TDZE 926

4 NM Holding Pattern

YURGE

WEDTO

ZODUX

3100

6000 191° 3300 011°

GP 3.00° TCH 42

2700 011°

1.8 NM to RW02

RW02

5 NM 3.7 NM 1.8 NM

CATEGORY	A	B	C	D
LPV DA	1176-1	250 (300-1)	NA	
LNAV/VNAV DA	1371-1378	445 (500-1378)	NA	
LNAV MDA	1540-1	614 (600-1)	NA	
CIRCLING	1540-1	594 (600-1)	NA	

4223 x 75

0.2% UP

2

026°

REIL Rwy 2 and 20 0 MIRL Rwy 2-20 0

FARMINGTON, MISSOURI
Amdt 2 16MAY24

37°46'N-90°26'W

FARMINGTON RGNL (FAM)

RNAV (GPS) RWY 2

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS
206°

Rwy Idg
TDZE
Apt Elev

4323
946
946

RNAV (GPS) RWY 20

FARMINGTON RGNL (FAM)

RNP APCH - GPS.

▼

⚠

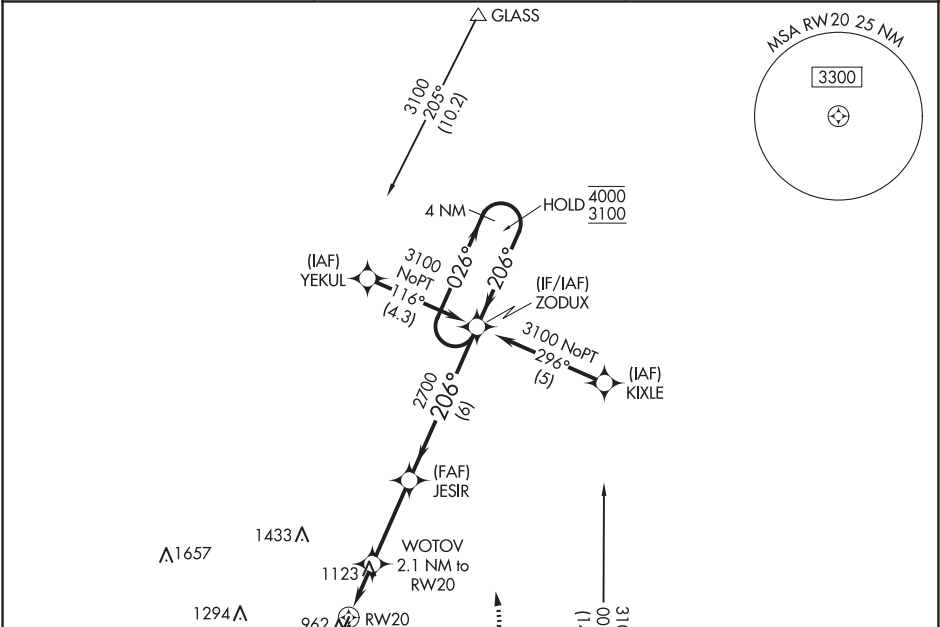
Rwy 20 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night. When local altimeter setting not received, use Sparta altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climbing left turn to 3100 direct ZODUX and hold.

AWOS-3PT
119.275

KANSAS CITY CENTER
127.475 346.275

UNICOM
122.8 (CTAF) 0



ELEV 946

TDZE 946

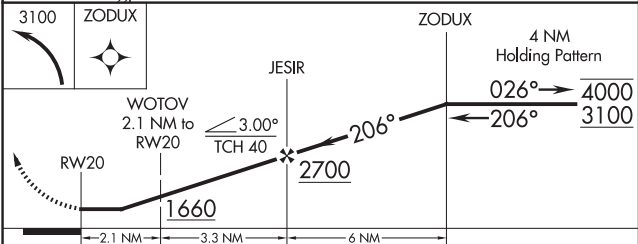
206°

02°

4323 X 75

REIL Rwy 2 and 20 0


MIRL Rwy 2-20 0



CATEGORY	A	B	C	D
LNAV MDA	1380-1	434 (500-1)	NA	NA
CIRCLING	1460-1 514 (600-1)	1500-1 554 (600-1)	NA	NA

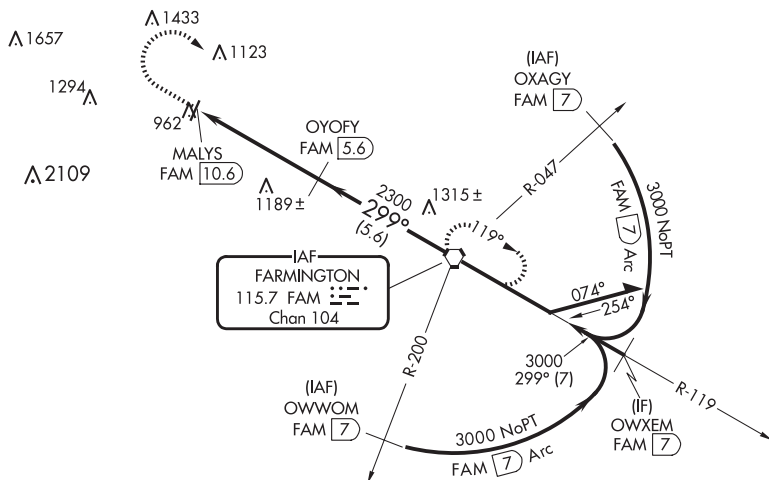
VORTAC FAM 115.7 Chan 104	APP CRS 299°	Rwy Idg TDZE Apt Elev	N/A N/A 946
---	------------------------	-----------------------------	--

VOR/DME-A
FARMINGTON RGNL (FAM)

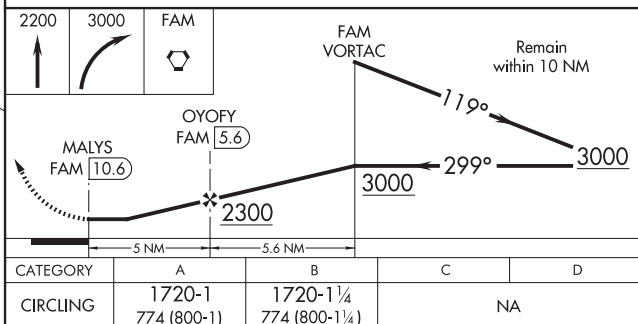
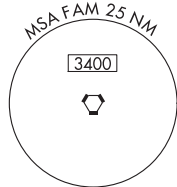
<p>  NA </p>	<p> Circling to Rwy 20 NA at night. When local altimeter setting not received, use Sparta altimeter setting and increase all MDA 160 feet and Cat A visibility $\frac{1}{4}$ mile. </p>	<p> MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 direct FAM VORTAC and hold. </p>
---	--	--

AWOS-3PT
119.275

KANSAS CITY CENTER
127.475 346.275

UNICOM
122.8 (CTAF) **L**

ELEV 946



Orig-B 09FEB12

FARMINGTON RGNL (FAM)
VOR/DME-A

37°46'N-90°26'W

NC-3, 07 AUG 2025 to 02 OCT 2025

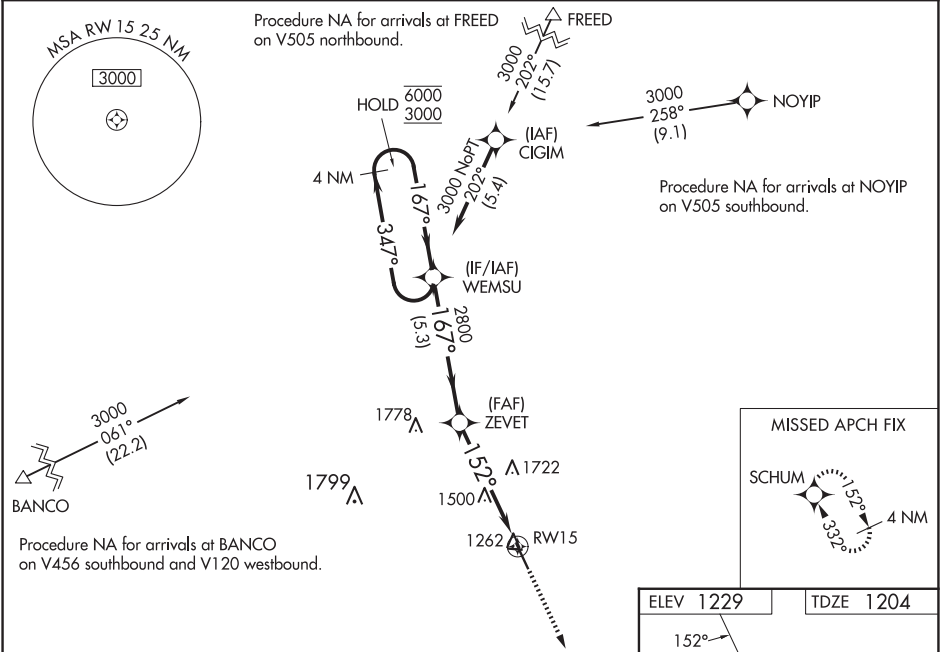
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90428 W15A	APP CRS 152°	Rwy Idg 5196 TDZE 1204 Apt Elev 1229
--	------------------------	---

RNAV (GPS) RWY 15

FOREST CITY MUNI/TRIMBLE FLD (FXXY)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct to SCHUM and hold.
<div><div><div></div><div></div></div><div>Circling to Rwy 9, 27 and 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 54°C. When local altimeter setting not received, use Mason City altimeter setting and increase LPV DA to 1488 feet; LNAV/VNAV DA to 1516 feet; increase all MDA 40 feet. VDP and Baro-VNAV NA when using Mason City altimeter setting.</div></div>		
AWOS-3 123.925	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 122.8 (CTAF) 0



4 NM

Holding Pattern

WEMSU

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 28).

3000

↑

SCHUM

✱

6000

← 347°

3000

167° →

167°

2800

✱

152°

* 1.7 NM to

RW15

RW15

GP 3.00°

TCH 40

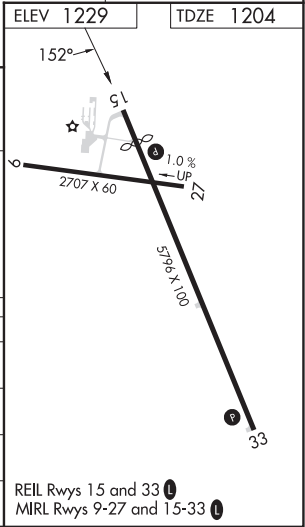
5.3 NM

3.2 NM

1.7 NM

* LNAV only.

CATEGORY	A	B	C	D
LPV DA	1454-1		250 (300-1)	
LNAV/ VNAV DA	1482-1		278 (300-1)	
LNAV MDA	1760-1	556 (600-1)	1760-1½	556 (600-1½)
CIRCLING	1760-1	531 (600-1)	2040-2½ 811 (900-2½)	2040-2¾ 811 (900-2¾)



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

FOREST CITY, IOWA

AL-6092 (FAA)

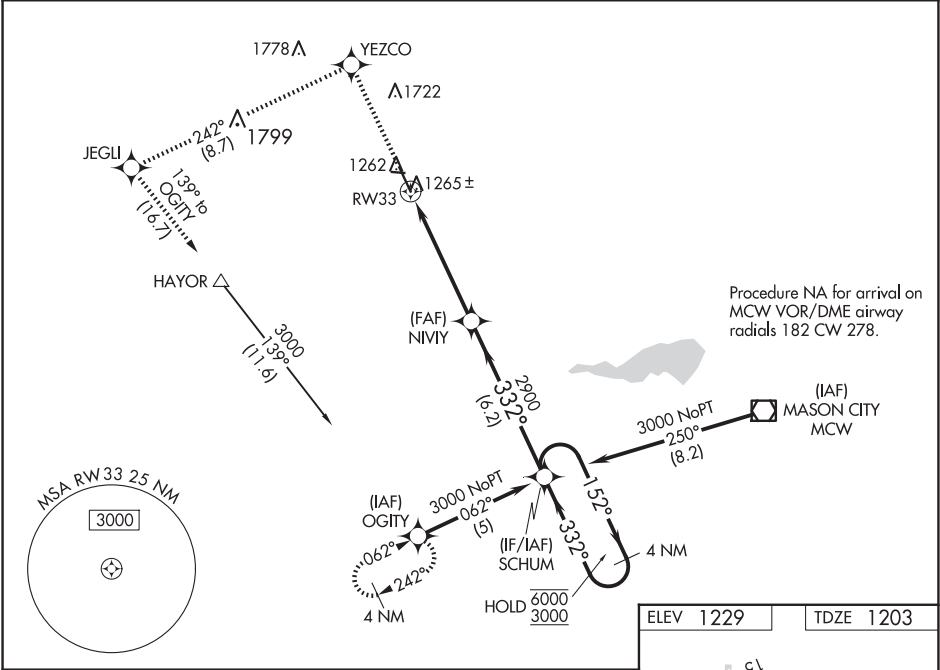
24305

WAAS CH 78016 W33A	APP CRS 332°	Rwy Idg 5796 TDZE 1203 Apt Elev 1229
--	------------------------	---

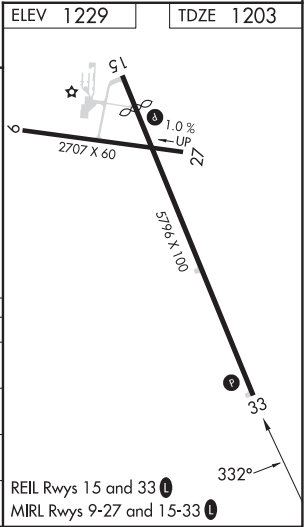
RNAV (GPS) RWY 33
FOREST CITY MUNI/TRIMBLE FLD (FXY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct YEZCO and left turn on track 242° to JEGLI and left turn on track 139° to OGITY and hold.
-----------------	---

AWOS-3 123.925	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 122.8 (CTAF) 1
--------------------------	--	---------------------------------



3000	YEZCO	JEGLI	OGITY	SCHUM
↑	✧	✧	✧	
	tr 242°	tr 139°		
	NIVY			
	RW33			
	332°	332°	2900	
	5.1 NM	6.2 NM		
CATEGORY	A	B	C	D
LPV DA	1453-1 250 (300-1)			
RNAV/ VNAV DA	1535-1¼ 332 (400-1¼)			
RNAV MDA	1520-1 317 (300-1)			
CIRCLING	1660-1 431 (500-1)	1760-1 531 (600-1)	2040-2½ 811 (900-2½)	2040-2¾ 811 (900-2¾)



FOREST CITY, IOWA
Orig-D 21MAR24

43°14'N-93°37'W

FOREST CITY MUNI/TRIMBLE FLD (FXY)
RNAV (GPS) RWY 33

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

VOR/DME MCW
114.9
Chan **96**

APP CRS
297°

Rwy Idg
TDZE
Apt Elev **1229**

N/A
N/A
1229

VOR-A

FOREST CITY MUNI/TRIMBLE FLD (FXY)

DME required.

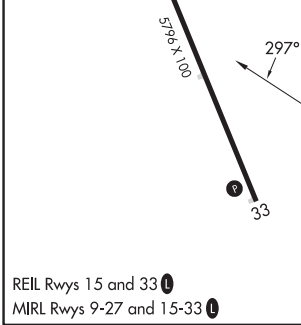
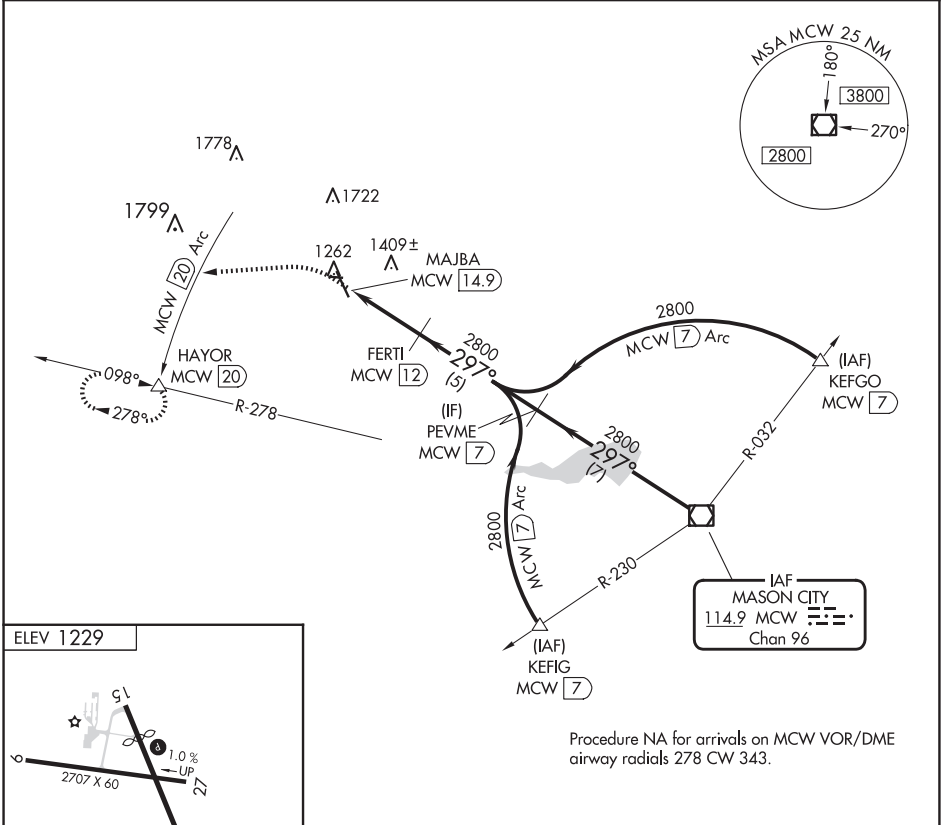
▼

⚠

When local altimeter setting not received use Mason City altimeter setting and increase all MDA 40 feet. Circling to Rwy 9, 27 33 NA at night.

MISSED APPROACH: Climb to 3000 on heading 260° to MCW 20 DME Arc and on MCW 20 DME Arc counterclockwise to HAYOR/20 DME and hold.

AWOS-3 123.925	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 122.8 (CTAF) 1
--------------------------	--	---------------------------------



	3000 ↑ hdg 260°	MCW 20 Arc counterclockwise	HAYOR △	FERTI MCW 12	PEVME MCW 7	MCW VOR/DME
		MAJBA MCW 14.9				
CATEGORY	A	B	C	D		
CIRCLING	1680-1 451 (500-1)	1760-1 531 (600-1)				

FORT DODGE, IOWA



AL-976 (FAA)

25219

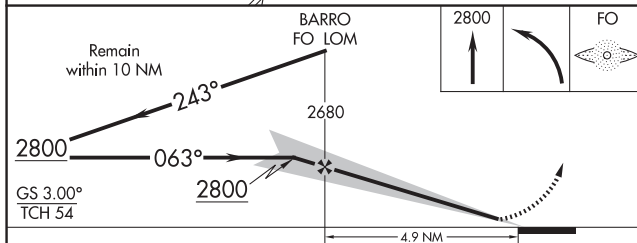
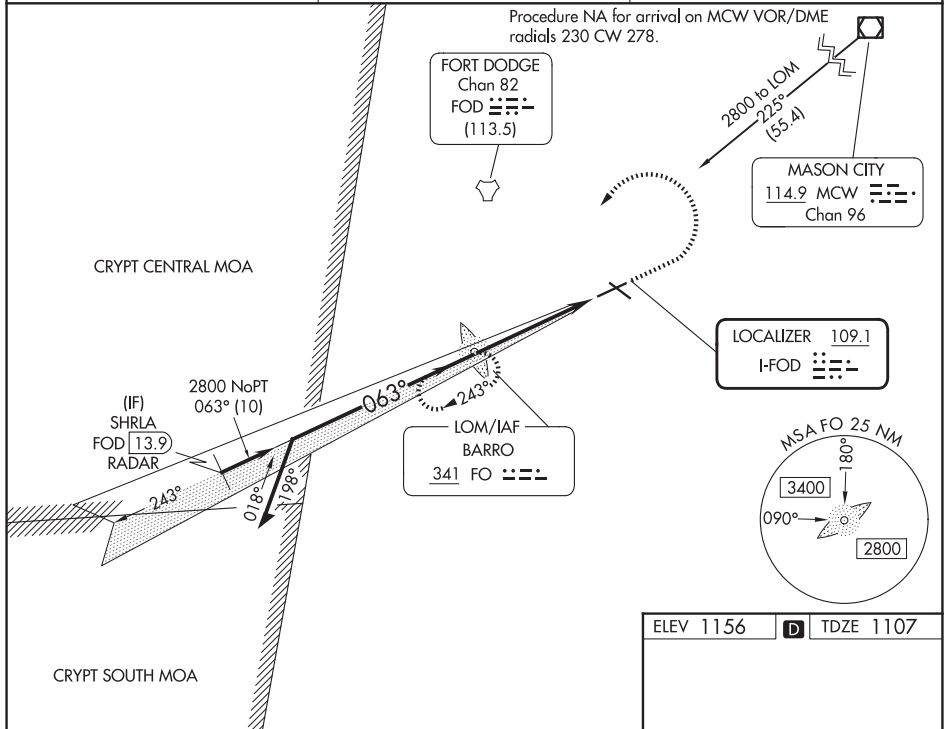
LOC I-FOD 109.1	APP CRS 063°	Rwy Ldg 6547 TDZE 1107 Apt Elev 1156
---------------------------	------------------------	---

ILS or LOC RWY 6

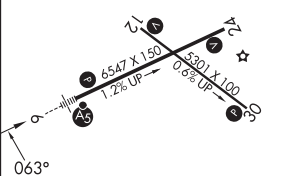



FORT DODGE RGNL (FOD)

ADF required. RADAR required for procedure entry at SHRLA.	MALSR 	MISSED APPROACH: Climb to 2800 then left turn direct BARRO LOM and hold.
 NA DME from FOD DME. Simultaneous reception of I-FOD and FOD DME required. For inop ALS, increase S-LOC 6 Cat C/D visibility to 1 1/2 SM.		

AWOS-3PT 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF)
----------------------------	--	-------------------------------



CATEGORY	A	B	C	D
S-ILS 6	1307-1/2 200 (200-1/2)			
S-LOC 6	1600-1/2	493 (500-1/2)	1600-1	493 (500-1)
CIRCLING	1600-1 444 (500-1)	1620-1 464 (500-1)	1740-1 1/2 584 (600-1 1/2)	2080-3 924 (1000-3)

ELEV 1156	D	TDZE 1107			
					
MIRL Rwy 12-30 					
REIL Rwys 12, 24 and 30 					
HIRL Rwy 6-24 					
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

FORT DODGE, IOWA

Amdt 8 14JUL22

42°33'N-94°12'W

FORT DODGE RGNL (FOD)

ILS or LOC RWY 6

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

FORT DODGE, IOWA

AL-976 (FAA)

25219

WAAS CH 99615 W12A	APP CRS 125°	Rwy Ldg TDZE Apt Elev	5301 1128 1156
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 12

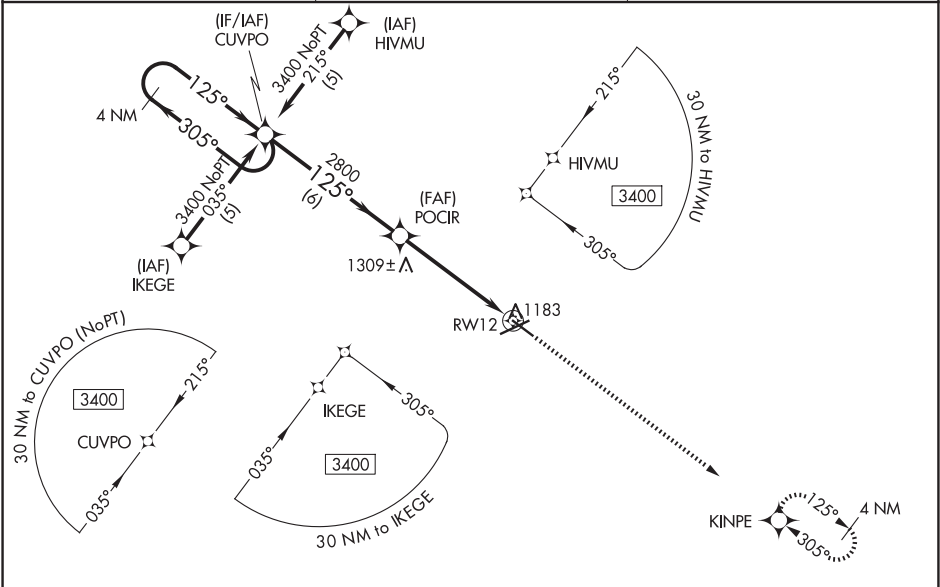
FORT DODGE RGNL (FOD)

RNP APCH.

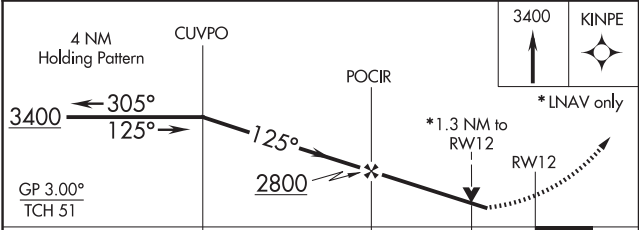
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting: increase LPV DA to 1447 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1495 feet; increase all MDAs 60 feet and Circling Cat C visibility ¼ SM. VDP and Baro-VNAV NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 3400 direct KINPE and hold.

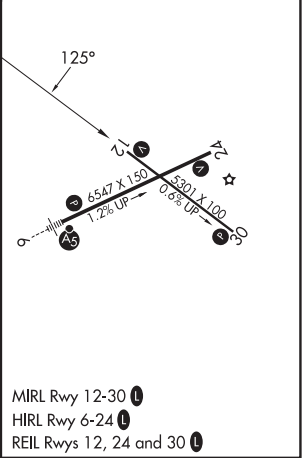
AWOS-3PT 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF) 0
----------------------------	--	---------------------------------



ELEV 1156	D	TDZE 1128
-----------	----------	-----------



CATEGORY	A	B	C	D
LPV DA		1405-1	277 (300-1)	
LNAV/VNAV DA		1453-1¼	325 (300-1¼)	
LNAV MDA	1560-1	432 (500-1)	1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 404 (500-1)	1620-1 464 (500-1)	1740-1½ 584 (600-1½)	2080-3 924 (1000-3)



FORT DODGE, IOWA
Amdt 1B 20MAY21

42°33'N - 94°12'W

FORT DODGE RGNL (FOD)

RNAV (GPS) RWY 12

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

FORT DODGE, IOWA

AL-976 (FAA)

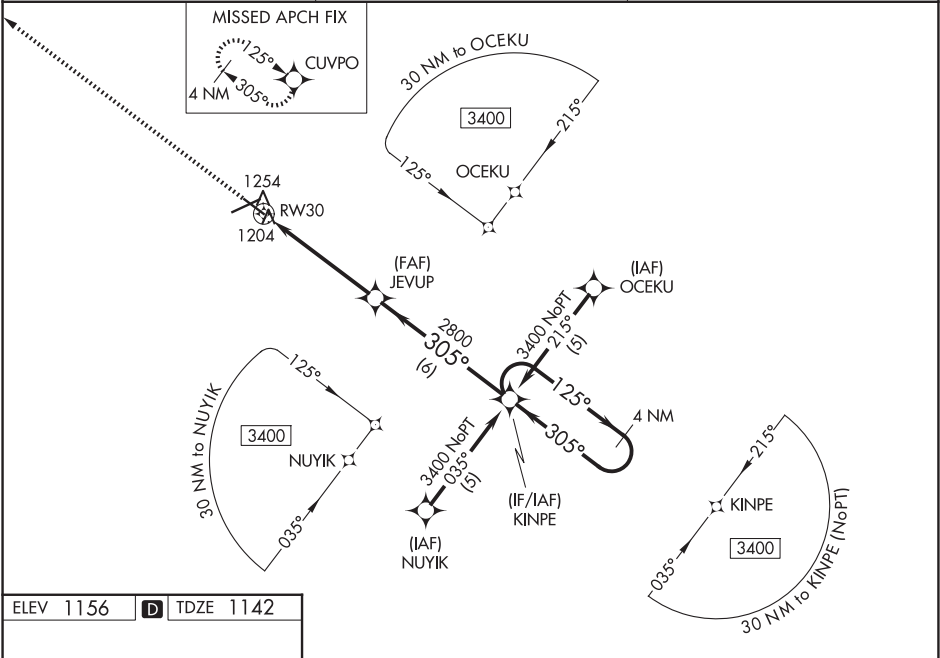
25219

WAAS CH 82615 W30A	APP CRS 305°	Rwy Ldg TDZE 1142 Apt Elev 1156
--	------------------------	---

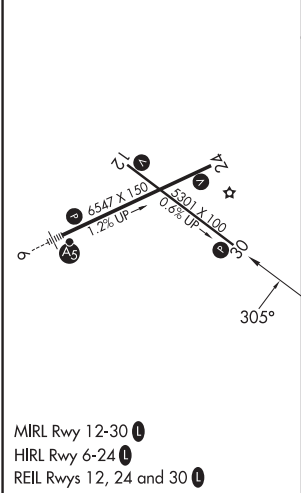
RNAV (GPS) RWY 30
FORT DODGE RGNL (FOD)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. ▲ Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting: increase LPV DA to 1466 feet and all Cats visibility ¼ SM; increase LNAV/VNAV DA to 1516 feet; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ SM.	MISSED APPROACH: Climb to 3400 direct CUVPO and hold.
--	---

AWOS-3PT 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF) 0
----------------------------	--	---------------------------------



ELEV 1156	D	TDZE 1142
------------------	----------	------------------



3400	CUVPO	4 NM Holding Pattern			
*INAV only.					
*1.1 NM to RW30					
JEVUP					
2800					
KINPE					
125° → 3400					
← 305°					
GP 3.00° TCH 39					
CATEGORY	A	B	C	D	
LPV DA	1424-1 282 (300-1)				
LNAV/VNAV DA	1474-1¼ 332 (400-1¼)				
LNAV MDA	1520-1 378 (400-1)				1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 404 (500-1)	1620-1 464 (500-1)	1740-1½ 584 (600-1½)	2080-3 924 (1000-3)	

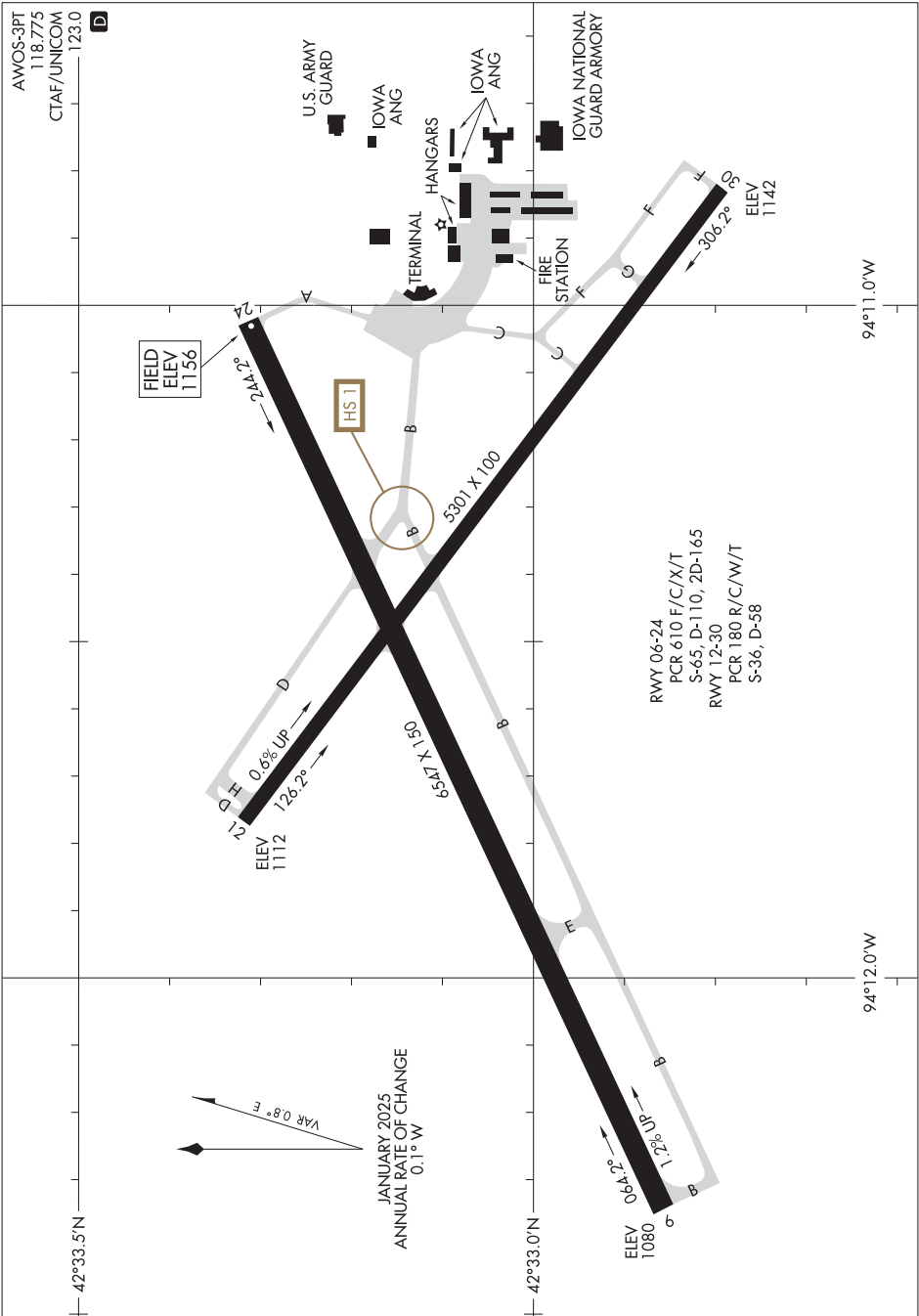
FORT DODGE, IOWA
Amdt 1B 20MAY21

42°33'N-94°12'W

FORT DODGE RGNL (FOD)
RNAV (GPS) RWY 30

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

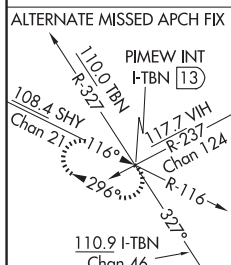


ILS or LOC RWY 15
WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)

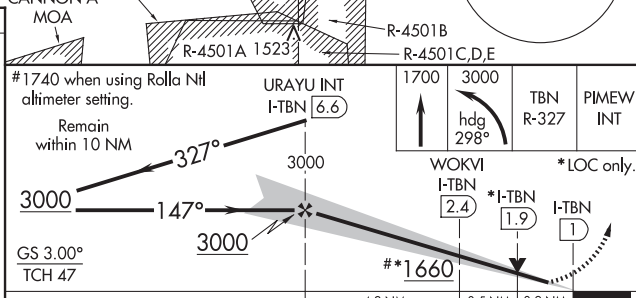
MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 on heading 298° and TBN VOR R-327 to PIMEW INT/I-TBN 13 DME and hold.

GND CON

123.75 256.8



HIRL Rwy 15-33 **L**



CATEGORY	A	B	C	D
S-ILS 15	1358-1	200 (200-1)		
S-LOC 15	1660-1	502 (500-1)		
C CIRCLING	1660-1	500 (500-1)	1660-1½ 500 (500-1½)	1720-2 560 (600-2)
WOKVI FIX MINIMUMS				
S-LOC 15	1500-1	342 (400-1)		
C CIRCLING	1580-1 420 (500-1)	1660-1 500 (500-1)	1660-1½ 500 (500-1½)	1720-2 560 (600-2)

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TRN)

37°44'N-92°08'W

ILS or LOC RWY 15

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53499 W15A	APP CRS 147°	Rwy Idg 5535 TDZE 1158 Apt Elev 1160
--	------------------------	---

RNAV (GPS) RWY 15

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)

RNP APCH.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. VDP and Baro-VNAV NA when using ROLL Ntl altimeter setting. When local altimeter setting not received, use ROLL Ntl altimeter setting and increase all LPV DA to 1427 and LNAV/VNAV DA to 1477; increase all MDA's 80 feet. Inop table does not apply. For inop ALS when using ROLL Ntl altimeter setting increase LNAV CAT C/D visibility to 1½ SM. Circling NA west of Rwy 15-33. Inop table does not apply to LPV, LNAV/VNAV, all Cats, and LNAV Cats A/B minimums when using ROLL Ntl altimeter setting.

MALSI



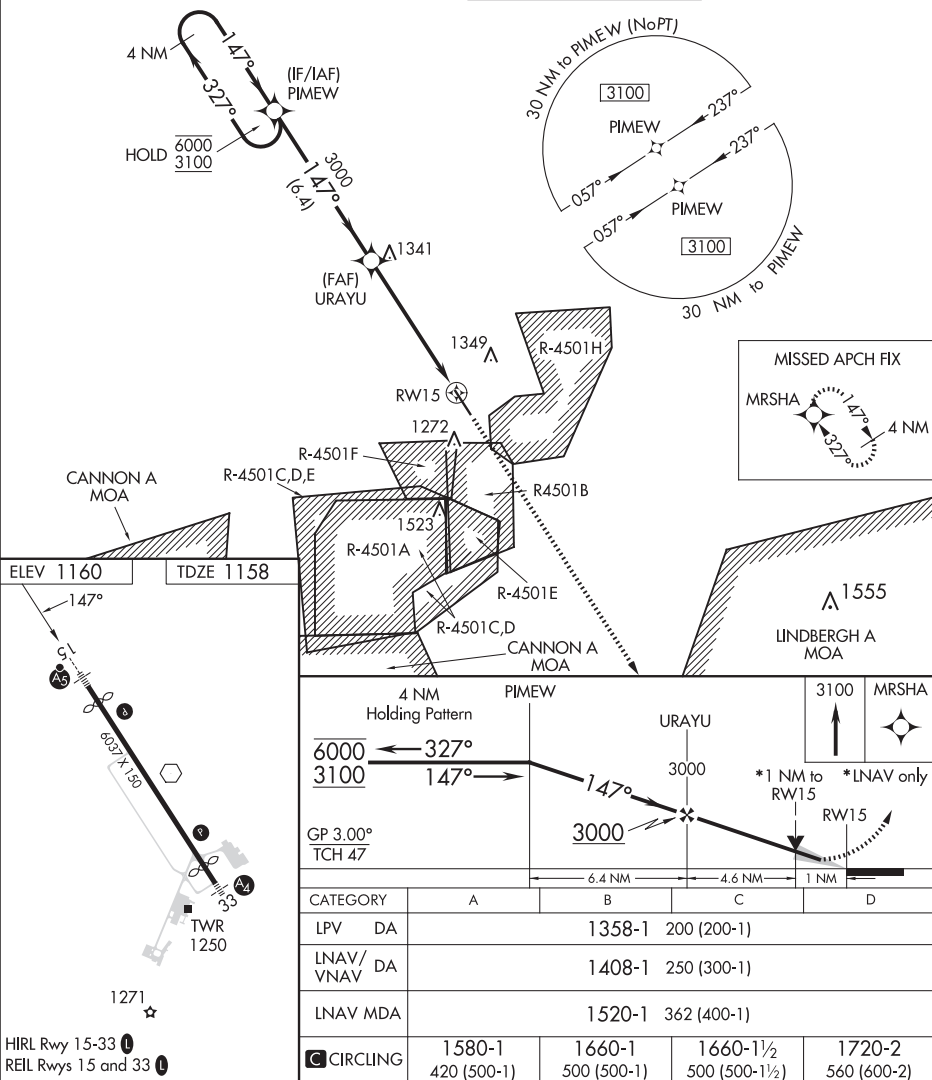
MISSED APPROACH:
Climb to 3100 direct
MRSHA and hold.

D-ATIS
118.7 229.4

KANSAS CITY CENTER
128.35 284.675

FORNEY TOWER ★
125.4 (CTAF) L 268.7

GND CON
123.75 256.8



FORT LEONARD WOOD, MISSOURI

Amdt 1 15AUG19

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)

37°44'N-92°08'W

RNAV (GPS) RWY 15

WAAS CH 99499 W33A	APP CRS 327°	Rwy Idg TDZE 1153 Apt Elev 1160
--	------------------------	---

RNAV (GPS) RWY 33

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)

RNP APCH - GPS.

▼

▲

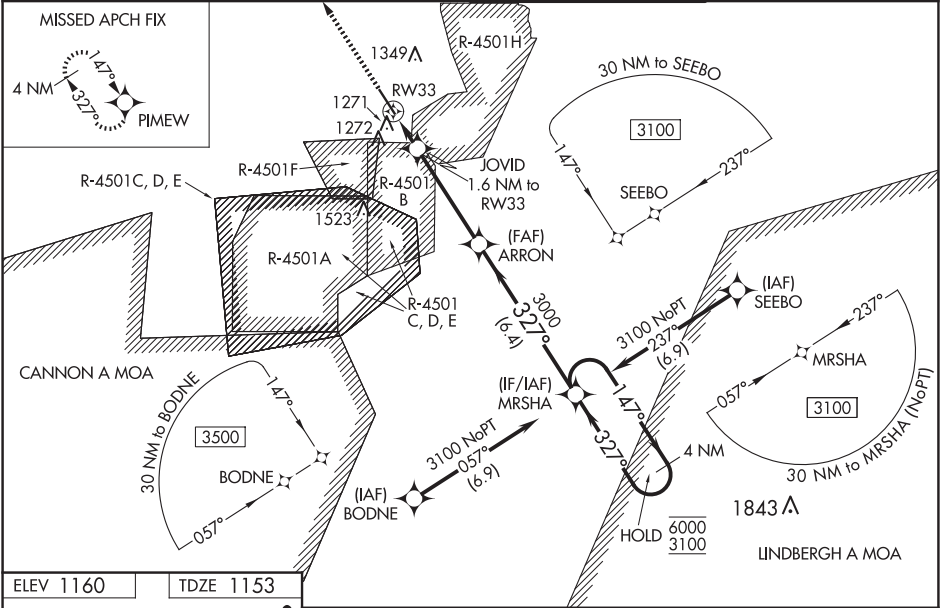
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Rolla Nil altimeter setting and increase LPV DA to 1472 feet, increase LNAV/VNAV DA to 1521 feet and all MDAs 80 feet. Increase LNAV Cat C/D visibility to RVR 6000. Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A/B. For inop ALS increase LNAV Cats C/D visibility to RVR 6000. VDP and Baro-VNAV NA when using Rolla Nil altimeter setting. Circling NA west of Rwy 15-33. Rwy 33 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A/B when using Rolla Nil altimeter setting.

MALS

A₂

MISSED APPROACH:
Climb to 3100 direct
PIMEW and hold.

D-ATIS 118.7 229.4	KANSAS CITY CENTER 128.35 284.675	FORNEY TOWER ★ 125.4 (CTAF) 0 268.7	GND CON 123.75 256.8
------------------------------	---	---	--------------------------------



ELEV 1160	TDZE 1153	<div><div>HIRL Rwy 15-33</div><div>REIL Rwy 15 and 33</div></div>			
<div><div>3100</div><div>PIMEW</div></div>		<div><div>MRSHA</div><div>4 NM</div><div>Holding Pattern</div></div>			
<div><div>JOVID</div><div>1.6 NM to RW33</div></div>		<div><div>ARRON</div><div>3000</div></div>			
<div><div>RW33</div><div>1.1 NM to RW33</div></div>		<div><div>MRSHA</div><div>4 NM</div><div>Holding Pattern</div></div>			
<div><div>1.1 NM</div><div>0.5 NM</div><div>4.1 NM</div><div>6.4 NM</div></div>		<div><div>GP 3.00°</div><div>TCH 36</div></div>			
CATEGORY	A	B	C	D	
LPV DA		1403/50	250 (300-1)		
LNAV/VNAV DA		1452/50	299 (300-1)		
LNAV MDA		1540/50	387 (400-1)		
CIRCLING	1580-1 420 (500-1)	1660-1 500 (500-1)	1660-1½ 500 (500-1½)	1720-2 560 (600-2)	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

VOR TBN

110.0

APP CRS

138°

Rwy Idg

5535

TDZE

1158

Apt Elev

1160

VOR RWY 15

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)

Procedure NA when R-4501B or R-4501H in use. Inop table does not apply to S-15 Cat A and B or to ZUTMA fix minimums. Circling NA west of Rwy 15-33. When local altimeter setting not received, use Rolla Ntl altimeter setting and increase all MDAs 80 feet and increase S-15 visibility Cats C/D ¼ SM and Circling Cat C visibility ½ SM. Inop table does not apply to Cats A/B when using Rolla Ntl altimeter setting. For inop ALS when using Rolla Ntl altimeter setting increase S-15 Cats C/D visibility to 1¾ SM. For inop ALS when using Rolla Ntl altimeter setting increase S-15 ZUTMA fix minimums Cats C/D visibility to 1¾ SM. #DME from I-TBN LOC/DME.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on TBN VOR R-323 to REBBS INT/I-TBN LOC/DME 11 DME and hold.

D-ATIS	KANSAS CITY CENTER	FORNEY TOWER ★	GND CON
118.7 229.4	128.35 284.675	125.4 (CTAF) 268.7	123.75 256.8

Enroute chart for VOR RWY 15. The chart shows the R-323, R-233, and R-318 routes. Key features include: R-323 (117.7 VHF Chan 124) with a 138° bearing; R-233 (1335 A, 1349 A) with a 138° bearing; R-318 (1272 A, 1523 A) with a 138° bearing; R-4501H (1335 A, 1349 A) with a 138° bearing; R-4501F (1272 A, 1523 A) with a 138° bearing; R-4501A (1523 A) with a 138° bearing; R-4501B (1523 A) with a 138° bearing; R-4501C,D,E (1523 A) with a 138° bearing; and R-4501D (1523 A) with a 138° bearing. The chart also shows the IAF FORNEY (110.0 TBN) and the LOCALIZER (110.9 I-TBN Chan 46). The chart includes a diagram of the MSA TBN 25 NM (2900) and the LINDBERGH A MOA. The chart also shows the CANNON A MOA and the TWR 1250.

Remain within 10 NM

2800

138°

*1700

318°

ZUTMA I-TBN [2.5]

I-TBN [1.9]

3.00°

TCH 50

0.6 NM

1 NM

TBN VOR

2000

3000

TBN R-323

REBBS

*1780 when using Rolla Ntl altimeter setting.

CATEGORY	A	B	C	D
S-15	1700-1	542 (600-1)	1700-1½	542 (600-1½)
CIRCLING	1700-1	540 (600-1)	1700-1½	1720-2
		540 (600-1½)	560 (600-2)	
ZUTMA FIX MINIMUMS #				
S-15	1520-1	362 (400-1)		
CIRCLING	1580-1	1660-1	1660-1½	1720-2
	420 (500-1)	500 (500-1)	500 (500-1½)	560 (600-2)

ELEV 1160

TDZE 1158

138° to VOR

CT

A5

3

1

2

33

TWR 1250

1271

HIRL Rwy 15-33

REIL Rwys 15 and 33

FORT LEONARD WOOD, MISSOURI

Waynesville-St Robert Rgnl Forney Fld (TBN)

Amdt 1 15AUG19

37°44'N-92°08'W

195

VOR RWY 15

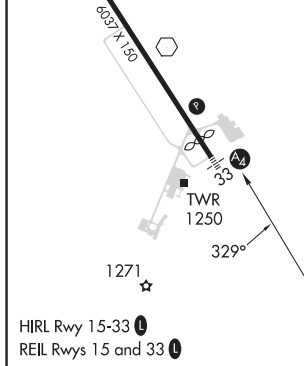
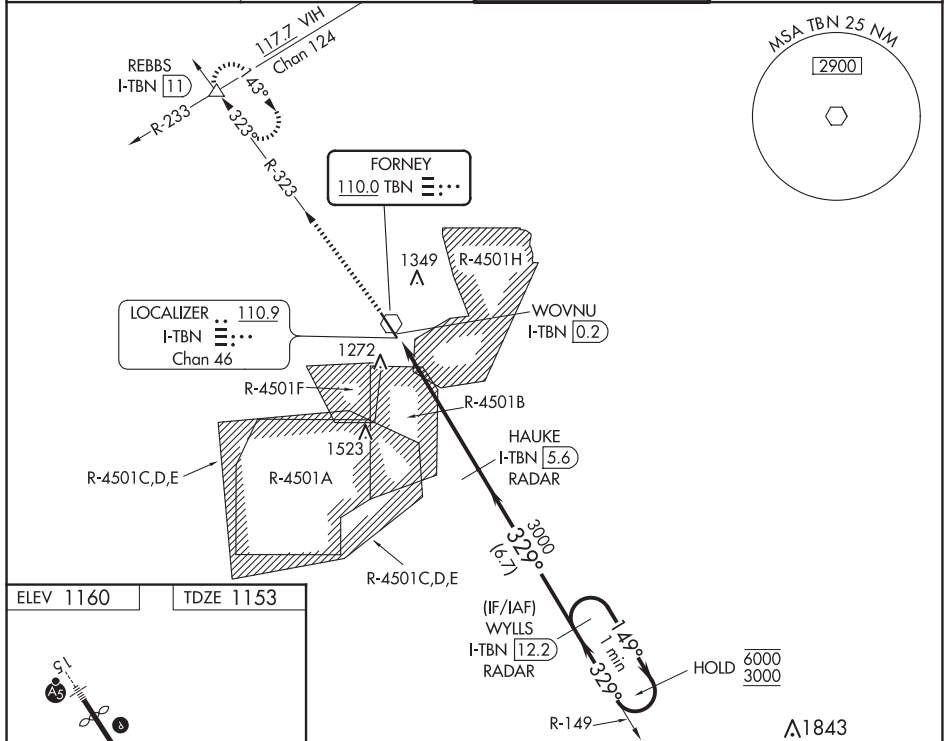
VOR TBN	APP CRS	Rwy Idg	5510
110.0	329°	TDZE	1153
		Apt Elev	1160

VOR RWY 33

WAYNESVILLE-ST ROBERT RGNL FORNEY FLD (TBN)

DME or RADAR required. RADAR required for procedure entry.		MALS	MISSED APPROACH: Climb to 3000 on TBN VOR R-323 to REBBS INT/I-TBN LOC/DME 11 DME and hold.
<p>⚠ When local altimeter not received, use Rolla Ntl altimeter setting and increase all MDAs 80 feet. Increase S-33 Cats C/D visibility to 1¼ SM. Procedure NA when R-4501B or R-4501H in use. Circling NA west of Rwy 15-33. Rwy 33 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to Cats A and B. For inop ALS, increase Cats C and D visibility to 1¾ SM. Inop table does not apply to Cats A and B when using Rolla Ntl altimeter setting.</p>			

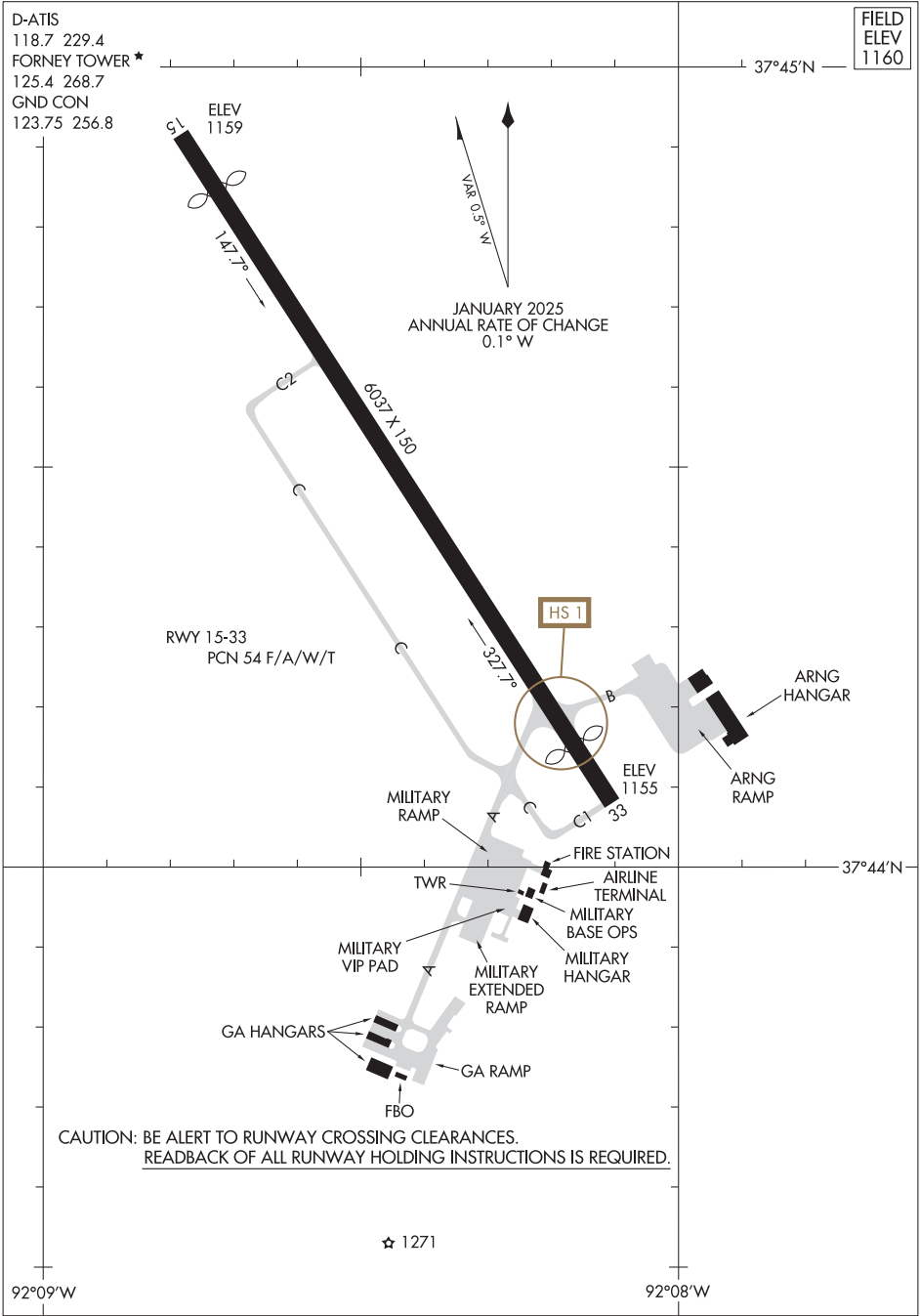
D-ATIS	KANSAS CITY CENTER	FORNEY TOWER ★	GND CON
118.7 229.4	128.35 284.675	125.4 (CTAF) 0 268.7	123.75 256.8



3000	REBBS	HAUKE	WYLLS	One Minute Holding Pattern	
TBN R-323	△	I-TBN 5.6	I-TBN 12.2		
I-TBN DME ANTENNA		WYLLS		3000	
WOVNU I-TBN 0.2		I-TBN 1.2		329°	
3.00° TCH 36		3.00°		149°	
1.3 NM		4.4 NM		6.7 NM	
CATEGORY	A	B	C	D	
S-33	1600-1 447 (500-1)				
CIRCLING	1600-1 440 (500-1)	1660-1 500 (500-1)	1660-1½ 500 (500-1½)	1720-2 560 (600-2)	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

FORT MADISON, IOWA

AL-5625 (FAA)

25219

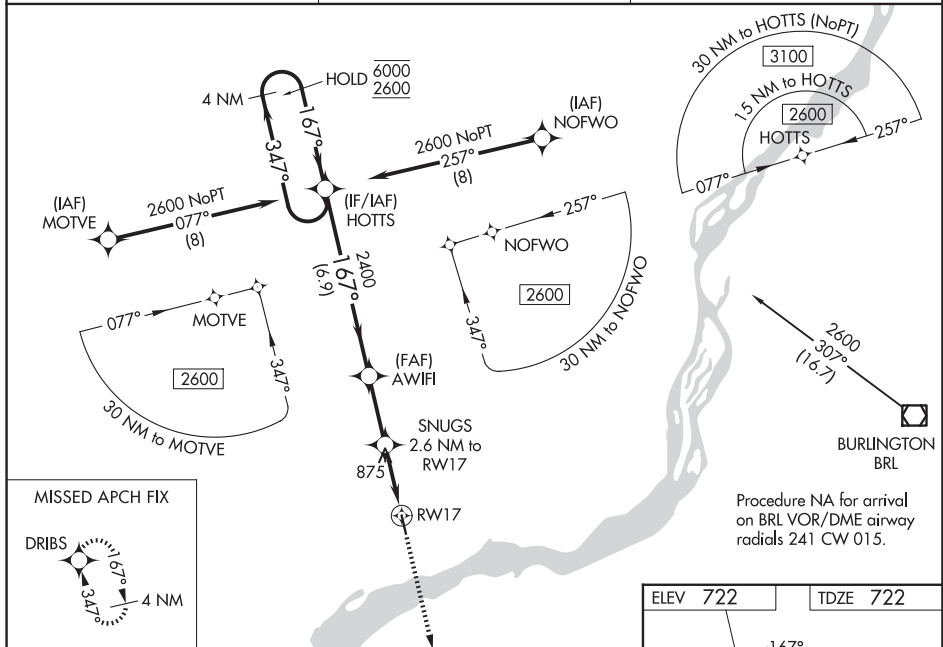
WAAS CH 82641 W17A	APP CRS 167°	Rwy Ldg TDZE Apt Elev	4000 722 722
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 17

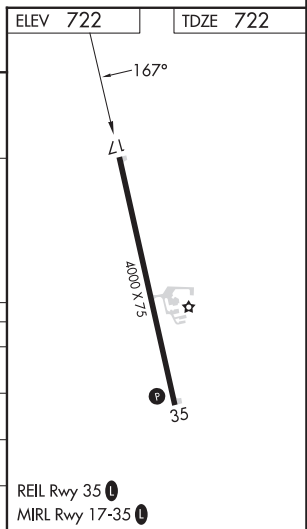
FORT MADISON MUNI (F'SW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2600 direct DRIBS and hold.
-----------------	---

AWOS-3 120.925	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) 1
--------------------------	--------------------------------------	--



<div>4 NM Holding Pattern</div> <div>6000 ← 347° 2600 → 167°</div> <div>GP 3.00° TCH 50</div>		<div>HOTS</div>	<div>AWIFI</div> <div>2400</div>	<div>SNUGS</div> <div>2.6 NM to RW17</div>	<div>2600</div> <div>↑</div>	<div>DRBS</div> <div>✦</div>
		<div>167°</div>	<div>167°</div>	<div>1.2 NM to RW17</div>	<div>RW17</div>	
		<div>2400</div>	<div>1580</div>	<div>1.4 NM</div>	<div>1.2 NM</div>	
		<div>6.9 NM</div>	<div>2.5 NM</div>			
CATEGORY	A	B	C	D		
LPV DA	972-1 250 (300-1)					
LNAV/ VNAV DA	972-1 250 (300-1)					
LNAV MDA	1140-1	418 (500-1)	1140-1 1/8	418 (500-1 1/8)		
CIRCLING	1200-1	478 (500-1)	1260-1 1/2 538 (600-1 1/2)	1500-2 1/2 778 (800-2 1/2)		



FORT MADISON, IOWA
Amdt 1C 12JUN25

40°40'N-91°20'W

RNAV (GPS) RWY 17

NC-3, 07 AUG 2025 to 02 OCT 2025

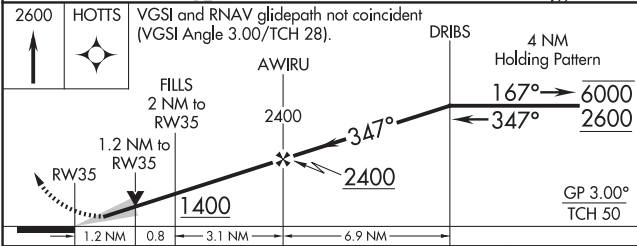
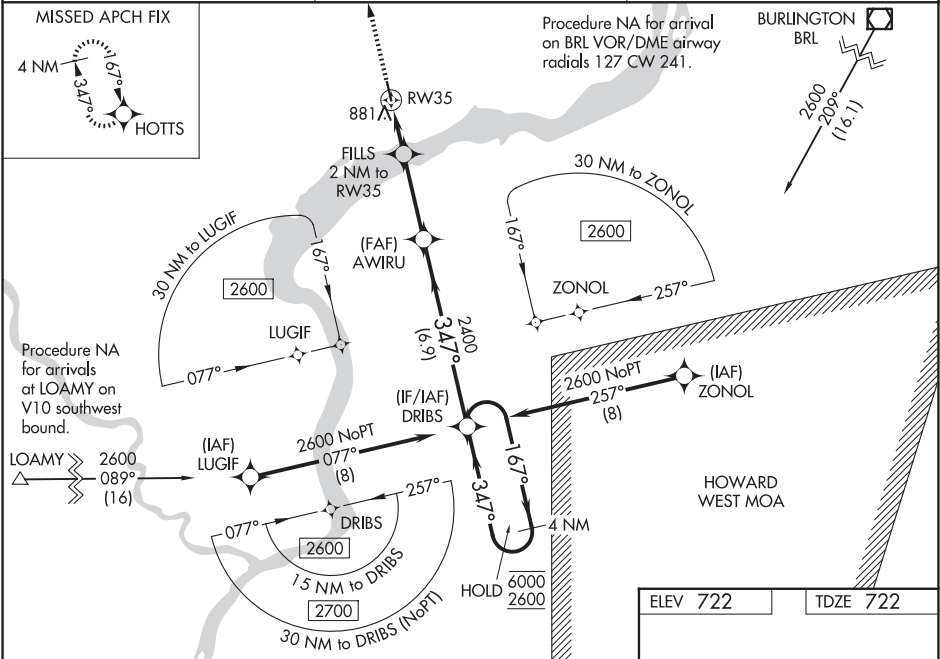
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70741 W35A	APP CRS 347°	Rwy Ldg TDZE 722 Apt Elev 722
--	------------------------	---

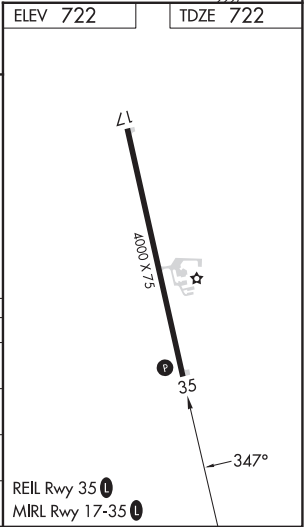
RNAV (GPS) RWY 35
FORT MADISON MUNI (F'SW)

RNP APCH - GPS. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using BRL altimeter setting. When local altimeter setting not received, use BRL altimeter setting; increase LPV DA to 1004 feet; increase LNAV/VNAV DA to 1190 feet and all visibilities 1/8 SM; increase all MDAs 40 feet and LNAV visibility Cats C and D 1/4 SM, and Circling visibility Cat D 1/4 SM.	MISSED APPROACH: Climb to 2600 direct HOTTs and hold.
---	---

AWOS-3 120.925	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) 0
--------------------------	--------------------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	972-1	250 (300-1)		
LNAV/VNAV DA	1158-1 1/4	436 (500-1 1/4)		
LNAV MDA	1140-1	418 (500-1)	1140-1 1/8	418 (500-1 1/8)
CIRCLING	1200-1	478 (500-1)	1260-1 1/2 538 (600-1 1/2)	1500-2 1/2 778 (800-2 1/2)



FORT MADISON, IOWA

AL-5625 (FAA)

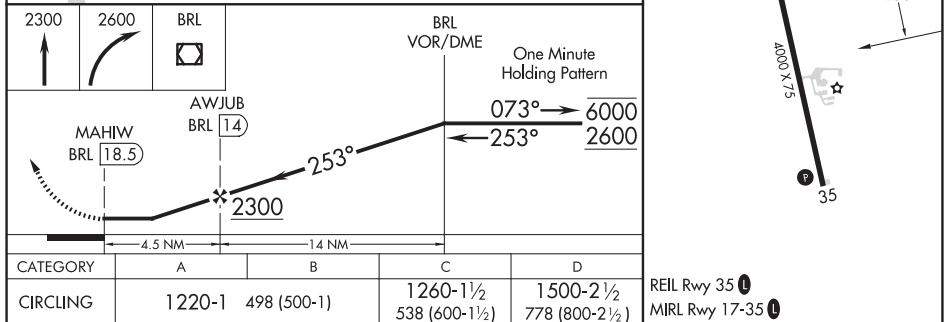
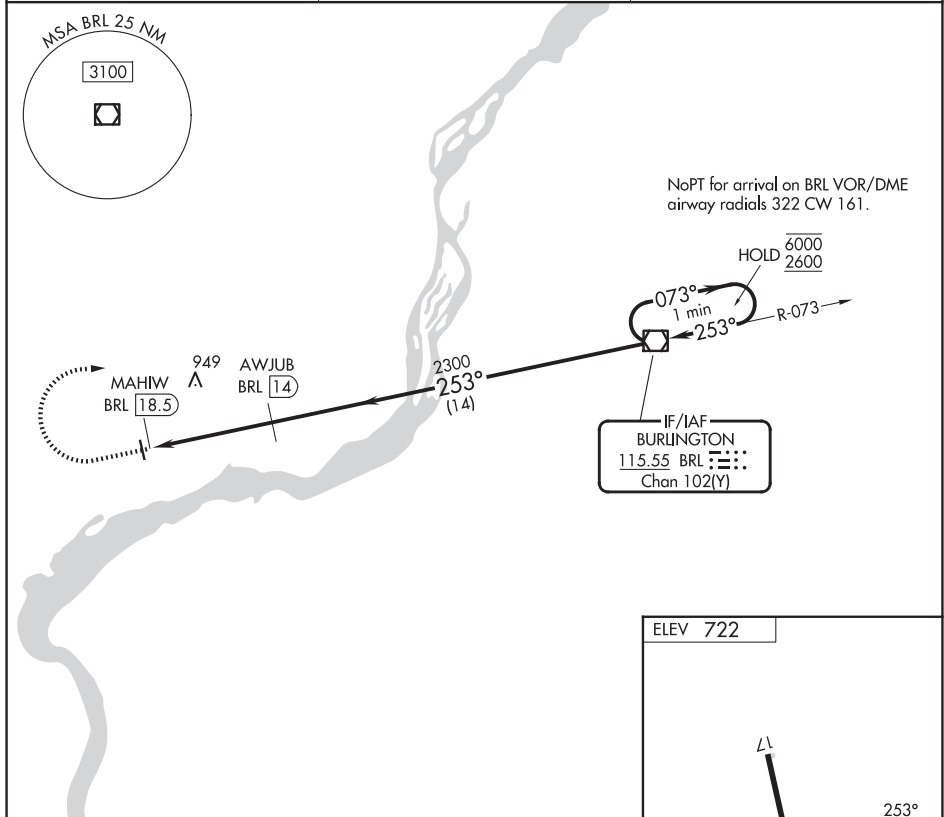
25219

VOR/DME BRL 115.55 Chan 102(Y)	APP CRS 253°	Rwy Ldg TDZE Apt Elev	N/A N/A 722
--	------------------------	-----------------------------	--

VOR-A
FORT MADISON MUNI (F'SW)

DME required. ▼ Visibility reduction by helicopters NA. When local altimeter not received, use BRL altimeter setting and increase all MDA's 40 feet and Circling visibility Cat D ¼ SM. ▲	MISSED APPROACH: Climb to 2300 then climbing right turn to 2600 direct BRL VOR/DME and hold.
---	--

AWOS-3 120.925	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) 0
--------------------------	--------------------------------------	---------------------------------



FORT MADISON, IOWA Amdt 7C 12JUN25	40°40'N-91°20'W	FORT MADISON MUNI (F'SW) VOR-A
---------------------------------------	-----------------	--

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **70733**
W01A

APP CRS
015°

Rwy Ldg
TDZE **880**
Apt Elev **880**

RNAV (GPS) RWY 1

A PAUL VANCE FREDERICKTOWN RGNL (H88)

RNP APCH - GPS.

▼

Baro-VNAV NA. Use Farmington altimeter setting; when not received, use Sparta altimeter setting and increase all DA 111 feet, all MDA 120 feet and increase LPV all Cats visibility, LNAV/VNAV all Cats visibility and LNAV Cat C visibility ¾ mile, and Circling Cat C visibility ¼ mile.

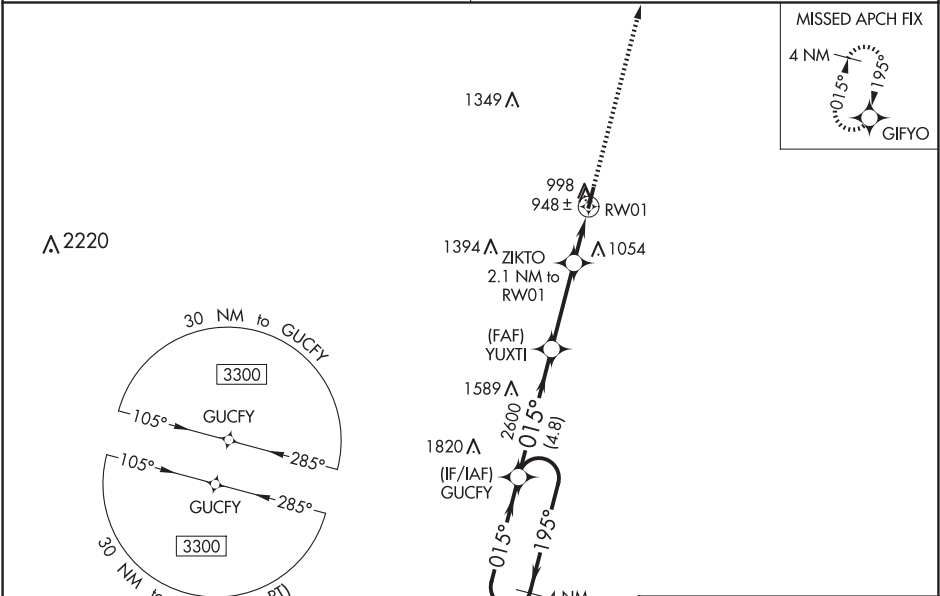
▲

NA

MISSED APPROACH: Climb to 3300 direct GIFYO and hold.

KANSAS CITY CENTER
127.475 346.275

UNICOM
122.8 (CTAF) 0



FREDERICKTOWN, MISSOURI

AL-6832 (FAA)

25163

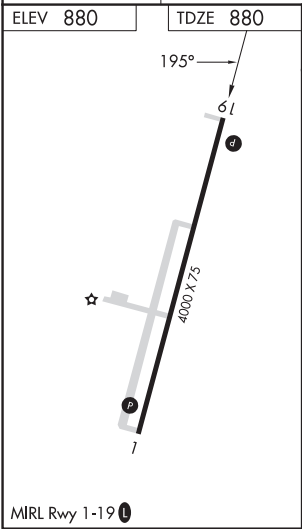
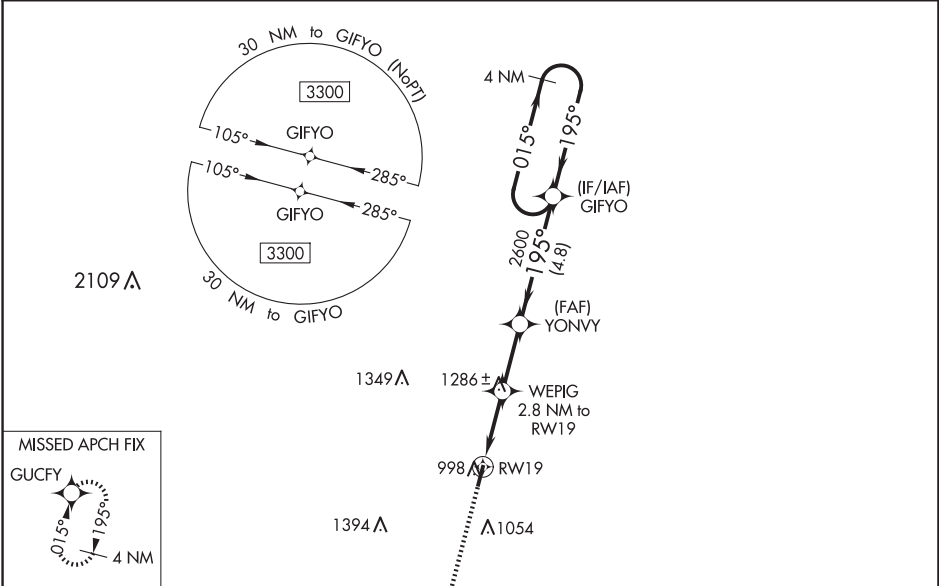
WAAS CH 72733 W19A	APP CRS 195°	Rwy Ldg TDZE 880 Apt Elev 880
--	------------------------	---

RNAV (GPS) RWY 19

A PAUL VANCE FREDERICKTOWN RGNL (H88)

<p>▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Rwy 19 helicopter visibility reduction below ¾ SM NA. Use Farmington altimeter setting; when not received, use Sparta altimeter setting and increase all DA 111 feet, all MDA 120 feet, LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile and increase Circling all Cats visibility ¼ mile.</p>	<p>⚠ NA</p>	<p>MISSED APPROACH: Climb to 3300 direct GUCFY and hold.</p>
--	--------------------	--

<p>KANSAS CITY CENTER 127.475 346.275</p>	<p>UNICOM 122.8 (CTAF) 0</p>
--	---



<p>3300 ↑</p>	<p>GUCFY</p>	<p>YONVY</p>	<p>GIFYO</p>	<p>4 NM Holding Pattern</p>
<p>*LNAV only.</p>	<p>WEPIG 2.8 NM to RW19</p>	<p>2600</p>	<p>015° → 3300</p>	<p>← 195°</p>
<p>RW19</p>	<p>*1800</p>	<p>2600</p>	<p>GP 3.00°</p>	<p>TCH 42</p>
<p>2.8 NM</p>	<p>2.5 NM</p>	<p>4.8 NM</p>		
CATEGORY	A	B	C	D
LPV DA	1166-1	286 (300-1)		NA
LNAV/VNAV DA	1536-2¼	656 (700-2¼)		NA
LNAV MDA	1580-1	700 (700-1)	1580-2 700 (700-2)	NA
CIRCLING	1580-1	700 (700-1)	1640-2¼ 760 (800-2¼)	NA

FREDERICKTOWN, MISSOURI
Amdt 1B 15SEP16

A PAUL VANCE FREDERICKTOWN RGNL (H88)
37°36'N-90°17'W
RNAV (GPS) RWY 19

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

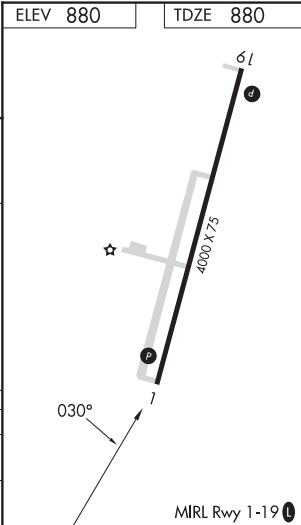
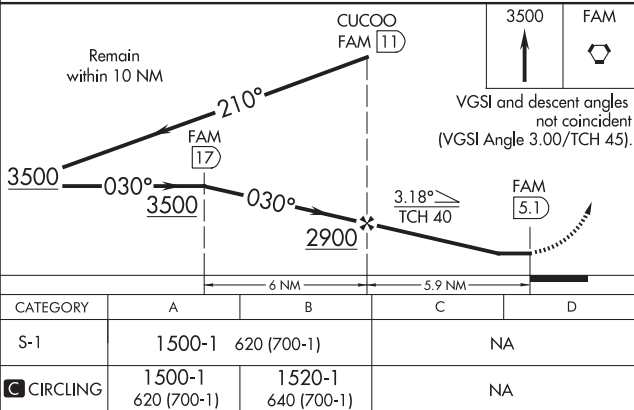
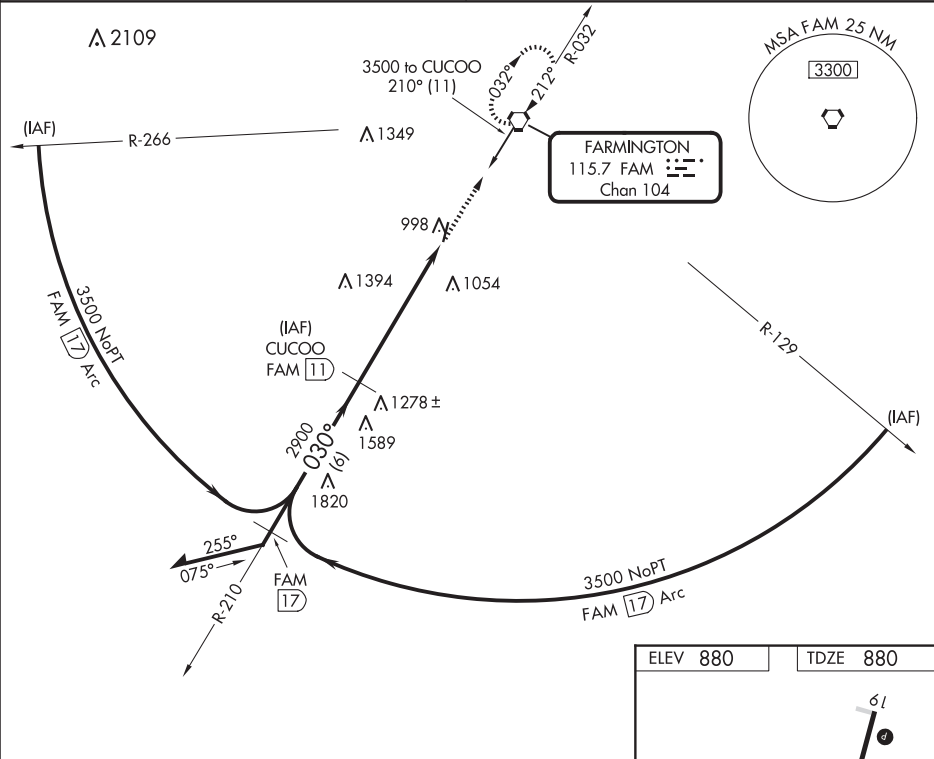
VORTAC FAM	APP CRS	Rwy Ldg	4000
115.7	030°	TDZE	880
Chan 104		Apt Elev	880

VOR/DME RWY 1

A PAUL VANCE FREDERICKTOWN RGNL (H88)

<div><div>NA</div><div>Use Farmington Rgnl altimeter setting.</div></div>	MISSED APPROACH: Climb to 3500 direct FAM VORTAC and hold.
---	--

KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) 1
---------------------------------------	--------------------------

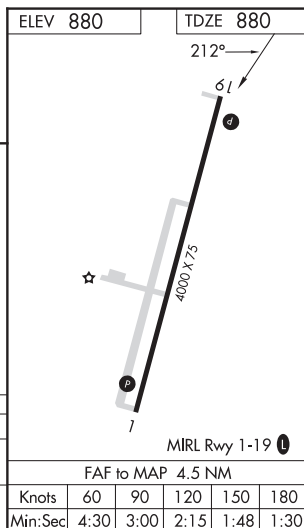
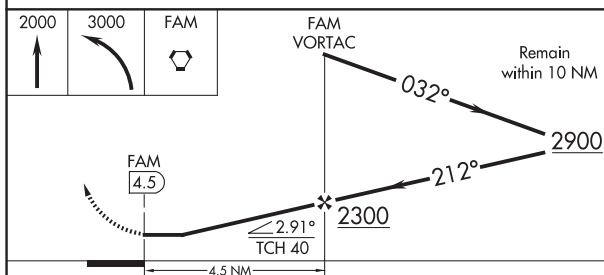
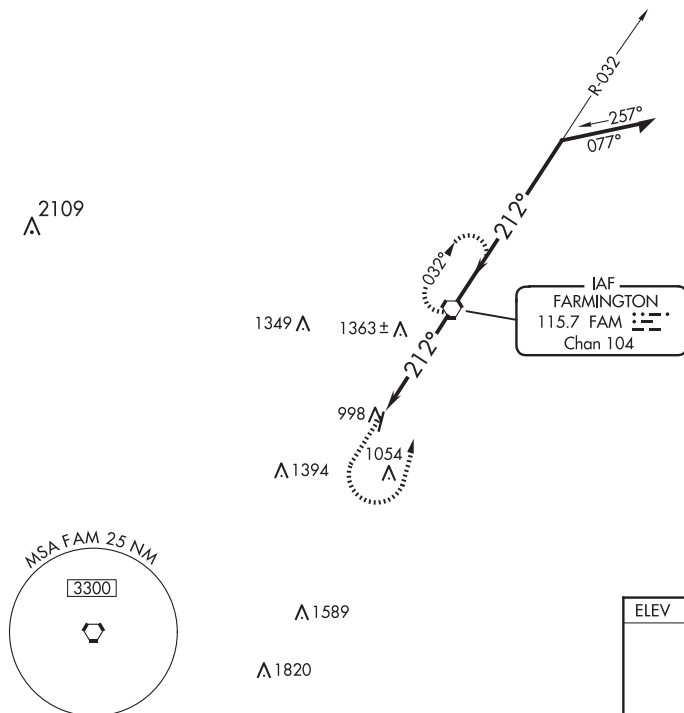


VORTAC FAM 115.7 Chan 104	APP CRS 212°	Rwy Ldg 4000 TDZE 880 Apt Elev 880
---	------------------------	---

A PAUL VANCE FREDERICKTOWN RGNL (H88)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAM VORTAC and hold.

UNICOM
122.8 (CTAF) **L**



A PAUL VANCE FREDERICKTOWN RGNL (H88)

VOR RWY 19

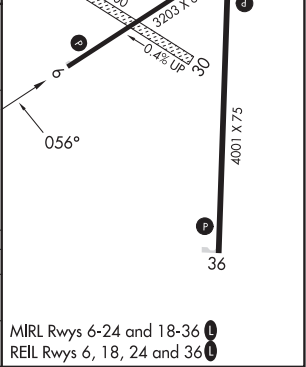
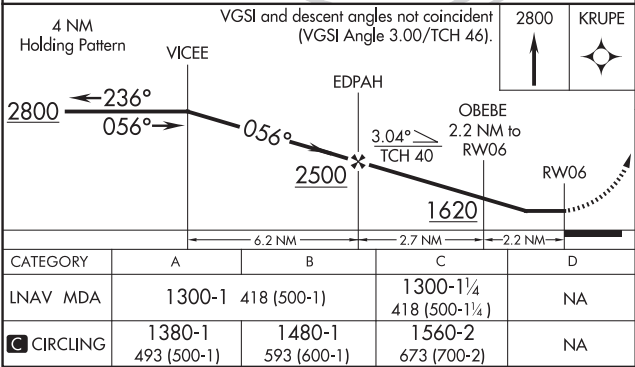
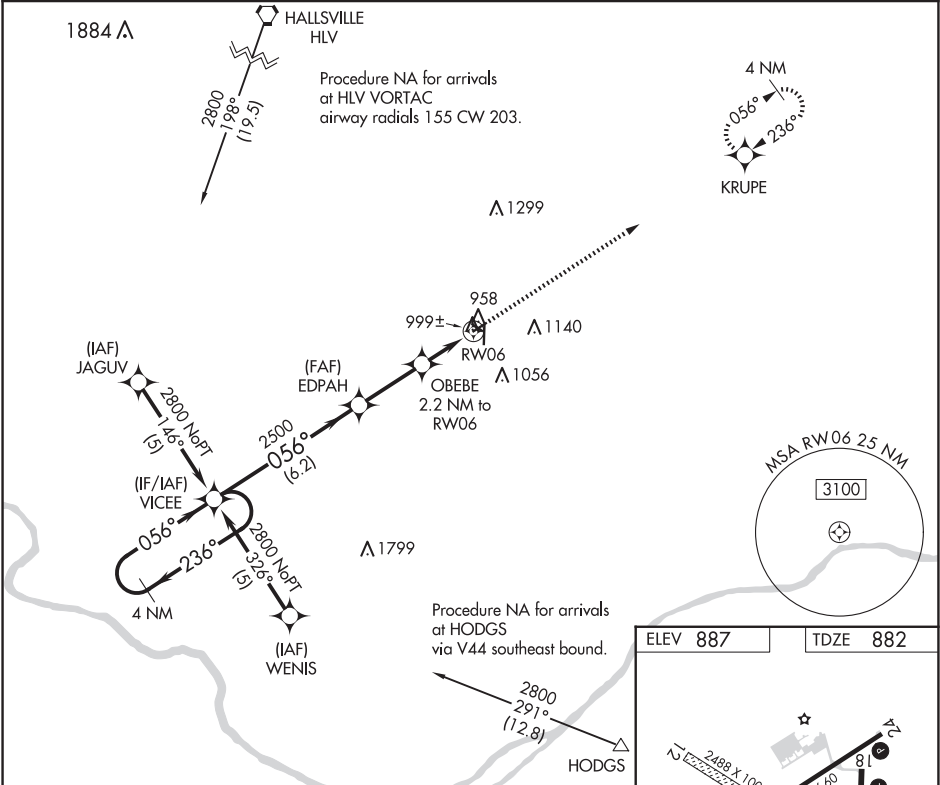
NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3203
056°	TDZE	882
	Apt Elev	887

RNAV (GPS) RWY 6

ELTON HENSLEY MEML (F'TT)

RNP APCH.		MISSED APPROACH: Climb to 2800 direct KRUPE and hold.
▼ ▲ NA Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet. Rwy 6 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18, 24 NA at night.		
COU ASOS 128.45	MIZZU APP CON 124.375 353.925	UNICOM 122.7 (CTAF) 1

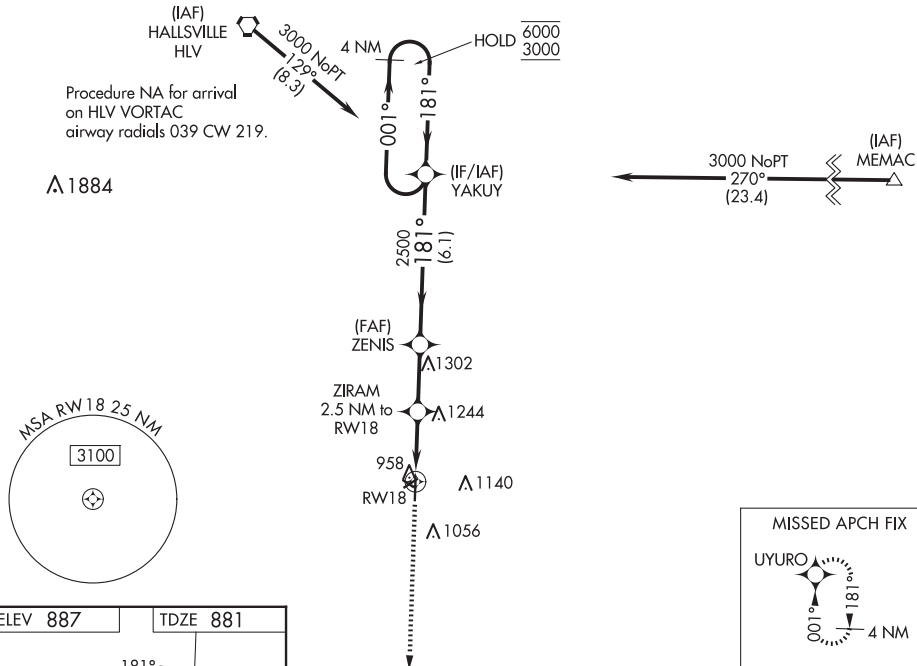


NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18
ELTON HENSLEY MEML (FTT)

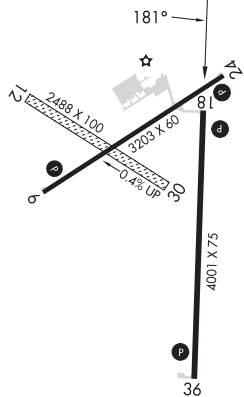
MISSED APPROACH: Climb to 3000
direct UYURO and hold.

UNICOM
122.7 (CTAF) **L**

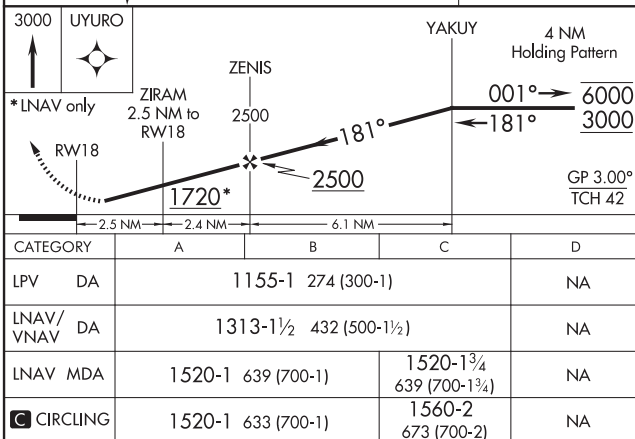
MISSED APCH FIX

ELEV 887

TDZE 881



MIRL Rwy 6-24 and 18-36 **L**
REIL Rwy 6, 18, 24 and 36 **L**



ELTON HENSLEY MEML (FTT)
RNAV (GPS) RWY 18

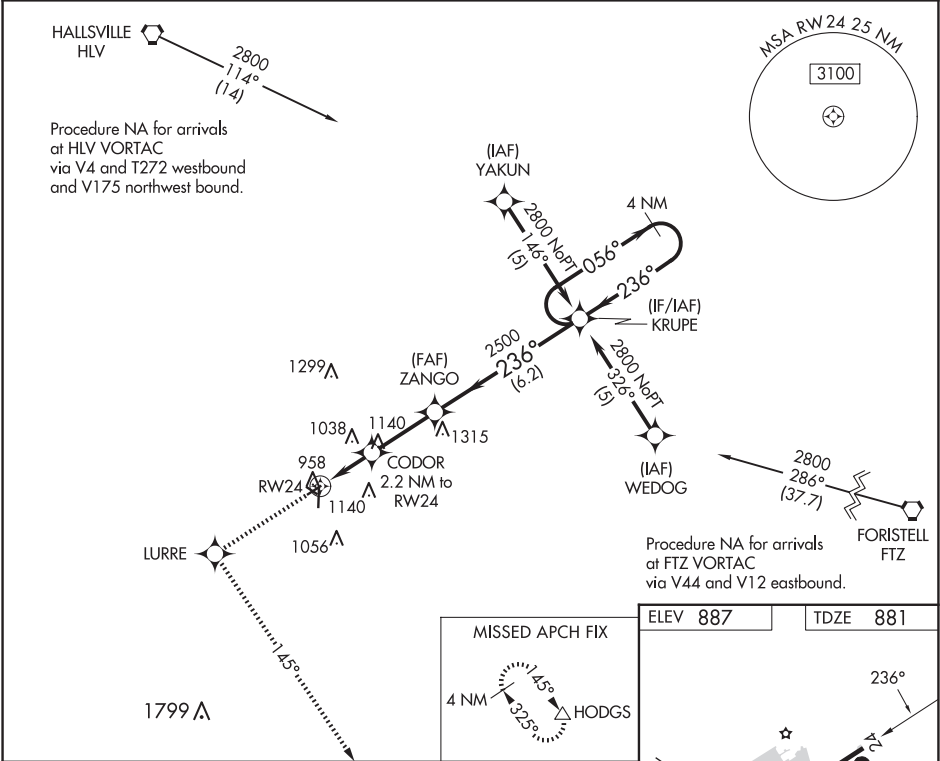
APP CRS	Rwy Idg	3203
236°	TDZE	881
	Apt Elev	887

RNAV (GPS) RWY 24

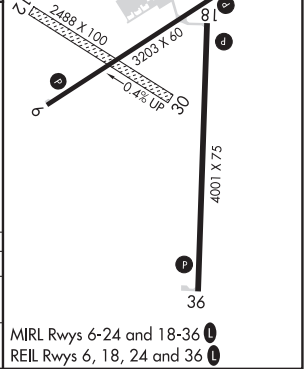
ELTON HENSLEY MEML (F'TT)

RNP APCH.	<p>Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility ¼ mile. Rwy 24 helicopter visibility reduction below 1 SM NA. Circling NA to Rws 12 and 30. Straight-in Rwy 24 NA at night, Circling Rwy 18, 24 NA at night.</p>	MISSED APPROACH: Climb to 2800 direct LURRE and left turn via 145° track to HODGS and hold.
-----------	--	---

COU ASOS 128.45	MIZZU APP CON 124.375 353.925	UNICOM 122.7 (CTAF) 0
--------------------	----------------------------------	--------------------------



2800	LURRE	HODGS	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 61).			
↑	✱	△	145° tr	4 NM Holding Pattern	KRUPE	
CODOR 2.2 NM to RW24		ZANGO	3.04° TCH 40	236°	056°	2800
RW24		1620	2500	236°	236°	
2.2 NM		2.7 NM	6.2 NM			
CATEGORY	A	B	C	D		
LNAV MDA	1320-1	439 (500-1)	1320-1¼ 439 (500-1¼)	NA		
CIRCLING	1380-1 493 (500-1)	1480-1 593 (600-1)	1560-2 673 (700-2)	NA		



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

FULTON, MISSOURI

AL-6385 (FAA)

23166

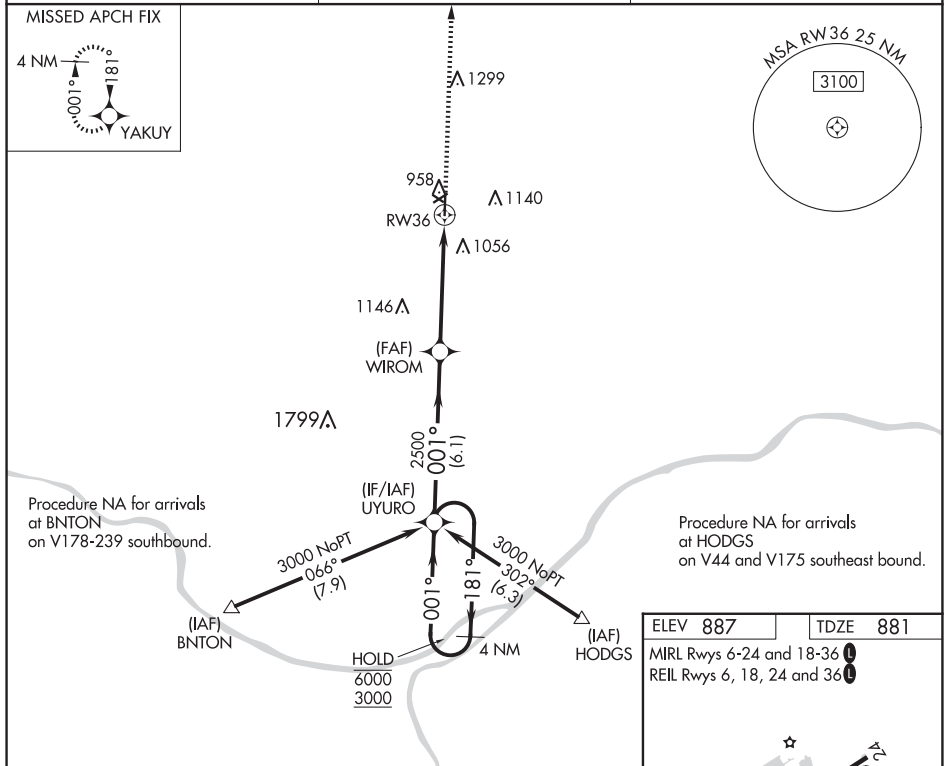
APP CRS	Rwy Idg	4001
001°	TDZE	881
	Apt Elev	887

RNAV (GPS) RWY 36

ELTON HENSLEY MEML (F'TT)

RNP APCH-GPS	<p>⚠ NA</p> <p>Circling NA to Rwys 12 and 30. Circling Rwy 18, 24 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 100 feet. Increase LNAV Cat C visibility ¼ SM, and Circling Cat C visibility ¼ SM.</p>	MISSED APPROACH: Climb to 3000 direct YAKUY and hold.
--------------	---	---

COU ASOS 128.45	MIZZU APP CON 124.375 353.925	UNICOM 122.7 (CTAF) 0
--------------------	----------------------------------	--------------------------



4 NM

Holding Pattern

UYURO

3000

YAKUY

6000

3000

←181°

001°→

001°

WIROM

3.04°

TCH 39

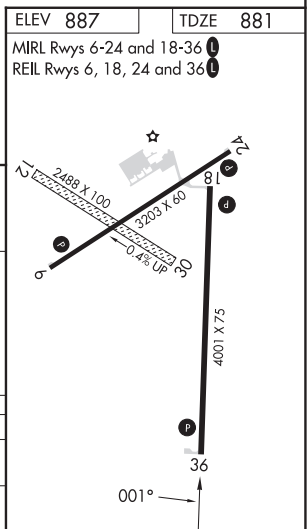
2500

RW36

6.1 NM

4.9 NM

CATEGORY	A	B	C	D
LNAV MDA	1280-1	399 (400-1)	1280-1⅛ 399 (400-1⅛)	NA
CIRCLING	1380-1 493 (500-1)	1480-1 593 (600-1)	1560-2 673 (700-2)	NA



FULTON, MISSOURI
Orig-B 24MAR22

38°50'N-92°00'W

ELTON HENSLEY MEML (F'TT)

RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC HLV 114.2 Chan 89	APP CRS 154°	Rwy Idg TDZE Apt Elev N/A N/A 887
--	------------------------	---

VOR-A

ELTON HENSLEY MEML (F'TT)

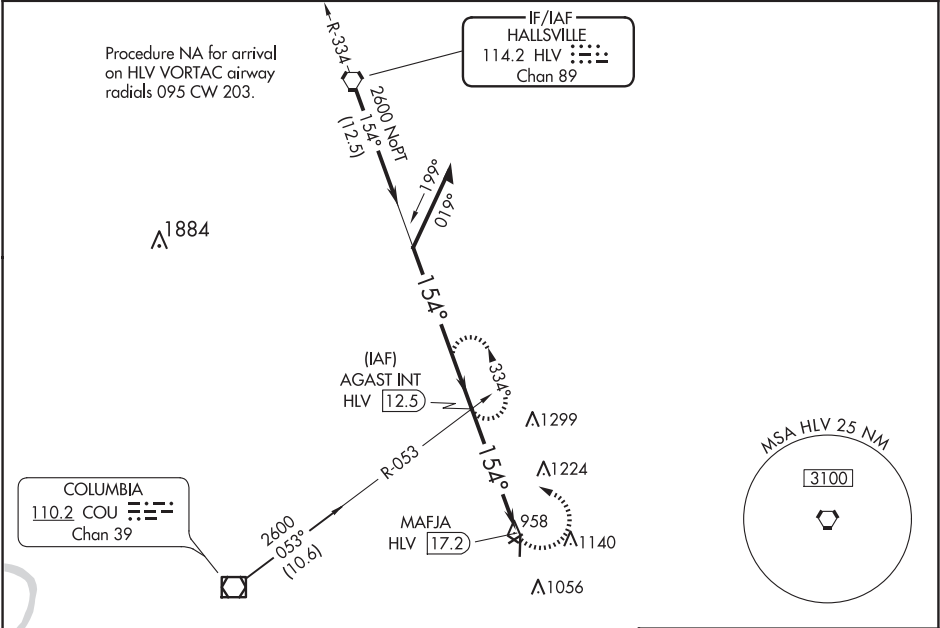
▼

NA

Circling NA to Rwy 12 and 30. Circling Rwy 18, 24 NA at night. Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climbing left turn to 2600 on heading 270° and HLV VORTAC R-154 to AGAST INT/12.5 DME and hold.

COU ASOS 128.45	MIZZU APP CON 124.375 353.925	UNICOM 122.7 (CTAF)
---------------------------	---	-------------------------------



Remain within 10 NM

AGAST INT HLV 12.5

2600

334°

154°

2600

MAFJA HLV 17.2

4.7 NM

ELEV 887

154°

2488 X 100

3203 X 60

0.4% UP

4001 X 75

36

MIRL Rwy 6-24 and 18-36

REIL Rwy 6, 18, 24 and 36

CATEGORY	A	B	C	D	FAF to MAP 4.7 NM					
CIRCLING	1520-1	633 (700-1)	1560-2	NA	Knots	60	90	120	150	180
			673 (700-2)		Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

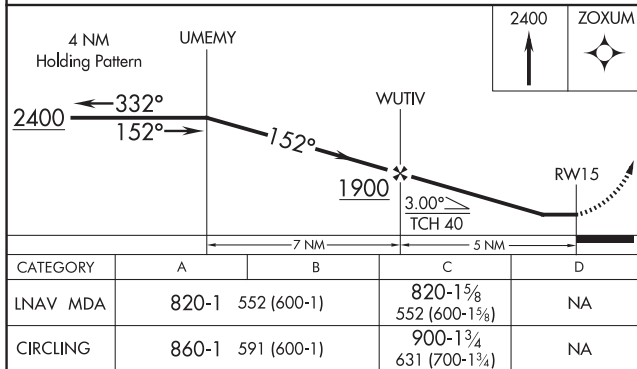
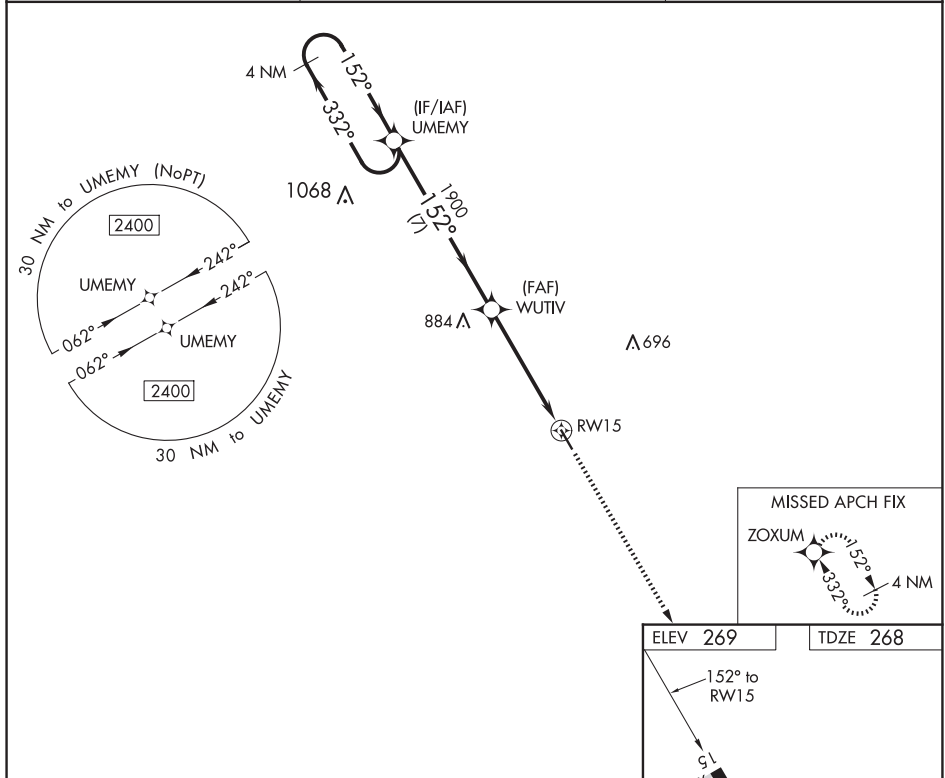
APP CRS	Rwy Idg	4504
152°	TDZE	268
	Apt Elev	269

RNAV (GPS) RWY 15

GIDEON MEML (M85)

<p>⚠ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Obtain Arkansas Intl altimeter setting on CTAF (122.7), when not received, use Poplar Bluff Muni altimeter setting and increase all MDA 20 feet and Circling Cat C visibility 1/8 mile.</p> <p>⚠ NA</p>	<p>MISSED APPROACH: Climb to 2400 direct ZOXYM and hold.</p>
--	--

BYH CTAF 122.7	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
-------------------	---------------------------------	---------------



GIDEON, MISSOURI	36°27'N-89°54'W	GIDEON MEML (M85)
Orig-B 22APR21		RNAV (GPS) RWY 15

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

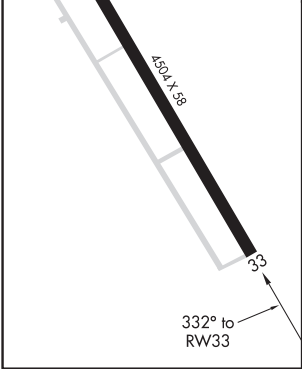
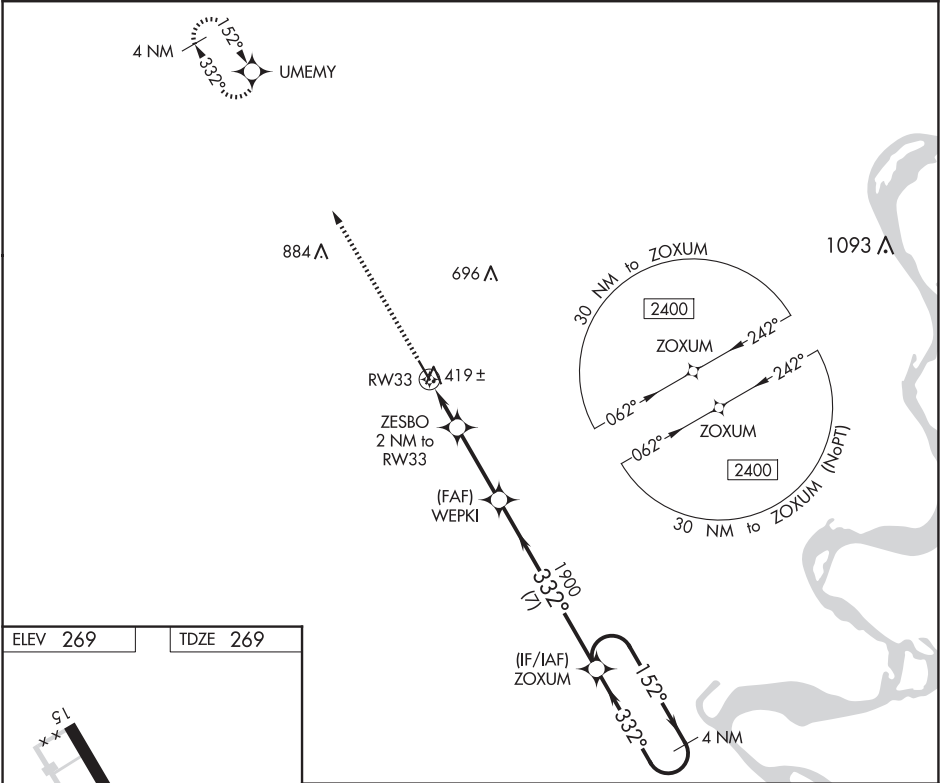
APP CRS	Rwy Idg	4504
332°	TDZE	269
	Apt Elev	269

RNAV (GPS) RWY 33

GIDEON MEML (M85)

<div><div>▼</div><div>▲ NA</div></div> <div>DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Obtain Arkansas Intl altimeter setting on CTAF (122.7), when not received, use Poplar Bluff altimeter setting and increase all MDA 20 feet and Circling Cat C visibility ¼ mile.</div>	MISSED APPROACH: Climb to 2400 direct UMEMY and hold.
--	---

BYH CTAF 122.7	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
-------------------	---------------------------------	---------------



2400

↑

UMEMY

✦

2400

→

←

332°

152°

→

4 NM

Holding Pattern

ZOXUM

1900

332°

3.00°

TCH 40

WEPKI

2 NM to RW33

ZESBO

RW33

940

2 NM

3 NM

7 NM

CATEGORY	A	B	C	D
LNAV MDA	740-1	471 (500-1)	740-1 ¹³ / ₈ 471 (500-1 ³ / ₈)	NA
CIRCLING	860-1	591 (600-1)	900-1 ³ / ₄ 631 (700-1 ³ / ₄)	NA

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

GRAIN VALLEY, MISSOURI

AL-5101 (FAA)

25107

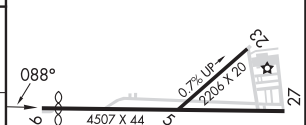
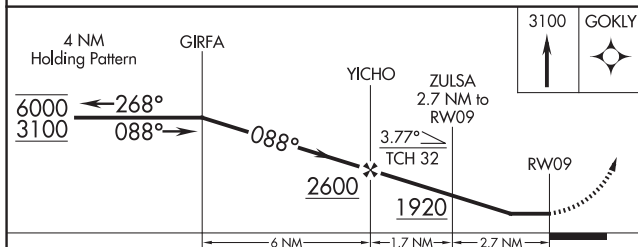
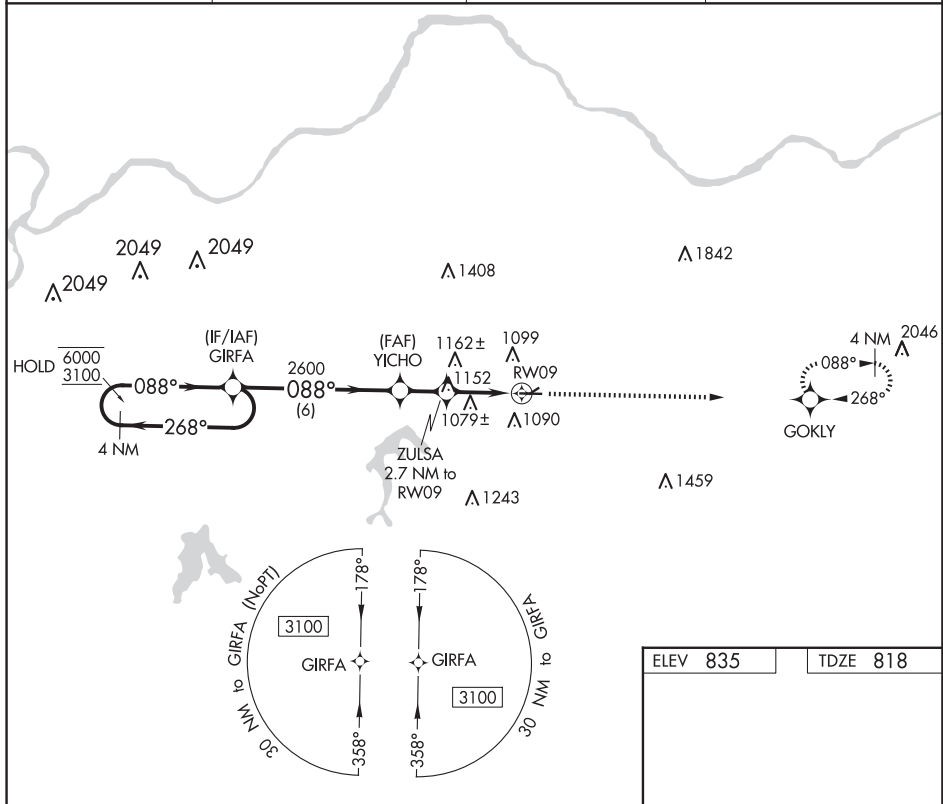
APP CRS	Rwy Idg	4204
088°	TDZE	818
	Apt Elev	835

RNAV (GPS) RWY 9

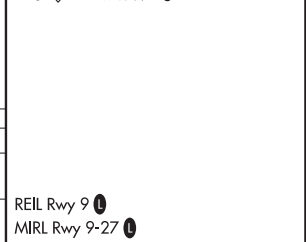
EAST KANSAS CITY (3GV)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3100 direct GOKLY and hold.
Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Kansas City Downtown/Wheeler Fld altimeter setting.	

MKC ASOS 120.75	KANSAS CITY APP CON 118.4 307.35	CINC DEL 121.3	UNICOM 122.8 (CTAF) 0
---------------------------	--	--------------------------	---------------------------------



CATEGORY	A	B	C	D
LNAV MDA	1400-1	582 (600-1)	NA	NA
CIRCLING	1460-1	625 (700-1)	NA	NA



GRAIN VALLEY, MISSOURI
Orig-A 17JUN21

39°01'N-94°13'W

RNAV (GPS) RWY 9

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS
268°

Rwy Idg
TDZE
818

Apt Elev
835

RNAV (GPS) RWY 27
EAST KANSAS CITY (3GV)

NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Kansas City Downtown/Wheeler Fld altimeter setting.

MISSED APPROACH: Climb to 3100 direct GIRFA and hold.

MKC ASOS
120.75

KANSAS CITY APP CON
118.4 307.35

CLNC DEL
121.3

UNICOM
122.8 (CTAF) 0

ELEV 835

TDZE 818

3100

GIRFA

ZOBUG

3 NM to RW27

YIXER

GOKLY

4 NM Holding Pattern

RW27

0.7% UP

2206 X 20

27

268°

3.50°

TCH 46

1960

2600

3100

3 NM

1.7 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	1360-1	542 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

REIL Rwy 9 0

MIRL Rwy 9-27 0

GRAIN VALLEY, MISSOURI

39°01'N-94°13'W

EAST KANSAS CITY (3GV)

Orig 13NOV14

RNAV (GPS) RWY 27

213

GREENFIELD, IOWA

AL-6670 (FAA)

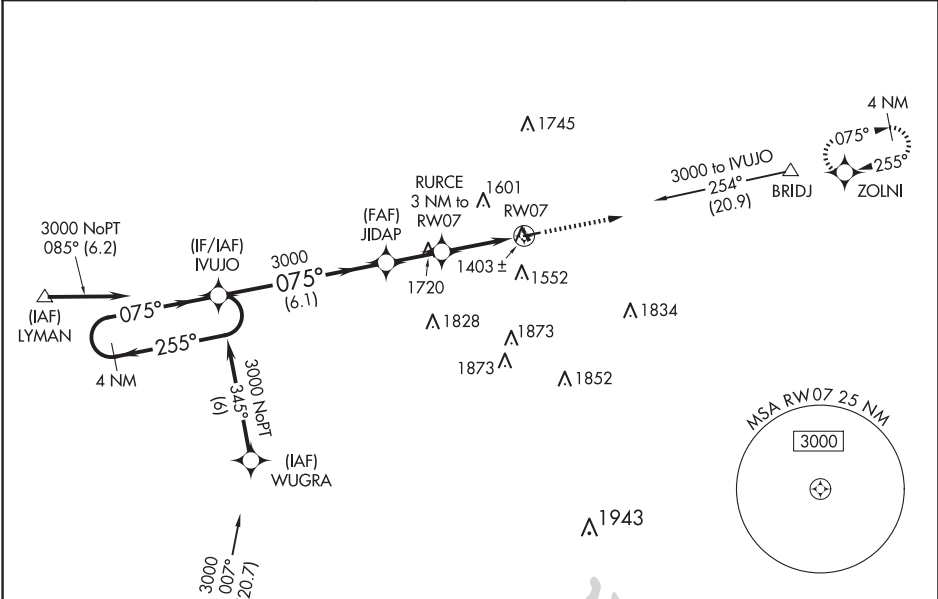
20366

WAAS CH 42941 W07A	APP CRS 075°	Rwy Idg TDZE 1363 Apt Elev 1364
--	------------------------	---

RNAV (GPS) RWY 7
GREENFIELD MUNI (GFZ)

RNP APCH ⚠ NA Circling Rwy 14, 32 NA at night. Use Creston altimeter setting; when not received, use Des Moines altimeter setting: increase DA to 1756 feet and all visibilities 1/8 SM; increase all MDA 100 feet and visibility Cat B 1/4 SM and Cat C 3/8 SM. Baro-VNAV NA.	MISSED APPROACH: Climb to 3000 direct ZOLNI and hold.
--	---

CSQ AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.95	CTAF 122.9
-----------------------------	--	----------------------



ELEV 1364 D TDZE 1363				
CATEGORY	A	B	C	D
LPV DA	1665-1	302 (400-1)		NA
RNAV/ VNAV DA	1665-1	302 (400-1)		NA
RNAV MDA	1720-1	357 (400-1)		NA
C CIRCLING	1900-1 536 (600-1)	2080-1 716 (800-1)	2260-2 3/4 896 (900-2 3/4)	NA


GREENFIELD, IOWA
Amdt 1 24MAY18

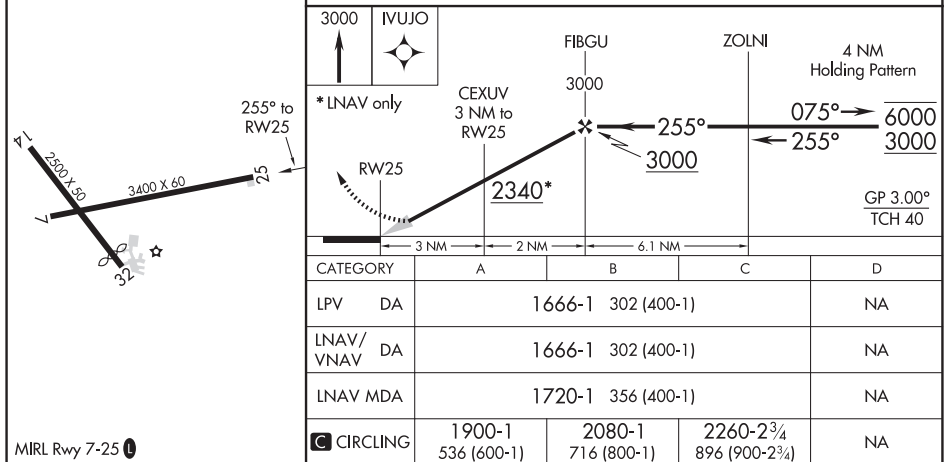
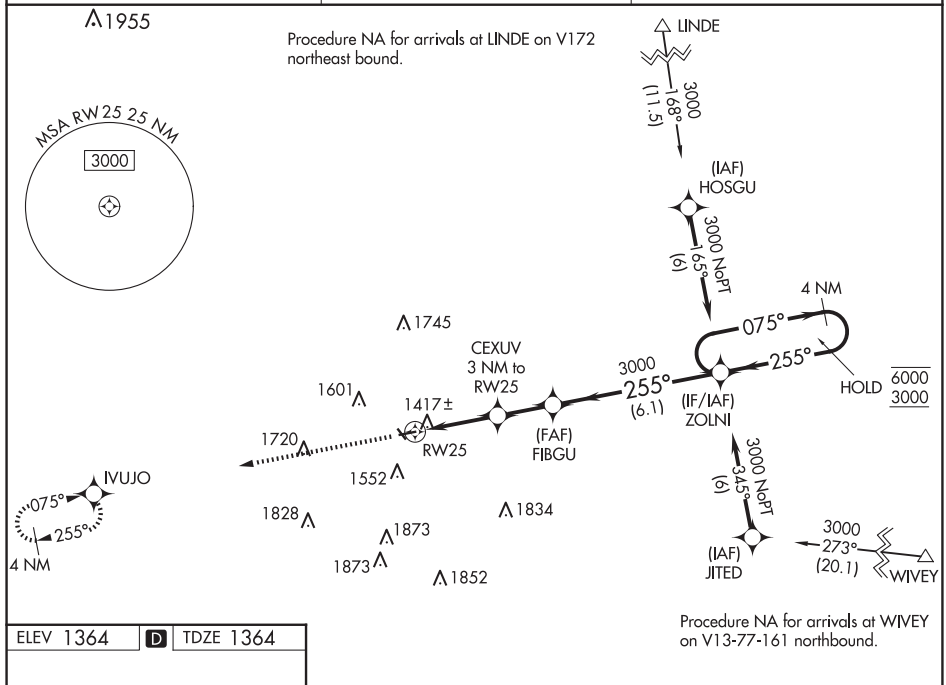
41°20'N-94°27'W

RNAV (GPS) RWY 7
GREENFIELD MUNI (GFZ)

WAAS CH 87141 W25A	APP CRS 255°	Rwy Idg TDZE Apt Elev	3400 1364 1364
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 25
GREENFIELD MUNI (GFZ)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct IVUJO and hold.
 NA Circling Rwy 14, 32 NA at night. Baro-VNAV NA. Use Creston altimeter setting.		
CSQ AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.95	CTAF 122.90



GRINNELL, IOWA

AL-6893 (FAA)

23222

WAAS CH 58107 W13A	APP CRS 129°	Rwy Idg TDZE 1005 Apt Elev 1008
--	------------------------	---

RNAV (GPS) RWY 13

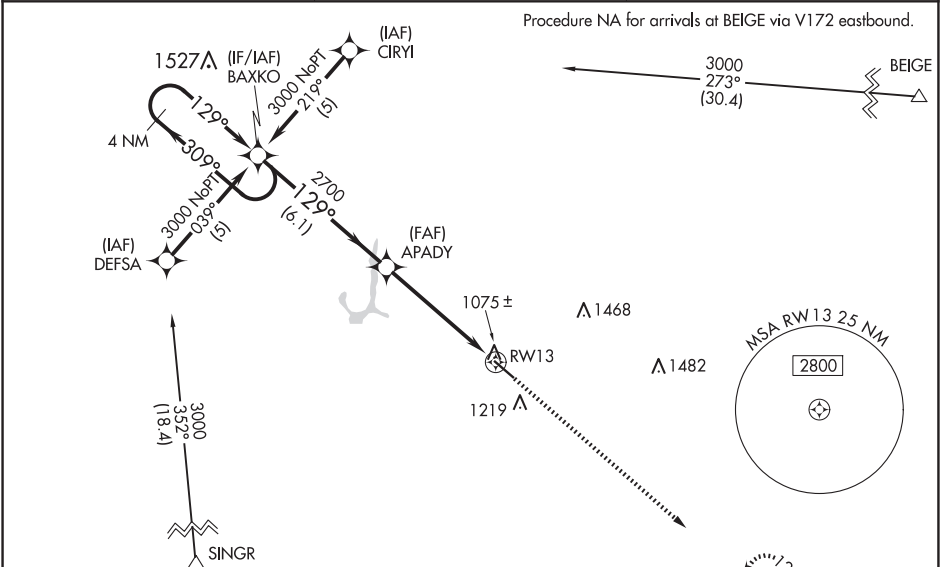
GRINNELL RGNL (GGI)

⚠

When local altimeter setting not received, use Newton altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Newton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PICRA and hold.

AWOS-3 120.725	CHICAGO CENTER 127.05 282.35	UNICOM 122.8 (CTAF) 1
--------------------------	--	--



ELEV 1008

TDZE 1005

129°

0.4% UP

5200 X 75

REIL Rwy 13 and 31 **1**
MIRL Rwy 13-31 **1**

4 NM Holding Pattern		BAXKO	3000	PICRA
3000		APADY	2700	RW13
GP 3.00°		6.1 NM	5.2 NM	
CATEGORY	A	B	C	D
LPV DA	1284-1 279 (300-1)			NA
LNAV/VNAV DA	1415-1½ 410 (500-1½)			NA
LNAV MDA	1480-1	475 (500-1)	1480-1¼ 475 (500-1¼)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

GRINNELL, IOWA
Amdt 1 05JUN08

41°43'N-92°44'W

GRINNELL RGNL (GGI)

RNAV (GPS) RWY 13

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

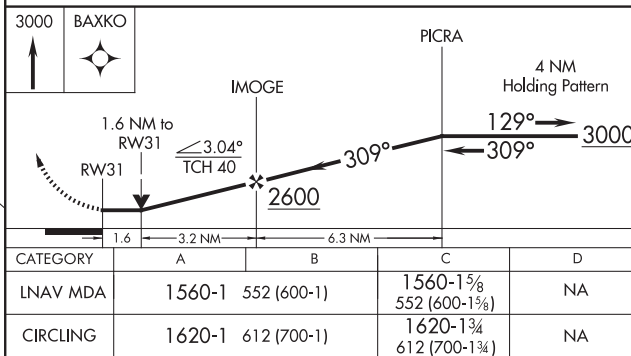
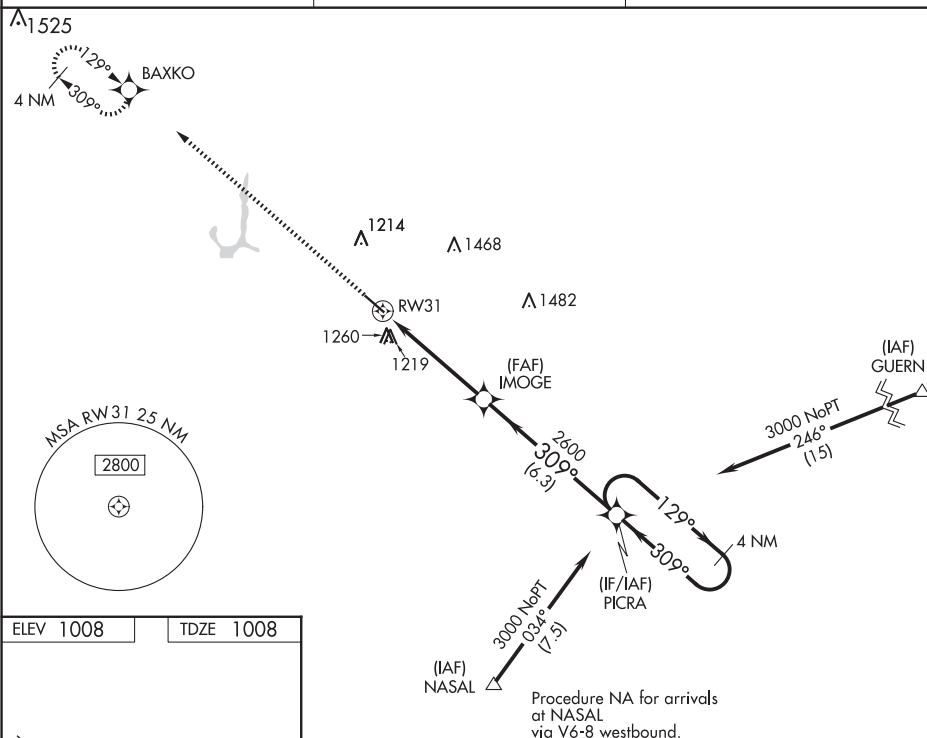
23222

RNAV (GPS) RWY 31
GRINNELL RGNL (GGI)

T When local altimeter setting not received, use Newton altimeter
A setting and increase all MDA 40 feet and LNAV visibility Cat C
1/8 SM. Rwy 31 helicopter visibility reduction below 3/4 SM NA.
VDP NA when using Newton altimeter setting.

MISSED APPROACH: Climb to 3000 direct BAXKO and hold.

CHICAGO CENTER
127.05 282.35

UNICOM
122.8 (CTAF) **L**GRINNELL RGNL (GGI)
RNAV (GPS) RWY 31

GRINNELL, IOWA

AL-6893 (FAA)

23222

VOR/DME TNU 112.5 Chan 72	APP CRS 282°	Rwy Idg TDZE 1008 Apt Elev 1008
---	------------------------	---

VOR/DME RWY 31
GRINNELL RGNL (GGI)

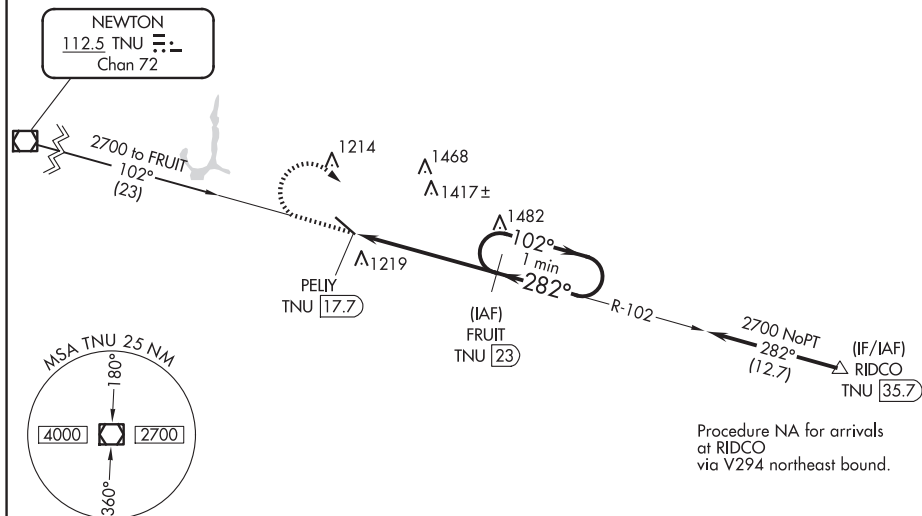
<p>⚠ When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet. ⚠ Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 2700 then right turn via TNU VOR/DME R-102 to FRUIT/TNU 23 DME and hold.</p>
---	---

AWOS-3
120.725

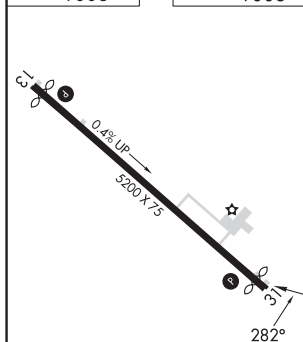
CHICAGO CENTER
127.05 282.35

UNICOM
122.8 (CTAF) **1**

Λ 1527



ELEV 1008 TDZE 1008



2700	FRUIT TNU 23	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 40).		
TNU R-102	FRUIT TNU 23	One Minute Holding Pattern		
PELIY TNU 17.7	FRUIT TNU 23	102° 282° 2700		
5.3 NM		2.94° TCH 34		
CATEGORY	A	B	C	D
S-31	1680-1 672 (700-1)		1680-2 672 (700-2)	NA
CIRCLING	1680-1 672 (700-1)		1680-2 672 (700-2)	NA

REIL Rwy 13 and 31 **1**

MIRL Rwy 13-31 **1**

GRINNELL, IOWA

Amdt 4 05JUN08

41°43'N-92°44'W

GRINNELL RGNL (GGI)
VOR/DME RWY 31

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 69533 W18A	APP CRS 177°	Rwy Idg TDZE 1221 Apt Elev 1221	3400
--	------------------------	---	-------------

RNAV (GPS) RWY 18

GUTHRIE COUNTY RGNL (GCT)

▼

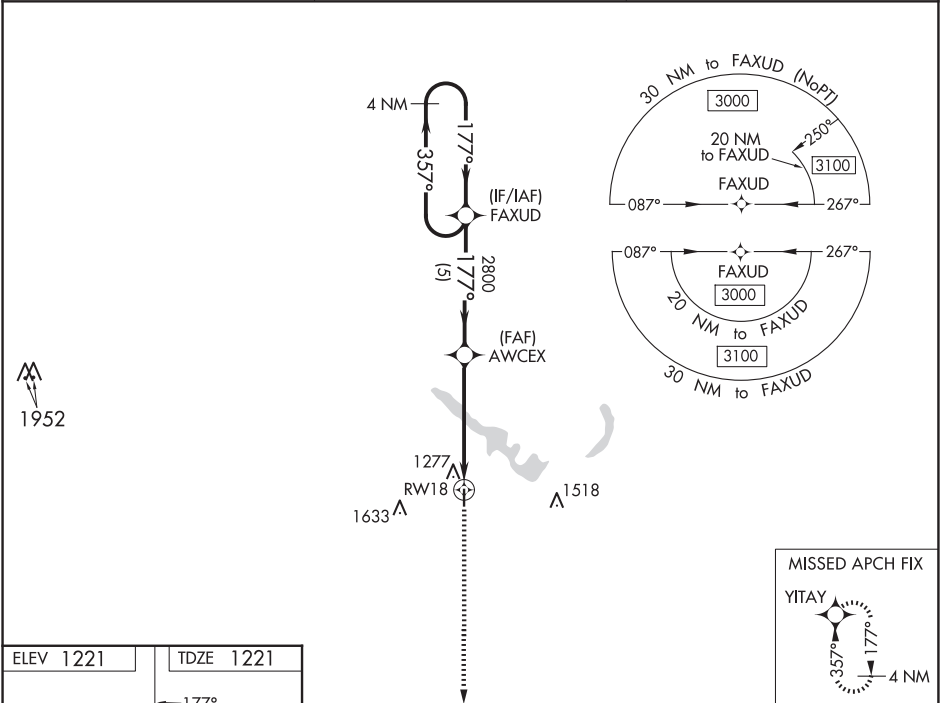
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Audubon altimeter setting; when not received, use Carroll altimeter setting and increase LPV DA to 1535, LNAV/VNAV DA to 1748 and all MDA 20 feet; increase LNAV/VNAV all Cats visibility 1/8 mile.

▲

NA

MISSED APPROACH: Climb to 3000 direct YITAY and hold.

ADU AWOS-3 118.075	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF) 0
------------------------------	--	--



ELEV 1221

TDZE 1221

177°

81

3400 X 60

36

REIL Rws 18 and 36

MIRL Rwy 18-36

3000	YITAY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 33).		4 NM Holding Pattern
AWCEX	2800	177°	2800	357° → 3000
RW18	4.8 NM	5 NM		GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	1531-1	310 (400-1)	NA	
LNAV/VNAV DA	1744-1¾	523 (600-1¾)	NA	
LNAV MDA	1720-1	499 (500-1)	NA	
CIRCLING	1740-1 519 (600-1)	1880-1 659 (700-1)	NA	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

GUTHRIE CENTER, IOWA

AL-9388 (FAA)

24025

WAAS CH 49233 W36A	APP CRS 357°	Rwy Idg TDZE 1220 Apt Elev 1221
--	------------------------	---

RNAV (GPS) RWY 36

GUTHRIE COUNTY RGNL (GCT)

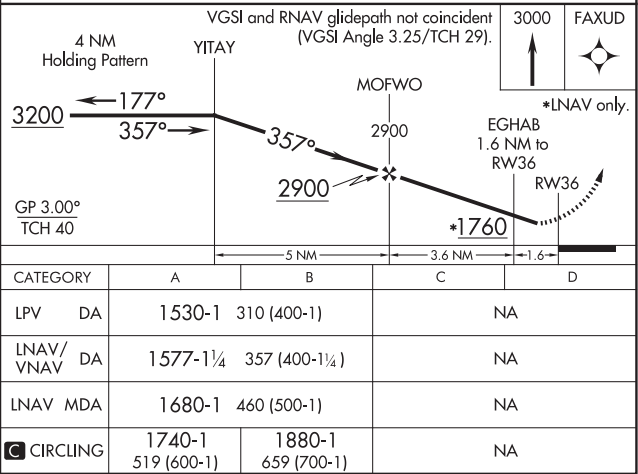
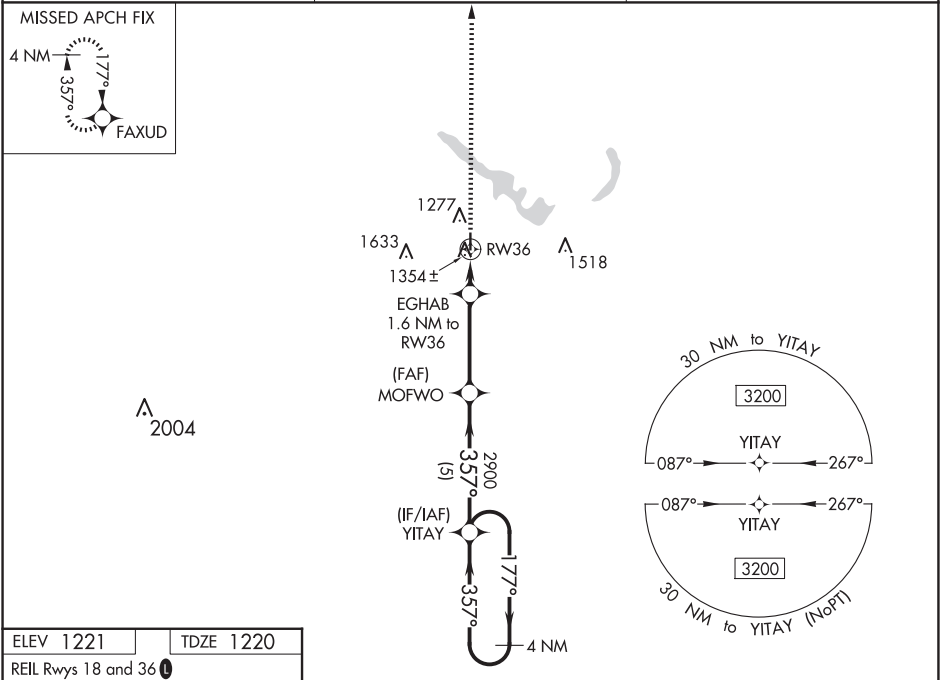
RNP APCH - GPS.

NA

Baro-VNAV NA. Use Audubon altimeter setting; when not received, use Carroll altimeter setting and increase LPV DA to 1533, LNAV/VNAV DA to 1580, and all MDA 20 feet. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct FAXUD and hold.

ADU AWOS-3 118.075	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF) 0
------------------------------	--	---------------------------------



GUTHRIE CENTER, IOWA
Amtd 1B 11AUG22

41°41'N-94°26'W

GUTHRIE COUNTY RGNL (GCT)

RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 58133 W17A	APP CRS 177°	Rwy Idg 4020 TDZE 1176 Apt Elev 1176
--	------------------------	---

RNAV (GPS) RWY 17

HAMPTON MUNI (HPT)

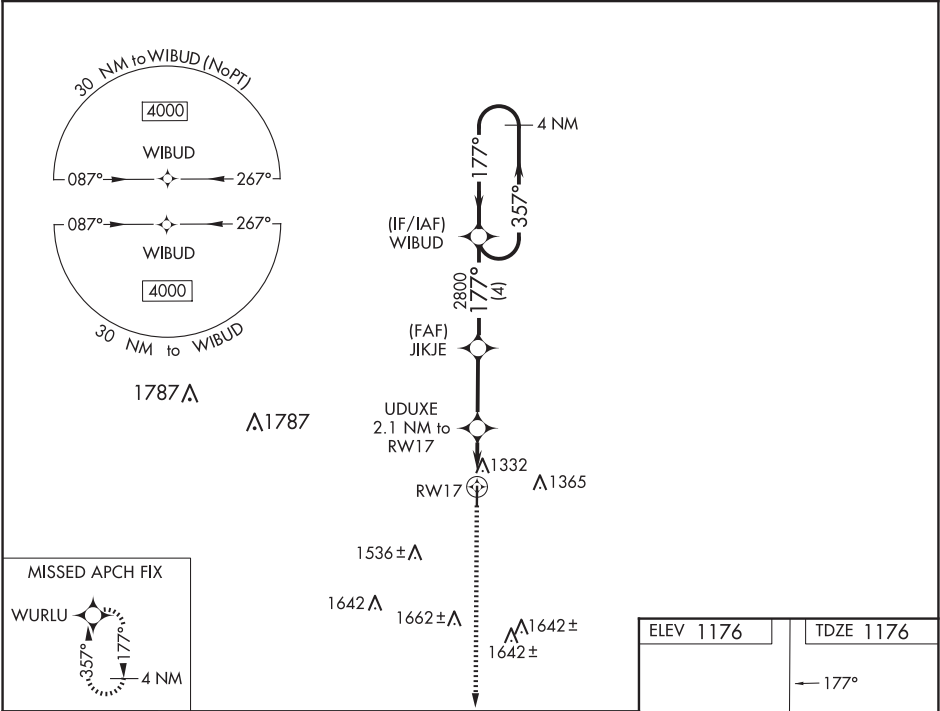
▼

NA

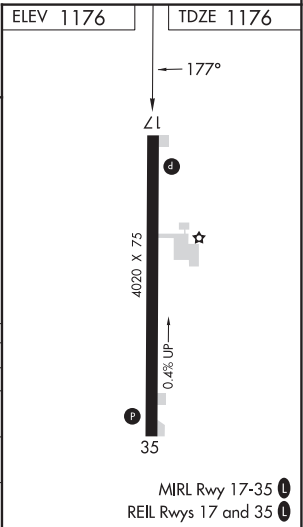
VDP and Baro-VNAV NA when using Mason City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP: 0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mason City altimeter setting and increase all DA 67 feet and all MDA 80 feet, and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 4000 direct WURLU and hold, continue climb-in-hold to 4000.

AWOS-3 121.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------



4000 ↑	WURLU 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).		4 NM Holding Pattern
* LNAV only.		UDUXE 2.1 NM to RW17	JIKJE 2800	WIBUD
		* 1.2 NM to RW17	1880*	357° → ← 177° 4000
			2800	GP 3.00° TCH 40
		1.2 NM	0.9	2.9 NM
				4 NM
CATEGORY	A	B	C	D
LPV DA	1426-1	250 (300-1)	NA	
LNAV/ VNAV DA	1605-1½	429 (500-1½)	NA	
LNAV MDA	1600-1	424 (500-1)	NA	
CIRCLING	1640-1	464 (500-1)	NA	



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

HAMPTON, IOWA

AL-6197 (FAA)

23138

WAAS CH 77833 W35A	APP CRS 357°	Rwy Idg 4020 TDZE 1168 Apt Elev 1176
--	------------------------	---

RNAV (GPS) RWY 35

HAMPTON MUNI (HPT)

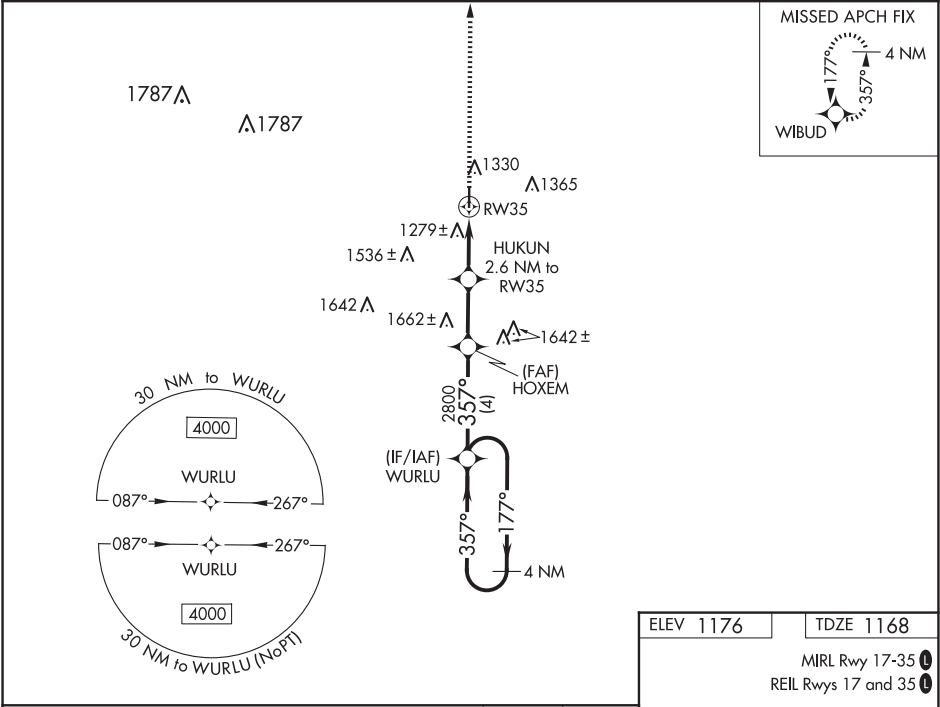
▼

⚠ NA

VDP and Baro-VNAV NA when using Mason City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mason City altimeter setting and increase all DA 67 feet and all MDA 80 feet, and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 4000 direct
WIBUD and hold,
continue climb-in-hold
to 4000.

AWOS-3 121.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF)
--------------------------	--	-------------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).		4000	WIBUD
				*LNAV only.	
CATEGORY	A	B	C	D	
LPV DA	1418-1	250 (300-1)		NA	
LNAV/VNAV DA	1654-1½	486 (500-1½)		NA	
LNAV MDA	1620-1	452 (500-1)		NA	
CIRCLING	1640-1	464 (500-1)		NA	

HAMPTON, IOWA
Amdt 1A 29MAY14

42°43'N-93°14'W

HAMPTON MUNI (HPT)

RNAV (GPS) RWY 35

NC-3, 07 AUG 2025 to 02 OCT 2025

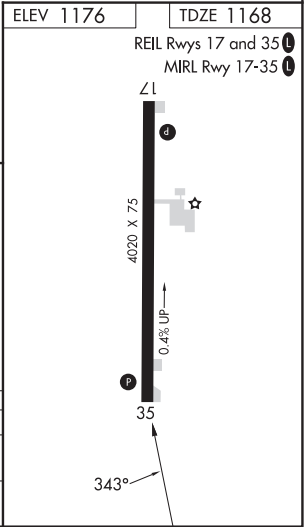
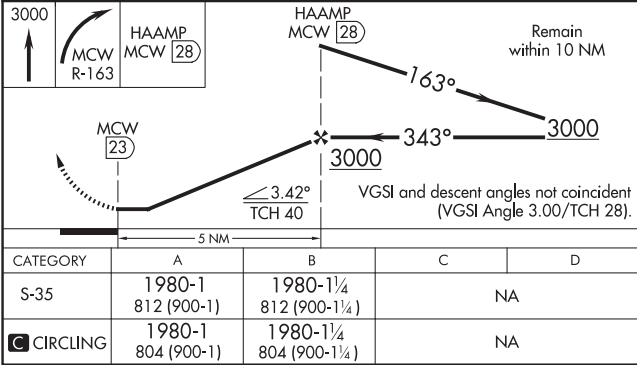
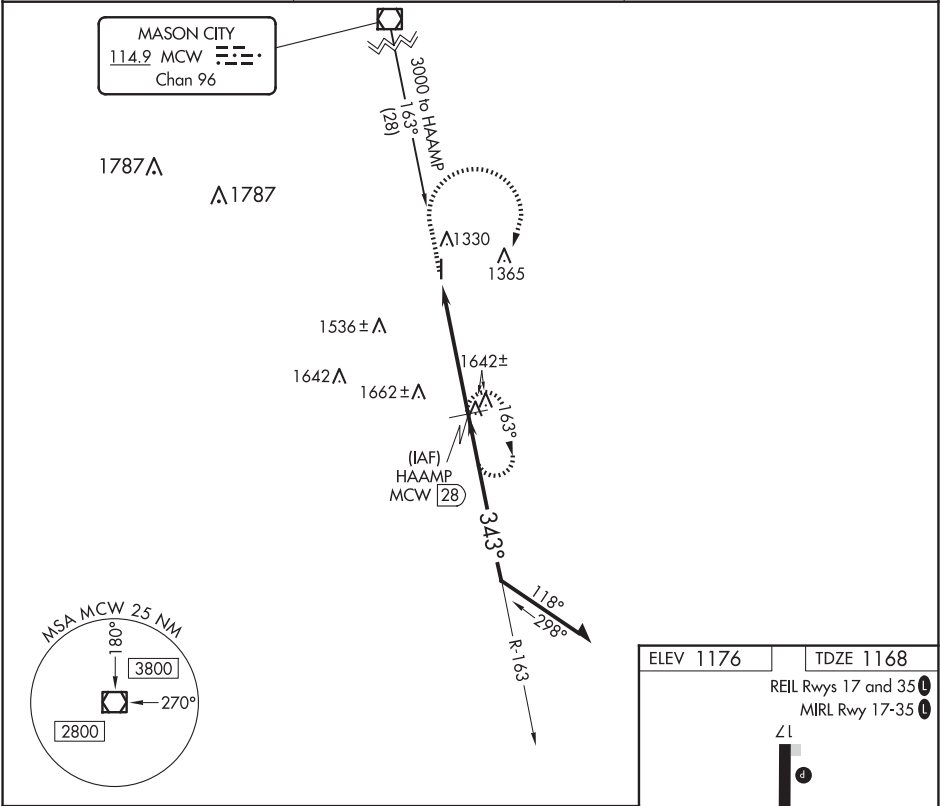
NC-3, 07 AUG 2025 to 02 OCT 2025

VOR/DME MCW	APP CRS	Rwy Idg	4020
114.9	343°	TDZE	1168
Chan 96		Apt Elev	1176

VOR/DME RWY 35
HAMPTON MUNI (HPT)

<p>▼ Rwy 35 helicopter visibility reduction below ¾ SM NA.</p> <p>▲ NA When local altimeter setting not received, use Mason City altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 then right turn via MCW R-163 to HAAMP/28 DME and hold.</p>
---	---

AWOS-3 121.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) !
-------------------	-----------------------------------	---------------------------------



WAAS CH 62812 W17A	APP CRS 170°	Rwy Idg 4400 TDZE 769 Apt Elev 769
--	------------------------	---

RNAV (GPS) RWY 17

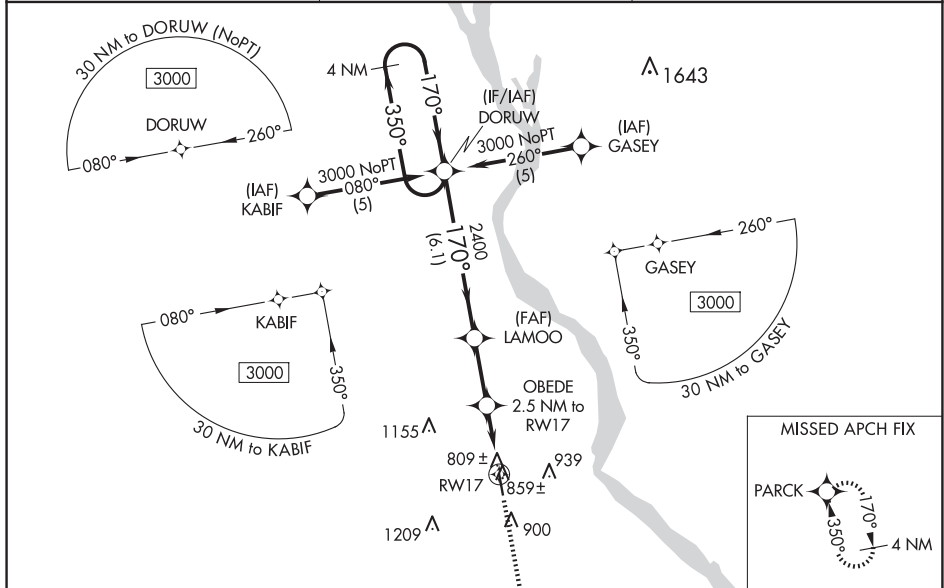
HANNIBAL RGNL (HAE)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Quincy altimeter setting; increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat C visibility ¼ SM and Circling Cat C visibility ¼ SM. Baro-VNAV and VDP NA when using Quincy altimeter setting.

MISSED APPROACH: Climb to 3000 direct PARCK and hold.

AWOS-3PT 120.775	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8(CTAF) 0
----------------------------	--	--------------------------------



4 NM Holding Pattern		DORUW		LAMOO		OBEDE 2.5 NM to RW17		PARCK	
3000		←350°		170°→		170°		*1600	
GP 3.00°		TCH 40		2400		*1 NM to RW17		*LNAV only	
		6.1 NM		2.5 NM		1.5 NM		1 NM	
CATEGORY		A		B		C		D	
LPV DA		1019-1 250 (300-1)				NA			
LNAV/VNAV DA		1079-1¼ 310 (400-1¼)				NA			
LNAV MDA		1120-1 351 (400-1)				NA			
CIRCLING		1260-1 491 (500-1)		1640-2½ 871 (900-2½)		NA			

ELEV 769 TDZE 769

170°

4000 x 100

35

MIRL Rwy 17-35 0

REIL Rwy 17 and 35 0

WAAS CH 72612 W35A	APP CRS 350°	Rwy Idg 4400 TDZE 769 Apt Elev 769
--	------------------------	---

RNAV (GPS) RWY 35

HANNIBAL RGNL (HAE)

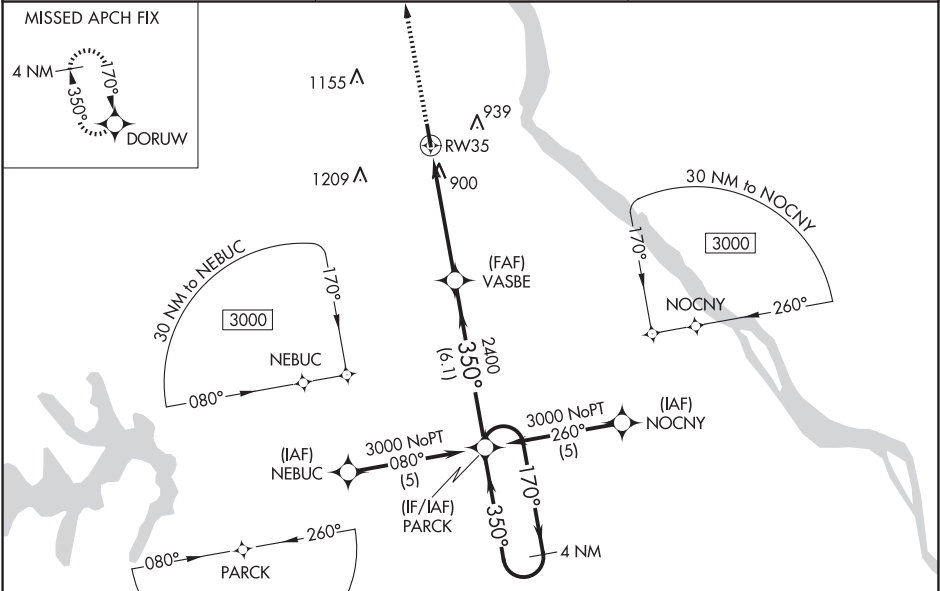
⚠

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting; increase all DA 41 feet, all MDA 60 feet, and Circling Cat C visibility ¼ SM.
Baro-VNAV and VDP NA when using Quincy, IL altimeter setting.

MISSED APPROACH: Climb to 3000 direct DORUW and hold.

AWOS-3PT 120.775	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8(CTAF) 1
----------------------------	--	--------------------------------



3000

30 NM to PARCK (NoPT)

A 1239

3000

↑

DORUW

✦

*LNAV only

*1.2 NM to RW35

PARCK

4 NM Holding Pattern

RW35

↙

VASBE

✱

350°

↘

170°

→

3000

←

1.2 NM

3.7 NM

6.1 NM

GP 3.00°
TCH 40

2400

350°

CATEGORY	A	B	C	D
LPV DA	1019-1 250 (300-1)			NA
LNAV/VNAV DA	1242-1¾ 473 (500-1¾)			NA
LNAV MDA	1200-1 431 (500-1)	1200-1¾ 431 (500-1¾)		NA
CIRCLING	1260-1 491 (500-1)	1640-2½ 871 (900-2½)		NA

ELEV 769

TDZE 769

350°

↘

350°

↘

4000 X 100

35

MIRL Rwy 17-35 1

REIL Rws 17 and 35 1

HARLAN, IOWA

AL-5762 (FAA)

25163

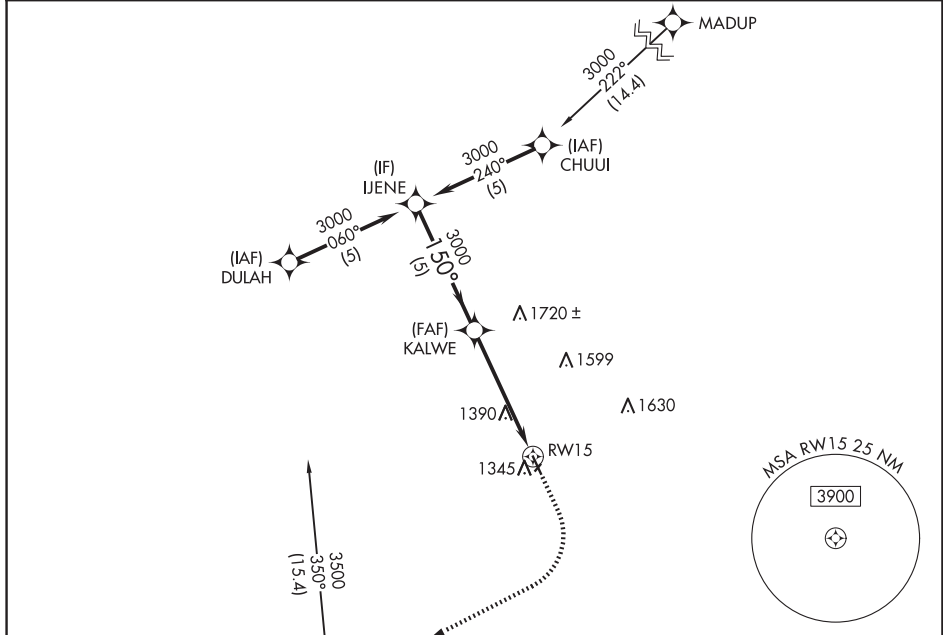
APP CRS	Rwy Ldg	4100
150°	TDZE	1231
	Apt Elev	1231

RNAV (GPS) RWY 15

HARLAN MUNI (HNR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.
Circling NA to Rwy 3 and 21. Procedure NA at night.	
NA Rwy 15 helicopter visibility reduction below 1 SM NA.	

AWOS-3 118.325	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF)
-------------------	------------------------------	------------------------



VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 40).				
2000 	3600 	GLENE 		
CATEGORY	A	B	C	D
LNNAV MDA	1860-1	629 (700-1)	NA	
CIRCLING	1860-1	629 (700-1)	NA	

ELEV 1231	TDZE 1231
REIL Rwy 15 and 33	
MIRL Rwy 15-33	

HARLAN, IOWA

Amdt 1 23FEB23

41°35'N-95°20'W

RNAV (GPS) RWY 15

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	4100
330°	TDZE	1215
	Apt Elev	1231

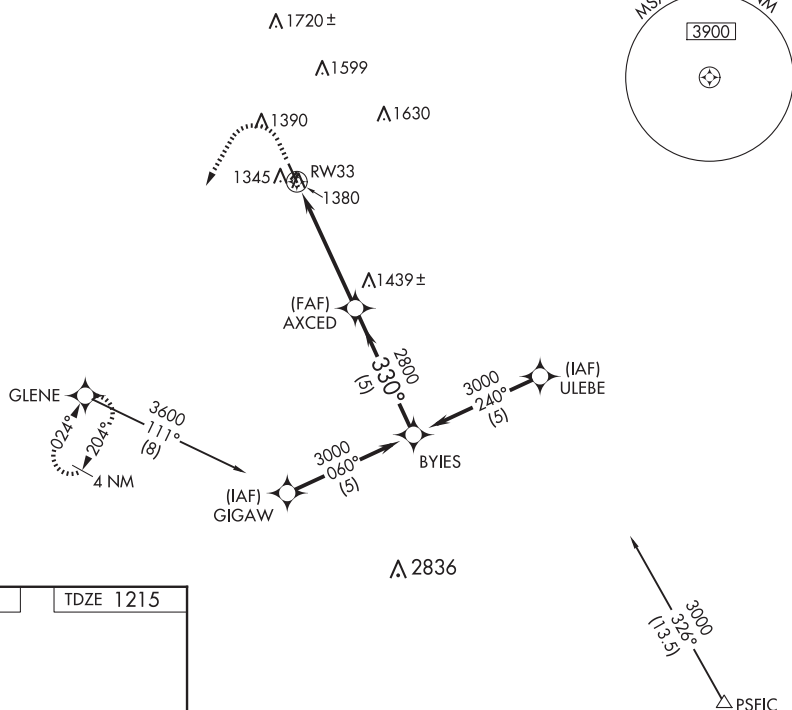
GPS RWY 33
HARLAN MUNI (HNR)

T Procedure NA at night. Helicopter visibility reduction
A NA below 1 SM NA. Circling NA to Rwy 3 and 21.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3600 direct GLENE and hold.

AWOS-3
118.325

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) **L**

ELEV	1231		TDZE	1215
------	------	--	------	------

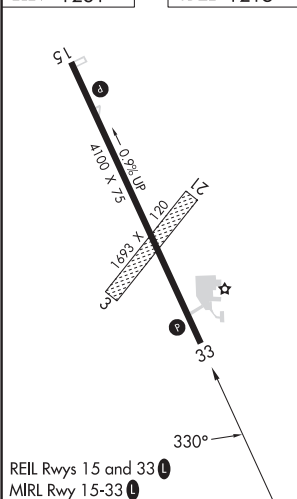


Diagram illustrating the proposed flight path for the S-33 aircraft. The path starts at RW33, proceeds through a 5 NM segment (A), then a 5 NM segment (B) with a 2.96° angle, and finally a 5 NM segment (C) with a 330° angle, ending at BYIES. The path is labeled with 2800 and 3000. The diagram also shows the VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

CATEGORY	A	B	C	D
S-33	1640-1	425 (500-1)		NA
CIRCLING	1780-1	549 (600-1)		NA

APP CRS

173°

Rwy Ldg

4000

TDZE

915

Apt Elev

915

RNAV (GPS) RWY 17

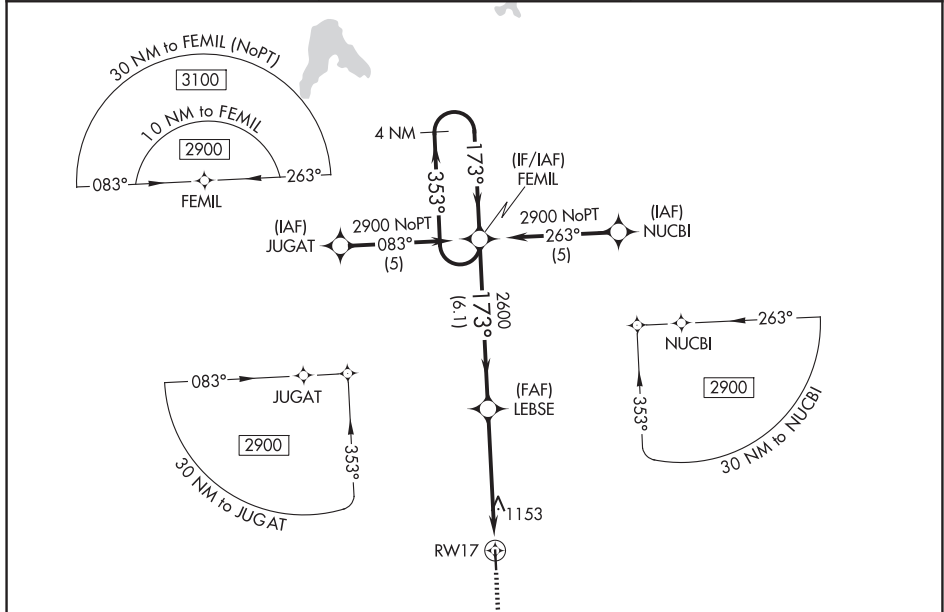
LAWRENCE SMITH MEML (L.R.Y)

RNP APCH.

When local altimeter setting not received, use Kansas City Downtown/Wheeler Fld altimeter setting: increase all MDAs 100 feet and visibility Cat C ¼ mile.
Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2600 direct HOWIF and hold.

AWOS-3PT 119.975	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.9 (CTAF) 0
---------------------	------------------------------------	--------------------------



ELEV 915

TDZE 915

173°

4000 X 75

1.0% UP

35

MIRL Rwy 17-35

REIL Rws 17 and 35

MISSED APCH FIX

HOWIF

173°

353°

4 NM

4 NM Holding Pattern

FEMIL

2900

353°

173°

LEBSE

2600

173°

3.04° TCH 40

6.1 NM

5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1420-1	505 (600-1)	1420-1½ 505 (600-1½)	NA
CIRCLING	1420-1 505 (600-1)	1460-1 545 (600-1)	1520-1¾ 605 (700-1¾)	NA

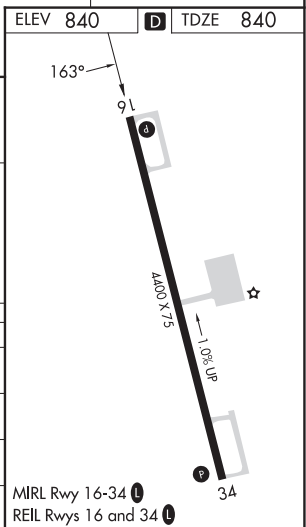
RNAV (GPS) RWY 16

HIGGINSVILLE INDUSTRIAL MUNI (HIG)

MISSED APPROACH: Climb to 3000
direct PERIY and hold.

UNICOM
122.8 (CTAF) **L**

MISSED APCH FIX



HIGGINSVILLE INDUSTRIAL MUNI (HIG) RNAV (GPS) RWY 16

NC-3, 07 AUG 2025 to 02 OCT 2025

HOUSTON, MISSOURI

AL-9356 (FAA)

24249

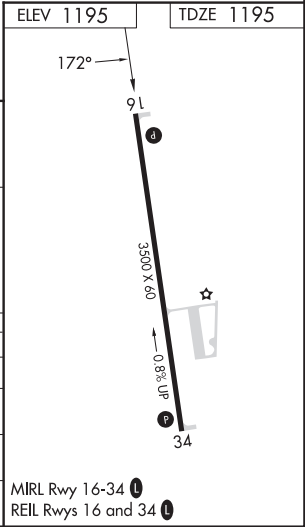
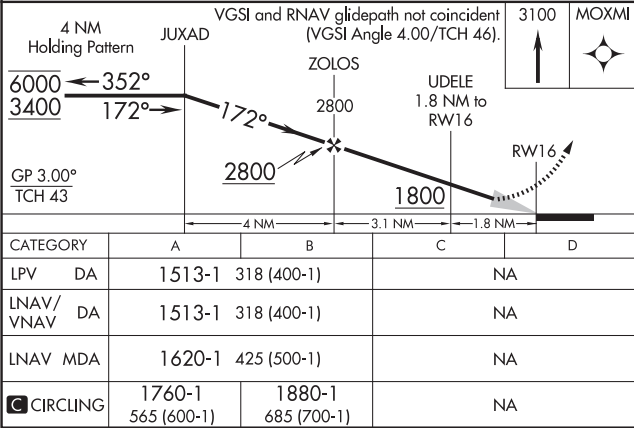
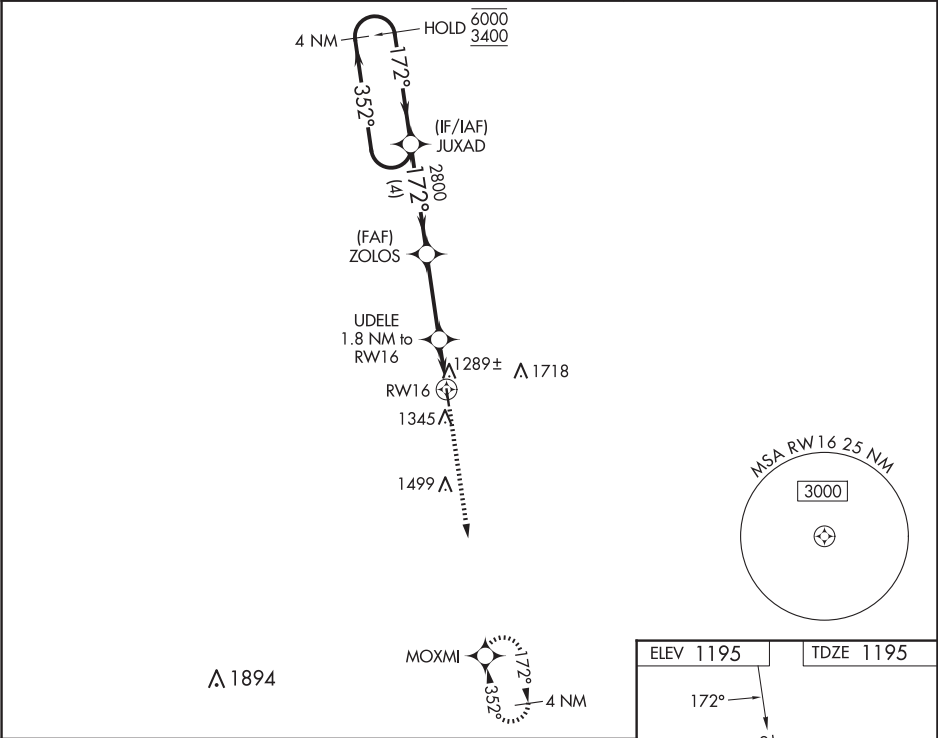
WAAS CH 97329 W16A	APP CRS 172°	Rwy Idg TDZE 1195 Apt Elev 1195
--	------------------------	---

RNAV (GPS) RWY 16

HOUSTON MEML (M48)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3100 direct MOXMI and hold.
<div><div>▼</div><div>NA</div></div> Baro-VNAV NA. Use Fort Leonard Wood altimeter setting, when not received use West Plains altimeter setting.	

TBN ASOS 118.7 229.4	KANSAS CITY CENTER 128.35 284.675	CTAF 122.90
--------------------------------	---	-----------------------



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

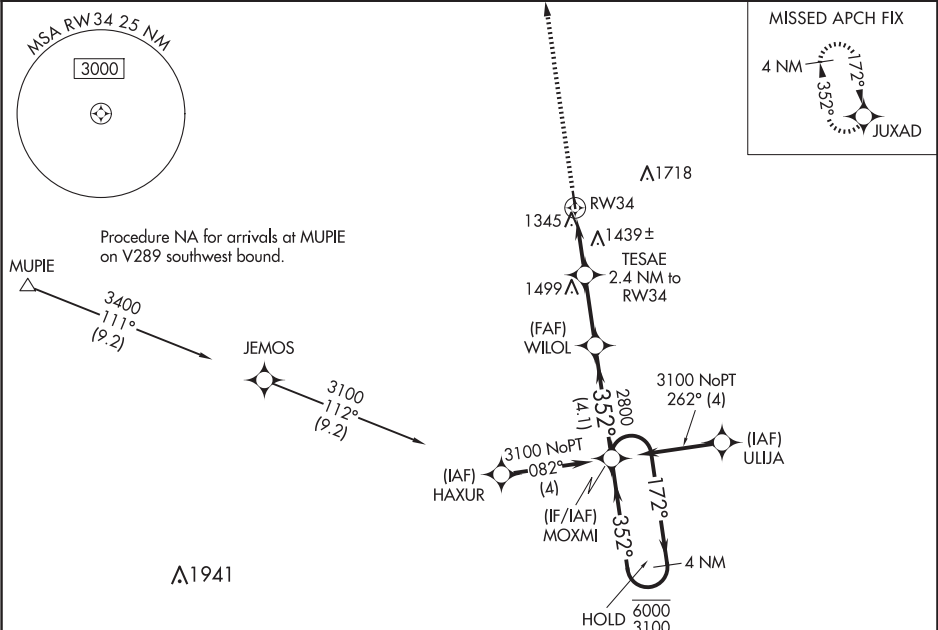
WAAS CH 72728 W34A	APP CRS 352°	Rwy Idg TDZE 1191 Apt Elev 1195
--	------------------------	---

RNAV (GPS) RWY 34

HOUSTON MEML (M48)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3400 direct JUXAD and hold.
<div><div></div>Baro-VNAV NA. Use Fort Leonard Wood altimeter setting, when not received use West Plains altimeter setting.</div>	

TBN ASOS 118.7 229.4	KANSAS CITY CENTER 128.35 284.675	CTAF 122.9 0
--------------------------------	---	------------------------



ELEV 1195

TDZE 1191

91

3500 X 60

0.8% Up

34

☆

352°

MIRL Rwy 16-34

REIL Rws 16 and 34

3400

↑

JUXAD

✧

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 41).

TESAE

2.4 NM to RW34

RW34

1980

WILOL

2800

MOXMI

4 NM Holding Pattern

172° → 6000

← 352° 3100

GP 3.00°

TCH 40

2.4 NM

2.6 NM

4.1 NM

CATEGORY	A	B	C	D
LPV DA	1509-1	318 (400-1)	NA	NA
LNAV/VNAV DA	1740-1 ⁵ / ₈	549 (600-1 ⁵ / ₈)	NA	NA
LNAV MDA	1740-1	549 (600-1)	NA	NA
CIRCLING	1760-1 565 (600-1)	1880-1 685 (700-1)	NA	NA

INDEPENDENCE, IOWA

AL-6669 (FAA)

23334

WAAS CH 53427 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	5500 970 979
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

JAMES H CONNELL FLD AT INDEPENDENCE MUNI (IIB)

RNP APCH.

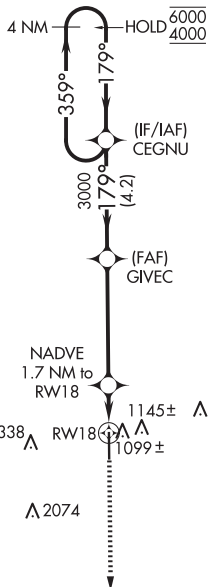
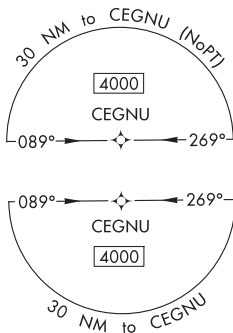
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -16°C or above 54°C.

MISSED APPROACH: Climb to
4000 direct FARVI and hold,
continue climb-in-hold to 4000.

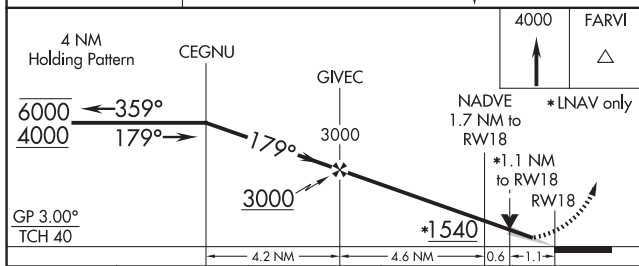
AWOS-3
120.825

WATERLOO APP CON ★
118.9 251.15

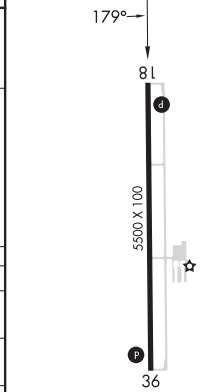
UNICOM
122.8(CTAF) **0**



MISSED APCH FIX



ELEV 979	TDZE 970
----------	----------



CATEGORY	A	B	C	D
LPV DA		1220-3/4	250 (300-3/4)	
LNAV/VNAV DA		1280-7/8	310 (400-7/8)	
LNAV MDA	1360-1	390 (400-1)	1360-1 1/8	390 (400-1 1/8)
CIRCLING	1500-1	521 (600-1)	1700-2 721 (800-2)	2440-3 1461 (1500-3)

MIRL Rwy 18-36 **0**
REIL Rwy 18 and 36 **0**

INDEPENDENCE, IOWA

Amdt 1A 21MAY20

JAMES H CONNELL FLD AT INDEPENDENCE MUNI (IIB)
42°27'N-91°57'W

RNAV (GPS) RWY 18

NC-3, 07 AUG 2025 to 02 OCT 2025

RNP APCH.

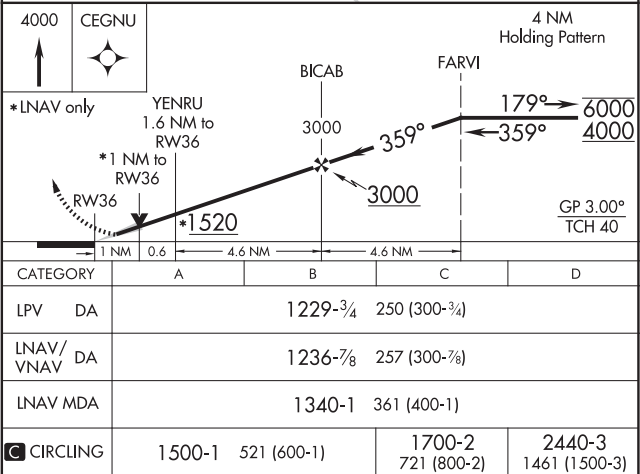
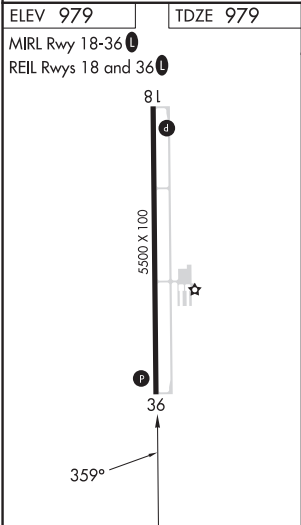
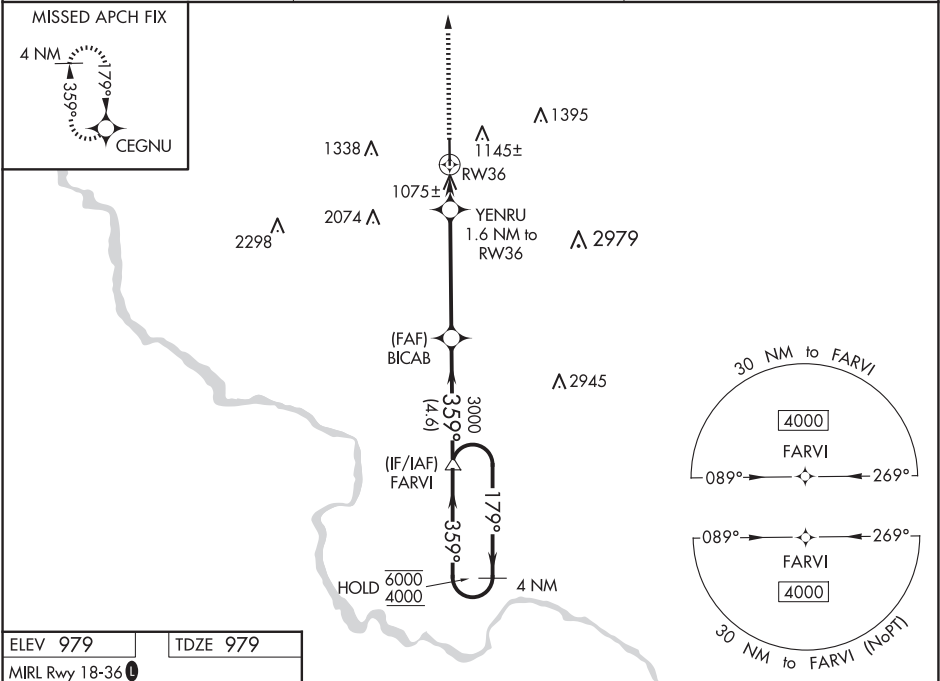
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct CEGNU and hold, continue climb-in-hold to 4000.

AWOS-3 120.825	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
--------------------------	---	--

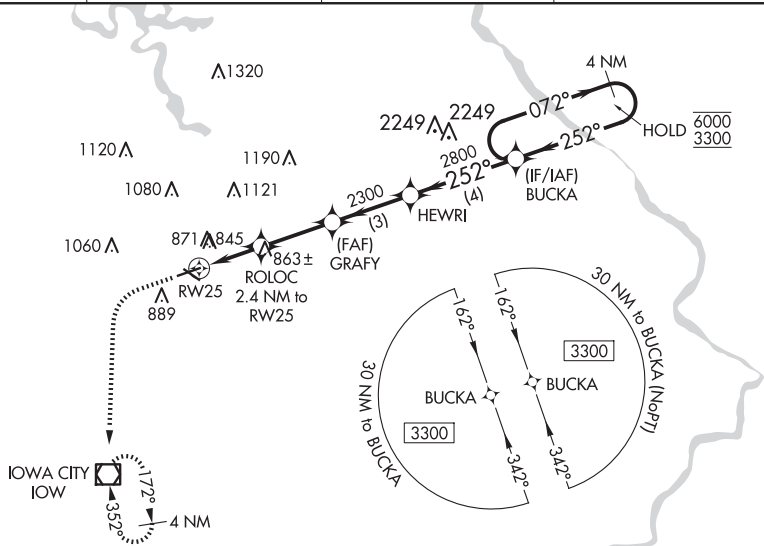


RNAV (GPS) RWY 25
IOWA CITY MUNI (IOW)

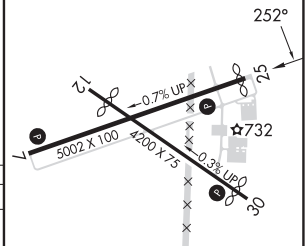
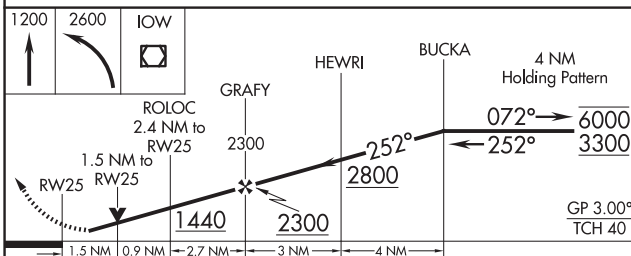
⚠ Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Circling Rwy 12, 30 NA at night. Baro-VNAV and VDP NA when using CID altimeter setting. When local altimeter setting not received, use CID altimeter setting: increase LPV DA to 970 feet and all visibilities $\frac{3}{4}$ SM; increase LNAV/VNAV DA to 1209 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 80 feet and LNAV visibility Cts C/D $\frac{3}{4}$ SM, and Circling visibility Cts C/D $\frac{1}{4}$ SM.


MISSED APPROACH: Climb to 1200 then climbing left turn to 2600 direct IOW VOR/DME and hold, continue climb-in-hold to 2600.

ASOS 128.075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) 0
------------------------	--	---------------------------	--



ELEV 684	D	TDZE 659
----------	----------	----------



CATEGORY	A	B	C	D
LPV DA	909-3/4 250 (300-3/4)			
LNAV/ VNAV DA	1150-13/8 491 (500-13/8)			
LNAV MDA	1160-1	501 (500-1)	1160-13/8	501 (500-13/8)
 CIRCLING	1220-1 536 (600-1)	1240-1 556 (600-1)	1440-21/4 756 (800-21/4)	1440-21/2 756 (800-21/2)

REIL Rwys 7 and 25 & 30 **L**
MIRL Rwys 7-25 and 12-30 **L**

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86841 W30A	APP CRS 306°	Rwy Idg 3900 TDZE 657 Apt Elev 684
--	------------------------	---

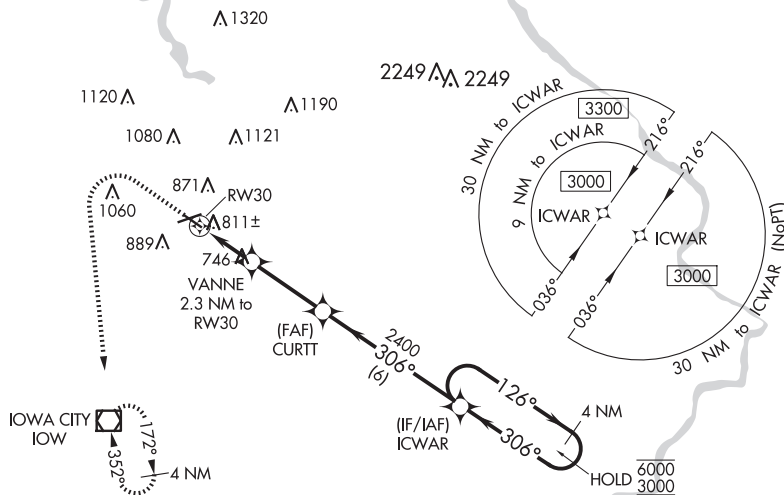
RNAV (GPS) RWY 30
IOWA CITY MUNI (IOW)

RNP APCH - GPS.

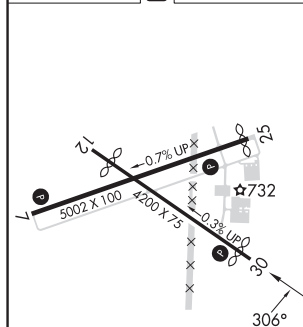
T Rwy 30 helicopter visibility reduction below 1 SM NA. Rwy 30 procedure
A NA at night. Circling Rwy 12 NA at night. When local altimeter setting not received, use C/D altimeter setting and increase all MDA 80 feet and LNAV visibility Cat C/D $\frac{1}{8}$ SM and LP and Circling Cat C/D visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct IOW VOR/DME and hold.

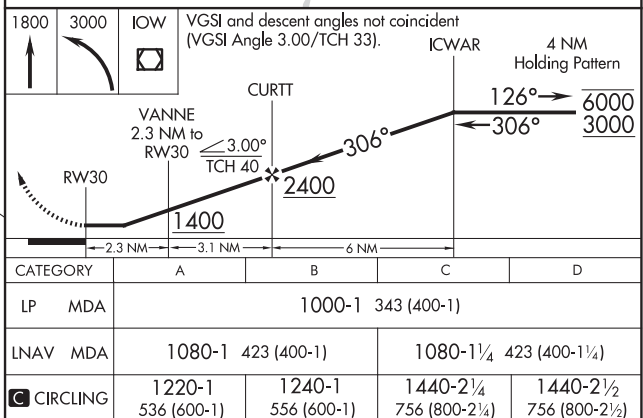
ASOS 128.075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) 0
------------------------	--	---------------------------	--



ELEV 684	D	TDZE 657
----------	----------	----------



REIL Rwys 7 and 25 & 30 **L**
MIRL Rwys 7-25 and 12-30 **L**



RNAV (GPS) RWY 30

IOWA CITY, IOWA

AL-682 (FAA)

24361

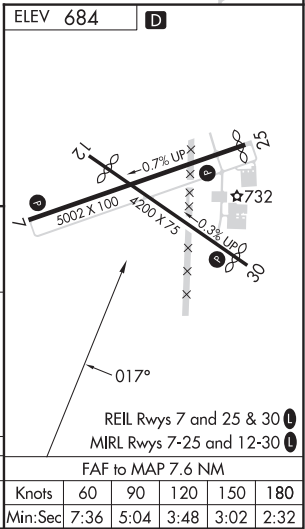
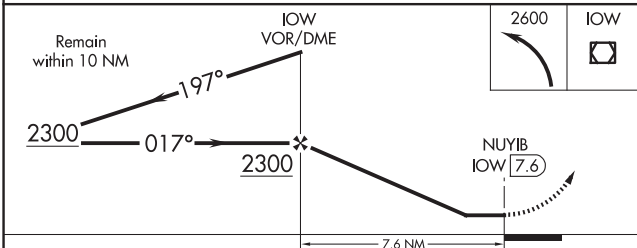
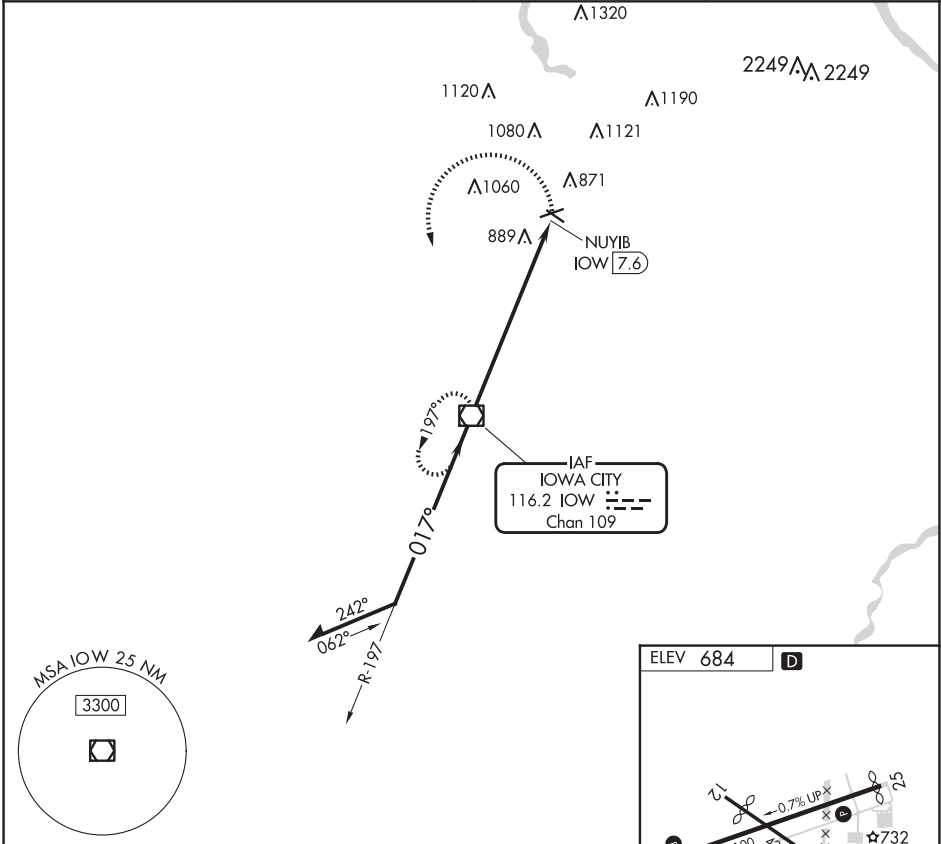
VOR/DME IOW 116.2 Chan 109	APP CRS 017°	Rwy Idg TDZE Apt Elev N/A N/A 684
--	------------------------	---

VOR-A
IOWA CITY MUNI (IOW)

⚠ Circling Rwy 12, 30 NA at night. Rwy 12, 30 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use CID altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2600 direct IOW VOR/DME and hold.

ASOS 128.075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) 0
------------------------	--	---------------------------	--



CATEGORY	A	B	C	D	FAF to MAP 7.6 NM	
CIRCLING	1300-1 616 (700-1)		NA			

IOWA CITY, IOWA
Amdt 1 31OCT24

41°38'N-91°33'W

IOWA CITY MUNI (IOW)
VOR-A

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **53332**
W13A

APP CRS
134°

Rwy Idg **4602**
TDZE **1130**
Apt Elev **1137**

RNAV (GPS) RWY 13

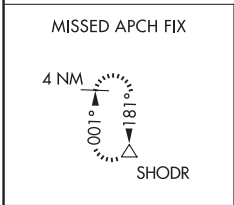
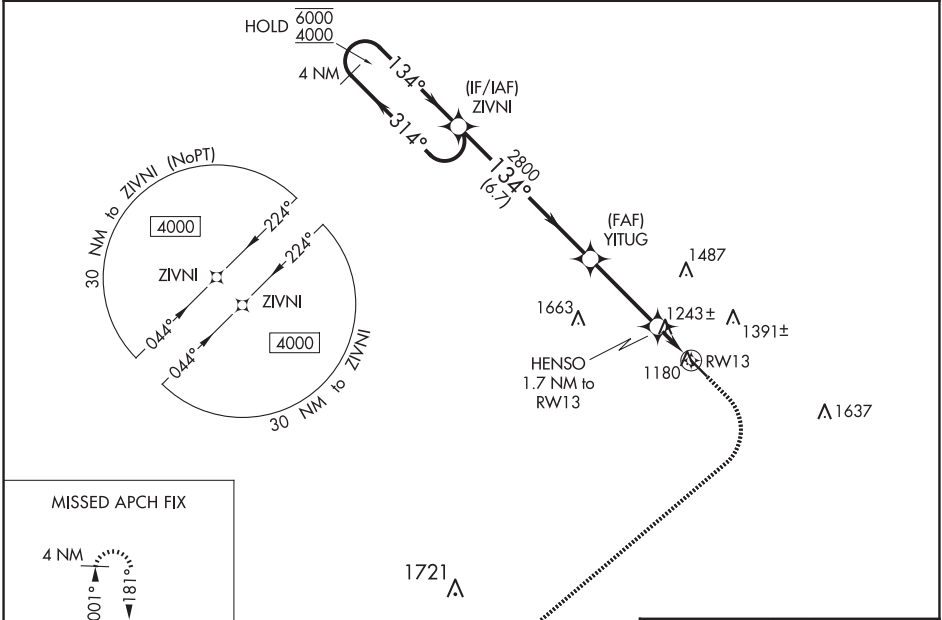
IOWA FALLS MUNI (IF A)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling Rwy 31 NA at night.

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct SHODR and hold.

AWOS-3 120.425	WATERLOO APP CON ★ 118.9	UNICOM 122.8 (CTAF) 0
--------------------------	------------------------------------	--



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).

4 NM Holding Pattern

6000 ← 314°

4000 → 134°

GP 3.00° TCH 40

ZIVNI

YITUG

2800

1700

6.7 NM

3.4 NM

0.7 NM

1 NM

HENSO 1.7 NM to RW13

1 NM to RW13

RW13

CATEGORY	A	B	C	D
LPV DA		1380-1	250 (300-1)	
LNAV/VNAV DA		1395-1	265 (300-1)	
LNAV MDA		1500-1	370 (400-1)	
CIRCLING	1540-1 403 (500-1)	1620-1 483 (500-1)	1760-1¾ 623 (700-1¾)	1800-2 663 (700-2)

ELEV 1137 TDZE 1130

134°

4602 X 75

31

MIRL Rwy 13-31 **0**
REIL Rws 13 and 31 **0**

IOWA FALLS, IOWA

AL-6058 (FAA)

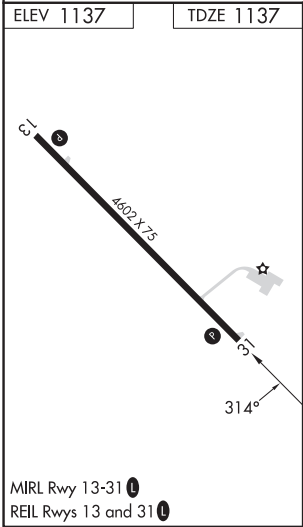
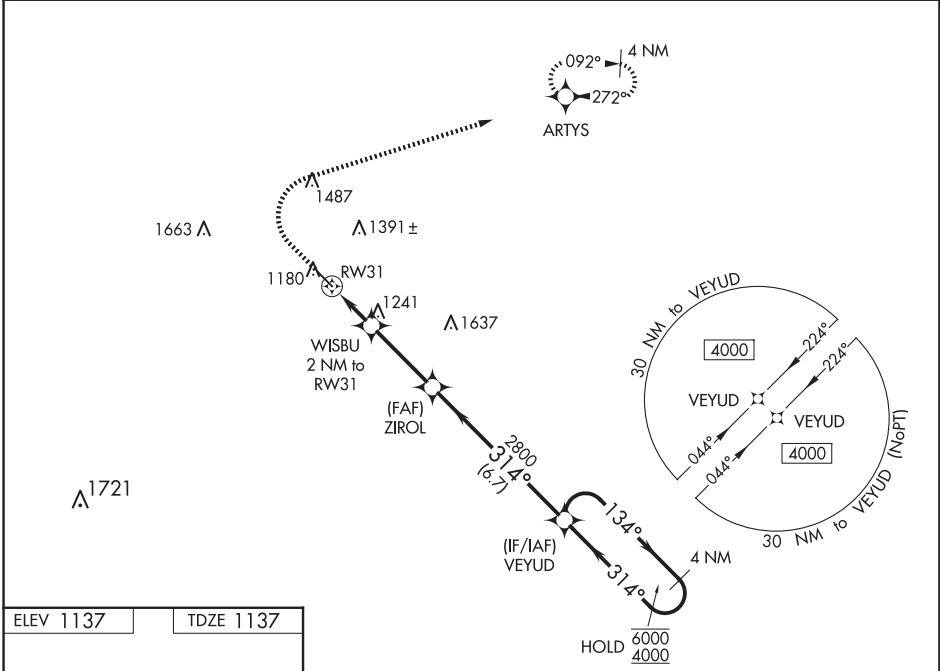
24137

WAAS CH 86732 W31A	APP CRS 314°	Rwy Idg TDZE 1137 Apt Elev 1137
--	------------------------	---

RNAV (GPS) RWY 31
IOWA FALLS MUNI (IF'A)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct ARTYS and hold, continue climb-in-hold to 4000.
▼ Rwy 31 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Straight-in Rwy 31 NA at night, Circling Rwy 31 NA at night.	

AWOS-3 120.425	WATERLOO APP CON ★ 118.9	UNICOM 122.8 (CTAF) 0
--------------------------	------------------------------------	---------------------------------



1600	4000	ARTYS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).		4 NM
			Holding Pattern		
			VEYUD		
			ZIROL		
			WISBU		
			RW31		
			1800		
			2800		
			314°		
			134°		
			6000		
			4000		
			GP 3.00°		
			TCH 40		
			1 NM		
			1 NM		
			3.1 NM		
			6.7 NM		
CATEGORY	A	B	C	D	
LPV DA	1387-1	250 (300-1)			
LNAV/VNAV DA	1398-1	261 (300-1)			
LNAV MDA	1500-1	363 (400-1)			
CIRCLING	1540-1 403 (500-1)	1620-1 483 (500-1)	1760-1¾ 623 (700-1¾)	1800-2 663 (700-2)	

IOWA FALLS, IOWA
Amdt 2B 16MAY24

42°28'N-93°16'W

IOWA FALLS MUNI (IF'A)
RNAV (GPS) RWY 31

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

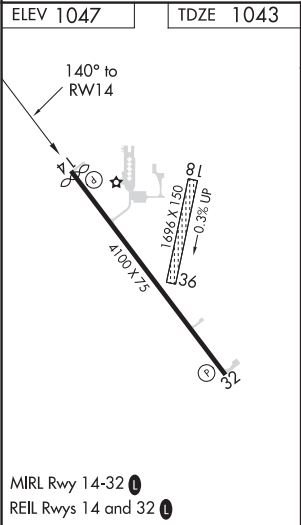
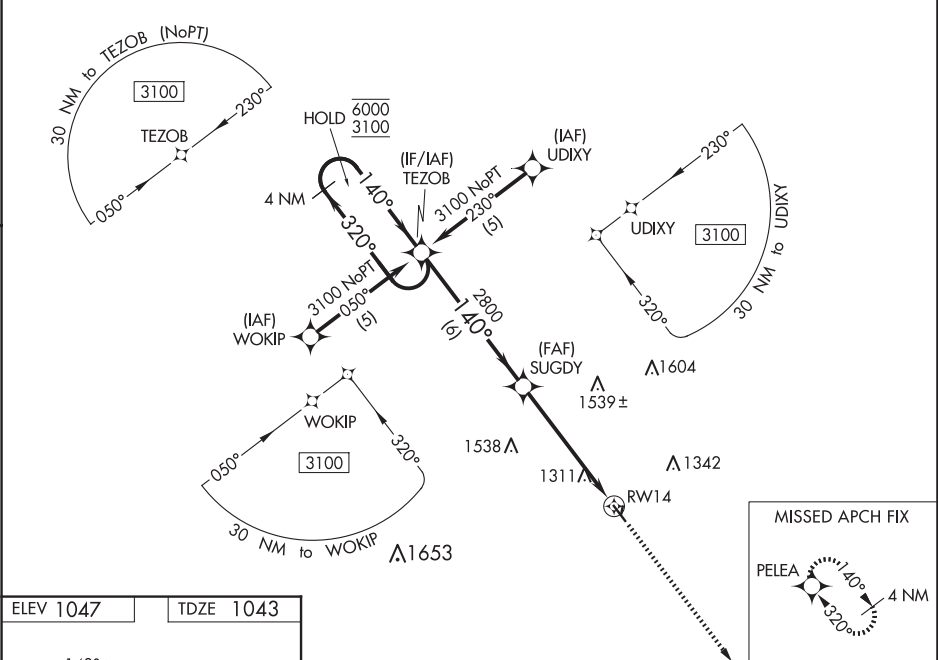
WAAS CH 40219 W14A	APP CRS 140°	Rwy Idg TDZE 1043 Apt Elev 1047
--	------------------------	---

RNAV (GPS) RWY 14

JEFFERSON MUNI (EFW)

RNP APCH-GPS.	
<div><div>▼</div><div>⚠ NA</div></div> <div>Circling NA to Rwy 18 and 36. Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Perry altimeter setting, when not received, use Carrol altimeter setting and increase LPV DA to 1362 feet, increase LNAV/VNAV DA to 1691 feet and visibility ⅓ SM. Increase all MDA 40 feet.</div>	MISSED APPROACH: Climb to 3100 direct PELEA and hold.

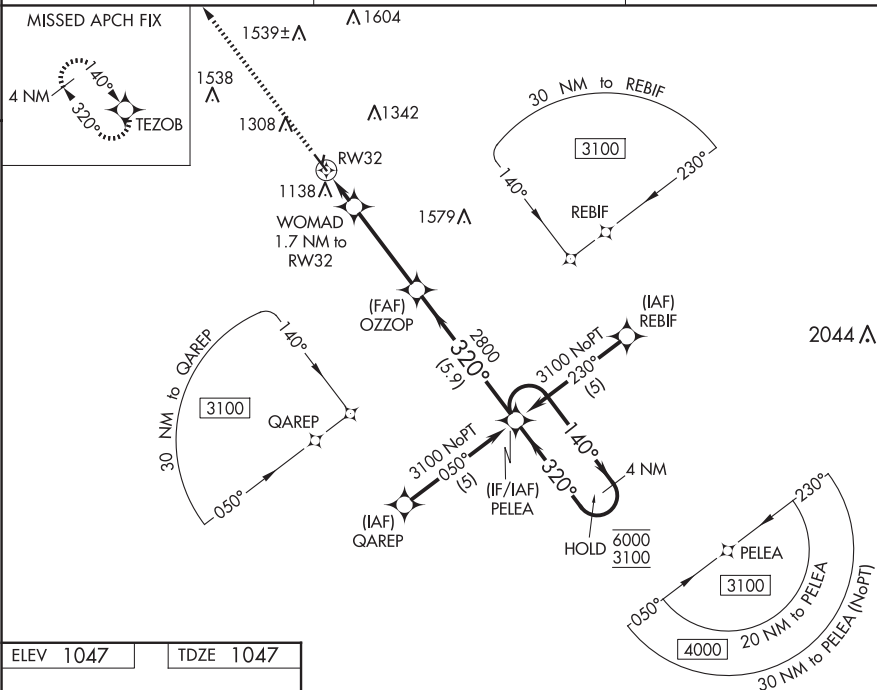
PRO AWOS-3 118.0	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



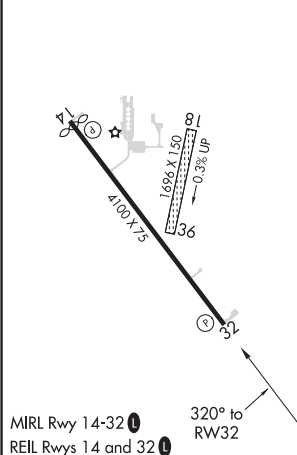
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).			
4 NM Holding Pattern			
<div>6000 ← 320° 3100 140° →</div> <div>GP 3.00° TCH 40</div> <div>TEZOB SUGDY</div> <div>2800 2800</div> <div>6 NM 5.4 NM</div> <div>RWY 14</div>			
CATEGORY	A	B	C D
LPV DA	1330-1	287 (300-1)	NA
LNAV/ VNAV DA	1659-1¾	616 (700-1¾)	NA
LNAV MDA	1600-1	557 (600-1)	NA
CIRCLING	1600-1 553 (600-1)	1660-1 613 (700-1)	NA

RNAV (GPS) RWY 32
JEFFERSON MUNI (EFW)

MISSED APPROACH: Climb to 3100
direct TEZOB and hold.

UNICOM
122.8 (CTAF) **L**

TDZE 1047



3100 TEZOB VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 36).

4 NM Holding Pattern

140° → 6000
← 320° 3100

OZZOP 2800

320°

2800

WOMAD 1.7 NM to RW32

1620

1.7 NM 3.7 NM 5.9 NM

GP 3.00°
TCH 40

CATEGORY		A	B	C	D
LPV	DA	1334-1	287 (300-1)	NA	
LNAV/ VNAV	DA	1334-1	287 (300-1)	NA	
LNAV	MDA	1440-1	393 (400-1)	NA	
CIRCLING		1600-1 553 (600-1)	1660-1 613 (700-1)	NA	

JEFFERSON MUNI (EFW)
RNAV (GPS) RWY 32

ILS or LOC RWY 30

MAISR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct ALGOA LOM and hold, continue climb-in-hold to 2800.

JEFFERSON CITY, MISSOURI
Amdt 7 31OCT24

38°35'N-92°09'W

JEFFERSON CITY MEML (JEF)
ILS or LOC RWY 30

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

JEFFERSON CITY, MISSOURI

AL-796 (FAA)

24305

WAAS CH 49005 W12A	APP CRS 123°	Rwy Idg 6000 TDZE 548 Apt Elev 549
--	------------------------	---

RNAV (GPS) RWY 12

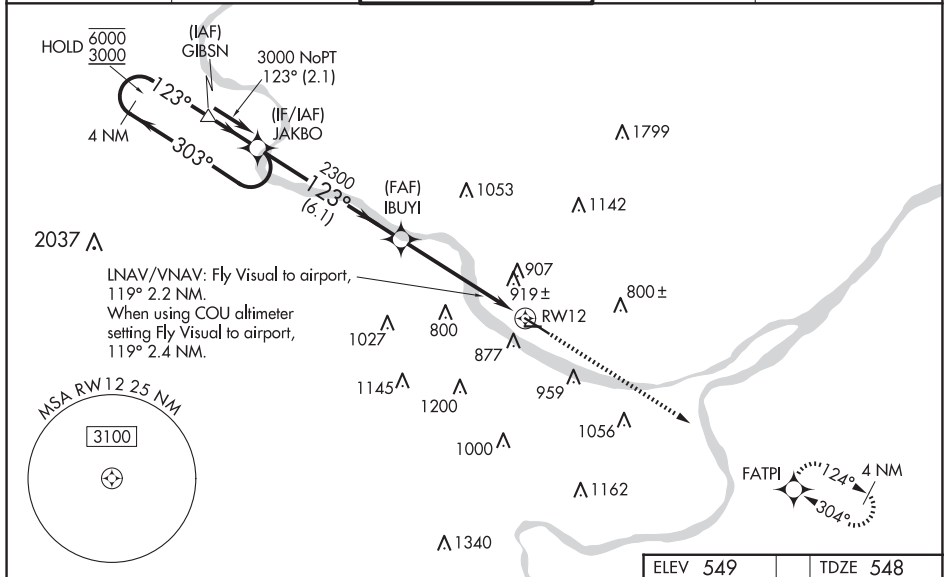
JEFFERSON CITY MEML (JEF)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 12 helicopter visibility reduction below ¾ SM NA. Circling Rwy 9 NA at night. When local altimeter setting not received, use COU altimeter setting and increase LPV DA to 1031 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1364 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cat B/C/D ½ SM, and Circling visibility Cat A/B/C ¼ SM. Baro-VNAV and VDP NA when using COU altimeter setting.

MISSED APPROACH: Climb to 2800
direct FATPI and hold.

ASOS 133.625	MIZZU APP CON 124.375 353.925	JEFFERSON CITY TOWER ★ 125.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
------------------------	---	---	-------------------------	-------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 64).

4 NM Holding Pattern JAKBO

6000 ← 303°
3000 123° →

GP 3.00°
TCH 45

IBUYI

2300

1.8 NM to RWY 12

RWY 12

6.1 NM 3.5 NM 1.8 NM

2800 ↑ FATPI

LNAV/VNAV: Fly Visual to airport, 119° 2.2 NM. When using COU altimeter setting Fly Visual to airport, 119° 2.4 NM.

123°

TWR 595

6000 X 100

3401 X 75

AS

CATEGORY	A	B	C	D
LPV DA	951-1½ 403 (500-1½)			
LNAV/VNAV DA	1284-2 736 (800-2)		1284-2¼ 736 (800-2¼)	
LNAV MDA	1260-1 712 (800-1)		1260-2 712 (800-2)	
CIRCLING	1280-1 731 (800-1)		1320-2¼ 771 (800-2¼) 1560-3 1011 (1100-3)	

REIL Rws 9, 12, and 27 0
MIRL Rwy 9-27
HIRL Rwy 12-30 0

JEFFERSON CITY, MISSOURI
Amdt 1C 31OCT24

38°35'N-92°09'W

JEFFERSON CITY MEML (JEF)
RNAV (GPS) RWY 12

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86410 W30A	APP CRS 304°	Rwy Idg TDZE Apt Elev	6000 549 549
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 30

JEFFERSON CITY MEML (JEF)

RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 9 NA at night. When local altimeter setting not received, use COU altimeter setting and increase LPV DA to 879 feet; increase LNAV/VNAV DA to 1402 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cats B/C/D ¼ SM, and Circling visibility Cats A/B/C ¼ SM. Baro-VNAV and VDP NA when using COU altimeter setting. For inop ALS increase LNAV/VNAV visibility all Cats to 2½ SM. For inop ALS when using COU altimeter setting, increase LPV visibility all Cats to 1 SM and increase LNAV visibility Cats C/D to 2½ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct GIBSN and hold.

ASOS 133.625	MIZZU APP CON 124.375 353.925	JEFFERSON CITY TOWER ★ 125.6 (CTAF)	GND CON 121.7	UNICOM 122.95
------------------------	---	---	-------------------------	-------------------------

ELEV 549	TDZE 549
-----------------	-----------------

3000

GIBSN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

FATPI

4 NM Holding Pattern

124° → 6000

← 304° 2800

GP 3.00°

TCH 54

CATEGORY	A	B	C	D
LPV DA	799-1½ 250 (300-½)			
LNAV/VNAV DA	1322-1¾ 773 (800-1¾)			
LNAV MDA	1240-½ 691 (700-½)	1240-1½ 691 (700-1½)		
CIRCLING	1280-1 731 (800-1)	1320-2¼ 771 (800-2¼)	1560-3 1011 (1100-3)	

JEFFERSON CITY, MISSOURI
Orig-C 31OCT24

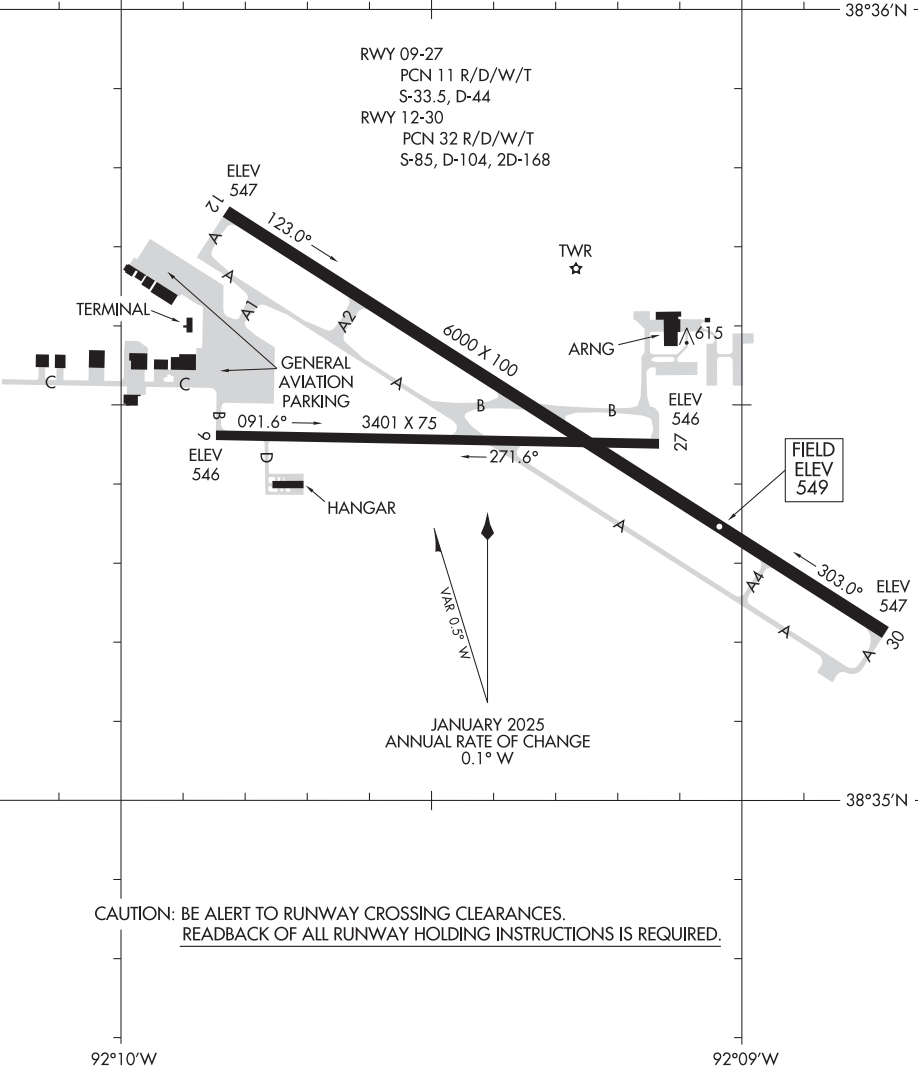
38°35'N-92°09'W
245

JEFFERSON CITY MEML (JEF)
RNAV (GPS) RWY 30

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ASOS
133.625
JEFFERSON CITY TOWER ★
125.6
GND CON
121.7






CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

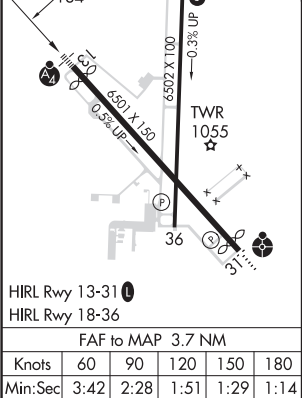
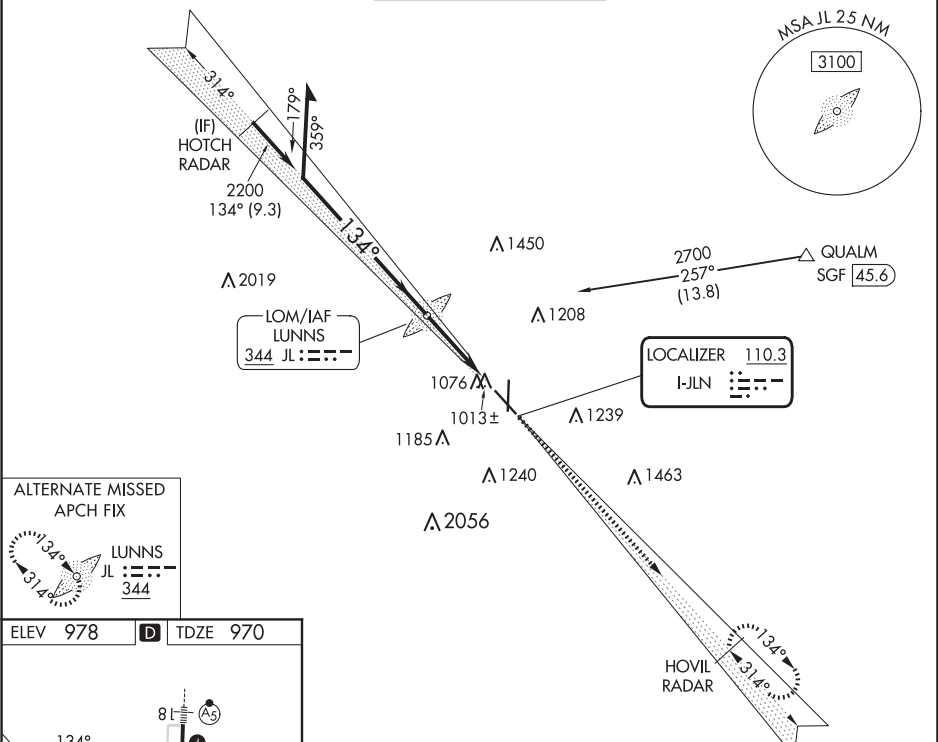
LOC I-JLN	APP CRS	Rwy Idg
110.3	134°	5813
		TDZE
		970
		Apt Elev
		978

ILS or LOC RWY 13

JOPLIN RGNL (JLN)

ADF required for LOC only. RADAR required.		MALSF 	MISSED APPROACH: Climb to 3100 on I-JLN LOC localizer course southeast to HOVIL/RADAR and hold.
 	Autopilot coupled approach NA below 1147. Inop table does not apply to S-ILS 13 all Cats. MALSF (NSTD) 1368'.		

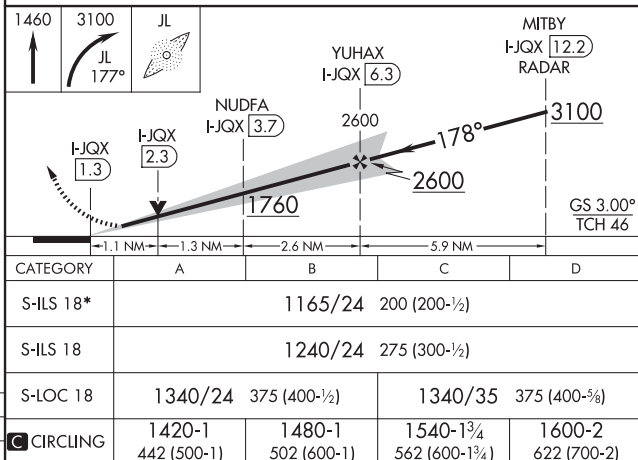
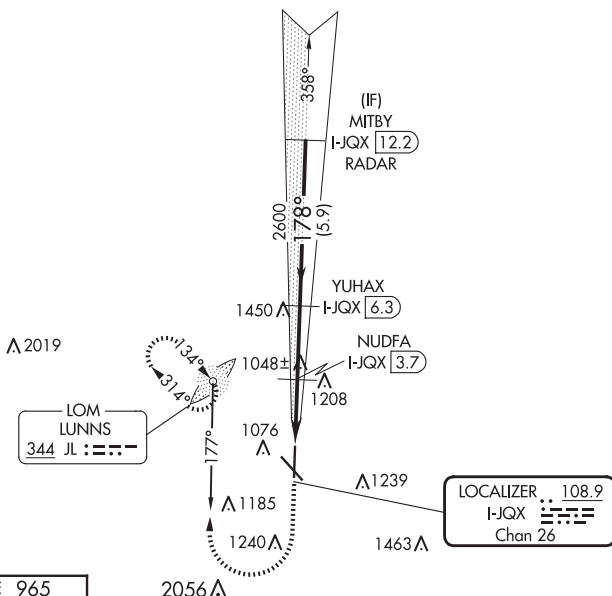
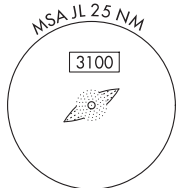
ATIS	KANSAS CITY CENTER	JOPLIN TOWER*	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) 0	121.6	122.95



Remain within 10 NM		JL LOM LUNNS	6000	3100	HOVIL RADAR
2700		314°	2178	I-JLN SE crs	
GS 3.00°		134°	2200		
TCH 40					
			3.7 NM		
CATEGORY	A	B	C	D	
S-ILS 13		1170/40	200 (200-¾)		
S-LOC 13		1300/40	330 (400-¾)		
CIRCLING	1460-1 482 (500-1)	1500-1 522 (600-1)	1540-1½ 562 (600-1½)	1580-2 602 (700-2)	

ILS or LOC RWY 18
JOPLIN RGNL (JLN)

MISSED APPROACH: Climb to 1460 then climbing right turn to 3100 on LUNNS LOM bearing 177° to LUNNS LOM and hold, continue climb-in-hold to 3100. S-ILS 18* missed approach requires minimum climb of 204 feet per NM to 2240. (If unable to meet climb gradient use S-ILS 18 minimums).

UNICOM
122.95

JOPLIN RGNL (JLN)

ILS or LOC RWY 18

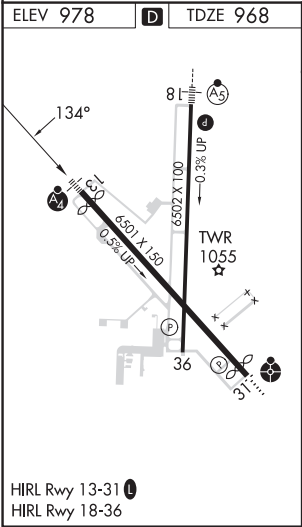
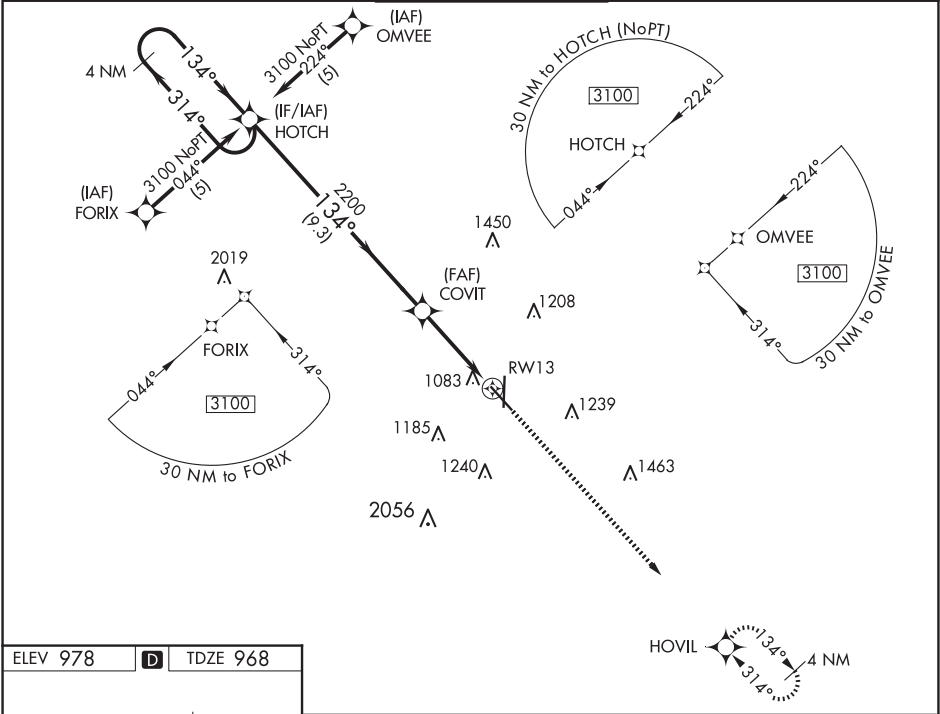
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90109 W13A	APP CRS 134°	Rwy Idg 5813 TDZE 968 Apt Elev 978
--	------------------------	---

RNAV (GPS) RWY 13

JOPLIN RGNL (JLN)

RNP APCH.		MALSF	MISSED APPROACH: Climb to 3100 direct HOVIL and hold.	
MALSF (NSTD) 1368'. Baro-VNAV NA below -16°C (4°F). For inop MALSF, increase LPV Cats A/B/C visibility to 1.				
ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95



4 NM Holding Pattern			HOTCH		3100 ↑		HOVIL ✦	
3100 ← 314° 134° →			COVIT		*1.1 NM to RW13		*LNAV only.	
GP 3.00° TCH 40			2200		RW13			
			9.3 NM		2.7 NM		1.1 NM	
CATEGORY	A	B	C	D				
LPV DA	1220-¾ 252 (300-¾)			1220-1 252 (300-1)				
LNAV/ VNAV DA	1380-1¼ 412 (400-1¼)			1380-1½ 412 (400-1½)				
LNAV MDA	1340-¾ 372 (400-¾)			1340-1 372 (400-1)				
CIRCLING	1500-1½ 522 (600-1½)		1540-1½ 562 (600-1½)		1600-2 622 (700-2)			

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

JOPLIN, MISSOURI

AL-540 (FAA)

24305

WAAS CH 69334 W31A	APP CRS 314°	Rwy Idg 5813 TDZE 978 Apt Elev 978
--	------------------------	---

RNAV (GPS) RWY 31
JOPLIN RGNL (JLN)

RNP APCH-GPS.

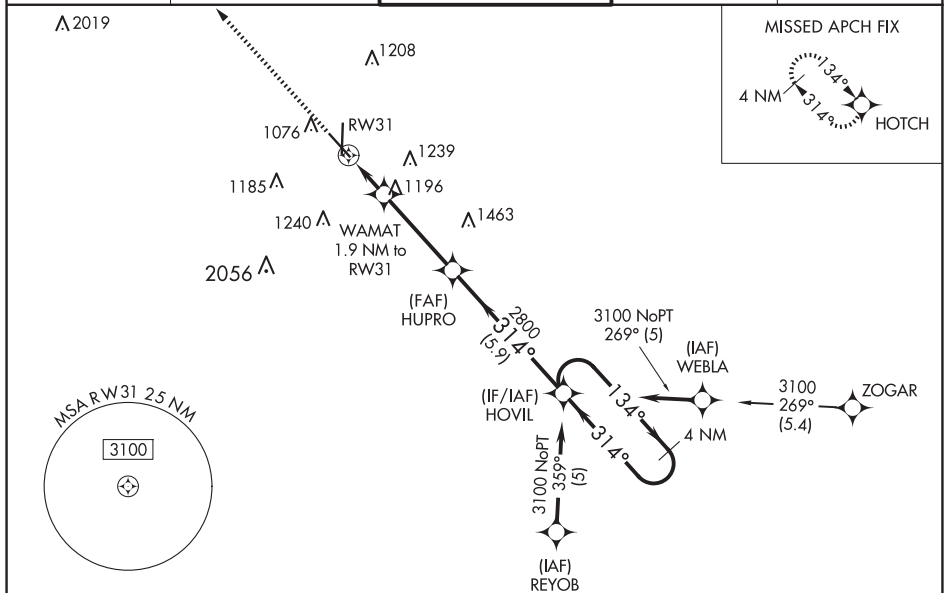
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Inoperative table does not apply. Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

ODALS

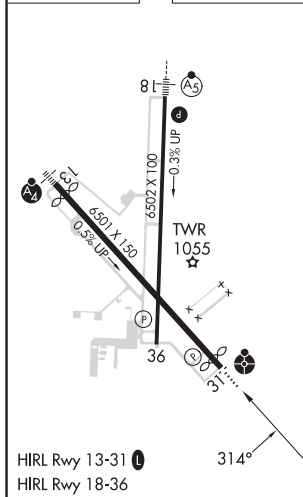


MISSED APPROACH:
Climb to 3100 direct
HOTCH and hold.

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95
----------------	-------------------------------------	---------------------------------	------------------	------------------



ELEV 978	D	TDZE 978
----------	----------	----------

[illegible]

JOPLIN, MISSOURI
Amdt 1C 27JAN22

37°09'N-94°30'W

JOPLIN RGNL (JTLN)

RNAV (GPS) RWY 31

251

NC-3, 07 AUG 2025 to 02 OCT 2025

JOPLIN, MISSOURI

AL-540 (FAA)

24305

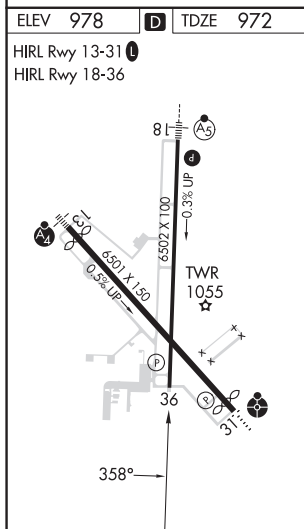
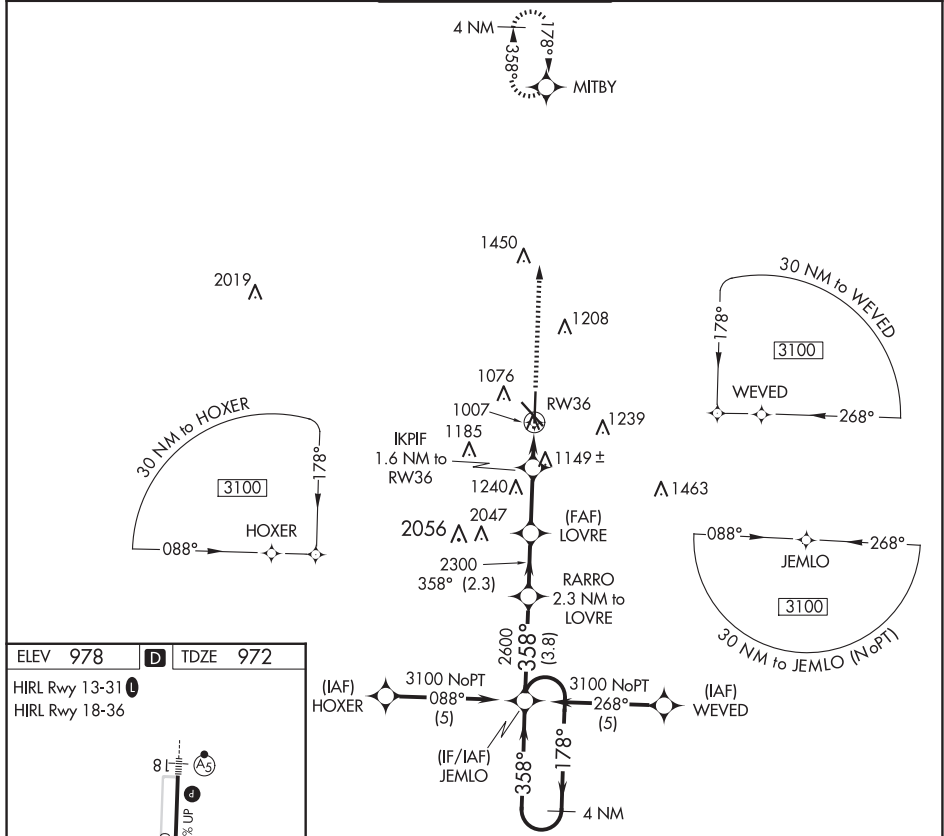
APP CRS	Rwy Idg	6499
358°	TDZE	972
	Apt Elev	978


RNAV (GPS) RWY 36

JOPLIN RGNL (JLN)

RNP APCH.	MISSED APPROACH: Climb to 3100 direct MITBY and hold.
▼ Rwy 36 helicopter visibility reduction below ¾ SM NA.	

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95
----------------	-------------------------------------	---------------------------------	------------------	------------------



<div>4 NM Holding Pattern</div> <div>JEMLO</div> <div>RARRO 2.3 NM to LOVRE</div> <div>LOVRE</div> <div>IKPIF 1.6 NM to RW36</div> <div>RW36</div> <div>3100</div> <div>MITBY</div>				
<div>3100 ← 178° → 358° → 358° → 2600</div> <div>2300</div> <div>3.04° TCH 45</div> <div>1540</div>				
<div>3.8 NM</div> <div>2.3 NM</div> <div>2.4 NM</div> <div>1.6</div>				
CATEGORY	A	B	C	D
LNAV MDA	1400-1	428 (500-1)	1400-1½ 428 (500-1½)	1400-1½ 428 (500-1½)
 CIRCLING	1500-1	522 (600-1)	1540-1½ 562 (600-1½)	1600-2 622 (700-2)

JOPLIN, MISSOURI
Orig-C 24MAY18

37°09'N-94°30'W

RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

JOPLIN RGNL (JLN)
JOPLIN, MISSOURI



AIRPORT DIAGRAM

JOPLIN, MISSOURI
JOPLIN RGNL (JLN)

KAISER/LAKE OZARK, MISSOURI

AL-5765 (FAA)

25219

WAAS CH 65901 W04A	APP CRS 037°	Rwy Ldg TDZE 863 Apt Elev 869
--	------------------------	---

RNAV (GPS) RWY 4

LEE C FINE MEML (AIZ)

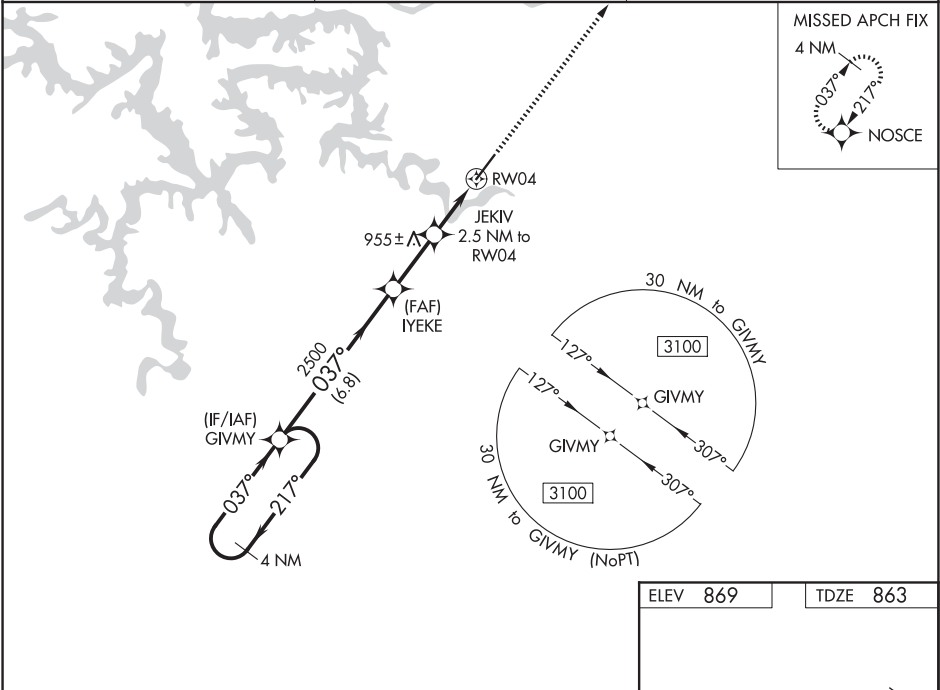
RNP APCH.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Camdenton altimeter setting and increase all DA 50 feet, all MDA 60 feet, and LNAV Cat C visibility ½ mile. Baro-VNAV NA when using Camdenton altimeter setting.

MISSED APPROACH: Climb to 3000 direct NOSCE and hold.

AWOS-3PT 135.325	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 0
----------------------------	---------------------------------------	---------------------------------



4 NM Holding Pattern

GP 3.00° TCH 55

3100

217°

037°

2500

037°

6.8 NM

2.5 NM

2.5 NM

2500

1700

2500

2.5 NM to RWY04

JEKIV

2500

IYEKE

3000

NOSCE

*LNAV only

CATEGORY	A	B	C	D
LPV DA	1127-1	264 (300-1)		NA
LNAV/VNAV DA	1113-1	250 (300-1)		NA
LNAV MDA	1220-1	357 (400-1)		NA

ELEV 869

TDZE 863

MIRL Rwy 4-22

8697 X 100

037°

KAISER/LAKE OZARK, MISSOURI
Amdt 1B 18JUL19

38°06'N-92°33'W

LEE C FINE MEML (AIZ)

RNAV (GPS) RWY 4

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72732 W22A	APP CRS 217°	Rwy Ldg TDZE 869 Apt Elev 869	6497
--	------------------------	---	-------------

RNAV (GPS) RWY 22

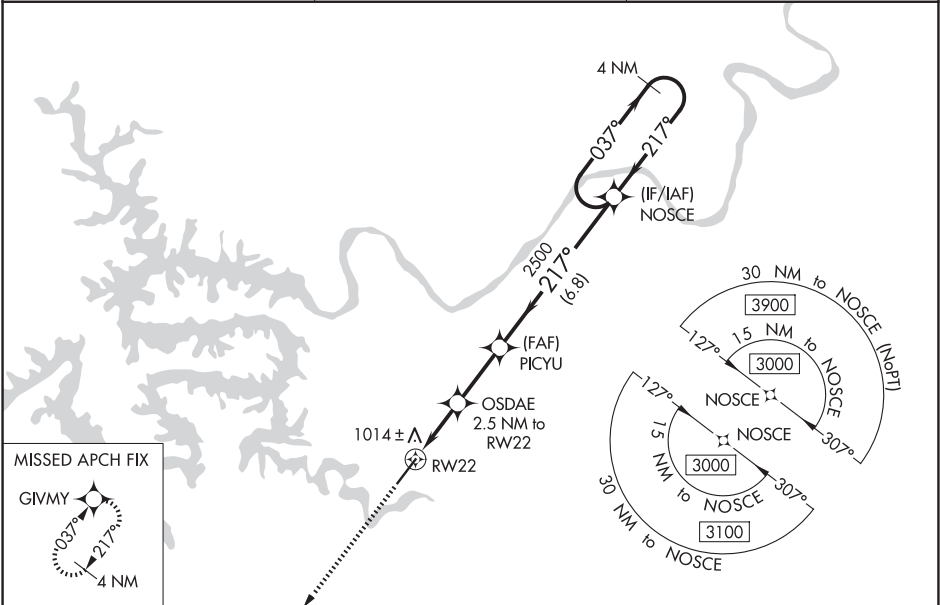
LEE C FINE MEML (AIZ)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Camdenton altimeter setting and increase all DAs 50 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ½ SM and LNAV Cat C and Circling Cat C ¼ SM. Baro-VNAV and VDP NA with Camdenton altimeter setting.

MISSED APPROACH:
Climb to 3100 direct GIVMY and hold.

AWOS-3PT 135.325	MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 0
----------------------------	---------------------------------------	---------------------------------



ELEV 869

TDZE 869

3100

GIVMY

OSDAE
2.5 NM to
RW22

PICYU
2500

1700*

2500

NOSCE

4 NM
Holding Pattern

037° → 3000

← 217°

GP 3.00°
TCH 42

*LNAV only

*1.2 NM to
RW22

1.2 NM

1.3 NM

2.5 NM

6.8 NM

217°

6497 X 100

217°

CATEGORY

A

B

C

D

LPV DA

1119-1

250 (300-1)

NA

LNAV/
VNAV DA

1164-1

295 (300-1)

NA

LNAV MDA

1280-1

411 (500-1)

1280-1½
411 (500-1½)

NA

CIRCLING

1320-1
451 (500-1)

1380-1
511 (600-1)

1440-1½
571 (600-1½)

NA

MIRL Rwy 4-22

LOC I-AIZ <u>111.5</u>	APP CRS 217°	Rwy Ldg 6497 TDZE 869 Apt Elev 869
----------------------------------	------------------------	---

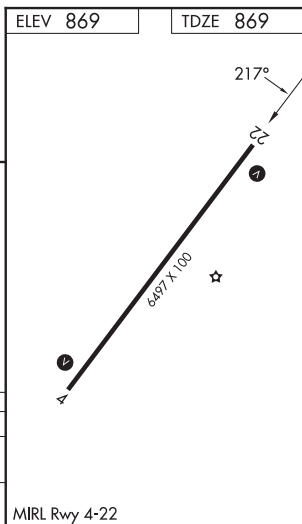
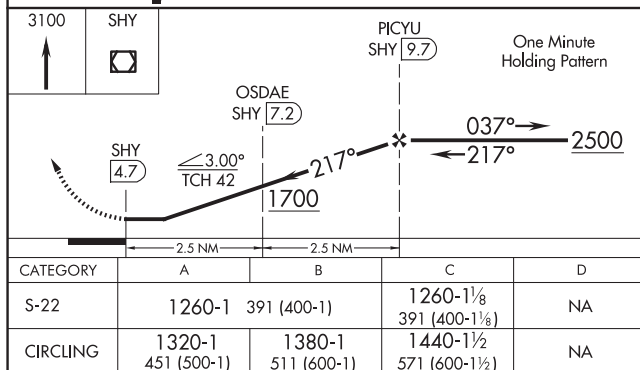
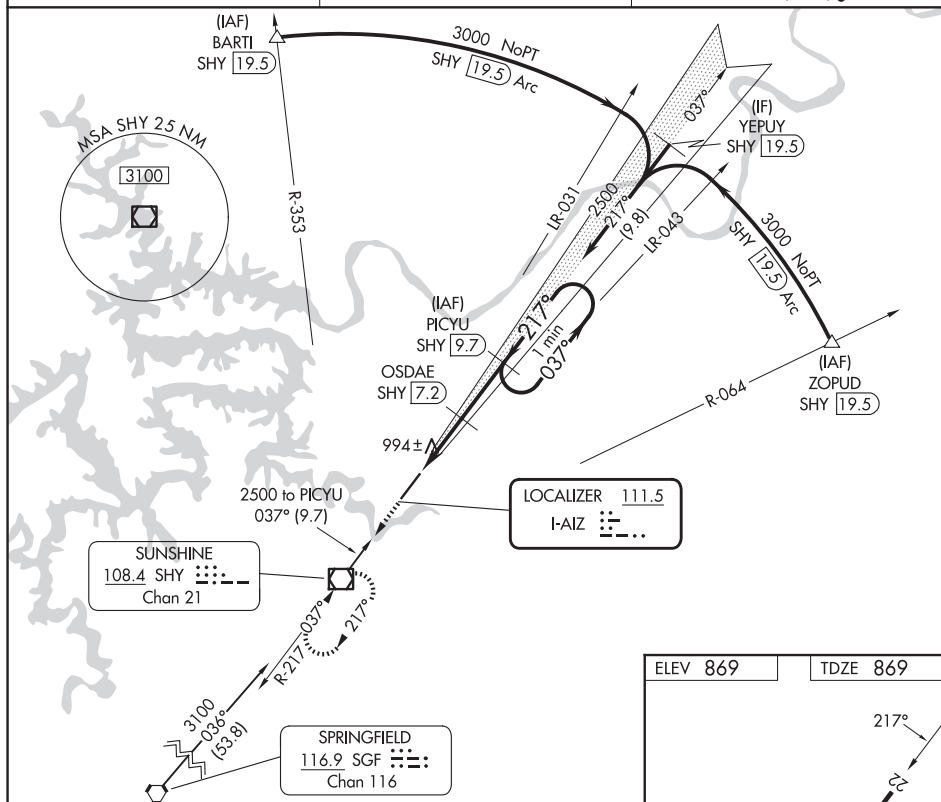
LOC/DME RWY 22
LEE C FINE MEML (AIZ)

T When local altimeter setting not received, use Camdenton altimeter setting and increase all MDAs 60 feet, increase S-22 Cat C and Circling Cat C visibility 1/4 SM. Helicopter visibility reduction below 1 SM NA. DME from SHY VOR/DME. Simultaneous reception of I-AIZ and SHY VOR/DME required.

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold, continue climb-in-hold to 3100.

AWOS-3PT
135.325

MIZZU APP CON
124.1 353.925

UNICOM
122.8 (CTAF) **L**

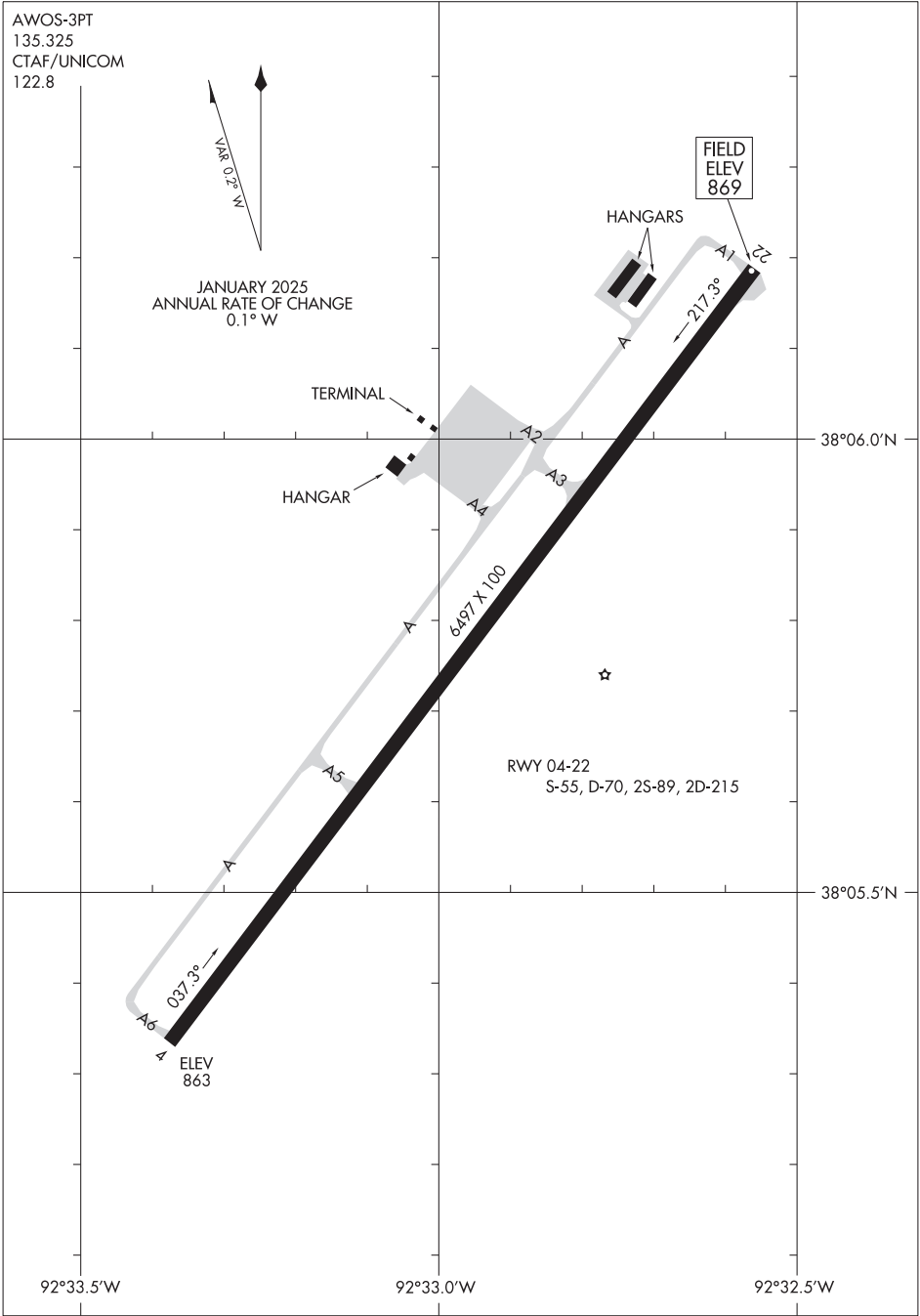
Amdt 2B 12AUG21

38°06'N-92°33'W

LEE C FINE MEML (AIZ)

LOC/DME RWY 22

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

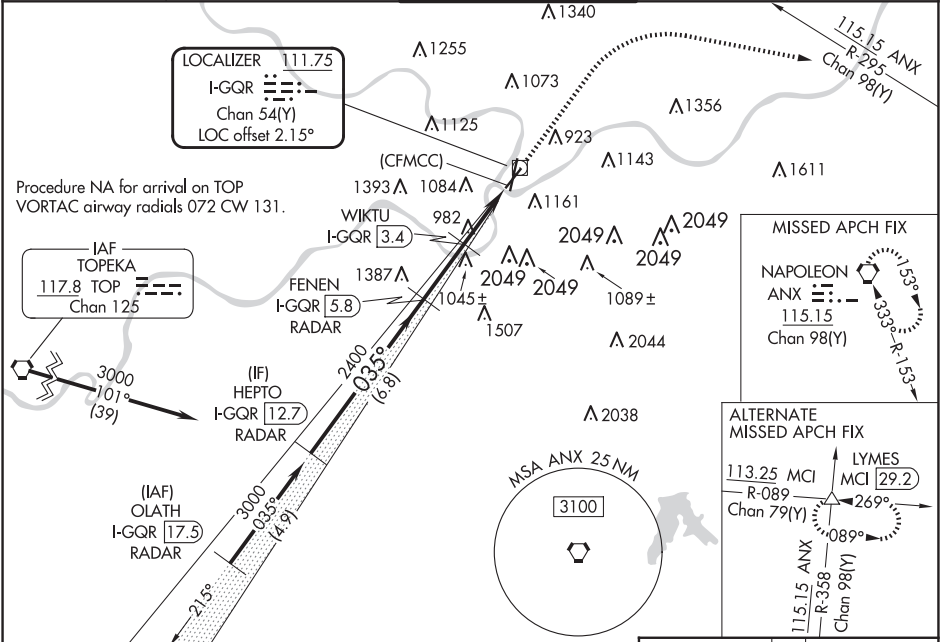
LOC/DME I-GQR 111.75 Chan 54 (Y)	APP CRS 035°	Rwy Idg TDZE 744 Apt Elev 757
--	------------------------	---

ILS or LOC RWY 4

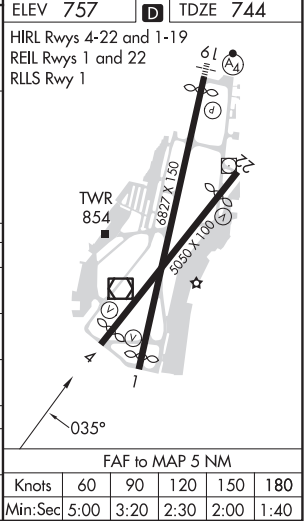
KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

DME or RADAR required for procedure entry. DME or RADAR required for LOC only.		MISSED APPROACH: Climb to 3100 then right turn heading 100° and on ANX VORTAC R-295 to ANX VORTAC and hold.
⚠ Cirdling NA east of Rwy 1-19. Autopilot coupled approach NA below 1013.		
⚠ Cirdling NA to Rwy 22. Cirdling NA for Cat D to Rwy 4. Rwy 4 helicopter visibility reduction below RVR 4000 NA.		

ATIS 120.75	KANSAS CITY APP CON 118.4 307.35	DOWNTOWN TOWER 133.3 233.7	CLNC DEL 121.9	GND CON 121.9
-----------------------	--	--------------------------------------	--------------------------	-------------------------



HEPTO I-GQR 12.7 RADAR		3100		ANX	
3000		035°		ANX R-295	
GS 3.00° TCH 52		2400		WIKTU I-GQR 3.4	
6.8 NM		2.4 NM		I-GQR 2.2	
1.2 NM		1.4 NM		(CFMCC) I-GQR 0.8	
CATEGORY	A	B	C	D	
S-ILS 4	1001/40 257 (300-¾)			NA	
S-LOC 4	1560/55 816 (900-1)	1560-1¼ 816 (900-1¼)	1560-2½ 816 (900-2½)	NA	
CIRCLING	1560-1 803 (900-1)	1560-1¼ 803 (900-1¼)	1560-2½ 803 (900-2½)		
WIKTU FIX MINIMUMS					
S-LOC 4	1240/55	496 (500-1)	1240-1⅜ 496 (500-1⅜)	NA	
CIRCLING	1380-1 623 (700-1)	1400-1 643 (700-1)	1460-2 703 (800-2)	1540-2½ 783 (800-2½)	



KANSAS CITY, MISSOURI

AL-213 (FAA)

25107

LOC/DME I-MKC 109.9 Chan 36	APP CRS 192°	Rwy Idg 6526 TDZE 754 Apt Elev 757
---	------------------------	---

ILS or LOC RWY 19

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

DME or RADAR required for LOC only. DME or RADAR required for procedure entry.

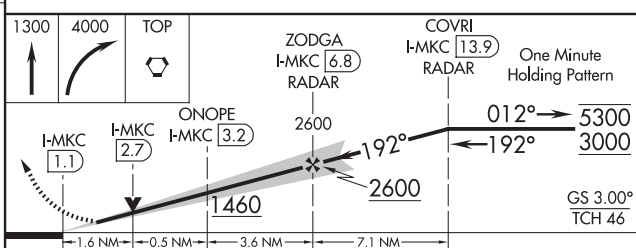
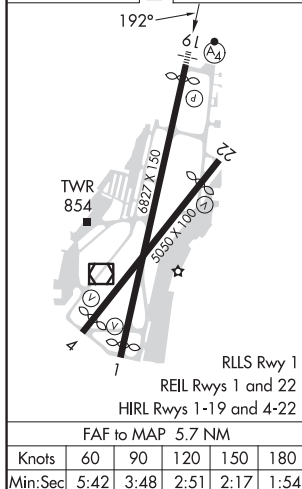
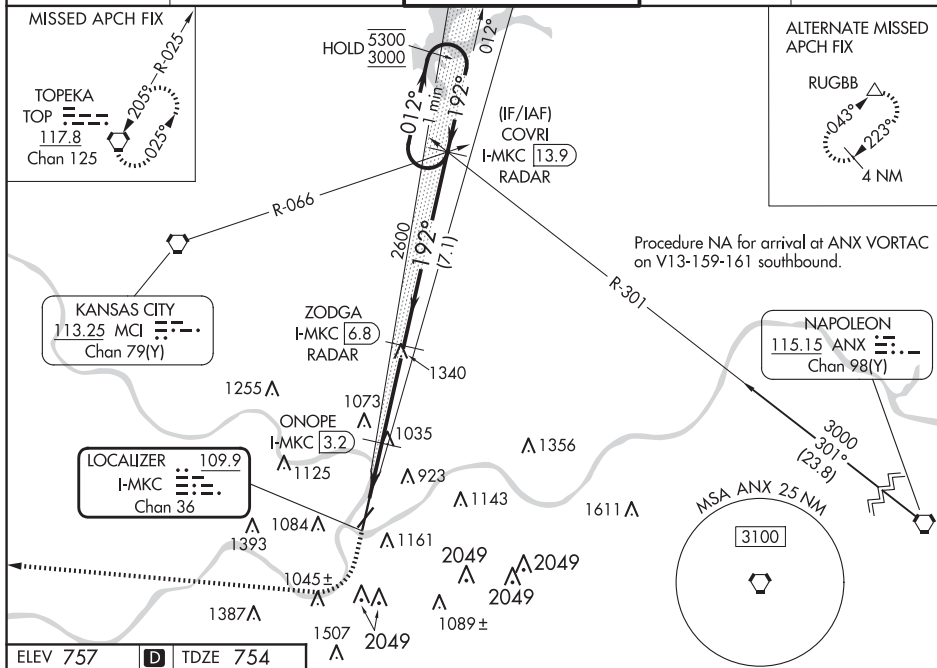
- ▼ Circling NA east of Rwy 1-19. Circling NA to Rwy 22. For inop ALS, increase S-LOC 19 Cat C/D visibility to 2 SM. Circling NA for Cat D to Rwy 4. Rwy 19 helicopter visibility reduction below RVR 4000 NA. S-ILS 19 inop table does not apply.

MALSF



MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct TOP VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 307.35	DOWNTOWN TOWER 133.3 233.7	CLNC DEL 121.9	GND CON 121.9
-----------------------	--	--------------------------------------	--------------------------	-------------------------



CATEGORY	A	B	C	D
S-ILS 19	1004/40 250 (300-¾)			
S-LOC 19	1460/40 706 (800-¾)	1460/55 706 (800-1)	1460-1⅞ 706 (800-2)	706 (800-1⅞)
CIRCLING	1460-1	703 (800-1)	1460-2	783 (800-2½)
ONOPE FIX MINIMUMS				
S-LOC 19	1300/40	546 (600-¾)	1300-1⅞	546 (600-1⅞)
CIRCLING	1380-1 623 (700-1)	1400-1 643 (700-1)	1460-2 703 (800-2)	1540-2½ 783 (800-2½)

KANSAS CITY, MISSOURI

Amdt 24A 05OCT23

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

39°07'N-94°36'W

ILS or LOC RWY 19

NC-3, 07 AUG 2025 to 02 OCT 2025

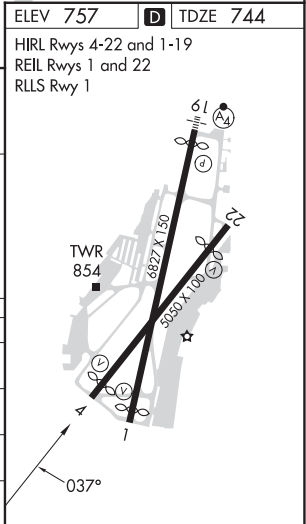
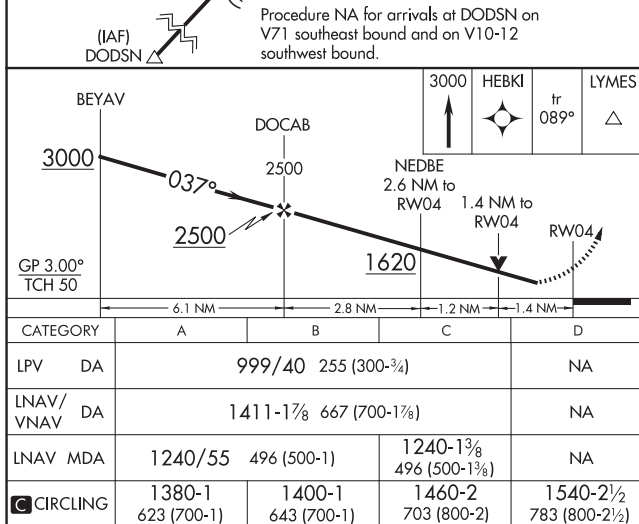
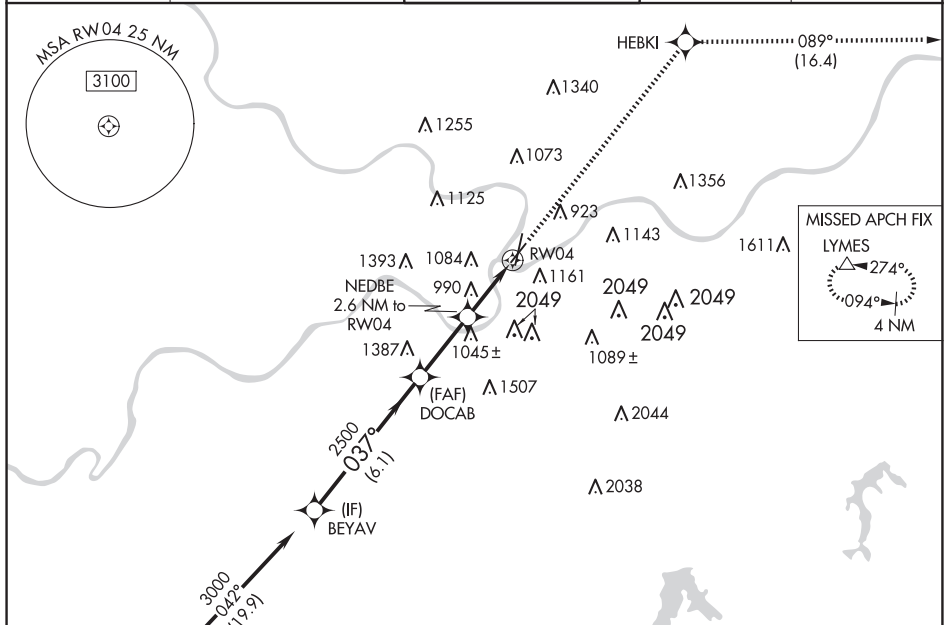
RNAV (GPS) RWY 4

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

T Circling NA east of Rwy 1-19. Rwy 4 helicopter visibility reduction below RVR
A 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-19°C or above 54°C. Circling NA for Cat D to Rwy 4. Circling NA to Rwy 22.

MISSED APPROACH: Climb to 3000
direct HEBKI and on track 089° to
LYMES and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 307.35	DOWNTOWN TOWER 133.3 233.7	CLNC DEL 121.9	GND CON 121.9
----------------	-------------------------------------	-------------------------------	-------------------	------------------



KANSAS CITY, MISSOURI

AL-213 (FAA)

25107

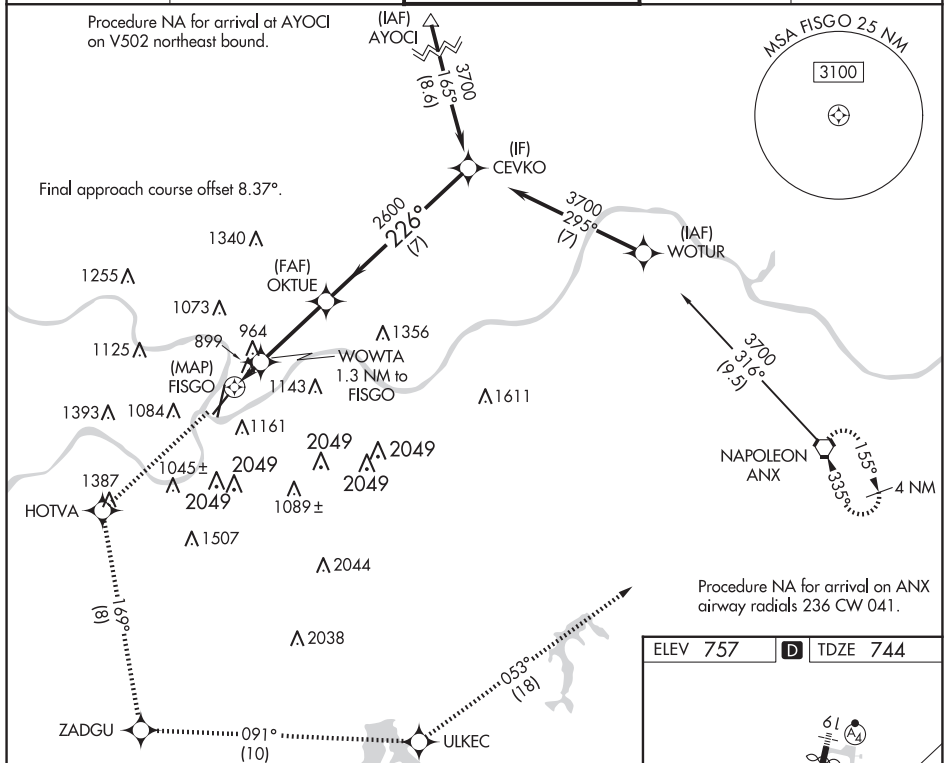
WAAS CH 40327 W22A	APP CRS 226°	Rwy Idg TDZE 744 Apt Elev 757
--	------------------------	---

RNAV (GPS) RWY 22

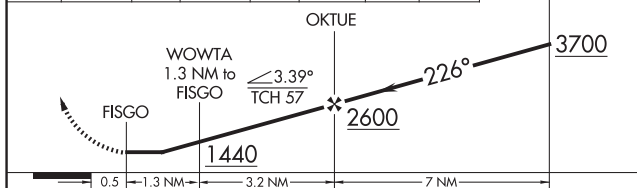
KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3700 direct HOTVA and on track 169° to ZADGU and on track 091° to ULKEC and on track 053° to ANX VORTAC and hold.
-----------------	---

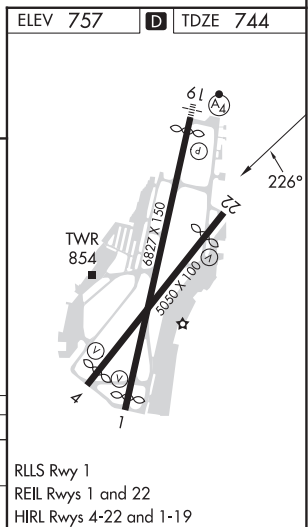
ATIS 120.75	KANSAS CITY APP CON 118.4 307.35	DOWNTOWN TOWER 133.3 233.7	CLNC DEL 121.9	GND CON 121.9
-----------------------	--	--------------------------------------	--------------------------	-------------------------



3700	HOTVA	tr 169°	ZADGU	tr 091°	ULKEC	tr 053°	ANX	CEVKO
------	-------	---------	-------	---------	-------	---------	-----	-------



CATEGORY	A	B	C	D
LP MDA	1160-1	416 (500-1)	1160-1 1/8 416 (500-1 1/8)	NA
LNAV MDA	1260-1	516 (600-1)	1260-1 3/8 516 (600-1 3/8)	NA



KANSAS CITY, MISSOURI

Amdt 2A 05OCT23

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

39°07'N-94°36'W

RNAV (GPS) RWY 22

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90320 W19A	APP CRS 192°	Rwy Idg 6526 TDZE 754 Apt Elev 757
--	------------------------	---

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

Rwy 19 helicopter visibility reduction below RVR 4000 NA.
 Inop table does not apply to LPV*all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LPV visibility all Cats to RVR 5500.

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct MIFEV and on track 236° to YETUK and hold.

*Missed approach requires minimum climb of 300 feet per NM to 1500.

Missed approach requires minimum climb of 360 feet per NM to 2400.

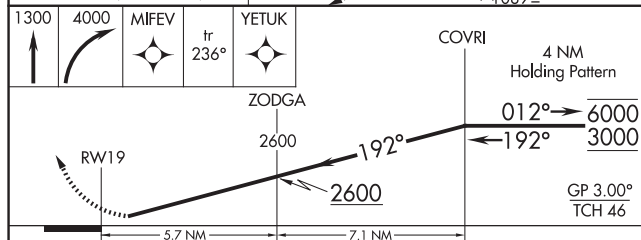
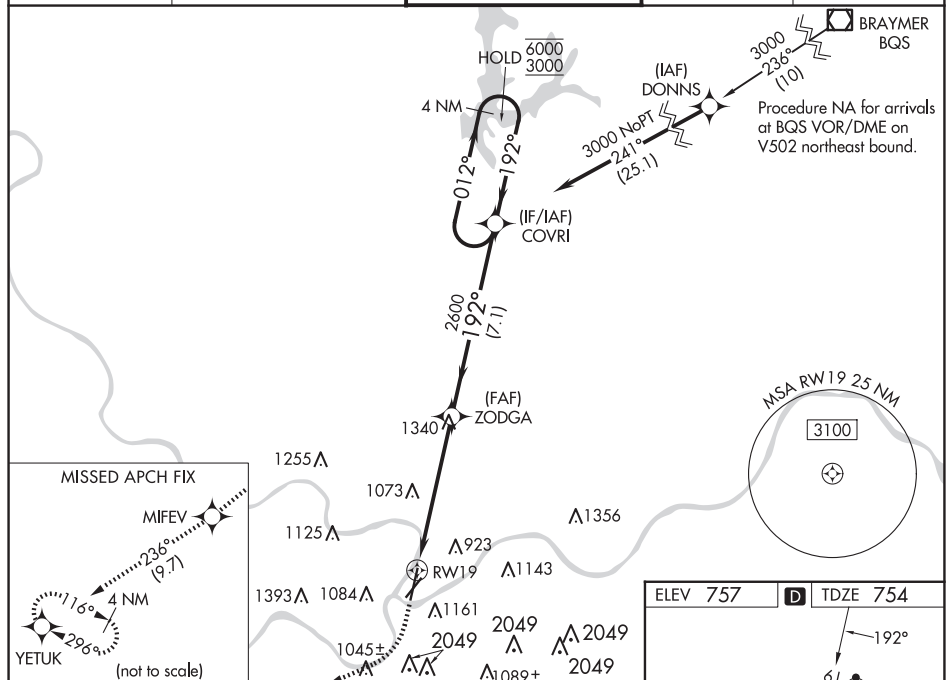
ATIS
120.75

KANSAS CITY APP CON
118.4 307.35

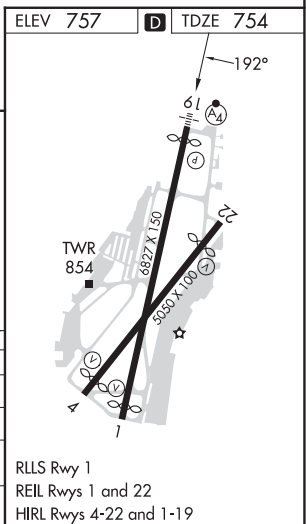
DOWNTOWN TOWER
133.3 233.7

CLNC DEL
121.9

GND CON
121.9



CATEGORY	A	B	C	D
LPV DA*		1004/40	250 (300-¾)	
LPV DA		1097/40	343 (400-¾)	
INAV/ VNAV DA#		1077/40	323 (400-¾)	
INAV/ VNAV DA		1468-1¾	714 (800-1¾)	



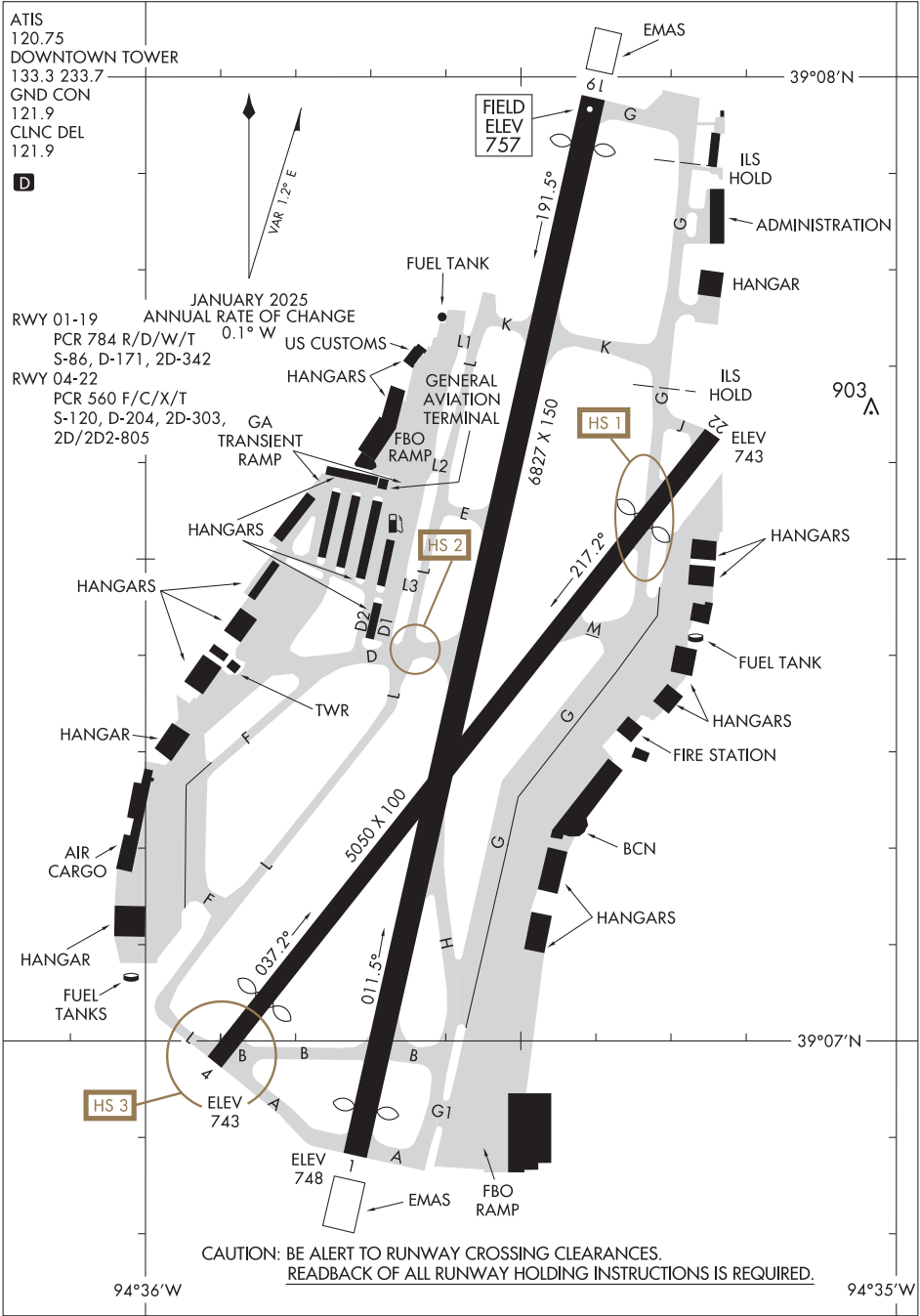
Amdt 2 05OCT23

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

39°07'N-94°36'W

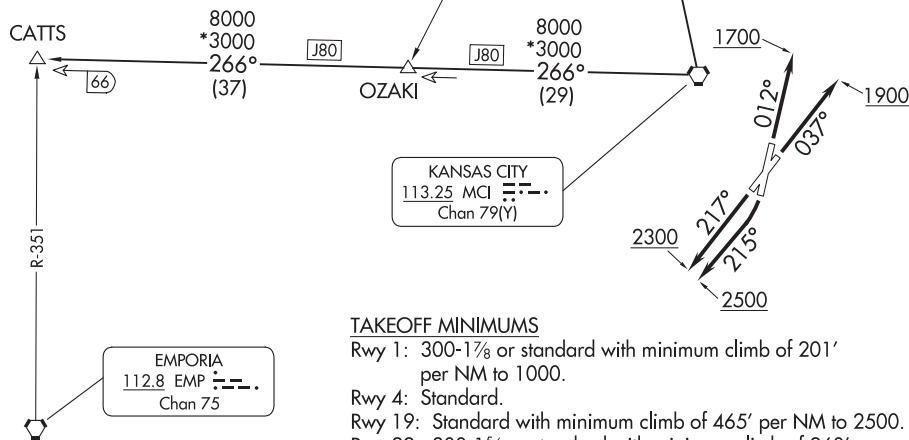
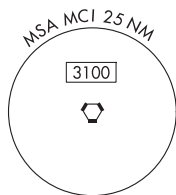
RNAV (GPS) Z RWY 19

NC-3, 07 AUG 2025 to 02 OCT 2025



TOP ALTITUDE:
10000

RADAR required.



TAKEOFF MINIMUMS

Rwy 1: 300-17/8 or standard with minimum climb of 201' per NM to 1000.

Rwy 4: Standard.

Rwy 19: Standard with minimum climb of 465' per NM to 2500.

Rwy 22: 300-1⁵/₈ or standard with minimum climb of 260' per NM to 1000.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 012° to 1700, thence. . .

TAKEOFF RUNWAY 4: Climb on heading 037° to 1900, thence. . .

TAKEOFF RUNWAY 19: Climbing right turn heading 215° to 2500, thence. . .

TAKEOFF RUNWAY 22: Climb on heading 217° to 2300, thence. . .

...climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF9.CATTS): From over MCI VORTAC on MCI R-266 to CATTS.

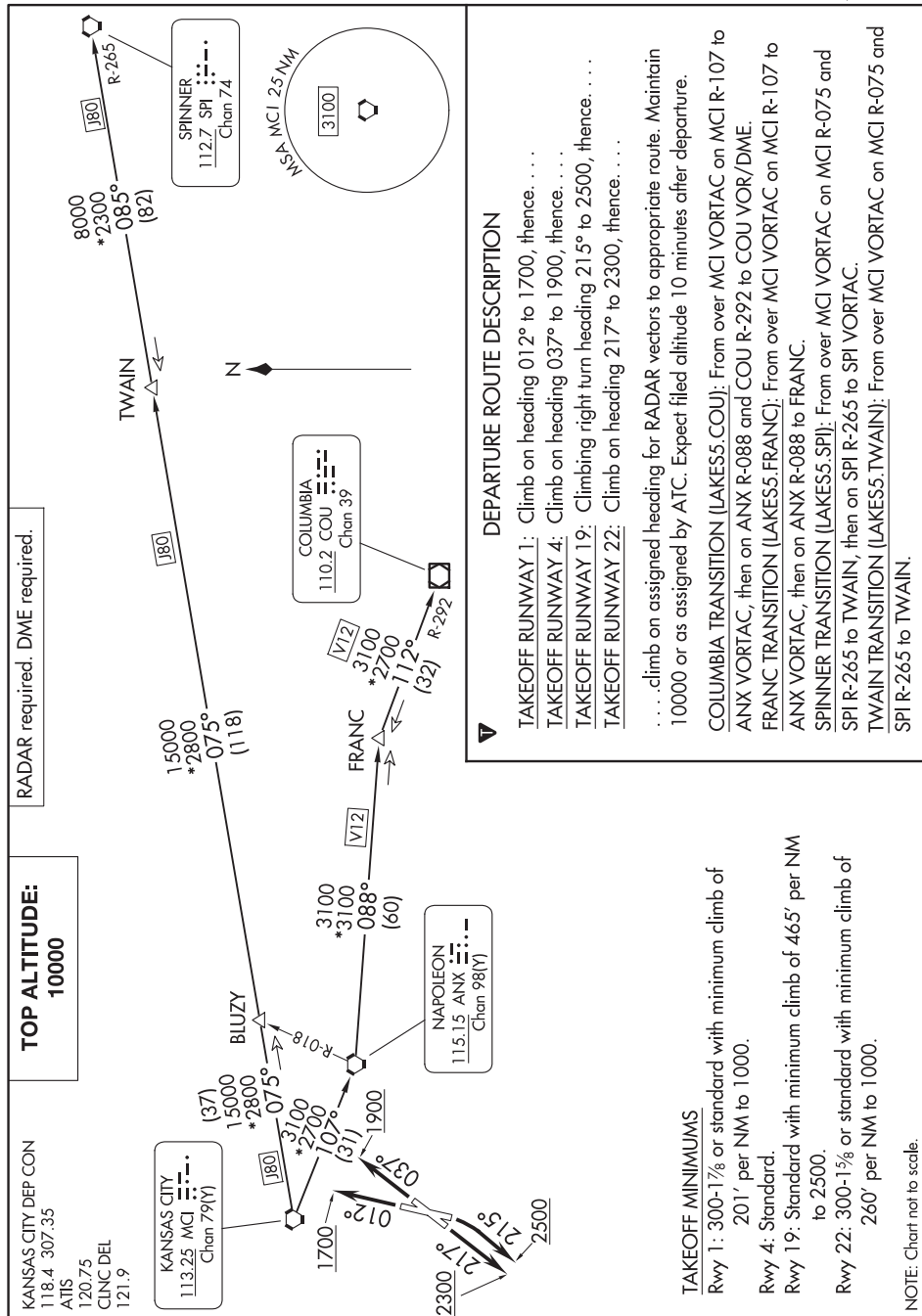
ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

CHIEF NINE DEPARTURE

(CHIEF9.MCI) 05OCT23

KANSAS CITY, MISSOURI

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)



(RACER8.MCI) 25107

RACER EIGHT DEPARTURE

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

AL-213 (FAA)

KANSAS CITY, MISSOURI

**TOP ALTITUDE:
10000**

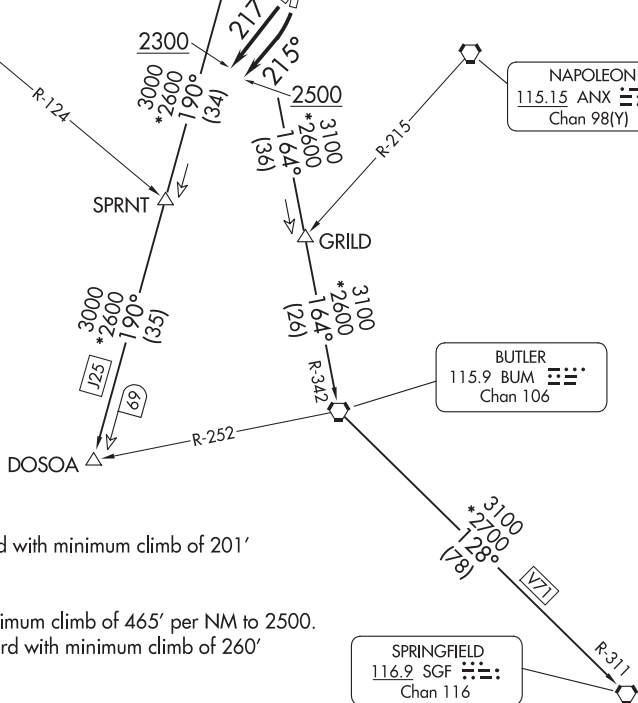
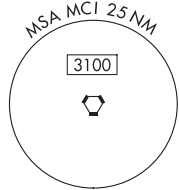
RADAR required.

KANSAS CITY DEP CON
118.4 307.35
ATIS
120.75
CLNC DEL
121.9

KANSAS CITY
113.25 MCI
Chan 79(Y)

TOPEKA
117.8 TOP
Chan 125

NAPOLEON
115.15 ANX
Chan 98(Y)

**TAKEOFF MINIMUMS**

Rwy 1: 300-1 $\frac{1}{2}$ % or standard with minimum climb of 201' per NM to 1000.

Rwy 4: Standard.

Rwy 19: Standard with minimum climb of 465' per NM to 2500.

Rwy 22: 300-1 $\frac{1}{2}$ % or standard with minimum climb of 260' per NM to 1000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 012° to 1700, thence. . .

TAKEOFF RUNWAY 4: Climb on heading 037° to 1900, thence. . .

TAKEOFF RUNWAY 19: Climbing right turn heading 215° to 2500, thence. . .

TAKEOFF RUNWAY 22: Climb on heading 217° to 2300, thence. . .

. . .climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER8.DOSOA): From over MCI VORTAC on MCI R-190 to DOSOA.

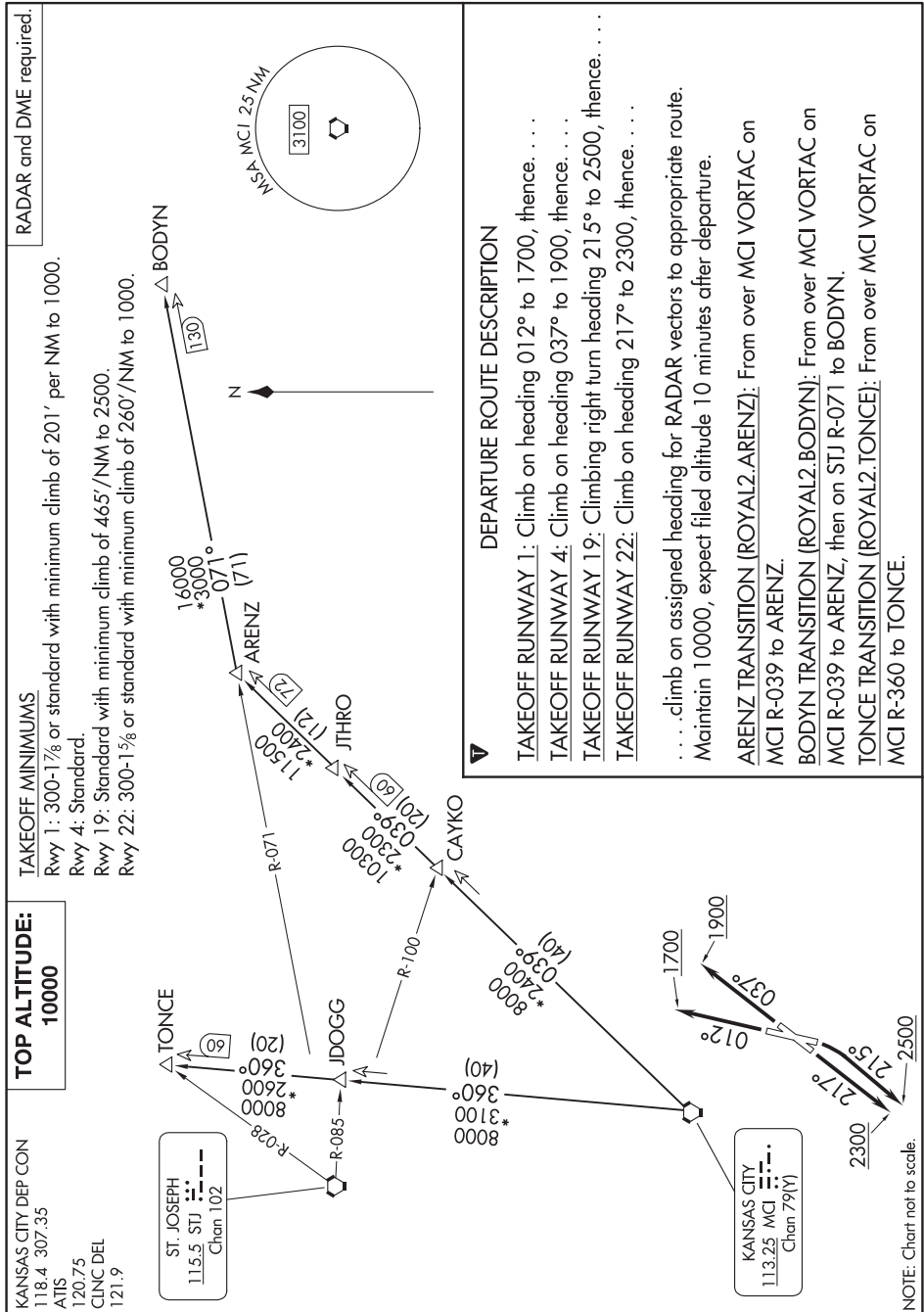
SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER EIGHT DEPARTURE

(RACER8.MCI) 05OCT23

KANSAS CITY, MISSOURI

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)



(TIFTO8.MCI) 25107

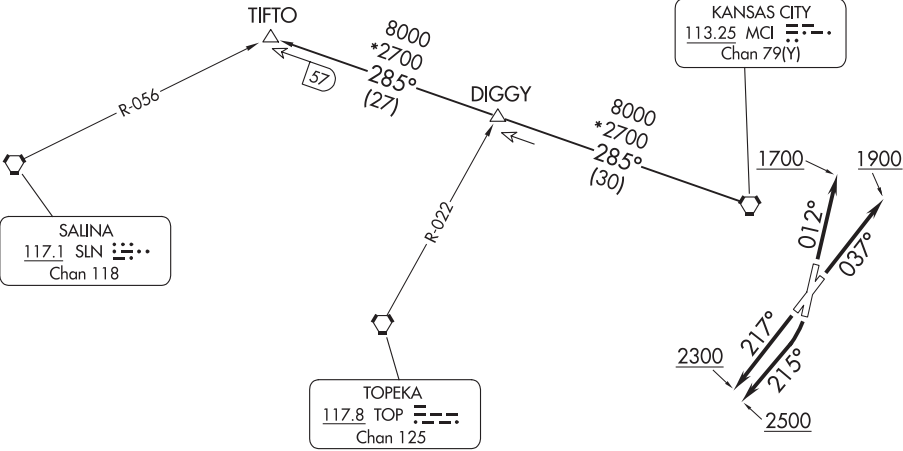
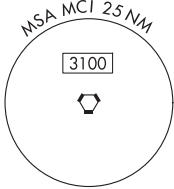
TIFTO EIGHT DEPARTURE

KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)
AL-213 (FAA) KANSAS CITY, MISSOURI

TOP ALTITUDE:
10000

RADAR and DME required.

KANSAS CITY DEP CON
118.4 307.35
ATIS
120.75
CLNC DEL
121.9



TAKEOFF MINIMUMS

- Rwy 1: 300-1 $\frac{1}{8}$ or standard with minimum climb of 201' per NM to 1000.
- Rwy 4: Standard.
- Rwy 19: Standard with minimum climb of 465'/NM to 2500.
- Rwy 22: 300-1 $\frac{1}{8}$ or standard with minimum climb of 260'/NM to 1000.

NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

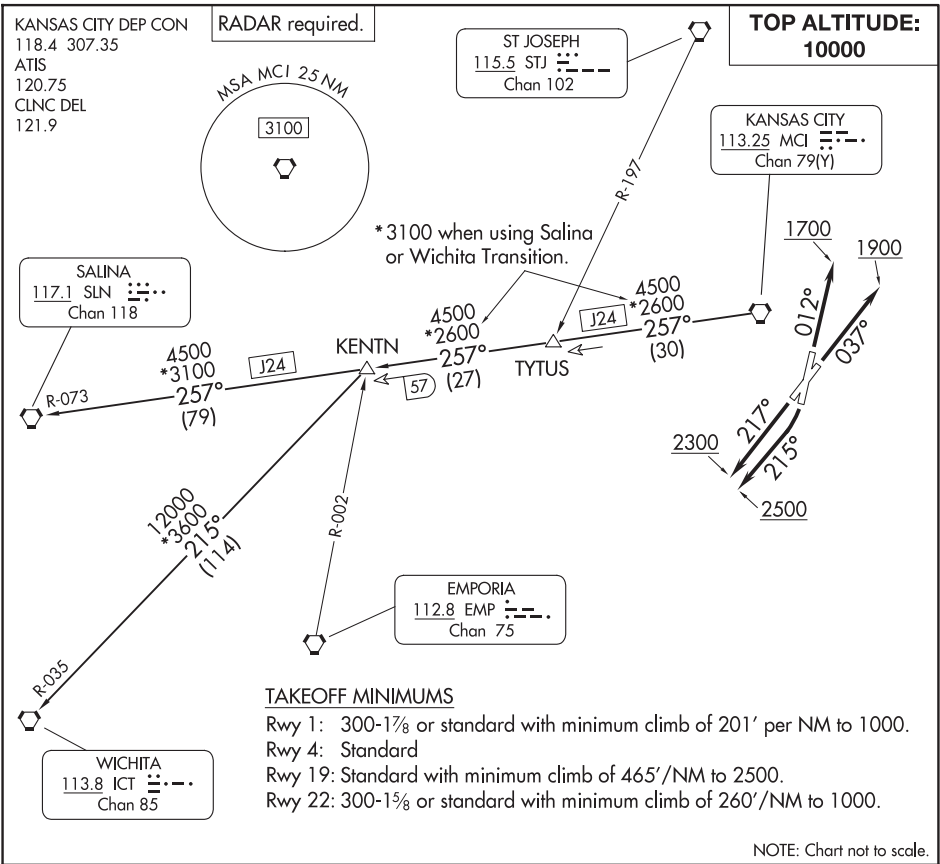
TAKEOFF RUNWAY 1: Climb on heading 012° to 1700, thence. . .
TAKEOFF RUNWAY 4: Climb on heading 037° to 1900, thence. . .
TAKEOFF RUNWAY 19: Climbing right turn heading 215° to 2500, thence. . .
TAKEOFF RUNWAY 22: Climb on heading 217° to 2300, thence. . .
. . . climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.
TIFTO TRANSITION (TIFTO8.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO.

TIFTO EIGHT DEPARTURE

(TIFTO8.MCI) 05OCT23

KANSAS CITY, MISSOURI
KANSAS CITY DOWNTOWN/WHEELER FLD (MKC)

WILDCAT SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 012° to 1700, thence. . .

TAKEOFF RUNWAY 4: Climb on heading 037° to 1900, thence. . .

TAKEOFF RUNWAY 19: Climbing right turn heading 215° to 2500, thence. . .

TAKEOFF RUNWAY 22: Climb on heading 217° to 2300, thence. . .

. . . climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT6.KENTN): From over MCI VORTAC on MCI R-257 to KENTN.

SALINA TRANSITION (WLDCT6.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT6.ICT): From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.

KANSAS CITY, MISSOURI


AL-780 (FAA)

25219

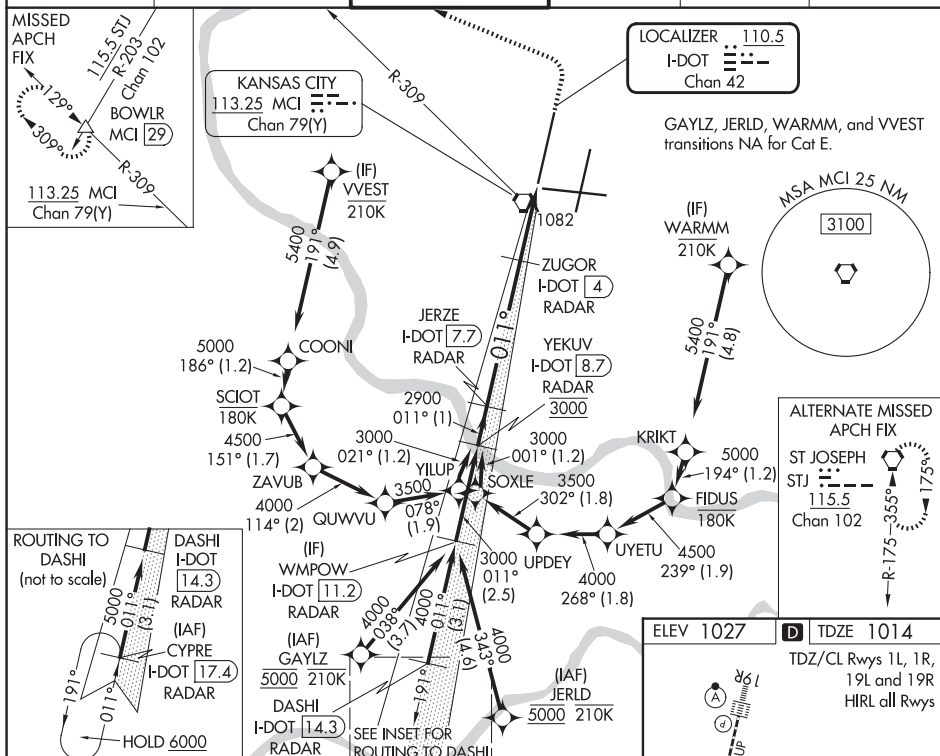
LOC/DME I-DOT 110.5 Chan 42	APP CRS 011°	Rwy Ldg TDZE Apt Elev	10801 1014 1027
---	------------------------	-----------------------------	--

ILS or LOC RWY 1L

KANSAS CITY INTL (MCI)

RNP APCH - GPS. From GAYLZ or JERLD or WARMW or VVEST.	MALSR 	MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 on heading 290° and MCI R-309 to BOWL R INT/MCI 29 DME and hold.
DME or RADAR required. RADAR required for procedure entry at CYPRE.		
For inop ALS, increase S-ILS 1L Cat E visibility to RVR 4000 and S-LOC 1L Cat E visibility to RVR 5000. Simultaneous approach authorized except from GAYLZ, JERLD, VVEST, and WARMW.		

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
--------------------------	--	--	-------------------------	--------------------------	-------



VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 78).					<div>2000</div> <div>4000</div> <div>MCI</div> <div>R-309</div>		<div>BOWL</div> <div>△</div>	
<div>YEKUV</div> <div>I-DOT 8.7</div> <div>RADAR</div>		<div>JERZE</div> <div>I-DOT 7.7</div> <div>RADAR</div>		<div>ZUGOR</div> <div>I-DOT 4</div> <div>RADAR</div>		<div>I-DOT 2.7</div> <div>I-DOT 2</div>		
3000		2900		1700				
GS 3.00°		See planview for multiple IF locations.						
TCH 57								
1 NM		3.7 NM		1.2 NM		0.8		
CATEGORY	A	B	C	D	E			
S-ILS 1L	1214/18 200 (200-½)							
S-LOC 1L	1340/24	326 (400-½)	1340/26		326 (400-½)			
CIRCLING	1540-1	513 (600-1)	1540-1½	513 (600-½)	1580-2	553 (600-2)		

10801 X 150

0.3% DOWN

0.3% UP

761

A5

TWR

9501 X 150

0.3% DOWN

27

A5

A

P

1R

011°

FAF to MAP 5.7 NM

Knots

60

90

120

150

180

Min:Sec

5:42

3:48

2:51

2:17

1:56

KANSAS CITY, MISSOURI

Amdt 19A 30NOV23

39°18'N-94°43'W

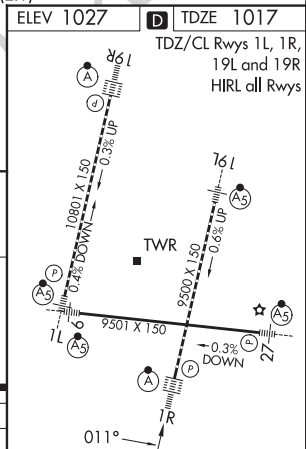
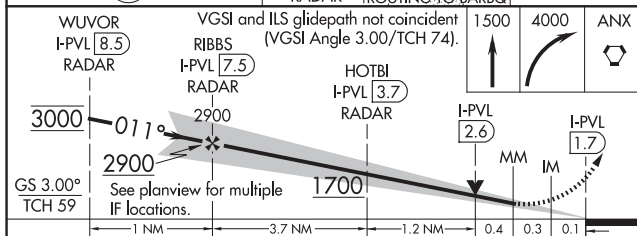
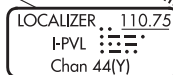
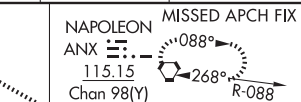
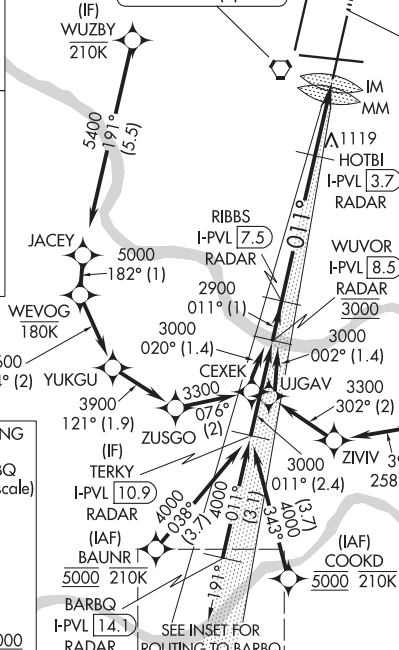
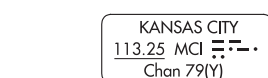
KANSAS CITY INTL (MCI)

ILS or LOC RWY 1L

NC-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 1R
KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold. (TACAN aircraft) Climb to 1500 then climbing right turn to 4000 on heading 130° and MCI R-089 to LYMES INT/ MCI 29.2 DME and hold.



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

KANSAS CITY, MISSOURI


AL-780 (FAA)

25219

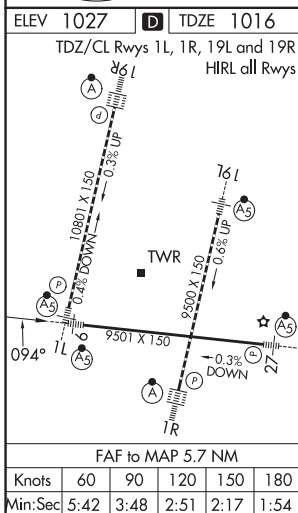
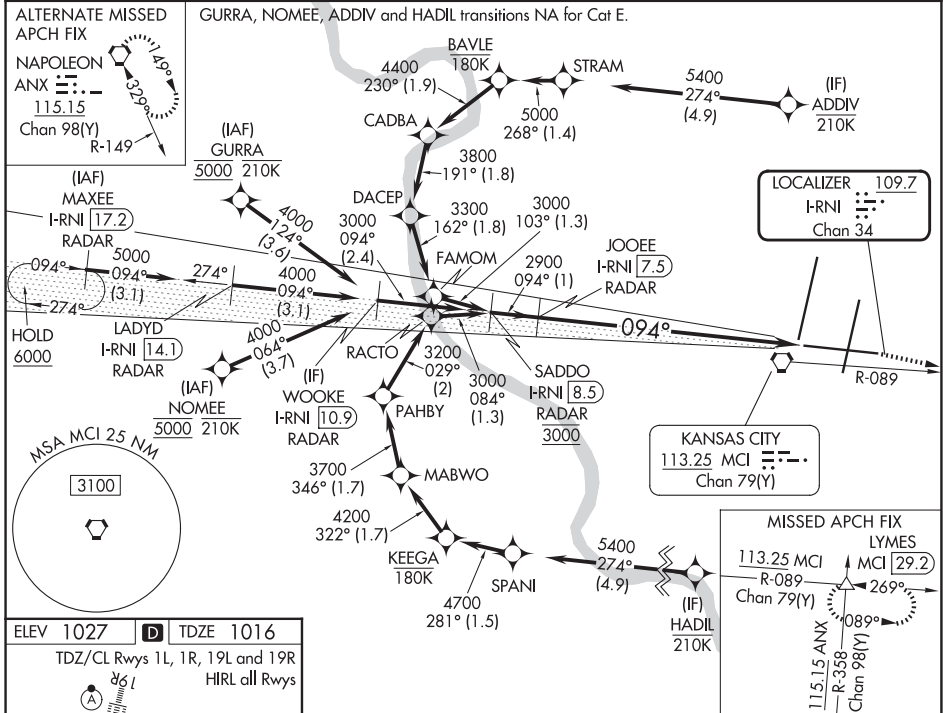
LOC/DME I-RNI 109.7 Chan 34	APP CRS 094°	Rwy Ldg TDZE Apt Elev 9501 1016 1027
---	------------------------	--

ILS or LOC RWY 9

KANSAS CITY INTL (MCI)

RNP APCH-GPS. From GURRA or NOME or ADDIV or HADIL. DME or RADAR required. RADAR required for procedure entry at MAXEE.	MALSR 	MISSED APPROACH: Climb to 4000 on MCI R-089 to LYMES INT/MCI 29.2 DME and hold.
▼ Inop table does not apply to S-ILS 9. For inop ALS, increase S-LOC 9 Cats A/B visibility to RVR 5500 and S-LOC 9 Cat E visibility to 1 1/2 SM.		

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
--------------------------	--	--	-------------------------	--------------------------	-------



KANSAS CITY, MISSOURI

Amdt 17 10AUG23

39°18'N-94°43'W

KANSAS CITY INTL (MCI)

ILS or LOC RWY 9

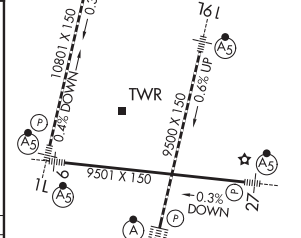
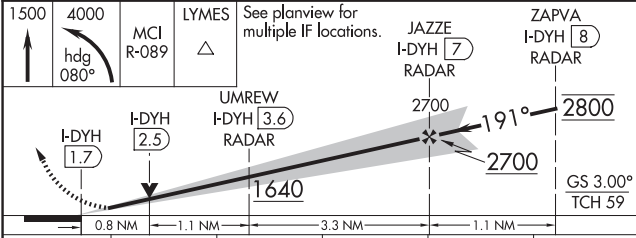
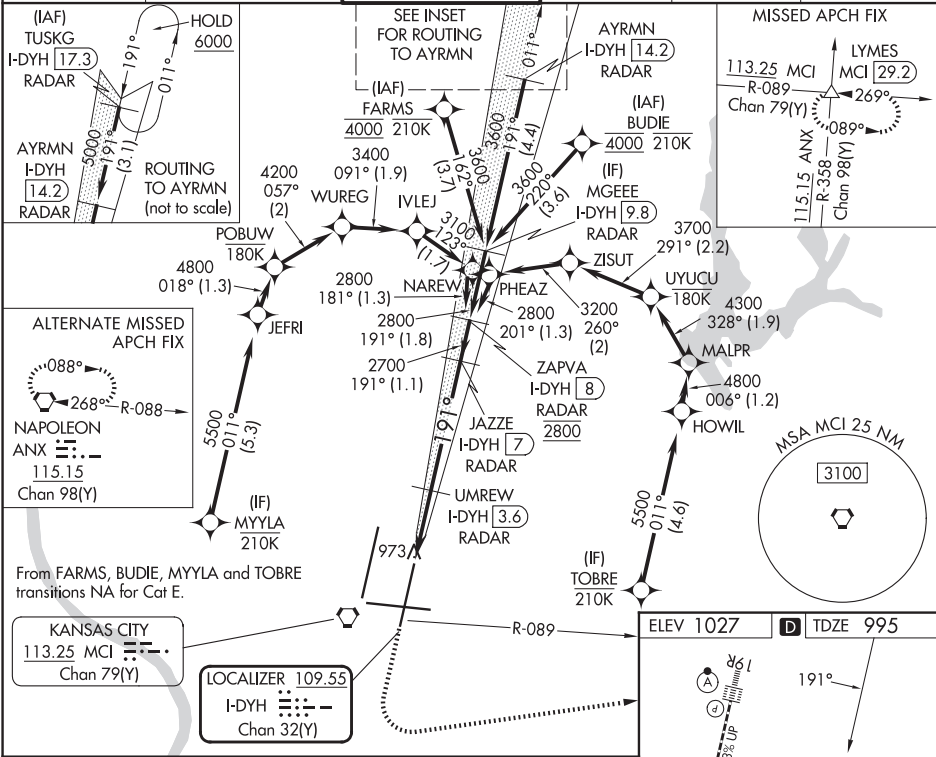
<p>SADDO I-RNI 8.5 RADAR</p> <p>JOOEE I-RNI 7.5 RADAR</p> <p>4000 MCI R-089</p> <p>LYMES △</p> <p>3000 094° 2900</p> <p>2900</p> <p>1 NM 4.5 NM 1.2 NM</p> <p>I-RNI 3 I-RNI 1.7</p> <p>See planview for multiple IF locations.</p>					
GS 3.00° TCH 56					
CATEGORY	A	B	C	D	E
S-ILS 9	1266/40 250 (300-¾)				
S-LOC 9	1460/40	444 (500-¾)	1460/45	444 (500-⅞)	
CIRCLING	1540-1	513 (600-1)	1540-1½ 513 (600-1½)	1580-2	553 (600-2)

LOC/DME I-DYH 109.55 Chan 32 (Y)	APP CRS 191°	Rwy Ldg 9500 TDZE 995 Apt Elev 1027
--	------------------------	--

ILS or LOC RWY 19L
KANSAS CITY INTL (MCI)

RNP APCH - GPS. From FARMS or BUDIE or MYLLA or TOBRE.	MALSR	MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 080° and MCI VORTAC R-089 to LYMES INT/ MCI 29.2 DME and hold.
DME or RADAR required. RADAR required for procedure entry at TUSKG.		
For inop ALS, increase S-ILS 19L Cat E visibility to RVR 4000 and S-LOC 19L Cat C/D/E visibility to RVR 4500. Simultaneous approach authorized except from BUDIE, FARMS, TOBRE, and MYLLA.		

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
--------------------------	--	--	-------------------------	--------------------------	-------



CATEGORY	A	B	C	D	E	HIRL all Rwy's TDZ/CL Rwy's 1L, 1R, 19L and 19R FAF to MAP 5.2 NM
S-ILS 19L		1195/18	200 (200-½)			Knots 60 90 120 150 180 Min:Sec 5:12 3:28 2:36 2:05 1:44
S-LOC 19L		1280/24	285 (300-½)			
CIRCLING	1540-1	513 (600-1)	1540-1½ 513 (600-1½)	1580-2	553 (600-2)	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025


KANSAS CITY, MISSOURI

AL-780 (FAA)

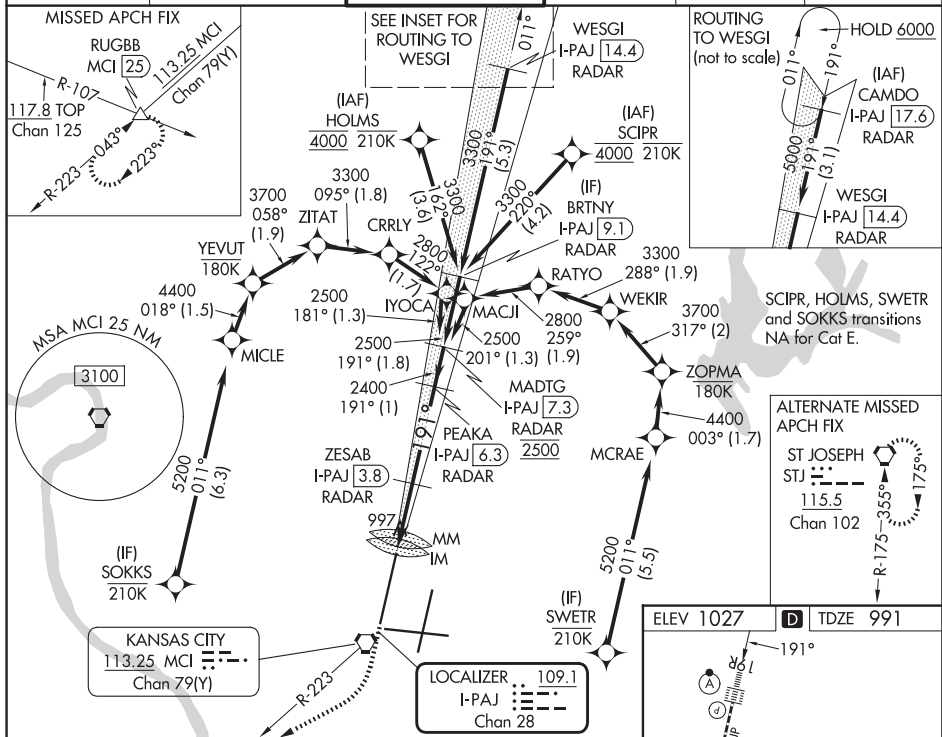
25219

LOC/DME I-PAJ 109.1 Chan 28	APP CRS 191°	Rwy Ldg TDZE Apt Elev	10801 991 1027
--	------------------------	-----------------------------	---

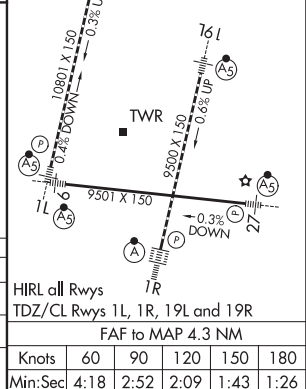
ILS or LOC RWY 19R KANSAS CITY INTL (MCI)

RNP APCH - GPS. From SCIPR or HOLMS or SWETR or SOKKS. DME or RADAR required. RADAR required for procedure entry at CAMDO.	ALSF-2 	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.
---	---	--

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
--------------------------	--	--	-------------------------	--------------------------	-------



2000	4000	MCI R-223	RUGBB	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).	MADTG I-PAJ [7.3] RADAR
See planview for multiple IF locations.	I-PAJ [2]	IM	MM	ZESAB I-PAJ [3.8] RADAR	PEAKA I-PAJ [6.3] RADAR
0.2	0.3	0.2	1.1 NM	2.5 NM	1 NM
CATEGORY	A	B	C	D	E
S-ILS 19R			1191/18	200 (200-½)	
S-LOC 19R			1280/24	289 (300-½)	
CIRCLING	1540-1	513 (600-1)	1540-1½	513 (600-1½)	1580-2 553 (600-2)



KANSAS CITY, MISSOURI

Amdt 15A 30NOV23

39°18'N-94°43'W

KANSAS CITY INTL (MCI)

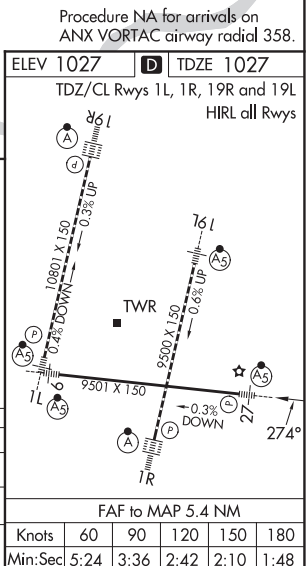
ILS or LOC RWY 19R

ILS or LOC RWY 27
KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 on heading 230° and MCI R-223 to RUGBB INT/MCI 25 DME and hold.



D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
--------------------------	--	--	-------------------------	--------------------------	-------



KANSAS CITY INTL (MCI)
ILS or LOC RWY 27

NC-3, 07 AUG 2025 to 02 OCT 2025

ILS RWY 1R (SA CAT I)
KANSAS CITY INTL (MCI)

CPDLC

KANSAS CITY INTL (MCI)
ILS RWY 1R (SA CAT I)

NC-3, 07 AUG 2025 to 02 OCT 2025

ILS RWY 19R (SA CAT I)
KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.

2000 4000 MCI R-223 RUGBB

↑ hdg 240°

△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).

PEAKE I-PAJ 6.3 RADAR

MADTG I-PAJ 7.3 RADAR

See planview for multiple IF locations.

2400 191° 2500

MM IM

1025' 0.5 3.8 NM 1 NM

GS 3.00° TCH 55

[illegible]

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

KANSAS CITY INTL (MCI)
ILS RWY 19R (SA CAT I)

KANSAS CITY, MISSOURI

AL-780 (FAA)

25219

LOC/DME I-PVL 110.75 Chan 44 (Y)	APP CRS 011°	Rwy Ldg TDZE 1017 Apt Elev 1027
--	------------------------	---

ILS RWY 1R (CAT II & III) **KANSAS CITY INTL (MCI)**

RNP P-RAT - GPS. From BAUNR or COOKD or WUZBY or HELAN.

DME or RADAR required. RADAR required for procedure entry at SPICY.

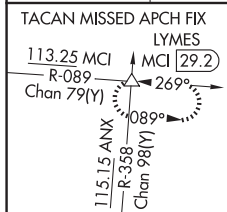
Simultaneous approach authorized except from BAUNR, COOKD, WUZBY, and HELAN. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2



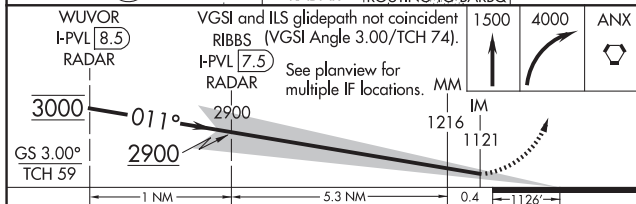
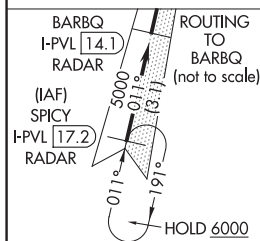
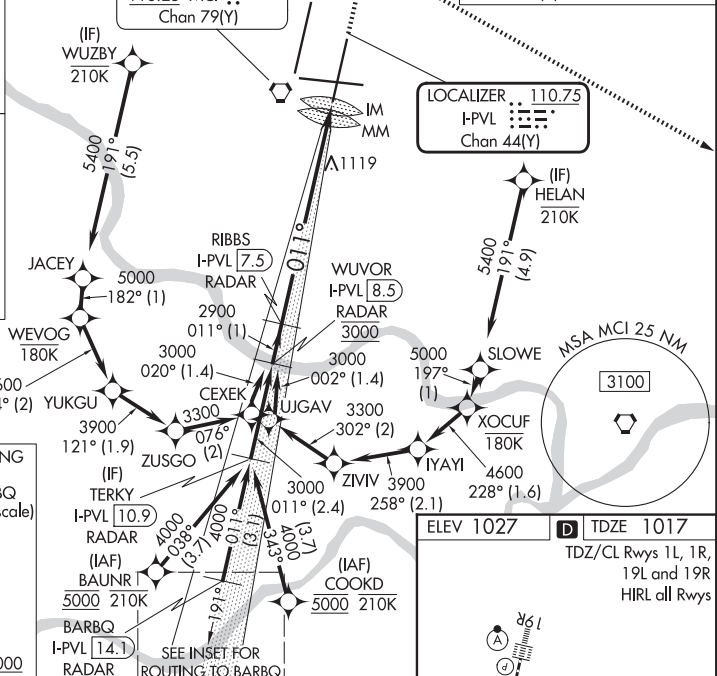
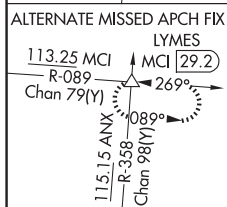
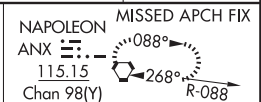
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold. (TACAN aircraft) Climb to 1500 then climbing right turn to 4000 on heading 130° and MCI R-089 to LYMES INT/MCI 29.2 DME and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
--------------------------	--	--	-------------------------	--------------------------	-------



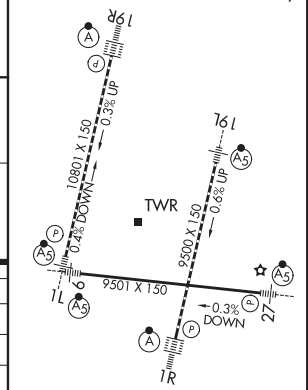
From BAUNR, COOKD, WUZBY, and HELAN transitions NA for Cat E.

KANSAS CITY
113.25 MCI
Chan 79(Y)



ELEV 1027	TDZE 1017
-----------	-----------

TDZ/CL Rwy 1L, 1R, 19L and 19R
HIRL all Rwys



CATEGORY	A	B	C	D	E
S-ILS 1R	CAT II RA 111/12 100 DA 1117				
S-ILS 1R	CAT III RVR 06				

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

KANSAS CITY, MISSOURI

Amdt 7A 30NOV23

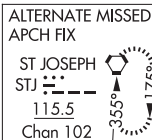
39°18'N-94°43'W

KANSAS CITY INTL (MCI)

ILS RWY 1R (CAT II & III)

ILS RWY 19R (CAT II & III)
KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and on MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.

CPDLC

The diagram shows a four-way split tower layout for a runway system. The runways are labeled as follows:

- Runway 1L:** 10800' x 150', heading 360° (upward), with a 0.3% DOWN slope.
- Runway 1R:** 9501' x 150', heading 180° (downward), with a 0.3% DOWN slope.
- Runway 6:** 9501' x 150', heading 090° (rightward), with a 0.3% DOWN slope.
- Runway 27:** 9501' x 150', heading 270° (leftward), with a 0.3% DOWN slope.

The tower (TWR) is located in the center of the diagram. The runways are marked with their respective headings and slopes. The diagram also shows the locations of the HIRL (High Intensity Runway Lights) and TDZ/CL (Touchdown and Clearance) lights for each runway. The HIRL lights are labeled 1L, 1R, 6, and 27. The TDZ/CL lights are labeled A1, A2, A3, and A4. The diagram also shows the locations of the HIRL and TDZ/CL lights for each runway.

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

KANSAS CITY INTL (MCI)
ILS RWY 19R (CAT II & III)

KANSAS CITY, MISSOURI

AL-780 (FAA)

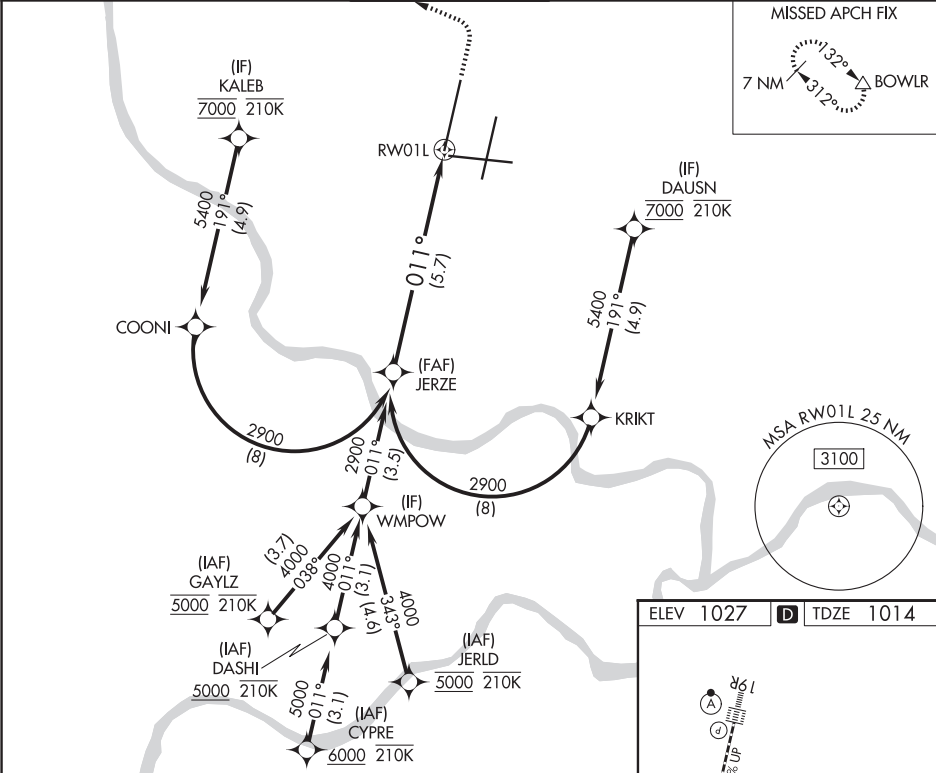
25219

APP CRS	Rwy Ldg	10801
011°	TDZE	1014
	Apt Elev	1027

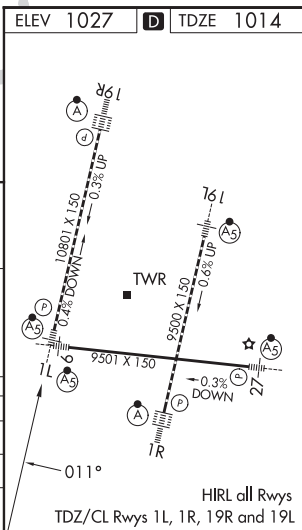
RNAV (RNP) Z RWY 1L
KANSAS CITY INTL (MCI)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct BOWLR and hold.
Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach authorized, except for arrivals at KALEB, DAUSN, GAYLZ and JERLD.		

D-ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL	CPDLC
128.375	120.95 318.1	128.2 254.25	121.8	135.7	



<p>JERZE 2900</p> <p>2900 ↗</p> <p>GP 3.00° TCH 57</p>				<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 78).</p>		<p>2000 ↑</p>		<p>4000 ↖</p>		<p>BOWL R △</p>	
<p>011°</p>				<p>See planview for multiple IF locations.</p>		<p>RW01L</p>					
				<p>5.7 NM</p>							
CATEGORY		A		B		C		D			
RNP 0.10 DA				1264/24		250 (300-½)					
RNP 0.30 DA				1418/40		404 (400-¾)					
<p>AUTHORIZATION REQUIRED</p>											



KANSAS CITY, MISSOURI
Amdt 2 14JUL22

39°18'N-94°43'W

KANSAS CITY INTL (MCI)
RNAV (RNP) Z RWY 1L

NC-3, 07 AUG 2025 to 02 OCT 2025

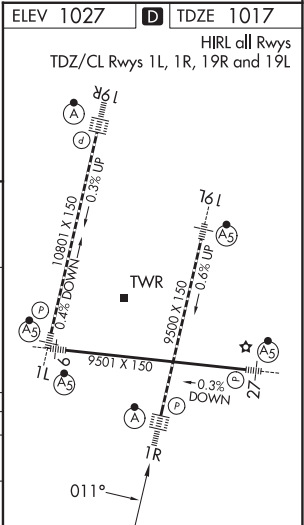
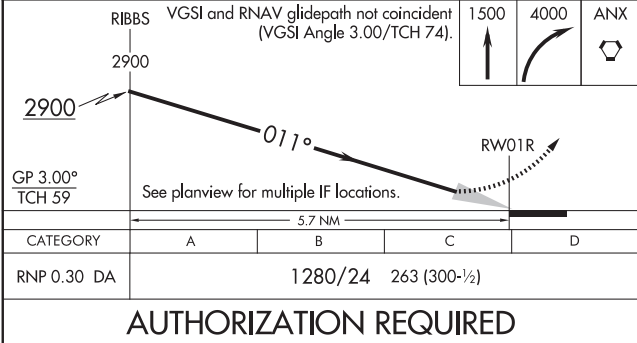
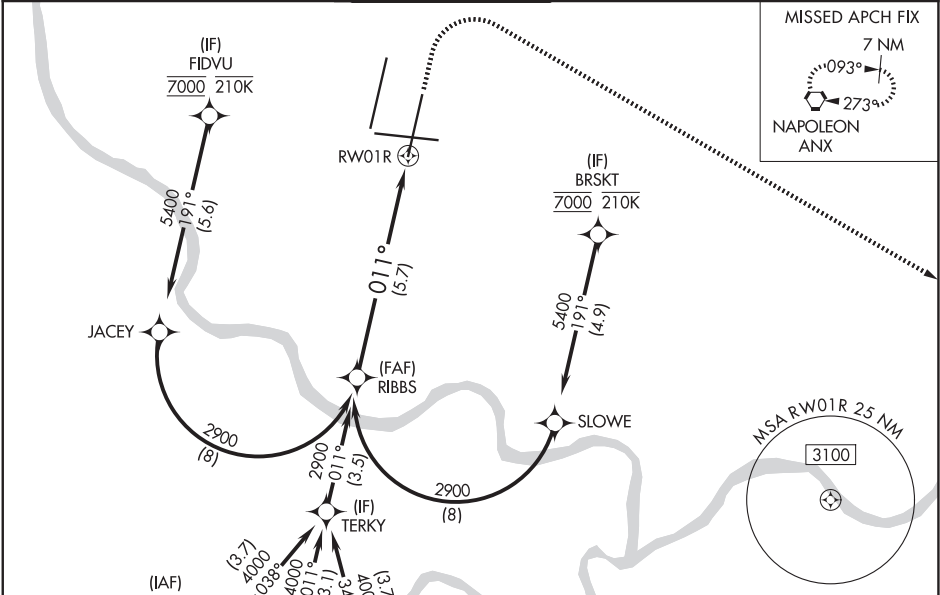
NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	9500
011°	TDZE	1017
	Apt Elev	1027

RNAV (RNP) Z RWY 1R
KANSAS CITY INTL (MCI)

RNP AR APCH - GPS.	ALSF-2	MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.
Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. Simultaneous approach authorized, except for arrivals at FIDVU, BRSKT, BAUNR and COOKD. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500.		

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
-------------------	-------------------------------------	-------------------------------------	------------------	-------------------	-------



KANSAS CITY, MISSOURI


AL-780 (FAA)

25219

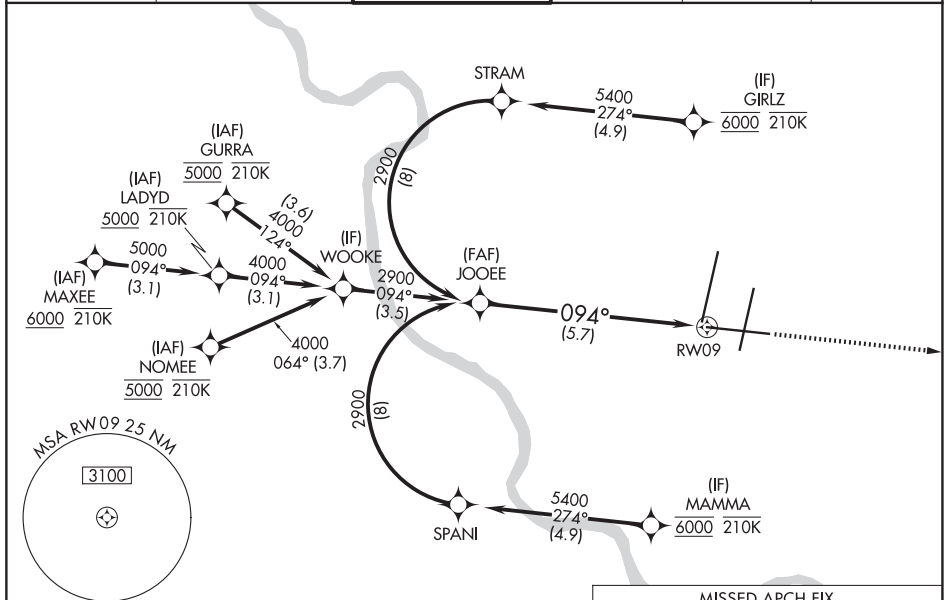
APP CRS	Rwy Ldg	9501
094°	TDZE	1016
	Apt Elev	1027

RNAV (RNP) Z RWY 9

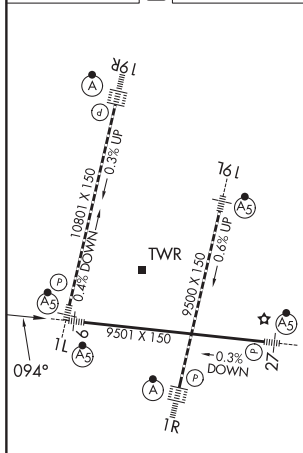
KANSAS CITY INTL (MCI)

RNP AR APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 4000 direct DUSTN and on track 092° LYMES and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500; increase RNP 0.30 all Cats visibility to RVR 6000.		

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
-------------------	-------------------------------------	-------------------------------------	------------------	-------------------	-------



ELEV 1027	D	TDZE 1016
-----------	---	-----------



	JOOEE 2900	4000	DUSTN	tr 092°	LYMES
	2900	094°	See planview for multiple IF locations.		
GP 3.00° TCH 56	5.7 NM				
CATEGORY	A	B	C	D	
RNP 0.20 DA	1319/24 303 (300-½)				
RNP 0.30 DA	1418/40 402 (400-¾)				

AUTHORIZATION REQUIRED

KANSAS CITY, MISSOURI

Amdt 2 14JUL22

39°18'N-94°43'W

KANSAS CITY INTL (MCI)
RNAV (RNP) Z RWY 9

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

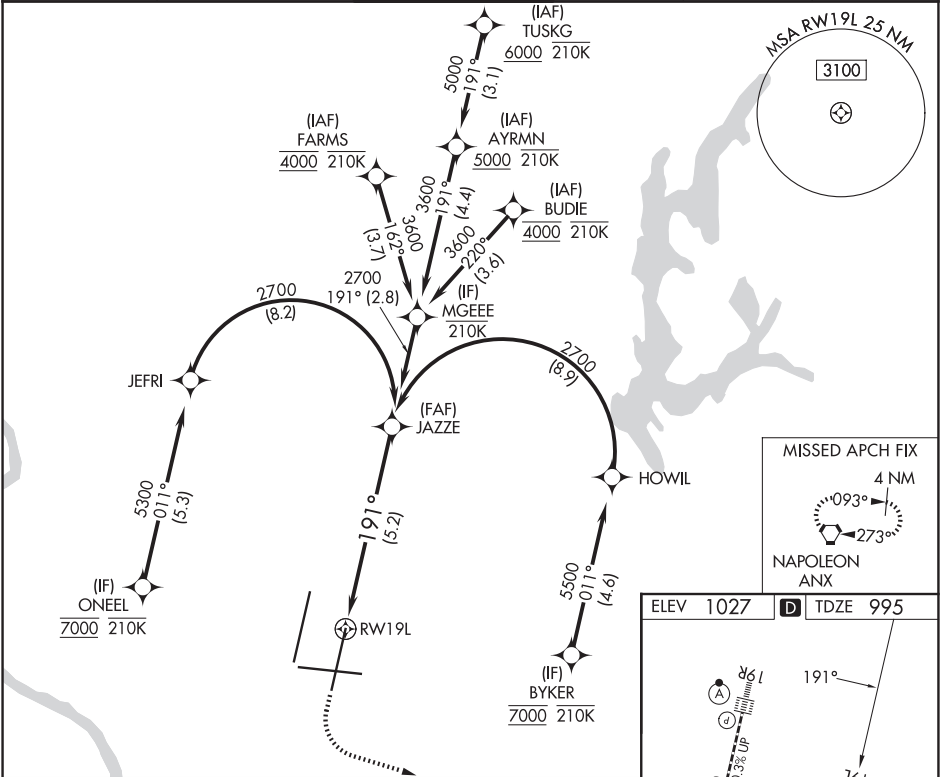
APP CRS	Rwy Ldg	9500
191°	TDZE	995
	Apt Elev	1027

RNAV (RNP) Z RWY 19L

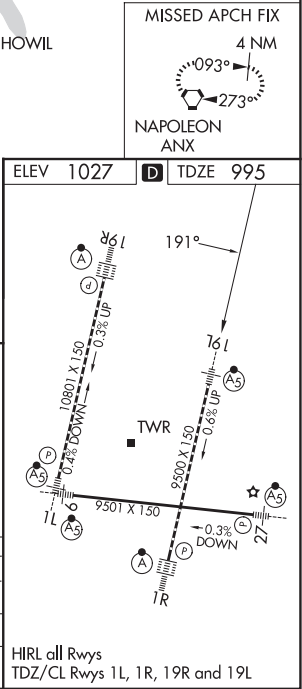
KANSAS CITY INTL (MCI)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.
▼ Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. Simultaneous approach authorized, except for arrivals at ONEEL, BYKER, FARMS and BUDIE. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5500.		

D-ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL	CPDLC
128.375	120.95 318.1	128.2 254.25	121.8	135.7	



1500	4000	ANX				
CATEGORY	A	B	C	D		
RNP 0.20 DA	1310/24		315 (300-½)			
RNP 0.30 DA	1365/35		370 (400-¾)			
AUTHORIZATION REQUIRED						



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



KANSAS CITY, MISSOURI

AL-780 (FAA)

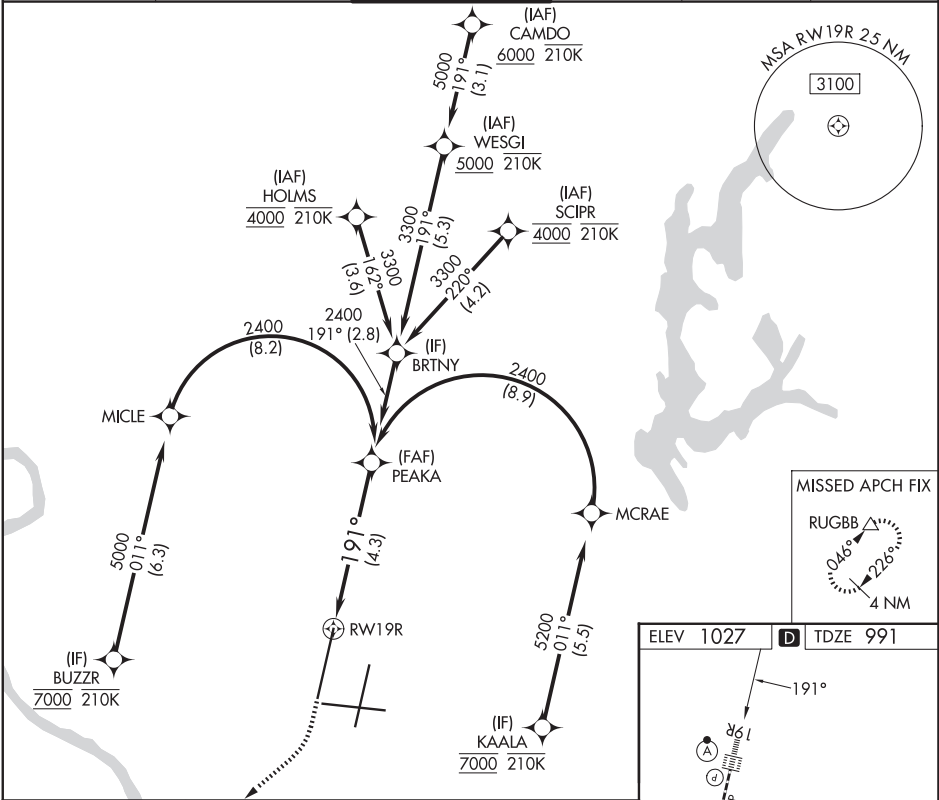
25219




APP CRS	Rwy Ldg	10801
191°	TDZE	991
	Apt Elev	1027

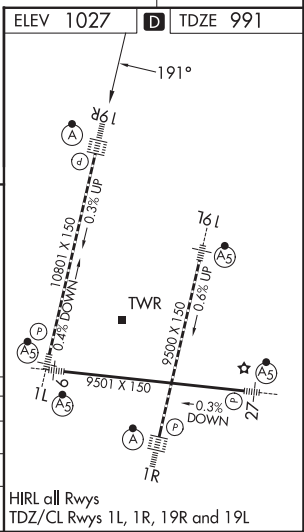
RNAV (RNP) Z RWY 19R
KANSAS CITY INTL (MCI)

RADAR required for procedure entry. RNP AR APCH - GPS.		ALSF-2 	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct RUGBB and hold.
	For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. Simultaneous approach authorized, except for arrivals at BUZZR, HOLMS, SCIPR, and KAALA. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility RVR 6000.		

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
-------------------	-------------------------------------	-------------------------------------	------------------	-------------------	-------



2000	4000	RUGBB	See planview for multiple IF locations. VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).	PEAKA
				2400
RW19R				
GP 3.00° TCH 55				
4.3 NM				
CATEGORY	A	B	C	D
RNP 0.15 DA		1287/24	296 (300-½)	
RNP 0.30 DA		1405/40	414 (400-¾)	
AUTHORIZATION REQUIRED				



KANSAS CITY, MISSOURI
Amdt 2 14JUL22

39°18'N-94°43'W

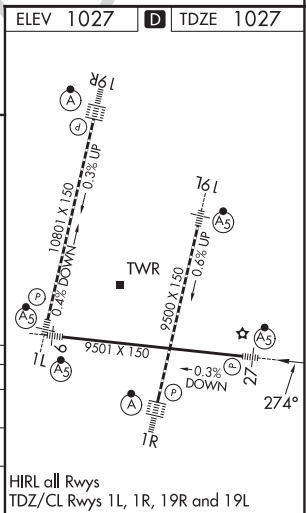
KANSAS CITY INTL (MCI)
RNAV (RNP) Z RWY 19R

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 27
KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 4000 on track 274° to WOOKE and on track 325° to BOWLR and hold.

CPDLC

NC-3, 07 AUG 2025 to 02 OCT 2025

KANSAS CITY, MISSOURI


AL-780 (FAA)

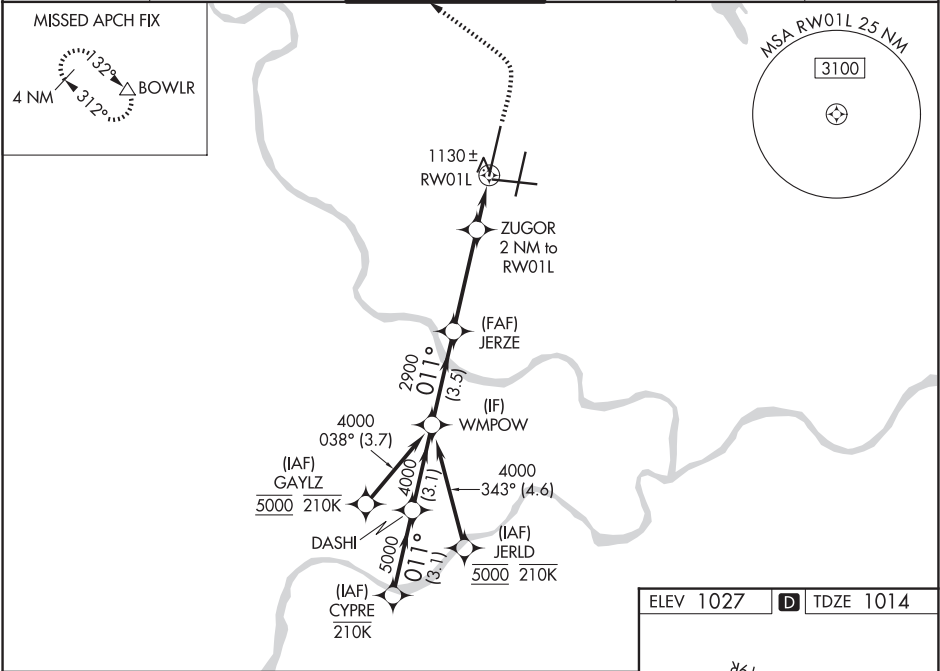
25219

WAAS CH 42808 W01B	APP CRS 011°	Rwy Ldg TDZE 1014 Apt Elev 1027
--	------------------------	---

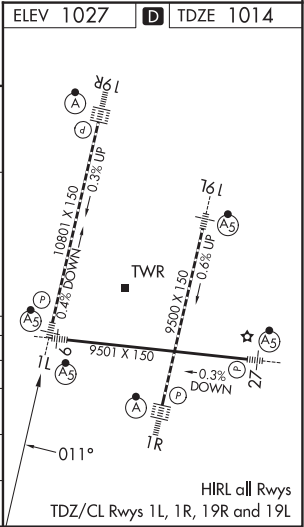
RNAV (GPS) Y RWY 1L

KANSAS CITY INTL (MCI)

RNP APCH - GPS.			MALSR 	MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct BOWLR and hold.	
▼ Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to RVR 5500. Simultaneous approach authorized except from GAYLZ and JERLD.					
D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC



CYPRE		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 78).			2000	4000	BOWLR
DASHI		WMPOW	JERZE	ZUGOR	RW01L		
6000		5000	4000	2900	2000		
GP 3.00°		TCH 57					
← 3.1 NM		← 3.1 NM	← 3.5 NM	← 3.7 NM	← 1.1 NM	← 0.9 NM	
CATEGORY	A	B	C	D			
LPV DA	1214/18		200 (200-½)				
LNAV/ VNAV DA	1328/24		314 (400-½)				
LNAV MDA	1380/24	366 (400-½)	1380/35	366 (400-¾)			
CIRCLING	1540-1	513 (600-1)	1540-1½	513 (600-1½)	1580-2	553 (600-2)	



KANSAS CITY, MISSOURI
Amdt 4 29DEC22

39°18'N-94°43'W

KANSAS CITY INTL (MCI)

RNAV (GPS) Y RWY 1L


NC-3, 07 AUG 2025 to 02 OCT 2025

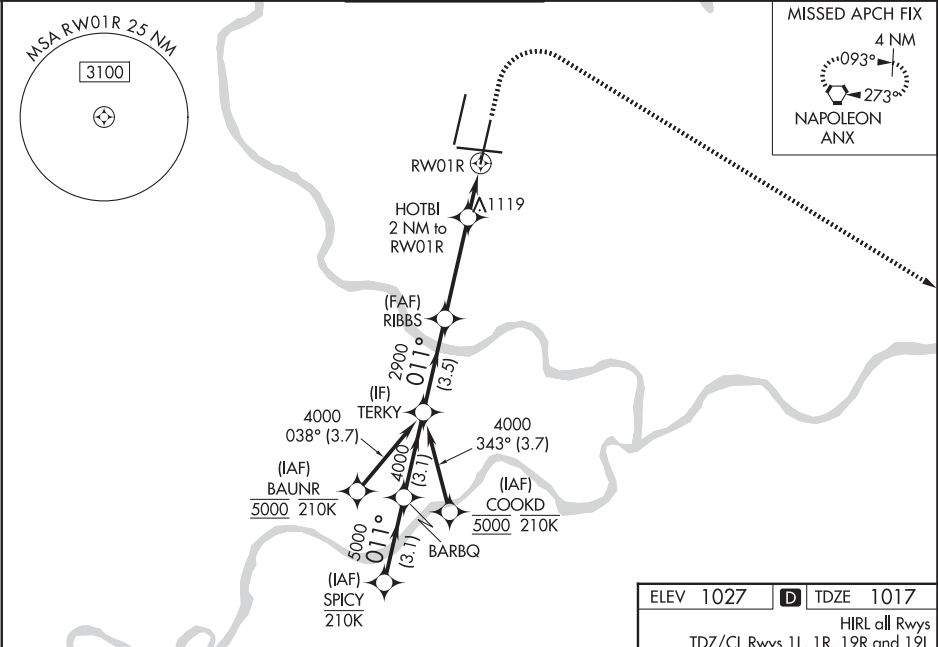
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 58208 W01A	APP CRS 011°	Rwy Ldg TDZE Apt Elev 9500 1017 1027
--	------------------------	--

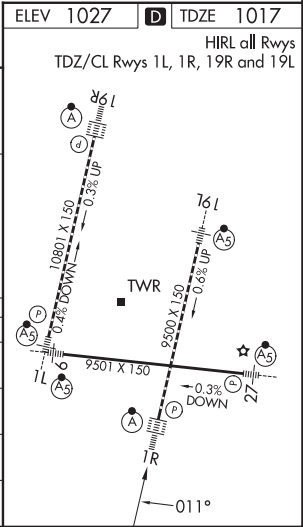
RNAV (GPS) Y RWY 1R

KANSAS CITY INTL (MCI)

RNP APCH - GPS.				ALSF-2 	MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.
⚠ LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized except from BAUNR or COOKD. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to RVR 5500.					
D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC



SPICY		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 74).		1500	4000	ANX
BARBQ		TERKY	RIBBS	HOTBI	2 NM to RWY 01R	0.9 NM to RWY 01R
6000		5000	4000	2900	1700	RWY 01R
GP 3.00°		TCH 59				
3.1 NM		3.1 NM	3.5 NM	3.7 NM	1.1 NM	0.9 NM
CATEGORY	A	B	C	D		
LPV DA	1217/18		200 (200-½)			
LNAV/VNAV DA	1311/24		294 (300-½)			
LNAV MDA	1380/24	363 (400-½)	1380/35	363 (400-¾)		
CIRCLING	1540-1	513 (600-1)	1540-1½	513 (600-1½)	1580-2	553 (600-2)



KANSAS CITY, MISSOURI

AL-780 (FAA)

25219

WAAS CH 56608 W09A	APP CRS 094°	Rwy Ldg TDZE 1016 Apt Elev 1027
--	------------------------	---

RNAV (GPS) Y RWY 9

KANSAS CITY INTL (MCI)

RNP APCH - GPS.

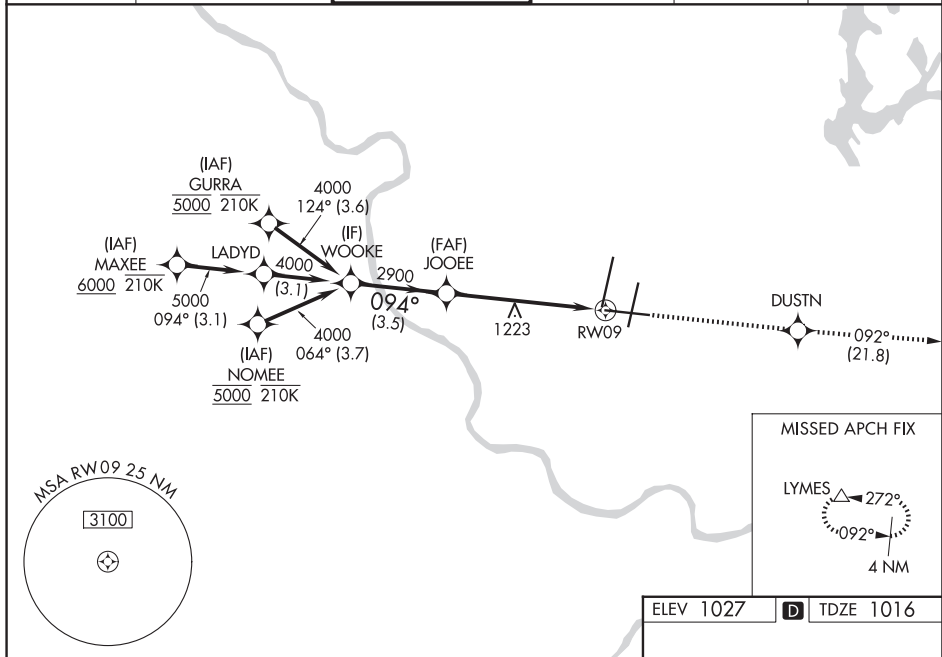
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LPV all Cats and LNAV/VNAV all Cats visibility to RVR 4500, and increase LNAV Cats C/D visibility to 1½ SM.

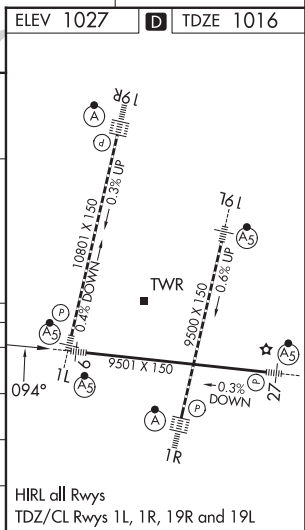
MALSR

MISSED APPROACH: Climb to 4000 direct DUSTN and on track 092° to LYMES and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
--------------------------	--	--	-------------------------	--------------------------	-------



WOOKE		4000	DUSTN	tr 092°	LYMES
JOOEE		2900			
GP 3.00°					
TCH 56					
		3.5 NM	4.5 NM	1.3 NM	
CATEGORY	A	B	C	D	
LPV DA	1316/40 300 (300-¾)				
LNAV/VNAV DA	1319/40 303 (300-¾)				
LNAV MDA	1480/24	464 (500-½)	1480/50	464 (500-1)	
CIRCLING	1540-1	513 (600-1)	1540-1½ 513 (600-1½)	1580-2 553 (600-2)	



KANSAS CITY, MISSOURI

Amdt 4 29DEC22

39°18'N-94°43'W

RNAV (GPS) Y RWY 9

KANSAS CITY INTL (MCI)

WAAS CH 82108 W19A	APP CRS 191°	Rwy Ldg 9500 TDZE 995 Apt Elev 1027
--	------------------------	--

RNAV (GPS) Y RWY 19L
KANSAS CITY INTL (MCI)

RNP APCH - GPS.

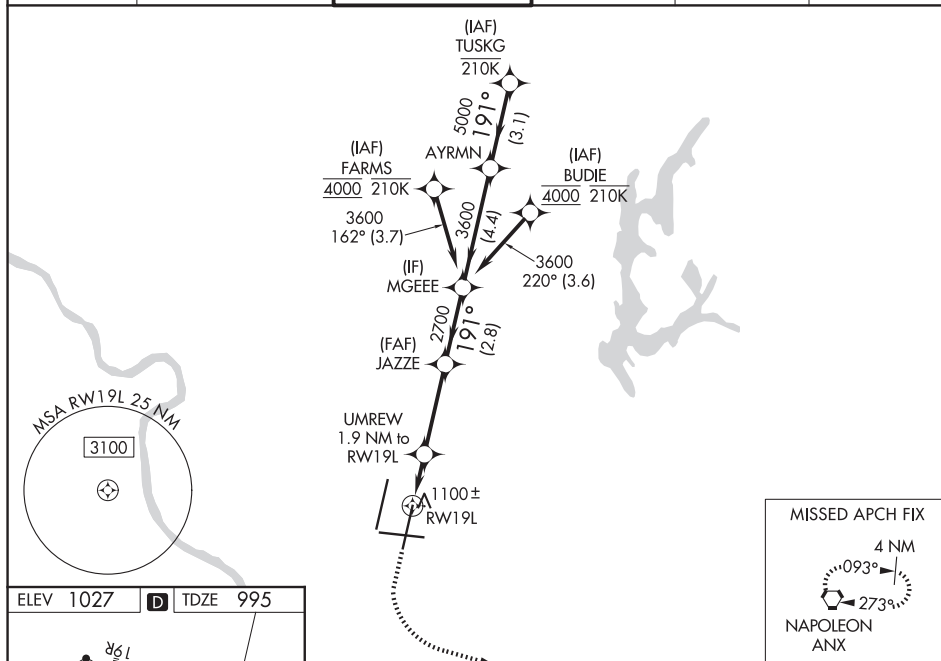
T Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to RVR 5500. Simultaneous approach authorized except from BUDIE and FARMS.

MALSR

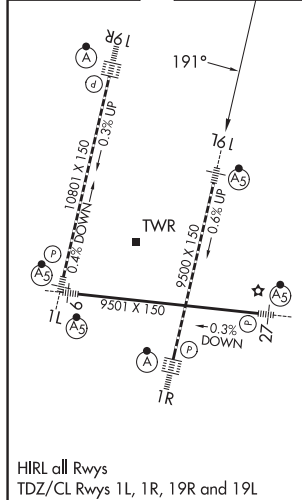


MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
--------------------------	--	--	-------------------------	--------------------------	-------



ELEV 1027	D	TDZE 995
-----------	----------	----------



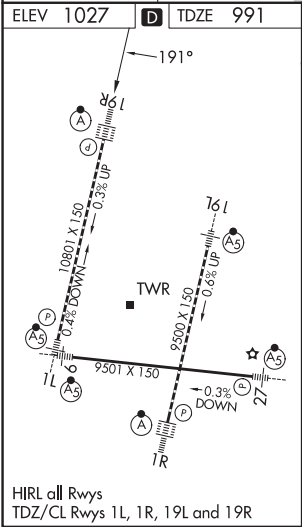
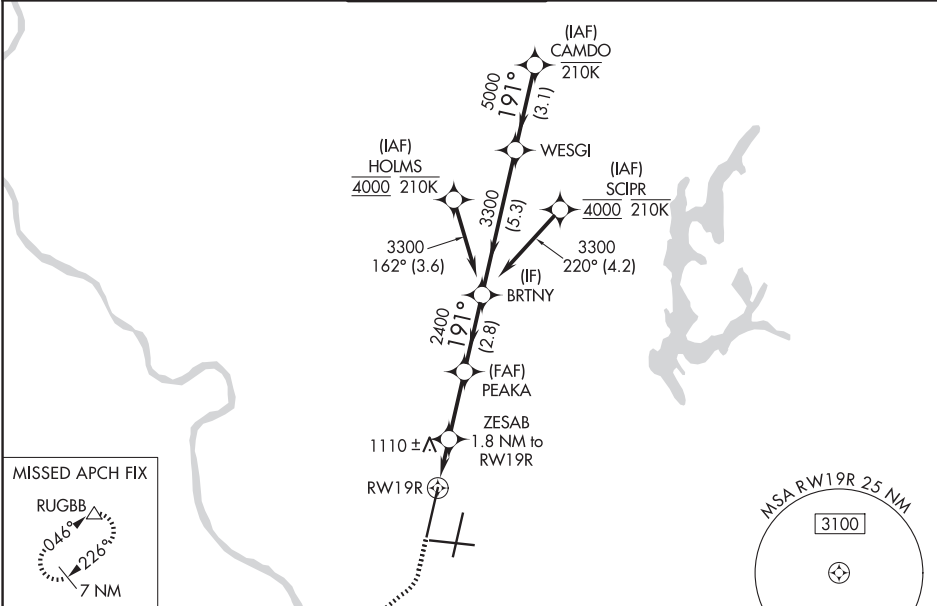
CATEGORY	A	B	C	D
LPV DA	1195/18		200 (200-½)	
LNNAV/ VNAV	1365/35		370 (400-⅝)	
LNNAV MDA	1360/24	365 (400-½)	1360/35	365 (400-⅝)
CIRCLING	1540-1	513 (600-1)	1540-1½ 513 (600-1½)	1580-2 553 (600-2)

WAAS CH 72908 W19B	APP CRS 191°	Rwy Ldg 10801 TDZE 991 Apt Elev 1027
--	------------------------	---

RNAV (GPS) Y RWY 19R

KANSAS CITY INTL (MCI)

RNP APCH - GPS. ▼ LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to RVR 5500. Simultaneous approach authorized except from SCRP and HOLMS.			ALSF-2 	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct RUGBB and hold.	
D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC



ELEV 1027 D TDZE 991		2000 4000 RUGBB VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).		WESGI CAMDO	
		PEAKA BRTNY		191° 6000	
ZESAB 1.8 NM to RWY 19R		2400		5000	
0.9 NM to RWY 19R		3300		GP 3.00° TCH 55	
0.9 NM		2.5 NM		2.8 NM	
0.9 NM		2.5 NM		2.8 NM	
CATEGORY	A	B	C	D	
LPV DA	1191/18		200 (200-½)		
LNAV/VNAV DA	1417/40		426 (400-¾)		
LNAV MDA	1360/24	369 (400-½)		1360/35	369 (400-¾)
CIRCLING	1540-1	513 (600-1)		1540-1½	1580-2
				513 (600-1½)	553 (600-2)

WAAS CH 82708 W27A	APP CRS 274°	Rwy Ldg TDZE 1027 Apt Elev 1027
--	------------------------	---

RNAV (GPS) Y RWY 27

KANSAS CITY INTL (MCI)

RNP APCH - GPS.

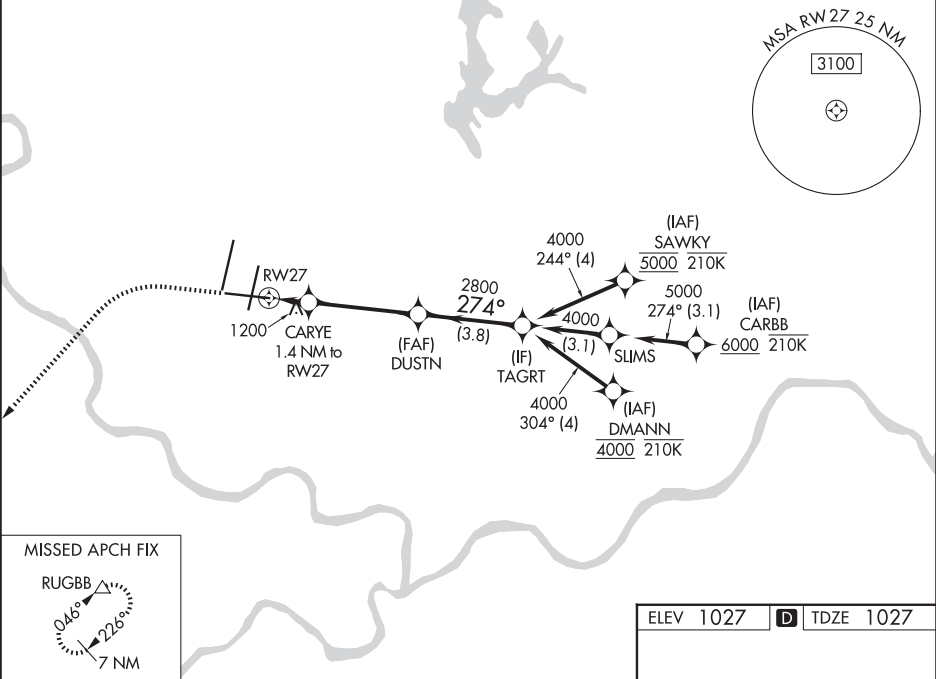
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats to 1½ SM.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

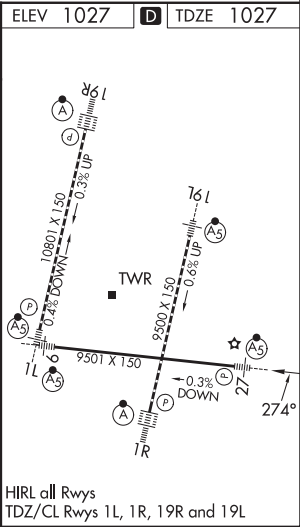
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct RUGBB and hold.

D-ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
--------------------------	--	--	-------------------------	--------------------------	-------



1600	4000	RUGBB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).	TAGRT
			DUSTN	4000
			2800	2800
			1540	GP 3.00° TCH 57
1.4 NM	4 NM	3.8 NM		
CATEGORY	A	B	C	D
LPV DA*		1227/24	200 (200-½)	
LNAV/VNAV DA		1496/50	469 (500-1)	
LNAV MDA	1460/24	433 (500-½)	1460/40	433 (500-¾)
CIRCLING	1540-1	513 (600-1)	1540-1½ 513 (600-1½)	1580-2 553 (600-2)



CHIEF NINE DEPARTURE

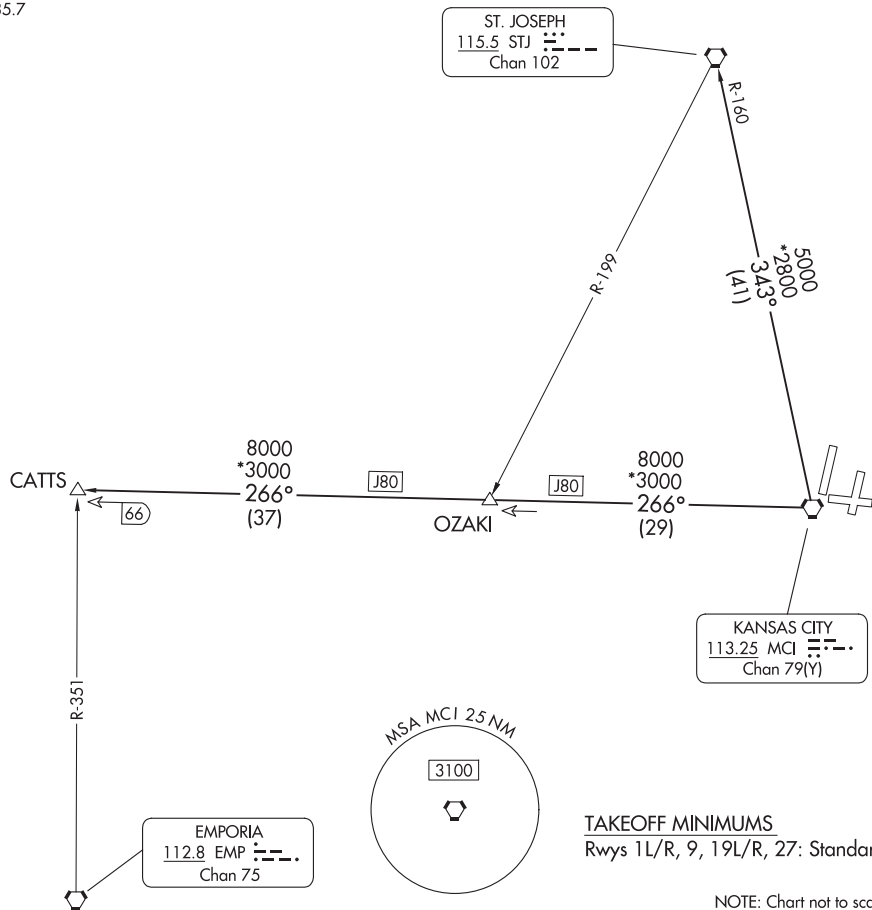
AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

KANSAS CITY DEP CON
124.7 284.7
D-ATIS
128.375
CLNC DEL
135.7

RADAR required.

TOP ALTITUDE:
10000



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF9.CATTS): From over MCI VORTAC on MCI R-266 to CATTS.

ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

CHIEF NINE DEPARTURE

(CHIEF9.MCI) 05OCT23

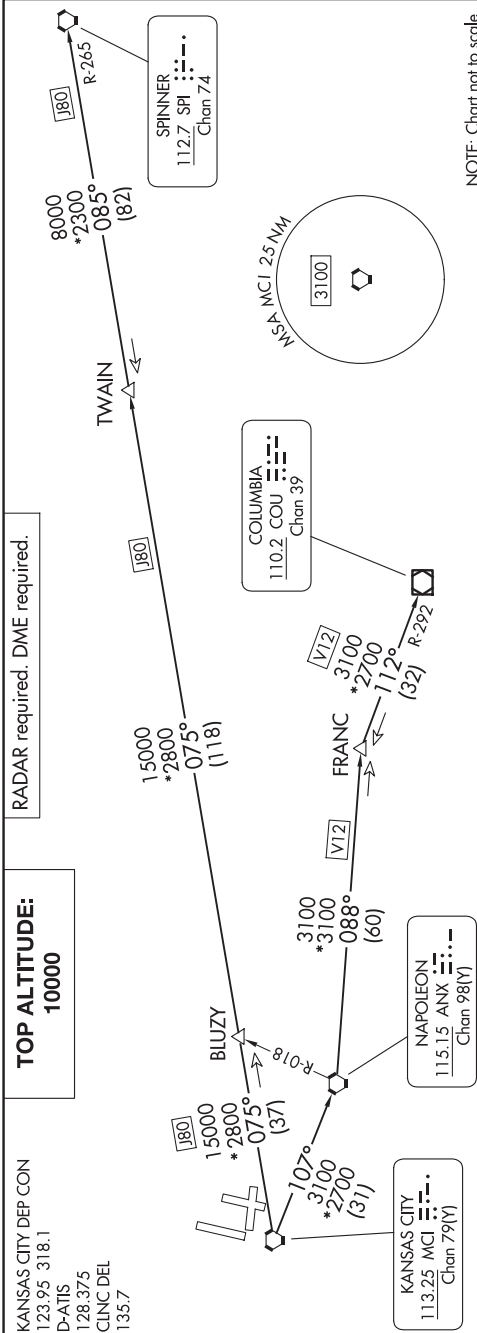
KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

LAKE FIVE DEPARTURE

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

NC-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

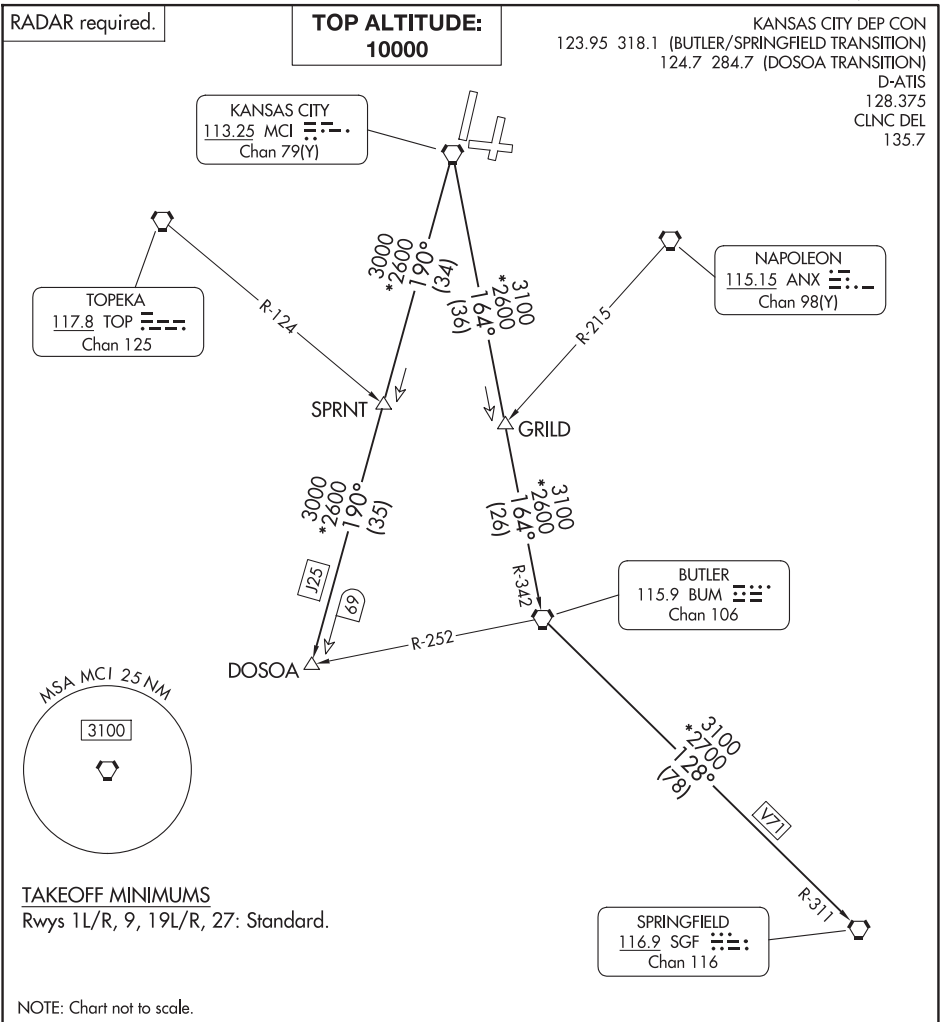
- COLUMBIA TRANSITION (LAKES5.COU):** From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 and COU R-292 to COU VOR/DME.
- FRANC TRANSITION (LAKES5.FRANC):** From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 to FRANC.
- SPINER TRANSITION (LAKES5.SPI):** From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN, then on SPI R-265 to SPI VORTAC.
- TWAIN TRANSITION (LAKES5.TWAIN):** From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN.

TAKEOFF MINIMUMS
Rwys 1L/R, 9, 19L/R, 27: Standard.

RACER EIGHT DEPARTURE

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

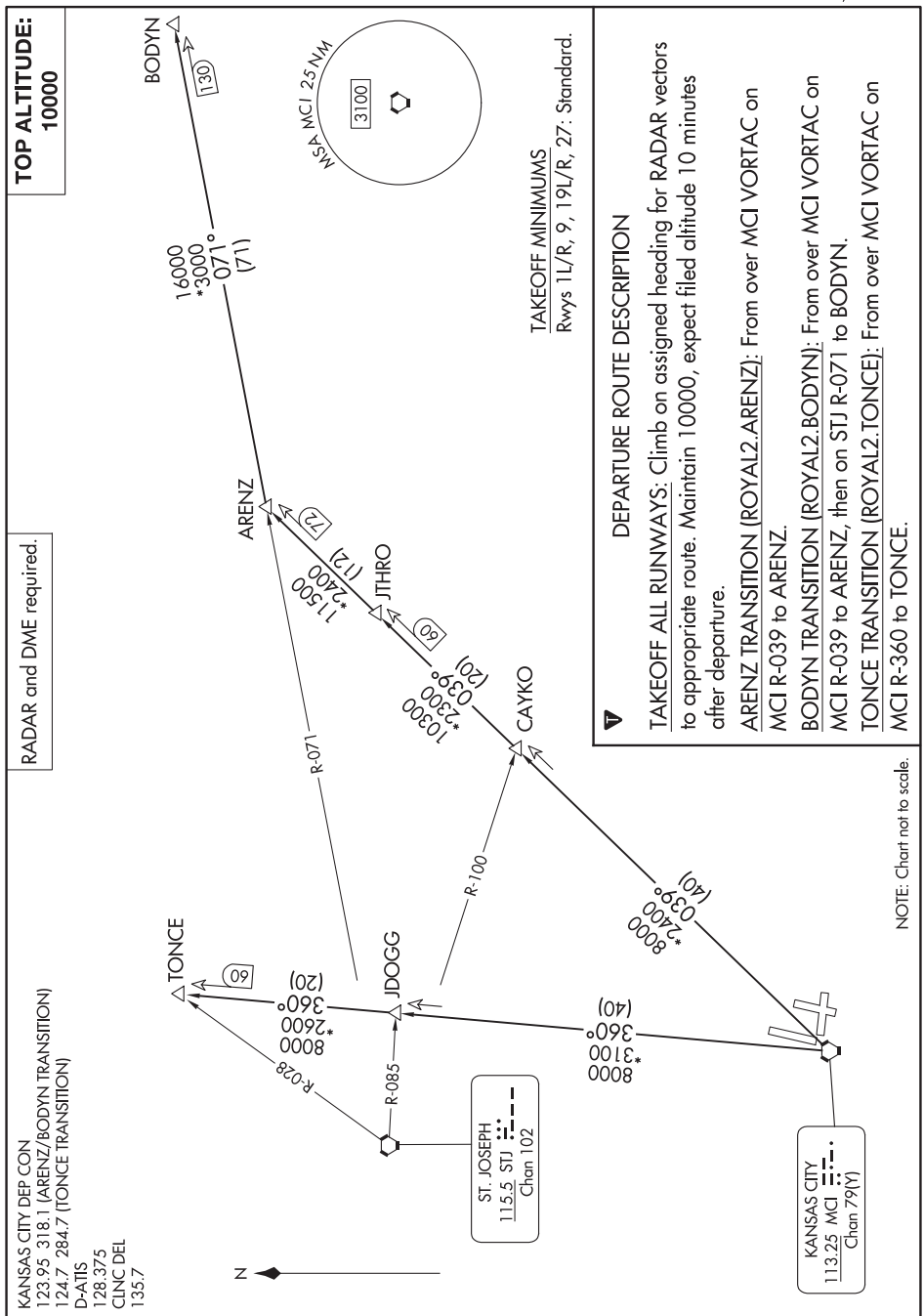
DOSOA TRANSITION (RACER8.DOSOA): From over MCI VORTAC on MCI R-190 to DOSOA.

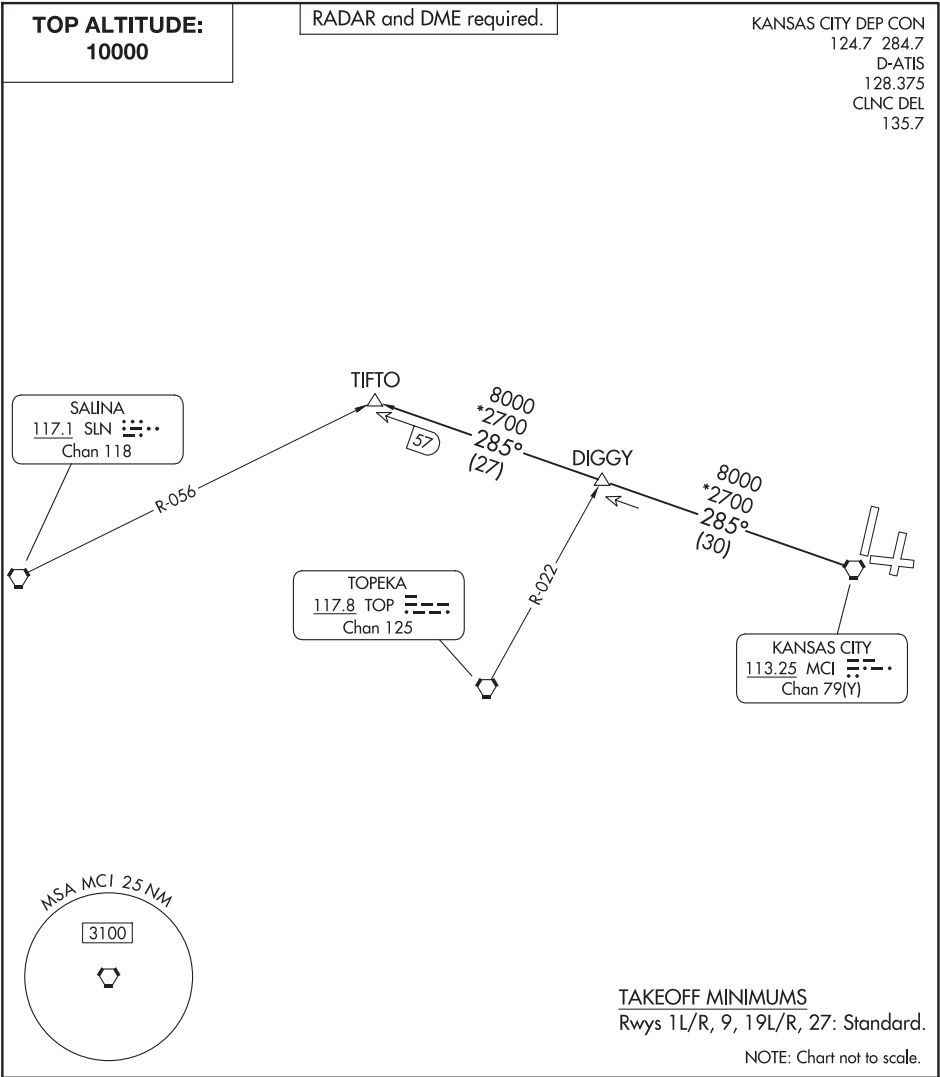
SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER EIGHT DEPARTURE

(RACER8.MCI) 05OCT23

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)





NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO8.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO.

(WLDCT6.MCI) 23278

WILDCAT SIX DEPARTURE

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

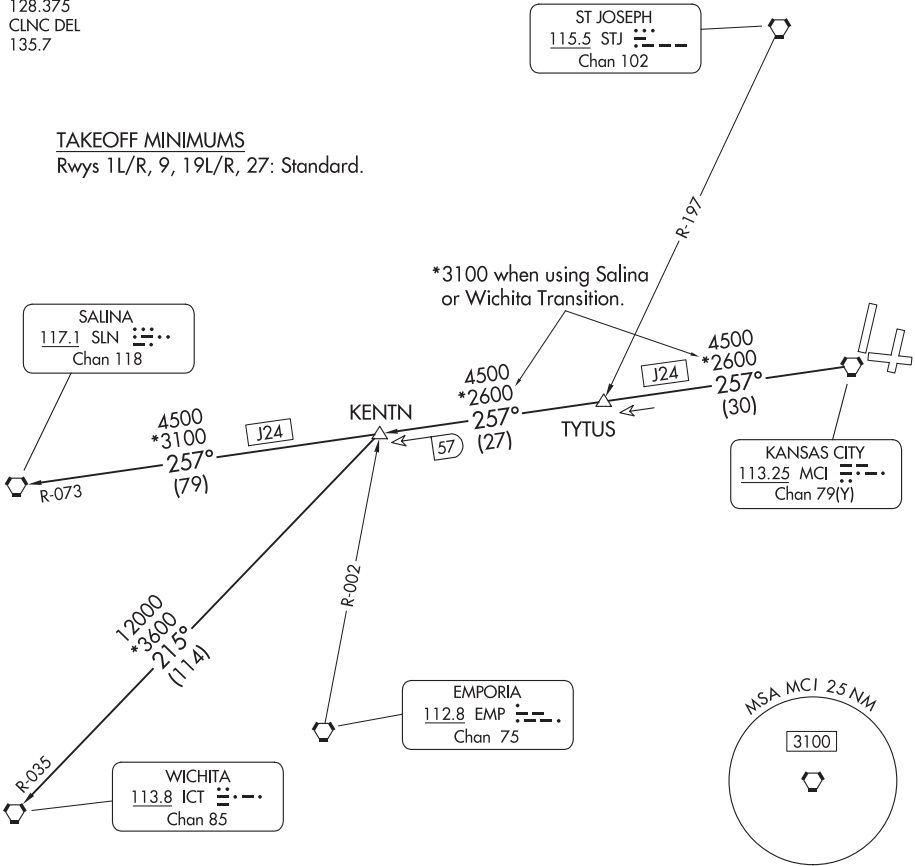
KANSAS CITY DEP CON
124.7 284.7
D-ATIS
128.375
CLNC DEL
135.7

RADAR required.

TOP ALTITUDE:
10000

TAKEOFF MINIMUMS

Rwys 1L/R, 9, 19L/R, 27: Standard.



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

- KENTN TRANSITION (WLDCT6.KENTN): From over MCI VORTAC on MCI R-257 to KENTN.
- SALINA TRANSITION (WLDCT6.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.
- WICHITA TRANSITION (WLDCT6.ICT): From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.

WILDCAT SIX DEPARTURE

(WLDCT6.MCI) 05OCT23

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

WAAS CH 93735 W02A	APP CRS 018°	Rwy Idg TDZE Apt Elev	5000 262 262
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 2

KENNETT MEML (TKX)

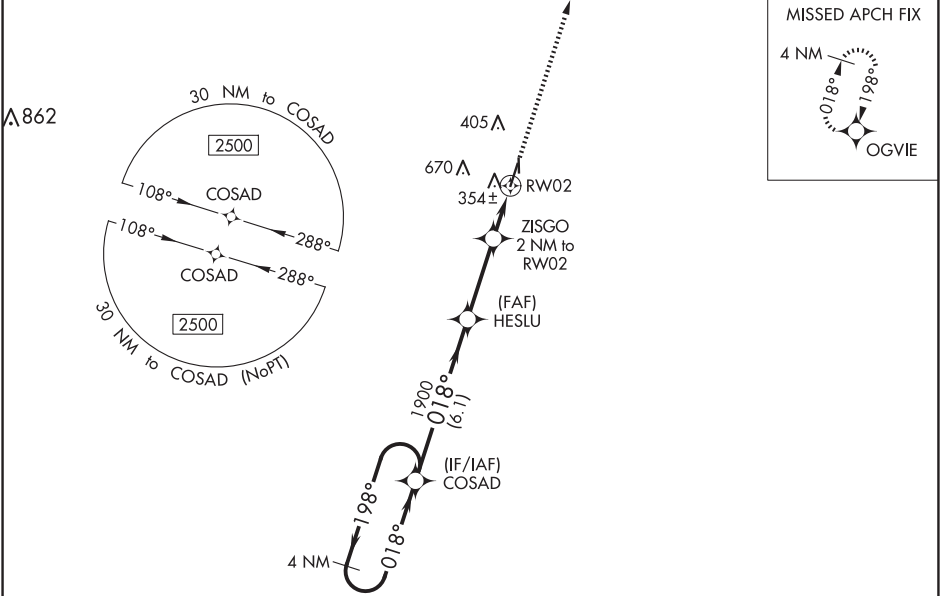
⚠

NA

Circling to Rwy 18/36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2 and 18. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Blytheville altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LNAV/VNAV visibility all Cats and LNAV Cats C/D visibility ½ mile; increase Circling Cat D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Rwy 2 Straight-in and Circling minimums NA at night.

MISSED APPROACH:
Climb to 2500 direct
OGVIE and hold.

AWOS-3PT 119.05	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
---------------------------	--	---------------------------------



ELEV 262		TDZE 262	
4 NM Holding Pattern		2500 OGVIE	
2500 ← 198°		018° →	
GP 3.00°		TCH 40	
COSAD		HESLU	
1900		1900	
ZISGO 2 NM to RWY 2		RWY 2	
6.1 NM		3 NM	
2 NM		2 NM	
CATEGORY	A	B	C
LPV DA	512-1	250 (300-1)	
LNAV/VNAV DA	538-1	276 (300-1)	
LNAV MDA	620-1	358 (400-1)	
CIRCLING	660-1 398 (400-1)	720-1 458 (500-1)	720-1½ 458 (500-1½)

81

20

36

3012 X 75

5000 X 75

2

018° to RWY 2

REIL Rwy 2 and 20

MIRL Rwy 2-20 and 18-36

*LNAV only.

KENNETT, MISSOURI

AL-5835 (FAA)

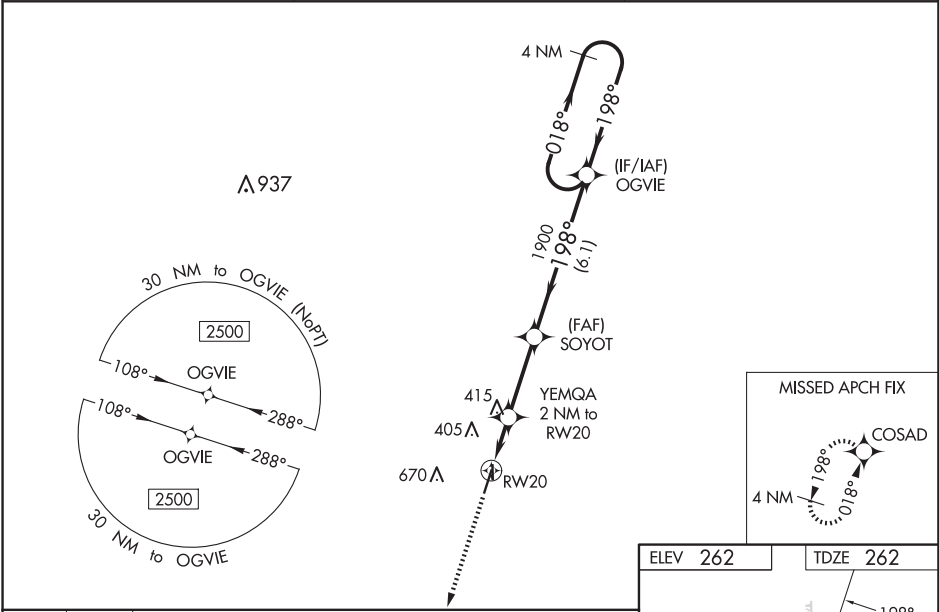
22335

WAAS CH 42635 W20A	APP CRS 198°	Rwy Idg TDZE 262 Apt Elev 262
--	------------------------	---

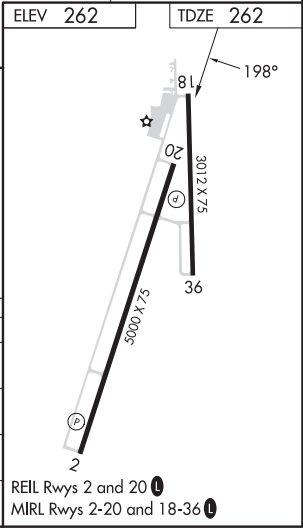
RNAV (GPS) RWY 20
KENNETT MEML (TKX)

RNP APCH-GPS.	<p>⚠ NA Circling to Rwy 18/36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA west of Rwy 2 and 18. When local altimeter setting not received, use Blytheville altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV visibility 1/8 mile all Cats; increase LNAV/VNAV visibility 1/4 mile all Cats; increase LNAV Cat C/D and Circling Cat D visibility 1/4 mile. Rwy 20 helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Blytheville Muni altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2500 direct COSAD and hold.</p>
---------------	--	--

AWOS-3PT 119.05	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
---------------------------	--	---------------------------------



2500	COSAD	SOYOT	OGVE	4 NM Holding Pattern
*LNAV only.	YEMQA 2 NM to RW20	1900	1900	2500
*1.2 NM to RW20				GP 3.00° TCH 40
1.2 NM	0.8 NM	3 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	554-1	292 (300-1)		
LNAV/VNAV DA	602-1 1/8	340 (400-1 1/8)		
LNAV MDA	680-1	418 (500-1)	680-1 1/8	418 (500-1 1/8)
CIRCLING	680-1 418 (500-1)	720-1 458 (500-1)	720-1 1/2 458 (500-1 1/2)	900-2 638 (700-2)



KENNETT, MISSOURI
Amdt 1B 14JUL22

36°14'N-90°02'W

KENNETT MEML (TKX)
RNAV (GPS) RWY 20

NC-3, 07 AUG 2025 to 02 OCT 2025

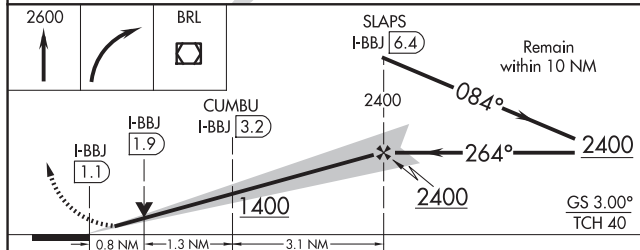
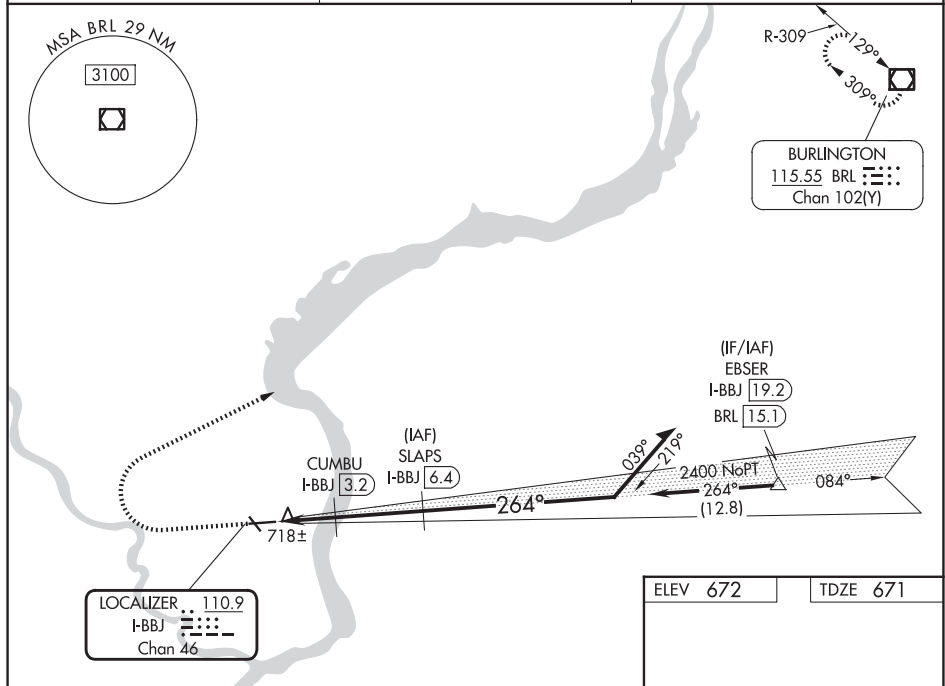
NC-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 26
KEOKUK MUNI (EOK)

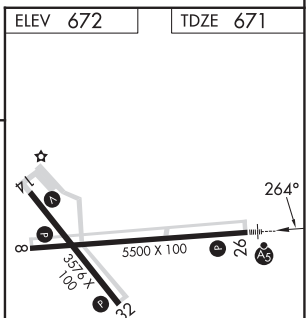
MALSR

MISSED APPROACH:
Climb to 2600 then
right turn direct BRL
VOR/DME and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) ①
--------------------------	--	---------------------------------



CATEGORY	A	B	C	D
S-ILS 26	871- ³ / ₄ 200 (200- ³ / ₄)			NA
S-LOC 26	980- ³ / ₄ 309 (400- ³ / ₄)			NA
CIRCLING	1180-1 508 (600-1)	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	NA



REIL Rwys 8, 14, and 32 **L**
MIRL Rwys 8-26 and 14-32 **L**

KEOKUK, IOWA

AL-970 (FAA)

25219

WAAS CH 97304 W08A	APP CRS 084°	Rwy Ldg TDZE 672 Apt Elev 672
--	------------------------	---

RNAV (GPS) RWY 8

KEOKUK MUNI (EOK)

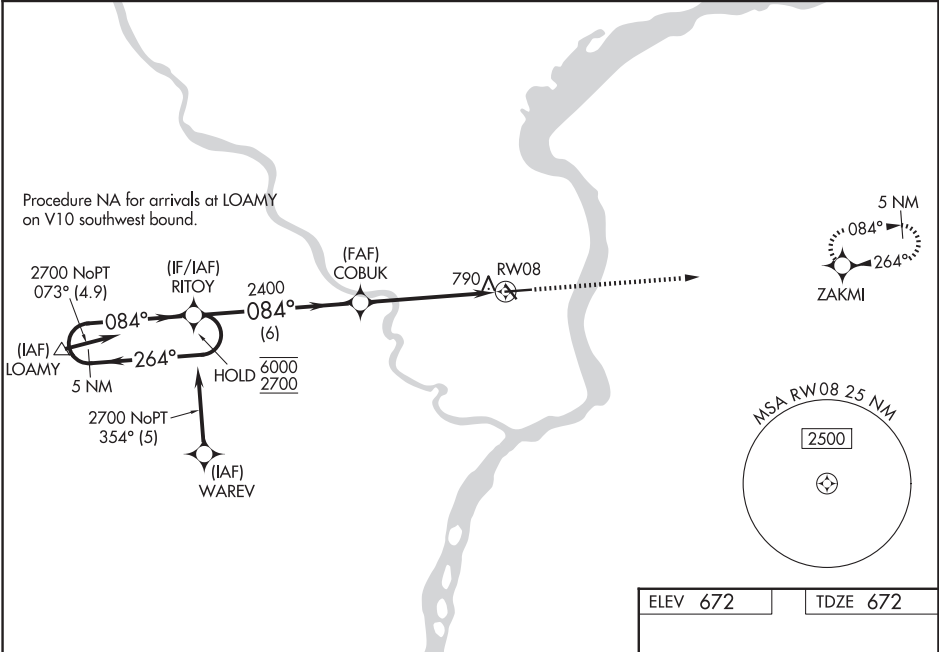
RNP APCH - GPS.

⚠

Circling to Rwy 32 NA at night. Baro-VNAV and VDP NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 978 feet; LNAV/VNAV DA to 1116; increase all MDAs 60 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 2700 direct ZAKMI and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 1
--------------------------	--	---------------------------------



<div>5 NM Holding Pattern</div> <div>6000 ← 264° 2700 → 084°</div> <div>GP 3.00° TCH 40</div>					<div>RITOY</div>		<div>COBUK</div>		<div>2700</div> <div>↑</div>		<div>ZAKMI</div> <div>✱</div>	
					<div>084°</div>		<div>2400</div>		<div>1 NM to RW08</div>		<div>RW08</div>	
					<div>2400</div>							
					<div>6 NM</div>		<div>4.2 NM</div>		<div>1 NM</div>			
CATEGORY	A		B		C		D					
LPV DA			922-1 250 (300-1)						NA			
LNAV/VNAV DA			1060-1½ 388 (400-1½)						NA			
LNAV MDA			1040-1 368 (400-1)						NA			
CIRCLING	1180-1 508 (600-1)		1220-1 548 (600-1)		1220-1½ 548 (600-1½)				NA			

KEOKUK, IOWA
Orig-D 15JUN23

40°28'N-91°26'W

KEOKUK MUNI (EOK)

RNAV (GPS) RWY 8

WAAS CH 90104 W14A	APP CRS 140°	Rwy Ldg TDZE 671 Apt Elev 672
--	------------------------	---

RNAV (GPS) RWY 14

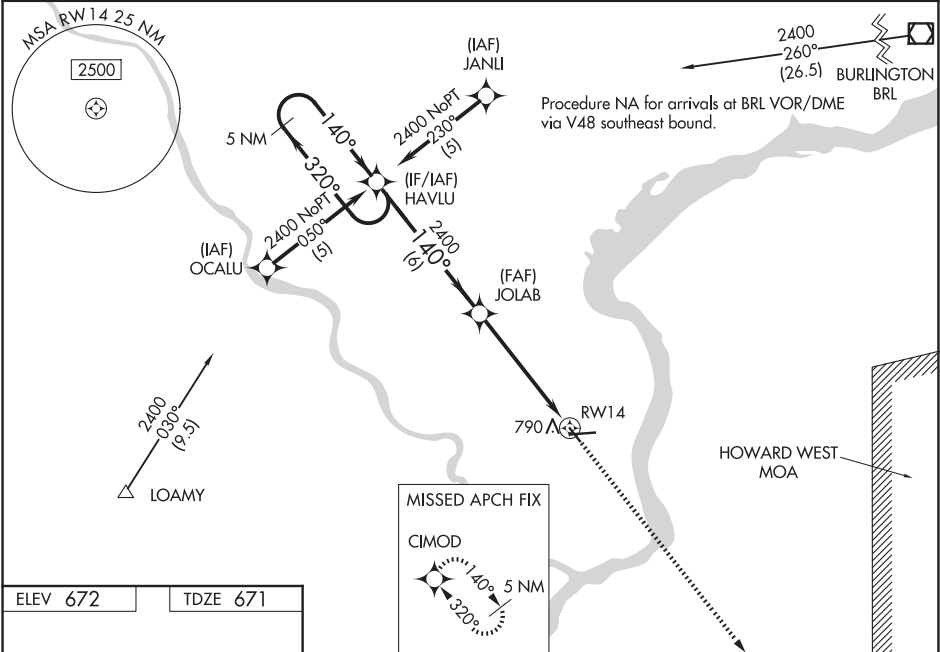
KEOKUK MUNI (EOK)

⚠

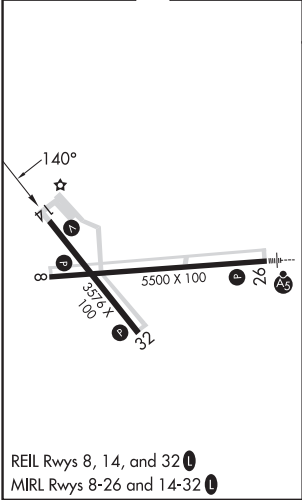
Baro-VNAV NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Burlington altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV and Circling Cat C visibility ¼ mile. Rwy 14 Straight-in and Circling and Circling to Rwy 32 NA at night.


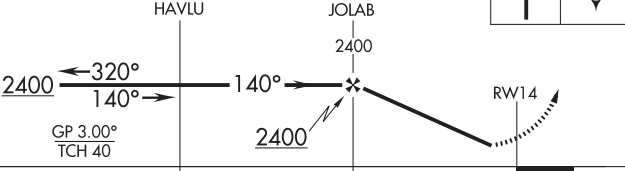
MISSED APPROACH: Climb to 2700 direct CIMOD and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 1
--------------------------	--	---------------------------------



ELEV 672	TDZE 671
----------	----------



5 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 36).		2700 ↑	CIMOD 
					
CATEGORY	A	B	C	D	
LPV DA	949-1		278 (300-1)	NA	
LNAV/ VNAV	1040-1¼		369 (400-1¼)	NA	
LNAV MDA	1040-1		369 (400-1)	NA	
CIRCLING	1180-1 508 (600-1)	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	NA	

RNAV (GPS) RWY 26
KEOKUK MUNI (EOK)

MISSED APPROACH:
Climb to 2700 direct
RITTOY and hold.

UNICOM
122.8 (CTAF) **L**

HOWARD WEST MOA

6000
2700

HOLD

4 NM

084°

264°

(IAF) EBSEB

2700 NoPT
264° (6.9)

(IF/IAF) ZAKMI

2700 NoPT
354° (5)

(IAF) JOBEM
210K

2400
264°
(5.9)

(FAF) SLAPS

CUMBU
2.2 NM to
RW26

RW26

MSA RW 26 25 NM

2500

ELEV 672	TDZE 671
----------	----------

2700 RITOY

1 NM to RW26

1.1 NM

3.1 NM

5.9 NM

CUMBU 2.2 NM to RW26

SLAPS 2400

ZAKMI

4 NM Holding Pattern

084° → 6000

← 264° 2700

GP 3.00°

TCH 40

CATEGORY		A	B	C	D
LPV	DA	871-3/4 200 (200-3/4)			NA
LNAV/ VNAV	DA	949-3/4 278 (300-3/4)			NA
LNAV	MDA	1040-3/4 369 (400-3/4)			NA
CIRCLING		1180-1 508 (600-1)	1220-1 548 (600-1)	1220-1 1/2 548 (600-1 1/2)	NA

KEOKUK MUNI (EOK)

RNAV (GPS) RWY 26

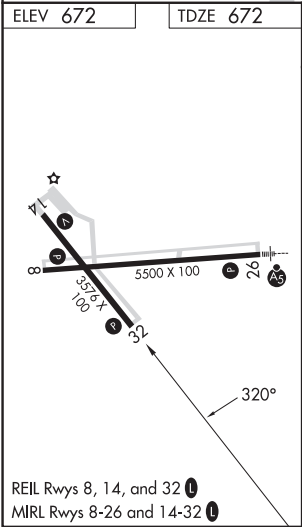
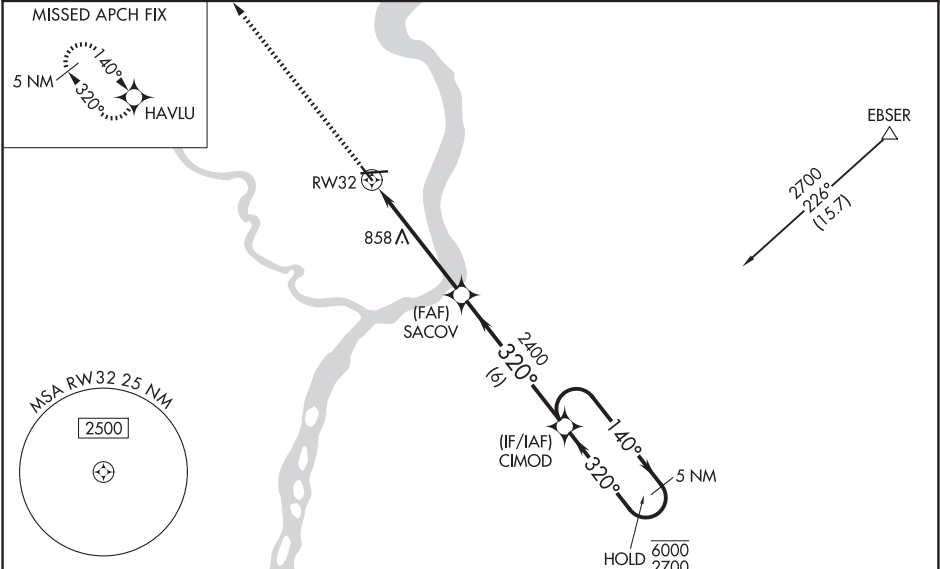
WAAS CH 40005 W32A	APP CRS 320°	Rwy Ldg TDZE Apt Elev	3576 672 672
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

KEOKUK MUNI (EOK)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2400 direct HAVLU and hold.
<div><div>Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.</div><div>Baro-VNAV NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 978 feet; increase LNAV/VNAV DA to 1220 feet and all visibilities ¼ SM. Increase all MDAs 60 feet visibility Cat C visibility ¼ SM.</div></div>	

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 1
--------------------------	--	---------------------------------



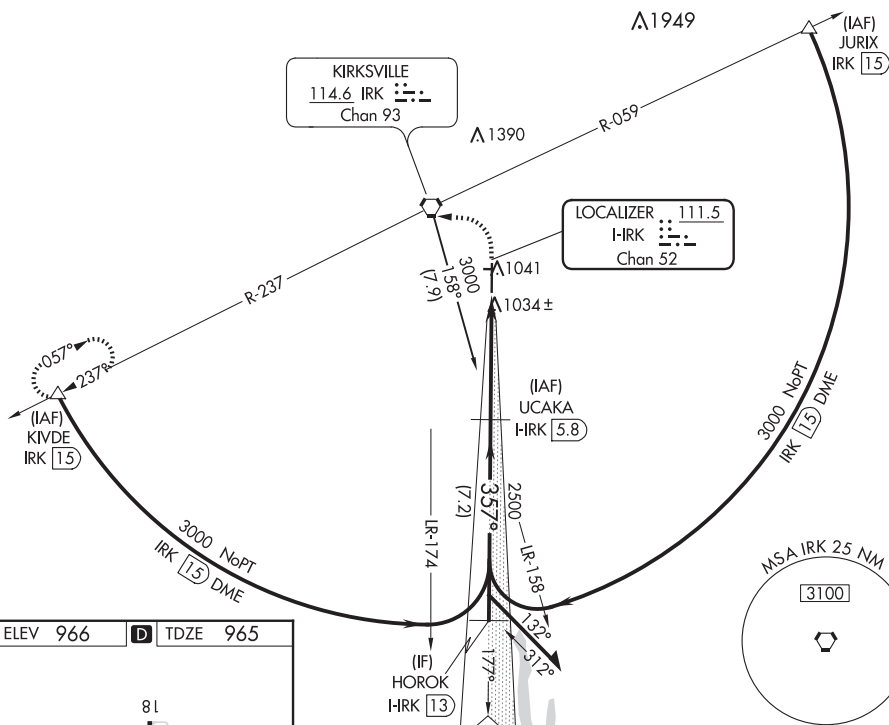
CATEGORY	A	B	C	D
LPV DA	922-1 250 (300-1)			NA
LNAV/VNAV DA	1164-1⅓ 492 (500-1⅓)			NA
LNAV MDA	1160-1	488 (500-1)	1160-1⅓ 488 (500-1⅓)	NA
CIRCLING	1180-1 508 (600-1)	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	NA

ILS or LOC RWY 36
KIRKSVILLE RGNL (IRK)

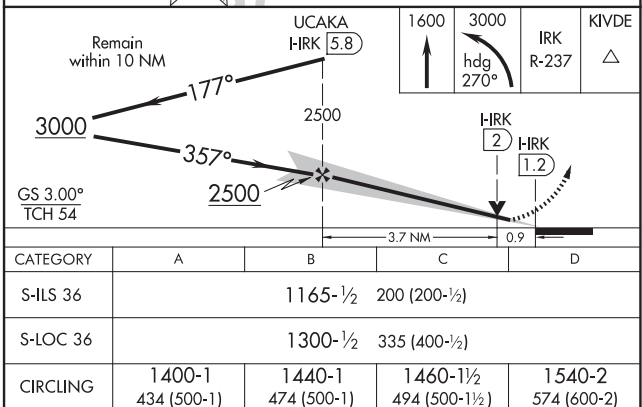
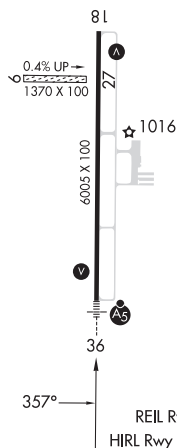
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 270° and IRK VORTAC R-237 to KIVDE/IRK 15 DME and hold.



ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) 0
------------------------	--	---------------------------------



ELEV 966	D	TDZE 965
----------	----------	----------



KIRKSVILLE RGNL (IRK)
ILS or LOC RWY 36

APP CRS 177°	Rwy Idg 6005
	TDZE 966
	Apt Elev 966

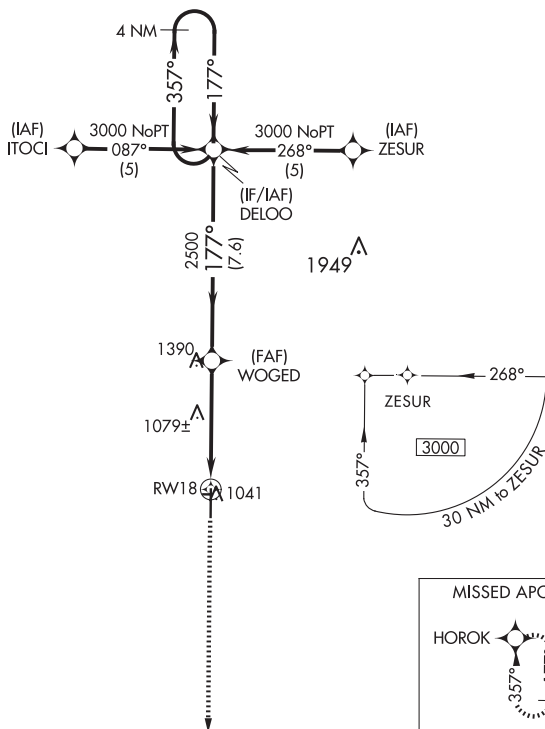
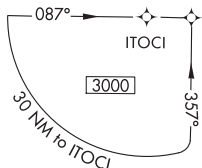
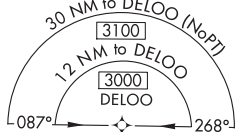
RNAV (GPS) RWY 18
KIRKSVILLE RGNL (IRK)

RNP APCH.

T Circling NA to Rwy 9 and 27.
Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 direct HOROK and hold.

ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) ①
------------------------	--	---------------------------------



<div>3000</div> <div>↑</div>	<div>HOROK</div> <div></div>	<div>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 33).</div>			<div>4 NM Holding Pattern</div>
<div><div>3000</div><div>1.1 NM to RWY18</div><div>3.04° TCH 45</div><div>WOGED</div><div>2500</div><div>DELOO</div><div>357°</div><div>177°</div><div>3000</div><div>1.1 NM</div><div>3.5 NM</div><div>7.6 NM</div></div>					
CATEGORY	A	B	C	D	
LNNAV MDA	1340-1 374 (400-1)				1340-1¼ 374 (400-1¼)
CIRCLING	1400-1 434 (500-1)	1440-1 474 (500-1)	1460-1½ 494 (500-1½)	1540-2 574 (600-2)	

KIRKSVILLE, MISSOURI

AL-217 (FAA)

24249

WAAS CH 70513 W36A	APP CRS 357°	Rwy Idg 6005 TDZE 965 Apt Elev 966
--	------------------------	---

RNAV (GPS) RWY 36


KIRKSVILLE RGNL (IRK)

RNP APCH.

T

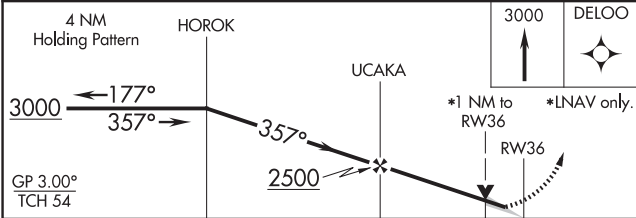
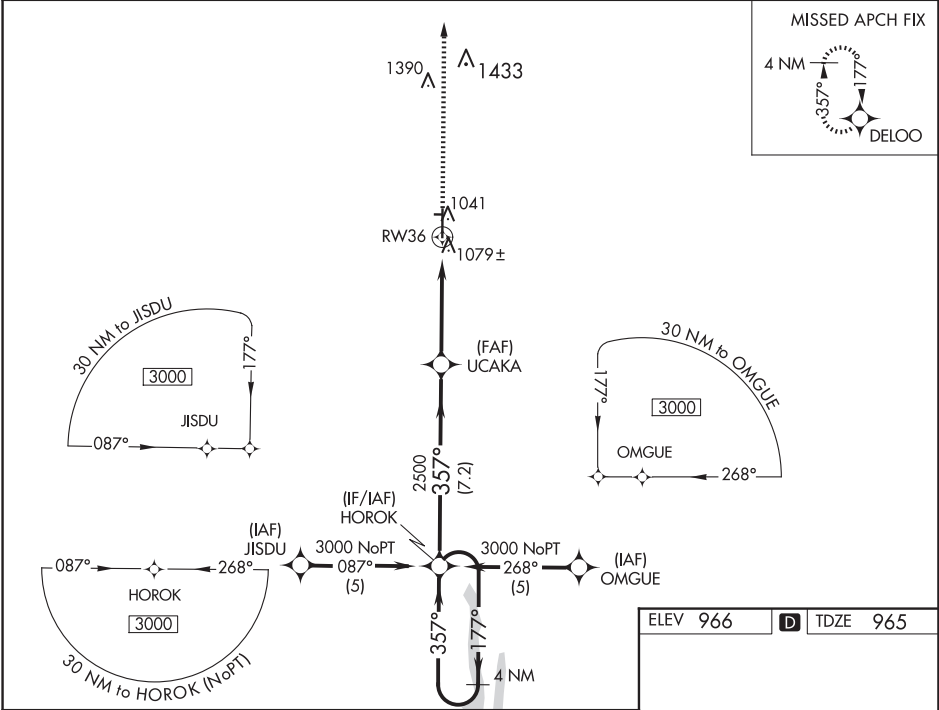
Circling NA to Rws 9 and 27. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C.

MALSR



MISSED APPROACH: Climb to 3000 direct DELOO and hold.


ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) 1
------------------------	--	---------------------------------




CATEGORY	A	B	C	D
LPV DA		1165-1/2	200 (200-1/2)	
LNAV/VNAV DA		1349-3/4	384 (400-3/4)	
LNAV MDA	1340-1/2	375 (400-1/2)		1340-1 375 (400-1)
CIRCLING	1400-1 434 (500-1)	1440-1 474 (500-1)	1460-1 1/2 494 (500-1 1/2)	1540-2 574 (600-2)

ELEV 966

TDZE 965





81

27

1016

6005 X 100

357°

36

REIL Rwy 18 1

HIRL Rwy 18-36 1

KIRKSVILLE, MISSOURI
Amdt 2B 17JUN21

40°06'N-92°33'W

KIRKSVILLE RGNL (IRK)

RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

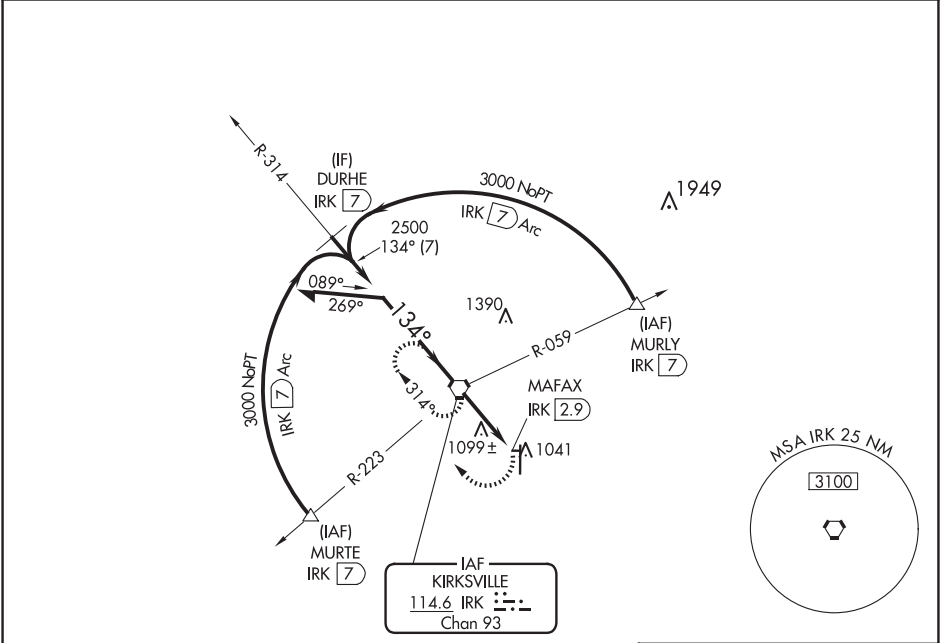
NC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC IRK 114.6 Chan 93	APP CRS 134°	Rwy Idg TDZE Apt Elev N/A N/A 966
--	------------------------	---

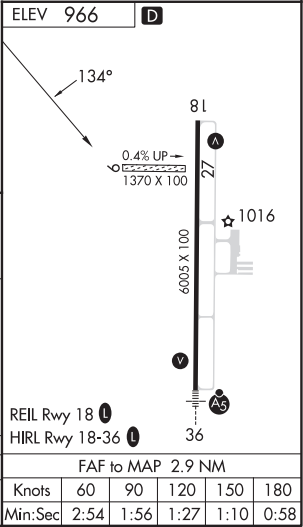
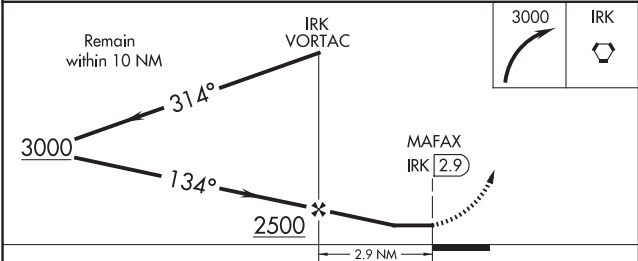
VOR-A
KIRKSVILLE RGNL (IRK)

▼ Circling NA to Rwys 9 and 27.	MISSED APPROACH: Climbing right turn to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.
---	--

ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) 0
------------------------	--	---------------------------------



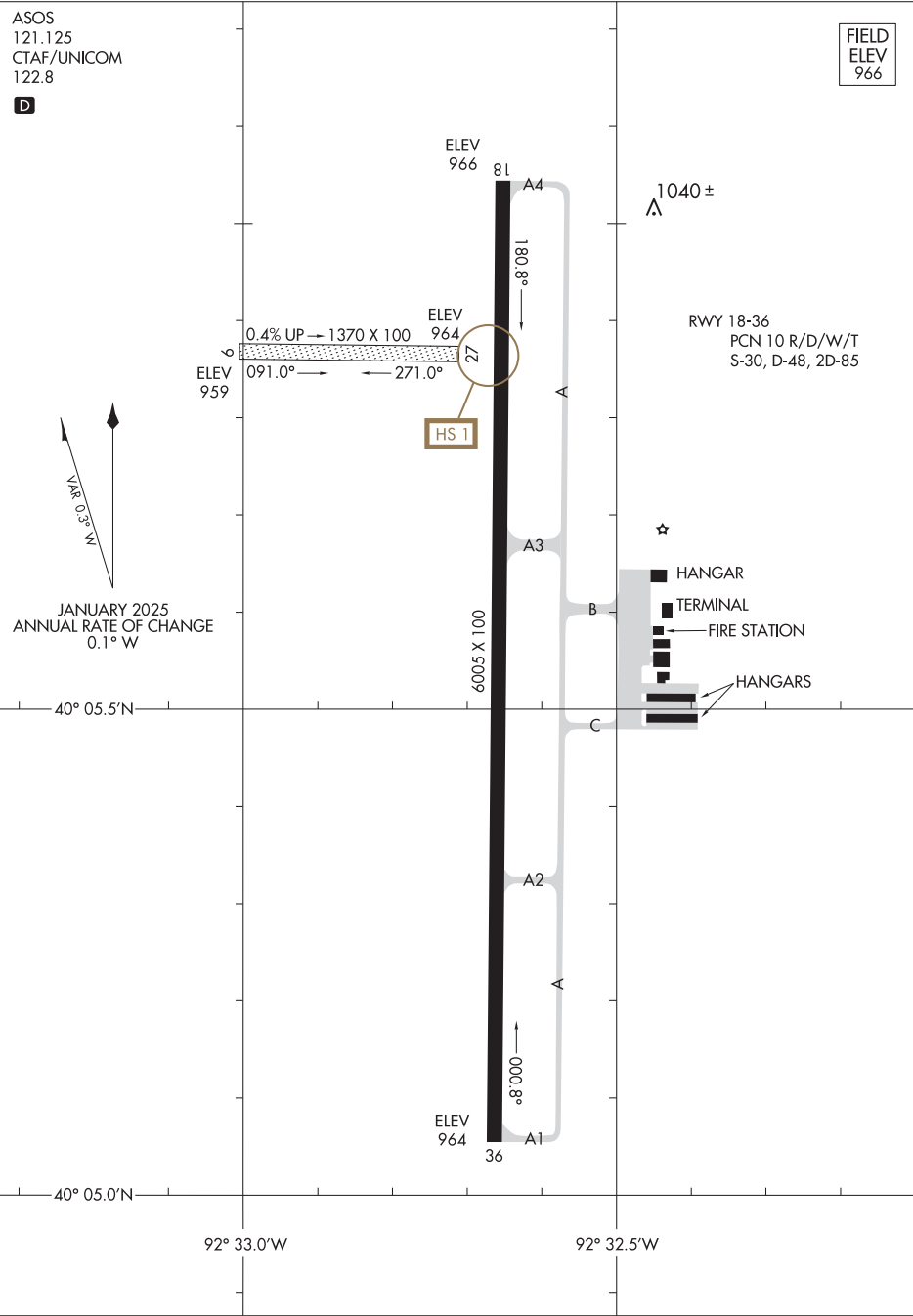
NoPT for arrivals at IRK VORTAC on airway radials 259 CW 007.



CATEGORY	A	B	C	D	FAF to MAP 2.9 NM					
CIRCLING	1400-1	1440-1	1460-1½	1540-2	Knots	60	90	120	150	180
	434 (500-1)	474 (500-1)	494 (500-1½)	574 (600-2)	Min:Sec	2:54	1:56	1:27	1:10	0:58

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH 40116 W15A	APP CRS 154°	Rwy Idg 4000 TDZE 928 Apt Elev 928
--	------------------------	---

RNAV (GPS) RWY 15

KNOXVILLE MUNI (OXV)

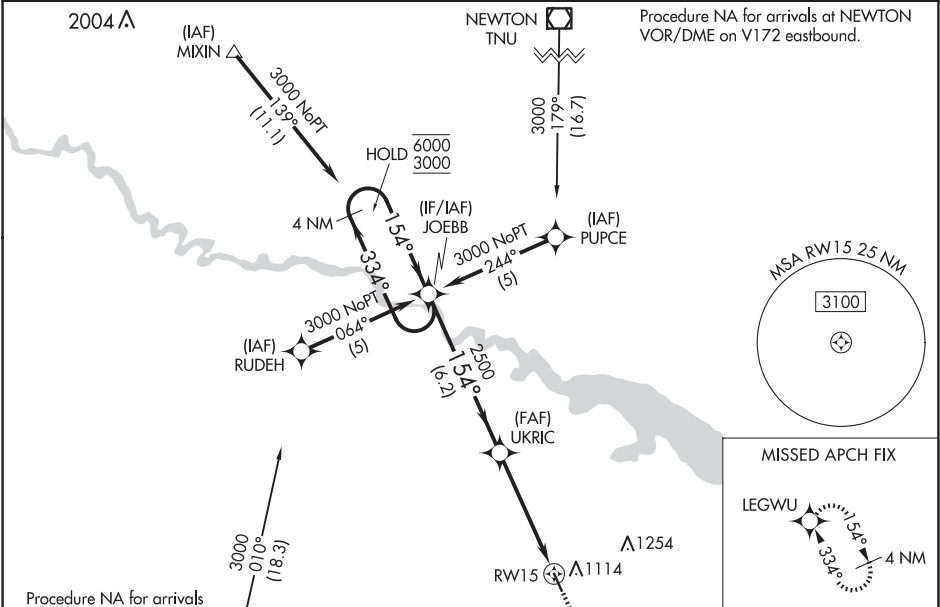
RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
Baro-VNAV and VDP NA when using PEA altimeter setting. When local altimeter setting not received, use PEA altimeter setting; increase LPV DA to 1271 feet; increase LNAV/VNAV DA to 1389 feet and all visibilities ½ SM; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2700 direct LEGWU and hold.

AWOS-3 119.775	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 1
--------------------------	---	--



ELEV 928

TDZE 928

CATEGORY	A	B	C	D
LPV DA	1242-1	314 (400-1)	NA	
LNAV/VNAV DA	1360-1¼	432 (500-1¼)	NA	
LNAV MDA	1360-1	432 (500-1)	NA	
CIRCLING	1480-1	552 (600-1)	NA	

MIRL Rwy 15-33 **1**
REIL Rwys 15 and 33 **1**

KNOXVILLE, IOWA

AL-5741 (FAA)

24249

APP CRS 334°	Rwy Idg 4000 TDZE 928 Apt Elev 928
------------------------	---

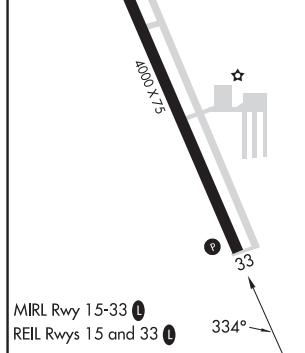
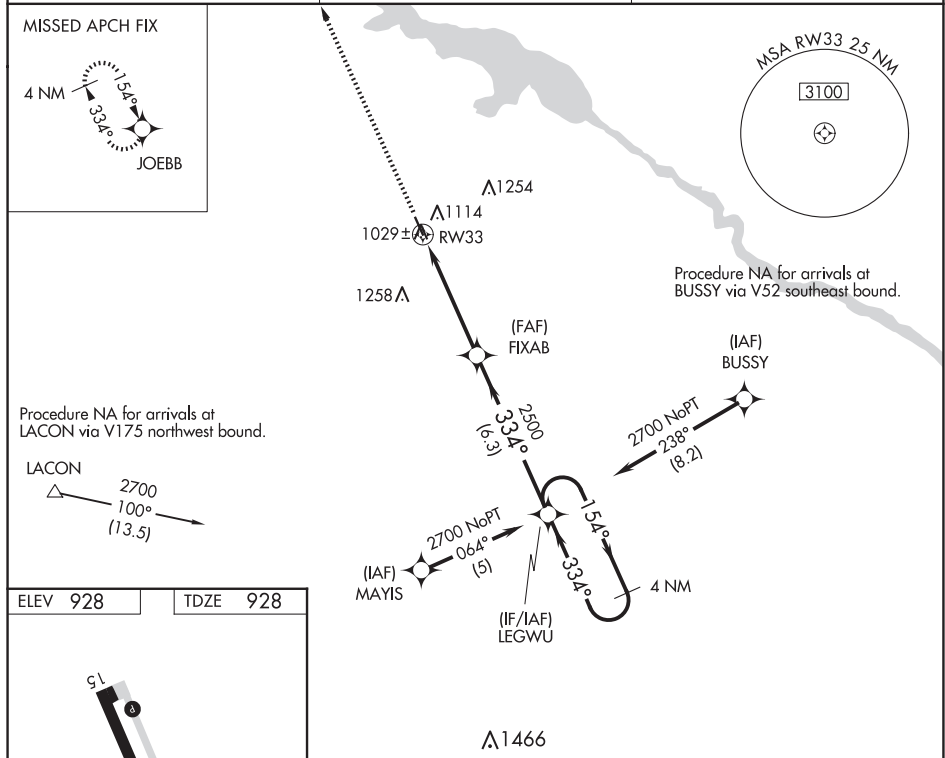
RNAV (GPS) RWY 33

KNOXVILLE MUNI (OXV)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ Baro-VNAV and VDP NA when using Pella altimeter setting.
When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet, LNAV/VNAV all Cats visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct JOEBB and hold.

AWOS-3 119.775	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 1
--------------------------	---	--



3000 ↑	JOEBB 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).		4 NM Holding Pattern
*LNAV only.		*1.4 NM to RW33	FIXAB	LEGWU
1.4 NM		3.4 NM	6.3 NM	
2500		334°		154° → 2700 ← 334°
				GP 3.00° TCH 40
CATEGORY	A	B	C	D
LNAV/ VNAV DA	1299-1¼	371 (400-1¼)	NA	
LNAV MDA	1400-1	472 (500-1)	NA	
CIRCLING	1480-1	552 (600-1)	NA	

KNOXVILLE, IOWA
Orig 08APR10

41°18'N-93°07'W

RNAV (GPS) RWY 33

KNOXVILLE MUNI (OXV)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

LAMAR, MISSOURI

AL-6725 (FAA)

23222

WAAS CH 45536 W03A	APP CRS 031°	Rwy Idg TDZE Apt Elev	2900 1007 1010
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 3

LAMAR MUNI (LLU)

RNP APCH.

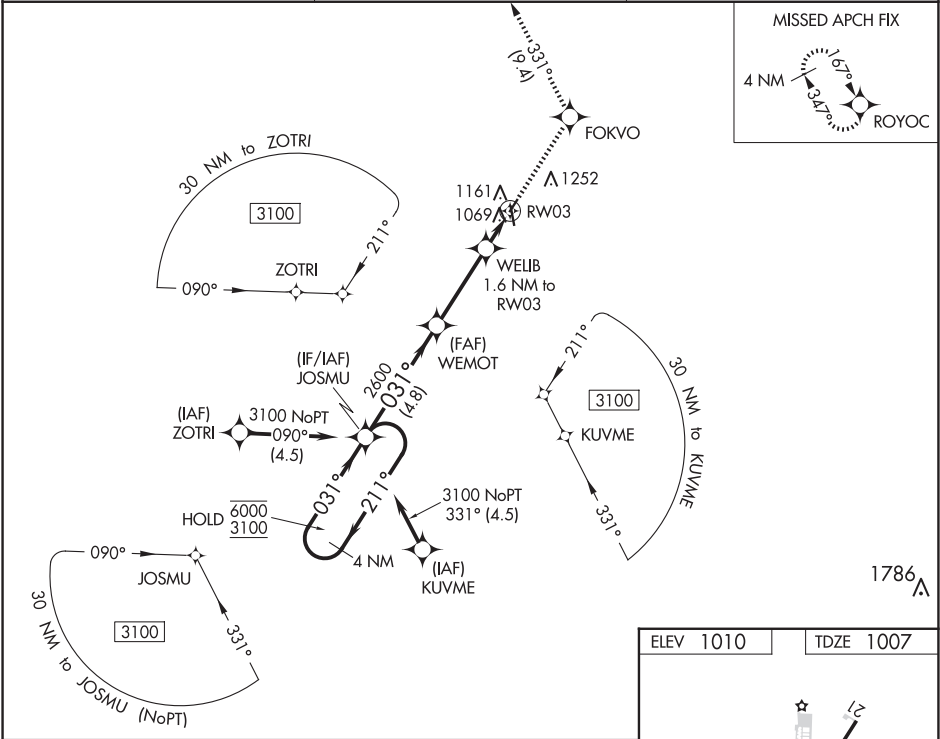
▼

▲ NA

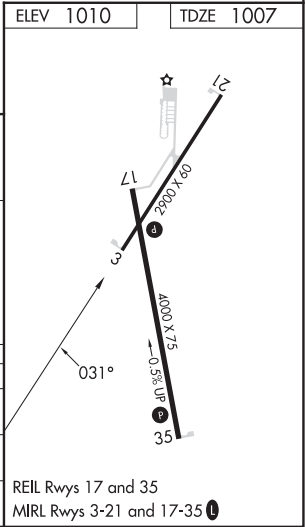
Circling Rwy 21 NA at night. Use Joplin altimeter setting.
Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct FOKVO
and on track 331° to ROYOC and hold.

JLN ASOS 120.85	KANSAS CITY CENTER 128.6 282.325	CTAF 122.9
---------------------------	--	----------------------



	JOSMU		WEMOT		3100	FOKVO	tr 331°	ROYOC
	4 NM Holding Pattern							
	6000	3100	2600	1540	3100	FOKVO	tr 331°	ROYOC
	211°	031°	031°	211°	3100	FOKVO	tr 331°	ROYOC
	4.8 NM	3.3 NM	1.6 NM					
CATEGORY	A	B	C	D				
LP MDA	1380-1	373 (400-1)	NA					
LNAV MDA	1480-1	473 (500-1)	NA					
CIRCLING	1520-1 510 (600-1)	1620-1 610 (700-1)	NA					



LAMAR, MISSOURI
Amdt 1B 05DEC19

37°29'N-94°19'W

LAMAR MUNI (LLU)

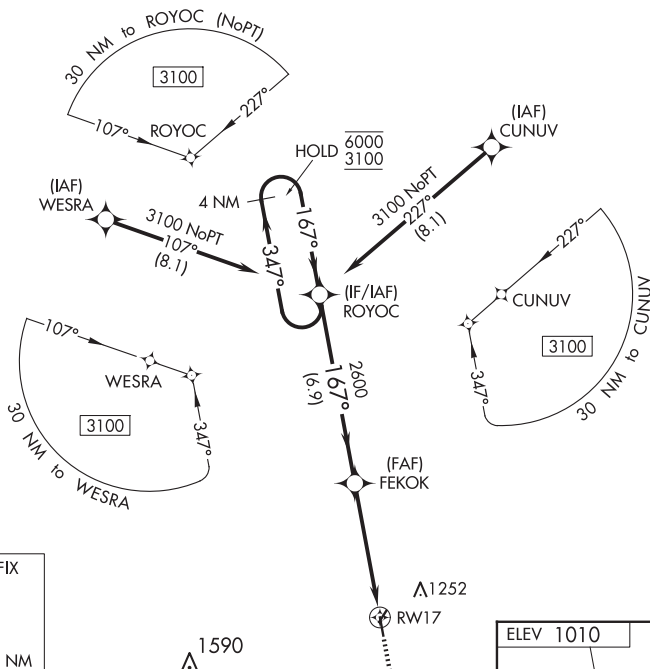
RNAV (GPS) RWY 3

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17
LAMAR MUNI (LLU)

MISSED APPROACH: Climb to 3100 direct FIXUK and hold.

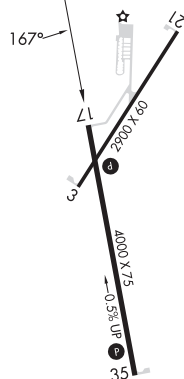
CTAF
122.9 **L**


1590

$$\begin{array}{r} 6000 \\ 3100 \end{array}$$

GP 3.00°
TCH 40

3100	FIXUK



CATEGORY	A	B	C	D
LPV DA	1315-1 305 (400-1)			NA
RNAV/ VNAV DA	1367-1¼ 357 (400-1¼)			NA
RNAV MDA	1520-1 510 (600-1)		1520-1⅜ 510 (600-1⅜)	NA
 CIRCLING	1520-1 510 (600-1)	1620-1 610 (700-1)	1620-1¾ 610 (700-1¾)	NA

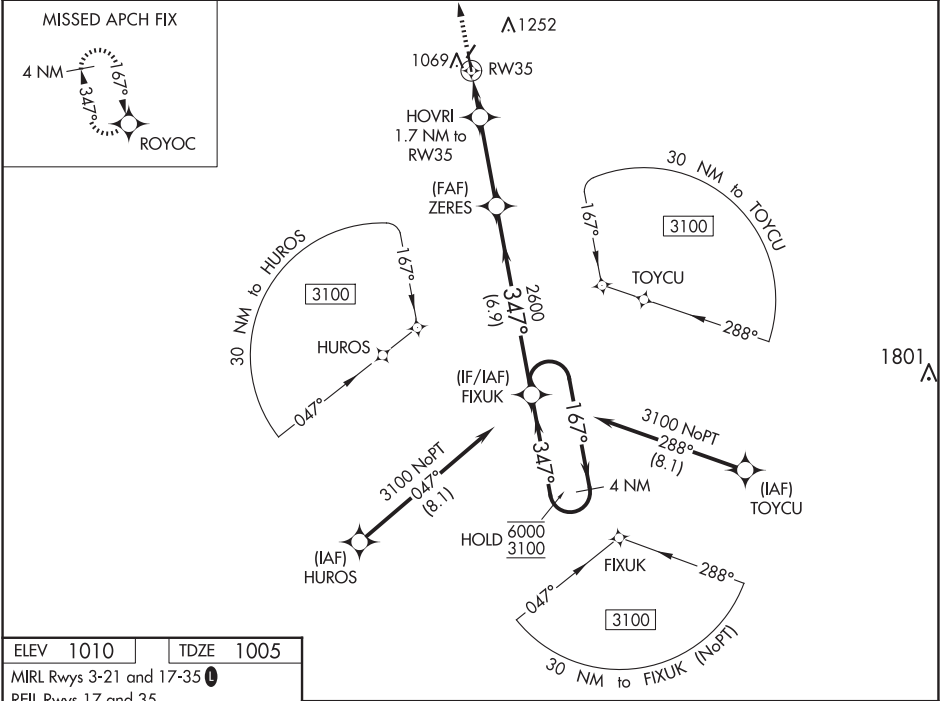
REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 **L**

WAAS CH 77536 W35A	APP CRS 347°	Rwy Idg TDZE Apt Elev	4000 1005 1010
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 35

LAMAR MUNI (LLU)

RNP APCH. ▼ Rwy 35 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. ▲ NA Use Joplin altimeter setting. Circling Rwy 21 NA at night.		MISSED APPROACH: Climb to 3100 direct ROYOC and hold.
JLN ASOS 120.85	KANSAS CITY CENTER 128.6 282.325	CTAF 122.9



REIL Rwy 17 and 35

Diagram of the runway layout showing RWY 35, RWY 21, and RWY 3. The diagram includes altitudes (4000, 2000, 1560) and headings (347°, 167°). The runway is labeled with 'L1', 'L2', and 'L3'. The distance between RWY 35 and RWY 21 is 2000 X 60. The distance between RWY 35 and RWY 3 is 4000 X 75. The distance between RWY 35 and RWY 21 is 0.5% UP. The distance between RWY 35 and RWY 3 is 347°.

		ZERES		FIXUK		4 NM Holding Pattern	
* LNAV only.		HOVRI 1.7 NM to RW35		167° → 6000 ← 347° 3100			
		2600		347°			
1560*		2600				GP 3.00° TCH 40	
-1.7 NM		-3.2 NM		-6.9 NM			
CATEGORY		A		B		C	
LPV DA		1310-1		305 (300-1)			NA
LNAV/VNAV DA		1310-1		305 (300-1)			NA
LNAV MDA		1380-1		375 (400-1)			NA
CIRCLING		1520-1 510 (600-1)		1620-1 610 (700-1)		1620-1¾ 610 (700-1¾)	NA

LAMONI, IOWA

AL-9516 (FAA)

22251

WAAS CH 65645 W18A	APP CRS 178°	Rwy Idg TDZE 1131 Apt Elev 1131
--	------------------------	---

RNAV (GPS) RWY 18

LAMONI MUNI (LWD)

RNP APCH-GPS.

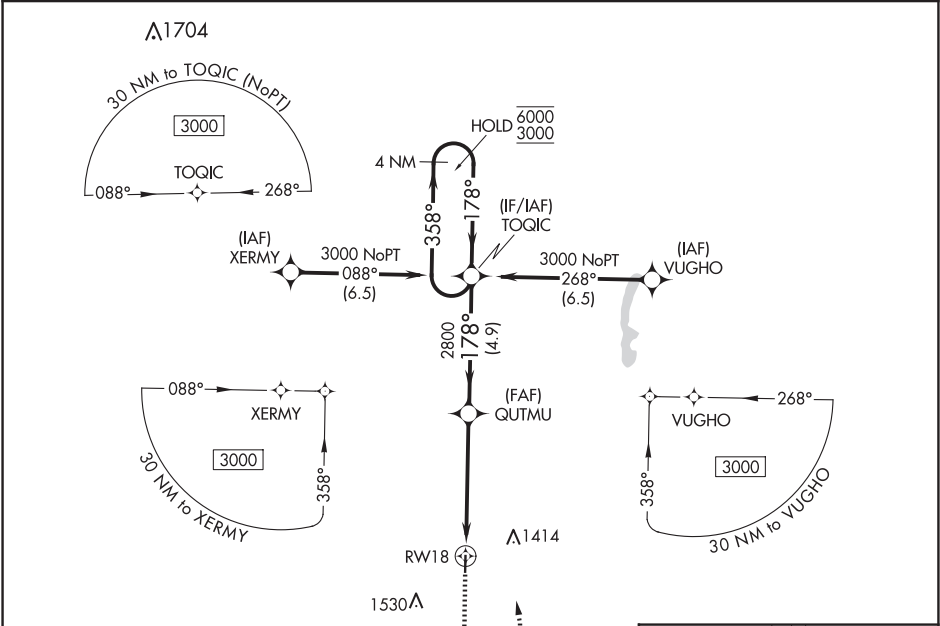
▼

⚠

Circling NA west of Rwy 18-36. Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 2000, then climbing left turn 3000 direct TOQIC and hold.

ASOS 120.0	MINNEAPOLIS CENTER 125.65 306.95	CTAF 122.9
----------------------	--	----------------------



ELEV 1131		TDZE 1131	
2000		3000	
TOQIC		TOQIC	
1 NM		4.1 NM	
RWY 18		RWY 18	
QUTMU		QUTMU	
2800		2800	
TOQIC		TOQIC	
4 NM Holding Pattern		4 NM Holding Pattern	
358°		358°	
178°		178°	
GP 3.00°		GP 3.00°	
TCH 50		TCH 50	
CATEGORY	A	B	C
LPV DA	1381-1	250 (300-1)	
LNAV/VNAV DA	1381-1	250 (300-1)	
LNAV MDA	1500-1	369 (400-1)	
CIRCLING	1520-1 389 (400-1)	1720-1 589 (600-1)	1720-1½ 589 (600-1½)

ELEV 1131

TDZE 1131

178°

81

36

3400 X 60

★

MIRL Rwy 18-36

LAMONI, IOWA

Amtd 1 02DEC21

40°38'N-93°54'W

LAMONI MUNI (LWD)

RNAV (GPS) RWY 18

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

LE MARS, IOWA

AL-5679 (FAA)

25163

WAAS CH 78415 W18A	APP CRS 185°	Rwy Ldg TDZE 1197 Apt Elev 1197
--	------------------------	---

RNAV (GPS) RWY 18

LE MARS MUNI (LRJ)

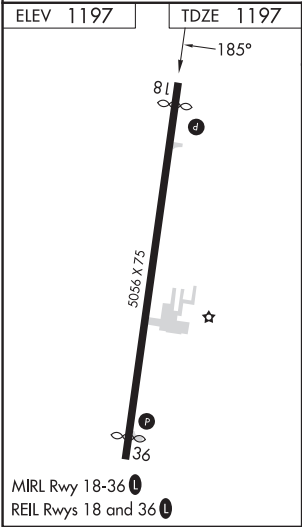
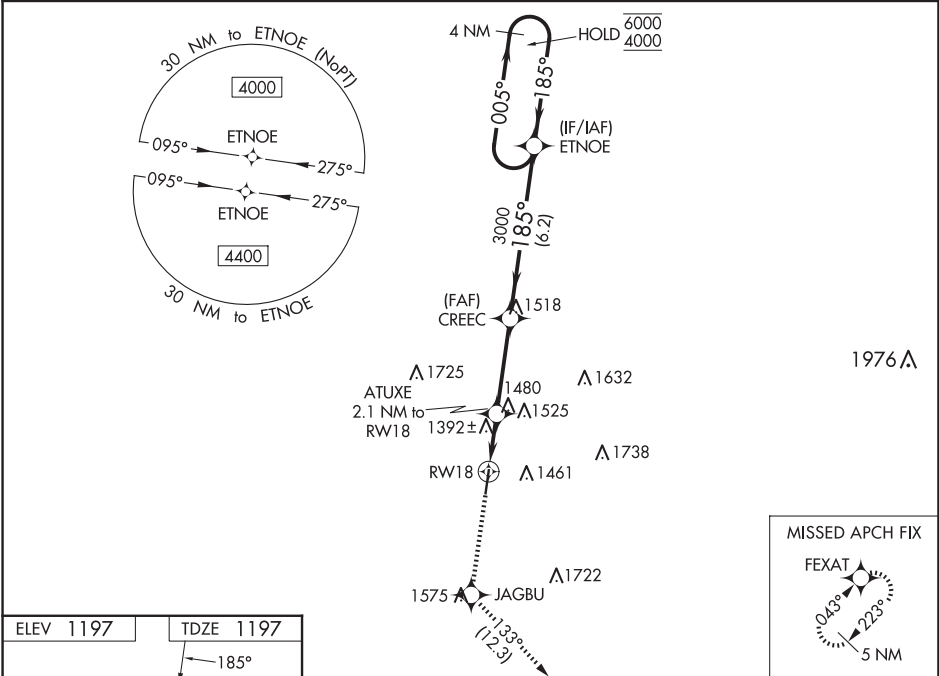
RNP APCH.

Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -17°C or above 54°C.

-23°C

MISSED APPROACH: Climb to 4500 direct JAGBU
and on track 133° to FEXAT and hold.

AWOS-3P 120.975	SIOUX CITY APP CON * 124.6 307.0	UNICOM 122.8 (CTAF) 0
---------------------------	--	---------------------------------



4500	JAGBU	tr 133°	FEXAT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).				
				CREEC	ETNOE	4 NM Holding Pattern		
* LNAV only				ATUXE 2.1 NM to RW18	3000	005° → 6000 ← 185° 4000		
RW18				* 1.3 NM to RW18	1900*			
1.3 NM				0.8 NM	3.5 NM	6.2 NM	GP 3.00° TCH 40	
CATEGORY		A		B		C		D
LPV	DA	1479-1 282 (300-1)					NA	
LNAV/ VNAV	DA	1691-1 ^{3⁄8} 494 (500-1 ^{3⁄8})					NA	
LNAV	MDA	1660-1 463 (500-1)			1660-1 ^{3⁄8} 463 (500-1 ^{3⁄8})		NA	
CIRCLING		1760-1 563 (600-1)	1780-1 583 (600-1)		1840-1 ^{3⁄4} 643 (700-1 ^{3⁄4})		NA	

LE MARS, IOWA

Amtd 2A 07OCT21

42°47'N-96°12'W

LE MARS MUNI (LRJ)

RNAV (GPS) RWY 18

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

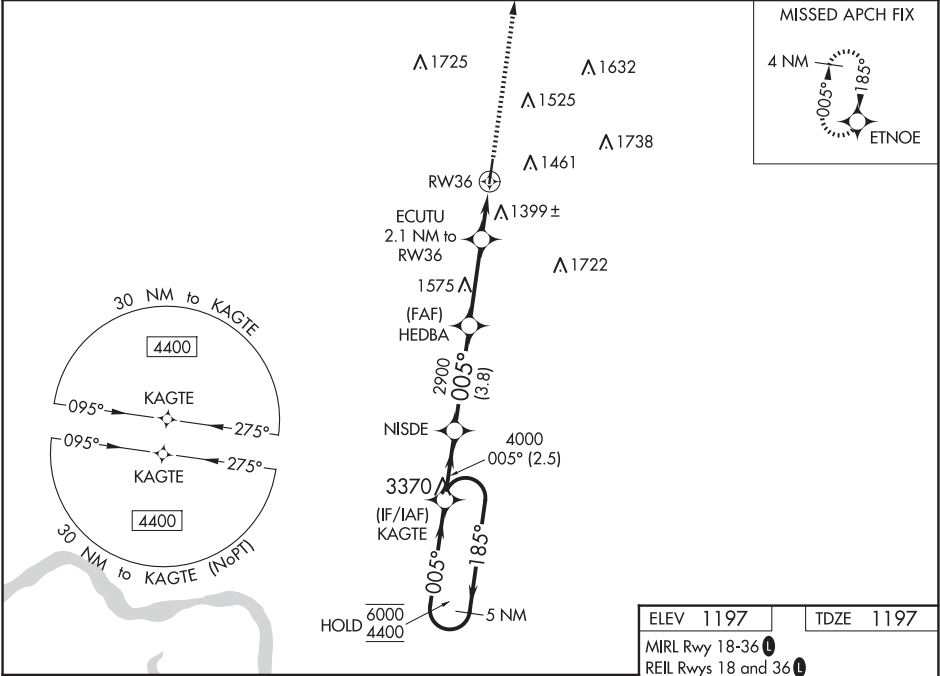
WAAS CH 42516 W36A	APP CRS 005°	Rwy Ldg TDZE 1197 Apt Elev 1197
--	------------------------	---

RNAV (GPS) RWY 36

LE MARS MUNI (L.R.J)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4000 direct ETNOE and hold.
<div><div><div>▼</div><div>⚠</div><div>❄</div></div><div>Rwy 36 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div></div>	

AWOS-3P 120.975	SIoux CITY APP CON * 124.6 307.0	UNICOM 122.8 (CTAF) 0
---------------------------	--	---------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).					4000	ETNOE
5 NM Holding Pattern					6000	4400
KAGTE					005°	005°
NISDE					4000	4000
HEDBA					2900	2900
ECUTU					2.1 NM to RW36	2.1 NM
RW36					1900	1900
CATEGORY					A	B
LPV DA					1469-1	272 (300-1)
LNAV/ VNAV DA					1723-17 ⁷ / ₈	526 (600-17 ⁷ / ₈)
LNAV MDA					1660-1	463 (500-1)
CIRCLING					1760-1	1780-1
					563 (600-1)	583 (600-1)
					1840-1	643 (700-1 ³ / ₄)

RNP APCH - GPS.

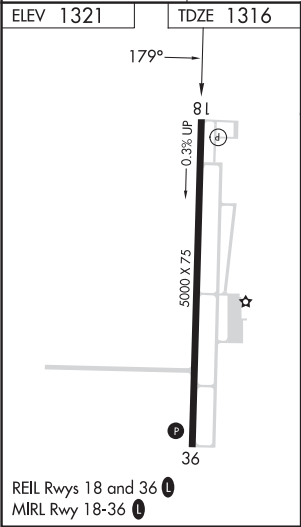
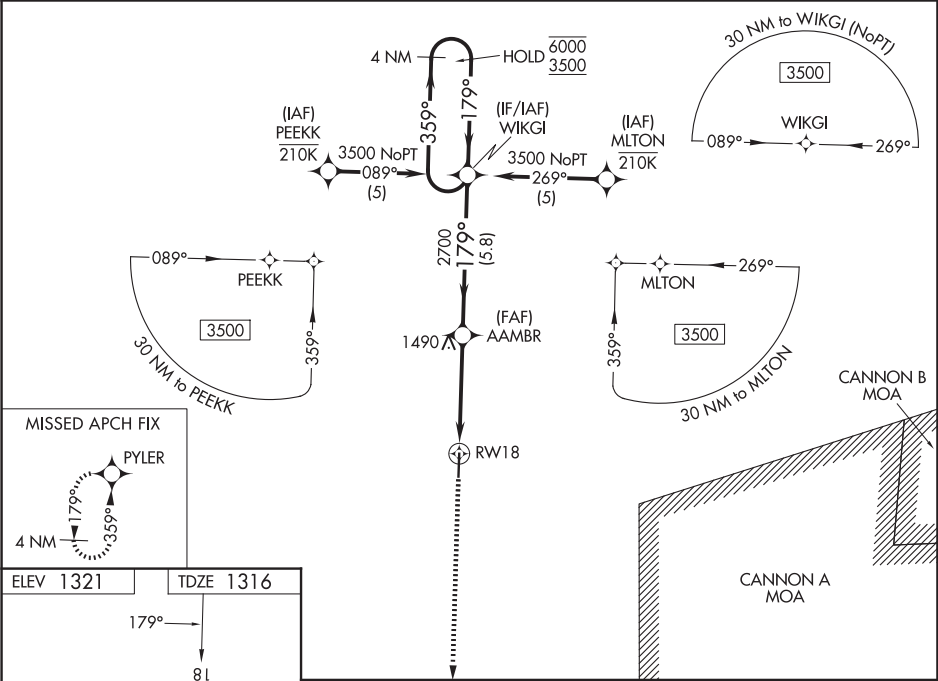
▼

▲

Baro-VNAV and VDP NA when using OZS altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use OZS altimeter setting: increase LNAV/VNAV DA to 1717 feet and all visibilities ½ SM; increase all MDAs 100 feet and LNAV visibility Cats C and D ¼ SM, and Circling visibility Cats C and D ½ SM.

MISSED APPROACH: Climb to 3500 direct PYLER and hold.

AWOS-3PT 118.975	SPRINGFIELD APP CON 121.1 290.5	CLNC DEL 123.725	UNICOM 122.8 (CTAF) ①
---------------------	------------------------------------	---------------------	--------------------------



3500

PYLER

WIKGI

4 NM

Holding Pattern

1.2 NM to RW18

2700

179°

359° → 6000

← 179° 3500

1.2 NM

3 NM

5.8 NM

GP 3.00°

TCH 40

CATEGORY

A

B

C

D

LNAV/VNAV

DA

1634-1 318 (400-1)

LNAV

MDA

1740-1

424 (500-1)

1740-1¼

424 (500-1¼)

CIRCLING

1780-1

459 (500-1)

1860-1

539 (600-1)

1980-1¾

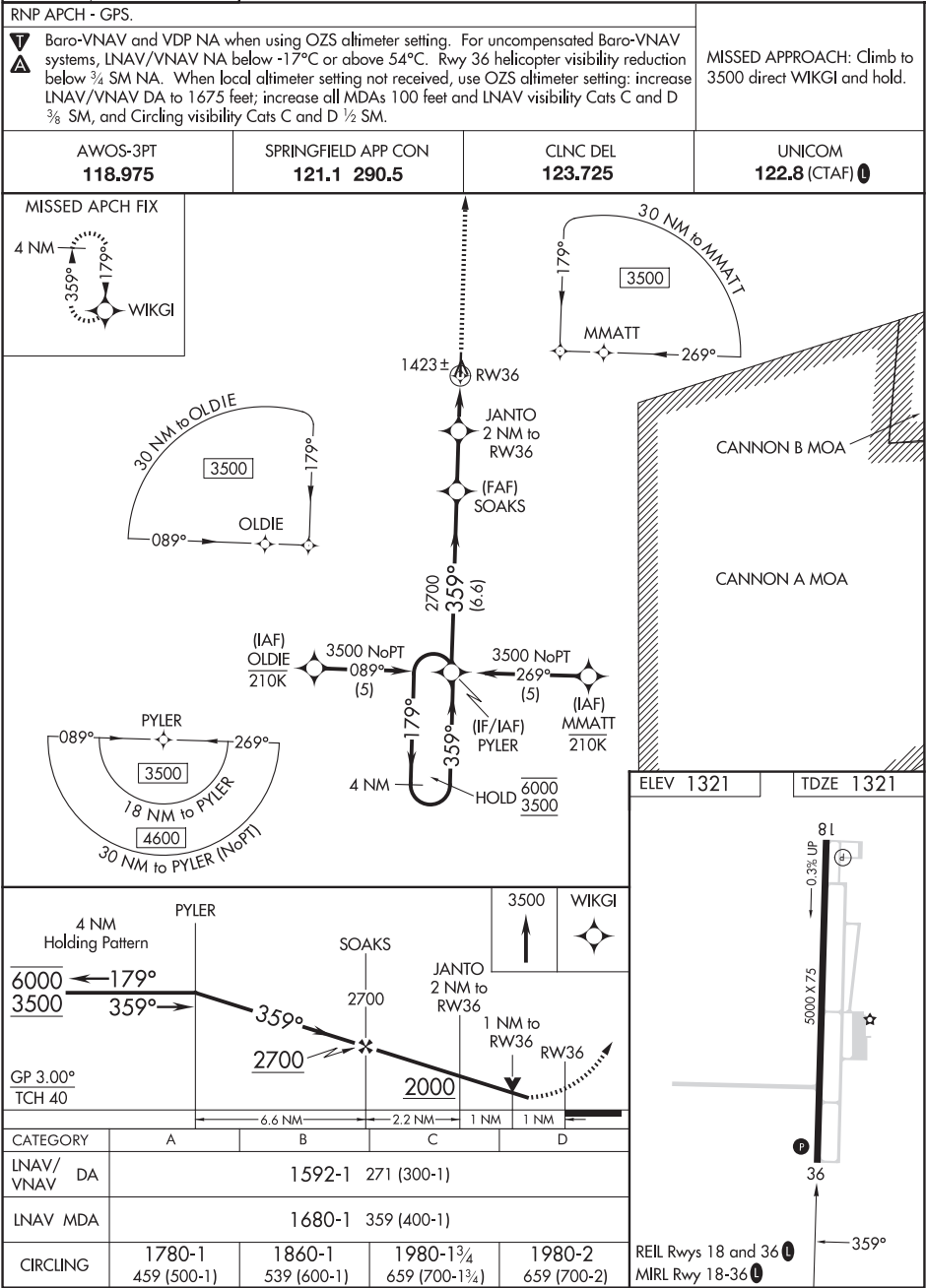
659 (700-1¾)

1980-2

659 (700-2)

APP CRS	Rwy Ldg	5000
359°	TDZE	1321
	Apt Elev	1321

RNAV (GPS) RWY 36
FLOYD W JONES LEBANON (LBO)



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

LEE'S SUMMIT, MISSOURI

AL-6104 (FAA)

25051

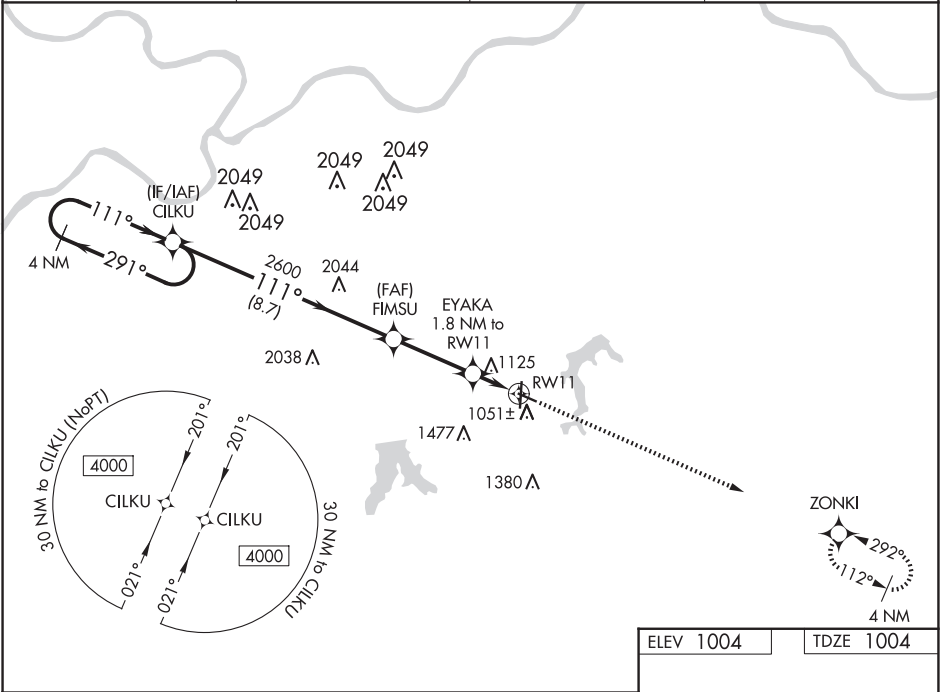
WAAS CH 99405 W11A	APP CRS 111°	Rwy Idg TDZE Apt Elev	4000 1004 1004
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 11

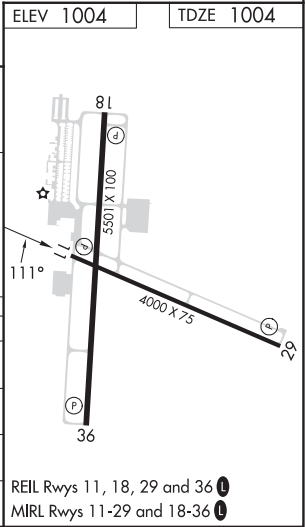
KANSAS CITY/LEE'S SUMMIT RGNL (LXT)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3100 direct ZONKI and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 11 helicopter visibility reduction below ¾ SM NA.	

ASOS 124.175	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 
------------------------	--	---------------------------	---



4 NM Holding Pattern				
CATEGORY	A	B	C	D
LPV DA	1254-1 250 (300-1)			
LNAV/VNAV DA	1381-1¼ 377 (400-1¼)			
LNAV MDA	1380-1 376 (400-1)			
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1780-2¼ 776 (800-2¼)	1780-2½ 776 (800-2½)



LEE'S SUMMIT, MISSOURI
Amdt 2A 13JUL23

38°58'N-94°22'W

KANSAS CITY/LEE'S SUMMIT RGNL (LXT)
RNAV (GPS) RWY 11

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82204 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev 5501 999 1004
--	------------------------	--

RNAV (GPS) RWY 18

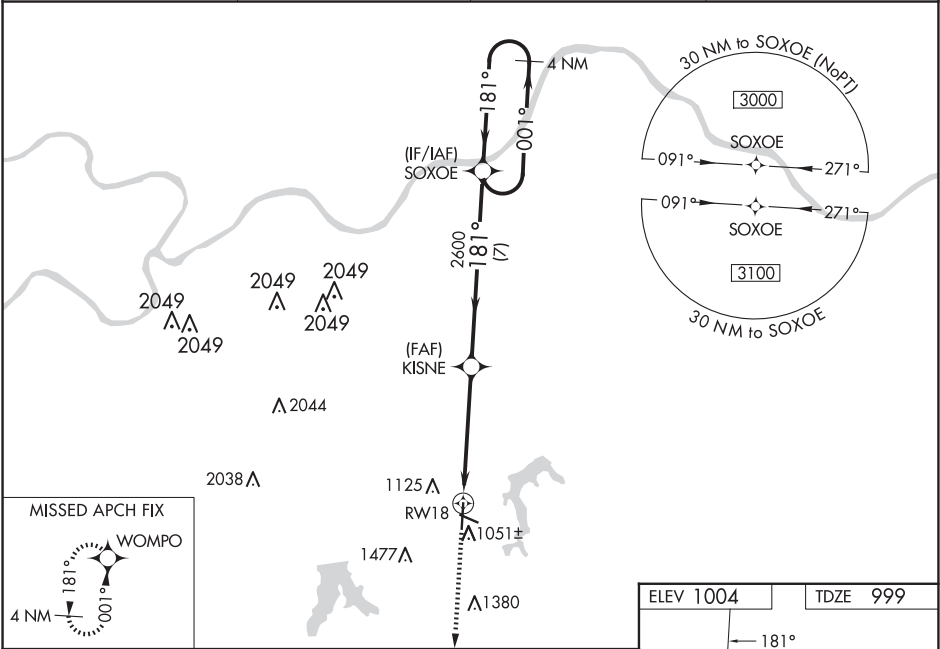
KANSAS CITY/LEE'S SUMMIT RGNL (LX'T)

⚠

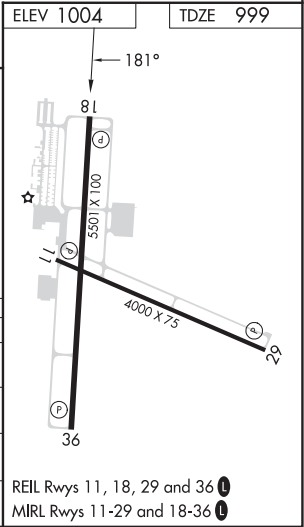
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Rwy 18 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Kansas City Downtown/Wheeler Fld altimeter setting. When local altimeter setting not received, use Kansas City Downtown/Wheeler Fld altimeter setting: increase LPV DA to 1317 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1434 feet and all visibilities ¼ SM; increase all MDA 80 feet and LNAV visibility Cat C and D ¾ SM, Circling Cats C and D ¼ SM.

MISSED APPROACH:
Climb to 3000 direct WOMPO and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
------------------------	--	---------------------------	--



3000 ↑ WOMPO ✧		KISNE 2600 SOXOE 4 NM Holding Pattern			
*LNAV only		001° → 3000 ← 181°			
RW18 1 NM *1 NM to RW18		GP 3.00° TCH 44			
1 NM		3.9 NM	7 NM		
CATEGORY	A	B	C	D	
LPV DA	1249-¾ 250 (300-¾)				
LNAV/VNAV DA	1366-1 367 (400-1)				
LNAV MDA	1360-1 361 (400-1)				
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1780-2¼ 776 (800-2¼)	1780-2½ 776 (800-2½)	

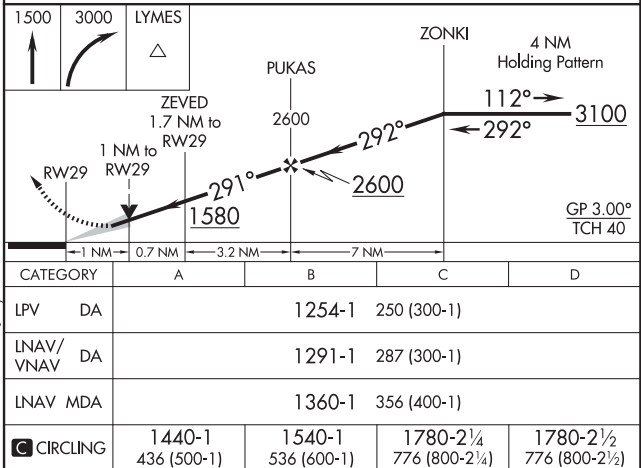
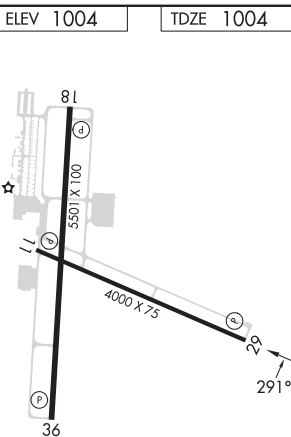
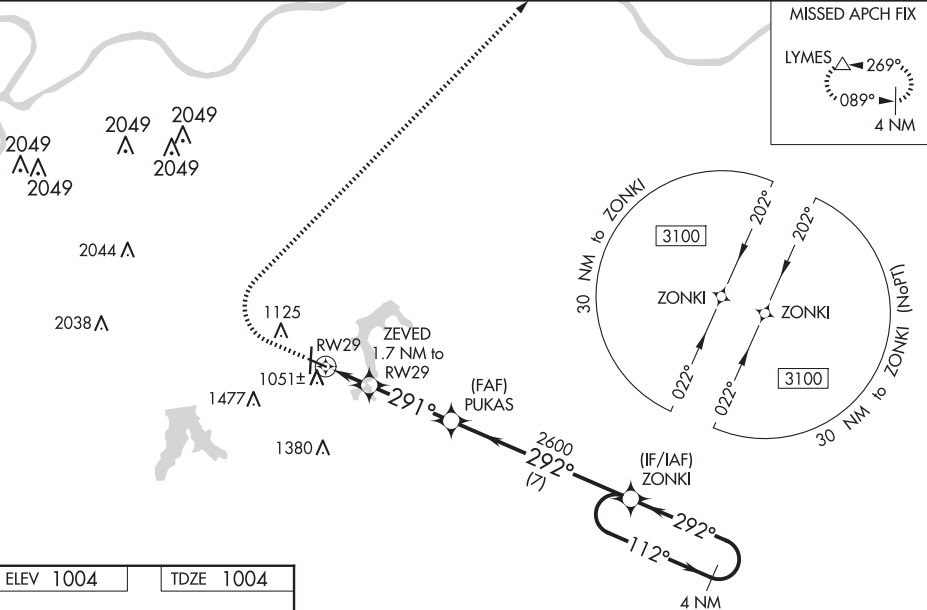


RNAV (GPS) RWY 29

KANSAS CITY/LEE'S SUMMIT RGNL (LXT')

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct LYMES and hold.

UNICOM
122.8 (CTAF) **L**



KANSAS CITY/LEE'S SUMMIT RGNL (LXT)
RNAV (GPS) RWY 29

WAAS
CH **48805**
W36A

APP CRS
001°

Rwy Idg **5501**
TDZE **997**
Apt Elev **1004**

RNAV (GPS) RWY 36

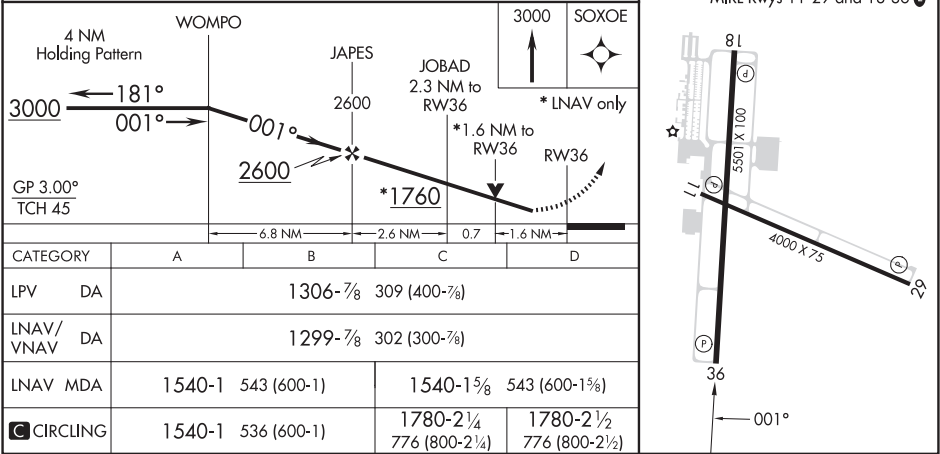
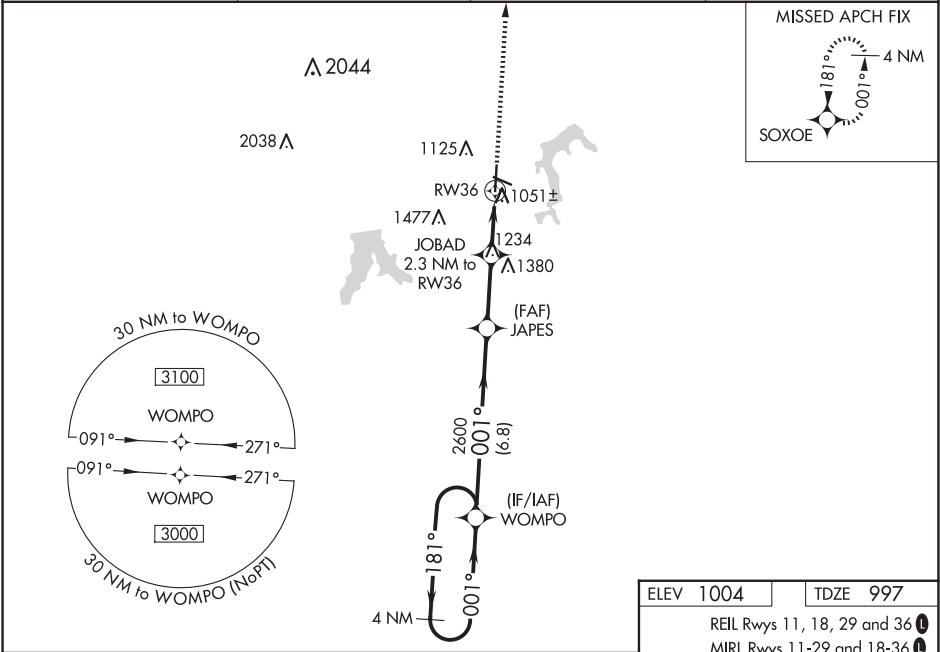
KANSAS CITY/LEE'S SUMMIT RGNL (LX'T)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rwy 36 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Kansas City Downtown/Wheeler Fld altimeter setting. When local altimeter setting not received, use Kansas City Downtown/Wheeler Fld altimeter setting: increase LPV DA to 1374 feet and all visibilities ½ SM; increase LNAV/VNAV to 1367 feet and all visibilities ½ SM; increase all MDA 80 feet and LNAV visibility Cats C and D ½ SM, Circling Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3000 direct SOXOE and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
------------------------	--	---------------------------	--



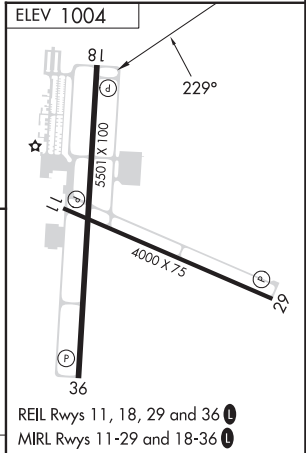
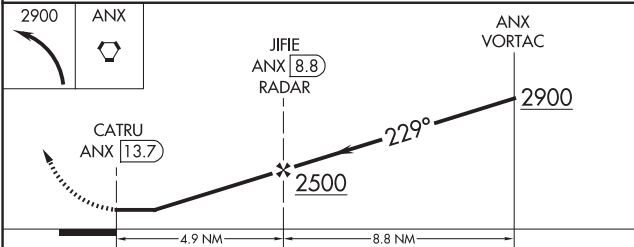
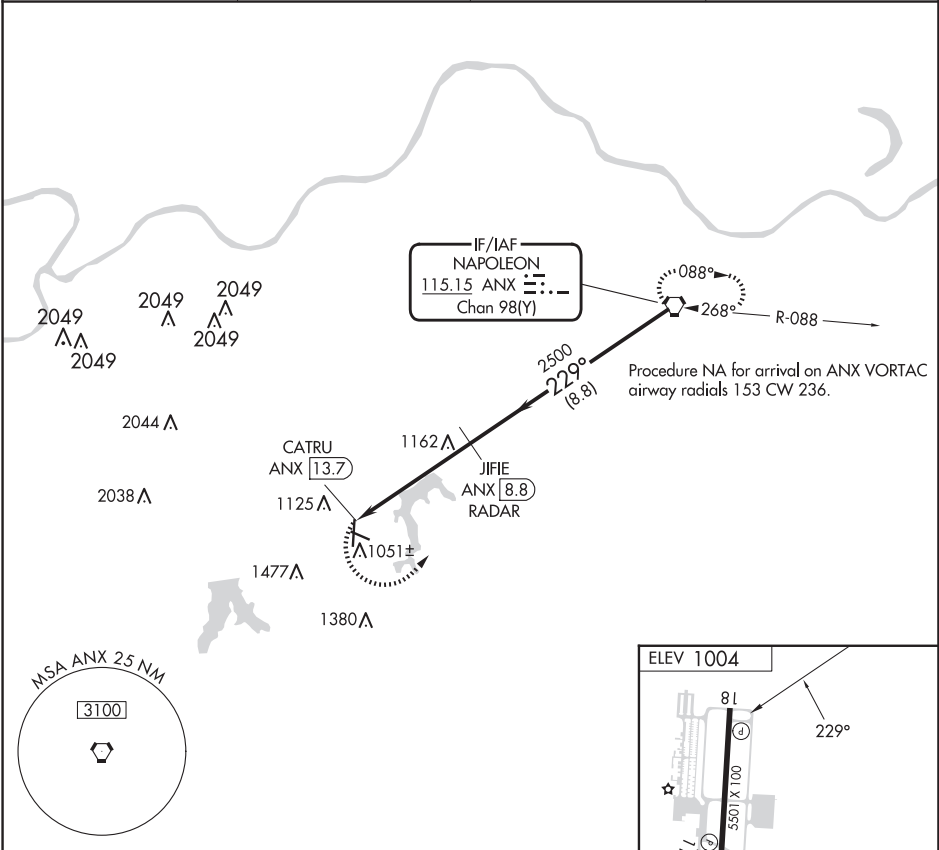
VORTAC ANX	APP CRS	Rwy Idg	N/A
115.15	229°	TDZE	N/A
Chan 98(Y)		Apt Elev	1004


VOR-A

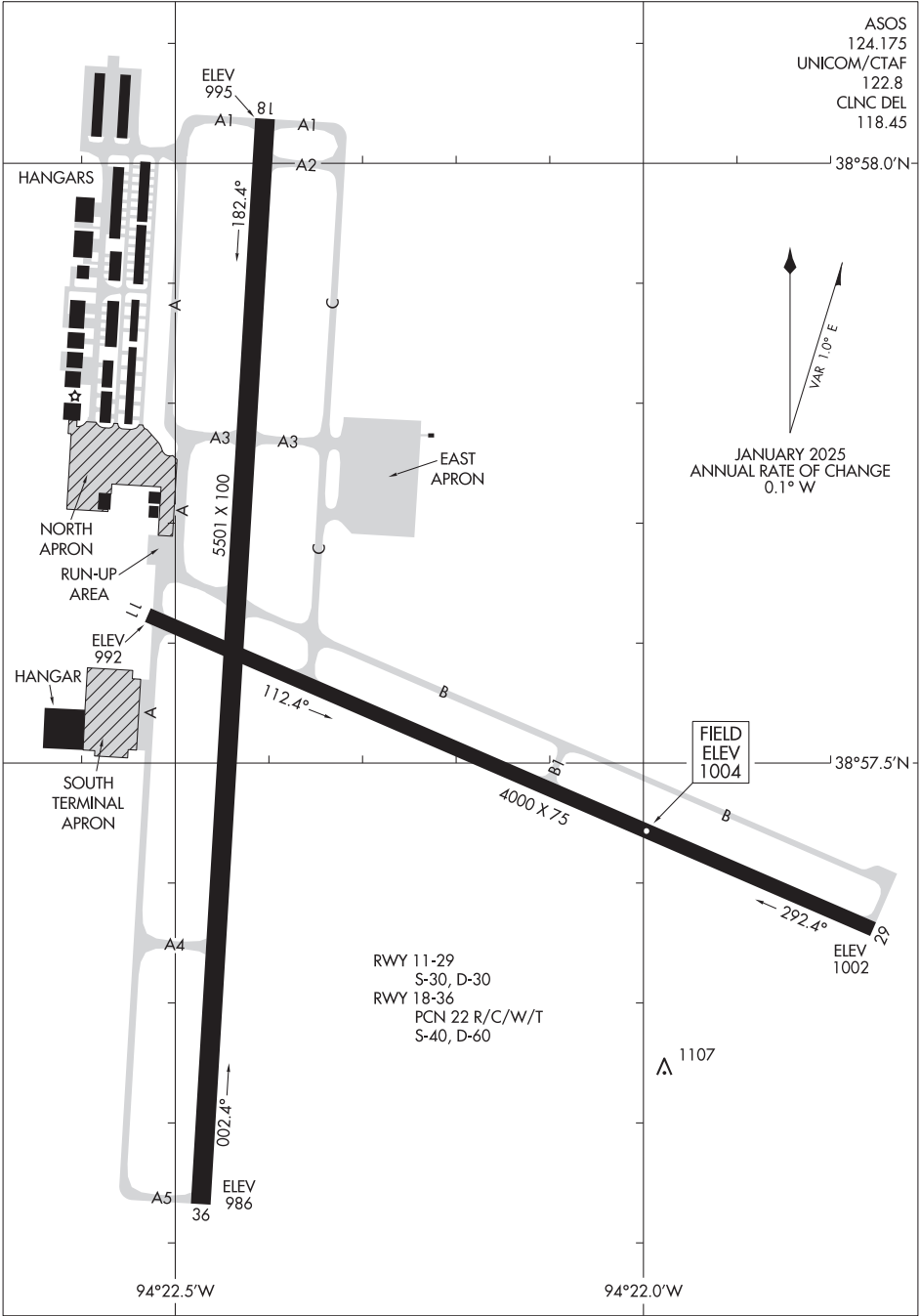
KANSAS CITY/LEE'S SUMMIT RGNL (LXT)

<p>⚠ DME or RADAR required. When local altimeter setting not received, use Kansas City Downtown/Wheeler Fld altimeter setting and increase all MDA 80 feet, and Cat C and D visibility ¼ mile.</p>	<p>MISSSED APPROACH: Climbing left turn to 2900 direct ANX VORTAC and hold.</p>
---	--

ASOS 124.175	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
-----------------	-------------------------------------	--------------------	---------------------------------



CATEGORY	A	B	C	D	FAF to MAP 4.9 NM					
 CIRCLING	1440-1	1540-1	1780-2¼	1780-2½	Knots	60	90	120	150	180
	436 (500-1)	536 (600-1)	776 (800-2¼)	776 (800-2½)	Min:Sec	4:54	3:16	2:27	1:58	1:38



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

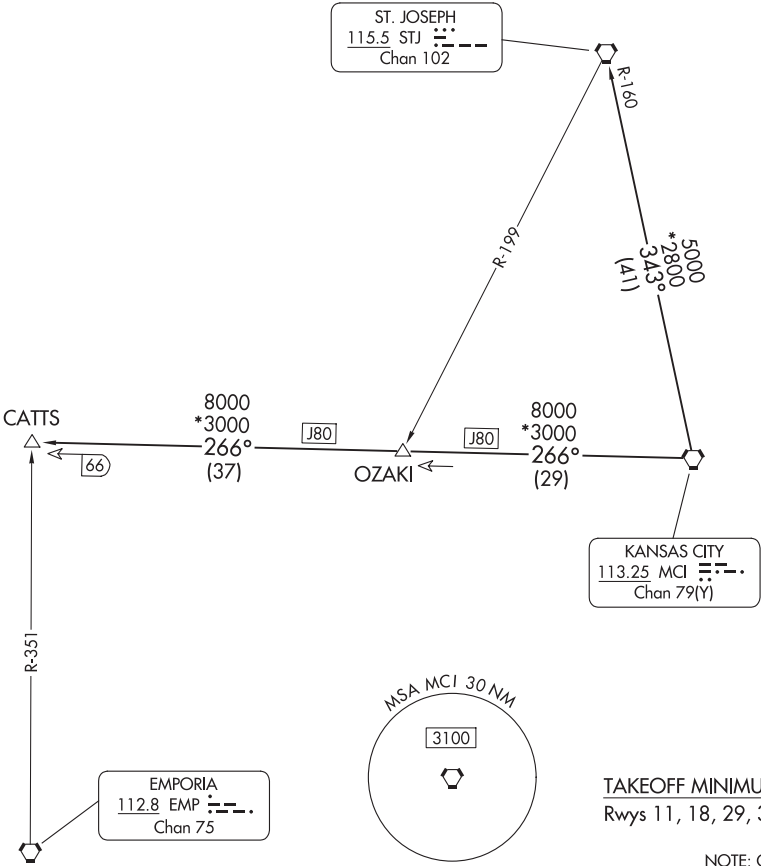
(CHIEF9.MCI) 25051
CHIEF NINE DEPARTURE

AL-6104 (FAA) KANSAS CITY/LEE'S SUMMIT RGNL (LXT)
LEE'S SUMMIT, MISSOURI

TOP ALTITUDE:
10000

RADAR required.

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.45



DEPARTURE ROUTE DESCRIPTION

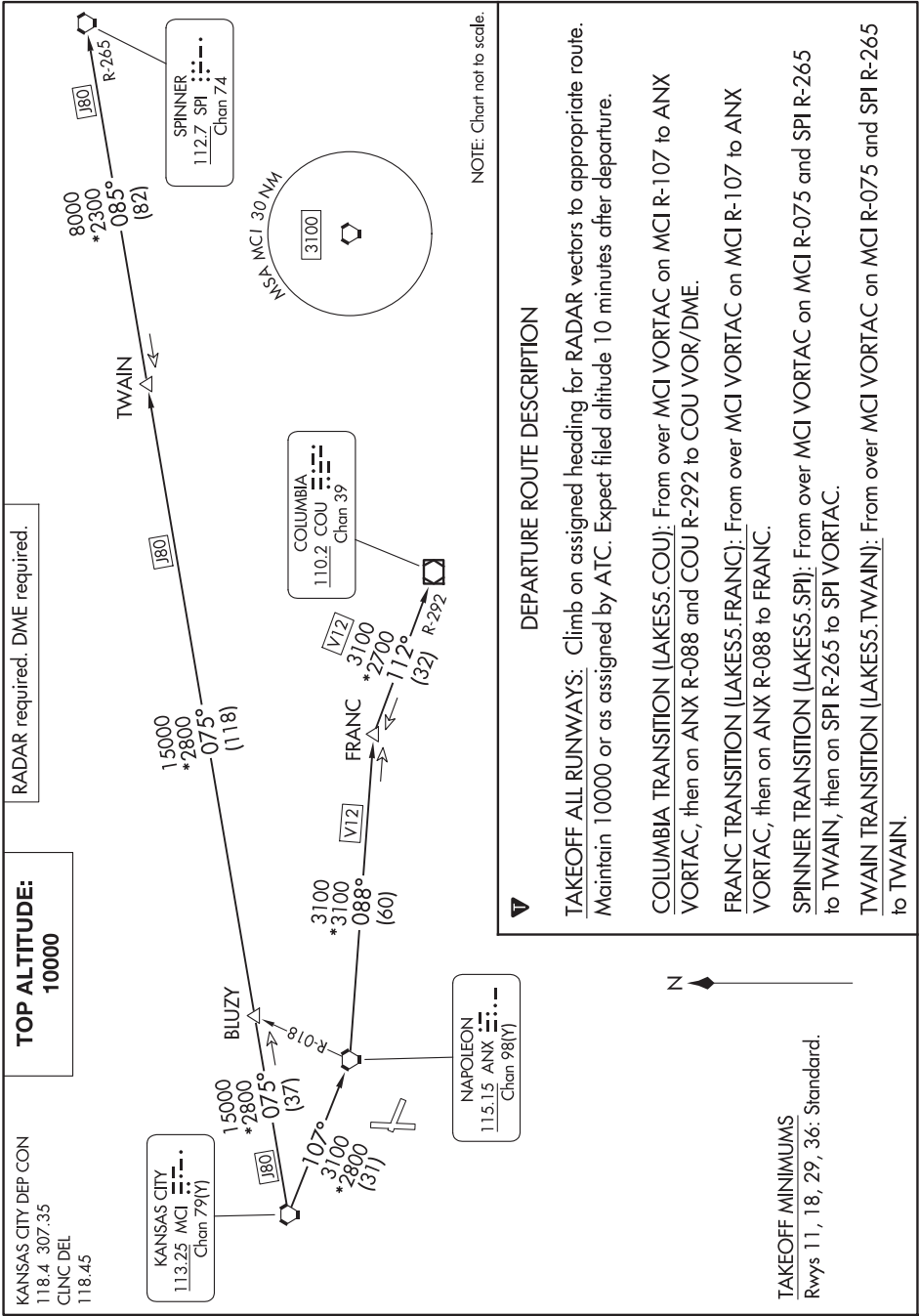
TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF9.CATTS): From over MCI VORTAC on MCI R-266 to CATTS.

ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

LAKE FIVE DEPARTURE

NC-3, 07 AUG 2025 to 02 OCT 2025



LAKE FIVE DEPARTURE

(RACER8.MCI) 25051

RACER EIGHT DEPARTURE

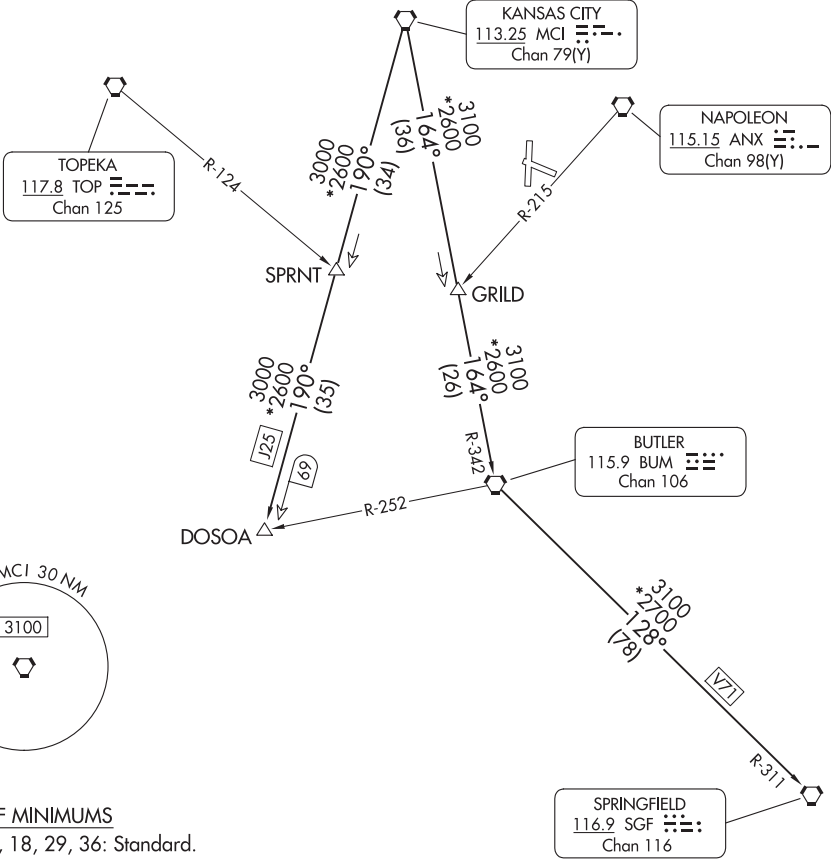
AL-6104 (FAA)

KANSAS CITY/LEE'S SUMMIT RGNL (LXT')
LEE'S SUMMIT, MISSOURI

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.45

RADAR required.

TOP ALTITUDE:
10000



TAKEOFF MINIMUMS
Rwys 11, 18, 29, 36: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOIA TRANSITION (RACER8.DOSOIA): From over MCI VORTAC on MCI R-190 to DOSOIA.

SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER EIGHT DEPARTURE

(RACER8.MCI) 05OCT23

LEE'S SUMMIT, MISSOURI
KANSAS CITY/LEE'S SUMMIT RGNL (LXT')

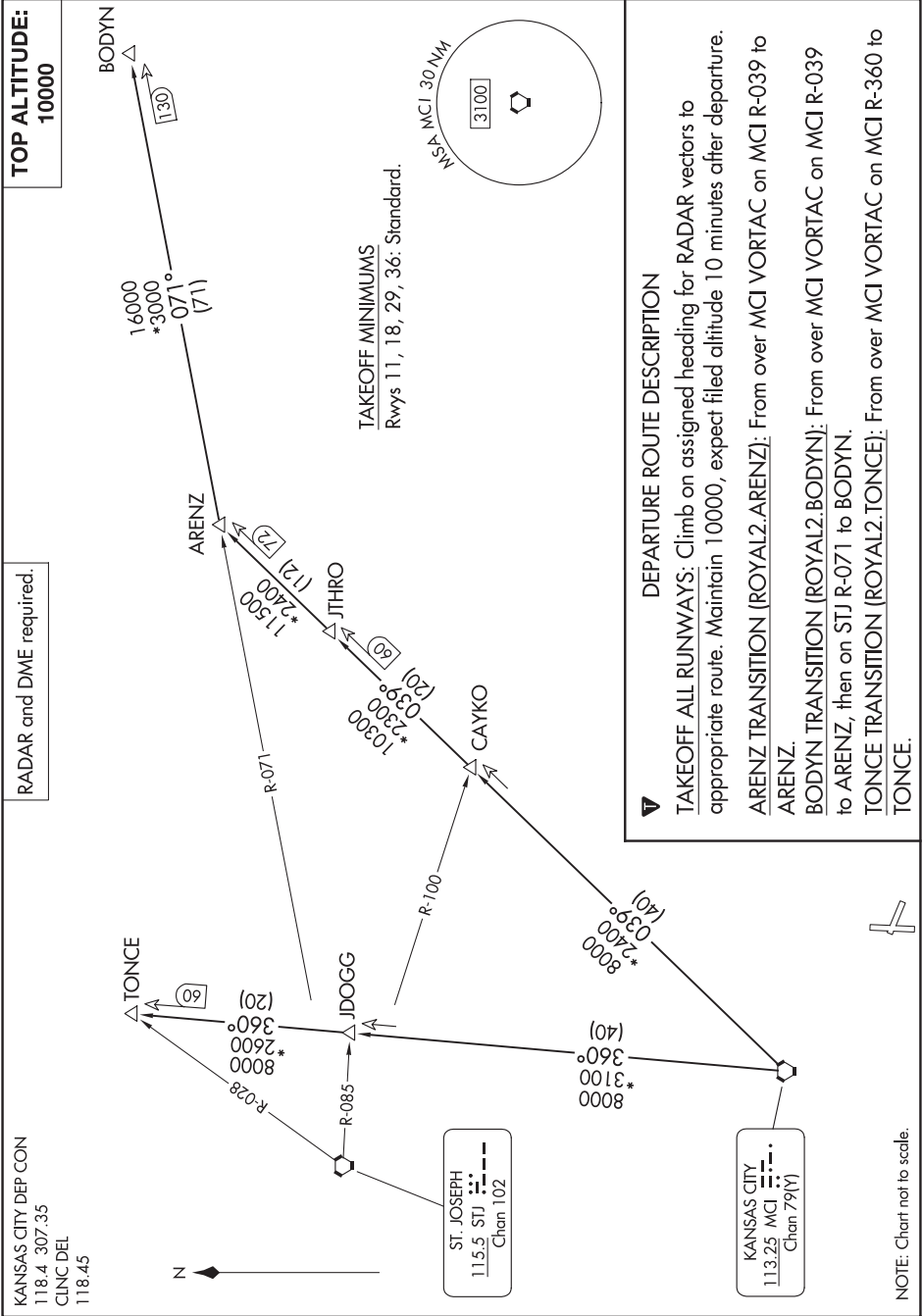
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

(ROYAL2.MCI) 25051
ROYAL TWO DEPARTURE

AL-6104 (FAA) KANSAS CITY/LEE'S SUMMIT RGNL (LX'T)
LEE'S SUMMIT, MISSOURI

NC-3, 07 AUG 2025 to 02 OCT 2025



ROYAL TWO DEPARTURE
(ROYAL2.MCI) 05SEP24

LEE'S SUMMIT, MISSOURI
KANSAS CITY/LEE'S SUMMIT RGNL (LX'T)

NC-3, 07 AUG 2025 to 02 OCT 2025

(TIFTO8.MCI) 25051

TIFTO EIGHT DEPARTURE

AL-6104 (FAA)

KANSAS CITY/LEE'S SUMMIT RGNL (LXT)
LEE'S SUMMIT, MISSOURI

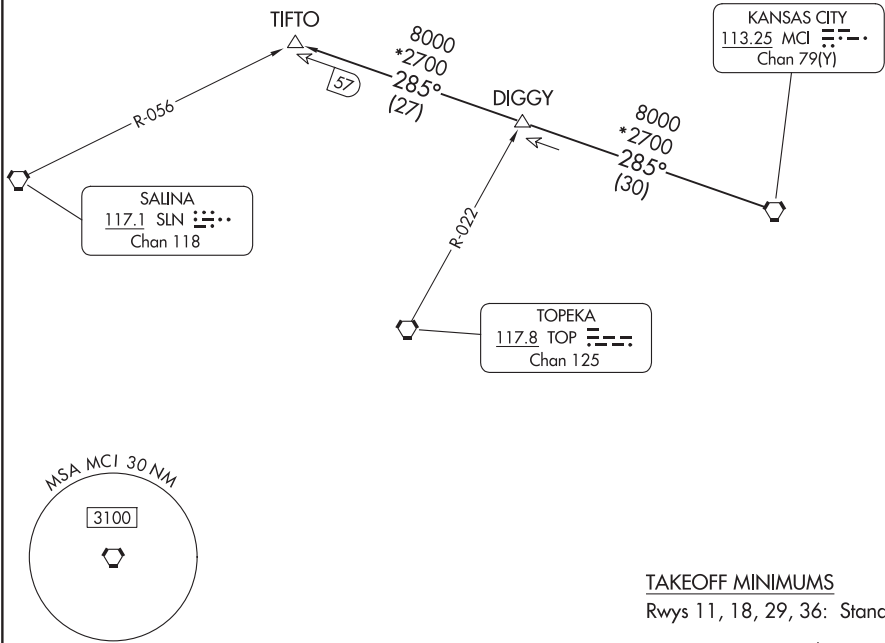
TOP ALTITUDE:
10000

RADAR and DME required.

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.45

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



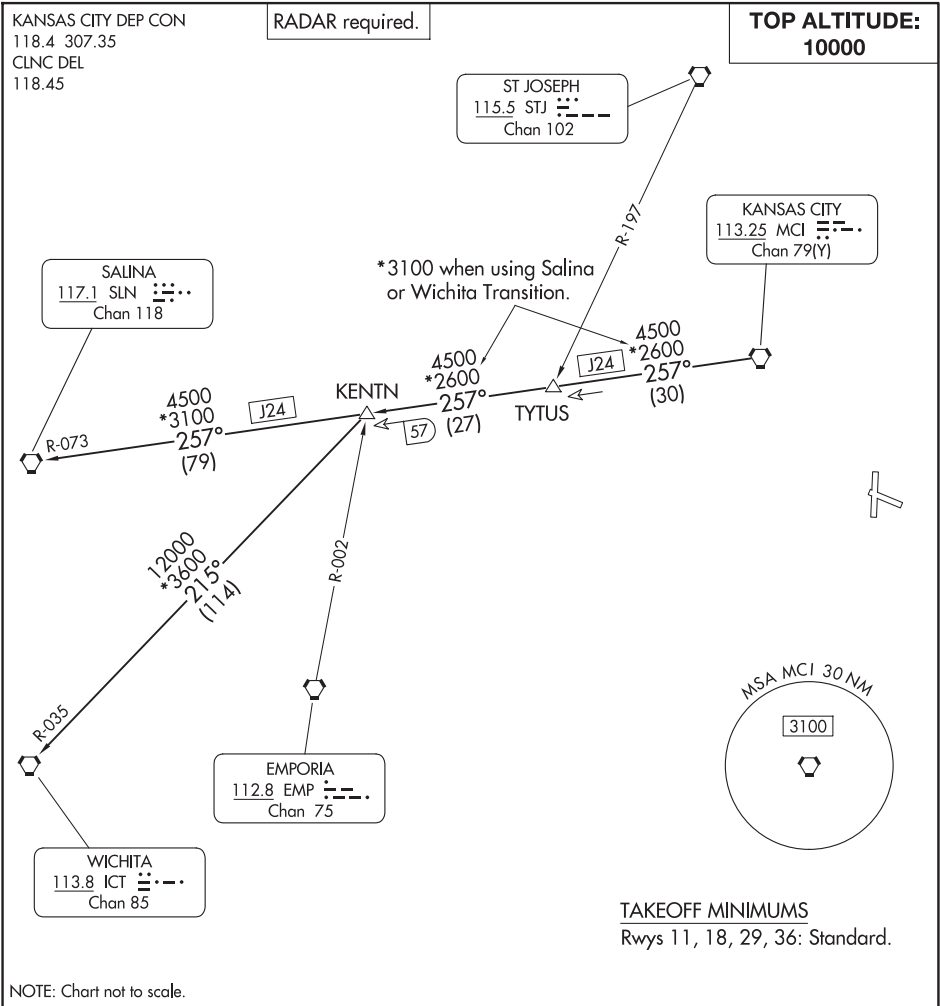
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO8.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO.

TIFTO EIGHT DEPARTURE
(TIFTO8.MCI) 05OCT23

LEE'S SUMMIT, MISSOURI
KANSAS CITY/LEE'S SUMMIT RGNL (LXT)



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT6.KENTN): From over MCI VORTAC on MCI R-257 to KENTN.

SALINA TRANSITION (WLDCT6.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT6.ICT): From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.

MACON, MISSOURI

AL-6837 (FAA)

25163

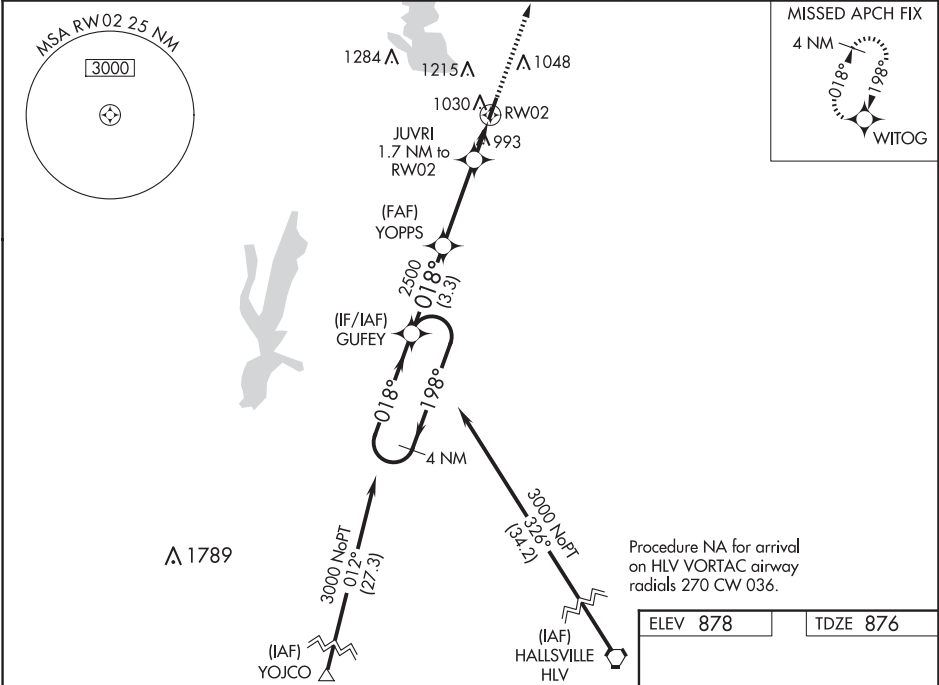
WAAS CH 65933 W02A	APP CRS 018°	Rwy Ldg TDZE Apt Elev	3554 876 878
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 2
MACON-FOWER MEML (K89)

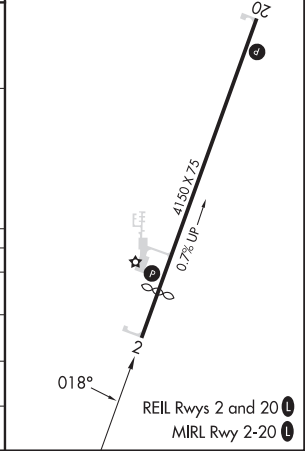
NA DME/DME RNP-0.3 NA. Use Moberly altimeter setting; when not received use Columbia altimeter setting and increase all DA 91 feet and all MDA 100 feet and increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Night Landing: Rwy 20 NA. Baro-VNAV NA.

MISSED APPROACH: Climb to 2700 direct WITOG and hold.

MBY AWOS-3PT 120.025	KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) 0
--------------------------------	---	---------------------------------



4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 31).		2700	WITOG
3000 ← 198°		018° →		* LNAV only	
GP 3.00° TCH 40		2500		RW02	
3.3 NM		3.3 NM		1.7 NM	
CATEGORY	A	B	C	D	
LPV DA	1165-1	289 (300-1)		NA	
LNAV/VNAV DA	1309-1½	433 (500-1½)		NA	
LNAV MDA	1320-1	444 (500-1)		NA	
CIRCLING	1400-1 522 (600-1)	1560-1 682 (700-1)		NA	



MACON, MISSOURI
Orig-A 23JUN16

39°44'N-92°27'W

MACON-FOWER MEML (K89)
RNAV (GPS) RWY 2

NC-3, 07 AUG 2025 to 02 OCT 2025

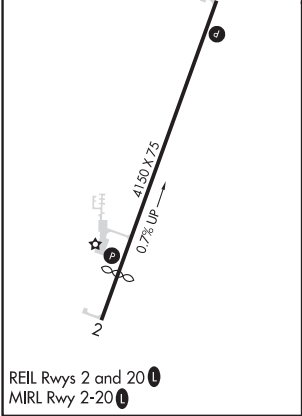
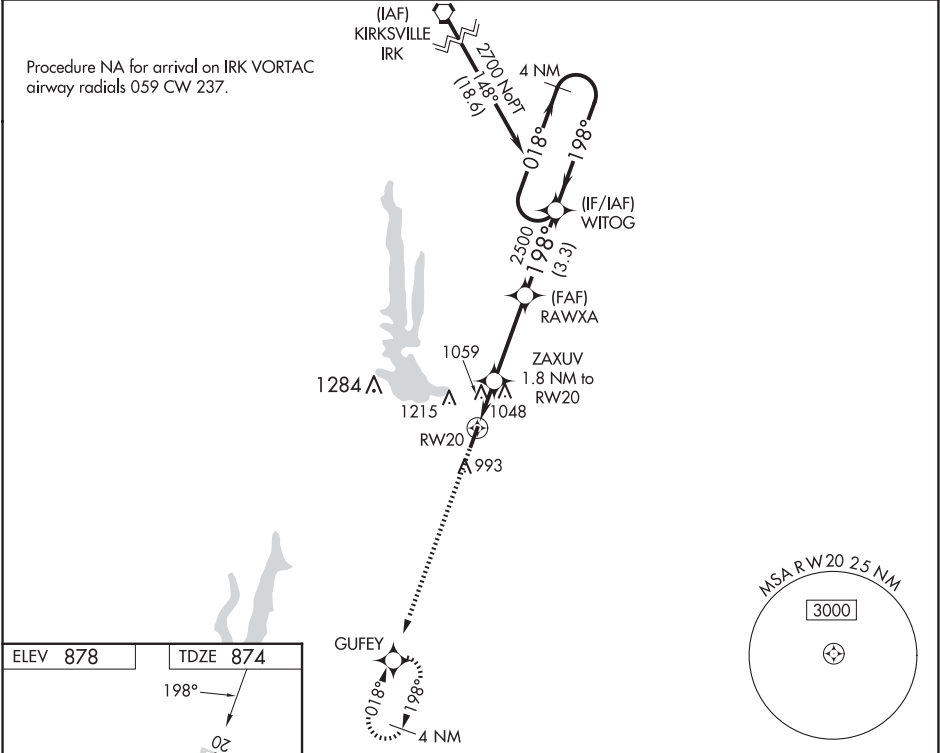
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42933 W20A	APP CRS 198°	Rwy Ldg 4150 TDZE 874 Apt Elev 878
--	------------------------	---

RNAV (GPS) RWY 20
MACON-FOWER MEML (K89)

<p>NA DME/DME RNP-0.3 NA. Use Moberly altimeter setting; when not received, use Columbia altimeter setting and increase all MDA 100 feet. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 20 NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct GUFY and hold.</p>
---	---

MBY AWOS-3PT 120.025	KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) 0
--------------------------------	---	--



3000 ↑		GUFY 		WITOG 4 NM Holding Pattern					
RW20 		ZAXUV 1.8 NM to RW20		RAWXA 2500 198°					
1460		3.00° TCH 41		018° → ← 198° 2700					
1.8 NM		3.3 NM		3.3 NM					
CATEGORY		A		B		C		D	
LP MDA		1340-1		466 (500-1)		NA			
LNAV MDA		1360-1		486 (500-1)		NA			
CIRCLING		1400-1 522 (600-1)		1560-1 682 (700-1)		NA			

MALDEN, MISSOURI

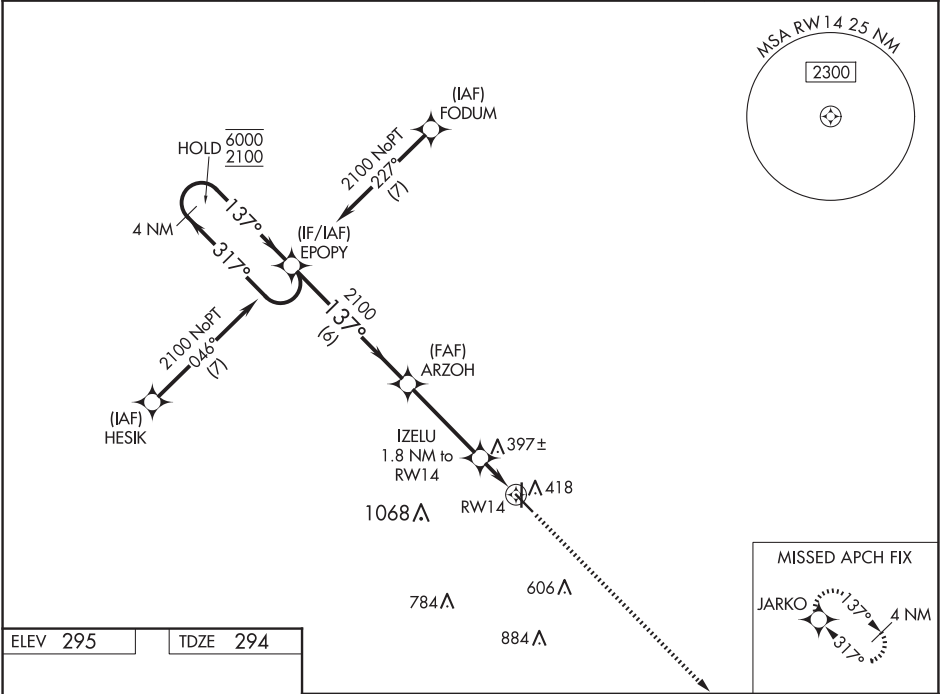
AL-878 (FAA)

21336

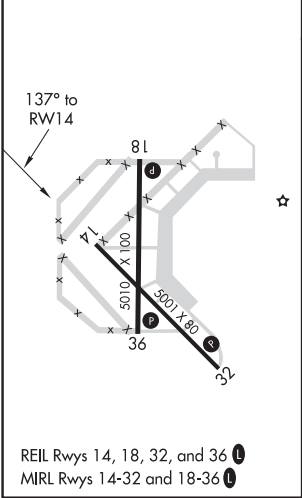
WAAS CH 61315 W14A	APP CRS 137°	Rwy Idg TDZE Apt Elev	5001 294 295
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 14
MALDEN RGNL (MAW)

RNP APCH-GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. ▲ MISSED APPROACH: Climb to 2100 direct JARKO and hold.		AWOS-3PT 119.825	MEMPHIS CENTER 133.65 292.15	GCO 135.075	UNICOM 122.8 (CTAF) 0
--	--	----------------------------	--	-----------------------	---------------------------------



ELEV 295	TDZE 294
----------	----------



4 NM Holding Pattern		EPOPY	ARZOH	2100	IZELU 1.8 NM to RW14	1 NM to RW14	RW14
6000 ← 317° 2100 137° →		137° →		2100	920	1 NM to RW14	
GP 3.00° TCH 40							
		6 NM		3.7 NM		0.8	
						1 NM	
CATEGORY	A	B	C	D			
LPV DA	494-1	200 (200-1)			NA		
LNAV/ VNAV DA	544-1	250 (300-1)			NA		
LNAV MDA	660-1	366 (400-1)			NA		
CIRCLING	720-1 425 (500-1)	800-1 505 (600-1)	800-1½ 505 (600-1½)	NA			

MALDEN, MISSOURI

Amdt 1 02DEC21

36°36'N-90°00'W

MALDEN RGNL (MAW)

RNAV (GPS) RWY 14

NC-3, 07 AUG 2025 to 02 OCT 2025

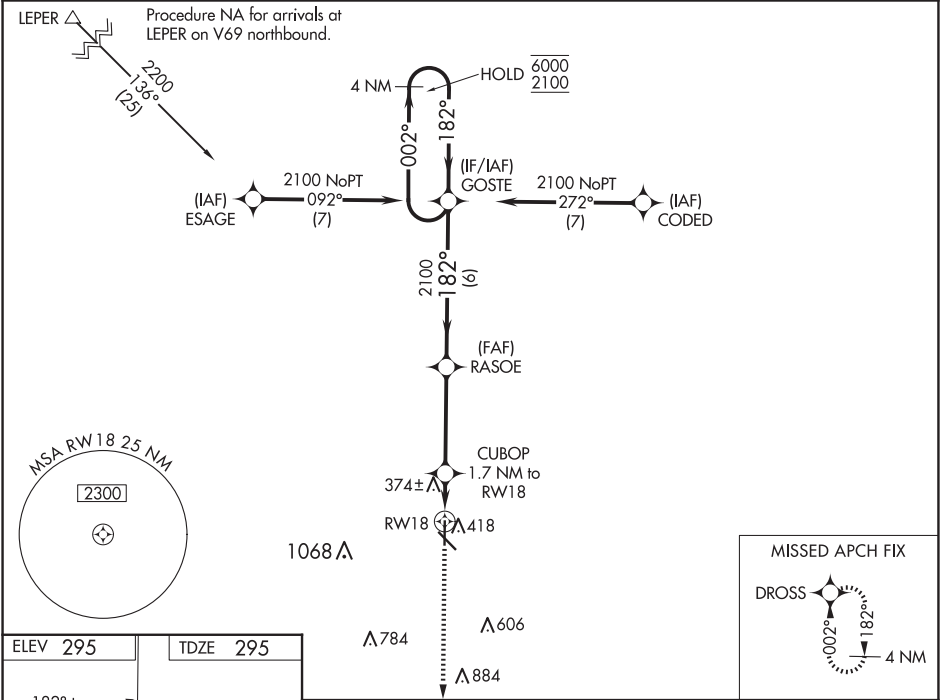
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78315 W18A	APP CRS 182°	Rwy Idg TDZE 295 Apt Elev 295	5010
--	------------------------	---	-------------

RNAV (GPS) RWY 18

MALDEN RGNL (M.A.W)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2100 direct DROSS and hold.	
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.			
AWOS-3PT 119.825	MEMPHIS CENTER 133.65 292.15	GCO 135.075	UNICOM 122.8 (CTAF) 0



ELEV 295	TDZE 295				
182° to RWY 18					
81					
5010 X 100					
5001 X 80					
36					
REIL Rwy 14, 18, 32, and 36 0					
MIRL Rwy 14-32 and 18-36 0					
2100 DROSS					
CUBOP 1.7 NM to RWY 18					
1 NM to RWY 18					
RWY 18					
1 NM					
0.8					
3.8 NM					
6 NM					
CATEGORY					
LPV DA					
LNAV/VNAV DA					
LNAV MDA					
CIRCLING					
720-1					
425 (500-1)					
800-1					
505 (600-1)					
800-1½					
505 (600-1½)					
NA					

MALDEN, MISSOURI

AL-878 (FAA)

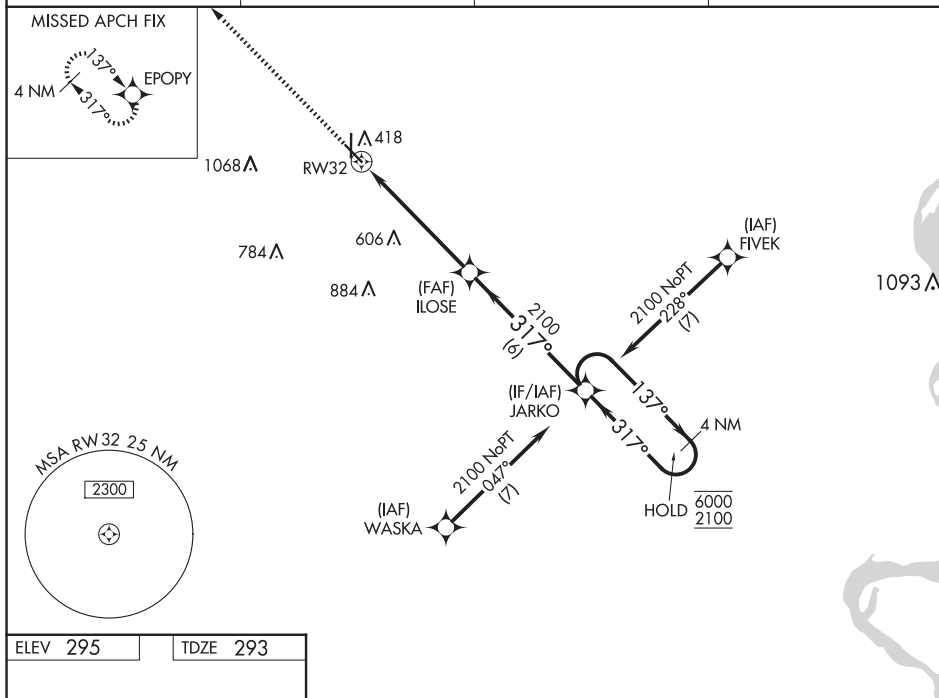
21336

WAAS CH 40410 W32A	APP CRS 317°	Rwy Idg TDZE Apt Elev	5001 293 295
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

MALDEN RGNL (MAW)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2100 direct EPOPY and hold.	
<div><div><div></div><div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div></div>			
AWOS-3PT 119.825	MEMPHIS CENTER 133.65 292.15	GCO 135.075	UNICOM 122.8 (CTAF) 0



Inset map showing the airport layout with runways 14, 18, 32, and 36. Runway 32 is highlighted with a 317° heading.

REIL Rwy's 14, 18, 32, and 36 **1**
 MRL Rwy's 14-32 and 18-36 **1**

Detailed approach diagram showing the path from RWY 32 to EPOPY. The diagram includes altitudes, distances, and holding patterns.

Key elements:

- Runway 32:** 317° to RW32
- RW32:** 1.3 NM to RW32
- EPOPY:** 2100
- ILOSE:** 2100
- JARKO:** 4 NM Holding Pattern
- Altitudes:** 6000, 2100
- Distances:** 1.3, 4.3 NM, 6 NM
- Angles:** 137°, 317°
- GP 3.00° TCH 41**

CATEGORY	A	B	C	D
LPV DA	543-1	250 (300-1)		NA
LNAV/VNAV DA	543-1	250 (300-1)		NA
LNAV MDA	740-1	447 (500-1)	740-1 $\frac{3}{8}$ 447 (500-1 $\frac{3}{8}$)	NA
C CIRCLING	740-1 445 (500-1)	800-1 505 (600-1)	800-1 $\frac{1}{2}$ 505 (600-1 $\frac{1}{2}$)	NA

MALDEN, MISSOURI

Amdt 2 02DEC21

36°36'N-90°00'W

MALDEN RGNL (MAW)

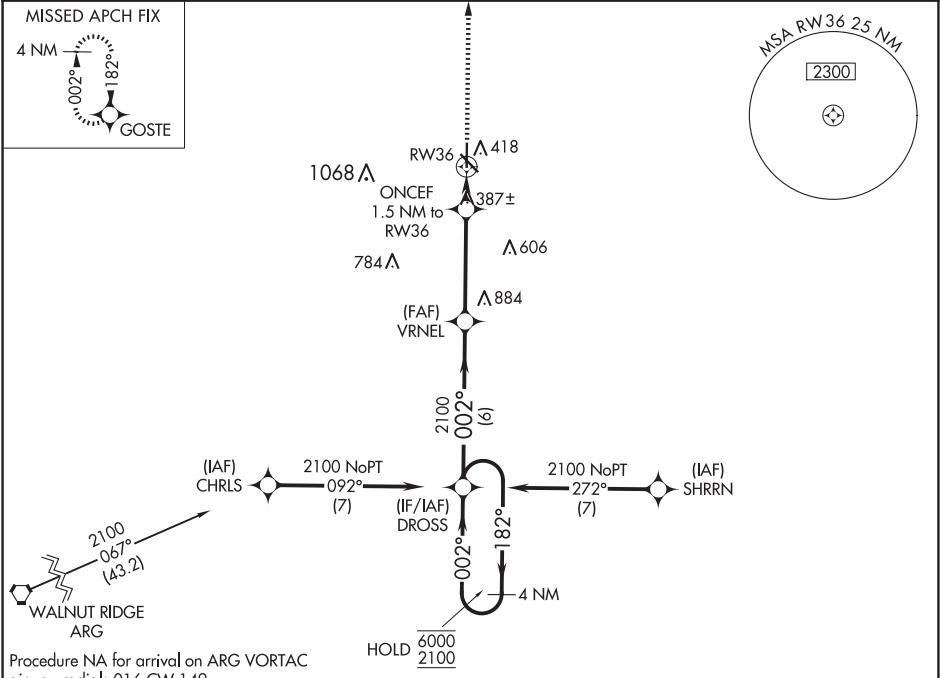
RNAV (GPS) RWY 32

WAAS CH 93815 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	5010 295 295
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36

MALDEN RGNL (MAW)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2100 direct GOSTE and hold.	
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.			
AWOS-3PT 119.825	MEMPHIS CENTER 133.65 292.15	GCO 135.075	UNICOM 122.8 (CTAF) 0



ELEV 295

TDZE 295

REIL Rwy 14, 18, 32, and 36

MIRL Rwy 14-32 and 18-36

4 NM Holding Pattern

DROSS

VRNEL

2100

ONCEF 1.5 NM to RW36

1 NM to RW36

RW36

GP 3.00° TCH 40

6000 2100

182°

002°

002°

2100

820

6 NM

4 NM

0.6

1 NM

CATEGORY	A	B	C	D
LPV DA	495-1	200 (200-1)		NA
LNAV/ VNAV DA	545-1	250 (300-1)		NA
LNAV MDA	640-1	345 (400-1)		NA
CIRCLING	720-1 425 (500-1)	800-1 505 (600-1)	800-1½ 505 (600-1½)	NA

81

4

5010

500

36

002° to RW36

MAPLETON, IOWA

AL-6069 (FAA)

23334

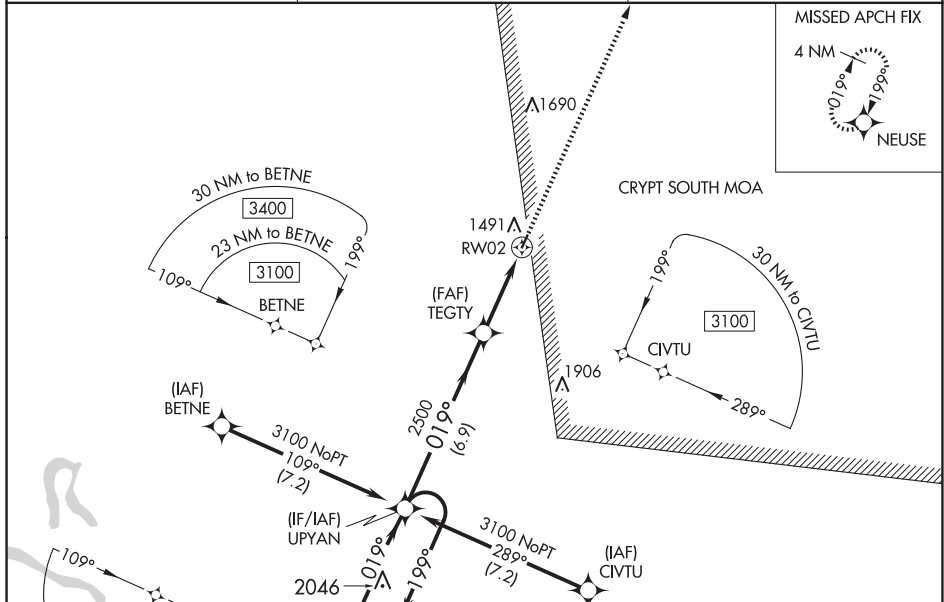
APP CRS	Rwy Idg	2801
019°	TDZE	1116
	Apt Elev	1116

RNAV (GPS) RWY 2

JAMES G WHITING MEML FLD (MEY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3200 direct NEUSE and hold.
<p>NA Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting and increase all MDAs 20 feet and visibility LNAV Cat B $\frac{1}{4}$ SM, and visibility Circling Cat C $\frac{1}{4}$ SM.</p>	

SUX ASOS 119.45 270.8	SIOUX CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) 0
---------------------------------	--	---------------------------------



MAPLETON, IOWA
Amdt 1 19MAY22

42°11'N-95°48'W

JAMES G WHITING MEML FLD (MEY)
RNAV (GPS) RWY 2

NC-3, 07 AUG 2025 to 02 OCT 2025

MAQUOKETA, IOWA

AL-6280 (FAA)

23278

WAAS CH 69633 W15A	APP CRS 155°	Rwy Idg TDZE 769 Apt Elev 769	3304
--	------------------------	---	-------------

RNAV (GPS) RWY 15

MAQUOKETA MUNI (OQW)

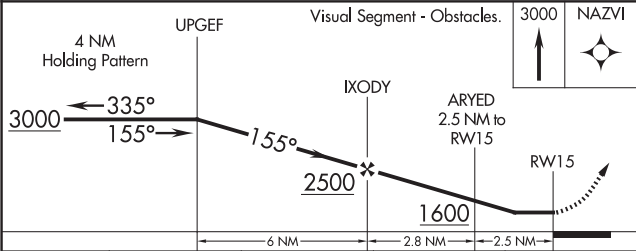
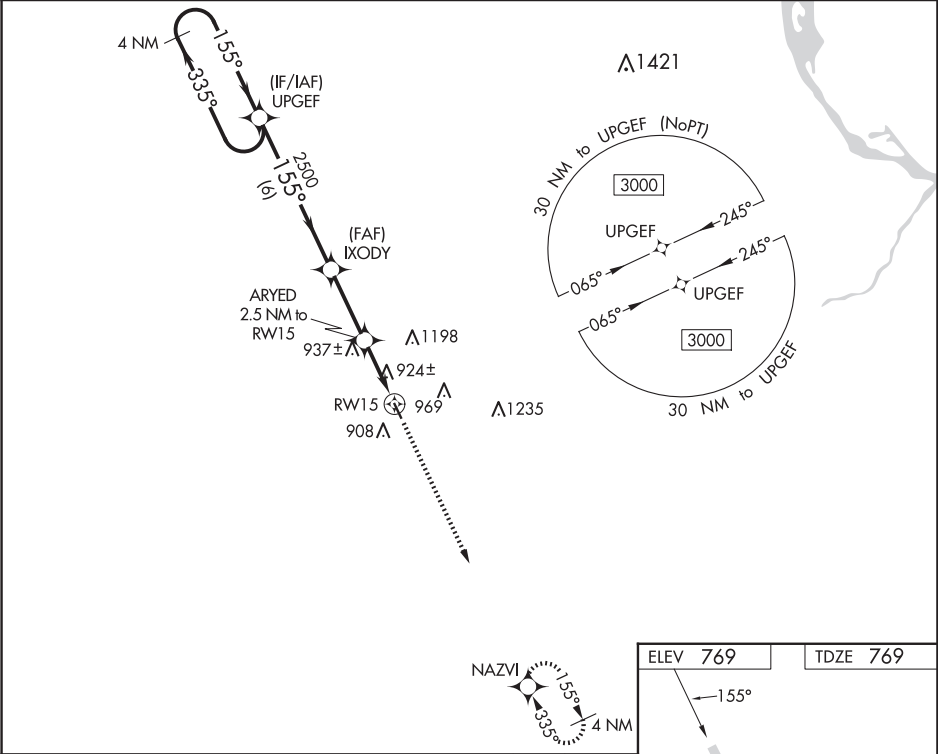
⚠

⚠ NA

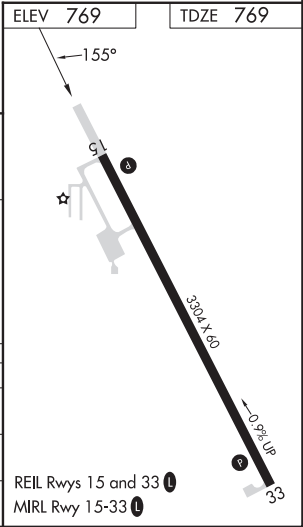
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Night landing: Rwy 15 NA. Obtain local altimeter on CTAF; when not received, use Dubuque altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 3000
direct NAZVI and hold.

CHICAGO CENTER 133.95 281.4	UNICOM 122.725 (CTAF) 1
---------------------------------------	-----------------------------------



CATEGORY	A	B	C	D
LP MDA	1180-1	411 (500-1)	NA	
LNAV MDA	1200-1	431 (500-1)	NA	
CIRCLING	1240-1 471 (500-1)	1400-1 631 (700-1)	NA	



MAQUOKETA, IOWA
Amdt 1B 17AUG17

42°03'N-90°44'W

MAQUOKETA MUNI (OQW)

RNAV (GPS) RWY 15

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82733 W33A	APP CRS 335°	Rwy Idg TDZE 766 Apt Elev 769
--	------------------------	---

RNAV (GPS) RWY 33

MAQUOKETA MUNI (OQW)

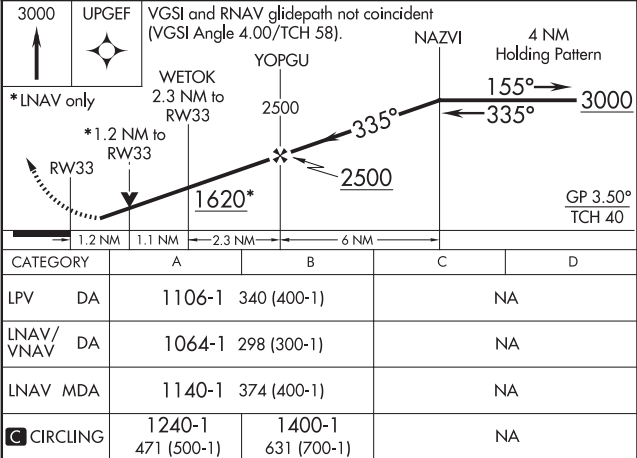
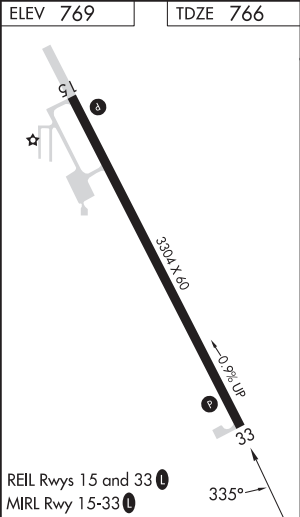
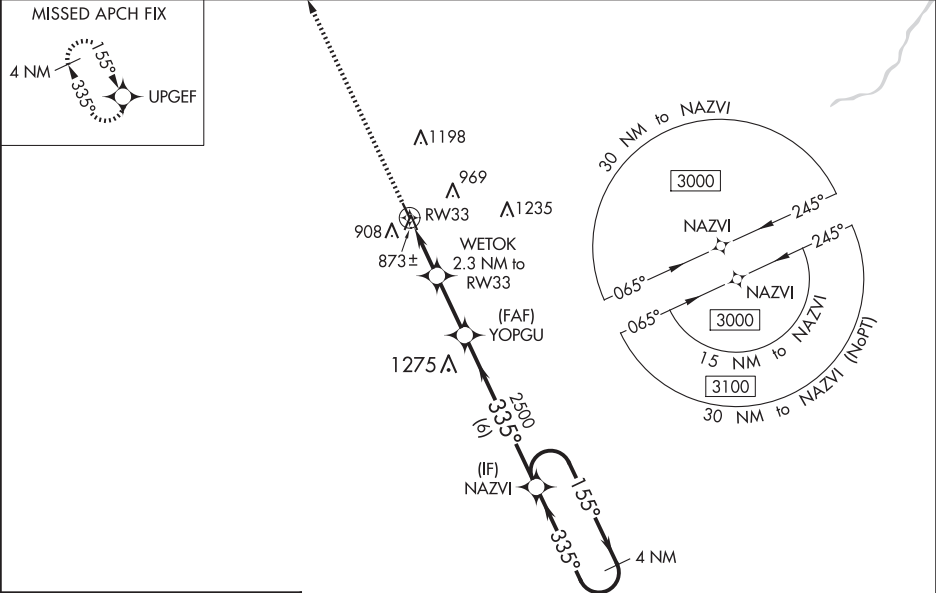
⚠

NA

Circling to Rwy 15 NA at night. Baro-VNAV NA when using Dubuque altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter on CTAF; when not received, use Dubuque altimeter setting and increase all DA 92 feet and all MDA 100 feet. Increase LPV all Cats visibility to 1¼ mile and LNAV/VNAV all Cats visibility to 1½ mile.

MISSED APPROACH: Climb to 3000 direct UPGEF and hold.

CHICAGO CENTER 133.95 281.4	UNICOM 122.725 (CTAF) 0
---------------------------------------	-----------------------------------



MARION, IOWA

AL-11919 (FAA-O)

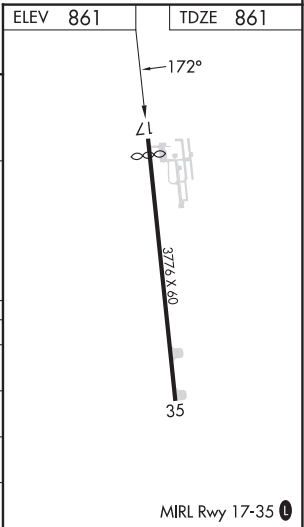
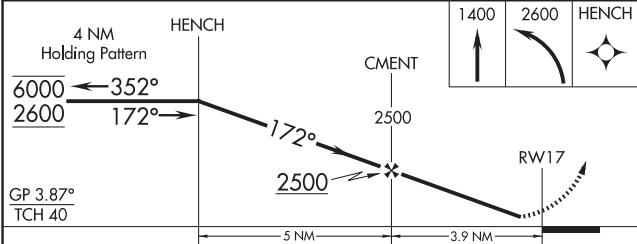
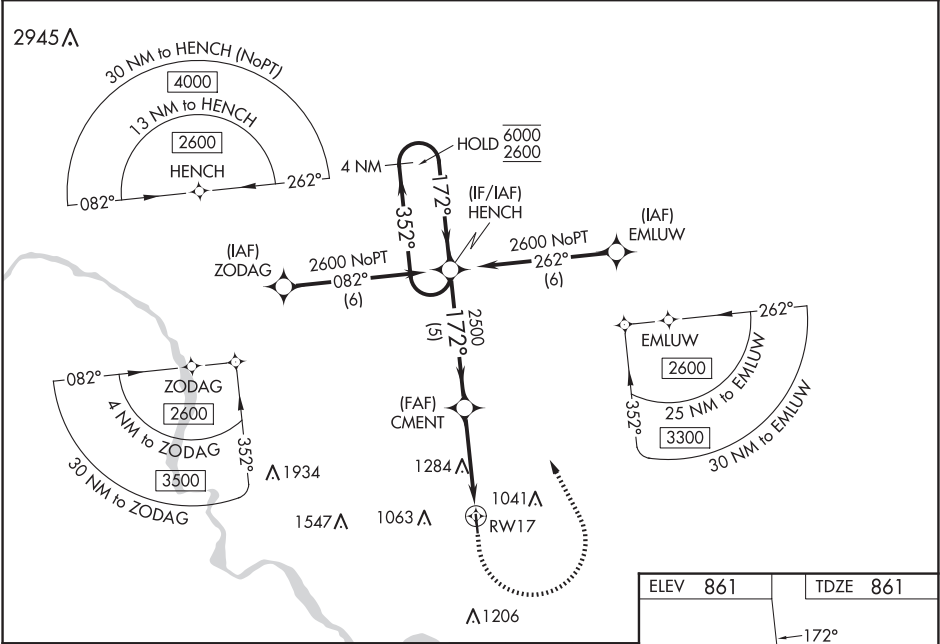
23222

WAAS CH 52102 W17A	APP CRS 172°	Rwy Idg 3532 TDZE 861 Apt Elev 861
--	------------------------	---

RNAV (GPS) RWY 17
MARION (C17)

RNP APCH - GPS.	<p>NA Baro-VNAV NA. Straight-in Rwy 17, NA at night. Circling NA for Cat B west of Rwy 17/35. Use The Eastern Iowa altimeter setting; when not received, use Monticello Rgnl altimeter setting; increase LPV DA to 1162; increase LNAV/VNAV DA to 1670; increase all MDAs 40 feet. For uncompensated Baro-VNAV system, LNAV/VNAV NA below -6°C or above 54°C. Rwy 17, helicopter visibility reduction below 1 SM NA.</p>	MISSED APPROACH: Climb to 1400 then climbing left turn to 2600 direct HENCH and hold.
-----------------	---	---

CID ASOS 124.15	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.7 (CTAF) 0
---------------------------	---	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1140-1	279 (300-1)		NA
LNAV/ VNAV DA	1648-2½	787 (800-2½)		NA
LNAV MDA	1560-1	699 (700-1)		NA
CIRCLING	1560-1 699 (700-1)	1620-1 759 (800-1)		NA

MARION, IOWA
Orig 10AUG23

42°02'N-91°32'W

MARION (C17)
RNAV (GPS) RWY 17

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 98719 W35A	APP CRS 352°	Rwy Idg TDZE 861 Apt Elev 861
--	------------------------	---

RNAV (GPS) RWY 35

MARION (C17)

RNP APCH - GPS.

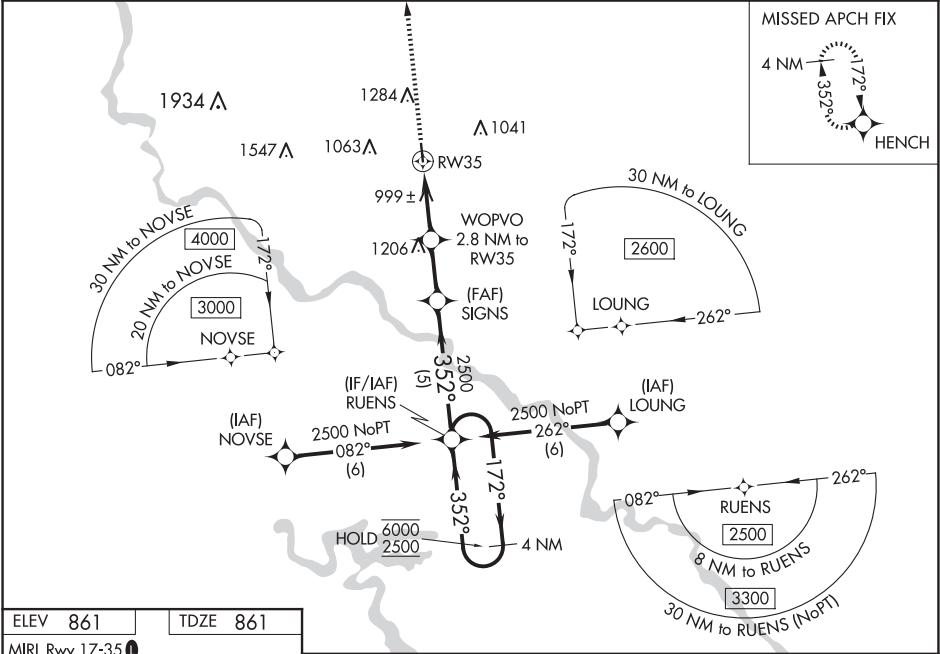
▼

▲ NA

Baro-VNAV NA. Circling Rwy 17, NA at night. Circling NA for Cat B west of Rwy 17/35. Use The Eastern Iowa altimeter setting; when not received, use Monticello Rgnl altimeter setting; increase LPV DA to 1133; increase LNAV/VNAV DA to 1162; increase all MDAs 40 feet. For uncompensated Baro-VNAV system, LNAV/VNAV NA below -6°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct HENCH and hold.

CID ASOS 124.15	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.7 (CTAF) 0
---------------------------	---	---------------------------------



ELEV 861	TDZE 861
MIRL Rwy 17-35 0	

2600 HENCH

WOPVO 2.8 NM to RW35

SIGNS 2500

RUENS 4 NM Holding Pattern

6000 2500

GP 3.00° TCH 40

2.8 NM 2.2 NM 5 NM

CATEGORY	A	B	C	D
LPV DA	1111-1	250 (300-1)	NA	
LNAV/VNAV DA	1140-1	279 (300-1)	NA	
LNAV MDA	1280-1	419 (500-1)	NA	
CIRCLING	1280-1 419 (500-1)	1340-1 479 (500-1)	NA	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

MARSHALL, MISSOURI

AL-6689 (FAA)

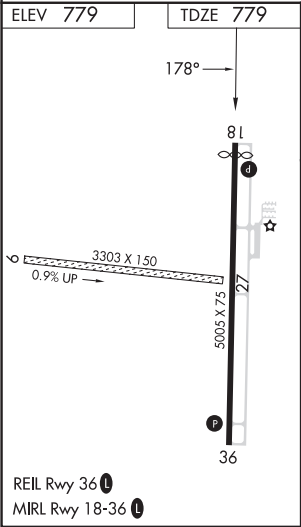
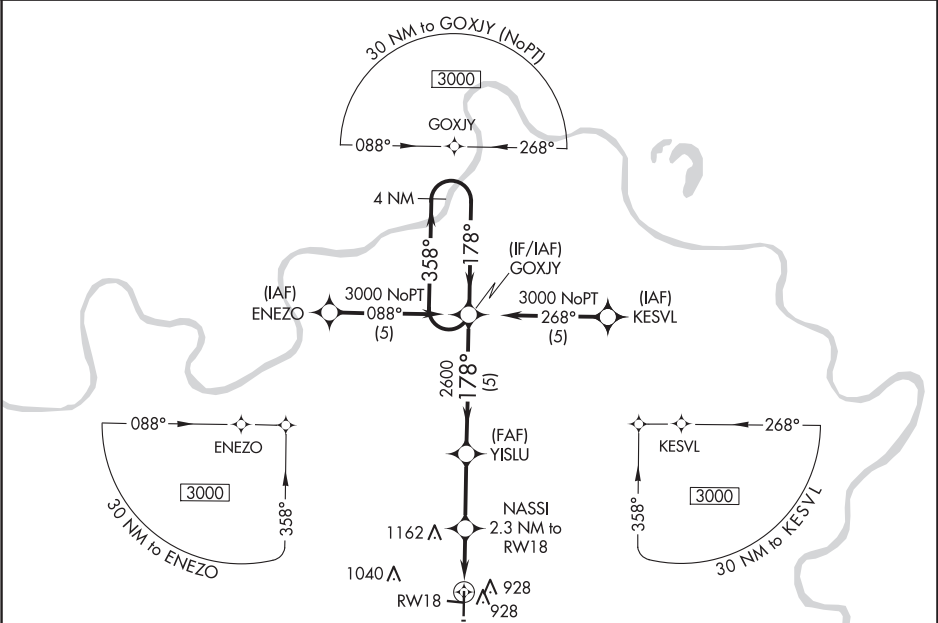
22363

APP CRS	Rwy Idg	4805
178°	TDZE	779
	Apt Elev	779

RNAV (GPS) RWY 18

MARSHALL MEML MUNI (MHL)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct GOCOL and hold.
AWOS-3PT 118.675	WHITEMAN APP CON ★ 127.45	UNICOM 122.8 (CTAF) 0



<div><div>▲ 1737</div><div>▲ 1064</div></div>		<div>GOCOL</div> <div><div><div></div><div>358°</div><div>178°</div><div>4 NM</div></div></div>		
<div>3000</div> <div>↑</div>	<div>GOCOL</div> <div><div></div></div>	<div>Visual Segment - Obstacles.</div> <div><div>NASSI</div><div>2.3 NM to RW18</div></div> <div><div>YISLU</div><div>2600</div></div> <div><div>GOXJY</div><div>4 NM Holding Pattern</div></div> <div><div>358° →</div><div>← 178°</div><div>3000</div></div> <div><div>1.7 NM to RW18</div><div>1620</div></div> <div><div>RW18</div><div>1.7 NM</div><div>0.6</div><div>2.7 NM</div><div>5 NM</div></div>		
CATEGORY	A	B	C	D
LNAV MDA	1360-1	581 (600-1)	NA	
CIRCLING	1360-1	581 (600-1)	NA	

MARSHALL, MISSOURI
Amdt 2B 28FEB19

39°06'N-93°12'W

MARSHALL MEML MUNI (MHL)
RNAV (GPS) RWY 18

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **93907**
W36A

APP CRS
358°

Rwy Idg
TDZE **779**
Apt Elev **779**

RNAV (GPS) RWY 36

MARSHALL MEML MUNI (MHL)

RNP APCH.

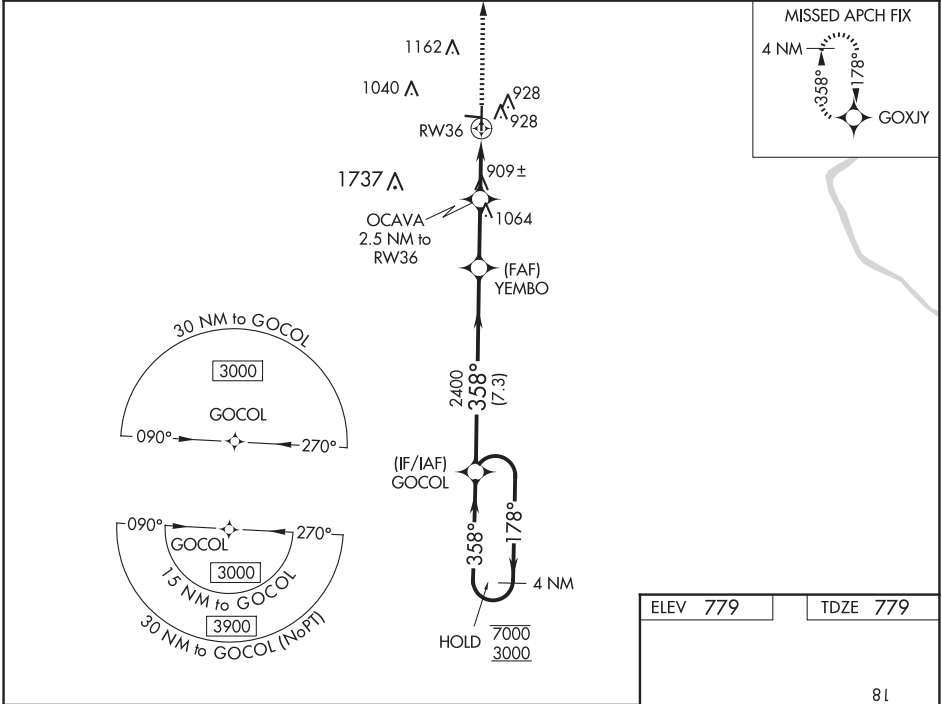
Circling NA to Rwys 9 and 27.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:
Climb to 3000 direct
GOXJY and hold.

AWOS-3PT
118.675

WHITEMAN APP CON ★
127.45

UNICOM
122.8 (CTAF)



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.04/TCH 36).

3000

GOXJY

7000 ← 178°

3000 → 358°

GP 3.00°

TCH 40

7.3 NM

2.5 NM

1.4

1.1

CATEGORY	A	B	C	D
LPV DA	1029-1	250 (300-1)		NA
LNAV/VNAV DA	1091-1	312 (400-1)		NA
LNAV MDA	1160-1	381 (400-1)	1160-1 381 (400-1 1/8)	NA
CIRCLING	1260-1	481 (500-1)	1480-2 701 (800-2)	NA

REIL Rwy 36

MIRL Rwy 18-36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

MARSHALLTOWN, IOWA

AL-5423 (FAA)

23166

WAAS CH 50236 W13A	APP CRS 126°	Rwy Idg TDZE Apt Elev	5007 975 975
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 13

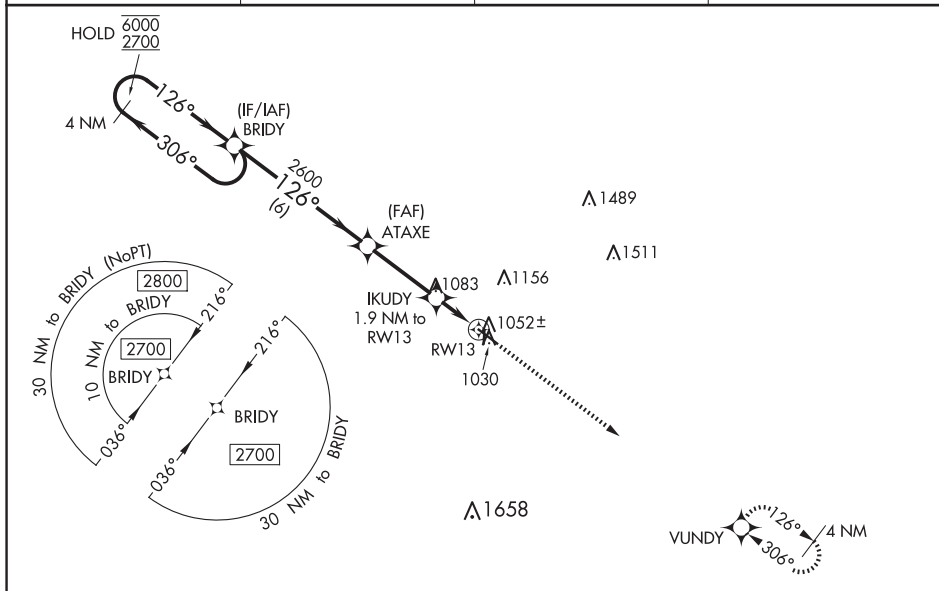
MARSHALLTOWN MUNI (MIW)

RNP APCH.

- ⚠ Circling Rwy 18, 36 NA at night. Baro-VNAV and VDP NA when using Grinnell altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.
- ⚠ When local altimeter setting not received, use Grinnell altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase LNAV Cats C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH:
Climb to 2600 direct
VUNDY and hold.

ASOS 128.325	WATERLOO APP CON ★ 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) 0
------------------------	------------------------------------	--------------------------	---------------------------------



4 NM Holding Pattern					BRIDY		ATAXE		IKUDY 1.9 NM to RW13		2600 VUNDY		
6000 ← 306°		2700 → 126°		126°		2600		*1620		*1 NM to RW13		*LNAV only	
GP 3.00°		TCH 42		6 NM		3.1 NM		0.9		1 NM			
CATEGORY	A		B		C		D						
LPV DA			1225-1		250 (300-1)								
LNAV/VNAV DA			1225-1		250 (300-1)								
LNAV MDA			1320-1		345 (400-1)								
CIRCLING	1400-1 425 (500-1)		1440-1 465 (500-1)		1460-1½ 485 (500-1½)		1840-2¾ 865 (900-2¾)						

ELEV 975

TDZE 975

126°

81

2759 X 50

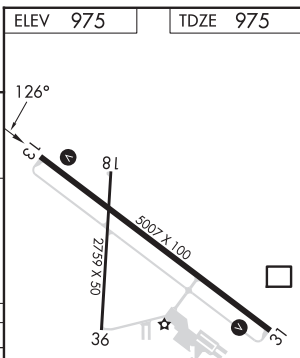
5007 X 100

36

31

MIRL Rwy 13-31 and 18-36

REIL Rwy 13 and 31



MIRL Rwy 13-31 and 18-36 0
REIL Rwy 13 and 31 0

MARSHALLTOWN, IOWA

Amdt 1B 28FEB19

42°07'N-92°55'W

MARSHALLTOWN MUNI (MIW)

RNAV (GPS) RWY 13

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 48936 W31A	APP CRS 306°	Rwy Idg TDZE Apt Elev	5007 973 975
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 31

MARSHALLTOWN MUNI (MIW)

RNP APCH.

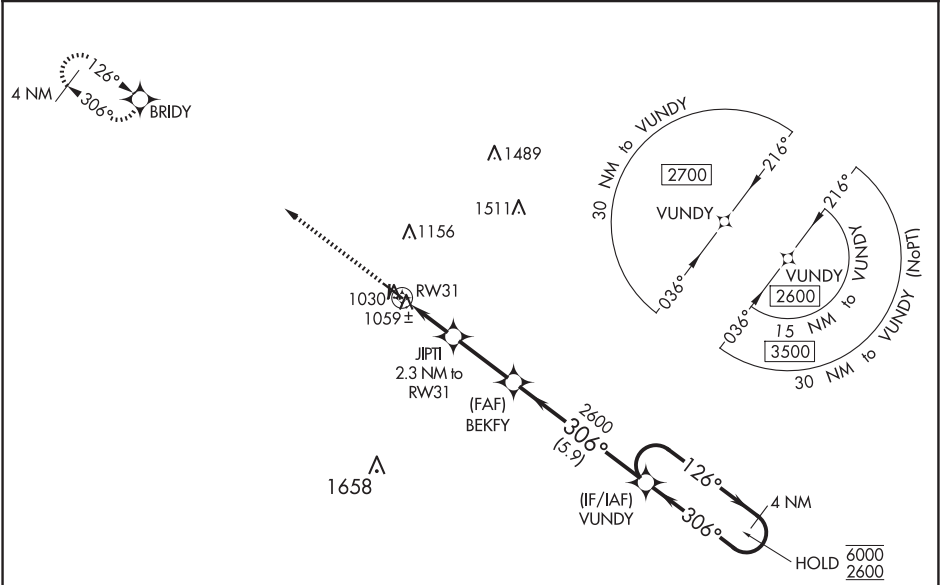
▼

▲

Baro-VNAV and VDP NA when using Grinnell altimeter setting. Rwy 31 Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use Grinnell altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ SM and LNAV Cats C/D and Circling Cat D visibility ¼ SM. Circling Rwy 18, 36 NA at night.

MISSED APPROACH:
Climb to 2700 direct BRIDY and hold.

ASOS 128.325	WATERLOO APP CON * 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) 0
------------------------	------------------------------------	--------------------------	--



ELEV 975

TDZE 973

2700

BRIDY

*LNAV only

*1 NM to RW31

RW31

1 NM

1.3 NM

2.7 NM

5.9 NM

BEKFY

2600

VUNDY

4 NM Holding Pattern

1740*

306°

126°

6000

2600

GP 3.00°

TCH 37

CATEGORY	A	B	C	D
LPV DA		1223-1	250 (300-1)	
LNAV/VNAV DA		1223-1	250 (300-1)	
LNAV MDA		1320-1	347 (400-1)	
CIRCLING	1400-1 425 (500-1)	1440-1 465 (500-1)	1460-1½ 485 (500-1½)	1840-2¾ 865 (900-2¾)

MIRL Rwy 13-31 and 18-36 **0**

REIL Rwy 13 and 31 **0**

MARYVILLE, MISSOURI

AL-6534 (FAA)

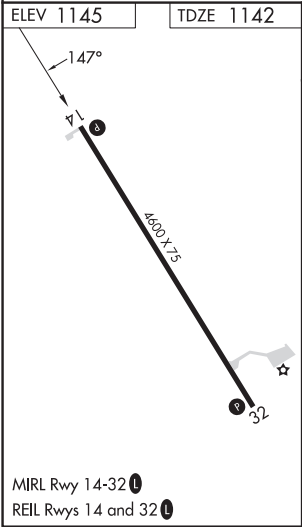
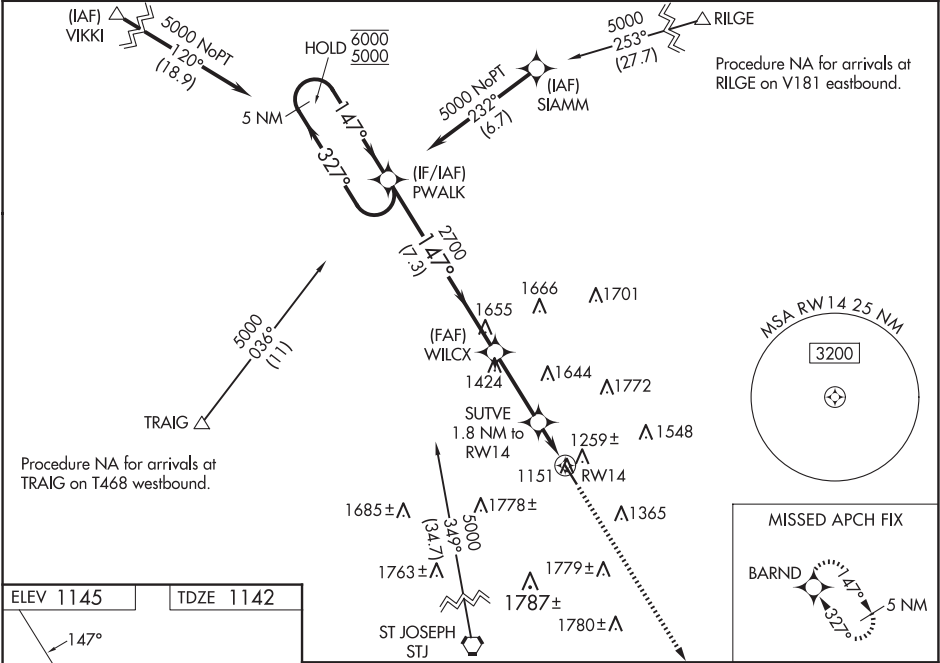
24137

WAAS CH 72807 W14A	APP CRS 147°	Rwy Idg TDZE 1142 Apt Elev 1145
--	------------------------	---

RNAV (GPS) RWY 14
NORTHWEST MISSOURI RGNL (EVU)

RNP APCH - GPS.	MISSED APPROACH: Climb to 6000 direct BARND and hold, continue climb-in-hold to 6000.
<p>NA Circling NA east of Rwy 14-32. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use St. Joseph altimeter setting and increase LPV DA to 1517 feet, LNAV/VNAV DA to 1682 feet and all visibilities ½ SM. Increase all MDAs 140 feet, and LNAV visibility Cat C ¾ SM. Baro-VNAV and VDP NA when using St. Joseph altimeter setting.</p>	

AWOS-3PT 118.225	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



5 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).		6000	BARND
PWALK		WILCX		SUTVE	1.8 NM to RW14
6000 ← 327°		2700		1.1 NM to RW14	
5000 → 147°		2700		RW14	
GP 3.00°		1760		0.7	
TCH 40		7.3 NM		3 NM	
CATEGORY	A	B	C	D	
LPV DA	1392-1	250 (300-1)		NA	
LNAV/VNAV DA	1557-1 ¾	415 (500-1 ¾)		NA	
LNAV MDA	1520-1	378 (400-1)		NA	
CIRCLING	1560-1 415 (500-1)	1600-1 455 (500-1)	2120-3 975 (1000-3)	NA	

MARYVILLE, MISSOURI
Amtd 2 16MAY24

40°21'N-94°55'W

NORTHWEST MISSOURI RGNL (EVU)
RNAV (GPS) RWY 14

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS

CH **73022**

W32A

APP CRS

327°

Rwy Idg

4600

TDZE

1145

Apt Elev

1145

RNAV (GPS) RWY 32

NORTHWEST MISSOURI RGNL (EVU)

RNP APCH - GPS.

NA

NA

NA below -17°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use St. Joseph altimeter setting: increase LPV DA to 1520 feet, LNAV/VNAV DA to 1653 feet and LNAV/VNAV visibility all Cats ¼ SM; increase all MDAs 140 feet and LNAV visibility Cat C ¾ SM. Baro-VNAV and VDP NA when using St. Joseph altimeter setting.

MISSED APPROACH: Climb to 5000 direct PWALK and hold, continue climb-in-hold to 5000.

AWOS-3PT 118.225	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 1
----------------------------	--	---------------------------------

MISSED APCH FIX

5 NM

147°

327°

PWALK

MSA RW32 25 NM

3200

Procedure NA for arrivals at STJ VORTAC on V159 southeast bound and V50 westbound.

1685±Λ

1763±Λ

1787±Λ

1778±Λ

1778±Λ

1780±Λ

1779±Λ

1779±Λ

1733 (FAF) ZAREX

1365

1151 RW32

1644

1772

1548

110.41°

327°

2700

6000 NoPT (7)

246°

(IAF) TOSAE

147°

327°

5 NM

HOLD 6000

6000 NoPT (13.4)

039°

(IF/IAF) BARND

ST JOSEPH STJ

ELEV 1145

TDZE 1145

5000

PWALK

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).

5 NM Holding Pattern

147°

327°

6000

GP 3.00°

TCH 40

1.4 NM to RW32

2700

327°

2700

1.4 NM

3.4 NM

10.4 NM

BARND

5 NM

Holding Pattern

147°

327°

6000

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	1395-1	250 (300-1)		NA
LNAV/VNAV DA	1528-1½	383 (400-1½)		NA
LNAV MDA	1620-1	475 (500-1)	1620-1¾ 475 (500-1¾)	NA
CIRCLING	1620-1	475 (500-1)	2120-3 975 (1000-3)	NA

MARYVILLE, MISSOURI

Amdt 2 16MAY24

40°21'N-94°55'W

353

NORTHWEST MISSOURI RGNL (EVU)

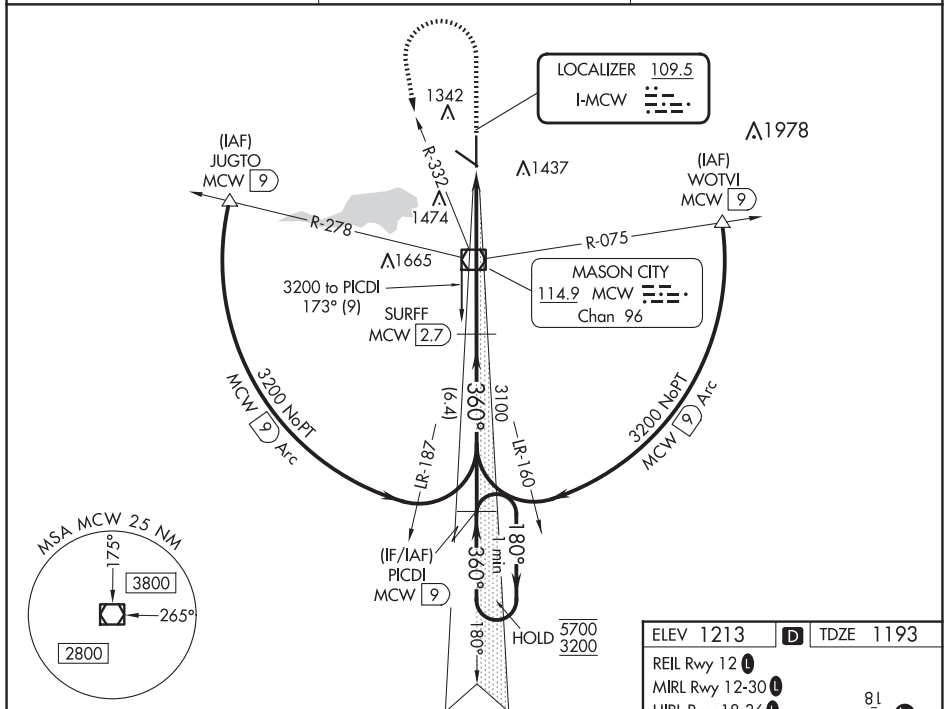
RNAV (GPS) RWY 32

ILS or LOC RWY 36

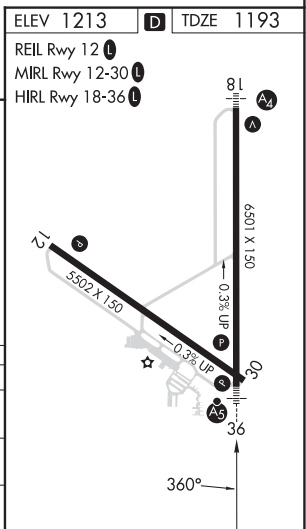
MISSED APPROACH: Climb to 2900 then climbing left turn to 3200 on heading 170° and MCW R-332 to MCW VOR/DME and on MCW R-173 to PICDI/MCW VOR/DME 9 DME and hold.

A5

ASOS 120.3	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 123.0 (CTAF) ①
----------------------	--	---------------------------------



2900 ↑	3200 hdg 170°	MCW R-332	MCW R-173	PICDI MCW 9	VGSI and ILS glidepath not coincident (VGSI Angle 2.90/TCH 62).
					One Minute Holding Pattern
CATEGORY	A	B	C	D	
S-ILS 36	1393-1/2 200 (200-1/2)				
S-LOC 36	1800-1/2 607 (600-1/2)		1800-13/8 607 (600-13/8)		
CIRCLING	1800-1 587 (600-1)		1800-13/4 587 (600-13/4)		1800-2 587 (600-2)



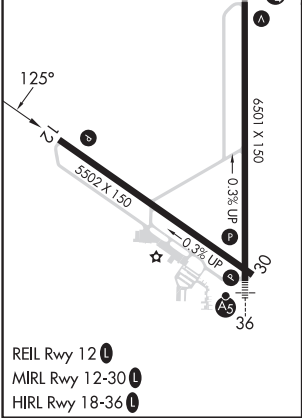
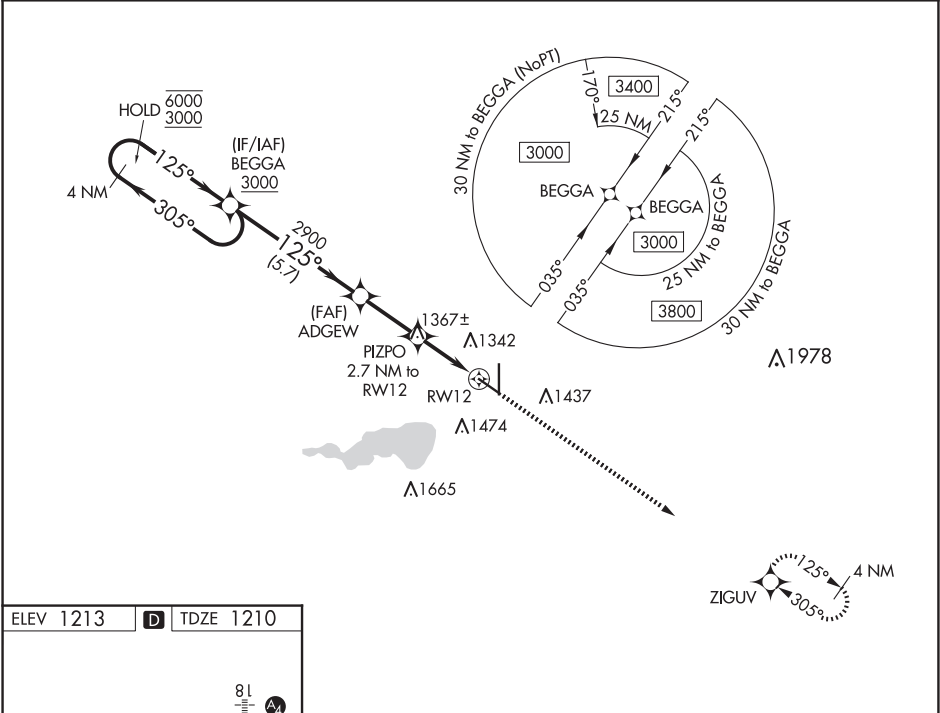
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78446 W12A	APP CRS 125°	Rwy Ldg TDZE 1210 Apt Elev 1213
--	------------------------	---

RNAV (GPS) RWY 12
MASON CITY MUNI (MCW)

RNP APCH - GPS. <div><div><div></div><div></div></div><div>Rwy 12 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use CCY altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat C and D ¼ SM and LP visibility Cat C and D ¼ SM, and Circling visibility Cat C ¼ SM. VDP NA when using CCY altimeter setting.</div></div>	MISSED APPROACH: Climb to 3000 direct ZIGUV and hold.
---	---

ASOS 120.3	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 123.0 (CTAF) 0
----------------------	--	---------------------------------



4 NM Holding Pattern		BEGGA	ADGEW	PIZPO 2.7 NM to RW12	3000	ZIGUV
6000 ← 305°		3000 → 125°	125°	3.00° TCH 40	↑	✧
		2900	2100	1.2 NM to RW12		
		5.7 NM	2.5 NM	1.5 NM		
CATEGORY	A	B	C	D		
LP MDA	1620-1	410 (500-1)	1620-1½	410 (500-1½)		
LNAV MDA	1620-1	410 (500-1)	1620-1½	410 (500-1½)		
CIRCLING	1680-1 467 (500-1)	1760-1 547 (600-1)	1780-1½ 567 (600-1½)	1780-2 567 (600-2)		

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

MASON CITY, IOWA

AL-667 (FAA)

25163

WAAS CH 40100 W18A	APP CRS 180°	Rwy Ldg TDZE 1213 Apt Elev 1213
--	------------------------	---

RNAV (GPS) RWY 18

MASON CITY MUNI (MCW)

RNP APCH-GPS.

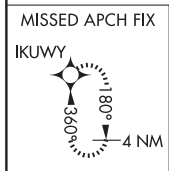
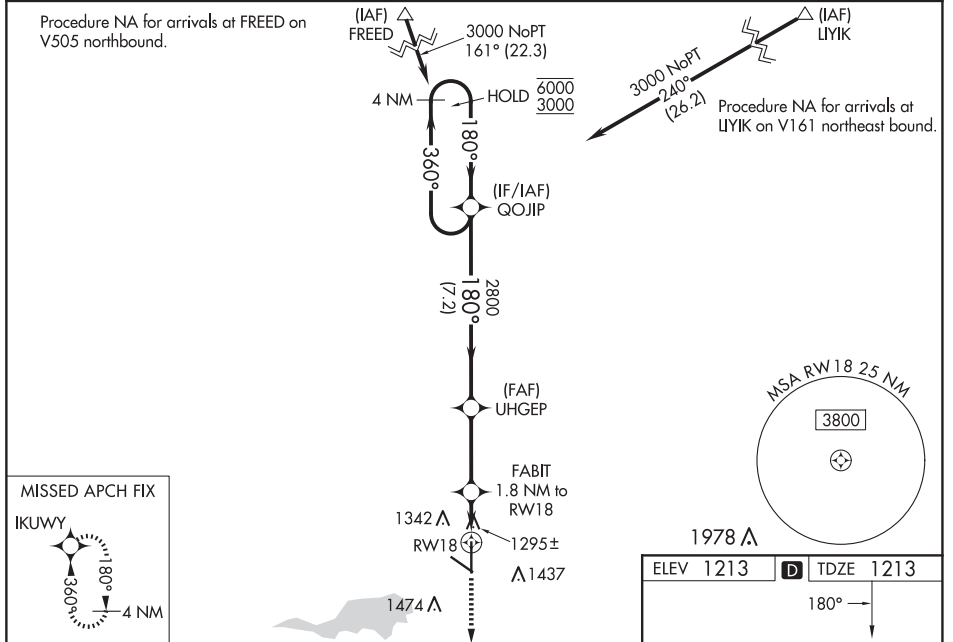
⚠ Baro-VNAV and VDP NA when using Charles City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Inop table does not apply to LPV and LNAV/VNAV. When local altimeter setting not received, use Charles City altimeter setting and increase LPV DA to 1500 feet, LNAV/VNAV DA to 1550; increase all MDA 100 feet and LNAV Cats C and D visibility ¼ SM and Circling Cat C ¼ SM. For inop ALS when using Charles City altimeter setting, increase LPV all Cats visibility to ½ SM; LNAV Cats C/D visibility to 1 ½ SM.

MALS

⦿

MISSED APPROACH:
Climb to 3000 direct IKUWY and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 123.0 (CTAF) 0
----------------------	--	---------------------------------



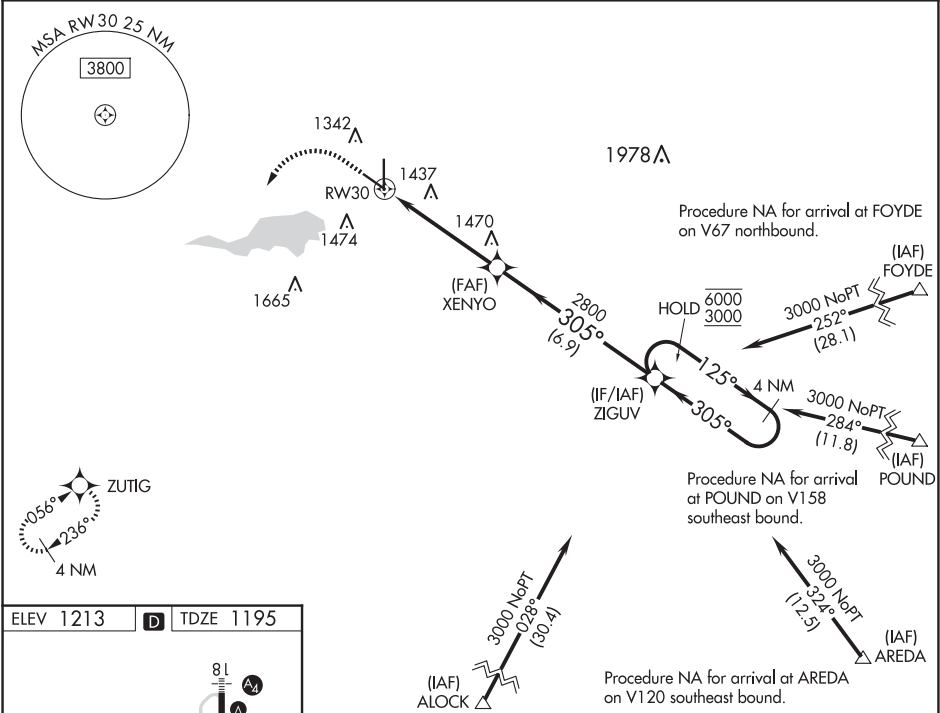
4 NM Holding Pattern				
GP 3.00° TCH 55				
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 39).				
*1840				
*1 NM to RW18				
*LNAV only				
7.2 NM 3 NM 0.8 1 NM				
CATEGORY	A	B	C	D
LPV DA		1413-¾	200 (200-¾)	
LNAV/VNAV DA		1463-¾	250 (300-¾)	
LNAV MDA		1560-¾	347 (400-¾)	
CIRCLING	1680-1 467 (500-1)	1760-1 547 (600-1)	1780-1½ 567 (600-1½)	1780-2 567 (600-2)

WAAS CH 40122 W30A	APP CRS 305°	Rwy Ldg TDZE 1195 Apt Elev 1213
--	------------------------	---

RNAV (GPS) RWY 30
MASON CITY MUNI (MCW)

RNP APCH-GPS. ▼ Rwy 30 helicopter visibility reduction below ¼ SM NA. VDP NA when using Charles City altimeter setting. When local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet and increase LP and LNAV Cat C and D visibility ⅓ SM and Circling Cat C visibility ¼ SM. ▲	MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ZUTIG and hold.
--	--

ASOS 120.3	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 123.0 (CTAF) 1
----------------------	--	---------------------------------



ELEV 1213	D	TDZE 1195
REIL Rwy 12 1	MIRL Rwy 12-30 1	HIRL Rwy 18-36 1
2500	3000	ZUTIG
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 51).		
4 NM Holding Pattern		
XENYO		
1.4 NM to RWY30		
305°		
2800		
1.4 NM		
3.6 NM		
6.9 NM		
CATEGORY	A	B
LP MDA	1680-1	485 (500-1)
LNAV MDA	1680-1	485 (500-1)
CIRCLING	1680-1	1760-1
	467 (500-1)	547 (600-1)
		1780-2
		567 (600-1½)
		567 (600-2)

MASON CITY, IOWA

AL-667 (FAA)

25163

WAAS CH 93522 W36A	APP CRS 360°	Rwy Ldg TDZE 1193 Apt Elev 1213
--	------------------------	---

RNAV (GPS) RWY 36

MASON CITY MUNI (MCW)

RNP APCH-GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using Charles City altimeter setting. For inop ALS, increase LNAV/VNAV visibility to ¾ SM and LNAV Cats C and D to 1 SM. When local altimeter setting not received, use Charles City altimeter setting: increase LPV DA to 1480 feet, LNAV/VNAV DA to 1562 and visibility all Cats ¼ SM; increase all MDA 100 feet, LNAV Cats C and D visibility ¾ SM and Circling Cat C ¼ SM. For inop ALS when using Charles City altimeter, increase LPV visibility to ¾ SM, LNAV/VNAV visibility to 1 SM and LNAV Cats C/D to 1 ½ SM.

MALS

MISSED APPROACH:
Climb to 3000 direct QOJIP and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 257.675	UNICOM 123.0 (CTAF) 0
----------------------	--	---------------------------------

MISSED APCH FIX

4 NM

80°

360°

QOJIP

1342 **Δ**

1296 **±**

1474 **Δ**

1665 **Δ**

RW36

Δ1437

YOPUB
2.1 NM to RW36

(FAF)
UDCEC

2800

360°

(6.9)

(IF/IAF)
IKUWY

180°

360°

4 NM

HOLD

6000

3000

3000 NoPT
069°
(30.7)

(IAF)
TICUV

3000

QOJIP

VGSI and RNAV glidepath not coincident (VGSI Angle 2.90/TCH 62).

YOPUB
2.1 NM to RW36

UDCEC

IKUWY

4 NM Holding Pattern

180°

360°

6000

3000

GP 3.00°

TCH 40

1 NM

1.1 NM

2.8 NM

6.9 NM

1978 **Δ**

MSA RW36 25 NM

3800

Procedure NA for arrival at AREDA on V120 southeast bound.

3000 NoPT
286°
(17.9)

(IAF)
AREDA

ELEV 1213	D	TDZE 1193
REIL Rwy 12 L		
MIRL Rwy 12-30 L		
HIRL Rwy 18-36 L		

81 **Δ**

5501 X 1.50

0.3% UP

0.3% UP

5502 X 1.30

36

360°

CATEGORY	A	B	C	D
LPV DA		1393- ½	200 (200-½)	
LNAV/VNAV DA		1475- ½	282 (300-½)	
LNAV MDA	1560- ½	367 (400-½)	1560- 5/8	367 (400- 5/8)
CIRCLING	1680-1 467 (500-1)	1760-1 547 (600-1)	1780-1½ 567 (600-1½)	1780-2 567 (600-2)

MASON CITY, IOWA

Amdt 1E 28DEC23

43°09'N-93°20'W

MASON CITY MUNI (MCW)

RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

VOR/DME MCW

114.9

Chan 96

APP CRS

356°

Rwy Ldg

6401

TDZE

1193

Apt Elev

1213

VOR RWY 36

MASON CITY MUNI (MCW)

VDP NA when using Charles City altimeter setting. When local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet and increase S-36 Cat C/D and Circling Cat C visibility ¼ mile.

MALSR

A5

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct MCW VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 257.675	123.0 (CTAF) 0

Remain within 10 NM

MCW VOR/DME

2800

176°

356°

2300

2.93° TCH 62

2.1 NM

1.3 NM

2500

3000

MCW

MCW 2.1

MCW 3.4

CATEGORY	A	B	C	D
S-36	1640-¾ 447 (500-¾)		1640-⅞ 447 (500-⅞)	
CIRCLING	1680-1 467 (500-1)	1760-1 547 (600-1)	1780-1½ 567 (600-1½)	1780-2 567 (600-2)

ELEV 1213 D TDZE 1193

REIL Rwy 12 L

MIRL Rwy 12-30 L

HIRL Rwy 18-36 L

81

6501 X 1.50

0.3% UP

30

5502 X 1.50

0.3% UP

36

356°

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

MASON CITY, IOWA

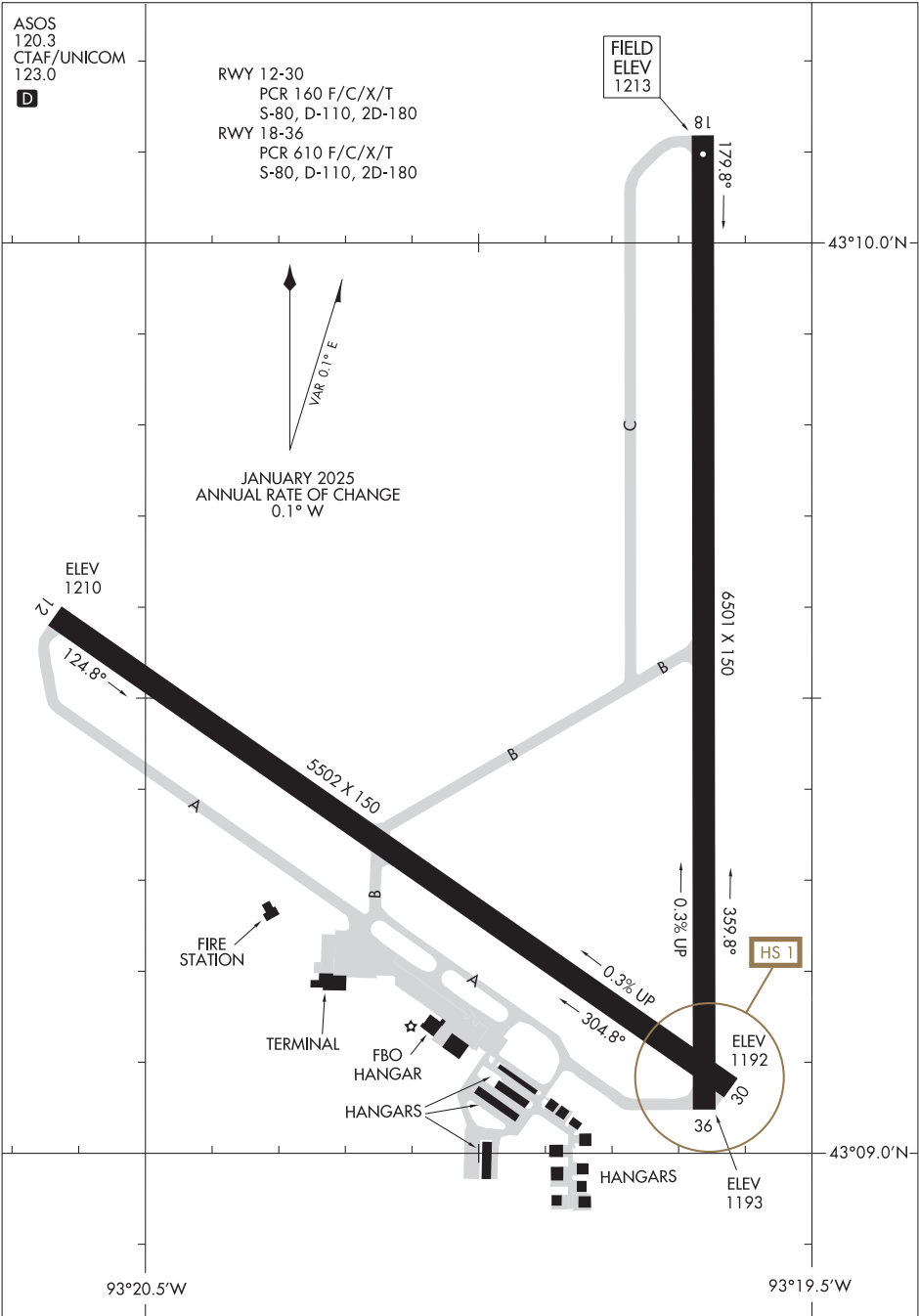
Amdt 6G 15JUL21

43°09'N-93°20'W

359

MASON CITY MUNI (MCW)

VOR RWY 36



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82242 W17A	APP CRS 173°	Rwy Idg TDZE Apt Elev	5500 1409 1409
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 17
SIOUX COUNTY RGNL (SXX)

RNP APCH.

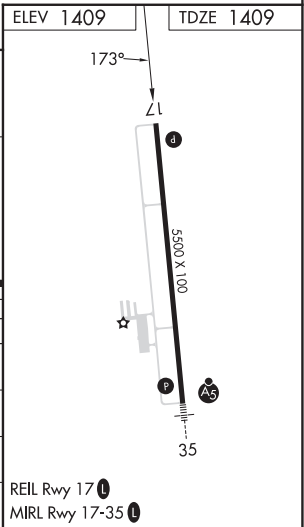
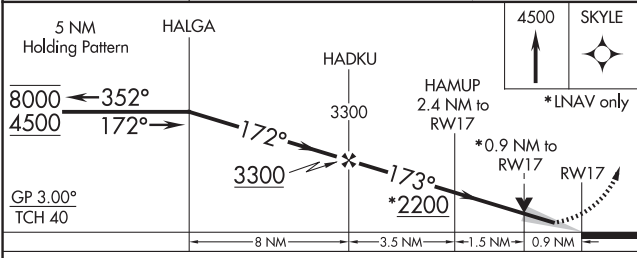
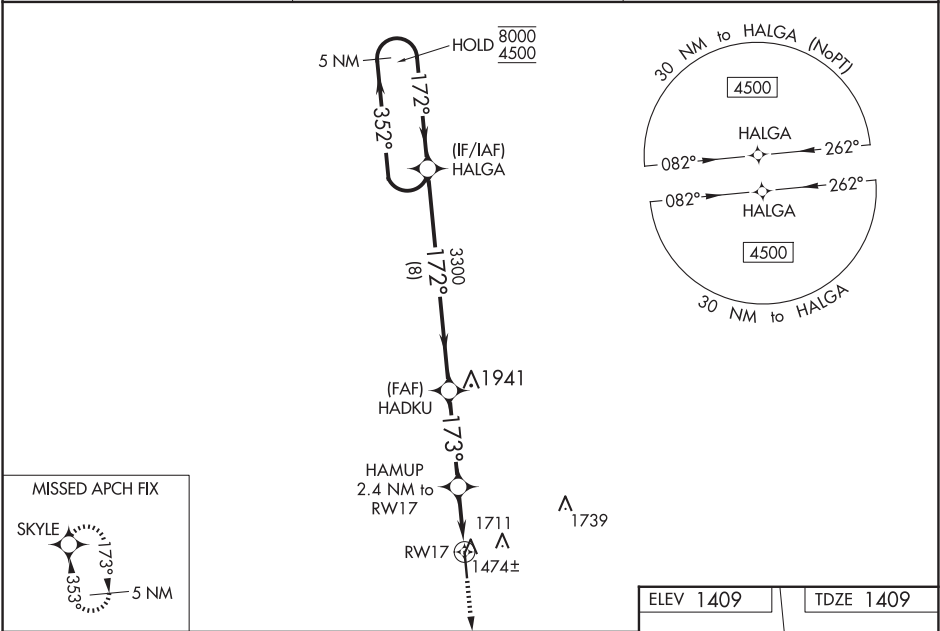
▼

▲

Baro-VNAV and VDP NA when using Le Mars altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 34°C. When local altimeter setting not received, use Le Mars altimeter setting: increase DA 59 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C/D visibilities to ¾ SM.

MISSED APPROACH: Climb to 4500 direct SKYLE and hold.

AWOS-3P 120.075	SIOUX CITY APP CON * 124.6 307.0	UNICOM 122.7 (CTAF)
---------------------------	--	-------------------------------



CATEGORY	A	B	C	D
LPV DA		1609-¾	200 (200-¾)	
LNAV/VNAV DA		1659-¾	250 (300-¾)	
LNAV MDA		1740-1	331 (400-1)	
CIRCLING	1820-1 411 (500-1)	2080-1 671 (700-1)	2080-2 671 (700-2)	2080-2¼ 671 (700-2¼)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

MAURICE, IOWA

AL-11316 (FAA)

23334

WAAS CH 93742 W35A	APP CRS 353°	Rwy Idg TDZE 1409 Apt Elev 1409
--	------------------------	---

RNAV (GPS) RWY 35
SIOUX COUNTY RGNL(SXX)

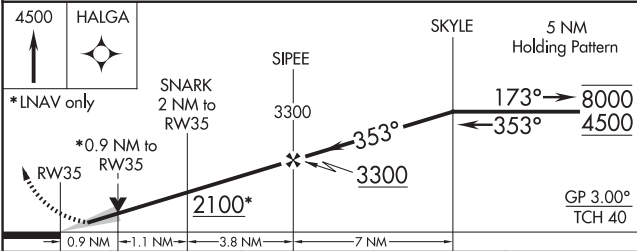
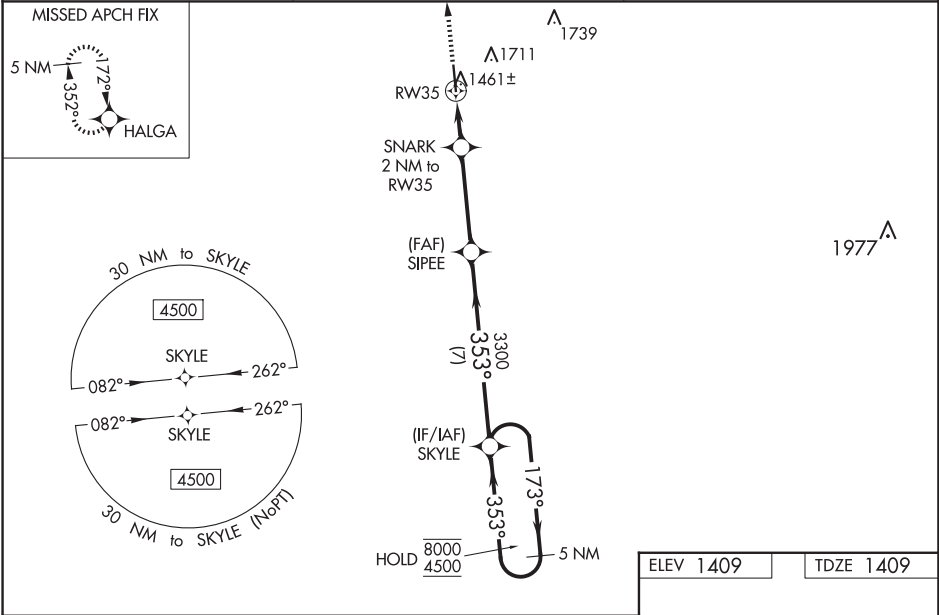
RNP APCH.

▼ Baro-VNAV and VDP NA when using Le Mars altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received; use Le Mars altimeter setting; increase DA 59 feet and all MDA 60 feet, increase LNAV visibility Cat C/D to ½ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, and LNAV Cat C/D visibility to ¾ SM. For inop ALS when using Le Mars altimeter setting increase LNAV/VNAV all Cats visibility to ¾ SM.

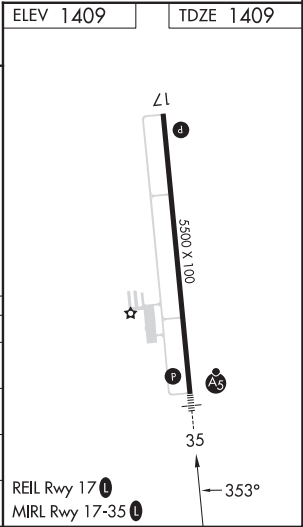
MALSR

MISSED APPROACH: Climb to 4500 direct HALGA and hold.

AWOS-3P 120.075	SIOUX CITY APP CON ★ 124.6 307.0	UNICOM 122.7 (CTAF)
---------------------------	--	-------------------------------



CATEGORY	A	B	C	D
LPV DA		1609-½	200 (200-½)	
LNAV/VNAV DA		1659-½	250 (300-½)	
LNAV MDA		1720-½	311 (400-½)	
CIRCLING	1820-1 411 (500-1)	2080-1 671 (700-1)	2080-2 671 (700-2)	2080-2¼ 671 (700-2¼)



MAURICE, IOWA
Orig 28FEB19

42°59'N-96°10'W

SIOUX COUNTY RGNL(SXX)
RNAV (GPS) RWY 35

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

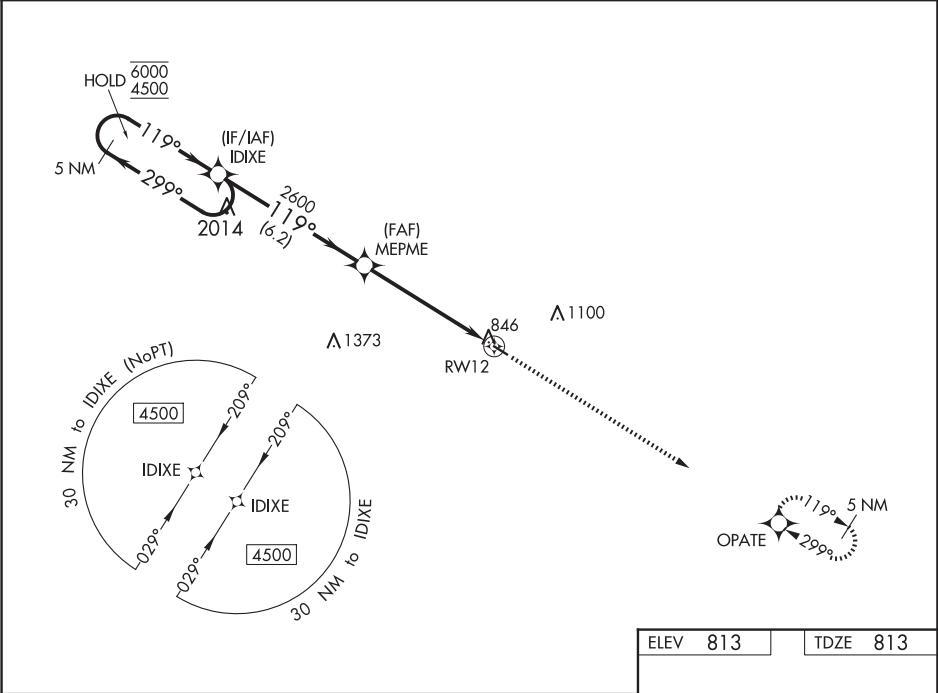
WAAS CH 93637 W12A	APP CRS 119°	Rwy Idg 3300 TDZE 813 Apt Elev 813
--	------------------------	---

RNAV (GPS) RWY 12

MEMPHIS MEML (Ø3D)

RNP APCH.	MISSED APPROACH: Climb to 4500 direct OPATE and hold, continue climb-in-hold to 4500.
▼ NA Rwy 12 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Kirksville altimeter setting.	

IRK ASOS 121.125	KANSAS CITY CENTER 126.225 317.775	CTAF 122.90
----------------------------	--	-----------------------



5 NM Holding Pattern		IDIXE	MEPME	4500	OPATE
6000 ← 299°		4500 → 119°	2600	2600	RW12
GP 3.00°					
TCH 40					
		6.2 NM	5.5 NM		
CATEGORY	A	B	C	D	
LPV DA	1144-1	331 (400-1)		NA	
LNAV/VNAV DA	1144-1	331 (400-1)		NA	
LNAV MDA	1360-1	547 (600-1)	1360-1⅜ 547 (600-1⅜)	NA	
CIRCLING	1360-1	547 (600-1)	1500-2 687 (700-2)	NA	
					MIRL Rwy 12-30

RNAV (GPS) RWY 30
MEMPHIS MEML (Ø3D)

MISSED APPROACH: Climb to 4500 direct IDIXE and hold, continue climb-in-hold to 4500.

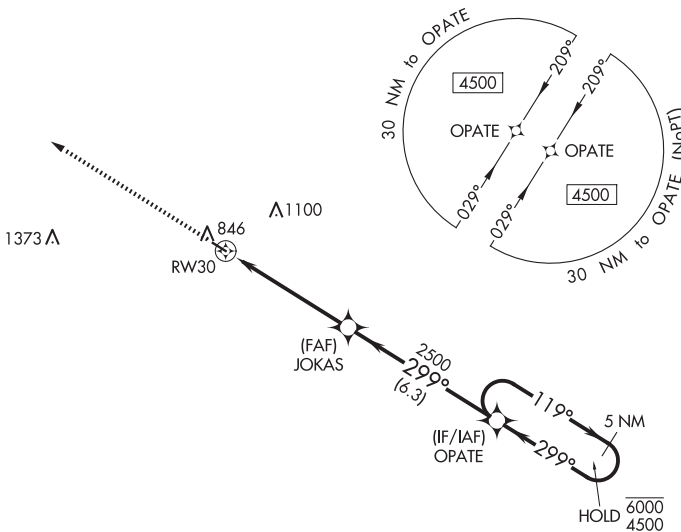
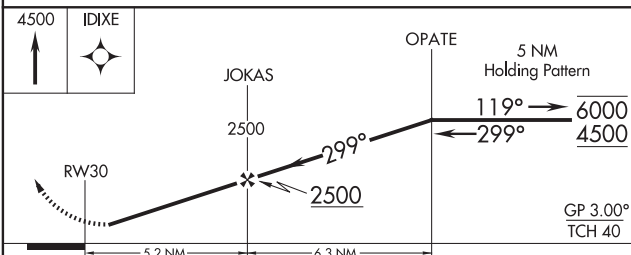

CTAF
122.9 L

Diagram illustrating a radio telescope system. A star is shown emitting a signal towards a radio telescope. The telescope is labeled "3300 X 50". The signal path is labeled "299° 10'" and "RW30".



CATEGORY		A	B	C	D
LPV	DA	1144-1 331 (400-1)			NA
LNAP/ VNAV	DA	1144-1 331 (400-1)			NA
LNAP	MDA	1340-1 527 (600-1)		1340-1½ 527 (600-1½)	NA
 CIRCLING		1340-1 527 (600-1)		1500-2 687 (700-2)	NA

MIRL Rwy 12-30 **L**

MEMPHIS MEML (Ø3D)

RNAV (GPS) RWY 30

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97423 W06A	APP CRS 064°	Rwy Idg TDZE Apt Elev	5301 822 823
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 6

MEXICO MEML (MYJ)

RNP APCH - GPS.

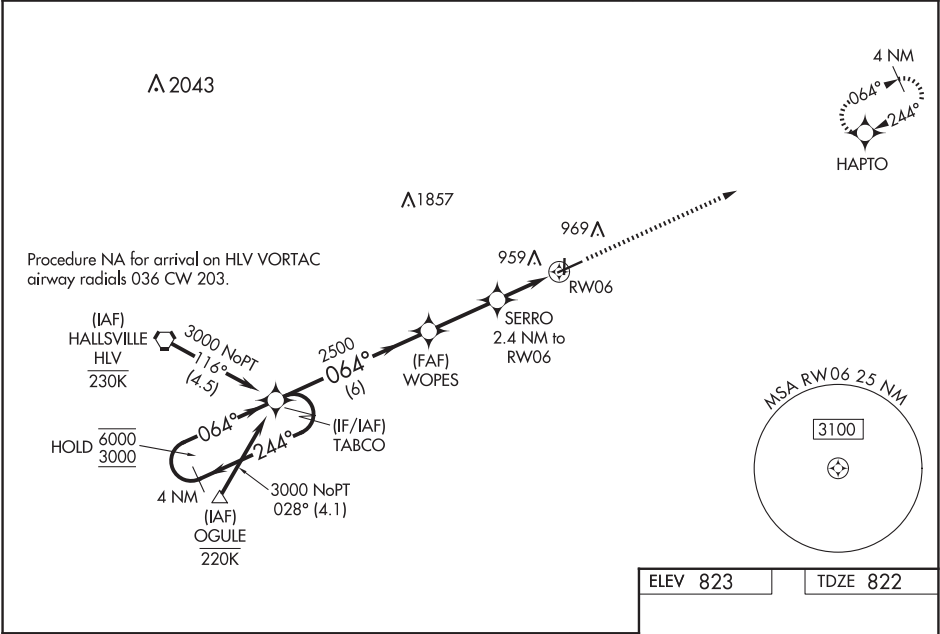
▼

▲ NA

Baro-VNAV and VDP NA when using Columbia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Columbia altimeter setting: increase LPV DA to 1146 feet and visibilities ¼ SM; increase LNAV/VNAV DA to 1167 feet and visibilities ⅓ SM; increase all MDAs 80 feet and LNAV visibility Cat C ⅓ SM and Circling visibility Cat C ½ SM.

MISSED APPROACH: Climb to 3000 direct HAPTO and hold.

AWOS-3PT 120.575	MIZZU APP CON 124.375	CTAF 122.9 0
----------------------------	---------------------------------	------------------------



4 NM Holding Pattern

TABCO

WOPES

SERRO

2.4 NM to RW06

1.1 NM to RW06

RW06

3000

HAPTO

6000

3000

GP 3.00°

TCH 40

2500

1640

6 NM

2.7 NM

1.4 NM

1.1 NM

064°

244°

064°

8 L

3200 X 50

36

5501 X 100

0.3% UP

064°

CATEGORY	A	B	C	D
LPV DA	1072-¾	250 (300-¾)		NA
LNAV/VNAV DA	1093-⅞	271 (300-⅞)		NA
LNAV MDA	1200-1	378 (400-1)		NA
CIRCLING	1280-1	457 (500-1)	1420-1½ 597 (600-1½)	NA

REIL Rwy 18 0

MIRL Rwy 6-24 and 18-36 0

WAAS CH 56213 W24A	APP CRS 244°	Rwy Idg TDZE Apt Elev	5130 817 823
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 24

MEXICO MEML (MYJ)

NA

Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inoperative table does not apply.
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Columbia Rgnl altimeter setting; increase LPV DA to 1200 feet; increase LNAV/VNAV DA to 1352 feet; increase all MDAs 80 feet and Circling visibility Cat C $\frac{1}{2}$ SM. Baro-VNAV NA when using Columbia Rgnl altimeter setting.

MALS

A4

MISSED APPROACH:

Climb to 3000 direct TABCO and hold.

AWOS-3PT 120.575	MIZZU APP CON 124.375	CTAF 122.9 1
----------------------------	---------------------------------	-------------------------------

3000

TABCO

MIRIE

HAPTO

4 NM Holding Pattern

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	1126-1	309 (400-1)		NA
LNAV/VNAV DA	1278-1 $\frac{3}{4}$	461 (500-1 $\frac{3}{4}$)		NA
LNAV MDA	1220-1 403 (400-1)	1220-1 $\frac{1}{4}$ 403 (400-1 $\frac{1}{4}$)		NA
CIRCLING	1280-1 457 (500-1)	1420-1 $\frac{1}{2}$ 597 (600-1 $\frac{1}{2}$)		NA

REIL Rwy 18 **1**

MRL Rwy 6-24 and 18-36 **1**

81

3200 X 50

5501 X 100

36

244°

0.3% UP

A4

MEXICO, MISSOURI
Amdt 1E 07OCT21

39°09'N-91°49'W

MEXICO MEML (MYJ)

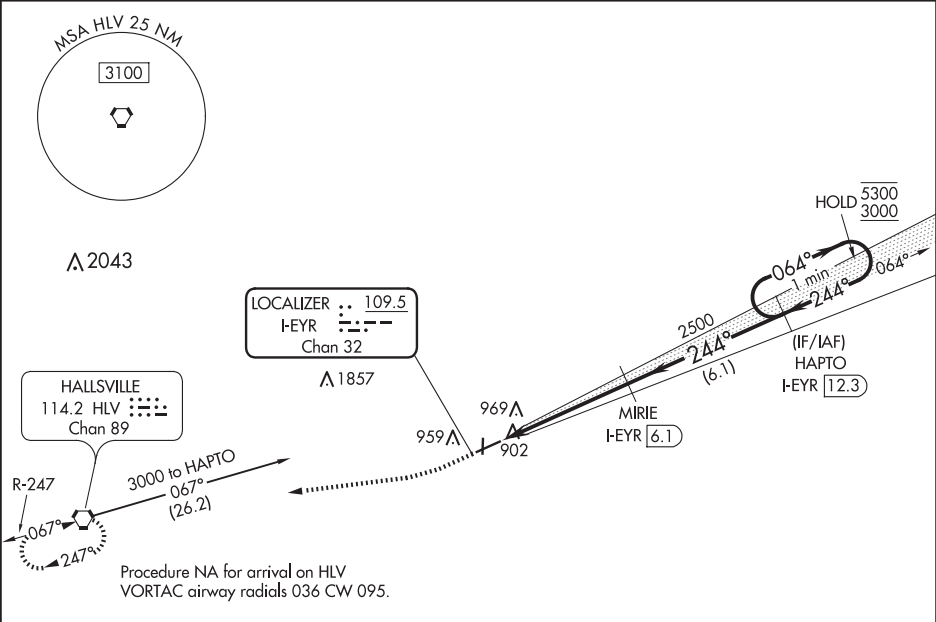
RNAV (GPS) RWY 24

LOC/DME I-EYR	APP CRS	Rwy Idg	5130
109.5	244°	TDZE	817
Chan 32		Apt Elev	823

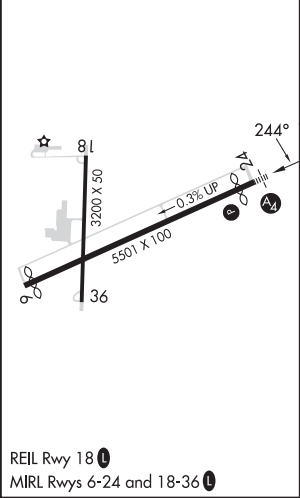
LOC RWY 24
MEXICO MEML (MYJ)

DME required.	MALS	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on direct HLW VORTAC and hold.
▼ Inop table does not apply. When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.	Ⓜ	

AWOS-3PT 120.575	MIZZU APP CON 124.375	CTAF 122.9
---------------------	--------------------------	---------------



ELEV 823	TDZE 817
----------	----------






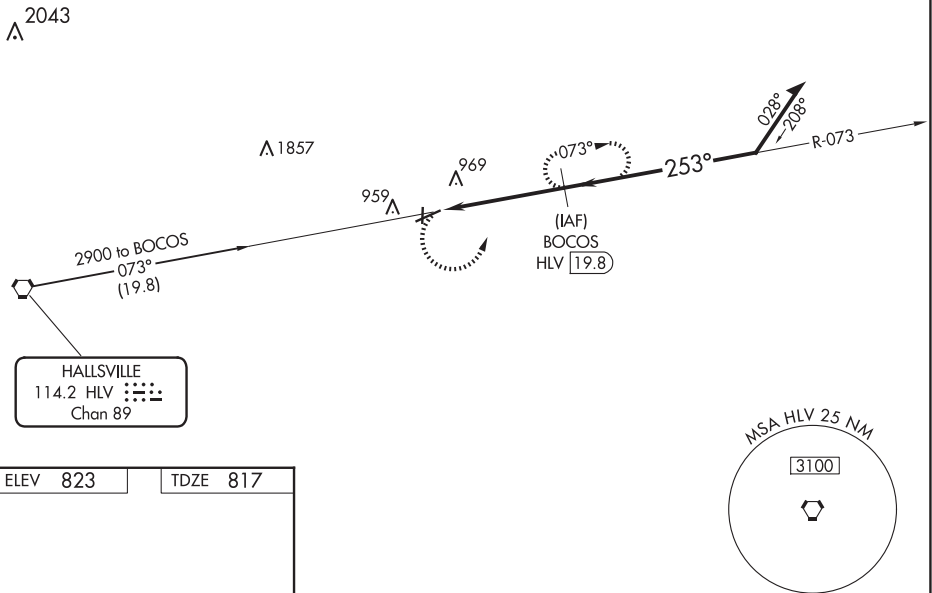
	1300	3000	HLW		HAPTO	
	↑	↪	⬢		I-EYR 12.3	One Minute Holding Pattern
			MIRIE			
			I-EYR 6.1			
			3.04° TCH 40			
			2500			
			5.1 NM		6.1 NM	
CATEGORY	A	B	C	D		
S-24	1160-1	343 (400-1)		NA		
CIRCLING	1280-1	457 (500-1)	1420-1½	597 (600-1½)		NA

MEXICO, MISSOURI

VORTAC HLV 114.2 Chan 89	APP CRS 253°	Rwy Idg 5130 TDZE 817 Apt Elev 823
--	------------------------	---

VOR/DME RWY 24
MEXICO MEML (MYJ)

 NA	Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet, increase S-24 visibility Cat C ½ SM and Circling visibility Cat C ½ SM. Inop table does not apply.	MALS 	MISSED APPROACH: Climbing left turn to 2300 via HLV R-073 to BOCOS/19.8 DME and hold.
AWOS-3PT 120.575	MIZZU APP CON 124.375	CTAF 122.9 	



ELEV 823

TDZE 817

3200 X 50

5501 X 100

0.3% UP

253°

81

36

REIL Rwy 18

MIRL Rwys 6-24 and 18-36

CATEGORY	A	B	C	D
S-24	1220-1	403 (400-1)	1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1	457 (500-1)	1420-1½ 597 (600-1½)	NA

MEXICO, MISSOURI

Amdt 2C 07OCT21

MEXICO MEML (MYJ)

39°09'N-91°49'W

VOR/DME RWY 24

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
005°	TDZE	N/A
	Apt Elev	1439

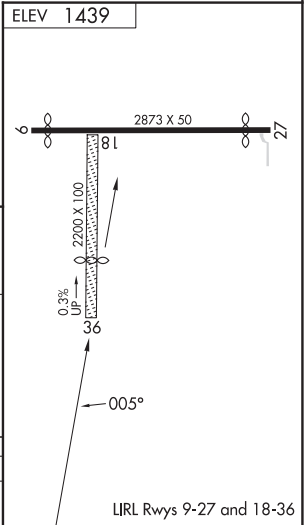
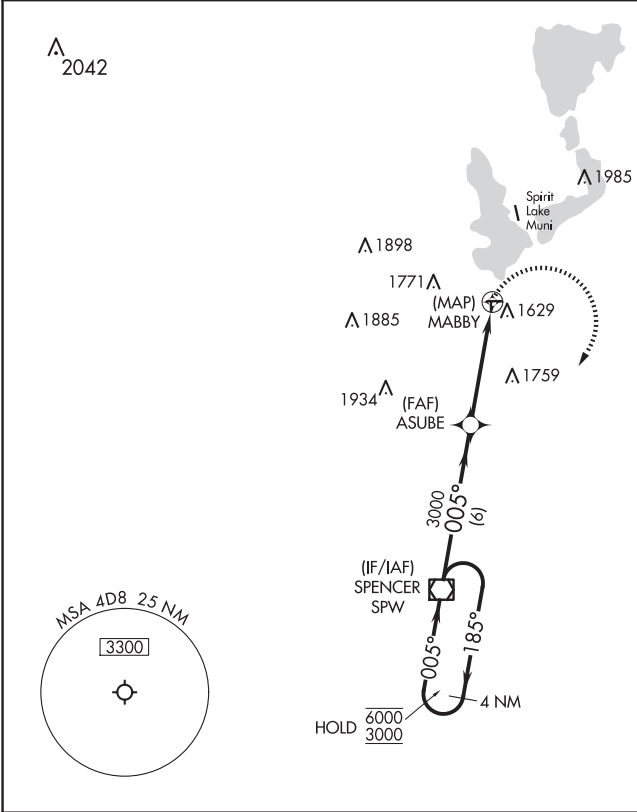
RNAV (GPS)-B
FULLER (4D8)

RNP APCH.

NA Circling NA to Rwy 18 and 36. Procedure NA at night. Use Spencer altimeter setting, when not received, use Estherville altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct SPW VOR/DME and hold.

SPW ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	CTAF 122.9
---------------------	------------------------------------	---------------



4 NM Holding Pattern	SPW VOR/DME	ASUBE	3000	SPW
6000 3000	185° 005°	005°	3000	MABBY
6 NM		4.5 NM		
CATEGORY	A	B	C	D
CIRCLING	2100-1 661 (700-1)			NA

MILFORD, IOWA

AL-6455 (FAA)

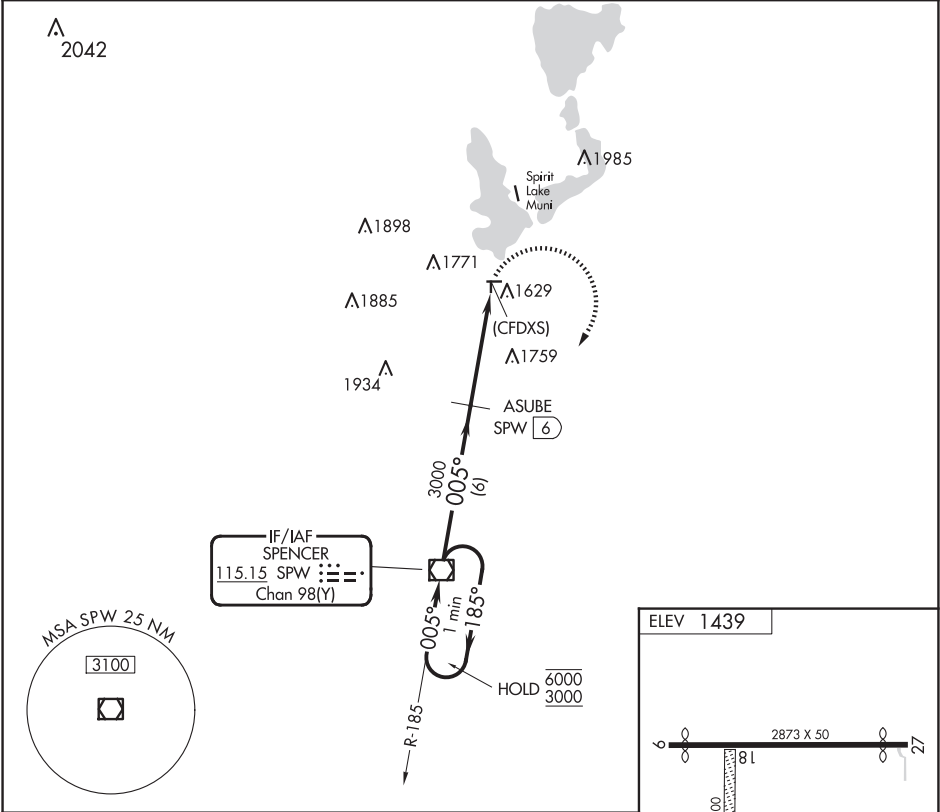
23278

VOR/DME SPW 115.15 Chan 98 (Y)	APP CRS 005°	Rwy Idg TDZE Apt Elev N/A N/A 1439
--	------------------------	--

VOR-A
FULLER(4D8)

DME required. RADAR required for procedure entry.	MISSED APPROACH: Climbing right turn to 3000 direct SPW VOR/DME and hold.
<div><div><div></div><div>NA</div></div><div>Circling NA to Rwys 18 and 36. Procedure NA at night. Use Spencer altimeter setting, when not received, use Estherville altimeter setting and increase all MDA 40 feet.</div></div>	

SPW ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	CTAF 122.9
----------------------------	---	----------------------



One Minute Holding Pattern		SPW VOR/DME	ASUBE SPW 6	3000	SPW
6000 3000		185° 005°	005°	3000	
6 NM		4.4 NM			
CATEGORY	A	B	C	NA	D
CIRCLING	2100-1	661 (700-1)			
FAF to MAP 4.4 NM					
Knots					60 90 120 150 180
Min:Sec					4:24 2:56 2:12 1:46 1:28

MILFORD, IOWA
Amdt 1 03JAN19

43°20'N-95°10'W

FULLER(4D8)
VOR-A

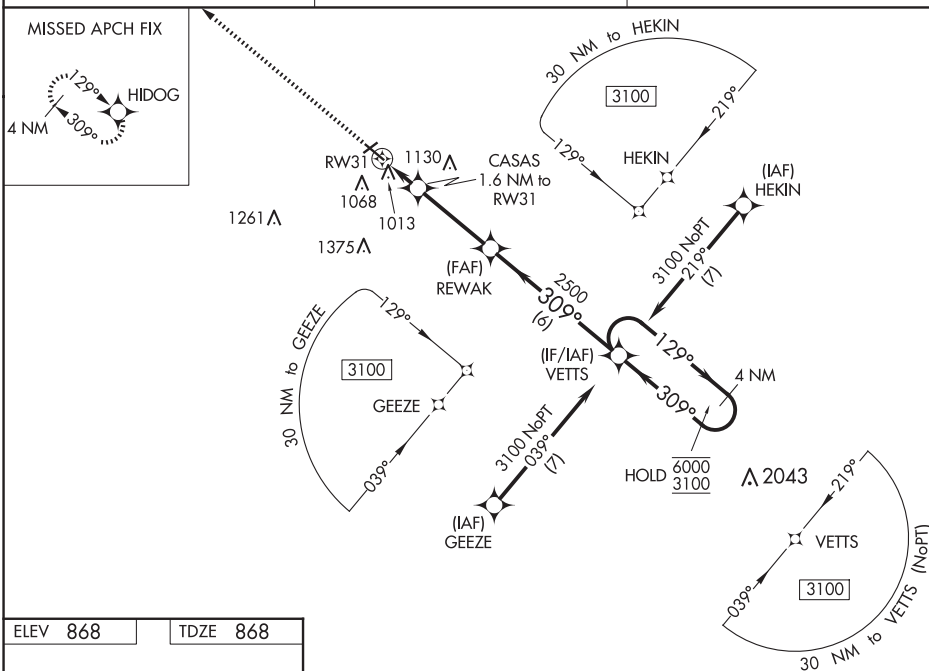
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

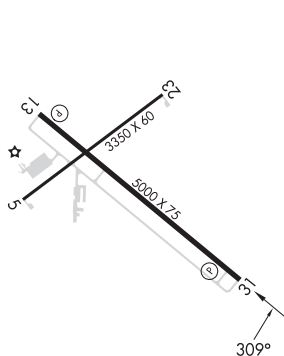
RNAV (GPS) RWY 31
OMAR N BRADLEY (MBY)

MISSED APPROACH: Climb to 3100
direct HIRDOG and hold.

UN|COM
122.7 (CTAF) **L**



TDZE 868



REIL Rlys 13 and 31 **L**
MIRL Rlys 5-23 and 13-31 **L**

OMAR N BRADLEY (MBY)
RNAV (GPS) RWY 31

WAAS CH 99644 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	6001 1316 1316
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

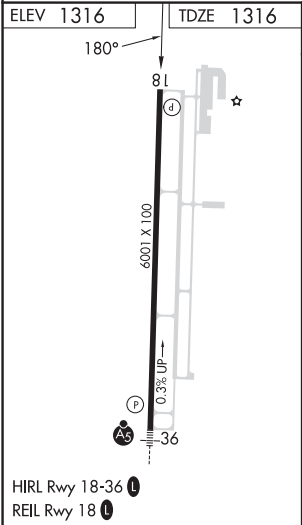
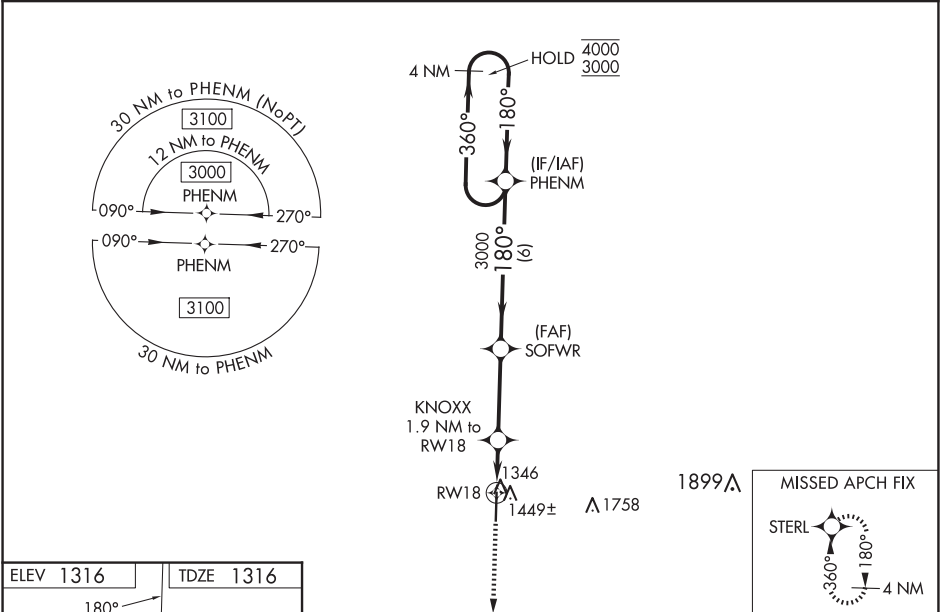
MONETT RGNL (HFJ)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using Joplin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Joplin altimeter setting; increase LPV DA to 1678 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1742 feet and all visibilities ⅓ SM; increase all MDAs 120 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 3100 direct STERL and hold.

AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CLNC DEL 121.85	UNICOM 123.075 (CTAF) 1
--------------------------	--	---------------------------	--



3100	STERL	SOFWR	PHENM	4 NM Holding Pattern
KNOXX 1.9 NM to RW18	1.1 NM to RW18	3000	180°	360°
1960	1.1 NM	0.8	3.3 NM	6 NM
CATEGORY	A	B	C	D
LPV DA	1566-¾	250 (300-¾)		
LNAV/VNAV DA	1630-⅞	314 (400-⅞)		
LNAV MDA	1700-1	384 (400-1)	1700-1½	384 (400-1½)
CIRCLING	1760-1 444 (500-1)	1900-1 584 (600-1)	1900-1½ 584 (600-1½)	2060-2½ 744 (800-2½)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

MONETT, MISSOURI

AL-6980 (FAA)

23110

WAAS CH 58244 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	6001 1301 1316
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36

MONETT RGNL (HFJ)

RNP APCH - GPS.

⚠ Baro-VNAV and VDP NA when using Joplin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Joplin altimeter setting: increase LPV DA to 1613 feet; increase LNAV/VNAV DA to 1862 feet and all visibilities $\frac{3}{8}$ SM; increase all MDAs 120 feet and LNAV visibility Cats C and D $\frac{3}{8}$ SM, and Circling visibility Cat C/D $\frac{1}{2}$ SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct PHENM and hold.

AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CLNC DEL 121.85	UNICOM 123.075 (CTAF) 1
--------------------------	--	---------------------------	--

MISSED APCH FIX

4 NM \nearrow 180° \searrow 360° PHENM

30 NM to STERL
STERL
090° 270°
STERL
090° 270°
8 NM to STERL
3100
30 NM to STERL (NoPT)
3300

1346
RW36
HUFY
2.1 NM to RW36
(FAF) COKPT
3000 360°
(IF/IAF) STERL
360° 180°
HOLD 4000 3100
4 NM

ELEV 1316	TDZE 1301
-----------	-----------

HIRL Rwy 18-36 **1**
REIL Rwy 18 **1**

8L
6001 X 100
0.3% UP
36
360°

4 NM Holding Pattern

4000 3100

GP 3.00° TCH 40

STERL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

COKPT

3000

HUFY

2.1 NM to RW36

1.1 NM to RW36

RW36

7 NM 3.1 NM 0.9 1.1 NM

CATEGORY	A	B	C	D
LPV DA	1501-1/2 200 (200-1/2)			
LNAV/VNAV DA	1750-7/8 449 (500-7/8)			
LNAV MDA	1700-1/2 399 (400-1/2)	1700-5/8 399 (400-5/8)		
CIRCLING	1760-1 444 (500-1)	1900-1 584 (600-1)	1900-1 1/2 584 (600-1 1/2)	2060-2 1/2 744 (800-2 1/2)

MONETT, MISSOURI

Orig-A 20APR23

36°54'N-94°01'W

RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS
091°

Rwy Idg
TDZE
737

Apt Elev
737

RNAV (GPS) RWY 9

CPT BEN SMITH AIRFIELD/MONROE CITY (K52)

▼

NA

Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Quincy, IL altimeter setting.

MISSED APPROACH: Climb to 2600 direct HIMNI and hold.

UIN ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF)
----------------------------	--	-------------------------------

AYTON 2700 270° (16.3)

(IAF) CADLI 210K

2700 NoPT 181° (5)

HOLD 14000 2700

091° 271° 4 NM

1611

(IF/IAF) FANKI

2400 091° (6)

2700 NoPT 001° (5)

(IAF) GEPL 210K

887 887

(FAF) EDORE

RW09

HIMNI 4 NM 091° 271°

MSA RW09 2.5 NM 2900

ELEV 737

TDZE 737

4 NM Holding Pattern

FANKI

EDORE

RW09

HIMNI

14000 2700

271° 091°

091°

2400

3.04° TCH 35

6 NM 5 NM

CATEGORY	A	B	C	D
LNNAV MDA	1280-1	543 (600-1)	1280-1 $\frac{1}{8}$ 543 (600-1 $\frac{1}{8}$)	NA
CIRCLING	1380-1	643 (700-1)	1380-1 $\frac{3}{4}$ 643 (700-1 $\frac{3}{4}$)	NA

MIRL Rwy 9-27

MONROE CITY, MISSOURI

CPT BEN SMITH AIRFIELD/MONROE CITY (K52)

Orig-C 15JUN23

39°38'N-91°44'W

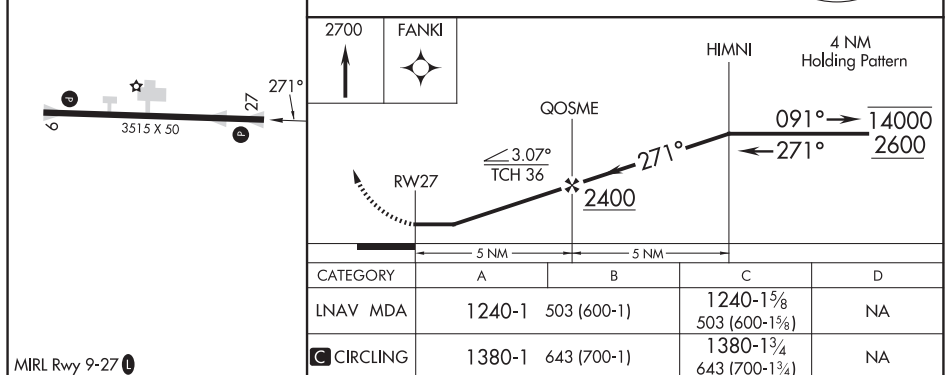
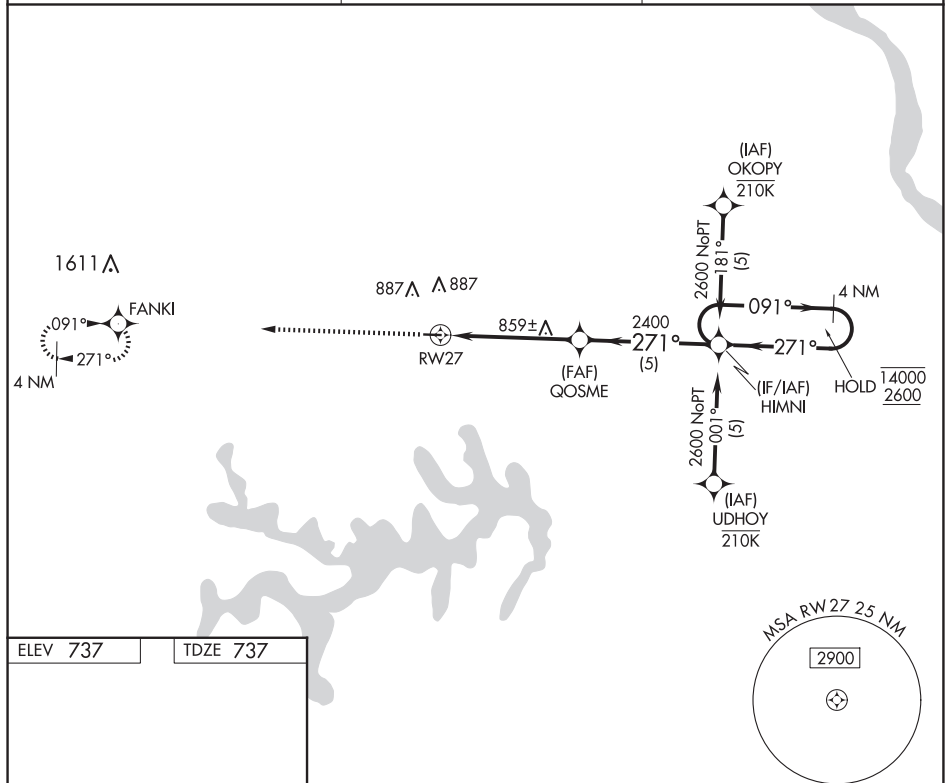
RNAV (GPS) RWY 9

375

RNAV (GPS) RWY 27

CPT BEN SMITH AIRFIELD/MONROE CITY (K52)

UIN ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



CPT BEN SMITH AIRFIELD/MONROE CITY (K52)

RNAV (GPS) RWY 27

NC-3, 07 AUG 2025 to 02 OCT 2025

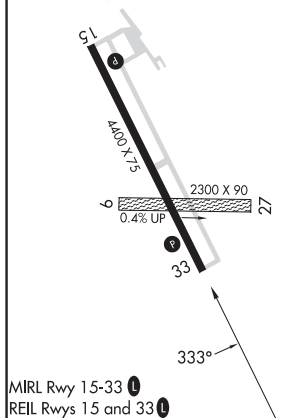
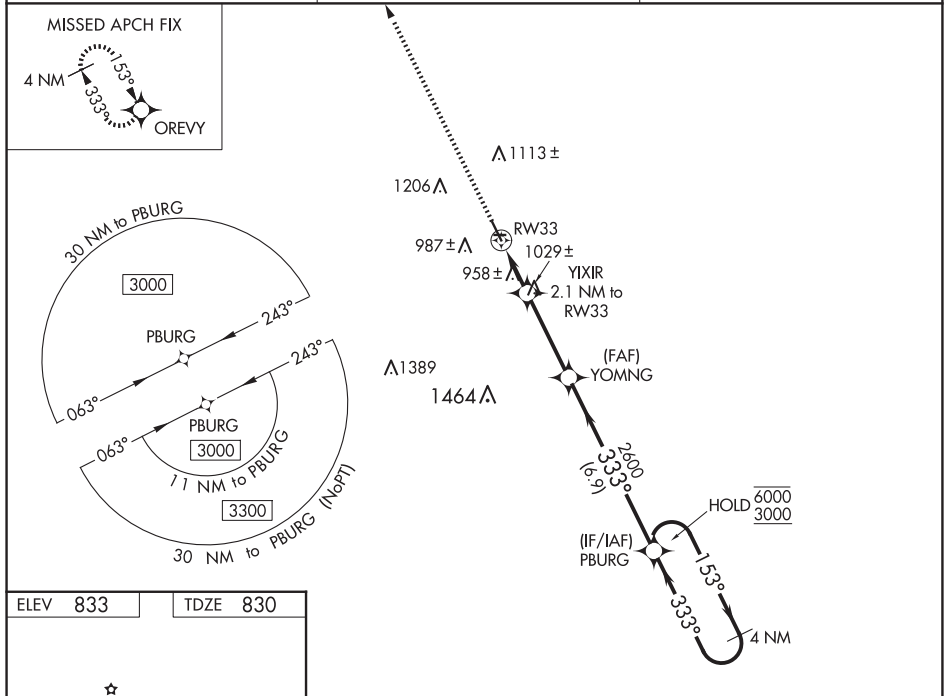
WAAS CH 82222 W33A	APP CRS 333°	Rwy Idg TDZE 830 Apt Elev 833	4400 830 833
--	------------------------	---	---

RNAV (GPS) RWY 33

MONTICELLO RGNL (MXO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct OREVY and hold.
-----------------	---

AWOS-3 119.275	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.8 (CTAF) 0
--------------------------	---	---------------------------------



3000		OREVY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
------	--	-------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

MONTICELLO, MISSOURI

AL-9193 (FAA)

25163

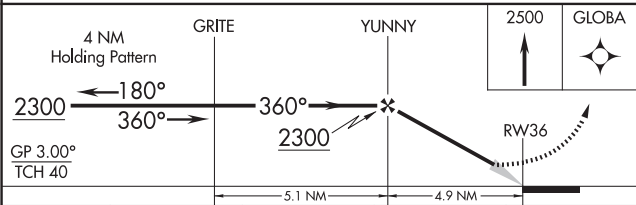
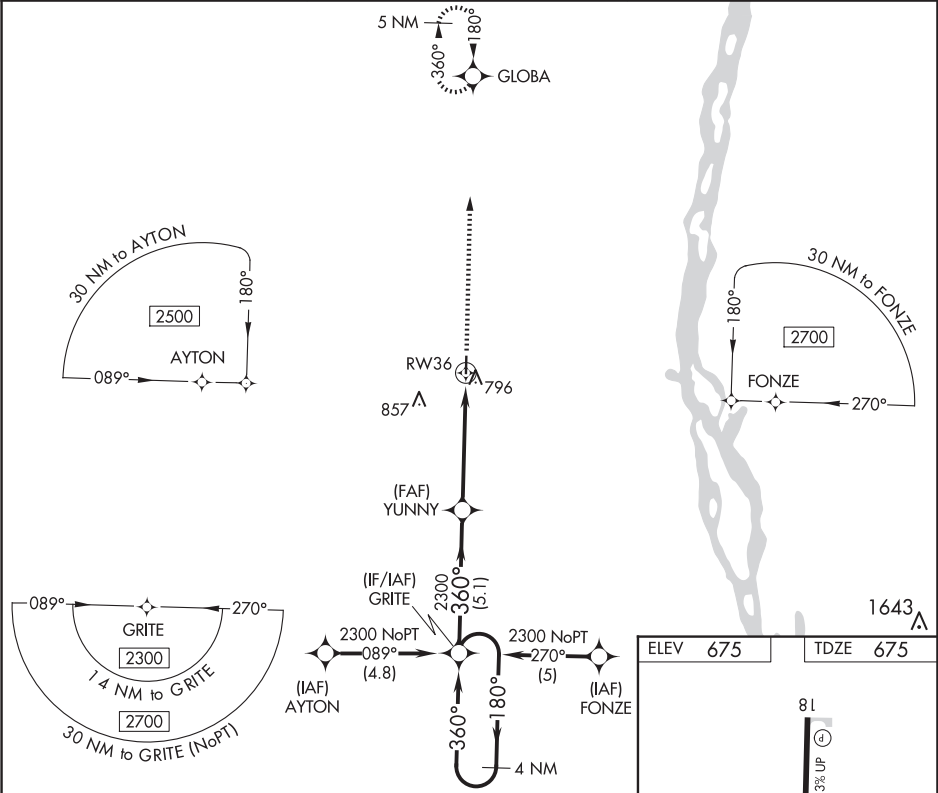
WAAS CH 97601 W36A	APP CRS 360°	Rwy Ldg TDZE 675 Apt Elev 675
--	------------------------	---

RNAV (GPS) RWY 36

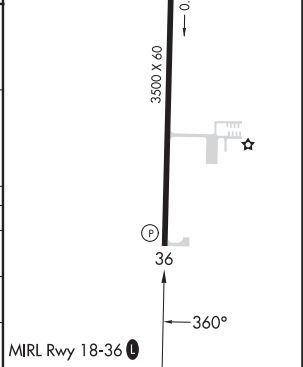
LEWIS COUNTY RGNL (6M6)

RNP APCH.	MISSED APPROACH: Climb to 2500 direct GLOBA and hold.
<div><div>▼</div>Baro-VNAV NA. Use Quincy altimeter setting; if not received, use <div>▲</div>NAKirksville altimeter setting and increase all DAs/MDAs 80 feet.</div>	

UIN ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.7 (CTAF) 0
----------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LPV DA	996-1¼	321 (400-1¼)	NA	NA
LNNAV/VNAV DA	1137-1¾	462 (500-1¾)	NA	NA
LNNAV MDA	1120-1	445 (500-1)	NA	NA



MONTICELLO, MISSOURI
Orig-C 15AUG19

40°08'N-91°41'W

LEWIS COUNTY RGNL (6M6)

RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

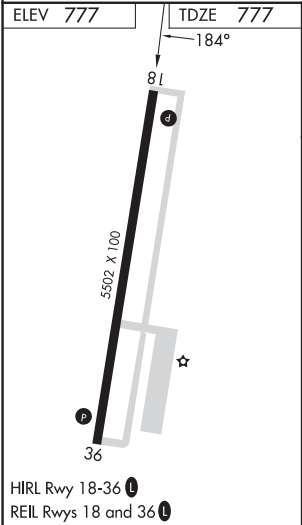
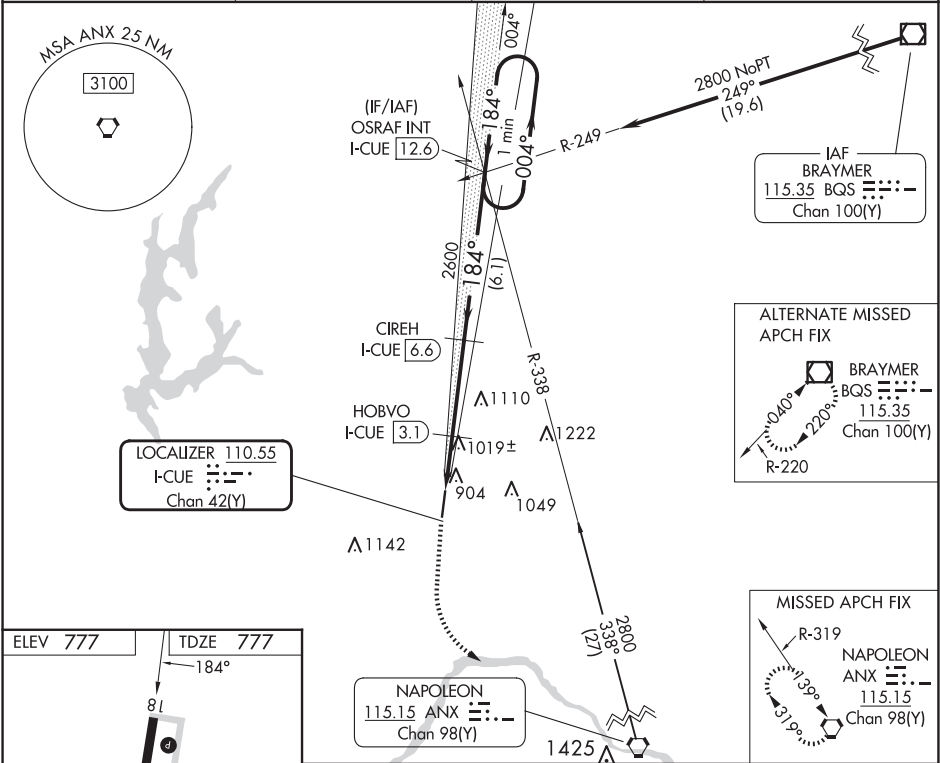
LOC/DME I-CUE 110.55 Chan 42 (Y)	APP CRS 184°	Rwy Ldg TDZE Apt Elev	5502 777 777
---	------------------------	-----------------------------	---

ILS or LOC/DME RWY 18
MIDWEST NTL AIR CENTER (GPH)

Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities ¼ mile; increase all MDAs 80 feet, and Circling visibility Cat C ¼ mile. Autopilot coupled approach NA below 960.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

AWOS-3P 120.275	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.2	UNICOM 122.7 (CTAF)
---------------------------	--	--------------------------	-------------------------------



1400	2900	ANX	VGSI and ILS glidepath not coincident (VGSI Angle 3.50/TCH 59°).	OSRAF INT I-CUE 12.6	One Minute Holding Pattern
I-CUE 1.1	I-CUE 2.3	I-CUE 6.6	HOBVO I-CUE 3.1	CIREH I-CUE 6.6	2600
1460	2600	184°	004°	2800	GS 3.00° TCH 51
1.2 NM	0.8	3.5 NM	6.1 NM		
CATEGORY	A	B	C	D	
S-ILS 18	977-¾	200 (200-¾)		NA	
S-LOC 18	1280-1	503 (600-1)	1280-1½	503 (600-1½)	NA
CIRCLING	1300-1	1320-1	1360-1½	583 (600-1½)	NA
	523 (600-1)	543 (600-1)			

MOSBY, MISSOURI

AL-9229 (FAA)

25163

WAAS CH 70323 W18A	APP CRS 184°	Rwy Ldg TDZE 777 Apt Elev 777
--	------------------------	---

RNAV (GPS) RWY 18

MIDWEST NTL AIR CENTER (GPH)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.
Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.
Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2700 direct WEXAL and hold.

AWOS-3P 120.275	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.2	UNICOM 122.7 (CTAF)
---------------------------	--	--------------------------	-------------------------------

Procedure NA for arrivals at LASSO via V159 southeast bound, and via V502 northeast bound.

Key features of the chart:

- IF (OSRAF):** 2600, 184° (6.1) to CIREH.
- FAF (CIREH):** 2600, 184° to HOBVO.
- HOBVO:** 2 NM to RW18, 1019±, 1222, 999±, 904, 1049.
- RW18:** 1110, 1142, 1397.
- MISSED APCH FIX:** WEXAL, 004°, 184°, 4 NM.
- MSA RW18 25 NM:** 3100.

2700

WEXAL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 59).

*LNAV only.

1.2 NM

0.8 NM

3.5 NM

6.1 NM

HOBVO 2 NM to RW18

CIREH

OSRAF

1460*

2600

2700

Procedure Turn NA

GP 3.00° TCH 51

CATEGORY	A	B	C	D
LPV DA	1189-1½ 412 (500-1½)			NA
LNAV/ VNAV DA	1324-2 547 (600-2)			NA
LNAV MDA	1280-1	503 (600-1)	1280-1½ 503 (600-1½)	NA
CIRCLING	1300-1 523 (600-1)	1320-1 543 (600-1)	1360-1½ 583 (600-1½)	NA

ELEV 777

TDZE 777

Key features of the detailed view:

- GLIDE PATH:** 184°, 2700, 2600, 1460*.
- MISSED APPROACH:** Climb to 2700 direct WEXAL and hold.
- RUNWAY:** RWY 18, 36, 5502 x 100.
- Obstacles:** 81, 36, 36.

MOSBY, MISSOURI
Amdt 1A 15JUL21

39°20'N-94°19'W

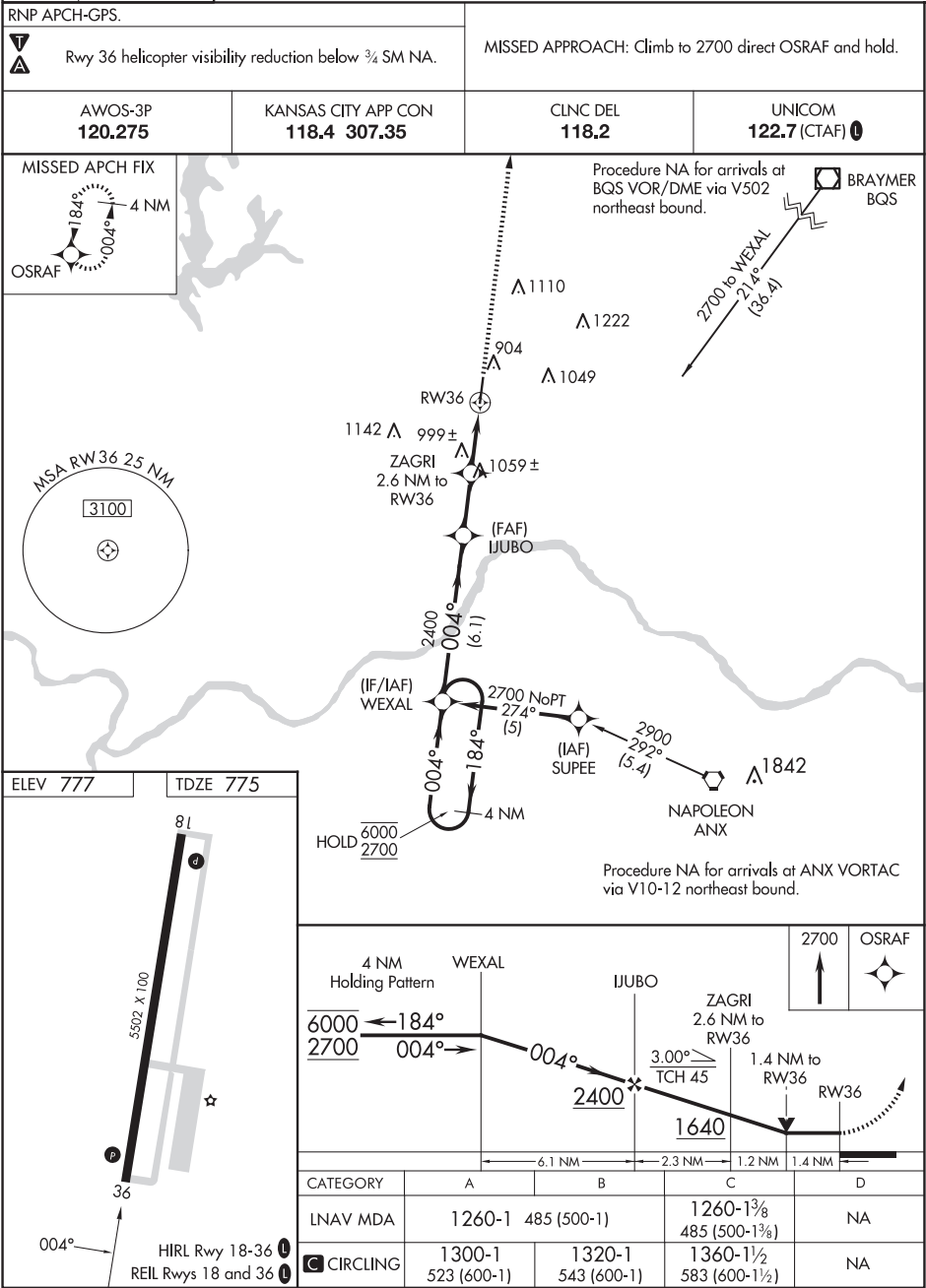
MIDWEST NTL AIR CENTER (GPH)

RNAV (GPS) RWY 18

APP CRS	Rwy Ldg	5502
004°	TDZE	775
	Apt Elev	777

RNAV (GPS) RWY 36

MIDWEST NTL AIR CENTER (GPH)



(CHIEF9.MCI) 23278
CHIEF NINE DEPARTURE

AL-9229 (FAA)

MIDWEST NTL AIR CENTER (GPH)
MOSBY, MISSOURI

TOP ALTITUDE:
10000

RADAR required.

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.2

ST. JOSEPH
115.5 STJ
Chan 102

R-160

R-199

5000
*2800
343°
(411)

CATTS

8000
*3000
266°
(37)

J80

OZAKI

8000
*3000
266°
(29)

J80

KANSAS CITY
113.25 MCI
Chan 79(Y)

EMPORIA
112.8 EMP
Chan 75

MSA MCI 25 NM

3100

TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF9.CATTS): From over MCI VORTAC on MCI R-266 to CATTS.

ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

CHIEF NINE DEPARTURE
(CHIEF9.MCI) 05OCT23

MOSBY, MISSOURI
MIDWEST NTL AIR CENTER (GPH)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.2

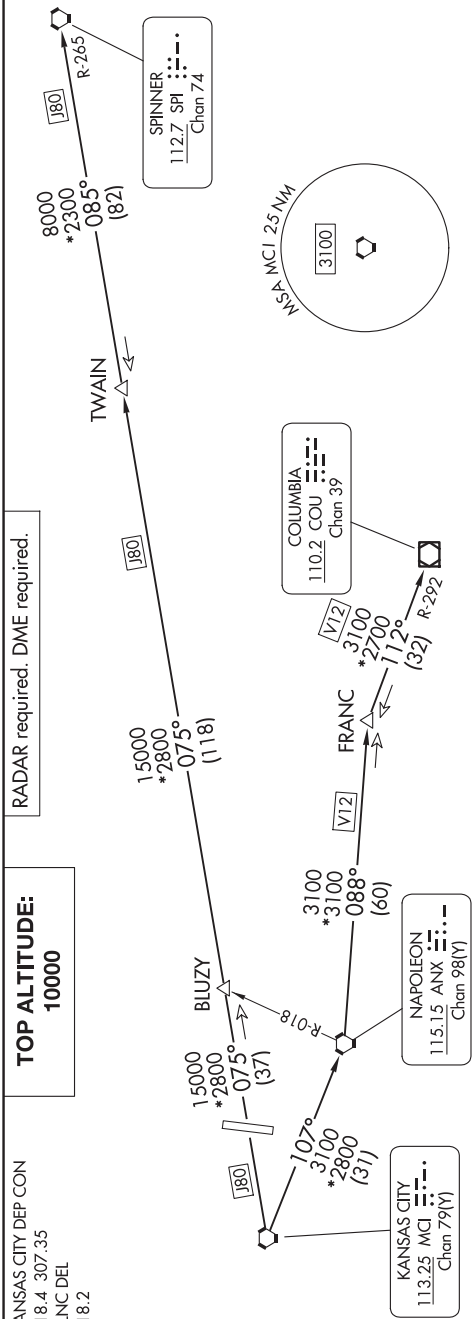
TOP ALTITUDE:
10000

RADAR required. DME required.

(LAKES5.MCI) 24137
LAKES FIVE DEPARTURE

AL-9229 (FAA)

MIDWEST NTL AIR CENTER (GPH)
MOSBY, MISSOURI



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 and COU R-292 to COU VOR/DME.

FRANC TRANSITION (LAKES5.FRANC): From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 to FRANC.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN, then on SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN.



TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

LAKES FIVE DEPARTURE
(LAKES5.MCI) 05OCT23

MOSBY, MISSOURI
MIDWEST NTL AIR CENTER (GPH)

NC-3, 07 AUG 2025 to 02 OCT 2025

(RACER8.MCI) 24137

RACER EIGHT DEPARTURE

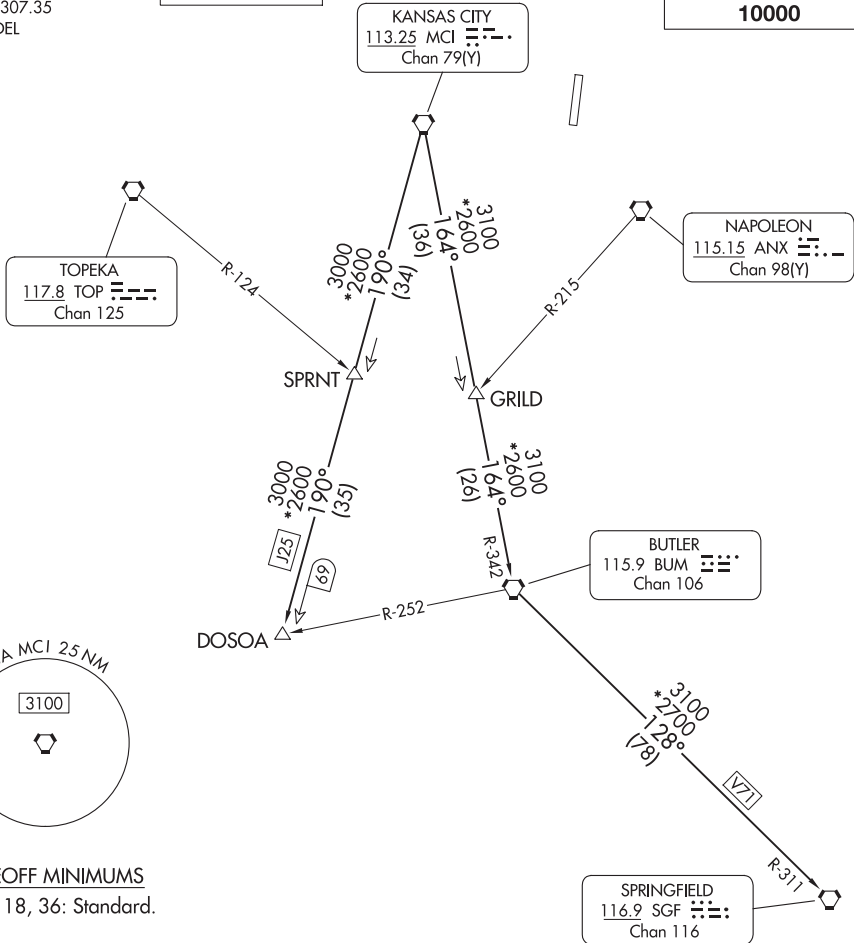
MIDWEST NTL AIR CENTER (GPH)
MOSBY, MISSOURI

AL-9229 (FAA)

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.2

RADAR required.

TOP ALTITUDE:
10000



TAKEOFF MINIMUMS

Rwys 18, 36: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

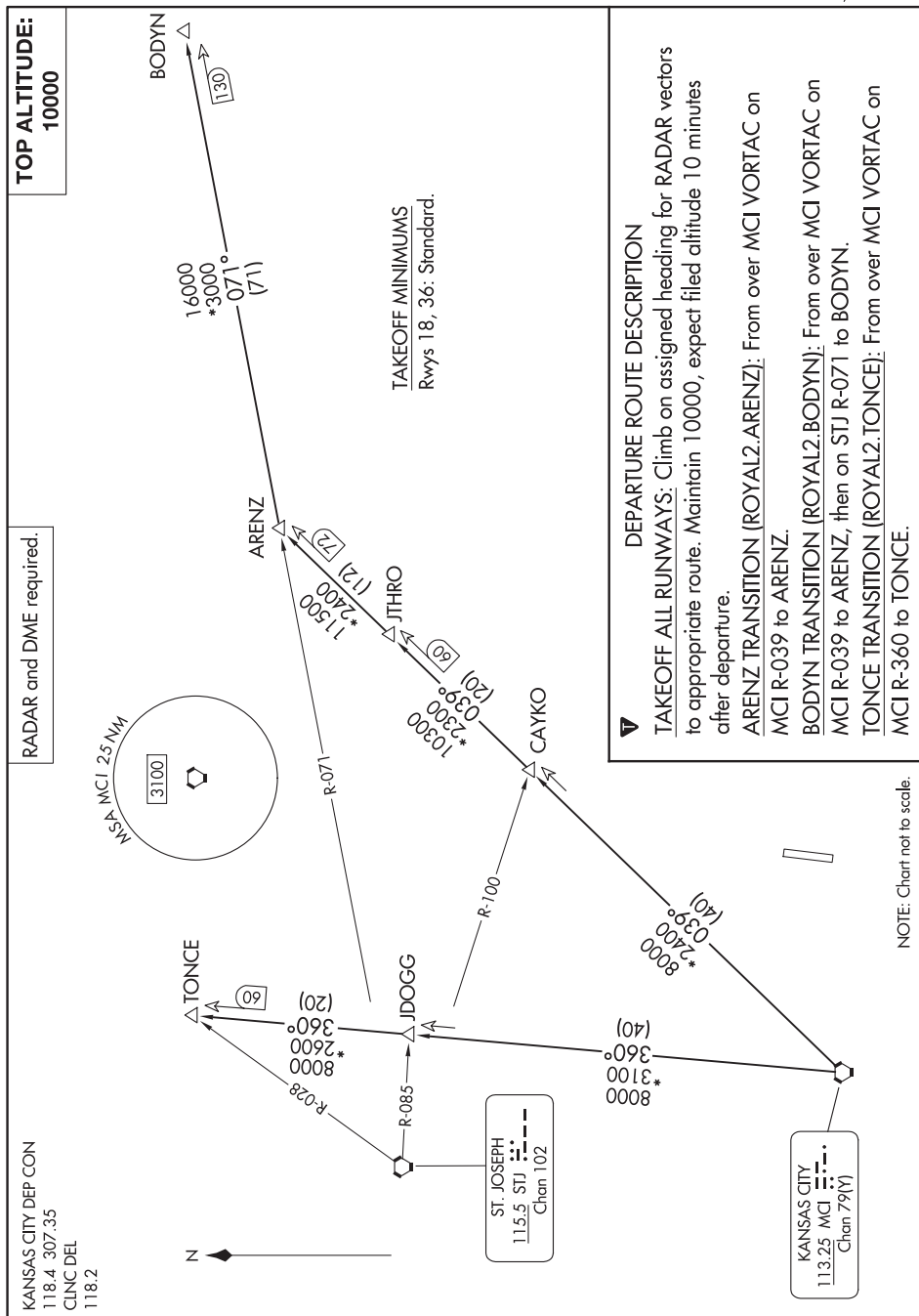
DOSOIA TRANSITION (RACER8.DOSOIA): From over MCI VORTAC on MCI R-190 to DOSOIA.

SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER EIGHT DEPARTURE

(RACER8.MCI) 05OCT23

MOSBY, MISSOURI
MIDWEST NTL AIR CENTER (GPH)



(TIFTO8.MCI) 23278

TIFTO EIGHT DEPARTURE

AL-9229 (FAA)

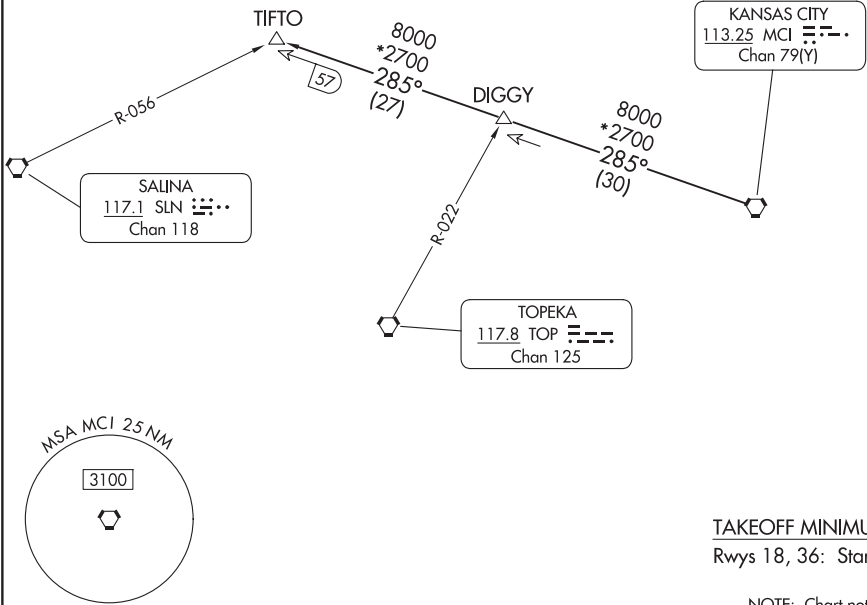
MIDWEST NTL AIR CENTER (GPH)
MOSBY, MISSOURI

TOP ALTITUDE:
10000

RADAR and DME required.

KANSAS CITY DEP CON
118.4 307.35
CLNC DEL
118.2

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

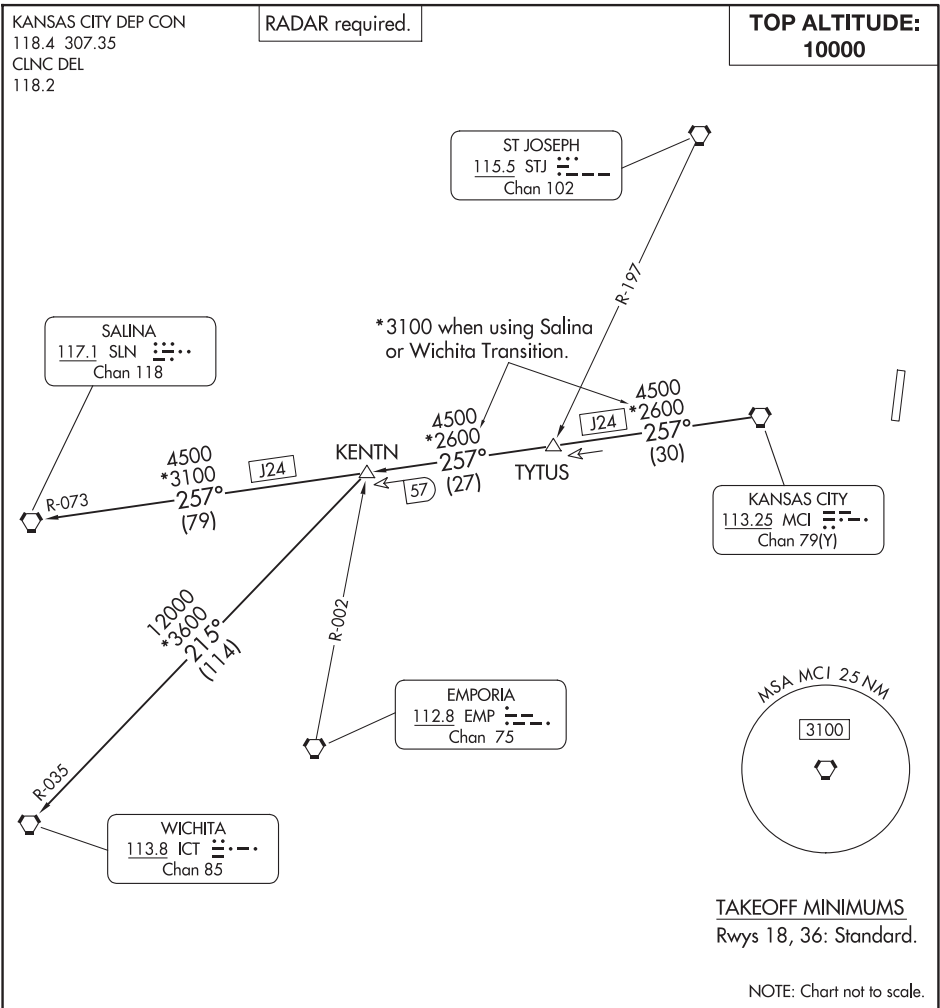
TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO8.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO.

TIFTO EIGHT DEPARTURE

(TIFTO8.MCI) 05OCT23

MOSBY, MISSOURI
MIDWEST NTL AIR CENTER (GPH)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

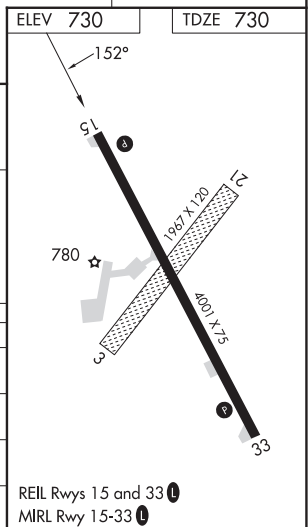
KENTN TRANSITION (WLDCT6.KENTN): From over MCI VORTAC on MCI R-257 to KENTN.

SALINA TRANSITION (WLDCT6.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT6.ICT): From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.

RNAV (GPS) RWY 15
MOUNT PLEASANT MUNI (MPZ)

MISSED APPROACH.
Climb to 3500 direct
ODOZO and hold.

UNICOM
123.05 (CTAF) **L**

REIL Rwy 15 and 33 **L**
MIRL Rwy 15-33 **L**

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 81919 W33A	APP CRS 332°	Rwy Idg TDZE Apt Elev	4001 730 730
--	------------------------	-----------------------------	---

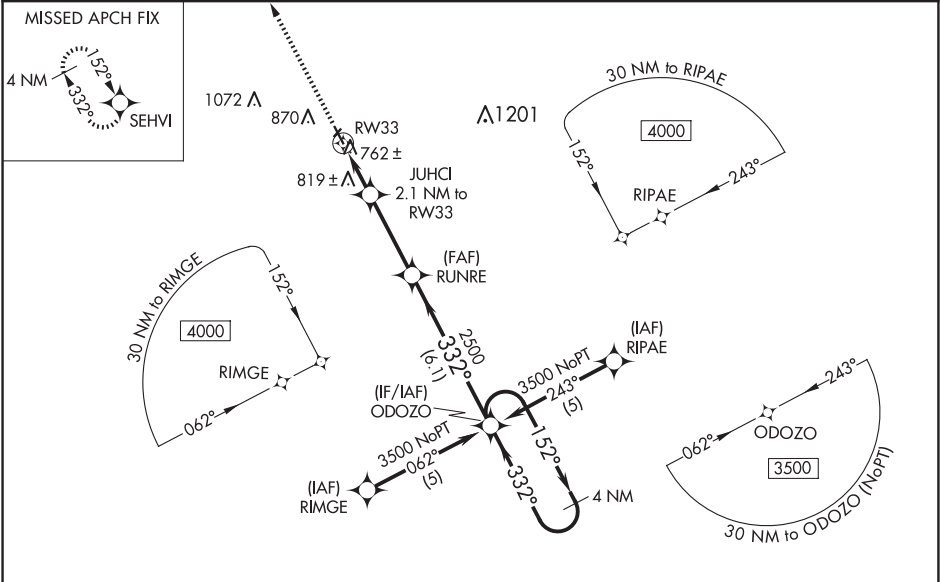
RNAV (GPS) RWY 33

MOUNT PLEASANT MUNI (MPZ)

Baro-VNAV NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 1031 feet, LNAV/VNAV DA to 1073 feet and all LNAV/VNAV visibilities ¼ mile; increase all MDA 60 feet, and LNAV and Circling Cat C visibility ¼ mile. Circling NA to Rwy 3/21.

MISSED APPROACH:
Climb to 3500 direct SEHVI and hold.

AWOS-3 119.325	CHICAGO CENTER 135.6 316.1	UNICOM 123.05 (CTAF) 0
--------------------------	--------------------------------------	----------------------------------



ELEV 730

TDZE 730

3500

SEHVI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).

ODOZO

4 NM Holding Pattern

*LNAV only

JUHCI

2.1 NM to RW33

RW33

1420*

2500

332°

152°

3500

GP 3.00°

TCH 40

2.1 NM

3.3 NM

6.1 NM

5

1

2

3

780

1987 X 120

4001 X 75

33

332°

REIL Rwy 15 and 33 0

MIRL Rwy 15-33 0

CATEGORY	A	B	C	D
LPV DA	980-1	250 (300-1)		NA
LNAV/VNAV DA	1022-1	292 (300-1)		NA
LNAV MDA	1080-1	350 (400-1)		NA
CIRCLING	1220-1 490 (500-1)	1360-1 630 (700-1)	1420-2 690 (700-2)	NA

MOUNTAIN GROVE, MISSOURI

AL-6763 (FAA)

RNAV (GPS) RWY 8
MOUNTAIN GROVE MEML (1MO)

APP CRS	Rwy Idg	2922
080°	TDZE	1476
	Apt Elev	1476

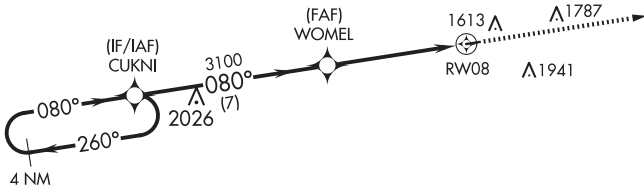
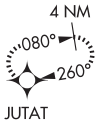
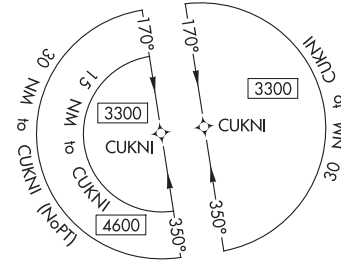
▼ DME/DME RNP-0.3 NA. Procedure NA at night. Use Fort Leonard Wood altimeter setting, when not received use Springfield altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA.

▲ NA

MISSED APPROACH: Climb to 3300 direct JUTAT and hold.

KANSAS CITY CENTER
128.35 284.675

CTAF
122.9 **0**



ELEV 1476	TDZE 1476
-----------	-----------

Visual Segment - Obstacles.

3300 JUTAT

4 NM Holding Pattern

3300 260° 080°

WOMEL 3100

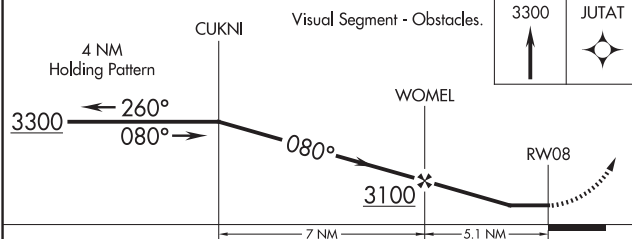
RW08

7 NM 5.1 NM

2922 X 60 0.8% UP

MIRL Rwy 8-26 **0**

REIL Rws 8 and 26 **0**



CATEGORY	A	B	C	D
LNNAV MDA	2140-1	664 (700-1)	NA	
C CIRCLING	2140-1 664 (700-1)	2240-1 764 (800-1)	NA	

MOUNTAIN GROVE, MISSOURI
Orig-B 17AUG17

37°07'N-92°19'W

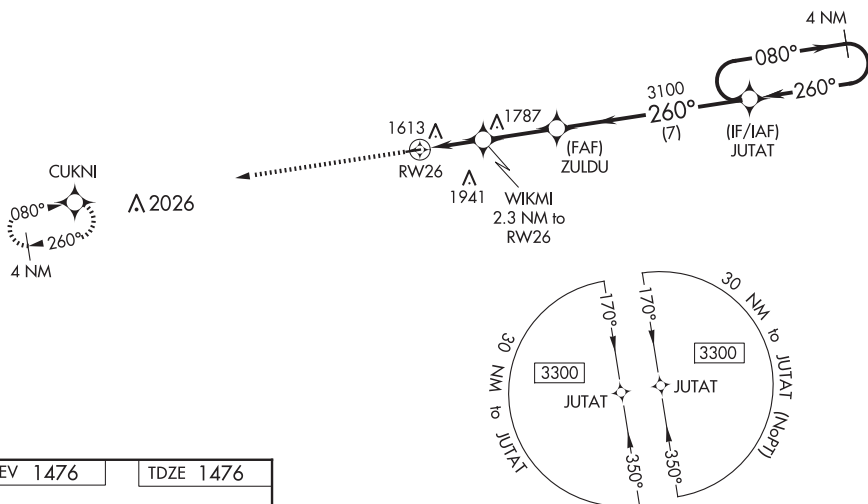
MOUNTAIN GROVE MEML (1MO)
RNAV (GPS) RWY 8

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 26
MOUNTAIN GROVE MEML (1MO)

MISSED APPROACH: Climb to 3300 direct CUKNI and hold.

CTAF
122.9 L

Visual Segment - Obstacles.

3300

CUKNI

Visual Segment - Obstacles.

JUTAT

4 NM Holding Pattern

080°

3300

260°

260°

3100

ZULDU

WIKMI 2.3 NM to RW26

2240

2.3 NM

2.7 NM

7 NM

RW26

CATEGORY

A

B

C

D

LP MDA 2120-1 644 (700-1) NA

LNAV MDA 2160-1 684 (700-1) NA

CIRCLING 2160-1 684 (700-1) 2240-1 764 (800-1) NA

MOUNTAIN GROVE MEML (1MO)
RNAV (GPS) RWY 26

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 63232 W28A	APP CRS 279°	Rwy Idg TDZE 1162 Apt Elev 1182	5005 1162 1182
--	------------------------	---	---

RNAV (GPS) RWY 28

MOUNTAIN VIEW (MNF)

RNP APCH - GPS.

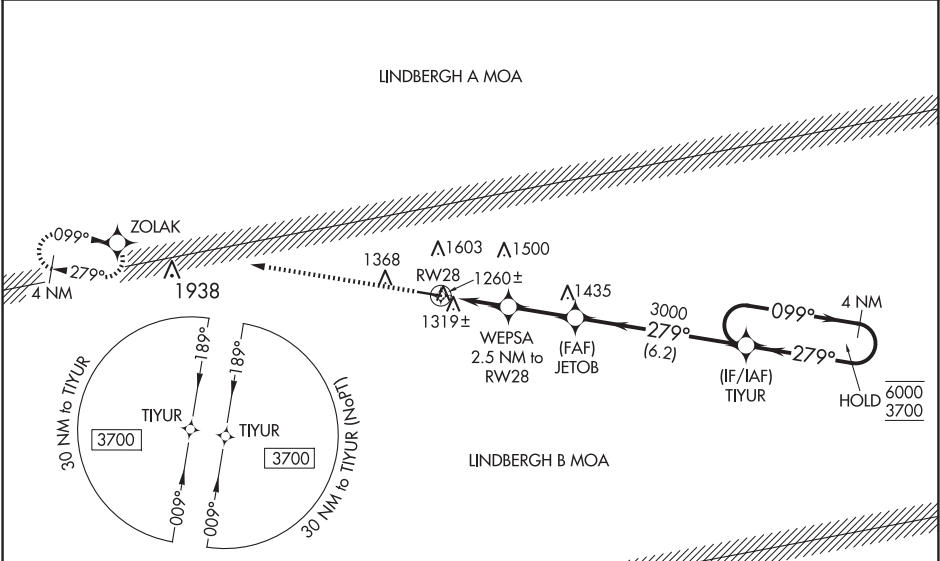
▼

▲NA

Circling Rwy 10 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Use West Plains altimeter setting; when not received, use Fort Leonard Wood altimeter setting and increase all MDA 100 feet; increase LP Cat C/D visibility ¼ SM, LNAV Cat C/D visibility ¼ SM and Circling Cat B/C visibility ¼ SM. Straight-in Rwy 28 at night, Circling Rwy 28 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 3700 direct ZOLAK and hold.

UNO ASOS 123.825	KANSAS CITY CENTER 128.35 284.675	UNICOM 122.8 (CTAF) 📻
----------------------------	---	--



ELEV 1182	TDZE 1162
------------------	------------------

1357±

5005 X 75

0.9% UP

28

279°

MIRL Rwy 10-28 **📻**

3700

ZOLAK

WEPSA
2.5 NM to
RW28

JETOB

TIYUR

4 NM
Holding Pattern

RW28

3.50°
TCH 54

3000

2100

279°

099°

6000

3700

2.5 NM

2.4 NM

6.2 NM

CATEGORY	A	B	C	D
LP MDA	1560-1	398 (400-1)	1560-1½	398 (400-1½)
LNAV MDA	1620-1	458 (500-1)	1620-1¾	458 (500-1¾)
CIRCLING	1880-1 698 (700-1)	2080-1¼ 898 (900-1¼)	2080-2¾ 898 (900-2¾)	2180-3 998 (1000-3)

ILS or LOC RWY 24
MUSCATINE MUNI (MUT)

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct MZV VOR/DME and hold.

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

MUSCATINE MUNI (MUT)
ILS or LOC RWY 24

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53701 W06A	APP CRS 059°	Rwy Ldg 5500 TDZE 547 Apt Elev 547
--	------------------------	---

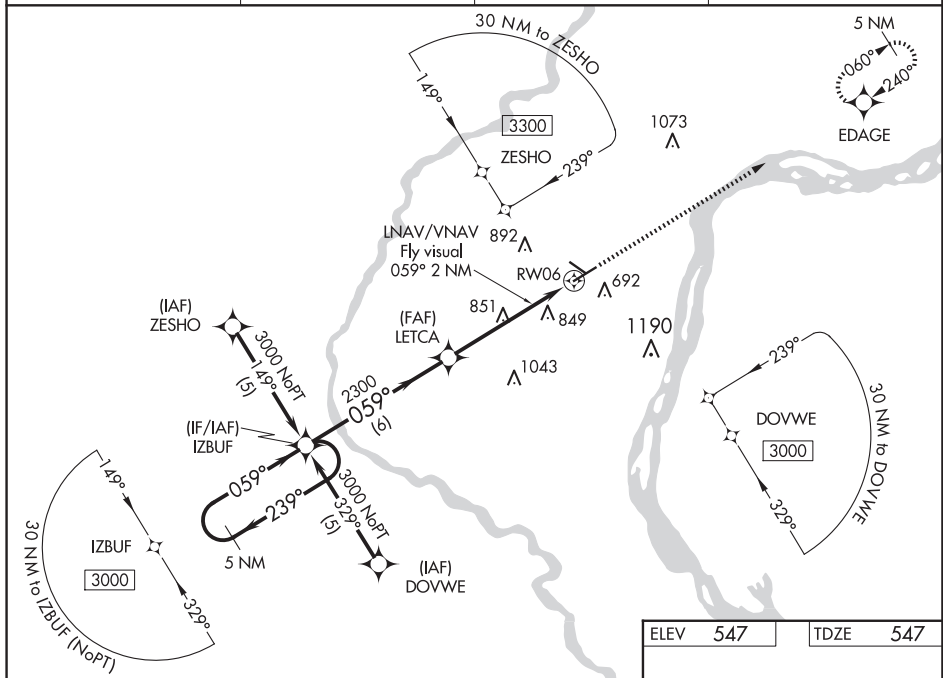
RNAV (GPS) RWY 6
MUSCATINE MUNI (MUT)

RNP APCH - GPS.

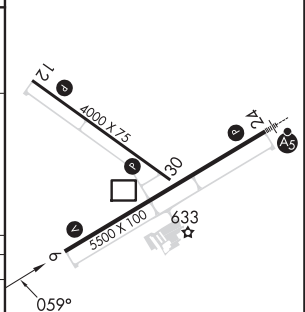
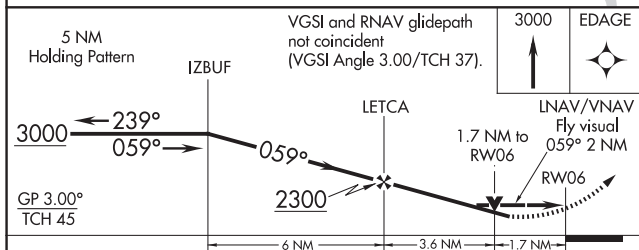
T Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C . If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using lowa City Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDAGE and hold.

AWOS-3P 120.625	QUAD CITY APP CON ★ 133.275 257.8	CLNC DEL 119.125	UNICOM 122.7 (CTAF) 0
---------------------------	---	----------------------------	---------------------------------



ELEV	547		TDZE	547
------	-----	--	------	-----



CATEGORY	A	B	C	D
LPV DA	1076-2 529 (600-2)			
RNAV/ VNAV DA	1232-2 685 (700-2)			1232-2¼ 685 (700-2¼)
RNAV MDA	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-1¾ 573 (600-1¾)
CIRCLING	1120-2½ 573 (600-2½)	1200-2½ 653 (700-2½)		1500-3 953 (1000-3)

REIL Rwys 6, 12, and 30 **L**
MIRL Rwys 6-24 and 12-30 **L**

MUSCATINE, IOWA

AL-5564 (FAA)

24081

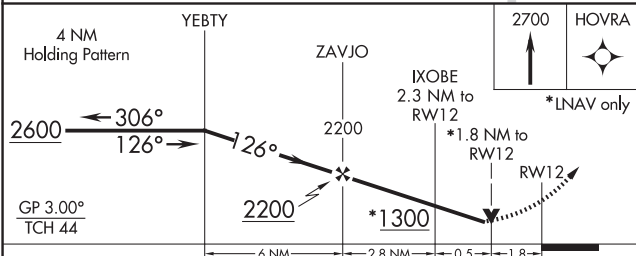
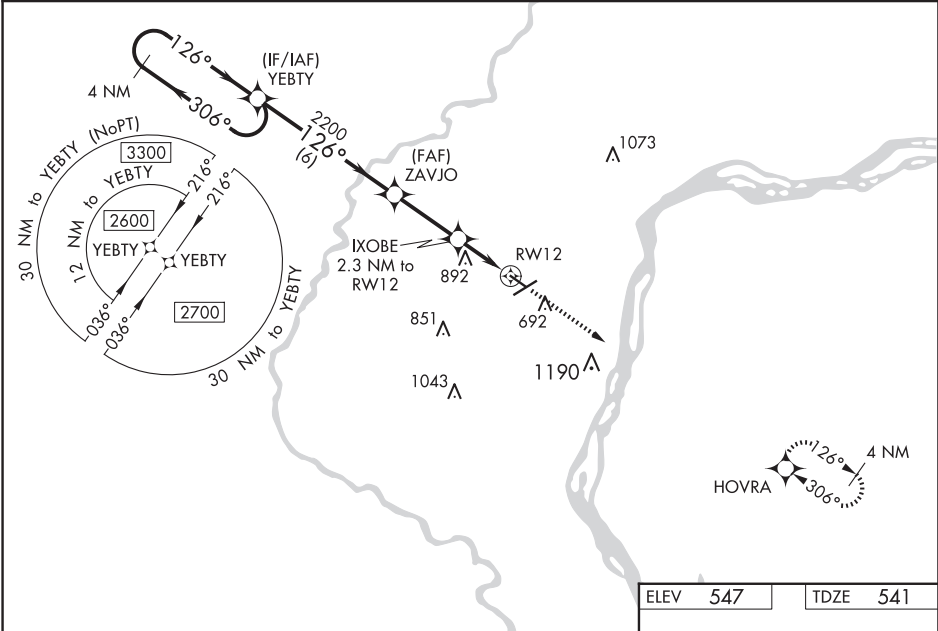
WAAS CH 56336 W12A	APP CRS 126°	Rwy Idg TDZE 541 Apt Elev 547
--	------------------------	---

RNAV (GPS) RWY 12
MUSCATINE MUNI (MUT)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. VDP and Baro-VNAV NA with Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cals visibility ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2700 direct HOVRA and hold.

AWOS-3P 120.625	QUAD CITY APP CON ★ 133.275 257.8	CINC DEL 119.125	UNICOM 122.7 (CTAF) 0
---------------------------	---	----------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1207-2½	666 (700-2½)		NA
LNAV/VNAV DA	1223-2½	682 (700-2½)		NA
LNAV MDA	1140-1	599 (600-1)		NA
CIRCLING	1140-1 593 (600-1)	1200-1 653 (700-1)		NA

ELEV **547** TDZE **541**

REIL Rwy 6, 12, and 30 0

MIRL Rwy 6-24 and 12-30 0

MUSCATINE, IOWA
Orig-A 26MAY16

41°22'N-91°09'W

RNAV (GPS) RWY 12

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99701 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev	5500 545 547
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 24

MUSCATINE MUNI (MUT)

RNP APCH

▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). For inop ALS, increase LPV all visibilities to 1 SM, increase LNAV/VNAV all Cats and LNAV Cats C visibility to 1½ SM, and increase LNAV Cat D visibility to 1¼ SM. When local altimeter setting not received, use Iowa City altimeter setting and increase LPV DA to 992 and all visibilities ½ SM; increase LNAV/VNAV DA to 1030 feet and all visibilities ¼ SM; increase all MDA 80 feet and LNAV Cats C and D visibility ¼ SM and Circling Cat C visibility ¼ SM. For inop ALS when using Iowa City altimeter setting, increase LPV all visibilities to 1 SM, LNAV/VNAV all visibilities to 1¾ SM, LNAV Cats A and B visibility to 1 SM, and LNAV Cats C and D visibility to 1¾ SM. Baro-VNAV and VDP NA when using Iowa City altimeter setting.

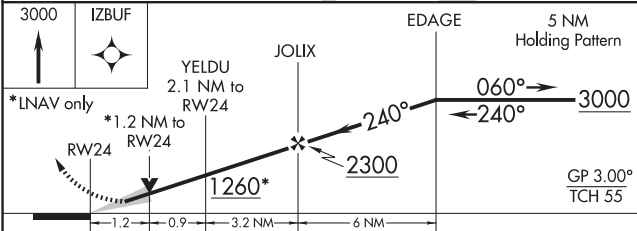
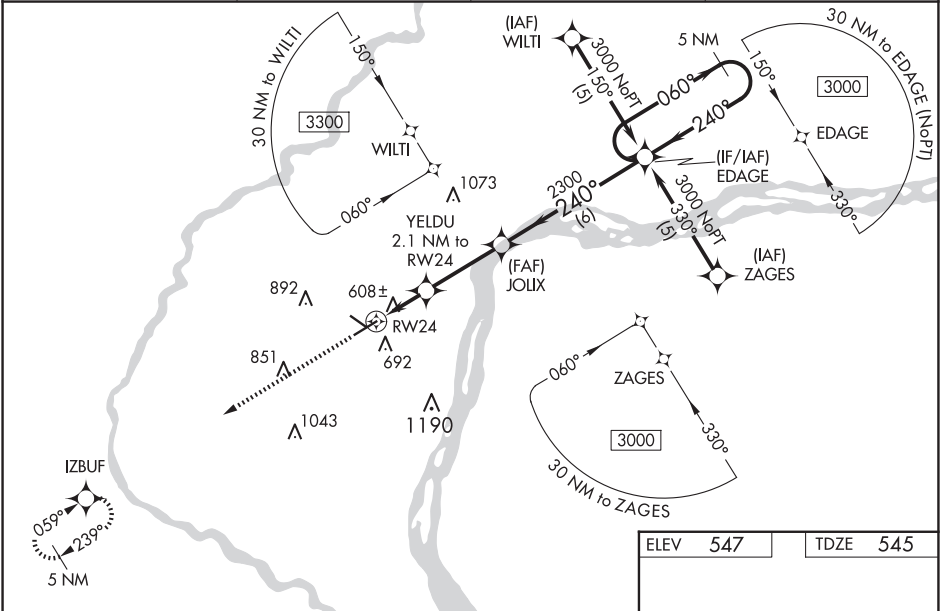
MALSR

AS

⋮

MISSED APPROACH:
Climb to 3000 direct
IZBUF and hold.

AWOS-3P 120.625	QUAD CITY APP CON * 133.275 257.8	CLNC DEL 119.125	UNICOM 122.7 (CTAF) 0
---------------------------	---	----------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	812-½	267 (300-½)		
LNAV/VNAV DA	950-¾	405 (500-¾)		
LNAV MDA	960-½	415 (500-½)	960-¾ 415 (500-¾)	960-1 415 (500-1)
CIRCLING	1080-1¼ 533 (600-1¼)	1200-1¼ 653 (700-1¼)	1200-1¾ 653 (700-1¾)	1500-3 953 (1000-3)

ELEV 547 TDZE 545

IZBUF

YELDU 2.1 NM to RWY 24

JOLIX

EDAGE

5 NM Holding Pattern

3000

060°

240°

2300

1260*

GP 3.00°

TCH 55

4000 X 75

30

5500 X 100

633

AS

240°

REIL Rwy 6, 12, and 30 0
MIRL Rwy 6-24 and 12-30 0

MUSCATINE, IOWA

AL-5564 (FAA)

24081

WAAS CH 42636 W30A	APP CRS 306°	Rwy Idg 4000 TDZE 543 Apt Elev 547
--	------------------------	---

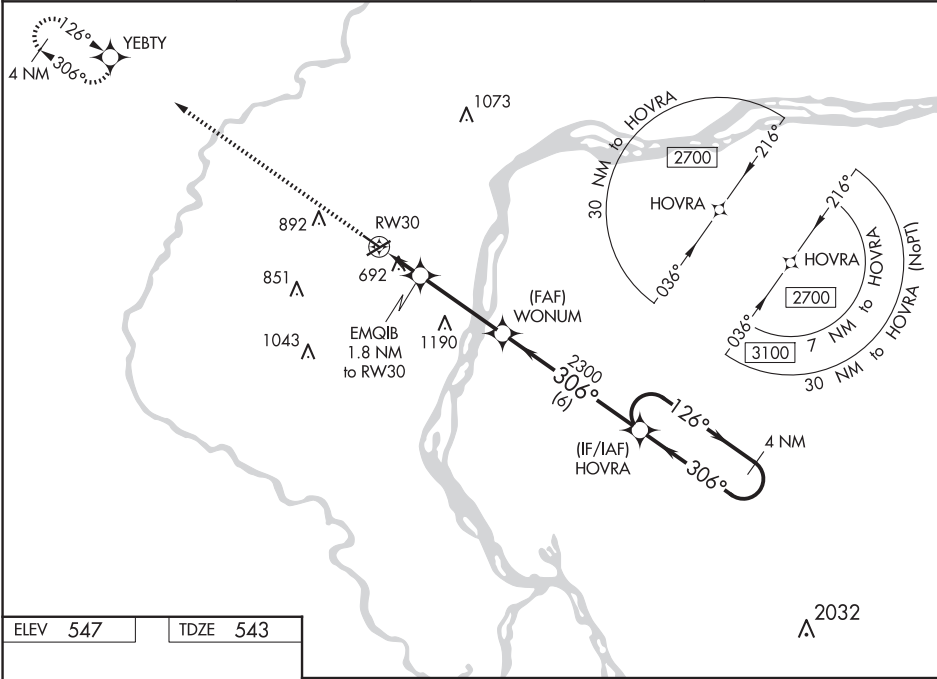
RNAV (GPS) RWY 30
MUSCATINE MUNI (MUT)

T DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. VDP and Baro-VNAV NA with Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

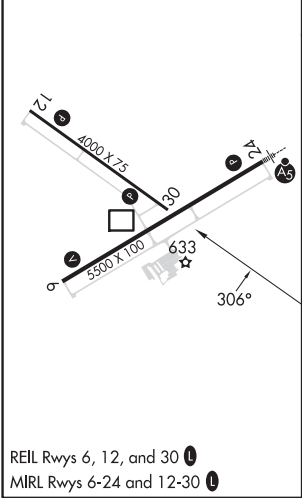
A

MISSED APPROACH: Climb to 2600 direct YEBTY and hold.

AWOS-3P 120.625	QUAD CITY APP CON * 133.275 257.8	CLNC DEL 119.125	UNICOM 122.7 (CTAF) 0
---------------------------	---	----------------------------	---------------------------------



ELEV 547	TDZE 543
-----------------	-----------------



2600	YEBTY	EMQIB 1.8 NM to RW30	WONUM 2300	HOVRA 2300	4 NM Holding Pattern
* LNAV only		* 1.2 NM to RW30	1140*	2300	126° → 2700 ← 306°
1.2 NM		0.6	3.6 NM	6 NM	GP 3.00° TCH 40
CATEGORY	A	B	C	D	
LPV DA	743-1	200 (200-1)	NA		
LNAV/VNAV DA	989-1½	446 (500-1½)	NA		
LNAV MDA	960-1	417 (500-1)	NA		
C CIRCLING	1000-1 453 (500-1)	1200-1 653 (700-1)	NA		

MUSCATINE, IOWA
Orig-A 26MAY16

41°22'N-91°09'W

MUSCATINE MUNI (MUT)
RNAV (GPS) RWY 30

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99302 W01A	APP CRS 010°	Rwy Idg TDZE 1255 Apt Elev 1255
--	------------------------	---

RNAV (GPS) RWY 1

NEOSHO HUGH ROBINSON (E/O S)

⚠

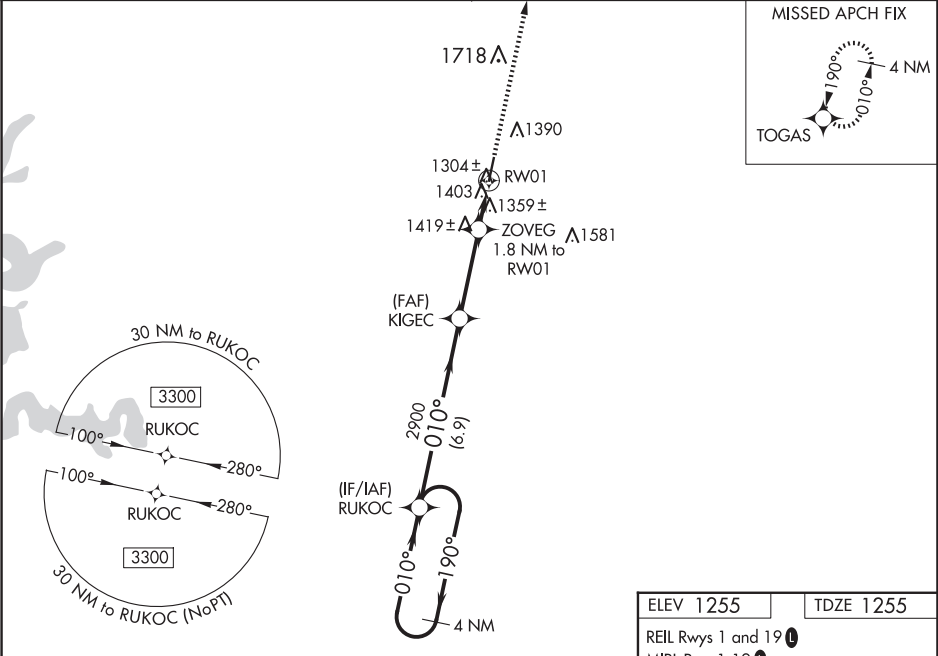
Baro-VNAV NA when using Joplin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

⚠

Visibility reduction by helicopters NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 87 feet and all MDA 100 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ⅔ mile, and LNAV Cat C visibility ¼ mile. When VGSI inop, Straight-in/Circling to Rwy 1 NA at night.

MISSED APPROACH:
Climb to 3200 direct
TOGAS and hold.

KANSAS CITY CENTER 128.6 282.325	AUNICOM 122.8 (CTAF) 1
--	---



				3200 ↑ TOGAS									
3300		190° 010°		RUKOC		KIGEC		2900		ZOVEG 1.8 NM to RW01		*RNAV only	
GP 3.00° TCH 31				6.9 NM		3.3 NM		*1840		1.8 NM		RW01	
CATEGORY	A		B		C		D						
LPV DA	1505-1		250 (300-1)										NA
LNAV/ VNAV DA	1658-1⅓		403 (500-1⅓)										NA
LNAV MDA	1680-1		425 (500-1)		1680-1¼		425 (500-1¼)						NA
CIRCLING	1720-1 465 (500-1)		1740-1 485 (500-1)		1740-1½		485 (500-1½)						NA

ELEV 1255 TDZE 1255

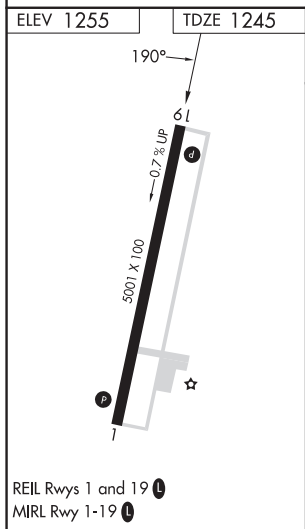
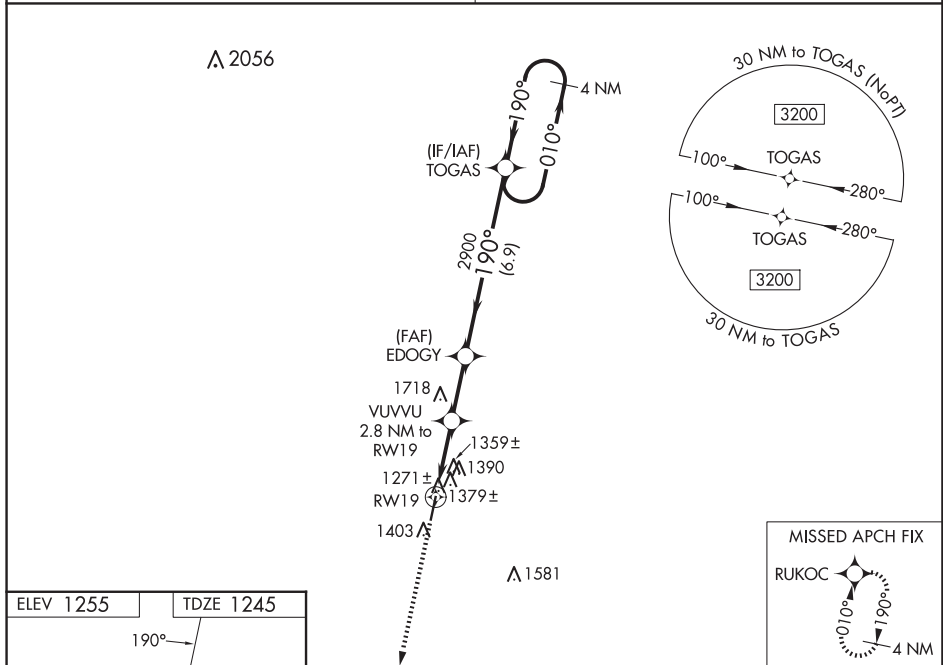
REIL Rwy 1 and 19 **1**
MIRL Rwy 1-19 **1**

WAAS CH 56522 W19A	APP CRS 190°	Rwy Idg TDZE Apt Elev	5001 1245 1255
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 19
NEOSHO HUGH ROBINSON (E/O S)

<p>⚠ When VGSi inop, Circling Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 87 feet and all MDA 100 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, and LNAV Cat C visibility ½ mile. VDP and Baro-VNAV NA when using Joplin altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3300 direct RUKOC and hold.</p>
---	--

KANSAS CITY CENTER 128.6 282.325	AUNICOM 122.8 (CTAF) 0
--	----------------------------------



3300	RUKOC	EDOGY	TOGAS	4 NM Holding Pattern
*LNAV only	*1.2 NM to RW19	VUVVU 2.8 NM to RW19	2900	010° → 3200 ← 190°
RW19	1.2 NM	1.6 NM	2.4 NM	6.9 NM
2140*	2900	2900	3200	GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	1495-1	250 (300-1)		NA
LNAV/VNAV DA	1692-1½	447 (500-1½)		NA
LNAV MDA	1640-1	395 (400-1)	1640-1¼ 395 (400-1¼)	NA
CIRCLING	1720-1 465 (500-1)	1740-1 485 (500-1)	1740-1½ 485 (500-1½)	NA

NEVADA, MISSOURI

AL-5831 (FAA)

23334

WAAS CH 77719 W20A	APP CRS 205°	Rwy Idg TDZE 884 Apt Elev 892
--	------------------------	---

RNAV (GPS) RWY 20

NEVADA MUNI (NVD)

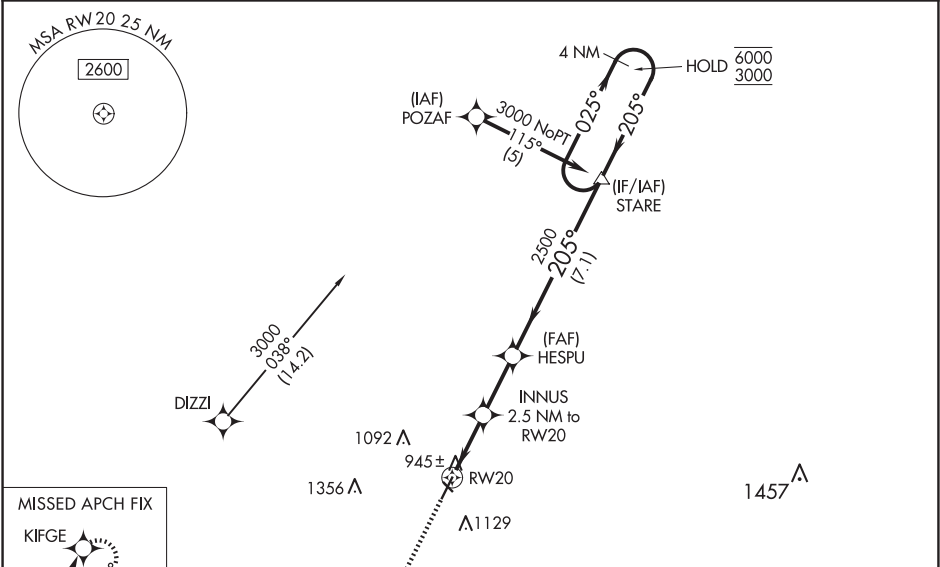
RNP APCH - GPS.

NA

Circling NA to Rwy 13 and 31. Baro-VNAV and VDP NA when using Joplin altimeter setting. Rwy 20 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Joplin altimeter setting: increase LPV DA to 1249 feet; increase LNAV/VNAV DA to 1326 feet and all visibilities ¾ SM; increase all MDAs 120 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct KIFGE and hold.

AWOS-3PT 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF) 0
----------------------------	---	---------------------------------



ELEV 892		TDZE 884	
3000		205°	
KIFGE		4 NM	
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).		4 NM Holding Pattern	
INNUS 2.5 NM to RW20		2500	
HESPU		205°	
STARE		205°	
RW20		6000 3000	
0.9 NM to RW20		GP 3.00° TCH 45	
0.9 NM		1.6 NM	
1.6 NM		2.4 NM	
2.4 NM		7.1 NM	
CATEGORY	A	B	C
LPV DA	1139-1	255 (300-1)	NA
LNAV/VNAV DA	1216-1	332 (400-1)	NA
LNAV MDA	1200-1	316 (400-1)	NA
CIRCLING	1260-1 368 (400-1)	1440-1 548 (600-1)	1440-1½ 548 (600-1½)

NEVADA, MISSOURI
Orig-B 30NOV23

37°51'N-94°18'W

NEVADA MUNI (NVD)

RNAV (GPS) RWY 20

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC	BUM	APP CRS	Rwy Idg	N/A
115.9		154°	TDZE	N/A
Chan 106			Apt Elev	892

VOR-A

NEVADA MUNI (NVD)

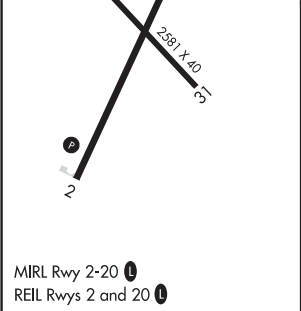
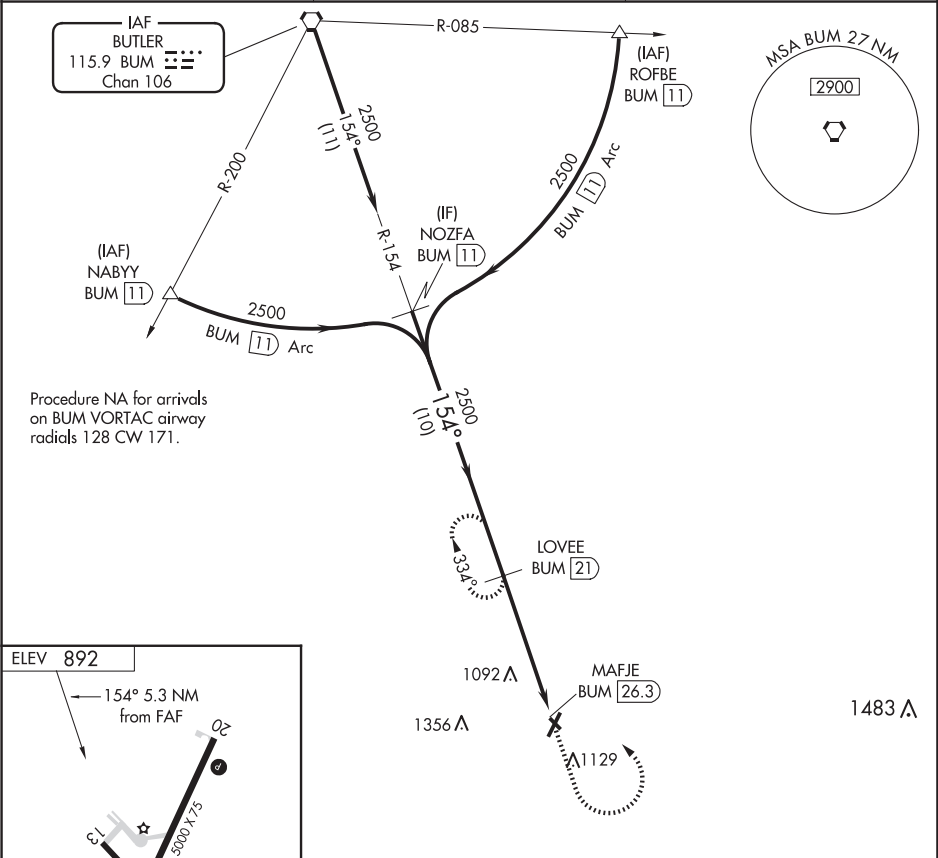
▼

▲ NA

When local altimeter setting not received, use Joplin Rgnl altimeter setting and increase all MDA 120 feet.
Circling NA to Rwy 13-31. DME required.

MISSED APPROACH: Climb to 2500 then left turn on BUM VORTAC R-154 to LOVEE/21 DME and hold.

AWOS-3PT 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF) 0
---------------------	------------------------------------	--------------------------



Procedure Turn NA	NOZFA BUM 11	LOVEE BUM 21	2500	LOVEE BUM 21
	2500	154°	2500	MAFJE BUM 26.3
10 NM				
5.3 NM				
CATEGORY	A	B	C	D
CIRCLING	1360-1 468 (500-1)	1440-1 548 (600-1)	1440-1½ 548 (600-1½)	NA

WAAS CH 82114 W18A	APP CRS 180°	Rwy Idg 3200 TDZE 295 Apt Elev 296
--	------------------------	---

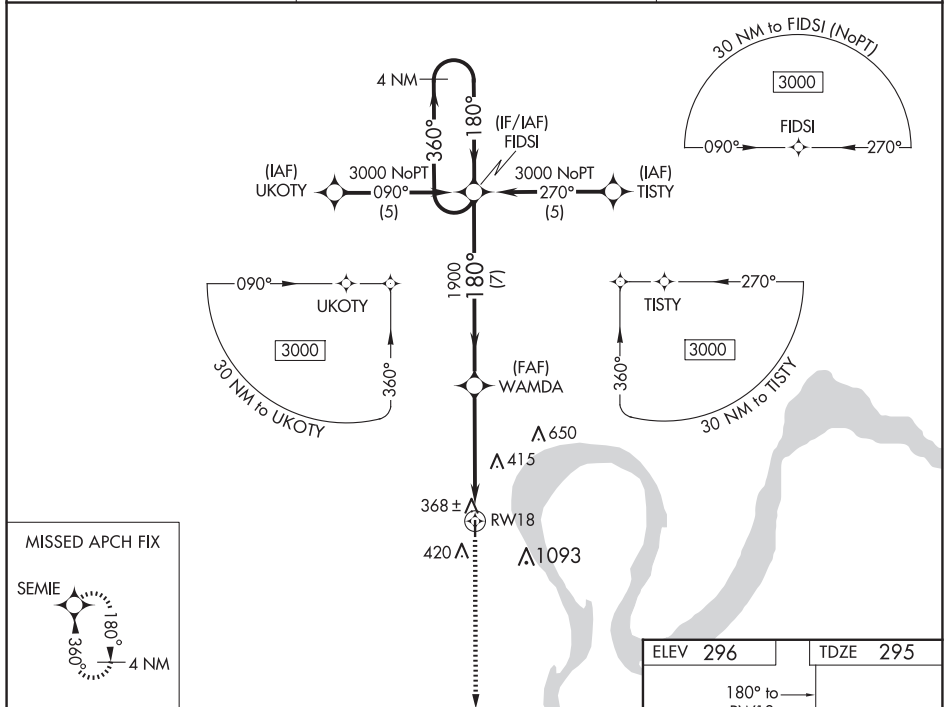
RNAV (GPS) RWY 18
COUNTY MEML (EIW)

⚠ Circling to Rwy 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet.

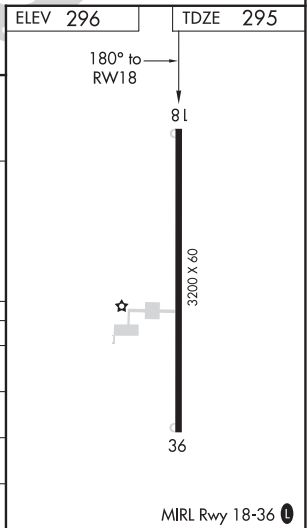
⚠ NA

MISSED APPROACH: Climb to 3000 direct SEMIE and hold.

DYR AWOS-3PT 135.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) ①
--------------------------------	--	---------------------------------



4 NM Holding Pattern		FIDSI		WAMDA		RW18	
3000		360°		180°		180°	
GP 3.00°		TCH 40		1900		7 NM	
CATEGORY		A		B		C	
LPV DA		628-1¼		333 (400-1¼)		NA	
LNAV/VNAV DA		1016-2½		721 (800-2½)		NA	
LNAV MDA		800-1		505 (600-1)		NA	
CIRCLING		860-1 564 (600-1)		900-1 604 (700-1)		NA	



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56414 W36A	APP CRS 360°	Rwy Idg 3200 TDZE 296 Apt Elev 296
--	------------------------	---

RNAV (GPS) RWY 36
COUNTY MEML (EIW)

T Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by
A NA helicopters NA. Use Dyersburg altimeter setting; when not received,
use Cairo altimeter setting and increase all DA 5 feet and all MDA
20 feet. Straight-in/Circling to Rwy 36 NA at night.

MISSED APPROACH: Climb to 3000 direct FIDS1 and hold.

DYS AWOS-3PT

135.625

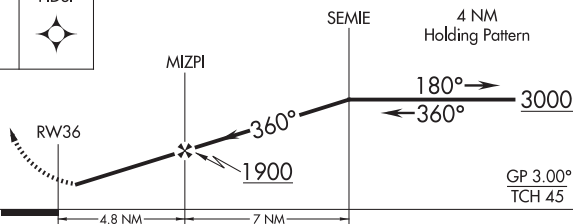
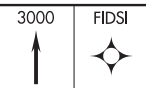
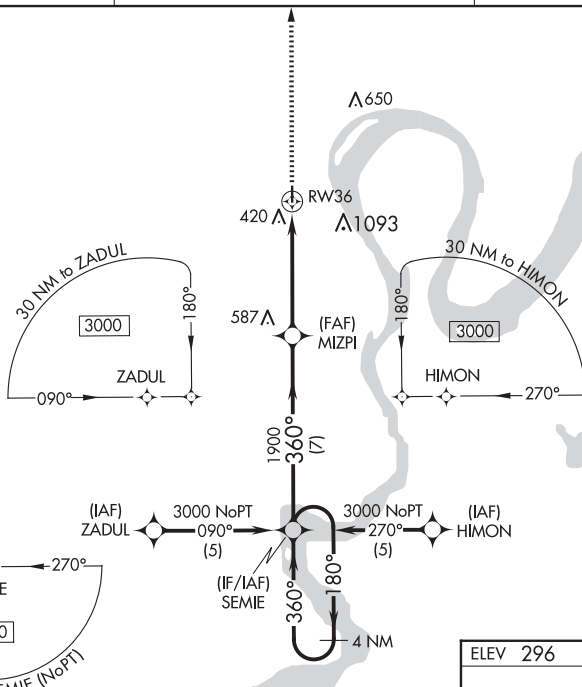
MEMPHIS CENTER

133,65 292,15

UN|COM

122.8 (CTAF) **L**

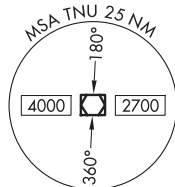
MISSED APCH FIX



CATEGORY		A	B	C	D
LPV	DA	668-1¼	372 (400-1¼)	NA	
LNAV/ VNAV	DA	900-2¼	604 (700-2¼)	NA	
LNAV	MDA	820-1	524 (600-1)	NA	
CIRCLING		860-1 564 (600-1)	900-1 604 (700-1)	NA	

ILS or LOC RWY 32
NEWTON MUNI-EARL JOHNSON FLD (TNU)

MISSED APPROACH: Climb to 3000 direct TNU VOR/DME and hold, continue climb-in-hold to 3000.

ALTERNATE MISSED APCH FIX

△ MIXIN
DSM 16.4)

LOCALIZER 109.7
I-MGX 119.7

Λ¹²⁸¹
38 Λ¹²⁰²

(IAF)
MATAG
TNU 13.1
RADAR

(CFBXR) \times 276°

Diagram illustrating a non-precision approach with a VGS angle of 3.00° (TCH 59). The diagram shows the glidepath, obstacle clearance, and segment lengths.

Key parameters and labels:

- 3000 (MSL)
- TNU (Top of Noise Upset)
- MATAG TNU (13.1)
- RADAR
- Remain within 10 NM
- 3000 (MSL)
- 2600 (MSL)
- 2600 (AGL)
- 321°
- 141°
- GS 3.00°
- TCH 59
- 1.3 NM
- 3.7 NM
- 1.0 NM

CATEGORY	A	B	C	D
S-ILS 32	1150-½ 200 (200-½)			
S-LOC 32	1400-½ 450 (500-½)		1400-7/8 450 (500-7/8)	
CIRCLING	1420-1 467 (500-1)	1440-1 487 (500-1)	1520-1½ 567 (600-1½)	1600-2 647 (700-2)

NEWTON MUNI-EARL JOHNSON FLD (TNU)
41°40'N-93°01'W ILS or LOC RWY 32

WAAS CH 86936 W14A	APP CRS 141°	Rwy Idg 5600 TDZE 953 Apt Elev 953
--	------------------------	---

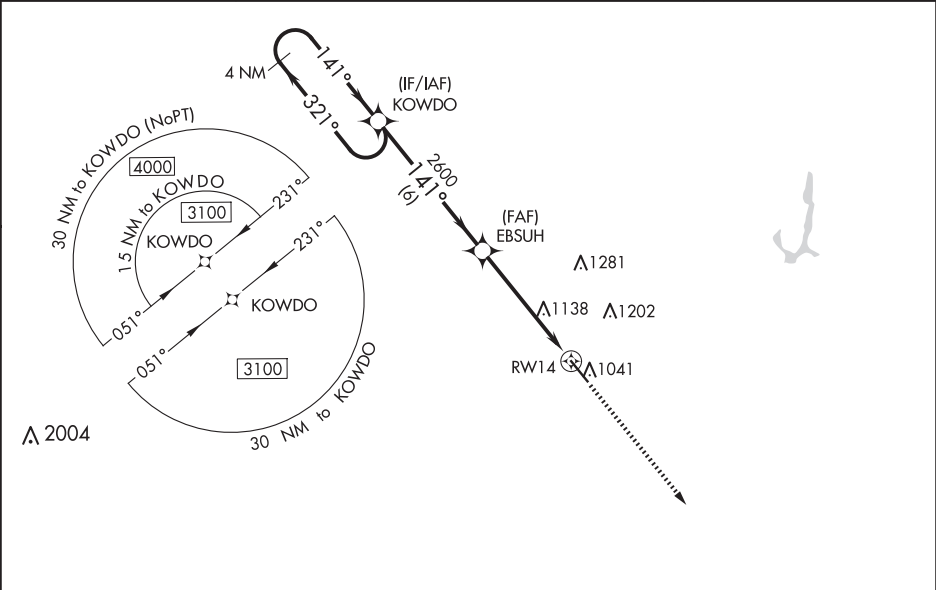
RNAV (GPS) RWY 14

NEWTON MUNI-EARL JOHNSON FLD (TNU)

DME/DME RNP-0.3 NA. When local altimeter setting not received use Des Moines altimeter setting and increase all DA/MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D and Circling Cat C/D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Des Moines altimeter setting.



MISSED APPROACH: Climb to 2700 direct UBHIT and hold.



AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 
--------------------------	---	--------------------------	---



ELEV **953**



TDZE **953**

REIL Rwy 14 
MIRL Rwy 14-32 

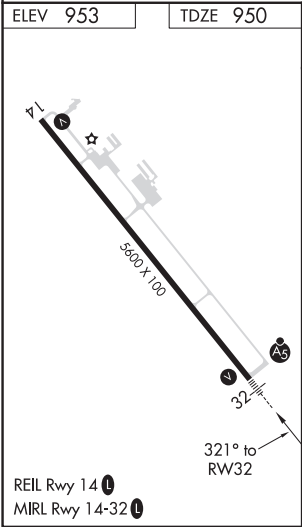
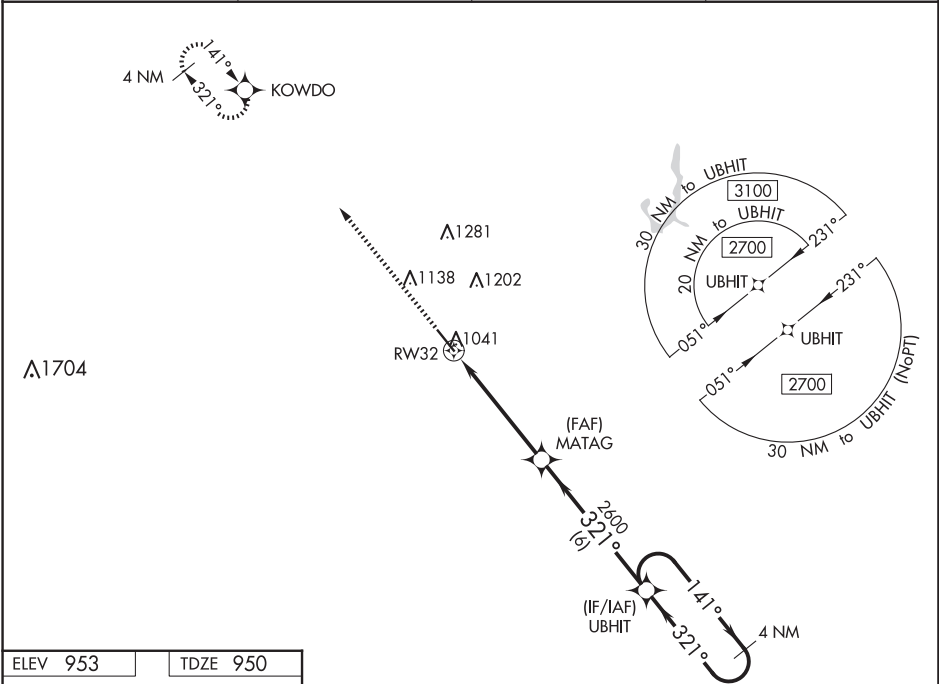
<div><div>UBHIT </div><div>4 NM</div></div>				
<div><div>4 NM Holding Pattern</div><div><div><div>3100</div><div>321°</div><div>141°</div></div><div><div>GP 3.00°</div><div>TCH 39</div></div></div><div><div>KOWDO</div><div>EBSUH</div><div>RW14</div></div><div><div>2600</div><div>2600</div><div>2700</div></div><div><div>6 NM</div><div>3.8 NM</div><div>1.3 NM</div></div><div><div>* 1.3 NM to RW14</div><div>* LNAV only.</div></div></div>				
CATEGORY	A	B	C	D
LPV DA	1203-7⁄8 250 (300-7⁄8)			
LNAV/VNAV DA	1203-7⁄8 250 (300-7⁄8)			
LNAV MDA	1420-1 467 (500-1)		1420-13⁄8 467 (500-13⁄8)	
 CIRCLING	1420-1 467 (500-1)	1440-11⁄2 487 (500-11⁄2)	1520-11⁄2 567 (600-11⁄2)	1600-2 647 (700-2)



WAAS CH 99702 W32A	APP CRS 321°	Rwy Idg TDZE 950 Apt Elev 953
--	------------------------	---

RNAV (GPS) RWY 32
NEWTON MUNI-EARL JOHNSON FLD (TNU)

 <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to ¾ SM.</p>	 <p>MALSR</p>	MISSED APPROACH: Climb to 3100 direct KOWDO and hold.
---	--	---

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
--------------------------	---	--------------------------	---------------------------------

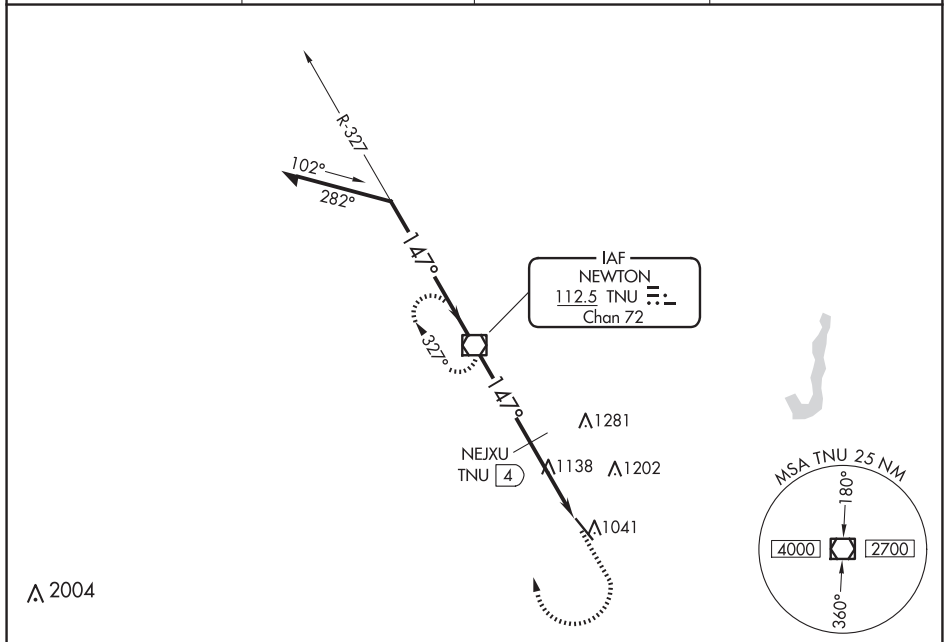





3100	KOWDO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).			
		UBHIT	4 NM Holding Pattern		
*LNAV only		MATAG			
	*1.3 NM to RW32	2600	321°	141°	2700
	RW32	2600	321°	321°	
	1.3	3.7 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA	1150-½ 200 (200-½)				
LNAV/VNAV DA	1202-½ 252 (300-½)				
LNAV MDA	1400-½	450 (500-½)	1400-7/8	450 (500-7/8)	
 CIRCLING	1420-1 467 (500-1)	1440-1 487 (500-1)	1520-1½ 567 (600-1½)	1600-2 647 (700-2)	

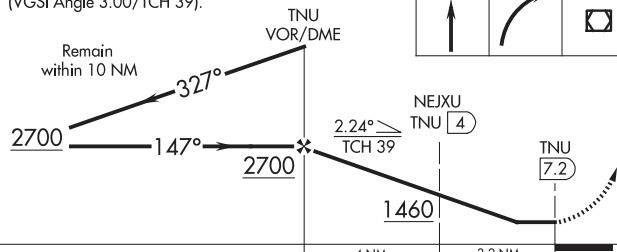
VOR RWY 14
NEWTON MUNI-EARL JOHNSON FLD (TNU)

MISSED APPROACH: Climb to 2700 then right turn direct TNU VOR/DME and hold.

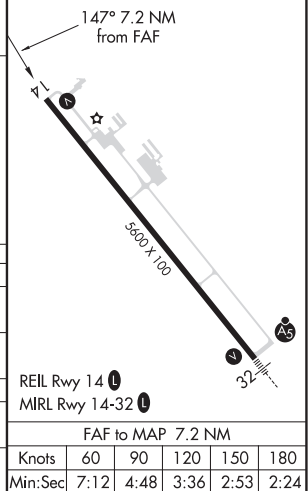
AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
--------------------------	---	--------------------------	---------------------------------



2700			TNU 	ELEV 953	TDZE 953
				147° 7.2 NM from FAF	



CATEGORY	A		B		C		D	
S-14	1460-1	507 (600-1)			1460-1 $\frac{3}{8}$ 507 (600-1 $\frac{3}{8}$)		1460-1 $\frac{1}{2}$ 507 (600-1 $\frac{1}{2}$)	
C CIRCLING	1460-1	507 (600-1)			1520-1 $\frac{1}{2}$ 567 (600-1 $\frac{1}{2}$)		1600-2 647 (700-2)	
NEXJU DME MINIMUMS								
S-14	1400-1	447 (500-1)			1400-1 $\frac{3}{8}$ 447 (500-1 $\frac{3}{8}$)		1400-1 $\frac{1}{2}$ 447 (500-1 $\frac{1}{2}$)	
C CIRCLING	1420-1 467 (500-1)	1440-1 487 (500-1)			1520-1 $\frac{1}{2}$ 567 (600-1 $\frac{1}{2}$)		1600-2 647 (700-2)	



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

OELWEIN, IOWA

AL-6004 (FAA)

23278

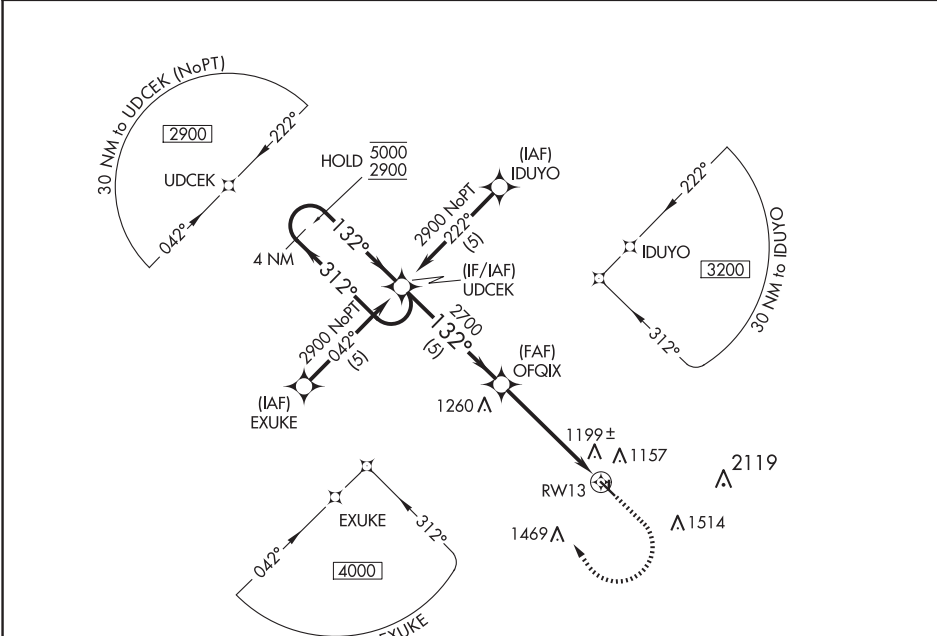
APP CRS	Rwy Idg	4000
132°	TDZE	1076
	Apt Elev	1076

RNAV (GPS) RWY 13

OELWEIN MUNI (OLZ)

RNP APCH.	MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct UDCEK and hold.
<div><div>▼</div><div>▲</div></div> <div>Circling NA to Rwys 18 and 36. Rwy 13 helicopter visibility reduction below ¾ SM NA.</div>	

AWOS-3 119.675	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
-------------------	------------------------------------	--------------------------



4 NM Holding Pattern		UDCEK		OFQIX		RW13	
5000 2900		132° 312°		132°		1.1 NM to RW13	
5 NM		3.9 NM		1.1			
CATEGORY	A	B	C	D			
LNAV MDA	1460-1	384 (400-1)	1460-1½ 384 (400-1½)	1460-1¼ 384 (400-1¼)			
CIRCLING	1500-1 424 (500-1)	1540-1 464 (500-1)	1820-2 744 (800-2)	1820-2¼ 744 (800-2¼)			

ELEV 1076

TDZE 1076

132°

312°

400 X 75

1822 X 85

36

0.4% UP

MIRL Rwy 13-31 0

REIL Rwys 13 and 31 0

OELWEIN, IOWA
Orig-B 16JUN22

42°41'N-91°58'W

RNAV (GPS) RWY 13

OELWEIN MUNI (OLZ)

WAAS

CH **48932**

W14A

APP CRS

140°

Rwy Idg

3205

TDZE

876

Apt Elev

876

▽

NA

Use Kaiser Lake Ozark altimeter setting; when not received, use Camdenton altimeter setting and increase all MDA 40 feet. DME/DME RNP- 0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:

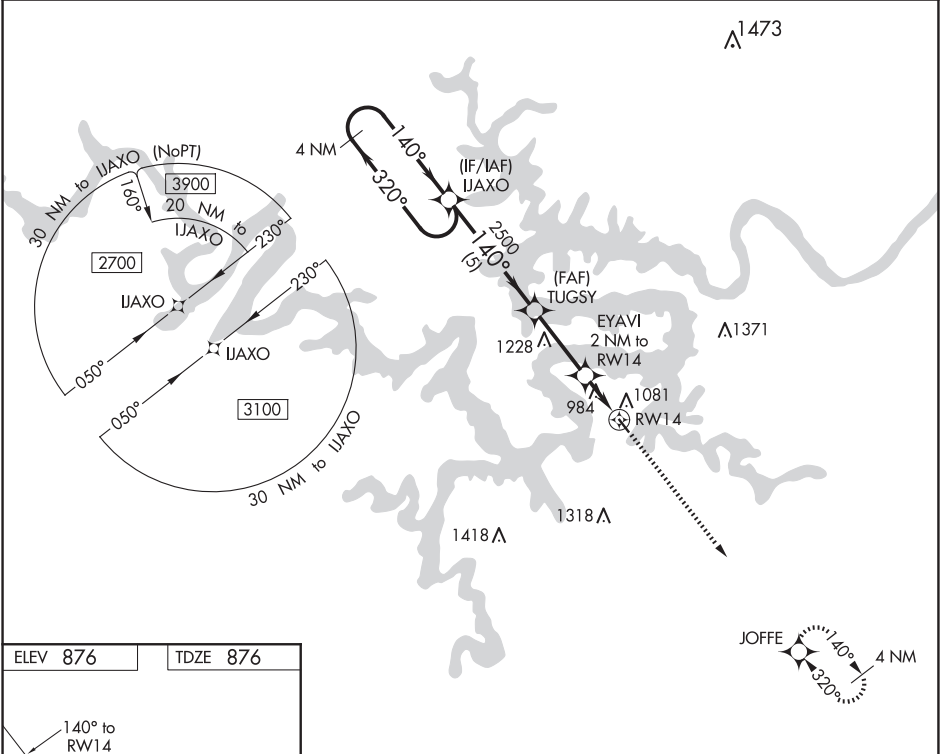
Climb to 2700 direct JOFFE and hold.

MIZZU APP CON

124.1 353.925

UNICOM

122.8 (CTAF) 0



ELEV 876

TDZE 876

140° to RW14

3205 x 60

0.6% UP

Visual Segment - Obstacles.

2700

JOFFE

4 NM Holding Pattern

IJAXO

TUGSY

EYAVI 2 NM to RW14

RW14

2700

320°

140°

2500

1540

5 NM

3 NM

2 NM

CATEGORY	A	B	C	D
LP MDA	1300-1	424 (500-1)	NA	
LNAV MDA	1360-1	484 (500-1)	NA	
CIRCLING	1420-1	544 (600-1)	NA	

OSAGE BEACH, MISSOURI

AL-6480 (FAA)

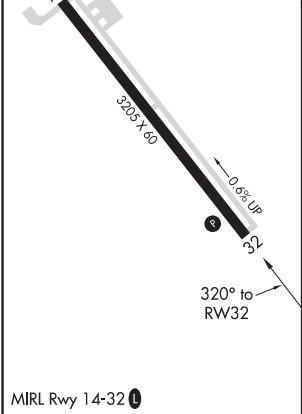
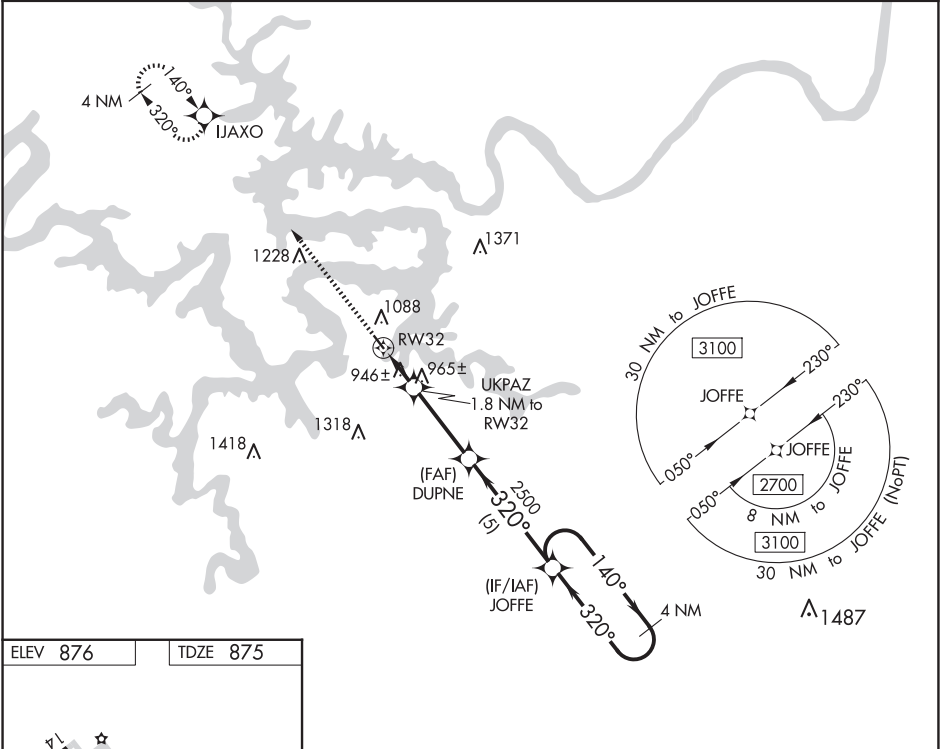
22055

WAAS CH 86832 W32A	APP CRS 320°	Rwy Idg 3205 TDZE 875 Apt Elev 876
---------------------------------	------------------------	---

RNAV (GPS) RWY 32
GRAND GLAIZE-OSAGE BEACH (K15)

<p>W DME/DME RNP-0.3 NA. Use Kaiser Lake Ozark altimeter setting; when not received, use Camden-ton altimeter setting and increase all MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 2700 direct IJAXO and hold.</p>
--	--

MIZZU APP CON 124.1 353.925	UNICOM 122.8 (CTAF) 1
---------------------------------------	---------------------------------



2700	IJAXO	Visual Segment - Obstacles.	JOFFE	4 NM Holding Pattern
		UKPAZ 1.8 NM to RW32	DUPNE	140° → 2700
		RW32	2500	← 320°
		1.8 NM	3.2 NM	5 NM
CATEGORY	A	B	C	D
LP MDA	1220-1	345 (400-1)	NA	NA
LNAV MDA	1240-1	365 (400-1)	NA	NA
CIRCLING	1420-1	544 (600-1)	NA	NA

OSAGE BEACH, MISSOURI
Amdt 1C 24FEB22

38°07'N-92°41'W

GRAND GLAIZE-OSAGE BEACH (K15)
RNAV (GPS) RWY 32

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

VOR/DME SHY	APP CRS	Rwy Idg	3205
108.4	318°	TDZE	875
Chan 21		Apt Elev	876

VOR RWY 32

GRAND GLAIZE-OSAGE BEACH (K15)

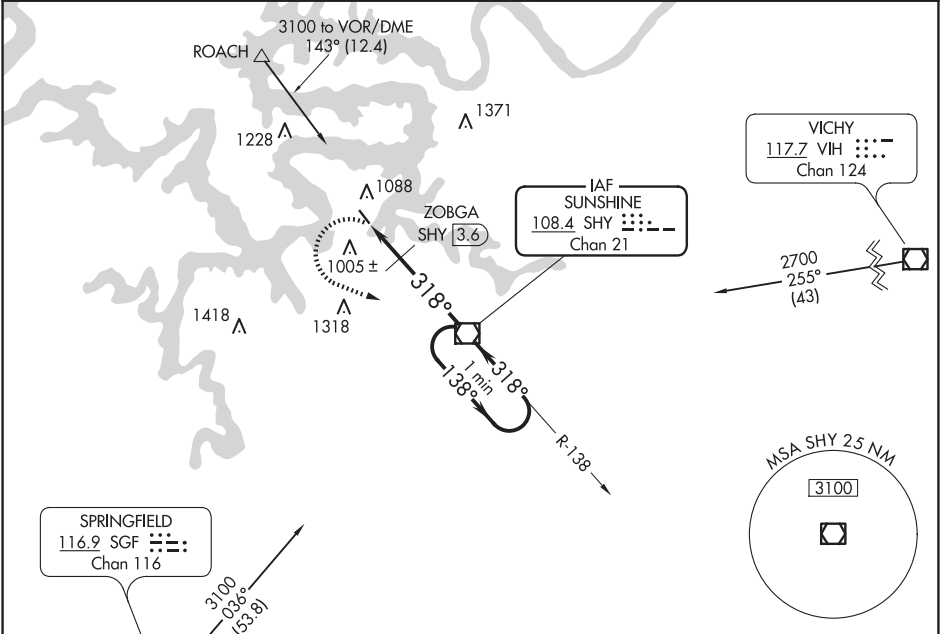
▼

NA

Helicopter visibility reduction below 1 SM NA. Procedure NA at night.
Use Kaiser Lake Ozark altimeter setting; when not received, use
Camdenton altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2700 direct SHY VOR/DME and hold.

MIZZU APP CON	UNICOM
124.1 353.925	122.8 (CTAF) 0



2700 SHY

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 46).

SHY VOR/DME

One Minute Holding Pattern

* 1460 when using Camdenton altimeter setting.

ZOBGA SHY 3.6

SHY 5.3

* 1420

318°

138°

2700

1.7 NM

3.6 NM

CATEGORY	A	B	C	D
S-32	1420-1	545 (600-1)	NA	
CIRCLING	1420-1	544 (600-1)	NA	
ZOBGA FIX MINIMUMS (DME REQUIRED)				
S-32	1280-1	405 (500-1)	NA	
CIRCLING	1420-1	544 (600-1)	NA	

ELEV 876 TDZE 875

3205 X 60

0.6% UP

318° 5.3 NM from FAF

MRL Rwy 14-32 0

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

OSCEOLA, IOWA

AL-6974 (FAA)

24025

WAAS CH 53623 W18A	APP CRS 179°	Rwy Idg TDZE 1115 Apt Elev 1115	4001 1115 1115
--	------------------------	---	---

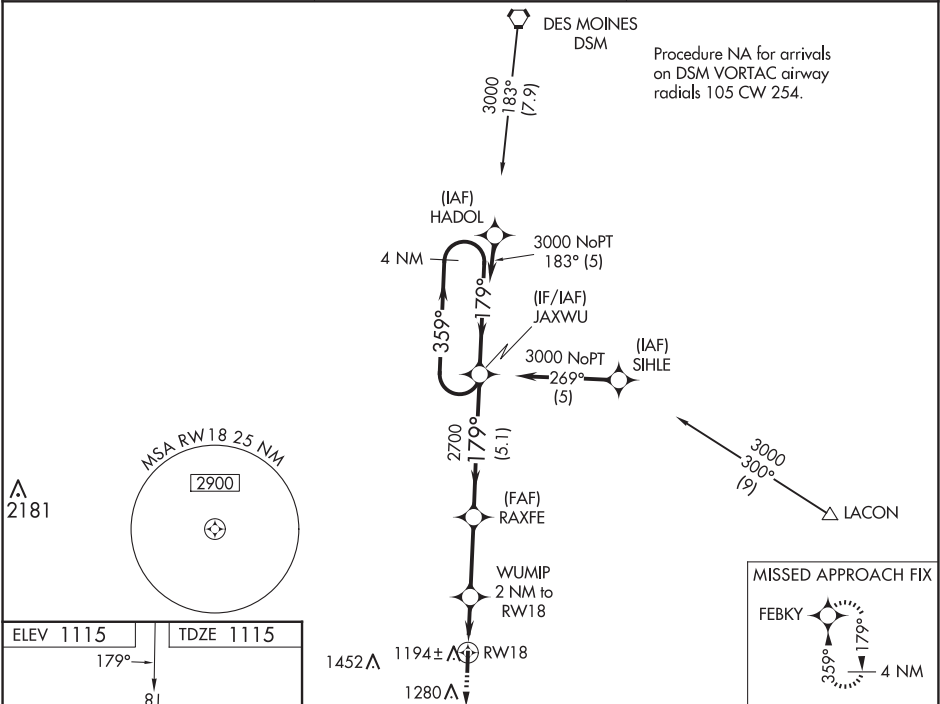
RNAV (GPS) RWY 18

OSCEOLA MUNI (I75)

Baro-VNAV NA when using Chariton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When VGSI inop, Straight-In/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chariton altimeter setting and increase all DA 44 feet and all MDA 60 feet.

MISSED APPROACH:
Climb to 3000 direct FEBKY and hold.

AWOS-3 120.975	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



3000 FEBKY

VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 31).

*LNAV only.

WUMIP 2 NM to RW18

RAXFE

2700

JAXWU

4 NM Holding Pattern

3000

359° 179°

GP 3.00° TCH 40

1780*

2 NM 2.9 NM 5.1 NM

CATEGORY	A	B	C	D
LPV DA	1365-1	250 (300-1)	NA	
LNAV/VNAV DA	1365-1	250 (300-1)	NA	
LNAV MDA	1460-1	345 (400-1)	NA	
CIRCLING	1580-1	465 (500-1)	NA	

WAAS CH 72823 W36A	APP CRS 359°	Rwy Idg TDZE 1115 Apt Elev 1115
--	------------------------	---

RNAV (GPS) RWY 36

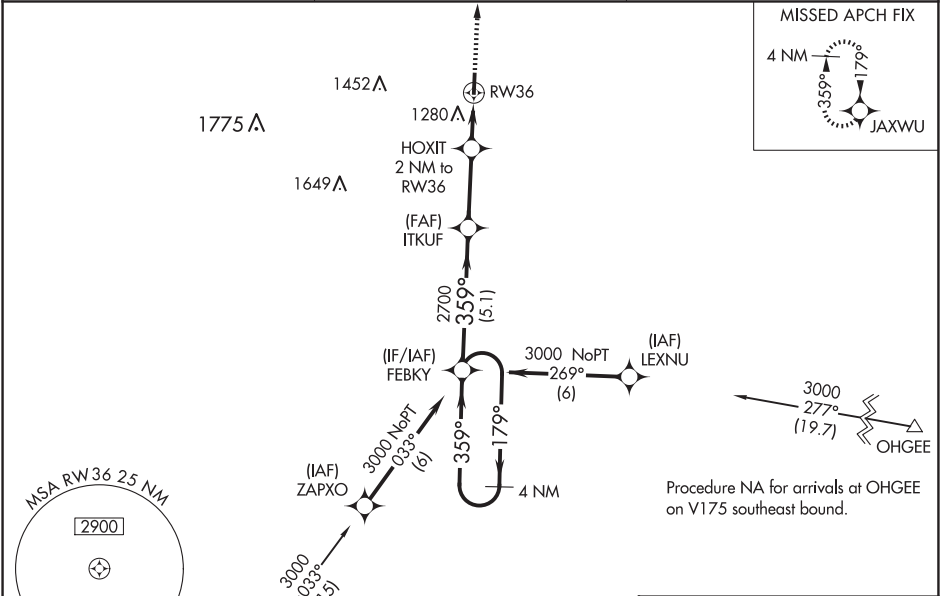
OSCEOLA MUNI (I75)

⚠

When VGSI inop, Circling Rwy 18 NA at night. Baro-VNAV NA when using Chariton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Chariton altimeter setting. When local altimeter setting not received, use Chariton altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats visibility to 1¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 3000 direct JAXWU and hold.

AWOS-3 120.975	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF) 1
--------------------------	--	--



ELEV 1115

TDZE 1115

REIL Rwy 18 and 36 **1**

MIRL Rwy 18-36 **1**

CATEGORY	A	B	C	D
LPV DA	1365-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1423-1	308 (400-1)		NA
LNAV MDA	1540-1	425 (500-1)		NA
CIRCLING	1580-1	465 (500-1)		NA

4 NM Holding Pattern

GP 3.00° TCH 40

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).

*1780

*1.2 NM to RW36

*LNAV only.

81

4001 X 75

36

359°

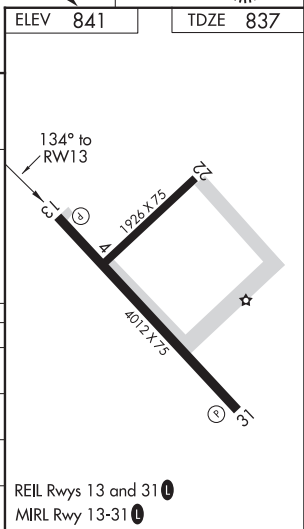
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

MISSED APPROACH: Climb to 3000
direct HONPA and hold.

UNICOM
122.8 (CTAF) **L**

OSKALOOSA MUNI(00A)
RNAV (GPS) RWY 13

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82515 W31A	APP CRS 314°	Rwy Idg TDZE 837 Apt Elev 841	4012
--	------------------------	---	-------------

RNAV (GPS) RWY 31

OSKALOOSA MUNI (00A)

RNP APCH.

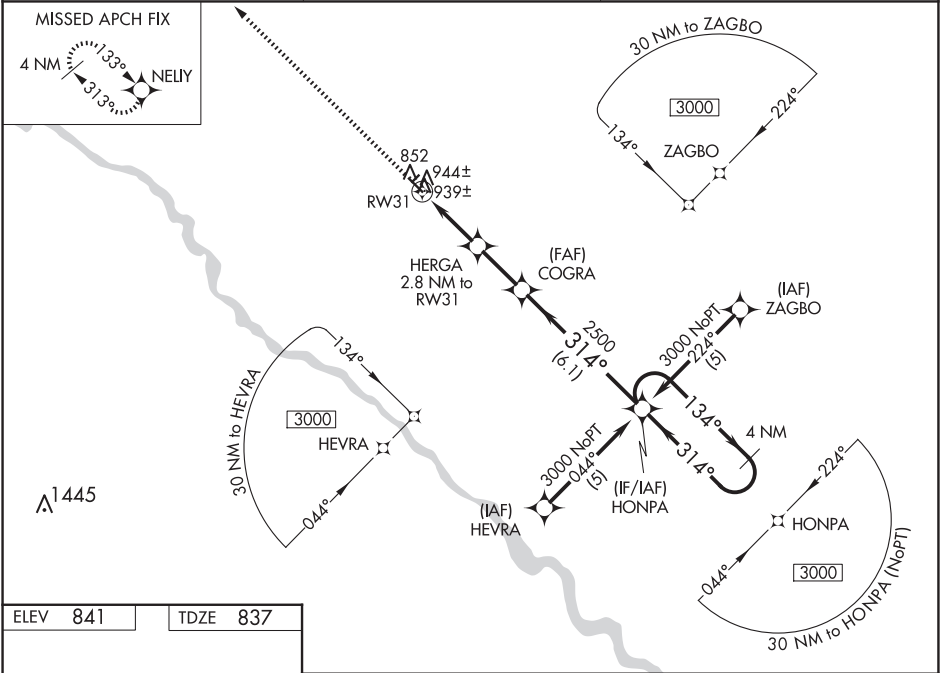
▼

⚠

When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct NELLY and hold.

AWOS-3 118.625	CHICAGO CENTER 118.15 335.575	UNICOM 122.8 (CTAF) 0
--------------------------	---	---------------------------------



ELEV 841	TDZE 837
-----------------	-----------------

3000

NELLY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 22).

HONPA

4 NM Holding Pattern

134°

314°

3000

GP 3.00° TCH 40

*LNAV Only

HERGA

2.8 NM to RW31

COGRA

1760*

1.1

1.7

2.2 NM

6.1 NM

314° to RW31

4012 X 75

1926 X 75

REIL Rwy 13 and 31

MIRL Rwy 13-31

CATEGORY	A	B	C	D
LPV DA	1187-1¼	350 (400-1¼)		NA
LNAV/VNAV DA	1209-1¼	372 (400-1¼)		NA
LNAV MDA	1200-1	363 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

OTTUMWA, IOWA



AL-915 (FAA)

24249

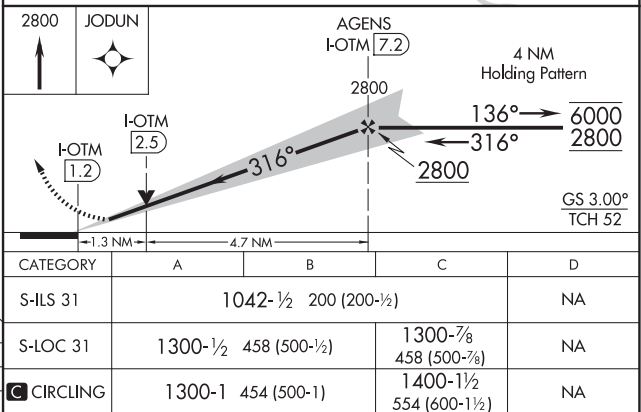
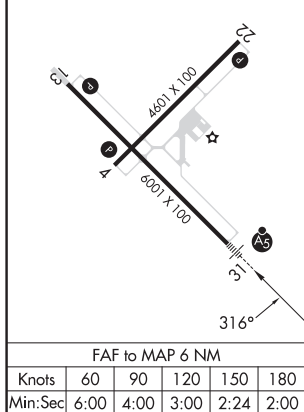
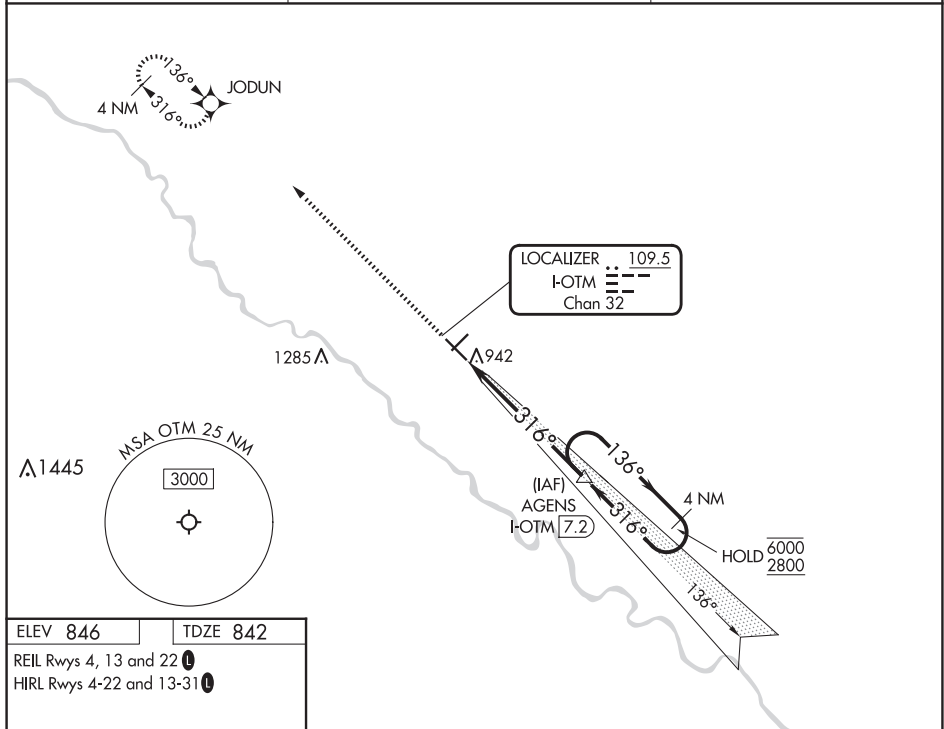
LOC/DME I-OTM 109.5 Chan 32	APP CRS 316°	Rwy Idg 6001 TDZE 842 Apt Elev 846
---	------------------------	---

ILS or LOC RWY 31

OTTUMWA RGNL (OTM)

RNP APCH - GPS. DME required.	MALSR 	MISSED APPROACH: Climb to 2800 direct JODUN and hold.
Autopilot coupled approach NA below 1700. For inop ALS, increase S-LOC 31 Cat C visibility to 1½ SM.  NA		

ASOS 124.175	CHICAGO CENTER 118.15 335.575	UNICOM 123.0 (CTAF) 0
------------------------	---	---------------------------------



OTTUMWA, IOWA

Amdt 7 05SEP24

41°06'N-92°27'W

OTTUMWA RGNL (OTM)

ILS or LOC RWY 31

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

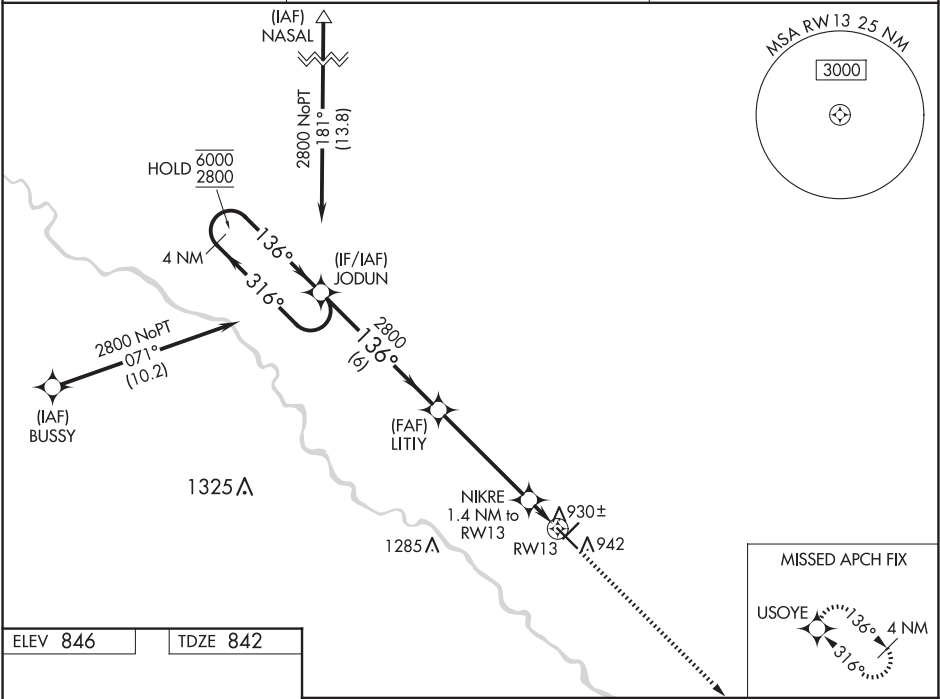
WAAS CH 86300 W13A	APP CRS 136°	Rwy Idg TDZE Apt Elev	6001 842 846
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 13

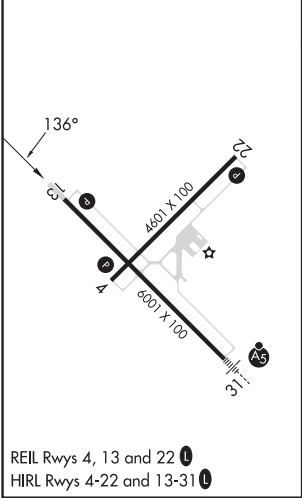
OTTUMWA RGNL (OTM)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct USOYE and hold.
<div><div></div><div></div></div> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.	

ASOS 124.175	CHICAGO CENTER 118.15 335.575	UNICOM 123.0 (CTAF)
------------------------	---	-------------------------------



ELEV 846	TDZE 842
----------	----------



REIL Rwy 4, 13 and 22
HIRL Rwy 4-22 and 13-31

<div>4 NM Holding Pattern</div> <div><div>6000</div><div>2800</div><div>GP 3.00°</div><div>TCH 41</div></div> <div>JODUN</div> <div>LITTY</div> <div>NIKRE 1.4 NM to RW13</div> <div>RW13</div> <div>3000</div> <div>USOYE</div>				
<div>4 NM</div> <div>6 NM</div> <div>4.6 NM</div> <div>1.4 NM</div>				
CATEGORY	A	B	C	D
LPV DA	1042-3/4 200 (200-3/4)			NA
LNAV/VNAV DA	1229-1 1/8 387 (400-1 1/8)			NA
LNAV MDA	1200-1 358 (400-1)			NA
CIRCLING	1260-1 414 (500-1)	1300-1 454 (500-1)	1400-1 1/2 554 (600-1 1/2)	NA

OTTUMWA, IOWA

AL-915 (FAA)

24249

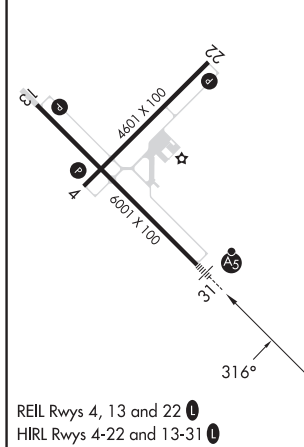
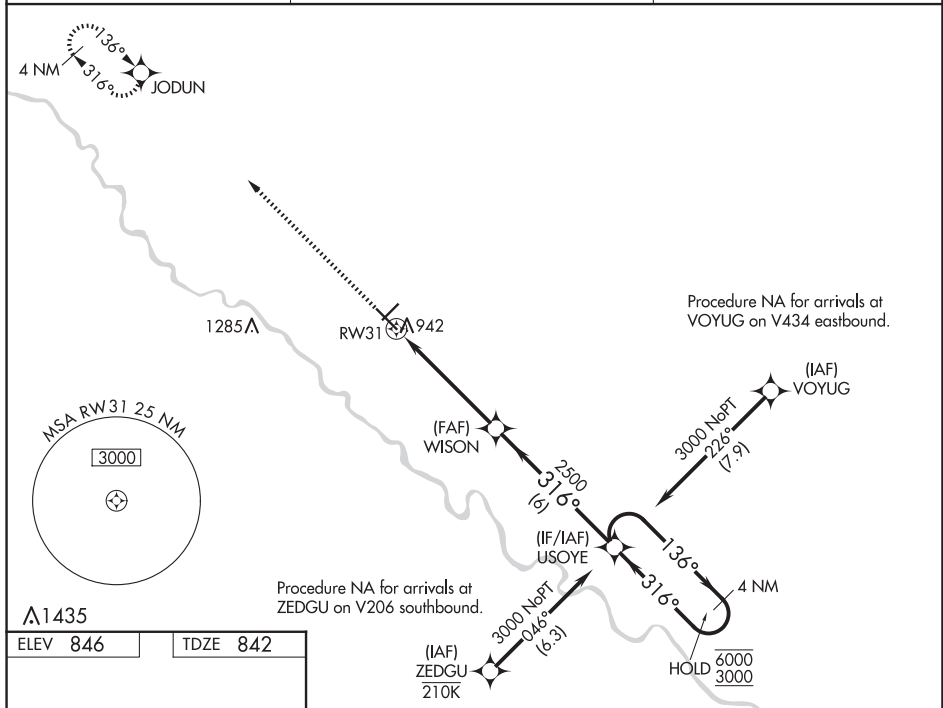
WAAS CH 93611 W31A	APP CRS 316°	Rwy Idg TDZE Apt Elev	6001 842 846
--	------------------------	-----------------------------	---



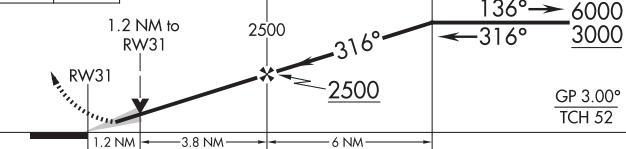

RNAV (GPS) RWY 31

OTTUMWA RGNL (OTM)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 2800 direct JODUN and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.		

ASOS 124.175	CHICAGO CENTER 118.15 335.575	UNICOM 123.0 (CTAF)
------------------------	---	-------------------------------



2800	JODUN	USOYE		4 NM Holding Pattern
				
1.2 NM		3.8 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA	1042- $\frac{1}{2}$		200 (200- $\frac{1}{2}$)	NA
LNAV/ VNAV DA	1243- $\frac{3}{4}$		401 (400- $\frac{3}{4}$)	NA
LNAV MDA	1280- $\frac{1}{2}$	438 (500- $\frac{1}{2}$)	1280- $\frac{3}{4}$ 438 (500- $\frac{3}{4}$)	NA
 CIRCLING	1280-1 434 (500-1)	1300-1 454 (500-1)	1400-1 $\frac{1}{2}$ 554 (600-1 $\frac{1}{2}$)	NA

OTTUMWA, IOWA
Amdt 1 08SEP22

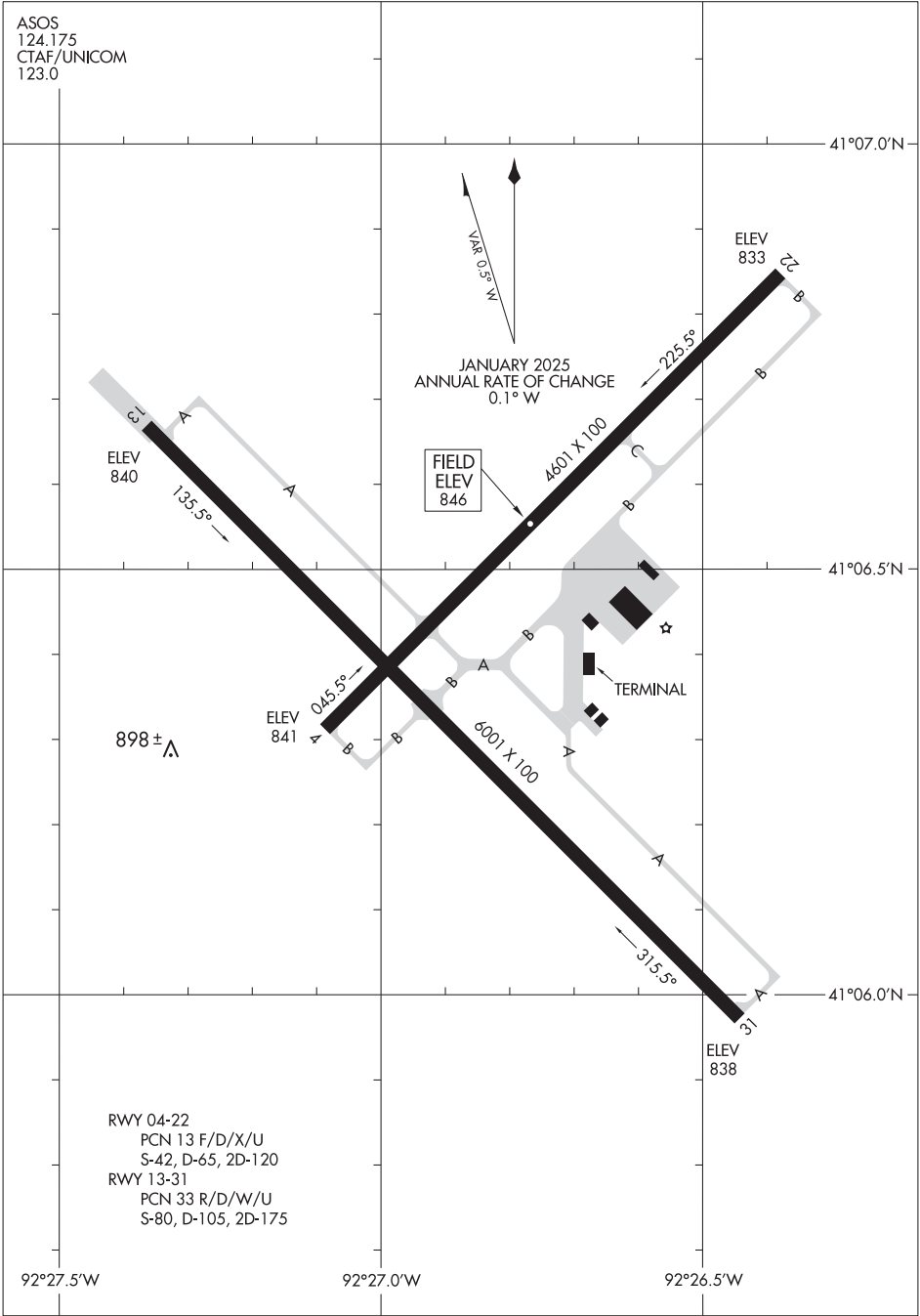
41°06'N-92°27'W

OTTUMWA RGNL (OTM)

RNAV (GPS) RWY 31

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

PELLA, IOWA

AL-6034 (FAA)

22055

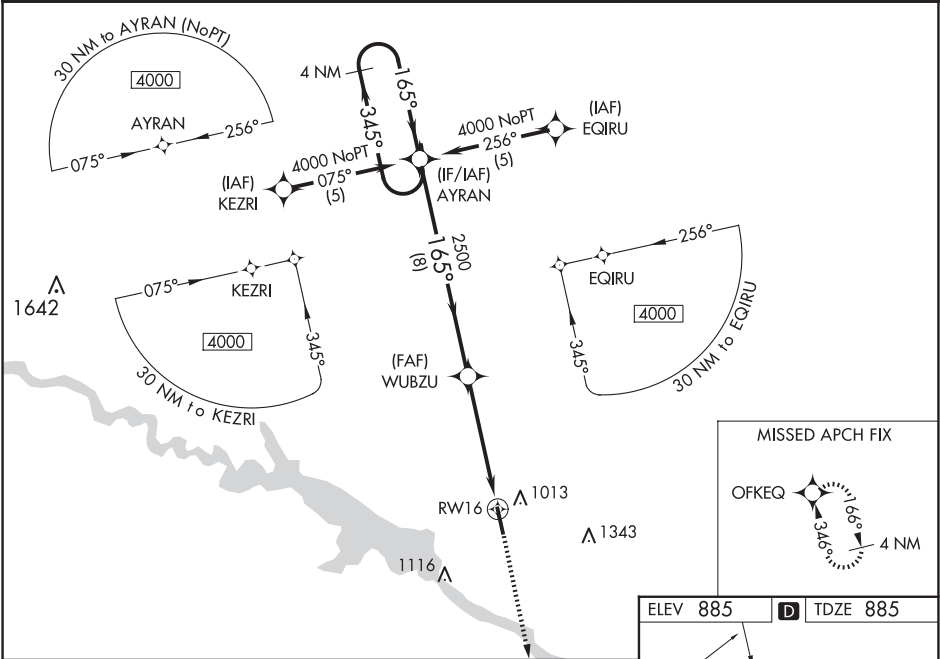
WAAS CH 77610 W16A	APP CRS 165°	Rwy Idg TDZE Apt Elev	5000 885 885
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 16

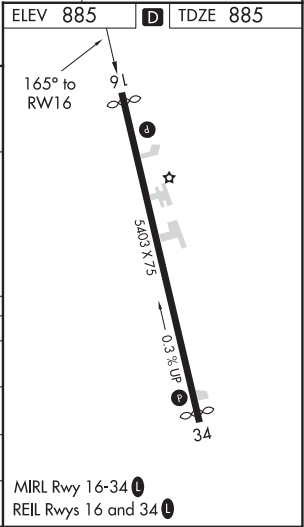
PELLA MUNI (PEA)

<div><div></div><div>DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Knoxville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Knoxville altimeter setting: increase LPV DA to 1261 feet; increase LNAV/VNAV DA to 1317 feet; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.</div></div>	<div>MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.</div>
---	--

AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF)
--------------------------	---	-------------------------------



4 NM Holding Pattern				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.30/TCH 26).				
<div>4000 ← 345° → 165° → 165° → 2500 → RW16</div> <div>GP 3.00° TCH 40</div> <div>8 NM 4.9 NM</div>				
CATEGORY	A	B	C	D
LPV DA	1232-1¼	347 (400-1¼)		NA
LNAV/VNAV DA	1288-1½	403 (500-1½)		NA
LNAV MDA	1360-1	475 (500-1)	1360-1¼ 475 (500-1¼)	NA
CIRCLING	1380-1 495 (500-1)	1420-1 535 (600-1)	1480-1½ 595 (600-1½)	NA



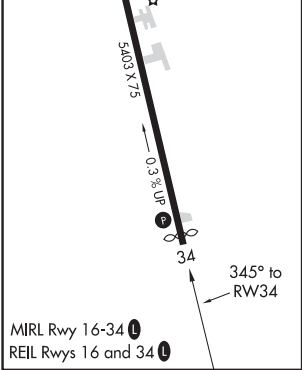
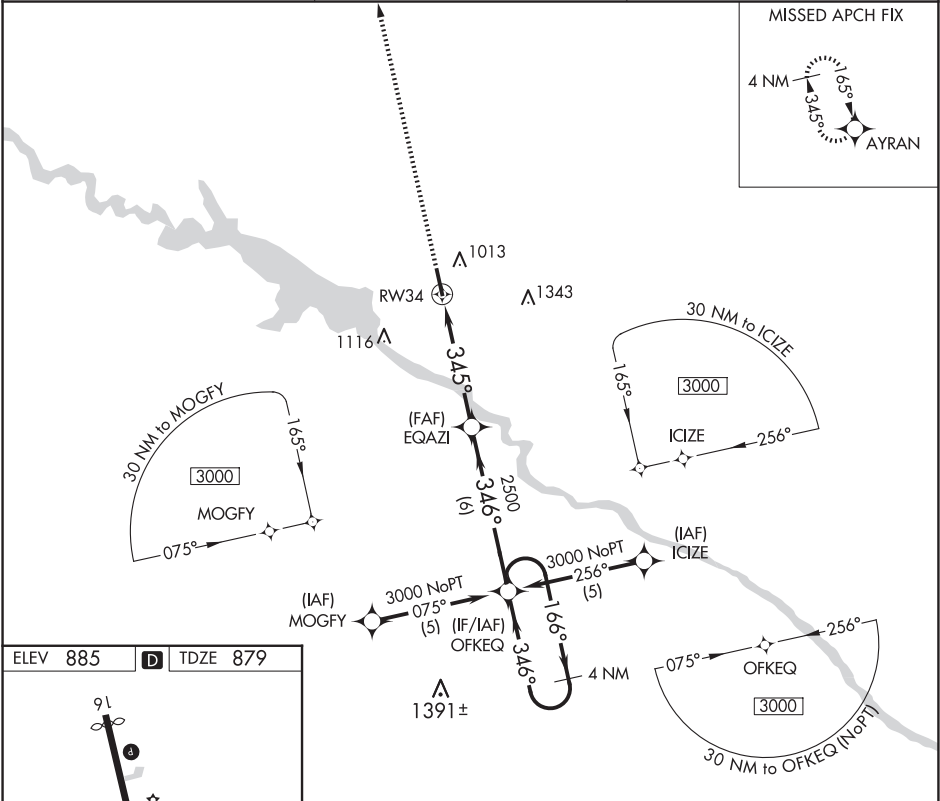
APP CRS	Rwy Idg	5000
345°	TDZE	879
	Apt Elev	885


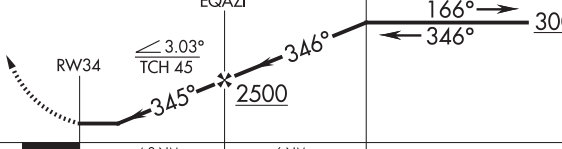
RNAV (GPS) RWY 34

PELLA MUNI (PEA)

<div><div>⚠</div><div>DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.</div></div>	<div>MISSED APPROACH: Climb to 4000 direct AYRAN and hold.</div>
---	--

AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF)
-------------------	------------------------------------	------------------------



4000 ↑	AYRAN 	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 46).		4 NM Holding Pattern
				
RW34				
EQAZI				
3.03° TCH 45				
4.9 NM				
6 NM				
CATEGORY	A	B	C	D
LNAV MDA	1320-1	441 (500-1)	1320-1¼ 441 (500-1¼)	NA
CIRCLING	1380-1 495 (500-1)	1420-1 535 (600-1)	1480-1½ 595 (600-1½)	NA

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

PERRY, IOWA

AL-5668 (FAA)

24361

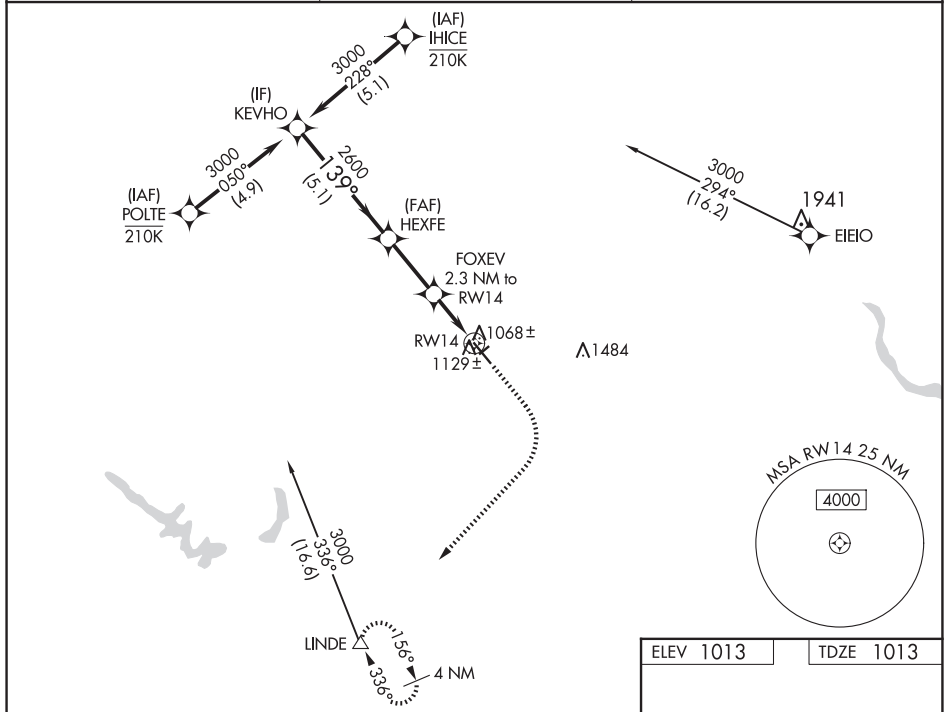
WAAS CH 99345 W14A	APP CRS 139°	Rwy Idg TDZE Apt Elev 5500 1013 1013
--	------------------------	--

RNAV (GPS) RWY 14

PERRY MUNI (PRO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 direct LINDE and hold.
Circling NA to Rwy 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

AWOS-3 118.0	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF) 0
------------------------	--	---------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).					1500	3500	LINDE
KEYVHO					3000		
GP 3.00° TCH 40					2600		
HEXFE					2600		
FOXEV					1780		
2.3 NM to RW14					1.2 NM	1.1 NM	
1.1 NM to RW14							
RW14							
CATEGORY	A	B	C	D			
LPV DA		1263-¾	250 (300-¾)				
LNAV/VNAV DA		1310-⅞	297 (300-⅞)				
LNAV MDA		1380-1	367 (400-1)				
CIRCLING	1440-1 427 (500-1)	1480-1 467 (500-1)	1600-1½ 587 (600-1½)	1840-2¾ 827 (900-2¾)			

PERRY, IOWA
Orig 05SEP24

41°50'N-94°10'W

RNAV (GPS) RWY 14

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

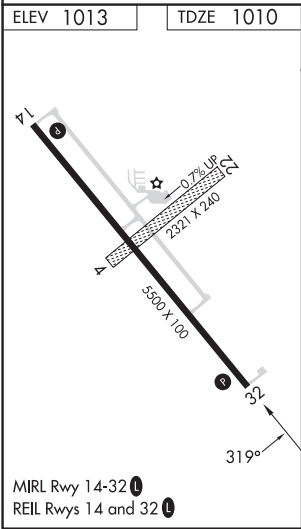
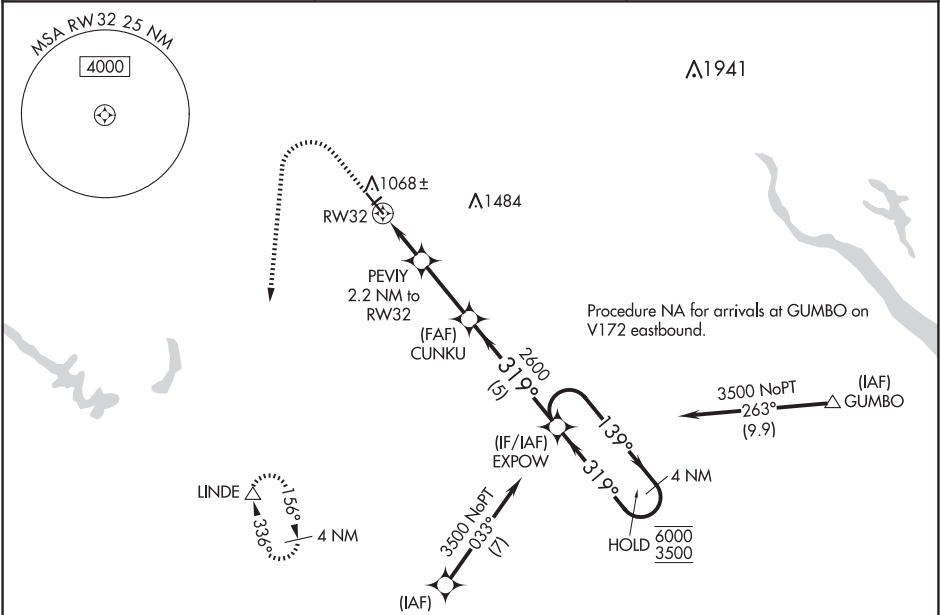
WAAS CH 53345 W32A	APP CRS 319°	Rwy Idg TDZE Apt Elev	5500 1010 1013
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

PERRY MUNI (PRO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct LINDE and hold.
<div><div></div><div></div></div> <div>Circling NA to Rwy's 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div>	

AWOS-3 118.0	DES MOINES APP CON 123.9 360.7	UNICOM 122.8 (CTAF) 0
------------------------	--	---------------------------------



1500	3500	LINDE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).			
		PEVIY 2.2 NM to RW32	CUNKU 2600	EXPOW	4 NM Holding Pattern	
		1.2 NM to RW32	1740	319°	6000	GP 3.00° TCH 40
		1.2	1 NM	2.7 NM	5 NM	
CATEGORY		A	B	C	D	
LPV DA		1260-3/4 250 (300-3/4)				
LNAV/VNAV DA		1310-7/8 300 (300-7/8)				
LNAV MDA		1380-1 370 (400-1)				
CIRCLING		1440-1 427 (500-1)	1480-1 467 (500-1)	1600-1 1/2 587 (600-1 1/2)	1840-2 3/4 827 (900-2 3/4)	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

PERRYVILLE, MISSOURI

AL-5482 (FAA)

24305

WAAS CH 93618 W02A	APP CRS 017°	Rwy Idg TDZE 372 Apt Elev 373
--	------------------------	---

RNAV (GPS) RWY 2

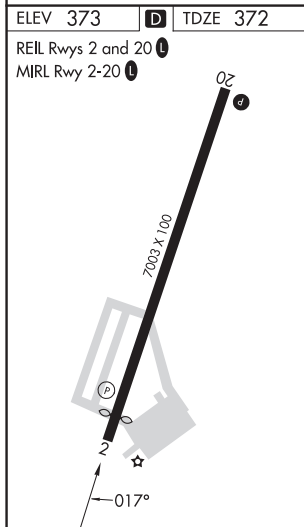
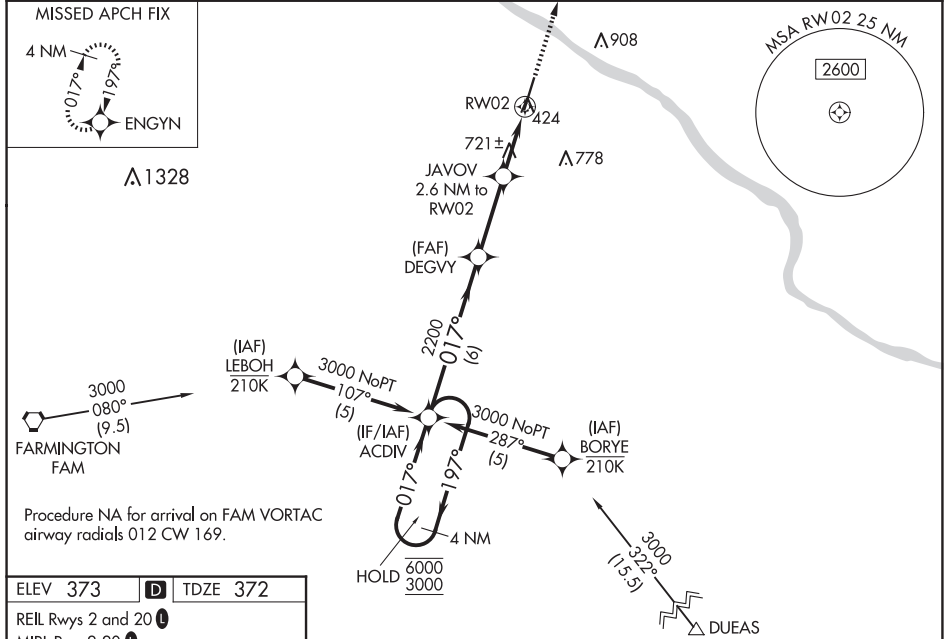
PERRYVILLE RGNL (PCD)

RNP APCH - GPS.

⚠ Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using CGI altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use CGI altimeter setting and increase LPV DA to 1223 feet and all visibility $\frac{1}{2}$ SM. Increase LNAV/VNAV DA to 1154 feet and all visibilities $\frac{1}{2}$ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D $\frac{1}{4}$ SM and Circling visibility Cat C $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3000 direct ENGYN and hold.

AWOS-3PT 118.95	KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) 0
---------------------------	--	---------------------------------



--	--	--	--

PERRYVILLE, MISSOURI
Amdt 1 31OCT24

37°52'N-89°52'W

RNAV (GPS) RWY 2

PERRYVILLE RGNL (PCD)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53418 W20A	APP CRS 197°	Rwy Idg TDZE 373 Apt Elev 373
--	------------------------	---

RNAV (GPS) RWY 20

PERRYVILLE RGNL (PCD)

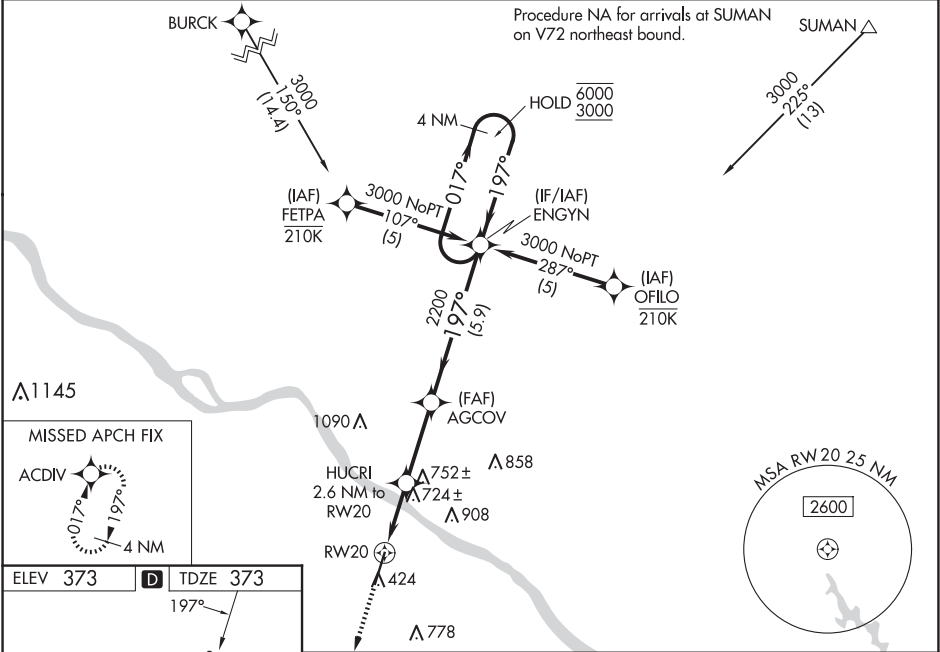
RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using CGI altimeter setting. Rwy 20 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use CGI altimeter setting and increase LPV DA to 723 feet; increase LNAV/VNAV DA to 746 feet; increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct ACDIV and hold.

AWOS-3PT 118.95	KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) 0
---------------------------	--	---------------------------------



ELEV 373

D

TDZE 373

3000

ACDIV

HUCRI 2.6 NM to RW20

AGCOV 2200

ENGYN 2200

4 NM Holding Pattern

017° → 6000

← 197° 3000

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	623-1 250 (300-1)			
LNAV/VNAV DA	646-1 273 (300-1)			
LNAV MDA	980-1 607 (700-1)		980-1¾ 607 (700-1¾)	
CIRCLING	980-1 607 (700-1)	1000-1 627 (700-1)	1260-2¾ 887 (900-2¾)	1260-3 887 (900-3)

PERRYVILLE, MISSOURI

AL-5482 (FAA)

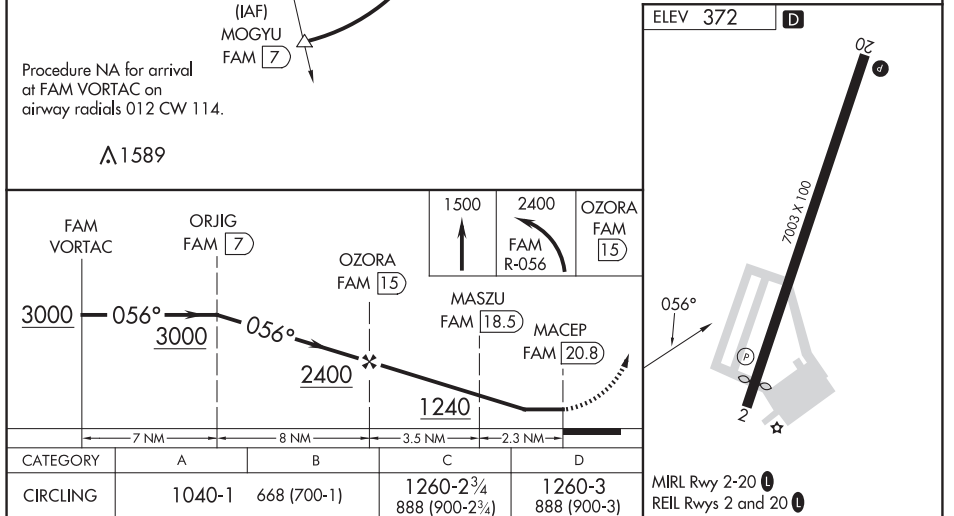
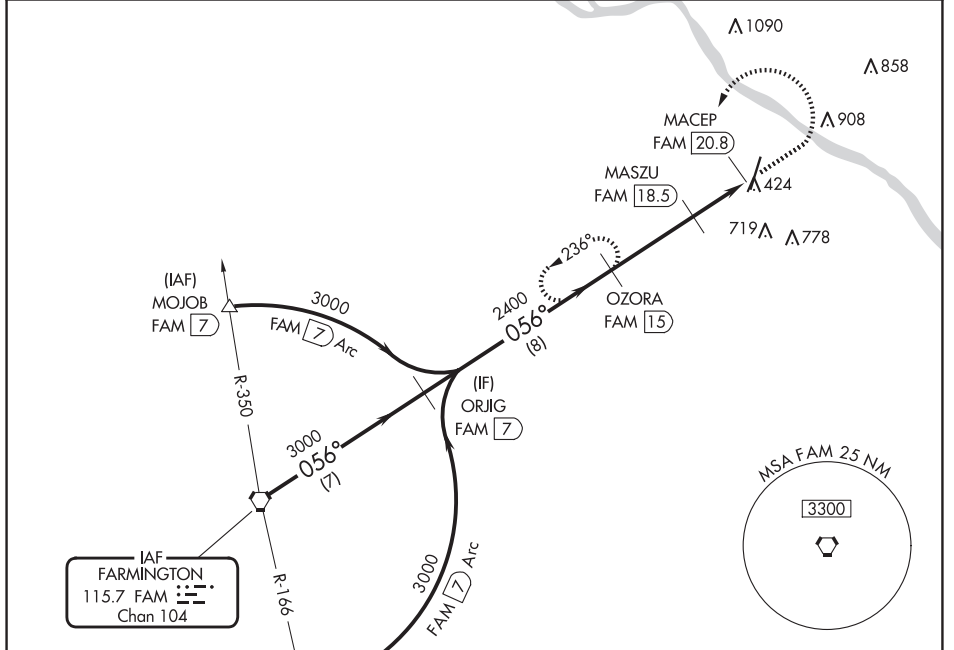
24305

VORTAC FAM 115.7 Chan 104	APP CRS 056°	Rwy Idg TDZE Apt Elev 372	N/A N/A 372
---	------------------------	---	--

VOR-A
PERRYVILLE RGNL (PCD)

V A DME required.	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 on FAM VORTAC R-056 to OZORA/FAM 1.5 DME and hold.
---------------------------------------	---

AWOS-3PT 118.95	KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) D
---------------------------	--	--



PERRYVILLE, MISSOURI
Amdt 5B 07OCT21

37°52'N-89°52'W

PERRYVILLE RGNL (PCD)
VOR-A

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 58223 W12A	APP CRS 119°	Rwy Idg TDZE Apt Elev	4100 1226 1226
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 12
POCAHONTAS MUNI (POH)

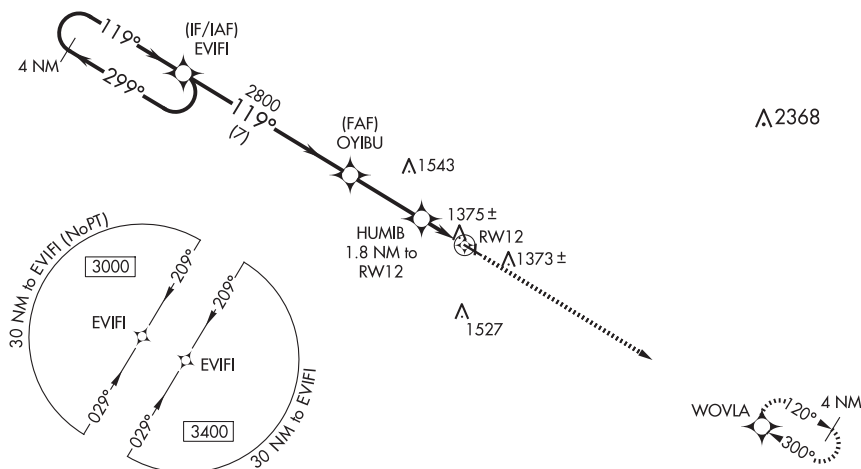
T DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
A NA Use Algona altimeter setting; when not received, use Fort Dodge altimeter setting and increase all MDA 20 feet and LP and LNAV Cat C visibility $\frac{1}{8}$ mile.
Night Landing: Rwy 12 NA. Circling NA to Rwy's 18 and 36.

MISSED APPROACH: Climb to 3000
direct WOVL and hold

AXA AWOS-3
118.475

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **L**



4 NM Holding Pattern

3000 ← 299°

119°

EVIFI

OYIBU

HUMIB

1.8 NM to RW12

300°

TCH 45°

2800

1840

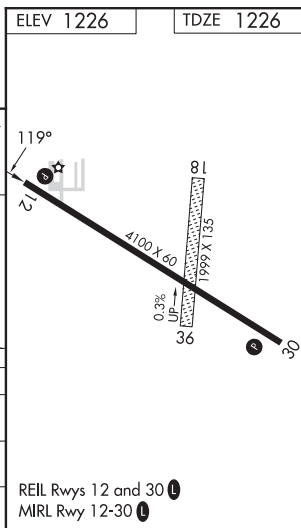
7 NM

3 NM

1.8 NM

RW12

CATEGORY	A	B	C	D
LP MDA	1740-1	514 (600-1)	1740-1 $\frac{3}{8}$ 514 (600-1 $\frac{3}{8}$)	NA
INAV MDA	1740-1	514 (600-1)	1740-1 $\frac{1}{2}$ 514 (600-1 $\frac{1}{2}$)	NA
CIRCLING	1800-1 574 (600-1)	1940-1 714 (800-1)	1940-2 714 (800-2)	NA



POCAHONTAS, IOWA

AL-6108 (FAA)

23278

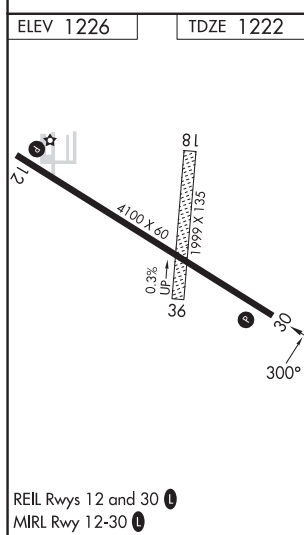
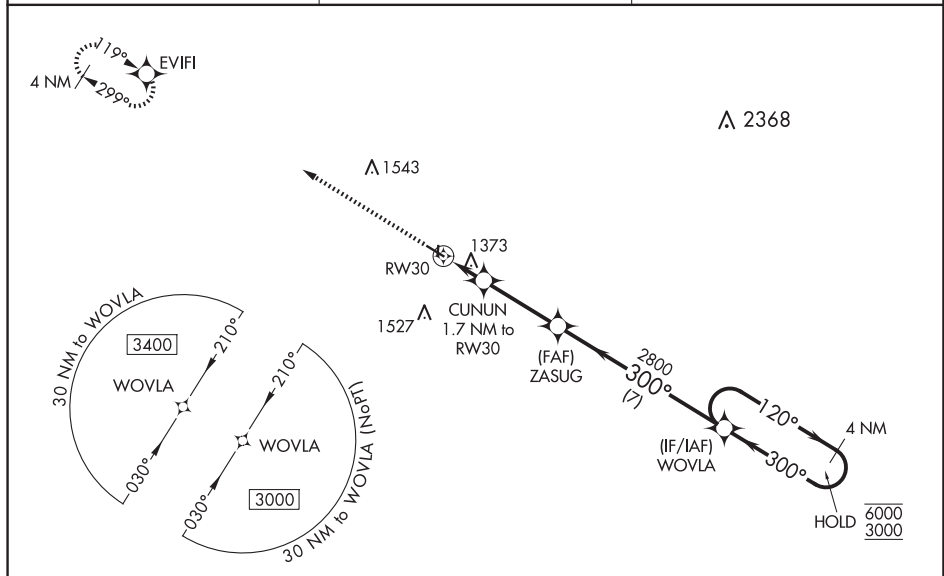
WAAS CH 70723 W30A	APP CRS 300°	Rwy Idg 4100 TDZE 1222 Apt Elev 1226
--	------------------------	---

RNAV (GPS) RWY 30

POCAHONTAS MUNI (POH)

RNP APCH.	<p>NA Circling NA to Rws 18 and 36. Circling Rwy 12 NA at night. Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Algona altimeter setting; when not received, use Fort Dodge altimeter setting: increase LPV all Cats DA to 1536 feet, LNAV/VNAV all Cats DA to 1784 feet; increase all MDA 20 feet and LNAV Cat C visibility $\frac{1}{8}$ SM. Baro-VNAV NA.</p>	MISSED APPROACH: Climb to 3000 direct EVIFI and hold.
-----------	--	---

AXA AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
------------------------------	--	--



3000	EVIFI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 40°).			
*LNAV only	CUNUN 1.7 NM to RW30	ZASUG 2800	WOVL A 4 NM Holding Pattern	120°	6000
				300°	3000
					GP 3.00°
					TCH 45
CATEGORY	A	B	C	D	
LPV DA	1534-1	312 (400-1)		NA	
LNAV/VNAV DA	1782-1 $\frac{5}{8}$	560 (600-1 $\frac{3}{8}$)		NA	
LNAV MDA	1740-1	518 (600-1)	1740-1 $\frac{3}{8}$ 518 (600-1 $\frac{3}{8}$)	NA	
CIRCLING	1800-1 574 (600-1)	1940-1 714 (800-1)	1940-2 714 (800-2)	NA	

POCAHONTAS, IOWA
Orig-E 28FEB19

42°45'N-94°39'W

POCAHONTAS MUNI (POH)

RNAV (GPS) RWY 30

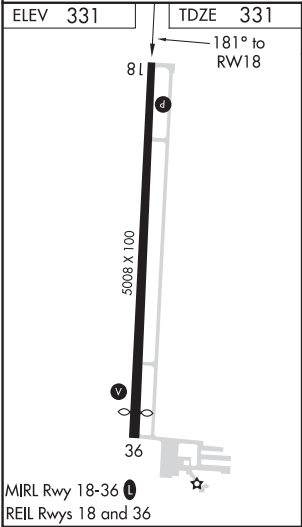
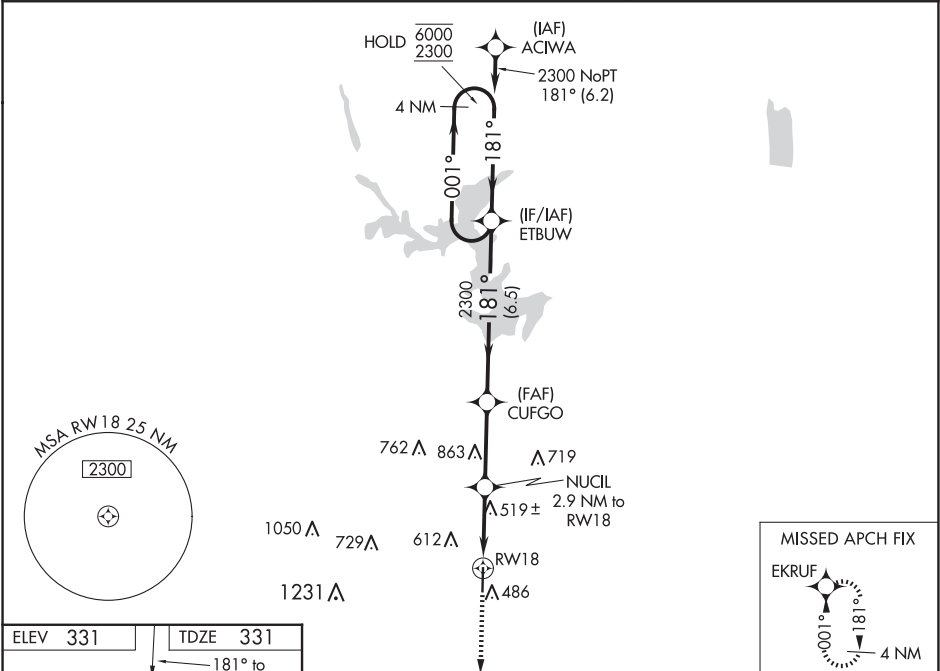
NC-3, 07 AUG 2025 to 02 OCT 2025


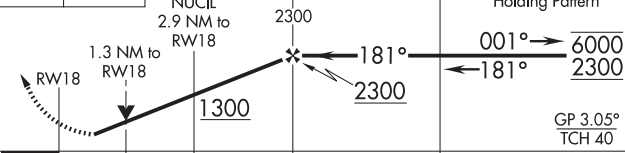
WAAS CH 97499 W18A	APP CRS 181°	Rwy Idg 5008 TDZE 331 Apt Elev 331
--	------------------------	---

RNAV (GPS) RWY 18
POPLAR BLUFF RGNL BUSINESS (POB)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2300 direct EKRUF and hold.
Rwy 18 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.	

ASOS 124.225	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) 0
------------------------	--	---------------------------------



2300 ↑	EKRUF 	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 30).			
					
CATEGORY	A	B	C	D	
LPV DA	634-7 ⁷ / ₈ 303 (400-7 ⁷ / ₈)				
LNAV/ VNAV DA	675-1 344 (400-1)				
LNAV MDA	800-1	469 (500-1)	800-1 ³ / ₈	469 (500-1 ³ / ₈)	
CIRCLING	840-1 509 (600-1)	920-1 589 (600-1)	920-1 ¹ / ₂ 589 (600-1 ¹ / ₂)	980-2 649 (700-2)	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

POPLAR BLUFF, MISSOURI

AL-5622 (FAA)

21280

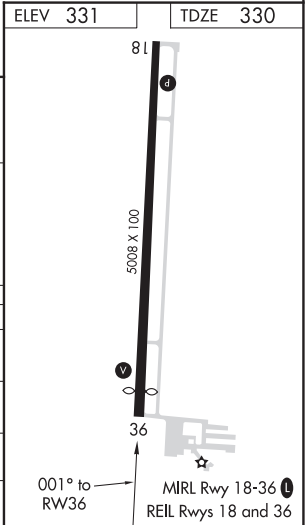
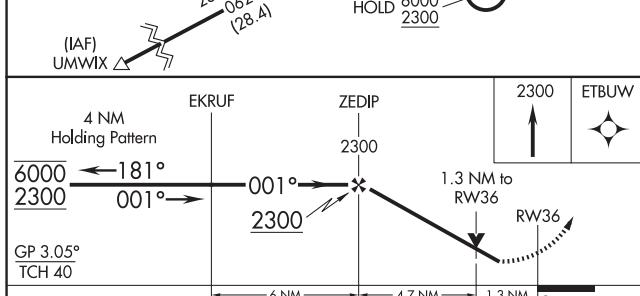
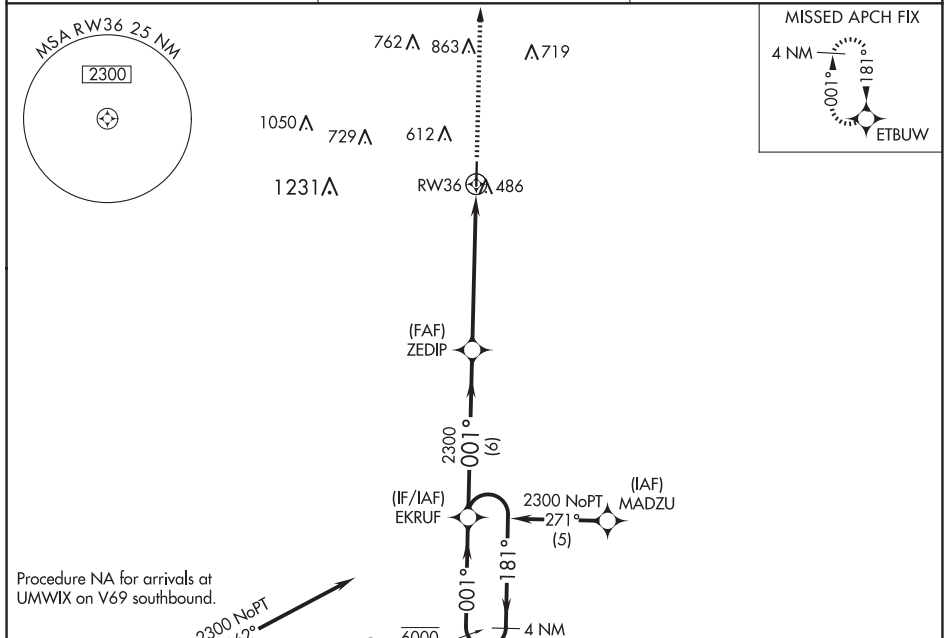
WAAS CH 56399 W36A	APP CRS 001°	Rwy Idg 4718 TDZE 330 Apt Elev 331
--	------------------------	---

RNAV (GPS) RWY 36

POPLAR BLUFF RGNL BUSINESS (POB)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2300 direct ETBUW and hold.
▼ Rwy 36 helicopter visibility reduction below 3/4 SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.	

ASOS 124.225	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) 0
------------------------	--	--



POPLAR BLUFF, MISSOURI
Orig-B 07OCT21

36°46'N-90°19'W

POPLAR BLUFF RGNL BUSINESS (POB)
RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

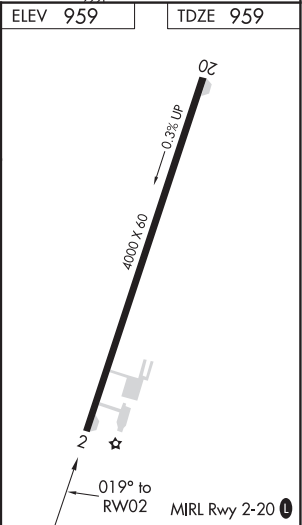
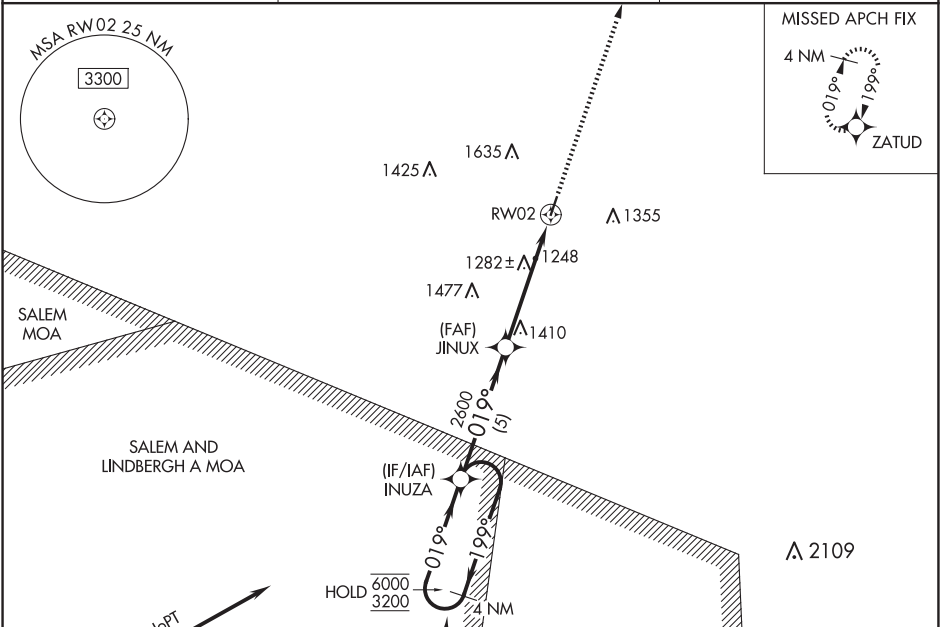
WAAS CH 93624 W02A	APP CRS 019°	Rwy Idg TDZE Apt Elev	4000 959 959
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 2

WASHINGTON COUNTY (8WC)

RNP APCH-GPS.		MISSED APPROACH: Climb to 3100 direct ZATUD and hold.
NA	Rwy 2 helicopter visibility reduction below ¾ SM NA. Use Farmington altimeter setting.	

FAM AWOS-3PT 119.275	KANSAS CITY CENTER 128.35 284.675	UNICOM 123.0 (CTAF) 0
--------------------------------	---	---------------------------------



4 NM Holding Pattern		Visual Segment - Obstacles.		3100	ZATUD
6000 ← 199°		INUZA		↑	✱
3200 → 019°		JINUX			
		RWY 02			
		5 NM			
CATEGORY	A	B	C	D	
LP MDA	1680-1	721 (800-1)	NA		
LNAV MDA	1760-1 801 (900-1)	1760-1¼ 801 (900-1¼)	NA		

POTOSI, MISSOURI

AL-10241 (FAA)

21168

WAAS CH 86721 W20A	APP CRS 199°	Rwy Idg TDZE Apt Elev	4000 958 959
--	------------------------	-----------------------------	---

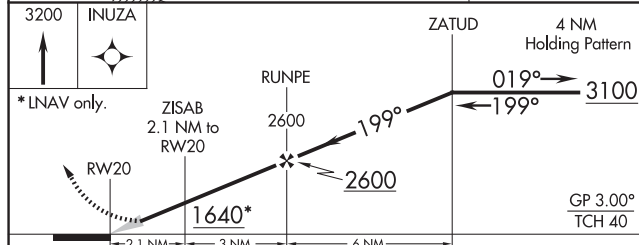
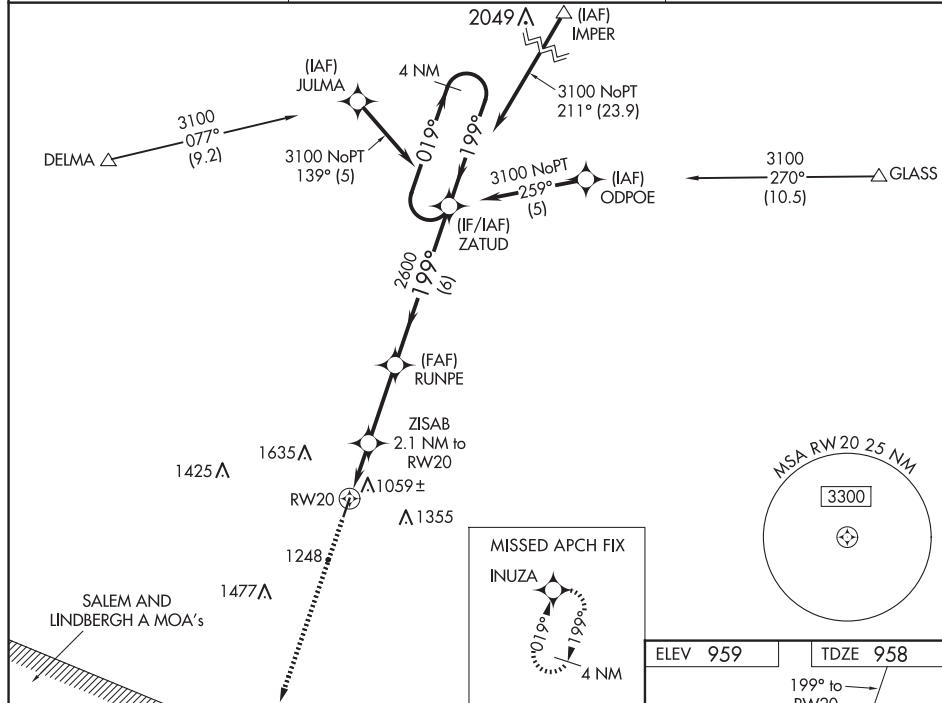
RNAV (GPS) RWY 20

WASHINGTON COUNTY (8WC)

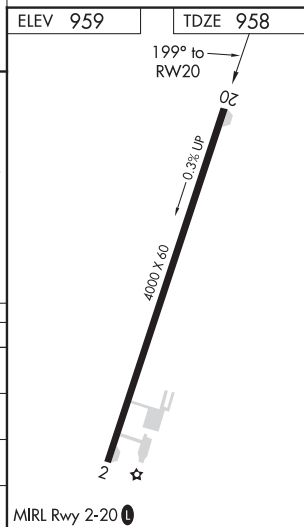
Baro-VNAV NA. DME/DME RNP- 0.3 NA. Use Farmington altimeter setting, when not received, use Rolla Ntl altimeter setting and increase all DA/MDA 100 feet; increase LPV Cats A/B visibility ¾ mile and increase LNAV/VNAV Cats A/B ¼ mile. Circling NA west of Rwy 2-20.

MISSED APPROACH: Climb to 3200 direct INUZA and hold.

FAM AWOS-3PT 119.275	KANSAS CITY CENTER 128.35 284.675	UNICOM 123.0 (CTAF) 0
--------------------------------	---	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1253-1	295 (300-1)		NA
LNAV / VNAV DA	1278-1 1/8	320 (400-1 1/8)		NA
LNAV MDA	1360-1	402 (500-1)		NA
CIRCLING	1580-1 621 (700-1)	1600-1 641 (700-1)		NA



POTOSI, MISSOURI
Amdt 1A 02APR15

37°56'N-90°44'W

WASHINGTON COUNTY (8WC)

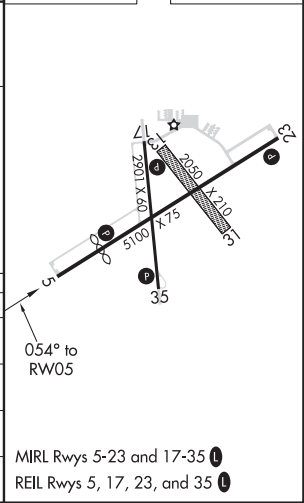
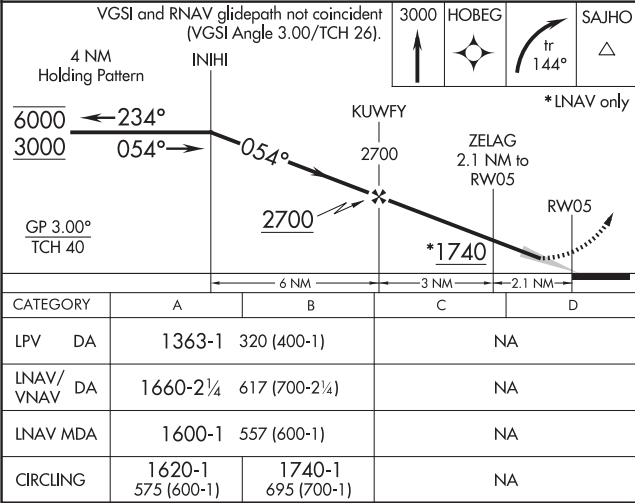
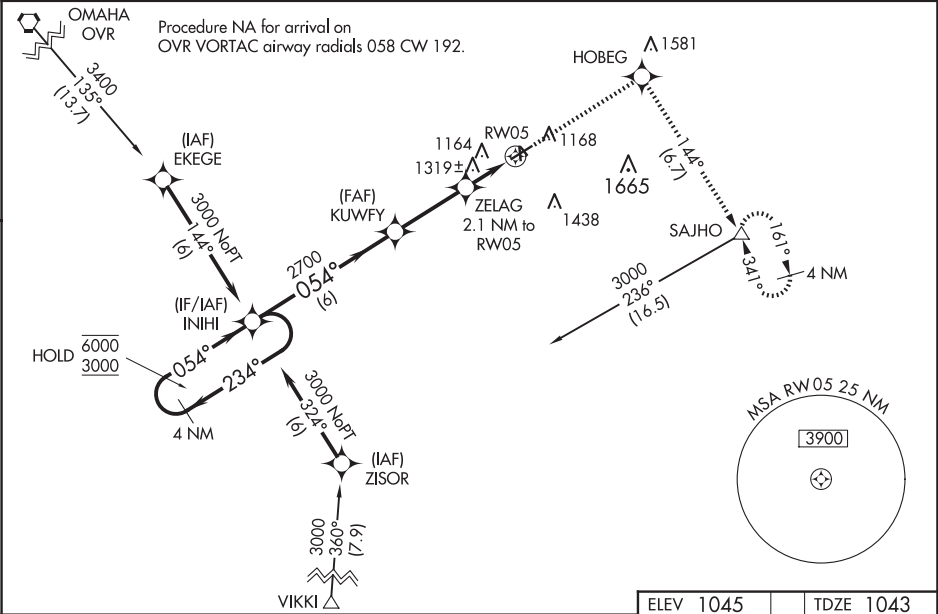
RNAV (GPS) RWY 20

WAAS CH 42927 W05A	APP CRS 054°	Rwy Idg TDZE 1043 Apt Elev 1045
--	------------------------	---

RNAV (GPS) RWY 5

RED OAK MUNI (RDK)

RNP APCH		MISSED APPROACH: Climb to 3000 direct HOBEG and right turn on track 144° to SAJHO and hold.
⚠ Circling NA to Rwy's 13 and 31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 54° C.		
AWOS-3P 123.925	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) ①



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RED OAK, IOWA

AL-6051 (FAA)

21084

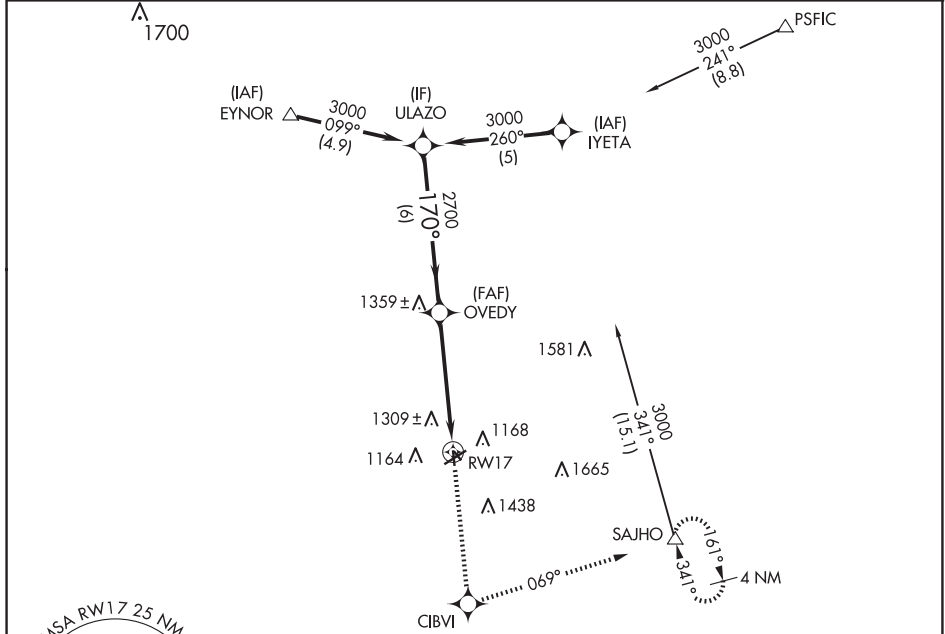
APP CRS	Rwy Idg	2901
170°	TDZE	1045
	Apt Elev	1045

RNAV (GPS) RWY 17

RED OAK MUNI (RDK)

<p>⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet, and increase Circling Cat B visibility ¼ mile. Circling NA to Rwys 13 and 31.</p>	<p>MISSED APPROACH: Climb to 3000 direct CIBVI and left turn via track 069° to SAJHO and hold.</p>
---	--

AWOS-3P 123.925	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 0
---------------------------	-------------------------------------	--



Procedure
Turn
NA

ULAZO

3000

170°

OVEDY

2700

3.04°
TCH 44

RW17

6 NM

5 NM

CATEGORY

A

B

C

D

INAV MDA

1600-1 555 (600-1)

NA

CIRCLING

1620-1 575 (600-1)
1780-1 735 (800-1)

NA

3000

CIBVI

tr
069°

SAJHO

△

ELEV 1045

TDZE 1045

170° to
RW17

RED OAK, IOWA
Orig-A 25MAR21

41°01'N-95°16'W

RED OAK MUNI (RDK)

RNAV (GPS) RWY 17

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RED OAK, IOWA

AL-6051 (FAA)

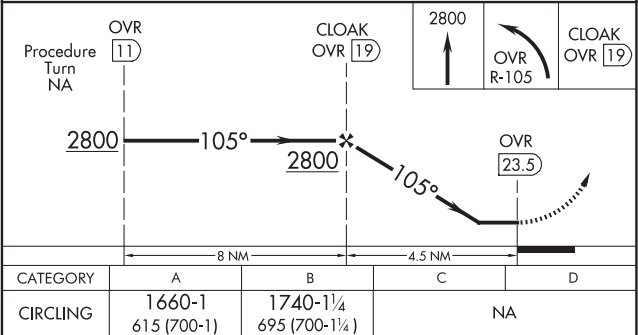
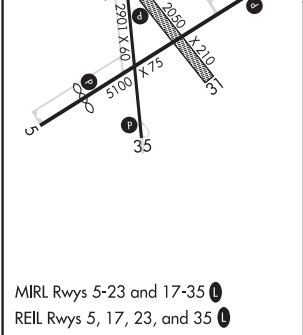
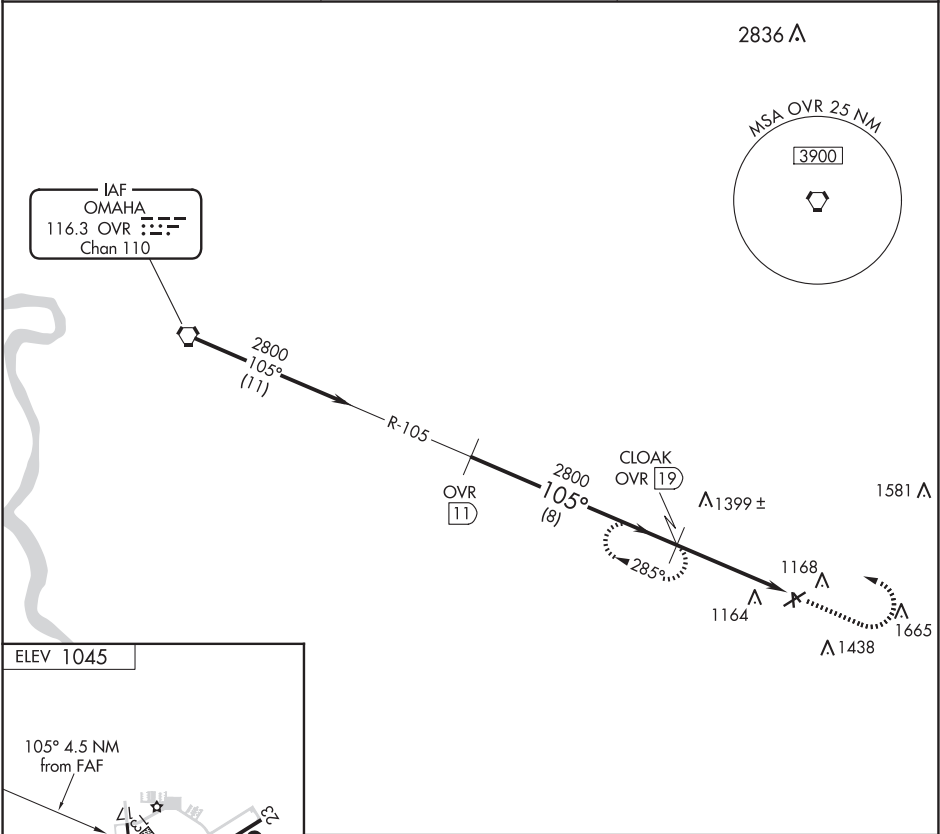
21084

VORTAC OVR 116.3 Chan 110	APP CRS 105°	Rwy Idg TDZE Apt Elev	N/A N/A 1045
---	------------------------	-----------------------------	---

VOR/DME-A
RED OAK MUNI (RDK)

 Circling NA to Rwys 13 and 31.	MISSED APPROACH: Climb to 2800 then left turn via OVR R-105 to CLOAK/19 DME and hold.
--	---

AWOS-3P 123.925	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 
---------------------------	-------------------------------------	---



RED OAK, IOWA
Amdt 5A 25MAR21

41°01'N-95°16'W
439

RED OAK MUNI (RDK)
VOR/DME-A

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ROCK RAPIDS, IOWA

AL-6571 (FAA)

22251

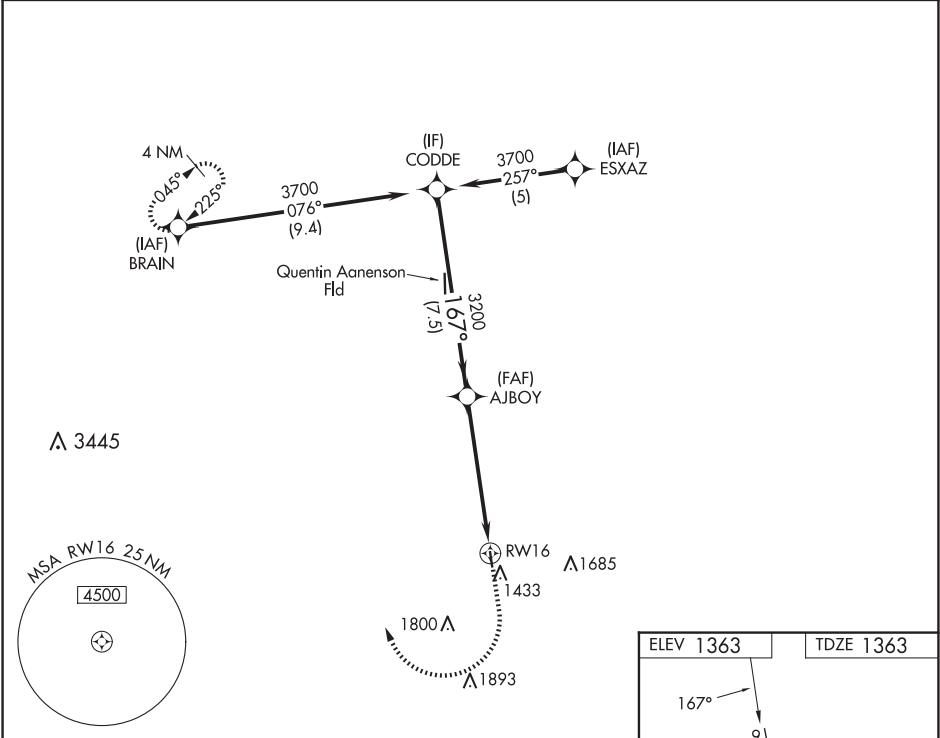
WAAS CH 82742 W16A	APP CRS 167°	Rwy Idg TDZE Apt Elev	2797 1363 1363
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 16

ROCK RAPIDS MUNI (R.R.Q)

RNP APCH+GPS.	MISSED APPROACH: Climb to 2200 then climbing right turn to 3700 direct BRAIN and hold.
<div><div>NA</div><div>Procedure NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA. Use Sioux Falls altimeter setting.</div></div>	

SIoux FALLS APP CON ★ 126.9 284.725	UNICOM 122.8 (CTAF) 0
---	--



CODDE			AJBOY		<div>2200 ↑</div> <div>3700 ↷</div> <div>BRAIN ✦</div>	
3700			3200		RW16	
167°			3.00° TCH 30		↷	
7.5 NM			5.7 NM			
CATEGORY	A		B		C	D
LP MDA	1960-1 597 (600-1)				NA	
LNAV MDA	1980-1 617 (700-1)				NA	
CIRCLING	1980-1 617 (700-1)	2040-1 677 (700-1)			NA	
						MIRL Rwy 16-34 ①

3097 x 50

34

ROCK RAPIDS, IOWA
Amdt 2 27JAN22

43°27'N-96°11'W

ROCK RAPIDS MUNI (R.R.Q)

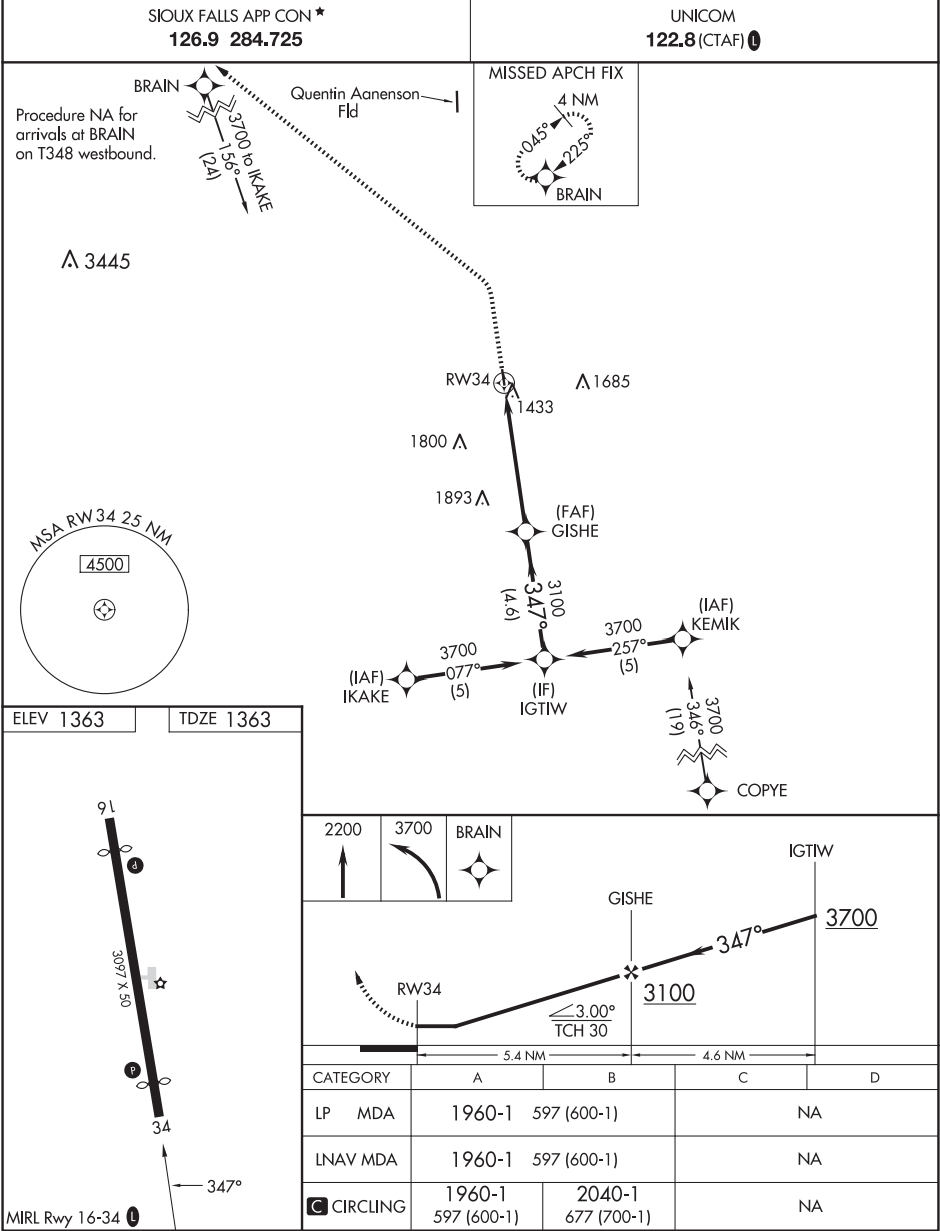
RNAV (GPS) RWY 16

WAAS CH 40044 W34A	APP CRS 347°	Rwy Idg TDZE Apt Elev	2797 1363 1363
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 34

ROCK RAPIDS MUNI (R.R.Q)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2200 then climbing left turn to 3700 direct BRAIN and hold.
<div><div>NA</div><div>Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. Use Sioux Falls, SD altimeter setting.</div></div>	



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ROLLA/VICHY, MISSOURI

AL-510 (FAA)

22083

WAAS CH 78119 W04A	APP CRS 045°	Rwy Idg TDZE 1137 Apt Elev 1148
--	------------------------	---

RNAV (GPS) RWY 4

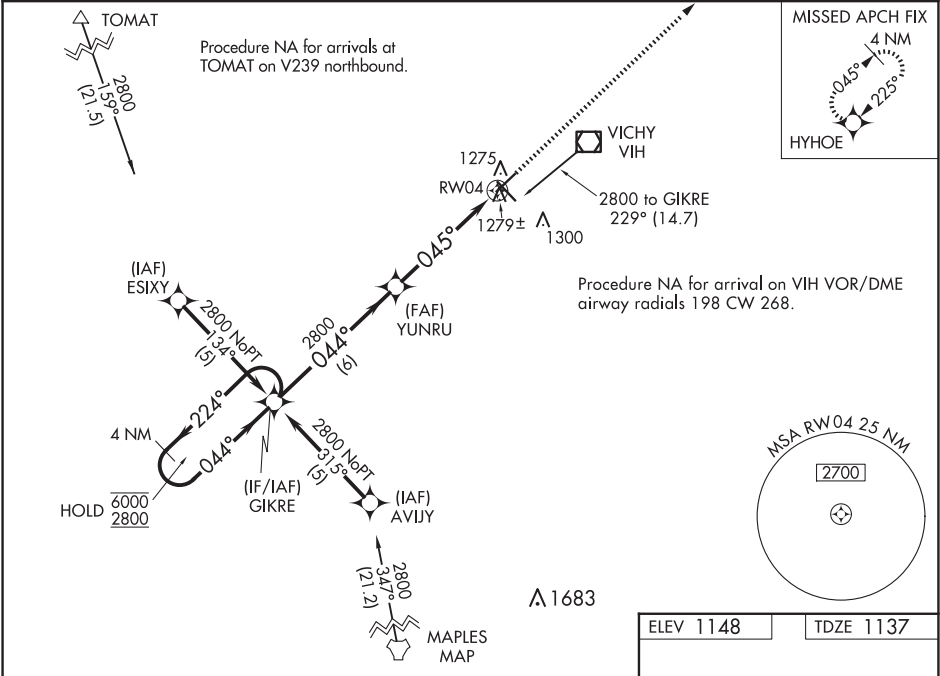
ROLLA NTL (VIH)

RNP APCH-GPS.

Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct HYHOE
and hold.

ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	UNICOM 123.0 (CTAF) 1
------------------------	---	---------------------------------



4 NM Holding Pattern

GIKRE

YUNRU

3000

HYHOE

6000

2800

GP 3.00°

TCH 40

224°

044°

044°

045°

1.1 NM to RW04

RW04

6 NM

3.9 NM

1.1 NM

CATEGORY	A	B	C	D
LPV DA	1387-1 250 (300-1)			
LNAV/VNAV DA	1549-1½ 412 (500-1½)			
LNAV MDA	1540-1 403 (400-1)	1540-1½ 403 (400-1½)		
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1740-2 592 (600-2)

ELEV 1148

TDZE 1137

MIRL Rwy 13-31 and 4-22 1

550' X 100

550' X 100

0.5° UP

045° to RW04

ROLLA/VICHY, MISSOURI
Orig-C 27JAN22

38°08'N-91°46'W

ROLLA NTL (VIH)

RNAV (GPS) RWY 4

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72719 W22A	APP CRS 225°	Rwy Idg TDZE Apt Elev	5500 1117 1148
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 22

ROLLA NTL (VIH)

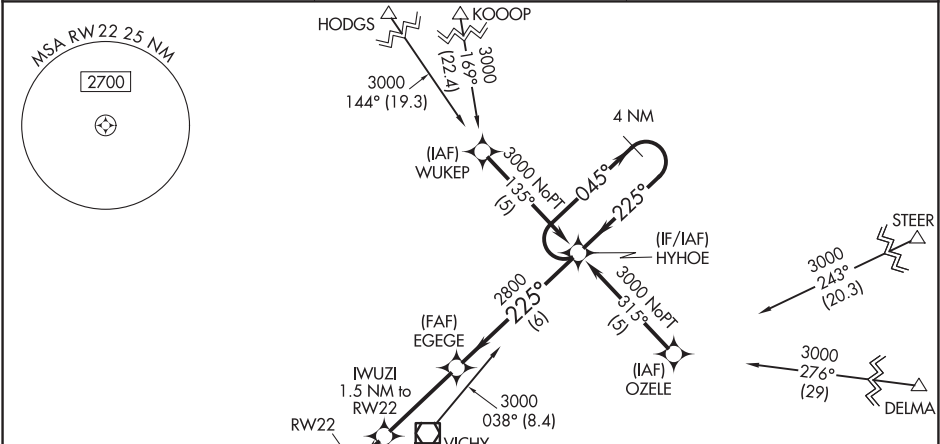
▼

▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 2800 direct GIKRE and hold.

ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	UNICOM 123.0 (CTAF) 1
------------------------	---	---------------------------------



ELEV 1148	TDZE 1117
1548 ▲	

225° to RW22

0.5% UP

5500 X 100

550 X 100

2800

GIKRE

* LNAV only

IWUZI 1.5 NM to RW22

EGECE 2800

HYHOE

4 NM Holding Pattern

045° → 3000

← 225°

GP 3.00° TCH 52

CATEGORY	A	B	C	D
LPV DA	1367-¾ 250 (300-¾)			
LNAV/VNAV DA	1529-1½ 412 (400-1½)			
LNAV MDA	1520-1	403 (400-1)	1520-1¼	403 (400-1¼)
CIRCLING	1700-1	552 (600-1)	1700-1½ 552 (600-1½)	1740-2 592 (600-2)

ROLLA/VICHY, MISSOURI

AL-510 (FAA)

25135

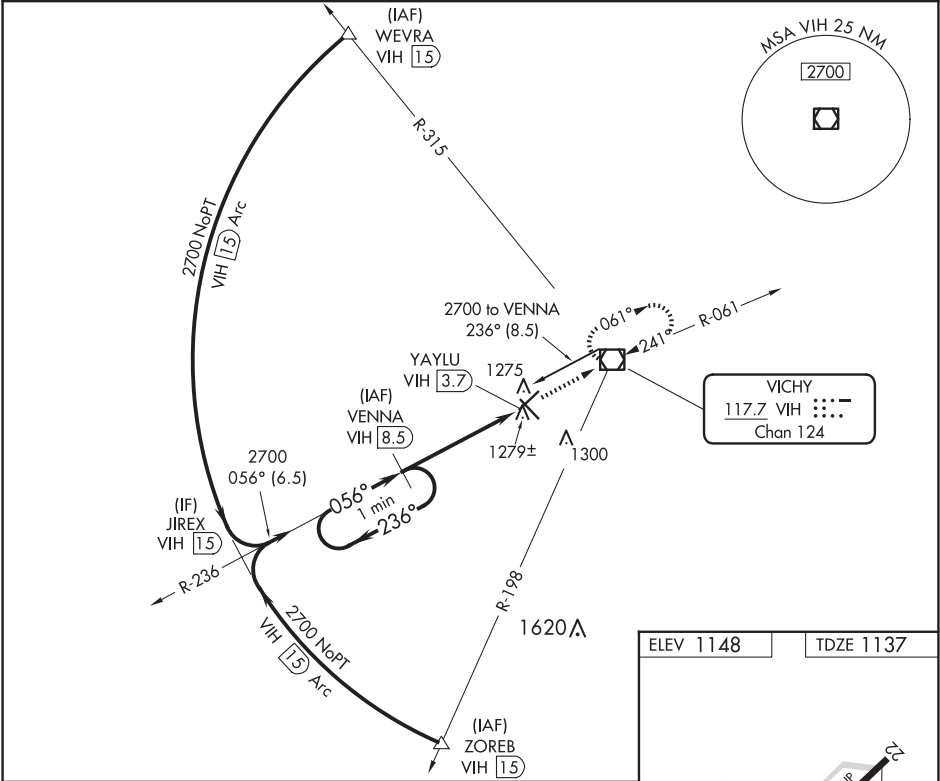
VOR/DME VIH	APP CRS	Rwy Ldg	5289
117.7	056°	TDZE	1137
Chan 124		Apt Elev	1148

VOR/DME RWY 4
ROLLA NTL (VIH)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Leonard Wood altimeter setting; increase all MDA 80 feet and S-4 Cat D and Circling Cat D visibility ¼ SM. VDP NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH: Climb to 2700 direct VIH VOR/DME and hold.

ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	UNICOM 123.0 (CTAF) 0
-----------------	--------------------------------------	--------------------------



One Minute Holding Pattern

VENNA VIH 8.5

2700 ← 236° / 056° →

3.00° TCH 40

3.6 NM 1.1 NM

VIH 4.9 YAYLU VIH 3.7

CATEGORY	A	B	C	D
S-4	1540-1	403 (400-1)	1540-1¼	403 (400-1¼)
CIRCLING	1600-1	452 (500-1)	1600-1½ 452 (500-1½)	1740-2 592 (600-2)

ELEV 1148 TDZE 1137

MIRL Rwy 13-31 and 4-22 0

ROLLA/VICHY, MISSOURI
Amdt 3A 17JUN21

38°08'N-91°46'W

ROLLA NTL (VIH)
VOR/DME RWY 4

NC-3, 07 AUG 2025 to 02 OCT 2025

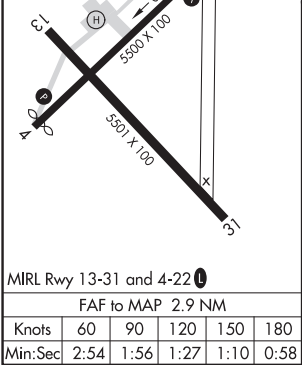
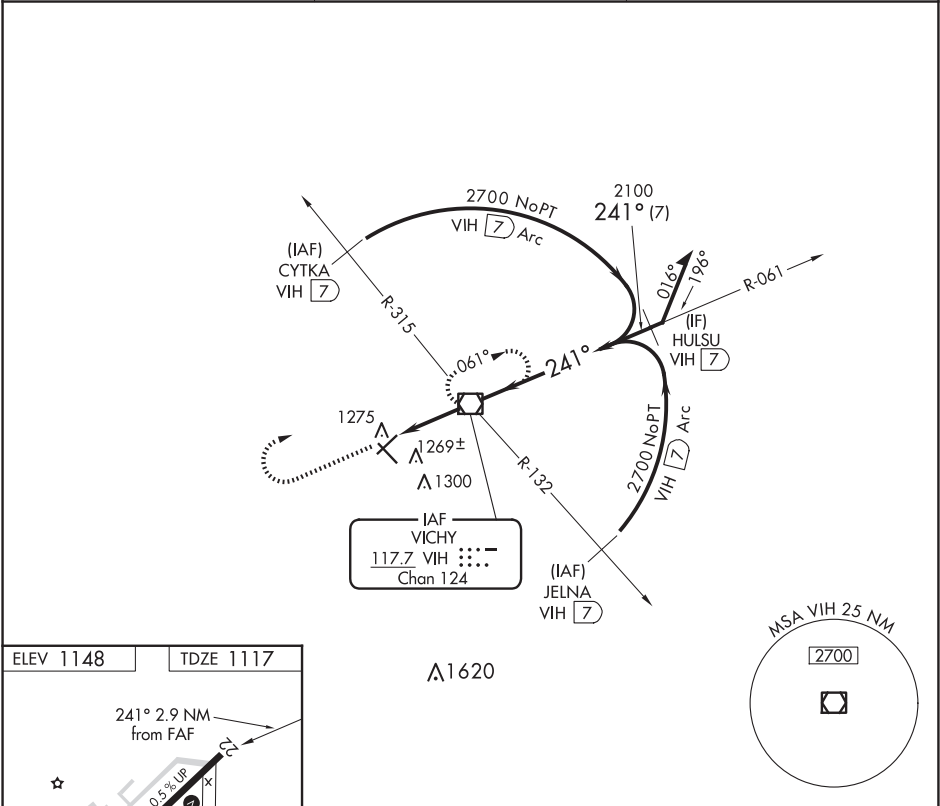
NC-3, 07 AUG 2025 to 02 OCT 2025



VOR/DME VIH	APP CRS	Rwy Idg	5500
117.7	241°	TDZE	1117
Chan 124		Apt Elev	1148

VOR RWY 22
ROLLA NTL (VIH)

<p>⚠ When local altimeter setting not received, use Fort Leonard Wood altimeter setting; increase all MDA 80 feet and S-22 Cat D and Circling Cat D visibility ¼ SM. VDP NA with Fort Leonard Wood altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.</p>
--	---

ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	UNICOM 123.0 (CTAF) 1
-----------------	--------------------------------------	---------------------------------



<div>2700</div> <div></div>		<div>VIH</div> <div></div>	<div>VIH VOR/DME</div> <div>Remain within 10 NM</div>	
<div>VIH 1.8</div>		<div>061°</div> <div>2700</div>		
<div>VIH 2.9</div>		<div>3.07°</div> <div>TCH 52</div>		
<div>1.1 NM</div>		<div>1.8 NM</div>		
<div>2100</div>		<div>241°</div>		
CATEGORY	A	B	C	D
S-22	1520-1	403 (400-1)	1520-1¼	403 (400-1¼)
CIRCLING	1600-1	452 (500-1)	1600-1½	1740-2
			452 (500-1½)	592 (600-2)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

SAC CITY, IOWA

AL-6143 (FAA)

22307

WAAS CH 49128 W18A	APP CRS 177°	Rwy Idg TDZE 1246 Apt Elev 1250
--	------------------------	---

RNAV (GPS) RWY 18

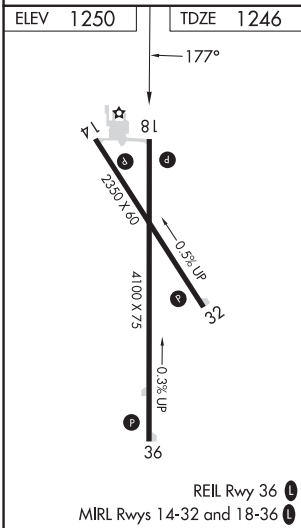
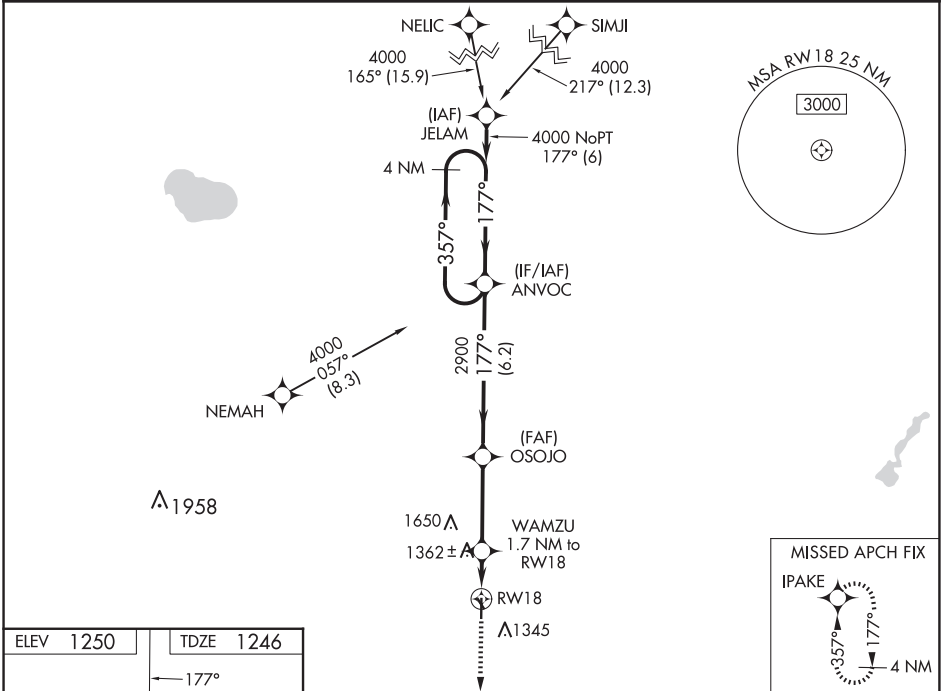
SAC CITY MUNI (SKI)

⚠ NA

Night landing: Rwy 14 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all DA 15 feet and all MDA 20 feet. Increase LPV and LNAV/VNAV visibility 1/8 mile all Cats.

MISSED APPROACH: Climb to 4000 direct IPAKE and hold.

CIN AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
------------------------------	--	---------------------------------



4000	IPAKE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).			
*LNAV only	WAMZU 1.7 NM to RW18	OSOJO 2900	ANVOC 4000	4 NM Holding Pattern	GP 3.00° TCH 40
RW18 1820*		1.7 NM	3.4 NM	6.2 NM	
CATEGORY	A	B	C	D	
LPV DA	1553-1	307 (400-1)	NA		
LNAV/VNAV DA	1553-1	307 (400-1)	NA		
LNAV MDA	1680-1	434 (500-1)	NA		
CIRCLING	1740-1	490 (500-1)	NA		

SAC CITY, IOWA
Orig-B 12AUG21

42°23'N-94°59'W

RNAV (GPS) RWY 18

NC-3, 07 AUG 2025 to 02 OCT 2025

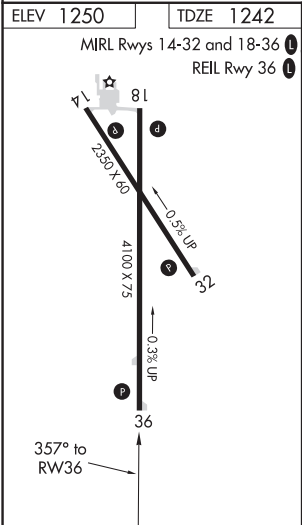
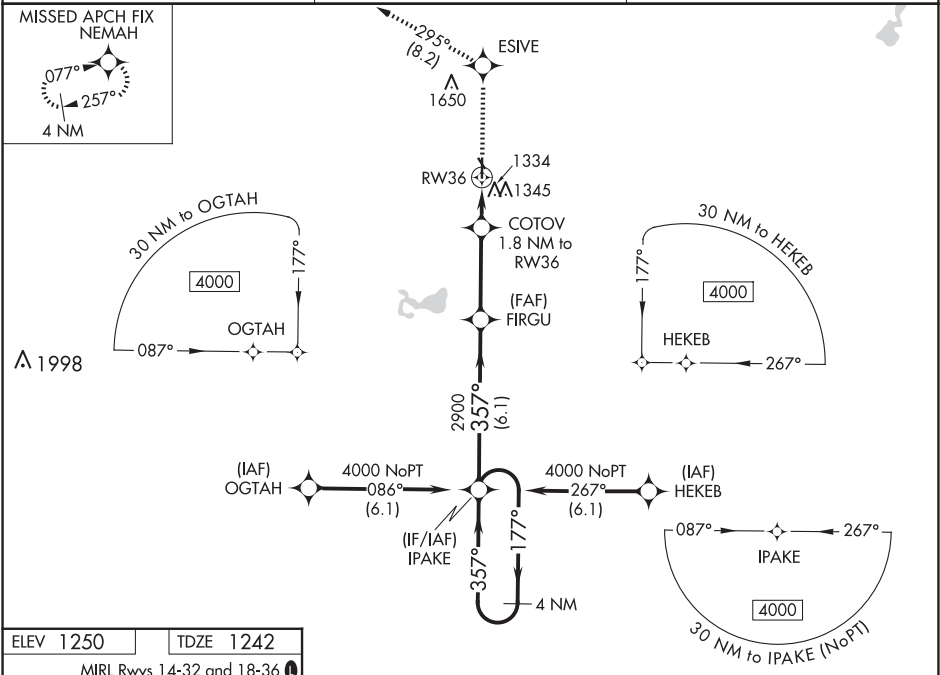
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 58228 W36A	APP CRS 357°	Rwy Idg TDZE 1242 Apt Elev 1250
--	------------------------	---

RNAV (GPS) RWY 36
SAC CITY MUNI (SKI)

<p>▼ Night landing: Rwy 14 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA. ▲ NA Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all DA 15 feet and all MDA 20 feet, increase LNAV/VNAV visibility 1/8 mile all Cats.</p>	<p>MISSED APPROACH: Climb to 4000 direct ESIVE and on track 295° to NEMAH and hold.</p>
---	---

CIN AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
------------------------------	--	---------------------------------



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 28).			
4 NM Holding Pattern	IPAKE	4000	ESIVE
GP 3.00° TCH 40	177°	357°	tr 295°
2900	357°	2900	NEMAH
6.1 NM	3.3 NM	1.8 NM	
CATEGORY	A	B	C
LPV DA	1499-1	257 (300-1)	NA
LNAV/VNAV DA	1549-1	307 (300-1)	NA
LNAV MDA	1660-1	418 (500-1)	NA
CIRCLING	1740-1	490 (500-1)	NA

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

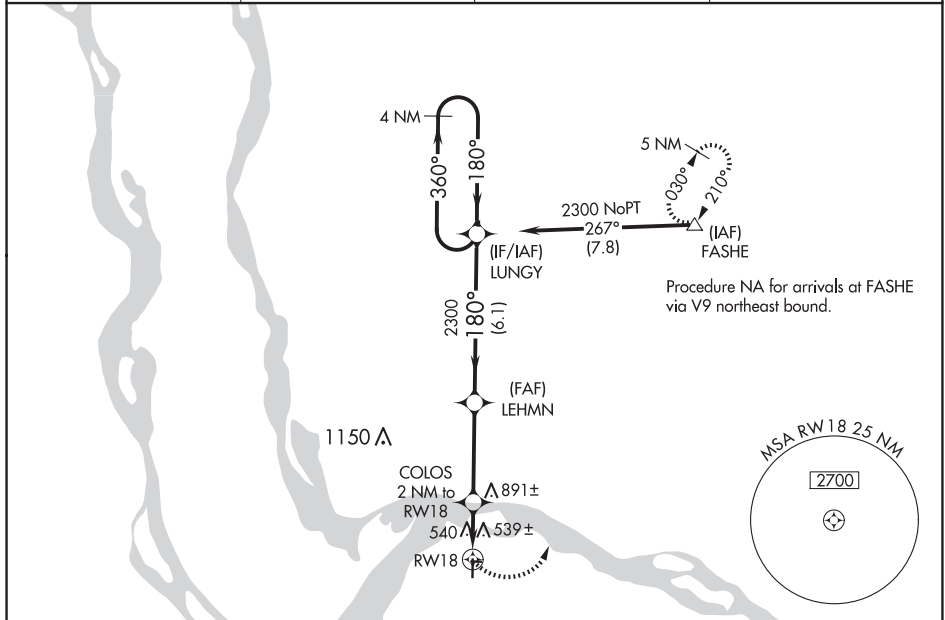
APP CRS 180°	Rwy Idg	3800
	TDZE	437
	Apt Elev	437

RNAV (GPS) RWY 18

ST CHARLES COUNTY RGNL/SMARTT FLD (S'E'T)

<p>▽ ▲</p> <p>DME/DME RNP-0.3 NA. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase all MDAs 60 feet; increase visibility Cat C ¼ SM. VDP NA with St Louis Lambert Intl altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2700 direct FASHE and hold.</p>
--	---

ASOS 118.075	ST. LOUIS APP CON 124.2 353.9	CLNC DEL 121.6	UNICOM 122.7 (CTAF) 📻
------------------------	---	--------------------------	--



		ELEV 437	TDZE 437	
2700	FASHE	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).		
CATEGORY	A	B	C	D
LNAV MDA	840-1	403 (500-1)	840-1¼ 403 (500-1¼)	NA
CIRCLING	840-1 403 (500-1)	900-1 463 (500-1)	1220-2¼ 783 (800-2¼)	NA
REIL Rwy 18		MIRL Rwy 9-27 and 18-36		

VORTAC STL	APP CRS	Rwy Idg	3800
117.4	208°	TDZE	437
Chan 121		Apt Elev	437

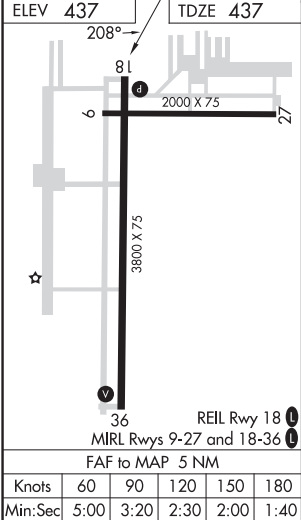
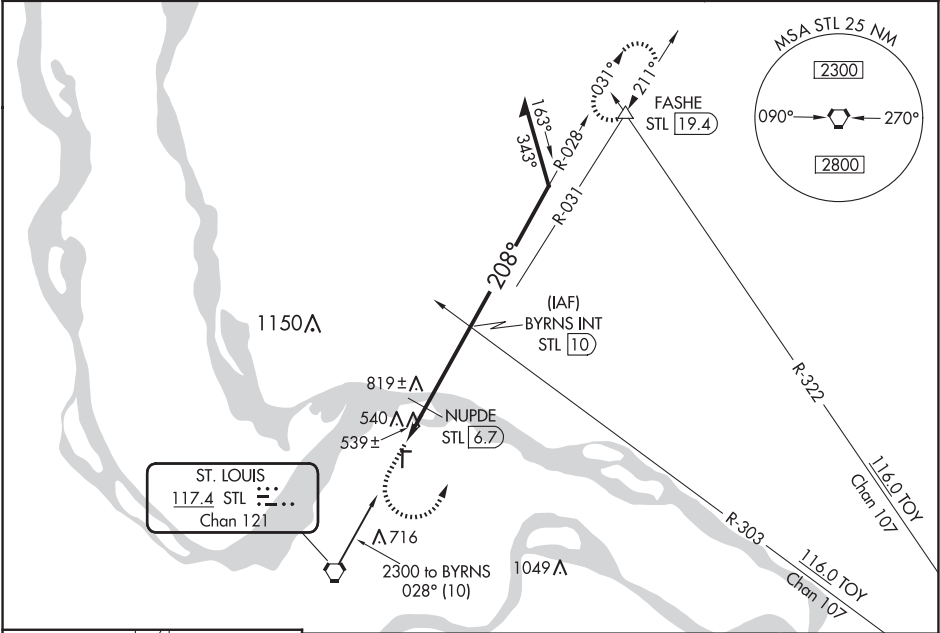
VOR RWY 18

ST CHARLES COUNTY RGNL/SMARTT FLD (SE/T)

⚠ When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase all MDAs 60 feet and Circling visibility Cat C ¼ SM. NUPDE fix minimums: increase Circling visibility Cat C ¼ SM. Straight-in minimums NA with St Louis Lambert Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 via heading 360° and STL R-031 to FASHE INT/19.4 DME and hold.

ASOS 118.075	ST. LOUIS APP CON 124.2 353.9	CLNC DEL 121.6	UNICOM 122.7 (CTAF) 0
-----------------	----------------------------------	-------------------	--------------------------



1000	2700	STL R-031	FASHE △	BYRNS INT STL 10	Remain within 10 NM
↑	hdg 360°				
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).					
*1220 when using St Louis Lambert Intl altimeter setting.					
CATEGORY	A	B	C	D	
S-18	1160-1	723 (800-1)	1160-2 723 (800-2)	NA	
CIRCLING	1160-1	723 (800-1)	1220-2¼ 783 (800-2¼)	NA	
NUPDE FIX MINIMUMS					
S-18	800-1 363 (400-1)			NA	
CIRCLING	840-1 403 (500-1)	900-1 463 (500-1)	1220-2¼ 783 (800-2¼)	NA	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 57935 W13A	APP CRS 132°	Rwy Ldg TDZE Apt Elev	4797 811 827
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 13

ROSECRANS MEML (STJ)

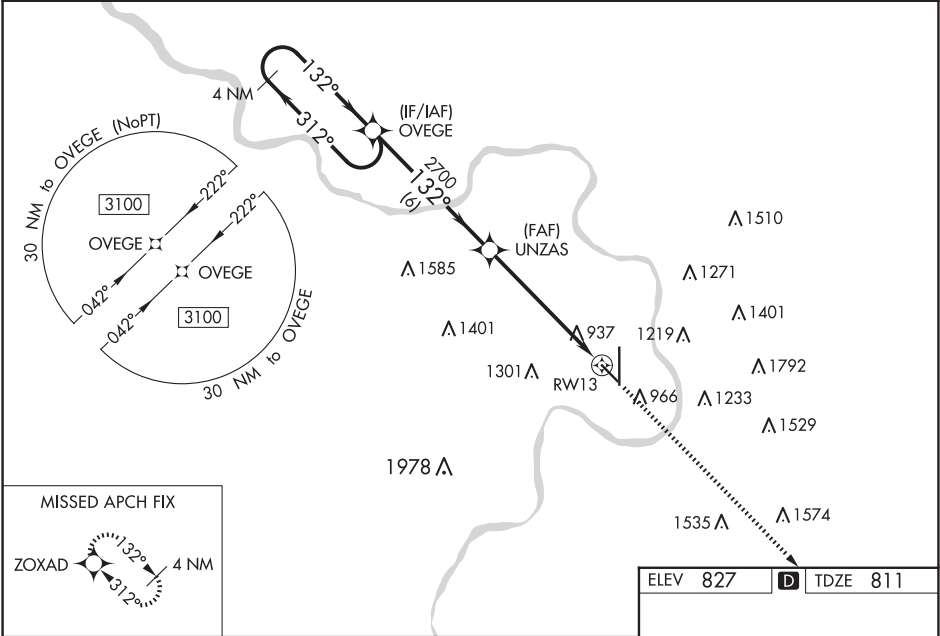
ASR/PAR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Straight-In minimums NA at night. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 97 feet, and LPV visibility ¾ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats; increase all MDA 100 feet and Circling Cat C ½ mile, Cat D ¼ mile.

MISSED APPROACH:

Climb to 3100 direct ZOAXD and hold.

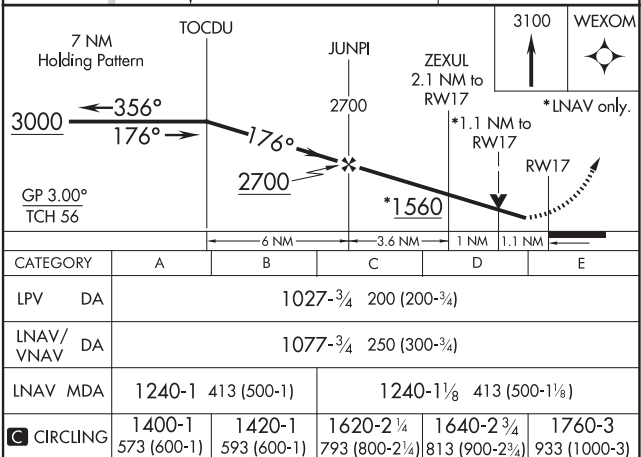
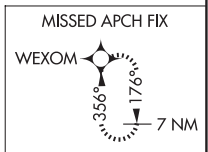
ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
-----------------------	---	---	-------------------------	-------------------------



4 NM Holding Pattern		UNZAS		3100	ZOAXD
3100 ← 312°		132° →		2700	*2.3 NM to RW13
GP 3.00°		2700		*LNAV only.	
TCH 50		RW13			
		6 NM		3.5 NM	
				2.3 NM	
CATEGORY	A	B	C	D	
LPV DA	1377-1⅞ 566 (600-1⅞)				
LNAV/VNAV DA	1416-2¼ 605 (600-2¼)				
LNAV MDA	1580-1 769 (800-1)	1580-1¼ 769 (800-1¼)	1580-2½ 769 (800-2½)		
CIRCLING	1580-1 753 (800-1)	1580-1¼ 753 (800-1¼)	1620-2½ 793 (800-2½)	1640-2¾ 813 (900-2¾)	
					MIRL Rwy 13-31 HIRL Rwy 17-35 REIL Rws 17 and 35

RNAV (GPS) RWY 17
ROSECRANS MEML (STJ)

MISSED APPROACH:
Climb to 3100 direct
WEXOM and hold.

UNICOM
122.95

ROSECRANS MEML (STJ)
RNAV (GPS) RWY 17

WAAS CH 65835 W31A	APP CRS 312°	Rwy Ldg TDZE 812 Apt Elev 827
--	------------------------	---

RNAV (GPS) RWY 31

ROSECRANS MEML (STJ)

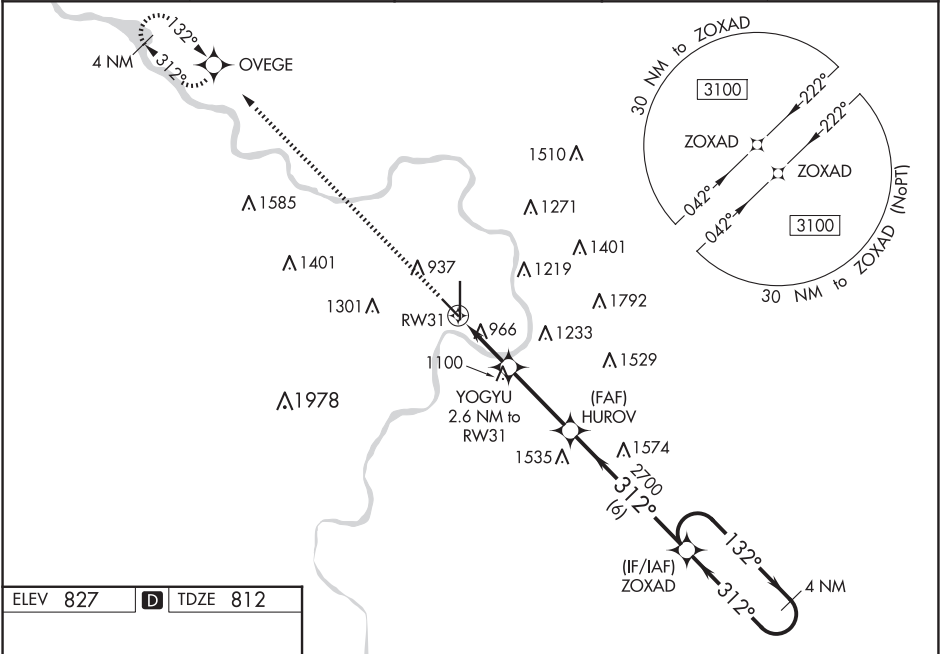
⚠

ASR/PAR

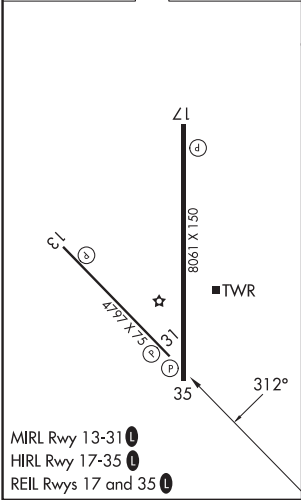
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. Straight-In minimums NA at night. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 97 feet and increase LPV visibility 1/8 mile and LNAV/VNAV visibility 3/8 mile all Cats; increase all MDA 100 feet and LNAV Cat C and D visibility 1/4 mile, and Circling Cat C 1/2 mile, Cat D 1/4 mile.

MISSED APPROACH:
Climb to 3100 direct OVEGE and hold.

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9(CTAF) 239.0	GND CON 121.9	UNICOM 122.95
-----------------------	---	--	-------------------------	-------------------------



ELEV 827	D	TDZE 812
-----------------	----------	-----------------



3100	OVEGE	YOGYU	HUROV	ZOXAD	4 NM Holding Pattern
*LNAV only.		*1.1 NM to RW31			
RW31		1700*	2700	3100	GP 3.00° TCH 50
1.1 NM	1.5 NM	3.2 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA	1062-1 250 (300-1)				
LNAV/VNAV DA	1255-1½ 443 (500-1½)				
LNAV MDA	1220-1 408 (400-1)		1220-1½ 408 (400-1½)		
CIRCLING	1400-1 573 (600-1)	1420-1 593 (600-1)	1620-2¼ 793 (800-2¼)	1640-2¾ 813 (900-2¾)	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ST. JOSEPH, MISSOURI

AL-359 (FAA)

25163

WAAS CH 77819 W35A	APP CRS 356°	Rwy Ldg 8061 TDZE 815 Apt Elev 827
--	------------------------	---

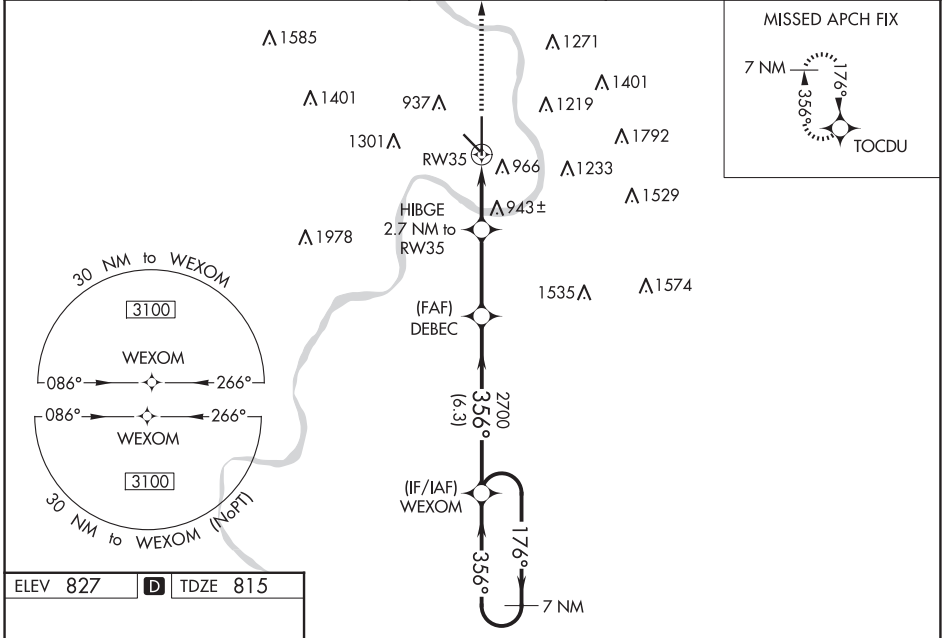
RNAV (GPS) RWY 35

ROSECRANS MEML (STJ)

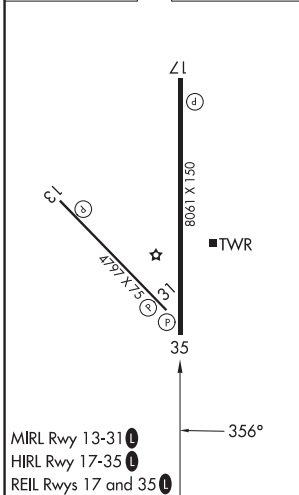
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Kansas City Intl altimeter setting. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 97 feet and increase LPV all Cats visibility to RVR 5000, and LNAV/VNAV all Cats visibility to 1¼ mile; increase all MDA 100 feet, and increase LNAV Cat C/D/E visibility ¼ mile, and Circling Cat C ½ mile, Cat D ½ mile.


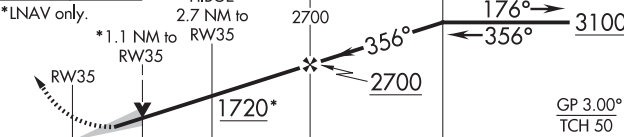

MISSED APPROACH:
Climb to 3000 direct
TOCDU and hold.

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9(CTAF) 239.0	GND CON 121.9	UNICOM 122.95
-----------------------	---	--	-------------------------	-------------------------



ELEV 827	D	TDZE 815
----------	----------	----------



3000 ↑	TOCDU 	VGSI and RNAV glidepath not coincident (VGSI Angle 2.80/TCH 64).			WEXOM	7 NM Holding Pattern
*LNAV only.		HIBGE 2.7 NM to RW35	DEBEC 2700	356°	176°	3100
		1720*		2700	GP 3.00° TCH 50	
CATEGORY	A	B	C	D	E	
LPV DA	1015/40 200 (200-¾)					
LNAV/VNAV DA	1096/45 281 (300-¾)					
LNAV MDA	1200/55	385 (400-1)	1200/60		385 (400-1¼)	
 CIRCLING	1400-1 573 (600-1)	1420-1 593 (600-1)	1620-2¼ 793 (800-2¼)	1640-2¾ 813 (900-2¾)	1760-3 933 (1000-3)	

ST. JOSEPH, MISSOURI

Amdt 2A 05MAR15

39°46'N-94°55'W

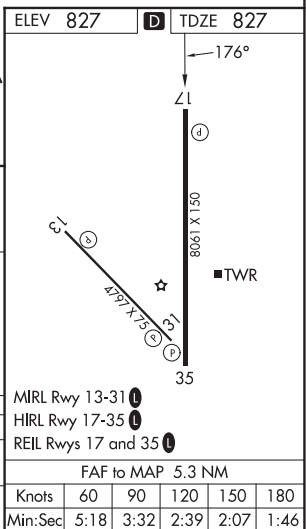
ROSECRANS MEML (STJ)

RNAV (GPS) RWY 35

LOC BC RWY 17
ROSECRANS MEML (STJ)

MISSED APPROACH: Climb to 2700 direct ST LOM and hold.

BACK COURSE



ROSECRANS MEML (STJ)
LOC BC RWY 17

ST. JOSEPH, MISSOURI



AL-359 (FAA)

25163

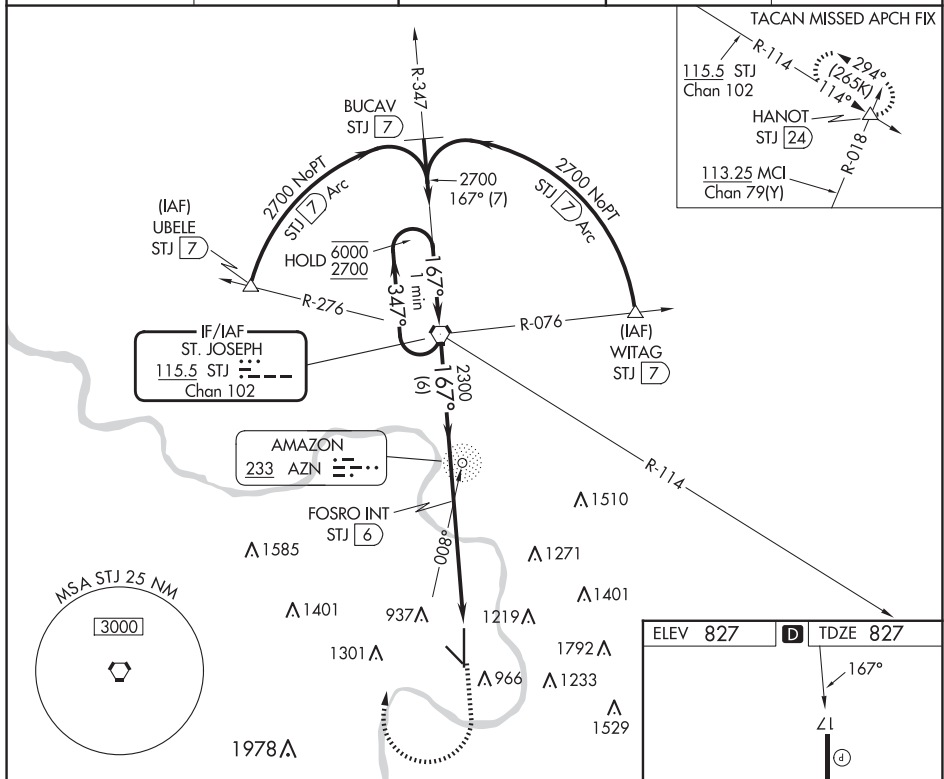
VORTAC STJ	APP CRS	Rwy Ldg	8061
115.5	167°	TDZE	827
Chan 102		Apt Elev	827

VOR or TACAN RWY 17

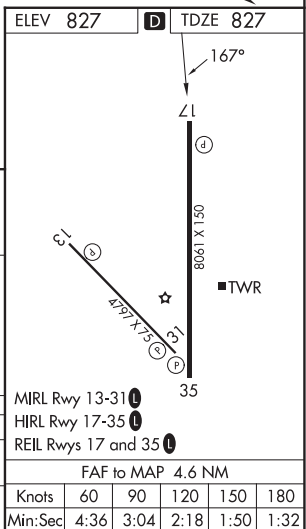
ROSECRANS MEML (STJ)

ADF or DME required.		MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct STJ VORTAC and hold. (TACAN aircraft climb to 2300 then climbing left turn to 3100 direct HANOT INT/STJ 24 DME and hold NW, LT, 114° inbound, GPS required).
	Missed approach to STJ VORTAC NA for Cat E aircraft.	
		
ASR/PAR		

ATIS 125.05	ST. JOSEPH APP CON * 120.35 360.8	ST. JOSEPH TOWER * 126.9 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
-----------------------	---	---	-------------------------	-------------------------



One Minute Holding Pattern		*STJ VORTAC	1500	2700	STJ
6000 ← 347°					
2700 → 167°					
*Course reversal NA for Cat E aircraft.					
FOSRO INT STJ 6			STJ 8.7	STJ 10.6	
2300					
6 NM		2.7 NM	1.9 NM		
CATEGORY	A	B	C	D	E
S-17	1500-1	673 (700-1)	1500-1 7/8	673 (700-1 7/8)	
CIRCLING	1500-1	673 (700-1)	1620-2 1/4 793 (800-2 1/4)	1640-2 3/4 813 (900-2 3/4)	1760-3 933 (1000-3)



ST. JOSEPH, MISSOURI
Amdt 14B 20JUN19

39°46'N-94°55'W

VOR or TACAN RWY 17

NC-3, 07 AUG 2025 to 02 OCT 2025

ST. JOSEPH, MISSOURI

AL-359 (FAA)

25163

STJ VORTAC	APP CRS	Rwy Ldg	8061
115.5		TDZE	815
Chan 102	348°	Apt Elev	827

VOR or TACAN RWY 35
ROSECRANS MEML (STJ)

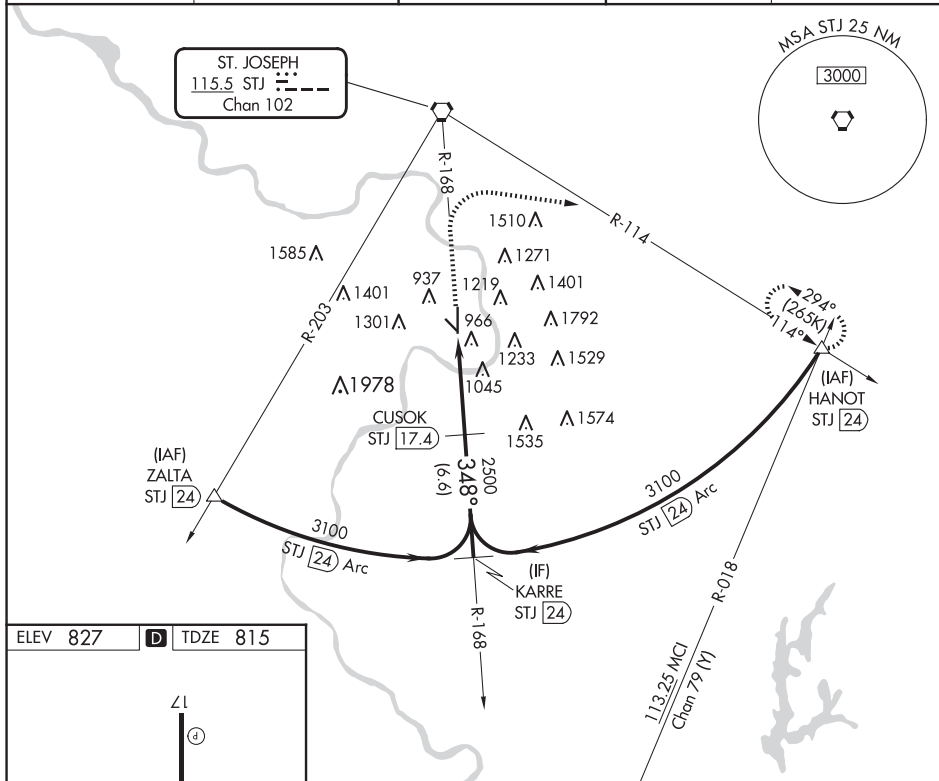
DME required.

MISSED APPROACH: Climb to 2700 then climbing right turn to 3100 on heading 090° and STJ VORTAC R-114 to HANOT/24 DME and hold.

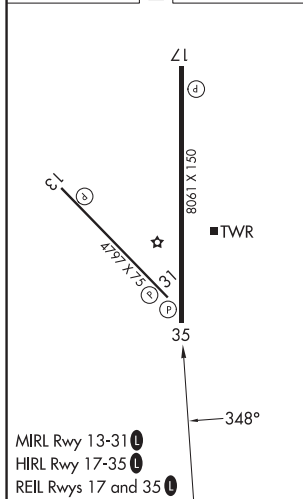
TA

ASR/PAR

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95
-----------------------	---	---	-------------------------	-------------------------



ELEV 827	D	TDZE 815
----------	----------	----------



CATEGORY	A	B	C	D	E
S-35	1360/55	545 (600-1)	1360-1 $\frac{5}{8}$ 545 (600-1 $\frac{5}{8}$)	1360-1 $\frac{3}{4}$ 545 (600-1 $\frac{3}{4}$)	1360-2 545 (600-2)
C CIRCLING	1400-1 573 (600-1)	1420-1 593 (600-1)	1620-2 $\frac{1}{4}$ 793 (800-2 $\frac{1}{4}$)	1640-2 $\frac{3}{4}$ 813 (900-2 $\frac{3}{4}$)	1760-3 933 (1000-3)

ST. JOSEPH, MISSOURI
Orig-B 20JUN19

39°46'N-94°55'W

ROSECRANS MEML (STJ)

VOR or TACAN RWY 35

457

NC-3, 07 AUG 2025 to 02 OCT 2025

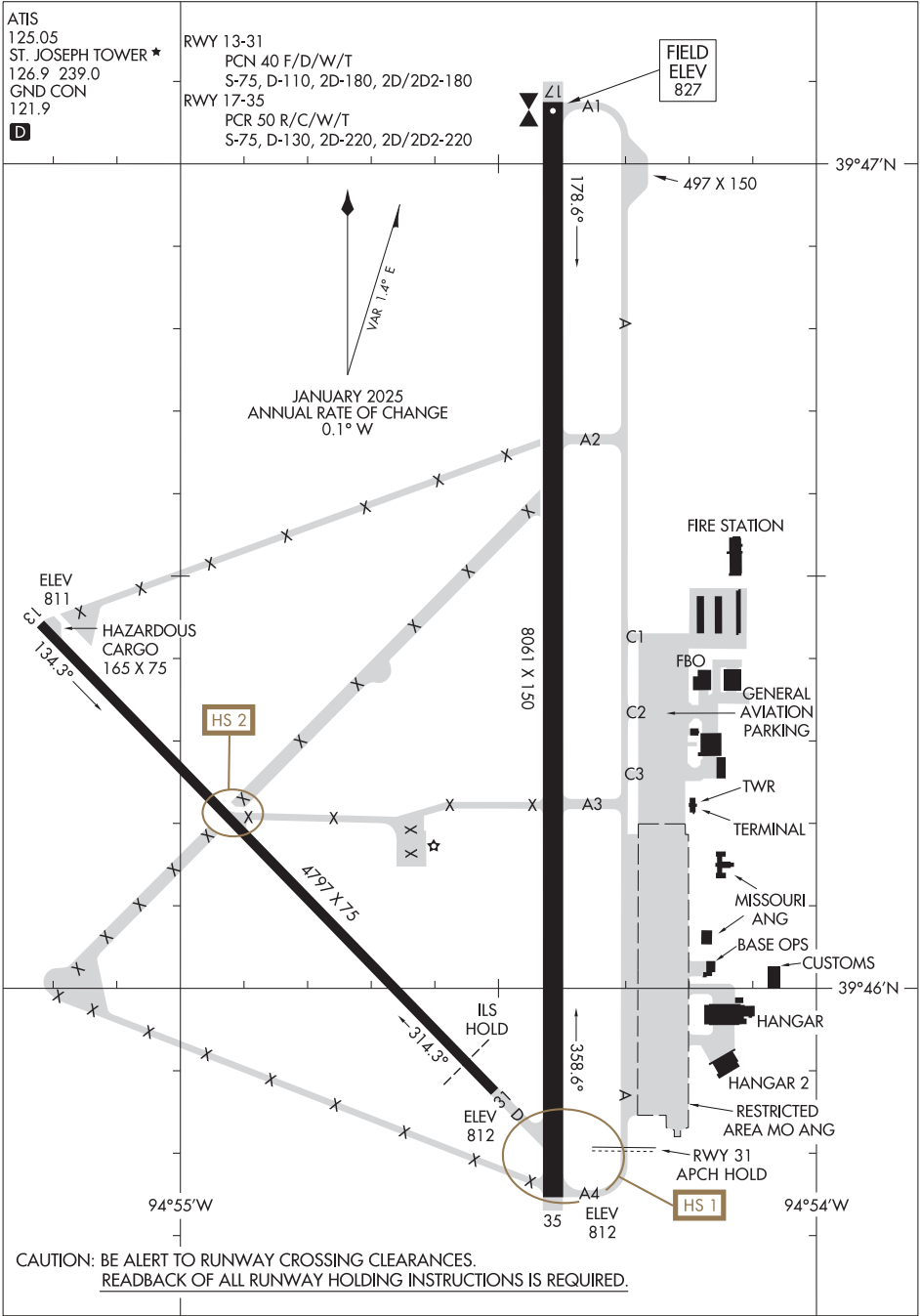
NC-3, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

AL-359 (FAA)

ROSECRANS MEML (STJ)
ST. JOSEPH, MISSOURI



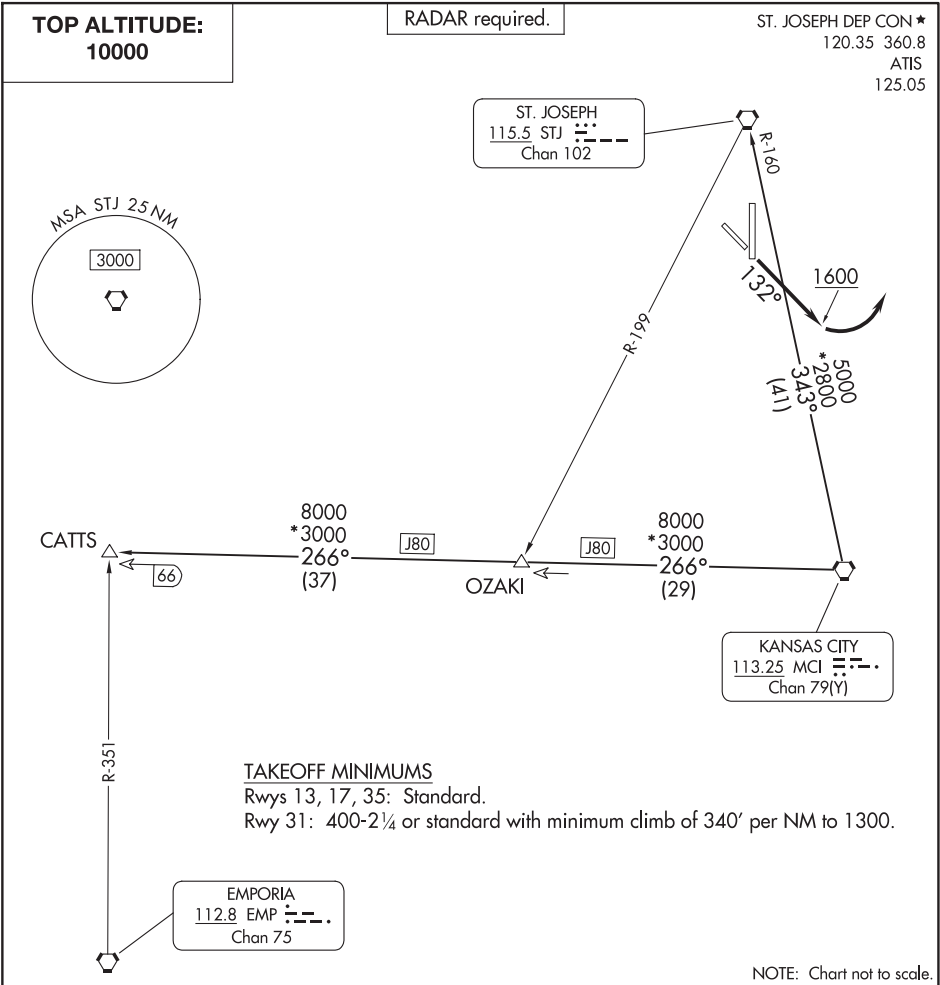
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25219

ST. JOSEPH, MISSOURI
ROSECRANS MEML (STJ)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° to 1600 before turning left, thence. . . .climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF9.CATTS): From over MCI VORTAC on MCI R-266 to CATTS.

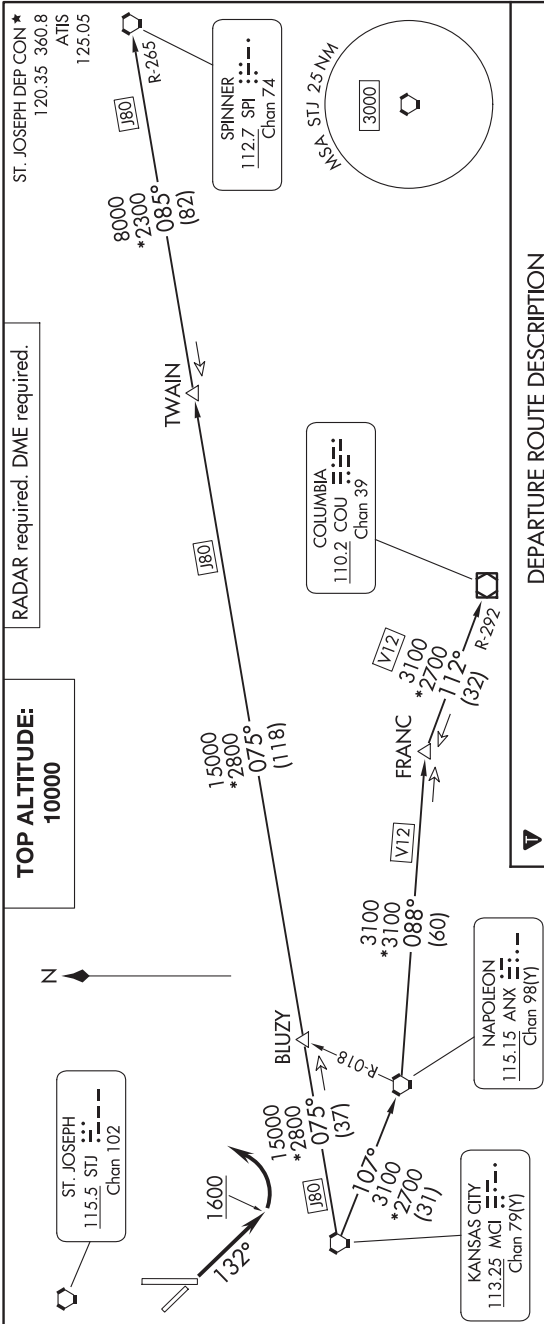
ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

LAKES FIVE DEPARTURE

AL-359 (FAA)

ROSECRANS MEML (STJ)
ST. JOSEPH, MISSOURI

NC-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° to 1600 before turning left, thence. . . . climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 and COU R-292 to COU VOR/DME.

FRANC TRANSITION (LAKES5.FRANC): From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 to FRANC.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN, then on SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN.

TAKEOFF MINIMUMS

Rwys 13, 17, 35: Standard.
Rwy 31: 400-2¼ or standard with minimum climb of 340' per NM to 1300.

NOTE: Chart not to scale.

NC-3, 07 AUG 2025 to 02 OCT 2025

RACER EIGHT DEPARTURE

AL-359 (FAA)

ROSECRANS MEML (STJ)
ST. JOSEPH, MISSOURI

ST. JOSEPH DEP CON ★
120.35 360.8
ATIS
125.05

ST. JOSEPH
115.5 STJ
Chan 102

RADAR required.

TOP ALTITUDE:
10000

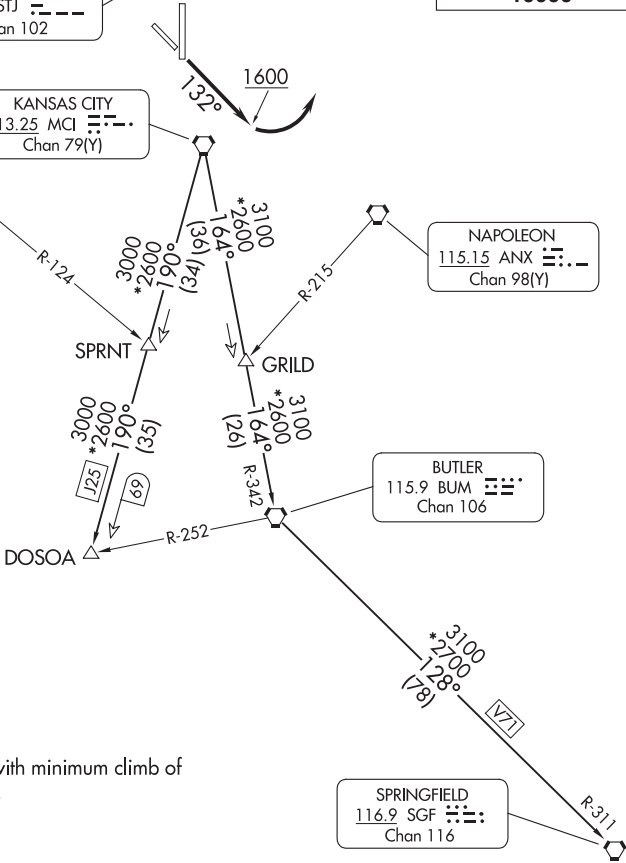
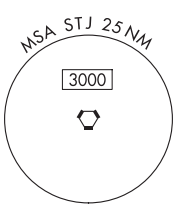
KANSAS CITY
113.25 MCI
Chan 79(Y)

TOPEKA
117.8 TOP
Chan 125

NAPOLEON
115.15 ANX
Chan 98(Y)

BUTLER
115.9 BUM
Chan 106

SPRINGFIELD
116.9 SGF
Chan 116



TAKEOFF MINIMUMS

Rwys 13, 17, 35: Standard.
Rwy 31, 400-2¼ or standard with minimum climb of 340' per NM to 1300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° to 1600 before turning left, thenceclimb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER8.DOSOA): From over MCI VORTAC on MCI R-190 to DOSOA.

SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER EIGHT DEPARTURE

(RACER8.MCI) 05OCT23

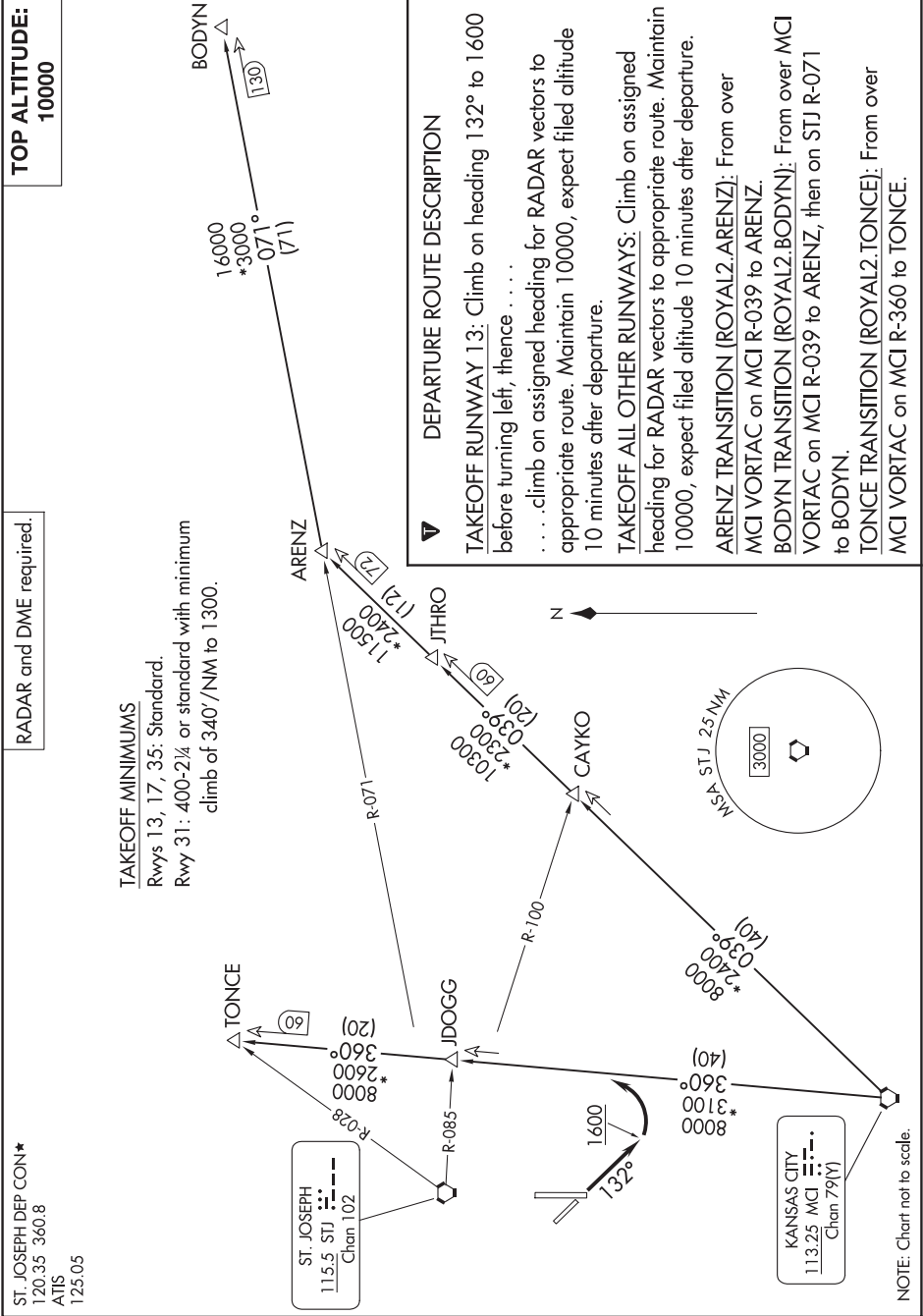
ST. JOSEPH, MISSOURI
ROSECRANS MEML (STJ)

ROYAL TWO DEPARTURE

AL-359 (FAA)

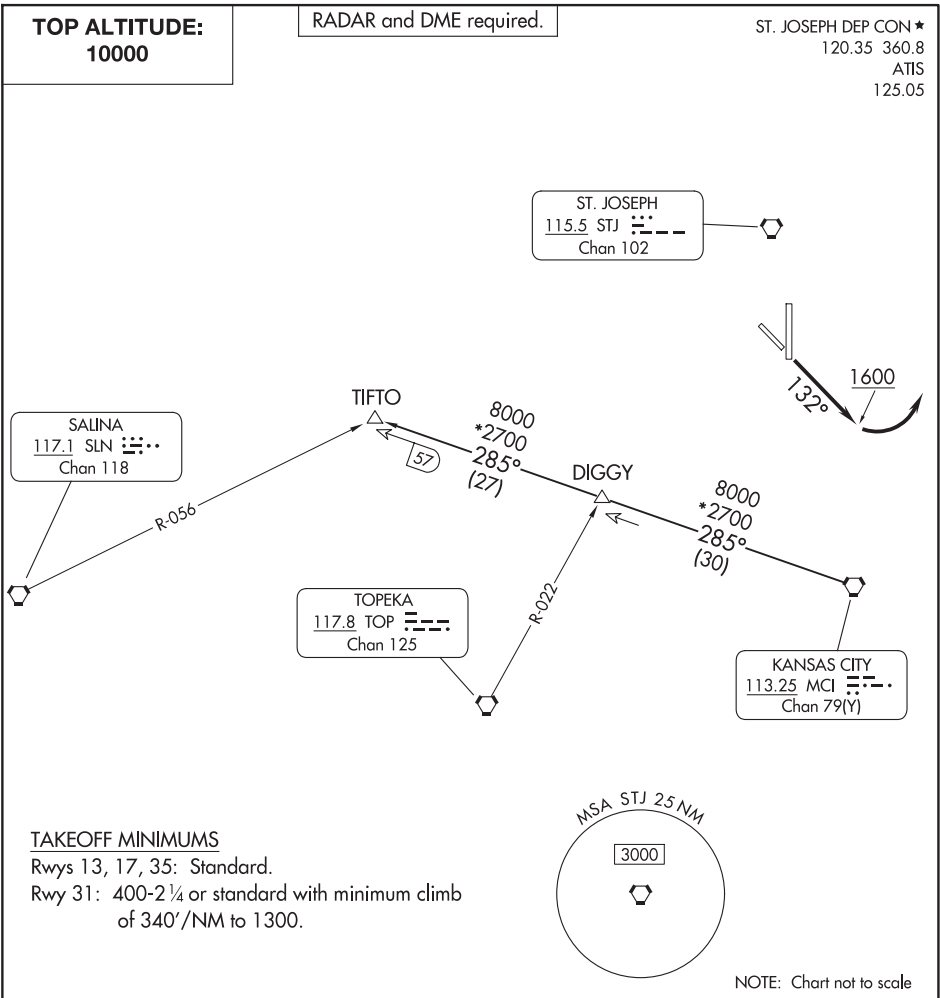
ROSECRANS MEML (ST:J)
ST. JOSEPH, MISSOURI

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

ROYAL TWO DEPARTURE



(WLDCT6.MCI) 23278

WILDCAT SIX DEPARTURE

AL-359 (FAA)

ROSECRANS MEML (STJ)
ST. JOSEPH, MISSOURI

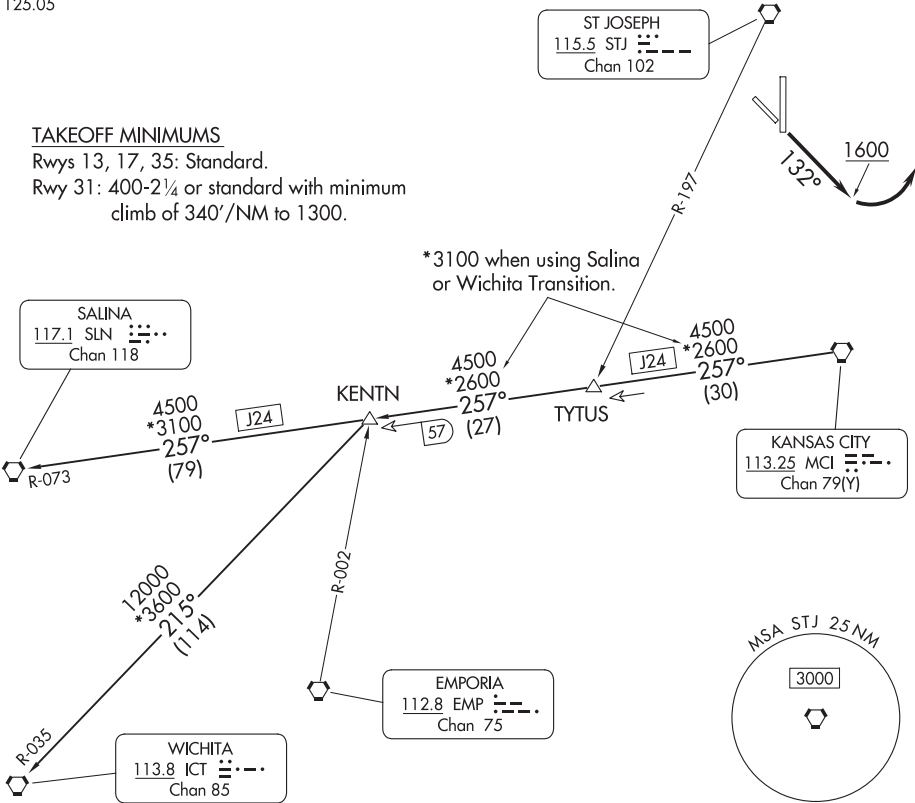
ST. JOSEPH DEP CON★
120.35 360.8
ATIS
125.05

RADAR required.

TOP ALTITUDE:
10000

TAKEOFF MINIMUMS

Rwys 13, 17, 35: Standard.
Rwy 31: 400-2¼ or standard with minimum
climb of 340'/NM to 1300.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° to 1600 before turning left, thenceclimb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT6.KENTN): From over MCI VORTAC on MCI R-257 to KENTN.

SALINA TRANSITION (WLDCT6.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT6.ICT): From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.

WILDCAT SIX DEPARTURE

(WLDCT6.MCI) 05OCT23

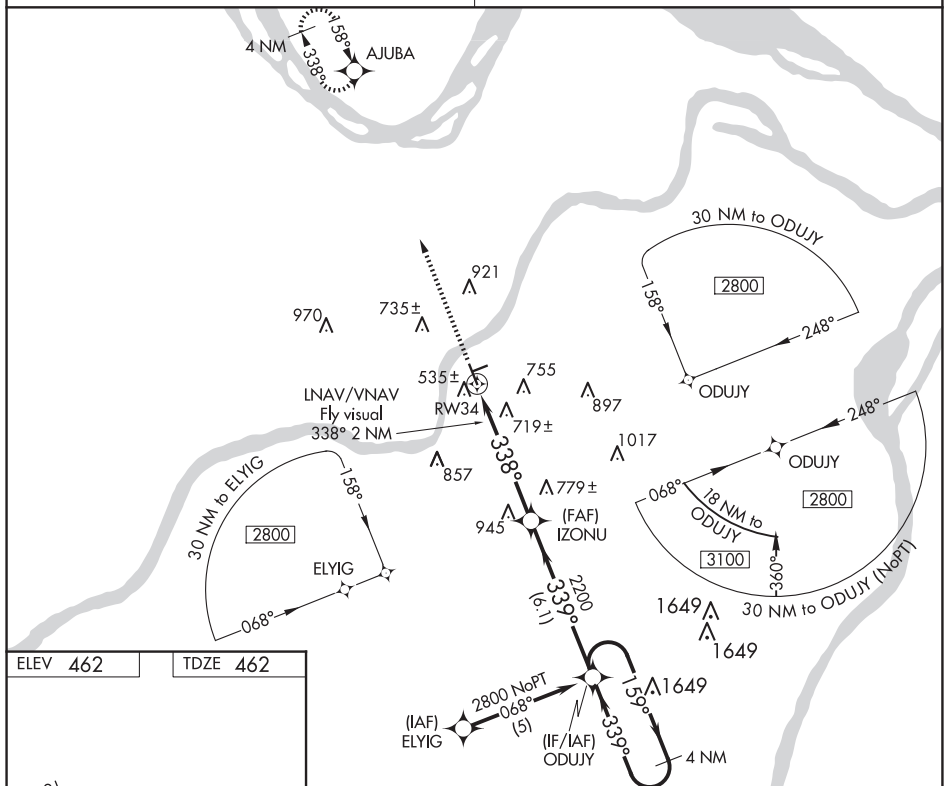
ST. JOSEPH, MISSOURI
ROSECRANS MEML (STJ)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34
CREVE COEUR (1H0)

MISSED APPROACH:
Climb to 2700 direct
AJUBA and hold.

UNICOM
22.8 (CTAF) **L**

REIL Rwys 16 and 34
MIRL Rwy 16-34

2700
↑

AJUBA

VGSB and RNAV glidepath not coincident
(VGSB Angle 3.00/TCH 43).

4 NM
Holding Pattern

ODUJY

159° →

← 339°

2800

RW34

LNNAV/VNAV
Fly visual
338° 2 NM

338°

339°

2200

5.3 NM

6.1 NM

GP 3.00°
TCH 30

CATEGORY	A	B	C	D
LPV DA	809-1¼ 347 (400-1¼)		NA	
LNNAV/ VNAV DA	1131-2 669 (700-2)		NA	
LNNAV MDA	1080-1 618 (700-1)		NA	
CIRCLING	1080-1 618 (700-1)	1120-1 658 (700-1)	NA	

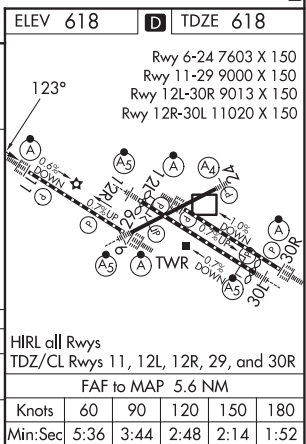
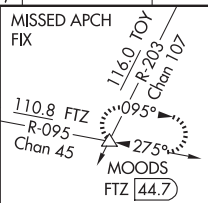
CREVE COEUR (1H0)
RNAV (GPS) RWY 34

ILS or LOC RWY 11
ST LOUIS LAMBERT INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 1060 then climbing right turn to 3000 on heading 130° and FTZ R-095 to MOODS INT/FTZ 44.7 DME and hold.

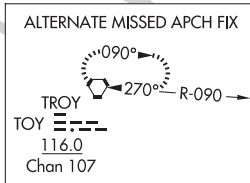
CLNC DEL 110.5.363.1	CPDLC
-------------------------	-------



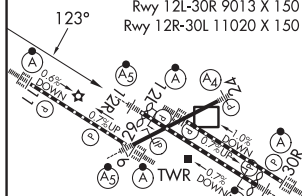
NC-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 12R
ST LOUIS LAMBERT INTL (STL)

MISSED APPROACH: Climb to 5000 on STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold, continue climb-in-hold to 5000.

GND CON

123°
Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150



FAF to MAP 5.7 NM

Diagram illustrating the geometry of a VGS (Variable Geometry) and ILS (Instrument Landing System) glidepath not coincident (VGS Angle 3.00/TCH 71).

Key parameters shown:

- PAULY INT I-LMR RADAR: 17.8
- NAI RN I-LMR RADAR: 12.5
- TUDNE INT I-LMR RADAR: 7.6
- VGS Angle: 3.00/TCH 54
- ILS Angle: 3.600
- ILS Angle: 1.9
- STL R-128
- FORTI INT

	5.3 NM		4.9 NM		4.6 NM		1.2 NM			
CATEGORY	A		B		C		D		E	
S-ILS 12R	740/18 200 (200-½)									
S-LOC 12R	960/40 420 (400-¾)									
SIDESTEP 12L	980-1 439 (400-1)		980-1½ 439 (400-1½)			980-2 439 (400-2)				

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3. 07 AUG 2025 to 02 OCT 2025

ST. LOUIS, MISSOURI

AL-360 (FAA)

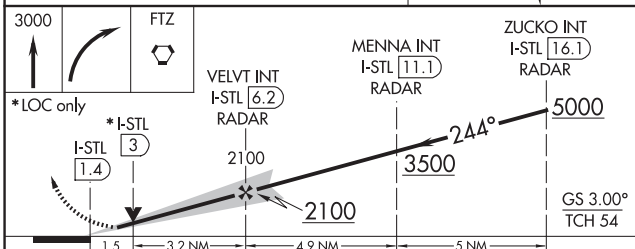
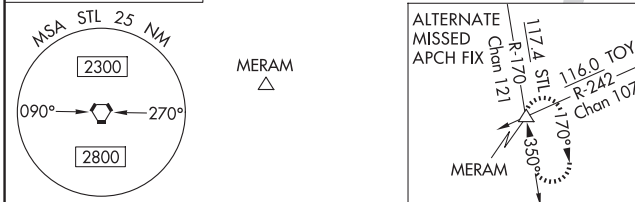
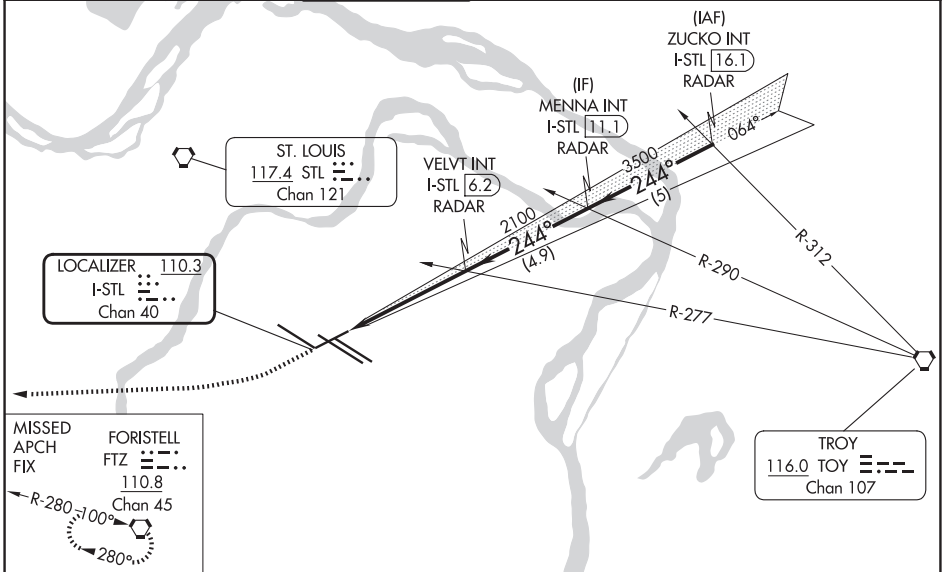
25219

LOC/DME I-STL 110.3 Chan 40	APP CRS 244°	Rwy Ldg TDZE Apt Elev 7603 534 618
--	------------------------	--

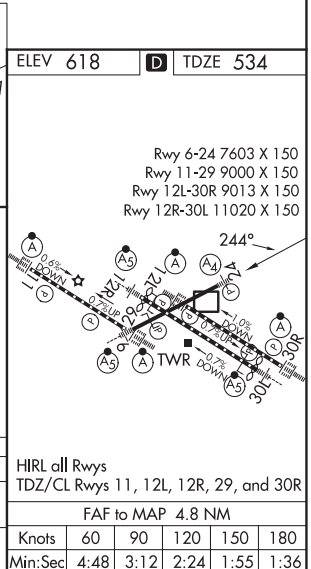
ILS or LOC RWY 24

ST LOUIS LAMBERT INTL (STL)

RADAR required for procedure entry.				MAL S (A ₄) =		MISSED APPROACH: Climb to 3000 then right turn direct FTZ VORTAC and hold.	
▼ Inop table does not apply to S-ILS 24. For inop ALS, increase S-LOC 24 Cat E visibility to 1½ SM.				GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)		CLNC DEL 119.5 363.1	CPDLC
D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 120.05 284.6					



CATEGORY	A	B	C	D	E
S-ILS 24	734/40 200 (200-¾)				
S-LOC 24	1080/40	546 (500-¾)	1080-1⅓	546 (500-1⅓)	



ST. LOUIS, MISSOURI

Amdt 47 26MAR20


38°45'N-90°22'W

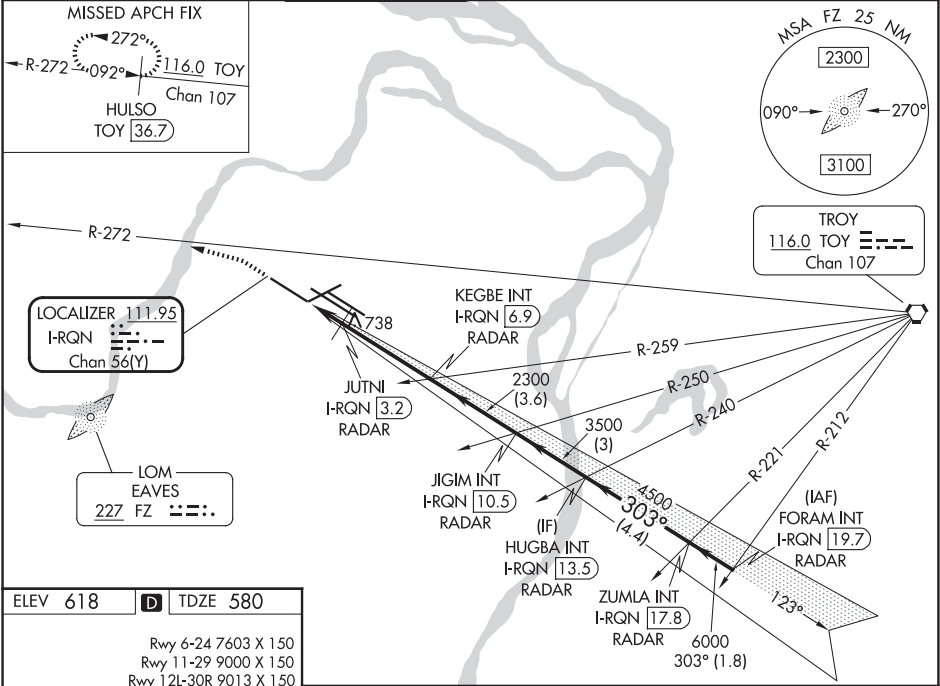
ST LOUIS LAMBERT INTL (STL)

ILS or LOC RWY 24

LOC/DME I-RQN 111.95 Chan 56(Y)	APP CRS 303°	Rwy Ldg TDZE Apt Elev 9000 580 618
---	------------------------	--

ILS or LOC RWY 29
ST LOUIS LAMBERT INTL (STL)

RADAR required for procedure entry. DME or RADAR required.			ALSF-2 	MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 on heading 286° and on TOY VORTAC R-272 to HULSO/TOY 36.7 DME and hold.	
Simultaneous approach authorized with Rwy 30R/L. Autopilot coupled approach NA. Rwy 29 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS Cat E visibility to RVR 4000, increase S-LOC Cats A/B visibility to RVR 5500, and Cat C/D/E to RVR 6000.					
D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)		CLNC DEL 119.5 363.1 CPDLC



ELEV 618	D	TDZE 580
Rwy 6-24 7603 X 150 Rwy 11-29 9000 X 150 Rwy 12L-30R 9013 X 150 Rwy 12R-30L 11020 X 150		
HIRL all Rwys TDZ/CL Rwys 11, 12L, 12R, 29, and 30R FAF to MAP 5.2 NM		
Knots	60	90 120 150 180
Min:Sec	5:12	3:28 2:36 2:05 1:44

1040 hdg 286°		TOY R-272 HULSO TOY 36.7	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 73).	
Disregard OM indications. * LOC only		JUTNI I-RQN 3.2 KEGBE INT I-RQN 6.9 JIGIM INT I-RQN 10.5 HUGBA INT I-RQN 13.5 ZUMLA INT I-RQN 17.8 FORAM INT I-RQN 19.7	303° 6000 6000 4500 3500 2300 1100*	
1.5 NM		3.7 NM	3.6 NM	4.4 NM
CATEGORY	A	B	C	D
S-ILS 29	780/18 200 (200-½)			
S-LOC 29	980/40 400 (400-¾)			

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ST. LOUIS, MISSOURI

AL-360 (FAA)

25219

LOC I-BKY 111.5	APP CRS 303°	Rwy Ldg 10679 TDZE 583 Apt Elev 617
---------------------------	------------------------	--

ILS or LOC RWY 30L

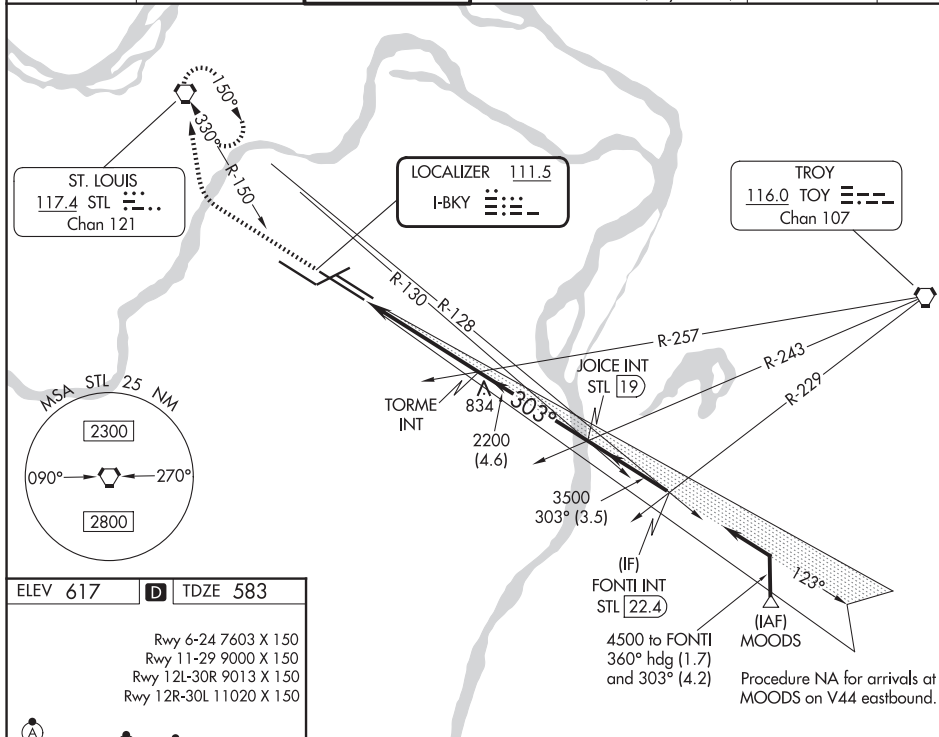
ST LOUIS LAMBERT INTL (STL)

▼ For inop ALS, increase S-ILS 30L Cat E visibility to RVR 4000 and S-LOC 30L Cat A/B visibility to RVR 5500 and cat C/D/E visibility to 1 $\frac{3}{8}$ SM. Simultaneous approach authorized with Rwy 30R requires use of vertical guidance; maintain last assigned altitude until established on glideslope. Simultaneous approach authorized with Rwy 29. LOC only: Rwy 30L helicopter visibility reduction below RVR 4000 NA. *RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct STL VORTAC and hold, continue climb-in-hold to 3000.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 118.5 257.7	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
--	---	---------------------------------------	---	--------------------------------	-------



ELEV 617	D	TDZE 583
Rwy 6-24 7603 X 150 Rwy 11-29 9000 X 150 Rwy 12L-30R 9013 X 150 Rwy 12R-30L 11020 X 150		
HIRL all Rwy TDZ/CL Rwy 11, 12L, 12R, 29, and 30R		
FAF to MAP 4.9 NM		
Knots	60	90
Min:Sec	4:54	3:16
	2:27	1:58
	1:38	

ST. LOUIS, MISSOURI

Amdt 13A 17APR25

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)
ILS or LOC RWY 30L

2100	3000	STL
↑	↘	⬢
STL 9.7	TORME INT 2200	JOICE INT STL 19
4.9 NM	4.6 NM	3.5 NM
303°	303°	303°
2200	3500	4500
GS 3.00°	TCH 58	
CATEGORY	A	B
S-ILS 30L *	783/24 200 (200-1/2)	
S-LOC 30L	1100/40 517 (500-3/4)	1100/55 517 (500-1)

NC-3, 07 AUG 2025 to 02 OCT 2025

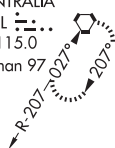
ILS or LOC RWY 30R
ST LOUIS LAMBERT INTL (STL)

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 direct TOY VORTAC and hold.

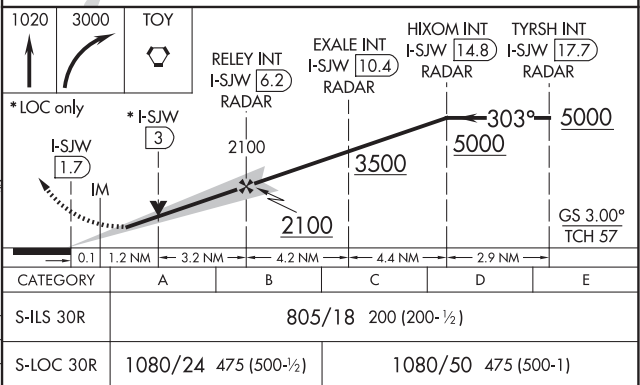
CLNC DEL
119.5 363.1



CENTRALIA
ENL $\frac{1}{2} \dots$
115.0
Chan 97



Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150



Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

ST LOUIS LAMBERT INTL (STL)
ILS or LOC RWY 30R

ST. LOUIS, MISSOURI

AL-360 (FAA)

25219

LOC/DME I-OGZ 111.95 Chan 56(Y)	APP CRS 123°	Rwy Ldg TDZE Apt Elev 9000 618 618
---	------------------------	--

ILS RWY 11 (CAT II & III) **ST LOUIS LAMBERT INTL (STL)**

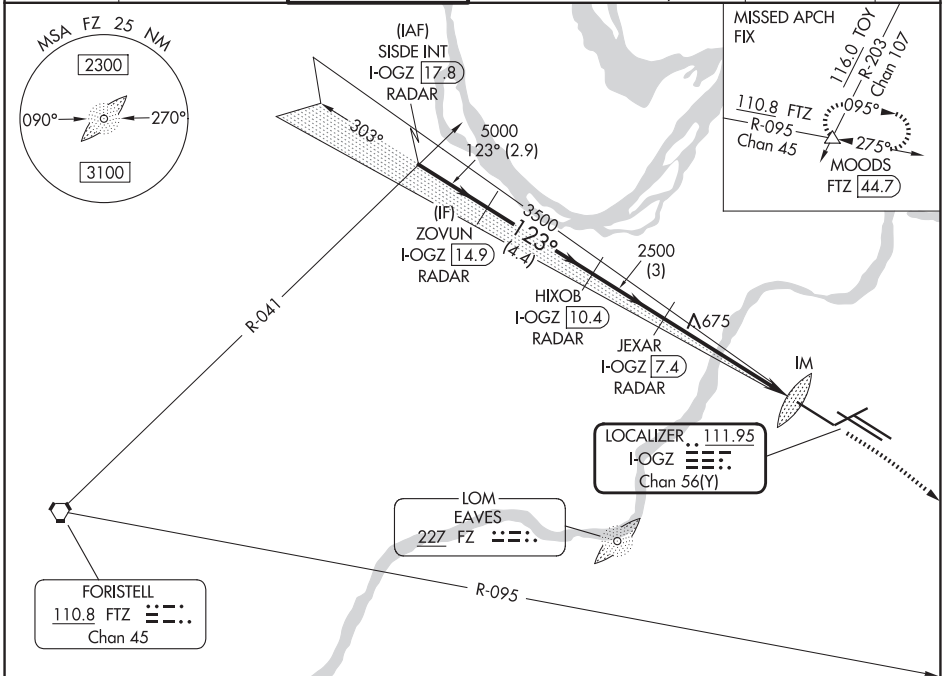
RADAR required for procedure entry. DME or RADAR required.

ALSF-2



MISSED APPROACH: Climb to 1060 then climbing right turn to 3000 on heading 130° and FTZ R-095 to MOODS INT/FTZ 44.7 DME and hold.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
--	---	---	---	--------------------------------	-------



VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 67).				1060	3000	FTZ R-095	MOODS △	ELEV 618	D TDZE 618	
SISDE INT I-OGZ 17.8 RADAR	ZOVUN I-OGZ 14.9 RADAR	HIXOB I-OGZ 10.4 RADAR	JEXAR I-OGZ 7.4 RADAR							
GS 3.00° TCH 55										
2.9 NM 4.4 NM 3 NM 5.6 NM 1209										
CATEGORY	A				B		C		D	
S-ILS 11	CAT II RA 187/12 100 DA 718									
S-ILS 11	CAT III RVR 06									
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED										
HIRL all Rwy's TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R										

ST. LOUIS, MISSOURI

Amdt 1 03JAN19

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)
ILS RWY 11 (CAT II & III)

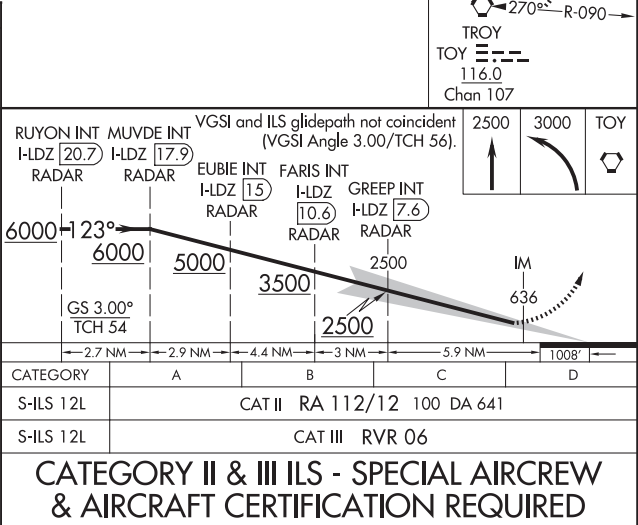
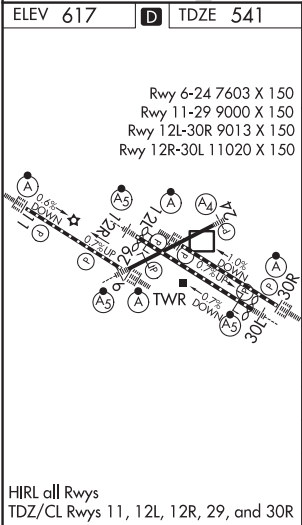
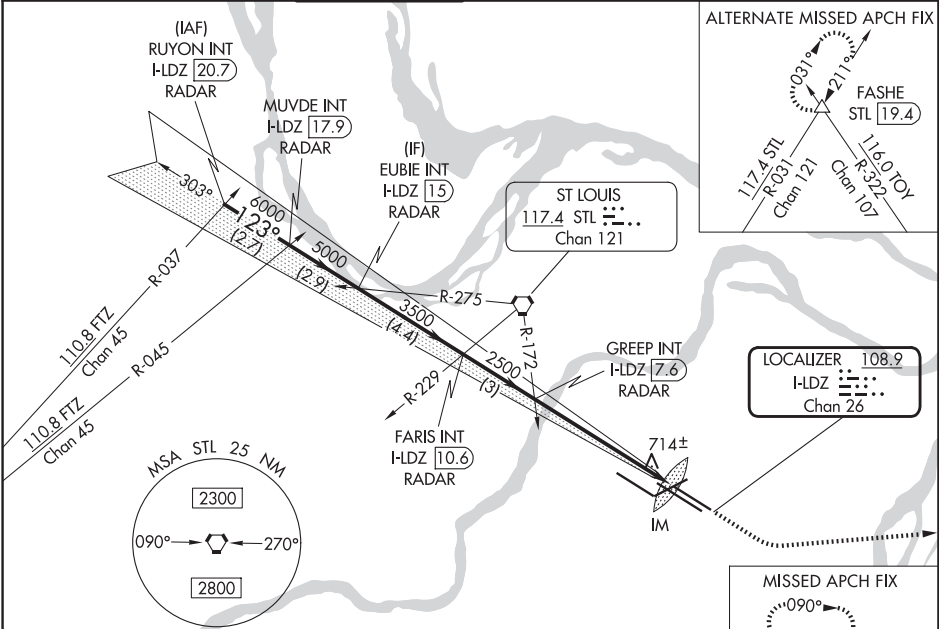
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-LDZ	APP CRS	Rwy Ldg	8956
108.9	123°	TDZE	541
Chan 26		Apt Elev	617

ILS RWY 12L (CAT II & III)
ST LOUIS LAMBERT INTL (STL)

RADAR and DME required.			ALSIF-2	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.	
Simultaneous approach authorized with Rwy 11.					
D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 120.05 284.6	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)		CLNC DEL 119.5 363.1 CPDLC



ST. LOUIS, MISSOURI

AL-360 (FAA)

25219

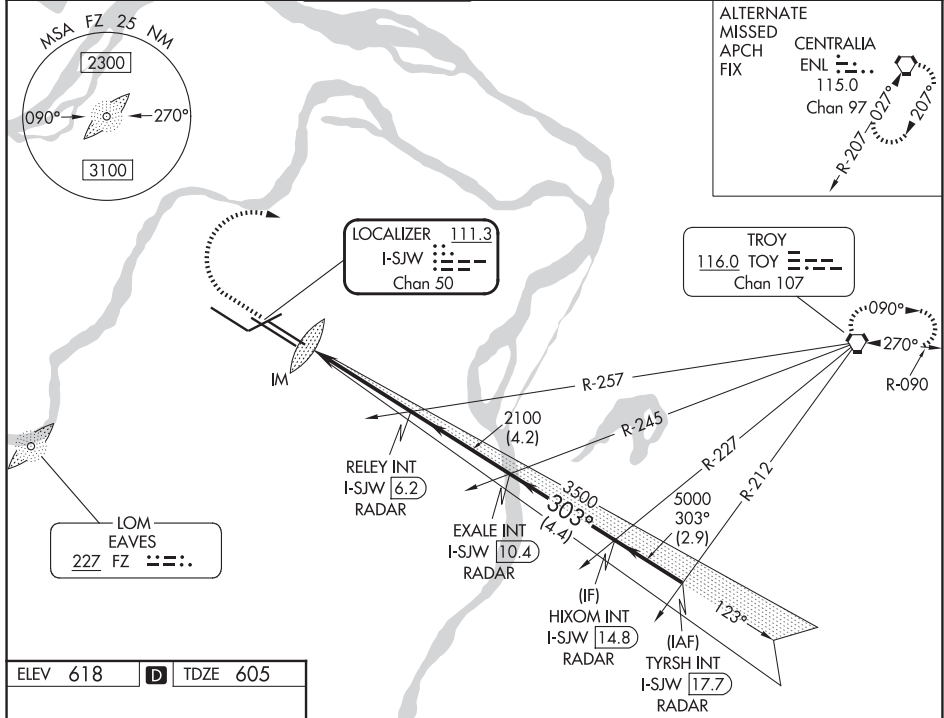
LOC/DME I-SJW 111.3 Chan 50	APP CRS 303°	Rwy Ldg TDZE Apt Elev 9013 605 618
---	------------------------	--

ILS RWY 30R (CAT II & III)

ST LOUIS LAMBERT INTL (STL)

RADAR required for procedure entry. Simultaneous approach authorized with Rwy 29.		ALS-F-2 	MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 direct TOY VORTAC and hold.
--	--	-------------	---

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 120.05 284.6	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
--	---	--	---	--------------------------------	-------



ELEV 618 **D** TDZE 605

Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150

HIRL all Rwys
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ST. LOUIS, MISSOURI
Amdt 12 03JAN19

1020	3000	TOY	RELEY INT I-SJW 6.2 RADAR	EXALE INT I-SJW 10.4 RADAR	HIXOM INT I-SJW 14.8 RADAR	TYRSH INT I-SJW 17.7 RADAR
CATEGORY A B C D						
S-ILS 30R CAT II RA 116/12 100 DA 705						
S-ILS 30R CAT III RVR 06						
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED						

ST LOUIS LAMBERT INTL (STL) ILS RWY 30R (CAT II & III)

38°45'N-90°22'W


NC-3, 07 AUG 2025 to 02 OCT 2025

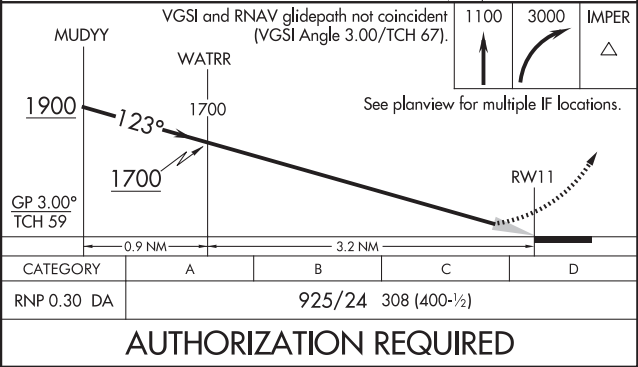
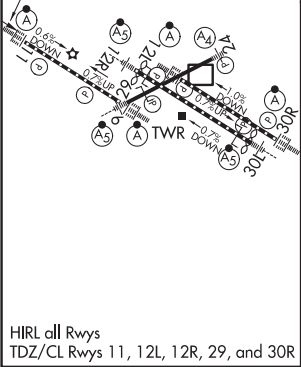
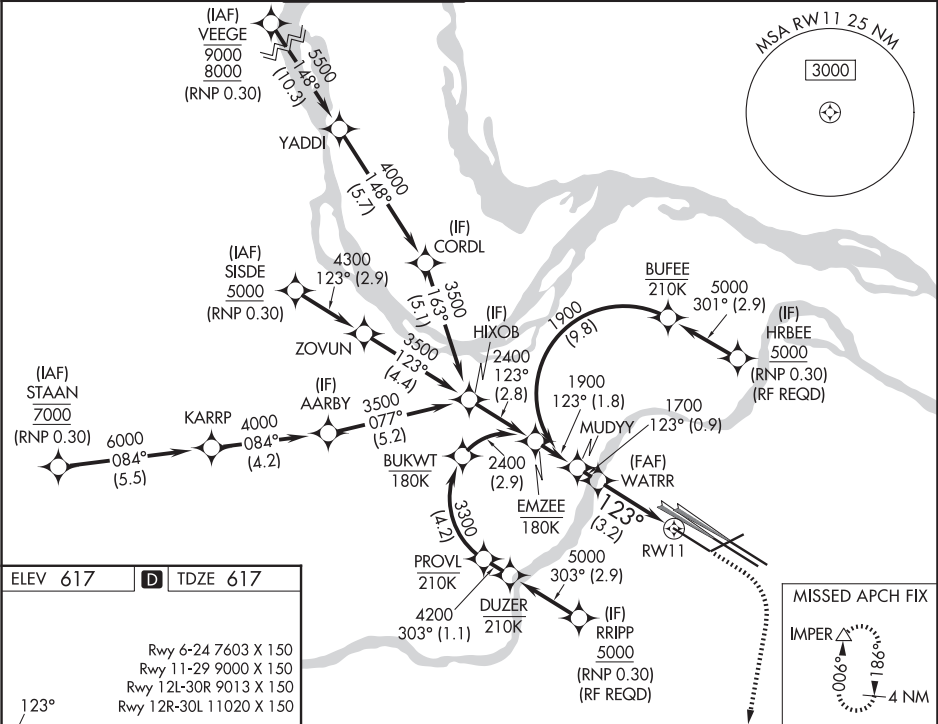
NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	9000
123°	TDZE	617
	Apt Elev	617

RNAV (RNP) Z RWY 11

ST LOUIS LAMBERT INTL (STL)

RNP AR APCH - GPS, min RNP 0.30. Authorization required from HRBEE or RRIPP: RF.				ALSF-2 	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct IMPER and hold.
RADAR required for procedure entry.					
<div><div></div><div>Simultaneous approach authorized with Rwys 12L/R, except for arrivals at RRIPP and HRBEE. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500.</div></div>					
D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC



ST. LOUIS, MISSOURI

AL-360 (FAA)

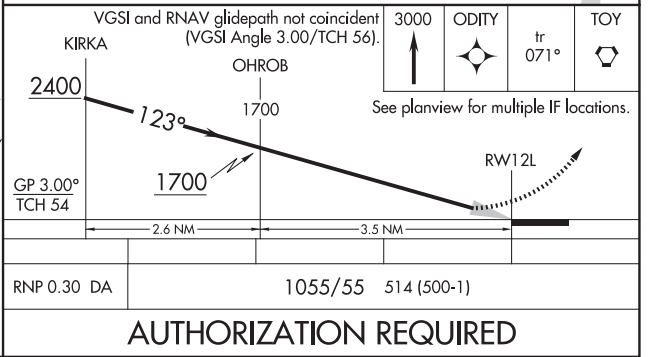
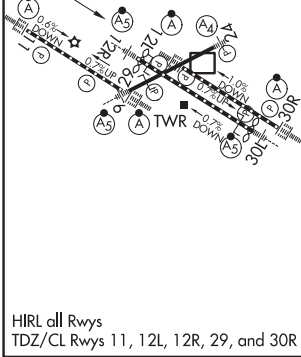
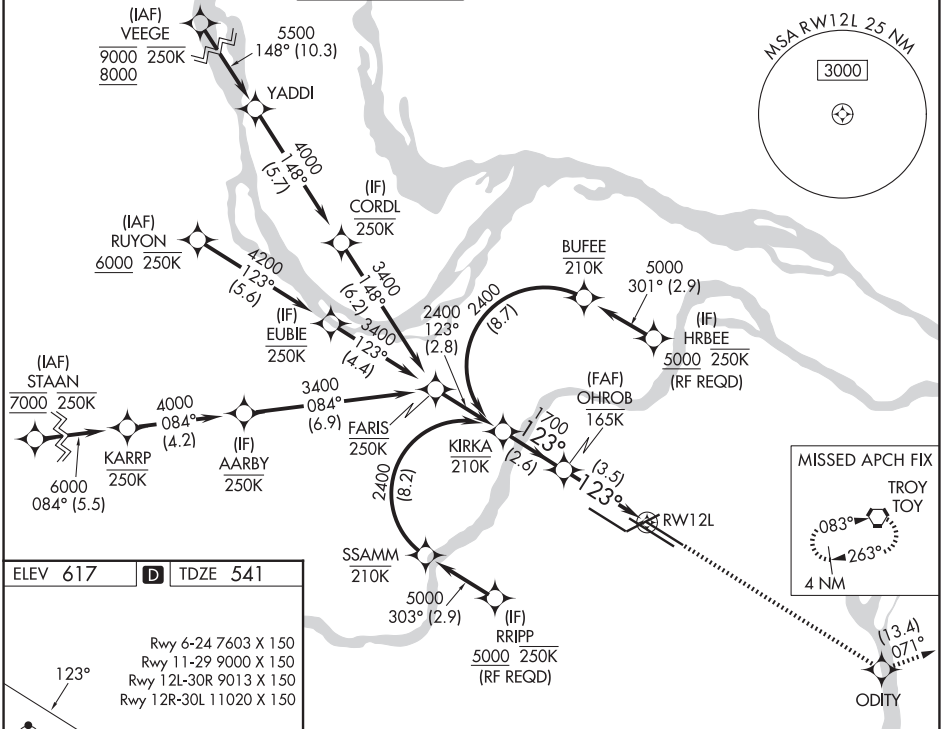
25219

APP CRS	Rwy Ldg	8956
123°	TDZE	541
	Apt Elev	617

RNAV (RNP) Z RWY 12L

ST LOUIS LAMBERT INTL (STL)

RNP AR APCH - GPS. Authorization required from HRBEE or RRIPP: RF.				ALSIF-2	MISSED APPROACH: Climb to 3000 direct ODITY and track 071° to TOY VORTAC and hold.
RADAR required for procedure entry					
<div><div></div>Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with Rwy 11, except for arrivals at RRIPP and HRBEE. For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1% SM.</div>				<div><div></div></div>	
D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 120.05 284.6	<div>GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)</div>		
			CLNC DEL 119.5 363.1		
					CPDLC



ST. LOUIS, MISSOURI

Orig-D 17APR25

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)

RNAV (RNP) Z RWY 12L

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

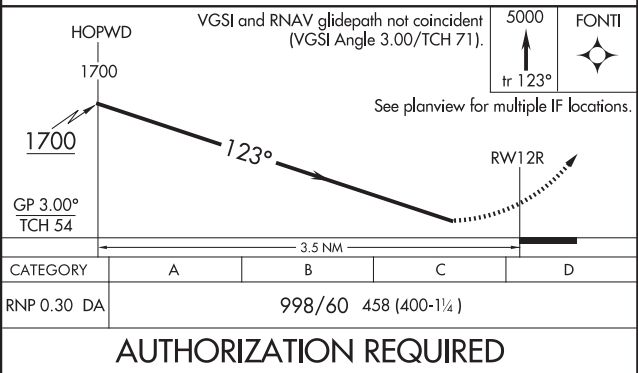
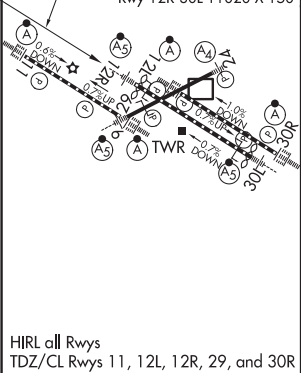
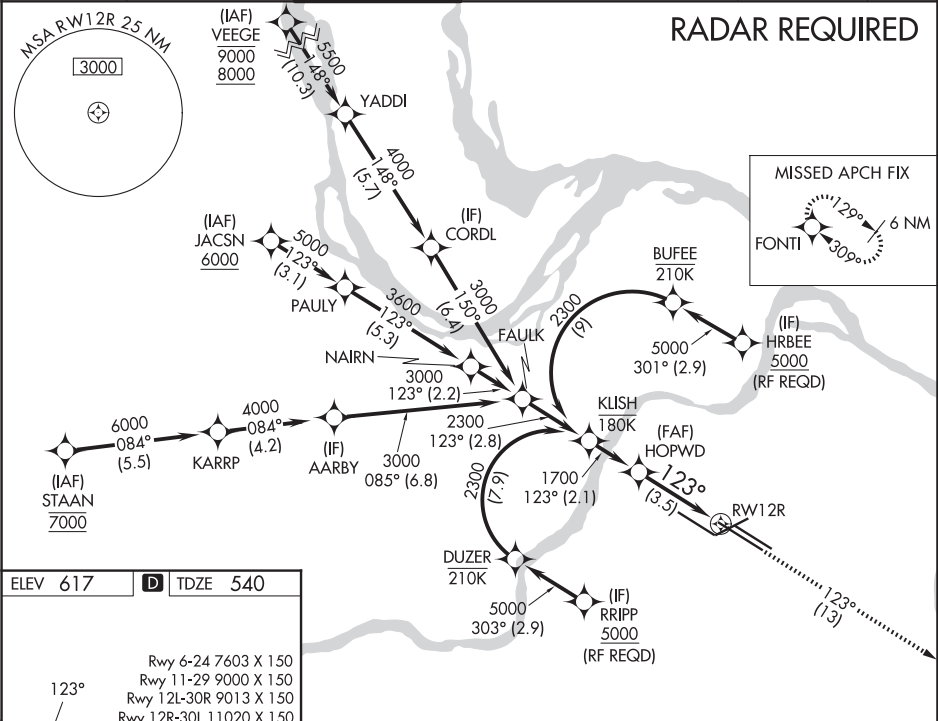
APP CRS	Rwy Ldg	10553
123°	TDZE	540
	Apt Elev	617

RNAV (RNP) Z RWY 12R

ST LOUIS LAMBERT INTL (STL)

RNP AR APCH - GPS. Authorization required from HRBEE or RRIPP: RF.	MALSR	MISSED APPROACH: Climb to 5000 on track 123° to FONTI and hold, continue climb-in-hold to 5000.
RADAR required for procedure entry.		
▼ For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized with Rwy 11 except for arrivals at RRIPP and HRBEE. Use of FD or AP required during simultaneous operations.		

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 118.5 257.7	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
------------------------------	------------------------------------	--------------------------------	--	-------------------------	-------



APP CRS	Rwy Ldg	9000
303°	TDZE	580
	Apt Elev	618

RNAV (RNP) Z RWY 29

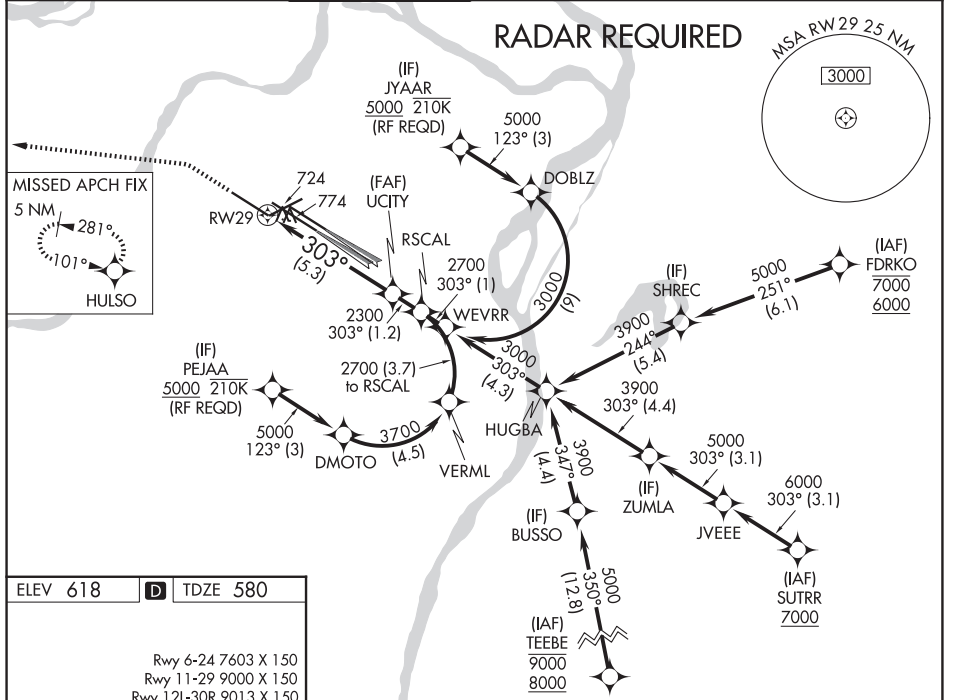
ST LOUIS LAMBERT INTL (STL)

▼ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 30L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. GPS required. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 6000, increase RNP 0.17 all Cats visibility to 1½, and increase RNP 0.30 all Cats visibility to 1¾.

ALS-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct HULSO and hold.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
------------------------------	------------------------------------	------------------------------------	--	-------------------------	-------



ELEV 618 TDZE 580

Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150

HIRL all Rwys
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

1100 3000 HULSO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 73).

See Planview for multiple IF locations.

RW29

UCITY 2300

RSCAL 2700

GP 3.00° TCH 56

5.3 NM 1.2 NM

CATEGORY	A	B	C	D
RNP 0.12 DA		963/50	383 (400-1)	
RNP 0.17 DA		1035/50	455 (500-1)	
RNP 0.30 DA		1088/60	508 (500-1¼)	

AUTHORIZATION REQUIRED

APP CRS	Rwy Ldg	10679
303°	TDZE	583
	Apt Elev	617


RNAV (RNP) Z RWY 30L

ST LOUIS LAMBERT INTL (STL)

RNP AR APCH - GPS. Authorization required.
From FRDKO, JYAAR, KAACE, or TEEBE, min RNP 0.30. From PEJAA or JYAAR: RF.

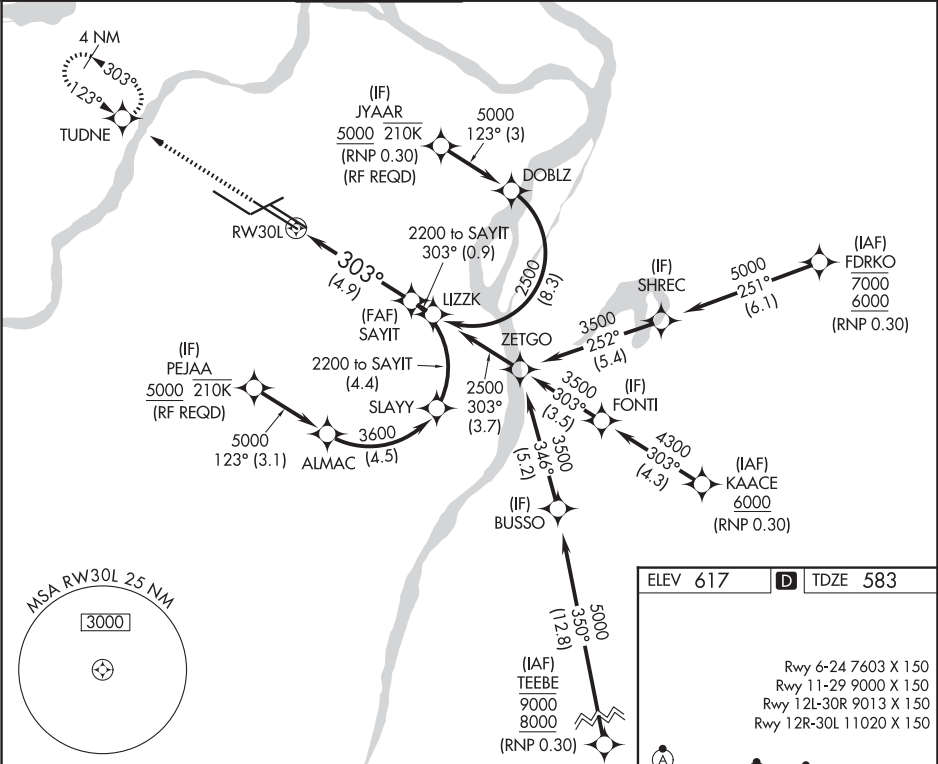
Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with Rwy 29, except for arrivals at JYAAR and PEJAA. For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

MALSR



MISSED APPROACH: Climb to 3000 direct TUDNE and hold, continue climb-in-hold to 3000.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 118.5 257.7	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
------------------------------	------------------------------------	--------------------------------	--	-------------------------	-------



3000

TUDNE

See planview for multiple IF locations.

SAYIT 2200

RW30L

303°

2200

GP 3.00°

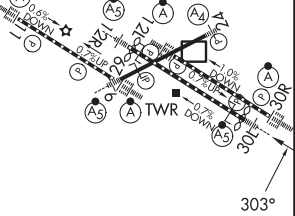
TCH 58

CATEGORY	A	B	C	D
RNP 0.30 DA	998/40 415 (400-¾)			

AUTHORIZATION REQUIRED

ELEV 617 TDZE 583

Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150



HIRL all Rwys
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

WAAS CH 93747 W06A	APP CRS 064°	Rwy Ldg TDZE Apt Elev	7323 551 617
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 6

ST LOUIS LAMBERT INTL (STL)

RNP APCH - GPS.

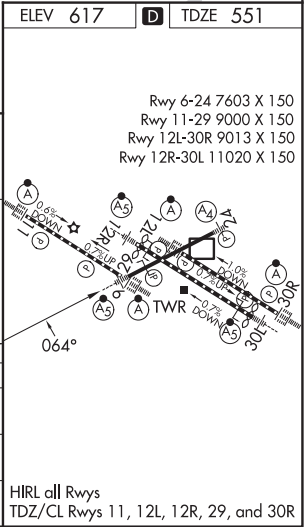
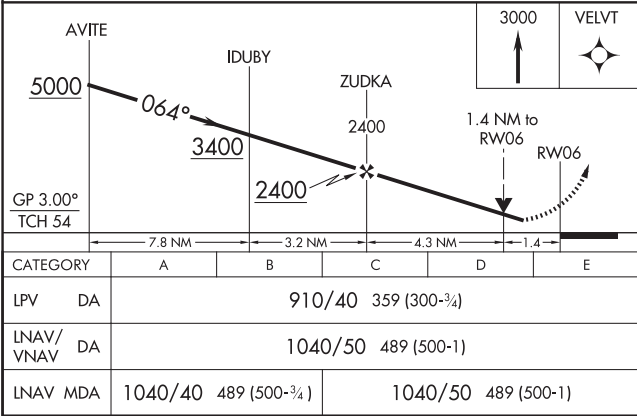
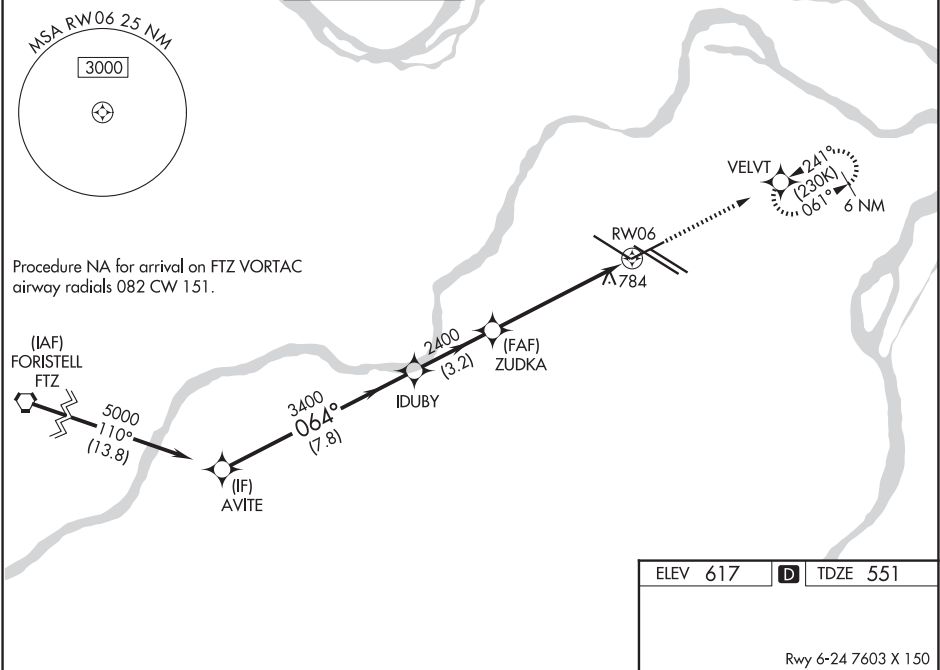
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 6 helicopter visibility reduction below RVR 4000 NA. For inop ALS increase LPV all Cats visibility to RVR 5500; LNAV/VNAV all Cats visibility to 1½ SM; LNAV Cat A and B visibility to RVR 5500; and LNAV Cat C, D, and E visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct VELVT and hold, continue climb-in-hold to 3000.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (11/29)	CLNC DEL 119.5 363.1	CPDLC
--	---	---	---	--------------------------------	-------



ST. LOUIS, MISSOURI

AL-360 (FAA)

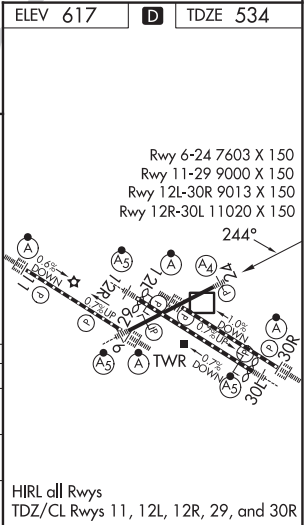
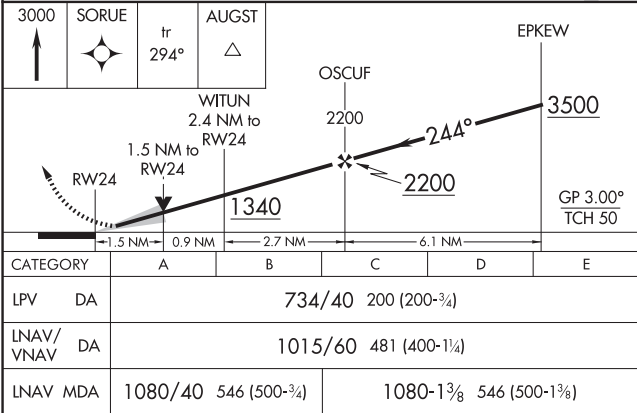
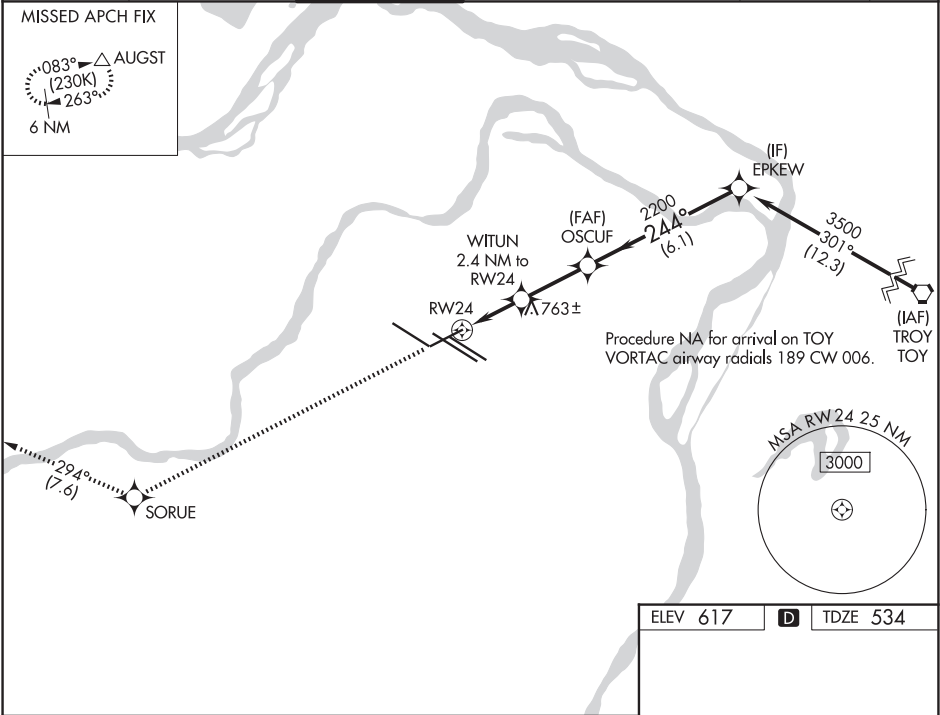
25219

WAAS CH 87021 W24A	APP CRS 244°	Rwy Ldg TDZE 534 Apt Elev 617
--	------------------------	---

RNAV (GPS) RWY 24

ST LOUIS LAMBERT INTL (STL)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cat E visibility to 1 3/8 SM and LNAV Cat E visibility to 1 3/8 SM.			MALS 	MISSED APPROACH: Climb to 3000 direct SORUE and on track 294° to AUGST and hold.	
D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 120.05 284.6	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC



ST. LOUIS, MISSOURI
Amdt 1D 17APR25

38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL) RNAV (GPS) RWY 24

NC-3, 07 AUG 2025 to 02 OCT 2025

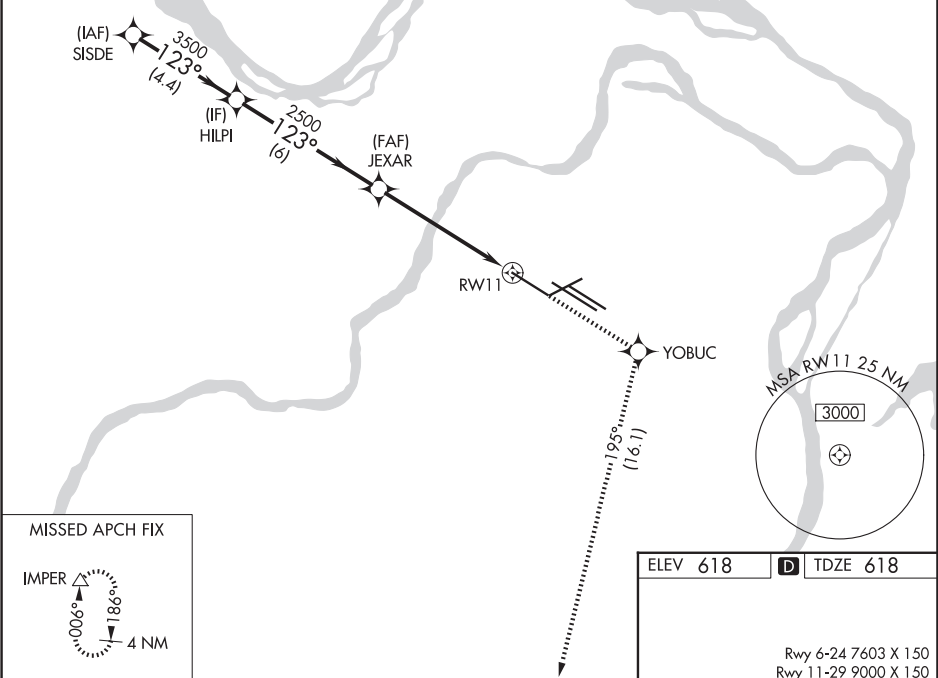
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82699 W11A	APP CRS 123°	Rwy Ldg TDZE Apt Elev	9000 618 618
--	------------------------	-----------------------------	---

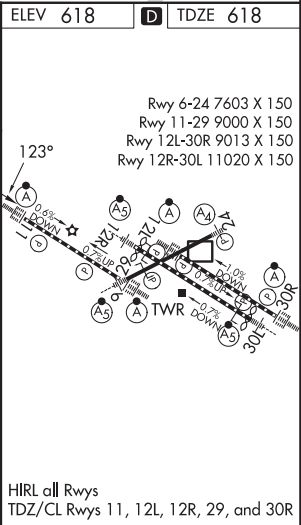
RNAV (GPS) Y RWY 11

ST LOUIS LAMBERT INTL (STL)

RNP APCH. ▼ Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000 and LNAV Cat E visibility to 1¼ SM.		ALSF-2 	MISSED APPROACH: Climb to 3000 direct YOBUC and on track 195° to IMPER and hold.	
D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1 CPDLC



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67°).					
SISDE	HILPI	JEXAR	YOBUC	tr 195°	IMPER
5000	3500	2500	3000		
GP 3.00° TCH 55			* 1.1 NM to RWY 11		
	4.4 NM	6 NM	4.5 NM	1.1	
CATEGORY	A	B	C	D	E
LPV DA	868/18 250 (300-½)				
LNAV/VNAV DA	960/40 342 (400-¾)				
LNAV MDA	1040/24	422 (500-½)	1040/40 422 (500-¾)	1040/50	422 (500-1)



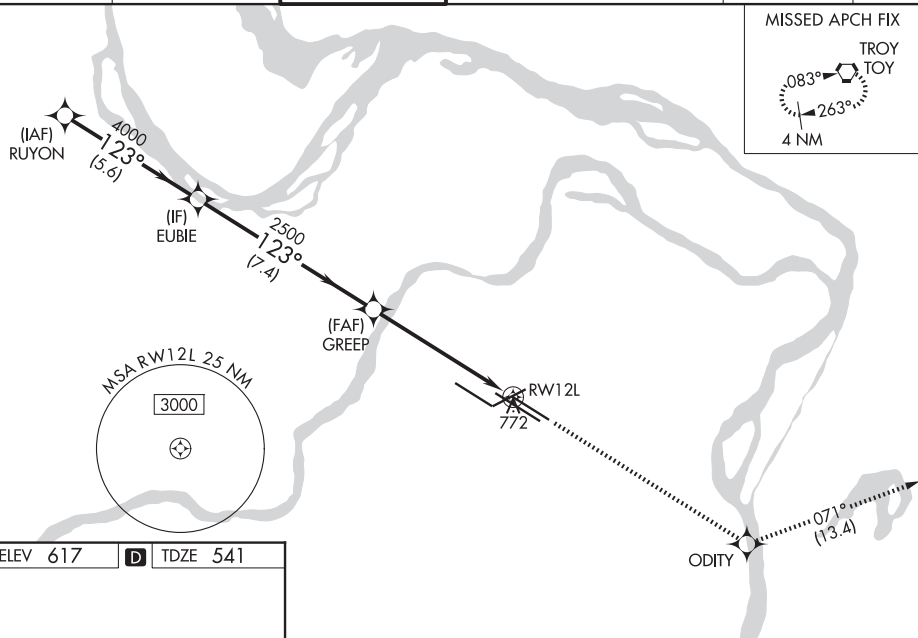
RNAV (GPS) Y RWY 12L
ST LOUIS LAMBERT INTL (STL)

MISSED APPROACH: Climb to 3000 direct ODITY and on track 071° to TOY VORTAC and hold.

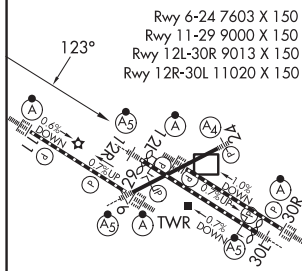
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (Rwy 11/29)

CLNC DEL

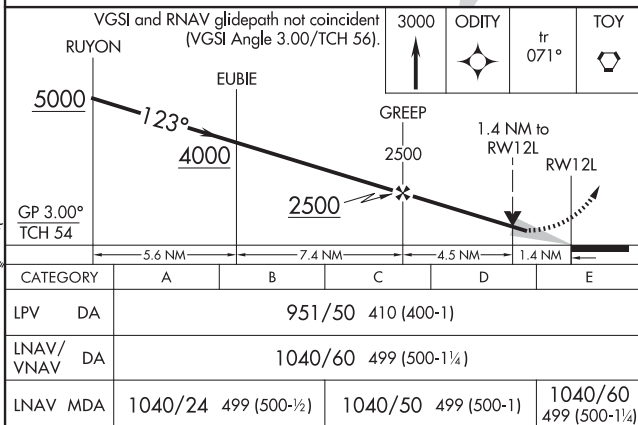
CPDLC



ELEV 617	D	TDZE 541
----------	----------	----------



HIRL all Rwy's
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R



ST LOUIS LAMBERT INTL (STL)

RNAV (GPS) Y RWY 12L

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78121 W12B	APP CRS 123°	Rwy Ldg TDZE 540 Apt Elev 617
--	------------------------	---

RNAV (GPS) Y RWY 12R

ST LOUIS LAMBERT INTL (STL)

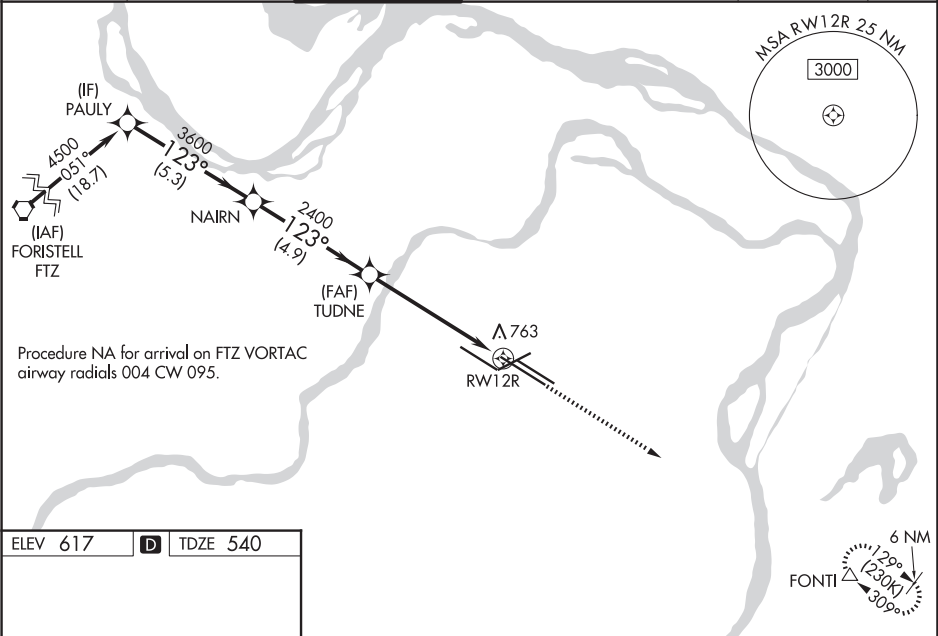
RNP APCH - GPS.

▼ Rwy 12R helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Simultaneous approach authorized with Rwy 11. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ SM, LNAV Cats A/B visibility to RVR 5500, and LNAV Cat C/D/E visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 5000 direct FONTI and hold, continue climb-in-hold to 5000.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 118.5 257.7	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
--	---	---------------------------------------	---	--------------------------------	-------



ELEV 617 **D** TDZE 540

Rwy 6-24 7603 X 150
Rwy 11-29 9000 X 150
Rwy 12L-30R 9013 X 150
Rwy 12R-30L 11020 X 150

HIRL all Rwys
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

PAULY NAI RN TUDNE FONTI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

4500 3600 2400 1.3 NM to RWY 12R

GP 3.00° TCH 54

5.3 NM 4.9 NM 4.4 NM 1.3 NM

CATEGORY	A	B	C	D	E
LPV	DA	740/18	200 (200-½)		
LNAV/VNAV	DA	1103-1¼	563 (500-1¼)		
LNAV	MDA	1020/40	480 (500-¾)	1020/50	480 (500-1)

ST. LOUIS, MISSOURI

AL-360 (FAA)

25219

WAAS CH 42500 W29A	APP CRS 303°	Rwy Ldg TDZE Apt Elev 9000 580 618
--	------------------------	--

RNAV (GPS) Y RWY 29

ST LOUIS LAMBERT INTL (STL)

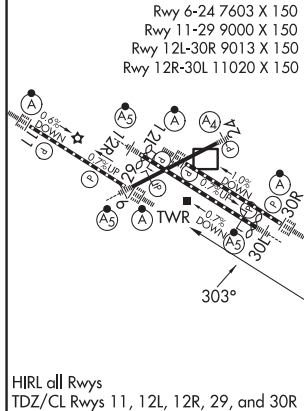
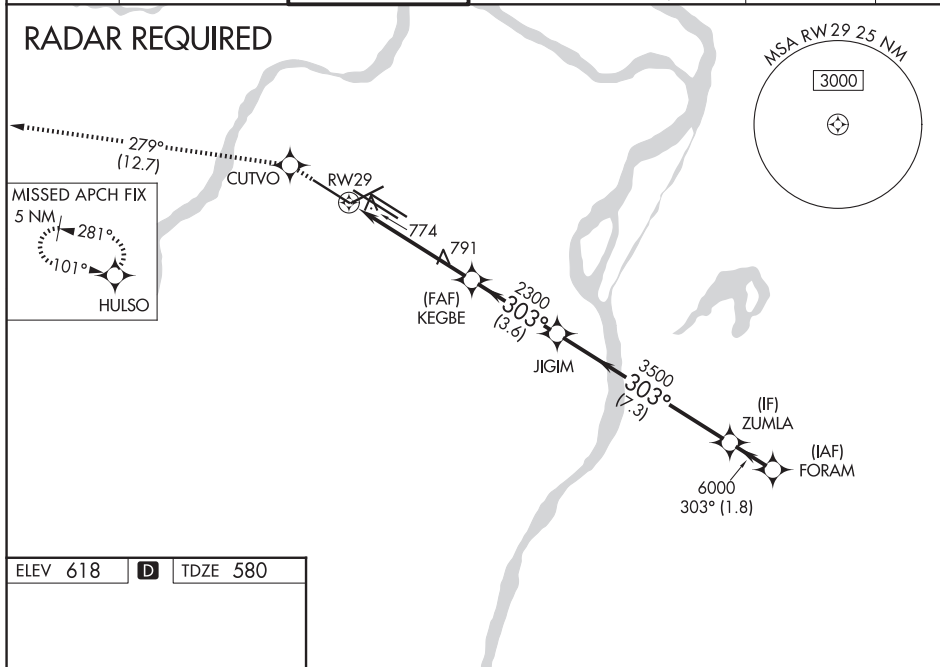
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 29 helicopter visibility reduction below ¾ SM NA. Simultaneous approach authorized with Rwy 30R/L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 6000, increase LNAV/VNAV Cat E visibility to 1¾, increase LNAV Cat A and B visibility to 1, Cat E visibility to 1¾.

ALSf-2

MISSED APPROACH:
Climb to 3000 direct CUTVO and on track 279° to HULSO and hold.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
--	---	---	---	--------------------------------	-------

RADAR REQUIRED



3000	CUTVO	tr 279°	HULSO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 73).		
*LNAV only		*1.5 NM to RWY 29	KEGBE	JIGIM	ZUMLA	FORAM
			2300	3500	6000	6000
			2300	3500	6000	6000
			1.5	3.7 NM	3.6 NM	7.3 NM
			1.8 NM			
			GP 3.00°			
			TCH 56			
CATEGORY		A	B	C	D	E
LPV DA		943/40 363 (400-¾)				
LNAV/VNAV DA		1074/60 494 (500-1¼)				
LNAV MDA		1100/40	520 (500-¾)	1100/50 520 (500-1)	1100/60	520 (500-1¼)

ST. LOUIS, MISSOURI
Orig-D 17AUG17


38°45'N-90°22'W

ST LOUIS LAMBERT INTL (STL)
RNAV (GPS) Y RWY 29

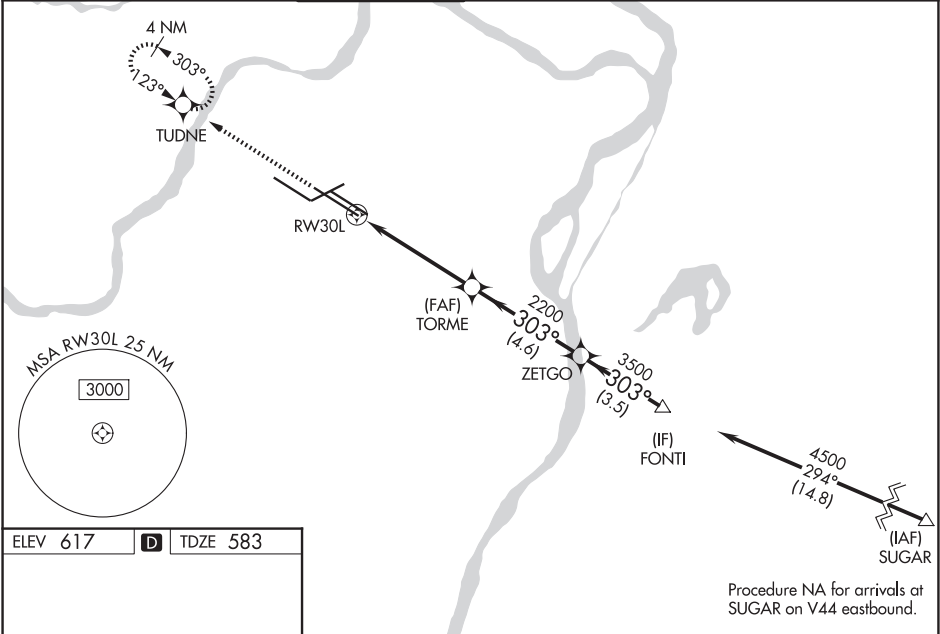
WAAS CH 99621 W30B	APP CRS 303°	Rwy Ldg 10679 TDZE 583 Apt Elev 617
--	------------------------	--

RNAV (GPS) Y RWY 30L

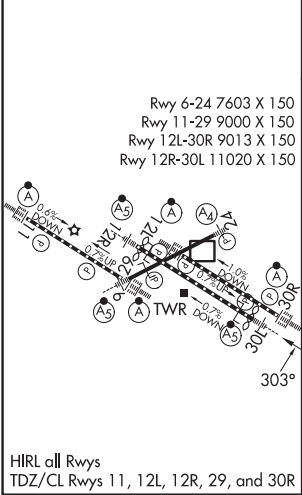
ST LOUIS LAMBERT INTL (STL)

RNP APCH - GPS.		<div>MALSRL</div> <div></div>	MISSED APPROACH: Climb to 3000 direct TUDNE and hold, continue climb-in-hold to 3000.
<div><div><div><div><div></div><div></div></div><div></div></div></div><div>Simultaneous approach authorized with Rwy 29. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Rwy 30L helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat A/B visibility to RVR 5500.</div><div>* RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>			

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 118.5 257.7	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
--	---	---------------------------------------	---	--------------------------------	-------



ELEV 617	D	TDZE 583
----------	----------	----------



3000 TUDNE		TORME		ZETGO	FONTI
1.5 NM		3.4 NM	4.6 NM	3.5 NM	
CATEGORY	A	B	C	D	
LPV DA*	783/24		200 (200-1/2)		
LNAV/VNAV DA	974/40		391 (400-3/4)		
LNAV MDA	1120/40 537 (600-3/4)		1120/55 537 (600-1)		

NC-3, 07 AUG 2025 to 02 OCT 2025

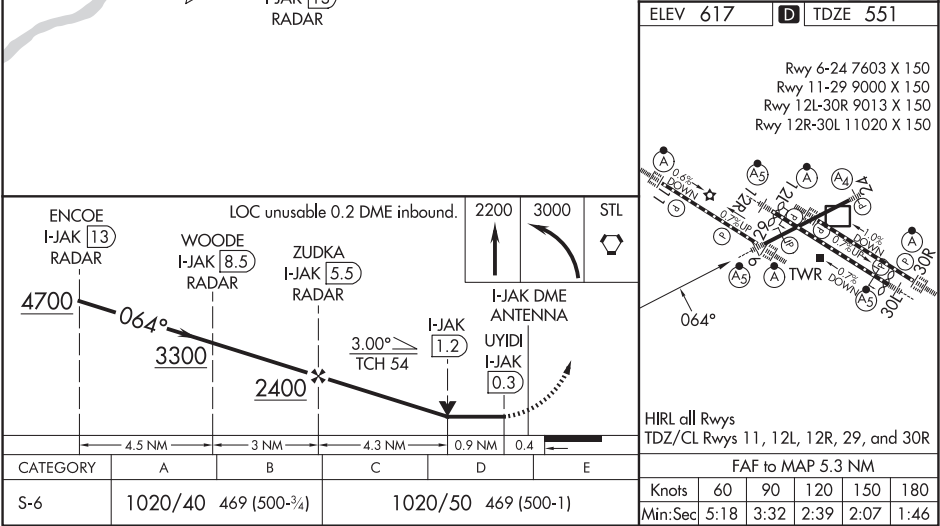
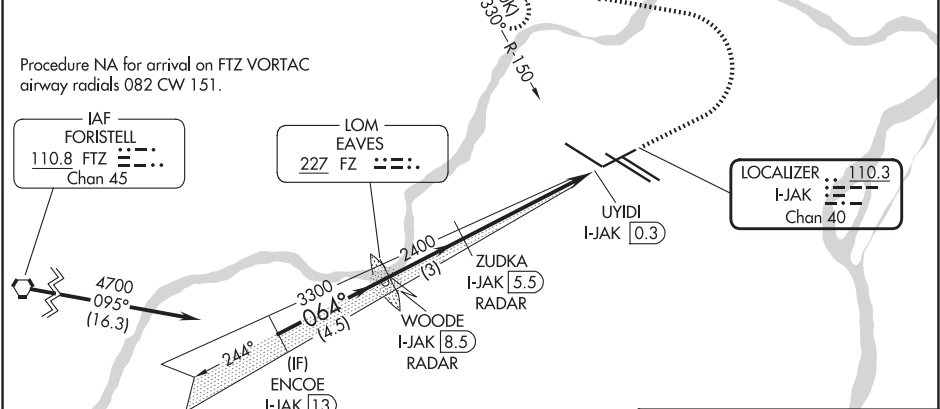
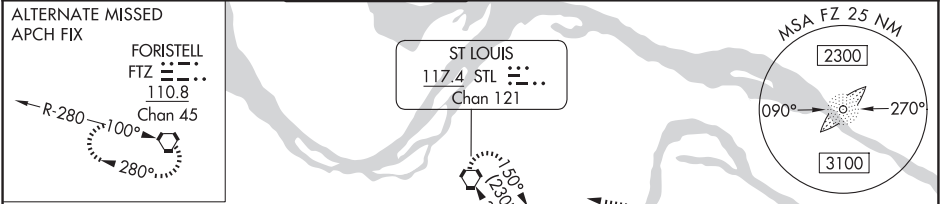
NC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-JAK 110.3 Chan 40	APP CRS 064°	Rwy Ldg TDZE Apt Elev 7323 551 617
---	------------------------	--

LOC RWY 6
ST LOUIS LAMBERT INTL (STL)

DME or RADAR required.	MALSR	MISSED APPROACH: Climb to 2200 then climbing left turn to 3000 direct STL VORTAC and hold, continue climb-in-hold to 3000.
▼ Rwy 6 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC-6 Cat A and B visibility to RVR 5500, and Cat C, D, and E to 1½ SM.		

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (11/29)	CLNC DEL 119.5 363.1	CPDLC
--	---	---	---	--------------------------------	-------



ST. LOUIS, MISSOURI

VORTAC STL 117.4 Chan 121	APCH CRS 142°	Rwy Idg 10,552 TDZE 540 Arpt Elev 618
---	-------------------------	--

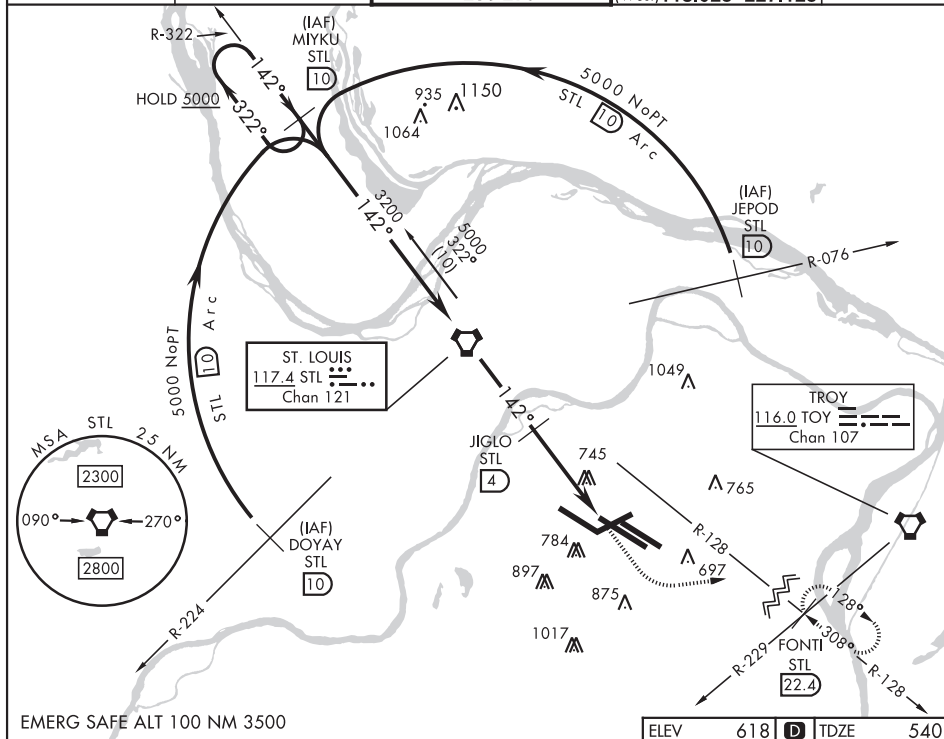
[USAF]

TACAN RWY 12R

ST. LOUIS LAMBERT INTL (KSTL)

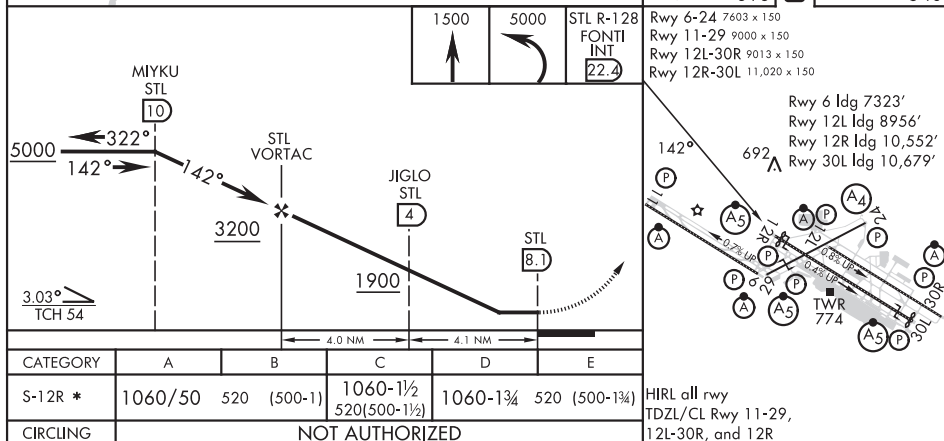
<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">   </div> <div> <p>* Inoperative table does not apply.</p> <p>Visibility reduction by helicopters not authorized.</p> </div> </div>	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">   </div> <div> <p>MALSR</p> </div> </div>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold, continue climb in hold.</p>
--	---	--

ATIS		ST. LOUIS APP CON		ST. LOUIS TOWER		GND CON		CLNC DEL	
125.025	379.925	121.02	338.25	120.05	132.475	118.5	121.9	348.6	119.5
				284.6	239.275	257.7	121.65	377.175	363.1
							(West)	118.925	227.125



EMERG SAFE ALT 100 NM 3500

ELEV	618	D	TDZE	540
------	-----	----------	------	-----



ST. LOUIS, MISSOURI

38°45'N-90°22'W

ST. LOUIS LAMBERT INTL (KSTL)

Amdt 1 25107

TACAN RWY 12R

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

TACAN RWY 30L

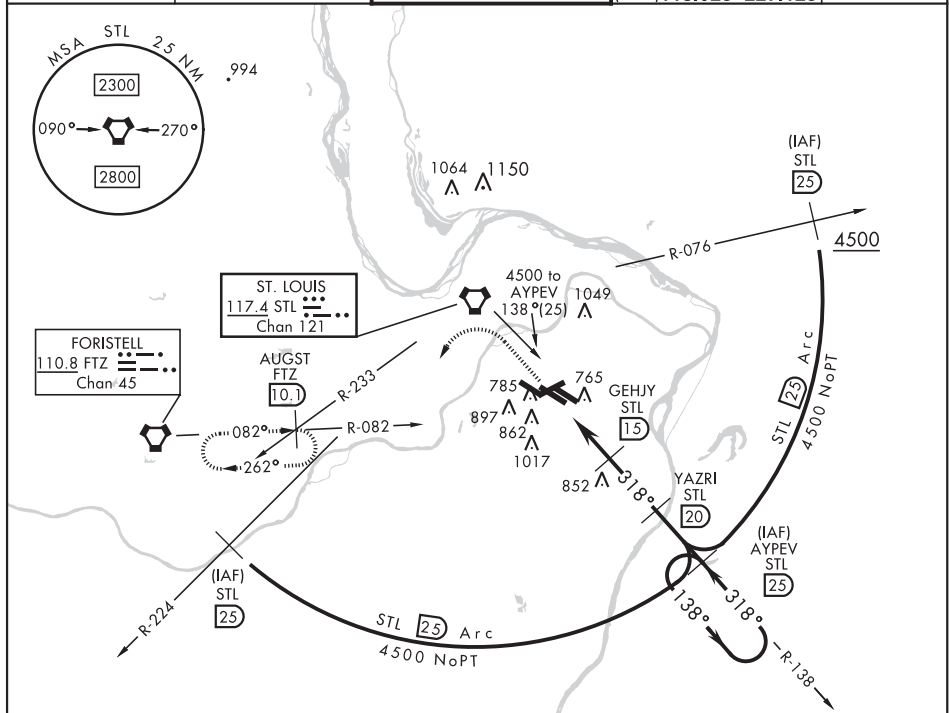
VORTAC STL 117.4 Chan 121	APCH CRS 318°	Rwy Idg 10,679 TDZE 583 Arpt Elev 618
---	-------------------------	--

[USAF]

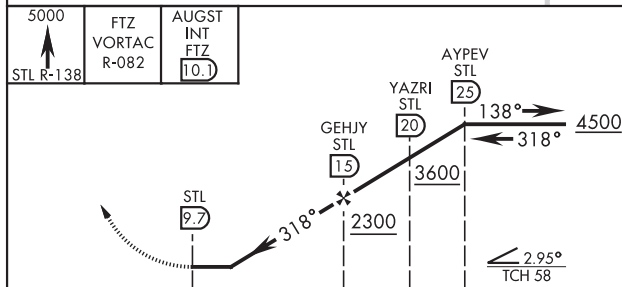
ST. LOUIS LAMBERT INTL (KSTL)

 NA	* Inoperative table does not apply.	 MALS R  AS	MISSED APPROACH: Climb to 5000 via STL R-138 and FTZ VORTAC R-082 to AUGST INT/FTZ 10.1 DME and hold.
--	-------------------------------------	--	---

ATIS		ST. LOUIS APP CON		ST. LOUIS TOWER		GND CON		CLNC DEL	
125.025	379.925	121.02	338.25	120.05	132.475	118.5	121.9	348.6	119.5
				280.6	239.275	257.7	121.65	377.175	363.1
							(West)118.925	227.125	



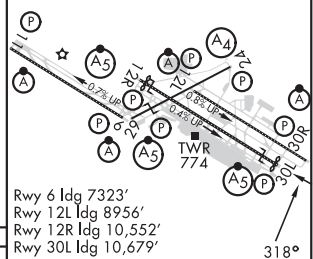
EMERG SAFE ALT 100 NM 3500



	5.3 NM				
CATEGORY	A	B	C	D	E
S-30L *	1100/50	517 (500-1)	1100-1½ 517(500-½)	1100-1¾	517 (500-1¾)
CIRCUING	NOT AUTHORIZED				

ELEV	618	D	TDZE	583
------	-----	----------	------	-----

Rwy 6-24 7603 x 150
Rwy 11-29 9000 x 150
Rwy 12L-30R 9013 x 150
Rwy 12R-30L 11,020 x 150



Rwy 6 Idg 7323'
Rwy 12L Idg 8956'
Rwy 12R Idg 10,552'
Rwy 30L Idg 10,679'

HIRL all rwy
TDZL/CL Rwy 11-29,
12L-30R, and 12R

ST. LOUIS, MISSOURI

38°45'N-90°22'W

ST. LOUIS LAMBERT INTL (KSTL)

Amdt 1 25107

TACAN RWY 30L

ST LOUIS, MISSOURI



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

(BERYY5.BERYY) 18312

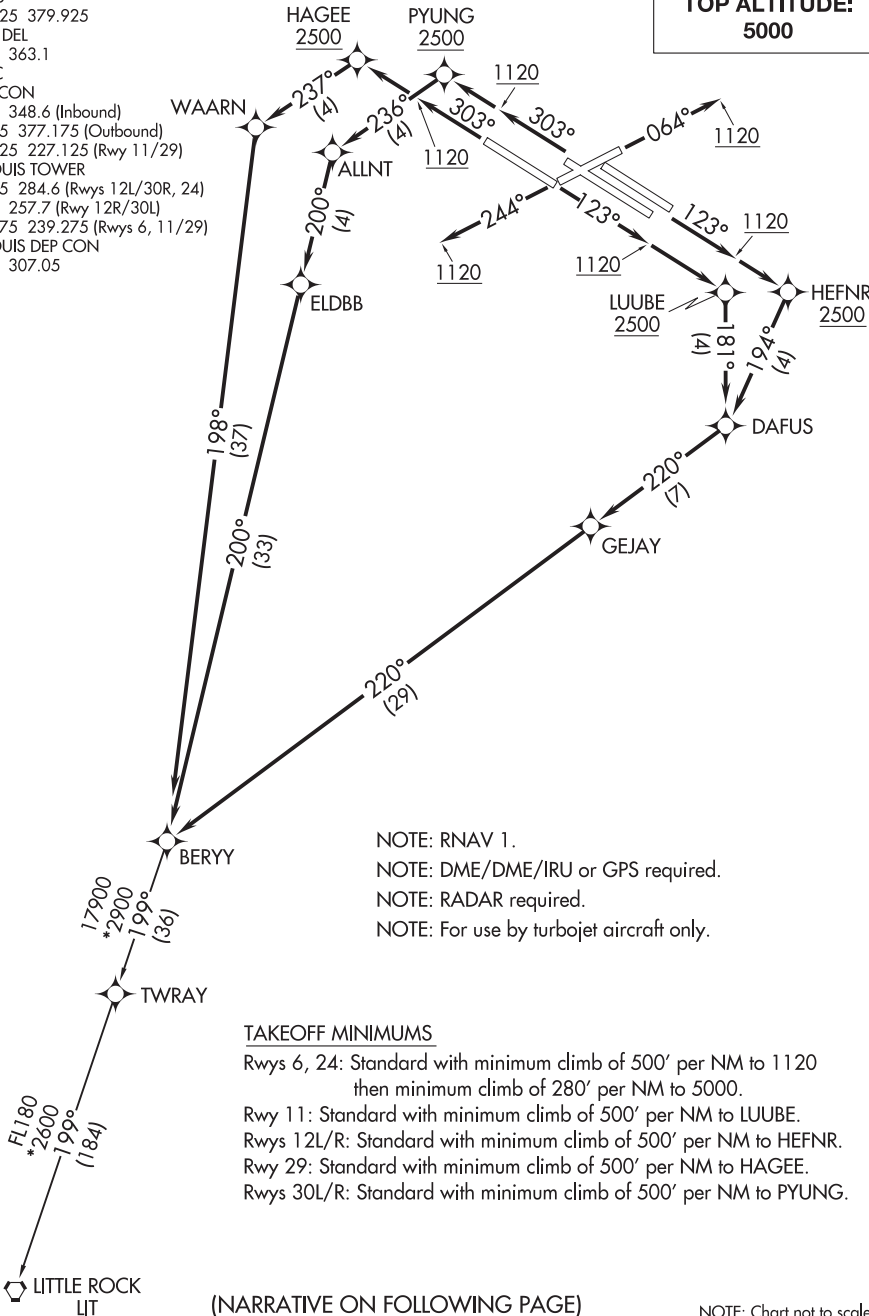
BERYY FIVE DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI

D-ATIS
125.025 379.925
CLNC DEL
119.5 363.1
CPDLC
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (Rwy 11/29)
ST. LOUIS TOWER
120.05 284.6 (Rwys 12L/30R, 24)
118.5 257.7 (Rwy 12R/30L)
132.475 239.275 (Rwys 6, 11/29)
ST. LOUIS DEP CON
128.1 307.05

TOP ALTITUDE:
5000



BERYY FIVE DEPARTURE (RNAV)

(BERYY5.BERYY) 19JUL18

ST. LOUIS, MISSOURI
ST LOUIS LAMBERT INTL (STL)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to BERYY. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to BERYY. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 123° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to BERYY. Thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 123° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to BERYY. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to BERYY. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to BERYY. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (BERYY5.LIT)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



(BGOOD5.BGOOD) 18200

BGOOD FIVE DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to BGOOD. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to BGOOD. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 123° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to BGOOD. Thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 123° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to BGOOD. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to BGOOD. Thence. . . .

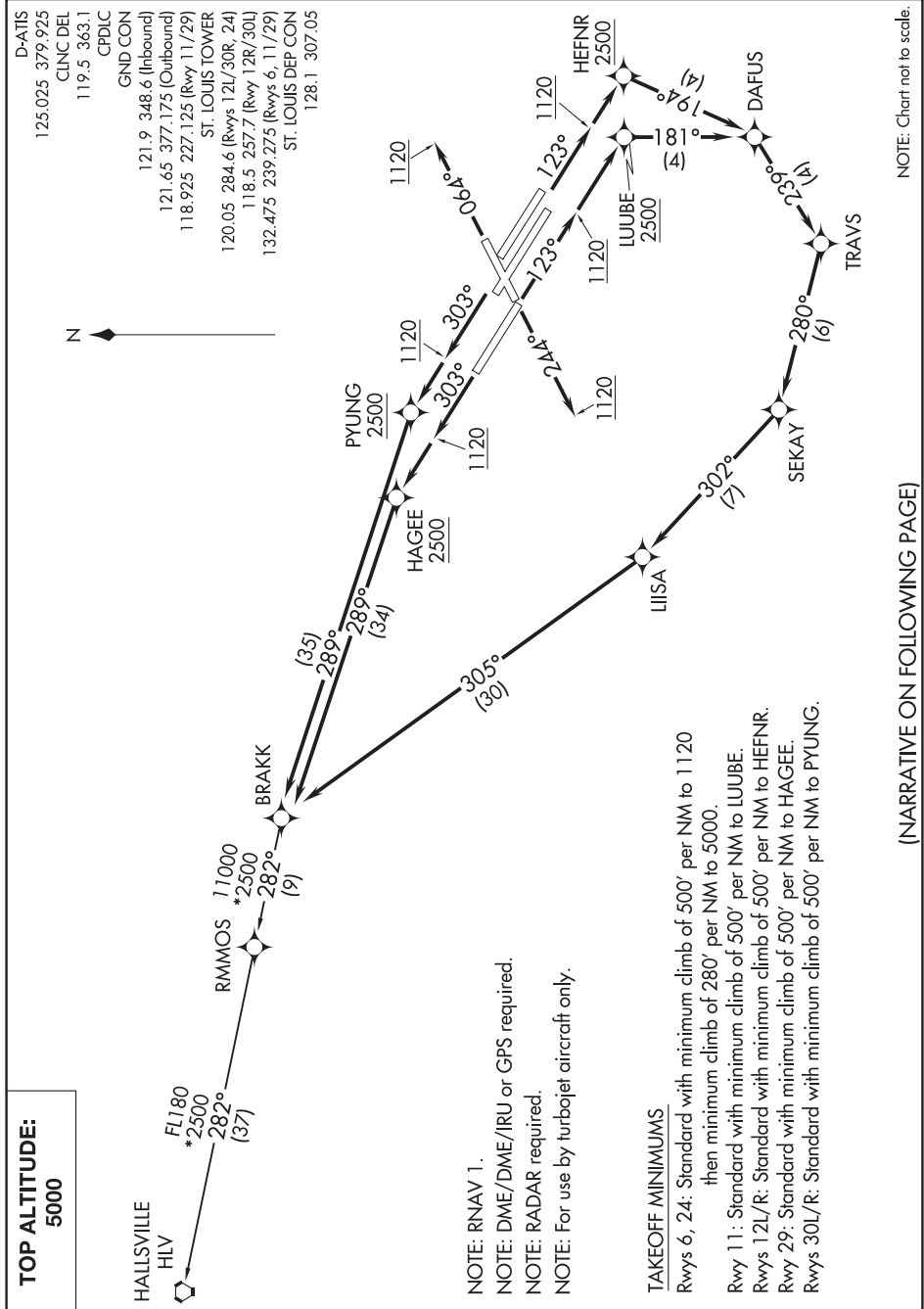
TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to BGOOD. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

VICHY TRANSITION (BGOOD5.VIH)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



(NARRATIVE ON FOLLOWING PAGE)

NC-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to BRAKK. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to BRAKK. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 123° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to BRAKK. Thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 123° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to BRAKK. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to BRAKK. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to BRAKK. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (BRAKK5.HLV)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

CHUUC SIX DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)

ST. LOUIS, MISSOURI

D-ATIS
125.025 379.925

CLNC DEL

119.5 363.1

CPDLC

GND CON

121.9 348.6 (Inbound)

121.65 377.175 (Outbound)

118.925 227.125 (Rwy 11/29)

ST. LOUIS TOWER

120.05 284.6 (Rwys 12L/30R, 24)

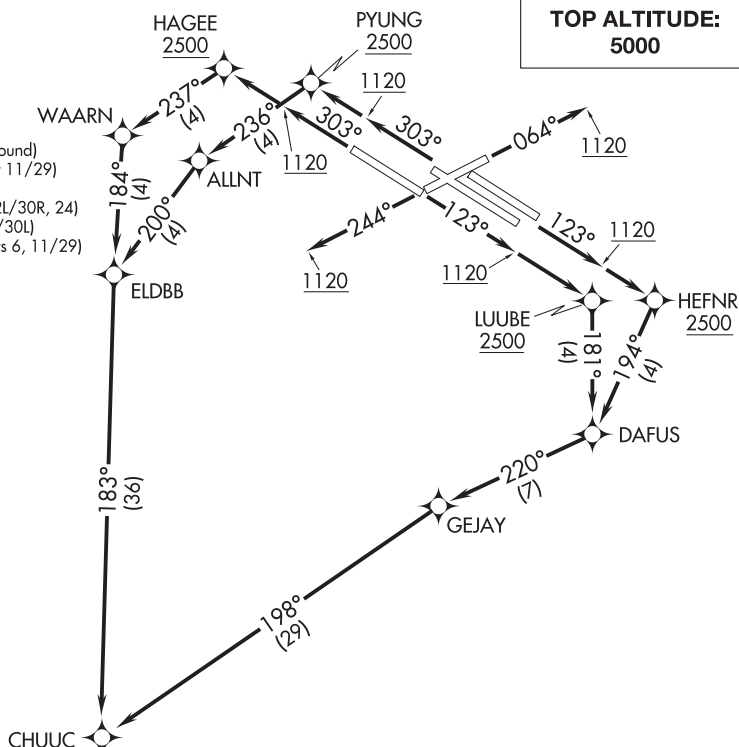
118.5 257.7 (Rwy 12R/30L)

132.475 239.275 (Rwys 6, 11/29)

ST. LOUIS DEP CON

128.1 307.05

TOP ALTITUDE:
5000



NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: For use by turbojet aircraft only.

TAKEOFF MINIMUMS

Rwy 6: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 240' per NM to 5000.

Rwy 24: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 260' per NM to 5000.

Rwy 11: Standard with minimum climb of 500' per NM to LUUBE.

Rwys 12L/R: Standard with minimum climb of 500' per NM to HEFNR.

Rwy 29: Standard with minimum climb of 500' per NM to HAGEE.

Rwys 30L/R: Standard with minimum climb of 500' per NM to PYUNG.

WALNUT RIDGE
ARG

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CHUUC SIX DEPARTURE (RNAV)

ST. LOUIS, MISSOURI

ST LOUIS LAMBERT INTL (STL)

(CHUUC6.CHUUC) 19MAY22

(CHUUC6.CHUUC) 22139

CHUUC SIX DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to CHUUC. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to CHUUC. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 123° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to CHUUC. Thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 123° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to CHUUC. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to CHUUC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to CHUUC. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

MYERZ TRANSITION (CHUUC6.MYERZ)

WALNUT RIDGE TRANSITION (CHUUC6.ARG)

NC-3, 07 AUG 2025 to 02 OCT 2025

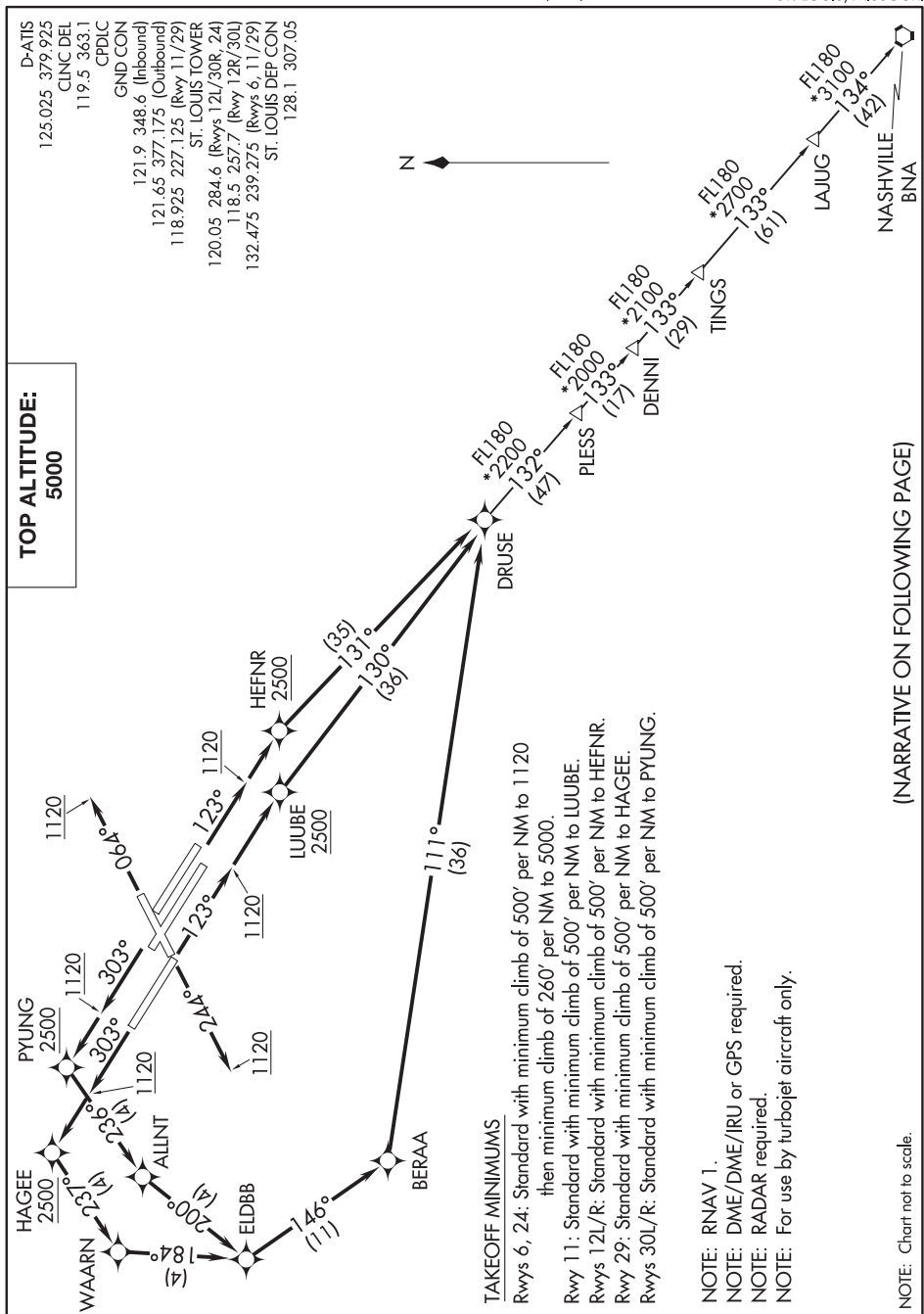
NC-3, 07 AUG 2025 to 02 OCT 2025

DRUSE FIVE DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)

ST. LOUIS, MISSOURI



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 07 AUG 2025 to 02 OCT 2025

DRUSE FIVE DEPARTURE (RNAV)

(DRUSE5.DRUSE) 19JUL18

ST. LOUIS, MISSOURI

ST LOUIS LAMBERT INTL (STL)

(DRUSE5.DRUSE) 18200

DRUSE FIVE DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to DRUSE. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to DRUSE. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 123° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to DRUSE. Thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 123° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to DRUSE. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to DRUSE. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to DRUSE. Thence. . . .

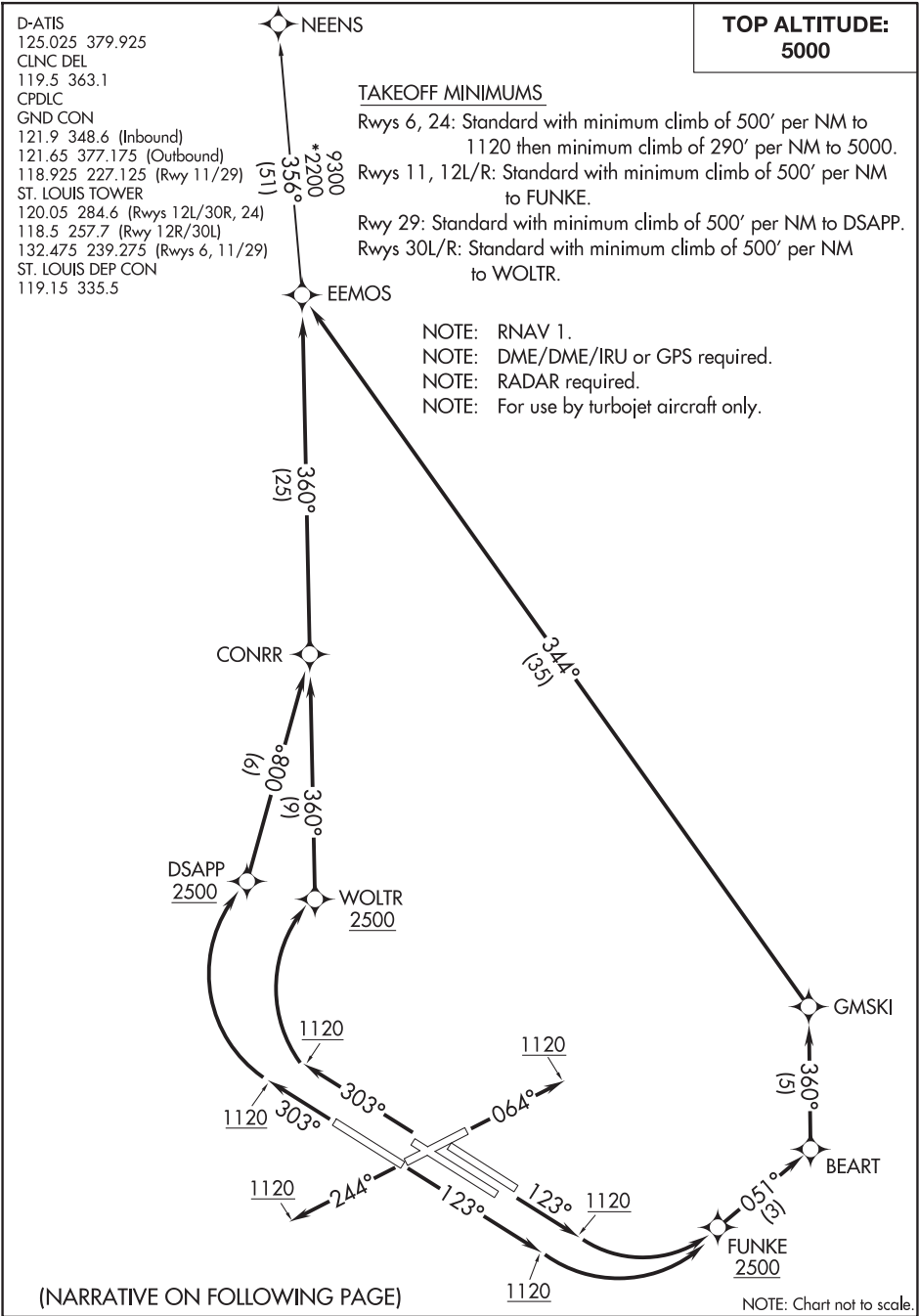
. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

DENNI TRANSITION (DRUSE5.DENNI)

NASHVILLE TRANSITION (DRUSE5.BNA)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to EEMOS. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to EEMOS. Thence. . . .

TAKEOFF RUNWAYS 11, 12L/R: Climb heading 123° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to EEMOS. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to EEMOS. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to EEMOS. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

NEENS TRANSITION (EEMOS5.NEENS)

NC-3, 07 AUG 2025 to 02 OCT 2025

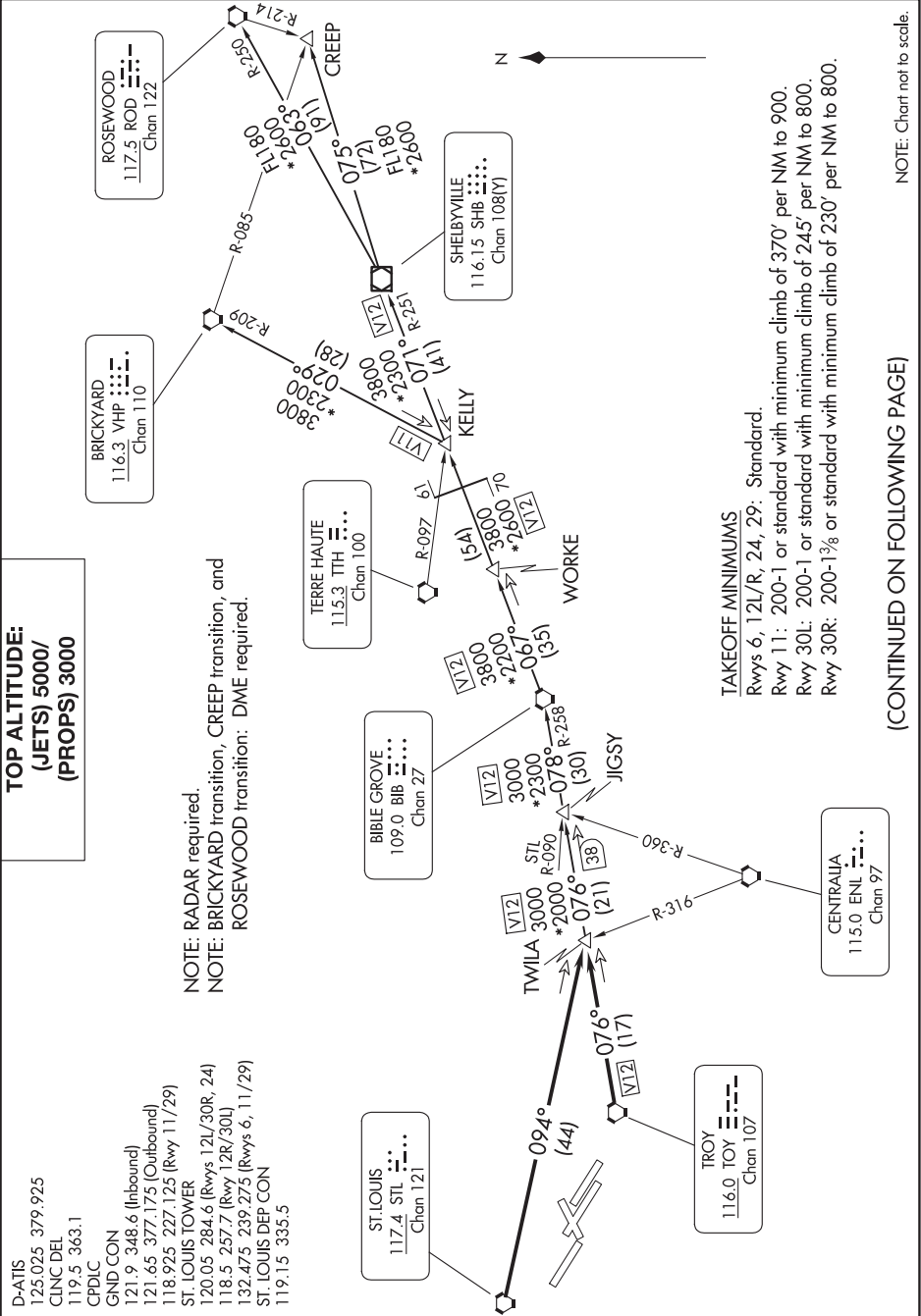
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

D-ATIS 125.025 379.925
CLNC DEL 119.5 363.1
CPDIC
GND CON 121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (Rwy 11/29)
ST. LOUIS TOWER 120.05 284.6 (Rwys 12L/30R, 24)
118.5 257.7 (Rwy 12R/30L)
132.475 239.275 (Rwys 6, 11/29)
ST. LOUIS DEP CON 119.15 335.5

TOP ALTITUDE:
(JETS) 5000/
(PROPS) 3000

NOTE: RADAR required.
NOTE: BRICKYARD transition, CREEP transition, and
ROSEWOOD transition: DME required.



TAKEOFF MINIMUMS
Rwys 6, 12L/R, 24, 29: Standard.
Rwy 11: 200-1 or standard with minimum climb of 370' per NM to 900.
Rwy 30L: 200-1 or standard with minimum climb of 245' per NM to 800.
Rwy 30R: 200-1 3/4 or standard with minimum climb of 230' per NM to 800.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route.

JETS: Maintain 5000 or assigned altitude, thence. . . .

PROPS: Maintain 3000 or assigned altitude, thence. . . .

. . . .from over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY1.BIB): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY1.VHP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY1.CREEP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP.

JIGSY TRANSITION (GATWY1.JIGSY): From over TWILA on TOY R-076 to JIGSY.

ROSEWOOD TRANSITION (GATWY1.ROD): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to JAHNY. Thence. . .

TAKEOFF RUNWAY 24: Climb on heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to JAHNY. Thence. . .

TAKEOFF RUNWAY 11: Climb on heading 123° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to JAHNY. Thence. . .

TAKEOFF RUNWAYS 12L/R: Climb on heading 123° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to JAHNY. Thence. . .

TAKEOFF RUNWAY 29: Climb on heading 303° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to JAHNY. Thence. . .

TAKEOFF RUNWAYS 30L/R: Climb on heading 303° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to JAHNY. Thence. . .

. . . . Maintain 5000, expect filed altitude 10 minutes after departure.

MAPLES TRANSITION (JAHNY6.MAP)

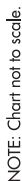
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

(JHART7.JHART) 07OCT21

NOTE: For use by turbojet aircraft only.

1119 15 3355



(NARRATIVE ON FOLLOWING PAGE)

NC-3, 07 AUG 2025 to 02 OCT 2025

ST LOUIS LAMBERT INTL (STL)

JHART7.JHART) 21280

JHART SEVEN DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 064° to 1120, then climb on heading 064° or as assigned by ATC for vectors to cross JHART at or above 5000. Thence. . .

TAKEOFF RUNWAY 24: Climb on heading 244° to 1120, then climb on heading 244° or as assigned by ATC for vectors to cross JHART at or above 5000. Thence. . .

TAKEOFF RUNWAYS 11, 12L/R: Climb on heading 123° to 1120, then climbing left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to cross JHART at or above 5000. Thence. . .

TAKEOFF RUNWAY 29: Climb on heading 303° to 1120, then climbing right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to cross JHART at or above 5000. Thence. . .

TAKEOFF RUNWAYS 30L/R: Climb on heading 303° to 1120, then climbing right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to cross JHART at or above 5000. Thence. . .

. . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (JHART7.BIB)

BRICKYARD TRANSITION (JHART7.VHP)

CREEP TRANSITION (JHART7.CREEP)

DOBLR TRANSITION (JHART7.DOBLR)

KELLY TRANSITION (JHART7.KELLY)

RINTE TRANSITION (JHART7.RINTE)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

JHART SEVEN DEPARTURE (RNAV)

(JHART7.JHART) 07OCT21

ST. LOUIS, MISSOURI
ST LOUIS LAMBERT INTL (STL)

AL-360 (FAA)

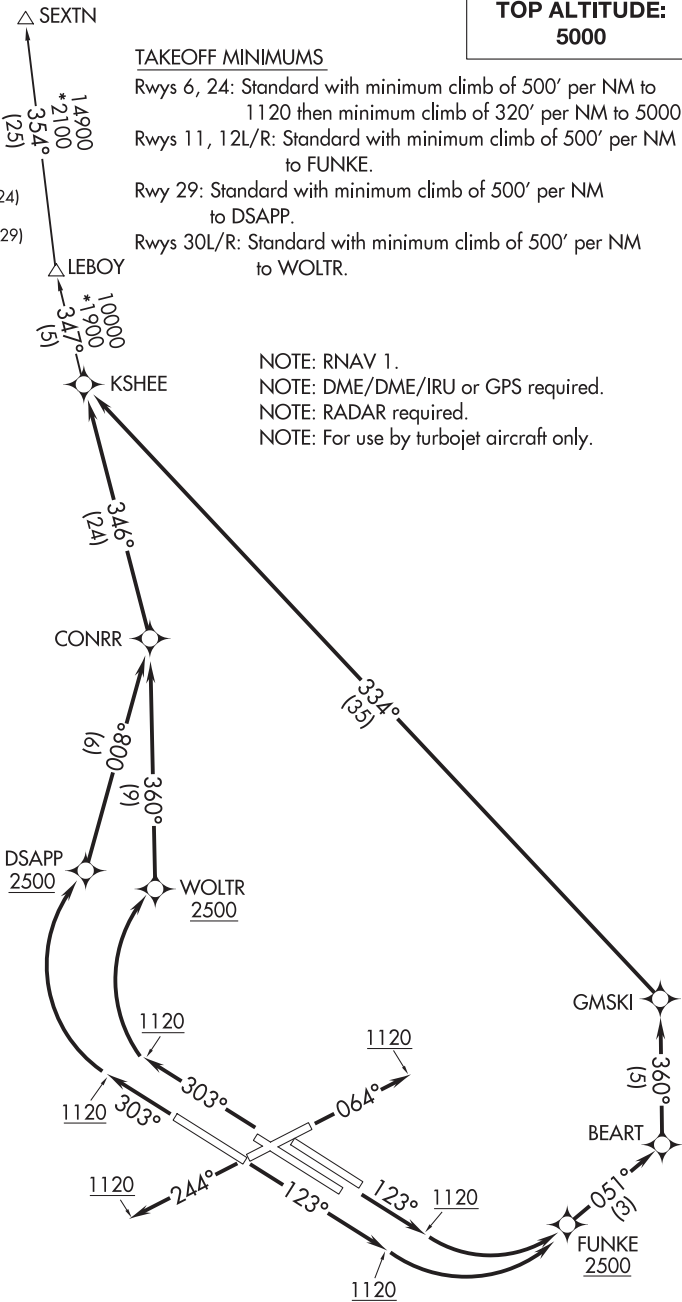
D-ATIS
125.025 379.925
CLNC DEL
119.5 363.1
CPDLC
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (Rwy 11/29)
ST. LOUIS TOWER
120.05 284.6 (Rwys 12L/30R, 24)
118.5 257.7 (Rwy 12R/30L)
132.475 239.275 (Rwys 6, 11/29)
ST. LOUIS DEP CON
119.15 335.5

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS

Rwys 6, 24: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 320' per NM to 5000.
Rwys 11, 12L/R: Standard with minimum climb of 500' per NM to FUNKE.
Rwy 29: Standard with minimum climb of 500' per NM to DSAPP.
Rwys 30L/R: Standard with minimum climb of 500' per NM to WOLTR.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For use by turbojet aircraft only.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to KSHEE. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to KSHEE. Thence. . . .

TAKEOFF RUNWAYS 11, 12L/R: Climb heading 123° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to KSHEE. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to KSHEE. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to KSHEE. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

LEBOY TRANSITION (KSHEE5.LEBOY)

SEXTN TRANSITION (KSHEE5.SEXTN)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

LINDBERGH EIGHT DEPARTURE

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI

D-ATIS
125.025 379.925
CLNC DEL
119.5 363.1
CPDLC
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (Rwy 11/29)
ST. LOUIS TOWER
120.05 284.6 (Rwys 12L/30R, 24)
118.5 257.7 (Rwy 12R/30L)
132.475 239.275 (Rwys 6, 11/29)
ST. LOUIS DEP CON
128.1 307.05

ST LOUIS
117.4 STL
Chan 121

TOP ALTITUDE:
(JETS) 5000/
(PROPS) 3000

VICHY
117.7 VIH
Chan 124

KLAIR

SAGZA

SAJOY

TWRAY

FARMINGTON
115.7 FAM
Chan 104

MYERZ

TAKEOFF MINIMUMS

Rwys 6, 12L/R, 24, 29: Standard.
Rwy 11: 200-1 or standard with minimum
climb of 370' per NM to 900.
Rwy 30L: 200-1 or standard with minimum
climb of 245' per NM to 800.
Rwy 30R: 200-1 3/8 or standard with minimum
climb of 230' per NM to 800.

NOTE: DME and RADAR required.

LITTLE ROCK
113.9 LIT
Chan 86

WALNUT RIDGE
114.5 ARG
Chan 92

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LINDBERGH EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route.

JETS: Maintain 5000 or assigned altitude, thence

PROPS: Maintain 3000 or assigned altitude, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY8.LIT): From over STL VORTAC on STL R-198 to TWRAY, then on STL R-198 and LIT R-013 to LIT VORTAC.

MYERZ TRANSITION (LINDY8.MYERZ): From over STL VORTAC on STL R-184 to MYERZ.

VICHY TRANSITION (LINDY8.VIH): From over STL VORTAC on STL R-229 to KLAIR, then on VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY8.ARG): From over STL VORTAC on STL R-184 to MYERZ, then on ARG R-008 to ARG VORTAC.

NC-3, 07 AUG 2025 to 02 OCT 2025

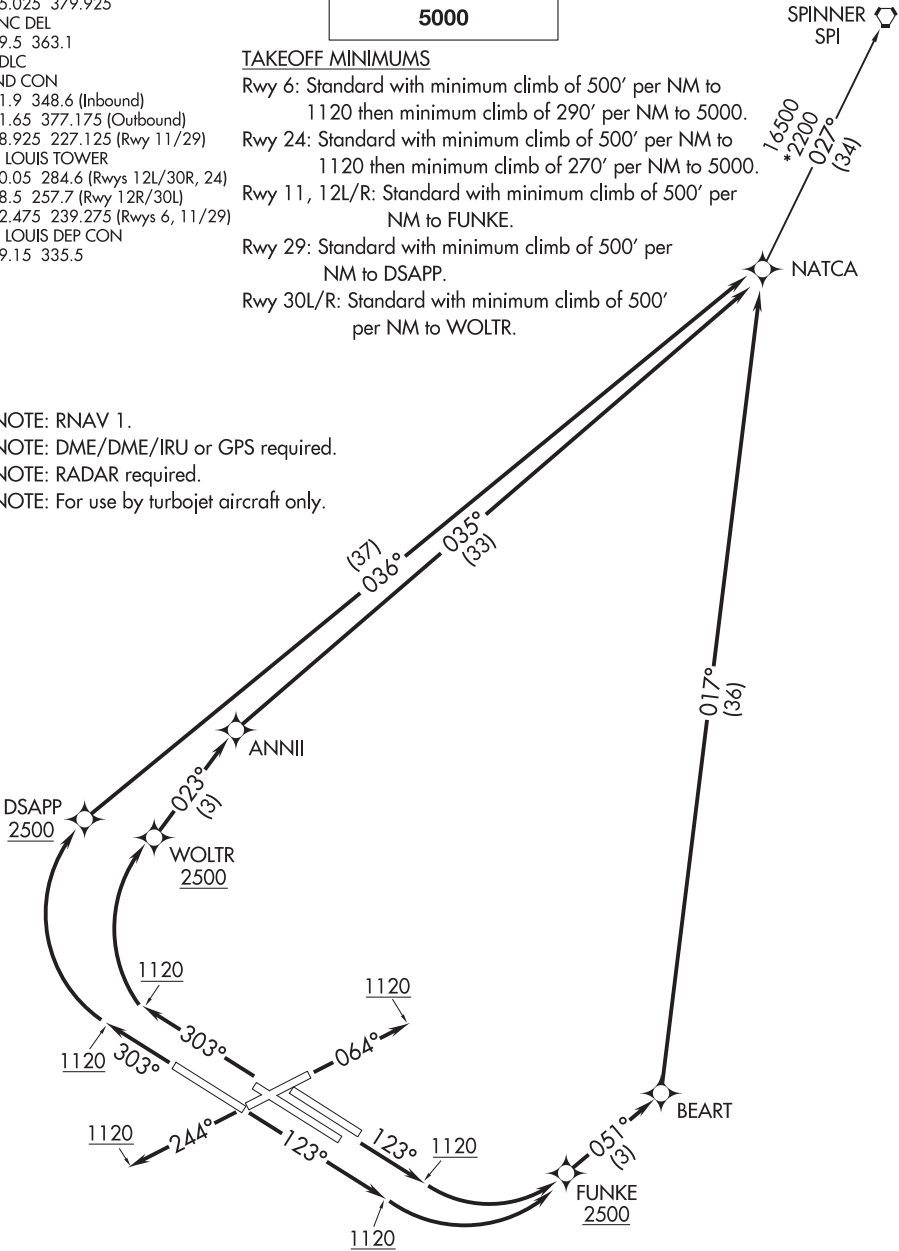
NC-3, 07 AUG 2025 to 02 OCT 2025

D-ATIS
125.025 379.925
CLNC DEL
119.5 363.1
CPDLC
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (Rwy 11/29)
ST. LOUIS TOWER
120.05 284.6 (Rwys 12L/30R, 24)
118.5 257.7 (Rwy 12R/30L)
132.475 239.275 (Rwys 6, 11/29)
ST. LOUIS DEP CON
119.15 335.5

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 290' per NM to 5000.
Rwy 24: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 270' per NM to 5000.
Rwy 11, 12L/R: Standard with minimum climb of 500' per NM to FUNKE.
Rwy 29: Standard with minimum climb of 500' per NM to DSAPP.
Rwy 30L/R: Standard with minimum climb of 500' per NM to WOLTR.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For use by turbojet aircraft only.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to NATCA. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to NATCA. Thence. . . .

TAKEOFF RUNWAYS 11, 12L/R: Climb heading 123° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to NATCA. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to NATCA. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to NATCA. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

SPINNER TRANSITION (NATCA5.SPI)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

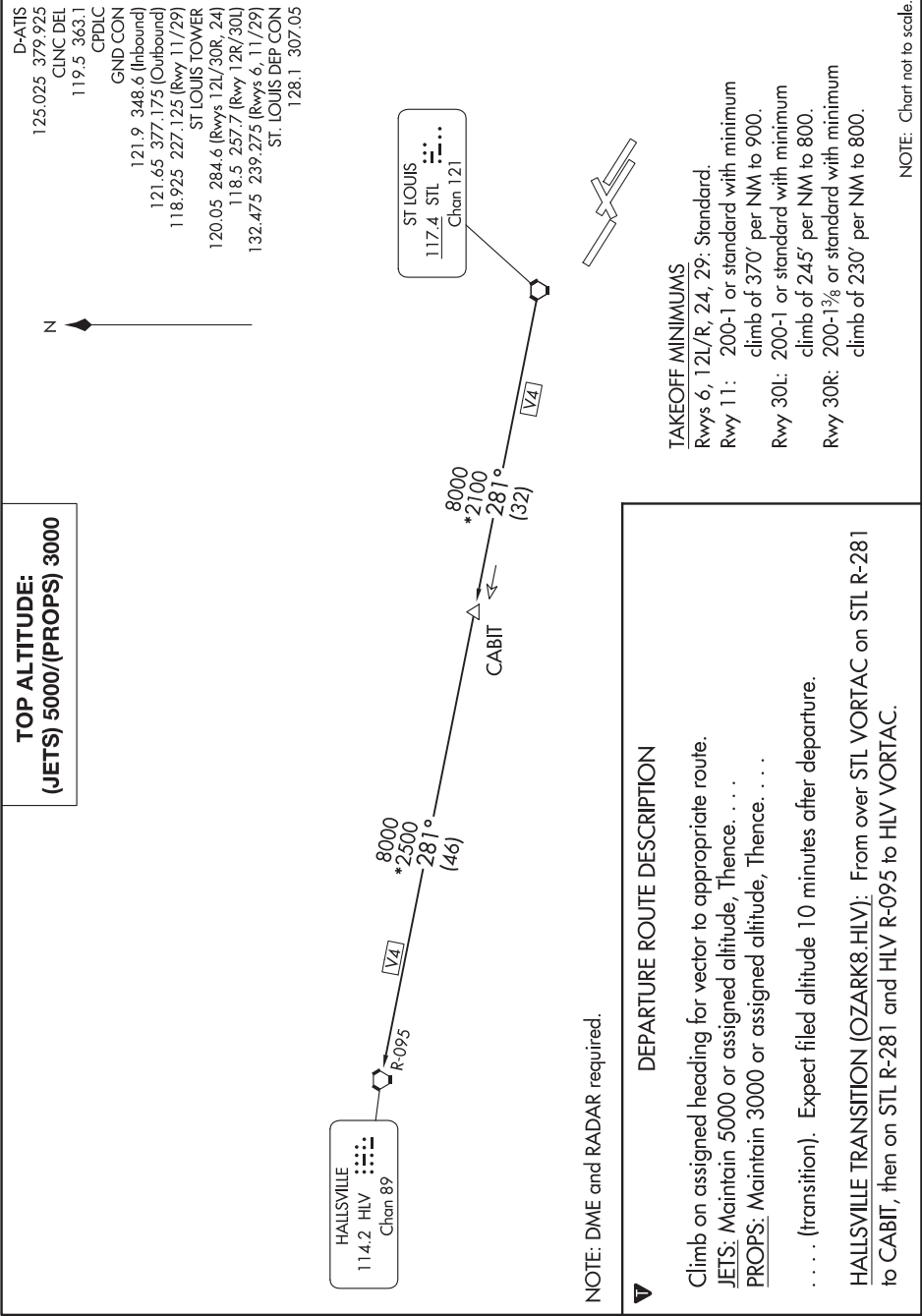
NC-3, 07 AUG 2025 to 02 OCT 2025

(OZARK8.STL) 24025

OZARK EIGHT DEPARTURE

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI

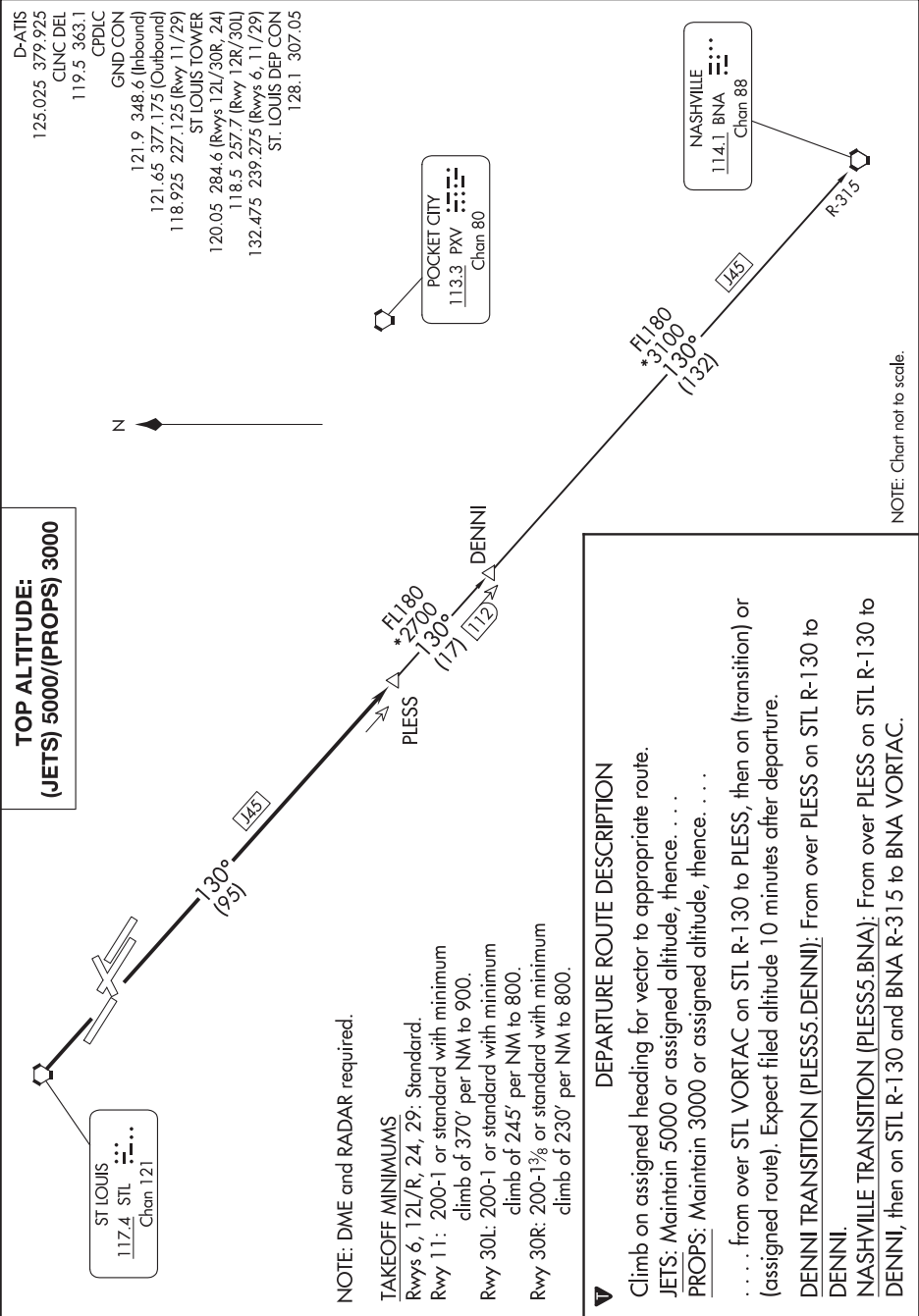


(PLESS5.PLESS) 24025

PLESS FIVE DEPARTURE

AL-360 (FAA)

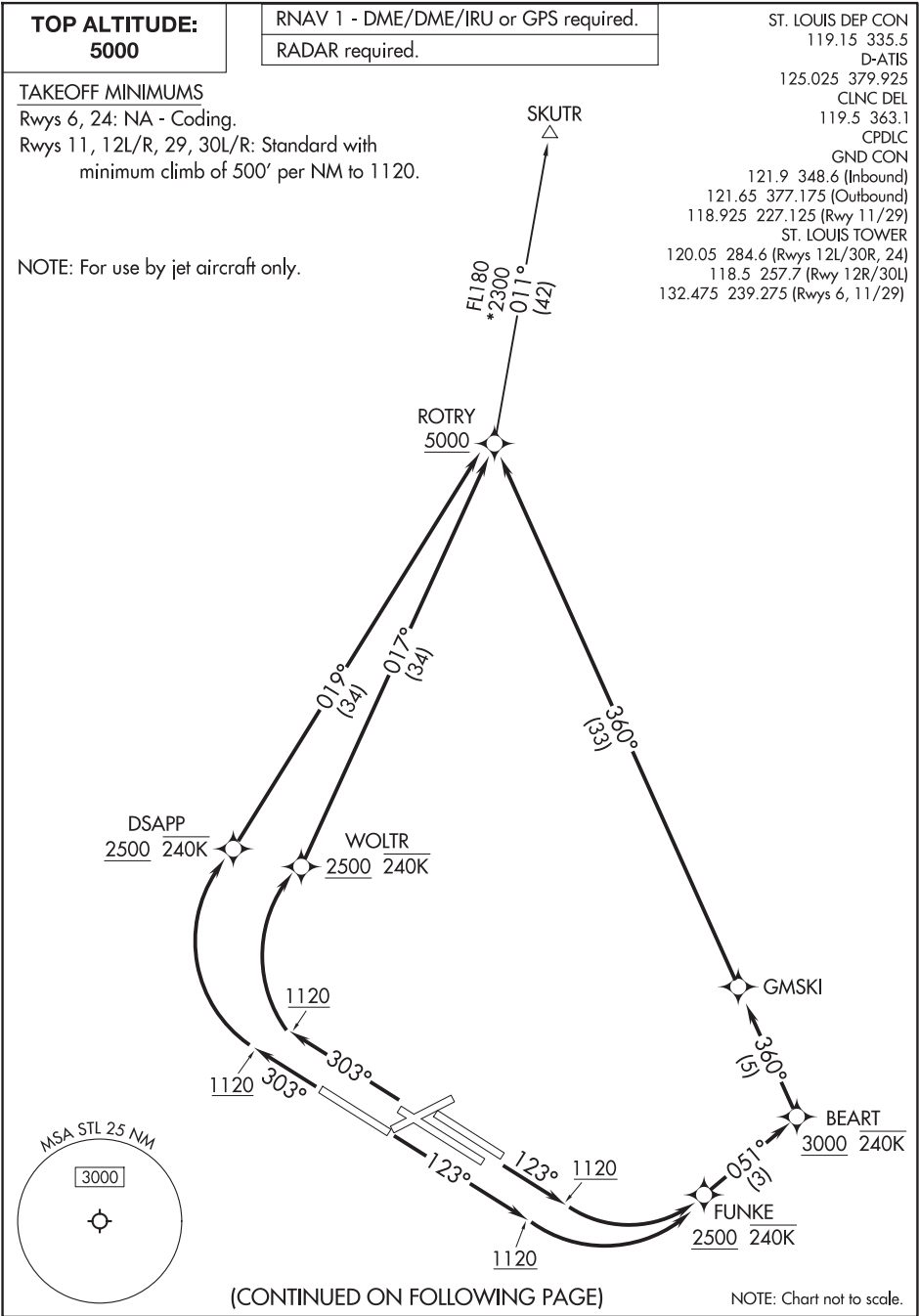
ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI



PLESS FIVE DEPARTURE

(PLESS5.PLESS) 17AUG17

ST. LOUIS, MISSOURI
ST LOUIS LAMBERT INTL (STL)



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

(ROTRY6.ROTRY) 25219

ROTRY SIX DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11, 12L/R: Climb on heading 123° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500 and at or below 240K, then on track 051° to cross BEART at or above 3000 and at or below 240K, then on depicted route to ROTRY, cross ROTRY at or above 5000, thence. . . .

TAKEOFF RUNWAY 29: Climb on heading 303° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500 and at or below 240K. Then on track 019° to ROTRY, cross ROTRY at or above 5000, thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb on heading 303° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500 and at or below 240K, then on track 017° to ROTRY, cross ROTRY at or above 5000, thence. . . .

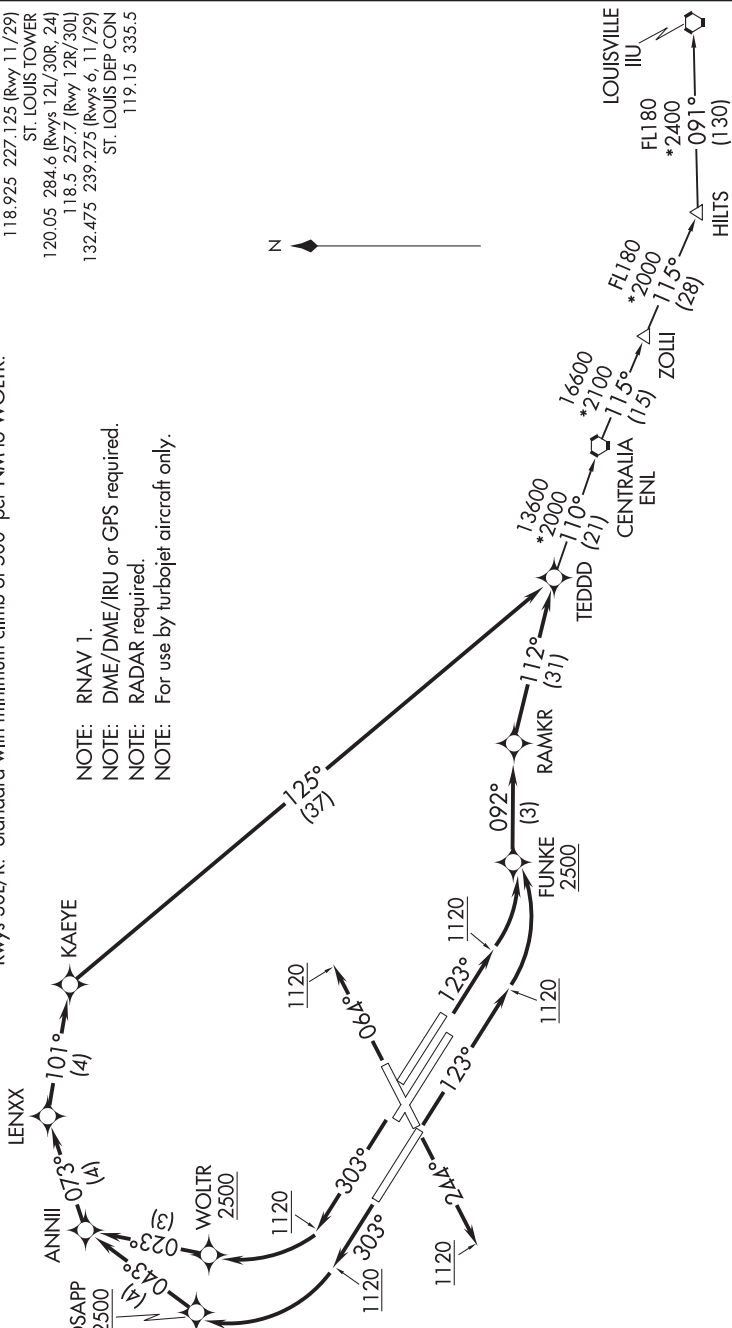
. . . . on transition. Maintain 5000, expect filed altitude 10 minutes after departure.

SKUTR TRANSITION (ROTRY6.SKUTR)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:
5000



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-3, 07 AUG 2025 to 02 OCT 2025

(TEDDD5.TEDDD) 18200

TEDDD FIVE DEPARTURE (RNAV)

AL-360 (FAA)

ST LOUIS LAMBERT INTL (STL)
ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 064° to 1120, then as assigned by ATC, expect RADAR vectors to TEDDD. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 244° to 1120, then as assigned by ATC, expect RADAR vectors to TEDDD. Thence. . . .

TAKEOFF RUNWAYS 11, 12L/R: Climb heading 123° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to TEDDD. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 303° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to TEDDD. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 303° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to TEDDD. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

HILTS TRANSITION (TEDDD5.HILTS)

LOUISVILLE TRANSITION (TEDDD5.IIU)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 064° to 1120, then on heading 064° or as assigned by ATC, expect RADAR vectors to WHRLI. Thence. . . .

TAKEOFF RUNWAY 24: Climb on heading 244° to 1120, then on heading 244° or as assigned by ATC, expect RADAR vectors to WHRLI. Thence. . . .

TAKEOFF RUNWAY 11: Climb on heading 123° to 1120, then direct, to cross LUUBE, at or above 2500, then on depicted route to WHRLI. Thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb on heading 123° to 1120, then direct, to cross HEFNR at or above 2500, then on depicted route to WHRLI. Thence. . . .

TAKEOFF RUNWAY 29: Climb on heading 303° to 1120, then direct, to cross HAGEE at or above 2500, then on depicted route to WHRLI. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb on heading 303° to 1120, then direct, to cross PYUNG at or above 2500, then on depicted route to WHRLI. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

MACON TRANSITION (WHRLI7.MCM)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 8R
SPIRIT OF ST LOUIS (SUS)

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

Procedure NA for arrivals on
FTZ VORTAC airway radials
095 CW 151.

ST. LOUIS
117.4 STL
Chan 121

SADEN
2400 to LOM
186°
(15.8)

LOCALIZER 110.55
I-SUS

LOM/IAF SNOOP
326 SU
RADAR

IAF FORISTELL
110.8 FTZ
Chan 45

MSA SU 25 NM
2300
3100

ELEV 463 D TDZE 462

ST. LOUIS, MISSOURI
Amdt 14C 06OCT22

SPIRIT OF ST LOUIS (SUS)
ILS or LOC RWY 8R

NC-3, 07 AUG 2025 to 02 OCT 2025

ST. LOUIS, MISSOURI

AL-5400 (FAA)

25219

LOC I-FZU 111.1	APP CRS 259°	Rwy Ldg TDZE 7005 462 Apt Elev 463
---------------------------	------------------------	--

ILS or LOC RWY 26L

SPIRIT OF ST LOUIS (SUS)

⚠ When local alimeter setting not received, use St Louis Lambert Intl alimeter setting:
⚠ increase S-ILS 26L DA to 705 feet; increase all MDAs 60 feet and S-LOC 26L visibility Cat C and D $\frac{1}{2}$ SM and Circling visibility C $\frac{1}{4}$ SM. For inop ALS, increase S-LOC 26L Cats C and D visibility to 1 $\frac{1}{2}$ SM. For inop ALS when using St Louis Lambert Intl alimeter setting, increase S-LOC 26L Cats C and D visibility to 2 SM. *RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using St Louis Lambert Intl alimeter setting).

MALSR



MISSED APPROACH:
 Climb to 2400 then right turn direct FTZ VORTAC and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95
----------------------	---	---	-------------------------	--------------------------	---	-------------------------

MISSED APCH FIX

FORISTELL
 FTZ **110.8**
 Chan 45

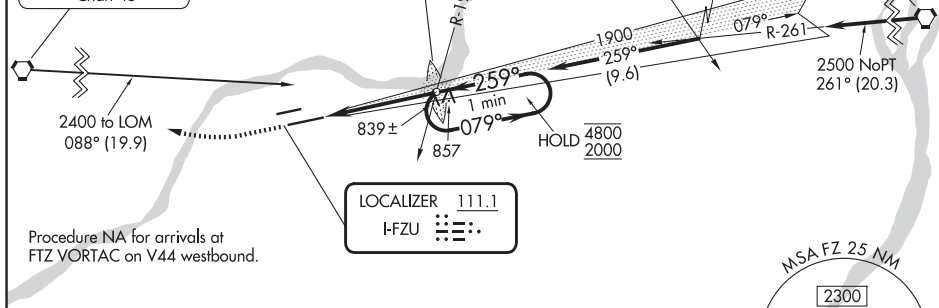
Procedure NA for arrival on STL VORTAC
 airway radials 170 CW 224.

ST. LOUIS
 117.4 STL **117.4**
 Chan 121

Procedure NA for arrivals at TOY VORTAC
 on V88 northeast bound.

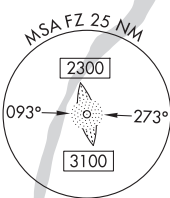
IAF TROY
 116.0 TOY **116.0**
 Chan 107

FORISTELL
 110.8 FTZ **110.8**
 Chan 45

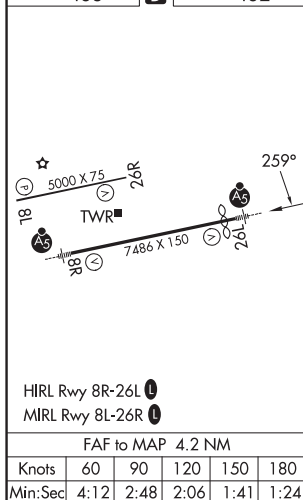


Procedure NA for arrivals at
 FTZ VORTAC on V44 westbound.

LOCALIZER **111.1**
 I-FZU **111.1**



ELEV 463	D	TDZE 462
-----------------	----------	-----------------



ST. LOUIS, MISSOURI

Orig-F 25JAN24

38°40'N-90°39'W

SPIRIT OF ST LOUIS (SUS)

ILS or LOC RWY 26L

2400

FTZ

FZ LOM

EAVES INT

1871

One Minute Holding Pattern

079°

4800

259°

2000

1900

GS 3.00°

TCH 55

4.2 NM

CATEGORY	A	B	C	D
S-ILS 26L *	662/24 200 (200-½)			
S-LOC 26L	1140/24 678 (700-½)		1140-1½ 678 (700-1½)	
CIRCLING	1140-1 677 (700-1)		1180-2 717 (800-2) 1360-3 897 (900-3)	

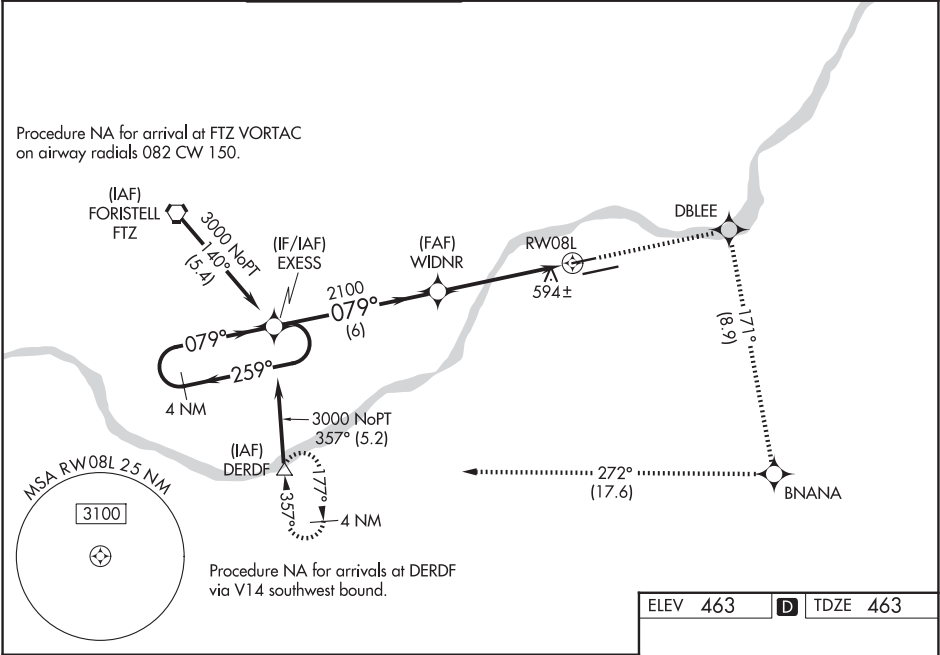
NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99414 W08A	APP CRS 079°	Rwy Ldg TDZE 463 Apt Elev 463
--	------------------------	---

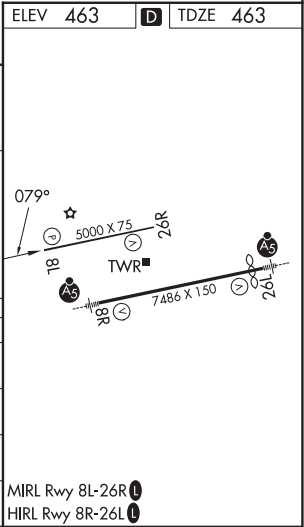
RNAV (GPS) RWY 8L

SPIRIT OF ST LOUIS (SUS)

RNP APCH - GPS.					MISSED APPROACH: Climb to 3000 direct DBLEE and right turn on track 171° to BNANA and right turn on track 272° to DERDF and hold.	
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using St Louis Lambert Intl altimeter setting. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase LPV DA to 912, LNAV/VNAV DA to 1132 and all MDA 60 feet, increase LPV all Cats visibility to 1½ miles.						
ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75(CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95



4 NM Holding Pattern		3000	DBLEE	BNANA	DERDF
GP 3.00° TCH 41		EXCESS	WIDNR	RW08L	
3000 ← 259° 079° →		2100	2100	1.7 NM to RW08L	
		6 NM	3.3 NM	1.7 NM	
CATEGORY	A	B	C	D	
LPV DA	855-1⅓	392 (400-1⅓)	NA	NA	
LNAV/VNAV DA	1075-2½	612 (700-2½)	NA	NA	
LNAV MDA	1040-1	577 (600-1)	NA	NA	
CIRCLING	1100-1 637 (700-1)	1140-1 677 (700-1)	NA	NA	



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ST. LOUIS, MISSOURI

AL-5400 (FAA)

25219

WAAS CH 61114 W08B	APP CRS 079°	Rwy Ldg TDZE 462 Apt Elev 463
--	------------------------	---

RNAV (GPS) RWY 8R

SPIRIT OF ST LOUIS (SUS)

RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

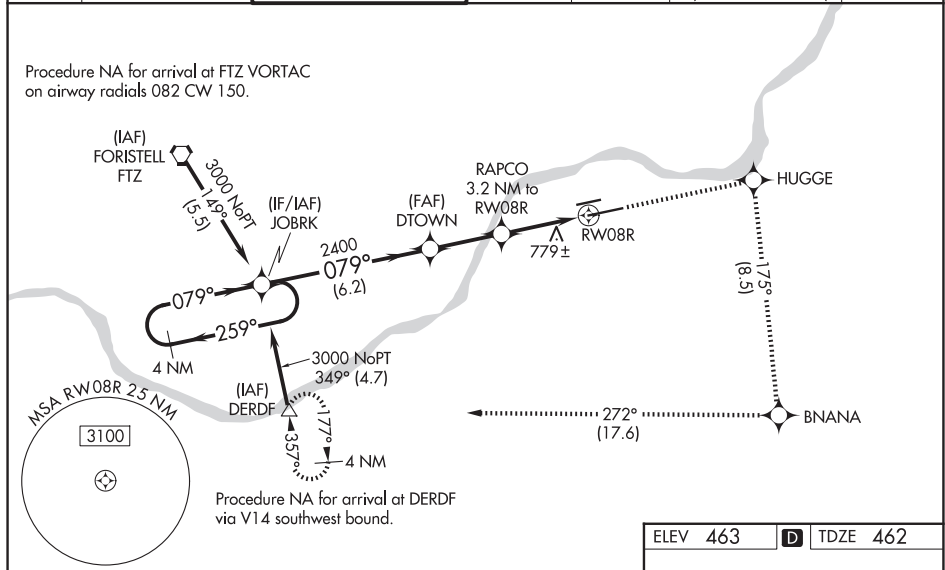
▲ Baro-VNAV and VDP NA when using St Louis Lambert Intl altimeter setting. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase visibility LNAV/VNAV all Cats and LNAV Cats C/D ½ mile, and Circling Cat C ¼ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 2½ mile and LNAV Cats C/D visibility to 1½ mile. For inop MALSR when using St Louis Lambert Intl altimeter setting, increase LNAV Cats C/D visibility to 1¾ mile.

RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using St Louis Lambert Intl altimeter setting.

MALSR

MISSED APPROACH:
Climb to 3000 direct HUGGE and right turn on track 175° to BNANA and right turn on track 272° to DERDF and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95
----------------------	---	---	-------------------------	--------------------------	---	-------------------------



4 NM Holding Pattern		3000	HUGGE	BNANA	DERDF
GP 3.00° TCH 55		DTOWN	RAPCO	*LNAV only	
3000 ← 259° → 079°		2400	3.2 NM to RW08R	*1.6 NM to RW08R	
2400				RW08R	
6.2 NM		2.6 NM	1.6 NM	1.6 NM	
CATEGORY	A	B	C	D	
LPV DA#	662/24		200 (200-½)		
LNAV/VNAV DA	1129-1⅞		667 (700-1⅞)		
LNAV MDA	1040/24		1040-1¼ 578 (600-1¼)		
CIRCLING	1100-1 637 (700-1)	1140-1 677 (700-1)	1160-2 697 (700-2)	1360-3 897 (900-3)	

ELEV 463 **D** TDZE 462

MIRL Rwy 8L-26R **1**
HIRL Rwy 8R-26L **1**

ST. LOUIS, MISSOURI

Orig-D 06OCT22

38°40'N-90°39'W

SPIRIT OF ST LOUIS (SUS)

RNAV (GPS) RWY 8R

WAAS CH 81914 W26B	APP CRS 259°	Rwy Ldg TDZE 462 Apt Elev 463
--	------------------------	---

RNAV (GPS) RWY 26L

SPIRIT OF ST LOUIS (SUS)

RNP APCH - GPS.

▼

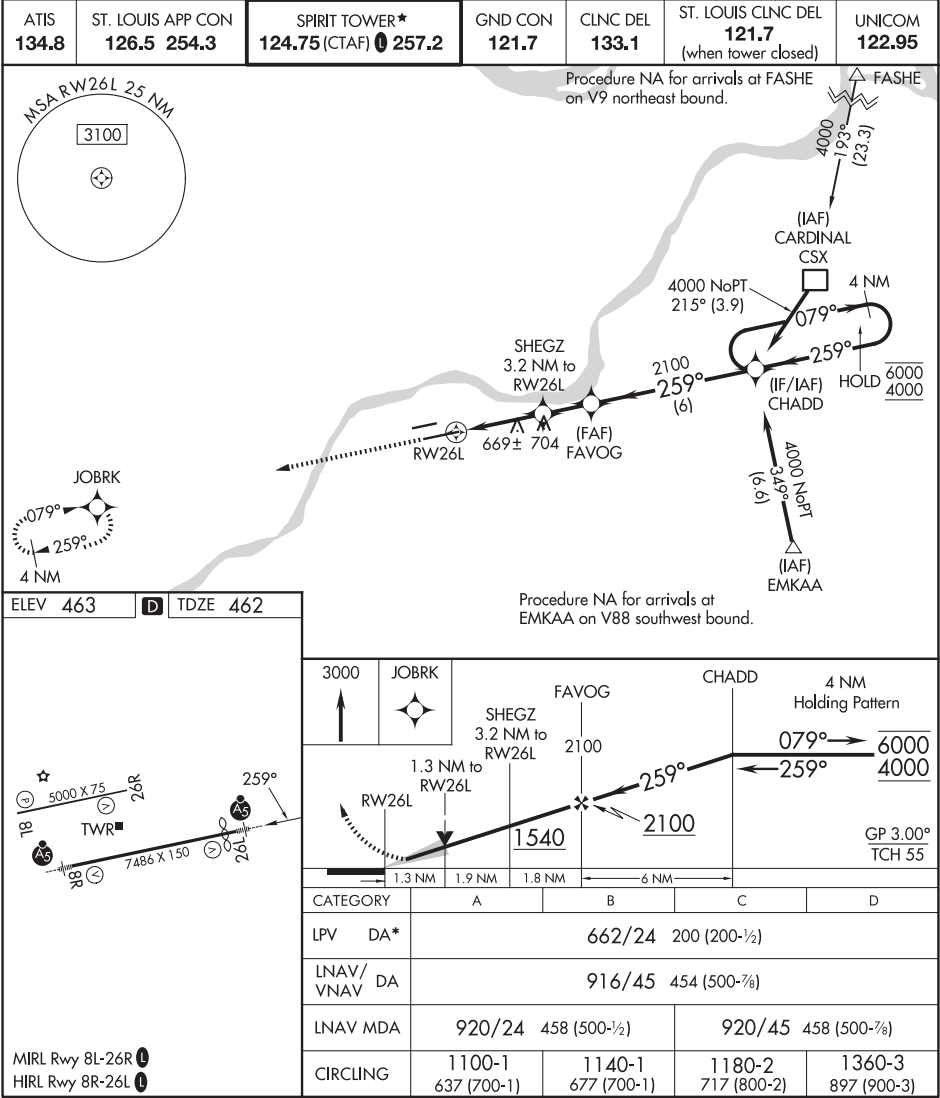
▲

Baro-VNAV and VDP NA when using St Louis Lambert Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS when using St Louis Lambert Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1 3⁄8 SM and LNAV Cat C and D to 1 3⁄8 SM. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting: increase LPV DA to 705 feet; increase LNAV/VNAV DA to 959 feet and all visibilities to RVR 5000; increase all MDAs 60 feet and LNAV visibility Cat C/D to RVR 5500 and Circling visibility Cat C 1⁄4 SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using St Louis Lambert Intl altimeter setting).

MALSR

MISSED APPROACH:
Climb to 3000 direct
JOBRK and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95
----------------------	---	--	-------------------------	--------------------------	---	-------------------------



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ST. LOUIS, MISSOURI

AL-5400 (FAA)

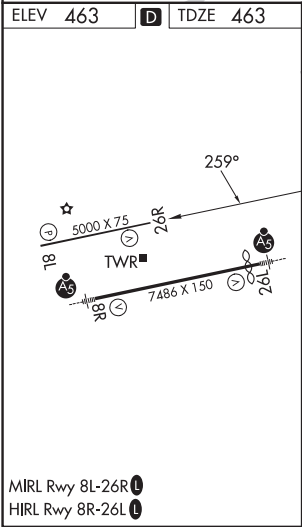
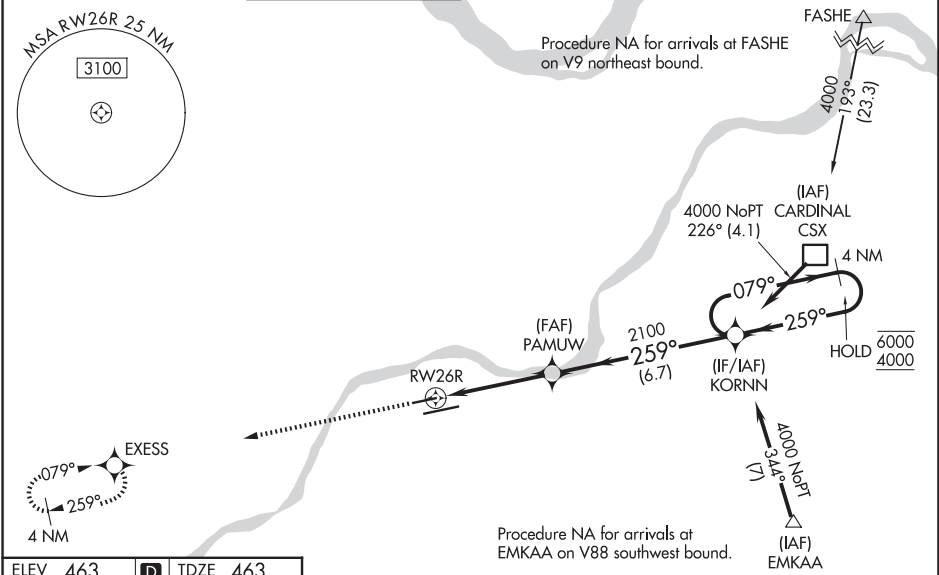
25219

WAAS CH 97414 W26A	APP CRS 259°	Rwy Ldg TDZE 463 Apt Elev 463
--	------------------------	---

RNAV (GPS) RWY 26R

SPIRIT OF ST LOUIS (SUS)

RNP APCH - GPS.					MISSED APPROACH: Climb to 3000 direct EXCESS and hold.	
<div><div><div></div><div></div></div><div>Baro-VNAV and VDP NA when using St Louis Lambert Intl altimeter setting. Rwy 26R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting: increase LPV DA to 798 feet and all visibilities ½ SM, increase LNAV/VNAV DA to 823 feet and all visibilities ½ SM; increase all MDAs 60 feet.</div></div>						
ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95



3000

↑

EXESS

✦

PAMUW

2100

1.2 NM to RW26R

1.2 NM

3.1 NM

6.7 NM

KORNN

4 NM Holding Pattern

079° → 6000

← 259° 4000

259°

2100

GP 3.50°

TCH 47

RW26R

2100

CATEGORY	A	B	C	D
LPV DA	755-7/8 292 (300-7/8)		NA	
LNAV/VNAV DA	780-7/8 317 (400-7/8)		NA	
LNAV MDA	940-1 477 (500-1)		NA	
CIRCLING	1100-1 637 (700-1)	1140-1 677 (700-1)	NA	

ST. LOUIS, MISSOURI
Amdt 1B 25JAN24

38°40'N-90°39'W

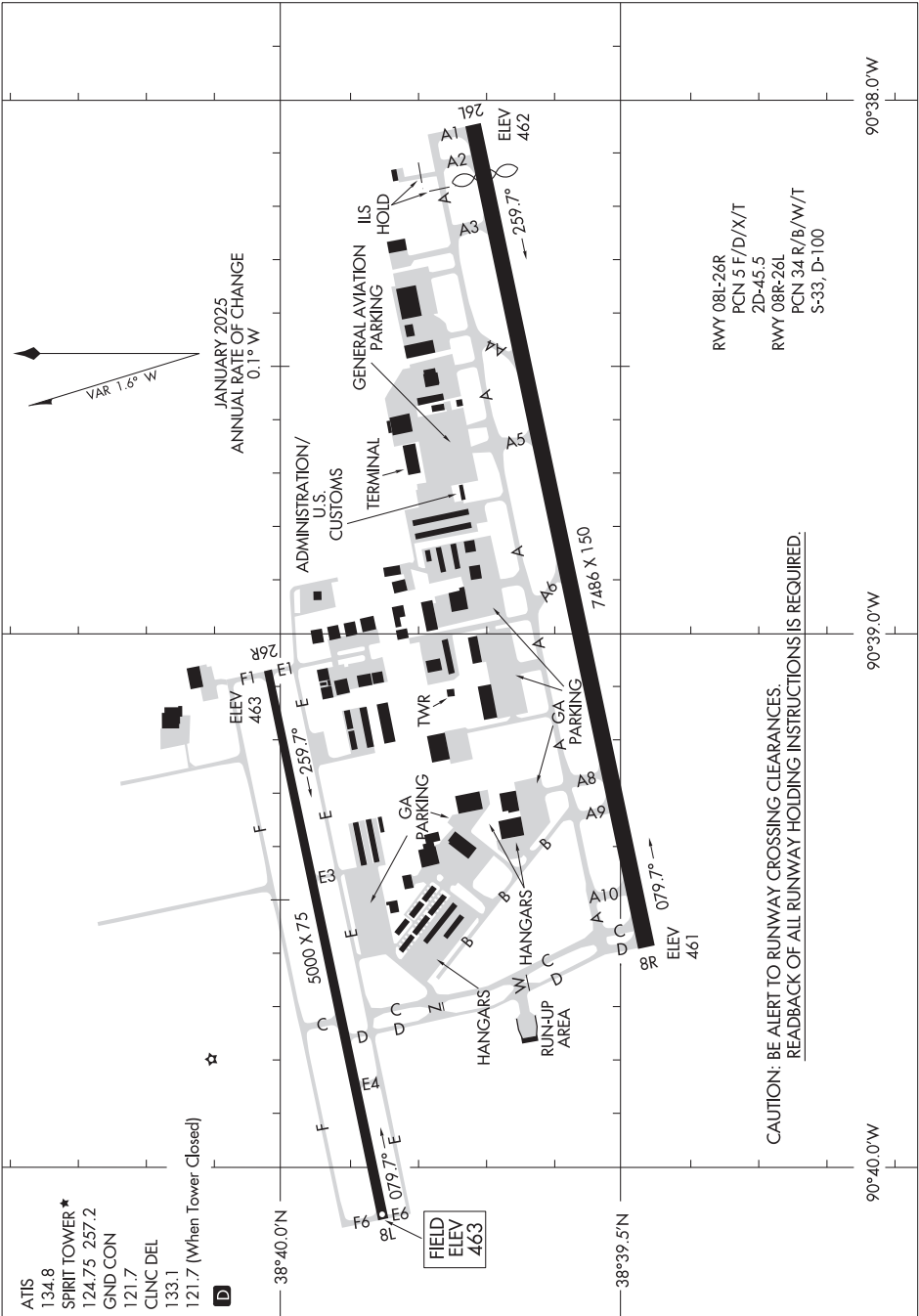
SPIRIT OF ST LOUIS (SUS)

RNAV (GPS) RWY 26R

NC-3, 07 AUG 2025 to 02 OCT 2025

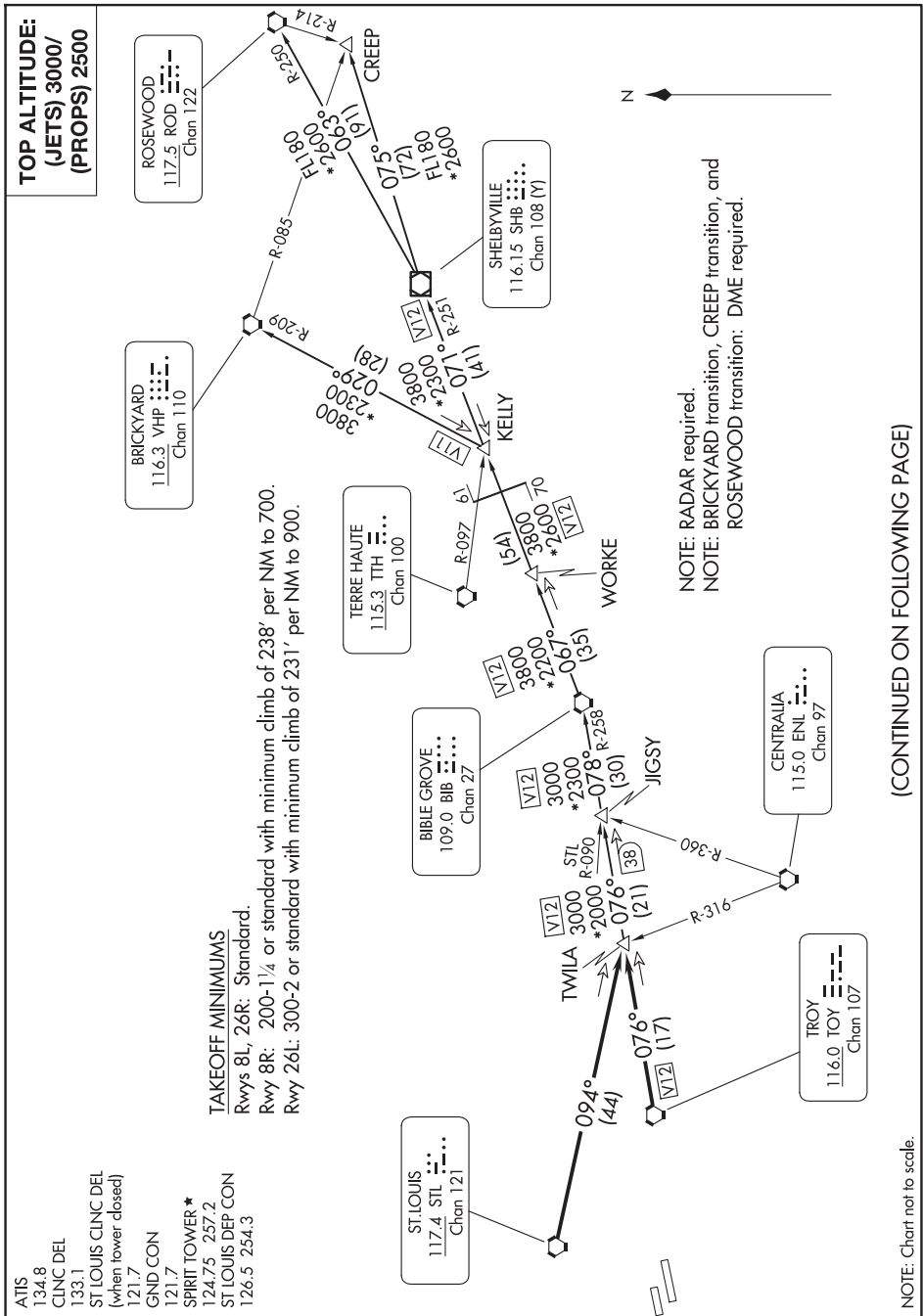
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



(CONTINUED ON FOLLOWING PAGE)

NC-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route.

JETS: Maintain 3000 or assigned altitude, thence. . . .

PROPS: Maintain 2500 or assigned altitude, thence. . . .

. . . .from over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY1.BIB): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY1.VHP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY1.CREEP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP.

JIGSY TRANSITION (GATWY1.JIGSY): From over TWILA on TOY R-076 to JIGSY.

ROSEWOOD TRANSITION (GATWY1.ROD): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

(LINDY8.STL) 24025

LINDBERGH EIGHT DEPARTURE

AL-5400 (FAA)

SPIRIT OF ST LOUIS (STLS)
ST. LOUIS, MISSOURI

ATIS
134.8
CLNC DEL
133.1
CLNC DEL
121.7 (when twr closed)
GND CON
121.7
SPIRIT TOWER ★
124.75 257.2
ST LOUIS DEP CON
126.5 254.3

TOP ALTITUDE:
(JETS) 3000/(PROPS) 2500

ST. LOUIS
117.4 STL
Chan 121

VICHY
117.7 VIH
Chan 124

TAKEOFF MINIMUMS

Rwys 8L, 26R: Standard.

Rwy 8R: 200-1¼ or standard with minimum
climb of 238' per NM to 700.

Rwy 26L: 300-2 or standard with minimum
climb of 231' per NM to 900.

NOTE: DME and RADAR required.

LITTLE ROCK
113.9 LIT
Chan 86

WALNUT RIDGE
114.5 ARG
Chan 92

FARMINGTON
115.7 FAM
Chan 104

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LINDBERGH EIGHT DEPARTURE

(LINDY8.STL) 17JUN21

ST. LOUIS, MISSOURI
SPIRIT OF ST LOUIS (STLS)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route.

JETS: Maintain 3000 or assigned altitude, thence

PROPS: Maintain 2500 or assigned altitude, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY8.LIT): From over STL VORTAC on STL R-198 to TWRAY, then on STL R-198 and LIT R-013 to LIT VORTAC.

MYERZ TRANSITION (LINDY8.MYERZ): From over STL VORTAC on STL R-184 to MYERZ.

VICHY TRANSITION (LINDY8.VIH): From over STL VORTAC on STL R-229 to KLAIR, then on VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY8.ARG): From over STL VORTAC on STL R-184 to MYERZ, then on ARG R-008 to ARG VORTAC.

NC-3, 07 AUG 2025 to 02 OCT 2025

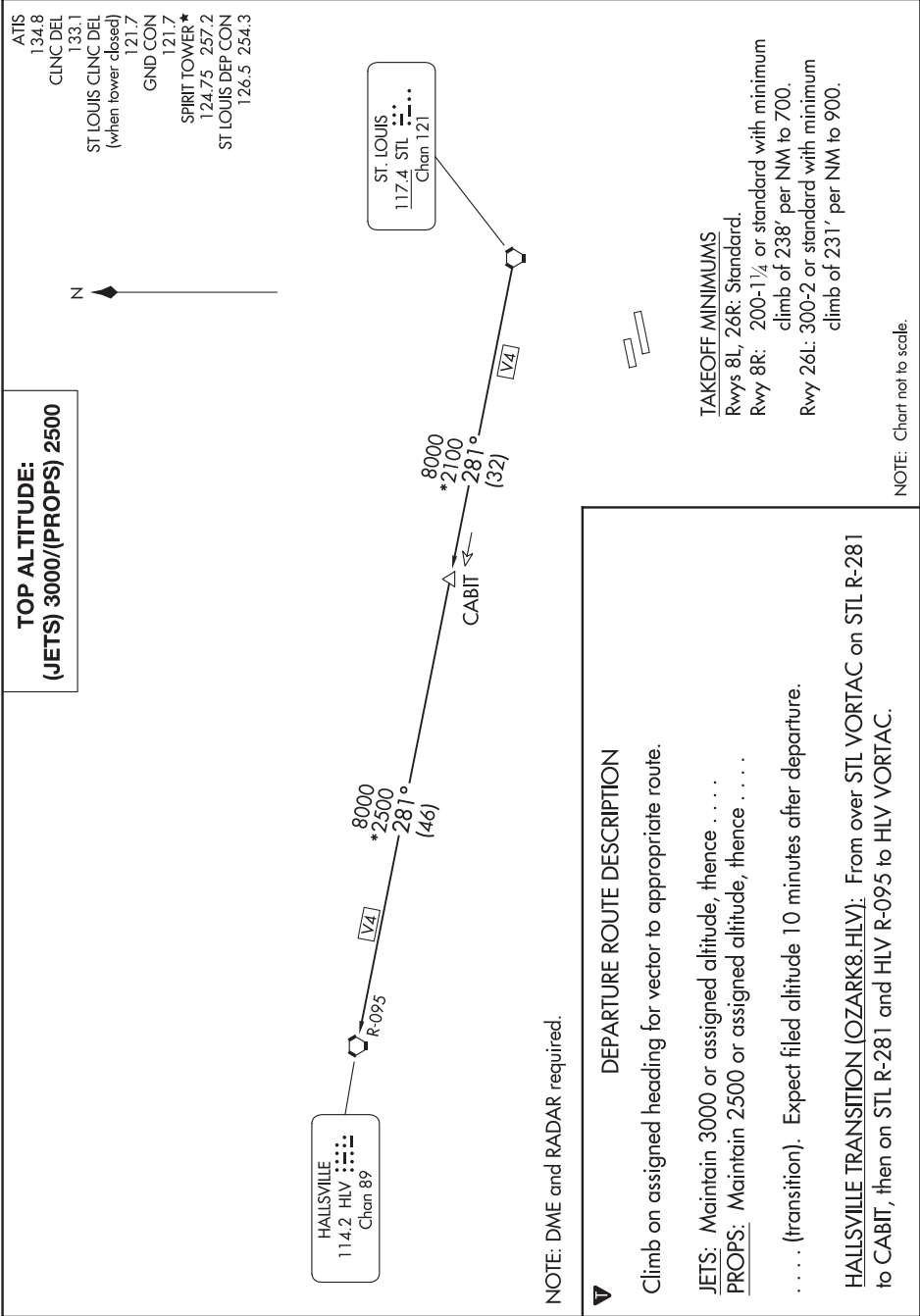
NC-3, 07 AUG 2025 to 02 OCT 2025

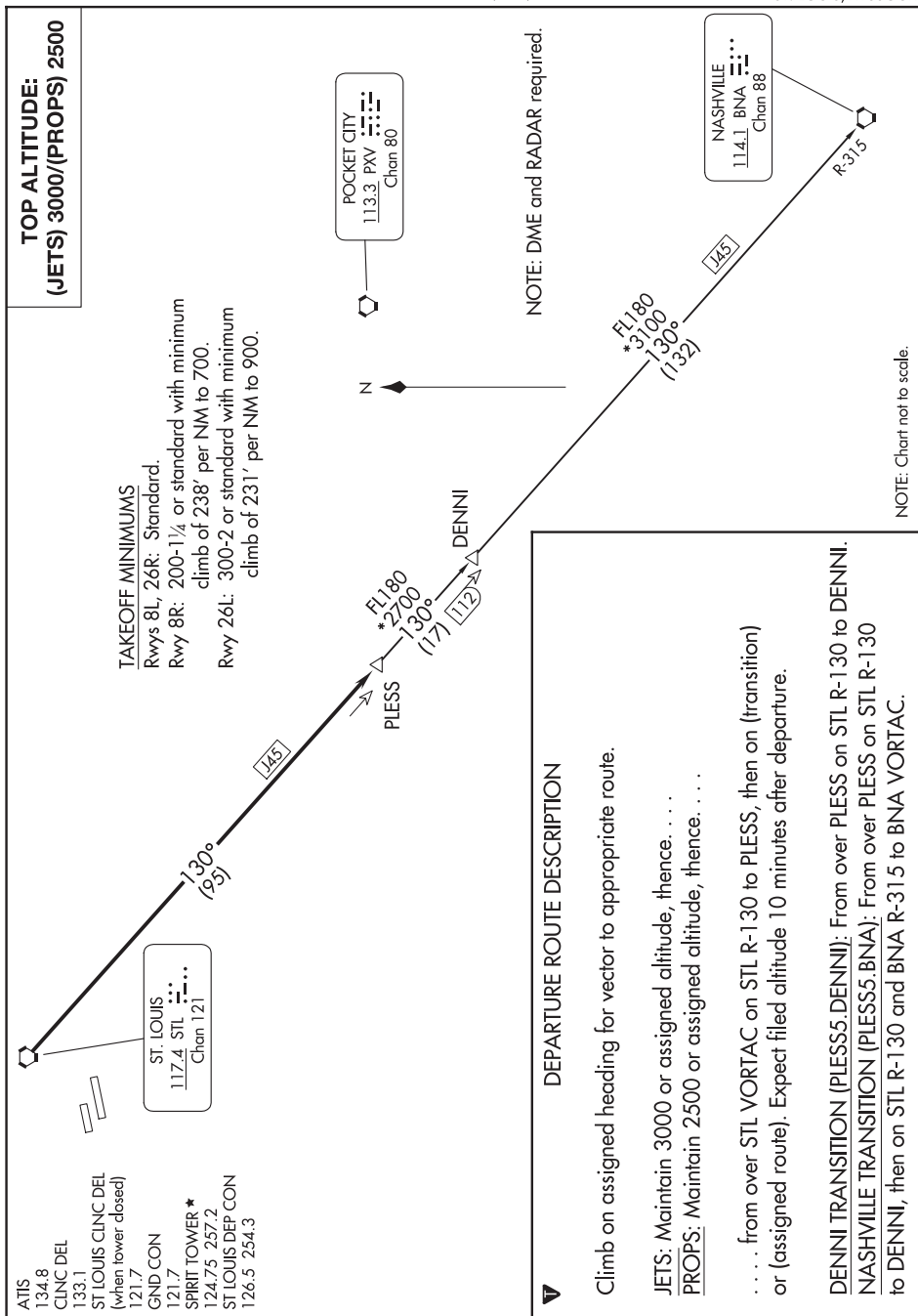
(OZARK8.STL) 24025

OZARK EIGHT DEPARTURE

AL-5400 (FAA)

SPIRIT OF ST LOUIS (STLS)
ST. LOUIS, MISSOURI





PLEASE FIVE DEPARTURE

(PLESS5.PLESS) 17AUG17

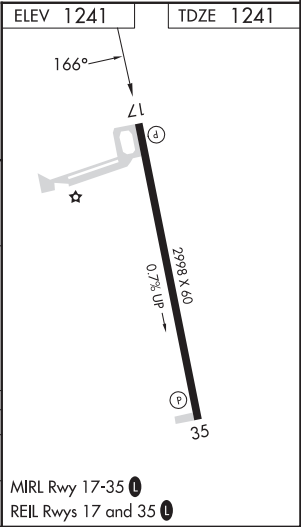
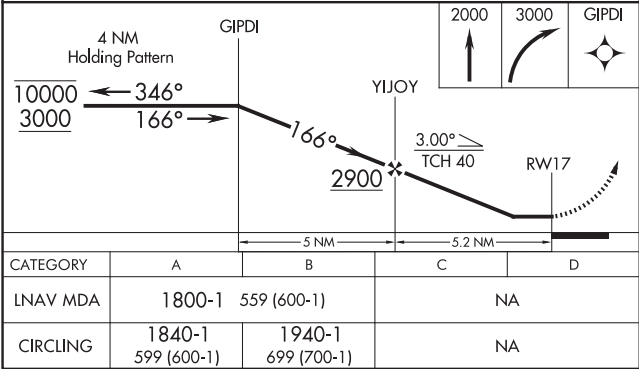
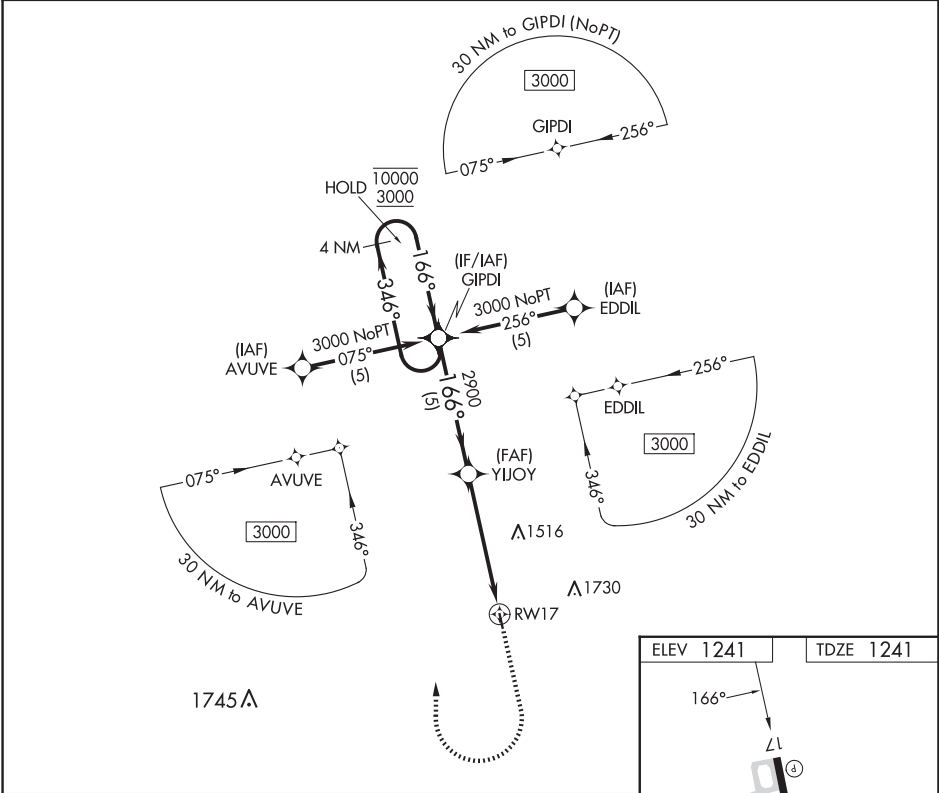
ST. LOUIS, MISSOURI
SPIRIT OF ST LOUIS (SUS)

APP CRS	Rwy Idg	2998
166°	TDZE	1241
	Apt Elev	1241

RNAV (GPS) RWY 17

SALEM MEML (K33)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GIPDI and hold.
NA	Rwy 17 helicopter visibility reduction below 3/4 SM NA. When VIH altimeter setting not received, procedure NA. Use VIH altimeter setting.	
VIH ASOS 119.025	KANSAS CITY CENTER 128.35 284.675	CTAF 122.9



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

SEDALIA, MISSOURI

AL-5584 (FAA)

19171

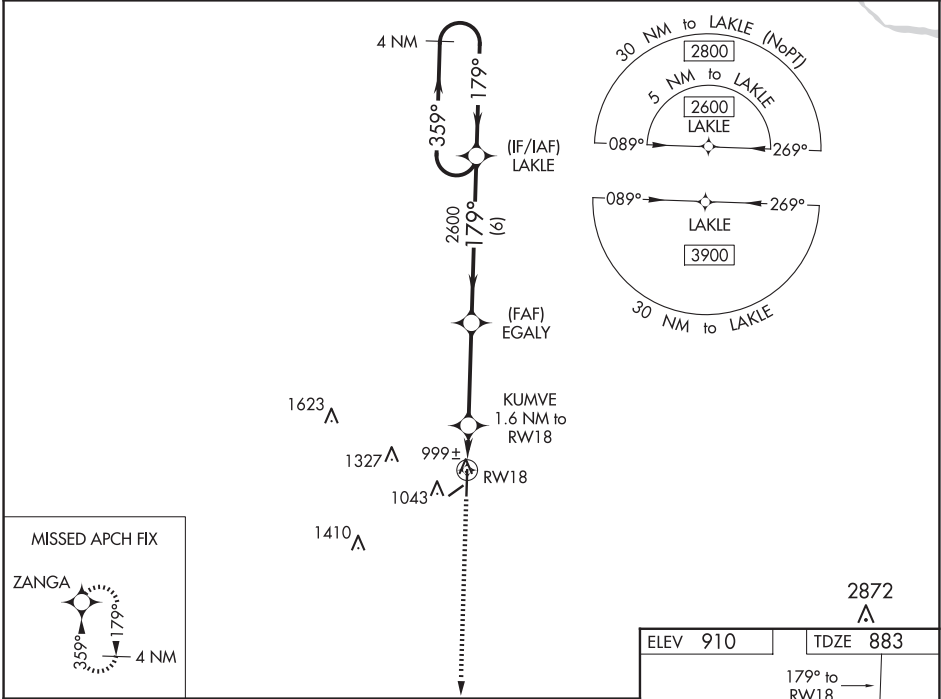
WAAS CH 61133 W18A	APP CRS 179°	Rwy Idg 5500 TDZE 883 Apt Elev 910
--	------------------------	---

RNAV (GPS) RWY 18
SEDALIA RGNL (DMO)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Whiteman AFB altimeter setting: increase all DA 46 feet and LNAV/VNAV visibility 1/8 mile; increase all MDA 60 feet and Cats C and D visibilities 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Whiteman AFB altimeter setting. Night Landing Rwy 5, 23 NA.

MISSED APPROACH:
Climb to 2600 direct ZANGA and hold.

ASOS 120.525	WHITEMAN APP CON* 127.45 284.0	UNICOM 122.8 (CTAF) ①
------------------------	--	---------------------------------



2600

ZANGA

*LNAV only

KUMVE 1.6 NM to RW18

EGALY 2600

LAKLE 4 NM Holding Pattern

2600

GP 3.00° TCH 37

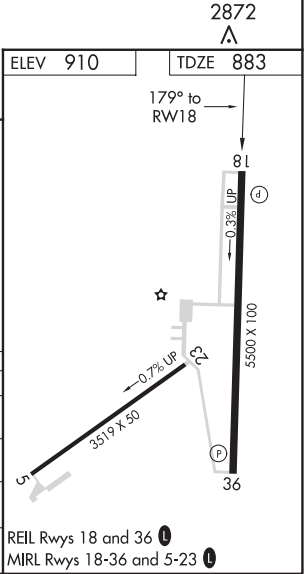
1 NM

0.6

3.7 NM

6 NM

CATEGORY	A	B	C	D
LPV DA		1133-1	250 (300-1)	
LNAV/VNAV DA		1155-1	272 (300-1)	
LNAV MDA		1260-1	377 (400-1)	
CIRCLING	1360-1 450 (500-1)	1460-1 550 (600-1)	1640-2 730 (800-2)	1640-2¼ 730 (800-2¼)



SEDALIA, MISSOURI
Amdt 2A 29MAY14

38°42'N-93°11'W

SEDALIA RGNL (DMO)
RNAV (GPS) RWY 18

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 60913 W36A	APP CRS 359°	Rwy Idg 5500 TDZE 902 Apt Elev 910
--	------------------------	---

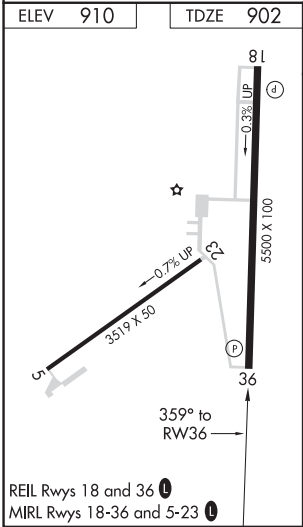
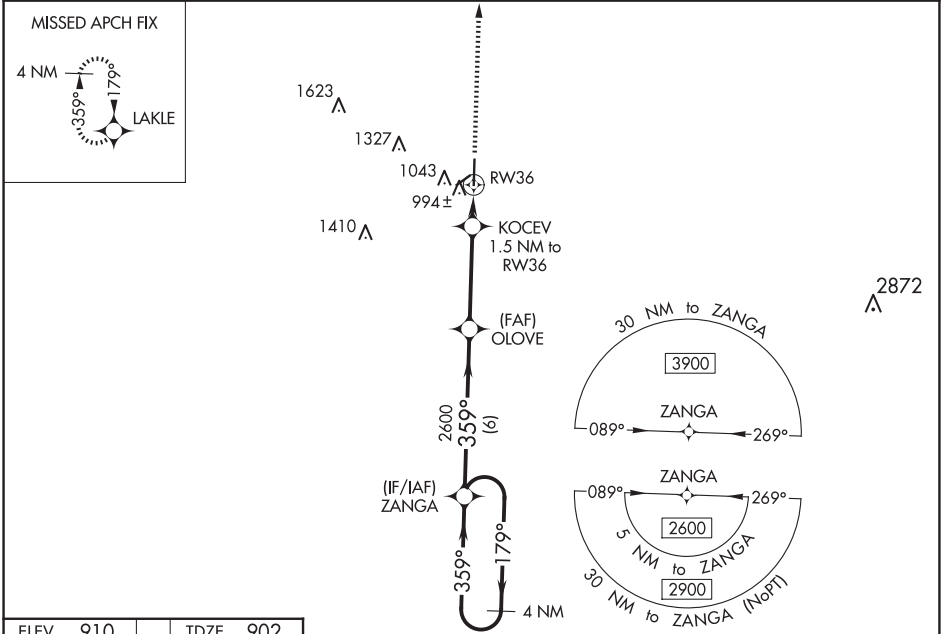
RNAV (GPS) RWY 36

SEDALIA RGNL (DMO)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Whiteman AFB altimeter setting: increase all DA 46 feet; increase all MDA 60 feet and LNAV visibility Cats C/D 1/8 mile, Circling Cats C/D 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Whiteman AFB altimeter setting. Helicopter visibility reduction below 3/4 SM NA. Night Landing Rwy 5, 23 NA.

MISSED APPROACH:
Climb to 2600 direct LAKLE and hold.

ASOS 120.525	WHITEMAN APP CON * 127.45 284.0	UNICOM 122.8 (CTAF) 0
------------------------	---	---------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).

4 NM Holding Pattern ZANGA

2600 ← 179° 359° → 2600

GP 3.00° TCH 45

6 NM 3.7 NM 1.5

2600 OLOVE

KOCEV 1.5 NM to RW36

*1420

RW36

*LNAV only

CATEGORY	A	B	C	D
LPV DA	1152-1	250 (300-1)		
LNAV/ VNAV DA	1155-1	253 (300-1)		
LNAV MDA	1260-1	358 (400-1)		
C CIRCLING	1360-1 450 (500-1)	1460-1 550 (600-1)	1640-2 730 (800-2)	1640-2 1/4 730 (800-2 1/4)

RNAV (GPS) RWY 36

SHELDON, IOWA

AL-5712 (FAA)

22027

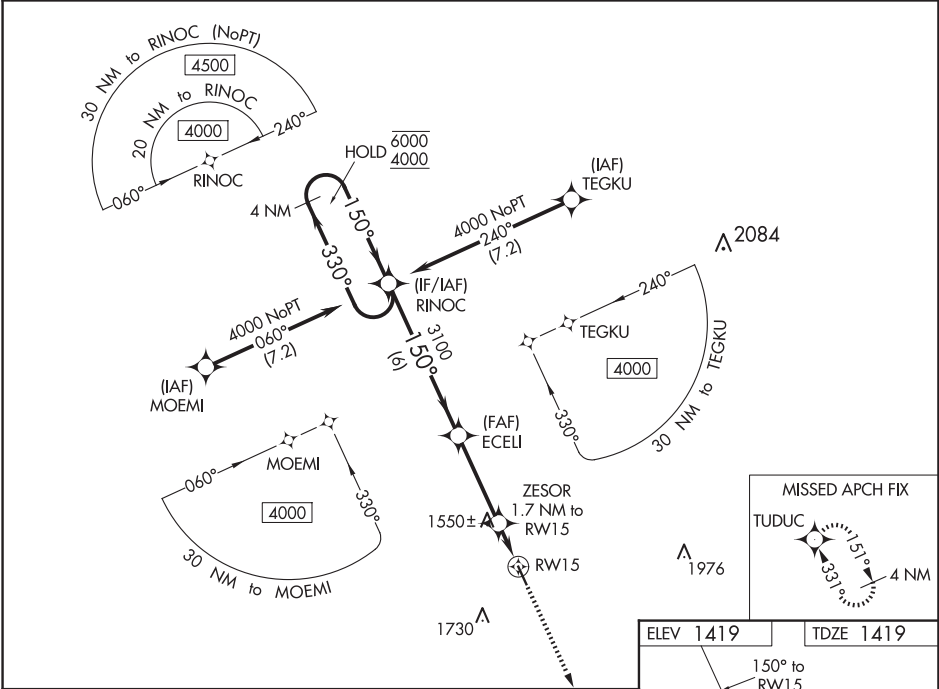
WAAS CH 45828 W15A	APP CRS 150°	Rwy Idg TDZE 1419 Apt Elev 1419
--	------------------------	---


RNAV (GPS) RWY 15

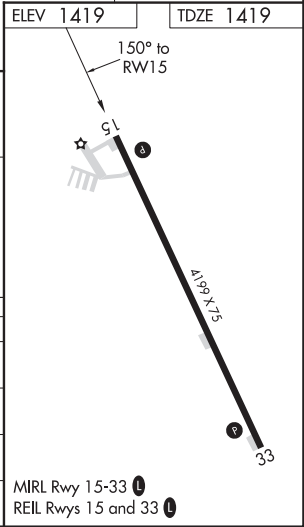
SHELDON RGNL (SHL)

RNP APCH-GPS.	MISSED APPROACH: Climb to 4000 direct TUDUC and hold, continue climb-in-hold to 4000.
<div><div></div><div>Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C or above 54°C.</div></div>	

AWOS-3 119.775	MINNEAPOLIS CENTER 125.025 235.625	UNICOM 122.8 (CTAF) ①
--------------------------	--	---------------------------------



4 NM Holding Pattern				RINOC	ECELI	ZESOR 1.7 NM to RW15	4000 ↑	TUDUC 
6000 ← 330°	4000 → 150°		150°	3100	3100	2000	1.1 NM to RW15	↓
GP 3.00°	TCH 40		6 NM	3.5 NM	0.6	1.1	RW15 ↗	
CATEGORY	A	B	C	D				
LPV DA	1669-1 250 (300-1)				NA			
LNAV/ VNAV DA	1765-1 346 (400-1)				NA			
LNAV MDA	1800-1	381 (400-1)	1800-1½ 381 (400-1½)	NA				
CIRCLING	1820-1 401 (500-1)	1920-1 501 (600-1)	2080-1¾ 661 (700-1¾)	NA				



SHELDON, IOWA
Amdt 2 27JAN22

43°13'N-95°50'W

SHELDON RGNL (SHL)

RNAV (GPS) RWY 15

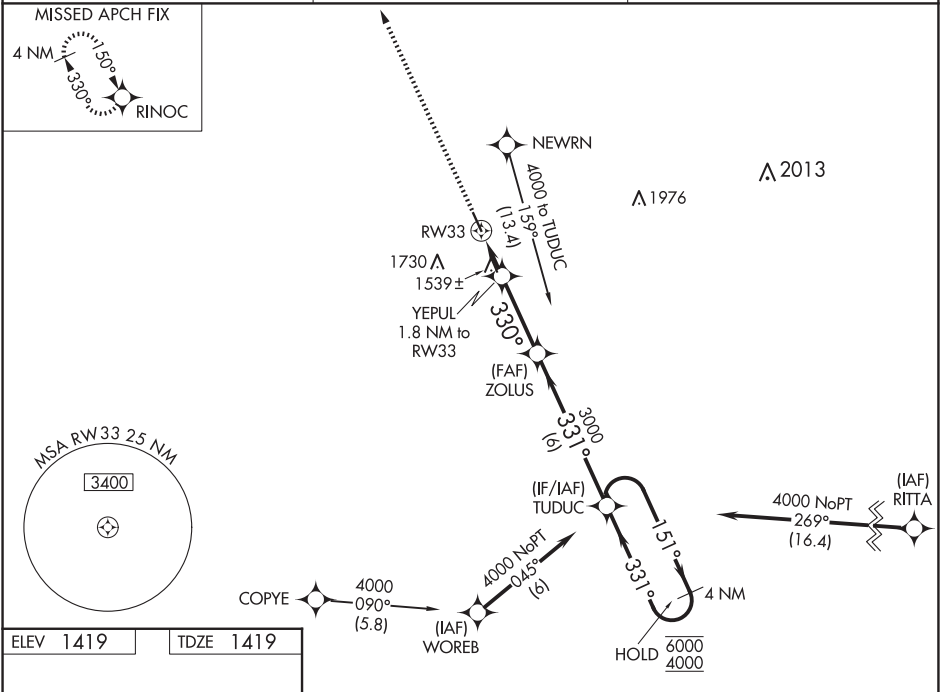
WAAS CH 82128 W33A	APP CRS 330°	Rwy Idg TDZE Apt Elev	4199 1419 1419
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 33

SHELDON RGNL (SHL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4000 direct RINOC and hold.
Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

AWOS-3 119.775	MINNEAPOLIS CENTER 125.025 235.625	UNICOM 122.8 (CTAF)
--------------------------	--	-------------------------------



4000	RINOC	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
4000	YEPUL 1.8 NM to RW33	ZOLUS 3000	TUDUC 4 NM Holding Pattern	151° → 6000 ← 331° 4000	
1.1 NM to RW33	1.1 NM to RW33	330°	331°	GP 3.00° TCH 44	
1.1	0.7	3.1 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA	1718-1 299 (300-1)			NA	
LNAV/VNAV DA	1696-1 277 (300-1)			NA	
LNAV MDA	1800-1	381 (400-1)	1800-1 $\frac{1}{8}$ 381 (400-1 $\frac{1}{8}$)	NA	
CIRCLING	1820-1 401 (500-1)	1920-1 501 (600-1)	2080-1 $\frac{3}{4}$ 661 (700-1 $\frac{3}{4}$)	NA	

SHENANDOAH, IOWA

AL-5325 (FAA)

23222

WAAS CH 63101 W04A	APP CRS 038°	Rwy Idg TDZE 967 Apt Elev 971
--	------------------------	---

RNAV (GPS) RWY 4 SHENANDOAH MUNI (SDA)

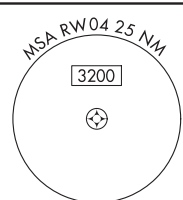
RNP APCH.

⚠ Circling Rwy 30 NA at night. VDP NA when using Clarinda altimeter setting. Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Clarinda altimeter setting: increase DA to 1275 feet; increase all MDAs 60 feet.

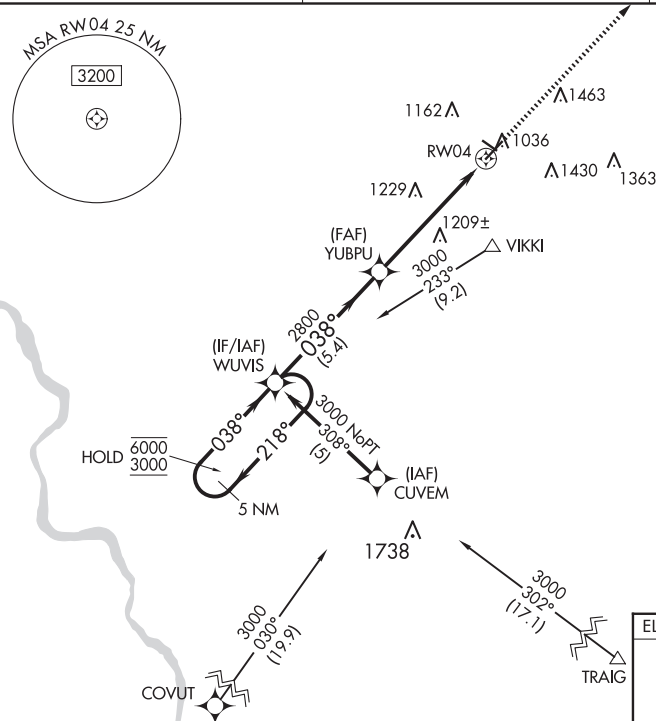
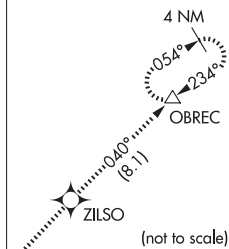
MISSED APPROACH: Climb to 3000 direct ZILSO and on track 040° to OBREC and hold.

 AWOS-3
125.525

 OMAHA APP CON
124.5 263.0

 UNICOM
122.8 (CTAF) ①


MISSED APCH FIX



ELEV 971

TDZE 967

 VGSI and RNAV glidepath not coincident
 (VGSI Angle 3.00/TCH 35).
 

5 NM Holding Pattern

6000
3000218°
038°

038°

038°

2800

YUBPU

*1.4 NM to RWY04

RWY04

*LNAV only

5.4 NM

4.2 NM

1.4 NM

GP 3.00°
TCH 40

CATEGORY

A

B

C

D

LPV

DA

1230-1

263 (300-1)

NA

LNAV MDA

1460-1

493 (500-1)

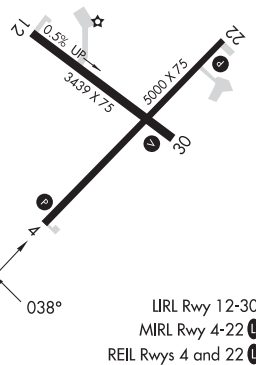
NA

CIRCLING

1520-1

549 (600-1)

NA



SHENANDOAH, IOWA

Orig-C 20MAY21

40°45'N-95°25'W

SHENANDOAH MUNI (SDA) **RNAV (GPS) RWY 4**

NC-3, 07 AUG 2025 to 02 OCT 2025

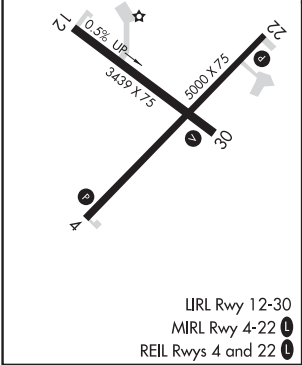
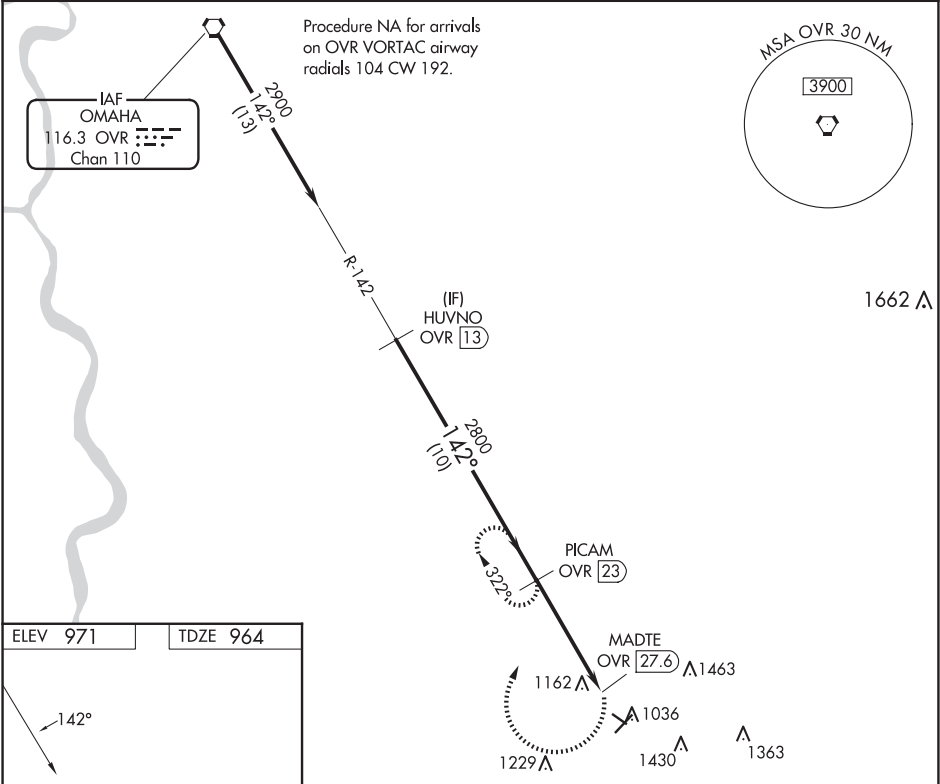
NC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC OVR 116.3 Chan 110	APP CRS 142°	Rwy Idg TDZE 964 Apt Elev 971	3439
---	------------------------	---	-------------

VOR/DME RWY 12
SHENANDOAH MUNI (SDA)

<p>⚠ Rwy 12 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Clarinda altimeter setting and increase all MDA 60 feet. Circling Rwy 30 NA at night.</p>	<p>MISSED APPROACH: Climbing right turn to 2800 on OVR VORTAC R-142 to PICAM/OVR 23 DME and hold.</p>
--	---

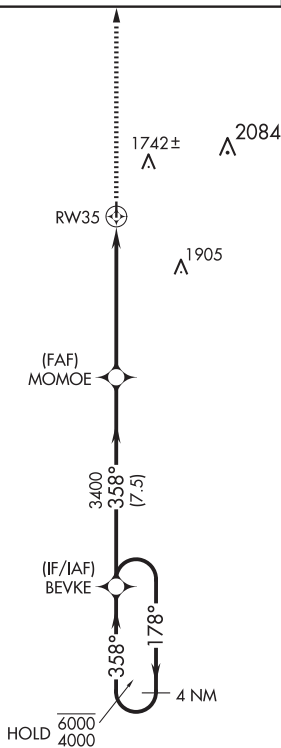
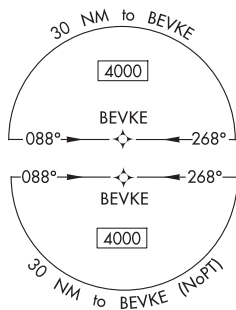
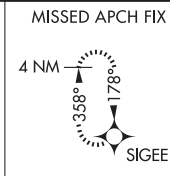
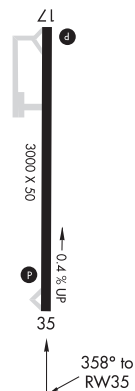
AWOS-3 125.525	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 0
--------------------------	-------------------------------------	--



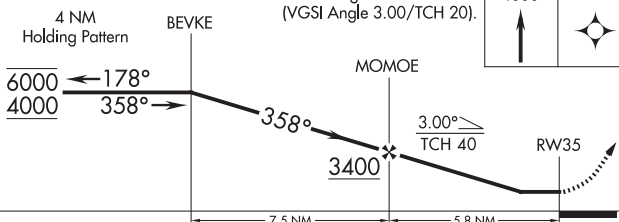
HUVNO OVR 13	2900	142°	2800	3.05° TCH 55	MADTE OVR 27.6	2800	PICAM OVR 23
Procedure Turn NA	10 NM	4.6 NM	0.9				
CATEGORY	A	B	C	D			
S-12	1620-1 1/8	656 (700-1 1/8)	NA				
CIRCLING	1620-1 1/8 649 (700-1 1/8)	1620-1 1/4 649 (700-1 1/4)	NA				

RNAV (GPS)-A
SIBLEY MUNI (ISB)

MISSED APPROACH: Climb to 4000 direct SIGEE and hold.

UNICOM
122.8 (CTAF) **L**LIRL Rwy 17-35 **L**

4000	SIGEE
------	-------



CATEGORY	A	B	C	D
C CIRCLING	2060-1 522 (600-1)	2100-1 562 (600-1)	NA	

SIBLEY MUNI (ISB)

RNAV (GPS)-A

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86801 W03A	APP CRS 026°	Rwy Idg 5502 TDZE 315 Apt Elev 315
--	------------------------	---

RNAV (GPS) RWY 3

SIKESTON MEML MUNI (SIK)

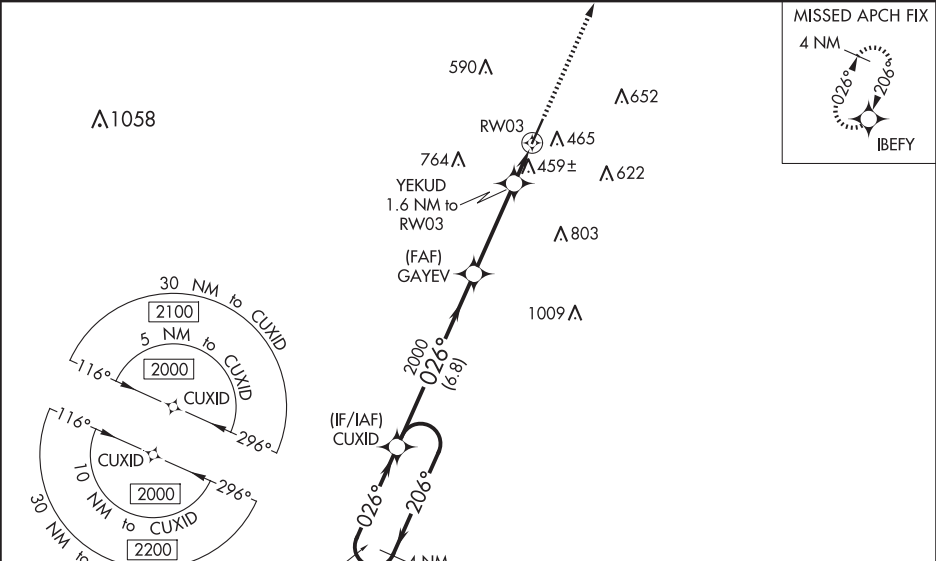
RNP APCH.

NA

Rwy 3 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Cape Girardeau altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. When local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DA 49 feet and all MDA 60 feet. Increase LNAV and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2200 direct IBEFY and hold.

AWOS-3 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF)
--------------------------	--	-------------------------------



ELEV 315		TDZE 315	
4 NM Holding Pattern		2200 IBEFY	
6000 ← 206°		↑	
2000 → 026°		YEKUD 1.6 NM to RW03	
GP 3.00°		RW03	
TCH 45		*860	
6.8 NM		3.6 NM	
CATEGORY	A	B	C
LPV DA	629-1 314 (400-1)		
LNAV/VNAV DA	769-1⅜ 454 (500-1⅜)		
LNAV MDA	720-1	405 (500-1)	720-1⅜ 405 (500-1⅜)
CIRCLING	840-1 525 (600-1)	860-1 545 (600-1)	1080-2¼ 765 (800-2¼)

REIL Rwy 21

MIRL Rwy 3-21

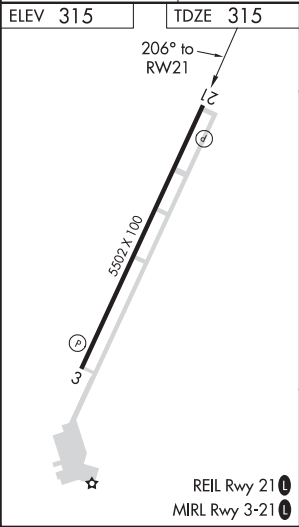
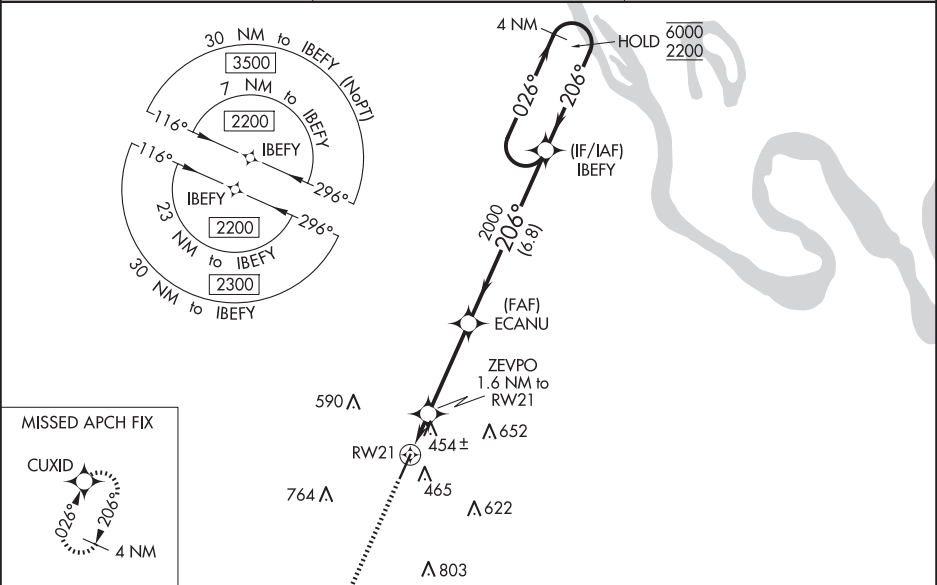
WAAS CH 62823 W21A	APP CRS 206°	Rwy Idg TDZE Apt Elev	5502 315 315
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 21

SIKESTON MEML MUNI (SIK)

RNP APCH.	<div><div><div></div><div>NA</div></div><div>Rwy 21 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Cape Girardeau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DA 49 feet and all MDA 60 feet. Increase LNAV and Circling Cat C/D visibility ¼ SM.</div></div>	MISSED APPROACH: Climb to 2000 direct CUXID and hold.
-----------	--	---

AWOS-3 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



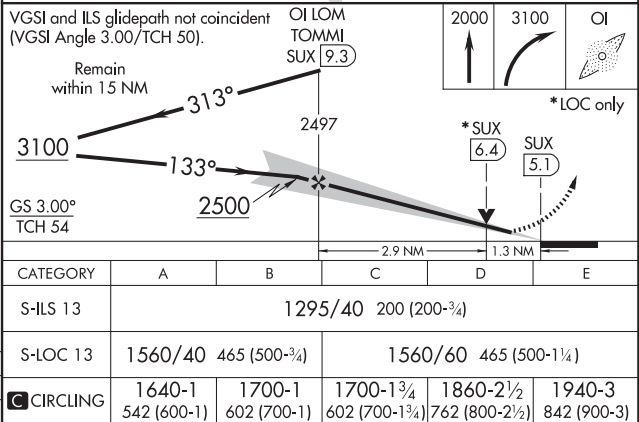
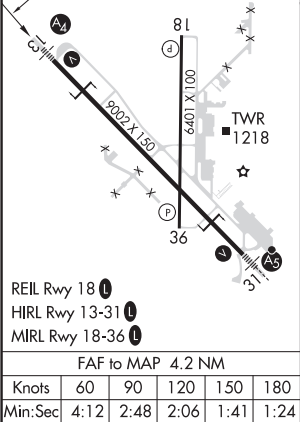
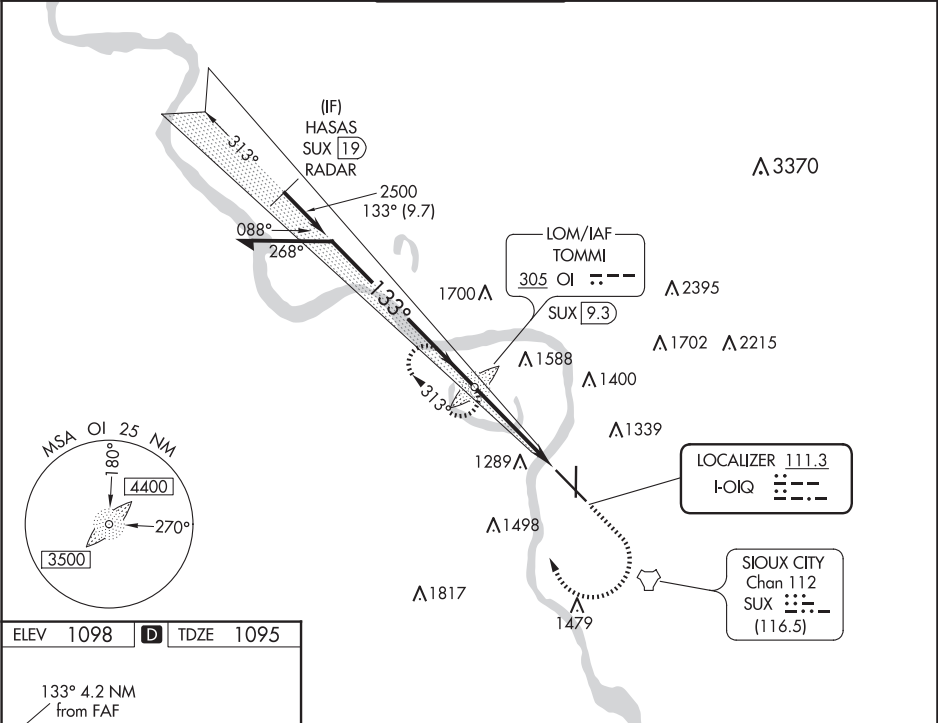
ELEV 315	TDZE 315
206° to RW21	206° to RW21
5502 x 100	5502 x 100
3	3
REIL Rwy 21 0	MIRL Rwy 3-21 0
CUXID	IBEFY
*LNAV only	ZEVP0 1.6 NM to RW21
860*	860*
1.6	3.6 NM
6.8 NM	6.8 NM
CATEGORY	A B C D
LPV DA	565-1 250 (300-1)
LNAV/VNAV DA	761-1 3/8 446 (500-1 3/8)
LNAV MDA	720-1 405 (500-1) 720-1 3/8 405 (500-1 3/8)
CIRCLING	840-1 525 (600-1) 860-1 545 (600-1) 1080-2 1/4 765 (800-2 1/4) 1160-2 3/4 845 (900-2 3/4)

LOC I- <u>OIQ</u> 111.3	APP CRS 133°	Rwy Idg 9002 TDZE 1095 Apt Elev 1098
-----------------------------------	------------------------	---

ILS or LOC RWY 13

SIOUX GATEWAY/BRIG GENERAL BUD DAY FLD (SUX)

ADF required. ADF or RADAR required for procedure entry.			MALS	MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct TOMMI LOM/SUX 9.3 DME and hold, continue climb-in-hold to 3100
For inop ALS, increase S-LOC 13 Cat E visibility to 1½ SM. Inop table does not apply to S-ILS 13.				
ATIS 119.45 270.8	SIOUX CITY APP CON ★ 124.6 307.0	SIOUX CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95



SIOUX CITY, IOWA


AL-395 (FAA)

25107

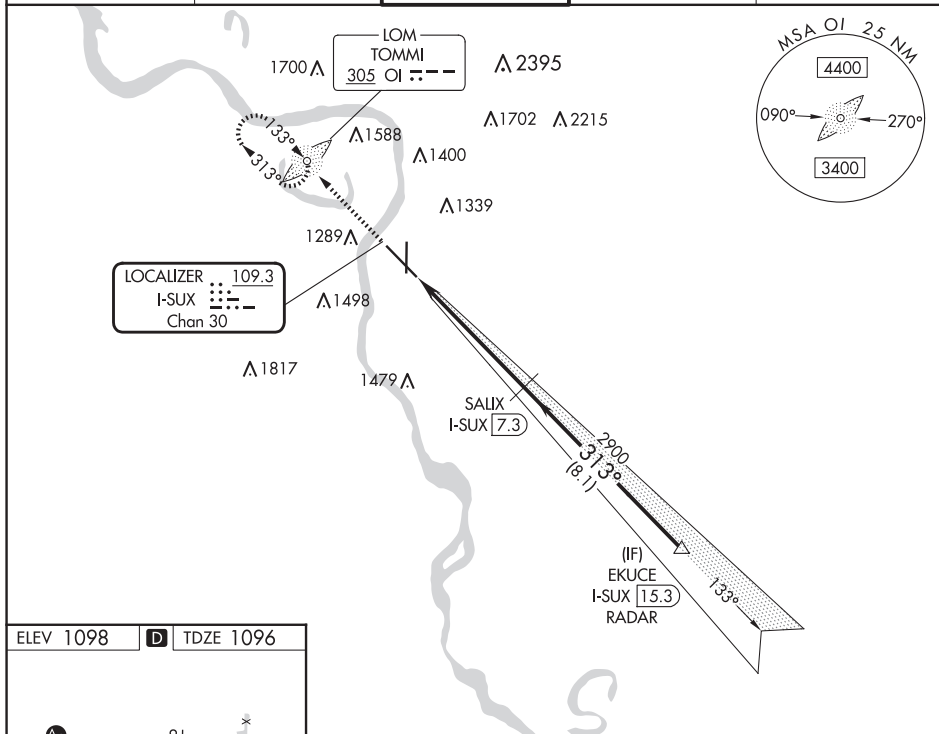
LOC/DME I-SUX 109.3 Chan 30	APP CRS 313°	Rwy Idg TDZE Apt Elev 9002 1096 1098
---	------------------------	--

ILS or LOC RWY 31

SIOUX GATEWAY/BRIG GENERAL BUD DAY FLD (SUX)

ADF required. DME required for LOC only. RADAR required for procedure entry.	MALSR 	MISSED APPROACH: Climb to 3100 direct TOMMI LOM and hold, continue climb-in-hold to 3100.
--	--	---

ATIS 119.45 270.8	SIOUX CITY APP CON ★ 124.6 307.0	SIOUX CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
-----------------------------	--	---	-------------------------------	-------------------------



REIL Rwy 18
HIRL Rwy 13-31
MIRL Rwy 18-36

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D	E
S-ILS 31*	1296/24 200 (200-½)				
S-LOC 31	1540/24 444 (500-½)		1540/45 444 (500-¾)		
CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1¼ 602 (700-1¼)	1860-2½ 762 (800-2½)	1940-3 842 (900-3)

SIOUX CITY, IOWA

Amdt 27 24MAR22

SIOUX GATEWAY/BRIG GENERAL BUD DAY FLD (SUX)

42°24'N-96°23'W

ILS or LOC RWY 31

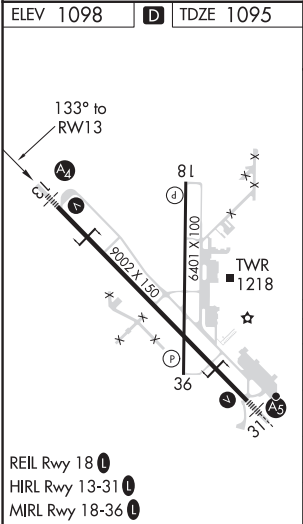
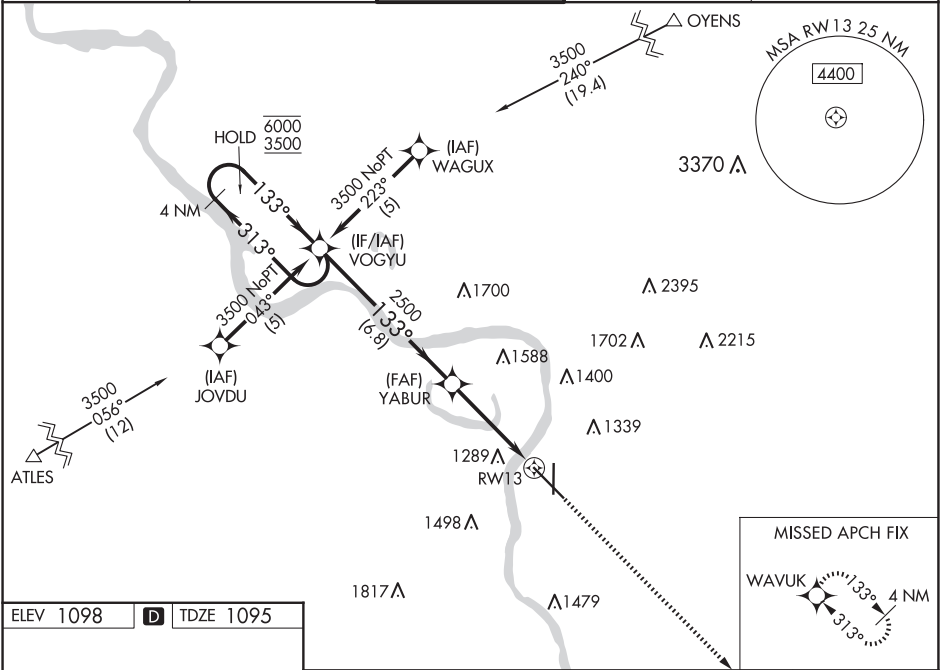
WAAS CH 57911 W13A	APP CRS 133°	Rwy Idg TDZE 1095 Apt Elev 1098
--	------------------------	---



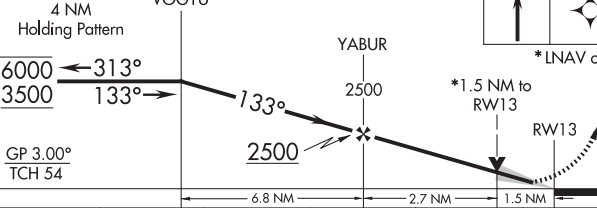

RNAV (GPS) RWY 13

SIoux GATEWAY/BRIG GENERAL BUD DAY FLD (SUx)

RNP APCH-GPS. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV Cat E visibility to 1½ SM and LNAV Cat E visibility to 1½ SM.		MALS A4	MISSED APPROACH: Climb to 3900 direct WAVUK and hold.
---	--	------------	---

ATIS 119.45 270.8	SIoux CITY APP CON * 124.6 307.0	SIoux CITY TOWER * 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
-----------------------------	--	---	-------------------------------	-------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).					3900	WAVUK
4 NM Holding Pattern						
					*LNAV only.	
GP 3.00° TCH 54						
CATEGORY	A	B	C	D	E	
LPV DA	1295/40 200 (200-¾)					
LNAV/VNAV DA	1582/60 487 (500-1¼)					
LNAV MDA	1620/40 525 (600-¾)		1620-1¼ 525 (600-1¼)			
 CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1¼ 602 (700-1¼)	1860-2½ 762 (800-2½)	2000-3 902 (1000-3)	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90211 W31A	APP CRS 313°	Rwy Idg TDZE 1096 Apt Elev 1098
--	------------------------	---


RNAV (GPS) RWY 31

SIoux GATEWAY/BRIG GENERAL BUD DAY FLD (SUx)

RNP APCH-GPS.

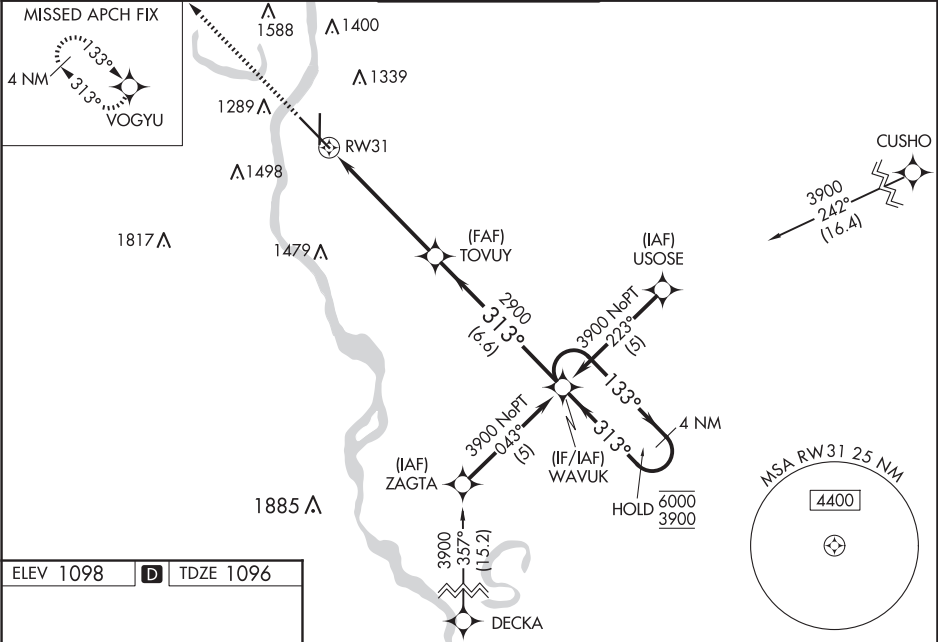
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C/D/E visibility to 1¾ SM.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

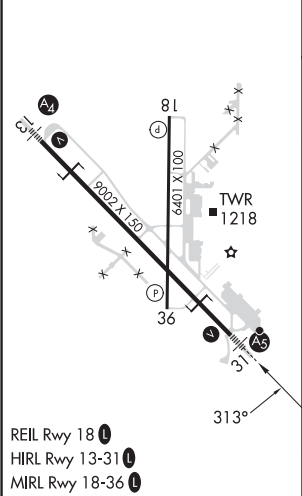


MISSED APPROACH: Climb to 3500 direct VOGYU and hold.

ATIS 119.45 270.8	SIoux CITY APP CON ★ 124.6 307.0	SIoux CITY TOWER ★ 118.7(CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
-----------------------------	--	--	-------------------------------	-------------------------



ELEV 1098	D	TDZE 1096
-----------	----------	-----------



3500	VOGYU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).			
*LNAV only.	*1.3 NM to RW31	TOVUY	WAWUK	4 NM Holding Pattern	
		2900	2900	133° → 6000 ← 313° 3900	GP 3.00° TCH 43
	1.3 NM	4.2 NM	6.6 NM		
CATEGORY	A	B	C	D	E
LPV DA**	1296/24 200 (200-½)				
LNAV/VNAV DA	1596/50 500 (500-1)				
LNAV MDA	1560/24 464 (500-½)	1560/50 464 (500-1)			
CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1¾ 602 (700-1½)	1860-2½ 762 (800-2½)	2000-3 902 (1000-3)

SIoux CITY, IOWA

AL-395 (FAA)

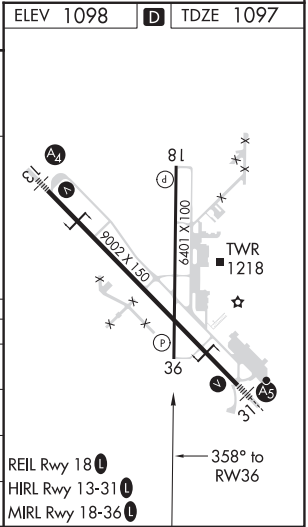
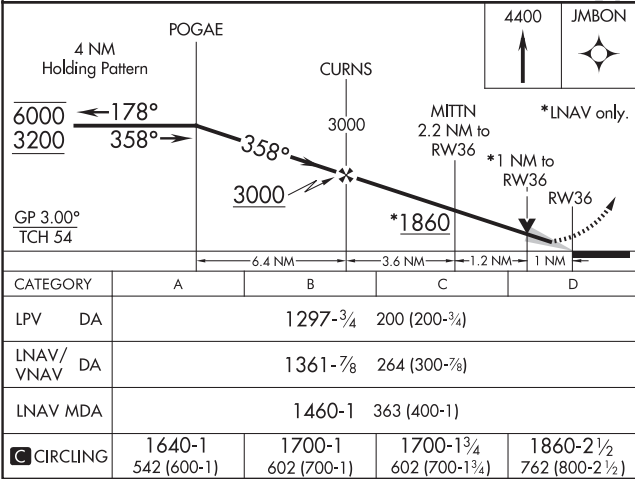
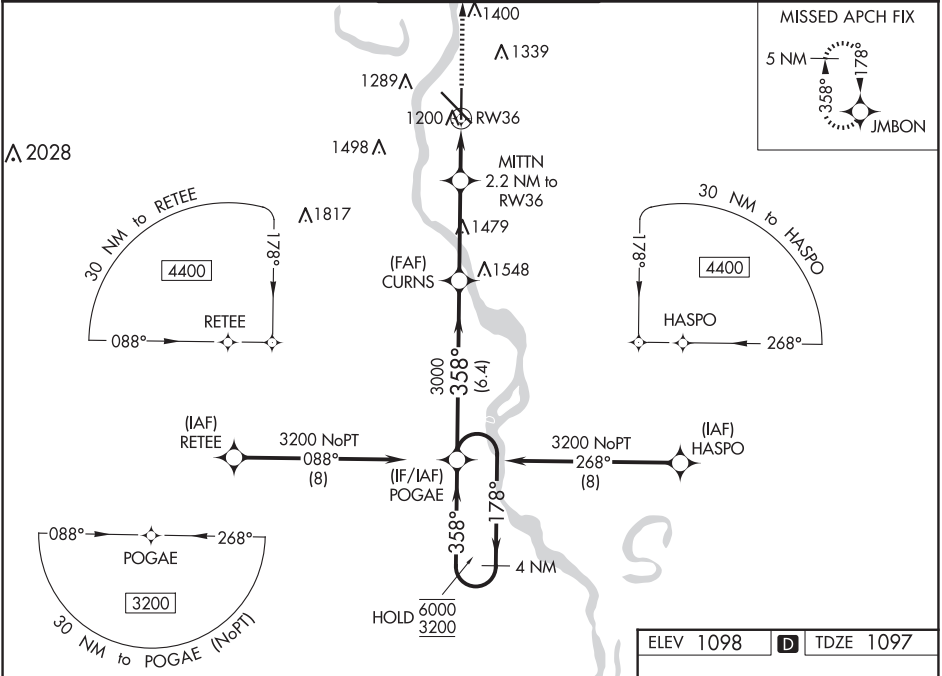
21336

WAAS CH 61238 W36A	APP CRS 358°	Rwy Idg TDZE 1097 Apt Elev 1098
--	------------------------	---

RNAV (GPS) RWY 36
SIoux GATEWAY/BRIG GENERAL BUD DAY FLD (SU_X)

RNP APCH.	MISSED APPROACH: Climb to 4400 direct JMBON and hold, continue climb-in-hold to 4400.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.	

ATIS 119.45 270.8	SIoux CITY APP CON ★ 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
-----------------------------	--	---	-------------------------------	-------------------------

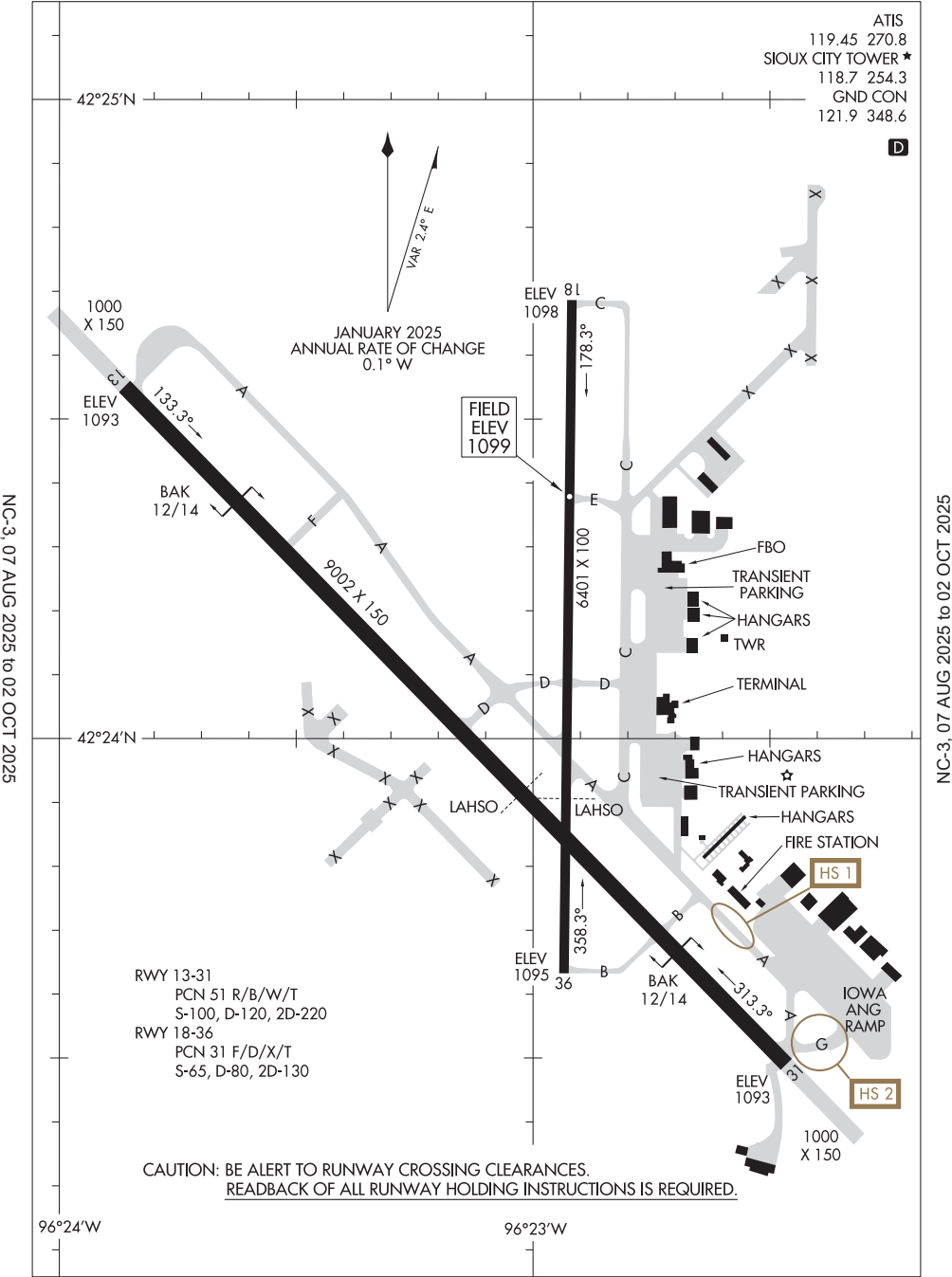


SIoux CITY, IOWA
Amdt 1 31DEC20

SIoux GATEWAY/BRIG GENERAL BUD DAY FLD (SU_X)
42°24'N-96°23'W
RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 12

MISSED APPROACH: Climb to 3500 then right turn direct SPW VOR/DME then on SPW VOR/DME R-302 to SNORE LOM/SPW VOR/DME 7 DME and hold.

NC-3, 07 AUG 2025 to 02 OCT 2025

REIL Rwy's 18, 30 and 36 L					
MIRL Rwy's 12-30 and 18-36 L					
FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SPENCER MUNI (SPW)
ILS or LOC RWY 12

WAAS CH 56517 W12A	APP CRS 121°	Rwy Idg TDZE Apt Elev	6001 1339 1339
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 12

SPENCER MUNI (SPW)

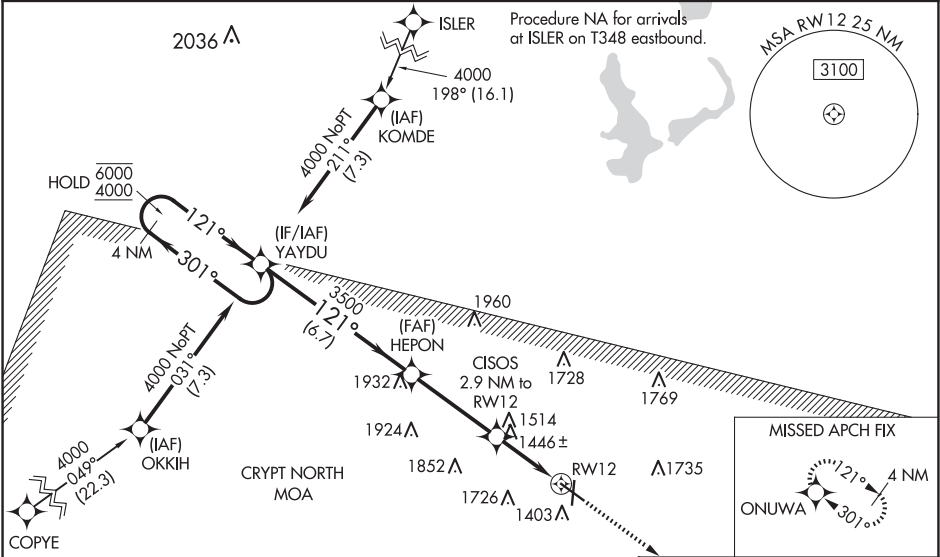
RNP APCH+GPS.

Baro-VNAV and VDP NA when using Estherville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Estherville altimeter setting: increase LPV DA to 1599 feet, LNAV/VNAV DA to 1650 feet; increase all MDAs 60 feet, and visibility LNAV Cat C/D ½ SM, and Circling Cat C/D ¼ SM. For inop ALS when using Estherville altimeter setting, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D to 1 SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C/D to 1 SM.

MALSRL

MISSED APPROACH:
Climb to 4000 direct
ONUWA and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF)
------------------------	---	-------------------------------



4 NM Holding Pattern

6000 ← 301°
4000 ← 121° →

GP 3.00°
TCH 49

YAYDU

HEPON

CISOS 2.9 NM to RW12

1 NM to RW12

RW12

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

4000

ONUWA

CATEGORY	A	B	C	D
LPV DA	1539-½ 200 (200-½)			
LNAV/VNAV DA	1590-½ 251 (300-½)			
LNAV MDA	1700-½ 361 (400-½)	1700-⅝ 361 (400-⅝)		
CIRCLING	1760-1 421 (500-1)	1800-1 461 (500-1)	2100-2¼ 761 (800-2¼)	2100-2½ 761 (800-2½)

REIL Rwy 18, 30 and 36

MIRL Rwy 12-30 and 18-36

SPENCER, IOWA

AL-5309 (FAA)

21168

WAAS CH 61333 W18A	APP CRS 181°	Rwy Idg TDZE 1338 Apt Elev 1339
--	------------------------	---

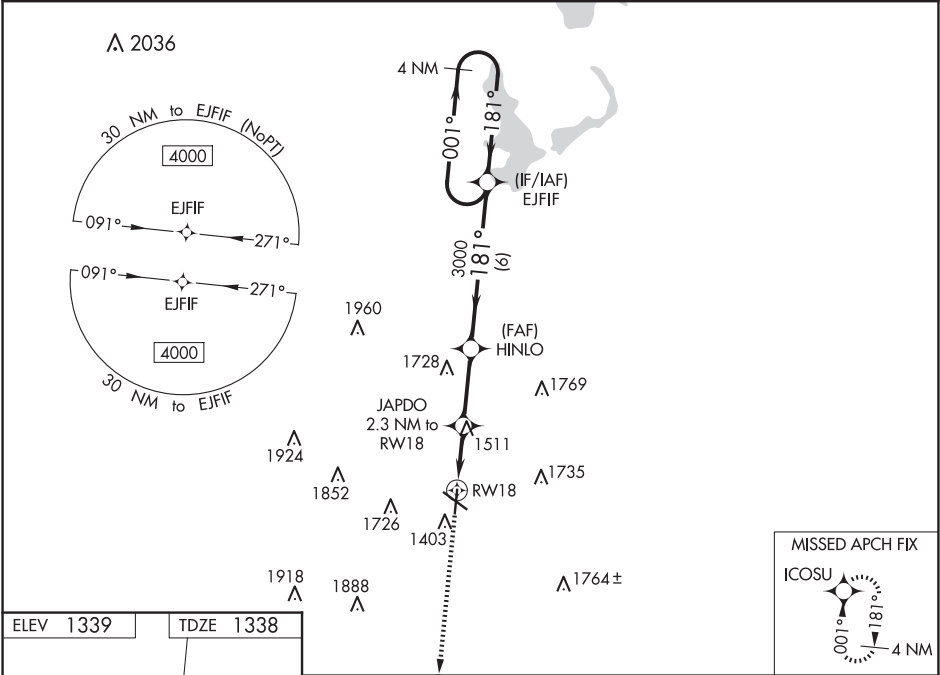
RNAV (GPS) RWY 18

SPENCER MUNI (SPW)

Baro-VNAV and VDP NA when using Estherville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all DA/MDA 60 feet; increase LNAV/VNAV all Cats visibility to 1½ mile.

MISSED APPROACH:
Climb to 4000 direct ICOSU and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
------------------------	---	--



WAAS CH 87133 W30A	APP CRS 301°	Rwy Idg TDZE 1338 Apt Elev 1339
--	------------------------	---

RNAV (GPS) RWY 30

SPENCER MUNI (SPW)

RNP APCH-GPS.

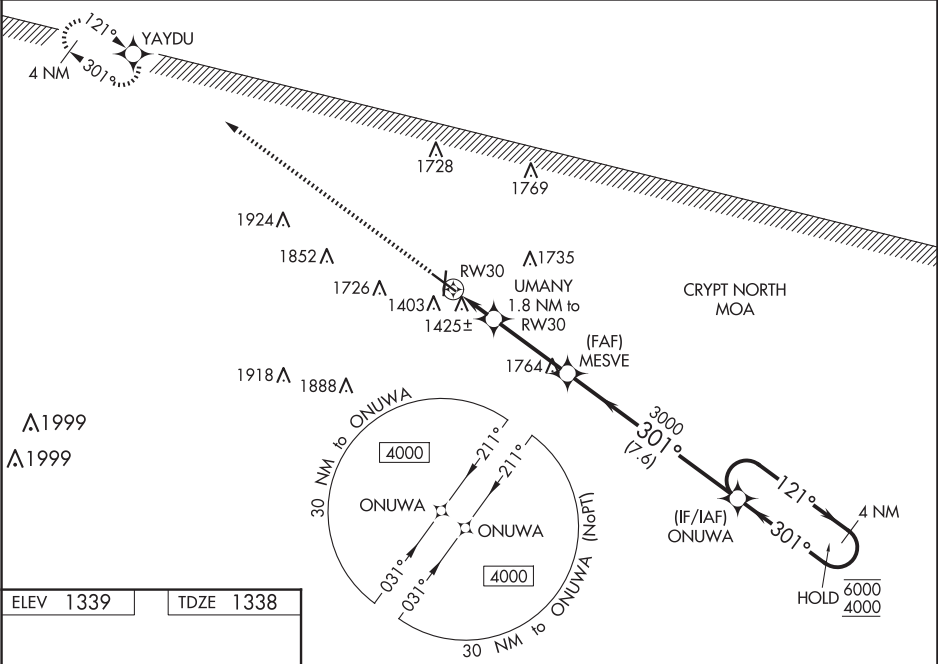
▼

Baro-VNAV and VDP NA when using Estherville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Estherville altimeter setting: increase LPV DA to 1648 feet, LNAV/VNAV DA to 1683 feet and all visibilities ½ SM; increase all MDAs 60 feet and visibility Cats C and D ¼ SM.

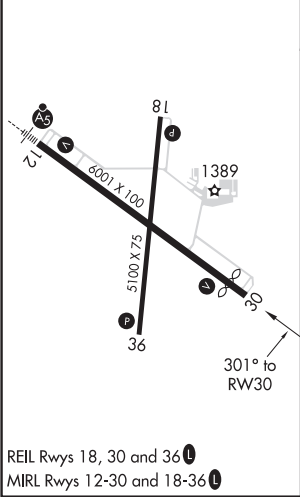
MISSED APPROACH:

Climb to 4000 direct YAYDU and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
------------------------	---	---------------------------------



ELEV 1339	TDZE 1338
------------------	------------------



4000	YAYDU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 26).			
↑	✧	UMANY 1.8 NM to RW30	MESVE 3000	ONUWA 4 NM Holding Pattern	4 NM
		1.1 NM to RW30	1940	121° → 6000 ← 301° 4000	
			3000	GP 3.00° TCH 50	
		1.1	0.7	3.3 NM	7.6 NM
CATEGORY		A	B	C	D
LPV DA		1588-¾ 250 (300-¾)			
LNAV/VNAV DA		1623-⅞ 285 (300-⅞)			
LNAV MDA		1720-1	382 (400-1)	1720-1½	382 (400-1½)
CIRCLING		1760-1 421 (500-1)	1800-1 461 (500-1)	2100-2¼ 761 (800-2¼)	2100-2½ 761 (800-2½)

RNAV (GPS) RWY 36
SPENCER MUNI (SPW)

T Baro-VNAV and VDP NA when using Estherville altimeter setting. Rwy 36 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° C or above 54° C. When local altimeter setting not received, use Estherville altimeter setting: increase LPV DA to 1648 feet, LNAV/VNAV DA to 1792 feet and LNAV/VNAV visibility ¼ SM; increase all MDAs 60 feet.


MISSED APPROACH:
Climb to 4000 direct EJFIF
and hold, continue
climb-in-hold to 4000.

UNICOM
123.0 (CTAF) **L**

MISSED APCH FIX
4 NM 001° 181° EJFIF

Figure 1-10 is a sample of a typical enroute chart. It shows a flight path starting from a holding pattern at 4000 ft, heading 181 degrees, then turning 001 degrees to 007 degrees, passing JOPDA at 3000 ft, and then turning 2180 degrees to 1 NM to RW36. The chart includes various navigational aids, altitudes, and distances.

ELEV 1339	TDZE 1337
REIL Rwy 18, 30 and 36 L	
MIRL Rwy 12-30 and 18-36 L	

CATEGORY		A	B	C	D
LPV	DA	1588-1	251 (300-1)	NA	
LNAV/ VNAV	DA	1732-1½	395 (400-1½)	NA	
LNAV	MDA	1720-1	383 (400-1)	NA	
 CIRCLING		1760-1 421 (500-1)	1800-1 461 (500-1)	NA	

ELEV 1339

TDZE 1337

REIL Rwy 18, 30 and 36 **L**

MIRL Rwy 12-30 and 18-36 **L**

6001 X 100

5100 X 75

1389

001° to RWY 36

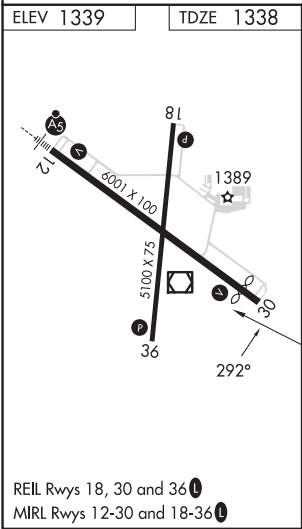
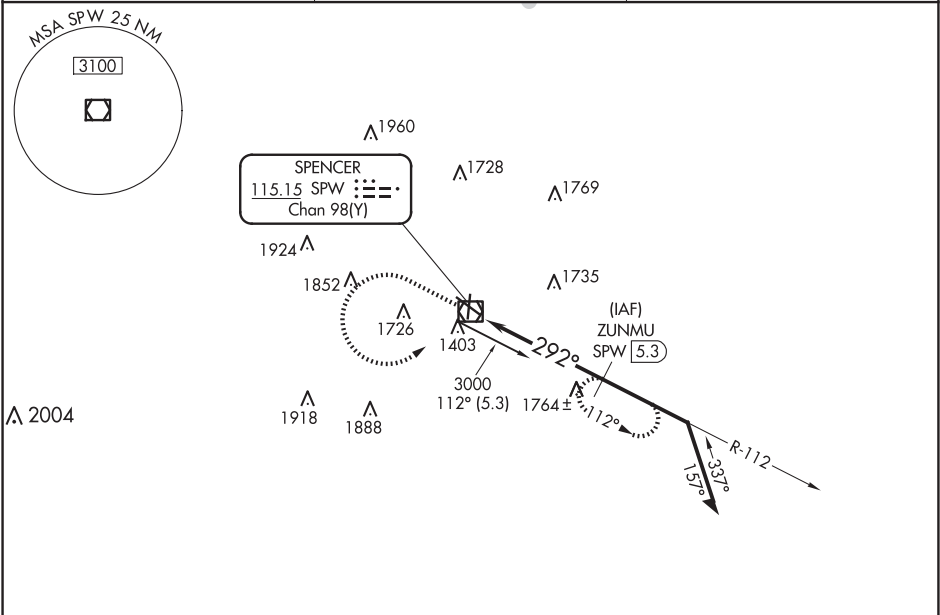
SPENCER MUNI (SPW)
RNAV (GPS) RWY 36

VOR/DME SPW 115.15 Chan 98(Y)	APP CRS 292°	Rwy Idg TDZE Apt Elev	5511 1338 1339
---	------------------------	-----------------------------	---

VOR RWY 30
SPENCER MUNI (SPW)

DME required.	MISSED APPROACH: Climb to 3000, then left turn direct SPW VOR/DME, then on SPW VOR/DME R-112 to ZUNMU/SPW 5.3 DME and hold.
▼ VDP NA when using Estherville altimeter setting. ▲ When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet and increase S-30 Cat C/D visibility ½ SM and Circling Cat C/D visibility ¼ SM.	

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
------------------------	---	---------------------------------



3000	SPW R-112	SPW R-112	ZUNMU SPW 5.3	ZUNMU SPW 5.3	Remain within 10 NM
SPW VOR/DME	SPW 2.4	≤ 3.01° TCH 40	292°	3000	292°
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).					
2.2 NM 2.9 NM					
CATEGORY	A	B	C	D	
S-30	2080-1 742 (800-1)	2080-1¼ 742 (800-1¼)	2080-2	742 (800-2)	
CIRCLING	2080-1 741 (800-1)	2080-1¼ 741 (800-1¼)	2100-2¼ 761 (800-2¼)	2100-2½ 761 (800-2½)	

SPRINGFIELD, MISSOURI

AL-405 (FAA)

23334

APP CRS 108°	Rwy Idg TDZE Apt Elev	N/A N/A 1375
------------------------	-----------------------------	---

RNAV (GPS)-A

DOWNTOWN (3DW)



NA

Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA.
Use Springfield-Branson NII altimeter setting; when not received,
use Branson West altimeter setting and increase all MDA 60 feet.
Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000
direct FANGA and track 134° to ETUNE
and hold.

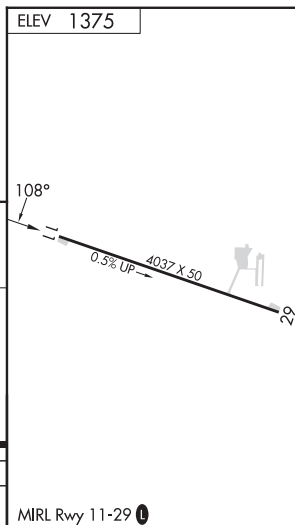
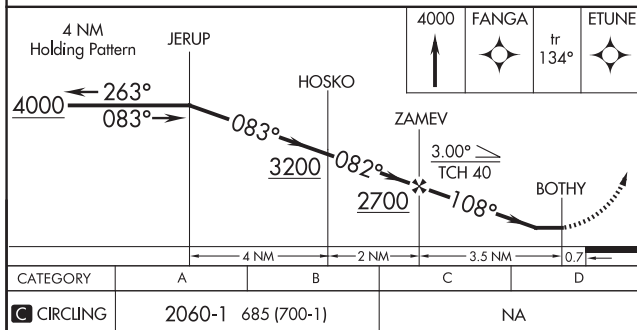
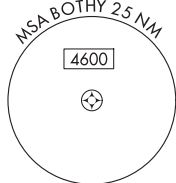
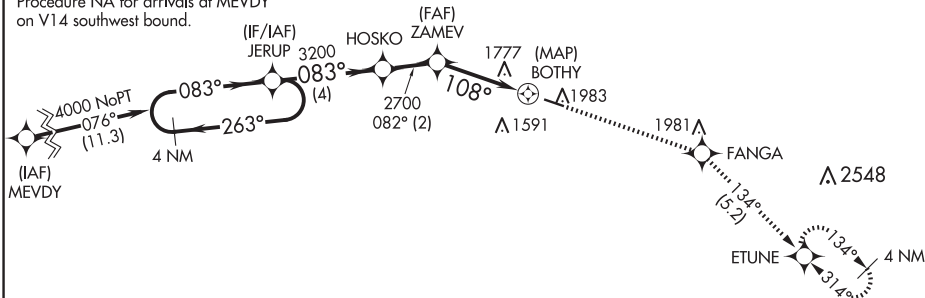
SPRINGFIELD APP CON

124.95 353.925

UNICOM

122.8 (CTAF) 0

Procedure NA for arrivals at MEVDY
on V14 southwest bound.



SPRINGFIELD, MISSOURI

Orig 10DEC15

37°13'N-93°15'W

DOWNTOWN (3DW)

RNAV (GPS)-A

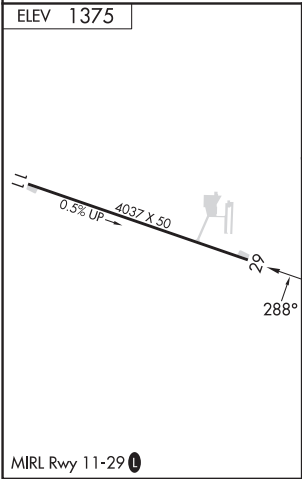
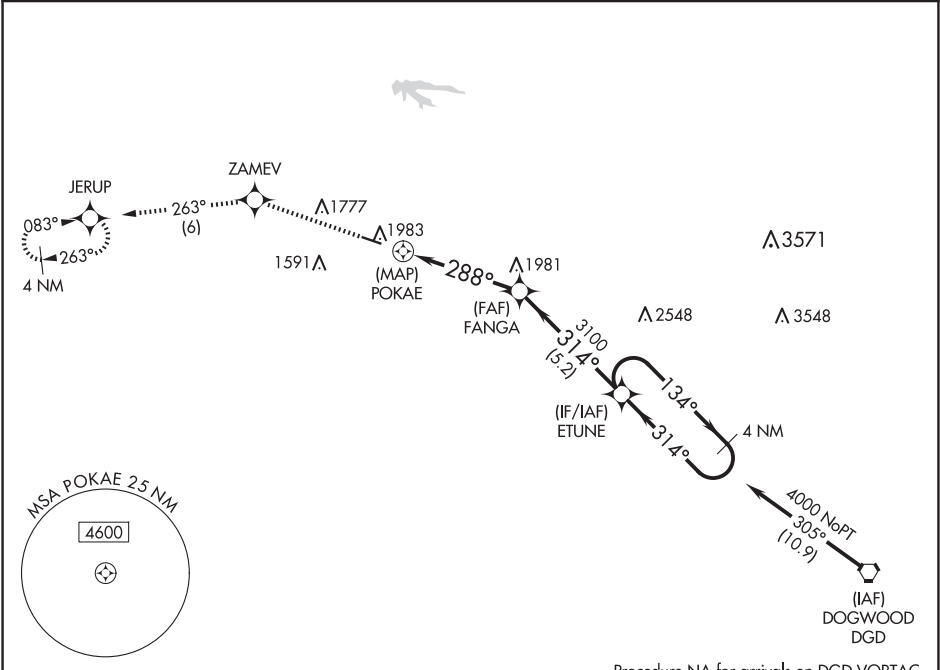
NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
288°	TDZE	N/A
	Apt Elev	1375

RNAV (GPS)-B
DOWNTOWN (3DW)

<p>NA</p> <p>Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA. Use Springfield-Branson Ntl altimeter setting; when not received, use Branson West altimeter setting and increase all MDA 60 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 4000 direct ZAMEV and track 263° to JERUP and hold.</p>
--	--

SPRINGFIELD APP CON 124.95 353.925	UNICOM 122.8 (CTAF) 0
---------------------------------------	---------------------------------



4000	ZAMEV	tr 263°	JERUP	Visual Segment - Obstacles.
				ETUNE
				4 NM Holding Pattern
				134°→ 4000
				← 314°
				POKAE
				288°
				3100
				0.9 NM
				4.4 NM
				5.2 NM
CATEGORY	A	B	C	D
C CIRCLING	2280-1¼	905 (1000-1¼)	NA	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 2
SPRINGFIELD-BRANSON NTL (SGF)

MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN aircraft continue on SGF VORTAC R-024 to PLADD/SGF 18.4 DME and hold northeast, right turn, 204° inbound).

CLNC DEL
123.675

PLADD
SGF 18.4

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SPRINGFIELD-BRANSON NTL (SGF)
ILS or LOC RWY 2

LOC/DME I-GWA	APP CRS	Rwy Ldg	8000
109.7	139°	TDZE	1260
Chan 34		Apt Elev	1268

ILS or LOC RWY 14
SPRINGFIELD-BRANSON NTL (SGF)

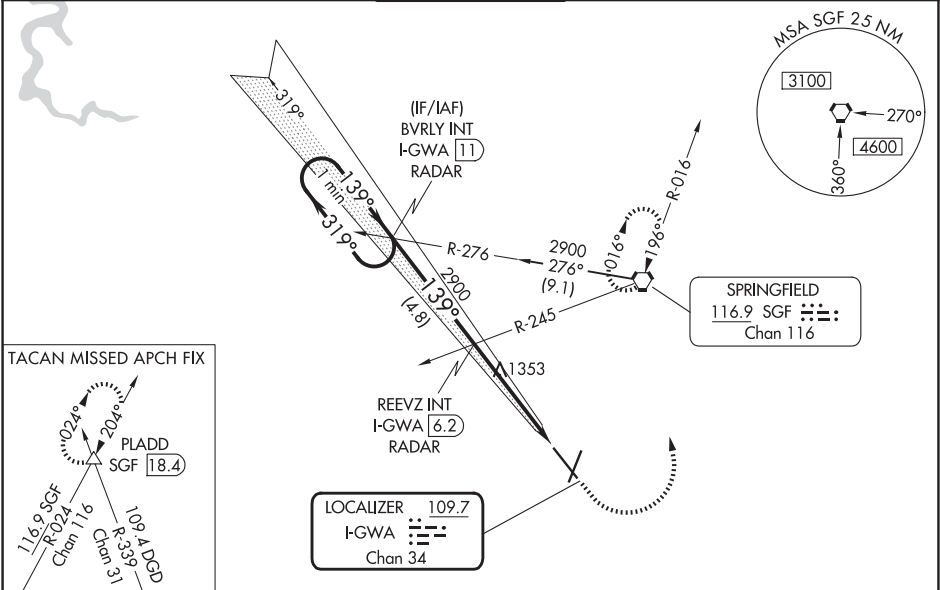
A

Helicopter visibility reduction below $\frac{3}{4}$ SM NA.
Inoperative table does not apply to S-ILS 14.
For inoperative MALSR, increase S-LOC 14 all Cats
visibility to 1.

MALSR

MISSED APPROACH: Climb to 1800 then climbing
left turn to 2900 to SGF VORTAC and hold.
(TACAN aircraft continue on SGF VORTAC R-024
to PLADD INT and hold NE, RT, 204° inbound).

ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
-----------------	-------------------------------------	----------------------------------	-------------------------	---------------------



ELEV 1268 **D** TDZE 1260

REIL Rwy 32
HIRL Rwy 2-20 and 14-32
FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

One Minute Holding Pattern		BVRly INT I-GWA 11 RADAR	REEVZ INT I-GWA 6.2 RADAR	1800	2900	SGF
2900		319°	139°	2900		
GS 3.00° TCH 56						
		4.8 NM	3.8 NM	1 NM		
CATEGORY	A	B	C	D		
S-ILS 14		1517- $\frac{3}{4}$ 257 (300- $\frac{3}{4}$)				
S-LOC 14		1620- $\frac{3}{4}$ 360 (400- $\frac{3}{4}$)				
CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1½ 552 (600-1½)	1920-2 652 (700-2)		

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 2
SPRINGFIELD-BRANSON NTL (SGF)

WAAS CH 86214 W02A	APP CRS 019°	Rwy Ldg 7003 TDZE 1265 Apt Elev 1268
--	------------------------	---

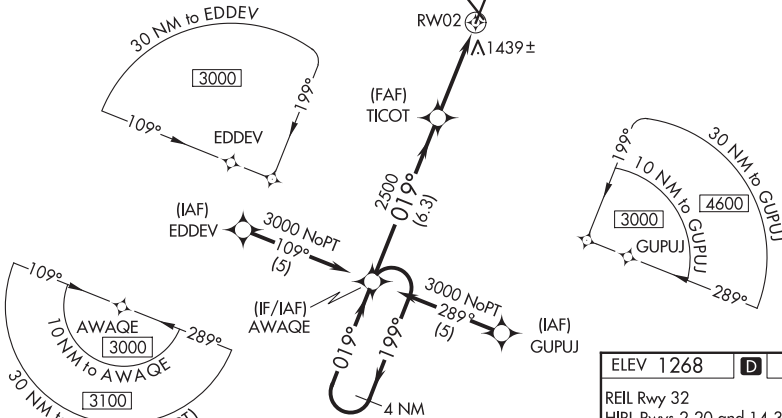
V DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F).
A Baro-VNAV and VDP NA when using Monett altimeter setting.
 For inoperative MALS/R, increase LNAV Cat A and B visibility to RVR 5000.
 When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and all MDAs 100 feet; increase LPV visibility all Cats to RVR 5000, LNAV/VNAV visibility all Cats to 1½ miles, LNAV visibility Cat C to RVR 5000 and Cat D to RVR 6000, and increase visibility Circling Cat C to 1¾ miles, and Cat D to 2 miles.
 For inoperative MALS/R, when using Monett altimeter setting, increase LPV visibility all Cats to 1½, LNAV Cat A and B visibility to RVR 5000.

MALSR



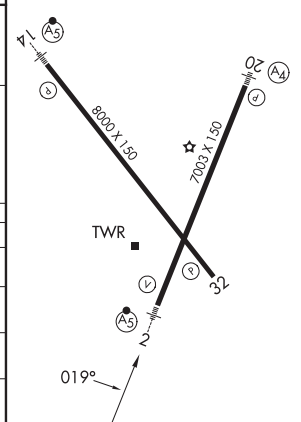
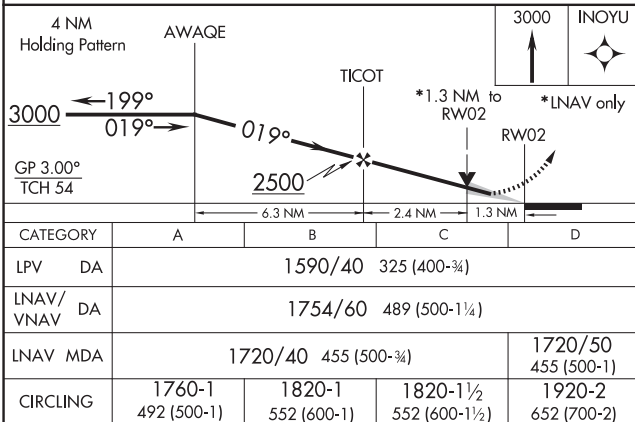
MISSED APPROACH: Climb to 3000 direct INOYU and hold.

ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
-----------------	-------------------------------------	----------------------------------	-------------------------	---------------------



ELEV 1268	D	TDZE 1265
-----------	----------	-----------

REIL Rwy 32
HIRL Rwys 2-20 and 14-32



SPRINGFIELD, MISSOURI
Amdt 2B 28MAY15

37°15'N-93°23'W

SPRINGFIELD-BRANSON NTL (SGF)
RNAV (GPS) RWY 2

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40121 W14A	APP CRS 139°	Rwy Ldg TDZE 1260 Apt Elev 1268
--	------------------------	---

RNAV (GPS) RWY 14

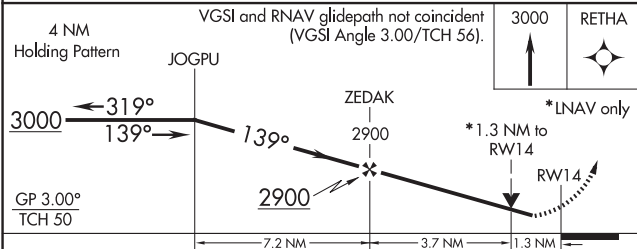
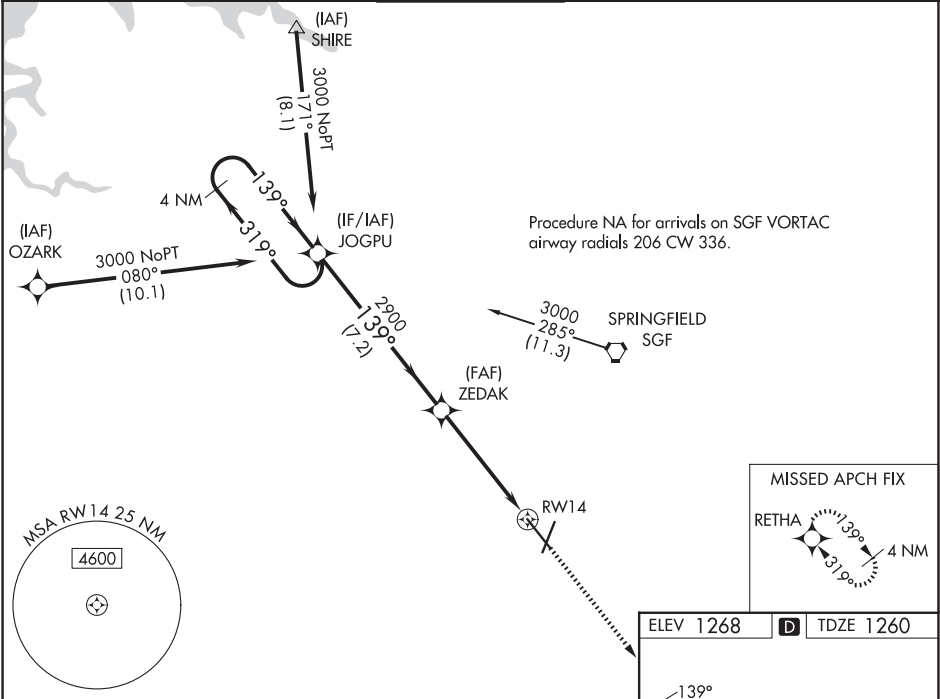
SPRINGFIELD-BRANSON NTL (SGF)

⚠ Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½, increase LNAV Cat A/B visibility to 1.

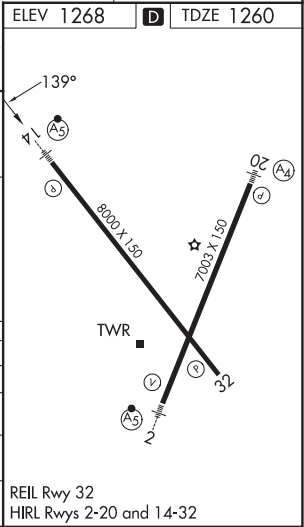
MALSR

MISSED APPROACH: Climb to 3000 direct RETHA and hold.

ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
------------------------	--	---	--------------------------------	----------------------------



CATEGORY	A	B	C	D
LPV DA		1518-¾	258 (300-¾)	
LNAV/VNAV DA		1620-¾	360 (400-¾)	
LNAV MDA	1720-¾	460 (500-¾)	1720-7/8	460 (500-7/8)
CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1½ 552 (600-1½)	1920-2 652 (700-2)



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

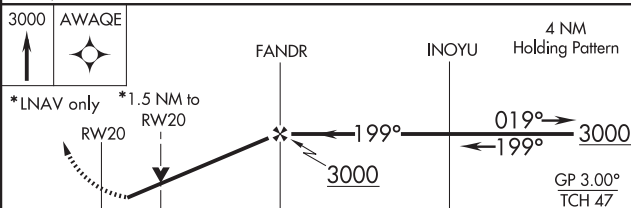
RNAV (GPS) RWY 20
SPRINGFIELD-BRANSON NTL (SGF)

MISSED APPROACH: Climb to 3000 direct AWAQE and hold.

CLNC DEL
123,675



TDZF 1262



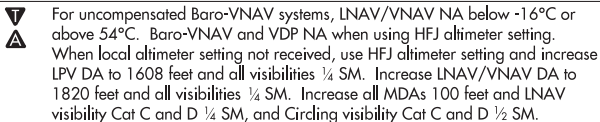
RNAV (GPS) RWY 20

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72933 W32A	APP CRS 319°	Rwy Ldg 8000 TDZE 1268 Apt Elev 1268
--	------------------------	---

RNAV (GPS) RWY 32
SPRINGFIELD-BRANSON NTL (SGF)

RNP APCH - GPS.



MISSED APPROACH: Climb to 3000
direct JOGPU and hold.

ATIS 135,125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
-----------------	-------------------------------------	----------------------------------	-------------------------	---------------------

VORTAC SGF 116.9 Chan 116	APP CRS 016°	Rwy Ldg 7003 TDZE 1265 Apt Elev 1268
---	------------------------	---

VOR/DME or TACAN RWY 2
SPRINGFIELD-BRANSON NTL (SGF)

T For inoperative MALS, increase S-2 Cat A and B visibility to RVR 5000 and Cat E to 1½. When local altimeter setting not received, use Monett altimeter setting and increase all MDA 100 feet, increase Circling Cat C to 1¾ mile. VDP NA when using Monett altimeter setting.



MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN Aircraft continue on SGF R-024 to PLADD INT/SGF 18.4 DME and hold, north, right turns, 204° inbound).

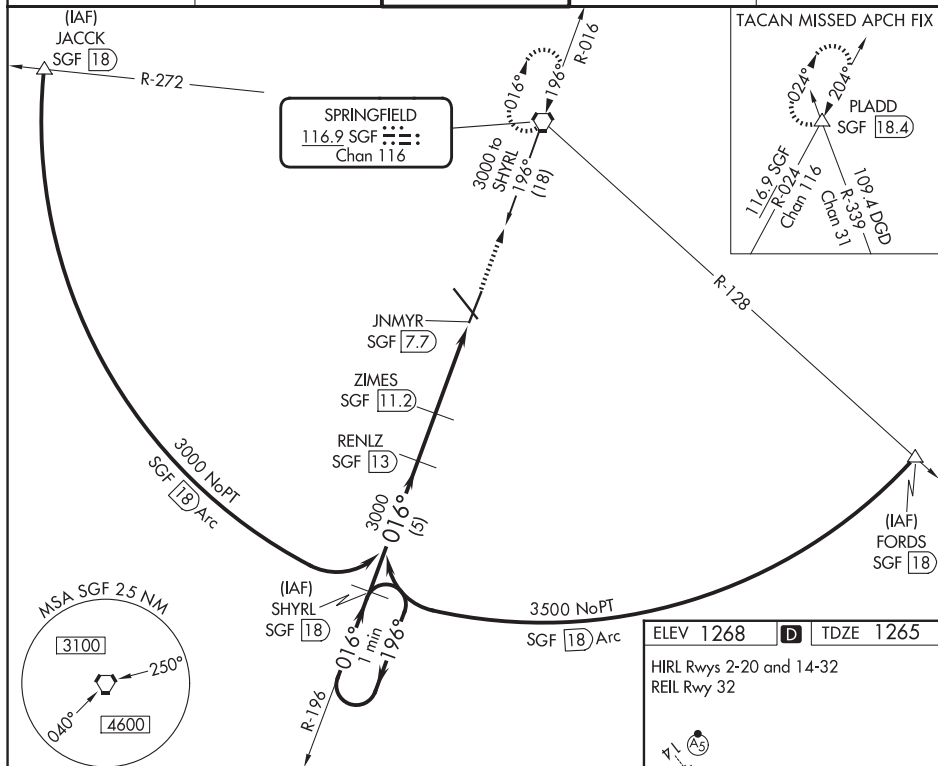
ATIS
135.125

SPRINGFIELD APP CON
124.95 290.5

SPRINGFIELD TOWER
119.9 257.8

GND CON
121.9 251.15

CLNC DEL
123,675



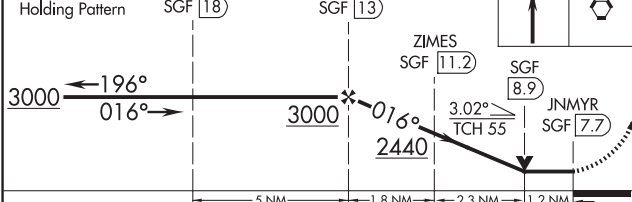
NC-3, 07 AUG 2025 to 02 OCT 2025

One Minute Holding Pattern

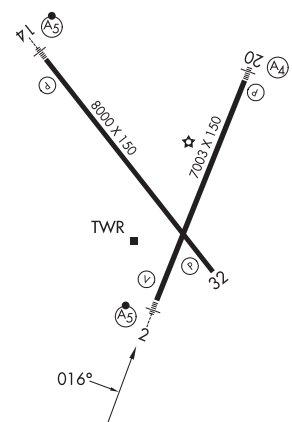
SHYRL
SGF 18REN LZ
SGF 13

3000

SGF



CATEGORY	A	B	C	D	E
S-2	1700/40 435 (500-¾)			1700/50 435 (500-1)	
CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1½ 552 (600-1½)	1920-2 652 (700-2)	2080-3 812 (900-3)



SPRINGFIELD, MISSOURI

Orig-D 28MAY15

SPRINGFIELD-BRANSON NTI (SGF)

37°15'N-93°23'W

VOR/DME or TACAN RWY 2

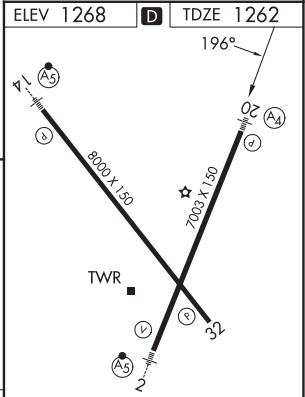
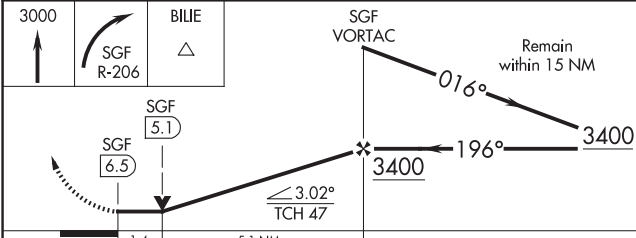
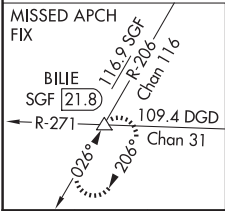
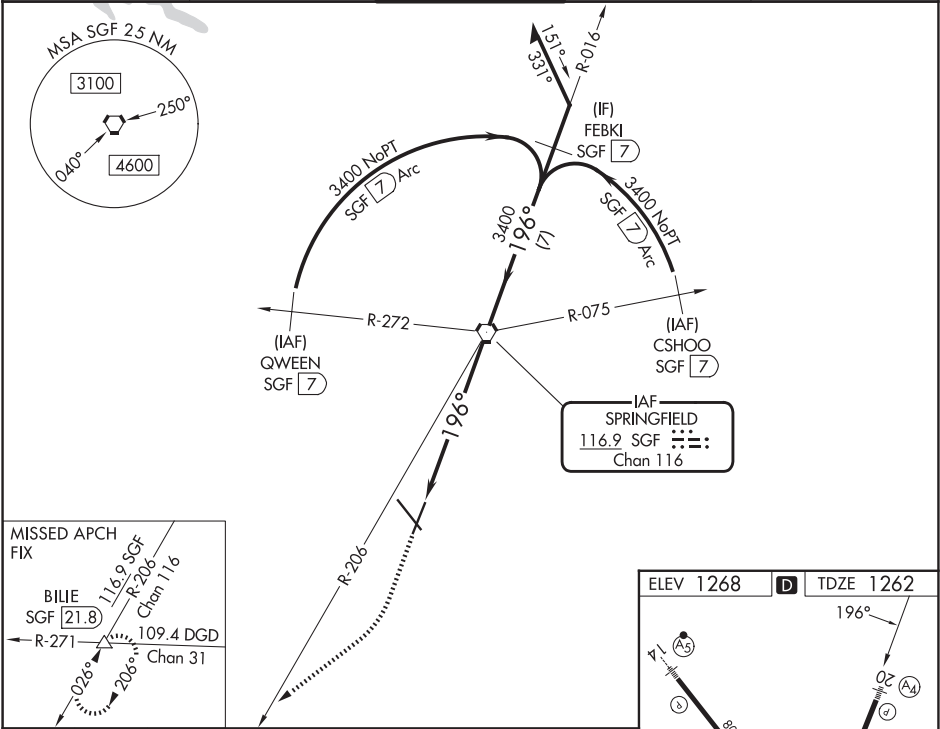
NC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC SGF	APP CRS	Rwy Ldg	7003
116.9	196°	TDZE	1262
Chan 116		Apt Elev	1268

VOR or TACAN RWY 20
SPRINGFIELD-BRANSON NTL (SGF')

DME required.	MALS	MISSED APPROACH: Climb to 3000 then right turn to intercept SGF R-206 to BLUE INT/SGF 21.8 DME and hold.
NA Rwy 20 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase S-20 Cat E to 1 3/4 SM. VDP NA when using HFJ altimeter setting. When local altimeter setting not received, use HFJ altimeter setting: increase all MDAs 100 feet; increase S-20 visibility Cats C, D and E 1/4 SM, and Circling visibility Cat C and D 1/2 SM. For inop ALS, use HFJ altimeter setting: increase S-20 visibility Cats C, D and E to 1 3/4 SM.	(A4)	

ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
-----------------	-------------------------------------	----------------------------------	-------------------------	---------------------



CATEGORY	A	B	C	D	E
S-20	1760-3/4 498 (500-3/4)		1760-1 1/8 498 (500-1 1/8)		
CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1 1/2 552 (600-1 1/2)	1920-2 652 (700-2)	2080-3 812 (900-3)

REIL Rwy 32	
HIRL Rwy 2-20 and 14-32	
FAF to MAP 6.5 NM	
Knots	60 90 120 150 180
Min:Sec	6:30 4:20 3:15 2:36 2:10

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

AL-604 (FAA)

SPRINGFIELD-BRANSON NTL (SGF)
SPRINGFIELD, MISSOURICAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

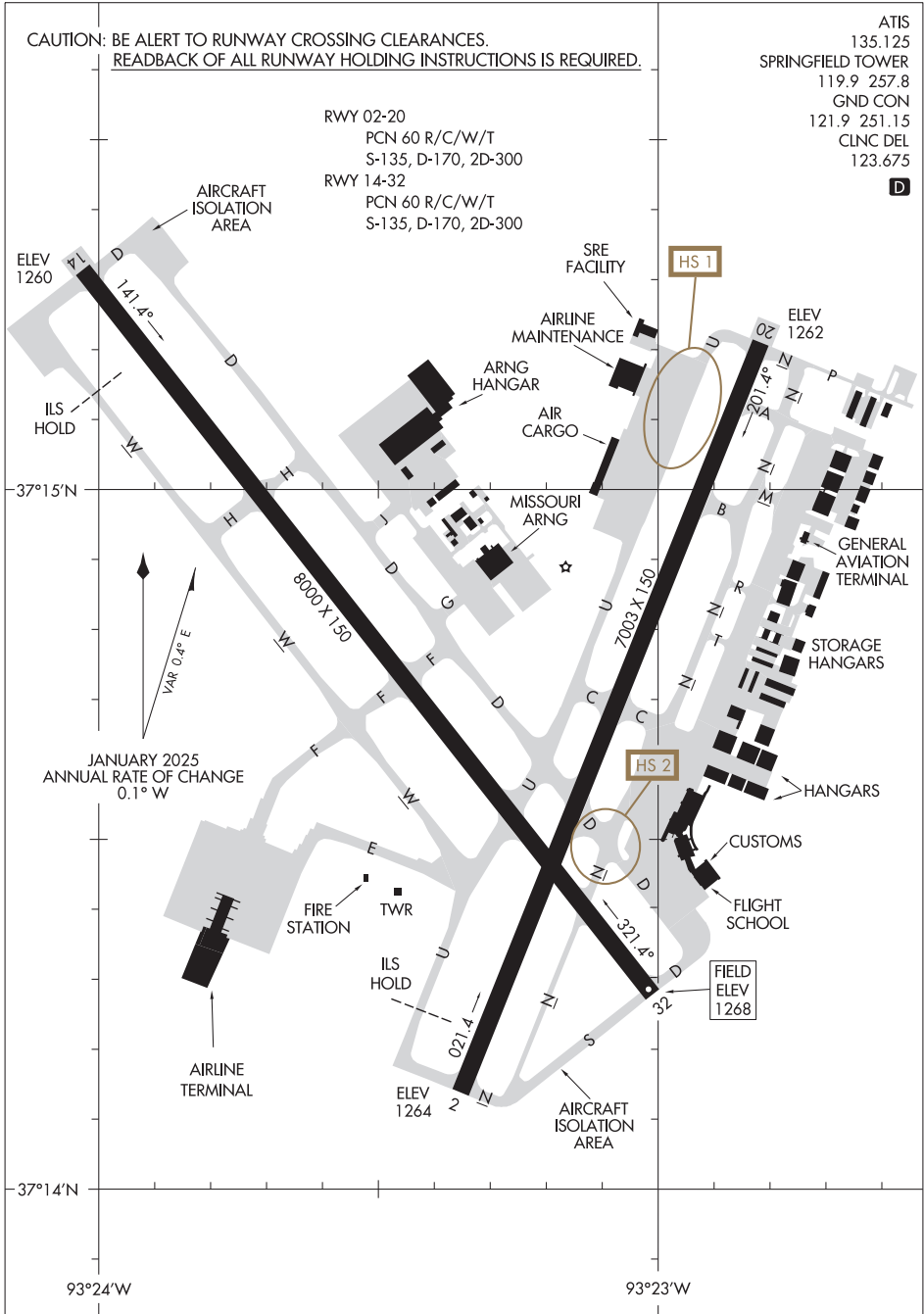
RWY 02-20
PCN 60 R/C/W/T
S-135, D-170, 2D-300

RWY 14-32
PCN 60 R/C/W/T
S-135, D-170, 2D-300

ATIS
135.125
SPRINGFIELD TOWER
119.9 257.8
GND CON
121.9 251.15
CLNC DEL
123.675

D

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25219

SPRINGFIELD, MISSOURI
SPRINGFIELD-BRANSON NTL (SGF)

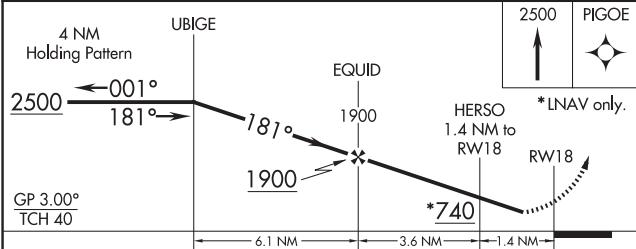
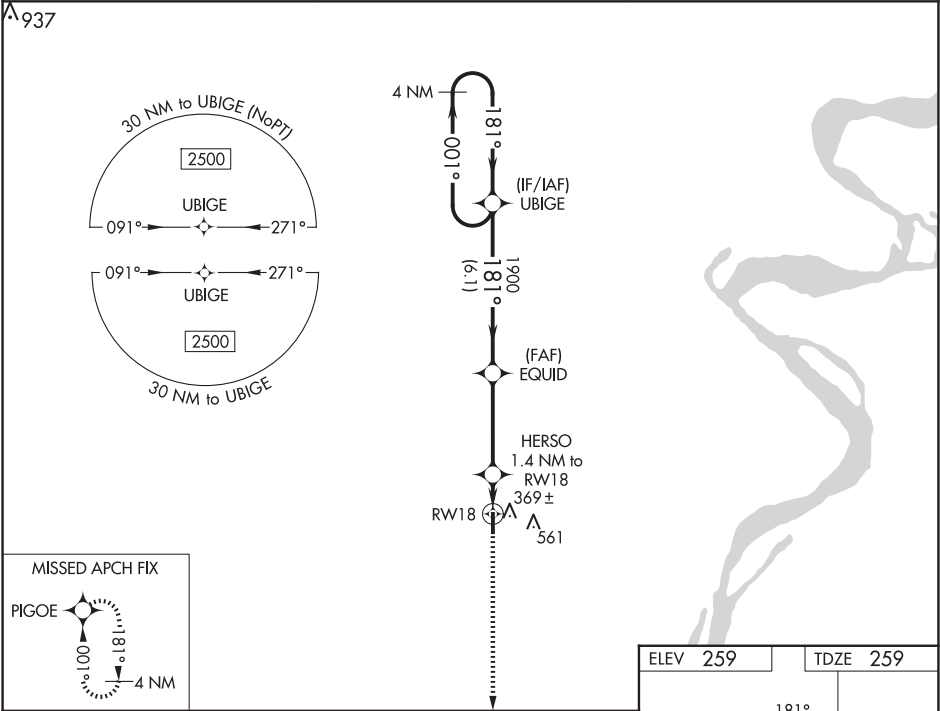
WAAS CH 42837 W18A	APP CRS 181°	Rwy ldg TDZE Apt Elev	3984 259 259
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

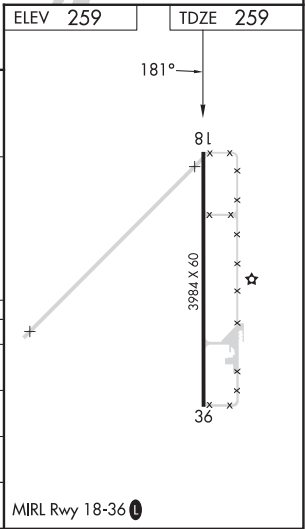
STEELE MUNI (M12)

<div><div>Baro-VNAV NA. Use Blytheville Muni altimeter setting; when not received, use Arkansas Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.</div><div>NA</div></div> <div>MISSED APPROACH: Climb to 2500 direct PIGOE and hold.</div>
--

HKA ASOS 135.025	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
----------------------------	--	-------------------------------



CATEGORY	A	B	C	D
LPV DA	531-1 272 (300-1)			NA
LNAV/VNAV DA	539-1 280 (300-1)			NA
LNAV MDA	660-1 401 (500-1)	660-1 1/8 401 (500-1 1/8)		NA
CIRCLING	700-1 441 (500-1)	900-1 641 (700-1)	900-2 641 (700-2)	NA



STEELE, MISSOURI

AL-10597 (FAA)

23222

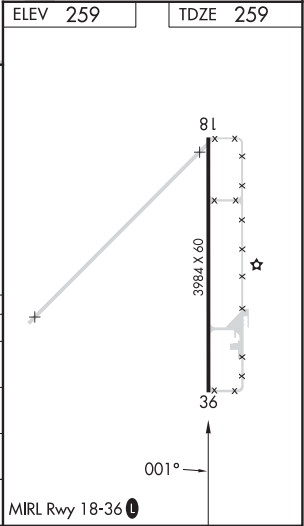
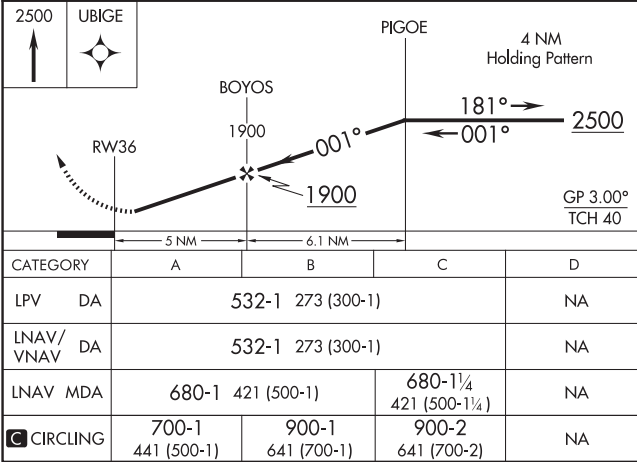
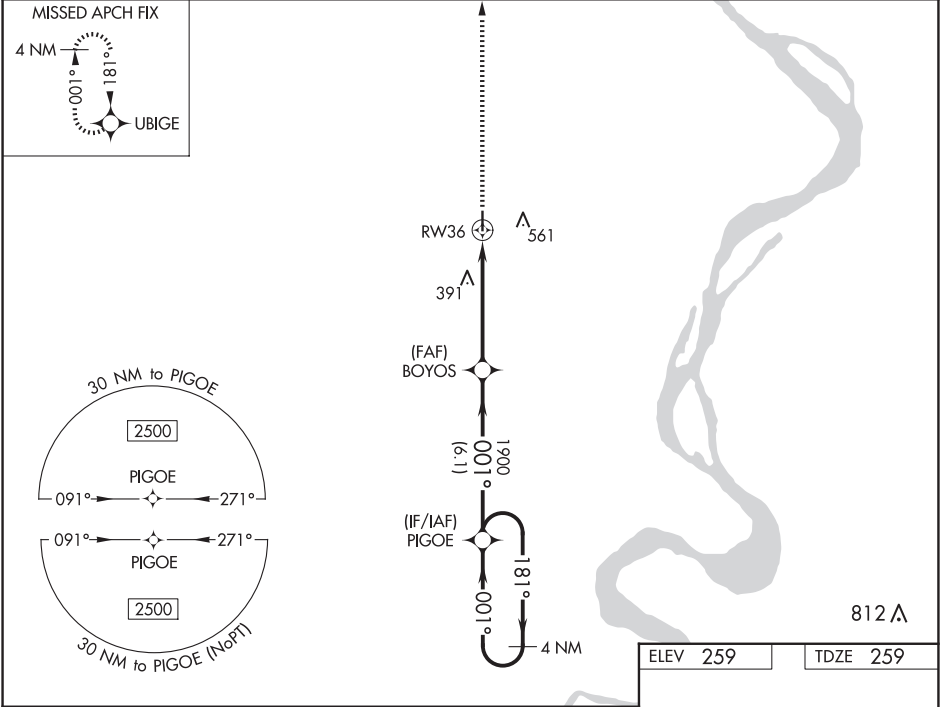
WAAS CH 82137 W36A	APP CRS 001°	Rwy Idg TDZE 259 Apt Elev 259	3984
--	------------------------	---	-------------

RNAV (GPS) RWY 36

STEELE MUNI (M12)

<div><div>Baro-VNAV NA. Use Blytheville Muni altimeter setting; when not received, use Arkansas Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.</div><div><div>MISSED APPROACH: Climb to 2500 direct UBIGE and hold.</div></div></div>

HKA ASOS 135.025	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
----------------------------	--	-------------------------------



STEELE, MISSOURI
Orig 30APR15

36°06'N-89°52'W

STEELE MUNI (M12)

RNAV (GPS) RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3060
013°	TDZE	1034
	Apt Elev	1042

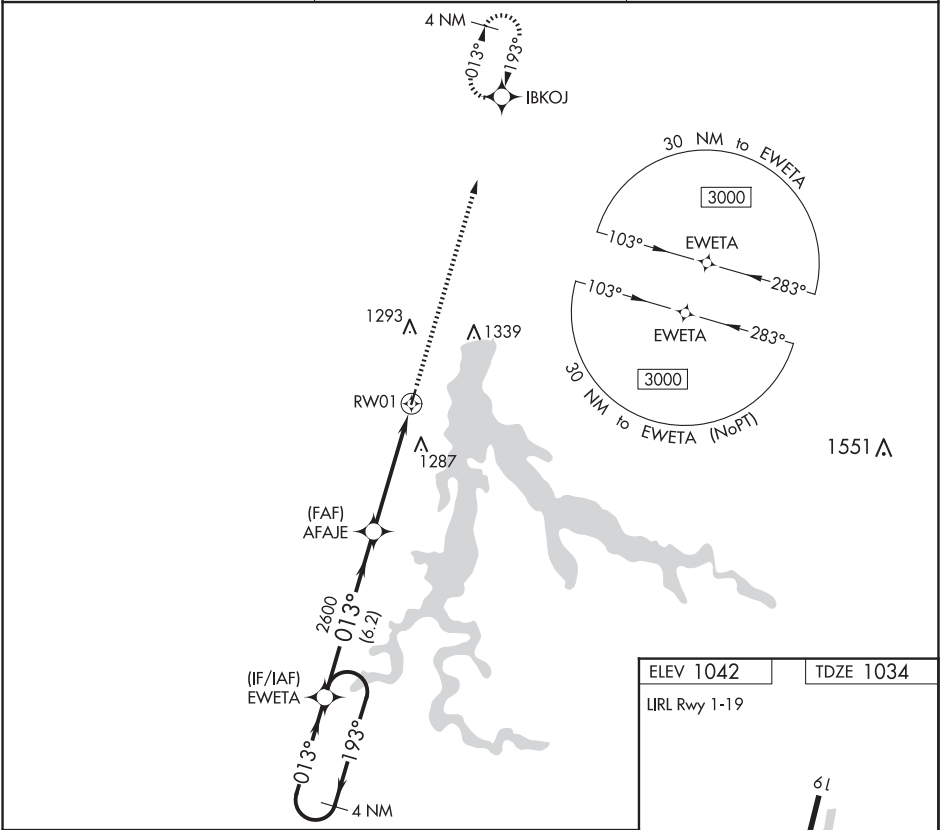
RNAV (GPS) RWY 1
STOCKTON LAKE (MO3)

NA

Use Nevada altimeter setting; when not received, use Springfield altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct IBKOJ and hold.

NVD AWOS-3PT 119.175	SPRINGFIELD APP CON 124.95	CTAF 122.9
-------------------------	-------------------------------	---------------



ELEV 1042

TDZE 1034

LIRL Rwy 1-19

4 NM Holding Pattern		Visual Segment - Obstacles.		3000	IBKOJ
3000		AFAJE		RWY 1	
193°		013°		2600	
013°		013°		2400	
6.2 NM		4.8 NM			
CATEGORY	A	B	C	D	
LNAV MDA	1600-1	566 (600-1)	NA		
CIRCLING	1600-1 558 (600-1)	1700-1 658 (700-1)	NA		

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

STOCKTON, MISSOURI

AL-6771 (FAA)

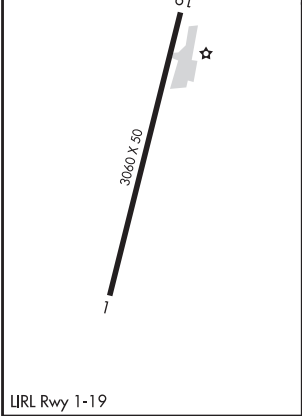
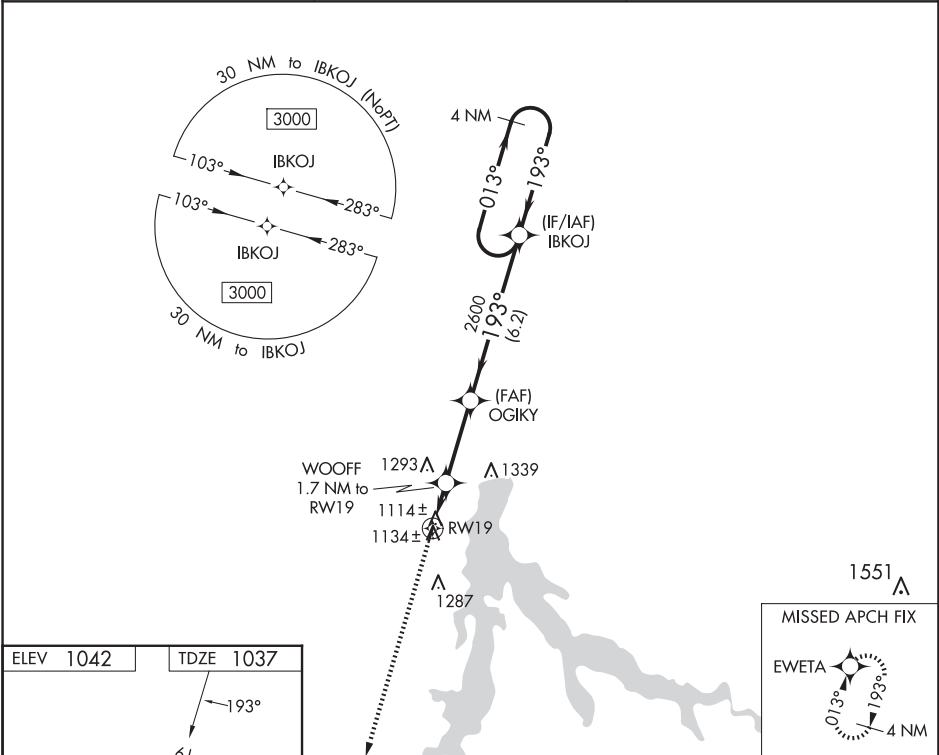
24305

WAAS CH 50334 W19A	APP CRS 193°	Rwy Idg 3060 TDZE 1037 Apt Elev 1042
--	------------------------	---

RNAV (GPS) RWY 19
STOCKTON LAKE (MO3)

<div><div>Procedure NA at night. Use Nevada altimeter setting; when not received, use Springfield altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.</div><div><div>NA</div></div></div> <div>MISSED APPROACH: Climb to 3000 direct EWETA and hold.</div>

NVD AWOS-3PT 119.175	SPRINGFIELD APP CON 124.95	CTAF 122.9
--------------------------------	--------------------------------------	----------------------



3000	EWETA	Visual Segment - Obstacles.	IBKOJ	4 NM Holding Pattern
WOOFF 1.7 NM to RW19	OGIKY	2600	193°	013° → 3000
1600	1.7 NM	3.1 NM	6.2 NM	
CATEGORY	A	B	C	D
LP MDA	1460-1	423 (500-1)	NA	
LNAV MDA	1480-1	443 (500-1)	NA	
CIRCLING	1560-1 518 (600-1)	1700-1 658 (700-1)	NA	

STOCKTON, MISSOURI
Orig-D 09SEP21

37°40'N-93°49'W

STOCKTON LAKE (MO3)
RNAV (GPS) RWY 19

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC SGF

116.9

Chan 116

APP CRS

305°

Rwy Idg

TDZE

Apt Elev

N/A

N/A

1042

VOR/DME-A

STOCKTON LAKE (MO3)

V

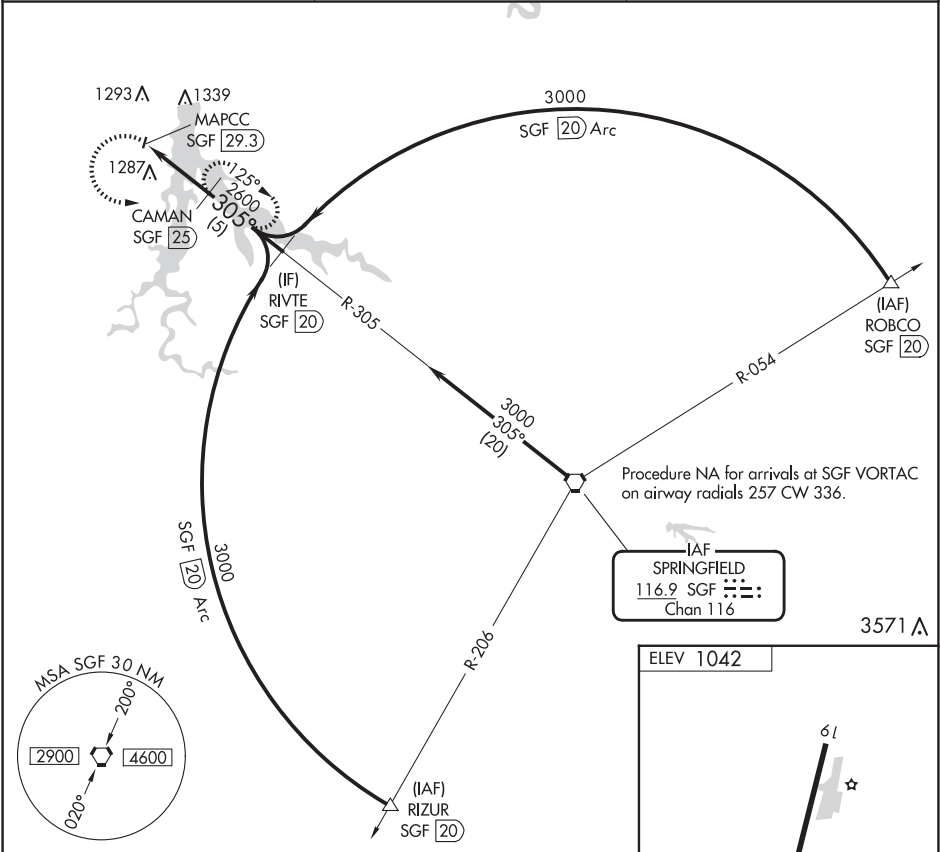
NA

Use Nevada altimeter setting; when not received, use Springfield altimeter setting and increase all MDA 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:

Climbing left turn to 3000 on SGF VORTAC R-305 to CAMAN/25 DME and hold.

NVD AWOS-3PT 119.175	SPRINGFIELD APP CON 124.95	CTAF 122.9
-------------------------	-------------------------------	---------------



3000 SGF R-305

CAMAN SGF 25

MAPCC SGF 29.3

3000 RIVTE SGF 20

3000

305°

2600

4.3 NM

5 NM

Procedure Turn NA

CATEGORY	A	B	C	D
CIRCLING	1620-1 578 (600-1)	1700-1¼ 658 (700-1¼)	NA	

ELEV 1042

61

3060 X 50

305°

LIRL Rwy 1-19

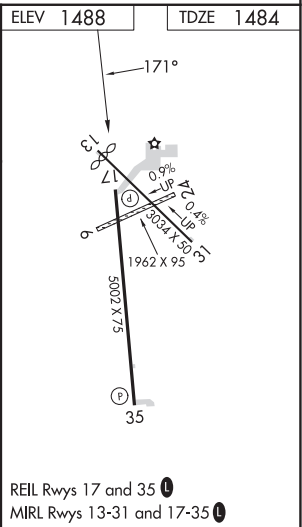
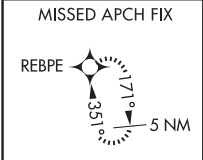
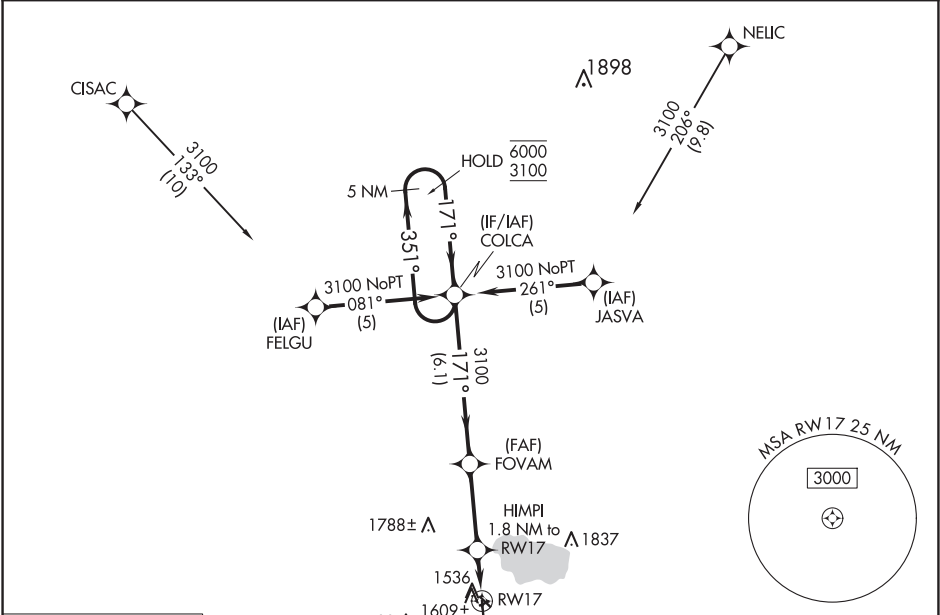
APP CRS	Rwy Idg	5002
171°	TDZE	1484
	Apt Elev	1488

RNAV (GPS) RWY 17

STORM LAKE MUNI (SLB)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3100 direct REBPE and hold.
<div><div>▼</div><div>⚠</div></div> Circling NA to Rwys 6 and 24. Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 17 NA at night, Circling Rwy 13, 17 NA at night.	

AWOS-3 118.525	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) ①
-------------------	-----------------------------------	--------------------------



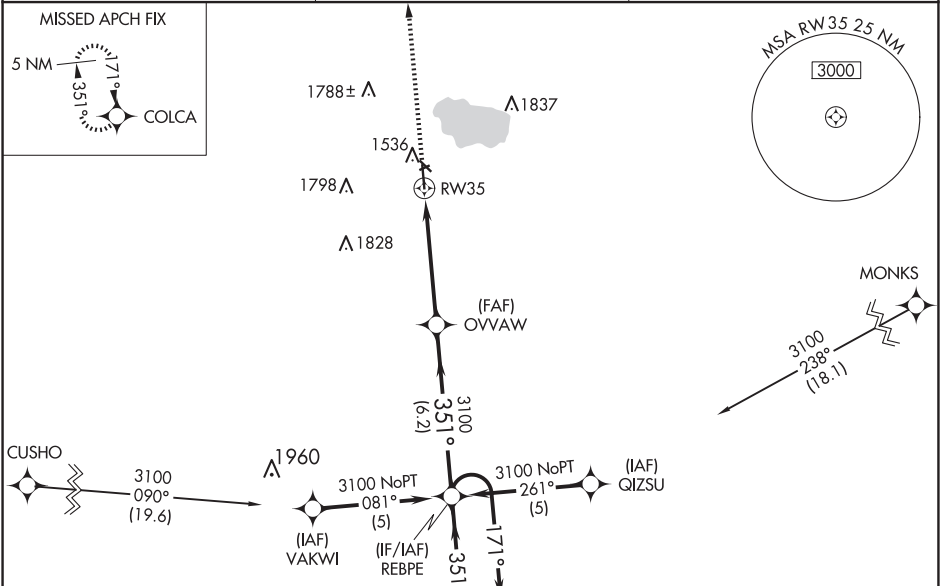
	COLCA	FOVAM	3100	REBPE
5 NM Holding Pattern				
6000 ← 351°	171° →	3100	3.05° TCH 30	HIMPI 1.8 NM to RW17
3100				
	6.1 NM	3.1 NM	1.8 NM	
CATEGORY	A	B	C	D
RNAV MDA	1860-1	376 (400-1)	NA	
CIRCLING	1920-1 432 (500-1)	1940-1 452 (500-1)	NA	

WAAS CH 86600 W35A	APP CRS 351°	Rwy Idg TDZE 1484 Apt Elev 1488	5002
--	------------------------	---	-------------

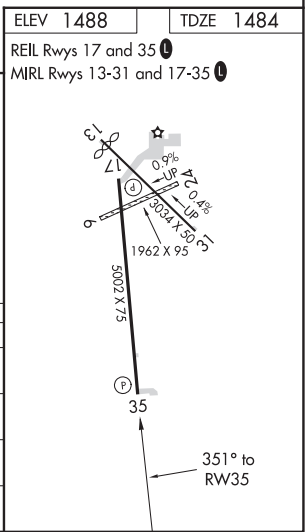
RNAV (GPS) RWY 35
STORM LAKE MUNI (SLB)

RNP APCH.	
<div><div>⚠</div><div>Circling NA to Rwy 6 and 24. Circling Rwy 13, 17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div></div>	MISSED APPROACH: Climb to 3100 direct COLCA and hold.

AWOS-3 118.525	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------



<div><div><div>3100</div><div>COLCA</div></div><div><div>*LNAV only</div><div><div><div><div><div><div>1.1 NM</div><div>3.8 NM</div><div>6.2 NM</div></div></div><div><div><div><div><div>1.1 NM to RW35</div><div>351°</div><div>3100</div><div>6000</div><div>3100</div></div><div>GP 3.00° TCH 30°</div></div></div><div><div>OVVAW</div><div>3100</div></div><div><div>REBPE</div><div>5 NM Holding Pattern</div></div></div></div></div></div></div></div>				
CATEGORY	A	B	C	D
LPV DA	1734-1	250 (300-1)		NA
LNAV/VNAV DA	1869-1½	385 (400-1½)		NA
LNAV MDA	1860-1	376 (400-1)		NA
CIRCLING	1920-1½ 432 (500-1½)	1940-1½ 452 (500-1½)		NA



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

SULLIVAN, MISSOURI

AL-9135 (FAA)

21112

WAAS CH 82414 W06A	APP CRS 058°	Rwy Idg 4500 TDZE 933 Apt Elev 933
--	------------------------	---

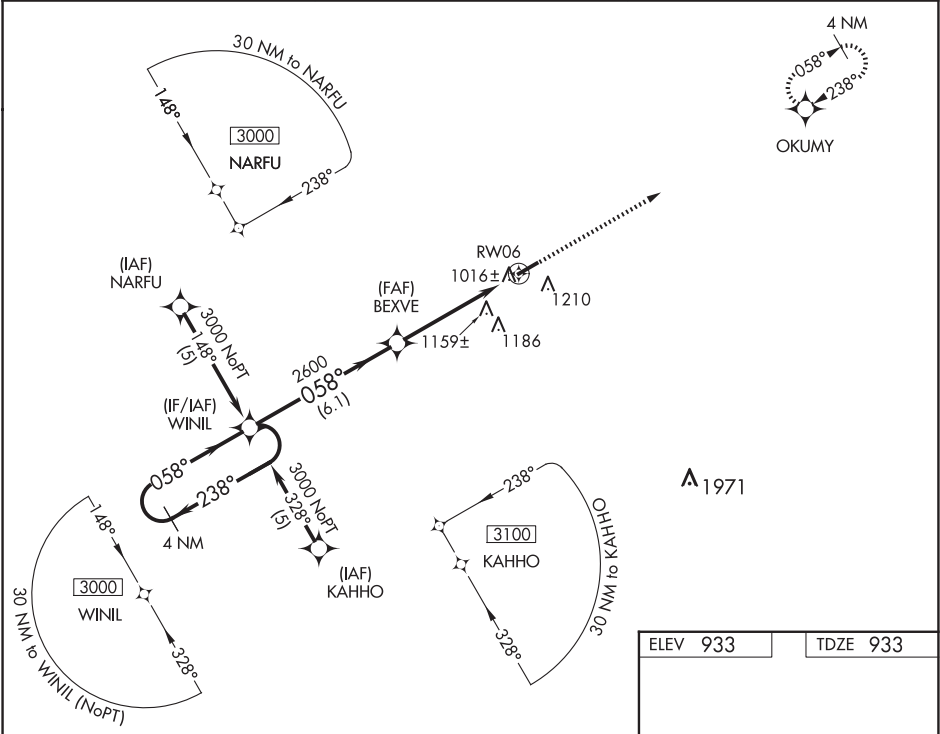
RNAV (GPS) RWY 6
SULLIVAN RGNL (UUV)

⚠ Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

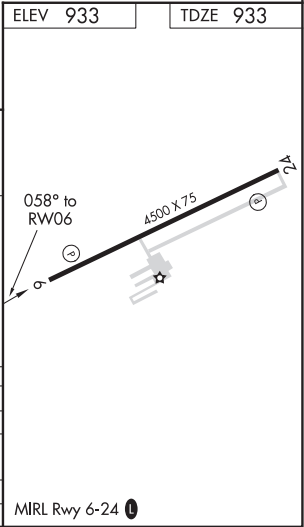
⚠ NA Baro-VNAV and VDP NA when using Rolla Nt altimeter setting. When local altimeter setting not received, use Rolla Nt altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV Cat A and B visibility ½ mile and LNAV/VNAV Cat A and B visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct OKUMY and hold.

AWOS-3PT 119.375	KANSAS CITY CENTER 128.35 284.675	UNICOM 122.7 (CTAF) 0
----------------------------	---	---------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 57).		*LNAV only.		3000	OKUMY
4 NM Holding Pattern		WINIL		BEXVE	
3000		2600		RW06	
GP 3.00° TCH 40		6.1 NM		4.0 NM	
CATEGORY		A		B	
LPV DA		1236-1		303 (400-1)	
LNAV/VNAV DA		1488-2		555 (600-2)	
LNAV MDA		1420-1		487 (500-1)	
CIRCLING		1520-1		587 (600-1)	



SULLIVAN, MISSOURI
Orig 27AUG09

38°14'N-91°10'W

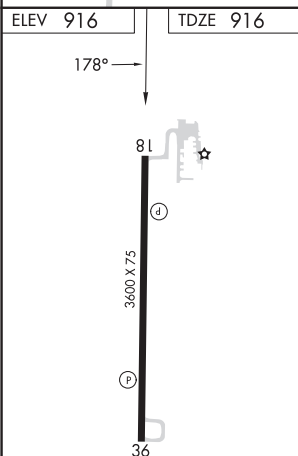
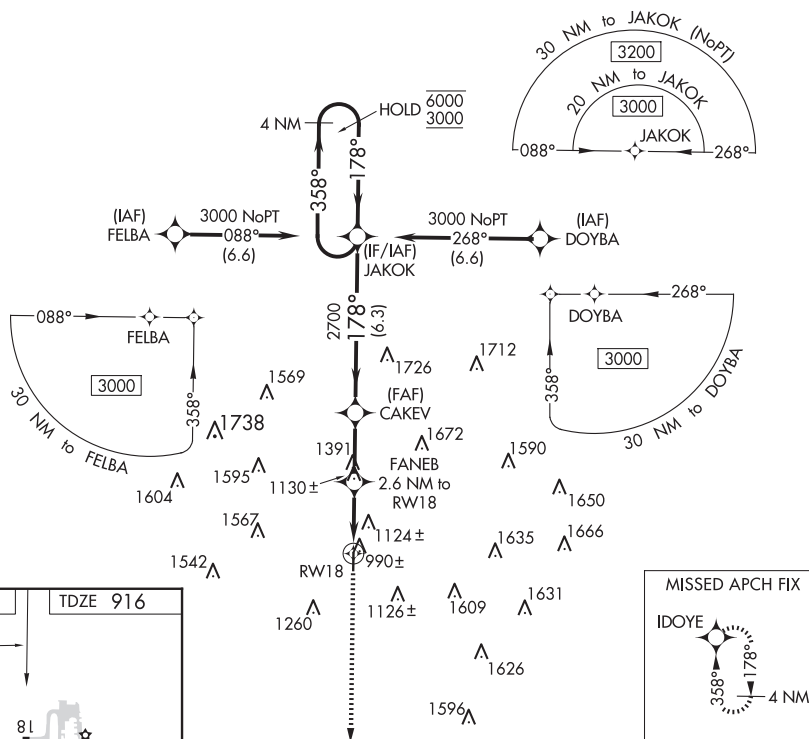
SULLIVAN RGNL (UUV)
RNAV (GPS) RWY 6

NC-3, 07 AUG 2025 to 02 OCT 2025

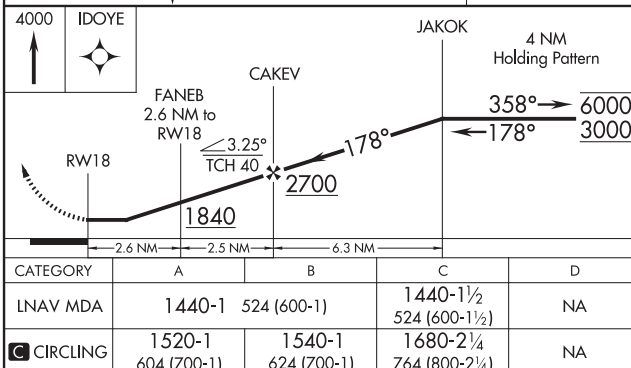
NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18
GOULD PETERSON MUNI (K57)

MISSED APPROACH: Climb to 4000
direct IDOYE and hold, continue
climb-in-hold to 4000.

CTAF
122.9 

MIRL Rwy 18-36 **L**
REIL Rwy 18 and 36 **L**



TARKIO, MISSOURI
Amdt 1A 19MAY22

GOULD PETERSON MUNI (K57)
RNAV (GPS) RWY 18

40°27'N-95°22'W

NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3600
358°	TDZE	916
	Apt Elev	916

RNAV (GPS) RWY 36

GOULD PETERSON MUNI (K57)

RNP APCH - GPS.

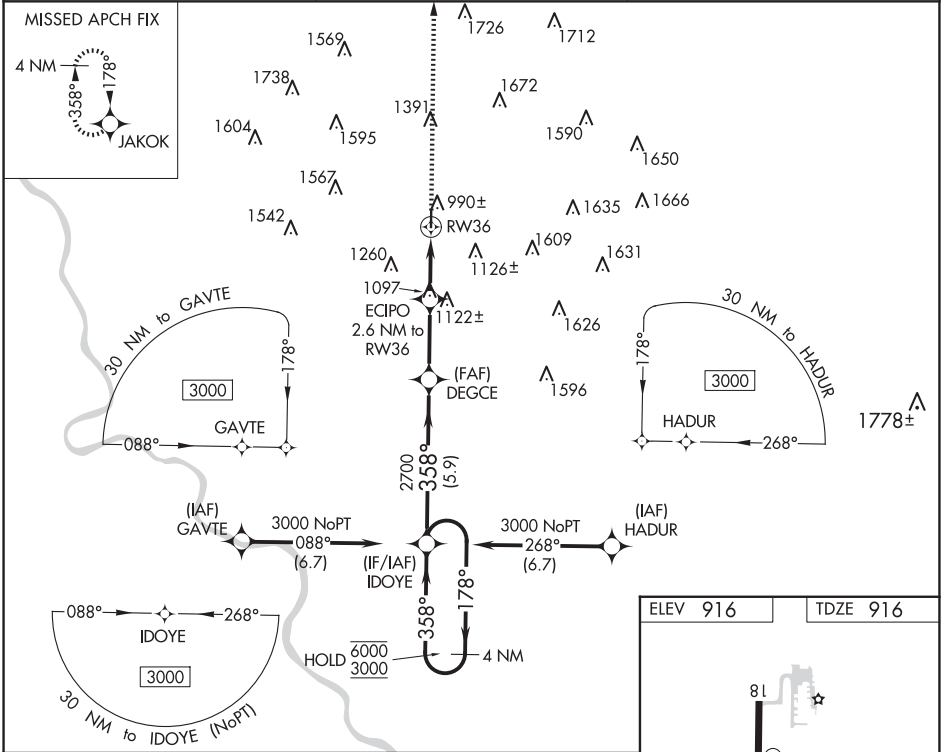
▼

NA

Rwy 36 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 18 NA at night.
Use Shenandoah altimeter setting; when not received,
use Clarinda altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 4000 direct JAKOK and hold,
Continue climb-in-hold to 4000

SDA AWOS-3 125.525	MINNEAPOLIS CENTER 119.6 290.4	CTAF 122.9 0
-----------------------	-----------------------------------	-----------------



4 NM Holding Pattern

IDOYE

6000

3000

178°

358°

358°

2700

1780

3.00°

TCH 40

DEGCE

ECIP0

2.6 NM to RW36

RW36

4000

JAKOK

CATEGORY	A	B	C	D
LNNAV MDA	1460-1	544 (600-1)	1460-1½ 544 (600-1½)	NA
<div>CIRCLING</div>	1520-1 604 (700-1)	1540-1 624 (700-1)	1680-2¼ 764 (800-2¼)	NA

ELEV 916

TDZE 916

81

3600 X 75

36

358°

MIRL Rwy 18-36 0

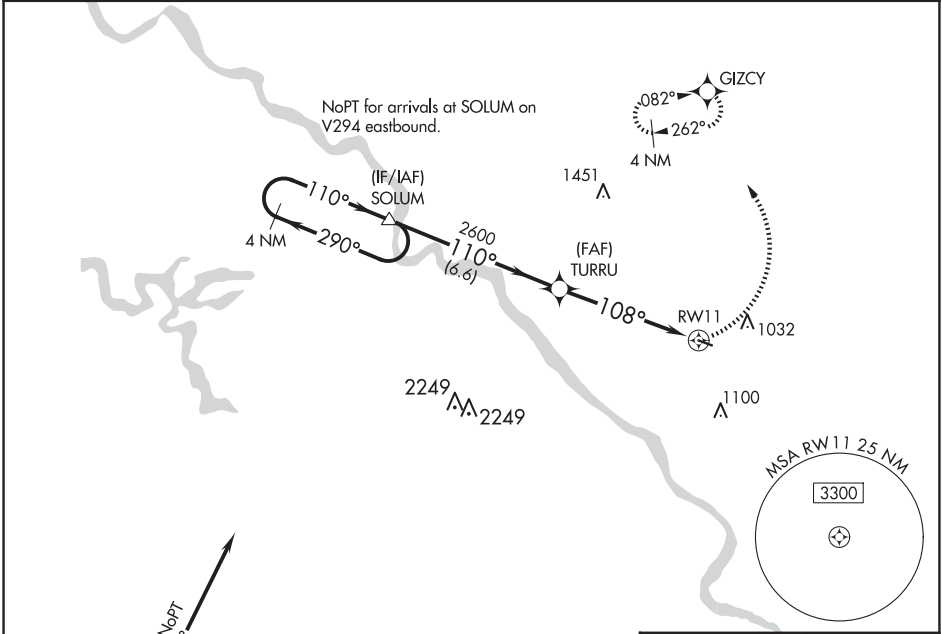
REIL Rws 18 and 36 0

APP CRS	Rwy Idg	3000
108°	TDZE	840
	Apt Elev	840

RNAV (GPS) RWY 11

MATHEWS MEML (8C4)

<div><div>▼</div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Iowa City altimeter setting, when not received use Cedar Rapids altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 3300 direct GIZCY and hold.
CEDAR RAPIDS APP CON ★ 119.7 266.8	CTAF 122.9



ELEV 840

TDZE 840

4 NM Holding Pattern

SOLUM

TURRU

RWY 11

2600

290°

110°

2600

110°

2600

108°

3.05 NM

TCH 40

6.6 NM

5.3 NM

3300

GIZCY

108°

3000 X 60

CATEGORY	A	B	C	D
LNAV MDA	1360-1	520 (600-1)	NA	
CIRCLING	1460-1	620 (700-1)	NA	

MIRL Rwy 11-29
REIL Rwy 11

WAAS CH 99626 W18A	APP CRS 176°	Rwy Idg 3907 TDZE 757 Apt Elev 758
--	------------------------	---

RNAV (GPS) RWY 18

TRENTON MUNI (TRX)

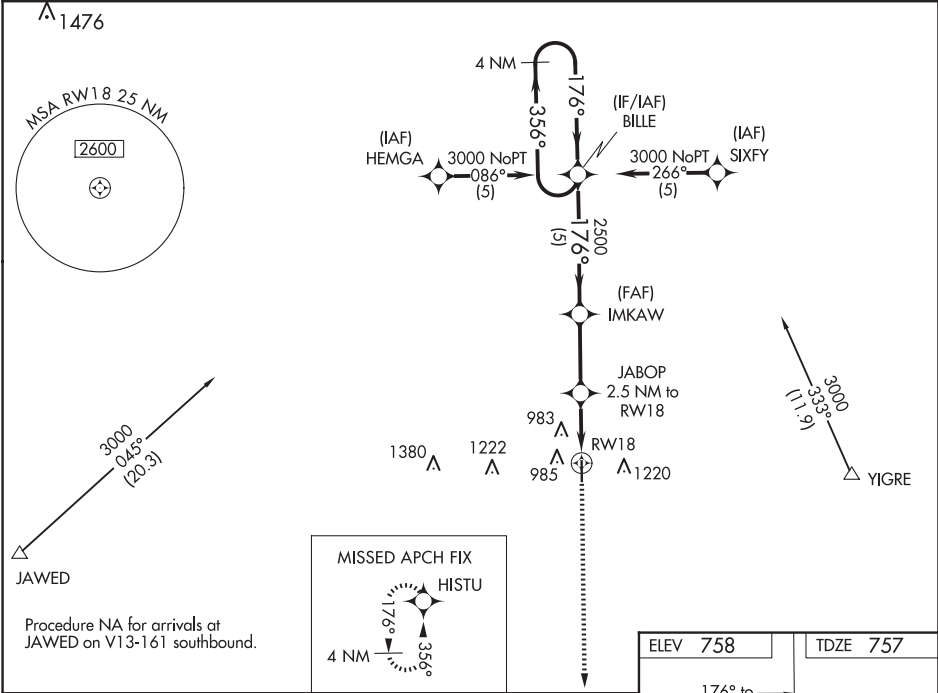
▼

▲ NA

Baro-VNAV NA. Use Chillicothe altimeter setting; when not received, use Kirksville altimeter setting and increase LPV DA to 1191 feet and all visibilities $\frac{3}{8}$ SM, LNAV/VNAV DA to 1341 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 100 feet and Circling Cat B visibility $\frac{1}{4}$ SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 direct HISTU and hold.

KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) 0
---	---------------------------------



4 NM Holding Pattern		BILLE	IMKAW	JABOP 2.5 NM to RW18	HISTU
3000		356°	176°	2500	*1580
GP 3.00° TCH 40					
5 NM		2.9 NM	2.5 NM		
CATEGORY	A	B	C	D	
LPV DA	1098-1 $\frac{1}{8}$	341 (400-1 $\frac{1}{8}$)	NA		
LNAV/VNAV DA	1248-1 $\frac{3}{4}$	491 (500-1 $\frac{3}{4}$)	NA		
LNAV MDA	1180-1	423 (500-1)	NA		
CIRCLING	1340-1 582 (600-1)	1700-1 $\frac{1}{4}$ 942 (1000-1 $\frac{1}{4}$)	NA		

ELEV 758 TDZE 757

176° to RW18

81

4307 X 75

36

MIRL Rwy 18-36

REIL Rwy 18 and 36

WAAS CH 63126 W36A	APP CRS 356°	Rwy Idg 4307 TDZE 757 Apt Elev 758
--	------------------------	---

RNAV (GPS) RWY 36

TRENTON MUNI (TRX)

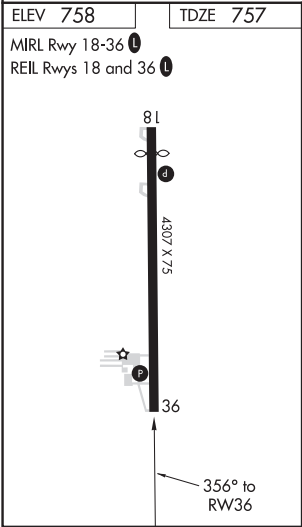
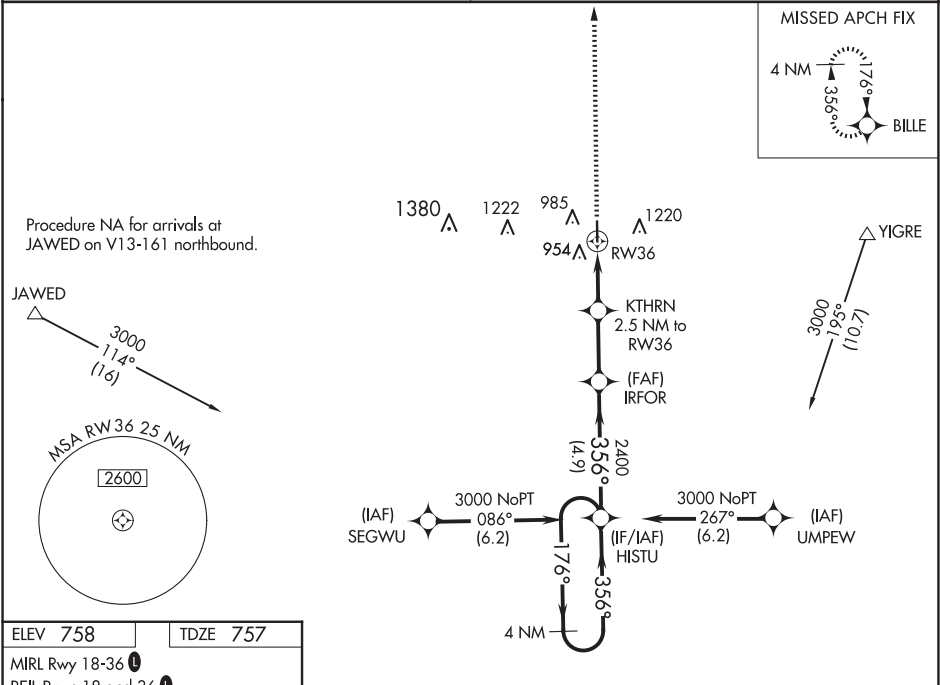
▼

▲ NA

When VGSI inop, Circling Rwy 18 NA at night. Baro-VNAV NA. Use Chillicothe altimeter setting; when not received, use Kirksville altimeter setting and increase LPV DA to 1175 feet and all visibilities $\frac{1}{4}$ SM, LNAV/VNAV DA to 1288 feet and all visibilities $\frac{3}{8}$ SM; increase all MDAs 100 feet and Circling Cat B visibility $\frac{1}{4}$ SM. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct BILLE and hold.

KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF)
---	-------------------------------



3000

↑

BILLE

✦

*LNAV only.

RW36

KTHRN

2.5 NM to RW36

IRFOR

2400

HISTU

4 NM Holding Pattern

176°

←356°

3000

*1580

2400

GP 3.00°

TCH 40

2.5 NM

2.5 NM

4.9 NM

CATEGORY	A	B	C	D
LPV DA	1082-1⅛	325 (400-1⅛)	NA	
LNAV/ VNAV DA	1195-1½	438 (500-1½)	NA	
LNAV MDA	1320-1	563 (600-1)	NA	
CIRCLING	1340-1 582 (600-1)	1700-1¼ 942 (1000-1¼)	NA	

VINTON, IOWA

AL-6691 (FAA)

25219

APP CRS
091°

Rwy Ldg **4000**
TDZE **836**
Apt Elev **842**

RNAV (GPS) RWY 9

VINTON VETERANS MEML AIRPARK (VTI)

RNP APCH - GPS.

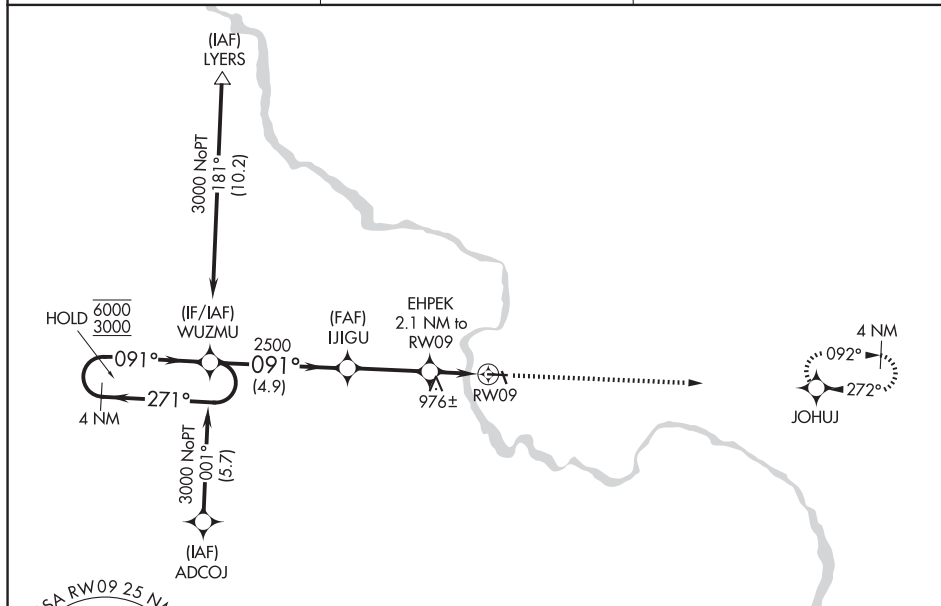
⚠ Rwy 9 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using IIB altimeter setting. When local altimeter setting not received, use IIB altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct JOHUJ and hold.

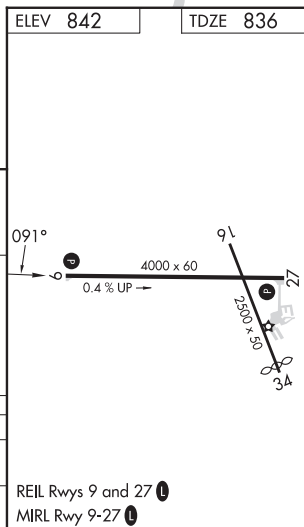
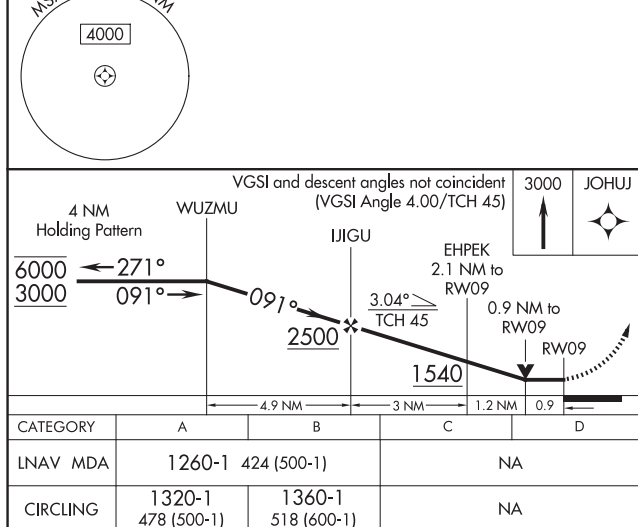
AWOS-3
120.075

CEDAR RAPIDS APP CON ★
134.05 266.8

UNICOM
122.8 (CTAF)



ELEV 842 TDZE 836



VINTON, IOWA
Amdt 1 07AUG25

42°13'N-92°02'W

VINTON VETERANS MEML AIRPARK (VTI)
RNAV (GPS) RWY 9

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 62917 W27A	APP CRS 272°	Rwy Ldg TDZE 839 Apt Elev 842
--	------------------------	---

RNAV (GPS) RWY 27

VINTON VETERANS MEML AIRPARK (VTI)

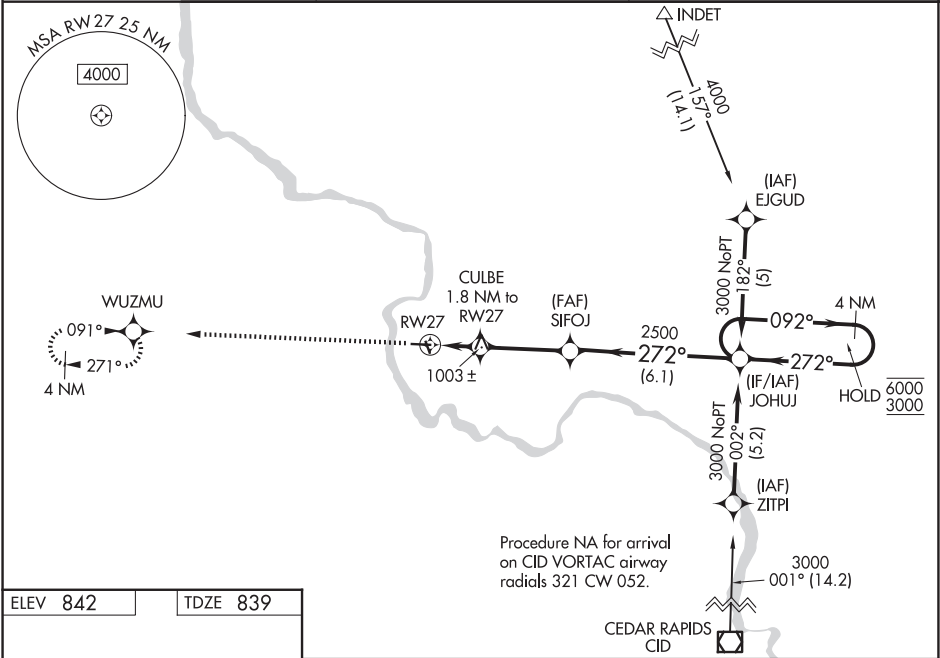
RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using IIB altimeter setting. When local altimeter setting not received, use IIB altimeter setting: increase LPV DA to 1140 feet, LNAV/VNAV DA to 1374 feet and all visibilities ½ SM; increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct WUZMU and hold.

AWOS-3 120.075	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.8 (CTAF) ①
--------------------------	---	---------------------------------



ELEV 842	TDZE 839
----------	----------

↑

WUZMU

↑

CULBE

↑

SIFOJ

↑

JOHUJ

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

4 NM Holding Pattern

6000 3000

GP 3.04° TCH 40

1.2 NM to RW27

1.2 NM

0.6

3.2 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	1089-1	250 (300-1)		NA
LNAV/VNAV DA	1260-1¼	421 (500-1¼)		NA
LNAV MDA	1260-1	421 (500-1)		NA
CIRCLING	1320-1 478 (500-1)	1360-1 518 (600-1)		NA

REIL Rwy 9 and 27 ①
MIRL Rwy 9-27 ①

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WARRENSBURG, MISSOURI

AL-6484 (FAA)

25163

WAAS CH 65903 W01A	APP CRS 007°	Rwy Ldg 4206 TDZE 794 Apt Elev 798
--	------------------------	---

RNAV (GPS) RWY 1
SKYHAVEN (RCM)

RNP APCH - GPS.

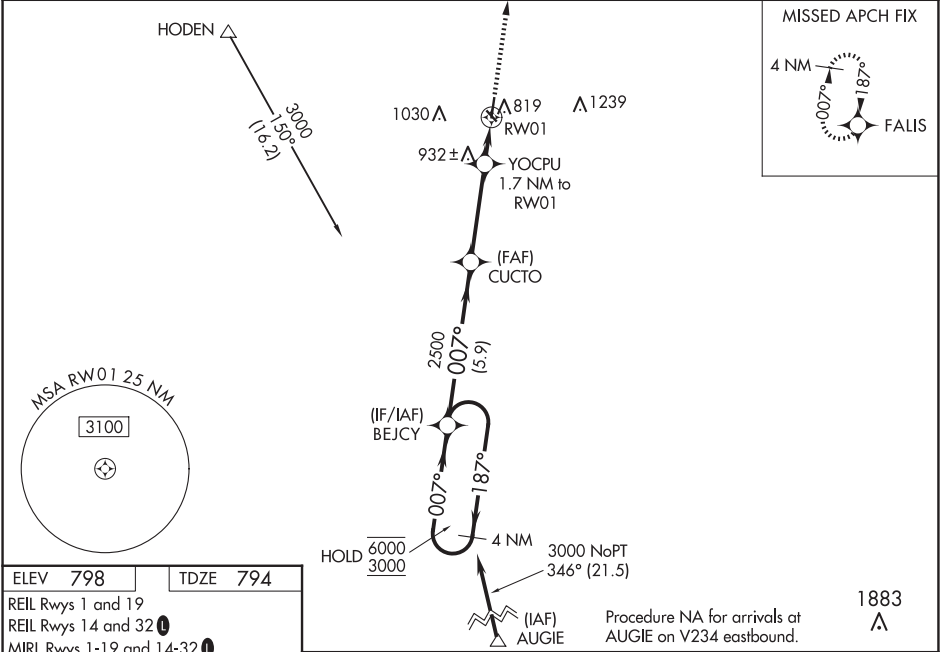
▼

⚠

Baro-VNAV NA when using SZL altimeter setting. Rwy 1 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use SZL altimeter setting and increase LPV DA to 1083 feet; increase LNAV/VNAV DA to 1194 feet and all visibilities ½ SM; increase all MDAs 40 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct FALIS and hold.

AWOS-3PT 119.575	WHITEMAN APP CON ★ 127.45 284.0	UNICOM 123.0 (CTAF) 0
----------------------------	---	--



Make Rwy's 17 and 14-32

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75, 2801 X 60, 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

Diagram illustrating a runway layout with the following details:

- Runway dimensions: 4206 X 75.
- Heading: 007°.
- GP 3.00° TCH 36.
- Star symbol.

WARRENSBURG, MISSOURI
Amdt 1B 12JUN25

38°47'N-93°48'W

SKYHAVEN (RCM)
RNAV (GPS) RWY 1

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45803 W19A	APP CRS 187°	Rwy Ldg 4206 TDZE 795 Apt Elev 798
--	------------------------	---

RNAV (GPS) RWY 19

SKYHAVEN (RCM)

RNP APCH - GPS.

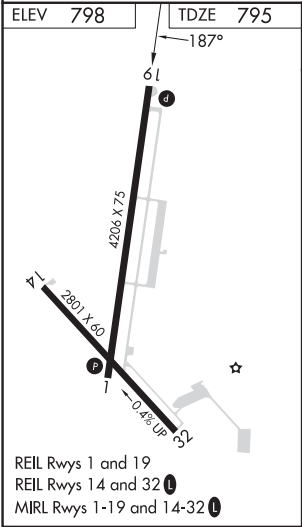
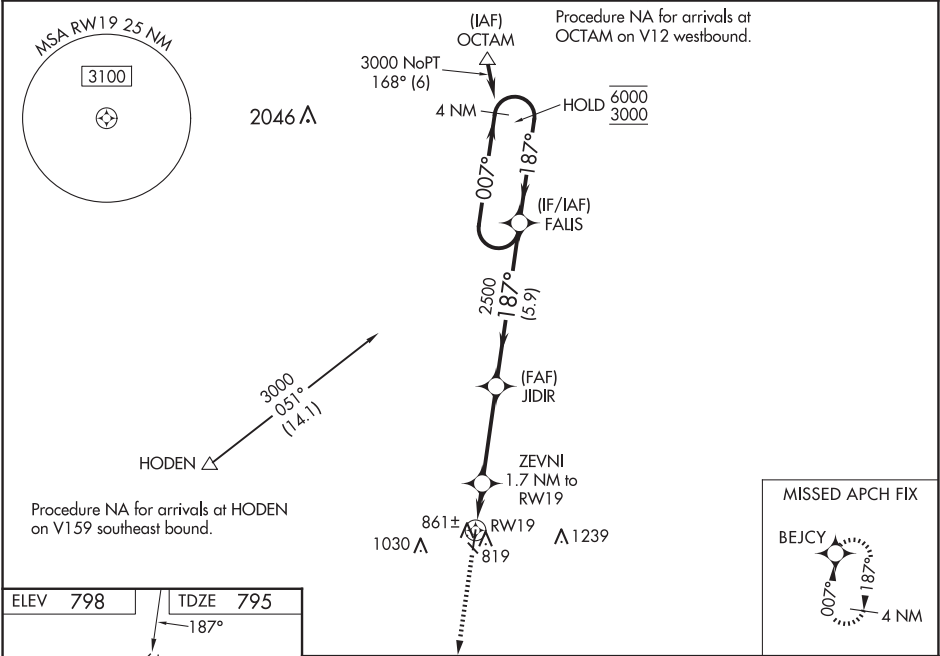
▼

⚠

Baro-VNAV NA when using SZL altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use SZL altimeter setting and increase LPV DA to 1084 feet; increase LNAV/VNAV DA to 1139 feet; increase all MDAs 40 feet; and Circling visibility Cat C ½ SM.

MISSED APPROACH: Climb to 3000 direct BEJCY and hold.

AWOS-3PT 119.575	WHITEMAN APP CON ★ 127.45 284.0	UNICOM 123.0 (CTAF) 0
----------------------------	---	--



3000	BEJCY	FALIS	JIDIR	ZEVNI	RW19	1360	2500	187°	007°	4 NM	6000	3000	GP 3.00°	TCH 40
1.7 NM	3.5 NM	5.9 NM												
CATEGORY	A	B	C	D										
LPV DA	1045-1	250 (300-1)		NA										
LNAV/VNAV DA	1100-1	305 (400-1)		NA										
LNAV MDA	1240-1	445 (500-1)	1240-1 ¾	445 (500-1 ¾)	NA									
CIRCLING	1260-1	1340-1	1380-1 ½	582 (600-1 ½)	NA									
	462 (500-1)	542 (600-1)												

WARSAW, MISSOURI

AL-10413 (FAA)

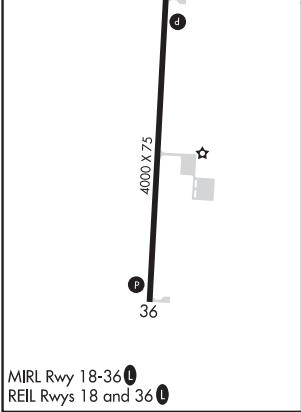
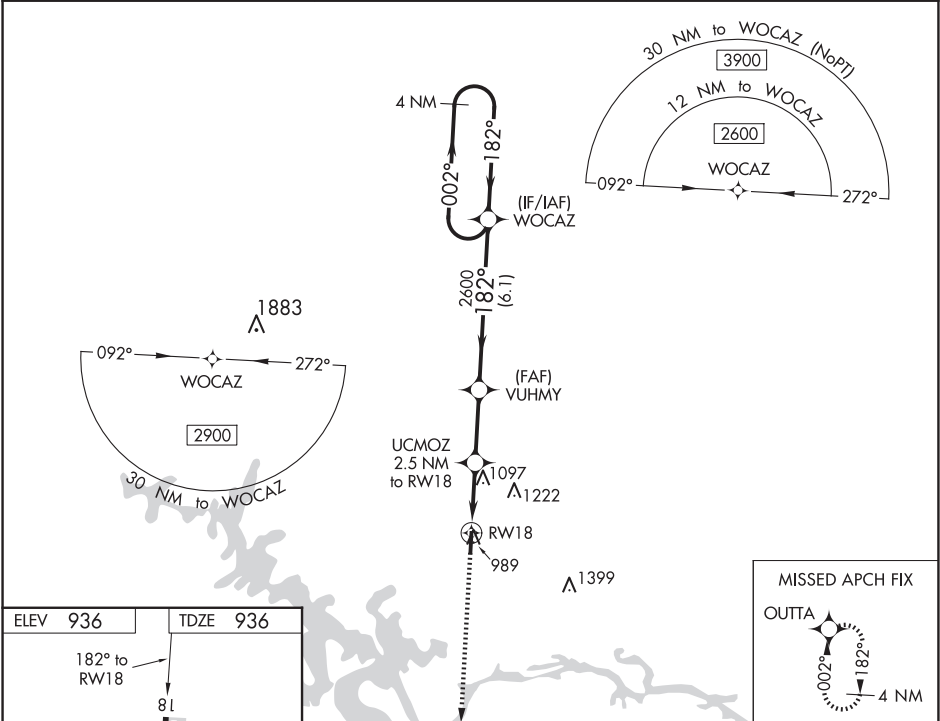
21112

WAAS CH 97735 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	4000 936 936
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18
WARSAW MUNI (R.A.W)

<p>NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 60 feet. Increase LP/LNAV Cat C/D visibility to 1¾ mile, and Circling Cat C/D visibility ¾ mile.</p>	<p>MISSED APPROACH: Climb to 2600 direct OUTTA and hold.</p>
--	--

AWOS-3PT 118.325	WHITEMAN APP CON ★ 127.45 284.0	CTAF 122.9 0
----------------------------	---	------------------------



2600	OUTTA	VUHY	WOCAZ	4 NM Holding Pattern
UCMOZ 2.5 NM to RW18	3.00° TCH 40	2600	182°	002° 2600
1760	2.5 NM	2.6 NM	6.1 NM	
RW18				
2.5 NM	2.6 NM	6.1 NM		
CATEGORY	A	B	C	D
LP MDA	1320-1	384 (400-1)	1320-1½	384 (400-1½)
LNAV MDA	1360-1	424 (500-1)	1360-1¼	424 (500-1¼)
CIRCLING	1360-1 424 (500-1)	1400-1 464 (500-1)	1580-1¾ 644 (700-1¾)	1580-2 644 (700-2)

WARSAW, MISSOURI
Orig-A 23JUN16

38°21'N-93°21'W

WARSAW MUNI (R.A.W)
RNAV (GPS) RWY 18

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **56635**
W36A

APP CRS
002°

Rwy Idg
TDZE
Apt Elev

4000
936
936

RNAV (GPS) RWY 36

WARSAW MUNI (R.A.W)

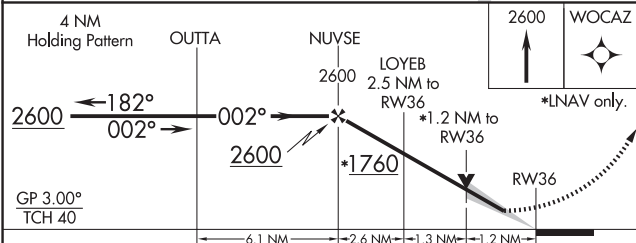
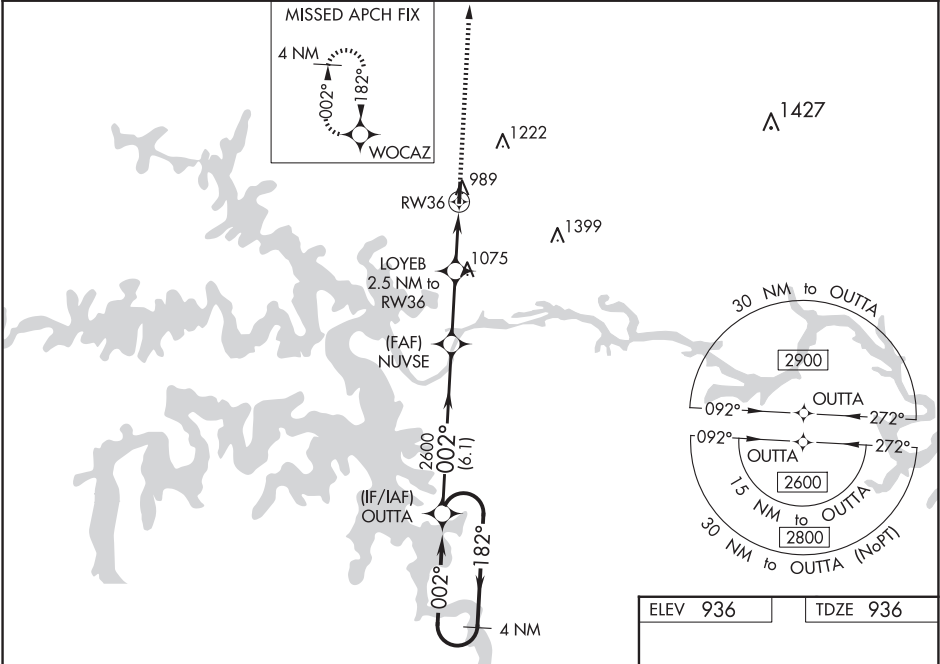
⚠

NA

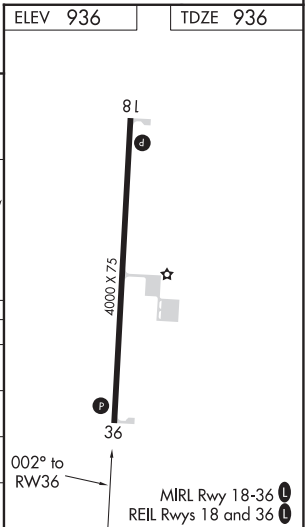
Baro-VNAV and VDP NA when using Clinton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter not received, use Clinton altimeter setting and increase all DA 53 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C/D visibility to 1¾ mile and Circling Cat C visibility to 2 and Cat D visibility to 2½ mile.

MISSED APPROACH:
Climb to 2600 direct
WOCAZ and hold.

AWOS-3PT 118.325	WHITEMAN APP CON ★ 127.45 284.0	CTAF 122.9 0
----------------------------	---	------------------------



CATEGORY	A	B	C	D
LPV DA	1136-1	200 (200-1)		
LNAV/VNAV DA	1215-1	279 (300-1)		
LNAV MDA	1340-1	404 (500-1)	1340-1 ½	404 (500-1 ½)
CIRCLING	1340-1 404 (500-1)	1400-1 464 (500-1)	1580-1 ¾ 644 (700-1 ¾)	1580-2 644 (700-2)



WASHINGTON, IOWA

AL-6289 (FAA)

20198

WAAS CH 63138 W13A	APP CRS 136°	Rwy Idg 3401 TDZE 754 Apt Elev 754
--	------------------------	---

RNAV (GPS) RWY 13 WASHINGTON MUNI (A WG)

RNP APCH.

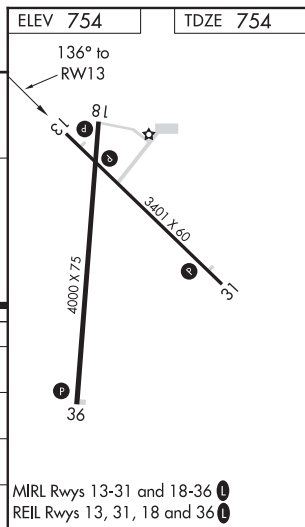
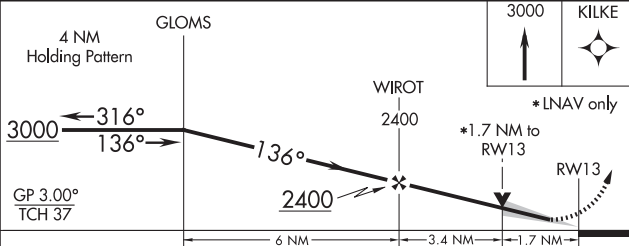
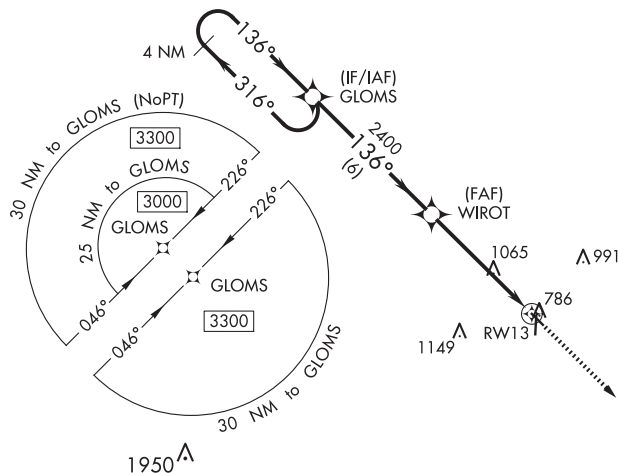
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).
 ▲ Baro-VNAV and VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting: increase LPV DA to 1066 feet, LNAV/VNAV DA to 1282 feet; increase all MDAs 80 feet and visibility LNAV and Circling Cat C $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3000 direct
KILKE and hold.

AWOS-3
127.825

CHICAGO CENTER
135.6 370.95

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1004-1	250 (300-1)		NA
LNAV/VNAV DA	1220-1 $\frac{5}{8}$	466 (500-1 $\frac{5}{8}$)		NA
LNAV MDA	1320-1	566 (600-1)	1320-1 $\frac{5}{8}$ 566 (600-1 $\frac{5}{8}$)	NA
CIRCLING	1320-1	566 (600-1)	1500-2 $\frac{1}{4}$ 746 (800-2 $\frac{1}{4}$)	NA

MIRL Rwy 13-31 and 18-36
 REIL Rwy 13, 31, 18 and 36

WASHINGTON, IOWA
 Orig-A 20JUN19

41°17'N-91°41'W

WASHINGTON MUNI (A WG)
RNAV (GPS) RWY 13

WAAS CH 45816 W18A	APP CRS 184°	Rwy Idg 4000 TDZE 752 Apt Elev 754
--	------------------------	---

RNAV (GPS) RWY 18
WASHINGTON MUNI (AWG)

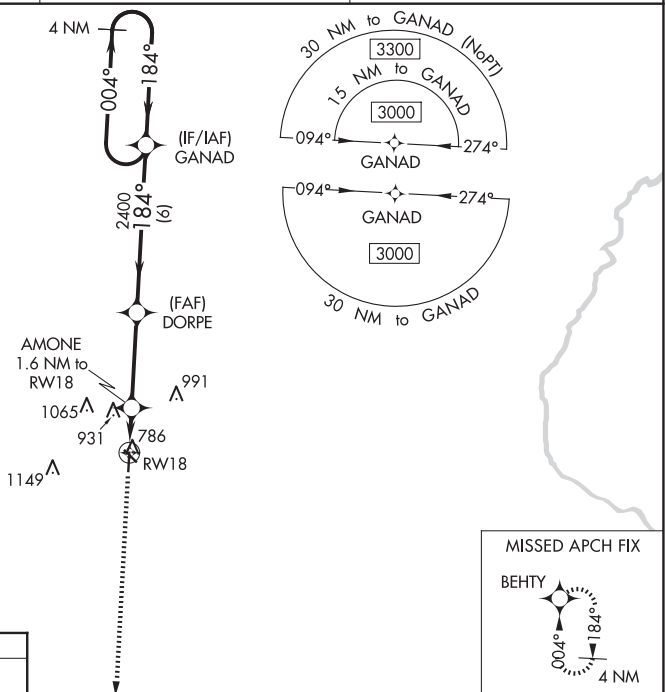
RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).

A Baro-VNAV NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting: increase LPV DA to 1064 feet, LNAV/VNAV DA to 1116 feet; increase all MDAs 80 feet and visibility LNAV and Circling Cat C $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3000 direct
BEHTY and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	UNICOM 122.7 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------



VGSJ and RNAV glidepath not coincident
(VGSJ Angle 4.00/TCH 45)

3000
↑
BEHTY

4 NM Holding Pattern

GANAD

DORPE

2400

184°

2400

004° → 3000
← 184°

GP 3.00°
TCH 45

*RNAV only.

AMONE
1.6 NM to
RW18

RW18

1300*

1.6 NM

3.4 NM

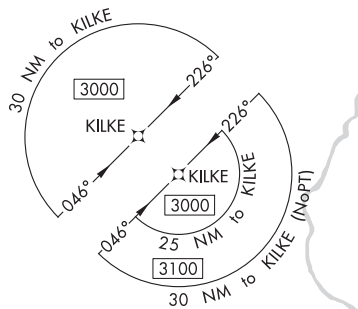
6 NM

CATEGORY	A	B	C	D
LPV DA	1002-1 250 (300-1)			NA
RNAV/ VNAV DA	1054-1 302 (300-1)			NA
RNAV MDA	1160-1 408 (500-1)		1160-1½ 408 (500-1½)	NA
C CIRCLING	1200-1 446 (500-1)	1260-1 506 (600-1)	1500-2¼ 746 (800-2¼)	NA

RNAV (GPS) RWY 18

RNAV (GPS) RWY 31
WASHINGTON MUNI (AWG)

MISSED APPROACH:
Climb to 3000 direct
GLOMS and hold.

UNICOM
122.7 (CTAF) **L**

Δ¹⁹⁵⁰

TDZE 754

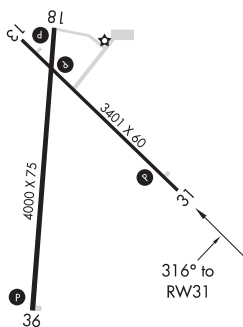


Diagram illustrating the 3000° holding pattern for RW31. The pattern is defined by a series of turns: 180°, 316°, 136°, and 316°. Key points and distances are marked:

- Start:** 3000° (upward arrow), *LNAV only (star symbol).
- Point 1:** RW31 (dashed line), 0.9 NM from start.
- Point 2:** HUDUM (1.6 NM to RW31), 0.7 NM from Point 1.
- Point 3:** JAVMO (2400), 3.5 NM from Point 2.
- Point 4:** KILKE, 6 NM from Point 3.
- Angles:** 180°, 316°, 136°, 316°.
- Distances:** 0.9 NM, 0.7 NM, 3.5 NM, 6 NM.
- Pattern:** 3000° (upward arrow), 4 NM Holding Pattern.
- GP 3.00° TCH 34°** (glide path and threshold).

WASHINGTON MUNI (AWG)
RNAV (GPS) RWY 31

WAAS CH 90416 W36A	APP CRS 004°	Rwy Idg 4000 TDZE 752 Apt Elev 754
--	------------------------	---

RNAV (GPS) RWY 36

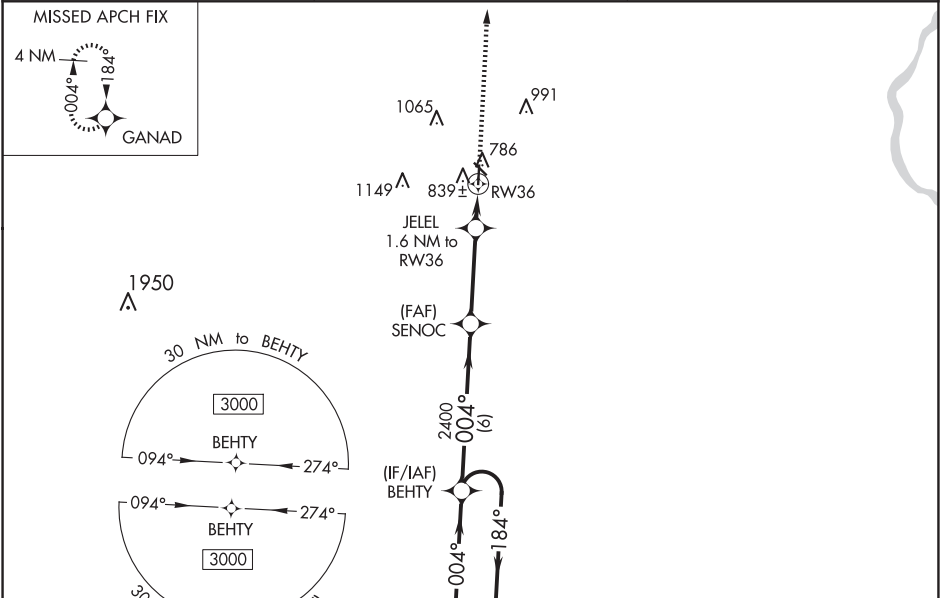
WASHINGTON MUNI (AWG)

RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting: increase LPV DA to 1064 feet and LNAV/VNAV DA to 1072 feet; increase all MDAs 80 feet and visibility LNAV and Circling Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct GANAD and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	UNICOM 122.7 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------



ELEV 754 TDZE 752

MIRL Rwy 13-31 and 18-36 0

REIL Rwy 18, 13, 31 and 36 0

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

CATEGORY	A	B	C	D
LPV DA	1002-1	250 (300-1)		NA
LNAV/VNAV DA	1010-1	258 (300-1)		NA
LNAV MDA	1100-1	348 (400-1)		NA
CIRCLING	1200-1 446 (500-1)	1260-1 506 (600-1)	1500-2¼ 746 (800-2¼)	NA

WASHINGTON, IOWA

AL-6289 (FAA)

24081

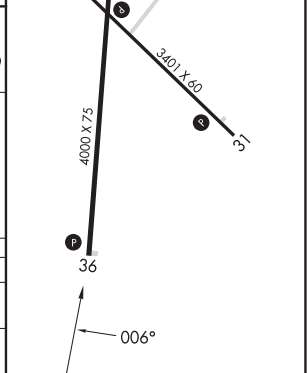
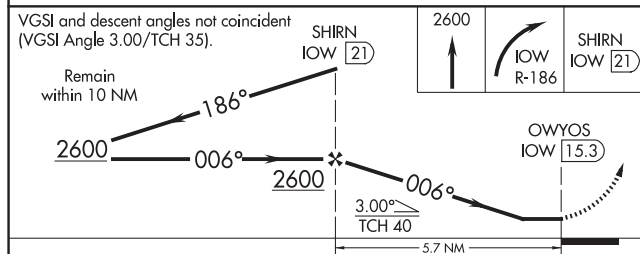
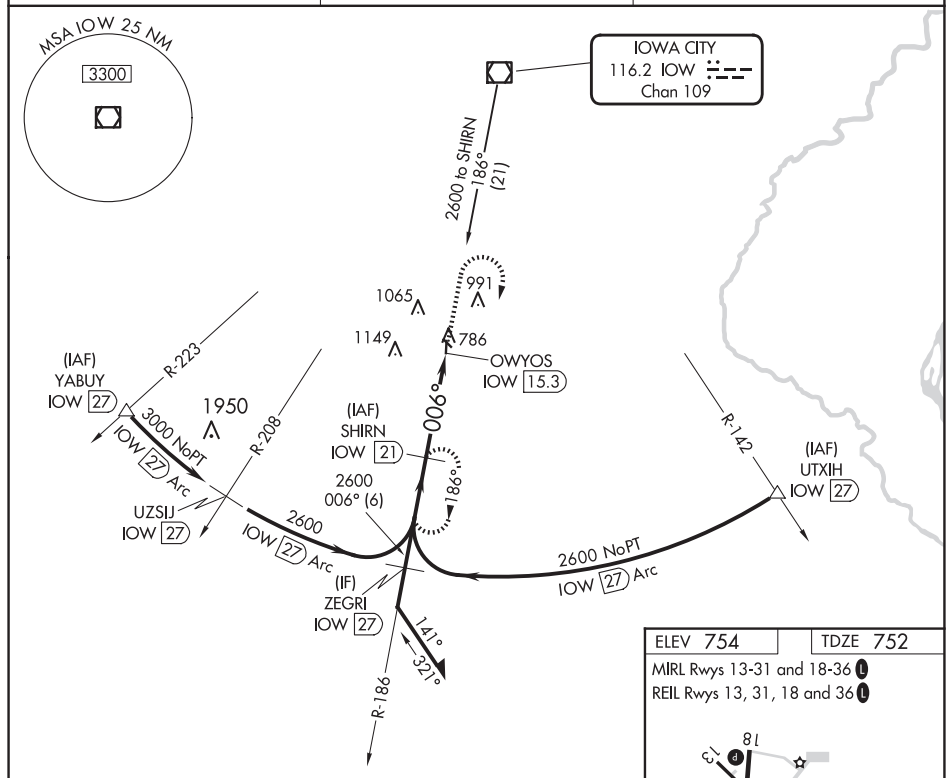
VOR/DME IOW	APP CRS	Rwy Idg	4000
116.2	006°	TDZE	752
Chan 109		Apt Elev	754

VOR RWY 36

WASHINGTON MUNI (AWG)

DME Required.	MISSED APPROACH: Climb to 2600 then right turn on IOW VOR/DME R-186 to SHIRN/21 DME and hold.
▼ ▲ When local altimeter setting not received, use Iowa City altimeter setting and increase all MDAs 80 feet and visibility S-36 Cat C and Circling Cat C ¼ SM.	

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	UNICOM 122.7 (CTAF) 0
-------------------	--------------------------------	--------------------------



CATEGORY	A	B	C	D
S-36	1240-1	488 (500-1)	1240-1 3/8 488 (500-1 3/8)	NA
CIRCLING	1240-1 486 (500-1)	1260-1 506 (600-1)	1500-2 1/4 746 (800-2 1/4)	NA

WASHINGTON, IOWA
Amdt 1C 20JUN19

41°17'N-91°41'W

WASHINGTON MUNI (AWG)
VOR RWY 36

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS
153°

Rwy Idg
5002

TDZE
488

Apt Elev
488

RNAV (GPS) RWY 15

WASHINGTON RGNL (FYG)

RNP APCH-GPS.

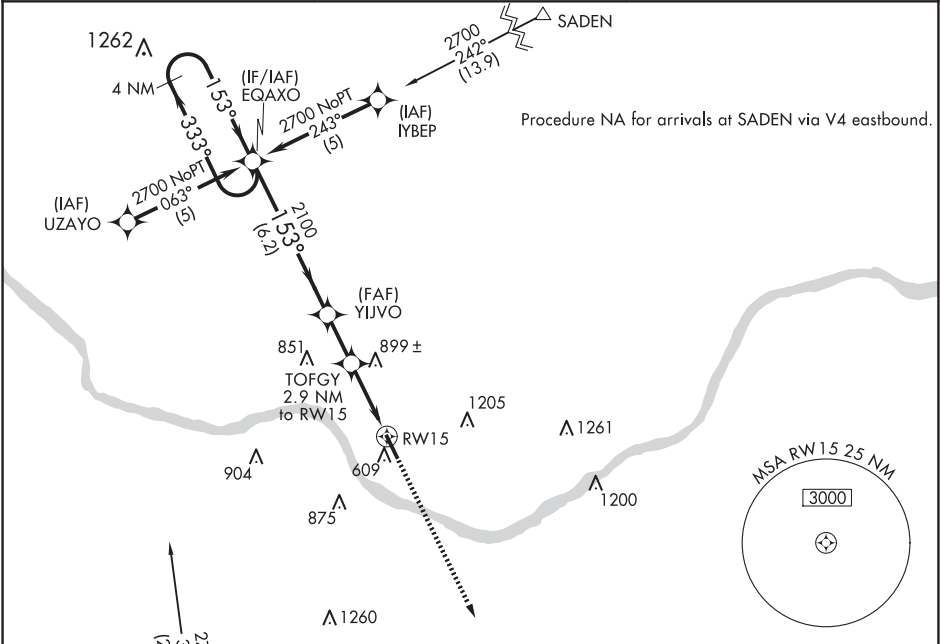
Visibility reduction by helicopters NA. When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2700 direct WEXJI and hold.

AWOS-3PT
121.325

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF)



ELEV 488

TDZE 488

153° to RW15

WEXJI 153° 333° 4 NM

4 NM Holding Pattern EQAXO 2700 333° 153° 153° 2100 1400 3.04° TCH 45 2700 WEXJI TOFGY 2.9 NM to RW15 RW15

6.2 NM 2 NM 2.9 NM

CATEGORY	A	B	C	D
LNNAV MDA	1160-1	672 (700-1)	1160-2 672 (700-2)	NA
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1520-3 1032 (1100-3)	NA

MIRL Rwy 15-33 REIL Rwy 15 and 33

MSA RW15 25 NM 3000

5002-15

WASHINGTON, MISSOURI

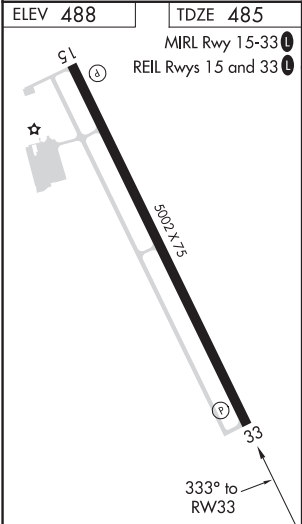
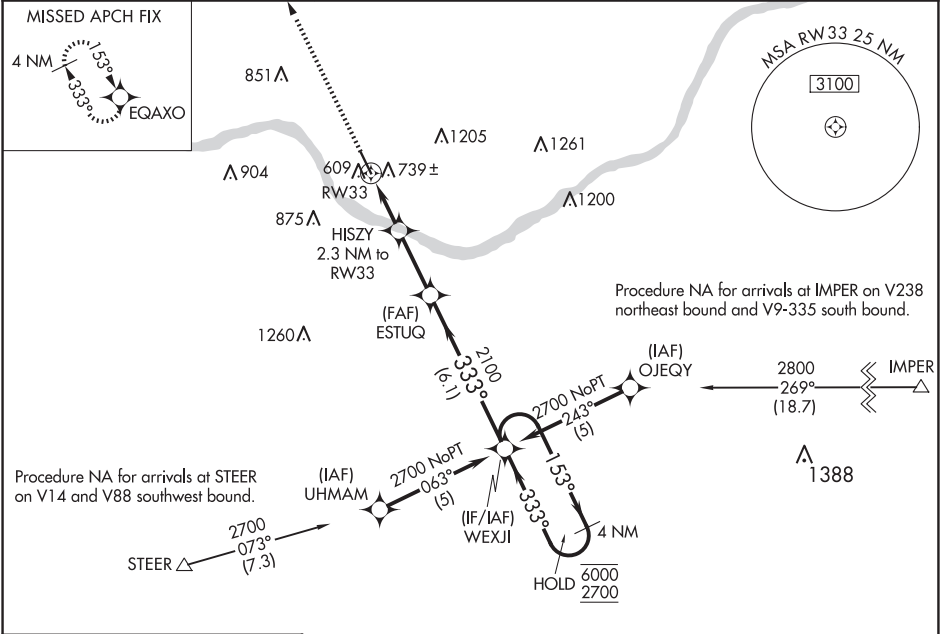
AL-6478 (FAA)

22083

WAAS CH 45715 W33A	APP CRS 333°	Rwy Idg TDZE 485 Apt Elev 488
--	------------------------	---

RNAV (GPS) RWY 33
WASHINGTON RGNL (FYG)

RNP APCH-GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV ▲ NA below -15°C or above 54°C.		MISSED APPROACH: Climb to 2700 direct EQAXO and hold.
AWOS-3PT 121.325	ST. LOUIS APP CON 126.5 254.3	UNICOM 122.8 (CTAF) 0



ELEV 488	TDZE 485	MIRL Rwy 15-33 REIL Rws 15 and 33			
2700	EQAXO	HISZY 2.3 NM to RW33	ESTUQ	WEXJI 4 NM Holding Pattern	
1.5 NM	0.8	2.6 NM	6.1 NM		
1260	2100	333°	153°	6000	2700
GP 3.00°	TCH 43				
CATEGORY	A	B	C	D	
LPV DA	823-1	338 (400-1)		NA	
LNAV/VNAV DA	1050-1 5/8	565 (600-1 5/8)		NA	
LNAV MDA	1000-1	515 (600-1)	1000-1 3/8 515 (600-1 3/8)	NA	
CIRCLING	1220-1 732 (800-1)	1260-1 772 (800-1)	1520-3 1032 (1100-3)	NA	

WASHINGTON, MISSOURI
Amdt 2A 12AUG21

38°35'N-91°00'W

WASHINGTON RGNL (FYG)
RNAV (GPS) RWY 33

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC FTZ

110.8

Chan 45

APP CRS

184°

Rwy Idg

TDZE

Apt Elev

N/A

N/A

488

VOR-A

WASHINGTON RGNL (FYG)

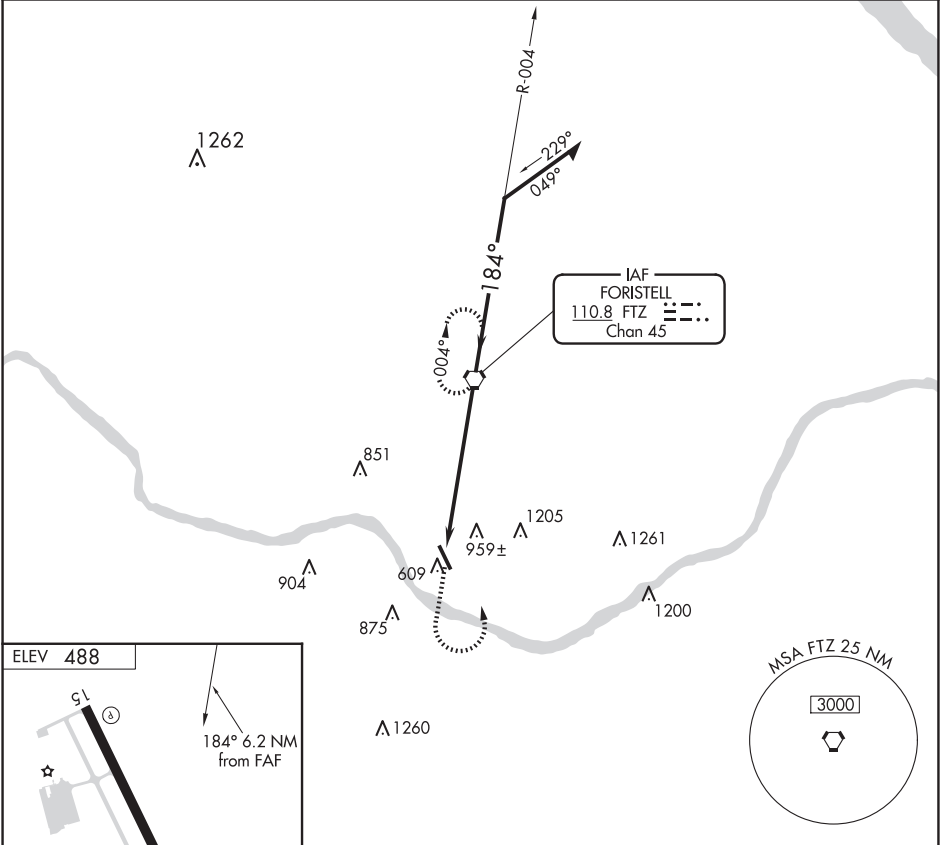
▼

▲

When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct FTZ VORTAC and hold.

AWOS-3PT 121.325	ST. LOUIS APP CON 126.5 254.3	UNICOM 122.8 (CTAF)
---------------------	----------------------------------	------------------------



ELEV 488

184° 6.2 NM from FAF

5002 x 7.5

MIRL Rwy 15-33

REIL Rwys 15 and 33

1500

2500

FTZ

FTZ VORTAC

004°

184°

2500

6.2 NM

Remain within 10 NM

FAF to MAP 6.2 NM	CATEGORY	A	B	C	D
<div>Knots</div> <div>60 90 120 150 180</div>	CIRCLING	1220-1	1260-1¼	1520-3	NA
<div>Min:Sec</div> <div>6:12 4:08 3:06 2:29 2:04</div>		732 (800-1)	772 (800-1¼)	1032 (1100-3)	

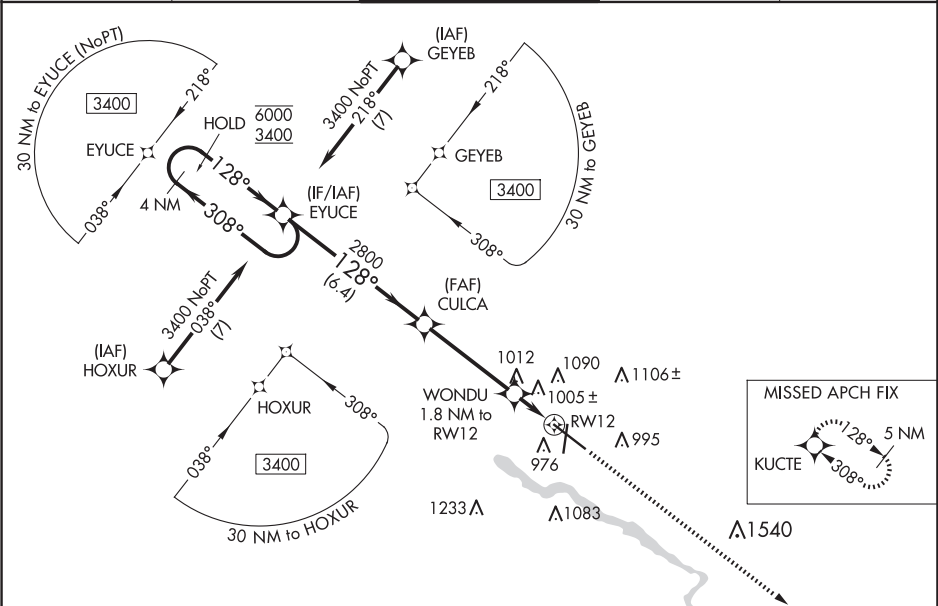
WAAS CH 72801 W12A	APP CRS 128°	Rwy Idg TDZE Apt Elev	8399 873 873
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 12

WATERLOO RGNL (ALO)

RNP APCH.	<div><div>⚠</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats to RVR 5500. # RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>	<div>MALSR<div><div>AS</div><div></div></div></div> <div>MISSED APPROACH: Climb to 3400 direct KUCTE and hold.</div>
-----------	--	--

ATIS 120.65	WATERLOO APP CON★ 118.9 251.15	WATERLOO TOWER★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
-----------------------	--	--	-------------------------------	-------------------------



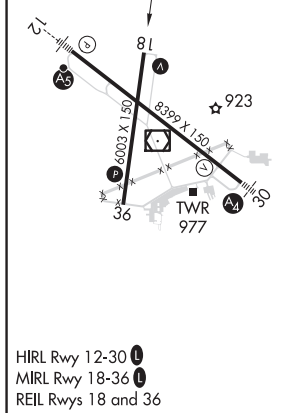
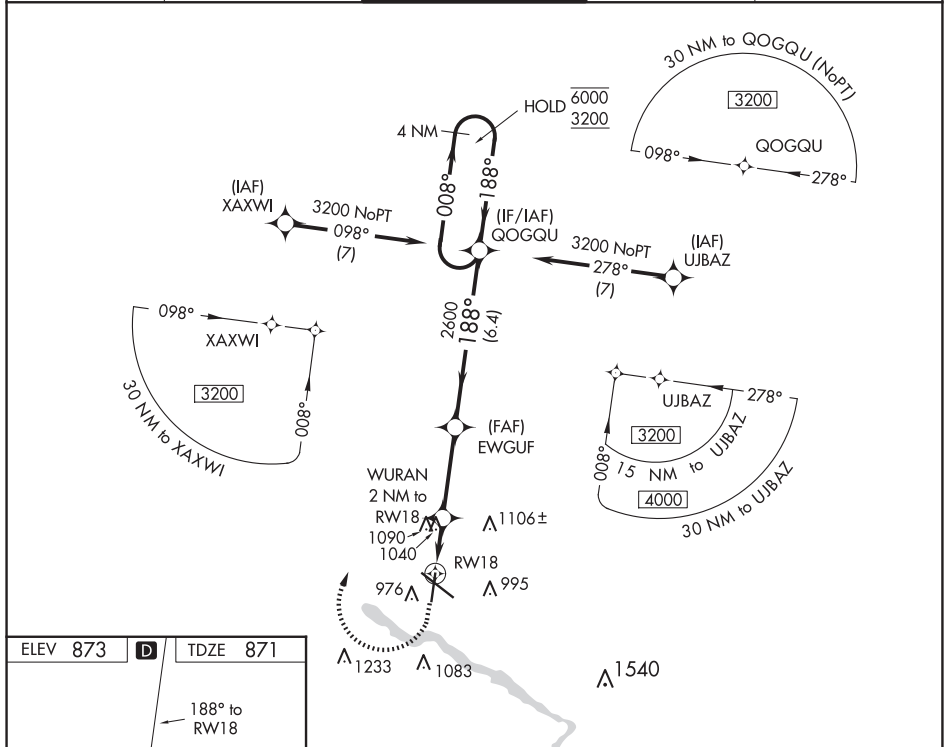
					ELEV 873	D	TDZE 873
<div><div>4 NM Holding Pattern</div><div>EYUCE</div><div>CULCA</div><div>WONDU 1.8 NM to RW12</div><div>KUCTE</div><div>6000 ← 308°</div><div>3400 ← 128° → 128°</div><div>GP 3.00°</div><div>TCH 55</div><div>2800</div><div>*1500</div><div>6.4 NM</div><div>4.1 NM</div><div>0.8 NM</div><div>1 NM</div><div>*LNAV only</div></div>					<div><div>128° to RW12</div><div>81</div><div>923</div><div>8399 X 150</div><div>6003 X 150</div><div>36</div><div>TWR 977</div><div>A5</div><div>A4</div></div>		
CATEGORY	A	B	C	D			
LPV DA#	1073/24 200 (200-½)						
LNAV/VNAV DA	1252/30 379 (400-¾)						
LNAV MDA	1260/24 387 (400-½)		1260/35 387 (400-¾)				
CIRCLING	1360-1 487 (500-1)	1400-1 527 (600-1)	1480-1¾ 607 (700-1¾)	1600-2¼ 727 (800-2¼)	HIRL Rwy 12-30 MIRL Rwy 18-36 REIL Rws 18 and 36		

WAAS CH 58042 W18A	APP CRS 188°	Rwy Idg TDZE Apt Elev	6003 871 873
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

WATERLOO RGNL (A.O)

RNP APCH.		MISSED APPROACH: Climb to 2000 then climbing right turn to 3200 direct QOGQU and hold.	
▼ ▲ Rwy 18 helicopter visibility reduction below ¾ SM NA.			
ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1
		UNICOM 122.95	

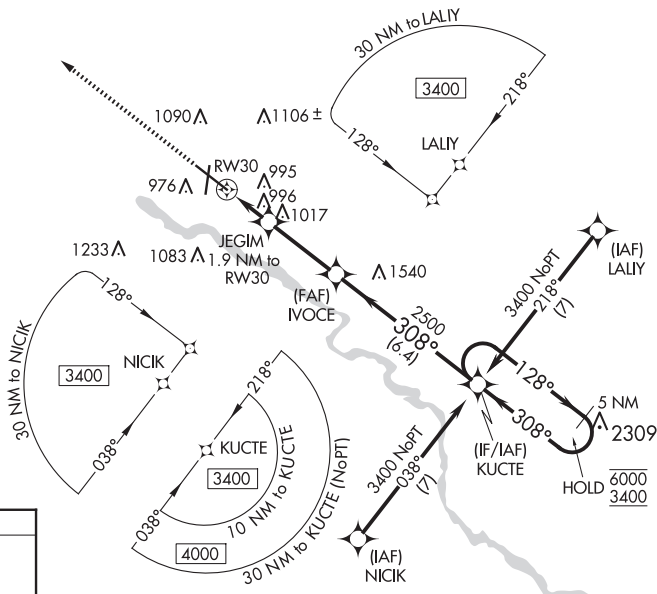


2000	3200	QOGQU	WURAN 2 NM to RW18	EWGUF	QOGQU 4 NM Holding Pattern
↑	↻	✧	1.2 NM to RW18	3.00° TCH 42	008° → 6000 ← 188° 3200
↻	↻	↻	↻	↻	↻
→ 1.2 NM	→ 0.8 NM	→ 3.3 NM	→ 6.4 NM	→	→
CATEGORY	A	B	C	D	
LP MDA	1300-1	429 (500-1)	1300-1¼ 429 (500-1¼)		
LNAV MDA	1340-1	469 (500-1)	1340-1⅓ 469 (500-1⅓)		
✶ CIRCLING	1360-1 487 (500-1)	1400-1 527 (600-1)	1480-1¾ 607 (700-1¾)	1600-2¼ 727 (800-2¼)	

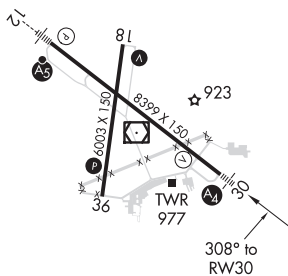
WAAS CH 78201 W30A	APP CRS 308°	Rwy Idg 8399 TDZE 868 Apt Elev 873
--	------------------------	---

RNAV (GPS) RWY 30
WATERLOO RGNL (ALO)

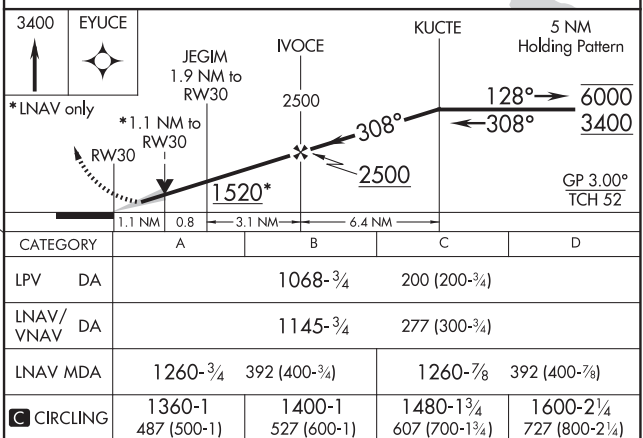
RNP APCH.			MAL S	MISSED APPROACH: Climb to 3400 direct EYUOE and hold.
<div><div><div></div><div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Inop table does not apply LPV all Cats. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM.</div></div>				
ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95



ELEV 873	D	TDZE 868
----------	----------	----------



HIRL Rwy 12-30 **L**
MIRL Rwy 18-36 **L**
REIL Rwy 18 and 36



RNAV (GPS) RWY 30

WATERLOO, IOWA

AL-945 (FAA)

25107

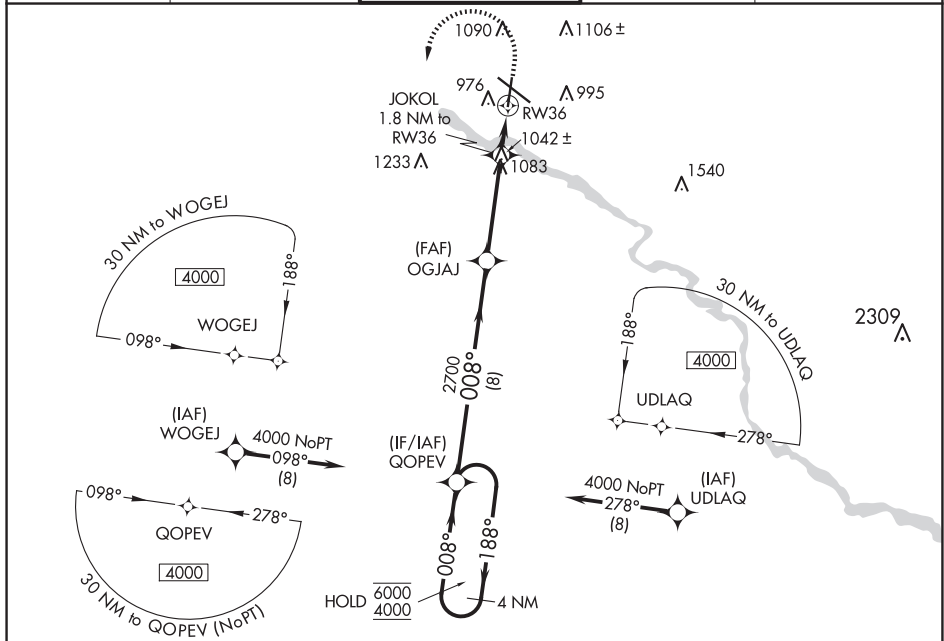
WAAS CH 48942 W36A	APP CRS 008°	Rwy Idg TDZE Apt Elev	6003 869 873
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36

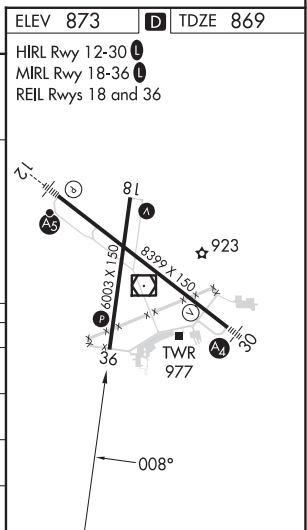
WATERLOO RGNL (A.L.O)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct QOPEV and hold.
▼ ▲	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
-----------------------	---	---	-------------------------------	-------------------------



VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 51).				
4 NM Holding Pattern				
GP 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	1069-3/4 200 (200-3/4)			
LNAV/VNAV DA	1190-1 321 (400-1)			
LNAV MDA	1300-1 431 (500-1)	1300-1 1/4 431 (500-1 1/4)		
CIRCLING	1360-1 487 (500-1)	1400-1 527 (600-1)	1480-1 3/4 607 (700-1 3/4)	1600-2 1/4 727 (800-2 1/4)



WATERLOO, IOWA
Amdt 1A 21APR22

42°34'N-92°24'W

WATERLOO RGNL (A.L.O) RNAV (GPS) RWY 36

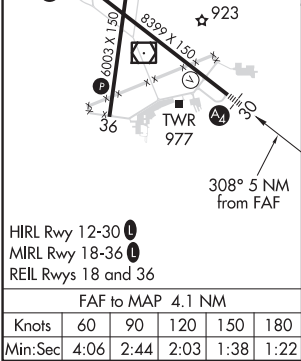
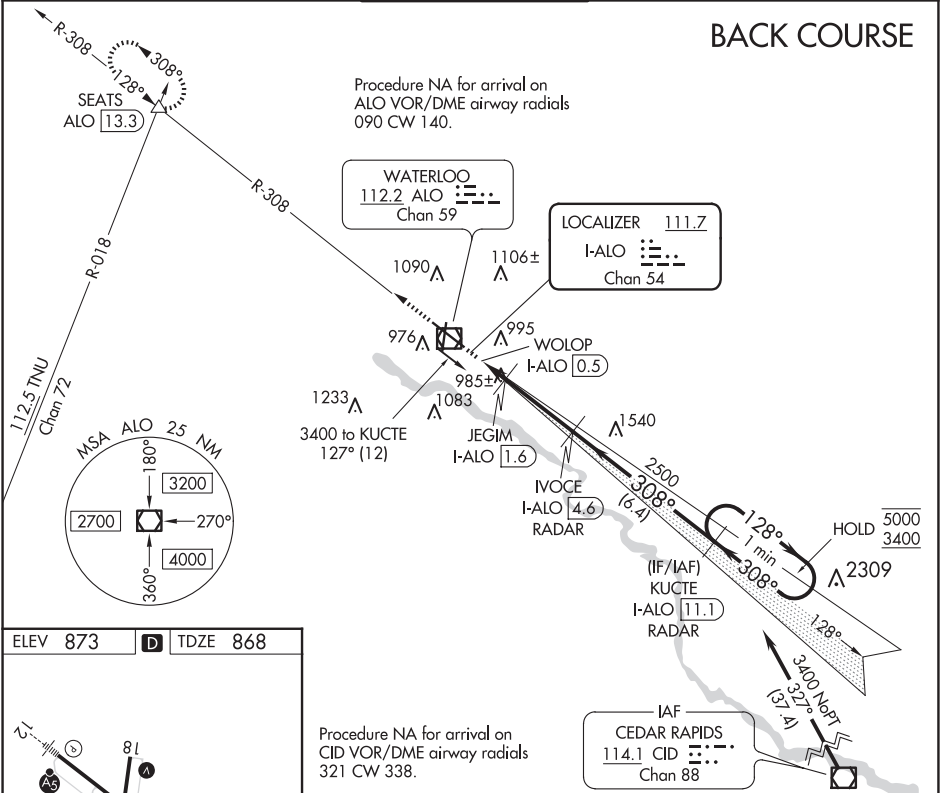
NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-ALO 111.7 Chan 54	APP CRS 308°	Rwy Idg TDZE Apt Elev 8399 868 873
---	------------------------	--

LOC BC RWY 30
WATERLOO RGNL (ALO)

DME required.		MALS	MISSED APPROACH: Climb to 3500 on ALO VOR/DME R-308 to SEATS INT/ALO 13.3 DME and hold.	
ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95



Procedure NA for arrival on CID VOR/DME airway radials 321 CW 338.		Disregard glide slope indications.		One Minute Holding Pattern	
3500 ↑ ALO R-308		I-ALO DME ANTENNA		KUCTE I-ALO [11.1] RADAR	
I-ALO DME ANTENNA		JEGIM I-ALO [1.6]		IVOCE I-ALO [4.6] RADAR	
WOLOP I-ALO [0.5]		TCH 52		128° → 5000 ← 308° 3400	
1520		2500		Use I-ALO DME when on the localizer course.	
CATEGORY		A		B	
S-LOC 30		1240-¾		372 (400-¾)	
KNOTS		1360-1		1400-1	
Min:Sec		487 (500-1)		527 (600-1)	
CIRCLING		1480-1¾		1600-2¼	
		607 (700-1¾)		727 (800-2¼)	

WATERLOO, IOWA

AL-945 (FAA)

22139

VOR/DME ALO 112.2 Chan 59	APP CRS 133°	Rwy Idg TDZE 873 Apt Elev 873	8399
---	------------------------	---	-------------

VOR RWY 12
WATERLOO RGNL (ALO)

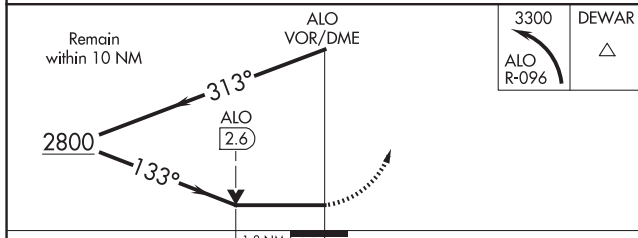
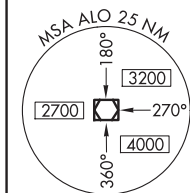
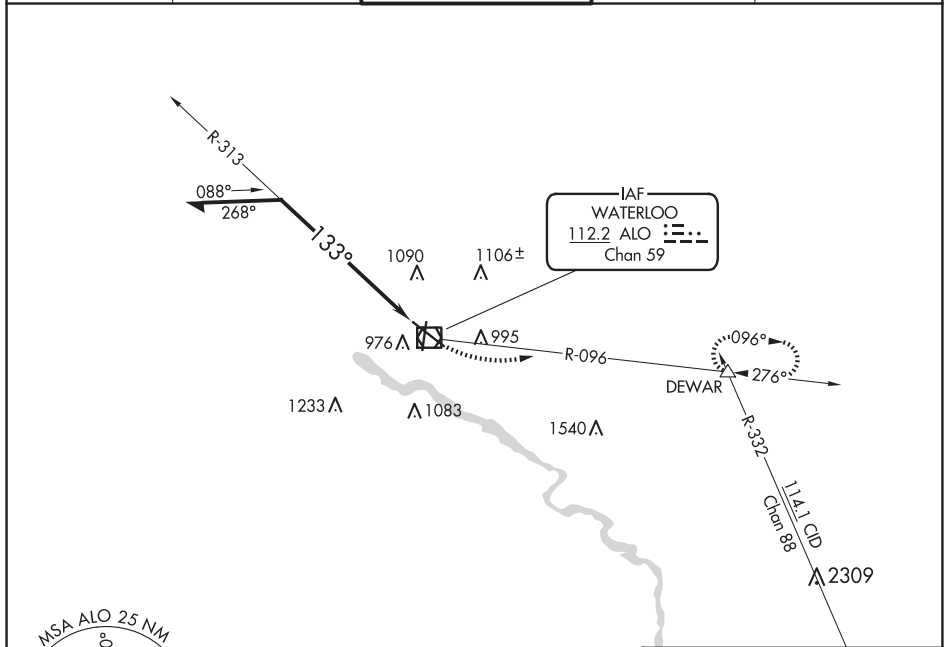
T
A

For inop ALS, increase S-12 Cat C/D visibility to 1¾ SM.

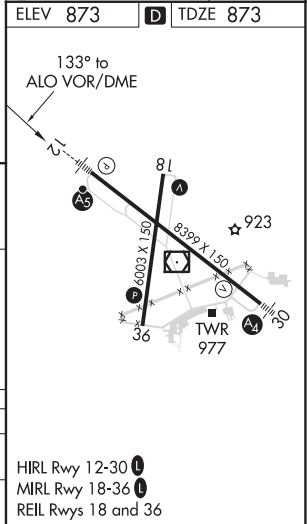
MALSR

MISSED APPROACH: Climbing left turn to 3300 on ALO VOR/DME R-096 to DEWAR INT and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
-----------------------	---	---	-------------------------------	-------------------------



CATEGORY	A	B	C	D
S-12	1500/24 627 (700-½)		1500-1¾ 627 (700-1¾)	
CIRCLING	1500-1 627 (700-1)		1500-1¾ 627 (700-1¾)	1600-2¼ 727 (800-2¼)



WATERLOO, IOWA
Amdt 10C 05DEC19

42°34'N-92°24'W

WATERLOO RGNL (ALO)
VOR RWY 12

NC-3, 07 AUG 2025 to 02 OCT 2025

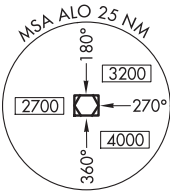
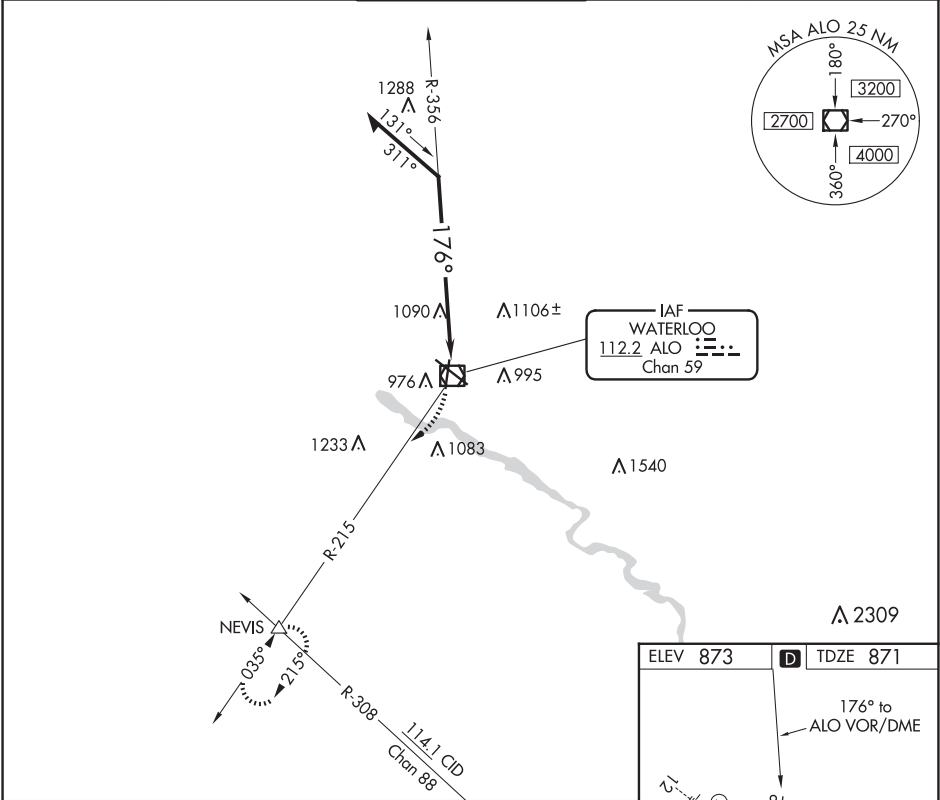
NC-3, 07 AUG 2025 to 02 OCT 2025

VOR/DME ALO	APP CRS	Rwy Idg	6003
112.2	176°	TDZE	871
Chan 59		Apt Elev	873

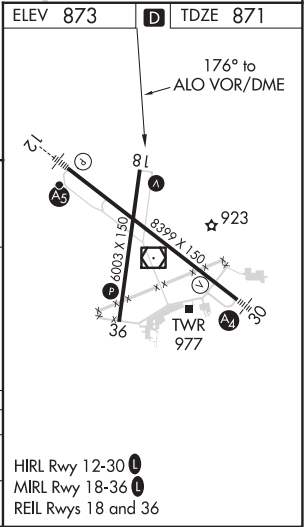
VOR RWY 18
WATERLOO RGNL (ALO)

<div><div></div><div></div></div> <div>Rwy 18 helicopter visibility reduction below 3/4 SM NA.</div>	MISSED APPROACH: Climbing right turn to 2800 on ALO VOR/DME R-215 to NEVIS INT and hold.
--	--

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
----------------	------------------------------------	--	------------------------	------------------



Remain within 10 NM				
2600				
356°				
176°				
ALO VOR/DME				
2800 NEVIS				
ALO R-215				
2.1 NM				
CATEGORY	A	B	C	D
S-18	1600-1	729 (800-1)	1600-2	729 (800-2)
CIRCLING	1600-1	727 (800-1)	1600-2	1600-2 1/4
			727 (800-2)	727 (800-2 1/4)



AIRPORT DIAGRAM

AL-945 (FAA)

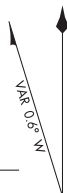
WATERLOO RGNL (A.O)
WATERLOO, IOWA

ATIS
120.65
WATERLOO TOWER ★
125.075 257.8
GND CON
121.9 269.1

D

FIELD
ELEV
873

ELEV 871



JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

42°34'N

128.4°

188.4°

LAHSO
LAHSO

HS 1

6003 X 150

8399 X 150

★ 923

AASF HANGAR

AASF RAMP

ELEV 867

42°33'N

GENERAL AVIATION

36 ELEV 868

FBO

TERMINAL

FIRE STATION

RWY 12-30
PCN 59 R/A/X/T
S-55, D-75, 2D-140
RWY 18-36
PCN 51 F/B/X/T
S-50, D-75

▲ 983

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92°24'W

92°23'W

AIRPORT DIAGRAM

25107

WATERLOO, IOWA
WATERLOO RGNL (A.O)

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAVERLY, IOWA

AL-6558 (FAA)

22307

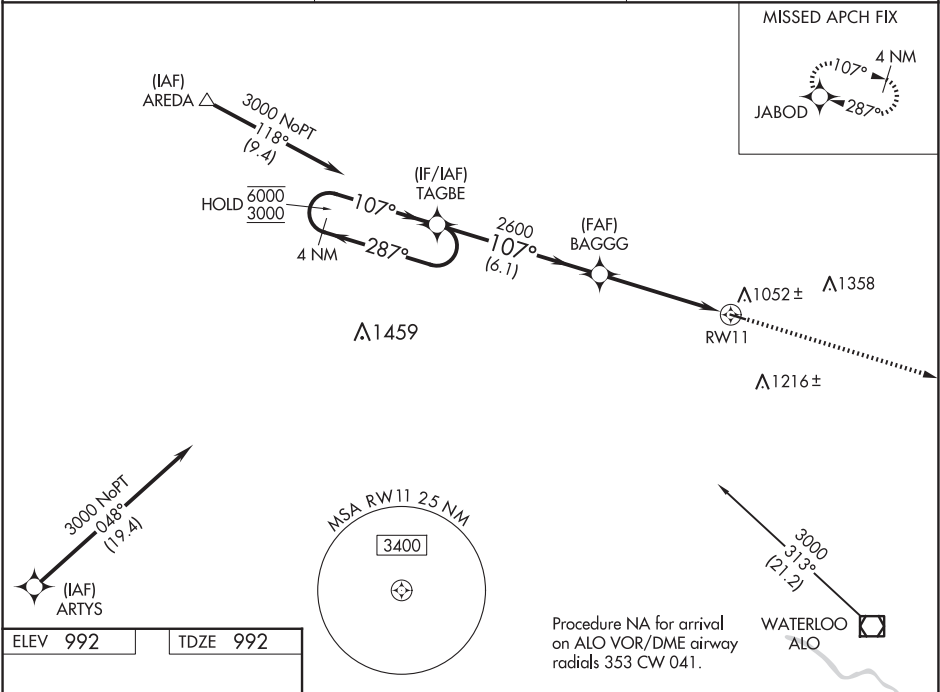
WAAS CH 58243 W11A	APP CRS 107°	Rwy Idg TDZE 992 Apt Elev 992
--	------------------------	---

RNAV (GPS) RWY 11

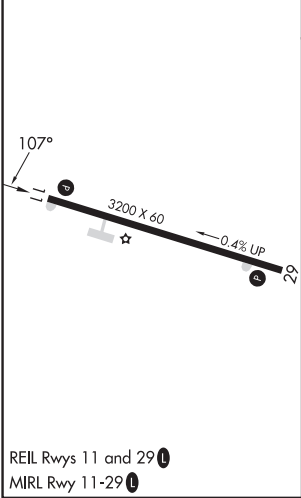
WAVERLY MUNI (C25)




RNP APCH.	MISSED APPROACH: Climb to 3300 direct JABOD and hold.
▼ NA	Rwy 11 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Waterloo altimeter setting. Straight-in and Circling Rwy 11 NA at night.

ALO ASOS 120.65	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 1
---------------------------	---	---------------------------------



ELEV 992	TDZE 992
----------	----------



4 NM Holding Pattern		TAGBE		3300 ↑		JABOD 	
6000 ← 287°		107° →		BAGGG		2600	
3000				2600			
GP 3.00° TCH 44		6.1 NM		4.9 NM		RW11 	
CATEGORY	A	B	C	D			
LPV DA	1287-1 295 (300-1)			NA			
LNAV/ VNAV DA	1334-1 342 (400-1)			NA			
LNAV MDA	1540-1 548 (600-1)		1540-1½ 548 (600-1½)		NA		
 CIRCLING	1540-1 548 (600-1)		1620-1 628 (700-1)		1620-1¾ 628 (700-1¾) NA		

WAVERLY, IOWA
Orig 31DEC20

42°45'N-92°30'W
613

WAVERLY MUNI (C25)

RNAV (GPS) RWY 11

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WAVERLY, IOWA

AL-6558 (FAA)

22223

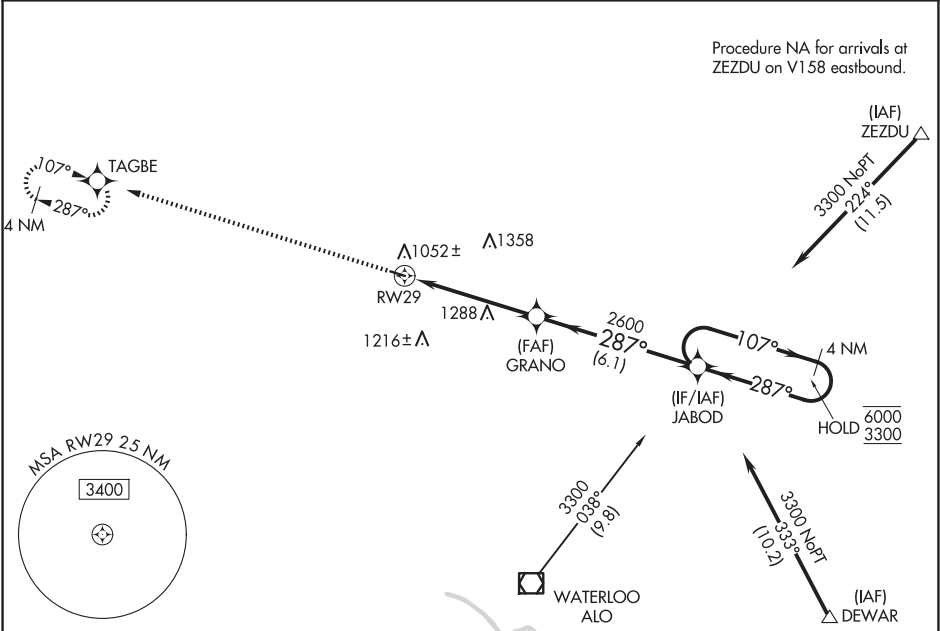
WAAS CH 78343 W29A	APP CRS 287°	Rwy Idg TDZE Apt Elev	3200 992 992
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 29

WAVERLY MUNI (C25)

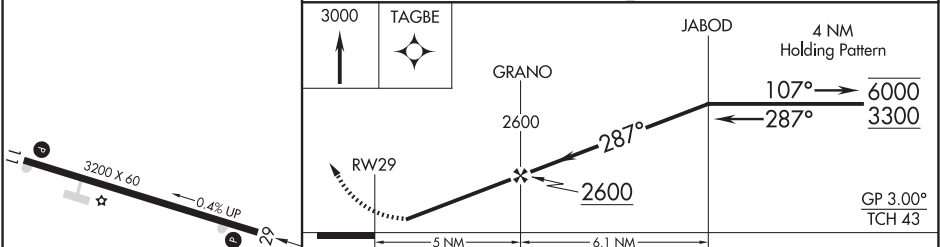
RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct TAGBE and hold.
<div><div>▼</div><div>NA</div></div> Circling to Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Waterloo altimeter setting.	

ALO ASOS 120.65	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
---------------------------	---	---------------------------------



ELEV 992	TDZE 992
----------	----------

Procedure NA for arrival on ALO VOR/DME
airway radials 308 CW 353.



CATEGORY	A	B	C	D
LPV DA	1287-1 295 (300-1)			NA
LNAV/VNAV DA	1334-1 342 (400-1)			NA
LNAV MDA	1600-1	608 (700-1)	1600-1¾ 608 (700-1¾)	NA
<div>CIRCLING</div>	1600-1 608 (700-1)	1620-1 628 (700-1)	1620-1¾ 628 (700-1¾)	NA

REIL Rws 11 and 29 1
MIRL Rwy 11-29 1

WAVERLY, IOWA
Orig-A 11AUG22

42°45'N-92°30'W

WAVERLY MUNI (C25)

RNAV (GPS) RWY 29

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

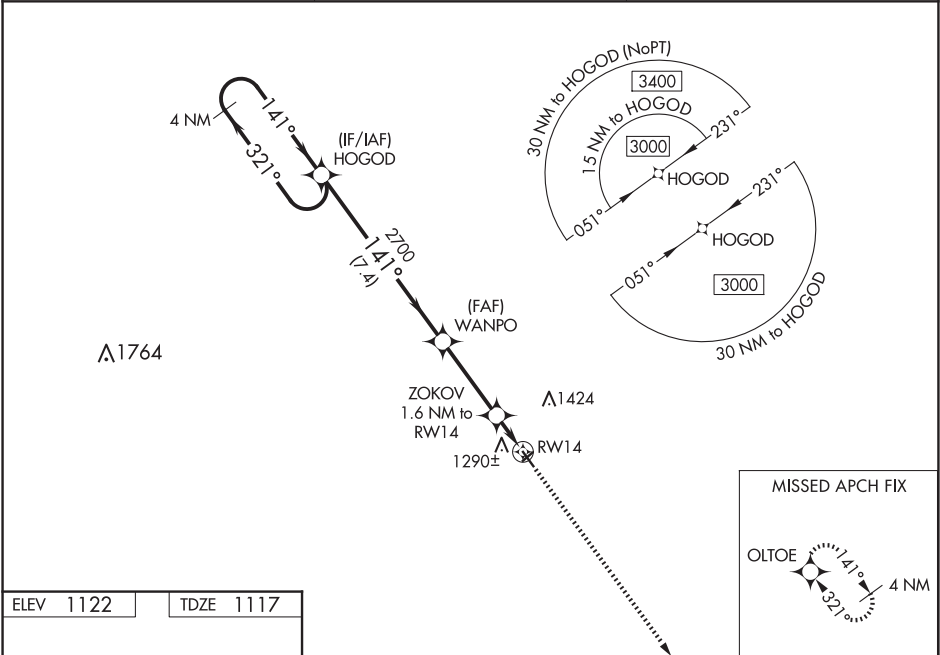
WAAS CH 40237 W14A	APP CRS 141°	Rwy Idg TDZE 1117 Apt Elev 1122	3851
--	------------------------	---	-------------

RNAV (GPS) RWY 14
WEBSTER CITY MUNI (EBS)

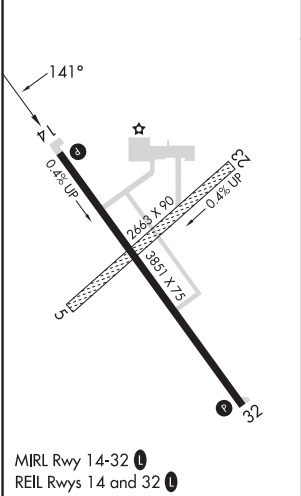
⚠ Baro-VNAV NA when using Clarion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clarion altimeter setting and increase all DAs 49 feet, and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct OLT OE and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



ELEV 1122	TDZE 1117
------------------	------------------



4 NM Holding Pattern HOGOD

3000 ← 321°

GP 3.00° TCH 40

141°

2700

2700

7.4 NM

3.3 NM

1.6 NM

3000 OLT OE

↑ *LNAV only

ZOKOV 1.6 NM to RW14

RW14

*1640

CATEGORY	A	B	C	D
LPV DA	1367-1	250 (300-1)	NA	
LNAV/VNAV DA	1463-1¼	346 (400-1¼)	NA	
LNAV MDA	1540-1	423 (500-1)	NA	
C CIRCLING	1600-1	478 (500-1)	NA	

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WEBSTER CITY, IOWA

AL-5407 (FAA)

24361

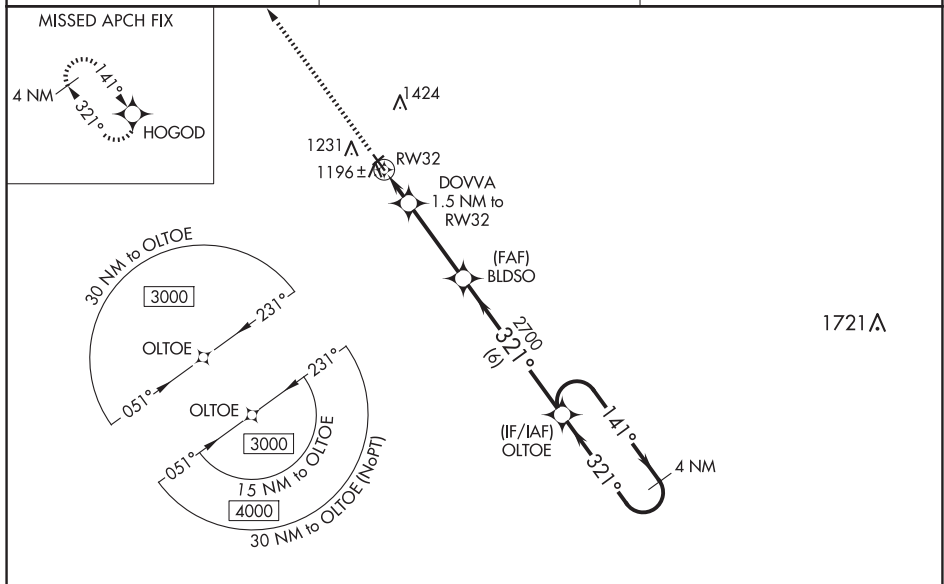
WAAS CH 90516 W32A	APP CRS 321°	Rwy Idg 3851 TDZE 1122 Apt Elev 1122
--	------------------------	---

RNAV (GPS) RWY 32

WEBSTER CITY MUNI (EBS)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clarion altimeter setting and increase all DA 49 feet and all MDA 60 feet. Baro-VNAV and VDP NA when using Clarion altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct HOGOD and hold.</p>
---	--

AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) ①
--------------------------	--	---------------------------------



ELEV 1122

TDZE 1122

MIRL Rwy 14-32 ①

REIL Rws 14 and 32 ①

3000

HOGOD

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

OLTOE

4 NM Holding Pattern

DOVVA 1.5 NM to RW32

BLDSO

2700

141°

321°

3000

GP 3.00°

TCH 40

*1 NM to RW32

1620*

2700

321°

*LNAV only.

RW32

1 NM

0.5 NM

3.3 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1372-1	250 (300-1)		NA
LNAV/VNAV DA	1372-1	250 (300-1)		NA
LNAV MDA	1460-1	338 (400-1)		NA
C CIRCLING	1600-1	478 (500-1)		NA

WEBSTER CITY, IOWA

Amdt 2 05MAR15

42°26'N-93°52'W

WEBSTER CITY MUNI (EBS)

RNAV (GPS) RWY 32

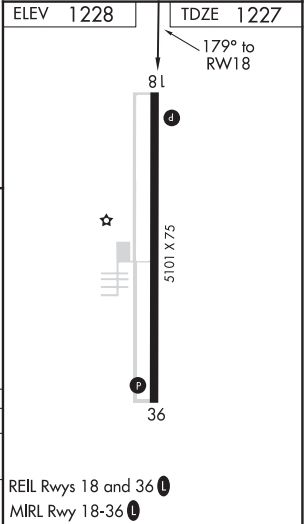
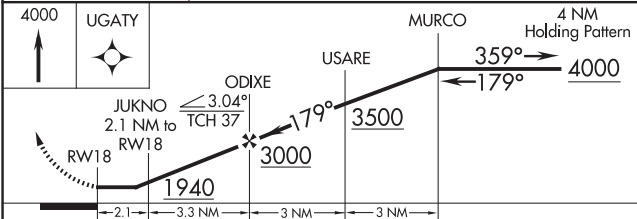
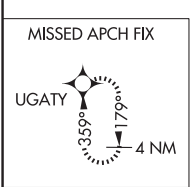
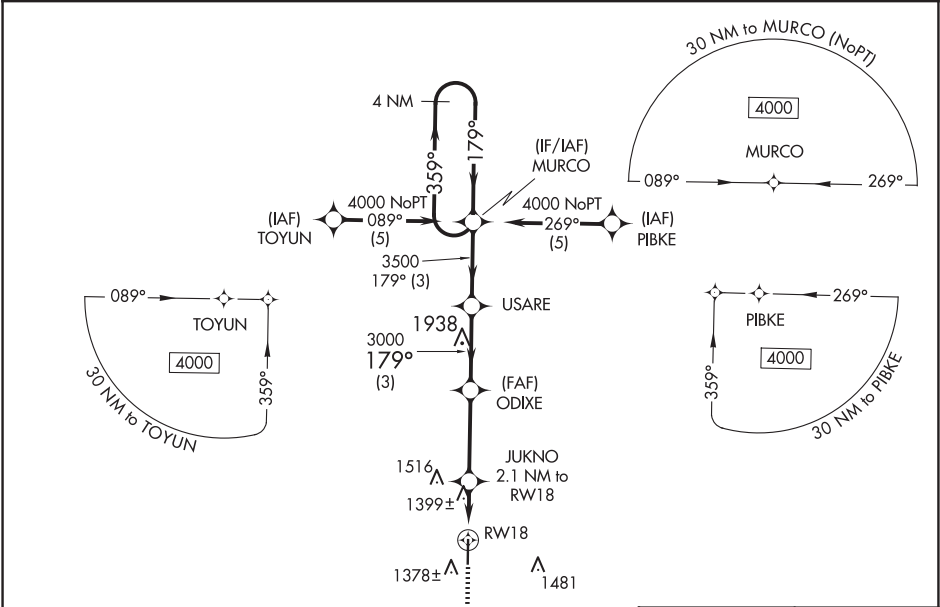
NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	5101
179°	TDZE	1227
	Apt Elev	1228

RNAV (GPS) RWY 18
WEST PLAINS RGNL (UNO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4000 direct UGATY and hold.
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Mountain Home, AR altimeter setting: increase all MDAs 140 feet and visibility LNAV Cat C ¼ SM and Circling Cat C ½ SM. When VGSI inop, Straight-in NA at night.	

ASOS 123.825	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 1
-----------------	---------------------------------	--------------------------



CATEGORY	A	B	C	D
LNAV MDA	1660-1	433 (500-1)	1660-1¼ 433 (500-1¼)	NA
CIRCLING	1720-1 492 (500-1)	1740-1 512 (600-1)	1820-1½ 592 (600-1½)	NA

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36
WEST PLAINS RGNL (UNO)

MISSED APPROACH: Climb to 4000 direct MURCO and hold.

MISSED APCH FIX

4 NM

359°

179°

MURCO

30 NM to VISYU

4000

179°

089°

VISYU

30 NM to OGEKE

4000

179°

269°

OGEKE

1706

1516

1378±

RW36

1399±

1481

1559

SOCYO

2.3 NM to RW36

(FAF) CODYB

2900

359°

(6)

4000 NoPT

089°

(5)

(IAF) VISYU

(IF/IAF) UGATY

4000 NoPT

269°

(5)

(IAF) OGEKE

359°

179°

4 NM

ELEV	1228	TDZE	1228
MIRL Rwy 18-36			
REIL Rws 18 and 36			

Diagram illustrating the structure and dimensions of the 5101 X 75 structure. The structure is a vertical rectangular element with a height of 5101 X 75. The top elevation is 1228 (ELEV 1228) and the bottom elevation is 36 (ELEV 36). The structure is labeled 5101 X 75. A star symbol is located to the left of the structure. A dimension of 81 is indicated at the top. A dimension of 36 is indicated at the bottom. A dimension of 359° to RW36 is indicated at the bottom right.

NC-3, 07 AUG 2025 to 02 OCT 2025

WEST UNION, IOWA

AL-6441 (FAA)

18228

WAAS CH 82538 W35A	APP CRS 354°	Rwy Idg TDZE 1223 Apt Elev 1232
--	------------------------	---

RNAV (GPS) RWY 35

GEORGE L SCOTT MUNI (3Y2)

RNP APCH.

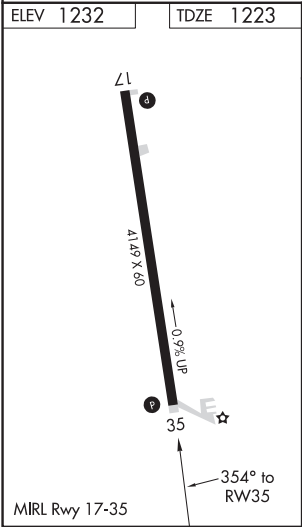
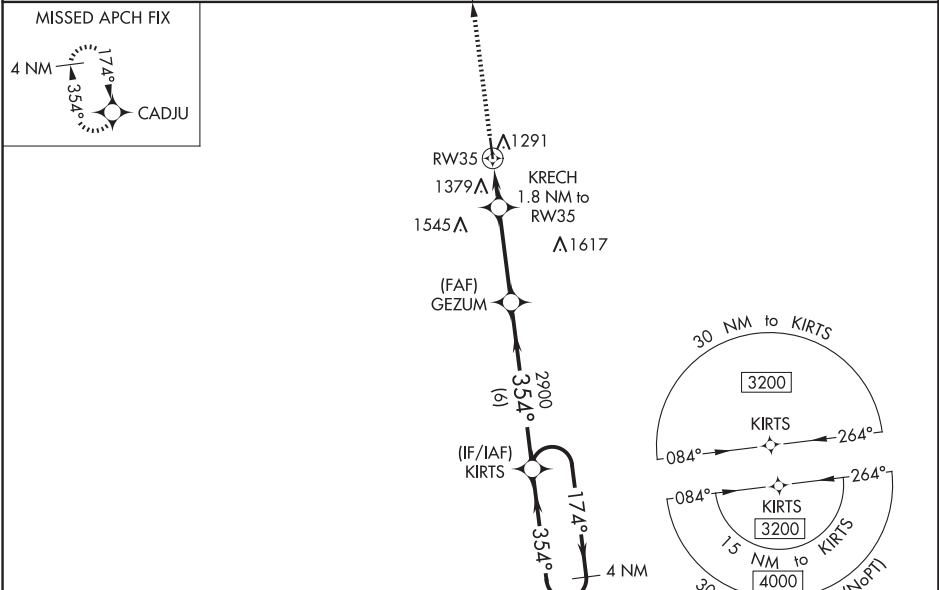
▼

▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Decorah altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Decorah altimeter setting and increase LPV DA to 1524 all Cats and all visibilities ½ mile, LNAV/VNAV DA to 1773 all Cats and all visibilities ½ mile; increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct CADJU and hold.

MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0
-------------------------------------	---------------------------------



▲ 2117

CATEGORY	A	B	C	D
LPV DA	1473-1 250 (300-1)			NA
LNAV/VNAV DA	1722-178 499 (500-178)			NA
LNAV MDA	1640-1	417 (500-1)	1640-178 417 (500-178)	NA
CIRCLING	1740-1	508 (600-1)	1860-134 628 (700-134)	NA

WEST UNION, IOWA
Amdt 1A 16AUG18

42°59'N-91°47'W

GEORGE L SCOTT MUNI (3Y2)

RNAV (GPS) RWY 35

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

NOB NOSTER, MISSOURI

ILS or LOC Y RWY 1

LOC I-SZL <u>110.3</u>	APCH CRS 010°	Rwy Idg 12,400 TDZE 837 Arpt Elev 871
----------------------------------	-------------------------	--

AL-496 (USAF)

WHITEMAN AFB (KSZL)

RADAR or DME required

T * When ALS inop, increase CAT ABCDE RVR to 40, vis to 3/4 mile.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

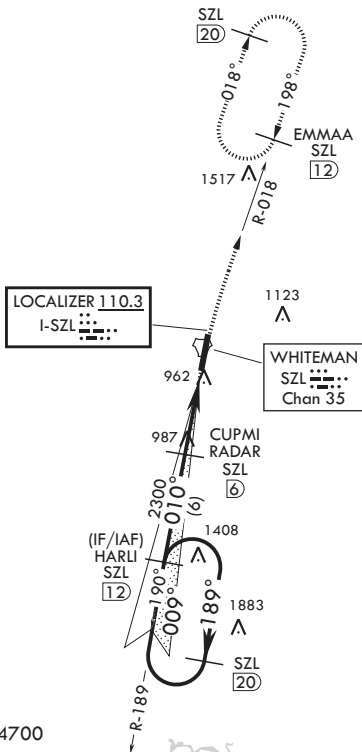
ALSE-1

MISSED APPROACH: Climb to 3000
via SZL TACAN R-018 to EMMAA and
hold.

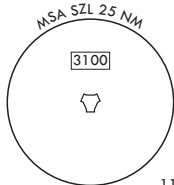
ATIS★ 118.725 239.025	APP CON★ 127.45 284.0	TOWER★ 132.4 318.8	GND CON★ 119.125 275.8	CLNC DEL★ 121.75 335.8	ASR
--------------------------	--------------------------	-----------------------	---------------------------	---------------------------	-----

2046

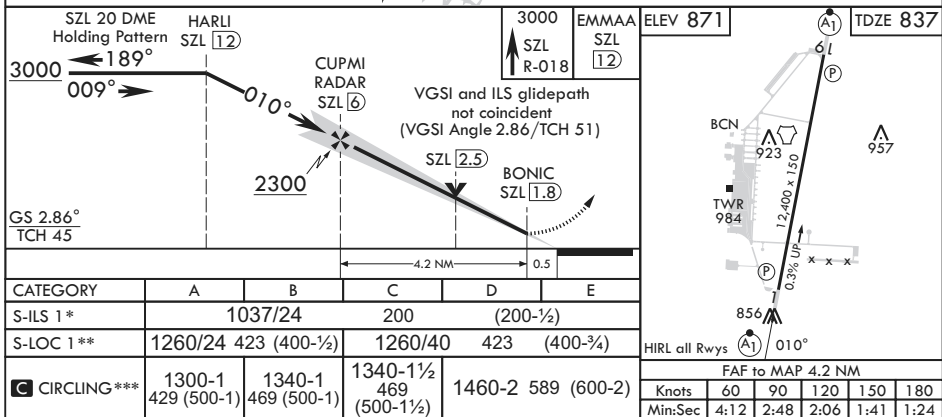
*** Circling not authorized
W of Rwy 1-19.



EMERG SAFE ALT 100 NM 4700



1185



NOB NOSTER, MISSOURI

38°44'N - 93°33'W

WHITEMAN AFB (KSZL)

ILS or LOC Y RWY 1

KNOB NOSTER, MISSOURI

ILS or LOC Y RWY 19

LOC I-MXJ 108.5	APCH CRS 190°	Rwy Idg 12,400 TDZE 871 Arpt Elev 871
---------------------------	-------------------------	--

AL-496 [USAF]

WHITEMAN AFB (KSZL)

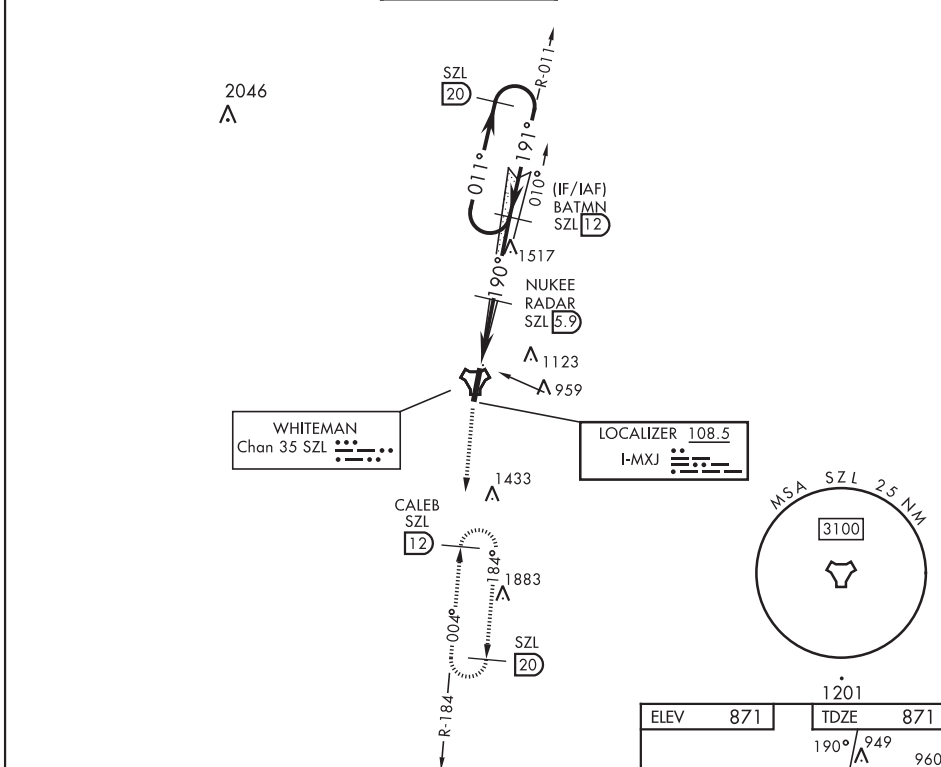
RADAR or DME required.

- ▼ *When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 **When ALS inop, increase RVR to 55 and vis to 1 mile.
 ***Circling not authorized W of Rwy 1-19.

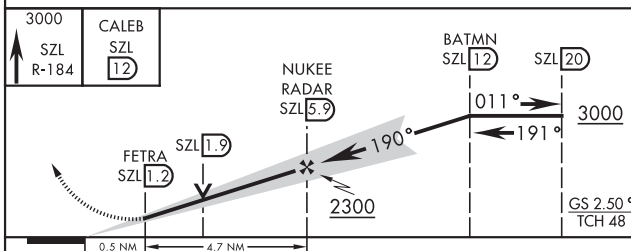


MISSED APPROACH: Climb to 3000 via
 SZL TACAN R-184 to CALEB and hold.

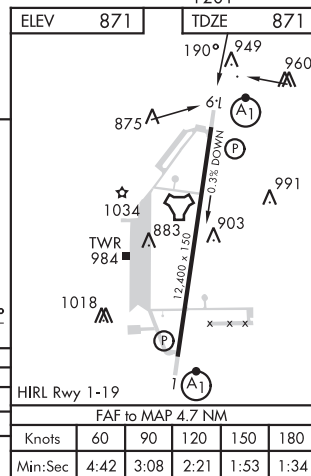
ATIS ★ 118.725 239.025	APP CON ★ 127.45 284.0	TOWER ★ 132.4 318.8	GND CON ★ 119.125 275.8	CLNC DEL ★ 121.75 335.8	ASR
----------------------------------	----------------------------------	-------------------------------	-----------------------------------	-----------------------------------	-----



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-ILS 19 *	1071/24		200	(200-½)	
S-LOC 19 **	1220/24	349 (400-½)	1220/30	349	(400-¾)
*** CIRCLING	1300-1 429 (500-1)	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1460-2	589 (600-2)



KNOB NOSTER, MISSOURI

38°44'N-93°33'W

WHITEMAN AFB (KSZL)

Amdt 1 10OCT19

ILS or LOC Y RWY 19

NC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 1

APCH CRS	Rwy Idg	12,400
010°	TDZE	837
	Arprt Elev	871

AL-496 (USAF)

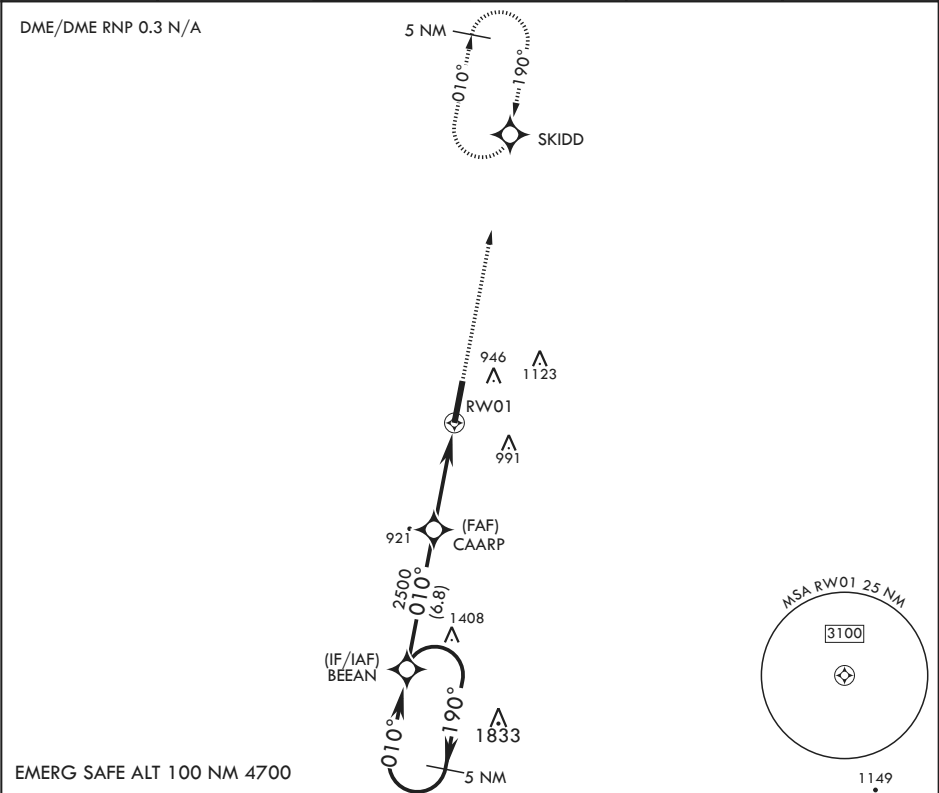
WHITEMAN AFB (KSZL)

⚠ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1

MISSED APPROACH: Climb to 3000 direct SKIDD and hold.

ATIS★	APP CON★	TOWER★	GND CON★	CLNC DEL★	ASR
118.725 239.025	127.45 284.0	132.4 318.8	119.125 275.8	121.75 335.8	



EMERG SAFE ALT 100 NM 4700

5 NM Holding Pattern

3000

190°

010°

BEEAN

CAARP

2500

1.3 NM to RW01

RW01

5.2 NM

3000

SKIDD

ELEV 871

TDZE 837

1034 BCN

909

TWR 984

1018

12,400 x 150

0.3% UP

HIRL all Rwys

010°

CATEGORY	A	B	C	D	E
LNAV MDA*	1280/24 443 (500-½)		1280/45 443 (500-¾)		
CIRCLING**	1300-1 429 (500-1)	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1460-2 589 (600-2)	

RNAV (GPS) RWY 1

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

KNOB NOSTER, MISSOURI

RNAV (GPS) RWY 19

APCH CRS	Rwy Idg	12,400
190°	TDZE	871
	Arpt Elev	871

AL-496 (USAF)

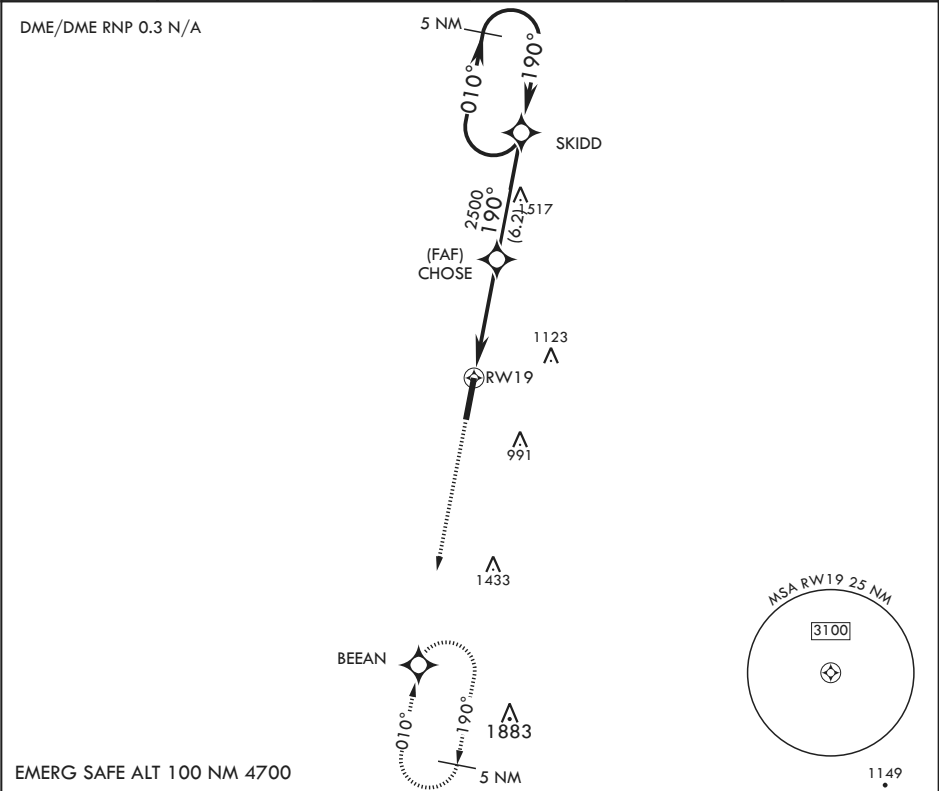
WHITEMAN AFB (KSZL)

⚠ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/8 miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1

MISSED APPROACH: Climb to 3000 direct BEEAN and hold.

ATIS★	APP CON★	TOWER★	GND CON★	CLNC DEL★	ASR
118.725 239.025	127.45 284.0	132.4 318.8	119.125 275.8	121.75 335.8	



3000 BEEAN

5 NM Holding Pattern

ELEV 871

TDZE 871

SKIDD

CHOSE

RW19

1.3 NM to RW19

2500

3000

≤ 2.57° TCH 47

5.8 NM

BCN 1034

TWR 984

0.3% DOWN

12,400 x 1.50

HIRL all Rwys

CATEGORY	A	B	C	D	E
RNAV MDA*	1260/24 389 (400-½)	1260/35 389 (400-¾)	1260/35 389 (400-¾)	1260/35 389 (400-¾)	1260/35 389 (400-¾)
CIRCLING**	1300-1 429 (500-1)	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1460-2 589 (600-2)	1460-2 589 (600-2)

KNOB NOSTER, MISSOURI

38°44'N - 93°33'W

WHITEMAN AFB (KSZL)

Amdt 6 10OCT19

RNAV (GPS) RWY 19

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

TACAN Y RWY 1

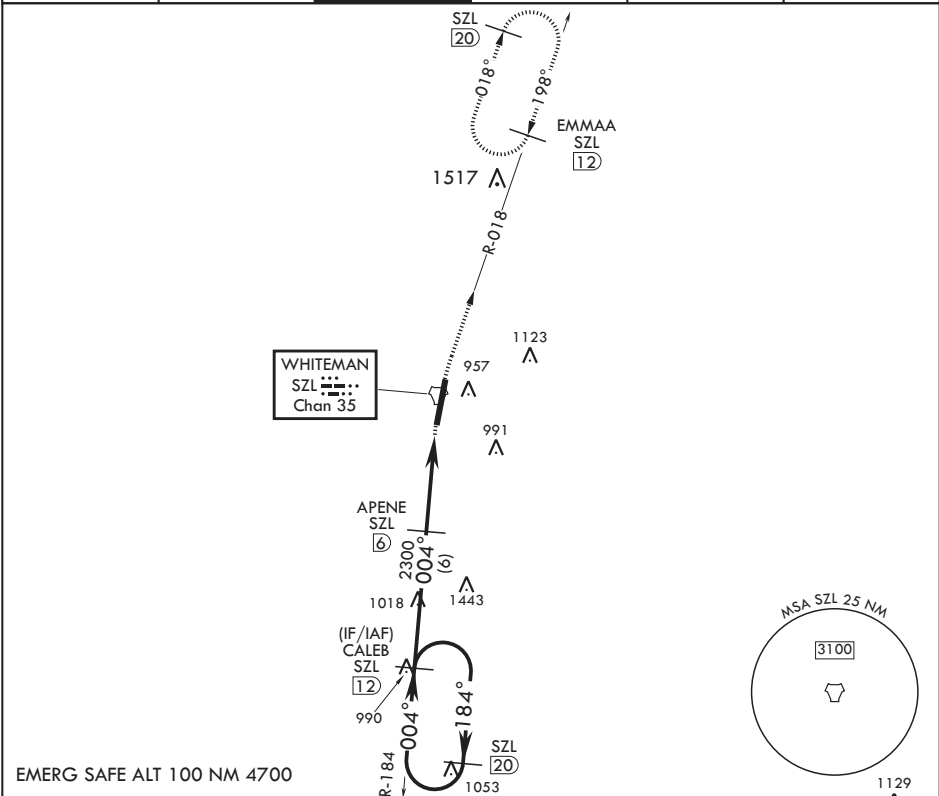
TACAN SZL Chan 35	APCH CRS 004°	Rwy Idg TDZE Arpt Elev	12,400 837 871
----------------------	------------------	------------------------------	----------------------

AL-496 (USAF)

WHITEMAN AFB (KSZL)

<p>⚠ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles. ** Circling not authorized W of Rwy 1-19.</p>	<p>ALS F-1 A1</p>	<p>MISSED APPROACH: Climb to 3000 via SZL TACAN R-018 to EMMAA and hold.</p>
--	-----------------------	--

ATIS★ 118.725 239.025	APP CON★ 127.45 284.0	TOWER★ 132.4 318.8	GND CON★ 119.125 275.8	CLNC DEL★ 121.75 335.8	ASR
--------------------------	--------------------------	-----------------------	---------------------------	---------------------------	-----



SZL 20 DME Holding Pattern					CALEB 12		APENE 6		3000 SZL R-018		EMMAA SZL 12		ELEV 871		TDZE 837	
3000 184° 004°					004°		2300		2.5		1.8		TACAN		61	
2.85° TCH 51							4.2 NM								12,400 x 150	
CATEGORY					A		B		C		D		E		8CN 1034 TWR 984	
S-1 *					1260/24 423 (400-½)		1260/40 423 (400-¾)								0.3% Up	
CIRCLING **					1300-1 429 (500-1)		1340-1 469 (500-1)		1340-1½ 469 (500-1½)		1460-2 589 (600-2)				HIRL all Rwy's	

TACAN Y RWY 1

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

KNOB NOSTER, MISSOURI

TACAN Y RWY 19

TACAN SZL Chan 35	APCH CRS 198°	Rwy Idg TDZE Arprt Elev	12,400 871 871
----------------------	------------------	-------------------------------	----------------------

AL-496 (USAF)

WHITEMAN AFB (KSZL)

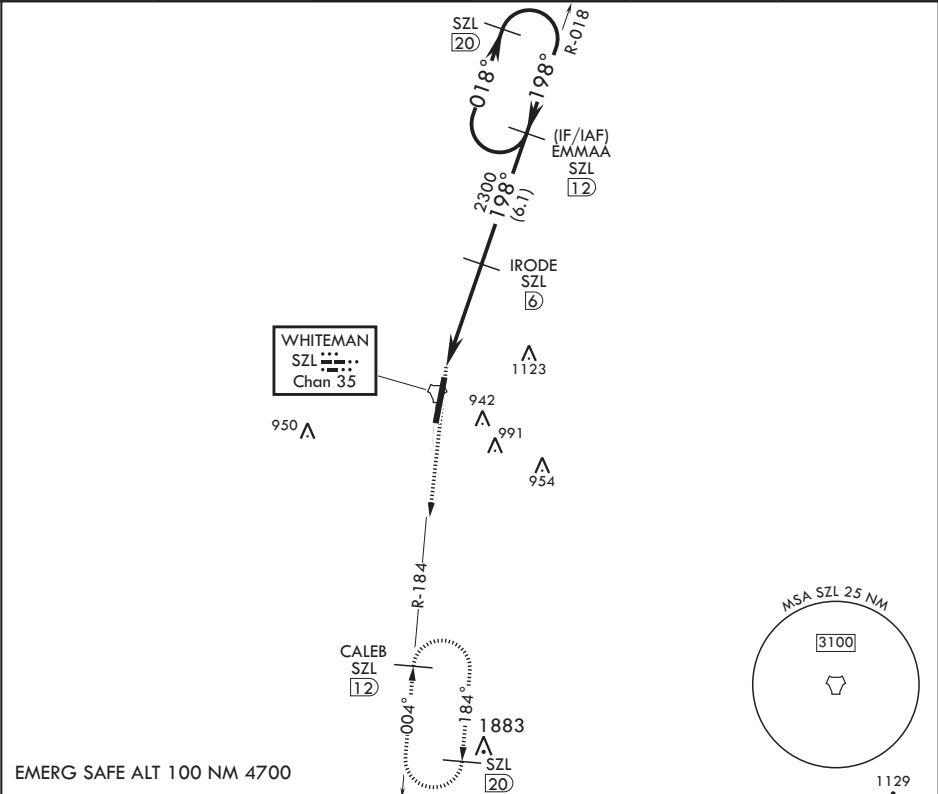
⚠ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/8 miles.
** Circling not authorized W of Rwy 1-19.

ALSIF-1



MISSED APPROACH: Climb to 3000 via SZL TACAN R-184 to CALEB and hold.

ATIS★ 118.725 239.025	APP CON★ 127.45 284.0	TOWER★ 132.4 318.8	GND CON★ 119.125 275.8	CLNC DEL★ 121.75 335.8	ASR
--------------------------	--------------------------	-----------------------	---------------------------	---------------------------	-----



EMERG SAFE ALT 100 NM 4700

3000 SZL R-184

CALEB SZL 12

EMMAA 12

SZL 20 DME Holding Pattern

ELEV 871

TDZE 871

TACAN

SAVBE 1.2

2

2300

198°

3000

018°

198°

≤ 2.50° TCH 47

CATEGORY	A	B	C	D	E
S-19*	1260/24 389 (400-½)		1260/40 389 (400-¾)		
C CIRCLING**	1300-1 429 (500-1)	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1460-2 589 (600-2)	

BCN 1034

TWR 984

HIRL all Rwys

12,400 x 130

0.3% DOWN

198°

A1

P

X

KNOB NOSTER, MISSOURI

38°44'N - 93°33'W

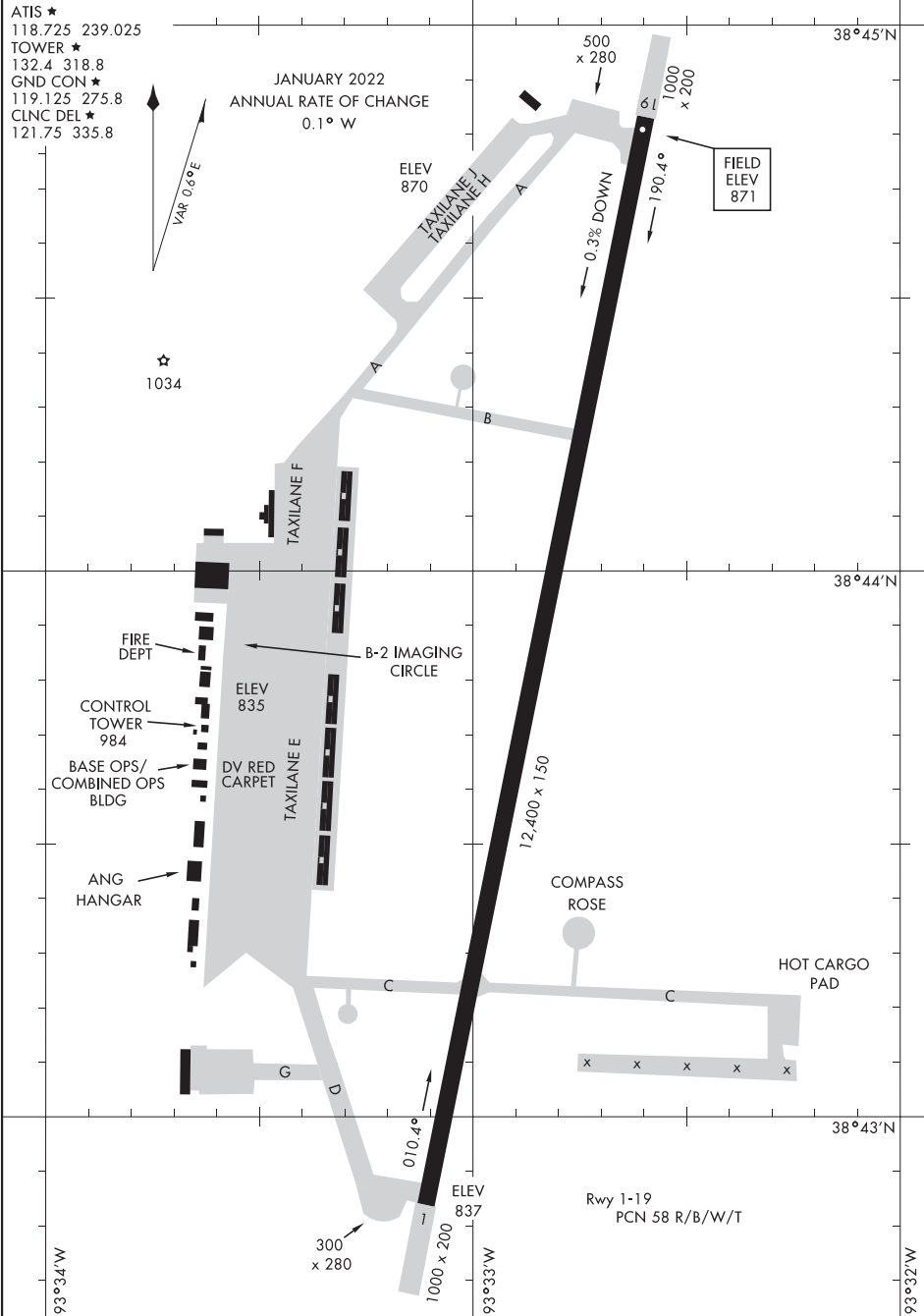
WHITEMAN AFB (KSZL)

Amdt 1 07NOV19

TACAN Y RWY 19

NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025



NC-3, 07 AUG 2025 to 02 OCT 2025

NC-3, 07 AUG 2025 to 02 OCT 2025

WINTERSET, IOWA

AL-6953 (FAA)

24025

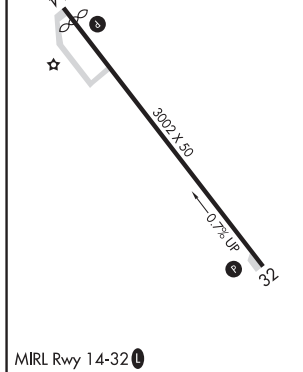
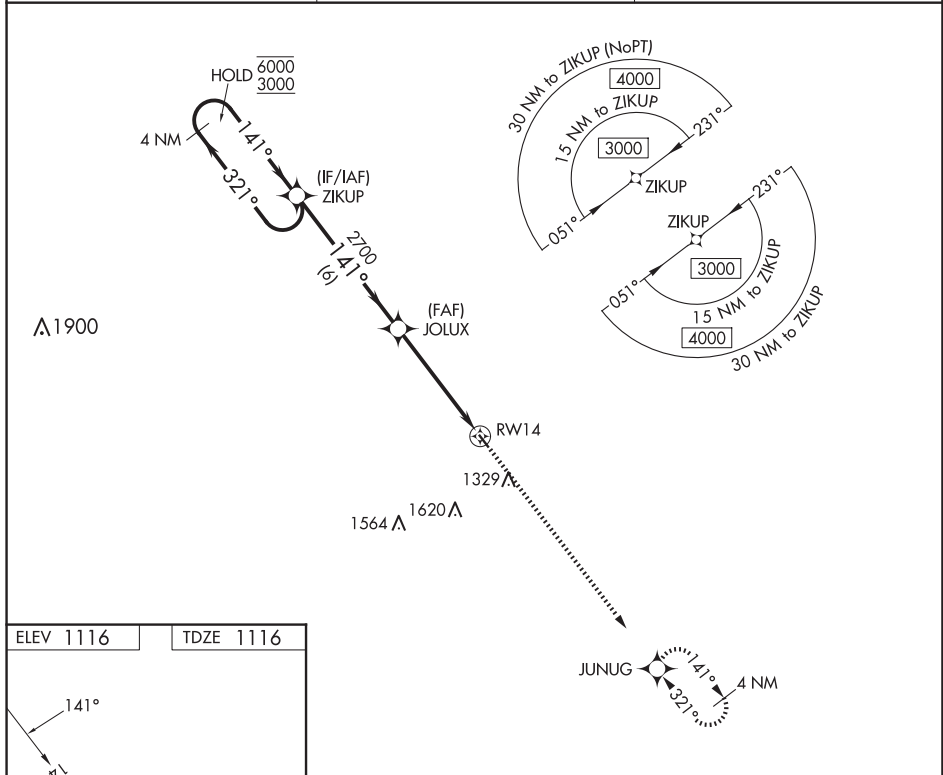
APP CRS	Rwy Idg	2827
141°	TDZE	1116
	Apt Elev	1116

RNAV (GPS) RWY 14

WINTERSET MUNI (3Y3)

RNP APCH.	CIRCLING NA for Cat B southwest of Rwy 14-32. Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Osceola altimeter setting.	MISSED APPROACH: Climb to 3000 direct JUNUG and hold.
NA		

I75 AWOS-3 120.975	DES MOINES APP CON 123.9 360.7	UNICOM 122.7 (CTAF) 0
-----------------------	-----------------------------------	--------------------------



VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 32).				3000	JUNUG
4 NM Holding Pattern				↑	✧
6000 ← 321° 3000 → 141°				JOLUX	
141°				3.00° TCH 40	
2700				RWY 14	
6 NM				4.9 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1640-1	524 (600-1)	NA		
CIRCLING	1640-1 524 (600-1)	1700-1 584 (600-1)	NA		

WINTERSET, IOWA
Amdt 1A 12AUG21

41°22'N-94°01'W

RNAV (GPS) RWY 14

NC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3002
321°	TDZE	1116
	Apt Elev	1116

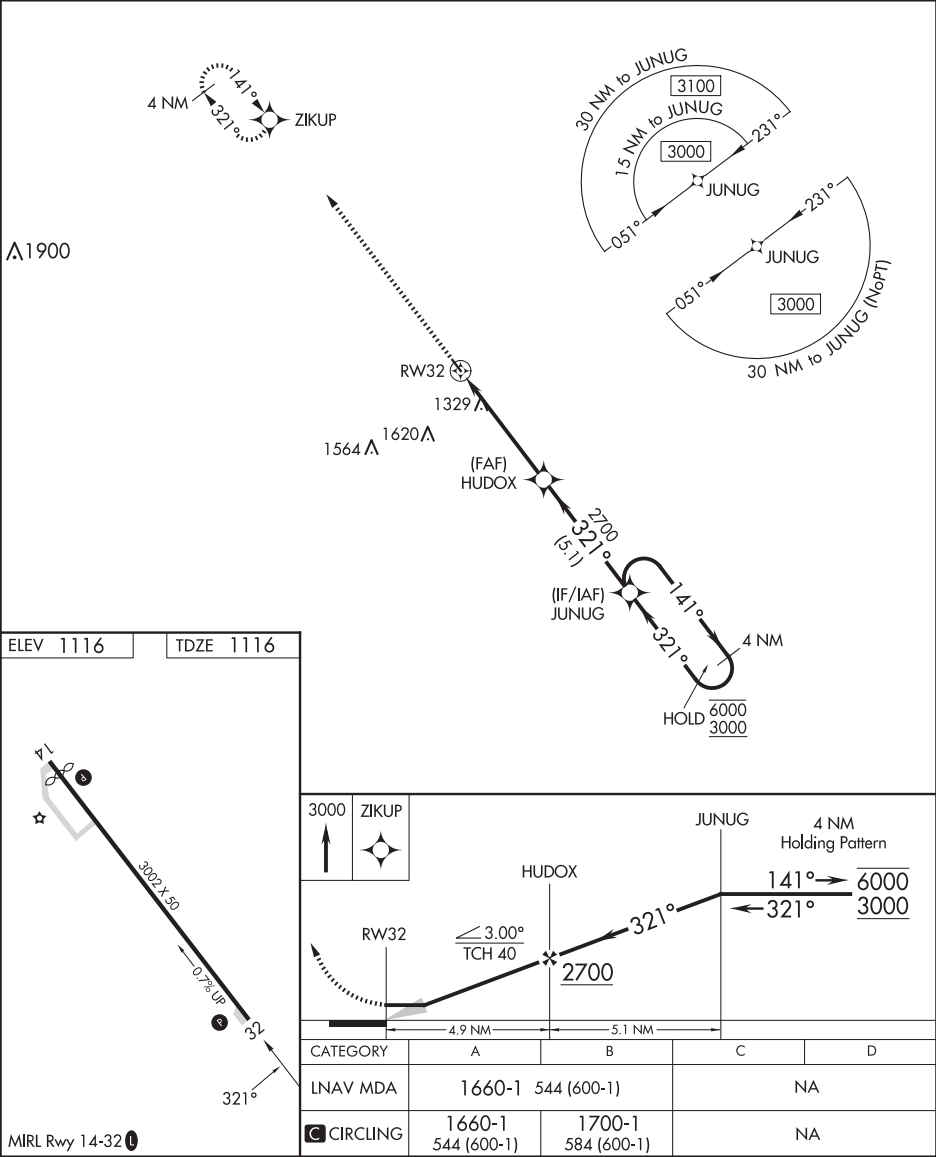
RNAV (GPS) RWY 32

WINTERSET MUNI (3Y3)

RNP APCH.
<div><div>▼</div><div>NA</div></div> <div>Girdling NA for Cat B southwest of Rwy 14-32. Circling Rwy 14 NA at night. Use Osceola altimeter setting.</div>

MISSED APPROACH: Climb to 3000 direct ZIKUP and hold.

I75 AWOS-3 120.975	DES MOINES APP CON 123.9 360.7	UNICOM 122.7 (CTAF) 0
-----------------------	-----------------------------------	--------------------------



RNAV (GPS) RWY 32

INTENTIONALLY
LEFT
BLANK

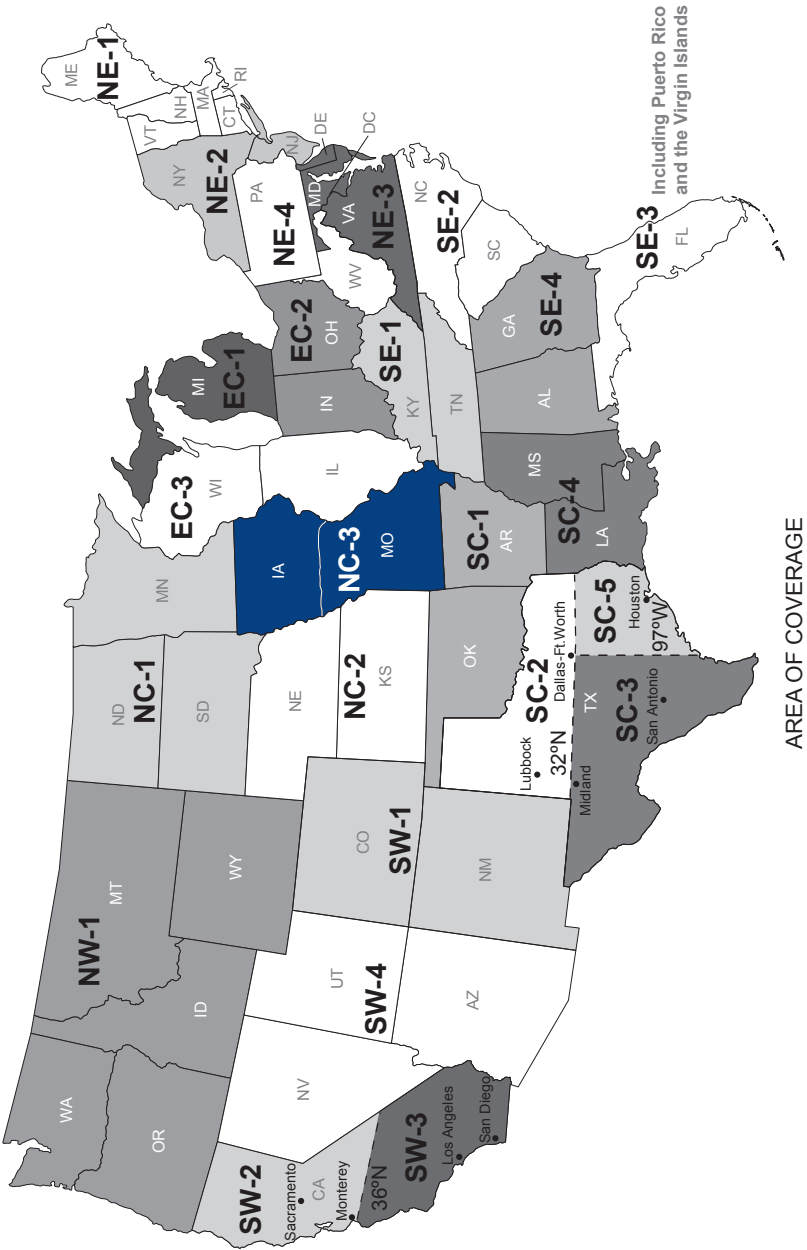
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPNC3



NSN 7641015059581

NGA REF. NO. TERMXFAABTTPPNC3
OK-10-2859



EFF. DATE 25219