

SC-1

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07 AUG 25 to 02 OCT 25



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

South Central (SC) Vol 1 of 5

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

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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.

CATEGORY	A		B		C		D	
	S-ILS 27		S-LOC 27		CIRCLING			
DA	1352/24		288		200		(200-½)	
Visibility (RVR 100's of feet)	1440/24		1540-1		1640-1		1640-1½	
Aircraft Approach Category	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	
HAT	1440/50		288		1440/50		288 (300-1)	
MDA	1540-1		1640-1		1640-1½		1740-2	
HAA	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	
Visibility in Statute Miles								

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

COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA
Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

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

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

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 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.

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

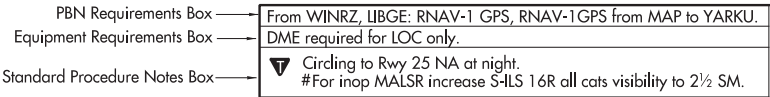
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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).

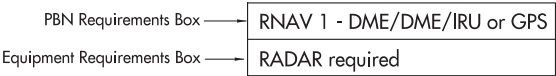
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

ABBREVIATIONS 25107

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

ABBREVIATIONS 25107

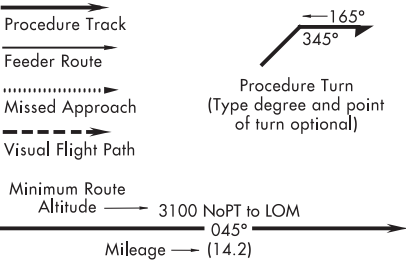
USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules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

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

PLANVIEW SYMBOLS

ROUTES



ALTITUDES

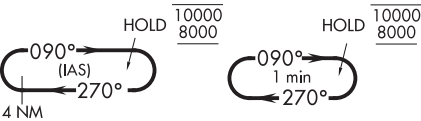
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
<u>4300</u> Maximum Altitude	<u>3000</u> Altitude

INDICATED AIRSPEED

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

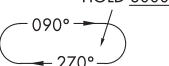
HOLDING PATTERNS

Hold-in-lieu of Procedure Turn



Missed Approach

Arrival



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

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

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

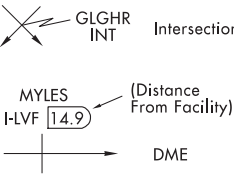
FIXES/ATC REPORTING REQUIREMENTS



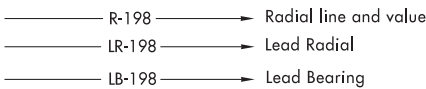
Waypoint

MAP WP (Flyby)

MAP WP (Flyover)



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



RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR VORTAC TACAN

VOR/DME DME

NDB NDB/DME

LOM (Compass locator at Outer Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

Locator Front Course (LOC/LDA) Right side shading- Front course

Locator Back Course Left side shading- Back Course

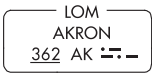
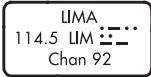
SDF Course

LOC/LDA/SDF Transmitter LOC/DME

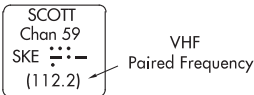
(shown when installation is offset from its normal position off the end of the runway.)

Primary NAVAID

Secondary NAVAID



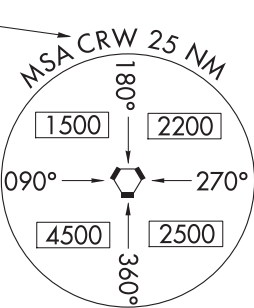
TACAN or DME NAVAID



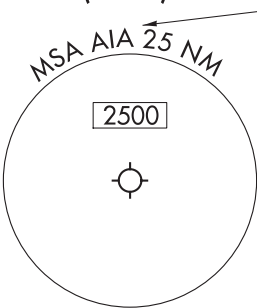
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

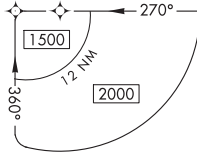
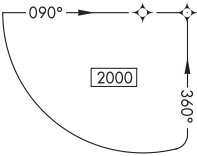
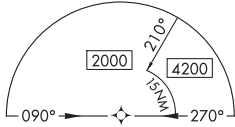


Airport Identifier



(arrows on distance circle identify sectors)

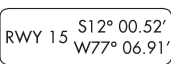
TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS



VOR Changeover Point



End of Rwy Coordinates (DoD only)



R-Restricted
P-Prohibited
MOA-Military Operations Area

W-Warning
A-Alert



Distance not to scale



International Boundary



Air Defense Identification Zone

AIRPORTS



Primary and Secondary (named in planview)

Seaplane Base

Joint (Civil-Military)

OBSTACLES

• Spot Elevation

△ Obstacle

△ Highest Obstacle

• Highest Spot Elevation

△ Group of Obstacles

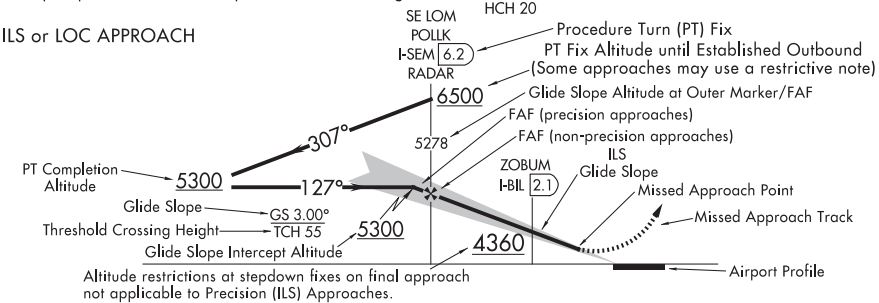
± Doubtful accuracy

LEGEND 24361 INSTRUMENT APPROACH PROCEDURES (CHARTS)

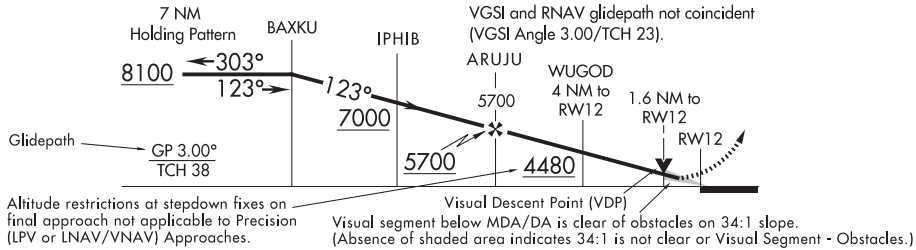
PROFILE VIEW

- Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".
- "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $\angle 3.00^\circ$ TCH 55
 - "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: $\angle 3.00^\circ$ TCH 50
 - An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: $\angle 3.00^\circ$ TCH 55. On Copter procedures this is depicted in the following format: $\angle 7.30^\circ$ HCH 20

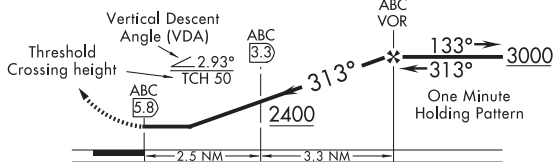
ILS or LOC APPROACH



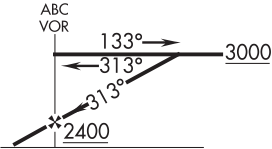
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



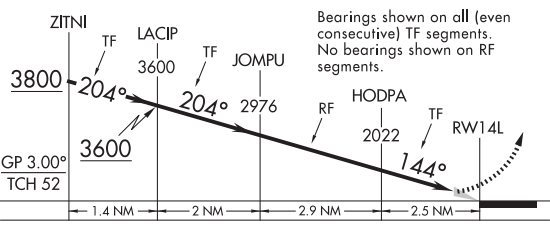
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



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

PROFILE SYMBOLS

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

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:

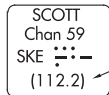


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME
NAVAID Box

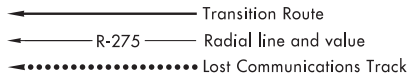


VHF Paired Frequency

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

ROUTES

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



V12 J80 Airway/Jet Route Identification



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

SPECIAL USE AIRSPACE



R-Restricted
P-Prohibited
MOA-Military Operations Area

ALTITUDES

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



Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

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

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

N

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

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier

AIRPORTS

Civil Military Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil Military Joint (Civil-Military)

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

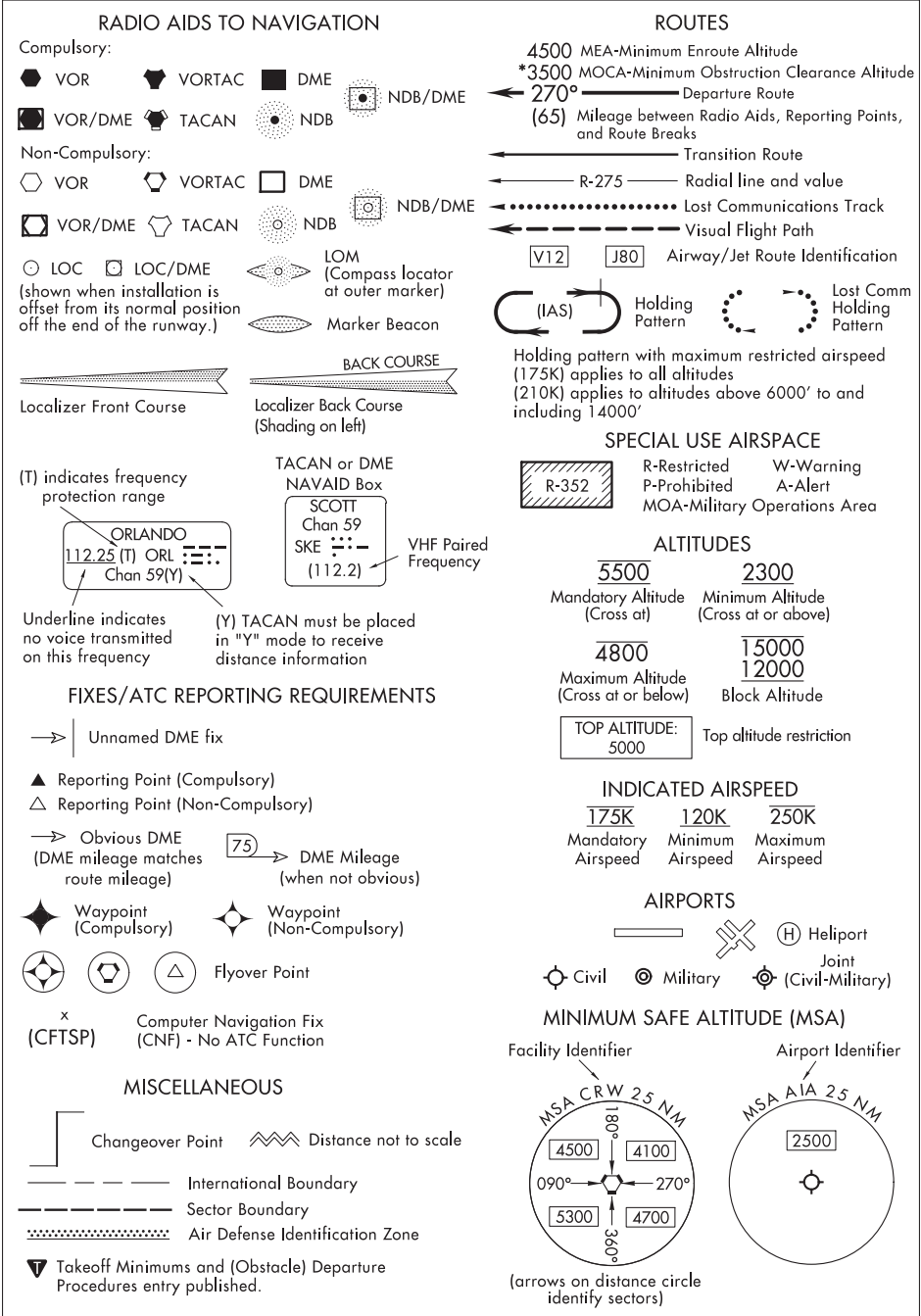
▲ Reporting Point (Compulsory)
△ Reporting Point (Non-Compulsory)

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

Waypoint (Compulsory) Waypoint (Non-Compulsory)

Flyover Point

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

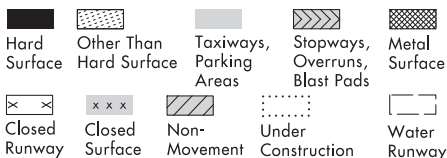


LEGEND

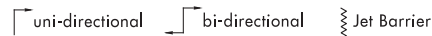
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

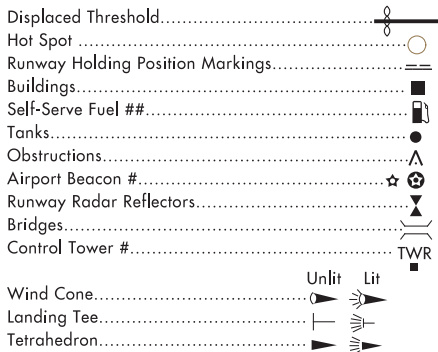
Runways



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

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES



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

See appropriate Chart Supplement for information.

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

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 ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

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

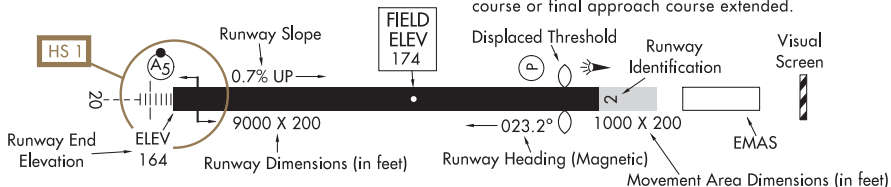
Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

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

NOTE:

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

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



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

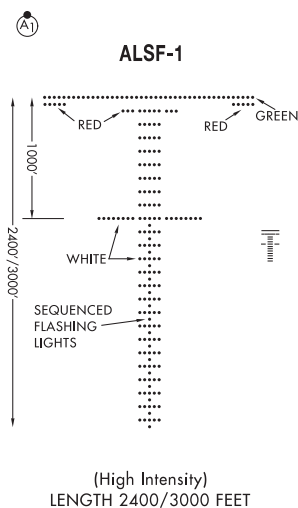
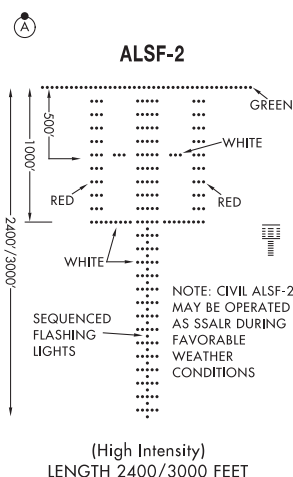
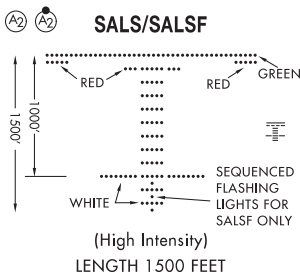
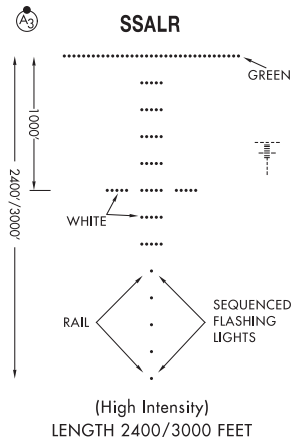
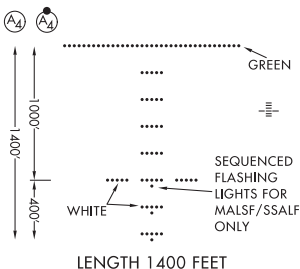
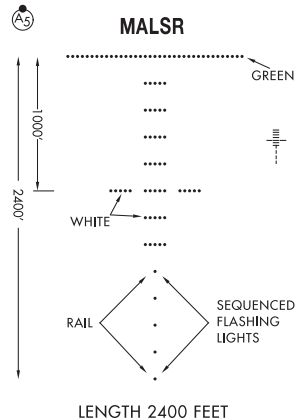
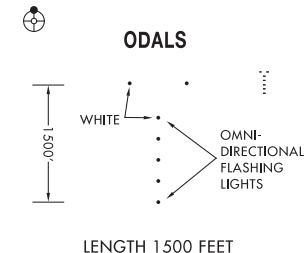
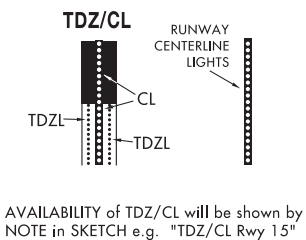
LEGEND

LEGEND 22195

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

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

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

AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

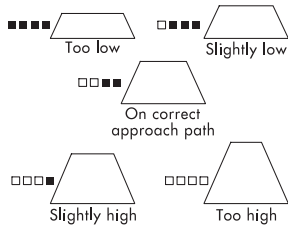
LEGEND 22195

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

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

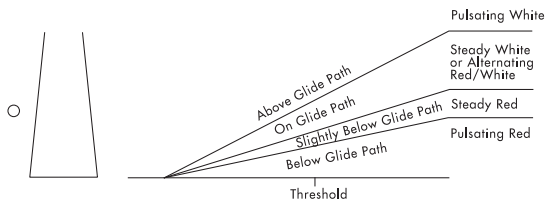
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A₁). Negative symbology, e.g., (A₁), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH
PATH INDICATOR**

PAPI

Legend: □ White ■ Red

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

PVASI

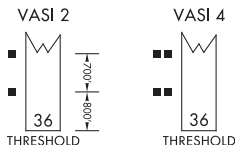
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V) **VISUAL APPROACH
SLOPE INDICATOR**

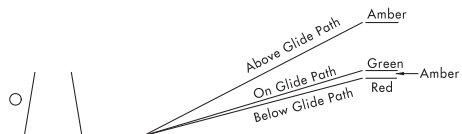
VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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

**VASI 12**

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

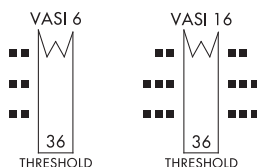
TRCV

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

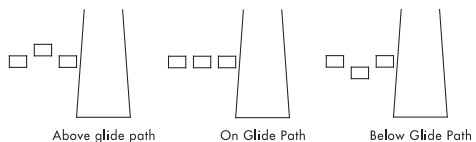
(V₃) **VISUAL APPROACH
SLOPE INDICATOR**

VASI

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE 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

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

ADA, OK

ADA RGNL(ADH)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	1
RNAV (GPS) RWY 18	1
RNAV (GPS) RWY 36	2

ALMYRA, AR

ALMYRA MUNI(M73)	
TAKEOFF MINIMUMS	L
IAPS	3
RNAV (GPS) RWY 36	3

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL(AXS)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	4
RNAV (GPS) RWY 17	4
RNAV (GPS) RWY 35	5
VOR-A	6

ALTUS AFB(KLTS)

ALTUS, OK	
TAKEOFF MINIMUMS	L
HOT SPOT	P
IAPS	7
ILS OR LOC RWY 18L	7
ILS OR LOC RWY 36R	8
ILS Z OR LOC RWY 18R	9
ILS Z OR LOC RWY 36L	10
ILS OR RNAV (GPS) Y RWY 18R	11
ILS OR RNAV (GPS) Y RWY 36L	12
RNAV (RNP) X RWY 18R	13
RNAV (RNP) X RWY 36L	14
RNAV (RNP) Y RWY 18L	15
RNAV (RNP) Y RWY 36R	16
RNAV (GPS) Z RWY 18L	17
RNAV (GPS) Z RWY 18R	18
RNAV (GPS) Z RWY 36L	19
RNAV (GPS) Z RWY 36R	20
RNAV (GPS)-A	21
RNAV (GPS)-B	22
VOR OR TACAN RWY 18R	23
VOR OR TACAN RWY 36L	24
AIRPORT DIAGRAM	25
DPS	26
OKKIE THREE (RNAV)	26
ROCKN THREE (RNAV)	27

ALTUS/QUARTZ MOUNTAIN RGNL

---SEE ALTUS, OK

ALVA, OK

ALVA RGNL(AVK)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	28
RNAV (GPS) RWY 18	28
RNAV (GPS) RWY 36	29

ANTLERS, OK

ANTLERS MUNI(80F)	
TAKEOFF MINIMUMS	L
IAPS	30
RNAV (GPS) RWY 18	30
RNAV (GPS) RWY 36	31

ARDMORE, OK

ARDMORE DOWNTOWN EXEC(1F0)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	32
RNAV (GPS) RWY 17	32
RNAV (GPS) RWY 35	33

ARDMORE MUNI(ADM)

ARDMORE MUNI(ADM)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	34
ILS OR LOC RWY 31	34
RNAV (GPS) RWY 13	35
RNAV (GPS) RWY 31	36
VOR-B	37
AIRPORT DIAGRAM	38

ARKADELPHIA, AR

DEXTER B FLORENCE MEML FLD(ADF)	
TAKEOFF MINIMUMS	L
IAPS	39
RNAV (GPS) RWY 04	39
RNAV (GPS) RWY 22	40

ARKANSAS INTL

---SEE BLYTHEVILLE, AR

ASH FLAT, AR

SHARP COUNTY RGNL(CVK)	
TAKEOFF MINIMUMS	L
IAPS	41
RNAV (GPS) RWY 04	41
RNAV (GPS) RWY 22	42

AUGUSTA, AR

WOODRUFF COUNTY(M60)	
TAKEOFF MINIMUMS	L
IAPS	43
RNAV (GPS)-A	43

BARTLESVILLE, OK

BARTLESVILLE MUNI(BVO)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	44
RNAV (GPS) RWY 17	44
RNAV (GPS) RWY 35	45
LOC RWY 17	46
VOR/DME RWY 35	47

BATESVILLE, AR

BATESVILLE RGNL(BVX)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	48
RNAV (GPS) RWY 08	48
RNAV (GPS) RWY 26	49
LOC RWY 08	50
AIRPORT DIAGRAM	51

BAXTER COUNTY

---SEE MOUNTAIN HOME, AR

BENTON, AR

SALINE COUNTY RGNL(SUZ)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	52
ILS OR LOC RWY 02	52
RNAV (GPS) RWY 02	53
RNAV (GPS) RWY 20	54

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

BENTONVILLE, AR
BENTONVILLE MUNI/LOUISE M THADEN FLD
(VBT)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 1855
 RNAV (GPS) RWY 3656
AIRPORT DIAGRAM57
DPS BENTON SEVEN58

BERRYVILLE, AR
CARROLL COUNTY(4M1)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 0759
 RNAV (GPS) RWY 2560

BILL AND HILLARY CLINTON NTL/ADAMS FLD
---SEE LITTLE ROCK, AR

BILLY FREE MUNI
---SEE DUMAS, AR

BLACKWELL, OK
BLACKWELL-TONKAWA MUNI(BKN)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 1761
 RNAV (GPS) RWY 3562
 VOR-A63

BLYTHEVILLE, AR
ARKANSAS INTL(BYH)
TAKEOFF MINIMUMSL
IAPS ILS OR LOC RWY 1864
 RNAV (GPS) RWY 1865
 RNAV (GPS) RWY 3666
BLYTHEVILLE MUNI(HKA)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 1867
 RNAV (GPS) RWY 3668

BOISE CITY, OK
BOISE CITY(17K)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 0469

BOONE COUNTY
---SEE HARRISON, AR

BRINKLEY, AR
FRANK FEDERER MEML(M36)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 2070

BRISTOW, OK
JONES MEML(3F7)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 1871
 RNAV (GPS) RWY 3672

BUFFALO, OK
BUFFALO MUNI(BFK)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 1773

BURNS FLAT, OK
CLINTON/SHERMAN(CSM)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 17R74
 RNAV (GPS) RWY 17R75
 RNAV (GPS) RWY 35L76
 VOR RWY 35L77
AIRPORT DIAGRAM78

CAMDEN, AR
HARRELL FLD(CDH)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 0179
 RNAV (GPS) RWY 1980

CARLISLE, AR
CARLISLE MUNI(4M3)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 0981
 RNAV (GPS) RWY 2782

CARROLL COUNTY
---SEE BERRYVILLE, AR

CHANDLER, OK
CHANDLER RGNL(CQB)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 1783
 RNAV (GPS) RWY 3584

CHICKASHA, OK
CHICKASHA MUNI(CHK)
TAKEOFF MINIMUMSL
STARS GULLI THREEZ7
IAPS RNAV (GPS) RWY 1885
 RNAV (GPS) RWY 3686
 VOR/DME-A87

CLAREMORE, OK
CLAREMORE RGNL(GCM)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 1888
 RNAV (GPS) RWY 3689
 VOR/DME-B90

CLARENCE E PAGE MUNI
---SEE OKLAHOMA CITY, OK

CLARKSVILLE, AR
CLARKSVILLE MUNI(H35)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 0991
 RNAV (GPS) RWY 2792

SC-1, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K3

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
CLINTON, AR			DE QUEEN, AR		
CLINTON MUNI(CCA)			J LYNN HELMS SEVIER COUNTY(DEQ)		
TAKEOFF MINIMUMS			TAKEOFF MINIMUMS		
IAPS RNAV (GPS) RWY 31			ALTERNATE MINIMUMS		
93			IAPS RNAV (GPS) RWY 08		
HOLLEY MOUNTAIN AIRPARK(2A2)			108		
TAKEOFF MINIMUMS			DE WITT, AR		
IAPS RNAV (GPS) RWY 05			DEWITT MUNI/WHITCOMB FLD(5M1)		
94			TAKEOFF MINIMUMS		
RNAV (GPS) RWY 23			IAPS RNAV (GPS) RWY 18		
95			RNAV (GPS) RWY 36		
CLINTON, OK			109		
CLINTON RGNL(CLK)			110		
TAKEOFF MINIMUMS			DECATUR, AR		
ALTERNATE MINIMUMS			CRYSTAL LAKE(5M5)		
IAPS RNAV (GPS) RWY 17			TAKEOFF MINIMUMS		
96			IAPS RNAV (GPS) RWY 13		
RNAV (GPS) RWY 35			111		
97			DELTA RGNL		
CLINTON/SHERMAN			---SEE COLT, AR		
---SEE BURNS FLAT, OK			DEWITT MUNI/WHITCOMB FLD		
COLT, AR			---SEE DE WITT, AR		
DELTA RGNL(DRP)			DEXTER B FLORENCE MEML FLD		
TAKEOFF MINIMUMS			---SEE ARKADELPHIA, AR		
ALTERNATE MINIMUMS			DRAKE FLD		
IAPS RNAV (GPS) RWY 18			---SEE FAYETTEVILLE, AR		
98			DUMAS, AR		
RNAV (GPS) RWY 36			BILLY FREE MUNI(0M0)		
99			TAKEOFF MINIMUMS		
CONWAY, AR			IAPS RNAV (GPS) RWY 36		
CONWAY RGNL(CXW)			112		
TAKEOFF MINIMUMS			DUNCAN, OK		
IAPS RNAV (GPS) RWY 04			HALLIBURTON FLD(DUC)		
100			TAKEOFF MINIMUMS		
RNAV (GPS) RWY 22			IAPS RNAV (GPS) RWY 17		
101			RNAV (GPS) RWY 35		
CORNING, AR			114		
CORNING MUNI(4M9)			DURANT, OK		
TAKEOFF MINIMUMS			DURANT RGNL/EAKER FLD(DUA)		
ALTERNATE MINIMUMS			TAKEOFF MINIMUMS		
IAPS RNAV (GPS) RWY 18			ALTERNATE MINIMUMS		
102			IAPS RNAV (GPS) RWY 17		
RNAV (GPS) RWY 36			RNAV (GPS) RWY 35		
103			116		
CROSSETT, AR			EL DORADO, AR		
Z M JACK STELL FLD(CRT)			SOUTH ARKANSAS RGNL AT GOODWIN FLD		
TAKEOFF MINIMUMS			(ELD)		
IAPS RNAV (GPS) RWY 23			TAKEOFF MINIMUMS		
104			ALTERNATE MINIMUMS		
CRYSTAL LAKE			IAPS ILS OR LOC RWY 22		
---SEE DECATUR, AR			RNAV (GPS) RWY 04		
CUSHING, OK			RNAV (GPS) RWY 22		
CUSHING MUNI(CUH)			RNAV (GPS)-A		
TAKEOFF MINIMUMS			VOR/DME RWY 04		
ALTERNATE MINIMUMS			121		
IAPS RNAV (GPS) RWY 18			DANVILLE, AR		
105			DANVILLE MUNI(32A)		
RNAV (GPS) RWY 36			TAKEOFF MINIMUMS		
106			IAPS RNAV (GPS) RWY 11		
DANVILLE, AR			107		
DANVILLE MUNI(32A)			DAVID JAY PERRY		
TAKEOFF MINIMUMS			---SEE GOLDSBY, OK		
IAPS RNAV (GPS) RWY 11					
107					

INDEX

25219

K3

SC-1, 07 AUG 2025 to 02 OCT 2025

SC1

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

EL RENO, OK
EL RENO RGNL(RQO)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
STARS GULLI THREEZ7
IAPS RNAV (GPS) RWY 17122
RNAV (GPS) RWY 35123

ELK CITY, OK
ELK CITY RGNL BUSINESS(ELK)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 17124
RNAV (GPS) RWY 35125

ENID, OK
ENID WOODRING RGNL(WDG)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 35126
RNAV (GPS) RWY 17127
RNAV (GPS) RWY 35128
VOR RWY 17129
VOR RWY 35130
AIRPORT DIAGRAM131

ENID, OK
---SEE VANCE AFB

FAIRVIEW, OK
FAIRVIEW MUNI(6K4)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 17132
RNAV (GPS) RWY 35133

FAYETTEVILLE, AR
DRAKE FLD(FYV)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 16134
RNAV (GPS) RWY 34135
LOC RWY 16136
LDA RWY 34137
AIRPORT DIAGRAM138
DPS RAZORBACK THREE139

FAYETTEVILLE/SPRINGDALE/ROGERS, AR
NORTHWEST ARKANSAS NTL(XNA)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 16L140
ILS OR LOC RWY 34R141
RNAV (GPS) RWY 16L142
RNAV (GPS) RWY 34R143
AIRPORT DIAGRAM144
DPS HIGHFILL NINE145

FLIPPIN, AR
MARION COUNTY RGNL(FLP)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 04146
RNAV (GPS) RWY 22147

FORT SILL, OK
---SEE HENRY POST AAF

FORT SMITH, AR
FORT SMITH RGNL(FSM)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
RADAR MINIMUMSN
IAPS ILS OR LOC RWY 08148
ILS Z OR LOC Z RWY 26149
RNAV (GPS) RWY 02150
RNAV (GPS) RWY 08151
RNAV (GPS) RWY 26152
VOR Z OR TACAN Z RWY 08153
VOR Z OR TACAN Z RWY 26154
AIRPORT DIAGRAM155

FRANK FEDERER MEML
---SEE BRINKLEY, AR

FREDERICK, OK
FREDERICK RGNL(FDR)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 35156

GOLDSBY, OK
DAVID JAY PERRY(1K4)
TAKEOFF MINIMUMSL
STARS GULLI THREEZ7
IAPS RNAV (GPS) RWY 31157

GROVE, OK
GROVE RGNL(GMJ)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 18158
RNAV (GPS) RWY 36159

GUTHRIE, OK
GUTHRIE/EDMOND RGNL(GOK)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
STARS GULLI THREEZ7
IAPS RNAV (GPS) RWY 16160
RNAV (GPS) RWY 34161

GUYMON, OK
GUYMON MUNI(GUY)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 18162
RNAV (GPS) RWY 36163
NDB RWY 18164

HALLIBURTON FLD
---SEE DUNCAN, OK

HARRELL FLD
---SEE CAMDEN, AR

SC-1, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K5

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
HARRISON, AR			HOLLIS, OK		
BOONE COUNTY(HRO)			HOLLIS MUNI(O35)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 36	165	IAPS	RNAV (GPS) RWY 18	186
	RNAV (GPS) RWY 18	166		RNAV (GPS) RWY 36	187
	RNAV (GPS) RWY 36	167			
AIRPORT DIAGRAM		168			
HEBER SPRINGS, AR			HOPE, AR		
HEBER SPRINGS MUNI(HBZ)			HOPE MUNI(M18)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 06	169	IAPS	RNAV (GPS) RWY 04	188
	RNAV (GPS) RWY 24	170		RNAV (GPS) RWY 16	189
				RNAV (GPS) RWY 22	190
				VOR RWY 04	191
HEFNER-EASLEY			HORSESHOE BEND, AR		
---SEE WAGONER, OK			HORSESHOE BEND(6M2)		
HELENA/WEST HELENA, AR			TAKEOFF MINIMUMS		L
THOMPSON-ROBBINS(HEE)			IAPS	RNAV (GPS)-A	192
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 18	171			
	RNAV (GPS) RWY 36	172	HOT SPRINGS, AR		
	VOR RWY 36	173	MEML FLD(HOT)		
HENRY POST AAF(KFSI)			TAKEOFF MINIMUMS		L
FORT SILL, OK			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	IAPS	ILS OR LOC RWY 05	193
RADAR MINIMUMS		N		RNAV (GPS) RWY 05	194
IAPS	RNAV (GPS) RWY 18	174		VOR RWY 05	195
	RNAV (GPS) RWY 36	175			
	VOR RWY 18	176	HOWARD COUNTY		
	VOR RWY 36	177	---SEE NASHVILLE, AR		
HENRYETTA, OK			HUGO, OK		
HENRYETTA MUNI(F10)			STAN STAMPER MUNI(HHW)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 36	178	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 17	196
				RNAV (GPS) RWY 35	197
HINTON, OK			HUNTSVILLE, AR		
HINTON MUNI(208)			HUNTSVILLE MUNI(H34)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	179	IAPS	RNAV (GPS) RWY 12	198
	RNAV (GPS) RWY 36	180		RNAV (GPS) RWY 30	199
HOBART, OK			IDABEL, OK		
HOBART RGNL(HBR)			MC CURTAIN COUNTY RGNL(404)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 17	181	IAPS	RNAV (GPS) RWY 02	200
	RNAV (GPS) RWY 35	182		RNAV (GPS) RWY 20	201
	VOR RWY 35	183			
HOLDENVILLE, OK			J LYNN HELMS SEVIER COUNTY		
HOLDENVILLE MUNI(F99)			---SEE DE QUEEN, AR		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 17	184	JACKSONVILLE, AR		
	RNAV (GPS) RWY 35	185	---SEE LITTLE ROCK AFB		
HOLLEY MOUNTAIN AIRPARK			JONES MEML		
---SEE CLINTON, AR			---SEE BRISTOW, OK		

INDEX

25219

K5

SC1

SC-1, 07 AUG 2025 to 02 OCT 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
JONESBORO, AR			LITTLE ROCK AFB(KLRF)		
JONESBORO MUNI(JBR)			JACKSONVILLE, AR		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	ILS OR LOC RWY 25	229
IAPS	ILS OR LOC RWY 23	202		ILS RWY 25 (CAT II)	230
	RNAV (GPS) RWY 05	203		RNAV (GPS) RWY 07	231
	RNAV (GPS) RWY 23	204		RNAV (GPS) RWY 25	232
	RNAV (GPS) RWY 31	205		TACAN RWY 07	233
	VOR RWY 23	206		TACAN RWY 25	234
			AIRPORT DIAGRAM		235
KETCHUM, OK			MADILL, OK		
SOUTH GRAND LAKE RGNL(1K8)			MADILL MUNI(1F4)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	207	IAPS	RNAV (GPS) RWY 18	236
	RNAV (GPS) RWY 36	208			
KIRK FLD			MAGNOLIA, AR		
---SEE PARAGOULD, AR			RALPH C WEISER FLD(AGO)		
			TAKEOFF MINIMUMS		L
LAKE VILLAGE, AR			IAPS	RNAV (GPS) RWY 18	237
LAKE VILLAGE MUNI(M32)				RNAV (GPS) RWY 36	238
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 01	209	MALVERN, AR		
	RNAV (GPS) RWY 19	210	MALVERN MUNI(M78)		
			TAKEOFF MINIMUMS		L
LAWTON, OK			IAPS	RNAV (GPS) RWY 22	239
LAWTON-FORT SILL RGNL(LAW)					
TAKEOFF MINIMUMS		L	MANGUM, OK		
ALTERNATE MINIMUMS		M	SCOTT FLD(2K4)		
RADAR MINIMUMS		N	TAKEOFF MINIMUMS		L
IAPS	ILS OR LOC RWY 35	211	IAPS	RNAV (GPS) RWY 17	240
	RNAV (GPS) RWY 35	212		RNAV (GPS) RWY 35	241
	VOR RWY 35	213			
AIRPORT DIAGRAM		214	MANILA, AR		
LAWTON-FORT SILL RGNL			MANILA MUNI(MXA)		
---SEE LAWTON, OK			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 18	242
LEXINGTON, OK				RNAV (GPS) RWY 36	243
---SEE MULDRROW AHP					
LITTLE ROCK, AR			MARIANNA, AR		
BILL AND HILLARY CLINTON NTL/ADAMS FLD			MARIANNA/LEE COUNTY-STEVE EDWARDS FLD		
(LIT)			(6M7)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 18	244
HOT SPOT		P		RNAV (GPS) RWY 36	245
IAPS	ILS OR LOC RWY 04L	215			
	ILS OR LOC RWY 04R	216	MARIANNA/LEE COUNTY-STEVE EDWARDS FLD		
	ILS OR LOC RWY 22L	217	---SEE MARIANNA, AR		
	ILS OR LOC RWY 22R	218			
	ILS RWY 22R (SA CAT I)	219	MARION COUNTY RGNL		
	ILS RWY 22R (CAT II - III)	220	---SEE FLIPPIN, AR		
	RNAV (GPS) RWY 04L	221			
	RNAV (GPS) RWY 04R	222	MARSHALL, AR		
	RNAV (GPS) RWY 18	223	SEARCY COUNTY(4A5)		
	RNAV (GPS) RWY 22L	224	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 22R	225	IAPS	RNAV (GPS) RWY 05	246
	RNAV (GPS) RWY 36	226		RNAV (GPS) RWY 23	247
	VOR-A	227			
AIRPORT DIAGRAM		228			

INDEX

25219

K7

INDEX OF TERMINAL CHARTS AND MINIMUMS

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

MC ALESTER, OK

MC ALESTER RGNL(MLC)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 02	248
	RNAV (GPS) RWY 20	249

MC CURTAIN COUNTY RGNL

---SEE IDABEL, OK

MC GEHEE, AR

MC GEHEE MUNI(7M1)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	250
	RNAV (GPS) RWY 36	251

MEDFORD, OK

MEDFORD MUNI(O53)		
IAPS	RNAV (GPS) RWY 17	252
	RNAV (GPS) RWY 35	253

MELBOURNE, AR

MELBOURNE MUNI/JOHN E MILLER FLD(42A)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 03	254
	RNAV (GPS) RWY 21	255

MEML FLD

---SEE HOT SPRINGS, AR

MENA, AR

MENA INTERMOUNTAIN MUNI(MEZ)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 27	256
	RNAV (GPS) RWY 17	257
AIRPORT DIAGRAM		258

MIAMI, OK

MIAMI RGNL(MIO)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 17	259

MID-AMERICA INDUSTRIAL

---SEE PRYOR, OK

MONTICELLO, AR

MONTICELLO MUNI/ELLIS FLD(LLQ)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 03	260
	RNAV (GPS) RWY 21	261

MOORELAND, OK

MOORELAND MUNI(MDF)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 17	262

MORRILTON, AR

MORRILTON MUNI(BDQ)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 27	263
PETIT JEAN PARK(MPJ)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 03	264

MOUNTAIN HOME, AR

BAXTER COUNTY(BPK)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 05	265
	RNAV (GPS) RWY 05	266
	RNAV (GPS) RWY 23	267

MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEML FLD(7M2)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 27	268

MULDROW AHP(KHMY)

LEXINGTON, OK		
TAKEOFF MINIMUMS		L
IAPS	COPTER RNAV (GPS) RWY 17	269
	COPTER RNAV (GPS) RWY 35	270

MUSKOGEE, OK

MUSKOGEE-DAVIS RGNL(MKO)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 04	271
	RNAV (GPS) RWY 13	272
	RNAV (GPS) RWY 22	273
	RNAV (GPS) RWY 31	274

MUSKOGEE-DAVIS RGNL

---SEE MUSKOGEE, OK

NASHVILLE, AR

HOWARD COUNTY(M77)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 01	275
	RNAV (GPS) RWY 19	276

NEWPORT, AR

NEWPORT RGNL(M19)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 18	277
	RNAV (GPS) RWY 36	278
	VOR RWY 18	279

INDEX

25219

K7

SC1

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

NORMAN, OK
UNIVERSITY OF OKLAHOMA WESTHEIMER(OUN)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
HOT SPOTP
STARS
 BASTS ONE (RNAV)Z1
 CCASH ONE (RNAV)Z3
 DAWKS ONE (RNAV)Z4
 FAKEY ONE (RNAV)Z5
 GULLI THREEZ7
 JUDDG TWO (RNAV)Z9
 WAYMN ONE (RNAV)Z14
IAPS
 ILS OR LOC RWY 18280
 RNAV (GPS) RWY 03281
 RNAV (GPS) RWY 18282
 RNAV (GPS) RWY 36283
 LOC RWY 03284
AIRPORT DIAGRAM285
DPS
 FUNNLT THREE (RNAV)286
 KRMSN FOUR (RNAV)287
 MUDDT THREE (RNAV)288
 OLGUY THREE (RNAV)289
 RDHWK THREE (RNAV)290
 SSYKO THREE (RNAV)291
 STPHN THREE (RNAV)292
 TEBRD THREE (RNAV)293
 THRPE THREE (RNAV)294
 TRUPR THREE (RNAV)295
 WENDY THREE (RNAV)296

NORTH LITTLE ROCK, AR
NORTH LITTLE ROCK MUNI(ORK)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS
 RNAV (GPS) RWY 05297
 RNAV (GPS) RWY 35298
 LOC RWY 05299
AIRPORT DIAGRAM300

NORTHWEST ARKANSAS NTL
---SEE FAYETTEVILLE/SPRINGDALE/ROGERS, AR

OKC WILL ROGERS INTL
---SEE OKLAHOMA CITY, OK

OKLAHOMA CITY, OK
CLARENCE E PAGE MUNI(RCE)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
STARS
 GULLI THREEZ7
 IAPS
 RNAV (GPS) RWY 17R301
 RNAV (GPS) RWY 35L302
 VOR-B303
AIRPORT DIAGRAM304
OKC WILL ROGERS INTL(OKC)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
RADAR MINIMUMSN
STARS
 CAMET THREE (RNAV)Z2
 GHOST THREE (RNAV)Z6
 GULLI THREEZ7
 MURAH THREE (RNAV)Z10
 RIFFL THREE (RNAV)Z11
 TSDEL THREE (RNAV)Z12
 YUCKS THREE (RNAV)Z15
IAPS
 ILS OR LOC RWY 17L305
 ILS OR LOC RWY 17R306
 ILS OR LOC RWY 35L307
 ILS OR LOC RWY 35R308
 ILS RWY 35R (SA CAT I)309
 ILS RWY 35R (CAT II)310
 ILS RWY 17R (SA CAT II)311
 RNAV (RNP) Z RWY 17L312
 RNAV (RNP) Z RWY 17R313
 RNAV (RNP) Z RWY 35L314
 RNAV (RNP) Z RWY 35R315
 RNAV (GPS) RWY 13316
 RNAV (GPS) RWY 31317
 RNAV (GPS) Y RWY 17L318
 RNAV (GPS) Y RWY 17R319
 RNAV (GPS) Y RWY 35L320
 RNAV (GPS) Y RWY 35R321
 VOR RWY 17L322
AIRPORT DIAGRAM323
DPS
 FUNNLT THREE (RNAV)324
 KRMSN FOUR (RNAV)325
 MUDDT THREE (RNAV)326
 OLGUY THREE (RNAV)327
 RDHWK THREE (RNAV)328
 SSYKO THREE (RNAV)329
 STPHN THREE (RNAV)330
 TEBRD THREE (RNAV)331
 THRPE THREE (RNAV)332
 TRUPR THREE (RNAV)333
 WENDY THREE (RNAV)334

SUNDANCE(HSD)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
STARS
 GULLI THREEZ7
IAPS
 RNAV (GPS) RWY 18335
 RNAV (GPS) RWY 36336
 VOR RWY 18337

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K9

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
OKLAHOMA CITY, OK			PARAGOULD, AR		
WILEY POST(PWA)			KIRK FLD(PGR)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 04	365	
RADAR MINIMUMS	N		RNAV (GPS) RWY 22	366	
STARS BASTS ONE (RNAV)	Z1		VOR RWY 04	367	
CCASH ONE (RNAV)	Z3		PAULS VALLEY, OK		
DAWKS ONE (RNAV)	Z4		PAULS VALLEY MUNI(PVJ)		
FAKEY ONE (RNAV)	Z5		ALTERNATE MINIMUMS	M	
GULLI THREE	Z7		IAPS RNAV (GPS) RWY 17	368	
JUDDG TWO (RNAV)	Z9		RNAV (GPS) RWY 35	369	
WAYMN ONE (RNAV)	Z14		PERRY, OK		
IAPS ILS OR LOC RWY 17L	338		PERRY MUNI(F22)		
ILS OR LOC RWY 35R	339		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 17L	340		IAPS RNAV (GPS) RWY 17	370	
RNAV (GPS) RWY 17R	341		RNAV (GPS) RWY 35	371	
RNAV (GPS) RWY 35L	342		VOR RWY 17	372	
RNAV (GPS) RWY 35R	343		PETIT JEAN PARK		
VOR RWY 17L	344		---SEE MORRILTON, AR		
VOR RWY 35R	345		PINE BLUFF, AR		
VOR-A	346		PINEBLUFF RGNL/GRIDER FLD(PBF)		
AIRPORT DIAGRAM	347		TAKEOFF MINIMUMS	L	
DPS FUNNL THREE (RNAV)	348		ALTERNATE MINIMUMS	M	
KRMSN FOUR (RNAV)	349		IAPS ILS OR LOC RWY 18	373	
MUDEE THREE (RNAV)	350		RNAV (GPS) RWY 18	374	
OLGUY THREE (RNAV)	351		RNAV (GPS) RWY 36	375	
RDHWK THREE (RNAV)	352		PINEBLUFF RGNL/GRIDER FLD		
SSYKO THREE (RNAV)	353		---SEE PINE BLUFF, AR		
STPHN THREE (RNAV)	354		POCAHONTAS, AR		
TEBRD THREE (RNAV)	355		POCAHONTAS MUNI(M70)		
THRPE THREE (RNAV)	356		TAKEOFF MINIMUMS	L	
TRUPR THREE (RNAV)	357		ALTERNATE MINIMUMS	M	
WENDY THREE (RNAV)	358		IAPS RNAV (GPS) RWY 18	376	
OKLAHOMA CITY, OK			RNAV (GPS) RWY 36	377	
---SEE TINKER AFB			PONCA CITY, OK		
OKMULGEE, OK			PONCA CITY RGNL(PNC)		
OKMULGEE RGNL/PAUL AND BETTY ABBOTT			TAKEOFF MINIMUMS	L	
FLD(OKM)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS ILS OR LOC RWY 17	378	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 17	379	
IAPS ILS OR LOC RWY 18	359		RNAV (GPS) RWY 35	380	
RNAV (GPS) RWY 18	360		VOR-A	381	
RNAV (GPS) RWY 36	361		POTEAU, OK		
VOR-A	362		ROBERT S KERR(RKR)		
OSCEOLA, AR			TAKEOFF MINIMUMS	L	
OSCEOLA MUNI(7M4)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 18	382	
IAPS RNAV (GPS) RWY 19	363		RNAV (GPS) RWY 36	383	
OZARK, AR			PRAGUE, OK		
OZARK/FRANKLIN COUNTY(7M5)			PRAGUE MUNI(O47)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 04	364		IAPS RNAV (GPS) RWY 17	384	
OZARK/FRANKLIN COUNTY			RNAV (GPS)-A	385	
---SEE OZARK, AR					

INDEX

25219

K9

INDEX OF TERMINAL CHARTS AND MINIMUMS

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

PRYOR, OK
MID-AMERICA INDUSTRIAL(H71)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 18386
RNAV (GPS) RWY 36387

RALPH C WEISER FLD
---SEE MAGNOLIA, AR

ROBERT S KERR
---SEE POTEAU, OK

ROGERS, AR
ROGERS EXEC - CARTER FLD(ROG)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 20388
RNAV (GPS) RWY 02389
RNAV (GPS) RWY 20390
AIRPORT DIAGRAM391
DPS ROGERS FOUR392

RUSSELLVILLE, AR
RUSSELLVILLE RGNL(RUE)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 07393
RNAV (GPS) RWY 25394
NDB-A395

SALINE COUNTY RGNL
---SEE BENTON, AR

SALLISAW, OK
SALLISAW MUNI(JSV)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 35396

SAND SPRINGS, OK
WILLIAM R POGUE MUNI(OWP)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 17397
RNAV (GPS) RWY 35398

SCOTT FLD
---SEE MANGUM, OK

SEARCY, AR
SEARCY RGNL(SRC)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 01399
RNAV (GPS) RWY 01400
RNAV (GPS) RWY 19401

SEARCY COUNTY
---SEE MARSHALL, AR

SEMINOLE, OK
SEMINOLE MUNI(SRE)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 16402

SHARP COUNTY RGNL
---SEE ASH FLAT, AR

SHAWNEE, OK
SHAWNEE RGNL(SNL)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
STARS GULLI THREEZ7
IAPS ILS OR LOC RWY 17403
RNAV (GPS) RWY 17404
RNAV (GPS) RWY 35405

SHERIDAN, AR
SHERIDAN-GRANT COUNTY RGNL(9M8)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 01406
RNAV (GPS) RWY 19407

SHERIDAN-GRANT COUNTY RGNL
---SEE SHERIDAN, AR

SILOAM SPRINGS, AR
SMITH FLD(SLG)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 18408
RNAV (GPS) RWY 36409
AIRPORT DIAGRAM410

SMITH FLD
---SEE SILOAM SPRINGS, AR

SOUTH ARKANSAS RGNL AT GOODWIN FLD
---SEE EL DORADO, AR

SOUTH GRAND LAKE RGNL
---SEE KETCHUM, OK

SPRINGDALE, AR
SPRINGDALE MUNI(ASG)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 18411
RNAV (GPS) RWY 18412
RNAV (GPS) RWY 36413
AIRPORT DIAGRAM414
DPS SPRING FIVE415

STAN STAMPER MUNI
---SEE HUGO, OK

INDEX

K11

25219

INDEX OF TERMINAL CHARTS AND MINIMUMS

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

STIGLER, OK

STIGLER RGNL(GZL)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS RNAV (GPS) RWY 17	416
RNAV (GPS) RWY 35	417

STILLWATER, OK

STILLWATER RGNL(SWO)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS ILS OR LOC RWY 17	418
RNAV (GPS) RWY 17	419
RNAV (GPS) RWY 35	420
VOR/DME RWY 35	421
VOR RWY 17	422
AIRPORT DIAGRAM	423

STUTTGART, AR

STUTTGART MUNI CARL HUMPHREY FLD(SGT)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS ILS OR LOC RWY 36	424
RNAV (GPS) RWY 09	425
RNAV (GPS) RWY 18	426
RNAV (GPS) RWY 27	427
RNAV (GPS) RWY 36	428

SUNDANCE

---SEE OKLAHOMA CITY, OK

TAHLEQUAH, OK

TAHLEQUAH MUNI(TQH)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS RNAV (GPS) RWY 17	429
RNAV (GPS) RWY 35	430

TEXARKANA, AR

TEXARKANA RGNL-WEBB FLD(TXK)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS ILS OR LOC RWY 22	431
RNAV (GPS) RWY 04	432
RNAV (GPS) RWY 13	433
RNAV (GPS) RWY 22	434
RNAV (GPS) RWY 31	435
VOR RWY 13	436
AIRPORT DIAGRAM	437

THOMAS, OK

THOMAS MUNI(104)

TAKEOFF MINIMUMS	L
IAPS RNAV (GPS) RWY 17	438
RNAV (GPS) RWY 35	439

THOMPSON-ROBBINS

---SEE HELENA/WEST HELENA, AR

TINKER AFB(KTIK)

OKLAHOMA CITY, OK

TAKEOFF MINIMUMS	L
RADAR MINIMUMS	N
STARS BASTS ONE (RNAV)	21
CCASH ONE (RNAV)	23
DAWKS ONE (RNAV)	24
FAKEY ONE (RNAV)	25
GULLI THREE	27
JUDDG TWO (RNAV)	29
WAYMN ONE (RNAV)	214
IAPS ILS OR LOC/DME Z RWY 18	440
ILS OR LOC/DME Z RWY 36	441
RNAV (GPS) RWY 18	442
RNAV (GPS) RWY 36	443
LOC/DME RWY 31	444
LOC RWY 13	445
VOR/DME RWY 13	446
TACAN Z RWY 18	447
TACAN Z RWY 36	448
AIRPORT DIAGRAM	449

TULSA, OK

TULSA INTL(TUL)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
RADAR MINIMUMS	N
STARS VINTA THREE	213
IAPS ILS OR LOC RWY 18L	450
ILS OR LOC RWY 18R	451
ILS OR LOC RWY 36R	452
ILS RWY 36R (SA CAT I)	453
ILS RWY 36R (CAT II)	454
RNAV (GPS) RWY 08	455
RNAV (GPS) RWY 18L	456
RNAV (GPS) RWY 18R	457
RNAV (GPS) RWY 26	458
RNAV (GPS) RWY 36L	459
RNAV (GPS) RWY 36R	460
VOR/DME RWY 08	461
VOR Y OR TACAN Y RWY 26	462
AIRPORT DIAGRAM	463
DPS TULSA ONE	464

TULSA RIVERSIDE(RVS)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
STARS VINTA THREE	213
IAPS ILS OR LOC RWY 01L	465
RNAV (GPS) RWY 01L	466
RNAV (GPS) RWY 19R	467
VOR/DME-A	468
AIRPORT DIAGRAM	469
DPS TULSA ONE	470

UNIVERSITY OF OKLAHOMA WESTHEIMER

---SEE NORMAN, OK

INDEX

25219

K11

SC1

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K12

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
VANCE AFB(KEND)			WEST MEMPHIS, AR		
ENID, OK			WEST MEMPHIS MUNI(AWM)		
TAKEOFF MINIMUMSL			TAKEOFF MINIMUMSL		
IAPS	ILS OR LOC RWY 17R471		ALTERNATE MINIMUMSM		
	ILS OR LOC RWY 35L472		IAPS	ILS OR LOC RWY 17500	
	RNAV (GPS) RWY 17L473			RNAV (GPS) RWY 17501	
	RNAV (GPS) RWY 35R474			RNAV (GPS) RWY 35502	
	RNAV (GPS) Y RWY 17R475		WEST WOODWARD		
	RNAV (GPS) Y RWY 35L476		---SEE WOODWARD, OK		
	VOR/DME RWY 17L477		WILEY POST		
	VOR/DME RWY 35R478		---SEE OKLAHOMA CITY, OK		
	VOR/DME OR TACAN RWY 17R479		WILLIAM R POGUE MUNI		
	VOR/DME OR TACAN RWY 35L480		---SEE SAND SPRINGS, OK		
AIRPORT DIAGRAM	481		WOODRUFF COUNTY		
DPS	BOZCO ONE (RNAV)482		---SEE AUGUSTA, AR		
	SAPEE ONE (RNAV)483		WOODWARD, OK		
	VANCE ONE484		WEST WOODWARD(WWR)		
VINITA, OK			TAKEOFF MINIMUMSL		
VINITA MUNI(H04)			ALTERNATE MINIMUMSM		
	TAKEOFF MINIMUMSL		IAPS	RNAV (GPS) RWY 17503	
IAPS	RNAV (GPS)-A485			RNAV (GPS) RWY 35504	
WAGONER, OK				VOR/DME-A505	
HEFNER-EASLEY(H68)			Z M JACK STELL FLD		
	TAKEOFF MINIMUMSL		---SEE CROSSETT, AR		
IAPS	RNAV (GPS) RWY 18486				
	RNAV (GPS) RWY 36487				
WALNUT RIDGE, AR					
WALNUT RIDGE RGNL(ARG)					
	TAKEOFF MINIMUMSL				
	ALTERNATE MINIMUMSM				
IAPS	RNAV (GPS) RWY 04488				
	RNAV (GPS) RWY 18489				
	RNAV (GPS) RWY 22490				
	RNAV (GPS) RWY 36491				
	LOC RWY 18492				
AIRPORT DIAGRAM	493				
WARREN, AR					
WARREN MUNI/JOHN B FRAZER JR FLD(3M9)					
	TAKEOFF MINIMUMSL				
IAPS	RNAV (GPS) RWY 03494				
	RNAV (GPS) RWY 21495				
WATONGA, OK					
WATONGA RGNL(JWG)					
	TAKEOFF MINIMUMSL				
	ALTERNATE MINIMUMSM				
IAPS	RNAV (GPS) RWY 17496				
	RNAV (GPS) RWY 35497				
WEATHERFORD, OK					
WEATHERFORD STAFFORD(OJA)					
	TAKEOFF MINIMUMSL				
	ALTERNATE MINIMUMSM				
IAPS	RNAV (GPS) RWY 17498				
	RNAV (GPS) RWY 35499				

INDEX

25219

K12

SC-1, 07 AUG 2025 to 02 OCT 2025

SC1

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.

ADA, OK

ADA RGNL (ADH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1¼ or std. w/min. climb of 270' per NM to 1300.

Rwy 18, 300-1½ or std. w/min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 177° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, pole, post beginning 122' from DER, 72' right of centerline, up to 4' AGL/982' MSL.

Bush 315' from DER, 43' right of centerline, 988' MSL.

Tower 5476' from DER, 872' left of centerline, 120' AGL/1117' MSL.

Tower 5596' from DER, 1865' left of centerline, 180' AGL/1156' MSL.

Rwy 18, trees beginning 32' from DER, 99' right of centerline, up to 1021' MSL.

Tree 82' from DER, 272' left of centerline, 999' MSL.

Trees beginning 150' from DER, 393' left of centerline, up to 1024' MSL.

Trees beginning 196' from DER, 103' right of centerline, up to 1031' MSL.

Tree 367' from DER, 368' left of centerline, 1028' MSL.

Trees beginning 524' from DER, 373' left of centerline, up to 1040' MSL.

Tree 973' from DER, 675' left of centerline, 1041' MSL.

Ant on pole, tank, tower beginning 1017' from DER, 449' left of centerline, up to 1053' MSL.

Trees beginning 1530' from DER, 308' right of centerline, up to 1037' MSL.

Tower 2672' from DER, 675' right of centerline, 106' AGL/1092' MSL.

Tower, pole beginning 1 NM from DER, 1280' right of centerline, up to 165' AGL/1165' MSL.

Rwy 31, pole, wsk beginning 15' from DER, 264' left of centerline, up to 25' AGL/1022' MSL.

Pole, ol on arm beginning 1088' from DER, 548' right of centerline, up to 36' AGL/1042' MSL.

Trees beginning 2565' from DER, 988' right of centerline, up to 1083' MSL.

Rwy 36, tower, ant beginning 55' from DER, 423' left of centerline, up to 11' AGL/1026' MSL.

Trees beginning 75' from DER, 71' left of centerline, up to 1061' MSL.

Tree 132' from DER, 278' right of centerline, 1020' MSL.

Trees beginning 329' from DER, 267' left of centerline, up to 1065' MSL.

Tree 345' from DER, 267' right of centerline, 1028' MSL.

Tree 551' from DER, 261' right of centerline, 1030' MSL.

Tree 927' from DER, 281' right of centerline, 1040' MSL.

Tree 1011' from DER, 675' right of centerline, 1050' 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

ALMYRA, AR

ALMYRA MUNI (M73)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees beginning 735' from DER, 561' left of centerline, up to 50' AGL/248' MSL.

Trees beginning 645' from DER, 208' right of centerline, up to 50' AGL/255' MSL.

Rwy 18, trees beginning 1234' from DER, 294' right of centerline, up to 50' AGL/255' MSL.**Rwy 28**, vehicle on road 142' from DER, 527' right of centerline, 15' AGL/220' MSL.**Rwy 36**, vehicle on road 453' from DER, 41' left of centerline, 15' AGL/220' MSL.

Tree 144' from DER, 487' right of centerline, 50' AGL/259' MSL.

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24SEP09 (09267) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 35, terrain 51' from DER, 410' right of centerline, 1435' MSL.

Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

ALTUS AFB (KLTS)

ALTUS, OK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 14JUL22 (22195) (USAF)

TAKEOFF OBSTACLE NOTES:

176' assault strip, aircraft taxiing between 951' and 2314' from DER, 716' left of centerline, 65' AGL/1424' MSL.

ALVA, OK

ALVA RGNL (AVK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 18, sign 24' from DER, 252' left of centerline, 3' AGL/1471' MSL.**Rwy 36**, bldg 2523' from DER, 327' left of centerline, 74' AGL/1549' MSL.

ANTLERS, OK

ANTLERS MUNI (80F)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07AUG25 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicles on road, terrain beginning 6' from DER, 143' left of centerline, up to 579' MSL.

Tree 16' from DER, 498' left of centerline, 49' AGL/610' MSL.

Tree 48' from DER, 352' right of centerline, 62' AGL/612' MSL.

Trees, electrical system beginning 53' from DER, 318' right of centerline, up to 615' MSL.

Tree 67' from DER, 473' left of centerline, 618' MSL.

Trees, vehicles on road beginning 96' from DER, 286' left of centerline, up to 67' AGL/624' MSL.

Trees beginning 325' from DER, 201' right of centerline, up to 88' AGL/623' MSL.

Rwy 36, vehicles on road, terrain beginning 4' from DER, 197' right of centerline, up to 586' MSL.

Trees, vehicles on road beginning 49' from DER, 262' left of centerline, up to 22' AGL/589' MSL.

Trees beginning 70' from DER, 324' right of centerline, up to 51' AGL/627' MSL.

Trees beginning 147' from DER, 318' right of centerline, up to 52' AGL/630' MSL.

Tree, building beginning 223' from DER, 401' left of centerline, up to 25' AGL/591' MSL.

Electrical system 321' from DER, 372' left of centerline, 31' AGL/595' MSL.

Trees beginning 362' from DER, 419' right of centerline, up to 60' AGL/639' MSL.

Tree 390' from DER, 327' left of centerline, 36' AGL/596' MSL.

Trees, vehicles on road, electrical system beginning 401' from DER, 35' right of centerline, up to 65' AGL/640' MSL.

Trees, pole, electrical system beginning 405' from DER, 315' left of centerline, up to 45' AGL/606' MSL.

Tree 495' from DER, 224' left of centerline, 63' AGL/618' MSL.

Trees beginning 495' from DER, 259' left of centerline, up to 623' MSL.

Trees beginning 563' from DER, 25' left of centerline, up to 89' AGL/642' MSL.

Trees beginning 1168' from DER, 8' right of centerline, up to 69' AGL/642' MSL.

Trees beginning 2057' from DER, 122' right of centerline, up to 73' AGL/646' MSL.

Tree 2466' from DER, 246' right of centerline, 74' AGL/650' MSL.

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

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

25219

SC-1

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

25219

ARDMORE, OK

ARDMORE DOWNTOWN EXEC (1F0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10MAR11 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1¼ or std. w/min. climb of 344' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 17, ground abeam DER, 110' right of centerline, up to 858' MSL.

Vehicles 535' from DER, 288' right of centerline, up to 15' AGL/863' MSL.

Pole 467' from DER, 366' right of centerline, 29' AGL/886' MSL.

Trees beginning 239' from DER, 180' right of centerline, up to 40' AGL/880' MSL.

Trees beginning 25' from DER, 449' left of centerline, up to 40' AGL/880' MSL.

Vehicles 658' from DER, 311' left of centerline, up to 15' AGL/862' MSL.

Rwy 35, trees beginning 256' from DER, 358' right of centerline, up to 52' AGL/938' MSL.

Pole 671' from DER, 261' right of centerline, 28' AGL/862' MSL.

Trees beginning 82' from DER, 318' left of centerline, up to 78' AGL/942' MSL.

Pole 332' from DER, 198' left of centerline, 11' AGL/855' MSL.

Antenna 496' from DER, 243' left of centerline, 44' AGL/894' MSL.

Hopper 5781' from DER, 1444' left of centerline, 214' AGL/1091' MSL.

ARDMORE MUNI (ADM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20OCT11 (11293) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1 or std. w/min. climb of 330' per NM to 1000.

Rwy 31, std. w/min. climb of 330' per NM to 1200.

Rwy 35, 400-2½ or std. w/min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 35, climb heading 354° to 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, vehicles on road beginning 570' from DER, 626' right of centerline, up to 15' AGL/744' MSL.

Trees beginning 764' from DER, 611' right of centerline, up to 75' AGL/786' MSL.

Trees beginning 810' from DER, 566' left of centerline, up to 66' AGL/776' MSL.

Trees beginning 3342' from DER, 876' left of centerline, up to 100' AGL/899' MSL.

Rwy 17, tree 536' from DER, 359' right of centerline, 28' AGL/748' MSL.

Trees beginning 1701' from DER, left and right of centerline, up to 100' AGL/819' MSL.

Rwy 31, tree 292' from DER, 192' right of centerline, 72' AGL/862' MSL.

Vehicles on road beginning 1281' from DER, left and right of centerline, up to 15' AGL/842' MSL.

Trees beginning 1662' from DER, left and right of centerline, up to 67' AGL/890' MSL.

Trees beginning 1.07 NM from DER, 612' right of centerline, up to 42' AGL/1028' MSL.

Rising terrain beginning 3.22 NM from DER, left and right of centerline, up to 1199' MSL.

Rwy 35, tree 336' from DER, 523' right of centerline, 32' AGL/782' MSL.

Trees beginning 1554' from DER, left and right of centerline, up to 70' AGL/838' MSL.

Trees beginning 1.72 NM from DER, 242' right of centerline, up to 38' AGL/1118' MSL.

ARKADELPHIA, AR

DEXTER B FLORENCE MEML FLD (ADF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-1½ or std w/min climb of 239'/NM to 400.

Rwy 22, 300-1½ or std w/min climb of 258'/NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree, fences, sign beginning 1' from DER, 173' left of centerline, up to 198' MSL.

Tree, NAVAID beginning 14' from DER, 112' right of centerline, up to 219' MSL.

Building, NAVAID, vertical point beginning 36' from DER, 111' left of centerline, up to 19' AGL/199' MSL.

Tree 64' from DER, 308' right of centerline, 222' MSL.

Trees, vehicles on road, vertical point, building beginning 82' from DER, 352' left of centerline, up to 207' MSL.

Trees beginning 108' from DER, 3' right of centerline, up to 269' MSL.

Trees, buildings, vertical points, fence, pole beginning 127' from DER, 352' left of centerline, up to 229' MSL.

Trees, buildings, poles, catenary wires, vehicles on roads, vertical points beginning 325' from DER, 348' left of centerline, up to 236' MSL.

Trees, vehicles on roads beginning 988' from DER, 478' left of centerline, up to 238' MSL.

Trees, pole beginning 1280' from DER, 13' left of centerline, up to 240' MSL.

Tree 1425' from DER, 497' left of centerline, 243' MSL.

Trees beginning 1430' from DER, 8' left of centerline, up to 268' MSL.

Trees beginning 2513' from DER, 93' right of centerline, up to 271' MSL.

Tree 2752' from DER, 1171' left of centerline, 269' MSL.

Tree, tower beginning 2839' from DER, 498' left of centerline, up to 288' MSL.

Tree 3020' from DER, 609' right of centerline, 273' MSL.

Building 3824' from DER, 284' left of centerline, 292' MSL.

Elevator, building beginning 3825' from DER, 265' left of centerline, up to 106' AGL/295' MSL.

Elevator, building beginning 3841' from DER, 273' left of centerline, up to 110' AGL/299' 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

ARKADELPHIA, AR (CON'T)

DEXTER B FLORENCE MEML FLD (ADF) (CON'T)

Rwy 4 (CON'T), tower 4016' from DER, 589' left of centerline, 120' AGL/310' MSL.

Tree 4288' from DER, 697' right of centerline, 293' MSL.

Tower 4389' from DER, 1382' left of centerline, 85' AGL/320' MSL.

Building 5531' from DER, 1298' left of centerline, 104' AGL/346' MSL.

Rwy 22, NAVAID 38' from DER, 110' right of centerline, 2' AGL/182' MSL.

Tree 187' from DER, 547' right of centerline, 200' MSL.

Trees beginning 272' from DER, 517' right of centerline, up to 220' MSL.

Trees, vehicles on roads beginning 357' from DER, 534' right of centerline, up to 229' MSL.

Tree 711' from DER, 588' left of centerline, 216' MSL.

Trees beginning 732' from DER, 499' left of centerline, up to 232' MSL.

Tower, trees, vehicles on road beginning 749' from DER, 372' right of centerline, up to 48' AGL/242' MSL.

Trees beginning 796' from DER, 53' left of centerline, up to 239' MSL.

Trees, vehicles on road beginning 914' from DER, 532' right of centerline, up to 255' MSL.

Trees beginning 1219' from DER, 130' right of centerline, up to 275' MSL.

Refinery 1.5 NM from DER, 2970' left of centerline, 185' AGL/420' MSL.

ASH FLAT, AR

SHARP COUNTY RGNL (CVK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, building 1' from DER, 296' right of centerline, 24' AGL/724' MSL.

Trees beginning 76' from DER, 93' right of centerline, up to 91' AGL/786' MSL.

Tree, building, pole beginning 911' from DER, 485' right of centerline, up to 89' AGL/791' MSL.

Tree, pole beginning 1348' from DER, 102' right of centerline, up to 94' AGL/807' MSL.

Trees beginning 1495' from DER, 373' right of centerline, up to 91' AGL/810' MSL.

Rwy 22, tree, fence beginning 20' from DER, 447' left of centerline, up to 82' AGL/735' MSL.

Trees beginning 205' from DER, 233' right of centerline, up to 82' AGL/727' MSL.

Tree, fence beginning 215' from DER, 449' left of centerline, up to 89' AGL/741' MSL.

Tree, pole beginning 319' from DER, 26' left of centerline, up to 90' AGL/742' MSL.

Trees beginning 933' from DER, 3' right of centerline, up to 98' AGL/734' MSL.

AUGUSTA, AR

WOODRUFF COUNTY (M60)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 714' from DER, 686' right of centerline, up to 324' MSL/125' AGL.

Trees beginning 915' from DER, 230' right of centerline, up to 324' MSL/125' AGL.

Trees beginning 1094' from DER, 348' left of centerline, up to 324' MSL/125' AGL.

Rwy 27, vehicle on road 285' from DER, crossing centerline, 214' MSL/15' AGL.

BARTLESVILLE, OK

BARTLESVILLE MUNI (BVO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 30JAN20 (20030) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 200-1 or std. w/min. climb of 257' per NM to 1000, or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to DER.

Rwy 35, 400-2% or std. w/min. climb of 300' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 17, fence beginning 122' from DER, 464' right of centerline, up to 9' AGL/723' MSL.

Vehicles on road 209' from DER, 500' right of centerline, 731' MSL.

Tree 217' from DER, 542' right of centerline, 24' AGL/740' MSL.

Tree, fence, vehicles on road, pole beginning 250' from DER, 168' right of centerline, up to 34' AGL/749' MSL.

Tree 1202' from DER, 813' right of centerline, 47' AGL/753' MSL.

Tree 1254' from DER, 496' right of centerline, 55' AGL/761' MSL.

Trees beginning 1410' from DER, 749' right of centerline, up to 67' AGL/769' MSL.

Trees beginning 1664' from DER, 440' right of centerline, up to 70' AGL/771' MSL.

Trees beginning 1706' from DER, 42' left of centerline, up to 68' AGL/770' MSL.

Tree 1865' from DER, 409' left of centerline, 81' AGL/780' MSL.

Rwy 35, fence 2' from DER, 385' left of centerline, 10' AGL/686' MSL.

NAVAID, fence, wall beginning 10' from DER, 4' left of centerline, up to 3' AGL/687' MSL.

NAVAID beginning 10' from DER, 5' right of centerline, up to 2' AGL/686' MSL.

Trees beginning 45' from DER, 458' left of centerline, up to 43' AGL/704' MSL.

Trees beginning 140' from DER, 507' left of centerline, up to 82' AGL/745' MSL.

Trees beginning 1357' from DER, 281' left of centerline, up to 71' AGL/758' MSL.

Tree 2927' from DER, 1041' right of centerline, 59' AGL/767' MSL.

Tree 3410' from DER, 951' right of centerline, 81' AGL/794' MSL.

Trees beginning 1.1 NM from DER, 212' right of centerline, up to 20' AGL/881' 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

BARTLESVILLE, OK

BARTLESVILLE MUNI (BVO)

Rwy 35 (CON'T), tree, pole beginning 1.1 NM from DER, 182' right of centerline, up to 34' AGL/894' MSL.

Trees beginning 1.1 NM from DER, 148' right of centerline, up to 37' AGL/900' MSL.

Tree, pole beginning 1.1 NM from DER, 175' right of centerline, up to 45' AGL/903' MSL.

Trees beginning 1.3 NM from DER, 2313' right of centerline, up to 40' AGL/904' MSL.

Vehicles on road, trees beginning 1.3 NM from DER, 2587' right of centerline, up to 905' MSL.

Vehicles on road, trees beginning 1.3 NM from DER, 2336' right of centerline, up to 910' MSL.

Terrain, trees beginning 1.4 NM from DER, 2399' right of centerline, up to 931' MSL.

Tree 1.4 NM from DER, 2593' right of centerline, 21' AGL/936' MSL.

Tree, vehicles on road beginning 1.4 NM from DER, 1426' right of centerline, up to 33' AGL/974' MSL.

Tree 1.8 NM from DER, 1678' right of centerline, 28' AGL/973' MSL.

BATESVILLE, AR

BATESVILLE RGNL (BVX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 21MAY20 (20142) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1¼ or std. w/min. climb of 215' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

Rwy 26, std. w/min. climb of 272' per NM to 2000, or 1100-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 180° to 1300 before turning right.

VCOA:

Rwy 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Batesville RGNL Airport at or above 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, pole 204' from DER, 515' left of centerline, 24' AGL/483' MSL.

Tower 1023' from DER, 657' right of centerline, 54' AGL/524' MSL.

Pole 1091' from DER, 393' left of centerline, 34' AGL/495' MSL.

Pole 1136' from DER, 434' left of centerline, 37' AGL/497' MSL.

Trees beginning 1233' from DER, 632' right of centerline, up to 526' MSL.

Trees beginning 1359' from DER, 22' right of centerline, up to 527' MSL.

Trees beginning 1412' from DER, 465' left of centerline, up to 513' MSL.

Trees beginning 1554' from DER, 575' right of centerline, up to 542' MSL.

Trees beginning 1886' from DER, 89' right of centerline, up to 547' MSL.

Trees beginning 2187' from DER, 284' right of centerline, up to 548' MSL.

Trees beginning 2346' from DER, 155' left of centerline, up to 539' MSL.

Trees beginning 2639' from DER, 172' left of centerline, up to 541' MSL.

Trees beginning 2973' from DER, 25' left of centerline, up to 567' MSL.

Tree 3191' from DER, 181' right of centerline, 554' MSL.

Tree 3844' from DER, 448' right of centerline, 565' MSL.

Tree 3963' from DER, 688' right of centerline, 575' MSL.

Terrain+veg 5544' from DER, 1978' right of centerline, 100' AGL/606' MSL.

Trees 1.3 NM from DER, 900' right of centerline, up to 100' AGL/679' MSL.

Rwy 18, vehicle on road beginning 544' from DER, on centerline, 15' AGL/476' MSL.

Hangars beginning 605' from DER, 12' right of centerline, up to 21' AGL/484' MSL.

Tree 1244' from DER, 175' left of centerline, 48' AGL/521' MSL.

Tree 1439' from DER, 409' right of centerline, 45' AGL/524' MSL.

Rwy 26, trees beginning 494' from DER, 335' left of centerline, up to 33' AGL/472' MSL.

Rwy 36, trees beginning 256' from DER, 107' left of centerline, up to 100' AGL/539' MSL.

BENTON, AR

SALINE COUNTY RGNL (SUZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23JUN16 (16175) (FAA)

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 019° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, ground 69' from DER, 450' right of centerline, 394' MSL.

Tree 319' from DER, 441' right of centerline, 399' MSL.

Tree 443' from DER, 437' right of centerline, 401' MSL.

Tree 566' from DER, 485' right of centerline, 406' MSL.

Tree 948' from DER, 375' right of centerline, 430' MSL.

Trees beginning 1035' from DER, 246' right of centerline, up to 435' MSL.

Trees beginning 1180' from DER, 408' right of centerline, up to 444' MSL.

Trees beginning 1274' from DER, 284' right of centerline, up to 450' MSL.

Trees beginning 1472' from DER, 417' right of centerline, up to 454' MSL.

Terrain 185' from DER, 336' left of centerline, 394' MSL.

Tree, terrain beginning 199' from DER, 330' left of centerline, up to 439' MSL.

Tree 420' from DER, 354' left of centerline, 440' MSL.

Trees beginning 445' from DER, 395' left of centerline, up to 460' MSL.

Tree 640' from DER, 641' left of centerline, 463' 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

BENTON, AR (CON'T)

SALINE COUNTY RGNL (SUZ) (CON'T)

Rwy 2 (CON'T), trees beginning 726' from DER, 444' left of centerline, up to 469' MSL.

Trees beginning 930' from DER, 474' left of centerline, up to 472' MSL.

Trees beginning 995' from DER, 732' left of centerline, up to 474' MSL.

Rwy 20, tree 1314' from DER, 145' right of centerline, 431' MSL.

Tree 1383' from DER, 279' right of centerline, 432' MSL.

Pole 1397' from DER, 9' right of centerline, 71' AGL/436' MSL.

Tree 1467' from DER, 293' right of centerline, 438' MSL.

Tree 1561' from DER, 96' right of centerline, 439' MSL.

Tree 1563' from DER, 245' right of centerline, 443' MSL.

Tree 1795' from DER, 71' right of centerline, 445' MSL.

Tree 1220' from DER, 45' left of centerline, 428' MSL.

Trees beginning 1297' from DER, 15' left of centerline, up to 430' MSL.

Tree 1556' from DER, 33' left of centerline, 431' MSL.

BENTONVILLE, AR

BENTONVILLE MUNI/LOUISE M THADEN FLD (VBT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwys 17, 35, NA-Environmental.

Rwy 36, 300-2¼ or std. w/min. climb of 204' per NM to 1700.

TAKEOFF OBSTACLE NOTES:

Rwy 18, building 109' from DER, 458' left of centerline, 11' AGL/1298' MSL.

Building 222' from DER, 550' left of centerline, 19' AGL/1305' MSL.

Pole 595' from DER, 302' left of centerline, 31' AGL/1320' MSL.

Poles beginning 599' from DER, 404' left of centerline, up to 33' AGL/1321' MSL.

Buildings, pole beginning 797' from DER, 209' right of centerline, up to 34' AGL/1325' MSL.

Building 1001' from DER, 617' left of centerline, 36' AGL/1331' MSL.

Pole 1224' from DER, 391' left of centerline, 42' AGL/1341' MSL.

Pole 1224' from DER, 214' right of centerline, 38' AGL/1330' MSL.

Pole 1238' from DER, 237' right of centerline, 41' AGL/1332' MSL.

Pole 1240' from DER, 823' right of centerline, 38' AGL/1335' MSL.

Poles beginning 1342' from DER, 158' right of centerline, up to 38' AGL/1336' MSL.

Pole 1370' from DER, 830' right of centerline, 40' AGL/1337' MSL.

Poles beginning 1588' from DER, 160' right of centerline, up to 49' AGL/1341' MSL.

Rwy 36, tree 162' from DER, 515' left of centerline, 1347' MSL.

Tree, traverse way beginning 178' from DER, 229' left of centerline, up to 1348' MSL.

Trees, traverse way beginning 290' from DER, 184' right of centerline, up to 1319' MSL.

Trees, traverse way, transmission line, pole beginning 330' from DER, 5' left of centerline, up to 1353' MSL.

Tree 1799' from DER, 882' right of centerline, 1341' MSL.

Tree, transmission line beginning 1991' from DER, 19' right of centerline, up to 1354' MSL.

Transmission line 2049' from DER, 755' right of centerline, 81' AGL/1356' MSL.

Pole 2050' from DER, 772' right of centerline, 85' AGL/1360' MSL.

Pole 2181' from DER, 753' left of centerline, 106' AGL/1379' MSL.

Tower 4063' from DER, 969' left of centerline, 144' AGL/1421' MSL.

Buildings beginning 4240' from DER, 936' right of centerline, up to 133' AGL/1420' MSL.

Tower 1.9 NM from DER, 1599' left of centerline, 333' AGL/1587' MSL.

BERRYVILLE, AR

CARROLL COUNTY (4M1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std w/min climb of 332'/NM to 2400, or 1300-3 for VCOA.

Rwy 25, 400-3 w/min climb of 222'/NM to 1900 or std w/min climb of 252'/NM to 1800, or 1300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 25, climb heading 251° to 1800 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Carroll County airport at or above 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, vehicles on road, terrain, multiple buildings beginning at DER, 250' left of centerline, up to 1226' MSL.

Terrain 4' from DER, 406' right of centerline, 1211' MSL.

Terrain beginning 7' from DER, 137' right of centerline, up to 1214' MSL.

Trees, fence beginning 48' from DER, 56' right of centerline, up to 47' AGL/1246' MSL.

Silo 203' from DER, 525' left of centerline, 23' AGL/1231' MSL.

Elevator, utility pole beginning 210' from DER, 292' left of centerline, up to 27' AGL/1234' MSL.

Trees beginning 459' from DER, 292' left of centerline, up to 1248' MSL.

Tree 1684' from DER, 519' right of centerline, 45' AGL/1252' MSL.

Tree 1709' from DER, 592' right of centerline, 52' AGL/1262' MSL.

Trees beginning 1852' from DER, 190' right of centerline, up to 55' AGL/1274' 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

BERRYVILLE, AR (CON'T)

CARROLL COUNTY (4M1) (CON'T)

Rwy 7 (CON'T), tree 1943' from DER, 593' right of centerline, 54' AGL/1278' MSL.
 Trees beginning 1974' from DER, 199' right of centerline, up to 62' AGL/1289' MSL.
 Tree 2076' from DER, 669' right of centerline, 66' AGL/1298' MSL.
 Trees beginning 2092' from DER, 2' right of centerline, up to 72' AGL/1307' MSL.
 Tree 2745' from DER, 302' left of centerline, 90' AGL/1283' MSL.
 Trees, building beginning 2857' from DER, 57' left of centerline, up to 1298' MSL.
 Trees beginning 3323' from DER, 25' left of centerline, up to 74' AGL/1315' MSL.
 Tree, transmission line, utility pole beginning 3892' from DER, 98' left of centerline, up to 56' AGL/1319' MSL.
 Tree 4345' from DER, 221' right of centerline, 58' AGL/1314' MSL.
 Tree 4378' from DER, 288' right of centerline, 61' AGL/1317' MSL.
 Trees beginning 4392' from DER, 207' right of centerline, up to 69' AGL/1325' MSL.
Rwy 25, tree 5' from DER, 234' left of centerline, 50' AGL/1212' MSL.
 Trees beginning 10' from DER, 145' left of centerline, up to 52' AGL/1214' MSL.
 Tree 78' from DER, 202' right of centerline, 38' AGL/1185' MSL.
 Trees beginning 92' from DER, 154' right of centerline, up to 1206' MSL.
 Trees beginning 1341' from DER, 87' right of centerline, up to 1213' MSL.
 Trees beginning 1380' from DER, 49' right of centerline, up to 79' AGL/1215' MSL.
 Trees beginning 5389' from DER, 1184' right of centerline, up to 52' AGL/1321' MSL.
 Trees beginning 5426' from DER, 21' right of centerline, up to 57' AGL/1328' MSL.
 Tree 5592' from DER, 7' left of centerline, 1307' MSL.
 Trees beginning 5599' from DER, 488' right of centerline, up to 56' AGL/1329' MSL.
 Trees, building, utility pole beginning 5604' from DER, 79' right of centerline, up to 58' AGL/1330' MSL.
 Trees 2.2 NM from DER, 4056' right of centerline, 100' AGL/1554' MSL.
 Trees beginning 2.2 NM from DER, 4056' right of centerline, up to 100' AGL/1554' MSL.
 Trees beginning 2.2 NM from DER, 4063' left of centerline, up to 100' AGL/1554' MSL.
 Trees beginning 2.4 NM from DER, 4003' left of centerline, up to 100' AGL/1557' MSL.

BLACKWELL, OK

BLACKWELL-TONKAWA MUNI (BKN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 35, trees beginning 50' from DER, 249' left of centerline, up to 30' AGL/1050' MSL.
 Road with vehicles beginning 214' from DER, 397' right of centerline, up to 15' AGL/1043' MSL.

BLYTHEVILLE, AR

ARKANSAS INTL (BYH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11DEC14 (14345) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 36, tree 3301' from DER, 1187' left of centerline, 88' AGL/337' MSL.

BLYTHEVILLE MUNI (HKA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 487' from DER, 345' left of centerline, 100' AGL/364' MSL.
 Tree 1780' from DER, 748' right of centerline, 100' AGL/364' MSL.
Rwy 36, tree 2393' from DER, 825' right of centerline, 100' AGL/359' MSL.

BOISE CITY, OK

BOISE CITY (17K)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22OCT09 (09295) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 22, hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL.
 Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/4192' 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

BRINKLEY, AR

FRANK FEDERER MEML (M36)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07AUG25 (25219) (FAA)

DEPARTURE PROCEDURE:

Rwy 20, climb on heading 204° to 700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, vegetation 28' from DER, 147' left of centerline, 192' MSL.

Pole, vehicles on road, tree beginning 35' from DER, 38' left of centerline, up to 216' MSL.

Tree 92' from DER, 417' right of centerline, 235' MSL.

Trees beginning 166' from DER, 267' right of centerline, up to 81' AGL/265' MSL.

Trees, poles beginning 265' from DER, 140' right of centerline, up to 86' AGL/271' MSL.

Tree 656' from DER, 427' left of centerline, 243' MSL.

Trees, vehicles on road beginning 661' from DER, 91' left of centerline, up to 96' AGL/281' MSL.

Trees beginning 1343' from DER, 174' right of centerline, up to 272' MSL.

Trees beginning 1614' from DER, 398' right of centerline, up to 283' MSL.

Trees beginning 1667' from DER, 205' right of centerline, up to 285' MSL.

Rwy 20, tree 40' from DER, 289' left of centerline, 200' MSL.

Trees, vegetation, vehicles on road beginning 43' from DER, 56' right of centerline, up to 48' AGL/238' MSL.

Trees, vehicles on road beginning 90' from DER, 21' left of centerline, up to 49' AGL/241' MSL.

Tree 653' from DER, 647' right of centerline, 247' MSL.

Trees beginning 984' from DER, 224' left of centerline, up to 256' MSL.

Tree 2090' from DER, 730' left of centerline, 264' MSL.

Trees beginning 2203' from DER, 532' left of centerline, up to 275' MSL.

Trees beginning 3088' from DER, 165' left of centerline, up to 291' MSL.

Tree 3381' from DER, 532' left of centerline, 297' MSL.

Trees beginning 3458' from DER, 235' left of centerline, up to 298' MSL.

Trees beginning 3547' from DER, 229' left of centerline, up to 299' MSL.

Tree 3795' from DER, 835' right of centerline, 297' MSL.

BRISTOW, OK

JONES MEML (3F7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 10SEP20 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, electrical system 16' from DER, 486' right of centerline, 35' AGL/887' MSL.

Terrain 37' from DER, 405' left of centerline, 871' MSL.

Terrain 66' from DER, 249' left of centerline, 874' MSL.

Trees beginning 191' from DER, 486' left of centerline, up to 28' AGL/890' MSL.

Trees beginning 232' from DER, 559' right of centerline, up to 47' AGL/903' MSL.

Trees beginning 312' from DER, 339' left of centerline, up to 36' AGL/899' MSL.

Trees beginning 384' from DER, 309' left of centerline, up to 41' AGL/904' MSL.

Tree, electrical system beginning 391' from DER, 483' right of centerline, up to 44' AGL/907' MSL.

Tree 450' from DER, 572' right of centerline, 44' AGL/909' MSL.

Trees beginning 509' from DER, 560' right of centerline, up to 49' AGL/913' MSL.

Trees beginning 697' from DER, 574' right of centerline, up to 42' AGL/915' MSL.

Tree 725' from DER, 638' right of centerline, 43' AGL/919' MSL.

Trees, electrical system, vehicles on road, buildings, pole beginning 773' from DER, 462' right of centerline, up to 42' AGL/920' MSL.

Trees, electrical system beginning 807' from DER, 115' left of centerline, up to 58' AGL/905' MSL.

Trees beginning 1082' from DER, 52' left of centerline, up to 46' AGL/912' MSL.

Electrical system, building beginning 1178' from DER, 732' right of centerline, up to 32' AGL/934' MSL.

Trees, electrical system beginning 1193' from DER, 434' right of centerline, up to 42' AGL/940' MSL.

Electrical system beginning 1227' from DER, 181' left of centerline, up to 53' AGL/918' MSL.

Pole 2879' from DER, 169' left of centerline, 72' AGL/951' MSL.

Pole 2890' from DER, 344' right of centerline, 77' AGL/955' MSL.

Transmission line 2894' from DER, 967' right of centerline, 70' AGL/960' MSL.

Poles beginning 2897' from DER, 809' right of centerline, up to 78' AGL/964' MSL.

Rwy 36, vehicles on road 35' from DER, 465' left of centerline, 807' MSL.

Tree, electrical system beginning 190' from DER, 492' left of centerline, up to 46' AGL/833' MSL.

Trees, electrical system beginning 238' from DER, 304' left of centerline, up to 51' AGL/839' MSL.

Electrical system 311' from DER, 314' right of centerline, 28' AGL/819' MSL.

Electrical system beginning 411' from DER, 255' right of centerline, up to 35' AGL/834' MSL.

Electrical system beginning 414' from DER, 295' right of centerline, up to 30' AGL/839' MSL.

Electrical system, vehicles on road, trees beginning 421' from DER, 252' right of centerline, up to 57' AGL/847' MSL.

Trees beginning 1012' from DER, 491' right of centerline, up to 72' AGL/849' MSL.

Trees beginning 1068' from DER, 535' right of centerline, up to 73' AGL/851' MSL.

Trees beginning 1143' from DER, 537' right of centerline, up to 75' AGL/853' MSL.

Trees beginning 1338' from DER, 546' right of centerline, up to 83' AGL/860' MSL.

Trees beginning 1446' from DER, 536' right of centerline, up to 85' AGL/863' MSL.

Trees beginning 1500' from DER, 558' right of centerline, up to 88' AGL/865' MSL.

Tree 1692' from DER, 453' left of centerline, 70' AGL/852' MSL.

Trees beginning 2063' from DER, 437' right of centerline, up to 90' AGL/870' MSL.

Tree 2066' from DER, 380' left of centerline, 84' AGL/861' 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

BRISTOW, OK (CON'T)

JONES MEML (3F7) (CON'T)

Rwy 36 (CON'T), tree 2185' from DER, 703' right of centerline, 95' AGL/871' MSL.
 Trees beginning 2187' from DER, 359' left of centerline, up to 85' AGL/866' MSL.
 Tree 2223' from DER, 606' right of centerline, 102' AGL/880' MSL.
 Trees beginning 2298' from DER, 700' right of centerline, up to 106' AGL/882' MSL.
 Tree 2337' from DER, 1033' left of centerline, 95' AGL/874' MSL.
 Tree 3961' from DER, 450' left of centerline, 47' AGL/906' MSL.

BUFFALO, OK

BUFFALO MUNI (BFK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicles on roadway, at DER, 458' right of centerline, up to 17' AGL/1816' MSL.
 Trees beginning 907' from DER, left and right of centerline, up to 40' AGL/1829' MSL.
Rwy 35, vehicles on roadway, 30' from DER, 467' left of centerline, up to 17' AGL/1846' MSL.
 Vehicles on roadway, 776' from DER, left and right of centerline, up to 17' AGL/1846' MSL.

BURNS FLAT, OK

CLINTON/SHERMAN (CSM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 27APR17 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17L, tree 655' from DER, 317' left of centerline, 23' AGL/1932' MSL.
Rwy 17R, tree 1275' from DER, 620' right of centerline, 35' AGL/1954' MSL.
Rwy 35R, ATCT 2797' from DER, 188' right of centerline, 66' AGL/1985' MSL.
 Tower 3017' from DER, 296' right of centerline, 85' AGL/1996' MSL.

CAMDEN, AR

HARRELL FLD (CDH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31MAY12 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 27' from DER, 6' right of centerline, up to 84' AGL/224' MSL.
 Trees beginning 163' from DER, 159' left of centerline, up to 85' AGL/255' MSL.
 Vehicle on road 327' from DER, 273' left of centerline, 15' AGL/146' MSL.
Rwy 19, trees beginning 38' from DER, 88' left of centerline, up to 83' AGL/222' MSL.
 Trees beginning 797' from DER, 305' right of centerline, up to 84' AGL/213' MSL.

CARLISLE, AR

CARLISLE MUNI (4M3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees 2966' from DER, 1135' right of centerline, 100' AGL/339' MSL.
 Building 82' from DER, 331' left of centerline, 20' AGL/264' MSL.
 Building 781' from DER, 565' right of centerline, 30' AGL/269' MSL.
Rwy 18, trees 306' from DER, across centerline, up to 100' AGL/344' MSL.
 Road 674' from DER, across centerline, 17' AGL/262' MSL.
Rwy 27, trees 2668' from DER, 516' right of centerline, 100' AGL/344' MSL.
Rwy 36, road 396' from DER, across centerline, 15' AGL/259' MSL.

CHANDLER, OK

CHANDLER RGNL (CQB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 08NOV18 (18312) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, bush 15' from DER, 459' left of centerline, 988' MSL.
 Trees and ground beginning 18' from DER, 16' right of centerline, up to 45' AGL/1012' MSL.
 Tree 78' from DER, 292' right of centerline, 47' AGL/1013' MSL.
 Trees beginning 102' from DER, 254' right of centerline, up to 51' AGL/1016' MSL.
 Power line and trees beginning 103' from DER, 456' left of centerline, up to 1007' MSL.
Rwy 35, tree 20' from DER, 188' left of centerline, 15' AGL/965' MSL.
 Tree 32' from DER, 100' right of centerline, 964' MSL.
 Tree 329' from DER, 574' right of centerline, 976' MSL.
 Trees beginning 708' from DER, 510' left of centerline, up to 985' MSL.
 Tree 717' from DER, 503' right of centerline, 982' 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

CHICKASHA, OK

CHICKASHA MUNI (CHK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 09SEPT21 (21252) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 2, 19, 20, NA— Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 272' from DER, 103' right of centerline, up to 94' AGL/1183' MSL.

Trees beginning 708' from DER, 507' left of centerline, up to 40' AGL/1169' MSL.

CLAREMORE, OK

CLAREMORE RGNL (GCM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300 - 1 ¾ or std. w/min. climb of 306' per NM to 1100.

TAKEOFF OBSTACLE NOTES:

Rwy 18, terrain 450' from DER, 505' left of centerline, 753' MSL.**Rwy 36**, tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL.

Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL.

Tree 1149' from DER, 478' left of centerline, 38' AGL/727' MSL.

Tree 1510' from DER, 241' right of centerline, 46' AGL/735' MSL.

Tree 1570' from DER, 557' right of centerline, 42' AGL/739' MSL.

Tree 1 NM from DER, 1917' left of centerline, 100' AGL/949' MSL.

CLARKSVILLE, AR

CLARKSVILLE MUNI (H35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 01JUN78 (78152) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 400-2

DEPARTURE PROCEDURE:

Rwys 9, 27, climb on runway heading to 3500 prior to turning northbound.

CLINTON, AR

CLINTON MUNI (CCA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 21JUL16 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, NA—Obstacles.**Rwy 13**, std. w/min. climb of 320' per NM to 1400 or 1800-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 13, climb heading 132° to 1400 before turning.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Clinton Muni at or above 2200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, bldg, fence, tree, vehicle on rd, beginning 14' from DER, 168' right of centerline, up to 19' AGL/517' MSL.

Tower, ant ltd, vehicle on rd, tree, fence, pole, beginning 101' from DER, 2' right of centerline, up to 36' AGL/534' MSL.

Tree 348' from DER, 114' right of centerline, 51' AGL/537' MSL.

Trees, beginning 404' from DER, 47' right of centerline, up to 54' AGL/546' MSL.

Trees, beginning 452' from DER, 24' left of centerline, up to 65' AGL/552' MSL.

Trees, beginning 539' from DER, 259' right of centerline, up to 65' AGL/556' MSL.

Trees, beginning 600' from DER, 227' right of centerline, up to 78' AGL/565' MSL.

Trees, beginning 614' from DER, 256' right of centerline, up to 572' MSL.

Trees, beginning 749' from DER, 213' right of centerline, up to 84' AGL/573' MSL.

Trees, beginning 1280' from DER, 1' right of centerline, up to 91' AGL/582' MSL.

Trees, beginning 1810' from DER, 328' left of centerline, up to 75' AGL/593' MSL.

Trees, beginning 1834' from DER, 95' left of centerline, up to 82' AGL/602' MSL.

Tree 1880' from DER, 965' left of centerline, 55' AGL/604' MSL.

Trees, beginning 1883' from DER, 61' left of centerline, up to 72' AGL/608' MSL.

Trees, beginning 1902' from DER, 53' right of centerline, up to 104' AGL/619' MSL.

Tree 1984' from DER, 194' left of centerline, 73' AGL/625' MSL.

Trees, beginning 1987' from DER, 253' left of centerline, up to 80' AGL/636' MSL.

Tree, lt pole, beginning 1997' from DER, 9' right of centerline, up to 79' AGL/642' MSL.

Trees, beginning 2007' from DER, 208' right of centerline, up to 643' MSL.

Tree, vehicle on rd, road, pole, terrain, bldg, beginning 2019' from DER, 0' from centerline, up to 649' MSL.

Tree 5104' from DER, 1513' right of centerline, 71' AGL/650' MSL.

Trees, beginning 5109' from DER, 594' right of centerline, up to 73' AGL/649' MSL.

Tree 5151' from DER, 396' right of centerline, 77' AGL/658' MSL.

Trees, beginning 5197' from DER, 30' right of centerline, up to 78' AGL/666' MSL.

Trees, beginning 5316' from DER, 130' left of centerline, up to 75' AGL/675' 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

CLINTON, AR (CON'T)

CLINTON MUNI (CCA) (CON'T)

Rwy 13 (CON'T), trees, beginning 5384' from DER, 82' left of centerline, up to 76' AGL/683' MSL.

Trees, beginning 5391' from DER, 33' left of centerline, up to 75' AGL/684' MSL.

Tree, pole, beginning 5541' from DER, 23' left of centerline, up to 73' AGL/693' MSL.

Trees, beginning 5705' from DER, 267' left of centerline, up to 80' AGL/703' MSL.

Tree, bldg, terrain, beginning 5791' from DER, 50' right of centerline, up to 83' AGL/709' MSL.

Tree, bldg, beginning 5856' from DER, 38' left of centerline, up to 86' AGL/720' MSL.

Tree, bldg, pole, beginning 5912' from DER, 373' left of centerline, up to 95' AGL/728' MSL.

Trees, beginning 5955' from DER, 212' right of centerline, up to 100' AGL/729' MSL.

Tree, vehicle on rd, bldg, pole, terrain, lt pole, beginning 5963' from DER, 12' left of centerline, up to 104' AGL/736' MSL.

Tree 1.8 NM from DER, 1680' left of centerline, 41' AGL/791' MSL.

Trees, beginning 1.8 NM from DER, 1659' left of centerline, up to 41' AGL/806' MSL.

Trees, beginning 1.9 NM from DER, 1656' left of centerline, up to 45' AGL/808' MSL.

Tree 1.9 NM from DER, 1786' left of centerline, 49' AGL/801' MSL.

HOLLEY MOUNTAIN AIRPARK (2A2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20NOV08 (08325) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, numerous trees left and right of centerline, beginning 2' from DER, up to 100' AGL/1399' MSL.

Rwy 23, numerous trees left and right of centerline, beginning 38' from DER, up to 100' AGL/1359' MSL.

CLINTON, OK

CLINTON RGNL (CLK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 17, lights 6' from DER, left and right of centerline, 2' AGL/1596' MSL.

Rwy 35, tree 614' from DER, 576' right of centerline, 25' AGL/1626' MSL.

COLT, AR

DELTA RGNL (DRP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 3044' from DER, 196' left of centerline, up to 83' AGL/312' MSL.

Rwy 36, trees beginning 2219' from DER, 991' right of centerline, up to 78' AGL/319' MSL.

CONWAY, AR

CONWAY RGNL (CXW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, std. w/min. climb of 250' per NM to 680.

DEPARTURE PROCEDURE:

Rwy 22, climbing right turn heading 260° to 1300 before proceeding on course.

CORNING, AR

CORNING MUNI (4M9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (11125) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, power lines beginning 499' from DER, left and right of centerline, up to 30' AGL/319' MSL.

Vehicles on roadway beginning 534' from DER, left and right of centerline, up to 15' AGL/309' MSL.

Trees beginning 1067' from DER, 292' right of centerline, up to 100' AGL/379' MSL.

Rwy 36, hangar 149' from DER, 399' left of centerline, 25' AGL/317' MSL.

Vehicles on roadway beginning 535' from DER, left and right of centerline, up to 15' AGL/309' MSL.

Power lines 552' from DER, left and right of centerline, up to 30' AGL/324' MSL.

Trees beginning 1148' from DER, 793' right of centerline, up to 100' AGL/394' MSL.

Trees beginning 2570' from DER, 1167' left of centerline, up to 100' AGL/394' 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

CROSSETT, AR

Z M JACK STELL FLD (CRT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicle on road 44' from DER, 503' right of centerline, 15' AGL/194' MSL.
 Pole 78' from DER, 367' left of centerline, 27' AGL/209' MSL.
 Poles, vehicle on road beginning 401' from DER, 92' left of centerline, up to 31' AGL/213' MSL.
 Vehicle on road 432' from DER, 3' right of centerline, 15' AGL/195' MSL.
 Poles beginning 722' from DER, 402' left of centerline, up to 36' AGL/219' MSL.
 Trees beginning 1987' from DER, 397' left of centerline, up to 76' AGL/256' MSL.
 Tree 2113' from DER, 847' right of centerline, 100' AGL/278' MSL.
 Trees beginning 2445' from DER, 291' right of centerline, up to 102' AGL/279' MSL.
 Trees beginning 2623' from DER, 168' left of centerline, up to 81' AGL/264' MSL.
 Tree 3350' from DER, 1380' left of centerline, 99' AGL/281' MSL.
 Tree 3358' from DER, 959' right of centerline, 107' AGL/281' MSL.
 Trees beginning 3565' from DER, 365' right of centerline, up to 115' AGL/293' MSL.
 Tree 3806' from DER, 1177' left of centerline, 106' AGL/289' MSL.
Rwy 23, trees beginning 38' from DER, 335' right of centerline, up to 45' AGL/222' MSL.
 Tank, building beginning 152' from DER, 473' left of centerline, up to 7' AGL/187' MSL.
 Building 216' from DER, 473' left of centerline, 8' AGL/188' MSL.
 Pole 453' from DER, 573' left of centerline, 27' AGL/206' MSL.
 Trees, pole beginning 550' from DER, 408' left of centerline, up to 44' AGL/223' MSL.
 Tree 660' from DER, 498' left of centerline, 50' AGL/227' MSL.
 Trees beginning 787' from DER, 13' left of centerline, up to 56' AGL/232' MSL.
 Tree 1079' from DER, 333' right of centerline, 54' AGL/223' MSL.
 Trees beginning 1269' from DER, 268' right of centerline, up to 60' AGL/228' MSL.
 Tree 1622' from DER, 178' right of centerline, 68' AGL/236' MSL.
 Tree 2263' from DER, 278' right of centerline, 84' AGL/251' MSL.
 Tree 3336' from DER, 273' right of centerline, 101' AGL/264' MSL.

CUSHING, OK

CUSHING MUNI (CUH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

Rwys 2, 8, 11, 20, 26, 29, NA.
Rwy 36, 400-2 or std. w/ min. climb of 210' per NM to 1400.

DEPARTURE PROCEDURES:

Rwy 36, climb via heading 360° to 1400' before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 43' from DER, 459' left of centerline, up to 50' AGL/921' MSL.
 Pole 341' from DER, 335' left of centerline, 36' AGL/907' MSL.
 NAVAID 2' from DER, 30' left of centerline, 4' AGL/879' MSL.
Rwy 36, terrain 72' from DER, 116' right of centerline, 918' MSL.
 Trees beginning 83' from DER, 5' right of centerline, up to 50' AGL/965' MSL.
 Trees beginning 1114' from DER, 29' left of centerline, up to 50' AGL/1013' MSL.
 Vehicles on roadway 1050' from DER, 96' left of centerline, up to 15' AGL/951' MSL.
 Poles beginning 1117' from DER, 138' right of centerline, up to 22' AGL/1071' MSL.
 Tower 2.16 NM from DER, 5370' left of centerline, 250' AGL/1263' MSL.

DANVILLE, AR

DANVILLE MUNI (32A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, NA-Environmental.
Rwy 29, std. w/min. climb of 340' per NM to 4100 or 1700-3 for VCOA.

VCOA:

Rwy 29, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danville Muni at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 29, tree, vehicles on road, beginning 3' from DER, 302' left of centerline, up to 27' AGL/395' MSL.
 Grd, beginning 7' from DER, 466' right of centerline, up to 372' MSL.
 Tree, grd, beginning 24' from DER, 144' right of centerline, up to 16' AGL/386' MSL.
 Tree, pole, beginning 76' from DER, 267' left of centerline, up to 65' AGL/431' MSL.
 Tree, vehicles on road, pole, beginning 87' from DER, 184' left of centerline, up to 95' AGL/461' MSL.
 Pole, tree, beginning 225' from DER, 490' right of centerline, up to 25' AGL/401' MSL.
 Tree, vehicles on road, pole, grd, beginning 499' from DER, 394' right of centerline, up to 52' AGL/424' MSL.
 Tree, vehicles on road, beginning 984' from DER, 653' right of centerline, up to 30' AGL/426' MSL.
 Tree, fence, beginning 1013' from DER, 537' right of centerline, up to 51' AGL/431' MSL.
 Tree, pole, vehicles on road, ant, beginning 1035' from DER, 457' right of centerline, up to 45' AGL/432' MSL.
 Tree, pole, vehicles on road, beginning 1321' from DER, 341' right of centerline, up to 62' AGL/444' MSL.

CONT



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



25219

SC-1



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



25219

DANVILLE, AR (CON'T)

DANVILLE MUNI (32A) (CON'T)

Rwy 29 (CON'T), tree, vehicles on road, beginning 1886' from DER, 106' right of centerline, up to 51' AGL/445' MSL.
Tree 1996' from DER, 742' right of centerline, 77' AGL/454' MSL.
Tree, vehicles on road, beginning 2009' from DER, 482' right of centerline, up to 50' AGL/454' MSL.
Trees, beginning 2013' from DER, 290' right of centerline, up to 80' AGL/461' MSL.
Trees, beginning 2054' from DER, 115' right of centerline, up to 75' AGL/468' MSL.
Trees, beginning 2236' from DER, 164' right of centerline, up to 79' AGL/469' MSL.

DE QUEEN, AR

J LYNN HELMS SEVIER COUNTY (DEQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1% or std w/min climb of 380'/NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 1298' from DER, 346' right of centerline, 464' MSL.
Trees beginning 1363' from DER, 463' left of centerline, 454' MSL.
Trees beginning 3233' from DER, 558' right of centerline, 480' MSL.
Trees beginning 3946' from DER, 1' left of centerline, 461' MSL.
Tower 1.3 NM from DER, 1348' right of centerline, 198' AGL/598' MSL.
Rwy 26, trees, pole beginning 29' from DER, 23' left of centerline, up to 100' AGL/452' MSL.
Trees 176' from DER, 492' right of centerline, 100' AGL/445' MSL.
Trees, pole beginning 211' from DER, 4' right of centerline, up to 100' AGL/448' MSL.

DECATUR, AR

CRYSTAL LAKE (5M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, NA-obstacles.

TAKEOFF OBSTACLE NOTES:

Rwy 31, trees beginning 107' from DER, 64' left of centerline, up to 88' AGL/1239' MSL.
Pole 235' from DER, 353' left of centerline, 32' AGL/1161' MSL.
Pole 241' from DER, 465' left of centerline, 31' AGL/1162' MSL.
Building 1246' from DER, 519' left of centerline, 12' AGL/1187' MSL.
Train 470' from DER, 322' left of centerline, 23' AGL/1202' MSL.
Trees beginning 1216' from DER, 10' left of centerline, up to 103' AGL/1263' MSL.
Trees beginning 2252' from DER, 7' left of centerline, up to 100' AGL/1265' MSL.
Pole 199' from DER, 375' right of centerline, 44' AGL/1162' MSL.
Trees beginning 104' from DER, 89' right of centerline, up to 98' AGL/1221' MSL.
Pole 819' from DER, 633' right of centerline, 36' AGL/1181' MSL.
Trees beginning 1279' from DER, 7' right of centerline, up to 103' AGL/1242' MSL.
Trees beginning 2208' from DER, 59' right of centerline, up to 92' AGL/1267' MSL.

DE WITT, AR

DE WITT MUNI/WHITCOMB FLD (5M1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 31' from DER, 285' right of centerline, 11' AGL/197' MSL.
Trees beginning 32' from DER, 247' left of centerline, up to 8' AGL/195' MSL.
Tree 90' from DER, 192' right of centerline, 14' AGL/198' MSL.
Trees beginning 140' from DER, 194' right of centerline, up to 22' AGL/208' MSL.
Rwy 36, fence 7' from DER, 249' right of centerline, 191' MSL.
Poles, buildings beginning 12' from DER, 336' left of centerline, up to 212' MSL.
Wind indicator 119' from DER, 176' right of centerline, 29' AGL/218' MSL.
Poles beginning 358' from DER, 383' left of centerline, up to 221' MSL.
Poles beginning 425' from DER, 246' right of centerline, up to 222' MSL.
Pole, vehicle on road beginning 449' from DER, 278' left of centerline, up to 223' MSL.
Pole 486' from DER, 573' right of centerline, 224' MSL.
Pole 548' from DER, 458' right of centerline, 41' AGL/228' MSL.



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



25219

SC-1



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



25219

DUMAS, AR

BILLY FREE MUNI (0M0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JAN20 (20030) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, traverse way beginning 71' from DER, 407' left of centerline, up to 18' AGL/178' MSL.

Tree 85' from DER, 347' left of centerline, 54' AGL/213' MSL.

Tree 95' from DER, 478' left of centerline, 63' AGL/222' MSL.

Traverse way 163' from DER, 502' right of centerline, 17' AGL/176' MSL.

Tree 1415' from DER, 422' right of centerline, 54' AGL/213' MSL.

Tree 1429' from DER, 608' right of centerline, 58' AGL/216' MSL.

Trees beginning 1442' from DER, 853' right of centerline, up to 66' AGL/225' MSL.

Rwy 36, terrain 83' from DER, 237' left of centerline, 166' MSL.

Traverse way 197' from DER, 287' left of centerline, 15' AGL/178' MSL.

Trees beginning 253' from DER, 335' left of centerline, up to 48' AGL/210' MSL.

Tree, pole beginning 263' from DER, 269' right of centerline, up to 52' AGL/216' MSL.

Trees beginning 1319' from DER, 456' left of centerline, up to 53' AGL/217' MSL.

Tree 1611' from DER, 228' right of centerline, 54' AGL/219' MSL.

Trees beginning 1674' from DER, 83' right of centerline, up to 64' AGL/225' MSL.

Tree 1838' from DER, 302' right of centerline, 76' AGL/237' MSL.

Trees beginning 1889' from DER, 150' right of centerline, up to 74' AGL/239' MSL.

Trees beginning 1960' from DER, 225' left of centerline, up to 82' AGL/246' MSL.

DUNCAN, OK

HALLIBURTON FLD (DUC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23SEP10 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 500-2/4, or std. with a min. climb of 280' per NM to 1700.

TAKEOFF OBSTACLE NOTES:

Rwy 17, multiple power poles beginning 978' from DER, 702' left of centerline, up to 60' AGL/1129' MSL.

Multiple power poles beginning 945' from DER, 613' right of centerline, up to 60' AGL/1149' MSL.

Multiple trees beginning 1704' from DER, 769' left of centerline, up to 100' AGL/1169' MSL.

Rwy 35, multiple trees beginning 1934' from DER, left to right of centerline, up to 100' AGL/1219' MSL.

Bush 7' from DER, 445' right of centerline, 9' AGL/1119' MSL.

Tower 1.92 NM from DER, 2453' left of centerline, 362' AGL/1471' MSL.

DURANT, OK

DURANT RGNL/EAKER FLD (DUA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05DEC19 (21336) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, building 24' from DER, 361' left of centerline, 4' AGL/697' MSL.

Tree 93' from DER, 312' right of centerline, 22' AGL/711' MSL.

Tree 139' from DER, 535' right of centerline, 29' AGL/716' MSL.

Rwy 35, sign 24' from DER, 201' left of centerline, 3' AGL/703' MSL.

EL DORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 01FEB18 (21140) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 1335' from DER, 620' right of centerline, 298' MSL.

Tree 1337' from DER, 692' right of centerline, 304' MSL.

Tree 2811' from DER, 657' right of centerline, 331' MSL.

Tree 3601' from DER, 685' left of centerline, 353' MSL.

Rwy 13, tree 83' from DER, 373' left of centerline, 271' MSL.

Tree 353' from DER, 239' left of centerline, 282' MSL.

Trees beginning 408' from DER, 261' right of centerline, up to 296' MSL.

Tree 409' from DER, 273' left of centerline, 295' MSL.

Trees beginning 657' from DER, 315' left of centerline, up to 309' MSL.

Tree 763' from DER, 346' right of centerline, 304' MSL.

Tree 1302' from DER, 421' right of centerline, 318' MSL.

Tree 2311' from DER, 280' right of centerline, 345' MSL.

Rwy 31, tree 77' from DER, 248' right of centerline, 325' MSL.

Trees beginning 216' from DER, 261' left of centerline, up to 326' MSL.

Tree 578' from DER, 294' right of centerline, 326' MSL.

Trees beginning 977' from DER, 25' left of centerline, up to 353' MSL.

Tree 1029' from DER, 352' right of centerline, 335' MSL.

Tree 2330' from DER, 304' right of centerline, 399' MSL.

Tree 2581' from DER, 572' right of centerline, 406' MSL.



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



25219

SC-1



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



25219

EL RENO, OK

EL RENO RGNL (RQO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10APR08 (08101) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 36, NA-Environmental.

Rwy 35, 200-1 or std. w/ min. climb of 300' per NM to 1700.

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicle on road 444' from DER, on centerline, 17' AGL/1436' MSL.

Rwy 35, power lines, 1800' from DER, on centerline, 80' AGL/1519' MSL.

ELK CITY, OK

ELK CITY RGNL BUSINESS (ELK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, sign 385' from DER, 403' right of centerline, 16' AGL/1986' MSL.

Pole beginning 414' from DER, 551' right of centerline, up to 35' AGL/2000' MSL.

Pole 484' from DER, 339' right of centerline, 31' AGL/2001' MSL.

Poles beginning 492' from DER, 477' right of centerline, up to 35' AGL/2004' MSL.

Road beginning 492' from DER, 1' left of centerline, up to 1987' MSL.

Tree 512' from DER, 518' left of centerline, 66' AGL/2006' MSL.

Poles beginning 618' from DER, 274' right of centerline, up to 38' AGL/2007' MSL.

Rwy 35, fence beginning 52' from DER, 377' right of centerline, up to 10' AGL/2017' MSL.

Pole beginning 191' from DER, 465' left of centerline, up to 35' AGL/2020' MSL.

Fence 386' from DER, 275' left of centerline, 9' AGL/2024' MSL.

Tree 543' from DER, 270' left of centerline, 35' AGL/2027' MSL.

ENID, OK

ENID WOODRING RGNL (WDG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 10DEC15 (15344) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL.

Trees beginning 840' from DER, 248' left of centerline, up to 100' AGL/1289' MSL.

Rwy 31, vehicle on road 21' from DER, 415' right of centerline, 15' AGL/1171' MSL.

Vehicle on road 417' from DER, 85' left of centerline, 15' AGL/1174' MSL.

Rwy 35, fence 205' from DER, 489' right of centerline, 7' AGL/1175' MSL.

Vehicle on road beginning 293' from DER, 209' right of centerline, 15' AGL/1187' MSL.

Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL.

Trees beginning 336' from DER, 95' right of centerline, 24' AGL/1191' MSL.

FAIRVIEW, OK

FAIRVIEW MUNI (6K4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1½ or std. w/min. climb of 350' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 177° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, terrain 1' from DER, 494' right of centerline, 1273' MSL.

Trees, vehicle on road, pole, buildings and sign beginning 38' from DER, 285' left of centerline, up to 50' AGL/1321' MSL.

Utility pole 192' from DER, 417' right of centerline, 5' AGL/1279' MSL.

Tank and terrain beginning 217' from DER, 409' right of centerline, up to 8' AGL/1281' MSL.

Poles, buildings, vehicle on road, tank, antenna, electrical system and trees beginning 239' from DER, 193' right of centerline, up to 35' AGL/1308' MSL.

Trees beginning 377' from DER, 418' left of centerline, up to 55' AGL/1327' MSL.

Trees, vehicle on road, buildings, poles and electrical system beginning 394' from DER, 44' left of centerline, up to 65' AGL/1335' MSL.

Pole, electrical system and tree beginning 454' from DER, 452' right of centerline, up to 36' AGL/1311' MSL.

Pole, trees and building beginning 520' from DER, 213' right of centerline, up to 43' AGL/1317' MSL.

Trees, electrical system, poles, vehicle on road and buildings beginning 526' from DER, 193' right of centerline, up to 46' AGL/1320' MSL.

Trees, buildings, electrical system and poles beginning 698' from DER, 192' right of centerline, up to 50' AGL/1325' MSL.

Trees and poles beginning 1010' from DER, 14' right of centerline, up to 58' AGL/1333' MSL.

Trees and poles beginning 1174' from DER, 174' left of centerline, up to 71' AGL/1341' MSL.

Trees, poles, building and electrical system beginning 1209' from DER, 9' right of centerline, up to 68' AGL/1344' MSL.

Trees beginning 1249' from DER, 34' left of centerline, up to 76' AGL/1346' MSL.

Tree 1378' from DER, 713' left of centerline, 82' AGL/1353' MSL.

Trees and pole beginning 1397' from DER, 27' left of centerline, up to 86' AGL/1356' MSL.

Trees, poles and antenna beginning 1675' from DER, 31' right of centerline, up to 73' AGL/1351' 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

FAIRVIEW, OK (CON'T)

FAIRVIEW MUNI (6K4) (CON'T)

Rwy 17 (CON'T), tree 2927' from DER, 227' right of centerline, 70' AGL/1352' MSL.
Grain elevator beginning 4385' from DER, 1445' right of centerline, up to 172' AGL/1463' MSL.
Antenna 6033' from DER, 404' right of centerline, 136' AGL/1432' MSL.
Rwy 35, brush beginning 5' from DER, 315' right of centerline, up to 4' AGL/1266' MSL.
Sign and fence beginning 13' from DER, 200' left of centerline, up to 3' AGL/1267' MSL.
Brush beginning 65' from DER, 288' right of centerline, up to 4' AGL/1268' MSL.
Tree 698' from DER, 488' left of centerline, 35' AGL/1298' MSL.
Trees beginning 699' from DER, 351' left of centerline, up to 34' AGL/1300' MSL.
Tree 799' from DER, 674' left of centerline, 41' AGL/1308' MSL.
Antenna and tree beginning 801' from DER, 703' left of centerline, up to 47' AGL/1314' MSL.
Tree 839' from DER, 691' left of centerline, 48' AGL/1316' MSL.
Tree 2029' from DER, 50' right of centerline, 57' AGL/1319' MSL.
Tree 2133' from DER, 160' left of centerline, 62' AGL/1326' MSL.

FAYETTEVILLE, AR

DRAKE FLD (FYV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 07DEC17 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 400-2 w/min. climb of 320' per NM to 2500 or std. w/min. climb of 530' per NM to 2000 or 1600-3 for VCOA.
Rwy 34, 300-1 or std. w/min. climb of 680' per NM to 1700.

DEPARTURE PROCEDURE:

Rwy 16, climb heading 167° to 2700 before turning right. Climb heading 167° to 3400 before turning left.
Rwy 34, climb heading 347° to 2700 before proceeding on course.

VCOA:

Rwy 16, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Drake Fld at or above 2700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, tree 73' from DER, 404' left of centerline, 1252' MSL.
Tree 196' from DER, 354' left of centerline, 1258' MSL.
Trees beginning 833' from DER, 562' right of centerline, up to 38' AGL/1269' MSL.
Trees beginning 1184' from DER, 106' left of centerline, up to 114' AGL/1342' MSL.
Tree 2087' from DER, 467' right of centerline, 1301' MSL.
Tree 2104' from DER, 254' right of centerline, 1309' MSL.
Tree 2230' from DER, 869' right of centerline, 1320' MSL.
Tree 2513' from DER, 291' right of centerline, 1323' MSL.
Trees beginning 2882' from DER, 12' right of centerline, up to 103' AGL/1339' MSL.
Trees beginning 3024' from DER, 624' left of centerline, up to 85' AGL/1344' MSL.
Trees beginning 3096' from DER, 386' left of centerline, up to 94' AGL/1348' MSL.
Trees beginning 3599' from DER, 1166' left of centerline, up to 78' AGL/1362' MSL.
Trees beginning 3720' from DER, 1009' left of centerline, up to 78' AGL/1377' MSL.
Trees beginning 4087' from DER, 390' left of centerline, up to 61' AGL/1415' MSL.
Trees beginning 4646' from DER, 498' left of centerline, up to 76' AGL/1452' MSL.
Trees, terrain, poles and transmission lines beginning 4814' from DER, 350' left of centerline, up to 67' AGL/1500' MSL.
Tree and terrain beginning 5093' from DER, 1319' left of centerline, up to 70' AGL/1522' MSL.
Trees, terrain and buildings beginning 5180' from DER, 162' left of centerline, up to 1571' MSL.
Trees, terrain, building, poles, transmission lines, tower and vehicles on road beginning 5579' from DER, 165' left of centerline, up to 1606' MSL.
Trees, terrain, buildings, vehicles on road, poles, fences and transmission line beginning 1 NM from DER, 22' left of centerline, up to 1623' MSL.
Trees beginning 1.1 NM from DER, 14' right of centerline, up to 71' AGL/1459' MSL.
Trees beginning 1.3 NM from DER, 23' right of centerline, up to 77' AGL/1483' MSL.
Rwy 34, fence and terrain beginning on centerline, 218' left of centerline, up to 3' AGL/1256' MSL.
Vehicles on road, terrain, fence, electrical system and pole beginning 5' from DER, 197' left of centerline, up to 1269' MSL.
Tree 659' from DER, 588' right of centerline, 1280' MSL.
Tree 1170' from DER, 690' right of centerline, 42' AGL/1289' MSL.
Tree 1794' from DER, 329' right of centerline, 1302' MSL.
Tree 1836' from DER, 320' right of centerline, 54' AGL/1307' MSL.
Tree 2308' from DER, 752' right of centerline, 45' AGL/1321' MSL.
Tree 2459' from DER, 279' left of centerline, 71' AGL/1323' MSL.
Trees beginning 2514' from DER, 483' right of centerline, up to 37' AGL/1334' MSL.
Tree 2590' from DER, 802' right of centerline, 39' AGL/1336' MSL.
Trees beginning 2594' from DER, 353' left of centerline, up to 65' AGL/1324' MSL.
Trees, pole and transmission line beginning 2632' from DER, 418' right of centerline, up to 39' AGL/ 1360' MSL.
Tree 2661' from DER, 769' left of centerline, 85' AGL/1343' MSL.
Trees and terrain beginning 2844' from DER, 562' right of centerline, up to 38' AGL/1397' MSL.
Trees, poles, transmission lines and terrain beginning 3057' from DER, 627' right of centerline, up to 55' AGL/1445' MSL.
Terrain and tree beginning 3268' from DER, 750' right of centerline, up to 1496' MSL.
Trees, terrain, poles and transmission lines beginning 3317' from DER, 393' right of centerline, up to 42' AGL/1532' MSL.
Trees beginning 4198' from DER, 1051' right of centerline, up to 59' AGL/1423' 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

FAYETTEVILLE/SPRINGDALE/ROGERS, AR

NORTHWEST ARKANSAS NTL (XNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 20APR23 (23110) (FAA)

DEPARTURE PROCEDURE:

Rwys 34L/R, climb on heading 339° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 34L, tree 119' from DER, 445' left of centerline, 5' AGL/1299' MSL.

Tree 802' from DER, 693' left of centerline, 42' AGL/1327' MSL.

Tree 2178' from DER, 751' left of centerline, 1350' MSL.

FLIPPIN, AR

MARION COUNTY RGNL (FLP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAR17 (17061) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 300-1¼ or std. w/ min. climb of 222' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM gradient, takeoff must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURE:

Rwy 22, climb heading 231° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 4, vehicle on road 2' from DER, 276' left of centerline, 10' AGL/733' MSL.

Vehicle on road 14' from DER, 494' right of centerline, 26' AGL/724' MSL.

Trees, poles, vehicle on road, beginning 153' from DER, 276' left of centerline, up to 71' AGL/799' MSL.

Trees, beginning 223' from DER, 325' right of centerline, up to 77' AGL/777' MSL.

Trees, beginning 491' from DER, 228' right of centerline, up to 81' AGL/781' MSL.

Trees, pole, beginning 725' from DER, 45' left of centerline, up to 73' AGL/800' MSL.

Trees, beginning 1492' from DER, 61' left of centerline, up to 83' AGL/809' MSL.

Trees, beginning 1827' from DER, 165' right of centerline, up to 78' AGL/793' MSL.

Trees, beginning 2266' from DER, 14' right of centerline, up to 66' AGL/803' MSL.

Trees, beginning 2430' from DER, 51' right of centerline, up to 99' AGL/804' MSL.

Trees, beginning 2633' from DER, 248' right of centerline, up to 98' AGL/809' MSL.

T-1 twr, beginning 3317' from DER, 1120' right of centerline, up to 100' AGL/819' MSL.

Tree 3334' from DER, 123' left of centerline, 85' AGL/818' MSL.

T-1 twr, pole, beginning 3781' from DER, 536' right of centerline, up to 100' AGL/840' MSL.

Rwy 22, vehicle on road 2' from DER, 244' left of centerline, 17' AGL/654' MSL.

Grd 2' from DER, 496' left of centerline, 675' MSL.

Tree 321' from DER, 458' left of centerline, 61' AGL/694' MSL.

Trees beginning 325' from DER, 198' left of centerline, up to 63' AGL/699' MSL.

Tree 369' from DER, 486' right of centerline, 24' AGL/669' MSL.

Pole beginning 369' from DER, 490' right of centerline, up to 25' AGL/671' MSL.

Building, pole beginning 387' from DER, 299' right of centerline, up to 26' AGL/672' MSL.

Buildings, trees, beginning 672' from DER, 99' right of centerline, up to 37' AGL/683' MSL.

Building, chy beginning 1095' from DER, 582' right of centerline, up to 57' AGL/701' MSL.

Trees beginning 1303' from DER, 26' right of centerline, up to 67' AGL/709' MSL.

Tree 1413' from DER, 18' left of centerline, 51' AGL/698' MSL.

Trees beginning 1619' from DER, 55' right of centerline, up to 63' AGL/713' MSL.

Tree, pole beginning 1673' from DER, 140' left of centerline, up to 63' AGL/732' MSL.

Trees beginning 2001' from DER, 195' right of centerline, up to 66' AGL/721' MSL.

Tree, poles beginning 2099' from DER, 203' left of centerline, up to 71' AGL/746' MSL.

Pole 2438' from DER, 744' left of centerline, 100' AGL/779' MSL.

Trees beginning 2461' from DER, 25' left of centerline, up to 92' AGL/804' MSL.

Trees beginning 2470' from DER, 330' right of centerline, up to 97' AGL/760' MSL.

Trees beginning 2913' from DER, 18' right of centerline, up to 65' AGL/766' MSL.

Trees beginning 3571' from DER, 55' right of centerline, up to 78' AGL/770' MSL.

Tree 1 NM from DER, 836' right of centerline, 88' AGL/832' MSL.

FORT SMITH, AR

FORT SMITH RGNL (FSM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 15JUN23 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1% or std w/min climb of 319' per NM to 700.**Rwy 8**, 300-1½ or std w/min climb of 304' per NM to 800.**Rwy 20**, 300-1% or std w/min climb of 231' per NM to 700 or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.**Rwy 26**, 300-1 or std w/min climb of 346' per NM to 800 or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 020° to 2300 before turning left.**Rwy 26**, climb on heading 260° to 1100 before turning right.

CON'T

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

25219

25219

FORT SMITH, AR (CON'T) FORT SMITH RGNL (FSM) (CON'T) TAKEOFF OBSTACLE NOTES:

Rwy 2, terrain 64' from DER, 489' left of centerline, 449' MSL.
 Trees, poles beginning 824' from DER, 133' left of centerline, up to 52' AGL/498' MSL.
 Pole 1131' from DER, 14' right of centerline, 36' AGL/478' MSL.
 Pole 1164' from DER, 173' right of centerline, 39' AGL/480' MSL.
 Tree 1295' from DER, 717' left of centerline, 53' AGL/501' MSL.
 Tree 1301' from DER, 218' left of centerline, 65' AGL/508' MSL.
 Trees beginning 1304' from DER, 195' left of centerline, up to 73' AGL/516' MSL.
 Trees beginning 1327' from DER, 46' left of centerline, up to 74' AGL/519' MSL.
 Tree 1427' from DER, 243' right of centerline, 45' AGL/484' MSL.
 Tree 1433' from DER, 18' right of centerline, 49' AGL/491' MSL.
 Trees beginning 1435' from DER, 6' right of centerline, up to 59' AGL/501' MSL.
 Trees beginning 1596' from DER, 42' left of centerline, up to 73' AGL/522' MSL.
 Trees beginning 1676' from DER, 51' left of centerline, up to 79' AGL/527' MSL.
 Trees beginning 1798' from DER, 106' right of centerline, up to 60' AGL/502' MSL.
 Trees beginning 1918' from DER, 134' left of centerline, up to 71' AGL/528' MSL.
 Trees beginning 2163' from DER, 17' right of centerline, up to 64' AGL/508' MSL.
 Trees beginning 2502' from DER, 9' left of centerline, up to 77' AGL/537' MSL.
 Antenna, trees, towers, signs, poles, buildings beginning 4319' from DER, 70' left of centerline, up to 95' AGL/619' MSL.
 Trees beginning 4989' from DER, 796' right of centerline, up to 582' MSL.
 Trees beginning 5136' from DER, 794' right of centerline, up to 629' MSL.
 Trees beginning 5300' from DER, 820' right of centerline, up to 630' MSL.
 Trees beginning 5476' from DER, 321' right of centerline, up to 636' MSL.
 Trees beginning 5824' from DER, 222' right of centerline, up to 644' MSL.
 Trees, transmission line, pole beginning 5922' from DER, 1002' right of centerline, up to 649' MSL.
 Trees beginning 1 NM from DER, 2177' right of centerline, up to 661' MSL.
Rwy 8, terrain beginning 101' from DER, 298' left of centerline, up to 465' MSL.
 Tree 170' from DER, 235' right of centerline, 477' MSL.
 Terrain beginning 315' from DER, 490' left of centerline, up to 466' MSL.
 Trees beginning 1796' from DER, 613' left of centerline, up to 515' MSL.
 Trees beginning 1894' from DER, 881' left of centerline, up to 518' MSL.
 Trees beginning 2026' from DER, 783' left of centerline, up to 522' MSL.
 Trees beginning 2291' from DER, 814' left of centerline, up to 536' MSL.
 Trees beginning 2592' from DER, 754' left of centerline, up to 548' MSL.
 Tree 2749' from DER, 965' left of centerline, 551' MSL.
 Trees beginning 2827' from DER, 946' left of centerline, up to 555' MSL.
 Tree 5278' from DER, 1909' right of centerline, 58' AGL/632' MSL.
 Trees beginning 5305' from DER, 1685' right of centerline, up to 639' MSL.
 Trees, pole beginning 5482' from DER, 1510' right of centerline, up to 78' AGL/656' MSL.
 Trees, building, pole beginning 6008' from DER, 1566' right of centerline, up to 657' MSL.
 Trees, pole, antenna beginning 1 NM from DER, 1191' right of centerline, up to 667' MSL.
 Tower 1.2 NM from DER, 1997' right of centerline, 79' AGL/639' MSL.
Rwy 10, tree 108' from DER, 482' left of centerline, 452' MSL.
 Trees beginning 627' from DER, 230' left of centerline, up to 24' AGL/467' MSL.
 Traverse ways beginning 639' from DER, 204' left of centerline, up to 469' MSL.
 Traverse way 696' from DER, 156' left of centerline, 470' MSL.
 Tank, traverse way, tree beginning 704' from DER, 102' left of centerline, up to 34' AGL/480' MSL.
 Tree 724' from DER, 77' right of centerline, 25' AGL/468' MSL.
 Elevator, traverse way, trees beginning 744' from DER, 4' left of centerline, up to 38' AGL/482' MSL.
 Traverse ways beginning 785' from DER, 96' right of centerline, up to 471' MSL.
 Trees beginning 845' from DER, 10' right of centerline, up to 29' AGL/475' MSL.
 Trees beginning 914' from DER, 18' right of centerline, up to 28' AGL/476' MSL.
 Tree 923' from DER, 66' right of centerline, 31' AGL/479' MSL.
 Trees beginning 924' from DER, 34' right of centerline, up to 32' AGL/480' MSL.
 Trees beginning 1005' from DER, 77' right of centerline, up to 33' AGL/481' MSL.
 Tree 1033' from DER, 122' left of centerline, 40' AGL/483' MSL.
 Trees beginning 1048' from DER, 167' left of centerline, up to 484' MSL.
 Tree 1086' from DER, 197' right of centerline, 35' AGL/482' MSL.
 Trees beginning 1277' from DER, 106' left of centerline, up to 52' AGL/491' MSL.
 Tree 1401' from DER, 441' left of centerline, 494' MSL.
 Transmission line, pole beginning 1865' from DER, 693' left of centerline, up to 42' AGL/501' MSL.
 Trees, transmission lines, poles beginning 1927' from DER, 266' left of centerline, up to 78' AGL/539' MSL.
 Trees, poles, tower beginning 2035' from DER, 393' left of centerline, up to 76' AGL/544' MSL.
 Elevator 2106' from DER, 968' right of centerline, 86' AGL/536' MSL.
 Trees beginning 1 NM from DER, 1351' left of centerline, up to 627' MSL.
Rwy 26, traverse way 998' from DER, 719' right of centerline, 497' MSL.
 Pole 1166' from DER, 762' right of centerline, 24' AGL/511' MSL.
 Trees beginning 1311' from DER, 794' left of centerline, up to 511' MSL.
 Pole, building beginning 1325' from DER, 792' right of centerline, up to 25' AGL/513' MSL.
 Tree 1440' from DER, 780' left of centerline, 518' MSL.
 Poles beginning 1459' from DER, 734' right of centerline, up to 24' AGL/515' MSL.
 Pole 1646' from DER, 781' right of centerline, 34' AGL/520' MSL.
 Poles beginning 1660' from DER, 819' right of centerline, up to 39' AGL/527' MSL.
CON'T

25219



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



25219

FORT SMITH, AR (CON'T)

FORT SMITH RGNL (FSM) (CON'T)

Rwy 26 (CON'T), trees, building beginning 1815' from DER, 684' right of centerline, up to 547' MSL.
Trees, building beginning 2024' from DER, 692' right of centerline, up to 549' MSL.
Sign, trees beginning 2687' from DER, 742' right of centerline, up to 40' AGL/553' MSL.
Tree 3554' from DER, 248' left of centerline, 558' MSL.
Tower, water tower, tank beginning 4973' from DER, 208' left of centerline, up to 125' AGL/623' MSL.

FREDERICK, OK

FREDERICK RGNL (FDR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on road 425' from DER, 231' right of centerline, 15' AGL/1269' MSL.
Rwy 12, vehicles on road 404' from DER, 229' left of centerline, 15' AGL/1254' MSL.

GOLDSBY, OK

DAVID JAY PERRY (1K4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31OCT24 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 338' from DER, 258' right of centerline, up to 75' AGL/1225' MSL.
Trees beginning 341' from DER, 4' left of centerline, up to 66' AGL/1221' MSL.
Rwy 18, trees beginning 943' from DER, 217' left of centerline, up to 1194' MSL.
Tree 1120' from DER, 658' left of centerline, 43' AGL/1197' MSL.
Tree 1293' from DER, 831' left of centerline, 1215' MSL.
Trees beginning 1490' from DER, 845' left of centerline, up to 1223' MSL.
Trees beginning 1813' from DER, 267' left of centerline, up to 92' AGL/1240' MSL.
Rwy 31, light poles 11' from DER, 10' right of centerline, 1' AGL/1168' MSL.
Tree 666' from DER, 618' right of centerline, 1207' MSL.
Poles beginning 747' from DER, 451' left of centerline, up to 1197' MSL.
Tree 850' from DER, 661' right of centerline, 1220' MSL.
Trees, antenna, pole beginning 964' from DER, 192' right of centerline, up to 54' AGL/1227' MSL.
Trees beginning 1281' from DER, 24' left of centerline, up to 65' AGL/1235' MSL.
Trees beginning 1481' from DER, 217' right of centerline, up to 1232' MSL.
Trees beginning 1549' from DER, 147' right of centerline, up to 1235' MSL.
Trees beginning 1853' from DER, 380' right of centerline, up to 1238' MSL.
Trees beginning 2122' from DER, 142' right of centerline, up to 61' AGL/1240' MSL.
Rwy 36, trees, pole beginning 856' from DER, 93' left of centerline, up to 1219' MSL.
Trees, pole beginning 865' from DER, 445' right of centerline, up to 64' AGL/1237' MSL.
Trees beginning 1112' from DER, 473' left of centerline, up to 59' AGL/1234' MSL.

GROVE, OK

GROVE RGNL (GMJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 200-1¼ or std. w/min. climb of 271' per NM to 1100.

TAKEOFF OBSTACLE NOTES:

Rwy 18, building 308' from DER, 321' left of centerline, 13' AGL/842' MSL.
Multiple buildings beginning 11' from DER, 325' right of centerline, 22' AGL/851' MSL.
Windsock 118' from DER, 325' right of centerline, 22' AGL/851' MSL.
Light 165' from DER, 420' left of centerline, 24' AGL/863' MSL.
Vehicle on road 598' from DER, 619' left of centerline, 15' AGL/854' MSL.
Vehicle on road 590' from DER, 499' right of centerline, 15' AGL/844' MSL.
Trees and poles beginning 33' from DER, 12' left of centerline, up to 100' AGL/1019' MSL.
Trees and poles beginning 252' from DER, 13' right of centerline, up to 40' AGL/869' MSL.
Rwy 36, rising terrain beginning 30' from DER, 277' left of centerline, up to 826' MSL.
Pole 316' from DER, 521' left of centerline, 20' AGL/859' MSL.
Trees beginning 151' from DER, 54' left of centerline, up to 100' AGL/939' MSL.
Trees beginning 109' from DER, 49' right of centerline, up to 85' AGL/884' MSL.

GUTHRIE, OK

GUTHRIE/EDMOND RGNL (GOK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17DEC09 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' 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

GUYMON, OK

GUYMON MUNI (GUY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA-environmental.**Rwy 18**, 600-1¼ or std. w/ min. climb of 387' per NM to 3800.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 177° to 3800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, pole 155' from DER, 446' left of centerline, 30' AGL/3124' MSL.

Building 407' from DER, 463' right of centerline, 25' AGL/3131' MSL.

Tower 532' from DER, 484' right of centerline, 54' AGL/3157' MSL.

Rwy 36, fence 24' from DER, 400' right of centerline, 8' AGL/3110' MSL.

HARRISON, AR

BOONE COUNTY (HRO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 26APR18 (18116) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 1400 - 3 or std. w/ min. climb of 320' per NM to 3200.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 182° to 2600 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree, vehicles on road, pole beginning 17' from DER, 482' right of centerline, up to 33' AGL/1396' MSL.**Rwy 36**, vegetation, tree beginning 32' from DER, 444' left of centerline, up to 1367' MSL.

Fence 184' from DER, 498' left of centerline, 2' AGL/1369' MSL.

Tree 228' from DER, 545' left of centerline, 1378' MSL.

Tree 270' from DER, 524' right of centerline, 1376' MSL.

Tree 321' from DER, 520' left of centerline, 1379' MSL.

Trees beginning 448' from DER, 543' left of centerline, up to 1381' MSL.

Trees beginning 634' from DER, 333' left of centerline, up to 1384' MSL.

Tree 877' from DER, 365' left of centerline, 1388' MSL.

Tree 906' from DER, 334' left of centerline, 1394' MSL.

Trees beginning 969' from DER, 368' left of centerline, up to 1397' MSL.

Tree 1029' from DER, 368' left of centerline, 1399' MSL.

Trees beginning 1065' from DER, 186' left of centerline, up to 1403' MSL.

Trees beginning 1160' from DER, 217' left of centerline, up to 1405' MSL.

Tree 1576' from DER, 805' right of centerline, 1405' MSL.

HEBER SPRINGS, AR

HEBER SPRINGS MUNI (HBZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 500-3 or std. w/min. climb of 235' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 24, climb on heading 240° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning abeam DER, 190' right of centerline up to 80 AGL/700' MSL.

Trees beginning abeam DER, 240' left of centerline, up to 80' AGL/700' MSL.

Trees beginning 450' from DER, crossing runway extended centerline, up to 80 AGL/700' MSL.

Rwy 24, trees beginning abeam DER, 250' right of centerline up to 80 AGL/680' MSL.

Trees beginning abeam DER, 171' left of centerline, up to 80' AGL/680' MSL.

Trees beginning 500' from DER, crossing runway extended centerline, up to 80 AGL/660' MSL.

HELENA/WEST HELENA, AR

THOMPSON-ROBBINS (HEE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 400-2½ or std. w/min. climb of 250' per NM to 800, or 1000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 090° to 700 before turning right.

VCOA:

Rwy 9, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Thompson-Robbins airport at or above 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 5849' from DER, 1594' left of centerline, up to 416' MSL.

Trees beginning 1 NM from DER, 1379' left of centerline, up to 425' MSL.

Trees beginning 1 NM from DER, 1802' left of centerline, up to 430' MSL.

Trees beginning 1 NM from DER, 929' left of centerline, up to 441' 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

HELENA/WEST HELENA, AR (CON'T) THOMPSON-ROBBINS (HEE) (CON'T)

Rwy 9 (CON'T), trees beginning 1.1 NM from DER, 751' left of centerline, up to 450' MSL.

Trees beginning 1.1 NM from DER, 40' left of centerline, up to 451' MSL.

Tree 1.1 NM from DER, 543' right of centerline, 423' MSL.

Trees beginning 1.2 NM from DER, 337' left of centerline, up to 458' MSL.

Tree 1.2 NM from DER, 509' right of centerline, 444' MSL.

Tree 1.3 NM from DER, 132' right of centerline, 455' MSL.

Tree 1.3 NM from DER, 1371' left of centerline, 459' MSL.

Tree 1.3 NM from DER, 1884' left of centerline, 464' MSL.

Tree 1.3 NM from DER, 2330' left of centerline, 465' MSL.

Trees beginning 1.3 NM from DER, 1254' left of centerline, up to 470' MSL.

Antenna 2 NM from DER, 1878' right of centerline, 233' AGL/614' MSL.

Tower 2 NM from DER, 1823' right of centerline, 238' AGL/621' MSL.

Rwy 18, lighting 9' from DER, 92' left of centerline, 2' AGL/239' MSL.

Lighting 11' from DER, 92' right of centerline, 4' AGL/240' MSL.

Sign 99' from DER, 359' left of centerline, 3' AGL/242' MSL.

Tree 1018' from DER, 547' left of centerline, 50' AGL/287' MSL.

Tree 1886' from DER, 809' right of centerline, 328' MSL.

Trees beginning 1953' from DER, 545' left of centerline, up to 84' AGL/299' MSL.

Trees beginning 2490' from DER, 942' left of centerline, up to 83' AGL/315' MSL.

Rwy 27, lighting 42' from DER, 63' left of centerline, 4' AGL/240' MSL.

Trees beginning 694' from DER, 135' left of centerline, up to 286' MSL.

Tree 3399' from DER, 234' right of centerline, 332' MSL.

Rwy 36, lighting 3' from DER, 92' right of centerline, 2' AGL/242' MSL.

Lighting 6' from DER, 93' left of centerline, 3' AGL/242' MSL.

Tree, terrain beginning 181' from DER, 490' right of centerline, up to 257' MSL.

Trees 208' from DER, 546' left of centerline, 46' AGL/282' MSL.

Trees beginning 218' from DER, 307' left of centerline, up to 309' MSL.

Trees beginning 234' from DER, 297' right of centerline, up to 307' MSL.

Trees beginning 1129' from DER, 598' right of centerline, up to 311' MSL.

Trees beginning 1633' from DER, 88' right of centerline, up to 318' MSL.

Tree 1920' from DER, 929' left of centerline, 312' MSL.

Trees beginning 1930' from DER, 26' left of centerline, up to 95' AGL/323' MSL.

Tree 2246' from DER, 1101' right of centerline, 89' AGL/331' MSL.

Trees beginning 2287' from DER, 1013' right of centerline, up to 334' MSL.

Trees beginning 2410' from DER, 80' left of centerline, up to 326' MSL.

Trees beginning 2485' from DER, 542' right of centerline, up to 342' MSL.

Trees beginning 2531' from DER, 181' right of centerline, up to 353' MSL.

Trees beginning 3146' from DER, 17' left of centerline, up to 331' MSL.

HENRY POST AAF (KFSI)

FORT SILL, OK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05OCT23 (23278) (USA)

DEPARTURE PROCEDURE:

Rwy 36, climb hdg 356° to 2200 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 953' from DER, 669' right of centerline, 1198' MSL.

Pole 1140' from DER, 784' right of centerline, 43' AGL/1210' MSL.

Pole 1590' from DER, 860' right of centerline, 54' AGL/1226' MSL.

Tree 2153' from DER, 38' left of centerline, 1221' MSL.

Tree 2489' from DER, 295' right of centerline, 1229' MSL.

Pole 1587' from DER, 867' right of centerline, 1235' MSL.

Tree 2273' from DER, 1028' right of centerline, 1232' MSL.

Pole 1136' from DER, 787' right of centerline, 1210' MSL.

Pole 1346' from DER, 782' right of centerline, 1206' MSL.

HENRYETTA, OK

HENRYETTA MUNI (F10)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 500-3 or std. with a min. climb of 312' per NM to 1500.

DEPARTURE PROCEDURE:

Rwy 36, climb heading 356° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, numerous trees beginning 778' from DER, 177' left of centerline, up to 100' AGL/939' MSL.

Numerous trees beginning 335' from DER, 22' right of centerline, up to 100' AGL/959' MSL.

Rwy 36, tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL.

Tower 8882' from DER, 6059' left of centerline, 33' AGL/1223' 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

HINTON, OK

HINTON MUNI (2O8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 17JUN21 (21168) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, traverse way beginning 5' from DER, 227' left of centerline, up to 15' AGL/1599' MSL.

Pole, traverse way, trees beginning 500' from DER, 229' left of centerline, up to 1610' MSL.

Trees 854' from DER, 704' left of centerline, 1617' MSL.

Rwy 36, sign 22' from DER, 124' left of centerline, 1578' MSL.

Traverse way beginning 63' from DER, 227' right of centerline, up to 15' AGL/1587' MSL.

HOBART, OK

HOBART RGNL (HBR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA - environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 35, terrain beginning 107' from DER, 185' left of centerline, 0' AGL/1549' MSL.

Terrain beginning 109' from DER, 63' right of centerline, 0' AGL/1549' MSL.

HOLDENVILLE, OK

HOLDENVILLE MUNI (F99)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10OCT19 (19283) (FAA)

DEPARTURE PROCEDURE:

Rwy 35, climb heading 354° to 1400 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 120' from DER, 370' right of centerline, up to 871' MSL.

Trees and vehicles on road beginning 241' from DER, 426' right of centerline, up to 880' MSL.

Vegetation beginning 275' from DER, 255' left of centerline, up to 867' MSL.

Train on tracks 628' from DER, left and right of extended runway centerline, up to 23' AGL/882' MSL.

Vehicles on road beginning 640' from DER, left to right of extended runway centerline, up to 881' MSL.

Poles and power lines beginning 716' from DER, left to right of extended runway centerline, up to 34' AGL/889' MSL.

Trees and elevator beginning 727' from DER, 666' right of centerline, up to 903' MSL.

Poles and trees beginning 750' from DER, 522' left of centerline, up to 32' AGL/890' MSL.

Rwy 35, vegetation 195' from DER, 265' left of centerline, up to 871' MSL.

Pole 277' from DER, 543' right of centerline, 20' AGL/877' MSL.

Trees beginning 597' from DER, 520' right of centerline, up to 898' MSL.

Trees beginning 1214' from DER, 753' left of centerline, up to 909' MSL.

Trees beginning 1605' from DER, 525' right of centerline, up to 901' MSL.

HOLLIS, OK

HOLLIS MUNI (O35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 175° to 2200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, terrain beginning 0' from DER, 7' right of centerline, up to 1660' MSL.

Fence beginning 4' from DER, 253' left of centerline, up to 5' AGL/1658' MSL.

Trees beginning 89' from DER, 254' left of centerline, up to 7' AGL/1659' MSL.

Pole beginning 989' from DER, 590' right of centerline, up to 53' AGL/1706' MSL.

Tower 4194' from DER, 1305' right of centerline, 130' AGL/1759' MSL.

Rwy 36, fence 0' from DER, 249' right of centerline, 6' AGL/1658' MSL.

Vehicles on road beginning 478' from DER, 152' left of centerline, up to 1672' MSL.

Vehicles on road beginning 482' from DER, 6' right of centerline, up to 1670' MSL.

HOPE, AR

HOPE MUNI (M18)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13NOV14 (14317) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 1776' from DER, 422' left of centerline, up to 100' AGL/469' MSL.

Trees and poles beginning 1930' from DER, 99' right of centerline, up to 100' AGL/469' MSL.

Pole 2256' from DER, 24' right of centerline, 65' AGL/434' MSL.

Trees and poles beginning 2345' from DER, 152' left of centerline, up to 100' AGL/489' MSL.

CON'T



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



25219

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



25219

HOPE, AR (CON'T)

HOPE MUNI (M18) (CON'T)

Rwy 22, trees beginning abeam DER, 500' right of centerline, up to 100' AGL/439' MSL.
 Tree 117' from DER, 211' right of centerline, 100' AGL/429' MSL.
 Trees beginning 164' from DER, 10' right of centerline, up to 100' AGL/429' MSL.
 Trees beginning 51' from DER, 211' left of centerline, up to 100' AGL/429' MSL.
 Trees beginning 325' from DER, 45' left of centerline, up to 100' AGL/429' MSL.
Rwy 16, trees beginning 1066' from DER, 722' right of centerline, up to 100' AGL/439' MSL.
 Trees beginning 1427' from DER, 843' left of centerline, up to 100' AGL/439' MSL.
Rwy 34, bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL.
 Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL.
 Tree 565' from DER, 609' left of centerline, 100' AGL/479' MSL.
 Trees beginning 897' from DER, 708' left of centerline, up to 100' AGL/479' MSL.
 Tree 1002' from DER, 748' right of centerline, 100' AGL/479' MSL.
 Trees beginning 1023' from DER, 513' right of centerline, up to 100' AGL/479' MSL.

HORSEHOE BEND, AR

HORSEHOE BEND (6M2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 05JAN17 (17005) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1¼.
Rwy 31, 300-1.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 12' from DER, 264' right of centerline, up to 125' AGL/884' MSL.
 Trees beginning 15' from DER, 73' left of centerline, up to 125' AGL/944' MSL.
Rwy 31, trees beginning 10' from DER, 213' left of centerline, up to 125' AGL/924' MSL.
 Vehicles on road beginning 17' from DER, 277' left of centerline crossing extended runway centerline, up to 15' AGL/894' MSL.
 Trees beginning 331' from DER, 193' left of centerline, up to 125' AGL/944' MSL.
 Trees beginning 447' from DER, 291' right of centerline, up to 125' AGL/944' MSL.
 Trees beginning 644' from DER, 141' left of centerline, up to 125' AGL/964' MSL.
 Trees beginning 699' from DER, 310' right of centerline, up to 125' AGL/964' MSL.
 Trees beginning 802' from DER, 607' right of centerline, up to 125' AGL/984' MSL.
 Trees beginning 969' from DER, 51' right of centerline, up to 125' AGL/1004' MSL.
 Trees beginning 1001' from DER, 188' left of centerline, up to 125' AGL/984' MSL.
 Trees beginning 1359' from DER, 437' right of centerline, up to 125' AGL/1024' MSL.

HOT SPRINGS, AR

MEML FLD (HOT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7 15AUG19 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 600-2½ or std. w/min. climb of 382' per NM to 1300 or 1600-3 for VCOA.
Rwy 13, 300-2¼ or std. w/min. climb of 210' per NM to 900 or alternately, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.
Rwy 31, 400-1½ or std. w/min. climb of 433' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 5, climb on heading 053° to 2000 before turning westbound.
Rwy 13, climb on heading 133° to 1700 before proceeding on course.
Rwy 23, climb on heading 233° to 1500 before proceeding on course.
Rwy 31, climb on heading 313° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree, vegetation and rising terrain beginning 2' from DER, 452' right of centerline, up to 550' MSL.
 Tree 646' from DER, 565' right of centerline, 590' MSL.
 Trees beginning 671' from DER, 507' right of centerline, up to 592' MSL.
 Trees beginning 1041' from DER, 671' left of centerline, up to 59' AGL/626' MSL.
 Trees beginning 1227' from DER, 485' right of centerline, up to 595' MSL.
 Tree and NAVAID beginning 1554' from DER, 300' left of centerline, up to 641' MSL.
 Trees, pole and spire beginning 1886' from DER, 68' left of centerline, up to 654' MSL.
 Tree 3500' from DER, 550' right of centerline, 654' MSL.
 Tree and tower beginning 3537' from DER, 715' right of centerline, up to 79' AGL/661' MSL.
 Tree 4466' from DER, 734' left of centerline, 687' MSL.
 Tower and tree beginning 1.1 NM from DER, 1110' left of centerline, up to 92' AGL/24' MSL.
 Trees beginning 1.9 NM DER, 3374' left of centerline, up to 62' AGL/1096' MSL.
Rwy 13, traverse way 84' from DER, 437' right of centerline, 512' MSL.
 Tree 166' from DER, 524' right of centerline, 49' AGL/534' MSL.
 Tree 177' from DER, 350' right of centerline, 45' AGL/542' MSL.
 Trees beginning 220' from DER, 307' right of centerline, up to 53' AGL/545' MSL.
 Trees beginning 264' from DER, 474' left of centerline, up to 68' AGL/573' MSL.
 Trees beginning 317' from DER, 94' left of centerline, up to 574' MSL.
 Trees beginning 434' from DER, 7' right of centerline, up to 63' AGL/546' MSL.
 Trees beginning 1749' from DER, 70' right of centerline, up to 84' AGL/588' MSL.

CON'T



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



25219

25219

HOT SPRINGS, AR (CON'T)

MEML FLD (HOT) (CON'T)

Rwy 13 (CON'T), trees beginning 2128' from DER, 48' left of centerline, up to 85' AGL/579' MSL.

Tree 2547' from DER, 809' left of centerline, 74' AGL/587' MSL.

Trees beginning 2611' from DER, 544' right of centerline, up to 79' AGL/601' MSL.

Tree 2664' from DER, 1013' left of centerline, 77' AGL/591' MSL.

Tree 2780' from DER, 731' right of centerline, 75' AGL/603' MSL.

Tree 2902' from DER, 1188' left of centerline, 79' AGL/606' MSL.

Tree and pole beginning 3043' from DER, 17' right of centerline, up to 66' AGL/616' MSL.

Tree 3063' from DER, 53' left of centerline, 71' AGL/622' MSL.

Tree and pole beginning 3175' from DER, 77' left of centerline, up to 80' AGL/630' MSL.

Poles beginning 3228' from DER, 261' left of centerline, up to 71' AGL/631' MSL.

Trees beginning 3296' from DER, 36' right of centerline, up to 76' AGL/624' MSL.

Tree 3450' from DER, 511' left of centerline, 71' AGL/636' MSL.

Tower 1.8 NM from DER, 2044' left of centerline, 355' AGL/802' MSL.

Antenna 1.8 NM from DER, 2088' left of centerline, 319' AGL/804' MSL.

Rwy 23, tree 22' from DER, 314' left of centerline, 29' AGL/510' MSL.

Tree 606' from DER, 636' right of centerline, 546' MSL.

Rwy 31, trees beginning 12' from DER, 136' left of centerline, up to 73' AGL/564' MSL.

Trees and pole beginning 330' from DER, 113' left of centerline, up to 75' AGL/577' MSL.

Traverse way 451' from DER, 13' right of centerline, 534' MSL.

Trees beginning 472' from DER, 111' right of centerline, up to 52' AGL/575' MSL.

Trees and pole beginning 671' from DER, 137' left of centerline, up to 66' AGL/580' MSL.

Trees beginning 888' from DER, 71' right of centerline, up to 82' AGL/581' MSL.

Trees beginning 1002' from DER, 136' right of centerline, up to 73' AGL/585' MSL.

Trees beginning 1017' from DER, 155' left of centerline, up to 68' AGL/588' MSL.

Tree 1488' from DER, 736' left of centerline, 58' AGL/592' MSL.

Tree 2975' from DER, 764' left of centerline, 65' AGL/610' MSL.

Tree 3109' from DER, 439' left of centerline, 69' AGL/614' MSL.

Trees beginning 3193' from DER, 68' right of centerline, up to 69' AGL/639' MSL.

Tree 3752' from DER, 320' left of centerline, 83' AGL/646' MSL.

Tree 4785' from DER, 1740' right of centerline, 88' AGL/669' MSL.

Tree 5806' from DER, 1427' right of centerline, 61' AGL/677' MSL.

Building 1 NM from DER, 1897' right of centerline, 53' AGL/724' MSL.

Traverse way and building beginning 1.1 NM from DER, 1503' right of centerline, up to 886' MSL.

HUGO, OK

STAN STAMPER MUNI (HHW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 686' from DER, 32' right of centerline, up to 100' AGL/660' MSL.

Rwy 35, trees beginning 411' from DER, 264' left of centerline, up to 100' AGL/665' MSL.

Trees beginning 1507' from DER, 61' right of centerline, up to 100' AGL/662' MSL.

HUNTSVILLE, AR

HUNTSVILLE MUNI (H34)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16JUN22 (22167) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 12, pole 46' from DER, 408' left of centerline, 45' AGL/1759' MSL.

Pole 175' from DER, 504' left of centerline, 47' AGL/1756' MSL.

Tree 2685' from DER, 841' right of centerline, 80' AGL/1822' MSL.

Tree 3201' from DER, 726' right of centerline, 100' AGL/1866' MSL.

Rwy 30, tree 20' from DER, 362' right of centerline, 61' AGL/1764' MSL.

IDABEL, OK

MC CURTAIN COUNTY RGNL(404)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23JAN03 (03023) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees 1.92 NM from DER, on centerline, 100' AGL/629' MSL.

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

25219

JONESBORO, AR

JONESBORO MUNI (JBR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07MAR13 (13066) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, NA-obstacles.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 356' from DER, 188' right of centerline, up to 75' AGL/304' MSL.

Pole 1214' from DER, 341' right of centerline, 40' AGL/291' MSL.

Railroad, trees, and pole beginning 600' from DER, 10' left of centerline, up to 75' AGL/302' MSL.

Rwy 23, trees beginning 2600' from DER, 457' right centerline, up to 75' AGL/343' MSL.

Trees beginning 1588' from DER, 721' left of centerline, up to 75' AGL/339' MSL.

Rwy 5, trees beginning 873' from DER, 458' right of centerline, up to 75' AGL/304' MSL.

Trees beginning 1226' from DER, 558' left of centerline, up to 75' AGL/315' MSL.

KETCHUM, OK

SOUTH GRAND LAKE RGNL (1K8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ or std. w/min. climb of 453' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 178° to 1400 before turning left.**Rwy 36**, climb on heading 358° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree, bush beginning 58' from DER, 42' right of centerline, up to 789' MSL.

Vehicles on road beginning 274' from DER, 199' right of centerline, up to 796' MSL.

Vehicles on road beginning 275' from DER, 13' right of centerline, up to 797' MSL.

Pole 294' from DER, 125' right of centerline, 21' AGL/803' MSL.

Pole 300' from DER, 442' right of centerline, 813' MSL.

Tree, pole beginning 410' from DER, 22' right of centerline, up to 820' MSL.

Tree 1416' from DER, 717' right of centerline, 823' MSL.

Tree 1429' from DER, 541' right of centerline, 827' MSL.

Trees beginning 1477' from DER, 8' right of centerline, up to 60' AGL/829' MSL.

Trees beginning 1710' from DER, 15' right of centerline, up to 60' AGL/830' MSL.

Tree 2972' from DER, 839' right of centerline, 859' MSL.

Tree, vehicles on road, pole, post beginning 75' from DER, 10' left of centerline, up to 44' AGL/824' MSL.

Trees beginning 792' from DER, 544' left of centerline, up to 828' MSL.

Tree 1052' from DER, 634' left of centerline, 835' MSL.

Trees beginning 1089' from DER, 137' left of centerline, up to 840' MSL.

Trees beginning 1405' from DER, 54' left of centerline, up to 842' MSL.

Trees beginning 1500' from DER, 62' left of centerline, up to 844' MSL.

Trees beginning 1600' from DER, 16' left of centerline, up to 846' MSL.

Trees beginning 1734' from DER, 87' left of centerline, up to 853' MSL.

Tree 2282' from DER, 981' left of centerline, 855' MSL.

Tree 2309' from DER, 1108' left of centerline, 858' MSL.

Rwy 36, tree, terrain beginning 4728' from DER, on centerline, up to 39' AGL/985' MSL.

Bush 28' from DER, 82' right of centerline, 8' AGL/787' MSL.

Tree 55' from DER, 290' right of centerline, 795' MSL.

Tree, vehicles on road beginning 185' from DER, 27' right of centerline, up to 798' MSL.

Tree 292' from DER, 297' right of centerline, 816' MSL.

Trees beginning 293' from DER, 33' right of centerline, up to 818' MSL.

Trees beginning 629' from DER, 31' right of centerline, up to 842' MSL.

Tree 741' from DER, 145' right of centerline, 41' AGL/827' MSL.

Trees beginning 785' from DER, 2' right of centerline, up to 43' AGL/829' MSL.

Tree 1413' from DER, 525' right of centerline, 836' MSL.

Trees beginning 1529' from DER, 425' right of centerline, up to 845' MSL.

Tree 2457' from DER, 1093' right of centerline, 856' MSL.

Trees beginning 2612' from DER, 8' right of centerline, up to 861' MSL.

Trees beginning 2897' from DER, 60' right of centerline, up to 862' MSL.

Tree 2990' from DER, 387' right of centerline, 55' AGL/872' MSL.

Tree 3031' from DER, 260' right of centerline, 57' AGL/879' MSL.

Trees beginning 3127' from DER, 113' right of centerline, up to 71' AGL/892' MSL.

Trees beginning 3427' from DER, 9' right of centerline, up to 64' AGL/897' MSL.

Tree 3843' from DER, 170' right of centerline, 40' AGL/899' MSL.

Trees beginning 3846' from DER, 56' right of centerline, up to 59' AGL/912' MSL.

Trees beginning 3932' from DER, 18' right of centerline, up to 50' AGL/913' MSL.

Trees beginning 4065' from DER, 144' right of centerline, up to 49' AGL/918' MSL.

Trees beginning 4072' from DER, 26' right of centerline, up to 47' AGL/920' MSL.

Trees beginning 4144' from DER, 19' right of centerline, up to 62' AGL/929' MSL.

Tree, bush beginning 4223' from DER, 69' right of centerline, up to 63' AGL/943' MSL.

Tree, bush, terrain beginning 4422' from DER, 36' right of centerline, up to 56' AGL/945' MSL.

Tree, bush, terrain beginning 4619' from DER, 51' right of centerline, up to 58' AGL/968' MSL.

Tree 4709' from DER, 344' right of centerline, 58' AGL/977' 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

KETCHUM, OK (CON'T)

SOUTH GRAND LAKE RGNL (1K8) (CON'T)

Rwy 36 (CON'T), trees beginning 4833' from DER, 99' right of centerline, up to 44' AGL/998' MSL.

Trees beginning 4902' from DER, 229' right of centerline, up to 63' AGL/1009' MSL.

Tree, terrain beginning 4933' from DER, 26' right of centerline, up to 57' AGL/1013' MSL.

Trees beginning 4982' from DER, 97' right of centerline, up to 39' AGL/1019' MSL.

Tree, bush, terrain beginning 5020' from DER, 64' right of centerline, up to 40' AGL/1020' MSL.

Tree, terrain, bush beginning 5223' from DER, 4' right of centerline, up to 51' AGL/1026' MSL.

Tree 1 NM from DER, 1132' right of centerline, 947' MSL.

Tree, bush beginning 2' from DER, 122' left of centerline, up to 800' MSL.

Tree, terrain, bush, fence, vehicles on road beginning 109' from DER, 3' left of centerline, up to 36' AGL/833' MSL.

Tree, terrain, driveway beginning 388' from DER, 2' left of centerline, up to 845' MSL.

Trees beginning 1490' from DER, 41' left of centerline, up to 48' AGL/846' MSL.

Trees beginning 1582' from DER, 13' left of centerline, up to 47' AGL/848' MSL.

Tree 1640' from DER, 65' left of centerline, 48' AGL/849' MSL.

Tree 1699' from DER, 131' left of centerline, 47' AGL/851' MSL.

Tree, terrain beginning 1704' from DER, 25' left of centerline, up to 45' AGL/857' MSL.

Tree, pole, terrain beginning 1881' from DER, 83' left of centerline, up to 44' AGL/859' MSL.

Tree, terrain beginning 1986' from DER, 103' left of centerline, up to 56' AGL/866' MSL.

Trees beginning 2210' from DER, 175' left of centerline, up to 56' AGL/868' MSL.

Trees beginning 2379' from DER, 220' left of centerline, up to 53' AGL/870' MSL.

Tree, pole beginning 2477' from DER, 304' left of centerline, up to 876' MSL.

Trees beginning 2641' from DER, 366' left of centerline, up to 58' AGL/884' MSL.

Tree, pole beginning 2709' from DER, 112' left of centerline, up to 891' MSL.

Trees beginning 2931' from DER, 35' left of centerline, up to 928' MSL.

Trees beginning 3043' from DER, 163' left of centerline, up to 929' MSL.

Trees beginning 3213' from DER, 286' left of centerline, up to 942' MSL.

Tree, pole beginning 3329' from DER, 168' left of centerline, up to 958' MSL.

Tree 3426' from DER, 1210' left of centerline, 965' MSL.

Trees beginning 3427' from DER, 154' left of centerline, up to 969' MSL.

Trees beginning 3533' from DER, 66' left of centerline, up to 988' MSL.

Trees beginning 3680' from DER, 12' left of centerline, up to 997' MSL.

Tree, bush beginning 4265' from DER, 47' left of centerline, up to 998' MSL.

Tree, bush beginning 4325' from DER, 267' left of centerline, up to 1008' MSL.

Tree, bush beginning 4351' from DER, 95' left of centerline, up to 1013' MSL.

Tree, bush beginning 4393' from DER, 30' left of centerline, up to 1017' MSL.

Trees beginning 4466' from DER, 376' left of centerline, up to 1024' MSL.

Tree, terrain, bush beginning 4485' from DER, 50' left of centerline, up to 1022' MSL.

Tree, bush, terrain beginning 4602' from DER, 11' left of centerline, up to 1025' MSL.

Tree, terrain beginning 4682' from DER, 84' left of centerline, up to 1030' MSL.

Tree, terrain beginning 4797' from DER, 143' left of centerline, up to 1032' MSL.

Tree, terrain, bush, trnsn towers beginning 4880' from DER, 4' left of centerline, up to 1033' MSL.

LAKE VILLAGE, AR

LAKE VILLAGE MUNI (M32)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT1 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 18' from DER, 187' left of centerline, 15' AGL/141' MSL.

Rising terrain 18' from DER, 47' right of centerline, 126' MSL.

Trees, beginning 125' from DER, 159' left of centerline, up to 79' AGL/204' MSL.

Trees, beginning 1010' from DER, 387' right of centerline, up to 66' AGL/192' MSL.

Rwy 19, rising terrain 14' from DER, 221' left of centerline, 127' MSL.

Bush 24' from DER, 194' right of centerline, 6' AGL/131' MSL.

Catenary, bush, and vehicles on road beginning 96' from DER, left and right of centerline, up to 29' AGL/154' MSL.

Poles, buildings, antenna, and vehicles on road beginning 216' from DER, 191' left of centerline, up to 33' AGL/157' MSL.

Trees beginning 691' from DER, 221' right of centerline, 58' AGL/179' MSL.

Tree and poles beginning 961' from DER, left and right of centerline, up to 65' AGL/183' MSL.

Trees, antenna, and pole beginning 1055' from DER, left and right of centerline, up to 72' AGL/186' MSL.

Trees beginning 1405' from DER, 212' right of centerline, up to 69' AGL/189' MSL.

Trees and antenna beginning 1636' from DER, left and right of centerline, up to 74' AGL/199' MSL.

Trees beginning 1714' from DER, left and right of centerline, up to 82' AGL/207' MSL.

Trees beginning 2210' from DER, left and right of centerline, up to 91' AGL/212' MSL.

LAWTON, OK

LAWTON-FT SILL RGNL (LAW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 1709' from DER, 870' left of centerline, 60' AGL/1119' MSL.

Tree 918' from DER, 733' right of centerline, 31' AGL/1098' MSL.

Rwy 35, tree 2377' from DER, 802' left of centerline, 60' AGL/1179' 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

LITTLE ROCK, AR

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1½ or std. w/min. climb of 420' per NM to 500.**Rwy 22L**, 300-1½ or std. w/min. climb of 240' per NM to 500.**Rwy 22R**, 300-2 or std. w/min. climb of 395' per NM to 500.

DEPARTURE PROCEDURE:

Rwy 22R, climb on heading 227° to 1100 before turning right.**Rwy 36**, climb on heading 002° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4L, lighting 10' from DER, on centerline, 1' AGL/263' MSL.

Trees beginning 1155' from DER, 729' right of centerline, up to 312' MSL.

Trees beginning 1729' from DER, 737' right of centerline, up to 322' MSL.

Trees beginning 1971' from DER, 948' right of centerline, up to 324' MSL.

Rwy 4R, lighting 8' from DER, on centerline, 260' MSL.

Tree 663' from DER, 645' right of centerline, 294' MSL.

Trees beginning 815' from DER, 494' right of centerline, up to 295' MSL.

Tree 3170' from DER, 646' left of centerline, 342' MSL.

Tree 3295' from DER, 714' left of centerline, 345' MSL.

Tree 3481' from DER, 744' left of centerline, 351' MSL.

Tree 3499' from DER, 1347' left of centerline, 359' MSL.

Rwy 18, vehicles on road 59' from DER, 431' right of centerline, 267' MSL.

Vehicles on road, fence, lighting beginning 97' from DER, 23' right of centerline, up to 269' MSL.

Lighting 124' from DER, 124' left of centerline, 5' AGL/258' MSL.

General utility 475' from DER, 564' right of centerline, 19' AGL/271' MSL.

Fence, vehicles on road, lighting, pole beginning 488' from DER, 287' right of centerline, up to 32' AGL/282' MSL.

Tree, pole beginning 1023' from DER, 376' left of centerline, up to 299' MSL.

Tree, pole, vehicles on road beginning 1118' from DER, 32' right of centerline, up to 34' AGL/286' MSL.

Tree, vehicles on road, pole beginning 1183' from DER, 1' left of centerline, up to 303' MSL.

Trees beginning 1303' from DER, 10' left of centerline, up to 309' MSL.

Tree 1446' from DER, 15' right of centerline, 53' AGL/294' MSL.

Trees beginning 1466' from DER, 17' right of centerline, up to 75' AGL/315' MSL.

Tree, vehicles on road beginning 1789' from DER, 2' left of centerline, up to 328' MSL.

Tree 1853' from DER, 518' right of centerline, 317' MSL.

Tree, vehicles on road beginning 1863' from DER, on centerline, up to 322' MSL.

Trees beginning 2163' from DER, 52' right of centerline, up to 71' AGL/327' MSL.

Pole, tree beginning 2175' from DER, 8' left of centerline, up to 359' MSL.

Tree 2213' from DER, 273' right of centerline, 76' AGL/329' MSL.

Trees beginning 2218' from DER, 159' right of centerline, up to 331' MSL.

Trees beginning 2230' from DER, 161' right of centerline, up to 78' AGL/332' MSL.

Trees beginning 2252' from DER, 3' right of centerline, up to 78' AGL/333' MSL.

Trees beginning 2279' from DER, 11' right of centerline, up to 87' AGL/341' MSL.

Trees beginning 2339' from DER, 13' left of centerline, up to 93' AGL/363' MSL.

Tree 2343' from DER, 8' right of centerline, 71' AGL/344' MSL.

Trees beginning 2347' from DER, 9' right of centerline, up to 353' MSL.

Trees beginning 2383' from DER, 9' left of centerline, up to 90' AGL/364' MSL.

Tree, pole beginning 2429' from DER, on centerline, up to 91' AGL/369' MSL.

Trees beginning 2468' from DER, 10' right of centerline, up to 82' AGL/360' MSL.

Trees beginning 2492' from DER, 4' right of centerline, up to 89' AGL/368' MSL.

Trees beginning 2667' from DER, 13' left of centerline, up to 378' MSL.

Trees beginning 2730' from DER, 18' left of centerline, up to 77' AGL/379' MSL.

Trees beginning 2752' from DER, 27' right of centerline, up to 78' AGL/370' MSL.

Trees beginning 2777' from DER, 6' right of centerline, up to 81' AGL/374' MSL.

Trees beginning 2783' from DER, 6' right of centerline, up to 83' AGL/377' MSL.

Tree, vegetation, vehicles on road beginning 2816' from DER, 6' left of centerline, up to 78' AGL/383' MSL.

Trees beginning 2962' from DER, 14' right of centerline, up to 378' MSL.

Trees beginning 3023' from DER, 4' right of centerline, up to 68' AGL/382' MSL.

Trees beginning 3046' from DER, 39' right of centerline, up to 67' AGL/384' MSL.

Trees beginning 3049' from DER, 14' right of centerline, up to 72' AGL/388' MSL.

Trees beginning 3083' from DER, 15' right of centerline, up to 75' AGL/396' MSL.

Tree, vehicles on road beginning 3090' from DER, 8' left of centerline, up to 389' MSL.

Tree, vehicles on road beginning 3107' from DER, 3' left of centerline, up to 397' MSL.

Trees beginning 3115' from DER, 56' right of centerline, up to 400' MSL.

Tree, vehicles on road beginning 3121' from DER, on centerline, up to 69' AGL/404' MSL.

Tree, vehicles on road beginning 3162' from DER, 16' right of centerline, up to 413' MSL.

Tree, vegetation beginning 3194' from DER, 1' left of centerline, up to 406' MSL.

Tree, vehicles on road, terrain, vegetation beginning 3230' from DER, 4' right of centerline, up to 72' AGL/421' MSL.

Tree, vegetation beginning 3450' from DER, 6' left of centerline, up to 413' MSL.

Tree, vegetation, terrain beginning 3517' from DER, 9' right of centerline, up to 423' MSL.

Tree, vegetation beginning 3631' from DER, 33' right of centerline, up to 424' MSL.

Tree, vegetation beginning 3658' from DER, 15' right of centerline, up to 426' MSL.

Trees beginning 3796' from DER, 3' left of centerline, up to 37' AGL/414' MSL.

Trees beginning 3799' from DER, 59' right of centerline, up to 428' 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

LITTLE ROCK, AR (CON'T)

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT) (CON'T)

Rwy 18 (CON'T), trees beginning 3807' from DER, 18' right of centerline, up to 62' AGL/435' MSL.
 Trees beginning 3814' from DER, 55' left of centerline, up to 49' AGL/416' MSL.
 Tree, vegetation, building beginning 3826' from DER, 2' left of centerline, up to 43' AGL/417' MSL.
 Trees beginning 3830' from DER, 62' right of centerline, up to 61' AGL/438' MSL.
 Trees beginning 3833' from DER, 11' right of centerline, up to 61' AGL/439' MSL.
 Trees beginning 3892' from DER, 7' right of centerline, up to 59' AGL/440' MSL.
 Tree, vehicles on road beginning 3946' from DER, 1' right of centerline, up to 59' AGL/444' MSL.
 Tree, vegetation, pole, catenary, elevator beginning 4115' from DER, on centerline, up to 81' AGL/451' MSL.
 Tree, building, tank, stack, pole beginning 4680' from DER, 11' right of centerline, up to 59' AGL/460' MSL.
 Trees beginning 1 NM from DER, 1021' left of centerline, up to 418' MSL.
 Tree 1 NM from DER, 1157' left of centerline, 420' MSL.
 Tree 1 NM from DER, 586' left of centerline, 426' MSL.
 Trees beginning 1 nm from DER, 298' left of centerline, up to 431' MSL.
 Trees beginning 1 NM from DER, 160' left of centerline, up to 78' AGL/435' MSL.
 Tree, pole beginning 1.1 NM from DER, 1557' right of centerline, up to 464' MSL.
 Trees beginning 1.2 NM from DER, 2205' right of centerline, up to 58' AGL/465' MSL.
 Trees beginning 1.2 NM from DER, 2302' right of centerline, up to 460' MSL.
Rwy 22L, vehicles on road 10' from DER, 389' left of centerline, 275' MSL.
 Vehicles on road, fence beginning 111' from DER, 32' left of centerline, up to 277' MSL.
 Tree 564' from DER, 648' left of centerline, 307' MSL.
 Tree, pole, vehicles on road beginning 607' from DER, 29' left of centerline, up to 318' MSL.
 Pole 718' from DER, 629' right of centerline, 285' MSL.
 Tree, pole beginning 966' from DER, 38' left of centerline, up to 72' AGL/325' MSL.
 Pole 979' from DER, 502' right of centerline, 36' AGL/295' MSL.
 Trees beginning 989' from DER, 25' right of centerline, up to 49' AGL/296' MSL.
 Tree 1010' from DER, 52' right of centerline, 46' AGL/297' MSL.
 Tree, vehicles on road beginning 1023' from DER, 62' right of centerline, up to 51' AGL/300' MSL.
 Vehicles on road beginning 1319' from DER, 114' right of centerline, up to 51' AGL/301' MSL.
 Vehicles on road 1440' from DER, 153' right of centerline, 52' AGL/303' MSL.
 Trees beginning 1550' from DER, 469' left of centerline, up to 331' MSL.
 Tree 1555' from DER, 516' right of centerline, 311' MSL.
 Tree, sign, tower, pole beginning 1622' from DER, 100' left of centerline, up to 348' MSL.
 Tree, pole beginning 2067' from DER, 19' left of centerline, up to 367' MSL.
 Pole 2142' from DER, 1049' right of centerline, 320' MSL.
 Trees beginning 2280' from DER, 197' left of centerline, up to 379' MSL.
 Tree, pole beginning 2466' from DER, 42' left of centerline, up to 382' MSL.
 Trees beginning 4646' from DER, 1615' right of centerline, up to 386' MSL.
 Trees beginning 4744' from DER, 1583' right of centerline, up to 397' MSL.
 Trees beginning 4938' from DER, 1374' right of centerline, up to 413' MSL.
 Trees beginning 5627' from DER, 1739' right of centerline, up to 49' AGL/416' MSL.
 Tree 5667' from DER, 1763' right of centerline, 43' AGL/417' MSL.
 Trees beginning 5670' from DER, 1766' right of centerline, up to 45' AGL/423' MSL.
 Trees beginning 5785' from DER, 1779' right of centerline, up to 48' AGL/430' MSL.
 Trees beginning 5807' from DER, 1800' right of centerline, up to 50' AGL/431' MSL.
 Trees beginning 5812' from DER, 1815' right of centerline, up to 53' AGL/435' MSL.
 Trees beginning 5865' from DER, 1794' right of centerline, up to 56' AGL/437' MSL.
 Trees beginning 5874' from DER, 1816' right of centerline, up to 57' AGL/438' MSL.
 Trees beginning 5883' from DER, 1839' right of centerline, up to 61' AGL/439' MSL.
 Trees beginning 5920' from DER, 1779' right of centerline, up to 59' AGL/440' MSL.
 Trees beginning 6021' from DER, 1751' right of centerline, up to 59' AGL/444' MSL.
 Tree 1 NM from DER, 1830' right of centerline, 67' AGL/447' MSL.
 Trees beginning 1 NM from DER, 1809' right of centerline, up to 70' AGL/450' MSL.
 Tree 1.2 NM from DER, 2264' right of centerline, 59' AGL/460' MSL.
Rwy 22R, lighting 88' from DER, on centerline, 5' AGL/258' MSL.
 Lighting 297' from DER, on centerline, 8' AGL/261' MSL.
 Building 348' from DER, 478' right of centerline, 17' AGL/267' MSL.
 Vehicles on road beginning 402' from DER, 380' right of centerline, up to 268' MSL.
 Vehicles on road beginning 523' from DER, 400' right of centerline, up to 269' MSL.
 Vehicles on road 587' from DER, 646' left of centerline, 268' MSL.
 Vehicles on road 646' from DER, 570' right of centerline, 274' MSL.
 Pole, vehicles on road beginning 685' from DER, 393' right of centerline, up to 276' MSL.
 Vehicles on road 700' from DER, 680' left of centerline, 271' MSL.
 Vehicles on road 758' from DER, 683' left of centerline, 274' MSL.
 Vehicles on road beginning 792' from DER, 618' left of centerline, up to 275' MSL.
 Fence, tree, vehicles on road, pole beginning 818' from DER, 152' right of centerline, up to 32' AGL/282' MSL.
 Tree, pole, stack, building, tank beginning 910' from DER, 312' right of centerline, up to 292' MSL.
 Vehicles on road beginning 925' from DER, 642' left of centerline, up to 282' MSL.
 Vehicles on road beginning 968' from DER, 361' left of centerline, up to 285' MSL.
 Trees beginning 1204' from DER, 187' left of centerline, up to 68' AGL/305' MSL.
 Trees beginning 1334' from DER, 721' left of centerline, up to 66' AGL/307' MSL.
 Tree, pole beginning 1348' from DER, 94' right of centerline, up to 44' AGL/294' MSL.
 Tree 1623' from DER, 687' right of centerline, 302' MSL.
 Trees beginning 1624' from DER, 931' left of centerline, up to 62' AGL/308' 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

LITTLE ROCK, AR (CON'T)

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT) (CON'T)

Rwy 22R (CON'T), tree 1664' from DER, 945' left of centerline, 62' AGL/311' MSL.
 Trees beginning 1674' from DER, 697' left of centerline, up to 322' MSL.
 Trees beginning 1726' from DER, 270' right of centerline, up to 307' MSL.
 Trees beginning 1929' from DER, 274' right of centerline, up to 61' AGL/310' MSL.
 Trees beginning 1970' from DER, 297' right of centerline, up to 311' MSL.
 Trees beginning 2087' from DER, 550' left of centerline, up to 330' MSL.
 Tree 2136' from DER, 397' right of centerline, 315' MSL.
 Trees beginning 2194' from DER, 874' left of centerline, up to 332' MSL.
 Tree 2210' from DER, 481' right of centerline, 321' MSL.
 Trees beginning 2478' from DER, 997' left of centerline, up to 336' MSL.
 Trees beginning 2727' from DER, 1222' left of centerline, up to 345' MSL.
 Trees beginning 2831' from DER, 407' left of centerline, up to 364' MSL.
 Trees beginning 3023' from DER, 834' left of centerline, up to 379' MSL.
 Trees beginning 3221' from DER, 578' left of centerline, up to 411' MSL.
 Trees beginning 3593' from DER, 695' left of centerline, up to 413' MSL.
 Trees beginning 3711' from DER, 597' left of centerline, up to 417' MSL.
 Trees beginning 3995' from DER, 530' left of centerline, up to 430' MSL.
 Trees beginning 4267' from DER, 749' left of centerline, up to 431' MSL.
 Tree, pole, vegetation beginning 4374' from DER, 678' left of centerline, up to 447' MSL.
 Trees beginning 5641' from DER, 997' left of centerline, up to 448' MSL.
 Tree 5948' from DER, 1935' left of centerline, 449' MSL.
 Trees beginning 5950' from DER, 1153' left of centerline, up to 457' MSL.
 Trees beginning 6029' from DER, 1051' left of centerline, up to 462' MSL.
 Trees beginning 1.3 NM from DER, 2662' left of centerline, up to 474' MSL.
 Tree 1.4 NM from DER, 2662' left of centerline, 482' MSL.
 Tree 1.4 NM from DER, 2756' left of centerline, 487' MSL.
 Trees beginning 1.4 NM from DER, 2703' left of centerline, up to 491' MSL.
 Tree 1.4 NM from DER, 2730' left of centerline, 499' MSL.
 Trees beginning 1.5 NM from DER, 2714' left of centerline, up to 503' MSL.
 Trees beginning 1.5 NM from DER, 2413' left of centerline, up to 504' MSL.
 Tree, tank beginning 1.5 NM from DER, 2622' left of centerline, up to 62' AGL/513' MSL.
 Trees beginning 1.6 NM from DER, 2475' left of centerline, up to 506' MSL.
Rwy 36, vehicles on road 117' from DER, 507' left of centerline, 263' MSL.
 Vehicles on road 175' from DER, 538' right of centerline, 265' MSL.
 Tree, pole beginning 243' from DER, 541' right of centerline, up to 347' MSL.
 Tower 568' from DER, 504' left of centerline, 60' AGL/313' MSL.
 Tree, pole beginning 747' from DER, 2' left of centerline, up to 345' MSL.
 Tree, pole beginning 1074' from DER, 11' right of centerline, up to 354' MSL.
 Trees beginning 1647' from DER, 78' left of centerline, up to 365' MSL.
 Tree 3380' from DER, 830' right of centerline, 355' MSL.
 Trees beginning 3456' from DER, 938' right of centerline, up to 359' MSL.
 Tree 3797' from DER, 484' left of centerline, 366' MSL.
 Tree 3910' from DER, 545' right of centerline, 368' MSL.
 Tree 4585' from DER, 1353' right of centerline, 114' AGL/374' MSL.

LITTLE ROCK AFB (KLRf)

JACKSONVILLE, AR

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 15JUN23 (23166) (USAF)

TAKEOFF OBSTACLES:

Rwy 7, multiple trees 1045' from DER, 724' right of centerline, up to 80' AGL/367' MSL.
 Multiple trees 1433' from DER, 674' left of centerline, up to 80' AGL/370' MSL.
Rwy 25, multiple trees 1006' from DER, 722' right of centerline, 80' AGL/364' MSL.
 Multiple trees 4200' from DER, 757' left of centerline, 80' AGL/400' MSL.

MADILL, OK

MADILL MUNI (1F4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20OCT11 (11293) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 190° to 3100 before turning left.
Rwy 36, climb heading 360° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees across centerline beginning 713' from DER, up to 50' AGL/920' MSL.
Rwy 36, trees beginning 432' from DER, 139' left of centerline, up to 50' AGL/890' MSL.
 Trees beginning 817' from DER, 110' right of centerline, up to 50' AGL/890' MSL.

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

25219

SC-1



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



25219

MAGNOLIA, AR

RALPH C WEISER FLD (AGO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 14SEP17 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, ground 27' from DER, 389' right of centerline, 321' MSL.
 Tree, ground beginning 85' from DER, 150' right of centerline, up to 8' AGL/326' MSL.
 Ol pole 340' from DER, 180' left of centerline, 333' MSL.
 Bush beginning 511' from DER, 185' right of centerline, up to 336' MSL.
 Tree 1189' from DER, 797' right of centerline, 379' MSL.
 Trees beginning 1290' from DER, 720' right of centerline, up to 387' MSL.
 Tree 1337' from DER, 851' left of centerline, 372' MSL.
 Trees beginning 1628' from DER, 837' left of centerline, up to 374' MSL.
 Tree 1725' from DER, 738' right of centerline, 392' MSL.
 Trees beginning 1780' from DER, 247' right of centerline, up to 409' MSL.
 Trees beginning 1825' from DER, 880' left of centerline, up to 378' MSL.
 Tree 2023' from DER, 1009' left of centerline, 381' MSL.
 Pole 2035' from DER, 900' left of centerline, 383' MSL.
 Trees beginning 2179' from DER, 871' left of centerline, up to 386' MSL.
 Treeline beginning 2596' from DER, 94' right of centerline, up to 329' AGL/429' MSL.
 Trees beginning 2642' from DER, 49' left of centerline, up to 112' AGL/455' MSL.
 Trees beginning 2705' from DER, 13' right of centerline, up to 432' MSL.
 Trees beginning 2872' from DER, 8' right of centerline, up to 441' MSL.
 Water tower 5118' from DER, 1444' right of centerline, 135' AGL/459' MSL.
Rwy 36, NT REIL 9' from DER, 89' right of centerline, 302' MSL.
 NT REIL 10' from DER, 90' left of centerline, 3' AGL/303' MSL.
 Trees beginning 278' from DER, 351' right of centerline, up to 354' MSL.
 Trees beginning 633' from DER, 374' left of centerline, up to 371' MSL.
 Trees beginning 842' from DER, 34' left of centerline, up to 385' MSL.
 Trees beginning 2121' from DER, 295' right of centerline, up to 361' MSL.
 Tree 2271' from DER, 118' right of centerline, 362' MSL.
 Tree 2347' from DER, 1033' right of centerline, 363' MSL.
 Tree 2376' from DER, 754' right of centerline, 363' MSL.
 Tree 2431' from DER, 498' right of centerline, 367' MSL.
 Trees beginning 2481' from DER, 221' right of centerline, up to 376' MSL.
 Trees beginning 2719' from DER, 146' right of centerline, up to 383' MSL.

MALVERN, AR

MALVERN MUNI (M78)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (07130) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, multiple trees beginning 456' from DER, 1' left of centerline, up to 100' AGL/649' MSL.
 Multiple trees beginning 456' from DER, 1' right of centerline, up to 100' AGL/649' MSL.
Rwy 22, multiple trees and power lines beginning 241' from DER, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and power lines beginning 241' from DER, 1' right of centerline, up to 75' AGL/604' MSL.

MANGUM, OK

SCOTT FLD (2K4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, building, vehicles on road beginning 14' from DER, 425' left of centerline, up to 18' AGL/1656' MSL.
 Tree, fences, terrain beginning 166' from DER, 297' right of centerline, up to 1656' MSL.
 Vehicles on road 286' from DER, 426' left of centerline, 1659' MSL.
 Vehicles on road 362' from DER, 525' left of centerline, 1660' MSL.
 Vehicles on road 460' from DER, 495' left of centerline, 1662' MSL.
 Vehicles on road 464' from DER, 525' right of centerline, 1667' MSL.
 Poles, vehicles on road, trees, vegetation beginning 477' from DER, 75' right of centerline, up to 29' AGL/1680' MSL.
 Pole, trees, vehicles on road, vegetation beginning 477' from DER, 46' left of centerline, up to 1673' MSL.
 Pole, building, vegetation, vehicles on road beginning 645' from DER, 3' left of centerline, up to 1679' MSL.
 Poles, vegetation, vehicles on road beginning 889' from DER, 45' left of centerline, up to 1681' MSL.
 Vehicles on road 1036' from DER, 374' right of centerline, 1681' MSL.
 Pole, vehicles on road, tree beginning 1103' from DER, 112' right of centerline, up to 1688' MSL.
 Vehicles on road 1202' from DER, 224' left of centerline, 1683' MSL.
 Vehicles on road 1216' from DER, 11' left of centerline, 1684' MSL.
 Vehicles on road 1217' from DER, 123' left of centerline, 1685' MSL.
 Pole 1336' from DER, 409' left of centerline, 1689' MSL.
 Pole 1343' from DER, 190' left of centerline, 30' AGL/1693' MSL.
 Pole 1350' from DER, 39' right of centerline, 1690' MSL.
 Pole 1359' from DER, 260' right of centerline, 1697' MSL.
 Pole 1361' from DER, 485' right of centerline, 28' AGL/1698' MSL.
Rwy 35, terrain 15' from DER, 142' left of centerline, 1622' MSL.
 Fence 46' from DER, 297' left of centerline, 4' AGL/1625' MSL.



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



25219

SC-1

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

25219

MANILA, AR

MANILA MUNI (MXA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 19SEP13 (13262) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, pole 140' from DER, 440' right of centerline, 26' AGL/266' MSL.
 Pole 529' from DER, 449' right of centerline, 39' AGL/279' MSL.
 Tank 211' from DER, 190' left of centerline, 13' AGL/253' MSL.
 Trees beginning 1807' from DER, left and right of centerline, up to 95' AGL/334' MSL.
Rwy 36, pole 584' from DER, 554' left of centerline, 33' AGL/270' MSL.
 Pole 585' from DER, 530' right of centerline, 28' AGL/268' MSL.
 Vehicle on road 569' from DER, 4' left of centerline, 24' AGL/265' MSL.
 Trees beginning 811' from DER, left and right of centerline, up to 116' AGL/351' MSL.

MARIANNA, AR

MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tank 27' from DER, 353' right of centerline, 10' AGL/225' MSL.
 Multiple poles and trees beginning 83' from DER, 372' right of centerline, up to 63' AGL/287' MSL.
 Vehicles on road beginning 109' from DER, 445' right of centerline, up to 17' AGL/234' MSL.
 Wall 183' from DER, 410' right of centerline, 8' AGL/225' MSL.
Rwy 36, vehicles on road beginning 92' from DER, 421' left of centerline, up to 17' AGL/227' MSL.
 Multiple poles and trees beginning 137' from DER, 370' left of centerline, up to 107' AGL/323' MSL.
 Multiple trees beginning 592' from DER, 550' right of centerline, up to 52' AGL/266' MSL.

MARSHALL, AR

SEARCY COUNTY (4A5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 04FEB16 (16035) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 448' per NM to 1500, or 1800-3 for climb in visual conditions.
Rwy 23, std. w/min. climb of 354' per NM to 2200, or 1800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 051° to 2100 before proceeding on course.
Rwy 23, climb heading 231° to 2600 before proceeding on course.

VCOA:

Rwy 5, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Searcy County airport at or above 2600 before proceeding on course.
Rwy 23, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Searcy County airport at or above 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, rising terrain beginning 3' from DER, 300' left and 138' right of centerline, up to 978' MSL.
 Rising terrain beginning 67' from DER, 389' right of centerline, up to 990' MSL.
 Trees and pole beginning 24' from DER, 263' left and 338' right of centerline, up to 137' AGL/1039' MSL.
 Sign 26' from DER, 197' left of centerline, 3' AGL/966' MSL.
 Trees beginning 303' from DER, 71' right of centerline, up to 65' AGL/1020' MSL.
 Trees, poles and t-l towers beginning 976' from DER, 95' right of centerline, up to 107' AGL/1034' MSL.
 Trees, poles and t-l towers beginning 990' from DER, 273' left of centerline, up to 99' AGL/1025' MSL.
 Tree 3006' from DER, 688' left of centerline, 97' AGL/1050' MSL.
 Trees, poles and tower beginning 4742' from DER, 1301' left of centerline, up to 100' AGL/1114' MSL.
 Trees beginning 4776' from DER, 1514' right of centerline, up to 92' AGL/1107' MSL.
Rwy 23, rising terrain beginning 4' from DER, 144' left and 180' right of centerline, up to 945' MSL.
 Trees beginning 7' from DER, 401' left of centerline, up to 79' AGL/995' MSL.
 Trees beginning 43' from DER, 274' right of centerline, up to 29' AGL/967' MSL.
 Trees beginning 70' from DER, 491' right of centerline, up to 62' AGL/1003' MSL.
 Trees beginning 395' from DER, 269' right of centerline, up to 88' AGL/965' MSL.

MC ALESTER, OK

MC ALESTER RGNL (MLC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 02JUL09 (09183) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1½ or std. w/min. climb of 318' per NM to 1100.
Rwy 20, 300-2 or std. w/min. climb of 232' per NM to 1100 or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 2, light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/828' MSL.
 Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL.
 Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' 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

MC ALESTER, OK (CON'T)

MC ALESTER RGNL (MLC) (CON'T)

Rwy 20, multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL.
Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

MC GEHEE, AR

MC GEHEE MUNI (7M1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 2594' from DER, left and right of centerline, up to 100' AGL/234' MSL.

Rwy 36, trees beginning 456' from DER, 365' left of centerline, up to 100' AGL/244' MSL.

Trees beginning 2143' from DER, 1048' right of centerline, up to 100' AGL/244' MSL.

Trees beginning 2404' from DER, 899' left of centerline, up to 100' AGL/244' MSL.

MELBOURNE, AR

MELBOURNE MUNI/JOHN E MILLER FLD (42A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAY18 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 300-1¼ or std w/min climb of 235' per NM to 1000 or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vegetation 1' from DER, 384' right of centerline, 710' MSL.

Trees beginning 22' from DER, 252' right of centerline, up to 39' AGL/733' MSL.

Tree 151' from DER, 510' left of centerline, 723' MSL.

Tree 297' from DER, 577' left of centerline, 725' MSL.

Tree 427' from DER, 519' left of centerline, 737' MSL.

Trees beginning 537' from DER, 552' left of centerline, up to 749' MSL.

Trees beginning 1044' from DER, 643' right of centerline, up to 757' MSL.

Tree 1234' from DER, 582' right of centerline, 771' MSL.

Tree 1332' from DER, 528' right of centerline, 775' MSL.

Tree 1426' from DER, 472' right of centerline, 777' MSL.

Trees beginning 1519' from DER, 314' right of centerline, up to 792' MSL.

Tree 2322' from DER, 712' left of centerline, 781' MSL.

Tree 2990' from DER, 426' left of centerline, 785' MSL.

Tree 3099' from DER, 426' left of centerline, 789' MSL.

Tree 3212' from DER, 753' left of centerline, 796' MSL.

Tree 3244' from DER, 1270' left of centerline, 797' MSL.

Trees beginning 3359' from DER, 378' left of centerline, up to 806' MSL.

Tree 3467' from DER, 76' right of centerline, 796' MSL.

Rwy 21, fence, terrain, vegetation beginning 16' from DER, 357' left of centerline, up to 756' MSL.

Tree, vegetation beginning 31' from DER, 267' right of centerline, up to 69' AGL/786' MSL.

Trees beginning 170' from DER, 500' right of centerline, up to 79' AGL/789' MSL.

Trees beginning 652' from DER, 509' right of centerline, up to 790' MSL.

Trees beginning 983' from DER, 505' right of centerline, up to 792' MSL.

Trees beginning 1164' from DER, 548' left of centerline, up to 806' MSL.

Trees beginning 1180' from DER, 503' right of centerline, up to 793' MSL.

Trees beginning 1357' from DER, 528' left of centerline, up to 807' MSL.

Trees beginning 1526' from DER, 524' right of centerline, up to 794' MSL.

Trees beginning 1615' from DER, 515' left of centerline, up to 813' MSL.

Trees beginning 1666' from DER, 746' right of centerline, up to 797' MSL.

Tree 1732' from DER, 843' right of centerline, 800' MSL.

Trees beginning 1778' from DER, 482' left of centerline, up to 819' MSL.

Tree 1791' from DER, 560' right of centerline, 801' MSL.

Trees beginning 1823' from DER, 528' right of centerline, up to 805' MSL.

Tree 2057' from DER, 733' right of centerline, 808' MSL.

Trees beginning 2081' from DER, 493' right of centerline, up to 811' MSL.

Trees beginning 2212' from DER, 353' right of centerline, up to 813' MSL.

Trees beginning 2298' from DER, 239' right of centerline, up to 814' MSL.

Tree 2725' from DER, 1014' left of centerline, 822' MSL.

Trees beginning 2740' from DER, 1074' left of centerline, up to 830' MSL.

Trees beginning 2895' from DER, 1139' left of centerline, up to 838' MSL.

Trees beginning 3510' from DER, 839' right of centerline, up to 831' MSL.

Tree 3627' from DER, 791' right of centerline, 833' MSL.

Tree 3928' from DER, 68' left of centerline, 842' MSL.

Trees beginning 3952' from DER, 33' right of centerline, up to 852' MSL.

Tree 4047' from DER, 97' left of centerline, 846' MSL.

Tree 4857' from DER, 1721' left of centerline, 858' MSL.

Tree 5119' from DER, 1713' left of centerline, 873' MSL.

Trees beginning 5211' from DER, 1646' left of centerline, up to 874' MSL.

Tree 5465' from DER, 239' left of centerline, 876' MSL.

Tree 5582' from DER, 399' left of centerline, 880' MSL.

CON'T



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



25219

SC-1



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



25219

MELBOURNE, AR (CON'T)

MELBOURNE MUNI/JOHN E MILLER FLD (42A) (CON'T)

Rwy 21 (CON'T), tree 5618' from DER, 265' left of centerline, 887' MSL.
Trees beginning 5708' from DER, 199' left of centerline, up to 894' MSL.
Trees beginning 5817' from DER, 45' left of centerline, up to 897' MSL.
Trees beginning 5913' from DER, 210' left of centerline, up to 899' MSL.
Tree 6002' from DER, 25' right of centerline, 69' AGL/899' MSL.
Tree 6012' from DER, 64' left of centerline, 69' AGL/902' MSL.
Tank 1 NM from DER, 198' left of centerline, 92' AGL/925' MSL.

MENA, AR

MENA INTERMOUNTAIN MUNI (MEZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, std w/min climb of 435' per NM to 2700 or 1900-3 for climb in visual conditions.
Rwy 27, std w/min climb of 425' per NM to 2100 or 1900-3 for climb in visual conditions.
Rwy 35, std w/min climb of 465' per NM to 3300 or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 089° to 2100 before turning right.
Rwy 17, climb heading 170° to 2800 before turning right.
Rwy 27, climb heading 269° to 2000 before turning left.

VCOA:

Rwys 17, 27, 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mena Intermountain Municipal Airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, lighting 10' from DER, 28' right of centerline, 2' AGL/1051' MSL.
Lighting, NAVAID beginning 11' from DER, 28' left of centerline, up to 2' AGL/1051' MSL.
Vegetation 66' from DER, 479' left of centerline, 1058' MSL.
Rwy 17, NAVAID 39' from DER, 75' right of centerline, 3' AGL/1081' MSL.
NAVAID 39' from DER, 76' left of centerline, 3' AGL/1081' MSL.
Vegetation 444' from DER, 604' left of centerline, 1092' MSL.
Tree 657' from DER, 611' left of centerline, 1109' MSL.
Trees beginning 831' from DER, 147' left of centerline, up to 1110' MSL.
Tree 1080' from DER, 755' left of centerline, 1146' MSL.
Tree 3764' from DER, 1176' left of centerline, 1183' MSL.
Tree 3957' from DER, 58' left of centerline, 1187' MSL.
Trees beginning 1.5 NM from DER, 132' left of centerline, up to 1355' MSL.
Tree 1.5 nm from DER, 2400' right of centerline, 1328' MSL.
Tree 1.5 NM from DER, 93' right of centerline, 1338' MSL.
Trees beginning 1.5 nm from DER, 2229' right of centerline, up to 1354' MSL.
Trees beginning 1.5 NM from DER, 141' left of centerline, up to 1412' MSL.
Trees beginning 1.6 NM from DER, 299' right of centerline, up to 1387' MSL.
Trees beginning 1.6 NM from DER, 413' left of centerline, up to 1419' MSL.
Tree 1.6 NM from DER, 37' right of centerline, 1455' MSL.
Trees beginning 1.6 NM from DER, 269' right of centerline, up to 1469' MSL.
Tree 1.6 NM from DER, 156' left of centerline, 1464' MSL.
Trees beginning 1.6 NM from DER, 1660' left of centerline, up to 1471' MSL.
Trees beginning 1.6 NM from DER, 437' left of centerline, up to 1487' MSL.
Trees beginning 1.6 NM from DER, 524' right of centerline, up to 1486' MSL.
Tree 1.6 NM from DER, 254' right of centerline, 1541' MSL.
Tree 1.6 NM from DER, 238' left of centerline, 1537' MSL.
Trees beginning 1.6 NM from DER, 37' right of centerline, up to 1586' MSL.
Trees beginning 1.6 NM from DER, 851' left of centerline, up to 1542' MSL.
Trees beginning 1.7 NM from DER, 84' left of centerline, up to 1631' MSL.
Trees beginning 1.8 nm from DER, 211' left of centerline, up to 1658' MSL.
Trees, pole beginning 1.8 NM from DER, 39' right of centerline, up to 1591' MSL.
Trees beginning 2.1 NM from DER, 2255' right of centerline, up to 1634' MSL.
Trees beginning 2.2 NM from DER, 1778' right of centerline, up to 1652' MSL.
Trees beginning 2.2 NM from DER, 2711' right of centerline, up to 1666' MSL.
Trees beginning 2.3 NM from DER, 74' right of centerline, up to 1689' MSL.
Trees beginning 2.4 NM from DER, 440' right of centerline, up to 1708' MSL.
Trees beginning 2.5 NM from DER, 18' right of centerline, up to 1754' MSL.
Pole, trees beginning 2.5 NM from DER, 218' left of centerline, up to 57' AGL/1767' MSL.
Tree 2.5 NM from DER, 824' left of centerline, 1796' MSL.
Tree 2.5 NM from DER, 1144' left of centerline, 1831' MSL.
Rwy 27, NAVAID 39' from DER, 90' left of centerline, 2' AGL/1079' MSL.
NAVAID 39' from DER, 89' right of centerline, 1079' MSL.
Tree 333' from DER, 537' right of centerline, 1099' MSL.
Trees beginning 415' from DER, 327' right of centerline, up to 1108' MSL.
Trees beginning 723' from DER, 515' right of centerline, up to 1109' MSL.
Trees beginning 946' from DER, 450' right of centerline, up to 1110' MSL.
Tree 1070' from DER, 471' right of centerline, 1112' MSL.
Tree 1124' from DER, 573' left of centerline, 1110' MSL.

CON'T



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



25219

SC-1



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



25219

MENA, AR (CON'T)

MENA INTERMOUNTAIN MUNI (MEZ) (CON'T)

Rwy 27 (CON'T), tree 1184' from DER, 694' right of centerline, 1127' MSL.
 Trees beginning 1201' from DER, 380' left of centerline, up to 1148' MSL.
 Trees beginning 1411' from DER, 110' right of centerline, up to 1145' MSL.
 Trees beginning 1658' from DER, 496' left of centerline, up to 1149' MSL.
 Trees beginning 1875' from DER, 449' right of centerline, up to 1146' MSL.
 Trees beginning 1913' from DER, 271' right of centerline, up to 1152' MSL.
 Trees beginning 2074' from DER, 163' left of centerline, up to 1152' MSL.
 Trees beginning 2122' from DER, 34' left of centerline, up to 1158' MSL.
 Tree 2165' from DER, 117' right of centerline, 1155' MSL.
 Trees beginning 2201' from DER, 208' right of centerline, up to 1157' MSL.
 Trees beginning 2302' from DER, 14' right of centerline, up to 1162' MSL.
 Trees beginning 2471' from DER, 155' left of centerline, up to 1159' MSL.
 Trees beginning 2567' from DER, 5' right of centerline, up to 1164' MSL.
 Trees beginning 2634' from DER, 319' left of centerline, up to 1165' MSL.
 Trees beginning 2743' from DER, 121' left of centerline, up to 1167' MSL.
 Trees beginning 2789' from DER, 107' right of centerline, up to 1167' MSL.
 Trees beginning 2950' from DER, 13' left of centerline, up to 1169' MSL.
 Trees beginning 2973' from DER, 79' right of centerline, up to 1175' MSL.
 Trees beginning 3163' from DER, 75' left of centerline, up to 1171' MSL.
 Trees beginning 3297' from DER, 862' right of centerline, up to 1176' MSL.
 Tree 4266' from DER, 482' right of centerline, 1186' MSL.
 Tree 1.3 NM from DER, 2513' left of centerline, 1292' MSL.
 Tree 1.4 NM from DER, 2508' left of centerline, 1295' MSL.
 Tree 1.5 NM from DER, 2542' left of centerline, 1315' MSL.
 Tree 1.5 NM from DER, 2775' left of centerline, 1401' MSL.
 Tree 1.5 NM from DER, 2547' left of centerline, 1413' MSL.
 Trees beginning 1.5 NM from DER, 2167' left of centerline, up to 1424' MSL.
 Tree 1.5 NM from DER, 2665' left of centerline, 1445' MSL.
 Trees beginning 1.5 NM from DER, 2156' left of centerline, up to 1500' MSL.
 Trees beginning 1.5 NM from DER, 1896' left of centerline, up to 1529' MSL.
 Trees, buildings beginning 1.6 NM from DER, 1928' left of centerline, up to 1592' MSL.
 Building, trees beginning 1.8 NM from DER, 1384' left of centerline, up to 27' AGL/1609' MSL.
 Trees beginning 1.8 NM from DER, 868' left of centerline, up to 1615' MSL.
 Trees beginning 1.9 NM from DER, 685' left of centerline, up to 1652' MSL.
 Building, trees beginning 1.9 NM from DER, 259' left of centerline, up to 51' AGL/1715' MSL.
 Trees beginning 2.1 NM from DER, 53' right of centerline, up to 1449' MSL.
 Tree, pole beginning 2.2 NM from DER, 320' right of centerline, up to 1462' MSL.
Rwy 35, buildings beginning 26' from DER, 365' right of centerline, up to 103' AGL/1069' MSL.
 Trees, pole beginning 106' from DER, 41' left of centerline, up to 1106' MSL.
 Trees beginning 641' from DER, 425' right of centerline, up to 1120' MSL.
 Trees beginning 1074' from DER, 117' right of centerline, up to 1130' MSL.
 Tree 2146' from DER, 60' left of centerline, 1120' MSL.

MIAMI, OK

MIAMI RGNL (MIO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26MAY16 (16147) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, buildings, trees, and power lines beginning 772' from DER, 339' left of centerline, up to 100' AGL/899' MSL. Building 3539' from DER, 738' right of centerline, 100' AGL/899' MSL.

Rwy 35, building, trees, and power lines beginning 1398' from DER, 449' right of centerline, up to 100' AGL/919' MSL.

MONTICELLO, AR

MONTICELLO MUNI/ELLIS FLD (LLQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 300-1½ or std w/min climb of 436'/NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 3, terrain 24' from DER, 495' left of centerline, 241' MSL.
 Vehicles on road, fence beginning 139' from DER, 436' right of centerline, up to 18' AGL/245' MSL.
 Vehicles on road 204' from DER, 464' right of centerline, 18' AGL/246' MSL.
 Pole 281' from DER, 448' right of centerline, 31' AGL/260' MSL.
 Pole 350' from DER, 571' right of centerline, 33' AGL/261' MSL.
 Tree 375' from DER, 397' right of centerline, 59' AGL/289' MSL.
 Trees, pole beginning 491' from DER, 405' right of centerline, up to 81' AGL/311' MSL.
 Trees beginning 651' from DER, 172' right of centerline, up to 111' AGL/342' MSL.
 Pole 655' from DER, 673' left of centerline, 32' AGL/272' MSL.
 Tree, poles beginning 690' from DER, 418' left of centerline, up to 70' AGL/309' MSL.
 Trees beginning 1238' from DER, 480' left of centerline, up to 91' AGL/321' MSL.
 Tree 1803' from DER, 790' left of centerline, 90' AGL/323' MSL.

CON'T



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



25219

SC-1

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

25219

MONTICELLO, AR (CON'T)

MONTICELLO MUNI/ELLIS FLD (LLQ) (CON'T)

Rwy 3 (CON'T), trees beginning 2053' from DER, 101' left of centerline, up to 91' AGL/326' MSL.

Rwy 21, terrain 1' from DER, 498' right of centerline, 280' MSL.

Pole 578' from DER, 552' right of centerline, 34' AGL/310' MSL.

Tree, pole beginning 640' from DER, 474' right of centerline, up to 62' AGL/338' MSL.

Trees, poles beginning 775' from DER, on centerline, up to 71' AGL/345' MSL.

Pole 1006' from DER, 730' left of centerline, 36' AGL/299' MSL.

Tree 1338' from DER, 527' left of centerline, 78' AGL/343' MSL.

Trees, pole beginning 1518' from DER, 137' left of centerline, up to 97' AGL/354' MSL.

Trees, pole beginning 1808' from DER, 270' right of centerline, up to 72' AGL/349' MSL.

Trees, pole beginning 1931' from DER, 21' left of centerline, up to 106' AGL/371' MSL.

Trees beginning 2032' from DER, 454' right of centerline, up to 74' AGL/357' MSL.

Tree 2492' from DER, 244' right of centerline, 80' AGL/370' MSL.

Tree 2706' from DER, 591' right of centerline, 91' AGL/382' MSL.

Tree 2830' from DER, 234' left of centerline, 95' AGL/375' MSL.

Trees beginning 2923' from DER, on centerline, up to 97' AGL/389' MSL.

Tree 3089' from DER, 896' left of centerline, 85' AGL/399' MSL.

Tree 3400' from DER, 558' right of centerline, 93' AGL/394' MSL.

Tree 3548' from DER, 1253' left of centerline, 84' AGL/406' MSL.

Trees beginning 3552' from DER, 200' right of centerline, up to 89' AGL/401' MSL.

Poles, trees beginning 3645' from DER, 241' left of centerline, up to 105' AGL/417' MSL.

Tree 3721' from DER, 525' right of centerline, 97' AGL/412' MSL.

Trees beginning 3847' from DER, 56' right of centerline, up to 93' AGL/414' MSL.

Trees, pole, transmission lines beginning 4720' from DER, 1499' right of centerline, up to 100' AGL/415' MSL.

Transmission line beginning 5147' from DER, 1040' right of centerline, up to 93' AGL/415' MSL.

Transmission line beginning 5513' from DER, 1060' right of centerline, up to 56' AGL/416' MSL.

Transmission line, tree, pole beginning 5638' from DER, 667' right of centerline, up to 46' AGL/417' MSL.

MOORELAND, OK

MOORELAND MUNI (MDF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 191' from DER, 182' right of centerline, up to 50' AGL/2003' MSL.

Trees beginning 421' from DER, 337' left of centerline, up to 50' AGL/2006' MSL.

Power pole 498' from DER, 176' right of centerline, 35' AGL/1992' MSL.

Rwy 35, power pole 1225' from DER, 43' left of centerline, 35' AGL/2004' MSL.

MORRILTON, AR

MORRILTON MUNI (BDQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08MAY08 (08129) (FAA)

TAKEOFF MINIMUMS:

Rwy 27, Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 27, For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 321' from DER, 511' right of centerline up to 100' AGL/419' MSL.

Trees beginning 3378' from DER, 346' left of centerline, up to 100' AGL/449' MSL.

Rwy 27, trees beginning 814' from DER, 317' left of centerline up to 100' AGL/399' MSL.

Trees beginning 1552' from DER, 6' right of centerline up to 100' AGL/429' MSL.

PETIT JEAN PARK (MPJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1½ or std. w/min. climb of 326' per NM to 1300.

Rwy 21, 300-2 or std. w/min. climb of 366' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 3, pole, traverse way beginning 47' from DER, 447' left of centerline, up to 28' AGL/968' MSL.

Tree, traverse way beginning 162' from DER, 243' left of centerline, up to 51' AGL/995' MSL.

Tree, pole, traverse way beginning 205' from DER, 1' right of centerline, up to 48' AGL/962' MSL.

Tree, pole beginning 359' from DER, 224' right of centerline, up to 53' AGL/972' MSL.

Tree, pole beginning 496' from DER, 173' right of centerline, up to 62' AGL/985' MSL.

Tree, pole, building beginning 588' from DER, 160' right of centerline, up to 66' AGL/992' MSL.

Trees beginning 797' from DER, 91' left of centerline, up to 64' AGL/1008' MSL.

Tree 1040' from DER, 356' left of centerline, 78' AGL/1009' MSL.

Trees beginning 1150' from DER, 92' left of centerline, up to 80' AGL/1020' MSL.

Tree 1162' from DER, 6' right of centerline, 59' AGL/1003' MSL.

Tree 1236' from DER, 678' right of centerline, 73' AGL/1023' MSL.

Trees beginning 1430' from DER, 16' right of centerline, up to 73' AGL/1028' MSL.

Trees beginning 1858' from DER, 101' left of centerline, up to 88' AGL/1030' 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

MORRILTON, AR (CON'T)

PETIT JEAN PARK (MPJ) (CON'T)

Rwy 3 (CON'T), trees beginning 2520' from DER, 16' left of centerline, up to 55' AGL/1039' MSL.

Tree 2579' from DER, 233' right of centerline, 48' AGL/1035' MSL.

Tree 2640' from DER, 440' left of centerline, 54' AGL/1042' MSL.

Trees beginning 2712' from DER, 11' right of centerline, up to 57' AGL/1051' MSL.

Tree 2808' from DER, 53' left of centerline, 50' AGL/1049' MSL.

Trees beginning 2993' from DER, 55' left of centerline, up to 58' AGL/1053' MSL.

Tree 3594' from DER, 38' right of centerline, 56' AGL/1056' MSL.

Tree 3733' from DER, 1385' right of centerline, 73' AGL/1064' MSL.

Tree 3748' from DER, 937' right of centerline, 79' AGL/1071' MSL.

Tree 5154' from DER, 654' right of centerline, 81' AGL/1133' MSL.

Tree 1 NM from DER, 958' left of centerline, 61' AGL/1157' MSL.

Rwy 21, fence 2' from DER, 250' right of centerline, 12' AGL/896' MSL.

Tree 116' from DER, 367' right of centerline, 60' AGL/944' MSL.

Tree 1018' from DER, 420' left of centerline, 53' AGL/939' MSL.

Tree 1134' from DER, 672' left of centerline, 69' AGL/962' MSL.

Tree 1181' from DER, 478' left of centerline, 92' AGL/984' MSL.

Trees beginning 1350' from DER, 60' left of centerline, up to 91' AGL/987' MSL.

Tree 1390' from DER, 521' right of centerline, 81' AGL/964' MSL.

Tree 1568' from DER, 663' right of centerline, 86' AGL/972' MSL.

Tree, building beginning 1588' from DER, 314' right of centerline, up to 90' AGL/982' MSL.

Tree 1638' from DER, 208' left of centerline, 93' AGL/996' MSL.

Tree, traverse way beginning 1765' from DER, 52' left of centerline, up to 93' AGL/997' MSL.

Tree 1909' from DER, 679' left of centerline, 88' AGL/1007' MSL.

Trees beginning 2067' from DER, 36' left of centerline, up to 96' AGL/1015' MSL.

Trees beginning 2101' from DER, 62' right of centerline, up to 84' AGL/997' MSL.

Tree, building, pole beginning 2287' from DER, 247' left of centerline, up to 82' AGL/1016' MSL.

Tree 2579' from DER, 1184' right of centerline, 90' AGL/1002' MSL.

Tree, pole beginning 2909' from DER, 268' right of centerline, up to 83' AGL/1019' MSL.

Trees beginning 3104' from DER, 40' right of centerline, up to 83' AGL/1029' MSL.

Tree, pole beginning 3165' from DER, 44' left of centerline, up to 75' AGL/1037' MSL.

Tree, pole beginning 3504' from DER, 14' left of centerline, up to 68' AGL/1049' MSL.

Trees beginning 4070' from DER, 1187' right of centerline, up to 77' AGL/1031' MSL.

Tree 4375' from DER, 419' right of centerline, 87' AGL/1033' MSL.

Trees beginning 4405' from DER, 99' right of centerline, up to 90' AGL/1034' MSL.

Tree 1.2 NM from DER, 2579' left of centerline, 64' AGL/1198' MSL.

MOUNTAIN HOME, AR

BAXTER COUNTY (BPK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 13SEP18 (18256) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 51' from DER, 304' right of centerline, 962' MSL.

Tree 196' from DER, 400' right of centerline, 964' MSL.

Tree 303' from DER, 438' left of centerline, 943' MSL.

Tree 362' from DER, 464' right of centerline, 971' MSL.

Tree, pole beginning 509' from DER, 37' right of centerline, up to 976' MSL.

Tree, pole beginning 719' from DER, 53' left of centerline, up to 972' MSL.

Transmission line 1231' from DER, 261' left of centerline, 61' AGL/975' MSL.

Pole, transmission line beginning 1654' from DER, 257' right of centerline, up to 984' MSL.

Tree 2120' from DER, 552' left of centerline, 1017' MSL.

Pole 2713' from DER, 250' right of centerline, 49' AGL/1010' MSL.

Rwy 23, trees beginning 197' from DER, 376' left of centerline, up to 979' MSL.

Trees beginning 460' from DER, 463' right of centerline, up to 970' MSL.

Tree 1437' from DER, 650' right of centerline, 989' MSL.

Tree 1642' from DER, 579' left of centerline, 998' MSL.

Tree 1726' from DER, 876' left of centerline, 1000' MSL.

MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEML FLD (7M2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30MAR17 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, std. w/min. climb of 450' per NM to 2200, or 2200-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 092° to 2100 before turning.

Rwy 27, climb heading 272° to 2800 before turning.

VCOA:

Rwy 9, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mountain View Wilcox Meml Fld at or above 2100 before proceeding on course.

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

25219

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

25219

MULDROW AHP (KHYM)

LEXINGTON, OK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 07SEP23 (23250) (USA)

TAKEOFF MINIMUMS:

Rwys 17, 35, std COPTER only.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees, poles, bldgs, fuel tanks beginning 21' from DER, left and right of centerline, up to 60' AGL/1150' MSL.**Rwy 35**, trees, bldgs beginning 44' from DER, left and right of centerline, up to 70' AGL/1160' MSL.

MUSKOGEE, OK

MUSKOGEE-DAVIS RGNL (MKO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA-Environmental.**Rwy 22**, 300-1½ or std w/min climb of 436'/NM to 900.**Rwy 31**, 300-1½ or std w/min climb of 282'/NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 4, vehicles on road 564' from DER, 571' right of centerline, 612' MSL.

Tree 1117' from DER, 66' right of centerline, 40' AGL/630' MSL.

Rwy 22, trees beginning 6' from DER, 325' right of centerline, up to 26' AGL/632' MSL.

Tree 634' from DER, 361' left of centerline, 627' MSL.

Pole, tree beginning 713' from DER, 147' left of centerline, up to 32' AGL/635' MSL.

Pole 929' from DER, 683' right of centerline, 49' AGL/641' MSL.

Tree 2814' from DER, 575' right of centerline, 682' MSL.

Tree 2860' from DER, 965' right of centerline, 700' MSL.

Tree 2873' from DER, 863' right of centerline, 34' AGL/708' MSL.

Trees beginning 2921' from DER, 777' right of centerline, up to 35' AGL/710' MSL.

Tree, terrain beginning 2946' from DER, 51' right of centerline, up to 33' AGL/715' MSL.

Trees beginning 3064' from DER, 62' left of centerline, up to 693' MSL.

Trees beginning 3108' from DER, 70' left of centerline, up to 698' MSL.

Tree 3311' from DER, 334' left of centerline, 699' MSL.

Tree 3416' from DER, 106' left of centerline, 700' MSL.

Tree 3527' from DER, 253' left of centerline, 702' MSL.

Tree 3636' from DER, 986' right of centerline, 809' MSL.

Tree 3711' from DER, 153' left of centerline, 705' MSL.

Trees beginning 4550' from DER, 1675' left of centerline, up to 100' AGL/767' MSL.

Trees beginning 4972' from DER, 1751' right of centerline, up to 100' AGL/773' MSL.

Rwy 31, sign 22' from DER, 259' left of centerline, 4' AGL/609' MSL.

NASHVILLE, AR

HOWARD COUNTY (M77)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09FEB12 (12040) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, fence and trees beginning 16' from DER, 259' left of centerline, up to 70' AGL/613' MSL.

Trees beginning 49' from DER, 344' right of centerline, up to 76' AGL/601' MSL.

Rwy 19, trees, buildings, poles, antenna, catenary, and road beginning 12' from DER, 200' left of centerline, up to 97' AGL/592' MSL.

Trees and catenary beginning 85' from DER, 241' right of centerline, up to 92' AGL/591' MSL.

NEWPORT, AR

NEWPORT RGNL (M19)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 01FEB18 (18032) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 22, building beginning 1947' from DER, 452' right of centerline, 60' AGL/299' MSL.**Rwy 36**, trees 2163' from DER, 939' left of centerline, up to 100' AGL/339' MSL.

NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 26MAY16 (16147) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.**Rwy 18**, tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL.**Rwy 21**, tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL.

Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL.

Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL.

Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL.

Rwy 36, poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' 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

NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK MUNI (ORK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15AUG19 (19227) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 166' from DER, 389' right of centerline, 553' MSL.

Trees beginning 333' from DER, 495' right of centerline, up to 566' MSL.

Tree 1298' from DER, 272' left of centerline, 553' MSL.

Tree 1371' from DER, 796' left of centerline, 572' MSL.

Rwy 17, pole and wind indicator beginning 52' from DER, 224' right of centerline, up to 9' AGL/547' MSL.

Tree 618' from DER, 628' left of centerline, 558' MSL.

Trees beginning 1102' from DER, 83' right of centerline, up to 579' MSL.

Tree 1106' from DER, 11' left of centerline, 574' MSL.

Tree 1213' from DER, 8' left of centerline, 580' MSL.

Trees beginning 1230' from DER, 132' right of centerline, up to 583' MSL.

Trees beginning 1356' from DER, 95' left of centerline, up to 583' MSL.

Tree 1592' from DER, 109' left of centerline, 596' MSL.

Tree 1791' from DER, 91' right of centerline, 587' MSL.

Rwy 23, tree 285' from DER, 518' left of centerline, 579' MSL.

Pole 722' from DER, 481' right of centerline, 36' AGL/565' MSL.

Tree 902' from DER, 673' right of centerline, 568' MSL.

Rwy 35, trees beginning 164' from DER, 205' right of centerline, up to 581' MSL.

Terrain 178' from DER, 486' left of centerline, 560' MSL.

Fence and vehicles on road beginning 892' from DER, crossing extended runway centerline, up to 11' AGL/575' MSL.

Tree 986' from DER, 189' left of centerline, 573' MSL.

Pole 1081' from DER, 584' left of centerline, 41' AGL/608' MSL.

Tree 1490' from DER, 634' left of centerline, 627' MSL.

Trees and pole beginning 1541' from DER, 3' left of centerline, up to 632' MSL.

Tree 1599' from DER, 251' right of centerline, 597' MSL.

Tree 1750' from DER, 204' right of centerline, 599' MSL.

OKLAHOMA CITY, OK

CLARENCE E PAGE MUNI (RCE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17R, multiple trees beginning 43' from DER, 331' right of centerline, 15' AGL/1348' MSL.

Multiple trees beginning 260' from DER, 345' left of centerline, 37' AGL/1366' MSL.

Rwy 35L, bush 90' from DER, 482' left of centerline, 8' AGL/1358' MSL.

OKC WILL ROGERS INTL (OKC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24JUL14 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 35L, post 48' from DER, 495' left of centerline, 8' AGL/1287' MSL.

Rwy 36, obstruction light on windsock 674' from DER, 152' left of centerline, 25' AGL/1295' MSL.

SUNDANCE (HSD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12OCT17 (17285) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 174° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 133' from DER, 275' left of centerline, 1217' MSL.

Tree 206' from DER, 534' left of centerline, 1224' MSL.

Building 441' from DER, 472' left of centerline, 33' AGL/1215' MSL.

Tank 759' from DER, 545' right of centerline, 15' AGL/1212' MSL.

Tree 1553' from DER, 273' left of centerline, 1238' MSL.

T-L tower 4131' from DER, 562' left of centerline, 105' AGL/1334' MSL.

T-L tower 4807' from DER, 107' right of centerline, 109' AGL/1341' MSL.

Rwy 36, tree 131' from DER, 499' left of centerline, 1187' MSL.

WILEY POST (PWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:

Rwy 17L, 300-1¼ or std. w/min. climb of 307' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 13, climb heading 130° to 2300 before turning left.

Rwys 35L, 35R, climb heading 355° to 1900 before turning right.

CON'T



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



25219

SC-1

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

25219

OKLAHOMA CITY, OK (CON'T)

WILEY POST (PWA) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 13, hangar 467' from DER, 466' left of centerline, 19' AGL/1316' MSL.

Hangar 1349' from DER, 602' right of centerline, 35' AGL/1334' MSL.

Rwy 17L, trees beginning 1292' from DER, 371' right of centerline, up to 67' AGL/1348' MSL.

Tank 4592' from DER, 1222' left of centerline, 148' AGL/1478' MSL.

Tank 1 NM from DER, 1387' left of centerline, 144' AGL/1467' MSL.

Rwy 17R, pole 344' from DER, 422' left of centerline, 20' AGL/1305' MSL.

Rwy 35L, trees beginning 143' from DER, 516' left of centerline, up to 50' AGL/1321' MSL.

Spire 2441' from DER, 901' left of centerline, 86' AGL/1366' MSL.

OKMULGEE, OK

OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25OCT07 (22363) (FAA)

DEPARTURE PROCEDURE:

Rwy 36, climb heading 356° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 1303' from DER, 69' left of centerline, up to 100' AGL/779' MSL.

Multiple trees beginning 1699' from DER, 12' right of centerline, up to 100' AGL 779' MSL.

OSCEOLA, AR

OSCEOLA MUNI (7M4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05NOV98 (98309) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1.

TAKEOFF OBSTACLE NOTES:

Rwy 1, 180' AGL antenna 3003' from DER, 20' right of centerline.

OZARK, AR

OZARK/FRANKLIN COUNTY (7M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03JUN10 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 400-1½ or std. w/min. climb of 492' per NM to 1200.

Rwy 22, std. w/min. climb of 245' per NM to 1400, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 4, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

Rwy 22, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual conditions cross Ozark/Franklin County airport southwest bound at or above 1400 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tower 6713' from DER, 470' left of centerline, 995' MSL/205' AGL. Multiple trees and terrain beginning 27' from DER, 5' right of centerline, up to 50' AGL/849' MSL.

Multiple trees and terrain beginning 42' from DER, 87' left of centerline, up to 50' AGL/909' MSL.

Tank 582' from DER, 521' left of centerline, 13' AGL/678' MSL.

Tower 57' from DER, 404' right of centerline, 34' AGL/687' MSL.

Rwy 22, multiple trees beginning 159' from DER, 59' right of centerline, up to 50' AGL/949' MSL.

Multiple trees beginning 154' from DER, 59' left of centerline, up to 50' AGL/909' MSL.

PARAGOULD, AR

KIRK FLD (PGR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19FEB04 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-1 or std. w/min. climb of 333' per NM to 600.

Rwys 8, 26, NA-unsurveyed turf runways.

Rwy 22, 200-1.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tank 5070' from DER, 883' right of centerline, 190' AGL/470' MSL.

Road 1285' from DER, on centerline, 289' MSL.

Sign 1506' from DER, 135' right of centerline, 50' AGL/331' MSL.

Rwy 22, sign 311' from DER, 285' right of centerline, 30' AGL/325' MSL.

Road 300' from DER, on centerline, 295' 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, OK

PERRY MUNI (F22)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicle on road 735' from DER, 680' right of centerline, up to 15' AGL/1023' MSL.

Vehicle on road 721' from DER, 4' left of centerline, up to 15' AGL/1023' MSL.

Trees beginning 243' from DER, 180' right of centerline, up to 92' AGL/1149' MSL.

Trees beginning 786' from DER, 201' left of centerline, up to 100' AGL/1149' MSL.

Rwy 35, trees beginning 101' from DER, 297' left of centerline, up to 26' AGL/996' MSL.

PINE BLUFF, AR

PINE BLUFF RGNL/GRIDER FLD (PBF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 01FEB18 (21252) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 145' from DER, 259' left of centerline, up to 27' AGL/224' MSL.

Trees beginning 223' from DER, 503' right of centerline, up to 92' AGL/289' MSL.

Rwy 36, trees beginning 2187' from DER, 323' left of centerline, up to 92' AGL/289' MSL.

Tree 2333' from DER, 252' right of centerline, 66' AGL/263' MSL.

POCAHONTAS, AR

POCAHONTAS MUNI (M70)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13SEP18 (18256) (FAA)

DEPARTURE PROCEDURE:

Rwy 36, climb heading 002° to 1000 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree, building and vehicles on road beginning 78' from DER, 272' left of centerline, up to 20' AGL/288' MSL.

Pole 265' from DER, 538' left of centerline, 36' AGL/303' MSL.

Tree and pole beginning 288' from DER, 312' left of centerline, up to 40' AGL/308' MSL.

Tree and poles beginning 364' from DER, 306' left of centerline, up to 46' AGL/314' MSL.

Pole 438' from DER, 432' right of centerline, 31' AGL/301' MSL.

Poles beginning 440' from DER, 313' right of centerline, up to 33' AGL/303' MSL.

Building 707' from DER, 480' left of centerline, 55' AGL/321' MSL.

Trees and poles beginning 1082' from DER, 324' right of centerline, up to 58' AGL/327' MSL.

Tree 1323' from DER, 610' left of centerline, 64' AGL/329' MSL.

Rwy 36, vehicle on road 2' from DER, 435' left of centerline, 284' MSL.

Pole 157' from DER, 501' left of centerline, 26' AGL/297' MSL.

Poles, vehicle on road and tree beginning 179' from DER, 444' left of centerline, up to 31' AGL/301' MSL.

Vehicle on road 203' from DER, 444' right of centerline, 285' MSL.

Poles beginning 204' from DER, 515' right of centerline, up to 23' AGL/298' MSL.

Trees beginning 449' from DER, 295' left of centerline, up to 57' AGL/319' MSL.

Tree 1065' from DER, 749' left of centerline, 85' AGL/342' MSL.

Tree 2007' from DER, 832' right of centerline, 75' AGL/340' MSL.

Tree 2523' from DER, 1172' right of centerline, 88' AGL/347' MSL.

Tree 2997' from DER, 40' right of centerline, 98' AGL/356' MSL.

Tree 3356' from DER, 1147' right of centerline, 101' AGL/360' MSL.

PONCA CITY, OK

PONCA CITY RGNL (PNC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20DEC07 (07354) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, multiple buildings, poles, and antenna beginning 195' from DER, 303' right of centerline, up to 81' AGL/1071' MSL.

Trees and pole 1304' from DER, from 400' left of centerline, 70' AGL/1061' MSL.

Rwy 35, antenna on building 10' from DER, 437' right of centerline, 13' AGL/1013' MSL.

Trees 1475' from DER, 350' right of centerline 50' AGL/1030' 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

POTEAU, OK

ROBERT S KERR (RKR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 20JUN19 (21112) (FAA)

TAKEOFF MINIMUMS:

NOTE: Rwy 36 cross DER at or above 16' AGL/461' MSL.

DEPARTURE PROCEDURE:

Rwy 18, climb runway heading to 2500 before turning on course.**Rwy 36**, climb runway heading to 2800 before turning on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, lighting beginning 2' from DER, 17' left of centerline, up to 4' AGL/452' MSL.

Lighting beginning 3' from DER, 17' right of centerline, up to 3' AGL/452' MSL.

Trees beginning 4' from DER, 281' right of centerline, up to 33' AGL/479' MSL.

Tree 82' from DER, 497' right of centerline, 45' AGL/492' MSL.

Tree, vehicles on road beginning 101' from DER, 298' left of centerline, up to 27' AGL/473' MSL.

Trees, vehicles on road beginning 155' from DER, 409' right of centerline, up to 58' AGL/503' MSL.

Trees, vehicles on road beginning 192' from DER, 285' left of centerline, up to 60' AGL/506' MSL.

Trees, vehicles on road beginning 316' from DER, 414' right of centerline, up to 59' AGL/510' MSL.

Rwy 36, terrain abeam DER, 22' left of centerline, 448' MSL.

Fence 2' from DER, 396' right of centerline, 5' AGL/449' MSL.

Vehicles on road, lighting, tree beginning 2' from DER, 12' right of centerline, up to 16' AGL/462' MSL.

Trees beginning 3' from DER, 263' left of centerline, up to 40' AGL/482' MSL.

Tree, vehicles on road 4A, beginning 23' from DER, 154' right of centerline, up to 61' AGL/506' MSL.

Trees, vehicles on road, terrain beginning 78' from DER, 273' left of centerline, up to 46' AGL/492' MSL.

Trees, vehicles on road beginning 204' from DER, 443' left of centerline, up to 50' AGL/493' MSL.

Trees, vehicles on road beginning 300' from DER, 437' left of centerline, up to 52' AGL/499' MSL.

Trees, vehicles on road beginning 308' from DER, 292' right of centerline, up to 65' AGL/508' MSL.

Trees, vehicles on road beginning 611' from DER, 396' left of centerline, up to 66' AGL/509' MSL.

Tree 1944' from DER, 457' right of centerline, 71' AGL/511' MSL.

Trees beginning 2049' from DER, 493' right of centerline, up to 77' AGL/517' MSL.

Trees beginning 2131' from DER, 593' left of centerline, up to 69' AGL/536' MSL.

Trees beginning 2432' from DER, 960' left of centerline, up to 54' AGL/538' MSL.

Tree 2720' from DER, 1042' left of centerline, 39' AGL/539' MSL.

Trees beginning 2721' from DER, 985' left of centerline, up to 33' AGL/558' MSL.

Tower 1 NM from DER, 1273' right of centerline, 75' AGL/612' MSL.

PRAGUE, OK

PRAGUE MUNI (O47)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climb heading 177° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicles on road beginning 129' from DER, 198' left of course, 15' AGL/1016' MSL.

Tree 2028' from DER, 411' left of centerline, up to 84' AGL/1063' MSL.

Vehicles on road beginning 124' from DER, 383' right of centerline, up to 15' AGL/1014' MSL.

Tree 212' from DER, 415' right of centerline, 50' AGL/1048' MSL.

Trees beginning 360' from DER, 104' right of centerline, up to 66' AGL/1055' MSL.

Rwy 35, trees, poles and vehicles on road, beginning 13' from DER, 155' left of centerline, up to 57' AGL/1089' MSL. Terrain beginning 15' from DER, 241' right of centerline, up to 1047' MSL.

Trees, poles, fence, and vehicles on road, beginning 54' from DER, 164' right of centerline, up to 31' AGL/1074' MSL.

Trees, poles, and vehicles on road, beginning 381' from DER, left and right of centerline, up to 30' AGL/1074' MSL.

Trees, poles, buildings, and vehicles on road, beginning 780' from DER, left and right of centerline, up to 59' AGL/1095' MSL.

PRYOR, OK

MID-AMERICA INDUSTRIAL (H71)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JUN95 (95173) (FAA)

DEPARTURE PROCEDURE:

Rwys 18, 36, climb to 1400 before turning on course.

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

25219

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

25219

ROGERS, AR

ROGERS EXEC - CARTER FLD (ROG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAY18 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 33' from DER, 394' right of centerline, 1382' MSL.

Trees beginning 100' from DER, 431' left of centerline, up to 1385' MSL.

Rwy 20, tree 392' from DER, 504' right of centerline, 1380' MSL.

Pole 554' from DER, 613' left of centerline, 33' AGL/1392' MSL.

Trees, poles beginning 802' from DER, 80' left of centerline, up to 1423' MSL.

Tree 1114' from DER, 659' right of centerline, 1396' MSL.

Tree 2307' from DER, 733' right of centerline, 1418' MSL.

Tree 2576' from DER, 240' left of centerline, 1428' MSL.

Tower, transmission-line beginning 3085' from DER, 187' right of centerline, up to 122' AGL/1462' MSL.

Transmission-line 3513' from DER, 419' left of centerline, 95' AGL/1455' MSL.

Transmission-line 3573' from DER, 993' left of centerline, 103' AGL/1469' MSL.

RUSSELLVILLE, AR

RUSSELLVILLE RGNL (RUE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 310' per NM to 1200 or 1200-3 for VCOA.

Rwy 25, std. w/min. climb of 280' per NM to 2400 or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 7, climb on heading 085° to 1200 before proceeding on course.

VCOA:

Rwys 7, 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Russellville Regional Airport at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, building, 2416' from DER, 250' left of centerline 50' AGL/520 MSL.

SALLISAW, OK

SALLISAW MUNI (JSV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 400-2¼ or std. w/min. climb of 229' per NM to 1100.

Rwy 35, 700-2¼ or std. w/min. climb of 450' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 175° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, multiple trees beginning 197' from DER, 300' left of centerline, up to 89' AGL/598' MSL.

Multiple trees beginning 508' from DER, 178' right of centerline, 65' AGL/574' MSL.

Tree 2214' from DER, 180' right of centerline, 63' AGL/ 573' MSL.

Rwy 35, tower 2874' from DER, 719' left of centerline, 90' AGL/647' MSL.

Tower 3278' from DER, 1051' left of centerline, 80' AGL/649' MSL.

Tower 1.9 NM from DER, 331' right of centerline, 495' AGL/1161' MSL.

SAND SPRINGS, OK

WILLIAM R POGUE MUNI (OWP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 26DEC24 (24361) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 173° to 1900 before turning left.

Rwy 35, climb on heading 353° to 2300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicles on road beginning 4' from DER, 224' left of centerline, up to 902' MSL.

Tree, vehicles on road beginning 47' from DER, 167' left of centerline, up to 22' AGL/905' MSL.

Trees beginning 82' from DER, 246' left of centerline, up to 930' MSL.

Trees beginning 141' from DER, 490' right of centerline, up to 38' AGL/903' MSL.

Tree 216' from DER, 522' right of centerline, 47' AGL/911' MSL.

Tree 283' from DER, 546' right of centerline, 51' AGL/923' MSL.

Trees beginning 381' from DER, 547' right of centerline, up to 934' MSL.

Trees, vehicles on road beginning 514' from DER, 19' right of centerline, up to 51' AGL/939' MSL.

Trees beginning 1122' from DER, 362' left of centerline, up to 43' AGL/932' MSL.

Trees beginning 1195' from DER, 352' left of centerline, up to 41' AGL/936' MSL.

Trees beginning 1239' from DER, 234' left of centerline, up to 939' MSL.

Trees beginning 1756' from DER, 850' right of centerline, up to 45' AGL/940' MSL.

Tree 2907' from DER, 1193' right of centerline, 54' AGL/963' MSL.

Trees beginning 2960' from DER, 922' right of centerline, up to 55' AGL/968' MSL.

Tree 2966' from DER, 435' left of centerline, 53' AGL/967' 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

SAND SPRINGS, OK (CON'T)

WILLIAM R POGUE MUNI (OWP) (CON'T)

Rwy 17 (CON'T), tree 3083' from DER, 1171' right of centerline, 58' AGL/970' MSL.

Trees beginning 3087' from DER, 777' right of centerline, up to 58' AGL/975' MSL.

Tree 3147' from DER, 486' left of centerline, 969' MSL.

Tree 3210' from DER, 486' left of centerline, 50' AGL/971' MSL.

Trees beginning 3237' from DER, 828' right of centerline, up to 42' AGL/976' MSL.

Trees beginning 3291' from DER, 786' right of centerline, up to 45' AGL/978' MSL.

Rwy 35, sign 24' from DER, 198' left of centerline, 6' AGL/890' MSL.

Trees beginning 29' from DER, 249' right of centerline, up to 25' AGL/905' MSL.

Tree 53' from DER, 179' left of centerline, 18' AGL/895' MSL.

Trees beginning 81' from DER, 340' right of centerline, up to 33' AGL/910' MSL.

Trees beginning 126' from DER, 366' left of centerline, up to 38' AGL/906' MSL.

Trees beginning 169' from DER, 380' left of centerline, up to 37' AGL/907' MSL.

Trees beginning 199' from DER, 132' right of centerline, up to 41' AGL/913' MSL.

Trees beginning 302' from DER, 232' left of centerline, up to 45' AGL/909' MSL.

Trees beginning 385' from DER, 215' left of centerline, up to 43' AGL/912' MSL.

SEARCY, AR

SEARCY RGNL (SRC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (24081) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 984' from DER, 327' left of centerline, up to 62' AGL/322' MSL.

Trees beginning 1202' from DER, 576' right of centerline, up to 53' AGL/303' MSL.

Rwy 19, trees beginning 1521' from DER, 629' left of centerline, up to 56' AGL/283' MSL.

Trees beginning 2638' from DER, 816' right of centerline, up to 98' AGL/331' MSL.

SEMINOLE, OK

SEMINOLE MUNI (SRE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, power line 419' from DER, 403' left of centerline, 46' AGL/1025' MSL.

SHAWNEE, OK

SHAWNEE RGNL (SNL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29JUL10 (10210) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, multiple trees 620' from DER, 176' left of centerline, up to 41' AGL/1111' MSL.

Multiple light poles 1408' from DER, 650' left of centerline, up to 39' AGL/1109' MSL.

Multiple trees 165' from DER, 85' right of centerline, up to 43' AGL/1103' MSL.

Rwy 35, tree 93' from DER, 499' left of centerline, 15' AGL/1075' MSL.

SHERIDAN, AR

SHERIDAN-GRANT COUNTY RGNL (9M8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10DEC15 (22083) (FAA)

DEPARTURE PROCEDURE:

Rwy 1, Climb heading 012° to 2400 before turning east.

Rwy 19, Climb heading 192° to 800 before turning north.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees left and right of centerline beginning 9' from DER, up to 112' AGL/354' MSL.

Vehicle on road crossing right to left beginning 113' from DER, 15' AGL/251' MSL.

Rwy 19, trees left and right of centerline beginning 2' from DER, 5' right of centerline, up to 109' AGL/332' MSL.

Ground beginning 42' from DER, 248' left of centerline, up to 232' MSL.

Building 126' from DER, 424' left of centerline, 18' AGL/250' MSL.

Poles beginning 261' from DER, 218' left of centerline, up to 35' AGL/266' MSL.

Tower 695' from DER, 375' left of centerline, 21' AGL/251' MSL.

Transmission lines beginning 1318' from DER, 182' left of centerline, up to 32' AGL/264' MSL.

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



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



25219

SC-1



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



25219

SILOAM SPRINGS, AR

SMITH FIELD (SLG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, light pole 1320' from DER, 358' right of centerline, 31' AGL/ 1209' MSL.

Trees 795' from DER, 354' left of centerline, up to 25' AGL/ 1197' MSL.

Trees 1272' from DER, 340' right of centerline, up to 34' AGL/1212' MSL.

Rwy 36, power pole 1185' from DER, 567' right of centerline, 31' AGL/1223' MSL.

Trees 528' from DER, 424' left of centerline, up to 54' AGL/1241' MSL.

Trees 532' from DER, 354' right of centerline, up to 39' AGL/1232' MSL.

SPRINGDALE, AR

SPRINGDALE MUNI (ASG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 400-2½ or std w/ min climb of 332'/NM to 1900.

DEPARTURE PROCEDURE:

Rwy 36, climb on heading 003° to 2000 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 42' from DER, 303' right of centerline, up to 1408' MSL.

Vehicles on roads beginning 46' from DER, 299' left of centerline, up to 1358' MSL.

Pole 166' from DER, 272' left of centerline, 26' AGL/1365' MSL.

Poles, trees beginning 170' from DER, 243' left of centerline, up to 30' AGL/1368' MSL.

Trees beginning 485' from DER, 508' left of centerline, up to 1374' MSL.

Poles beginning 674' from DER, 246' left of centerline, up to 40' AGL/1376' MSL.

Poles, trees beginning 808' from DER, 216' left of centerline, up to 38' AGL/1378' MSL.

Tree 1435' from DER, 429' left of centerline, 1391' MSL.

Rwy 36, fence 51' from DER, 510' right of centerline, 6' AGL/1342' MSL.

Vehicle on road 216' from DER, 555' right of centerline, 1357' MSL.

Vehicles on roads beginning 290' from DER, 86' left of centerline, up to 1352' MSL.

Electrical systems, vehicles on roads, poles, signs, buildings, trees beginning 350' from DER, 26' right of centerline, up to 30' AGL/1368' MSL.

Pole, vehicles on roads, fence beginning 358' from DER, 205' left of centerline, up to 23' AGL/1363' MSL.

Poles, vehicles on roads, trees, electrical system beginning 528' from DER, 27' left of centerline, up to 22' AGL/1364' MSL.

Trees, buildings beginning 694' from DER, 565' left of centerline, up to 1381' MSL.

Trees, poles, buildings, towers beginning 714' from DER, 556' left of centerline, up to 1382' MSL.

Poles, trees beginning 849' from DER, 185' right of centerline, up to 34' AGL/1377' MSL.

Poles, trees beginning 1073' from DER, 434' right of centerline, up to 38' AGL/1382' MSL.

Poles beginning 1294' from DER, 359' right of centerline, up to 38' AGL/1386' MSL.

Poles, electrical systems beginning 1426' from DER, 274' right of centerline, up to 40' AGL/1388' MSL.

Tree 1481' from DER, 859' left of centerline, 1383' MSL.

Tree 1492' from DER, 617' left of centerline, 1391' MSL.

Trees beginning 1504' from DER, 94' left of centerline, up to 1395' MSL.

Poles, electrical systems beginning 1659' from DER, 288' right of centerline, up to 40' AGL/1389' MSL.

Pole 1898' from DER, 293' right of centerline, 40' AGL/1390' MSL.

Pole 1932' from DER, 386' right of centerline, 43' AGL/1393' MSL.

Tree 2073' from DER, 498' left of centerline, 1397' MSL.

Trees beginning 2139' from DER, 66' right of centerline, up to 1405' MSL.

Trees beginning 2263' from DER, 196' left of centerline, up to 1401' MSL.

Trees beginning 2303' from DER, 54' left of centerline, up to 1406' MSL.

Tree 2733' from DER, 324' right of centerline, 1409' MSL.

Tree 3074' from DER, 328' right of centerline, 1418' MSL.

Trees beginning 1.3 NM from DER, 2104' right of centerline, up to 1565' MSL.

Transmission lines, poles, terrain, trees, buildings, twr on bldgs, vehicles on roads beginning 1.4 NM from DER, 1691' right of centerline, up to 60' AGL/1703' MSL.

Trees, terrain, buildings beginning 1.6 NM from DER, 1419' right of centerline, up to 1721' MSL.

STIGLER, OK

STIGLER RGNL (GZL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24JUL14 (14205) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 400-2½ or std. w/min. climb of 210' per NM to 1100.**Rwy 35**, NA - Obstacles.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 189' from DER, 229' right of centerline, up to 52' AGL/651' MSL.

Tower 2 NM from centerline, 2399' right of centerline, 296' AGL/913' 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

STILLWATER, OK

STILLWATER RGNL (SWO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (21112) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climb heading 174° to 1600 before turning right.**Rwy 22**, climb heading 220° to 2500 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 4, fence 191' from DER, 271' left of centerline, 11' AGL/991' MSL.

Tree 857' from DER, 545' left of centerline, 30' AGL/1 020' MSL.

Tree 498' from DER, 331' right of centerline, 26' AGL/1 006' MSL.

Rwy 17, building and trees beginning 1075' from DER, from 540' left of centerline, up to 60' AGL/1019' MSL.**Rwy 22**, trees beginning 1158' from DER, 770' left of centerline, up to 60' AGL/1029' MSL.**Rwy 35**, trees beginning 94' from DER, 229' left of centerline, up to 60' AGL/1059' MSL.

Trees beginning 782' from DER, 669' right of centerline, up to 60' AGL/1039' MSL.

Plant 1688' from DER, 729' right of centerline, 79' AGL/1059' MSL.

STUTTGA RT, AR

STUTTGA RT MUNI CARL HUMPHREY FIELD (SGT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 108' from DER, 286' right of centerline, up to 9' AGL/227' MSL.**Rwy 27**, tree 188' from DER, 152' left of centerline, 7' AGL/227' MSL.

TAHLEQUAH, OK

TAHLEQUAH MUNI (TQH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JUN08 (08157) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1½ or std. w/min. climb of 345' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 80' from DER, 16' right of centerline, up to 60' AGL/911' MSL.

Trees and poles beginning 139' from DER, 337' left of centerline, up to 34' AGL/855' MSL.

Light 1042' from DER, 403' left of centerline, 29' AGL/878' MSL.

Rwy 35, poles and trees beginning 23' from DER, 42' left of centerline, up to 56' AGL/1075' MSL.

Poles and trees beginning 1334' from DER, 29' right of centerline, up to 40' AGL/1058' MSL.

Building 4492' from DER, 889' left centerline, 24' AGL/1024' MSL.

TEXARKANA, AR

TEXARKANA RGNL-WEBB FLD (TXK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 300-1½ or std. w/min. climb of 220' per NM to 600, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, multiple trees 881' from DER, 677' left of centerline, 60' AGL/419' MSL.

Multiple trees 767' from DER, 621' right of centerline, 75' AGL/434' MSL.

Rwy 13, multiple trees 21' from DER, 372' left of centerline, 75' AGL/424' MSL.

Multiple trees 1819' from DER, 133' left of centerline, 99' AGL/438' MSL.

Multiple trees beginning 237' from DER, 344' right of centerline, 98' AGL/457' MSL.

Rwy 22, antenna tower 1 NM from DER, 2016' left of centerline, 170' AGL/517' MSL.**Rwy 31**, vehicle on road 346' from DER, on centerline, 15' AGL/391' MSL.

Multiple trees 535' from departure end of runway, 124' left of centerline, 60' AGL/391' MSL.

Multiple trees beginning 454' from DER, 349' right of centerline, 70' AGL/429' MSL.

Multiple trees 1962' from DER, 195' left of centerline, 60' AGL/429' MSL.

THOMAS, OK

THOMAS MUNI (104)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30APR15 (15120) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 400-1½ or std. w/min. climb of 335' per NM to 2300.

DEPARTURE PROCEDURE:

Rwy 35, climb heading 355° to 2300 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicles on roadway beginning 12' from DER, 470' right of centerline, up to 15' AGL/1757' MSL.

Trees, poles, and buildings beginning 65' from DER, 460' right of centerline, up to 35' AGL/1778' MSL.

Fence beginning 192' from DER, 195' left of centerline, up to 9' AGL/1739' MSL.

CONT



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



25219

25219

THOMAS, OK (CON'T)

THOMAS MUNI (104) (CON'T)

Rwy 35, vehicles on roadway beginning 28' from DER, 458' left of centerline, up to 15' AGL/1747' MSL.
Building, pole, and signs beginning 15' from DER, 404 left of centerline, up to 34' AGL/1765' MSL.
Vehicles on roadway beginning 337' from DER, left and right of centerline, up to 15' AGL/1750' MSL.
Tree 2044' from DER, 950' left of centerline, 62' AGL/1794' MSL.

TINKER AFB (KTIK)

OKLAHOMA CITY, OK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29DEC22 (22363) (USAF)

DEPARTURE PROCEDURE:

Rwy 31, climb on hdg between 010° CW to 128° from DER.

Rwy 36, climb on hdg between 357° CW to 177° from DER.

TAKEOFF OBSTACLE NOTES:

Rwy 13, aerial cable 1389' from DER, 845' left of centerline, 38' AGL/1331' MSL.

Twr 751' from DER, 694' left of centerline, 18' AGL/1308' MSL.

Terrain 0' from DER, 500' left of centerline, 1277' MSL.

Rwy 18, terrain 0' from DER, 500' left of centerline, 1297' MSL.

TULSA, OK

TULSA INTL (TUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 07NOV19 (19311) (FAA)

DEPARTURE PROCEDURE:

Rwy 26, climb on a heading between 292° CW to 086° from DER, or min. climb of 222' per NM to 2900 for headings 087° through 291°.

TAKEOFF OBSTACLE NOTES:

Rwy 8, sign 131' from DER, 466' right of centerline, 8' AGL/637' MSL.

Tree 825' from DER, 713' left of centerline, 660' MSL.

Building, pole beginning 1030' from DER, 690' right of centerline, up to 48' AGL/677' MSL.

Transmission lines beginning 1608' from DER, crossing left and right of centerline, up to 679' MSL.

Rwy 18L, tree 1880' from DER, 905' left of centerline, 74' AGL/693' MSL.

Rwy 18R, vehicle on road 200' from DER, 419' right of centerline, 15' AGL/687' MSL.

Ant on building 549' from DER, 447' left of centerline, 22' AGL/692' MSL.

Building 411' from DER, 574' right of centerline, 39' AGL/699' MSL.

Sign 1151' from DER, 757' right of centerline, 46' AGL/720' MSL.

Building 2847' from DER, 690' right of centerline, 118' AGL/788' MSL.

Rwy 26, antenna and buildings beginning 1031' from DER, 745' left of centerline, up to 51' AGL/707' MSL.

Tree 1544' from DER, 425' left of centerline, 53' AGL/713' MSL.

Rwy 36L, trees 726' from DER, 608' right of centerline, 69' AGL/659' MSL.

Trees 822' from DER, 596' left of centerline, 82' AGL/672' MSL.

Rwy 36R, lights and NAVAID 2' from DER, on centerline, 1' AGL/627' MSL.

Trees beginning 1630' from DER, 470' left of centerline, up to 84' AGL/674' MSL.

TULSA RIVERSIDE (RVS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 20JUN19 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-3 or std. w/min. climb of 330' per NM to 1000.

Rwy 31, 400-2¼, or 300-1 w/min. climb of 315' per NM to 1100, or std. w/min. climb of 610' per NM to 900, or 1100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwys 1L, 1R, climb heading 010° to 1500, before proceeding on course.

Rwy 13, climb heading 130° to 1500, before proceeding on course.

Rwys 19L, 19R, climb heading 190° to 1500, before proceeding on course.

Rwy 31, climb heading 295° to 1500, before proceeding on course.

VCOA:

Rwy 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tulsa Riverside airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1L, railroad 397' from DER, 594' right of centerline, 23' AGL/652' MSL.

Tree 1492' from DER, 626' right of centerline, 80' AGL/700' MSL.

Rwy 1R, railroad 162' from DER, 226' right of centerline, 646' MSL.

Tree 249' from DER, 236' right of centerline, 669' MSL.

Pole and vehicle on road beginning 521' from DER, 116' right of centerline, up to 53' AGL/673' MSL.

Tree 1843' from DER, 73' left of centerline, 700' MSL.

Rwy 13, trees and building beginning 63' from DER, 101' right of centerline, up to 100' AGL/724' MSL.

Tree 1960' from DER, 91' left of centerline, 679' MSL.

Tree 2437' from DER, 31' left of centerline, 699' MSL.

Pole 5849' from DER, 1921' left of centerline, up to 144' AGL/765' MSL.

Pole 5909' from DER, 1901' left of centerline, up to 150' AGL/771' MSL.

Tree and poles beginning 5961' from DER, 1786' left of centerline, up to 168' AGL/788' MSL.

CON'T

25219

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

25219

TULSA, OK (CON'T)

TULSA RIVERSIDE (RVS) (CON'T)

Rwy 19L, vehicle on road 516' from DER, 282' left of centerline, 15' AGL/644' MSL.
 Tree 790' from DER, 310' left of centerline, 665' MSL.
 Tree 1378' from DER, 457' left of centerline, 683' MSL.
Rwy 19R, vehicle on road 333' from DER, 563' left of centerline, 15' AGL/644' MSL.
 Tree 2247' from DER, 1020' left of centerline, 685' MSL.
Rwy 31, building 507' from DER, 344' right of centerline, 19' AGL/640' MSL.
 Tree 1372' from DER, 264' left of centerline, 679' MSL.
 Tree 1598' from DER, 117' right of centerline, 682' MSL.
 Tree 1614' from DER, 76' left of centerline, 683' MSL.
 Tree 1745' from DER, 186' right of centerline, 688' MSL.
 Tree 2160' from DER, 74' left of centerline, 721' MSL.
 Tree and transmission lines beginning 2728' from DER, 310' left centerline, up to 786' MSL.
 Transmission line 2732' from DER, 27' right of centerline, 92' AGL/728' MSL.
 Transmission line 4655' from DER, 1747' left of centerline, 117' AGL/792' MSL.
 Tree 1.3 NM from DER, 1223' right of centerline, 872' MSL.
 Tank 1.3 NM from DER, 1768' left of centerline, 9' AGL/918' MSL.
 Tower, sign, tree beginning 1.4 NM from DER, 120' right of centerline, up to 84' AGL/914' MSL.

VANCE AFB (KEND)

ENID, OK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2 24MAR22 (22083) (USAF)

TAKEOFF OBSTACLE NOTES:

Rwy 17C, barrier (when raised) 146' into overrun, on centerline, 24' AGL/1321' MSL.
Rwy 17L, terrain 25' from DER, 500' right of centerline, 1286' MSL.
 Terrain 31' from DER, 7' left of centerline, 1285' MSL.
 T-1 aircraft on taxiway 204' from DER, 185' right of centerline, 14' AGL/1298' MSL.
 T-1 aircraft on taxiway 383' from DER, 575' left of centerline, 14' AGL/1303' MSL.
 Trees 2479' from DER, 1137' left of centerline, 70' AGL/1349' MSL.
Rwy 17R, barrier (when raised) 145' into overrun, on centerline, 24' AGL/1336' MSL.
 Terrain abeam thld 500' left of centerline, 1308' MSL.
Rwy 35C, barrier (when raised) 140' into overrun, on centerline, 24' AGL/1301' MSL.
Rwy 35L, barrier (when raised) 142' into overrun, on centerline, 24' AGL/1303' MSL.
 Vehicle on road 735' from DER, 603' right of centerline, 10' AGL/1273' MSL.
Rwy 35R, wind sensor 1885' from DER, 576' left of centerline, 33' AGL/1299' MSL.
 Vehicle on road 145' from DER, 291' left of centerline, 10' AGL/1284' MSL.
 T-1 aircraft on taxiway 212' from DER, 575' right of centerline, 14' AGL/1280' MSL.

VINITA, OK

VINITA MUNI (H04)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JUN23 (23166) (FAA)

DEPARTURE PROCEDURE:

Rwy 35, climb on heading 355° to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 43' from DER, 209' right of centerline, up to 100' AGL/779' MSL.
 Trees beginning 78' from DER, 414' left of centerline, up to 100' AGL/779' MSL.
Rwy 35, vehicle 22' from DER, 436' left of centerline, 15' AGL/704' MSL.
 Trees beginning 411' from DER, 196' left of centerline, up to 100' AGL/779' MSL.
 Trees beginning 1835' from DER, 651' right of centerline, up to 100' AGL/779' MSL.

WAGONER, OK

HEFNER-EASLEY (H68)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03JAN19 (19003) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree, terrain beginning 25' from DER, 131' right of centerline, up to 622' MSL.
 Tree, vehicles on road, beginning 39' from DER, 186' left of centerline, up to 44' AGL/641' MSL.
 Pole, terrain beginning 108' from DER, 146' right of centerline, up to 627' MSL.
 Tree 187' from DER, 544' right of centerline, 62' AGL/657' MSL.
 Tree, wind indicator, pole, terrain, vehicles on road, building beginning 260' from DER, 150' right of centerline, up to 60' AGL/659' MSL.
 Tree, pole beginning 545' from DER, 232' right of centerline, up to 661' MSL.
 Pole, tree beginning 691' from DER, 11' left of centerline, up to 647' MSL.
 Tree, building beginning 874' from DER, 272' left of centerline, up to 651' MSL.
 Trees beginning 922' from DER, 365' right of centerline, up to 79' AGL/672' MSL.
 Tree, pole beginning 949' from DER, on centerline, up to 80' AGL/674' MSL.
 Trees beginning 953' from DER, 2' left of centerline, up to 652' MSL.
 Trees beginning 1315' from DER, 1' left of centerline, up to 653' MSL.
 Trees beginning 2193' from DER, 139' left of centerline, up to 83' AGL/680' 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

WAGONER, OK (CON'T)

HEFNER-EASLEY (H68) (CON'T)

Rwy 36, trees beginning 28' from DER, 248' right of centerline, up to 620' MSL.
 Trees beginning 63' from DER, 363' left of centerline, up to 599' MSL.
 Trees beginning 69' from DER, 221' right of centerline, up to 36' AGL/630' MSL.
 Trees beginning 284' from DER, 1' right of centerline, up to 634' MSL.
 Trees beginning 288' from DER, 260' left of centerline, up to 602' MSL.
 Trees beginning 449' from DER, 230' left of centerline, up to 603' MSL.

WALNUT RIDGE, AR

WALNUT RIDGE RGNL (ARG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 2675' from DER, 756' left of centerline, 78' AGL/349' MSL.
Rwy 18, vehicles on roadway 66' from DER, 487' left of centerline, up to 15' AGL/284' MSL.
Rwy 31, vehicles on roadway beginning 56' from DER, left and right of centerline, up to 15' AGL/291' MSL.
Rwy 36, trees beginning 123' from DER, left and right of centerline, up to 87' AGL/319' MSL.
 Pole 192' from DER, 410' right of centerline, 50' AGL/321' MSL.
 Vehicles on roadway beginning 460' from DER, left and right of centerline, up to 17' AGL/291' MSL.

WARREN, AR

WARREN MUNI/JOHN B FRAZER JR FLD (3M9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22SEP11 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning at DER, 190' left and right of centerline, up to 100' AGL/335' MSL.
 Vehicle on road, building, and hangar beginning 2' from DER, 192' right of centerline, up to 22' AGL/257' MSL.
Rwy 21, trees beginning at DER, 172' left and right of centerline, up to 100' AGL/297' MSL.
 Terrain rising 115' from DER, 13' left and right of centerline, up to 210' MSL.

WATONGA, OK

WATONGA RGNL (JWG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 400-2 or std w/min climb of 315'/NM to 2000.

TAKEOFF OBSTACLE NOTES:

Rwy 17, fence 7' from DER, 388' left of centerline, 5' AGL/1536' MSL.
 Fence 15' from DER, 257' right of centerline, 6' AGL/1539' MSL.
 Vehicles on road, sign beginning 16' from DER, 438' left of centerline, up to 1547' MSL.
 Tree, fence beginning 46' from DER, 258' right of centerline, up to 1549' MSL.
 Trees, vehicles on road, signs, tank, poles, building, electrical systems beginning 98' from DER, 341' left of centerline, up to 30' AGL/1561' MSL.
 Tree 221' from DER, 549' right of centerline, 48' AGL/1576' MSL.
 Trees, electrical system beginning 326' from DER, 297' right of centerline, up to 54' AGL/1583' MSL.
 Electrical systems, trees, antenna, building beginning 473' from DER, 502' left of centerline, up to 36' AGL/1566' MSL.
 Tree 582' from DER, 566' left of centerline, 44' AGL/1573' MSL.
 Trees, pole, electrical system beginning 587' from DER, 487' left of centerline, up to 45' AGL/1574' MSL.
 Trees beginning 1070' from DER, 742' left of centerline, up to 58' AGL/1579' MSL.
 Trees, electrical systems beginning 1150' from DER, 111' right of centerline, up to 56' AGL/1586' MSL.
 Trees, antennas beginning 1419' from DER, 185' right of centerline, up to 61' AGL/1593' MSL.
 Tree 1421' from DER, 775' left of centerline, 53' AGL/1581' MSL.
 Trees beginning 1461' from DER, 795' left of centerline, up to 55' AGL/1584' MSL.
 Trees beginning 1604' from DER, 789' left of centerline, up to 57' AGL/1586' MSL.
 Elevator 5611' from DER, 614' left of centerline, 177' AGL/1694' MSL.
 Building 5778' from DER, 612' left of centerline, 172' AGL/1686' MSL.
Rwy 35, pole, vehicles on road, terrain, fences, signs, electrical system beginning 6' from DER, 185' right of centerline, up to 34' AGL/1594' MSL.
 Vehicle on road 7' from DER, 250' left of centerline, 1557' MSL.
 Vehicle on road 70' from DER, 494' left of centerline, 1559' MSL.
 Tree, vegetation beginning 86' from DER, 313' left of centerline, up to 12' AGL/1563' MSL.
 Fences, electrical systems, pole, vehicles on road, terrain beginning 102' from DER, 375' right of centerline, up to 33' AGL/1595' MSL.
 Poles, fences, vegetation beginning 103' from DER, 235' left of centerline, up to 1577' MSL.
 Poles, terrain, electrical systems, vehicle on road beginning 393' from DER, 433' right of centerline, up to 56' AGL/1614' 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

WEATHERFORD, OK

WEATHERFORD STAFFORD (OJA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10MAY07 (22139) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climb via heading 188° to 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, truck on road 682' from DER, crossing centerline, 17' AGL/1636' MSL.

Multiple trees beginning 2605' from DER, 652' right of centerline, up to 100' AGL/1699' MSL.

Rwy 35, tree 1421' from DER, 413' right of centerline, 40' AGL/1649' MSL.

WEST MEMPHIS, AR

WEST MEMPHIS MUNI (AWM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18MAY00 (00139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, 101' AGL trees 2155' from DER, 196' right of centerline.

WOODWARD, OK

WEST WOODWARD (WWR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 23, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 172° to 3100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, fence 49' from DER, 300' right of centerline, 12' AGL/2192' MSL.**Rwy 35**, tree 580' from DER, 333' right of centerline, 2178' MSL.

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

INSTRUMENT APPROACH PROCEDURE CHARTS

A

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.

⚠️NA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the ⚠️NA designation are not listed in this section. ⚠️ designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate. 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).

NAMEALTERNATE MINIMUMS

ADA, OK

ADA RGNL (ADH).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.
Category C, 900-2¼; Category D, 900-2½.

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN
RGNL (AXS).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR-A¹

NA when local weather not available.
¹NA when Altus tower closed.

ALVA, OK

ALVA RGNL (AVK).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.
Category C, 800-2¼.

ARDMORE, OK

ARDMORE DOWNTOWN
EXEC (1F0).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.
Category D, 800-2¼; Category D, 800-2½.

NAMEALTERNATE MINIMUMS

ARDMORE, OK (CON'T)

ARDMORE
MUNI (ADM).....ILS or LOC Rwy 31¹²
RNAV (GPS) Rwy 13³
RNAV (GPS) Rwy 31⁴
VOR-B⁵

NA when local weather not available.
¹NA when control tower closed.
²LOC, Category D, 1000-3.
³Category D, 800-2¼.
⁴Category D, 1000-3.
⁵Category C, 800-2¼; Category D, 1000-3.

BARTLESVILLE, OK

BARTLESVILLE
MUNI (BVO).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME Rwy 35¹

NA when local weather not available.
¹Category D, 800-2¼.

BATESVILLE, AR

BATESVILLE
RGNL (BVX).....RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

BENTON, AR

SALINE COUNTY
RGNL (SUZ).....ILS or LOC Rwy 2¹
RNAV (GPS) Rwy 2²
RNAV (GPS) Rwy 20²

NA when local weather not available.

¹LOC, Category C, 900-2½; Category D, 900-2¾.

²Category C, 900-2½; Category D, 900-2¾.

BENTONVILLE, AR

BENTONVILLE MUNI/LOUISE M THADEN
FLD (VBT).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

BLACKWELL, OK

BLACKWELL-TONKAWA
MUNI (BKN).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

BLYTHEVILLE, AR

BLYTHEVILLE
MUNI (HKA).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

BURNS FLAT, OK

CLINTON/
SHERMAN (CSM).....ILS or LOC Rwy 17R¹
RNAV (GPS) Rwy 17R²
RNAV (GPS) Rwy 35L²
VOR Rwy 35L²

NA when control tower closed.

¹LOC, Category D, 800-2¼; Category E, 800-2½.

²Category D, 800-2¼; Category E, 800-2½.

CAMDEN, AR

HARRELL FLD (CDH).....RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19

NA when local weather not available.

Category D, 900-2¾.

CARLISLE, AR

CARLISLE MUNI (4M3).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

CHANDLER, OK

CHANDLER
RGNL (CQB).....RNAV (GPS) Rwy 17
NA when local weather not available

CLINTON, OK

CLINTON
RGNL (CLK).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

COLT, AR

DELTA RGNL (DRP).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

CORNING, AR

CORNING MUNI (4M9).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

CUSHING, OK

CUSHING
MUNI (CUH).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 800-2¼.

DEQUEEN, AR

J. LYNN HELMS SEVIER
COUNTY (DEQ).....RNAV (GPS) Rwy 8
NA when local weather not available.

DURANT, OK

DURANT RGNL/
EAKER FLD (DUA).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

ELK CITY, OK

ELK CITY
RGNL BUSINESS (ELK).....RNAV (GPS) Rwy 17¹
RNAV (GPS) Rwy 35

Category D, 1000-3.

¹NA when local weather not available.

EL DORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN
FLD (ELD).....RNAV (GPS)-A
NA when local weather not available.

EL RENO, OK

EL RENO
RGNL (RQO).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

Category D, 800-2¼.

ENID, OK

ENID WOODRING
RGNL (WDG).....ILS or LOC Rwy 35¹²
RNAV (GPS) Rwy 17³
RNAV (GPS) Rwy 35³
VOR Rwy 17⁴
VOR Rwy 35⁴

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2¼; Category E, 900-3

³Category D, 800-2¼; Category E, 900-3.

⁴Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

LAWTON, OK

LAWTON-FORT SILL

RGNL (LAW).....**ILS or LOC Rwy 35¹²**
RNAV (GPS) Rwy 35³
VOR Rwy 35³

¹NA when control tower closed.

²LOC, Category D, 800-2½.

³Category D, 800-2½.

LITTLE ROCK, AR

BILL AND HILLARY CLINTON NTL/

ADAMS FLD (LIT).....**ILS or LOC Rwy 4L¹**
ILS or LOC Rwy 4R¹
ILS or LOC Rwy 22L¹
ILS or LOC Rwy 22R²³
RNAV (GPS) Rwy 4L⁴
RNAV (GPS) Rwy 4R⁴
RNAV (GPS) Rwy 18⁴
RNAV (GPS) Rwy 22L⁴
RNAV (GPS) Rwy 22R⁴
RNAV (GPS) Rwy 36⁴
VOR-A⁴

¹LOC, Category C, 1000-2¾; Category D, 1000-3.

²NA when local weather not available.

³ILS, Category B, 800-2; Category C, 1000-2¾;
 Category D, 1000-3; LOC, Category C, 1000-2¾;
 Category D, 1000-3.

⁴Category C, 1000-2¾; Category D, 1000-3.

MC ALESTER, OK

MC ALESTER

RGNL (MLC).....**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

MELBOURNE, AR

MELBOURNE MUNI/JOHN E MILLER

FLD (42A).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

NA when local weather not available.

MENA, AR

MENA INTERMOUNTAIN

MUNI (MEZ).....**ILS or LOC Rwy 27¹**
RNAV (GPS) Rwy 17²

NA when local weather not available.

¹LOC, Category B, 1100-2; Category C, 1200-3.

²Category B, 1100-2; Category C, 1200-3.

MIAMI, OK

MIAMI RGNL (MIO).....**RNAV (GPS) Rwy 17**

NA when local weather not available.

MONTICELLO, AR

MONTICELLO MUNI/

ELLIS FLD (LLQ).....**RNAV (GPS) Rwy 3¹**
RNAV (GPS) Rwy 21²

¹NA when local weather not available.

²Category D, 800-2½.

NAME ALTERNATE MINIMUMS

MOUNTAIN HOME, AR

BAXTER

COUNTY (BPK).....**ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

MUSKOGEE, OK

MUSKOGEE-DAVIS

RGNL (MKO).....**RNAV (GPS) Rwy 4¹**
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 22¹
RNAV (GPS) Rwy 31²

NA when local weather not available.

¹Category D, 800-2½.

²Category D, 800-2½; Category E, 1000-3.

NEWPORT, AR

NEWPORT RGNL (M19).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18¹

NA when local weather not available.

¹Categories A, B, 1100-2; Categories C, D, 1100-3.

NORMAN, OK

UNIVERSITY OF OKLAHOMA

WESTHEIMER (OUN).....**ILS or LOC Rwy 18¹²**
LOC Rwy 3¹³
RNAV (GPS) Rwy 3³
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 36³

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A, B, 700-2; Category C,
 800-2¾; Category D, 800-2½; LOC, Category C,
 800-2¾; Category D, 800-2½.

³Category C, 800-2¾; Category D, 800-2½.

NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK

MUNI (ORK).....**LOC Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 35

NA when local weather not available.

OKLAHOMA CITY, OK

CLARENCE E.

PAGE MUNI (RCE).....**RNAV (GPS) Rwy 17R**
RNAV (GPS) Rwy 35L
VOR-B

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

OKLAHOMA CITY, OK (CON'T)

OKC WILL ROGERS

INTL (OKC).....ILS or LOC Rwy 17L¹

ILS or LOC Rwy 17R¹

ILS or LOC Rwy 35L¹

ILS or LOC Rwy 35R¹

RADAR-1²

RNAV (GPS) Rwy 13³

RNAV (GPS) Rwy 31³

RNAV (GPS) Y Rwy 17L⁴

RNAV (GPS) Y Rwy 17R³

RNAV (GPS) Y Rwy 35L⁴

RNAV (GPS) Y Rwy 35R⁴

VOR Rwy 17L⁵

¹LOC, Category D, 800-2¼; Category E, 1000-3.

²Category E, 1000-3.

³Category D, 800-2¼.

⁴Category D, 800-2¼; Category E, 1000-3.

⁵Categories A, B, 1100-2; Categories C, D, E, 1100-3.

SUNDANCE (HSD).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

VOR Rwy 18

NA when local weather not available.

WILEY POST (PWA).....ILS or LOC Rwy 17L¹

ILS or LOC Rwy 35R¹

RNAV (GPS) Rwy 17L

RNAV (GPS) Rwy 17R

RNAV (GPS) Rwy 35L

RNAV (GPS) Rwy 35R

VOR Rwy 17L

VOR Rwy 35R

NA when local weather not available.

¹NA when control tower closed.

OKMULGEE, OK

OKMULGEE RGNL/PAUL AND BETTY

ABBOTT FLD (OKM).....RNAV (GPS) Rwy 18¹

RNAV (GPS) Rwy 36²

¹NA when local weather not available.

²Category D, 1000-3.

PAULS VALLEY, OK

PAULS VALLEY

MUNI (PVJ).....RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35¹

NA when local weather not available.

¹Category D, 800-2½.

PINE BLUFF, AR

PINEBLUFF RGNL/GRIDER

FLD (PBF).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 800-2¼.

NAME

ALTERNATE MINIMUMS

POCAHONTAS, AR

POCAHONTAS

MUNI (M70).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

Category C, 900-2½; Category D, 900-2¾.

PONCA CITY, OK

PONCA CITY

RGNL (PNC).....RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

VOR-A

NA when local weather not available.

Category C, 800-2¼; Category D, 900-2¾.

POTEAU, OK

ROBERT S KERR (RKR).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 800-2¼.

PRYOR, OK

MID-AMERICA

INDUSTRIAL (H71).....RNAV (GPS) Rwy 36

Category C, 1000-2¾; Category D, 1000-3.

NA when local weather not available.

ROGERS, AR

ROGERS EXEC - CARTER

FLD (ROG).....ILS or LOC Rwy 20¹

RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 20

NA when local weather not available.

¹NA when tower closed.

RUSSELLVILLE, AR

RUSSELLVILLE

RGNL (RUE).....RNAV (GPS) Rwy 7¹

RNAV (GPS) Rwy 25²

¹Category C, 1000-2¾; Category D, 1000-3.

²Categories A, B, 900-2; Category C, 1000-2¾; Category D, 1000-3.

SAND SPRINGS, OK

WILLIAM R POGUE

MUNI (OWP).....RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

SEARCY, AR

SEARCY RGNL (SRC).....ILS or LOC Rwy 1

RNAV (GPS) Rwy 1

RNAV (GPS) Rwy 19

NA when local weather not available.

SEMINOLE, OK

SEMINOLE

MUNI (SRE).....RNAV (GPS) Rwy 16

NA when local weather not available.

NAMEALTERNATE MINIMUMS

NAMEALTERNATE MINIMUMS

WEATHERFORD, OK

WEATHERFORD
STAFFORD (OJA).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.
Category C, 800-2¼.

WEST MEMPHIS, AR

WEST MEMPHIS
MUNI (AWM).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 800-2¼.

WOODWARD, OK

WEST
WOODWARD (WWR).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025


RADAR INSTRUMENT APPROACH MINIMUMS

FORT SMITH, AR

Amdt 9, 15JUN23 (24137) (FAA)

ELEV 469

FORT SMITH RGNL (FSM)

RADAR-1 120.9 343.75 

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	26		AB	1020-24	572	(600-½)	CDE	1020-1¼	572	(600-1¼)
	8		AB	1200-½	731	(800-½)	CDE	1200-1⅝	731	(800-1⅝)
	2		A CDE	1200-1 1200-2	751 751	(800-1) (800-2)	B	1200-1¼	751	(800-1¼)
CIRCLING	ALL RWY		A	1200-1	731	(800-1)	B	1200-1½	731	(800-1½)
			C	1400-2¾	931	(1000-2¾)	DE	1400-3	931	(1000-3)


Circling CAT E NA when R-2401B active.
Circling NA for Cat E north of Rwy 8 and west of Rwy 20.
For inop ALS, increase ASR-08 CAT A and B visibility to 1 SM, CAT E visibility to 2 SM, and S-26 CAT E visibility to 1¼ SM.
Rwy 2 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 20 NA at night.

HENRY POST AAF (FORT SILL) (KFSI), Fort Sill, OK Amdt 15 18APR24

ELEV 1188

(24109) (USA)

RADAR - (E) 120.55 322.4 

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	36 ¹		AB	1600/40	413	(500-¾)
			CDE	1600/50	413	(500-1)
	18		AB	1880-1	692	(700-1)
			CDE	1880-2	692	(700-2)
 CIR ²	18-36		AB	1880-1	692	(700-1)
			C	1880-2	692	(700-2)
			D	1920-2¼	732	(800-2¼)
			E	1940-2¾	752	(800-2¾)

When local altimeter setting not received, use Lawton-Ft Sill Rgnl altimeter setting.
¹When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1½ miles.
²Circling NA for CAT E W of Rwy 18-36.

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS

LAWTON, OK
RADAR-1 - 120.55 322.4

Amdt 4A, 10JAN00 (00010) (FAA)

ELEV 1110

LAWTON-FORT SILL RGNL (LAW)

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	35		ABC	1560-¾	471	(500-¾)	D	1560-1	471	(500-1)
CIRCLING	ALL RWY		AB D	1600-1 1680-2	490 570	(500-1) (600-2)	C	1620-1½	510	(600-1½)

LAWTON, OK
RADAR-2 - 120.55 322.4

Amdt 1B, 08AUG02 (02220) (FAA)

ELEV 1110

LAWTON-FORT SILL RGNL (LAW)

	<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-VS</u>
ASR	17		AB	1620-1	510	(600-1)	CD	1620-1½	510	(600-1½)
CIRCLING	ALL RWY		AB D	1620-1 1680-2	510 570	(600-1) (600-2)	C	1620-1½	510	(600-1½)

OKLAHOMA CITY, OK
WILEY POST (PWA)
RADAR-1 124.6 266.8

Amdt 2A, 07APR11 (11153) (FAA)

ELEV 1299

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	35R		AB D	1840-1 1840-1¾	541 541	(600-1) (600-1¾)	C	1840-1½	541	(600-1½)
CIRCLING	ALL RWY		AB D	1840-1 1880-2	541 581	(600-1) (600-2)	C	1840-1½	541	(600-1½)

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS


RADAR INSTRUMENT APPROACH MINIMUMS

OKLAHOMA CITY, OK

Amdt 21A, 13OCT16 (24305) (FAA)

ELEV 1296

OKC WILL ROGERS INTL (OKC)

RADAR-1 124.6 266.8 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	17L		ABCDE	1680/40	393	(400-¾)
	35R		ABCDE	1680/40	386	(400-¾)
	17R		ABCDE	1680/40	398	(400-¾)
	35L		ABCDE	1680/40	404	(400-¾)
CIRCLING	ALL RWY		A	1740-1¼	444	(500-1¼)
			B	1760-1¼	464	(500-1¼)
			C	1960-1¼	664	(700-1¼)
			D	2000-2¼	704	(800-2¼)
			E	2240-3	944	(1000-3)

For inoperative MALSR, increase S-17L, S-17R, and S-35L CAT E visibility to 1¼.


For inoperative ALSF, increase S-35R CAT E visibility to 1¼.

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

TINKER AFB (KTIK), (Oklahoma City) OK (20086 USAF)
RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 323.1 


ELEV 1291

					DH/ MDA-VIS	HAT/ HATH/ HAA	
	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>			<u>CEIL-VIS</u>	
ASR	36 ¹		A	1940/24	649	(700-½)	
			B	1940/40	649	(700-¾)	
			C	1940/60	649	(700-1¼)	
			D	1940-1½	649	(700-1½)	
			E	1940-1¾	649	(700-1¾)	
	18 ²		A	2000/40	733	(800-¾)	
			B	2000/50	733	(800-1)	
			C	2000-1¾	733	(800-1¾)	
			D	2000-2	733	(800-2)	
			E	2000-2¼	733	(800-2¼)	
CIR ³	36		A	1940-1	649	(700-1)	
			B	1940-1¼	649	(700-1¼)	
			C	1940-1¾	649	(700-1¾)	
			D	1980-2¼	689	(700-2¼)	
			E	2040-2¾	749	(800-2¾)	
	18		A	2000-1	709	(800-1)	
			B	2000-1¼	709	(800-1¼)	
			C	2000-2	709	(800-2)	
			D	2000-2¼	709	(800-2¼)	
			E	2040-2¾	749	(800-2¾)	

¹When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
²When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, CAT E vis to 2½ miles.
³CAT E circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

TULSA, OK
TULSA INTL (TUL)
RADAR-1 124.0 338.3 

Amdt 19, 19MAY22 (22139) (FAA)

ELEV 678

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	18L		AB	1040/24	399	(400-½)	CDE	1040/35	399	(400-¾)
	18R		ABCD	1040-1	372	(400-1)	E	NA		
	26		ABCDE	1080-¾	428	(500-¾)				
	8		AB	1080-1	409	(500-1)	CDE	1080-1½	409	(500-1½)
	36R		AB	1120/24	470	(500-½)	CDE	1120/50	470	(500-1)
	36L		AB	1180-1	502	(600-1)	CD	1180-1¾	502	(600-1¾)
			E	NA						
CIRCLING	ALL RWY		AB	1180-1	502	(600-1)	C	1500-2½	822	(900-2½)
			D	1520-2¾	842	(900-2¾)	E	1520-3	842	(900-3)

Circling NA for CAT E south of Rwy 8-26.
For inop ALS increase ASR S-18L CAT E visibility to RVR 6000.
For inop ALS increase ASR S-26 CAT A/B visibility to 1 SM, and CAT E visibility to 1¼ SM.
For inop ALS increase ASR S-36R CAT C/D/E visibility to 1¾ SM.

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

14261

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD
SHORT OPERATIONS (LAHSO)
FOR ARKANSAS OR OKLAHOMA

SC-1, 07 AUG 2025 to 02 OCT 2025

14261

SC-1, 07 AUG 2025 to 02 OCT 2025

22139

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.

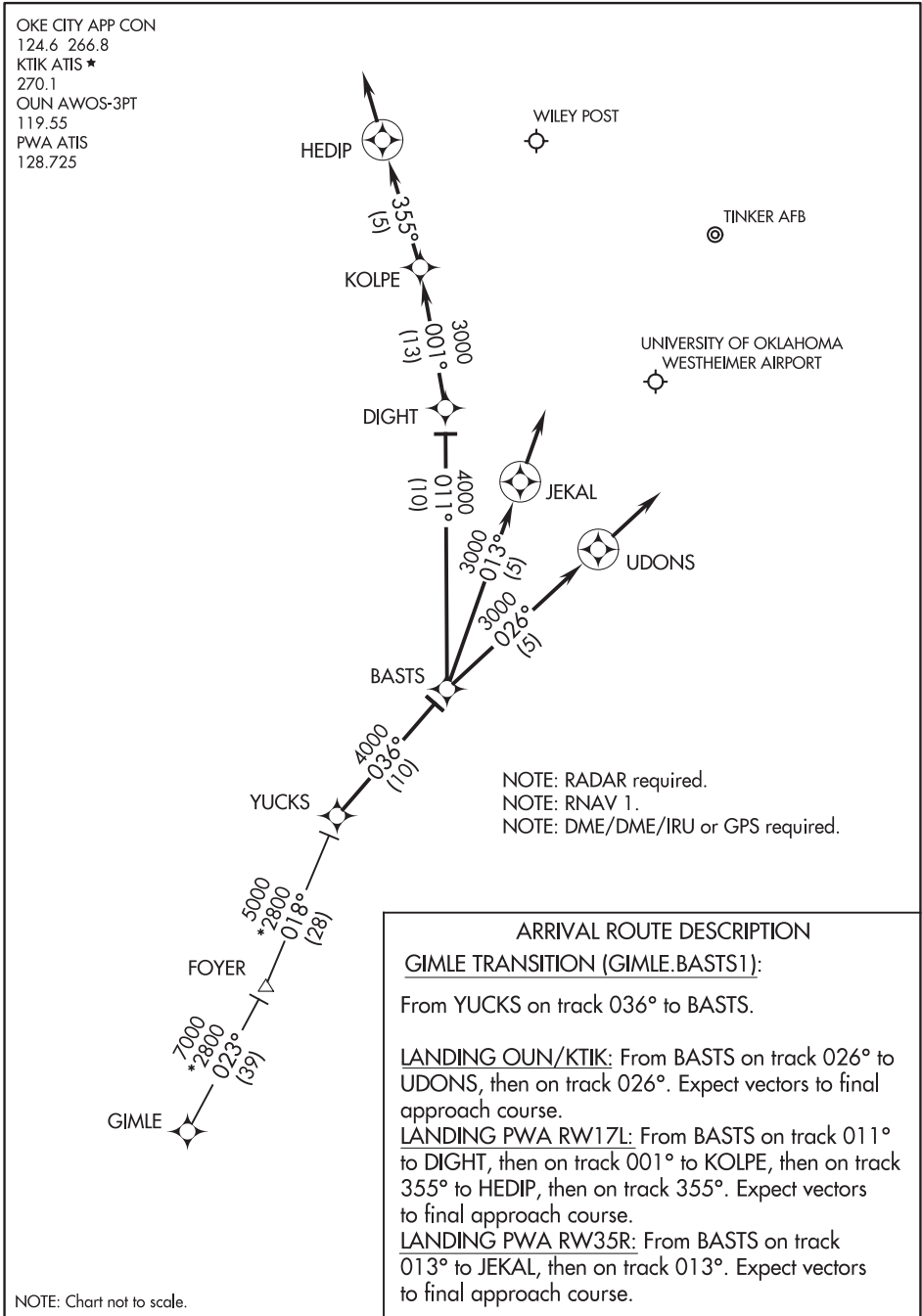
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LITTLE ROCK, AR BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)	HS 1	Rwy 36 and Rwy 04L single hold lines at Twy A and Twy F.
NORMAN, OK UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)	HS 1 HS 2 HS 3 HS 4	Twy D east of Rwy 03-21. Twy E east of Rwy 03-21. Twy D west of Rwy 03-21. Twy B and Twy C int and Rwy 36.
ALTUS, OK ALTUS AFB (KLTS)	HS 1	Aircraft taxiing on Twy B between spot 47 and Twy D.

*See appropriate Chart Supplement HOT SPOT table for additional information.

22139

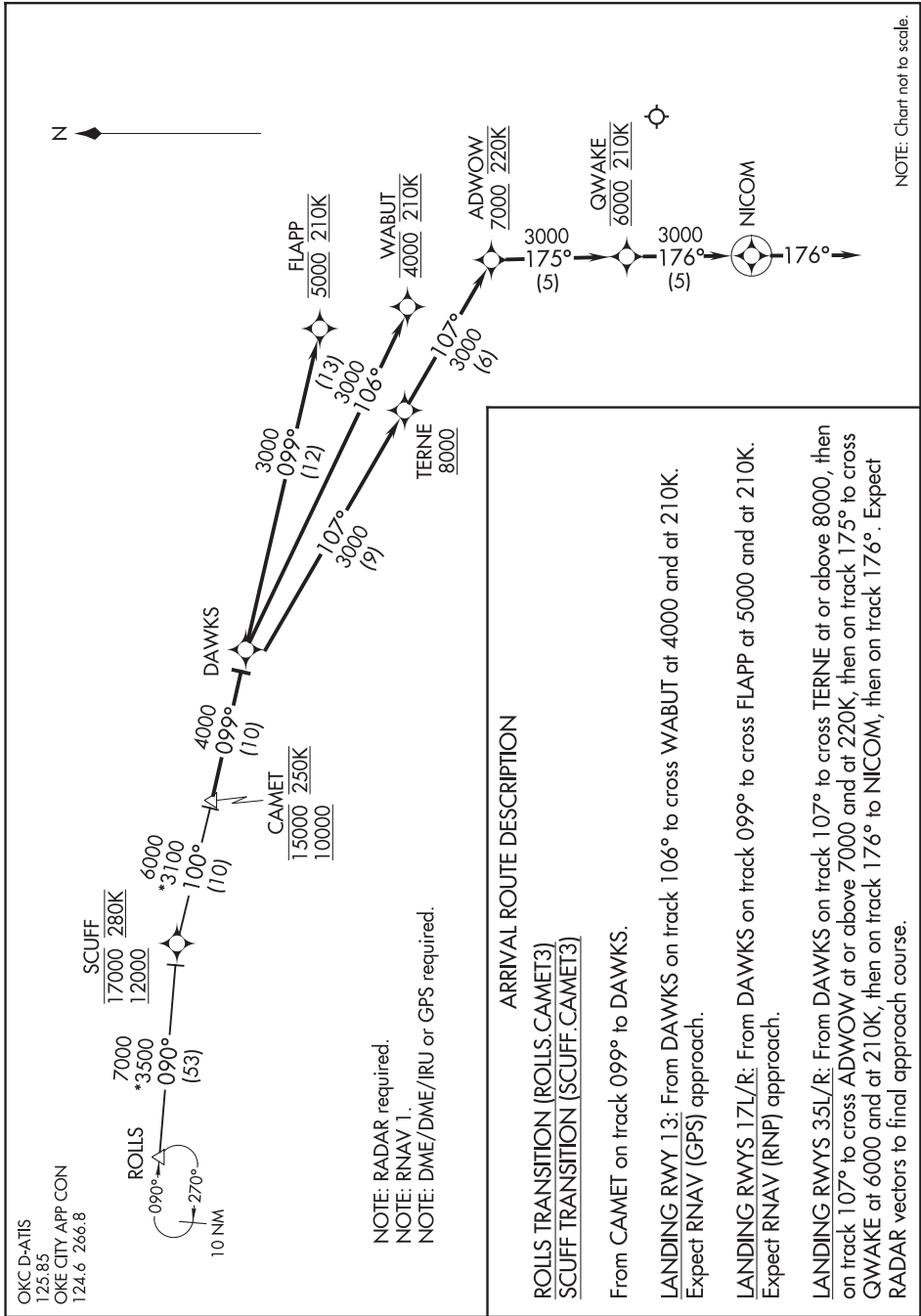
SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



CAMET THREE ARRIVAL (RNAV)

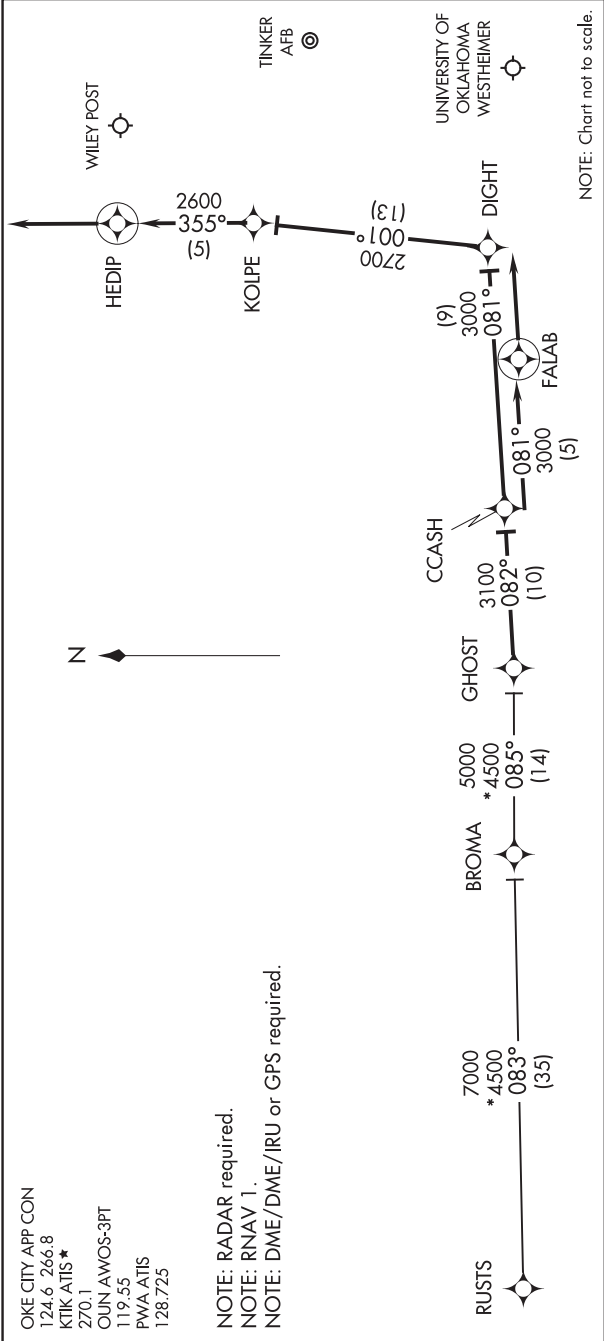
OKC WILL ROGERS INTL (OKC)
OKLAHOMA CITY, OKLAHOMA



CAMET THREE ARRIVAL (RNAV)

(GHOST.CCASH1) 23166
CCASH ONE ARRIVAL (RNAV)

AL-739 (FAA)
OKLAHOMA CITY, OKLAHOMA



ARRIVAL ROUTE DESCRIPTION

BROMA TRANSITION (BROMA.CCASH1):
RUSTS TRANSITION (RUSTS.CCASH1):

From GHOST on track 082° to CCASH.

LANDING OUN/KTIK: From CCASH on track 081° to FALAB, then on track 081°. Expect radar vectors to final approach course.

LANDING PWA RW17L: From CCASH on track 081° to DIGHT, then on track 001° to KOLPE, then on track 355° to HEDIP, then on track 355°. Expect radar vectors to final approach course.

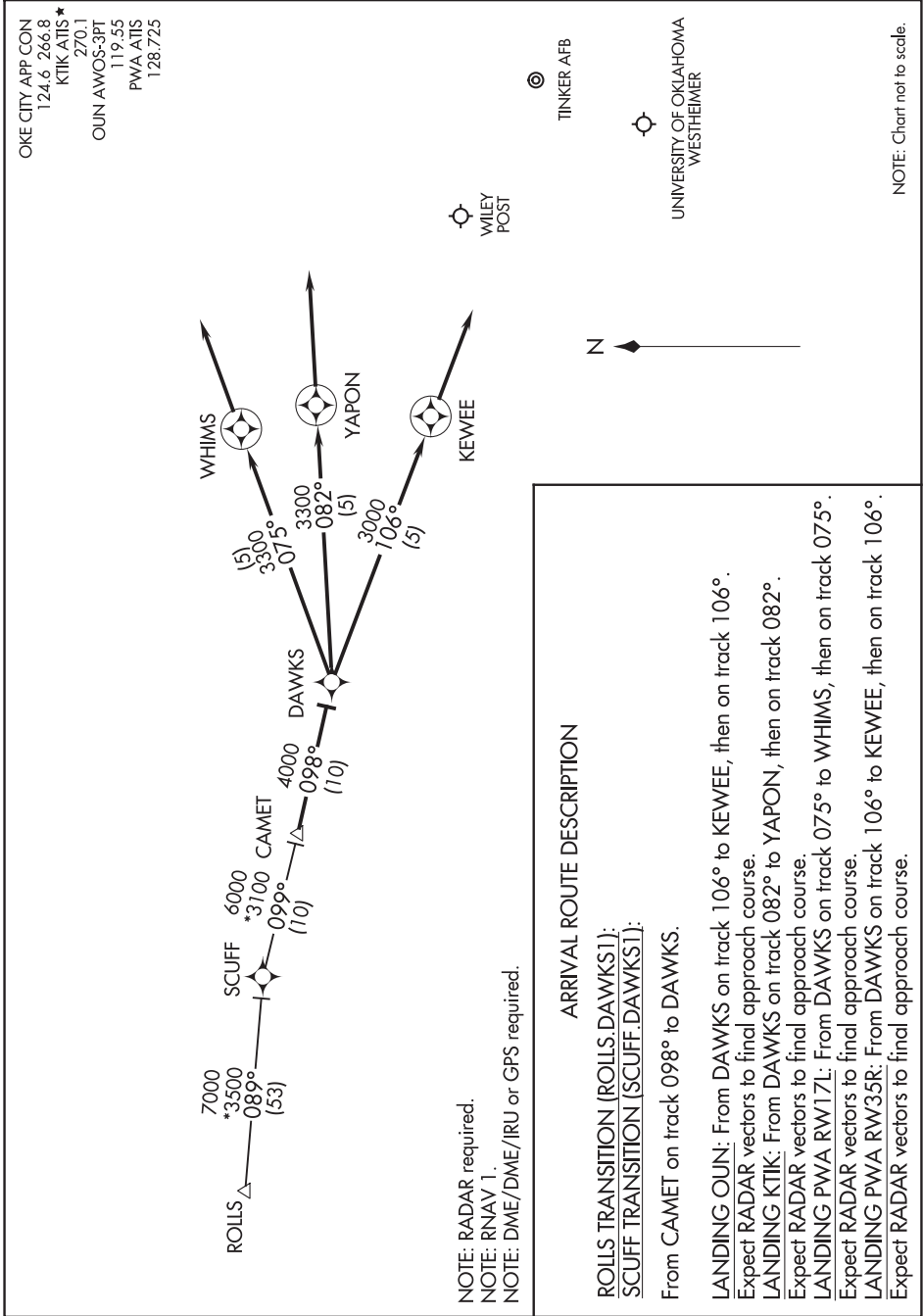
LANDING PWA RW35R: From CCASH on track 081° to FALAB, then on track 081°. Expect radar vectors to final approach course.

CCASH ONE ARRIVAL (RNAV)
(GHOST.CCASH1) 24JUL14

OKLAHOMA CITY, OKLAHOMA

DAWKS ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA



NOTE: Chart not to scale.

DAWKS ONE ARRIVAL (RNAV)

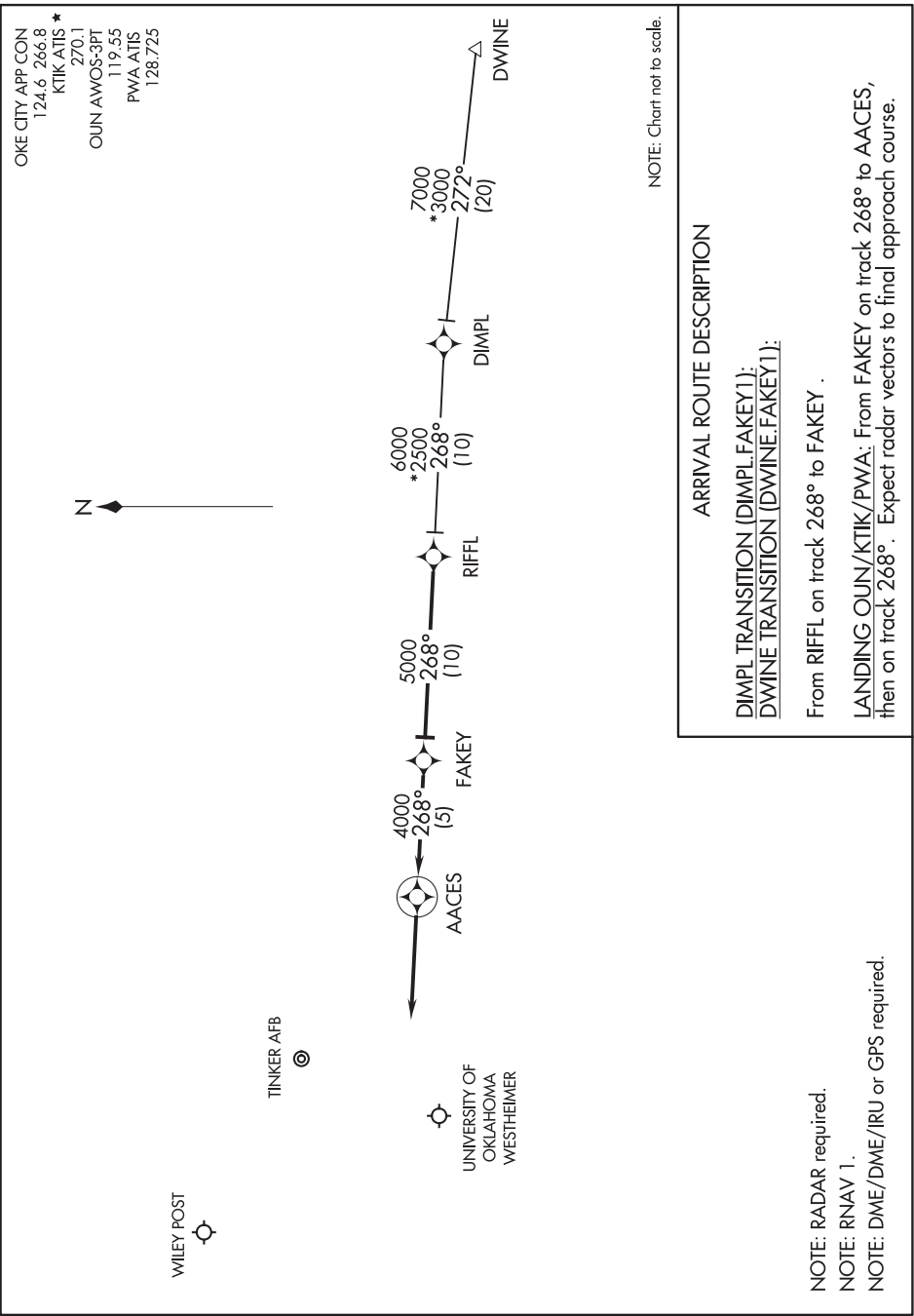
OKLAHOMA CITY, OKLAHOMA

FAKEY ONE ARRIVAL (RNAV)

(RIFFL.FAKEY1) 23166

AL-739 (FAA)

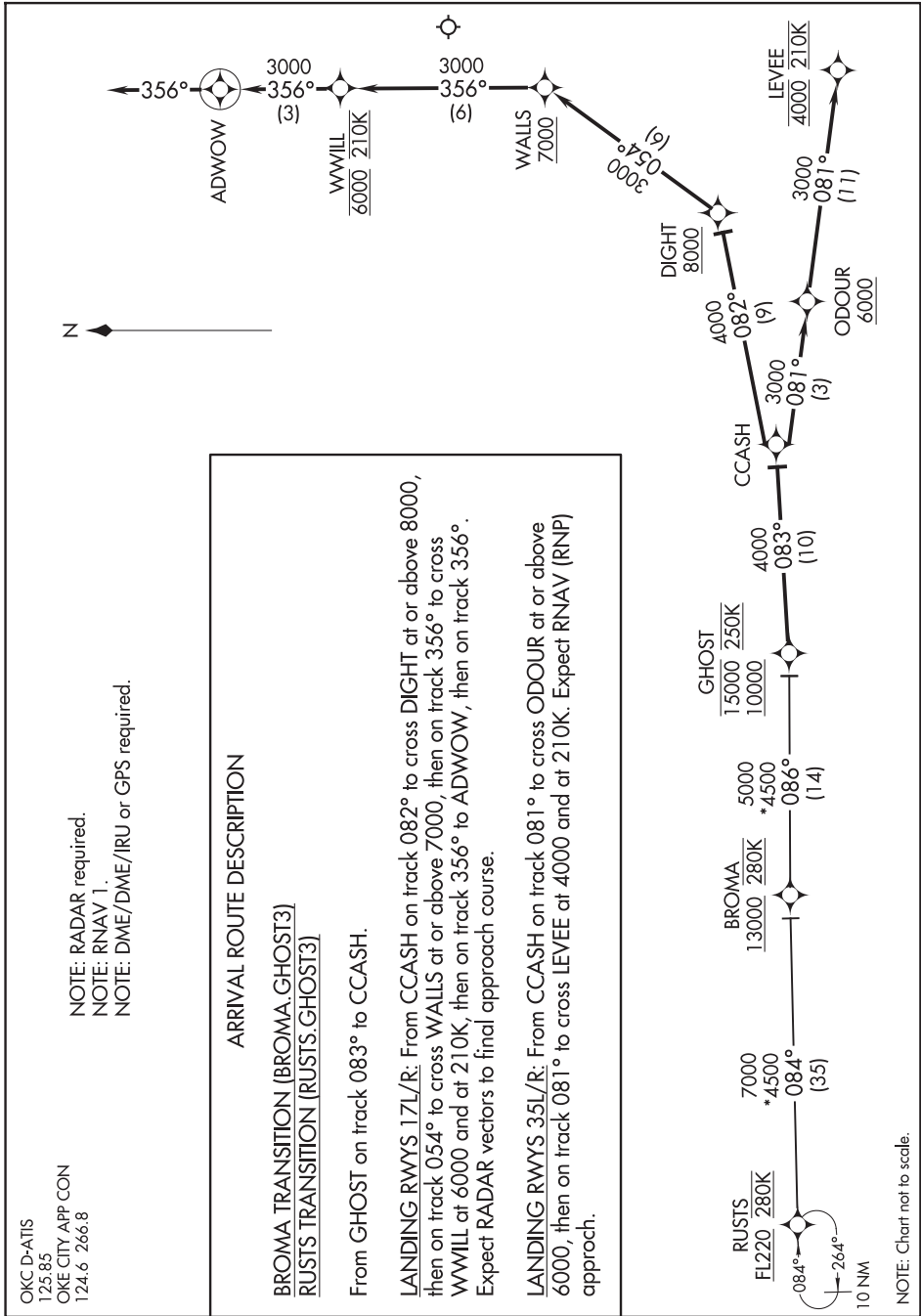
OKLAHOMA CITY, OKLAHOMA

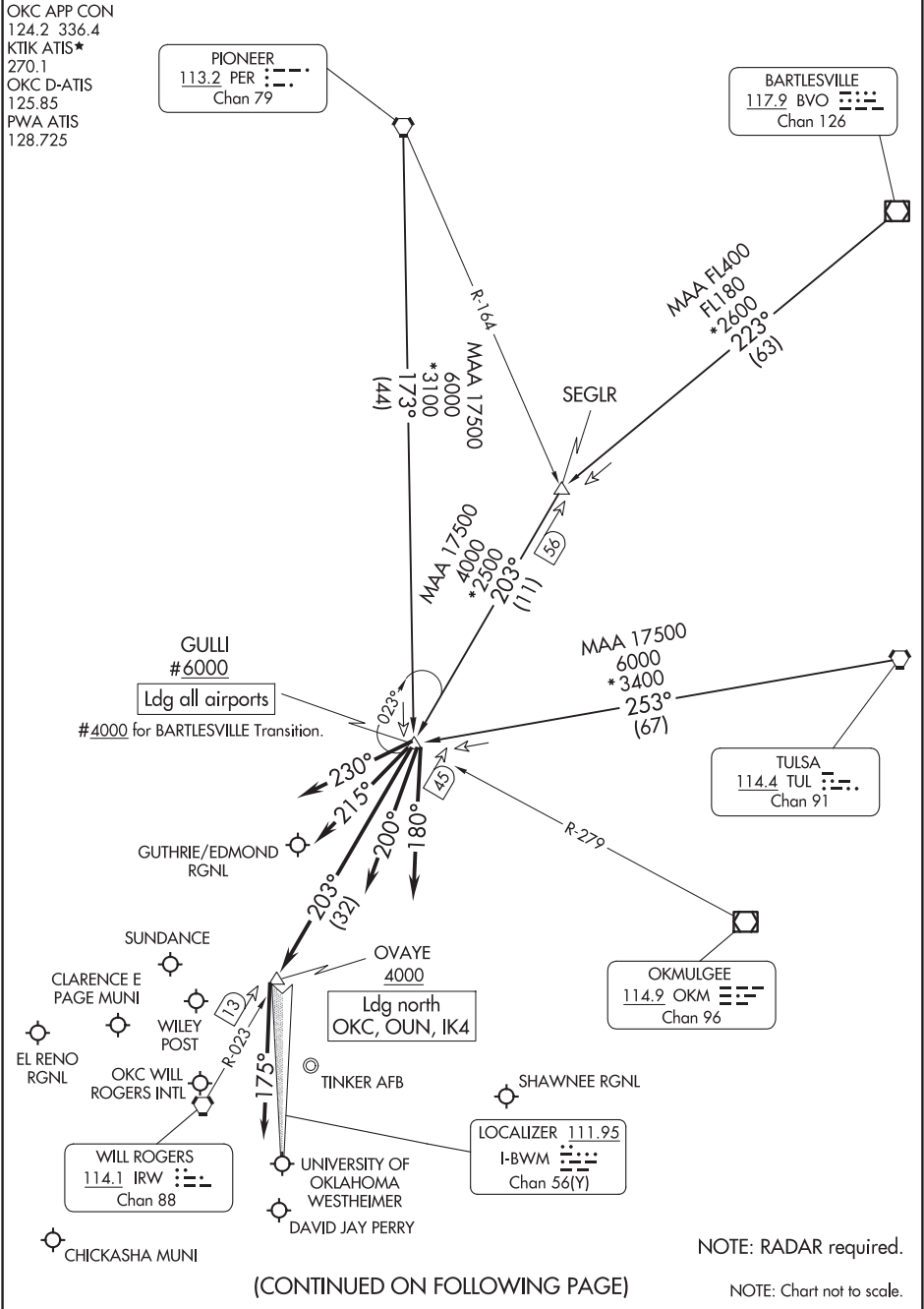


FAKEY ONE ARRIVAL (RNAV)

(RIFFL.FAKEY1) 24JUL14

OKLAHOMA CITY, OKLAHOMA





ARRIVAL DESCRIPTION

BARTLESVILLE TRANSITION (BVO.GULLI3): From over BVO VOR/DME on BVO R-223 to SEGLR, then on IRW R-023 to GULLI. Thence. . . .

PIONEER TRANSITION (PER.GULLI3): From over PER VORTAC on PER R-173 to GULLI. Thence. . . .

TULSA TRANSITION (TUL.GULLI3): From over TUL VORTAC on TUL R-253 to GULLI. Thence. . . .

ALL AIRCRAFT LANDING SOUTH:

. . . .For GOK, HSD, PWA, RCE, RQO, CHK airports: From over GULLI, fly heading 230° for RADAR vectors to final approach course.

. . . .For OKC, OUN, 1K4, airports: From over GULLI, fly heading 215° for RADAR vectors to final approach course.

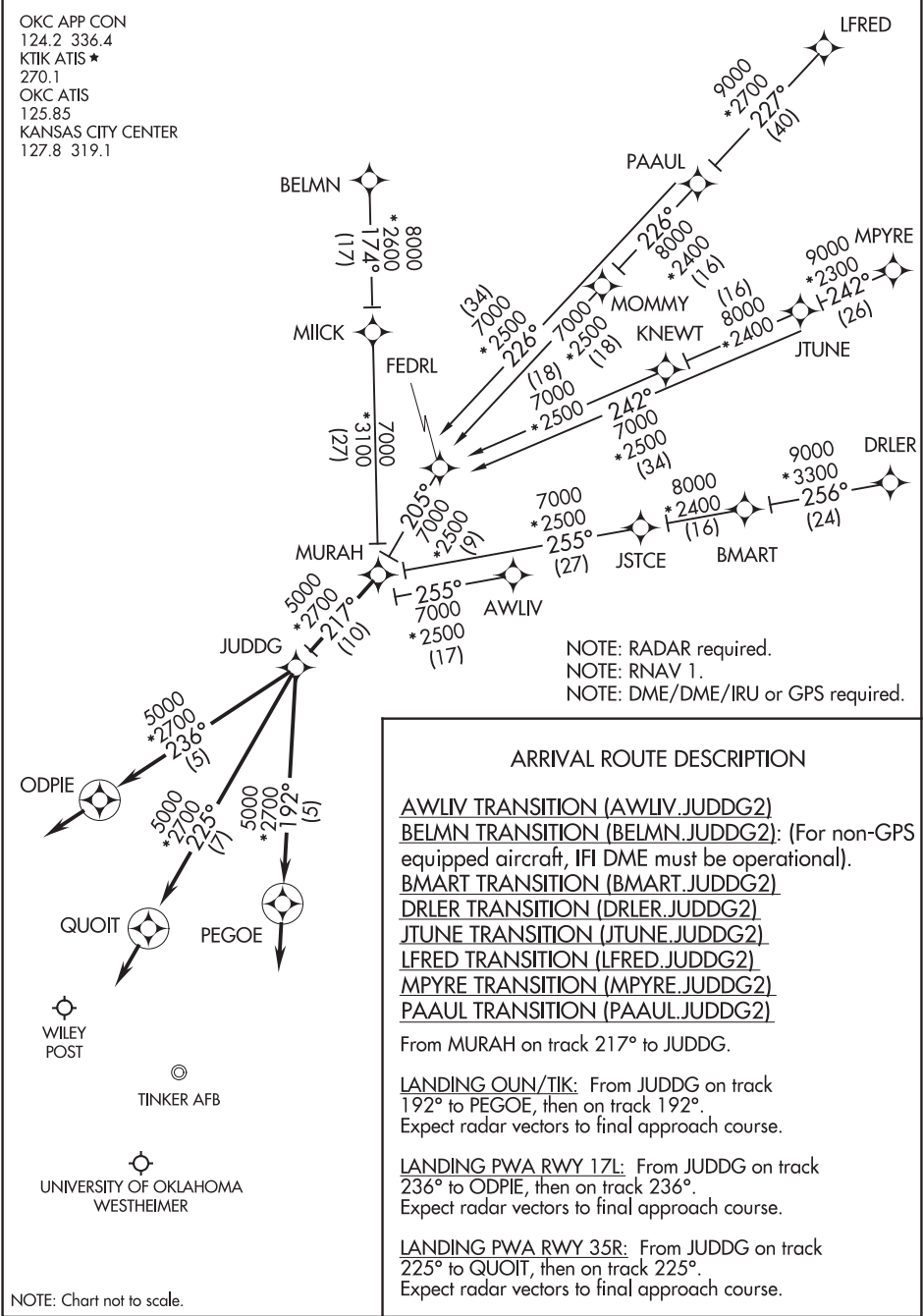
. . . .For TIK, SNL airports: From over GULLI, fly heading 200° for RADAR vectors to final approach course.

ALL AIRCRAFT LANDING NORTH:

. . . .For GOK, HSD, PWA, RCE, RQO, CHK airports: From over GULLI, fly heading 230° for RADAR vectors to final approach course.

. . . .For OKC, OUN, 1K4 airports: From over GULLI on WILL ROGERS VORTAC (IRW) 023° to cross OVAYE at or above 4000, then fly heading 175° for RADAR vectors to final approach course.

. . . .For TIK, SNL airports: From over GULLI, fly heading 180° for RADAR vectors to final approach course.



(MURAH.MURAH3) 24305

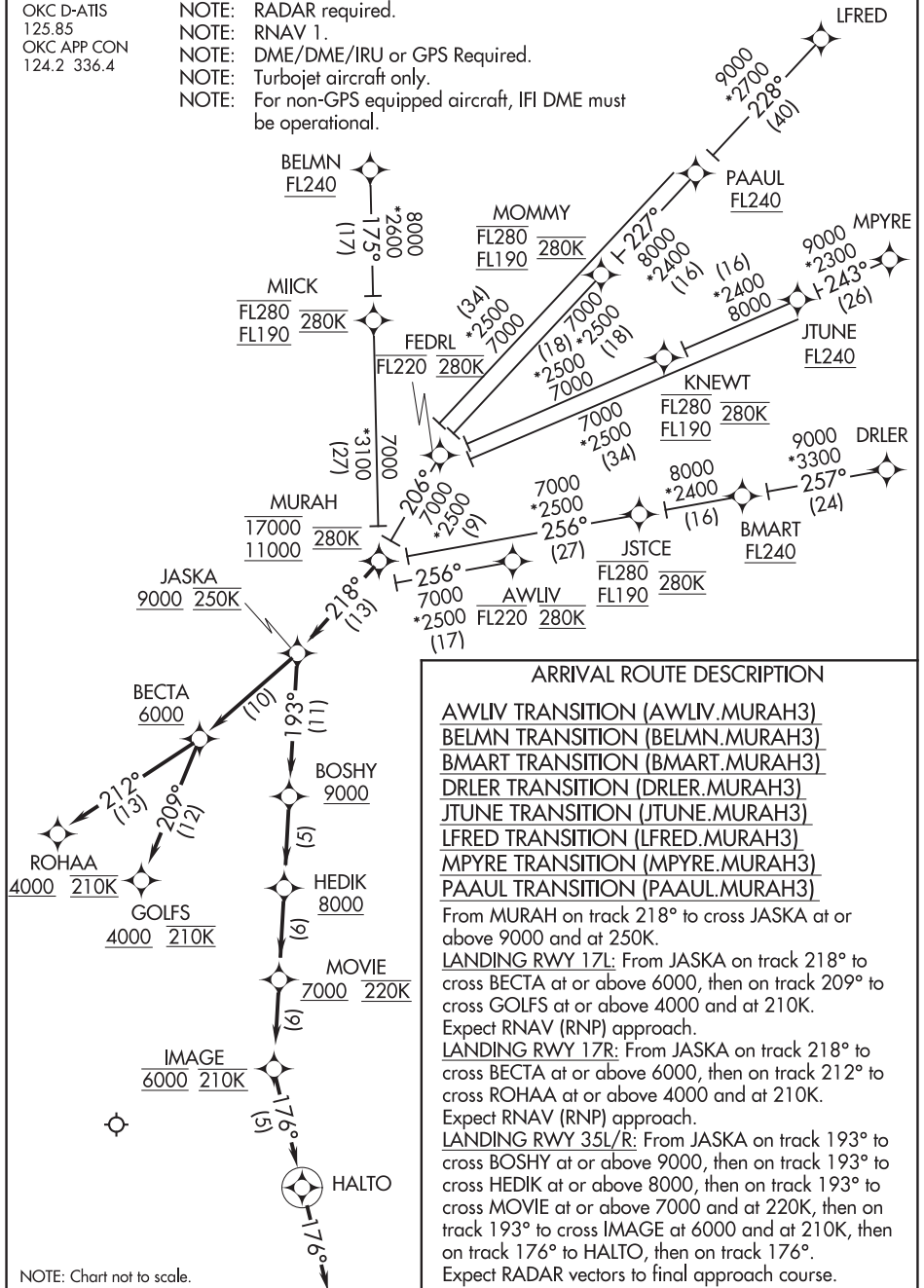
Z10
AL-301 (FAA)

OKC WILL ROGERS INTL (OKC)
OKLAHOMA CITY, OKLAHOMA

MURAH THREE ARRIVAL (RNAV)

OKC D-ATIS
125.85
OKC APP CON
124.2 336.4

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, IFI DME must be operational.



ARRIVAL ROUTE DESCRIPTION

AWLIV TRANSITION (AWLIV.MURAH3)

BELMN TRANSITION (BELMN.MURAH3)

BMAAT TRANSITION (BMAAT.MURAH3)

DRLER TRANSITION (DRLER.MURAH3)

JTUNE TRANSITION (JTUNE.MURAH3)

LFRED TRANSITION (LFRED.MURAH3)

MPYRE TRANSITION (MPYRE.MURAH3)

PAAUL TRANSITION (PAAUL.MURAH3)

From MURAH on track 218° to cross JASKA at or above 9000 and at 250K.

LANDING RWY 17L: From JASKA on track 218° to cross BECTA at or above 6000, then on track 209° to cross GOLFS at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 17R: From JASKA on track 218° to cross BECTA at or above 6000, then on track 212° to cross ROHAA at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 35L/R: From JASKA on track 193° to cross BOSH at or above 9000, then on track 193° to cross HEDIK at or above 8000, then on track 193° to cross MOVIE at or above 7000 and at 220K, then on track 193° to cross IMAGE at 6000 and at 210K, then on track 176° to HALTO, then on track 176°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

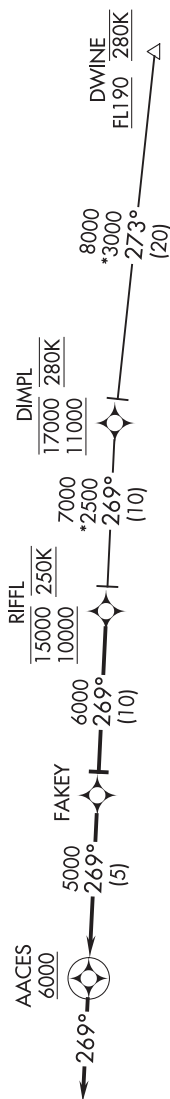
MURAH THREE ARRIVAL (RNAV)

(MURAH.MURAH3) 07DEC17

OKLAHOMA CITY, OKLAHOMA
OKC WILL ROGERS INTL (OKC)

SC-1, 07 AUG 2025 to 02 OCT 2025

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

DIMPL TRANSITION (DIMPL.RIFFL3)
DWINE TRANSITION (DWINE.RIFFL3)

From RIFFL on track 269° to FAKEY:

LANDING RWYS 17L/R, 35L/R: From FAKEY on track 269° to cross AACES at or above 6000, then on track 269°. Expect RADAR vectors to final approach course.

OKLAHOMA CITY, OKLAHOMA
OKC WILL ROGERS INTL (OKC)

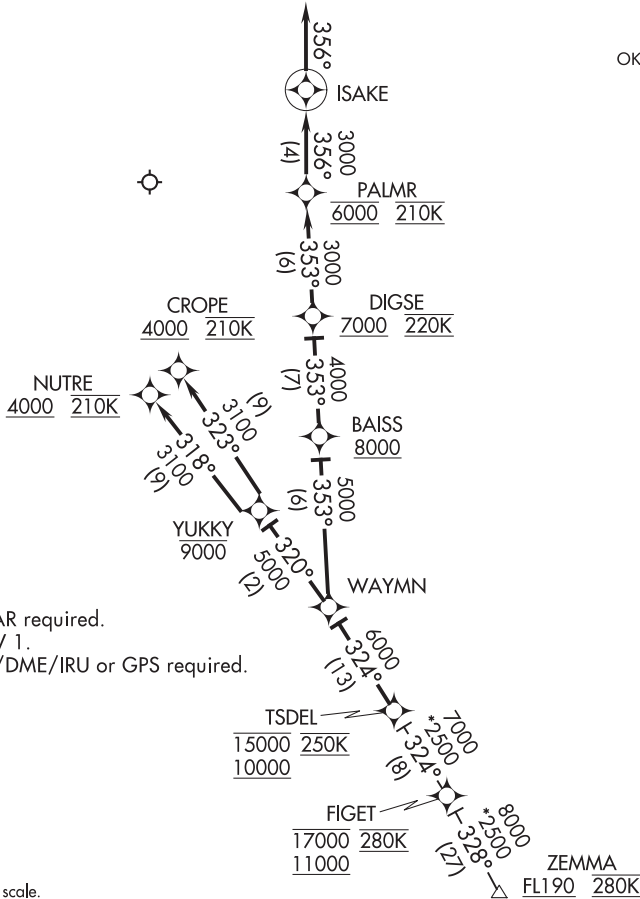
(TSDEL.TSDEL3) 24305

TSDEL THREE ARRIVAL (RNAV)

Z12
AL-301 (FAA)

OKC WILL ROGERS INTL (OKC)
OKLAHOMA CITY, OKLAHOMA

D-ATIS
125.85
OKE CITY APP CON
124.2 336.4



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

FIGET TRANSITION (FIGET.TSDEL3)
ZEMMA TRANSITION (ZEMMA.TSDEL3)

From TSDEL on track 324° to WAYMN.

LANDING RWYS 17L/R: From WAYMN on track 353° to cross BAISS at or above 8000, then on track 353° to cross DIGSE at or above 7000 and at 220K, then on track 353° to cross PALMR at 6000 and at 210K, then on track 356° to ISAKE, then on track 356°. Expect RADAR vectors to final approach course.

LANDING RWY 35L: From WAYMN on track 320° to cross YUKKY at or below 9000, then on track 318° to cross NUTRE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 35R: From WAYMN on track 320° to cross YUKKY at or below 9000, then on track 323° to cross CROPE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

TSDEL THREE ARRIVAL (RNAV)

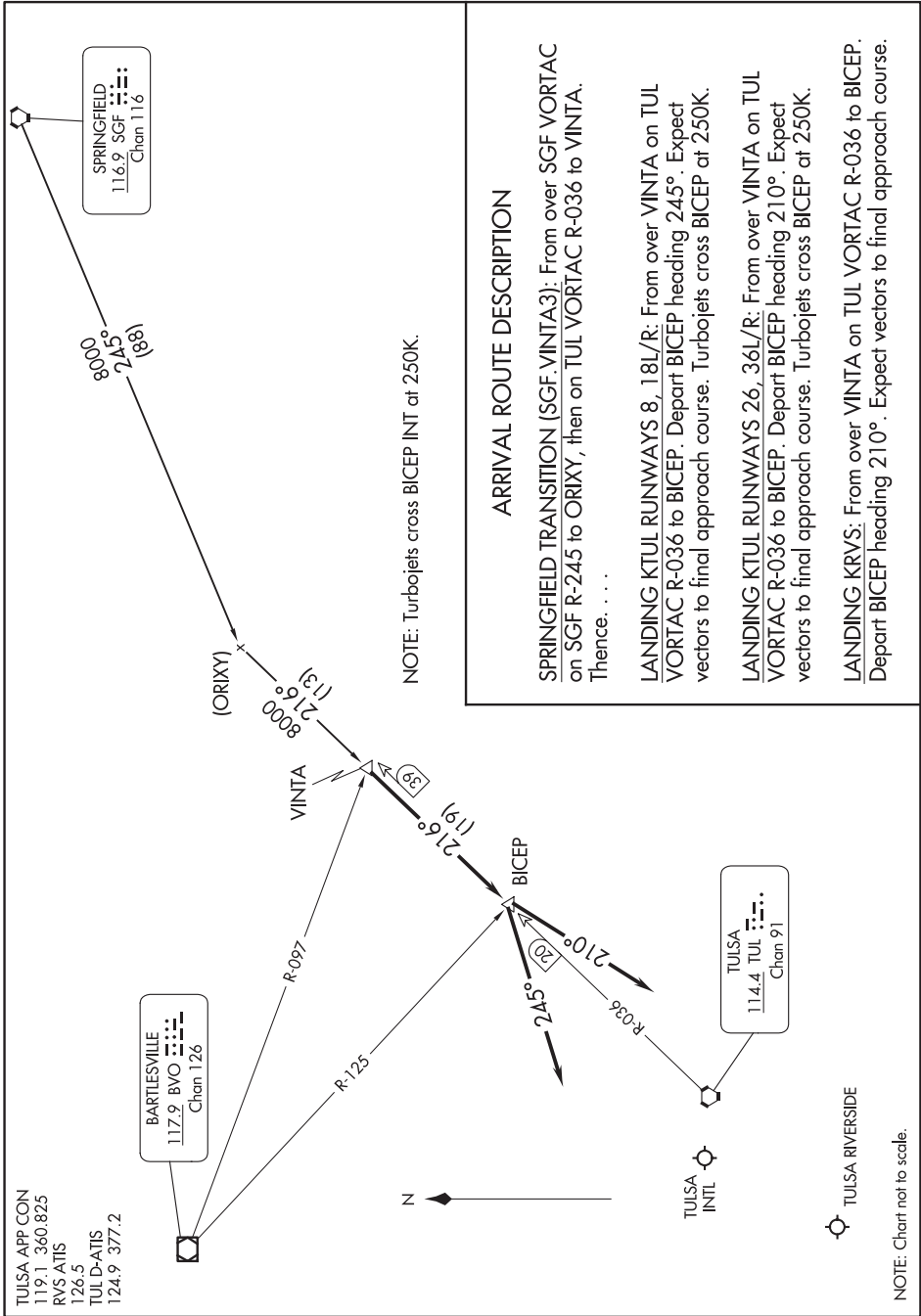
(TSDEL.TSDEL3) 07DEC17

OKLAHOMA CITY, OKLAHOMA
OKC WILL ROGERS INTL (OKC)

VINTA THREE ARRIVAL

TULSA, OKLAHOMA

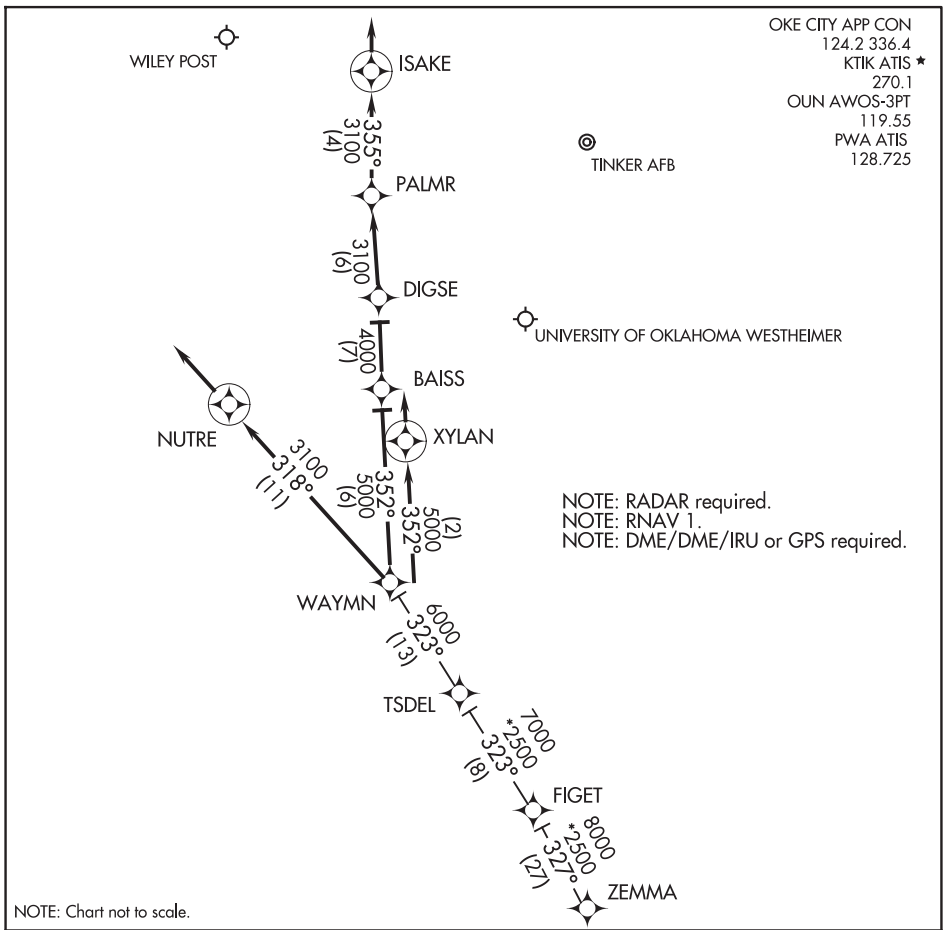
SC-1, 07 AUG 2025 to 02 OCT 2025



SC-1, 07 AUG 2025 to 02 OCT 2025

VINTA THREE ARRIVAL

TULSA, OKLAHOMA



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

FIGET TRANSITION (FIGET.WAYMN1):
ZEMMA TRANSITION (ZEMMA.WAYMN1):

From TSDEL on track 323° to WAYMN.

LANDING OUN: From WAYMN on track 352° to XLAN, then on track 352°. Expect radar vectors to final approach course.

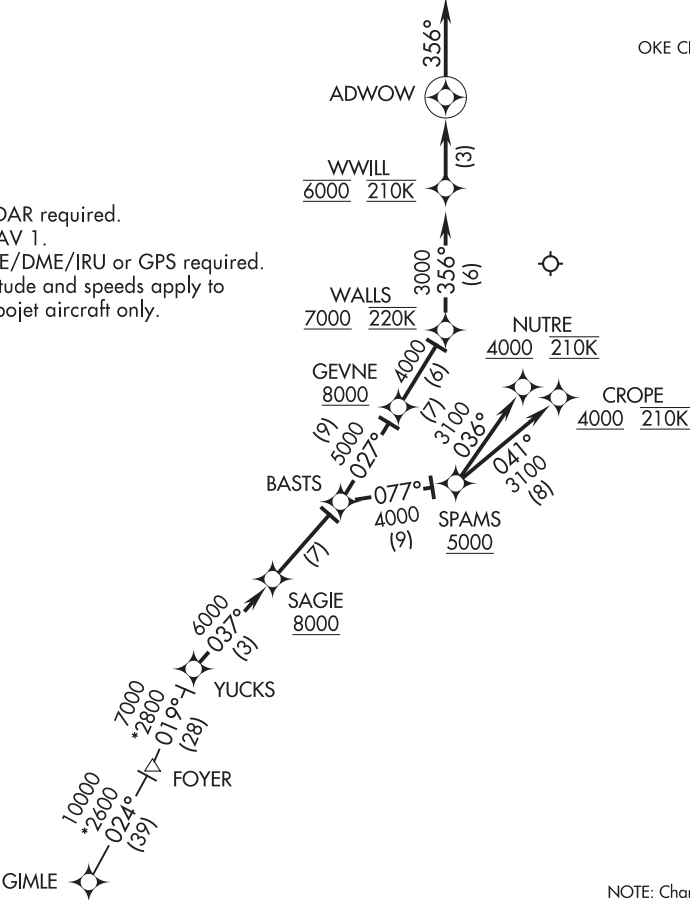
LANDING KTİK: From WAYMN on track 352° to BAISS, then on track 352°. Expect radar vectors to final approach course.

LANDING PWA RWY17L: From WAYMN on track 352° to BAISS, then on track 352° to DIGSE, then on track 352° to PALMR, then on track 355° to ISAKE, then on track 355°. Expect radar vectors to final approach course.

LANDING PWA RW35R: From WAYMN on track 318° to NUTRE, then on track 318°. Expect radar vectors to final approach course.

OKC D-ATIS
125.85
OKE CITY APP CON
124.6 266.8

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Altitude and speeds apply to turbojet aircraft only.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GIMLE TRANSITION (GIMLE.YUCKS3):

From YUCKS on track 037° to cross SAGIE at or above 8000, then on track 037° to BASTS.

LANDING RWY 17L/R: From BASTS on track 027° to cross GEVNE at or above 8000, then on track 027° to cross WALLS at or above 7000 and at 220K, then on track 356° to cross WWILL at 6000 and at 210K, then on track 356° to ADWOW, then on track 356°.
Expect radar vectors to final approach course.

LANDING RWY 35L: From BASTS on track 077° to cross SPAMS at or above 5000, then on track 036° to cross NUTRE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 35R: From BASTS on track 077° to cross SPAMS at or above 5000, then on track 041° to cross CROPE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

INTENTIONALLY
LEFT
BLANK

WAAS CH 61012 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	6203 1016 1016
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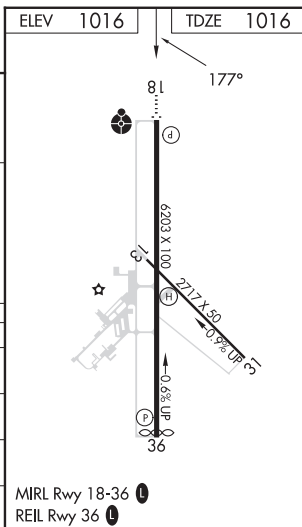
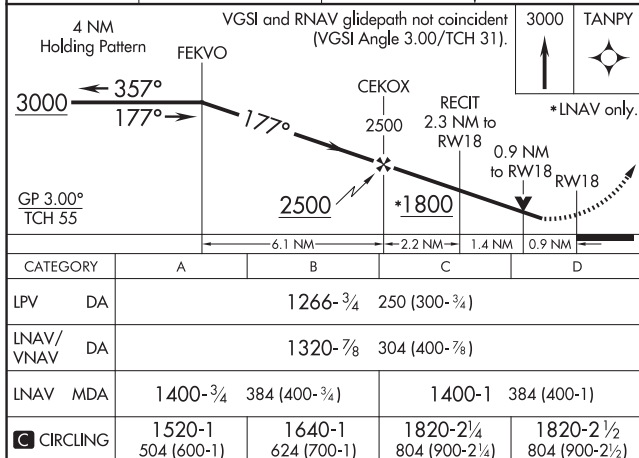
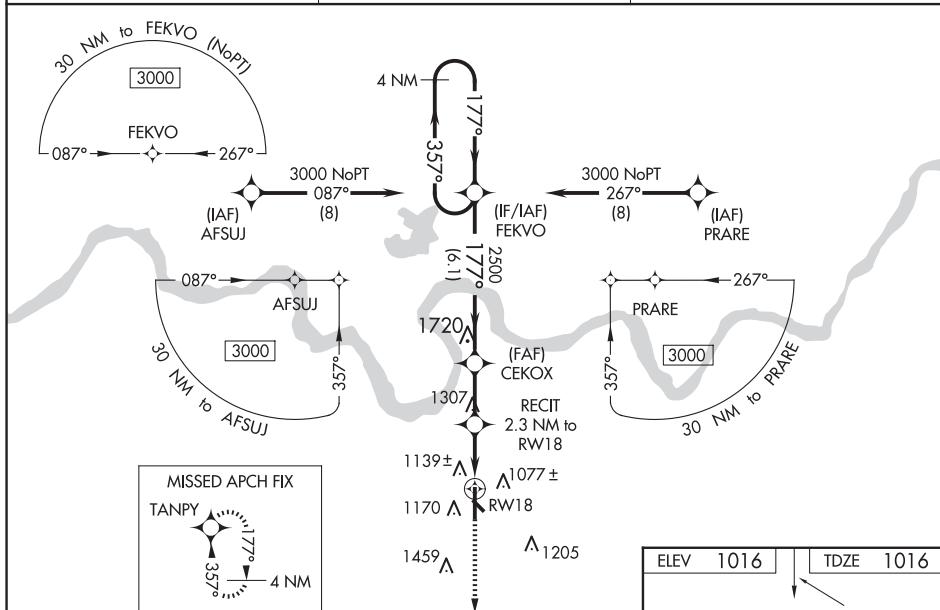
RNAV (GPS) RWY 18
ADARRGNL (ADH)

⚠ Inop table does not apply to LPV. 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 Seminalder altimeter setting. Circling Rwy 31 NA at night. Rwy 18 helicopter visibility reduction below ¼ SM NA. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cts A and B visibility ½ SM. For inop ALS when using Seminalder altimeter setting, increase LPV all Cts visibility to 1 SM and LNAV/VNAV all Cts to 1¼ SM. When local altimeter setting not received, use Seminalder altimeter setting: increase LPV DA to 1332 feet, LNAV/VNAV DA to 1386 and all MDA 80 feet. Increase LPV all Cts visibility ½ SM, increase LNAV/VNAV all Cts and LNAV Cat C and D visibility ¼ SM. Increase Circling Cts C/D visibility ½ SM.

ODALS

MISSED APPROACH:
Climb to 3000 direct
TANPY and hold.

AWOS-3PT 118.725	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8 (CTAF) 0
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RNAV (GPS) RWY 18

ADA, OKLAHOMA

AL-5149 (FAA)

24137

WAAS CH 70412 W36A	APP CRS 357°	Rwy ldg 6103 TDZE 995 Apt Elev 1016
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RNAV (GPS) RWY 36

ADA RGNL (ADH)

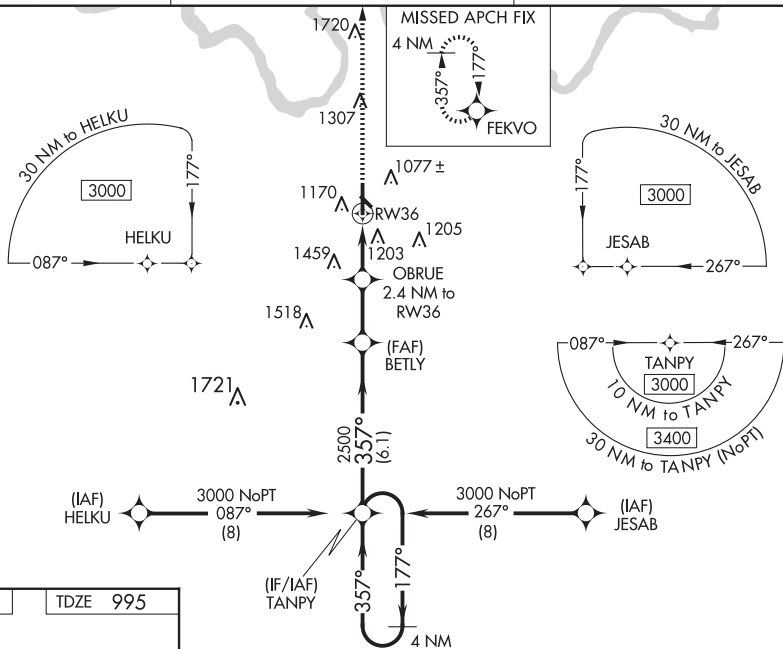
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Seminole altimeter setting.
- ▲ Circling Rwy 31 NA at night. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Seminole altimeter setting: increase LPV DA to 1311 feet, LNAV/VNAV DA to 1600 feet and all MDA 80 feet. Increase LPV all Cats and LNAV Cats C and D visibility $\frac{1}{4}$ SM, increase LNAV/VNAV all Cats visibility to $2\frac{1}{2}$ SM. Increase Circling Cats C/D visibility $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 3000
direct FEKVO and hold.

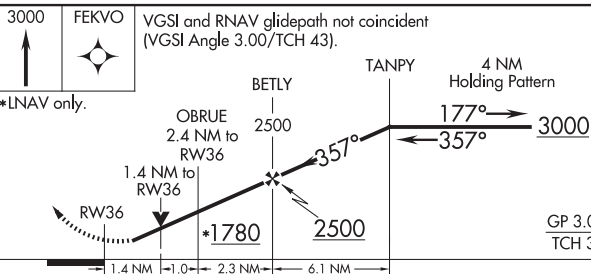
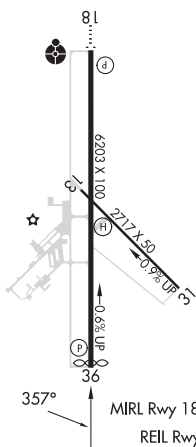
AWOS-3PT
118.725

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF) 0



ELEV 1016 TDZE 995



CATEGORY	A	B	C	D
LPV DA	1245- $\frac{7}{8}$	250 (300- $\frac{7}{8}$)		
LNAV/VNAV DA	1534-1 $\frac{7}{8}$	539 (600-1 $\frac{7}{8}$)		
LNAV MDA	1460-1	465 (500-1)	1460-1 $\frac{3}{8}$	465 (500-1 $\frac{3}{8}$)
CIRCLING	1520-1 504 (600-1)	1640-1 624 (700-1)	1820-2 $\frac{1}{4}$ 804 (900-2 $\frac{1}{4}$)	1820-2 $\frac{1}{2}$ 804 (900-2 $\frac{1}{2}$)

ADA, OKLAHOMA

Amdt 1 17AUG17

34°48'N-96°40'W

RNAV (GPS) RWY 36

ADA RGNL (ADH)

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
358°

Rwy Idg
TDZE
210

Apt Elev
210

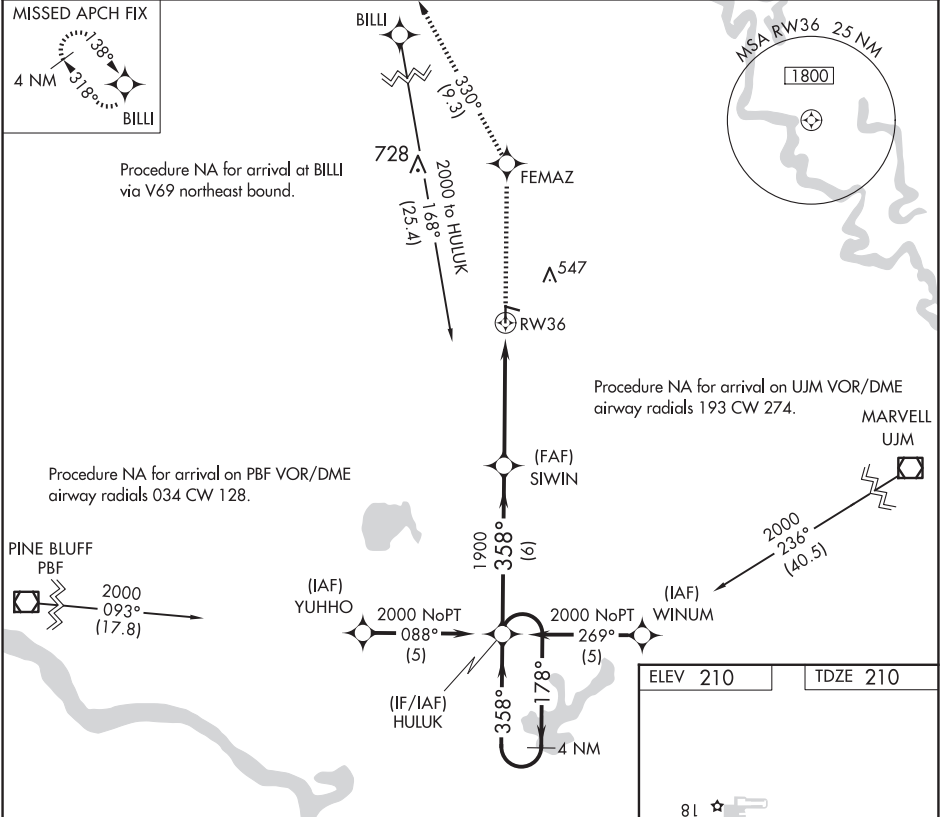
RNAV (GPS) RWY 36

ALMYRA MUNI (M73)

RNP APCH.
NA Use Stuttgart altimeter setting; if not received, use Pinebluff Rgnl/Girder Fld altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct FEMAZ and via 330° track to BILLI and hold.

SGT AWOS-3PT 119.025	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF)
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 37).

4 NM Holding Pattern

2000

178°

358°

HULUK

SIWIN

358°

1900

3.05°

TCH 45

6 NM

5.1 NM

RW36

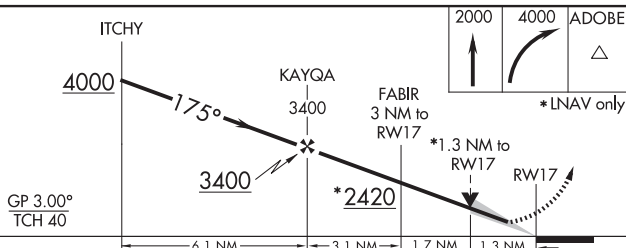
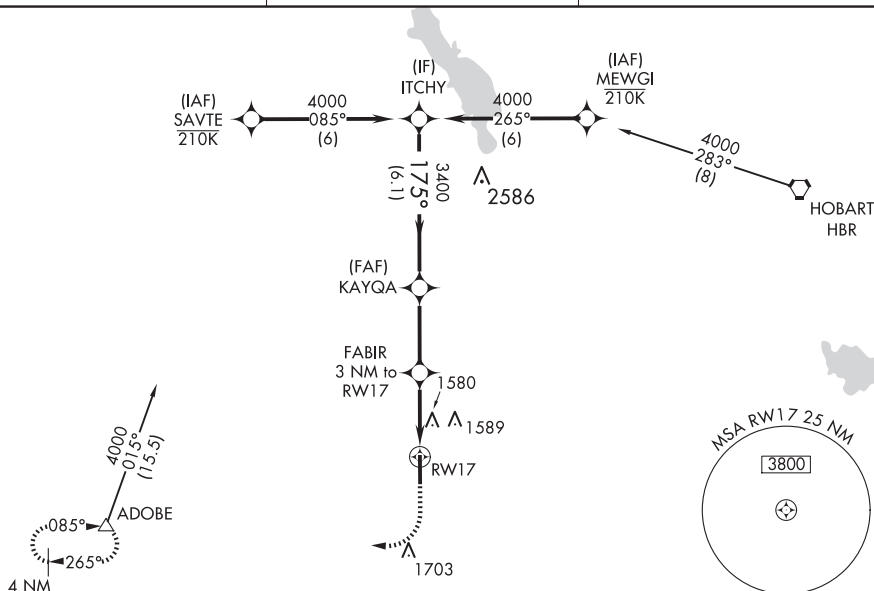
CATEGORY	A	B	C	D
LNAV MDA	680-1	470 (500-1)	680-1¼ 470 (500-1¼)	NA
CIRCLING	680-1 470 (500-1)	940-1 730 (800-1)	940-2 730 (800-2)	NA


ELEV 210

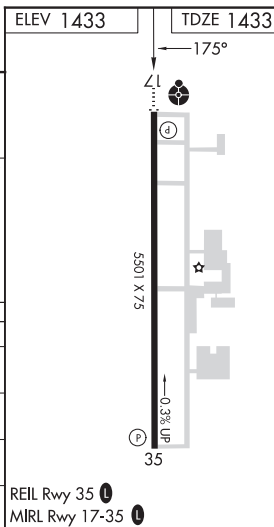
TDZE 210

RNAV (GPS) RWY 17
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct ADOBE and hold.

UNICOM
122.8 (CTAF) **L**

CATEGORY		A	B	C	D
LPV	DA	1683-7 $\frac{7}{8}$ 250 (300-7 $\frac{7}{8}$)			NA
LNAV/ VNAV	DA	1926-1 $\frac{3}{4}$ 493 (500-1 $\frac{3}{4}$)			NA
LNAV	MDA	1880-1 447 (500-1)		1880-1 $\frac{3}{8}$ 447 (500-1 $\frac{3}{8}$)	NA
 CIRCLING		1920-1 487 (500-1)		2020-1 $\frac{1}{2}$ 587 (600-1 $\frac{1}{2}$)	NA



ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93914 W35A	APP CRS 355°	Rwy Idg TDZE Apt Elev	5501 1423 1433
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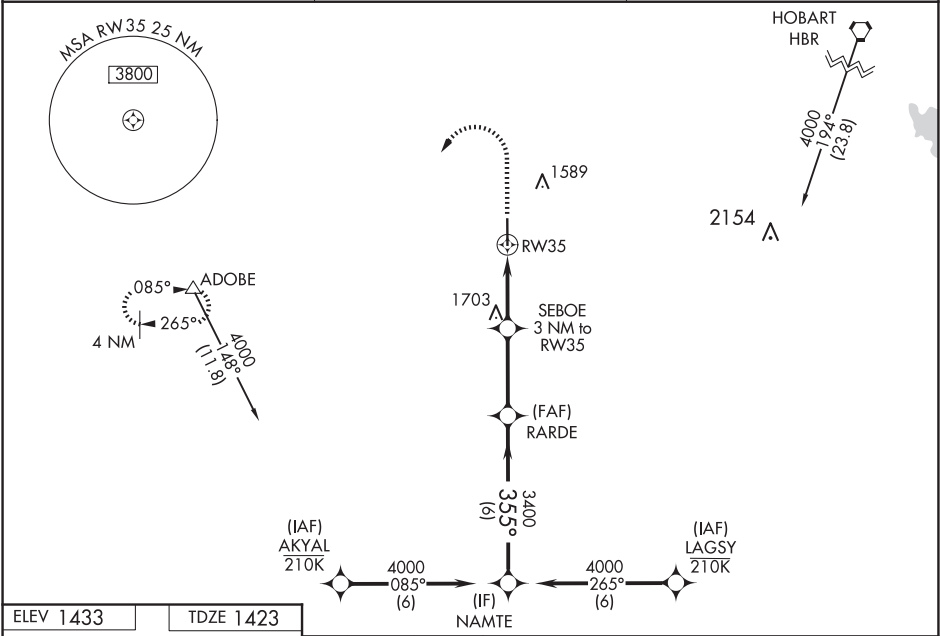
RNAV (GPS) RWY 35
ALTUS/QUARTZ MOUNTAIN RGNL (A.X.S)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct ADOBE and hold.

AWOS-3PT 118.825	ALTUS APP CON* 125.1 353.7	UNICOM 122.8 (CTAF) 0
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ELEV 1433

TDZE 1423

2100

4000

ADOBE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

*LNAV only.

RW35

SEBOE 3 NM to RW35

RARDE 3400

NAMTE 4000

355°

2400*

3400

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	1673-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1673-7/8	250 (300-7/8)		NA
LNAV MDA	1960-1	537 (600-1)	1960-1 1/2 537 (600-1 1/2)	NA
CIRCLING	1960-1	527 (600-1)	2020-1 1/2 587 (600-1 1/2)	NA

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

VORTAC LTS	Rwy Idg	N/A
109.8	TDZE	N/A
Chan 35	Apt Elev	1433

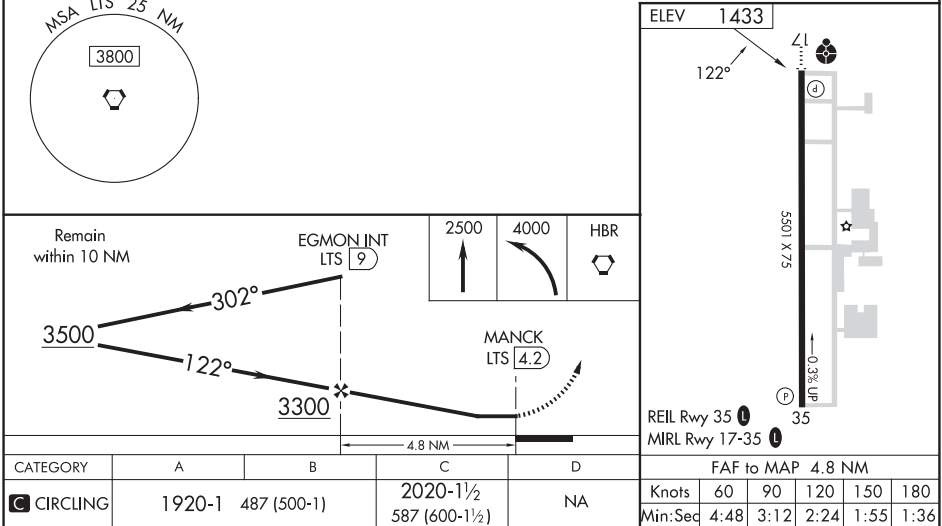
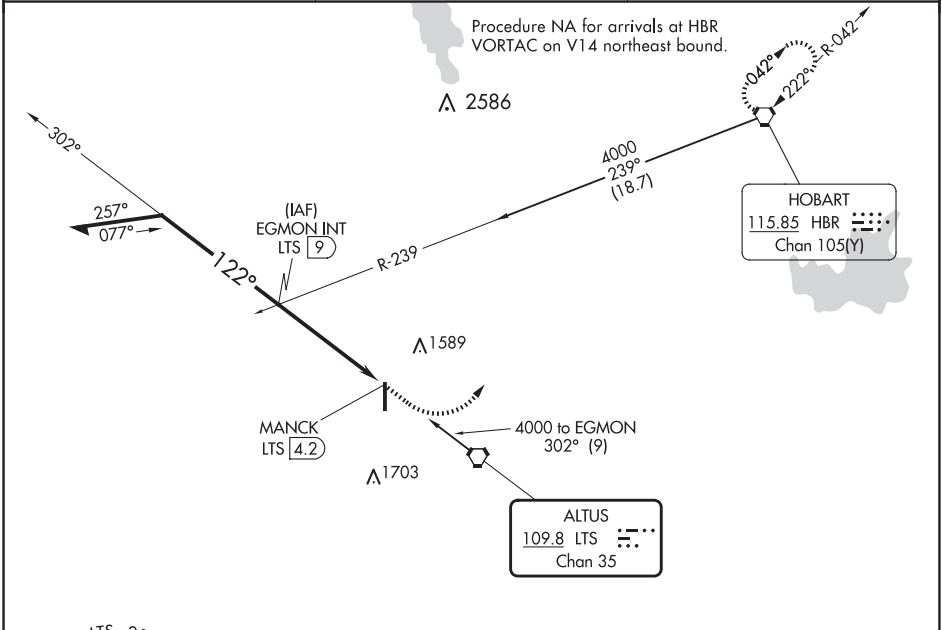
APP CRS
122°

VOR-A

ALTUS/QUARTZ MOUNTAIN RGNL (A.X.S)

<div><div>▼</div><div>▲</div></div> <div>When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all MDA 80 feet. Increase Circling Cat C visibility ¼ mile.</div>	MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct HBR VORTAC and hold.
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AWOS-3PT 118.825	ALTUS APP CON★ 125.1 353.7	UNICOM 122.8 (CTAF) 0
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ALTUS, OKLAHOMA

ILS or LOC RWY 18L

LOC I-RUK 110.55	APCH CRS 175°	Rwy Idg 9001 TDZE 1382 Arpt Elev 1382	AL-482 [USAF]	ALTUS AFB (KLTS)
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DME or RADAR required.

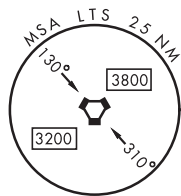
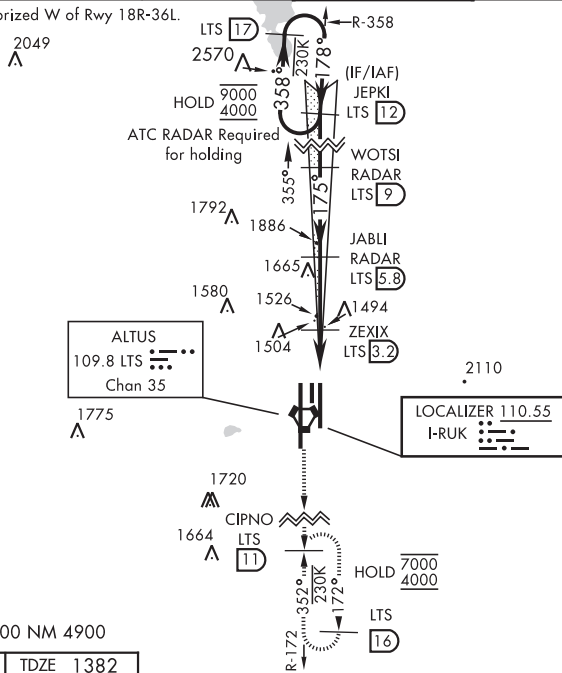
T * When ALS inop, increase RVR to 55 and vis to 1 mile.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 7/8 miles.

SALSE

MISSED APPROACH: Climb to 4000, intercept
LTS VORTAC R-172 to CIPNO and hold.

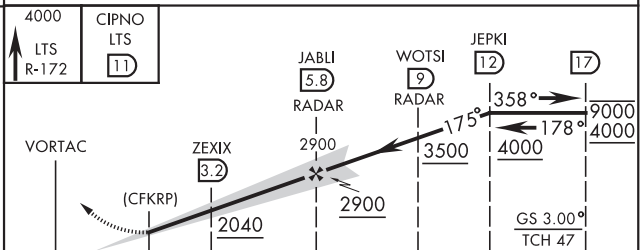
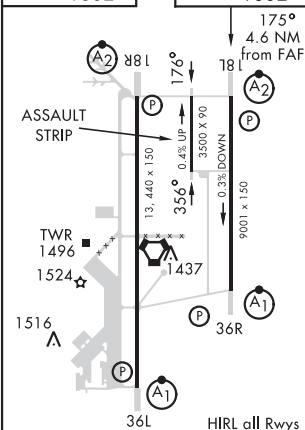
ATIS ★	FORT WORTH CENTER	APP CON	TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

***Circling not authorized W of Rwy 18R-36L.



EMERG SAFE ALT 100 NM 4900

ELEV 1382		TDZE 1382
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	0.5 NM	1.5 NM	2.6 NM			
CATEGORY	A	B	C	D	E	
S-ILS 18L	1582/40		200	(200-¾)		
S-LOC 18L *	1760/40		378	(400-¾)		
C CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1880-1½ 498 (500-1½)	2080-2¼ 698 (700-2¼)	2180-2¾ 798 (800-2¾)	
WITHOUT LAST STEPDOWN FIX						
S-LOC 18L **	2040/40	658 (700-¾)	2040-1½	658	(700-1½)	
C CIRCLING	2040-1	658 (700-1)	2040-1½ 658 (700-1½)	2080-2¼ 698 (700-2¼)	2180-2¾ 798 (800-2¾)	

ALTUS, OKLAHOMA
Amdt 5 20APR23

34° 40' N-99° 16' W

ALTUS AFB (KLTS)

ILS or LOC RWY 18L

ALTUS, OKLAHOMA

LOC I-FNM <u>110.55</u>	APCH CRS 355°	Rwy Idg 9001 TDZE 1361 Arpt Elev 1382
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AL-482 [USAF]

ALTUS AFB (KLTS)

DME or RADAR required.

T *When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile;
RVR 18 authorized with use of FD or AP or HUD to DA.

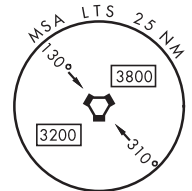
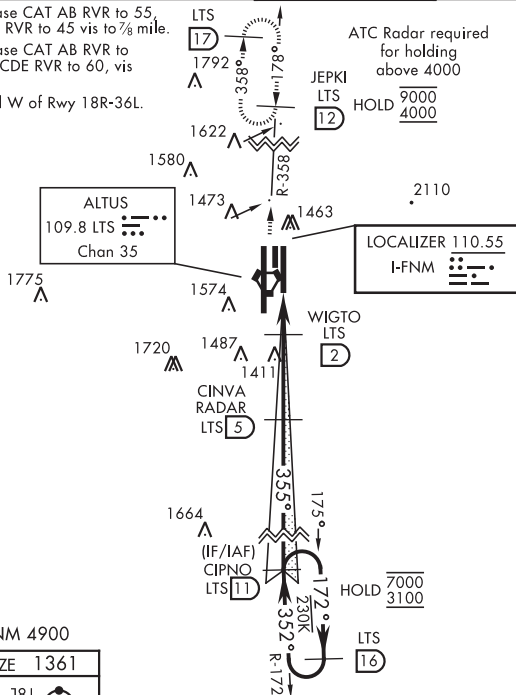
ALSF-1

MISSED APPROACH: Climb to 4000, intercept LTS VORTAC R-358 to 12 DME (JEPKI) and hold.

ATIS ★	FORT WORTH CENTER	APP CON	TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

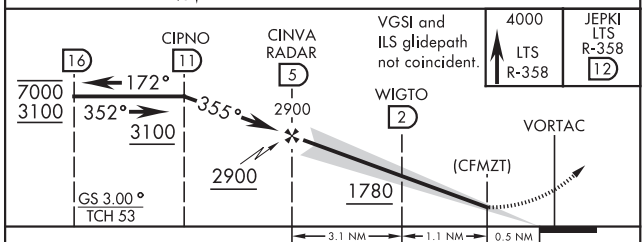
****** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 45 vis to $\frac{7}{8}$ mile.
******* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to $1\frac{1}{8}$ miles.
******** Circling not authorized W of Rwy 18R-36L.

**** Circling not authorized W of Rwy 18R-36L.



EMERG SAFE ALT 100 NM 4900

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D	E
S-ILS 36R*	1561/24		200	(200-½)	
S-LOC 36R***	1680/24		319	(300-½)	
C CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1880-1½ 498 (500-1½)	2080-2¼ 698 (700-2¼)	2180-2¾ 798 (800-2¾)
LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX					
S-LOC 36R***	1780/24	419 (400-½)	1780/40	419	(400-¾)
C CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1880-1½ 498 (500-1½)	2080-2¼ 698 (700-2¼)	2180-2¾ 798 (800-2¾)

ALTUS, OKLAHOMA
Amdt 5 14JUL22

34°40'N-99°16'W

ALTUS AFB (KLTS)

ILS or LOC RWY 36R

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

ALTUS, OKLAHOMA

ILS Z or LOC RWY 18R

LOC I-ALT
111.3

APCH CRS
175°

Rwy Idg **13,440**
TDZE **1378**
Arprt Elev **1382**

AL-482 [USAF]

ALTUS AFB (KLTS)

DME or RADAR required.
*When ALS inop, increase RVR to 55 and vis to 1 mile.
**When ALS inop, increase CAT AB RVR to 55, vis to 1 mile;
CAT CDE vis to 1 1/8 miles.

SALSF
A2

MISSED APPROACH: Climb to 4000, intercept
LTS VORTAC R-176 to OKKIE and hold.

ATIS ★
109.8 273.5

FORT WORTH CENTER
133.5 350.35

APP CON
125.1 353.7

TOWER ★
119.65 254.4

GND CON
121.85 275.8

CLNC DEL
120.65 284.7

***Circling NA W of Rwy 18R-36L.

CAUTION: Autopilot coupled operations NA below 1740 MSL.

LOCALIZER 111.3 I-ALT

ALTUS 109.8 LTS Chan 35

EMERG SAFE ALT 100 NM 4900

4000
LTS R-176

OKKIE LTS 12

WATGA RADAR 9

HOGIS RADAR 5.8

JAGUG 3.2

VORTAC

KOTVE 1.7

2040

2900

3300

3800

9000 3800

175°

174°

354°

GS 3.00°

TCH 53

CATEGORY	A	B	C	D	E
S-ILS 18R	1578/40		200	(200-3/4)	
S-LOC 18R *	1760/40	382 (400-3/4)	1760/45	382	(400-7/8)
CIRCLING ***	1780-1 398 (400-1)	1840-1 458 (500-1)	1880-1 1/2 498 (500-1 1/2)	2080-2 1/4 698 (700-2 1/4)	2180-2 3/4 798 (800-2 3/4)
LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX					
S-LOC 18R **	2040/40	662 (700-3/4)	2040-1 3/4	662	(500-1 3/4)
CIRCLING ***	2040-1	658 (700-1)	2040-1 7/8 658 (700-1 7/8)	2080-2 1/4 698 (700-2 1/4)	2180-2 3/4 798 (800-2 3/4)

ELEV 1382

TDZE 1378

175° 4.6 NM from FAF

881

176°

181

ASSAULT STRIP

TWR 1496

1524

1516

1437

36L

HIRL all Rws

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

ALTUS, OKLAHOMA

Amtdt 2 14JUL22

34° 40' N-99° 16' W

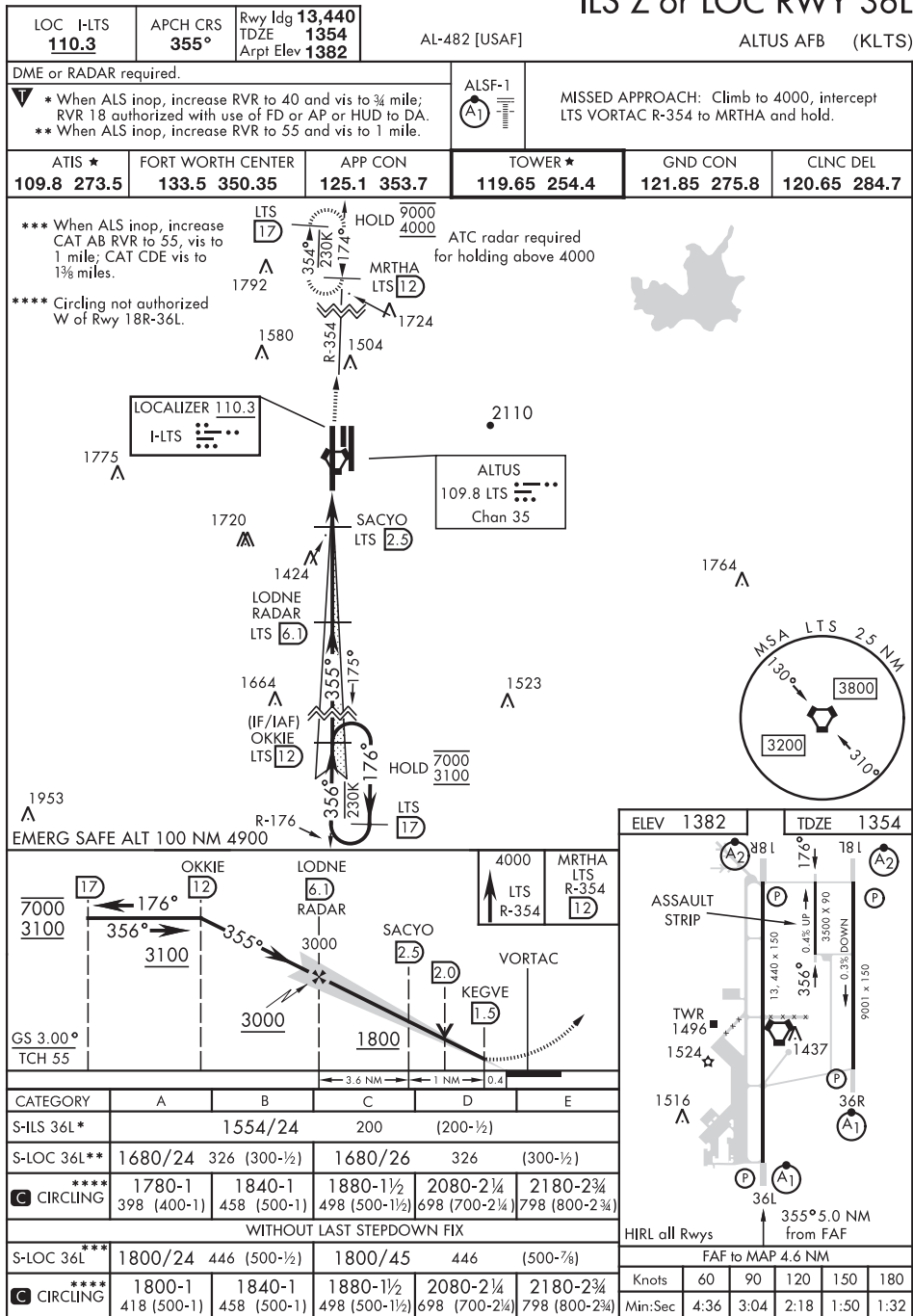
ALTUS AFB (KLTS)

ILS Z or LOC RWY 18R

9

ALTUS, OKLAHOMA

ILS Z or LOC RWY 36L



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

ALTUS, OKLAHOMA

ILS or RNAV (GPS) Y RWY 18R

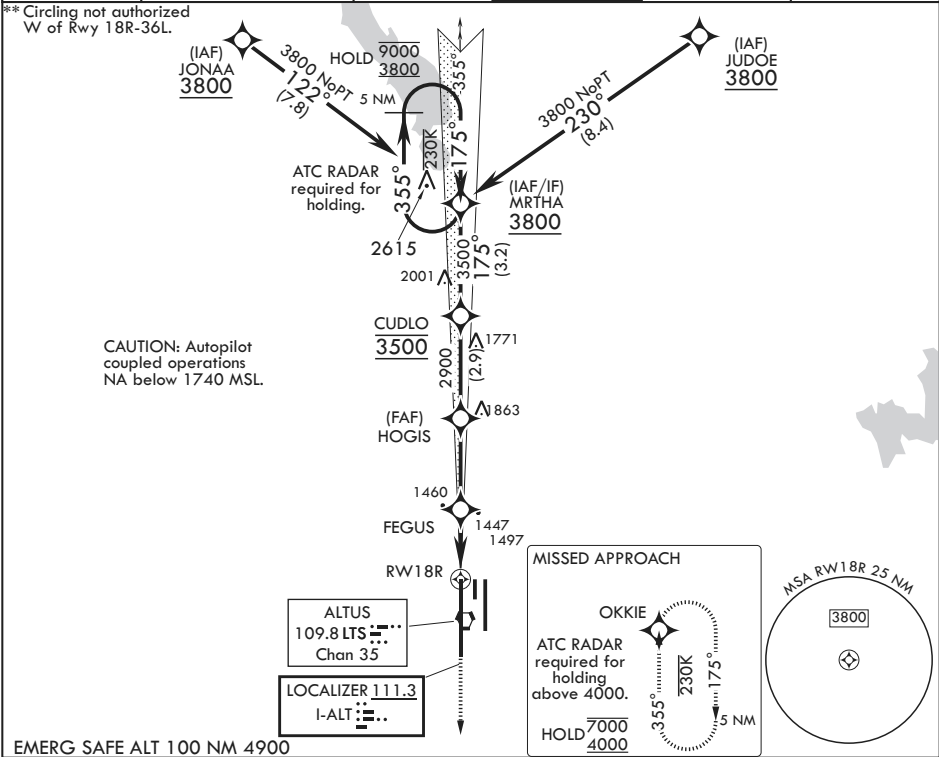
LOC I-ALT 111.3	APCH CRS 175°	Rwy ldg 13,440
		TDZE 1378
		Arpt Elev 1382

AL-482 (USAF)

ALTUS AFB (KLTS)

RNP APCH. DME/DME RNP 0.3 NA	SALS	MISSED APPROACH: Climb to 4000 direct OKKIE and hold.
RNAV1 - GPS REQUIRED (for ILS)		
* When ALS inop, increase CAT A8 RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.		

ATIS* 109.8 273.5	FORT WORTH CENTER 133.5 350.35	APP CON 125.1 353.7	TOWER* 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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EMERG SAFE ALT 100 NM 4900

5 NM Holding Pattern	MRTHA	4000	OKKIE	ELEV 1382	TDZE 1378
9000 3800	355° 175°	CUDLO	175° 4.6 NM from FAF	88 L	18 L
		HOGIS		ASSAULT STRIP	
		FEGUS		TWR 1496	
		1 NM to RWY 18R		BCN 1524	
GS 3.00° TCH 53		2900			
		2040			
		2.6 NM	2 NM		
CATEGORY	A	B	C	D	E
S-ILS 18R	1578/40		200	(200-¾)	
LNAV MDA*	1760/40 382 (400-¾)		1760/45	382 (400-¾)	
CIRCLING**	1780-1 398 (400-1)	1840-1 458 (500-1)	1880-1½ 498 (500-1½)	2080-2¼ 698 (700-2¼)	2180-2¾ 798 (800-2¾)

ALTUS, OKLAHOMA

34°40'N - 99°16'W

ALTUS AFB (KLTS)

Amdt 2 14JUL22

ILS or RNAV (GPS) Y RWY 18R

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

ALTUS, OKLAHOMA

ILS or RNAV (GPS) Y RWY 36L

LOC I-LTS 110.3	APCH CRS 355°	Rwy Idg 13,440
	TDZE 1354	Arpt Elev 1382

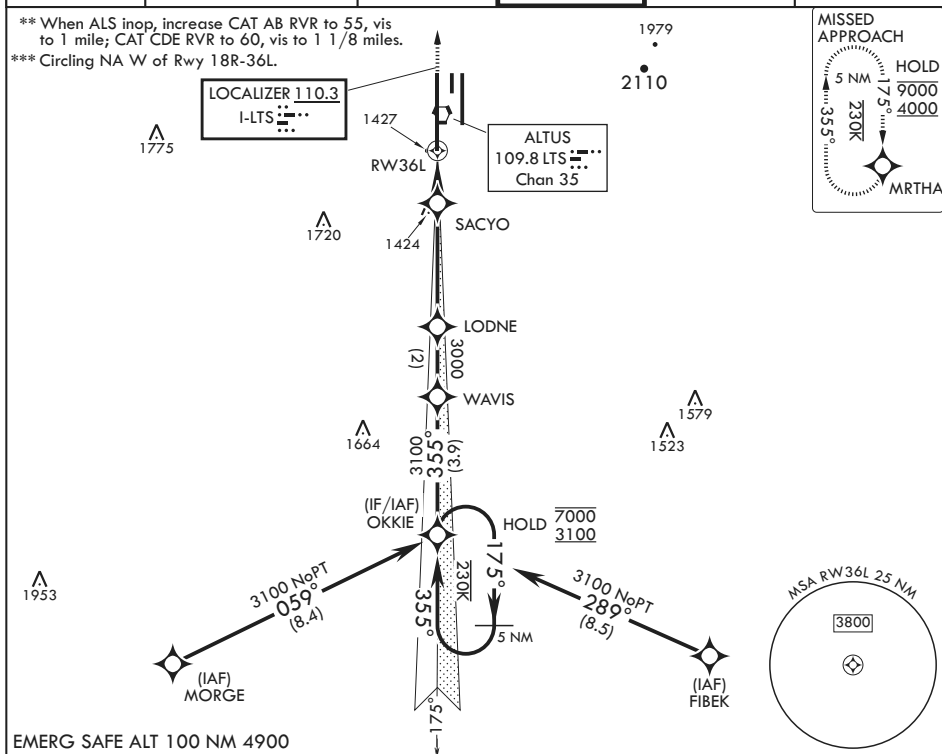
AL-482 (USAF)

ALTUS AFB (KLTS)

RNP APCH for LNAV	ALSF-1	MISSED APPROACH: Climb to 4000 direct MRTHA and hold.
RNAV1-GPS required for ILS.		
<p>▼ * When ALS inop, increase CAT ABCDE RVR to 40, vis to 3/4 mile; RVR 18 authorized with use of FD or AP or HUD to DA.</p>		

ATIS★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	APP CON 125.1 353.7	TOWER★ 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.
*** Circling NA W of Rwy 18R-36L.



EMERG SAFE ALT 100 NM 4900

OKKIE 12		WAVIS		LODNE		SACYO		VORTAC	
7000 3100		175° 355°		3100		3000		1800	
GS 3.00°		TCH 55							
				3.5 NM		1.5 NM			
CATEGORY	A		B		C		D		E
S-ILS 36L*	1554/24		200		(200-½)				
LNAV MDA**	1740/24 386 (400-½)		1740/35 386 (400-¾)						
CIRCLING***	1780-1 398 (400-1)		1840-1 458 (500-1)		1880-1½ 498 (500-1½)		2080-2¼ 698 (700-2¼)		2180-2¾ 798 (800-2¾)

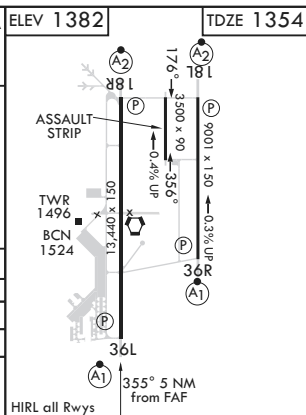
ALTUS, OKLAHOMA

34°40'N - 99°16'W

ALTUS AFB (KLTS)

Amdt 3 14JUL22
TERPS

ILS or RNAV (GPS) Y RWY 36L



ALTUS, OKLAHOMA

RNAV (RNP) X RWY 18R

APCH CRS	Rwy Idg	13,440
175°	TDZE	1378
	Arpt Elev	1382

AL-482 (USAF)

ALTUS AFB (KLTS)

RNP AR APCH - RF

* When ALS inop, increase RVR to 45, vis to 7/8 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.



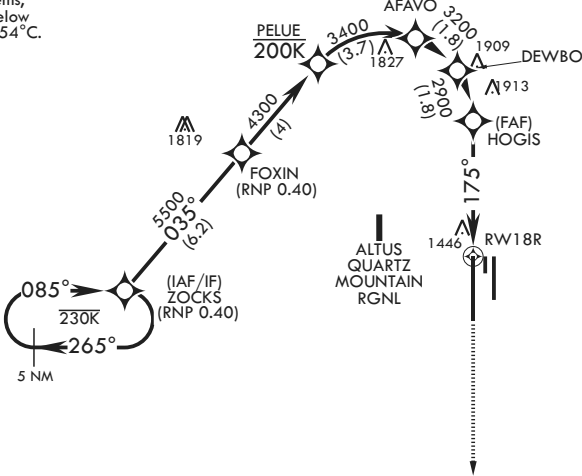
MISSED APPROACH: Climb to 4000 on track 175° to OKKIE and hold.

ATIS★ 109.8 273.5	APP CON 125.1 353.7	TOWER★ 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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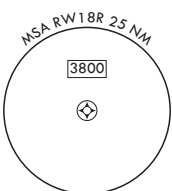
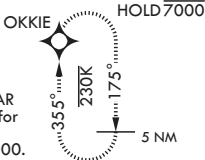
For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

Max 200 KIAS until DEWB0

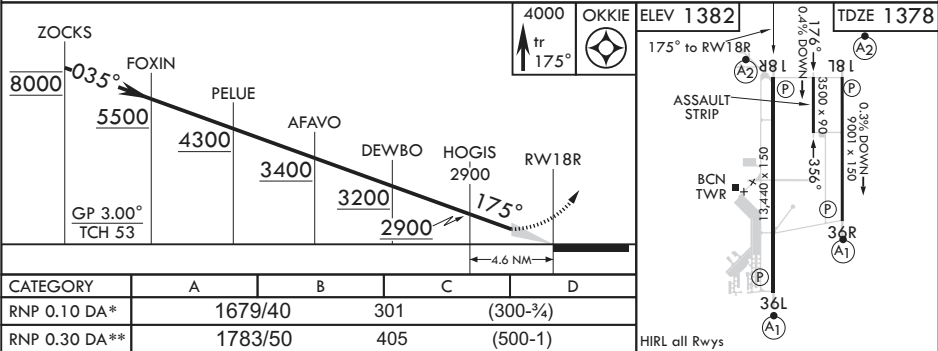
2258



**AUTHORIZATION
REQUIRED
FOR USE BY 97
AMW ACFT ONLY**



EMERG SAFE ALT 100 NM 4900



ALTUS, OKLAHOMA

34°40'N - 99°16'W

ALTUS AFB (KLTS)

Amndt 2 14JUL22

RNAV (RNP) X RWY 18R

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

ALTUS, OKLAHOMA

RNAV (RNP) X RWY 36L

APCH CRS 355°	Rwy Idg TDZE Arpt Elev	13,440 1354 1382
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AL-482 (USAF)

ALTUS AFB (KLTS)

RNP AR APCH - RF

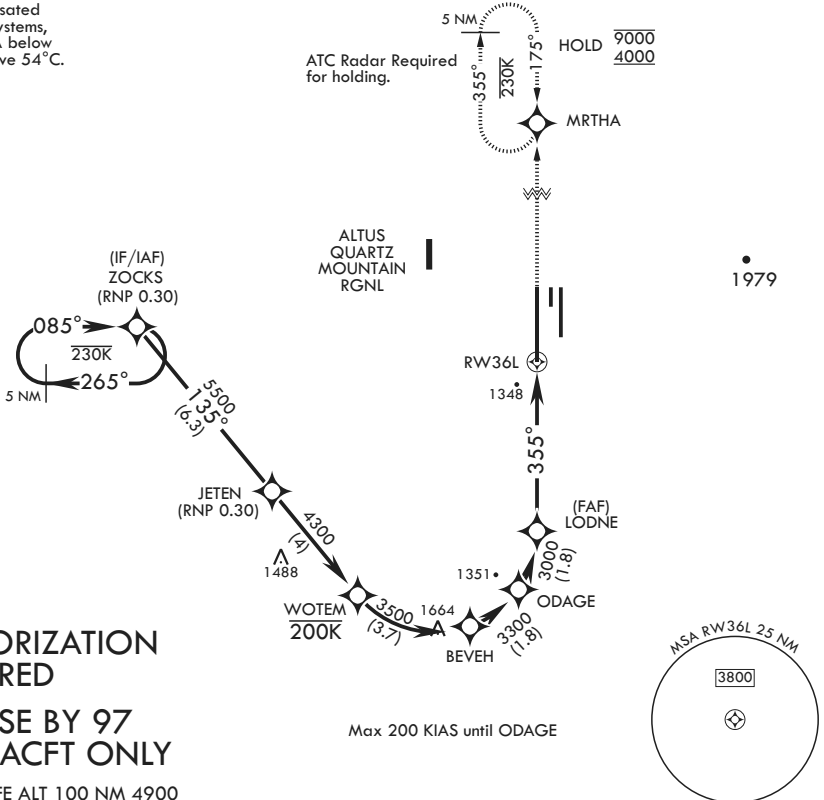
* When ALS inop, increase RVR to 45, vis to 7/8 mile.
 ** When ALS inop, increase RVR to 55, vis to 1 mile.



MISSED APPROACH: Climb to 4000 on track 355° to MRTHA and hold.

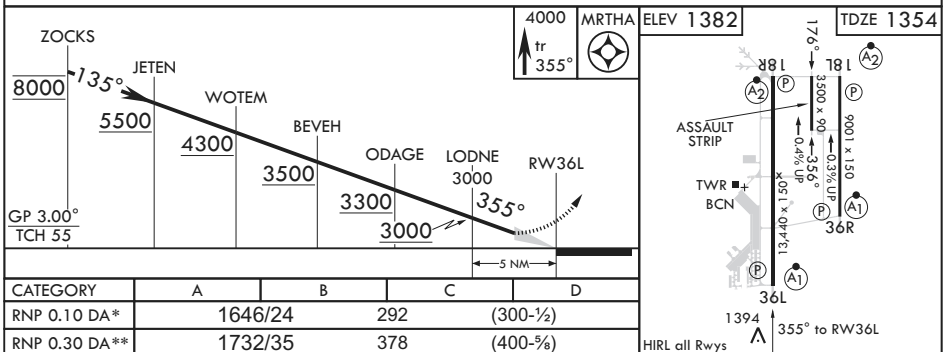
ATIS★ 109.8 273.5	APP CON 125.1 353.7	TOWER★ 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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For uncompensated
Baro-VNAV systems,
procedure NA below
-17°C or above 54°C.



**AUTHORIZATION
REQUIRED
FOR USE BY 97
AMW ACFT ONLY**

EMERG SAFE ALT 100 NM 4900



ALTUS, OKLAHOMA

34°40'N - 99°16'W

ALTUS AFB (KLTS)

Amdt 2 14JUL22

RNAV (RNP) X RWY 36L

RNAV (RNP) Y RWY 18L

APCH CRS	Rwy Idg	9001
175°	TDZE	1382
	Arpt Elev	1382

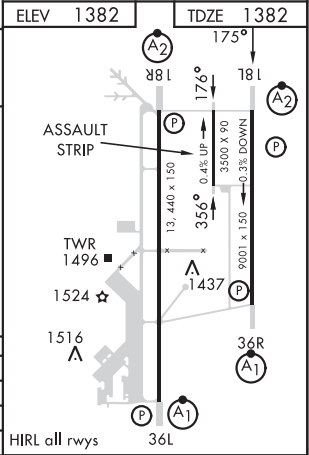
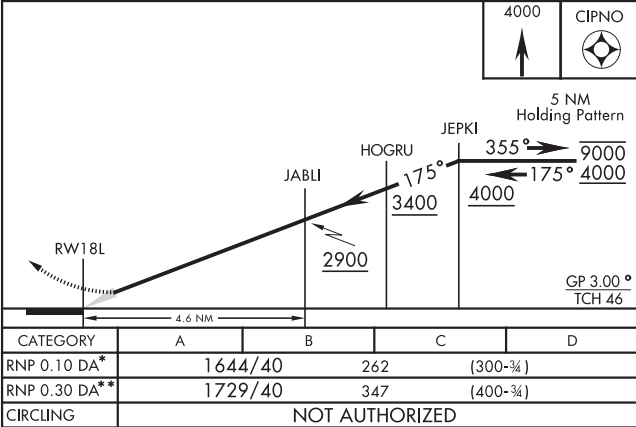
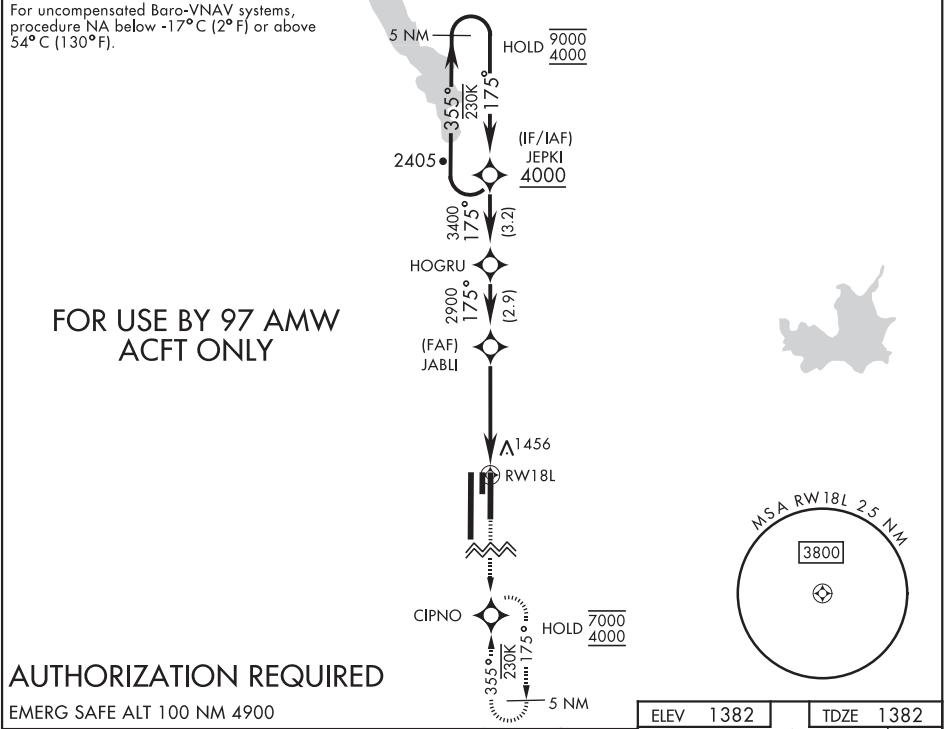
AL-482 [USAF]

ALTUS AFB (KLTS)

RNP AR APCH - GPS	SALSF 	MISSED APPROACH: Climb to 4000 direct CIPNO and hold.
V* When ALS inop, increase RVR to 45, vis to 7/8 mile. ** When ALS inop, increase RVR to 55, vis to 1 mile.		

ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	APP CON 125.1 353.7	TOWER ★ 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F).



RNAV (RNP) Y RWY 18L


ALTUS, OKLAHOMA

RNAV (RNP) Y RWY 36R

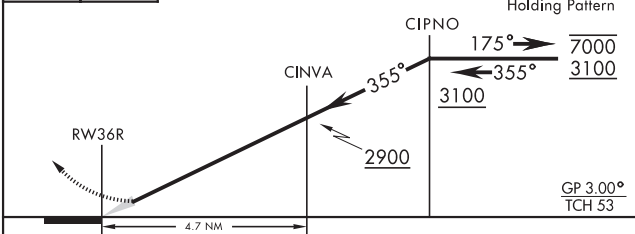
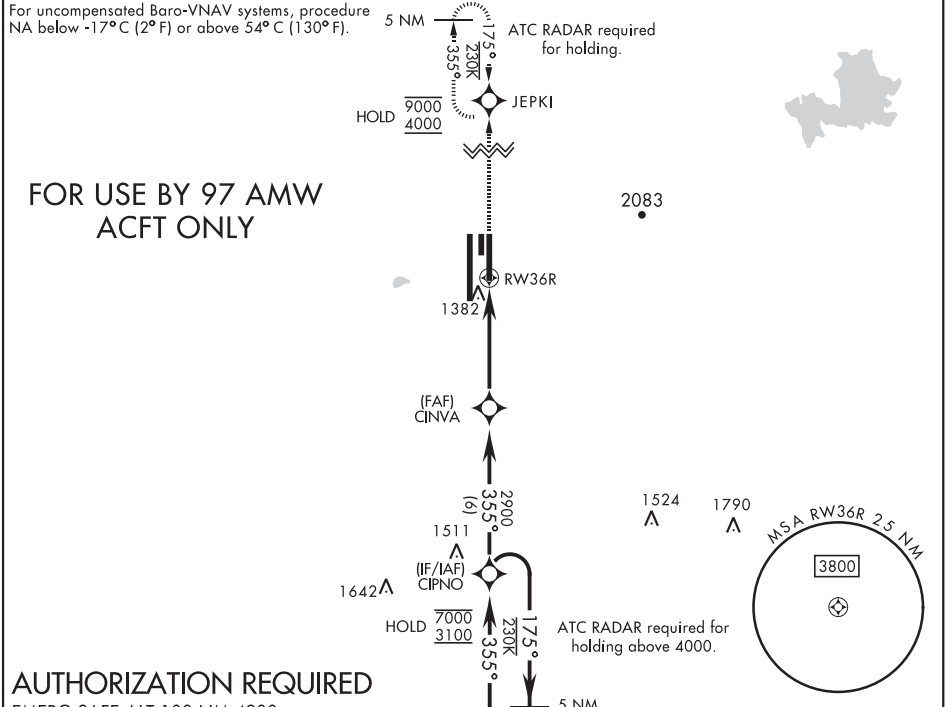
APCH CRS	Rwy Idg
355°	9001
TDZE	1361
Arpt Elev	1382

AL-482 [USAF]

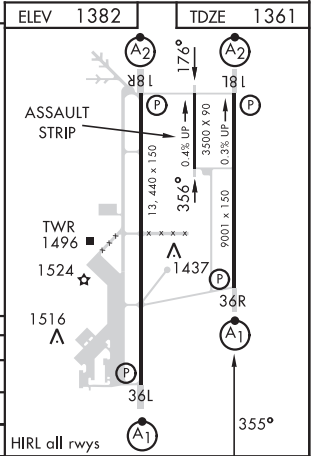
ALTUS AFB (KLTS)

RNP AR APCH	ALSIF-1 	MISSED APPROACH: Climb to 4000 direct JEPKI and hold.
* When ALS inop, increase RVR to 40, vis to 3/4 mile. ** When ALS inop, increase RVR to 45, vis to 7/8 mile.		

ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	APP CON 125.1 353.7	TOWER ★ 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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CATEGORY	A	B	C	D
RNP 0.10 DA*	1611/24	250	(300-1/2)	
RNP 0.30 DA**	1672/24	311	(300-1/2)	
CIRCLING	NOT AUTHORIZED			



ALTUS, OKLAHOMA

34°40'N-99°16'W

ALTUS AFB (KLTS)

Amtd 3 07SEP23

RNAV (RNP) Y RWY 36R

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

ALTUS, OKLAHOMA

RNAV (GPS) Z RWY 18L

APCH CRS	Rwy Idg	9001
175°	TDZE	1382
	Arpt Elev	1382

AL-482 (USAF)

ALTUS AFB (KLTS)

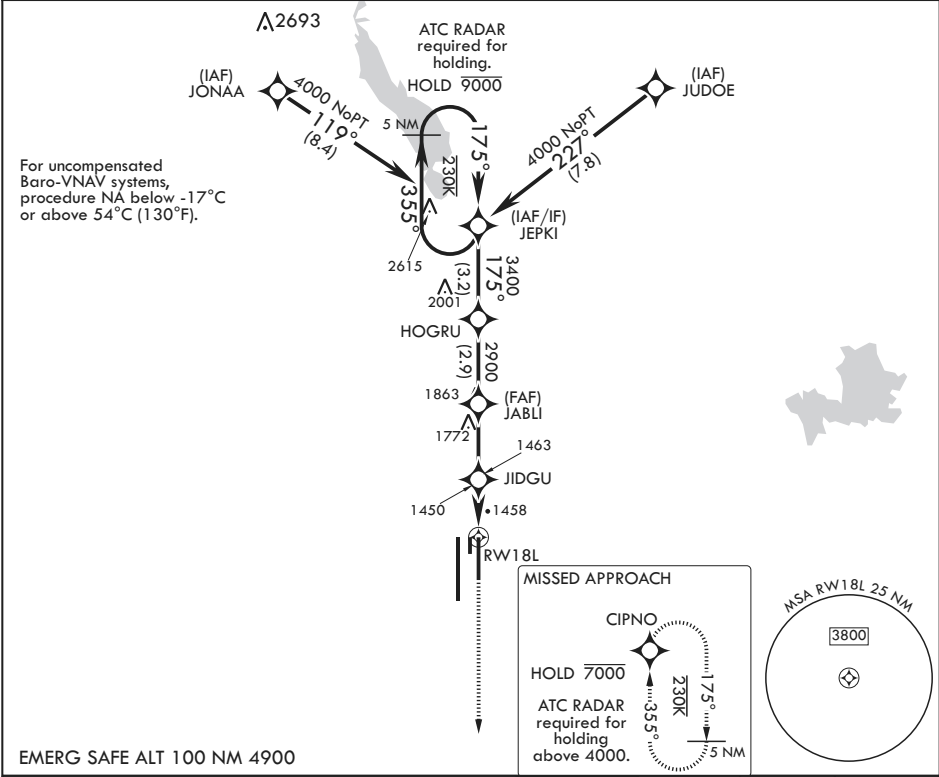
RNP APCH. DME/DME RNP-0.3 NA

* When ALS inop, increase RVR to 55, vis to 1 mile.
** Circling NA W of Rwy 18R-36L.



MISSED APPROACH: Climb to 4000 direct CIPNO and hold.

ATIS★	FORT WORTH CENTER	APP CON	TOWER★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7



EMERG SAFE ALT 100 NM 4900

4000		JEPKI	355°	175°	HOGRU	3400	JABLI	JIDGU	2040	1 NM to RWY 18L	RWY 18L
GP 3.00°		TCH 46									
		2.6 NM									
		2 NM									
CATEGORY	A		B		C		D		E		
LNAV/VNAV DA	1632/40		250		(300-¾)						
LNAV MDA*	1760/40		378		(400-¾)						
CIRCLING**	1780-1		1840-1		1880-1½		2080-2¼		2180-2¾		
	398 (400-1)		458 (500-1)		498 (500-1½)		698 (700-2¼)		798 (800-2¾)		

4000 CIPNO ELEV 1382 TDZE 1382

ASSAULT STRIP

TWR 1496

BCN 1524

HIRL all Rwy 36L

ALTUS, OKLAHOMA

34°40'N - 99°16'W

ALTUS AFB (KLTS)

Amdt 3 14JUL22
TERPS

RNAV (GPS) Z RWY 18L

ALTUS, OKLAHOMA

RNAV (GPS) Z RWY 18R

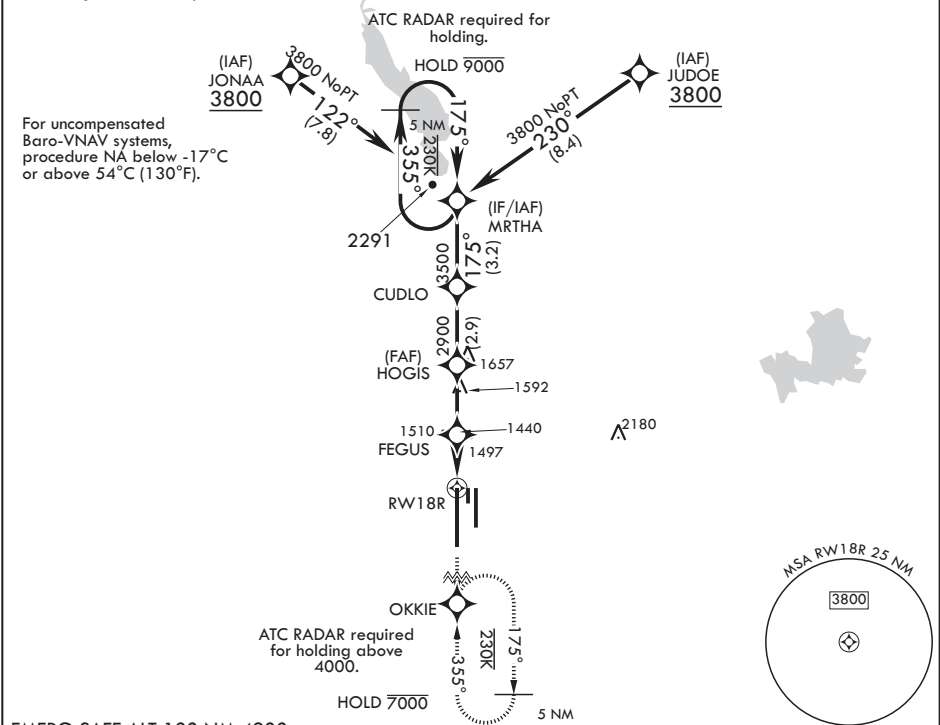
APCH CRS	Rwy Idg	13,440
175°	TDZE	1378
	Arpt Elev	1382

AL-482 (USAF)

ALTUS AFB (KLTS)

RNP APCH. DME/DME RNP-0.3 NA	SALS	MISSED APPROACH: Climb to 4000 direct OKKIE and hold.
<p>▼ * When ALS inop increase RVR to 45, vis to 7/8 mile. ** When ALS inop, increase CAT A/B RVR to 55, vis to 1 mile; CAT C/D RVR to 60, vis to 1 1/8 miles.</p>		
ATIS★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	APP CON 125.1 353.7
TOWER★ 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7

*** Circling NA W of Rwy 18R-36L.



EMERG SAFE ALT 100 NM 4900

<p>MRTHA</p> <p>355°</p> <p>175°</p> <p>CUDLO</p> <p>3500</p> <p>HOGIS</p> <p>FEGUS</p> <p>2900</p> <p>2040</p> <p>0.9 NM to RW18R</p> <p>2.6 NM</p> <p>2 NM</p> <p>GP 3.00° †</p> <p>TCH 53</p> <p>4000</p> <p>OKKIE</p> <p>ELEV 1382</p> <p>175° to RW18R</p> <p>176°</p> <p>0.4% DOWN</p> <p>3800 x 90</p> <p>356°</p> <p>0.3% DOWN</p> <p>9001 x 150</p> <p>36R</p> <p>BCN 1524</p> <p>TWR 1496</p> <p>1516</p> <p>HIRL all Rwys</p> <p>36L</p>					
CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	1660/40		282	(300-¾)	
LNAV MDA**	1760/40 382 (400-¾)		1760/45	382	(400-¾)
CIRCLING***	1780-1 398 (400-1)	1840-1 458 (500-1)	1880-1½ 498 (500-1½)	2080-2¼ 698 (700-2¼)	2180-2¾ 798 (800-2¾)

ALTUS, OKLAHOMA

34°40'N - 99°16'W

ALTUS AFB (KLTS)

Amdt 3 14JUL22

RNAV (GPS) Z RWY 18R

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

ALTUS, OKLAHOMA

RNAV (GPS) Z RWY 36L

APCH CRS	Rwy Idg	13,440
355°	TDZE	1354
	Arpt Elev	1382

AL-482 (USAF)

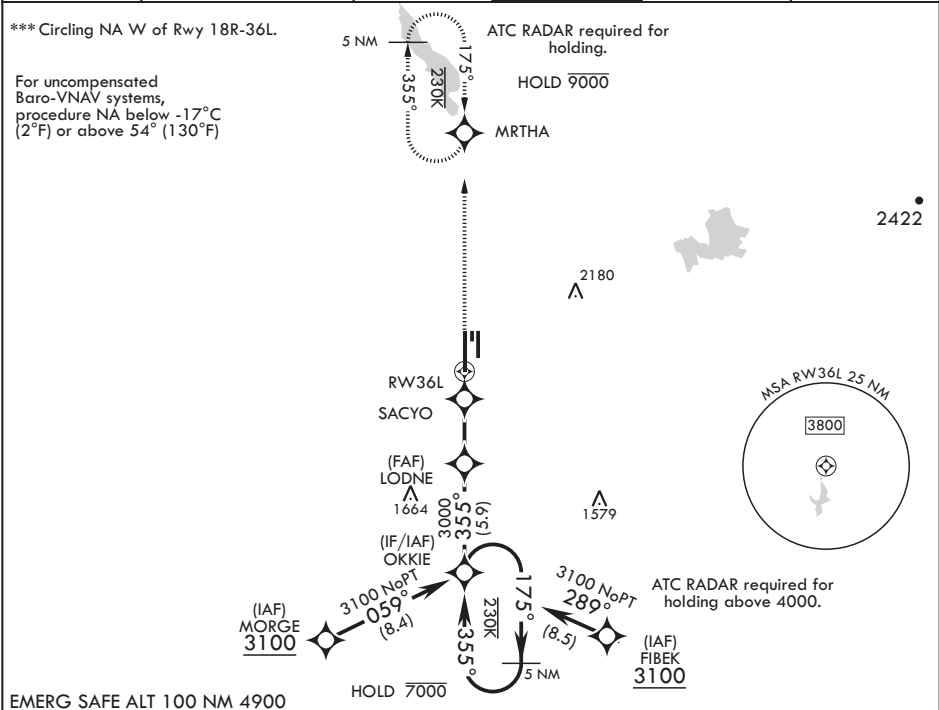
ALTUS AFB (KLTS)

RNP APCH. DME/DME RNP 0.3 NA

▼ * When ALS inop increase CAT AB RVR to 40, vis to 3/4 mile; CAT CD RVR to 45, vis to 7/8 mile; CAT E RVR to 50, vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSIF-1	MISSED APPROACH: Climb to 4000 direct MRTHA and hold.
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ATIS★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	APP CON 125.1 353.7	TOWER★ 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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EMERG SAFE ALT 100 NM 4900					HOLD 7000	
					ELEV 1382	
					TDZE 1354	
CATEGORY	A	B	C	D	E	
LNAV/VNAV DA*	1604/24 250 (300-½)		1615/24 261 (300-½)	1634/24 280 (300-½)	1677/26 323 (300-½)	
LNAV MDA**	1740/24 386 (400-½)		1740/35	386	(400-¾)	
Ⓢ CIRCLING***	1780-1 398 (400-1)	1840-1 458 (500-1)	1880-1½ 498 (500-1½)	2080-2¼ 698 (700-2¼)	2180-2¾ 798 (800-2¾)	

HIRL all Rwys

ALTUS, OKLAHOMA

34°40'N - 99°16'W

ALTUS AFB (KLTS)

Amdt 3 14JUL22

RNAV (GPS) Z RWY 36L

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 36R

CATEGORY	A	B	C	D	E
RNAV/VNAV DA*	1611/24	250	(300-1/2)		
RNAV MDA**	1700/24 339 (400-1/2)	1700/26 339 (400-1/2)			
CIRCLING***	1780-1 398 (400-1)	1840-1 458 (500-1)	1880-1 1/2 498 (500-1 1/2)	2080-2 1/4 698 (700-2 1/4)	2180-2 3/4 798 (800-2 3/4)

ALTUS AFB (KLTS)

RNAV (GPS) Z RWY 36R

SC-1, 07 AUG 2025 to 02 OCT 2025

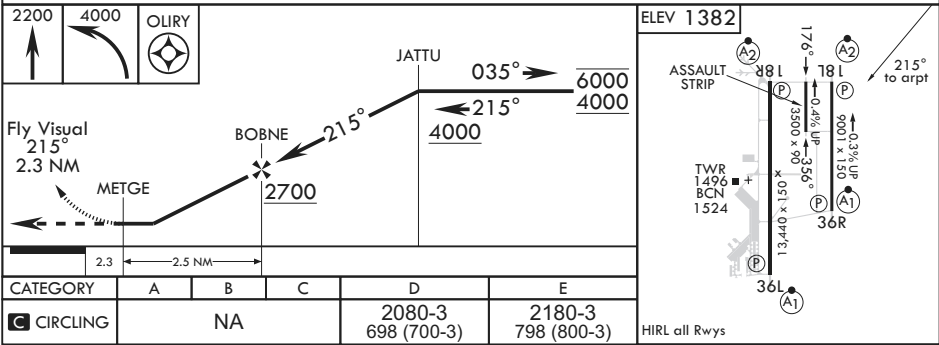
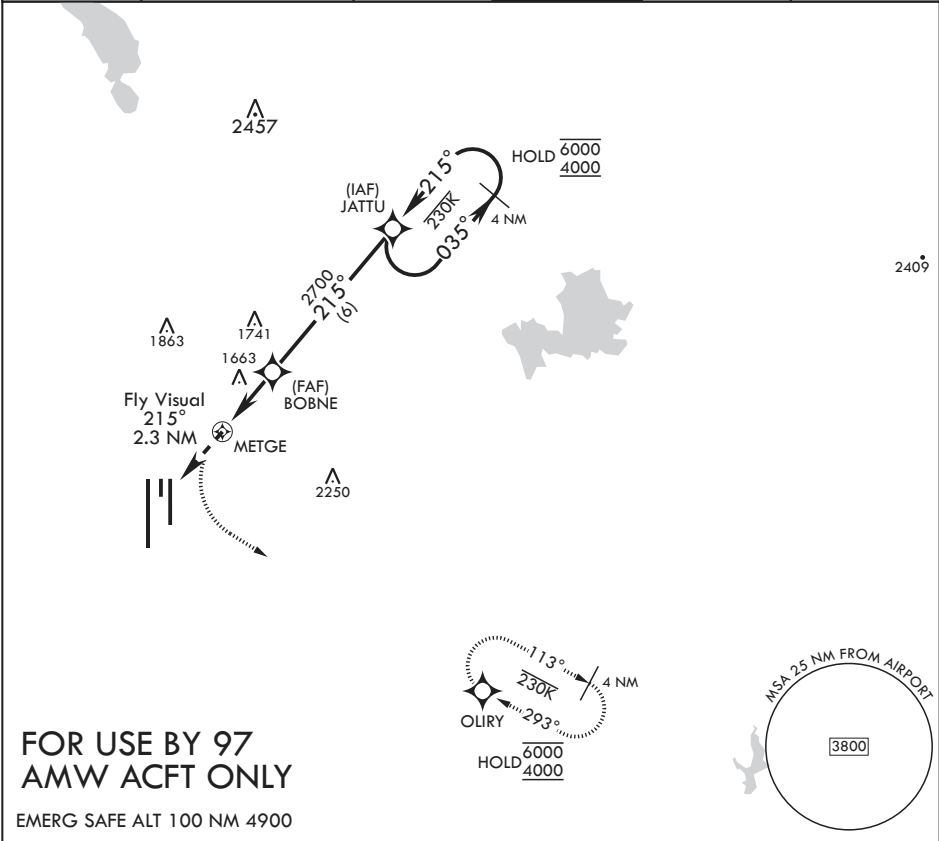
APCH CRS	Rwy Idg	N/A
215°	TDZE	N/A
	Arprt Elev	1382

AL-482 (USAF)

ALTUS AFB (KLTS)

RNP APCH. DME/DME RNP 0.3 NA	MISSED APPROACH: Climb to 2200, then climbing left turn to 4000 direct OLIRY and hold.
ATC RADAR REQUIRED	
Circling NA W of Rwy 18R-36L.	

ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	APP CON 125.1 353.7	TOWER ★ 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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RNAV (GPS)-B

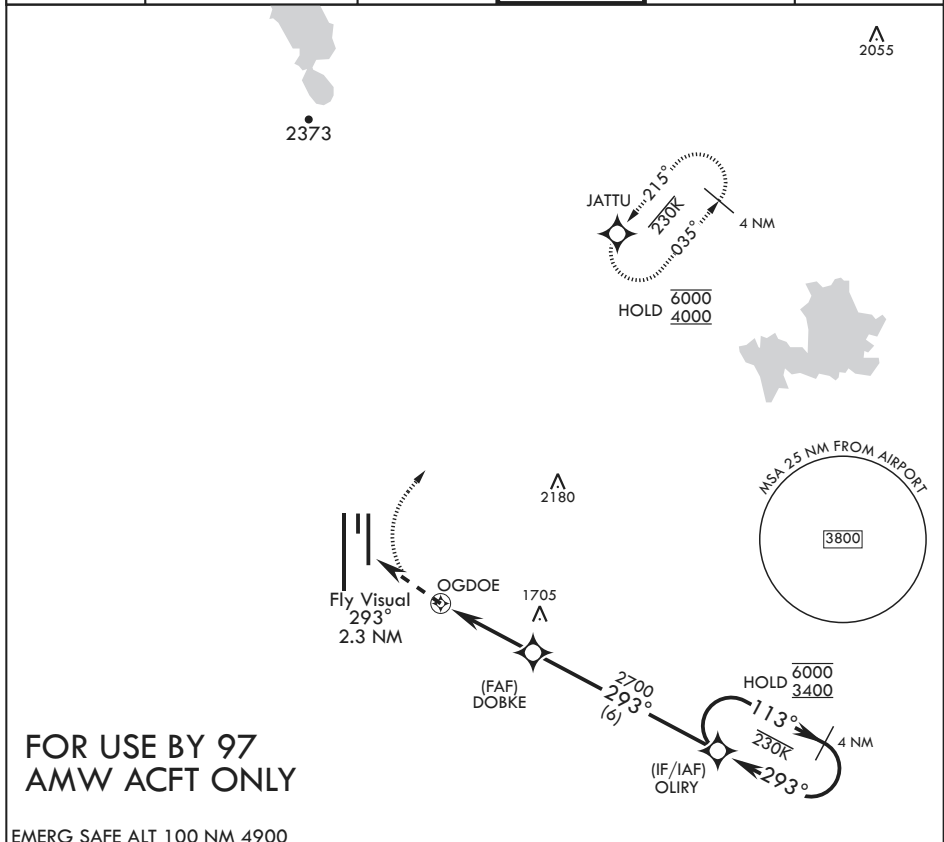
ALTUS AFB (KLTS)

MISSED APPROACH: Climb to 2200, then climbing right turn to 4000 direct JATTU and hold.

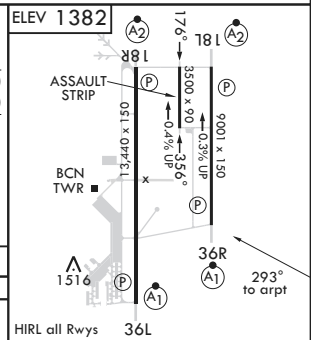
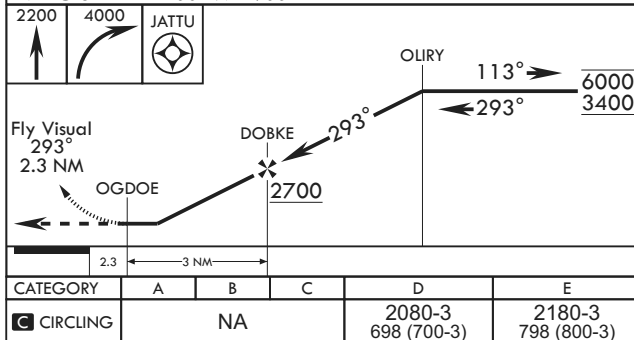
ATC RADAR required.

T Circling NA W of Rwy 18R-36L.

ATIS★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	APP CON 125.1 353.7	TOWER★ 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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EMERG SAFE ALT 100 NM 4900



34°40'N - 99°16'W

ALTUS AFB (KLTS)

Amdt 4 14JUL22
TERPS

RNAV (GPS)-B

SC-1, 07 AUG 2025 to 02 OCT 2025

ALTUS, OKLAHOMA

VOR or TACAN RWY 18R

VORTAC LTS 109.8 Chan 35	APCH CRS 171°	Rwy Idg 13,440 TDZE 1378 Arpt Elev 1382
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AL-482 [USAF]

ALTUS AFB (KLTS)

DME required.

T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.

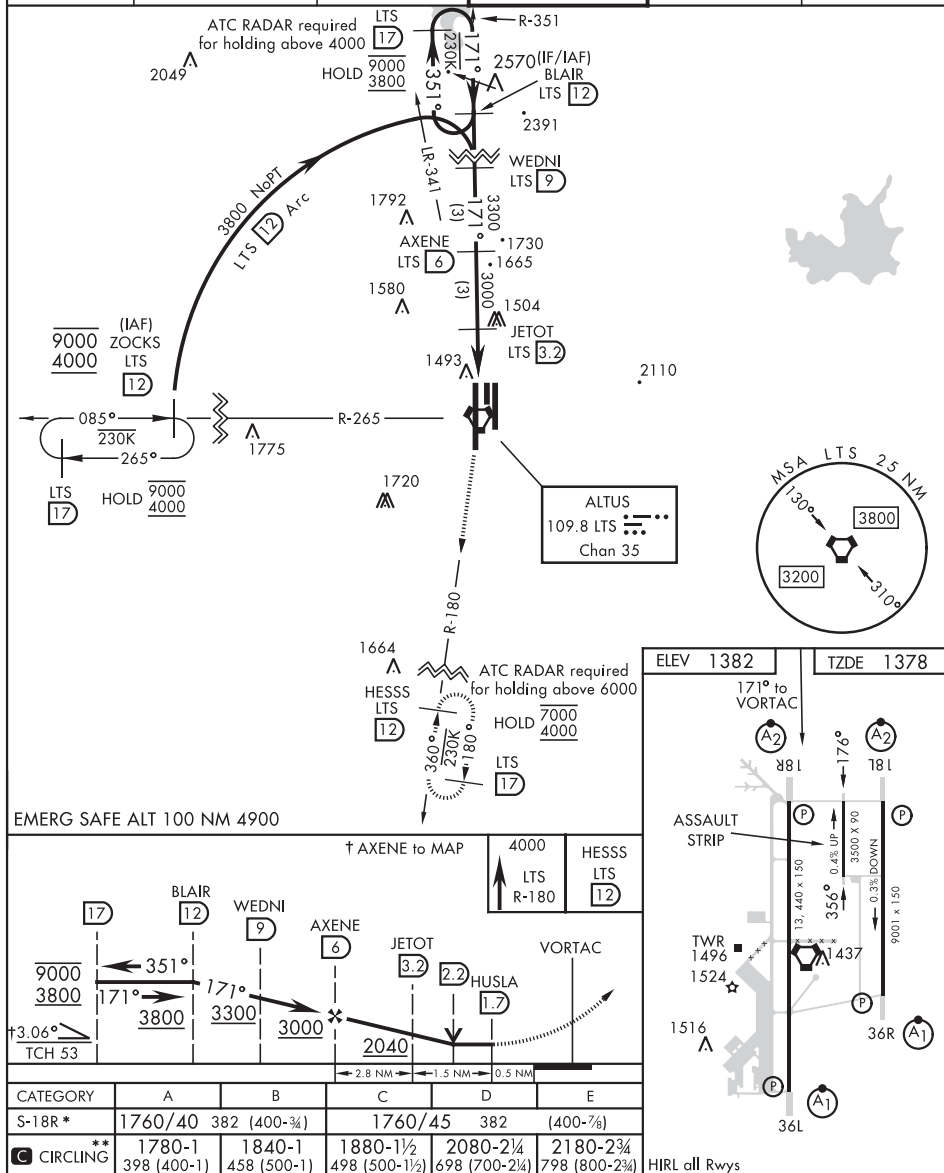
** Circling not authorized W of Rwy 18R-36L

SALSF



MISSED APPROACH: Climb to 4000 on
LTS VORTAC R-180 to HESSS and hold.

ATIS ★	FORT WORTH CENTER	APP CON	TOWER★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7



ALTUS, OKLAHOMA

34°40'N-99°16'W

ALTUS AFB (KLTS)

Amdt 4 14JUL22

VOR or TACAN RWY 18R

ALTUS, OKLAHOMA

VOR or TACAN RWY 36L

VORTAC LTS 109.8 Chan 35	APCH CRS 360°	Rwy Idg 13,440 TDZE 1354 Arpt Elev 1382
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AL-482 [USAF]

ALTUS AFB (KLTS)

DME required.

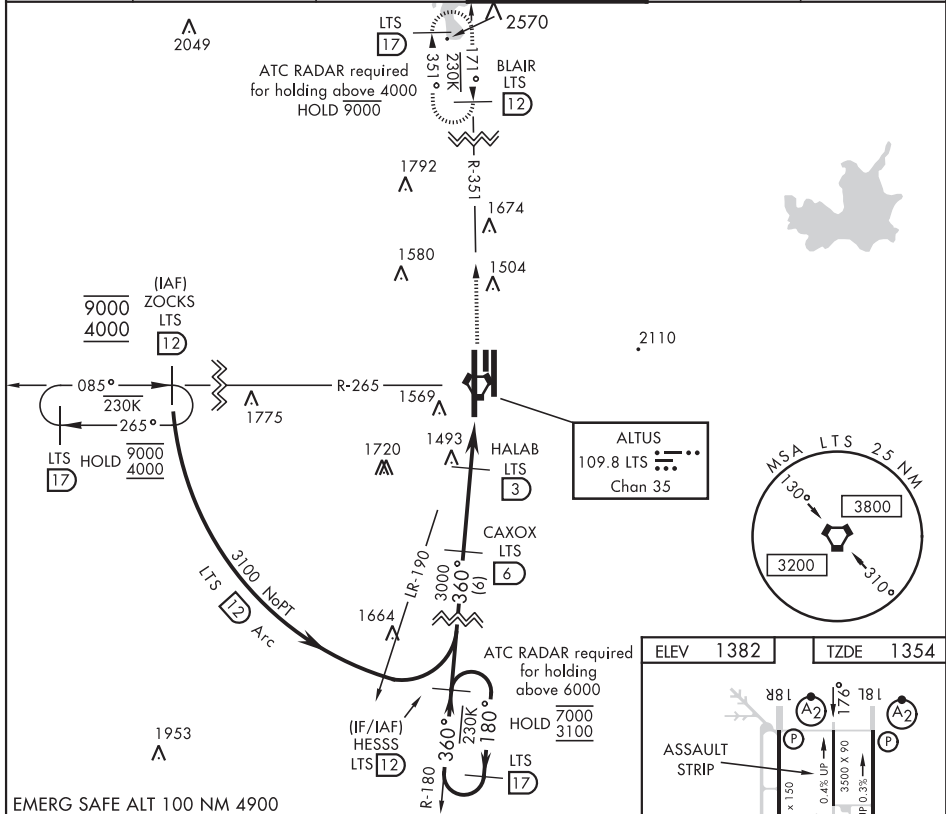
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
CAT CDE RVR to 60 and vis to 1½ miles.

** Circling not authorized W of Rwy 18R-36L.

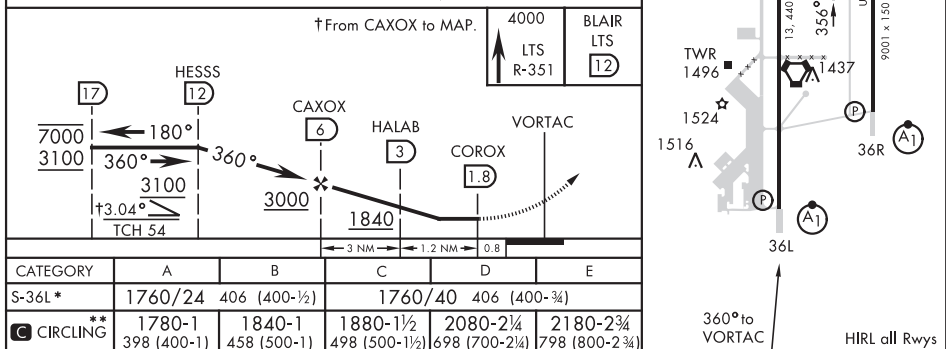


MISSED APPROACH: Climb to 4000 on
LTS VORTAC R-351 to BLAIR and hold.

ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	APP CON 125.1 353.7	TOWER ★ 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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EMERG SAFE ALT 100 NM 4900



ALTUS, OKLAHOMA

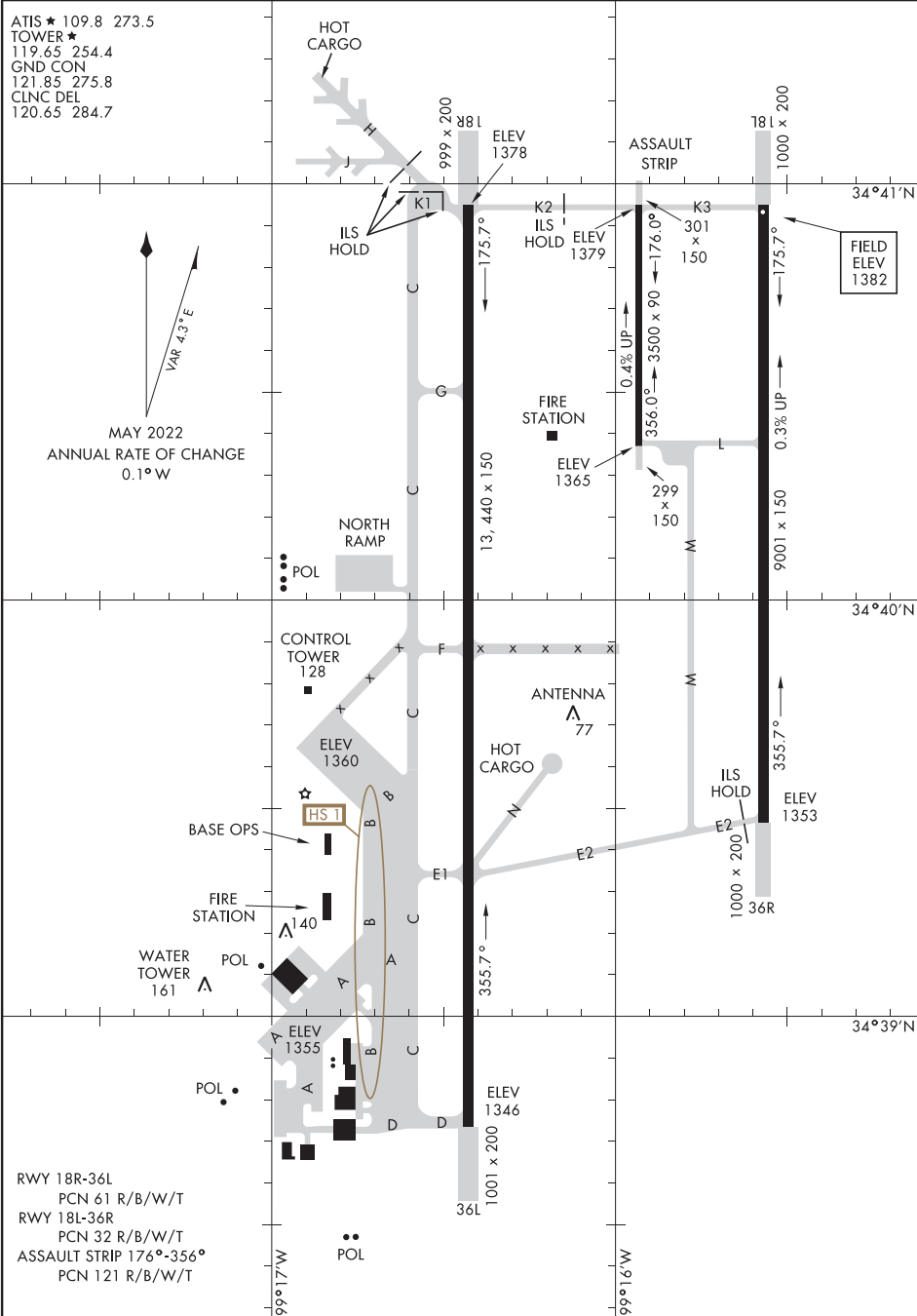
34°40'N-99°16'W

ALTUS AFB (KLTS)

Amdt 4 14JUL22

VOR or TACAN RWY 36L

SC-1, 07 AUG 2025 to 02 OCT 2025



SC-1, 07 AUG 2025 to 02 OCT 2025

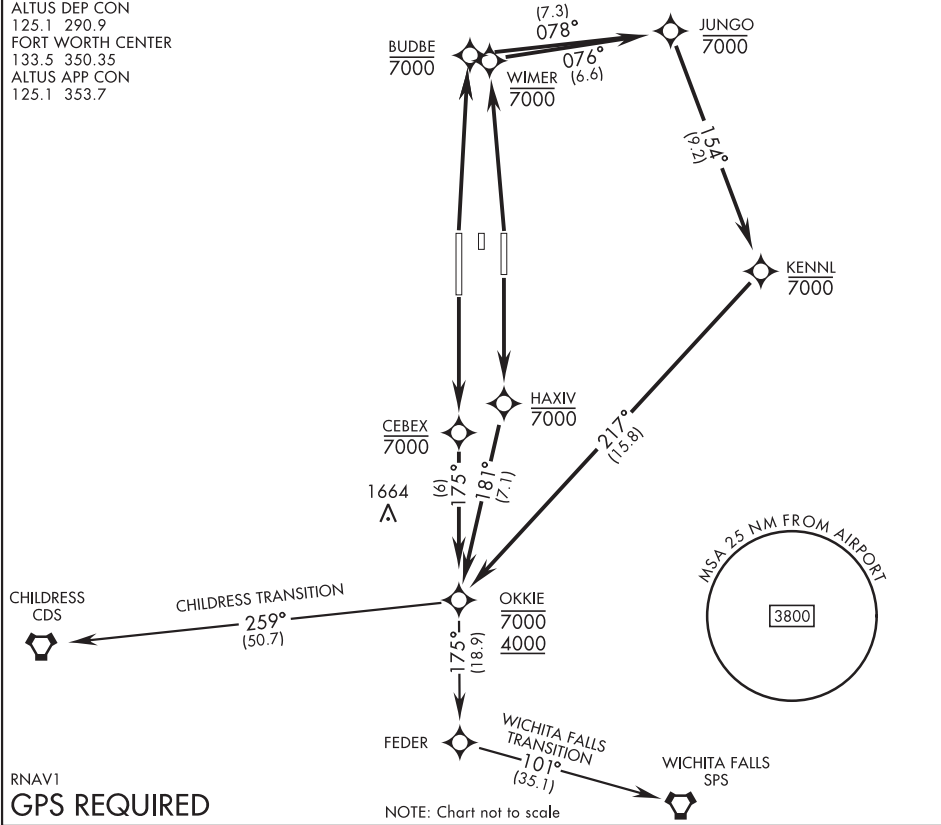
SC-1, 07 AUG 2025 to 02 OCT 2025

ATIS ★ 109.8 273.5	AL-482 [USAF]	Rwy	Knots	60	120	180	240	300	360
CLNC DEL		36L/R	V/V(fpm)	300	600	900	1200	1500	1800

Minimum Climb to 1900

TOP ALTITUDE:
9000

120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER ★
119.65 254.4
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 353.7



RNAV1
GPS REQUIRED

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb direct HAXIV, then on track 181° to OKKIE. Cross OKKIE between 4000 and 7000, thence...

TAKEOFF RWY 18R: Climb direct CEBEX, then on track 175° to OKKIE. Cross OKKIE between 4000 and 7000, thence...

TAKEOFF RWY 36L: Climb direct BUDBE, then on depicted route to OKKIE. Cross OKKIE between 4000 and 7000, thence...

TAKEOFF RWY 36R: Climb direct WIMER, then on depicted route to OKKIE. Cross OKKIE between 4000 and 7000, thence...

...via transition or assigned route. Maintain 9000. Expect filed altitude 10 minutes after departure.

CHILDRESS TRANSITION (OKKIE3•CDS): From over OKKIE track 259° to CDS.

WICHITA FALLS TRANSITION (OKKIE3•SPS): From over OKKIE track 175° to FEDER, then track 101° to SPS.

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

AL-482 [USAF]

Rwy	Knots	60	120	180	240	300	360
18L	V/V(fpm)	300	600	900	1200	1500	1800
18R	V/V(fpm)	360	720	1080	1440	1800	2160

ATIS ★ 109.8 273.5
CLNC DEL
120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER ★
119.65 254.4
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 353.7

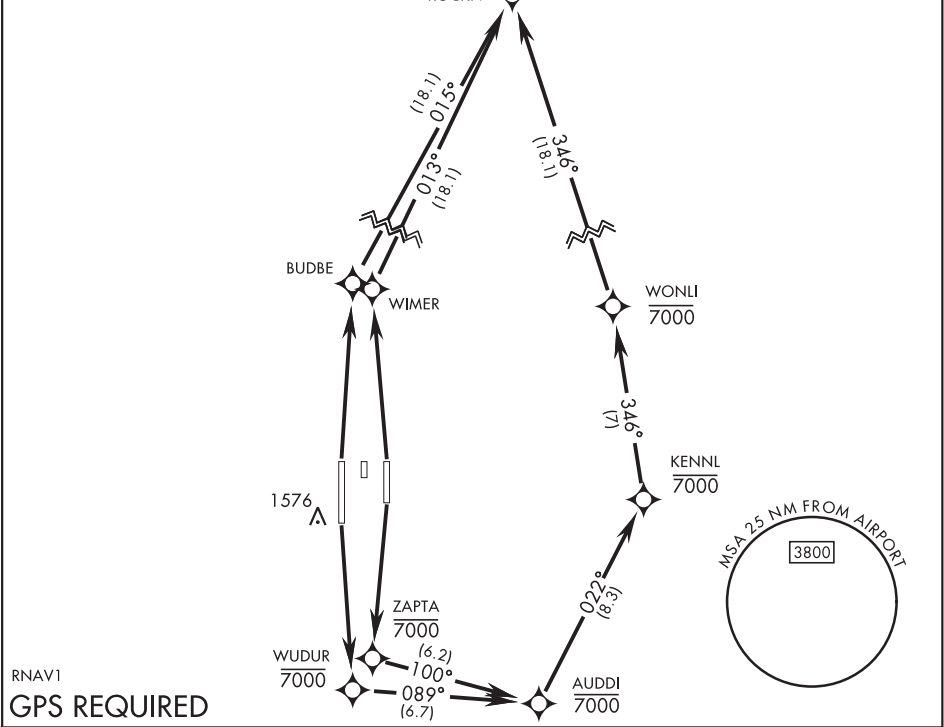
BURNS FLAT
BFV

Minimum Climb Rate to 1900
(69)
079°

WILL ROGERS
TRANSITION

WILL ROGERS
IRW

TOP ALTITUDE:
9000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb direct ZAPTA, then on depicted route to ROCKN. Cross WONLI at or below 7000, thence...

TAKEOFF RWY 18R: Climb direct WUDUR, then on depicted route to ROCKN. Cross WONLI at or below 7000, thence...

TAKEOFF RWY 36L: Climb direct BUDBE, then track 015° to ROCKN, thence...

TAKEOFF RWY 36R: Climb direct WIMER, then track 013° to ROCKN, thence...

...via transition or assigned route. Maintain 9000. Expect filed altitude 10 minutes after departure.

BURNS FLAT TRANSITION (ROCKN3•BFV): From over ROCKN track 338° to BFV VORTAC.

WILL ROGERS TRANSITION (ROCKN3•IRW): From over ROCKN track 028° to NUTTY, then track 079° to IRW VORTAC.

ALVA, OKLAHOMA

AL-5511 (FAA)

22083

WAAS CH 82237 W18A	APP CRS 176°	Rwy Idg TDZE 1477 Apt Elev 1477
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RNAV (GPS) RWY 18

ALVA RGNL (AVK)

RNP APCH-GPS

▼

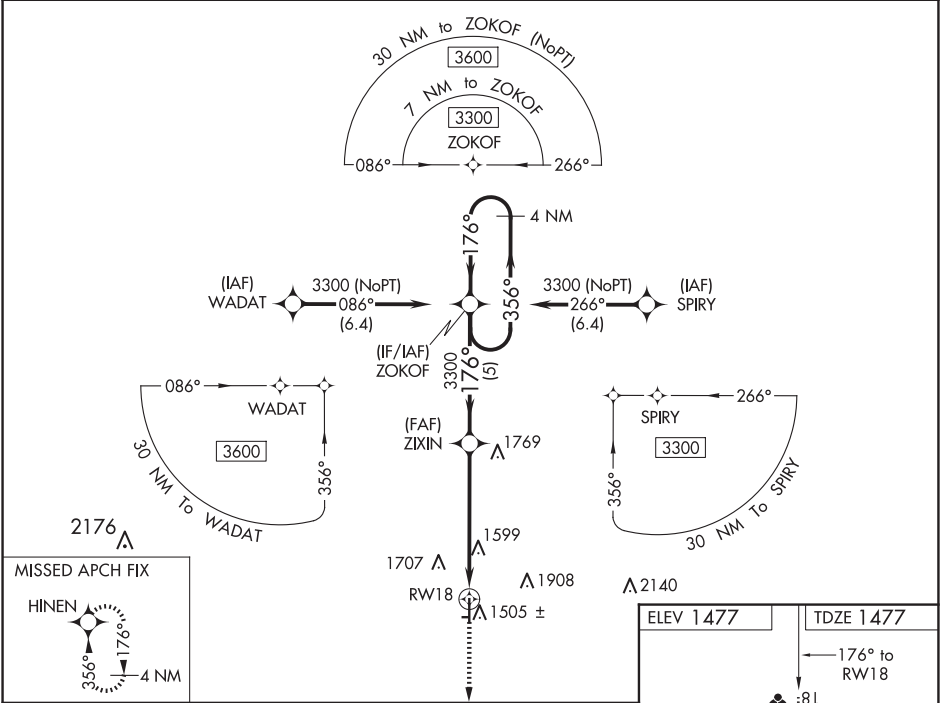
▲

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 Vance AFB altimeter setting and increase all DA 127 feet and all MDA 140 feet; increase LPV all Cats and LNAV Cat C visibility 3/8 mile, LNAV/VNAV all Cats and Circling Cat C visibility 1/2 mile. Baro-VNAV and VDP NA when using Vance AFB altimeter setting. Helicopter visibility reduction below 3/4 SM NA. Circling to Rwy 9/27 NA.

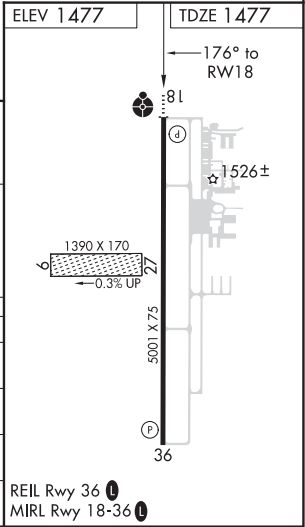
ODALS

MISSED APPROACH:
Climb to 3300 direct
HINEN and hold.

AWOS-3PT 121.125	VANCE APP CON ★ 126.75 346.325	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		ZOKOF	ZIXIN	3300	HINEN
3300		← 356°	→ 176°	→ 176°	→ 176°
GP 3.00° TCH 47					
		5 NM	4.4 NM	1.2 NM	
CATEGORY	A	B	C	D	
LPV DA	1738-7/8	261 (300-7/8)		NA	
LNAV/VNAV DA	1748-7/8	271 (300-7/8)		NA	
LNAV MDA	1900-1	423 (500-1)	1900-1 1/4 423 (500-1 1/4)	NA	
CIRCLING	1980-1 503 (600-1)	2120-1 643 (700-1)	2220-2 1/4 743 (800-2 1/4)	NA	



ALVA, OKLAHOMA
Orig-A 24MAR22

36°46'N-98°40'W

ALVA RGNL (AVK)

RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61337 W36A	APP CRS 356°	Rwy Idg 5001 TDZE 1471 Apt Elev 1477
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RNAV (GPS) RWY 36

ALVA RGNL (AVK)

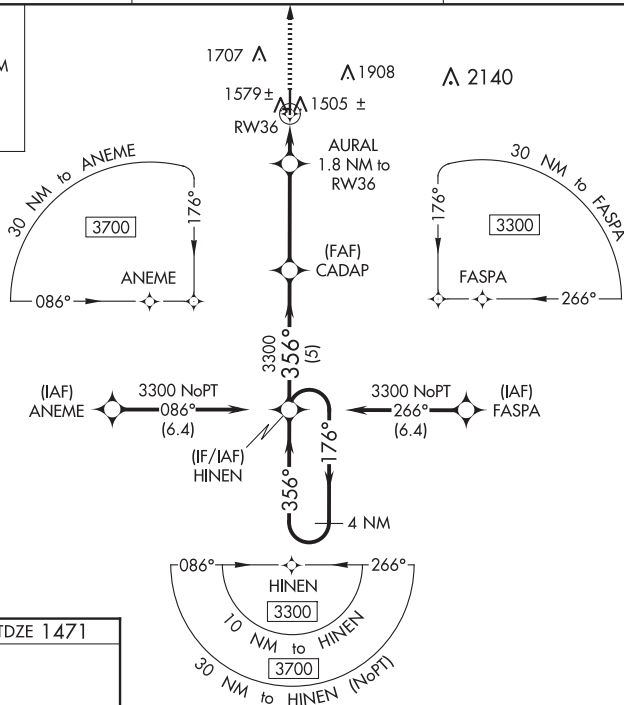
RNP APCH-GPS.

T 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 Vance AFB altimeter setting and increase all DA 127 feet and all MDA 140 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibility $\frac{3}{8}$ mile and Circling Cat C visibility $\frac{1}{2}$ mile. Baro-VNAV and VDP NA when using Vance AFB altimeter setting. Circling to Rwy 9/27 NA.

MISSED APPROACH:
Climb to 3300 direct
ZOKOF and hold.

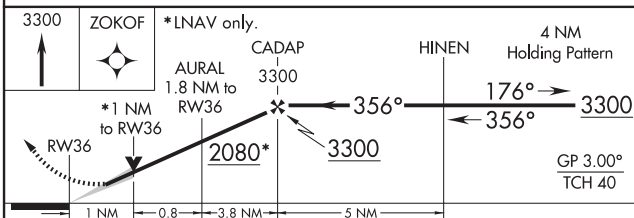
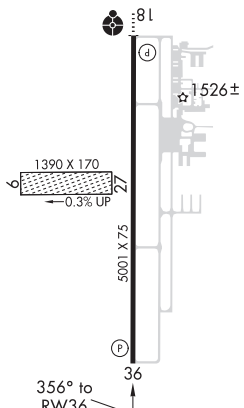
AWOS-3PT 121.125	VANCE APP CON ★ 126.75 346.325	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX



ELEV 1477		TDZE 1471
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REIL Rwy 36 **L**
MIRL Rwy 18-36 **L**



CATEGORY		A	B	C	D
LPV	DA	1721-7 ₈	250 (300-7 ₈)		NA
RNAV/ VNAV	DA	1751-1	280 (300-1)		NA
RNAV	MDA	1840-1	369 (400-1)		NA
 CIRCLING		1980-1 503 (600-1)	2120-1 643 (700-1)	2220-2 ¹ / ₄ 743 (800-2 ¹ / ₄)	NA

ANTLERS, OKLAHOMA

AL-6650 (FAA)

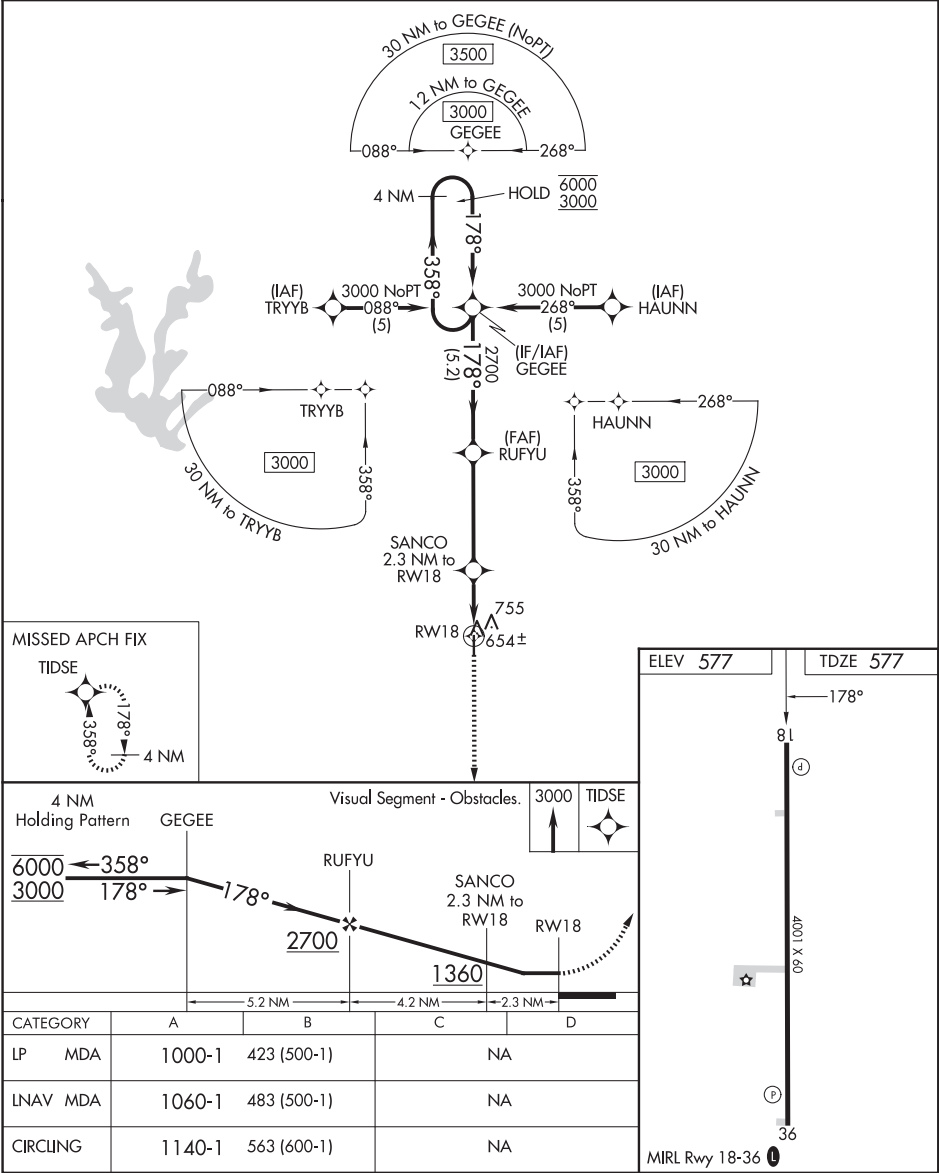
25219

WAAS CH 78247 W18A	APP CRS 178°	Rwy Ldg TDZE Apt Elev	4001 577 577
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RNAV (GPS) RWY 18
ANTLERS MUNI (80F)

RNP APCH - GPS. NA Use PRX altimeter setting; when not received, use DUA altimeter setting and increase all MDAs 40 feet. Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night.	MISSED APPROACH: Climb to 3000 direct TIDSE and hold.
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PRX AWOS-3PT 119.675	FORT WORTH CENTER 124.875 370.95	CTAF 122.9 0
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SC-1, 07 AUG 2025 to 02 OCT 2025

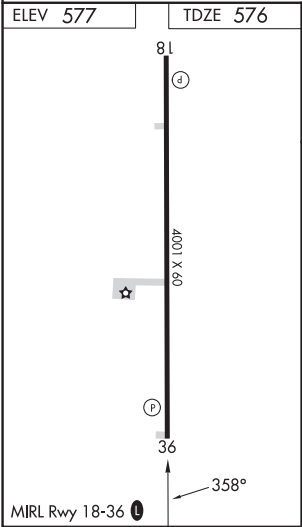
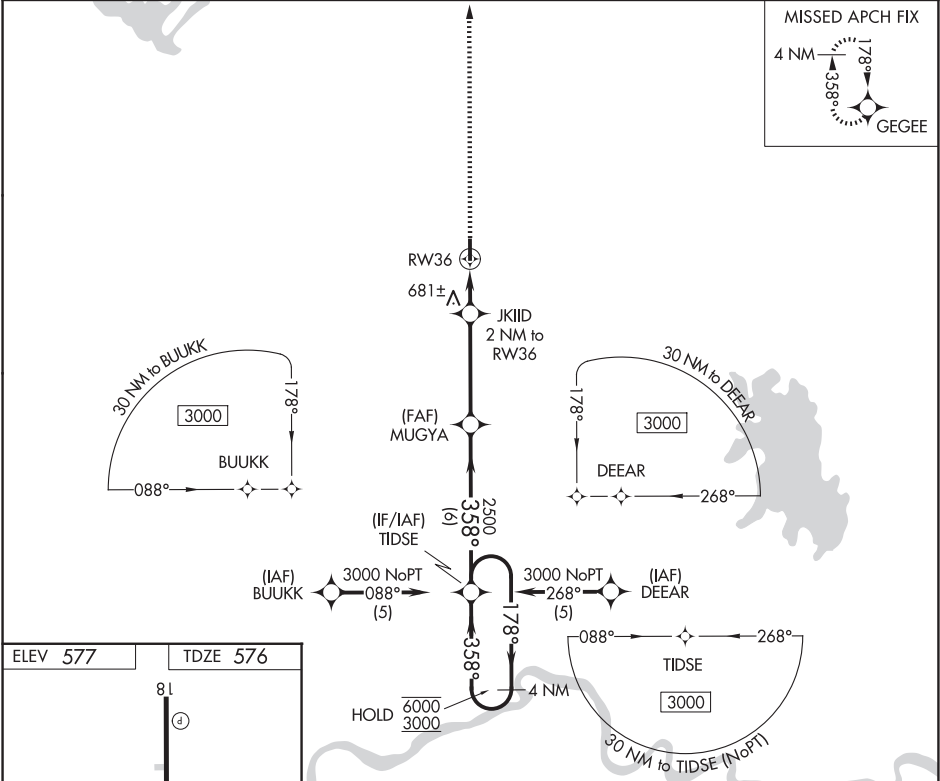
SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70428 W36A	APP CRS 358°	Rwy Ldg TDZE Apt Elev	4001 576 577
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RNAV (GPS) RWY 36
ANTLERS MUNI (80F)

RNP APCH - GPS.	Baro-VNAV NA. Circling Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below 3/4 SM NA. Use PRX altimeter setting; when not received, use DUA altimeter setting: increase LPV and LNAV/VNAV DA to 937 feet; increase all MDAs 40 feet.	MISSED APPROACH: Climb to 3000 direct GEGEE and hold.
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PRX AWOS-3PT 119.675	FORT WORTH CENTER 124.875 370.95	CTAF 122.9 0
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3000

↑

GEGEE

✦

TIDSE

4 NM Holding Pattern

178° → 6000

← 358° 3000

GP 3.00°

TCH 43

MUGYA

2500

JKIID

2 NM to RW36

1240

2500

358°

358°

RW36

2 NM

4 NM

6 NM

CATEGORY

A

B

C

D

LPV	DA	911-1	335 (400-1)	NA
LNAV/VNAV	DA	911-1	335 (400-1)	NA
LNAV	MDA	1020-1	444 (500-1)	NA
CIRCLING		1140-1	563 (600-1)	NA

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 48921 W17A	APP CRS 175°	Rwy Idg 5014 TDZE 840 Apt Elev 845
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RNAV (GPS) RWY 17
ARDMORE DOWNTOWN EXEC (1F0)

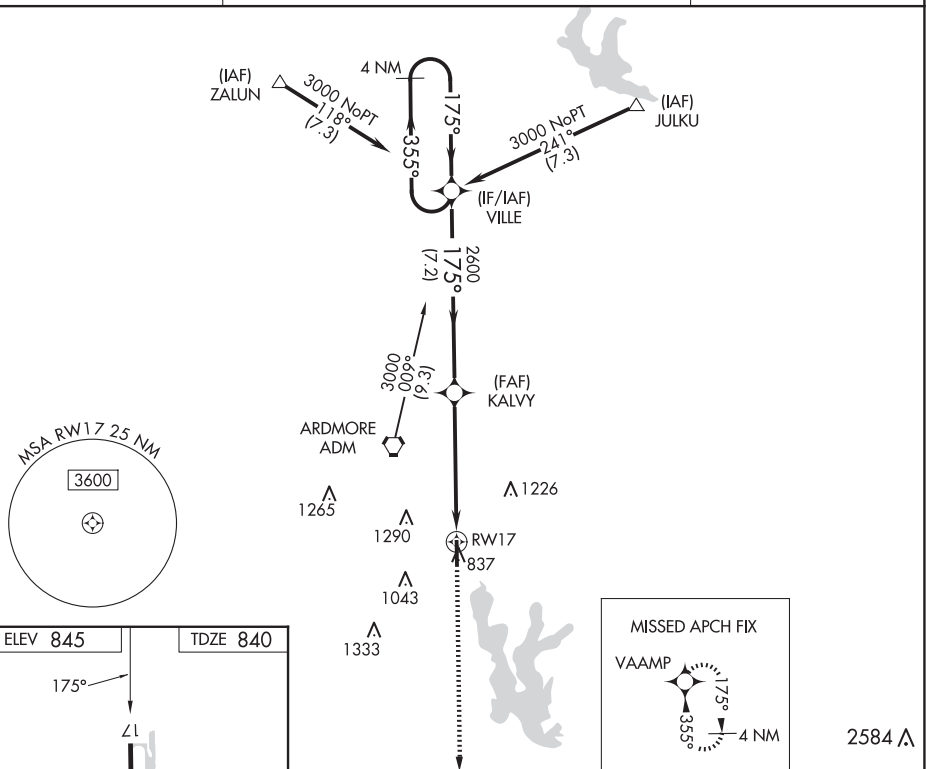
RNP APCH-GPS.



Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000
direct VAAMP and hold.

AWOS-3 118.15	FORT WORTH CENTER 124.75 323.0	UNICOM 122.7 (CTAF) 0
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Visual Segment - Obstacles.

4 NM Holding Pattern

VILE

3000

355°

175°

175°

KALVY

2600

7.2 NM

5.3 NM

RW17

CATEGORY	A	B	C	D
LP MDA	1360-1	520 (600-1)	1360-1½	520 (600-1½)
LNNAV MDA	1360-1	520 (600-1)	1360-1½	520 (600-1½)
CIRCLING	1400-1	555 (600-1)	1600-2¼ 755 (800-2¼)	1640-2½ 795 (800-2½)

ARDMORE, OKLAHOMA
Orig-D 06OCT22

ARDMORE DOWNTOWN EXEC (1F0)
RNAV (GPS) RWY 17

34°09'N-97°07'W

SC-1, 07 AUG 2025 to 02 OCT 2025

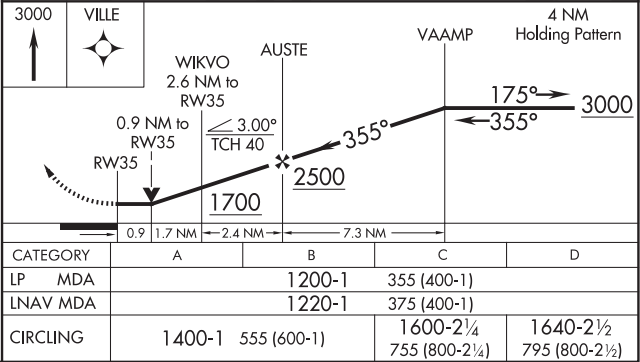
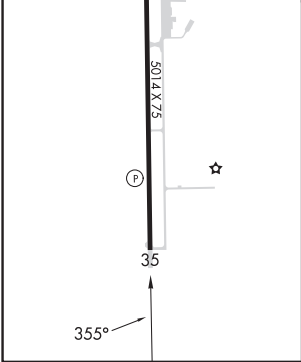
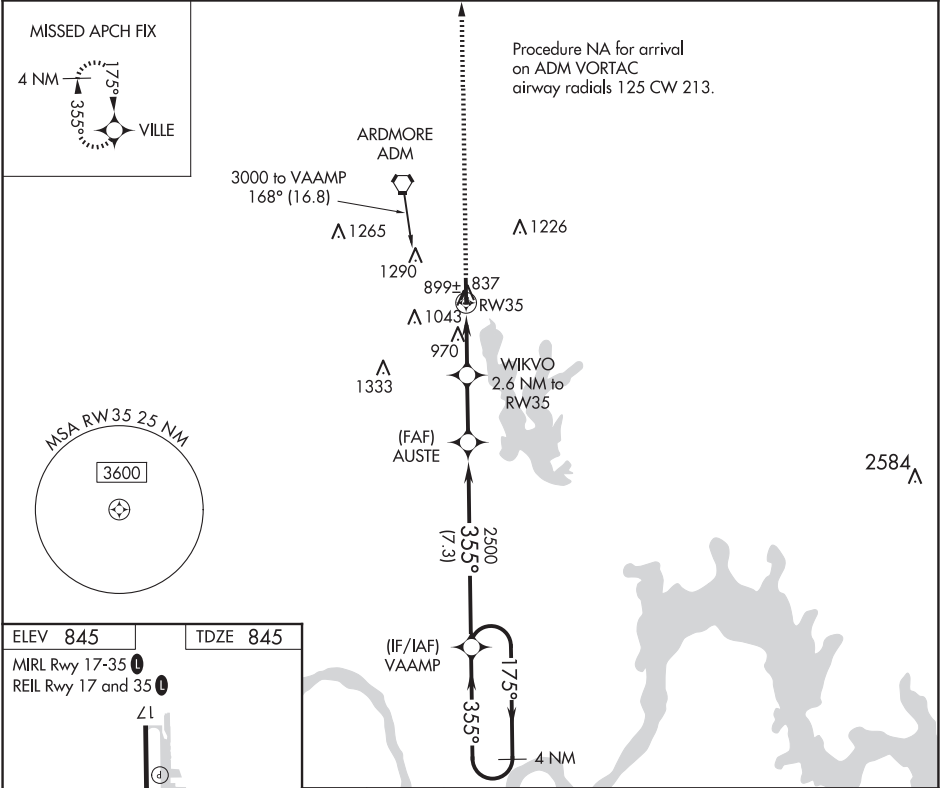
WAAS CH 62921 W35A	APP CRS 355°	Rwy Idg 5014 TDZE 845 Apt Elev 845
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RNAV (GPS) RWY 35
ARDMORE DOWNTOWN EXEC (1F)(J)

RNP APCH-GPS.

<div><div></div><div></div></div> <p>Rwy 35 helicopter visibility reduction below ¾ SM NA.</p>	MISSED APPROACH: Climb to 3000 direct VILLE and hold.
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AWOS-3 118.15	FORT WORTH CENTER 124.75 323.0	UNICOM 122.7 (CTAF) 0
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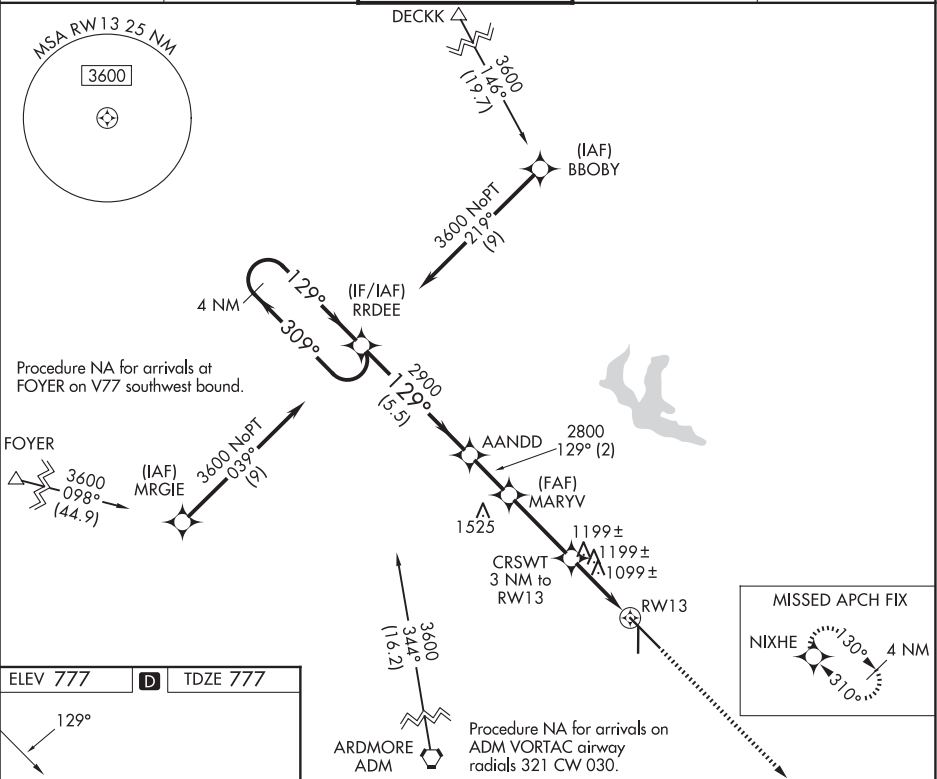
WAAS CH 53725 W13A	APP CRS 129°	Rwy Ldg TDZE 777 Apt Elev 777
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RNAV (GPS) RWY 13

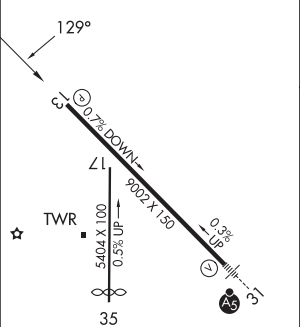
ARDMORE MUNI (ADM)

RNP APCH.	MISSED APPROACH: Climb to 3600 direct NIXHE and hold.
Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Ardmore Downtown Exec altimeter setting and increase all MDA 40 feet. Procedure NA at night.	

ATIS 125.6	FORT WORTH CENTER 124.75 323.0	ARDMORE TOWER ★ 118.5 (CTAF) 0 257.7	GND CON 121.8	UNICOM 122.95
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ELEV 777	TDZE 777
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HIRL Rwy 13-31
MIRL Rwy 17-35

ARDMORE, OKLAHOMA
Orig-C 15AUG19

34°18'N-97°01'W

ARDMORE MUNI (ADM)

RNAV (GPS) RWY 13

ARDMORE, OKLAHOMA



AL-22 (FAA)

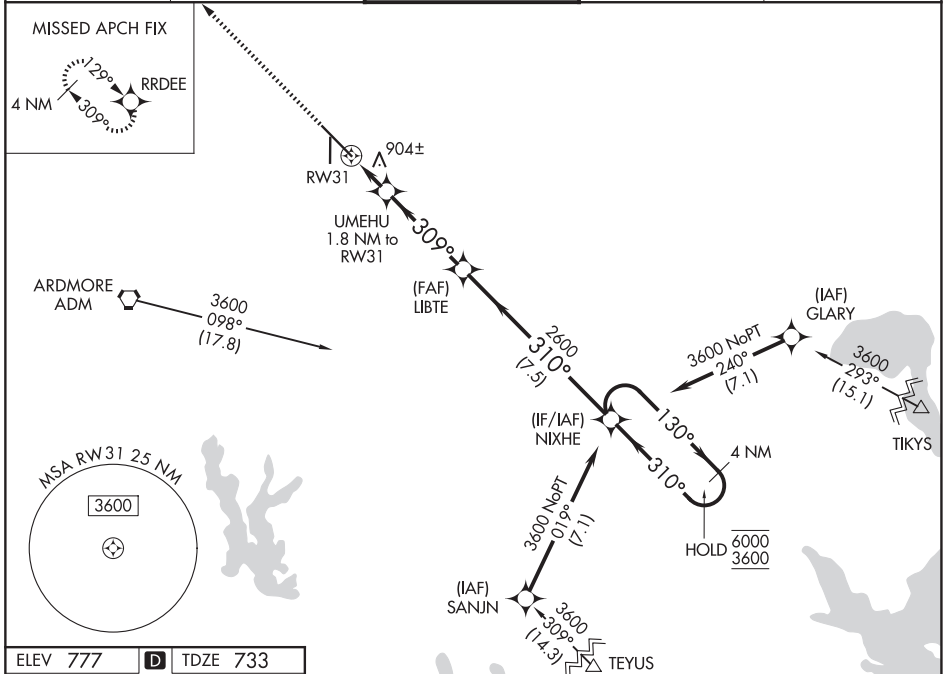
25219

WAAS CH 69625 W31A	APP CRS 309°	Rwy Ldg TDZE 733 Apt Elev 777
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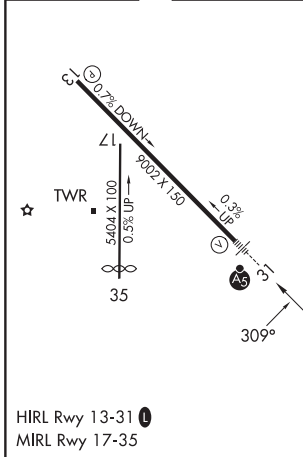
RNAV (GPS) RWY 31

ARDMORE MUNI (ADM)

RNP APCH - GPS.		MALSR		MISSED APPROACH: Climb to 3600 direct RRDEE and hold.	
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C and D visibility to 1 1/2 SM.					
ATIS 125.6	FORT WORTH CENTER 124.75 323.0	ARDMORE TOWER ★ 118.5 (CTAF) 0 257.7		GND CON 121.8	UNICOM 122.95



ELEV 777	D	TDZE 733
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3600

↑

RRDEE

✦

UMEHU

1.8 NM to RW31

LIBTE

2600

NIXHE

4 NM Holding Pattern

1.2 NM to RW31

↓

309°

✖

310°

130°

→

130°

←

1.2 NM

0.6

3.9 NM

7.5 NM

1340

2600

6000

3600

GP 3.00°

TCH 49

CATEGORY	A	B	C	D
LPV DA	933-1½		200 (200-½)	
LNAV/VNAV DA	1200-1		467 (500-1)	
LNAV MDA	1160-½	427 (400-½)	1160-¾	427 (400-¾)
CIRCLING	1300-1 523 (600-1)	1440-1 663 (700-1)	1500-2 723 (800-2)	1700-3 923 (1000-3)

ARDMORE, OKLAHOMA
Amdt 2 21MAR24

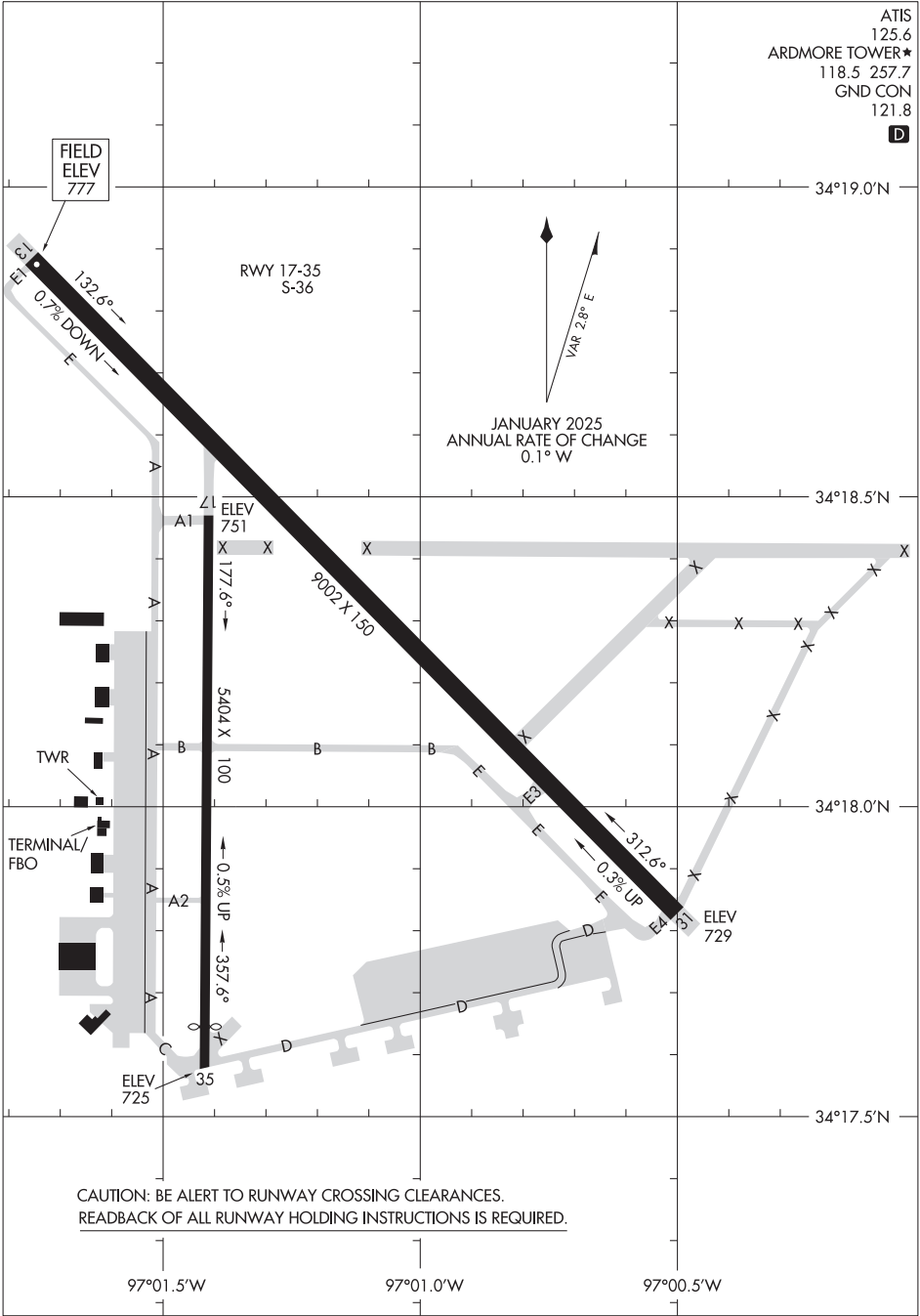
34°18'N-97°01'W

ARDMORE MUNI (ADM)

RNAV (GPS) RWY 31

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

WAAS CH 49135 W04A	APP CRS 040°	Rwy Idg TDZE 181 Apt Elev 182	5002
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RNAV (GPS) RWY 4

DEXTER B FLORENCE MEML FLD (ADF')

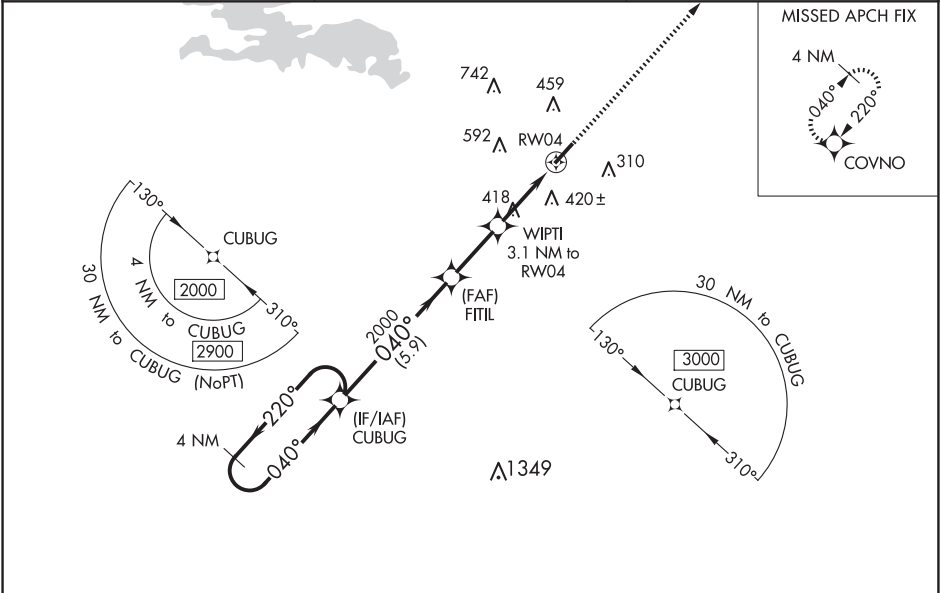
▼

NA

DME/DME RNP-0.3 NA. When local alimeter setting not received use Hot Springs altimeter setting and increase all DA 103 feet and MDA 120 feet and increase LPV all Cats visibility ⅓ mile and LNAV/VNAV all Cats visibility and Circling Cat C visibility ½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV NA when using Hot Springs altimeter setting. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 22 NA.

MISSED APPROACH:
Climb to 2100 direct COVNO and hold.

AWOS-3PT 118.175	MEMPHIS CENTER 128.475 377.15	UNICOM 122.7 (CTAF)
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<div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).</div> <div><div>4 NM Holding Pattern</div><div>CUBUG</div><div>FITIL</div><div>2000</div><div>WIPTI 3.1 NM to RW04</div><div>2100</div><div>COVNO</div><div>*LNAV only.</div></div> <div><div>2000 ← 220°</div><div>040° → 2000</div><div>040°</div><div>2000</div><div>*1200</div><div>RW04</div><div>GP 3.00° TCH 45</div><div>5.9 NM</div><div>2.5 NM</div><div>3.1 NM</div></div>					<div>ELEV 182</div> <div>TDZE 181</div>
CATEGORY	A	B	C	D	
LPV DA	431-1 250 (300-1)			NA	
LNAV/VNAV DA	669-1 5/8 488 (500-1 5/8)			NA	
LNAV MDA	680-1 499 (500-1)	680-1 3/8 499 (500-1 3/8)		NA	
CIRCLING	760-1 578 (600-1)	800-1 618 (700-1)	1040-2 1/2 858 (900-2 1/2)	NA	

☆

5002 X 75

040°

MIRL Rwy 4-22

REIL Rws 4 and 22

ARKADELPHIA, ARKANSAS

AL-5756 (FAA)

23222

WAAS CH 93835 W22A	APP CRS 220°	Rwy Idg TDZE 182 Apt Elev 182
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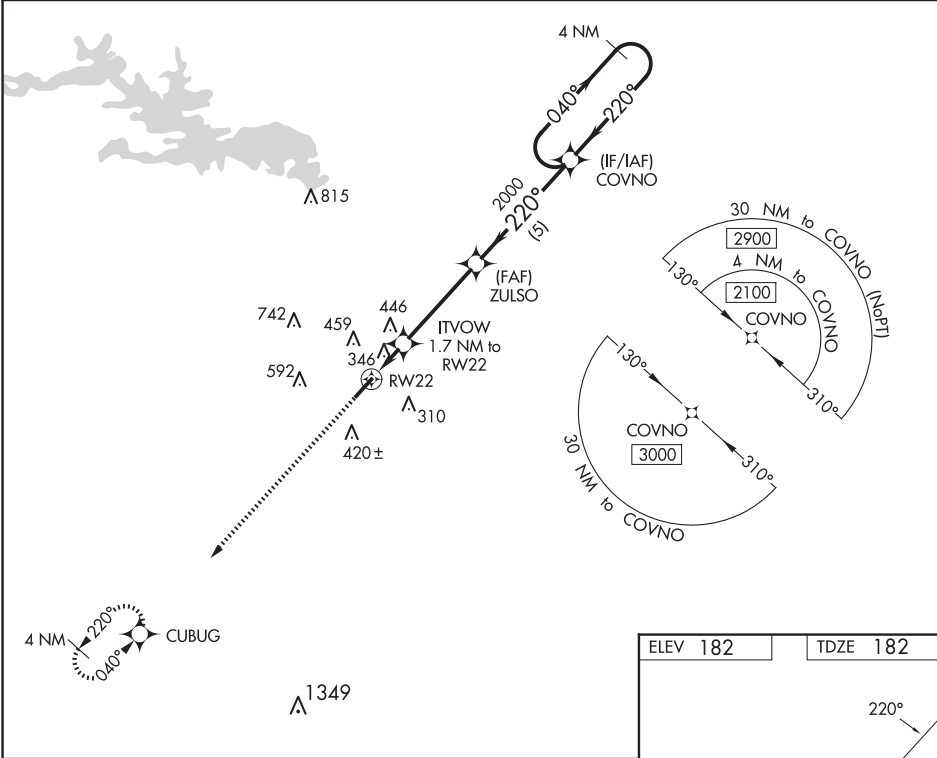
RNAV (GPS) RWY 22
DEXTER B FLORENCE MEML FLD (ADF')

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hot Springs altimeter setting and increase all MDAs 120 feet, and increase LP and LNAV Cat C visibility $\frac{3}{8}$ SM and Circling Cat C visibility $\frac{1}{2}$ mile. Night landing: Rwy 22 NA. Helicopter visibility reduction below 1 SM NA.

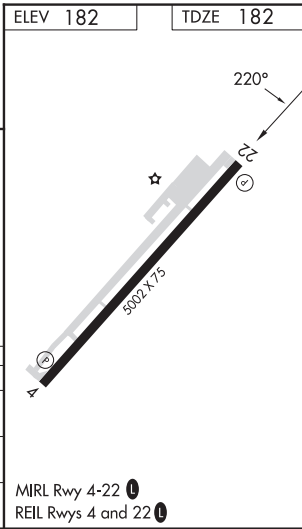
△ NA

MISSED APPROACH: Climb to 2000 direct CUBUG and hold.

AWOS-3PT 118.175	MEMPHIS CENTER 128.475 377.15	UNICOM 122.7 (CTAF) 0
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2000	CUBUG	Visual Segment - Obstacles.			
↑	✧				
		ITVOW 1.7 NM to RW22	ZULSO	COVNO	4 NM Holding Pattern
		760	2000	2100	040° → ← 220°
		→ 1.7 → 3.9 NM → 5 NM →			
CATEGORY		A	B	C	D
LP MDA		600-1	418 (500-1)	600-1 $\frac{3}{8}$ 418 (500-1 $\frac{3}{8}$)	NA
LNAV MDA		680-1	498 (500-1)	680-1 $\frac{3}{8}$ 498 (500-1 $\frac{3}{8}$)	NA
CIRCLING		760-1 578 (600-1)	800-1 618 (700-1)	1040-2 $\frac{1}{2}$ 858 (900-2 $\frac{1}{2}$)	NA



ARKADELPHIA, ARKANSAS
Orig-B 17AUG17

34°06'N-93°04'W

DEXTER B FLORENCE MEML FLD (ADF')
RNAV (GPS) RWY 22

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

ASH FLAT, ARKANSAS

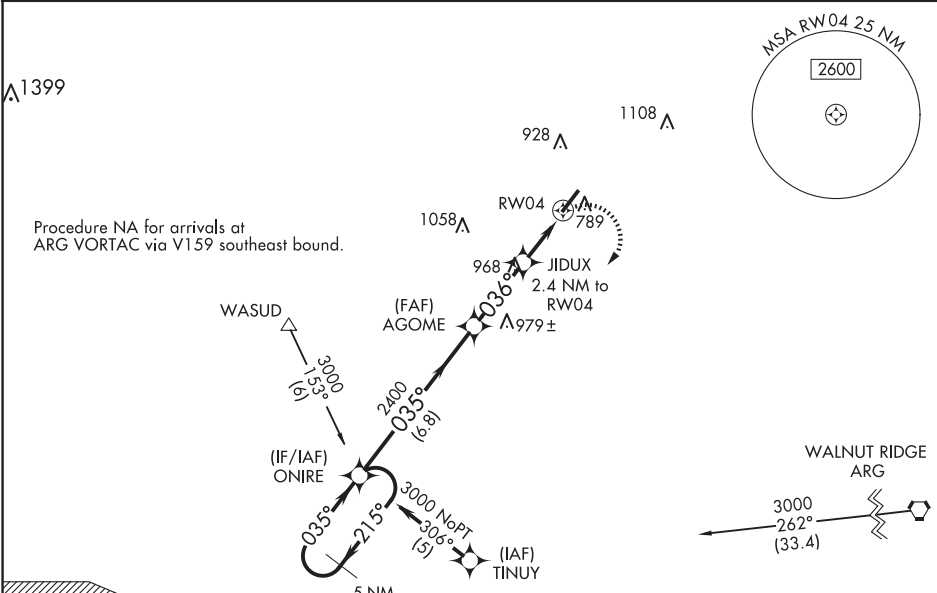
AL-5758 (FAA)

22223

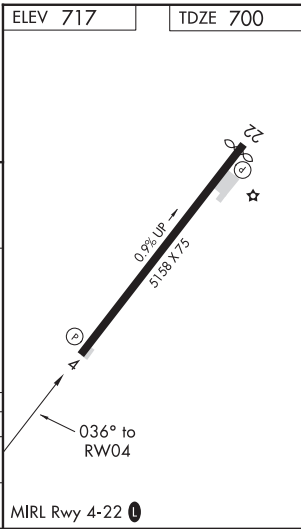
APP CRS 036°	Rwy Idg	5158
	TDZE	700
	Apt Elev	717

RNAV (GPS) RWY 4
SHARP COUNTY RGNL (CVK)

RNP APCH.		MISSED APPROACH: Climbing right turn to 3000 direct ONIRE and hold.
<div><div><div>T</div><div>Use Walnut Ridge altimeter setting; when not received, use Jonesboro Municipal altimeter setting and increase all MDAs 60 feet and Circling Cat C visibility ¼ SM. Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night.</div></div><div><div>NA</div><div></div></div></div>		
ARG AWOS-3PT 126.525	MEMPHIS CENTER 120.075 289.4	UNICOM 122.7 (CTAF) 0



ELEV 717		TDZE 700	
5 NM Holding Pattern		Visual Segment - Obstacles.	
ONIRE		3000 ONIRE	
AGOME		JIDUX 2.4 NM to RW04	
RW04		RW04	
6.8 NM		2.9 NM	
2.4 NM			
CATEGORY	A	B	C
LNAV MDA	1260-1	560 (600-1)	1260-1½ 560 (600-1½)
CIRCLING	1400-1	683 (700-1)	1420-2 703 (800-2)



ASH FLAT, ARKANSAS
Orig-C 11AUG22

36°16'N-91°34'W

SHARP COUNTY RGNL (CVK)
RNAV (GPS) RWY 4

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

ASH FLAT, ARKANSAS

AL-5758 (FAA)

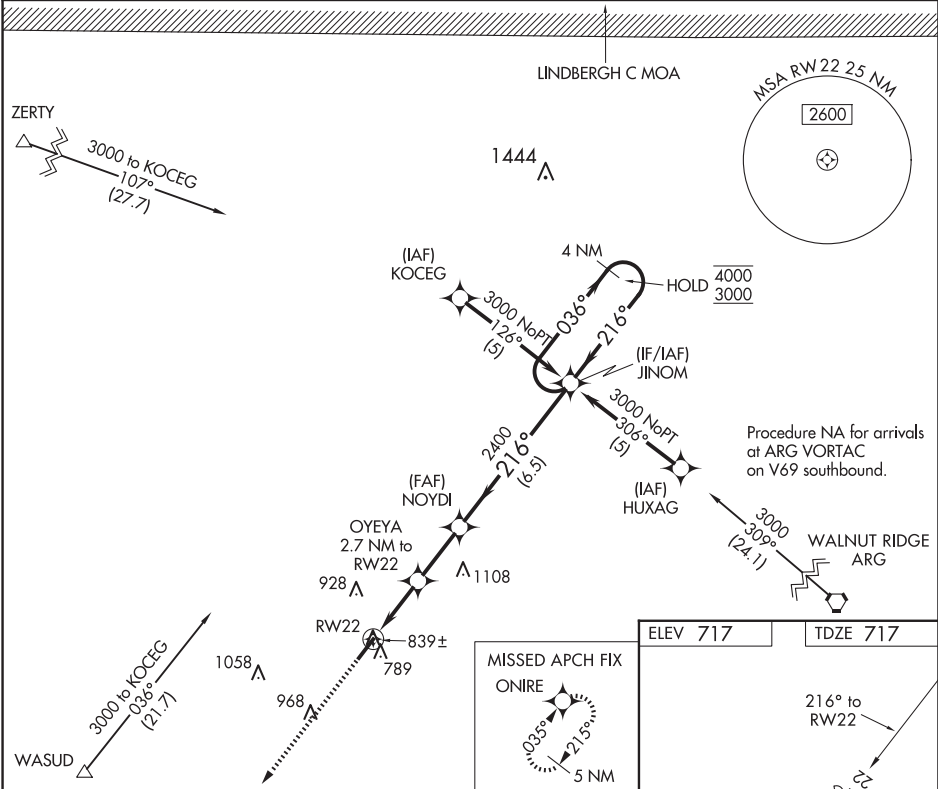
22223

APP CRS	Rwy Idg	5004
216°	TDZE	717
	Apt Elev	717

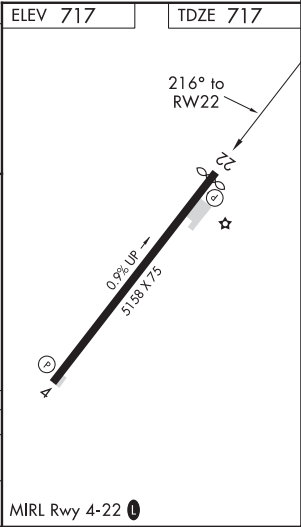
RNAV (GPS) RWY 22
SHARP COUNTY RGNL (CVK)

RNP APCH.	<p>T Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 4 NA at night. Use Walnut Ridge Rgnl altimeter setting; when not received, use Jonesboro Municipal altimeter setting and increase all MDAs 60 feet, increase LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM.</p> <p>Δ NA</p>	MISSED APPROACH: Climb to 3000 direct ONIRE and hold.
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ARG AWOS-3PT 126.525	MEMPHIS CENTER 120.075 289.4	UNICOM 122.7 (CTAF) 0
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3000	ONIRE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH40).			
		OYEYA 2.7 NM to RW22	NOYDI	JINOM	4 NM Holding Pattern
		3.04° TCH 40	216°	036°	4000 3000
		1600	2400		
		2.7 NM	2.4 NM	6.5 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1360-1	643 (700-1)	1360-1 ¾ 643 (700-1 ¾)	NA	
CIRCLING	1400-1	683 (700-1)	1420-2 703 (800-2)	NA	



ASH FLAT, ARKANSAS
Orig-C 11AUG22

36°16'N-91°34'W

SHARP COUNTY RGNL (CVK)
RNAV (GPS) RWY 22

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

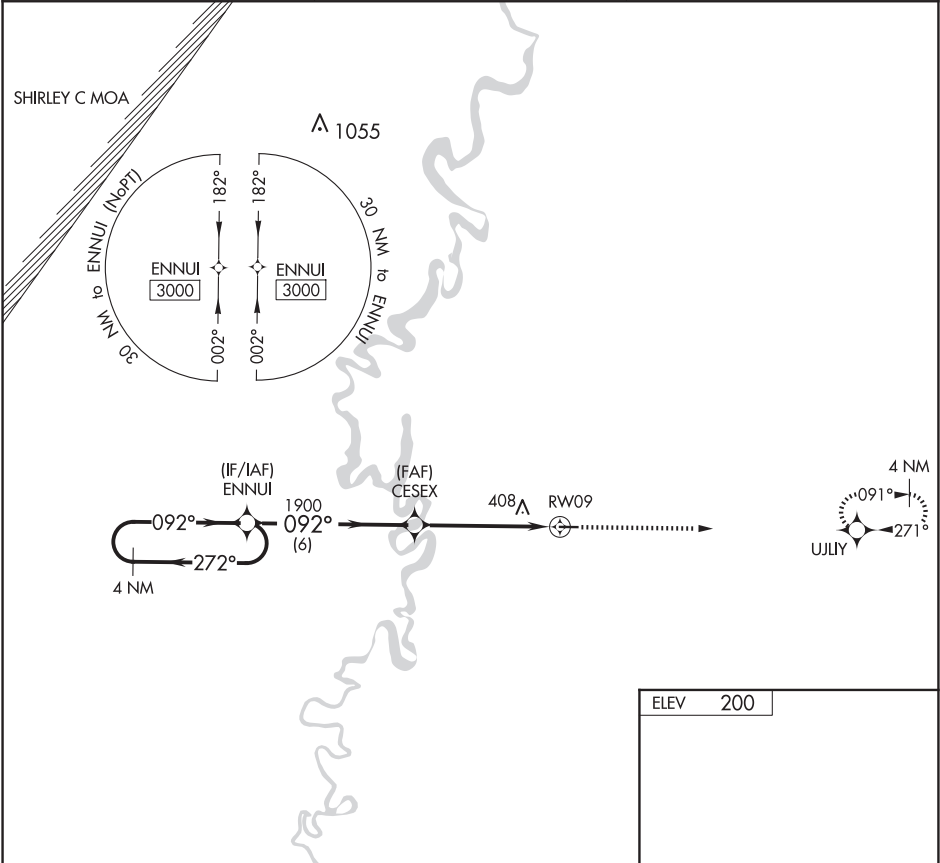
APP CRS	Rwy Idg	N/A
092°	TDZE	N/A
	Apt Elev	200

RNAV (GPS)-A

WOODRUFF COUNTY (M60)

<div><div></div><div>NA</div></div> <div>Rwy 9, 27 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Newport altimeter setting.</div>	<div>MISSED APPROACH: Climb to 3000 direct UJLIY and hold.</div>
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M19 AWOS-3PT 118.15	MEMPHIS CENTER 135.3 335.8	CTAF 122.9 0
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4 NM Holding Pattern		ENNUJ		Visual Segment - Obstacles.		3000		UJLIY		092° to RW09	
3000 ← 272° 092° →				CESEX		1900		RW09		3797 X 75 27	
		6 NM		5.2 NM							
CATEGORY		A		B		C		D			
CIRCLING		740-1 540 (600-1)		820-1 620 (700-1)		NA				MIRL Rwy 9-27 0	

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

BARTLESVILLE, OKLAHOMA

AL-867 (FAA)

24193

WAAS CH 58201 W17A	APP CRS 176°	Rwy Idg TDZE Apt Elev	6201 694 717
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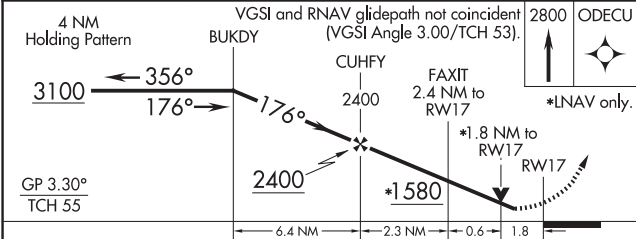
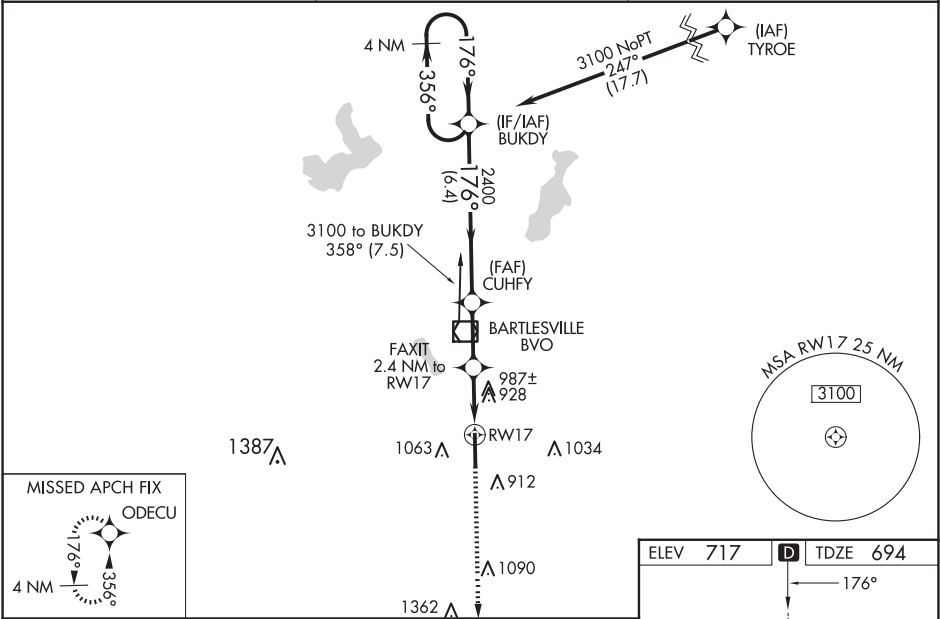
RNAV (GPS) RWY 17
BARTLESVILLE MUNI (BVO)

⚠ 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. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ¼ mile. Inop table does not apply to LPV all Cats. For inop MALSR, increase LNAV Cat A/B visibility to 1 mile. For inop MALSR when use Tulsa Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 2½ mile, and LNAV Cat A/B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV and VDP NA when using Tulsa Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

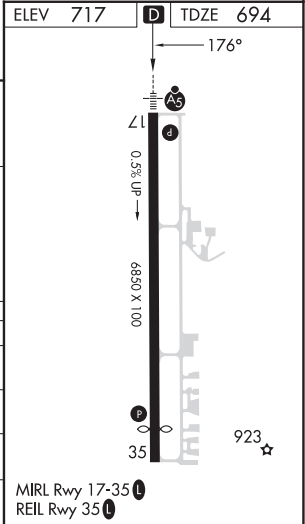
MALSR

MISSED APPROACH:
Climb to 2800 direct
ODECU and hold.

ASOS 132.675	KANSAS CITY CENTER 128.6 282.325	CTAF 122.825
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CATEGORY	A	B	C	D
LPV DA	906-¾	212 (200-¾)	944-¾ 250 (300-¾)	NA
LNAV/VNAV DA	1317-1½	623 (700-1½)		NA
LNAV MDA	1240-¾	546 (600-¾)	1240-1⅛ 546 (600-1⅛)	NA
C CIRCLING	1380-1	663 (700-1)	1400-2 683 (700-2)	NA



BARTLESVILLE, OKLAHOMA
Amdt 1 04FEB16

36°46'N-96°01'W

BARTLESVILLE MUNI (BVO)
RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61305 W35A	APP CRS 356°	Rwy Idg 6201 TDZE 712 Apt Elev 717
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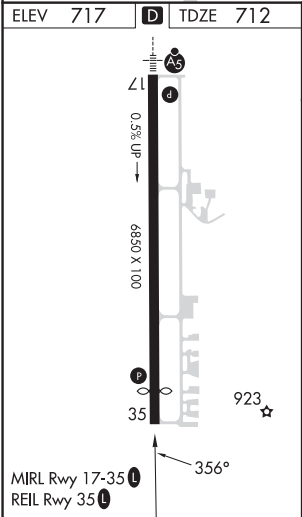
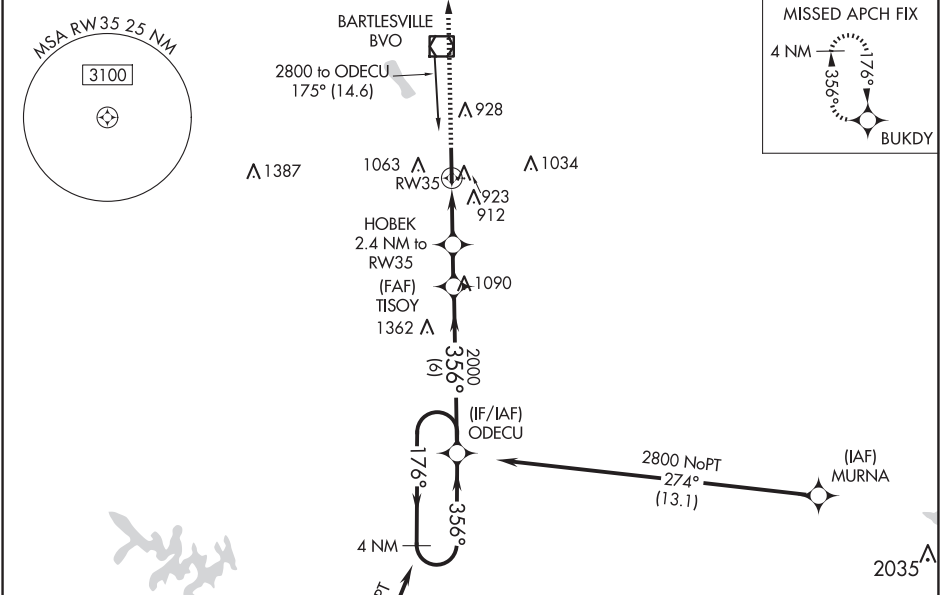
RNAV (GPS) RWY 35

BARTLESVILLE MUNI (BVO)

⚠ 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. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile, LNAV and Circling Cat C visibility ¼ mile. Circling NA east of Rwy 17-35. Baro-VNAV and VDP NA when using Tulsa Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3100 direct
BUKDY and hold.

ASOS 132.675	KANSAS CITY CENTER 128.6 282.325	CTAF 122.825 📶
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3100	BUKDY	HOBK 2.4 NM to RW35	TISOY 2000	ODECU	4 NM Holding Pattern
*LNAV only.		*1.3 NM to RW35			
			1520*	2000	GP 3.00° TCH 45
		1.3 NM	1.1 NM	1.5 NM	6 NM
CATEGORY	A	B	C	D	
LPV DA	968-7/8	256 (300-7/8)		NA	
LNAV/VNAV DA	1161-1 1/2	449 (500-1 1/2)		NA	
LNAV MDA	1180-1	468 (500-1)	1180-1 3/8 468 (500-1 3/8)	NA	
CIRCLING	1380-1	663 (700-1)	1400-2 683 (700-2)	NA	

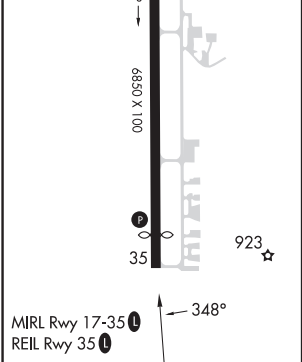
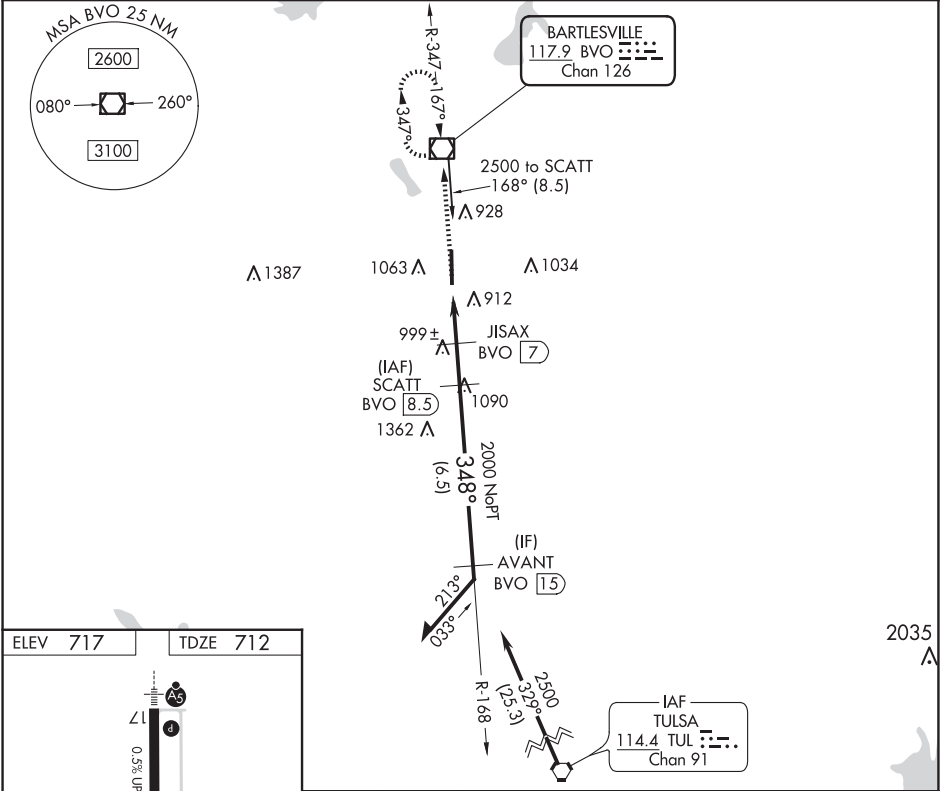
⚠

⚠

Circling NA east of Rwy 17-35. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-35 and Circling Cat C visibility ¼ SM. VDP NA when using Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct BVO VOR/DME and hold.

ASOS 132.675	KANSAS CITY CENTER 128.6 282.325	CTAF 122.825 0
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2500	BVO	JISAX BVO 7	SCATT BVO 8.5	Remain within 10 NM
2500	BVO 6.5	BVO 4.7	168°	2500
1500	1500	2000	348°	2000
1.8	0.5	1.5 NM		
CATEGORY	A	B	C	D
S-35	1320-1	608 (700-1)	1320-1¾ 608 (700-1¾)	NA
CIRCLING	1400-1	683 (700-1)	1400-2 683 (700-2)	NA

BATESVILLE, ARKANSAS

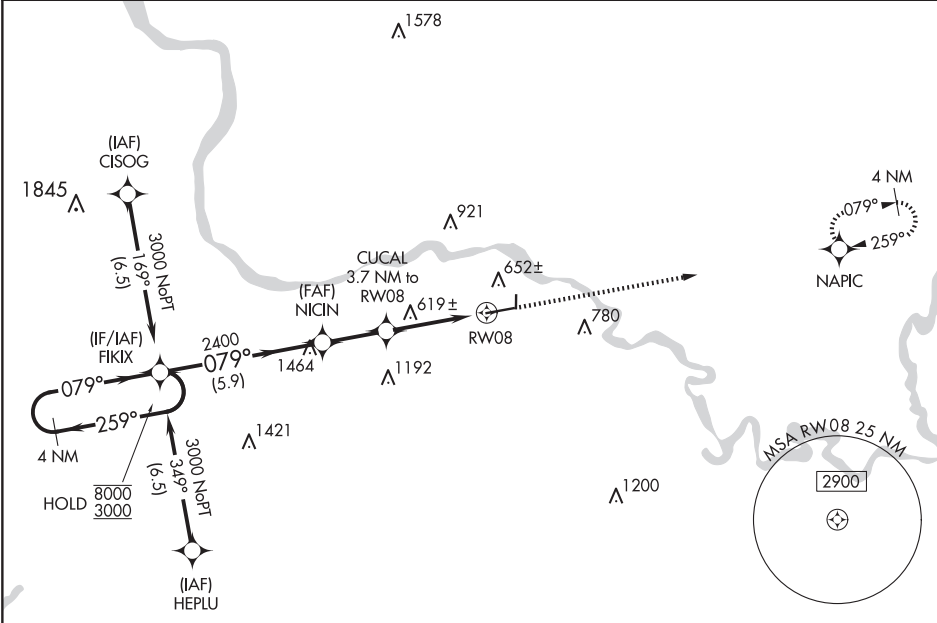
AL-5442 (FAA)

25163

WAAS CH 97717 W08A	APP CRS 079°	Rwy Ldg TDZE Apt Elev	6002 463 465
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RNAV (GPS) RWY 8
BATESVILLE RGNL (BVX)

RNP APCH - GPS. <div><div></div><div>Circling NA north of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 36 NA at night. Circling NA to Rwy 18.</div></div>		MISSED APPROACH: Climb to 3000 direct NAPIC and hold.
AWOS-3PT 126.375	MEMPHIS CENTER 126.85 281.55	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern

8000

3000

← 259°

079° →

GP 3.00°

TCH 44

FIKIX

079°

2400

NICIN

2400

CUCAL

3.7 NM to RW08

1.2 NM to RW08

RW08

5.9 NM

2.3 NM

2.5 NM

1.2

3000

NAPIC

CATEGORY	A	B	C	D
LPV DA	663- ³ / ₄		200 (200- ³ / ₄)	
LNAV/VNAV DA	713- ³ / ₄		250 (300- ³ / ₄)	
LNAV MDA	880-1	417 (500-1)	880-1 ¹ / ₈	417 (500-1 ¹ / ₈)
CIRCLING	980-1 515 (600-1)	1000-1 535 (600-1)	1220-2 ¹ / ₄ 755 (800-2 ¹ / ₄)	1440-3 975 (1000-3)

ELEV 465

TDZE 463

81

2804 X 60

26

36

6002 X 150

079°

REIL Rwy 8 and 26

MIRL Rwy 8-26

BATESVILLE, ARKANSAS
Amdt 2 12JUN25

35°44'N-91°39'W

BATESVILLE RGNL (BVX)
RNAV (GPS) RWY 8

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

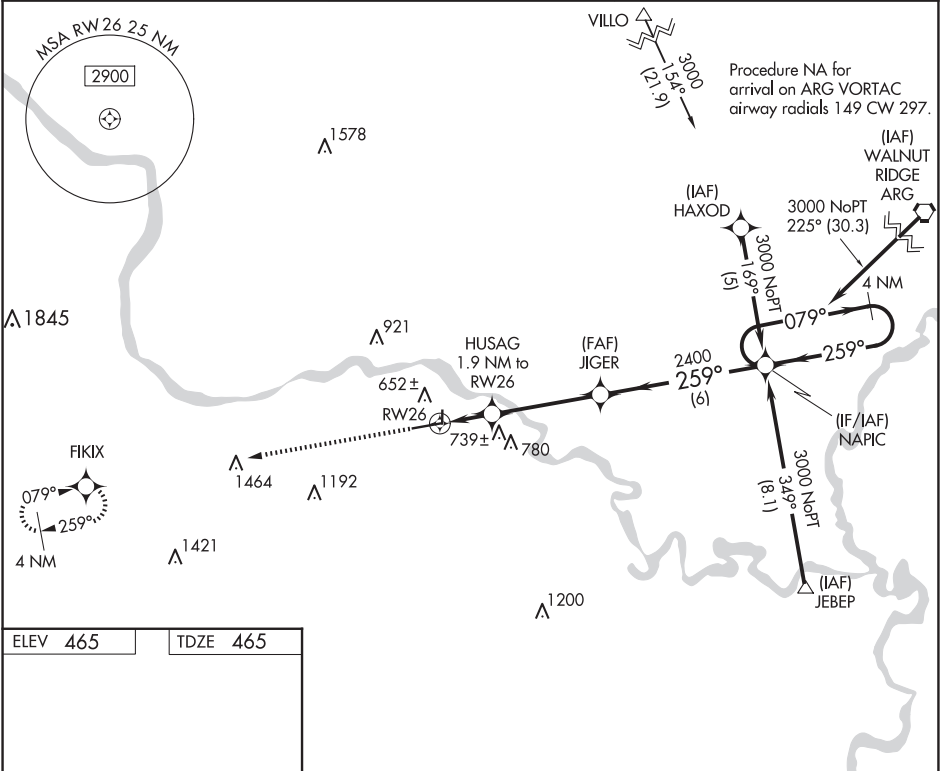
APP CRS	Rwy Ldg	6002
259°	TDZE	465
	Apt Elev	465

RNAV (GPS) RWY 26

BATESVILLE RGNL (BVX)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct FIKIX and hold.
⚠ Circling NA north of Rwy 8-26. Rwy 26 helicopter visibility reduction below ¾ SM NA.	
⚠ Circling NA Rwy 18. Circling Rwy 36 NA at night.	

AWOS-3PT 126.375	MEMPHIS CENTER 126.85 281.55	UNICOM 122.8 (CTAF) 1
---------------------	---------------------------------	--------------------------



3000

↑

FIKIX

✧

HUSAG

1.9 NM to RW26

JIGER

1.4 NM to RW26

NAPIC

4 NM Holding Pattern

079° →

← 259°

3000

259°

2400

1120

3.05° TCH 44

1.4

0.5

3.9 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	940-1	475 (500-1)	940-1 ³ / ₈ 475 (500-1 ³ / ₈)	940-1 ¹ / ₂ 475 (500-1 ¹ / ₂)
CIRCLING	980-1 515 (600-1)	1000-1 535 (600-1)	1220-2 ¹ / ₄ 755 (800-2 ¹ / ₄)	1440-3 975 (1000-3)

REIL Rwy 8 and 26 1

MIRL Rwy 8-26 1

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

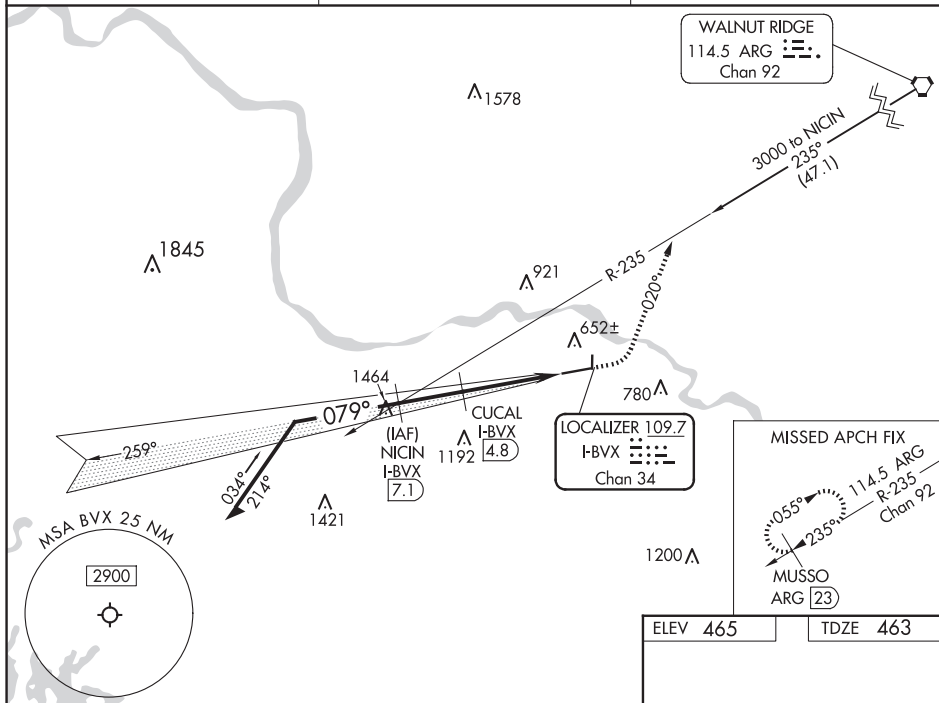
LOC RWY 8
BATESVILLE RGNL (BVX)

T Circling NA north of Rwy 8-26. Circling Rwy 36
A NA NA at night. Circling NA to Rwy 18.

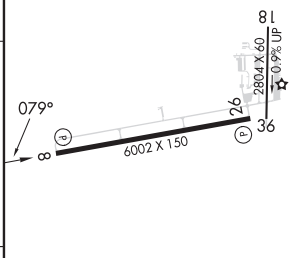
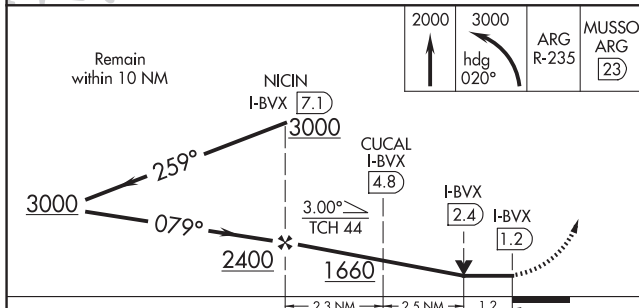
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 020° and on ARG VORTAC R-235 to MUSSO/ARG 23 DME and hold.

126.85 281.55

122.8 (CTAF)



TDZE 463



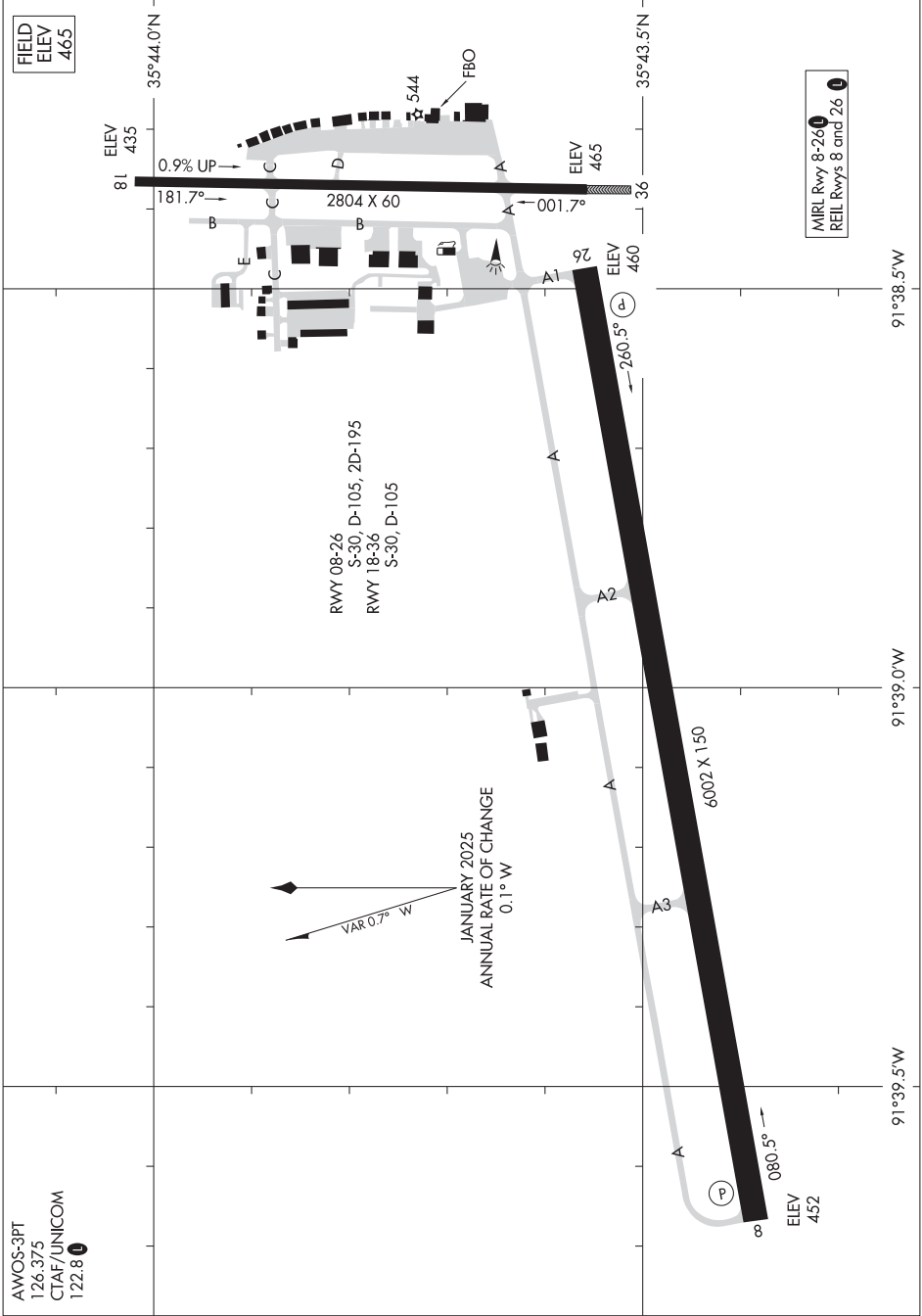
REIL Rwy 8 and 26 L					
MIRL Rwy 8-26 L					
FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

BATESVILLE RGNL (BVX)

35°44'N-91°39'W

LOC RWY 8

SC-1, 07 AUG 2025 to 02 OCT 2025



WAAS CH 58209 W02A	APP CRS 019°	Rwy Idg TDZE 389 Apt Elev 389
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RNAV (GPS) RWY 2

SALINE COUNTY RGNL (SUZ)

RNP APCH - GPS.

▼

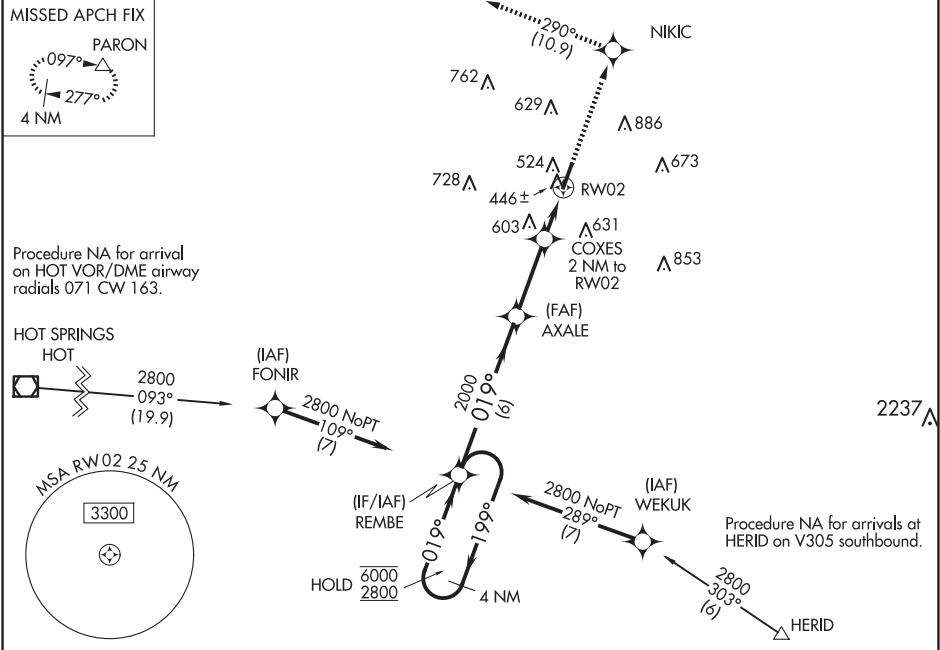
Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct NIKIC and track 290° to PARON and hold.

AWOS-3 132.125	LITTLE ROCK APP CON 119.5 306.2	UNICOM 122.8 (CTAF) 0
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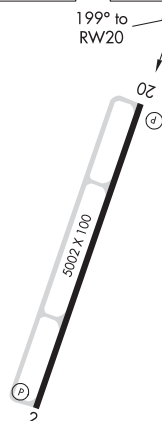
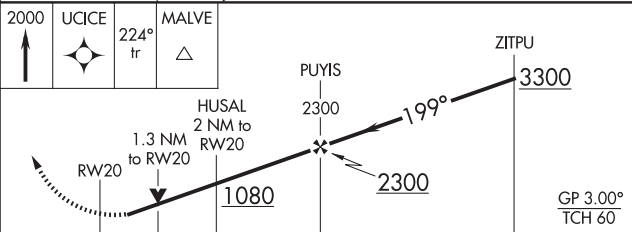
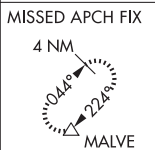
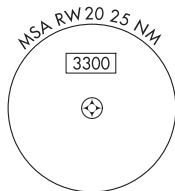
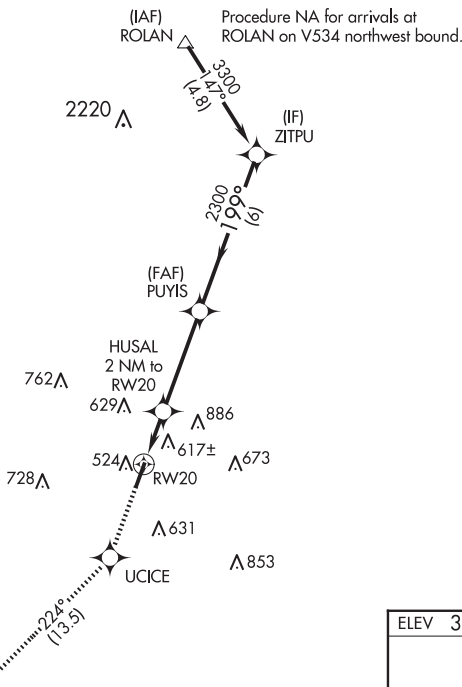
ELEV 389	TDZE 389	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).				2600	NIKIC	PARON
<div>4 NM Holding Pattern</div> <div>REMBE</div> <div>AXALE</div> <div>COXES 2 NM to RW02</div> <div>1.2 NM to RW02</div> <div>RW02</div> <div>GP 3.00° TCH 45</div> <div>6000</div> <div>2800</div> <div>199°</div> <div>019°</div> <div>019°</div> <div>2000</div> <div>1060</div> <div>6 NM</div> <div>3 NM</div> <div>0.8</div> <div>1.2 NM</div> <div>019° to RW02</div> <div>REIL Rwy 2 and 20</div> <div>MIRL Rwy 2-20</div> <div>CIRCLING</div>		A		B		C		D
		LPV DA		639- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)		
		LNAV/VNAV DA		670- $\frac{7}{8}$		281 (300- $\frac{7}{8}$)		
		LNAV MDA		820-1 431 (500-1)		820-1 $\frac{1}{4}$ 431 (500-1 $\frac{1}{4}$)		
		940-1 551 (600-1)		1080-1 691 (700-1)		1200-2 $\frac{1}{2}$ 811 (900-2 $\frac{1}{2}$)		1200-2 $\frac{3}{4}$ 811 (900-2 $\frac{3}{4}$)


RNAV (GPS) RWY 20
SALINE COUNTY RGNL (SUZ)

T
A Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct UCICE and track 224° to MALVE and hold.

LITTLE ROCK APP CON
119.5 306.2

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LPV DA	639-¾		251 (300-¾)	
LNAV/ VNAV	789-1⅞		401 (400-1⅞)	
LNAV MDA	880-1 492 (500-1)		880-1⅜ 492 (500-1⅜)	
 CIRCLING	940-1 551 (600-1)	1080-1 691 (700-1)	1200-2½ 811 (900-2½)	1200-2¾ 811 (900-2¾)

REIL Rwy 2 and 20 **L**
MIRL Rwy 2-20 **L**

34°35'N-092°29'W

SALINE COUNTY RGNL (SUZ)
RNAV (GPS) RWY 20

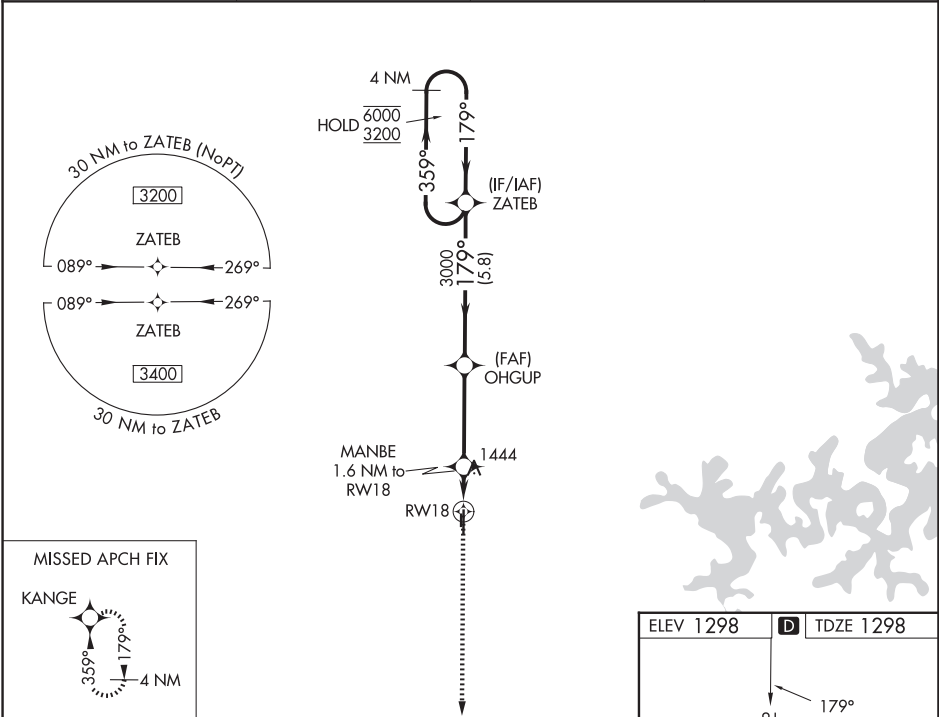
SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77830 W18A	APP CRS 179°	Rwy Ldg TDZE 1298 Apt Elev 1298
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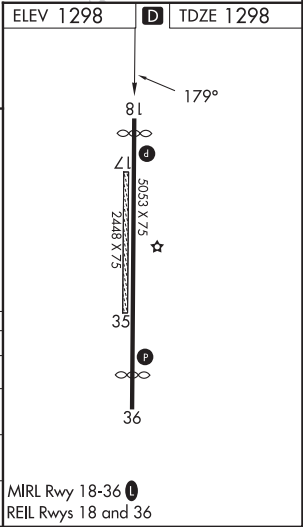
RNAV (GPS) RWY 18

BENTONVILLE MUNI/LOUISE M THADEN FLD (VBT)

RNP APCH. <div><div><div></div><div></div></div><div>Circling NA to Rwy 17 and 35. 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.</div></div>		MISSED APPROACH: Climb to 3400 direct KANGE and hold.	
AWOS-3PT 134.975	RAZORBACK APP CON ★ 121.0 (WEST) 244.575	CLNC DEL 121.05 263.125	UNICOM 122.975 (CTAF) L



3400	KANGE				
*LNAV only.	MANBE 1.6 NM to RWY 18	OHGUP 3000	ZATEB	4 NM Holding Pattern	
	1900*	3000	359°	6000 3200	GP 3.00° TCH 45
	1.6 NM	3.6 NM	5.8 NM		
CATEGORY	A	B	C	D	
LPV DA	1548-1		250 (300-1)		
LNAV/VNAV DA	1688-1½		390 (400-1½)		
LNAV MDA	1700-1	402 (500-1)	1700-1½	402 (500-1½)	
CIRCLING	1780-1	482 (500-1)	1920-1¾ 622 (700-1¾)	1940-2 642 (700-2)	



BENTONVILLE, ARKANSAS

AL-6126 (FAA)

25219

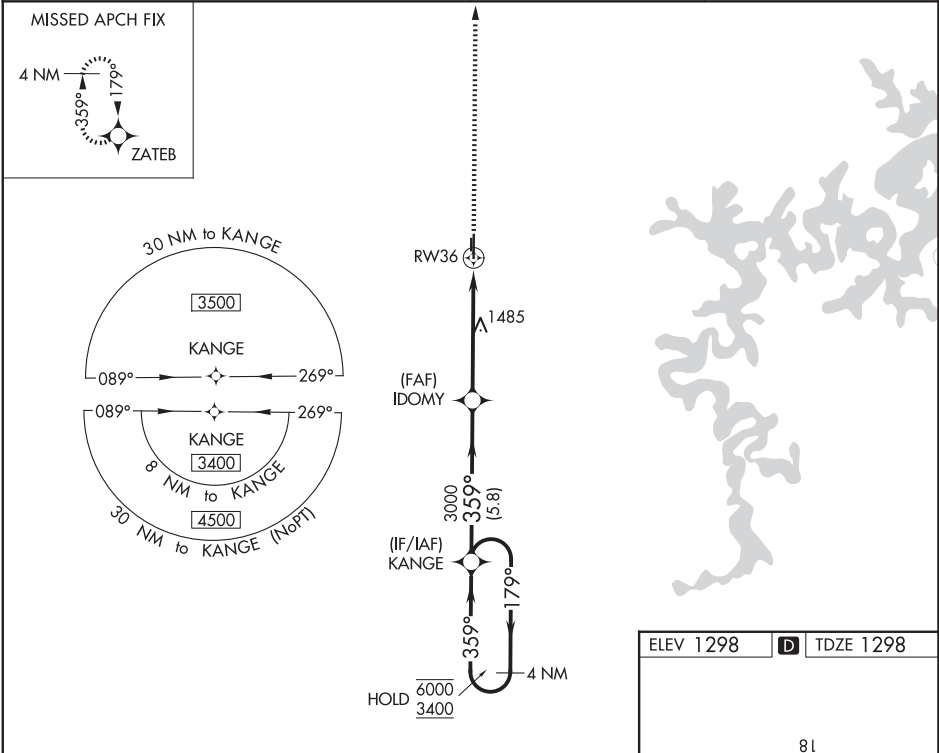
WAAS CH 53729 W36A	APP CRS 359°	Rwy Ldg TDZE 1298 Apt Elev 1298
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RNAV (GPS) RWY 36

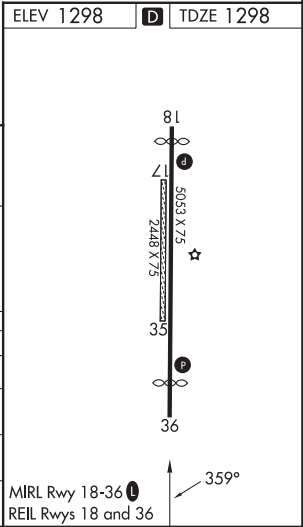
BENTONVILLE MUNI/LOUISE M THADEN FLD (VBT)

RNP APCH. ⚠ Circling NA to Rwy 17 and 35. Rwy 36 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 3200 direct ZATEB and hold.
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AWOS-3PT 134.975	RAZORBACK APP CON ★ 121.0 (WEST) 244.575	CLNC DEL 121.05 263.125	UNICOM 122.975 (CTAF) 0
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4 NM Holding Pattern		KANGE	3200	ZATEB
6000 ← 179°		359° →	359°	
3400		3000	*1.3 NM to RW36	*LNAV only.
GP 3.00°		3000		
TCH 45		5.8 NM	3.9 NM	1.3 NM
CATEGORY	A	B	C	D
LPV DA	1548-1		250 (300-1)	
LNAV/VNAV DA	1672-1		374 (400-1)	
LNAV MDA	1780-1	482 (500-1)	1780-1⅜	482 (500-1⅝)
CIRCLING	1780-1	482 (500-1)	1920-1¾ 622 (700-1¾)	1940-2 642 (700-2)



BENTONVILLE, ARKANSAS

BENTONVILLE MUNI/LOUISE M THADEN FLD (VBT)

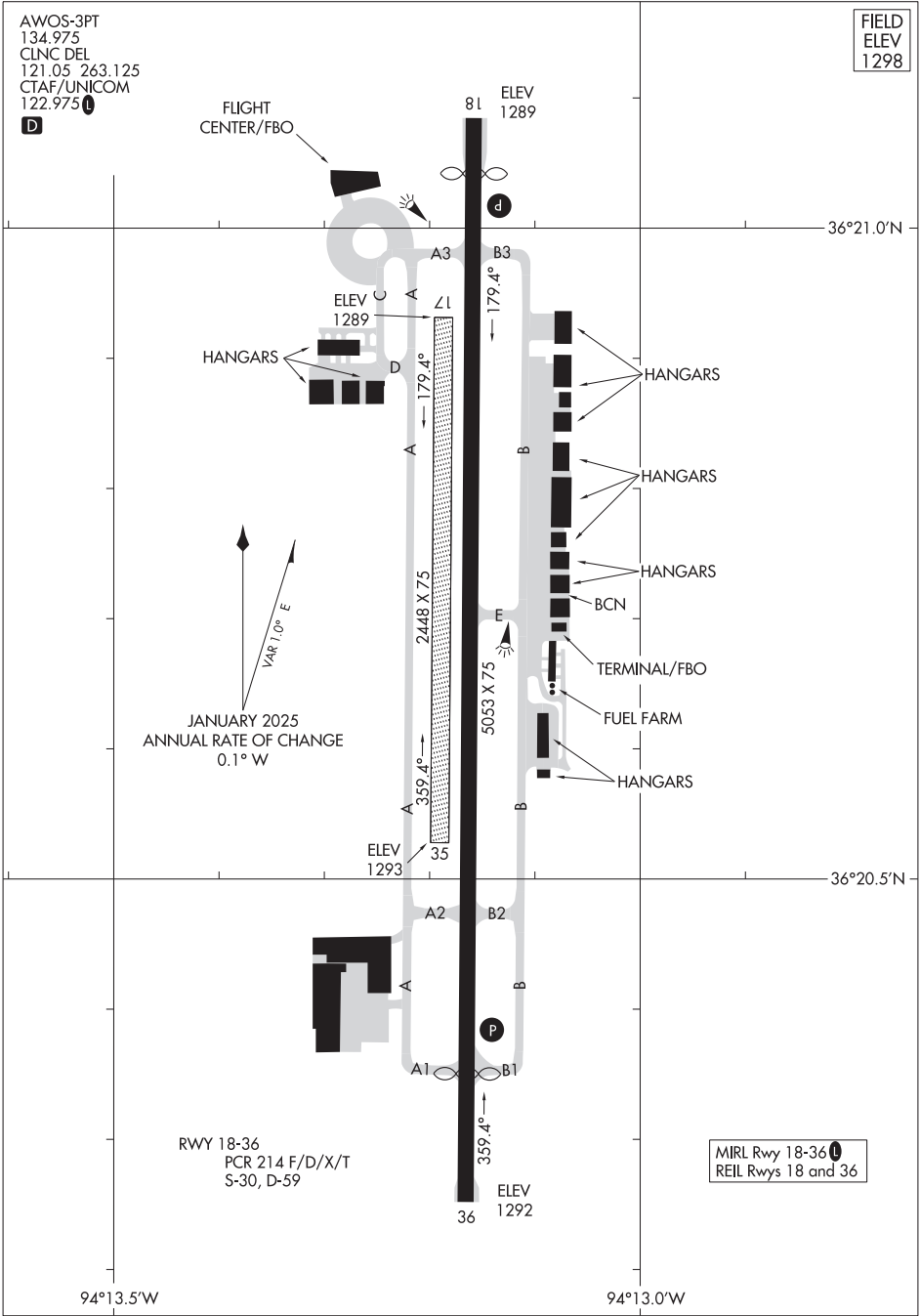
Amdt 2B 25FEB21

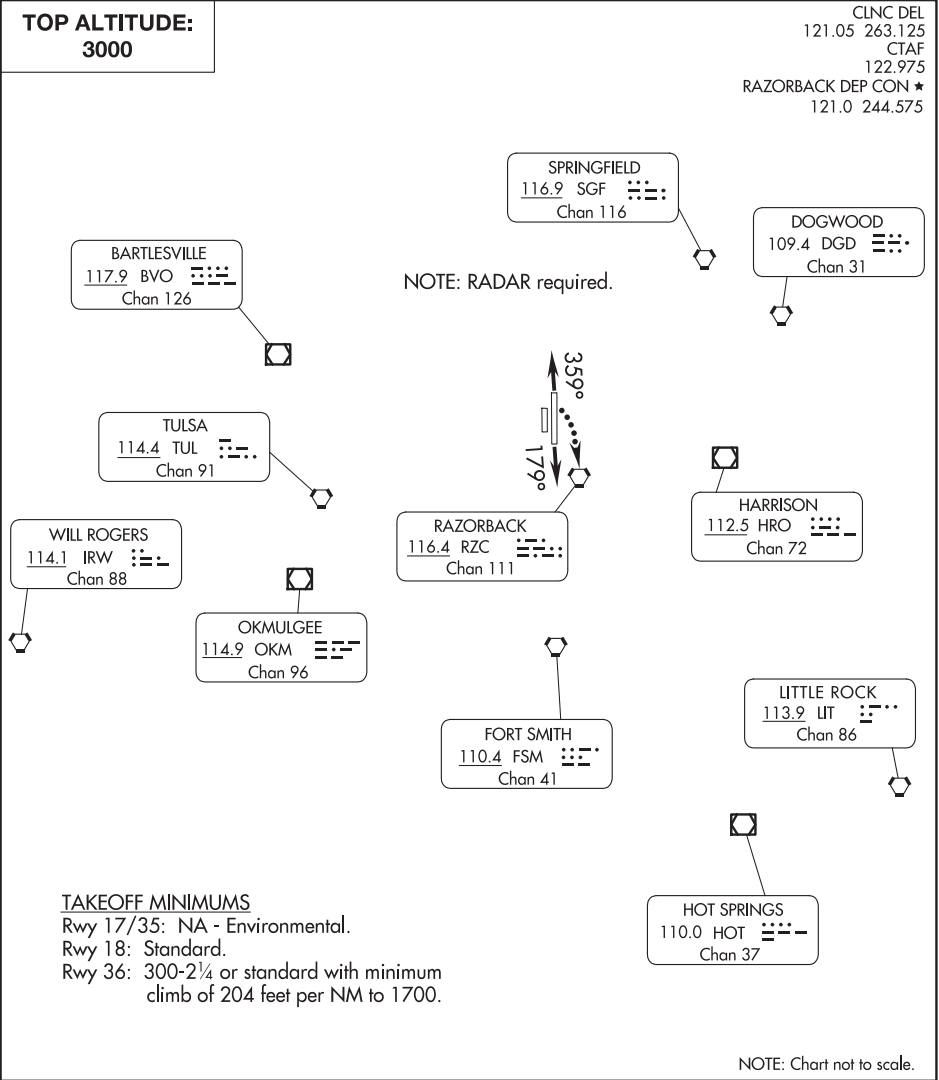
36°21'N-94°13'W

RNAV (GPS) RWY 36

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025





BERRYVILLE, ARKANSAS

AL-10189 (FAA)

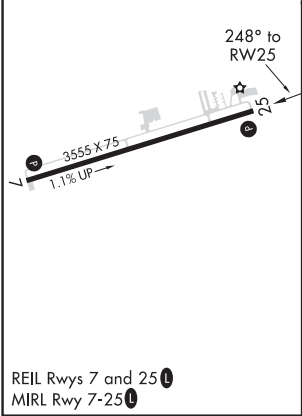
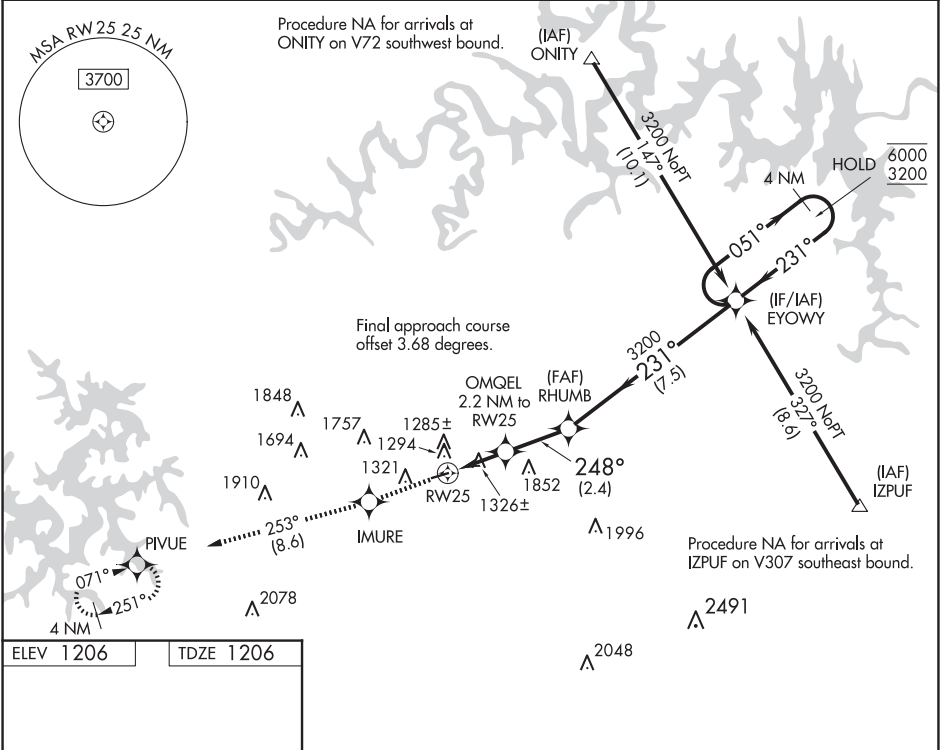
22195

WAAS CH 86442 W25A	APP CRS 248°	Rwy Idg 3555 TDZE 1206 Apt Elev 1206
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RNAV (GPS) RWY 25
CARROLL COUNTY (4M1)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3300 direct IMURE and on track 253° to PIVUE and hold.
▼ Rwy 25 helicopter visibility reduction below ¾ SM NA. Use Branson altimeter setting; when not received, use Rogers altimeter setting and increase all MDA 20 feet. Circling Rwy 7 NA at night.	

BBG AWOS-3 124.625	RAZORBACK APPROACH★ 126.6 305.2	CTAF 122.90
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3300 IMURE	Ir 253°	PIVUE	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 22).	4 NM Holding Pattern
RWY 25				
OMQEL 2.2 NM to RWY 25	2180	248°	3200	231°
2.2 NM	2.4 NM	7.5 NM		
CATEGORY	A	B	C	D
LP MDA	1660-1	454 (500-1)	NA	
LNAV MDA	1660-1	454 (500-1)	NA	
CIRCLING	1700-1 494 (500-1)	1980-1 774 (800-1)	NA	

BERRYVILLE, ARKANSAS
Amdt 1A 14JUL22

36°23'N-93°37'W

CARROLL COUNTY (4M1)
RNAV (GPS) RWY 25

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97519 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	3501 1030 1030
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RNAV (GPS) RWY 17

BLACKWELL-TONKAWA MUNI (BKN)

RNP APCH.

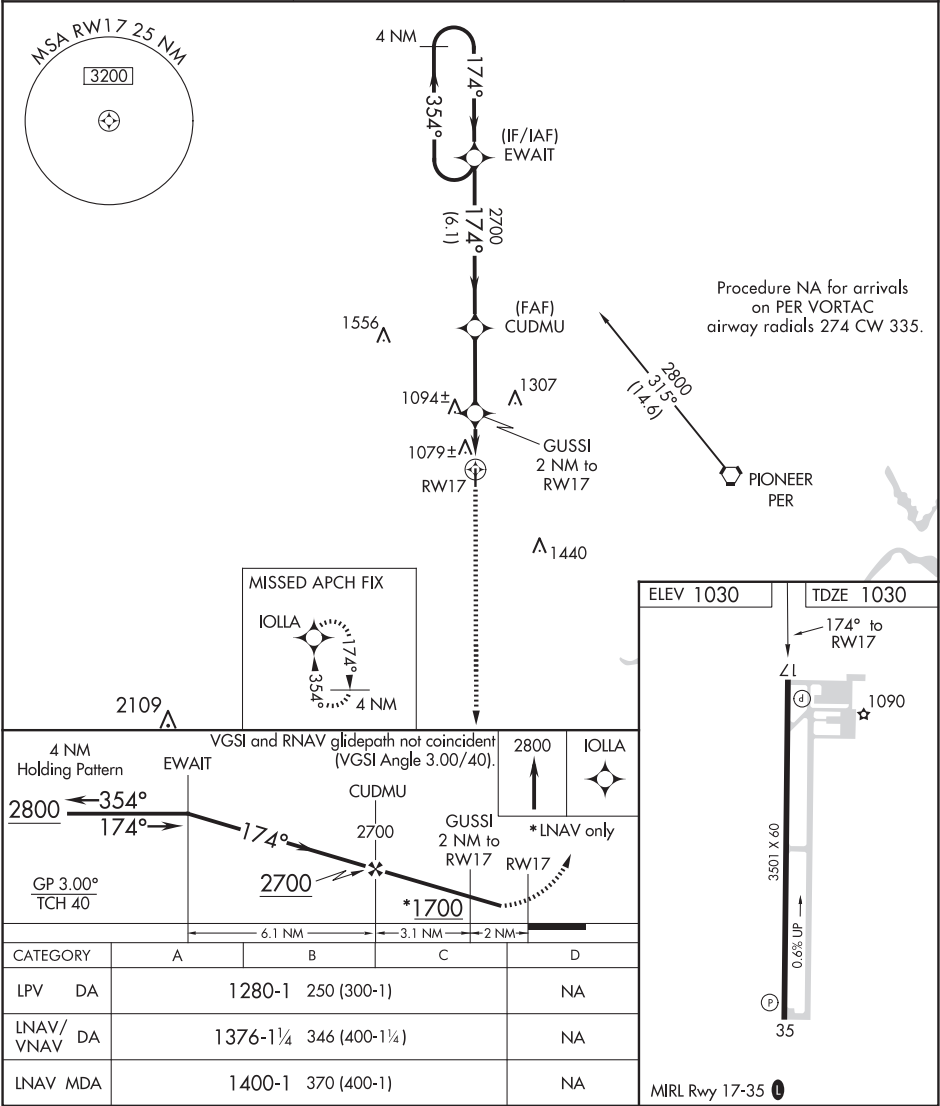
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Ponca City altimeter setting.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

AWOS-3PT 120.575	KANSAS CITY CENTER 127.8 319.1	UNICOM 122.8 (CTAF)
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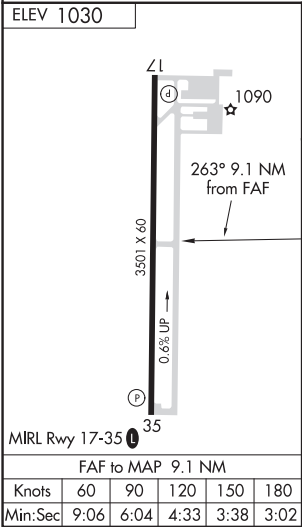
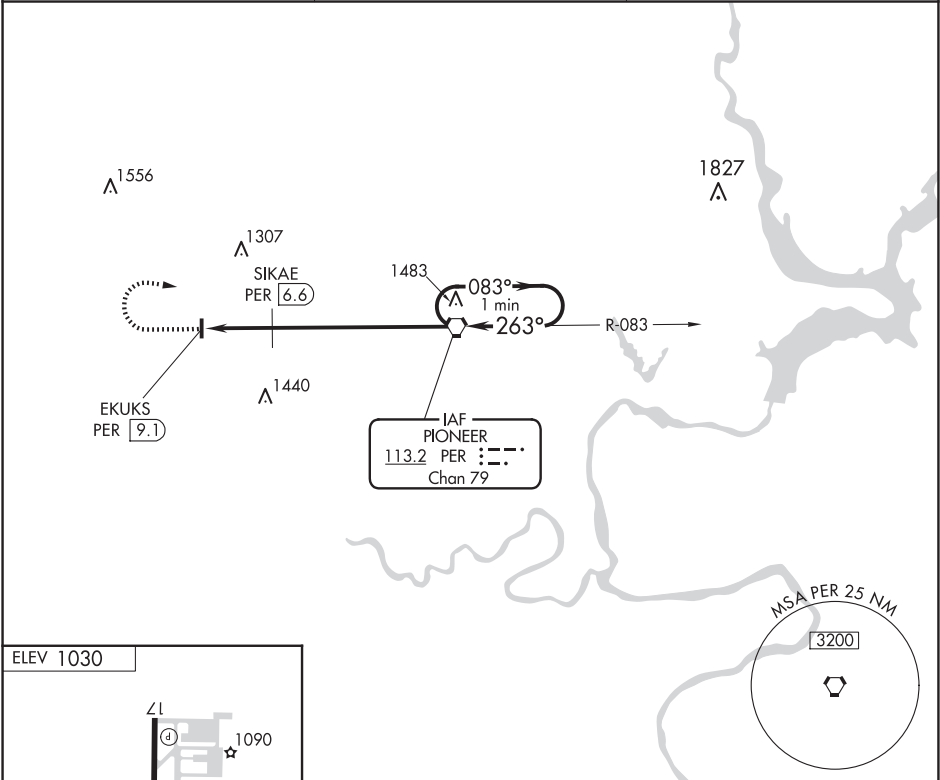
VORTAC PER 113.2 Chan 79	APP CRS 263°	Rwy Idg TDZE Apt Elev N/A N/A 1030
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VOR-A

BLACKWELL-TONKAWA MUNI (BKN)

<p>⚠ When local altimeter setting not received, use Ponca City altimeter setting and increase all MDA 40 feet.</p>	<p>MISSED APPROACH: Climb to 2800 then right turn direct PER VORTAC and hold.</p>
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AWOS-3PT 120.575	KANSAS CITY CENTER 127.8 319.1	UNICOM 122.8 (CTAF) 0
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ELEV 1030				
2800	PER	PER VORTAC	One Minute Holding Pattern	
SIKAE PER 6.6	EKUKS PER 9.1	263°	083°	2800
*1680 when using Ponca City altimeter setting				
2.5 NM	6.6 NM			
CATEGORY	A	B	C	D
CIRCLING	1640-1	610 (700-1)	1640-1¾ 610 (700-1¾)	NA
SIKAE FIX MINIMUMS				
CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1620-1¾ 590 (600-1¾)	NA

BLYTHEVILLE, ARKANSAS

AL-54 (FAA)

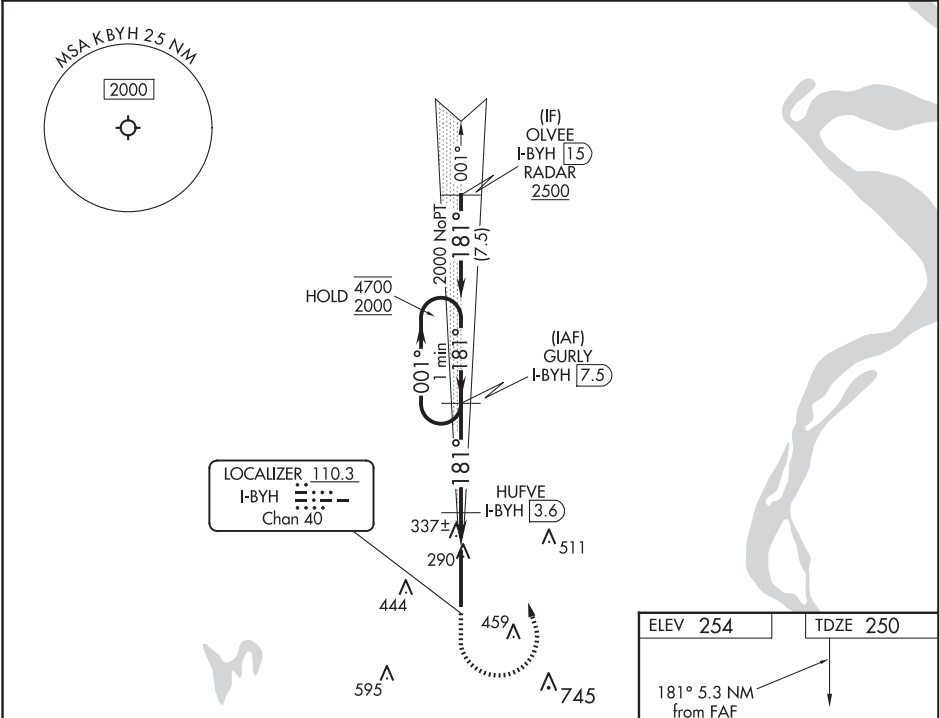
21280

LOC/DME I-BYH	APP CRS	Rwy Idg
110.3	181°	11602
Chan 40		TDZE 250
		Apt Elev 254

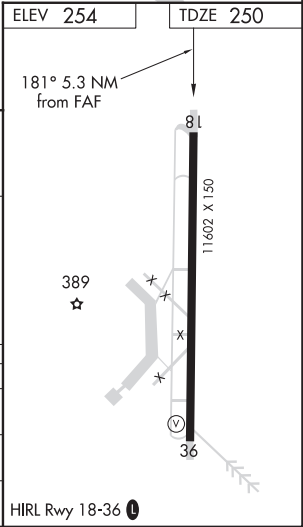
ILS or LOC RWY 18
ARKANSAS INTL (BYH)

RADAR required for procedure entry. RNP APCH-GPS and DME required.	
NA	Obtain local altimeter setting on CTAF, when not received, use Blytheville Muni altimeter setting and increase DA to 464 feet and all MDAs 20 feet. Circling NA east of Rwy 18-36.
MISSED APPROACH: Climb to 1900 then climbing left turn to 2500 direct GURLY and hold.	

MEMPHIS CENTER 134.65 316.15	UNICOM 122.7 (CTAF) 0
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One Minute Holding Pattern		GURLY I-BYH 7.5		HUFVE I-BYH 3.6		I-BYH 3.1		I-BYH 2.2										
4700 ← 001°		2000		181°		740		3.9 NM										
2000		181°		2000		0.5 NM		0.9 NM										
GS 3.00°		TCH 54																
CATEGORY	A	B	C	D														
S-ILS 18		450-3/4	200 (200-3/4)															
S-LOC 18		600-1	350 (400-1)															
CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	800-1 1/2 546 (600-1 1/2)	820-2 566 (600-2)														



BLYTHEVILLE, ARKANSAS
Amdt 3 07OCT21

35°58'N-89°57'W

ARKANSAS INTL (BYH)
ILS or LOC RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

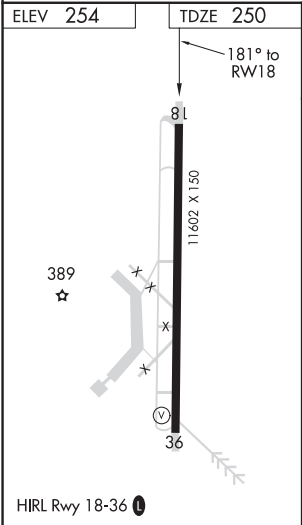
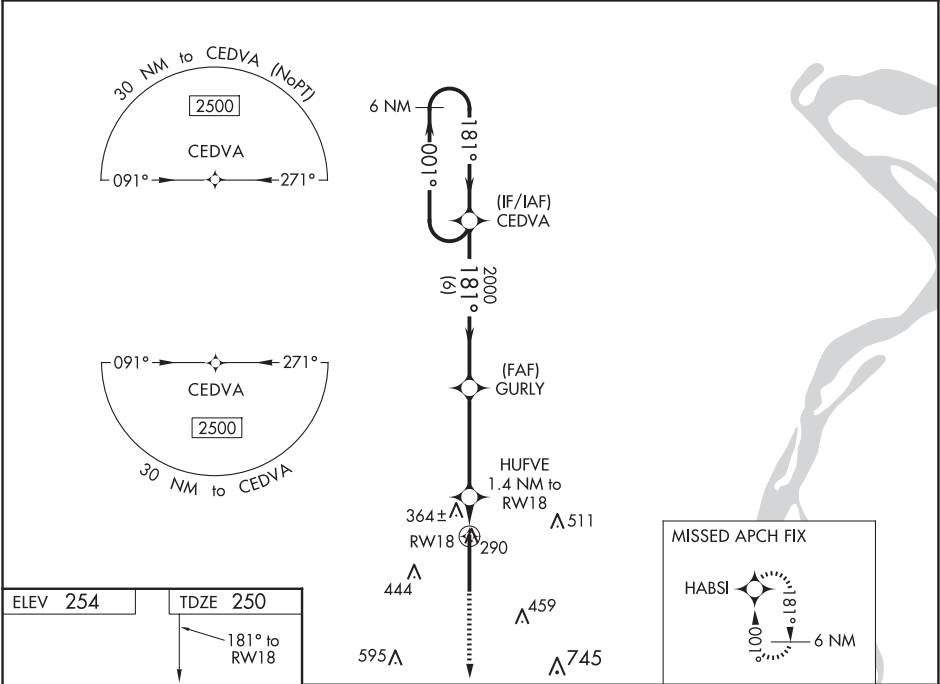
WAAS CH 58306 W18A	APP CRS 181°	Rwy ldg 11602 TDZE 250 Apt Elev 254
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RNAV (GPS) RWY 18
ARKANSAS INTL (BYH)

⚠ Inop table does not apply. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile.

MISSED APPROACH: Climb to 2500 direct HABS1 and hold.

MEMPHIS CENTER 134.65 316.15	UNICOM 122.7 (CTAF) 0
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2500	HABS1	6 NM	CEDVA	Holding Pattern	001° → 2500	GP 3.00° TCH 54
*LNAV only.	HUFVE 1.4 NM to RWY 18	2000	GURLY	181°	181°	2000
1.4 NM	3.9 NM	6 NM				
CATEGORY	A	B	C	D		
LPV DA		450-3/4	200 (200-3/4)			
LNAV/VNAV DA		545-1	295 (300-1)			
LNAV MDA		620-1	370 (400-1)			
CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	800-1½ 546 (600-1½)	820-2 566 (600-2)		

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

BLYTHEVILLE, ARKANSAS

AL-54 (FAA)

21280

WAAS CH 78318 W36A	APP CRS 001°	Rwy ldg 11602 TDZE 254 Apt Elev 254
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RNAV (GPS) RWY 36

ARKANSAS INTL (BYH)

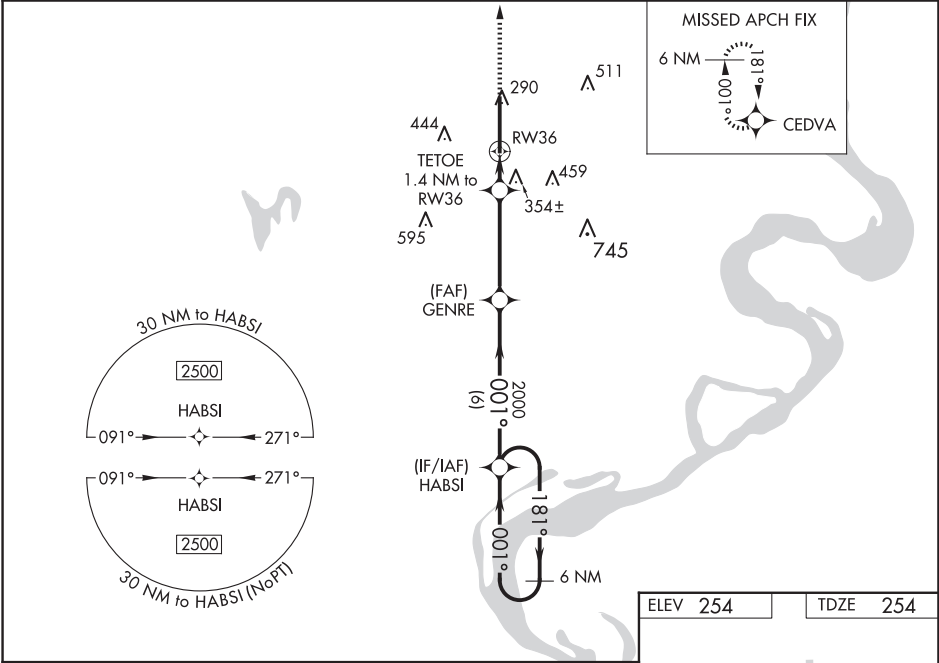
▼

▲ NA

Inop table does not apply. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cat C/D visibility 1/8 mile.

MISSED APPROACH: Climb to 2500 direct CEDVA and hold.

MEMPHIS CENTER 134.65 316.15	UNICOM 122.7 (CTAF) 0
--	---------------------------------



6 NM Holding Pattern

HABSI

2500 ← 181° 001° →

GP 3.00° TCH 51

2000

GENRE 2000

TETOE 1.4 NM to RW36

RW36

2500 CEDVA

*LNAV only.

6 NM 3.9 NM 1.4 NM

CATEGORY	A	B	C	D
LPV DA		454-3/4	200 (200-3/4)	
LNAV/VNAV DA		537-1	283 (300-1)	
LNAV MDA		620-1	366 (400-1)	
CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	800-1 1/2 546 (600-1 1/2)	820-2 566 (600-2)

ELEV 254 TDZE 254

389 ☆

81

11602 X 150

36

001° to RW36

HIRL Rwy 18-36 0

BLYTHEVILLE, ARKANSAS
Amdt 3 11DEC14

35°58' N-89°57' W

ARKANSAS INTL (BYH)

RNAV (GPS) RWY 36

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

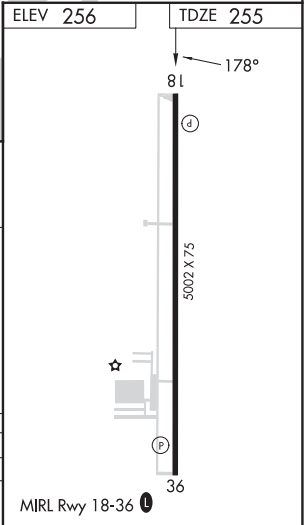
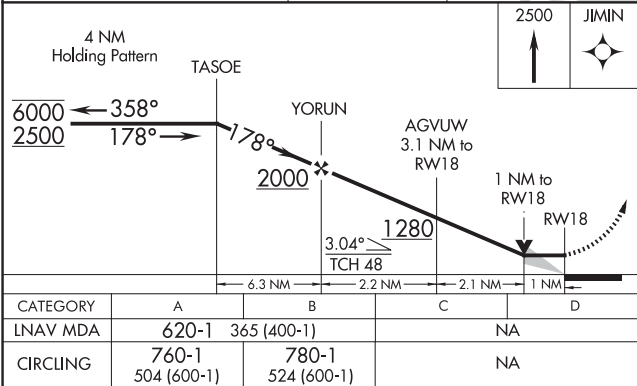
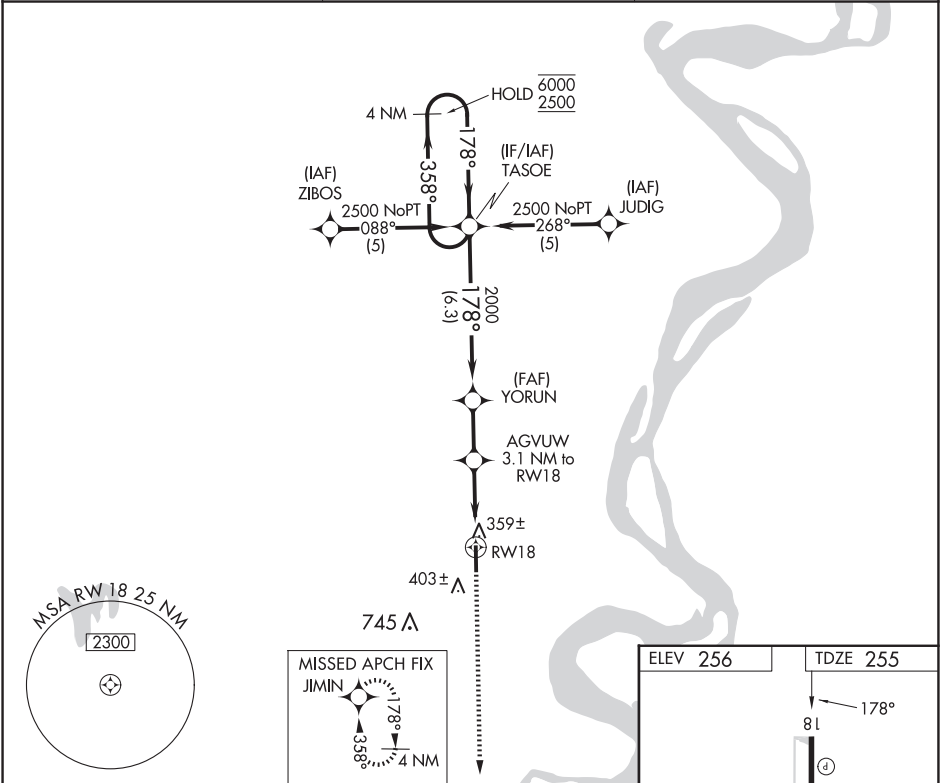
APP CRS	Rwy Ldg	5002
178°	TDZE	255
	Apt Elev	256

RNAV (GPS) RWY 18

BLYTHEVILLE MUNI (HKA)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2500 direct JIMIN and hold.
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ASOS 135.025	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF) 0
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BLYTHEVILLE, ARKANSAS

AL-5732 (FAA)

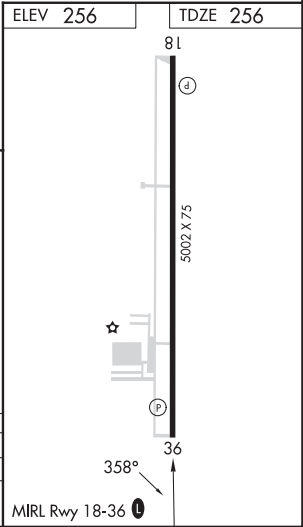
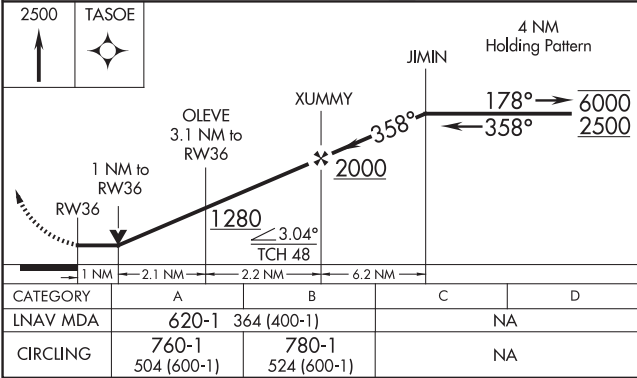
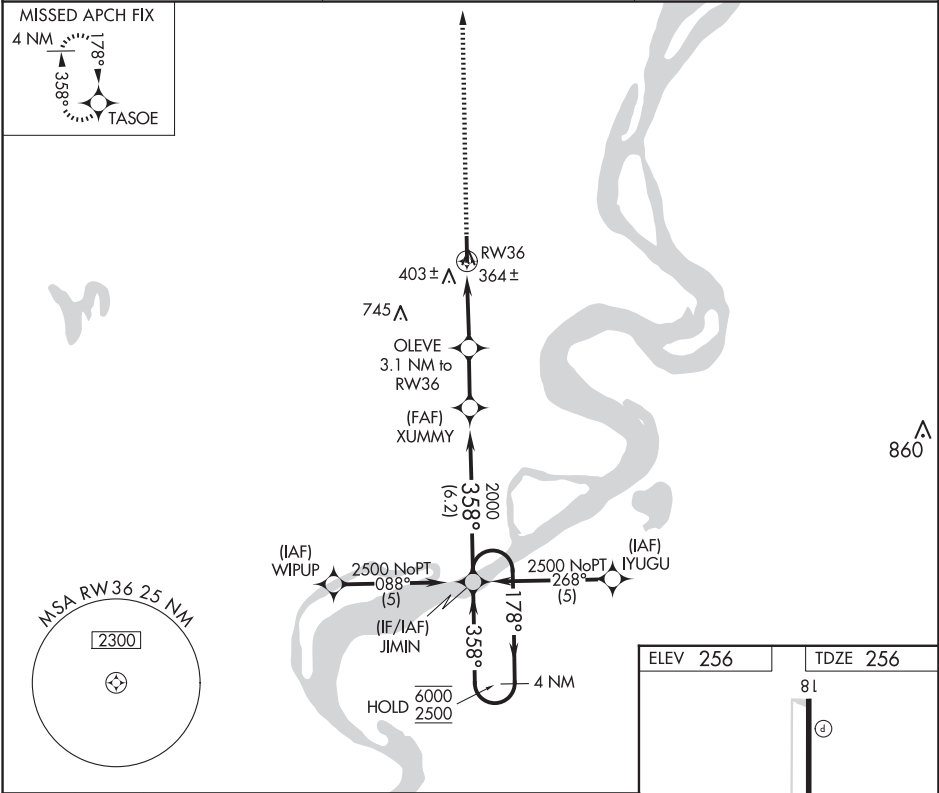
25163

APP CRS	Rwy Ldg	5002
358°	TDZE	256
	Apt Elev	256

RNAV (GPS) RWY 36
BLYTHEVILLE MUNI (HKA)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2500 direct TASOE and hold.
<div><div></div><div></div></div> Rwy 36 helicopter visibility reduction below ¾ SM NA.	

ASOS 135.025	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF) 0
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BLYTHEVILLE, ARKANSAS
Orig-B 07OCT21

35°56'N-89°50'W

BLYTHEVILLE MUNI (HKA)
RNAV (GPS) RWY 36

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
040°

Rwy Idg
4211

TDZE
4174

Apt Elev
4174

RNAV (GPS) RWY 4

BOISE CITY (17K)

RNP APCH.

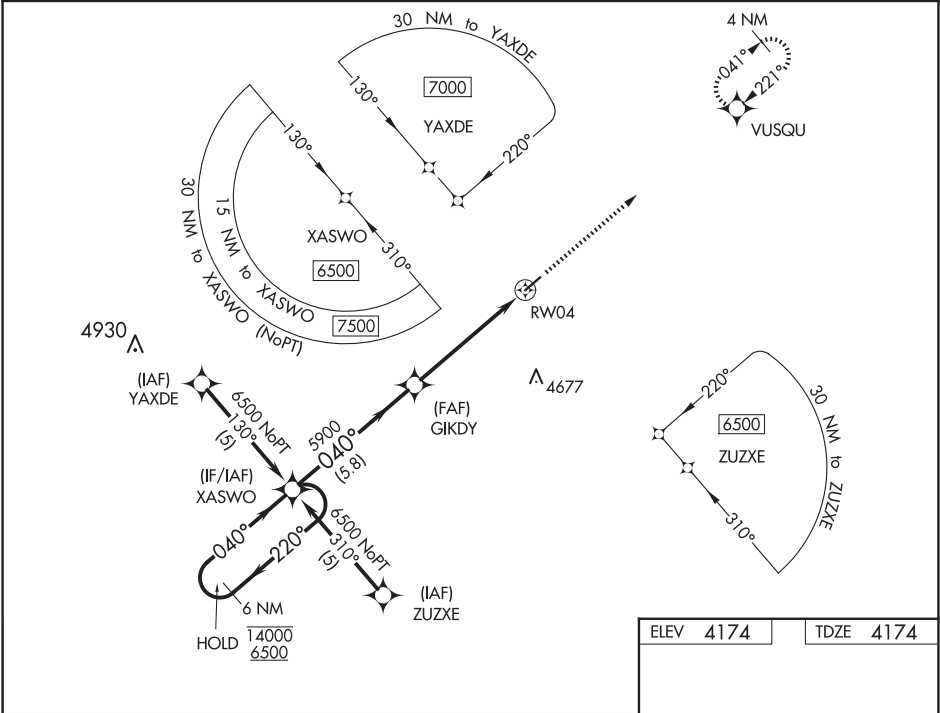
▼

▲ NA

Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night. Circling Rwy 4 NA at night. Use Dalhart, TX altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct VUSQU and hold.

DHT ASOS 134.075	ALBUQUERQUE CENTER 127.85 285.475	CTAF 122.90
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6 NM Holding Pattern

Visual Segment - Obstacles

6000

VUSQU

14000

6500

220°

040°

040°

GIKDY

5900

RW04

5.8 NM

5.2 NM

CATEGORY	A	B	C	D
LNAV MDA	4860-1	686 (700-1)	4860-2 686 (700-2)	NA
CIRCLING	4860-1	686 (700-1)	5040-2½ 866 (900-2½)	NA

MIRL Rwy 4-220

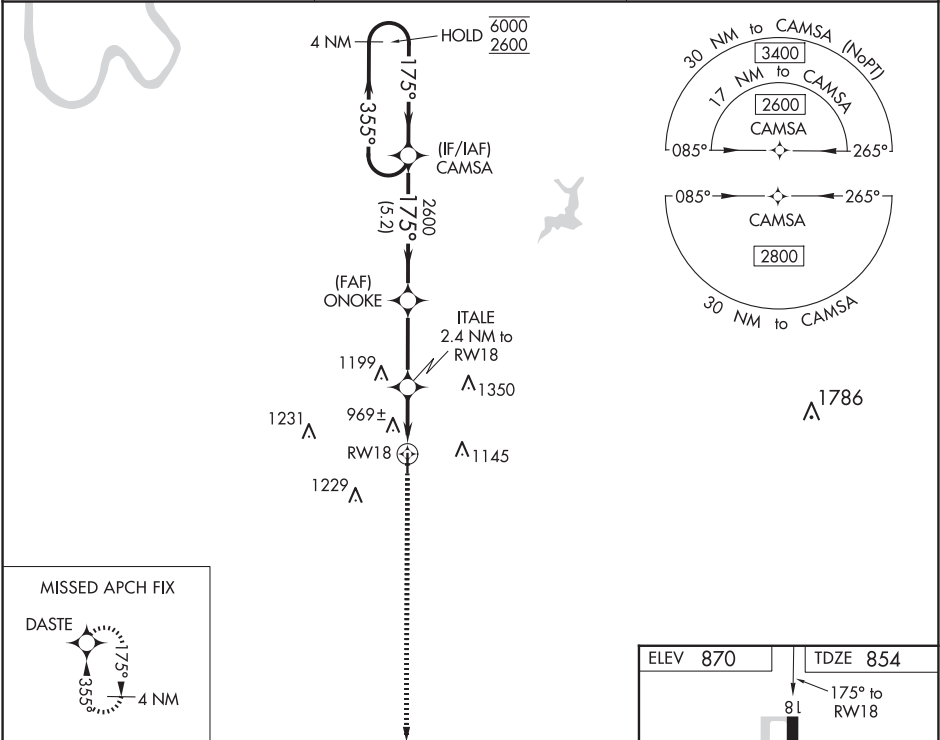
WAAS CH 53643 W18A	APP CRS 175°	Rwy Idg TDZE Apt Elev	4001 854 870
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RNAV (GPS) RWY 18

JONES MEML (3F7)

RNP APCH.	MISSED APPROACH: Climb to 2600 direct DASTE and hold.
▼ ▲ NA	Rwy 18 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Cushing altimeter setting.

CUH AWOS-3 118.25	KANSAS CITY CENTER 127.8 319.1	CTAF 122.9 0
-----------------------------	--	------------------------



4 NM

Holding Pattern

CAMSA

ONOK

2600

ITALE

2.4 NM to RW18

2600

DASTE

6000

2600

355°

175°

175°

175°

2600

*1600

*LNAV only.

RW18

GP 3.00°

TCH 40

5.2 NM

3.1 NM

2.4 NM

CATEGORY	A	B	C	D
LPV DA	1156-1 302 (300-1)			NA
LNAV/VNAV DA	1191-1 337 (400-1)			NA
LNAV MDA	1280-1 426 (500-1)	1280-1¼ 426 (500-1¼)		NA
CIRCLING	1380-1 510 (600-1)	1500-1 630 (700-1)	1600-2 730 (800-2)	NA

4001 X 75

36

MIRL Rwy 18-36

0

BRISTOW, OKLAHOMA

AL-6871 (FAA)

22139

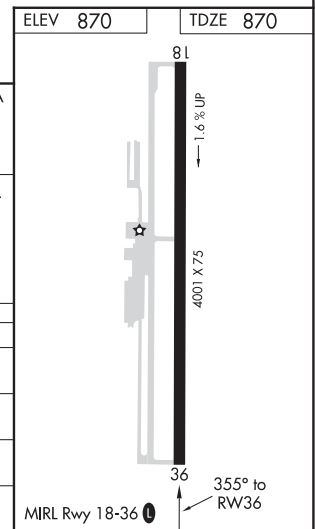
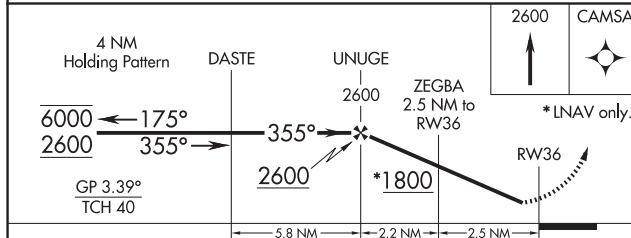
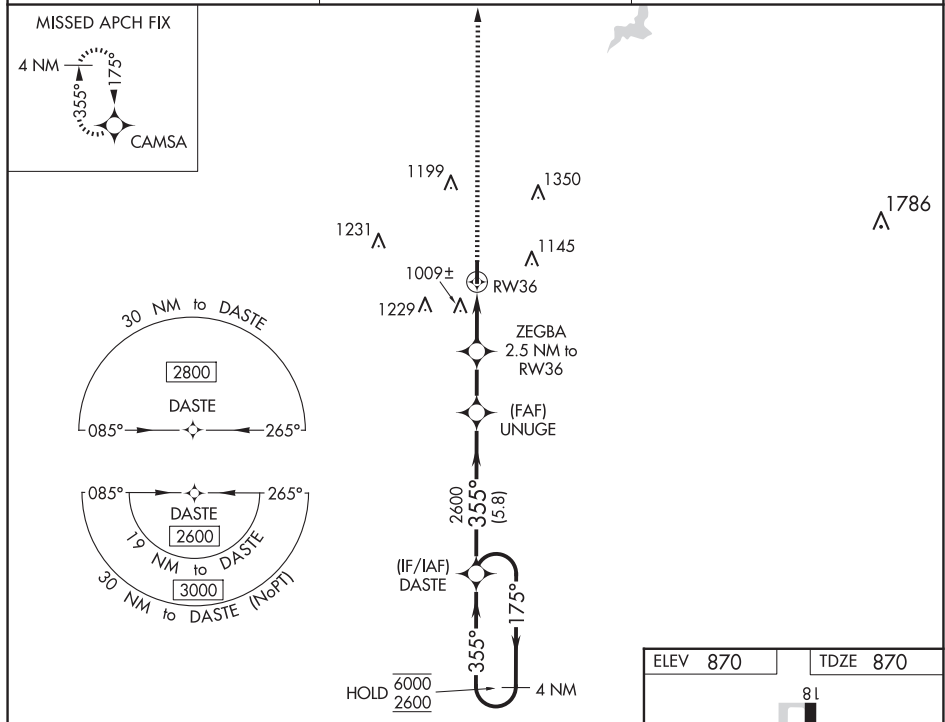
WAAS CH 72843 W36A	APP CRS 355°	Rwy Idg 4001 TDZE 870 Apt Elev 870
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RNAV (GPS) RWY 36

JONES MEML (3F7)

RNP APCH. ▼ Rwy 36 helicopter visibility reduction below ¾ SM NA. ▲ NA	MISSED APPROACH: Climb to 2600 direct CAMSA and hold.
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CUH AWOS-3 118.25	KANSAS CITY CENTER 127.8 319.1	CTAF 122.9 0
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CATEGORY	A	B	C	D
LPV DA	1225-1	355 (400-1)		NA
LNAV/VNAV DA	1367-1 3/8	497 (500-1 3/8)		NA
LNAV MDA	1320-1	450 (500-1)	1320-1 3/8 450 (500-1 3/8)	NA
CIRCLING	1380-1 510 (600-1)	1500-1 630 (700-1)	1600-2 730 (800-2)	NA

BRISTOW, OKLAHOMA

Amdt 2 10SEP20

35°48'N-96°25'W

JONES MEML (3F7)

RNAV (GPS) RWY 36

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
172°

Rwy Idg
TDZE
1822
Apt Elev
1822

RNAV (GPS) RWY 17
BUFFALO MUNI (BFK)

▼

NA

DME/DME RNP-0.3 NA. Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climb to 3800 direct LICYI WP and hold.

AWOS-3 118.425	KANSAS CITY CENTER 126.95 379.2	CTAF 122.9 0
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The main enroute chart displays the following details:

- Top Left:** Arcs showing distances to BAMLE: 30 NM (4100) and 8 NM (NoPT) (3600). Bearings are 082° and 262°.
- Center:** Vertical flight path starting from (IAF) APABE (3600 NoPT, 082°/262°). It includes a 4 NM turn to 352°/172° (IF/IAF BAMLE), a 3600 NoPT (5) segment, and a 172° bearing to (FAF) IMWEX. Below IMWEX is RWY 17 with altitudes 2138± and 2159.
- Bottom Center:** LICYI (2512) with a 172°/352° turn and 4 NM distance.
- Right:** Arcs showing distances to CAKDO: 15 NM (3700) and 30 NM (3600). Bearings are 082° and 262°.
- Altitudes:** 2676 and 2692 are marked along the path.

4 NM Holding Pattern

3800

LICYI

BAMLE

IMWEX

RWY 17

3600

3600

3.28° TCH 40

5 NM

5 NM

CATEGORY	A	B	C	D
LNNAV MDA	2500-1	678 (700-1)	2500-2 678 (700-2)	NA
CIRCLING	2500-1	678 (700-1)	2500-2 678 (700-2)	NA

ELEV 1822

TDZE 1822

172° to RWY 17

4000 X 60

0.7% UP

35

MIRL Rwy 17-35 0

BUFFALO, OKLAHOMA

Orig-A 25SEP08

36°52'N-99°37'W

73

BUFFALO MUNI (BFK)

RNAV (GPS) RWY 17

BURNS FLAT, OKLAHOMA

25219

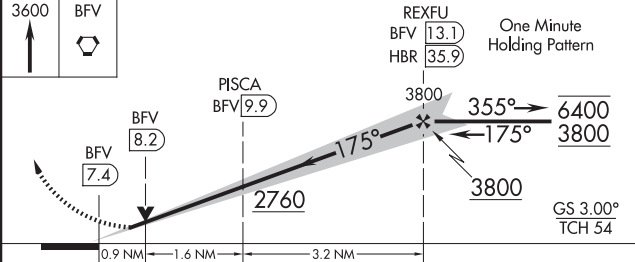
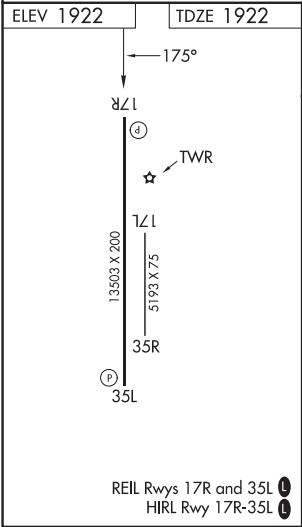
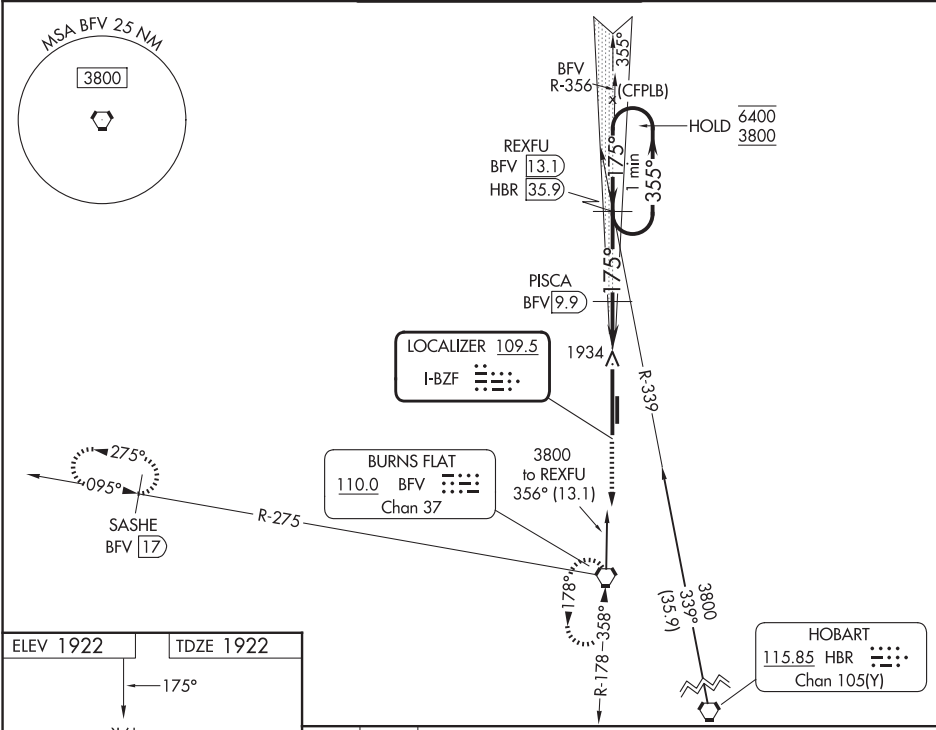
LOC I-BZF 109.5	APP CRS 175°	Rwy Ldg TDZE 1922 Apt Elev 1922
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AL-778 (FAA)

ILS or LOC RWY 17R
CLINTON/SHERMAN (CSM)

DME required.	MISSED APPROACH: Climb to 3600 direct BFV VORTAC and hold, continue climb-in-hold to 3600. (TACAN aircraft climb to 3000 then climbing right turn to 5000 on heading 220° and on BFV VORTAC R-275 to SASHE/BFV 17 DME and hold west, left turn, 095° inbound).
---------------	--

ASOS 118.45	FORT WORTH CENTER 128.4 269.37	CLINTON/SHERMAN TOWER* 119.6 (CTAF) 0 256.9	GND CON 121.7 239.0	UNICOM 122.95
-----------------------	--	---	-------------------------------	-------------------------



CATEGORY	A	B	C	D	E
S-ILS 17R	2122-3/4 200 (200-3/4)				
S-LOC 17R	2260-1 338 (400-1)				
CIRCLING	2360-1 438 (500-1)	2380-1 458 (500-1)	2400-1 1/2 478 (500-1 1/2)	2620-2 1/4 698 (700-2 1/4)	2620-2 1/2 698 (700-2 1/2)

BURNS FLAT, OKLAHOMA
Amdt 9 07AUG25

35°20'N-99°12'W

CLINTON/SHERMAN (CSM)
ILS or LOC RWY 17R

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

BURNS FLAT, OKLAHOMA

AL-778 (FAA)

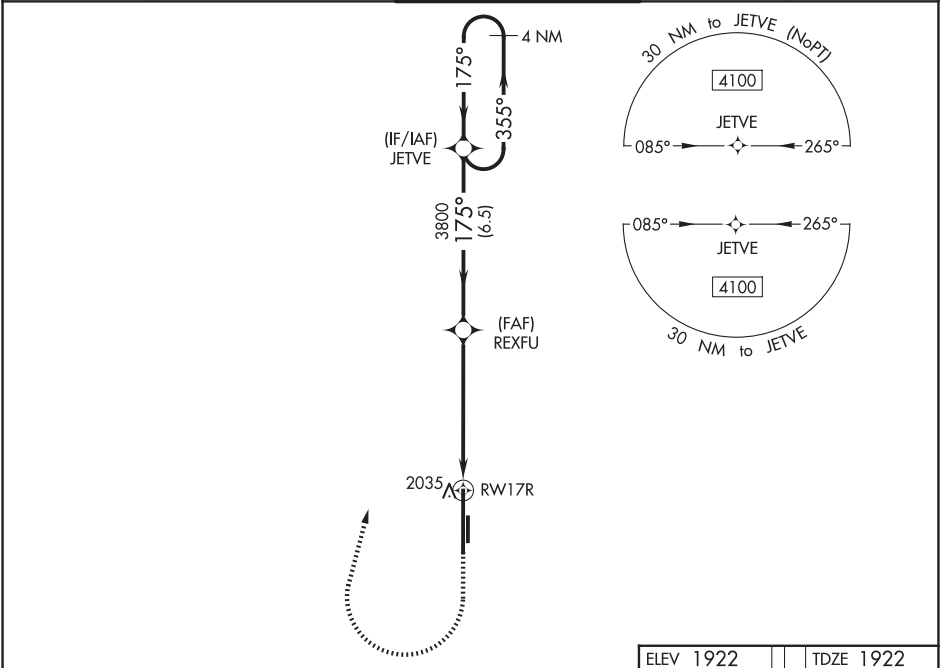
25219




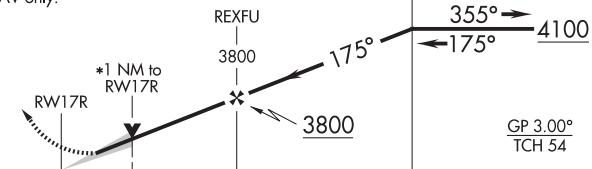
WAAS CH 86717 W17A	APP CRS 175°	Rwy Ldg 13503 TDZE 1922 Apt Elev 1922
--	------------------------	--

RNAV (GPS) RWY 17R
CLINTON/SHERMAN (CSM)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) ▲ or above 54°C (130°F). Circling NA east of Rwy 17R-35L. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 then climbing right turn to 4100 direct JETVE and hold.
---	--

ASOS 118.45	FORT WORTH CENTER 128.4 269.37	CLINTON/SHERMAN TOWER★ 119.6 (CTAF) 0 256.9	GND CON 121.7 239.0	UNICOM 122.95
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2500	4100	JETVE					
							
*LNAV only.							
							
CATEGORY			A	B	C	D	E
LPV	DA	2122-¾ 200 (200-¾)					
LNAV/ VNAV	DA	2234-1 312 (400-1)					
LNAV	MDA	2300-1 378 (400-1)					
CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2620-2¼ 698 (700-2¼)	2620-2½ 698 (700-2½)		
REIL Rwy 17R and 35L 0							
HIRL Rwy 17R-35L 0							

BURNS FLAT, OKLAHOMA
Amdt 1A 17AUG17

35°20'N-99°12'W

CLINTON/SHERMAN (CSM)
RNAV (GPS) RWY 17R

RNAV (GPS) RWY 35L
CLINTON/SHERMAN (CSM)

MISSED APPROACH: Climb to 4100 direct JETVE and hold.

RNAV (GPS) RWY 35L

SC-1, 07 AUG 2025 to 02 OCT 2025


BURNS FLAT, OKLAHOMA

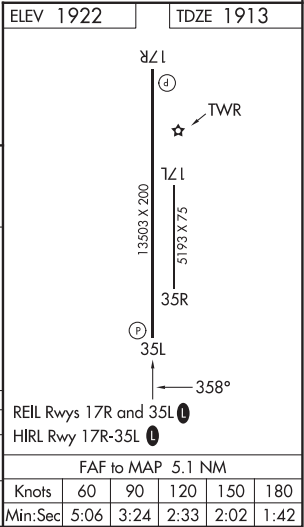
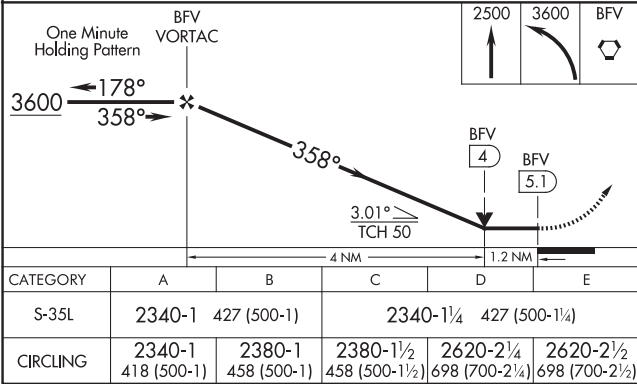
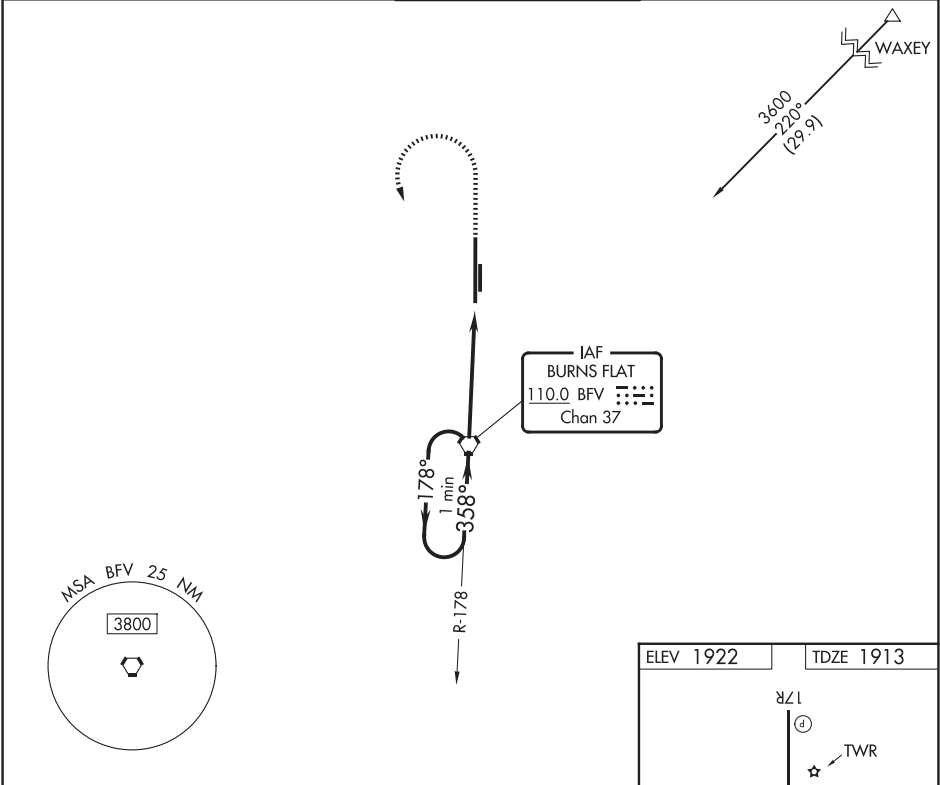
AL-778 (FAA)

25219

VORTAC BFV 110.0 Chan 37	APP CRS 358°	Rwy Ldg TDZE 1913 Apt Elev 1922
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VOR RWY 35L
CLINTON/SHERMAN (CSM)

 Circling NA east of runway 17R-35L.		MISSED APPROACH: Climb to 2500 then climbing left turn to 3600 direct BFV VORTAC and hold.		
ASOS 118.45	FORT WORTH CENTER 128.4 269.37	CLINTON/SHERMAN TOWER★ 119.6 (CTAF) 0 256.9	GND CON 121.7 239.0	UNICOM 122.95



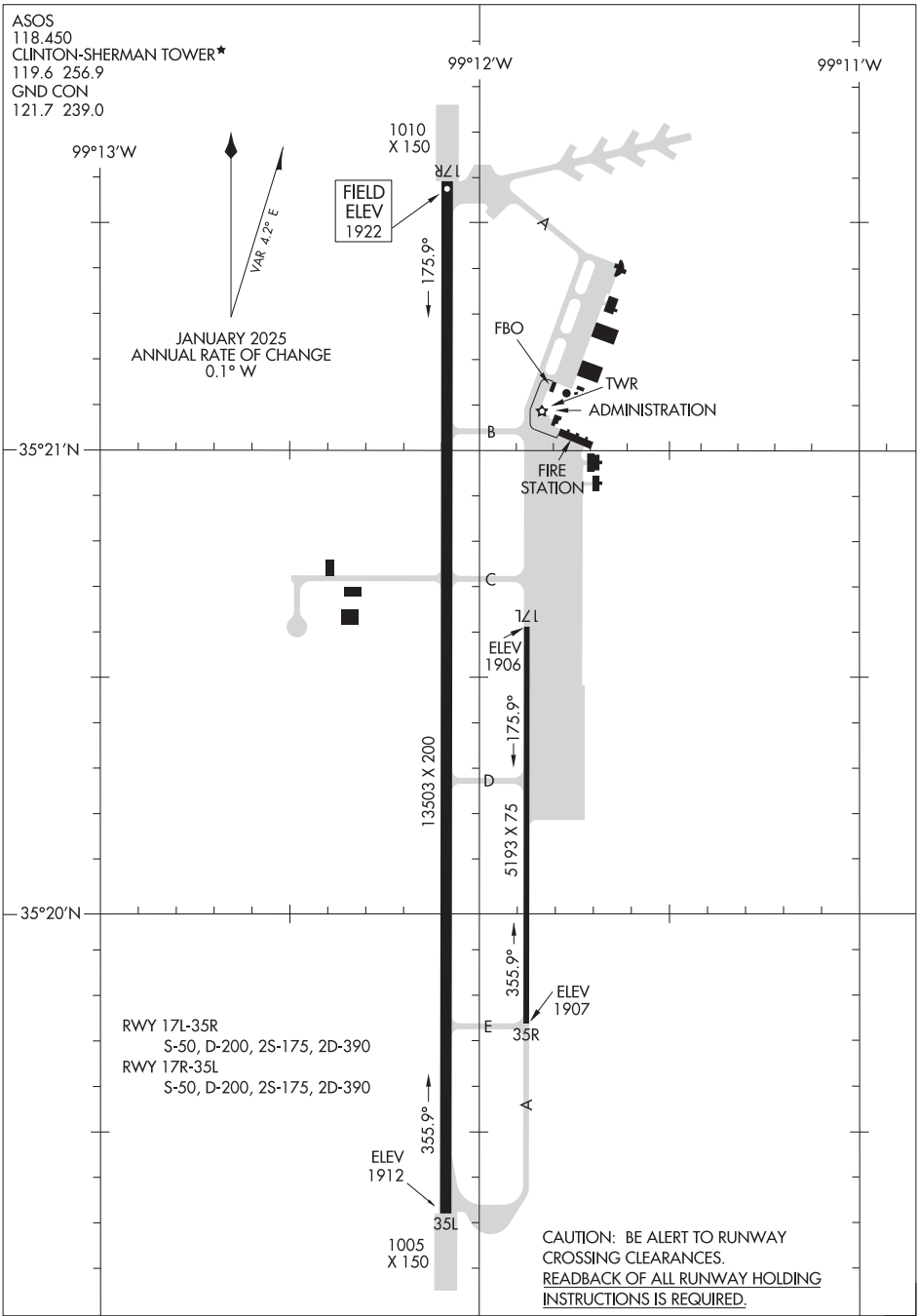
BURNS FLAT, OKLAHOMA
Amdt 12A 17AUG17

35°20'N-99°12'W

CLINTON/SHERMAN (CSM)
VOR RWY 35L

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78227 W01A	APP CRS 007°	Rwy Idg TDZE 124 Apt Elev 130
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RNAV (GPS) RWY 1

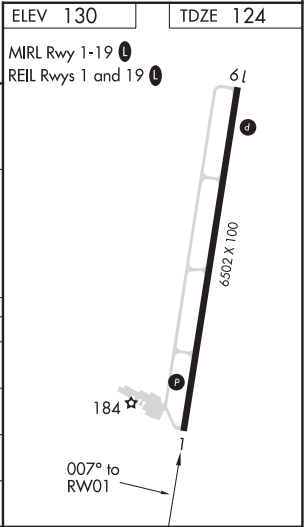
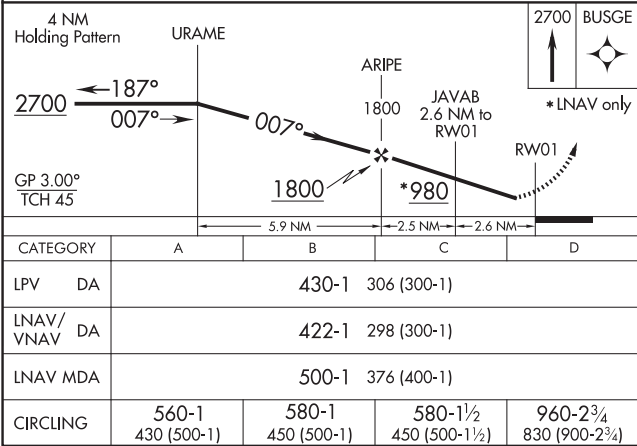
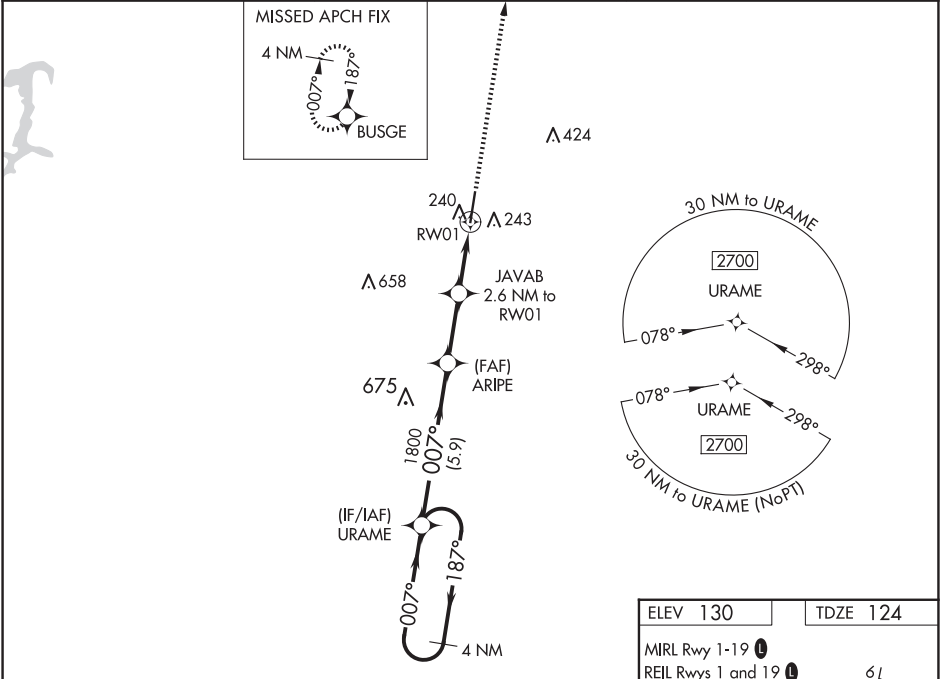
HARRELL FLD (CDH)

RNP APCH - GPS.

⚠ Baro-VNAV NA when using El Dorado altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 1 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use El Dorado altimeter setting and increase LPV DA to 507 feet, LNAV/VNAV DA to 499 feet and all MDA 80 feet; increase LPV all Cats visibility ½ SM, LNAV Cats C and D ¾ SM, and Circling Cat D ¼ SM.

MISSED APPROACH:
Climb to 2700 direct
BUSGE and hold.

AWOS-3 125.2	FORT WORTH CENTER 128.2 269.1	UNICOM 122.7 (CTAF) 📶
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CAMDEN, ARKANSAS

AL-5572 (FAA)

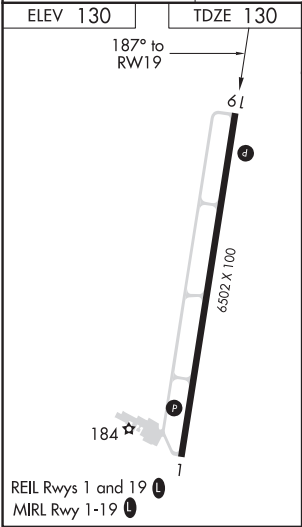
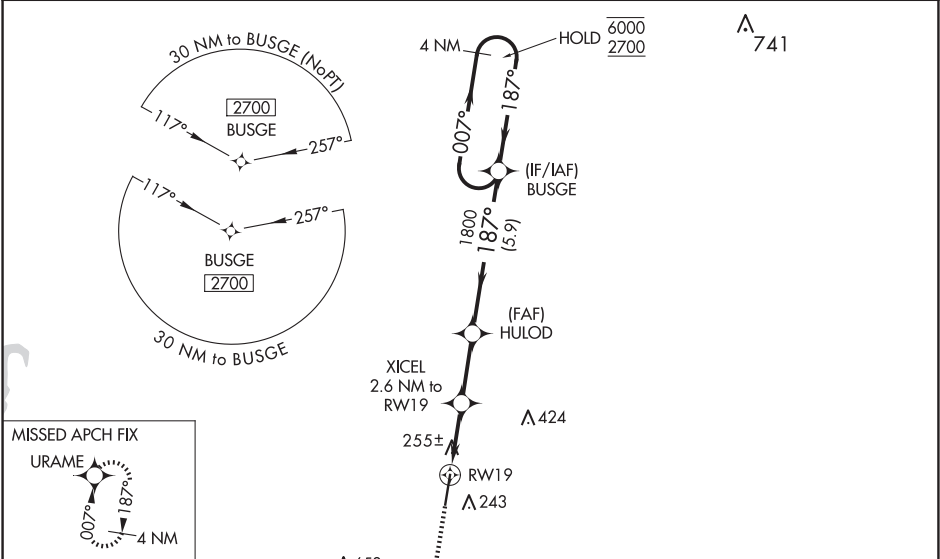
22139

WAAS CH 56627 W19A	APP CRS 187°	Rwy Idg TDZE 130 Apt Elev 130	6502
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RNAV (GPS) RWY 19
HARRELL FLD (CDH)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2700 direct URAME and hold.
T A	Rwy 19 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using El Dorado altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use El Dorado altimeter setting and LPV DA to 517 feet, LNAV/VNAV DA to 503 feet and all MDA 80 feet; increase LPV all Cats visibility ½ SM, and LNAV Cats C and D, and Circling Cat D ¼ SM.	

AWOS-3 125.2	FORT WORTH CENTER 128.2 269.1	UNICOM 122.7 (CTAF) 0
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ELEV 130	TDZE 130
187° to RW19	61
6502 x 100	184
REIL Rwy 1 and 19	MIRL Rwy 1-19
2700	URAME
*LNAV only	XICEL 2.6 NM to RW19
HULOD 1800	BUSGE
007° → 6000	187° ← 2700
GP 3.00°	TCH 43
2.6 NM	2.5 NM
5.9 NM	
CATEGORY	A B C D
LPV DA	440-1 310 (400-1)
LNAV/VNAV DA	426-1 296 (300-1)
LNAV MDA	520-1 390 (400-1) 520-1½ 390 (400-1½)
CIRCLING	560-1 430 (500-1) 580-1 450 (500-1) 580-1½ 450 (500-1½) 960-2¾ 830 (900-2¾)

CAMDEN, ARKANSAS
Amdt 1C 20MAY21

33°37'N-92°46' W

RNAV (GPS) RWY 19

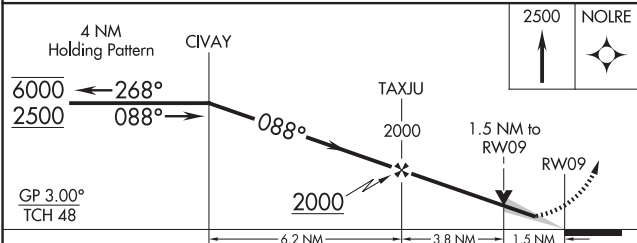
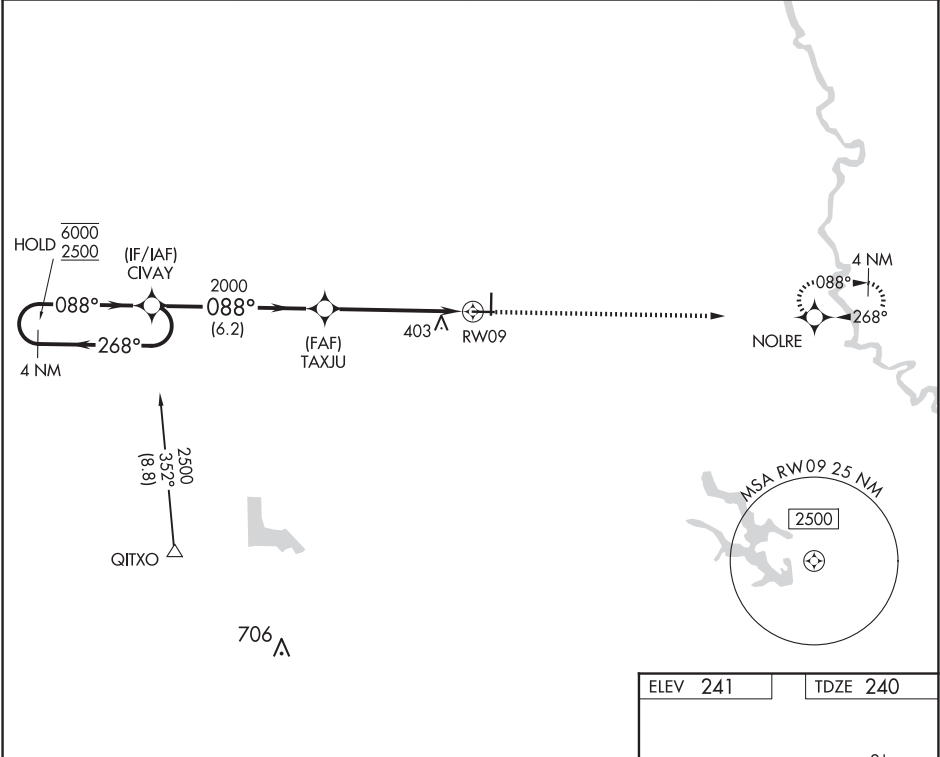
SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93918 W09A	APP CRS 088°	Rwy Idg 4501 TDZE 240 Apt Elev 241
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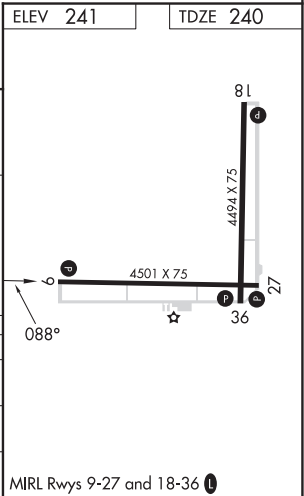
RNAV (GPS) RWY 9
CARLISLE MUNI (4M3)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2500 direct NOLRE and hold.
<div><div>▼</div><div>Baro-VNAV NA. When local altimeter settings not received, use Stuttgart altimeter setting. VDP NA when using Stuttgart altimeter setting.</div></div>	

AWOS-2 119.275	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 135.4	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	526-1	286 (300-1)		NA
LNAV/VNAV DA	788-2	548 (600-2)		NA
LNAV MDA	780-1	540 (600-1)		NA



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

CARLISLE, ARKANSAS

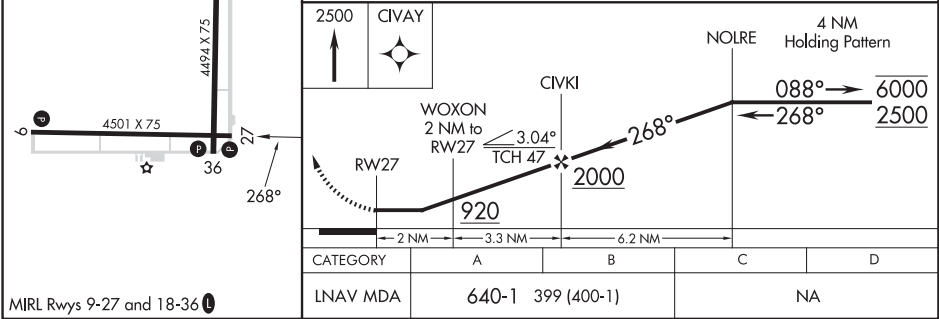
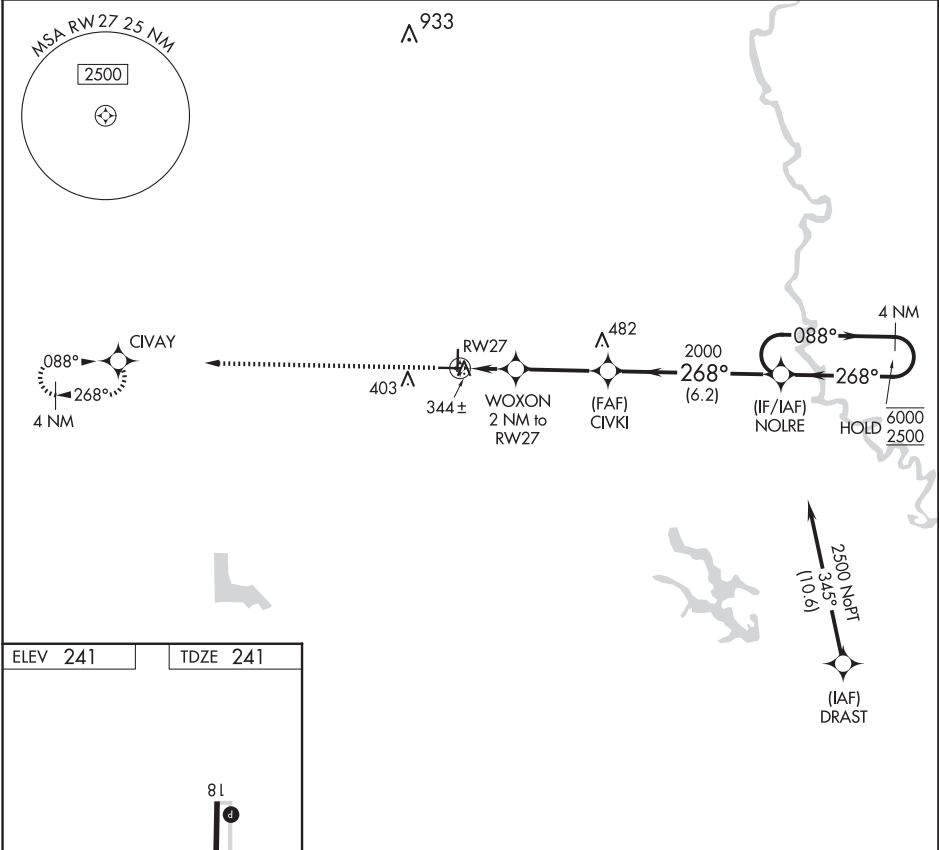
AL-6799 (FAA)

24081

APP CRS	Rwy Idg	4501
268°	TDZE	241
	Apt Elev	241

RNAV (GPS) RWY 27
CARLISLE MUNI (4M3)

RNP APCH-GPS. ▼ Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA. ▲ When local altimeter setting not received, use Stuttgart altimeter setting.		MISSED APPROACH: Climb to 2500 direct CIVAY and hold.	
AWOS-2 119.275	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 135.4	UNICOM 122.8 (CTAF) 1



CARLISLE, ARKANSAS
Orig-C 21MAR24

34°48'N-91°43'W

CARLISLE MUNI (4M3)
RNAV (GPS) RWY 27

SC-1, 07 AUG 2025 to 02 OCT 2025

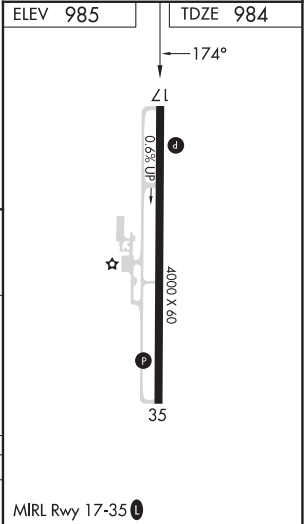
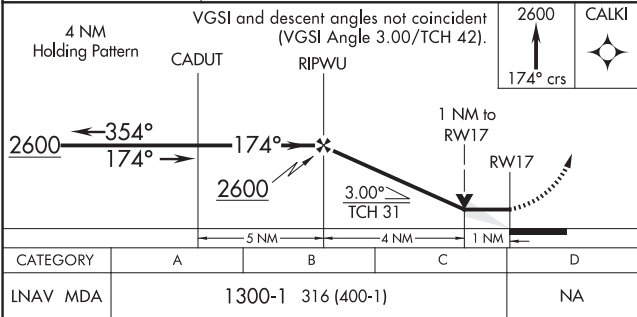
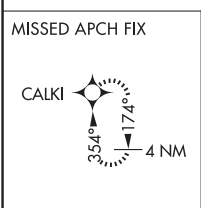
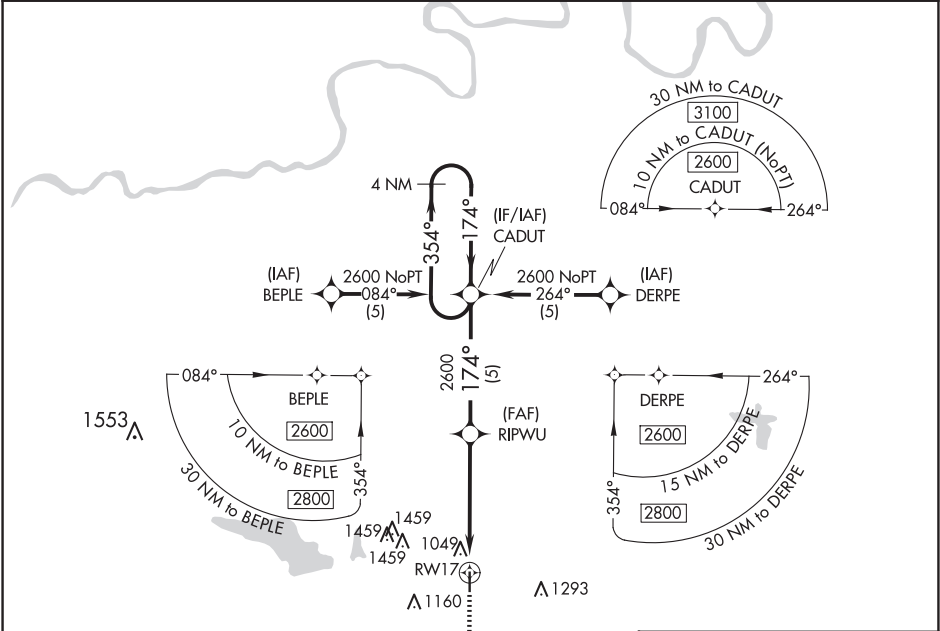
SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4000
174°	TDZE	984
	Apt Elev	985

RNAV (GPS) RWY 17
CHANDLER RGNL (CQB)

RNP APCH.	MISSED APPROACH: Climb to 2600 via 174° course to CALKI WP and hold.
<div>▼</div> <div>▲</div>	When local altimeter setting not received, use Shawnee altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility 1/8 SM.

AWOS-3PT 119.275	KANSAS CITY CENTER 127.8 319.1	CTAF 122.9 0
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CHANDLER, OKLAHOMA

AL-6657 (FAA)

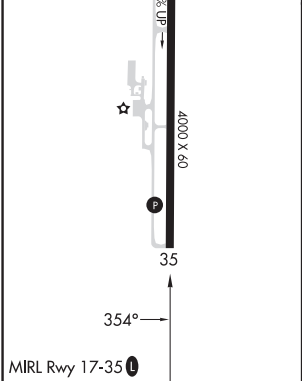
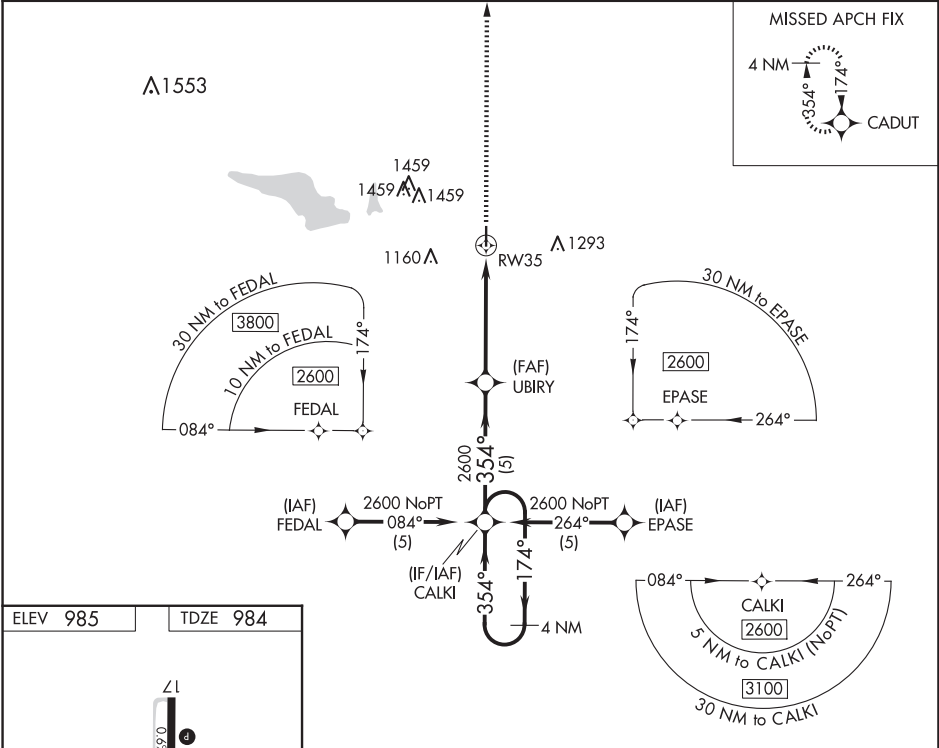
25107

APP CRS 354°	Rwy Idg TDZE Apt Elev	4000 984 985
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RNAV (GPS) RWY 35
CHANDLER RGNL (CQB)

RNP APCH.	MISSED APPROACH: Climb to 2600 direct CADUT and hold.
When local altimeter setting not received, use Shawnee altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility 1/8 SM. VDP NA with Shawnee Rgnl altimeter setting.	

AWOS-3PT 119.275	KANSAS CITY CENTER 127.8 319.1	CTAF 122.9 0
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2600	CADUT	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 42).			
*LNAV only.					
*1.1 NM to RW35					
UBIRY					
CALKI					
4 NM Holding Pattern					
2600					
GP 3.00° TCH 30					
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV	DA	NA			
LNAV MDA	1320-1 335 (400-1)				NA

CHANDLER, OKLAHOMA
Orig-B 15AUG19

35°43'N-96°49'W

CHANDLER RGNL (CQB)
RNAV (GPS) RWY 35

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70430 W18A	APP CRS 176°	Rwy Idg 5101 TDZE 1152 Apt Elev 1152
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RNAV (GPS) RWY 18
CHICKASHA MUNI (CHK)

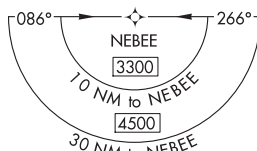
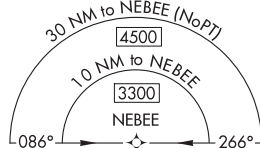
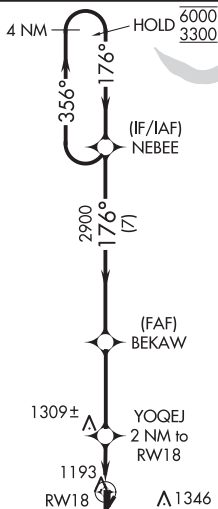
RNP APCH.

T Circling NA to Rwy 1, 2, 19 and 20.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3300 direct DERFF and hold.

AWOS-3
118.175

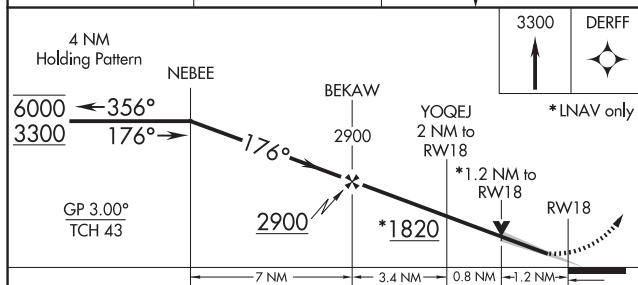
OKC CITY APP CON
124.6 266.8


UNICOM
123.0 (CTAF) **L**

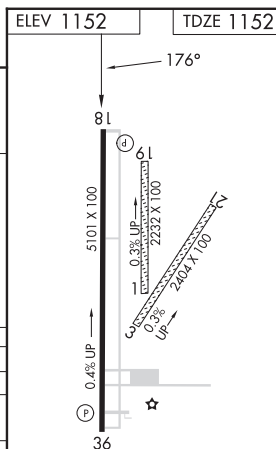
MISSED APCH FIX



A 1645



CATEGORY		A	B	C	D
LPV	DA	1352-3/4	200 (200-3/4)		NA
LNAV/ VNAV	DA	1482-1 1/8	330 (400-1 1/8)		NA
LNAV	MDA	1560-1	408 (500-1)	1560-1 1/8 408 (500-1 1/8)	NA
 CIRCLING		1600-1 448 (500-1)	1620-1 468 (500-1)	1700-1 1/2 548 (600-1 1/2)	NA



CHICKASHA, OKLAHOMA

AL-6592 (FAA)

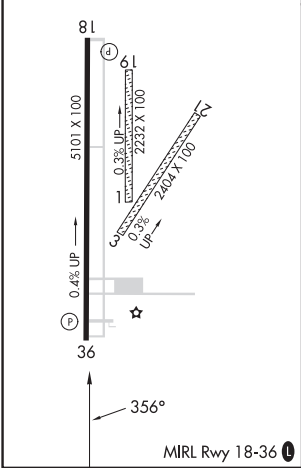
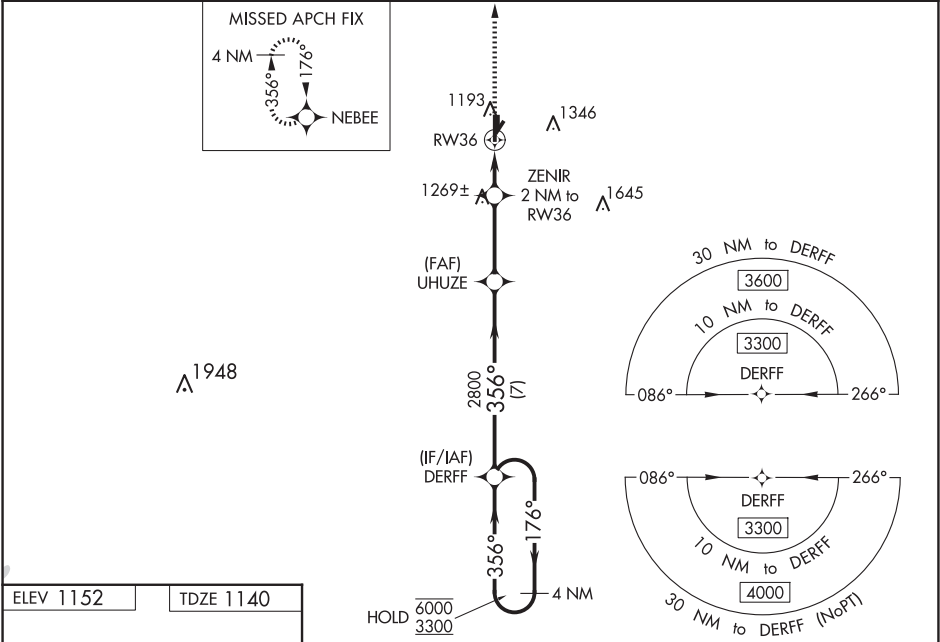
25107

WAAS CH 48930 W36A	APP CRS 356°	Rwy Idg TDZE 1140 Apt Elev 1152	5101
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RNAV (GPS) RWY 36

CHICKASHA MUNI (CHK)

RNP APCH.		MISSED APPROACH: Climb to 3300 direct NEBEE and hold.
<div><div><div>T</div></div><div>Circling NA to Rwy 1, 2, 19 and 20. Rwy 36 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-3 118.175	OKE CITY APP CON 124.6 266.8	UNICOM 123.0 (CTAF) 0



3300		NEBEE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).		4 NM Holding Pattern
*LNAV only		ZENIR 2 NM to RW36	UHUZE 2800	DERFF	176° → 6000 ← 356° 3300
*1.2 NM to RW36		*1820	2800	GP 3.00° TCH 55	
→ 1.2 NM → 0.8 NM → 3.1 NM → 7 NM →					
CATEGORY	A	B	C	D	
LPV DA	1390-¾	250 (300-¾)		NA	
LNAV/VNAV DA	1450-1	310 (300-1)		NA	
LNAV MDA	1580-1	440 (500-1)	1580-1¼ 440 (500-1¼)	NA	
CIRCLING	1600-1 448 (500-1)	1620-1 468 (500-1)	1700-1½ 548 (600-1½)	NA	

CHICKASHA, OKLAHOMA
Amdt 1B 20JUN19

35°06'N-97°58'W

CHICKASHA MUNI (CHK)

RNAV (GPS) RWY 36

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

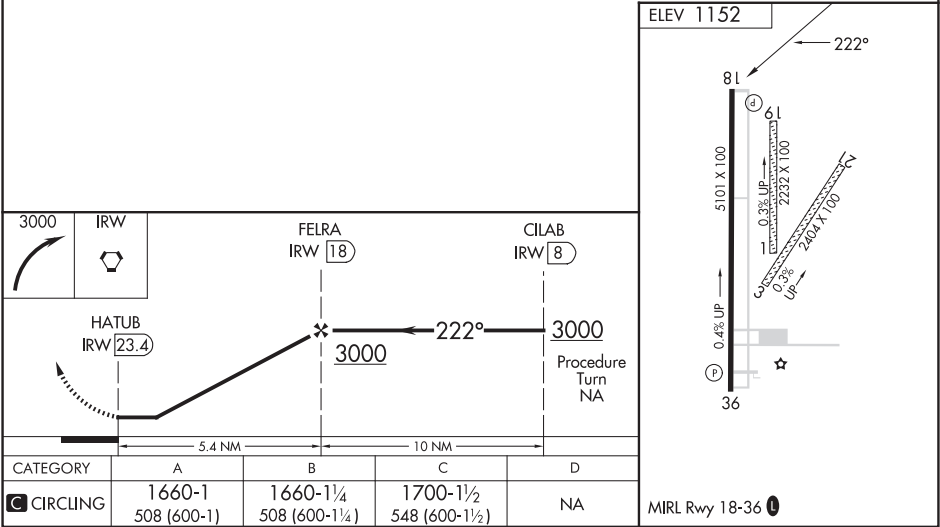
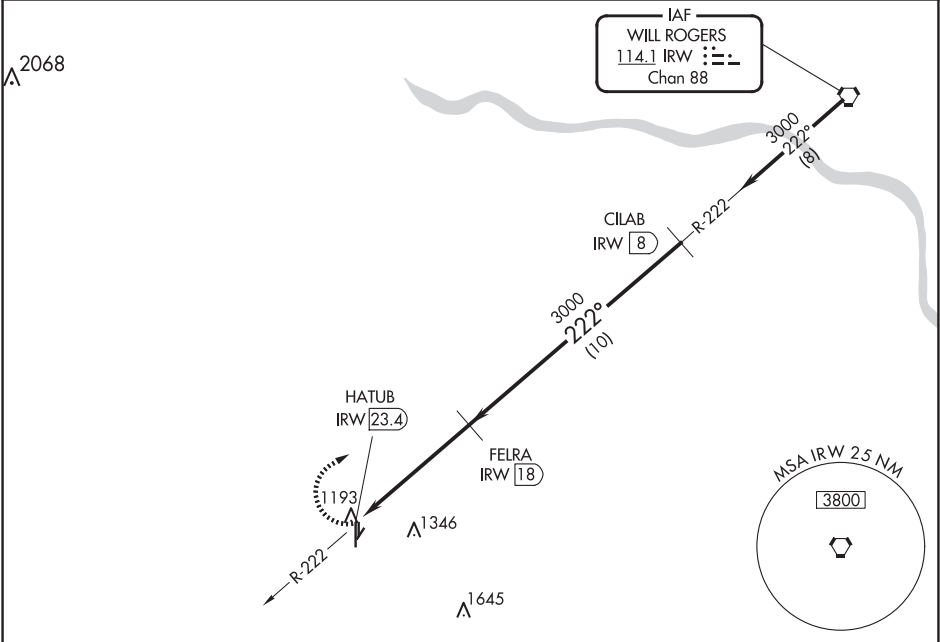
▼

▲ NA

If local altimeter not received; use OKC Will Rogers Intl altimeter setting and increase all MDAs 80 feet. Circling NA to Rwy's 1, 2, 19 and 20.

MISSED APPROACH: Climbing right turn to 3000 direct IRW VORTAC.

AWOS-3 118.175	OKE CITY APP CON 124.6 266.8	UNICOM 123.0 (CTAF) 0
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CLAREMORE, OKLAHOMA

AL-9113 (FAA)

23278

WAAS CH 63214 W18A	APP CRS 175°	Rwy Idg 5200 TDZE 718 Apt Elev 733
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RNAV (GPS) RWY 18

CLAREMORE RGNL (GCM)

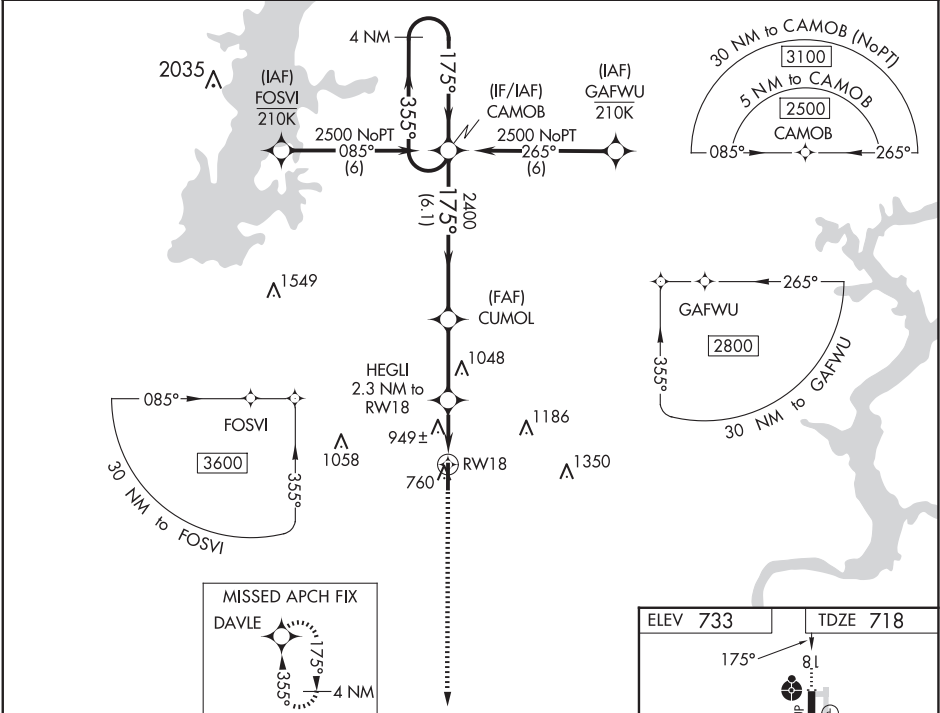
▼

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. For inop ALS, increase LNAV/VNAV Cats A/B visibility to 1½ SM.

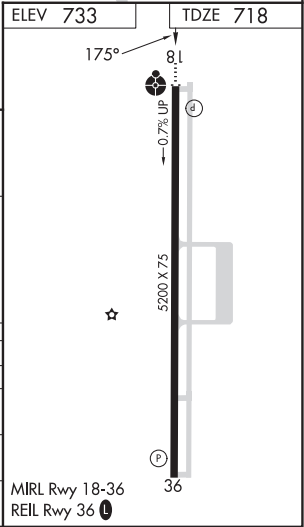
ODALS

MISSED APPROACH: Climb to 2400 direct DAVLE and hold.

AWOS-3PT 119.925	TULSA APP CON 119.1 360.825	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		CAMOB		CUMOL		HEGLI 2.3 NM to RW18		2400	DAVLE
2500		355°		175°		175°		*1.460	
GP 3.00° TCH 43		2400		*1.460		*1.4 NM to RW18		*LNAV only.	
		6.1 NM		2.9 NM		0.9 NM		1.4 NM	
CATEGORY	A	B		C		D			
LPV DA	968-¾		250 (300-¾)				NA		
LNAV/VNAV DA	1281-1½		563 (600-1½)				NA		
LNAV MDA	1200-¾		482 (500-¾)		1200-1¼		482 (500-1¼)		NA
CIRCLING	1260-1		527 (600-1)		1380-1¾		647 (700-1¾)		NA



CLAREMORE, OKLAHOMA

Amtd 1 01FEB18

36°18'N-95°29'W

CLAREMORE RGNL (GCM)

RNAV (GPS) RWY 18

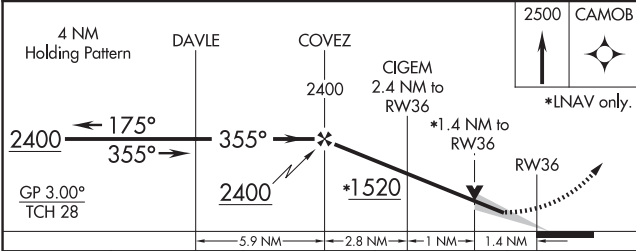
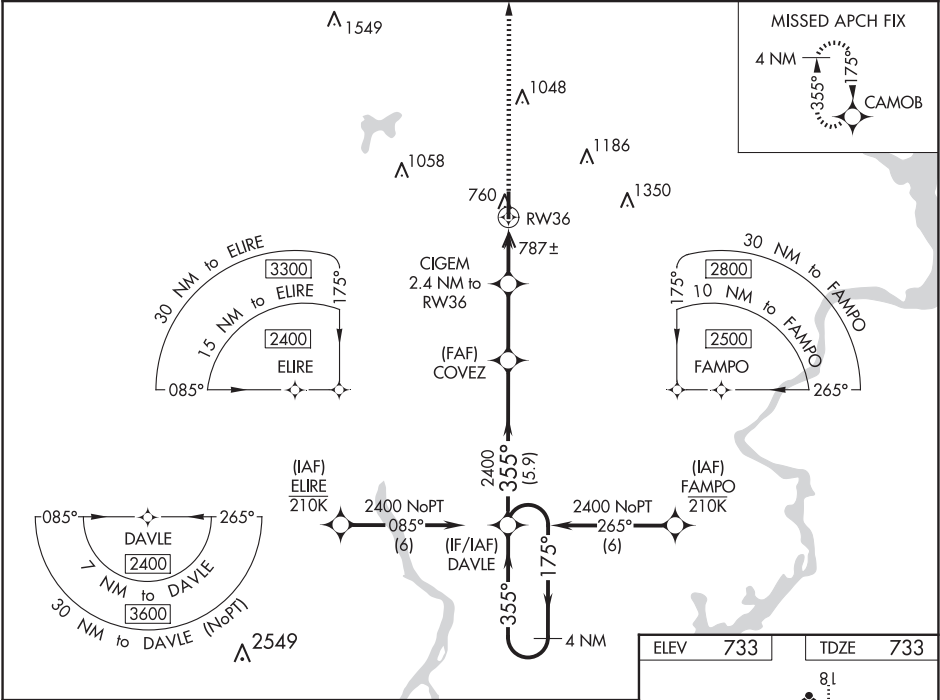
WAAS CH 99714 W36A	APP CRS 355°	Rwy Idg TDZE Apt Elev 5200 733 733
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RNAV (GPS) RWY 36
CLAREMORE RGNL (GCM)

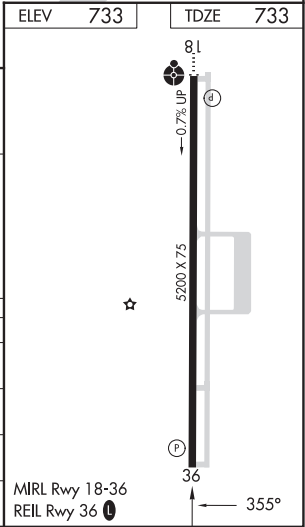
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct CAMOB and hold.

AWOS-3PT 119.925	TULSA APP CON 119.1 360.825	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	983-¾	250 (300-¾)		NA
LNAV/VNAV DA	983-¾	250 (300-¾)		NA
LNAV MDA	1040-1	307 (400-1)	1040-1⅞ 307 (400-1⅞)	NA
CIRCLING	1260-1	527 (600-1)	1380-1¾ 647 (700-1¾)	NA



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

CLAREMORE, OKLAHOMA

AL-9113 (FAA)

23278

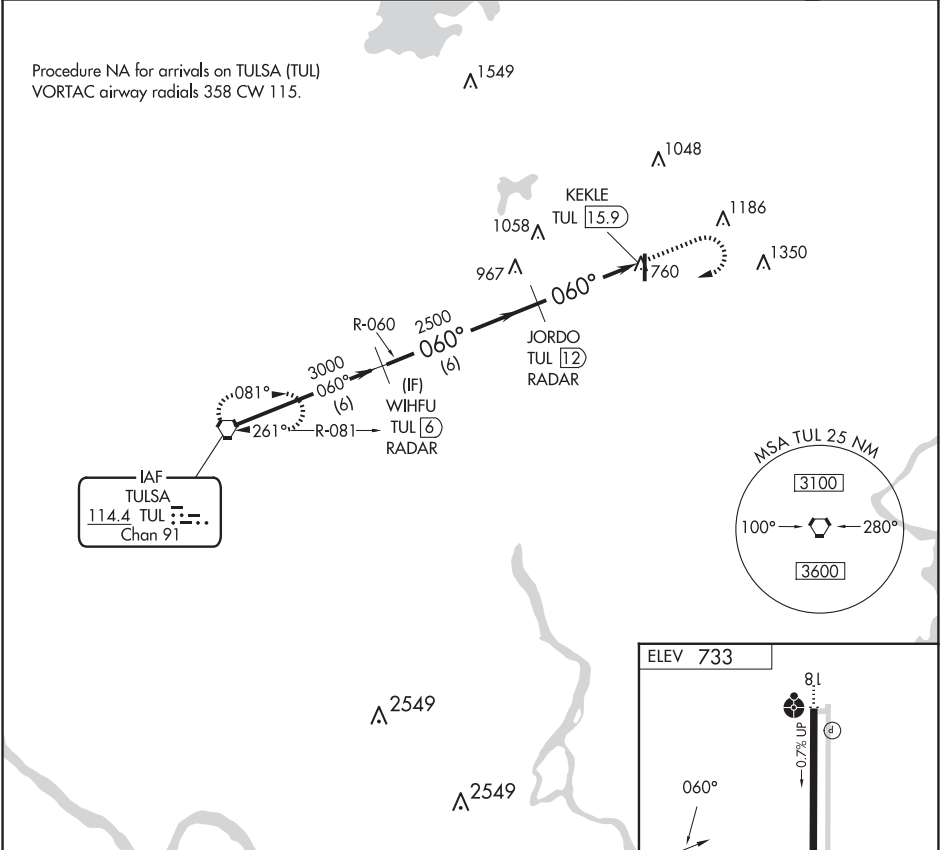
VORTAC TUL 114.4 Chan 91	APP CRS 060°	Rwy Idg TDZE Apt Elev	N/A N/A 733
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VOR/DME-B
CLAREMORE RGNL (GCM)

▼ If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct TUL VORTAC and hold.

AWOS-3PT 119.925	TULSA APP CON 119.1 360.825	UNICOM 122.7 (CTAF) 0
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Procedure Turn NA

WIHFU TUL (6) RADAR

JORDO TUL (12) RADAR

KEKLE TUL (15.9)

3000

2500

060°

6 NM

3.9 NM

2500

3000

TUL

CATEGORY	A	B	C	D
CIRCLING	1260-1	527 (600-1)	1380-1¾ 647 (700-1¾)	NA

ELEV 733

060°

81

0.7% UP

5200 X 75

36

MIRL Rwy 18-36
REIL Rwy 36 0

CLAREMORE, OKLAHOMA
Amdt 3B 27FEB20

36°18' N-95°29' W

CLAREMORE RGNL (GCM)
VOR/DME-B

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
091°

Rwy Idg
TDZE
451

Apt Elev
481

RNAV (GPS) RWY 9
CLARKSVILLE MUNI (H35)

RNP APCH - GPS.

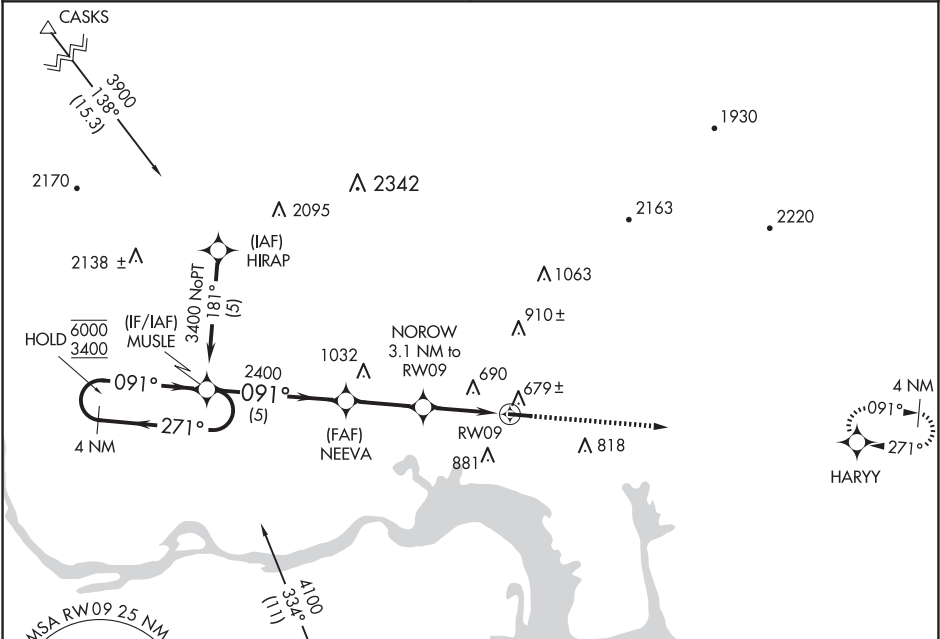
▼

Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3100
direct HARRY and hold.

MEMPHIS CENTER
128.475 377.15

UNICOM
122.8 (CTAF)



ELEV **481**

TDZE **451**

Visual Segment - Obstacles.

4 NM Holding Pattern

MUSLE

NEEVA

NOROW 3.1 NM to RW09

RW09

3100

HARRY

091°

4504 X 75

0.7% UP

27

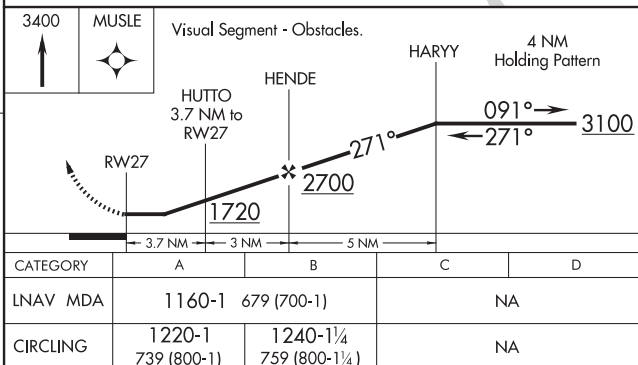
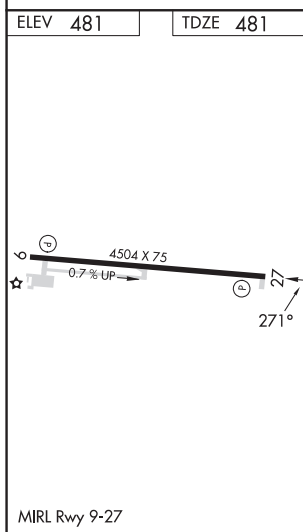
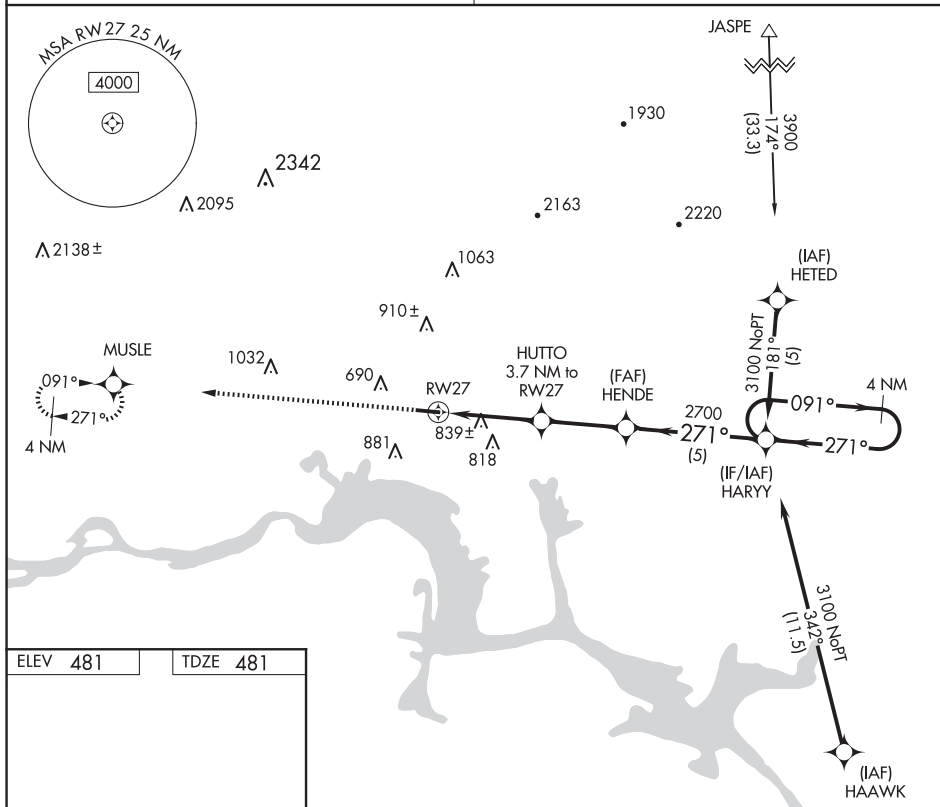
CATEGORY	A	B	C	D
LNAV MDA	1060-1	609 (600-1)	NA	
CIRCLING	1220-1 739 (800-1)	1240-1¼ 759 (800-1¼)	NA	

MIRL Rwy 9-27

RNAV (GPS) RWY 27
CLARKSVILLE MUNI (H35)

MISSED APPROACH: Climb to 3400
direct MUSLE WP and hold.

UNICOM
122.8 (CTAF)

CLARKSVILLE MUNI (H35)
RNAV (GPS) RWY 27

SC-1, 07 AUG 2025 to 02 OCT 2025

CLINTON, ARKANSAS

AL-9841 (FAA)

24081

APP CRS	Rwy Idg	4397
055°	TDZE	1270
	Apt Elev	1270

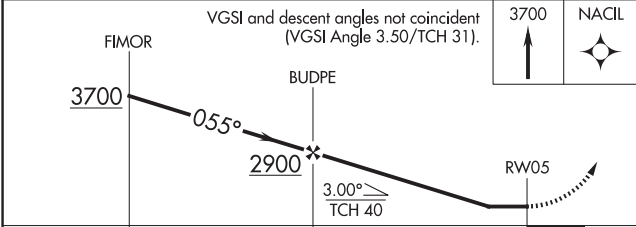
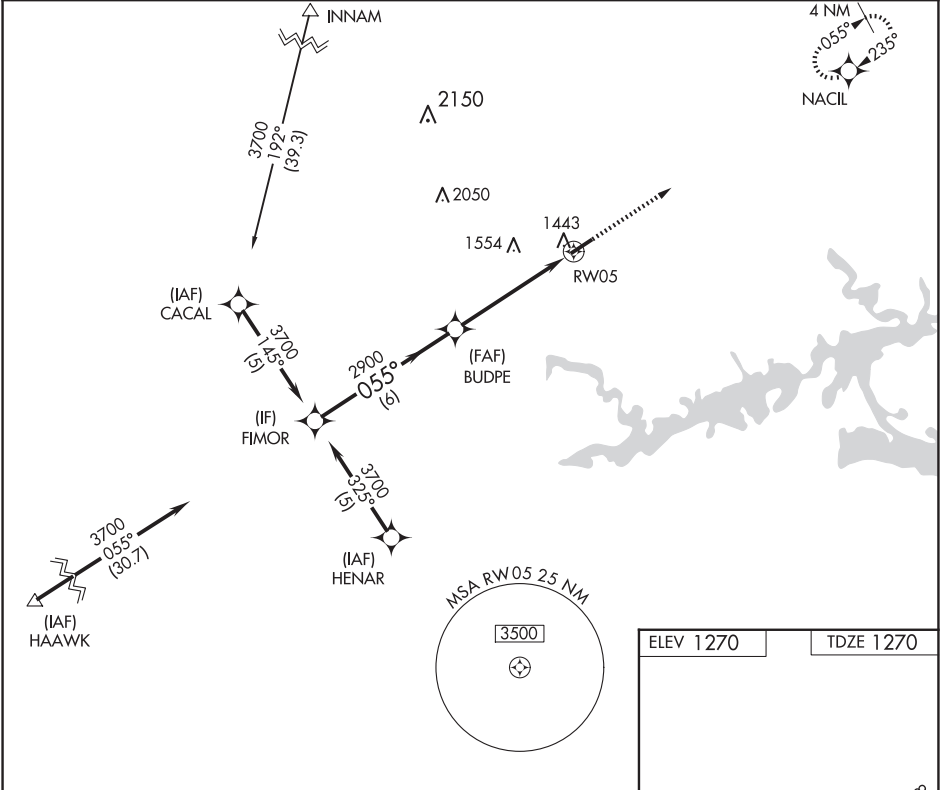
RNAV (GPS) RWY 5
HOLLEY MOUNTAIN AIRPARK (2A2)

RNP APCH - GPS.

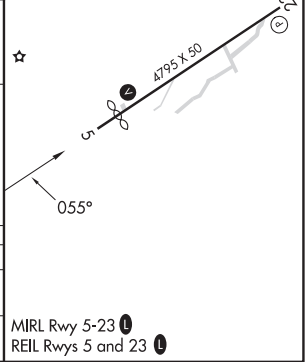
▼ Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night. Obtain local altimeter setting on CTAf; when not received, use Marion County Rgnl altimeter setting and increase all MDA's 180 feet and LNAV visibilities Cat C ½ SM, and Circling visibility Cat C ¾ SM.

MISSED APPROACH: Climb to 3700 direct NACIL and hold.

MEMPHIS CENTER 126.85 281.55	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1760-1 490 (500-1)	1760-1 490 (500-1)	1760-1 490 (500-1)	NA
CIRCLING	1800-1 530 (600-1)	1800-1 530 (600-1)	1800-1 530 (600-1)	NA



CLINTON, ARKANSAS

Amtd 1E 21MAR24

35°39'N-92°24'W

HOLLEY MOUNTAIN AIRPARK (2A2)

RNAV (GPS) RWY 5

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
235°

Rwy Idg
TDZE
Apt Elev

4795
1270
1270

RNAV (GPS) RWY 23
HOLLEY MOUNTAIN AIRPARK (2A2)

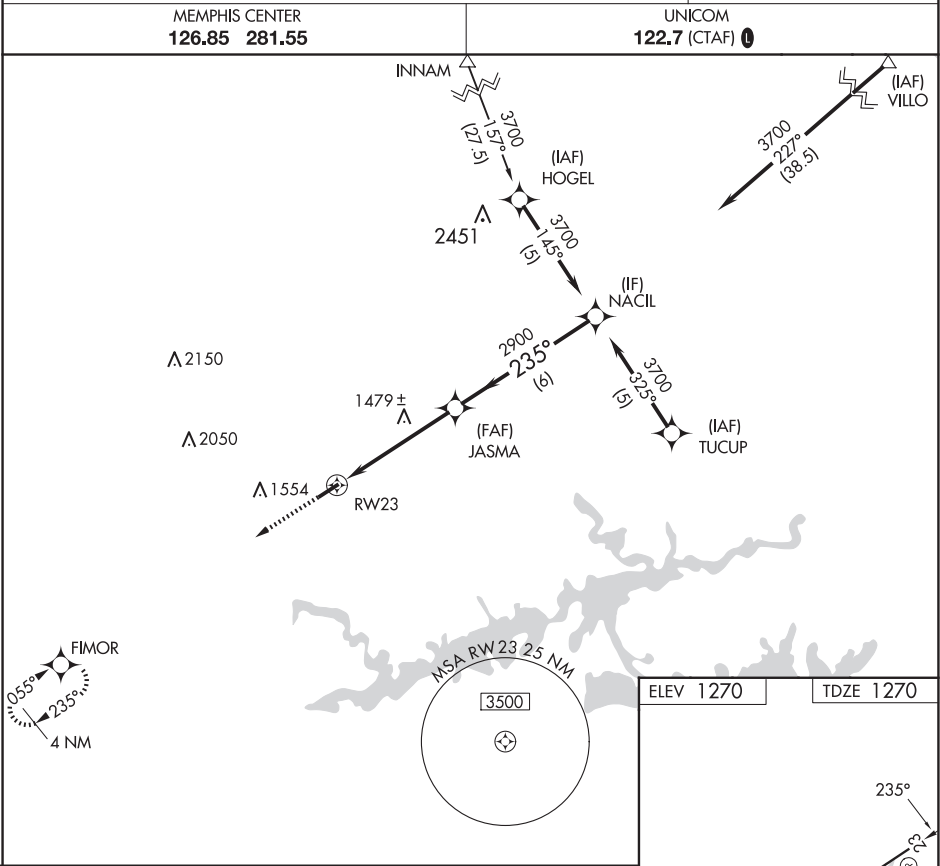
RNP APCH - GPS.

▼

NA

Rwy 23 helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting and increase all MDAs 180 feet and LNAV visibility Cat C ½ SM, and Circling Cat C visibility ¾ SM. Circling Rwy 5 NA at night. VDP NA when using Marion County Rgnl altimeter setting.

MISSED APPROACH: Climb to 3700 direct FIMOR and hold.



3700 FIMOR

NACIL

1.4 NM to RWY 23

2.99° TCH 46

3.7 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	1740-1	470 (500-1)	1740-1 ⅜ 470 (500-1 ⅜)	NA
CIRCLING	1800-1	530 (600-1)	1860-1 ½ 590 (600-1 ½)	NA

MIRL Rwy 5-23
REIL Rwy 5 and 23

CLINTON, OKLAHOMA

AL-5833 (FAA)

25163

WAAS CH 93922 W17A	APP CRS 172°	Rwy Ldg TDZE 1616 Apt Elev 1616
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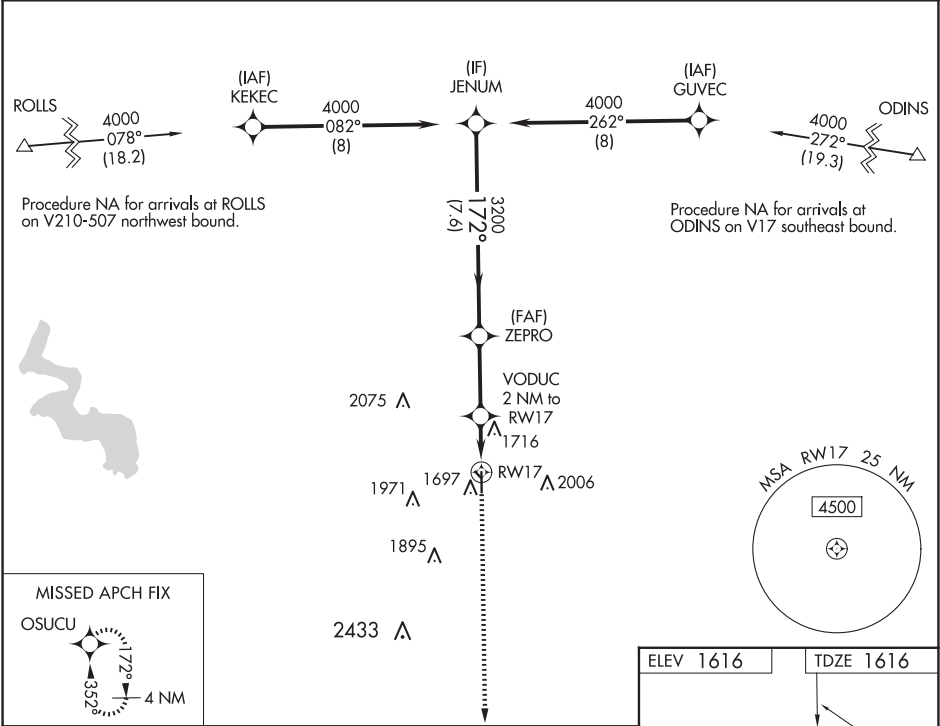
RNAV (GPS) RWY 17

CLINTON RGNL (CLK)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA to Rwy 13 and 31. When local altimeter setting not received, use Weatherford altimeter setting: Increase DA to 1898 and all visibilities ½ mile; increase all MDA 40 feet and visibility Cat C ¼ mile. Baro-VNAV and VDP NA when using Weatherford altimeter setting.

MISSED APPROACH: Climb to 4000 direct OSUCU and hold.

AWOS-3 119.225	FORT WORTH CENTER 128.4 269.37	UNICOM 122.8 (CTAF) 0
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JENUM

ZEPRO

VODUC 2 NM to RW17

OSUCU

4000

172°

3200

2280

1 NM

1 NM

RW17

*LNAV only.

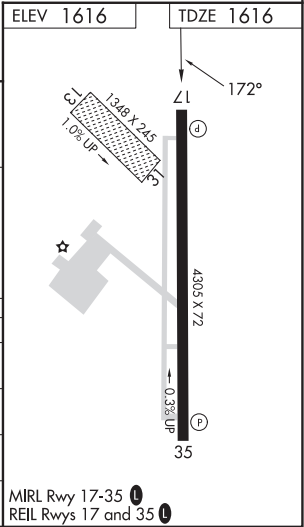
*1 NM to RW17

GP 3.00° TCH 40

7.6 NM

2.9 NM

CATEGORY	A	B	C	D
LPV DA	1866-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1866-7/8	250 (300-7/8)		NA
LNAV MDA	1980-1	364 (400-1)		NA
CIRCLING	2100-1 484 (500-1)	2220-1 604 (700-1)	2320-2 704 (800-2)	NA



CLINTON, OKLAHOMA

Amtd 3 27APR17

35°32'N-98°56'W

CLINTON RGNL (CLK)

RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS

CH **70423**

W35A

APP CRS

352°

Rwy Ldg

4305

TDZE

1616

Apt Elev

1616

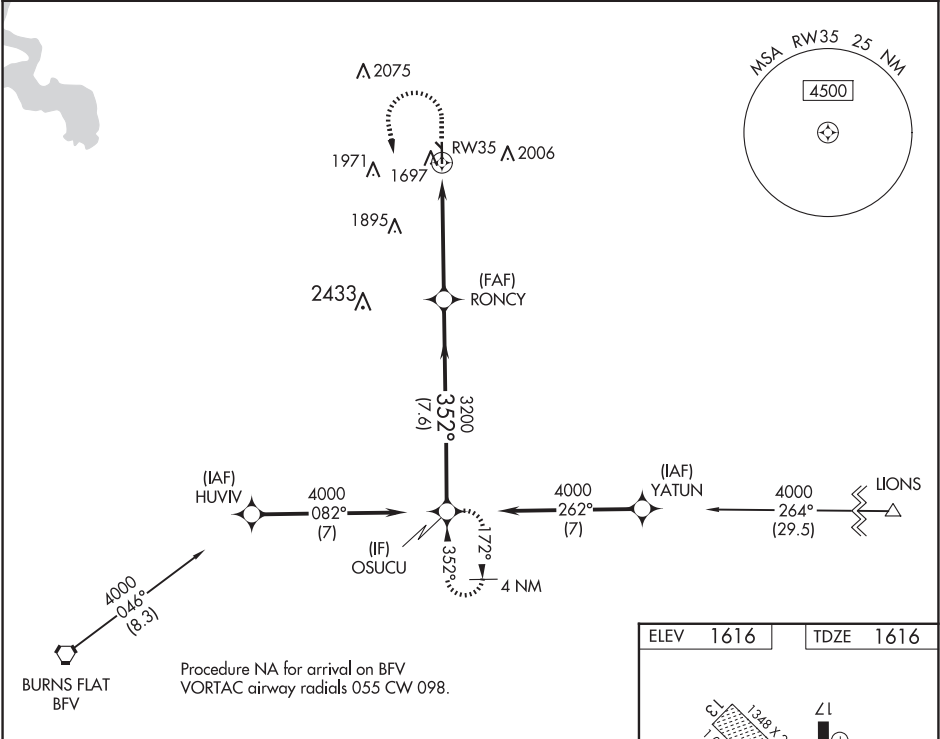
RNAV (GPS) RWY 35

CLINTON RGNL (CLK)

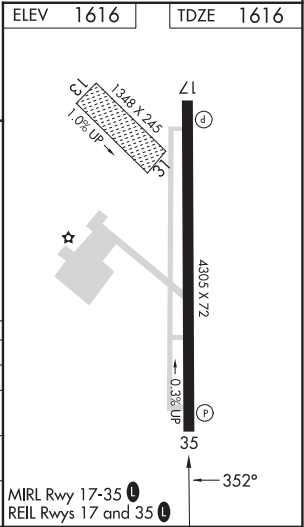
⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA to Rwy 13 and 31. When local altimeter setting not received, use Weatherford altimeter setting. Increase DA to 1902 and all visibilities ½ mile; increase all MDA 40 feet and visibility Cat C ¼ mile. Baro-VNAV and VDP NA when using Weatherford altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing left turn to 4000 direct OSUCU and hold.

AWOS-3 119.225	FORT WORTH CENTER 128.4 269.37	UNICOM 122.8 (CTAF) 0
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			VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).		OSUCU
*LNAV only.		*1.3 NM to RW35	RONCY		
		1.3 NM	3.6 NM	7.6 NM	4000
					GP 3.00° TCH 40
CATEGORY	A	B	C	D	
LPV DA	1866-7/8		250 (300-7/8)	NA	
LNAV/VNAV DA	1870-7/8		254 (300-7/8)	NA	
LNAV MDA	2040-1 424 (500-1)		2040-1 1/4 424 (500-1 1/4)	NA	
CIRCLING	2100-1 484 (500-1)	2220-1 604 (700-1)	2320-2 704 (800-2)	NA	



COLT, ARKANSAS

AL-10682 (FAA)

24193

WAAS CH 65832 W18A	APP CRS 182°	Rwy Idg TDZE 239 Apt Elev 239
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RNAV (GPS) RWY 18

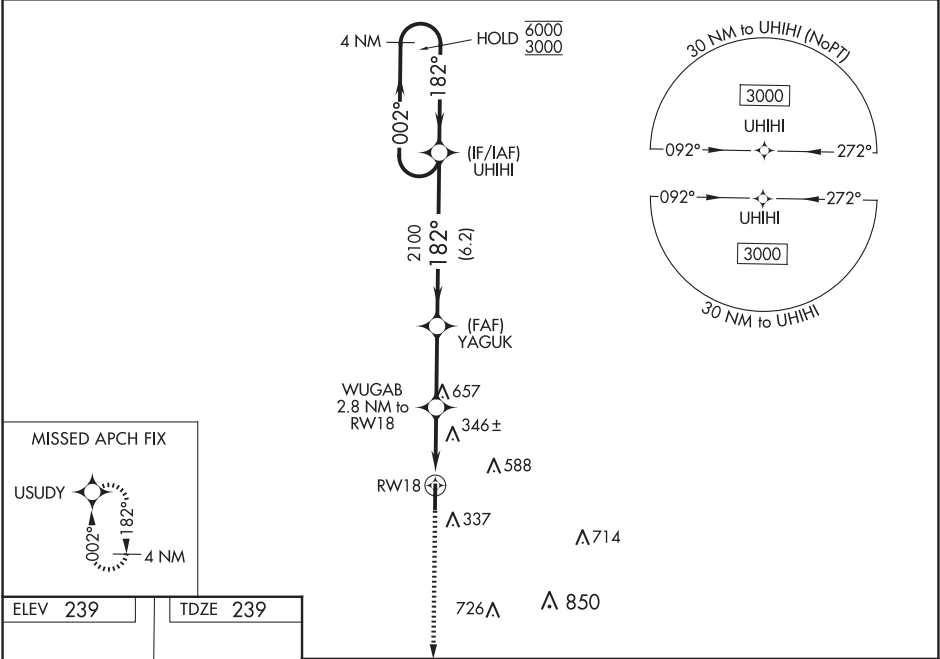
DELTA RGNL (DRP)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using West Memphis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use West Memphis altimeter setting: increase LPV DA to 507 feet and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 668 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct USUDY and hold, continue climb-in-hold to 3000.

AWOS-3P 120.0	MEMPHIS CENTER 135.3 335.8	UNICOM 123.0 (CTAF) 0
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182°

81

5003 X 75

36

(P)

(d)

(☆)

3000

USUDY

4 NM Holding Pattern

UHIHI

002° → 6000

← 182° 3000

YAGUK 2100

WUGAB 2.8 NM to RW18

1 NM to RW18

1160

2100

1 NM 1.8 NM 2.9 NM 6.2 NM

GP 3.00° TCH 44

CATEGORY	A	B	C	D
LPV DA	439- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)	NA	
LNAV/VNAV DA	600-1	361 (400-1)	NA	
LNAV MDA	600-1	361 (400-1)	NA	
C CIRCLING	760-1	521 (600-1)	NA	

HIRL Rwy 18-36 **(L)**
 REIL Rwy 18 & 36 **(L)**

COLT, ARKANSAS
Amdt 1 11JUL24

35°07'N-90°50'W

DELTA RGNL (DRP)

RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53532 W36A	APP CRS 002°	Rwy Idg 5003 TDZE 235 Apt Elev 239
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RNAV (GPS) RWY 36

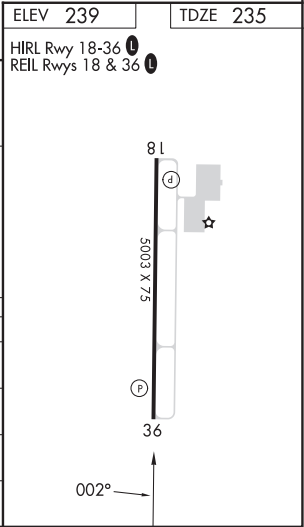
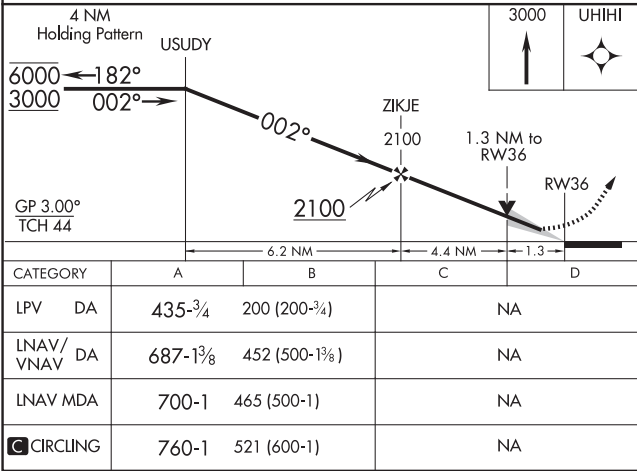
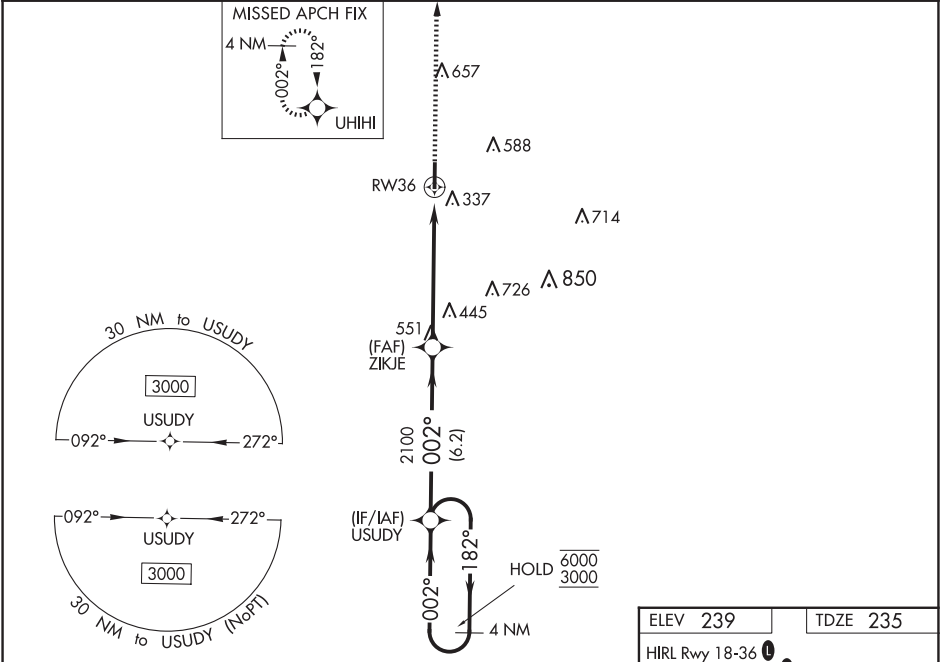
DELTA RGNL (DRP)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using West Memphis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use West Memphis altimeter setting; increase LPV DA to 503 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 755 feet; increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct UH1H and hold, continue climb-in-hold to 3000.

AWOS-3P 120.0	MEMPHIS CENTER 135.3 335.8	UNICOM 123.0 (CTAF)
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RNAV (GPS) RWY 4
CONWAY RGNL (CXW)

MISSED APPROACH: Climb to 2600 direct HOBUV and hold.

UNICOM
123.05 (CTAF) **L**[illegible]

SC-1, 07 AUG 2025 to 02 OCT 2025

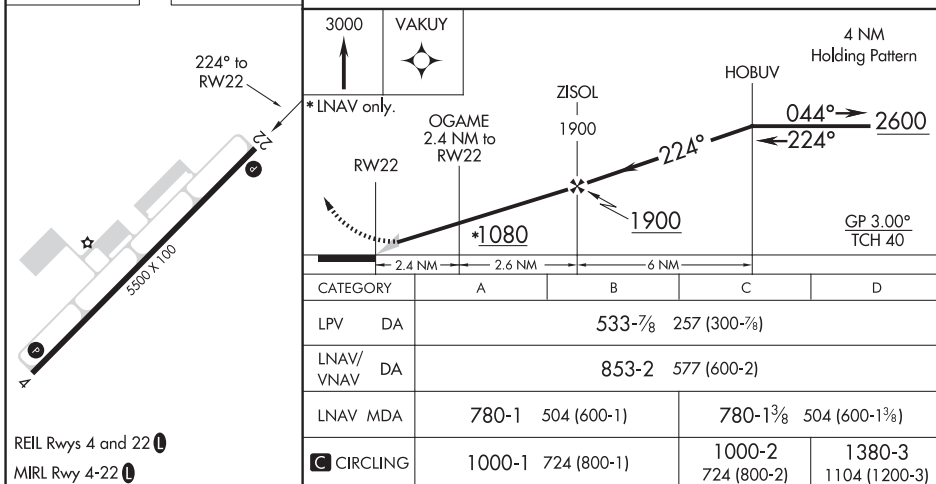
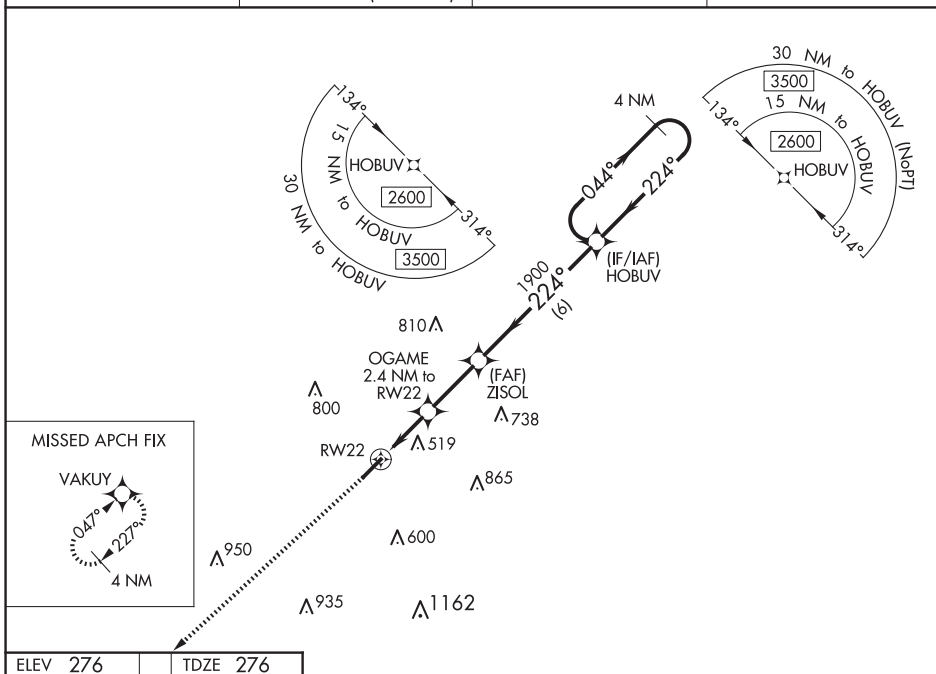
WAAS CH 77538 W22A	APP CRS 224°	Rwy Idg 5500 TDZE 276 Apt Elev 276
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RNAV (GPS) RWY 22
CONWAY RGNL (CXW)

T Baro-VNAV NA.
A NA Use Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, procedure NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct VAKUY and hold.

AWOS-2 118.775	LITTLE ROCK APP CON 135.4 353.6 (040°-239°) 119.5 306.2 (240°-039°)	CLNC DEL 121.2	UNICOM 123.05 (CTAF) L
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CONWAY, ARKANSAS
Orig 13NOV14

35°01'N-092°33'W

CONWAY RGNL(CXW)
RNAV (GPS) RWY 22

CORNING, ARKANSAS

AL-6573 (FAA)

24137

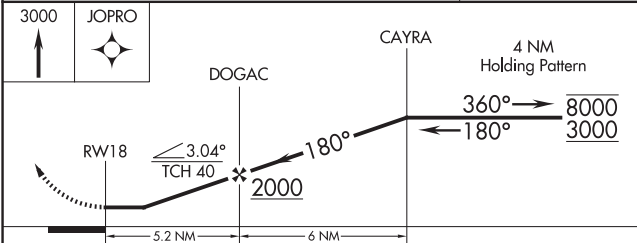
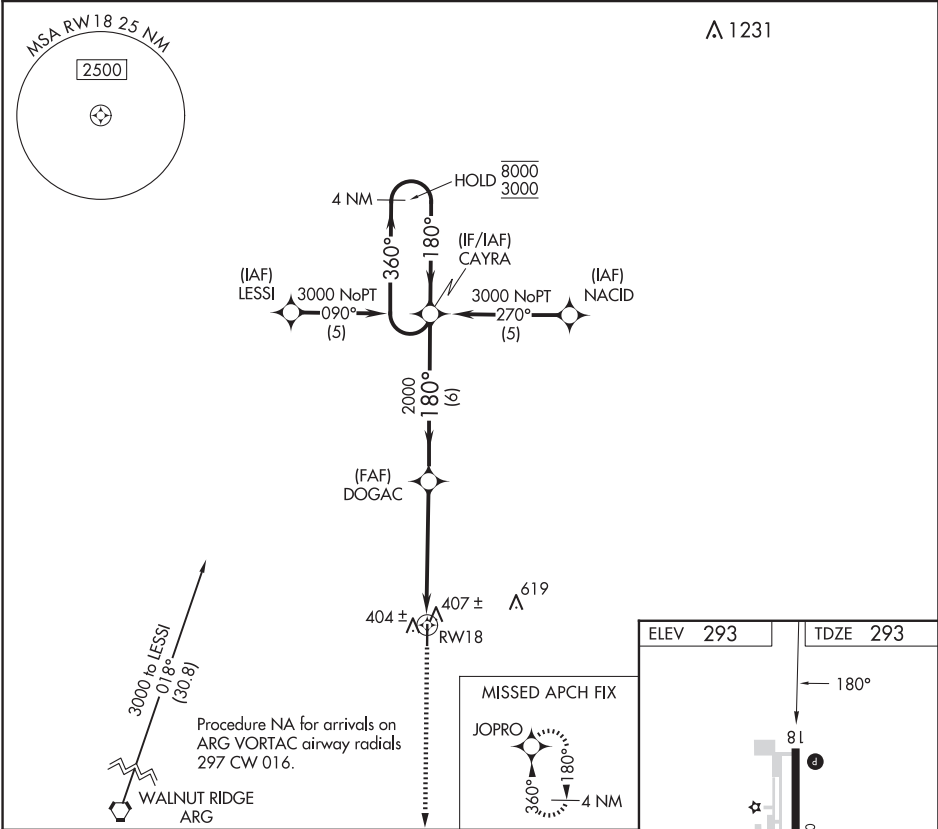
APP CRS	Rwy Idg	4299
180°	TDZE	293
	Apt Elev	293

RNAV (GPS) RWY 18

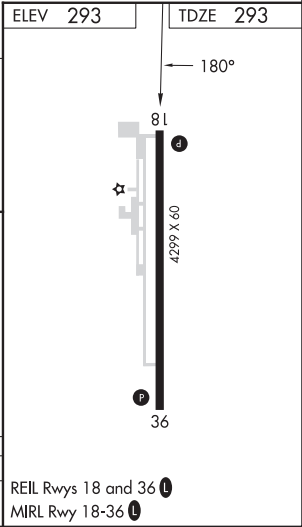
CORNING MUNI (4M9)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct JOPRO and hold.
<div><div></div><div>Rwy 18 helicopter visibility reduction below 1 SM NA.</div></div>	

AWOS-3T 118.325	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
LNAV MDA	720-1	427 (500-1)	720-1¼ 427 (500-1¼)	NA



CORNING, ARKANSAS
Orig-D 07OCT21

36°24'N-90°39'W

CORNING MUNI (4M9)

RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
360°

Rwy Idg
4299

TDZE
293

Apt Elev
293

RNAV (GPS) RWY 36

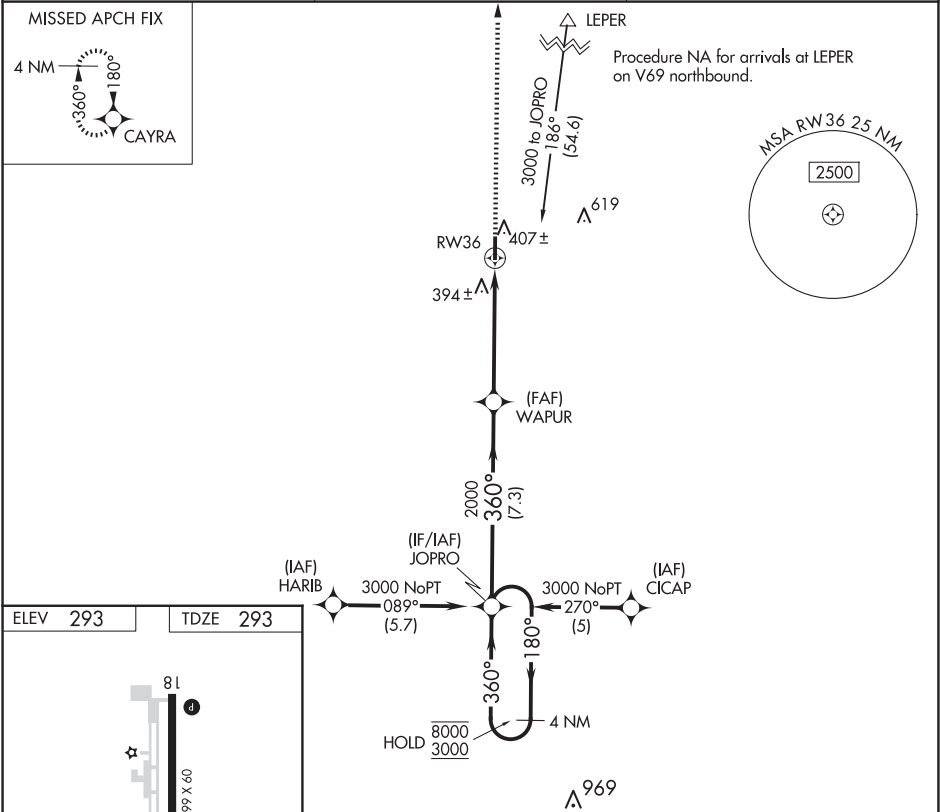
CORNING MUNI (4M9)

RNP APCH-GPS.

Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CAYRA and hold.

AWOS-3T 118.325	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) 1
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CROSSETT, ARKANSAS

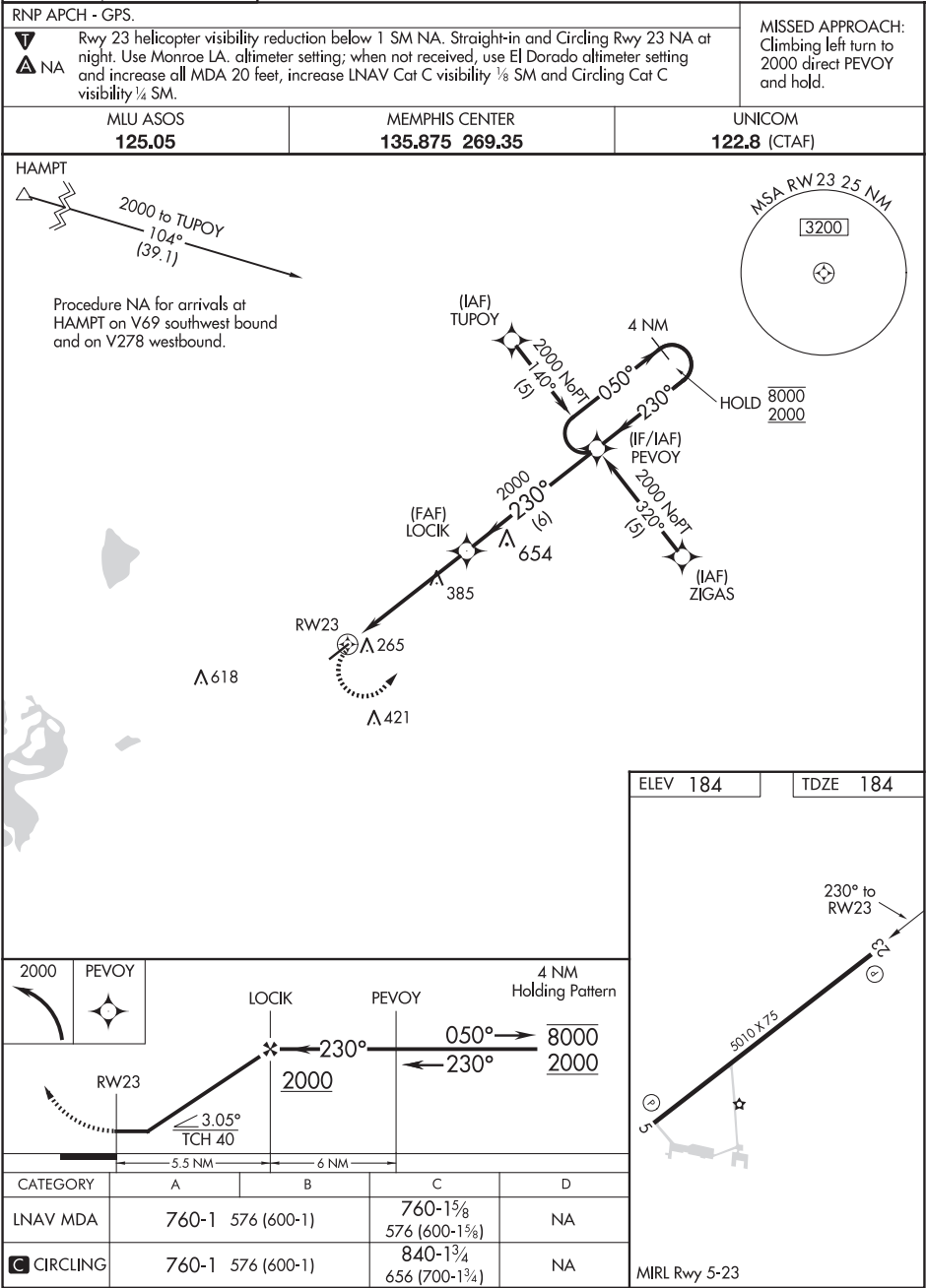
AL-5527 (FAA)

21280

APP CRS	Rwy Idg	5010
230°	TDZE	184
	Apt Elev	184

RNAV (GPS) RWY 23

Z M JACK STELL FLD (C'RT)



WAAS CH 97342 W18A	APP CRS 175°	Rwy Idg TDZE Apt Elev	4986 916 925
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RNAV (GPS) RWY 18

CUSHING MUNI (CUH)

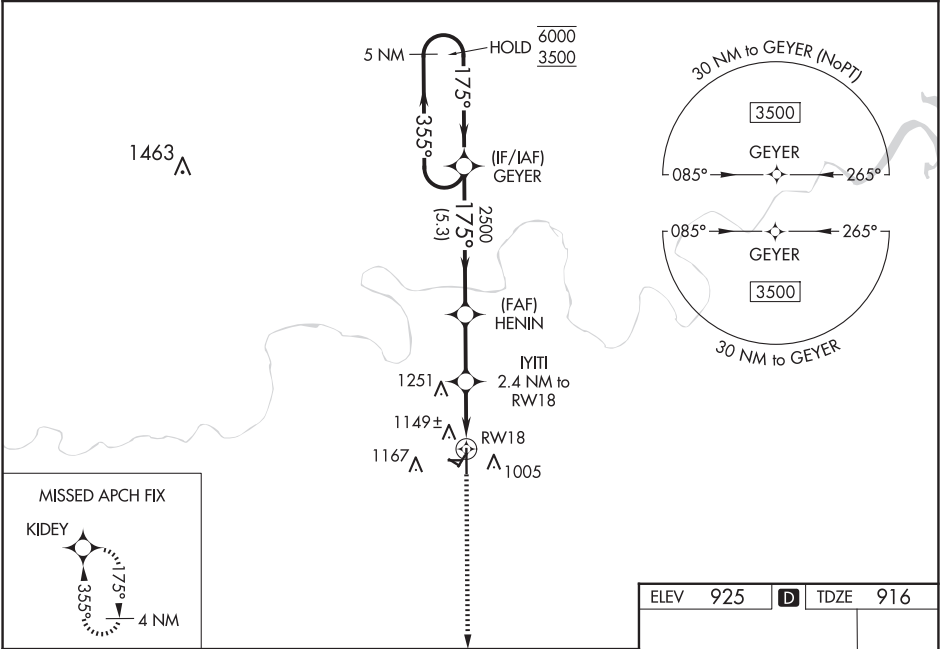
RNP APCH-GPS.

⚠

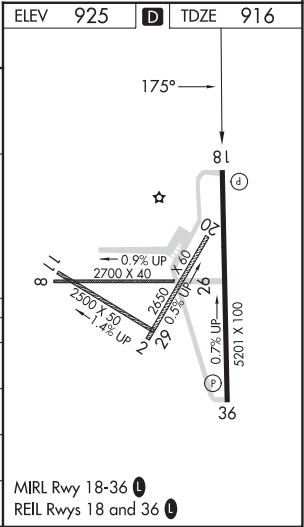
Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using CQB altimeter setting. When local altimeter setting not received, use CQB altimeter setting and increase LPV DA to 1207 feet and all visibilities $\frac{1}{8}$ SM. Increase LNAV/VNAV DA to 1398 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D $\frac{1}{4}$ SM. Circling NA to Rwy 2, 8, 11, 20, 26, 29.

MISSED APPROACH:
Climb to 3500 direct KIDEY and hold.

AWOS-3PT 118.25	KANSAS CITY CENTER 127.8 319.1	UNICOM 122.8 (CTAF) 📶
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5 NM Holding Pattern		GEYER		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 26).		3500		KIDEY	
6000 ← 355°				HENIN 2500		IYITI 2.4 NM to RW18			
3500 → 175°		175°		2500		1720			
GP 3.00° TCH 50				5.3 NM		2.4 NM		2.4 NM	
CATEGORY		A		B		C		D	
LPV DA				1166-¾		250 (300-¾)			
LNAV/VNAV DA				1357-½		441 (500-½)			
LNAV MDA		1400-1 484 (500-1)				1400-⅜ 484 (500-⅜)			
CIRCLING		1600-1 675 (700-1)				1600-2 675 (700-2)		1600-2¼ 675 (700-2¼)	

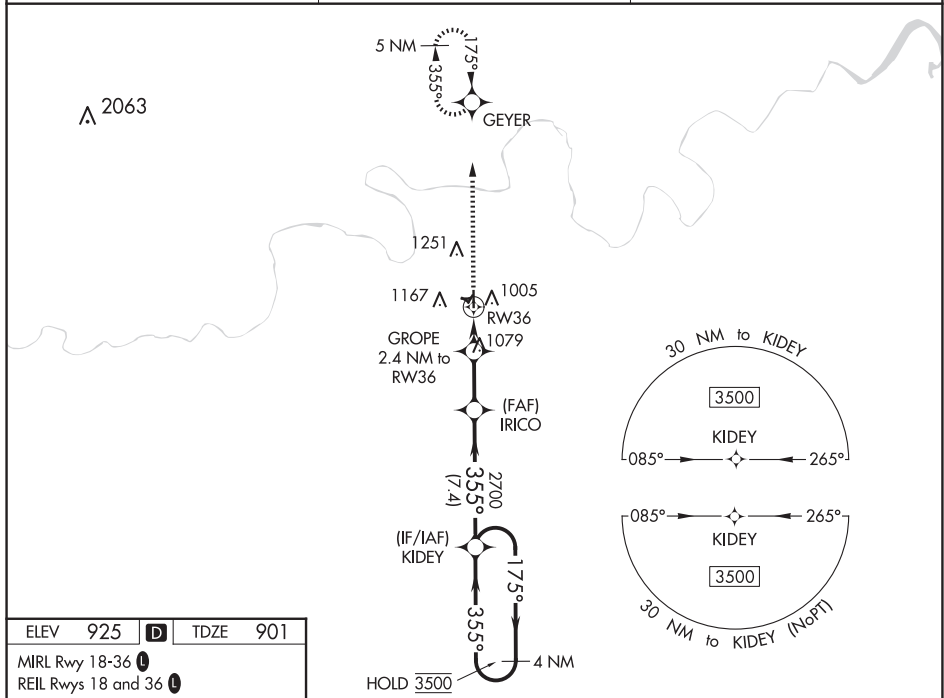


RNAV (GPS) RWY 36
CUSHING MUNI (CUH)

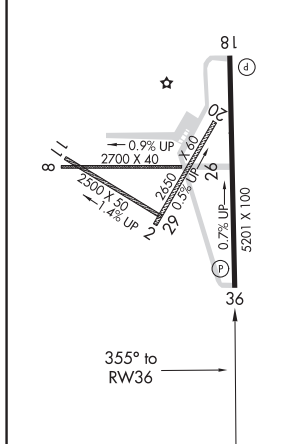
T
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rws 2, 8, 11, 20, 26, and 29.

MISSED APPROACH: Climb to 3500 direct GEYER and hold, continue to climb-in-hold to 3500.

AWOS-3PT 118.25	KANSAS CITY CENTER 127.8 319.1	UNICOM 122.8 (CTAF) 0
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ELEV	925	D	TDZE	901
MIRL Rwy 18-36 L				
REIL Rwy 18 and 36 L				



3500 GEYER

VGS1 and RNAV glidepath not coincident
[VGS1 Angle 3.00°/TCH 33].

4 NM Holding Pattern

KIDNEY

IRICO 2700

GROPE 2.4 NM to RW36

175° 3500

35°

35°

1680*

2700

RW36

GP 3.00° TCH 50

2.4 NM 3.2 NM 7.4 NM

CATEGORY	A	B	C	D
LPV DA	1151- $\frac{7}{8}$ 250 (300- $\frac{7}{8}$)			
RNAV/VNAV DA	1284-1 $\frac{1}{4}$ 383 (400-1 $\frac{1}{4}$)			
RNAV MDA	1340-1 439 (500-1)	1340-1 $\frac{1}{4}$ 439 (500-1 $\frac{1}{4}$)		
CIRCLING	1600-1 675 (700-1)	1600-2 675 (700-2)	1600-2 $\frac{1}{4}$ 675 (700-2 $\frac{1}{4}$)	

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

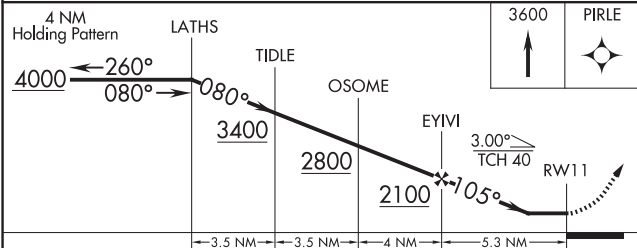
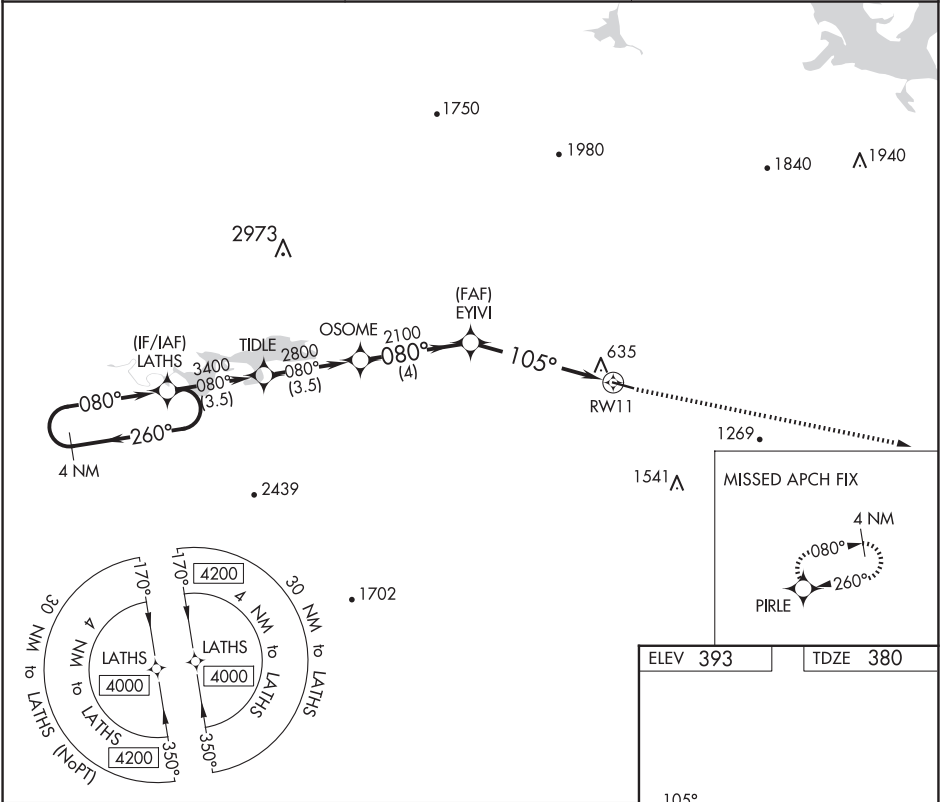
APP CRS	Rwy Idg	4466
105°	TDZE	380
	Apt Elev	393

RNAV (GPS) RWY 11

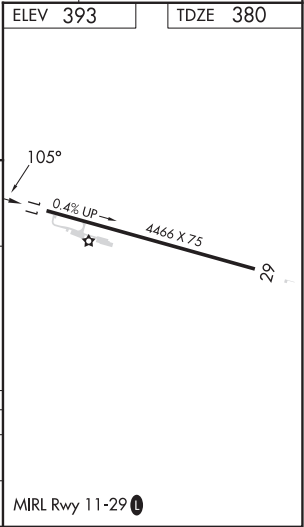
DANVILLE MUNI (32A)

<div><div>▼</div><div>NA</div></div>	Circling NA for Cat D south of Rwy 11-29. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Russellville Rgnl altimeter setting, when not received procedure NA.	MISSED APPROACH: Climb to 3600 direct PIRLE and hold.
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RUE ASOS 132.475	MEMPHIS CENTER 128.475 377.15	CTAF 122.9 0
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CATEGORY	A	B	C	D
LNAV MDA	940-1	560 (600-1)	940-1 5/8	560 (600-1 5/8)
CIRCLING	1040-1 647 (700-1)	1060-1 667 (700-1)	1060-1 3/4 667 (700-1 3/4)	1480-3 1087 (1100-3)



DE QUEEN, ARKANSAS

AL-6008 (FAA)

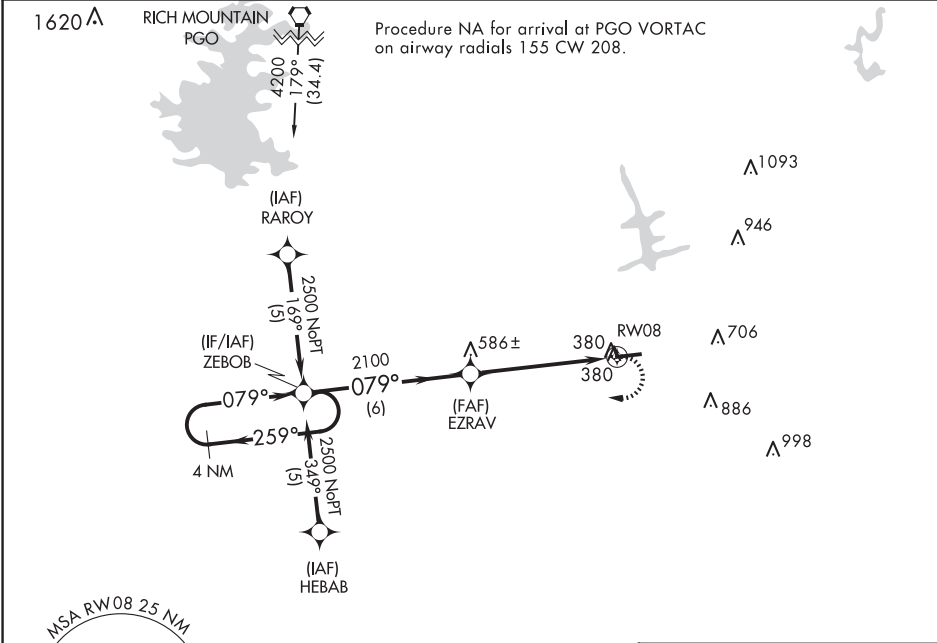
25051

APP CRS	Rwy Idg	5001
079°	TDZE	350
	Apt Elev	355

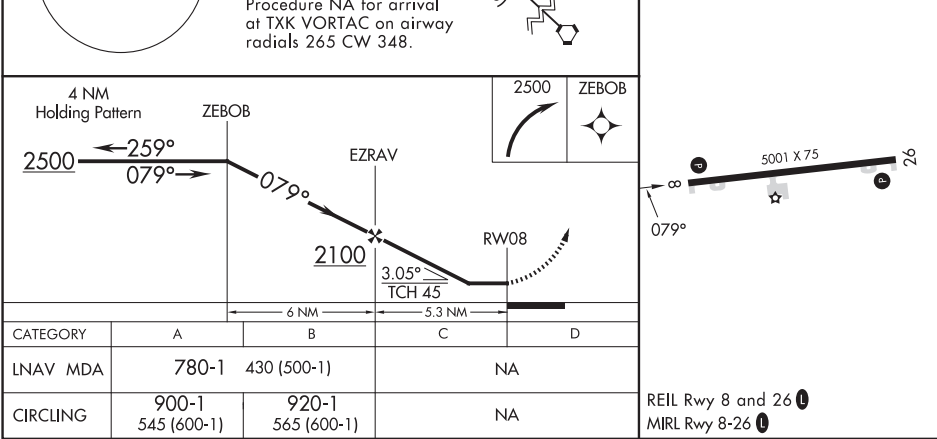
RNAV (GPS) RWY 8
J LYNN HELMS SEVIER COUNTY (DEQ)

RNP APCH-GPS.	When local altimeter setting not received, use TXK altimeter and increase all MDAs 100 feet. Rwy 8 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 26 NA at night.	MISSED APPROACH: Climbing right turn to 2500 direct ZEBOB and hold.
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ASOS 134.075	FORT WORTH CENTER 123.925 269.475	UNICOM 122.8 (CTAF) 0
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ELEV 355	TDZE 350
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DE QUEEN, ARKANSAS
Orig-D 20FEB25

34°03'N-94°24'W

J LYNN HELMS SEVIER COUNTY (DEQ)
RNAV (GPS) RWY 8

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

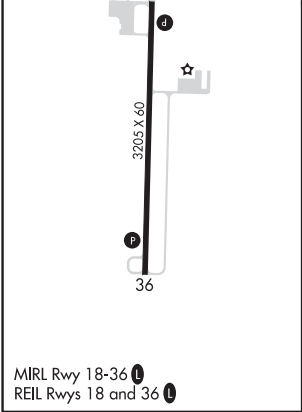
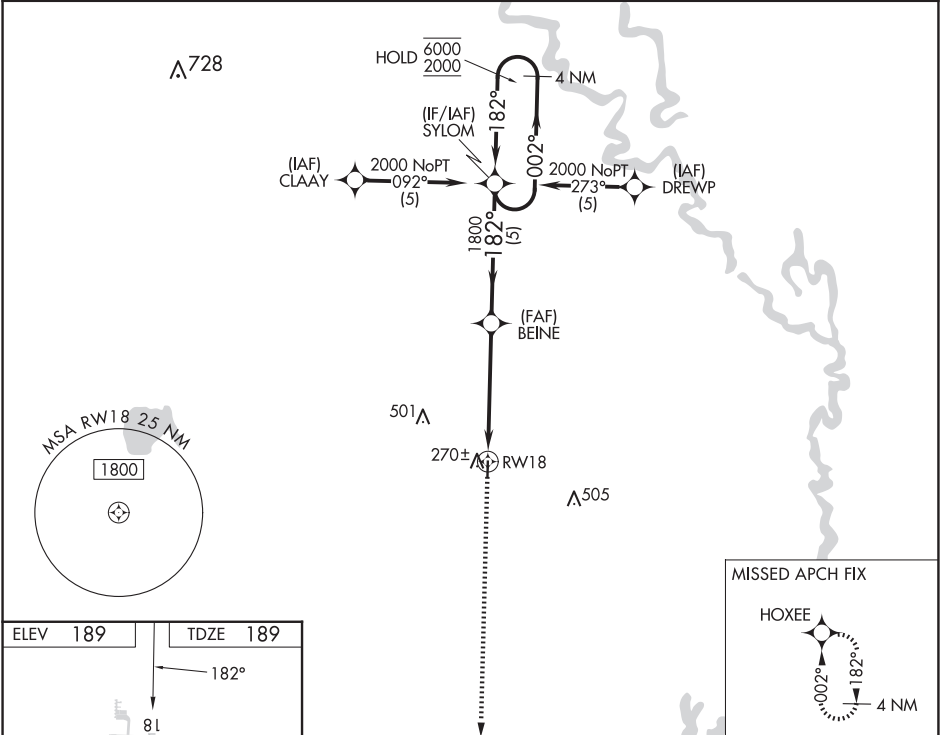
WAAS CH 86344 W18A	APP CRS 182°	Rwy Idg 3205 TDZE 189 Apt Elev 189
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RNAV (GPS) RWY 18

DEWITT MUNI/WHITCOMB FLD (5M1)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct HOXEE and hold.
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SGT AWOS-3PT 119.025	MEMPHIS CENTER 135.3 335.8	CTAF 122.9
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2000	HOXEE	4 NM Holding Pattern			
					

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

DE WITT, ARKANSAS

AL-10203 (FAA)

23166

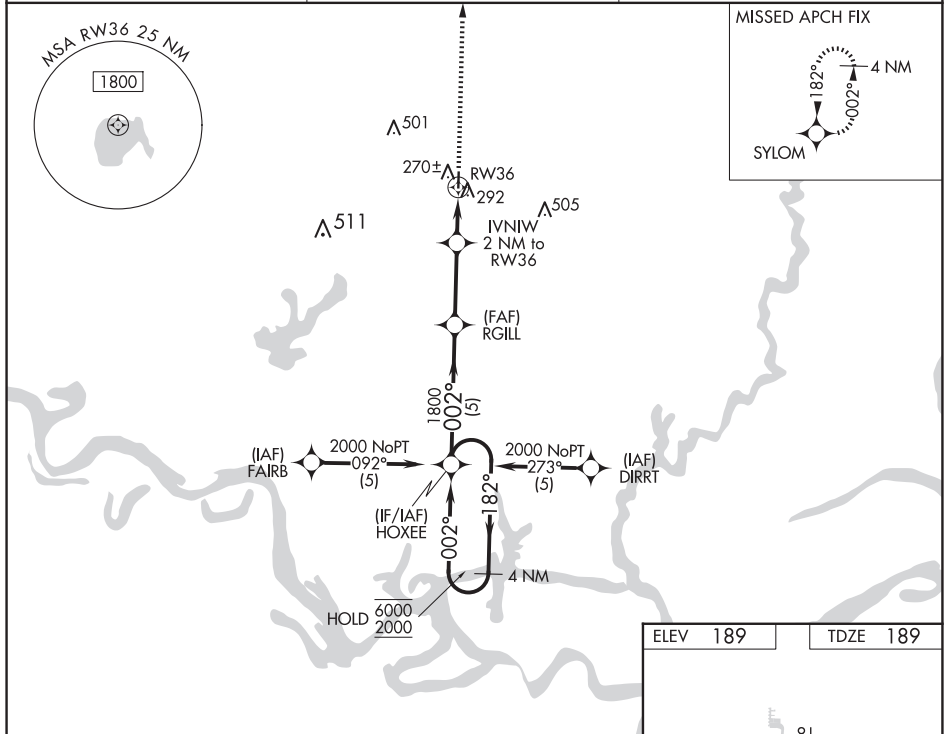
WAAS CH 45644 W36A	APP CRS 002°	Rwy Idg 3205 TDZE 189 Apt Elev 189
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RNAV (GPS) RWY 36

DEWITT MUNI/WHITCOMB FLD (5M1)

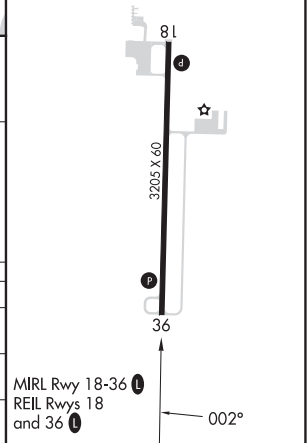
RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct SYLOM and hold.
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SGT AWOS-3PT 119.025	MEMPHIS CENTER 135.3 335.8	CTAF 122.90
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ELEV 189	TDZE 189
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4 NM Holding Pattern		2000 SYLOM	
6000 182°		2000	
2000 002°		SYLOM	
GP 3.00°		TCH 40	
HOXEE		RGILL	
1800		1800	
002°		IVNIW 2 NM to RW36	
1800		RW36	
5 NM		2.9 NM	
2 NM		2 NM	
CATEGORY	A	B	C
LPV DA	500-1	311 (400-1)	NA
LNAV/VNAV DA	500-1	311 (400-1)	NA
LNAV MDA	620-1	431 (500-1)	NA



DE WITT, ARKANSAS
Orig 19MAY22

34°16'N-91°18'W

RNAV (GPS) RWY 36

SC-1, 07 AUG 2025 to 02 OCT 2025

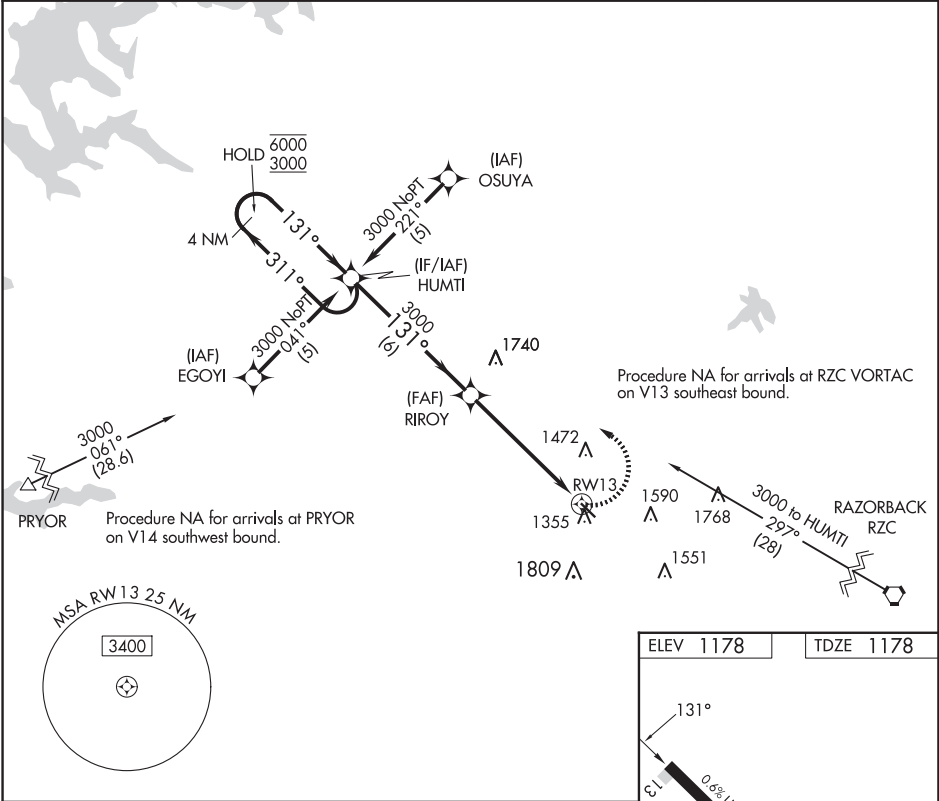
SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	3863
131°	TDZE	1178
	Apt Elev	1178

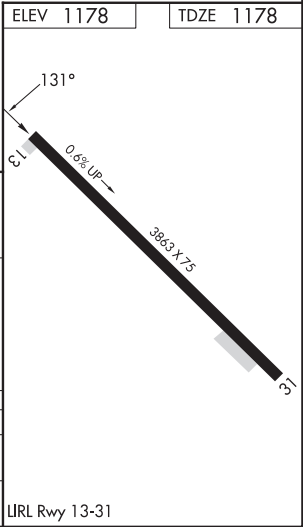
RNAV (GPS) RWY 13

CRYSTAL LAKE (5M5)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 3000 direct HUMTI and hold.	
NA Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. Use Northwest Arkansas Ntl altimeter setting; if not received, use Joplin Rgnl altimeter setting and increase all MDAs 120 feet and LNAV Cat C and Circling Cat B visibility ¼ SM and Circling Cat C visibility ½ SM. Circling NA for Cat C southwest of Rwy 13-31.			
XNA ASOS	RAZORBACK APP CON ★	CLNC DEL	UNICOM
119.425	121.0 244.575	126.6	122.8 (CTAF)



4 NM Holding Pattern			
HUMTI RIROY			
6000 3000 311° 131° 3000 3.05° TCH 40 RW13			
6 NM 5.6 NM			
CATEGORY	A	B	C
LNAV MDA	1720-1	542 (600-1)	1720-1 5/8 542 (600-1 5/8)
CIRCLING	1820-1 642 (700-1)	1900-1 722 (800-1)	1940-2 1/4 762 (800-2 1/4)



DUMAS, ARKANSAS

AL-6824 (FAA)

21336

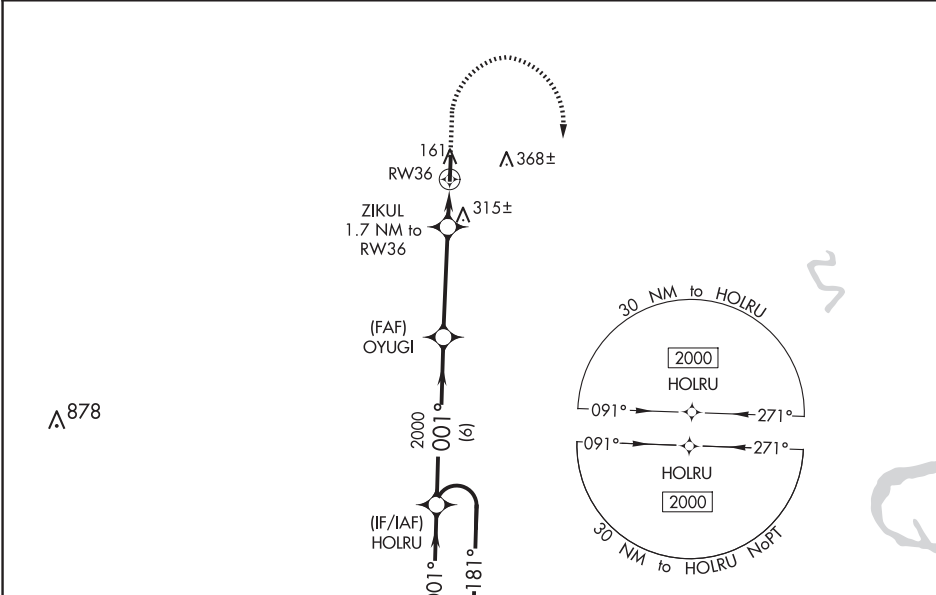
WAAS CH 49133 W36A	APP CRS 001°	Rwy Idg TDZE 164 Apt Elev 164	5003
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RNAV (GPS) RWY 36

BILLY FREE MUNI (ØMØ)

<div><div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Pine Bluff altimeter setting, when not received use Greenville, MS altimeter setting and increase all DA 22 feet and all MDA 40 feet; increase LPV all Cats visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.</div><div><div>MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct HOLRU and hold.</div></div></div>
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PBF ASOS 120.775	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) Ø
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4 NM Holding Pattern		ELEV 164		TDZE 164	
HOLRU		MIRL Rwy 18-36 Ø			
2000 ← 181°		1000		2000	
001° →		↑		↗	
GP 3.00°		OYUGI		*LNNAV only.	
TCH 40		2000		ZIKUL 1.7 NM to RW36	
		6 NM		*740	
		3.9 NM		RW36	
		1.7 NM			
CATEGORY	A	B	C	D	
LPV DA	481-1	317 (400-1)		NA	
LNNAV/VNAV DA	492-1 1/8	328 (400-1 1/8)		NA	
LNNAV MDA	640-1	476 (500-1)	640-1 3/8 476 (500-1 3/8)	NA	
CIRCLING	780-1	616 (700-1)	800-1 3/4 636 (700-1 3/4)	NA	

DUMAS, ARKANSAS
Amdt 1A 29MAY14

33°53'N-91°32'W

BILLY FREE MUNI (ØMØ)

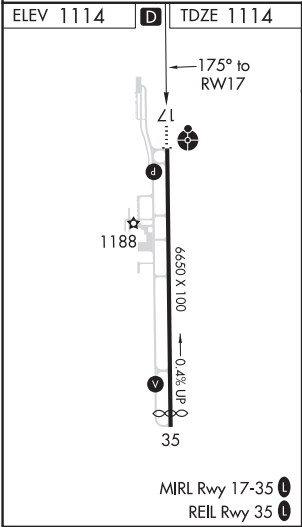
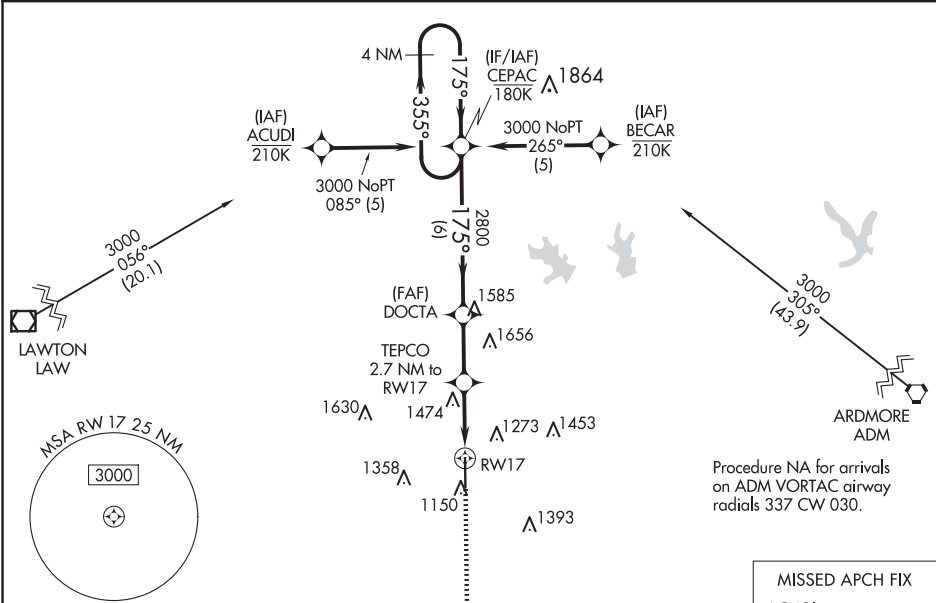
RNAV (GPS) RWY 36

WAAS CH 93619 W17A	APP CRS 175°	Rwy Idg 6325 TDZE 1114 Apt Elev 1114
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RNAV (GPS) RWY 17
HALLIBURTON FLD (DUC)

RNP APCH. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D.	ODALS 	MISSED APPROACH: Climb to 3000 direct ACUGI and hold.
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AWOS-3 119.075	FORT SILL APP CON 118.6 290.375	CLNC DEL 118.4	UNICOM 122.8 (CTAF) 0
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3000	ACUGI	TEPCO 2.7 NM to RW17	DOCTA 2800	CEPAC 4 NM Holding Pattern
*LNAV only.	*1.8 NM to RW17	*2020	175°	355°
RW17	1.8 NM	0.9 NM	2.4 NM	6 NM
GP 3.00° TCH 53				
CATEGORY	A	B	C	D
LPV DA	1314-3/4	200 (200-3/4)		
LNAV/VNAV DA	1806-2 1/2	692 (700-2/2)		
LNAV MDA	1740-3/4	626 (700-3/4)	1740-1 3/4	626 (700-1 3/4)
CIRCLING	1740-1	626 (700-1)	1780-1 3/4	1780-2
			666 (700-1 3/4)	666 (700-2)

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

DUNCAN, OKLAHOMA

AL-5140 (FAA)

22139

WAAS CH 40241 W35A	APP CRS 355°	Rwy Idg TDZE Apt Elev	6325 1094 1114
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RNAV (GPS) RWY 35

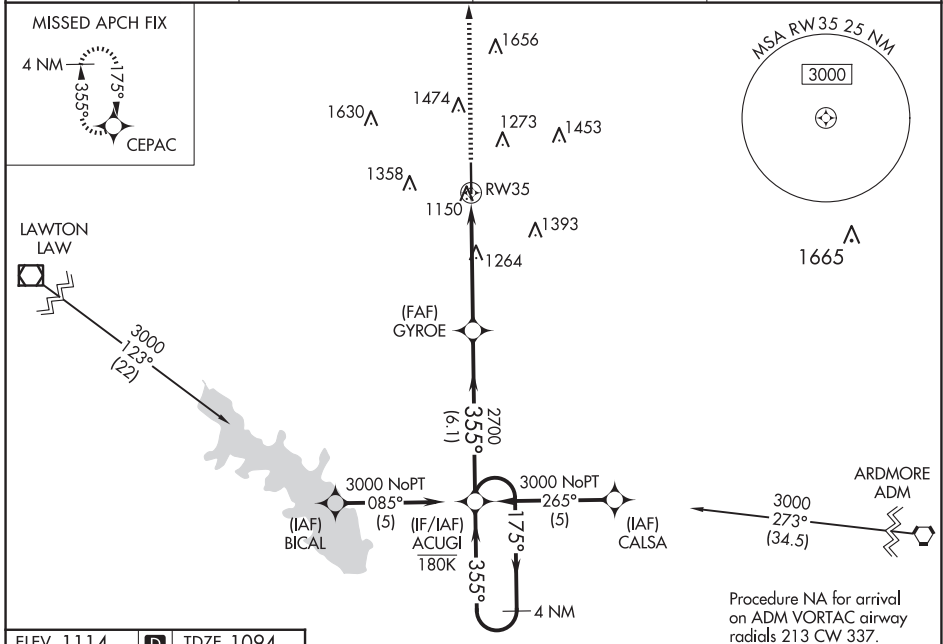
HALLIBURTON FLD (DUC)

RNP APCH.

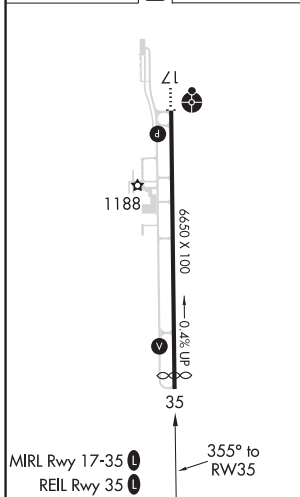
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct CEPAC and hold.

AWOS-3 119.075	FORT SILL APP CON 118.6 290.375	CLNC DEL 118.4	UNICOM 122.8 (CTAF) 0
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ELEV 1114	D	TDZE 1094
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3000	CEPAC	ACUGI	4 NM Holding Pattern
*LNAV only.			
RW35	*1.2 NM to RW35	GYROE 2700	355°
1.2 NM	3.7 NM	6.1 NM	
CATEGORY	A	B	C
LPV DA	1294- ³ / ₄	200 (200- ³ / ₄)	
LNAV/VNAV DA	1397- ⁷ / ₈	303 (300- ⁷ / ₈)	
LNAV MDA	1520-1	426 (500-1)	1520-1 ¹ / ₄ 426 (500-1 ¹ / ₄)
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1780-1 ³ / ₄ 666 (700-1 ³ / ₄) 1780-2 666 (700-2)

DUNCAN, OKLAHOMA

Amdt 2B 18JUN20

34°28'N-97°58'W

RNAV (GPS) RWY 35

HALLIBURTON FLD (DUC)

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **99518**
W17A

APP CRS
175°

Rwy Idg
TDZE **699**
Apt Elev **699**

RNAV (GPS) RWY 17

DURANT RGNL/EAKER FLD (DUA)

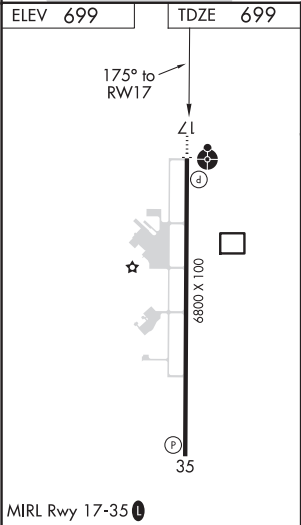
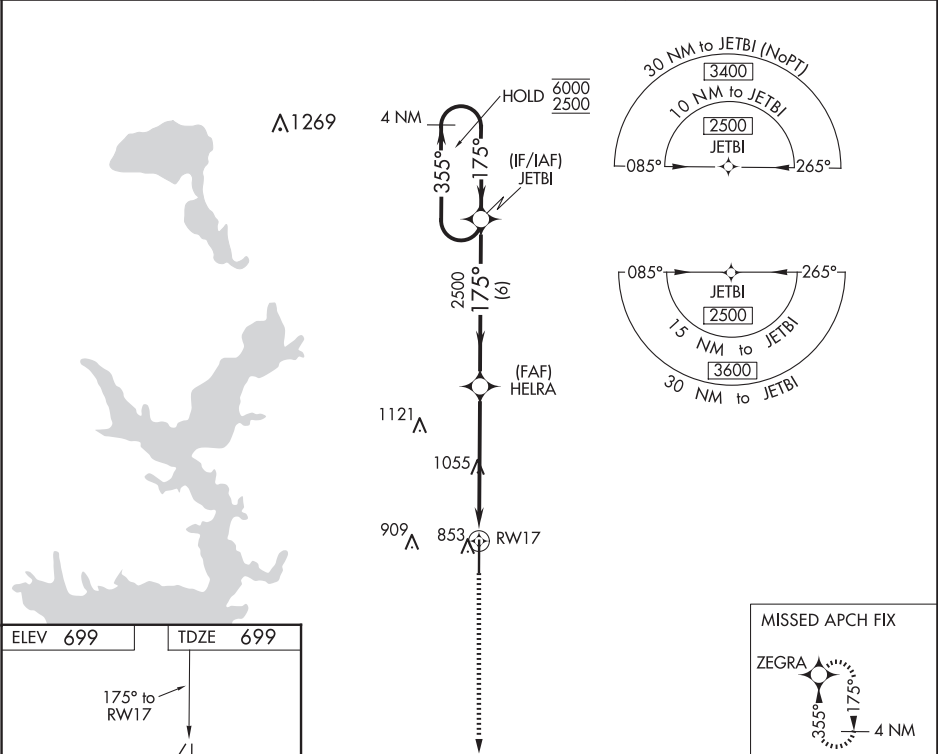
RNP APCH.

Inop table does not apply to LPV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1 1/2 SM.

ODALS

MISSED APPROACH: Climb to 2500 direct ZEGRA and hold.

AWOS-3 124.175	FORT WORTH CENTER 124.75 323.0	UNICOM 123.05 (CTAF) 0
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2500 ZEGRA

*LNAV only.

HELRA

2500

JETBI

4 NM Holding Pattern

RW17

*1.8 NM to RW17

175°

355°

6000 2500

GP 3.00° TCH 43

1.8 NM

3.7 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	899-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1133-11/8	434 (500-11/8)		NA
LNAV MDA	1320-3/4 621 (700-3/4)	1320-13/4 621 (700-13/4)		NA

DURANT, OKLAHOMA

AL-6172 (FAA)

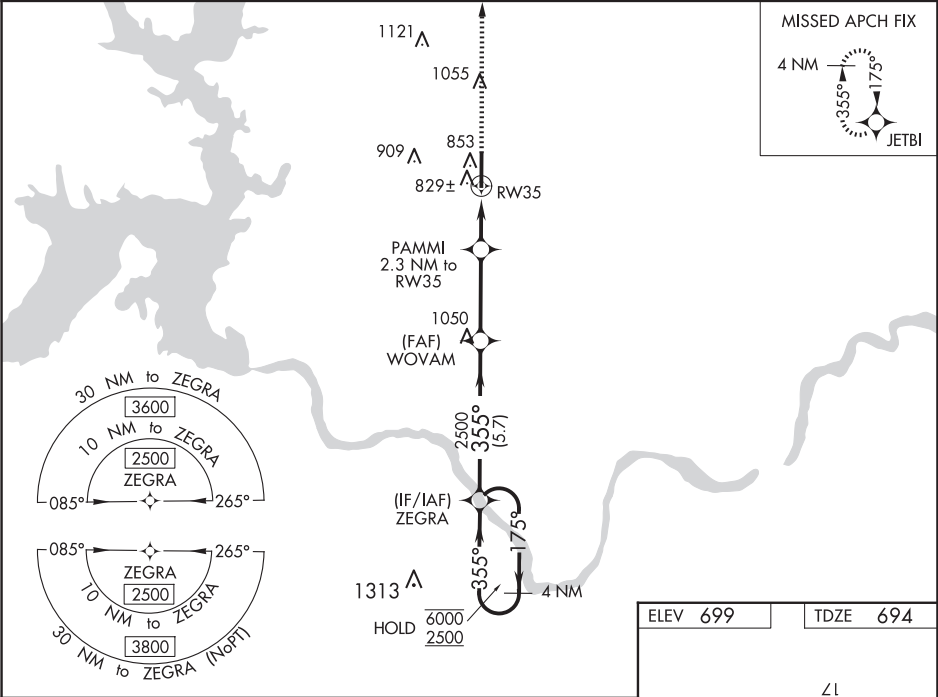
21336

WAAS CH 48918 W35A	APP CRS 355°	Rwy Idg 6800 TDZE 694 Apt Elev 699
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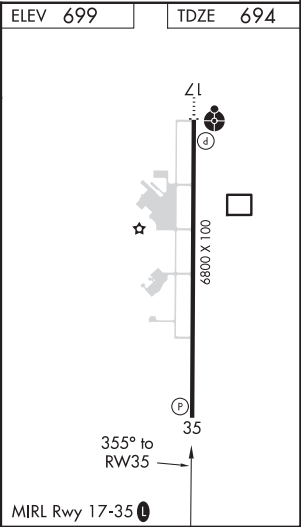
RNAV (GPS) RWY 35
DURANT RGNL/EAKER FLD (DUA)

RNP APCH.	MISSED APPROACH: Climb to 2500 direct JETBI and hold.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3 124.175	FORT WORTH CENTER 124.75 323.0	UNICOM 123.05 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).				
4 NM Holding Pattern				
6000 ← 175° → 355° → 355° → 2500				
GP 3.00° TCH 42				
ZEGRA WOVAM PAMMI 2.3 NM to RW35				
2500 2500 2500 2500				
5.7 NM 3.3 NM 1.2 NM 1.1 NM				
RW35				
*1460				
*1.1 NM to RW35				
*LNAV only.				
CATEGORY	A	B	C	D
LPV DA	894-¾	200 (200-¾)		NA
LNAV/VNAV DA	1086-1½	392 (400-1½)		NA
LNAV MDA	1080-1	386 (400-1)	1080-1½ 386 (400-1½)	NA



DURANT, OKLAHOMA
Amdt 2A 18JUN20

33°57'N-96°24'W

DURANT RGNL/EAKER FLD (DUA)
RNAV (GPS) RWY 35

SC-1, 07 AUG 2025 to 02 OCT 2025

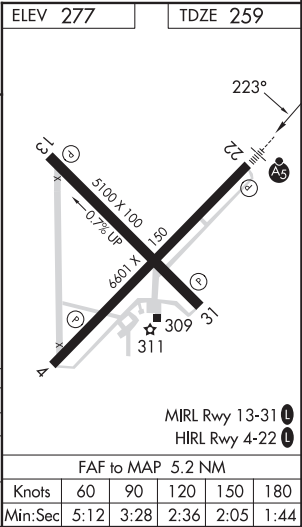
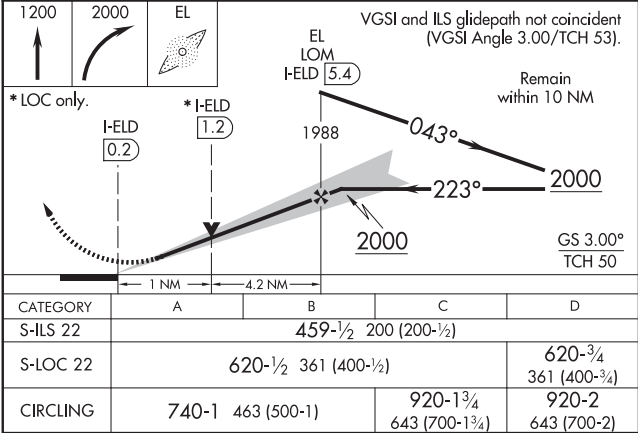
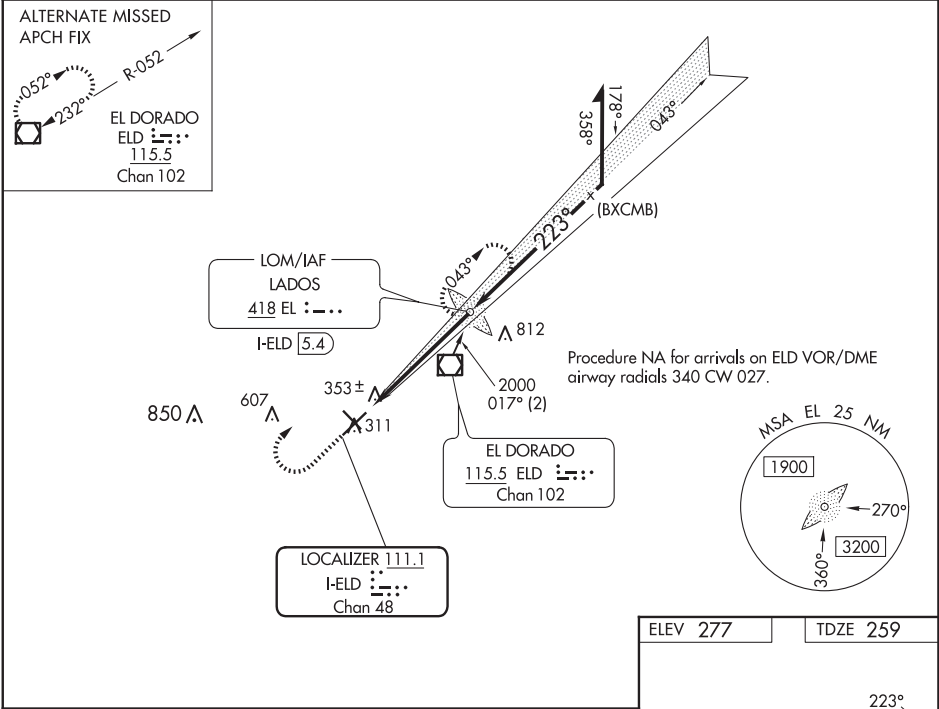
SC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-ELD 111.1 Chan 48	APP CRS 223°	Rwy Idg 6601 TDZE 259 Apt Elev 277
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ILS or LOC RWY 22

SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)

ADF required. NA Circling Rwy 4, 13, 31 NA at night.		MALSR AS	MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct LADOS LOM and hold.
ASOS 118,325	FORT WORTH CENTER 128.2 269.1	UNICOM 123.0 (CTAF) 0	



EL DORADO, ARKANSAS

AL-637 (FAA)

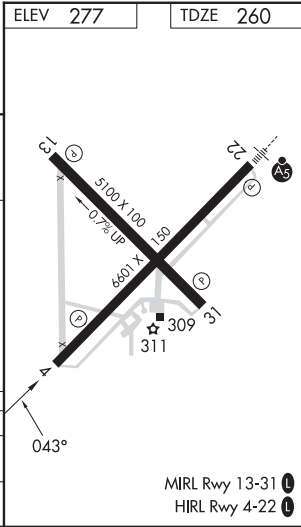
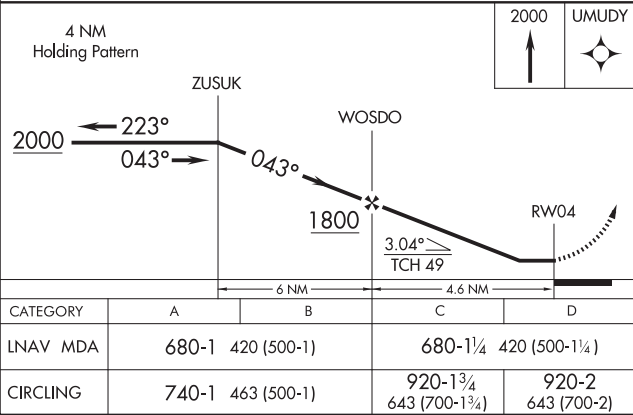
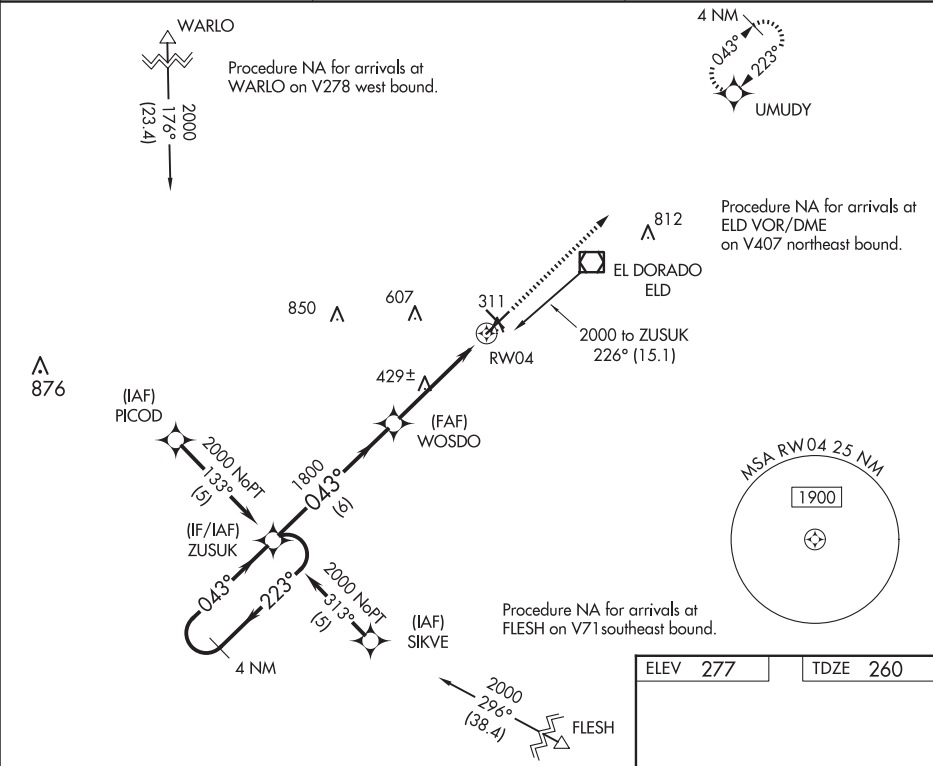
23278

APP CRS	Rwy Idg	6601
043°	TDZE	260
	Apt Elev	277

RNAV (GPS) RWY 4
SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)

RNP APCH.

Straight-in Rwy 4 NA at night, Circling Rwy 4, 13, 31 NA at night. Rwy 4 helicopter visibility below 1 SM NA.		MISSED APPROACH: Climb to 2000 direct UMUDY and hold.
ASOS 118.325	FORT WORTH CENTER 128.2 269.1	UNICOM 123.0 (CTAF) 0



EL DORADO, ARKANSAS
Orig-D 20MAY21

SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)
33°13'N-92°49'W
RNAV (GPS) RWY 4

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77521 W22A	APP CRS 223°	Rwy Idg 6601 TDZE 259 Apt Elev 277
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RNAV (GPS) RWY 22

SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)

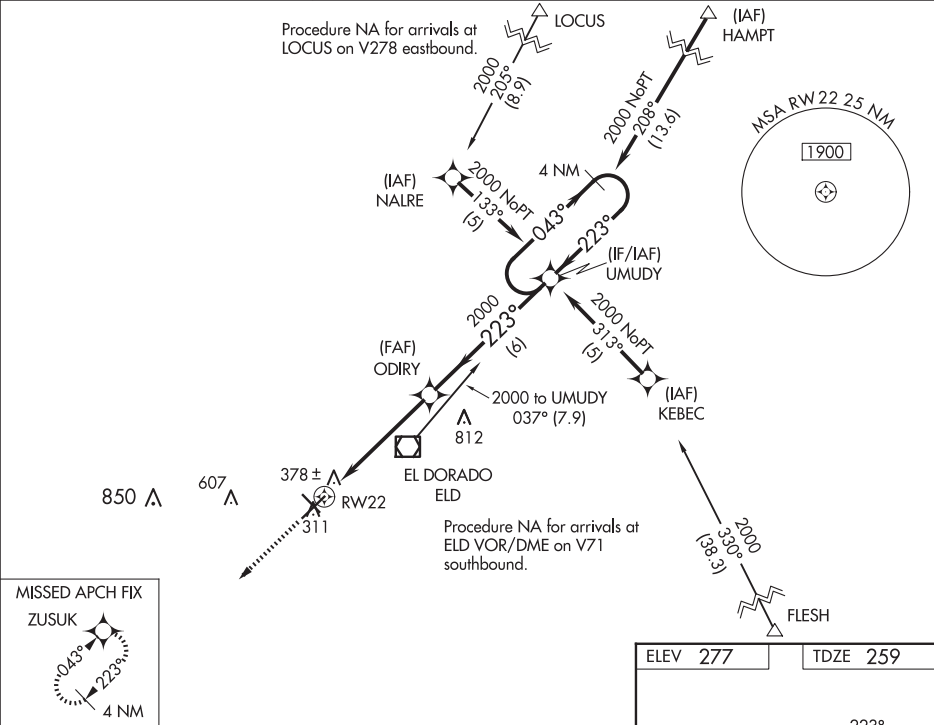
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1½ SM, increase LNAV/VNAV all Cats visibility to 1¼ SM. Circling Rwy 4, 13, 31, NA at night.

MALSR

MISSED APPROACH:
Climb to 2000 direct ZUSUK and hold.

ASOS 118.325	FORT WORTH CENTER 128.2 269.1	UNICOM 123.0 (CTAF) 0
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2000

ZUSUK

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).

4 NM Holding Pattern

* LNAV only.

1 NM to RW22

RW22

223°

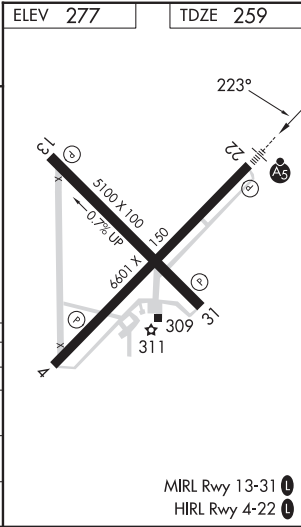
2000

043°

2000

GP 3.00° TCH 50

CATEGORY	A	B	C	D
LPV DA	602-5⁄8 343 (400-5⁄8)			
LNAV/VNAV DA	650-7⁄8 391 (400-7⁄8)			
LNAV MDA	640-1⁄2 381 (400-1⁄2)		640-5⁄8 381 (400-5⁄8)	
CIRCLING	740-1 463 (500-1)		920-1¼ 643 (700-1¼)	920-2 643 (700-2)



EL DORADO, ARKANSAS

AL-637 (FAA)

25107

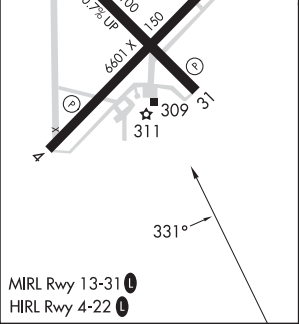
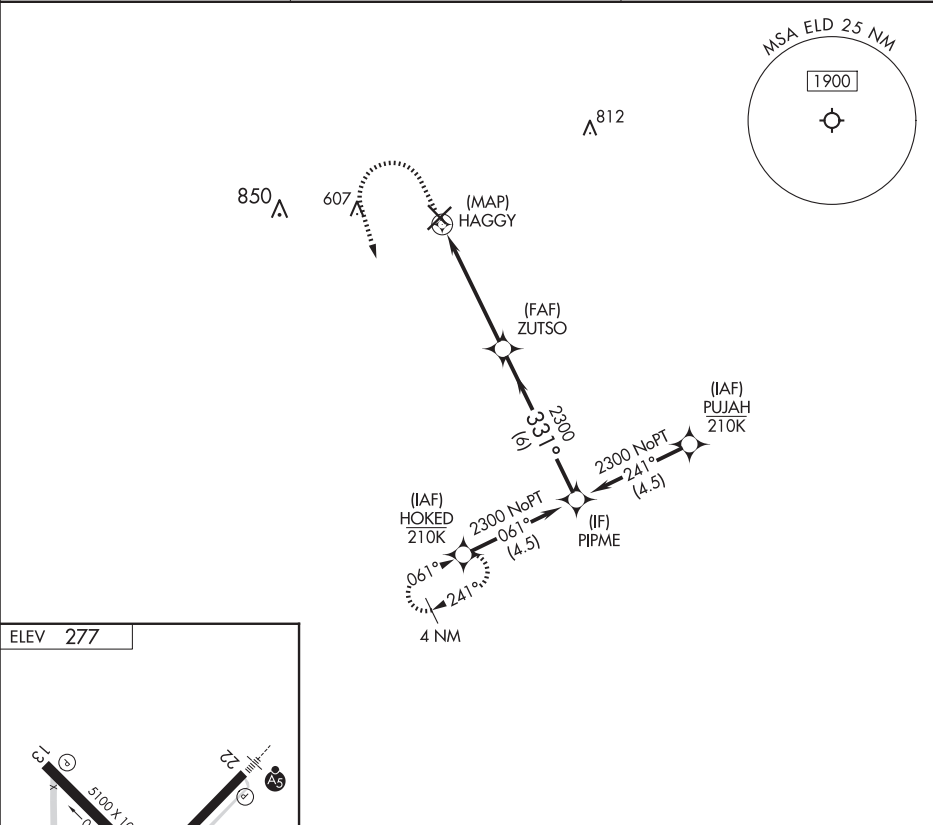
APP CRS	Rwy Idg	N/A
331°	TDZE	N/A
	Apt Elev	277




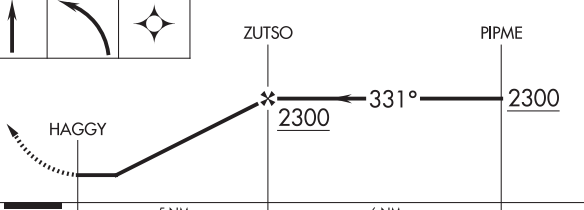
RNAV (GPS)-A

SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 800 then climbing left turn to 2300 direct HOKED and hold.
<div><div><div><div></div><div></div></div></div></div>	Circling Rwy 4, 13, 31 NA at night. Rwy 4, 13, 31 helicopter visibility reduction below 1 SM NA.	

ASOS 118.325	FORT WORTH CENTER 128.2 269.1	UNICOM 123.0 (CTAF) 0
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800	2300	HOKED		
				
				
CATEGORY	A	B	C	D
CIRCLING	720-1 443 (500-1)	740-1 463 (500-1)	920-1¾ 643 (700-1¾)	920-2 643 (700-2)

EL DORADO, ARKANSAS
Orig 17APR25

SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)
33°13'N-92°49'W
RNAV (GPS)-A

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME ELD
115.5
Chan **102**

APP CRS
049°

Rwy Idg **6601**
TDZE **260**
Apt Elev **277**

VOR/DME RWY 4

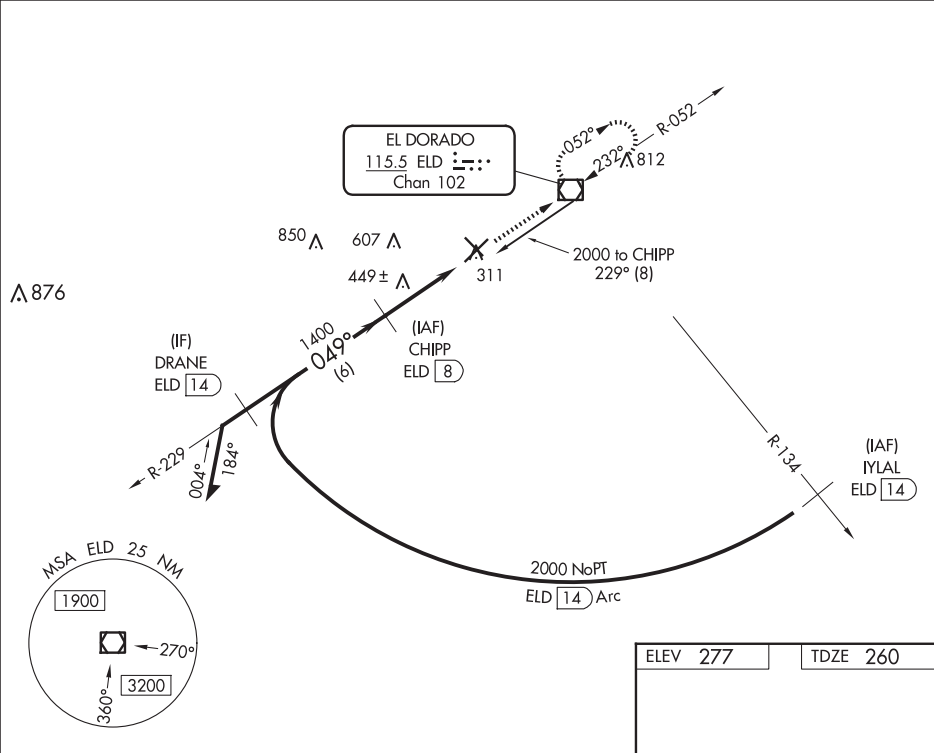
SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)

▼

Straight-in Rwy 4 NA at night, Circling Rwy 4, 13, 31 NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct ELD VOR/DME and hold.

ASOS 118.325	FORT WORTH CENTER 128.2 269.1	UNICOM 123.0 (CTAF) 0
------------------------	---	---------------------------------



2000

Remain within 10 NM

CHIPP ELD 8

229°

049°

1400

2.97°

TCH 49

3.5 NM

ELD 4.5

2000

ELD

ELEV 277

TDZE 260

5100 x 100

0.7% UP

6601 x 150

309

311

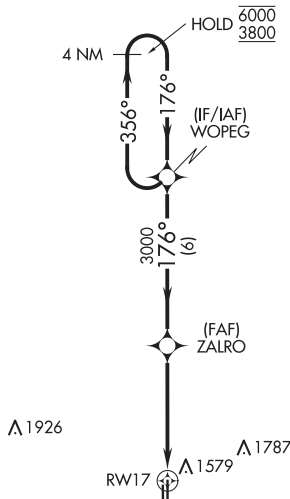
049°

CATEGORY	A	B	C	D
S-4	700-1	440 (500-1)	700-1¼ 440 (500-1¼)	700-1½ 440 (500-1½)
CIRCLING	740-1	463 (500-1)	920-1¾ 643 (700-1¾)	920-2 643 (700-2)

MIRL Rwy 13-31 0
HIRL Rwy 4-22 0

RNAV (GPS) RWY 17
EL RENO RGNL (RQO)

MISSED APPROACH: Climb to 3800 direct WUSEN and hold.

UNICOM
122.8 (CTAF) 

6000 ← 356°
3800 176° →

GP 3.00°
TCH 40

176°

3000

ZAIRO

3000

1.9 NM to RW17

3000

RW17

MIRL Rwy 17-35 **L**
REIL Rwy 17 and 35 **L**

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97443 W35A	APP CRS 356°	Rwy Idg TDZE 1417 Apt Elev 1420
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RNAV (GPS) RWY 35

EL RENO RGNL (RQO)

RNP APCH-GPS.

▼ Rwy 35 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 35 NA at night, Circling Rwy 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA to Rwy 18 and 36.

MISSED APPROACH: Climb to 3800 direct WOPEG and hold.


AWOS-3
118.475

OKE CITY APP CON
124.6 266.8

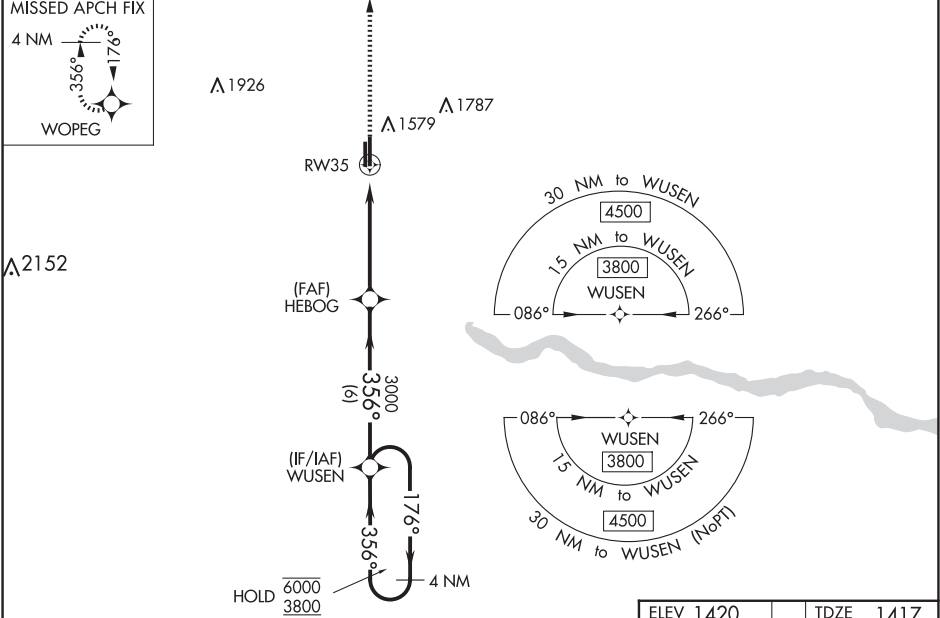
UNICOM
122.8 (CTAF) 0

MISSED APCH FIX

4 NM




WOPEG



3800

↑

WOPEG



RW35

HEBOG

WUSEN

4 NM Holding Pattern

3000

356°

176°

6000

3800

GP 3.00°

TCH 40

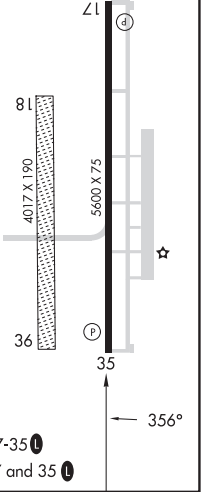
4.8 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1667-1		250 (300-1)	
LNAV/ VNAV DA	1667-1		250 (300-1)	
LNAV MDA	1800-1	383 (400-1)	1800-1½	383 (400-1½)
CIRCLING	1900-1	480 (500-1)	2140-2 720 (800-2)	2140-2¼ 720 (800-2¼)

ELEV 1420

TDZE 1417



MIRL Rwy 17-35 0

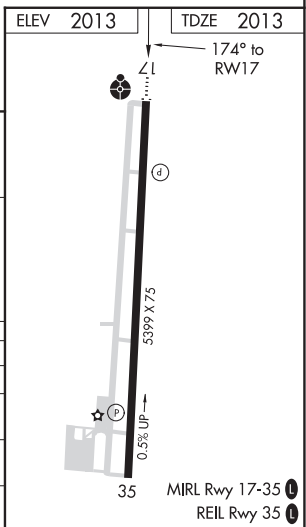
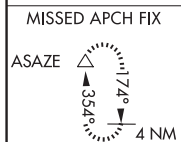
REIL Rwy 17 and 35 0


SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17
ELK CITY RGNL BUSINESS (ELK)

MISSED APPROACH: Climb to 4000 direct ASAZE and hold.

UNICOM
122.8 (CTAF) **L**

CATEGORY		A	B	C	D
LPV	DA	2263- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)	
LNAV/ VNAV	DA	2305- $\frac{3}{4}$		292 (300- $\frac{3}{4}$)	
LNAV MDA		2520- $\frac{3}{4}$ 507 (600- $\frac{3}{4}$)		2520-1 $\frac{3}{8}$ 507 (600-1 $\frac{3}{8}$)	
 CIRCLING		2520-1 507 (600-1)	2680-1 667 (700-1)	2680-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$)	2940-3 927 (1000-3)

ELK CITY RGNL BUSINESS (ELK)
RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

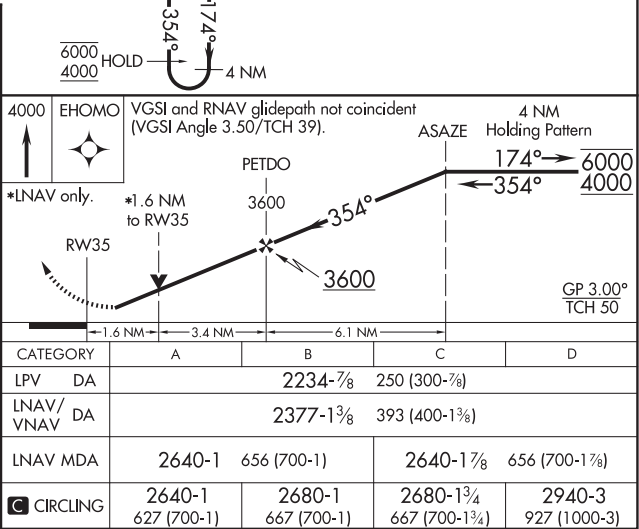
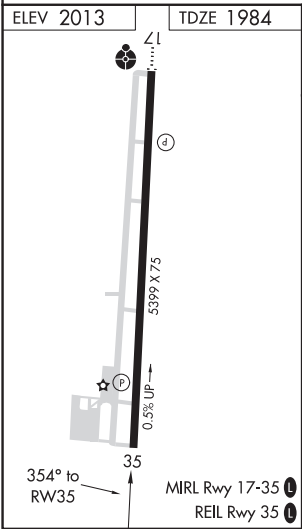
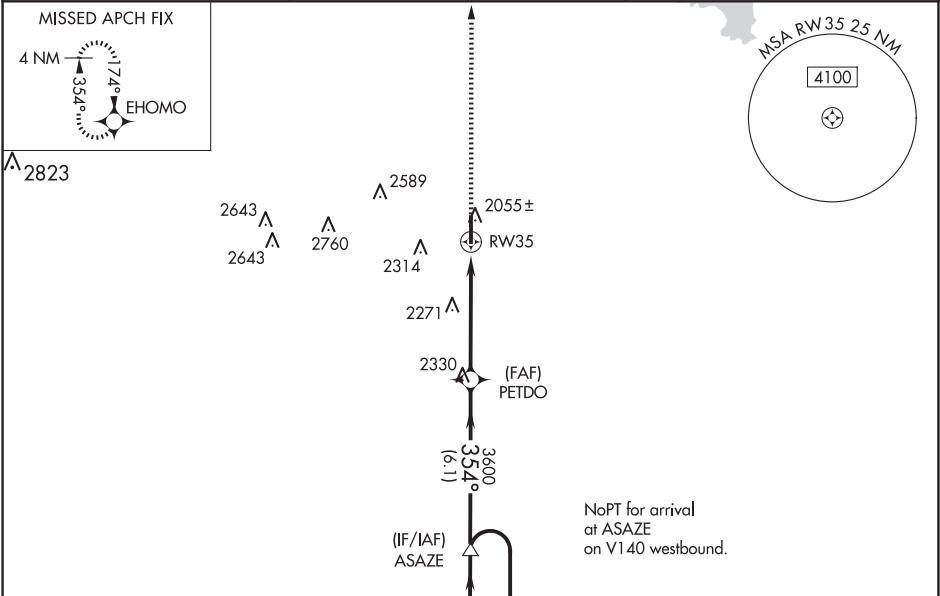
WAAS CH 53508 W35A	APP CRS 354°	Rwy Idg TDZE 1984 Apt Elev 2013
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RNAV (GPS) RWY 35

ELK CITY RGNL BUSINESS (ELK)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct EHOMO and hold.
<div><div>▼</div><div>Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.</div></div>	

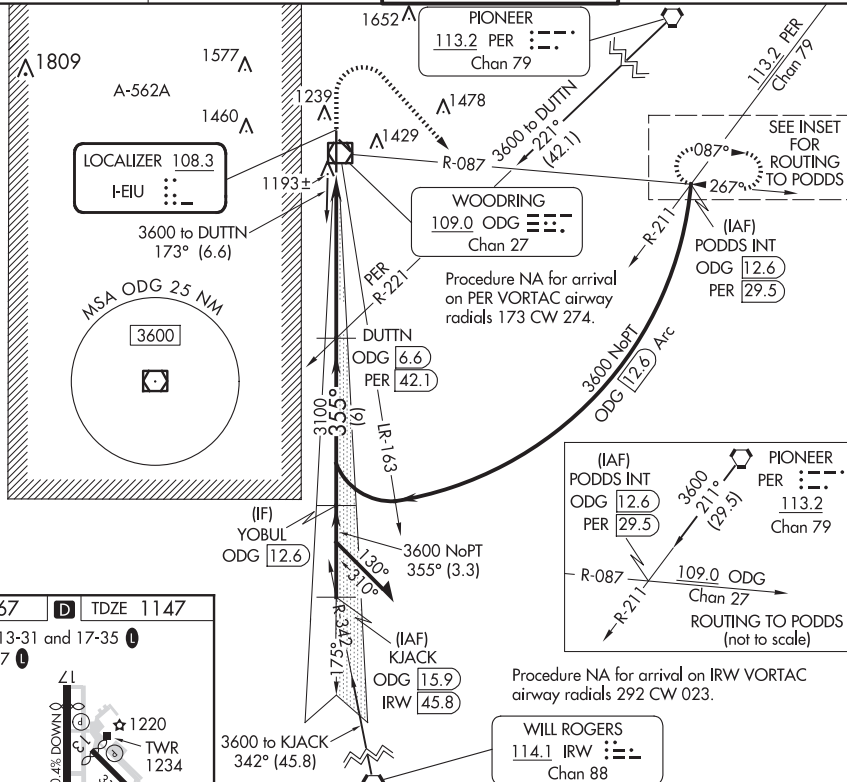
AWOS-3 118.225	FORT WORTH CENTER 128.4 269.37	UNICOM 122.8 (CTAF) 0
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ILS or LOC RWY 35
ENID WOODRING RGNL (WDG)

MISSED APPROACH:
Climb to 1600 then
climbing right turn to
3600 on heading 130°
and ODG VOR/DME
R-087 to PODDS INT/
12.6 DME and hold.



GND CON
121.925




Procedure NA for arrival on IRW VORTAC
airway radials 292 CW 023.

WILL ROGERS
114.1 IRW ::
Chan 88

DUTTN
ODG 66

1600	3600	ODG R-087	PODDS INT
			

CATEGORY	A	B	C	D	E
S-ILS 35	1347- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)				
S-LOC 35	1600- $\frac{1}{2}$ 453 (500- $\frac{1}{2}$) 1600- $\frac{3}{8}$ 453 (500- $\frac{3}{8}$)				
 CIRCLING	1760-1	593 (600-1)	1820- $\frac{1}{4}$ 653 (700- $\frac{1}{4}$)	1880- $\frac{2}{4}$ 713 (800- $\frac{2}{4}$)	2000-3 833 (900-3)

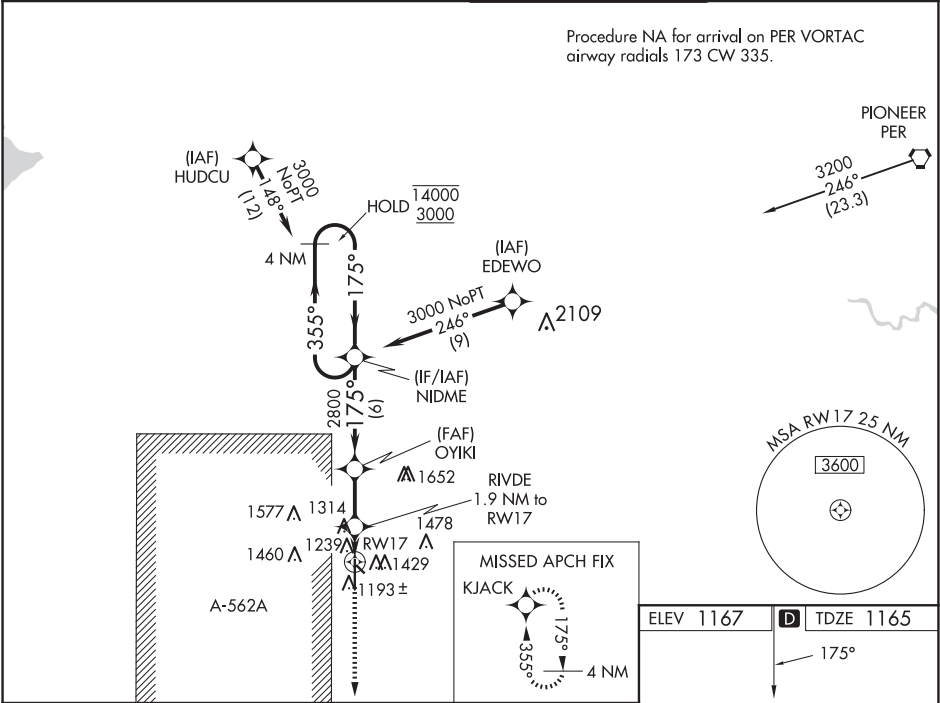
ENID WOODRING RGNL (WDG)
ILS or LOC RWY 35

SC-1, 07 AUG 2025 to 02 OCT 2025

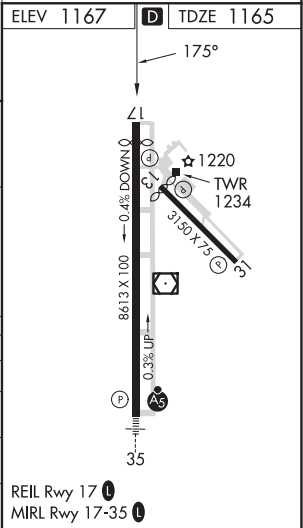
WAAS CH 50213 W17A	APP CRS 175°	Rwy Idg 8002 TDZE 1165 Apt Elev 1167
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RNAV (GPS) RWY 17
ENID WOODRING RGNL (WDG)

RNP APCH-GPS. <div><div></div><div>Circling Rwy 13 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div></div>		MISSED APPROACH: Climb to 3600 direct KJACK and hold.	
AWOS-3PT 123.725	VANCE APP CON ★ 121.3 346.325	WOODRING TOWER ★ 118.9 (CTAF) 0 257.95	GND CON 121.925



4 NM Holding Pattern		NIDME		3600 KJACK	
14000 ← 355°		3000 → 175°		2800	
GP 3.00°		TCH 50		1820	
6 NM		3.1 NM		0.7 NM	
1.2 NM		1.9 NM to RWY 17		1.2 NM to RWY 17	
CATEGORY	A	B	C	D	E
LPV DA	1415-3/4		250 (300-3/4)		
LNAV/VNAV DA	1415-3/4		250 (300-3/4)		
LNAV MDA	1580-1	415 (500-1)	1580-1 1/8	415 (500-1 1/8)	
CIRCLING	1760-1	593 (600-1)	1820-1 3/4	1880-2 1/4	2000-3
			653 (700-1 3/4)	713 (800-2 1/4)	833 (900-3)



ENID, OKLAHOMA



AL-136 (FAA)

25107

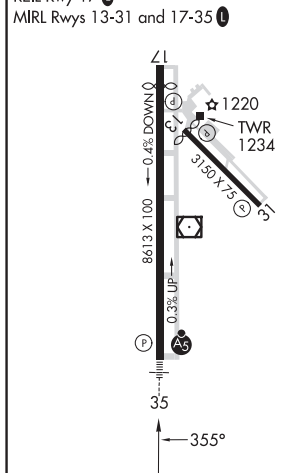
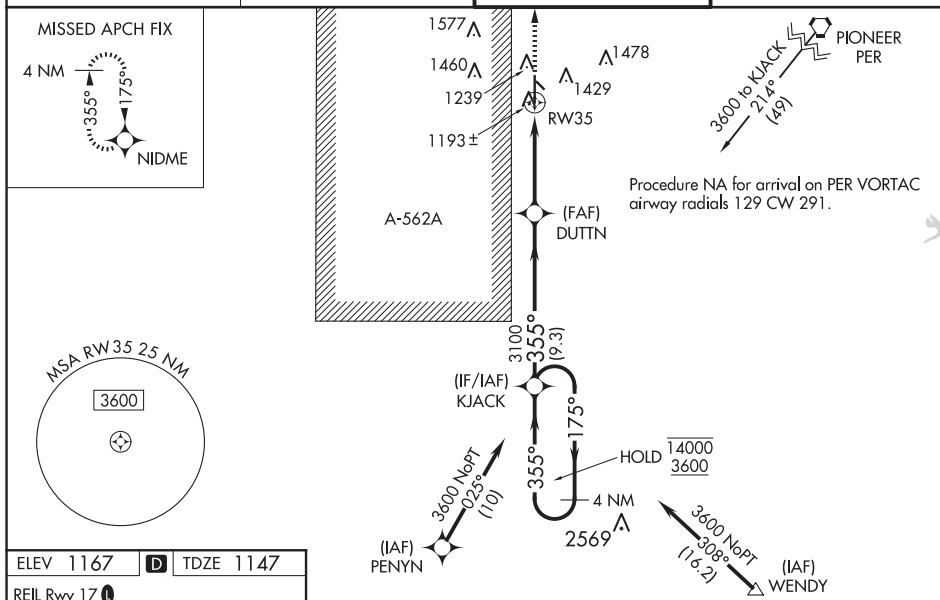
WAAS CH 97413 W35A	APP CRS 355°	Rwy Idg 8002 TDZE 1147 Apt Elev 1167
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RNAV (GPS) RWY 35

ENID WOODRING RGNL (WDG)

RNP APCH-GPS.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 3000 direct NIDME and hold.
<div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using GOK altimeter setting. Circling Rwy 13 NA at night. When local altimeter setting not received, use GOK altimeter setting and increase LPV DA to 1445 feet; increase LNAV/VNAV DA to 1495 feet and all visibilities 1/8 SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D/E 1/4 SM, and Circling visibility Cat C/D 1/2 SM. For inop ALS, increase LPV Cat E visibility to 3/4 SM, increase LNAV/VNAV all Cats visibility to 3/4 SM, and increase LNAV Cat E visibility to 1 1/8 SM.</div>			

AWOS-3PT 123.725	VANCE APP CON ★ 121.3 346.325	WOODRING TOWER ★ 118.9 (CTAF) 0 257.95	GND CON 121.925
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).		3000	NIDME
<p>GP 3.00° TCH 55</p>		<p>1.3 NM to RWY 35</p>		RWY 35	
CATEGORY	A	B	C	D	E
LPV DA	1347- $\frac{1}{2}$		200 (200- $\frac{1}{2}$)		
LNAV/VNAV DA	1397- $\frac{1}{2}$		250 (300- $\frac{1}{2}$)		
LNAV MDA	1600- $\frac{1}{2}$	453 (500- $\frac{1}{2}$)	1600- $\frac{7}{8}$		453 (500- $\frac{7}{8}$)
CIRCLING	1760-1	593 (600-1)	1820- $1\frac{3}{4}$ 653 (700- $1\frac{3}{4}$)	1880-2 $\frac{1}{4}$ 713 (800-2 $\frac{1}{4}$)	2000-3 833 (900-3)

ENID, OKLAHOMA
Amdt 3 26DEC24

36°23'N-97°47'W

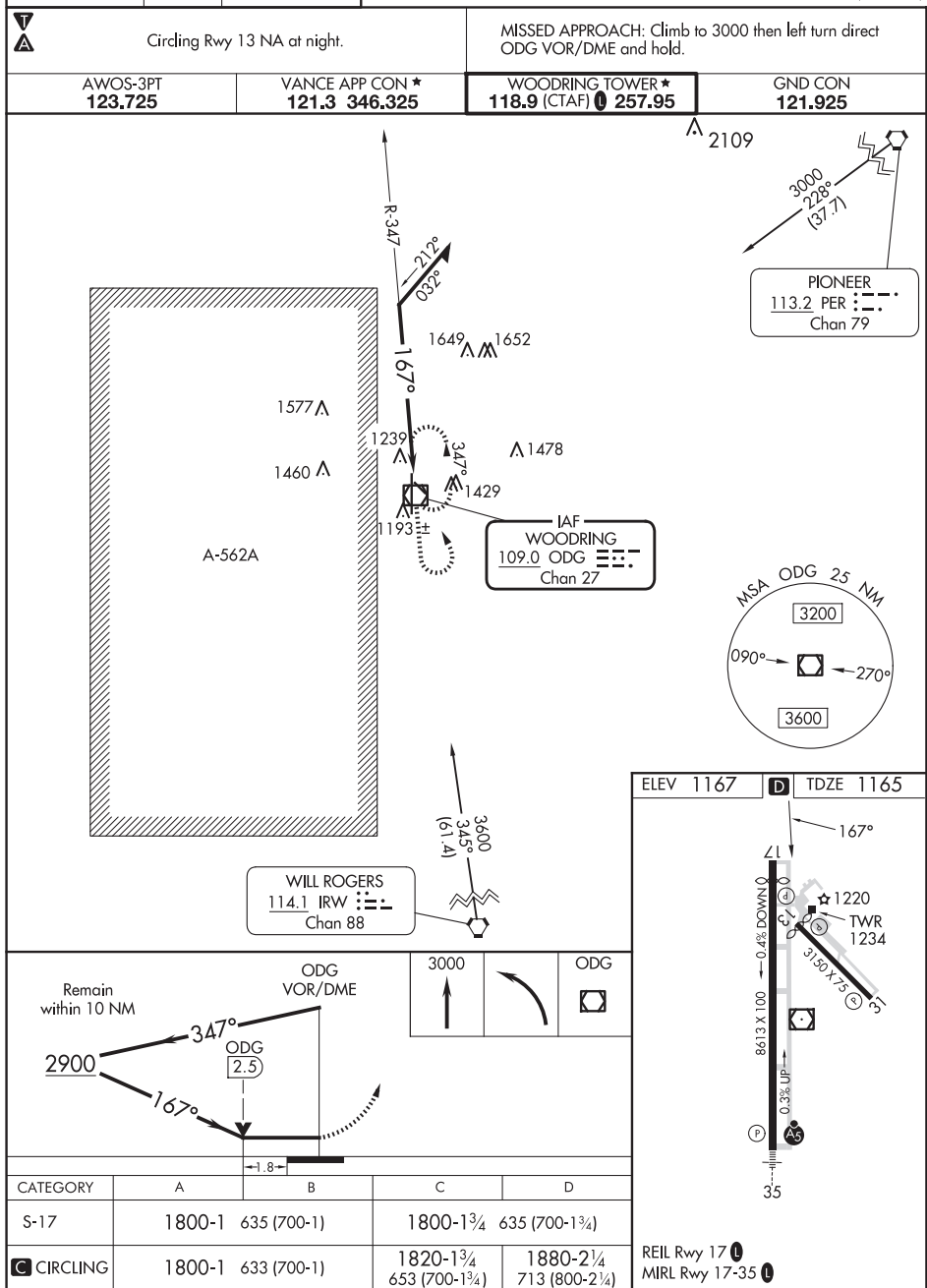
ENID WOODRING RGNL (WDG)
RNAV (GPS) RWY 35

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME ODG 109.0 Chan 27	APP CRS 167°	Rwy Idg 8002 TDZE 1165 Apt Elev 1167
---	------------------------	---

VOR RWY 17
ENID WOODRING RGNL (WDG)



CATEGORY	A	B	C	D
S-17	1800-1	635 (700-1)	1800-1 $\frac{3}{4}$	635 (700-1 $\frac{3}{4}$)
C CIRCLING	1800-1	633 (700-1)	1820-1 $\frac{3}{4}$ 653 (700-1 $\frac{3}{4}$)	1880-2 $\frac{1}{4}$ 713 (800-2 $\frac{1}{4}$)

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

ENID, OKLAHOMA

AL-136 (FAA)

25107

VOR/DME ODG 109.0 Chan 27	APP CRS 357°	Rwy Idg 8002 TDZE 1147 Apt Elev 1167
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VOR RWY 35
ENID WOODRING RGNL (WDG)

T
A

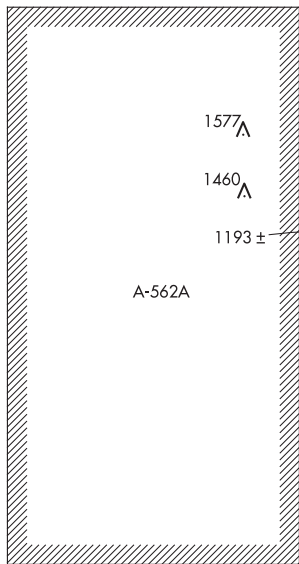
Circling Rwy 13 NA at night.

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct ODG VOR/DME and hold.

AWOS-3PT 123.725	VANCE APP CON ★ 121.3 346.325	WOODRING TOWER ★ 118.9 (CTAF) 0 257.95	GND CON 121.925
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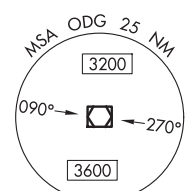
△ 2037



3000 228° (37.7)

PIONEER
113.2 PER
Chan 79

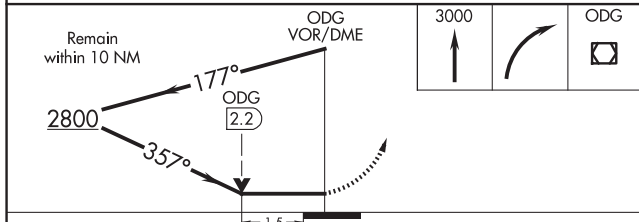
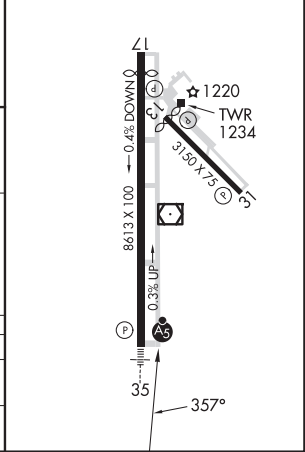
IAF
WOODRING
109.0 ODG
Chan 27



WILL ROGERS
114.1 IRW
Chan 88

3600 (61 A)
345°

ELEV 1167	D	TDZE 1147
MIRL Rwy 17-35		
REIL Rwy 17		



CATEGORY	A	B	C	D
S-35	1680-1/2	533 (600-1/2)	1680-1	533 (600-1)
C CIRCLING	1760-1	593 (600-1)	1820-1 3/4 653 (700-1 3/4)	1880-2 1/4 713 (800-2 1/4)

ENID, OKLAHOMA
Amdt 15B 02DEC21

36°23'N-97°47'W

ENID WOODRING RGNL (WDG)
VOR RWY 35

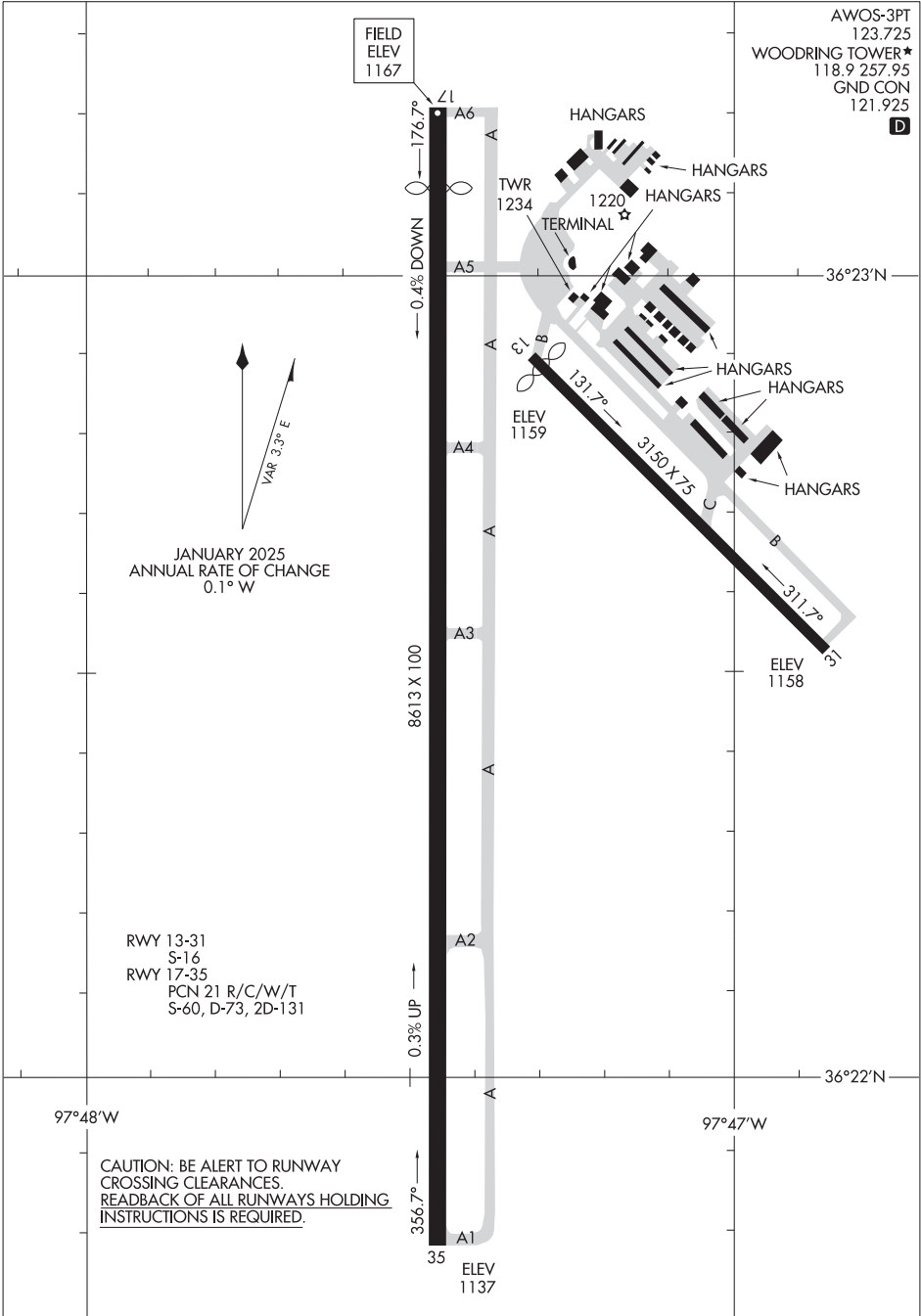
SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING RGNL (WDG)
ENID, OKLAHOMA



AIRPORT DIAGRAM

ENID, OKLAHOMA
ENID WOODRING RGNL (WDG)

FAIRVIEW, OKLAHOMA

AL-6110 (FAA)

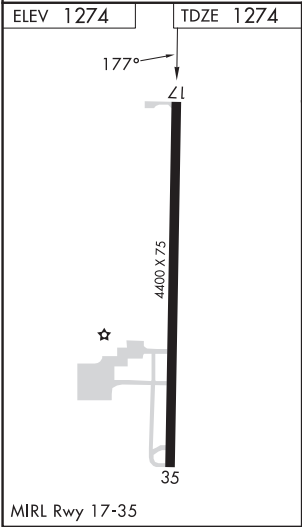
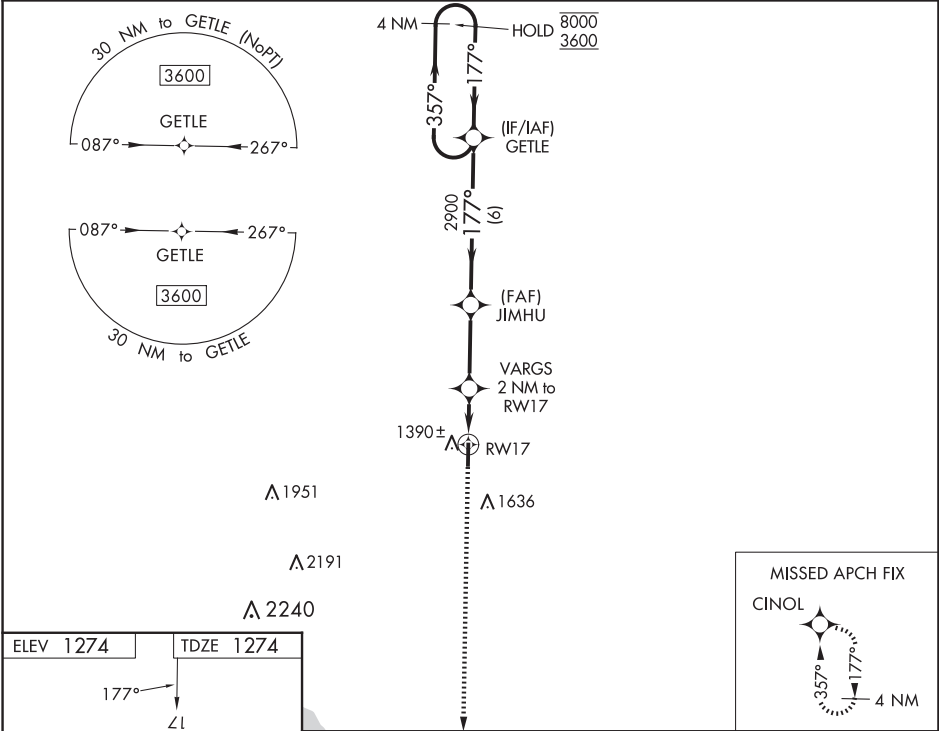
25051

WAAS CH 62942 W17A	APP CRS 177°	Rwy Idg TDZE 1274 Apt Elev 1274
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RNAV (GPS) RWY 17
FAIRVIEW MUNI (6K4)

RNP APCH.	<p>▼ ▲ NA</p> <p>Circling Rwy 35 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Vance AFB altimeter setting; when not received, use Watonga altimeter setting; increase LPV DA to 1622 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1678 feet and all visibilities ¼ SM; increase all MDA 40 feet.</p>	MISSED APPROACH: Climb to 3600 direct CINOL and hold.
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AWOS-3PT 120.0	KEND ATIS ★ 115.4 263.15	VANCE APP CON ★ 126.75 346.325	UNICOM 122.8 (CTAF)
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3600	CINOL	JIMHU	GETLE	4 NM Holding Pattern
*LNAV only.	VARS 2 NM to RW17	2900	177°	8000 3600
RW17	1940*	2900	177°	GP 3.00° TCH 40
2 NM	3 NM	6 NM		
CATEGORY	A	B	C	D
LPV DA	1592-1	318 (400-1)		
LNAV/VNAV DA	1648-1	374 (400-1)		
LNAV MDA	1720-1	446 (500-1)	1720-1½	446 (500-1½)
CIRCLING	1840-1 566 (600-1)	2020-1 746 (800-1)	2020-2¼ 746 (800-2¼)	2180-3 906 (1000-3)

FAIRVIEW, OKLAHOMA
Amdt 1A 05DEC19

36°17'N-98°29'W

FAIRVIEW MUNI (6K4)
RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

FAYETTEVILLE, ARKANSAS

AL-728 (FAA)

23278

WAAS CH 42630 W16A	APP CRS 167°	Rwy Idg TDZE 1252 Apt Elev 1252	6005
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RNAV (GPS) RWY 16

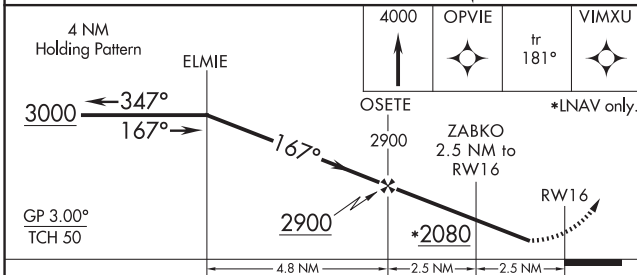
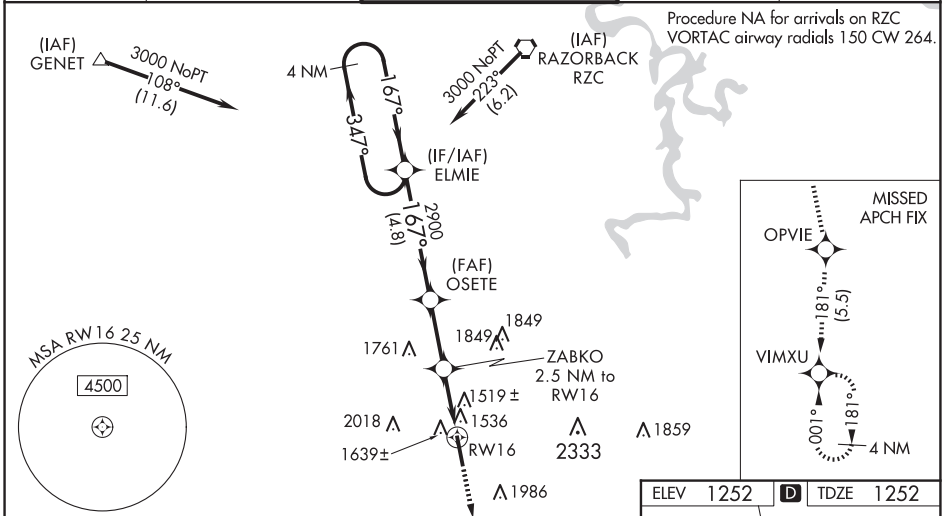
DRAKE FLD (F'YV)

⚠ Baro-VNAV NA when using Springdale 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 16 procedure NA at night. Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springdale altimeter setting and increase all DA and MDA 40 feet. Increase LPV all Cats visibility and LNAV Cats C and D visibility 1/8 mile and LNAV/VNAV all Cats visibility 3/8 mile. For inop ODALS, increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 3/8 mile and LNAV Cats C and D visibility 1/4 mile. For inop ODALS, when using Springdale altimeter setting, increase LPV all Cats visibility to 1 1/8 miles and LNAV Cats C and D visibility to 2 miles. Inop table does not apply when using Springdale altimeter setting to LNAV/VNAV all Cats and LNAV Cats A and B.

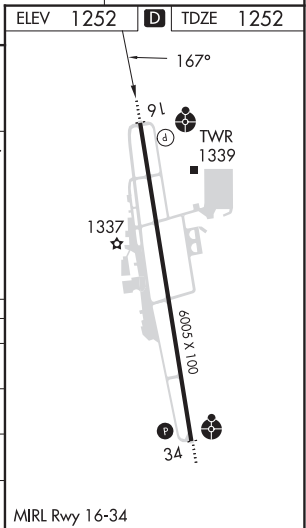
ODALS

MISSED APPROACH:
Climb to 4000 direct OPVIE and on track 181° to VIMXU and hold.

ATIS 119.575	RAZORBACK APP CON★ 121.0 244.575	DRAKE TOWER★ 128.0 (CTAF) 371.9	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1714-1 3/8	462 (500-1 3/8)	
LNAV/ VNAV DA		1856-1 7/8	604 (700-1 1/8)	
LNAV MDA	1900-1	648 (700-1)	1900-1 3/4	648 (700-1 3/4)
C CIRCLING	2000-1	748 (800-1)	2320-3 1068 (1100-3)	2340-3 1088 (1100-3)



FAYETTEVILLE, ARKANSAS
Amdt 1C 05OCT23

36°00'N-94°10'W

RNAV (GPS) RWY 16

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 50330 W34A	APP CRS 347°	Rwy Idg TDZE 1241 Apt Elev 1252
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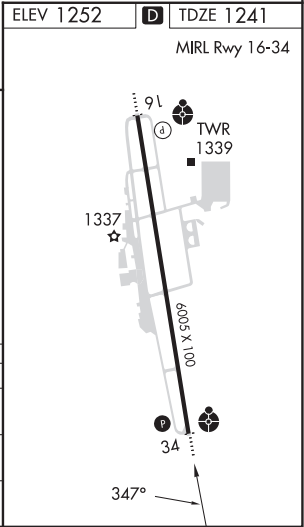
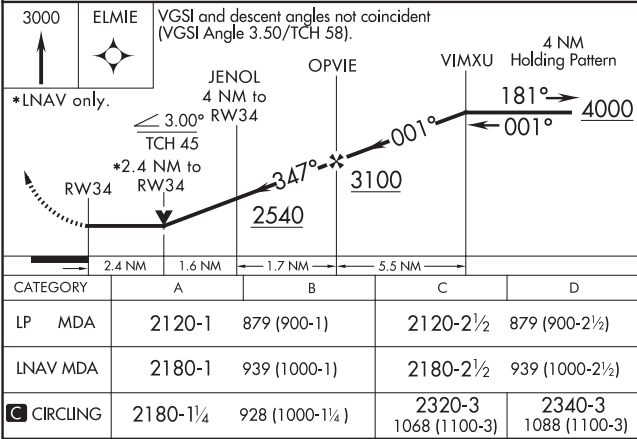
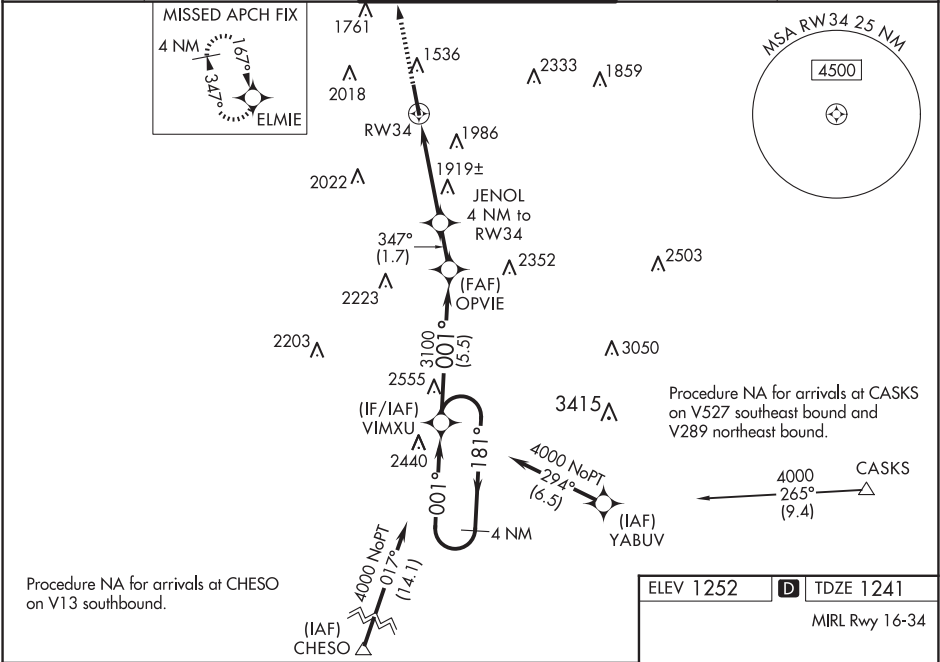
RNAV (GPS) RWY 34
DRAKE FLD (FYV)

⚠ Inop table does not apply to LP Cat A and LP/LNAV Cat C and D. For inop ODALS when using Springdale altimeter setting, increase LNAV Cat C and D visibility to 3 miles. Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Springdale altimeter setting. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat B and Circling Cat B and C visibility ¼ mile.

ODALS

MISSED APPROACH:
Climb to 3000 direct ELMIE and hold.

ATIS 119.575	RAZORBACK APP CON* 121.0 244.575	DRAKE TOWER* 128.0(CTAF) 371.9	GND CON 121.8	UNICOM 122.95
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SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

FAYETTEVILLE, ARKANSAS

AL-728 (FAA)

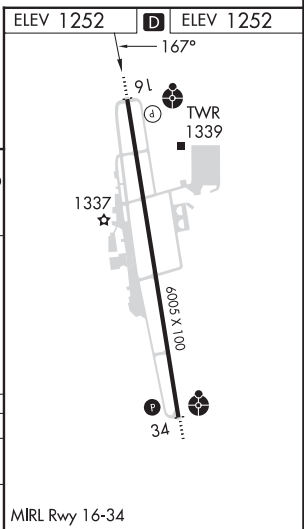
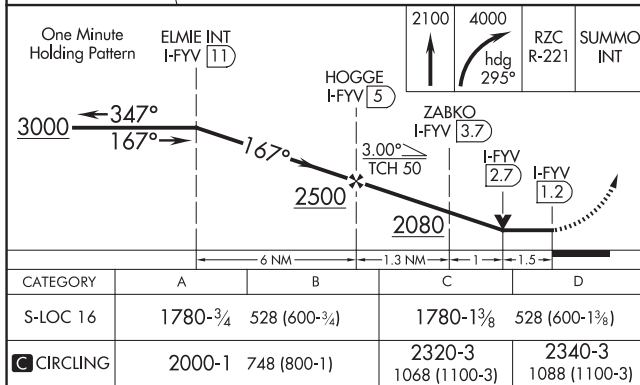
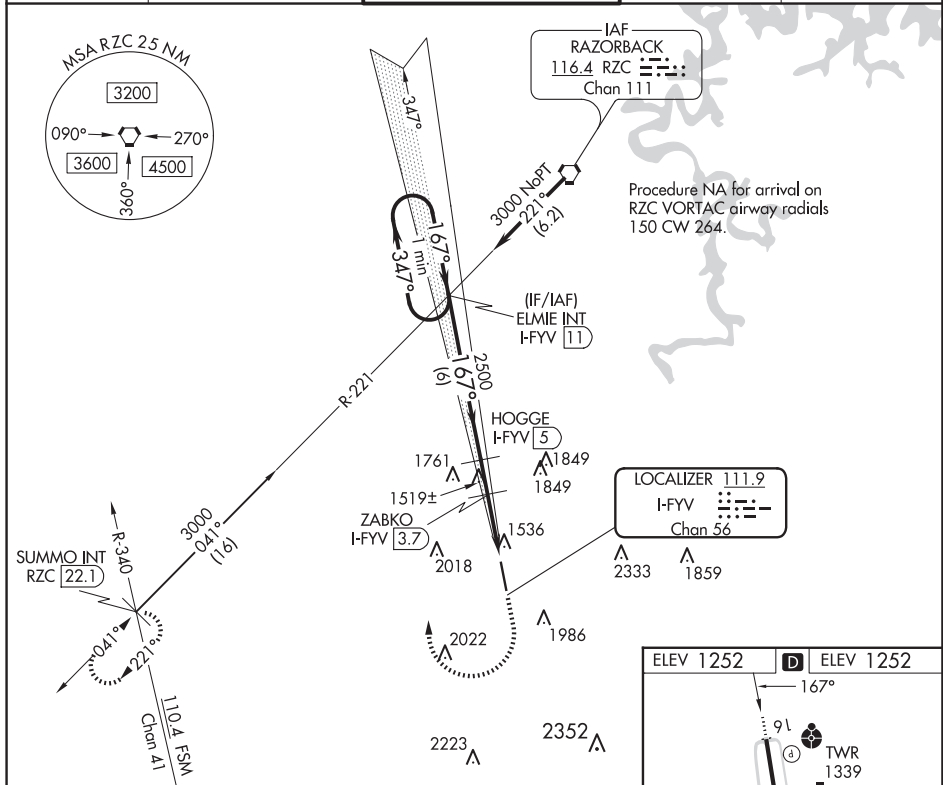
23278

LOC/DME I-FYV	APP CRS	Rwy Idg	6005
111.9	167°	TDZE	1252
Chan 56		Apt Elev	1252

LOC RWY 16

DRAKE FLD (FYV)

<div><div><div></div><div></div></div><div>Circling NA east of Rwy 16-34. Rwy 16 helicopter visibility reduction below ¾ SM NA. DME required.</div></div>		<div><div><div></div><div></div></div><div>ODALS</div></div>	MISSED APPROACH: Climb to 2100 then climbing right turn to 4000 on heading 295° and RZC VORTAC R-221 to SUMMO INT/RZC 22.1 DME and hold.		
ATIS 119.575	RAZORBACK APP CON★ 121.0 244.575	DRAKE TOWER ★ 128.0 (CTAF) 0 371.9		GND CON 121.8	UNICOM 122.95



FAYETTEVILLE, ARKANSAS
Orig-A 05OCT23

36°00'N-94°10'W

DRAKE FLD (FYV)
LOC RWY 16

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LDA RWY 34
DRAKE FLD (FYV)

ODALS



MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 on heading 260° and on RZC VORTAC R-221 to SUMMO INT/ RZC 22.1 DME and hold.

UNICOM
122.95

116.4 RZC
Chan 117

RAZORBACK
16.4 RZC
Chan 111

—4000 to WATUG
179° (25.3)

1761 A

1849 A.

018A

A 1536

1859
A

Final approach course
aiming point at threshold.

SUMMO INT
P7C 221

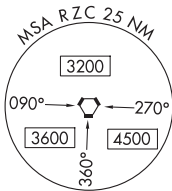
-R-34

Procedure NA for arrival
on FSM VORTAC
airway radials 358 CW 036

FORT SMITH
0.4 FSM

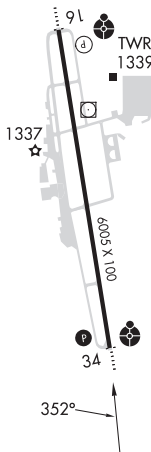
LOCALIZER 11
I-LFH
Chan 56

Final approach course
offset 5.50° .



ELEV	1252	D	TDZE	1241
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MIRL Rwy 16-34



2200 ↑	4000 hdg 260°	RZC R-221	SUMMO INT
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Use I-LFH DME when on the localizer course.

on the local
WATUG
I-LFH 10.1

One Minute Folding Pattern.

*LDA only.

TRIUM
1-1 FH 4


LFH 5.7
i

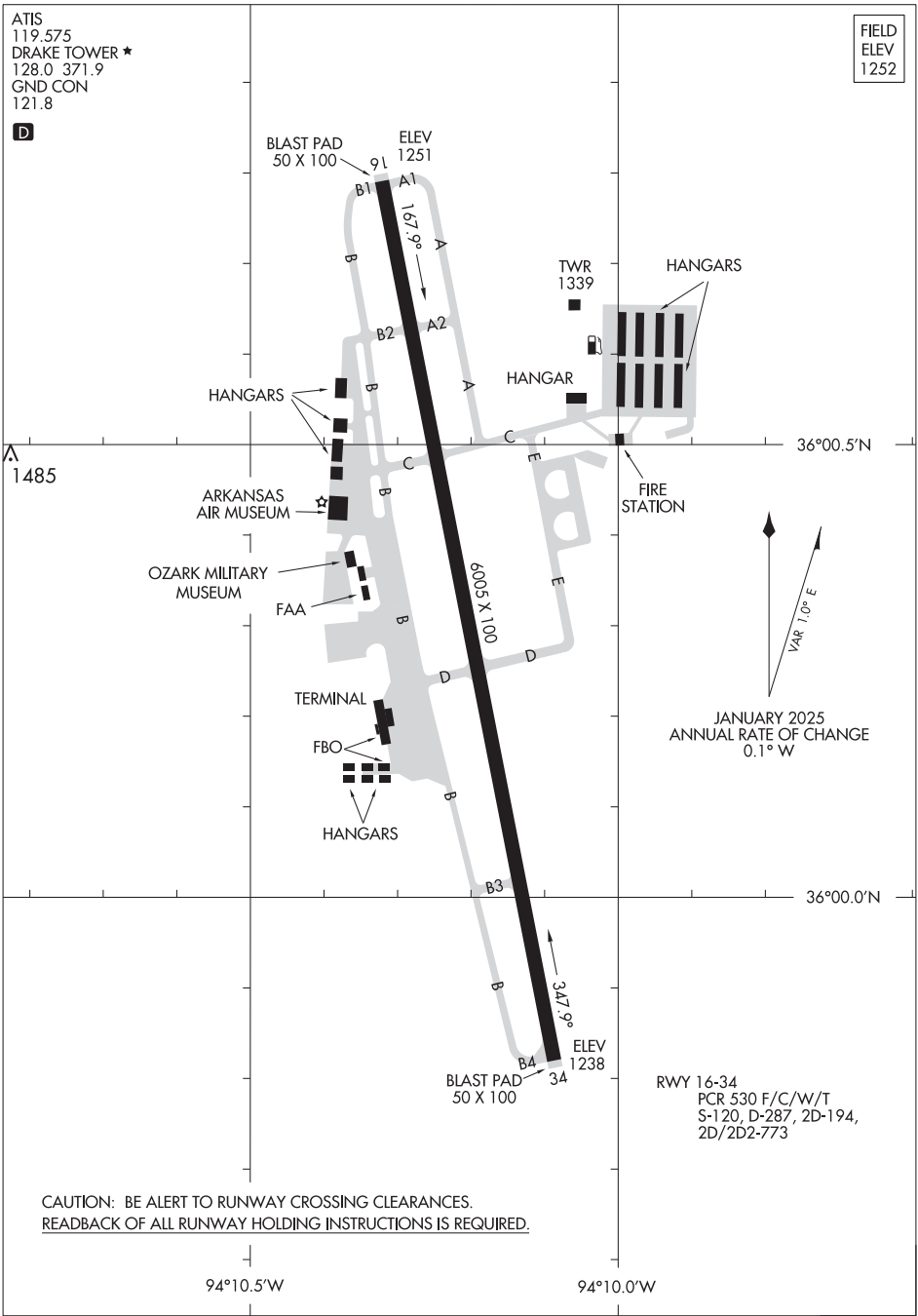
OLEXE
I-LFH 3

$$\frac{172}{352^\circ} \frac{4000}{\text{---}}$$

352

GS 3.50
TCH 57

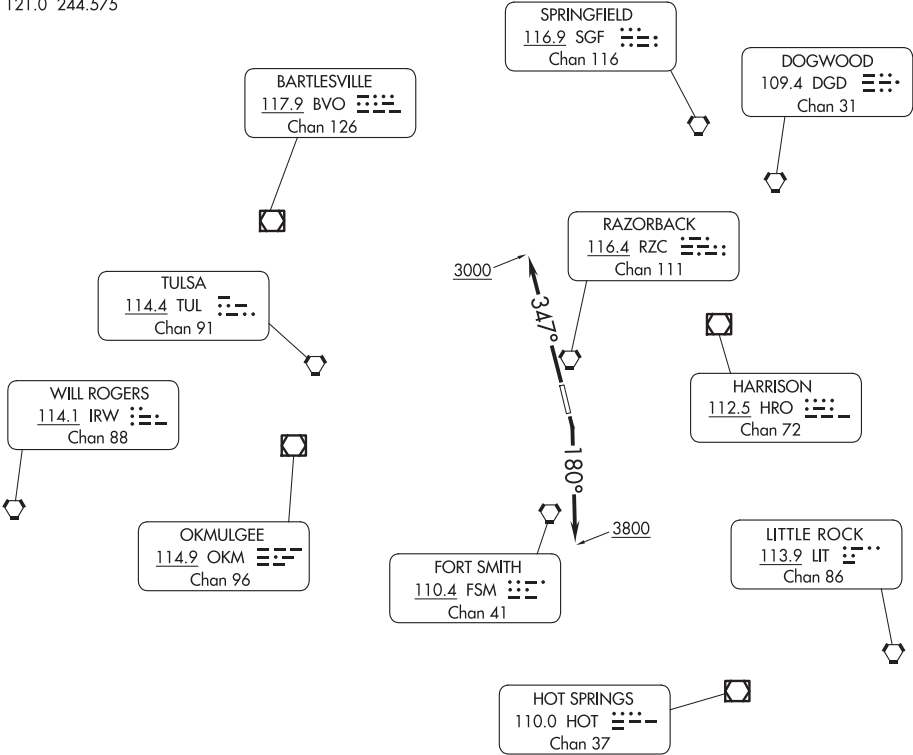
CATEGORY	A	B	C	D
S-LDA/GS 34	1593-1¼ 352 (400-1¼)			NA
S-LDA 34	2020-1¼ 779 (800-1¼)	2020-1½ 779 (800-1½)	2020-2½ 779 (800-2½)	NA
 CIRCLING	2020-1¼ 768 (800-1¼)	2020-1½ 768 (800-1½)	2320-3 1068 (1100-3)	NA



ATIS
119.575
GND CON
121.8
DRAKE TOWER ★
128.0 (CTAF) 371.9
RAZORBACK DEP CON ★
121.0 244.575

TAKEOFF MINIMUMS
Rwy 16: 400-2 with minimum climb of 310' per NM to 2900
or standard with minimum climb of 530' per NM to 2200.
Rwy 34: 300-1 or standard with minimum climb of 680' per
NM to 1700.

TOP ALTITUDE:
5000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climbing right turn heading 180° to 3800 thence. . .
TAKEOFF RUNWAY 34: Climb heading 347° to 3000 thence. . .

. . . expect RADAR vectors to filed/assigned route. Climb and maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet; leaving 3500 feet proceed direct FSM VORTAC, then proceed on course.

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS

AL-9274 (FAA)

24137

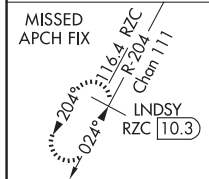
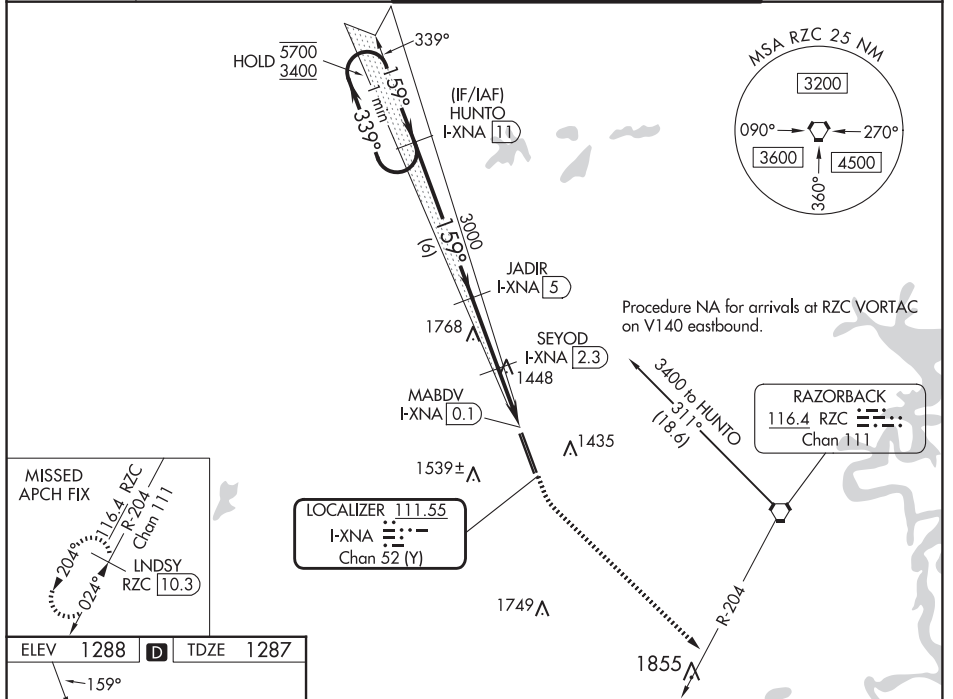
LOC/DME I-XNA 111.55 Chan 52 (Y)	APP CRS 159°	Rwy Idg TDZE 1287 Apt Elev 1288
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ILS or LOC RWY 16L

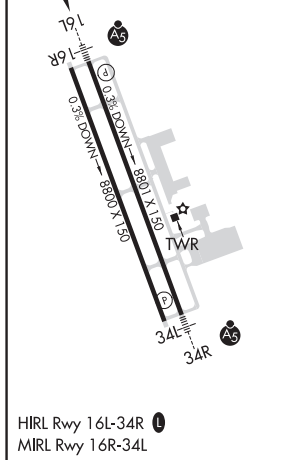
NORTHWEST ARKANSAS NTL (XNA)

DME required. ▼ For inop ALS, increase S-ILS 16L Cat E visibility to RVR 4000 and S-LOC 16L Cats C, D, and E visibility to RVR 6000. ▲ * RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR ▲	MISSED APPROACH: Climb to 1800 then climbing left turn to 3400 on heading 133° and RZC VORTAC R-204 to LNSDY/RZC 10.3 DME and hold.
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ATIS 119.425	RAZORBACK APP CON ★ 121.0 244.575	NORTHWEST ARKANSAS NTL TOWER ★ 127.1 (CTAF) 0	GND CON 121.9
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ELEV 1288	D	TDZE 1287
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 52).					
One Minute Holding Pattern		HUNTO I-XNA 11		JADIR I-XNA 5	
SEYOD I-XNA 2.3		I-XNA 1		I-XNA DME ANTENNA	
MABDV I-XNA 0.1		RZC R-204		LNSDY RZC 10.3	
5700 ← 339°		3400 → 159°		1800 ↑	
3400 → 159°		3000		3400	
GS 3.00°		TCH 57		hdg 133°	
6 NM		2.7 NM		1.4 NM	
0.9		0.2			
CATEGORY	A	B	C	D	E
S-ILS 16L*	1487/24 200 (200-½)				
S-LOC 16L	1700/24 413 (500-½)	1700/40 413 (500-¾)			
CIRCLING	1740-1 452 (500-1)	1760-1 472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS
Orig 20APR23

36°17'N-94°18'W

NORTHWEST ARKANSAS NTL (XNA)
ILS or LOC RWY 16L

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

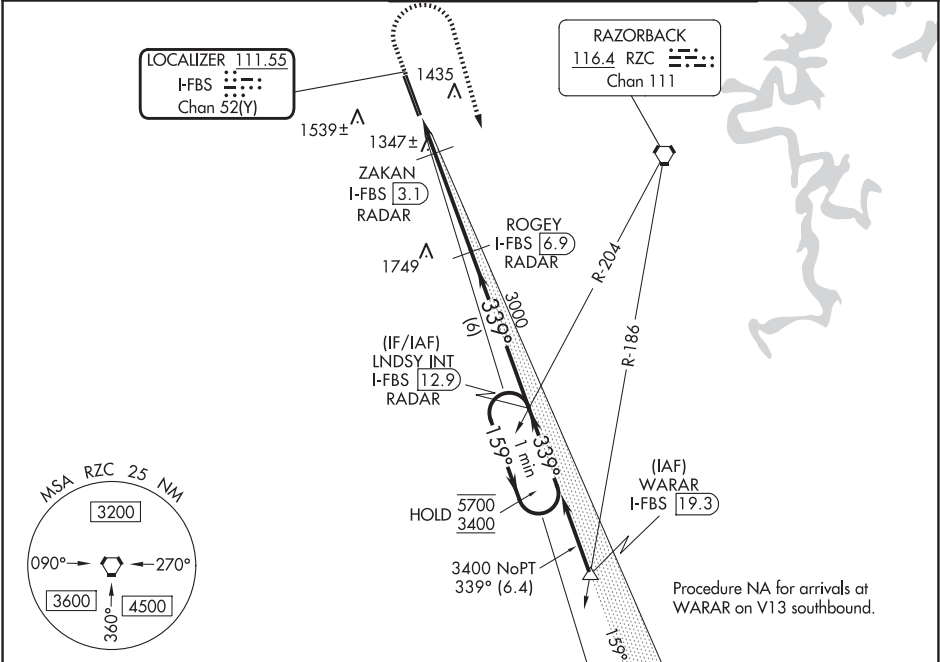
LOC/DME I-FBS	APP CRS	Rwy Ldg	8800
111.55	339°	TDZE	1273
Chan 52(Y)		Apt Elev	1288

ILS or LOC RWY 34R

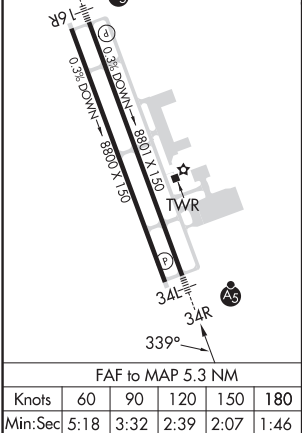
NORTHWEST ARKANSAS NTL (XNA)

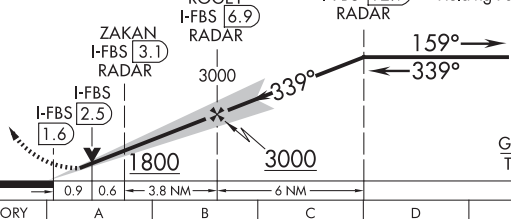
DME or RADAR required for LOC only.	MALSR	MISSED APPROACH: Climb to 1800 then climbing right turn to 3400 on heading 163° and RZC VORTAC R-204 to LND SY INT/I-FBS 12.9 DME/RADAR and hold.
For inop ALS, increase S-ILS 34R Cat E visibility to RVR 4000 and S-LOC 34R Cats C/D/E visibility to RVR 5500. *RVR 1800 authorized with use of FD or AP or HUD to DA.	AS	

ATIS	RAZORBACK APP CON*	NORTHWEST ARKANSAS NTL TOWER *	GND CON
119.425	121.0 244.575	127.1 (CTAF) 0	121.9



ELEV 1288	D	TDZE 1273
HIRL Rwy 16L-34R 0		
MIRL Rwy 16R-34L		



<div>1800 ↑</div> <div>3400 hdg 163°</div>		RZC R-204	LND SY INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 51).	
		ROGEY I-FBS (6.9) RADAR		LND SY INT I-FBS (12.9) RADAR	One Minute Holding Pattern
		ZAKAN I-FBS (3.1) RADAR			
		I-FBS (2.5)			
		I-FBS (1.6)			
		1800	3000		
		0.9	0.6		
		3.8 NM		6 NM	
				GS 3.00° TCH 58	
CATEGORY	A	B	C	D	E
S-ILS 34R*	1473/24 200 (200-½)				
S-LOC 34R	1620/24	347 (400-½)	1620/30	347 (400-¾)	
CIRCLING	1740-1 452 (500-1)	1760-1 472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)

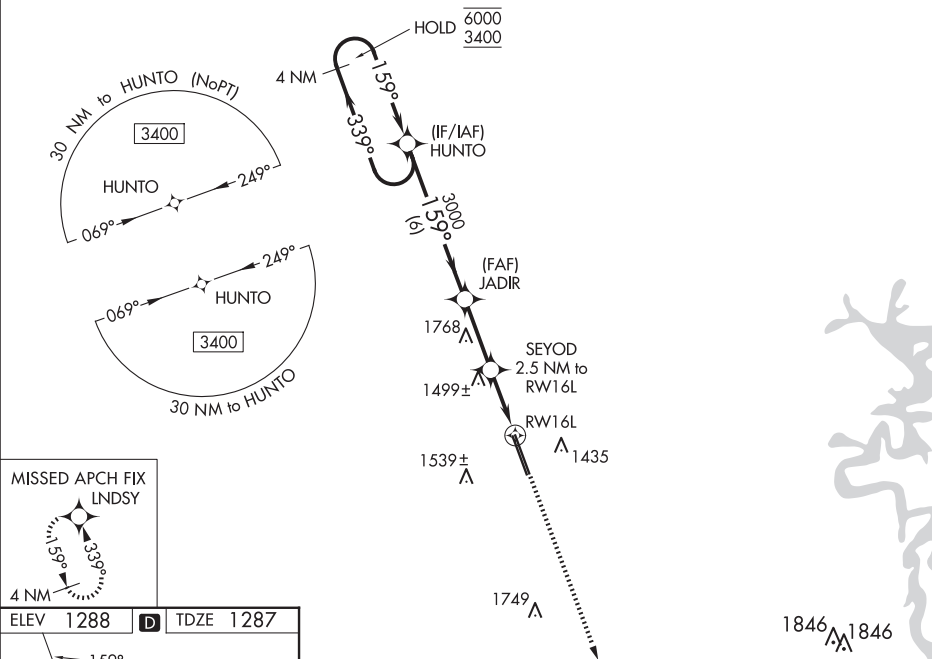
RNAV (GPS) RWY 16L
NORTHWEST ARKANSAS NTL (XNA)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000.
A LNAV/VNAV Cat E visibility to 1/4 SM and LNAV Cats C, D, and E visibility to 1/3 SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH:
Climb to 3400 direct
LNDY and hold.

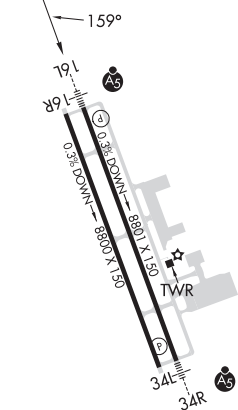
NORTHWEST ARKANSAS NTL TOWER★
127.1 (CTAF) L

GND CON
121.9



MISSED APCH FIX
LNDY

ELEV	1288	D	TDZE	1287
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HIRL Rwy 16L-34R **L**
MIRL Rwy 16R-34L

CATEGORY	A	B	C	D	E
LPV DA*	1487/24 200 (200-½)				
RNAV/ VNAV	1710/40 423 (500-¾)				
RNAV MDA	1760/24 473 (500-½)		1760/50 473 (500-1)		
CIRCLING	1760-1 472 (500-1)		2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)

36°17'N-94°18'W

NORTHWEST ARKANSAS NTL (XNA)
RNAV (GPS) RWY 16L

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97346 W34A	APP CRS 339°	Rwy Ldg TDZE 1273 Apt Elev 1288
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RNAV (GPS) RWY 34R


NORTHWEST ARKANSAS NTL (XNA)

RNP APCH - GPS.

⚠

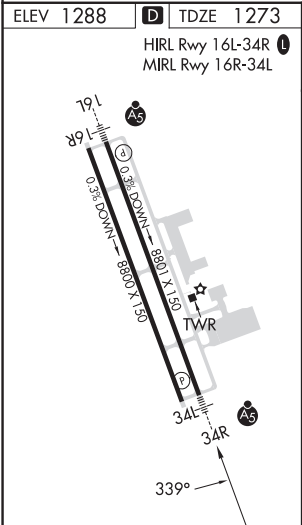
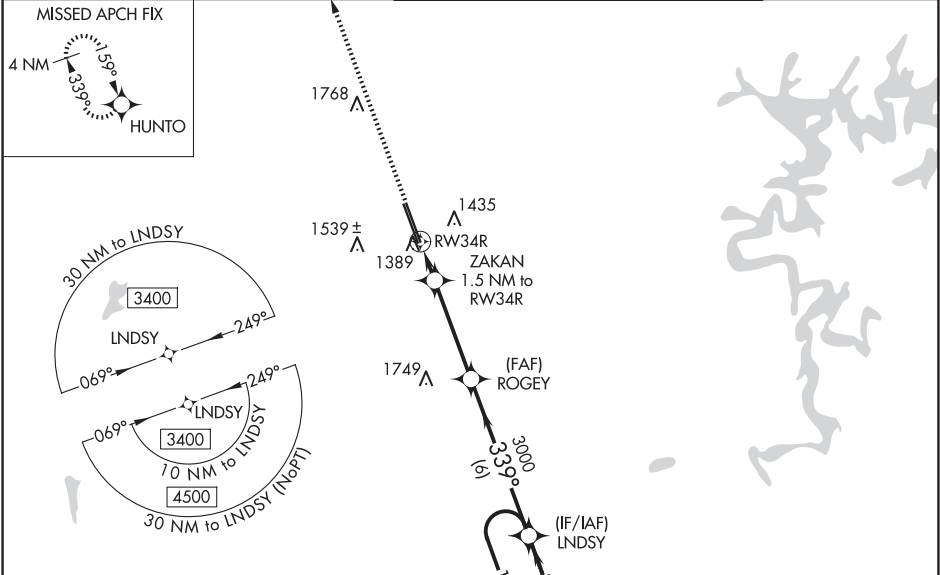
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat E visibility to RVR 6000.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

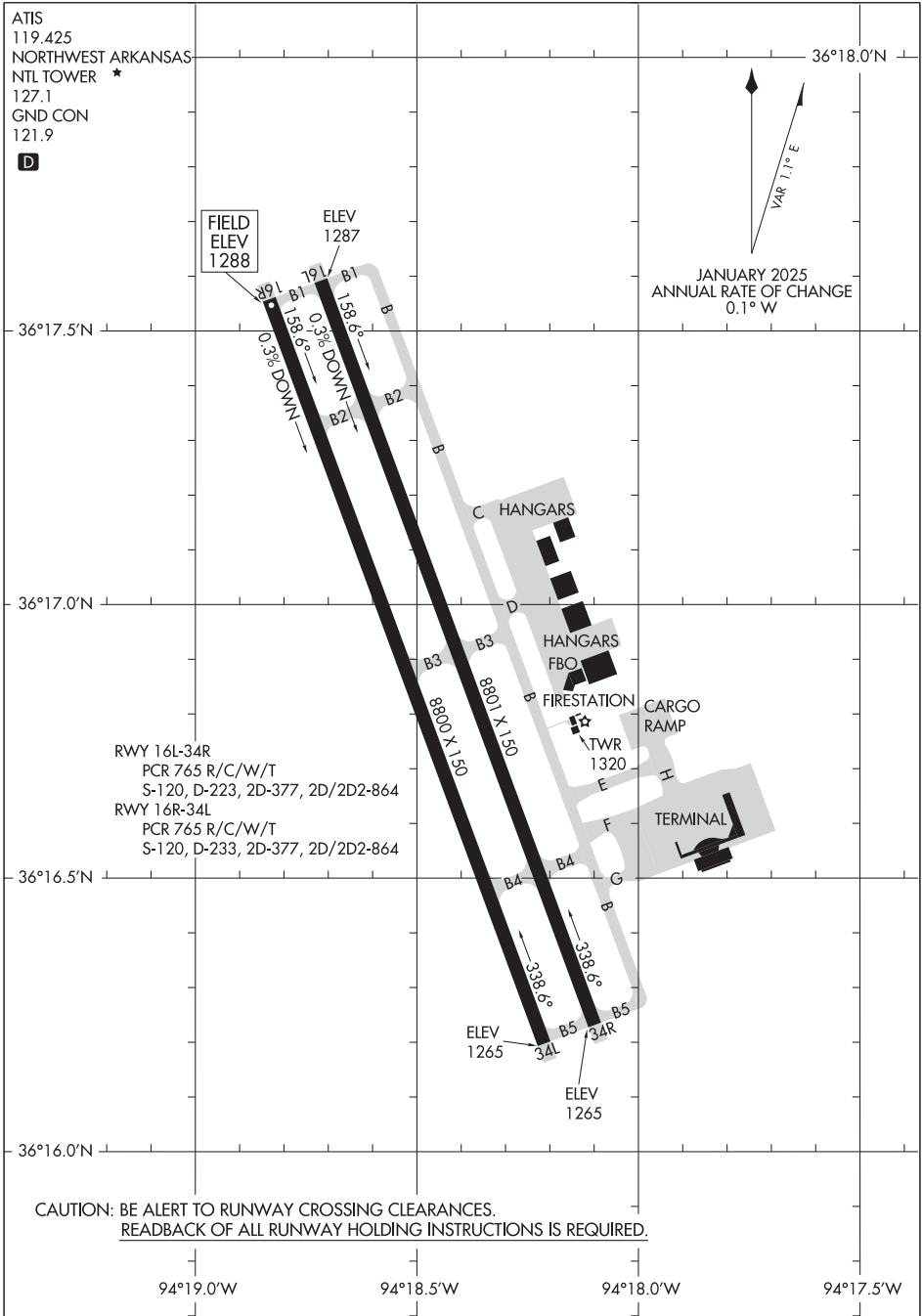


MISSED APPROACH: Climb to 3400 direct HUNTO and hold

ATIS 119.425	RAZORBACK APP CON ★ 121.0 244.575	NORTHWEST ARKANSAS NTL TOWER ★ 127.1 (CTAF) 0	GND CON 121.9
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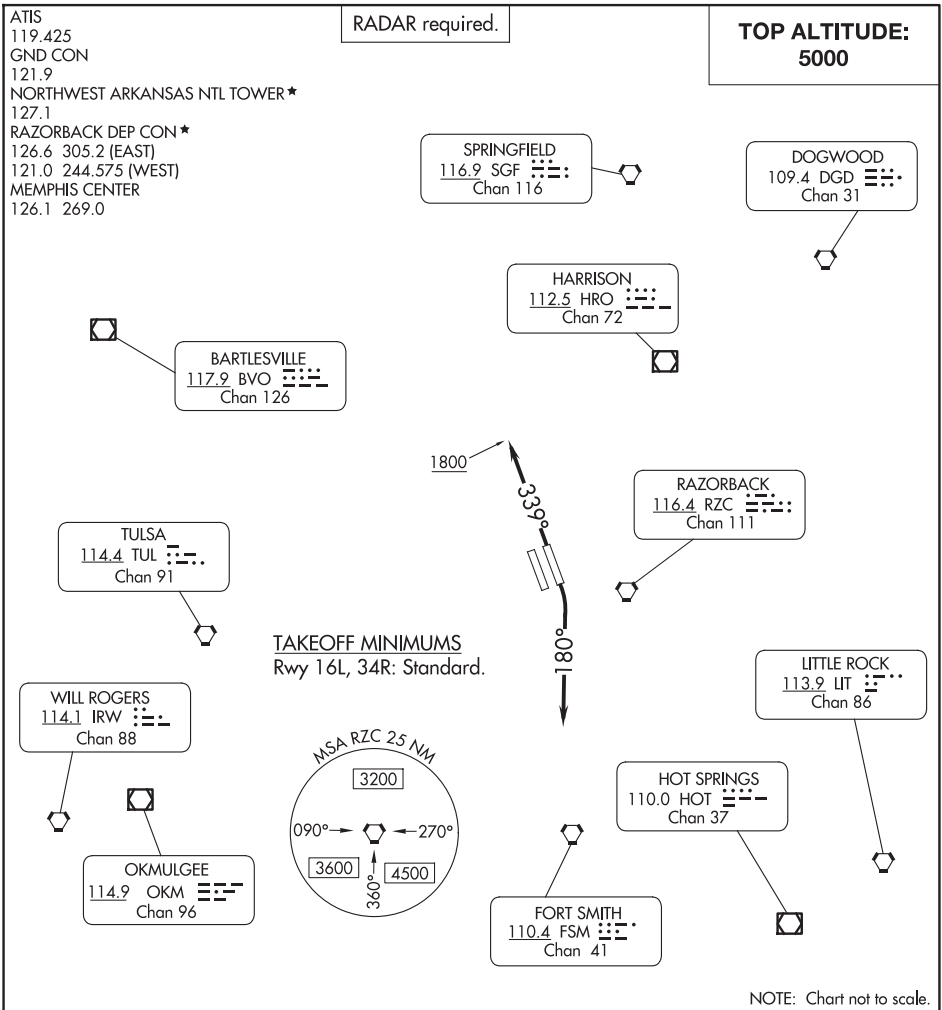


		HOLD 6000 3400 2294				
3400	HUNTO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).				
		4 NM Holding Pattern				
		ZAKAN 1.5 NM to RW34R	ROGEY 3000	LND SY		159° → 6000 3400 ← 339°
		GP 3.00° TCH 58				
1.5 NM		3.8 NM	6 NM			
CATEGORY	A	B	C	D	E	
LPV DA *	1473/24			200 (200-½)		
LNAV/ VNAV DA	1568/24			295 (300-½)		
LNAV MDA	1660/24	387 (400-½)	1660/35		387 (400-¾)	
CIRCLING	1740-1 452 (500-1)	1760-1 472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)	



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16L: Climbing right turn on heading 180°, thence

TAKEOFF RUNWAY 34R: Climb on heading 339° to 1800, thence

. . . . for RADAR vectors to filed/assigned route. Climb and maintain 5000 or ATC assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATION: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

FLIPPIN, ARKANSAS

AL-5003 (FAA)

25107

WAAS CH 58239 W04A	APP CRS 051°	Rwy Idg TDZE Apt Elev	5001 693 720
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RNAV (GPS) RWY 4
MARION COUNTY RGNL (F'L P)

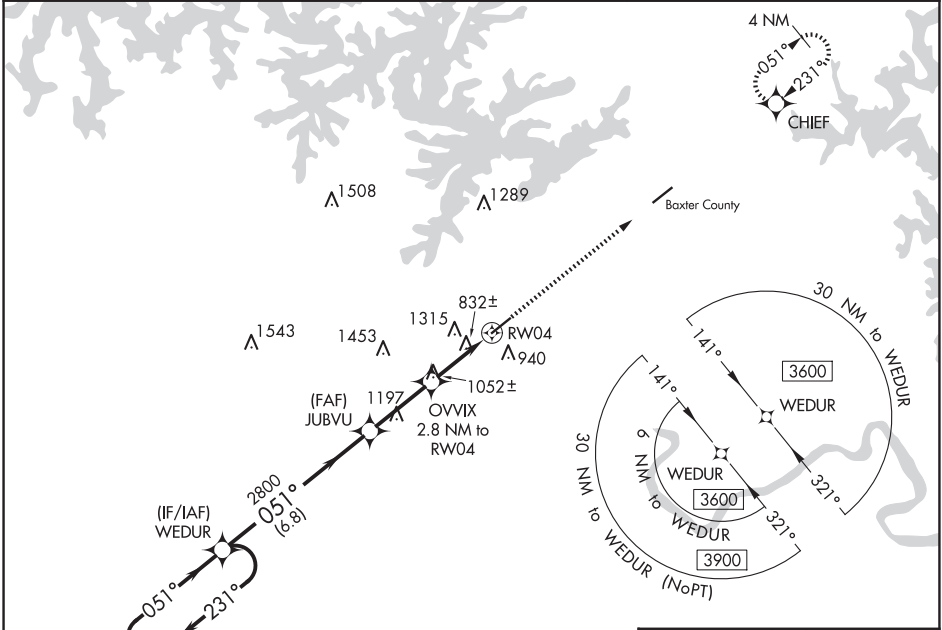
▼

▲

DME/DME RNP-0.3 NA. Procedure NA at night.
Rwy 4 helicopter visibility reduction below 1 SM NA.
Circling NA northwest of Rwy 4-22.

MISSED APPROACH: Climb to 3400 direct CHIEF and hold.

AWOS-3PT 132.075	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF) 0
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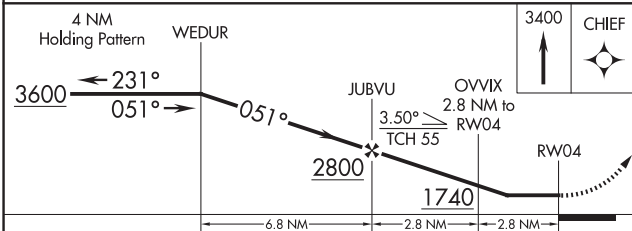


ELEV 720

TDZE 693

MIRL Rwy 4-22 0

REIL Rws 4 and 22 0



CATEGORY	A	B	C	D
LP MDA	1100-1	407 (400-1)	1100-1 3/8 407 (400-1 3/8)	NA
LNAV MDA	1500-1 807 (800-1)	1500-1 1/4 807 (800-1 1/4)	1500-2 1/2 807 (800-2 1/2)	NA
CIRCLING	1500-1 780 (800-1)	1500-1 1/4 780 (800-1 1/4)	1500-2 1/2 780 (800-2 1/2)	NA

FLIPPIN, ARKANSAS
Amdt 1 02MAR17

36°17'N-92°35'W

MARION COUNTY RGNL (F'L P)
RNAV (GPS) RWY 4

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90539 W22A	APP CRS 231°	Rwy Idg TDZE Apt Elev	5001 720 720
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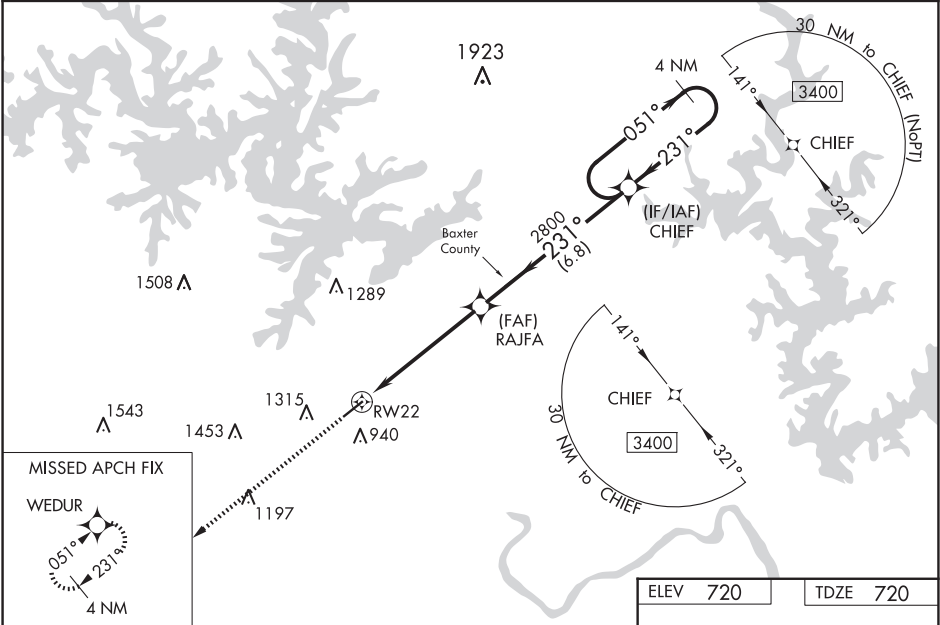
RNAV (GPS) RWY 22

MARION COUNTY RGNL (FLP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA northwest of Rwy 4-22. Rwy 22 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3600 direct WEDUR and hold.

AWOS-3PT 132.075	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF) 0
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3600

↑

WEDUR

✦

4 NM Holding Pattern

RAJFA

2800

CHIEF

3400

231°

051°

231°

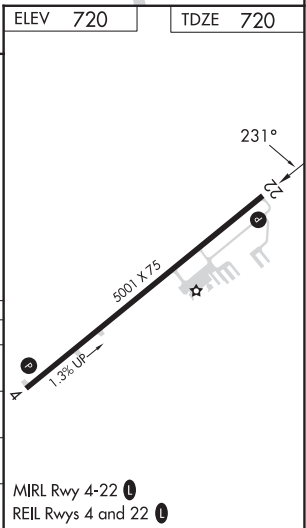
GP 3.50°

TCH 52

5.5 NM

6.8 NM

CATEGORY	A	B	C	D
LPV DA	1022-1	302 (400-1)		NA
LNAV/VNAV DA	1169-1 ³ / ₈	449 (500-1 ³ / ₈)		NA
LNAV MDA	1320-1	600 (600-1)	1320-1 ³ / ₄ 600 (600-1 ³ / ₄)	NA
C CIRCLING	1320-1	600 (600-1)	1360-1 ³ / ₄ 640 (700-1 ³ / ₄)	NA



FORT SMITH, ARKANSAS

AL-631 (FAA)

24193

LOC I-GKV 111.3	APP CRS 080°	Rwy ldg 9318 TDZE 469 Apt Elev 469
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ILS or LOC RWY 8
FORT SMITH RGNL (FSM)

DME and RADAR required.

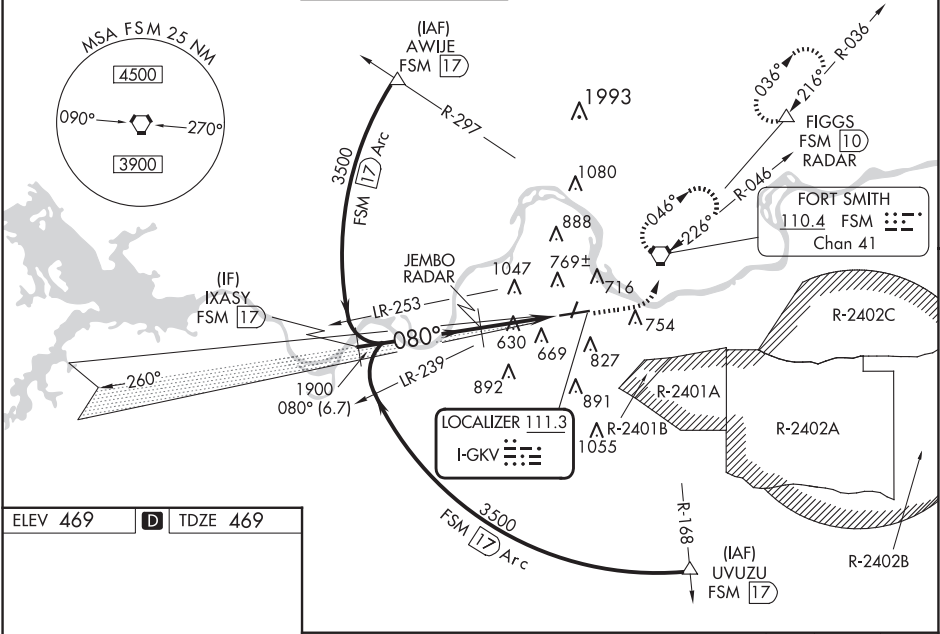
ASR

Circling NA for Cat E northwest of Rwy 8 and 20. Circling Rwy 20, 26 NA at night. For inop ALS, increase S-ILS 8 Cat E visibility to ¾ SM, increase S-LOC 8, Cat C/D/E visibility to 1½ SM. Circling NA for Cat E when restricted area R-2401B active. DME from FSM VORTAC. DME use requires simultaneous reception of I-GKV and FSM DME.

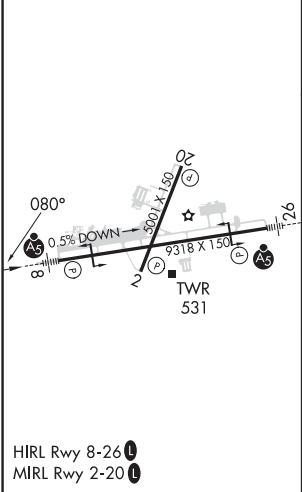
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3300 direct FSM VORTAC and hold, continue climb-in-hold to 3300. (TACAN aircraft continue climb to 4000 on FSM R-036 to FIGGS/10 DME/RADAR and hold NE, RT, 216° inbound, continue climb-in-hold to 4000.)

ATIS 124.775	RAZORBACK APP CON ★ 120.9 343.75	FORT SMITH TOWER ★ 118.3 (CTAF) 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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ELEV 469	D	TDZE 469
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<div>IXASY FSM 17</div>		<div>JEMBO RADAR</div>		<div>FSM 7.4</div>	<div>FSM 6.3</div>
<div>3500</div>		<div>1900</div>			
<div>GS 3.00° TCH 52</div>		<div>080°</div>			
<div>1900</div>		<div>1900</div>			
<div>6.7 NM</div>		<div>3.2 NM</div>		<div>1.1 NM</div>	
CATEGORY	A	B	C	D	E
S-ILS 8	669-½ 200 (200-½)				
S-LOC 8	880-½	411 (500-½)	880-¾	411 (500-¾)	
C CIRCLING	1140-1	671 (700-1)	1400-2¾ 931 (1000-2¾)	1400-3	931 (1000-3)

FORT SMITH, ARKANSAS
Amdt 2 15JUN23

35°20'N-94°22'W

FORT SMITH RGNL (FSM)
ILS or LOC RWY 8

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-FSM	APP CRS	Rwy Idg	9318
111.3	260°	TDZE	448
		Apt Elev	469

ILS Z or LOC Z RWY 26

FORT SMITH RGNL (FSM)

DME required.

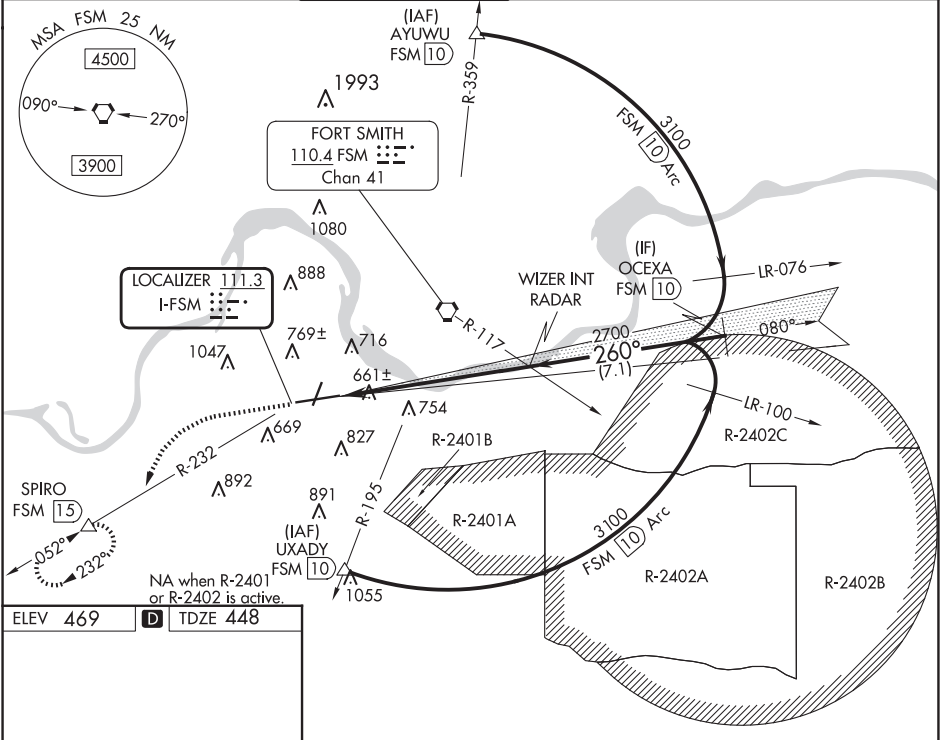
⚠

Circling NA for Cat E when R-2401B active. Circling NA for Cat E northwest of Rwy 8 and 20. For inop ALS, increase S-ILS 26 Cat E visibility to RVR ASR 4000 and S-LOC 26 Cat C/D/E to 1½ SM. Circling Rwy 20, 26 NA at night. *RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 on heading 224° and FSM VORTAC R-232 to SPIRO/FSM 15 DME and hold, continue climb-in-hold to 4000.

ATIS	RAZORBACK APP CON★	FORT SMITH TOWER★	GND CON	CLNC DEL	UNICOM
124.775	120.9 343.75	118.3 (CTAF) 0 323.175	121.9 275.8	133.85 278.3	122.95



ELEV 469

D

TDZE 448

1400

4000

FSM R-232

SPIRO

↑

hdg 224°

△

WIZER INT RADAR

2700

260°

3100

GS 3.00°

TCH 50

6.9 NM

7.1 NM

CATEGORY	A	B	C	D	E
S-ILS 26*	648/24 200 (200-½)				
S-LOC 26	960/24	512 (500-½)	960/55	512 (500-1)	
CIRCLING	1140-1	671 (700-1)	1400-2¾ 931 (1000-2¾)	1400-3 931 (1000-3)	

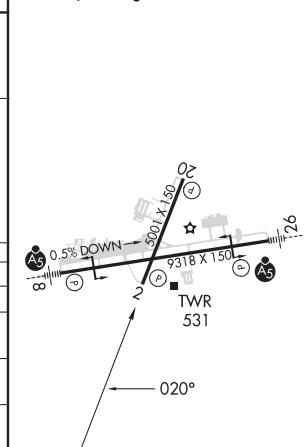
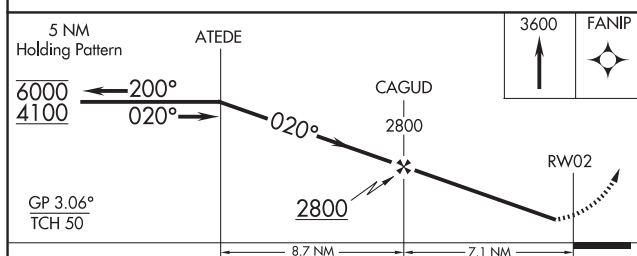
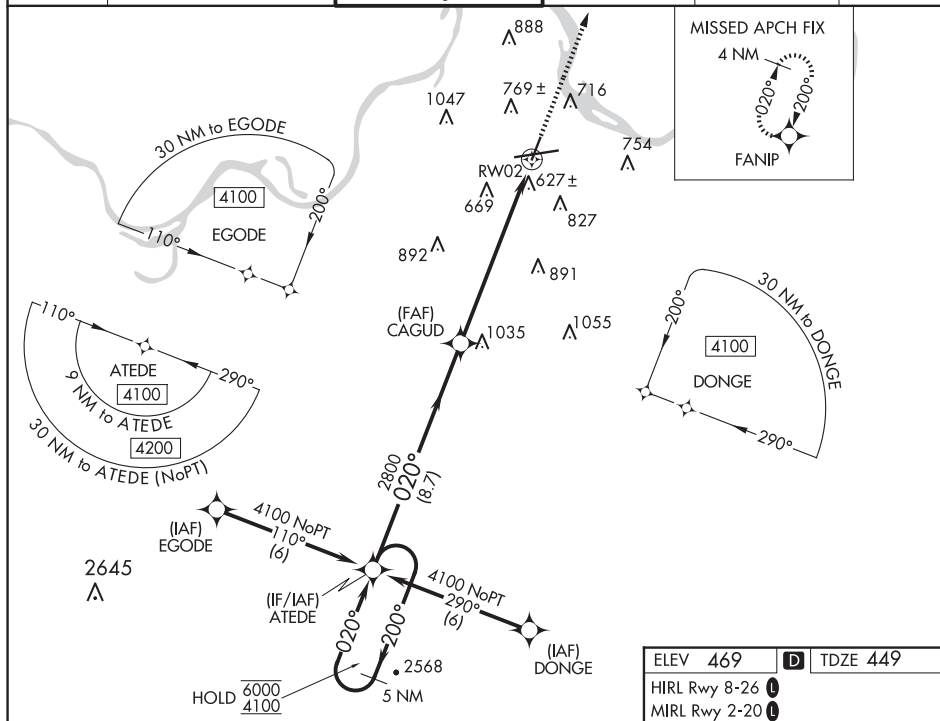
WAAS CH 58217 W02A	APP CRS 020°	Rwy Idg TDZE Apt Elev	5001 449 469
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RNAV (GPS) RWY 2
FORT SMITH RGNL (FSM)

T Circling to Rwy 20 and 26 NA at night. Rwy 2 helicopter visibility reduction below
A $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or
 ASR above 54°C.

MISSED APPROACH: Climb to 3600 direct FANIP and hold, continue climb-in-hold to 3600.

ATIS 124.775	RAZORBACK APP CON ★ 120.9 343.75	FORT SMITH TOWER ★ 118.3 (CTAF) 0 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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CATEGORY		A		B		C		D	
LPV	DA			705-1		256 (300-1)			
LNAV/ VNAV	DA			942-1¾		493 (500-1¾)			
LNAV	MDA	1160-1	711 (700-1)			1160-2 711 (700-2)	1160-2¼ 711 (700-2¼)		
C CIRCLING		1160-1	691 (700-1)			1400-2¾ 931 (1000-2¾)	1400-3 931 (1000-3)		

35°20'N-94°22'W

FORT SMITH RGNL (FSM)
RNAV (GPS) RWY 2

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77917 W08A	APP CRS 080°	Rwy Idg TDZE Apt Elev	9318 469 469
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RNAV (GPS) RWY 8
FORT SMITH RGNL (F'SM)

RNP APCH - GPS.

T

A

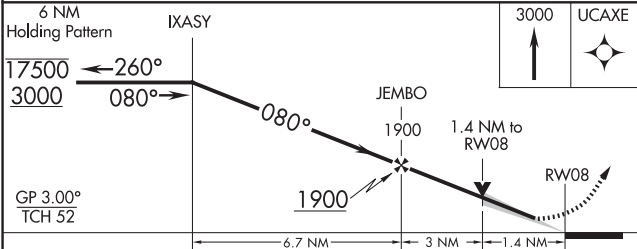
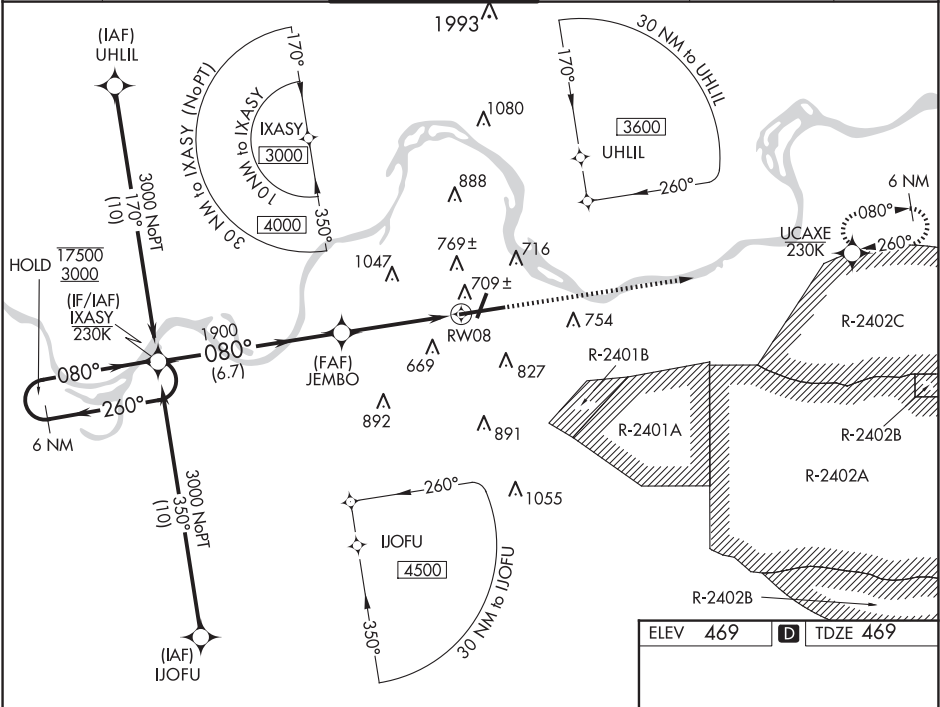
ASR

Circling NA for Cat E northwest of Rwy 8 and 20. Circling Rwy 20, 26 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.1°C or above 54°C.
For inop ALS, increase LPV Cat E visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1¾ SM and LNAV Cat C/D/E visibility to 1¾ SM. Circling NA for Cat E when restricted area R-2401B active.

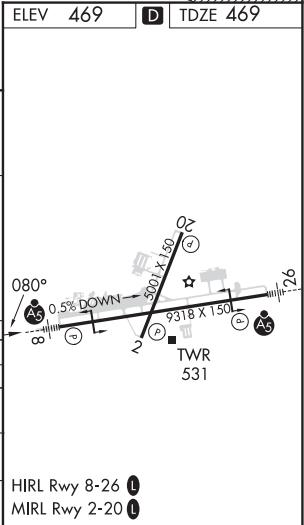
MALSR

MISSED APPROACH:
Climb to 3000 direct
UCAXE and hold.

ATIS 124.775	RAZORBACK APP CON ★ 120.9 343.75	FORT SMITH TOWER ★ 118.3 (CTAF) 0 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA		669-½	200 (200-½)		
LNAV/VNAV DA		945-1	476 (500-1)		
LNAV MDA	960-½ 491 (500-½)		960-1 491 (500-1)		
CIRCLING	1140-1 671 (700-1)		1400-2¾ 931 (1000-2¾)	1400-3 931 (1000-3)	



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

FORT SMITH, ARKANSAS

AL-631 (FAA)

24193

WAAS CH 87117 W26A	APP CRS 260°	Rwy Idg TDZE Apt Elev	9318 448 469
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RNAV (GPS) RWY 26

FORT SMITH RGNL (F'SM)

RNP APCH - GPS.

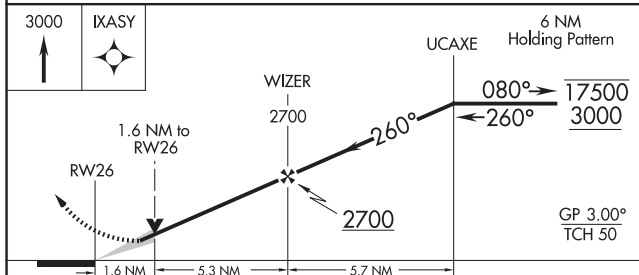
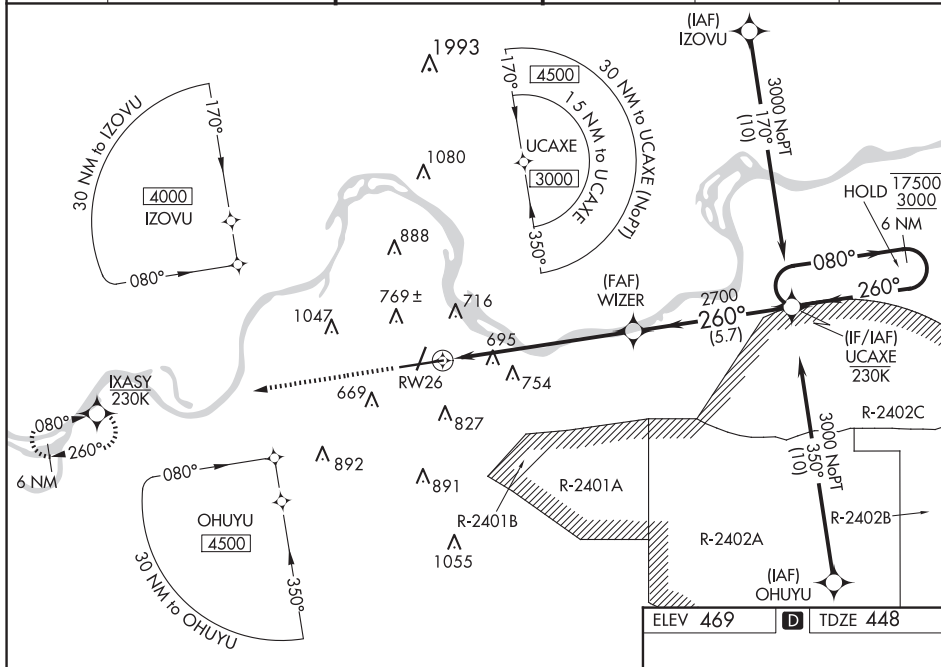
⚠ Circling NA for Cat E northwest of Rwy 8 and 20. Circling Rwy 20, 26 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.
Circling NA for Cat E NA when R-2401B active. For inop ALS, increase LPV Cat E visibility
to RVR 4000, LNAV/VNAV all Cats visibility to 1½ SM, and LNAV Cat E visibility to 1½ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRL



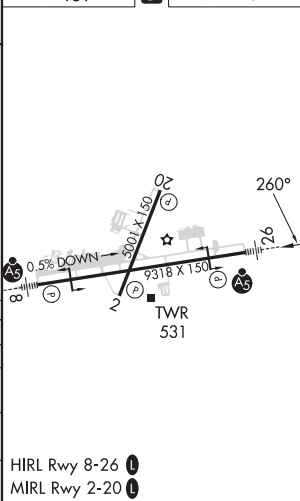
MISSED APPROACH:
Climb to 3000 direct
IXASY and hold.

ATIS 124.775	RAZORBACK APP CON * 120.9 343.75	FORT SMITH TOWER * 118.3 (CTAF) 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA *	648/24		200 (200-½)		
LNAV/VNAV DA	962/55		514 (500-1)		
LNAV MDA	1000/24	552 (600-½)	1000/60	552 (600-1¼)	
C CIRCLING	1140-1	671 (700-1)	1400-2¾ 931 (1000-2¾)	1400-3	931 (1000-3)

ELEV 469 **D** TDZE 448



FORT SMITH, ARKANSAS
Amdt 2 15JUN23

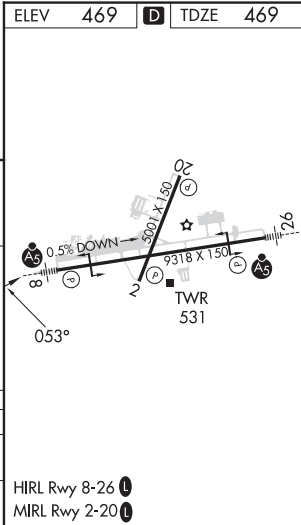
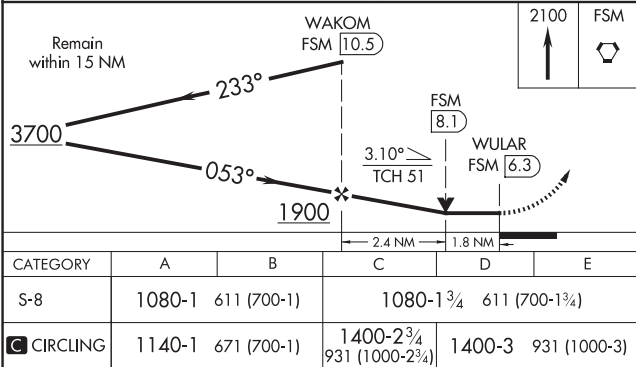
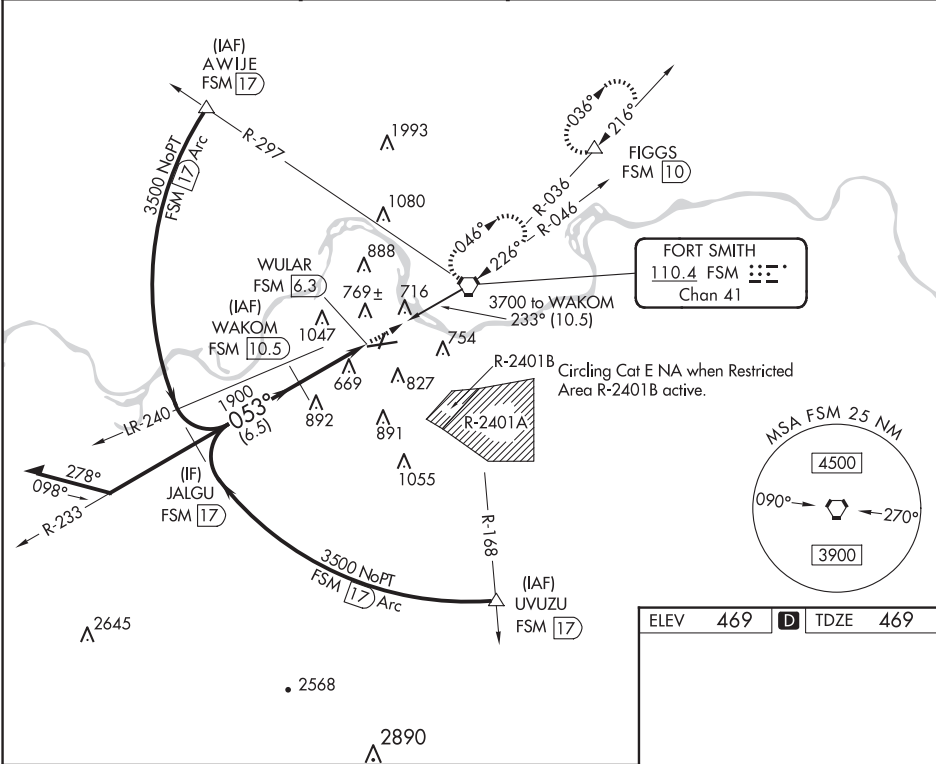
35°20'N-94°22'W

FORT SMITH RGNL (F'SM)
RNAV (GPS) RWY 26

VORTAC FSM	APP CRS	Rwy Idg	9318
110.4	053°	TDZE	469
Chan 41		Apt Elev	469

VOR Z or TACAN Z RWY 8
FORT SMITH RGNL (FSM)

DME required.		<div>MALSR</div> <div>ASR</div>	MISSED APPROACH: Climb to 2100 direct FSM VORTAC and hold, continue climb-in-hold to 3300. (TACAN aircraft climbing left turn to 4000 direct FSM VORTAC then on FSM VORTAC R-036 to FIGGS/10 DME and hold NE, RT, 216° inbound).			
Circling NA for Cat E northwest of Rwy 8 and of Rwy 20. Circling Rwy 20, 26 NA at night. Rwy 8 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.						
ATIS 124.775	RAZORBACK APP CON ★ 120.9 343.75	FORT SMITH TOWER ★ 118.3(CTAF) 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95	



VOR Z or TACAN Z RWY 8

FORT SMITH, ARKANSAS

AL-631 (FAA)

24193

VORTAC FSM	APP CRS	Rwy Idg	9318
110.4	225°	TDZE	448
Chan 41		Apt Elev	469

VOR Z or TACAN Z RWY 26

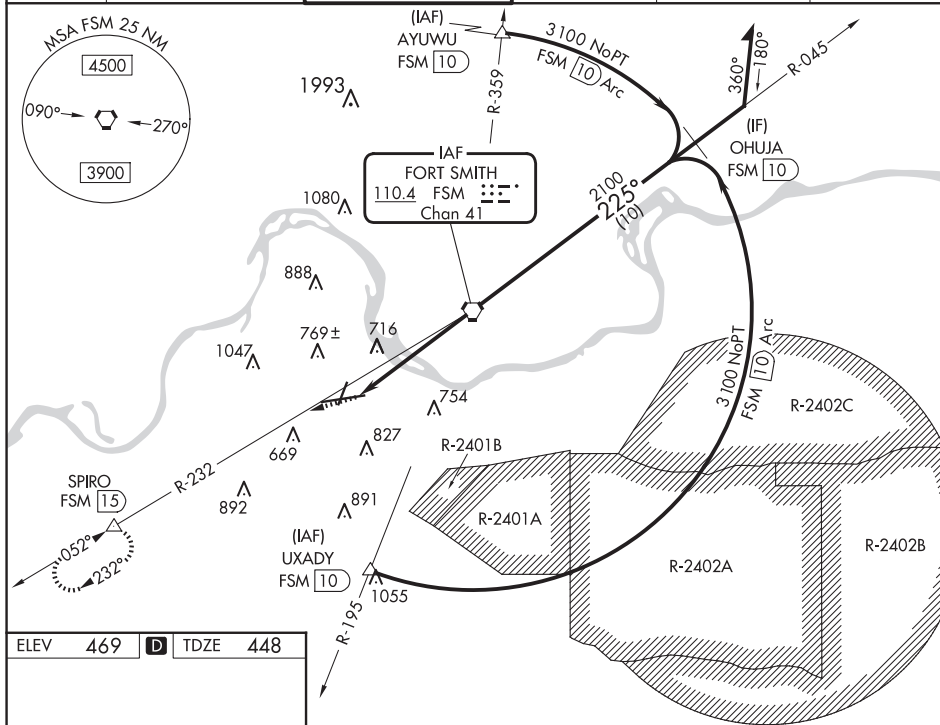
FORT SMITH RGNL (FSM)

DME required.

ASR Rwy 26 helicopter visibility reduction below RVR 5000 NA. Inop table does not apply. Circling Cat E NA when R-2401B active. Arc segment R-195 CCW: NA when restricted areas R-2401 and R-2402 in effect. Circling NA for Cat E northwest of Rwys 8 and Rwy 20. Straight-in Rwy 26 NA at night. Circling Rwy 20, 26 NA at night.

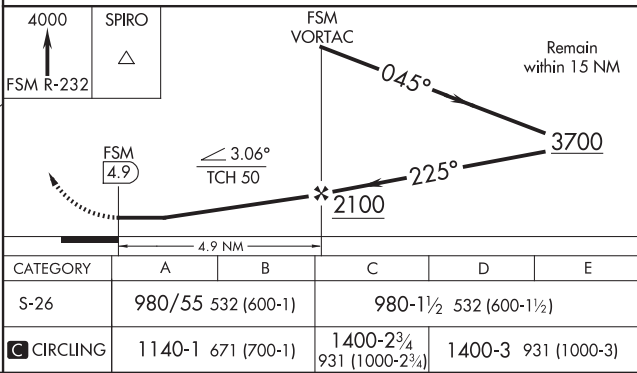
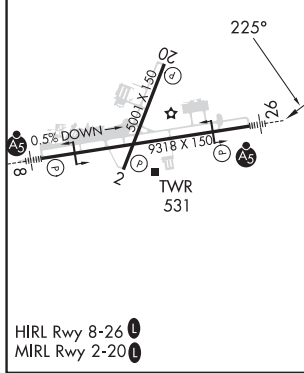
MALSR MISSED APPROACH: Climb to 4000 on FSM VORTAC R-232 to SPIRO/15 DME and hold, continue climb-in-hold to 4000.

ATIS	RAZORBACK APP CON*	FORT SMITH TOWER*	GND CON	CLNC DEL	UNICOM
124.775	120.9 343.75	118.3(3) 323.175	121.9 275.8	133.85 278.3	122.95



ELEV	469	TDZE	448
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Procedure NA for arrival on FSM VORTAC airway radials 036 CW 090.



FORT SMITH, ARKANSAS
Amdt 21 15JUN23

35°20'N-94°22'W

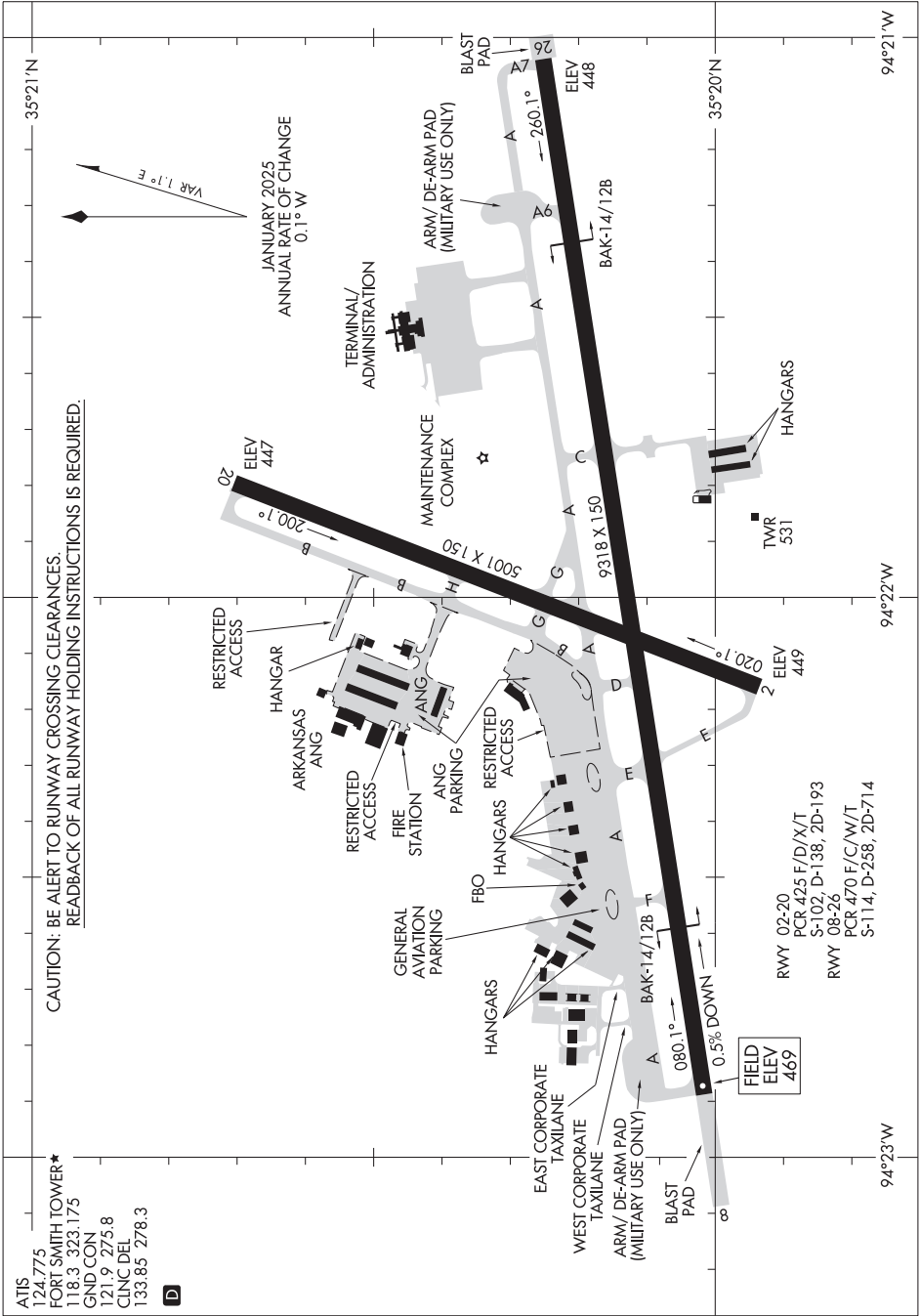
FORT SMITH RGNL (FSM)

VOR Z or TACAN Z RWY 26

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



SC-1, 07 AUG 2025 to 02 OCT 2025

FREDERICK, OKLAHOMA

AL-56 (FAA)

24305

WAAS CH 56419 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	6099 1238 1258
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RNAV (GPS) RWY 35

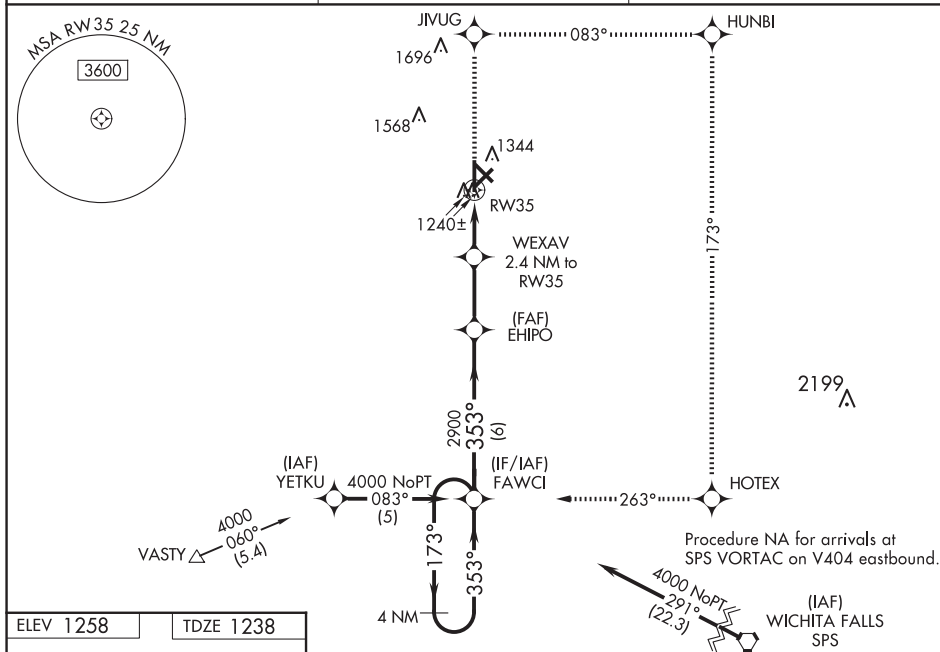
FREDERICK RGNL (FDR)

RNP APCH-GPS.

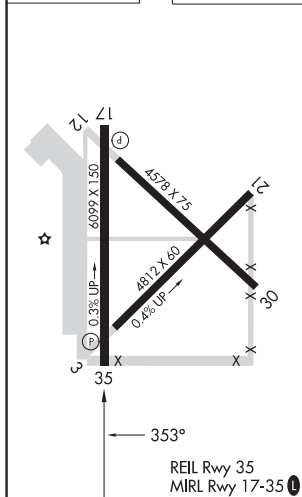
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C.
 ▲ Baro-VNAV and VDP NA when using Vernon altimeter setting. When local altimeter setting not received, use Vernon altimeter setting: increase LPV DA to 1478 feet; increase LNAV/VNAV DA to 1540 feet; increase all MDAs 40 feet and visibility LNAV Cat C ¼ SM and Circling Cat D ½ SM. Circling Rwy 3, 12, 17, 21, 30, NA at night.









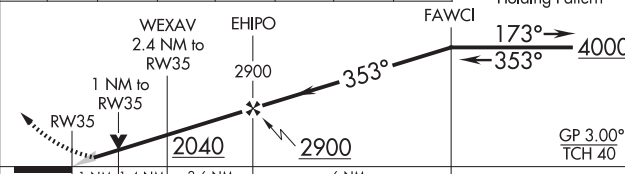
MISSED APPROACH: Climb to 4000 direct JIVUG and right turn on track 083° to HUNBI and right turn on track 173° to HOTEX and right turn on track 263° to FAWCI and hold.

ASOS 132.675	ALTUS APP CON ★ 125.1 353.7	UNICOM 123.05 (CTAF) 0
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ELEV 1258	TDZE 1238
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4000	JIVUG	HUNBI	HOTEX	FAWCI			
							
							
CATEGORY		A	B	C	D		
LPV DA		1438- ³ / ₄ 200 (200- ³ / ₄)					
LNAV/VNAV DA		1500-1 262 (300-1)					
LNAV MDA		1600-1 362 (400-1)				1600-1 ¹ / ₄ 362 (400-1 ¹ / ₄)	
CIRCLING		1700-1 442 (500-1)	1720-1 462 (500-1)	1880-1 ³ / ₄ 622 (700-1 ³ / ₄)	1900-2 642 (700-2)		

FREDERICK, OKLAHOMA

Orig-C 31OCT24

34°21'N-98°59'W

FREDERICK RGNL (FDR)
RNAV (GPS) RWY 35

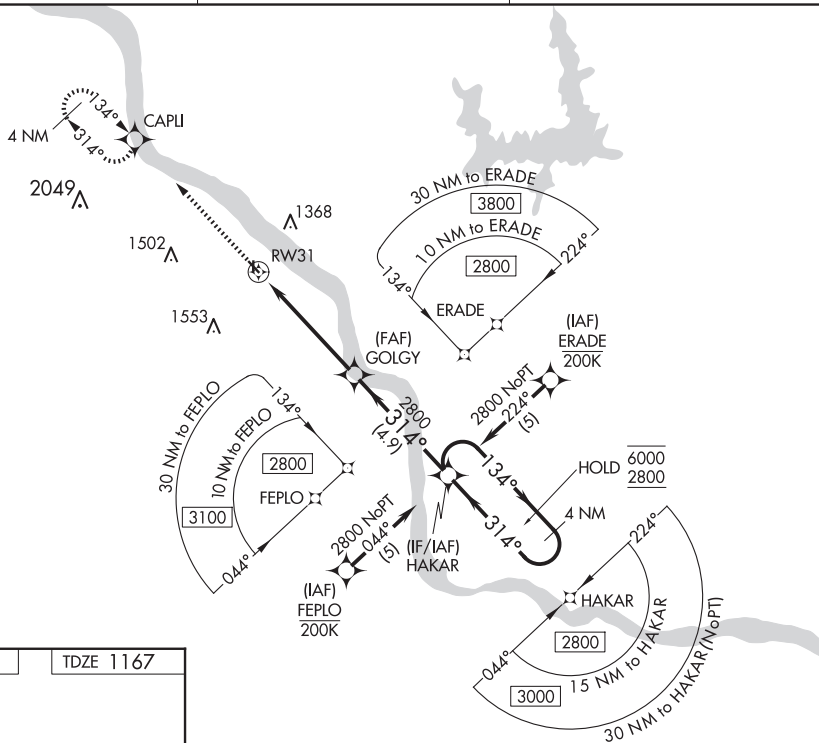
SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS 314°	Rwy Idg TDZE Apt Elev	3004 1167 1169
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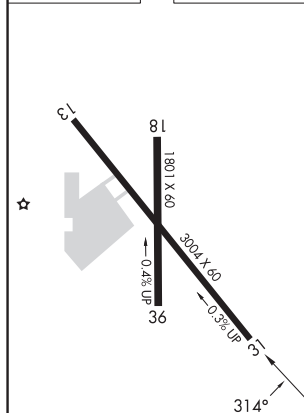
RNAV (GPS) RWY 31
DAVID JAY PERRY (1K4)

RNP APCH - GPS.		<p>MISSED APPROACH: Climb to 3100 direct CAPTI and hold, continue climb-in-hold to 3100.</p>
<p>▼ Rwy 31 helicopter visibility reduction below 1 SM NA.</p> <p>▲ NA Procedure NA at night. Use OKC altimeter setting.</p>		

OKC ASOS 125.85	OKE CITY APP CON 120.45 288.325	UNICOM 122.7 (CTAF) 0
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ELEV 1169		TDZE 1167
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[illegible]

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1 07 AUG 2025 to 02 OCT 2025

GROVE, OKLAHOMA

AL-6721 (FAA)

24137

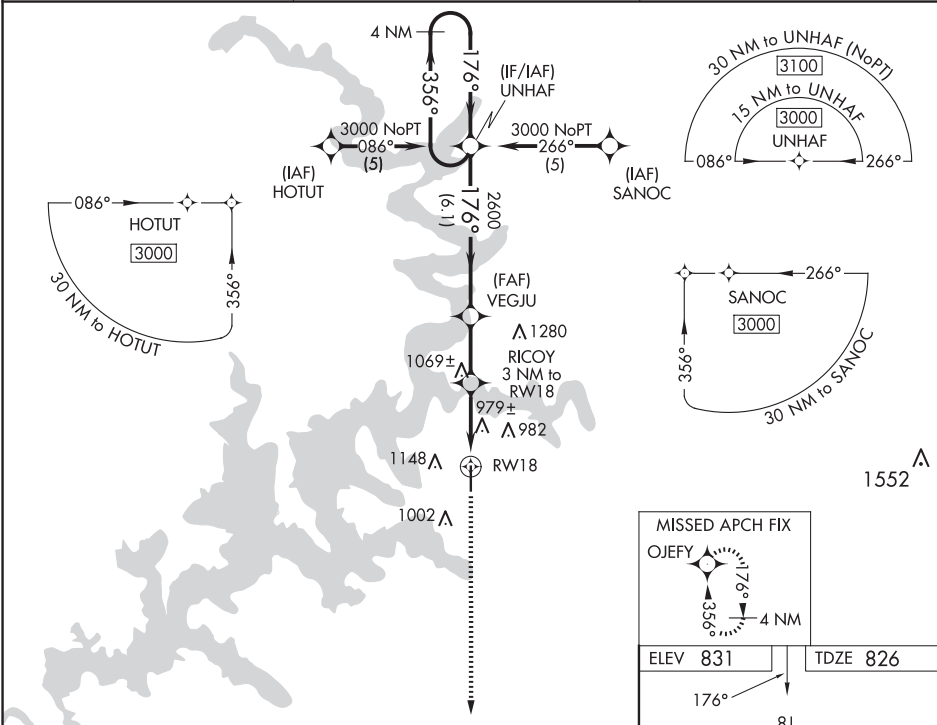
WAAS CH 58308 W18A	APP CRS 176°	Rwy ldg 5200 TDZE 826 Apt Elev 831
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RNAV (GPS) RWY 18

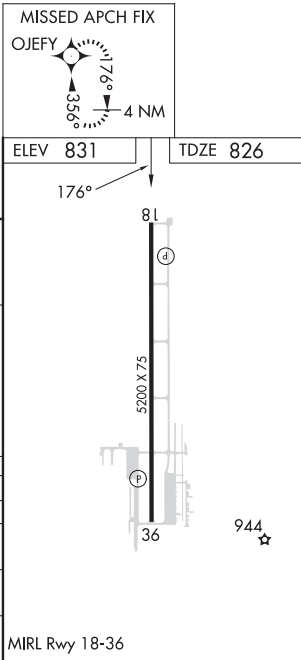
GROVE RGNL (G.M.J)

<div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</div></div>	MISSED APPROACH: Climb to 3000 direct OJEFY and hold.
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AWOS-3PT 119.025	KANSAS CITY CENTER 128.6 282.325	UNICOM 122.8 (CTAF)
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VGSI and RNAV glidepath not coincident (VGSI Angle 2.75\TCH 31).				
4 NM Holding Pattern UNHAF				
3000 ← 356° → 176° →				
GP 3.00° TCH 40				
VEGJU RICOY 3 NM to RW18 RW18				
2600 *1820				
6.1 NM 2.4 NM 3 NM				
CATEGORY	A	B	C	D
LPV DA	1153-1¼	327 (400-1¼)		NA
LNAV/VNAV DA	1346-2	520 (600-2)		NA
LNAV MDA	1240-1 414 (500-1)	1240-1¼ 414 (500-1¼)		NA
CIRCLING	1500-1 669 (700-1)	1500-1¼ 669 (700-1¼)		NA



GROVE, OKLAHOMA
Amdt 1A 13AUG20

36°36'N-94°44'W

GROVE RGNL (G.M.J)

RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS

356°

Rwy Idg

5200

TDZE

830

Api Elev

831

RNAV (GPS) RWY 36

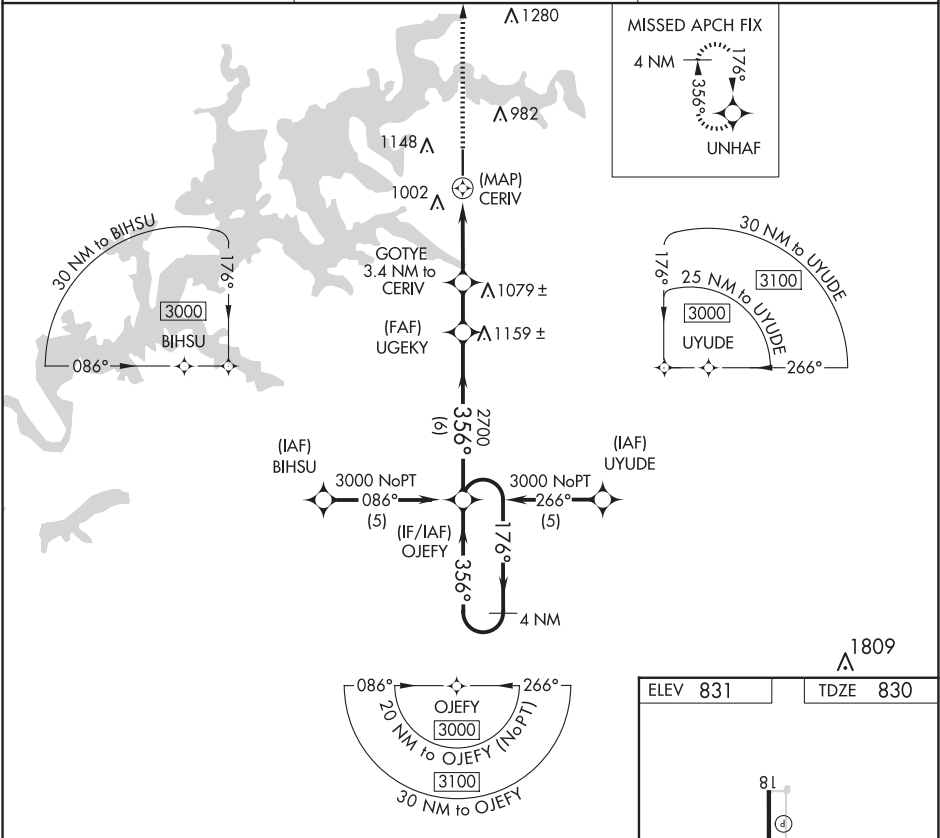
GROVE RGNL (G.M.J)

▼

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct UNHAF and hold.

AWOS-3PT 119.025	KANSAS CITY CENTER 128.6 282.325	UNICOM 122.8 (CTAF)
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3000

UNHAF

VGSI and descent angles not coincident
(VGSI Angle 2.75/TCH 28).

GOTYE

3.4 NM to CERIV

UGEKY

OJEFY

4 NM Holding Pattern

176°

356°

3000

2120

2700

0.5

1

2.4

1.8

6

NM

CATEGORY	A	B	C	D
LNAV MDA	1280-1	450 (500-1)	1280-1¼ 450 (500-1¼)	NA
CIRCLING	1500-1	669 (700-1)	1500-1¾ 669 (700-1¾)	NA

MIRL Rwy 18-36

8L

5200 X 75

36

944

356°

GUTHRIE, OKLAHOMA

AL-5950 (FAA)

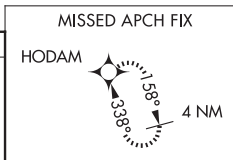
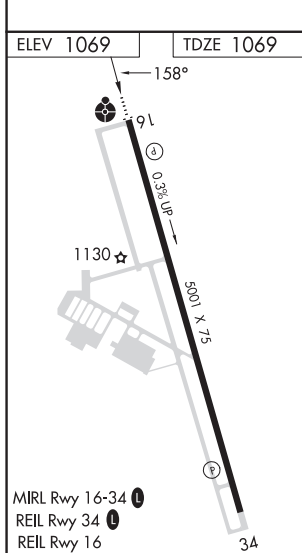
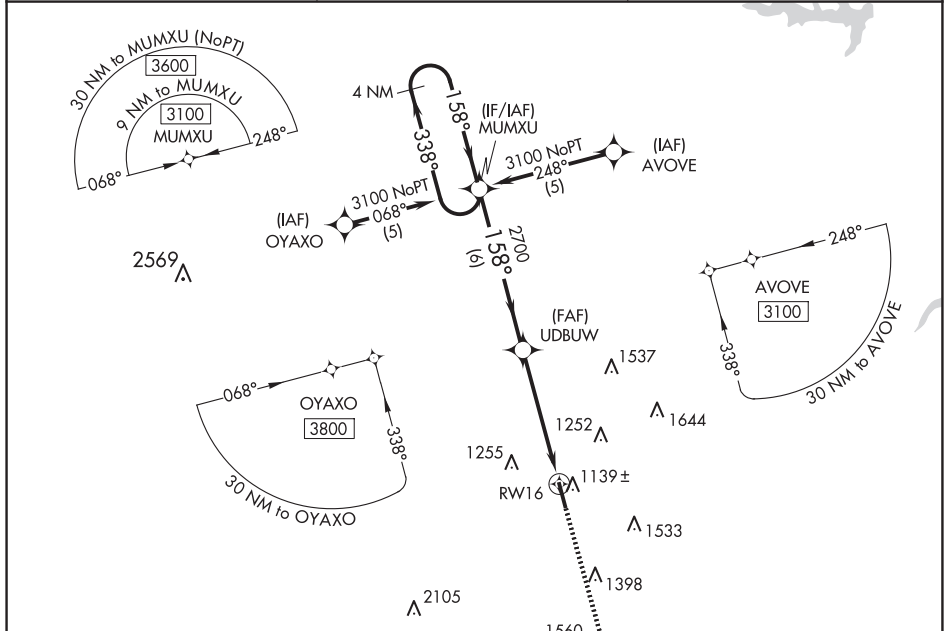
24305

WAAS CH 56308 W16A	APP CRS 158°	Rwy Idg 5001 TDZE 1069 Apt Elev 1069
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RNAV (GPS) RWY 16

GUTHRIE/EDMOND RGNL (GOK)

⚠ DME/DME RNP-0.3 NA. VDP NA when using OKC Will Rogers Intl altimeter setting. When local altimeter setting not received, use OKC Will Rogers Intl altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.	ODALS 	MISSED APPROACH: Climb to 3100 direct HODAM and hold.
ASOS 133.975	OKE CITY APP CON 124.2 336.4	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern		MUMXU	UDBUW	3100 ↑	HODAM ✦
3100 ←338° 158°→		158°		*LNAV only.	
GP 3.00° TCH 45		2700		*1 NM to RW16 RW16	
		6 NM	4 NM	1 NM	
CATEGORY	A	B	C	D	
LPV DA	1319-1 250 (300-1)		NA		
LNAV MDA	1420-1 351 (400-1)		NA		
CIRCLING	1540-1 471 (500-1)	1560-1 491 (500-1)	NA		

GUTHRIE, OKLAHOMA
Amdt 1A 16JUN22

35°51'N-97°25'W

GUTHRIE/EDMOND RGNL (GOK)

RNAV (GPS) RWY 16

GUYMON, OKLAHOMA

AL-5150 (FAA)

22363

WAAS CH 82625 W18A	APP CRS 177°	Rwy Idg 5904 TDZE 3125 Apt Elev 3125
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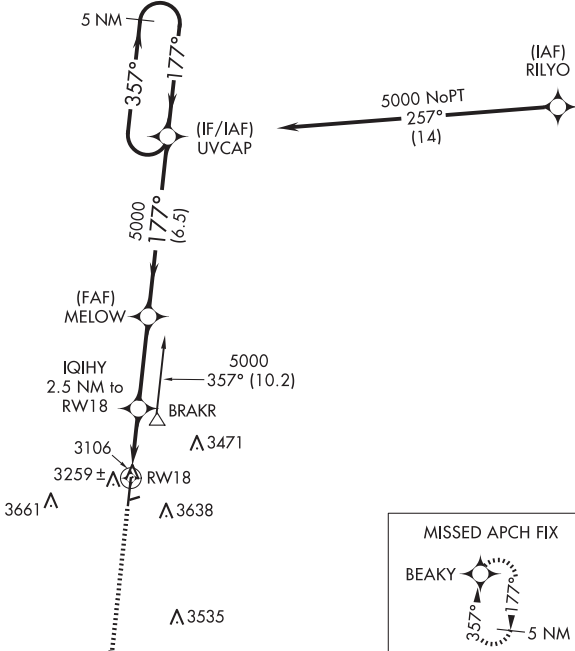
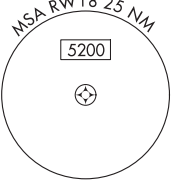
RNAV (GPS) RWY 18
GUYMON MUNI (GUY)

⚠ Baro-VNAV NA when using Liberal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Liberal altimeter setting: Increase LPV DA to 3488 feet; increase LNAV/VNAV DA to 3564 feet and all visibilities ½ SM; increase all MDAs 120 feet and visibility Cat C ½ SM. Circling NA to Rwy 6 and 24.

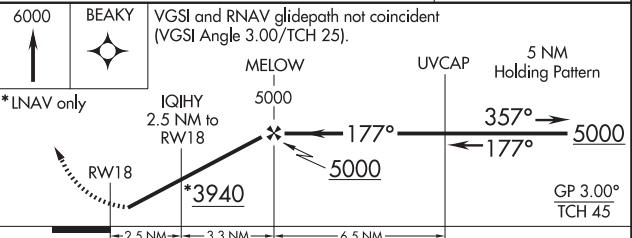
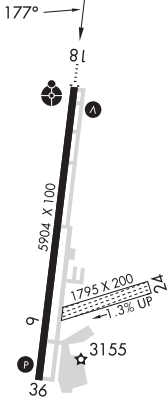
ODALS
 MISSED APPROACH: Climb to 6000 direct BEAKY and hold.

ASOS 119.925	KANSAS CITY CENTER 134.0 257.625	UNICOM 122.7 (CTAF) 0
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△3871



ELEV 3125	TDZE 3125
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CATEGORY	A	B	C	D
LPV DA	3375-1	250 (300-1)		NA
LNAV/VNAV DA	3451-1	326 (400-1)		NA
LNAV MDA	3520-1	395 (400-1)		NA
CIRCLING	3580-1	455 (500-1)	3980-2½ 855 (900-2½)	NA

GUYMON, OKLAHOMA
Amdt 1B 15JUL21

36°41'N-101°30'W

GUYMON MUNI (GUY)
RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 50525 W36A	APP CRS 357°	Rwy Idg 5904 TDZE 3125 Apt Elev 3125
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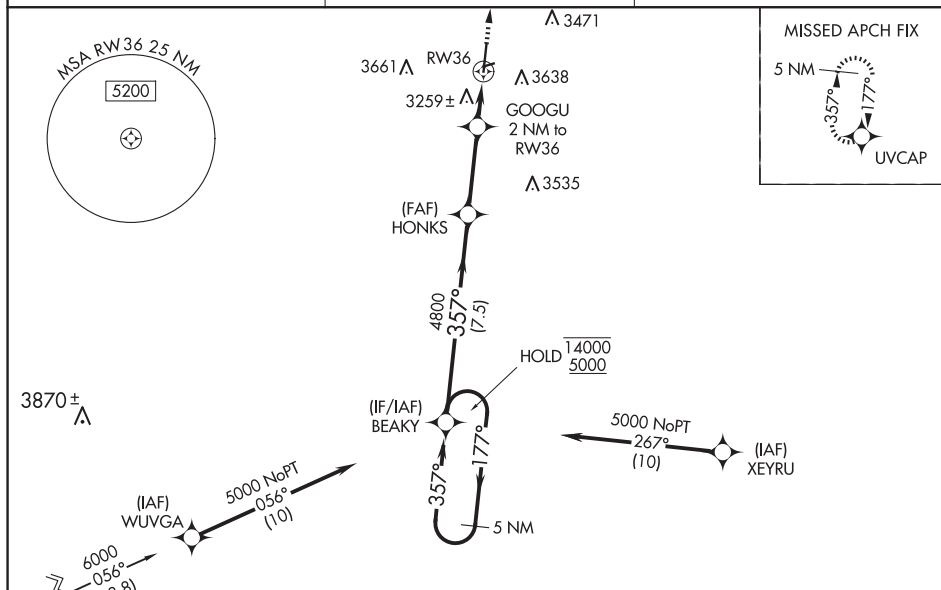
RNAV (GPS) RWY 36
GUYMON MUNI (GUY)

RNP APCH - GPS	
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T Circling NA east of Rwy 18-36. Baro-VNAV and VDP NA when using Liberal altimeter setting. Rwy 36 helicopter visibility reduction below $\frac{1}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C . When local altimeter setting not received, use Liberal altimeter setting: increase LPV DA to 3487 feet; LNAV/VNAV DA to 3696 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 120 feet and visibility LNAV Cat C $\frac{1}{4}$ SM, and Circling Cat C $\frac{1}{2}$ SM. Circling NA to Rwy 6 and 24.

MISSED APPROACH:
Climb to 6000 direct
UVCAP and hold.

ASOS 119.925	KANSAS CITY CENTER 134.0 257.625	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrival on DHT VORTAC airway radials 071 CW 129 and arrivals at DHT VORTAC on T420 northwest bound.



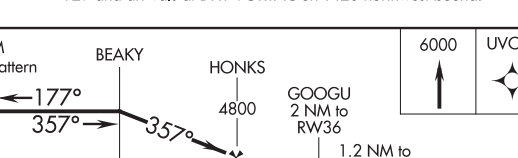
**DALHART
DHT**
(43.3°)

Procedure NA for arrival on DHT VORTAC airway radials 071 CW 129 and arrivals at DHT VORTAC on T420 northwest bound.

5 NM Holding Pattern

14000 ← 177°
5000 → 357°

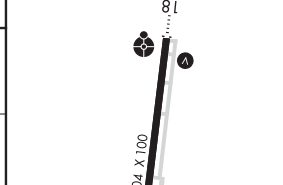
GP 3.00°
TCH 35



6000

UVCAP

CATEGORY	A	B	C	D
LPV DA	3375-3/4 250 (300-3/4)			NA
LNAV/ VNAV DA	3584-13/8 459 (500-13/8)			NA
LNAV MDA	3520-1	395 (400-1)	3520-1 1/8 395 (400-1 1/8)	NA
C CIRCLING	3580-1 455 (500-1)	3600-1 475 (500-1)	3980-2 1/2 855 (900-2 1/2)	NA



ELEV 3125 TDZE 3125

MIRL Rwy 18-36

GUYMON, OKLAHOMA

Orig-C 14JUL22

36°41'N-101°30'W

163

GUYMON MUNI (GUY)

RNAV (GPS) RWY 36

GUYMON, OKLAHOMA

AL-5150 (FAA)

24305

NDB GUY	APP CRS	Rwy Idg
275	177°	5904
		TDZE
		3125
		Apt Elev
		3125

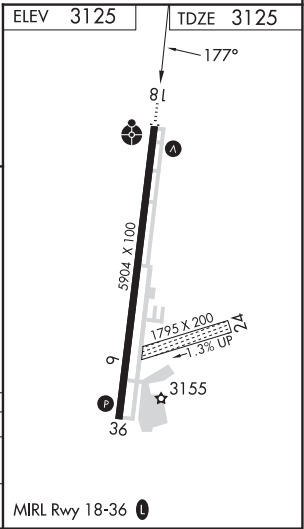
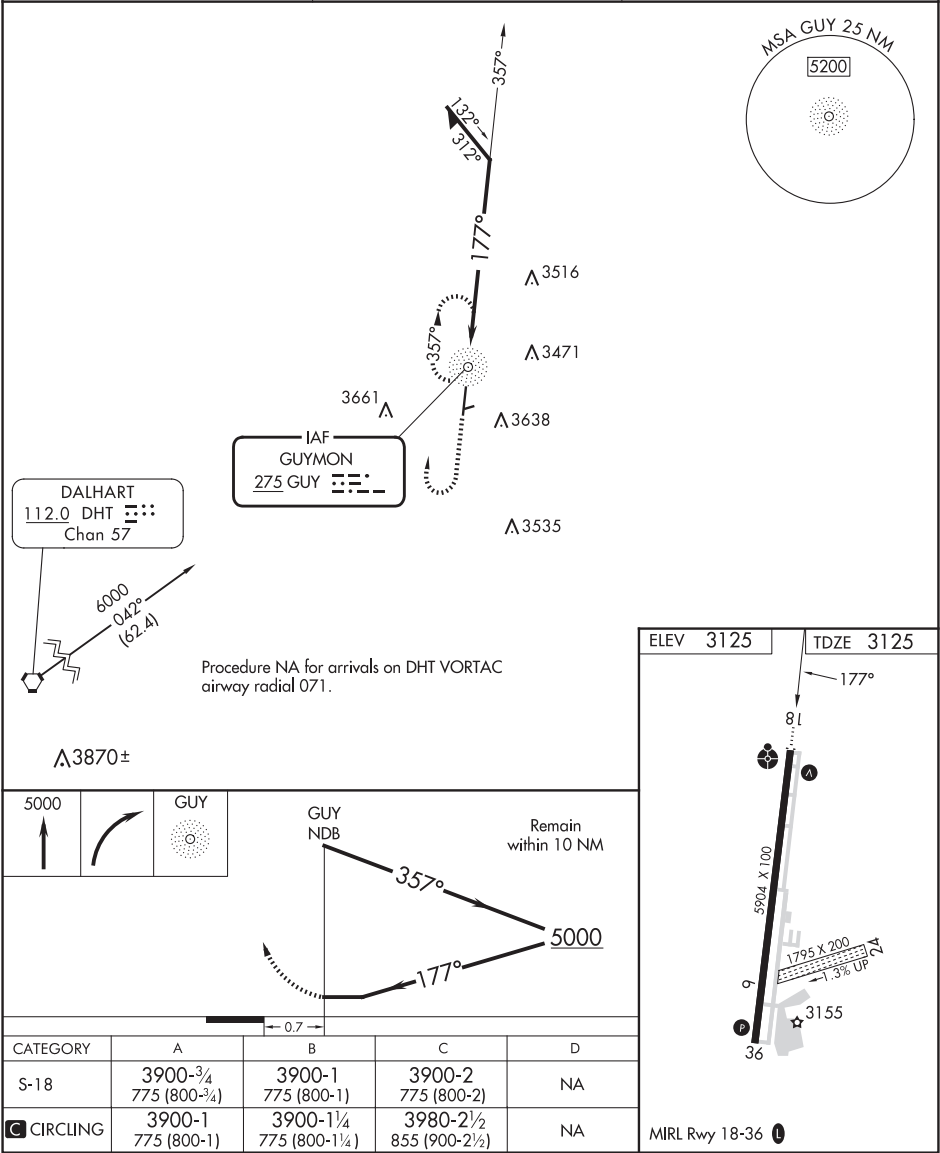
NDB RWY 18
GUYMON MUNI (GUY)

⚠ Circling NA to Rwys 6 and 24. Circling NA east of Rwy 18-36. When local altimeter setting not received, use Liberal altimeter setting and increase all MDAs 120 feet and visibility Cats A and C ½ SM. For inop ALS, increase S-18 Cat C visibility to 2½ SM. For inop ALS when using Liberal altimeter setting, inop table does not apply to S-18 Cat C.



MISSED APPROACH:
Climb to 5000 then right turn direct GUY NDB and hold.

ASOS 119.925	KANSAS CITY CENTER 134.0 257.865	UNICOM 122.7 (CTAF) 0
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GUYMON, OKLAHOMA
Amdt 5E 14JUL22

36°41'N-101°30'W

GUYMON MUNI (GUY)
NDB RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

HARRISON, ARKANSAS

AL-5135 (FAA)

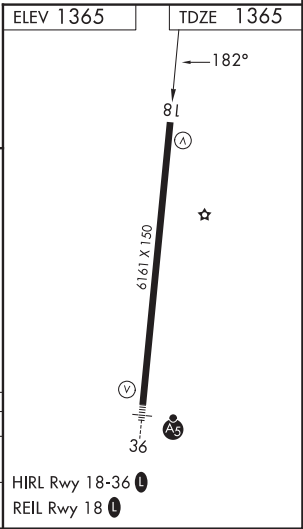
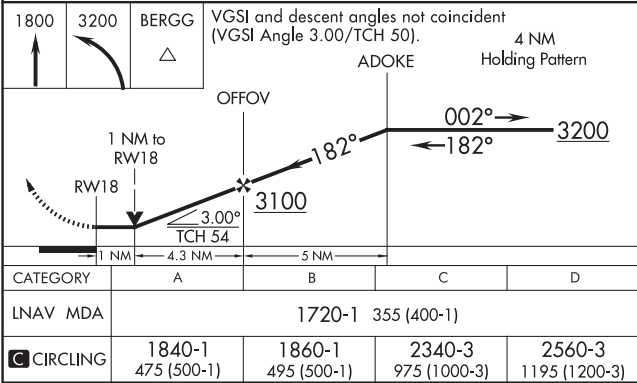
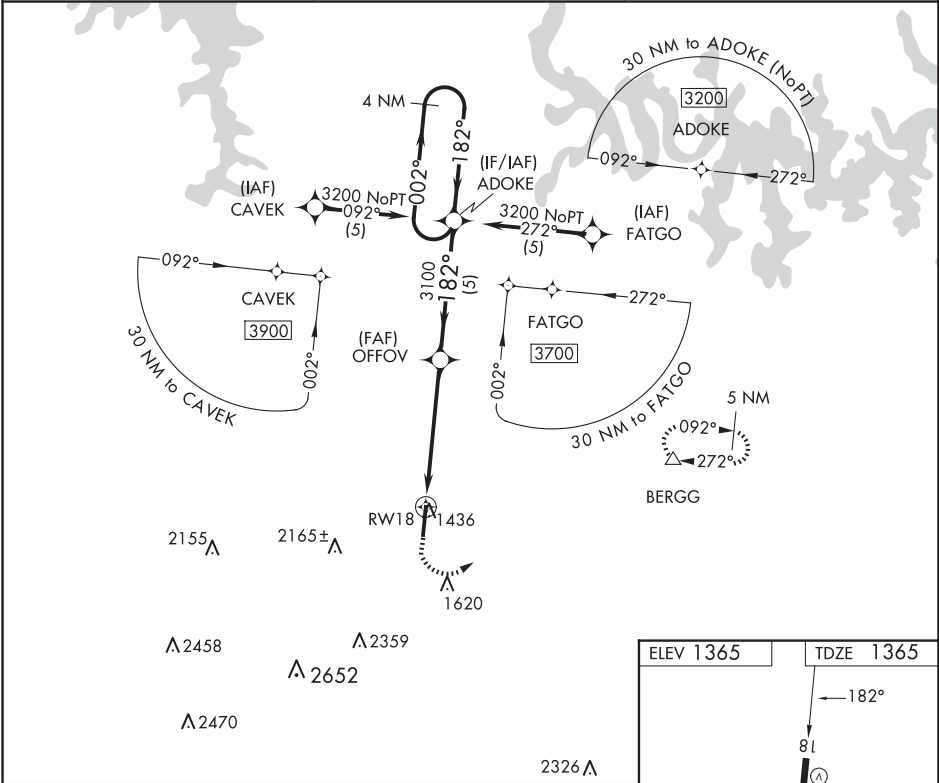
25163

APP CRS	Rwy Ldg	6161
182°	TDZE	1365
	Apt Elev	1365

RNAV (GPS) RWY 18
BOONE COUNTY (HRO)

RNP APCH.	MISSED APPROACH: Climb to 1800 then climbing left turn to 3200 direct BERGG and hold.
Rwy 18 helicopter visibility reduction below 3/4 SM NA.	

ASOS 121.125	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF) 1
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SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93711 W36A	APP CRS 002°	Rwy Ldg 6161 TDZE 1351 Apt Elev 1365
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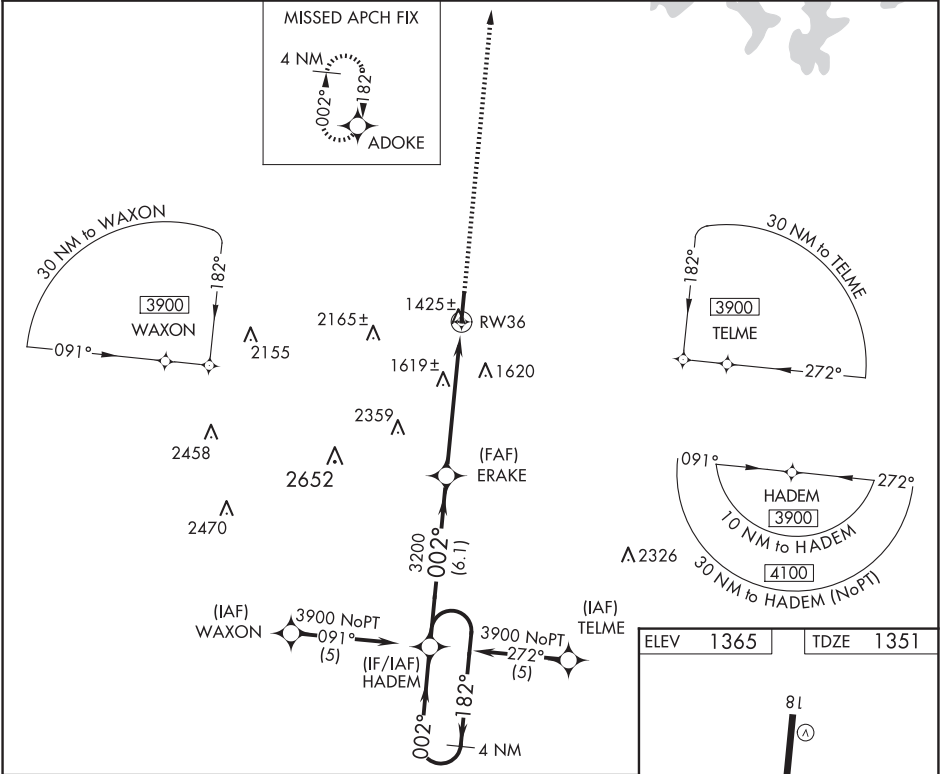
RNAV (GPS) RWY 36
BOONE COUNTY (HRO)

▼ 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. VDP and Baro-VNAV NA when using Mountain Home altimeter setting. When local altimeter setting not received, use Mountain Home altimeter setting and increase all DA 139 feet and all MDA 140 feet, increase LPV all Cats and LNAV and Circling Cat C and D visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR when using Mountain Home altimeter setting, increase LPV all Cats visibility to 1¼.

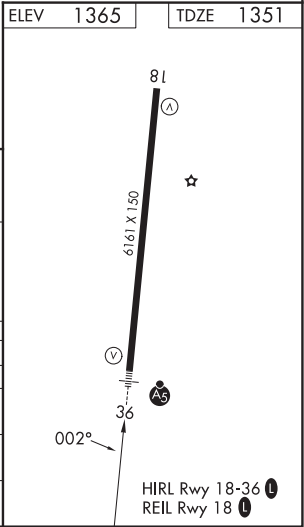
MALSR

MISSED APPROACH: Climb to 3200 direct ADOKE and hold.

ASOS 121.125	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF) 0
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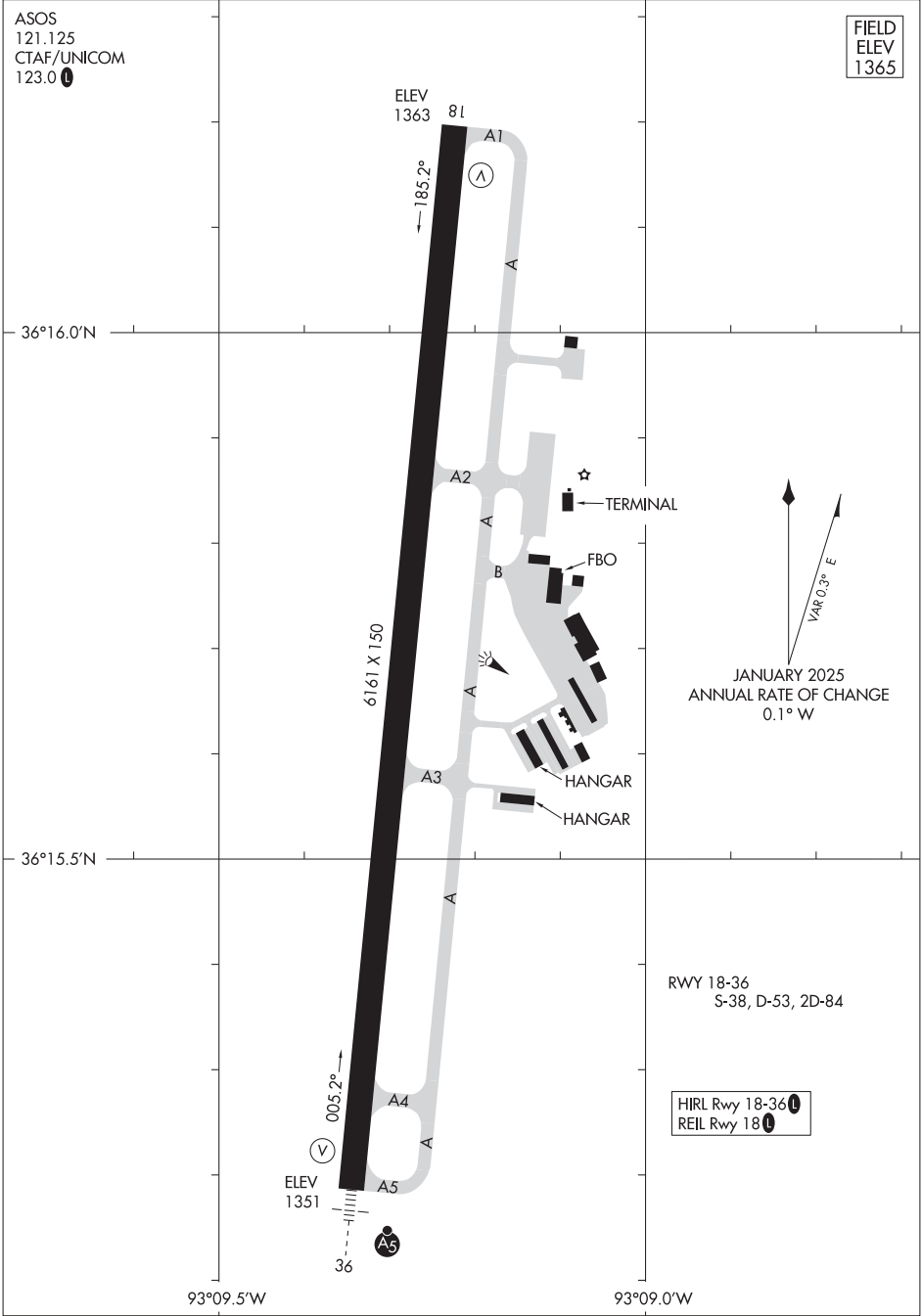


4 NM Holding Pattern		HADEM	ERAKE	3200 ADOKE
3900 ←182°		002° →	002°	*1.5 NM to RW36
GP 3.00°		3200		*LNAV only.
TCH 52		6.1 NM	4.1 NM	1.5 NM
CATEGORY	A	B	C	D
LPV DA	1601-1½ 250 (300-1½)			
LNAV/VNAV DA	1815-1 464 (500-1)			
LNAV MDA	1880-1½ 529 (600-1½)		1880-1 529 (600-1)	1880-1¼ 529 (600-1¼)
CIRCLING	1880-1 515 (600-1)		2340-3 975 (1000-3)	2560-3 1195 (1200-3)



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
060°

Rwy Idg
TDZE
631

Apt Elev
632

RNAV (GPS) RWY 6

HEBER SPRINGS MUNI (HBZ)

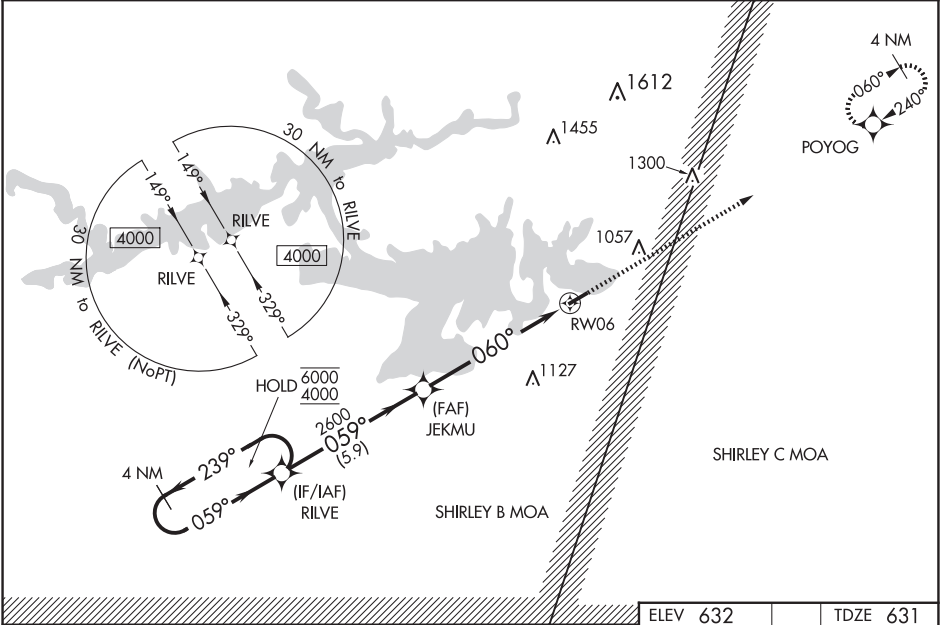
RNP APCH.

Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Batesville altimeter setting and increase all MDAs 80 feet, and increase LNAV visibility Cat C and D ¼ SM. Increase Circling visibility Cat C ¼ SM, Cat D ½ SM.

MISSED APPROACH: Climb to 4000 direct POYOG and hold, continue climb-in hold 4000.

MEMPHIS CENTER
126.85 281.55

UNICOM
122.7 (CTAF) 0



ELEV 632

TDZE 631

4 NM Holding Pattern

RILVE

JEKMU

RW06

POYOG

4000

6000

4000

239°

059°

059°

060°

2600

3.00°

TCH 36

5.9 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1240-1	609 (700-1)	1240-1¾	609 (700-1¾)
CIRCLING	1240-1 608 (700-1)	1380-1 748 (800-1)	1380-2¼ 748 (800-2¼)	1440-2½ 808 (900-2½)

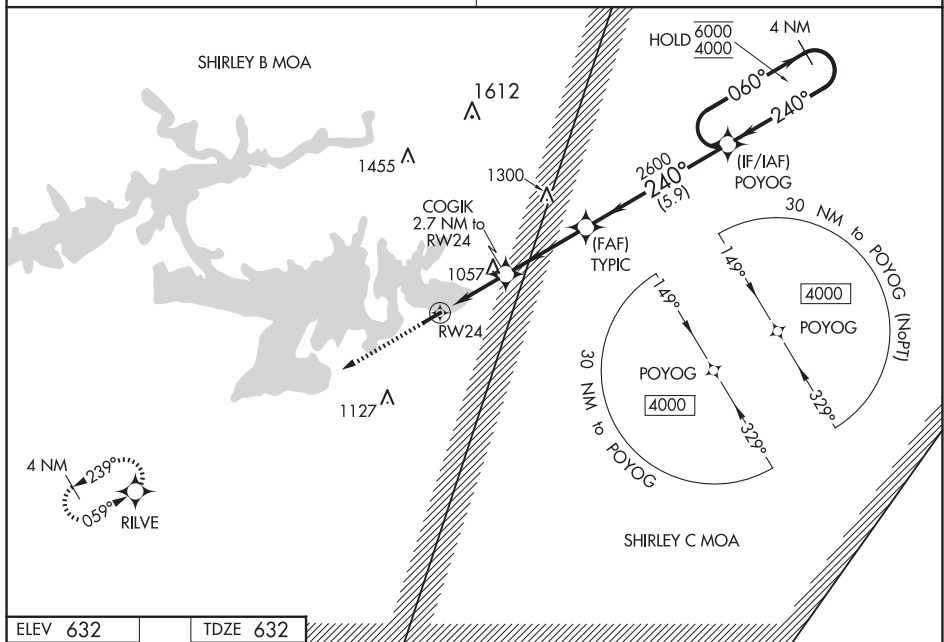
MIRL Rwy 6-24 0

REIL Rws 6 and 24 0

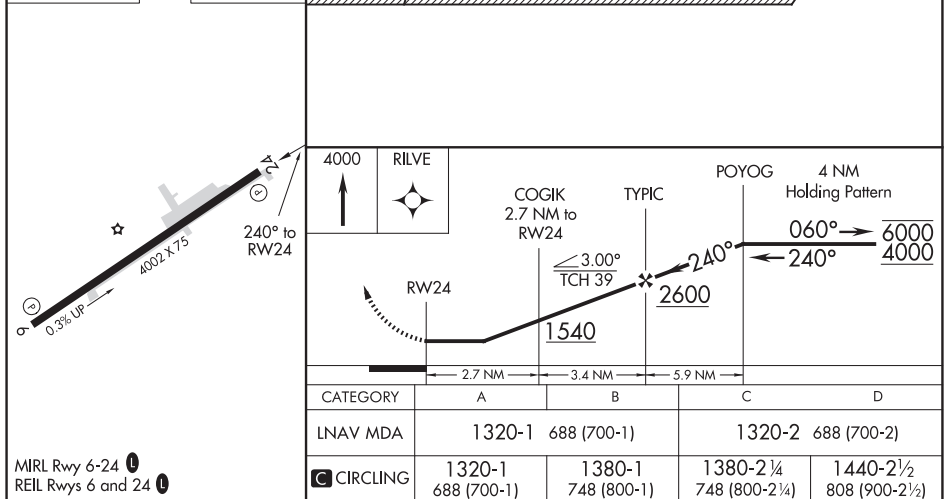
RNAV (GPS) RWY 24
HEBER SPRINGS MUNI (HBZ)

Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Batesville altimeter setting and increase all MDAs 80 feet; and increase LNAV visibility Cat B $\frac{1}{4}$ SM, Cat C and D $\frac{1}{2}$ SM. Increase Circling visibility Cat B, C $\frac{1}{4}$ SM, and Cat D $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 4000 direct RILVE and hold, continue climb-in-hold to 4000.

UNICOM
122.7 (CTAF) **L**

TDZE 632



HEBER SPRINGS MUNI (HBZ)
RNAV (GPS) RWY 24

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86941 W18A	APP CRS 179°	Rwy Idg 5001 TDZE 241 Apt Elev 242
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RNAV (GPS) RWY 18

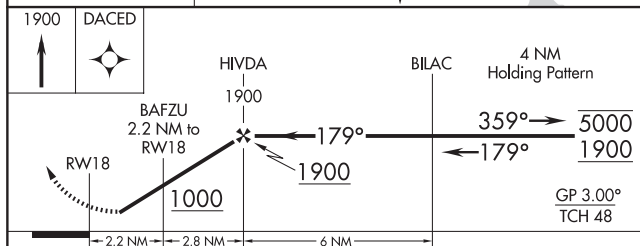
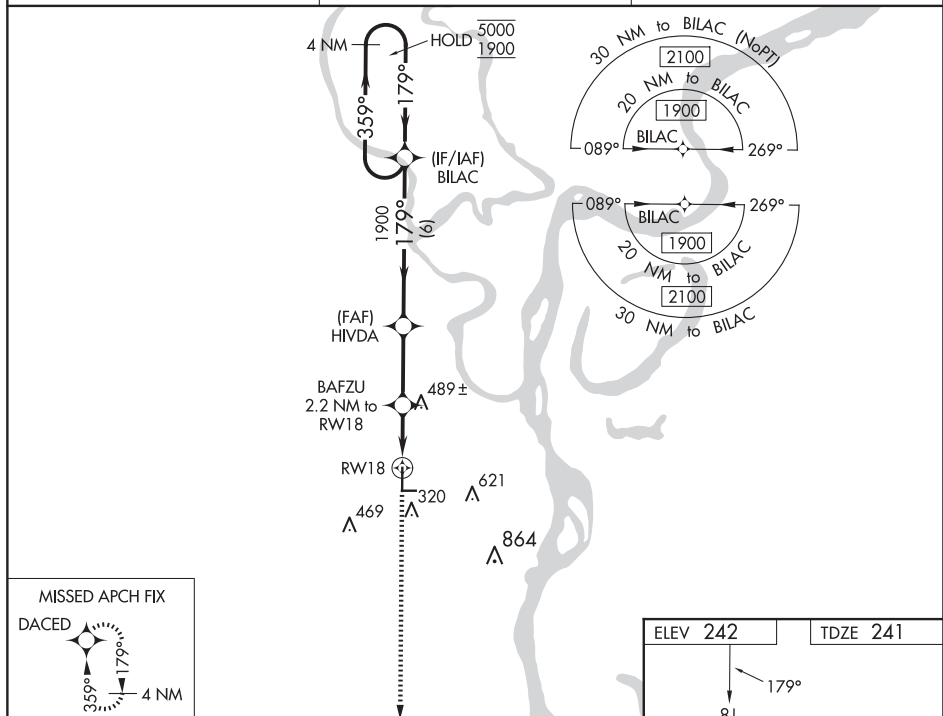
THOMPSON-ROBBINS (HEE)


RNP APCH - GPS.

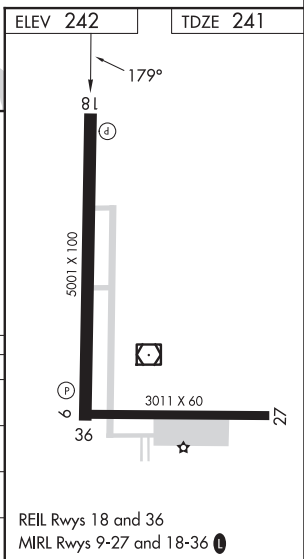
T Baro-VNAV NA. Use Tunica altimeter setting. Rwy 18 helicopter visibility
A NA reduction below $\frac{3}{4}$ SM NA. Circling Rwy 9, 27 NA at night.

MISSED APPROACH: Climb to 1900 direct DATED and hold.

UTA AWOS-3 118.075	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	542-1 301 (300-1)			
INAV/ VNAV DA	710-1 $\frac{3}{8}$ 469 (500-1 $\frac{3}{8}$)			
INAV MDA	740-1 499 (500-1)		740-1 $\frac{3}{8}$ 499 (500-1 $\frac{3}{8}$)	
 CIRCLING	840-1 598 (600-1)		980-2 738 (800-2)	980-2 $\frac{1}{4}$ 738 (800-2 $\frac{1}{4}$)



RNAV (GPS) RWY 18

HELENA/WEST HELENA, ARKANSAS


AL-984 (FAA)

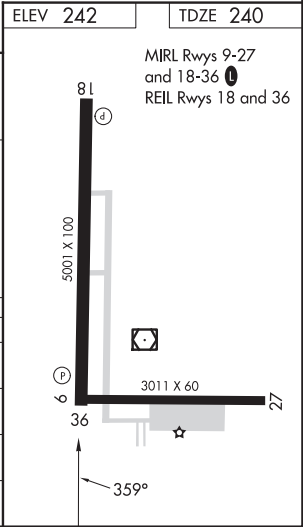
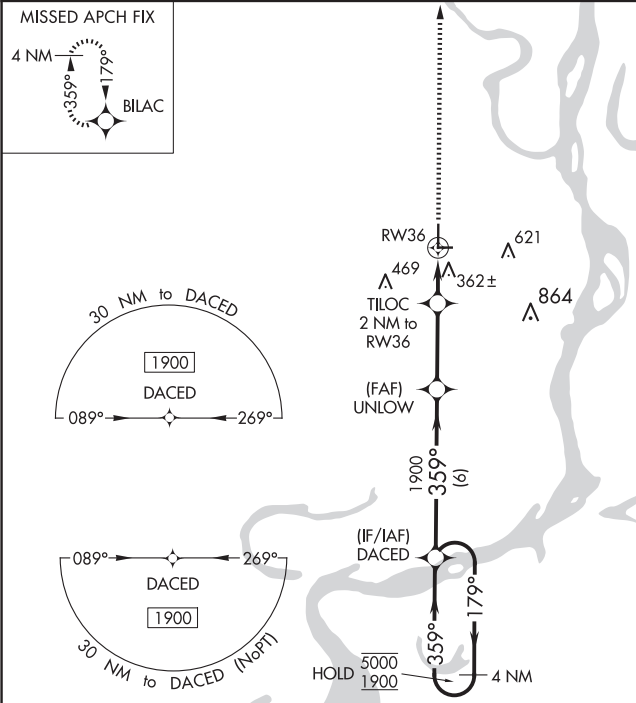
22363


WAAS CH 49041 W36A	APP CRS 359°	Rwy Idg TDZE 240 Apt Elev 242	5001
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RNAV (GPS) RWY 36

THOMPSON-ROBBINS (HEE)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1900 direct BILAC and hold.
 NA	Baro-VNAV NA. Use Tunica altimeter setting. Circling Rwy 9, 27 NA at night.	
UTA AWOS-3 118.075	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern		DATED	UNLOW	1900	TILOC 2 NM to RW36	RW36
5000 ← 179° 1900 → 359°		359°	1900	900		
GP 3.00° TCH 48						
6 NM		3.1 NM	2 NM			
CATEGORY	A	B	C	D		
LPV DA	487-1		247 (300-1)			
LNAV/VNAV DA	672-1¼		432 (500-1¼)			
LNAV MDA	660-1	420 (500-1)	660-1⅛	420 (500-1⅛)		
 CIRCLING	840-1	598 (600-1)	980-2 738 (800-2)	980-2¼ 738 (800-2¼)		

HELENA/WEST HELENA, ARKANSAS
Amdt 2 03NOV22

34°35'N-90°41'W

THOMPSON-ROBBINS (HEE)

RNAV (GPS) RWY 36

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME UJM	APP CRS	Rwy Idg
113.65	013°	5001
Chan 83 (Y)		TDZE 240
		Apt Elev 242

VOR RWY 36

THOMPSON-ROBBINS (HEE)

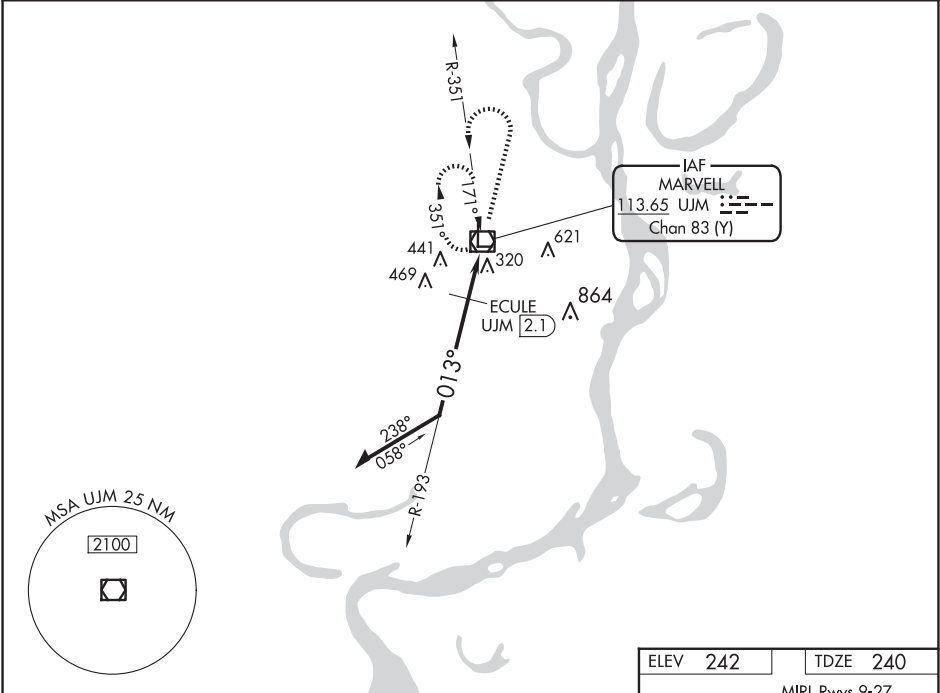
▼

▲ NA

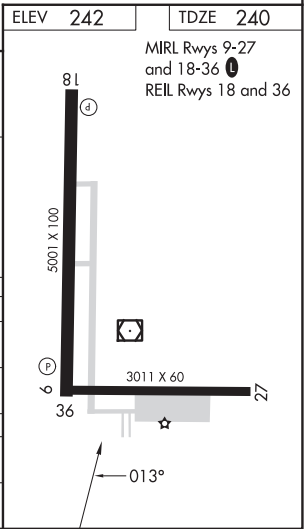
Use Tunica altimeter setting.
Circling Rwy 9, 27 NA at night.

MISSED APPROACH: Climb to 1900 then left turn
direct UJM VOR/DME and hold.

UTA AWOS-3 118.075	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) 0
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<div>Remain within 10 NM</div> <div>1900</div> <div>013°</div> <div>900</div> <div>ECULE UJM 2.1</div> <div>3.06°</div> <div>TCH 48</div> <div>2.1 NM</div> <div>UJM VOR/DME</div> <div>1900</div> <div>UJM</div>				
CATEGORY	A	B	C	D
S-36	900-1	660 (700-1)	900-1 $\frac{7}{8}$	660 (700-1 $\frac{7}{8}$)
CIRCLING	900-1	658 (700-1)	980-2 738 (800-2)	980-2 $\frac{1}{4}$ 738 (800-2 $\frac{1}{4}$)
ECULE FIX MINIMUMS				
S-36	700-1	460 (500-1)	700-1 $\frac{3}{8}$	460 (500-1 $\frac{3}{8}$)
CIRCLING	840-1	598 (600-1)	980-2 738 (800-2)	980-2 $\frac{1}{4}$ 738 (800-2 $\frac{1}{4}$)



FORT SILL, OKLAHOMA

RNAV (GPS) RWY 18

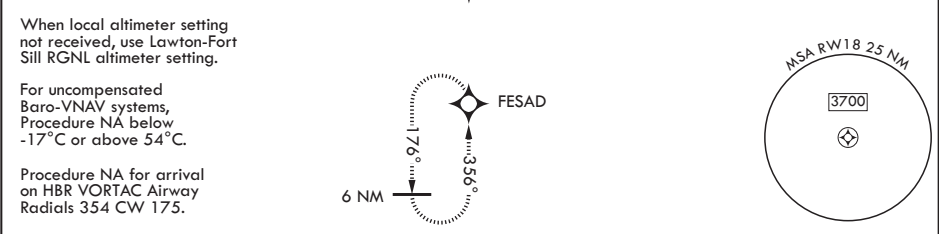
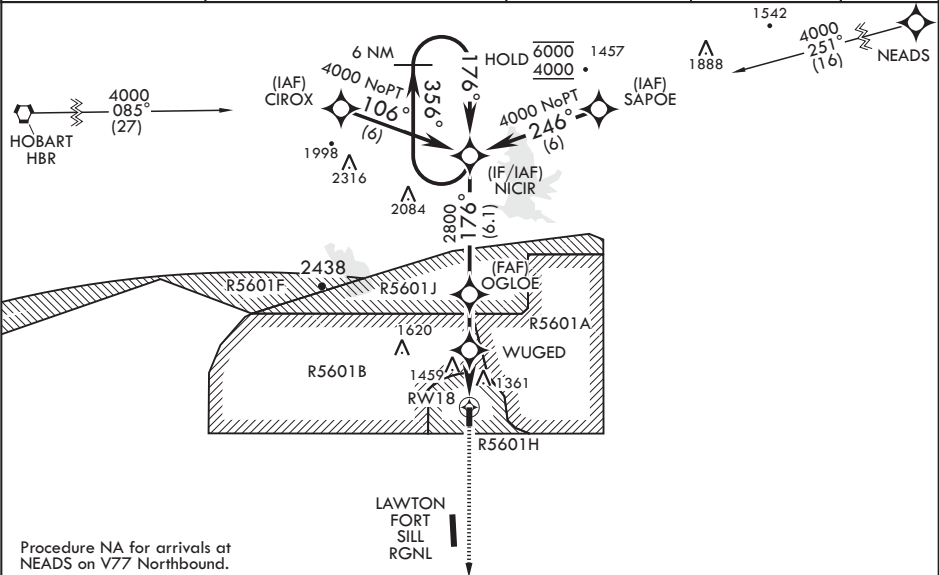
APCH CRS	Rwy Idg	5002
176°	TDZE	1188
	Arpt Elev	1188

-(USA)

HENRY POST AAF (KFSI)

RNP APCH	MISSED APPROACH: Climb to 3500 direct to FESAD and hold.
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ATIS 135.425 354.025	FORT SILL APP CON/DEP CON 120.55 322.4	CLNC DEL 121.7 279.575	CTAF 124.95 0*	ASR
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GP 3.00° TCH 44	6 NM Holding Pattern	NICIR	3500	FESAD	ELEV 1188	TDZE 1188
CATEGORY	A	B	C	D		
LNAV/VNAV DA	1673-13%	485	(500-1%)			
LNAV MDA	1600-1 412 (500-1)	1600-1 412 (500-1)	1600-1 412 (500-1)	1600-1 412 (500-1)		
CIRCLING	1680-1 492 (500-1)	1760-1 572 (600-1)	1820-1 632 (700-1)	1920-2 732 (800-2)		

FORT SILL, OKLAHOMA

34°39'N - 98°24'W

HENRY POST AAF (KFSI)

Amdt 2 10AUG23

RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

FORT SILL, OKLAHOMA

RNAV (GPS) RWY 36

APCH CRS	Rwy Idg	5002
356°	TDZE	1187
	Arprt Elev	1188

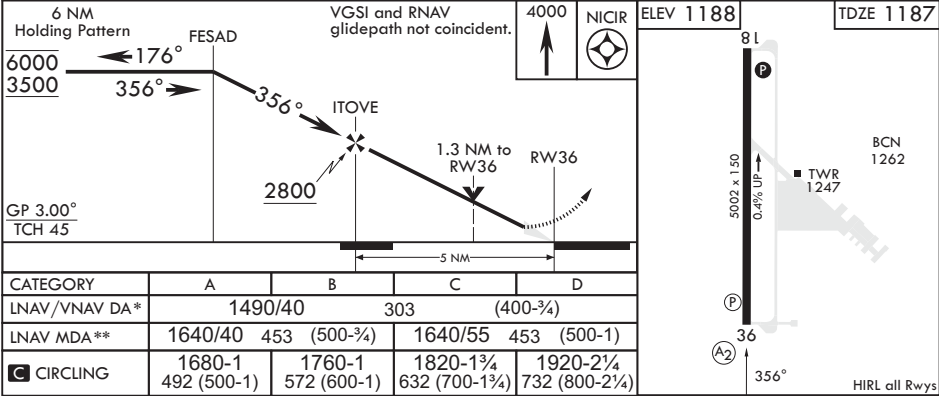
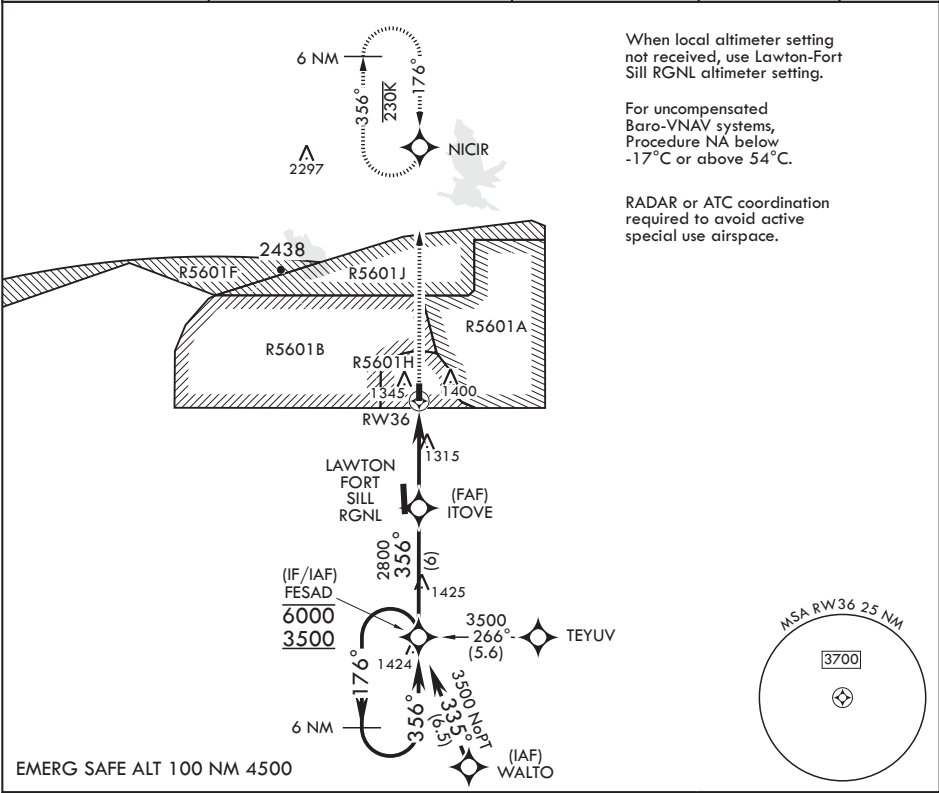
-(USA)

HENRY POST AAF (KFSI)

⚠ * When ALS inop, increase RVR to 45, vis to 7/8 mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/8 miles.

SALS MISSED APPROACH: Climb to 4000 direct NICIR and hold. Radar required for MA to avoid active airspace.

ATIS 135.425 354.025	FORT SILL APP CON/DEP CON 120.55 322.4	CLNC DEL 121.7 279.575	CTAF 124.95	ASR
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FORT SILL, OKLAHOMA

34°39'N - 98°24'W

HENRY POST AAF (KFSI)

Amdt 3 30NOV23

RNAV (GPS) RWY 36

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

FORT SILL, OKLAHOMA

VOR RWY 18

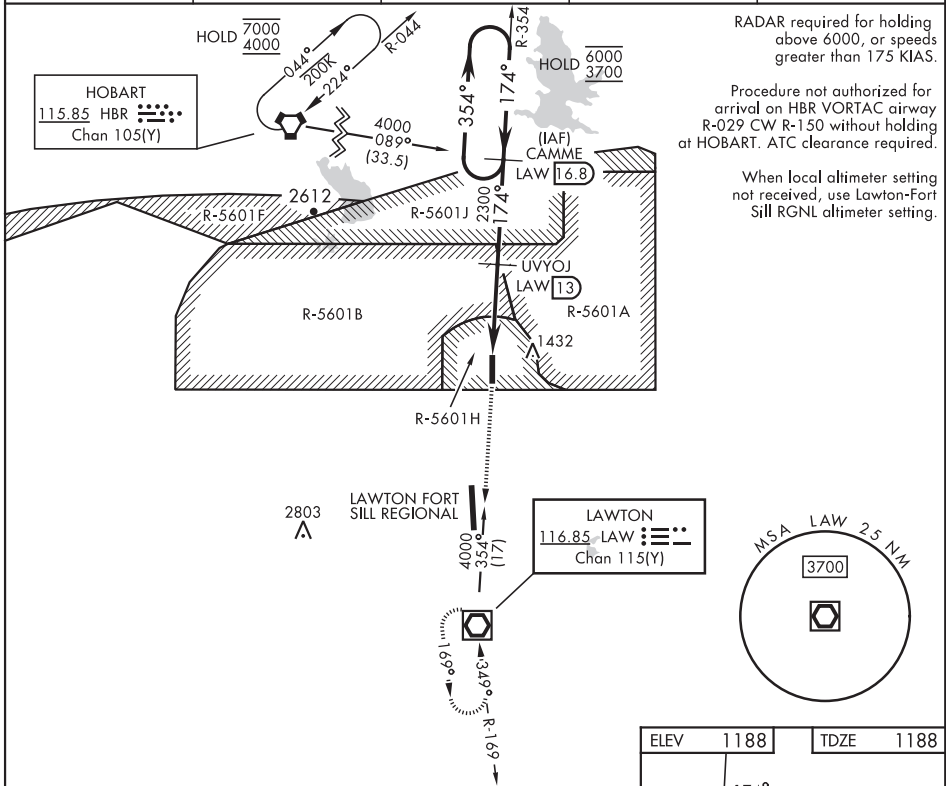
VOR/DME LAW 116.85 Chan 115(Y)	APCH CRS 174°	Rwy Idg TDZE 1188 Arpt Elev 1188
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[USA]

HENRY POST AAF (KFSI)

DME required	MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.
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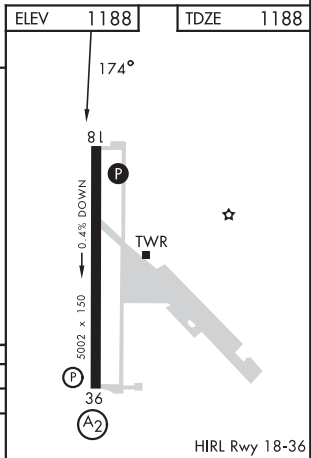
ATIS 135.425 354.025	FORT SILL APP/DEP CON 120.55 322.4	CTAF 124.950	CLNC DEL 121.7 279.575	ASR
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RADAR required for holding above 6000, or speeds greater than 175 KIAS.

Procedure not authorized for arrival on HBR VORTAC airway R-029 CW R-150 without holding at HOBART. ATC clearance required.

When local altimeter setting not received, use Lawton-Fort Sill RGNL altimeter setting.



FORT SILL, OKLAHOMA

34° 39' N-98° 24' W

HENRY POST AAF (KFSI)

VOR RWY 18

Amtd 3 31OCT24

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 36

VOR/DME LAW
116.85
Chan 115(Y)

APCH CRS
355°

Rwy Idg
TDZE 1187
Arprt Elev 1188

[USA]

HENRY POST AAF (KFSI)

DME, RADAR required.

*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1½ miles.**

ATIS
135.425 354.025

FORT SILL APP/DEP CON
120.55 322.4

CTAF
124.95

CLNC DEL
121.7 279.575

ASR

When local altimeter setting not received, use LAWTON FORT SILL RGNL altimeter setting.

Procedure not authorized for arrival at FOYER on V77 northbound without holding at FOYER. ATC clearance required.

HOBERT
115.85 HBR
Chan 105(Y)

IAF LAWTON
116.85 LAW
Chan 115(Y)

IAF WICHITA FALLS
112.7 SPS
Chan 74

IAF JUMES
LAW 7

IAF JISNO
LAW 7

WUNOR
LAW 7

SPADO
LAW 6.1

FOYER
SPS 38.5
7000 4000

SPS
44.5

MSA LAW 2.5 NM
3700

ELEV 1188 TDZE 1187

One Minute Holding Pattern

Procedure turn not authorized

FAF to MAP 8.8 NM

HIRL Rwy 18-36

Categories and Altitudes:

CATEGORY	A	B	C	D
S-36 *	1640/40	453 (500-¾)	1640/55	453 (500-1)
CIRCLING	1680-1 492 (500-1)	1760-1 572 (600-1)	1820-1 ¾ 632 (700-1 ¾)	1920-2 ¼ 732 (800-2 ¼)

Speeds:

Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:52

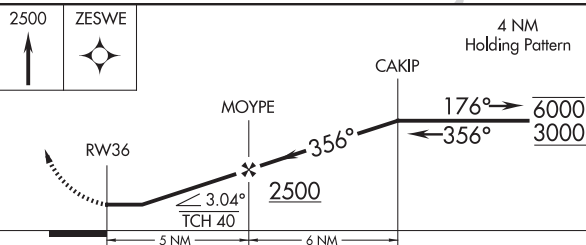
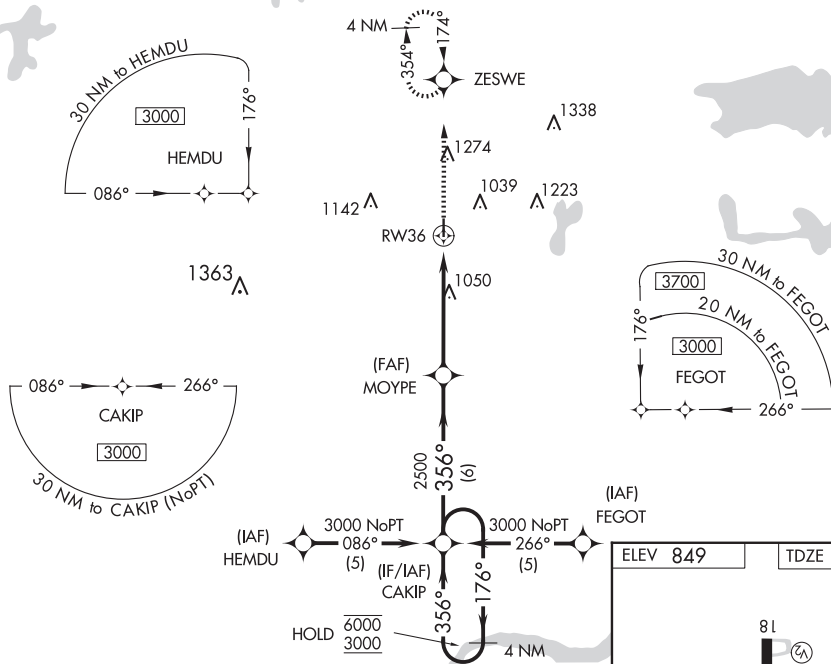
RNAV (GPS) RWY 36

HENRYETTA MUNI (F10)

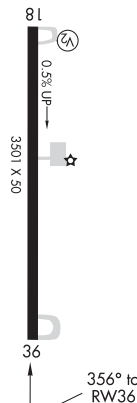
T
A NA Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Mc Alester Rgnl altimeter setting.

MISSED APPROACH: Climb to 2500 direct ZESWE and hold.

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LNAV MDA	1440-1¼	591 (600-1¼)	1440-1¾ 591 (600-1¾)	NA
CIRCLING	1460-1¼ 611 (700-1¼)	1620-1¼ 771 (800-1¼)	1720-2½ 871 (900-2½)	NA

MIRL Rwy 18-36 **L**

HENRYETTA MUNI (F10)
RNAV (GPS) RWY 36

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4001
176°	TDZE	1585
	Apt Elev	1587

RNAV (GPS) RWY 18
HINTON MUNI (208)

RNP APCH-GPS.

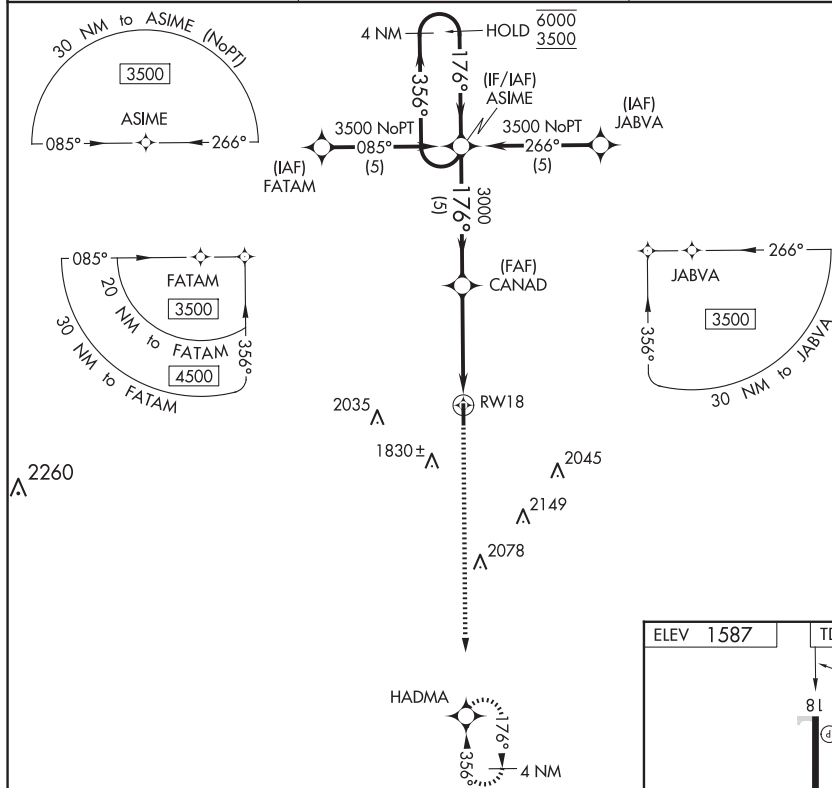
Baro-VNAV NA. Use Weatherford altimeter setting.

MISSED APPROACH: Climb to 3600 direct HADMA and hold.

OJA AWOS-3PT
118.575

FORT WORTH CENTER
128.4 269.37

UNICOM
123.05 (CTAF) **L**



SC-1, 07 AUG 2025 to 02 OCT 2025

4 NM Holding Pattern

ASIME

3600

HADMA

6000 ← 356°

3500 → 176°

176°

CANAD

3000

GP 3.03° TCH 42

5 NM

4.3 NM

RW18

CATEGORY	A	B	C	D
RNAV/ VNAV DA	2001-1½	416 (500-1½)	NA	
RNAV MDA	2060-1	475 (500-1)	NA	
CIRCUING	2200-1	613 (700-1)	NA	

ELEV 1587 TDZE 1585

81

176° to RW18

☆

4001 X 60

P

36

MRL Rwy 18-36

HINTON, OKLAHOMA

Amdt 1C 17JUN21

35°30'N-98°21'W

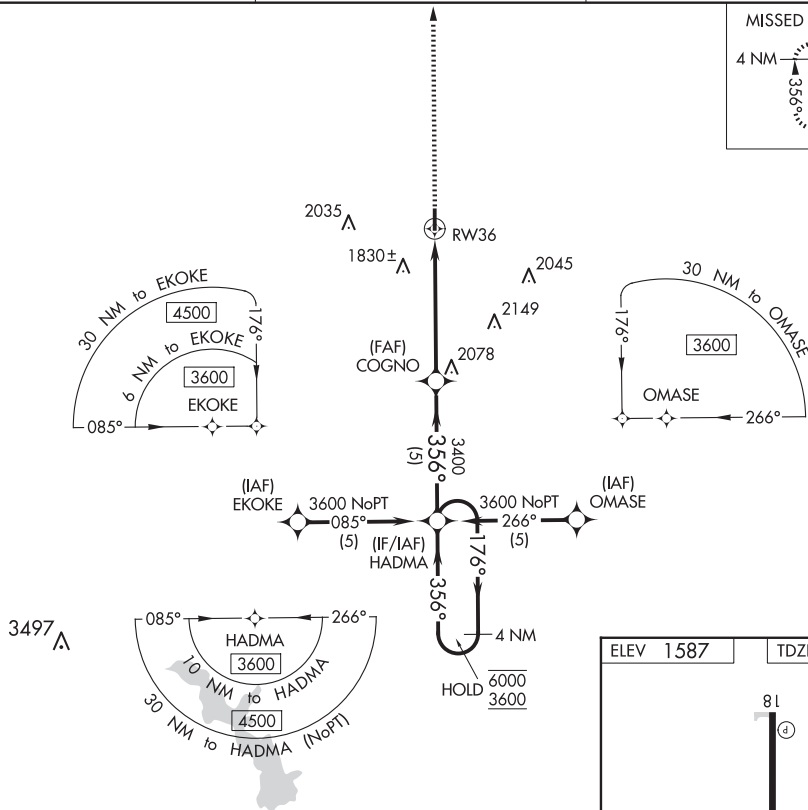
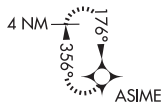
179

HINTON MUNI (208)

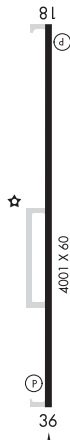
RNAV (GPS) RWY 18



RNAV (GPS) RWY 36
HINTON MUNI (208)

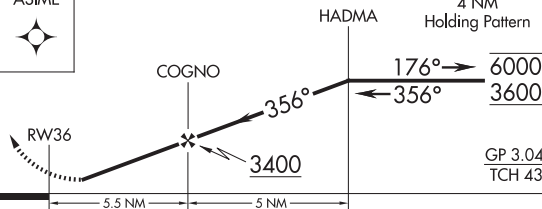
MISSED APPROACH: Climb to 3500 direct ASME and hold.

UNICOM
123.05 (CTAF) **L**

TDZE 1587



3500	ASIME
	



CATEGORY	A	B	C	D
LNNAV/ VNAV DA	2211-1¾	624 (700-1¾)	NA	
LNNAV MDA	2220-1	633 (700-1)	NA	

MIRL Rwy 18-36 L

HINTON MUNI (208)
RNAV (GPS) RWY 36

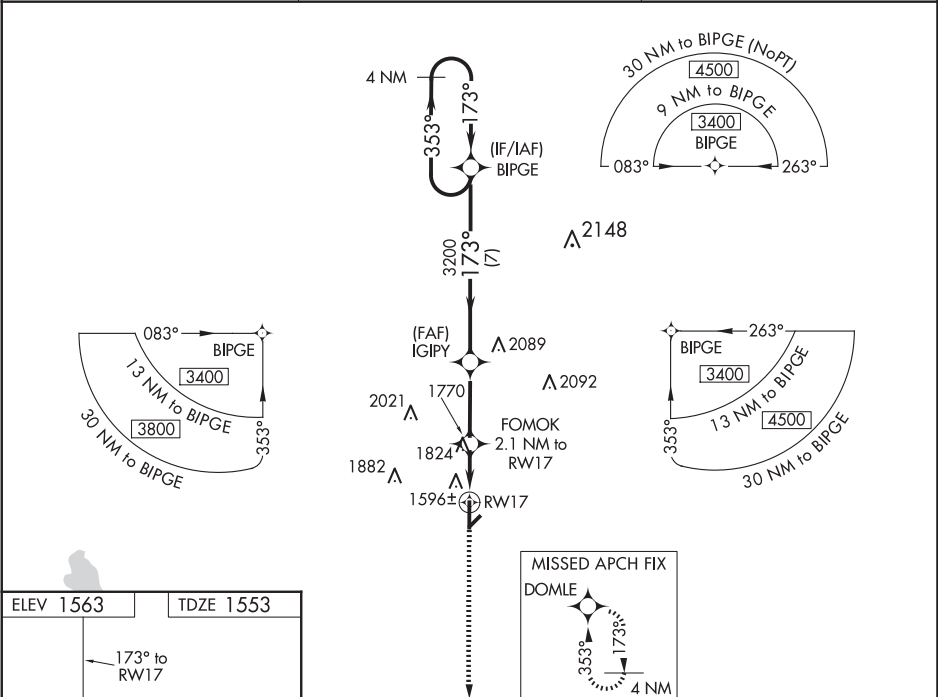
WAAS CH 99417 W17A	APP CRS 173°	Rwy Idg TDZE 1553 Apt Elev 1563
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RNAV (GPS) RWY 17
HOBART RGNL (HBR)

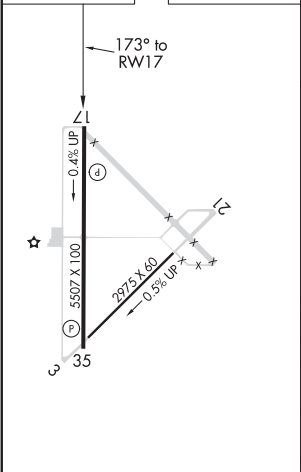
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain altimeter setting. VDP NA with Altus/Quartz Mountain altimeter setting.

MISSED APPROACH: Climb to 4000 direct DOMLE and hold.

ASOS 133.325	ALTUS APP CON ★ 125.1 353.7	UNICOM 122.8 (CTAF)
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ELEV 1563	TDZE 1553
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4000 DOMLE		4 NM Holding Pattern	
*LNAV only.		GP 3.00° TCH 35	
RW17		3200	
FOMOK 2.1 NM to RW17		3200	
IGIPY		3200	
BIPGE		3400	
CATEGORY		A	
LPV DA		1803-1 250 (300-1)	
LNAV/VNAV DA		1900-1¼ 347 (400-1¼)	
LNAV MDA		2080-1 527 (600-1)	
CIRCLING		2080-1 517 (600-1)	
		2080-1½ 527 (600-1½)	
		2080-1¾ 527 (600-1¾)	
		2320-2¼ 757 (800-2¼)	
		2460-3 897 (900-3)	

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

HOBART, OKLAHOMA

AL-912 (FAA)

21 308

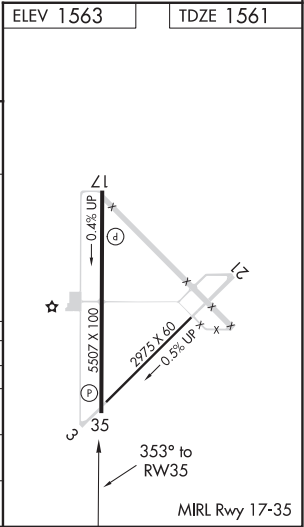
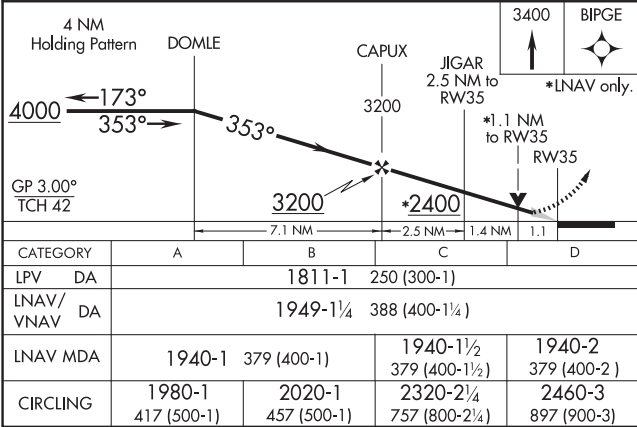
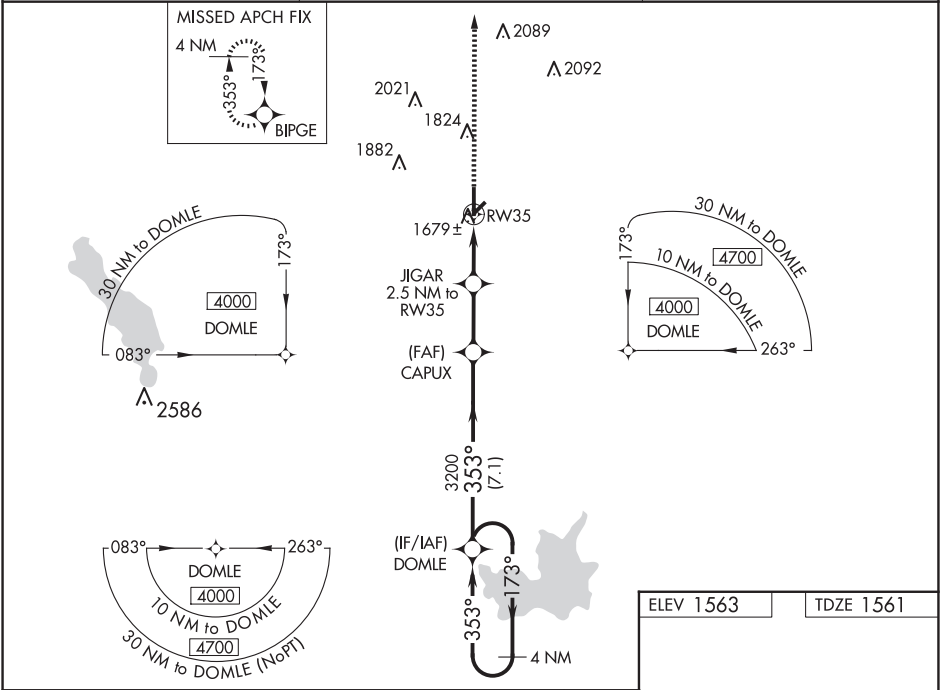
WAAS CH 53417 W35A	APP CRS 353°	Rwy Idg TDZE 1561 Apt Elev 1563
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RNAV (GPS) RWY 35
HOBART RGNL (HBR)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase LPV DA to 1882 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 2020 feet and visibility all Cats ¼ SM; increase all MDAs 80 feet and Circling Cat C visibility ¼ SM. Baro-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting. VDP NA with Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct BIPGE and hold.

ASOS 133.325	ALTUS APP CON★ 125.1 353.7	UNICOM 122.8 (CTAF)
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HOBART, OKLAHOMA

Amtd 2A 04NOV21

34°59'N-99°03'W

HOBART RGNL (HBR)

RNAV (GPS) RWY 35

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

VORTAC HBR	APP CRS	Rwy Idg	5507
115.85	354°	TDZE	1561
Chan 105(Y)		Apt Elev	1563

VOR RWY 35

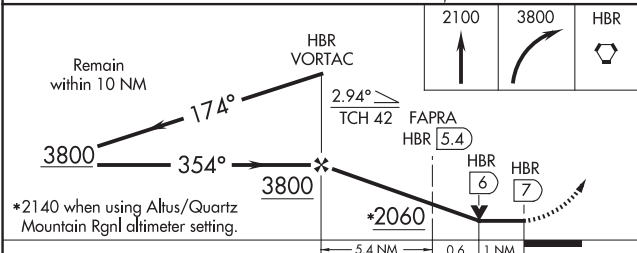
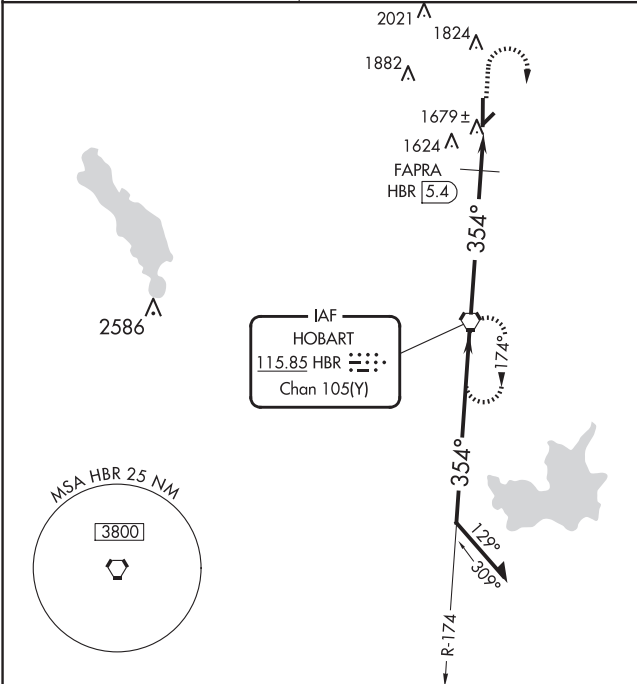
HOBART RGNL (HBR)

⚠

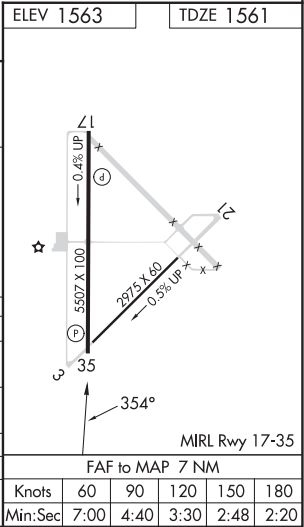
When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, increase S-35 Cats C/D and Circling Cat C visibility ¼ SM, increase FAPRA fix minimums S-35 Cats C/D and Circling Cat C visibility ¼ SM. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

ASOS 133.325	ALTUS APP CON ★ 125.1 353.7	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-35	2060-1	499 (500-1)	2060-1¼ 499 (500-1¼)	2060-1½ 499 (500-1½)
CIRCLING	2060-1	497 (500-1)	2320-2¼ 757 (800-2¼)	2460-3 897 (900-3)
FAPRA FIX MINIMUMS				
S-35	1980-1	419 (500-1)	1980-1¼	419 (500-1¼)
CIRCLING	1980-1 417 (500-1)	2020-1 457 (500-1)	2320-2¼ 757 (800-2¼)	2460-3 897 (900-3)



HOLDENVILLE, OKLAHOMA

AL-900 (FAA)

24137

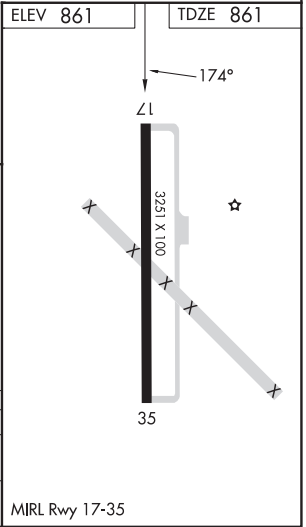
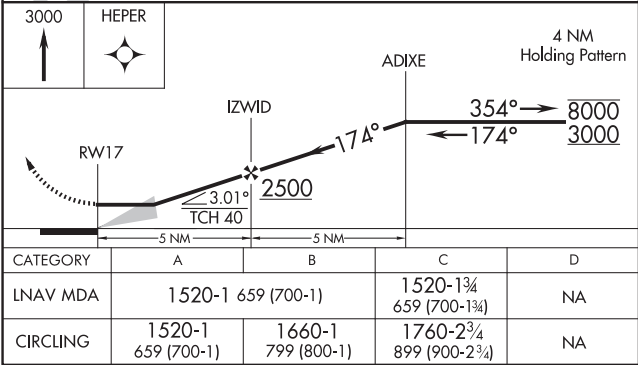
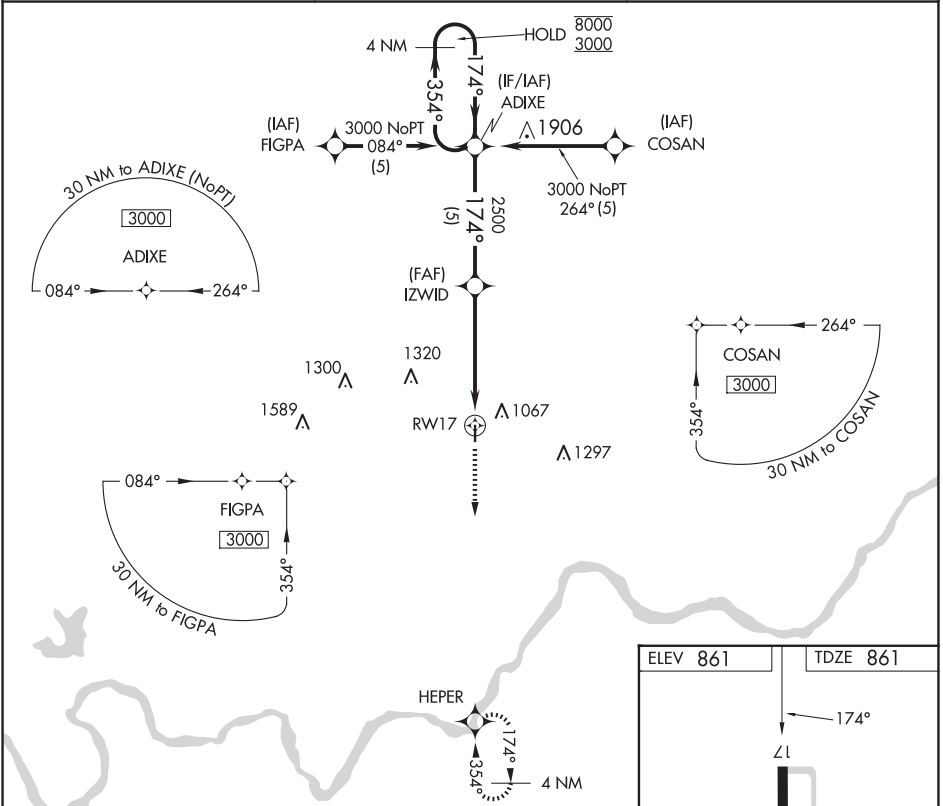
APP CRS 174°	Rwy Idg 3251 TDZE 861 Apt Elev 861
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RNAV (GPS) RWY 17

HOLDENVILLE MUNI (F99)

RNP APCH-GPS. NA	Circling Rwy 35 NA at night. Use Ada altimeter setting.	MISSED APPROACH: Climb to 3000 direct HEPER and hold.
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ADH AWOS-3PT 118.725	FORT WORTH CENTER 132.2 338.35	CTAF 122.9
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HOLDENVILLE, OKLAHOMA
Orig-B 06OCT22

35°05'N-96°25'W

HOLDENVILLE MUNI (F99)

RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS

354°

Rwy Idg

3251

TDZE

860

Apt Elev

861

RNAV (GPS) RWY 35

HOLDENVILLE MUNI (F99)

RNP APCH-GPS.

▼

Rwy 35 helicopter visibility reduction below 1 SM NA.

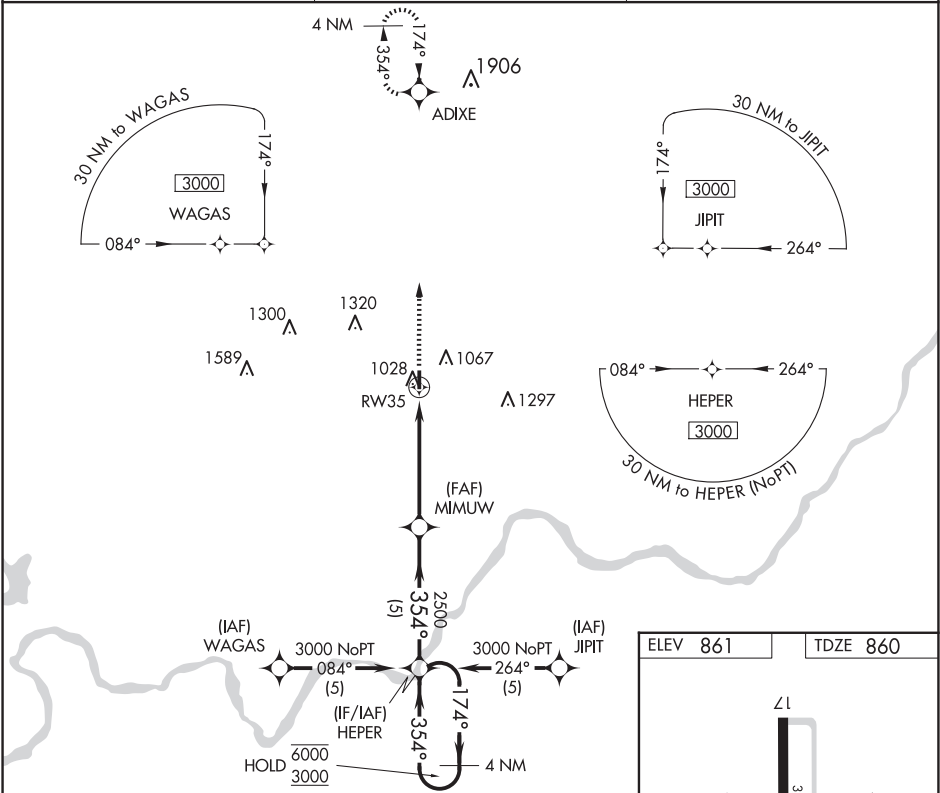
▲ NA

Straight-In and Circling Rwy 35 NA at night.

Use Ada altimeter setting.

MISSED APPROACH: Climb to 3000 direct ADIXE and hold.

ADH AWOS-3PT 118.725	FORT WORTH CENTER 132.2 338.35	CTAF 122.9
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4 NM Holding Pattern

HEPER

MIMUW

RW35

3000

ADIXE

6000

3000

174°

354°

354°

2500

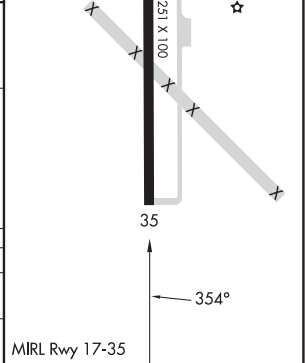
3.02°

TCH 40

5 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	1420-1	560 (600-1)	1420-1½ 560 (600-1½)	NA
CIRCLING	1460-1 599 (600-1)	1660-1 799 (800-1)	1760-2¾ 899 (900-2¾)	NA



HOLLIS, OKLAHOMA

AL-10598 (FAA)

23166

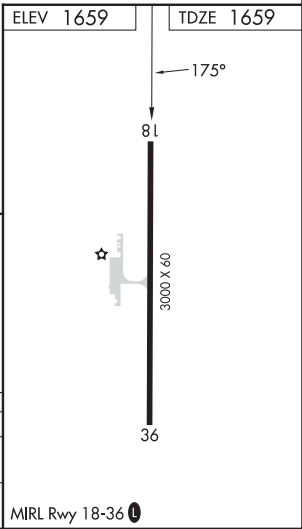
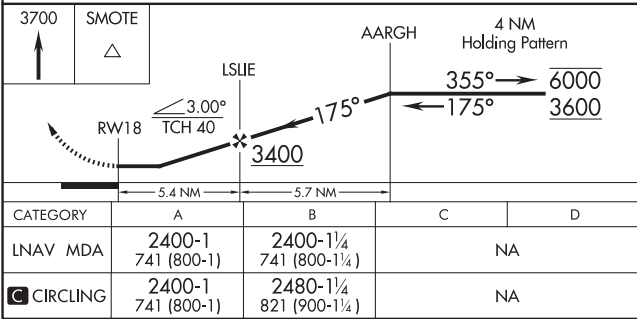
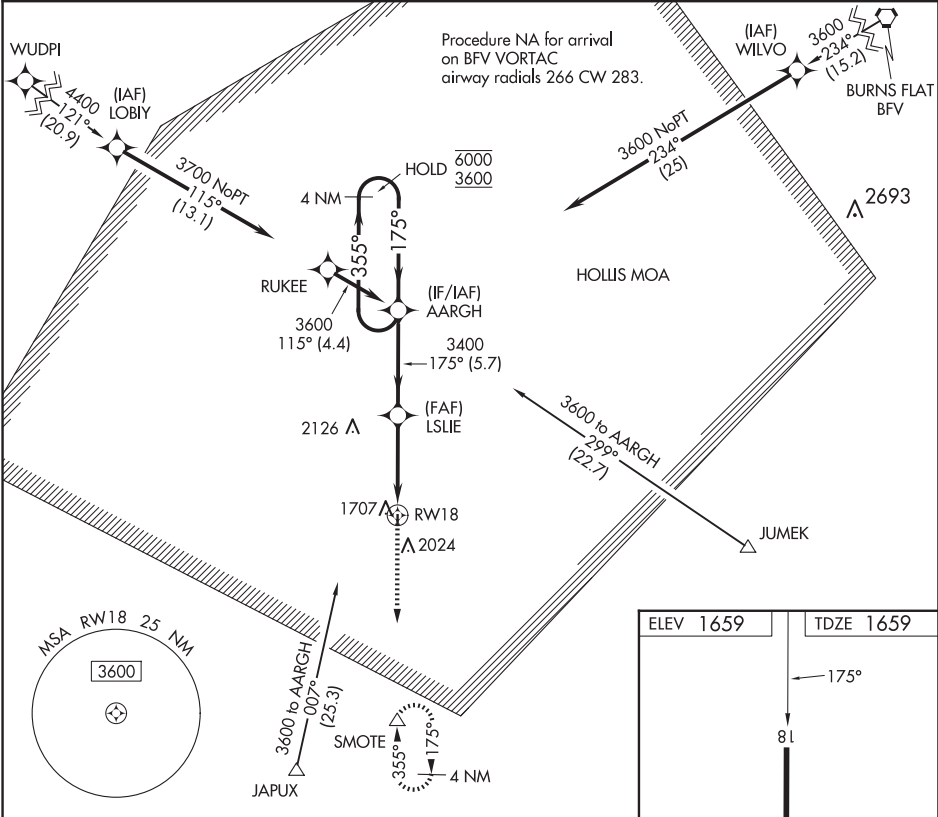
APP CRS	Rwy Idg	3000
175°	TDZE	1659
	Apt Elev	1659

RNAV (GPS) RWY 18

HOLLIS MUNI (O35)

RNP APCH.	MISSED APPROACH: Climb to 3700 direct SMOTE and hold.
Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 18 and Circling Rwy 18 NA at night. Use Altus/Quartz Mountain Rgnl altimeter setting.	

AXS AWOS-3PT 118.825	ALTUS APP CON ★ 125.1 353.7	CTAF 122.9 0
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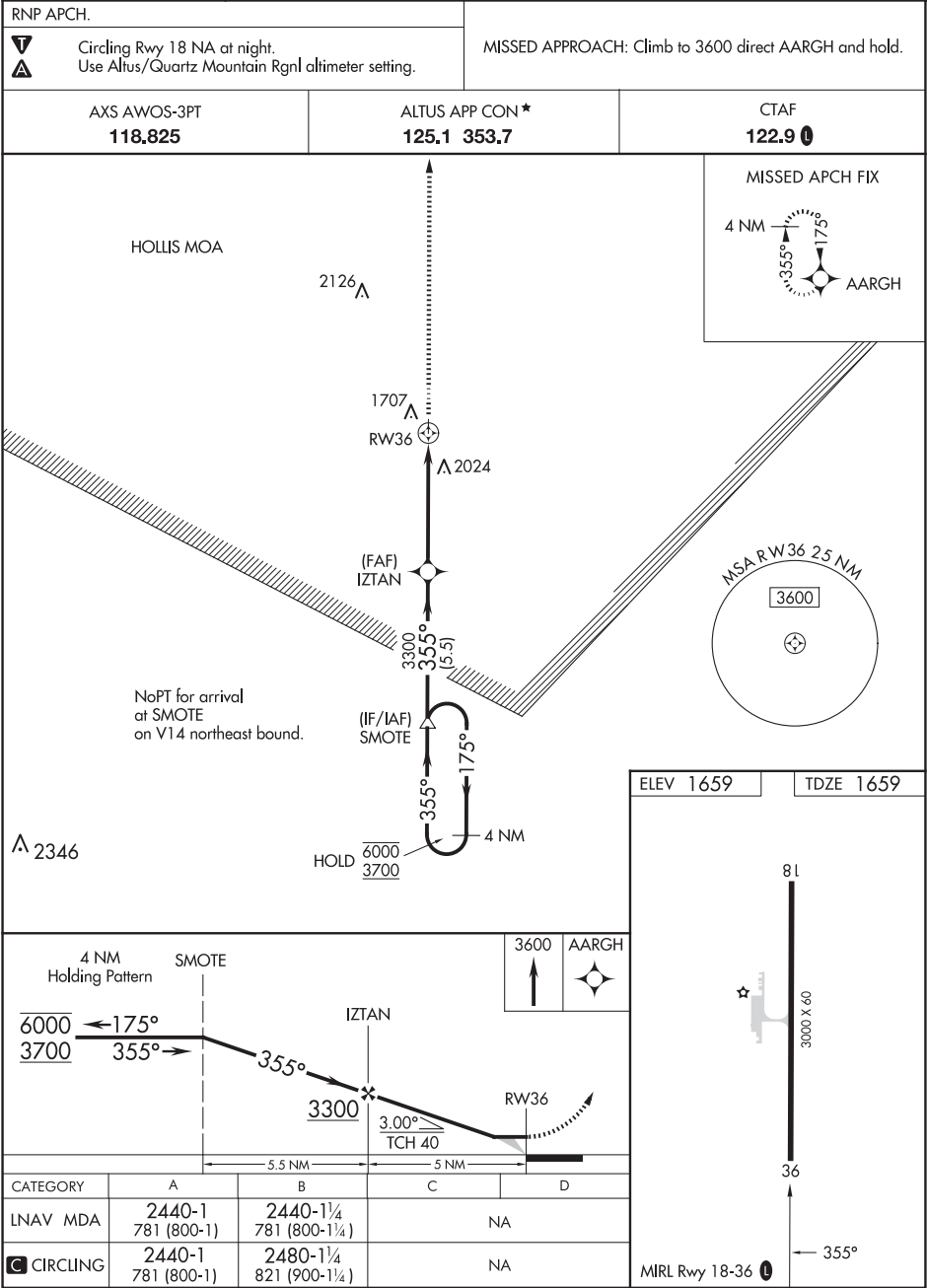
HOLLIS, OKLAHOMA
Orig 19JUL18

34°42'N-99°55'W

HOLLIS MUNI (O35)
RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



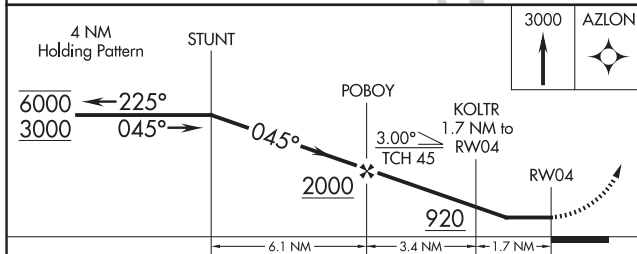
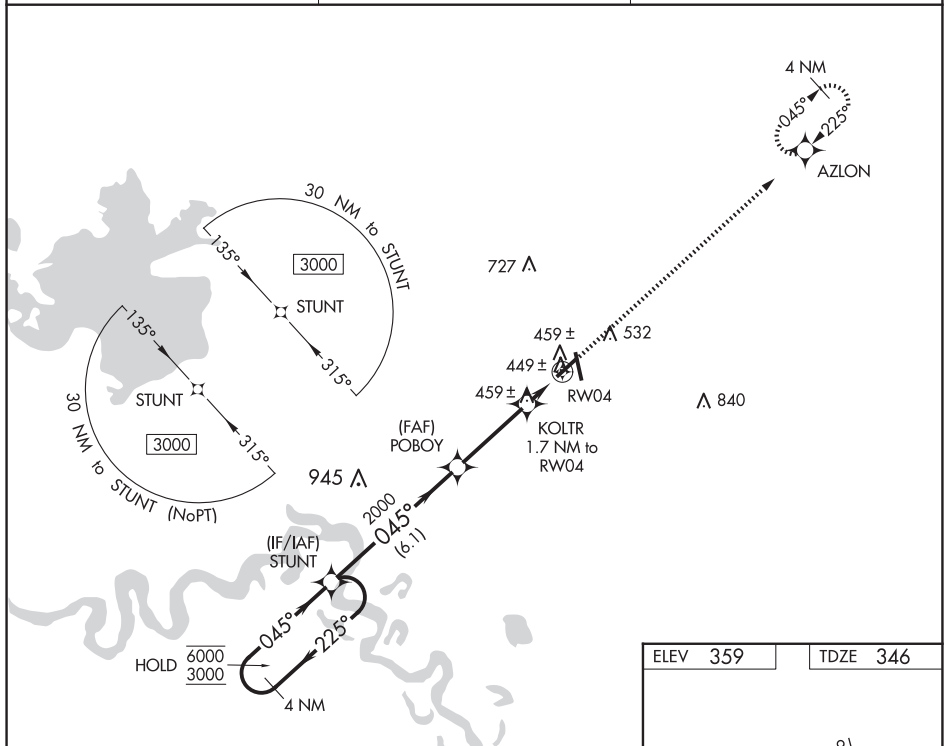
RNAV (GPS) RWY 4
HOPE MUNI (M18)


MISSED APPROACH: Climb to 3000 direct AZLON and hold.

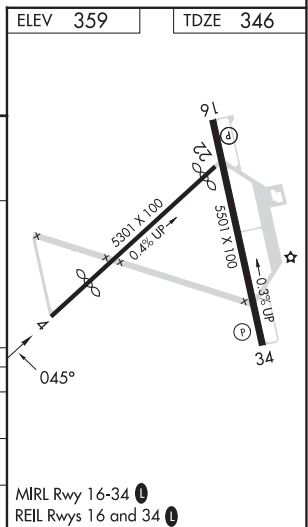
TXK ASOS
120.2

FORT WORTH CENTER
123.925 269.475

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
LP MDA	760-1	414 (500-1)	760-1 $\frac{1}{8}$	414 (500-1 $\frac{1}{8}$)
LNAV MDA	780-1	434 (500-1)	780-1 $\frac{1}{4}$	434 (500-1 $\frac{1}{4}$)
 CIRCLING	860-1 501 (600-1)	940-1 581 (600-1)	940-1 $\frac{1}{2}$ 581 (600-1 $\frac{1}{2}$)	1100-2 $\frac{1}{2}$ 741 (800-2 $\frac{1}{2}$)



HOPE MUNI (M18)
RNAV (GPS) RWY 4

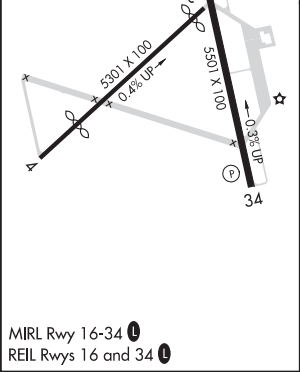
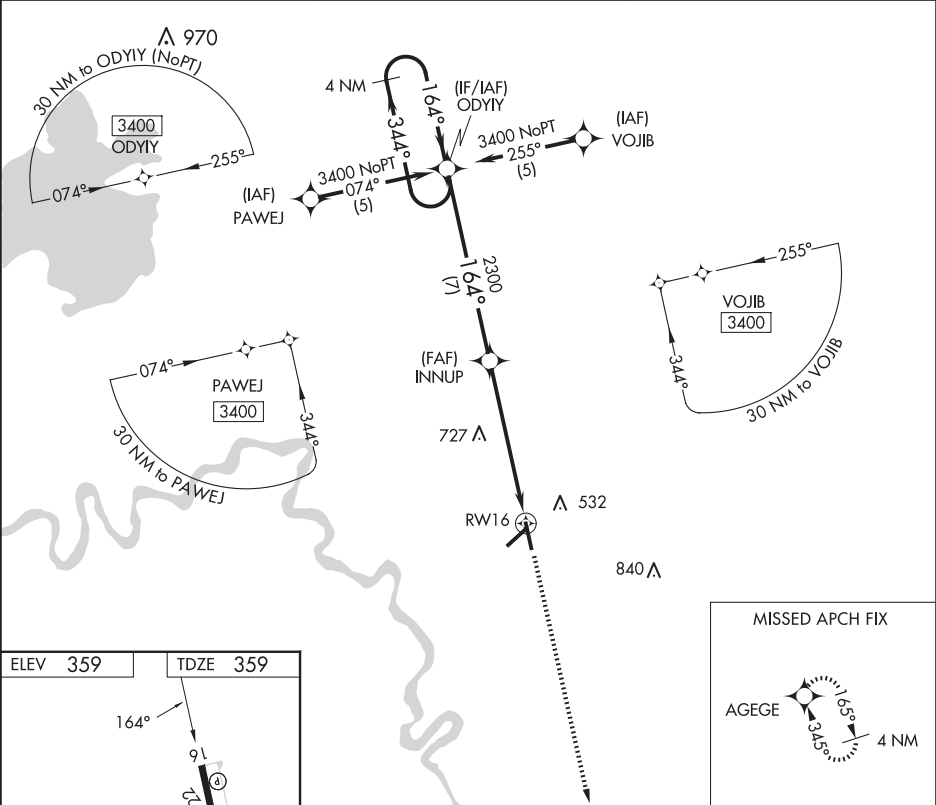
SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS 164°	Rwy Idg TDZE Apt Elev	5501 359 359
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RNAV (GPS) RWY 16
HOPE MUNI (M18)

RNP APCH. ▼ Use Texarkana altimeter setting. Rwy 16 helicopter visibility reduction below ¾ SM NA. Circling Rwy 4, 22, 34 NA at night. ▲ NA	MISSED APPROACH: Climb to 2000 direct AGEGE and hold.
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TXK ASOS 120.2	FORT WORTH CENTER 123.925 269.475	UNICOM 122.8 (CTAF) 0
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Visual Segment - Obstacles.				2000	AGEGE
4 NM Holding Pattern				↑	✧
3400 ← 344° → 164° → 2300				RWY 16	
7 NM				6 NM	
CATEGORY	A	B	C	D	
LNAV MDA	920-1	561 (600-1)	920-1½ 561 (600-1½)	920-1¾ 561 (600-1¾)	
CIRCLING	920-1 561 (600-1)	940-1 581 (600-1)	940-1½ 581 (600-1½)	1100-2½ 741 (800-2½)	

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

HOPE, ARKANSAS

AL-5530 (FAA)

24081

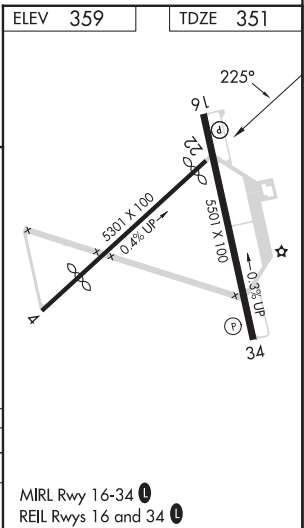
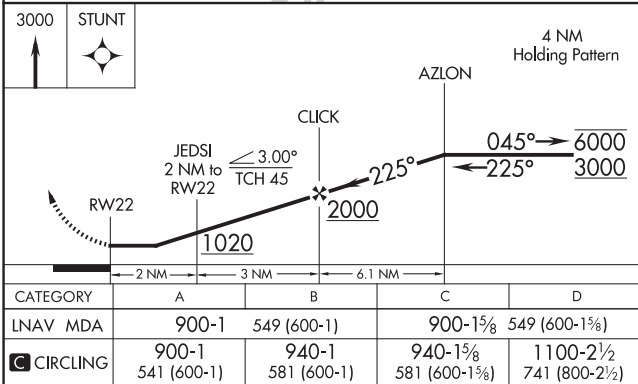
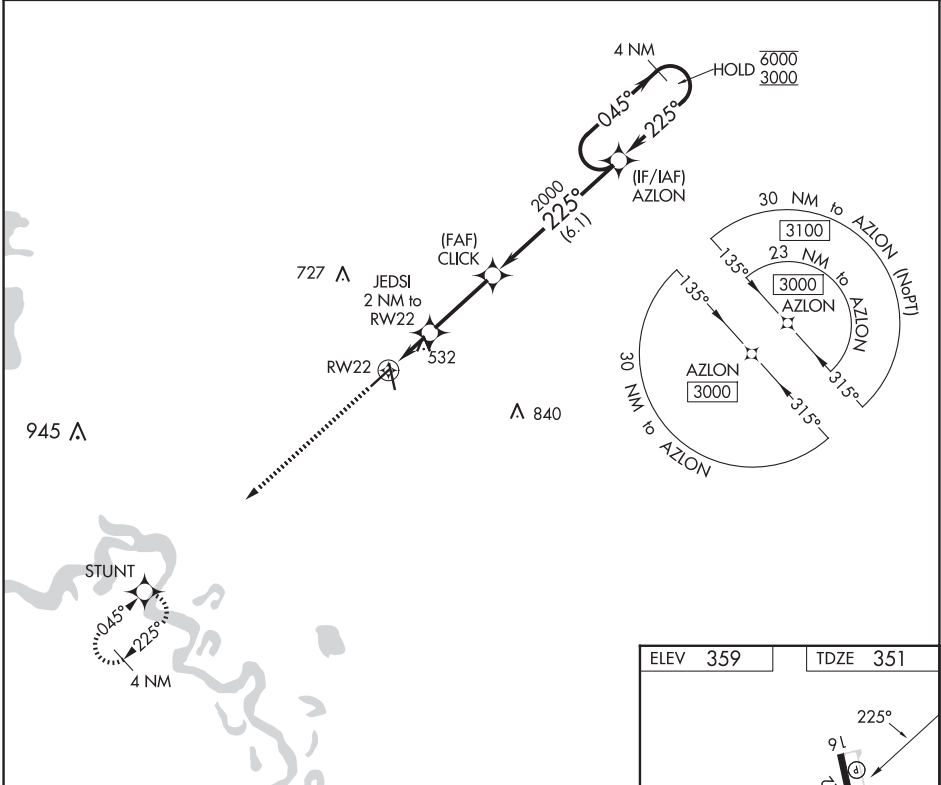
APP CRS	Rwy Idg	4957
225°	TDZE	351
	Apt Elev	359

RNAV (GPS) RWY 22

HOPE MUNI (M18)

RNP APCH - GPS	Procedure NA at night. Rwy 22 helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting.	MISSED APPROACH: Climb to 3000 direct STUNT and hold.
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TXK ASOS 120.2	FORT WORTH CENTER 123.925 269.475	UNICOM 122.8 (CTAF) 1
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HOPE, ARKANSAS
Orig-A 07OCT21

33°43'N-93°40'W

HOPE MUNI (M18)

RNAV (GPS) RWY 22

SC-1, 07 AUG 2025 to 02 OCT 2025

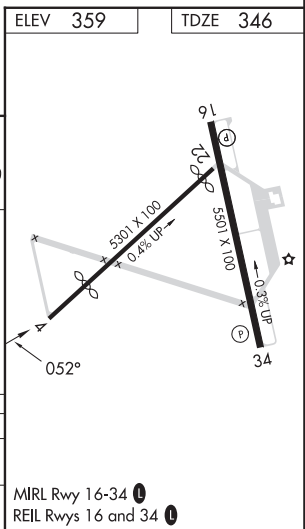
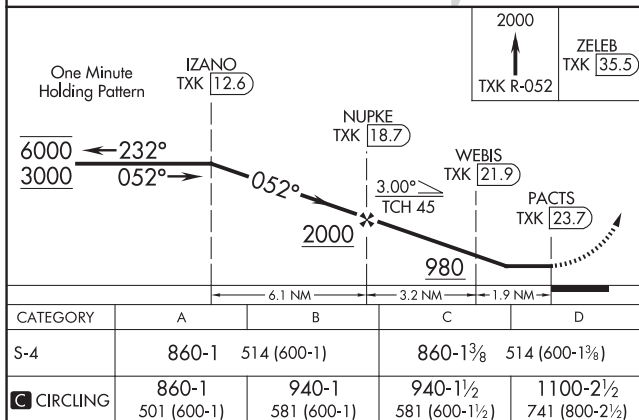
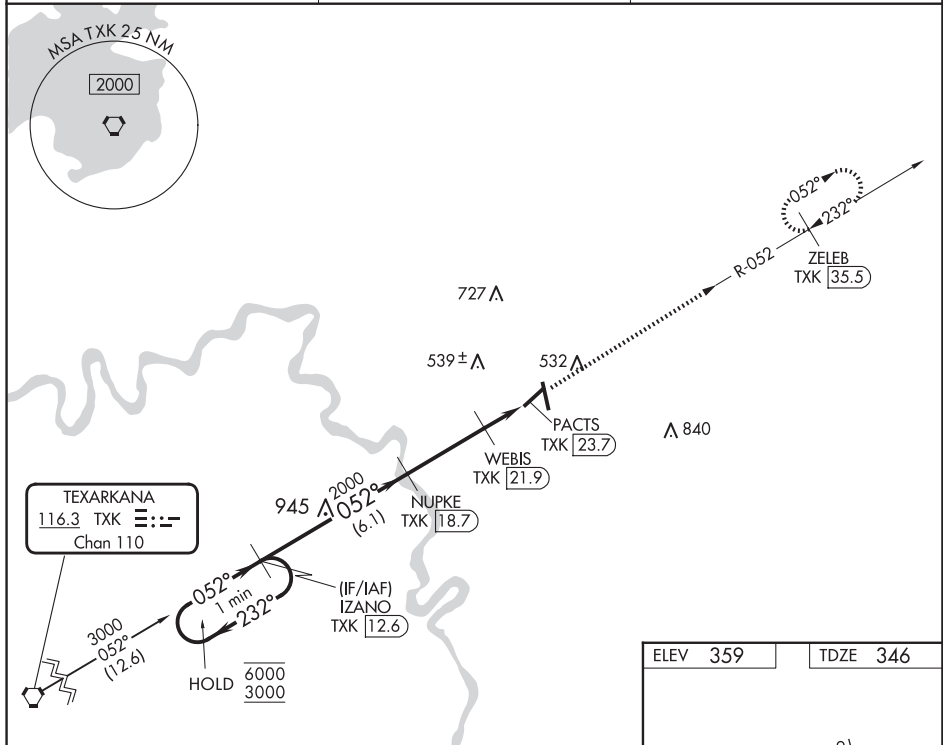
SC-1, 07 AUG 2025 to 02 OCT 2025

24081

VOR RWY 4
HOPE MUNI (M18)

MISSED APPROACH: Climb to 2000 on TXK VORTAC R-052 to ZELEB/TXK 35.5 DME and hold.

TXK ASOS 120.2	FORT WORTH CENTER 123.925 269.475	UNICOM 122.8 (CTAF) 0
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HOPE MUNI (M18)
VOR RWY 4

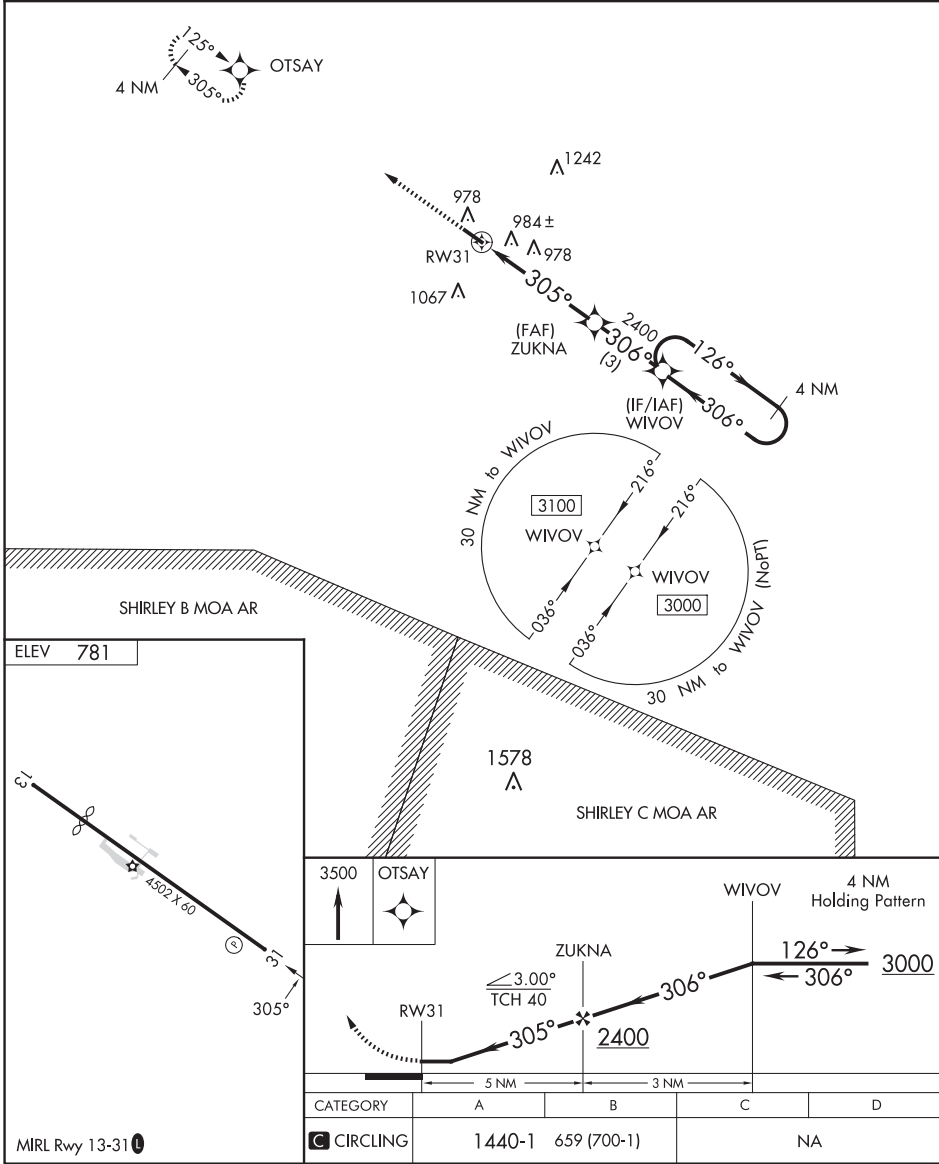
APP CRS	Rwy Idg	N/A
305°	TDZE	N/A
	Apt Elev	781

RNAV (GPS)-A

HORSESHOE BEND (6M2)

<div><div>▼</div><div>NA</div></div>	Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Mountain Home altimeter setting; when not received, use Batesville altimeter setting.	MISSED APPROACH: Climb to 3500 direct OTSAY and hold.
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BPK ASOS 133.975	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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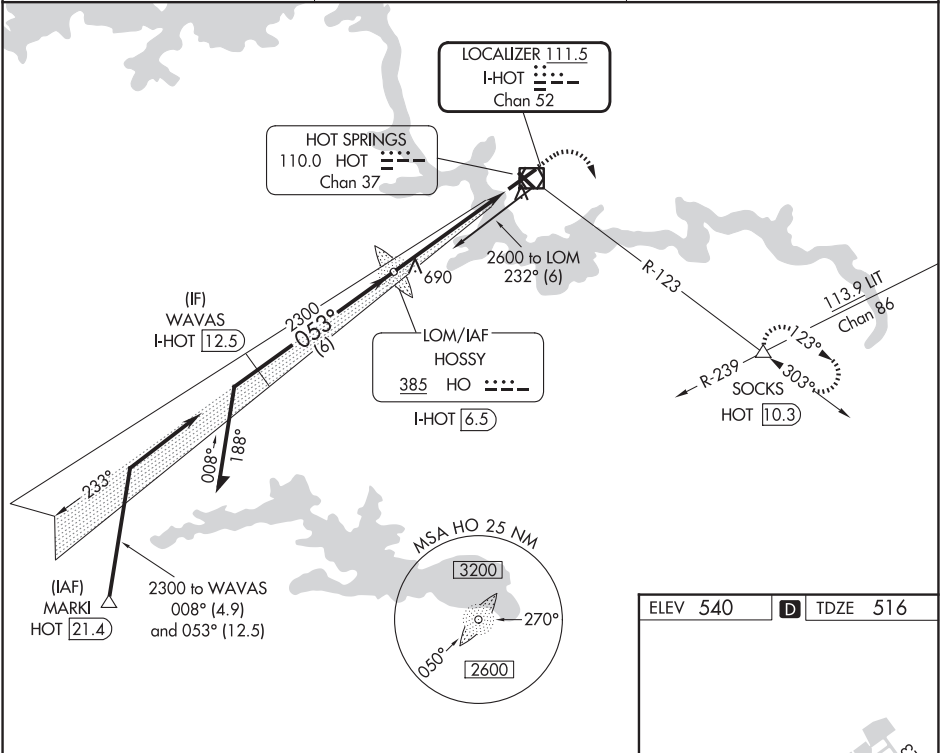


LOC/DME I-HOT	APP CRS	Rwy Ldg	6595
111.5	053°	TDZE	516
Chan 52		Apt Elev	540

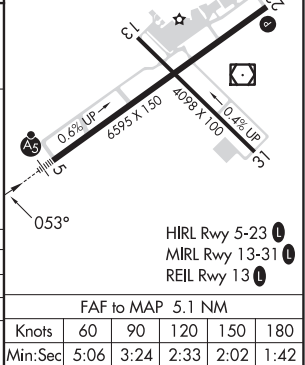
ILS or LOC RWY 5
MEML FLD (HOT)

ADF or DME required.	MALSR	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on HOT VOR/DME R-123 to SOCKS INT/HOT 10.3 DME and hold.
NA Circling NA northwest of Rwy 5-23. Use I-HOT DME when on localizer course.	AS	

ASOS 119.925	MEMPHIS CENTER 128.475 377.15	UNICOM 123.0 (CTAF)
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	Remain within 10 NM	HOSSY LOM I-HOT 6.5	2600	1000	3000	SOCKS
	2500	233°	2300	HOT R-123		
	053°	2300	*I-HOT 2.5	*LOC only.		
	GS 3.00° TCH 57	2300	I-HOT 1.4			
		4 NM	1.1			
CATEGORY	A	B	C	D		
S-ILS 5		732-1/2	216 (200-1/2)			
S-LOC 5	940-1/2	424 (400-1/2)	940-3/4	424 (400-3/4)		
CIRCLING	1080-1	540 (600-1)	1380-2 1/2	1620-3		
			840 (900-2 1/2)	1080 (1100-3)		



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

HOT SPRINGS, ARKANSAS

AL-902 (FAA)

25219

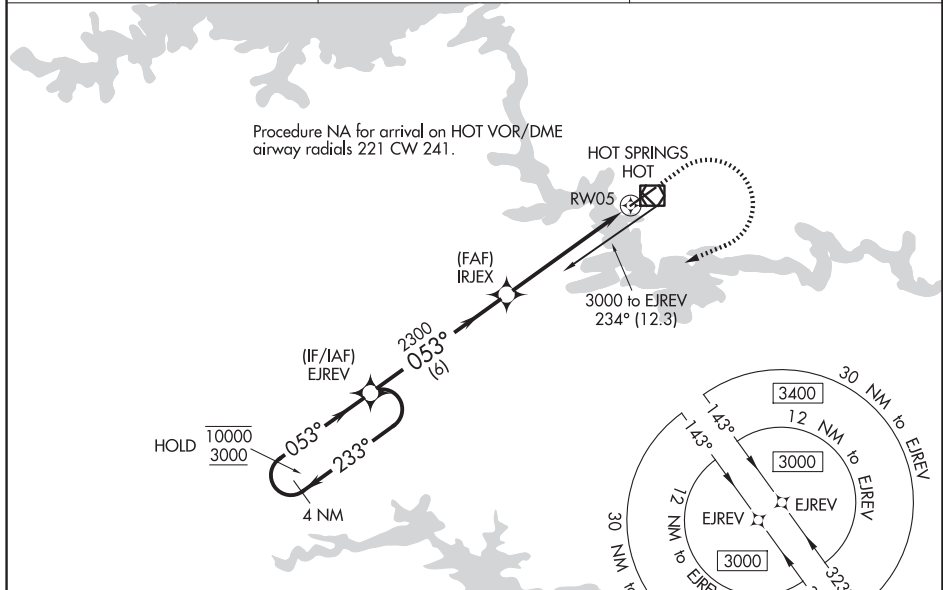
WAAS CH 86343 W05A	APP CRS 053°	Rwy Ldg 6595 TDZE 516 Apt Elev 540
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RNAV (GPS) RWY 5

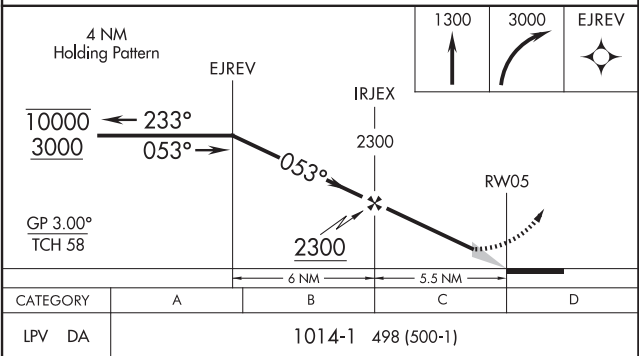
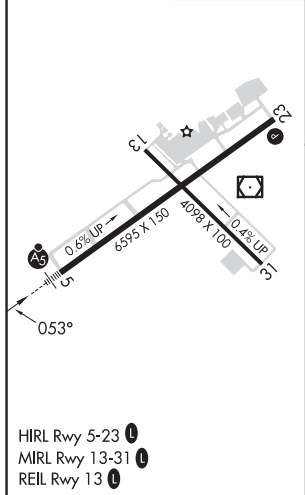
MEML FLD (HOT)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 1300 then climbing right turn 3000 direct EJREV and hold.
NA For inop ALS, increase all Cats visibility to 1 3/8 SM.		

ASOS 119.925	MEMPHIS CENTER 128.475 377.15	UNICOM 123.0 (CTAF)
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ELEV 540		TDZE 516
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HOT SPRINGS, ARKANSAS

Amdt 2A 30JAN20

34°29'N-93°06'W

RNAV (GPS) RWY 5

MEML FLD (HOT)

SC-1, 07 AUG 2025 to 02 OCT 2025

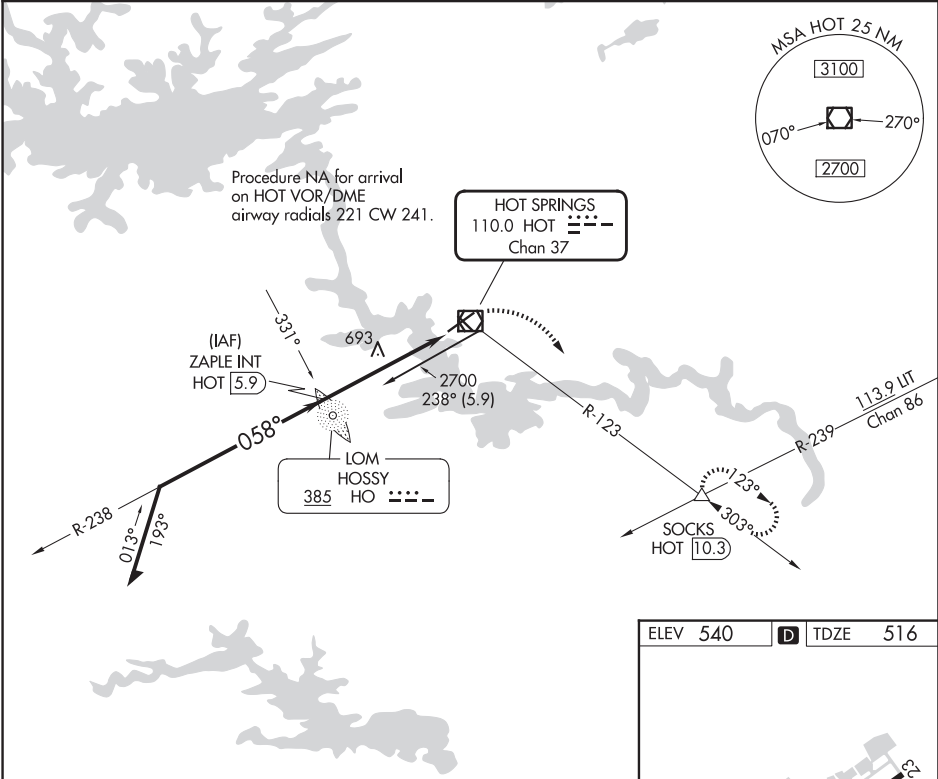
SC-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME HOT	APP CRS	Rwy Ldg
110.0	058°	6595
Chan 37		TDZE 516
		Apt Elev 540

VOR RWY 5
MEML FLD (HOT)

ADF or DME required for procedure entry. ADF or DME required.	MALSR	MISSED APPROACH: Climbing right turn to 3000 on HOT R-123 to SOCKS INT/HOT 10.3 DME and hold.
<div>⚠</div> <div>⚠</div>	<div>⚠</div>	

ASOS 119.925	MEMPHIS CENTER 128.475 377.15	UNICOM 123.0 (CTAF) Ⓛ
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ELEV 540 TDZE 516		HIRL Rwy 5-23 Ⓛ	
MIRL Rwy 13-31 Ⓛ		REIL Rwy 13 Ⓛ	
Remain within 10 NM		3000 HOT R-123 SOCKS	
ZAPLE INT HOT 5.9 2700		HOT 2.1 HOT VOR/DME	
2700 238° 058° 2200		3.07 TCH 45 3.8 NM 1.3 0.8	
CATEGORY	A	B	C D
S-5	960-1/2 444 (500-1/2)	960-7/8 444 (500-7/8)	
CIRCLING	1080-1 540 (600-1)	1380-2 1/2 840 (900-2 1/2)	1620-3 1080 (1100-3)

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

HUGO, OKLAHOMA

AL-6979 (FAA)

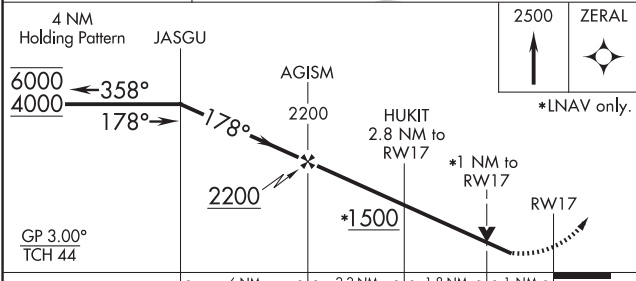
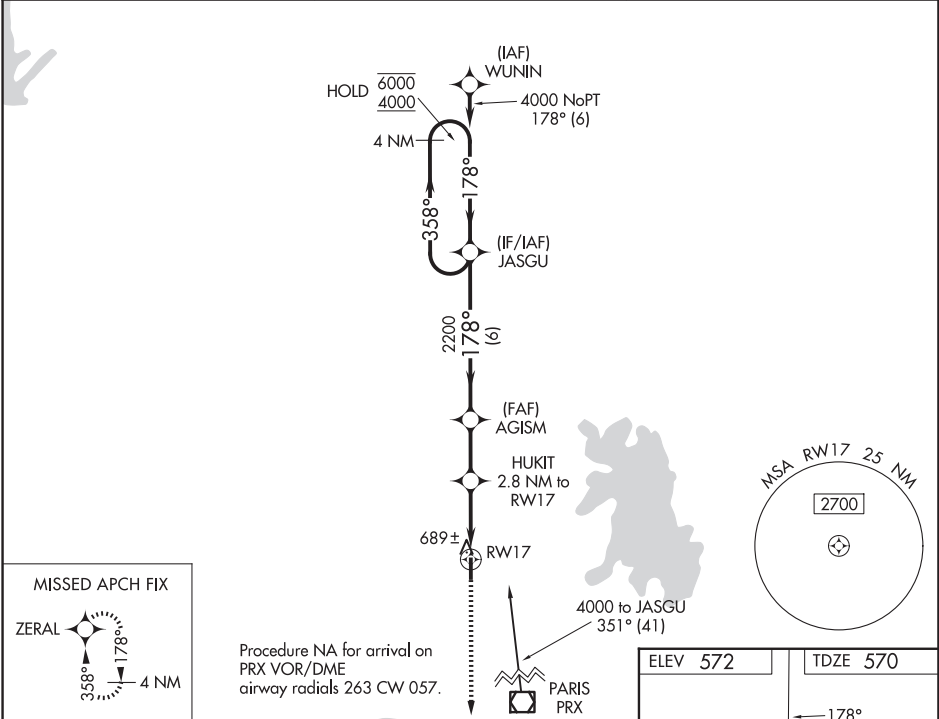
25219

WAAS CH 50437 W17A	APP CRS 178°	Rwy Ldg TDZE 570 Apt Elev 572
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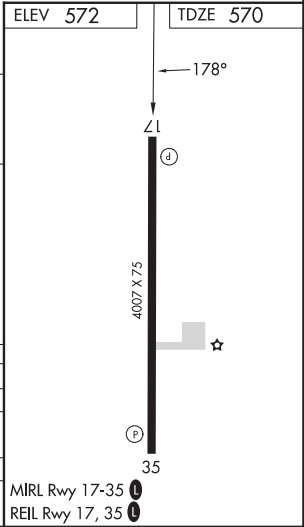
RNAV (GPS) RWY 17
STAN STAMPER MUNI (HHW)

RNP APCH.	MISSED APPROACH: Climb to 2500 direct ZERAL and hold.
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AWOS-3 119.025	FORT WORTH CENTER 124.875 370.95	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	820-1	250 (300-1)		
LNAV/VNAV DA	870-1	300 (300-1)		
LNAV MDA	940-1	370 (400-1)		
CIRCLING	1220-1	648 (700-1)	1340-2¼ 768 (800-2¼)	1340-2½ 768 (800-2½)



HUGO, OKLAHOMA
Amdt 1A 05DEC19

34°02'N-95°33'W

STAN STAMPER MUNI (HHW)
RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

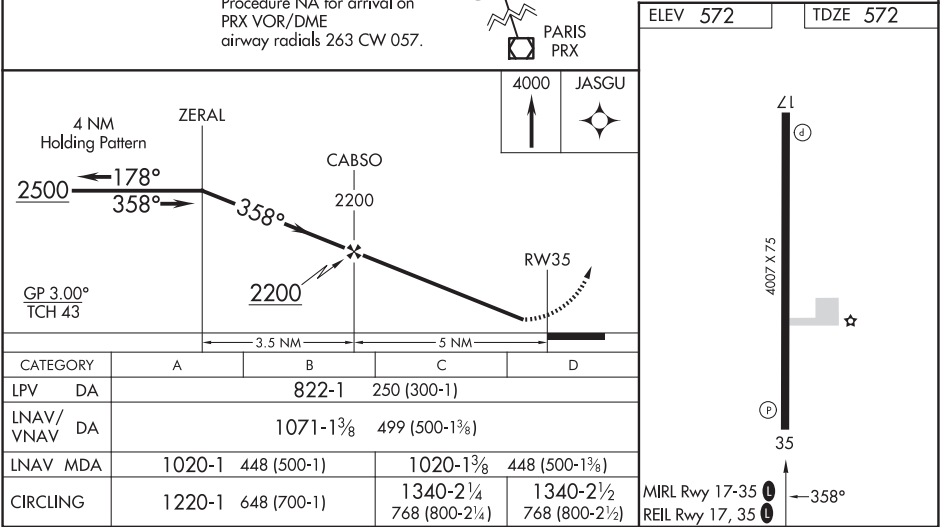
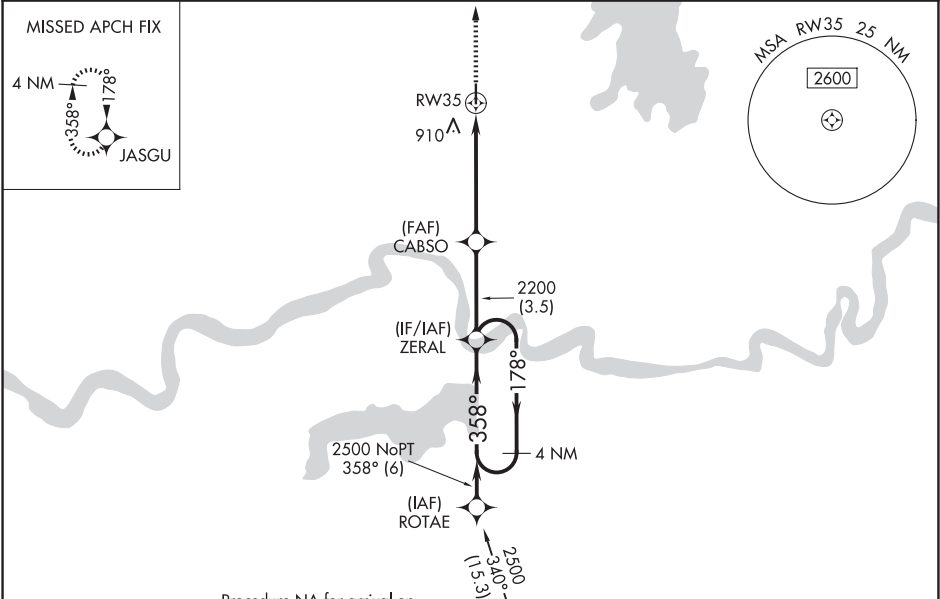
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 35 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 35 and Circling Rwy 35 NA at night.

MISSED APPROACH:

Climb to 4000 direct JASGU and hold, continue climb-in-hold to 4000.

AWOS-3 119.025	FORT WORTH CENTER 124.875 370.95	UNICOM 122.8 (CTAF) 0
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HUNTSVILLE, ARKANSAS

AL-6945 (FAA)

22167

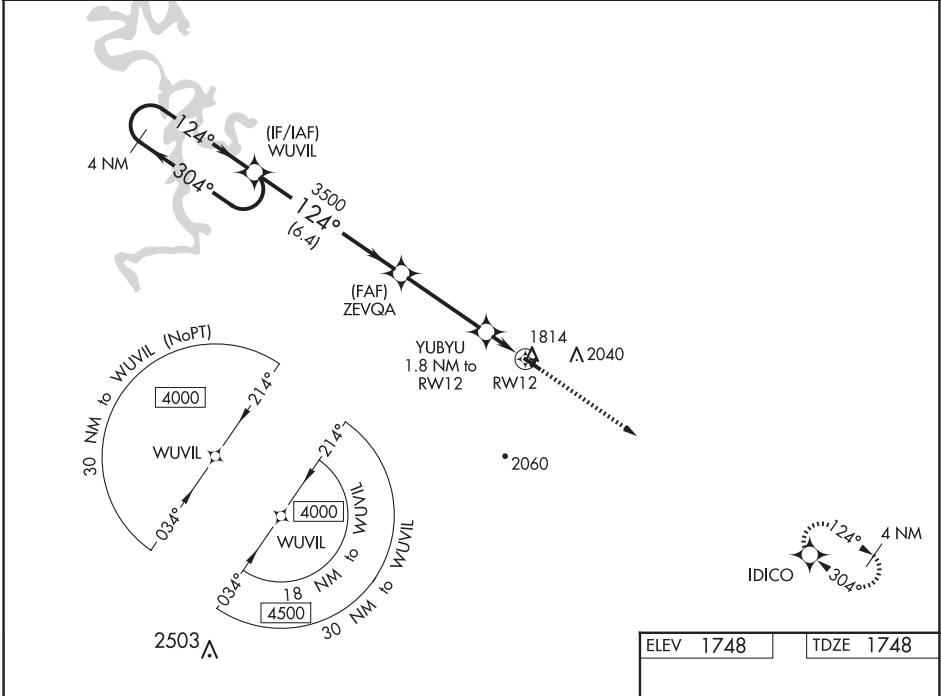
WAAS CH 69331 W12A	APP CRS 124°	Rwy Idg TDZE 1748 Apt Elev 1748
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RNAV (GPS) RWY 12

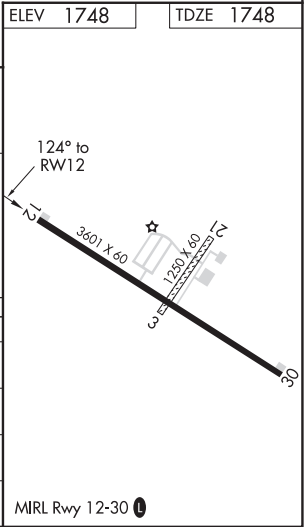
HUNTSVILLE MUNI (H34)

RNP APCH - GPS.	Baro-VNAV NA. Use Springdale altimeter setting; when not received, use Drake Fld altimeter setting and increase all DA 18 feet and all MDA 20 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibilities ½ mile. Circling NA to Rwys 3 and 21.	MISSED APPROACH: Climb to 4000 direct IDICO and hold.
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ASG AWOS-3 124.675	RAZORBACK APP CON ★ 126.6 305.2	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		WUVIL	4000	IDICO
GP 3.00° TCH 40		3500	3500	* LNAV only
6.4 NM		3.6 NM	1.8 NM	
CATEGORY	A	B	C	D
LPV DA	2097-1½ 349 (400-1½)			NA
LNAV/VNAV DA	2097-1½ 349 (400-1½)			NA
LNAV MDA	2180-1	432 (500-1)	2180-1¼ 432 (500-1¼)	NA
CIRCLING	2280-1 532 (600-1)	2520-1 772 (800-1)	2520-2¼ 772 (800-2¼)	NA



HUNTSVILLE, ARKANSAS
Orig-B 16JUN22

36°05'N-93°45'W

HUNTSVILLE MUNI (H34)

RNAV (GPS) RWY 12

SC-1, 07 AUG 2025 to 02 OCT 2025

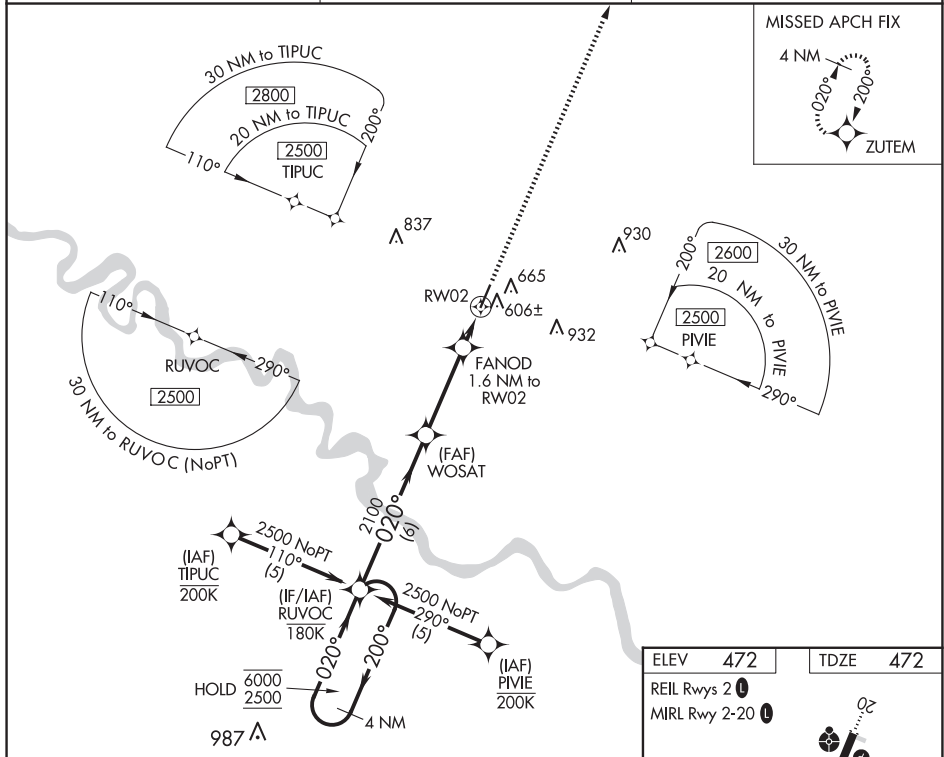
SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 63042 W02A	APP CRS 020°	Rwy Idg 5002 TDZE 472 Apt Elev 472
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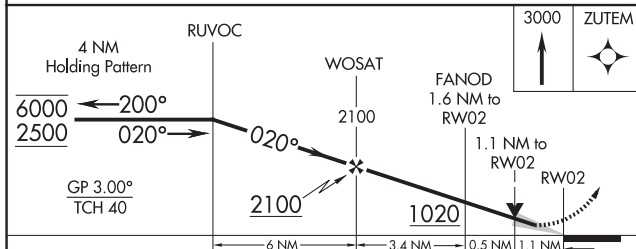
RNAV (GPS) RWY 2
MC CURTAIN COUNTY RGNL (404)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV ▲ NA below -1.5°C or above 54°C.	MISSED APPROACH: Climb to 3000 direct ZUTEM and hold.
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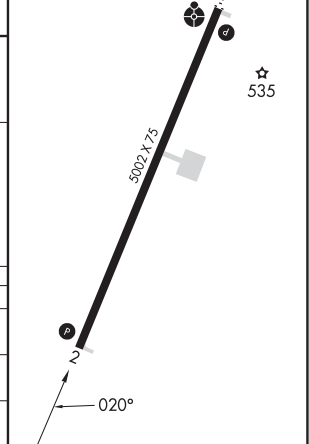
AWOS-3 120.0	FORT WORTH CENTER 123.925 269.475	UNICOM 122.8 (CTAF) 0
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ELEV 472	TDZE 472
REIL Rwy 2 0	MIRL Rwy 2-20 0



CATEGORY	A	B	C	D
LPV DA	722-1	250 (300-1)		NA
LNAV/VNAV DA	764-1	292 (300-1)		NA
LNAV MDA	860-1	388 (400-1)	860-1 1/8 388 (400-1 1/8)	NA



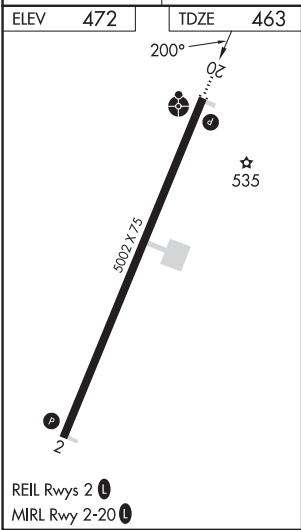
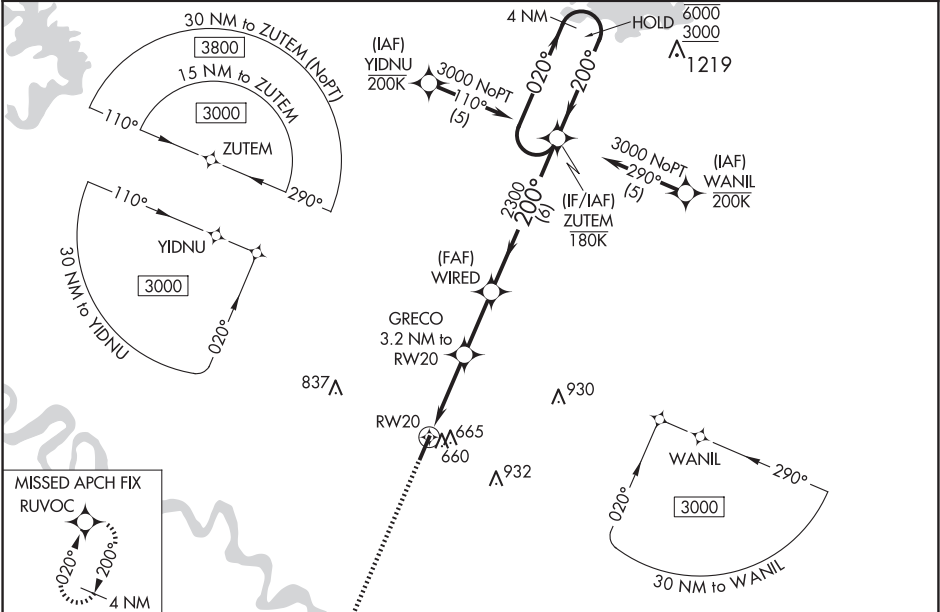
WAAS CH 69442 W20A	APP CRS 200°	Rwy Idg TDZE 463 Apt Elev 472
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RNAV (GPS) RWY 20

MC CURTAIN COUNTY RGNL (404)

RNP APCH - GPS. <div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV, and LNAV Cat A and B. For inop ALS, increase LNAV/VNAV Cat C visibility to 1$\frac{3}{8}$ SM.</div></div>	ODALS <div><div></div><div></div></div>	MISSED APPROACH: Climb to 2500 direct RUVOC and hold.
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AWOS-3 120.0	FORT WORTH CENTER 123.925 269.475	UNICOM 122.8 (CTAF) 0
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ELEV 472	TDZE 463
2500 RUVOC	GRECO 3.2 NM to RW20
WIRED 2300	ZUTEM 180K
1.4 NM to RW20	1.8 NM
2.5 NM	6 NM
CATEGORY A	B
C	D
LPV DA	713-1 250 (300-1)
LNAV/VNAV DA	913-1 $\frac{1}{8}$ 450 (500-1 $\frac{1}{8}$)
LNAV MDA	960-1 497 (500-1)
CIRCLING	1020-1 548 (600-1)

ILS or LOC RWY 23

MISSED APPROACH:
Climb to 2000 then
climbing left turn to
2300 direct JBR
VOR/DME and hold.

MIRL Rwy 5-23 and 13-31

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY A

S-ILS 23	A		B	C	D
S-LOC 23	720- $\frac{3}{4}$ 458 (500- $\frac{3}{4}$)		546- $\frac{3}{4}$ 284 (300- $\frac{3}{4}$)	720-1 $\frac{1}{4}$ 458 (500-1 $\frac{1}{4}$)	
CIRCLING	740-1 478 (500-1)		820-1 $\frac{1}{2}$ 558 (600-1 $\frac{1}{2}$)	1080-2 $\frac{3}{4}$ 818 (900-2 $\frac{3}{4}$)	

JONESBORO MUNI (JBR)
ILS or LOC RWY 23

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77820 W05A	APP CRS 050°	Rwy Idg 6200 TDZE 259 Apt Elev 262
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RNAV (GPS) RWY 5

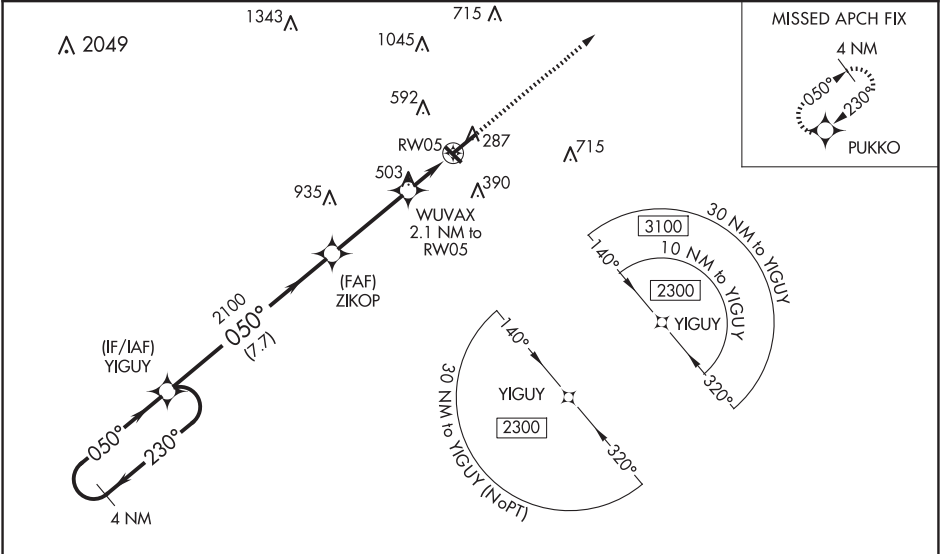
JONESBORO MUNI (JBR)

RNP APCH.

Circling Rwy 31 NA at night. Baro-VNAV and VDP NA when using Walnut Ridge altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Circling NA northwest of Rwy 5-23. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting: increase LPV DA to 593 feet and visibility ⅓ SM, and LNAV/VNAV DA to 669 feet; increase all MDAs 60 feet and visibility LNAV Cats C/D and Circling Cat C ¼ SM.

MISSED APPROACH:
Climb to 2200 direct
PUKKO and hold.

ASOS 118.525	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF)
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ELEV 262		TDZE 259	
4 NM Holding Pattern		2200 PUKKO	
YIGUY		ZIKOP	
2300		2100	
GP 3.00° TCH 45		WUVAX 2.1 NM to RW05	
7.7 NM		3.6 NM	
0.7		1.4	
CATEGORY	A	B	C
LPV DA	539-7/8 280 (300-7/8)		
LNAV/VNAV DA	615-1 356 (400-1 1/8)		
LNAV MDA	760-1	501 (500-1)	760-1 3/8 501 (500-1 3/8)
CIRCLING	760-1	498 (500-1)	820-1 1/2 558 (600-1 1/2) 1080-2 3/4 818 (900-2 3/4)

JONESBORO, ARKANSAS

AL-5265 (FAA)

25107

WAAS CH 65806 W23A	APP CRS 230°	Rwy Idg 6200 TDZE 262 Apt Elev 262
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RNAV (GPS) RWY 23

JONESBORO MUNI (JBR)

RNP APCH.

▼

▲

Circling NA northwest of Rwy 5-23. Circling Rwy 31 NA at night. Baro-VNAV and VDP NA when using Walnut Ridge altimeter setting. Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LPV Cat A/B visibility to $\frac{1}{2}$ SM. Inop table does not apply to LNAV/VNAV. For inop ALS when using Walnut Ridge altimeter setting, increase LPV Cat A/B visibility to 1 SM. When using Walnut Ridge altimeter setting, inop table does not apply to LNAV/VNAV. When local altimeter setting not received, use Walnut Ridge altimeter setting: increase LPV DA to 600 feet, LNAV/VNAV DA to 630 feet and all visibilities $\frac{1}{2}$ SM; increase all MDAs 60 feet and LNAV Cat C/D and Circling Cat C visibility $\frac{1}{4}$ SM.

ODALS

MISSED APPROACH: Climb to 2300 direct YIGUY and hold.

ASOS 118.525	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) ①
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The main approach chart displays the RNP APCH for Rwy 23. Key features include:

- Navigation Path:** Starts at 4 NM from the PUKKO fix, heading 050° to 2300, then 230° to (IF/IAF) PUKKO. From PUKKO, the path continues 230° to (FAF) LNDRY, then 230° to JERLO (2.9 NM to RW23), and finally 230° to RW23.
- Altitudes:** 2300, 2200, 2000, 1800, 1600, 1400, 1200, 1000, 800, 600, 400, 200, 100, 50, 0.
- Distances:** 4 NM, 2.9 NM, 1.2 NM, 1.7 NM, 3 NM, 7 NM.
- Fixes:** PUKKO, LNDRY, JERLO, RW23, YIGUY.
- Missed Approach:** Climb to 2300 direct YIGUY and hold.

ELEV 262		TDZE 262		
<div><div>2300</div><div>YIGUY</div><div>*LNAV only.</div><div>1.2 NM to RW23</div><div>1.7 NM</div><div>3 NM</div><div>7 NM</div><div>4 NM Holding Pattern</div><div>050°</div><div>230°</div><div>2200</div><div>2000</div><div>1800</div><div>1600</div><div>1400</div><div>1200</div><div>1000</div><div>800</div><div>600</div><div>400</div><div>200</div><div>100</div><div>50</div><div>0</div><div>GP 3.00°</div><div>TCH 53</div></div>				
CATEGORY	A	B	C	D
LPV DA	546- $\frac{3}{4}$ 284 (300- $\frac{3}{4}$)			
LNAV/VNAV DA	576- $\frac{7}{8}$ 314 (400- $\frac{7}{8}$)			
LNAV MDA	680- $\frac{3}{4}$ 418 (500- $\frac{3}{4}$)		680-1 418 (500-1)	
CIRCLING	740-1 478 (500-1)		820-1 $\frac{1}{2}$ 1080-2 $\frac{3}{4}$ 558 (600-1 $\frac{1}{2}$) 818 (900-2 $\frac{3}{4}$)	

MIRL Rwy 5-23 and 13-31 ①

JONESBORO, ARKANSAS
Amdt 1C 25MAR21

35°50'N-90°39'W

JONESBORO MUNI (JBR)

RNAV (GPS) RWY 23

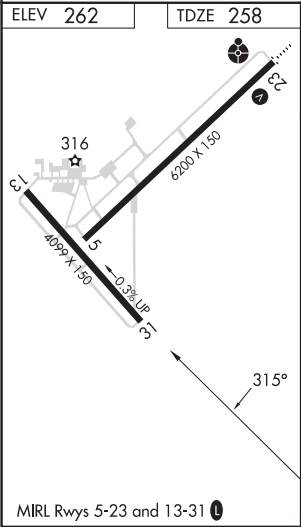
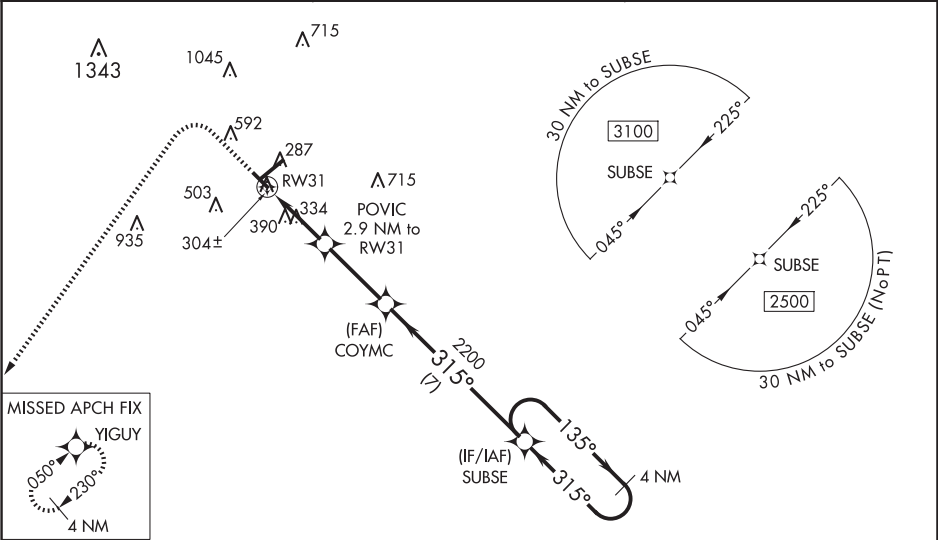
WAAS CH 50531 W31A	APP CRS 315°	Rwy Idg TDZE Apt Elev	4099 258 262
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RNAV (GPS) RWY 31

JONESBORO MUNI (JBR)

RNP APCH.	Straight-in Rwy 31 NA at night, Circling Rwy 31 NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA. Circling NA northwest of Rwy 5-23. When local altimeter not received, use Walnut Ridge altimeter setting; increase all MDAs 60 feet and LP Cat C/D visibility 1/8 SM and LNAV Cat C/D and Circling Cat C 1/4 SM.	MISSED APPROACH: Climb to 800 then climbing left turn to 2300 direct YIGUY and hold.
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ASOS 118.525	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) 1
------------------------	--	---------------------------------



800	2300	YIGUY	SUBSE	4 NM Holding Pattern
POVIC 2.9 NM to RW31	COYMC	3.00° TCH 45	135°	2500
1220	2200	315°	315°	
2.9 NM	3.1 NM	7 NM		
CATEGORY	A	B	C	D
LP MDA	600-1	342 (400-1)		
LNAV MDA	640-1	382 (400-1)	640-1 1/8	382 (400-1 1/8)
CIRCLING	740-1	478 (500-1)	820-1 1/2	1080-2 3/4
			558 (600-1 1/2)	818 (900-2 3/4)

JONESBORO, ARKANSAS

AL-5265 (FAA)

25107

VOR/DME JBR 115.85 Chan 105(Y)	APP CRS 227°	Rwy Idg TDZE Apt Elev	6200 262 262
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VOR RWY 23

JONESBORO MUNI (JBR)

- ⚠ Circling Rwy 31 NA at night. Circling NA northwest of Rwy 5-23.
 ⚠ Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter not received, use Walnut Ridge altimeter setting and increase all MDAs 60 feet and S-23 Cat C/D visibility $\frac{1}{8}$ SM and Circling Cat C $\frac{1}{4}$ SM.

ODALS

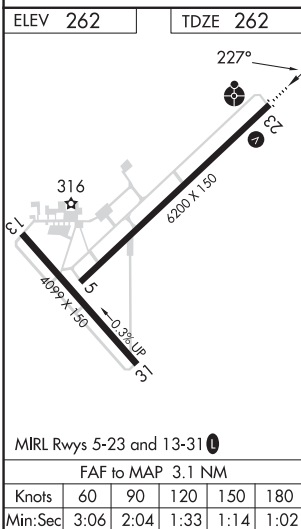
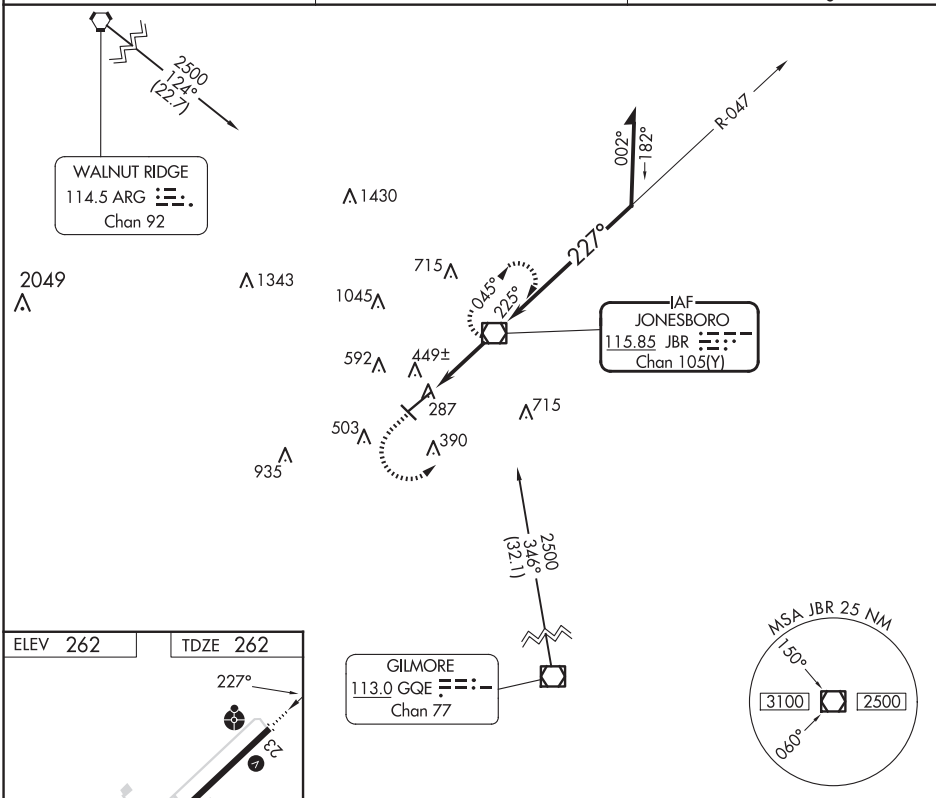


MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

ASOS
118.525

MEMPHIS CENTER
120.075 289.4

UNICOM
123.0 (CTAF) 0



2000	2300	JBR	JBR VOR/DME 2500	Remain within 10 NM
↑	↶	☐	047°	2000
			227°	1300
			1.2	1.9 NM
CATEGORY	A	B	C	D
S-23	700- $\frac{3}{4}$	438 (500- $\frac{3}{4}$)	700-1 $\frac{1}{8}$	438 (500-1 $\frac{1}{8}$)
CIRCLING	740-1	478 (500-1)	820-1 $\frac{1}{2}$ 558 (600-1 $\frac{1}{2}$)	1080-2 $\frac{3}{4}$ 818 (900-2 $\frac{3}{4}$)

JONESBORO, ARKANSAS

Amdt 11C 25MAR21

35°50'N-90°39'W

JONESBORO MUNI (JBR)
VOR RWY 23

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 81840 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	4228 779 783
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RNAV (GPS) RWY 18

SOUTH GRAND LAKE RGNL (1K8)

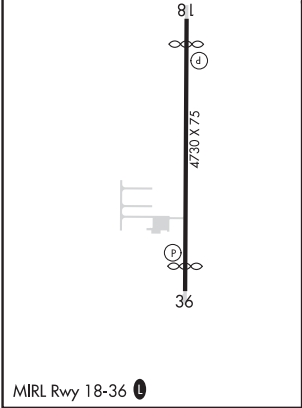
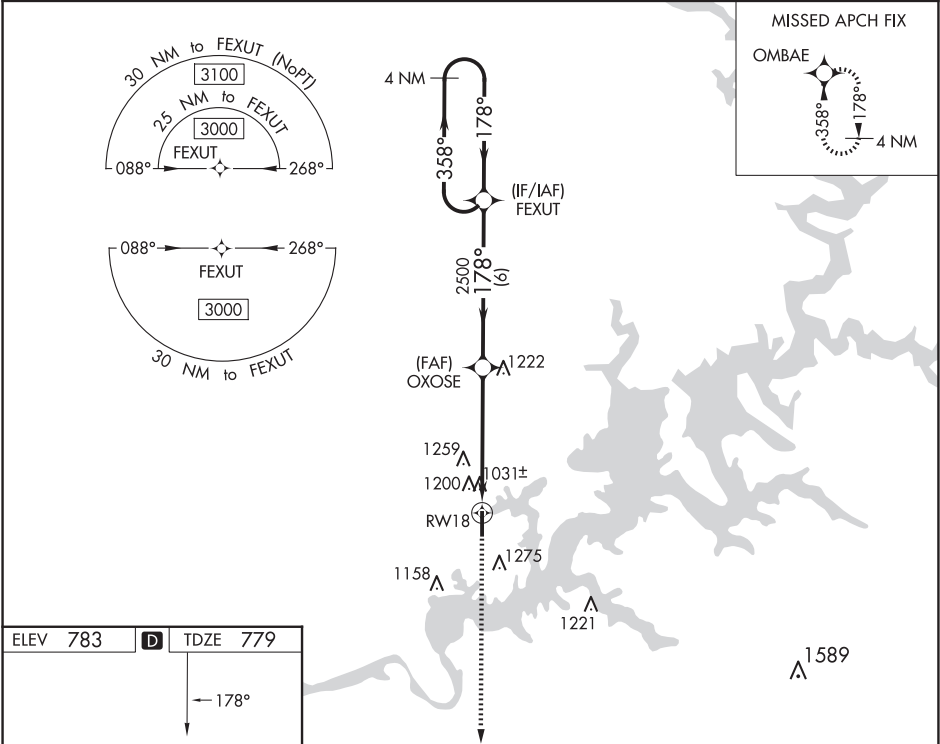
RNP APCH - GPS.

NA

Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Grove altimeter setting. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 3000 direct OMBAE and hold.

AWOS-3PT 118.15	KANSAS CITY CENTER 128.6 282.325	CTAF 122.9
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3000		OMB AE	Visual Segment - Obstacles.		FEXUT	4 NM Holding Pattern
					OXOSE	358° → 3000
					RW18	← 178°
					2500	
					5.3 NM	6 NM
CATEGORY	A	B	C	D		
LP MDA	1320-1	541 (600-1)	1320-1½ 541 (600-1½)	NA		
LNAV MDA	1500-1	721 (800-1)	1500-2 721 (800-2)	NA		
C CIRCLING	1540-1 757 (800-1)	1620-1¼ 837 (900-1¼)	1620-2½ 837 (900-2½)	NA		

KETCHUM, OKLAHOMA

AL-10762 (FAA)

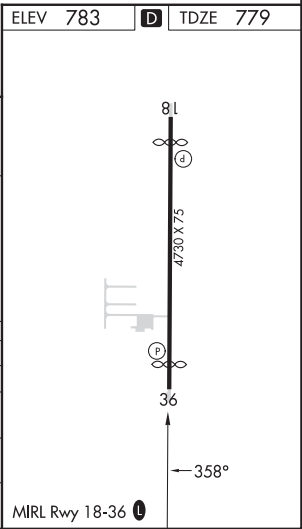
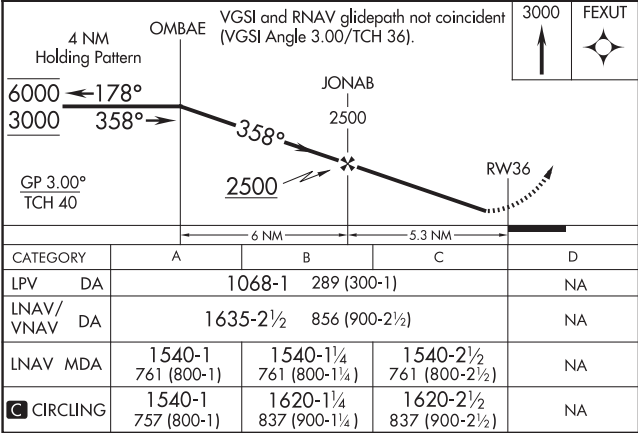
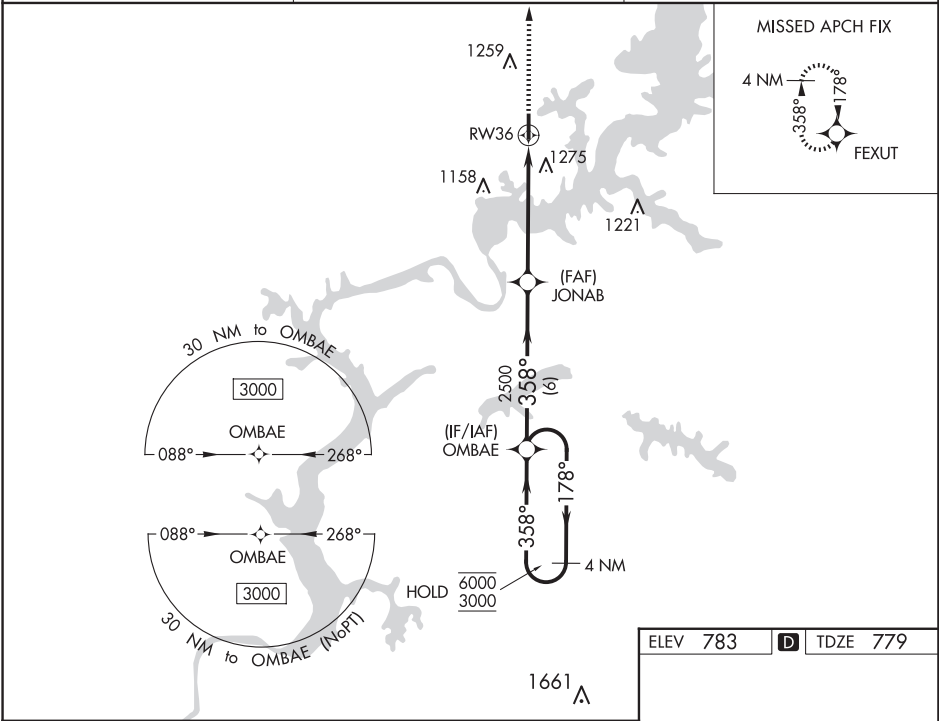
24249

WAAS CH 69239 W36A	APP CRS 358°	Rwy ldg 4238 TDZE 779 Apt Elev 783
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RNAV (GPS) RWY 36
SOUTH GRAND LAKE RGNL (1K8)

RNP APCH - GPS. ⚠ NA Circling to Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. When local altimeter setting not received, use Grove altimeter setting.	MISSED APPROACH: Climb to 3000 direct FEXUT and hold.
--	---

AWOS-3PT 118.15	KANSAS CITY CENTER 128.6 282.325	CTAF 122.9 📶
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KETCHUM, OKLAHOMA
Orig-D 05SEP24

36°33'N-95°01'W

RNAV (GPS) RWY 36
SOUTH GRAND LAKE RGNL (1K8)

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LAKE VILLAGE, ARKANSAS


AL-6062 (FAA)

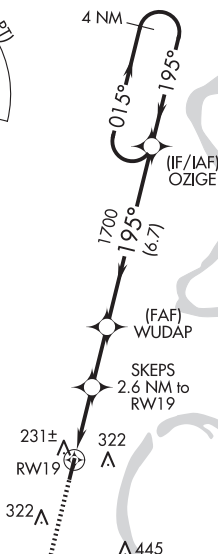
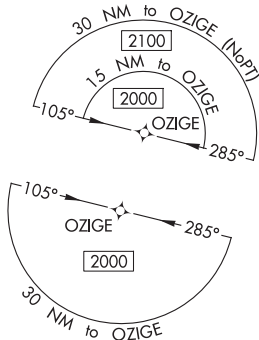
22195

APP CRS	Rwy Idg	4400
195°	TDZE	125
	Apt Elev	126

RNAV (GPS) RWY 19

LAKE VILLAGE MUNI (M32)

 NA	Circling NA east of Rwy 1-19. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Greenville altimeter setting.	MISSED APPROACH: Climb to 2000 direct HEGOG and hold.
GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	CTAF 122.90

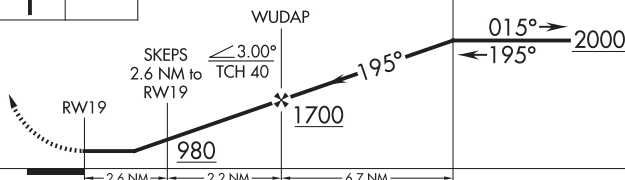



MISSED APCH FIX

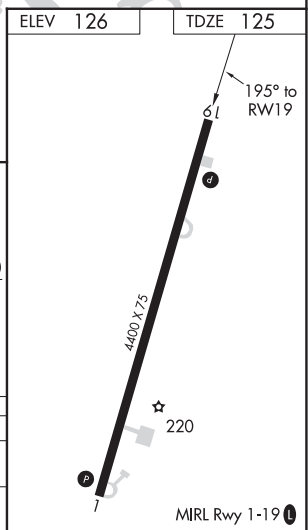


VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 32).

OZIGE 4 NM Holding Pattern



CATEGORY	A	B	C	D
LNVA MDA	540-1	415 (500-1)	540-1½	415 (500-1½)
 CIRCLING	620-1 494 (500-1)	720-1 594 (600-1)	720-1½ 594 (600-1½)	720-2 594 (600-2)



LAKE VILLAGE, ARKANSAS

Amtd 1 02MAR17

33°21'N-91°19'W

LAKE VILLAGE MUNI (M32)

RNAV (GPS) RWY 19

LOC I-LAW 109.1	APP CRS 351°	Rwy Idg TDZE 1089 Apt Elev 1110
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ILS or LOC RWY 35
LAWTON-FORT SILL RGNL (LAW)

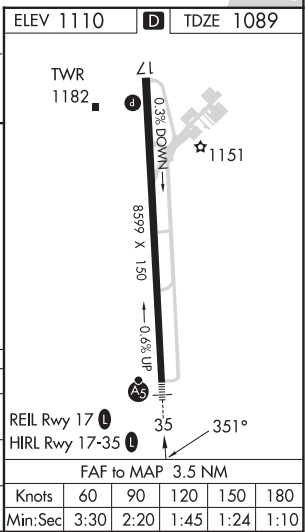
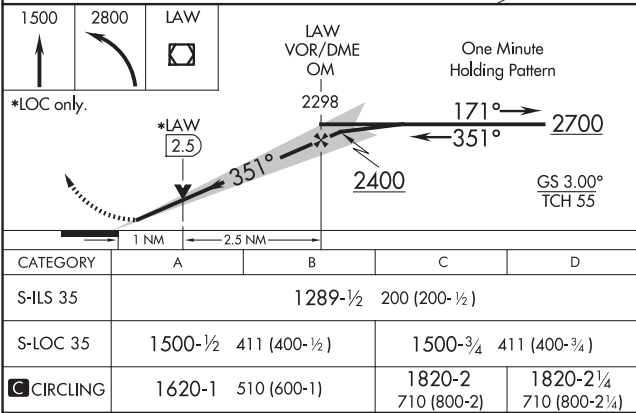
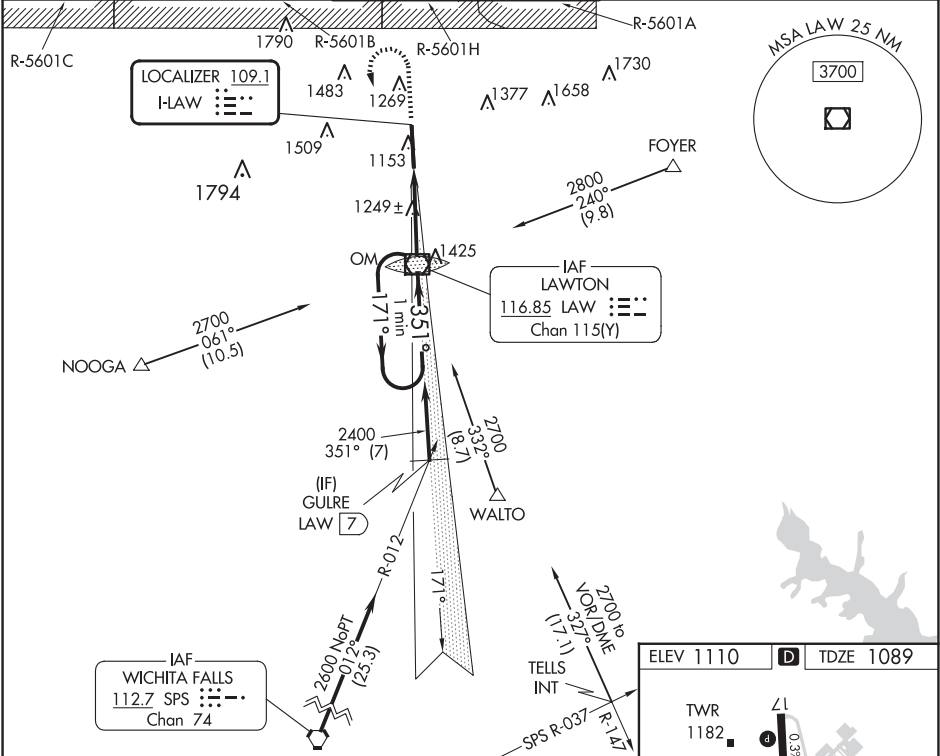
Autopilot coupled approach NA below 2000. For inop ALS, increase S-LOC 35 Cat C/D visibility to 1½ SM

ASR

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct LAW VOR/DME and hold, continue climb-in-hold to 2800.

ATIS 120.75	FORT SILL APP CON 120.55 322.4	LAWTON TOWER ★ 119.9(CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LAWTON, OKLAHOMA

AL-924 (FAA)

24249

WAAS CH 77640 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	8599 1089 1110
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RNAV (GPS) RWY 35

LAWTON-FORT SILL RGNL (LAW)

RNP APCH.

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM.

MALSR

A5

MISSED APPROACH: (Do not exceed 200K until WEGTE) Climb to 1520 then climbing left turn to 2700 direct WEGTE and hold.

ATIS 120.75	FORT SILL APP CON 120.55 322.4	LAWTON TOWER ★ 119.9 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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Procedure NA for arrival on SPS VORTAC airway radial 092.

1520

2700

WEGTE

*LNAV only.

ILECI 2.5 NM to RW35

*1.2 NM to RW35

1780

UCIRY 2700

WEGTE 351°

2700

GP 3.00° TCH 55

1.2 NM

1.3 NM

2.4 NM

5.1 NM

CATEGORY	A	B	C	D
LPV DA	1289-½		200 (200-½)	
LNAV/VNAV DA	1376-½		287 (300-½)	
LNAV MDA	1520-½	431 (500-½)	1520-¾	431 (500-¾)
CIRCLING	1620-1	510 (600-1)	1820-2 710 (800-2)	1820-2¼ 710 (800-2¼)

ELEV 1110 D TDZE 1089

TWR 1182

35

351°

REIL Rwy 17

HIRL Rwy 17-35

LAWTON, OKLAHOMA
Amdt 1B 21MAY20

34°34'N-98°25'W

LAWTON-FORT SILL RGNL (LAW)
RNAV (GPS) RWY 35

VOR/DME LAW 116.85 Chan 115(Y)	APP CRS 349°	Rwy Idg 8599 TDZE 1089 Apt Elev 1110
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VOR RWY 35

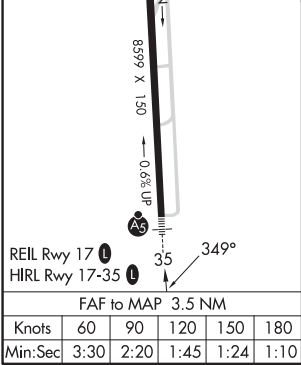
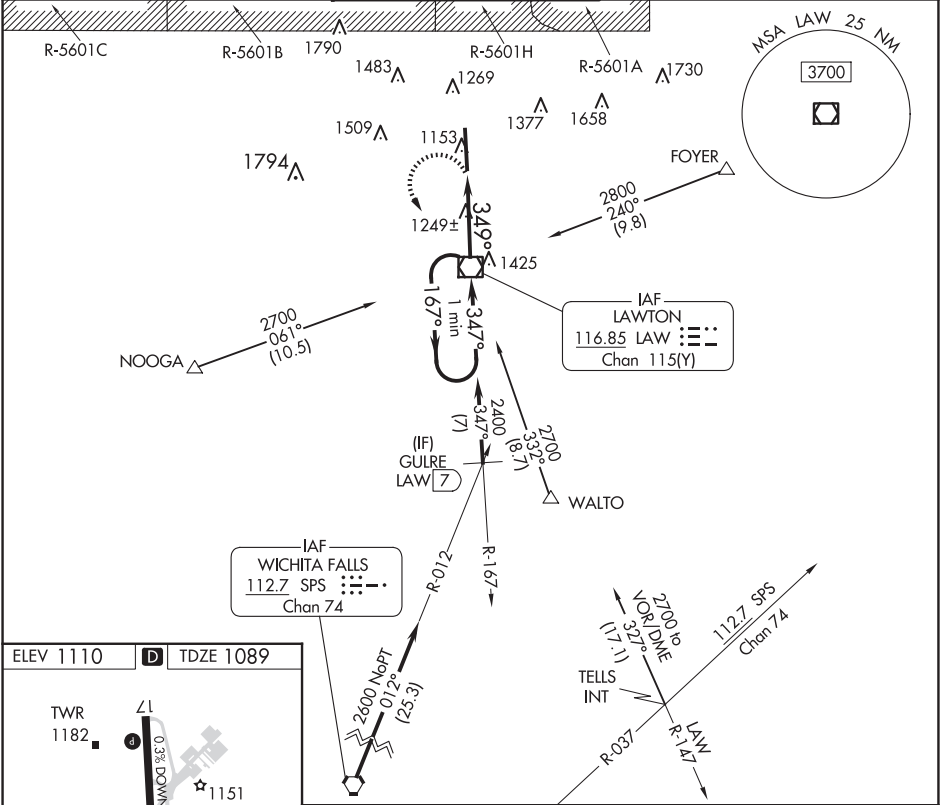
LAWTON-FORT SILL RGNL (LAW)





For inop ALS, increase Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climbing left turn to 2800 direct LAW VOR/DME and hold, continue climb-in-hold to 2800.

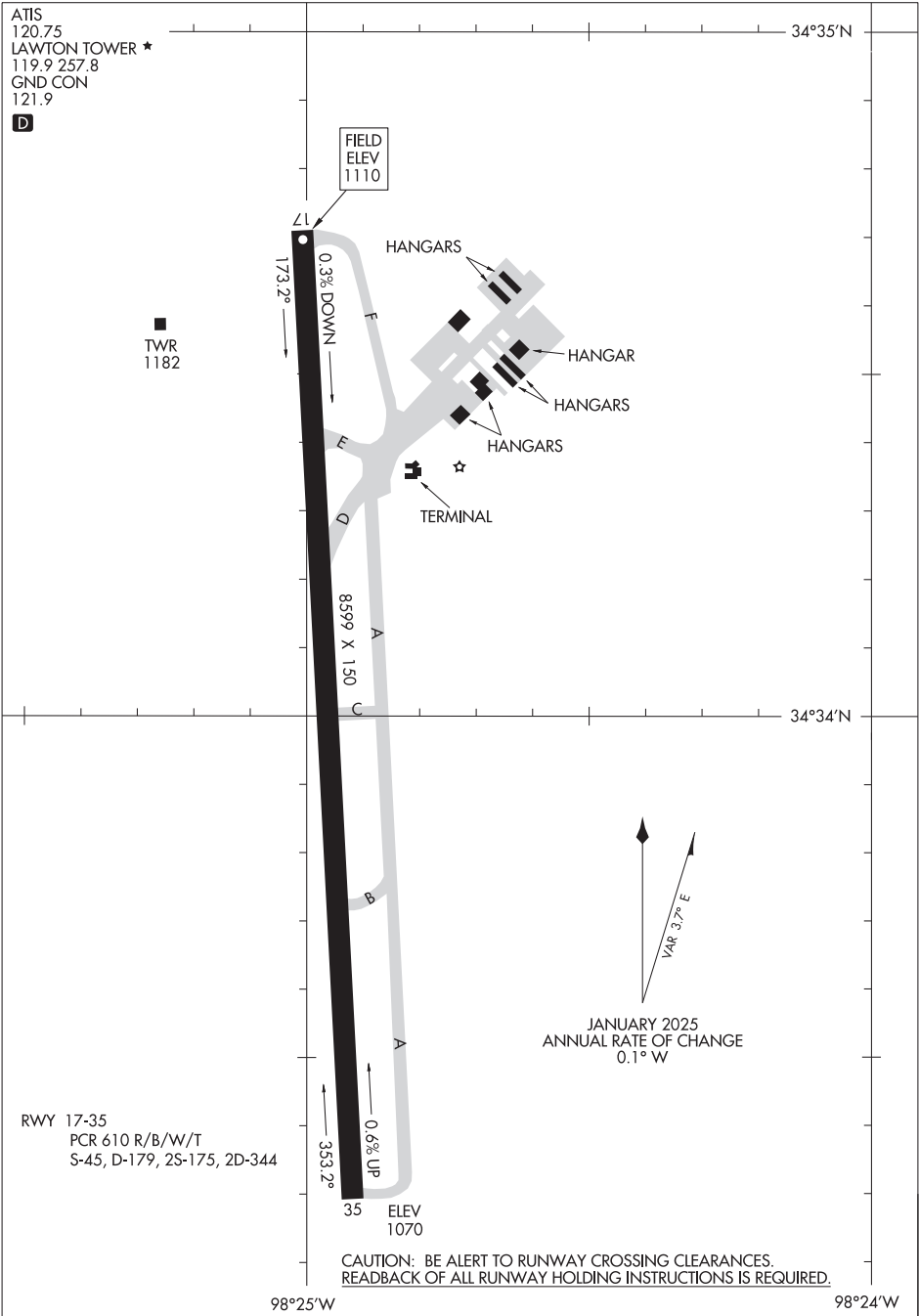
ATIS 120.75	FORT SILL APP CON 120.55 322.4	LAWTON TOWER ★ 119.9(CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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2800		LAW		One Minute Holding Pattern			
							
		LAW 3.5	LAW 2.5	LAW VOR/DME	2700		
		349°		2400	167°	347°	
		≤ 3.44° TCH 45					
		1.1 NM		2.4 NM			
CATEGORY	A		B		C	D	
S-35	1500-½		411 (500-½)		1500-¾	411 (500-¾)	
 CIRCLING	1620-1		510 (600-1)		1820-2 710 (800-2)	1820-2¼ 710 (800-2¼)	

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-LIT	APP CRS	Rwy Ldg	7976
110.3	047°	TDZE	258
Chan 40		Apt Elev	266

ILS or LOC RWY 4L

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

▼

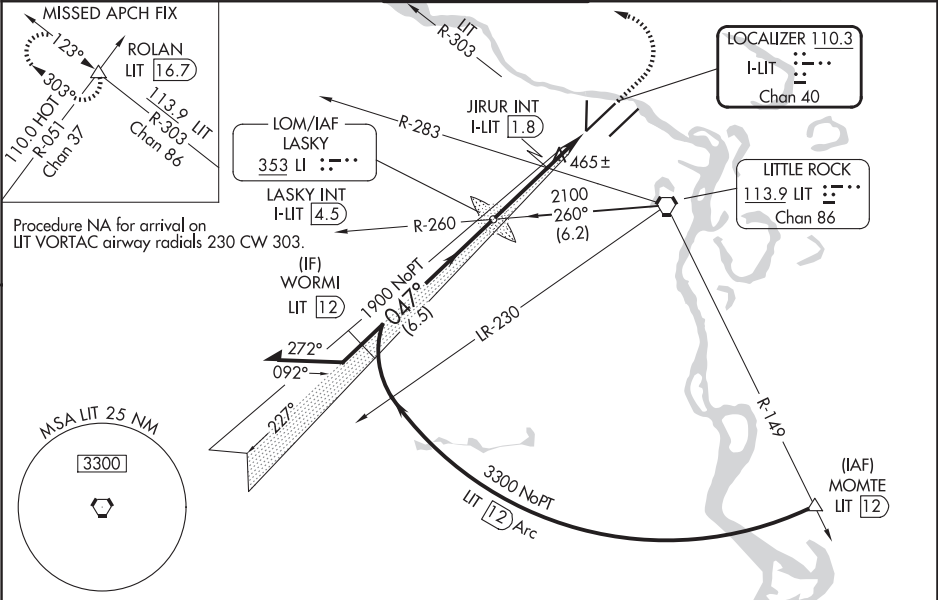
▲

Simultaneous approach authorized. Rwy 4L helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 4L all Cats. LOC minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D visibility to 2 SM. JIRUR fix minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D visibility to 1 3/4 SM.

MALSR
As

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 on heading 260° and on LIT VORTAC R-303 to ROLAN INT/LIT 16.7 DME and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



ELEV 266 TDZE 258

1500 3500

↑ hdg 260°

LIT ROLAN

R-303 △

Remain within 10 NM

2100 227° 1814

047° 1900

GS 3.00° TCH 51

JIRUR INT I-LIT 1.8 I-LIT 1.1 I-LIT 0.2

960

Use I-LIT DME when on the localizer course.

2.7 NM 0.7 NM 1.3 NM

CATEGORY	A	B	C	D
S-ILS 4L		508/40	250 (300-3/4)	
S-LOC 4L	960/40	702 (700-3/4)	960-1 5/8	702 (700-1 5/8)
CIRCLING	960-1 694 (700-1)	1000-1 734 (800-1)	1180-2 3/4 914 (1000-2 3/4)	1180-3 914 (1000-3)
JIRUR FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 4L	720/40	462 (500-3/4)	720/50	462 (500-1)
CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2 3/4 914 (1000-2 3/4)	1180-3 914 (1000-3)

MIRL Rwy 18-36
HIRL Rws 4R-22L and 4L-22R
TDZ/CL Rwy 22R

FAF to MAP 4.7 NM

Knots

Min:Sec

60 4:42

90 3:08

120 2:21

150 1:53

180 1:34

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

25219

LOC/DME I-CNL	APP CRS	Rwy Ldg	7200
111.3	047°	TDZE	260
Chan 50		Apt Elev	266

ILS or LOC RWY 4R

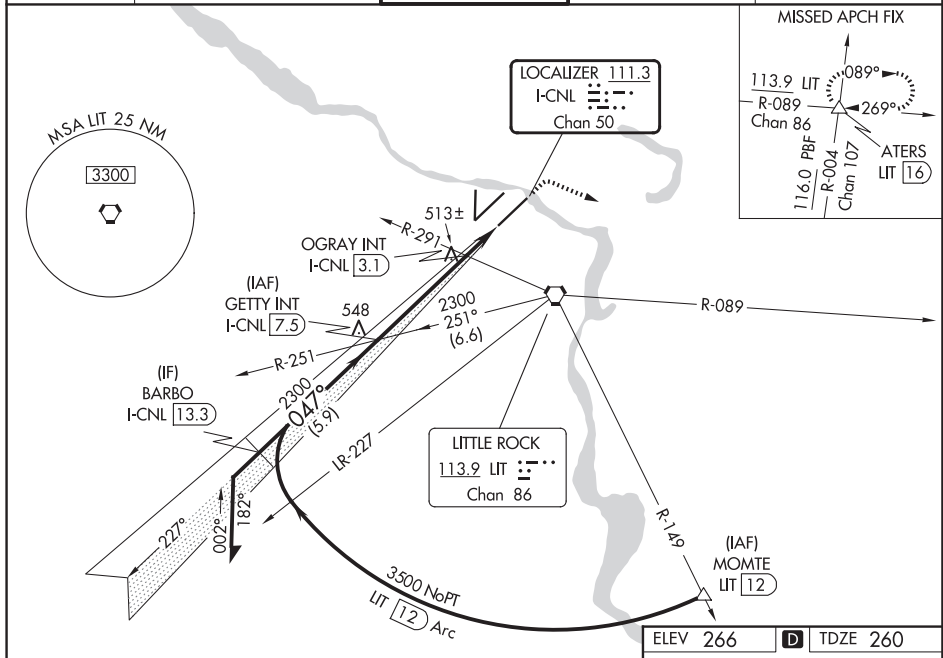
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

W Rwy 4R helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized. For inop ALS, increase S-ILS 4R all Cats visibility to RVR 4500. For inop ALS, increase S-LOC 4R Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1 1/4 SM. OGRAY Fix Minimums: For inop ALS, increase S-LOC 4R Cats A/B visibility to RVR 5500 and Cats C/D to 1 1/2 SM.

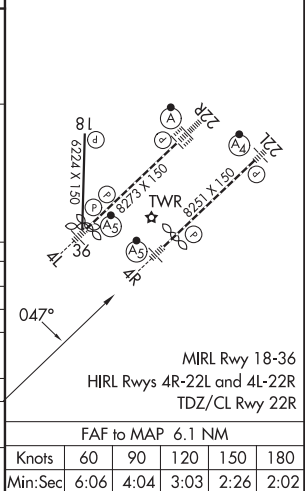
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 on heading 110° and LIT VORTAC R-089 to ATERS INT/UIT 16 DME and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



Remain within 10 NM		GETTY INT I-CNL 7.5	800 ↑	4000 hdg 110°	LIT R-089	ATERS △
2300	227°	2300	047°	OGRAY INT I-CNL 3.1	880	I-CNL 1.3
GS 3.00° TCH 49		Use I-CNL DME when on the localizer course.				
		4.4 NM	1.8 NM			
CATEGORY	A	B	C	D		
S-ILS 4R	523/40 263 (300-¾)					
S-LOC 4R	880/40	620 (700-¾)	880-1⅜	620 (700-1⅜)		
CIRCLING	880-1	1000-1	1180-2¾	1180-3		
	614 (700-1)	734 (800-1)	914 (1000-2¾)	914 (1000-3)		
OGRAY (DUAL VOR RECEIVERS OR DME REQUIRED)						
S-LOC 4R	780/40	520 (600-¾)	780/55	520 (600-1)		
CIRCLING	820-1	1000-1	1180-2¾	1180-3		
	554 (600-1)	734 (800-1)	914 (1000-2¾)	914 (1000-3)		



LITTLE ROCK, ARKANSAS
Amdt 2G 15JUN23

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)
34°44'N-92°13'W

ILS or LOC RWY 4R

SC-1, 07 AUG 2025 to 02 OCT 2025

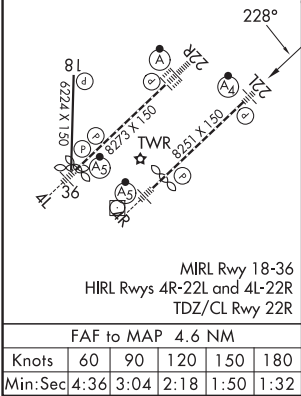
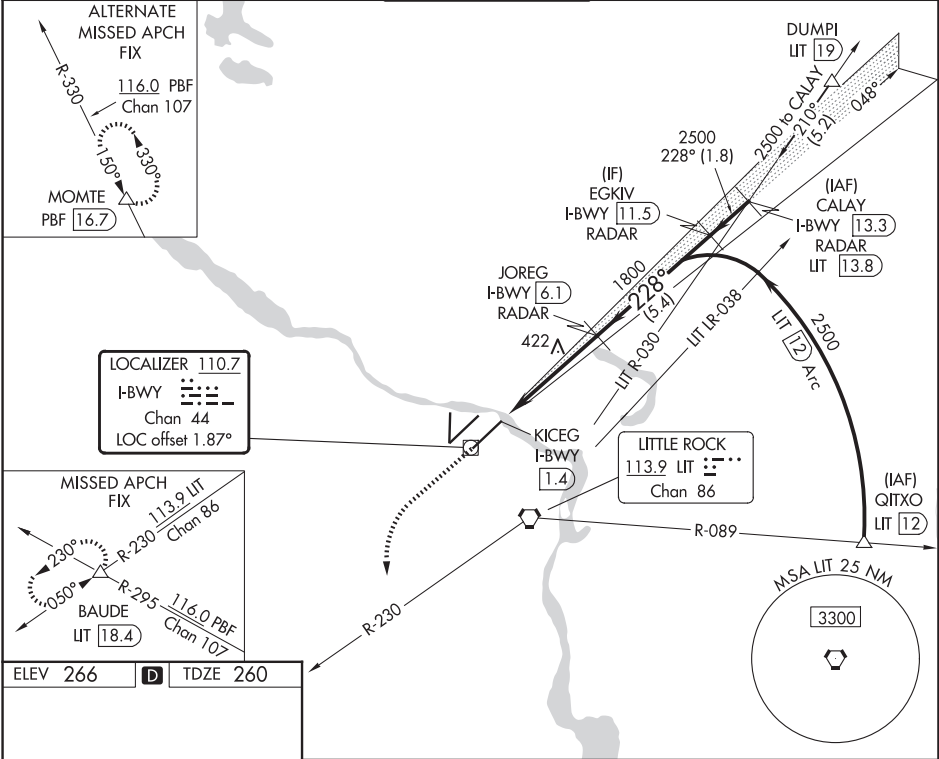
SC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BWY	APP CRS	Rwy Ldg	7200
110.7	228°	TDZE	260
Chan 44		Apt Elev	266

ILS or LOC RWY 22L

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

DME or RADAR required.		MALSF	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 170° and LIT VORTAC R-230 to BAUDE INT/LIT 18.4 DME and hold.	
Simultaneous approach authorized.				
D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



*LOC only.		KICEG I-BWY 1.4	*I-BWY 2.4	JOREG I-BWY 6.1	EGKIV I-BWY 11.5	CALAY I-BWY 13.3
		1800	1800	1800	2500	2500
		1 NM	3.6 NM	5.4 NM	1.8 NM	
CATEGORY	A	B	C	D		
S-ILS 22L	510/40		250 (300-3/4)			
S-LOC 22L	640/40		380 (400-3/4)			
CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2 3/4 914 (1000-2 3/4)	1180-3 914 (1000-3)		

SC-1, 07 AUG 2025 to 02 OCT 2025

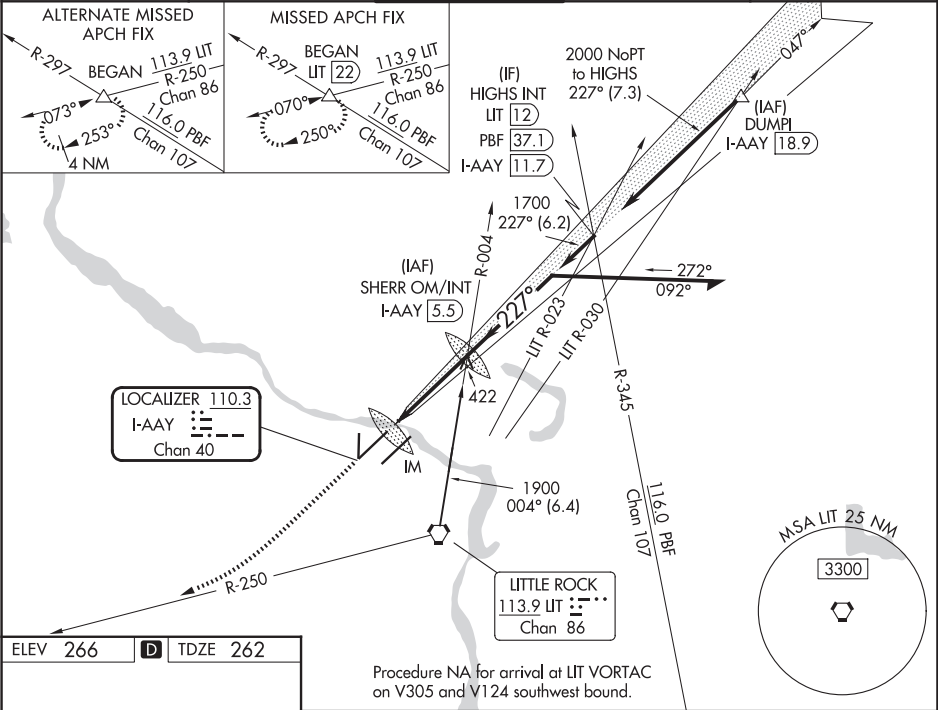
SC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-AAY	APP CRS	Rwy Ldg	8273
110.3	227°	TDZE	262
Chan 40		Apt Elev	266

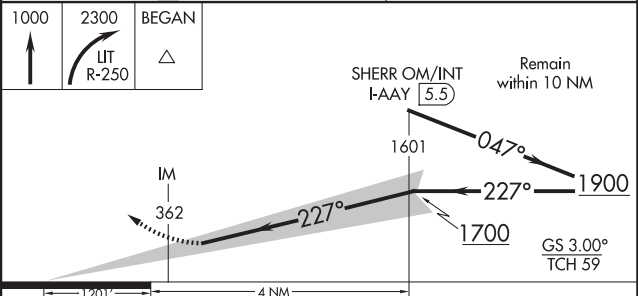
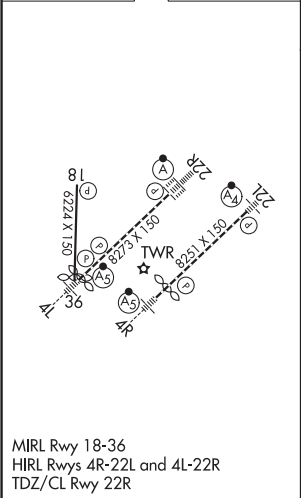
ILS RWY 22R (SA CAT I)
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

DME required.	ALSIF-2	MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.
Simultaneous approach authorized with Rwy 22L. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.		

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



ELEV 266	D	TDZE 262
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CATEGORY	A	B	C	D
S-ILS-22R	RA 182/14 150 DA 412			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

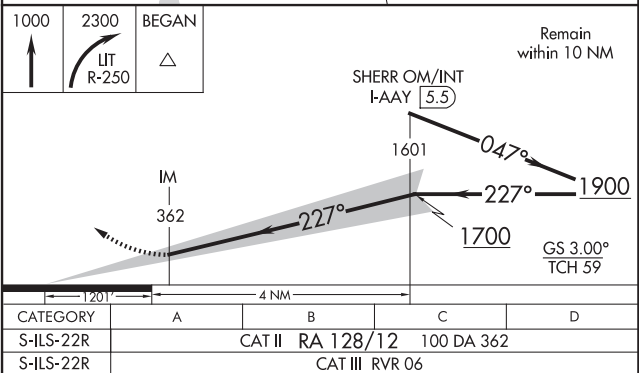
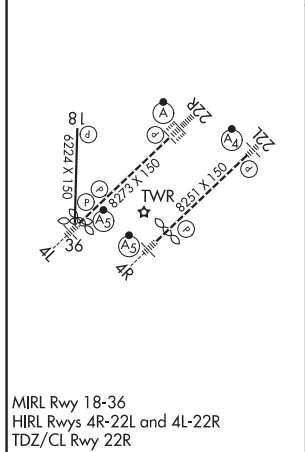
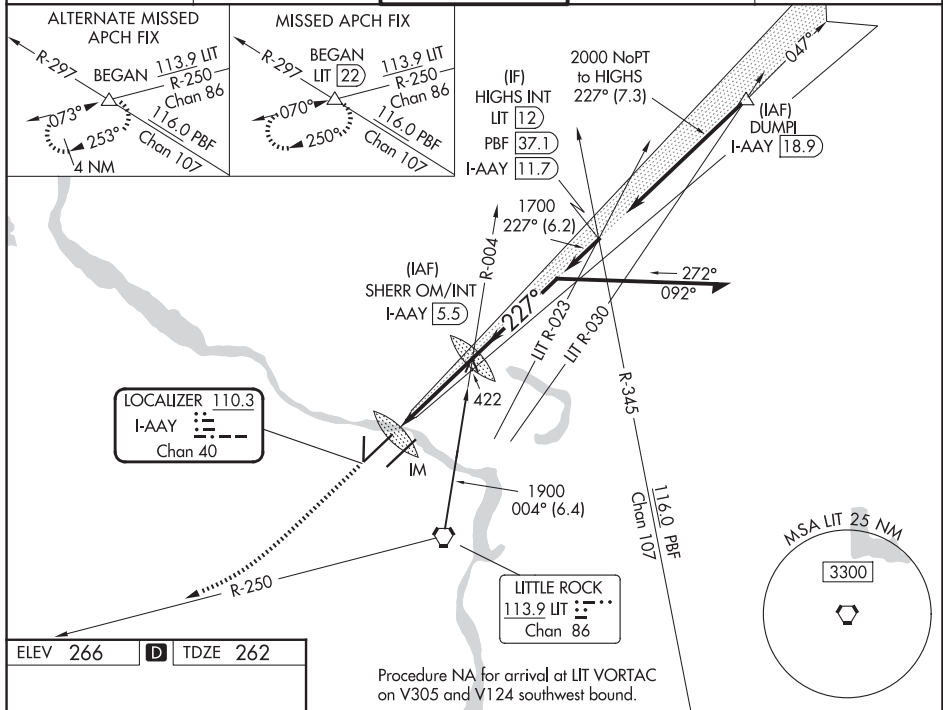
25219

LOC/DME I-AAY 110.3 Chan 40	APP CRS 227°	Rwy Ldg TDZE Apt Elev	8273 262 266
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ILS RWY 22R (CAT II & III)
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

DME required.		ALSIF-2	MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on IIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.	
Simultaneous approach authorized with Rwy 22L.				

D-ATIS 125.65	LITTLE ROCK APP CON 135.4 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LITTLE ROCK, ARKANSAS
Amdt 3B 15JUN23

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)
34°44'N-92°13'W
ILS RWY 22R (CAT II & III)

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

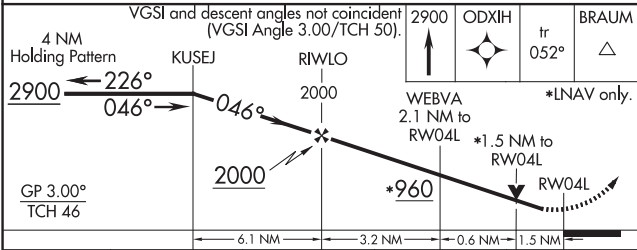
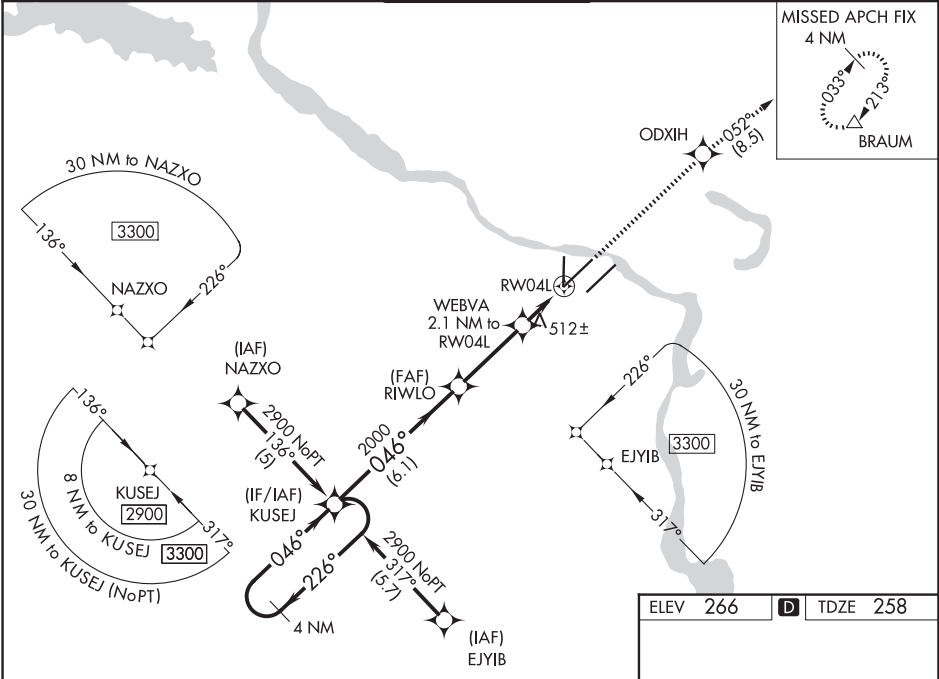
WAAS CH 90411 W04A	APP CRS 046°	Rwy Ldg 7976 TDZE 258 Apt Elev 266
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RNAV (GPS) RWY 4L

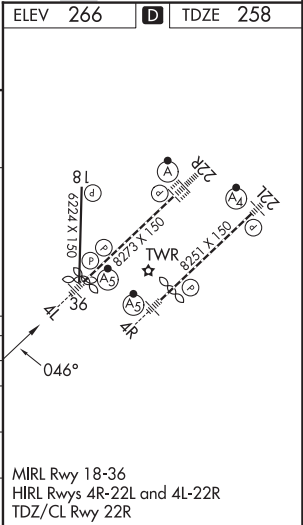
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

RNP APCH. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 4L helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.	MALSR 	MISSED APPROACH: Climb to 2900 direct ODXIH and on track 052° to BRAUM and hold.
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D-ATIS 125.65	LITTLE ROCK APP CON 135.4 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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CATEGORY	A	B	C	D
LPV DA		544/40	286 (300-¾)	
LNAV/VNAV DA		824-1½	566 (600-1½)	
LNAV MDA	780/40	522 (600-¾)	780/55	522 (600-1)
CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LITTLE ROCK, ARKANSAS


AL-233 (FAA)

25219

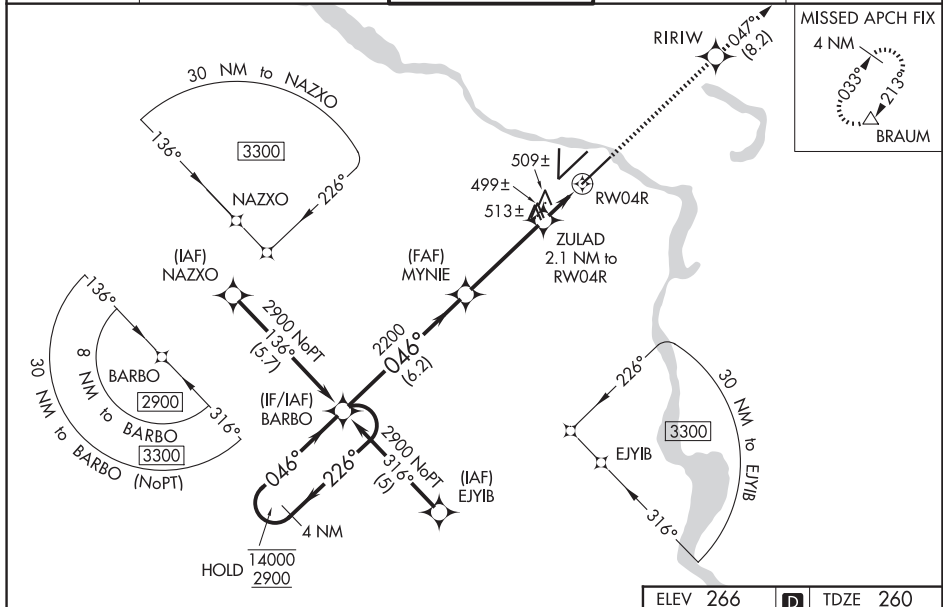
WAAS CH 70611 W04B	APP CRS 046°	Rwy Ldg 7200 TDZE 260 Apt Elev 266
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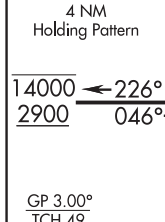


RNAV (GPS) RWY 4R

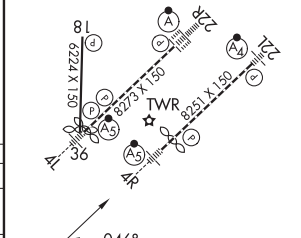
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

RNP APCH-GPS.		MALSR 	MISSED APPROACH: Climb to 2900 direct RIRIW and on track 047° to BRAUM and hold.
<p>▼ Rwy 4R helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. ▲ Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat A/B visibility to RVR 5500 and Cat C/D to 1½ SM.</p>			

D-ATIS 125.65	LITTLE ROCK APP CON 135.4 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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4 NM Holding Pattern BARBO		2900	RIRIW	tr 047°	BRAUM
		2900			
14000 ← 226° 2900 → 046°		MYNIE 2200	ZULAD 2.1 NM to RW04R	1.4 NM to RW04R	RW04R
GP 3.00° TCH 49		2200	960		
6.2 NM		3.7 NM	0.7 NM	1.4 NM	
CATEGORY	A	B	C	D	
LPV DA	574/40		314 (400-¾)		
LNAV/VNAV DA	756/50		496 (500-1)		
LNAV MDA	760/40 500 (500-¾)		760/50 500 (500-1)		
CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)	



MIRL Rwy 18-36
HIRL Rwy 4R-22L and 4L-22R
TDZ/CL Rwy 22R

LITTLE ROCK, ARKANSAS

Amdt 1G 15JUN23

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

34°44'N-92°13'W

RNAV (GPS) RWY 4R

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45624 W18A	APP CRS 182°	Rwy Ldg 6060 TDZE 259 Apt Elev 266
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RNAV (GPS) RWY 18
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

RNP APCH - GPS.

T Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Procedure NA when restricted areas R-2403A/B in effect.

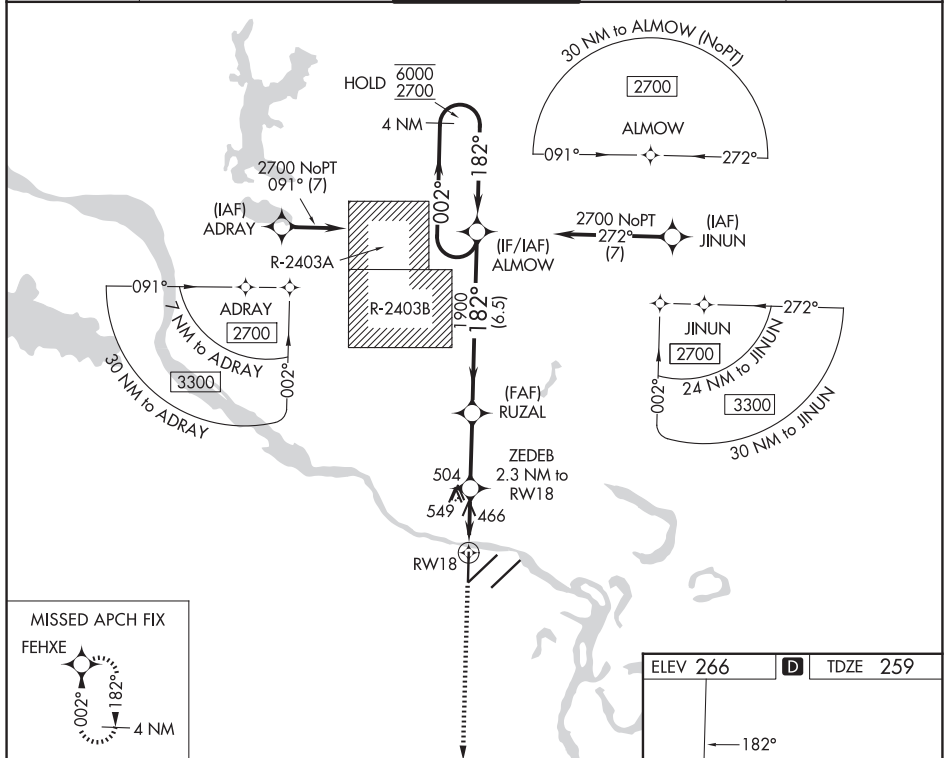
MISSED APPROACH: Climb to 4000
direct FEHXE and hold,
continue climb-in-hold to 4000.

D-ATIS
125.65

LITTLE ROCK APP CON
135.4 353.6

ADAMS TOWER
118.7 257.8

GND CON
121.9 339.8

CLNC DEL
118.95

MISSED APCH FIX

4000	FEHXE
	

ELEV 266	D	TDZE 259
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100	100
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[illegible]

1928

← 182

[illegible][illegible]

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81

150 273 X 150 TWP 51 X 150

4L 38 (A3)

\mathbb{R}

MIDI Ref. 18-24

HIRL Rwy 4R-22L and 4L-22R

TDZ/CL Rwy 22R

LITTLE ROCK, ARKANSAS

Amdt 2 25JAN24

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

34°44'N-92°13'W

223

RNAV (GPS) RWY 18

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

25219

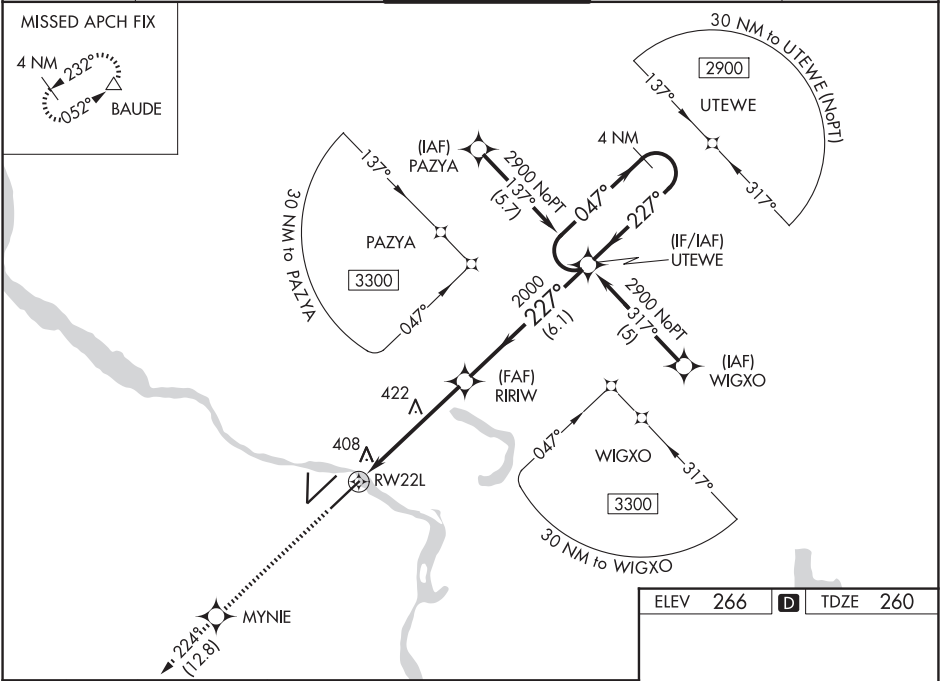
WAAS CH 42811 W22A	APP CRS 227°	Rwy Ldg TDZE 260 Apt Elev 266
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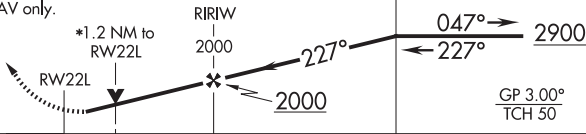
RNAV (GPS) RWY 22L

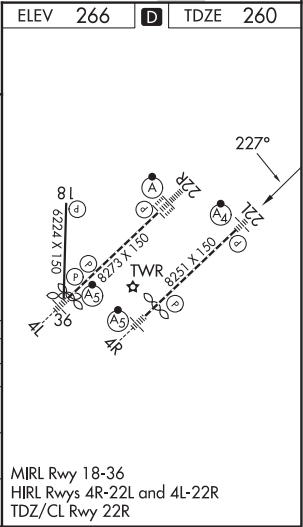
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

RNP APCH. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. ▼ Rwy 22L helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.	MALSF 	MISSED APPROACH: Climb to 2900 direct MYNIE and on track 224° to BAUDE and hold.
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D-ATIS 125.65	LITTLE ROCK APP CON 135.4 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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2900 ↑	MYNIE 	tr 224°	BAUDE △	
<p>*LNAV only.</p>  <p>UTEWE</p> <p>4 NM Holding Pattern</p> <p>047° → 2900</p> <p>← 227°</p> <p>GP 3.00° TCH 50</p> <p>227°</p> <p>2000</p> <p>2000</p> <p>1.2 NM</p> <p>4 NM</p> <p>6.1 NM</p>				
CATEGORY	A	B	C	D
LPV DA	543/50		283 (300-1)	
LNAV/VNAV DA	774-1¾		514 (600-1¾)	
LNAV MDA	680/40	420 (500-¾)	680/60	420 (500-1¼)
CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)



LITTLE ROCK, ARKANSAS
Amdt 1F 16JUL20

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)
34°44'N-92°13'W

RNAV (GPS) RWY 22L

SC-1, 07 AUG 2025 to 02 OCT 2025

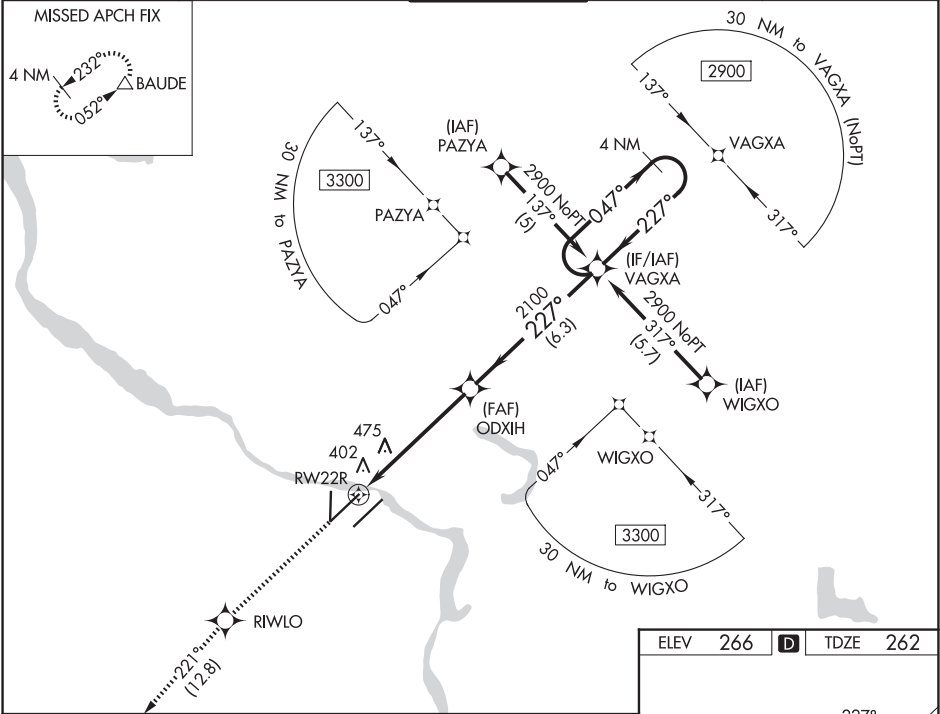
SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93811 W22B	APP CRS 227°	Rwy Ldg TDZE Apt Elev	8273 262 266
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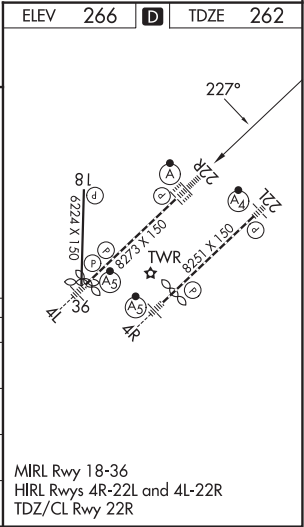
RNAV (GPS) RWY 22R

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

RNP APCH.		ALSIF-2	MISSED APPROACH: Climb to 2900 direct RIWLO and on track 221° to BAUDE and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.				
D-ATIS 125.65	LITTLE ROCK APP CON 135.4 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95



2900 ↑	RIWLO ✱	tr 221°	BAUDE △			4 NM Holding Pattern	
*LNAV only.							
 RW22R 1.3 NM to RW22R				ODXIH 2100	227°	VAGXA 047° → ← 227°	2900
				2100	GP 3.00° TCH 59		
1.3 NM				4.2 NM	6.3 NM		
CATEGORY	A		B		C		D
LPV DA			462/18		200 (200-½)		
LNAV/ VNAV	DA		727/50		465 (500-1)		
LNAV MDA	740/24		478 (500-½)		740/50		478 (500-1)
CIRCLING	820-1 554 (600-1)		1000-1 734 (800-1)		1180-2¾ 914 (1000-2¾)		1180-3 914 (1000-3)



RNAV (GPS) RWY 22R

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

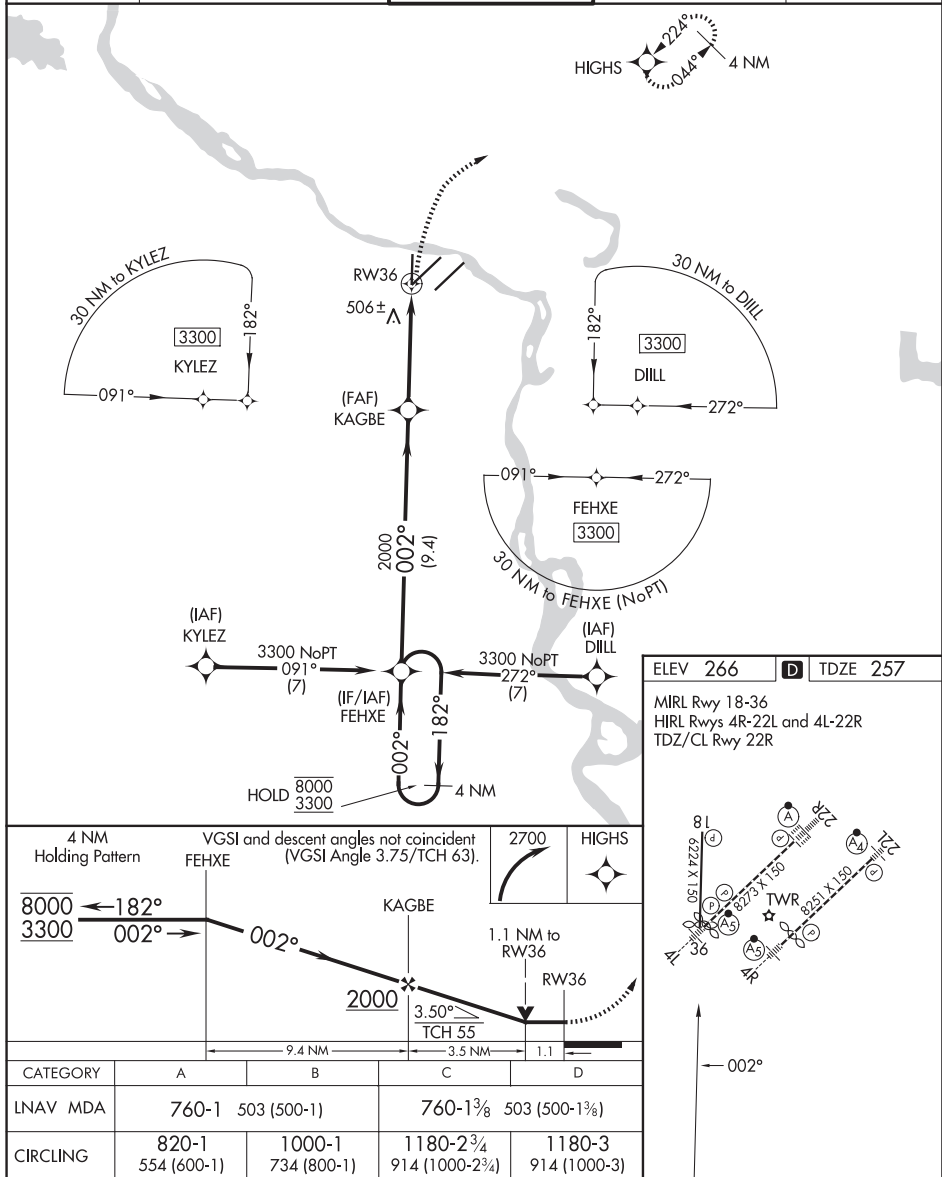
25219

APP CRS	Rwy Ldg	6060
002°	TDZE	257
	Apt Elev	266

RNAV (GPS) RWY 36

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

RNP APCH - GPS .		MISSED APPROACH: Climbing right turn to 2700 direct HIGHS and hold.		
▼ ▲ Rwy 36 helicopter visibility reduction below ¾ SM NA.				
D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LITTLE ROCK, ARKANSAS

Amdt 1A 15JUN23

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

34°44'N-92°13'W

RNAV (GPS) RWY 36

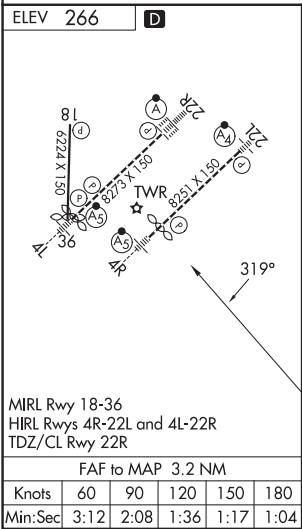
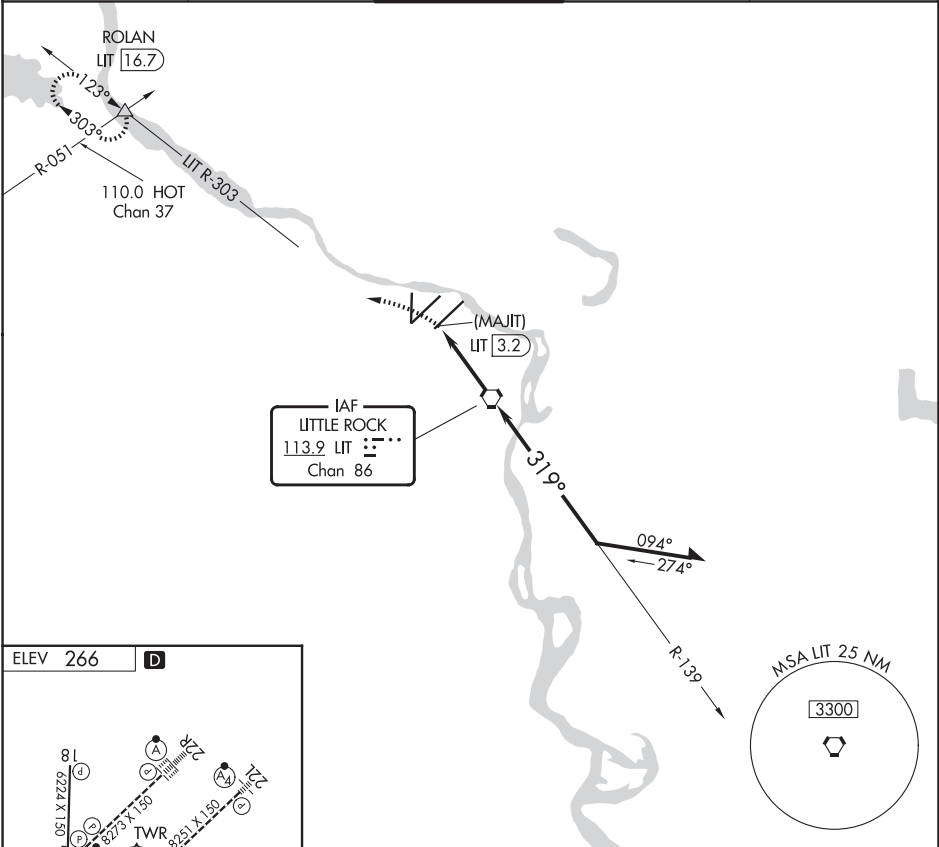
VORTAC LIT 113.9 Chan 86	APP CRS 319°	Rwy Ldg TDZE Apt Elev 266	N/A N/A
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VOR-A

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

▼ ▲		MISSED APPROACH: Climbing left turn to 3500 on LIT R-303 to ROLAN INT and hold.		
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D-ATIS 125.65	LITTLE ROCK APP CON 135.4 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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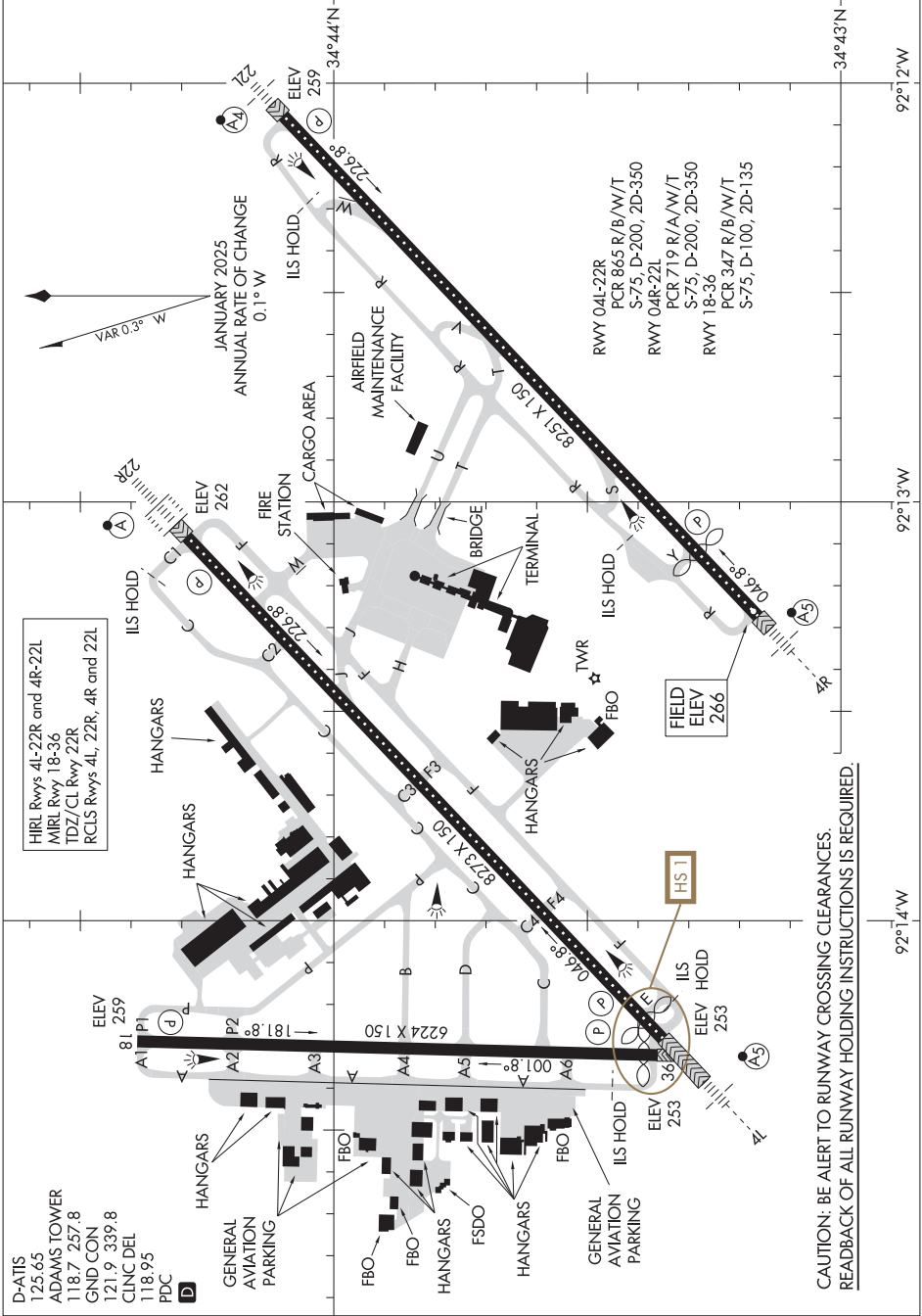


3500 LIT R-303	ROLAN	LIT VORTAC				Remain within 10 NM
(MAJIT) LIT 3.2		139°	2500	319°	1800	
3.2 NM						
CATEGORY	A	B	C	D		
CIRCLING	940-1 674 (700-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)		

25219

AIRPORT DIAGRAM

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)
AL-233 (FAA)
LITTLE ROCK, ARKANSAS



SC-1, 07 AUG 2025 to 02 OCT 2025

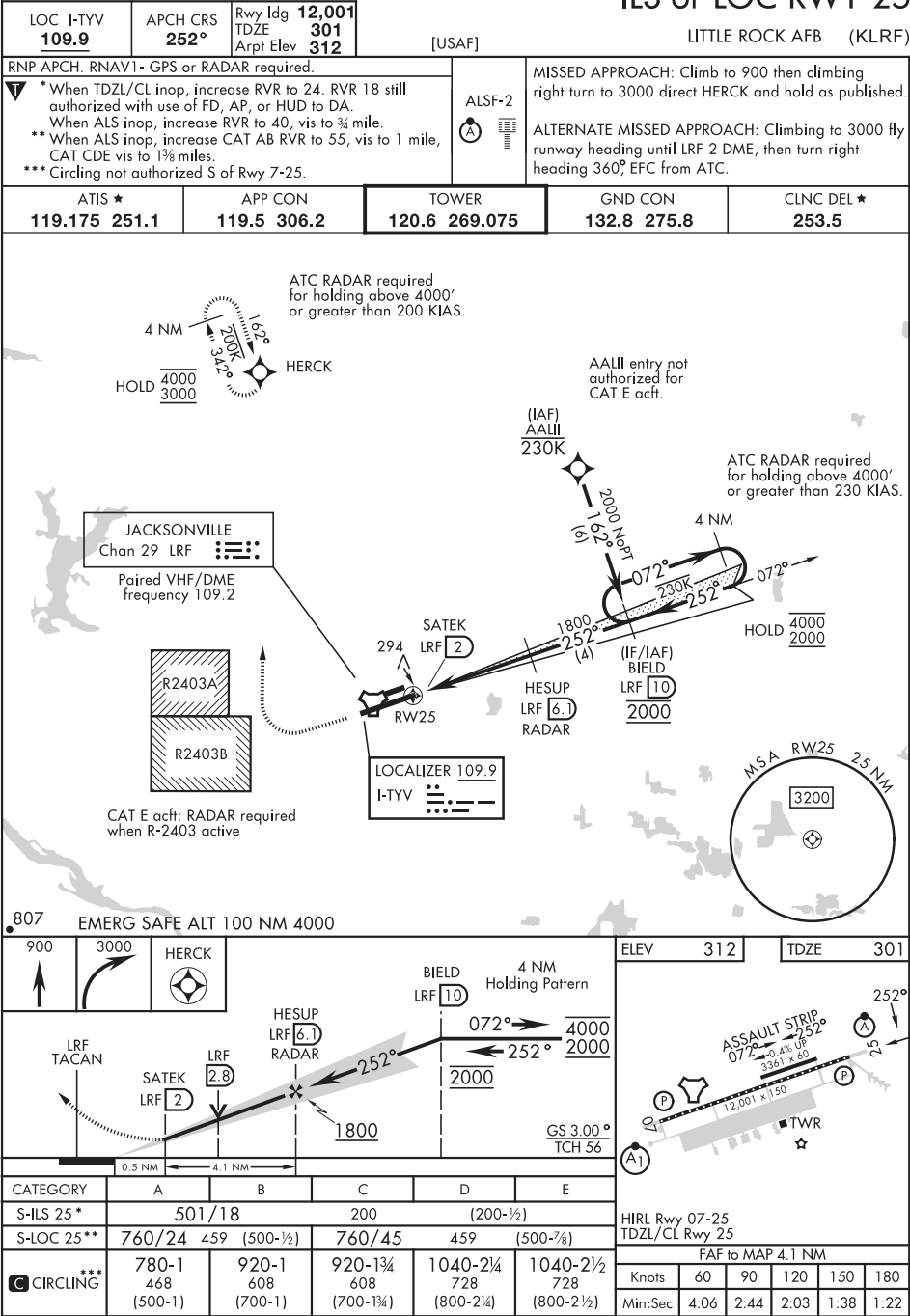
SC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25219

LITTLE ROCK, ARKANSAS
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

ILS or LOC RWY 25



JACKSONVILLE, ARKANSAS

ILS RWY 25 (CAT II)

LOC I-TYV
109.9

APCH CRS
252°

Rwy Idg
12,001
TDZE
301
Arpt Elev
312

[USAF]

LITTLE ROCK AFB (KLRF)

RNP APCH: RNAV1-GPS or RADAR required.

ALSIF-2

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct HERCK and hold.

ATIS ★
119.175 251.1

APP CON
119.5 306.2

TOWER
120.6 269.075

GND CON
132.8 275.8

CLNC DEL ★
253.5

CATEGORY II ILS-SPECIAL
AIRCREW & AIRCRAFT
CERTIFICATION REQUIRED

ALTERNATE MISSED APPROACH:
Climbing to 3000 fly runway heading
until 2 DME, then turn right heading 360°
expect further clearance from ATC.

4 NM

160°

200K

342°

HOLD 3000

HERCK

ATC RADAR required for
holding above 4000' or
greater than 200 KIAS.

JACKSONVILLE
Chan 29 LRF
(109.2)

R2403A

R2403B

CAT E Act: RADAR required
when R-2403 active

294

LOCALIZER 109.9
I-TYV

(IAF)
AALI
230K

AALI entry NA
for CAT E aircraft.

2000 FT

160°

4 NM

HOLD 4000
2000

072°

230K

252°

072°

ATC RADAR required for
holding above 4000' or
greater than 230 KIAS.

(IF/IAF)
BIELD
LRF 10
2000

HESUP
RADAR
LRF 6.1

1800

252°

(A)

MSA RW25 2.5 NM

3200

• 823

EMERG SAFE ALT 100 NM 4000

900

3000

HERCK

LRF TACAN

HESUP RADAR LRF 6.1

BIELD LRF 10

4 NM Holding Pattern

072°

4000

2000

252°

1800

GS 3.00°
TCH 56

CATEGORY

A

B

C

D

E

S-ILS 25

RA 94/12

100

DA 401

ELEV 312

TDZE 301

ASSAULT STRIP

072°

4% UP

3361 x 60

12,001 x 150

TWR

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, ARKANSAS

34° 55' N-92° 09' W

LITTLE ROCK AFB (KLRF)

Amdt 1 18APR24

ILS RWY 25 (CAT II)

JACKSONVILLE, ARKANSAS

RNAV (GPS) RWY 7

WAAS CH 97202 W07A	APCH CRS 072°	Rwy ldg TDZE Arpt Elev	12,001 310 312
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-(USAF)

LITTLE ROCK AFB (KLRF)

RNP APCH-GPS

▲ * When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase vis to 1 3/8 miles.

ALSF-1

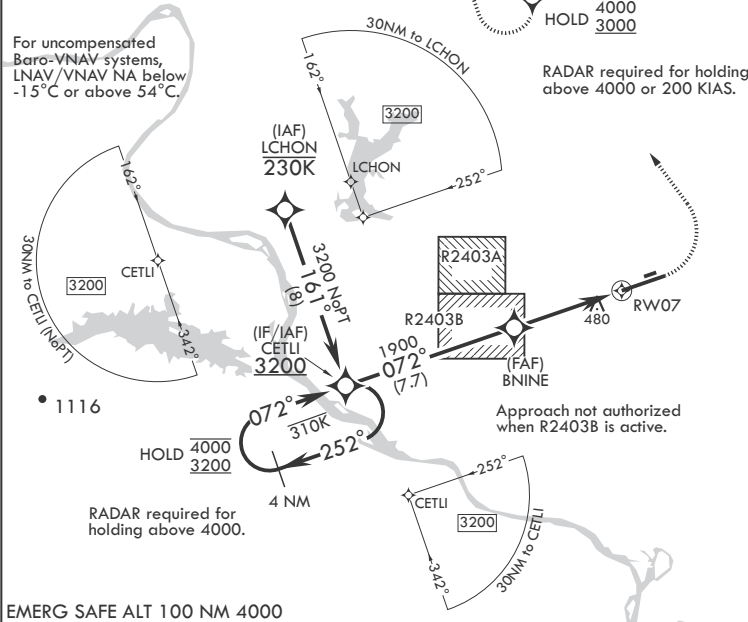


MISSED APPROACH: Climb to 1000 then climb left turn to 3000 direct HERCK and hold.

ATIS★ 119.175 251.1	APP CON/DEP CON 119.5 306.2	TOWER 120.6 269.075	GND CON 132.8 275.8	CLNC DEL★ 253.5
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*** When ALS inop, increase CAT
AB RVR to 55, vis to 1 mile;
CAT CD vis to 1 7/8 miles.
**** Circling not authorized
S of Rwy 7-25

ALTERNATE MISSED
APPROACH: Climbing to
3000, fly runway heading
until 2 DME then left turn
heading 360°, expect
RADAR vectors from ATC.



EMERG SAFE ALT 100 NM 4000

4 NM Holding Pattern

4000 3200

252° 072°

CETLI

BNINE

1900

2.1 NM to RW07

RW07

4.9 NM

GP 3.00° TCH 49

1000 3000

HERCK

ELEV 312

TDZE 310

ASSAULT STRIP

0.4% UP

3361 x 60

072°

12,001 x 150

252°

BCN

CATEGORY	A	B	C	D
LPV DA*	510/24	200	(200-½)	
LNVA/VNAV DA**	791/50	481	(500-1)	
LNVA MDA***	980/24	670 (700-½)	980-1½ 670 (700-1½)	
✪ CIRCLING****	980-1	668 (700-1)	980-1⅞ 668 (700-1⅞)	1040-2¼ 728 (800-2¼)

HIRL Rwy 7-25
TDZL/CL Rwy 25

JACKSONVILLE, ARKANSAS

34°55'N - 92°09'W

LITTLE ROCK AFB (KLRF)

Orig 11JUL24

RNAV (GPS) RWY 7

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, ARKANSAS

RNAV (GPS) RWY 25

WAAS CH 67565 W25A	APCH CRS 252°	Rwy ldg TDZE Arpt Elev	12,001 301 312
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- (USAF)

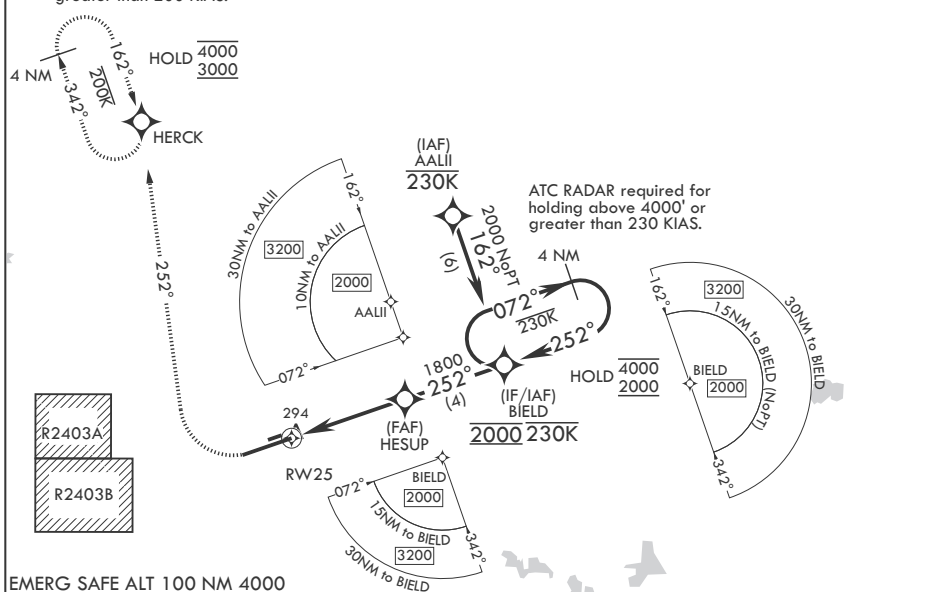
LITTLE ROCK AFB (KLRF)

RNP APCH - GPS	ALSF-2	MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct HERCK and hold.	
RADAR required			
* When ALS inop, increase RVR to 40, vis to 3/4 mile. When TDZL/CL inop increase RVR to 24.			
ATIS* 119.175 251.1	APP CON/DEP CON 119.5 306.2	TOWER 120.6 269.075	GND CON 132.8 275.8
		CLNC DEL* 253.5	

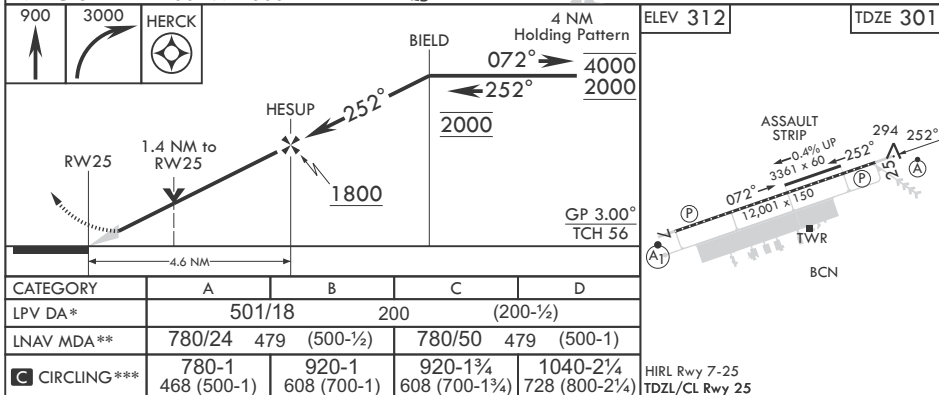
** When ALS inop, increase CAT
AB RVR to 55, vis to 1 mile;
CAT CD vis to 1 3/8 miles.

*** Circling not authorized
S of Rwy 7-25

ATC RADAR required for
holding above 4000' or
greater than 200 KIAS.



EMERG SAFE ALT 100 NM 4000



JACKSONVILLE, ARKANSAS

34°55'N - 92°09'W

LITTLE ROCK AFB (KLRF)

Orig 10AUG23

RNAV (GPS) RWY 25

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

TACAN RWY 07

JACKSONVILLE, ARKANSAS

TACAN	LRF	APCH CRS	Rwy Idg	12,001
Chan	29	259°	TDZE	301
			Arpt Elev	312

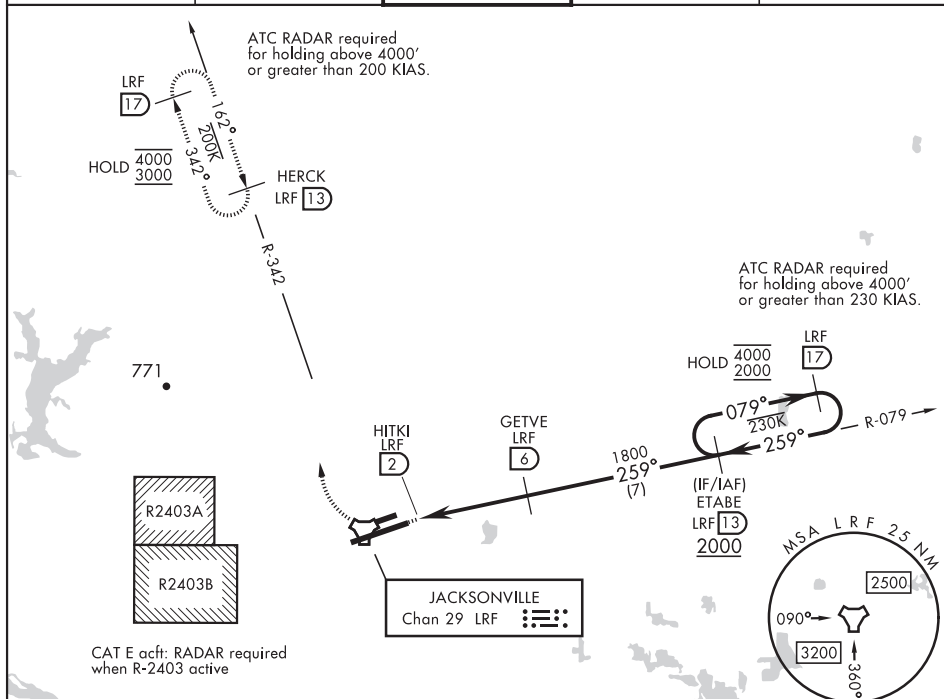
[USAF]

LITTLE ROCK AFB (KLRF)

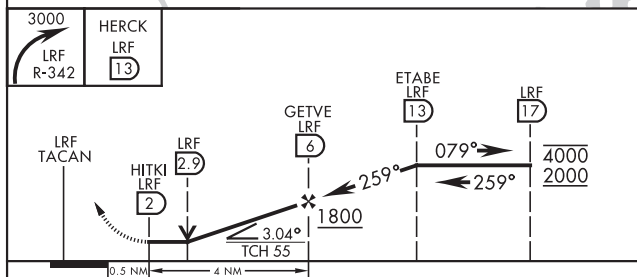
TACAN RWY 25

<p>⚠</p> <p>* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.</p> <p>** Circling not authorized S of Rwy 07-25.</p>	<p>ALSIF-2</p> <p>ⓐ</p> <p>MISSED APPROACH: Climbing right turn to 3000 to intercept LRF R-342 outbound to HERCK and hold as published.</p> <p>ALTERNATE MISSED APPROACH: Climbing to 3000, fly runway heading until LRF 2 DME, then turn right heading 360°, EFC from ATC.</p>
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ATIS ★ 119.175 251.1	APP CON 119.5 306.2	TOWER 120.6 269.075	GND CON 132.8 275.8	CLNC DEL ★ 253.5
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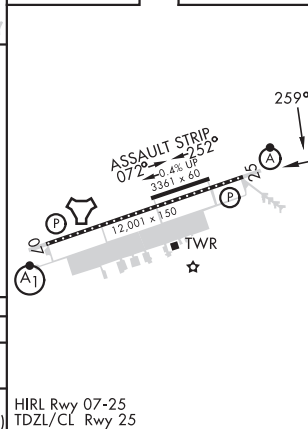


EMERG SAFE ALT 100 NM 4000



CATEGORY	A	B	C	D	E
S-25 *	800/24 499 (500-½)		800/50 499 (500-1)		
CIRCLING **	800-1 488 (500-1)	920-1 608 (700-1)	920-1¾ 608 (700-1¾)	1040-2¼ 728 (800-2¼)	1040-2½ 728 (800-2½)

ELEV	312	TDZE	301
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JACKSONVILLE, ARKANSAS

34°55'N-92°09'W

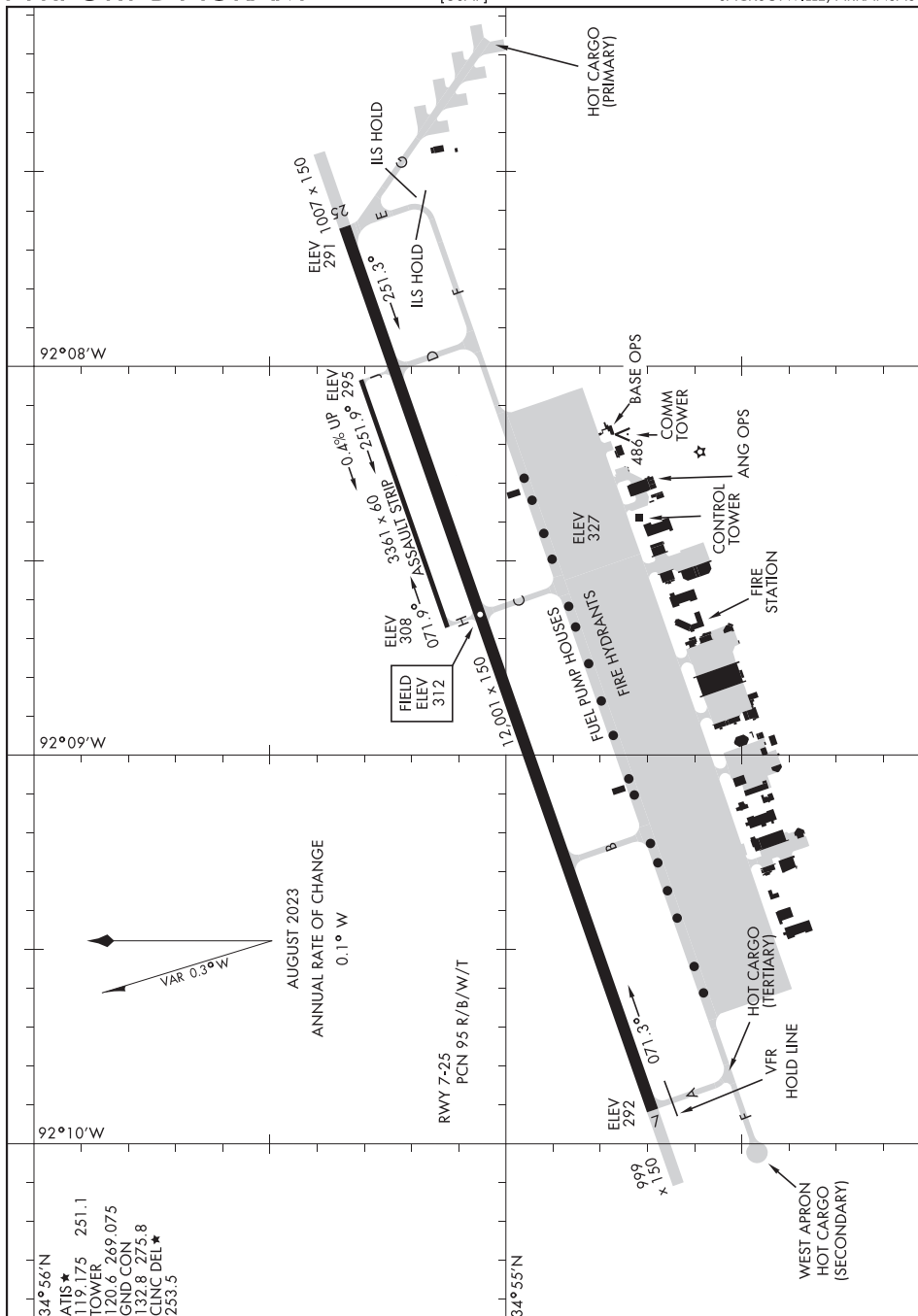
LITTLE ROCK AFB (KLRF)

Orig 07SEP23

TACAN RWY 25

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



SC-1, 07 AUG 2025 to 02 OCT 2025

MADILL, OKLAHOMA

AL-6462 (FAA)

23278

APP CRS	Rwy Idg	3005
180°	TDZE	890
	Apt Elev	890

RNAV (GPS) RWY 18

MADILL MUNI (1F4)

RNP APCH.

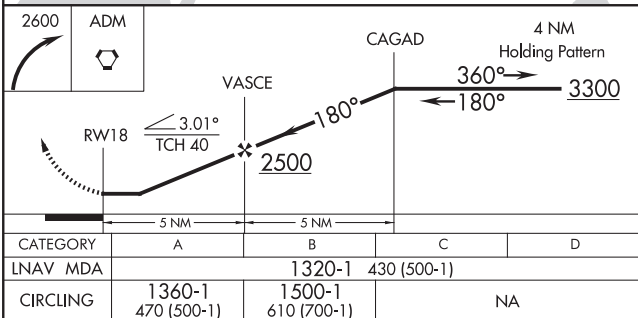
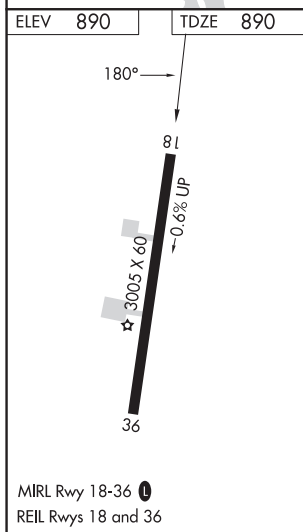
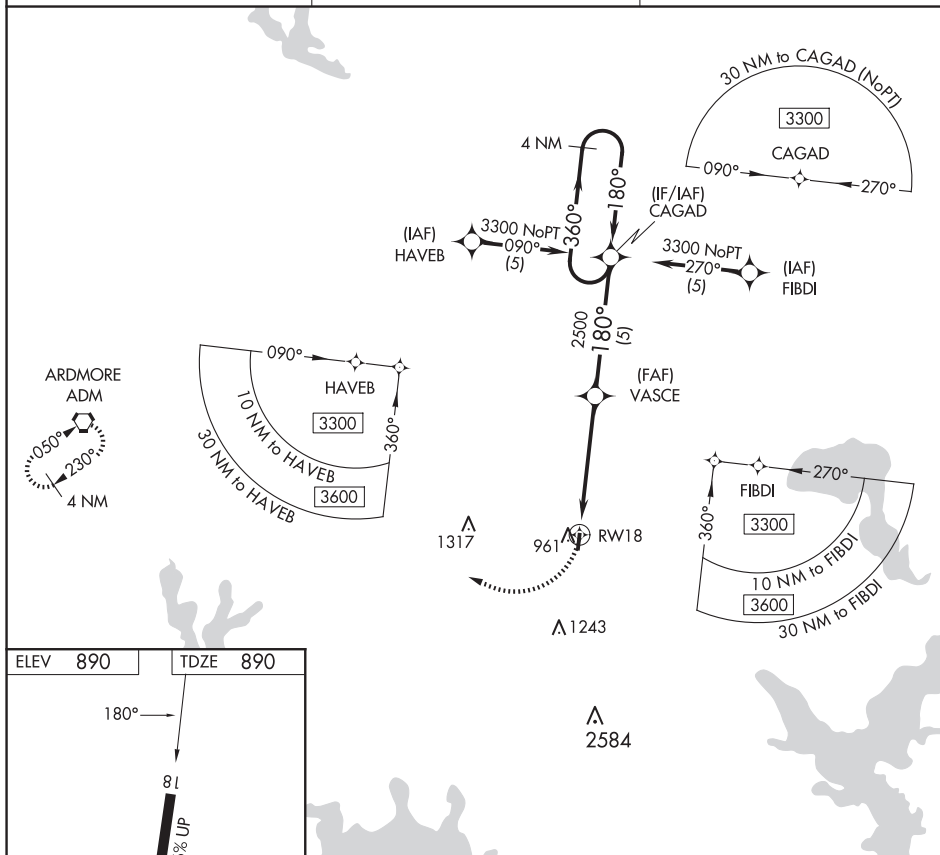
Use Ardmore Downtown Exec altimeter setting when not received, use Mc Alester Rgnl altimeter setting and increase all MDA 140 feet. Procedure NA at night. Rwy 18, helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2600 direct ADM VORTAC and hold.

1F0 AWOS-3
118.15

FORT WORTH CENTER
124.75 323.0

CTAF
122.9



MADILL, OKLAHOMA
Orig-B 25MAR21

34°08'N-96°49'W

MADILL MUNI (1F4)

RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

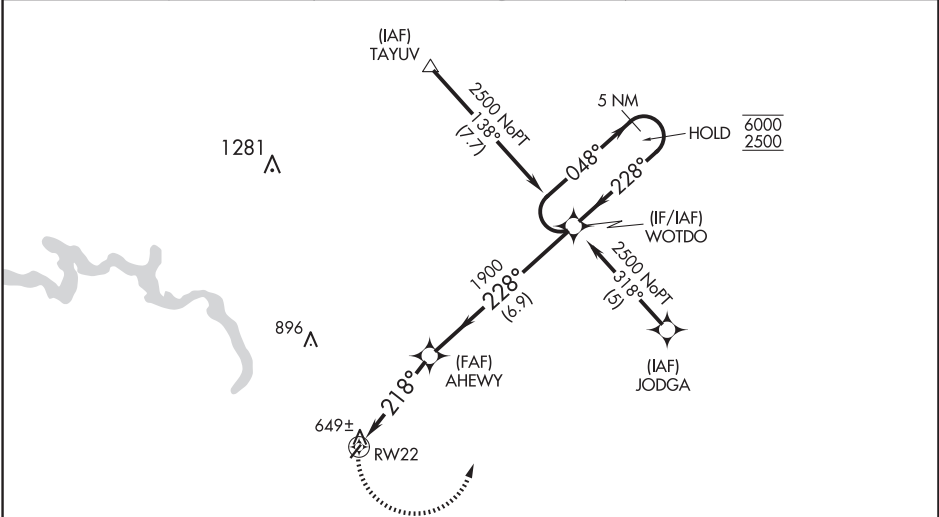
APP CRS	Rwy Idg	2812
218°	TDZE	538
	Apt Elev	538

RNAV (GPS) RWY 22

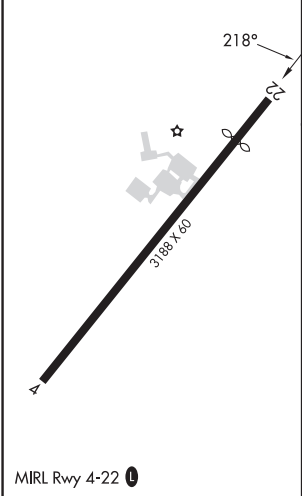
MALVERN MUNI (M78)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 2500 direct WOTDO and hold.
<div><div>▼</div><div>NA</div></div> <div>Rwy 22 helicopter visibility reduction below 1 SM NA. Use Hot Springs altimeter setting; when not received use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting and increase all MDAs 80 feet. Procedure NA at night.</div>	

HOT ASOS 119.925	MEMPHIS CENTER 128.475 377.15	UNICOM 122.8(CTAF) 0
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ELEV 538	TDZE 538
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2500	WOTDO	Visual Segment - Obstacles.	5 NM Holding Pattern		
CATEGORY	A		B	C	D
LNAV MDA	960-1		422 (500-1)	NA	
CIRCLING	1000-1 462 (500-1)		1080-1 542 (600-1)	NA	

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

MANGUM, OKLAHOMA

AL-9731 (FAA)

22139

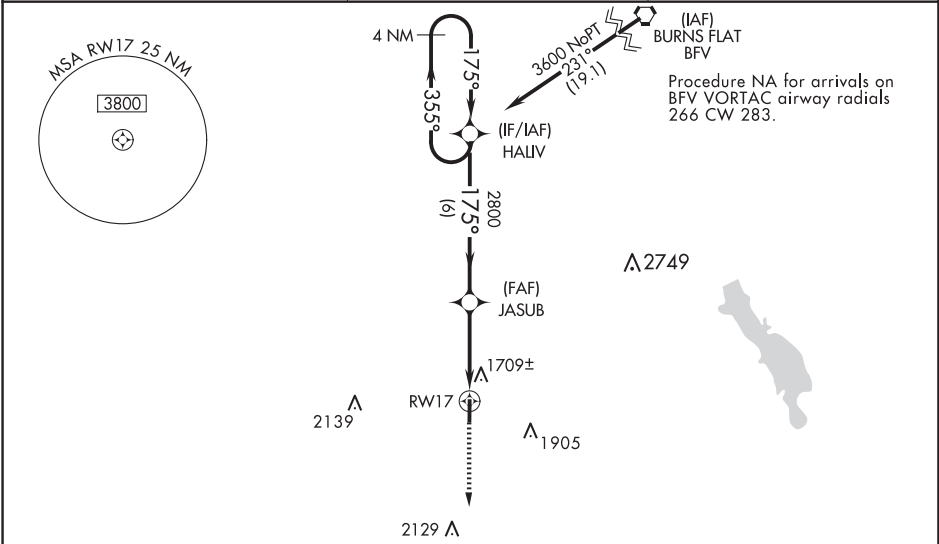
WAAS CH 61139 W17A	APP CRS 175°	Rwy Idg TDZE 1634 Apt Elev 1644
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RNAV (GPS) RWY 17

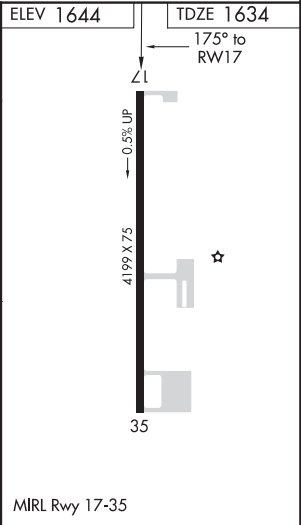
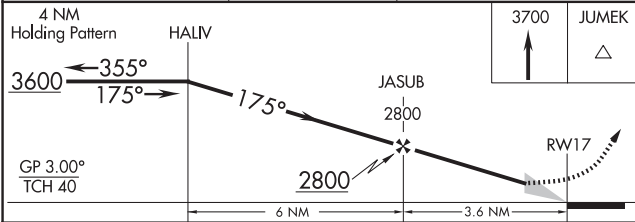
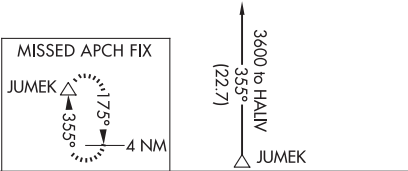
SCOTT FLD (2K4)

<div><div><div></div><div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Altus/Quartz Mountain Rgnl altimeter setting; when not received, use Hobart altimeter setting.</div></div><div><div></div><div>NA</div></div></div> <div>MISSED APPROACH: Climb to 3700 direct JUMEK and hold.</div>
--

AXS AWOS-3PT 118.825	ALTUS APP CON★ 125.1 353.7	CTAF 122.9
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Procedure NA for arrivals at JUMEK on V14 southwest bound.



CATEGORY	A	B	C	D
LPV DA	1952-1 ¹ / ₈	318 (400-1 ¹ / ₈)		NA
LNAV/VNAV DA	1960-1 ¹ / ₈	326 (400-1 ¹ / ₈)		NA
LNAV MDA	2040-1	406 (400-1)	2040-1 ¹ / ₈ 406 (400-1 ¹ / ₈)	NA
CIRCLING	2220-1	576 (600-1)	2340-2 696 (700-2)	NA

MANGUM, OKLAHOMA
Amdt 2 05JAN17

34°54'N-99°32'W

SCOTT FLD (2K4)

RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

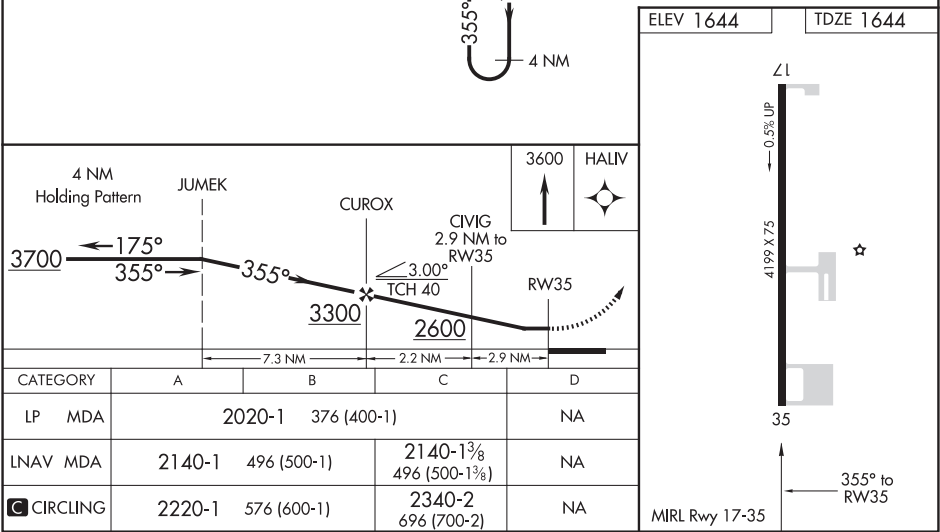
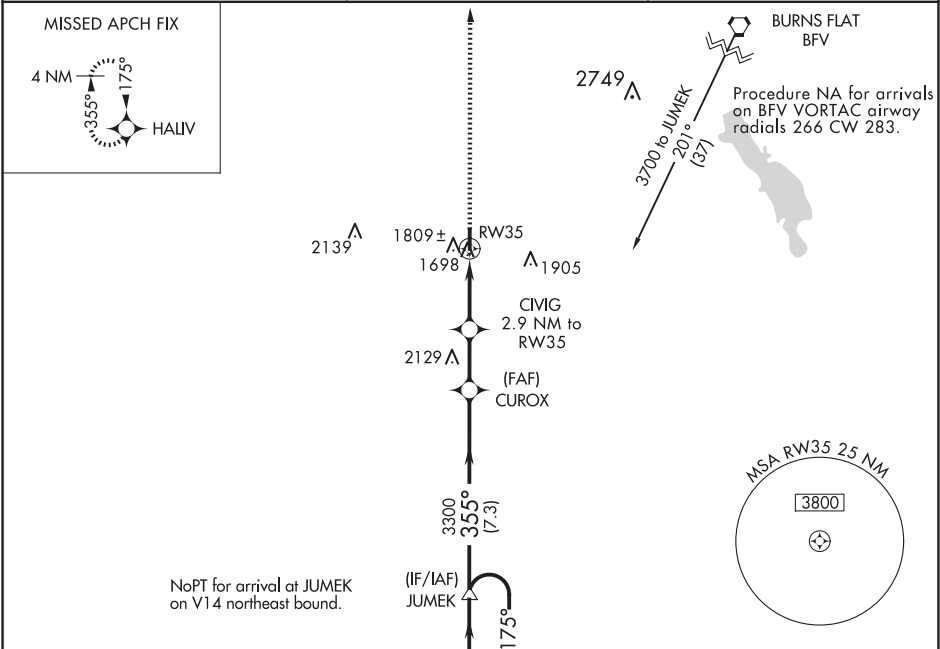
WAAS CH 77739 W35A	APP CRS 355°	Rwy Idg TDZE 1644 Apt Elev 1644
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RNAV (GPS) RWY 35

SCOTT FLD (2K4)

<div><div>▼</div><div>▲ NA</div></div>	DME/DME RNP-0.3 NA. Rwy 35 helicopter visibility reduction below ¾ SM NA. Use Altus/Quartz Mountain Rgnl altimeter setting; when not received, use Hobart altimeter setting.	MISSED APPROACH: Climb to 3600 direct HALIV and hold.
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AXS AWOS-3PT 118.825	ALTUS APP CON★ 125.1 353.7	CTAF 122.9
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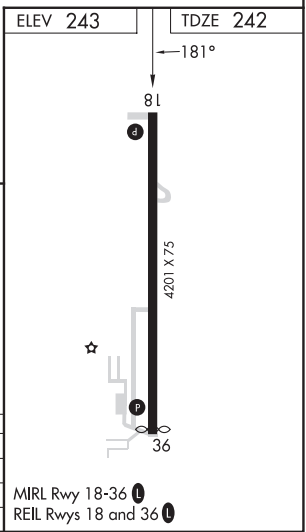
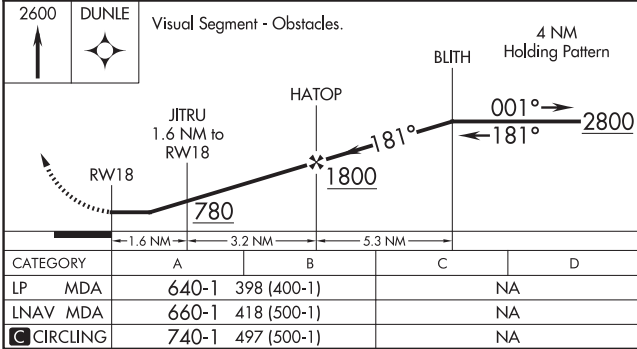
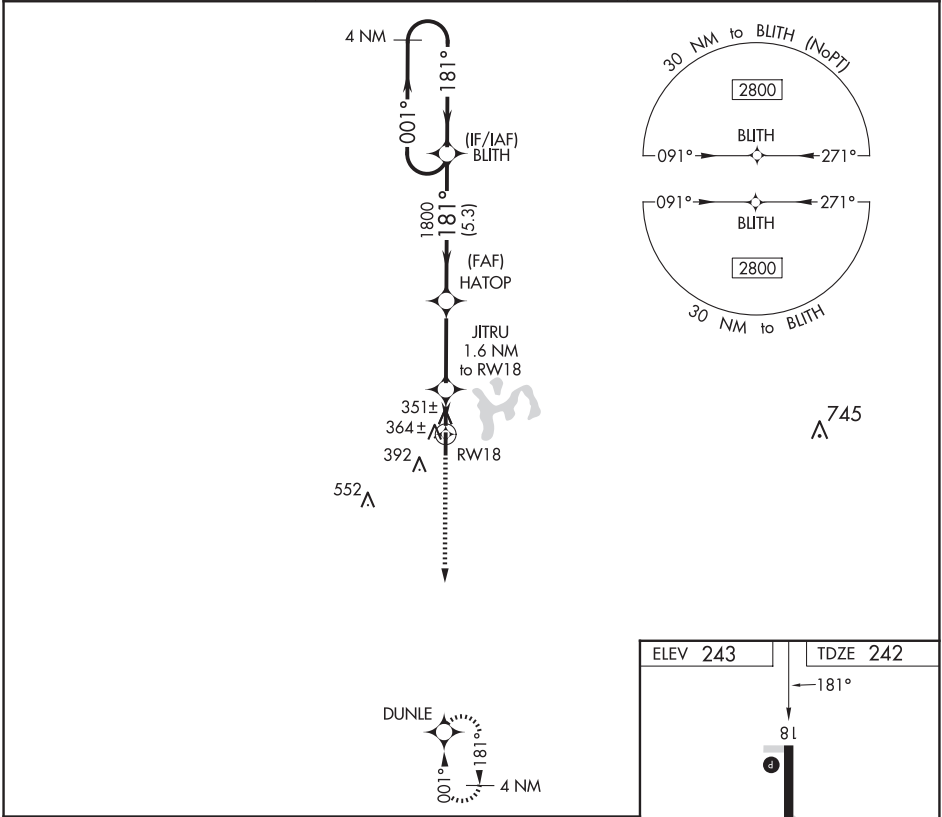
RNP APCH-GPS.

⚠ NA

Straight-in Rwy 18 NA at night. Circling Rwy18 NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. Use Blytheville Muni altimeter setting; when not received, use Jonesboro altimeter setting and increase all MDA 20 feet.

MISSED APPROACH:
Climb to 2600 direct DUNLE and hold.

HKA ASOS 135.025	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 1
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SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

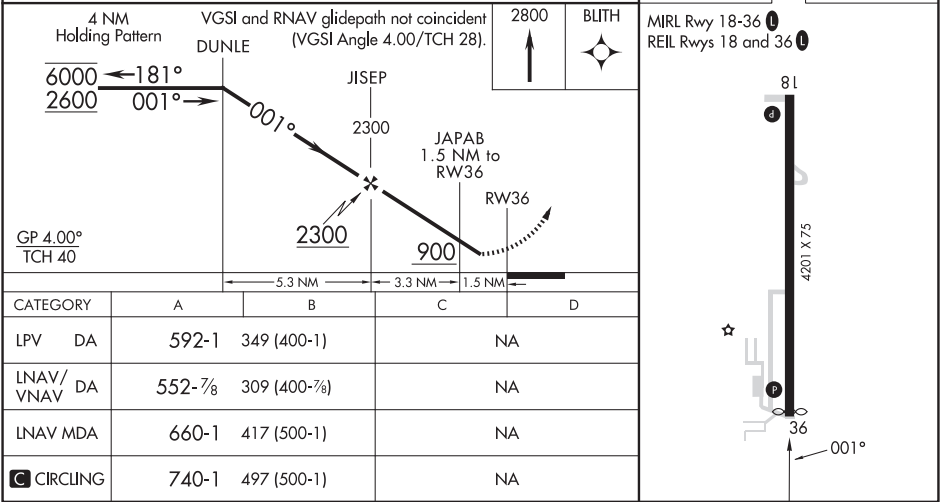
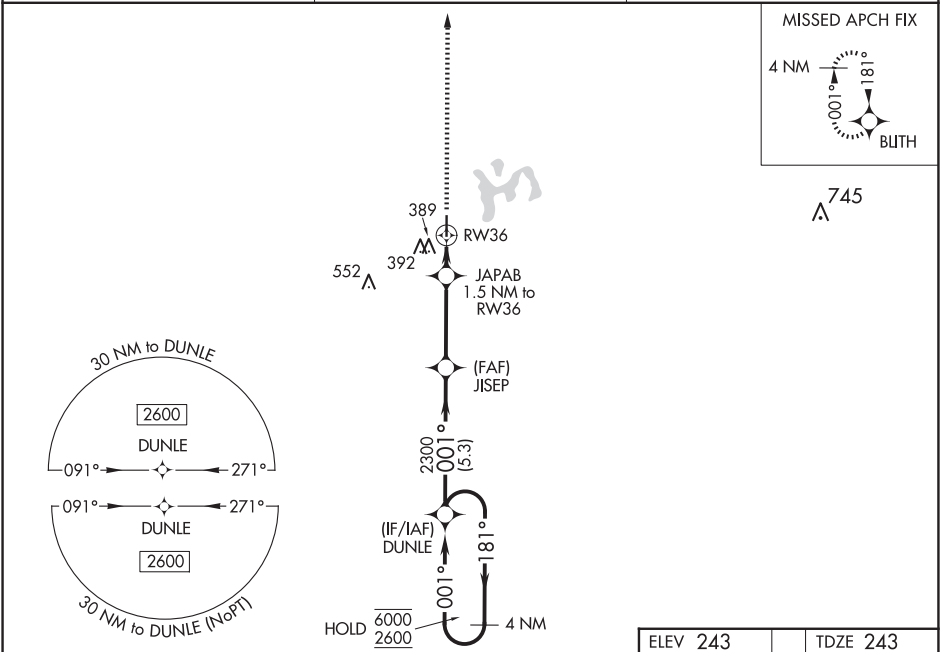
WAAS CH 90533 W36A	APP CRS 001°	Rwy Idg TDZE 243 Apt Elev 243
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RNAV (GPS) RWY 36

MANILA MUNI (MXA)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2800 direct BLTH and hold, continue climb-in-hold to 2800.
<div><div>▼</div><div>NA</div></div> <div>Circling Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Blytheville Muni altimeter setting; when not received, use Jonesboro altimeter setting and increase all DAs/MDAs 20 feet, and all LNAV/VNAV visibilities ½ SM.</div>	

HKA ASOS 135.025	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF)
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MARIANNA, ARKANSAS

AL-10199 (FAA)

23166

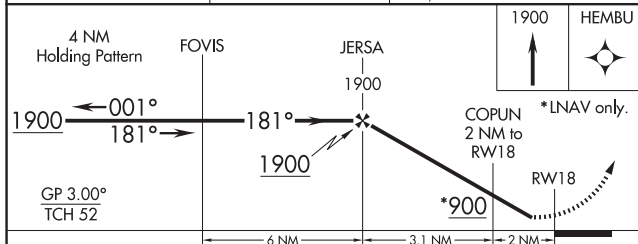
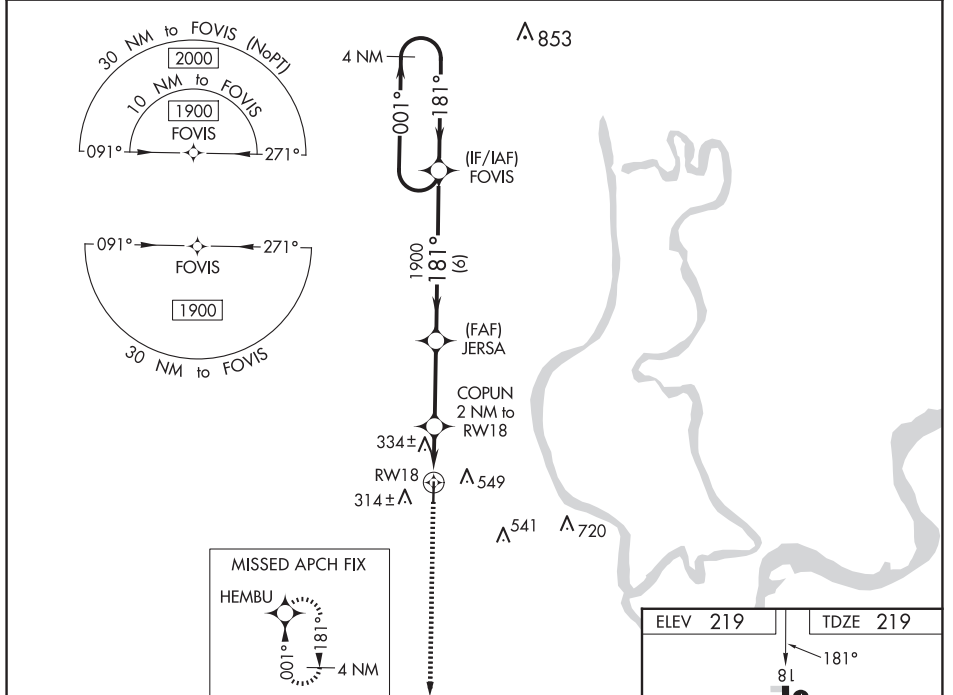
WAAS CH 42733 W18A	APP CRS 181°	Rwy Idg TDZE 219 Apt Elev 219	4021
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RNAV (GPS) RWY 18

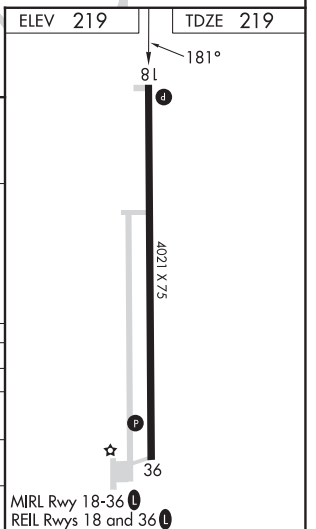
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

 NA	Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Rwy 18 Straight-in and Circling Minimums NA at night. Use Tunica altimeter setting, when not available use West Memphis altimeter setting and increase all DA 25 feet and all MDA 40 feet, increase LPV all Cats and LNAV/VNAV all Cats visibility 1/8 mile and Circling Cat C visibility 1/4 mile.	MISSED APPROACH: Climb to 1900 direct HEMBU and hold.
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UTA AWOS-3 118.075	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	538-1	319 (400-1)		NA
LNAV/VNAV DA	531-1	312 (400-1)		NA
LNAV MDA	660-1	441 (500-1)	660-1 3/8 441 (500-1 3/8)	NA
CIRCLING	920-1	701 (800-1)	920-2 701 (800-2)	NA



MARIANNA, ARKANSAS

Amdt 1A 29MAY14

MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

34°47'N-90°49'W

RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

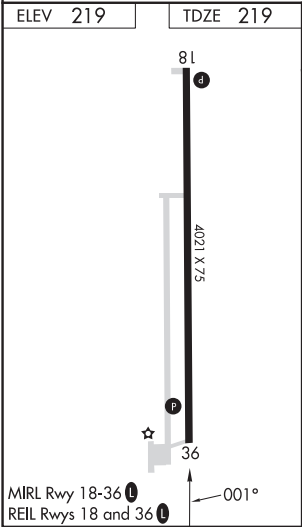
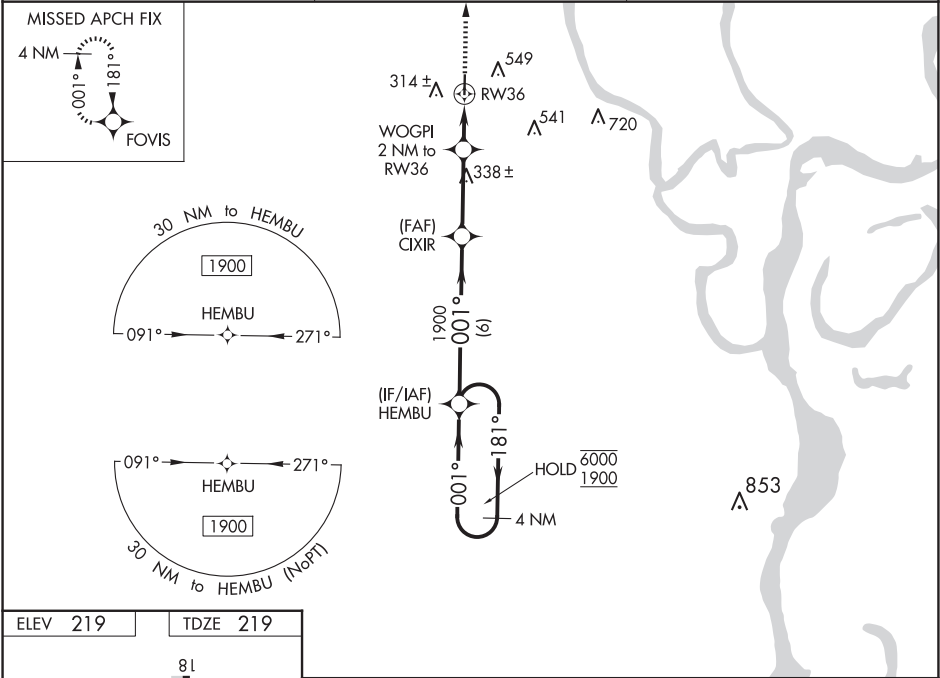
WAAS CH 69433 W36A	APP CRS 001°	Rwy Idg TDZE Apt Elev	4021 219 219
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RNAV (GPS) RWY 36

MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

RNP APCH.	Rwy 36 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Tunica altimeter setting; when not received, use West Memphis altimeter setting and increase LPV DA to 555 feet; LNAV/VNAV DA to 666 feet and all MDA 40 feet; increase Circling Cat C visibility ¼ SM.	MISSED APPROACH: Climb to 1900 direct FOVIS and hold.
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UTA AWOS-3 118.075	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) 1
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1900	FOVIS	CIXIR	HEMBU	4 NM Holding Pattern
*LNAV only.	WOGPI 2 NM to RW36	1900	001°	181° → 6000 ← 001° 1900
RW36	900*	1900		GP 3.00° TCH 53
2 NM	3.1 NM	6 NM		
CATEGORY	A	B	C	D
LPV DA	527-1	308 (400-1)		NA
LNAV/VNAV DA	638-1 3/8	419 (500-1 3/8)		NA
LNAV MDA	660-1	441 (500-1)	660-1 3/8 441 (500-1 3/8)	NA
CIRCLING	920-1	701 (800-1)	920-2 701 (800-2)	NA

RNAV (GPS) RWY 36

MARSHALL, ARKANSAS

AL-10191 (FAA)

19283

WAAS CH 62838 W05A	APP CRS 051°	Rwy Idg TDZE Apt Elev	4003 954 964
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RNAV (GPS) RWY 5 SEARCY COUNTY (4A5)

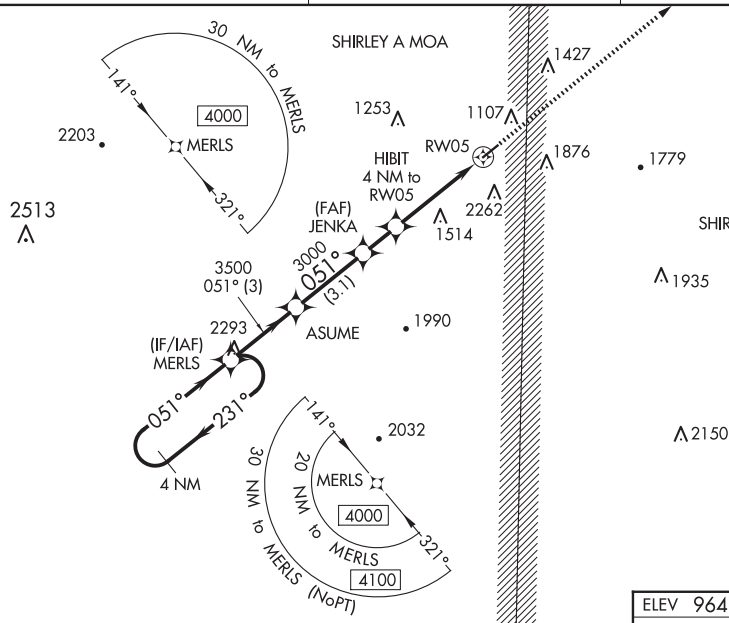
⚠ DME/DME RNP-0.3 NA. Circling NA SE of Rwy 5-23. Night Landing: Rwy 23 NA. Baro-VNAV NA. Use Flipping altimeter setting; when not received, use Harrison altimeter setting and increase all Cats LPV DA to 1396 and visibility $\frac{1}{8}$ mile, LNAV/VNAV all Cats DA to 1981, and all MDA 60 feet. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 4000 direct
DULS and hold.

FLP AWOS-3
132.075

MEMPHIS CENTER
126.85 281.55

CTAF
122.9 0

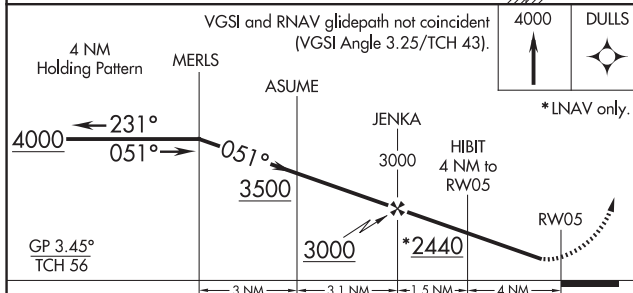


MISSED APCH FIX

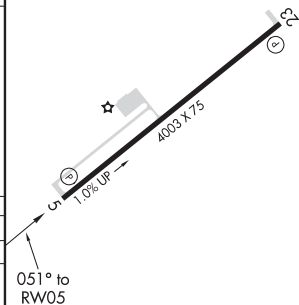


ELEV 964

TDZE 954



CATEGORY	A	B	C	D
LPV DA	1353-1 $\frac{1}{4}$	399 (400-1 $\frac{1}{4}$)		NA
LNAV/VNAV DA	1938-3	984 (1000-3)		NA
LNAV MDA	1920-1 $\frac{1}{4}$ 966 (1000-1 $\frac{1}{4}$)	1920-1 $\frac{1}{2}$ 966 (1000-1 $\frac{1}{2}$)	1920-3 966 (1000-3)	NA
C CIRCLING	1920-1 $\frac{1}{4}$ 956 (1000-1 $\frac{1}{4}$)	1920-1 $\frac{1}{2}$ 956 (1000-1 $\frac{1}{2}$)	1920-3 956 (1000-3)	NA



MIRL Rwy 5-23 0
REIL Rwy 5 and 23 0

MARSHALL, ARKANSAS

Orig 04FEB16

35°54'N-92°39'W

SEARCY COUNTY (4A5)

RNAV (GPS) RWY 5

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 69238 W23A	APP CRS 231°	Rwy Idg TDZE Apt Elev	4003 964 964
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RNAV (GPS) RWY 23

SEARCY COUNTY (4A5)

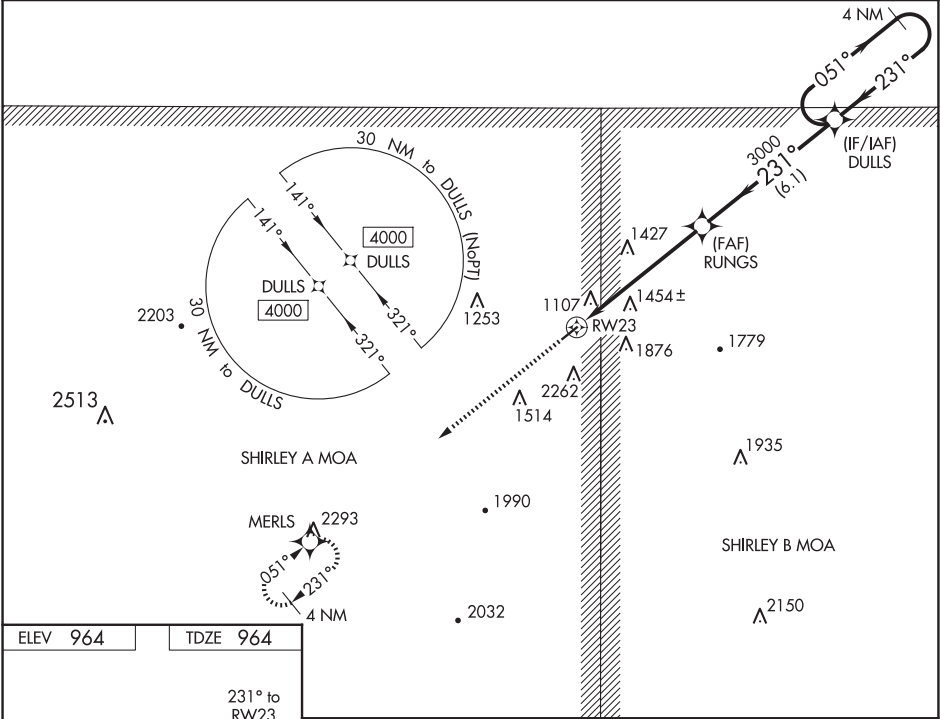
▼

▲ NA

DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA SE of Rwy 5-23. Baro-VNAV NA. Use Flippin altimeter setting; when not received, use Harrison altimeter setting and increase all Cats LPV DA to 1555 and visibility 1/8 mile, LNAV/VNAV all Cats DA to 2016, and all MDA 60 feet, LNAV Cat B/C and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 4000 direct MERLS and hold.

FLP AWOS-3 132.075	MEMPHIS CENTER 126.85 281.55	CTAF 122.9 0
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ELEV 964

TDZE 964

231° to RW23

4003 x 75

1.0% UP

4000

MERLS

RINGS

3000

3000

5.8 NM

6.1 NM

4 NM Holding Pattern

051°

231°

4000

GP 3.25°

TCH 44

CATEGORY	A	B	C	D
LPV DA	1512-1¾	548 (600-1¾)		NA
LNAV/VNAV DA	1973-4	1009 (1100-4)		NA
LNAV MDA	1760-1 796 (800-1)	1760-1¼ 796 (800-1¼)	1760-2½ 796 (800-2½)	NA
CIRCLING	1760-1 796 (800-1)	1760-1¼ 796 (800-1¼)	1760-2½ 796 (800-2½)	NA

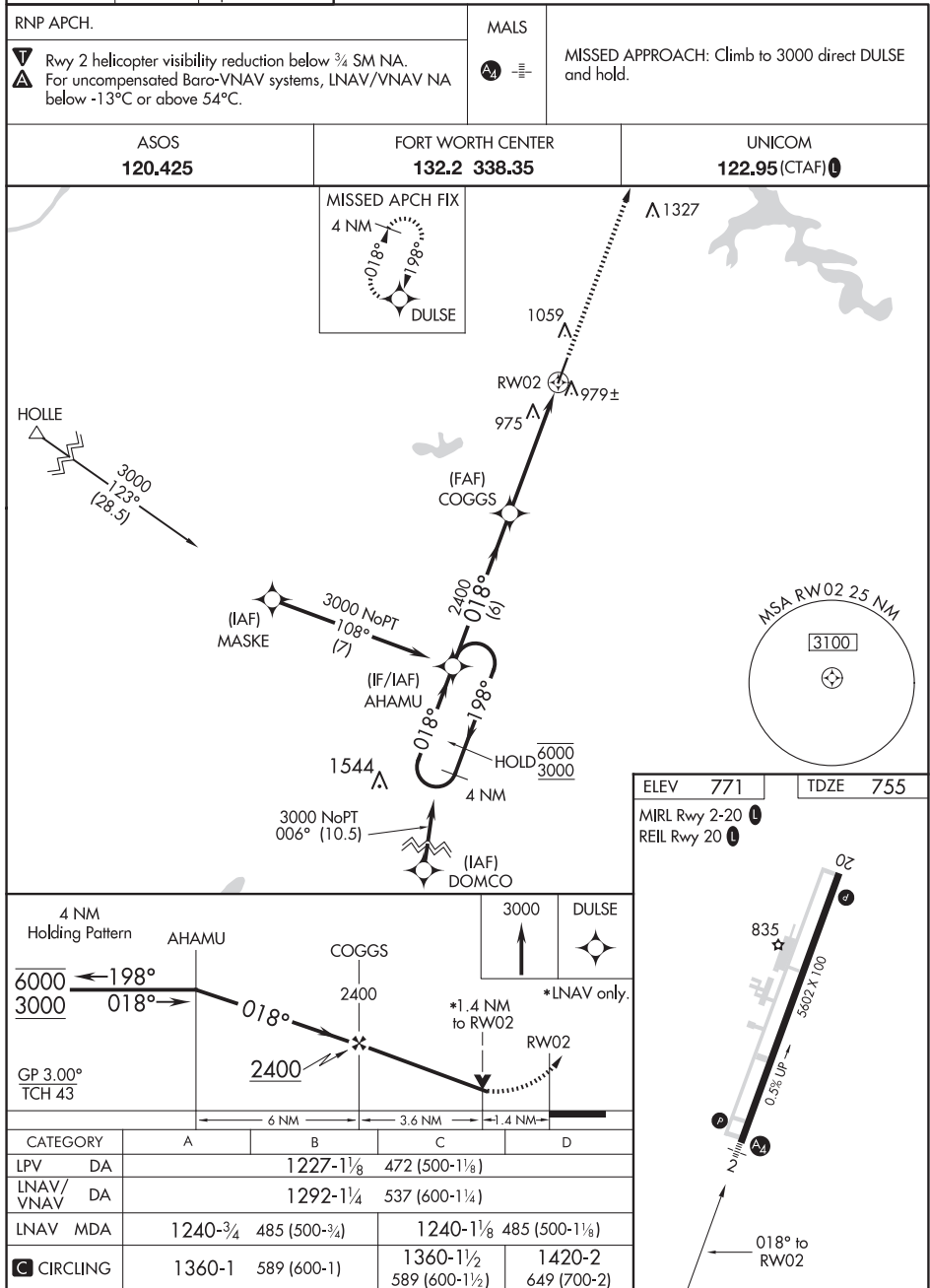
SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 50201 W02A	APP CRS 018°	Rwy ldg 5602 TDZE 755 Apt Elev 771
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RNAV (GPS) RWY 2

MC ALESTER RGNL (MLC)



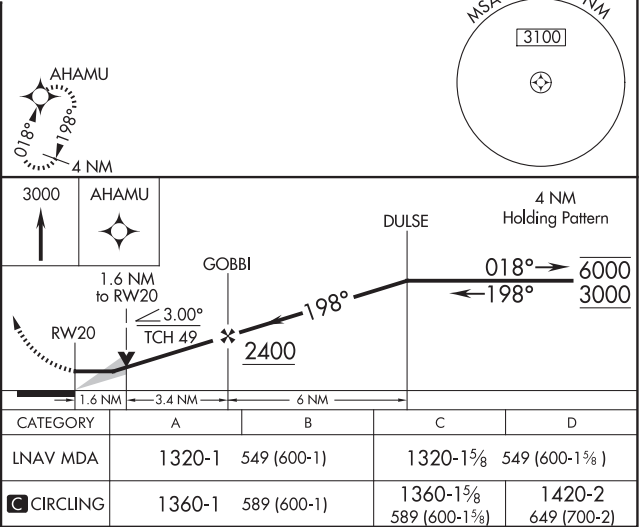
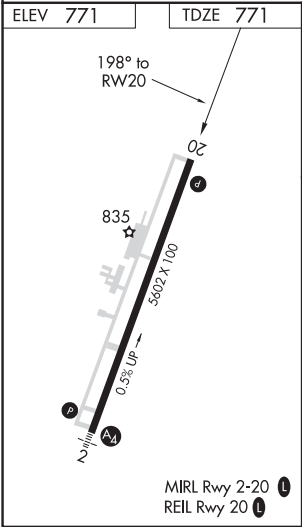
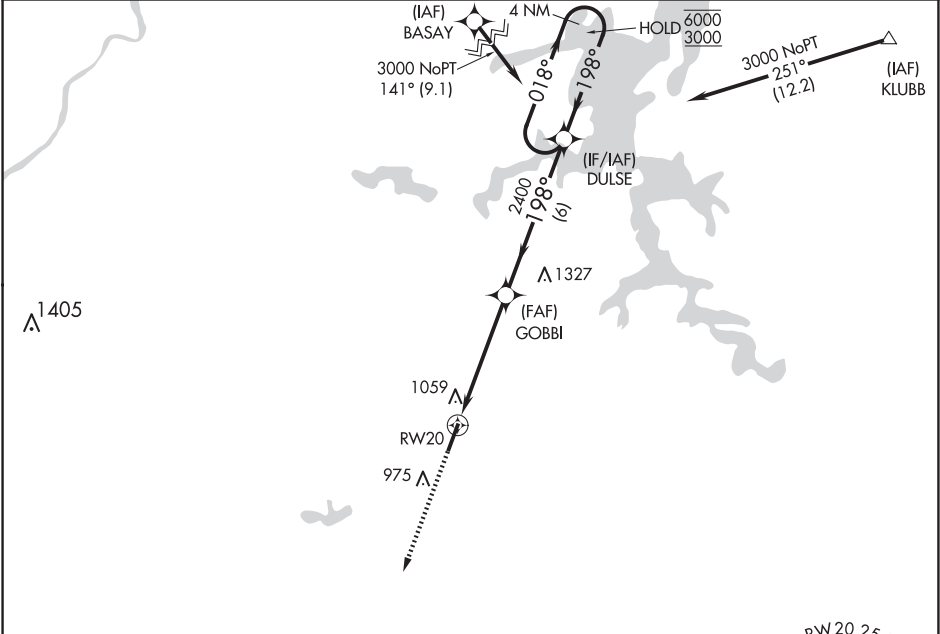
APP CRS	Rwy Idg	5602
198°	TDZE	771
	Apt Elev	771

RNAV (GPS) RWY 20

MC ALESTER RGNL (MLC)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct AHAMU and hold.
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ASOS 120.425	FORT WORTH CENTER 132.2 338.35	UNICOM 122.95(CTAF)
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SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

MC GEHEE, ARKANSAS

AL-6378 (FAA)

19283

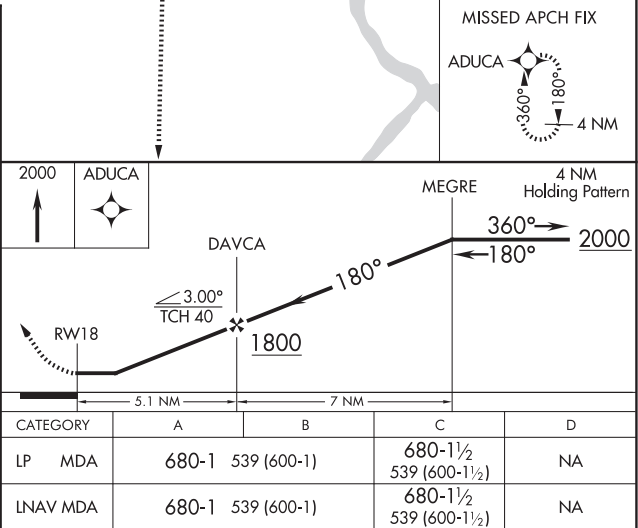
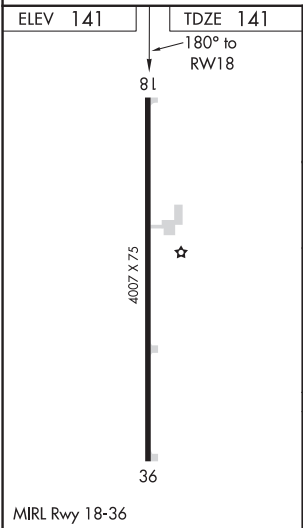
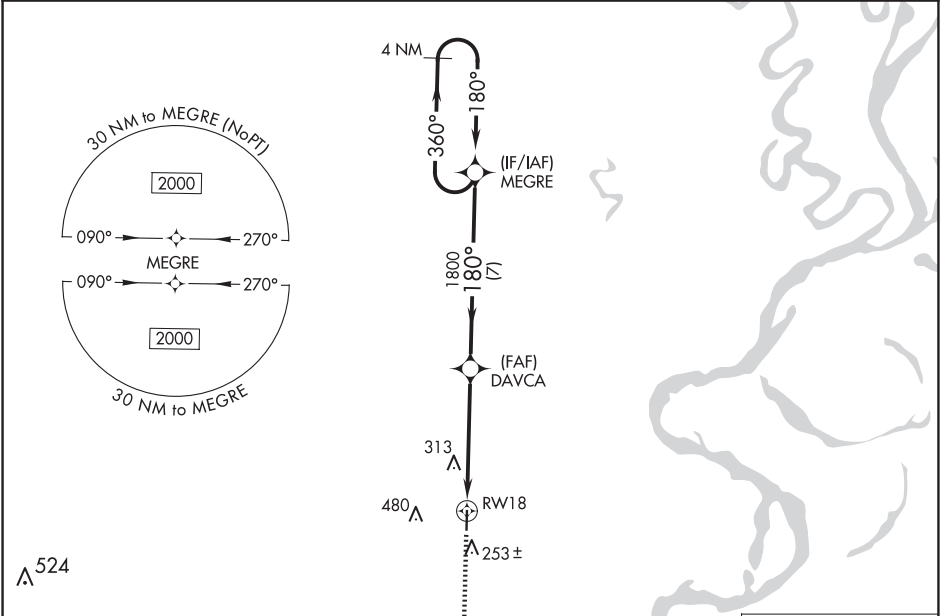
WAAS CH 86425 W18A	APP CRS 180°	Rwy Idg TDZE 141 Apt Elev 141	4007
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RNAV (GPS) RWY 18

MC GEHEE MUNI (7M1)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct ADUCA and hold.
<div><div>▼</div><div>▲ NA</div></div> Rwy 18 helicopter visibility reduction below ¾ SM NA. Use Greenville, MS altimeter setting, when not received use Monticello altimeter.	

GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	CTAF 122.9
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SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

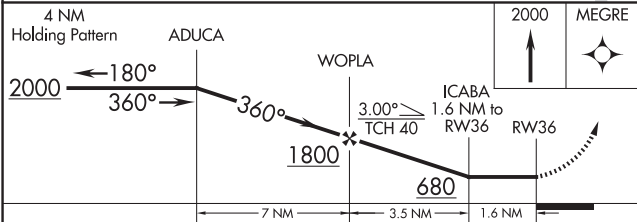
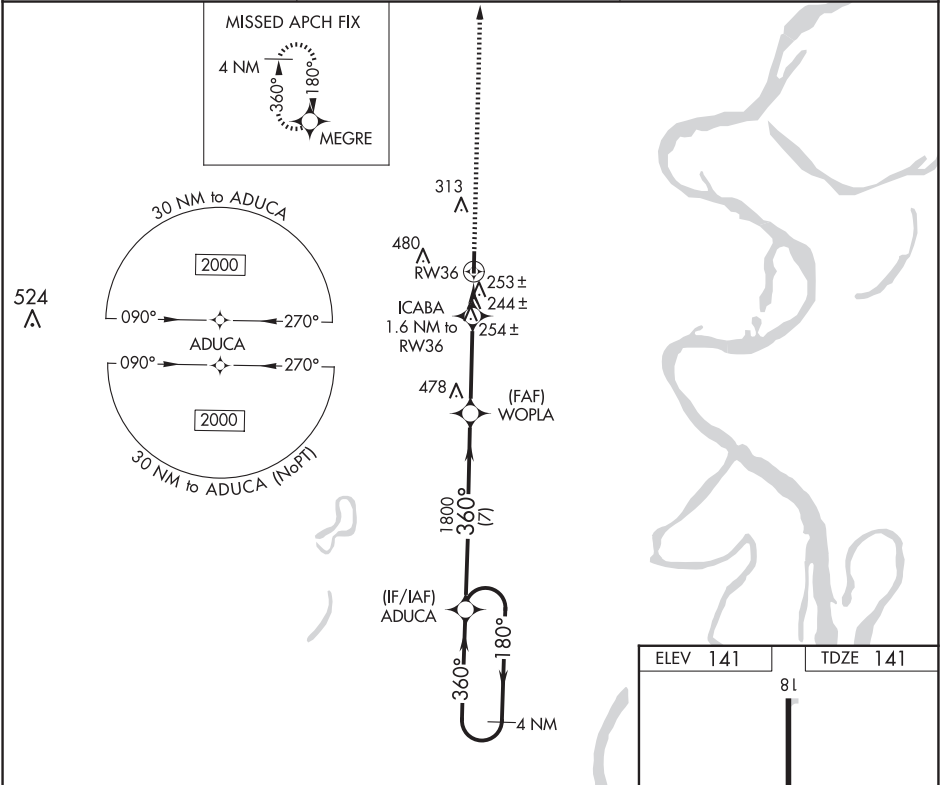
WAAS CH 61025 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	4007 141 141
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RNAV (GPS) RWY 36

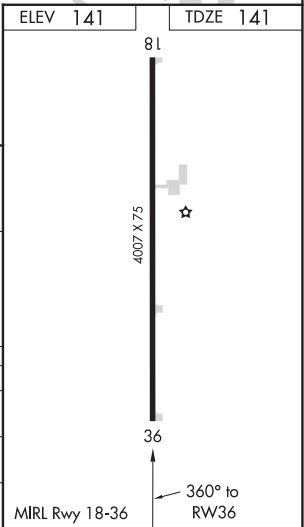
MC GEHEE MUNI (7M1)

<div><div>▼</div><div>▲ NA</div></div>	Circling NA west of Rwy 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Greenville, MS altimeter setting, when not received use Monticello altimeter.	MISSED APPROACH: Climb to 2000 direct MEGRE and hold.
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GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	CTAF 122.9
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CATEGORY	A	B	C	D
LP MDA	560-1 419 (500-1)	560-1 419 (500-1)	560-1 419 (500-1)	NA
LNAV MDA	560-1 419 (500-1)	560-1 419 (500-1)	560-1 419 (500-1)	NA
CIRCLING	660-1 519 (600-1)	660-1 519 (600-1)	660-1 519 (600-1)	NA



MEDFORD, OKLAHOMA

AL-6731 (FAA)

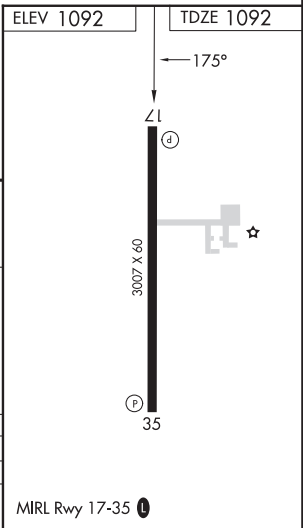
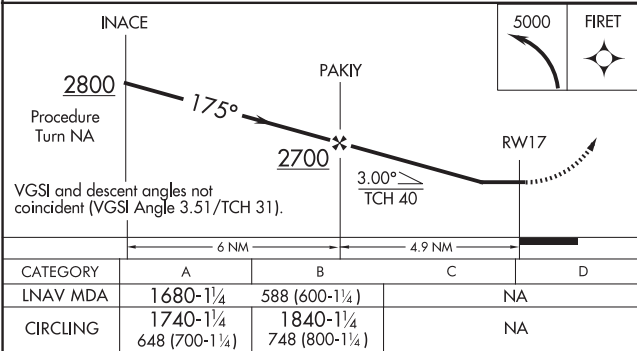
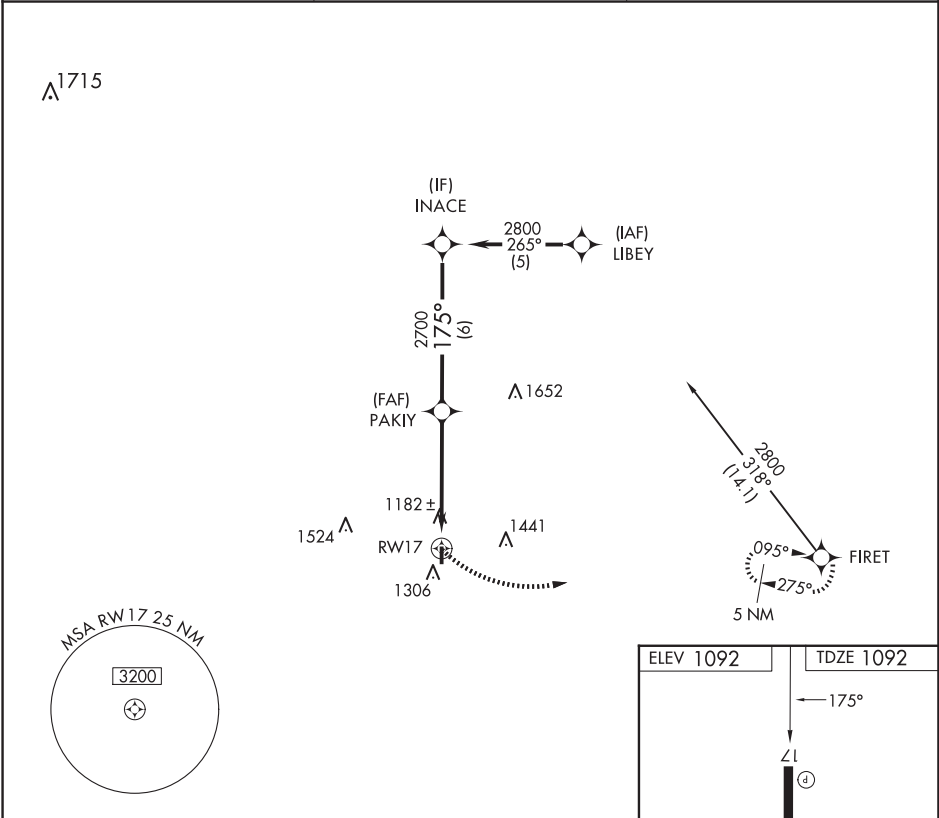
23082

APP CRS	Rwy Idg	3007
175°	TDZE	1092
	Apt Elev	1092

RNAV (GPS) RWY 17
MEDFORD MUNI (O53)

RNP APCH.	MISSED APPROACH: Climbing left turn to 5000 direct FIRET and hold.
NA Use Ponca City Rgnl altimeter setting. Procedure NA at night.	

PNC ASOS 134.075	VANCE APP CON★ 118.075 273.475	UNICOM 122.8 (CTAF) 1
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MEDFORD, OKLAHOMA
Orig-B 22APR21

36°47'N-97°45'W

MEDFORD MUNI (O53)
RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

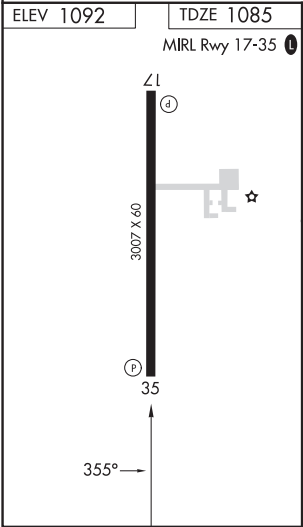
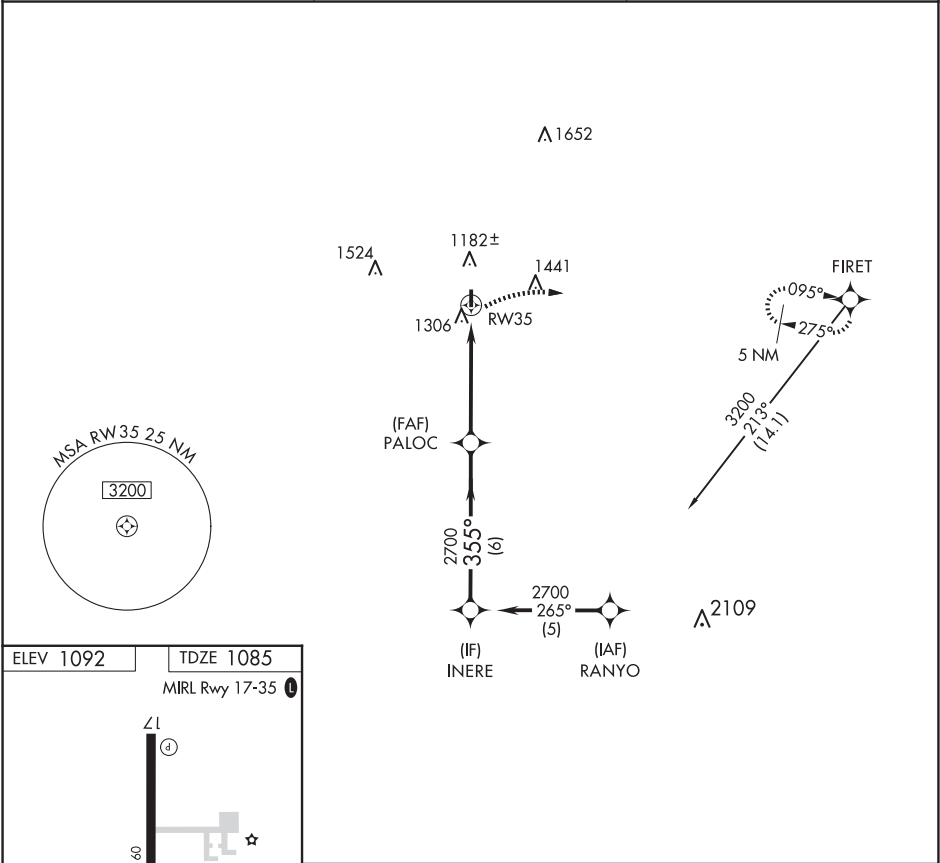
SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3007
355°	TDZE	1085
	Apt Elev	1092

RNAV (GPS) RWY 35
MEDFORD MUNI (O53)

RNP APCH.	MISSED APPROACH: Climbing right turn to 5000 direct FIRET and hold.
▲ NA Use Ponca City Rgnl altimeter setting. Procedure NA at night.	

PNC ASOS 134.075	VANCE APP CON★ 118.075 273.475	UNICOM 122.8 (CTAF) 1
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5000	FIRET	PALOC	INERE	Procedure Turn NA
RW35		2700	2700	
355°		3.00°	355°	
TCH 40		VGSi and descent angles not coincident (VGSi Angle 3.51/TCH 33).		
4.9 NM		6 NM		
CATEGORY	A	B	C	D
LNAV MDA	1700-1¼	608 (700-1¼)	NA	
CIRCLING	1740-1¼ 648 (700-1¼)	1840-1¼ 748 (800-1¼)	NA	

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

MELBOURNE, ARKANSAS

AL-10190 (FAA)

25163

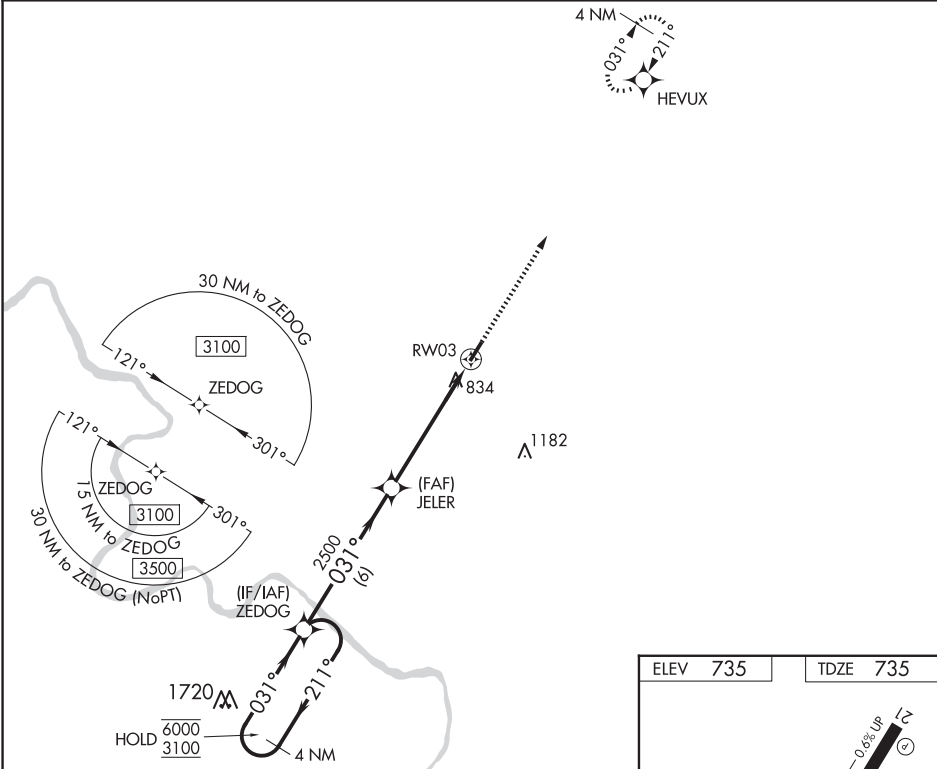
WAAS CH 86434 W03A	APP CRS 031°	Rwy Ldg 4003 TDZE 735 Apt Elev 735
--	------------------------	---

RNAV (GPS) RWY 3

MELBOURNE MUNI/JOHN E MILLER FLD (42A)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct HEVUX and hold.
▼ Rwy 3 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3PT 121.575	MEMPHIS CENTER 126.85 281.55	CTAF 122.9 0
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4 NM Holding Pattern

6000

3100

GP 3.00°

TCH 45

ZEDOG

211°

031°

037°

2500

2500

JELER

2500

1.4 NM to RWY03

RWY03

3000

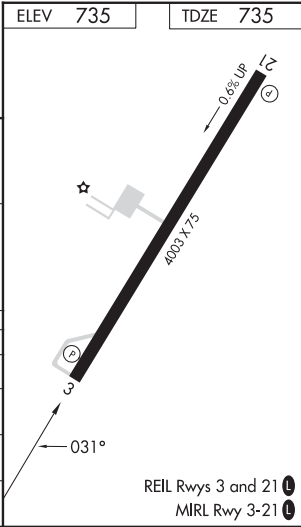
HEVUX

6 NM

4 NM

1.4 NM

CATEGORY	A	B	C	D
LPV DA	1204-1⅓	469 (500-1⅓)	NA	
LNAV/VNAV DA	1218-1⅓	483 (500-1⅓)	NA	
LNAV MDA	1220-1	485 (500-1)	NA	
CIRCLING	1240-1	505 (600-1)	NA	



MELBOURNE, ARKANSAS
Amdt 3 12JUN25

36°04'N-091°50'W

MELBOURNE MUNI/JOHN E MILLER FLD (42A)

RNAV (GPS) RWY 3

SC-1, 07 AUG 2025 to 02 OCT 2025

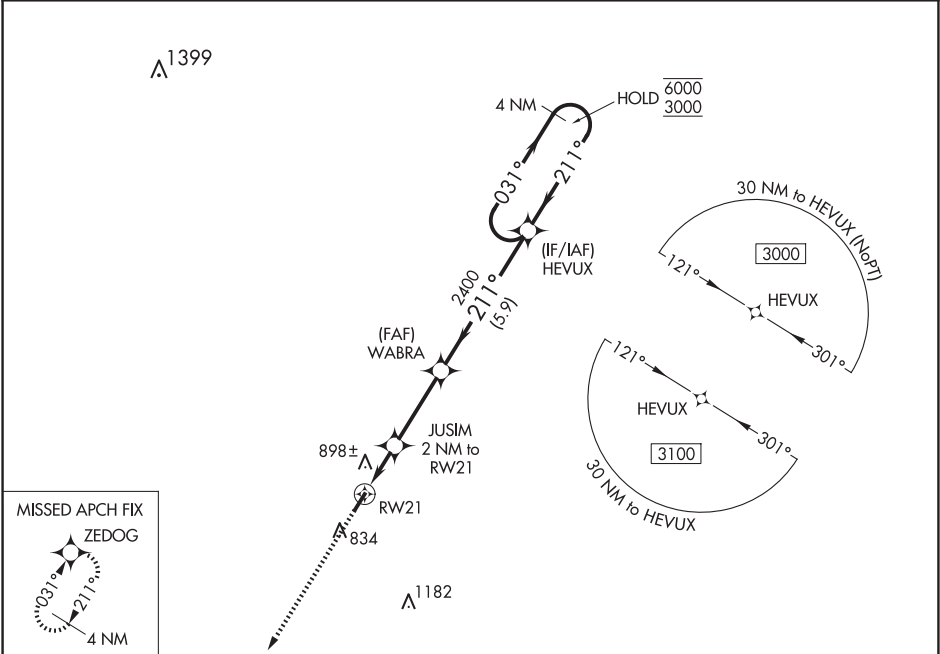
SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82131 W21A	APP CRS 211°	Rwy Ldg TDZE 728 Apt Elev 735	4003
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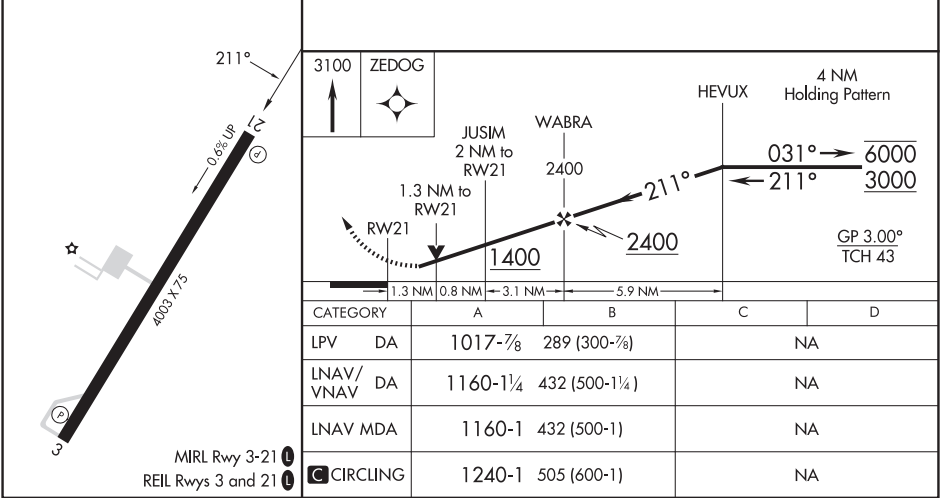
RNAV (GPS) RWY 21
MELBOURNE MUNI/JOHN E MILLER FLD (42A)

RNP APCH - GPS. ▼ Rwy 21 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. ▲	MISSED APPROACH: Climb to 3100 direct ZEDOG and hold.
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AWOS-3PT 121.575	MEMPHIS CENTER 126.85 281.55	CTAF 122.9 0
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ELEV 735	TDZE 728
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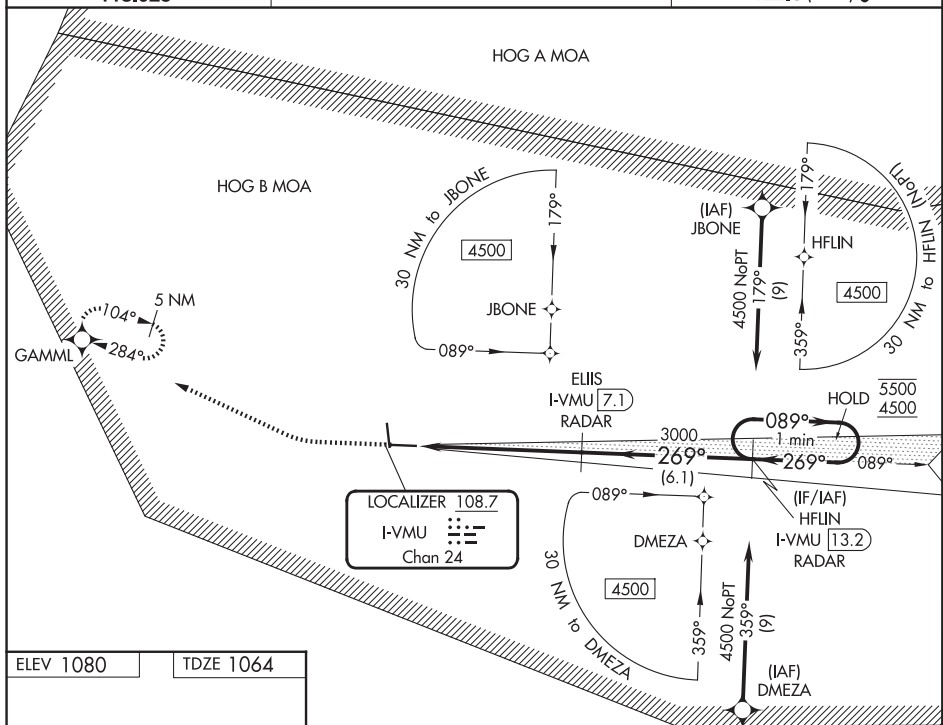


ILS or LOC RWY 27
MENA INTERMOUNTAIN MUNI (MEZ)

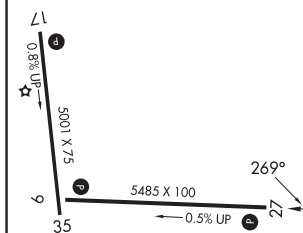
MISSED APPROACH: Climb to 1800 then climbing right turn to 6000 direct GAMML and hold, continue climb-in-hold to 6000.

Circling Rwy 35 NA at night.

MEMPHIS CENTER
126.1 269.0

UNICOM
122.8 (CTAF) **L**

ELEV 1080		TDZE 1064
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MIRL Rwy 17-35 **L**
MIRL Rwy 9-27
REIL Rwy 9, 27 and 35

FAF to MAP 6 NM

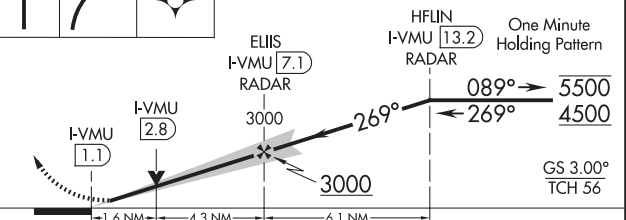
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

MENA, ARKANSAS

Amdt 2 02DEC21

1800	6000	GAMML
		

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 49).



CATEGORY	A	B	C	D
S-ILS 27	1502-1¼ 438 (500-1¼)			NA
S-LOC 27	1620-1 556 (600-1)		1620-1½ 556 (600-1½)	NA
CIRCLING	1840-1 760 (800-1)	2140-1½ 1060 (1100-1½)	2220-3 1140 (1200-3)	NA

34°33'N-94°12'W

MENA INTERMOUNTAIN MUNI (MEZ)

ILS or LOC RWY 27

SC-1, 07 AUG 2025 to 02 OCT 2025

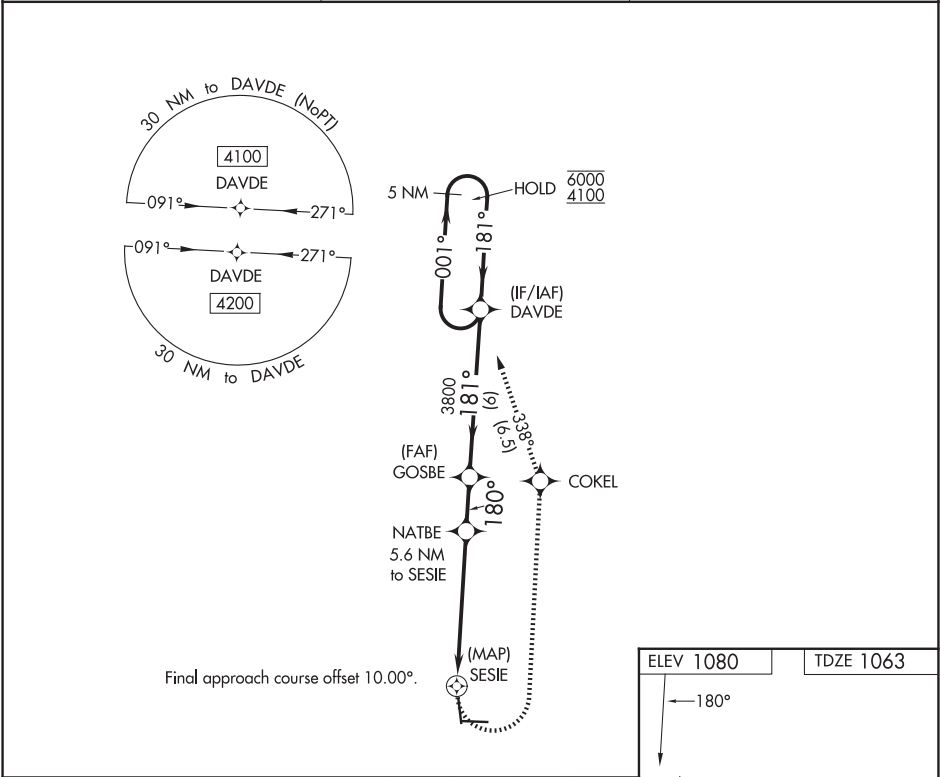
APP CRS 180°	Rwy Ldg TDZE 1063 Apt Elev 1080
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RNAV (GPS) RWY 17

MENA INTERMOUNTAIN MUNI (MEZ)

RNP APCH. ▼ Circling Rwy 35 NA at night. ▲ Rwy 17 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climbing left turn to 4100 direct COKEI and track 338° to DAVDE and hold.
--	--

AWOS-3 118.025	MEMPHIS CENTER 126.1 269.0	UNICOM 122.8 (CTAF) 0
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 53).						
5 NM Holding Pattern						
DAVDE		GOSBE	NATBE 5.6 NM to SESIE	1.3 NM to SESIE	SESIE	
6 NM		1.9 NM	4.3 NM	1.3	0.5	
CATEGORY	A	B	C	D		
LNAV MDA	1660-1 597 (600-1)		1660-1¼ 597 (600-1¼)		NA	
CIRCLING	1840-1 760 (800-1)	2140-1½ 1060 (1100-1½)	2220-3 1140 (1200-3)		NA	

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS 175°	Rwy Idg 5020 TDZE 806 Apt Elev 806
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RNAV (GPS) RWY 17
MIAMI RGNL (MIO)

RNP APCH.

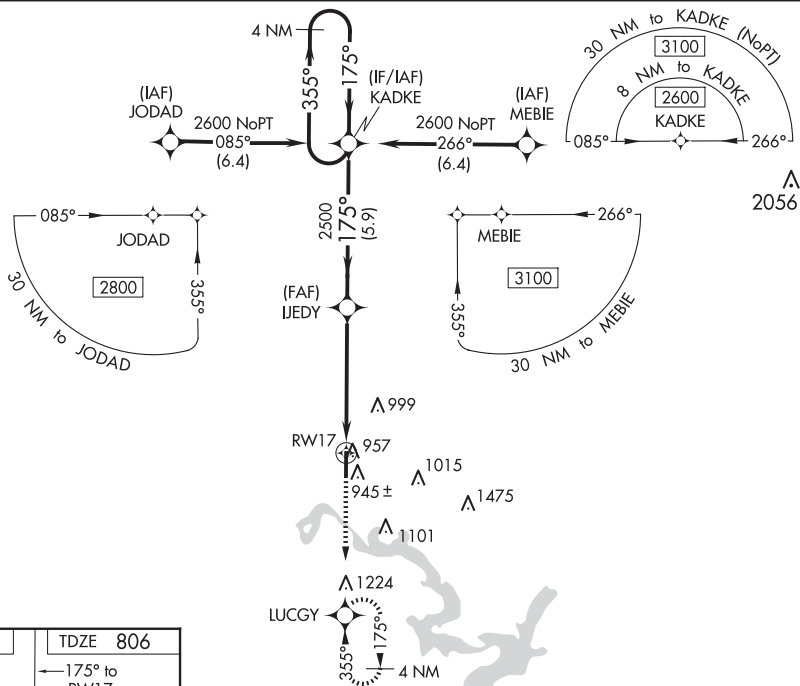
- T** Baro-VNAV and VDP NA when using Grove altimeter setting.
A Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Grove altimeter setting.

ODALS



MISSED APPROACH: Climb to 2500 direct LUCGY and hold.

AWOS-3PT 119.675	KANSAS CITY CENTER 128.6 282.325	UNICOM 122.8 (CTAF) 0
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ELEV 806

TDZE 806

175° to RW17

5020 X 100

35'

REIL Rwy 35 **L**
MIRL Rwy 17-35 **L**

MIAMI, OKLAHOMA
Amdt 1B 10SEP20

36°55'N-94°53'W
259

MIAMI RGNL (MIO)

RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

MONTICELLO, ARKANSAS

AL-5695 (FAA)

21280

APP CRS	Rwy Idg	5020
031°	TDZE	268
	Apt Elev	268

RNAV (GPS) RWY 3

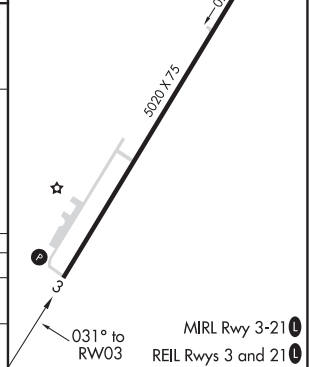
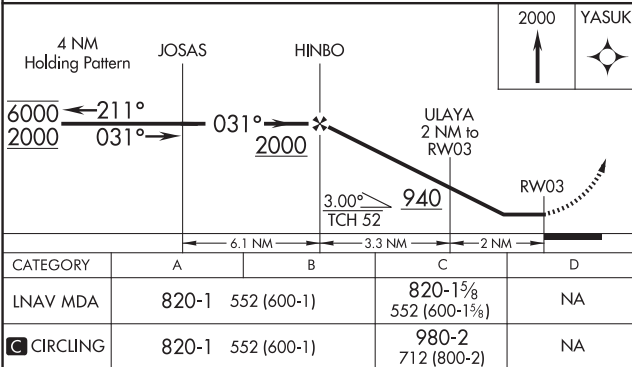
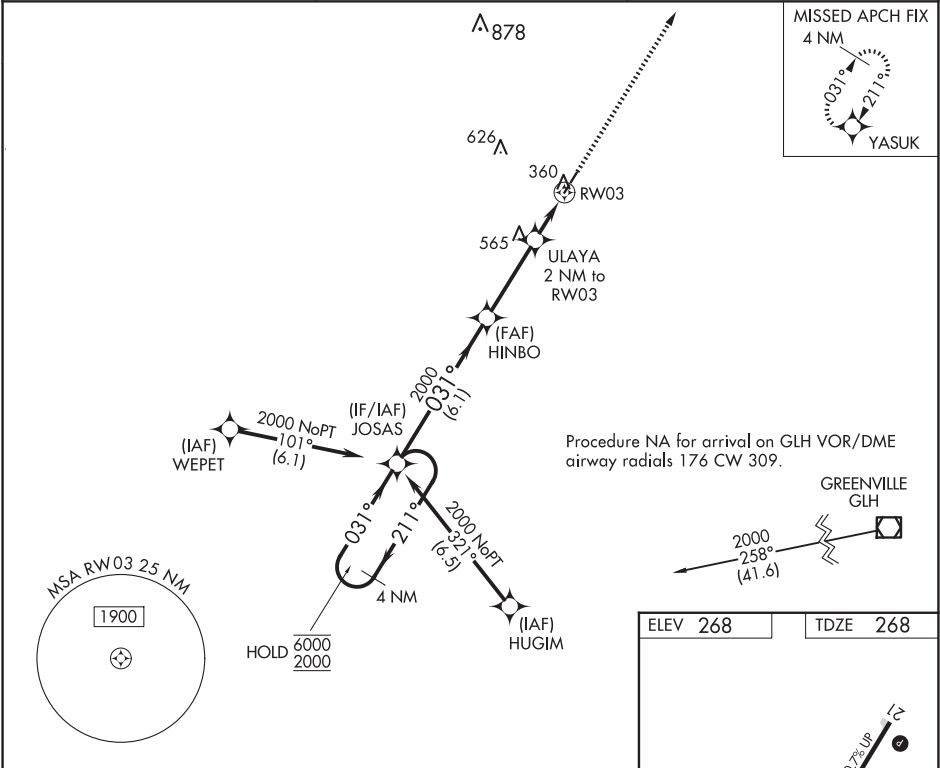
MONTICELLO MUNI/ELLIS FLD (LLQ)

RNP APCH - GPS.

 Rwy 3 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000 direct YASUK and hold.

ASOS 133.325	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 
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MONTICELLO, ARKANSAS

Amdt 1E 07OCT21

33°38'N-91°45'W

MONTICELLO MUNI/ELLIS FLD (LLQ)

RNAV (GPS) RWY 3

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

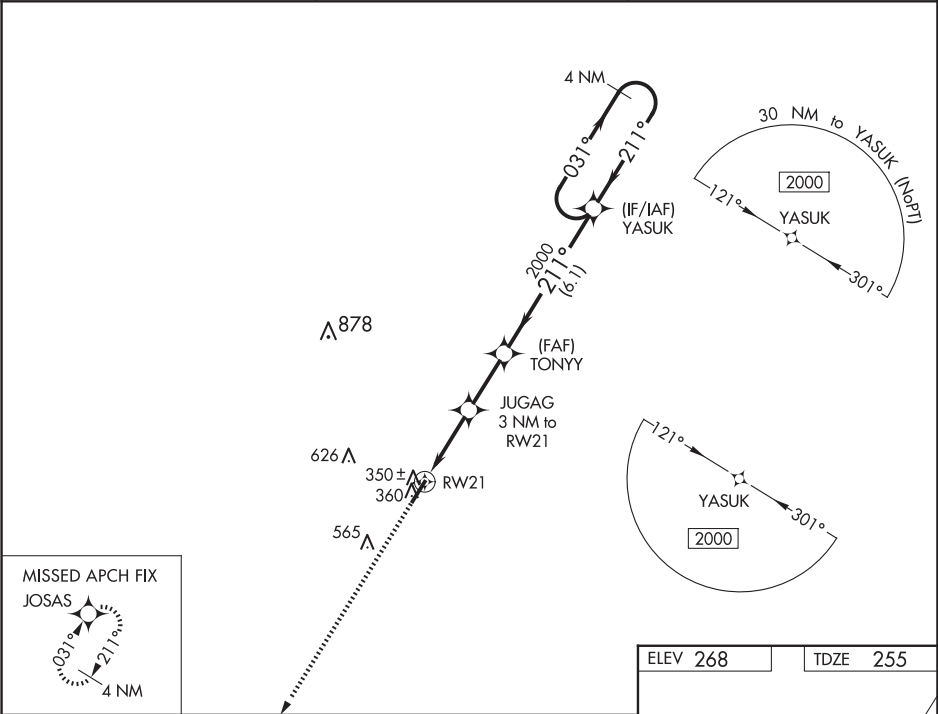
WAAS CH 82540 W21A	APP CRS 211°	Rwy Idg TDZE Apt Elev	5020 255 268
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RNAV (GPS) RWY 21

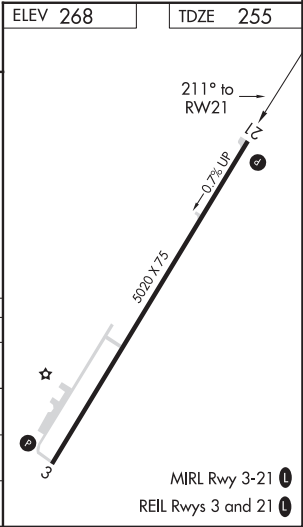
MONTICELLO MUNI/ELLIS FLD (LLQ)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or ▲ above 54°C (130°F). Rwy 21 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2000 direct JOSAS and hold.
--	--

ASOS 133.325	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 1
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2000		JOSAS	TONY	YASUK	4 NM Holding Pattern
* LNAV only.		* 1 NM to RW21	JUGAG 3 NM to RW21	2000	2000
RW21		* 1240	211°	031°	GP 3.00° TCH 52
1 NM		2 NM	2.4 NM	6.1 NM	
CATEGORY	A	B	C	D	
LPV DA	514-7/8		259 (300-7/8)		
LNAV/VNAV DA	532-1		277 (300-1)		
LNAV MDA	600-1		345 (400-1)		
CIRCLING	780-1	512 (600-1)	980-2 712 (800-2)	980-2 1/4 712 (800-2 1/4)	



MOORELAND, OKLAHOMA

AL-6486 (FAA)

20282

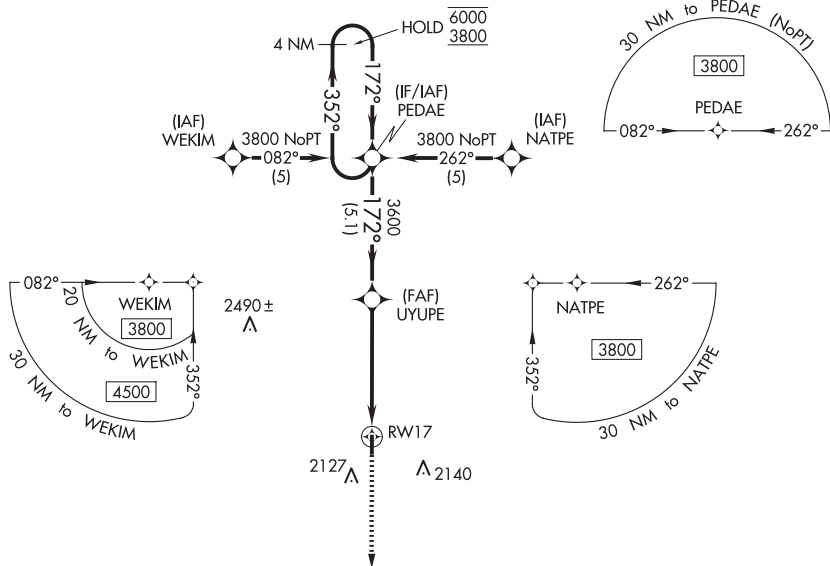
APP CRS	Rwy Idg	3500
172°	TDZE	1970
	Apt Elev	1970

RNAV (GPS) RWY 17

MOORELAND MUNI (MDF)

RNP APCH.	Procedure NA at night. Use West Woodward altimeter setting; when not received, use Gage altimeter setting.	MISSED APPROACH: Climb to 3800 direct ROBVE and hold.
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WWR AWOS-3 118.425	KANSAS CITY CENTER 126.95 379.2	UNICOM 122.8 (CTAF) 0
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ELEV 1970 TDZE 1970

172° to RW17

3500 X 40

35

☆

4 NM Holding Pattern	PEDAE	3800	ROBVE	
6000 ← 352°	172° →	UYUPE	3.04° TCH 40	
3800	172°	3600	RW17	
5.1 NM		4.9 NM		
CATEGORY	A	B	C	D
LNAV MDA	2620-1	650 (700-1)	2620-1 ⁷ / ₈ 650 (700-1 ⁷ / ₈)	NA
CIRCLING	2620-1 ³ / ₄	650 (700-1 ³ / ₄)	2620-1 ⁷ / ₈ 650 (700-1 ⁷ / ₈)	NA

MIRL Rwy 17-35 0

MOORELAND, OKLAHOMA
Orig-A 08OCT20

36°29'N-99°12'W

MOORELAND MUNI (MDF) RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
271°

Rwy Idg
TDZE
320

Apt Elev
321

RNAV (GPS) RWY 27

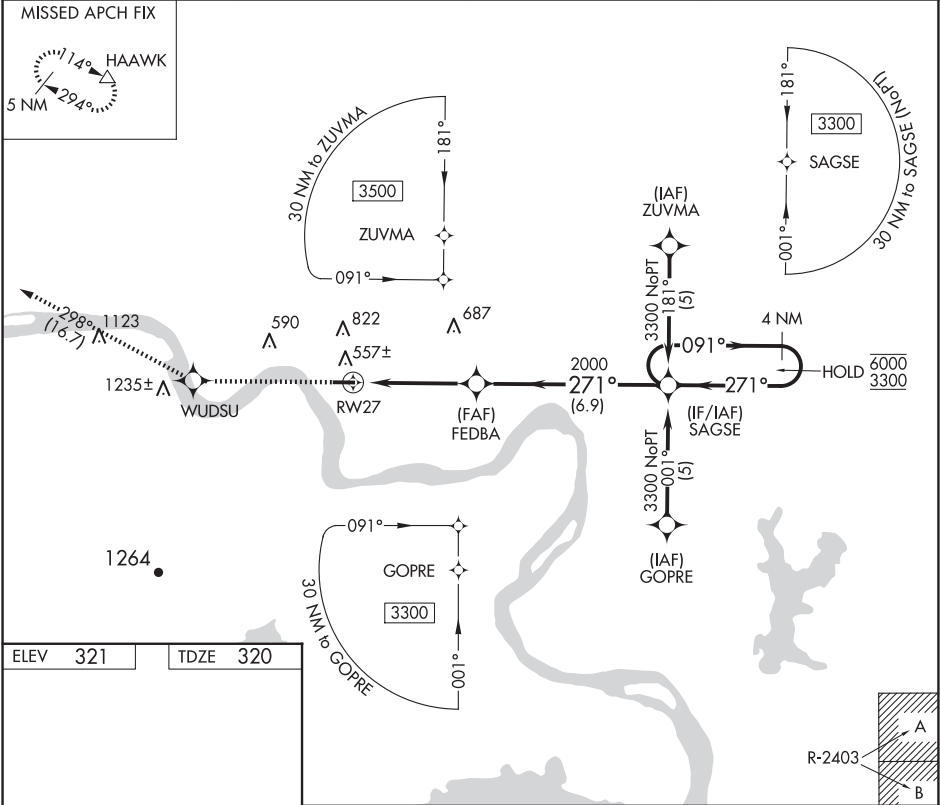
MORRILTON MUNI (BDQ)

RNP APCH - GPS.

Use RUE altimeter setting; when not received, use LIT altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat B ¼ SM, and Circling Cat B visibility ¼ SM.

MISSED APPROACH: Climb to 4500 direct WUDSU and on track 298° to HAAWK and hold.

RUE AWOS 132.475	MEMPHIS CENTER 128.475 377.15	UNICOM 122.8 (CTAF)	122.9
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4500	WUDSU	HAAWK	SAGSE	4 NM Holding Pattern
↑	tr 298°	△		
		FEDBA		
	RW27	3.50° TCH 47	2000	271° 091° 271° 6000 3300
	4.4 NM	6.9 NM		
CATEGORY	A	B	C	D
LNAV MDA	1060-1	740 (800-1)	NA	
CIRCLING	1060-1 739 (800-1)	1260-1¼ 939 (1000-1¼)	NA	

MORRILTON, ARKANSAS

AL-5795 (FAA)

21364

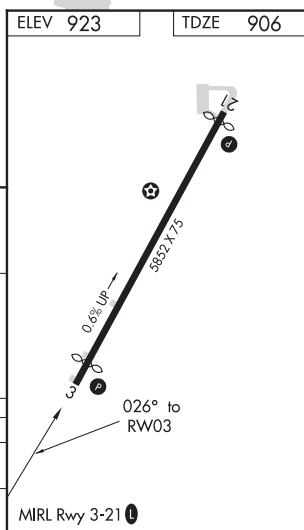
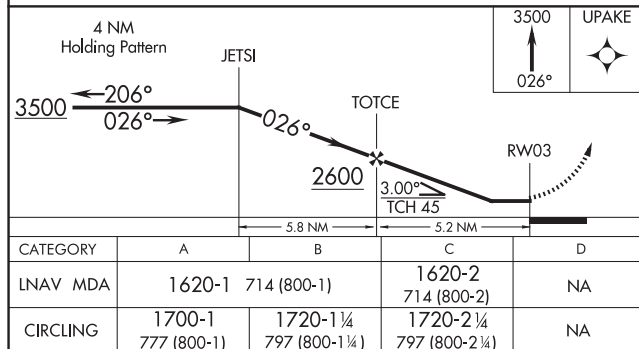
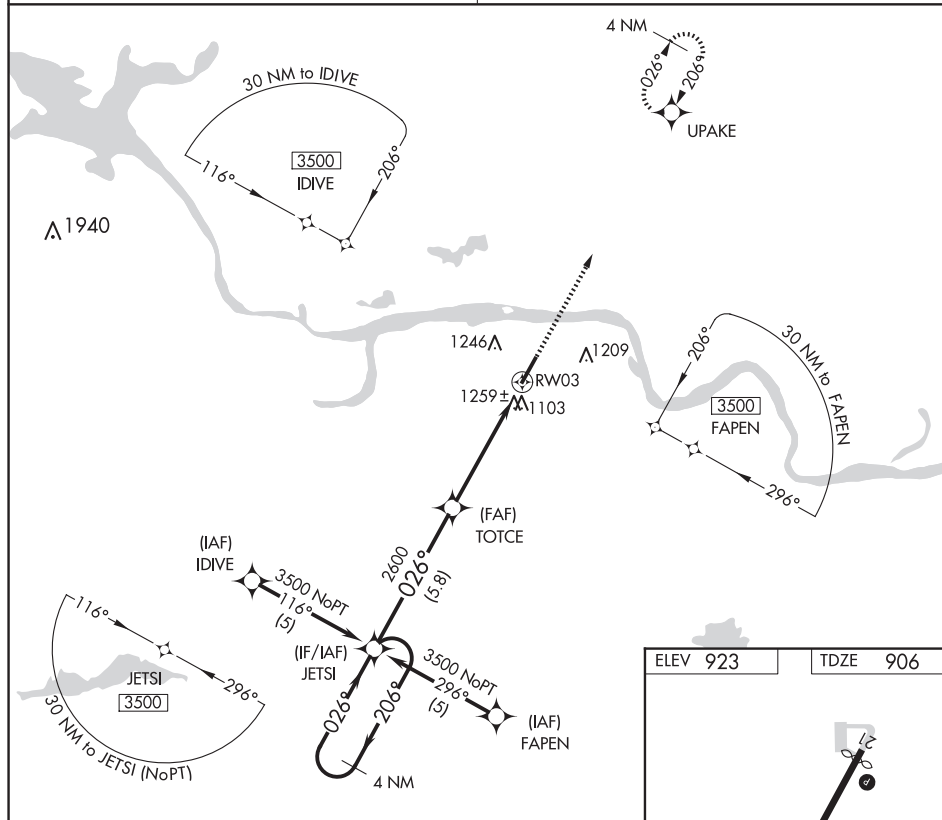
APP CRS 026°	Rwy Idg TDZE Apt Elev	5414 906 923
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RNAV (GPS) RWY 3

PETIT JEAN PARK (MPJ)

▼ Use Russellville altimeter setting. ▲ NA Procedure NA at night. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3500 via 026° course to UPAKE WP and hold.
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MEMPHIS CENTER 128.475 377.15	CTAF 122.9 0
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MORRILTON, ARKANSAS

Orig-A 30DEC21

35°08'N-92°55'W

RNAV (GPS) RWY 3

PETIT JEAN PARK (MPJ)

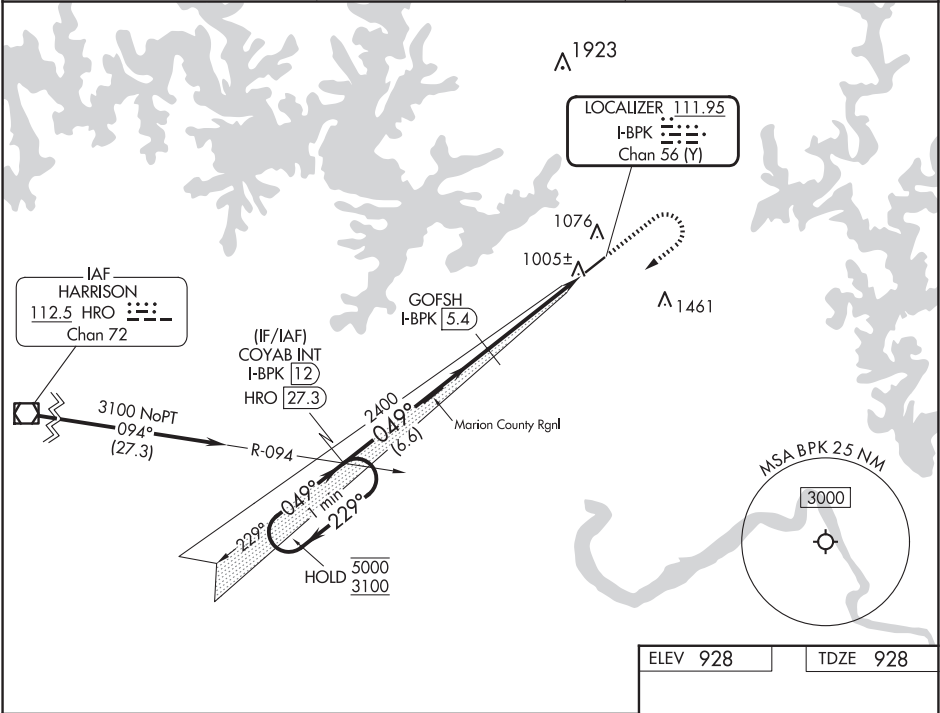
SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BPK 111.95 Chan 56 (Y)	APP CRS 049°	Rwy Idg 5000 TDZE 928 Apt Elev 928	ILS or LOC RWY 5 BAXTER COUNTY (BPK)
--	------------------------	---	---

DME required for LOC only.	MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 on heading 230° and HRO R-094 to COYAB INT/I-BPK 12 DME and hold.
⚠ Circling NA for Cat C, southeast of Rwy 5-23. Procedure NA at night. ⚠ Rwy 5 helicopter visibility reduction below 1 SM NA.	

ASOS 133.975	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF) 0
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 38).				ELEV 928	TDZE 928
One Minute Holding Pattern				2000	3100
COYAB INT I-BPK 12 HRO 27.3				hdg 230°	HRO R-094
5000 3100 229° 049° 049° 2400				GOFSH I-BPK 5.4	COYAB INT
GS 3.00° TCH 44				2400	I-BPK 0.9
6.6 NM 4.5 NM				5000 X 75 0.3% UP	
CATEGORY	A	B	C	D	
S-ILS 5	1178-1	250 (300-1)		NA	
S-LOC 5	1260-1	332 (400-1)		NA	
CIRCLING	1400-1	472 (500-1)	1460-1½ 532 (600-1½)	NA	
				REIL Rwy 5 and 23 0 MIRL Rwy 5-23 0	

MOUNTAIN HOME, ARKANSAS

AL-5406 (FAA)

24305

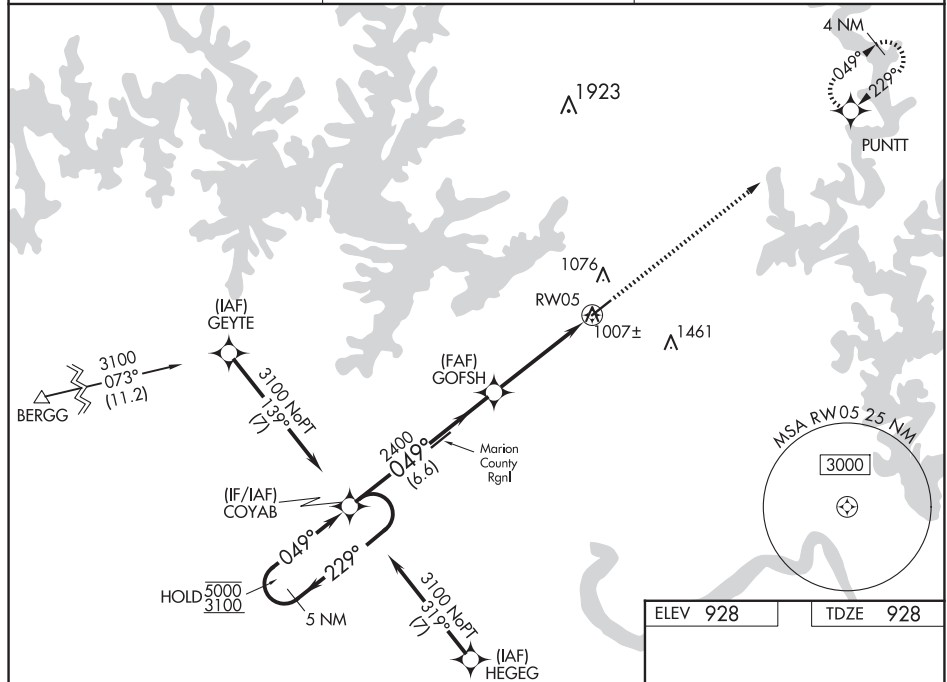
WAAS CH 69300 W05A	APP CRS 049°	Rwy Idg TDZE 928 Apt Elev 928	5000
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RNAV (GPS) RWY 5

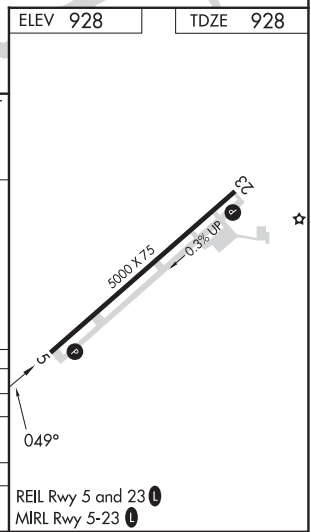
BAXTER COUNTY (BPK)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct PUNTT and hold.
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Procedure NA at night. Circling NA for Cat C southeast of Rwy 5-23. Rwy 5 helicopter visibility reduction below 1 SM NA.</div></div></div>	

ASOS 133.975	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF)
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5 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi 3.00/TCH 38).		3000	PUNTT
COYAB				↑	✧
5000	← 229°	049° →			
3100					
GP 3.00°		2400		RWY 5	
TCH 44					
6.6 NM		4.5 NM			
CATEGORY	A	B	C	D	
LPV DA	1201-1		273 (300-1)	NA	
LNAV/VNAV DA	1250-1		322 (400-1)	NA	
LNAV MDA	1280-1		352 (400-1)	NA	
CIRCLING	1400-1	472 (500-1)	1460-1½ 532 (600-1½)	NA	



MOUNTAIN HOME, ARKANSAS
Amdt 1 31OCT24

36°22'N-92°28'W

RNAV (GPS) RWY 5

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
229°

Rwy Idg
TDZE
Apt Elev

5000
919
928

RNAV (GPS) RWY 23

BAXTER COUNTY (BPK)

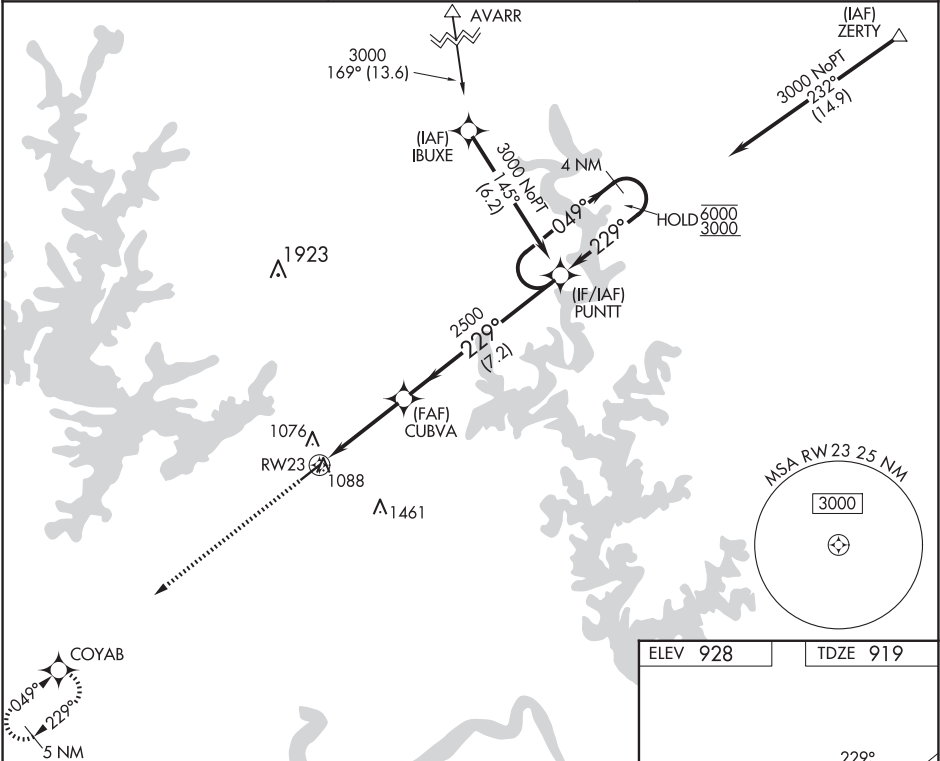
RNP APCH - GPS.

▼ Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

▲ Circling NA for Cat C southeast of Rwy 5-23.

MISSED APPROACH: Climb to 3100 direct COYAB and hold.

ASOS 133.975	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF) 0
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3100

↑

COYAB

✦

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 46).

4 NM Holding Pattern

PUNTT

049°→

←229°

6000

3000

CUBVA

229°

2500

3.77°

TCH 46

RW23

3.9 NM

7.2 NM

CATEGORY	A	B	C	D
LNVA MDA	1360-1	441 (500-1)	1360-1 ³ / ₈ 441 (500-1 ³ / ₈)	NA
CIRCLING	1400-1	472 (500-1)	1460-1 ¹ / ₂ 532 (600-1 ¹ / ₂)	NA

REIL Rwy 5 and 23 0

MIRL Rwy 5-23 0

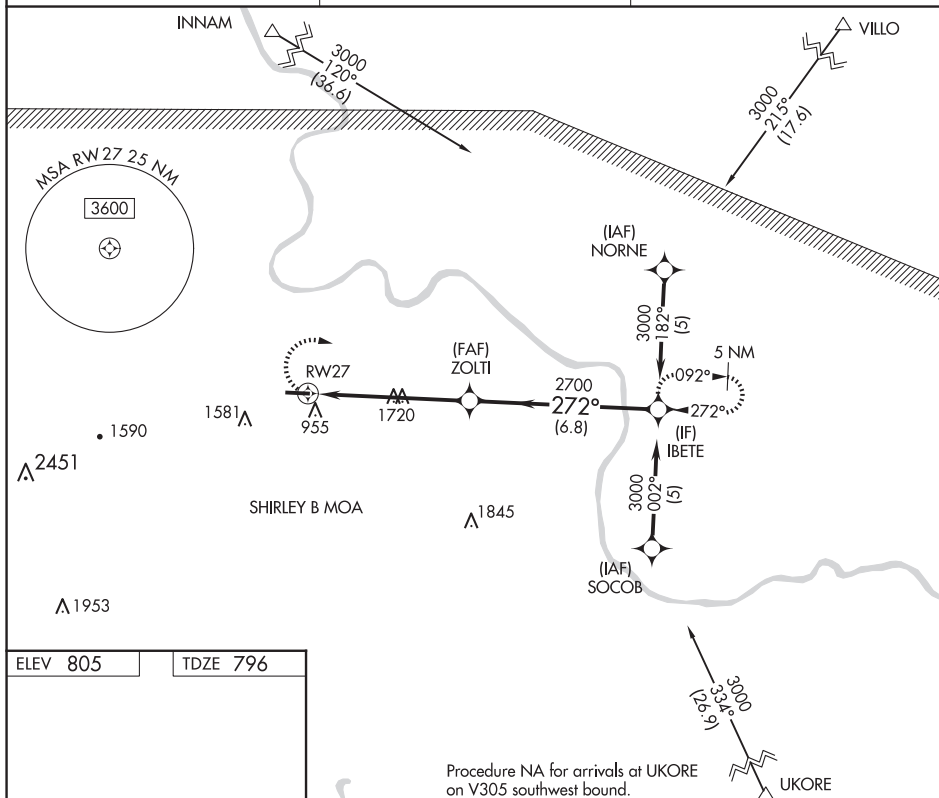
RNAV (GPS) RWY 27

T DME/DME RNP-0.3 NA. Rwy 27 helicopter visibility reduction below 1 SM NA.
A NA Procedure NA at night. Use Flippen altimeter setting; if not received, use Batesville altimeter setting and increase all MDAs 20 feet.

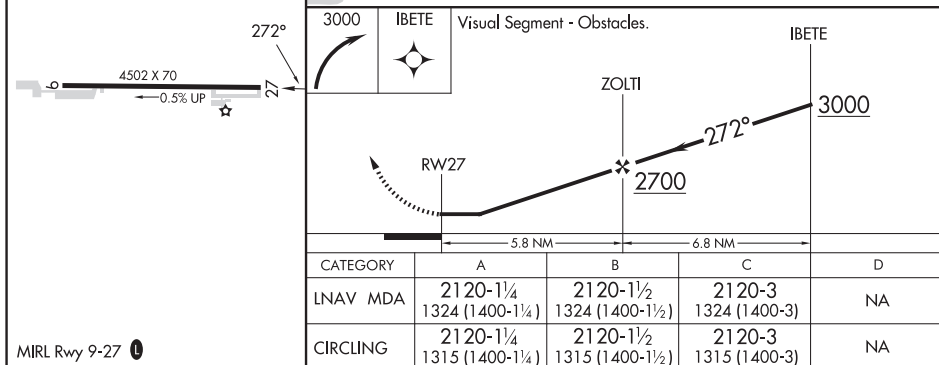
MISSED APPROACH: Climbing right turn to 3000 direct IBETE and hold.

FLP AWOS-3
132.075

MEMPHIS CENTER
126.85 281.55

UNICOM
122.7 (CTAF) **L**

Procedure NA for arrivals at UKORE
on V305 southwest bound.



MOUNTAIN VIEW, ARKANSAS
Orig-A 22JUN17

MOUNTAIN VIEW WILCOX MEML FLD (7M2)
RNAV (GPS) RWY 27

35°52'N-92°05'W

SC-1, 07 AUG 2025 to 02 OCT 2025

COPTER RNAV (GPS) RWY 17

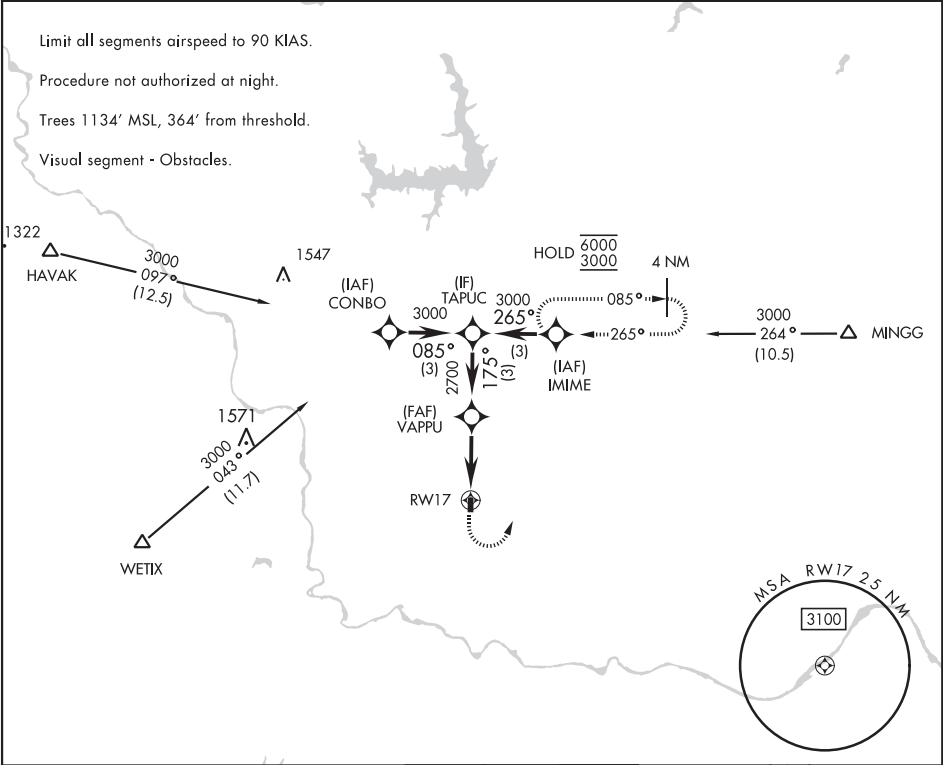
APCH CRS	Rwy Idg	2005
175°	TDZE	1091
	Arpt Elev	1091

[USA]

MULDROW AHP (KHMY)

RNP APCH - GPS	MISSED APPROACH: Climbing left turn to 3000 direct IMIME and hold.
▼ NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.	

OKE CITY APP CON 124.2 336.4	MULDROW OPS (Advisory service only) 46.9 139.425 227.2 (CTAF)
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		ELEV 1091	TDZE 1091
CATEGORY COPTER			
LNAV MDA 1660-1 569 (600-1)			
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS			
LNAV MDA 1720-1 629 (700-1)			
URL Rwy 17-35			

COPTER RNAV (GPS) RWY 17

LEXINGTON, OKLAHOMA

COPTER RNAV (GPS) RWY 35

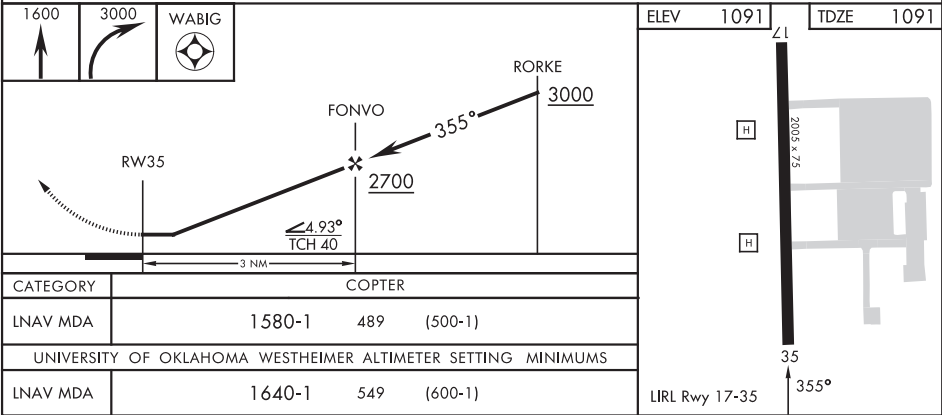
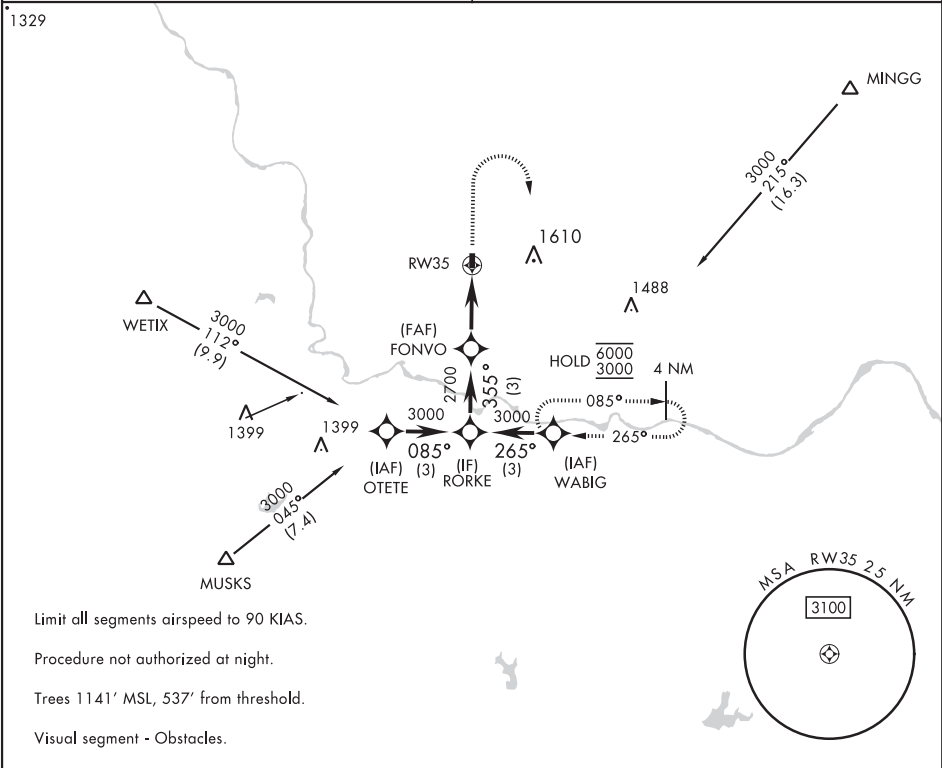
APCH CRS	Rwy Idg	2005
355°	TDZE	1091
	Arpt Elev	1091

[USA]

MULDROW AHP (KHMY)

RNP APCH - GPS	MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 direct WABIG and hold.
Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.	

OKE CITY APP CON 124.2 336.4	MULDROW OPS (Advisory service only) 46.9 139.425 227.2 (CTAF)
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LEXINGTON, OKLAHOMA

35°02'N-97°14'W

MULDROW AHP (KHMY)

Amdt 1 05SEP24

COPTER RNAV (GPS) RWY 35

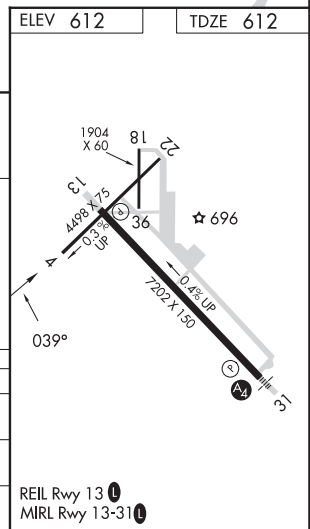
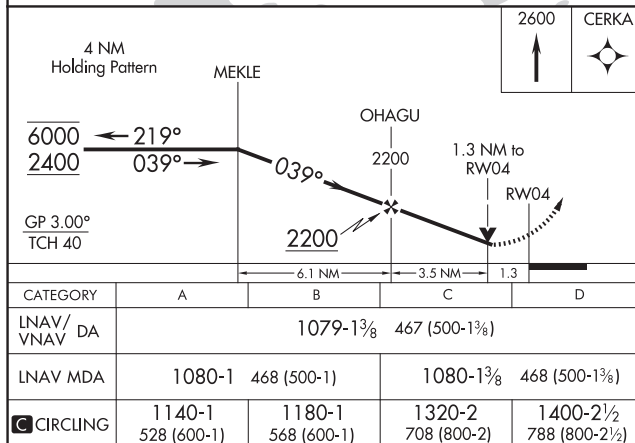
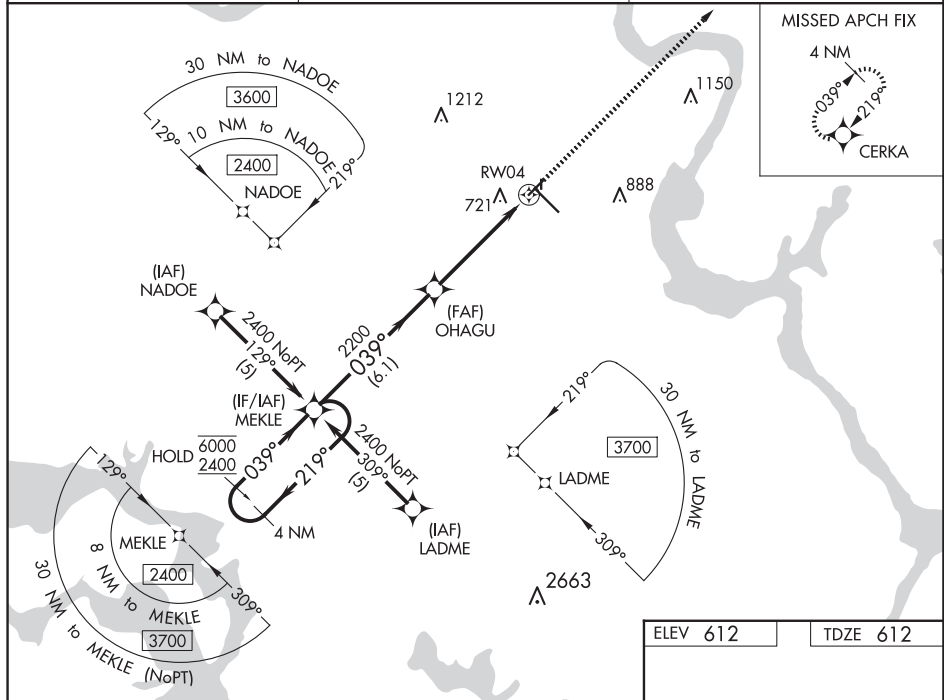
SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4
MUSKOGEE-DAVIS RGNL (MKO)

T Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV
A systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 4 NA at night,
Circling Rwy 4, 18, 22, 36 NA at night.

MISSED APPROACH: Climb to 2600 direct CERKA and hold.

UNICOM
122.8 (CTAF) **L**

MUSKOGEE, OKLAHOMA

AL-623 (FAA)

22307

WAAS CH 70607 W13A	APP CRS 129°	Rwy Idg TDZE 607 Apt Elev 612
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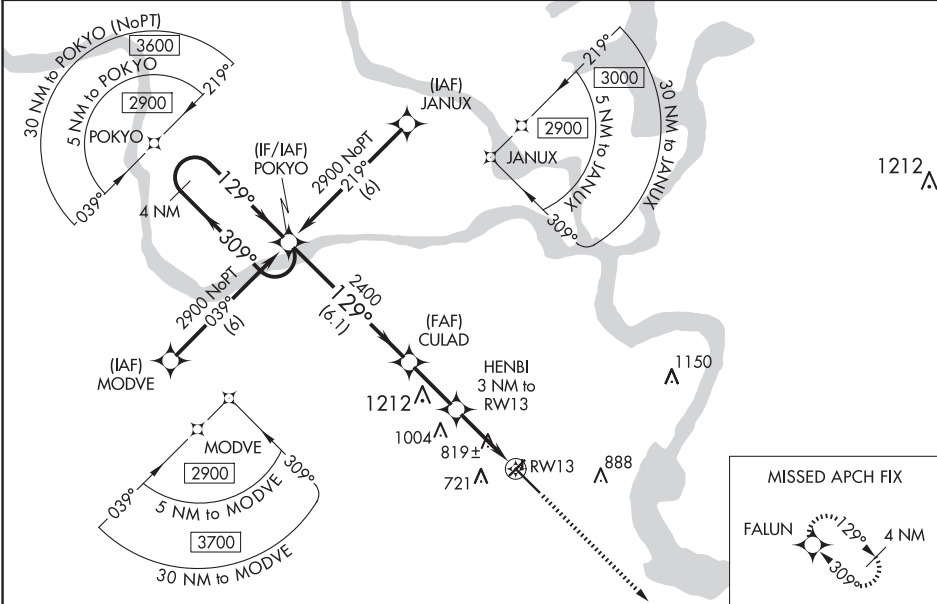
RNAV (GPS) RWY 13

MUSKOGEE-DAVIS RGNL (MKO)

⚠ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F).
⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting: increase LPV DA to 948, LNAV/VNAV DA to 1233, and visibility LPV all Cats ½ SM and LNAV/VNAV all Cats ¼ SM; increase all MDA 100 feet and visibility LNAV Cat C/D/E and Circling Cat D ½ SM, and Circling Cat C ¼ SM. Circling Rwy 4, 18, 22, 36 NA at night. Rwy 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2800 direct FALUN and hold.

ASOS 135.025	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8 (CTAF) 0
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ELEV 612		TDZE 607	
4 NM Holding Pattern		POKYO	
2900		CULAD	
GP 3.00° TCH 50		HENBI 3 NM to RW13	
6.1 NM		*1620	
2400		RW13	
CATEGORY		A	
LPV DA		857-¾ 250 (300-¾)	
LNAV/VNAV DA		1142-2 535 (600-2)	
LNAV MDA		1180-1 573 (600-1)	
CIRCLING		1180-1 568 (600-1)	
REIL Rwy 13 0		MIRL Rwy 13-31 0	

MUSKOGEE, OKLAHOMA
Orig-D 30DEC21

35°39'N-95°22'W

MUSKOGEE-DAVIS RGNL (MKO)
RNAV (GPS) RWY 13

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
219°

Rwy Idg **4498**
TDZE **607**
Apt Elev **612**

RNAV (GPS) RWY 22
MUSKOGEE-DAVIS RGNL (MKO)

⚠

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah altimeter setting: increase all MDA 100 feet and visibility LNAV and Circling Cat C ¼ SM and LNAV and Circling Cat D ½ SM. VDP NA when using Tahlequah Muni altimeter setting. Straight-in Rwy 22 NA at night, Circling Rwy 4, 18, 22, 36 NA at night. Rwy 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:

Climb to 2400 direct MEKLE and hold.

ASOS 135.025	FORT WORTH CENTER 132.2 338,35	UNICOM 122.8 (CTAF) 0
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ELEV **612**

TDZE **607**

2400 MEKLE

↑

✦

CATEGORY	A	B	C	D
LNAV MDA	1100-1	493 (500-1)	1100-1½	493 (500-1½)
CIRCLING	1140-1 528 (600-1)	1180-1 568 (600-1)	1320-2 708 (800-2)	1400-2½ 788 (800-2½)

MUSKOGEE, OKLAHOMA

Orig-D 30DEC21

35°39'N-95°22'W

273

MUSKOGEE-DAVIS RGNL (MKO)

RNAV (GPS) RWY 22

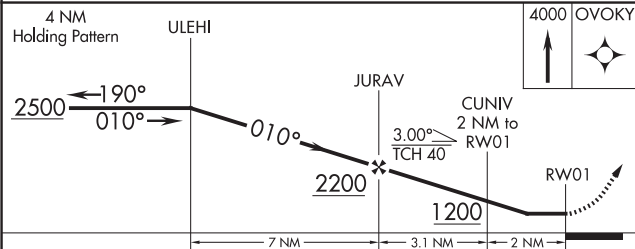
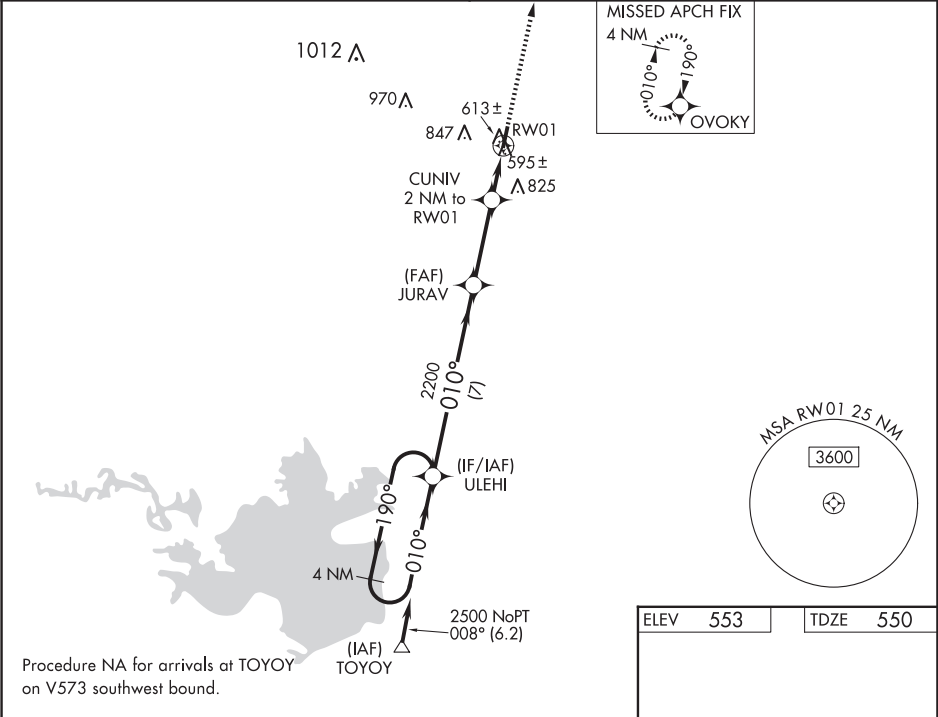
WAAS CH 78425 W01A	APP CRS 010°	Rwy Idg 3879 TDZE 550 Apt Elev 553
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RNAV (GPS) RWY 1

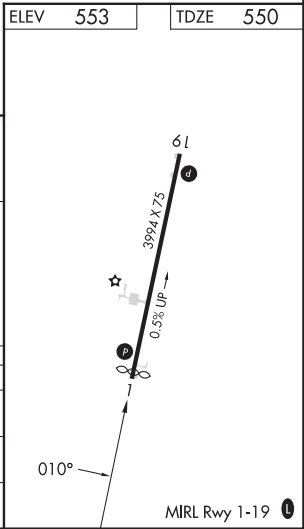
HOWARD COUNTY (M77)

RNP APCH.	<div><div>▼</div><div>NA</div><div>Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use De Queen altimeter setting; when not received, use Texarkana altimeter setting and increase all MDA 20 feet.</div></div>	<div>MISSED APPROACH: Climb to 4000 direct OVOKY and hold, continue climb-in-hold to 4000.</div>
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FORT WORTH CENTER 123.925 269.475	CTAF 122.9 0
---	------------------------



CATEGORY	A	B	C	D
LP MDA	940-1	390 (400-1)	NA	NA
LNNAV MDA	960-1	410 (500-1)	NA	NA
CIRCLING	1100-1 547 (600-1)	1240-1 687 (700-1)	NA	NA



WAAS CH 66008 W18A	APP CRS 181°	Rwy Idg 5002 TDZE 239 Apt Elev 239
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RNAV (GPS) RWY 18
NEWPORT RGNL (M19)

RNP APCH-GPS.

- ⚠** When local altimeter setting not received, use **Batesville altimeter setting**: increase LPV DA to 575 feet and all **visibilities ½ SM**; increase LNAV/VNAV DA to 845 feet and all **visibilities ½ SM**; increase all MDAs 100 feet and **visibility Cats C ½ SM and D ½ SM**. VDP NA when using Batesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV NA when using Batesville altimeter setting.

MISSED APPROACH: Climb to 3000 direct VURHU and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) ①

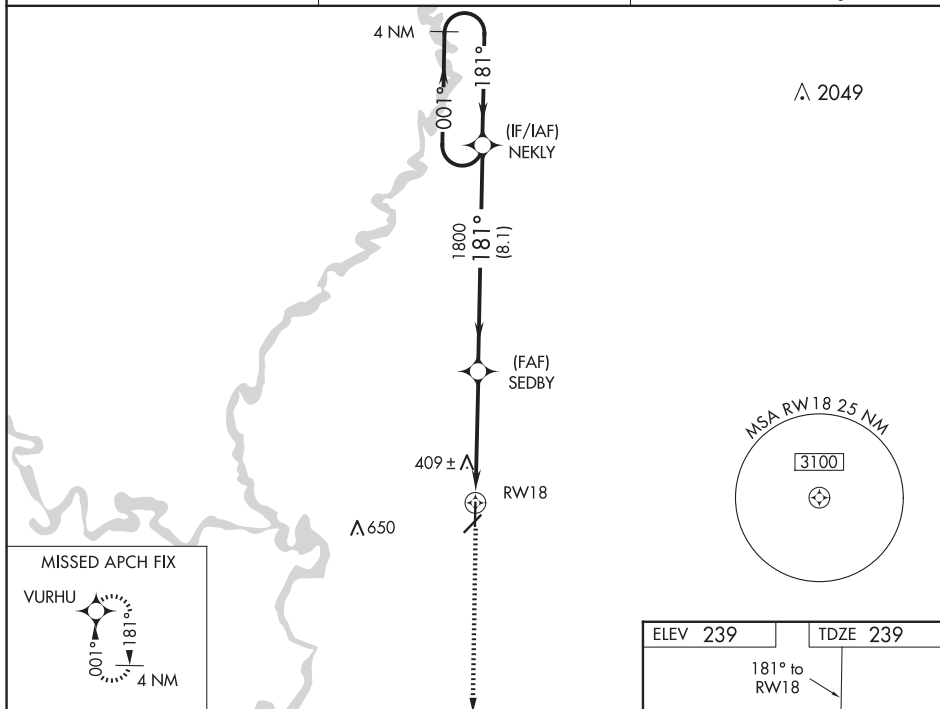
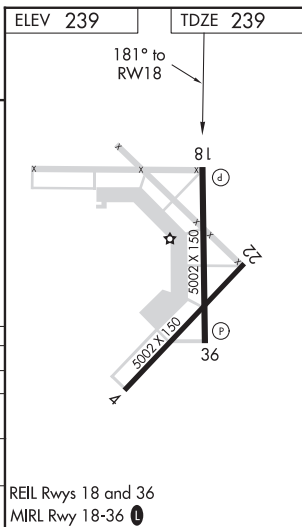


Diagram illustrating a 4 NM Holding Pattern for RW18. The pattern is defined by the following parameters:

- Runway:** RW18
- Holding Pattern:** NEKLY
- Distance from RW18 to start of pattern:** 1.3 NM
- Distance between turns:** 3.4 NM
- Distance from start of pattern to second turn:** 8.1 NM
- Turn angles:** 180° (left), 181° (right), 180° (left)
- Altitude:** 1800 feet
- GP 3.00° TCH 44**

CATEGORY	A	B	C	D
LPV DA	489- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
LNAV/VNAV DA	759-1 $\frac{3}{4}$	520 (600-1 $\frac{3}{4}$)		
LNAV MDA	700-1	461 (500-1)	700-1 $\frac{1}{4}$ 461 (500-1 $\frac{1}{4}$)	700-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$)
CIRCLING	760-1	521 (600-1)	760-1 $\frac{1}{2}$ 521 (600-1 $\frac{1}{2}$)	900-2 661 (700-2)



NEWPORT, ARKANSAS

AL-5843 (FAA)

22083

WAAS CH 70708 W36A	APP CRS 001°	Rwy Idg TDZE 239 Apt Elev 239
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RNAV (GPS) RWY 36
NEWPORT RGNL (M19)

RNP APCH-GPS.

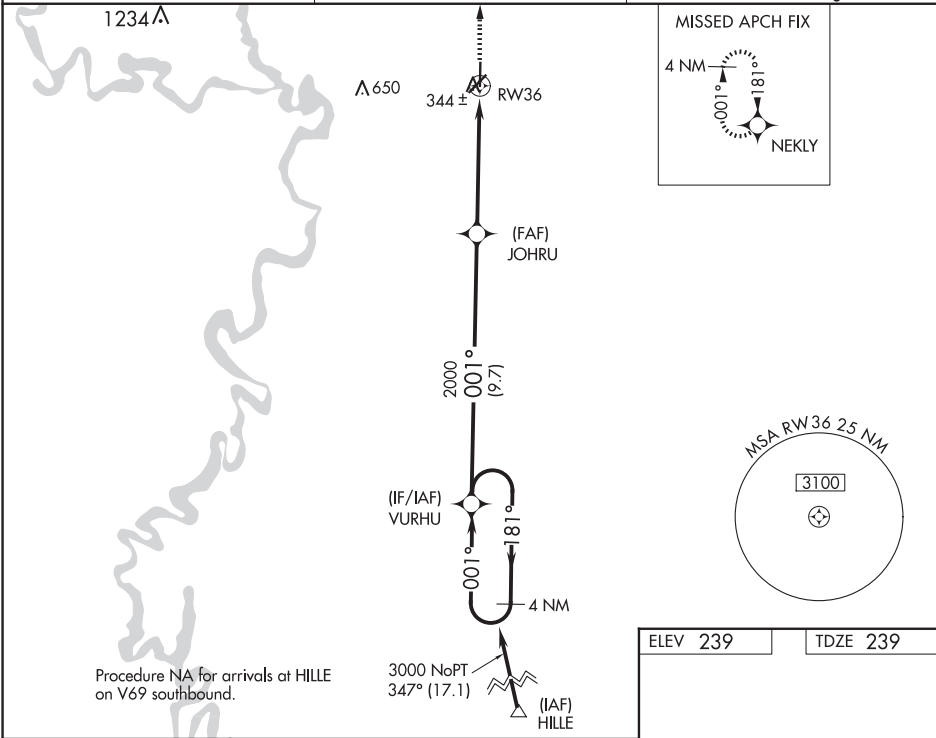
▼

▲

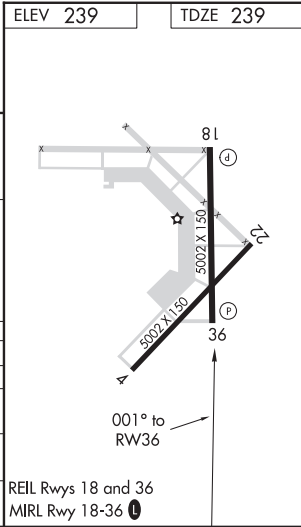
Baro-VNAV NA when using Batesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Batesville altimeter setting: increase LPV DA to 575 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 700 feet and all visibilities ½ SM; increase all MDAs 100 feet and visibility Cats C ¼ SM and D ½ SM. VDP NA when using Batesville altimeter setting.

MISSED APPROACH: Climb to 3000 direct NEKLY and hold.

AWOS-3PT 118.15	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VURHU		3000	NEKLY
3000 ← 181° 001° →		JOHRU		*1.3 NM to RWY36 *LNAV only	
GP 3.00° TCH 44		2000		RWY36	
		9.7 NM		4 NM	
		1.3 NM			
CATEGORY	A	B	C	D	
LPV DA	489-3/4 250 (300-3/4)				
LNAV/VNAV DA	614-1 1/4 375 (400-1 1/4)				
LNAV MDA	700-1	461 (500-1)	700-1 1/4 461 (500-1 1/4)	700-1 1/2 461 (500-1 1/2)	
CIRCLING	760-1	521 (600-1)	760-1 1/2 521 (600-1 1/2)	900-2 661 (700-2)	



NEWPORT, ARKANSAS
Orig-B 09SEP21

35° 38' N-91° 11' W

NEWPORT RGNL (M19)
RNAV (GPS) RWY 36

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

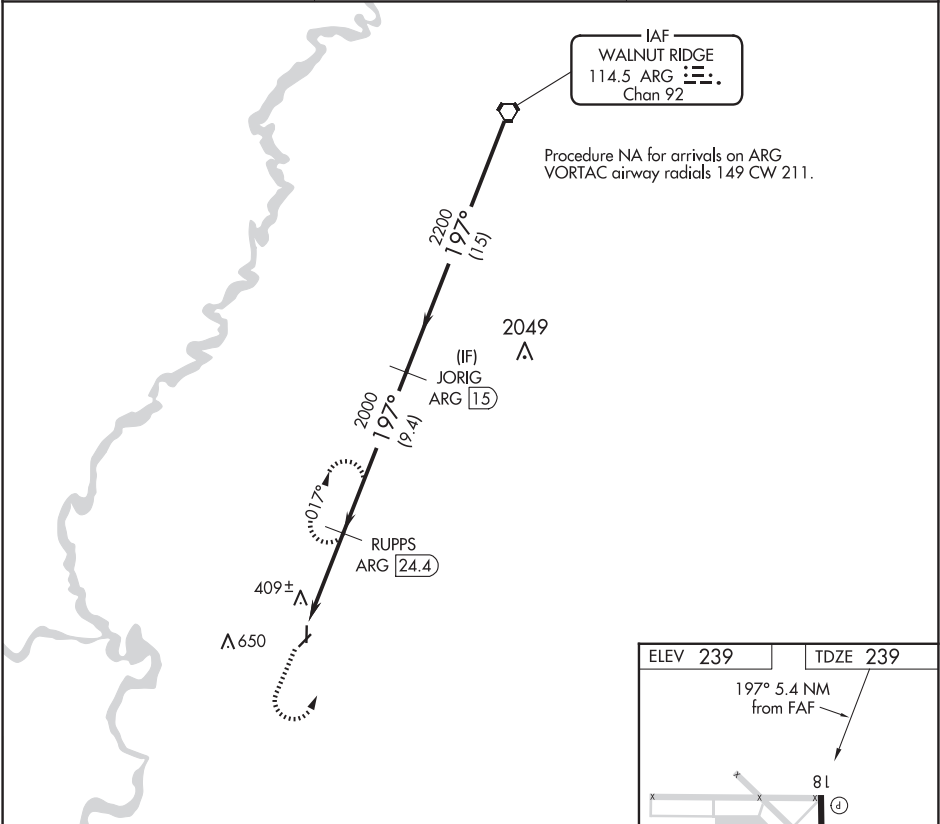
VORTAC ARG	APP CRS	Rwy Idg	5002
114.5	197°	TDZE	239
Chan 92		Apt Elev	239

VOR RWY 18
NEWPORT RGNL (M19)

⚠ When local altimeter setting not received, use Batesville altimeter setting and increase all MDAs 100 feet.
⚠ DME required.

MISSED APPROACH: Climb to 2000 then left turn on ARG VORTAC R-197 to RUPPS/24.4 DME and hold.

AWOS-3PT 118.15	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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2000
↑
ARG R-197

RUPPS ARG (24.4)

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

JORIG ARG (15)

ARG VORTAC

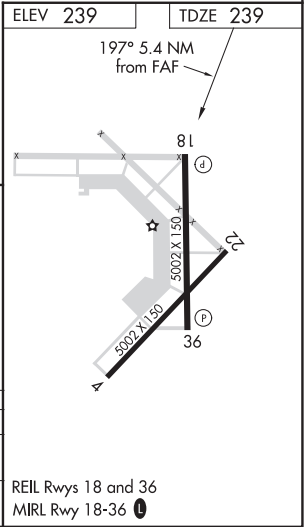
2200

2200

Procedure Turn NA

5.4 NM 9.4 NM 15 NM

CATEGORY	A	B	C	D
S-18	1300-1¼ 1061 (1100-1¼)	1300-1½ 1061 (1100-1½)	1300-3	1061 (1100-3)
CIRCLING	1300-1¼ 1061 (1100-1¼)	1300-1½ 1061 (1100-1½)	1300-3	1061 (1100-3)



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

NORMAN, OKLAHOMA

AL-5672 (FAA)

24361

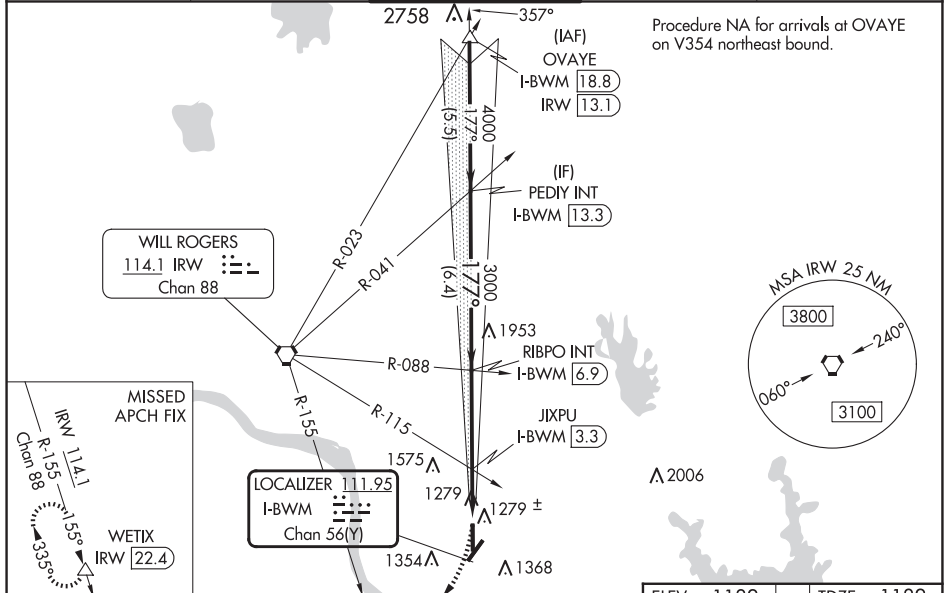
LOC/DME I-BWM 111.95 Chan 56(Y)	APP CRS 177°	Rwy Idg 5199 TDZE 1182 Apt Elev 1182
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ILS or LOC RWY 18

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

DME required.	MALSR 	MISSED APPROACH: Climbing right turn to 3100 on heading 185° and IRW VORTAC R-155 to WETIX/IRW VORTAC 22.4 DME and hold.
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AWOS-3PT 119.55	OKE CITY APP CON 120.45 288.325	WESTHEIMER TOWER★ 118.0 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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	ELEV 1182	TDZE 1182
	177°	81
	5199 X 100	4
	36	4718 X 100
	REIL Rwy 36	0
	MIRL Rwy 3-21 and 18-36	0
	FAF to MAP 5.6 NM	
	Knots	60 90 120 150 180
	Min:Sec	5:36 3:44 2:48 2:14 1:52

NORMAN, OKLAHOMA

Amdt 2B 26DEC24

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

35°15'N-97°28'W

ILS or LOC RWY 18

WAAS CH 77531 W03A	APP CRS 033°	Rwy Idg 4748 TDZE 1177 Apt Elev 1182
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RNAV (GPS) RWY 3

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

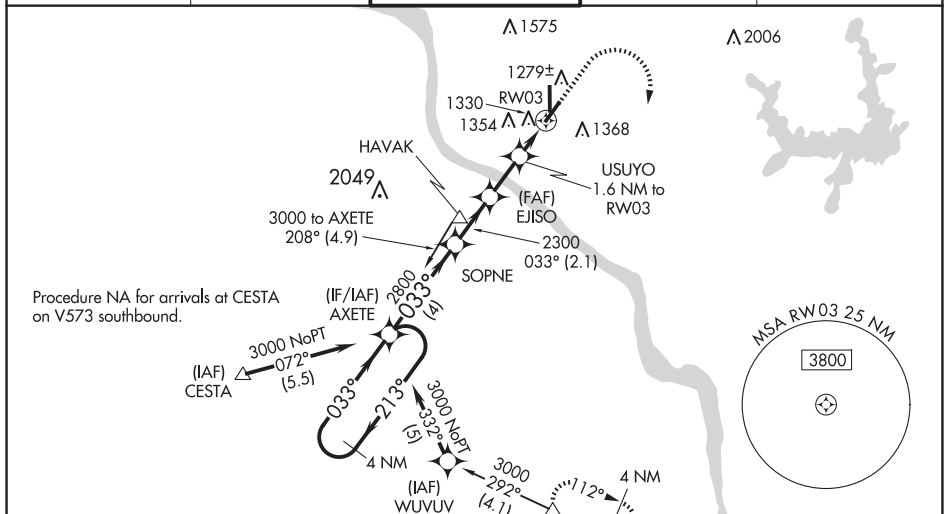
⚠ Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use OKC Will Rogers Intl altimeter setting and increase LPV DA to 1501 feet, LNAV/VNAV DA to 1544 feet; increase all MDA 60 feet, increase LPV visibility to ¾ mile all Cats, increase LNAV/VNAV visibility to 1 mile all Cats, and increase LNAV Cat C/D visibility to 1 ½ mile. For inop MALS, increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat D visibility to 1 ½ mile, LNAV Cat C/D visibility to 1 ½ mile. For inop MALS when using OKC Will Rogers Intl altimeter setting, increase LPV all Cats visibility to 1 ½ mile, LNAV/VNAV Cat D visibility to 1 ½ mile. LNAV Cat D visibility to 1 ¾ mile. Circling NA southeast of RWys 3 and 21.

MALS



MISSED APPROACH:
Climb to 1700 then
climbing right turn to
3100 direct WETIX
and hold

AWOS-3PT 119.55	OKE CITY APP CON 120.45 288.325	WESTHEIMER TOWER ★ 118.0 (CTAF) ①	GND CON 121.6	UNICOM 122.95
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[illegible]

NORMAN, OKLAHOMA

AL-5672 (FAA)

23166

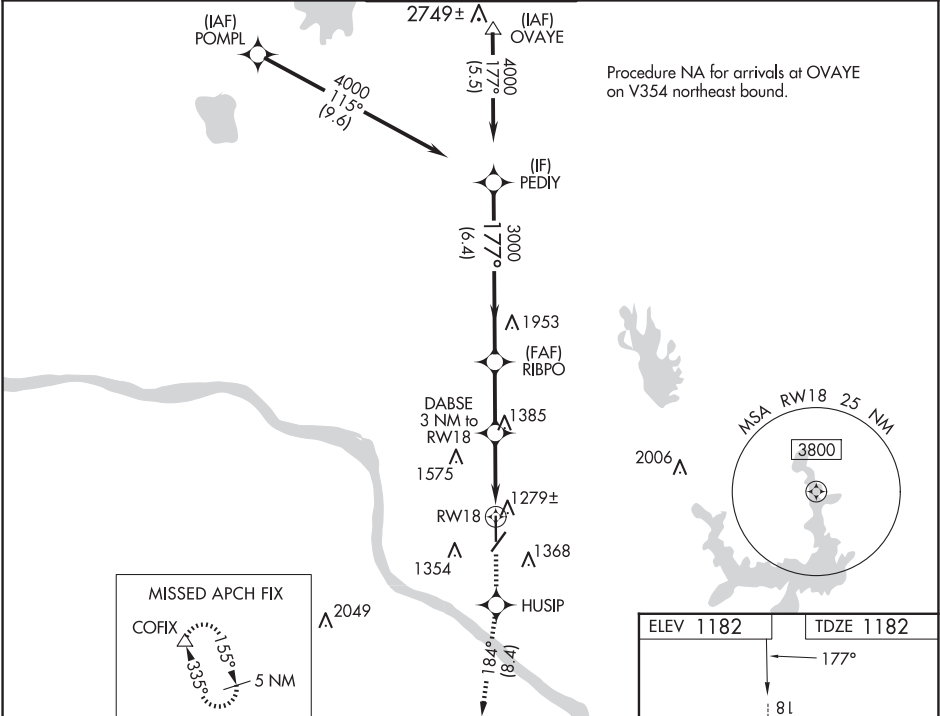
WAAS CH 58302 W18A	APP CRS 177°	Rwy Idg 5199 TDZE 1182 Apt Elev 1182
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RNAV (GPS) RWY 18

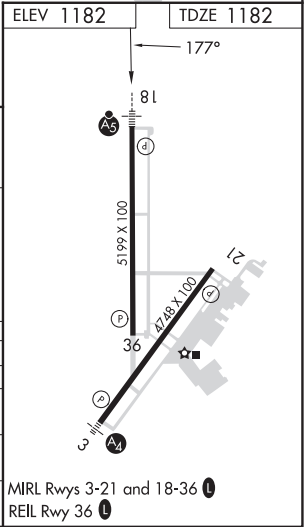
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

RNP APCH. <div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cnts visibility to ¾ SM. Circling NA southeast of Rwy 3-21.</div></div>	MALSR <div><div></div><div></div></div>	MISSED APPROACH: Climb to 3000 direct HUSIP and track 184° to COFIX and hold.
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AWOS-3PT 119.55	OKE CITY APP CON 120.45 288.325	WESTHEIMER TOWER★ 118.0 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).				
<div><div>GP 3.00° TCH 51</div><div><div>PEDY</div><div>RIBPO</div><div>DABSE 3 NM to RW18</div><div>RW18</div></div><div><div>4000</div><div>3000</div><div>*2180</div><div>177°</div><div>3000</div><div>HUSIP</div><div>COFIX</div><div>184°</div><div>*1.3 NM to RW18</div><div>RW18</div></div><div><div>6.4 NM</div><div>2.6 NM</div><div>1.7 NM</div><div>1.3 NM</div></div></div>				
CATEGORY	A	B	C	D
LPV DA	1382-1/2		200 (200-1/2)	
LNAV/DA VNAV	1490-1/2		308 (400-1/2)	
LNAV MDA	1640-1/2	458 (500-1/2)	1640-7/8	458 (500-7/8)
CIRCLING	1660-1	478 (500-1)	1940-2 1/4 758 (800-2 1/4)	1940-2 1/2 758 (800-2 1/2)



NORMAN, OKLAHOMA
Amdt 2B 26MAR20

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
35°15'N-97°28'W
RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82729 W36A	APP CRS 357°	Rwy Idg 5199 TDZE 1182 Apt Elev 1182
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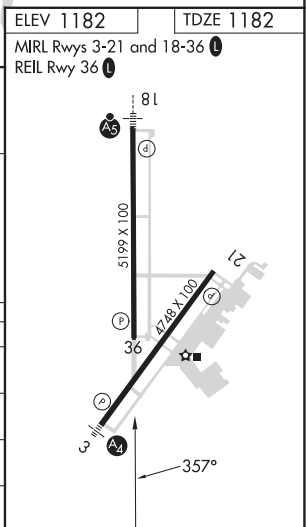
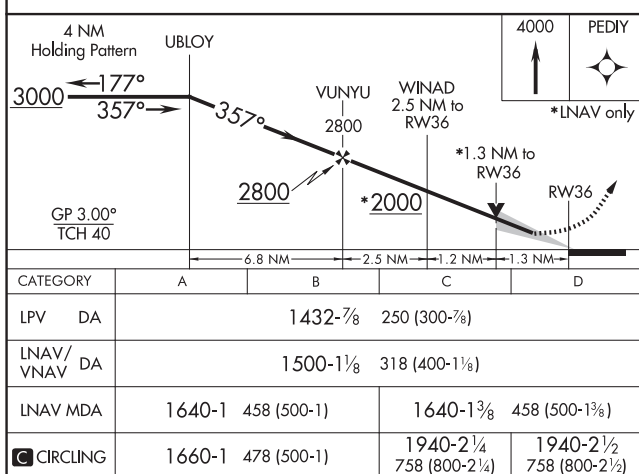
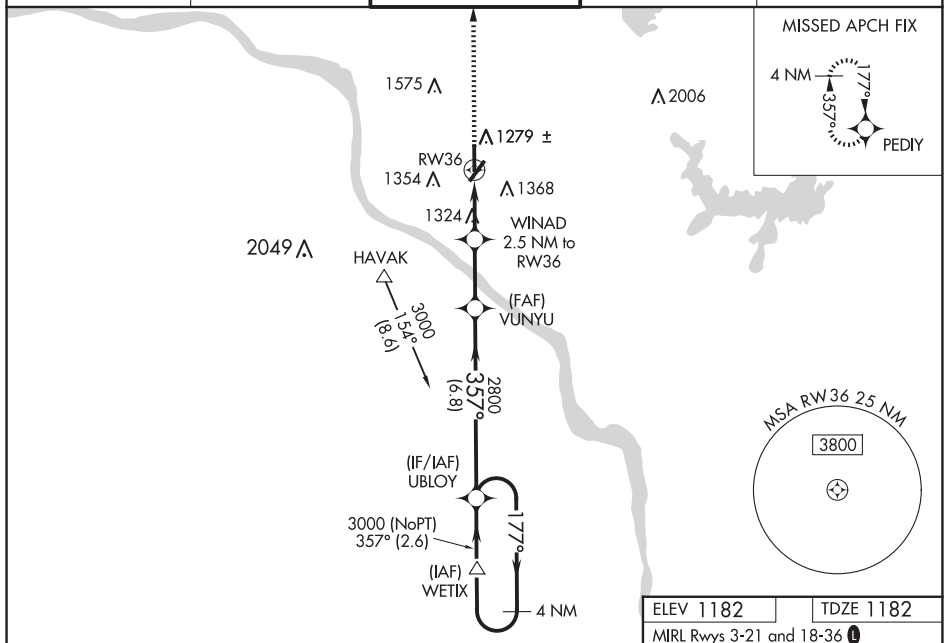
RNAV (GPS) RWY 36

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

▼ For uncompensated baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F).
▲ Baro-VNAV and VDP NA when using OKC Will Rogers Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use OKC Will Rogers Intl altimeter setting and increase LPV DA to 1473 feet, LNAV/VNAV DA to 1541 feet; increase all MDA 60 feet, increase LPV visibility all Cats to 1 mile, LNAV/VNAV visibility all Cats to 1½ mile, and increase Circling Cat C/D visibility ¼ mile. Circling NA southeast of Rwy 3 and 21.

MISSED APPROACH:
Climb to 4000 direct
PEDIY and hold.

AWOS-3PT 119.55	OKE CITY APP CON 120.45 288,325	WESTHEIMER TOWER ★ 118.0 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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NORMAN, OKLAHOMA


AL-5672 (FAA)

24305

LOC/DME I-PHY 111.1 Chan 48	APP CRS 033°	Rwy Idg TDZE 1177 Apt Elev 1182
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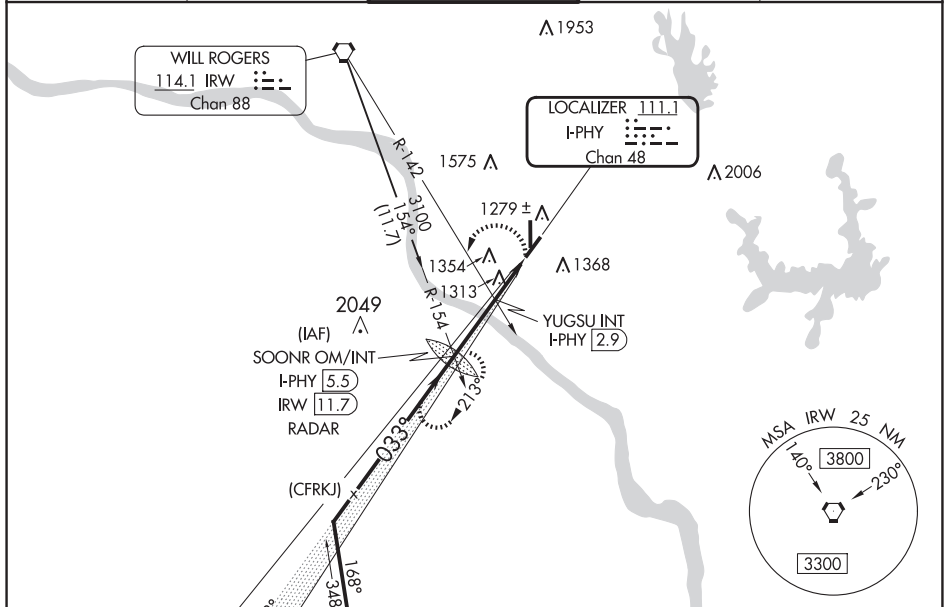
LOC RWY 3
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

⚠ When local altimeter setting not received, use OKC Will Rogers Intl altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility ¼ mile, Circling Cat C/D ½ mile. For inop MALS increase S-3 Cat C/D visibility to 1¾ mile. For inop MALS when using OKC Will Rogers Intl altimeter setting, increase S-3 Cat C/D visibility to 1¾ mile. Circling NA southeast of Rwy 3 and 21.

MALS


MISSED APPROACH: Climbing left turn to 3100 on I-PHY SW course to SOONR OM/INT/I-PHY 5.5 DME/RADAR and hold, continue climb-in-hold to 3100.

AWOS-3PT 119.55	OKE CITY APP CON 120.45 288.325	WESTHEIMER TOWER* 118.0 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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ELEV **1182** TDZE **1177**

MRL Rwy 3-21 and 18-36 **0**

REIL Rwy 36 **0**

81

5199 X 100

4768 X 100

36

21

033°

FAF to MAP 4.5 NM

Knots 60 90 120 150 180

Min:Sec 4:30 3:00 2:15 1:48 1:30

Remain within 10 NM

SOONR OM/INT I-PHY 5.5/RADAR

3100

213°

033°

3100

2700

1820

3.09° TCH 40

YUGSU INT I-PHY 2.9

I-PHY 2.1

I-PHY 1

2.6 NM 0.8 NM 1.1

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

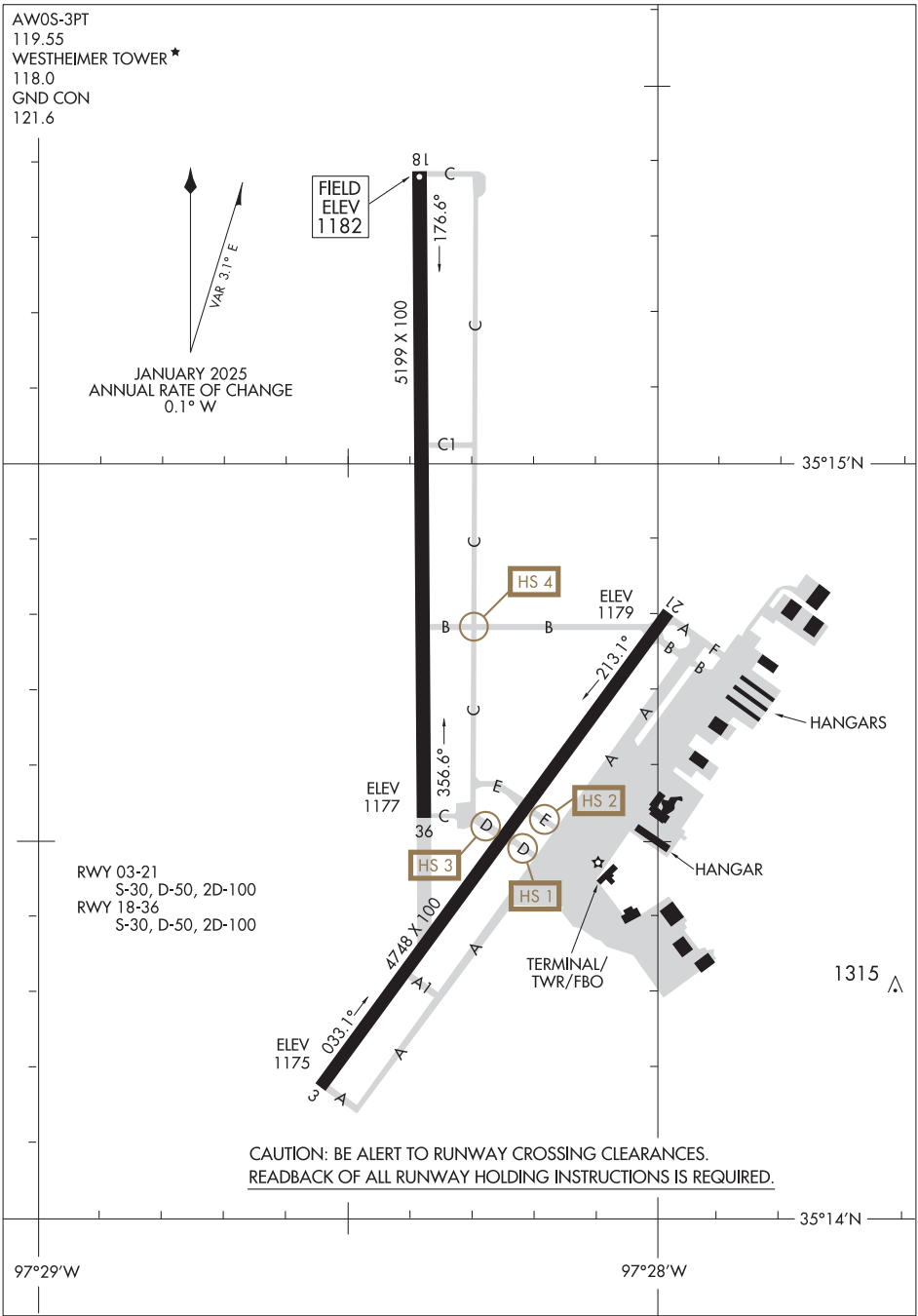
CATEGORY	A	B	C	D
S-3	1580-¾ 403 (400-¾)	1580-1 403 (400-1)		
CIRCLING	1660-1 478 (500-1)	1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)	

NORMAN, OKLAHOMA
Amdt 4B 06OCT22

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
35°15'N-97°28'W
LOC RWY 3

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

(FUNNL3.FUNNL) 23166

FUNNL THREE DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA)
NORMAN, OKLAHOMA

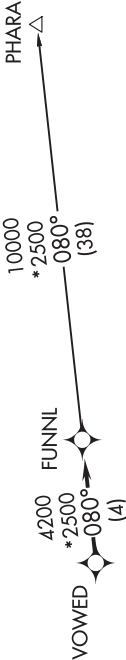
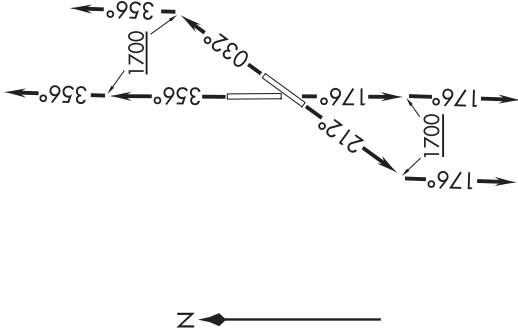
TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.

TOP ALTITUDE:
Assigned by ATC

AWOS-3PT 119.55
GND CON 121.6
WESTHEIMER TOWER★ 118.0
OKE CITY DEP CON 120.45 288.325

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to VOWED. Thence
TAKEOFF RUNWAY 18: Climb heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to VOWED. Thence
TAKEOFF RUNWAY 21: Climb heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to VOWED. Thence
TAKEOFF RUNWAY 36: Climb heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to VOWED. Thence
... on track 080° to FUNNL, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

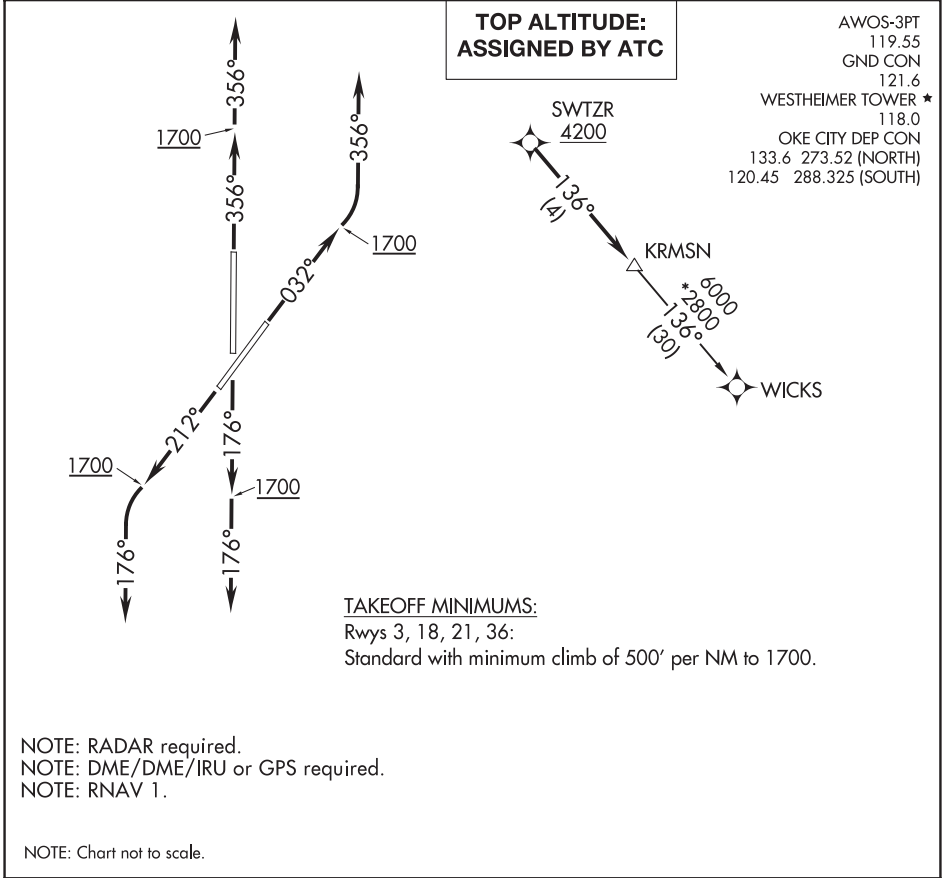
PHARA TRANSITION (FUNNL3.PHARA)

NOTE: Chart not to scale.

FUNNL THREE DEPARTURE (RNAV)

(FUNNL3.FUNNL) 07DEC17

NORMAN, OKLAHOMA
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

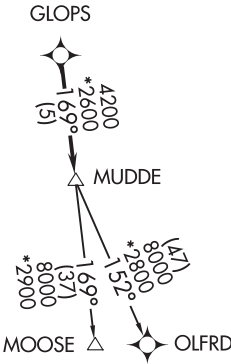
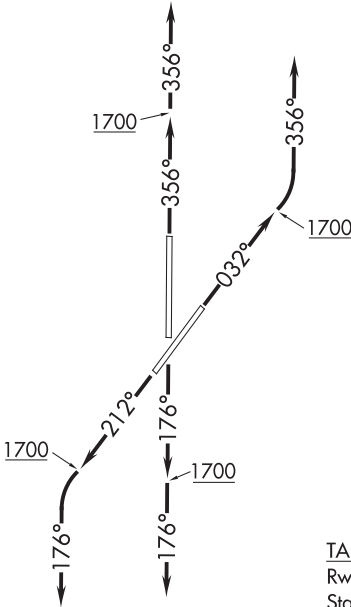


(MUDDE3.MUDDE) 23166

MUDDE THREE DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA)
NORMAN, OKLAHOMA

TOP ALTITUDE:
ASSIGNED BY ATC



AWOS-3PT
119.55
GND CON
121.6
WESTHEIMER TOWER*
118.0
OKE CITY DEP CON
120.45 288.325

TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36:
Standard with minimum climb of 500' per NM to 1700.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . .
TAKEOFF RUNWAY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . .
TAKEOFF RUNWAY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . .
TAKEOFF RUNWAY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . .

. . . on track 169° to MUDDE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE3.MOOSE):
OLFRD TRANSITION (MUDDE3.OLFRD):

MUDDE THREE DEPARTURE (RNAV)
(MUDDE3.MUDDE) 07DEC17

NORMAN, OKLAHOMA
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

AWOS-3PT
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325

TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36:
Standard with minimum climb of 500' per NM to 1700.

TOP ALTITUDE:
ASSIGNED BY ATC



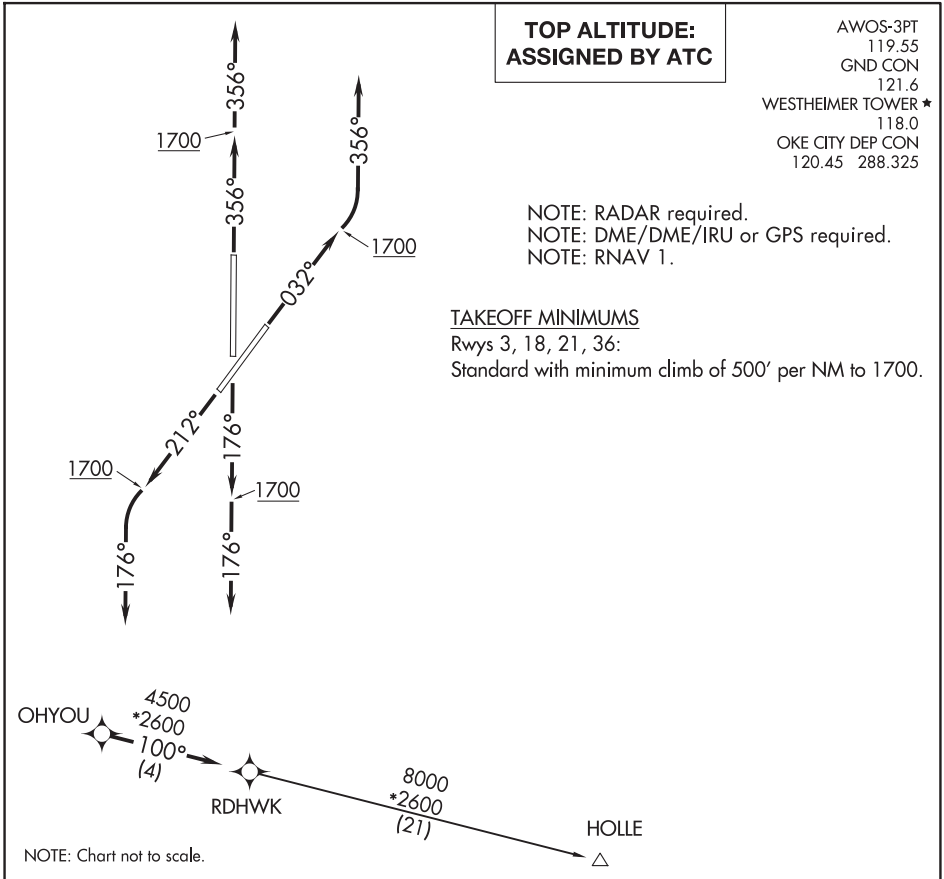
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .
TAKEOFF RUNWAY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .
TAKEOFF RUNWAY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .
TAKEOFF RUNWAY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .
. . . on track 267° to OLGUY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION (OLGUY3.GRUVN)
YOUSE TRANSITION (OLGUY3.YOUSE)

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .

TAKEOFF RUNWAY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .

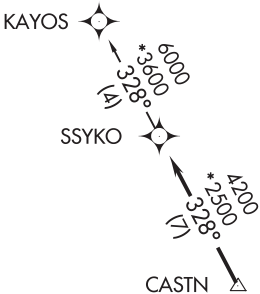
TAKEOFF RUNWAY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .

TAKEOFF RUNWAY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .

. . . on track 100° to RDHWK, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK3.HOLLE)

AWOS-3PT
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325

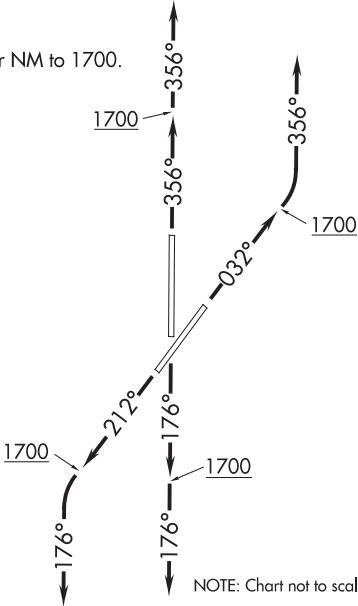


TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.

- NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

TAKEOFF RUNWAY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

TAKEOFF RUNWAY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

TAKEOFF RUNWAY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

. . . on track 328° to SSYKO, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO3.KAYOS)

(STPHN3.STPHN) 23166

STPHN THREE DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

AL-5672 (FAA)

NORMAN, OKLAHOMA

AWOS-3PT

119.55

GND CON

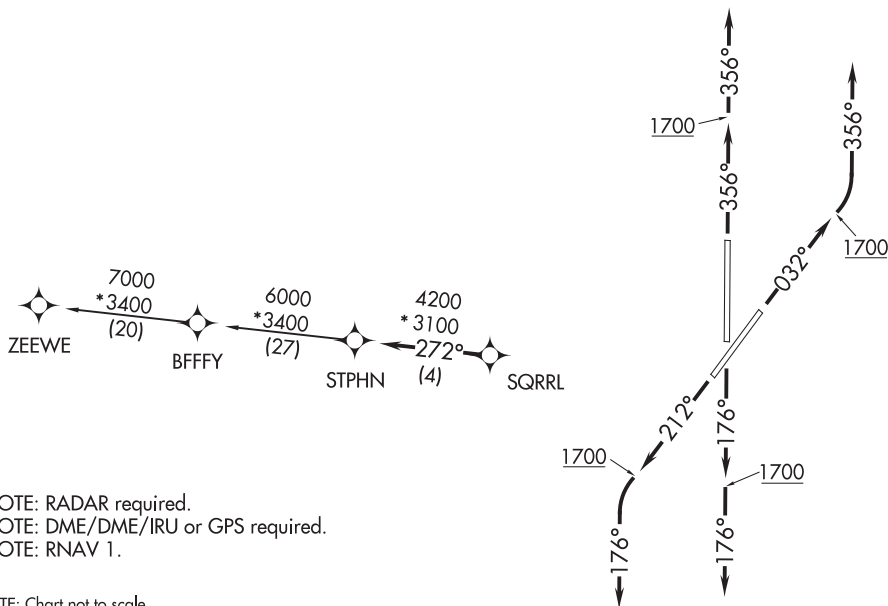
121.6

WESTHEIMER TOWER ★

118.0

OKE CITY DEP CON

120.45 288.325

**TOP ALTITUDE:
ASSIGNED BY ATC**TAKEOFF MINIMUMSRwys 3, 18, 21, 36: Standard
with minimum climb of 500'
per NM to 1700.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .

TAKEOFF RUNWAY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .

TAKEOFF RUNWAY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .

TAKEOFF RUNWAY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .

. . . on track 272° to STPHN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN3.BFFFY)

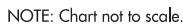
ZEEWE TRANSITION (STPHN3.ZEEWE)

STPHN THREE DEPARTURE (RNAV)

(STPHN3.STPHN) 07DEC17

NORMAN, OKLAHOMA

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)



ATOKA TRANSITION (TEBRD3.ATOKA)

SC-1, 07 AUG 2025 to 02 OCT 2025

(THRPE3.THRPE) 23166

THRPE THREE DEPARTURE (RNAV)

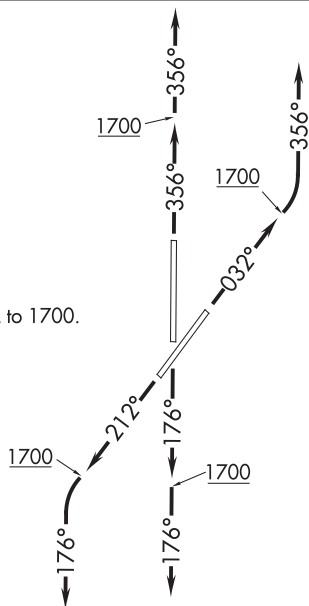
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA) NORMAN, OKLAHOMA

AWOS-3PT
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325

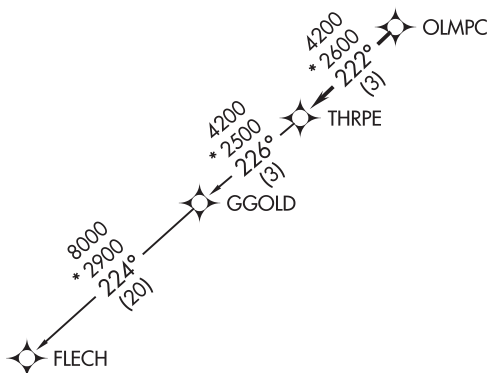
**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to OLMPC, thence

TAKEOFF RUNWAY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to OLMPC, thence

TAKEOFF RUNWAY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . .

TAKEOFF RUNWAY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to OLMPC, thence on track 222° to THRPE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

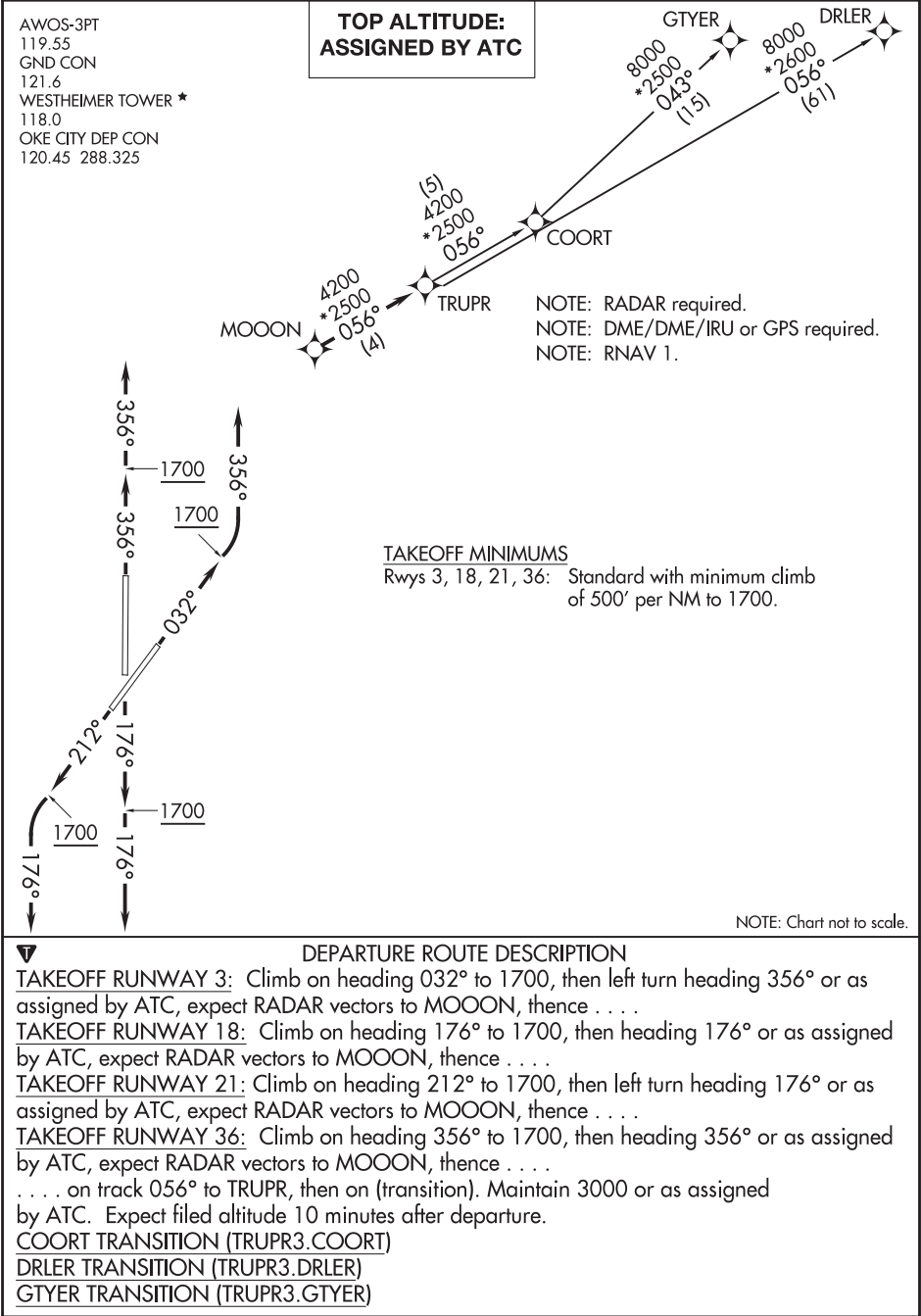
FLECH TRANSITION (THRPE3.FLECH)

GGOLD TRANSITION (THRPE3.GGOLD)

THRPE THREE DEPARTURE (RNAV)

(THRPE3.THRPE) 07DEC17

NORMAN, OKLAHOMA
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)



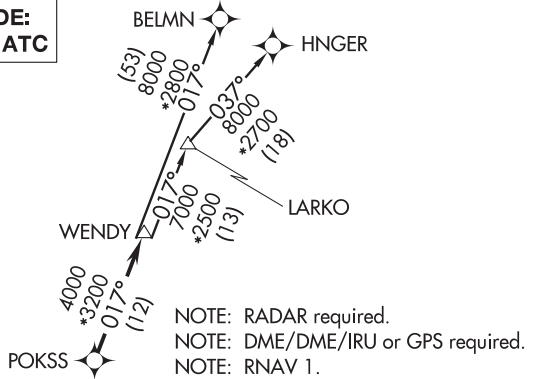
(WENDY3.WENDY) 23166

WENDY THREE DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA) NORMAN, OKLAHOMA

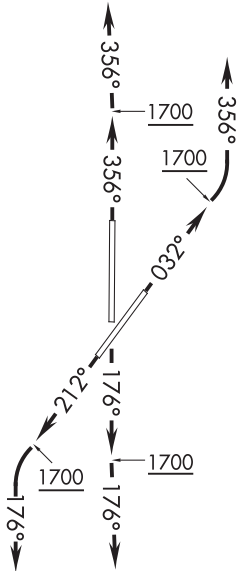
AWOS-3PT
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325

TOP ALTITUDE:
ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to POKSS, thence
TAKEOFF RUNWAY 18: Climb heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to POKSS, thence
TAKEOFF RUNWAY 21: Climb heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to POKSS, thence
TAKEOFF RUNWAY 36: Climb heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to POKSS, thence
. . . . on track 017° to WENDY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.
BELMN TRANSITION (WENDY3.BELMN)
HNGER TRANSITION (WENDY3.HNGER)
LARKO TRANSITION (WENDY3.LARKO)

WENDY THREE DEPARTURE (RNAV)

(WENDY3.WENDY) 07DEC17

NORMAN, OKLAHOMA
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

WAAS CH 58106 W05A	APP CRS 053°	Rwy Idg TDZE 541 Apt Elev 545
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RNAV (GPS) RWY 5


NORTH LITTLE ROCK MUNI (ORK)

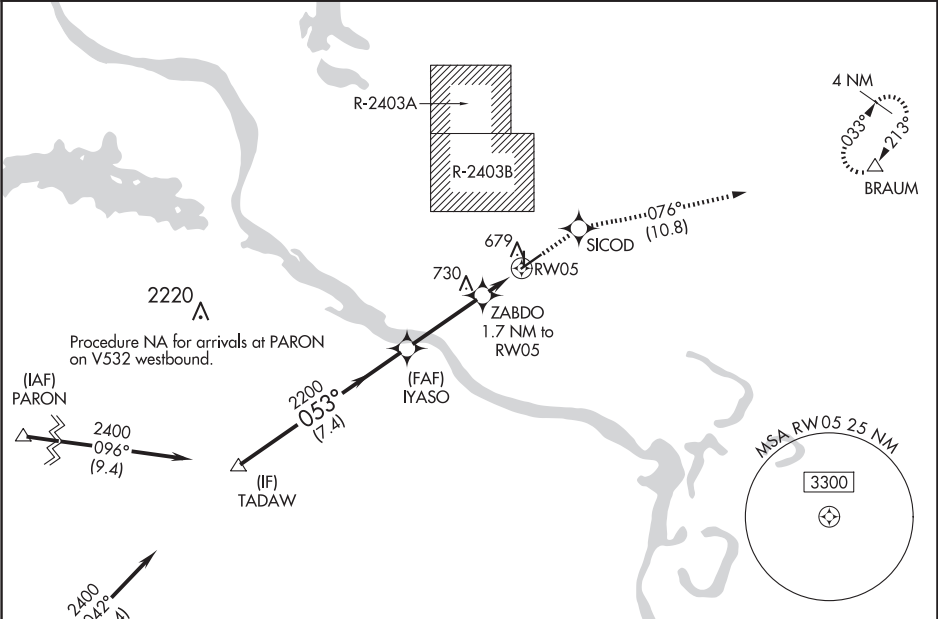
RNP APCH.

⚠

Circling NA for Cats B and C north of Rwy 5-23 when restricted area R-2403B in use. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct SICOD and on track 076° to BRAUM and hold.

AWOS-3PT 123.775	LITTLE ROCK APP CON 119.5 306.2	CLNC DEL 121.6	UNICOM 123.075 (CTAF) 
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ELEV 545

TDZE 541

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).

2000

SICOD

tr 076°

BRAUM

TADAW

2400

053°

2200

2200

ZABDO 1.7 NM to RW05

RW05

*LNAV only.


GP 3.00°


TCH 40


7.4 NM

3.3 NM

1.7 NM

CATEGORY	A	B	C	D
LPV DA	854-7/8	313 (400-7/8)		NA
LNAV/VNAV DA	986-13/8	445 (500-13/8)		NA
LNAV MDA	1000-1	459 (500-1)	1000-13/8 459 (500-13/8)	NA
 CIRCLING	1060-1	515 (600-1)	1080-1 1/2 535 (600-1 1/2)	NA

REL Rwy 5, 17, and 23 

MRL Rwy 5-23 and 17-35 

NORTH LITTLE ROCK, ARKANSAS

AL-5897 (FAA)

25051

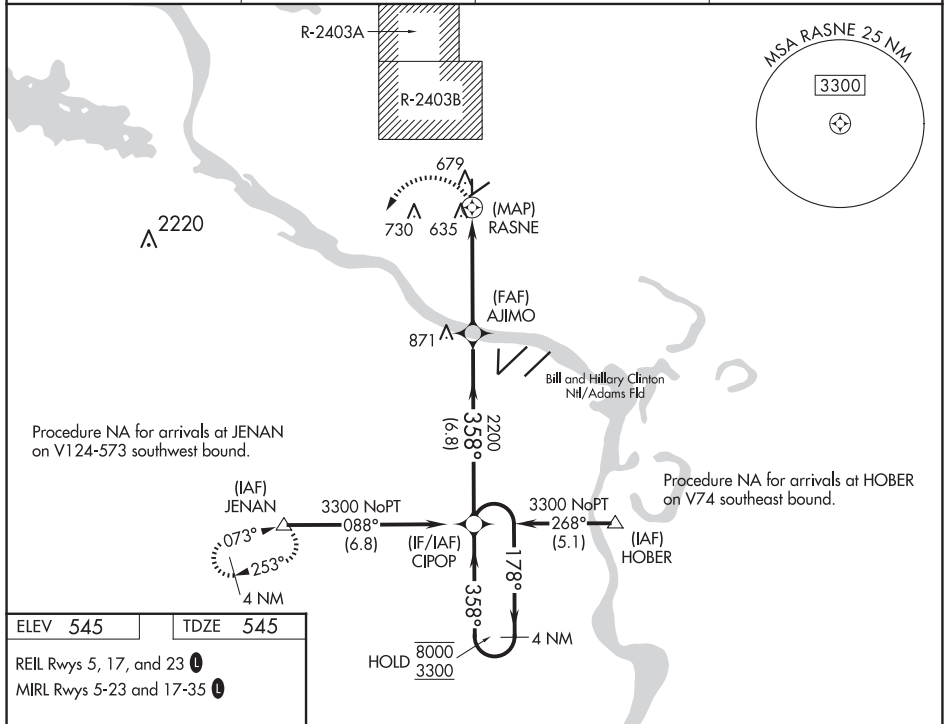
APP CRS	Rwy Idg	3019
358°	TDZE	545
	Apt Elev	545

RNAV (GPS) RWY 35

NORTH LITTLE ROCK MUNI (ORK)

RNP APCH.	MISSED APPROACH: Climbing left turn to 3300 direct JENAN and hold.
<p>⚠ Circling NA for Cats B and C north of Rwy 5-23 when R-2403B is active. ⚠ Rwy 35 helicopter visibility reduction below 3/4 SM NA. Procedure NA when restricted area R-2403B is in use.</p>	

AWOS-3PT 123.775	LITTLE ROCK APP CON 119.5 306.2	CLNC DEL 121.6	UNICOM 123.075 (CTAF) 0
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VGSJ and descent angles not coincident
(VGSJ angle 3.00/TCH 44).

CATEGORY	A	B	C	D
LNAV MDA	960-1	415 (500-1)	960-1 $\frac{1}{8}$ 415 (500-1 $\frac{1}{8}$)	NA
C CIRCLING	1040-1	495 (500-1)	1080-1 $\frac{1}{2}$ 535 (600-1 $\frac{1}{2}$)	NA

NORTH LITTLE ROCK, ARKANSAS
Orig-B 22APR21

34°50'N-92°15'W

NORTH LITTLE ROCK MUNI (ORK)
RNAV (GPS) RWY 35

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-ORK
111.9
Chan **56**

APP CRS
053°

Rwy Idg
TDZE **541**
Apt Elev **545**

LOC RWY 5
NORTH LITTLE ROCK MUNI (ORK)

From PARON: RNAV 1-GPS required.
DME and RADAR required.

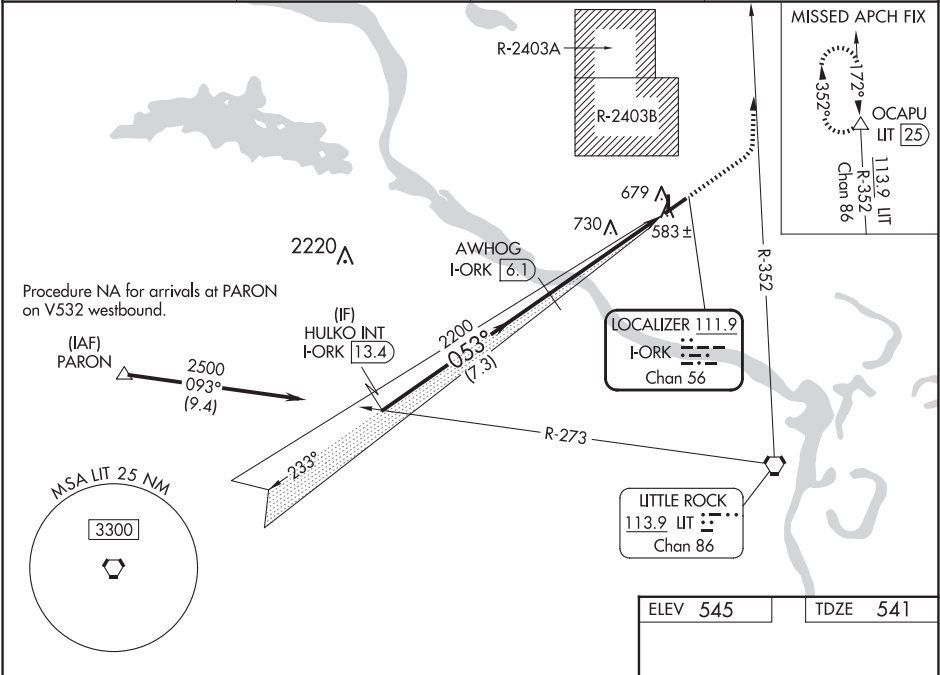
T

A

Circling NA for Cats B and C north of Rwy 5-23 when R-2403B active.

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on heading 360° and LIT VORTAC R-352 to OCAPU/LIT 25 DME and hold.

AWOS-3PT 123.775	LITTLE ROCK APP CON 119.5 306.2	CLNC DEL 121.6	UNICOM 123.075 (CTAF) 0
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VGSI and descent angles not coincident
(VGSI angle 3.00/TCH 49).

1700

4000

LIT

OCAPU

HULKO INT I-ORK 13.4

AWHOG I-ORK 6.1

I-ORK 2.2

I-ORK 1

Use I-ORK DME when on the localizer course.

2500

2200

3.00°

TCH 40

053°

7.3 NM

3.9 NM

1.2

CATEGORY	A	B	C	D
S-5	980-1	439 (500-1)	980-1¼ 439 (500-1¼)	NA
CIRCLING	1040-1	495 (500-1)	1080-1½ 535 (600-1½)	NA

ELEV 545

TDZE 541

3019 X 75

5002 X 75

0.5% UP

053°

REIL Rwys 5, 17, and 23 0
MRL Rwys 5-23 and 17-35 0

NORTH LITTLE ROCK, ARKANSAS

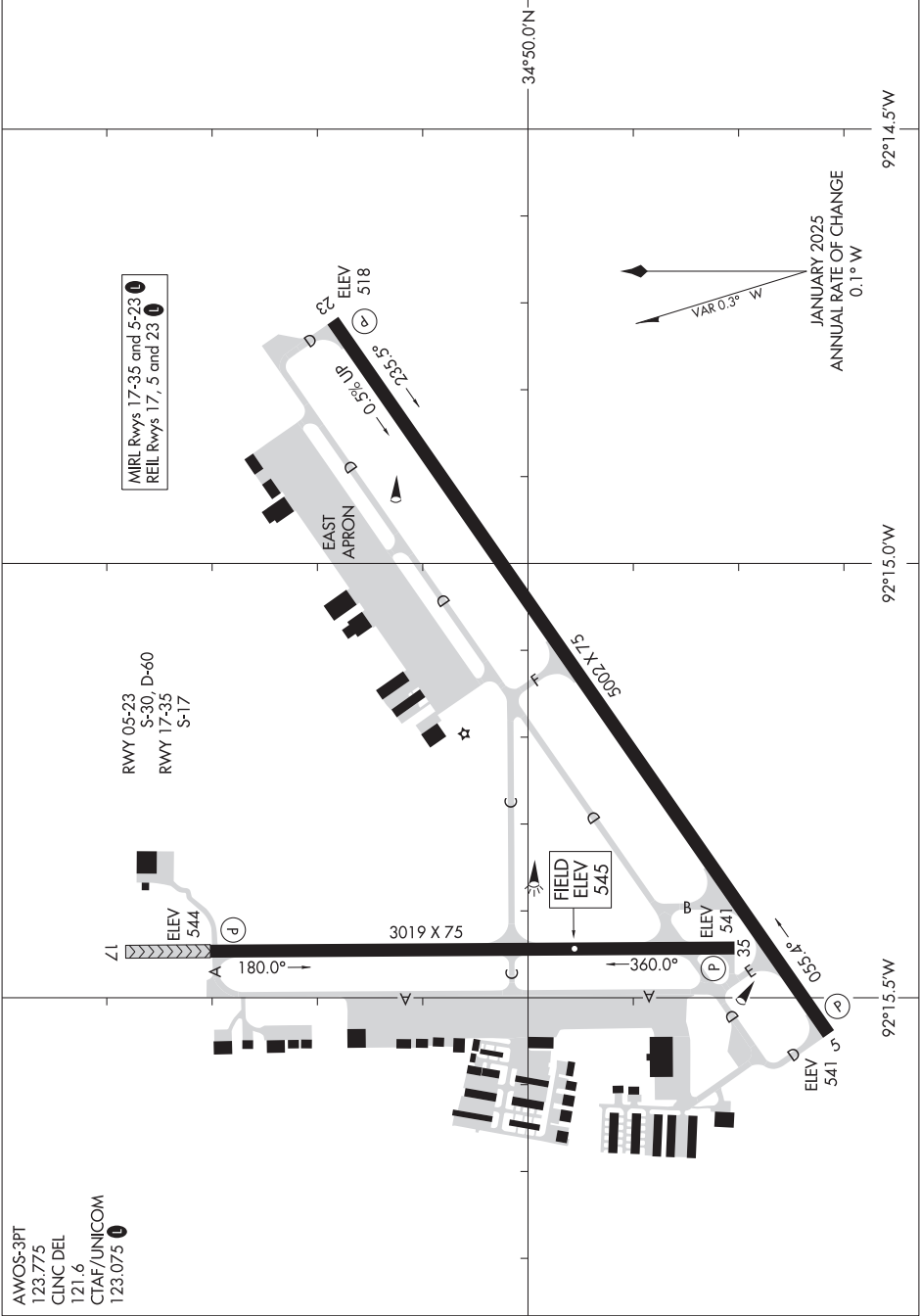
Orig-C 22APR21

34°50'N-92°15'W

299

NORTH LITTLE ROCK MUNI (ORK)

LOC RWY 5



WAAS CH 42701 W17A	APP CRS 173°	Rwy Idg 6014 TDZE 1351 Apt Elev 1354
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RNAV (GPS) RWY 17R

CLARENCE E PAGE MUNI (R/C/E)

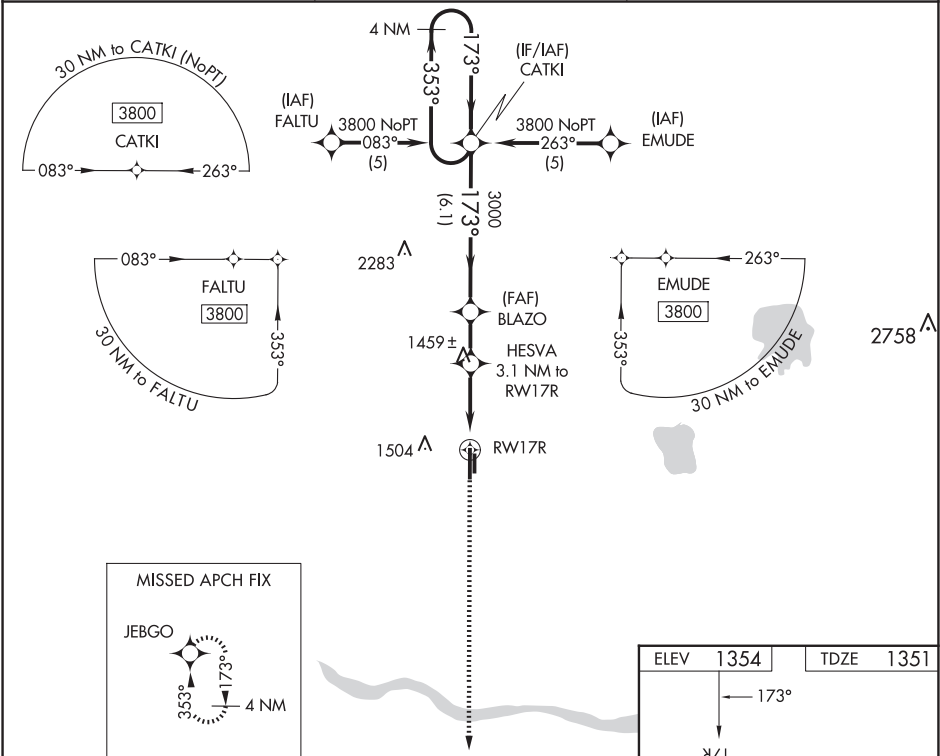
▼

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

⚠

MISSED APPROACH: Climb to 3800 direct JEBGO and hold.

AWOS-3 125.05	OKE CITY APP CON 124.6 266.8	UNICOM 123.0 (CTAF) 📶
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 52).		3800	JEBGO
GP 3.00° TCH 52		CATKI		173°	353°
3000		BLAZO		173°	353°
6.1 NM		1.9 NM		2 NM	1.1 NM
CATEGORY		A		B	
LPV DA		1601-¾		250 (300-¾)	
LNAV MDA		1760-1		409 (500-1)	
CIRCLING		1800-1		1820-1	
		446 (500-1)		466 (500-1)	
		1840-1½		486 (500-1½)	
				NA	

ELEV 1354

TDZE 1351

173°

17R

17L

35L

35R

601.4 X 100

3502 X 75

35L

35R

MIRL Rwy 17L-35R

HIRL Rwy 17R-35L

OKLAHOMA CITY, OKLAHOMA

AL-298 (FAA)

24249

WAAS CH 86901 W35A	APP CRS 353°	Rwy ldg 6014 TDZE 1350 Apt Elev 1354
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RNAV (GPS) RWY 35L

CLARENCE E PAGE MUNI (R/C/E)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cts visibility ¼ mile.

A VDP NA when using Wiley Post altimeter setting.

MISSED APPROACH: Climb to 3800 direct CATKI and hold.

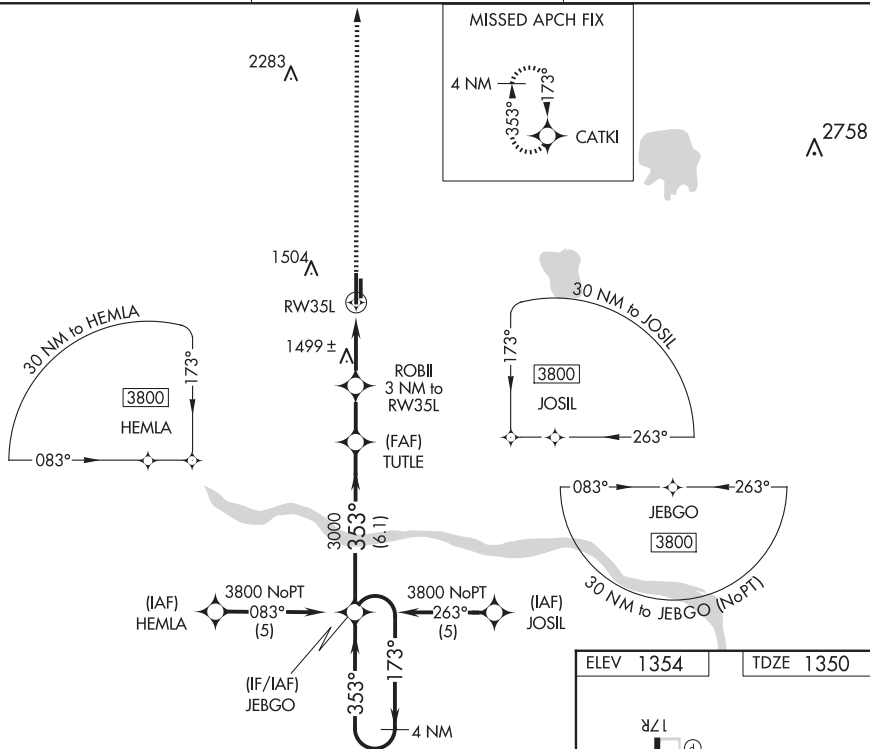
AWOS-3

125.05

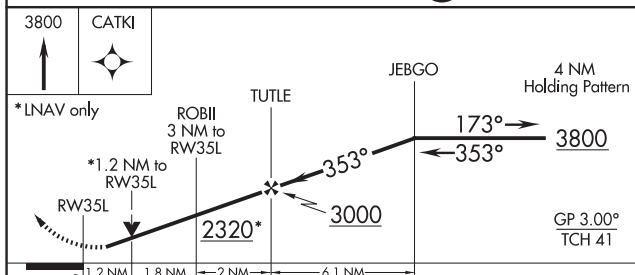
OKE CITY APP CON

124.6 266.8

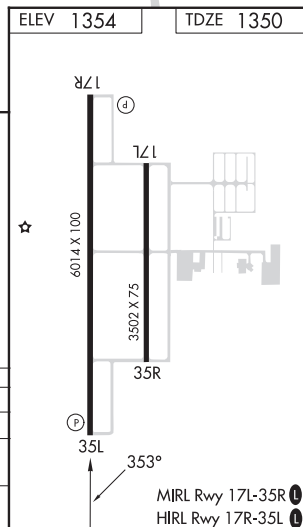
UNICOM

123.0 (CTAF) 0

ELEV 1354 TDZE 1350



CATEGORY	A	B	C	D
LPV DA	1651-1	301 (300-1)		NA
RNAV MDA	1760-1	410 (500-1)	1760-1¼ 410 (500-1¼)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1840-1½ 486 (500-1½)	NA



OKLAHOMA CITY, OKLAHOMA

Amdt 2B 20MAY21

35°29'N - 97°49'W

CLARENCE E PAGE MUNI (R/C/E)

RNAV (GPS) RWY 35L

SC-1, 07 AUG 2025 to 02 OCT 2025

VORTAC IRW 114.1 Chan 88	APP CRS 300°	Rwy Idg TDZE Apt Elev	N/A N/A 1354
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VOR-B

CLARENCE E PAGE MUNI (R/C/E)

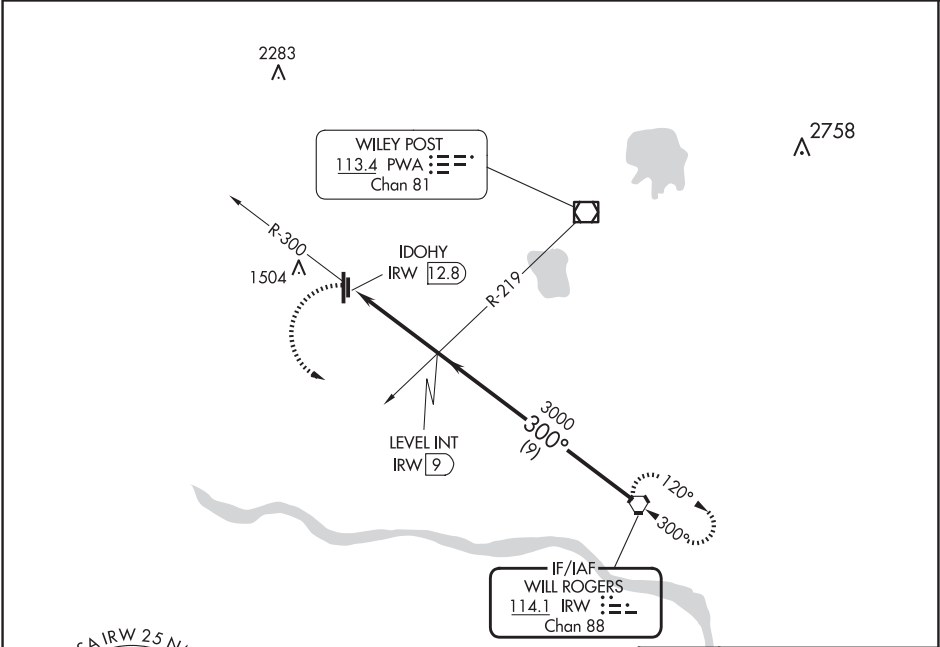
⚠

When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDA 40 feet.

MISSED APPROACH:

Climbing left turn to 3000 direct IRW VORTAC and hold.

AWOS-3 125.05	OKE CITY APP CON 124.6 266.8	UNICOM 123.0 (CTAF) 0
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3000

IRW

⬡

IRW VORTAC

3800

Procedure Turn NA

IDOHY
IRW 12.8

LEVEL INT
IRW 9

3000

300°

3.8 NM

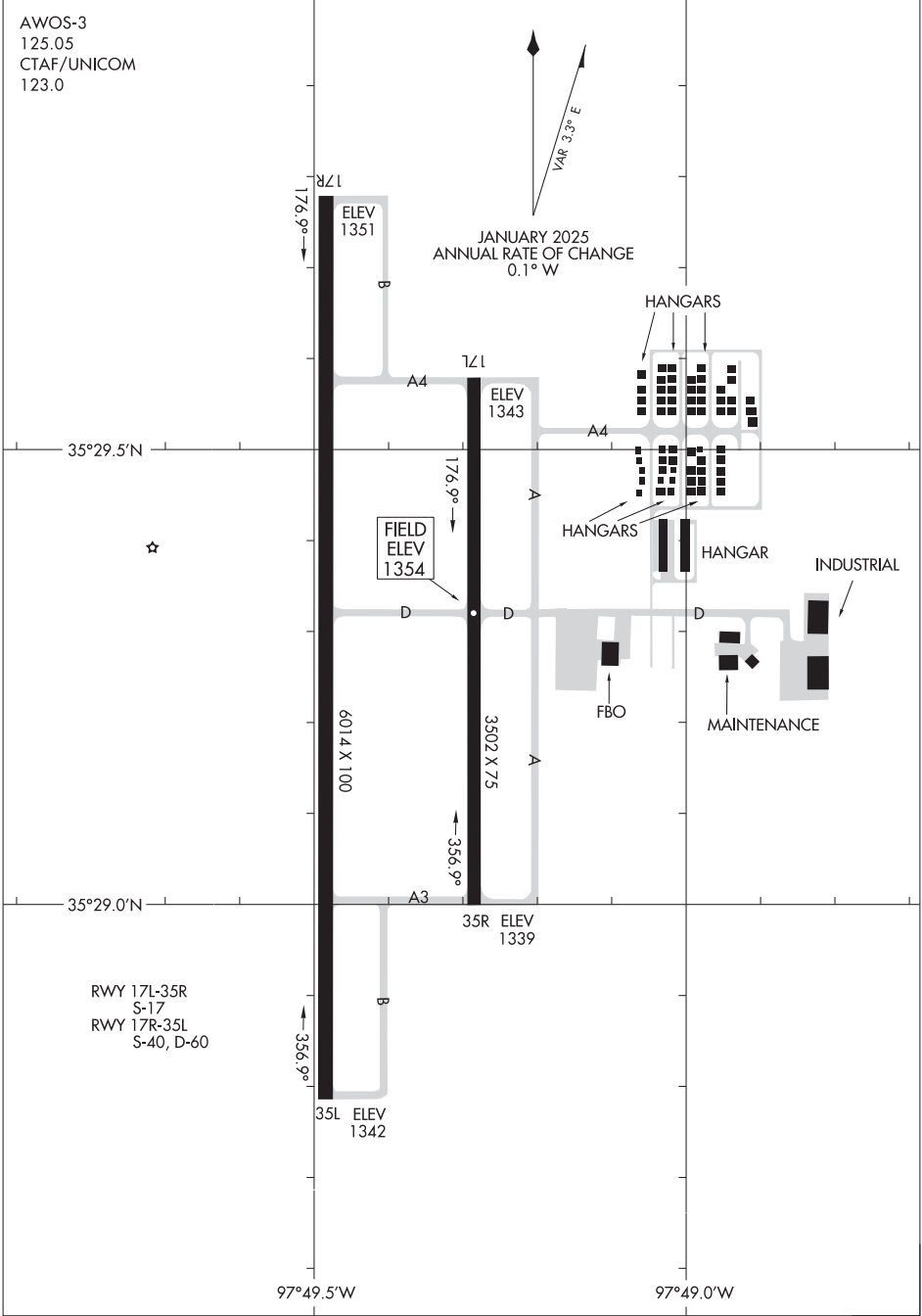
9 NM

CATEGORY	A	B	C	D	FAF to MAP 3.8 NM					
CIRCLING	1860-1	506 (600-1)	1860-1½ 506 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	3:48	2:32	1:54	1:31	1:16

ELEV 1354

17L
6014 X 100
17L
3502 X 75
35R
35L
300°

MIRL Rwy 17L-35R
HIRL Rwy 17R-35L



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

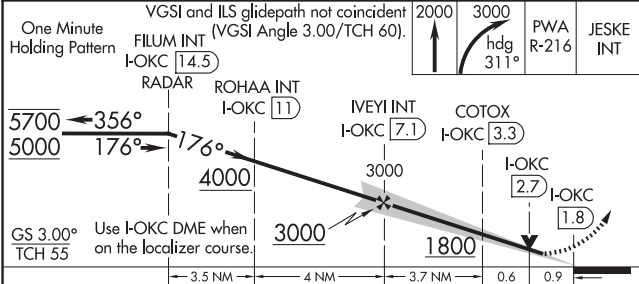
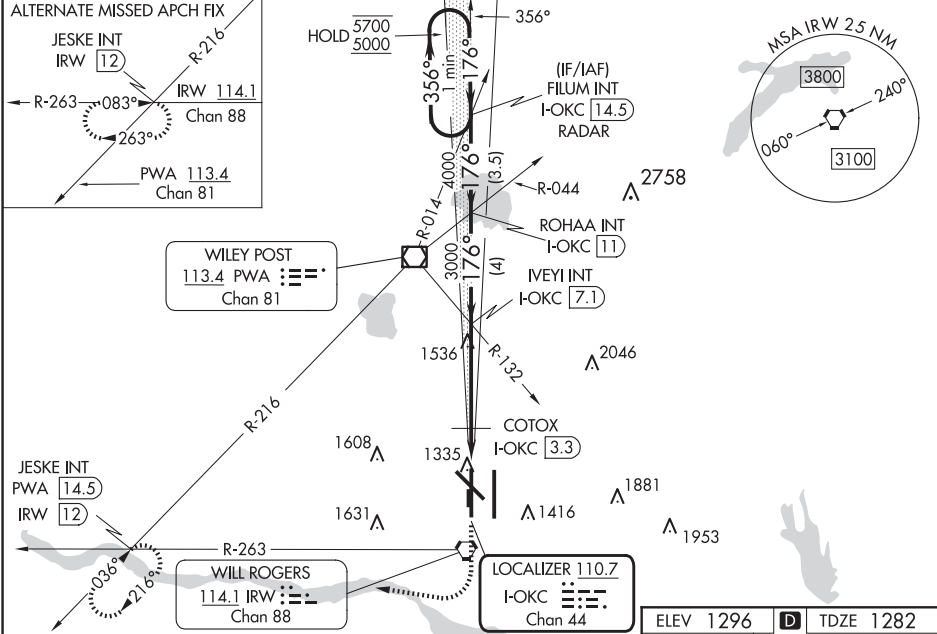
25163

LOC/DME I-OKC	APP CRS	Rwy Idg	9800
110.7	176°	TDZE	1282
Chan 44		Apt Elev	1296

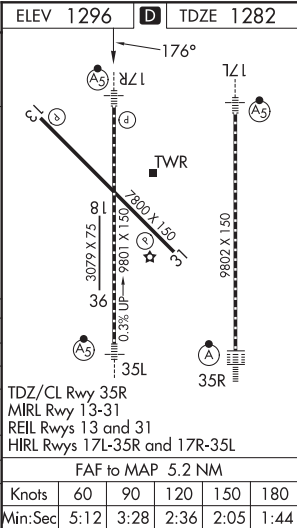
ILS or LOC RWY 17R
OKC WILL ROGERS INTL (OKC)

RADAR required for procedure entry.			MALSR	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on heading 311° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.
<div><div>Simultaneous approach authorized. For inop ALS, increase S-ILS 17R Cat E visibility to RVR 4000; increase S-LOC 17R Cats C, D and E visibilities to 1½ SM.</div><div>ASR</div><div>* RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>				

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



CATEGORY	A	B	C	D	E
S-ILS 17R*	1482/24		200 (200-½)		
S-LOC 17R	1800/24	518 (600-½)	1800/55		518 (600-1)
CIRCLING	1800-1	504 (600-1)	1960-1¾	2000-2¼	2240-3
			664 (700-1¾)	704 (800-2¼)	944 (1000-3)
COTOX FIX MINIMUMS					
S-LOC 17R	1620/24	338 (400-½)	1620/26		338 (400-½)
CIRCLING	1740-1	1760-1	1960-1¾	2000-2¼	2240-3
	444 (500-1)	464 (500-1)	664 (700-1¾)	704 (800-2¼)	944 (1000-3)



OKLAHOMA CITY, OKLAHOMA

Amdt 13A 24MAR22

35°24'N-97°36'W

OKC WILL ROGERS INTL (OKC)
ILS or LOC RWY 17R

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-LIK
110.7
Chan **44**

APP CRS
356°

Rwy Idg **9800**
TDZE **1276**
Apt Elev **1296**

ILS or LOC RWY 35L

OKC WILL ROGERS INTL (OKC)

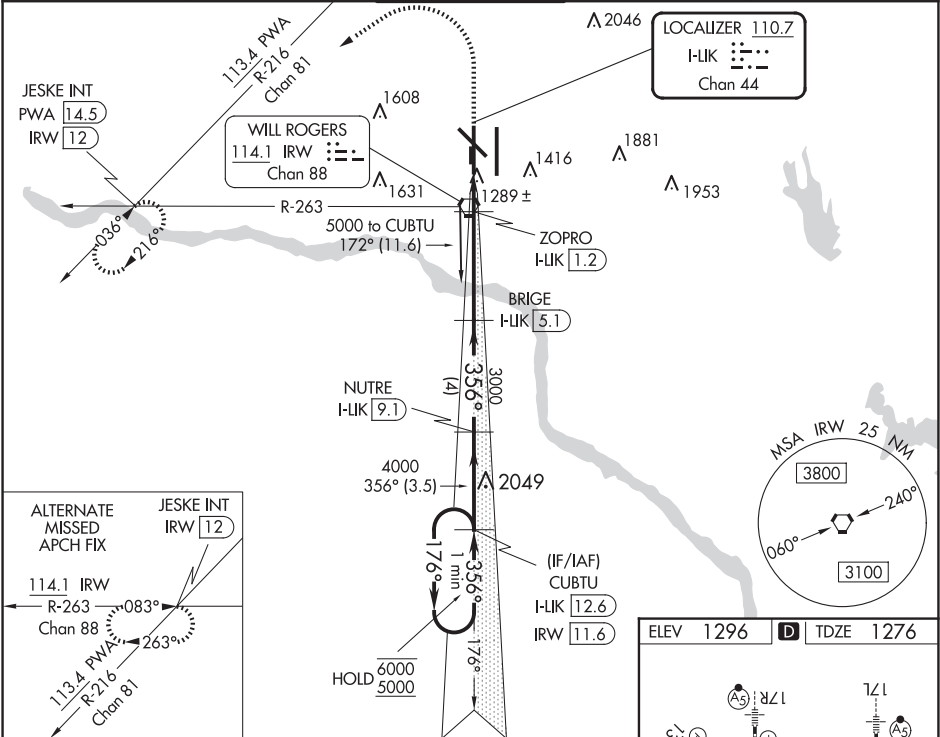
DME required.

Simultaneous approach authorized. For inop ALS, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC 35L Cats C, D, and E visibility to RVR 5500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR
AS

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 291° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

D-ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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One Minute Holding Pattern

CUBTU I-LIK 12.6

NUTRE I-LIK 9.1

BRIGE I-LIK 5.1

ZOPRO I-LIK 1.2

PWA R-216

JESKE INT

6000

5000

4000

3000

1740

Use I-LIK DME when on the localizer course.

GS 3.00°

TCH 49

3.5 NM

4 NM

3.9 NM

1.4 NM

CATEGORY	A	B	C	D	E
S-ILS 35L*	1476/24 200 (200-½)				
S-LOC 35L	1640/24	364 (400-½)	1640/35 364 (400-½)		
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

REIL Rwy 13 and 31

TDZ/CL Rwy 35R

MIRL Rwy 13-31

HIRL Rwy 17L-35R and 17R-35L

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

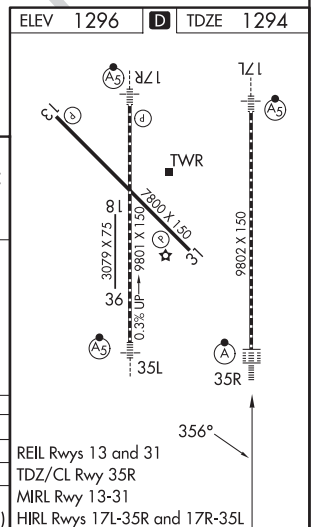
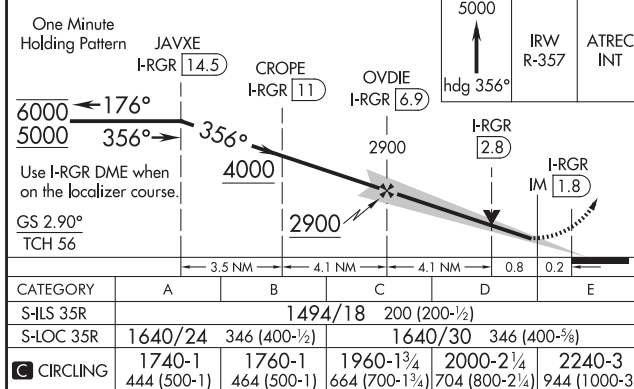
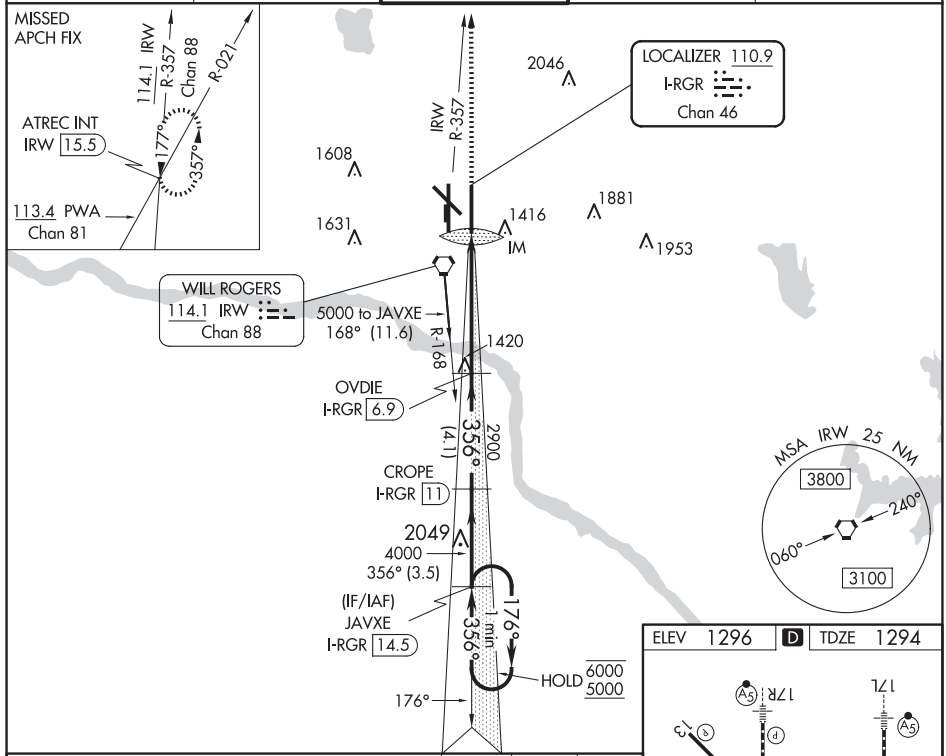
25163

LOC/DME I-RGR 110.9 Chan 46	APP CRS 356°	Rwy Idg 9802 TDZE 1294 Apt Elev 1296
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ILS or LOC RWY 35R OKC WILL ROGERS INTL (OKC)

DME required.	ALSIF-2	MISSED APPROACH: Climb to 5000 on heading 356° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.
<div> <div>Simultaneous approach authorized. For inop ALS, increase S-ILS 35R Cat E visibility to RVR 4000 and S-LOC 35R Cats C/D/E visibility to RVR 5500.</div> <div>ASR</div> </div>	<div> <div>ALSIF-2</div> <div> </div> </div>	

D-ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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OKLAHOMA CITY, OKLAHOMA

Amdt 10F 23FEB23

35°24'N-97°36'W

OKC WILL ROGERS INTL (OKC) ILS or LOC RWY 35R

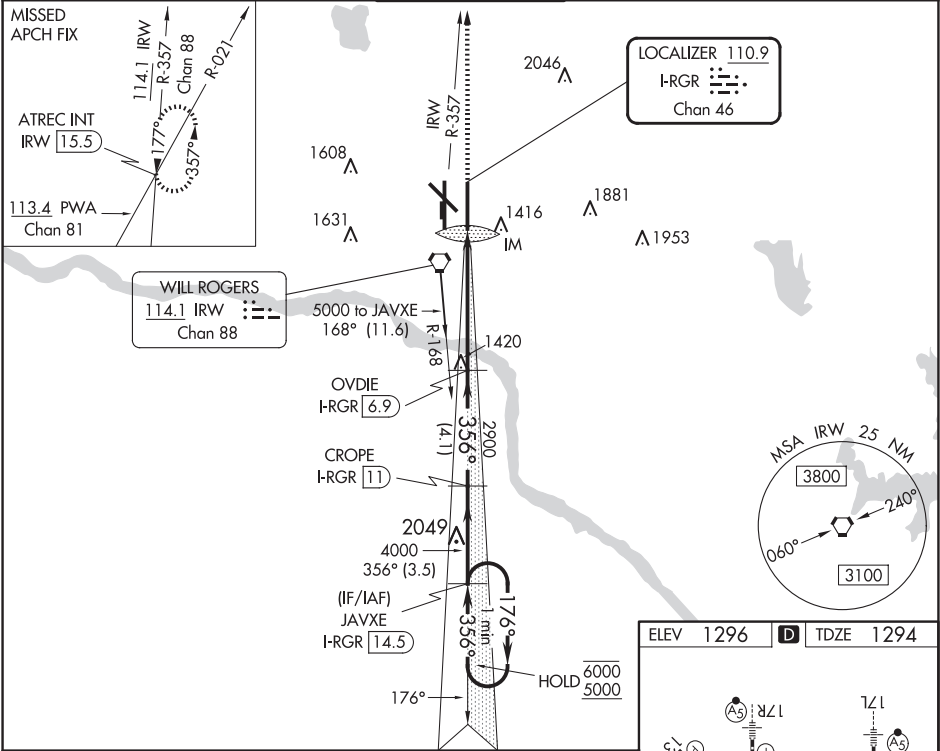
SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-RGR 110.9 Chan 46	APP CRS 356°	Rwy Idg 9802 TDZE 1294 Apt Elev 1296	ILS RWY 35R (SA CAT I) OKC WILL ROGERS INTL (OKC)
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DME required.	ALSF-2	MISSED APPROACH: Climb to 5000 on heading 356° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.
ASR Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.		

D-ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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One Minute Holding Pattern

JAVXE I-RGR 14.5

CROPE I-RGR 11

OVDIE I-RGR 6.9

IRW R-357

ATREC INT

6000 ← 176°

5000 → 356°

GS 2.90°

TCH 56

3.5 NM

4.1 NM

5.1 NM

1089'

IM

CATEGORY	A	B	C	D
5-ILS 35R	RA 178/14 150 DA 1444			
SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

ELEV 1296 **D** TDZE 1294

REIL Rwy 13 and 31

TDZ/CL Rwy 35R

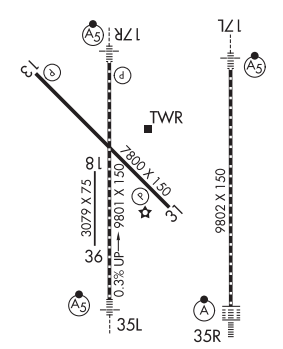
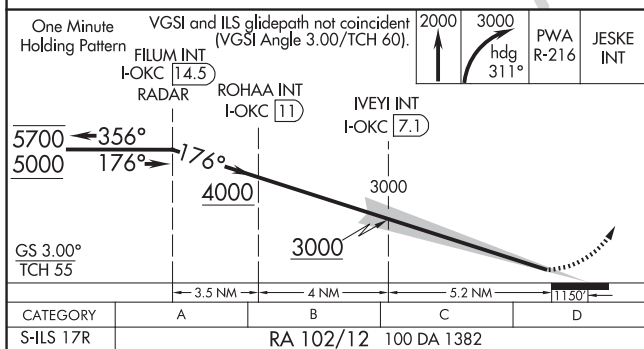
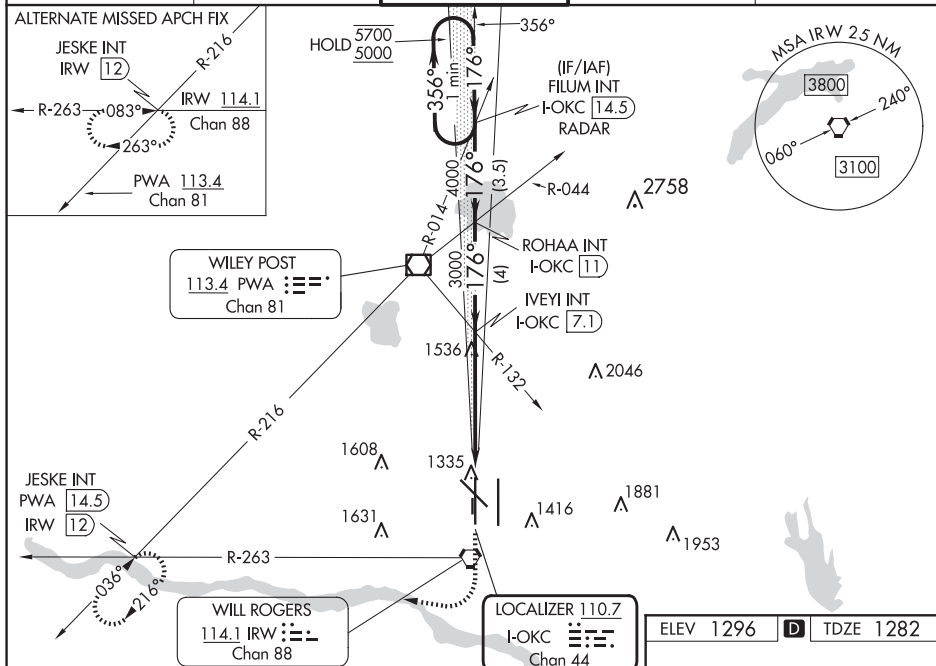
MIRL Rwy 13-31

HIRL Rwy 17L-35R and 17R-35L

ILS RWY 17R (SA CAT II)
OKC WILL ROGERS INTL (OKC)

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on heading 311° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

D-ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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SA CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 35R
MIRL Rwy 13-31
REIL Rwy 13 and 31
HIRL Rwy 17L-35R and 17R-35L

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1. 07 AUG 2025 to 02 OCT 2025

OKC WILL ROGERS INTL (OKC)

MISSED APPROACH:
Climb to 5000 on
track 176° to JAVXE
and hold, continue
climb-in-hold to 5000.

CLNC DEL
124.35

MSA RW17L 25 NM

3800

RADAR required for
procedure entry at HIPES.

1)

See planview for multiple IF locations.

2300

GP 3.00°
TCH 59

CATEGORY	A	B	C	D
RNP 0.11 DA		1555/24	268 (300-½)	
RNP 0.20 DA		1643/34	356 (400-¾)	
RNP 0.30 DA		1724/49	437 (500-1)	

AUTHORIZATION REQUIRED

OKC WILL ROGERS INTL (OKC)

RNAV (RNP) Z RWY 17L

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
176°

Rwy Idg
9800

TDZE
1282

Apt Elev
1296

RNAV (RNP) Z RWY 17R
OKC WILL ROGERS INTL (OKC)

RNP AR APCH.

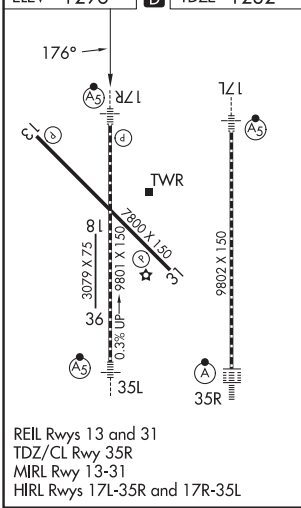
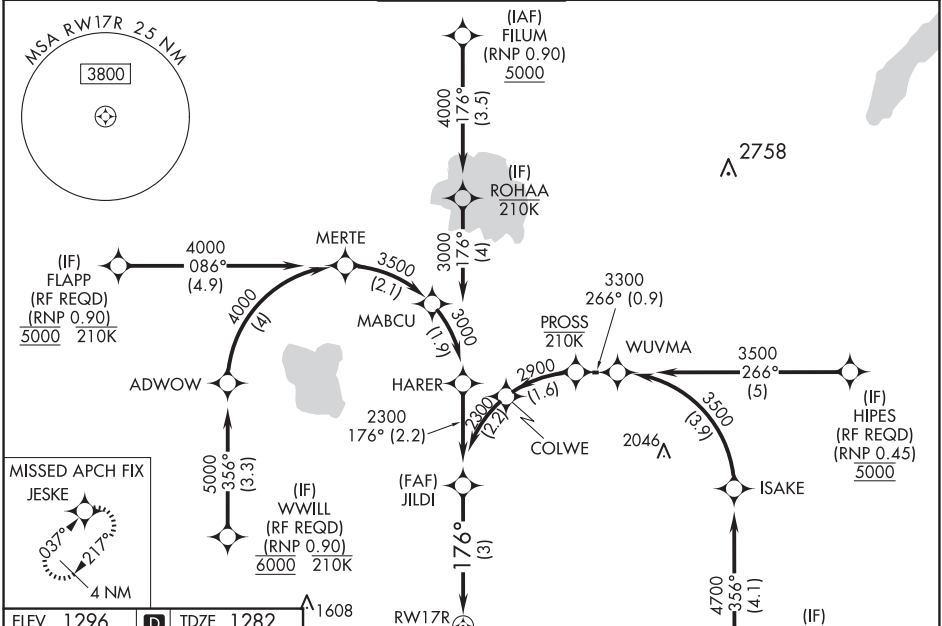
ASR

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
For inop ALS, increase RNP 0.20 all Cnts visibility to RVR 4500 and RNP 0.30 all Cnts visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JESKE and hold.

D-ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 60°).

2000 3000 JESKE

JILDI 2300

2300

176°

RW17R

GP 3.00° TCH 55

See planview for multiple IF locations.

3 NM

CATEGORY	A	B	C	D
RNP 0.20 DA		1559/24	277 (300-½)	
RNP 0.30 DA		1677/35	395 (400-⅝)	

AUTHORIZATION REQUIRED

APP CRS 356°	Rwy Idg TDZE Apt Elev	9802 1294 1296
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RNAV (RNP) Z RWY 35R

OKC WILL ROGERS INTL (OKC)

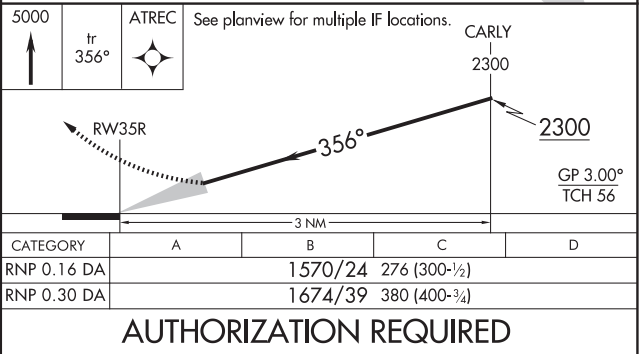
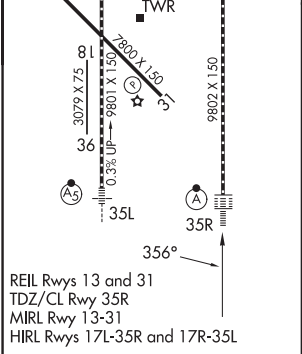
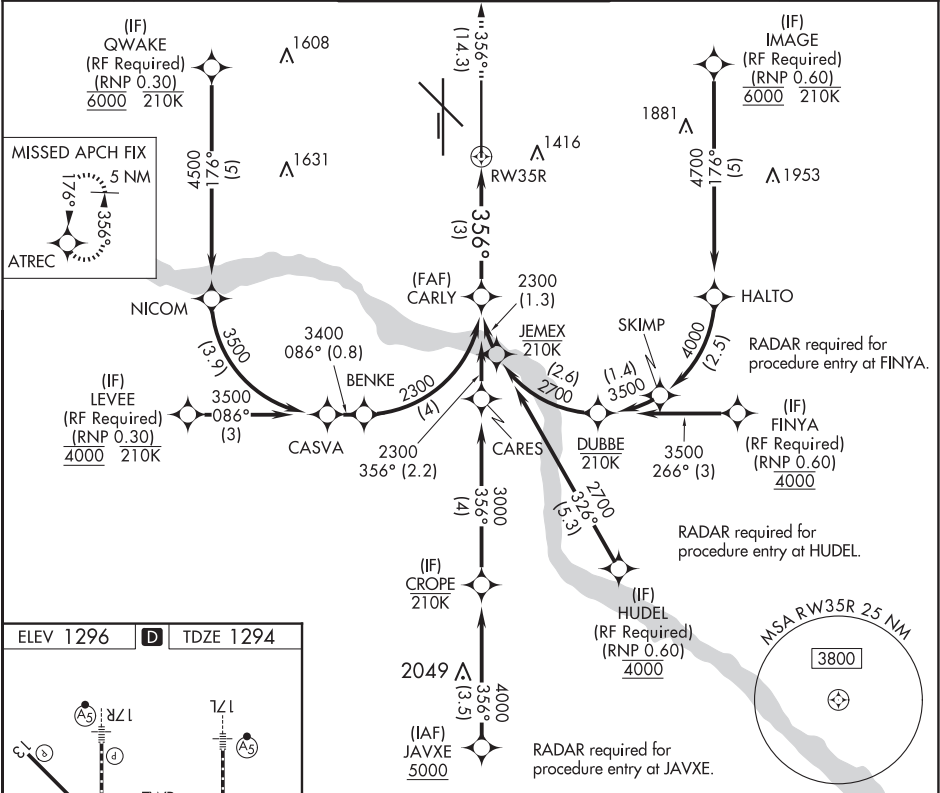
ASR

For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 35L.
Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH:
Climb to 5000 on track 356° to ATREC and hold, continue climb-in-hold to 5000.

D-ATIS 125.85	OKC CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CNLC DEL 124.35
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OKLAHOMA CITY, OKLAHOMA

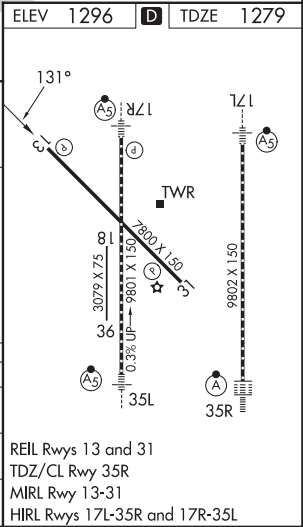
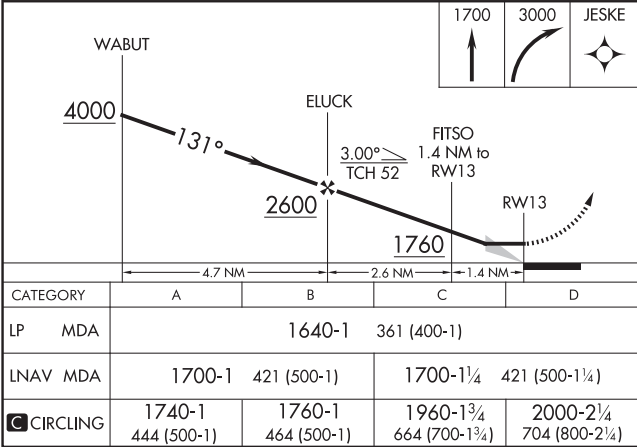
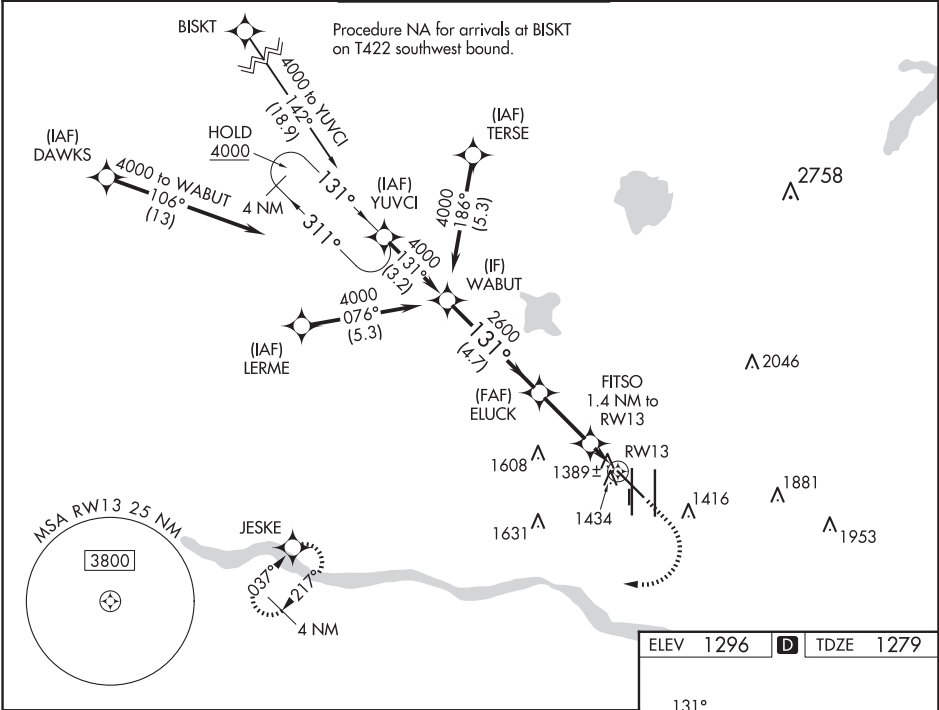
AL-301 (FAA)

25163

WAAS CH 45625 W13A	APP CRS 131°	Rwy Idg TDZE Apt Elev	7800 1279 1296
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RNAV (GPS) RWY 13
OKC WILL ROGERS INTL (OKC)

RNP APCH+GPS.		MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct JESKE and hold.		
D-ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35



OKLAHOMA CITY, OKLAHOMA
Amdt 3D 19MAY22

35°24'N-97°36'W

OKC WILL ROGERS INTL (OKC)
RNAV (GPS) RWY 13


SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

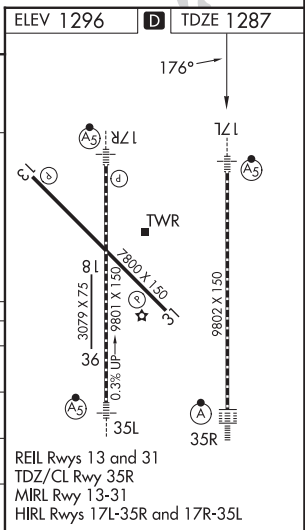
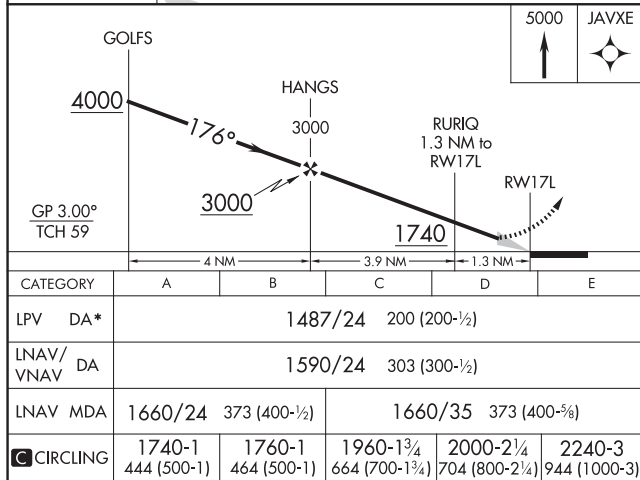
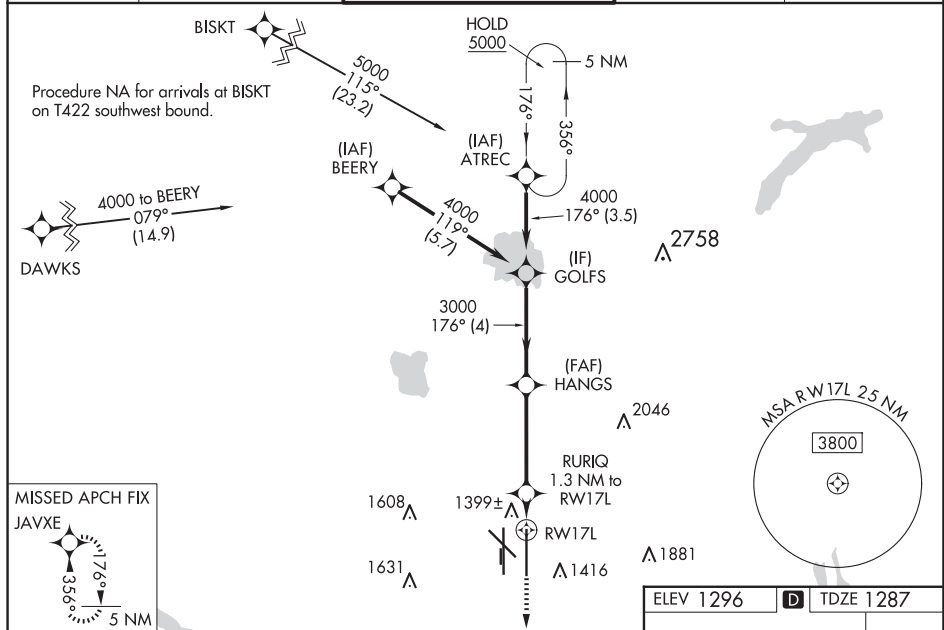
WAAS CH 56503 W17B	APP CRS 176°	Rwy Idg 9802 TDZE 1287 Apt Elev 1296
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RNAV (GPS) Y RWY 17L

OKC WILL ROGERS INTL (OKC)

RNP APCH-GPS.	MALSR 	MISSED APPROACH: Climb to 5000 direct JAVXE and hold, continue climb-in-hold to 5000.
<p>ASR Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompassed Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 4500, and LNAV all Cats visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA.</p>		

D-ATIS 125.85	OKC CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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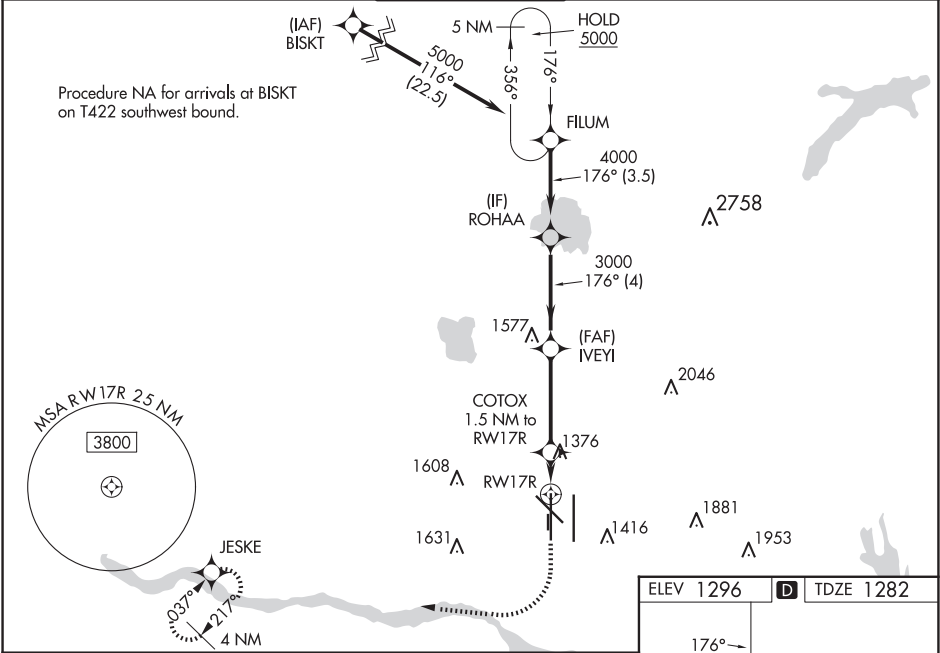
WAAS CH 50102 W17A	APP CRS 176°	Rwy Idg TDZE Apt Elev	9800 1282 1296
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RNAV (GPS) Y RWY 17R

OKC WILL ROGERS INTL (OKC)

RNP APCH-GPS.		MALSR	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JESKE and hold.
ASR	Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C and D visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA.		

D-ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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	FILUM	ROHAA	IVEYI	COTOX	JESKE
	5000	4000	3000	1800	2000 3000
	176°	176°		0.9 NM to RWY 17R	
	3.5 NM	4 NM	3.7 NM	0.6 NM	0.9 NM
GP 3.00° TCH 55					
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).					
CATEGORY	A	B	C	D	
LPV DA*		1482/24	200 (200-½)		
LNAV/VNAV DA		1550/24	268 (300-½)		
LNAV MDA	1640/24	358 (400-½)	1640/30	358 (400-¾)	
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	

ELEV 1296	TDZE 1282
176°	171°
AS	AS
3079 X 75	9802 X 150
36	35L
35L	35R
REIL Rwy 13 and 31	
TDZ/CL Rwy 35R	
MIRL Rwy 13-31	
HIRL Rwy 17L-35R and 17R-35L	

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

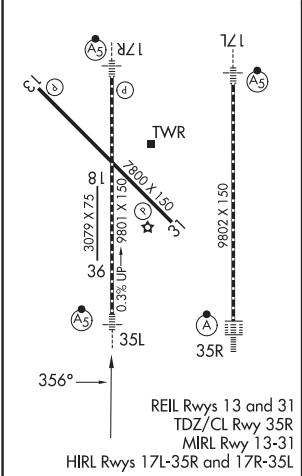
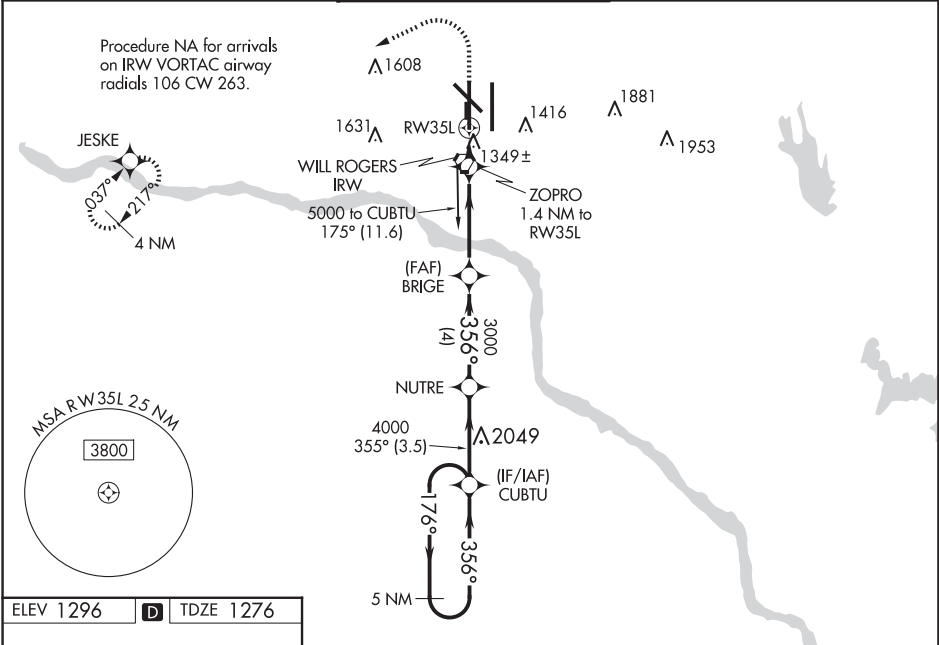
25163

WAAS CH 56202 W35A	APP CRS 356°	Rwy Idg 9800 TDZE 1276 Apt Elev 1296
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RNAV (GPS) Y RWY 35L

OKC WILL ROGERS INTL (OKC)

<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV and LNAV/VNAV Cat E visibility to RVR 4000. Increase LNAV Cat A/B visibility to RVR 5500 and Cat C/D/E to RVR 5000. Simultaneous approach authorized with Rwy 35R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. **RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>			<div><div><div></div><div></div></div><div>MALSR</div></div>	<div>MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct JESKE and hold.</div>
D-ATIS 125.85	OKC CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35



2000 5000 JESKE		5 NM Holding Pattern				
* LNAV only.		ZOPRO 1.4 NM to RW35L	BRIGE 3000	NUTRE	CUBTU	GP 3.00° TCH 49
* 0.9 NM to RW35L		176° 356° 4000 5000				
RW35L		0.9 0.5 3.9 NM 4 NM 3.5 NM				
CATEGORY	A	B	C	D	E	
LPV DA**	1476/24		200 (200-½)			
LNAV/VNAV DA	1543/24		267 (300-½)			
LNAV MDA	1600/24		324 (400-½)		1600/26 324 (400-½)	
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)	

OKLAHOMA CITY, OKLAHOMA
Amdt 4B 07DEC17

35°24'N-97°36'W

OKC WILL ROGERS INTL (OKC)

RNAV (GPS) Y RWY 35L

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **61218**
W35B

APP CRS
356°

Rwy Idg
TDZE **1294**
Apt Elev **1296**

RNAV (GPS) Y RWY 35R

OKC WILL ROGERS INTL (OKC)

⚠

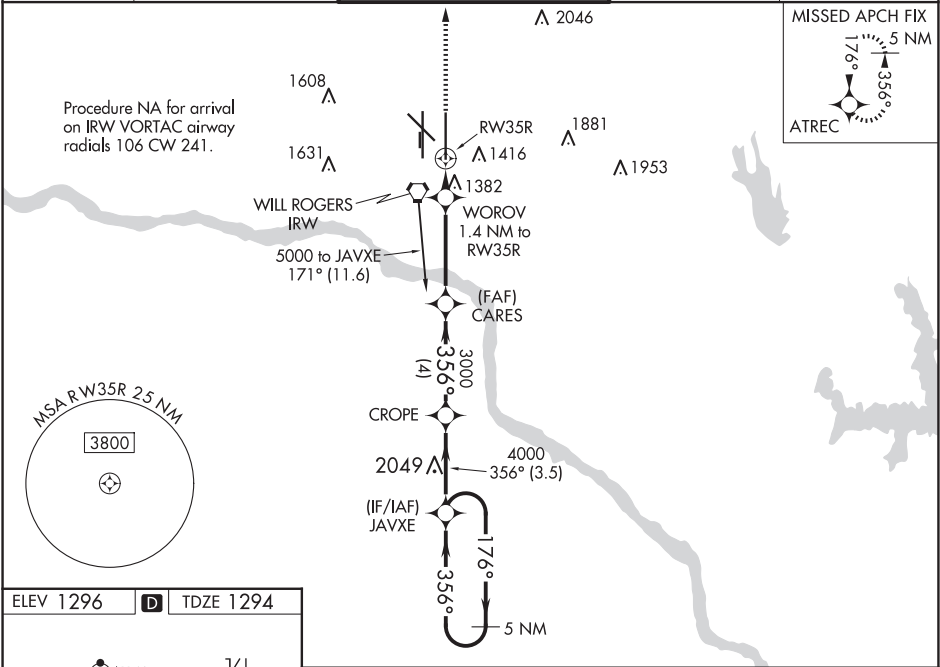
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF, increase LPV and LNAV/VNAV Cat E visibility to RVR 4000. Increase LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ASR

ALSF-2

MISSED APPROACH: Climb to 5000 direct ATREC and hold, continue climb-in-hold to 5000.

D-ATIS 125.85	OKC CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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ELEV 1296

D

TDZE 1294

REIL Rwy 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwy 17L-35R and 17R-35L

5000 ATREC

*LNAV only.

WOROV 1.4 NM to RWY 35R

CARES 3000

CROPE

JAVXE 5 NM Holding Pattern

176°/356°

4000

3000

1780

0.9 NM to RWY 35R

0.9 0.5 3.8 NM 4 NM 3.5 NM

GP 3.00°
TCH 56

CATEGORY	A	B	C	D	E
LPV DA	1494/18		200 (200-½)		
LNAV/VNAV DA	1544/24		250 (300-½)		
LNAV MDA	1640/24	346 (400-½)	1640/40 346 (400-¾)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

25163

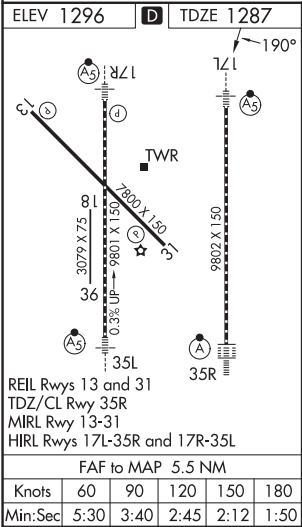
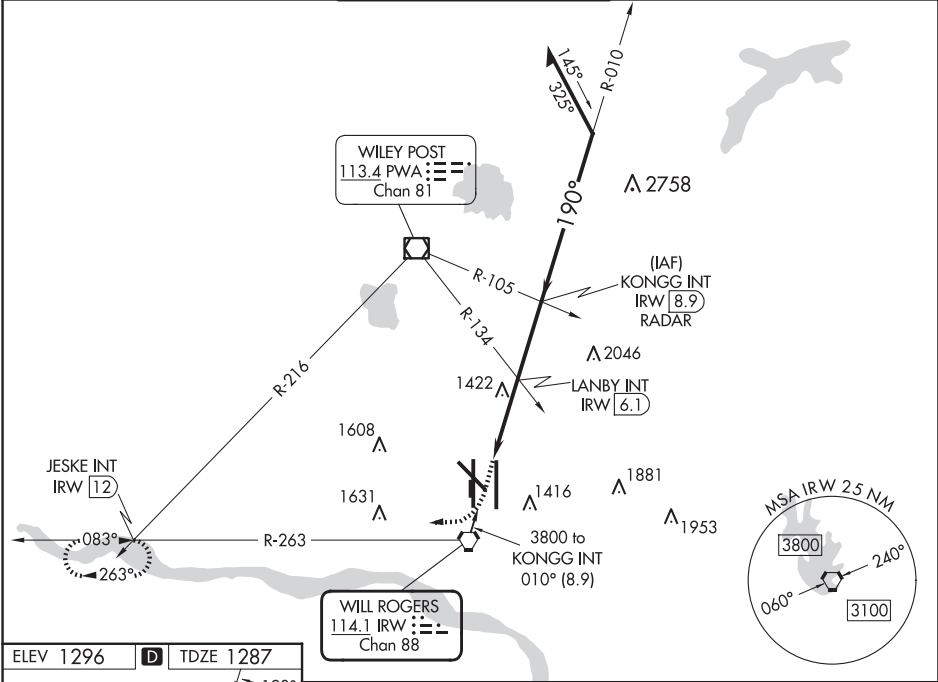
VOR IRW 114.1 Chan 88	APP CRS 190°	Rwy Idg TDZE 1287 Apt Elev 1296
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VOR RWY 17L
OKC WILL ROGERS INTL (OKC)

⚠ Inop table does not apply to S-17L Cats B, C, D, and E. Cat E procedure turn NA. For inop ALS, increase LANBY Fix Minimums S-17L visibilities Cats A and B to RVR 5000, and Cats C, D and E to RVR 6000.

⚠ MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 on IRW VORTAC R-263 to JESKE INT/12 IRW DME and hold.

D-ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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2000

↑

3100

↷

IRW
R-263

JESKE
INT

LANBY INT
IRW
[6.1]

IRW
[3.4]

≤ 3.10°

TCH 59

KONGG INT
IRW [8.9]
RADAR

070°

190°

Remain
within 10 NM

3800

2300

3300

0.5

2.7 NM

2.8 NM

CATEGORY	A	B	C	D	E
S-17L	2300/40 1013(1100-¾)	2300-1 1013(1100-1)	2300-2 ½ 1013 (1100-2 ½)		
C CIRCLING	2300-1¼ 1004(1100-1¼)	2300-1½ 1004(1100-1½)	2300-3 1004 (1100-3)		
LANBY FIX MINIMUMS					
S-17L	1680/24 393 (400-½)	1680/40 393 (400-¾)	1680/50 393 (400-1)	1680-1½ 393 (400-1½)	
C CIRCLING	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)	

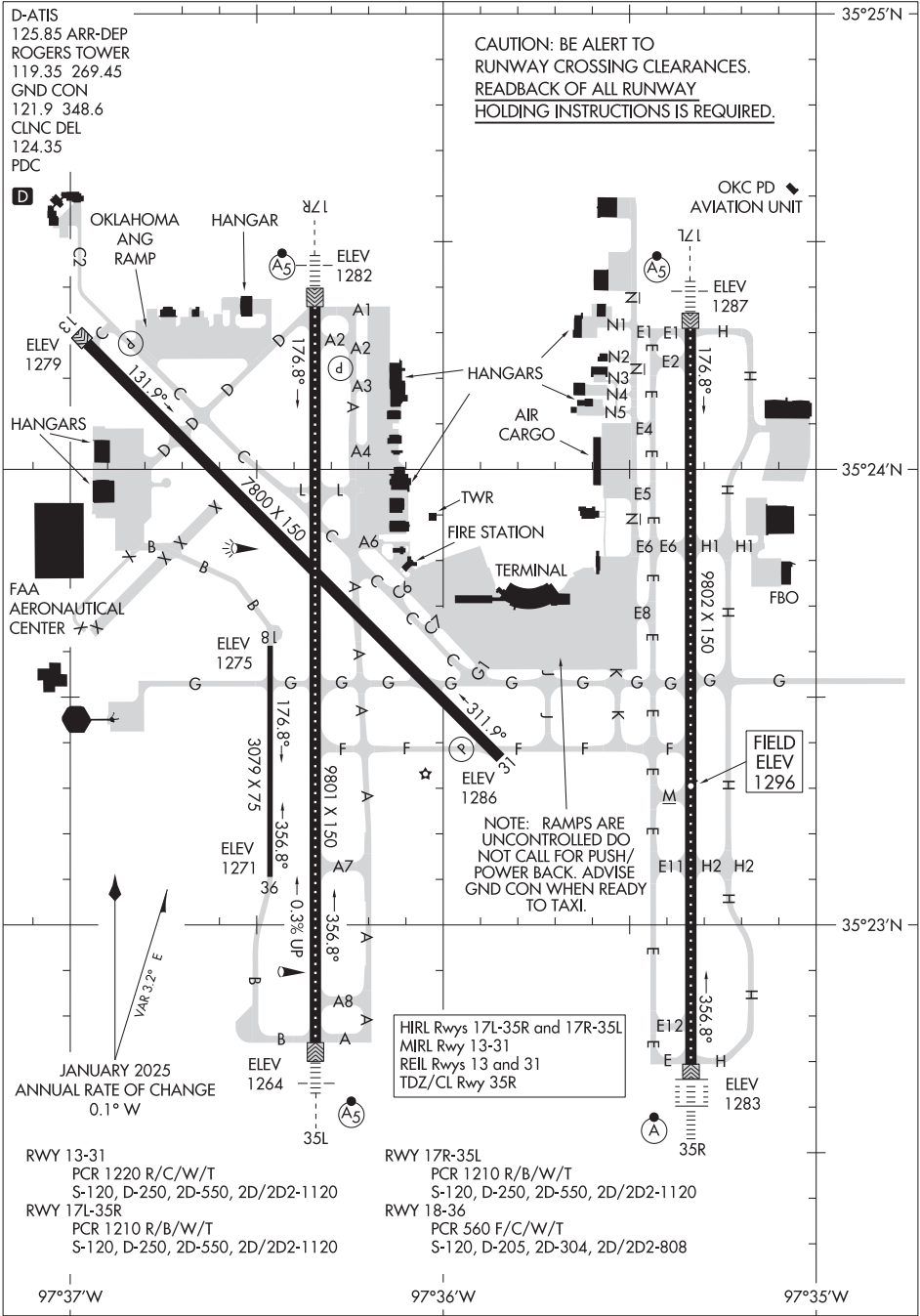
OKLAHOMA CITY, OKLAHOMA
Amdt 2B 24MAR22

35°24'N-97°36'W

OKC WILL ROGERS INTL (OKC)
VOR RWY 17L

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



(FUNNL3.FUNNL) 24305

OKC WILL ROGERS INTL (OKC)
OKLAHOMA CITY, OKLAHOMA

FUNNL THREE DEPARTURE (RNAV)

D-ATIS
125.85
CLINC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.2 336.4

TOP ALTITUDE:
Assigned by ATC

NOTE: RADAR required.

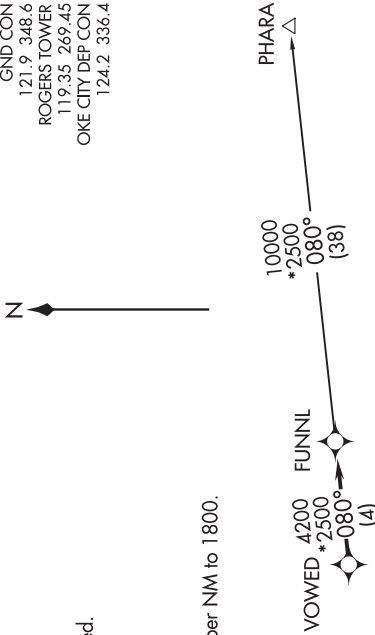
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS:

Rwys 13, 17L/R, 18, 31, 35L/R, 36:

Standard with minimum climb of 500' per NM to 1800.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to VOWED, thence

TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then heading 176° or

as assigned by ATC, expect RADAR vectors to VOWED, thence . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or

as assigned by ATC, expect RADAR vectors to VOWED, thence

TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED, thence

..... on track 080° to FUNNL, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

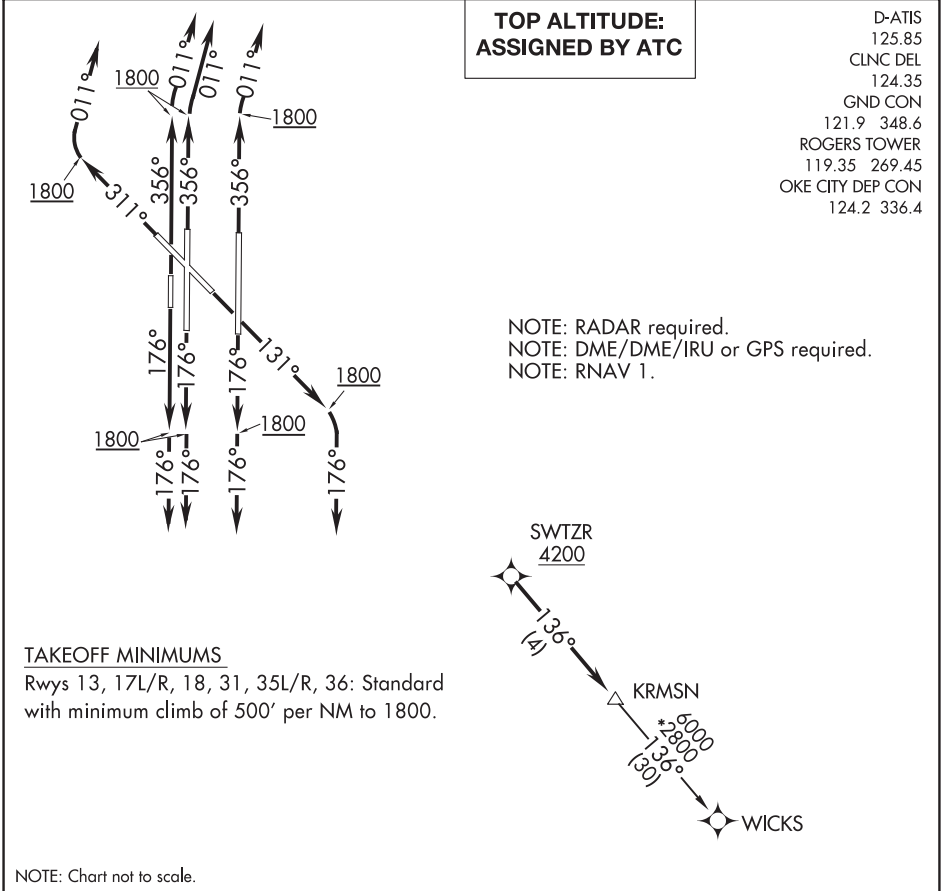
PHARA TRANSITION (FUNNL3.PHARA):

NOTE: Chart not to scale.

SC-1, 07 AUG 2025 to 02 OCT 2025

FUNNL THREE DEPARTURE (RNAV)
(FUNNL3.FUNNL) 07DEC17

OKLAHOMA CITY, OKLAHOMA
OKC WILL ROGERS INTL (OKC)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence...

TAKEOFF RUNWAYS 17L/R, 18: Climb on heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence...

TAKEOFF RUNWAY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence...

TAKEOFF RUNWAYS 35L/R, 36: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence...

... on track 136° to KRMSN, then on (transition). Maintain ATC assigned altitude.
Expect filed altitude 10 minutes after departure.

WICKS TRANSITION (KRMSN4.WICKS)

MUDDE THREE DEPARTURE (RNAV)

TOP ALTITUDE:
ASSIGNED BY ATC

D-ATIS 125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.6 266.8

TAKEOFF MINIMUMS:

Rwy 13, 17L/R, 18, 31, 35L/R, 36:

Standard with minimum climb of 500' per NM to 1800.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

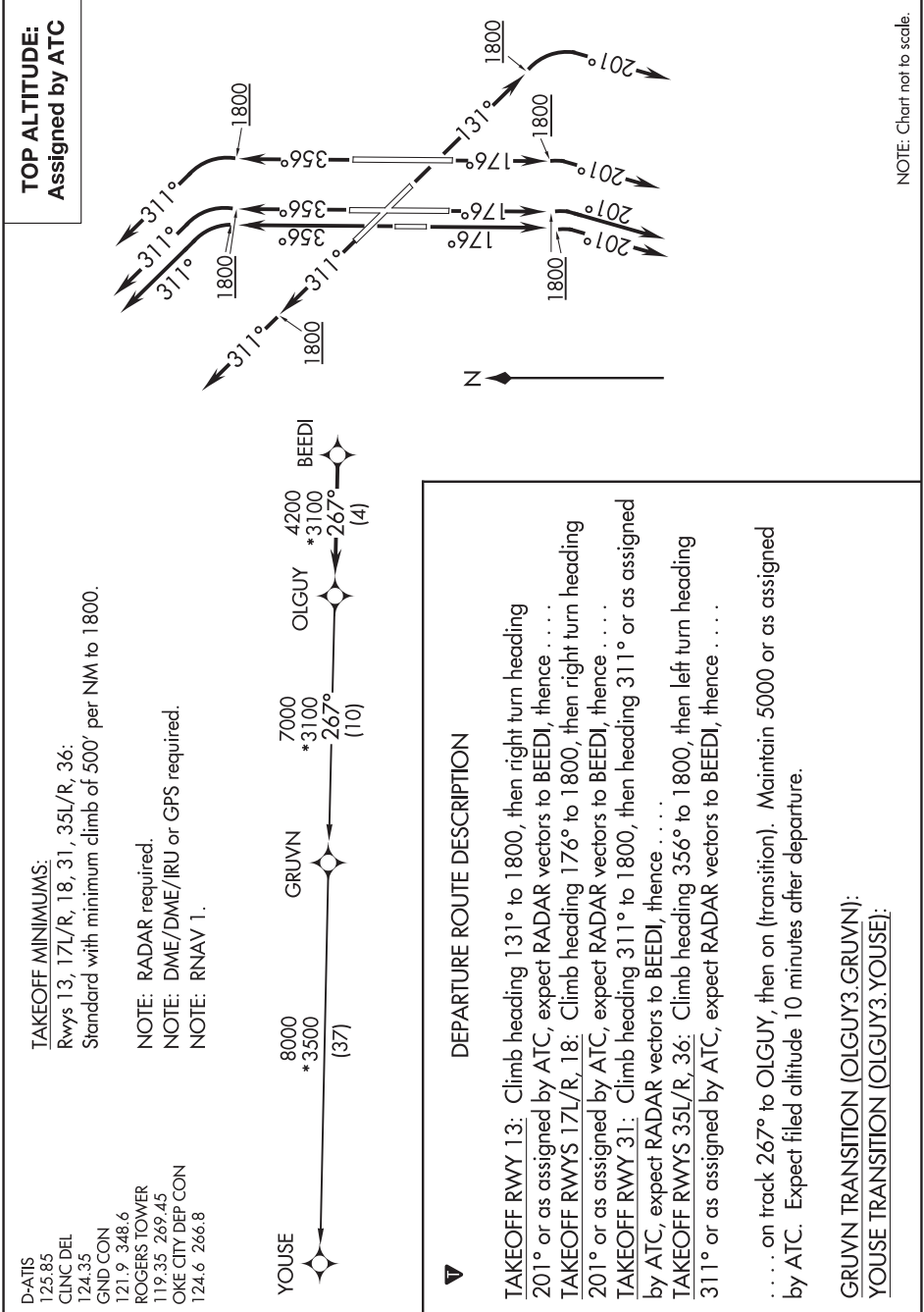
TAKEOFF RWY 31: Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

. . . on track 169° to MUDDE, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE3.MOOSE):

OLFRD TRANSITION (MUDDE3.OLFRD):



(RDHWK3.RDHWK) 24305

AL-301 (FAA)

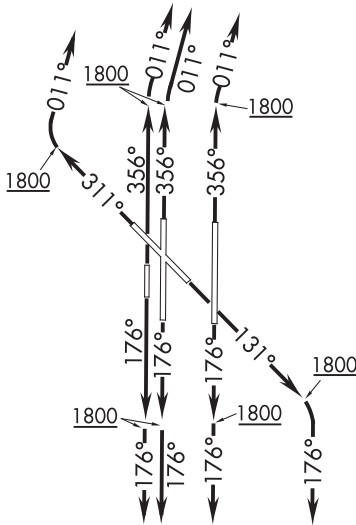
OKC WILL ROGERS INTL (OKC)

RDHWK THREE DEPARTURE (RNAV)

OKLAHOMA CITY, OKLAHOMA

**TOP ALTITUDE:
ASSIGNED BY ATC**

D-ATIS 125.85
CLNC DEL 124.35
GND CON 121.9 348.6
ROGERS TOWER 119.35 269.45
OKE CITY DEP CON 124.2 336.4

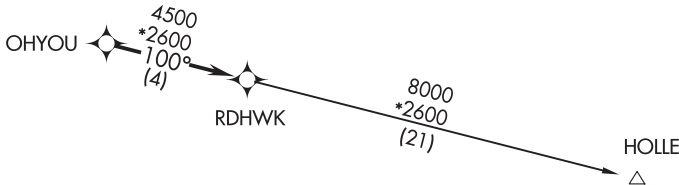


NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:

Rwy 13, 17L/R, 18, 31, 35L/R, 36:

Standard with minimum climb of 500' per NM to 1800.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . .

TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . .

TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . .

. . . on track 100° to RDHWK, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

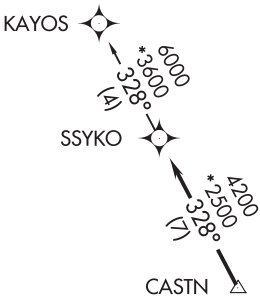
HOLLE TRANSITION (RDHWK3.HOLLE):

RDHWK THREE DEPARTURE (RNAV)

(RDHWK3.RDHWK) 07DEC17

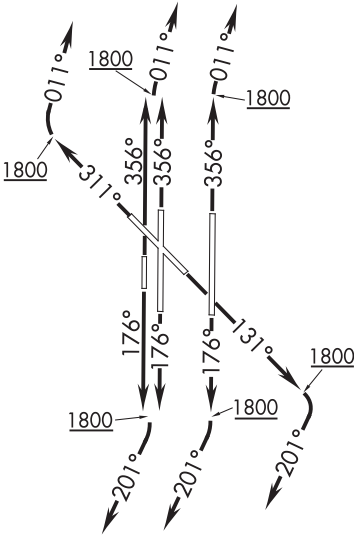
OKLAHOMA CITY, OKLAHOMA
OKC WILL ROGERS INTL (OKC)

D-ATIS 125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.2 336.4



**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500'
per NM to 1800.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

. . . on track 328° to SSYKO, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO3.KAYOS):

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

(STPHN3.STPHN) 24305

AL-301 (FAA)

OKC WILL ROGERS INTL (OKC)

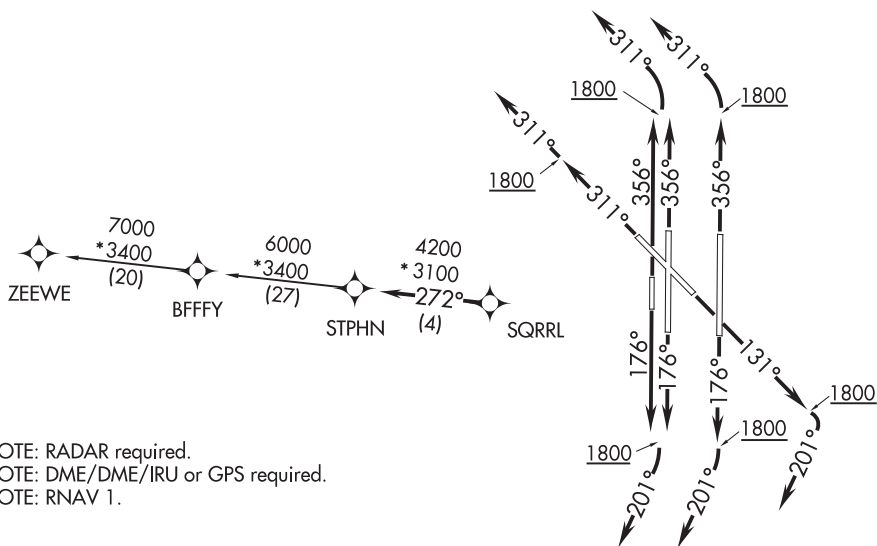
OKLAHOMA CITY, OKLAHOMA

STPHN THREE DEPARTURE (RNAV)

D-ATIS 125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.6 266.8

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500'
per NM to 1800.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .

TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .

TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .

. . . on track 272° to STPHN, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN3.BFFFY):

ZEEWE TRANSITION (STPHN3.ZEEWE):

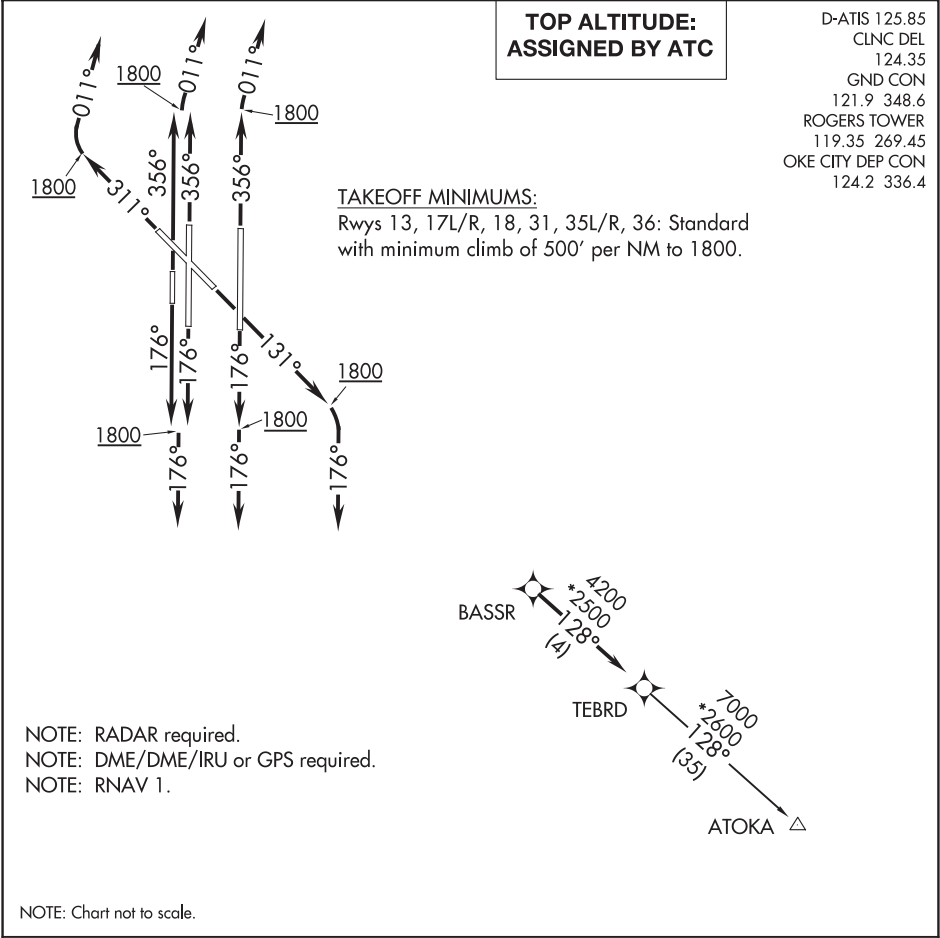
STPHN THREE DEPARTURE (RNAV)

(STPHN3.STPHN) 07DEC17

OKLAHOMA CITY, OKLAHOMA

OKC WILL ROGERS INTL (OKC)

TEBRD THREE DEPARTURE (RNAV)



(THRPE3.THRPE) 24305

AL-301 (FAA)

THRPE THREE DEPARTURE (RNAV)

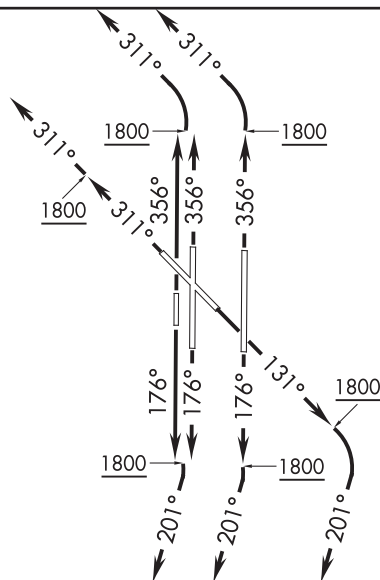
OKC WILL ROGERS INTL (OKC)
OKLAHOMA CITY, OKLAHOMA

D-ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.6 266.8

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

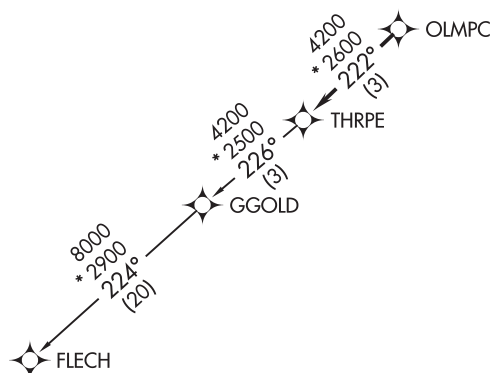
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.



NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . .

TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . .

TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . .

. . . on track 222° to THRPE, then on (transition). Maintain 5000 or as assigned by ATC.

Expect filed altitude 10 minutes after departure.

FLECH TRANSITION (THRPE3.FLECH)

GGOLD TRANSITION (THRPE3.GGOLD)

THRPE THREE DEPARTURE (RNAV)

(THRPE3.THRPE) 07DEC17

OKLAHOMA CITY, OKLAHOMA
OKC WILL ROGERS INTL (OKC)

OKC WILL ROGERS INTL (OKC)
OKLAHOMA CITY, OKLAHOMA

TRUPR THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
ASSIGNED BY ATC**

GTyer 8000 DRler 2600
043° 056°
(15) (61)

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwys 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500' per NM to 1800.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence

TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence

TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . .

... on track 056° to TRUPR, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR3.COORT)

DRIER TRANSITION (TRUPR3.DRIER)

GTYER TRANSITION (TRUPR3.GTYER)

TRUPR THREE DEPARTURE (RNAV)

OKLAHOMA CITY, OKLAHOMA
OKC WILL ROGERS INTL (OKC)

(TRUPR3.TRUPR) 07DEC17

(WENDY3.WENDY) 24305

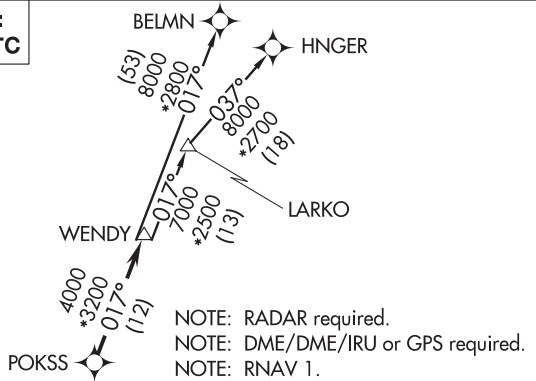
AL-301 (FAA)

OKC WILL ROGERS INTL (OKC)
OKLAHOMA CITY, OKLAHOMA

WENDY THREE DEPARTURE (RNAV)

D-ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.6 336.4

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

. . . on track 017° to WENDY, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BELMN TRANSITION (WENDY3.BELMN)

HNGER TRANSITION (WENDY3.HNGER)

LARKO TRANSITION (WENDY3.LARKO)

WENDY THREE DEPARTURE (RNAV)

(WENDY3.WENDY) 07DEC17

OKLAHOMA CITY, OKLAHOMA
OKC WILL ROGERS INTL (OKC)

WAAS
CH **81923**
W18A

APP CRS
174°

Rwy Ldg **5001**
TDZE **1177**
Apt Elev **1193**

RNAV (GPS) RWY 18

SUNDANCE (HSD)

RNP APCH - GPS.

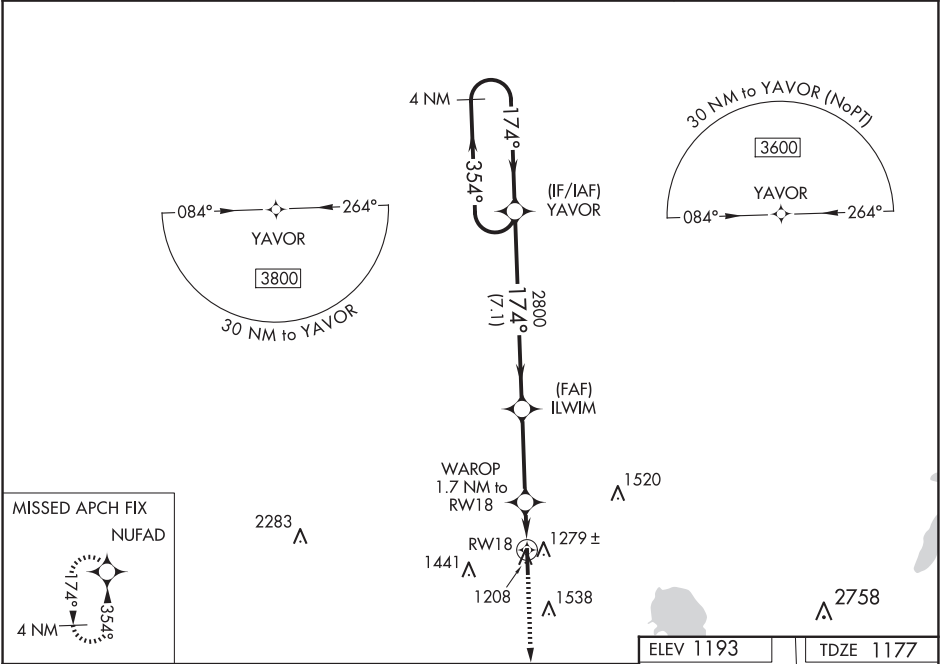
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using PWA altimeter setting.

MISSED APPROACH:
Climb to 3200 direct
NUFAD and hold.

AWOS-3 120.975	OKE CITY APP CON 124.6 266.8	CLNC DEL 123.7	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).		3200 NUFAD	
3600		ILWIM 2800		WAROP 1.7 NM to RW18	
GP 3.00° TCH 40		2800		1.1 NM to RW18	
7.1 NM		3.4 NM		0.6	
CATEGORY	A	B	C	D	
LPV DA	1427-1	250 (300-1)		NA	
LNAV/VNAV DA	1473-1½	296 (300-1½)		NA	
LNAV MDA	1540-1	363 (400-1)	1540-1½ 363 (400-1½)	NA	
CIRCLING	1740-1 547 (600-1)	1840-1 647 (700-1)	1840-1¾ 647 (700-1¾)	NA	

MIRL Rwy 18-36 0

OKLAHOMA CITY, OKLAHOMA

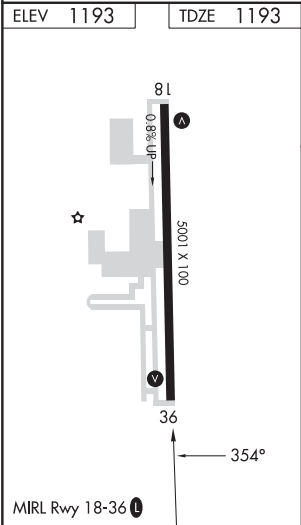
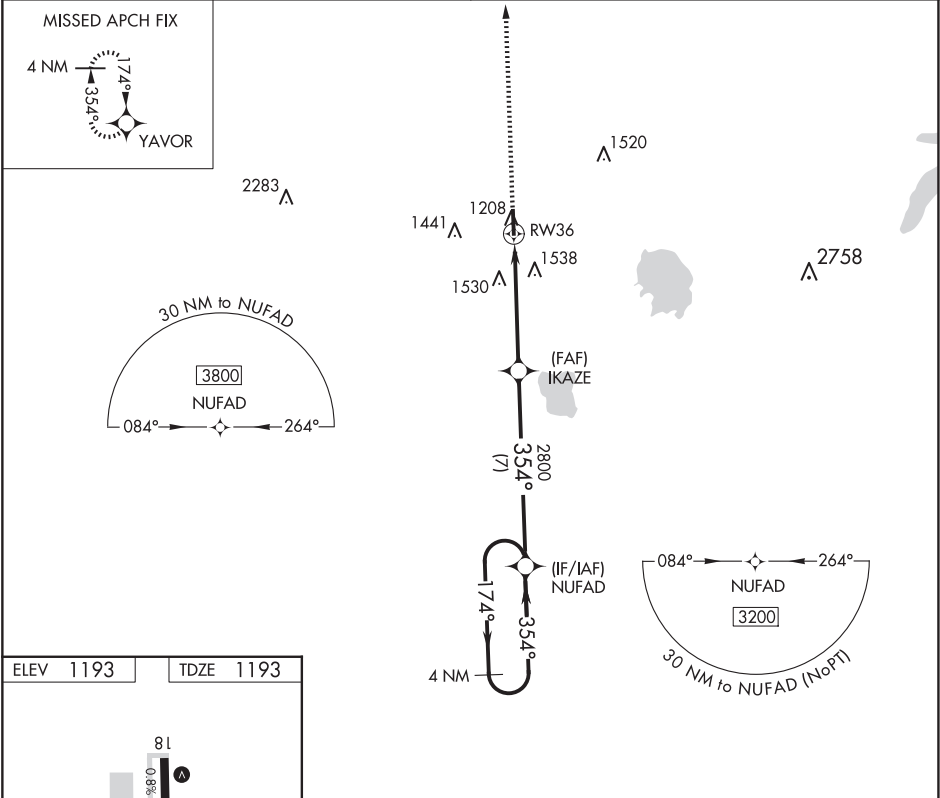
AL-6749 (FAA)

25135

APP CRS 354°	Rwy Ldg TDZE Apt Elev	5001 1193 1193
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RNAV (GPS) RWY 36
SUNDANCE (HSD)

RNP APCH - GPS Rwy 36 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 3600 direct YAVOR and hold.	
AWOS-3 120.975	OKE CITY APP CON 124.6 266.8	CLNC DEL 123.7	UNICOM 122.7 (CTAF) 0



3600	YAVOR	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 21).		4 NM
		NUFAD	Holding Pattern	
		IKAZE		
		RW36		
		2800		
		4.9 NM	7 NM	
CATEGORY	A	B	C	D
LNAV MDA	1780-1	587 (600-1)	1780-1¾ 587 (600-1¾)	NA
CIRCLING	1780-1 587 (600-1)	1840-1 647 (700-1)	1840-1¾ 647 (700-1¾)	NA

OKLAHOMA CITY, OKLAHOMA
Amdt 1E 15MAY25

35°36'N-97°42'W

SUNDANCE (HSD)
RNAV (GPS) RWY 36

SC-1, 07 AUG 2025 to 02 OCT 2025

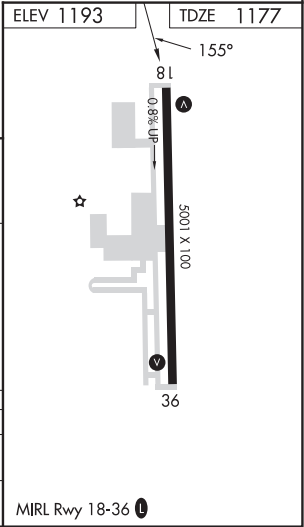
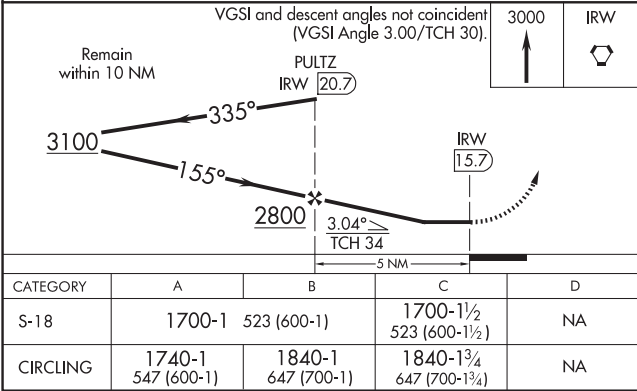
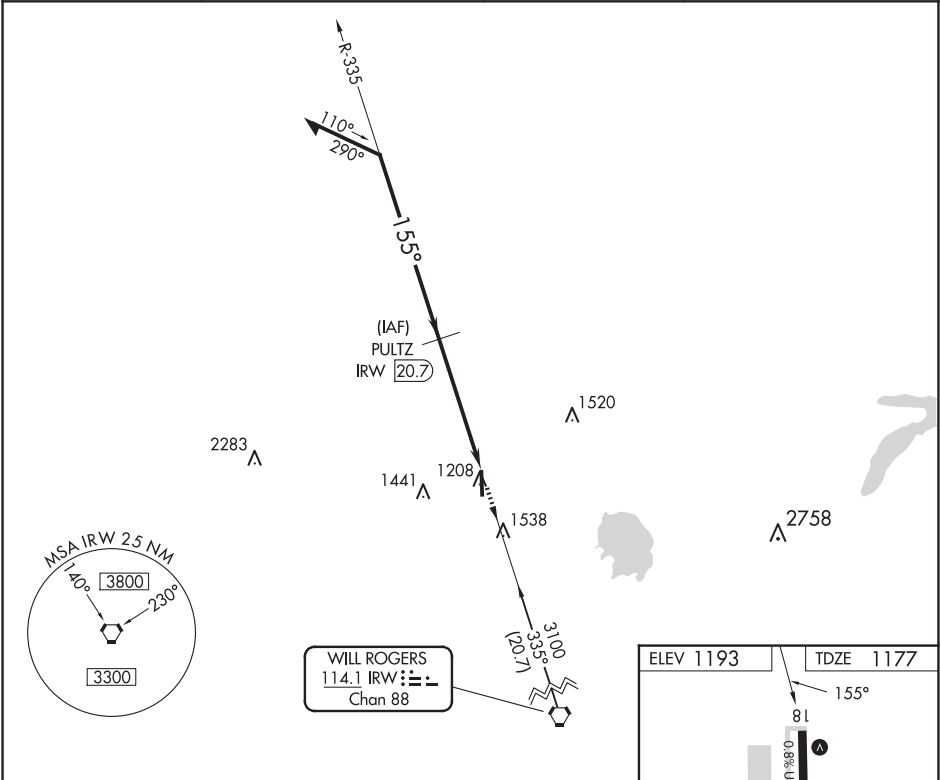
SC-1, 07 AUG 2025 to 02 OCT 2025

VORTAC IRW	APP CRS	Rwy Ldg
114.1	155°	5001
Chan 88		TDZE 1177
		Apt Elev 1193

VOR RWY 18

SUNDANCE (HSD)

DME required.		MISSED APPROACH: Climb to 3000 direct IRW VORTAC.	
<div><div></div><div></div></div>			
AWOS-3 120.975	OKE CITY APP CON 124.6 266.8	CLNC DEL 123.7	UNICOM 122.7 (CTAF) 0



OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

24361

LOC I-PWA 110.15	APP CRS 175°	Rwy Idg 6844 TDZE 1291 Apt Elev 1300
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ILS or LOC RWY 17L

WILEY POST (PWA)

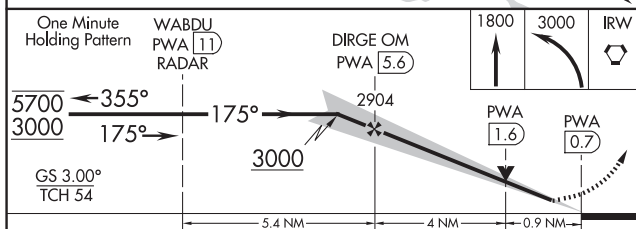
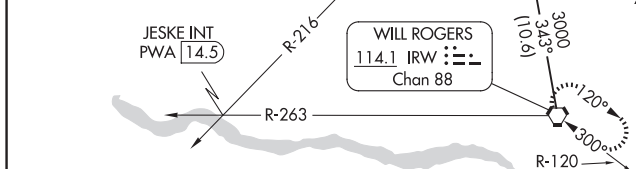
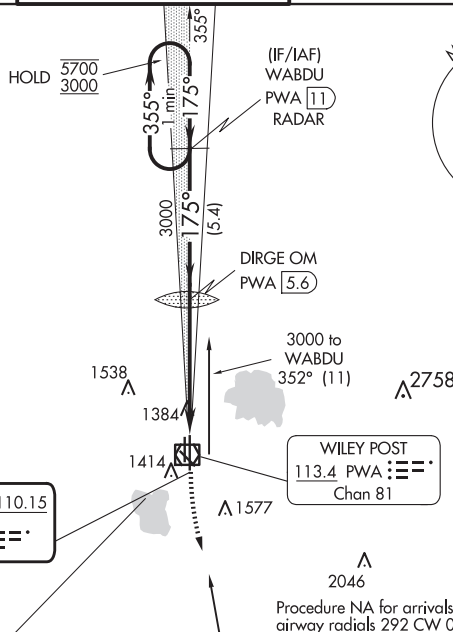
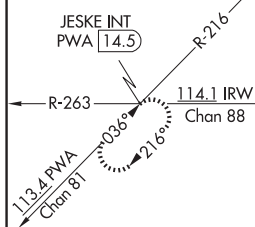
DME or RADAR required.



MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct IRW VORTAC and hold.

ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9 (CTAF) 0 306.9	GND CON 121.7	UNICOM 122.95
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ALTERNATE MISSED APCH FIX



ELEV 1300	D	TDZE 1291
-----------	---	-----------

HIRL Rwy 17L-35R	1
REIL Rwy 17R and 35L	1
MIRL Rwy 13-31 and 17R-35L	1
FAF to MAP 4.9 NM	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

OKLAHOMA CITY, OKLAHOMA
Amdt 12 24MAR22

35°32'N-97°39'W

WILEY POST (PWA)

ILS or LOC RWY 17L

SC-1, 07 AUG 2025 to 02 OCT 2025

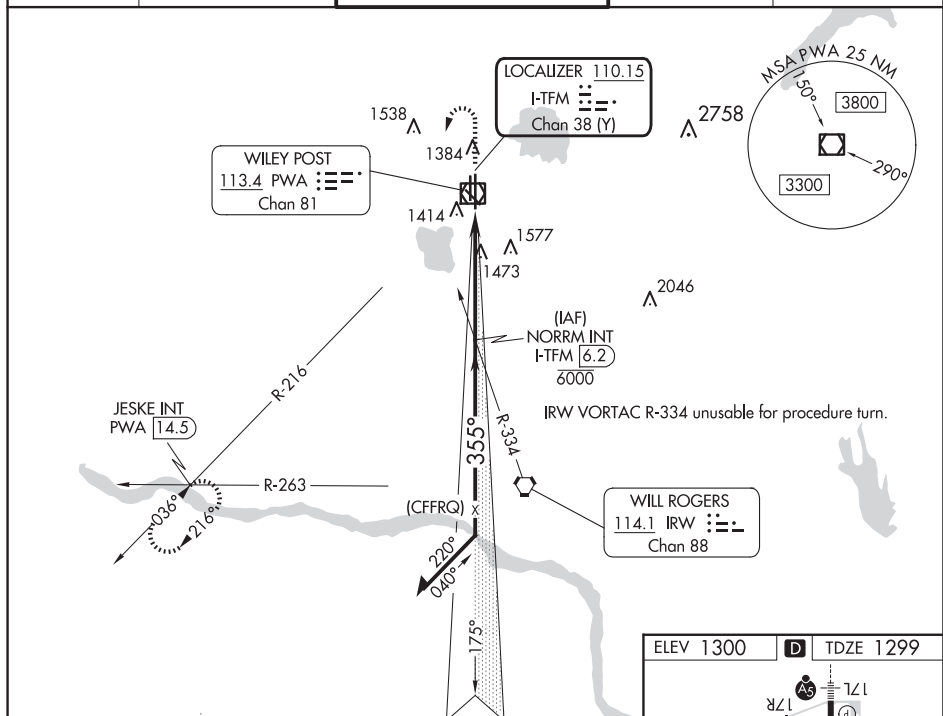
SC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 35R
WILEY POST (PWA)

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 on heading 180° and PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9 (CTAF) 0 306.9	GND CON 121.7	UNICOM 122.95
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Remain
within 10 NM

NORRM INT
I-TFM 6.2

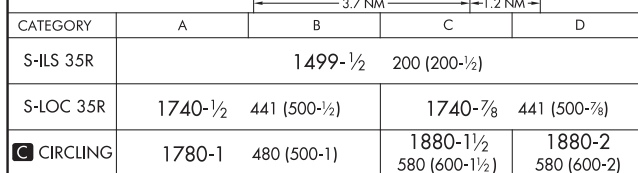
2900 =

GS 3.00°

TCH 50

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 54).

I-TR
2.

I-TFM
1.3

SC-1, 07 AUG 2025 to 02 OCT 2025

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

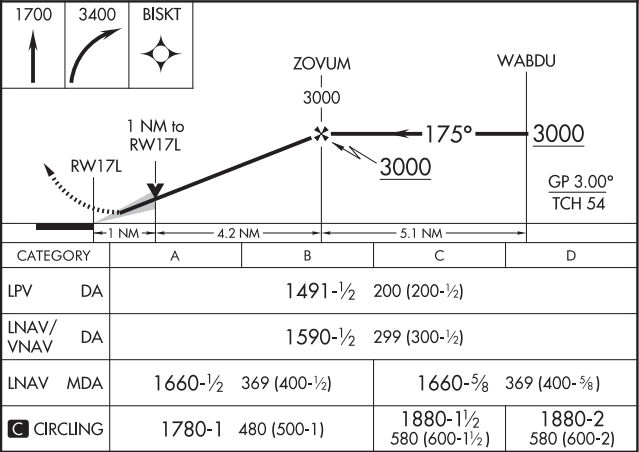
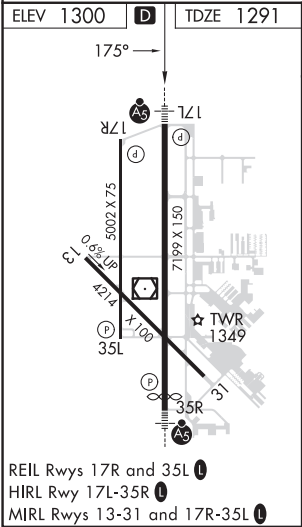
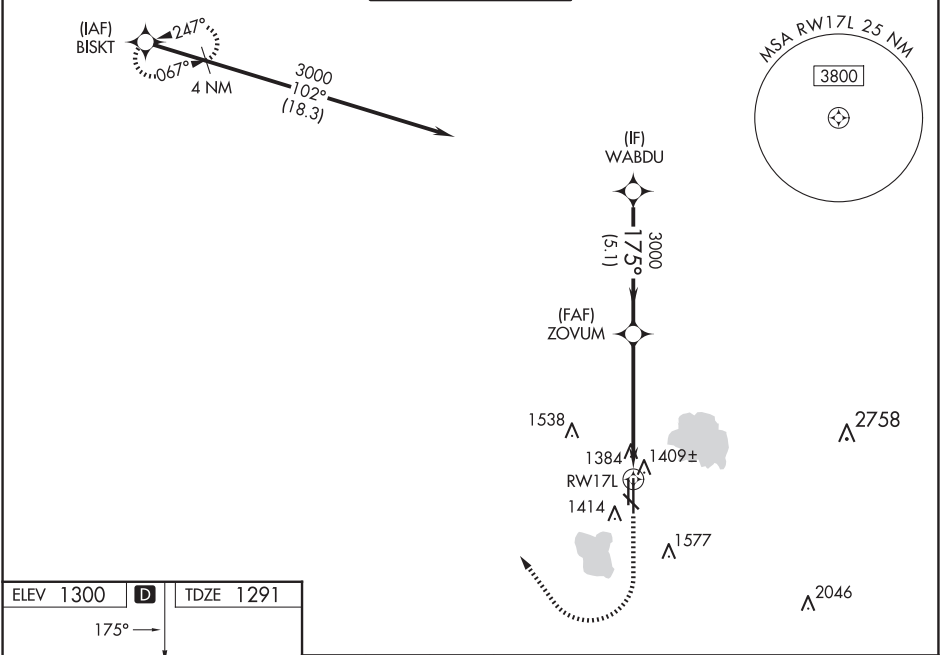
24361

WAAS CH 72737 W17A	APP CRS 175°	Rwy Idg TDZE 1291 Apt Elev 1300
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RNAV (GPS) RWY 17L

WILEY POST (PWA)

RNP APCH-GPS.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 1700 then climbing right turn to 3400 direct BISKT and hold.	
<div></div> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C/D visibility to 1 SM.	<div></div> ASR			
ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9 (CTAF) 306.9	GND CON 121.7	UNICOM 122.95



OKLAHOMA CITY, OKLAHOMA
Amdt 2B 19MAY22

35°32'N-97°39'W

WILEY POST (PWA)

RNAV (GPS) RWY 17L

SC-1, 07 AUG 2025 to 02 OCT 2025

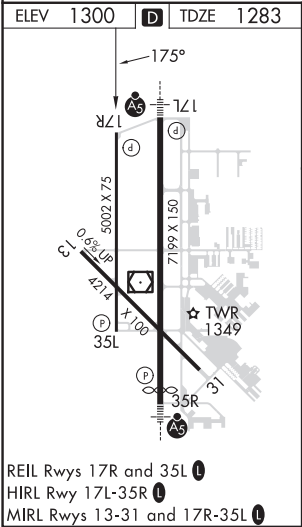
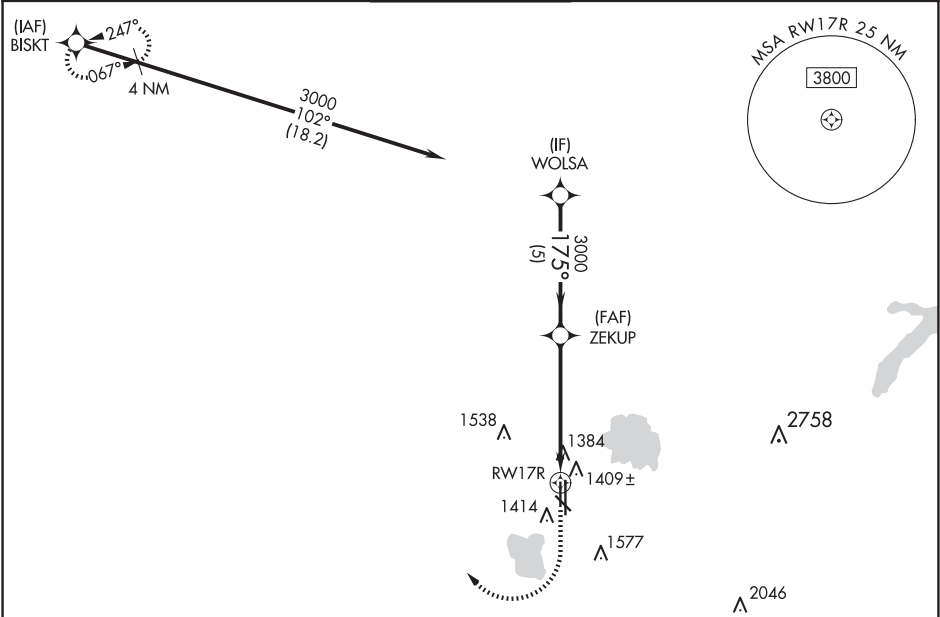
SC-1, 07 AUG 2025 to 02 OCT 2025




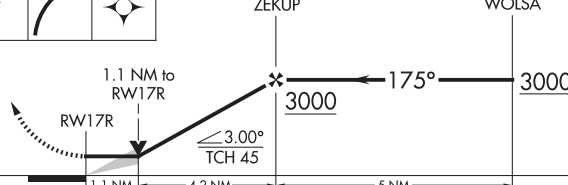
APP CRS	Rwy Idg	5002
175°	TDZE	1283
	Apt Elev	1300

RNAV (GPS) RWY 17R

WILEY POST (PWA)

RNP APCH-GPS.		MISSED APPROACH: Climb to 1700 then climbing right turn to 3400 direct BISKT and hold.		
ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) 306.9	121.7	122.95



1700	3400	BISKT				
						
						
CATEGORY		A	B	C	D	
LNAV MDA		1660-1 377 (400-1)				
CIRCLING		1780-1 480 (500-1)	1880-1½ 580 (600-1½)		1880-2 580 (600-2)	

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

OKLAHOMA CITY, OKLAHOMA

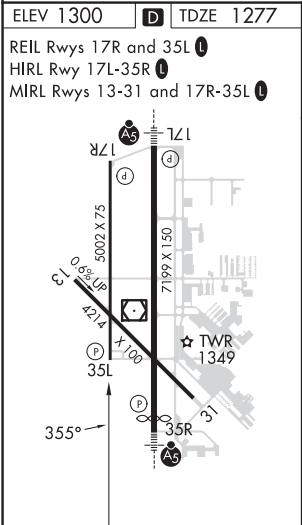
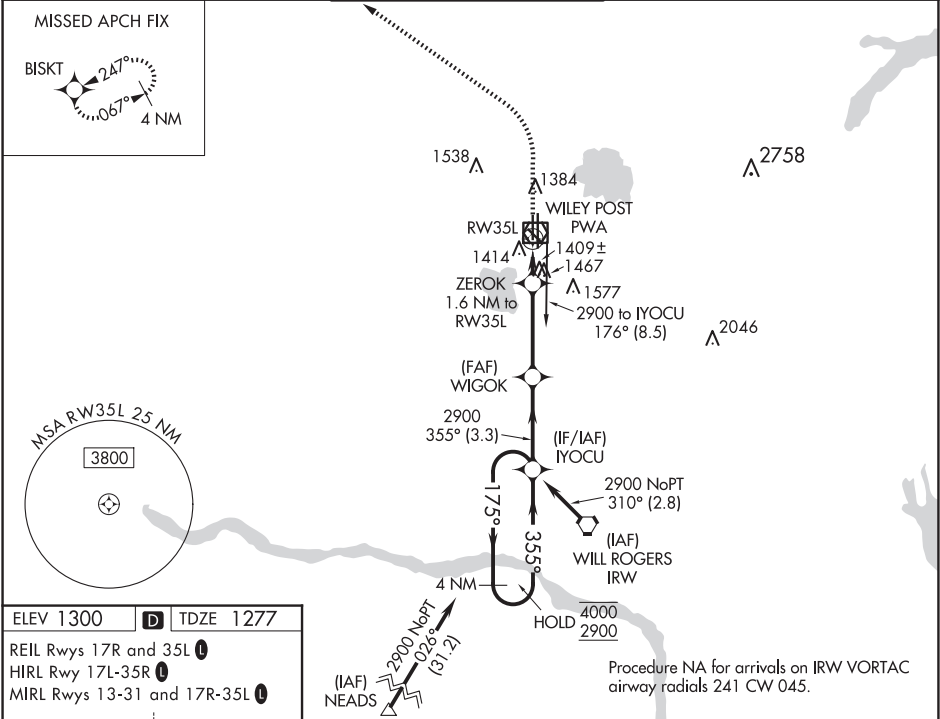
AL-739 (FAA)

24361

WAAS CH 78437 W35B	APP CRS 355°	Rwy Idg TDZE 1277 Apt Elev 1300
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RNAV (GPS) RWY 35L
WILEY POST (PWA)

RNP APCH-GPS.		MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 direct BISKIT and hold.		
ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9(CTAF) 306.9	GND CON 121.7	UNICOM 122.95



1700		3400	BISKIT	WIGOK		IYOCU	4 NM Holding Pattern
ZEROK 1.6 NM to RW35L		1.1 NM to RW35L		355°		175°	4000
RW35L		1820		2900		355°	2900
1.1 NM		0.5 NM		3.4 NM		3.3 NM	
CATEGORY		A	B	C	D		
LP	MDA	1660-1	383 (400-1)	1660-1½	383 (400-1½)		
LNAV	MDA	1720-1	443 (500-1)	1720-1¾	443 (500-1¾)		
CIRCLING		1780-1	480 (500-1)	1880-1½ 580 (600-1½)	1880-2 580 (600-2)		

OKLAHOMA CITY, OKLAHOMA
Orig-A 19MAY22

35°32'N-97°39'W

WILEY POST (PWA)
RNAV (GPS) RWY 35L

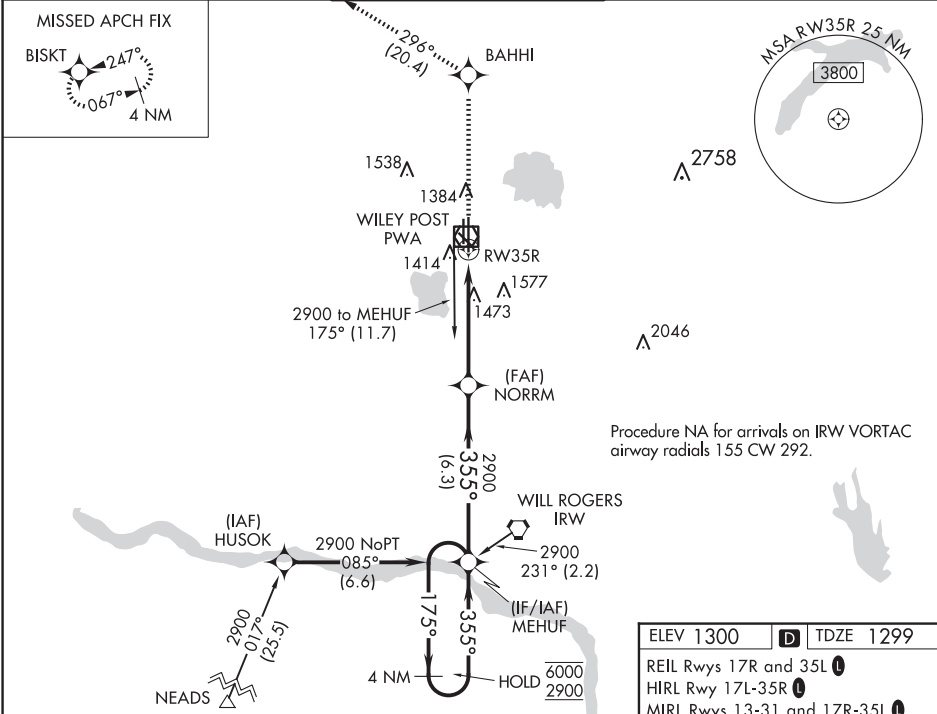
SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

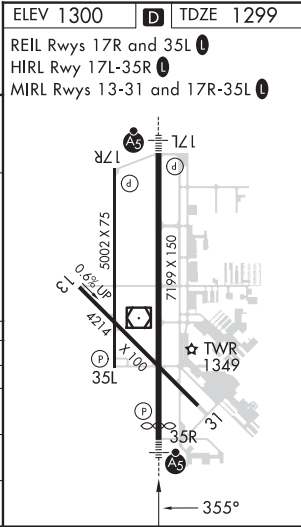
WAAS CH 42716 W35A	APP CRS 355°	Rwy Idg TDZE 1299 Apt Elev 1300
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RNAV (GPS) RWY 35R
WILEY POST (PWA)

RNP APCH-GPS. <div><div><div>T</div><div>A</div><div>ASR</div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.</div></div>			MALSR <div><div>A5</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54). 4 NM Holding Pattern MEHUF NORRM 2900 BAHHI 3100 BISKT 296°				
6000 ← 175° 2900 355° → 355° 2900 1.2 NM to RW35R RW35R				
GP 3.00° TCH 50 6.3 NM 3.7 NM 1.2				
CATEGORY	A	B	C	D
LPV DA	1499-1/2 200 (200-1/2)			
LNAV/VNAV DA	1755-7/8 456 (500-7/8)			
LNAV MDA	1740-1/2 441 (500-1/2)		1740-7/8 441 (500-7/8)	
CIRCLING	1780-1 480 (500-1)		1880-1 580 (600-1)	
			1880-2 580 (600-2)	



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

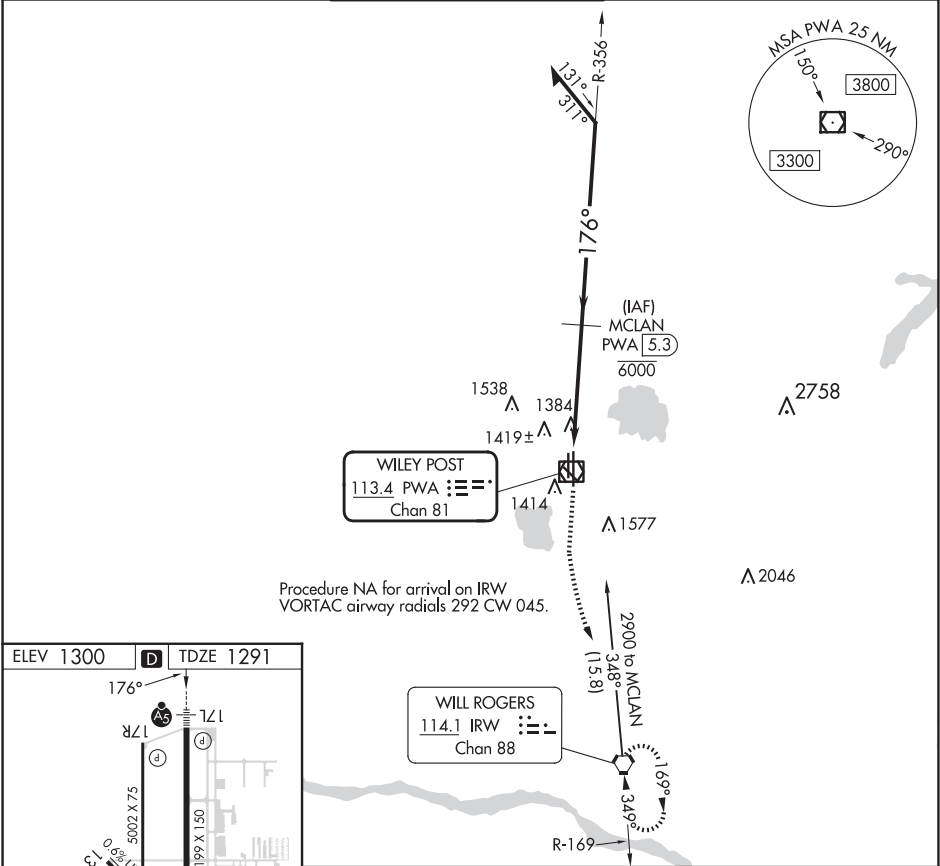
24361

VOR/DME PWA 113.4 Chan 81	APP CRS 176°	Rwy Idg TDZE Apt Elev	6844 1291 1300
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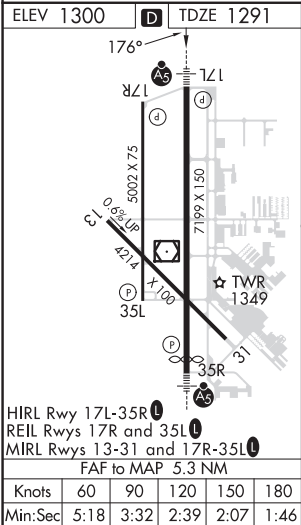
VOR RWY 17L
WILEY POST (PWA)

DME required.	MALSR 	MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct IRW VORTAC and hold.

ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER★ 126.9(CTAF) 0 306.9	GND CON 121.7	UNICOM 122.95
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Procedure NA for arrival on IRW
VORTAC airway radials 292 CW 045.



1700	3000	IRW	MCLAN PWA 5.3	6000	356°	2800	176°	2800	176°	2800	Remain within 10 NM
CATEGORY A B C D											
S-17L 1680-1/2 389 (400-1/2) 1680-5/8 389 (400-5/8)											

OKLAHOMA CITY, OKLAHOMA
Amdt 12 24MAR22

35°32'N-97°39'W

WILEY POST (PWA)
VOR RWY 17L

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

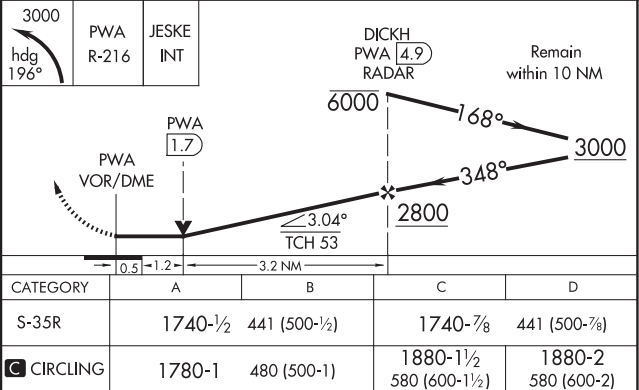
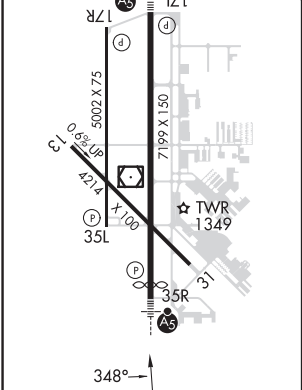
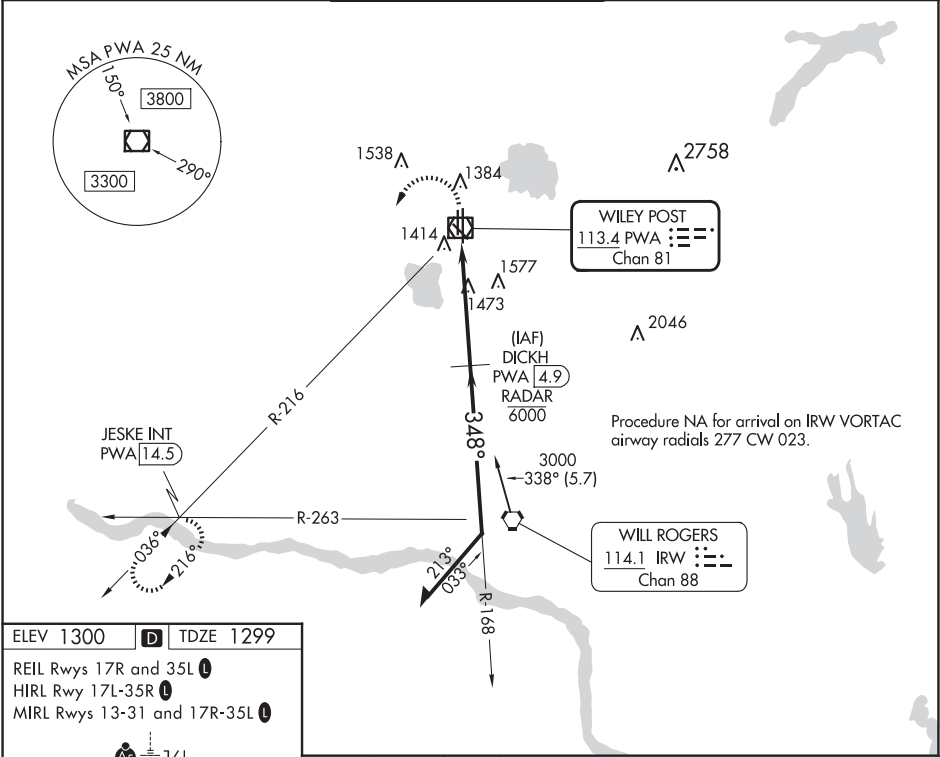
VOR/DME PWA	APP CRS	Rwy Idg	6843
113.4	348°	TDZE	1299
Chan 81		Apt Elev	1300

VOR RWY 35R

WILEY POST (PWA)

DME or RADAR required.		MALSR	MISSED APPROACH: Climbing left turn to 3000 on heading 196° and PWA R-216 to JESKE INT/PWA 14.5 DME and hold.
ASR			

ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9 (CTAF) 306.9	GND CON 121.7	UNICOM 122.95
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OKLAHOMA CITY, OKLAHOMA

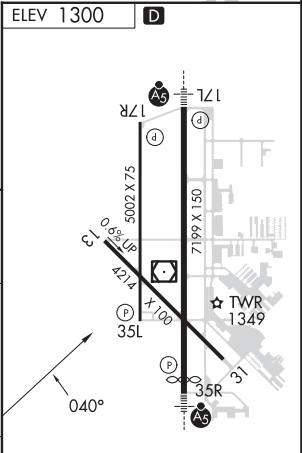
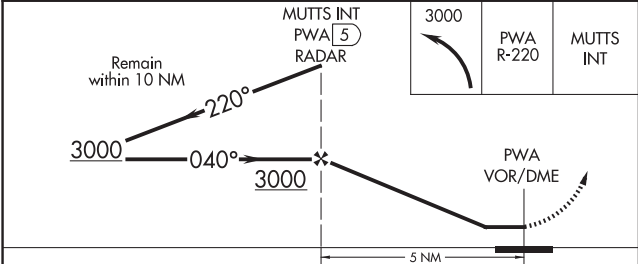
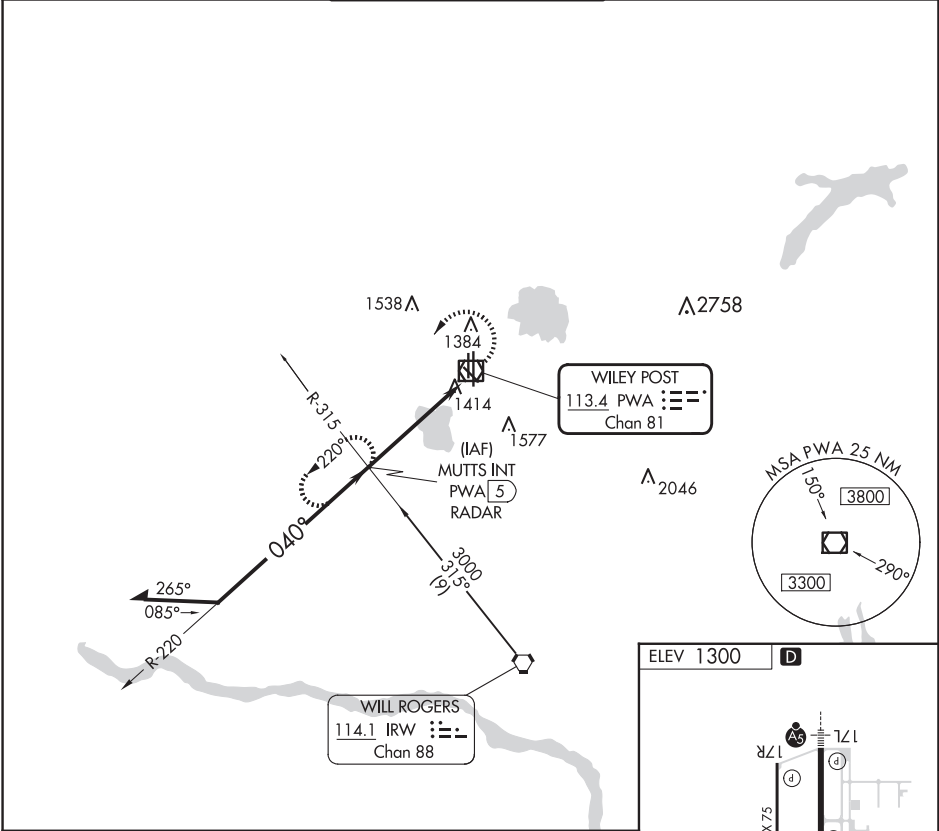
AL-739 (FAA)

24361

VOR/DME PWA 113.4 Chan 81	APP CRS 040°	Rwy Idg TDZE Apt Elev N/A N/A 1300
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VOR-A
WILEY POST (PWA)

ATIS 128.725		OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9 (CTAF) 306.9	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
C CIRCLING	1780-1	480 (500-1)	1880-1½ 580 (600-1½)	1880-2 580 (600-2)

REIL Rwy 17R and 35L **L**
HIRL Rwy 17L-35R **L**
MIRL Rwy 13-31 and 17R-35L **L**

OKLAHOMA CITY, OKLAHOMA
Amdt 2B 02APR15

35°32'N-97°39'W

WILEY POST (PWA)
VOR-A

SC-1, 07 AUG 2025 to 02 OCT 2025

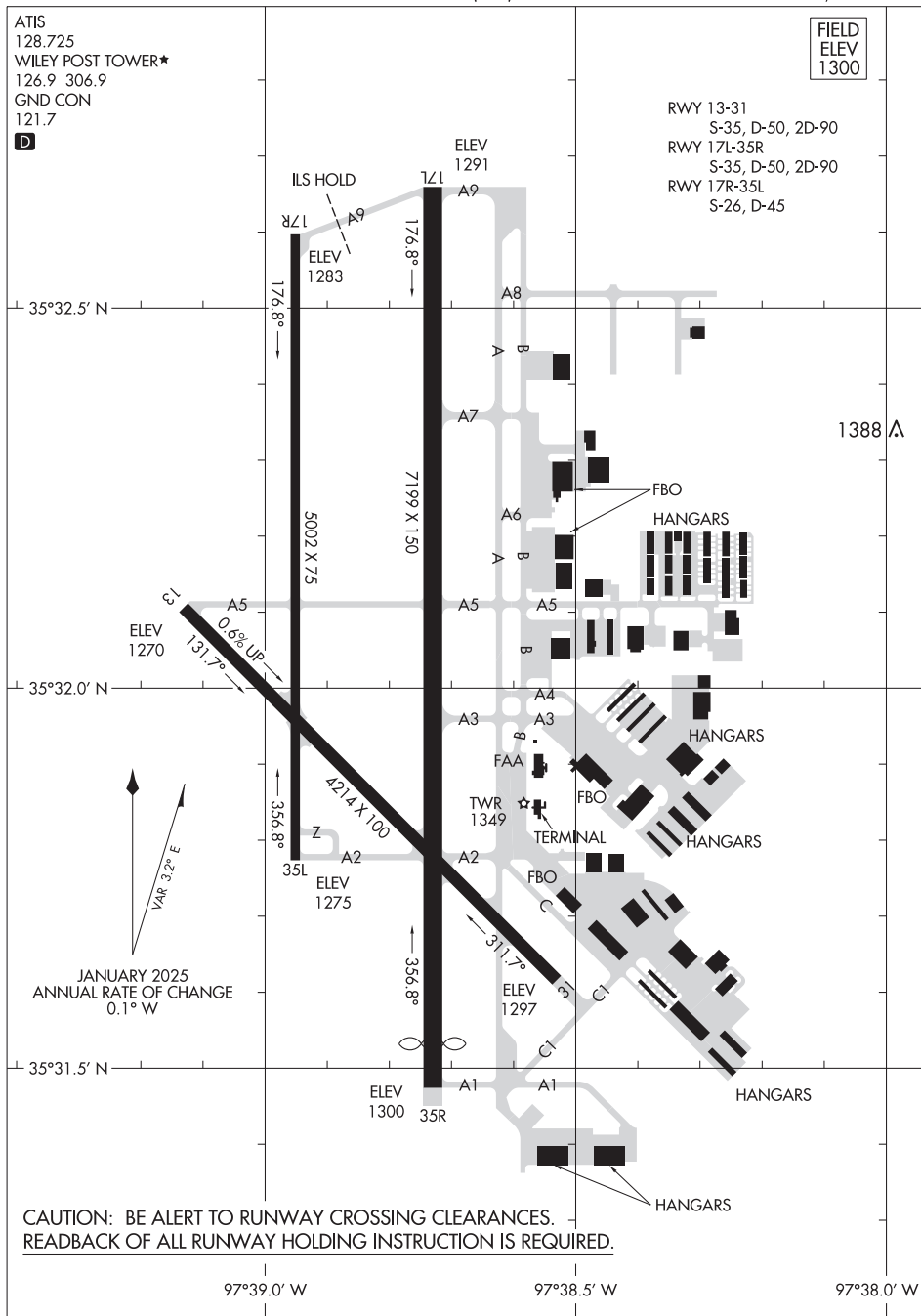
SC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

FIELD
ELEV
1300

RWY 13-31
S-35, D-50, 2D-90
RWY 17L-35R
S-35, D-50, 2D-90
RWY 17R-35L
S-26, D-45



AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

25107

347

SC-1, 07 AUG 2025 to 02 OCT 2025

FUNNL THREE DEPARTURE (RNAV)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

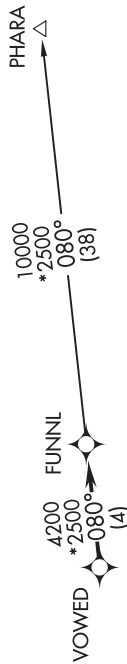
TOP ALTITUDE:
Assigned by ATC

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8 (South)
124.2 336.4 (North)

TAKEOFF MINIMUMS:

Rwys 13, 17L/R, 31, 35L/R;

Standard with minimum climb of 500' per NM to 2100.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .

TAKEOFF RWYS 17L/R: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .

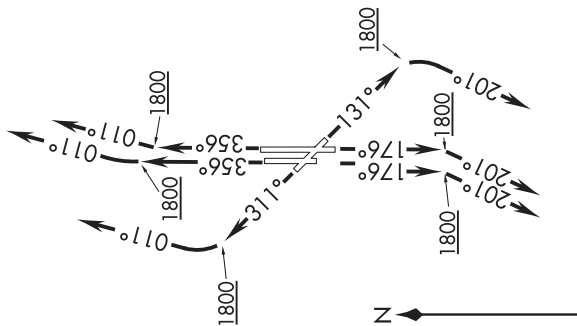
TAKEOFF RWY 35L: Climb heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .

TAKEOFF RWY 35R: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .

..... on track 080° to FUNNLI, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARA TRANSITION (FUNNL3.PHARA):

NOTE: Chart not to scale.



NOTE: RADAR required.

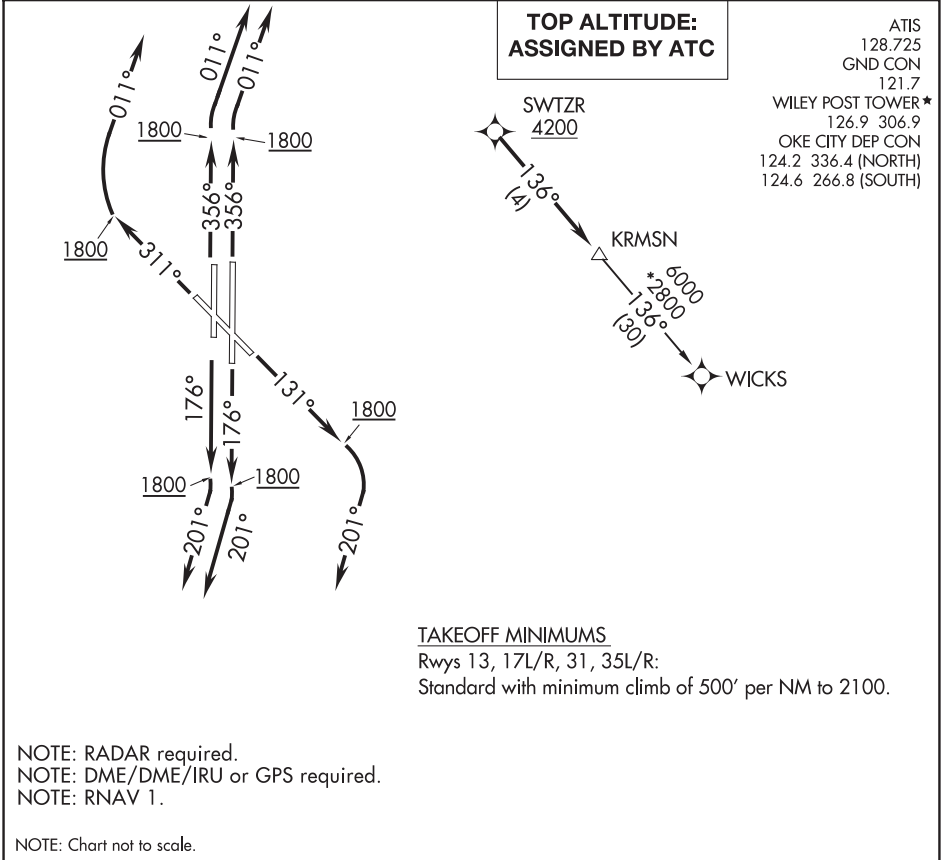
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

FUNNL THREE DEPARTURE (RNAV)

(FUNNL3.FUNNL) 07DEC17

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13:

Climb on heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . .

TAKEOFF RUNWAYS 17L/R:

Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . .

TAKEOFF RUNWAY 31:

Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . .

TAKEOFF RUNWAY 35L:

Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . .

TAKEOFF RUNWAY 35R:

Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . .

. . . on track 136° to KRMSN, then on (transition). Maintain ATC assigned altitude.

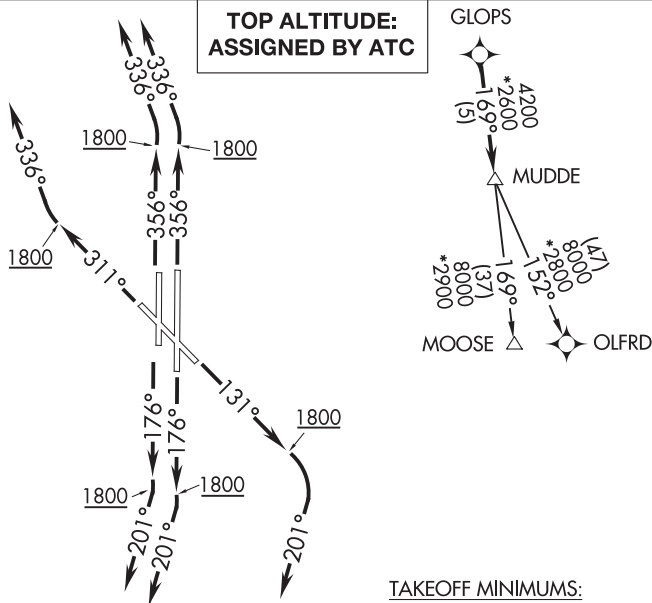
Expect filed altitude 10 minutes after departure.

WICKS TRANSITION (KRMSN4.WICKS)

(MUDDE3.MUDDE) 17341

MUDDE THREE DEPARTURE (RNAV)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA



ATIS	
128.725	
GND CON	
121.7	
WILEY POST TOWER★	
126.9	306.9
OKE CITY DEP CON	
124.6	266.8

TAKEOFF MINIMUMS:

Rwy 13, 17L/R, 31, 35L/R:

Standard with minimum climb of 500' per NM to 2100.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . .

TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . .

TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 336° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . .

TAKEOFF RWY 35L/R: Climb on heading 356° to 1800, then left turn heading 336° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . .

... on track 169° to MUDDE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE3.MOOSE):

OLFRD TRANSITION (MUDDE3.OLFRD):

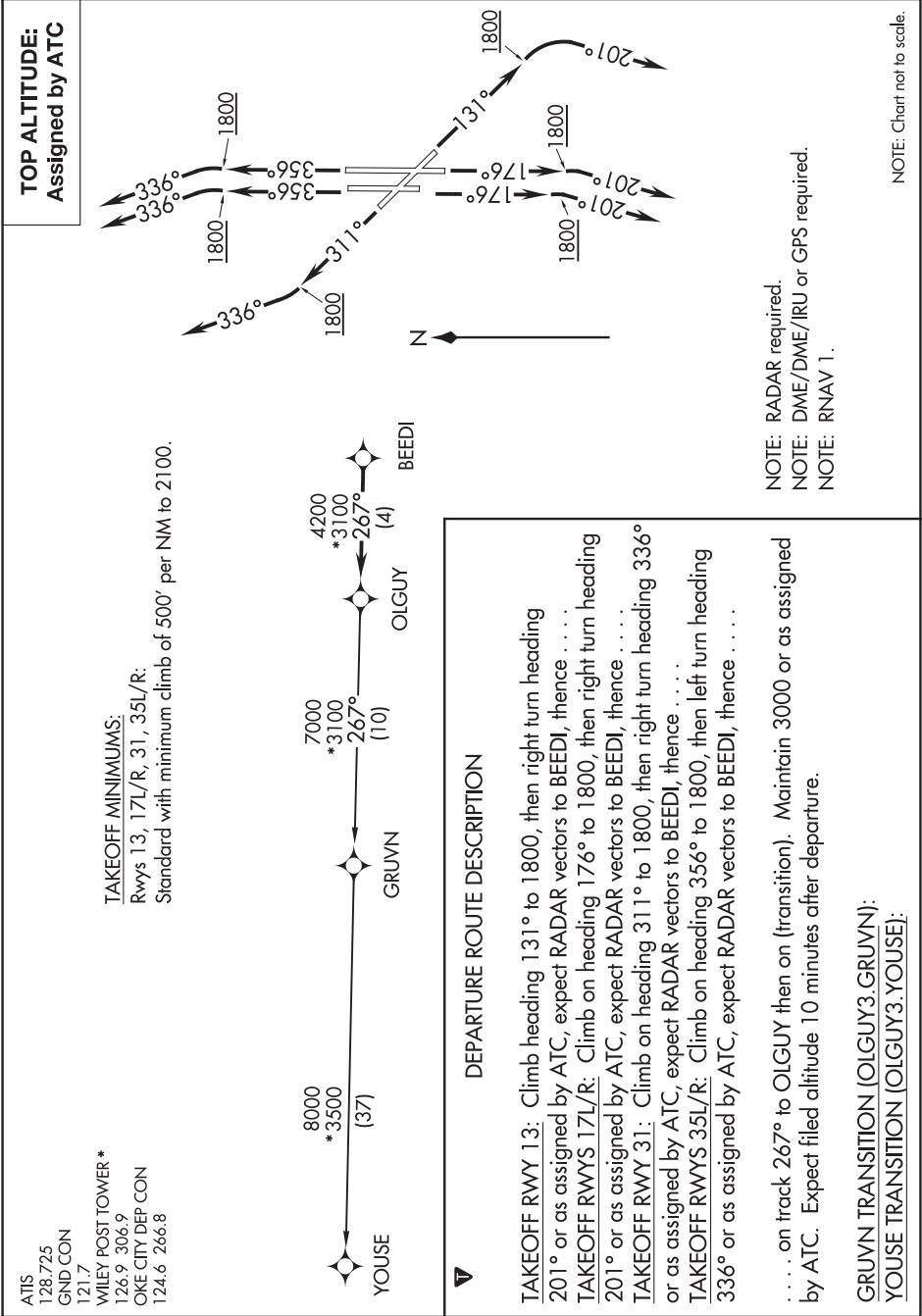
MUDDE THREE DEPARTURE (RNAV)

(MUDDE3.MUDDE) 07DEC17

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

SC-1, 07 AUG 2025 to 02 OCT 2025

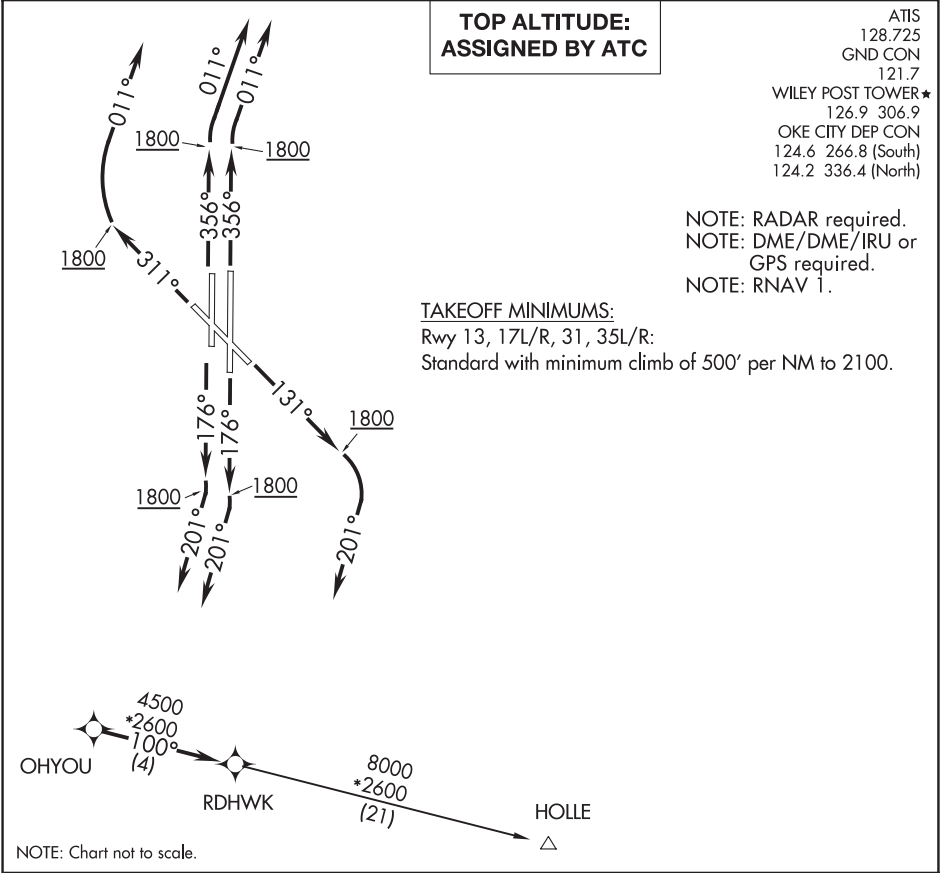
OLGUY THREE DEPARTURE (RNAV)



(RDHWK3.RDHWK) 17341

RDHWK THREE DEPARTURE (RNAV) AL-739 (FAA)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .
- TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .
- TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .
- TAKEOFF RWY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .
- TAKEOFF RWY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .

. . . on track 100° to RDHWK, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK3.HOLLE):

RDHWK THREE DEPARTURE (RNAV)
(RDHWK3.RDHWK) 07DEC17

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

AL-739 (FAA)

SSYKO THREE DEPARTURE (RNAV)

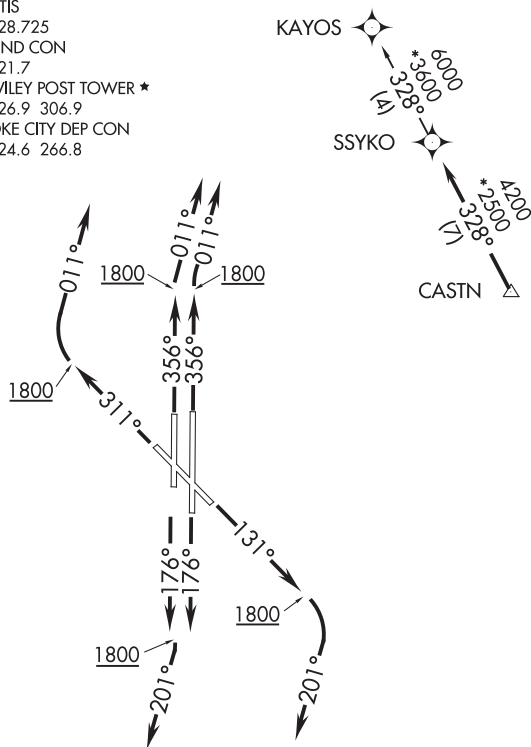
WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

ATIS
 128.725
 GND CON
 121.7
 WILEY POST TOWER ★
 126.9 306.9
 OKE CITY DEP CON
 124.6 266.8

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:

Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb
of 500' per NM to 2100.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

TAKEOFF RWY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

TAKEOFF RWY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

... on track 328° to SSYKO, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO3.KAYOS):

SSYKO THREE DEPARTURE (RNAV)

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

(SSYKO3.SSYKO) 07DEC17

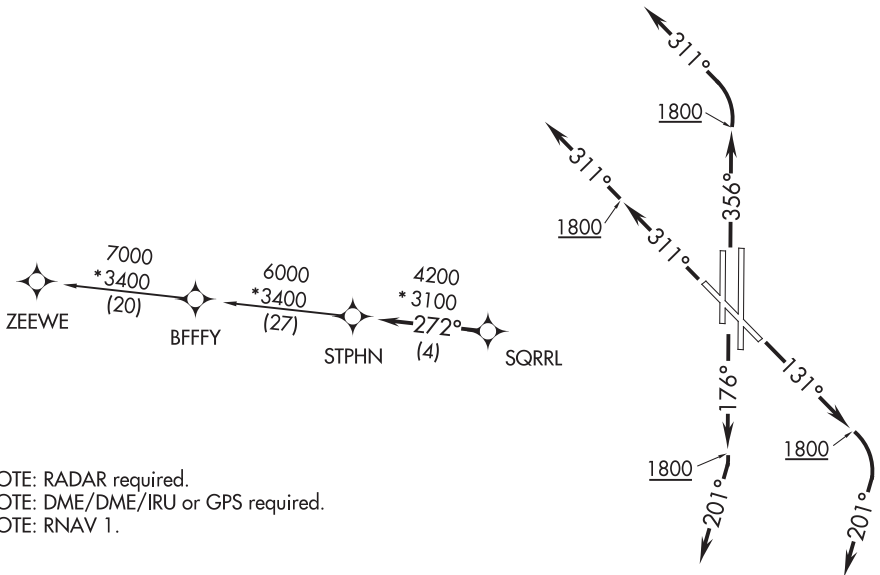
STPHN THREE DEPARTURE (RNAV)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb
of 500' per NM to 2100.

ATIS	
128.725	
GND CON	
121.7	
WILEY POST TOWER ★	
126.9	306.9
OKE CITY DEP CON	
124.6	266.8



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . .

TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SQRR, thence . . .

TAKEOFF RWY 31: Climb on heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to SQRR, thence . . .

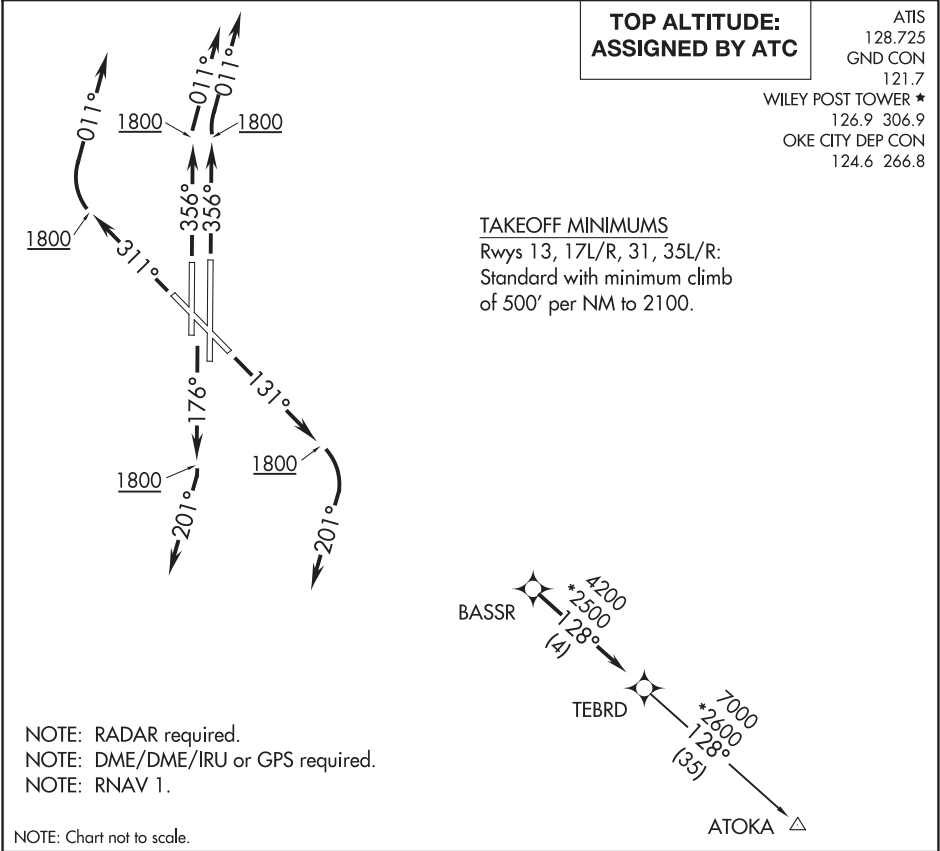
TAKEOFF RWYS 35L/R: Climb on heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .

... on track 272° to STPHN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN3.BFFFY):
ZEEWE TRANSITION (STPHN3.ZEEWE):

STPHN THREE DEPARTURE (RNAV)
(STPHN3.STPHN) 07DEC17

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .

TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .

TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .

TAKEOFF RWY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .

TAKEOFF RWY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .

. . . on track 128° to TEBRD, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD3.ATOKA)

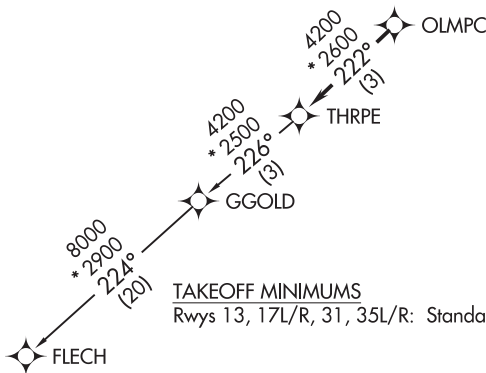
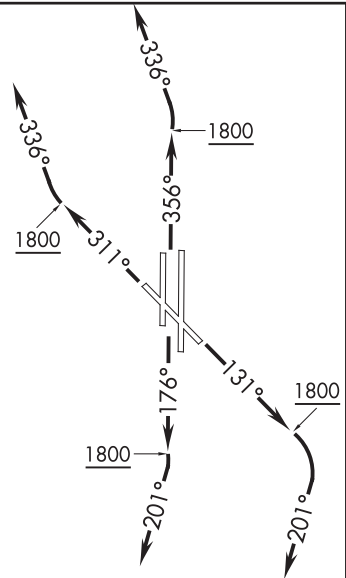
(THRPE3.THRPE) 17341

THRPE THREE DEPARTURE (RNAV)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwys 13, 17L/R, 31, 35L/R: Standard with minimum climb of 500' per NM to 2100.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMP, thence . . .

TAKEOFF RWYS 17L/R: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMP, thence . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 336° or as assigned by ATC, expect RADAR vectors to OLMP, thence . . .

TAKEOFF RWYS 35L/R: Climb heading 356° to 1800, then left turn heading 336° or as assigned by ATC, expect RADAR vectors to OLMP, thence . . .

. . . on track 222° to THRPE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

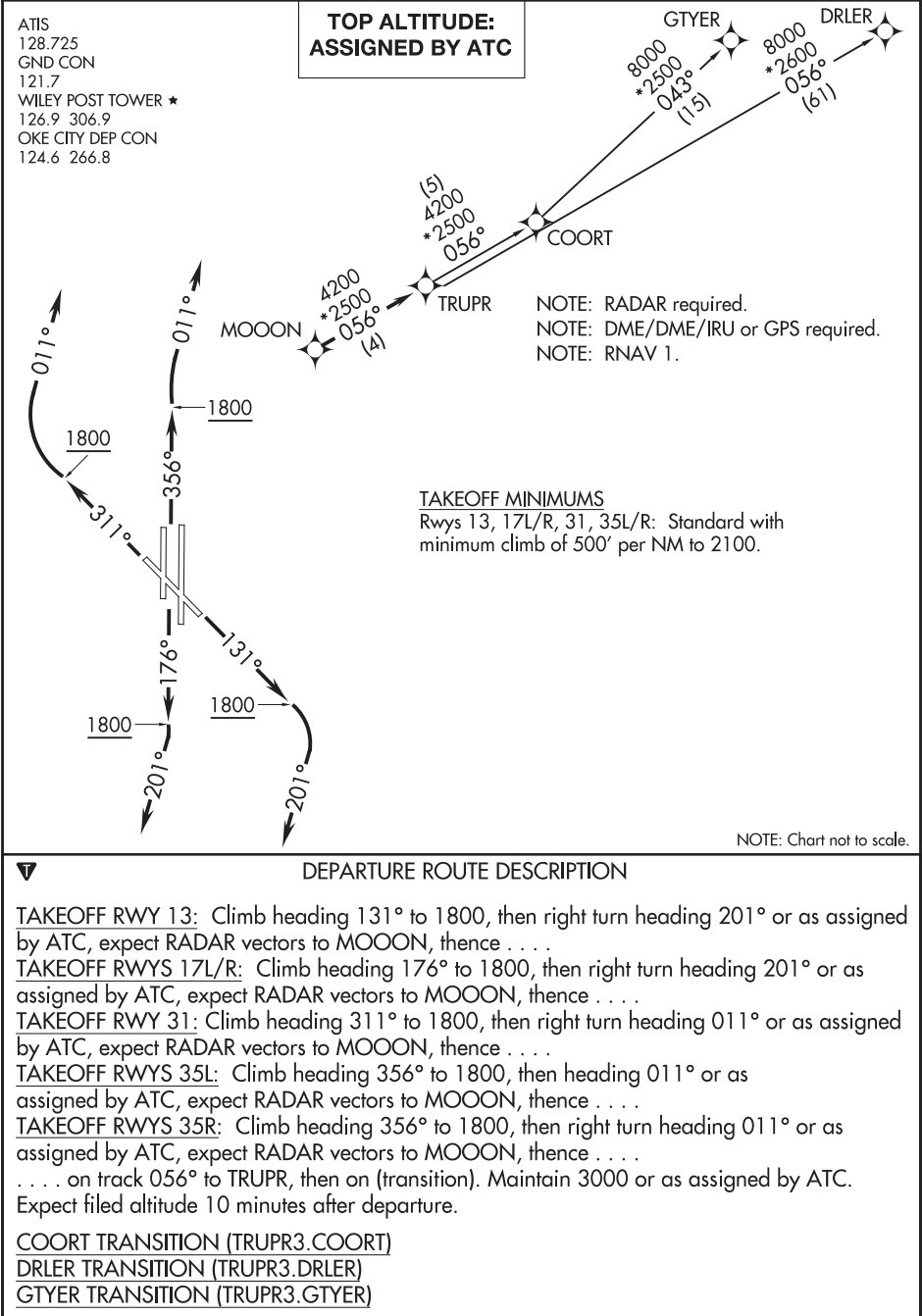
FLECH TRANSITION (THRPE3.FLECH)

GGOLD TRANSITION (THRPE3.GGOLD)

THRPE THREE DEPARTURE (RNAV)

(THRPE3.THRPE) 07DEC17

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)



(WENDY3.WENDY) 17341

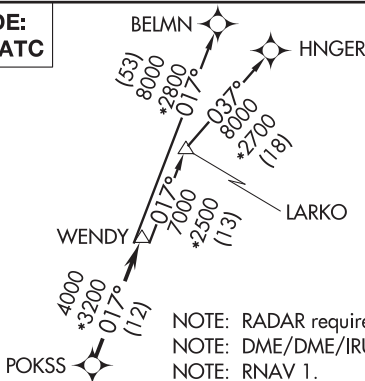
AL-739 (FAA)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

WENDY THREE DEPARTURE (RNAV)

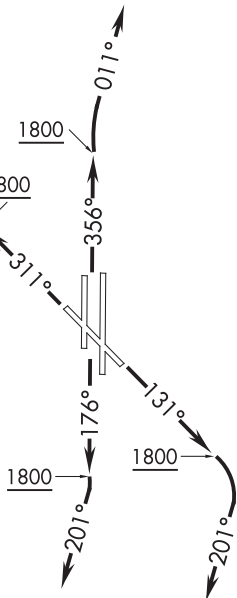
ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8

TOP ALTITUDE:
ASSIGNED BY ATC



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwys 13, 17R, 31, 35L/R: Standard with
minimum climb of 500' per NM to 2100.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence

TAKEOFF RWYS 17L/R: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence

TAKEOFF RWYS 35L: Climb heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence

TAKEOFF RWYS 35R: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence

. . . . on track 017° to WENDY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BELMN TRANSITION (WENDY3.BELMN)
HNGER TRANSITION (WENDY3.HNGER)
LARKO TRANSITION (WENDY3.LARKO)

WENDY THREE DEPARTURE (RNAV)
(WENDY3.WENDY) 07DEC17

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

LOC I-OKM 109.1	APP CRS 176°	Rwy Idg TDZE Apt Elev 5150 720 720
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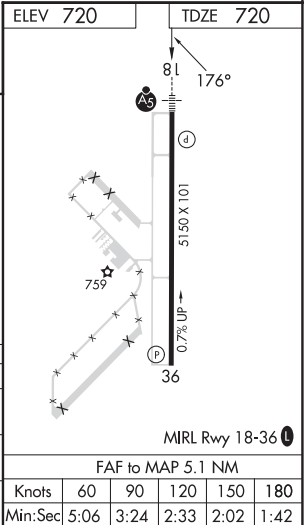
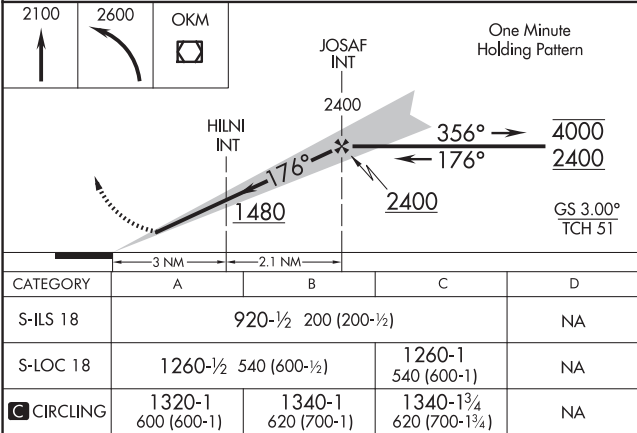
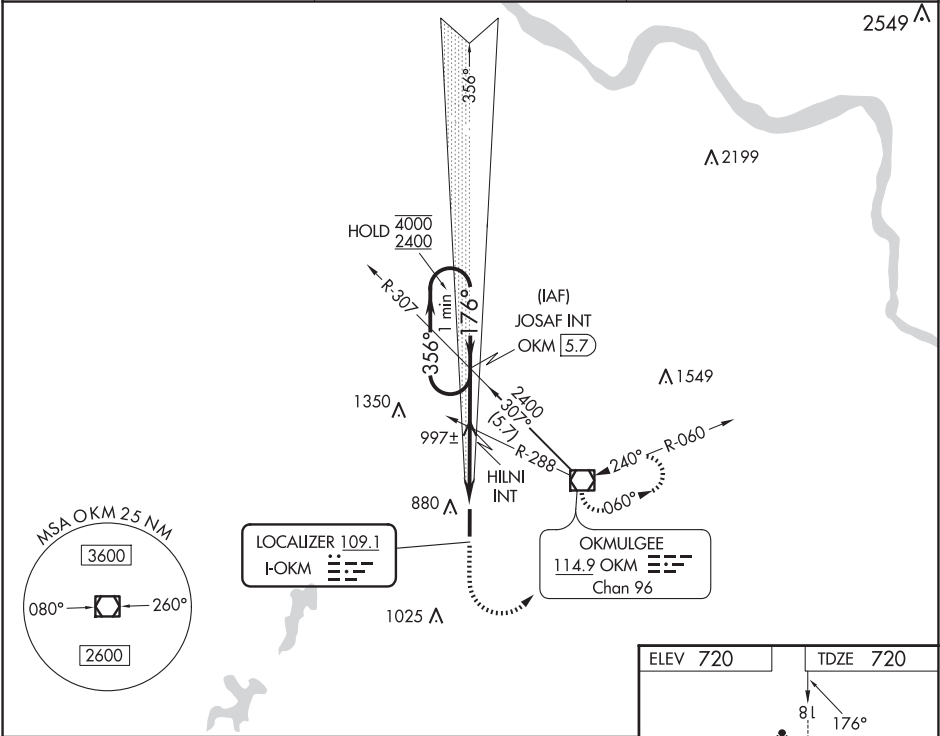
▼ For inop ALS, increase S-ILS all Cats visibility to ¾ SM, increase S-LOC Cats A and B visibility to 1 SM, and S-LOC Cat C visibility to 1½ SM.

▲ NA

MALSR
A5

MISSED APPROACH: Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold, continue climb-in-hold to 2600.

AWOS-3PT 118.225	TULSA APP CON 119.85 338.3	UNICOM 123.0 (CTAF) 0
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RNAV (GPS) RWY 18
OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)

MALSR

MISSED APPROACH: Climb to 3000 direct VIDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.

AWOS-3PT 118.225	TULSA APP CON 119.85 338.3	UNICOM 123.0 (CTAF) 0
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<p>*LNAV only.</p> <p>*1.7 NM to RW18</p> <p>NALY</p> <p>176°</p> <p>356°</p> <p>3000</p> <p>GP 3.00° TCH 5T</p>				
CATEGORY	A	B	C	D
LPV DA	970-½ 250 (300-½)			NA
LNAV MDA	1320-½ 600 (600-½)		1320-1 600 (600-1)	NA
C CIRCLING	1320-1 600 (600-1)	1340-1 620 (700-1)	1340-1½ 620 (700-1½)	NA

WAAS
CH **69242**
W36A

APP CRS
356°

Rwy Idg
TDZE
704

Apt Elev
720

RNAV (GPS) RWY 36

OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)

RNP APCH-GPS.

For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -24°C or above 45°C.

MISSED APPROACH: Climb to 1200, then climbing left turn to
3000 direct JEPGO and hold.

AWOS-3PT 118.225	TULSA APP CON 119.85 338.3	UNICOM 123.0 (CTAF) 0
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The chart displays the RNAV (GPS) RWY 36 approach. Key features include:

- Initial Approach:** From JEPGO, a 4 NM segment leads to a 1350' altitude, then a 916' altitude, and finally a 1025' altitude.
- Final Approach:** A 356° heading leads to a 2400' altitude, then a 356° heading to the runway.
- Missed Approach:** Climb to 1200, then climbing left turn to 3000 direct JEPGO and hold.
- Obstacles:** Various obstacles are marked, including a 1549' obstacle near the runway and a 3600' obstacle near the missed approach.
- Procedural Notes:** Procedure NA for arrivals at PHARA on V161 southwest bound. Procedure NA for arrivals at HOFFE on V15 southbound.

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 40).

4 NM Holding Pattern

ZATAL

6000 ← 176°

3000 → 356°

GP 3.00° TCH 50

CONKI

2400

*1.4 NM to RW36

RW36

5 NM

3.8 NM

1.4 NM

*LNAV only.

ELEV 720

TDZE 704

81

51.50 X 101

759

36

0.7% UP

356°

CATEGORY	A	B	C	D
LPV DA		904-¾	200 (200-¾)	
LNAV/VNAV DA		991-⅞	287 (300-⅞)	
LNAV MDA	1180-1	476 (500-1)	1180-1⅓	476 (500-1⅓)
CIRCLING	1240-1 520 (600-1)	1340-1 620 (700-1)	1340-1¾ 620 (700-1¾)	1640-3 920 (1000-3)

MIRL Rwy 18-36 0

OKMULGEE, OKLAHOMA

Orig-B 23FEB23

OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)

35°40'N-95°57'W

RNAV (GPS) RWY 36

361

APP CRS
187°

Rwy Idg	3799
TDZE	235
Apt Elev	235

RNAV (GPS) RWY 19
OSCEOLA MUNI (7M4)

RNP APCH.



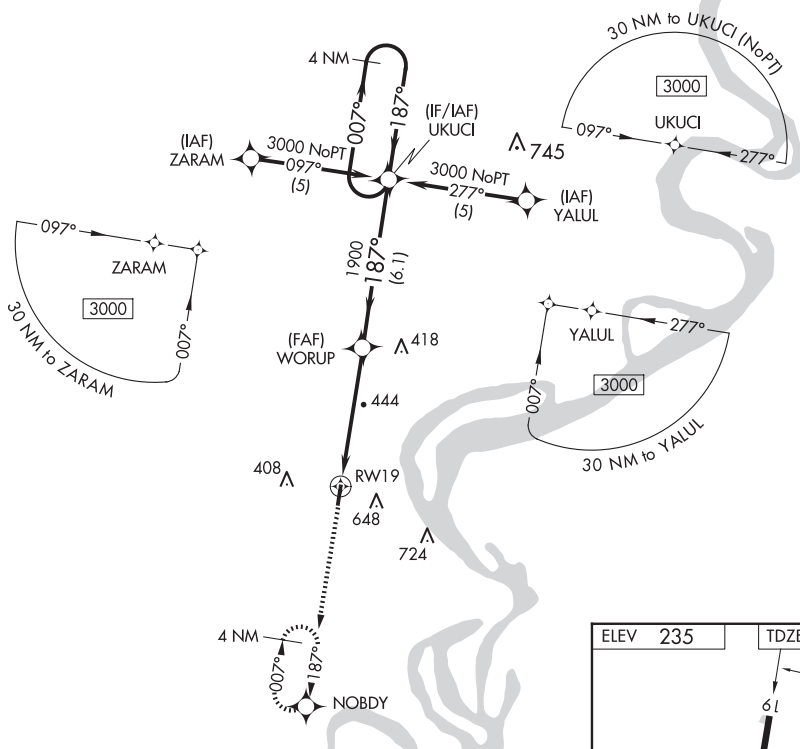
Procedure NA at night.
Rwy 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct NOBDY and hold, continue climb-in-hold to 3500.

HKA ASOS
135.025

MEMPHIS CENTER
119.1 291.6

UNICOM
122.8 (CTAF) **L**



3500	NOBODY
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ELEV	235		TDZE	235
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187° to
RW19

3799 X 75

REIL Rwy 1 and 19 **L**
MIRL Rwy 1-19 **L**

OSCEOLA, ARKANSAS

Orig-A 03JAN19

35°41'N-90°01'W

363

OSCEOLA MUNI (7M4)

RNAV (GPS) RWY 19

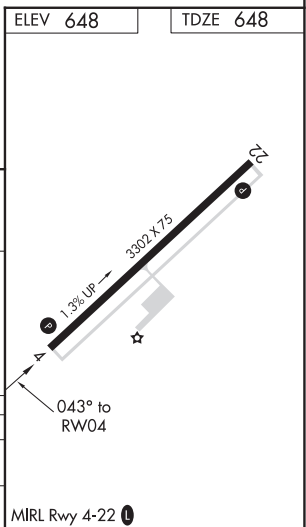
SC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4

OZARK/FRANKLIN COUNTY (7M5)

MISSED APPROACH: Climb to 3200 direct EHAKU and on track 117° to MUSLE and hold.

UNICOM
122.8 (CTAF) **L**



OZARK/FRANKLIN COUNTY (7M5)
RNAV (GPS) RWY 4

SC-1, 07 AUG 2025 to 02 OCT 2025

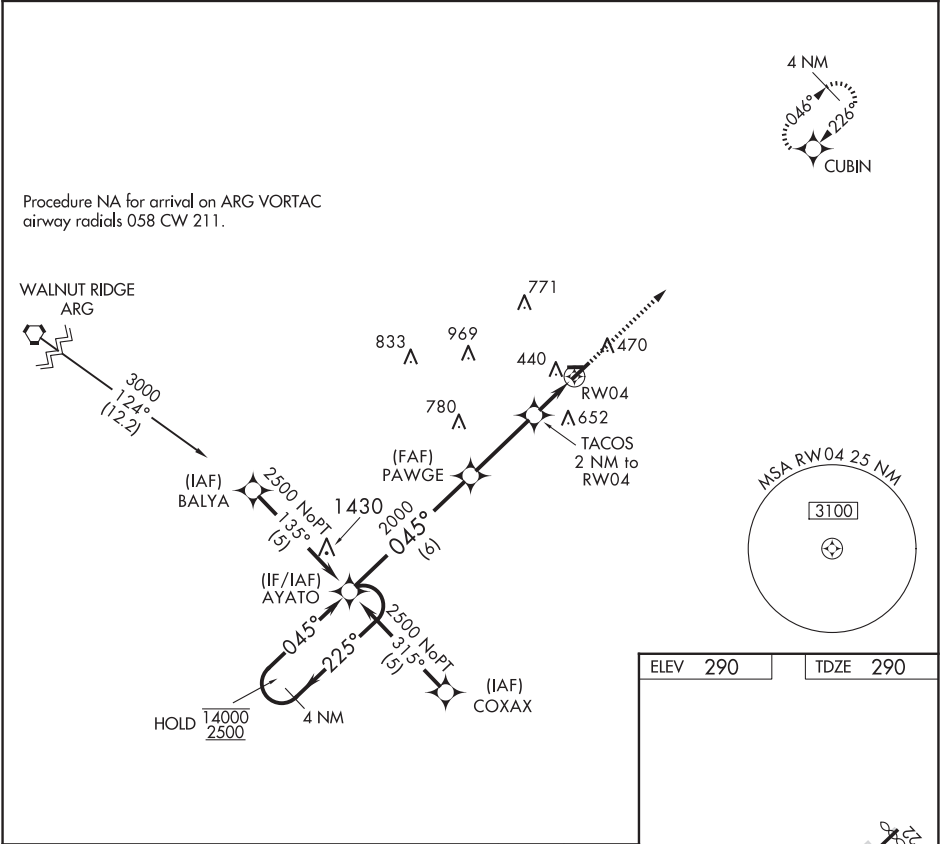
APP CRS	Rwy Idg	4011
045°	TDZE	290
	Apt Elev	290

RNAV (GPS) RWY 4

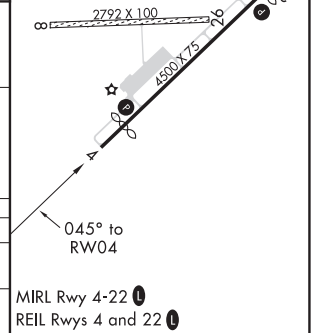
KIRK FLD (PGR)

RNP APCH - GPS	<div><div>⚠</div><div>NA</div><div>Procedure NA for arrival on ARG VORTAC airway radials 058 CW 211.</div></div>	MISSED APPROACH: Climb to 3000 direct CUBIN and hold.
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JBR ASOS 118.525	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		AYATO	Visual Segment - Obstacles.		3000	CUBIN		
<div>14000 2500</div> <div>← 225° 045° →</div>			PAWGE	TACOS 2 NM to RW04	RW04			
			<div>2000</div> <div>045°</div>		<div>980</div> <div>2 NM</div>			
			6 NM	3.2 NM	2 NM			
CATEGORY	A	B	C	D				
LNNAV MDA	800-1¼	510 (600-1¼)	NA					
CIRCLING	860-1¼ 570 (600-1¼)	1000-1¼ 710 (800-1¼)	NA					



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

PARAGOULD, ARKANSAS

AL-5544 (FAA)

21280

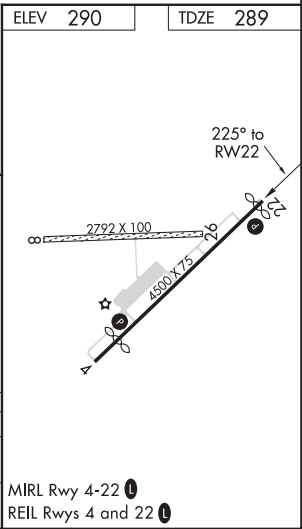
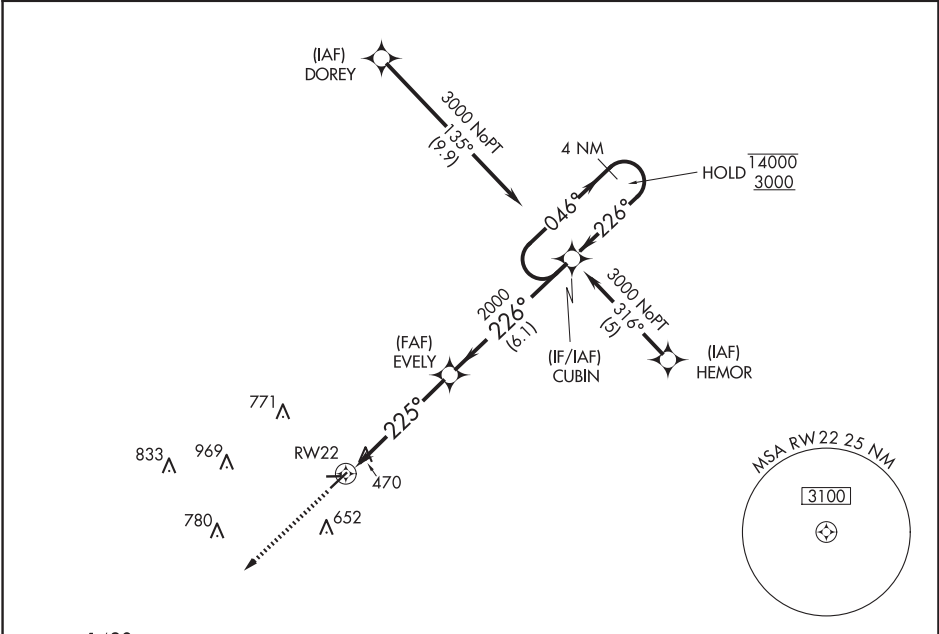
APP CRS	Rwy Idg	4352
225°	TDZE	289
	Apt Elev	290

RNAV (GPS) RWY 22

KIRK FLD (PGR)

RNP APCH - GPS	
<div><div>NA</div><div>Circling NA to Rwys 8 and 26. Rwy 22 helicopter visibility reduction below ¼ SM NA. Use Jonesboro altimeter setting; when not received, use Walnut Ridge altimeter setting and increase all MDA 20 feet.</div></div>	MISSED APPROACH: Climb to 2500 direct AYATO and hold.

JBR ASOS 118.525	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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2500	AYATO	Visual Segment - Obstacles.			
		CUBIN 4 NM Holding Pattern			
		EVELY	226°	046° → 14000	← 226° 3000
		RW22	225°	2000	
		5.1 NM	6.1 NM		
CATEGORY	A	B	C	D	
LNVA MDA	820-1¼	531 (600-1¼)	NA		
CIRCLING	860-1¼ 570 (600-1¼)	1000-1¼ 710 (800-1¼)	NA		

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

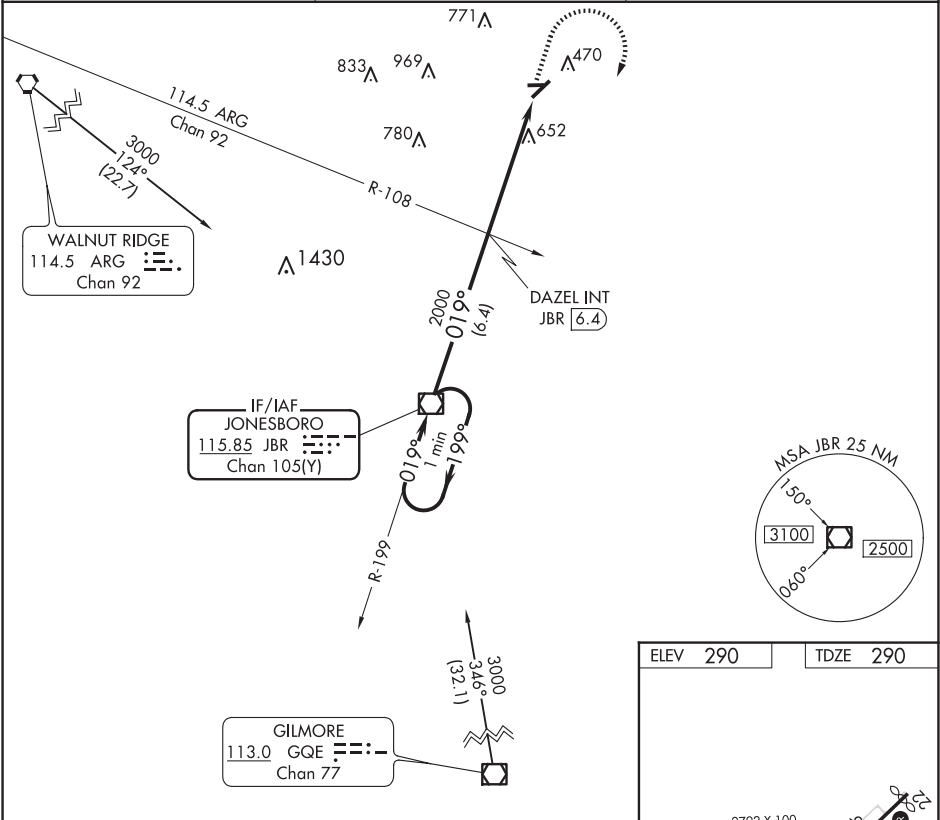
VOR/DME JBR	APP CRS	Rwy Idg	4011
115.85	019°	TDZE	290
Chan 105(Y)		Apt Elev	290

VOR RWY 4

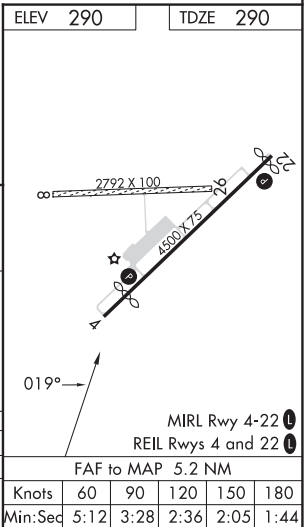
KIRK FLD (PGR)

<div><div>▼</div><div>▲ NA</div></div> <div>Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA to Rwy's 8 and 26. Use Jonesboro altimeter setting; when not received, use Walnut Ridge altimeter setting and increase all MDAs 20 feet.</div>	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JBR VOR/DME and hold.
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JBR ASOS 118.525	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern		JBR VOR/DME	1500	3000	JBR
3000 ← 199°		019° →	DAZEL INT JBR (6.4)	JBR (11.7)	
VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 18).		2000	3.00° TCH 40		
		6.4 NM	5.2 NM		
CATEGORY	A	B	C	D	
S-4	980-1	690 (700-1)	NA		
CIRCLING	980-1 690 (700-1)	1000-1 710 (800-1)	NA		



RNAV (GPS) RWY 17
PAULS VALLEY MUNI (PVJ)

MISSED APPROACH:
Climb to 3000 direct
TAXTU and hold.

UNICOM
122.8 (CTAF) **L**

ELEV 971

TDZE 971

174° to RW17

21

5001 X 100

0.4% UP

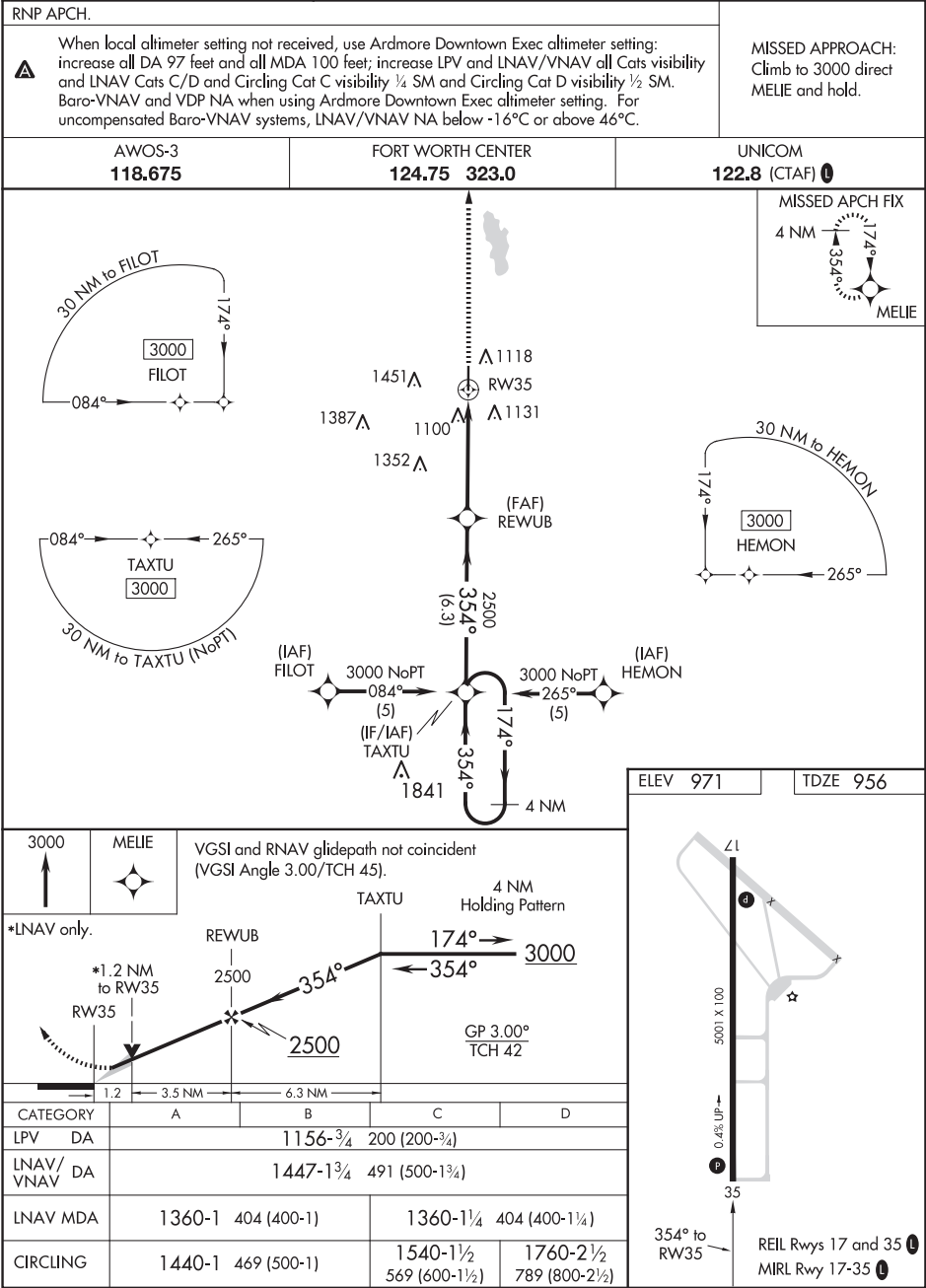
35

REIL Rwy 17 and 35 (L)
MIRL Rwy 17-35 (L)

PAULS VALLEY MUNI (PVJ)
RNAV (GPS) RWY 17

WAAS CH 45716 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5001 956 971
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RNAV (GPS) RWY 35
PAULS VALLEY MUNI (PVJ)



PERRY, OKLAHOMA

AL-6798 (FAA)

23166

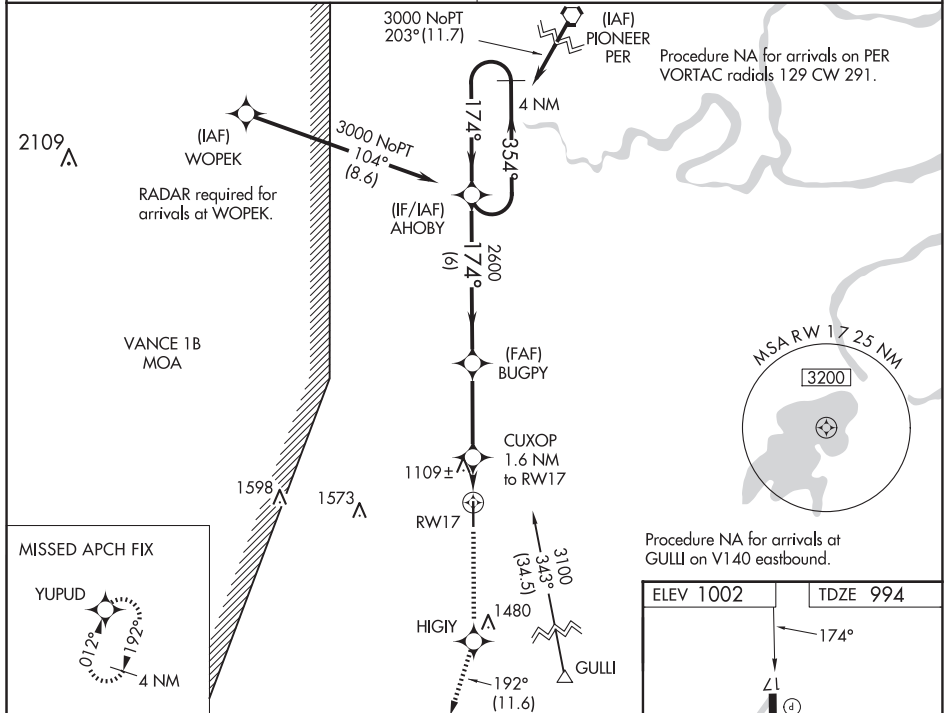
WAAS CH 72921 W17A	APP CRS 174°	Rwy Idg TDZE 994 Apt Elev 1002
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RNAV (GPS) RWY 17

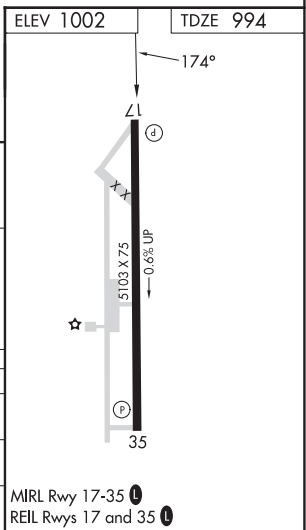
PERRY MUNI (F22)

RNP APCH.	Baro-VNAV NA when using KPNC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When VGSi inop, procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting and increase all DA 53 feet, all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct HIGHY and on track 192° to YUPUD and hold.
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KANSAS CITY CENTER 127.8 319.1	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern	AHOBY	*LNAV only	3000	HIGHY	tr 192°	YUPUD
GP 3.00° TCH 37	3000	354°	174°	174°	2600	1520
	6 NM	3.4 NM	1.6			
CATEGORY	A	B	C	D		
LPV DA	1244-1	250 (300-1)		NA		
LNAV/VNAV DA	1434-1½	440 (500-1½)		NA		
LNAV MDA	1360-1	366 (400-1)	1360-1⅛	366 (400-1⅛)	NA	



PERRY, OKLAHOMA
Orig-B 15AUG19

36°23'N-97°17'W

RNAV (GPS) RWY 17

PERRY MUNI (F22)

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61140 W35A	APP CRS 354°	Rwy Idg TDZE 1003 Apt Elev 1003
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RNAV (GPS) RWY 35

PERRY MUNI (F22)

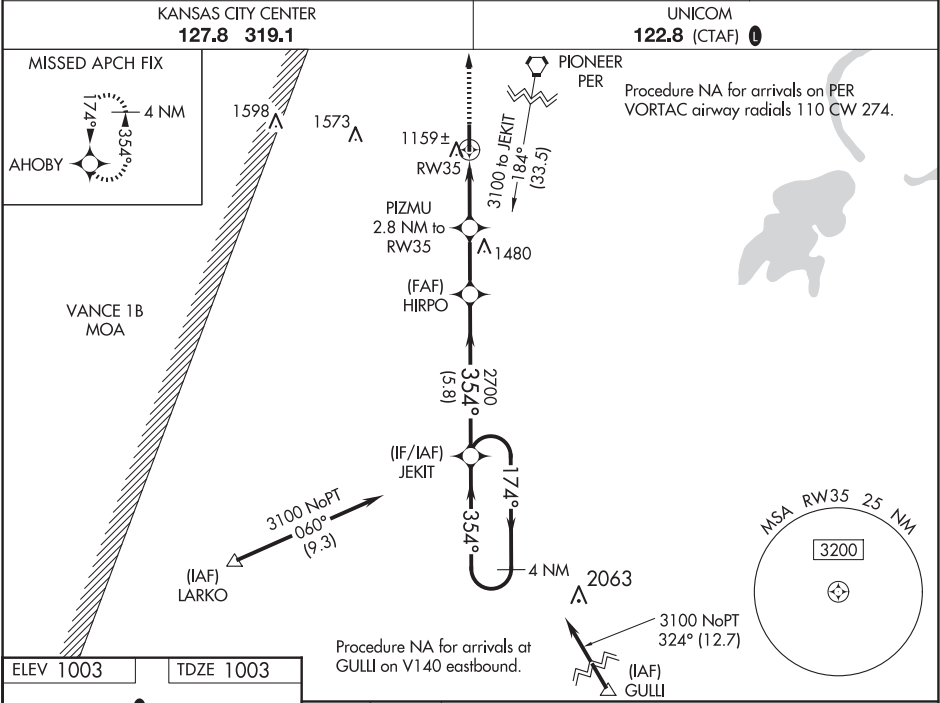
▼

▲

NA

For uncompensated Baro-VNAV systems, procedure 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 Ponca City altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting and increase all DA 53 feet and all visibility ½ SM, increase all MDAs 60 feet and Cat C visibility ¼ SM.

MISSED APPROACH:
Climb to 3000 direct
AHOBY and hold.



CATEGORY		A		B		C		D	
LPV	DA	1253-¾		250 (300-¾)				NA	
LNAV/VNAV	DA	1330-1⅛		327 (400-1⅛)				NA	
LNAV	MDA	1420-1		417 (500-1)		1420-1⅛ 417 (500-1⅛)		NA	
CIRCLING		1480-1		477 (500-1)		1620-1¾ 617 (700-1¾)		NA	

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

PERRY, OKLAHOMA

AL-6798 (FAA)

23166

VORTAC PER	APP CRS	Rwy Idg
113.2	189°	5103
Chan 79		994
		Apt Elev 1003

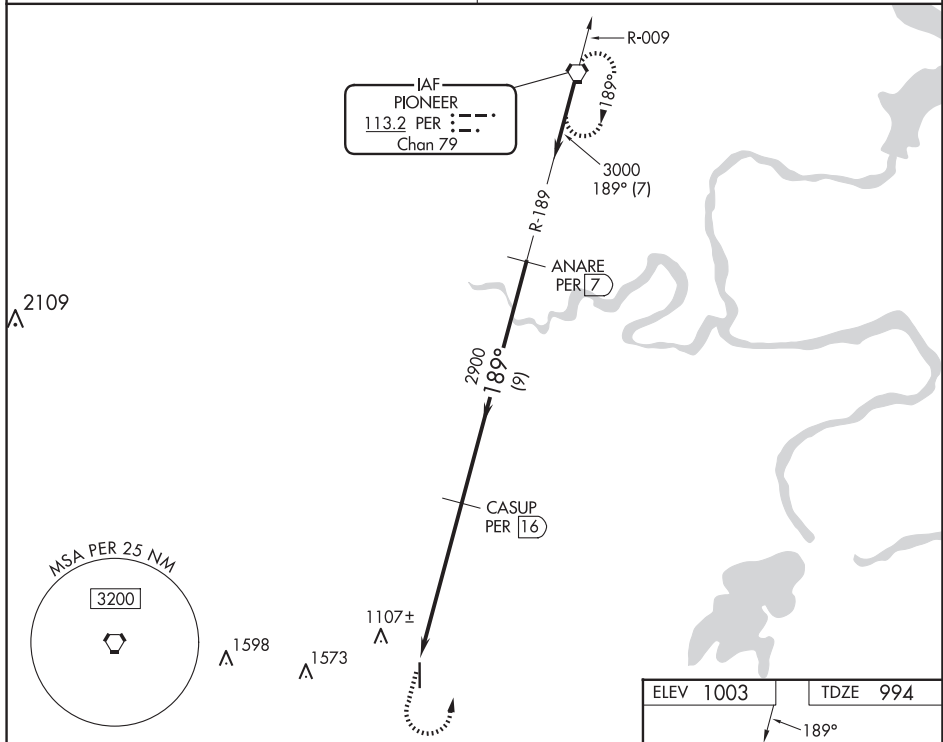
VOR RWY 17

PERRY MUNI (F22)

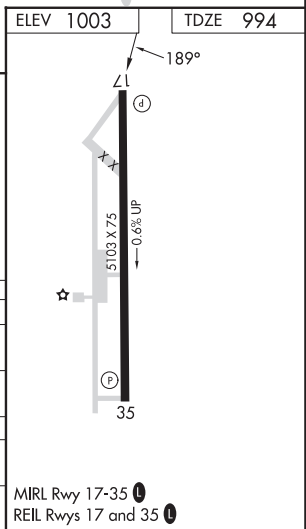
Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting. DME required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct PER VORTAC and hold.

KANSAS CITY CENTER	UNICOM
127.8 319.1	122.8 (CTAF) 0



2000	3000	PER
↑	↘	⬢
CASUP PER 16		
2900		
189°		
3000		
Procedure Turn NA		
6 NM		
9 NM		
CATEGORY	A	B
S-17	1500-1 506 (500-1)	1500-1¼ 506 (500-1¼)
CIRCLING	1500-1 497 (500-1)	1500-1¼ 497 (500-1¼)
PONCA CITY ALTIMETER SETTING MINIMUMS		C
S-17	1560-1 566 (600-1)	1560-1½ 566 (600-1½)
CIRCLING	1560-1 557 (600-1)	1560-1¼ 557 (600-1¼)



PERRY, OKLAHOMA
Amdt 3D 23APR20

36°23'N-97°17'W

PERRY MUNI (F22)
VOR RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-PBF <u>111.7</u>	APP CRS 178°	Rwy Idg 5998 TDZE 206 Apt Elev 206
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ILS or LOC RWY 18
PINEBLUFF RGNL/GRIDER FLD (PBF)

DME required.

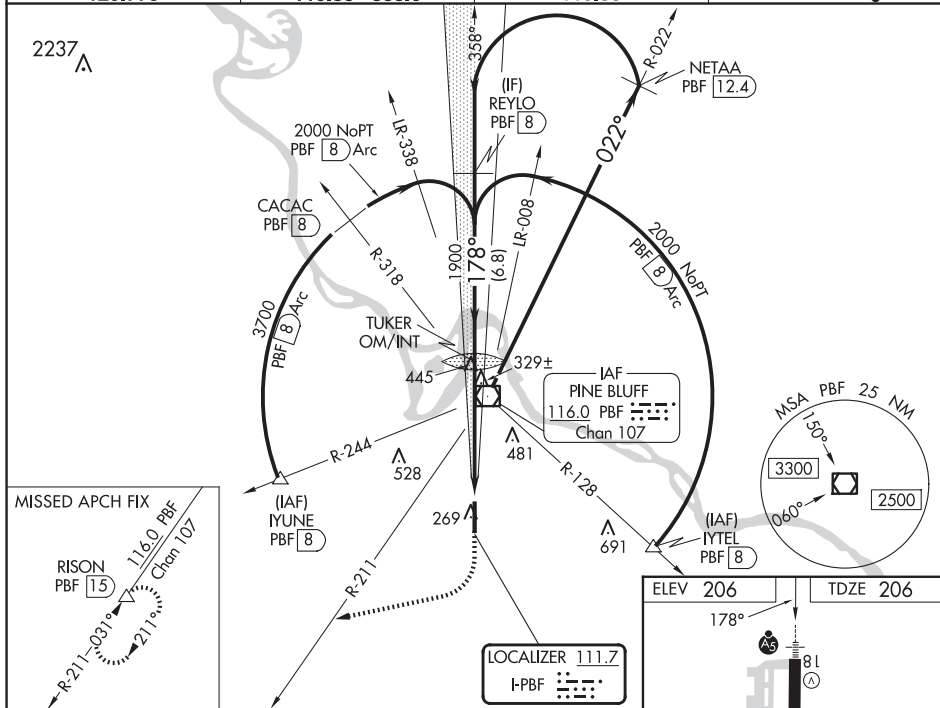
NA Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-LS 18. For inop ALS, increase S-LOC 18 all Cats visibility to 1 SM. For inop ALS when using Stuttgart altimeter setting, increase S-LOC 18 Cat A/B visibility to 1 SM. DME from PBF VOR/DME. DME requires simultaneous reception of I-PBF and PBF DME. When local altimeter setting not received, use Stuttgart altimeter setting; increase DA to 541 feet and all MDA 80 feet; increase S-LOC 18 Cat C/D visibility $\frac{1}{2}$ SM and Circling Cats C/D visibility $\frac{1}{4}$ SM. Autopilot-coupled approach NA below 900.

MALSR



MISSED APPROACH:
Climb to 1000 then
climbing right turn to
2000 on PBF VOR/DME
R-211 to RISON/
PBF 15 DME and hold.

ASOS 120.775	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF) L
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1000 ↑
2000 ↗
PBF R-211
RISON △

PBF VOR/DME
TUKER OM/INT 1900
REYLO PBF 8
NETAA PBF 12.4
Teardrop left turn
2000
GS 3.00°
TCH 54

022°
178°
1900
1 NM to RW18
1 NM
4.1 NM
6.8 NM

CATEGORY	A	B	C	D
S-ILS 18		466- ³ / ₄	260 (300- ³ / ₄)	
S-LOC 18		580- ³ / ₄	374 (400- ³ / ₄)	
C CIRCLING	660-1 454 (500-1)	680-1 474 (500-1)	840-1 ³ / ₄ 634 (700-1 ³ / ₄)	880-2 ¹ / ₄ 674 (700-2 ¹ / ₄)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

PINE BLUFF, ARKANSAS



AL-901 (FAA)

24193

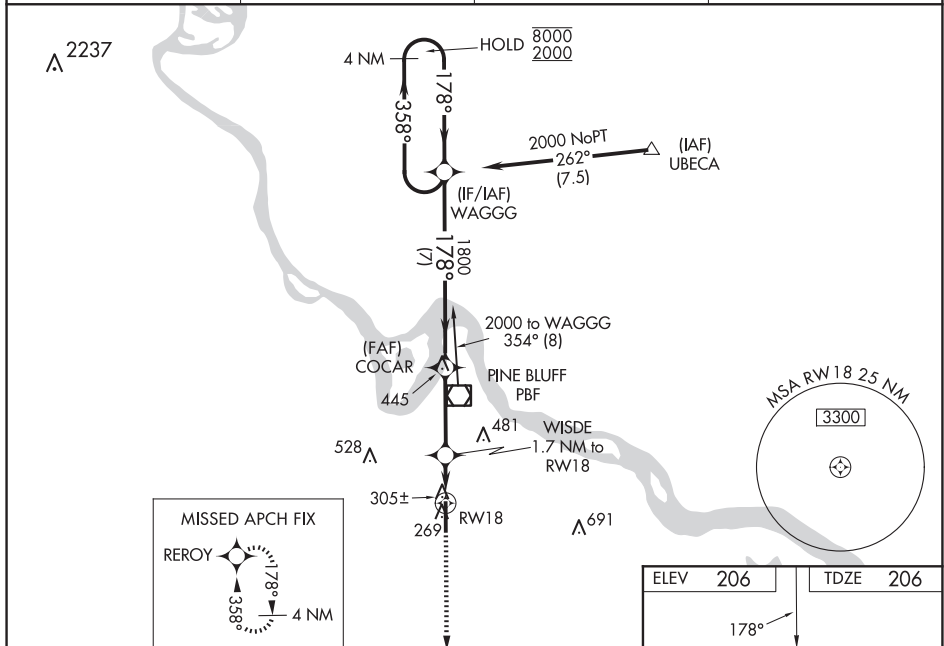
WAAS CH 40420 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	5998 206 206
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RNAV (GPS) RWY 18

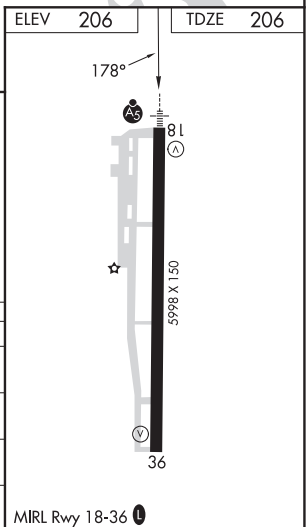
PINEBLUFF RGNL/GRIDER FLD (PBF')

RNP APCH - GPS.		<div>MALSR</div> <div></div> <div></div>	MISSED APPROACH: Climb to 2000 direct REROY and hold.
<div><div><div>⚠</div></div><div>Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. When local altimeter setting not received, use Stuttgart altimeter setting and increase LPV DA to 534 feet; increase LNAV/VNAV DA to 723 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat C/D ¼ SM. For inop ALS, increase LNAV Cats A/B visibility to 1 SM and Cats C/D visibility to 1½ SM. For inop ALS when using Stuttgart altimeter setting, increase LPV all Cats visibility to 1 SM; increase LNAV/VNAV all Cats visibility to 1½ SM; increase LNAV Cats C/D visibility 1½ SM.</div></div>			

ASOS 120.775	LITTLE ROCK APP CON 119.85 353.6	CINC DEL 119.85	UNICOM 123.0 (CTAF) 0
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2000 ↑		REROY 		WISDE 1.7 NM to RW18		COCAR 1800		WAGGG 4 NM Holding Pattern		8000 2000	
		1.1 NM to RW18		780		1800		178°		358° →	
1.1		0.6		3.2		7 NM				GP 3.00° TCH 52	
CATEGORY		A		B		C				D	
LPV DA				459-3/4		253 (300-3/4)					
LNAV/VNAV DA				648-1		442 (500-1)					
LNAV MDA				600-3/4		394 (400-3/4)					
CIRCLING		660-1 454 (500-1)		680-1 474 (500-1)		840-1 3/4 634 (700-1 3/4)		880-2 1/4 674 (700-2 1/4)			



PINE BLUFF, ARKANSAS

Amdt 1E 11JUL24

34°10'N-91°56'W

PINEBLUFF RGNL/GRIDER FLD (PBF')

RNAV (GPS) RWY 18

WAAS CH 86620 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	5998 202 206
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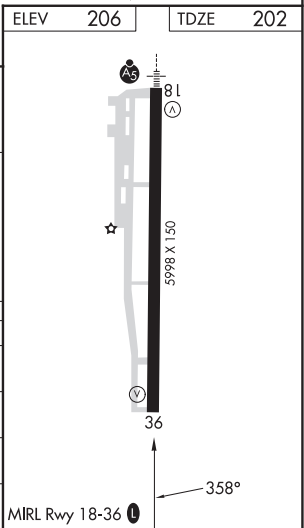
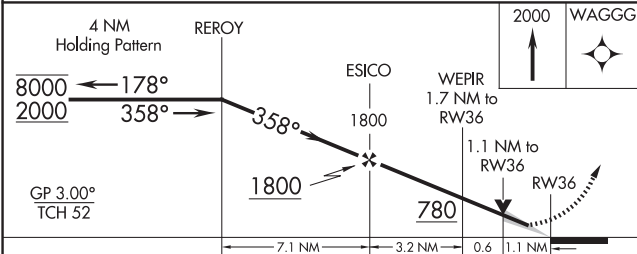
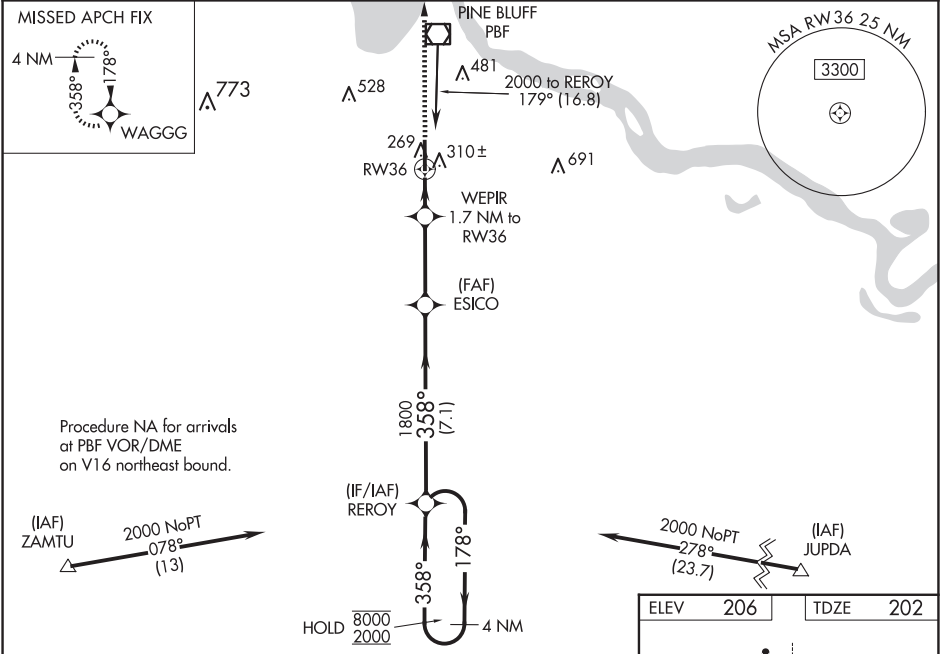
RNAV (GPS) RWY 36
PINEBLUFF RGNL/GRIDER FLD (PBF)

RNP APCH - GPS.

▼ Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 42°C. When local altimeter setting not received, use Stuttgart altimeter setting and increase LPV DA to 527 feet. Increase LNAV/VNAV DA to 562 feet. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH:
Climb to 2000 direct WAGGG and hold.

ASOS 120.775	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	452-1 250 (300-1)			
LNAV/VNAV DA	487-1 285 (300-1)			
LNAV MDA	600-1 398 (400-1)	600-1 398 (400-1 1/8)		
CIRCLING	660-1 454 (500-1)	680-1 474 (500-1)	840-1 634 (700-1 3/4)	880-2 674 (700-2 1/4)

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

POCAHONTAS, ARKANSAS

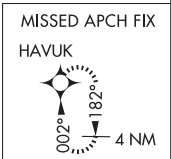
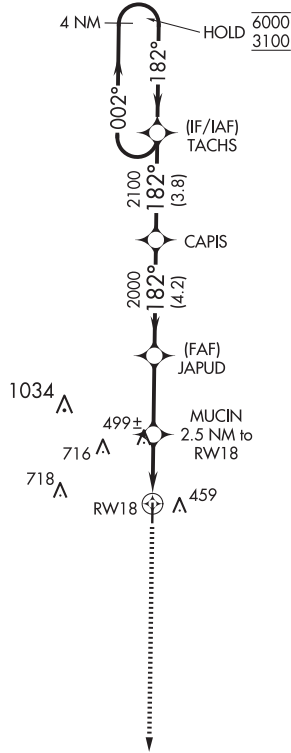
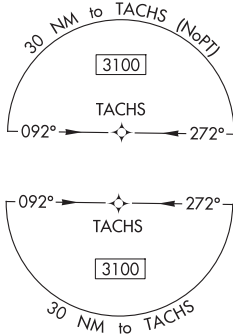
AL-5852 (FAA)

22027

WAAS CH 45543 W18A	APP CRS 182°	Rwy Idg 4000 TDZE 273 Apt Elev 273
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RNAV (GPS) RWY 18
POCAHONTAS MUNI (M70)

RNP APCH.		MISSED APPROACH: Climb to 3100 direct HAVUK and hold.
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div></div> <div>Rwy 18 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Walnut Ridge altimeter setting.</div>		
ARG AWOS-3PT 126.525	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0



ELEV 273 TDZE 273

REIL Rwy 18 and 36 0
MIRL Rwy 18-36 0

3100	HAVUK	TACHS	4 NM Holding Pattern	
MUCIN 2.5 NM to RW18	JAPUD 2000	CAPIS	2100	
1100	2000	182°	002° → 6000 ← 182° 3100	
2.5 NM	2.8 NM	4.2 NM	3.8 NM	
GP 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	571-1	298 (300-1)		
INAV/VNAV DA	733-1 3/8	460 (500-1 3/8)		
INAV MDA	780-1	507 (600-1)	780-1 3/8	507 (600-1 3/8)
CIRCLING	900-1	627 (700-1)	1100-2 1/2 827 (900-2 1/2)	1100-2 3/4 827 (900-2 3/4)

POCAHONTAS, ARKANSAS
Orig 13SEP18

36°15'N-90°57'W

POCAHONTAS MUNI (M70)
RNAV (GPS) RWY 18

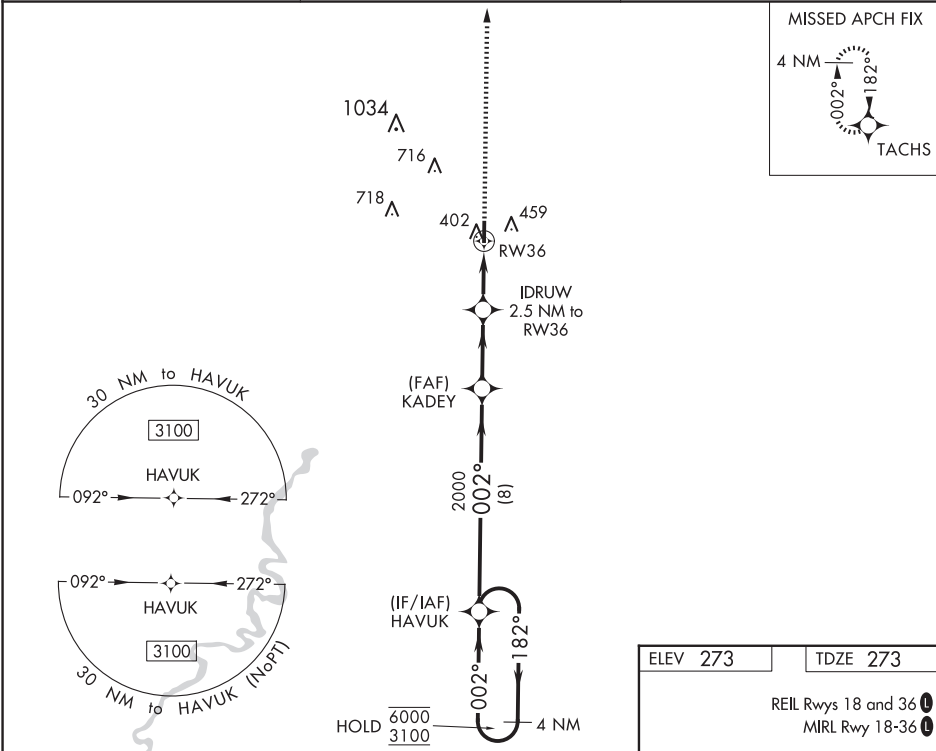
SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

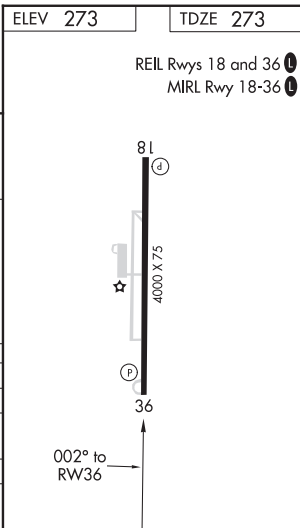
WAAS CH 56342 W36A	APP CRS 002°	Rwy Idg 4000 TDZE 273 Apt Elev 273
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RNAV (GPS) RWY 36
POCAHONTAS MUNI (M70)

RNP APCH. ▼ ▲ Rwy 36 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Walnut Ridge altimeter setting.		MISSED APPROACH: Climb to 3100 direct TACHS and hold.
ARG AWOS-3PT 126.525	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern		HAVUK	3100	TACHS
6000 ← 182°		KADEY	2000	IDRUW 2.5 NM to RW36
3100 → 002°		2000	*1100	RW36
GP 3.00°		*LNAV only.		
TCH 40		8 NM		
CATEGORY	A	B	C	D
LPV DA	541-1 268 (300-1)			
LNAV/VNAV DA	583-1 310 (400-1)			
LNAV MDA	680-1	407 (500-1)	680-1½	407 (600-1½)
CIRCLING	900-1	627 (700-1)	1100-2½ 827 (900-2½)	1100-2¾ 827 (900-2¾)



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

PONCA CITY, OKLAHOMA


AL-603 (FAA)

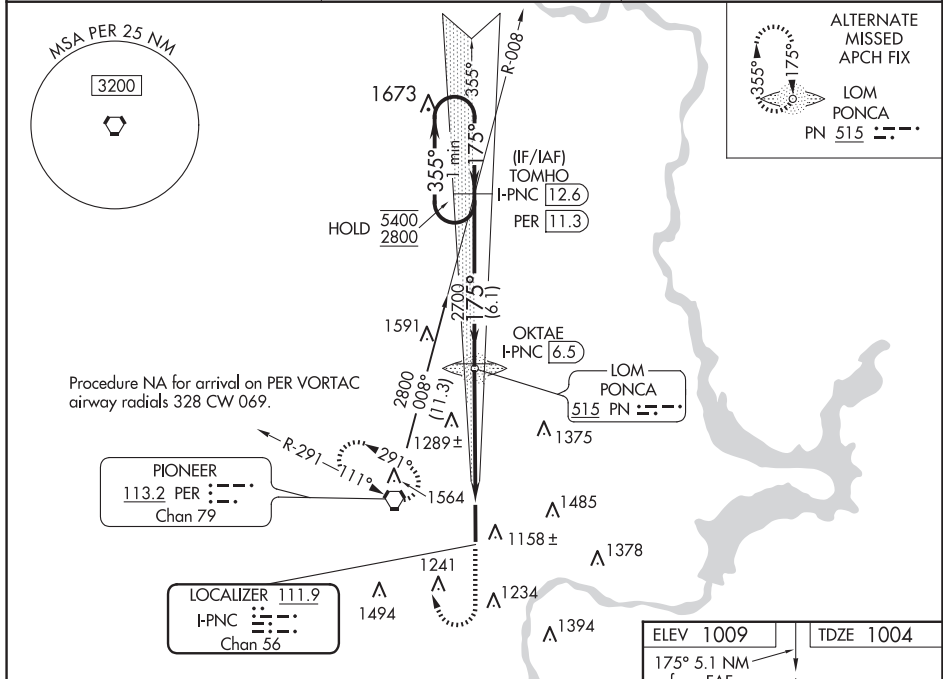
22167

LOC/DME I-PNC 111.9 Chan 56	APP CRS 175°	Rwy Idg 7201 TDZE 1004 Apt Elev 1009
---	------------------------	---

ILS or LOC RWY 17

PONCA CITY RGNL (PNC)

DME required.		MALSR 	MISSED APPROACH: Climb to 2700 then right turn direct PER VORTAC and hold.
▼ ▲ NA For inop ALS, increase S-LOC 17 visibility Cat C/D to 1 ½ SM.			
ASOS 134.075	KANSAS CITY CENTER 127.8 319.1	UNICOM 123.0 (CTAF) 0	



VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 52).

One Minute
Holding Pattern

5400 ← 355°
2800 → 175°

TOMHO 12.6
I-PNC 11.3
OKTAE 6.5
I-PNC 2.9
I-PNC 1.4

2700

GS 3.00°
TCH 48

6.1 NM 3.6 NM 1.5 NM

PER

from FAR

1050

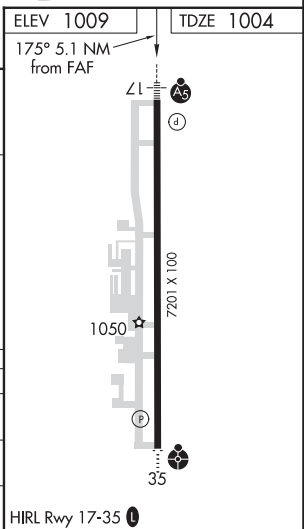
7201 X 100

35

17-35

HIRL Rwy 17-35

CATEGORY	A	B	C	D
S-ILS 17	1204-½ 200 (200-½)			
S-LOC 17	1520-½	516 (600-½)	1520-1	516 (600-1)
C CIRCLING	1520-1 511 (600-1)	1580-1 571 (600-1)	1800-2¼ 791 (800-2¼)	1880-2¾ 871 (900-2¾)



PONCA CITY, OKLAHOMA
Amdt 3B 16JUN22

36°44'N-97°06'W

PONCA CITY RGNL (PNC)
ILS or LOC RWY 17

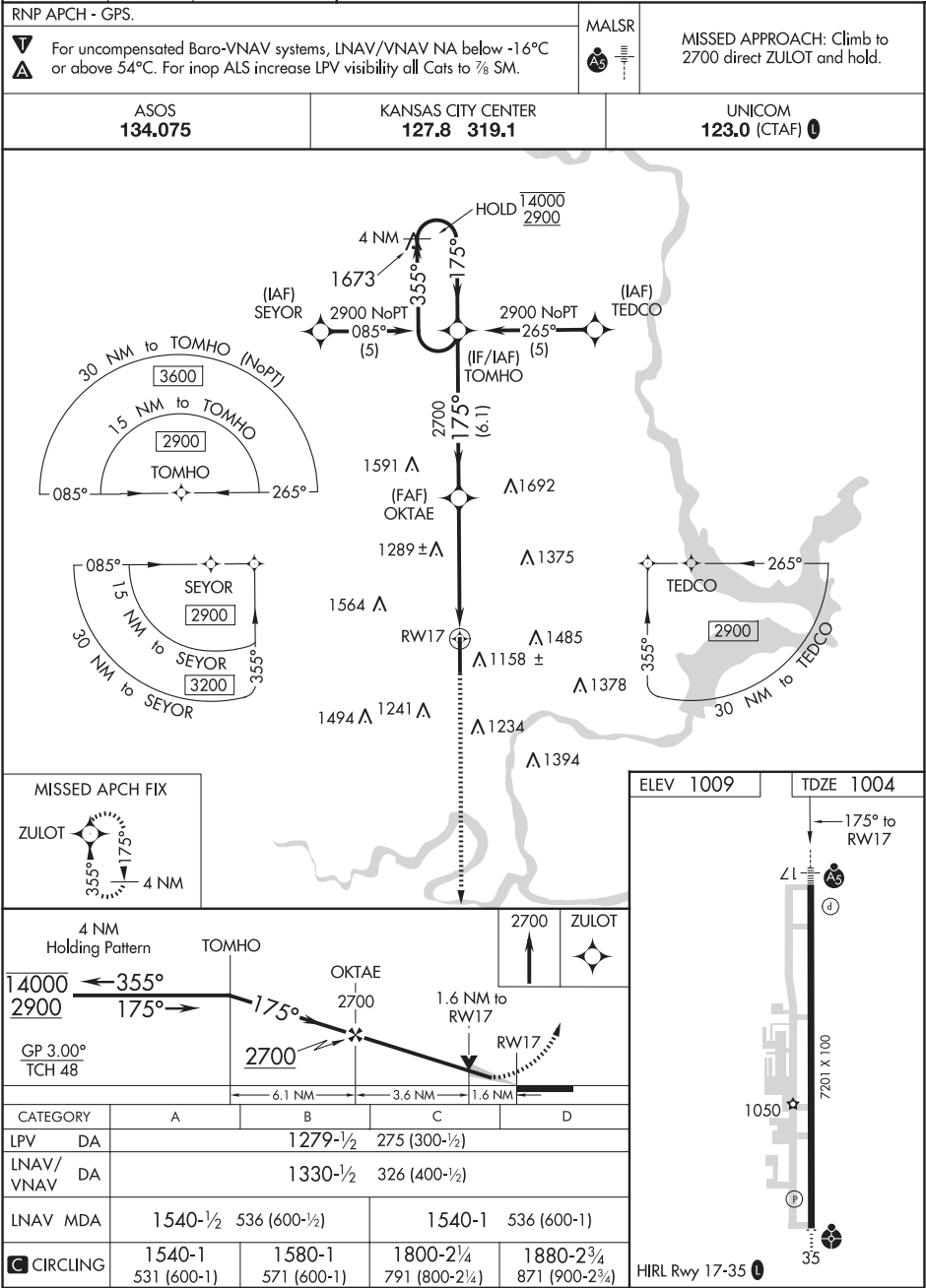
SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 50408 W17A	APP CRS 175°	Rwy Idg 7201 TDZE 1004 Apt Elev 1009
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RNAV (GPS) RWY 17

PONCA CITY RGNL (PNC)



PONCA CITY, OKLAHOMA

AL-603 (FAA)

21252

WAAS CH 93808 W35A	APP CRS 355°	Rwy Idg 7201 TDZE 1008 Apt Elev 1009
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RNAV (GPS) RWY 35

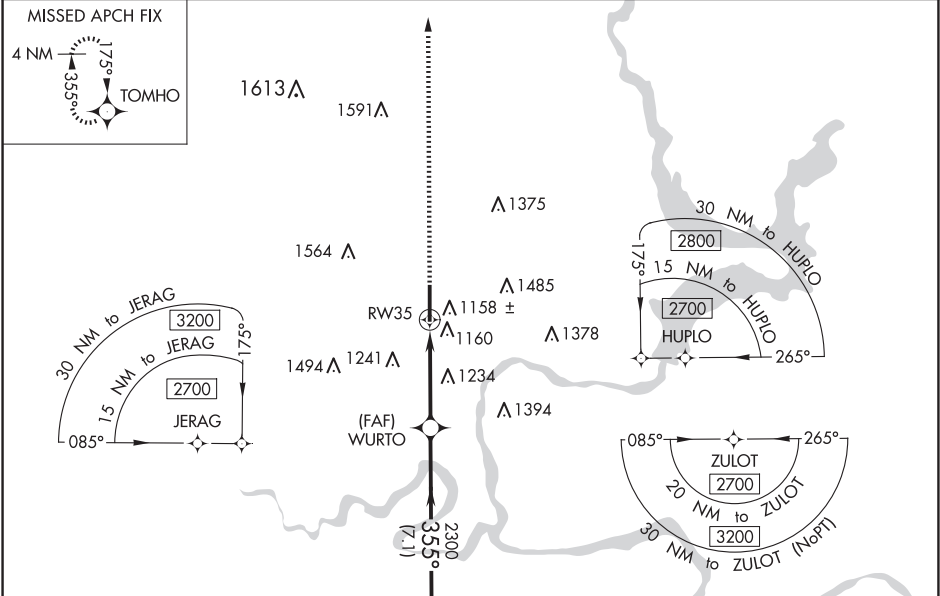
PONCA CITY RGNL (PNC)

⚠ 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. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase LPV DA to 1377 feet, LNAV/VNAV DA to 1560 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ SM. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH:
Climb to 2800 direct TOMHO and hold.

ASOS 134.075	KANSAS CITY CENTER 127.8 319.1	UNICOM 123.0 (CTAF) 0
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ELEV 1009 TDZE 1008

HIRL Rwy 17-35 0

CATEGORY	A	B	C	D
LPV DA	1295-1 287 (300-1)			
LNAV/VNAV DA	1478-1¾ 470 (500-1¾)			
LNAV MDA	1540-1	532 (600-1)	1540-1½ 532 (600-1½)	1540-1¾ 532 (600-1¾)
CIRCLING	1540-1 531 (600-1)	1580-1 571 (600-1)	1800-2¼ 791 (800-2¼)	1880-2¾ 871 (900-2¾)

PONCA CITY, OKLAHOMA
Amdt 1A 09SEP21

36°44'N-97°06'W

PONCA CITY RGNL (PNC) RNAV (GPS) RWY 35

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

POTEAU, OKLAHOMA

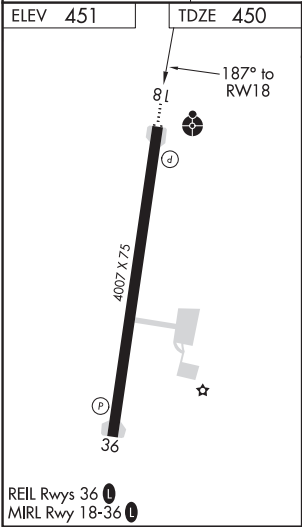
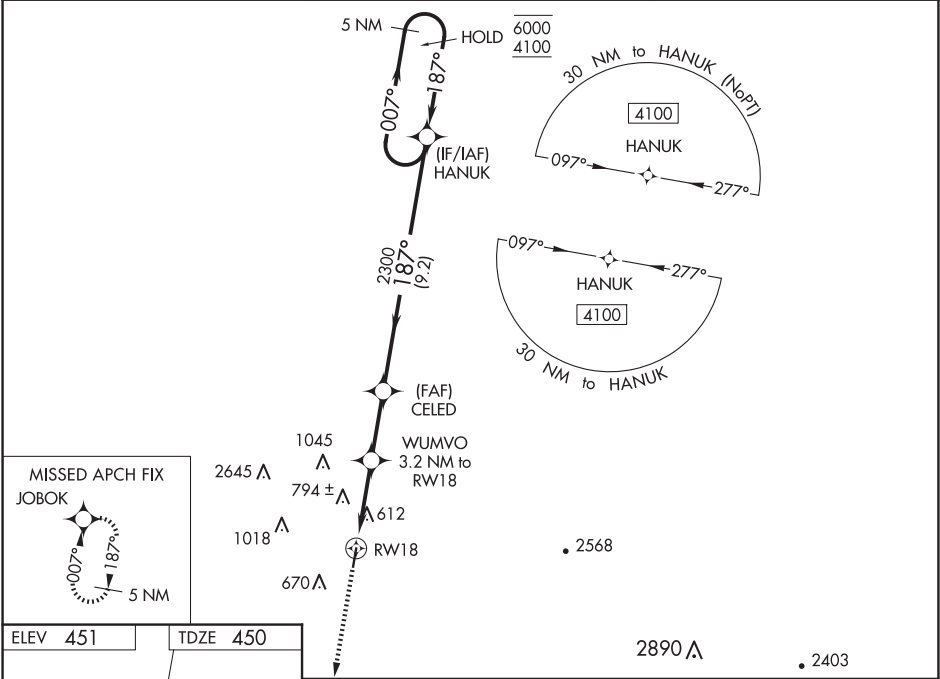
AL-6321 (FAA)

21280

WAAS CH 56443 W18A	APP CRS 187°	Rwy Idg TDZE 4007 Apt Elev 451
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RNAV (GPS) RWY 18
ROBERT S KERR (RKR)

RNP APCH. ⚠ Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA for Cats C and D west of Rwy 18-36.	ODALS ⚠	MISSED APPROACH: Climb to 4100 direct JOBOK and hold, continue climb-in-hold to 4100.
AWOS-3 120.625	RAZORBACK APP CON ★ 120.9 343.75	UNICOM 122.8 (CTAF) ①



ELEV 451	TDZE 450	4100	JOBOK	WUMVO 3.2 NM to RW18	CELED	HANUK	5 NM Holding Pattern
187° to RW18	81	↑	★ LNAV only	* 1.4 NM to RW18	2300	007° → 6000 ← 187° 4100	GP 3.00° TCH 40
1.4 NM	1.8 NM	2.5 NM	9.2 NM	1500*	2300		
CATEGORY	A	B	C	D			
LPV DA		700-1	250 (300-1)				
LNAV/VNAV DA		926-1 3/8	476 (500-1 3/8)				
LNAV MDA	940-1	490 (500-1)	940-1 3/8	490 (500-1 3/8)			
CIRCLING	1000-1 549 (600-1)	1100-1 649 (700-1)	1100-1 3/4 649 (700-1 3/4)	1160-2 1/4 709 (800-2 1/4)			

POTEAU, OKLAHOMA
Amdt 1 05DEC19

35° 01' N-94° 37' W

ROBERT S KERR (RKR)
RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

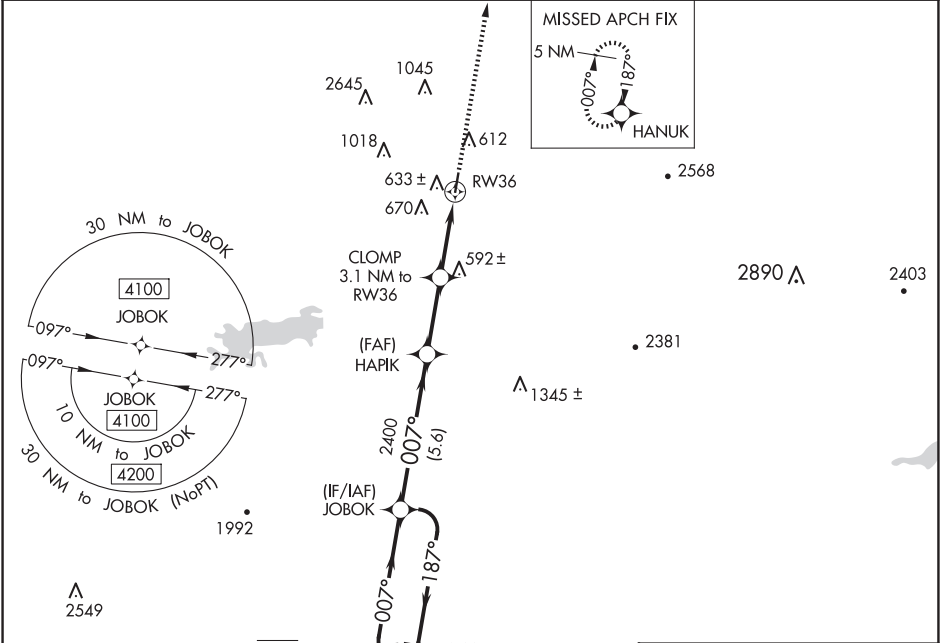
WAAS CH 61143 W36A	APP CRS 007°	Rwy Idg 4007 TDZE 451 Apt Elev 451
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RNAV (GPS) RWY 36

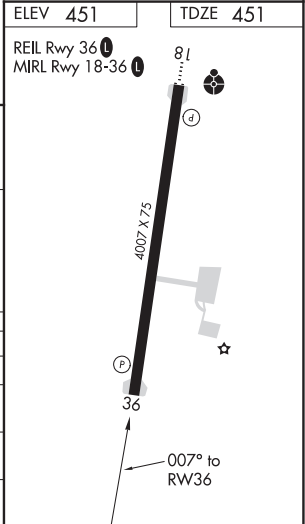
ROBERT S KERR (RKR)

RNP APCH.	MISSED APPROACH: Climb to 4100 direct HANUK and hold, continue to climb-in-hold to 4100.
<div><div>▼</div><div>▲</div></div> Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA for Cats C and D West of Rwy 18-36.	

AWOS-3 120.625	RAZORBACK APP CON * 120.9 343.75	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		JOBOK		HAPIK		CLOMP 3.1 NM to RW36		4100		HANUK	
6000 ← 187°		007° →		007°		2400		*1.1 NM to RW36		*LNAV only.	
GP 3.05°		TCH 40		2400		*1500		1.1 NM to RW36		RW36	
		5.6 NM		2.8 NM		2 NM		1.1			
CATEGORY		A		B		C				D	
LPV DA				701-1		250 (300-1)					
LNAV/VNAV DA				786-1		335 (400-1)					
LNAV MDA		840-1		389 (400-1)		840-1½		389 (400-1½)			
CIRCLING		1000-1 549 (600-1)		1100-1 649 (700-1)		1100-1¾ 649 (700-1¾)		1160-2¼ 709 (800-1¼)			



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

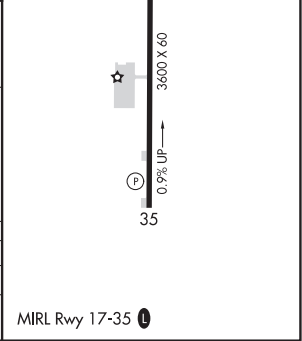
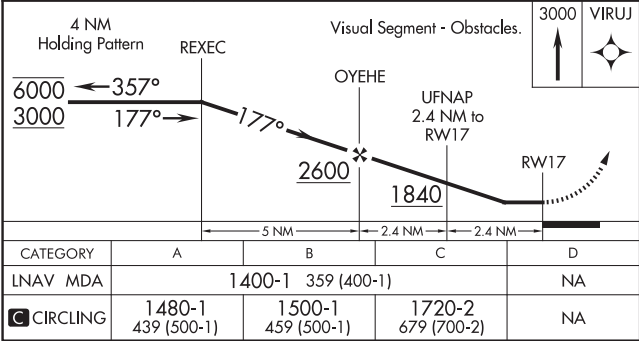
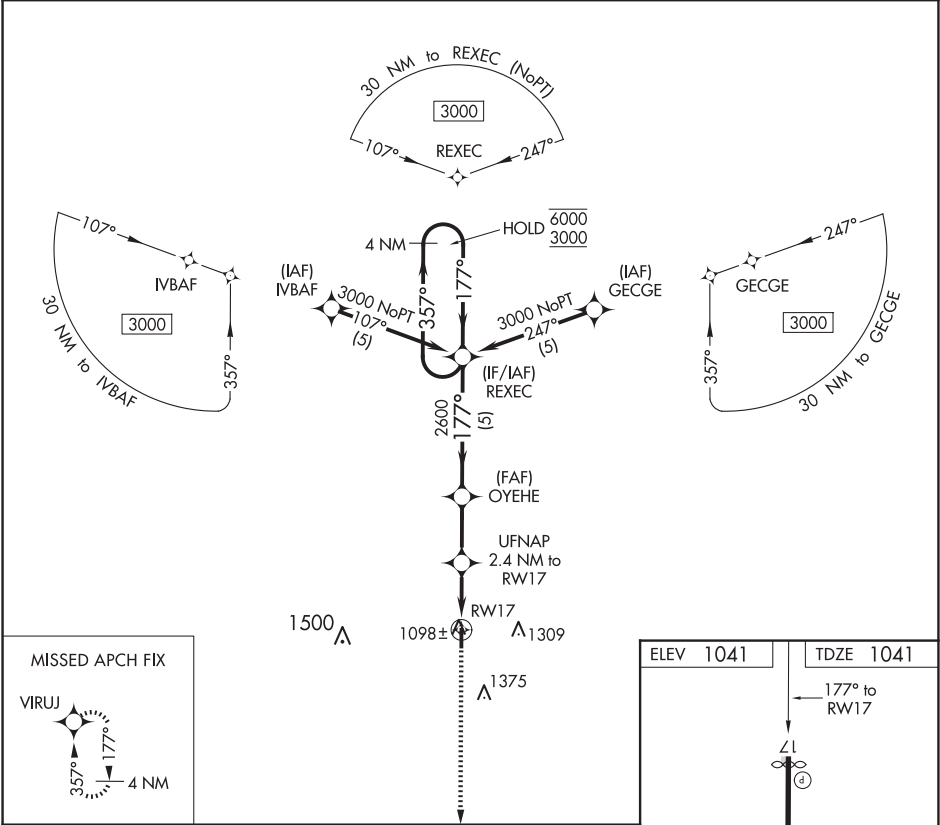
APP CRS	Rwy Idg	3490
177°	TDZE	1041
	Apt Elev	1041

RNAV (GPS) RWY 17

PRAGUE MUNI (O47)

RNP APCH.	Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Use Shawnee altimeter setting. When not received, use Seminole altimeter setting.	MISSED APPROACH: Climb to 3000 direct VIRUJ and hold.
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FORT WORTH CENTER 132.2 338.35	CTAF 122.9 0
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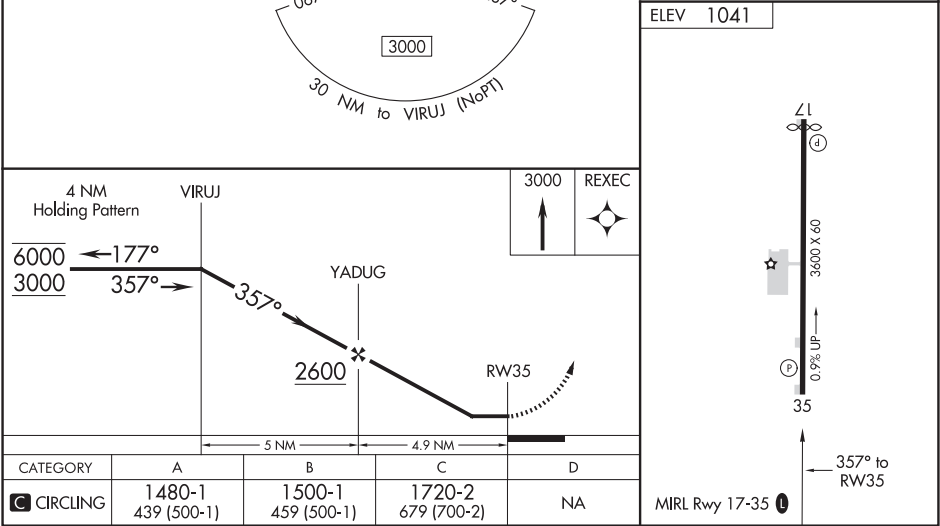
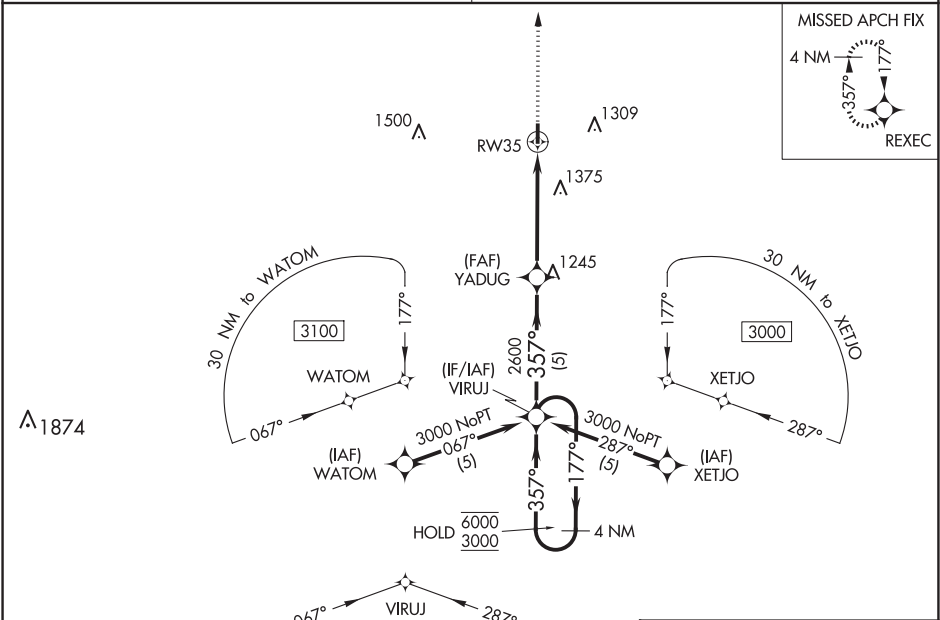


APP CRS	Rwy Idg	3600
357°	TDZE	N/A
	Apt Elev	1041

RNAV (GPS)-A
PRAGUE MUNI (O47)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct REXEC and hold.
<div><div>Procedure NA at night.</div><div>NA Use Shawnee altimeter setting. When not received, use Seminole altimeter setting.</div></div>	

FORT WORTH CENTER 132.2 338.35	CTAF 122.9 0
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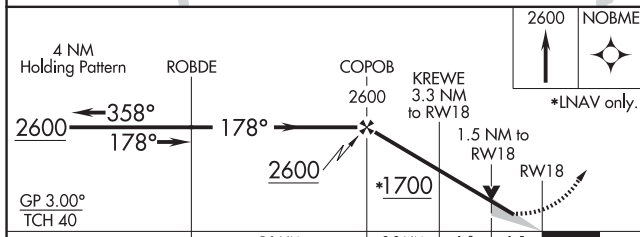
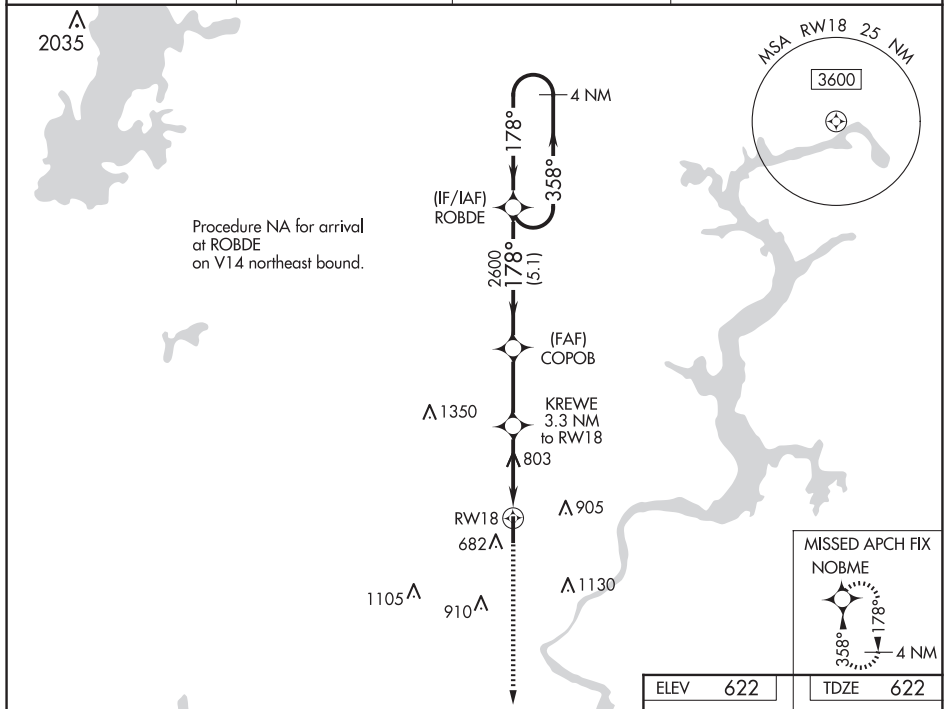



RNAV (GPS) RWY 18
MID-AMERICA INDUSTRIAL (H71)

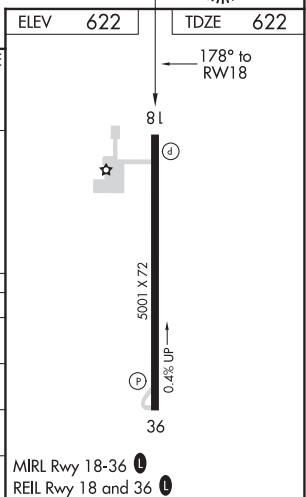
T
A NA Circling Rwy 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct NOBME and hold.

AWOS 3-PT 120.1	TUL ASOS 124.9 377.2	TULSA APP CON 119.1 360.825	UNICOM 122.8 (CTAF) 0
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CATEGORY		A	B	C	D
LPV	DA	943-1 $\frac{1}{8}$ 321 (400-1 $\frac{1}{8}$)			NA
LNAV/ VNAV	DA	1108-1 $\frac{5}{8}$ 486 (500-1 $\frac{5}{8}$)			NA
LNAV	MDA	1140-1 518 (600-1)		1140-1 $\frac{3}{8}$ 518 (600-1 $\frac{3}{8}$)	NA
 CIRCLING		1200-1 578 (600-1)		1560-2 $\frac{3}{4}$ 938 (1000-2 $\frac{3}{4}$)	NA



WAAS CH 70340 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	5001 617 622
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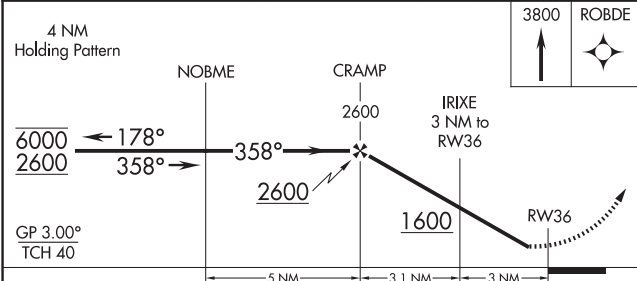
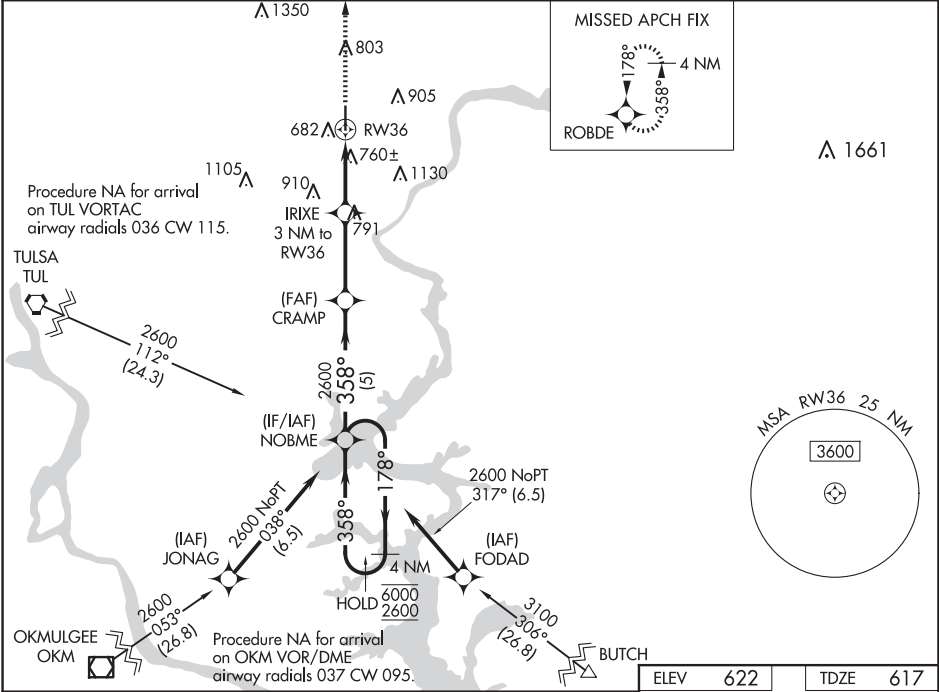
RNAV (GPS) RWY 36
MID-AMERICA INDUSTRIAL (H71)

RNP APCH - GPS.

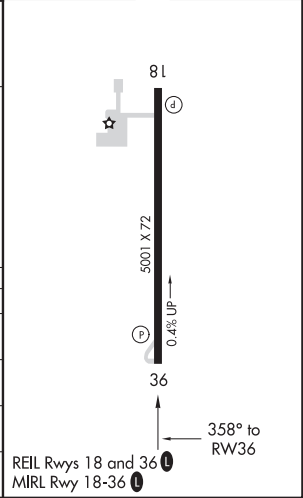
⚠ Rwy 36 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Procedure NA at night.

MISSED APPROACH: Climb to 3800 direct ROBDE and hold, continue climb-in-hold to 3800.

AWOS 3-PT 120.1	TUL ASOS 124.9 377.2	TULSA APP CON 119.1 360.825	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	938-1 $\frac{1}{8}$ 321 (400-1 $\frac{1}{8}$)			
LNAV/VNAV DA	1131-1 $\frac{1}{8}$ 514 (600-1 $\frac{1}{8}$)			
LNAV MDA	1100-1	483 (500-1)	1100-1 $\frac{3}{8}$	483 (500-1 $\frac{3}{8}$)
C CIRCLING	1200-1	578 (600-1)	1560-2 $\frac{3}{4}$ 938 (1000-2 $\frac{3}{4}$)	1560-3 938 (1000-3)



ROGERS, ARKANSAS

AL-5002 (FAA)

22083

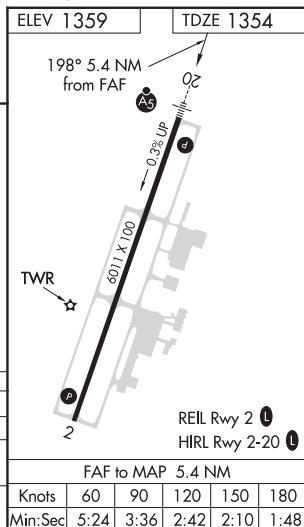
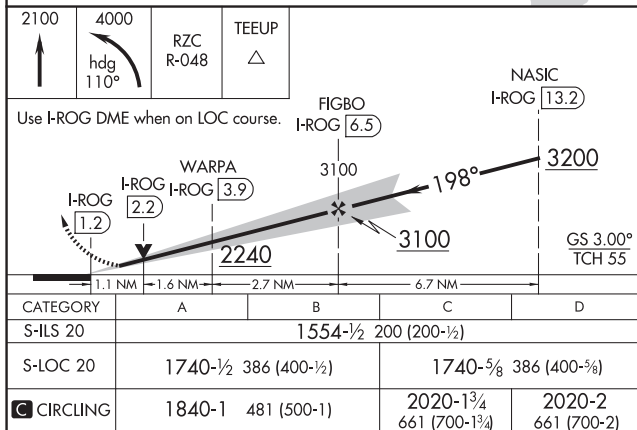
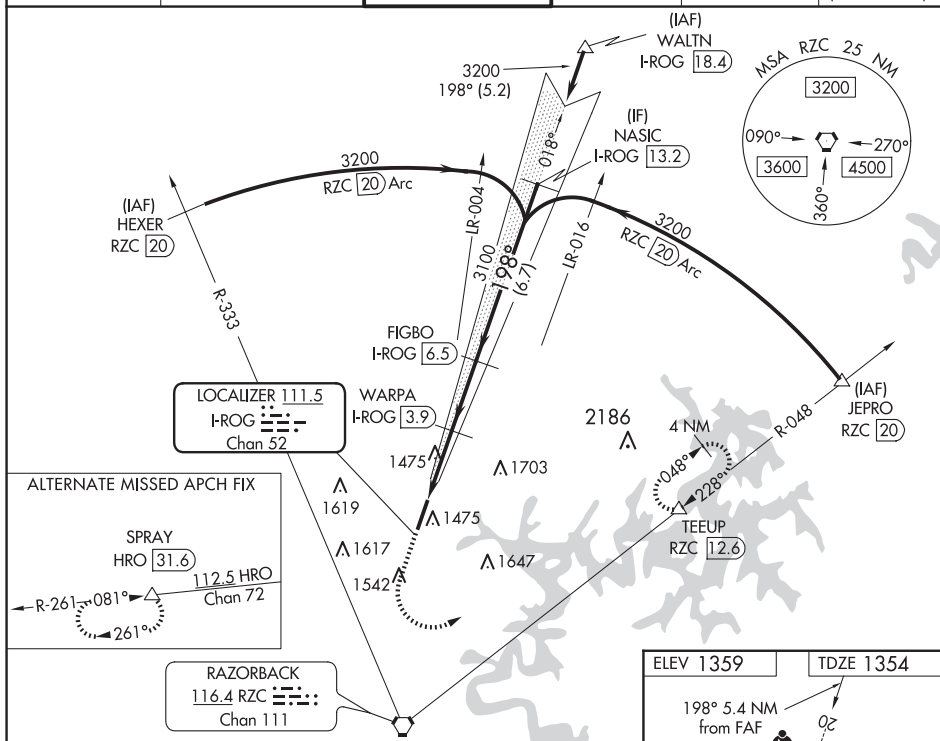
LOC/DME I-ROG	APP CRS	Rwy Idg	6011
111.5	198°	TDZE	1354
Chan 52		Apt Elev	1359

ILS or LOC RWY 20

ROGERS EXEC - CARTER FLD (ROG)

DME required.	MALSR	MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on heading 110° and RZC VORTAC R-048 to TEEUP/RZC VORTAC 12.6 DME and hold.
Autopilot coupled approach NA below 1632.		

AWOS-3PT 134.375	RAZORBACK APP CON ★ 126.6 305.2	ROGERS TOWER ★ 119.375 (CTAF) 0	GND CON 118.0	CLNC DEL 121.75	CLNC DEL 121.75 (When twr closed)
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ROGERS, ARKANSAS

Amdt 5 24MAR22

36°22'N-94°06'W

ROGERS EXEC - CARTER FLD (ROG)

ILS or LOC RWY 20

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

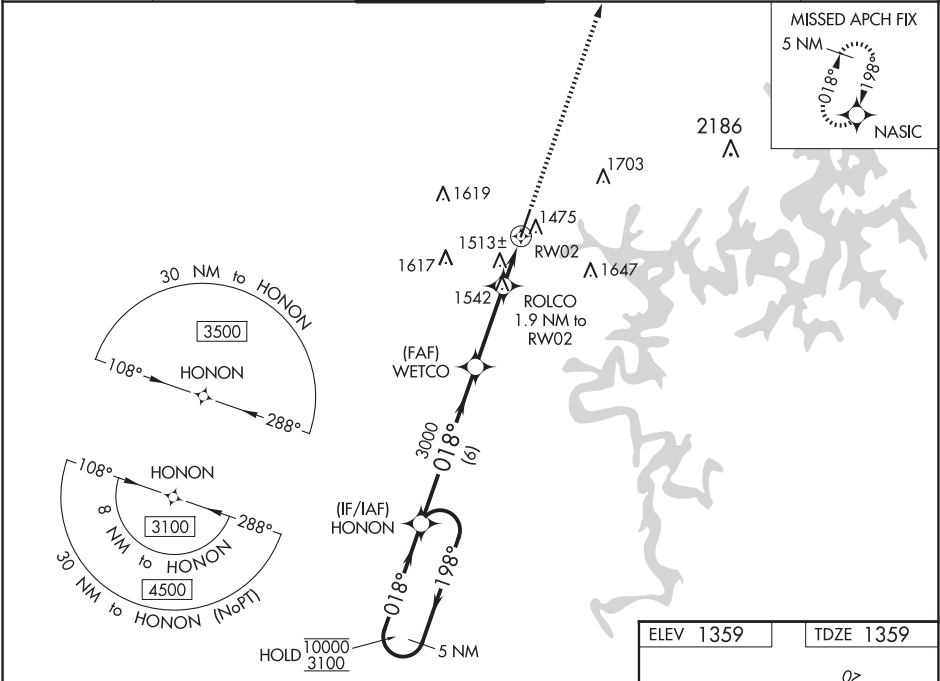
WAAS CH 82640 W02A	APP CRS 018°	Rwy Idg TDZE 1359 Apt Elev 1359
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RNAV (GPS) RWY 2

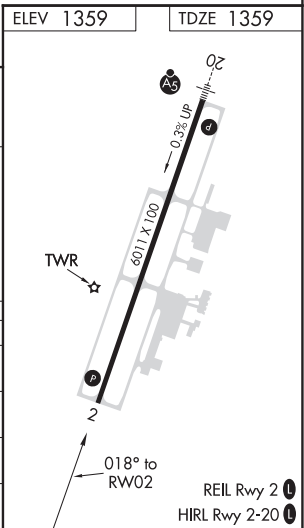
ROGERS EXEC - CARTER FLD (ROG)

RNP APCH-GPS.		MISSED APPROACH: Climb to 3200 direct NASIC and hold.
<div><div></div><div>Rwy 2 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 134.375	RAZORBACK APP CON* 126.6 305.2	ROGERS TOWER* 119.375 (CTAF) 0	GND CON 118.0	CLNC DEL 121.75	CLNC DEL 121.75 (When hwr closed)
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5 NM Holding Pattern		HONON	3200	NASIC
10000 3100		198°	018°	
GP 3.00° TCH 58		3000	2020	
6 NM		3.1 NM	0.8	1.1
CATEGORY	A	B	C	D
LPV DA		1620-7/8	261 (300-7/8)	
LNAV/VNAV DA		1674-7/8	315 (400-7/8)	
LNAV MDA	1780-1	421 (500-1)	1780-1¼	421 (500-1¼)
CIRCLING	1840-1	481 (500-1)	2020-1¾ 661 (700-1¾)	2020-2 661 (700-2)



ROGERS, ARKANSAS

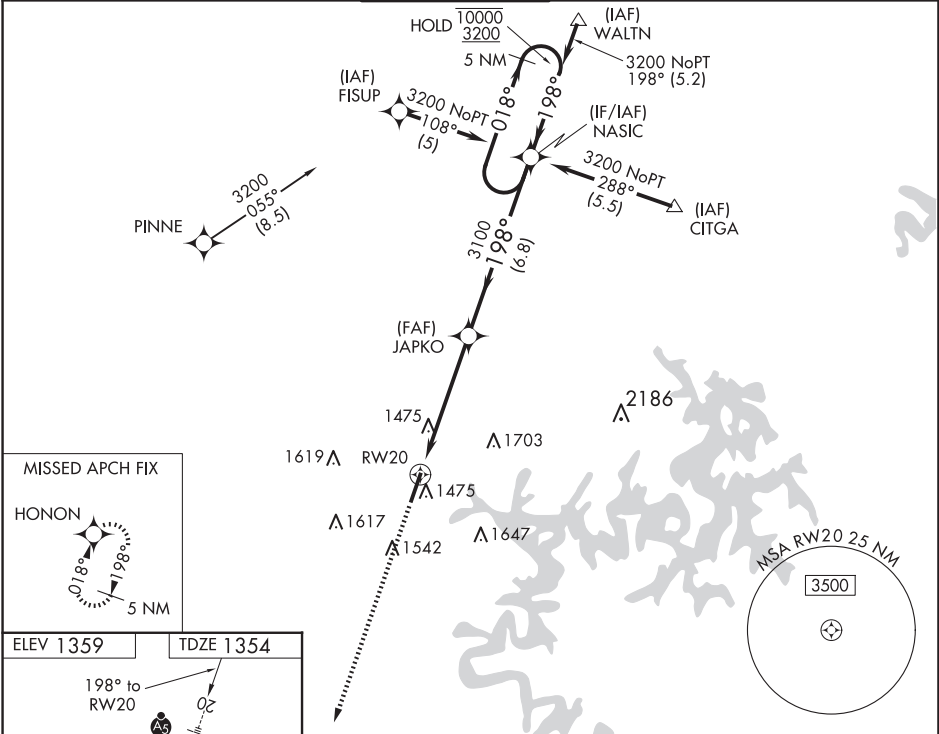
AL-5002 (FAA)

22083

WAAS CH 40003 W20A	APP CRS 198°	Rwy Idg TDZE 1354 Apt Elev 1359
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RNAV (GPS) RWY 20
ROGERS EXEC - CARTER FLD (R.O.G)

RNP APCH-GPS. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.		MALSR 	MISSED APPROACH: Climb to 3100 direct HONON and hold.	
AWOS-3PT 134.375	RAZORBACK APP CON* 126.6 305.2	ROGERS TOWER* 119.375 (CTAF)	GND CON 118.0	CLNC DEL 121.75 (When twr closed)



TWR

6011 X 100

0.3% Up

2

REIL Rwy 2

HIRL Rwy 2-20

3100

HONON

VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 55).

5 NM Holding Pattern

JAPKO

3100

198°

018° → 10000

← 198° 3200

GP 3.00° TCH 58

1.1 NM

4.2 NM

6.8 NM

1.1 NM to RW20

RW20

CATEGORY	A	B	C	D
LPV DA		1604-½	250 (300-½)	
LNAV/VNAV DA		1720-⅝	366 (400-⅝)	
LNAV MDA	1740-½	386 (400-½)	1740-⅝	386 (400-⅝)
CIRCLING	1840-1	481 (500-1)	2020-1¾ 661 (700-1¾)	2020-2 661 (700-2)

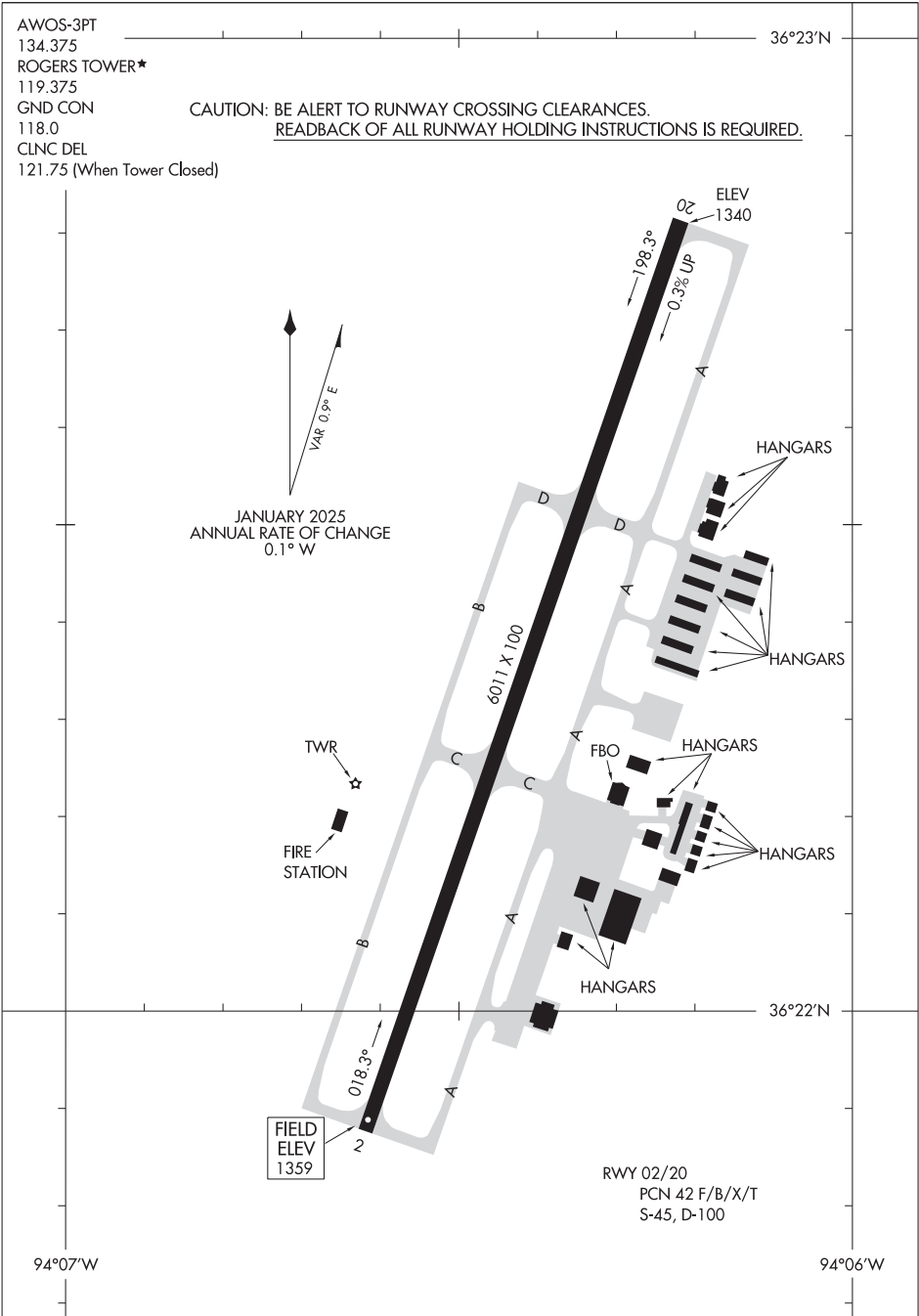
ROGERS, ARKANSAS
Amdt 1C 24MAR22

36°22'N-94°06'W

ROGERS EXEC - CARTER FLD (R.O.G)
RNAV (GPS) RWY 20

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



(ROG4.RZC) 24025

ROGERS FOUR DEPARTURE

AL-5002 (FAA)

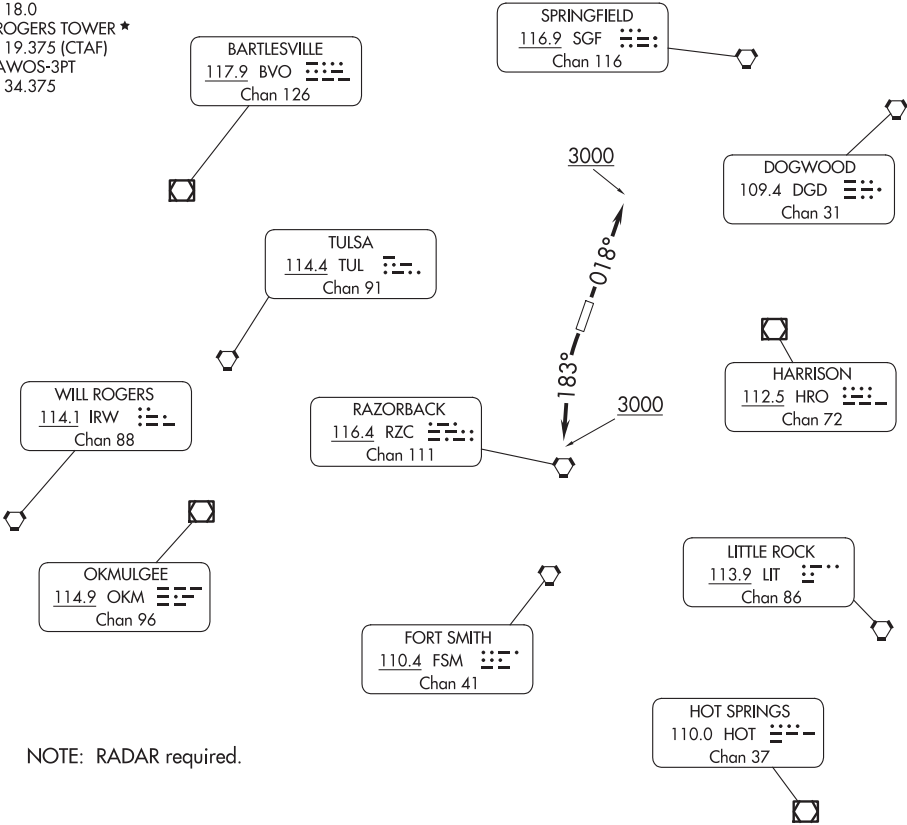
ROGERS EXEC - CARTER FLD (ROG)

ROGERS, ARKANSAS

RAZORBACK DEP CON ★
126.6 305.2
CLNC DEL
121.75
CLNC DEL (When twr closed)
121.75
GND CON
118.0
ROGERS TOWER ★
119.375 (CTAF)
AWOS-3PT
134.375

TOP ALTITUDE:
3000

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 018° to 3000, thence . . .
TAKEOFF RUNWAY 20: Climbing left turn to 3000 on heading 183°, thence . . .

. . . expect RADAR vectors to assigned route. Expect clearance to requested altitude ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

ROGERS FOUR DEPARTURE

(ROG4.RZC) 24MAR22

ROGERS, ARKANSAS


ROGERS EXEC - CARTER FLD (ROG)

SC-1, 07 AUG 2025 to 02 OCT 2025

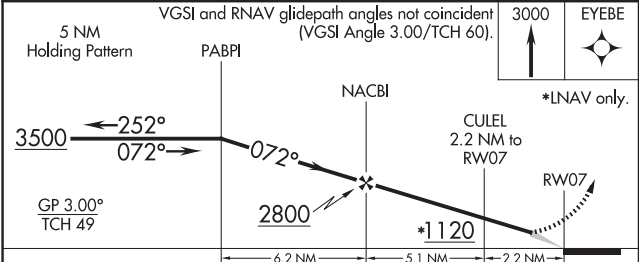
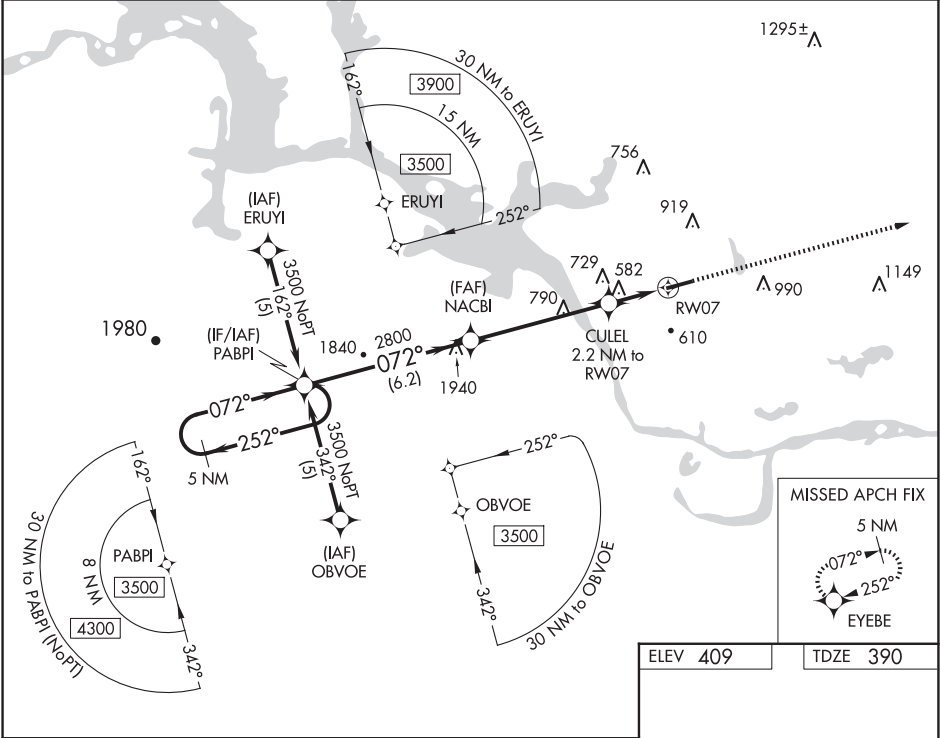
SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53601 W07A	APP CRS 072°	Rwy Idg 5505 TDZE 390 Apt Elev 409
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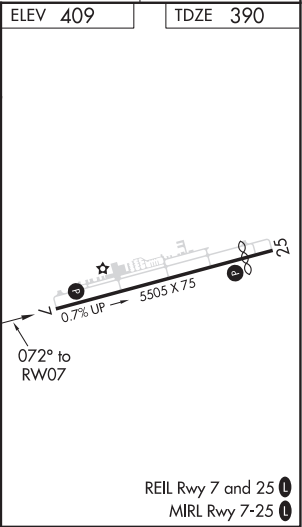
RNAV (GPS) RWY 7
RUSSELLVILLE RGNL (RUE)

 If local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct EYEBE and hold.
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ASOS 132.475	MEMPHIS CENTER 128.475 377.15	UNICOM 122.7 (CTAF) 
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CATEGORY	A	B	C	D
LPV DA	665-1 275 (300-1)			
RNAV MDA	1000-1 610 (600-1)	1000-1 3/4 610 (600-1 3/4)	1000-2 610 (600-2)	
CIRCLING	1140-1 731 (800-1)	1340-2 3/4 931 (1000-2 3/4)	1400-3 991 (1000-3)	



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

RUSSELLVILLE, ARKANSAS

AL-6231 (FAA)

24109

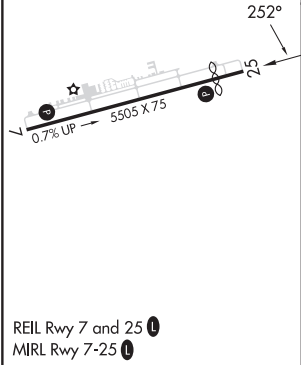
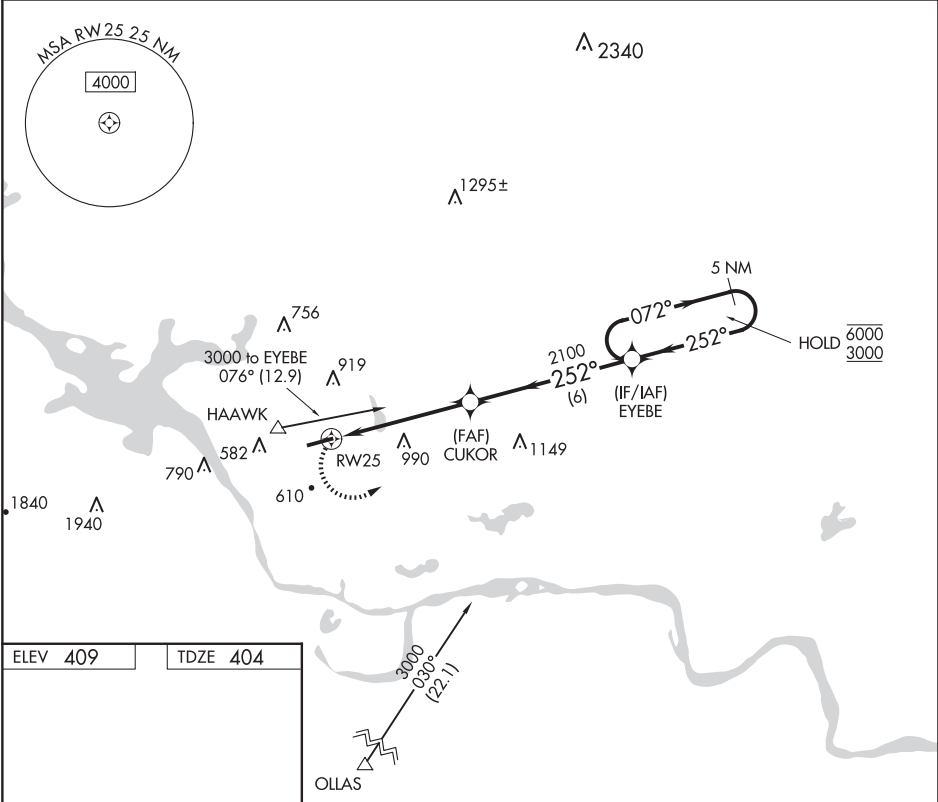
APP CRS	Rwy Idg	4799
252°	TDZE	404
	Apt Elev	409











RNAV (GPS) RWY 25
RUSSELLVILLE RGNL (RUE)

RNP APCH - GPS.
▼ Rwy 25 helicopter visibility reduction below 1 SM NA. Night landing: Rwy 25 NA. Straight-in Rwy 25 NA at night. Circling Rwy 25 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct EYEBE and hold.

ASOS 132.475	MEMPHIS CENTER 128.475 377.15	UNICOM 122.7 (CTAF) 0
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				Visual Segment - Obstacles.			
							
RW25		CUKOR		EYEBE		5 NM Holding Pattern	
							
3000		2100		6000		3000	
5.2 NM		6 NM					
CATEGORY	A		B		C		D
LNAV MDA	1260-1 856 (900-1)		1260-1¼ 856 (900-1¼)		1260-2½		856 (900-2½)
CIRCLING	1260-1¼		851 (900-1¼)		1340-2¾ 931 (1000-2¾)		1400-3 991 (1000-3)

RUSSELLVILLE, ARKANSAS
Orig-D 18APR24

35°16'N-93°06'W

RUSSELLVILLE RGNL (RUE)
RNAV (GPS) RWY 25

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

NDB RUE 379	APP CRS 360°	Rwy Idg TDZE Apt Elev	N/A N/A 409
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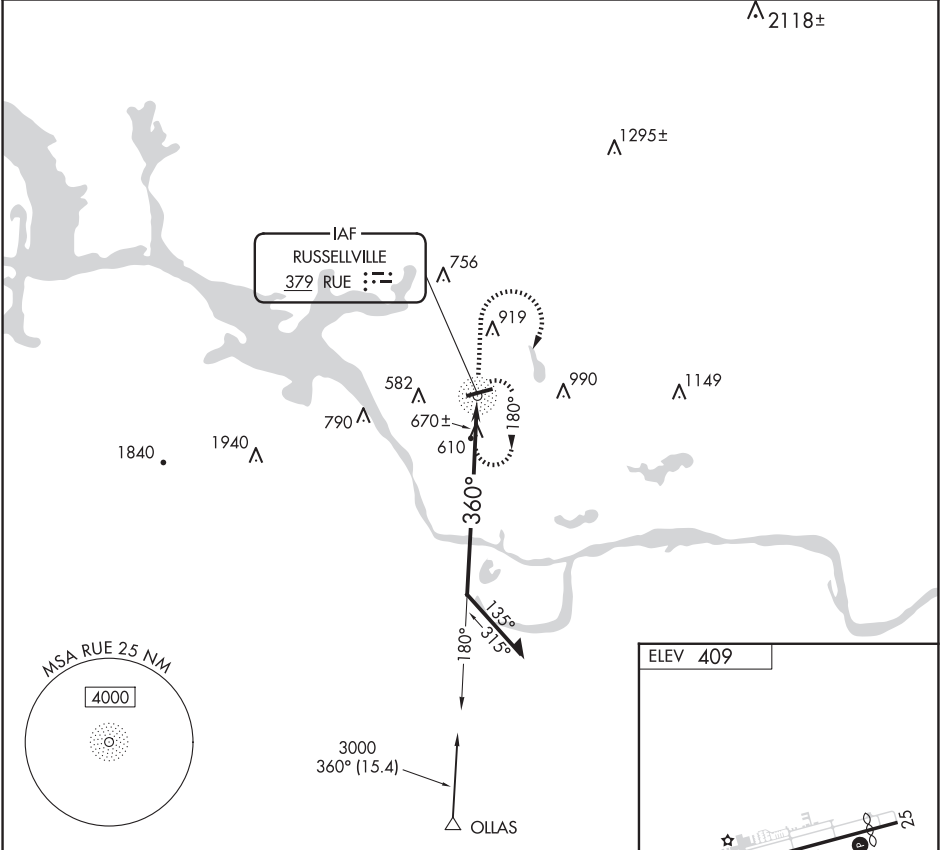
NDB-A

RUSSELLVILLE RGNL (RUE)

▼
▲ NA

MISSED APPROACH: Climb to 3000 then right turn direct RUE NDB and hold.

ASOS 132.475	MEMPHIS CENTER 128.475 377.15	UNICOM 122.7 (CTAF) 0
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Remain within 10 NM

2500

180°

360°

RUE NDB

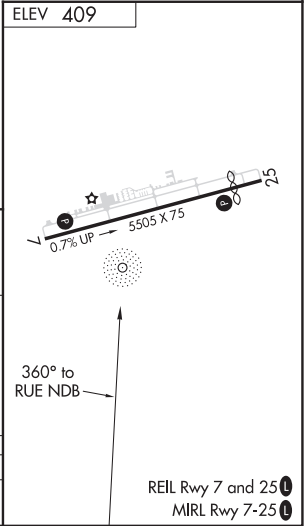
3000

↑

360°

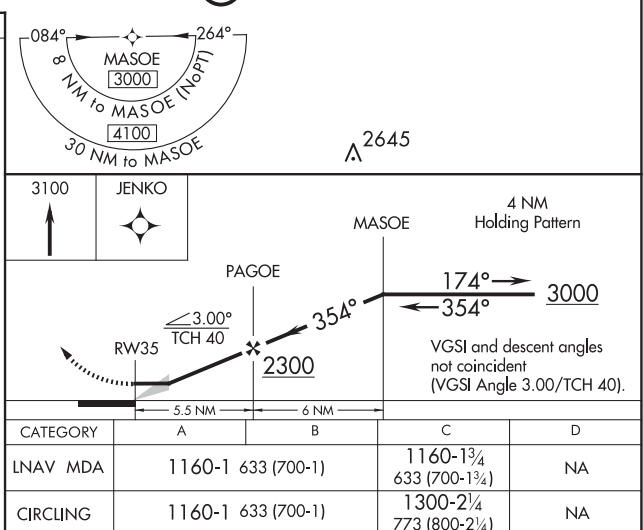
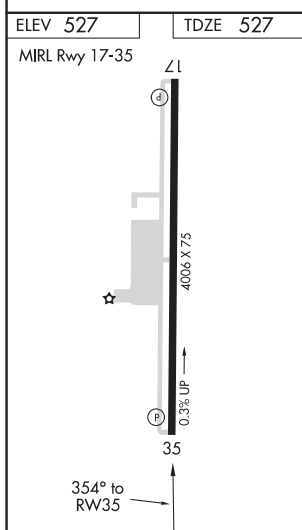
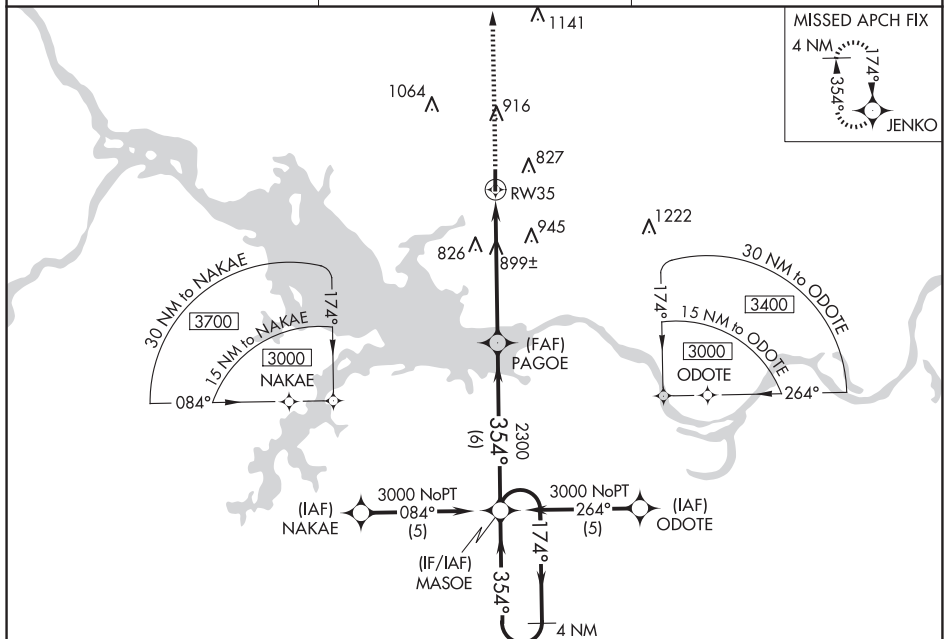
RUE

CATEGORY	A	B	C	D
CIRCLING	1240-1¼ 831 (900-1¼)	1340-2¾ 931 (1000-2¾)	1400-3 991 (1000-3)	



RNAV (GPS) RWY 35
SALLISAW MUNI (JSV)

AWOS-3 118.475	RAZORBACK APP CON ★ 120.9 343.75	UNICOM 122.7 (CTAF)
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SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56248 W17A	APP CRS 173°	Rwy Idg TDZE 889 Apt Elev 892	5799
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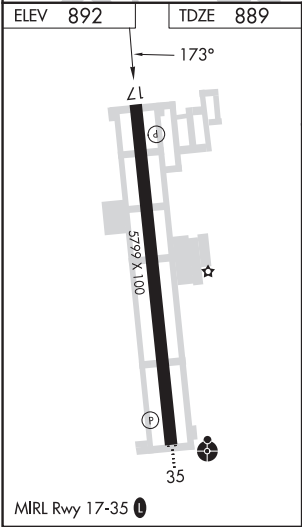
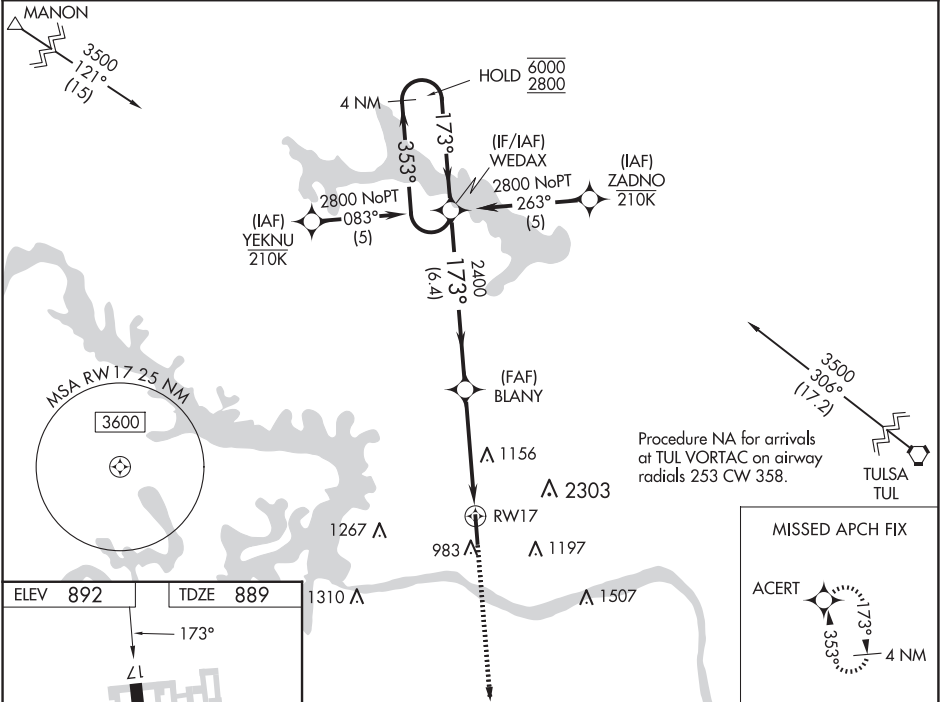
RNAV (GPS) RWY 17
WILLIAM R POGUE MUNI (OWP)

RNP APCH - GPS.

⚠ Rwy 17 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat C east of Rwy 17-35.
⚠ When local altimeter setting not received, use TUL altimeter setting and increase LPV DA to 1206 feet and all visibilities 1/2 SM; increase LNAV/VNAV DA to 1443 feet and all visibilities 1/4 SM; increase all MDAs 80 feet and LNAV visibility Cat C 1/4 SM, and Circling visibility Cat C 1/4 SM. Baro-VNAV and VDP NA when using TUL altimeter setting.

MISSED APPROACH:
Climb to 2800 direct
ACERT and hold.

AWOS-3T 118.325	TULSA APP CON 124.0 338.3	UNICOM 122.7 (CTAF)
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4 NM Holding Pattern WEDAX		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 31).		2800	ACERT
6000 ← 353°		173° →		2400	1.7 NM to RWY 17
GP 3.00° TCH 45		2400		2400	RWY 17
6.4 NM		2.9 NM		1.7 NM	
CATEGORY	A	B	C	D	
LPV DA	1139-3/4	250 (300-3/4)		NA	
LNAV/VNAV DA	1376-1 3/8	487 (500-1 3/8)		NA	
LNAV MDA	1460-1	571 (600-1)	1460-1 5/8 571 (600-1 5/8)	NA	
CIRCLING	1460-1	568 (600-1)	1460-1 5/8 568 (600-1 5/8)	NA	

SAND SPRINGS, OKLAHOMA

AL-6472 (FAA)

24361

WAAS CH 57912 W35A	APP CRS 353°	Rwy Idg TDZE 892 Apt Elev 892	5799
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RNAV (GPS) RWY 35

WILLIAM R POGUE MUNI (OWP)

RNP APCH - GPS.

▼

Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat C east of Rwy 17-35.

⚠

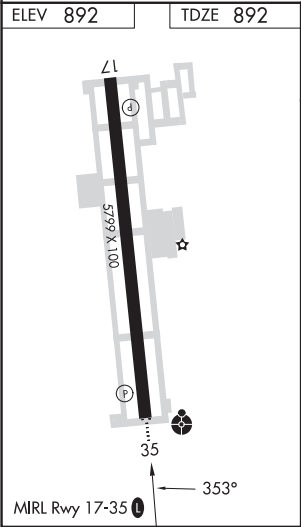
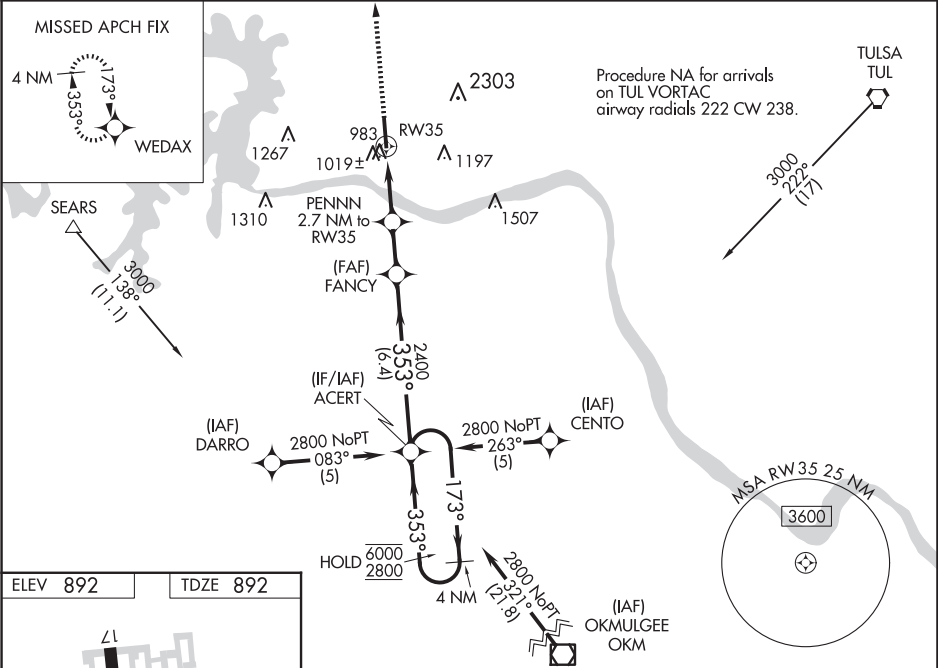
Inop table does not apply to LPV all Cats. When local altimeter setting not received, use TUL altimeter setting and increase LPV DA to 1209 feet, increase LNAV/VNAV DA to 1244 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM. Baro-VNAV and VDP NA when using TUL altimeter setting.

ODALS

MISSED APPROACH:

Climb to 2800 direct WEDAX and hold.

AWOS-3T 118.325	TULSA APP CON 124.0 338.3	UNICOM 122.7 (CTAF) 0
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2800	WEDAX	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).		4 NM
		PENNN 2.7 NM to RW35	FANCY 2400	ACERT Holding Pattern
		1.1 NM to RW35		173° → 6000
				← 353° 2800
				GP 3.00° TCH 45
		1.1 NM	1.6 NM	1.9 NM
				6.4 NM
CATEGORY	A	B	C	D
LPV DA	1142-¾	250 (300-¾)		NA
LNAV/VNAV DA	1177-¾	285 (300-¾)		NA
LNAV MDA	1280-¾	388 (400-¾)	1280-1 388 (400-1)	NA
CIRCLING	1380-1	488 (500-1)	1400-1½ 508 (600-1½)	NA

SAND SPRINGS, OKLAHOMA
Amdt 1 26DEC24

36°11'N-96°09'W

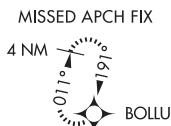
WILLIAM R POGUE MUNI (OWP)
RNAV (GPS) RWY 35

SC-1, 07 AUG 2025 to 02 OCT 2025

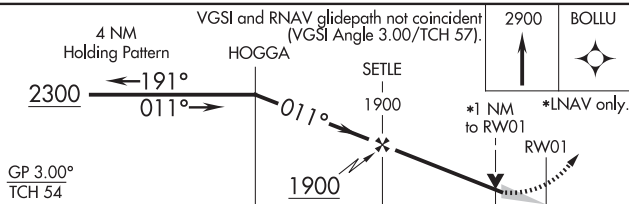
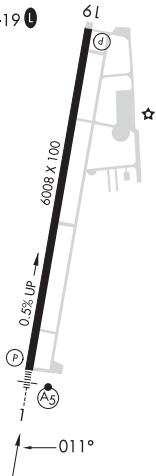
SC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 1
SEARCY RGNL (SRC)

MISSED APPROACH.
Climb to 2900 direct
BOLLU and hold.

UNICOM
122.7 (CTAF) **L**

REIL Rwy 19
MIRL Rwy 1-19 **L**



CATEGORY		A		B		C		D	
LPV	DA	573-1/2		320 (400-1/2)				NA	
LNAV	MDA	620-1/2		367 (400-1/2)		620-5/8 367 (400-5/8)		NA	
CIRCLING		760-1		495 (500-1)		780-1 1/2 515 (600-1 1/2)		NA	

SEARCHY RGNL (SRC)
RNAV (GPS) RWY 1

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86224 W19A	APP CRS 191°	Rwy Idg TDZE 265 Apt Elev 265	6008
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RNAV (GPS) RWY 19
SEARCY RGNL (SRC)

RNP APCH-GPS.

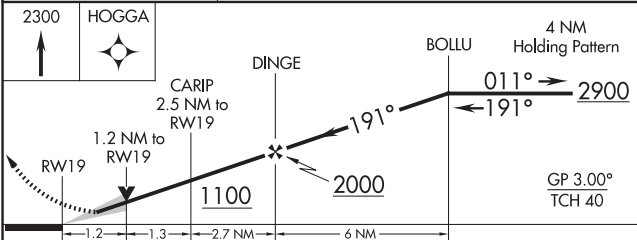
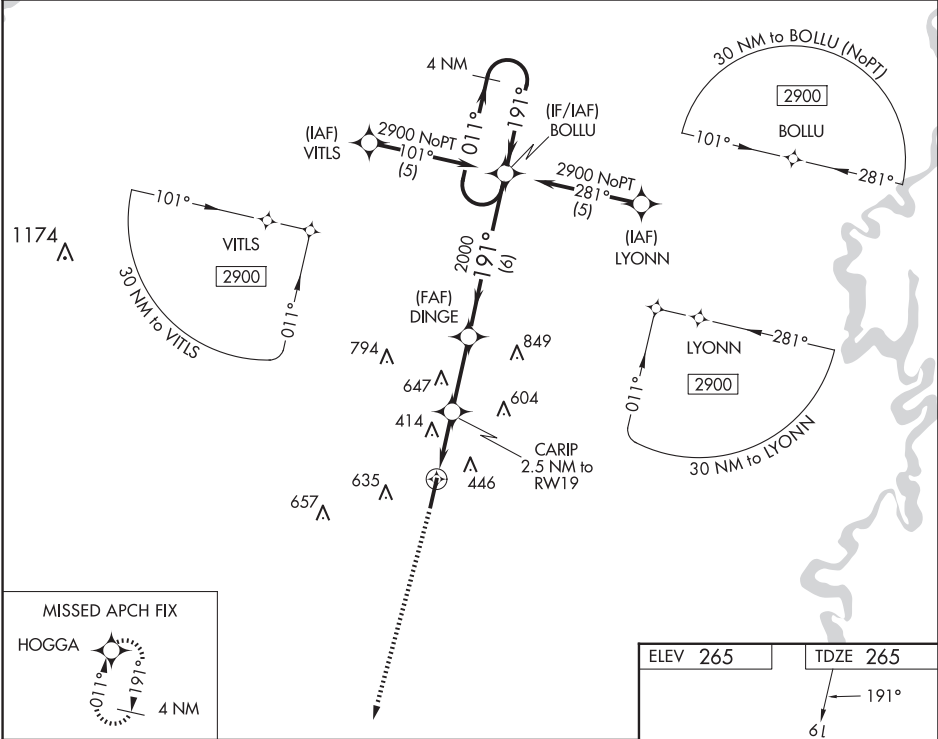
▼

▲

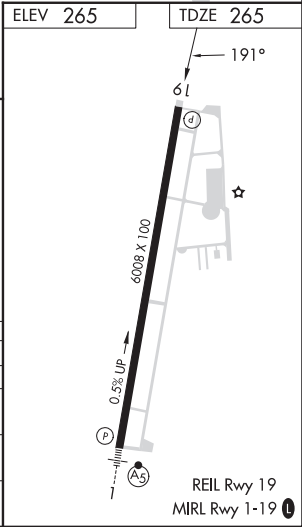
When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting: increase LPV DA to 604 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 100 feet and LNAV and Circling Cat C visibility $\frac{1}{4}$ SM. VDP NA with Bill and Hillary Clinton Ntl/Adams Fld altimeter setting. Circling NA for Cats B and C west of Rwy 1-19.

MISSED APPROACH: Climb to 2300 direct HOGGA and hold.

AWOS-3PT 128.325	LITTLE ROCK APP CON 119.75 291.775	CLNC DEL 119.75	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	515- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		NA
LNAV/VNAV DA	NA			
LNAV MDA	680-1 415 (500-1)	680-1 $\frac{1}{8}$ 415 (500-1 $\frac{1}{8}$)		NA
CIRCLING	760-1 496 (500-1)	780-1 $\frac{1}{2}$ 515 (600-1 $\frac{1}{2}$)		NA



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

SEMINOLE, OKLAHOMA

AL-6450 (FAA)

22363

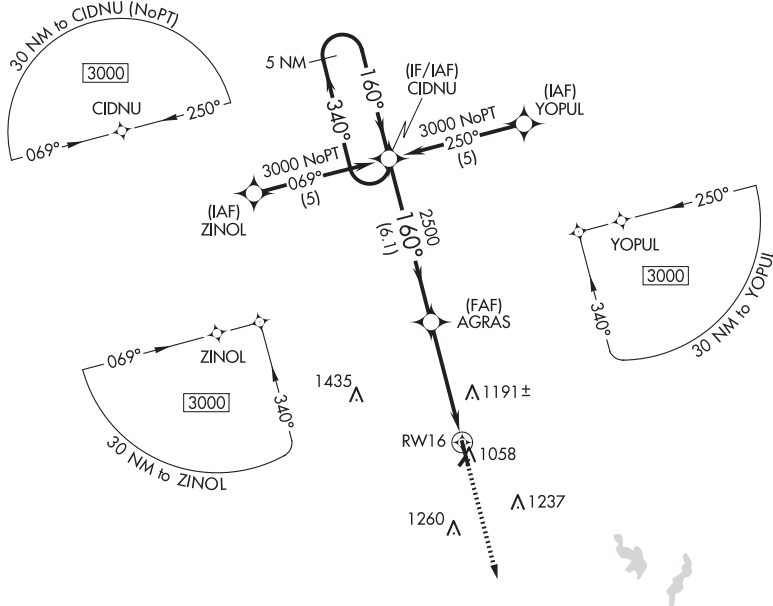
APP CRS
160°Rwy Idg **5004**
TDZE **1023**
Apt Elev **1023****RNAV (GPS) RWY 16**
SEMINOLE MUNI (SRE)

RNP APCH.



Procedure NA at night. Circling NA to Rwy 5 and 23. Rwy 16 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet, and increase Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct FANAD and hold.

AWOS-3
118.625FORT WORTH CENTER
132.2 338.35UNICOM
122.80

ELEV 1023

TDZE 1023

5 NM
Holding PatternVGSi and descent angles not coincident
(VGSi Angle 3.00/TCH 27).

3000

FANAD

3000

340°

160°

160°

2500

3.04°

TCH 45

RW16

6.1 NM

4.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1500-1	477 (500-1)	1500-1¼ 477 (500-1¼)	NA
CIRCLING	1500-1 477 (500-1)	1560-1 537 (600-1)	1620-1½ 597 (600-1½)	NA

REIL Rwy 16-34
MIRL Rwy 16-34

SEMINOLE, OKLAHOMA

Amdt 1B 02DEC21

35°16'N-96°41'W

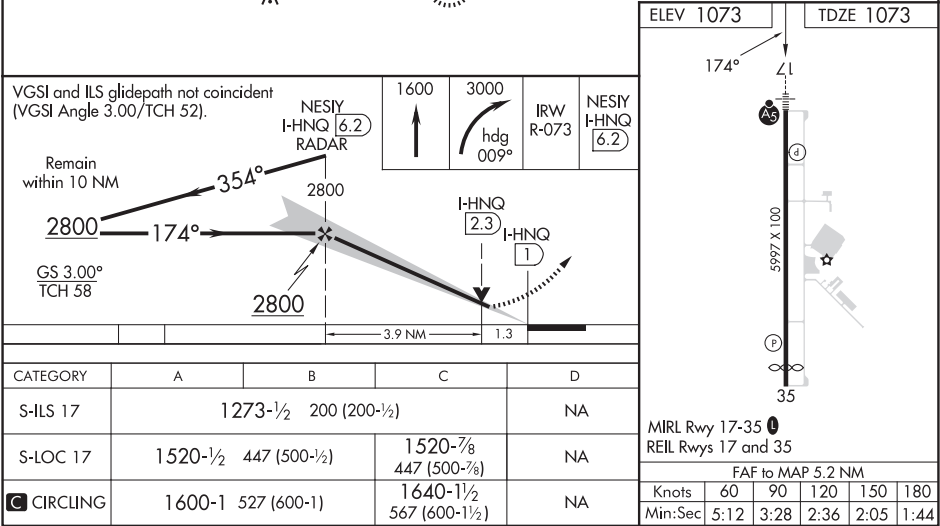
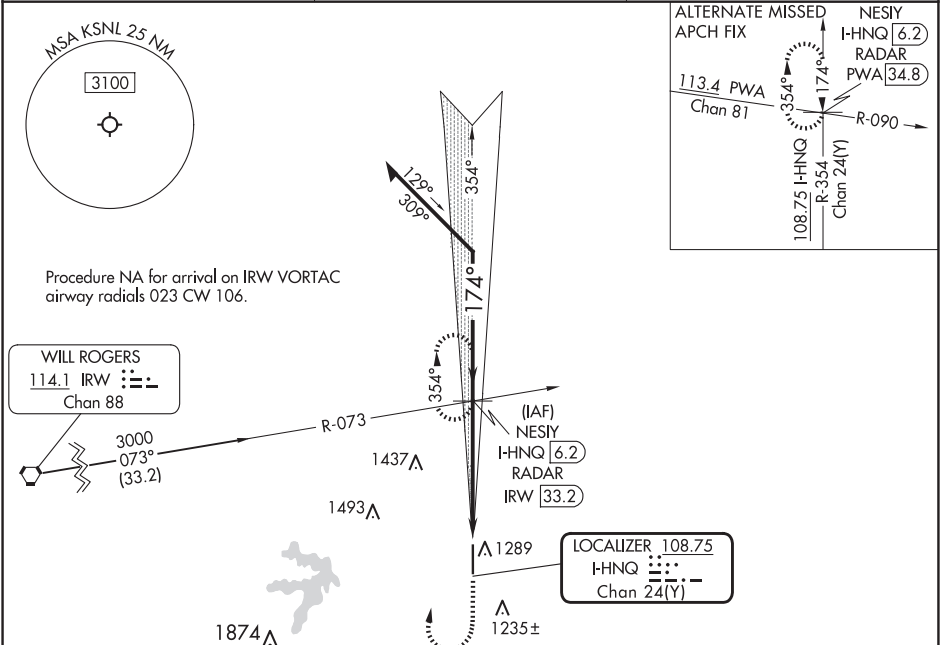
SEMINOLE MUNI (SRE)
RNAV (GPS) RWY 16

LOC/DME I-HNQ 108.75 Chan 24(Y)	APP CRS 174°	Rwy Ldg TDZE Apt Elev 1073
---	------------------------	---

ILS or LOC RWY 17
SHAWNEE RGNL (SNL)

DME or RADAR required.	MALSR 	MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 on heading 009° and IRW R-073 to NESIY/I-HNQ 6.2 DME/RADAR and hold, continue climb-in-hold to 3000.
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AWOS-3PT 118.275	OKE CITY APP CON 120.45 288.325	UNICOM 122.7 (CTAF)
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SHAWNEE, OKLAHOMA

AL-586 (FAA)

25163

WAAS CH 86919 W17A	APP CRS 174°	Rwy Ldg TDZE Apt Elev	5997 1073 1073
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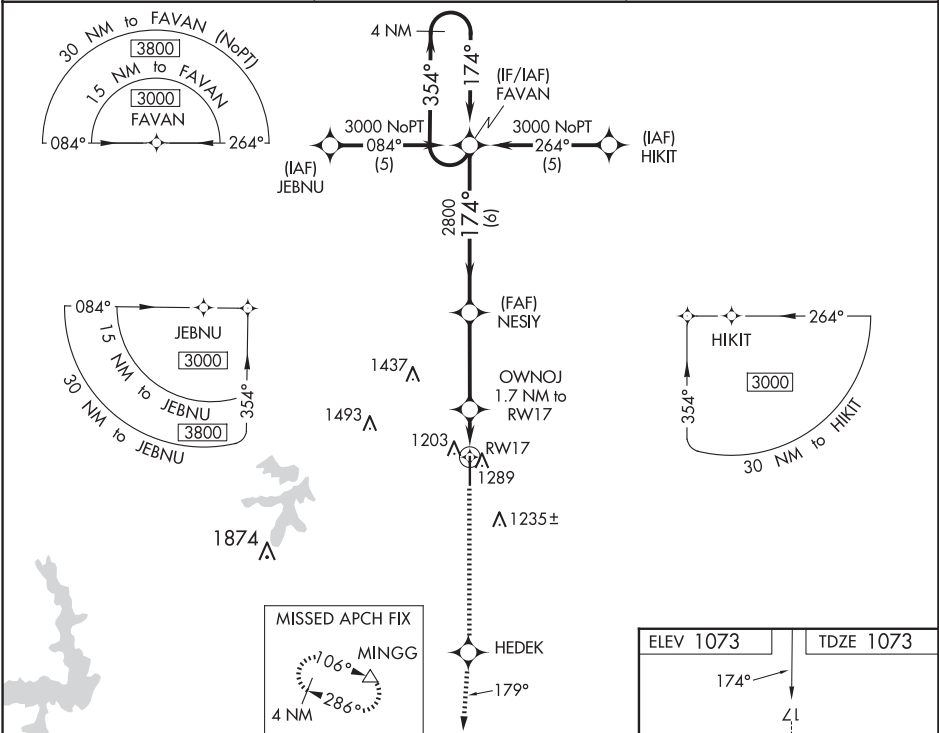
RNAV (GPS) RWY 17
SHAWNEE RGNL (SNL)

▼ Baro-VNAV NA when using Seminole 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 Seminole altimeter setting: increase LPV DA to 1313 feet; increase LNAV/VNAV DA to 1487 feet and visibility ¼ SM; increase all MDAs 40 feet and visibility Cat C ¼ SM.

MALSR

MISSED APPROACH: Climb to 4000 direct HEDEK and on track 179° to MINGG and hold.

AWOS-3PT 118.275	OKE CITY APP CON 120.45 288.325	UNICOM 122.7 (CTAF)
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4000 HEDEK

MINGG

ir 179°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).

4 NM Holding Pattern

*LNAV only.

OWNOJ 1.7 NM to RW17

RW17

GP 3.00° TCH 58

1660

2800

3000

174°

354°

174°

6 NM

3.5 NM

1.7

ELEV 1073

TDZE 1073

174°

41

AS

100

5997 X 100

35

MIRL Rwy 17-35

REIL Rwy 17 and 35

SHAWNEE, OKLAHOMA
Amdt 1A 27FEB20

35°21'N-96°57'W

SHAWNEE RGNL (SNL)
RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **72818**
W35A

APP CRS
354°

Rwy Ldg
TDZE
Apt Elev
5593
1067
1073

RNAV (GPS) RWY 35
SHAWNEE RGNL (SNL)

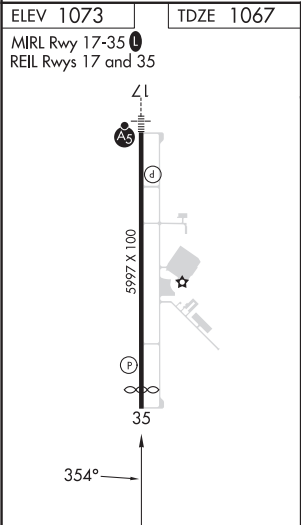
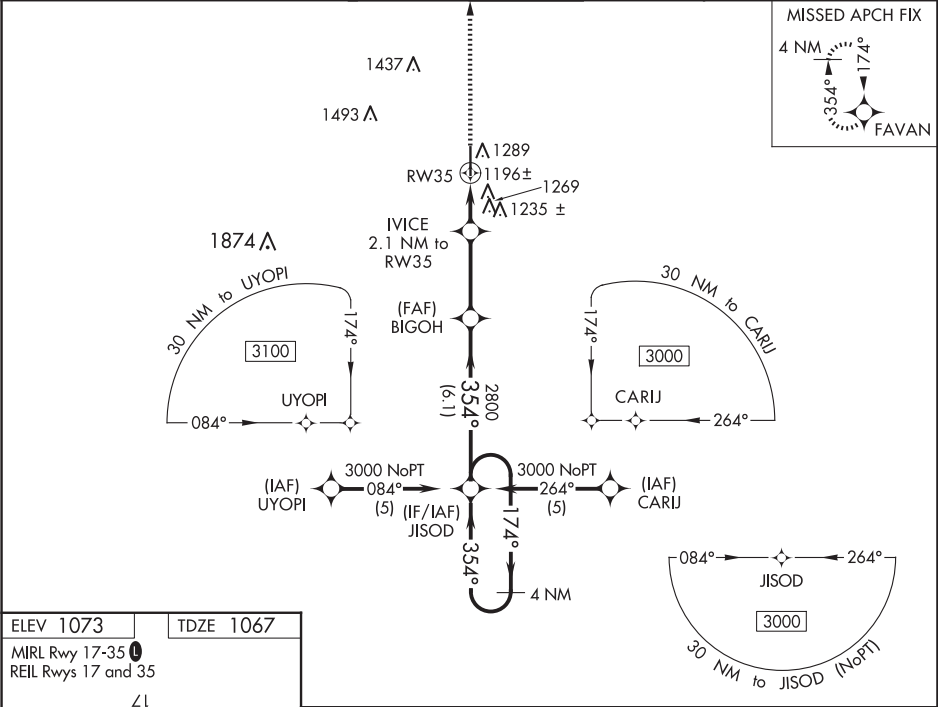
▼

⚠

Baro-VNAV NA when using Seminole 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 Seminole altimeter setting: increase LPV DA to 1357 feet; increase LNAV/VNAV DA to 1605 feet and visibility ¼ SM; increase all MDAs 40 feet and visibility Cat C ¼ SM.

MISSED APPROACH:
Climb to 3000 direct
FAVAN and hold.

AWOS-3PT 118.275	OKE CITY APP CON 120.45 288.325	UNICOM 122.7 (CTAF)
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3000
↑
FAVAN

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 42).

*LNAV only.

IVICE
2.1 NM to RW35
BIGOH
2800
RW35
1780*
354°
JISOD
174°
3000
GP 3.00°
TCH 47

CATEGORY	A	B	C	D
LPV DA	1317-1	250 (300-1)		NA
LNAV/VNAV DA	1565-1¾	498 (500-1¾)		NA
LNAV MDA	1520-1	453 (500-1)	1520-1¼ 453 (500-1¼)	NA
CIRCLING	1600-1	527 (600-1)	1640-1½ 567 (600-1½)	NA

SHERIDAN, ARKANSAS

AL-10197 (FAA)

22083

WAAS CH 69637 W01A	APP CRS 012°	Rwy Idg 3202 TDZE 235 Apt Elev 236
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RNAV (GPS) RWY 1

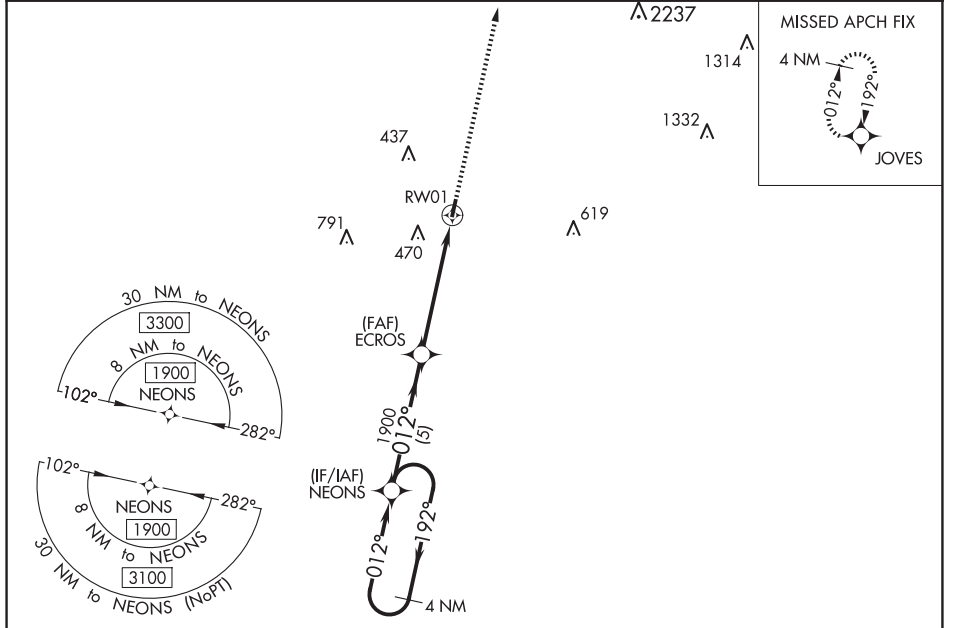
SHERIDAN-GRANT COUNTY RGNL (9M8)

⚠ NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Night Landing: Rwy 1 NA. Use Pine Bluff altimeter setting, when not received,
use Little Rock altimeter setting and increase all MDA 20 feet: increase LP and
LNAV Cat C visibility 1/8 mile, and Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
Climb to 2100 direct
JOVES and hold.

PBF ASOS 120.775	LITTLE ROCK APP CON 135.4 353.6	UNICOM 122.8 (CTAF) 0
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ELEV 236

TDZE 235

Visual Segment - Obstacles.

2100 JOVES

4 NM Holding Pattern

NEONS

ECROS

RWY01

1900

192°

012°

1900

5 NM

5.1 NM

CATEGORY	A	B	C	D
LP MDA	760-1	525 (600-1)	760-1½ 525 (600-1½)	NA
LNAV MDA	800-1	565 (600-1)	800-1⅝ 565 (600-1⅝)	NA
CIRCLING	800-1 564 (600-1)	840-1 604 (700-1)	960-2 724 (800-2)	NA

012° to RWY01

MIRL Rwy 01-19 0

SHERIDAN, ARKANSAS

Orig 04FEB16

34°20'N-92°21'W

SHERIDAN-GRANT COUNTY RGNL (9M8)

RNAV (GPS) RWY 1

SC-1, 07 AUG 2025 to 02 OCT 2025

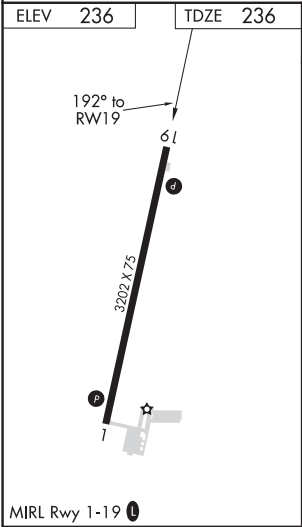
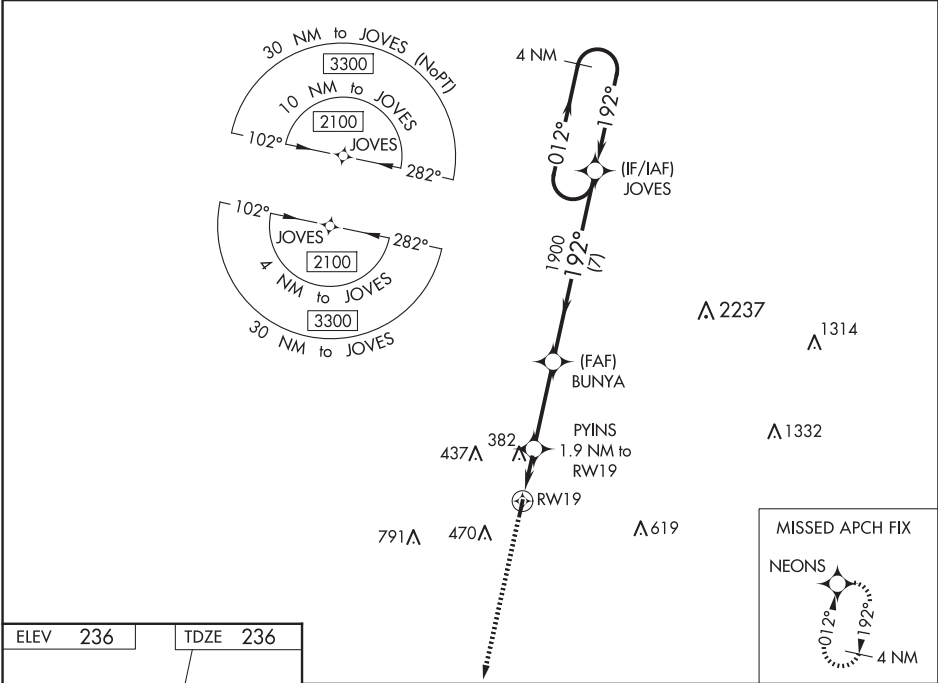
SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 63237 W19A	APP CRS 192°	Rwy Idg TDZE 3202 236 Apt Elev 236
--	------------------------	--

RNAV (GPS) RWY 19
SHERIDAN-GRANT COUNTY RGNL (9M8)

<p>NA</p> <p>Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 1 NA. Use Pine Bluff altimeter setting, when not received, use Little Rock altimeter setting and increase all DA 5 feet and all MDA 20 feet: increase Circling Cat C visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 1900 direct NEONS and hold.</p>
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PBF ASOS 120.775	LITTLE ROCK APP CON 135.4 353.6	UNICOM 122.8 (CTAF)
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1900	NEONS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 43).			
↑	✦				
*LNAV only.		PYINS 1.9 NM to RW19	BUNYA 1900	JOVES 4 NM Holding Pattern	
		880*	1900	2100	GP 3.00° TCH 40
		1.9 NM	3.2 NM	7 NM	
CATEGORY	A	B	C	D	
LPV DA	590-1¼	354 (400-1¼)		NA	
LNAV/VNAV DA	682-1½	446 (500-1½)		NA	
LNAV MDA	700-1	464 (500-1)	700-1¾ 464 (500-1¾)	NA	
CIRCLING	740-1 504 (600-1)	840-1 604 (700-1)	960-2 724 (800-2)	NA	

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

SILOAM SPRINGS, ARKANSAS



AL-5565 (FAA)

25163

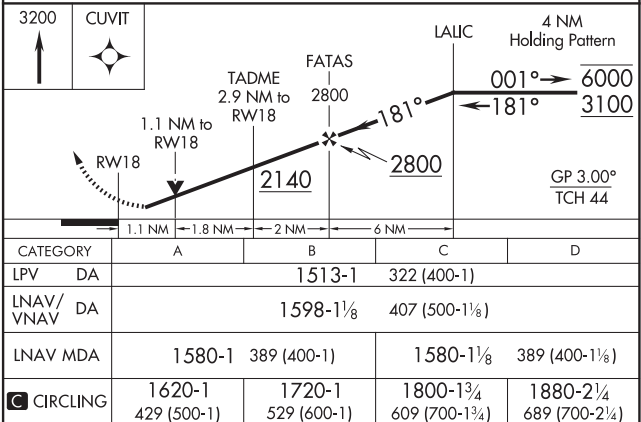
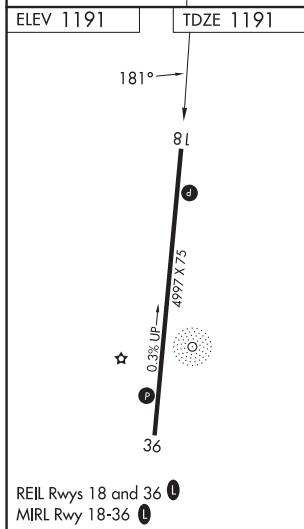
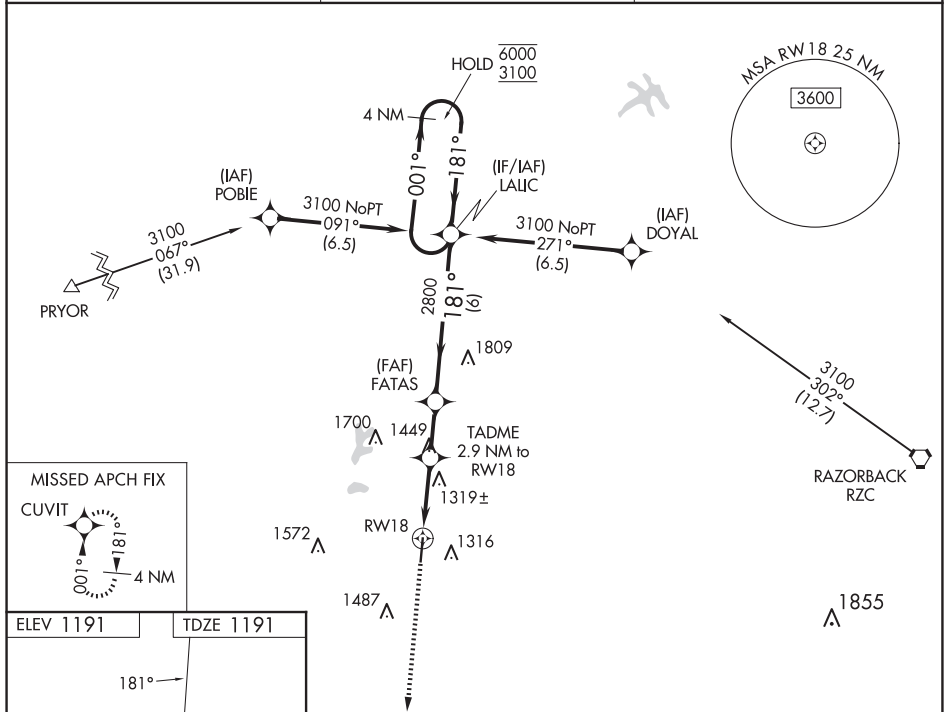
WAAS CH 90208 W18A	APP CRS 181°	Rwy Ldg 4997 TDZE 1191 Apt Elev 1191
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RNAV (GPS) RWY 18

SMITH FLD (SLG)

RNP APCH-GPS.		MISSED APPROACH: Climb to 3200 direct CUVIT and hold.
 	Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

AWOS-3PT 118.375	RAZORBACK APP CON ★ 121.0 244.575	UNICOM 122.8 (CTAF) ①
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SILOAM SPRINGS, ARKANSAS
Amdt 2 24MAR22

36°12'N-94°29'W

SMITH FLD (SLG) RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **63105**
W36A

APP CRS
001°

Rwy Ldg **4997**
TDZE **1181**
Apt Elev **1191**

RNAV (GPS) RWY 36

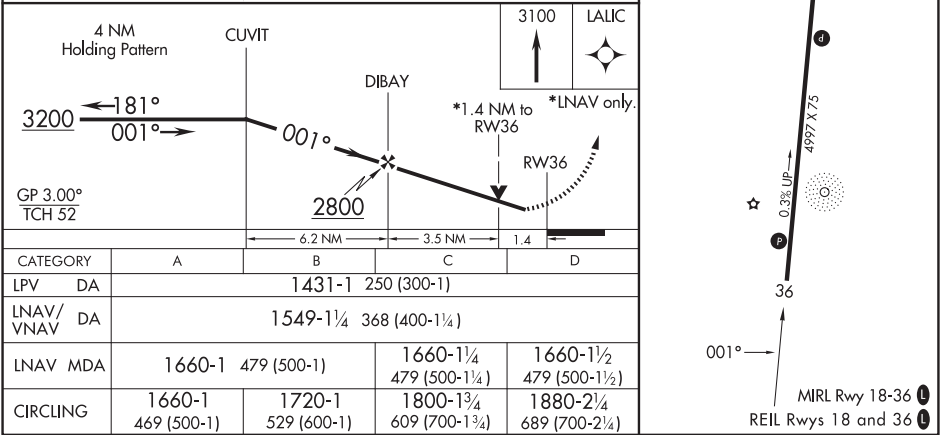
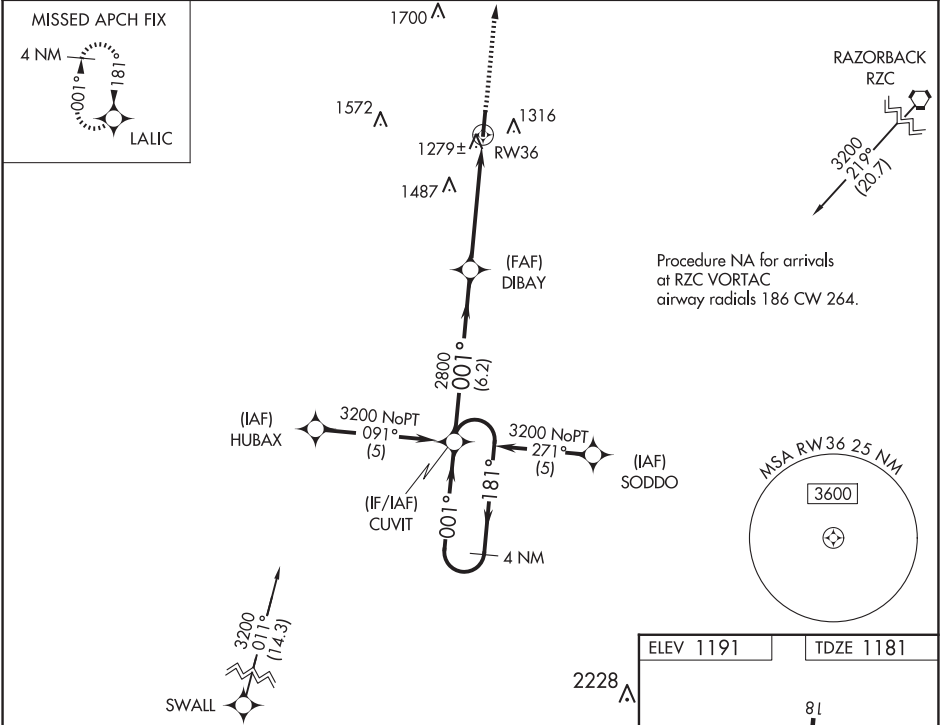
SMITH FLD (SLG)

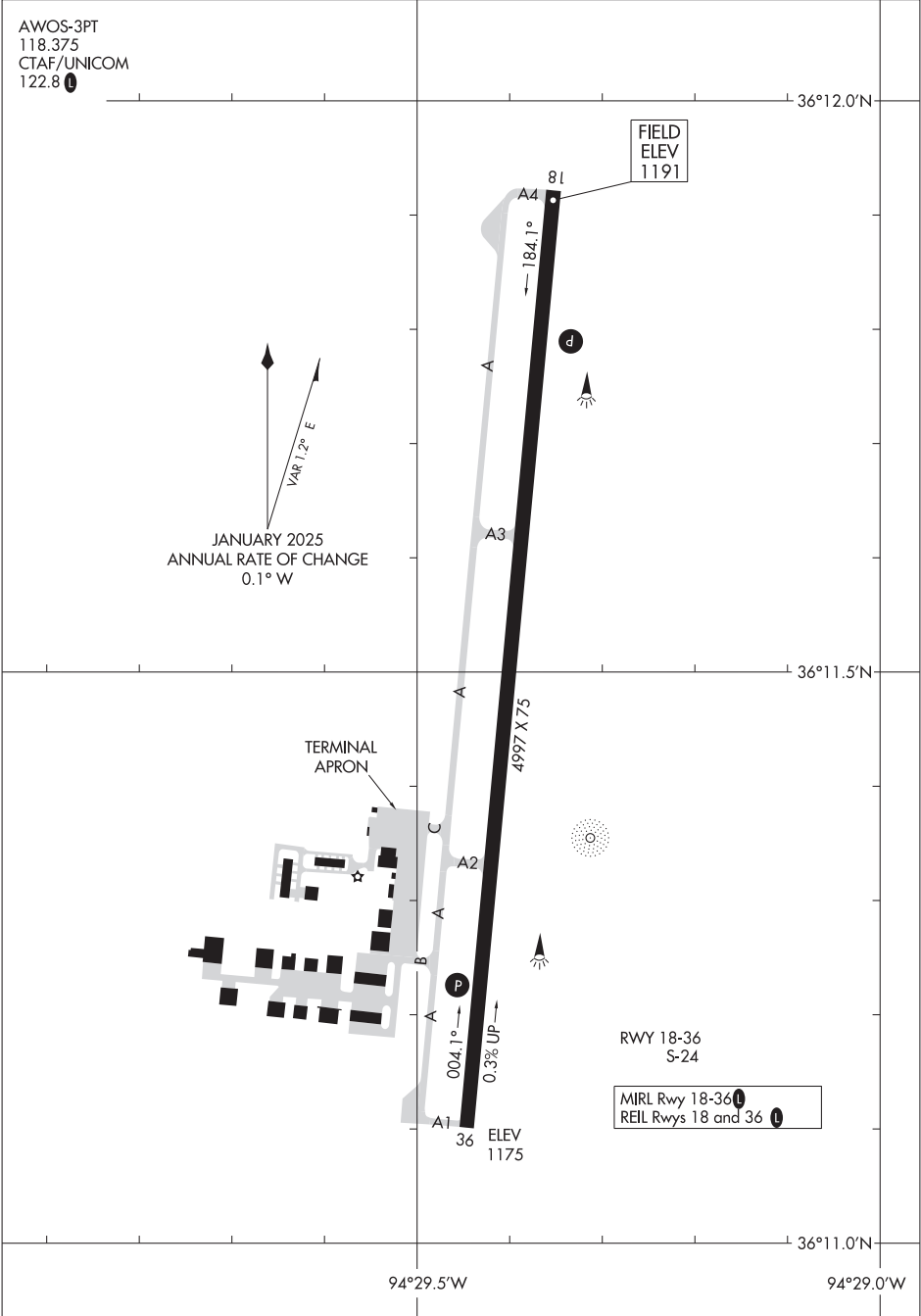
⚠

When local altimeter setting not received, use Northwest Arkansas Ntl altimeter setting and increase LPV DA to 1469 feet, increase LNAV/VNAV DA to 1587 feet; increase all MDAs 40 feet. 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. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Northwest Arkansas Ntl altimeter setting.

MISSED APPROACH: Climb to 3100 direct LALIC and hold.

AWOS-3PT 118.375	RAZORBACK APP CON* 121.0 244.575	UNICOM 122.8 (CTAF) 0
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SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-ASG 110.9	APP CRS 183°	Rwy Idg TDZE 4939 1351 Apt Elev 1353
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AL-5165 (FAA)

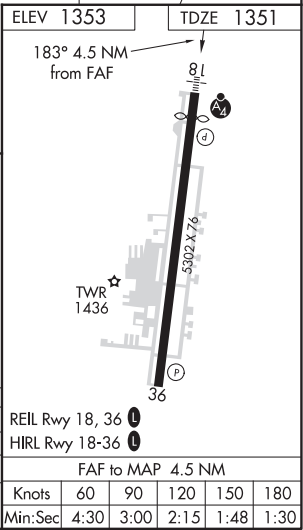
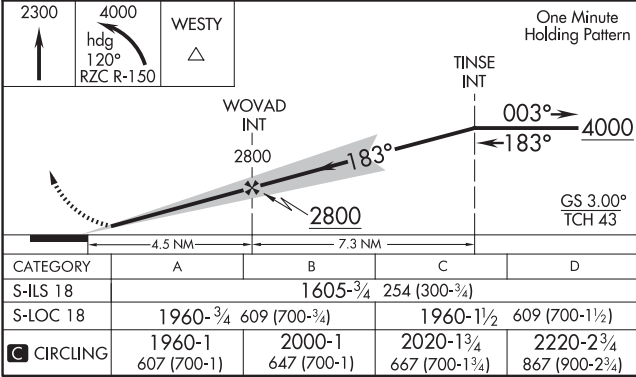
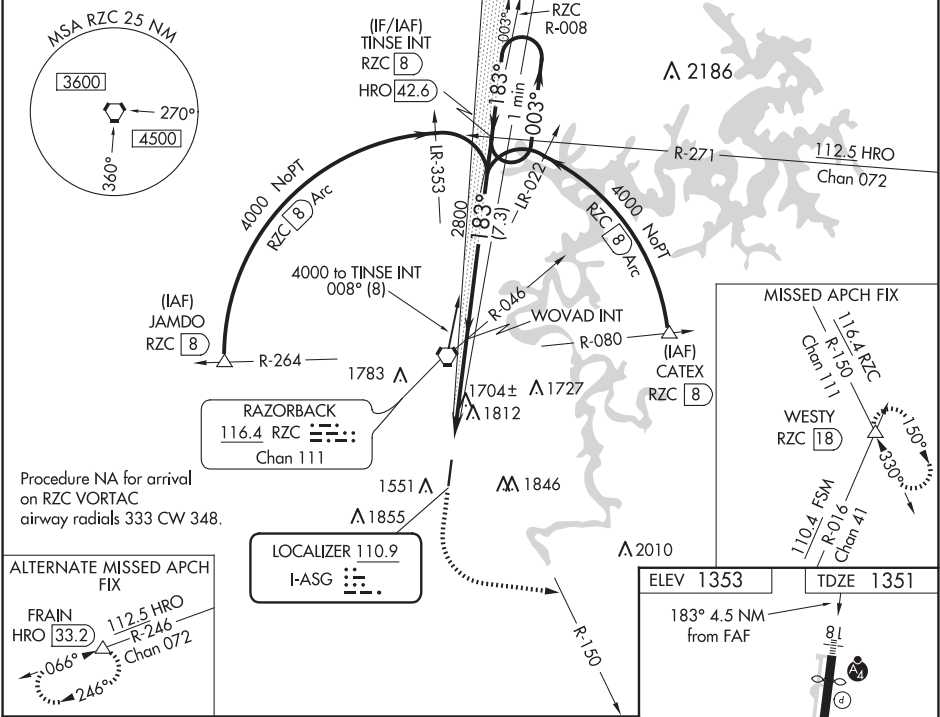
ILS or LOC RWY 18
SPRINGDALE MUNI (ASG)

7 Circling NA east of Rwy 18-36. Rwy 18 helicopter visibility reduction below 3/4 SM NA. Autopilot coupled approach NA below 1900. For inop ALS, increase S-ILS 18 visibility to 3/8 SM.

MAISF

MISSED APPROACH: Climb to 2300 then climbing left turn to 4000 on heading 120° and RZC VORTAC R-150 to WESTY INT/RZC 18 DME and hold.

AWOS-3 124.675	RAZORBACK APP CON ★ 126.6 305.2	SPRINGDALE TOWER ★ 118.2 (CTAF) 0	GND CON 121.6	REIL 18, 36 122.8 0	UNICOM 122.95
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SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

SPRINGDALE, ARKANSAS

AL-5165 (FAA)

22027

WAAS Ch 70312 W18A	APP CRS 183°	Rwy Idg 4939 TDZE 1351 Apt Elev 1353
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RNAV (GPS) RWY 18

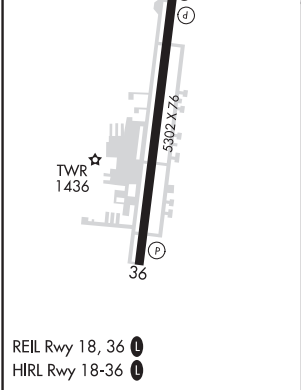
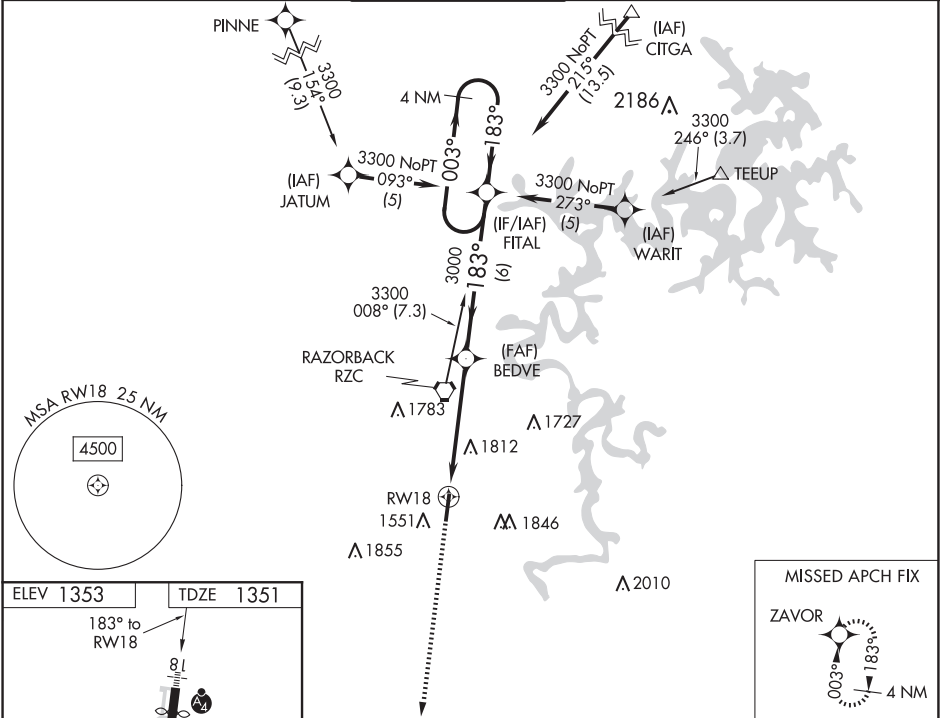
SPRINGDALE MUNI (ASG)

NA DME/DME RNP-0.3 NA. Circling NA east of Rwy 18-36. When local altimeter setting not received, use Fayetteville/Drake Fld altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LPV all Cats and LNAV Cat C/D visibility $\frac{1}{8}$ mile, Circling Cat C/D visibility $\frac{1}{4}$ mile. For inoperative MALSF, increase LPV all Cats visibility to 1 mile, LNAV Cat C/D visibility to 2 miles. For inoperative MALSF when using Fayetteville/Drake Fld altimeter setting, increase LPV all Cats visibility to $1\frac{1}{8}$ mile, LNAV Cat C visibility to $2\frac{1}{4}$ mile. VDP NA when using Fayetteville/Drake Fld altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MALSF

MISSED APPROACH:
Climb to 3800 direct ZAVOR and hold.

AWOS-3 124.675	RAZORBACK APP CON ★ 126.6 305.2	SPRINGDALE TOWER ★ 118.2 (CTAF) 0	GND CON 121.6	REIL 18, 36 122.8 0	UNICOM 122.95
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<div>3800 ↑</div>		<div>ZAVOR ✦</div>		<div>4 NM Holding Pattern</div>					
* LNAV only		<div><div><div><div><div><div></div><div>3000</div><div>BEDVE</div></div><div><div>3000</div><div>183°</div><div>FITAL</div></div><div><div>003°</div><div>3300</div><div>←183°</div></div><div><div>GP 3.00°</div><div>TCH 45</div></div></div></div><div><div>2.2 NM</div><div>2.8 NM</div><div>6 NM</div></div><div><div>* 2.2 NM to RW18</div><div>3000</div></div></div></div>							
CATEGORY		A		B		C		D	
LPV DA		1642- ³ / ₄ 291 (300- ³ / ₄)							
LNAV/ VNAV DA		NA							
LNAV MDA		2080- ³ / ₄ 729 (800- ³ / ₄)		2080-1 729 (800-1)		2080-1 ⁷ / ₈ 729 (800-1 ⁷ / ₈)			
CIRCLING		2080-1 727 (800-1)		2080-2 727 (800-2)		2220-2 ³ / ₄ 867 (900-2 ³ / ₄)			

SPRINGDALE, ARKANSAS
Amdt 1D 26JUN14

36°11'N-94°07'W

SPRINGDALE MUNI (ASG) RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

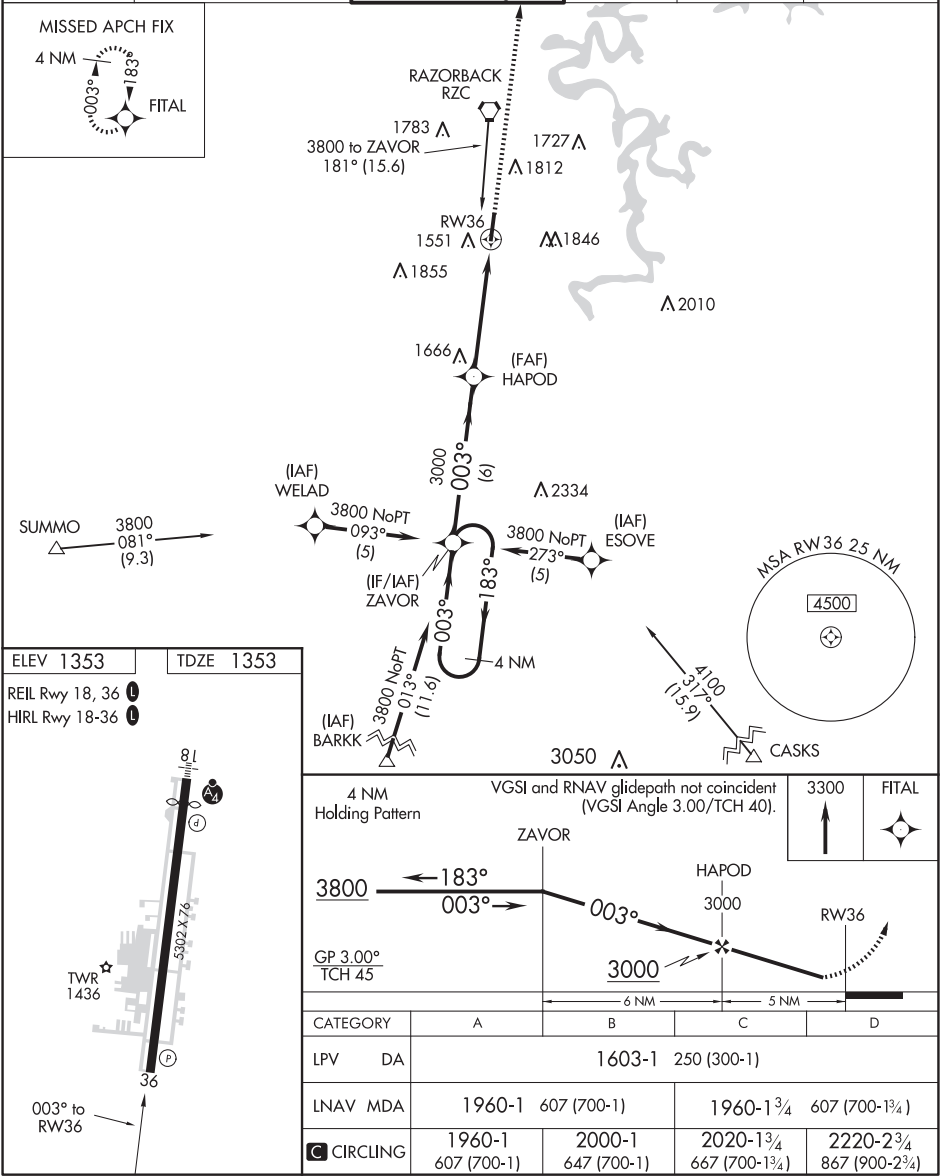
WAAS Ch 77512 W36A	APP CRS 003°	Rwy Idg 5302 TDZE 1353 Apt Elev 1353
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RNAV (GPS) RWY 36

SPRINGDALE MUNI (ASG)

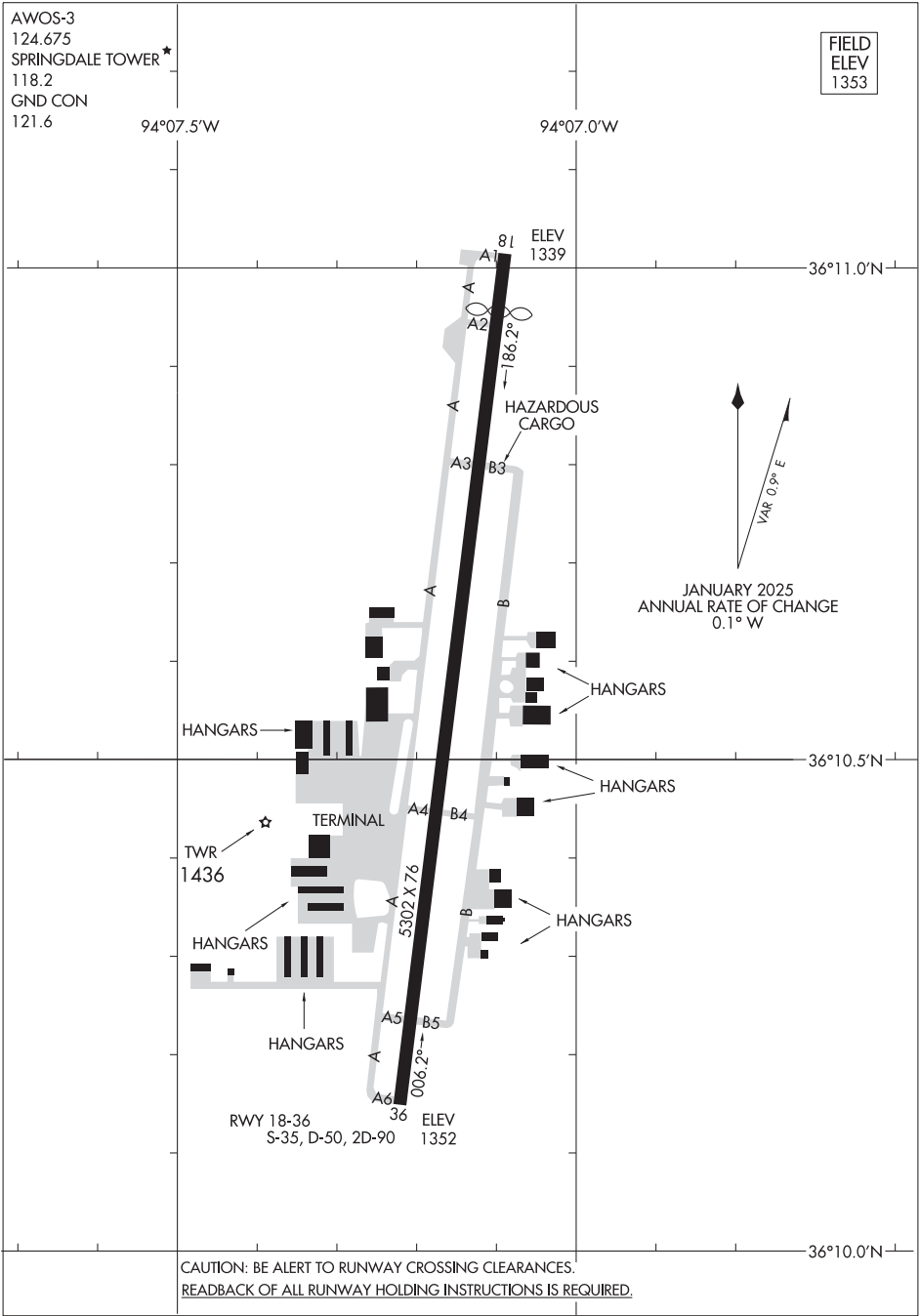
<p>⚠ DME/DME RNP-0.3 NA. Circling NA east of Rwy 18-36. When local altimeter setting not received, use Fayetteville/Drake Fld altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase visibility LNAV Cat C/D 1/8 mile and Circling Cat C/D 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climb to 3300 direct FITAL and hold.</p>
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AWOS-3 124.675	RAZORBACK APP CON ★ 126.6 305.2	SPRINGDALE TOWER ★ 118.2 (CTAF) 0	GND CON 121.6	REIL 18, 36 122.8 0	UNICOM 122.95
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SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

SPRING FIVE DEPARTURE

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)
SPRINGDALE, ARKANSAS

GND CON
121.6
SPRINGDALE TOWER ★
118.2 (CTAF)
AWOS-3
124.675
RAZORBACK DEP CON ★
126.6 305.2
MEMPHIS CENTER
126.1 269.0
UNICOM
122.95

TOP ALTITUDE:
4000

BARTLESVILLE
117.9 BVO
Chan 126

SPRINGFIELD
116.9 SGF
Chan 116

DOGWOOD
109.4 DGD
Chan 31

RAZORBACK
116.4 RZC
Chan 111

TULSA
114.4 TUL
Chan 91

HARRISON
112.5 HRO
Chan 72

OKMULGEE
114.9 OKM
Chan 96

WILL ROGERS
114.1 IRW
Chan 88

FORT SMITH
110.4 FSM
Chan 41

LITTLE ROCK
113.9 LIT
Chan 86

HOT SPRINGS
110.0 HOT
Chan 37

TAKEOFF MINIMUMS

Rwy 18: Standard.
Rwy 36: 400-2½ or standard with minimum
climb of 332' per NM to 1900.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 183° to 1900, then turn left heading 120°, thence

TAKEOFF RUNWAY 36: Climb on heading 003°, thence

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 4000.
Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000' and proceed direct RZC VORTAC, then proceed on course.

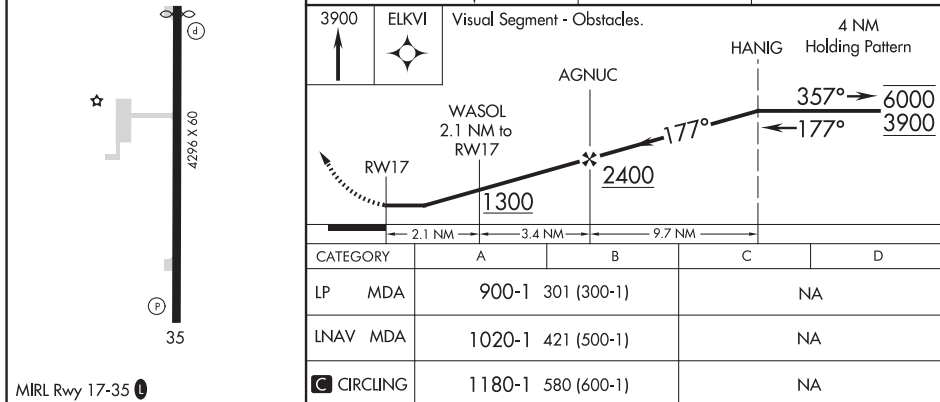
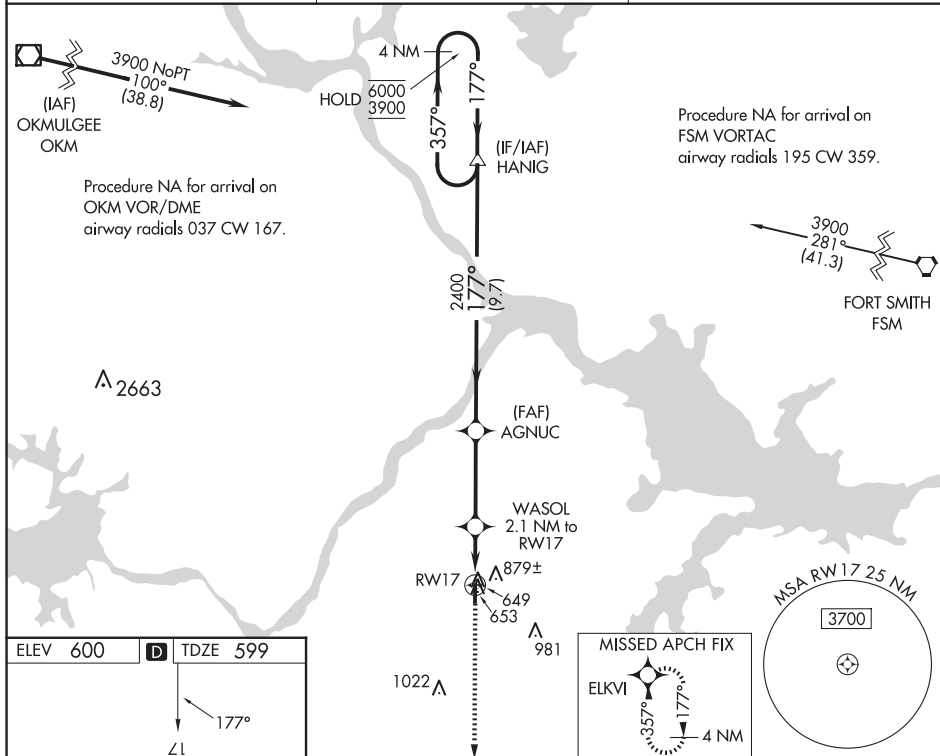
SPRING FIVE DEPARTURE

(ASG5.ASG) 05DEC19

SPRINGDALE, ARKANSAS
SPRINGDALE MUNI (ASG)

RNAV (GPS) RWY 17
STIGLER RGNL (GZL)

MISSED APPROACH: Climb to 3900 direct ELKVI and hold, continue climb-in-hold to 3900.

CTAF
122.9 STIGLER RGNL (GZL)
RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

STIGLER, OKLAHOMA

AL-9467 (FAA)

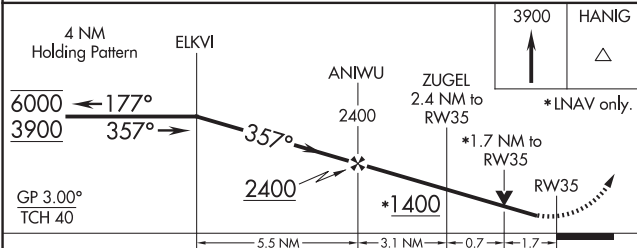
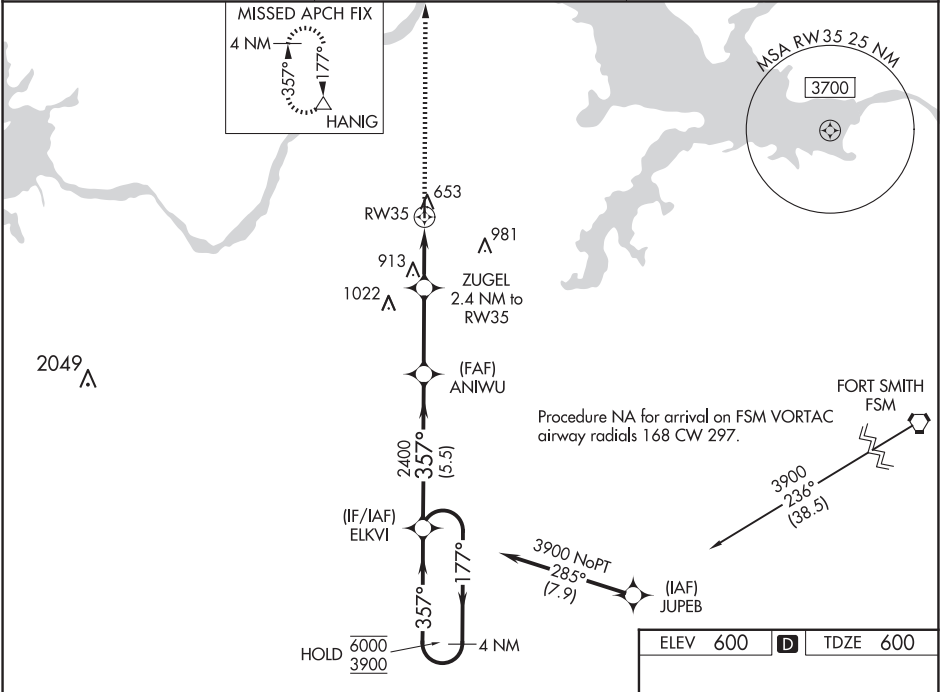
24305

WAAS CH 82522 W35A	APP CRS 357°	Rwy Idg TDZE Apt Elev	4296 600 600
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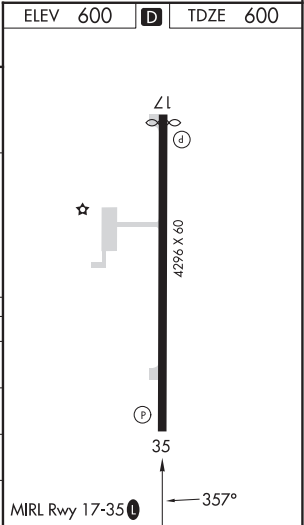
RNAV (GPS) RWY 35
STIGLER RGNL (GZL)

RNP APCH.	MISSED APPROACH: Climb to 3900 direct HANIG and hold.
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AWOS-3PT 118.575	FORT WORTH CENTER 132.2 338.35	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA	850-1	250 (300-1)	NA	NA
RNAV/VNAV DA	867-1	267 (300-1)	NA	NA
RNAV MDA	1180-1	580 (600-1)	NA	NA
CIRCLING	1180-1	580 (600-1)	NA	NA



STIGLER, OKLAHOMA
Amdt 1D 05DEC19

35°17'N-95°06'W
417

STIGLER RGNL (GZL)
RNAV (GPS) RWY 35

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SWO 109.15 Chan 28 (Y)	APP CRS 175°	Rwy Idg TDZE Apt Elev	7401 1000 1000
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ILS or LOC RWY 17
STILLWATER RGNL (SWO)

ADF required.

⚠ VDP NA when using Ponca City altimeter setting. When local altimeter setting not received, use Ponca City altimeter setting and increase S-ILS 17 DA to 1280 feet; increase all MDAs 80 feet and S-LOC 17 visibility Cats C/D ½ SM, and increase Circling Cat C visibility ¼ SM and Cat D visibility ½ SM. For inop ALS when using Ponca City altimeter setting, increase S-ILS 17 all Cats visibility to ¾ SM.



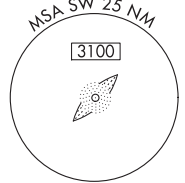
MISSED APPROACH:
Climb to 1500 then climbing right turn to 3200 direct GABEH LOM and hold, continue climb-in-hold to 3200.

ASOS 135.725	KANSAS CITY CENTER 127.8 319.1	STILLWATER TOWER ★ 125.35 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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Procedure NA for arrival on PER VORTAC
airway radials 110 CW 195.

3000 to GABEH LOM
167° (30.8)

PIONEER
113.2 PER : - - -
Chan 79



LOM/IAF
GABEH
255 SW : - - -
I-SWO **5.2**

LOCALIZER **109.15**
I-SWO : - - -
Chan **28** (Y)

1205 A

Δ 1439

Δ 1375

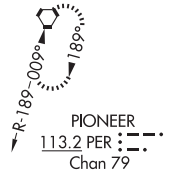
Δ 1067

Δ 1124

Δ 1290

Δ 1463

ALTERNATE MISSED
APCH FIX



VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 50).

Remain
within 10 NM

GABEH LOM
I-SWO **5.2**

1500

3200

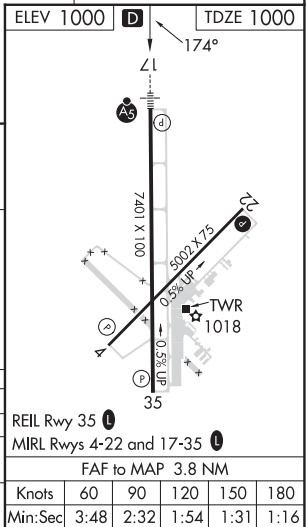


355°
175°
2600
GS 3.00°
TCH 42
2300

I-SWO **2.7**
I-SWO **1.4**

2.5 NM 1.3

CATEGORY	A	B	C	D
S-ILS 17		1200-1/2	200 (200-1/2)	
S-LOC 17	1460-1/2	460 (500-1/2)	1460-7/8	460 (500-7/8)
CIRCLING	1460-1 460 (500-1)	1480-1 480 (500-1)	1540-1 1/2 540 (600-1 1/2)	1740-2 1/4 740 (800-2 1/4)



STILLWATER, OKLAHOMA

AL-5151 (FAA)

23222

WAAS CH 90108 W17A	APP CRS 174°	Rwy Idg 7401 TDZE 1000 Apt Elev 1000
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RNAV (GPS) RWY 17
STILLWATER RGNL (SWO)

RNP APCH - GPS.

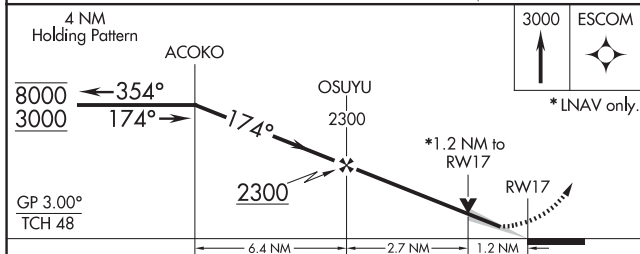
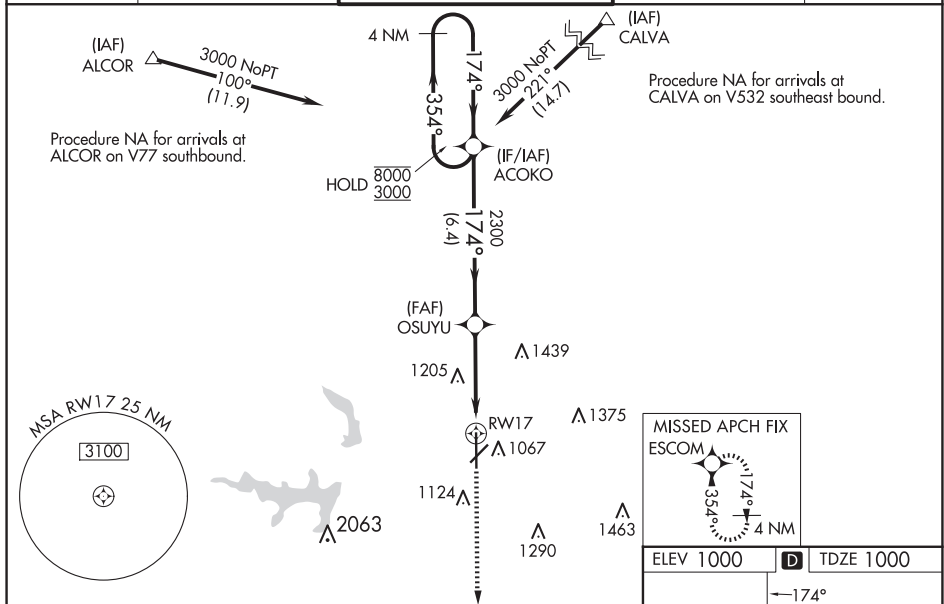
- ▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C, VDP and Baro-VNAV NA when using Ponca City altimeter setting. For inop ALS when using Ponca City altimeter setting, increase LPV visibility to 7/5 SM, LNAV/VNAV visibility to 1 SM, and LNAV CATs C and D visibility to 1 1/2 SM. When local altimeter setting not received, use Ponca City altimeter setting: increase LPV DA to 1280 feet; increase LNAV/VNAV DA to 1359 feet and all visibilities 7/5 SM; increase all MDA 80 feet and visibility LNAV CATs C and D 1 1/4 SM and Circling CAT D 1/2 SM. For inop ALS, increase LNAV/VNAV visibility to 7/5 SM.


MALSR

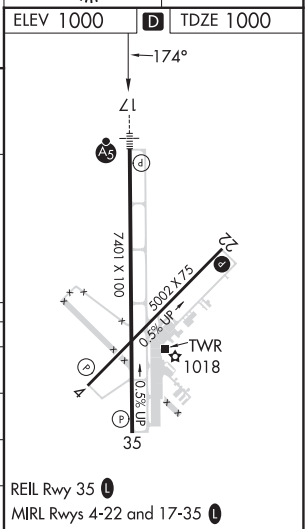


MISSED APPROACH.
Climb to 3000 direct
ESCOM and hold.

ASOS 135,725	KANSAS CITY CENTER 127.8 319.1	STILLWATER TOWER ★ 125.35 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1200-1/2 200 (200-1/2)			
LNAV/VNAV DA	1279-1/2 279 (300-1/2)			
LNAV MDA	1440-1/2 440 (500-1/2)		1440-3/4 440 (500-3/4)	
 CIRCLING	1440-1 440 (500-1)	1460-1 460 (500-1)	1520-1 1/2 520 (600-1 1/2)	1740-2 1/4 740 (800-2 1/4)



STILLWATER, OKLAHOMA

Amdt 1A 15JUN23

36°10'N-97°0.5'W

STILLWATER RGNI (SWO)

RNAV (GPS) RWY 17

419

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

STILLWATER, OKLAHOMA


AL-5151 (FAA)

23222

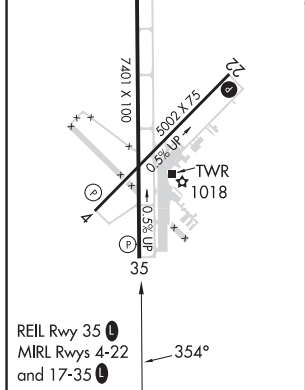
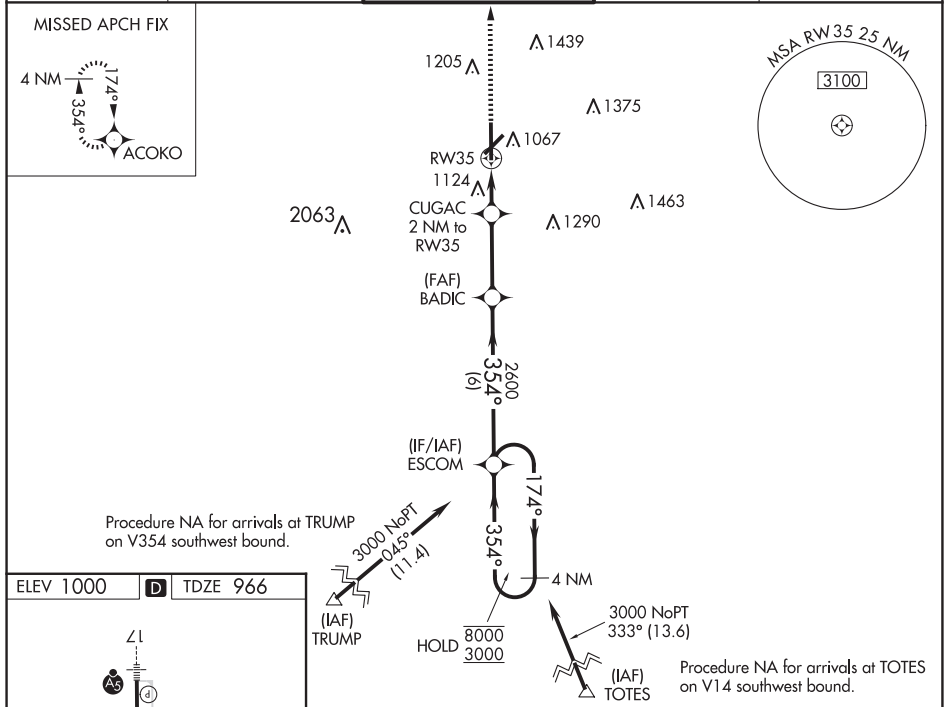
WAAS CH 42633 W35A	APP CRS 354°	Rwy Idg TDZE 7401 966 Apt Elev 1000
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RNAV (GPS) RWY 35

STILLWATER RGNL (SWO)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct ACOKO and hold.
	Baro-VNAV and VDP NA when using Ponca City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Ponca City altimeter setting: increase LPV DA to 1246 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1336 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cats C/D ¼, and Circling visibility Cat D ¼ SM.	

ASOS 135.725	KANSAS CITY CENTER 127.8 319.1	STILLWATER TOWER ★ 125.35 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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3000 ACOKO		4 NM Holding Pattern	
CUGAC 2 NM to RW35		BADIC 2600	
RW35 1.2 NM to RW35		ESCROM 2600	
1.2 NM		0.8 NM	
3 NM		6 NM	
CATEGORY	A	B	C
LPV DA	1166-¾	200 (200-¾)	
LNAV/VNAV DA	1256-1	290 (300-1)	
LNAV MDA	1380-1	414 (400-1)	1380-1½ 414 (400-1½)
CIRCLING	1460-1 460 (500-1)	1480-1 480 (500-1)	1540-1½ 540 (600-1½) 1740-2¼ 740 (800-2¼)

STILLWATER, OKLAHOMA
Amdt 1C 19MAY22

36°10'N-97°05'W

RNAV (GPS) RWY 35

SC-1, 07 AUG 2025 to 02 OCT 2025

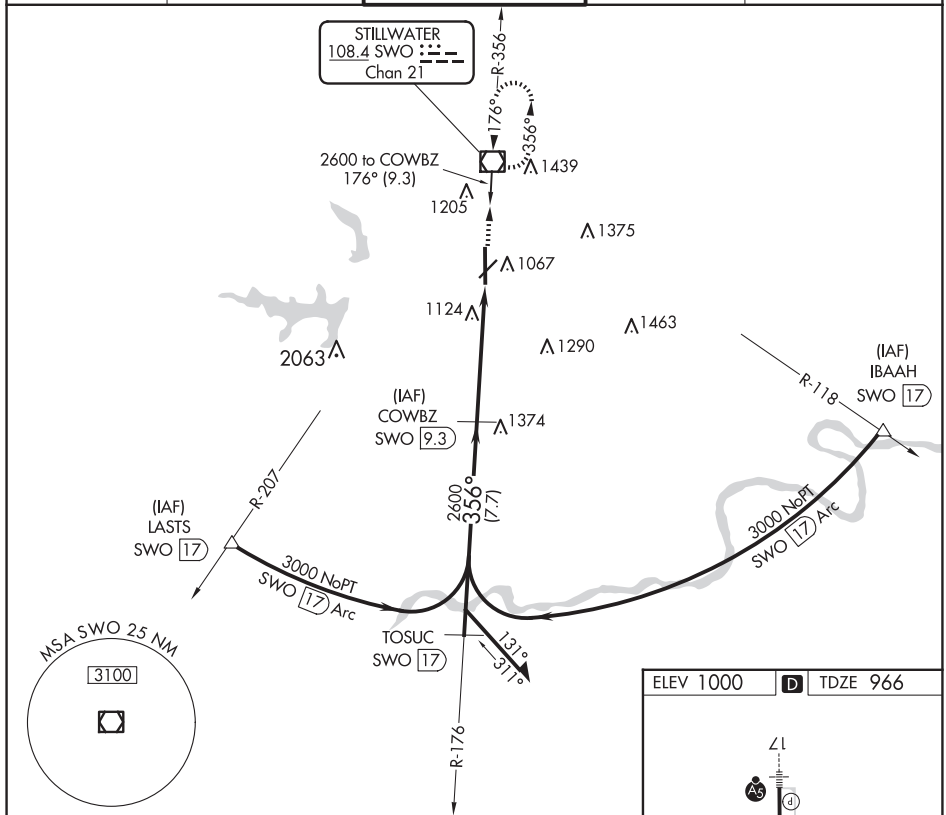
VOR/DME SWO 108.4 Chan 21	APP CRS 356°	Rwy Idg 7401 TDZE 966 Apt Elev 1000
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VOR/DME RWY 35
STILLWATER RGNL (SWO)

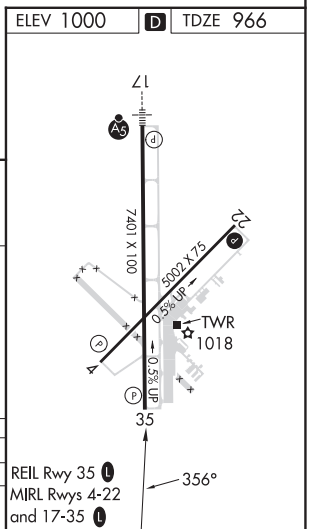
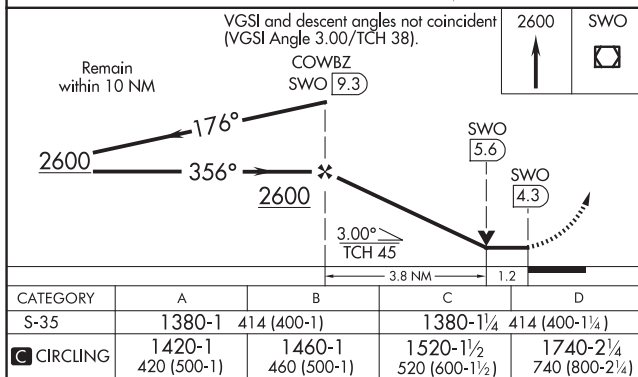
T When local altimeter setting not received, use Ponca City Rgnl altimeter setting
A and increase all MDA 80 feet; S-35 Cats C/D visibility $\frac{1}{4}$ mile; Circling Cat D
visibility $\frac{1}{2}$ mile. VDP NA with Ponca City altimeter setting.

MISSED APPROACH: Climb to 2600 direct SWO VOR/DME and hold.

ASOS 135.725	KANSAS CITY CENTER 127.8 319.1	STILLWATER TOWER ★ 125.35 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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SC-1, 07 AUG 2025 to 02 OCT 2025



STILLWATER, OKLAHOMA

AL-5151 (FAA)

23222

VOR/DME SWO 108.4 Chan 21	APP CRS 178°	Rwy Idg 7401 TDZE 1000 Apt Elev 1000
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VOR RWY 17

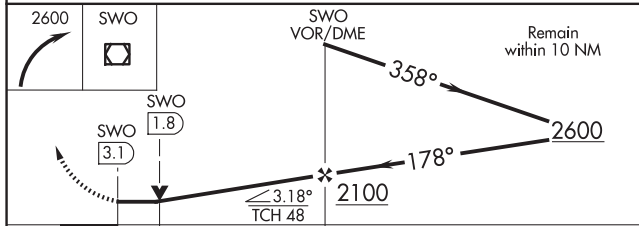
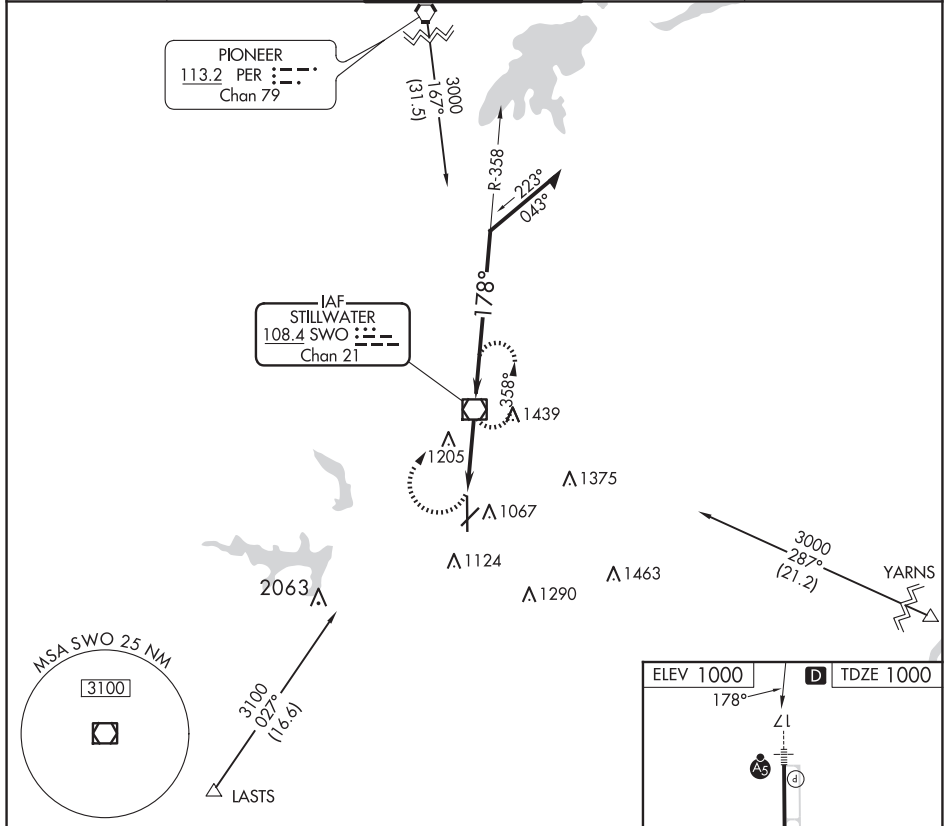
STILLWATER RGNL (SWO)

⚠ When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA 80 feet and Circling Cat D visibility ½ mile. VDP NA with Ponca City altimeter setting. For inop MALSR increase S-17 Cats A/B visibility to 1 mile. Helicopter visibility reduction below ¾ SM NA.

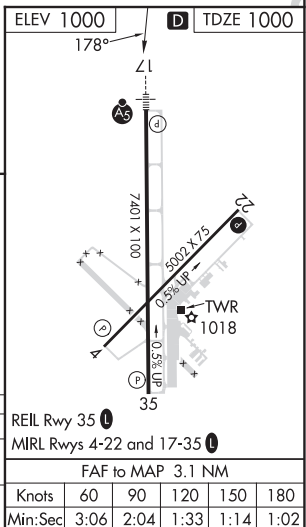
MALSR

MISSED APPROACH:
Climbing right turn to 2600
direct SWO VOR/DME
and hold.

ASOS 135.725	KANSAS CITY CENTER 127.8 319.1	STILLWATER TOWER ★ 125.35 (CTAF)	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-17	1460-¾ 460 (500-¾)			1460-1 460 (500-1)
CIRCLING	1460-1 460 (500-1)	1520-1½ 520 (600-1½)	1740-2¼ 740 (800-2¼)	



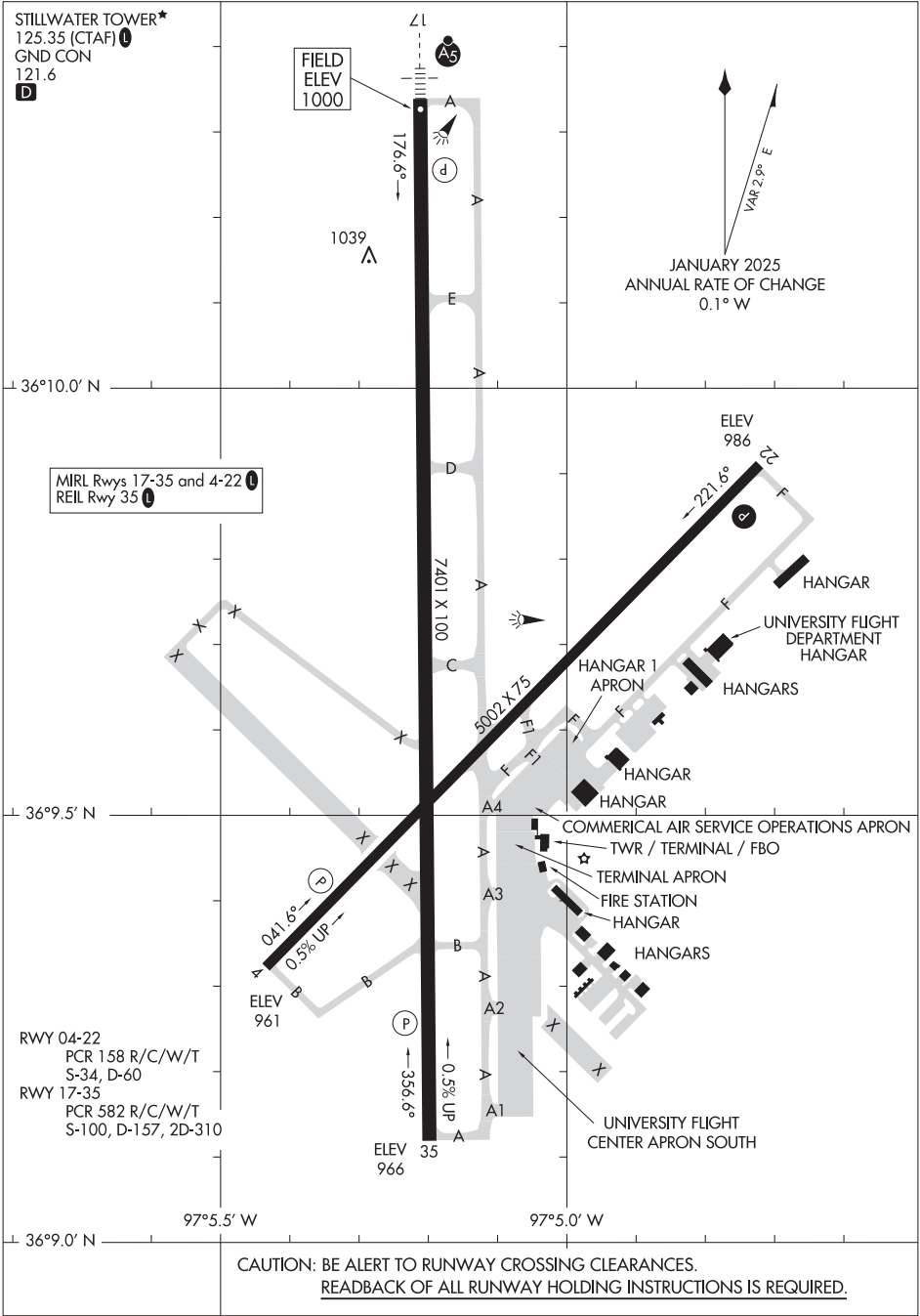
STILLWATER, OKLAHOMA
Amdt 14A 17OCT13

36°10'N-97°05'W

STILLWATER RGNL (SWO)
VOR RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025




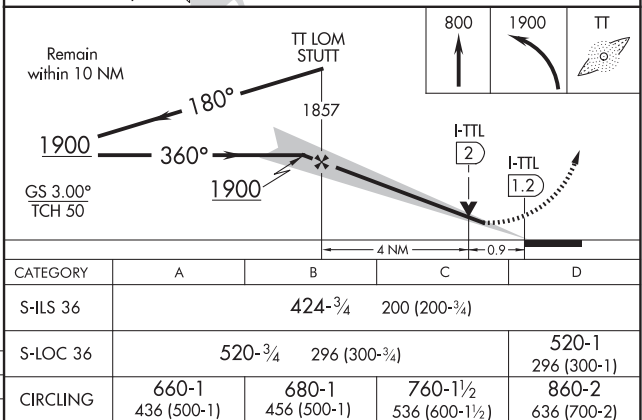
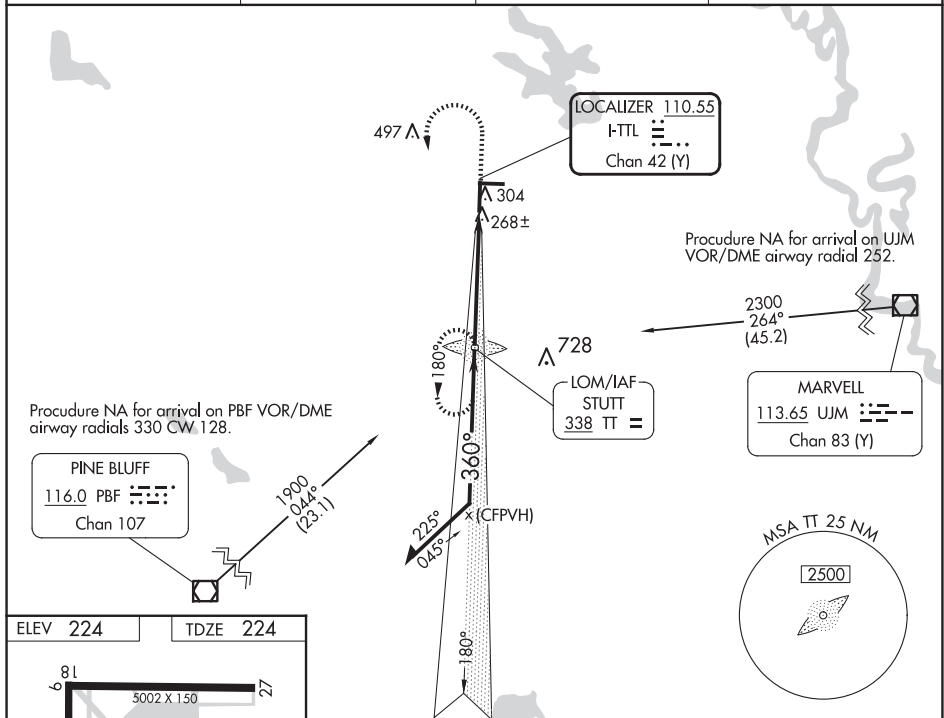
ILS or LOC RWY 36
STUTTGART MUNI CARL HUMPHREY FLD (SGT)

T
A Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-ILS all Cats. For Inop ALS increase S-LOC Cat C visibility to $\frac{7}{8}$ SM.



MISSED APPROACH:
Climb to 800 then
climbing left turn to
1900 direct STUT LOM
and hold.

AWOS-3PT 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 123.7	UNICOM 122.8 (CTAF) 
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STUTT GART MUNI CARL HUMPHREY FLD (SGT)

34°36'N-91°35'W

ILS or LOC RWY 36

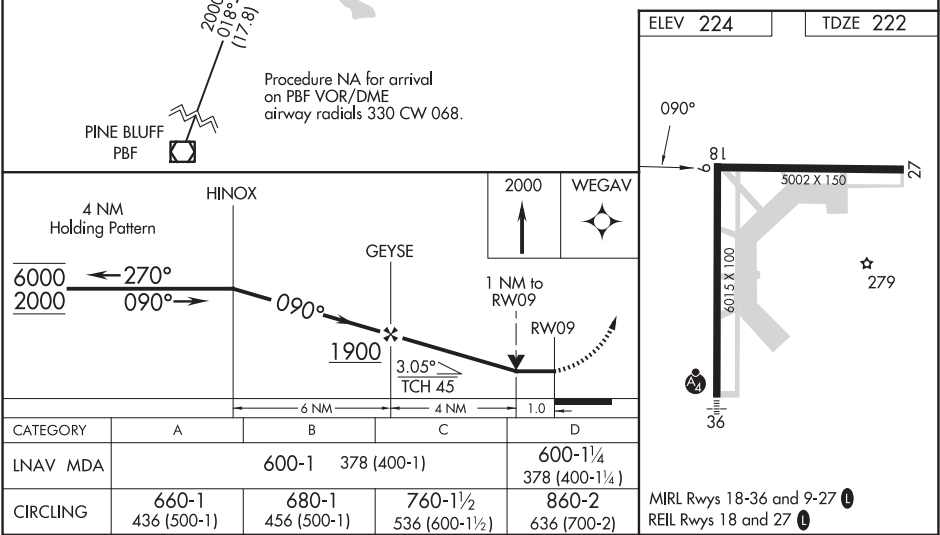
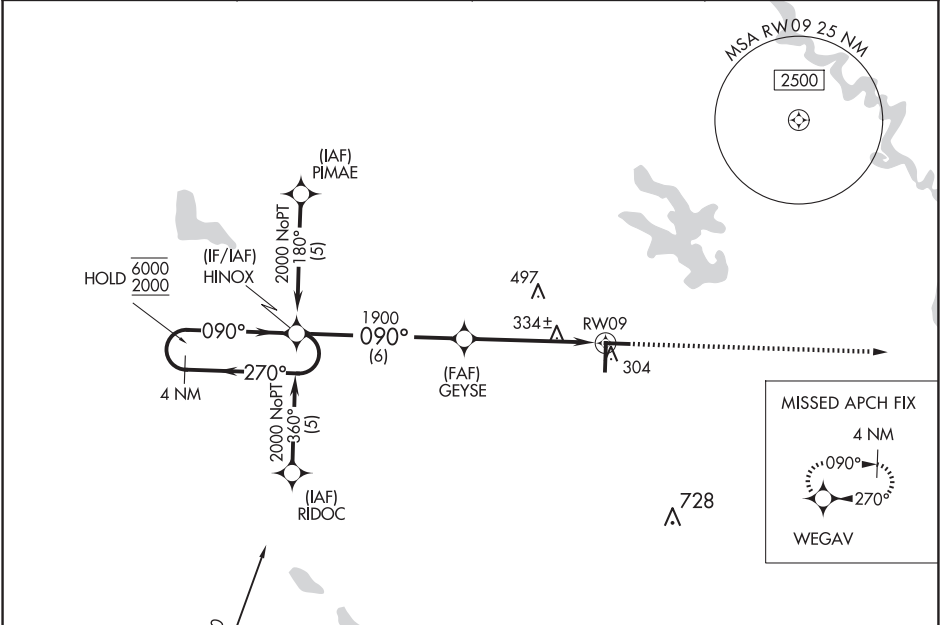
SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	5002
090°	TDZE	222
	Apt Elev	224

RNAV (GPS) RWY 9

STUTT GART MUNI CARL HUMPHREY FLD (SGT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct WEGAV and hold.	
▼ ▲ Rwy 9 helicopter visibility reduction below ¾ SM NA.			
AWOS-3PT 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 123.7	UNICOM 122.8 (CTAF) 0



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

STUTTGART, ARKANSAS

AL-408 (FAA)

25107

WAAS CH 58303 W18A	APP CRS 180°	Rwy Idg 6015 TDZE 224 Apt Elev 224
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RNAV (GPS) RWY 18

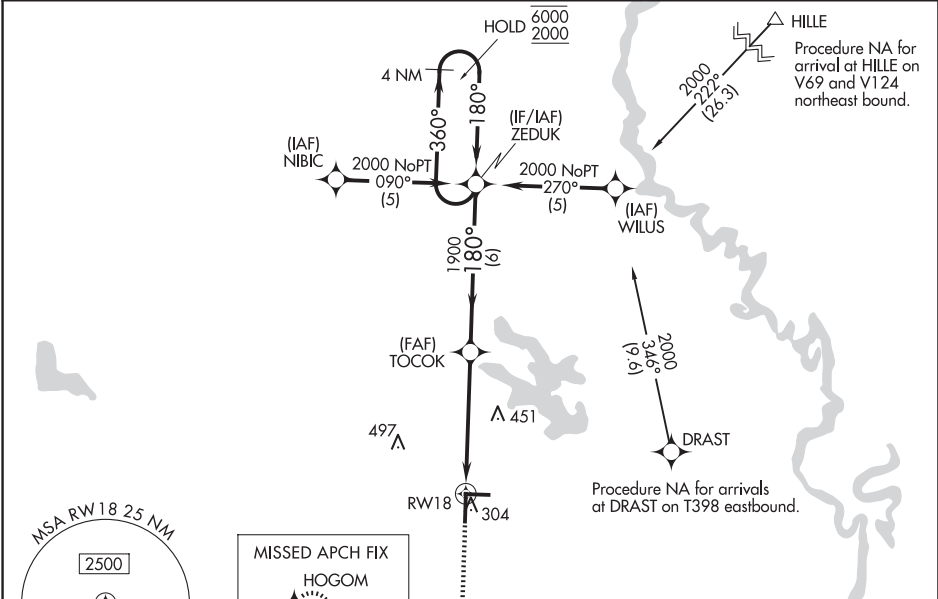
STUTTGART MUNI CARL HUMPHREY FLD (SGT)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2000 direct HOGOM and hold.

AWOS-3PT 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 123.7	UNICOM 122.8 (CTAF) 0
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2000 ↑ HOGOM 		ZEDUK 4 NM Holding Pattern 360° → 6000 ← 180° 2000 GP 3.00° TCH 45			
1.1 NM to RW18 RW18 1.1		TOCOK 1900 180° 1900		4 NM 6 NM	
CATEGORY	A	B	C	D	
LPV DA	474-1 250 (300-1)				
LNAV/VNAV DA	520-7/8 296 (300-7/8)				
LNAV MDA	620-1 396 (400-1)	620-1 396 (400-1)		520-1 296 (300-1)	
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	760-1 536 (600-1 1/2)	860-2 636 (700-2)	

ELEV 224	TDZE 224
81 6 5002 X 150 27 6015 X 100 36 A1 279	
MIRL Rwy 18-36 and 9-27 REIL Rwy 18 and 27	

STUTTGART, ARKANSAS
Amdt 1D 22FEB24

STUTTGART MUNI CARL HUMPHREY FLD (SGT)
RNAV (GPS) RWY 18

34°36'N-91°35'W

SC-1, 07 AUG 2025 to 02 OCT 2025

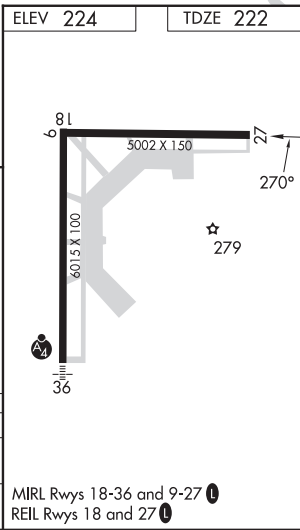
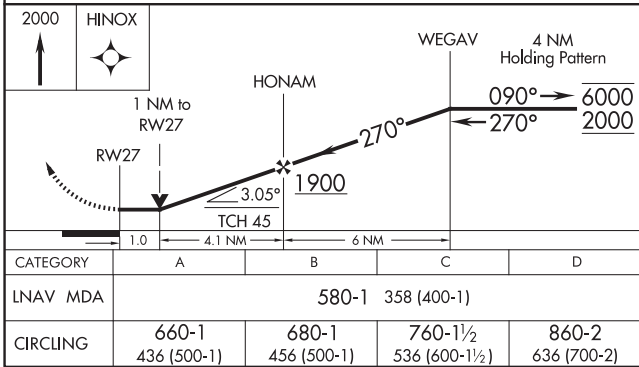
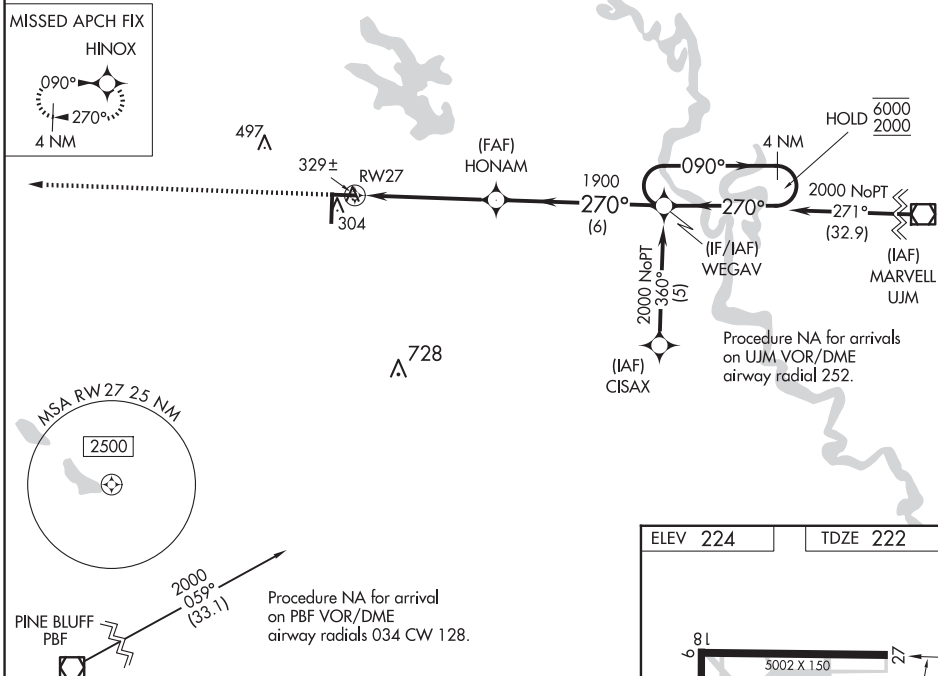
SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	5002
270°	TDZE	222
	Apt Elev	224

RNAV (GPS) RWY 27

STUTTGART MUNI CARL HUMPHREY FLD (SGT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct HINOX and hold.	
Rwy 27 helicopter visibility reduction below ¾ SM NA.			
AWOS-3PT	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) 0



STUTTGART, ARKANSAS

AL-408 (FAA)

25107

WAAS CH 97311 W36A	APP CRS 360°	Rwy Idg 6015 TDZE 224 Apt Elev 224
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RNAV (GPS) RWY 36

STUTTGART MUNI CARL HUMPHREY FLD (SGT)

RNP APCH.

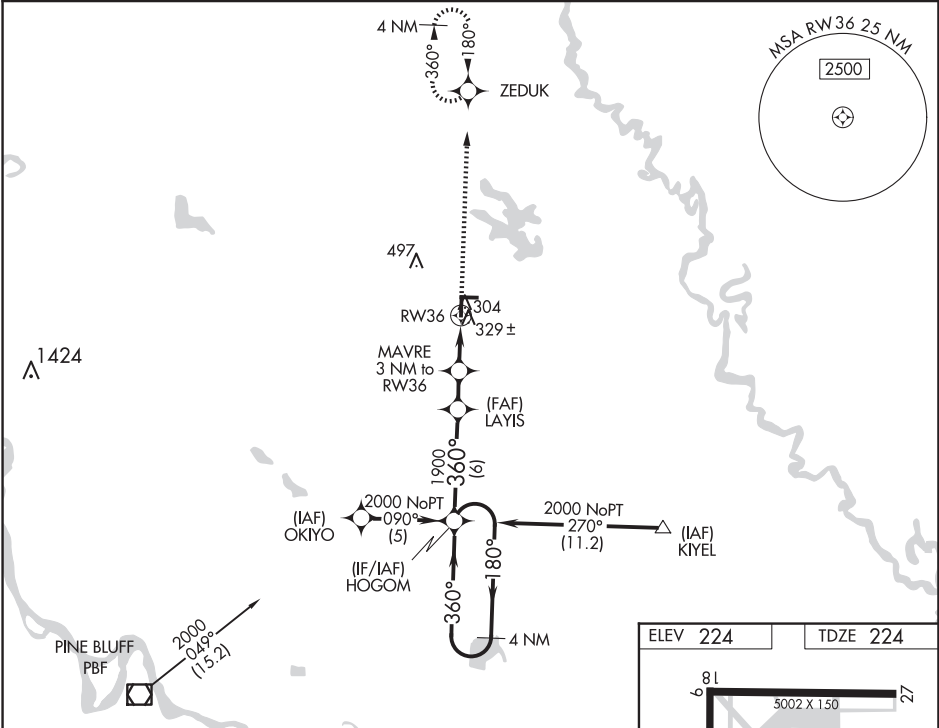
When local altimeter setting not received, use Bill and Hillary Clinton Nil/Adams Fld altimeter setting; increase LPV DA to 556 and all visibilities $\frac{1}{8}$ SM; increase all MDAs 100 feet and visibility Cats C and D $\frac{1}{4}$ SM. For inop MALSF when using Bill and Hillary Clinton Nil/Adams Fld altimeter setting, increase LPV all Cats visibility to $1\frac{1}{8}$ mile. VDP NA when using Bill and Hillary Clinton Nil/Adams Fld altimeter setting.

MALSF

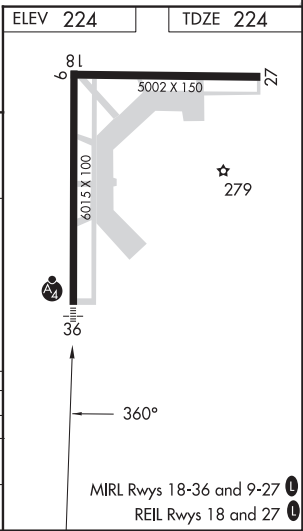


MISSED APPROACH:
Climb to 2000 direct
ZEDUK and hold.

AWOS-3PT 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 123.7	UNICOM 122.8 (CTAF) 0
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HOGOM				
4 NM Holding Pattern				
2000 ← 180° 360° →				
GP 3.00° TCH 50				
1900				
*1220				
6 NM				
2 NM				
1.9 NM				
1.1 NM				
RWY 36				
*1.1 NM to RWY 36				
MAVRE 3 NM to RWY 36				
LAYIS				
2000				
ZEDUK				
*RNAV only.				
CATEGORY	A	B	C	D
LPV DA	474- $\frac{3}{4}$			
LPV DA	250 (300- $\frac{3}{4}$)			
LNVA MDA	620- $\frac{3}{4}$			
LNVA MDA	396 (400- $\frac{3}{4}$)			
CIRCLING	660-1	680-1	760-1 $\frac{1}{2}$	860-2
CIRCLING	436 (500-1)	456 (500-1)	536 (600-1 $\frac{1}{2}$)	636 (700-2)



STUTTGART, ARKANSAS

STUTTGART MUNI CARL HUMPHREY FLD (SGT)

Amtd 1D 09SEP21

34°36'N-91°35'W

RNAV (GPS) RWY 36

SC-1, 07 AUG 2025 to 02 OCT 2025

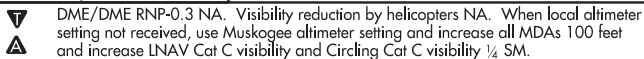
SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
177°

Rwy Idg	5001
TDZE	874
Apt Elev	874

RNAV (GPS) RWY 17

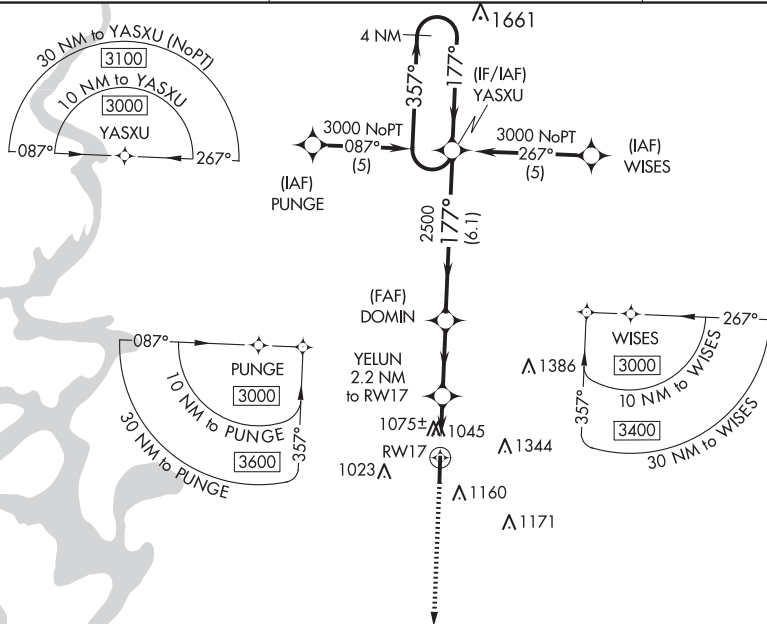
TAHLEQUAH MUNI (TQH)



MISSED APPROACH: Climb to 3100
direct SUBME and hold.

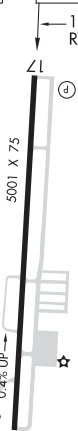
AWOS-3P
118.425

MEMPHIS CENTER
126.1 269.0

UNICOM
122.8 (CTAF) **L**

ELEV 874

TDZE 874

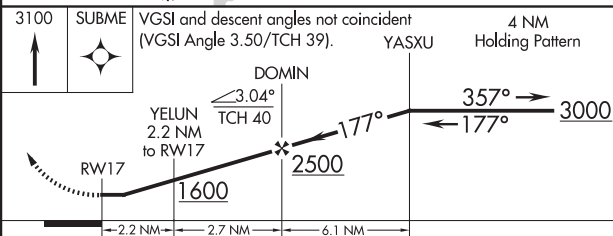


SUBME

357°

177°

4 nm



CATEGORY	A	B	C	D
LNAV MDA	1380-1 506 (600-1)		1380-1½ 506 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)		1780-2¾ 906 (1000-2¾)	NA

TAHLEQUAH, OKLAHOMA

Amdt 1A 30DEC21

35°56'N-95°00'W

TAHLEQUAH MUNI (TQH)
RNAV (GPS) RWY 17

TAHLEQUAH, OKLAHOMA

WAAS CH 90207 W35A	APP CRS 357°	Rwy Idg 5001 TDZE 874 Apt Elev 874
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RNAV (GPS) RWY 35

TAHLEQUAH MUNI (TQH)

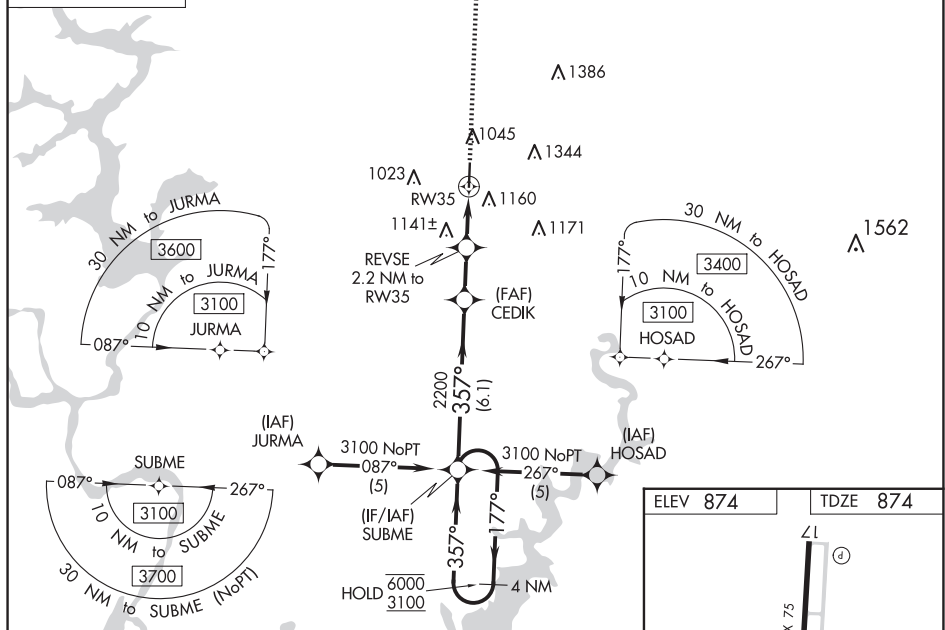
RNP APCH.



MISSED APPROACH: Climb to 3000 direct YASXU and hold.

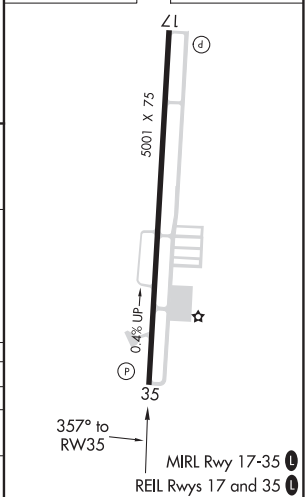
AWOS-3P 118.425	MEMPHIS CENTER 126.1 269.0	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX



ELEV 874

TDZE 874

[illegible]

TAHLEQUAH, OKLAHOMA

Amdt 1C 21APR22

35°56'N-95°00'W

TAHLEQUAH MUNI (TQH)

RNAV (GPS) RWY 35

LOC/DME I-TXK 111.9 Chan 56	APP CRS 220°	Rwy Idg 6602 TDZE 384 Apt Elev 390
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ILS or LOC RWY 22
TEXARKANA RGNI-WEBB FLD (TXK)

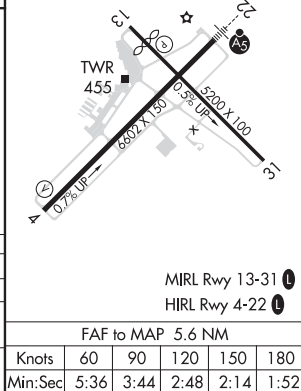
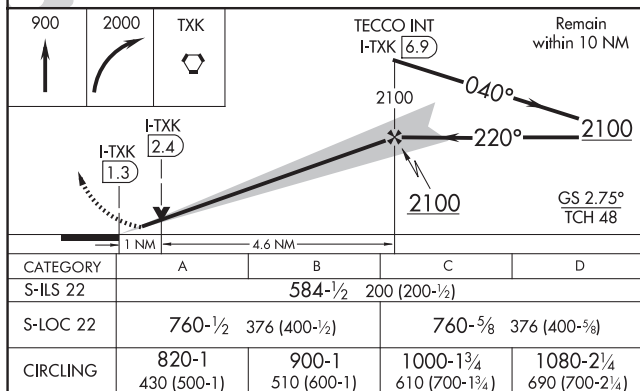
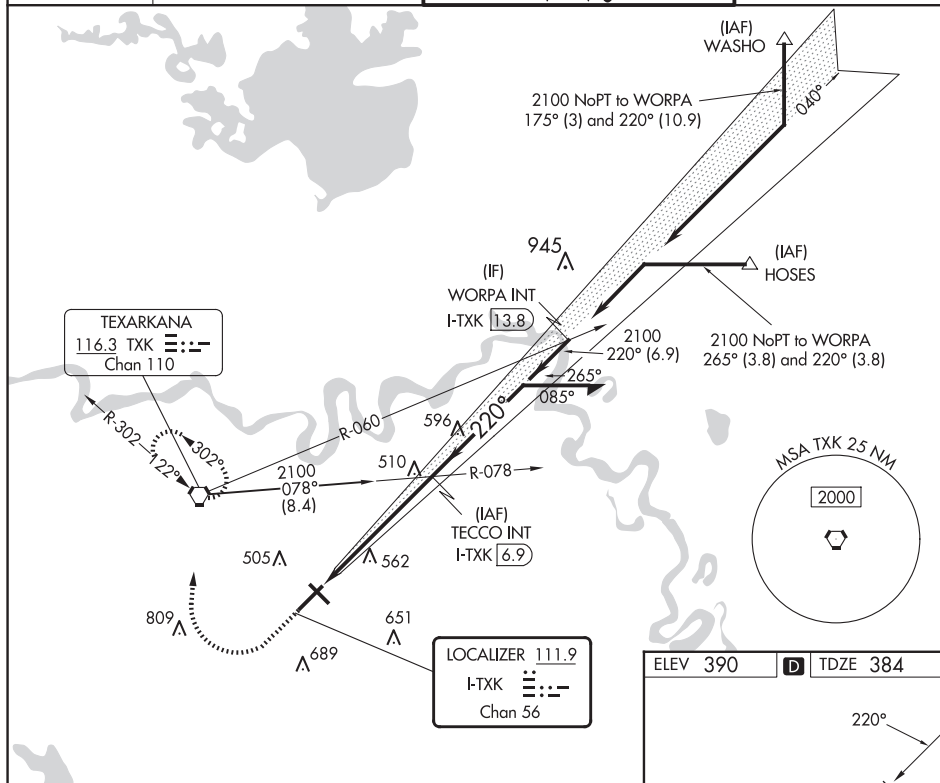
TA

For inop ALS, increase S-LOC 22 Cats C/D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct TXK VORTAC and hold, continue climb-in-hold to 2000.

ATIS 120.2	FORT WORTH CENTER 123.925 269.475	TEXARKANA TOWER★ 123.875 (CTAF) 0 235.625	GND CON 119.225
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WAAS Ch 93899 W04A	APP CRS 040°	Rwy Idg 6602 TDZE 360 Apt Elev 390
--	------------------------	---

RNAV (GPS) RWY 4

TEXARKANA RGNL-WEBB FLD (TXK)

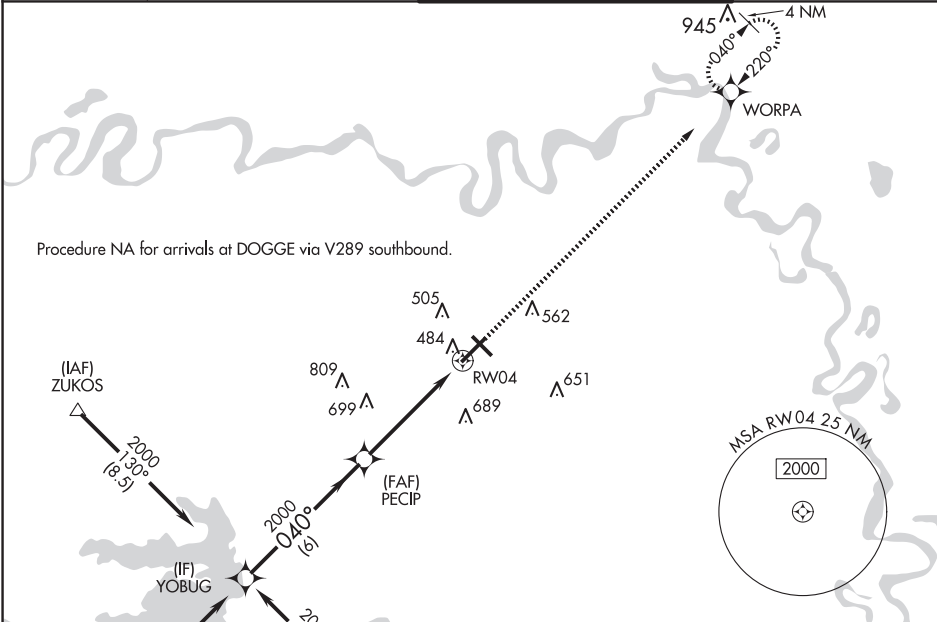
▼

⚠

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cat C and D visibility ½ mile. Baro-VNAV NA when using J Lynn Helms Sevier County altimeter setting.

MISSED APPROACH:
Climb to 2100 direct
WORPA and hold.

ATIS 120.2	FORT WORTH CENTER 123.925 269.475	TEXARKANA TOWER ★ 123.875 (CTAF) 0 235.625	GND CON 119.225
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ELEV 390		D TDZE 360	
<div>Procedure Turn NA</div> <div>GP 3.00° TCH 52</div> <div>2100 WORPA</div> <div>6 NM 5 NM</div>			
CATEGORY	A	B	C
LPV DA	613-1 253 (300-1)		
LNAV/VNAV DA	866-1¾ 506 (500-1¾)		
LNAV MDA	900-1 540 (600-1)	900-1½ 540 (600-1½)	900-1¾ 540 (600-1¾)
CIRCLING	900-1¾ 510 (600-1¾)	1000-2 610 (700-2)	1080-2¼ 690 (700-2¼)

TWR 455

MIRL Rwy 13-31

HIRL Rwy 4-22

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS Ch 87099 W13A	APP CRS 130°	Rwy Idg 4559 TDZE 388 Apt Elev 390
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RNAV (GPS) RWY 13

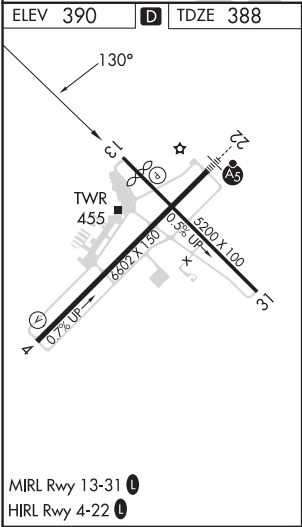
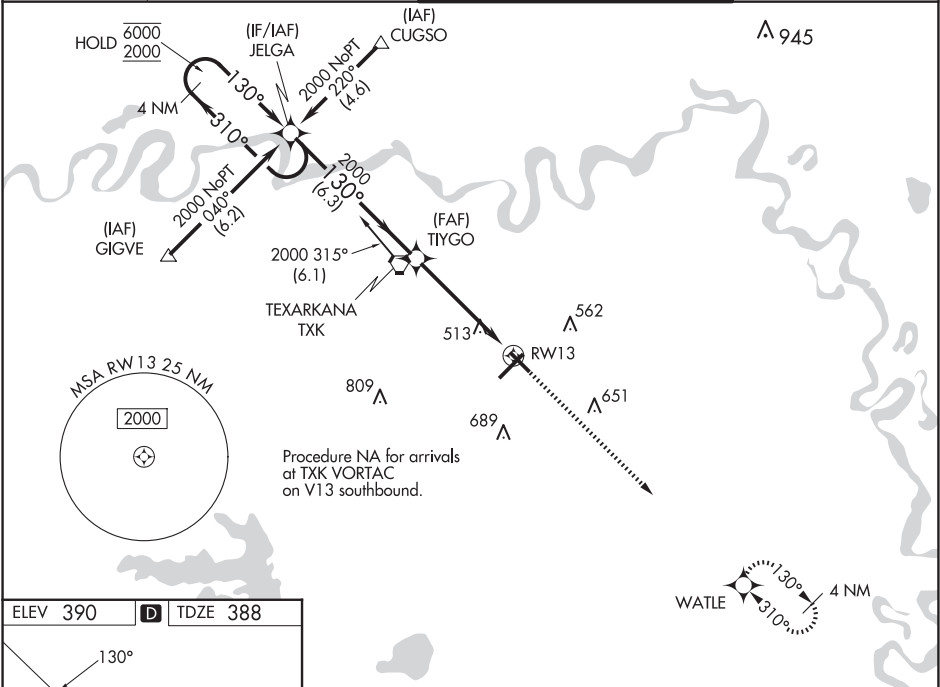
TEXARKANA RGNL-WEBB FLD (TXK)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using De Queen altimeter setting. Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use De Queen altimeter setting and increase LPV DA to 748 feet and all Cats visibility ¼ SM, LNAV/VNAV DA to 868 feet all Cats visibility ¾ SM, and all MDAs 100 feet and LNAV and Circling Cats C/D visibility ¼ SM.

MISSED APPROACH:
Climb to 2000 direct WATLE and hold.

ATIS 120.2	FORT WORTH CENTER 123.925 269.475	TEXARKANA TOWER★ 123.875 (CTAF) 235.625	GND CON 119.225
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4 NM Holding Pattern JELGA				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48).		2000	WATLE
6000 ← 310° → 130° → 2000				GP 3.00° TCH 54		1.2 NM to RWY 13	RWY 13
				6.3 NM	3.8 NM	1.2 NM	
CATEGORY	A	B	C	D			
LPV DA	648-¾			260 (300-¾)			
LNAV/VNAV DA	768-1			380 (400-1)			
LNAV MDA	780-1	392 (400-1)	780-1½	392 (400-1½)			
CIRCLING	820-1 430 (500-1)	900-1 510 (600-1)	1000-1¾ 610 (700-1¾)	1080-2¼ 690 (700-2¼)			

TEXARKANA, ARKANSAS

AL-420 (FAA)

24193

WAAS Ch 53699 W22A	APP CRS 220°	Rwy Idg 6602 TDZE 384 Apt Elev 390
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RNAV (GPS) RWY 22

TEXARKANA RGNL-WEBB FLD (TXK)

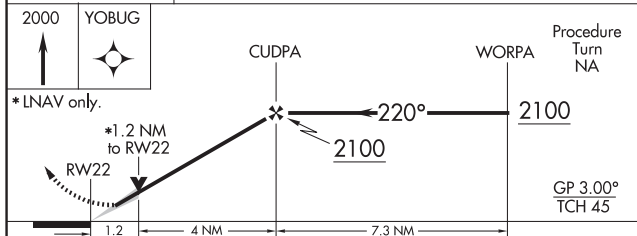
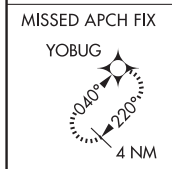
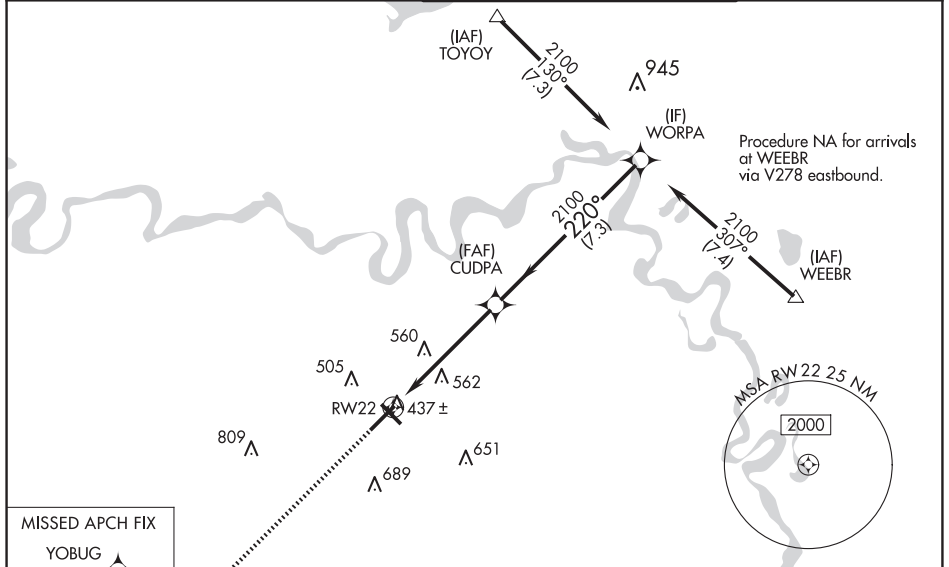
⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting. For inoperative MALSR when using J Lynn Helms Sevier County altimeter setting increase LPV all Cats visibility to 1¼.

MALSR

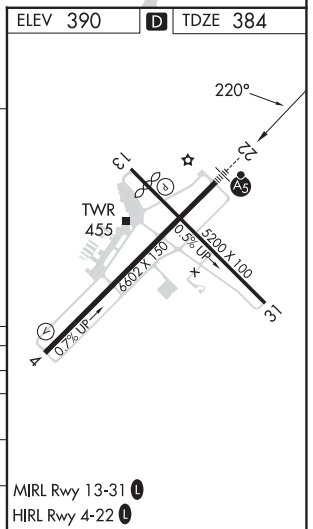


MISSED APPROACH:
Climb to 2000 direct YOBUG and hold.

ATIS 120.2	FORT WORTH CENTER 123.925 269.475	TEXARKANA TOWER ★ 123.875 (CTAF) 0 235.625	GND CON 119.225
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CATEGORY	A	B	C	D
LPV DA	634-1½		250 (300-1½)	
LNAV/VNAV DA	687-1½		303 (300-1½)	687-¾ 303 (300-¾)
LNAV MDA	820-1½	436 (500-1½)	820-¾ 436 (500-¾)	820-1 436 (500-1)
CIRCLING	820-1 430 (500-1)	900-1 510 (600-1)	1000-1¾ 610 (700-1¾)	1080-2¼ 690 (700-2¼)



TEXARKANA, ARKANSAS
Orig-B 02DEC21

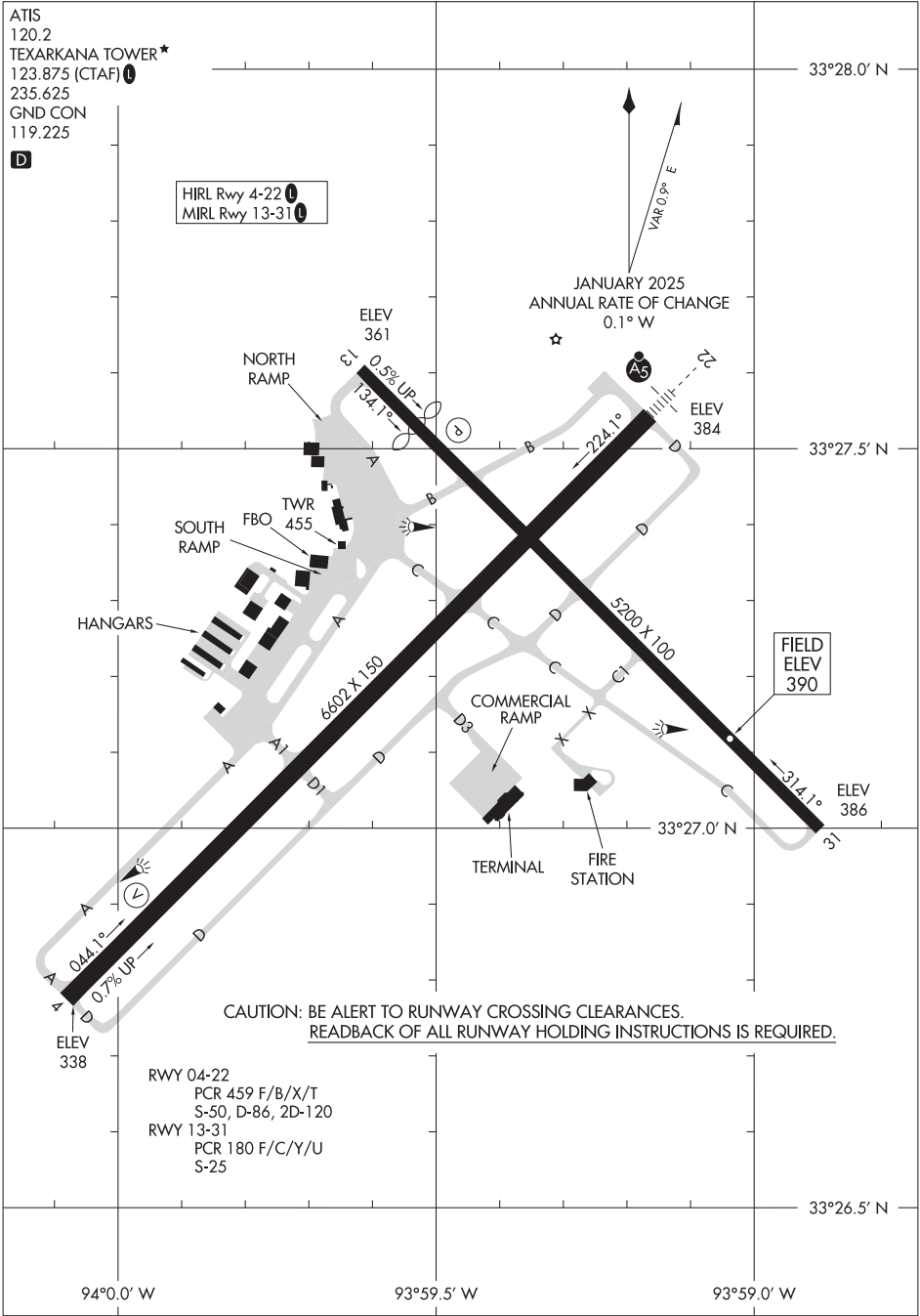
33°27'N-93°59'W

TEXARKANA RGNL-WEBB FLD (TXK)
RNAV (GPS) RWY 22

SC-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 13

SC-1, 07 AUG 2025 to 02 OCT 2025



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

THOMAS, OKLAHOMA

AL-10545 (FAA)

19283

WAAS CH 61036 W17A	APP CRS 175°	Rwy Idg TDZE 1731 Apt Elev 1733
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RNAV (GPS) RWY 17

THOMAS MUNI (104)

Baro-VNAV NA. Use Weatherford altimeter setting; when not received, use Clinton Rgnl altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 17 operational VGSi required, remain on or above VGSi glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct ZARMU and hold.

OJA AWOS-3 118.575	FORT WORTH CENTER 128.4 269.37	CTAF 122.9 0
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The diagram illustrates the RNP approach for RWY 17. It begins with a 4 NM holding pattern at JIPYO (3400 ft) with heading 175° and turn 355°. The path then descends through (IF/IAF) JIPYO and (FAF) HUVLA (3400 ft) to the runway threshold. Key altitudes include 2160, 2095, 2064, and 2118. A missed approach procedure is shown as a circular path around JIPYO at 4000 ft, with 30 NM to JIPYO in both directions and headings of 085° and 265°. A separate diagram shows the missed approach fix at ZARMU with a 4 NM holding pattern and heading 175°/355°.

4 NM Holding Pattern		JIPYO	4000	355°	175°	175°	HUVLA	3400	3400	RW17					
GP 3.00° TCH 40															
			6 NM				5.1 NM								
CATEGORY		A	B	C	D										
LPV DA		2033-1	302 (300-1)	NA											
LNNAV/ VNAV DA		2480-3	749 (800-3)	NA											
LNNAV MDA		2400-1	669 (700-1)	NA											
CIRCLING		2400-1 667 (700-1)	2460-1 727 (800-1)	NA											

This side view diagram shows the vertical profile of the approach. It includes the elevation of 1733, the TDZE of 1731, and the runway length of 3771 x 60. The diagram also shows the runway width of 35 and the MRL Rwy 17-35.

THOMAS, OKLAHOMA
Orig 30APR15

35°44'N-98°44'W

THOMAS MUNI (104)

RNAV (GPS) RWY 17

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65736 W35A	APP CRS 355°	Rwy Idg 3771 TDZE 1733 Apt Elev 1733
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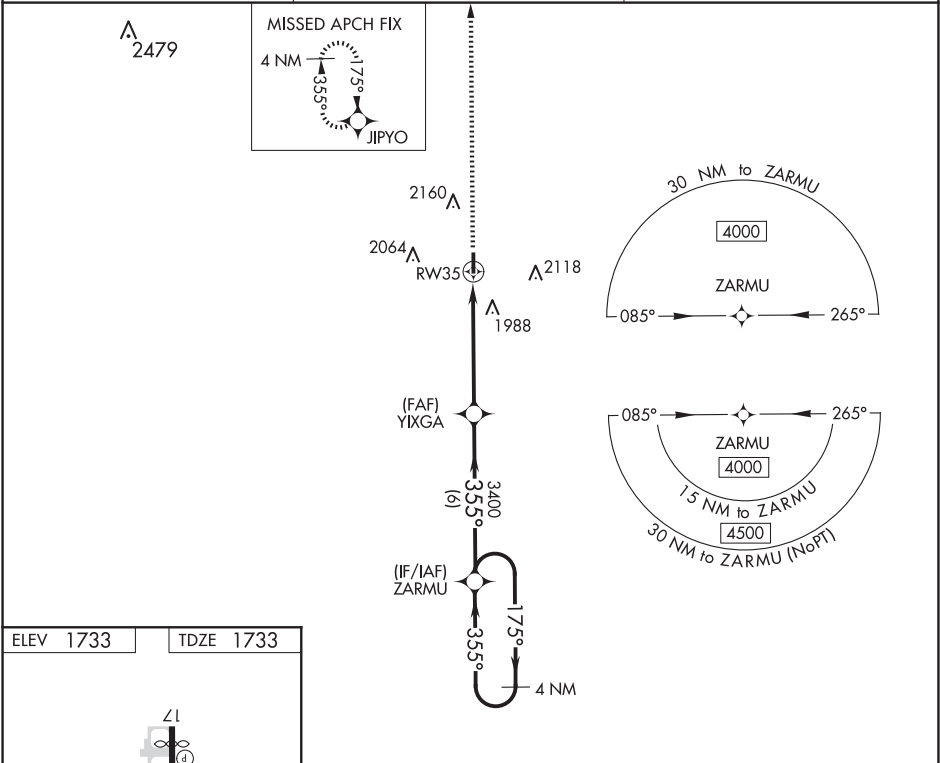
RNAV (GPS) RWY 35

THOMAS MUNI (104)

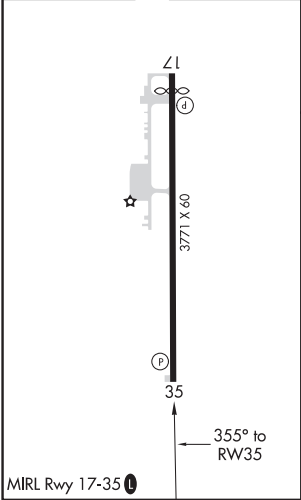
Baro-VNAV NA. Use Weatherford altimeter setting; when not received, use Clinton Rgnl altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 17 operational VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct JIPYO and hold.

OJA AWOS-3 118.575	FORT WORTH CENTER 128.4 269.37	CTAF 122.9
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ELEV 1733	TDZE 1733
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4000	JIPYO	ZARMU	4 NM Holding Pattern	175°	355°	4000
RW35	YIXGA	3400	3400	355°	175°	4000
5.1 NM	6 NM					
CATEGORY	A	B	C	D		
LPV DA	2035-1	302 (400-1)		NA		
LNNAV/VNAV DA	2035-1	302 (400-1)		NA		
LNNAV MDA	2220-1	487 (500-1)		NA		
CIRCLING	2280-1 547 (600-1)	2460-1 727 (800-1)		NA		

OKLAHOMA CITY, OKLAHOMA

ILS or LOC/DME Z RWY 18

LOC I-FRJ 111.3	APCH CRS 177°	Rwy Idg 11,100 TDZE 1267 Arpt Elev 1291
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[USAF]

TINKER AFB (KTIK)

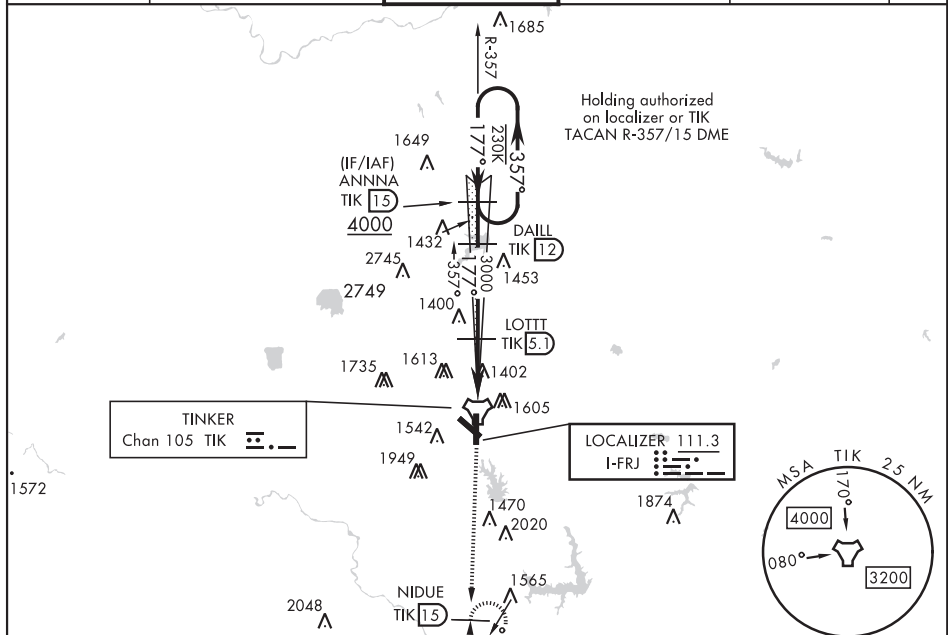
- ▼ * When ALS inop, increase all CAT to 55 and vis to 1 mile.
 ** CAT E Circling NA in sector S of Rwy 13-31 and W of Rwy 18-36.
 Circling NA to Rwy 18.

SALSF



MISSED APPROACH: Climb to 4000 on
 TIK TACAN R-179 to NIDUE and hold.

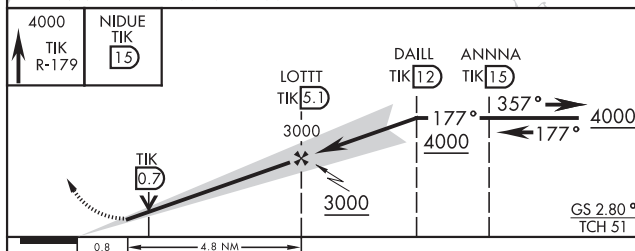
ATIS ★ 270.1	OKE CITY APP CON 124.2 336.4	TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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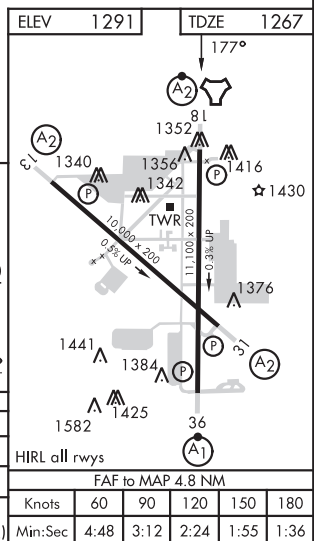
Localizer unusable within 0.4 NM
 from threshold.

Localizer NA beyond 15° right of course.

EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-ILS 18		1467/40	200	(200-¾)	
S-LOC 18 *		1640/40	373	(400-¾)	
CIRCLING**	1900-1	609 (700-1)	1960-1¾ 669 (700-1¾)	1960-2 669 (700-2)	1960-2¼ 669 (700-2¼)



OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Amdt 5 13JUN24

ILS or LOC/DME Z RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC/DME Z RWY 36

TINKER AFB (KTIK)

MISSED APPROACH: Climb to 4000 on
TIK TACAN R-356 to CAROO and hold.

Holding authorized on LOCALIZER

35°25'N-97°23'W

TINKER AFB (KTIK)

Amdt 5 13JUN24

ILS or LOC/DME Z RWY 36

OKLAHOMA CITY, OKLAHOMA

RNAV (GPS) RWY 18

APCH CRS	Rwy Idg	11,100
176°	THRE	1260
	Arpt Elev	1291

-(USAF)

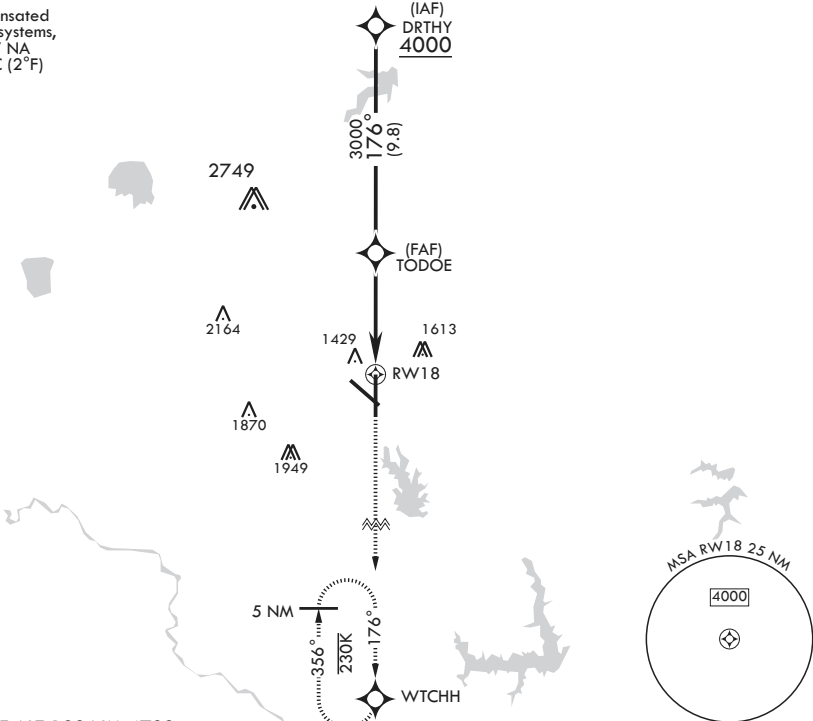
TINKER AFB (KTIK)

<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>* Cat E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.</div></div>	<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div>SALS</div> <div>MISSED APPROACH: Climb to 4000 direct WTCHH waypoint and hold.</div>
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ATIS★ 270.1	OKE CITY APP CON/DEP CON 124.2 336.4	TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F)



EMERG SAFE ALT 100 NM 4700

DRTHY

4000

176°

TDOE

3000

GP 3.00°

TCH 50

VGSI and descent angles not coincident.

4000

WTCHH

1.4 NM to RWY18

RWY18

5.2 NM

CATEGORY

A

B

C

D

E

LNAV/VNAV DA

1720-1¼

460

(500-1¼)

LNAV MDA

1720/40 460 (500-¾)

1720/55 460 (500-1)

CIRCLING*

1820-1 529 (600-1)

2000-2 709 (800-2)

2040-2½ 749 (800-2½)

2040-2¾ 749 (800-2¾)

ELEV 1291

THRE 1260

176°

1340

1356

1342

TWR

10,000 x 200

11,100 x 200

1376

BCN 1430

1384

1441

1425

36

HIRL all rwys

OKLAHOMA CITY, OKLAHOMA

35°25'N - 97°23'W

TINKER AFB (KTIK)

Orig 13JUN24

RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APCH CRS	Rwy Idg	11,100
356°	TDZE	1291
	Arpt Elev	1291

(USAF)

TINKER AFB (KTIK)

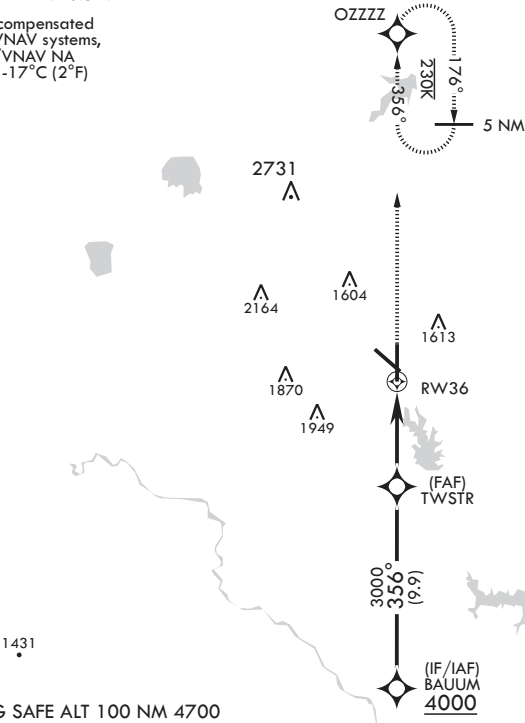
* Cat E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

ALSF-1
MISSED APPROACH: Climb to 4000 direct OZZZ waypoint and hold.

ATIS★	OKE CITY APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F)



EMERG SAFE ALT 100 NM 4700

BAUUM

4000

GP 3.00°
TCH 50

VGSI and descent
angles not coincident.

4000

OZZZ

ELEV 1291

TDZE 1291

356°

TWSTR

3000

1.3 NM to
RW36

RW36

5.1 NM

1340

1342

TWR

1376

1430

1441

1425

36

81

1356

1100 + 200

0.3% DOWN

1000 + 200

0.5% UP

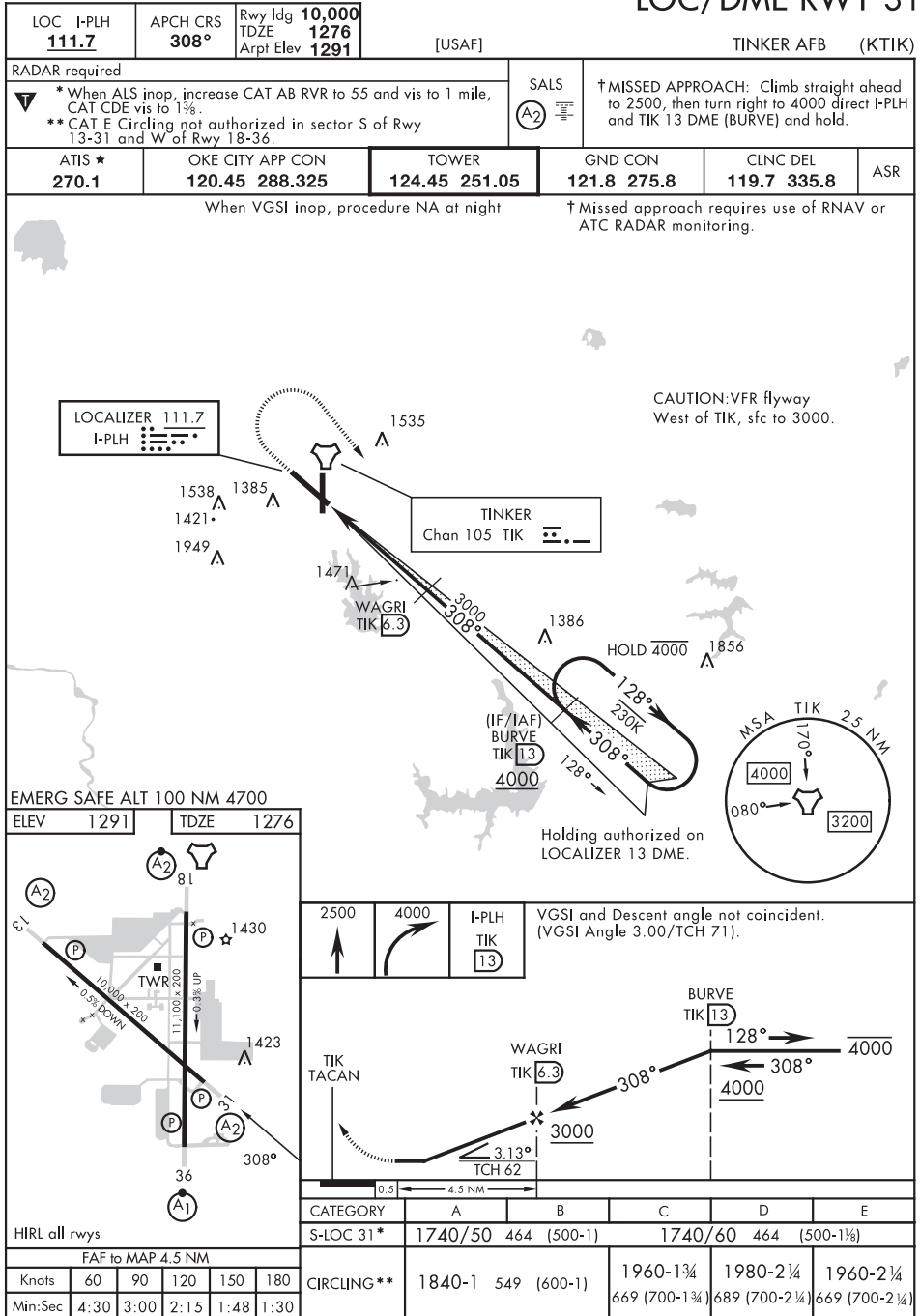
CATEGORY	A	B	C	D	E
LNAV/VNAV DA	1739/53		448	(500-1)	
LNAV MDA	1740/24	449 (500-½)	1740/45	449	(500-¾)
CIRCLING*	1820-1	529 (600-1)	2000-2 709 (800-2)	2040-2½ 749 (800-2½)	2040-2¾ 749 (800-2¾)

HIRL all rwys

356°

OKLAHOMA CITY, OKLAHOMA

LOC/DME RWY 31



OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Amdt 1 13JUN24

LOC/DME RWY 31

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

LOC I-EVG	APCH CRS	Rwy Idg
111.7	126°	10,000
		TDZE 1241
		Arpt Elev 1291

[USAF]

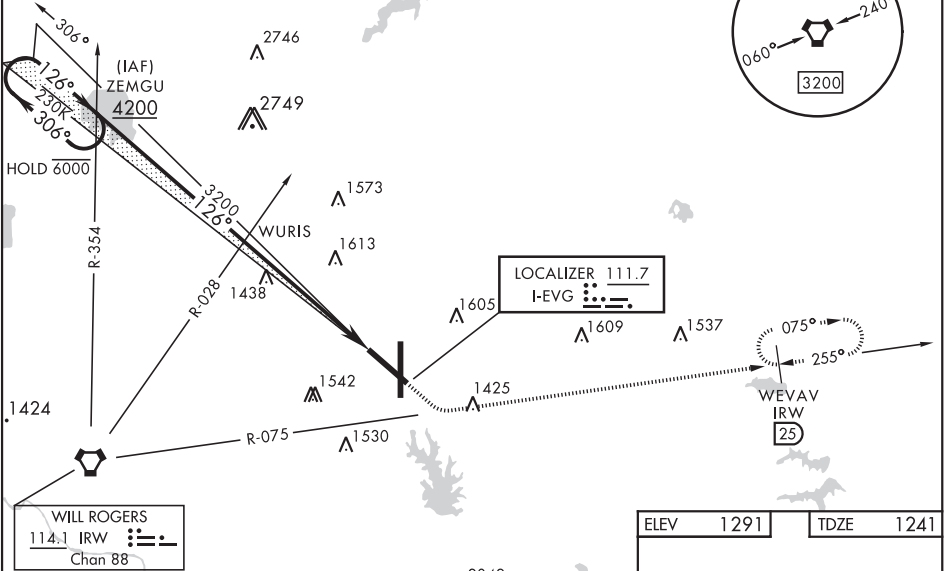
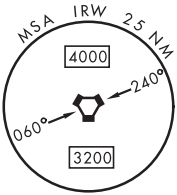
TINKER AFB (KTIK)

RADAR required.	SALS	MISSED APPROACH: Climb straight ahead to 2500, then left turn to intercept IRW R-075 to 25 DME (WEVAV) and hold at 3000.
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.	A2	

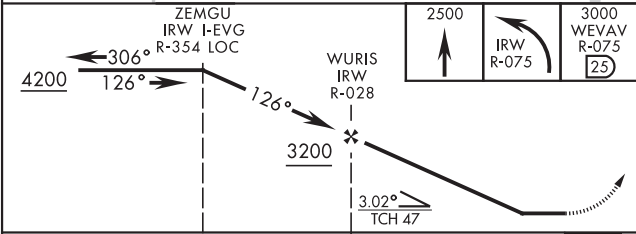
ATIS ★	OKE CITY APP CON	TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

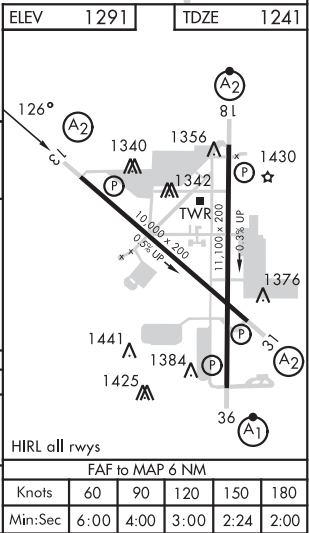
CAUTION: VFR Flyway from FAF to MAP, SFC to 3000 MSL.



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-13 *	1740/40 499 (500-¾)		1740/50 499 (500-1)	1740/60 499 (500-1¼)	1740-1½ 499 (500-1½)
CIRCLING**	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

OKLAHOMA CITY, OKLAHOMA

VOR/DME RWY 13

VOR/DME PWA	APCH CRS	Rwy Idg
113.4	110°	10,000
Chan 81	TDZE	1241
	Arprt Elev	1291

[USAF]

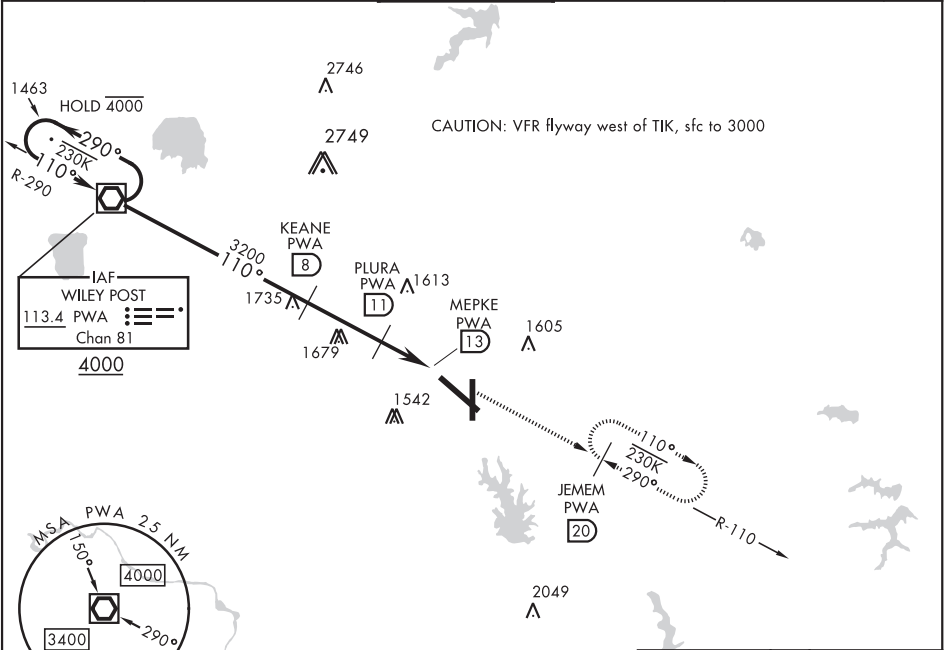
TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

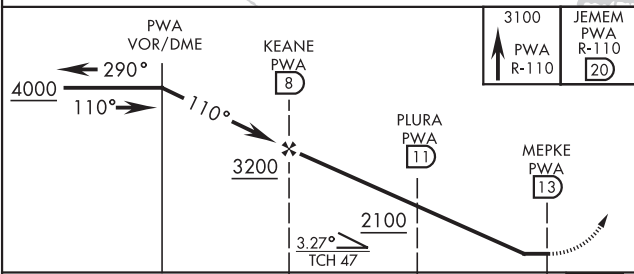
SALS
(A2)

MISSED APPROACH: Climb to 3100 direct to PWA R-110/20 DME (JEMEM) and hold.

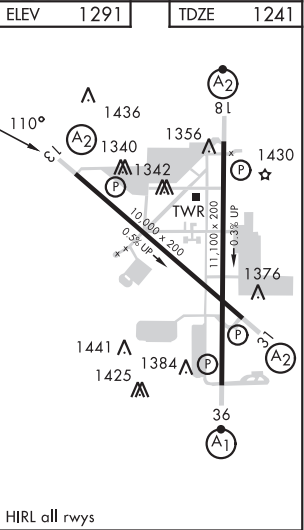
ATIS ★ 270.1	OKE CITY APP CON 124.2 336.4	TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-13 *	1900/40 659 (700-¾)		1900-1½ 659 (700-1½)	1900-1¾ 659 (700-1¾)	1900-2 659 (700-2)
CIRCLING**	1900-1 609 (700-1)		1900-1¾ 609 (700-1¾)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)



OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Amdt 1 13JUN24

VOR/DME RWY 13

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

TACAN Z RWY 18

TACAN TIK Chan 105	APCH CRS 176°	Rwy Idg 11,100 TDZE 1267 Arpt Elev 1291
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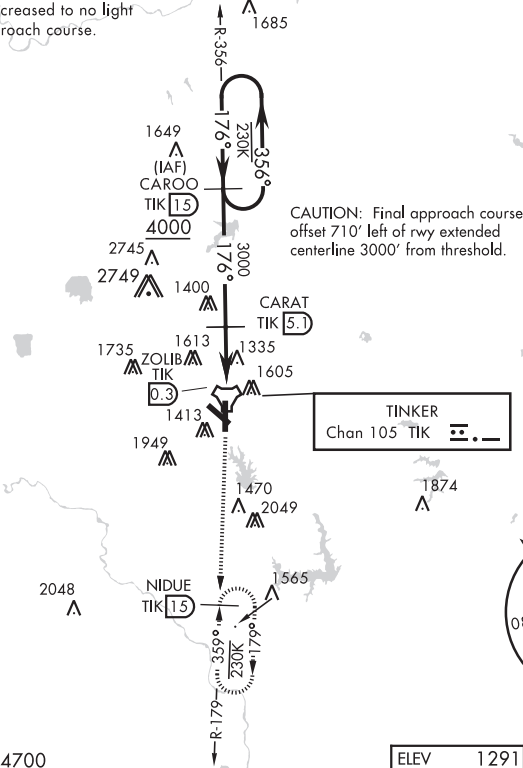
[USAF]

TINKER AFB (KTIK)

<p>▼ * CAT E Circling NA in sector S of Rwy 13-31 and W of Rwy 18-36. Circling NA to Rwy 18.</p>	<p>SALSF A2</p>	<p>MISSED APPROACH: Climb to 4000 on TIK TACAN R-179 to NIDUE and hold. Missed approach requires use of RNAV or ATC monitoring.</p>
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ATIS ★ 270.1	OKE CITY APP CON 124.2 336.4	TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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Straight-in minimum visibility increased to no light minimum due to offset final approach course.



EMERG SAFE ALT 100 NM 4700

EMERG SAFE ALT 100 NM 4700

4000
TIK
R-179

NIDUE
TIK
15

CAROO
TIK
15

CARAT
TIK
5.1

TIK
0.9

TIK TACAN
TIK
0.3

356°
176°
4000

176°
3000

2.87°
TCH 51

4.8 NM
0.7

CATEGORY	A	B	C	D	E
S-18	1720/55 453 (500-1)		1720-1¾ 453 (500-1¾)		
CIRCLING*	1820-1 529 (600-1)	1840-1 549 (600-1)	1960-1¾ 669 (700-1¾)	1960-2 669 (700-2)	1960-2¼ 669 (700-2¼)

ELEV 1291

TDZE 1267

1428

1340

1356

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1376

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1425

1384

36

176°

81

10000 x 200

11100 x 200

0.33° UP

0.55° UP

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TACAN Z RWY 18

OKLAHOMA CITY, OKLAHOMA

TACAN Z RWY 36

TACAN TIK Chan 105	APCH CRS 359°	Rwy Idg 11,100 TDZE 1291 Arpt Elev 1291
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[USAF]

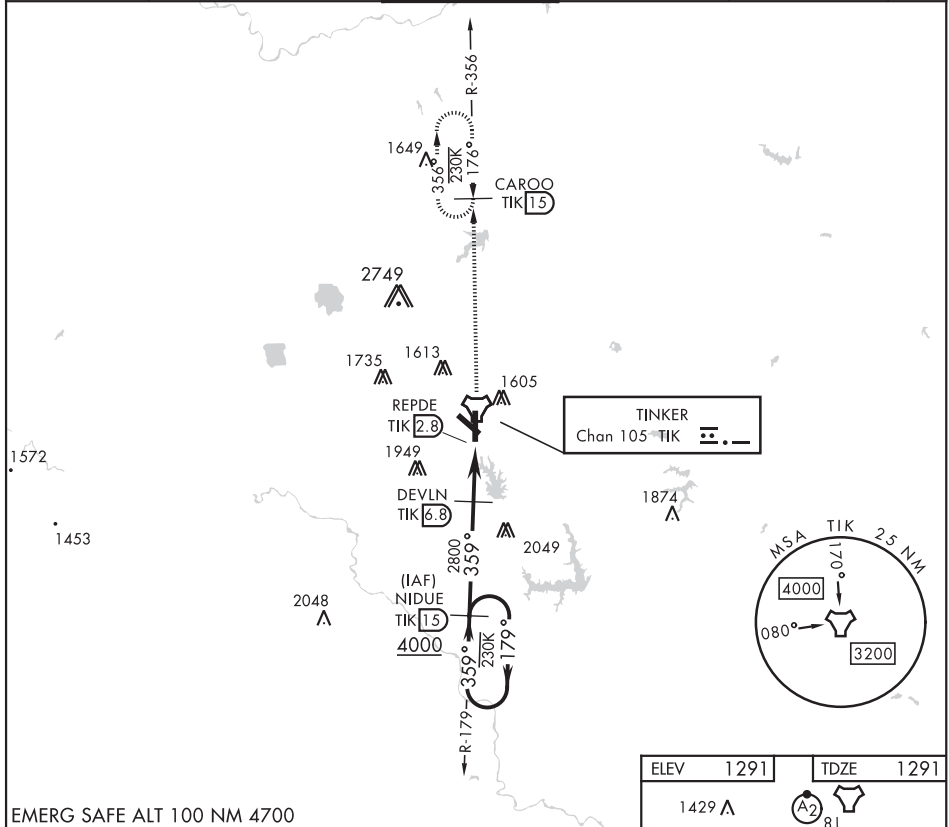
TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CDE increase vis by ½ mile.
 ** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36. Circling NA to Rwy 18.

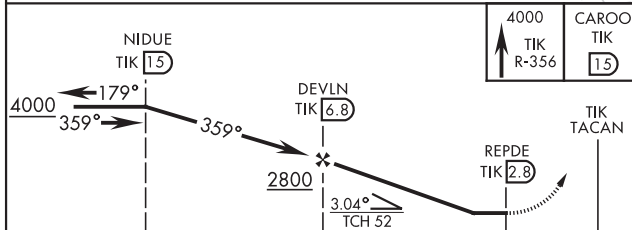


MISSED APPROACH: Climb to 4000 on TIK
 TACAN R-356 to CAROO and hold.

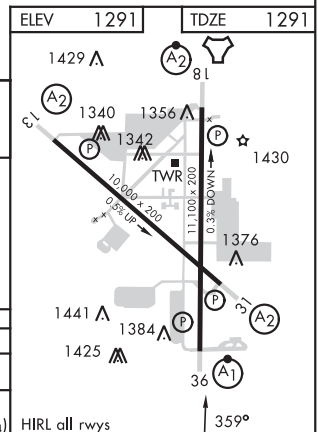
ATIS ★ 270.1	OKE CITY APP CON 120.45 288.325	TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-36*	1720/24	429 (500-½)	1720/40	429 (500-¾)	
CIRCLING**	1820-1	529 (600-1)	1960-1¼ 669 (700-1¾)	1960-2 669 (700-2)	1960-2¼ 669 (700-2¼)



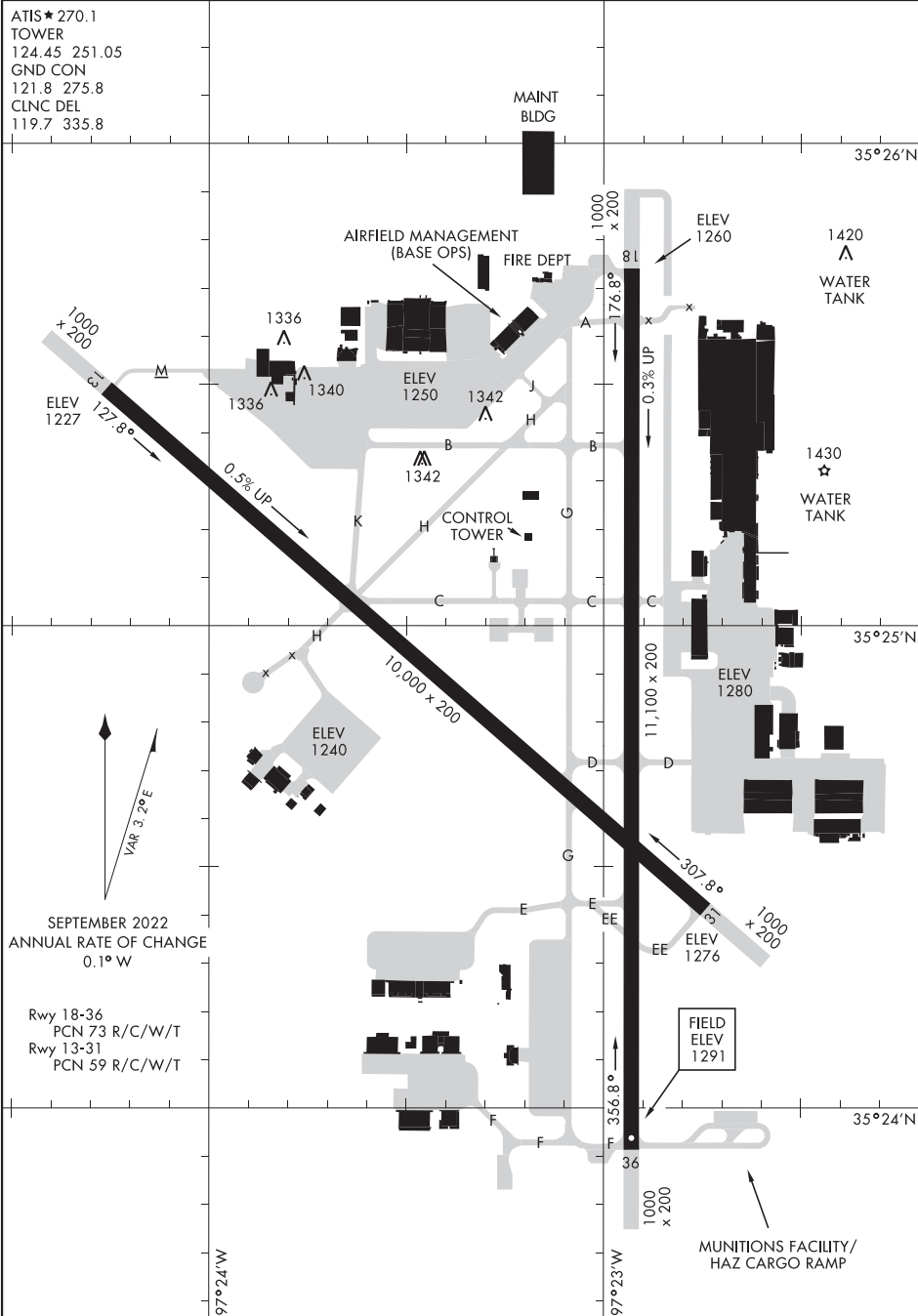
OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Amdt 3 13JUN24

TACAN Z RWY 36



AIRPORT DIAGRAM

TULSA, OKLAHOMA

AL-432 (FAA)

22307

LOC/DME I-DWE 109.7 Chan 34	APP CRS 180°	Rwy Idg TDZE 641 Apt Elev 678
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ILS or LOC RWY 18L

TULSA INTL (TUL)

DME required for LOC only.
DME or RADAR required for procedure entry.

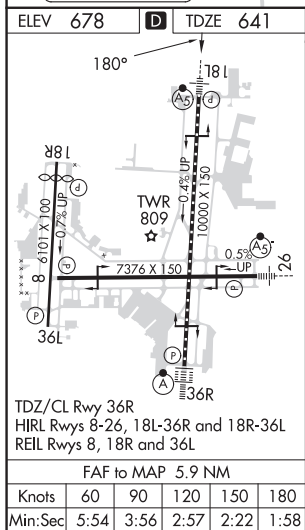
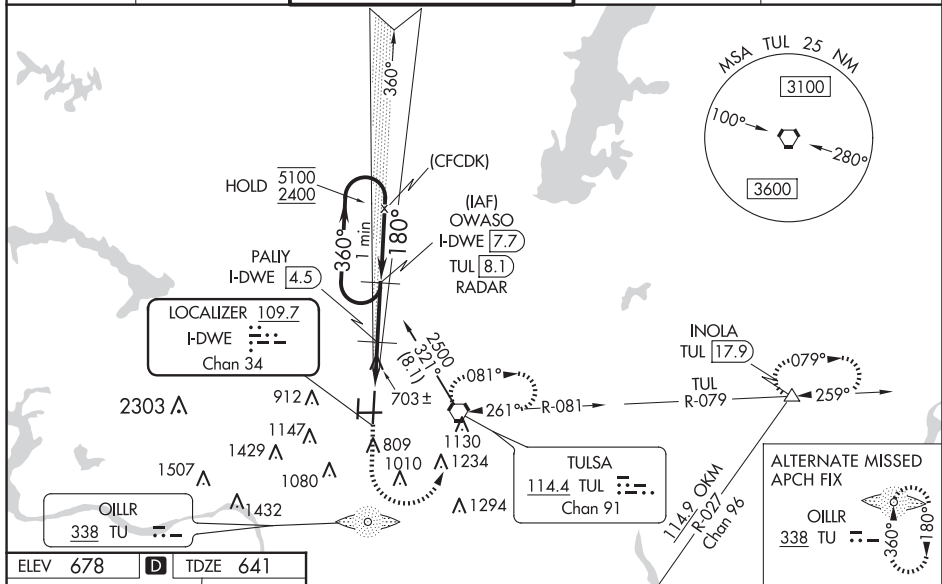
MAJSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft climb to 1800 then climbing left turn to 3500 on TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

ASR

Circling NA for Cat E south of Rwy 8-26. Simultaneous approach authorized with Rwy 18R. Autopilot coupled approach NA below 813 feet. For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1½ SM, and PALIY fix minimums S-LOC 18L Cat E visibility to RVR 4500. #RVR 1800 authorized with use of FD or AP or HUD to DA.

D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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ELEV 678	TDZE 641
180°	2000 2500 TUL
*LOC only.	OWASO I-DWE [7.7]
	PALIY I-DWE [4.5]
	I-DWE [2.8]
	I-DWE [1.8]
	1200*
	2400
	360° 180° 2400
	GS 2.75° TCH 56
	1 NM 1.7 NM 3.2 NM
CATEGORY	A B C D E
S-ILS 18L #	841/24 200 (200-½)
S-LOC 18L	1200/24 559 (600-½) 1200/60 559 (600-¼)
CIRCLING	1200-1 522 (600-1) 1520-2½ 1520-2¾ 1520-3 842 (900-2½) 842 (900-2¾) 842 (900-3)
	PALIY FIX MINIMUMS (DME REQUIRED)
S-LOC 18L	960/24 319 (300-½) 960/40 319 (300-¾)
CIRCLING	1120-1 1160-1 1520-2½ 1520-2¾ 1520-3 442 (500-1) 482 (500-1) 842 (900-2½) 842 (900-2¾) 842 (900-3)

TULSA, OKLAHOMA
Amdt 16A 25APR19

36°12'N-95°53'W

ILS or LOC RWY 18L

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

TULSA, OKLAHOMA

AL-432 (FAA)

24305

LOC I-TJY <u>111.1</u>	APP CRS 180°	Rwy Idg 5141 TDZE 668 Apt Elev 678
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ILS or LOC RWY 18R
TULSA INTL (TUL)

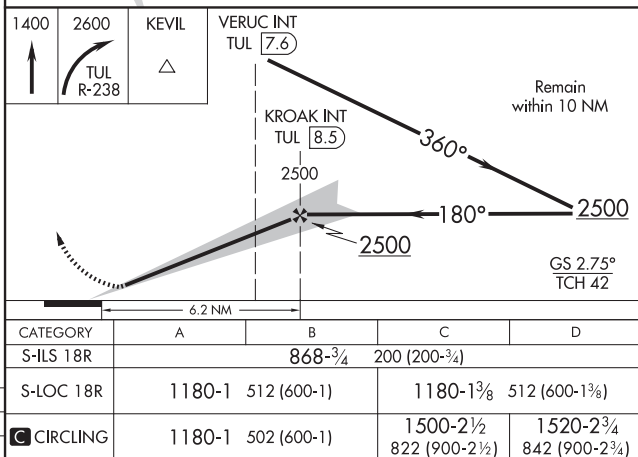
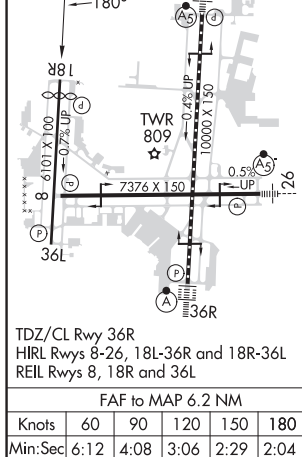
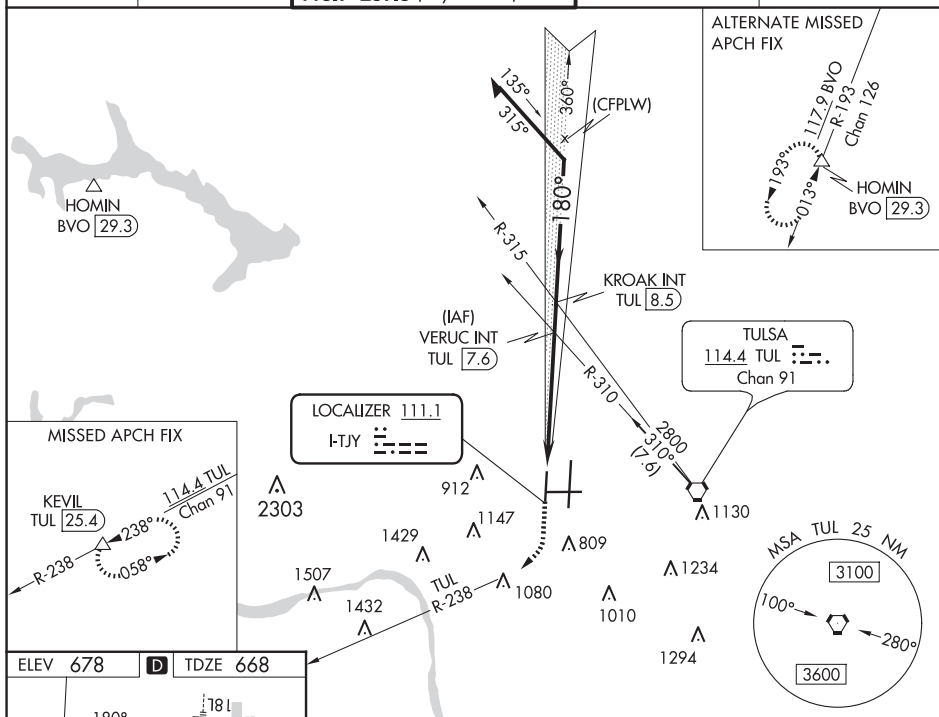


 TASR

Simultaneous approach authorized.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 on TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwys 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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TULSA, OKLAHOMA

Amdt 9 05OCT23

36°12'N-95°53'W

451

TULSA INTL (TUL)

ILS or LOC RWY 18R

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

TULSA, OKLAHOMA

AL-432 (FAA)

22307

LOC/DME I-TUL 110.3 Chan 40	APP CRS 360°	Rwy Idg TDZE 650 Apt Elev 678
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ILS or LOC RWY 36R TULSA INTL (TUL)

ADF or DME required for procedure entry.

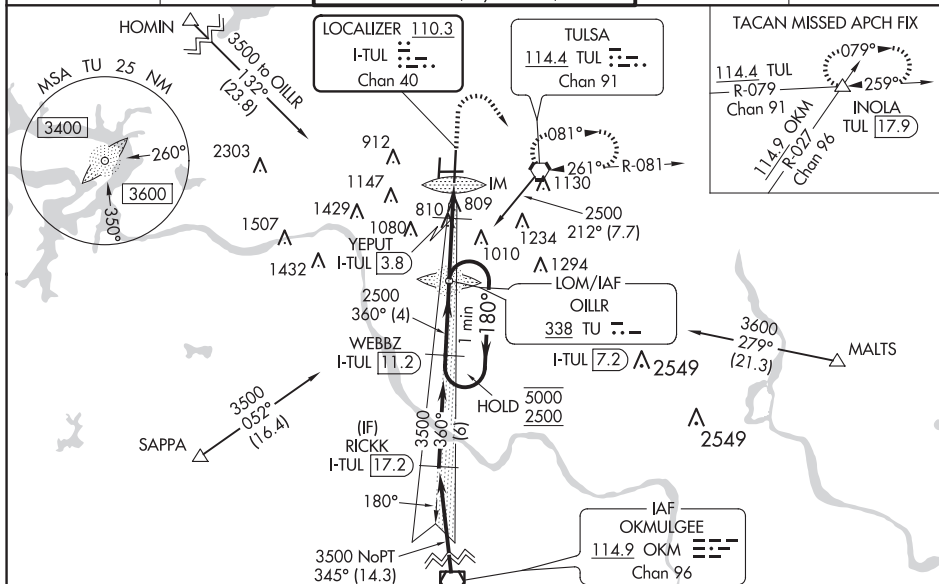
Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 36R Cat E visibility to 1½ SM. YEPUT Fix Minimums: For inop ALS, increase S-LOC 36R Cat C/D/E visibility to RVR 6000. Circling NA for Cat E south of Rwy 8-26.

ALS-2



MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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One Minute Holding Pattern	OILRR LOM I-TUL 7.2	2000	2500	TUL	ELEV 678	TDZE 650
5000	180°	360°	2500	360°	2500	360°
GS 3.00° TCH 52	2500	360°	2500	360°	2500	360°
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 57).	2500	360°	2500	360°	2500	360°
CATEGORY	A	B	C	D	E	
S-ILS 36R		850/18	200 (200-½)			
S-LOC 36R	1300/24	650 (700-½)	1300-1¾	650 (700-1¾)		
CIRCLING	1300-1	622 (700-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)	
YEPUT FIX MINIMUMS (DME REQUIRED)						
S-LOC 36R	1060/24	410 (400-½)	1060/40	410 (400-¾)		
CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)	
HRL Rwys 8-26, 18L-36R and 18R-36L REIL Rwys 8, 18R and 36L TDZ/CL Rwy 36R						
FAF to MAP 5.4 NM						
Knots	60	90	120	150	180	
Min:Sec	5:24	3:36	2:42	2:10	1:48	

TULSA, OKLAHOMA

Amdt 29H 10SEP20

36°12'N-95°53'W

TULSA INTL (TUL) ILS or LOC RWY 36R

SC-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-TUL

110.3

Chan 40

APP CRS

360°

Rwy Idg

10000

TDZE

650

Apt Elev

678

ILS RWY 36R (SA CAT I)

TULSA INTL (TUL)

ADF or DME required for procedure entry.

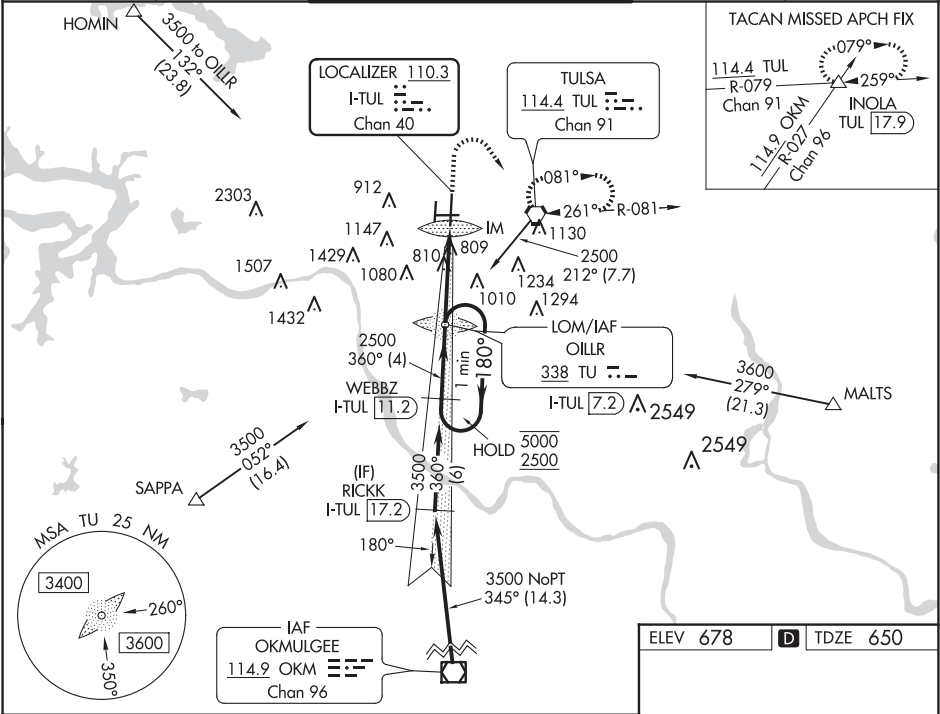
ASR

Simultaneous approach authorized.
Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



One Minute Holding Pattern

5000 ← 180°

2500 → 360°

2500

GS 3.00°

TCH 52

5.4 NM

910'

2000

2500

TUL

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 57).

IM

Category

A

B

C

D

S-ILS 36R

RA 166/14

150

DA 800

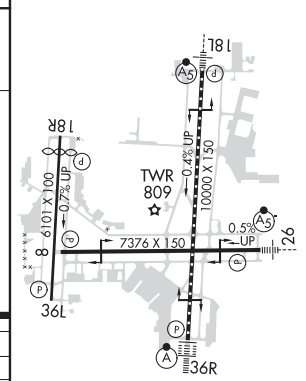
SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 36R

HIRL Rwys 8-26, 18L-36R and 18R-36L

REIL Rwys 8, 18R and 36L

CLNC DEL
134.05 284.7



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L

TULSA INTL (TUL)
ILS RWY 36R (CAT II)

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 63131 W08A	APP CRS 086°	Rwy Idg 7376 TDZE 671 Apt Elev 678
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RNAV (GPS) RWY 8

TULSA INTL (TUL)

RNP APCH - GPS.

Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

ASR

MISSED APPROACH: Climb to 3600 direct JESON and hold, continue climb in hold to 3600.

D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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7 NM

087°

267°

JESON

14000

3500

086°

266°

7 NM

(IF/IAF) HAGIL

2900

2303

(FAF) CEBIP

912

843

793

WIGOX

2.1 NM to RW08

RW08

1130

1147

809

1234

1294

1507

1432

1429

3500

HAGIL

176°

356°

30 NM to HAGIL (NoPT)

3600

HAGIL

176°

356°

30 NM to HAGIL

2549

7 NM

266°

086°

GP 3.00°

TCH 52

3600

JESON

↑

5.8 NM

4.7 NM

1 NM

1.1 NM

CATEGORY	A	B	C	D	E
LPV DA	871-¾ 200 (200-¾)				
LNAV/VNAV DA	985-⅞ 314 (400-⅞)				
LNAV MDA	1060-1	389 (400-1)	1060-1½	389 (400-1½)	
CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

ELEV 678

D

TDZE 671

18L

18R

36L

36R

7376 X 150

10000 X 150

0.5%

0.4%

0.7%

100

126

181

809

36L

36R

086°

TDZ/CL Rwy 36R

HIRL Rwys 8-26, 18L-36R and 18R-36L

REIL Rwys 8, 18R and 36L

TULSA, OKLAHOMA

Amtd 3 17APR25

36°12'N-95°53'W

455


TULSA INTL (TUL)

RNAV (GPS) RWY 8

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18L
TULSA INTL (TUL)

MALSR


MISSED APPROACH:
 Climb to 3500 direct
 ICECE and hold.

TDZ/CL Rwy 36R
HIRL Rwy 8-26, 18L-36R and 18R-36L
REIL Rwy 8, 18R and 36L

TULSA INTL (TUL)
RNAV (GPS) RWY 18L

SC-1, 07 AUG 2025 to 02 OCT 2025

TULSA, OKLAHOMA

AL-432 (FAA)

24305

WAAS CH 69614 W18B	APP CRS 180°	Rwy Idg 5141 TDZE 668 Apt Elev 678
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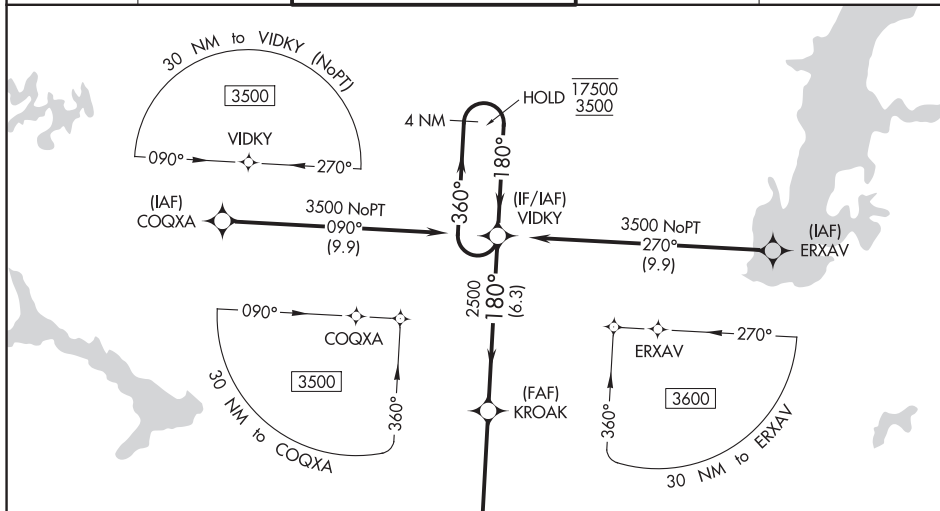
RNAV (GPS) RWY 18R
TULSA INTL (TUL)

RNP APCH - GPS.

T Circling NA for Cat E south of Rwy 8-26. Use of FD or AP required during simultaneous operations.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.
ASR Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.

MISSED APPROACH:
Climb to 3500 direct
SUSNE and hold.

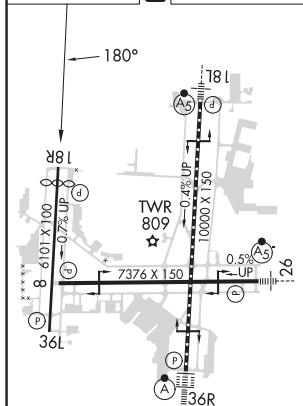
D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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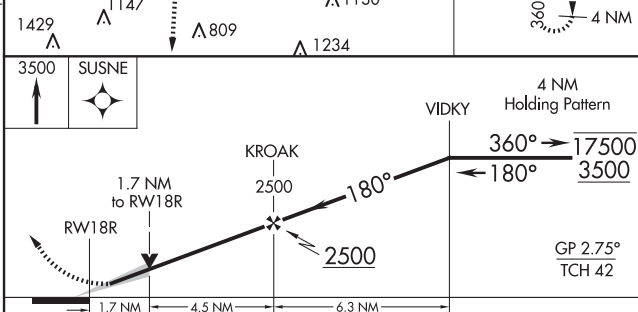
MISSED APCH FIX

SUSNE  360°

ELEV 678 **D** TDZE 668



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R and 36L



CATEGORY		A	B	C	D	E
LPV	DA	868-3 ⁴ / ₄		200 (200-3 ⁴ / ₄)		
LNAV/ VNAV	DA	954-7 ⁸ / ₈		286 (300-7 ⁸ / ₈)		
LNAV	MDA	1180-1	512 (600-1)	1180-1 ³ / ₈ 512 (600-1 ³ / ₈)		
C CIRCLING		1180-1	502 (600-1)	1500-2 ¹ / ₂ 822 (900-2 ¹ / ₂)	1520-2 ³ / ₄ 842 (900-2 ³ / ₄)	1520-3 842 (900-3)

TULSA, OKLAHOMA
Amdt 2A 05OCT23

TULSA INTL (TUL)

RNAV (GPS) RWY 18R

36°12'N-95°53'W
457

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 26
TULSA INTL (TUL)

MISSED APPROACH: Climb to 3500 direct HAGIL and hold.

[illegible]

TDZ/CL Rwy 36R

HRL Rwys 8-26, 18L-36R and 18R-36L


REIL Rwys 8, 18R and 36L

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 50344 W36B	APP CRS 360°	Rwy Idg TDZE Apt Elev	5101 678 678
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RNAV (GPS) RWY 36L
TULSA INTL (TUL)

RNP APCH - GPS.

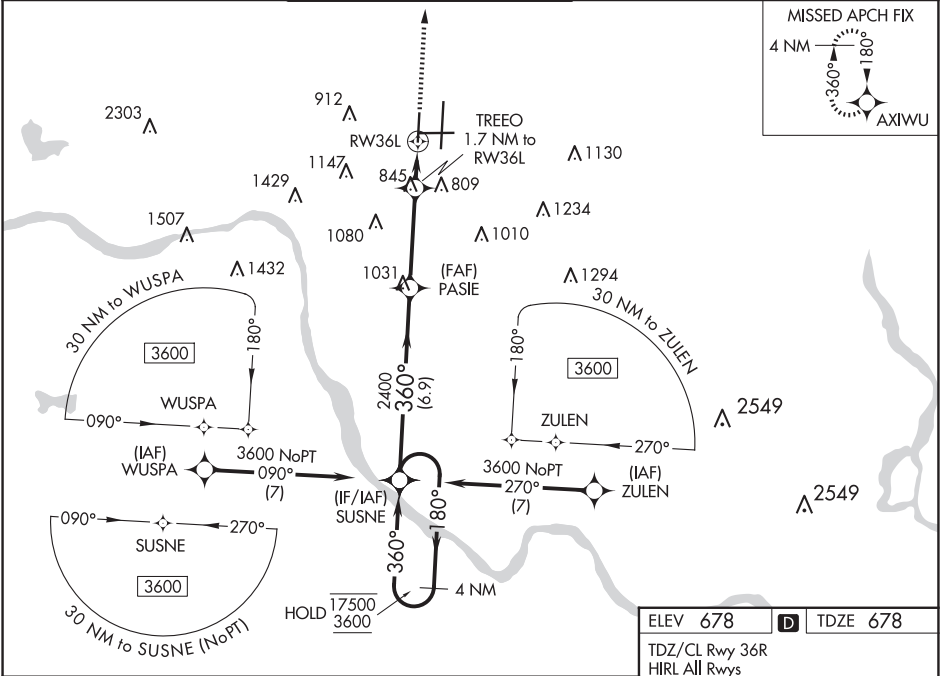


Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.

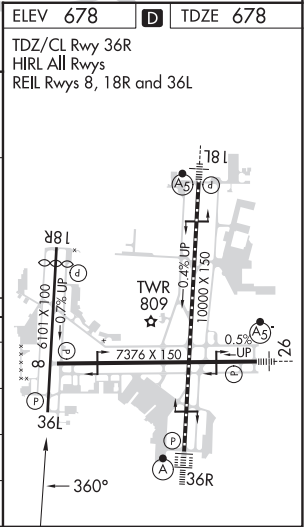
MISSED APPROACH:
Climb to 3500 direct
AXIWU and hold.

ASR

D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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4 NM Holding Pattern				
GP 3.00° TCH 45				
SUSNE PASIE TREEO 1.7 NM to RW36L				
17500 3600 2400 1260				
6.9 NM 3.6 NM 1.7 NM				
CATEGORY	A	B	C	D
LPV DA	928-3/4 250 (300-3/4)			
LNAV/VNAV DA	1088-1 1/8 410 (500-1 1/8)			
LNAV MDA	1120-1	442 (500-1)	1120-1 3/8	442 (500-1 3/8)
CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1500-2 1/2 822 (900-2 1/2)	1520-2 3/4 842 (900-2 3/4)



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82214 W36A	APP CRS 360°	Rwy Idg 10000 TDZE 650 Apt Elev 678
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RNAV (GPS) RWY 36R

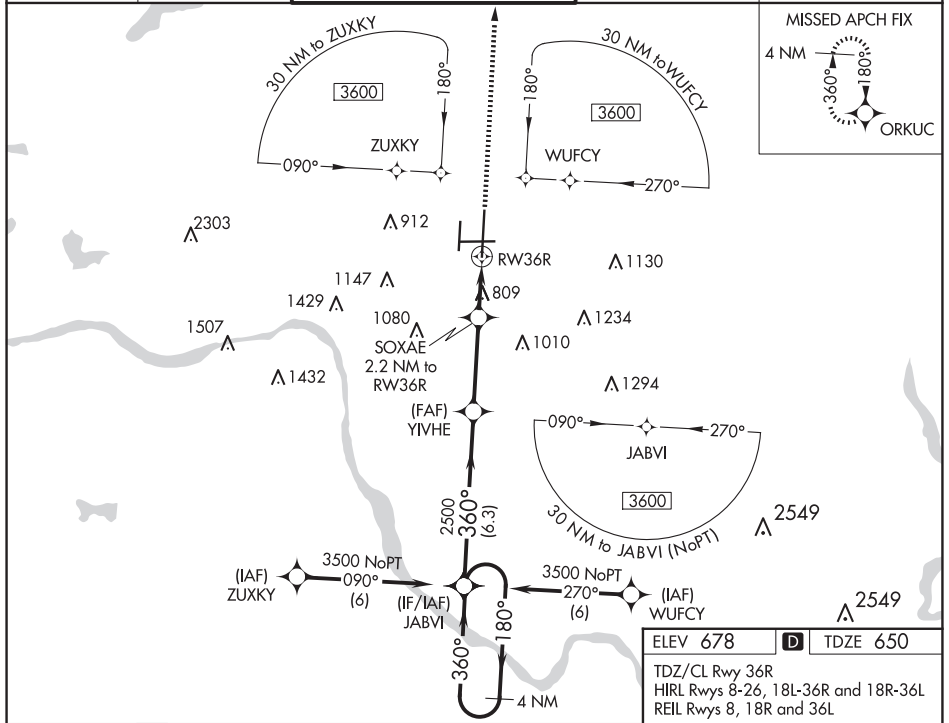
TULSA INTL (TUL)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA.
ASR For inop ALSF-2, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cats C/D/E visibility to 1½ mile.

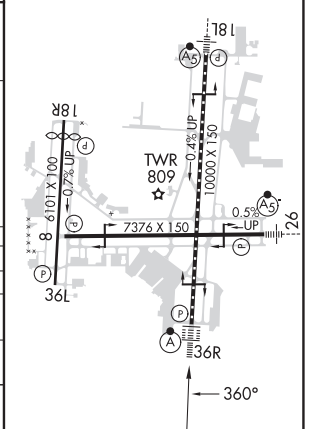
ALSF-2

MISSED APPROACH:
Climb to 3500 direct ORKUC and hold.

D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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4 NM Holding Pattern JABVI		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 57).		3500	ORKUC
GP 3.00° TCH 52		YIVHE 2500		*LNAV only	
180°, 360°		SOXAE 2.2 NM to RW36R		*1.3 NM to RW36R	
360°		*1400		RW36R	
6.3 NM		3.4 NM		0.9 NM	
1.3 NM					
CATEGORY	A	B	C	D	E
LPV DA	850/18		200 (200-½)		
LNAV/VNAV DA	1145-1¼		495 (500-1¼)		
LNAV MDA	1120/24	470 (500-½)	1120/50	470 (500-1)	
CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)



SC-1, 07 AUG 2025 to 02 OCT 2025

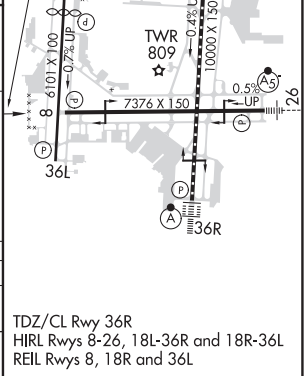
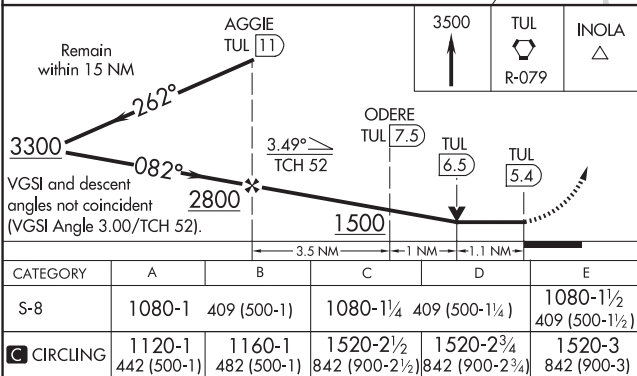
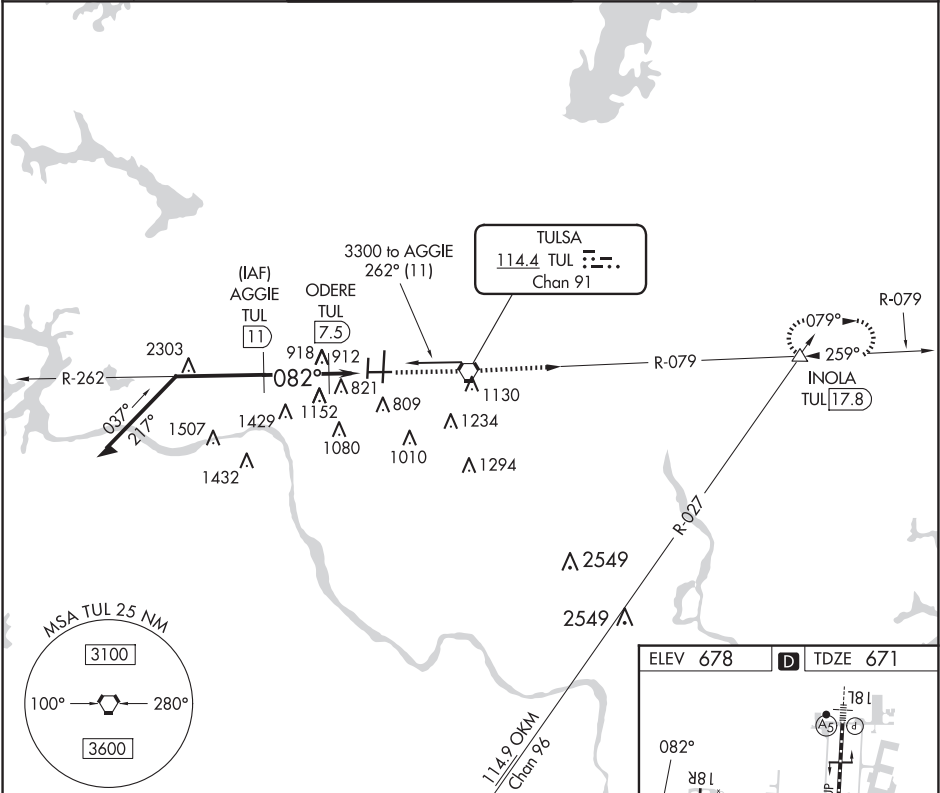
SC-1, 07 AUG 2025 to 02 OCT 2025

VORTAC TUL 114.4 Chan 91	APP CRS 082°	Rwy Idg TDZE Apt Elev 7376 671 678
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VOR/DME RWY 8
TULSA INTL (TUL)

 ASR	Circling NA for Cat E south of Rwy 8-26. Helicopter visibility reduction below ¾ SM NA. Autopilot coupled approach NA.	MISSED APPROACH: Climb to 3500 direct TUL VORTAC then via TUL R-079 to INOLA INT/TUL 17.8 DME and hold.
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D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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TULSA, OKLAHOMA Amdt 4B 25JUN15	36°12'N-95°53'W	TULSA INTL (TUL) VOR/DME RWY 8
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TULSA, OKLAHOMA

AL-432 (FAA)

24249

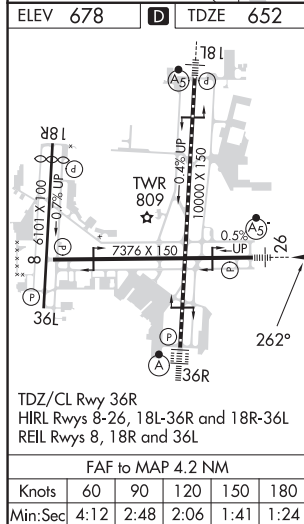
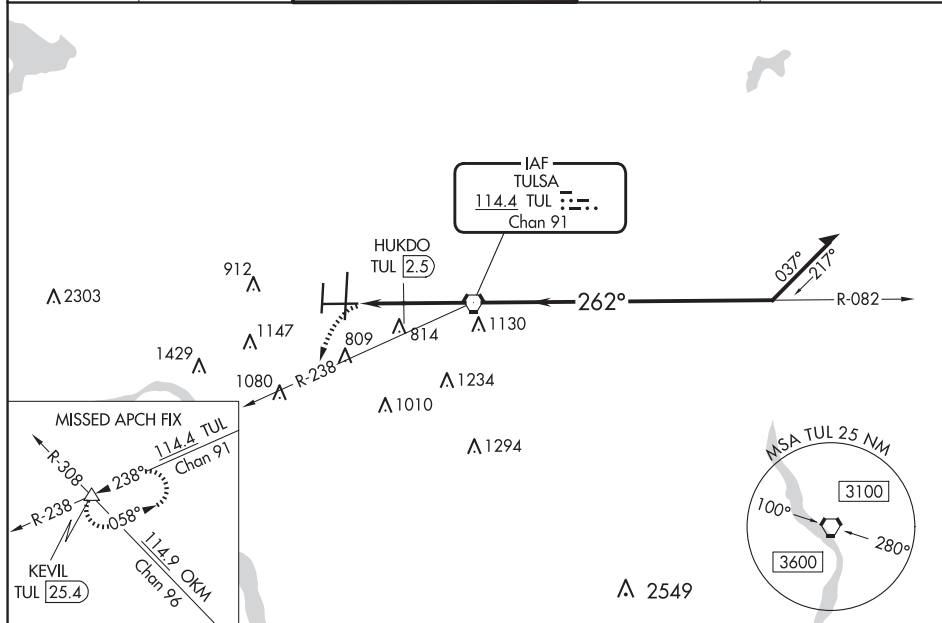
VORTAC TUL 114.4 Chan 91	APP CRS 262°	Rwy Idg TDZE Apt Elev 7376 652 678
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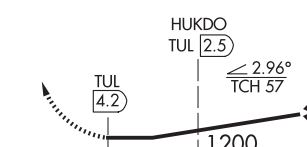
VOR Y or TACAN Y RWY 26

TULSA INTL (TUL)

ASR Circling NA for Cat E south of Rwy 8-26. VOR Minimums: For inop ALS, increase Cat A/B visibility to 1 SM and Cat E to 1½ SM. HUKDO Minimums: For inop ALS, increase Cat A/B visibility to 1 SM and Cat E to 1½ SM.	MALSR 	MISSED APPROACH: Climbing left turn to 2600 on heading 220° and on TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.
---	------------------	--

D-ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
------------------------------	-------------------------------------	--	-------------------------------	---------------------------------



	TUL R-238	KEVIL △	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 57).		
			TUL VORTAC		Remain within 15 NM
			082°	262°	2400
			2000		
1200					
1.7 NM			2.5 NM		
CATEGORY	A	B	C	D	E
S-26	1200-¾	548 (600-¾)	1200-1¼ 548 (600-1¼)		
C CIRCLING	1200-1	522 (600-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)
HUKDO FIX MINIMUMS					
S-26	1080-¾ 428 (500-¾)				
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

TULSA, OKLAHOMA
Amdt 24F 05SEP24

36°12'N-95°53'W

TULSA INTL (TUL)

VOR Y or TACAN Y RWY 26

SC-1, 07 AUG 2025 to 02 OCT 2025

D-ATIS
124.9 377.2
TULSA TOWER
121.2 310.8 (RWYS 18L-36R, 08-26)
118.7 257.8 (RWY 18R-36L)
GND CON
121.9 348.6
CLNC DEL
134.05 284.7
PDC

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

OKLAHOMA
ANG

36°13'N-

GENERAL
AVIATION
PARKING

BAK-14/12A(B)

HANGAR

809

76 X 150

ELEV

MINAL

250

-400

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

25107

TULSA, OKLAHOMA
TULSA INTL (TUL)

(TUL1.TUL) 24137

AL-432 (FAA)

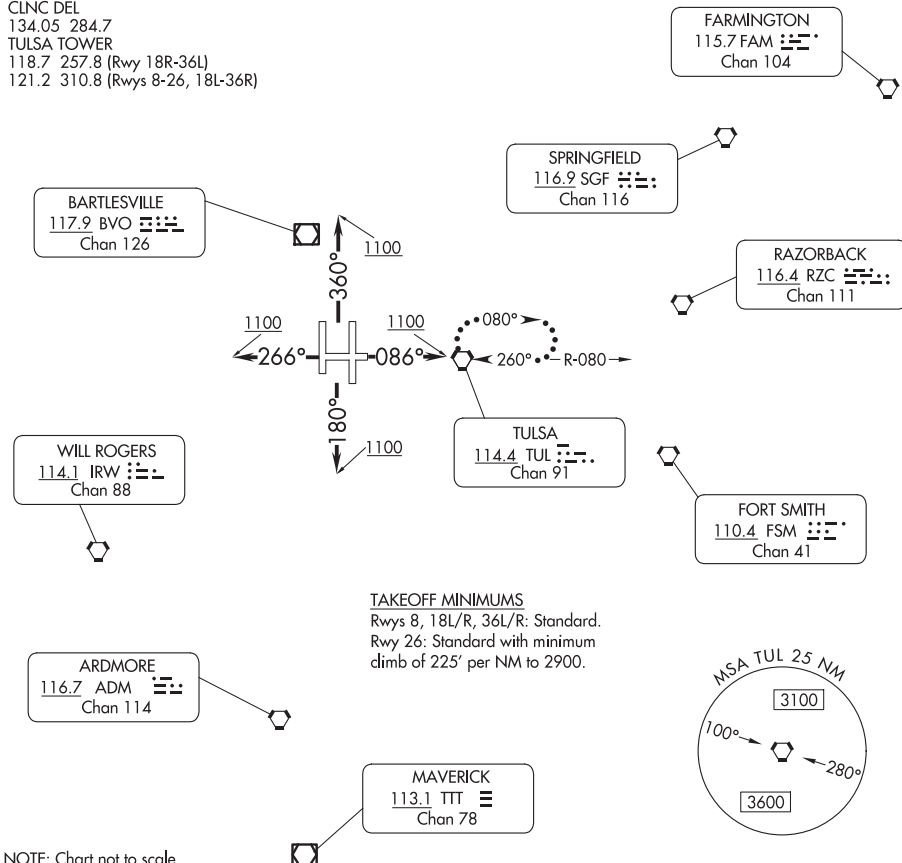
TULSA INTL (TUL)
TULSA, OKLAHOMA

TULSA ONE DEPARTURE

TULSA DEP CON
124.0 338.3
D-ATIS
124.9 377.2
CLNC DEL
134.05 284.7
TULSA TOWER
118.7 257.8 (Rwy 18R-36L)
121.2 310.8 (Rwys 8-26, 18L-36R)

RADAR required.

TOP ALTITUDE:
15000



TAKEOFF MINIMUMS

Rwys 8, 18L/R, 36L/R: Standard.
Rwy 26: Standard with minimum
climb of 225' per NM to 2900.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: Climb on heading 180° to 1100, thence. . .

TAKEOFF RUNWAYS 36L/R: Climb on heading 360° to 1100, thence. . .

TAKEOFF RUNWAY 8: Climb on heading 086° to 1100, thence. . .

TAKEOFF RUNWAY 26: Climb on heading 266° to 1100, thence. . .

. . . continue on assigned heading for RADAR vectors to assigned route,
maintain 15000 or assigned lower altitude, expect further clearance to filed
altitude 10 minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold east of TUL VORTAC on the
080° radial. Climb to 15000 feet or lower requested altitude, then proceed on course
on filed route. Climb to requested altitude when established on course.

TULSA ONE DEPARTURE
(TUL1.TUL) 16MAY24

TULSA, OKLAHOMA
TULSA INTL (TUL)

LOC/DME I-RVS	APP CRS	Rwy Idg	5101
109.95	010°	TDZE	626
Chan 36 (Y)		Apt Elev	638

ILS or LOC RWY 1L
TULSA RIVERSIDE (RVS)

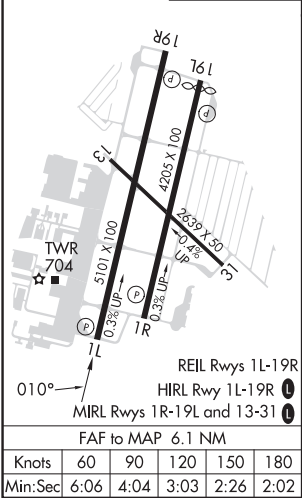
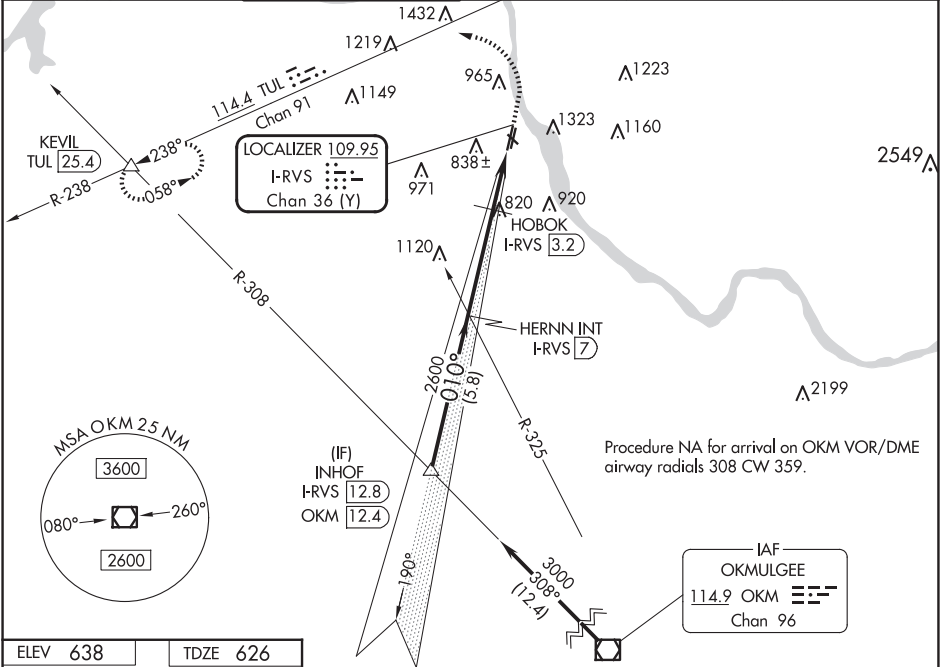
⚠

⚠

Circling NA northeast of Rwys 31 and 19L.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 on heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS 126.5	TULSA APP CON 134.7	RIVERSIDE TOWER★ 120.3 (CTAF) 0	GND CON 121.7	CLNC DEL 124.5	UNICOM 122.95
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	INHOE I-RVS 12.8	HERNN INT I-RVS 7	HOBOK I-RVS 3.2	I-RVS 2.2	I-RVS 0.9
	3000	2600	1380		
	GS 3.00°	TCH 48			
	5.8 NM	3.8 NM	1 NM	1.3 NM	
CATEGORY	A	B	C	D	
S-ILS 1L	826-3/4 200 (200-3/4)				
S-LOC 1L	1380-1 754 (800-1)	1380-1 754 (800-1 1/4)	1380-2 754 (800-2)		
CIRCLING	1380-1 742 (800-1)	1380-1 742 (800-1 1/4)	1380-2 742 (800-2 1/4)	1380-2 742 (800-2 1/2)	
HOBOK FIX MINIMUMS					
S-LOC 1L	1080-1 454 (500-1)	1080-1 454 (500-1)	1080-1 454 (500-1)	454 (500-1 1/2)	
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1 642 (700-1 1/4)	1380-2 742 (800-2 1/2)	

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

TULSA, OKLAHOMA

AL-5427 (FAA)

25051

WAAS CH 97321 W01A	APP CRS 010°	Rwy Idg TDZE 626 Apt Elev 638	5101
--	------------------------	---	-------------

RNAV (GPS) RWY 1L

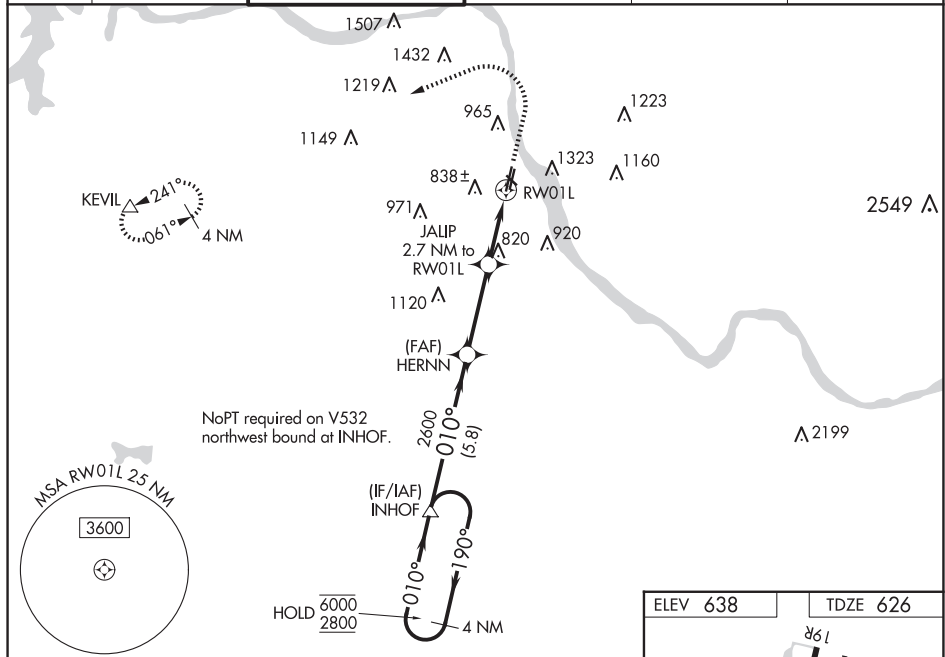
TULSA RIVERSIDE (RVS)

RNP APCH - GPS.

⚠ Circling NA northeast of Rwy 31 and 19L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using TUL altimeter setting. When local altimeter setting not received, use TUL altimeter setting: increase LPV DA to 871 feet; increase LNAV/VNAV DA to 1152 feet and all visibilities 1/2 SM. Increase all MDAs 40 feet and Circling visibility Cat C 1/4 SM.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct KEVIL and hold.

ATIS 126.5	TULSA APP CON 134.7	RIVERSIDE TOWER★ 120.3 (CTAF) 0	GND CON 121.7	CLNC DEL 124.5	UNICOM 122.95
----------------------	-------------------------------	--	-------------------------	--------------------------	-------------------------



4 NM

Holding Pattern

6000

2800

←190°

010°→

GP 3.00°

TCH 48

INHOF

HERNN

JALIP

RW01L

RW01L

2600

2600

1540

010°

2.7 NM to RW01L

1.3 NM to RW01L

5.8 NM

3.3 NM

1.5 NM

1.3 NM

1100

2600

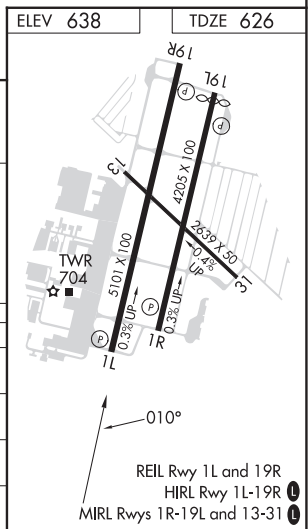
KEVIL

↑

↶

△

CATEGORY	A	B	C	D
LPV DA	845-¾		219 (300-¾)	
LNAV/VNAV DA	1126-1⅜		500 (500-1⅜)	
LNAV MDA	1080-1	454 (500-1)	1080-1⅜	454 (500-1⅜)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1380-2½ 742 (800-2½)



TULSA, OKLAHOMA

Amtd 2 20FEB25

36°02'N-95°59'W

RNAV (GPS) RWY 1L

TULSA RIVERSIDE (RVS)

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 81939 W19A	APP CRS 190°	Rwy Idg TDZE 638 Apt Elev 638	5101 638 638
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RNAV (GPS) RWY 19R

TULSA RIVERSIDE (RVS)

RNP APCH - GPS.

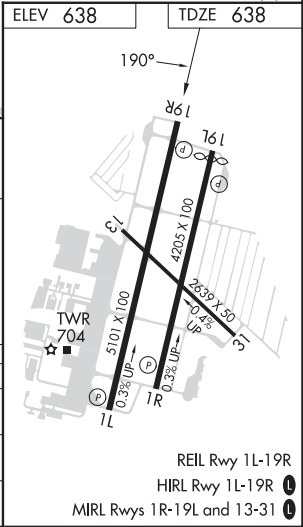
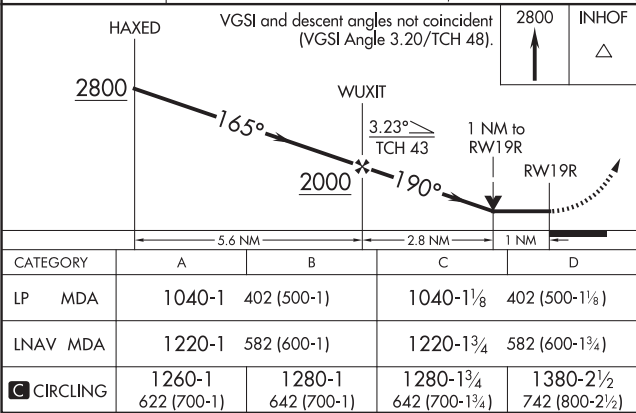
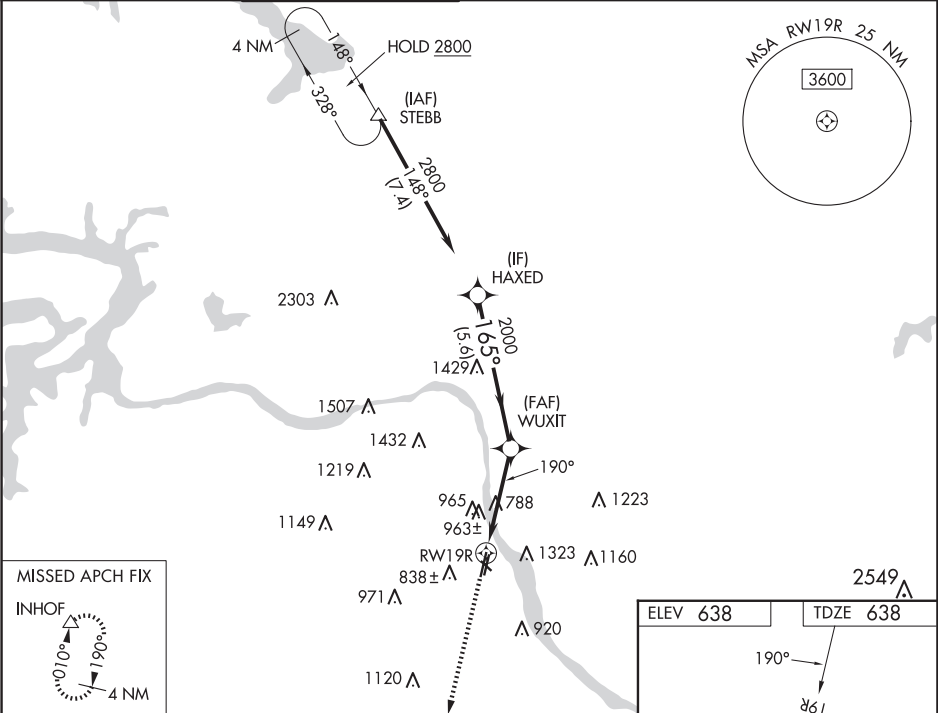
▼

⚠

Circling NA northeast of Rwy 31 and 19L. Rwy 19R helicopter visibility reduction below ¼ SM NA. VDP NA when using TUL altimeter setting. When local altimeter setting not received, use TUL altimeter setting: increase all MDAs 40 feet and LP visibility Cat C/D ¼ SM and Circling visibility Cat C ¼ SM.

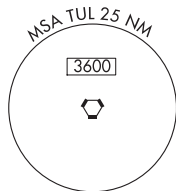
MISSED APPROACH: Climb to 2800 direct INHOF and hold.

ATIS 126.5	TULSA APP CON 134.7	RIVERSIDE TOWER ★ 120.3 (CTAF) 0	GND CON 121.7	CLNC DEL 124.5	UNICOM 122.95
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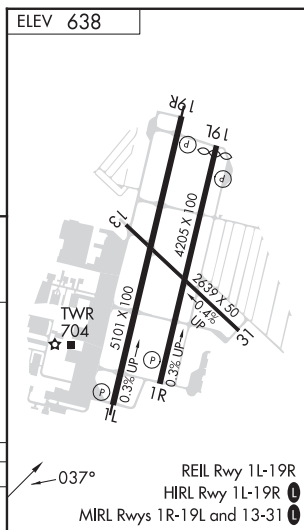


VOR/DME-A
TULSA RIVERSIDE (RVS)

- MISSED APPROACH:** Climbing left turn to 2900 via heading 280° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.



CATEGORY	A	B	C	D
C CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1 ¾ 642 (700-1 ¾)	1380-2 ½ 742 (800-2 ½)

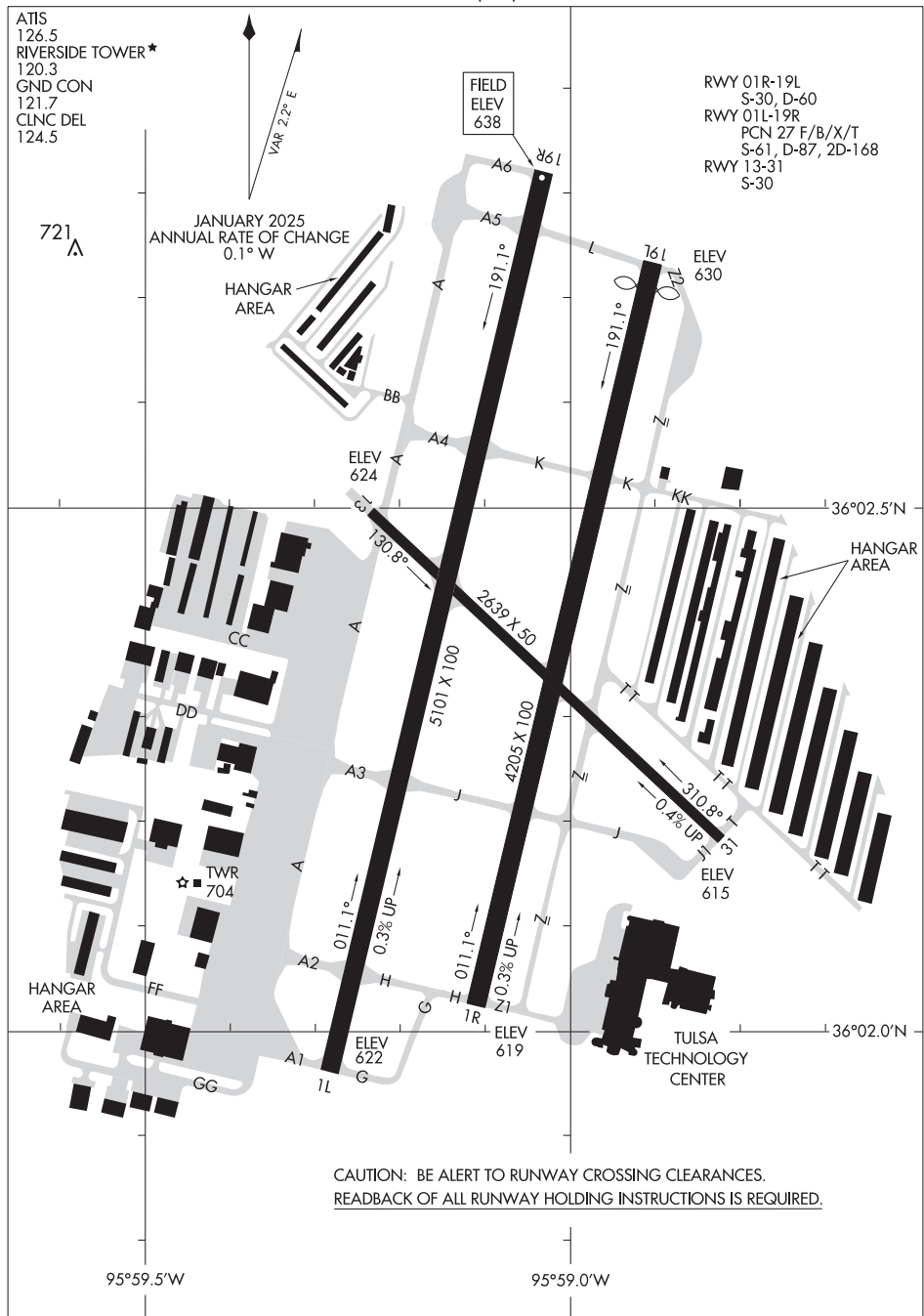


TULSA RIVERSIDE (RVS)
VOR/DME-A

SC-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

TULSA RIVERSIDE (RVS)
TULSA, OKLAHOMA



AIRPORT DIAGRAM

TULSA, OKLAHOMA
TULSA RIVERSIDE (RVS)

(TUL1.TUL) 24137

AL-5427 (FAA)

TULSA RIVERSIDE (RVS)

TULSA, OKLAHOMA

TULSA ONE DEPARTURE


TULSA DEP CON
124.0 338.3
ATIS
126.5
CLNC DEL
124.5
RIVERSIDE TOWER ★
120.3 (CTAF)

RADAR required.


TOP ALTITUDE:
15000

FARMINGTON
115.7 FAM 
Chan 104

BARTLESVILLE
117.9 BVO 
Chan 126


SPRINGFIELD
116.9 SGF 
Chan 116

TULSA
114.4 TUL 
Chan 91

RAZORBACK
116.4 RZC 
Chan 111

WILL ROGERS
114.1 IRW 
Chan 88

FORT SMITH
110.4 FSM 
Chan 41

ARDMORE
116.7 ADM 
Chan 114

MAVERICK
113.1 TTT 
Chan 78

TAKEOFF MINIMUMS

Rwys 1L/R, 19L/R: Standard.

Rwy 13: 300-3 or standard with minimum climb of 330' per NM to 1000.

Rwy 31: 400-2¼, or 300-1 with minimum climb of 315' per NM to 1100, or standard with minimum climb of 610' per NM to 900.

MSA TUL 25 NM

3600

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 010° to 1500, thence. . .TAKEOFF RUNWAY 13: Climb on heading 130° to 1500, thence. . .TAKEOFF RUNWAYS 19L/R: Climb on heading 190° to 1500, thence. . .TAKEOFF RUNWAY 31: Climb on heading 295° to 1500, thence. . .

. . . continue on assigned heading for RADAR vectors to assigned route, maintain 15000 or assigned lower altitude, expect further clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold east of TUL VORTAC on the 080° radial. Climb to 15000 feet or lower requested altitude, then proceed on course on filed route. Climb to requested altitude when established on course.

TULSA ONE DEPARTURE

(TUL1.TUL) 16MAY24

TULSA, OKLAHOMA

TULSA RIVERSIDE (RVS)

LOC I-EZQ 108.5	APCH CRS 175°	Rwy Idg TDZE Arpt Elev 9217 1287 1307
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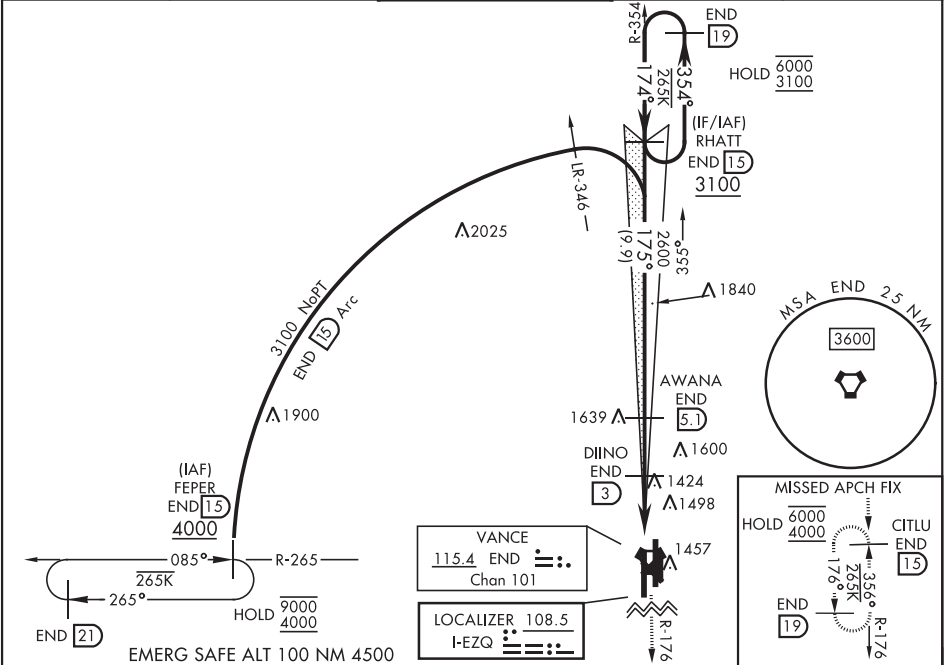
[USAF]

ILS or LOC RWY 17R

VANCE AFB (KEND)

▽ *When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1½ miles. ** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1½ miles.	SALS (A2)	MISSED APPROACH: Climb to 4000, intercept END VORTAC R-176 to CITLU and hold.
---	---------------------	---

ATIS ★ 115.4 263.15	APP CON 125.45 388.2 (E) 126.75 346.325 (W)	TOWER ★ 124.05 259.1	GNF CON 121.675 289.4	CLNC DEL 225.4
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4000 END R-176 END 15	CITLU END 15	RHATT END 15	AWANA END 5.1	DIINO END 3	END 19	6000 3100	GS 2.50° TCH 47	ELEV 1307 175° A2	TDZE 1287
2.8 NM	2.1 NM	1820	2600	175°	354°	174°			
CATEGORY	A	B	C	D	E				
S-ILS 17R	1487-¾		200	(200-¾)					
S-LOC 17R*	1680-¾ 393 (400-¾)		1680-¾ 393 (400-¾)						
CIRCLING	1760-1 453 (500-1)	1800-1½ 493 (500-1½)	1900-2 593 (600-2)	2400-3 1093 (1100-3)					
LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX									
S-LOC 17R**	1820-¾ 533 (600-¾)	1820-1¼ 533 (600-1¼)							
CIRCLING	1820-1 513 (600-1)	1820-1½ 513 (600-1½)	1900-2 593 (600-2)	2400-3 1093 (1100-3)					
HIRL Rwy 17C-35C, 17R-35L MIRL Rwy 17L-35R REIL Rwy 17L, 35R									
FAF to MAP 4.8 NM									
Knots	60	90	120	150	180				
Min:Sec	4:48	3:12	2:24	1:55	1:36				

ILS or LOC RWY 17R

ILS or LOC RWY 35L

VANCE AFB (KEND)

LOC I-JUS <u>111.55</u>	APCH CRS 355°	Rwy Idg 9217 TDZE 1307 Arpt Elev 1307
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[USAF]

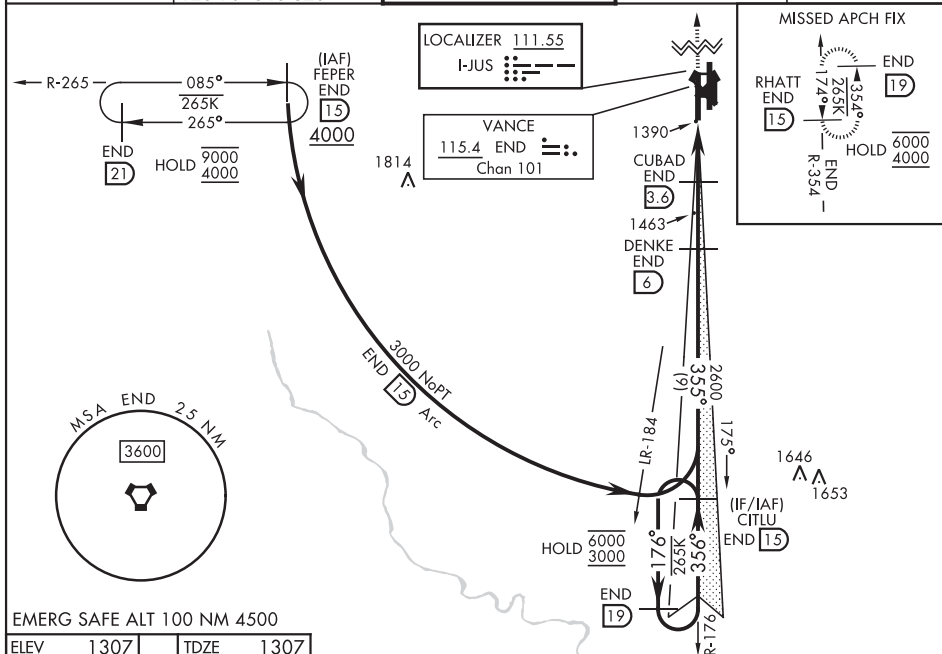
SALS

A_2

MISSED APPROACH: Climb to 4000, intercept END VORTAC R-354 to RHATT and hold.

T *When ALS inop, increase vis to 1 mile.
**When ALS inop, increase CAT AB vis to 1 mile;
CAT CDE vis to 1½ mile.

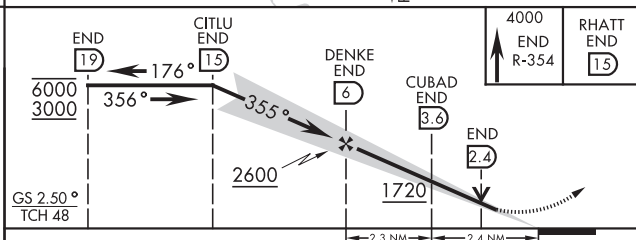
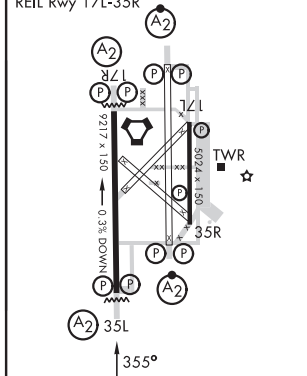
ATIS ★ 115.4 263.15	APP CON 125.45 388.2 EAST 126.75 346.325 WEST	TOWER ★ 124.05 259.1	GND CON 121.675 289.4	CLNC DEL 225.4
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EMERG SAFE ALT 100 NM 4500

ELEV	1307		TDZE	1307
------	------	--	------	------

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L-35R



CATEGORY	A	B	C	D	E
S-ILS 35L	1507-3/4		200	(200-3/4)	
S-LOC 35L*	1660-3/4		353	(400-3/4)	
 CIRCLING	1760-1 453 (500-1)		1800-1 1/2 493 (500-1 1/2)	1900-2 593 (600-2)	2400-3 1093 (1100-3)
LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX					
S-LOC 35L**	1720-3/4	413 (500-3/4)		1720-1	413 (500-1)
 CIRCLING	1760-1 453 (500-1)		1800-1 1/2 493 (500-1 1/2)	1900-2 593 (600-2)	2400-3 1093 (1100-3)

ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Orig 12JUN25

ILS or LOC RWY 35L

SC-1, 07 AUG 2025 to 02 OCT 2025

ENID, OKLAHOMA

RNAV (GPS) RWY 35R

APCH CRS 342°	Rwy Idg TDZE Arprt Elev	5024 1284 1307
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AL-135 (USAF)

VANCE AFB (KEND)

RNP APCH

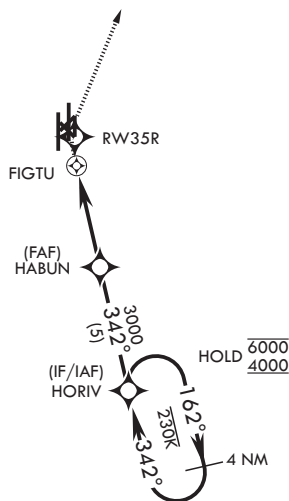
LNAV Visibility Reduction by Helicopters NA.

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 direct KRMLN and hold.

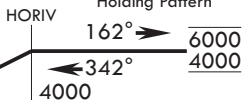
ATIS* 115.4 263.15	APP CON 125.45 388.2 (E) 126.75 346.325 (W)	TOWER* 124.05 259.1	GND CON 121.675 289.4	CLNC DEL 225.4
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1464

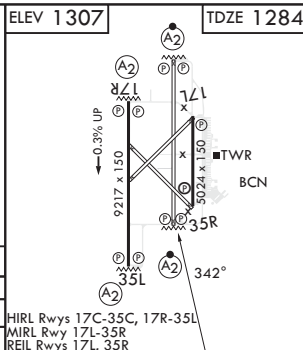
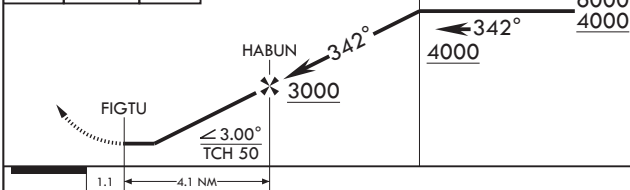
FOR USE BY 71 FTW
AIRCRAFT ONLY

EMERG SAFE ALT 100 NM 4500



ELEV 1307

TDZE 1284



CATEGORY	A	B	C	D
LNAV MDA	1720-1%	436 (500-1%)	NA	NA
CIRCLING	1760-1%	453 (500-1%)	NA	NA

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L, 35R

ENID, OKLAHOMA

36°20'N - 97°55'W

VANCE AFB (KEND)

Orig 24MAR22
TERPS

RNAV (GPS) RWY 35R

RNAV (GPS) Y RWY 17R

APCH CRS	Rwy Idg
163°	9217
TDZE	1287
Arpt Elev	1307

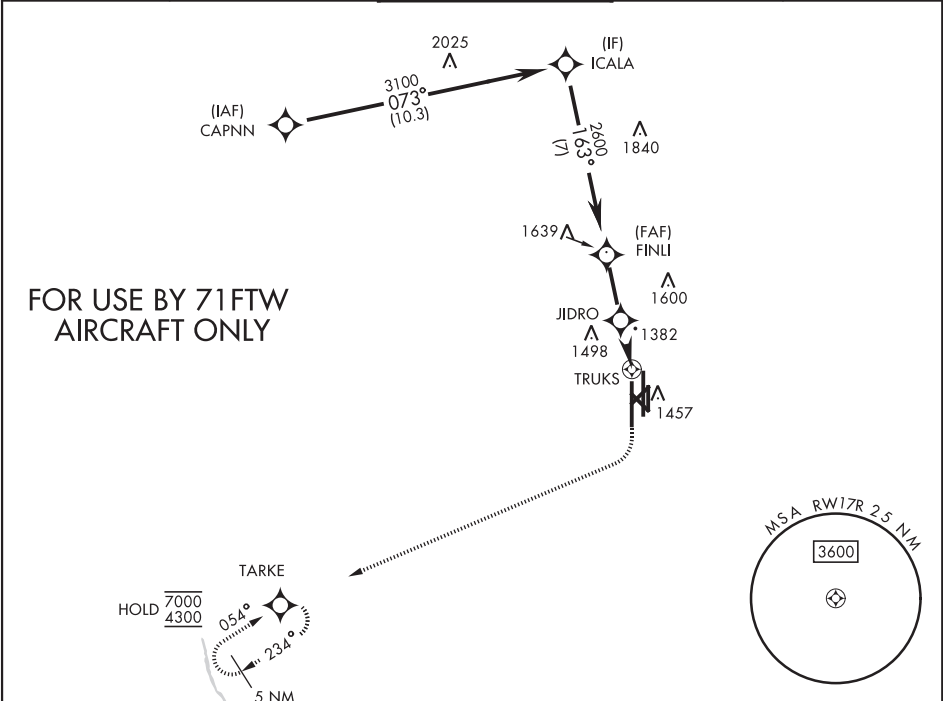
[USAF]

VANCE AFB (KEND)

RNP APCH - GPS	SALS
RADAR required	
* When ALS inop, increase vis to 1 mile. Circling visibility reduction by helicopters not authorized.	

MISSED APPROACH: Climb to 1900, then climbing right turn to 4300 direct TARKE and hold.

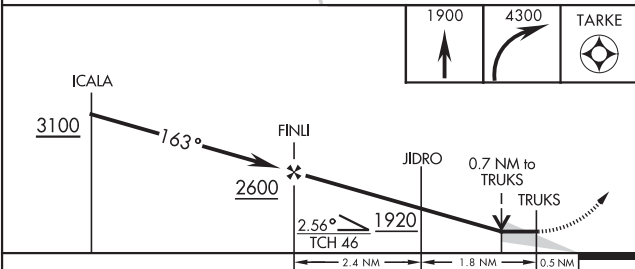
ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 (E) 126.75 346.325 (W)	124.05 259.1	121.675 289.4	225.4



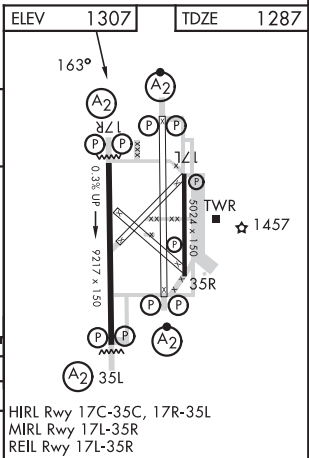
SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
LNAV MDA*	1640-3/4 353 (400-3/4)				
CIRCLING	1760-1 453 (500-1)	1800-1 1/2 493 (500-1 1/2)	1900-2 593 (600-2)	2400-3 1093 (1100-3)	



RNAV (GPS) Y RWY 17R


ENID, OKLAHOMA

RNAV (GPS) Y RWY 35L

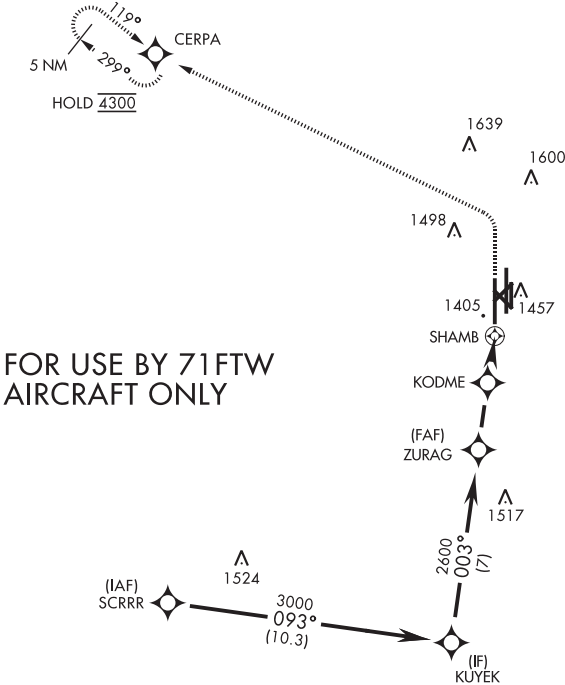
APCH CRS	Rwy Idg
003°	9217
	THRE
	1307
	Arpt Elev
	1307

[USAF]

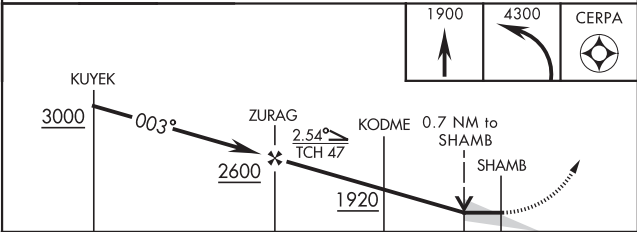
VANCE AFB (KEND)

RNP APCH - GPS	SALS	MISSED APPROACH: Climb to 1900, then climbing left turn to 4300 direct CERPA and hold.
RADAR required	(A2) 	
▼ * When ALS inop, increase vis to 1 mile. Circling visibility reduction by helicopters not authorized.		

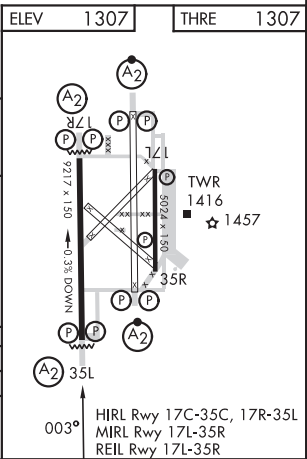
ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 (E) 126.75 346.325 (W)	124.05 259.1	121.675 289.4	225.4



EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
LNAV MDA ★	1660 - 3/4	353	(400 - 3/4)		
CIRCLING	1760-1 453 (500-1)	1800-1 1/2 493 (500-1 1/2)	1900-2 593 (600-2)	2400-3 1093 (1100-3)	



ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Amdt 6 12JUN25

RNAV (GPS) Y RWY 35L

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

ENID, OKLAHOMA

VOR/DME RWY 17L

VORTAC END <u>115.4</u> Chgn 101	APCH CRS 196°	Rwy Idg 5024 TDZE 1282 Arpt Elev 1307
--	-------------------------	--

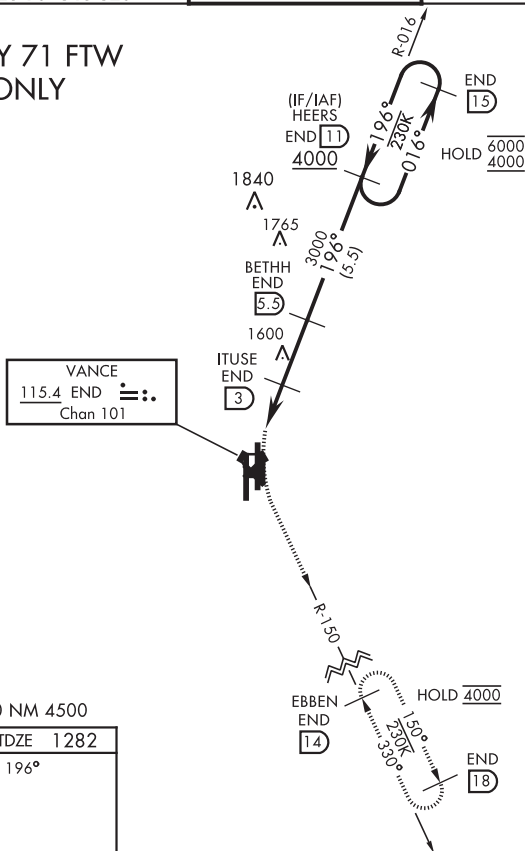
AL-135 [USAF]

VANCE AFB (KEND)

	MISSED APPROACH: Climbing left turn to 4000 on heading 165°, intercept END VORTAC R-150 to EBBEN and hold.
---	---

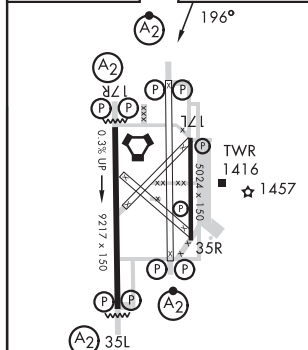
ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.675 289.4	225.4

FOR USE BY 71 FTW
ACFT ONLY



EMERG SAFE ALT 100 NM 4500

ELEV 1307		TDZE 1282
-----------	--	-----------



HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L-35R

[illegible]

ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Orig 24MAR22

VOR/DME RWY 17L

ENID, OKLAHOMA

VOR/DME RWY 35R

VORTAC END 115.4 Chan 101	APCH CRS 342°	Rwy Idg TDZE 1284 Arpt Elev 1307
---	-------------------------	--

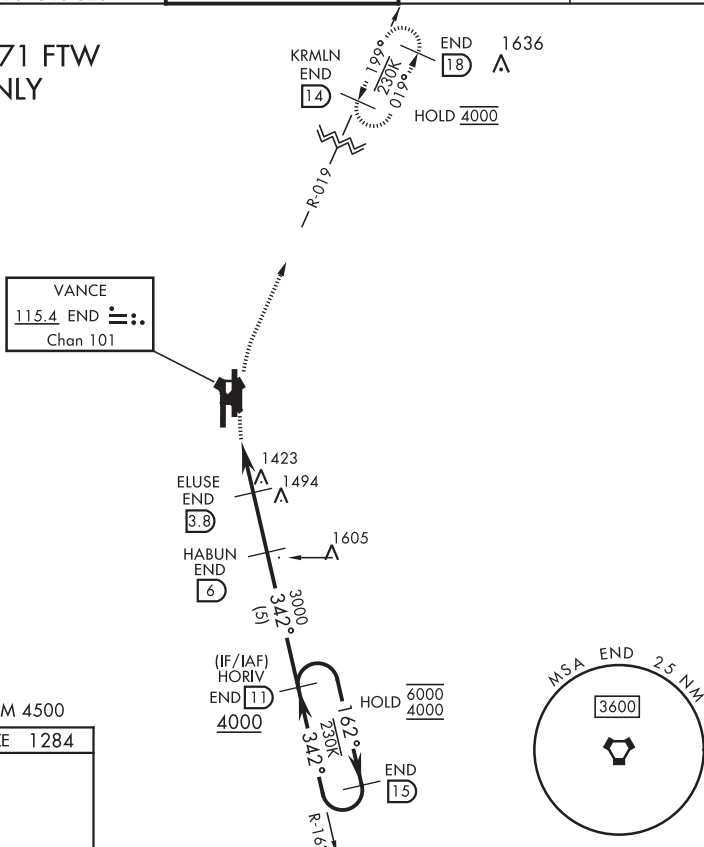
AL-135 [USAF]

VANCE AFB (KEND)

V Visibility reduction by helicopters NA.	MISSED APPROACH: Climbing right turn to 4000 on heading 005°, intercept END VORTAC R-019 to KRMLN and hold.
---	---

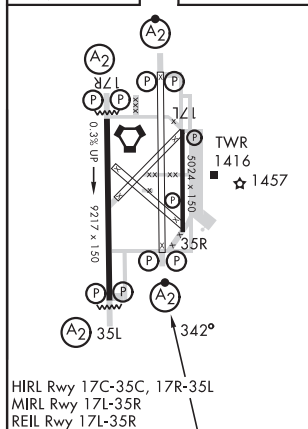
ATIS ★ 115.4 263.15	APP CON 125.45 388.2 EAST 126.75 346.325 WEST	TOWER ★ 124.05 259.1	GND CON 121.675 289.4	CLNC DEL 225.4
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FOR USE BY 71 FTW
ACFT ONLY



EMERG SAFE ALT 100 NM 4500

ELEV 1307	TDZE 1284
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HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L-35R

4000

hdg 005°

END R-019

KRMLN END 14

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

VORTAC

FIGTU 1.9

ELUSE 3.8

TCH 40

2280

HABUN 6

HORIV 11

162°

342°

3000

4000

6000

4000

15

1.1

1.9 NM

2.2 NM

CATEGORY	A	B	C	D
S-35R	1720-1 ³ / ₈ 436 (500-1 ³ / ₈)			NA
C CIRCLING	1760-1 ³ / ₈ 453 (500-1 ³ / ₈)			NA

ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Orig 24MAR22

VOR/DME RWY 35R

VOR/DME or TACAN RWY 17R

VORTAC END <u>115.4</u> Chan 101	APCH CRS 162°	Rwy Idg 9217 TDZE 1287 Arpt Elev 1307
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[USAF]

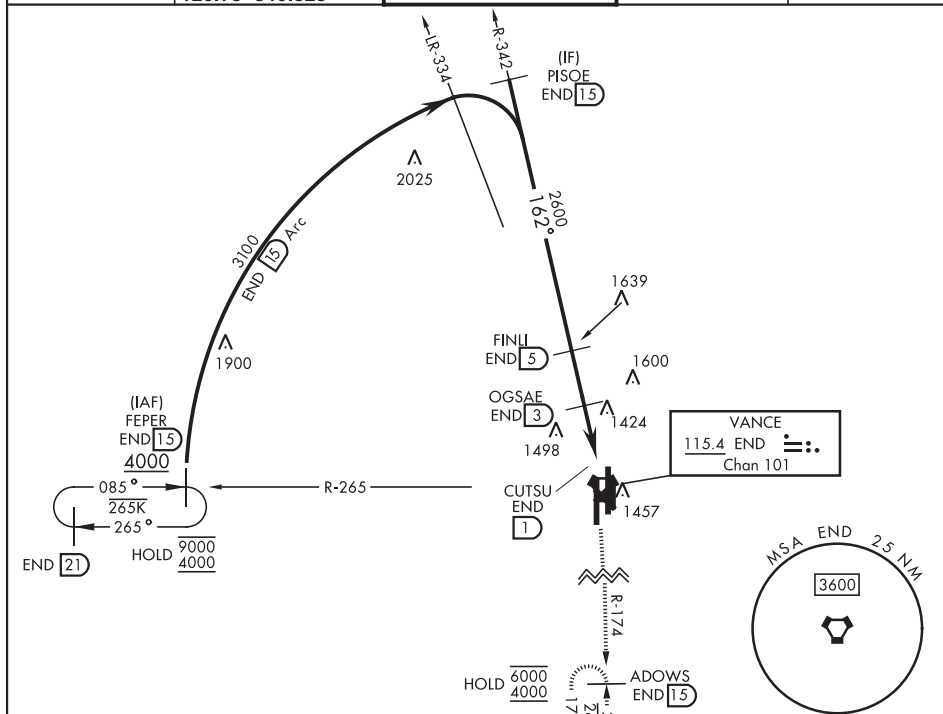
VANCE AFB (KEND)

T * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.

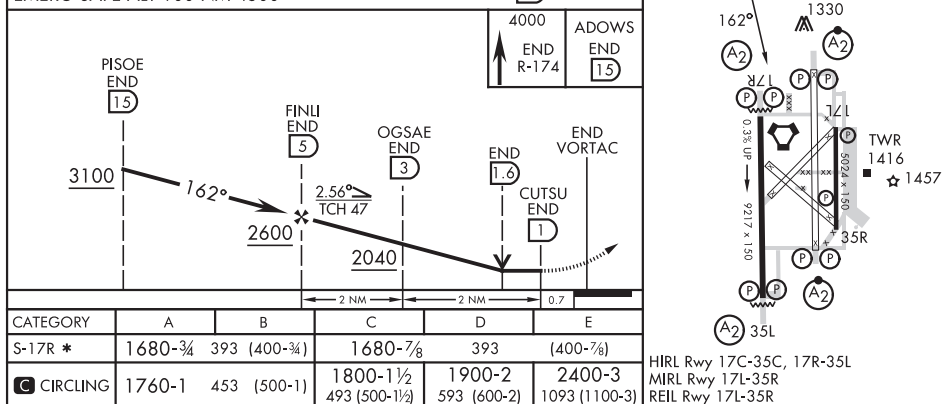
SALS

MISSED APPROACH: Climb to 4000, intercept
END VORTAC R-174 to ADOWS and hold.

ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.675 289.4	225.4



EMERG SAFE ALT 100 NM 4500



ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Amdt 5 12JUN25

VOR/DME or TACAN RWY 17R

ENID, OKLAHOMA

VOR/DME or TACAN RWY 35L

VORTAC END 115.4 Chan 101	APCH CRS 003°	Rwy Idg 9217 TDZE 1307 Arpt Elev 1307
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[USAF]

VANCE AFB (KEND)



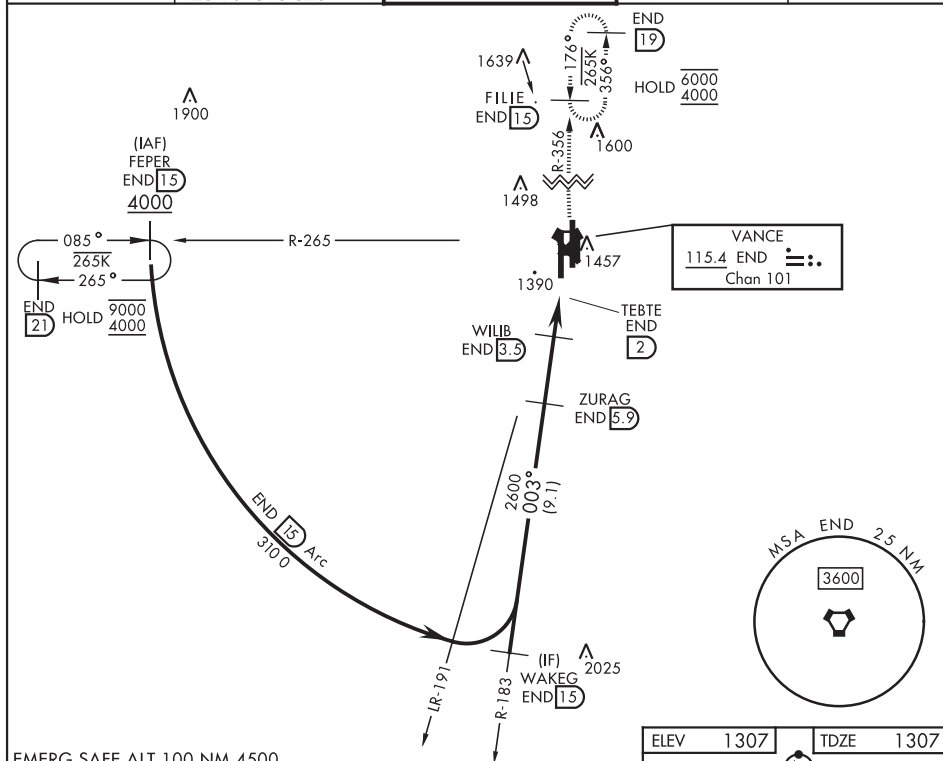
* When ALS inop, increase vis to 1 mile.

SALS

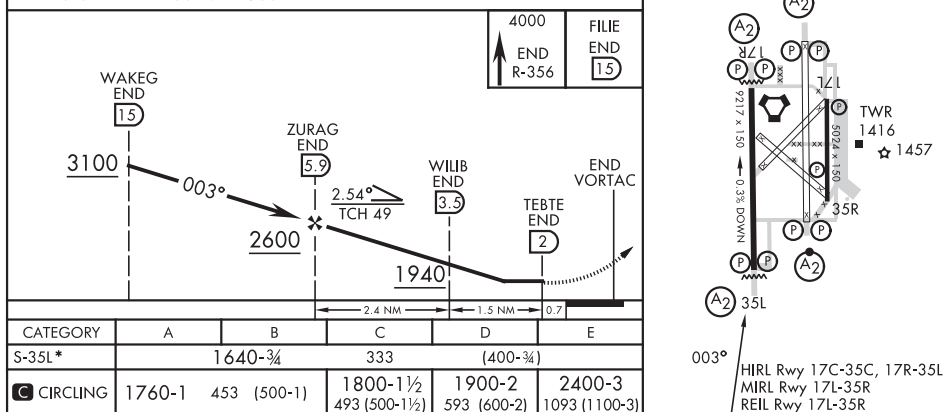


MISSED APPROACH: Climb to 4000, intercept
END VORTAC R-356 to FILIE and hold.

ATIS ★ 115.4 263.15	APP CON 125.45 388.2 EAST 126.75 346.325 WEST	TOWER ★ 124.05 259.1	GND CON 121.675 289.4	CLNC DEL 225.4
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EMERG SAFE ALT 100 NM 4500



ENID, OKLAHOMA

36° 20'N-97° 55'W

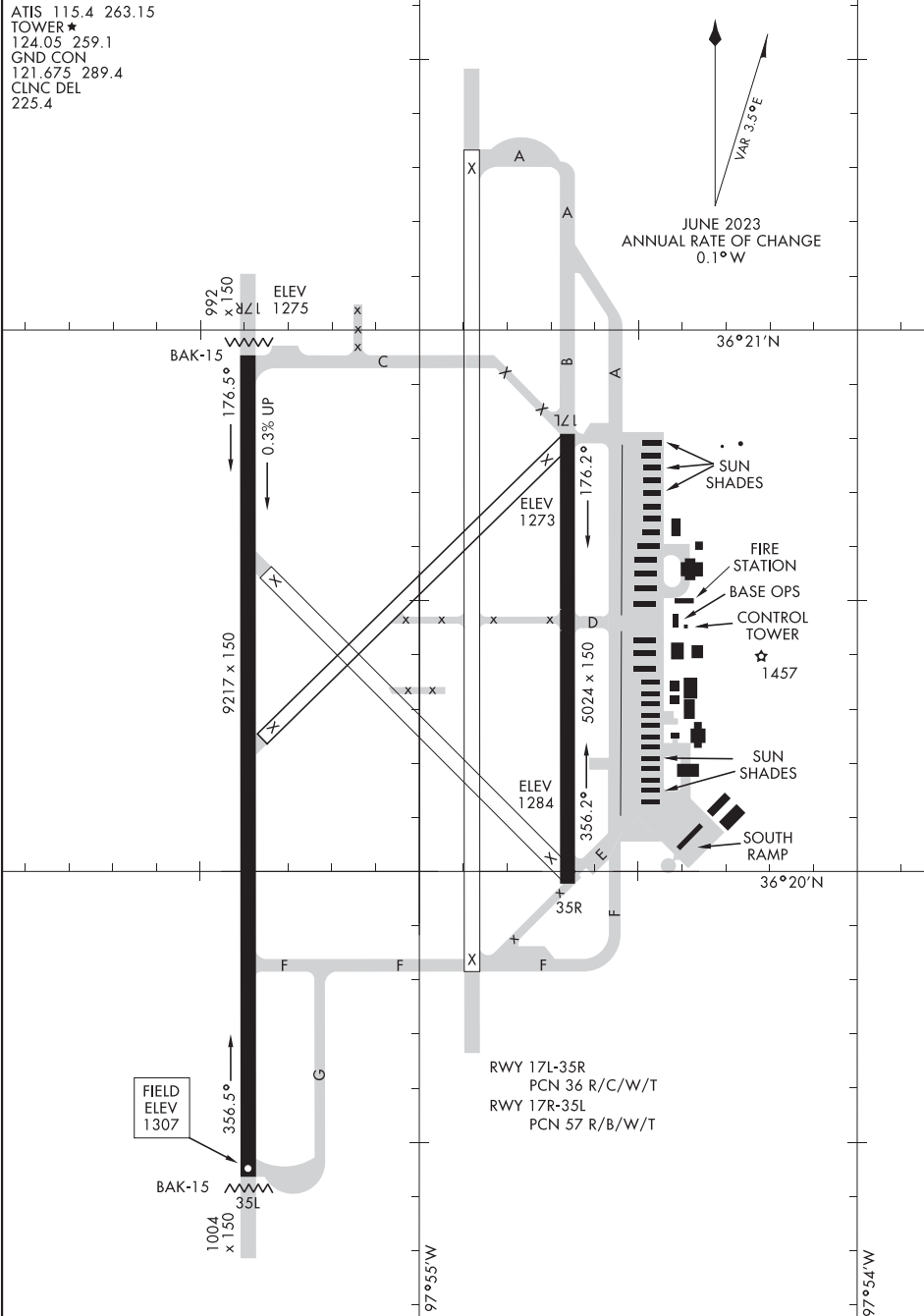
VANCE AFB (KEND)

Amdt 5 12JUN25

VOR/DME or TACAN RWY 35L

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

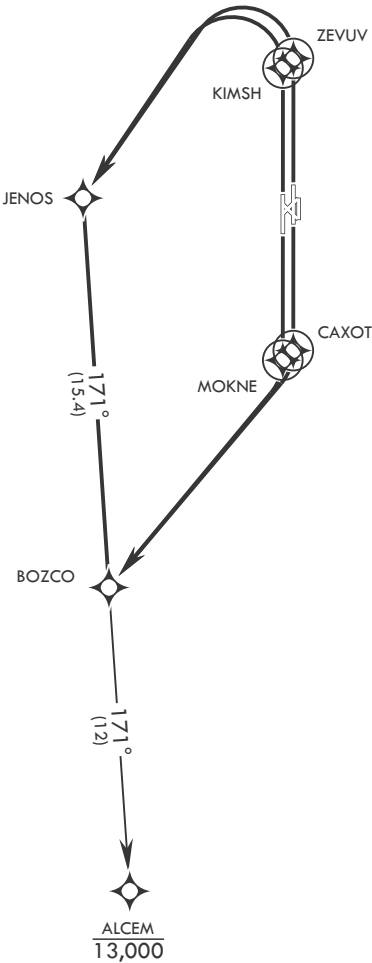


SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

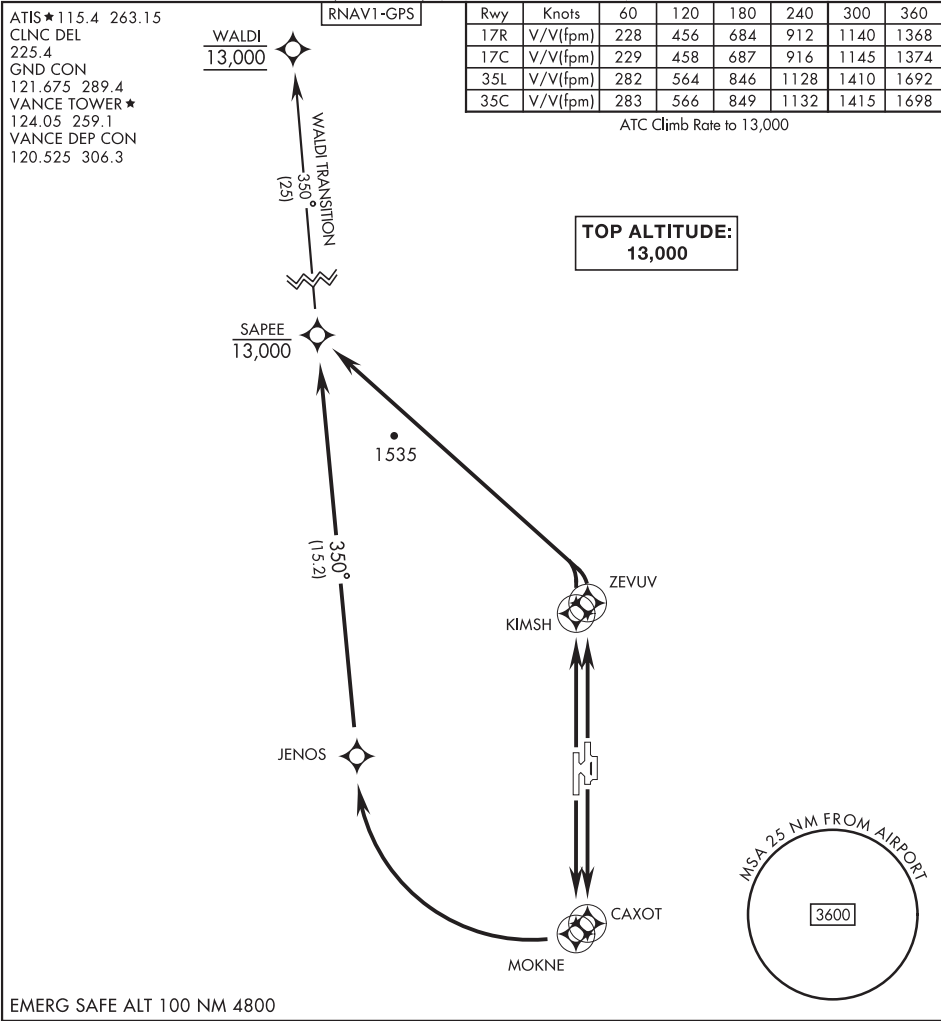
ATIS ★
115.4 263.15
CLNC DEL
225.4
GND CON
121.675 289.4
TOWER ★
124.05 259.1
DEP CON
120.525 306.3

TOP ALTITUDE:
13,000



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 17C: Climb direct CAXOT, then right turn direct BOZCO, thence...
- TAKEOFF RWY 17R: Climb direct MOKNE, then right turn direct BOZCO, thence...
- TAKEOFF RWY 35C: Climb direct ZEVUV, then left turn direct JENOS, then track 171° to BOZCO, thence...
- TAKEOFF RWY 35L: Climb direct KIMSH, then left turn direct JENOS, then track 171° to BOZCO, thence...
- ALCEM TRANSITION (BOZCO1.ALCEM): ...from over BOZCO climbing track 171° to cross ALCEM at or below 13,000.



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17C: Climb direct CAXOT, then right turn direct JENOS, then climbing track 350° to cross SAPEE at or below 13,000, thence...

TAKEOFF RWY 17R: Climb direct MOKNE, then right turn direct JENOS, then climbing track 350° to cross SAPEE at or below 13,000, thence...

TAKEOFF RWY 35L: Climb direct KIMSH, then climbing left turn direct to cross SAPEE at or below 13,000, thence...

TAKEOFF RWY 35C: Climb direct ZEVUV, then climbing left turn direct to cross SAPEE at or below 13,000, thence...

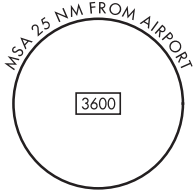
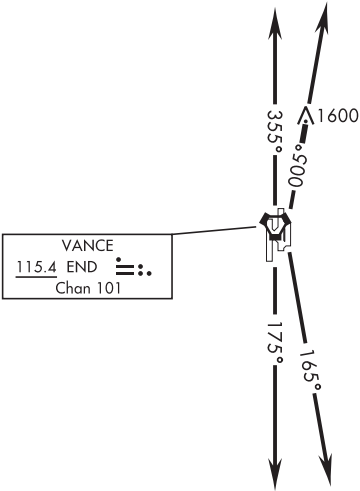
WALDI TRANSITION (SAPEE1.WALDI): ...from over SAPEE climbing track 350° to cross WALDI at 13,000.

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.675 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3

1535



SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

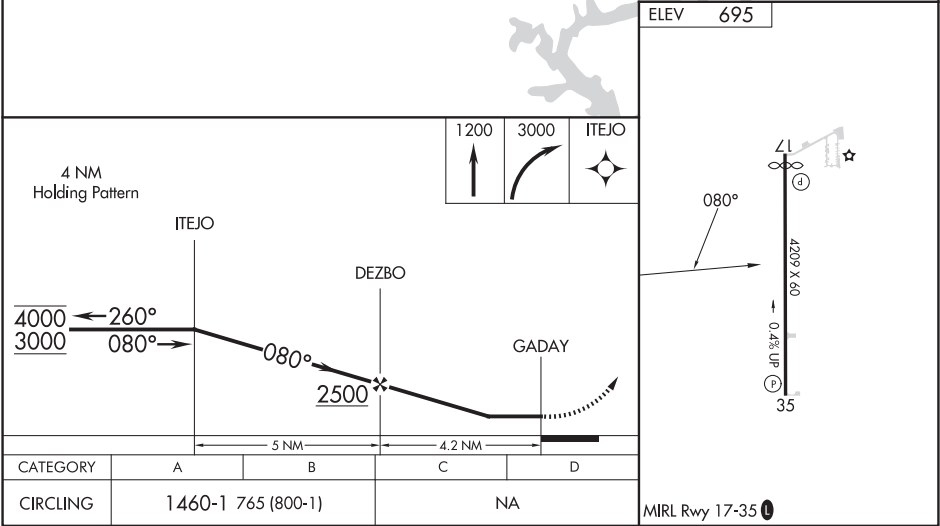
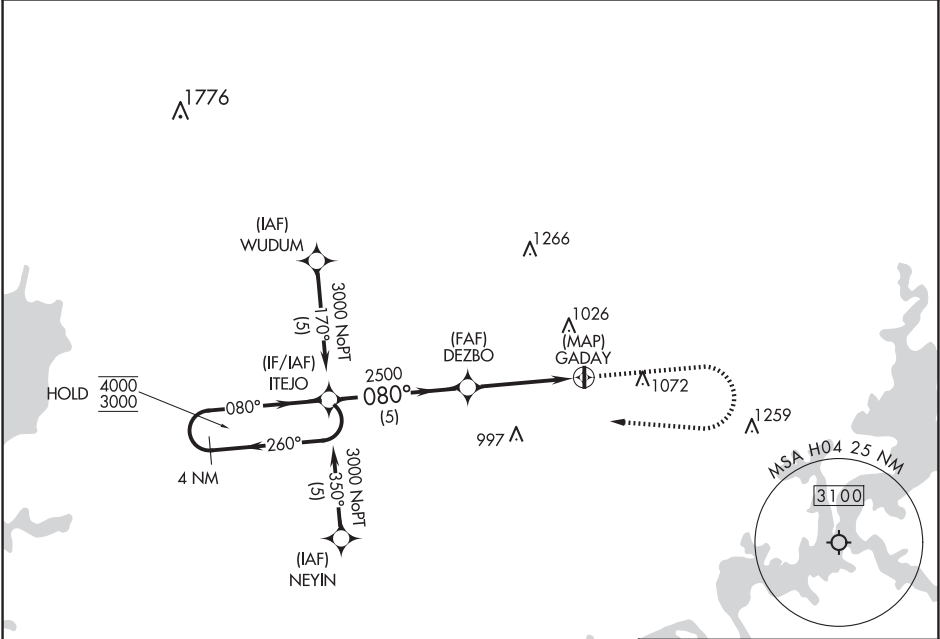
- TAKEOFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude.
 - TAKEOFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude.
 - TAKEOFF RWY 17L: Track 165° climbing to 5000 or assigned altitude.
 - TAKEOFF RWY 35R: Track 005° climbing to 5000 or assigned altitude.
- Expect RADAR vector to assigned route. Expect further clearance to filed altitude 10 minutes after departure.

APP CRS	Rwy Idg	N/A
080°	TDZE	N/A
	Apt Elev	695

RNAV (GPS)-A
VINITA MUNI (H04)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct ITEJO and hold.
▼ ▲ NA Use Claremore altimeter setting.	

GCM AWOS-3P 119.925	KANSAS CITY CENTER 128.6 282.325	122.9 (CTAF) 0
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SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAGONER, OKLAHOMA

AL-10271 (FAA)

25163

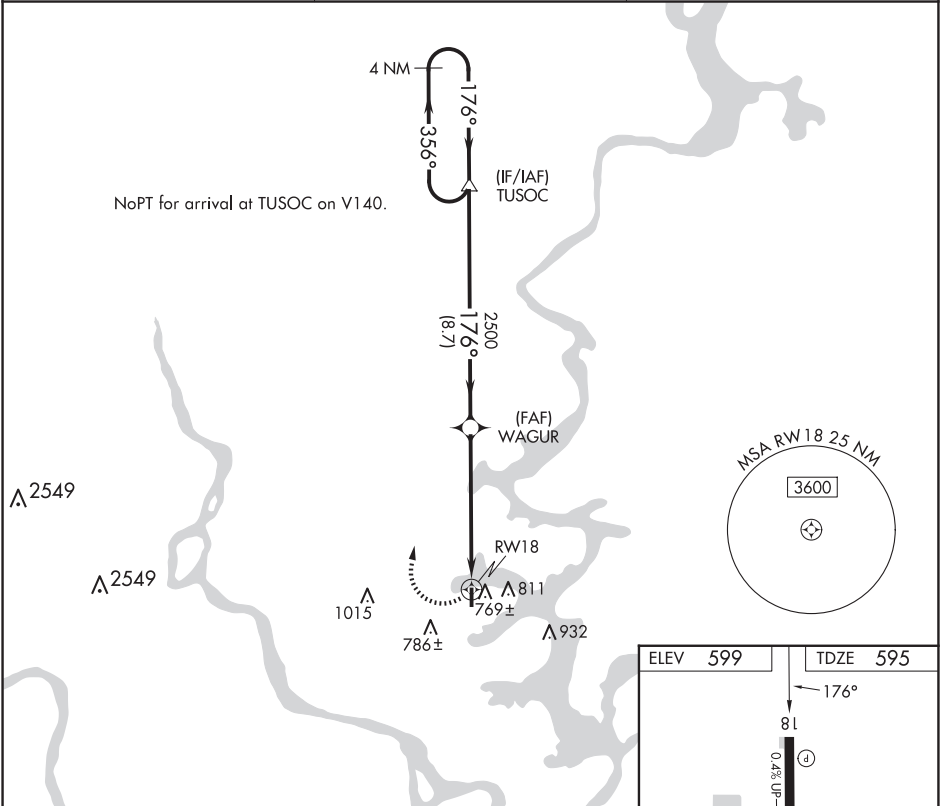
APP CRS	Rwy Ldg	3401
176°	TDZE	595
	Apt Elev	599

RNAV (GPS) RWY 18

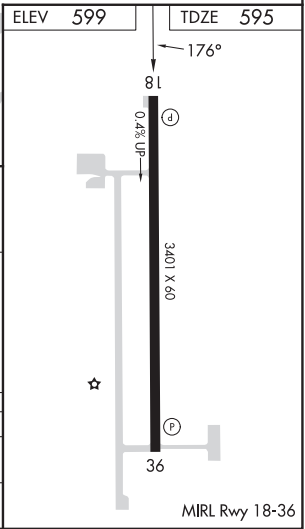
HEFNER-EASLEY (H68)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 2500 direct TUSOC and hold.
<div><div>Procedure NA at night. Use Pryor altimeter setting.</div><div>Rwy 18 helicopter visibility reduction below 1 SM NA.</div></div>	

H71 AWOS-3PT 120.1	TULSA APP CON 119.1 360.825	CTAF 122.9
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4 NM Holding Pattern		TUSOC	WAGUR	2500	TUSOC
2500		176°	176°	2500	
		356°	356°	3.05°	
		176°	176°	TCH 37	
		8.7 NM	5.8 NM		
CATEGORY	A	B	C	D	
RNAV MDA	1080-1	485 (500-1)	NA		
CIRCLING	1160-1	561 (600-1)	NA		



WAGONER, OKLAHOMA
Amdt 1B 12JUN25

35°58'N-95°21'W

HEFNER-EASLEY (H68)

RNAV (GPS) RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
356°

Rwy Idg
TDZE
Apt Elev

3401
599
599

RNAV (GPS) RWY 36

HEFNER-EASLEY (H68)

RNP APCH

NA

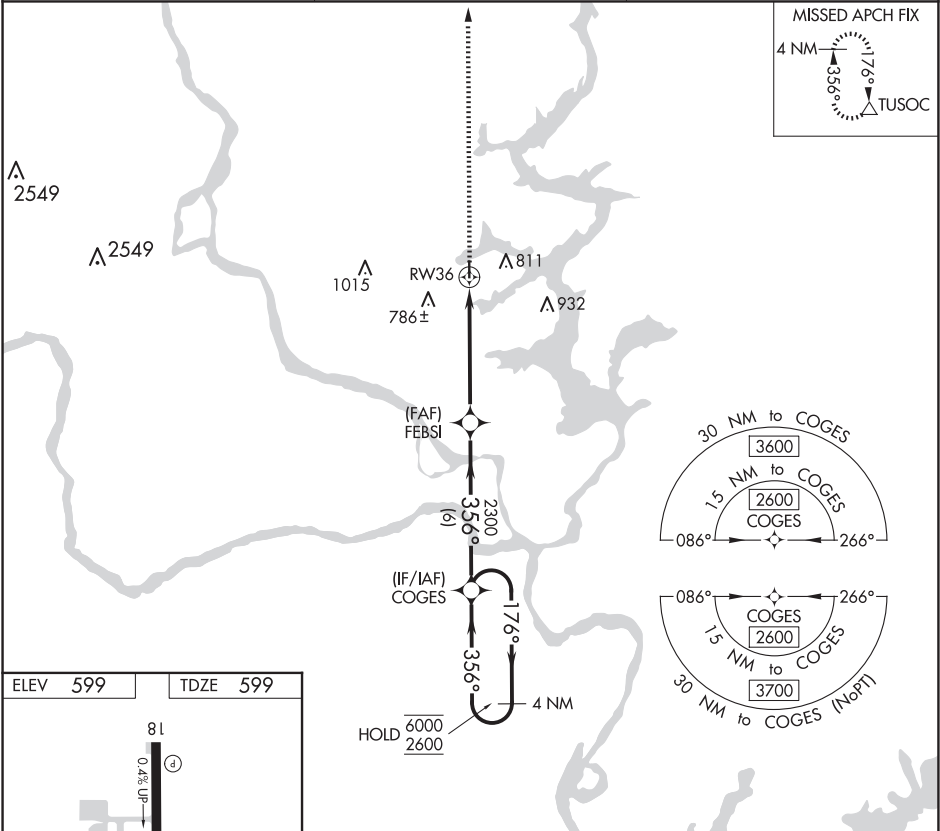
Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Pryor altimeter setting.

MISSED APPROACH: Climb to 2500 direct TUSOC and hold.

H71 AWOS-3PT
120.1

TULSA APP CON
119.1 360.825

CTAF
122.9



ELEV 599 TDZE 599

MIRL Rwy 18-36

2500 TUSOC

Visual Segment - Obstacles.

CATEGORY	A	B	C	D
LNAV MDA	1140-1	541 (600-1)	NA	
CIRCLING	1160-1	561 (600-1)	NA	

WALNUT RIDGE, ARKANSAS

AL-441 (FAA)

25219

WAAS CH 77825 W04A	APP CRS 044°	Rwy Ldg TDZE Apt Elev	6001 279 279
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RNAV (GPS) RWY 4

WALNUT RIDGE RGNL (ARG)

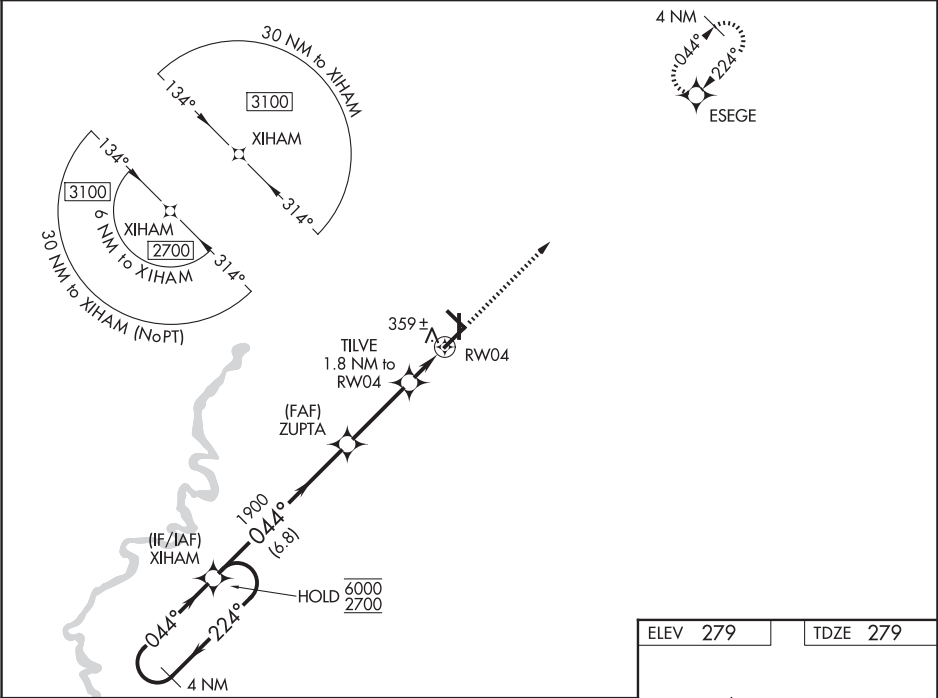
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM. Inop table does not apply to LPV and LNAV/VNAV all Cats.

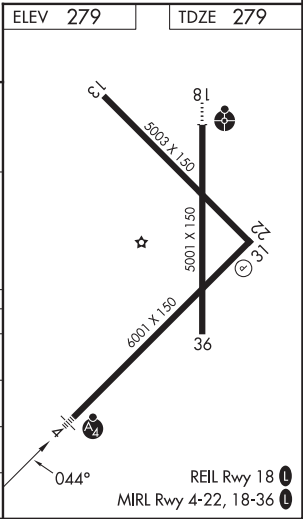
MALSF

MISSED APPROACH: Climb to 2700 direct ESEGE and hold.

AWOS-3PT 126.525	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		XIHAM		ZUPTA		TILVE		2700		ESEGE	
6000 2700		← 224° 044° →		044°		1900		1.8 NM to RW04		0.9 NM to RW04	
GP 3.00° TCH 45				1900		900		RW04			
		6.8 NM		3.1 NM		0.9		0.9			
CATEGORY	A	B	C	D							
LPV DA	529-¾		250 (300-¾)								
LNAV/VNAV DA	529-¾		250 (300-¾)								
LNAV MDA	620-¾		341 (400-¾)								
CIRCLING	840-1	561 (600-1)	840-1½ 561 (600-1½)	1000-2¼ 721 (800-2¼)							



WALNUT RIDGE, ARKANSAS

Orig-C 03NOV22

36°07'N-90°56' W

WALNUT RIDGE RGNL (ARG)

RNAV (GPS) RWY 4

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65925 W18A	APP CRS 179°	Rwy Ldg TDZE 275 Apt Elev 279
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RNAV (GPS) RWY 18

WALNUT RIDGE RGNL (ARG)

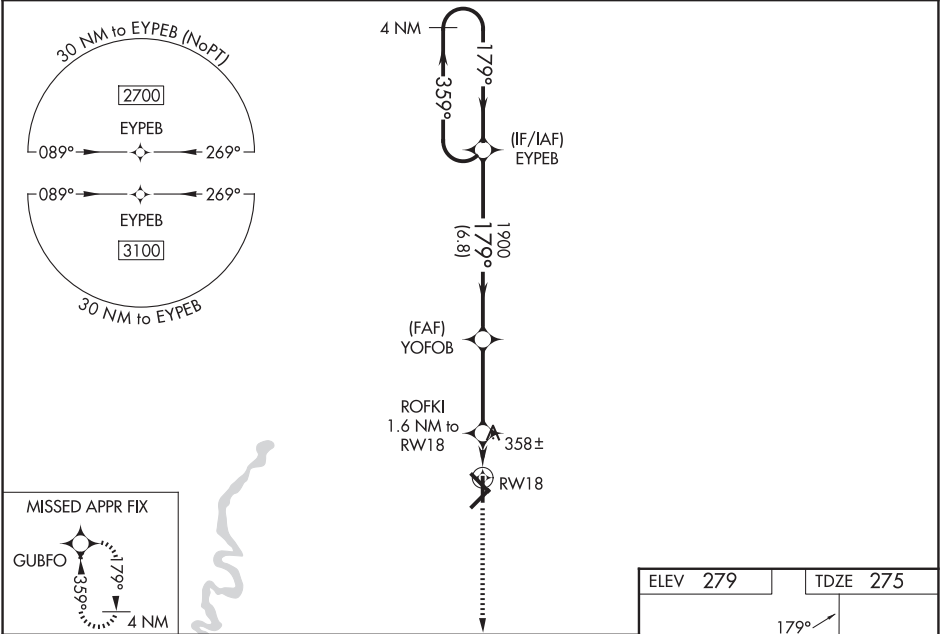
V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jonesboro altimeter setting and increase LPV DA to 529 feet, LNAV/VNAV DA to 579 feet, and all MDAs 60 feet; increase Circling Cat D visibility ¼ SM. For inoperative ODALS, increase LPV all Cats and LNAV/VNAV all Cats visibility to ¾ mile and LNAV Cat C and D visibility to 1 mile. Baro-VNAV and VDP NA with Jonesboro altimeter setting.

ODALS

MISSED APPROACH:

Climb to 3100 direct GUBFO and hold.

AWOS-3PT 126.525	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern

EYPEB

YOFOB

ROFKI 1.6 NM to RW18

3100

GUBFO

*LNAV only.

2700

GP 3.00° TCH 45

1900

*820

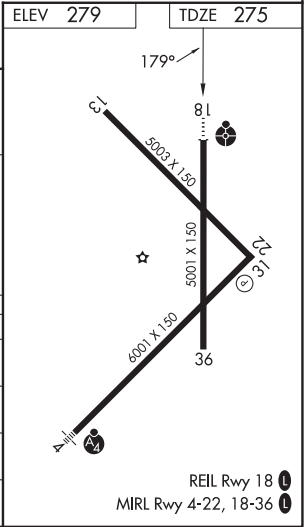
6.8 NM

3.4 NM

0.6

1 NM

CATEGORY	A	B	C	D
LPV DA		475-¾	200 (200-¾)	
LNAV/VNAV DA		525-¾	250 (300-¾)	
LNAV MDA	620-¾	345 (400-¾)	620-⅞	345 (400-⅞)
CIRCLING	760-1	481 (500-1)	800-1½ 521 (600-1½)	1000-2¼ 721 (800-2¼)



WALNUT RIDGE, ARKANSAS

AL-441 (FAA)

25219

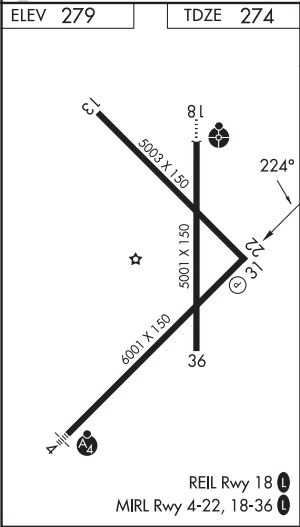
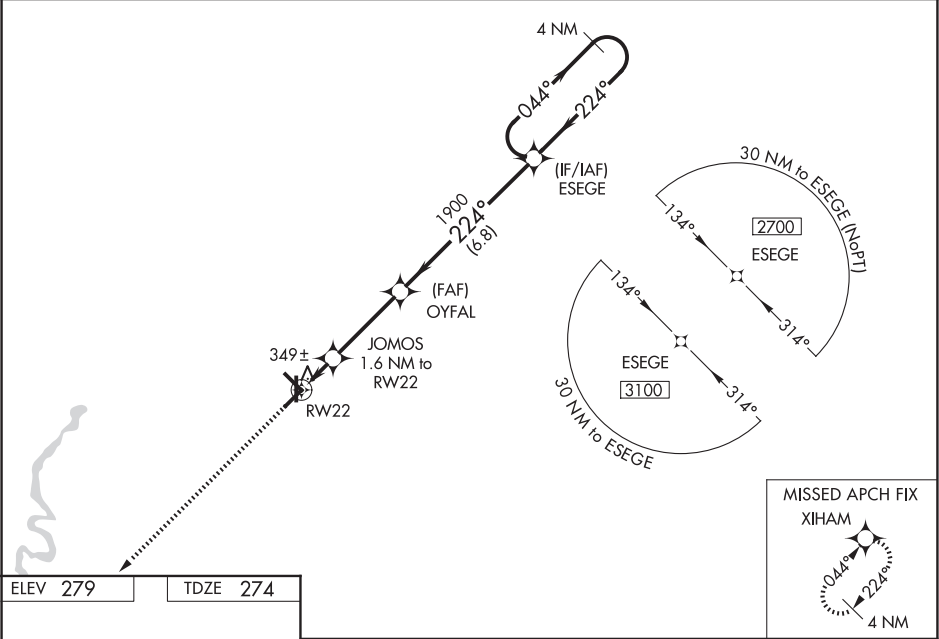
WAAS CH 82125 W22A	APP CRS 224°	Rwy Ldg TDZE 274 Apt Elev 279
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RNAV (GPS) RWY 22
WALNUT RIDGE RGNL (ARG)

⚠ Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP NA with Jonesboro altimeter setting. When local altimeter setting not received, use Jonesboro altimeter setting and increase LPV and LNAV/VNAV DA to 578 feet, and all MDAs 60 feet; increase LNAV Cats C/D visibility ½ SM and Circling Cat D visibility ¼ SM.

MISSED APPROACH:
Climb to 2700 direct XIHAM and hold.

AWOS-3PT 126.525	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) ①
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<div>2700 XIHAM</div> <div>*LNAV only.</div> <div>RW22</div> <div>JOMOS 1.6 NM to RW22</div> <div>OYFAL</div> <div>ESEGE</div> <div>4 NM Holding Pattern</div> <div>044° 224° 2700</div> <div>GP 3.00° TCH 45</div>				
CATEGORY	A	B	C	D
LPV DA	524-1 250 (300-1)			
LNAV/VNAV DA	524-1 250 (300-1)			
LNAV MDA	600-1 326 (400-1)			
CIRCLING	760-1 481 (500-1)		800-1½ 521 (600-1½)	1000-2¼ 721 (800-2¼)

WALNUT RIDGE, ARKANSAS
Amdt 1B 20MAY21

36°07'N-90°56'W

WALNUT RIDGE RGNL (ARG)
RNAV (GPS) RWY 22

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45825 W36A	APP CRS 359°	Rwy Ldg TDZE 274 Apt Elev 279
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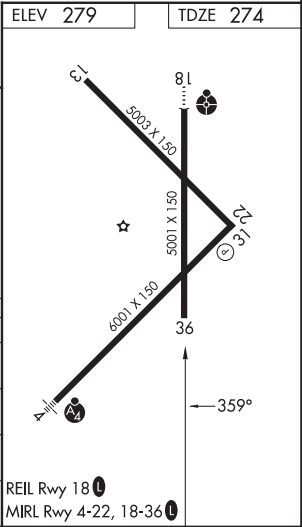
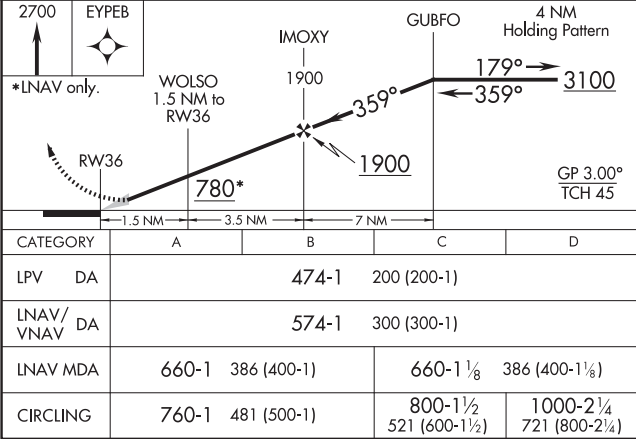
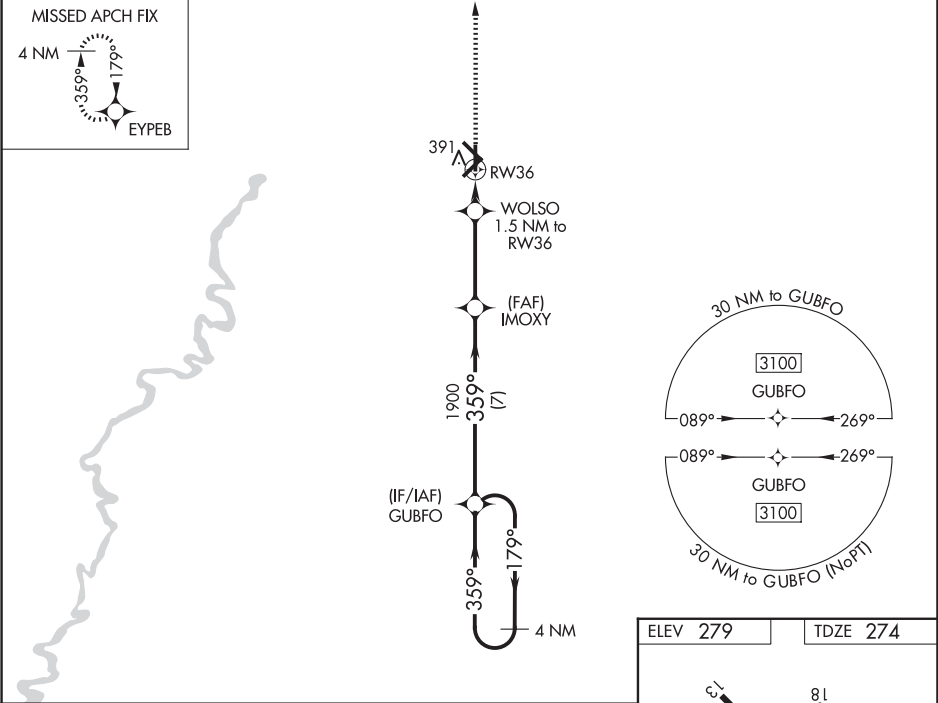
RNAV (GPS) RWY 36

WALNUT RIDGE RGNL (ARG)

Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jonesboro altimeter setting and increase LPV DA to 528 feet, LNAV/VNAV DA to 628 feet, and all MDAs 60 feet; increase LNAV Cats C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH:
Climb to 2700 direct EYPEB and hold.

AWOS-3PT 126.525	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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WALNUT RIDGE, ARKANSAS

AL-441 (FAA)

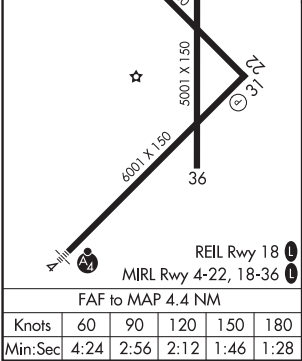
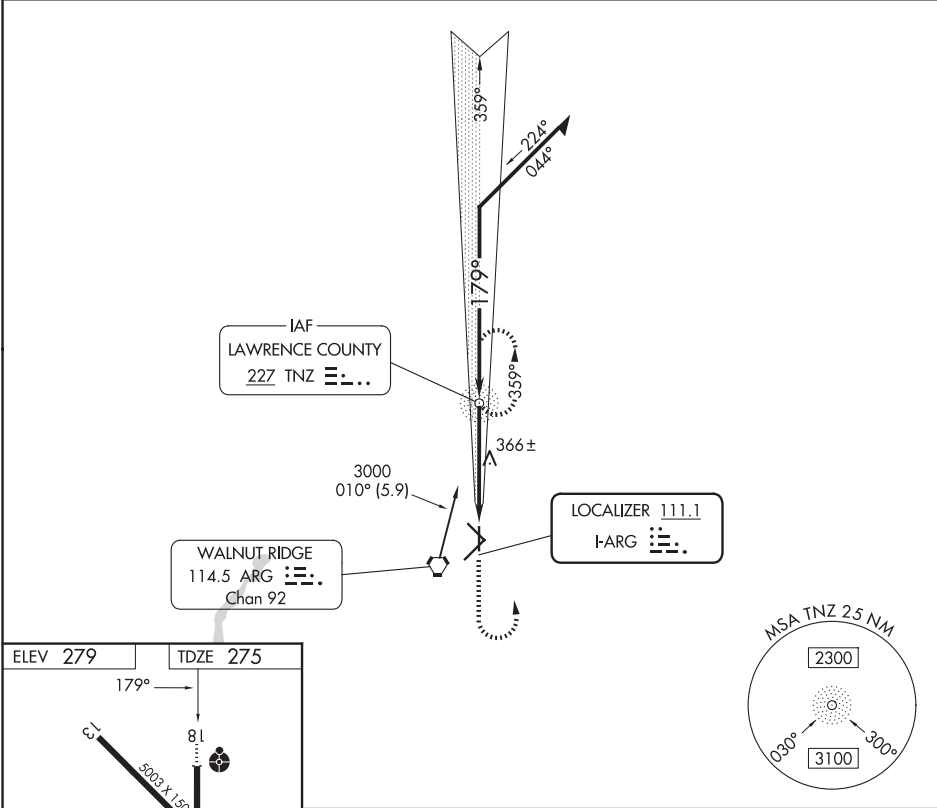
25219

LOC I-ARG 111.1	APP CRS 179°	Rwy Ldg TDZE Apt Elev	5001 275 279
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LOC RWY 18
WALNUT RIDGE RGNL (ARG)

ADF required. ▼ NA Inop table does not apply to S-18 Cat D.	ODALS ☼ ⋮	MISSED APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.
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AWOS-3PT 126.525	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) ①
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900	1700	TNZ	TNZ NDB	Remain within 10 NM
4.4 NM				
CATEGORY	A	B	C	D
S-18	620-3/4	345 (400-3/4)	620-7/8 345 (400-7/8)	620-1 1/4 345 (400-1 1/4)
CIRCLING	760-1	481 (500-1)	800-1 1/2 521 (600-1 1/2)	1000-2 1/4 721 (800-2 1/4)

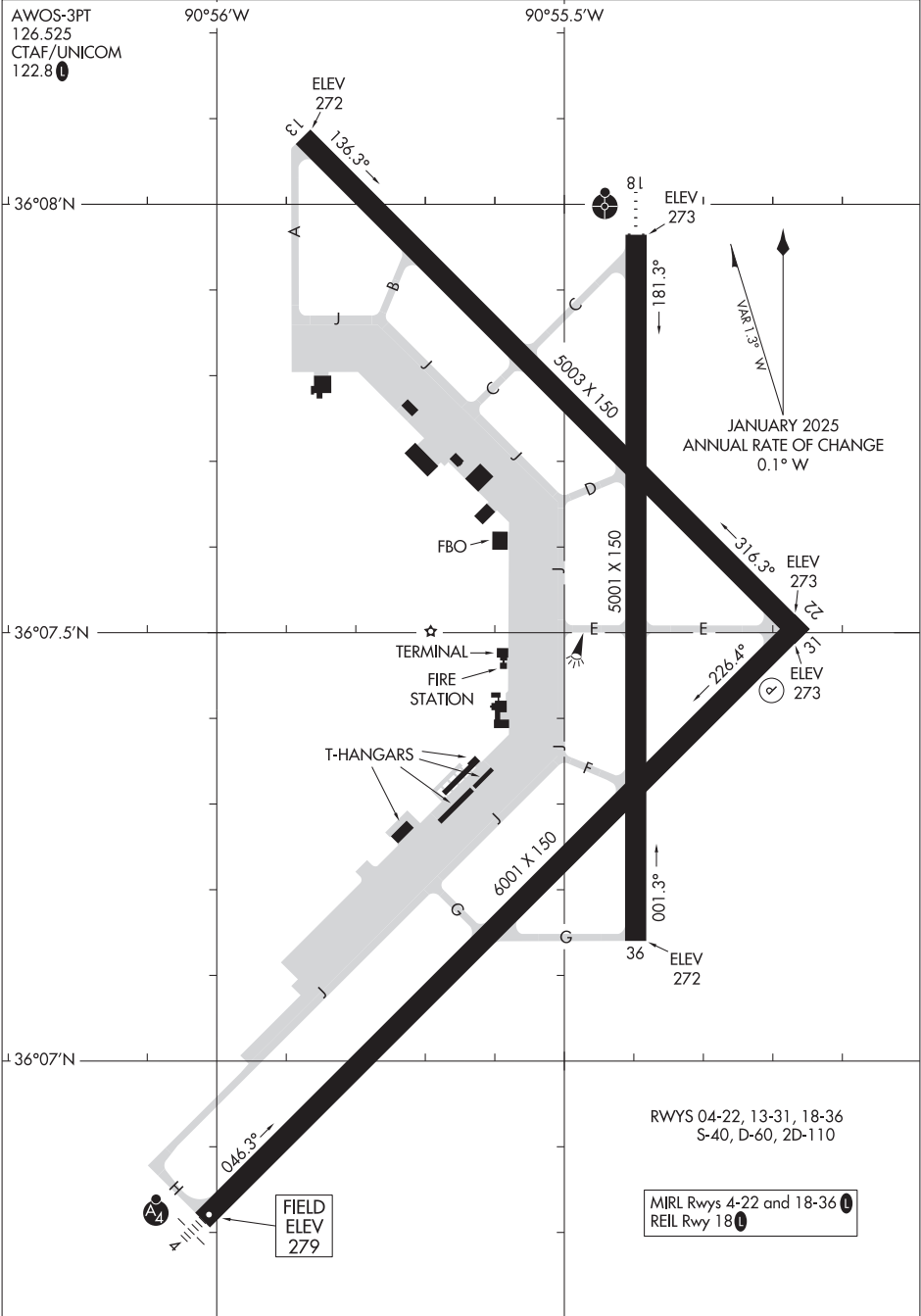
WALNUT RIDGE, ARKANSAS
Amdt 3D 20MAY21

36°07'N-90°56'W

WALNUT RIDGE RGNL (ARG)
LOC RWY 18

SC-1, 07 AUG 2025 to 02 OCT 2025

SC-1, 07 AUG 2025 to 02 OCT 2025



WARREN, ARKANSAS

AL-5700 (FAA)

25051

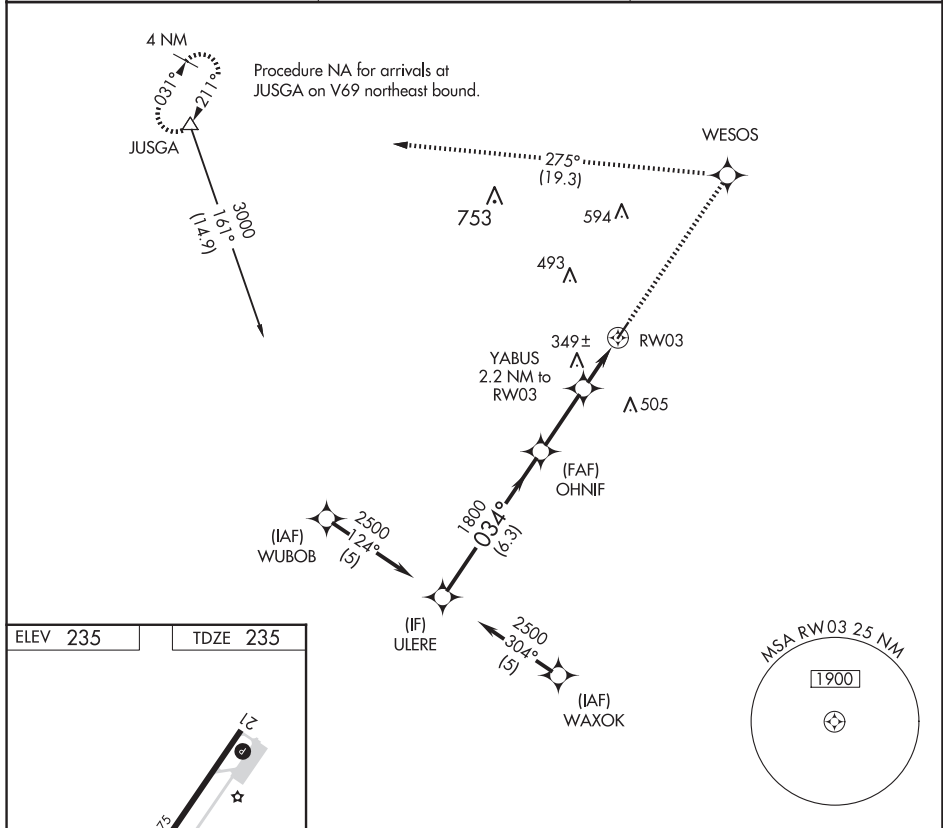
APP CRS	Rwy Idg	3829
034°	TDZE	235
	Apt Elev	235

RNAV (GPS) RWY 3

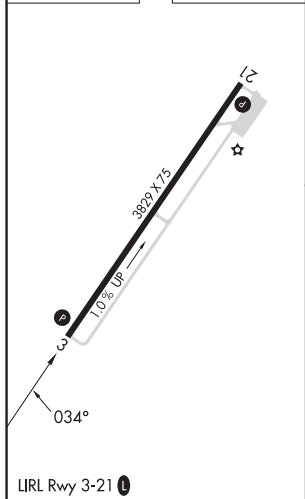
WARREN MUNI/JOHN B FRAZER JR FLD (3M9)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct WESOS and on track 275° to JUSGA and hold.
▼ ▲ NA	Use Monticello altimeter setting. Procedure NA at night.

LLQ ASOS 133.325	MEMPHIS CENTER 135.875 269.35	CTAF 122.9 0
---------------------	----------------------------------	-----------------



ELEV 235	TDZE 235
----------	----------



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).				3000	WESOS	tr 275°	JUSGA
ULERE				OHNIF			
2500				1800			
034°				2.98° TCH 45			
6.3 NM				2.7 NM			
920				RWY 03			
CATEGORY	A	B	C	D			
LNAV MDA	660-1	425 (500-1)	660-1¼ 425 (500-1¼)	NA			

WARREN, ARKANSAS
Orig-C 07OCT21

WARREN MUNI/JOHN B FRAZER JR FLD (3M9)
33°34'N-92°05'W
RNAV (GPS) RWY 3

SC-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
214°

Rwy Idg
TDZE
235

3829
235
Apt Elev

RNAV (GPS) RWY 21

WARREN MUNI/JOHN B FRAZER JR FLD (3M9)

RNP APCH - GPS.

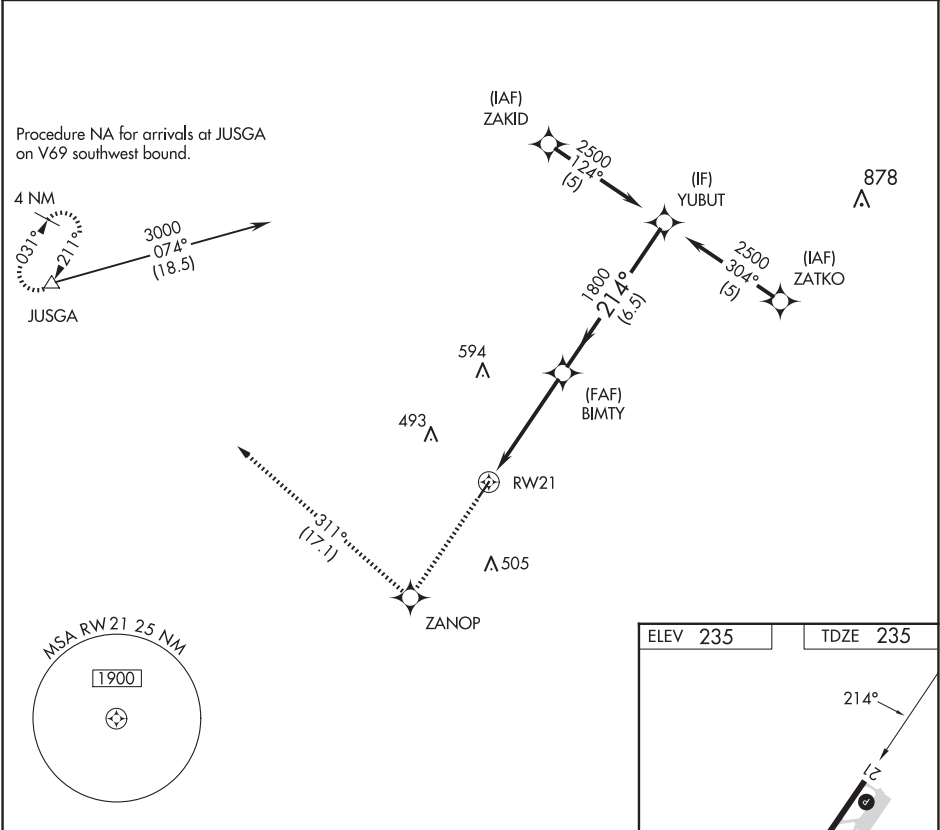
▼

▲ NA

Use Monticello altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct ZANOP and on track 311° to JUSGA and hold.

LLQ ASOS 133.325	MEMPHIS CENTER 135.875 269.35	CTAF 122.9 0
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3000	ZANOP	tr 311°	JUSGA	VGSI and descent angles not coincident (VGSI Angle 3.50/ TCH 40).
↑	✱		△	
CATEGORY	A	B	C	D
LNAV MDA	720-1	485 (500-1)	720-1 3/8 485 (500-1 3/8)	NA

ELEV 235

TDZE 235

LRL Rwy 3-21 0

WATONGA, OKLAHOMA

AL-6530 (FAA)

25163

WAAS CH 78047 W17A	APP CRS 173°	Rwy Ldg 4001 TDZE 1551 Apt Elev 1551
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RNAV (GPS) RWY 17

WATONGA RGNL (JWG)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Baro-VNAV and VDP NA when using CLK altimeter setting. When local altimeter setting not received, use CLK altimeter setting and increase LPV DA to 1887 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 2086 feet and all visibilities ½ SM; increase all MDAs 100 feet and LNAV visibility Cat C ¾ SM and Circling visibility Cat C ½ SM.

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct ASEHU and hold.

AWOS-3

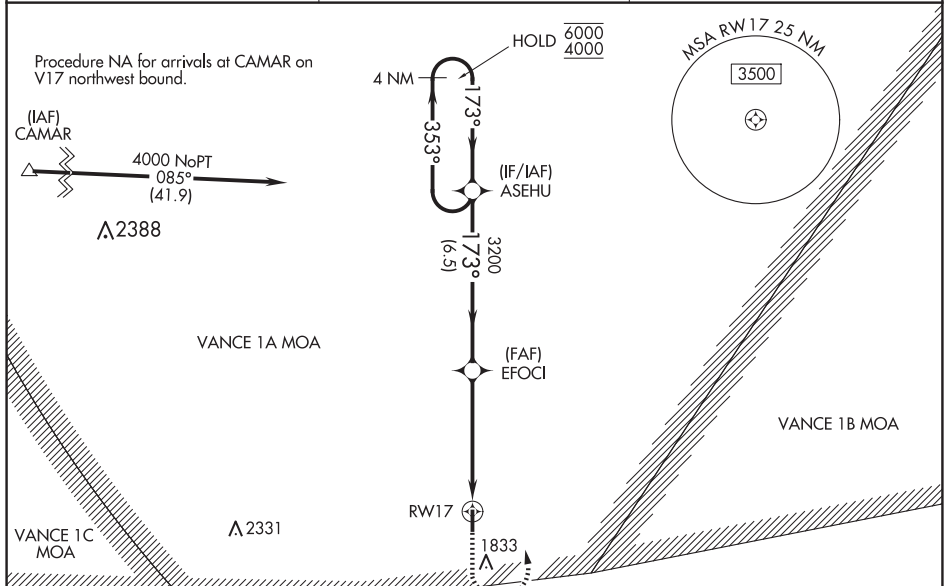
134.175

VANCE APP CON ★

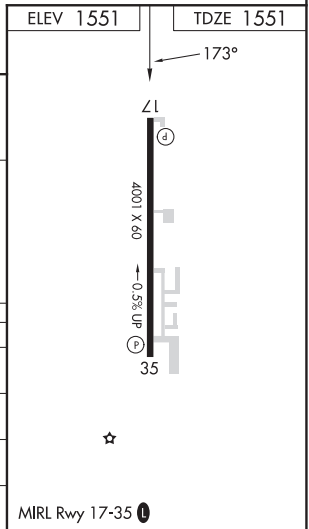
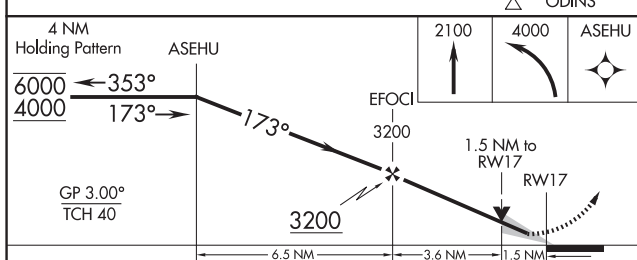
126.75 346.325

UNICOM

122.8 (CTAF) ①



Procedure NA for arrivals at ODINS on V17 southeast bound.



WATONGA, OKLAHOMA

Amdt 1 12JUN25

35°52'N-98°25'W

WATONGA RGNL (JWG)

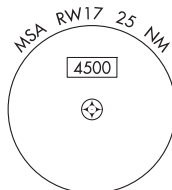
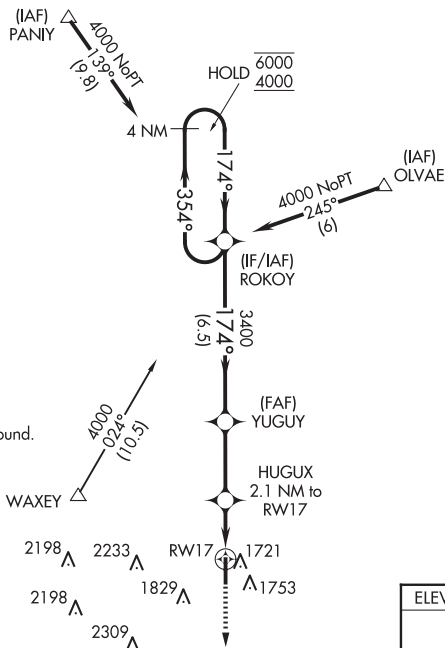
RNAV (GPS) RWY 17

RNAV (GPS) RWY 17
WEATHERFORD STAFFORD (OJA)

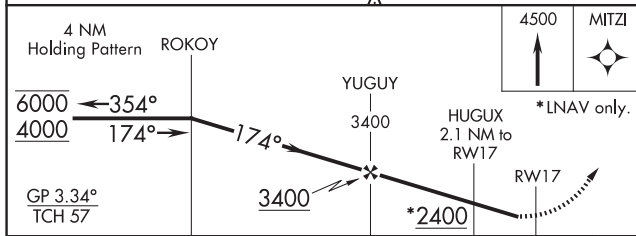
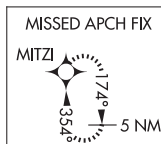
T Rwy 17 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Straight-in Rwy 17 at night, Circling Rwy 35 at night, operational VGSI required, remain on or above the VGSI glidepath until threshold.


MISSED APPROACH: Climb to 4500 direct MITZI and hold.

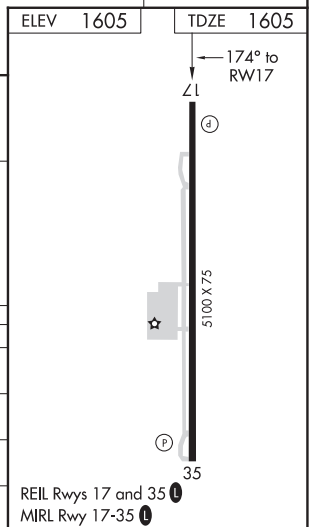
Λ 2479



Procedure NA for arrivals at
WAXEY on V210-507 westbound.



CATEGORY		A		B		C		D	
LPV	DA	1875-1		270 (300-1)				NA	
LNAV/ VNAV	DA	1921-1		316 (400-1)				NA	
LNAV	MDA	2040-1		435 (500-1)		2040-1¼ 435 (500-1¼)		NA	
 CIRCLING		2080-1 475 (500-1)		2140-1 535 (600-1)		2380-2¼ 775 (800-2¼)		NA	



SC-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **97534**
W35A

APP CRS
354°

Rwy Idg
TDZE **1605**
Apt Elev **1605**

RNAV (GPS) RWY 35
WEATHERFORD STAFFORD (OJA)

RNP APCH.

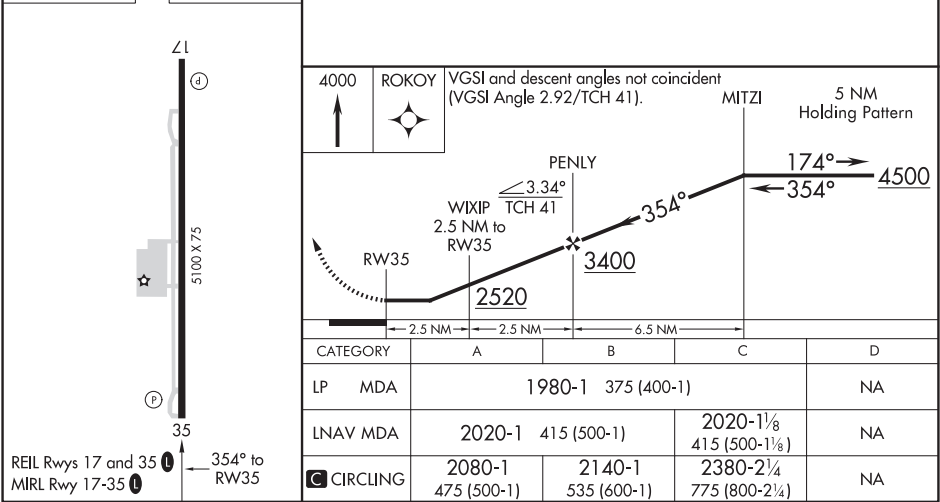
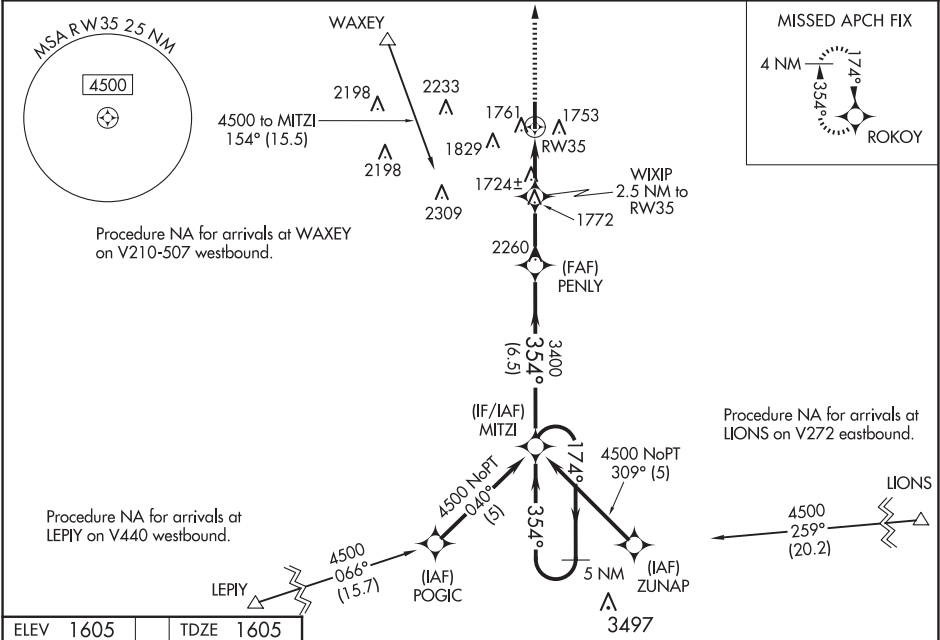
▼

▲

Straight-in Rwy 35 at night, Circling Rwy 17 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 17 helicopter visibility below 1 SM NA. When local altimeter setting not received, use Clinton Rgnl altimeter setting: increase all MDA 40 feet and visibility Cat C ¼ mile.

MISSED APPROACH:
Climb to 4000 direct ROKOY and hold.

AWOS-3PT 118.575	FORT WORTH CENTER 128.4 269.37	UNICOM 122.8 (CTAF) 0
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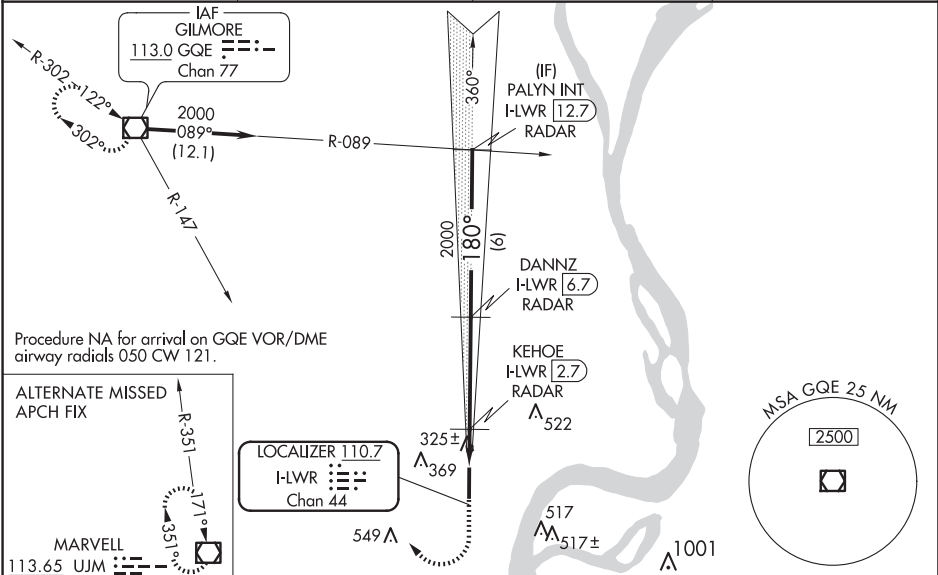


LOC/DME I-LWR 110.7 Chan 44	APP CRS 180°	Rwy Idg TDZE 213 Apt Elev 213
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ILS or LOC RWY 17
WEST MEMPHIS MUNI (AWM)

DME or RADAR required.	MALSR
<div>NA</div> <div>For inop ALS, increase S-LOC 17 Cat C/D visibility to 1½ SM and KEHOE FIX MINIMUMS S-LOC 17 Cats C/D visibility to 1 SM.</div>	<div>MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on GQE VOR/DME R-147 to GQE VOR/DME and hold.</div>

ASOS 118.175	MEMPHIS APP CON 119.1 291.6	CLNC DEL 121.7	UNICOM 123.05 (CTAF) 0
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Chan 83 (Y)				669 Δ 669		ELEV 213		TDZE 213	
<div>1000</div> <div>2000</div> <div>GQE</div> <div>R-147</div>		<div>GQE</div>		<div>DANNZ</div> <div>I-LWR 6.7</div> <div>RADAR</div>		<div>PALYN INT</div> <div>I-LWR 12.7</div> <div>RADAR</div>		<div>180°</div> <div>1001</div> <div>517</div> <div>517±</div> <div>669</div> <div>669</div>	
*LOC only.				<div>KEHOE</div> <div>I-LWR 2.7</div> <div>RADAR</div> <div>2000</div> <div>180°</div> <div>180°</div> <div>2000</div> <div>GS 3.00°</div> <div>TCH 51</div>					
<div>I-LWR 1.3</div>		<div>1.4 NM</div>		<div>4 NM</div>		<div>6 NM</div>			
CATEGORY		A		B		C		D	
S-ILS 17		413-½		200 (200-½)					
S-LOC 17		680-½ 467 (500-½)		680-1 467 (500-1)					
CIRCLING		680-1 467 (500-1)		740-1 527 (600-1)		800-1½ 587 (600-1½)		920-2¼ 707 (800-2¼)	
KEHOE FIX MINIMUMS									
S-LOC 17		580-½ 367 (400-½)		580-5⁄8 367 (400-5⁄8)					
CIRCLING		640-1 427 (500-1)		740-1 527 (600-1)		800-1½ 587 (600-1½)		920-2¼ 707 (800-2¼)	
MIRL Rwy 17-35 0 REIL Rwy 35 0 FAF to MAP 5.5 NM									
Knots		60		90		120		150 180	
Min:Sec		5:30		3:40		2:45		2:12 1:50	

WAAS CH 69316 W17A	APP CRS 180°	Rwy Idg TDZE Apt Elev	6003 213 213
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RNAV (GPS) RWY 17

WEST MEMPHIS MUNI (A WM)

RNP APCH.

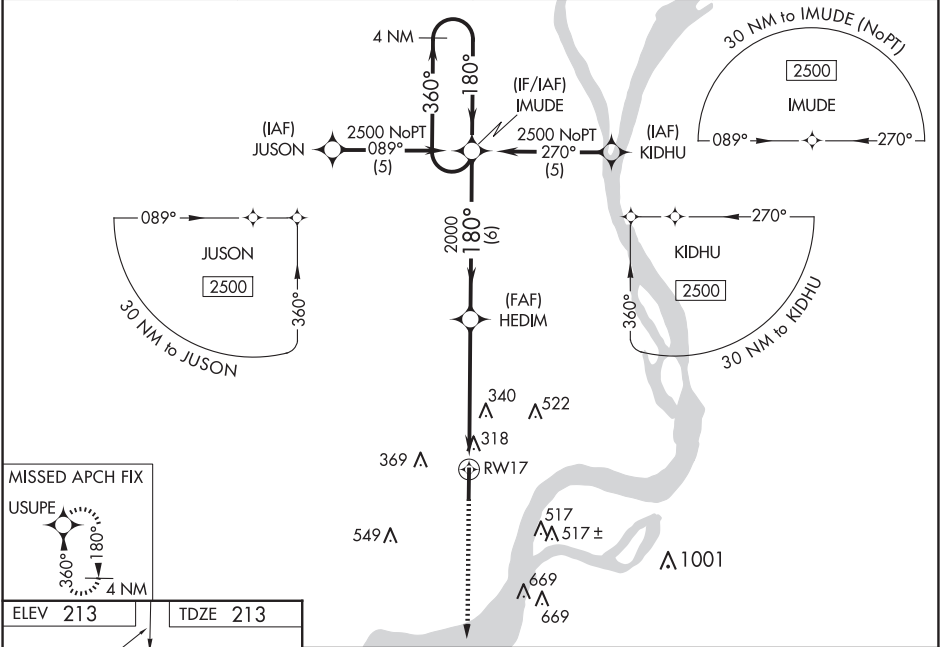
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Memphis Intl altimeter setting and increase LPV DA to 513 feet, LNAV/VNAV DA to 644 feet and all visibilities ¼ SM; increase all MDAs 60 feet and increase visibility LNAV Cat C and Circling Cat C and D ¼ SM. Baro-VNAV and VDP NA when using Memphis Intl altimeter setting.

MALSRR

MISSED APPROACH: Climb to 2100 direct USUPE and hold.

ASOS 118.175	MEMPHIS APP CON 119.1 291.6	CLNC DEL 121.7	UNICOM 123.05 (CTAF) 0
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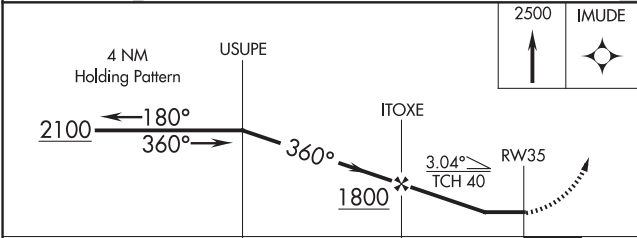
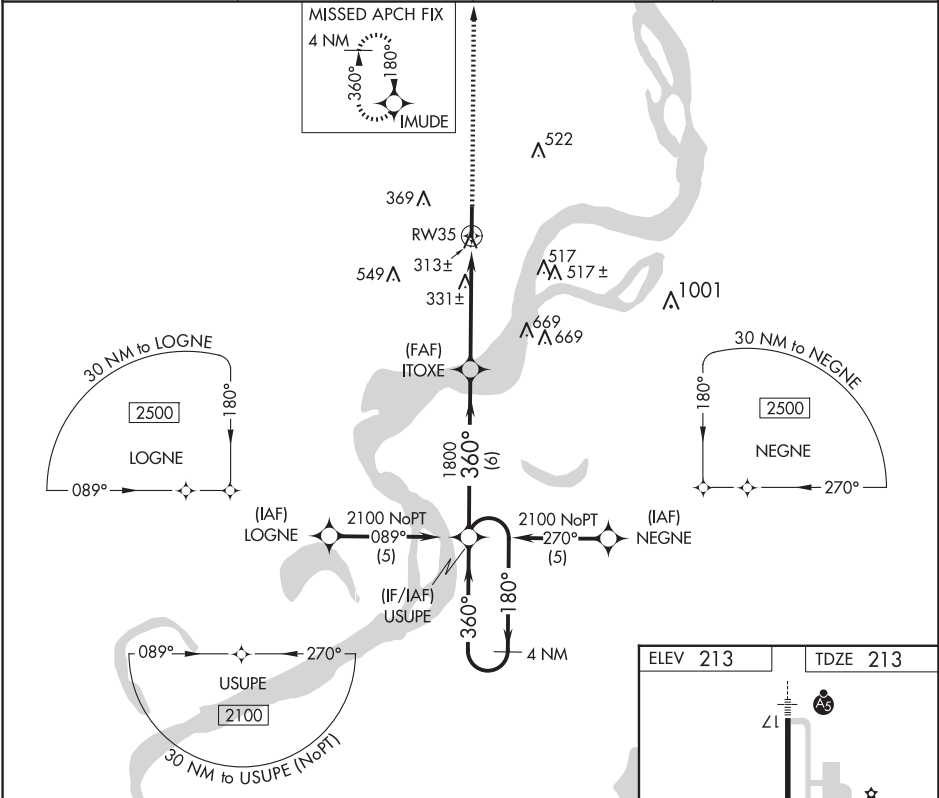
ELEV 213	TDZE 213	2100	USUPE	IMUDE	4 NM Holding Pattern
*LNAV only.					
*1 NM to RWY 17					
RWY 17					
HEDIM					
2000					
GP 3.00° TCH 51					
1 4.4 NM 6 NM					
CATEGORY	A	B	C	D	
LPV DA	463-½		250 (300-½)		
LNAV/VNAV DA	594-¾		381 (400-¾)		
LNAV MDA	600-½ 387 (400-½)		600-⅝ 387 (400-⅝)		600-1 387 (400-1)
CIRCLING	640-1 427 (500-1)		740-1 527 (600-1)		800-1½ 587 (600-1½) 920-2¼ 707 (800-2¼)

APP CRS	Rwy Idg	6003
360°	TDZE	213
	Apt Elev	213

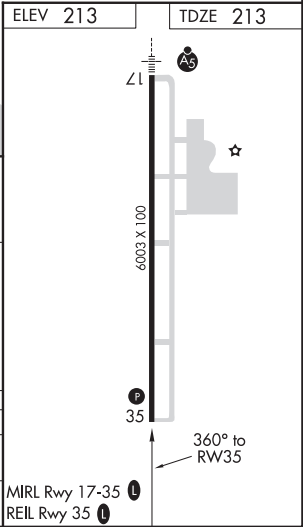
RNAV (GPS) RWY 35
WEST MEMPHIS MUNI (A WM)

RNP APCH.	MISSED APPROACH: Climb to 2500 direct IMUDE and hold.
▼ When local altimeter setting not received, use Memphis Intl altimeter setting; increase all MDA 60 feet, increase LNAV Cat C and D and Circling Cat C and D visibility ¼ SM. Rwy 35 helicopter visibility reduction below ¾ SM NA.	

ASOS 118.175	MEMPHIS APP CON 119.1 291.6	CLNC DEL 121.7	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	600-1	387 (400-1)	600-1 1/8 387 (400-1 1/8)	600-1 1/4 387 (400-1 1/4)
CIRCLING	640-1 427 (500-1)	740-1 527 (600-1)	800-1 1/2 587 (600-1 1/2)	920-2 1/4 707 (800-2 1/4)



WAAS
CH **70614**
W17A

APP CRS
172°

Rwy Idg
TDZE **2176**
Apt Elev **2189**

5502

2176

2189

RNAV (GPS) RWY 17

WEST WOODWARD (WWR)

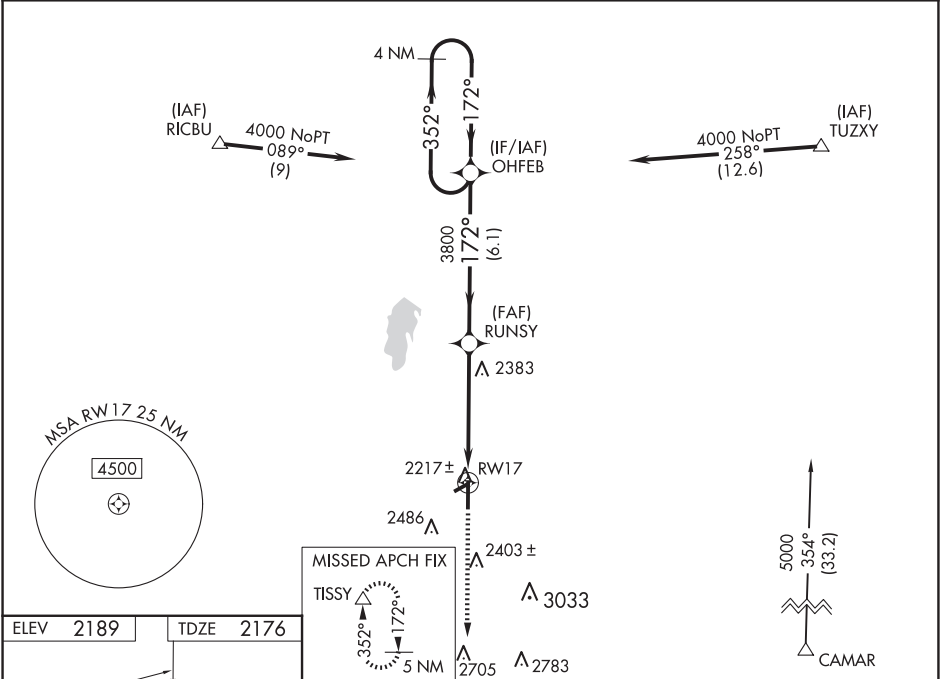
RNP APCH

Baro-VNAV and VDP NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet. Inop table does not apply. Circling Rwy 5, 23 NA at night.

ODALS

MISSED APPROACH:
Climb to 4500 direct
TISSY and hold.

AWOS-3 118.425	KANSAS CITY CENTER 126.95 379.2	UNICOM 122.8 (CTAF) 0
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ELEV 2189	TDZE 2176
<div><div>172°</div><div>2500 X 60</div><div>5502 X 100</div><div>2230</div><div>35</div></div>	
<div><div>4500</div><div>TISSY</div><div>△</div></div>	
<div><div>*LNAV only.</div><div>*1.6 NM to RWY17</div><div>RUNSY</div><div>3800</div><div>1.6 NM</div><div>3.4 NM</div><div>6.1 NM</div><div>OHFEB</div><div>352°</div><div>172°</div><div>4000</div><div>4 NM Holding Pattern</div><div>GP 3.00°</div><div>TCH 39</div></div>	
CATEGORY	A B C D
LPV DA	2426-1 250 (300-1)
LNAV/VNAV DA	2572-1½ 396 (400-1½)
LNAV MDA	2700-1 524 (600-1) 2700-1½ 524 (600-1½) 2700-1¾ 524 (600-1¾)
CIRCLING	2700-1 511 (600-1) 2860-1 671 (700-1) 2940-2¼ 751 (800-2¼) 2960-2½ 771 (800-2½)

WAAS CH 40314 W35A	APP CRS 352°	Rwy Idg TDZE Apt Elev	5502 2189 2189
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RNAV (GPS) RWY 35

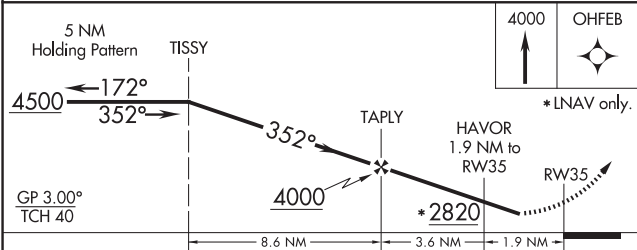
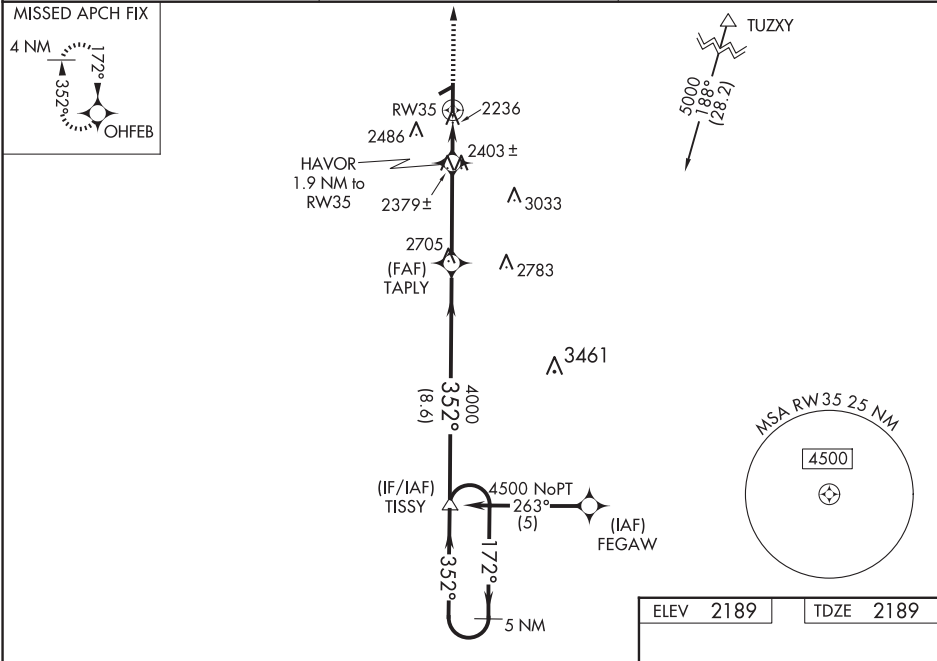
WEST WOODWARD (WWR)

RNP APCH.

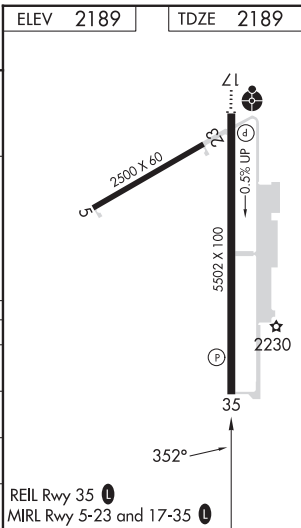
⚠ Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet and increase LNAV Cat C and D visibility to 1½ SM. Circling Rwy 5, 23 NA at night.

MISSED APPROACH:
Climb to 4000 direct
OHFEB and hold.

AWOS-3 118.425	KANSAS CITY CENTER 126.95 379.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	2470-1		281 (300-1)	
LNAV/VNAV DA	2506-1¼		317 (400-1¼)	
LNAV MDA	2700-1 511 (600-1)		2700-1½ 511 (600-1½)	
CIRCLING	2700-1 511 (600-1)	2860-1 671 (700-1)	2940-2¼ 751 (800-2¼)	2960-2½ 771 (800-2½)



VORTAC MMB
115.6
Chan **103**

APP CRS
062°


Rwy Idg
TDZE
Apt Elev
N/A
N/A
2189

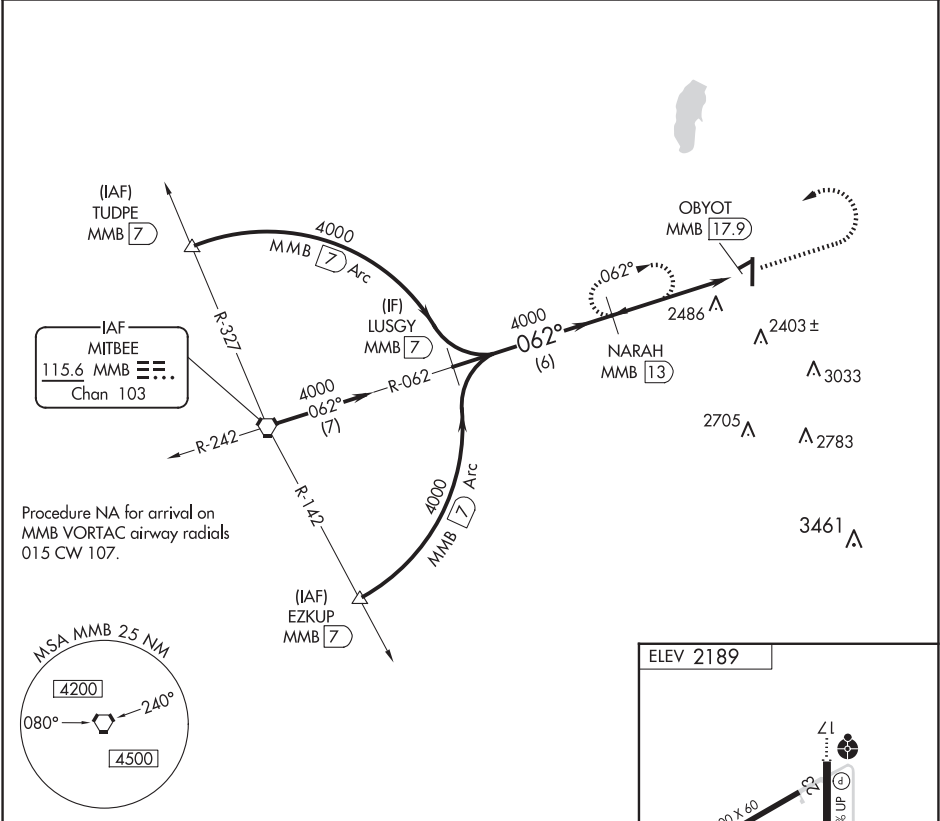
VOR/DME-A
WEST WOODWARD (WWR)



When local altimeter setting not received, use Gage altimeter setting and increase all MDA 40 feet. Circling NA to Rwy's 5 and 23.

MISSED APPROACH: Climb to 4000, then left turn via MMB VORTAC R-062 to NARAH/MMB VORTAC 13 DME and hold.

AWOS-3 118.425	KANSAS CITY CENTER 126.95 379.2	UNICOM 122.8 (CTAF) 
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LUSGY MMB 7

NARAH MMB 13

4000

062°

4000

OBYOT MMB 17.9

4000

MMB R-062

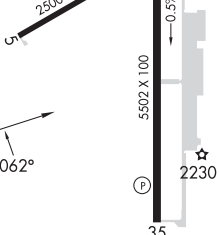
NARAH MMB 13



Procedure Turn NA

6 NM 4.9 NM

CATEGORY	A	B	C	D
CIRCLING	2820-1 631 (700-1)	2840-1 651 (700-1)	2940-2¼ 751 (800-2¼)	2960-2½ 771 (800-2½)

ELEV 2189



REIL Rwy 35 
MRL Rwy 5-23 and 17-35 

INTENTIONALLY
LEFT
BLANK

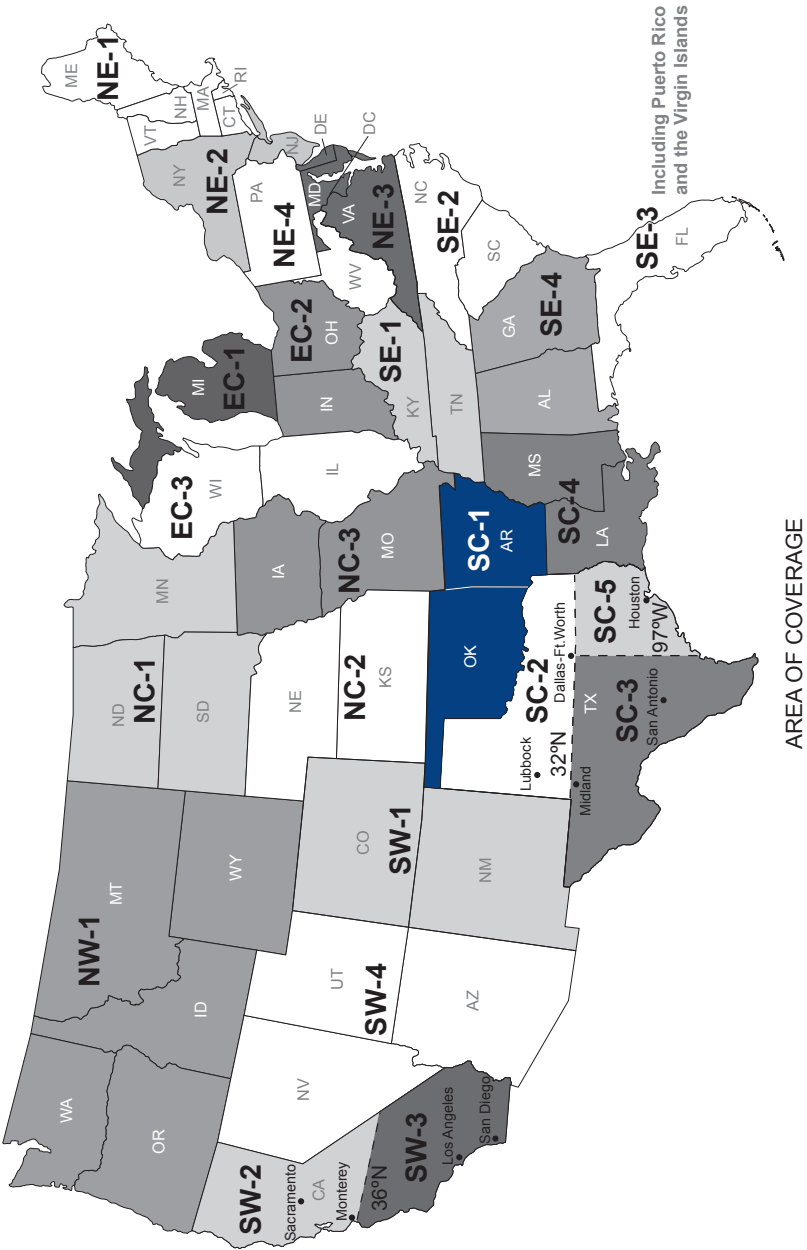
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPSC1



NSN 7641015059588

NGA REF. NO. TERMXFAABTTPPSC1
OK-10-2859



EFF. DATE 25219