

SC-4

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07 AUG 25 to 02 OCT 25



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

South Central (SC) Vol 4 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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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

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

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

FOR PROCUREMENT:

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For a list of approved FAA Print Providers, visit our website at:
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Frequently asked questions (FAQ) are answered on our website at: <https://www.faa.gov/go/ais>
See the FAQs prior to contact via toll free number or email.

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

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

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IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

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

All weather minima 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 minima are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE
HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

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

Comparable Values of RVR and Visibility

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

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

RADAR MINIMA

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

Radar Minima:

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

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

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

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

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

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GENERAL INFORMATION

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

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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



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

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.
- Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
- Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

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STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box

Equipment Requirements Box

Standard Procedure Notes Box

From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1 GPS from MAP to YARKU.

DME required for LOC only.

▼

 Circling to Rwy 25 NA at night.
For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box



Equipment Requirements Box


RNAV 1 - DME/DME/IRU or GPS


RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

KEY MIKE

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

FUNCTION

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

ABBREVIATIONS 25107

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

ABBREVIATIONS 25107

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

ABBREVIATIONS 25107

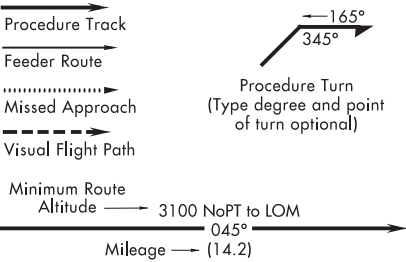
USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules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

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PLANVIEW SYMBOLS

ROUTES



ALTITUDES

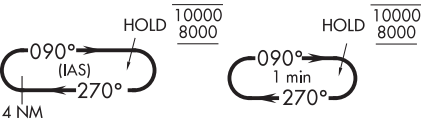
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
4300 Maximum Altitude	<u>3000</u> Altitude

INDICATED AIRSPEED

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

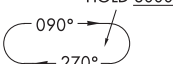
HOLDING PATTERNS

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.

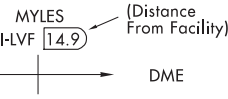
FIXES/ATC REPORTING REQUIREMENTS



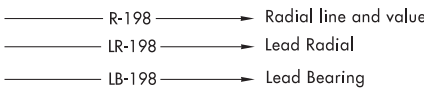
Waypoint

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.

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

Localizer Back Course Left side shading- Back Course

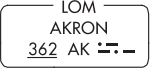
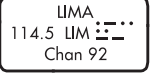
SDF Course

LOC/LDA/SDF Transmitter LOC/DME

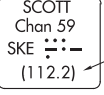
(shown when installation is offset from its normal position off the end of the runway.)

Primary NAVAID

Secondary NAVAID



TACAN or DME NAVAID

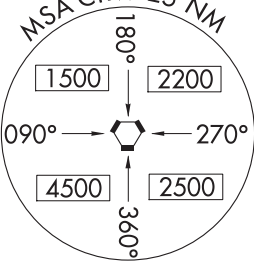


VHF Paired Frequency

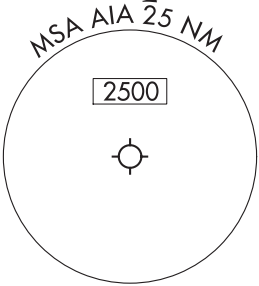
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

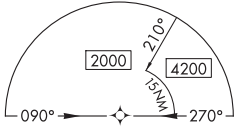


Airport Identifier

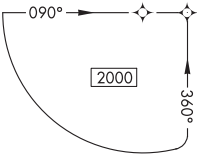


(arrows on distance circle identify sectors)

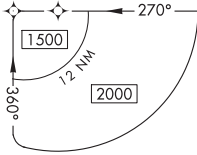
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area



Right Base Area

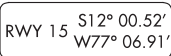


Left Base Area

MISCELLANEOUS



VOR Changeover Point



End of Rwy Coordinates (DoD only)



R-352

SPECIAL USE AIRSPACE

R-Restricted
P-Prohibited
MOA-Military Operations Area

W-Warning
A-Alert



Distance not to scale



International Boundary



Air Defense Identification Zone

AIRPORTS



Civil



Primary and Secondary (named in planview)

Seaplane Base



Joint (Civil-Military)

OBSTACLES

• Spot Elevation



Highest Obstacle

• Highest Spot Elevation



Group of Obstacles



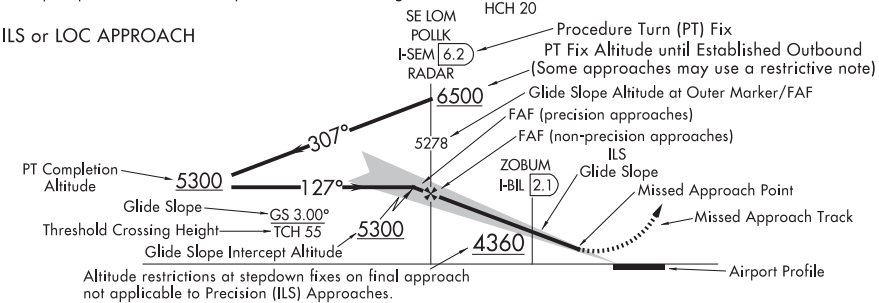
Doubtful accuracy

LEGEND 24361 INSTRUMENT APPROACH PROCEDURES (CHARTS)

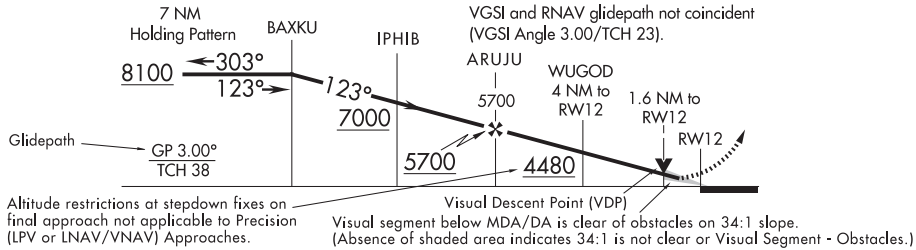
PROFILE VIEW

- 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

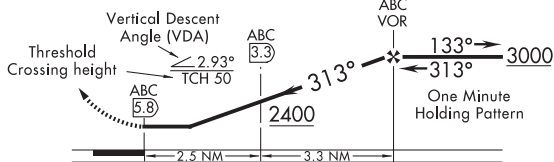
ILS or LOC APPROACH



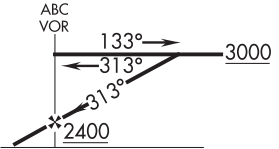
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



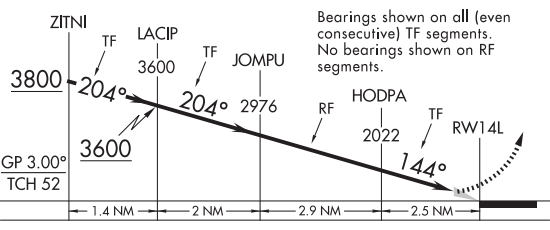
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



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-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:



Localizer Front Course

Localizer Back Course
(Shading on left)

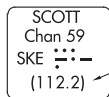
(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

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

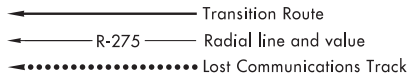
TACAN or DME NAVAID Box



VHF Paired Frequency

ROUTES

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



V12 J80 Airway/Jet Route Identification



Holding Pattern



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

SPECIAL USE AIRSPACE



R-Restricted
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 23334

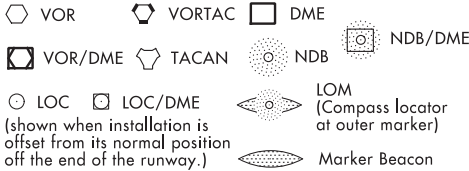
DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

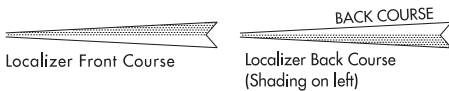
Compulsory:



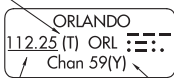
Non-Compulsory:



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



(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box



VHF Paired Frequency

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

FIXES/ATC REPORTING REQUIREMENTS

→ | Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

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

Waypoint (Compulsory) Waypoint (Non-Compulsory)

Flyover Point

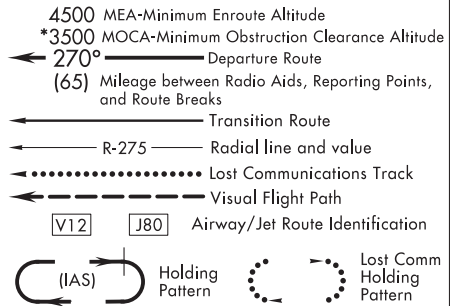
Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS



Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES



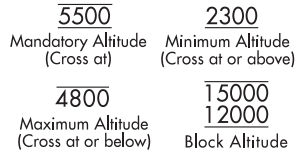
Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



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

ALTITUDES



TOP ALTITUDE: 5000 Top altitude restriction

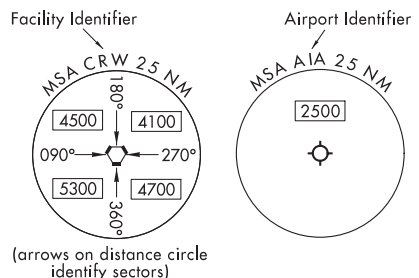
INDICATED AIRSPEED



AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

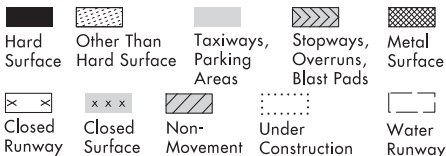
LEGEND 23334

LEGEND

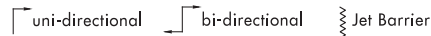
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

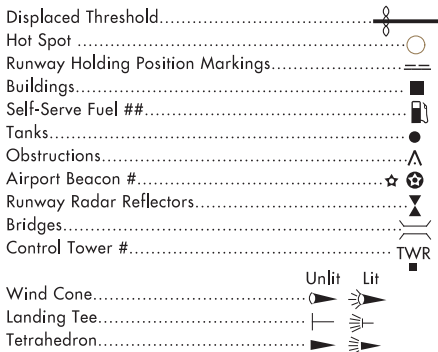


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



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 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

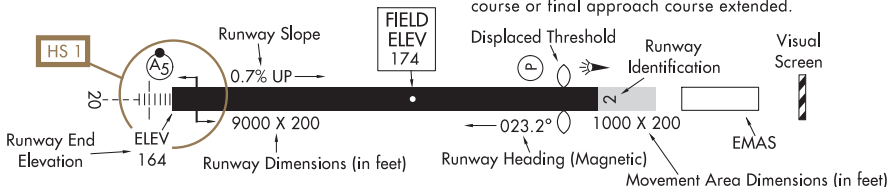
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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



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

SC-4, 07 AUG 2025 to 02 OCT 2025

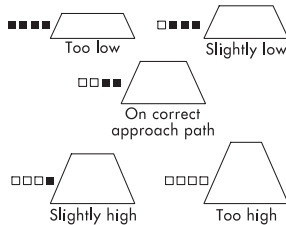
LEGEND 22195

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

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

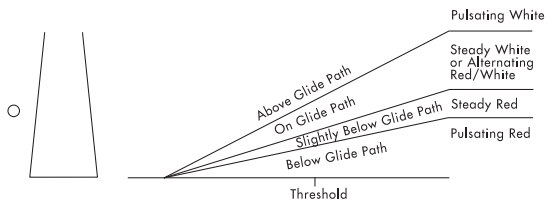
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A₁). Negative symbology, e.g., (A₁), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH
PATH INDICATOR**

PAPI

Legend: □ White ■ Red

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

PVASI

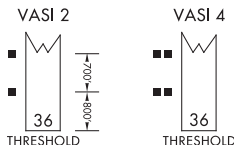
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V) **VISUAL APPROACH
SLOPE INDICATOR**

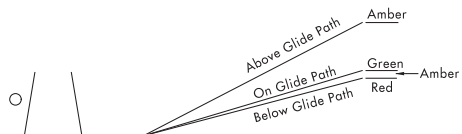
VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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

**VASI 12**

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

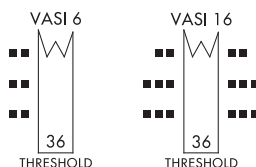
TRCV

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

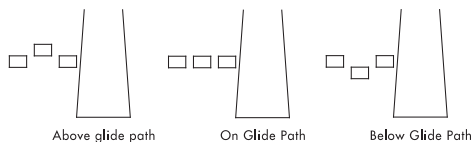
(V₃) **VISUAL APPROACH
SLOPE INDICATOR**

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

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME

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SECT PG

NAME

PROC

SECT PG

ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA MEML(IYA)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

RNAV (GPS) RWY 16

RNAV (GPS) RWY 34

LOC RWY 16

VOR/DME-B

ABERDEEN/AMORY, MS

MONROE COUNTY(M40)

TAKEOFF MINIMUMS

IAPS

RNAV (GPS) RWY 18

RNAV (GPS) RWY 36

ACADIANA RGNL

---SEE NEW IBERIA, LA

ALEXANDRIA, LA

ALEXANDRIA INTL(AEX)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

ILS OR LOC RWY 14

RNAV (GPS) RWY 14

RNAV (GPS) RWY 18

RNAV (GPS) RWY 32

RNAV (GPS) RWY 36

VOR/DME RWY 32

VOR RWY 14

AIRPORT DIAGRAM

ESLER RGNL(ESF)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

ILS OR LOC/DME RWY 27

RNAV (GPS) RWY 09

RNAV (GPS) RWY 27

ALLEN PARISH

---SEE OAKDALE, LA

BARKSDALE AFB(KBAD)

BOSSIER CITY, LA

RADAR MINIMUMS

IAPS

ILS OR LOC W RWY 33

ILS OR LOC Y RWY 15

ILS OR LOC Z RWY 15

VOR/DME Y RWY 33

TACAN Y RWY 15

TACAN Y RWY 33

AIRPORT DIAGRAM

BASTROP, LA

MOREHOUSE MEML(BQP)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

RNAV (GPS) RWY 16

RNAV (GPS) RWY 34

VOR/DME-A

NDB RWY 34

BATESVILLE, MS

PANOLA COUNTY(PMU)

TAKEOFF MINIMUMS

IAPS

RNAV (GPS) RWY 01

RNAV (GPS) RWY 19

BATON ROUGE, LA

BATON ROUGE METRO, RYAN FLD(BTR)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

HOT SPOT

IAPS

ILS OR LOC RWY 13

ILS OR LOC/DME RWY 22R

ILS RWY 22R (SA CAT I - II)

RNAV (GPS) RWY 04L

RNAV (GPS) RWY 13

RNAV (GPS) RWY 22R

RNAV (GPS) RWY 31

VOR RWY 04L

AIRPORT DIAGRAM

BAY ST LOUIS, MS

STENNIS INTL(HSA)

ALTERNATE MINIMUMS

IAPS

ILS Y OR LOC Y RWY 18

ILS Z OR LOC Z RWY 18

RNAV (GPS) RWY 18

RNAV (GPS) RWY 36

NDB RWY 18

AIRPORT DIAGRAM

BEAUREGARD RGNL

---SEE DE RIDDER, LA

BILOXI, MS

---SEE KEESLER AFB

BOGALUSA, LA

GEORGE R CARR MEML AIR FLD(BXA)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

RNAV (GPS) RWY 18

RNAV (GPS) RWY 36

LOC RWY 18

BOONEVILLE/BALDWIN, MS

BOONEVILLE/BALDWIN(8M1)

TAKEOFF MINIMUMS

IAPS

RNAV (GPS) RWY 15

RNAV (GPS) RWY 33

BOSSIER CITY, LA

---SEE BARKSDALE AFB

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY(1R7)

TAKEOFF MINIMUMS

ALTERNATE MINIMUMS

IAPS

RNAV (GPS) RWY 23

BRUCE CAMPBELL FLD

---SEE MADISON, MS

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
BUNKIE, LA			COLUMBUS AFB(KCBM)		
BUNKIE MUNI(2R6)			COLUMBUS, MS		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 18	52		HOT SPOT	P	
RNAV (GPS) RWY 36	53		IAPS ILS OR LOC Y RWY 13C	65	
VOR/DME-A	54		ILS OR LOC Y RWY 31C	66	
			RNAV (GPS) RWY 13C	67	
C A MOORE			RNAV (GPS) RWY 13L	68	
---SEE LEXINGTON, MS			RNAV (GPS) RWY 31C	69	
			RNAV (GPS) RWY 31R	70	
C E 'RUSTY' WILLIAMS			RNAV (GPS)-E	71	
---SEE MANSFIELD, LA			RNAV (GPS)-F	72	
			VOR/DME-A	73	
CHENNAULT INTL			VOR/DME-C	74	
---SEE LAKE CHARLES, LA			TACAN RWY 13L	75	
			TACAN RWY 31R	76	
CLARKSDALE, MS			AIRPORT DIAGRAM	77	
FLETCHER FLD(CKM)			DPS COLUMBUS FOUR	78	
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M		COLUMBUS/W POINT/STARKVILLE, MS		
IAPS RNAV (GPS) RWY 18	55		GOLDEN TRIANGLE RGNL(GTR)		
RNAV (GPS) RWY 36	56		ALTERNATE MINIMUMS	M	
			IAPS ILS OR LOC RWY 18	79	
CLEVELAND, MS			ILS OR LOC RWY 36	80	
CLEVELAND MUNI(RNV)			RNAV (GPS) RWY 18	81	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 36	82	
ALTERNATE MINIMUMS	M		AIRPORT DIAGRAM	83	
IAPS RNAV (GPS) RWY 18	57				
RNAV (GPS) RWY 36	58		CONCORDIA PARISH		
VOR-A	59		---SEE VIDALIA, LA		
COLUMBIA, MS			COPIAH COUNTY		
COLUMBIA/MARION COUNTY(0R0)			---SEE CRYSTAL SPRINGS, MS		
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M		CORINTH, MS		
IAPS RNAV (GPS) RWY 05	60		ROSCOE TURNER(CRX)		
RNAV (GPS) RWY 23	61		TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
COLUMBIA/MARION COUNTY			IAPS ILS OR LOC RWY 18	84	
---SEE COLUMBIA, MS			RNAV (GPS) RWY 18	85	
			RNAV (GPS) RWY 36	86	
COLUMBUS, MS					
COLUMBUS-LOWNDES COUNTY(UBS)			COUSHATTA, LA		
TAKEOFF MINIMUMS	L		THE RED RIVER(0R7)		
IAPS RNAV (GPS) RWY 18	62		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 36	63		IAPS RNAV (GPS) RWY 18	87	
VOR-A	64				
			CRYSTAL SPRINGS, MS		
			COPIAH COUNTY(M11)		
			TAKEOFF MINIMUMS	L	
			IAPS RNAV (GPS) RWY 18	88	
			RNAV (GPS) RWY 36	89	
			DAVID G JOYCE		
			---SEE WINNFIELD, LA		
			DE QUINCY, LA		
			DE QUINCY INDUSTRIAL AIRPARK(5R8)		
			TAKEOFF MINIMUMS	L	
			IAPS RNAV (GPS) RWY 16	90	
			RNAV (GPS) RWY 34	91	

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
DE RIDDER, LA					
BEAUREGARD RGNL(DRI)					
TAKEOFF MINIMUMS		L	GREENVILLE, MS		
ALTERNATE MINIMUMS		M	GREENVILLE MID-DELTA(GLH)		
IAPS	RNAV (GPS) RWY 18	92	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 36	93	ALTERNATE MINIMUMS		M
	LOC RWY 36	94	IAPS	ILS OR LOC RWY 18L	107
	NDB RWY 36	95		RNAV (GPS) RWY 18L	108
				RNAV (GPS) RWY 18R	109
				RNAV (GPS) RWY 36L	110
				RNAV (GPS) RWY 36R	111
				VOR RWY 18R	112
			AIRPORT DIAGRAM		113
DEAN GRIFFIN MEML					
---SEE WIGGINS, MS					
DREW, MS					
RULEVILLE-DREW(M37)					
TAKEOFF MINIMUMS		L	GREENWOOD, MS		
IAPS	RNAV (GPS) RWY 18	96	GREENWOOD-LEFLORE(GWO)		
	RNAV (GPS) RWY 36	97	TAKEOFF MINIMUMS		L
	VOR-A	98	ALTERNATE MINIMUMS		M
			IAPS	ILS OR LOC RWY 18	114
				RNAV (GPS) RWY 05	115
				RNAV (GPS) RWY 18	116
				RNAV (GPS) RWY 36	117
				VOR RWY 05	118
			AIRPORT DIAGRAM		119
ESLER RGNL					
---SEE ALEXANDRIA, LA					
EUNICE, LA					
EUNICE(4R7)					
TAKEOFF MINIMUMS		L	GRENADA, MS		
IAPS	RNAV (GPS) RWY 16	99	GRENADA MUNI(GNF)		
	RNAV (GPS) RWY 34	100	TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 04	120
				RNAV (GPS) RWY 13	121
				RNAV (GPS) RWY 22	122
				RNAV (GPS) RWY 31	123
FALSE RIVER RGNL					
---SEE NEW ROADS, LA					
FLETCHER FLD					
---SEE CLARKSDALE, MS					
FORT JOHNSON, LA					
---SEE MAKS AAF					
GALLIANO, LA					
SOUTH LAFOURCHE LEONARD MILLER JR(GAO)					
TAKEOFF MINIMUMS		L	GULFPORT, MS		
ALTERNATE MINIMUMS		M	GULFPORT-BILOXI INTL(GPT)		
IAPS	ILS OR LOC RWY 36	101	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 18	102	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 36	103	RADAR MINIMUMS		N
			IAPS	ILS Z OR LOC Z RWY 14	124
				ILS Z OR LOC Z RWY 32	125
				ILS Z RWY 14 (SA CAT II)	126
				RNAV (GPS) RWY 14	127
				RNAV (GPS) RWY 18	128
				RNAV (GPS) RWY 32	129
				RNAV (GPS) RWY 36	130
				VOR Y RWY 14	131
				VOR Y RWY 32	132
				VOR Z RWY 32	133
				VOR Z OR TACAN Z RWY 14	134
			AIRPORT DIAGRAM		135
GEORGE M BRYAN					
---SEE STARKVILLE, MS					
GEORGE R CARR MEML AIR FLD					
---SEE BOGALUSA, LA					
GOLDEN TRIANGLE RGNL					
---SEE COLUMBUS/W POINT/STARKVILLE, MS					
GONZALES, LA					
LOUISIANA RGNL(REG)					
TAKEOFF MINIMUMS		L	HAMMOND, LA		
ALTERNATE MINIMUMS		M	HAMMOND NORTHSORE RGNL(HDC)		
IAPS	RNAV (GPS) RWY 17	104	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 35	105	ALTERNATE MINIMUMS		M
	VOR-A	106	IAPS	ILS OR LOC RWY 18	136
				RNAV (GPS) RWY 13	137
				RNAV (GPS) RWY 18	138
				RNAV (GPS) RWY 31	139
				RNAV (GPS) RWY 36	140
			AIRPORT DIAGRAM		141
HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY					
---SEE NATCHEZ, MS					

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
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HARRY P WILLIAMS MEML

---SEE PATTERSON, LA

HART

---SEE MANY, LA

HATTIESBURG, MS

HATTIESBURG BOBBY L CHAIN MUNI(HBG)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....RNAV (GPS) Y RWY 13 .....142
	.....RNAV (GPS) Z RWY 13 .....143
DPS	.....EATON TWO .....144

HATTIESBURG-LAUREL, MS

HATTIESBURG/LAUREL RGNL(PIB)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....ILS OR LOC RWY 18 .....145
	.....RNAV (GPS) RWY 18 .....146
	.....RNAV (GPS) RWY 36 .....147

HAWKINS FLD

---SEE JACKSON, MS

HESLER/NOBLE FLD

---SEE LAUREL, MS

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY(M41)

TAKEOFF MINIMUMS	.....L
IAPS	.....RNAV (GPS) RWY 18 .....148
	.....RNAV (GPS) RWY 36 .....149

HOUMA, LA

HOUMA-TERREBONNE(HUM)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
HOT SPOT	.....P
IAPS	.....ILS OR LOC RWY 18 .....150
	.....RNAV (GPS) RWY 12 .....151
	.....RNAV (GPS) RWY 18 .....152
	.....RNAV (GPS) RWY 30 .....153
	.....RNAV (GPS) RWY 36 .....154
	.....VOR/DME RWY 30 .....155
	.....COPTER VOR/DME RWY 12 .....156
AIRPORT DIAGRAM	.....157

INDIANOLA, MS

INDIANOLA MUNI(IDL)

TAKEOFF MINIMUMS	.....L
IAPS	.....RNAV (GPS) RWY 18 .....158
	.....RNAV (GPS) RWY 36 .....159
	.....VOR/DME-A .....160
	.....VOR/DME-B .....161

IUKA, MS

SEGARS FLD(15M)

TAKEOFF MINIMUMS	.....L
IAPS	.....RNAV (GPS) RWY 01 .....162
	.....RNAV (GPS) RWY 19 .....163

JACKSON, MS

HAWKINS FLD(HKS)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....ILS OR LOC RWY 16 .....164
	.....RNAV (GPS) RWY 16 .....165
	.....RNAV (GPS) RWY 34 .....166
AIRPORT DIAGRAM	.....167

JACKSON-MEDGAR WILEY EVERS INTL(JAN)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
RADAR MINIMUMS	.....N
IAPS	.....ILS OR LOC RWY 16L .....168
	.....ILS OR LOC RWY 34L .....169
	.....ILS RWY 16L (SA CAT I) .....170
	.....ILS RWY 16L (CAT II - III) .....171
	.....RNAV (GPS) RWY 16L .....172
	.....RNAV (GPS) RWY 16R .....173
	.....RNAV (GPS) RWY 34L .....174
	.....RNAV (GPS) RWY 34R .....175
	.....VOR/DME OR TACAN RWY 16L .....176
	.....VOR/DME OR TACAN RWY 16R .....177
	.....VOR/DME OR TACAN RWY 34L .....178
	.....VOR/DME OR TACAN RWY 34R .....179
AIRPORT DIAGRAM	.....180

JENNINGS, LA

JENNINGS(3R7)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPSRNAV (GPS) RWY 08181
RNAV (GPS) RWY 26182

JOE WILLIAMS NOLF(KNJW)

MOSCOW, MS

RADAR MINIMUMSN
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JOHN BELL WILLIAMS

---SEE RAYMOND, MS

JOHN H HOOKS JR MEML

---SEE RAYVILLE, LA

JONESBORO, LA

JONESBORO(F88)

TAKEOFF MINIMUMS	.....L
IAPS	.....RNAV (GPS) RWY 18 .....183
	.....RNAV (GPS) RWY 36 .....184

KEESLER AFB(KBIX)

BILOXI, MS

TAKEOFF MINIMUMSL
IAPSILS OR LOC RWY 22185
RNAV (GPS) RWY 04186
RNAV (GPS) RWY 22187
TACAN RWY 04188
TACAN RWY 22189
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KEY FLD

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KOSCIUSKO-ATTALA COUNTY(OSX)			---SEE GONZALES, LA		
TAKEOFF MINIMUMS	L		LOUISVILLE, MS		
IAPS RNAV (GPS) RWY 14	193		LOUISVILLE/WINSTON COUNTY(LMS)		
RNAV (GPS) RWY 32	194		TAKEOFF MINIMUMS	L	
LAFAYETTE, LA			ALTERNATE MINIMUMS	M	
LAFAYETTE RGNL/PAUL FOURNET FLD(LFT)			IAPS RNAV (GPS) RWY 17	219	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 35	220	
ALTERNATE MINIMUMS	M		LOUISVILLE/WINSTON COUNTY		
HOT SPOT	P		---SEE LOUISVILLE, MS		
IAPS ILS OR LOC RWY 04R	195		MADISON, MS		
ILS OR LOC RWY 22L	196		BRUCE CAMPBELL FLD(MBO)		
RNAV (GPS) RWY 04R	197		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 22L	198		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 29	199		IAPS RNAV (GPS) RWY 17	221	
VOR/DME RWY 11	200		RNAV (GPS) RWY 35	222	
AIRPORT DIAGRAM	201		VOR RWY 17	223	
LAKE CHARLES, LA			MAGEE, MS		
CHENNAULT INTL(CWF)			MAGEE MUNI(17M)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 18	224	
RADAR MINIMUMS	N		RNAV (GPS) RWY 36	225	
IAPS ILS OR LOC RWY 15	202		MAKS AAF(KPOE)		
RNAV (GPS) RWY 15	203		FORT JOHNSON, LA		
RNAV (GPS) RWY 33	204		TAKEOFF MINIMUMS	L	
AIRPORT DIAGRAM	205		RADAR MINIMUMS	N	
LAKE CHARLES RGNL(LCH)			IAPS RNAV (GPS) RWY 16	226	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 34	227	
ALTERNATE MINIMUMS	M		VOR RWY 16	228	
RADAR MINIMUMS	N		AIRPORT DIAGRAM	229	
IAPS ILS OR LOC RWY 15	206		MANSFIELD, LA		
RNAV (GPS) RWY 05	207		C E 'RUSTY' WILLIAMS(3F3)		
RNAV (GPS) RWY 15	208		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 23	209		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 33	210		IAPS RNAV (GPS) RWY 18	230	
VOR-A	211		MANY, LA		
VOR-B	212		HART(3R4)		
AIRPORT DIAGRAM	213		TAKEOFF MINIMUMS	L	
LAKEFRONT			IAPS RNAV (GPS) RWY 12	231	
---SEE NEW ORLEANS, LA			RNAV (GPS) RWY 30	232	
LAUREL, MS			MARKS, MS		
HESLER/NOBLE FLD(LUL)			SELF(S(MMS))		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 02	233	
IAPS RNAV (GPS) RWY 13	214		RNAV (GPS) RWY 20	234	
RNAV (GPS) RWY 31	215		MARKSVILLE, LA		
LEESVILLE, LA			MARKSVILLE MUNI(MKV)		
LEESVILLE(L39)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 04	235	
IAPS RNAV (GPS) RWY 18	216		VOR-A	236	
RNAV (GPS) RWY 36	217		LEXINGTON, MS		
LEXINGTON, MS			C A MOORE(19M)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS VOR/DME OR GPS-A	218		LOUIS ARMSTRONG NEW ORLEANS INTL		
LOUIS ARMSTRONG NEW ORLEANS INTL			---SEE NEW ORLEANS, LA		
---SEE NEW ORLEANS, LA					

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MC COMB, MS

MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS ILS OR LOC RWY 16	237
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA MEML (IYA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25AUG11 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

ABERDEEN/AMORY, MS

MONROE COUNTY (M40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

ALEXANDRIA, LA

ALEXANDRIA INTL (AEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

Antenna, 5041' from DER, 793' left of centerline, 140' AGL/216' MSL.

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

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

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ALEXANDRIA, LA (CON'T)

ESLER RGNL (ESF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08APR10 (10098) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

BASTROP, LA

MOREHOUSE MEML (BQP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 14NOV13 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

BATESVILLE, MS

PANOLA COUNTY (PMU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 08SEP22 (22251) (FAA)

DEPARTURE PROCEDURE:

Rwy 1, climb heading 011° to 800 before proceeding on course.

Rwy 19, climb heading 191° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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BATON ROUGE, LA

BATON ROUGE METRO, RYAN FLD (BTR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 17SEP15 (21112) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BOGALUSA, LA

GEORGE R CARR MEML AIR FLD (BXA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 17APR25 (25107) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN (8M1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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



25219

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

25219

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY (1R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20APR23 (23110) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BUNKIE, LA

BUNKIE MUNI (2R6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

CLARKSDALE, MS

FLETCHER FLD (CKM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

CLEVELAND, MS

CLEVELAND MUNI (RVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03APR14 (14093) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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



25219

COLUMBIA, MS

COLUMBIA/MARION COUNTY (0R0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY (UBS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07APR11 (11097) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

COLUMBUS AFB (KCBM)

COLUMBUS, MS

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21APR22 (22111) (USAF)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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



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



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SC-4



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



25219

CORINTH, MS

ROSCOE TURNER (CRX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

COUSHATTA, LA

THE RED RIVER (0R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25APR19 (19115) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CRYSTAL SPRINGS, MS

COPIAH COUNTY (M11)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 01JAN19 (19003) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

CON'T



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



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

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CRYSTAL SPRINGS, MS (CON'T)

COPIAH COUNTY (M11) (CON'T)

Rwy 36, trees beginning 58' from DER, 499' right of centerline, up to 77' AGL/480' MSL.
 Trees beginning 350' from DER, 492' right of centerline, up to 487' MSL.
 Pole 350' from DER, 587' left of centerline, 462' MSL.
 Trees beginning 516' from DER, 508' right of centerline, up to 492' MSL.
 Trees beginning 730' from DER, 539' right of centerline, up to 495' MSL.
 Pole, vehicles on traverse way beginning 779' from DER, 517' left of centerline, up to 474' MSL.
 Trees beginning 845' from DER, 481' right of centerline, up to 510' MSL.
 Tree 1014' from DER, 567' right of centerline, 511' MSL.
 Trees beginning 1070' from DER, 474' right of centerline, up to 512' MSL.
 Tree 1133' from DER, 555' right of centerline, 516' MSL.
 Trees beginning 1180' from DER, 440' right of centerline, up to 521' MSL.
 Tree 1247' from DER, 717' left of centerline, 509' MSL.
 Trees beginning 1325' from DER, 9' right of centerline, up to 527' MSL.
 Trees beginning 1341' from DER, 5' left of centerline, up to 527' MSL.
 Tree 1473' from DER, 294' right of centerline, 90' AGL/528' MSL.
 Trees beginning 1481' from DER, 14' right of centerline, up to 89' AGL/529' MSL.
 Trees beginning 1528' from DER, 1' right of centerline, up to 87' AGL/530' MSL.
 Trees beginning 1554' from DER, on centerline, up to 88' AGL/532' MSL.
 Trees beginning 1579' from DER, 1' left of centerline, up to 535' MSL.
 Trees beginning 1935' from DER, 25' left of centerline, up to 538' MSL.
 Trees beginning 1960' from DER, 4' left of centerline, up to 541' MSL.
 Trees beginning 2326' from DER, 9' right of centerline, up to 533' MSL.
 Trees beginning 2409' from DER, 116' right of centerline, up to 535' MSL.
 Trees beginning 2530' from DER, 44' right of centerline, up to 538' MSL.
 Trees beginning 3960' from DER, 60' right of centerline, up to 95' AGL/541' MSL.
 Trees beginning 4262' from DER, 49' left of centerline, up to 95' AGL/543' MSL.
 Trees beginning 4357' from DER, 33' left of centerline, up to 95' AGL/551' MSL.

DE QUINCY, LA

DE QUINCY INDUSTRIAL AIRPARK (5R8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 26' from DER, 362' right of centerline, up to 20' AGL/98' MSL.
 Trees beginning 1016' from DER, 679' right of centerline up to 70' AGL/145' MSL.
 Trees beginning 1833' from DER, 574' right of centerline, up to 81' AGL/150' MSL.
 Trees 2251' from DER, 206' right of centerline, up to 75' AGL/138' MSL.
 Trees beginning 2277' from DER, 280' left of centerline, up to 82' AGL/145' MSL.
 Trees 992' from DER, 590' left of centerline, up to 85' AGL/164' MSL.
 Pole 815' from DER 708' left of centerline 37' AGL/115' MSL.
 Trees 486' from DER, 538' left of centerline, up to 55' AGL/128' MSL.
Rwy 34, sign 15' from DER, 214' left of centerline, 8' AGL/81' MSL.
 NAVAIDS beginning 29' from DER, 110' left of centerline up to 5' AGL/75' MSL.
 Trees beginning 81' from DER, 341' right of centerline, up to 8' AGL/81' MSL.
 Pole 138' from DER, 483' right of centerline, 41' AGL/109' MSL.
 Trees beginning 256' from DER, 521' left of centerline up to 75' AGL/157' MSL.
 Telephone line 1377' from DER, 293' left of centerline, 40' AGL/119' MSL.
 Telephone line 1376' from DER, 294' right of centerline, 39' AGL/117' MSL.
 Trees beginning 1431' from DER, 491' right of centerline, up to 74' AGL/136' MSL.

SC-4, 07 AUG 2025 to 02 OCT 2025

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

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



25219

DE RIDDER, LA

BEAUREGARD RGNL (DRI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 14, vehicle on road 707' from DER, 613' left of centerline, 15' AGL/224' MSL.
Trees beginning 1307' from DER, 566' right of centerline, up to 100' AGL/299' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DREW, MS

RULEVILLE-DREW (M37)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11MAR10 (10070) (FAA)

TAKEOFF OBSTACLE NOTES:

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

EUNICE, LA

EUNICE (4R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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



25219

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

25219

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

GONZALES, LA

LOUISIANA RGNL (REG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GREENVILLE, MS

GREENVILLE MID-DELTA (GLH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25JAN24 (24025) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

GREENWOOD, MS

GREENWOOD-LEFLORE (GWO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 07MAR13 (13066) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

25219

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

25219

GRENADA, MS

GRENADA MUNI (GNF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tower 2.5 NM from DER, 3969' left of centerline, 406' AGL/457' MSL.

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

25219



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



25219

HAMMOND, LA

HAMMOND NORTHSORE RGNL (HDC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (10098) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JAN09 (09015) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

HATTIESBURG-LAUREL, MS

HATTIESBURG/LAUREL RGNL (PIB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 06DEC18 (21336) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY (M41)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 06MAR14 (14065) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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



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



25219

SC-4



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



25219

HOUMA, LA

HOUMA-TERREBONNE (HUM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02JUL09 (09183) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

INDIANOLA, MS

INDIANOLA MUNI (IDL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23SEP10 (10266) (FAA)

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

IUKA, MS

SEGARS FLD (15M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14JUL22 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025



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



25219

SC-4

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

25219

JACKSON, MS

HAWKINS FLD (HKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20JUN19 (21112) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

JENNINGS, LA

JENNINGS (3R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

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

Rwys 17, 35, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree, sign beginning 448' from DER, 215' left of centerline, up to 62' MSL.

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

25219

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

25219

JONESBORO, LA

JONESBORO (F88)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

KEESLER AFB (KBIX)

BILOXI, MS

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10AUG23 (23222) (USAF)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY (OSX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAY05 (05132) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

LAFAYETTE, LA

LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 07AUG25 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4L, trees beginning 3' from DER, 12' left of centerline, up to 100' AGL/140' MSL.

Trees, wind indicator, antenna, tower beginning 97' from DER, 2' right of centerline, up to 100' AGL/137' MSL.

Trees beginning 2789' from DER, 536' left of centerline, up to 100' AGL/143' MSL.

Pole, trees, fence beginning 2982' from DER, 331' left of centerline, up to 124' AGL/164' MSL.**Rwy 4R**, light pole 4' from DER, 55' right of centerline, 2' AGL/34' MSL.

Light pole 5' from DER, 54' left of centerline, 2' AGL/34' MSL.

Pole, trees beginning 912' from DER, 230' left of centerline, up to 34' AGL/71' MSL.

Tree 1667' from DER, 936' right of centerline, 75' MSL.

Tree 1839' from DER, 881' right of centerline, 88' MSL.

Trees beginning 2078' from DER, 973' right of centerline, up to 108' MSL.

Tree 2227' from DER, 921' left of centerline, 92' MSL.

Rwy 11, light pole 9' from DER, 54' left of centerline, 3' AGL/37' MSL.

Light pole 9' from DER, 53' right of centerline, 3' AGL/37' MSL.

Tree 367' from DER, 594' left of centerline, 72' MSL.

Trees beginning 460' from DER, 449' left of centerline, up to 75' MSL.

Tree 492' from DER, 563' right of centerline, 76' MSL.

Trees beginning 544' from DER, 35' right of centerline, up to 79' MSL.

Trees beginning 718' from DER, 86' left of centerline, up to 76' MSL.

Trees beginning 852' from DER, 156' left of centerline, up to 78' MSL.

Trees beginning 1109' from DER, 20' left of centerline, up to 80' MSL.

Trees beginning 1208' from DER, 475' right of centerline, up to 86' MSL.

Trees beginning 1209' from DER, 125' left of centerline, up to 82' MSL.

Tree 1575' from DER, 900' right of centerline, 91' MSL.

CON'T

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

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



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LAFAYETTE, LA (CON'T)

LAFAYETTE RGNL/PAUL FOURNET FLD (LFT) (CON'T)

Rwy 22L, light pole 39' from DER, 115' left of centerline, 4' AGL/41' MSL.
 Light pole 40' from DER, 114' right of centerline, 5' AGL/42' MSL.
 Vehicle on road 637' from DER, 622' right of centerline, 55' MSL.
 Vehicle on road 875' from DER, 629' right of centerline, 63' MSL.
 Pole 899' from DER, 704' right of centerline, 40' AGL/77' MSL.
 Pole 1285' from DER, 77' left of centerline, 38' AGL/74' MSL.
 Trees, poles, transmission line beginning 1358' from DER, 37' right of centerline, up to 96' MSL.
 Pole 1479' from DER, 66' left of centerline, 44' AGL/79' MSL.
 Poles beginning 1484' from DER, 63' left of centerline, up to 85' MSL.
 Transmission line 1628' from DER, 388' left of centerline, 53' AGL/87' MSL.
 Pole, tree beginning 1770' from DER, 703' left of centerline, up to 57' AGL/91' MSL.
 Trees beginning 1936' from DER, 1' right of centerline, up to 127' MSL.
 Trees beginning 2085' from DER, 313' left of centerline, up to 93' MSL.
 Tree 2478' from DER, 2' left of centerline, 107' MSL.
 Trees beginning 2543' from DER, 45' left of centerline, up to 116' MSL.
 Trees beginning 2809' from DER, 145' left of centerline, up to 119' MSL.
Rwy 22R, light poles beginning 10' from DER, 16' right of centerline, up to 2' AGL/42' MSL.
 Light poles 10' from DER, 17' left of centerline, 2' AGL/42' MSL.
 Trees, pole beginning 51' from DER, 99' left of centerline, up to 100' AGL/140' MSL.
 Trees, poles, wind indicators, building beginning 145' from DER, 22' right of centerline, up to 100' AGL/140' MSL.
 Tower 2544' from DER, 26' left of centerline, 104' AGL/142' MSL.
 Towers, antenna, trees beginning 2916' from DER, 236' right of centerline, up to 124' AGL/157' MSL.
Rwy 29, light pole 10' from DER, 53' right of centerline, 1' AGL/38' MSL.
 Light pole 11' from DER, 53' left of centerline, 2' AGL/38' MSL.
 Vehicle on road, light pole beginning 13' from DER, 148' right of centerline, up to 48' MSL.
 Poles beginning 63' from DER, 307' right of centerline, up to 23' AGL/56' MSL.
 Poles beginning 171' from DER, 282' right of centerline, up to 34' AGL/66' MSL.
 Poles, trees beginning 446' from DER, 32' right of centerline, up to 48' AGL/77' MSL.
 Tower, trees, poles beginning 926' from DER, 6' left of centerline, up to 72' AGL/104' MSL.
 Poles beginning 1616' from DER, 432' right of centerline, up to 69' AGL/85' MSL.
 Pole 2249' from DER, 423' right of centerline, 70' AGL/95' MSL.
 Poles beginning 2591' from DER, 70' right of centerline, up to 74' AGL/105' MSL.
 Tree 2650' from DER, 336' left of centerline, 105' MSL.
 Pole 2735' from DER, 80' left of centerline, 75' AGL/106' MSL.
 Tree 2783' from DER, 335' right of centerline, 109' MSL.
 Tree 2853' from DER, 257' right of centerline, 115' MSL.
 Tree 2893' from DER, 87' left of centerline, 112' MSL.
 Tree 3155' from DER, 287' left of centerline, 117' MSL.
 Tree 3173' from DER, 310' left of centerline, 118' MSL.
 Tree 3487' from DER, 984' left of centerline, 135' MSL.
 Tree 3500' from DER, 1018' left of centerline, 144' MSL.
 Latticework on building, tower beginning 3527' from DER, 267' right of centerline, up to 94' AGL/133' MSL.
 Tower 3806' from DER, 1013' left of centerline, 110' AGL/150' MSL.
 Tower 3872' from DER, 1220' right of centerline, 130' AGL/165' MSL.

LAKE CHARLES, LA

CHENNAULT INTL (CWF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 1114' from DER, 670' left of centerline, up to 51' AGL/70' MSL.
 Trees beginning 1261' from DER, 380' right of centerline, up to 62' AGL/81' MSL.
Rwy 33, tanks 5977' from DER, 1577' right of centerline, 156' AGL/170' MSL.
 Trees beginning 1763' from DER, 685' left of centerline, up to 71' AGL/85' MSL.
 Trees beginning 1202' from DER, 399' right of centerline, up to 52' AGL/71' MSL.



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



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

25219

LAKE CHARLES, LA (CON'T)

LAKE CHARLES RGNL (LCH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (11125) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

LAUREL, MS

HESLER/NOBLE FLD (LUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24JUN82 (24305) (FAA)

DEPARTURE PROCEDURE:

Rwy 13, climb runway heading to 500 before turning.

LEESVILLE, LA

LEESVILLE (L39)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

LEXINGTON, MS

C. A. MOORE (19M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09JUN83 (83160) (FAA)

DEPARTURE PROCEDURE:

Rwy 19, climb runway heading to 1000 before turning.

LOUISVILLE, MS

LOUISVILLE/WINSTON COUNTY (LMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29DEC22 (22363) (FAA)

TAKEOFF MINIMUMS:

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

VCOA:

Rwy 17, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Louisville/

Winston county airport at or above 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CON'T

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

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



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LOUISVILLE, MS (CON'T)

LOUISVILLE/WINSTON COUNTY (LMS) (CON'T)

Rwy 35, trees beginning 16' from DER, 383' left of centerline, up to 87' AGL/604' MSL.
 Trees beginning 42' from DER, 352' right of centerline, up to 582' MSL.
 Tree 300' from DER, 413' right of centerline, 603' MSL.
 Trees beginning 427' from DER, 383' left of centerline, up to 613' MSL.
 Trees beginning 427' from DER, 387' right of centerline, up to 626' MSL.
 Trees beginning 603' from DER, 360' left of centerline, up to 618' MSL.
 Trees beginning 896' from DER, 378' left of centerline, up to 619' MSL.
 Trees beginning 1070' from DER, 477' left of centerline, up to 621' MSL.
 Trees beginning 1191' from DER, 413' left of centerline, up to 630' MSL.
 Trees beginning 1475' from DER, 648' left of centerline, up to 645' MSL.
 Trees beginning 1685' from DER, on and left of centerline, up to 652' MSL.
 Trees beginning 2026' from DER, 693' right of centerline, up to 629' MSL.
 Trees beginning 2214' from DER, 457' right of centerline, up to 634' MSL.
 Trees beginning 2292' from DER, 7' right of centerline, up to 636' MSL.
 Trees beginning 2305' from DER, 4' left of centerline, up to 111' AGL/659' MSL.

MADISON, MS

BRUCE CAMPBELL FLD (MBO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (22195) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL.
Rwy 35, house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL.
 Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

MAGEE, MS

MAGEE MUNI (17M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning abeam DER, 201' left of centerline, up to 100' AGL/649' MSL.
 Trees beginning abeam DER, 205' right of centerline, up to 100' AGL/649' MSL.
 Trees 562' from DER, 577' right of centerline, up to 100' AGL/659' MSL.
 Trees beginning 1217' from DER, left and right of centerline, up to 100' AGL/659' MSL.
Rwy 36, trees beginning abeam DER, 165' right of centerline, up to 100' AGL/659' MSL.
 Vehicle on road 411' from DER, 423' left of centerline, up to 15' AGL/565' MSL.
 Trees 621' from DER, 343' left of centerline, up to 100' AGL/659' MSL.
 Trees 1160' from DER, 447' right of centerline, up to 100' AGL/659' MSL.

MAKS AAF (KPOE)

FORT JOHNSON, LA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07SEP23 (23362) (USA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 2284' from DER, 1004' left of centerline, up to 364' MSL.
 Trees beginning 3223' from DER, 1193' right of centerline, up to 365' MSL.
 Tree 4597' from DER, 137' left of centerline, 429' MSL.
 Tree 3905' from DER, 706' right of centerline, 401' MSL.
 Tree 3384' from DER, 1100' right of centerline, 392' MSL.
 Tree 3962' from DER, 882' left of centerline, 387' MSL.
 Pole 4151' from DER, 203' left of centerline, 382' MSL.
 Tree 3524' from DER, 963' left of centerline, 379' MSL.
 Tree 3304' from DER, 1079' right of centerline, 375' MSL.
 Tree 1739' from DER, 874' right of centerline, 369' MSL.
 Twr 2213' from DER, 535' left of centerline, 43' AGL/335' MSL.
 Windsock 100' from DER, 460' right of centerline, 300' MSL.
 Terrain 50' from DER, 480' right of centerline, 282' MSL.
 Tree 4657' from DER, 404' right of centerline, 435' MSL.

CON'T



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



25219

SC-4



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



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MAKS AAF (KPOE) (CON'T)

FORT JOHNSON, LA (CON'T)

Rwy 34, trees beginning 2305' from DER, 470' left of centerline, up to 80' AGL/402' MSL.
Trees beginning 2866' from DER, 1193' right of centerline, up to 449' MSL.
Tree 1874' from DER, 885' right of centerline, 416' MSL.
Tree 2831' from DER, 154' right of centerline 411' MSL.
Tree 2076' from DER, 980' left of centerline, 410' MSL.
Tree 1424' from DER, 753' right of centerline, 393' MSL.
Tree 1771' from DER, 35' left of centerline, 377' MSL.
Tree 433' from DER, 513' right of centerline, 365' MSL.
Terrain 415' from DER, 611' left of centerline, 345' MSL.
Terrain at DER, 500' left of centerline, 333' MSL.

MANSFIELD, LA

C E 'RUSTY' WILLIAMS (3F3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicles on road 62' from DER, 343' left of centerline, 340' MSL.
Vehicles on road 187' from DER, 356' left of centerline, 341' MSL.
Vehicles on road 309' from DER, 367' left of centerline, 342' MSL.
Vehicles on road 425' from DER, 375' left of centerline, 344' MSL.
Pole, tree, vehicles on road beginning 479' from DER, 280' left of centerline, up to 29' AGL/356' MSL.
Poles, vehicles on road beginning 650' from DER, 13' left of centerline, up to 55' AGL/382' MSL.
Vehicles on road 798' from DER, 72' right of centerline, 348' MSL.
Vehicles on road 810' from DER, 224' right of centerline, 350' MSL.
Vehicles on road, tree beginning 825' from DER, 216' right of centerline, up to 351' MSL.
Trees beginning 980' from DER, 205' left of centerline, up to 388' MSL.
Trees, pole beginning 1056' from DER, 73' left of centerline, up to 421' MSL.
Trees beginning 1102' from DER, 467' right of centerline, up to 408' MSL.
Trees beginning 1296' from DER, 52' right of centerline, up to 414' MSL.
Trees beginning 2098' from DER, 96' left of centerline, up to 430' MSL.
Trees beginning 2105' from DER, 138' right of centerline, up to 423' MSL.
Trees beginning 2414' from DER, 23' right of centerline, up to 437' MSL.
Tree 3375' from DER, 1025' left of centerline, 437' MSL.
Rwy 36, vehicles on road, utility building beginning 5' from DER, 124' right of centerline, up to 329' MSL.
Trees beginning 29' from DER, 395' left of centerline, up to 372' MSL.
Trees beginning 116' from DER, 256' right of centerline, up to 372' MSL.
Trees beginning 159' from DER, 265' left of centerline, up to 377' MSL.
Trees beginning 330' from DER, 278' left of centerline, up to 381' MSL.
Trees beginning 2082' from DER, 233' left of centerline, up to 387' MSL.
Tree 2363' from DER, 1126' right of centerline, 384' MSL.
Tree 2621' from DER, 1114' right of centerline, 398' MSL.
Trees beginning 2670' from DER, 213' left of centerline, up to 395' MSL.
Tree 2802' from DER, 1232' right of centerline, 409' MSL.
Trees beginning 2889' from DER, 1057' right of centerline, up to 414' MSL.
Trees beginning 3455' from DER, 375' left of centerline, up to 410' MSL.

MANY, LA

HART (3R4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03JUL08 (08185) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 1' from DER, 594' left to 598' right of centerline, up to 100' AGL/385' MSL.
Power line/poles beginning 1198' from DER, 309' right of centerline, up to 58' AGL/354' MSL.
Rwy 30, trees beginning 74' from DER, 781' left to 509' right of centerline, up to 100' AGL/391' MSL.
Power line/pole 484' from DER, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS

SELFS (MMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (12264) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicles on road beginning 3' from DER, 210' left of centerline, up to 15' AGL/161' MSL.
Vehicles on road, building, and poles beginning 51' from DER, 4' right of centerline, up to 38' AGL/195' MSL.
Trees beginning 1171' from DER, 32' left of centerline, up to 110' AGL/265' MSL.
Trees beginning 1071' from DER, 4' right of centerline, up to 110' AGL/265' MSL.
Rwy 20, trees beginning 44' from DER, 389' right of centerline, up to 85' AGL/238' MSL.
Trees 3684' from DER, 550' right of centerline, up to 106' AGL/263' MSL.



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



25219



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



25219

MARKSVILLE, LA

MARKSVILLE MUNI (MKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

MC COMB, MS

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAY18 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MERIDIAN, MS

KEY FLD (MEI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 300-1% or std w/min climb of 290'/NM to 600.

DEPARTURE PROCEDURE:

Rwy 4, climb on heading 046° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 1, building, tree beginning 177' from DER, 425' right of centerline, up to 13' AGL/310' MSL.

Pole 533' from DER, 448' left of centerline, 18' AGL/318' MSL.

Tree 804' from DER, 628' left of centerline, 338' MSL.

Tree, vehicles on road beginning 925' from DER, 421' left of centerline, up to 370' MSL.

Trees, pole, tower beginning 1345' from DER, 411' left of centerline, up to 384' MSL.

Trees beginning 1480' from DER, 503' left of centerline, up to 388' MSL.

Trees beginning 1498' from DER, 105' left of centerline, up to 393' MSL.

Smokestack 2146' from DER, 317' right of centerline, 45' AGL/350' MSL.

Trees beginning 2200' from DER, 122' left of centerline, up to 394' MSL.

Tanks beginning 2227' from DER, 262' right of centerline, up to 58' AGL/362' MSL.

Trees beginning 2380' from DER, 150' left of centerline, up to 395' MSL.

Trees, tank beginning 2424' from DER, on centerline, up to 399' MSL.

Trees beginning 2624' from DER, 90' left of centerline, up to 401' MSL.

Trees beginning 2744' from DER, 21' left of centerline, up to 404' MSL.

Trees beginning 3067' from DER, 3' right of centerline, up to 414' MSL.

Tree 3431' from DER, 209' left of centerline, 409' MSL.

Trees beginning 3449' from DER, 15' left of centerline, up to 412' MSL.

CONT



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



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



25219

MERIDIAN, MS (CON'T) KEY FLD (MEI) (CON'T)

Rwy 4, pole, vehicles on road beginning 144' from DER, 375' right of centerline, up to 38' AGL/334' MSL.
Fences beginning 180' from DER, 250' left of centerline, up to 8' AGL/305' MSL.
Building 257' from DER, 310' left of centerline, 17' AGL/314' MSL.
Pole, building beginning 284' from DER, 345' left of centerline, up to 23' AGL/319' MSL.
Poles, vehicles on road, tree beginning 334' from DER, 278' right of centerline, up to 39' AGL/335' MSL.
Tank 411' from DER, 390' left of centerline, 29' AGL/327' MSL.
Poles beginning 444' from DER, 253' left of centerline, up to 32' AGL/330' MSL.
Poles beginning 634' from DER, 292' left of centerline, up to 33' AGL/331' MSL.
Tree 662' from DER, 608' right of centerline, 343' MSL.
Trees, vehicles on road beginning 678' from DER, 327' right of centerline, up to 348' MSL.
Pole 838' from DER, 654' left of centerline, 33' AGL/332' MSL.
Trees, vehicles on road beginning 896' from DER, 262' right of centerline, up to 373' MSL.
Trees beginning 1107' from DER, 33' right of centerline, up to 385' MSL.
Pole 1414' from DER, 32' left of centerline, 37' AGL/336' MSL.
Tree 1857' from DER, 324' left of centerline, 348' MSL.
Tree 2042' from DER, 613' left of centerline, 366' MSL.
Trees beginning 2078' from DER, 65' left of centerline, up to 388' MSL.
Trees beginning 2565' from DER, 14' right of centerline, up to 386' MSL.
Trees beginning 2680' from DER, 24' left of centerline, up to 391' MSL.
Rwy 19, tower 481' from DER, 570' left of centerline, 32' AGL/312' MSL.
Tree 1079' from DER, 626' left of centerline, 318' MSL.
Tree 1137' from DER, 717' left of centerline, 328' MSL.
Tree 1217' from DER, 592' left of centerline, 329' MSL.
Trees beginning 1330' from DER, 771' right of centerline, up to 371' MSL.
Tree 1355' from DER, 546' left of centerline, 335' MSL.
Trees beginning 1364' from DER, 466' left of centerline, up to 350' MSL.
Trees beginning 1689' from DER, 313' left of centerline, up to 376' MSL.
Tree 1893' from DER, 935' right of centerline, 380' MSL.
Trees beginning 1963' from DER, 40' right of centerline, up to 394' MSL.
Trees beginning 2661' from DER, 38' left of centerline, up to 395' MSL.
Trees beginning 3745' from DER, 3' left of centerline, up to 400' MSL.
Trees beginning 3803' from DER, 69' right of centerline, up to 396' MSL.
Rwy 22, trees beginning 1250' from DER, 723' right of centerline, up to 330' MSL.
Tree 1417' from DER, 775' right of centerline, 372' MSL trees beginning 1428' from DER, 588' right of centerline, up to 377' MSL.
Trees beginning 1528' from DER, 503' right of centerline, up to 379' MSL.
Trees beginning 1620' from DER, 2' right of centerline, up to 384' MSL.
Trees beginning 2350' from DER, 23' left of centerline, up to 373' MSL.
Trees beginning 2617' from DER, 29' left of centerline, up to 376' MSL.
Trees beginning 2741' from DER, 144' left of centerline, up to 387' MSL.
Trees beginning 3332' from DER, 1169' right of centerline, up to 395' MSL.
Trees beginning 3468' from DER, 412' left of centerline, up to 393' MSL.
Trees beginning 3839' from DER, 606' left of centerline, up to 404' MSL.
Tree 4201' from DER, 1359' right of centerline, 424' MSL.
Trees beginning 4287' from DER, 319' right of centerline, up to 427' MSL.
Trees beginning 4370' from DER, 1166' right of centerline, up to 436' MSL.
Trees beginning 4450' from DER, 41' right of centerline, up to 449' MSL.
Tree 4941' from DER, 483' left of centerline, 415' MSL.
Tree 5294' from DER, 137' left of centerline, 427' MSL.
Trees beginning 5567' from DER, 1356' right of centerline, up to 454' MSL.
Trees beginning 5649' from DER, 1274' right of centerline, up to 478' MSL.
Trees beginning 5704' from DER, 1235' right of centerline, up to 491' MSL.
Tree 1 NM from DER, 907' left of centerline, 457' MSL.
Trees beginning 1 NM from DER, 1238' right of centerline, up to 493' MSL.
Trees beginning 1.1 NM from DER, 1620' right of centerline, up to 499' MSL.
Trees beginning 1.2 NM from DER, 715' right of centerline, up to 520' MSL.
Tree 1.3 NM from DER, 2263' right of centerline, 496' MSL.

SC-4, 07 AUG 2025 to 02 OCT 2025



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



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

25219

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08SEP22 (22251) (USN)

TAKEOFF MINIMUMS:

Rwy 1R, std. w/min. climb of 251' per NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 1R, terrain 0' from DER, 500' right of centerline, 329' MSL.

Terrain 554' from DER, 648' left of centerline, 343' MSL.

Terrain 556' from DER, 649' left of centerline, 343' MSL.

Terrain 614' from DER, 617' left of centerline, 344' MSL.

Terrain 617' from DER, 665' left of centerline, 345' MSL.

Terrain 620' from DER, 666' left of centerline, 345' MSL.

Terrain 2709' from DER, 1137' left of centerline, 0' AGL/399' MSL.

Terrain 3148' from DER, 953' left of centerline, 0' AGL/399' MSL.

Terrain, tree 1.1 NM from DER, 2315' left of centerline, 0' AGL/499' MSL.

Rwy 10, terrain 0' from DER, 500' right of centerline, 306' MSL.**Rwy 19R**, terrain 0' from DER, 500' right of centerline, 257' MSL.

MINDEN, LA

MINDEN (MNE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 2' from DER, 134' left of centerline, up to 116' AGL/383' MSL.

Trees beginning 791' from DER, 68' right of centerline, up to 104' AGL/383' MSL.

Rwy 19, trees beginning 232' from DER, 46' left of centerline, up to 103' AGL/352' MSL.

Trees beginning 192' from DER, 12' right of centerline, up to 116' AGL/365' MSL.

Poles beginning 1234' from DER, 226' right of centerline, up to 69' AGL/318' MSL.

MONROE, LA

MONROE RGNL (MLU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 02DEC21 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 22, climb on heading 222° to 900 before turning west.**Rwy 32**, climb on heading 317° to 900 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 4, lighting 6' from DER, 5' right of centerline, 2' AGL/76' MSL.

Sign 29' from DER, 248' left of centerline, 3' AGL/77' MSL.

Tree 1010' from DER, 711' left of centerline, 104' MSL.

Trees beginning 1568' from DER, 768' right of centerline, up to 154' MSL.

Trees beginning 2287' from DER, 911' right of centerline, up to 160' MSL.

Trees beginning 2421' from DER, 804' right of centerline, up to 162' MSL.

Tree 3361' from DER, 1144' left of centerline, 166' MSL.

Trees beginning 3488' from DER, 1047' left of centerline, up to 183' MSL.

Rwy 14, tree 905' from DER, 722' left of centerline, 117' MSL.

Trees beginning 950' from DER, 509' left of centerline, up to 120' MSL.

Trees beginning 1007' from DER, 59' left of centerline, up to 128' MSL.

Trees beginning 1188' from DER, 79' right of centerline, up to 107' MSL.

Trees beginning 1215' from DER, 150' right of centerline, up to 110' MSL.

Tree 1264' from DER, 281' right of centerline, 114' MSL.

Trees, poles beginning 1284' from DER, 227' right of centerline, up to 138' MSL.

Trees beginning 1682' from DER, 737' left of centerline, up to 139' MSL.

Trees beginning 2214' from DER, 962' left of centerline, up to 154' MSL.

Trees, towers, antenna beginning 2771' from DER, 539' left of centerline, up to 184' MSL.

Rwy 22, lighting 5' from DER, 5' left of centerline, 1' AGL/77' MSL.

Sign 31' from DER, 342' right of centerline, 3' AGL/77' MSL.

Sign 102' from DER, 459' right of centerline, 10' AGL/83' MSL.

Tree 1273' from DER, 809' left of centerline, 114' MSL.

Tree 1990' from DER, 718' left of centerline, 131' MSL.

Tree 2160' from DER, 742' left of centerline, 134' MSL.

Trees beginning 2273' from DER, 212' left of centerline, up to 137' MSL.

Tree 2418' from DER, 180' left of centerline, 139' MSL.

Trees beginning 2429' from DER, 245' left of centerline, up to 140' MSL.

Tree 2594' from DER, 508' left of centerline, 145' MSL.

Tree 2616' from DER, 1052' right of centerline, 170' MSL.

CON'T

SC-4, 07 AUG 2025 to 02 OCT 2025

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

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

25219

MONROE, LA (CON'T)

MONROE RGNL (MLU) (CON'T)

Rwy 32, terrain 7' from DER, 63' right of centerline, 79' MSL.
 Lighting 27' from DER, 120' right of centerline, 3' AGL/82' MSL.
 Sign 28' from DER, 439' left of centerline, 3' AGL/81' MSL.
 Lighting, sign beginning 30' from DER, 119' left of centerline, up to 3' AGL/82' MSL.
 Pole 358' from DER, 489' left of centerline, 20' AGL/97' MSL.
 Tree 934' from DER, 659' left of centerline, 109' MSL.
 Trees beginning 1010' from DER, 514' left of centerline, up to 114' MSL.
 Tree 1073' from DER, 735' left of centerline, 116' MSL.
 Tree 1328' from DER, 773' left of centerline, 119' MSL.
 Tree 1581' from DER, 448' left of centerline, 133' MSL.
 Pole, trees beginning 1582' from DER, 261' left of centerline, up to 69' AGL/145' MSL.
 Trees beginning 1607' from DER, 322' right of centerline, up to 138' MSL.
 Tree 1630' from DER, 643' right of centerline, 140' MSL.
 Trees beginning 1681' from DER, 100' left of centerline, up to 153' MSL.
 Trees beginning 1708' from DER, 295' right of centerline, up to 158' MSL.
 Trees, poles beginning 1713' from DER, 126' left of centerline, up to 158' MSL.
 Trees beginning 1877' from DER, 156' right of centerline, up to 166' MSL.
 Tree 2031' from DER, 283' right of centerline, 171' MSL.
 Trees, pole beginning 2042' from DER, 34' right of centerline, up to 176' MSL.
 Trees, pole beginning 2098' from DER, 12' left of centerline, up to 169' MSL.
 Trees beginning 2347' from DER, 10' left of centerline, up to 179' MSL.
 Trees beginning 3970' from DER, 678' right of centerline, up to 182' MSL.

NATCHEZ, MS

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG-A 20APR23 (23110) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 16' from DER, 309' right of centerline, up to 326' MSL.
 Trees beginning 239' from DER, 250' right of centerline, up to 343' MSL.
 Trees beginning 1180' from DER, 526' left of centerline, up to 364' MSL.
 Trees beginning 1445' from DER, 86' left of centerline, up to 380' MSL.
 Trees beginning 2332' from DER, 123' right of centerline, up to 344' MSL.
 Tree 3624' from DER, 1390' right of centerline, 363' MSL.
Rwy 18, tree 30' from DER, 467' left of centerline, 54' AGL/306' MSL.
 Trees beginning 112' from DER, 364' left of centerline, up to 323' MSL.
 Trees beginning 131' from DER, 445' right of centerline, up to 285' MSL.
 Trees beginning 164' from DER, 427' right of centerline, up to 337' MSL.
 Trees beginning 663' from DER, on centerline, up to 338' MSL.
 Trees beginning 969' from DER, 50' left of centerline, up to 332' MSL.
 Trees beginning 1149' from DER, on centerline, up to 346' MSL.
 Trees beginning 2175' from DER, 168' right of centerline, up to 339' MSL.
 Trees beginning 2258' from DER, 149' right of centerline, up to 350' MSL.
 Tree 2523' from DER, 1044' right of centerline, 365' MSL.
 Trees beginning 2543' from DER, 19' right of centerline, up to 374' MSL.
 Trees beginning 3100' from DER, 10' right of centerline, up to 385' MSL.
 Trees beginning 3134' from DER, 20' left of centerline, up to 347' MSL.
 Trees beginning 3400' from DER, 835' left of centerline, up to 350' MSL.
 Tree 3442' from DER, 1044' left of centerline, 355' MSL.
 Trees beginning 3487' from DER, 727' left of centerline, up to 356' MSL.
 Trees beginning 3569' from DER, 59' left of centerline, up to 359' MSL.
 Trees beginning 3669' from DER, 761' left of centerline, up to 360' MSL.
 Trees beginning 3823' from DER, 482' left of centerline, up to 365' MSL.
 Trees beginning 3908' from DER, 161' left of centerline, up to 374' MSL.
 Tree 4008' from DER, 218' left of centerline, 384' MSL.
 Trees beginning 4047' from DER, 220' left of centerline, up to 386' MSL.
 Trees beginning 4107' from DER, 14' left of centerline, up to 388' MSL.

CON'T

SC-4, 07 AUG 2025 to 02 OCT 2025

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

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NATCHEZ, MS (CON'T)

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ) (CON'T)

Rwy 32, light poles 2' from DER, 4' right of centerline, 2' AGL/263' MSL.
 Tree 428' from DER, 542' left of centerline, 301' MSL.
 Tree 656' from DER, 615' right of centerline, 338' MSL.
 Tree 701' from DER, 648' left of centerline, 325' MSL.
 Trees beginning 764' from DER, 524' right of centerline, up to 342' MSL.
 Tree 901' from DER, 695' left of centerline, 336' MSL.
 Trees beginning 1187' from DER, 736' left of centerline, up to 346' MSL.
 Trees beginning 1482' from DER, 504' right of centerline, up to 349' MSL.
 Tree, pole beginning 1531' from DER, 789' left of centerline, up to 351' MSL.
 Trees beginning 1625' from DER, 204' right of centerline, up to 352' MSL.
 Trees beginning 1867' from DER, 50' left of centerline, up to 360' MSL.
 Trees beginning 3197' from DER, 314' right of centerline, up to 355' MSL.
 Trees beginning 3268' from DER, 694' left of centerline, up to 364' MSL.
 Trees beginning 3332' from DER, 85' left of centerline, up to 366' MSL.
 Trees beginning 3835' from DER, 1223' left of centerline, up to 374' MSL.
Rwy 36, fence beginning 36' from DER, 409' right of centerline, up to 274' MSL.
 Fence 235' from DER, 394' right of centerline, 276' MSL.
 Tree 422' from DER, 603' right of centerline, 337' MSL.
 Trees beginning 473' from DER, 464' right of centerline, up to 338' MSL.
 Trees beginning 692' from DER, 1' left of centerline, up to 347' MSL.
 Trees beginning 783' from DER, 140' right of centerline, up to 342' MSL.
 Trees beginning 1236' from DER, 256' right of centerline, up to 348' MSL.
 Trees beginning 1376' from DER, 128' right of centerline, up to 357' MSL.

NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 24JUL14 (14205) (FAA)

TAKEOFF MINIMUMS:

Rwy 25, 300-1½ or std. w/min. climb of 336' per NM to 600.
Rwy 35, std. w/min. climb of 202' per NM to 800, or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE:

Rwy 35, climb heading 342° to 700 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 17, building, poles, beginning 90' from DER, 359' right of centerline, up to 32' AGL/142' MSL.,
 Tree 2573' from DER, 1022' right of centerline, 94' AGL/204' MSL.
Rwy 25, tower 1.3 NM from DER, 632' right of centerline, 205' AGL/385' MSL.
Rwy 35, light pole 1975' from DER, 418' right of centerline, 66' AGL/180' MSL.
 Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY/UNION COUNTY (M72)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, std. w/min. climb of 245' per NM to 900, or 500-2½ w/ min. climb of 207' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to DER, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 18, for climb in visual conditions: cross New Albany/Union County airport at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 146' from DER, 158' left of centerline, up to 100' AGL/519' MSL.
 Multiple trees beginning 387' from DER, 565' right of centerline, up to 100' AGL/499' MSL.
Rwy 36, multiple trees beginning 467' from DER, 524' left of centerline, up to 100' AGL/499' MSL.
 Multiple trees beginning 2000' from DER, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL (ARA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27APR17 (17117) (FAA)

TAKEOFF MINIMUMS:

Rwys 17W, 35W, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 41' from DER, 497' right of centerline, 12' AGL/32' MSL.

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

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



25219

NEW ORLEANS, LA

LAKEFRONT (NEW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 27JAN22 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 18R, 400-2% or std. w/min. climb of 220' per NM to 600, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 087° to 1400 before turning right.

Rwy 18L, climb on heading 177° to 1400 before turning left.

Rwy 18R, climb on heading 177° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, building 79' from DER, 419' right of centerline, 52' MSL.

Buildings, and vehicles on road beginning 287' from DER, 162' left of centerline, up to 48' MSL.

Poles beginning 804' from DER, 199' left of centerline, up to 43' AGL/51' MSL.

Trees beginning 1824' from DER, 232' right of centerline, up to 71' MSL.

Tree 2220' from DER, 167' right of centerline, 73' MSL.

Pole 2491' from DER, 254' left of centerline, 67' AGL/72' MSL.

Rwy 18L, NAVAIIDs beginning 273' from DER, 340' left of centerline, up to 35' AGL/37' MSL.

Tower, and building beginning 334' from DER, 418' left of centerline, up to 40' AGL/42' MSL.

Buildings, tree, tower, and poles beginning 1451' from DER, 522' left of centerline, up to 93' AGL/98' MSL.

Building 2035' from DER, 35' right of centerline, 62' MSL.

Rwy 18R, building, and NAVAIIDs beginning 51' from DER, 49' left of centerline, up to 22' AGL/26' MSL.

NAVAID 106' from DER, on centerline, 19' MSL.

Trees, vehicles on road, and poles beginning 150' from DER, 182' left of centerline, up to 45' MSL.

Vehicles on road 296' from DER, 1' right of centerline, 22' MSL.

Vehicles on road 474' from DER, on centerline, 35' MSL.

Pole, sign, and tree beginning 484' from DER, 114' right of centerline, up to 43' AGL/47' MSL.

Pole 709' from DER, 524' right of centerline, 47' AGL/48' MSL.

Poles beginning 747' from DER, 420' right of centerline, up to 51' AGL/51' MSL.

Elevators beginning 1512' from DER, 573' right of centerline, up to 80' AGL/85' MSL.

Building 1711' from DER, 839' right of centerline, 87' AGL/92' MSL.

Towers, and pole beginning 2817' from DER, 83' left of centerline, up to 101' AGL/101' MSL.

Poles, and transmission line beginning 3235' from DER, 64' right of centerline, up to 106' AGL/111' MSL.

Transmission line 2.3 NM from DER, 3385' left of centerline, 385' AGL/388' MSL.

Rwy 27, boats 300' from DER, left to right of centerline, up to 50' MSL.

Fence 278' from DER, 67' right of centerline, 15' AGL/15' MSL.

Fence 278' from DER, 64' left of centerline, 10' AGL/14' MSL.

Rwy 36L, bridge 51' from DER, 6' right of centerline, 7' AGL/10' MSL.

Rwy 36R, boats 350' from DER, left to right of centerline, up to 50' MSL.

Vegetation 16' from DER, 488' right of centerline, 11' MSL.

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15OCT15 (15288) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, multiple vehicles on roads beginning 3' from DER, 437' right of centerline, up to 26' AGL/28' MSL.

Multiple trees beginning 493' from DER, 542' right of centerline, up to 38' AGL/40' MSL.

Multiple poles beginning 831' from DER, 583' left of centerline, up to 34' AGL/36' MSL.

Multiple signs beginning 906' from DER, 235' right of centerline, up to 49' AGL/51' MSL.

Multiple buildings beginning 1369' from DER, 679' right of centerline, up to 48' AGL/50' MSL.

Multiple trees beginning 1555' from DER, 574' left of centerline, up to 45' AGL/47' MSL.

Antenna 1888' from DER, 692' right of centerline, 49' AGL/51' MSL.

Obstruction light 1822' from DER, 834' right of centerline, 64' AGL/66' MSL.

Crane 2412' from DER, 487' left of centerline, 81' AGL/83' MSL.

Rwy 11, obstruction light 623' from DER, 620' right of centerline, 21' AGL/25' MSL.

Pole 936' from DER, 663' right of centerline, 25' AGL/29' MSL.

Multiple trees beginning 1051' from DER, 37' left of centerline, up to 96' AGL/100' MSL.

Multiple trees beginning 1919' from DER, 157' right of centerline, up to 81' AGL/85' MSL.

Rwy 20, vehicle on road 201' from DER, 458' left of centerline, 29' AGL/30' MSL.

Sign 708' from DER, 688' left of centerline, 38' AGL/39' MSL.

Rod on building 664' from DER, 249' left of centerline, 23' AGL/24' MSL.

Pole 1124' from DER, 635' left of centerline, 31' AGL/32' MSL.

Multiple poles beginning 1358' from DER, 420' right of centerline, up to 46' AGL/47' MSL.

Tree 2057' from DER, 881' left of centerline, 67' AGL/68' MSL.

Multiple trees beginning 2604' from DER, 622' right of centerline, up to 85' AGL/86' MSL.

Ship 4166' from DER, on centerline, 152' AGL/153' MSL.

Rwy 29, tree 1265' from DER, 748' left of centerline, 58' AGL/59' MSL.

Multiple trees beginning 1541' from DER, 550' right of centerline, up to 65' AGL/66' MSL.



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



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

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NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 20MAR25 (25079) (USN)

TAKEOFF MINIMUMS:

Rwy 14, std w/min climb of 275°/NM to 400' or 300-1¼.**Rwy 32**, std w/min climb of 292°/NM to 400'.

DEPARTURE PROCEDURE:

Rwy 4, diverse departures authorized 045° CW 224°. Right turn to departure heading only.**Rwy 22**, diverse departures authorized 045° CW 314°.**Rwy 32**, climb on heading between 141° CW to 300°. Left turn to departure heading only.

TAKEOFF OBSTACLE NOTES:

Rwy 4, terrain 0' from DER, 500' left of centerline, 3' MSL.**Rwy 14**, terrain 0' from DER, 500' left of centerline, 3' MSL.

Tank 3450' from DER, 1424' left of centerline, 74' AGL/92' MSL.

Cruise ship 1 NM from DER, 57' right of centerline, 213' MSL.

Rwy 22, terrain 0' from DER, 500' left of centerline, 3' MSL.**Rwy 32**, terrain 0' from DER, 287' right of centerline, 3' MSL.

Terrain 0' from DER, 500' left of centerline, 3' MSL.

Glideslope 1395' from DER, 64' left of centerline, 40' MSL.

NEW ROADS, LA

FALSE RIVER RGNL (HZR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 36, fence 97' from DER, 248' right of centerline, 5' AGL/44' MSL.

Pole 1263' from DER, 215' left of centerline, 45' AGL/84' MSL.

Trees beginning 1268' from DER, 127' right of centerline, up to 110' AGL/159' MSL.

Trees beginning 2436' from DER, 26' left of centerline, up to 127' AGL/176' MSL.

Rwy 18, road beginning 86' from DER, 398' right of centerline, up to 15' AGL/49' MSL.

Fence 220' from DER, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH (ACP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23NOV06 (06327) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees 400' from DER, 260' left of centerline, 30' AGL/134' MSL.**Rwy 36**, trees 1300' from DER, on centerline, 50' AGL/159' MSL.

OKOLONA, MS

OKOLONA MUNI/RICHARD STOVALL FLD (5A4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24JUL14 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 47' from DER, 456' left of centerline, 69' AGL/390' MSL.

Tree 423' from DER, 602' right of centerline, 85' AGL/396' MSL.

Transmission line towers and trees, beginning 962' from DER, left and right of centerline, up to 79' AGL/402' MSL.

Rwy 36, trees beginning 288' from DER, 529' right of centerline, up to 70' AGL/371' MSL.

Trees beginning 771' from DER, left and right of centerline, up to 85' AGL/376' MSL.

Trees beginning 1585' from DER, 34' right of centerline, up to 81' AGL/402' MSL.

Trees beginning 3010' from DER, 1173' right of centerline, up to 106' AGL/427' MSL.

OLIVE BRANCH, MS

OLIVE BRANCH/TAYLOR FLD (OLV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12DEC13 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, ground beginning 164' from DER, 385' right of centerline, 401' MSL.

Trees beginning 191' from DER, 395' left of centerline, up to 23' AGL/413' MSL.

Trees beginning 1212' from DER, left and right of centerline, up to 100' AGL/480' MSL.

Trees beginning 3028' from DER, 123' left of centerline, up to 93' AGL/483' MSL.

Trees beginning 4193' from DER, left and right of centerline, up to 100' AGL/519' MSL.

Rwy 36, trees beginning 1224' from DER, left and right of centerline, up to 100' AGL/509' MSL.

Trees beginning 2763' from DER, left and right of centerline, up to 100' AGL/479' MSL.



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



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OPELOUSAS, LA

ST LANDRY PARISH (OPL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1¼ or std w/min climb of 265'/NM to 400.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees, fence, building, traverse ways, poles beginning 75' from DER, 1' left of centerline, up to 78' AGL/151' MSL.

Trees beginning 576' from DER, on centerline, up to 34' AGL/106' MSL.

Tree 677' from DER, 83' right of centerline, 35' AGL/107' MSL.

Trees beginning 704' from DER, 103' right of centerline, up to 45' AGL/117' MSL.

Trees beginning 805' from DER, 192' right of centerline, up to 126' MSL.

Trees beginning 858' from DER, 100' right of centerline, up to 58' AGL/130' MSL.

Trees beginning 924' from DER, 39' right of centerline, up to 61' AGL/133' MSL.

Trees beginning 935' from DER, 45' right of centerline, up to 61' AGL/134' MSL.

Trees beginning 945' from DER, on centerline, up to 64' AGL/136' MSL.

Trees, poles beginning 1170' from DER, 3' right of centerline, up to 64' AGL/137' MSL.

Tree, poles beginning 1175' from DER, 15' left of centerline, up to 79' AGL/152' MSL.

Tree 1359' from DER, 366' right of centerline, 143' MSL.

Trees, poles beginning 1360' from DER, 14' right of centerline, up to 166' MSL.

Trees beginning 3024' from DER, 456' left of centerline, up to 156' MSL.

Tree 3152' from DER, 768' left of centerline, 158' MSL.

Rwy 18, tree 64' from DER, 459' right of centerline, 108' MSL.

Tree 92' from DER, 503' right of centerline, 135' MSL.

Trees, traverse way beginning 165' from DER, 2' right of centerline, up to 77' AGL/144' MSL.

Trees, traverse ways beginning 220' from DER, 20' left of centerline, up to 107' MSL.

Trees beginning 366' from DER, 184' left of centerline, up to 108' MSL.

Tree 425' from DER, 417' left of centerline, 111' MSL.

Tree 751' from DER, 381' left of centerline, 117' MSL.

Trees beginning 809' from DER, 434' left of centerline, up to 118' MSL.

Tree 875' from DER, 577' left of centerline, 124' MSL.

Trees beginning 911' from DER, on centerline, up to 149' MSL.

Trees beginning 924' from DER, 24' left of centerline, up to 136' MSL.

Trees beginning 1059' from DER, 1' left of centerline, up to 142' MSL.

Trees beginning 1717' from DER, 570' left of centerline, up to 143' MSL.

Trees beginning 1739' from DER, 497' left of centerline, up to 161' MSL.

Trees beginning 1791' from DER, 394' right of centerline, up to 152' MSL.

Trees, poles beginning 1796' from DER, 5' left of centerline, up to 168' MSL.

Trees beginning 1939' from DER, 173' right of centerline, up to 154' MSL.

Trees beginning 2053' from DER, 16' right of centerline, up to 158' MSL.

Trees beginning 2139' from DER, 11' right of centerline, up to 162' MSL.

Trees, pole beginning 2270' from DER, on centerline, up to 96' AGL/164' MSL.

Trees, poles beginning 2428' from DER, 66' right of centerline, up to 96' AGL/165' MSL.

Trees, poles beginning 3190' from DER, 103' left of centerline, up to 179' MSL.

Transmission line 3523' from DER, 1153' right of centerline, 98' AGL/169' MSL.

Tree 4096' from DER, 590' right of centerline, 110' AGL/181' MSL.

Tree 4181' from DER, 591' right of centerline, 112' AGL/183' MSL.

Rwy 24, trees beginning 42' from DER, 264' right of centerline, up to 134' MSL.

Tree 92' from DER, 507' left of centerline, 137' MSL.

Trees, traverse ways, poles, building beginning 132' from DER, 14' right of centerline, up to 138' MSL.

Trees, poles beginning 140' from DER, 74' left of centerline, up to 73' AGL/141' MSL.

Trees, poles, transmission lines beginning 637' from DER, 6' left of centerline, up to 84' AGL/153' MSL.

Trees beginning 767' from DER, 113' right of centerline, up to 73' AGL/139' MSL.

Trees, poles, antenna, building beginning 854' from DER, 16' right of centerline, up to 82' AGL/147' MSL.

Rwy 36, tree, fences beginning 17' from DER, 498' right of centerline, up to 48' AGL/117' MSL.

Tree 355' from DER, 567' right of centerline, 142' MSL.

Tree 474' from DER, 569' right of centerline, 148' MSL.

Tree 685' from DER, 617' right of centerline, 149' MSL.

Trees, pole beginning 829' from DER, 16' right of centerline, up to 159' MSL.

Trees beginning 955' from DER, 35' left of centerline, up to 48' AGL/116' MSL.

Trees beginning 982' from DER, 42' left of centerline, up to 128' MSL.

Trees beginning 1014' from DER, 12' left of centerline, up to 139' MSL.

Trees beginning 1933' from DER, 105' left of centerline, up to 141' MSL.

Trees beginning 2074' from DER, 164' left of centerline, up to 149' MSL.

Trees beginning 2275' from DER, 551' left of centerline, up to 152' MSL.

Trees beginning 2480' from DER, 496' left of centerline, up to 153' MSL.

Tree 3299' from DER, 475' left of centerline, 157' MSL.

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



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

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OXFORD, MS

UNIVERSITY-OXFORD (UOX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-1½ or std. w/min. climb of 472' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 092° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 58' from DER, 237' right of centerline, up to 79' AGL/622' MSL.

Trees beginning 140' from DER, 404' left of centerline, up to 84' AGL/555' MSL.

Trees, tower and obstruction light antenna beginning 3729' from DER, left and right of centerline, up to 147' AGL/672' MSL.

Rwy 27, tree 39' from DER, 494' right of centerline, up to 74' AGL/434' MSL.

Trees beginning 602' from DER, 572' right of centerline, up to 94' AGL/474' MSL.

PASCAGOULA, MS

TRENT LOTT INTL (PQL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1½ or std. w/min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.**Rwy 35**, std. w/min. climb of 217' per NM to 1000 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 35, for climb in visual conditions: cross Trent Lott Intl Airport at or above 800' MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 1622' from DER, 46' left of centerline, up to 64' AGL/71' MSL.

Tree 2298' from DER, 77' right of centerline, 71' AGL/80' MSL.

Transmission tower 3912' from DER, 1412' left of centerline, 112' AGL/121' MSL.

Sign 5417' from DER, 1141' right of centerline, 159' AGL/170' MSL.

Rwy 35, tree 2997' from DER, 1162' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA

HARRY P WILLIAMS MEML (PTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 20JUN19 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwys 4W, 22W, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence 84' from DER, 303' left of centerline, 8' AGL/14' MSL.

Trees beginning 1876' from DER, 935' left of centerline, up to 76' AGL/85' MSL.

Rwy 24, fence 2' from DER, 443' left of centerline, 4' AGL/11' MSL.

Fence 197' from DER, 252' right of centerline, 7' AGL/14' MSL.

Obstruction light on DME 490' from DER, 255' right of centerline, 21' AGL/28' MSL.

Trees and pole beginning 772' from DER, 256' right of centerline, up to 97' AGL/102' MSL.

PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22OCT09 (09295) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL.**Rwy 36**, trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL.

Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS

PICAYUNE MUNI (MJD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

DEPARTURE PROCEDURE:

Rwy 36, climb heading 359° to 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees and bushes beginning 76' from DER, 18' left of centerline, up to 20' AGL/69' MSL.

Trees and bushes beginning 211' from DER, 182' right of centerline, up to 28' AGL/77' MSL.

Rwy 36, pole, trees, and bushes beginning 969' from DER, 183' left of centerline, up to 94' AGL/144' MSL.

Pole, bush, and trees beginning 63' from DER, 74' right of centerline, up to 97' AGL/143' MSL.



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



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POPLARVILLE, MS

POPLARVILLE/PEARL RIVER COUNTY (M13)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10DEC15 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 400-1% or std. w/min. climb of 405' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 504' from DER, 530' left of centerline, up to 100' AGL/399' MSL.

Trees beginning 745' from DER, crossing centerline, up to 100' AGL/389' MSL.

Trees beginning 1239' from DER, 450' right of centerline, up to 100' AGL/419' MSL.

Rwy 34, trees beginning 104' from DER, 469' right of centerline, up to 100' AGL/419' MSL.

Trees beginning 436' from DER, 467' left of centerline, up to 100' AGL/409' MSL.

Trees beginning 2720' from DER, 1166' right of centerline, up to 100' AGL/429' MSL.

Tower 1.3 NM from DER, 2414' right of centerline, 335' AGL/665' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, poles and trees beginning 168' from DER, 256' left of centerline, up to 85' AGL/544' MSL.

Trees beginning 231' from DER, 264' right of centerline, up to 72' AGL/511' MSL.

Rwy 30, vehicle on road and trees beginning 91' from DER, 110' left of centerline, up to 64' AGL/513' MSL.

Trees beginning 673' from DER, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (JVW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25AUG11 (11237) (FAA)

DEPARTURE PROCEDURE:

Rwy 12, climb via heading 124° to 2600 before proceeding on course.**Rwy 30**, climb via heading 304° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 1' from DER, 132' right of centerline, up to 100' AGL/379' MSL.

Trees beginning 1753' from DER, 788' left of centerline, up to 100' AGL/359' MSL.

Rwy 30, pole 1522' from DER, 533' right of centerline, 57' AGL/ 287' MSL.

Trees beginning 593' from DER, 426' right of centerline, up to 100' AGL/339' MSL.

Trees beginning 36' from DER, 163' left of centerline, up to 100' AGL/349' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEML (M79)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16MAY24 (24137) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, building 103' from DER, 364' right of centerline, 20' AGL/101' MSL.

Trees beginning 441' from DER, 395' left of centerline, up to 134' MSL.

Building 1539' from DER, 15' right of centerline, 43' AGL/129' MSL.

Tree 1874' from DER, 971' right of centerline, 146' MSL.

Trees beginning 2425' from DER, 230' left of centerline, up to 166' MSL.

Tree 2633' from DER, 263' left of centerline, 174' MSL.

Rwy 36, tree 19' from DER, 327' right of centerline, 109' MSL.

Tree 928' from DER, 356' right of centerline, 154' MSL.

Tree 1222' from DER, 388' right of centerline, 156' MSL.

Tree 1972' from DER, 303' right of centerline, 173' MSL.

Trees beginning 2233' from DER, 366' left of centerline, up to 177' MSL.

Trees beginning 2295' from DER, 736' right of centerline, up to 174' MSL.

Tree 2747' from DER, 1028' left of centerline, 178' MSL.

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SC-4, 07 AUG 2025 to 02 OCT 2025



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



25219

SC-4

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

25219

RESERVE, LA

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 05JAN17 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1¾ or std. w/min. climb of 240' per NM to 400.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 173° to 1400 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, bush 43' from DER, 362' right of centerline, 3' AGL/8' MSL.

Tree 131' from DER, 497' left of centerline, 22' AGL/22' MSL.

Poles beginning 1377' from DER, 109' right of centerline, up to 40' AGL/46' MSL.

Poles beginning 1482' from DER, 135' right of centerline, up to 42' AGL/46' MSL.

Transmission towers beginning 1706' from DER, 184' right of centerline, up to 118' AGL/124' MSL.

Transmission towers beginning 2156' from DER, 151' left of centerline, up to 73' AGL/78' MSL.

Transmission tower 3209' from DER, 214' right of centerline, 86' AGL/93' MSL.

Transmission tower 3293' from DER, 364' left of centerline, 92' AGL/98' MSL.

Elevator 1.44 NM from DER, 114' right of centerline, 250' AGL/266' MSL.

Rwy 35, rising terrain 14' from DER, 432' right of centerline, 7' MSL.

Rising terrain 14' from DER, 260' left of centerline, 7' MSL.

Trees beginning 424' from DER, 540' left of centerline, up to 74' AGL/78' MSL.

Trees beginning 811' from DER, 621' right of centerline, up to 82' AGL/86' MSL.

Trees beginning 1091' from DER, 44' left of centerline, up to 87' AGL/91' MSL.

Trees beginning 1142' from DER, 100' right of centerline, up to 44' AGL/48' MSL.

Trees beginning 1438' from DER, 60' left of centerline, up to 88' AGL/92' MSL.

Trees beginning 1526' from DER, 9' right of centerline, up to 92' AGL/96' MSL.

Trees beginning 2394' from DER, 40' right of centerline, up to 100' AGL/104' MSL.

Trees beginning 2698' from DER, 13' left of centerline, up to 98' AGL/102' MSL.

RIPLEY, MS

RIPLEY (25M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18JAN07 (07018) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1¾ or std. w/min. climb of 233' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE:

Rwy 21, climb heading 213° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 3, multiple trees beginning 774' from DER, 189' left of centerline, up to 100' AGL/569' MSL.

Multiple trees beginning 1485' from DER, 331' left of centerline, up to 100' AGL/576' MSL.

Multiple trees beginning 1.2 NM from DER, 1852' right of centerline, up to 100' AGL/689' MSL.

Multiple trees beginning 1.2 NM from DER, 9' left of centerline, up to 100' AGL/669' MSL.

Multiple trees beginning 1.4 NM from DER, 2100' right of centerline, up to 100' AGL/699' MSL.

Rwy 21, multiple trees beginning 198' from DER, 189' left of centerline, up to 100' AGL/519' MSL.

Multiple trees beginning 333' from DER, 307' right of centerline, up to 100' AGL/519' MSL.

RUSTON, LA

RUSTON RGNL (RSN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12AUG21 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, terrain 3' from DER, 194' right of centerline, 319' MSL.

Terrain 4' from DER, 395' left of centerline, 319' MSL.

Terrain beginning 4' from DER, 79' right of centerline, up to 322' MSL.

Fence, terrain beginning 5' from DER, 56' right of centerline, up to 4' AGL/324' MSL.

Terrain beginning 10' from DER, 449' left of centerline, up to 320' MSL.

Traverse way, terrain, fence beginning 94' from DER, 6' right of centerline, up to 333' MSL.

Terrain 108' from DER, 9' left of centerline, 324' MSL.

Traverse way, terrain beginning 139' from DER, 8' right of centerline, up to 334' MSL.

Pole, terrain, traverse way beginning 181' from DER, 34' right of centerline, up to 38' AGL/346' MSL.

Trees, poles beginning 270' from DER, 28' right of centerline, up to 391' MSL.

Tree 437' from DER, 282' left of centerline, 339' MSL.

Trees beginning 574' from DER, 300' left of centerline, up to 346' MSL.

Trees beginning 649' from DER, 233' left of centerline, up to 79' AGL/354' MSL.

Trees, pole beginning 1309' from DER, 36' left of centerline, up to 107' AGL/377' MSL.

Trees beginning 1565' from DER, 730' left of centerline, up to 378' MSL.

Tree 1663' from DER, 727' left of centerline, 93' AGL/383' MSL.

Trees beginning 1782' from DER, 236' left of centerline, up to 100' AGL/398' MSL.

Trees beginning 1994' from DER, 274' right of centerline, up to 64' AGL/404' MSL.

Tree 2080' from DER, 309' left of centerline, 74' AGL/399' MSL.

Trees beginning 2117' from DER, 10' right of centerline, up to 422' MSL.

Trees beginning 2124' from DER, 22' left of centerline, up to 76' AGL/400' MSL.

CONT

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

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RUSTON, LA (CON'T)

RUSTON RGNL (RSN) (CON'T)

Rwy 18 (CON'T), trees beginning 2150' from DER, 23' right of centerline, up to 97' AGL/423' MSL.

Rwy 36, terrain beginning 69' from DER, 290' right of centerline, up to 281' MSL.

Trees beginning 101' from DER, 495' right of centerline, up to 54' AGL/320' MSL.

Trees beginning 2211' from DER, 117' left of centerline, up to 92' AGL/337' MSL.

Trees beginning 2220' from DER, 64' right of centerline, up to 84' AGL/332' MSL.

Trees beginning 2294' from DER, 160' left of centerline, up to 90' AGL/338' MSL.

Trees beginning 2298' from DER, 195' left of centerline, up to 93' AGL/341' MSL.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN (DTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMD 4 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, 300-1% or std. w/min. climb of 205' per NM to 500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1100 feet prior to DER.

Rwy 32, std. w/min. climb of 215' per NM to 2700.

DEPARTURE PROCEDURE:

Rwy 23, climb on heading 234° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 94' from DER, 469' right of centerline, 214' MSL.

Vegetation 95' from DER, 476' left of centerline, 178' MSL.

Trees beginning 184' from DER, 263' right of centerline, up to 215' MSL.

Trees beginning 323' from DER, 31' right of centerline, up to 223' MSL.

Trees beginning 362' from DER, 8' left of centerline, up to 252' MSL.

Trees beginning 426' from DER, 6' right of centerline, up to 249' MSL.

Trees beginning 618' from DER, on centerline, up to 255' MSL.

Trees beginning 1088' from DER, 30' left of centerline, up to 256' MSL.

Trees beginning 1162' from DER, 118' left of centerline, up to 260' MSL.

Trees beginning 1164' from DER, 25' left of centerline, up to 269' MSL.

Trees beginning 1248' from DER, 3' left of centerline, up to 274' MSL.

Trees beginning 1681' from DER, 9' right of centerline, up to 263' MSL.

Trees beginning 1723' from DER, 12' right of centerline, up to 269' MSL.

Trees beginning 1868' from DER, 7' right of centerline, up to 271' MSL.

Tree 3478' from DER, 9' right of centerline, 274' MSL.

Trees beginning 3484' from DER, 32' right of centerline, up to 279' MSL.

Trees beginning 3498' from DER, 14' right of centerline, up to 281' MSL.

Trees beginning 3611' from DER, 214' left of centerline, up to 283' MSL.

Trees beginning 3797' from DER, 1167' left of centerline, up to 286' MSL.

Tree 3904' from DER, 1258' left of centerline, 288' MSL.

Rwy 14, building 23' from DER, 465' right of centerline, 191' MSL.

Tree 493' from DER, 371' left of centerline, 222' MSL.

Tree 497' from DER, 426' left of centerline, 228' MSL.

Trees beginning 1119' from DER, 351' left of centerline, up to 241' MSL.

Barge 1502' from DER, crossing centerline, 238' MSL.

Trees beginning 1561' from DER, 359' right of centerline, up to 255' MSL.

Trees beginning 1895' from DER, 25' right of centerline, up to 277' MSL.

Trees beginning 2006' from DER, 169' right of centerline, up to 286' MSL.

Trees beginning 2121' from DER, 149' left of centerline, up to 276' MSL.

Trees beginning 2720' from DER, 66' left of centerline, up to 279' MSL.

Rwy 23, building 187' from DER, 483' right of centerline, 196' MSL.

Building 257' from DER, 396' right of centerline, 198' MSL.

Pole 305' from DER, 543' right of centerline, 202' MSL.

Trees, poles, vehicle on road, buildings beginning 337' from DER, 283' right of centerline, up to 224' MSL.

Buildings, pole beginning 477' from DER, 227' left of centerline, up to 204' MSL.

Tree, poles, buildings beginning 644' from DER, 297' left of centerline, up to 207' MSL.

Tree, pole beginning 1048' from DER, 494' left of centerline, up to 237' MSL.

Trees beginning 1074' from DER, 271' left of centerline, up to 266' MSL.

Trees, pole beginning 1153' from DER, 254' left of centerline, up to 267' MSL.

Trees beginning 1244' from DER, 396' right of centerline, up to 247' MSL.

Tree 2348' from DER, 948' right of centerline, 256' MSL.

Trees beginning 3464' from DER, 1283' left of centerline, up to 271' MSL.

Pole 4345' from DER, 196' right of centerline, 295' MSL.

Tower 1.2 NM from DER, 1695' right of centerline, 363' MSL.

Rwy 32, fence beginning 12' from DER, 241' right of centerline, up to 180' MSL.

Vehicle on road 72' from DER, 471' right of centerline, 191' MSL.

Tree 284' from DER, 556' right of centerline, 259' MSL.

Vehicle on road beginning 319' from DER, 266' left of centerline, up to 193' MSL.

Tree 374' from DER, 441' left of centerline, 206' MSL.

Trees beginning 593' from DER, 495' left of centerline, up to 250' MSL.

Tree 1077' from DER, 755' left of centerline, 261' MSL.

Trees beginning 1267' from DER, 32' left of centerline, up to 262' MSL.

Tree 2506' from DER, 760' left of centerline, 267' MSL.

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



25219

SHREVEPORT, LA (CON'T)

SHREVEPORT RGNL (SHV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 16JUL20 (20198) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 225' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, obtain ATC approval for VOCA when requesting IFR clearance. Climb in visual conditions to cross Shreveport Rgnl airport at or above 1000 before proceeding on course

TAKEOFF OBSTACLE NOTES:

Rwy 6, pole, beginning 34' from DER, 150' left of centerline, up to 2' AGL/231' MSL.

Tree 1306' from DER, 757' left of centerline, 267' MSL.

Tree 1353' from DER, 784' left of centerline, 271' MSL.

Trees beginning 1499' from DER, 699' left of centerline, up to 290' MSL.

Tree 1499' from DER, 856' right of centerline, 66' AGL/280' MSL.

Trees beginning 1527' from DER, 21' right of centerline, up to 81' AGL/295' MSL.

Tree 1960' from DER, 848' left of centerline, 73' AGL/291' MSL.

Stack 1.2 NM from DER, 2437' left of centerline, 175' AGL/416' MSL.

Tank 1.3 NM from DER, 1984' left of centerline, 214' AGL/440' MSL.

Tower 2.5 NM from DER, 262' right of centerline, 420' AGL/661' MSL.

Rwy 14, pole 67' from DER, 4' right of centerline, 5' AGL/227' MSL.

Traverse way 193' from DER, 513' left of centerline, 228' MSL.

Pole beginning 727' from DER, 0' of centerline, up to 16' AGL/245' MSL.

Pole, NAVAID beginning 727' from DER, 27' left of centerline, up to 16' AGL/245' MSL.

Pole 867' from DER, 579' left of centerline, 25' AGL/246' MSL.

Pole beginning 960' from DER, 0' of centerline, up to 25' AGL/252' MSL.

Trees beginning 1033' from DER, 175' left of centerline, up to 257' MSL.

Pole 1116' from DER, 333' right of centerline, 22' AGL/254' MSL.

Trees beginning 1147' from DER, 512' left of centerline, up to 266' MSL.

Pole, tree beginning 1156' from DER, 0' of centerline, up to 26' AGL/257' MSL.

Trees beginning 1315' from DER, 167' right of centerline, up to 260' MSL.

Tree 1477' from DER, 261' left of centerline, 267' MSL.

Tree 1547' from DER, 169' right of centerline, 264' MSL.

Trees beginning 1587' from DER, 368' left of centerline, up to 277' MSL.

Tree 1743' from DER, 634' left of centerline, 285' MSL.

Trees beginning 1803' from DER, 292' left of centerline, up to 288' MSL.

Tree 2136' from DER, 1070' right of centerline, 296' MSL.

Trees beginning 2143' from DER, 303' left of centerline, up to 293' MSL.

Trees beginning 2327' from DER, 317' left of centerline, up to 295' MSL.

Trees beginning 2409' from DER, 66' right of centerline, up to 316' MSL.

Tree 2570' from DER, 913' left of centerline, 297' MSL.

Tree, pole beginning 2573' from DER, 111' right of centerline, up to 329' MSL.

Trees beginning 2621' from DER, 117' left of centerline, up to 299' MSL.

Trees beginning 2809' from DER, 91' left of centerline, up to 301' MSL.

Trees beginning 2899' from DER, 89' right of centerline, up to 331' MSL.

Tree 3110' from DER, 349' left of centerline, 302' MSL.

Tree 3808' from DER, 1279' right of centerline, 336' MSL.

Trees beginning 3817' from DER, 84' right of centerline, up to 340' MSL.

Trees beginning 3968' from DER, 1172' right of centerline, up to 348' MSL.

Trees beginning 4046' from DER, 457' right of centerline, up to 359' MSL.

Trees beginning 4229' from DER, 244' right of centerline, up to 366' MSL.

Trees beginning 4354' from DER, 142' left of centerline, up to 342' MSL.

Tree 4549' from DER, 429' left of centerline, 346' MSL.

Trees beginning 4575' from DER, 298' left of centerline, up to 358' MSL.

Rwy 24, terrain 4' from DER, 194' right of centerline, 239' MSL.

Terrain 6' from DER, 335' right of centerline, 240' MSL.

Traverse way 170' from DER, 494' right of centerline, 254' MSL.

Pole, transmission line beginning 1017' from DER, 178' left of centerline, up to 47' AGL/274' MSL.

Pole beginning 1117' from DER, 13' left of centerline, up to 49' AGL/277' MSL.

Tree 2366' from DER, 945' right of centerline, 301' MSL.

Tree 2375' from DER, 974' left of centerline, 54' AGL/308' MSL.

Tree 2396' from DER, 1093' right of centerline, 308' MSL.

Trees beginning 2438' from DER, 5' left of centerline, up to 64' AGL/319' MSL.

Tree 2515' from DER, 981' right of centerline, 71' AGL/309' MSL.

Trees beginning 2586' from DER, 19' right of centerline, up to 78' AGL/317' MSL.

Trees beginning 2774' from DER, 25' left of centerline, up to 81' AGL/333' MSL.

Trees beginning 2797' from DER, 55' right of centerline, up to 320' MSL.

Trees beginning 2820' from DER, 1' right of centerline, up to 324' MSL.

Trees beginning 2843' from DER, 338' left of centerline, up to 83' AGL/354' MSL.

Trees beginning 2851' from DER, 16' left of centerline, up to 356' MSL.

Trees beginning 2873' from DER, 289' right of centerline, up to 327' MSL.

Trees beginning 2882' from DER, 19' right of centerline, up to 80' AGL/331' MSL.

Trees beginning 2941' from DER, 26' right of centerline, up to 90' AGL/339' MSL.

Trees beginning 2949' from DER, 73' left of centerline, up to 87' AGL/358' MSL.

Trees beginning 2997' from DER, 83' right of centerline, up to 343' MSL.

CON'T



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



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

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SHREVEPORT, LA (CON'T)

SHREVEPORT RGNL (SHV) (CON'T)

Rwy 24 (CON'T), trees beginning 3067' from DER, 112' right of centerline, up to 346' MSL.

Trees beginning 3182' from DER, 37' left of centerline, up to 93' AGL/359' MSL.

Trees beginning 3229' from DER, 15' left of centerline, up to 94' AGL/360' MSL.

Tree, spire beginning 3235' from DER, 1' right of centerline, up to 359' MSL.

Trees beginning 3294' from DER, 82' left of centerline, up to 362' MSL.

Trees beginning 3306' from DER, 8' left of centerline, up to 103' AGL/365' MSL.

Trees beginning 3440' from DER, 2' left of centerline, up to 103' AGL/366' MSL.

Trees beginning 4394' from DER, 183' left of centerline, up to 103' AGL/367' MSL.

Rwy 32, tree 999' from DER, 632' right of centerline, 294' MSL.

Trees beginning 1197' from DER, 732' right of centerline, up to 299' MSL.

Sign 1945' from DER, 776' left of centerline, 44' AGL/310' MSL.

Trees beginning 2220' from DER, 591' right of centerline, up to 327' MSL.

SLIDELL, LA

SLIDELL (ASD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 126' from DER, 103' left and right of centerline, up to 100' AGL/129' MSL.

Bush 38' from DER, 422' left of centerline, 1' AGL/29' MSL.

Rwy 36, tree 89' from DER, 460' right of centerline, 22' AGL/47' MSL.

SPRINGHILL, LA

SPRINGHILL (SPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAR18 (18088) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 6' from DER, 146' left of centerline, up to 273' MSL.

Tree 816' from DER, 716' right of centerline, 67' AGL/287' MSL.

Trees beginning 1096' from DER, 293' left of centerline, up to 277' MSL.

Trees beginning 1166' from DER, 91' right of centerline, up to 291' MSL.

Trees beginning 1331' from DER, 6' right of centerline, up to 91' AGL/293' MSL.

Trees beginning 1345' from DER, 41' left of centerline, up to 280' MSL.

Trees beginning 1437' from DER, 21' left of centerline, up to 283' MSL.

Trees beginning 1552' from DER, 7' left of centerline, up to 291' MSL.

Trees beginning 1648' from DER, 2' right of centerline, up to 307' MSL.

Trees beginning 1812' from DER, 6' left of centerline, up to 297' MSL.

Trees beginning 1840' from DER, 120' left of centerline, up to 298' MSL.

Trees beginning 1854' from DER, 47' left of centerline, up to 302' MSL.

Trees beginning 1871' from DER, 141' left of centerline, up to 113' AGL/305' MSL.

Trees beginning 1972' from DER, 34' right of centerline, up to 311' MSL.

Trees beginning 2051' from DER, 8' left of centerline, up to 83' AGL/309' MSL.

Trees beginning 2333' from DER, 16' left of centerline, up to 103' AGL/318' MSL.

Trees beginning 2342' from DER, 32' right of centerline, up to 83' AGL/312' MSL.

Trees beginning 2542' from DER, 2' right of centerline, up to 98' AGL/319' MSL.

Trees beginning 2844' from DER, 267' left of centerline, up to 96' AGL/319' MSL.

Trees beginning 2938' from DER, 771' left of centerline, up to 324' MSL.

Trees beginning 3100' from DER, 676' left of centerline, up to 99' AGL/331' MSL.

Trees beginning 3257' from DER, 537' right of centerline, up to 99' AGL/336' MSL.

Rwy 36, tree 36' from DER, 115' left of centerline, 7' AGL/210' MSL.

Tree 109' from DER, 249' left of centerline, 5' AGL/211' MSL.

Terrain 191' from DER, 489' left of centerline, 212' MSL.

Terrain 408' from DER, 573' left of centerline, 217' MSL.

Trees beginning 757' from DER, 676' right of centerline, up to 82' AGL/278' MSL.

Tree 1026' from DER, 683' left of centerline, 86' AGL/292' MSL.

Trees beginning 1127' from DER, 671' right of centerline, up to 80' AGL/283' MSL.

Tree 1174' from DER, 802' left of centerline, 110' AGL/317' MSL.

Trees beginning 1212' from DER, 4' left of centerline, up to 112' AGL/319' MSL.

Trees beginning 1575' from DER, 63' right of centerline, up to 82' AGL/286' MSL.

Tree 2080' from DER, 35' right of centerline, 289' MSL.

Trees beginning 2106' from DER, 104' right of centerline, up to 292' MSL.

Trees beginning 2129' from DER, 9' right of centerline, up to 295' MSL.

Tree 2182' from DER, 322' right of centerline, 296' MSL.

Trees beginning 2210' from DER, 77' right of centerline, up to 297' MSL.

Trees beginning 2242' from DER, 113' right of centerline, up to 298' MSL.

Trees beginning 2261' from DER, 4' right of centerline, up to 301' MSL.

Trees beginning 2283' from DER, 49' right of centerline, up to 305' MSL.

Trees beginning 2487' from DER, 30' right of centerline, up to 106' AGL/310' MSL.

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

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

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STARKVILLE, MS

GEORGE M BRYAN (STF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (07186) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 52' from DER, 395' right of centerline up to 79' AGL/378' MSL.

Trees 1037' from DER, 463' left of centerline, 45' AGL/365' MSL.

Tower 5406' from DER, 402' left of centerline, 165' AGL/464' MSL.

Rwy 36, windsock and trees beginning 24' from DER, 340' right of centerline up to 110' AGL/429' MSL.

Trees 170' from DER, 323' left of centerline, 67' AGL/376' MSL.

OKITIBBEHA (M51)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03APR14 (14093) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL.

Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL.

Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL.

Rwy 19, trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL.**Rwy 32**, trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL.

Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

Rwy 1, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL.

Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA

SOUTHLAND FLD (UXL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (21252) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL.

Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL.

Rwy 33, numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL.

Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH/VICKSBURG, MS, LA

VICKSBURG TALLULAH RGNL (TVR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17OCT13 (13290) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, fence 200' from DER, 349' right of centerline, 6' AGL/91' MSL.

Pole 1410' from DER, 512' right of centerline, 35' AGL/121' MSL.

Trees beginning 1514' from DER, 881' left of centerline, up to 114' AGL/203' MSL.

Trees 3258' from DER, 129' right of centerline, 94' AGL/179' MSL.

Rwy 36, trees beginning 2382' from DER, 73' left of centerline, up to 89' AGL/177' MSL.

THIBODAUX, LA

THIBODAUX MUNI (L83)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAR13 (13066) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain 1' from DER, 335' left of centerline, 10' MSL.

Vehicle on road 7' from DER, 187' left of centerline, up to 15' AGL/24' MSL.

Vehicle on road 11' from DER, 200' right of centerline, up to 15' AGL/24' MSL.

Trees 144' from DER, 412' right of centerline, up to 100' AGL/109' MSL.

Trees beginning 685' from DER, 62' right of centerline, up to 100' AGL/109' MSL.

Tower 4157' from DER, 1355' right of centerline, 122' AGL/139' MSL.

Rwy 26, trees beginning at DER, 135' left of centerline, up to 100' AGL/104' MSL.

Trees beginning at DER, 146' right of centerline, up to 100' AGL/104' MSL.

Trees and power lines beginning 2445' from DER, left and right of centerline, up to 100' AGL/104' MSL.

TUNICA, MS

TUNICA MUNI (UTA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 35, tree 1211' from DER, 803' right of centerline, 70' AGL/258' MSL.

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

25219

25219

TUPELO, MS

TUPELO RGNL (TUP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, runway lights 5' from DER, 4' left and right of centerline, 1' AGL/347' MSL.

Trees beginning 1202' from DER, 804' left of centerline up to 100' AGL/400' MSL.

VICKSBURG, MS

VICKSBURG MUNI (VKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/min. climb of 290' per NM to 800 or 900 2-1/2 for VCOA.**Rwy 19**, 300-2 or std. w/min. climb of 425' per NM to 400.

VCOA:

Rwy 1, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Vicksburg Muni airport at or above 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, vegetation, fence beginning 1' from DER, 293' right of centerline, up to 12' AGL/114' MSL.

Pole, fence beginning 146' from DER, 295' right of centerline, up to 26' AGL/128' MSL.

Traverse way beginning 193' from DER, 9' left of centerline, up to 41' AGL/136' MSL.

Pole, traverse way beginning 352' from DER, 218' right of centerline, up to 38' AGL/139' MSL.

Pole 397' from DER, 315' right of centerline, 41' AGL/141' MSL.

Tree, traverse way, pole beginning 438' from DER, 234' left of centerline, up to 59' AGL/152' MSL.

Tree 468' from DER, 432' right of centerline, 76' AGL/175' MSL.

Tree 683' from DER, 579' left of centerline, 81' AGL/174' MSL.

Trees beginning 775' from DER, 239' right of centerline, up to 86' AGL/182' MSL.

Trees beginning 905' from DER, 463' left of centerline, up to 85' AGL/176' MSL.

Tree 1364' from DER, 45' right of centerline, 79' AGL/185' MSL.

Tree 1365' from DER, 208' right of centerline, 80' AGL/189' MSL.

Tree 1470' from DER, 183' left of centerline, 80' AGL/177' MSL.

Trees beginning 1727' from DER, 76' left of centerline, up to 118' AGL/208' MSL.

Trees beginning 1736' from DER, 5' right of centerline, up to 113' AGL/211' MSL.

Trees beginning 2628' from DER, 119' left of centerline, up to 118' AGL/209' MSL.

Trees beginning 2832' from DER, 153' right of centerline, up to 122' AGL/219' MSL.

Stack 2.2 NM from DER, 2896' left of centerline, 502' AGL/592' MSL.

Rwy 19, fence beginning 13' from DER, 78' right of centerline, up to 30' AGL/135' MSL.

Trees beginning 176' from DER, 237' right of centerline, up to 88' AGL/193' MSL.

Tree 235' from DER, 177' left of centerline, 9' AGL/110' MSL.

Trees beginning 1518' from DER, 70' left of centerline, up to 83' AGL/181' MSL.

Trees beginning 2008' from DER, 682' left of centerline, up to 105' AGL/203' MSL.

Trees beginning 2544' from DER, 3' left of centerline, up to 124' AGL/217' MSL.

Trees beginning 2632' from DER, 246' right of centerline, up to 100' AGL/196' MSL.

Trees beginning 2848' from DER, 173' right of centerline, up to 94' AGL/208' MSL.

Tree 2898' from DER, 597' left of centerline, 120' AGL/241' MSL.

Tree, building, pole beginning 2971' from DER, 42' left of centerline, up to 131' AGL/255' MSL.

Tree 3317' from DER, 331' right of centerline, 85' AGL/217' MSL.

Tree, pole beginning 3693' from DER, 251' left of centerline, up to 124' AGL/295' MSL.

Trees beginning 3836' from DER, 625' right of centerline, up to 119' AGL/245' MSL.

Tree 3899' from DER, 143' right of centerline, 111' AGL/252' MSL.

Trees beginning 3950' from DER, 321' right of centerline, up to 129' AGL/264' MSL.

Tree, traverse way beginning 4060' from DER, 28' left of centerline, up to 112' AGL/302' MSL.

Tree, pole beginning 4219' from DER, 53' right of centerline, up to 109' AGL/283' MSL.

Tree, pole beginning 4465' from DER, 99' left of centerline, up to 126' AGL/316' MSL.

Tree 5091' from DER, 1507' right of centerline, 85' AGL/284' MSL.

Trees beginning 5195' from DER, 20' right of centerline, up to 110' AGL/299' MSL.

Trees beginning 5197' from DER, 1197' left of centerline, up to 132' AGL/326' MSL.

Trees beginning 5747' from DER, 69' left of centerline, up to 139' AGL/329' MSL.

Trees beginning 1 NM from DER, 570' left of centerline, up to 116' AGL/334' MSL.

Tree 1 NM from DER, 297' right of centerline, 106' AGL/302' MSL.

Tree, pole beginning 1 NM from DER, 1084' left of centerline, up to 118' AGL/340' MSL.

Tree 1 NM from DER, 26' right of centerline, 121' AGL/305' MSL.

Tree 1.1 NM from DER, 1925' right of centerline, 136' AGL/351' MSL.

Trees beginning 1.1 NM from DER, 106' left of centerline, up to 107' AGL/355' MSL.

Tree, building beginning 1.1 NM from DER, 287' right of centerline, up to 96' AGL/359' MSL.

Trees beginning 1.2 NM from DER, 69' right of centerline, up to 104' AGL/365' MSL.

Tree, tower beginning 1.2 NM from DER, 855' right of centerline, up to 116' AGL/374' MSL.

Trees beginning 1.4 NM from DER, 1371' left of centerline, up to 107' AGL/356' MSL.

Tree 1.6 NM from DER, 1820' left of centerline, 110' AGL/361' MSL.

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

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SC-4



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



25219

VIDALIA, LA

CONCORDIA PARISH (0R4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10DEC15 (15344) (FAA)

DEPARTURE PROCEDURE:

Rwy 14, climb heading 144° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 37' from DER, 244' right of centerline, up to 41' AGL/92' MSL.

Trees, buildings, and T-L tower beginning 58' from DER, 275' left of centerline, up to 83' AGL/134' MSL.

Trees beginning 1115' from DER, 236' left of centerline, up to 58' AGL/112' MSL.

T-L tower 3484' from DER, 522' right of centerline, 87' AGL/145' MSL.

Rwy 32, pole 6' from DER, 420' left of centerline, 29' AGL/81' MSL.

Trees beginning 803' from DER, 299' left of centerline, up to 31' AGL/82' MSL.

Trees beginning 844' from DER, 432' right of centerline, up to 79' AGL/130' MSL.

Trees and T-L tower beginning 2181' from DER, crossing centerline, up to 99' AGL/157' MSL.

VIVIAN, LA

VIVIAN (3F4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 09APR09 (09099) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 200-1¼ or std. w/ min. climb of 303' per NM to 600.

Rwy 27, 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 088° to 1900 before turning left.

Rwy 27, climb heading 268° to 1900 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 9, tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL.

Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL.

Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL.

Rwy 27, vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WELSH, LA

WELSH (6R1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22APR21 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 7, bldg, poles beginning 404' from DER, 46' right of centerline, up to 40' MSL.

Trees beginning 534' from DER, 113' right of centerline, up to 120' MSL.

Vehicles on road 553' from DER, 3' left of centerline, 15' AGL/35' MSL.

Poles beginning 598' from DER, 188' left of centerline, up to 40' MSL.

Tree 990' from DER, 709' left of centerline, 117' MSL.

Trees beginning 1201' from DER, 629' left of centerline, up to 120' MSL.

Trees beginning 1998' from DER, 53' right of centerline, up to 123' MSL.

Rwy 25, trees, bldg, beginning 63' from DER, 86' left of centerline, up to 116' MSL.

Trees beginning 216' from DER, 211' right of centerline, up to 114' MSL.

Trees beginning 1051' from DER, 437' left of centerline, up to 117' MSL.

Trees beginning 2324' from DER, 39' right of centerline, up to 117' MSL.

Tree 3548' from DER, 616' left of centerline, 120' MSL.

Tree 3762' from DER, 144' right of centerline, 120' MSL.

WEST POINT, MS

MCCHAREN FLD (M83)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 06MAR14 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 400-1¼ or std. w/min. climb of 370' per NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 18, numerous trees beginning 1' from DER, 250' left of centerline, up to 100' AGL/309' MSL.

Terrain beginning 146' from DER, 22' left of centerline, up to 207' MSL.

Fence 200' from DER, on centerline, up to 4' AGL/213' MSL.

Terrain 151' from DER, 232' right of centerline, 207' MSL.

Numerous trees beginning 913' from DER, 744' right of centerline, up to 100' AGL/279' MSL.

Vehicle on road 268' from DER, on centerline, 10' AGL/219' MSL.

Rwy 36, train on railroad track beginning 50' from DER, on centerline, 23' AGL/232' MSL.

Terrain 243' from DER, 262' left of centerline, 214' MSL.

Numerous trees beginning 1287' from DER, 299' left of centerline, up to 100' AGL/349' MSL.

Tree 2016' from DER, 138' right of centerline, 100' AGL/319' MSL.

Tower 1.5 NM from DER, 1399' right of centerline, 353' AGL/597' MSL.



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



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



25219

WIGGINS, MS

DEAN GRIFFIN MEML (M24)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08SEP22 (22251) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 175° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 22' from DER, 444' left of centerline, up to 263' MSL.

Trees beginning 41' from DER, 362' right of centerline, up to 293' MSL.

Trees beginning 292' from DER, 385' right of centerline, up to 299' MSL.

Tree 390' from DER, 467' left of centerline, 274' MSL.

Trees beginning 549' from DER, 426' left of centerline, up to 288' MSL.

Trees beginning 686' from DER, 367' left of centerline, up to 290' MSL.

Trees beginning 1222' from DER, 452' left of centerline, up to 307' MSL.

Trees beginning 1372' from DER, 335' left of centerline, up to 332' MSL.

Trees beginning 1618' from DER, 432' right of centerline, up to 300' MSL.

Tree 1708' from DER, 662' right of centerline, 302' MSL.

Rwy 35, pole 48' from DER, 453' right of centerline, 35' AGL/300' MSL.

Tree 83' from DER, 373' left of centerline, 295' MSL.

Trees beginning 126' from DER, 80' left of centerline, up to 330' MSL.

Trees beginning 175' from DER, 470' right of centerline, up to 331' MSL.

Tree 964' from DER, 445' right of centerline, 336' MSL.

Trees beginning 1017' from DER, 138' right of centerline, up to 338' MSL.

Trees beginning 1587' from DER, 12' right of centerline, up to 355' MSL.

Tree 1692' from DER, 84' left of centerline, 336' MSL.

Trees beginning 1773' from DER, 44' left of centerline, up to 339' MSL.

Trees beginning 2046' from DER, 21' left of centerline, up to 340' MSL.

WINNFIELD, LA

DAVID G. JOYCE (0R5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL.

Trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL.

Rwy 27, trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL.

Trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS

WINONA-MONTGOMERY COUNTY (5A6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 400-2% or std. w/min. climb of 215' per NM to 900. Alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:

Rwy 3, Climb heading 030° to 1000 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 21, Tower 2.1 NM from DER, 2789' right of centerline, 350' AGL/703' MSL.

YAZOO CITY, MS

YAZOO COUNTY (87I)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 684' from DER, 131' left of centerline, up to 100' AGL/202' MSL.

Trees beginning 1016' from DER, 103' right of centerline, up to 100' AGL/200' MSL.

Rwy 35, trees beginning 2616' from DER, 837' left of centerline, up to 100' AGL/200' MSL.

Trees beginning 303' from DER, 1228' right of centerline, up to 100' AGL/200' MSL.



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



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SC-4



INSTRUMENT APPROACH PROCEDURE CHARTS

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

ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA
MEML (IYA).....RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

ALEXANDRIA, LA

ALEXANDRIA
INTL (AEX).....ILS or LOC Rwy 14¹
RNAV (GPS) Rwy 14²³
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 32²
RNAV (GPS) Rwy 36²³
VOR Rwy 14²
VOR/DME Rwy 32²

¹LOC, Category D, 800-2½.

²Category D, 800-2½.

³NA when local weather not available.

ESLER RGNL (ESF).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

BASTROP, LA

MOREHOUSE
MEML (BQP).....RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

NAMEALTERNATE MINIMUMS

BATON ROUGE, LA

BATON ROUGE METRO,
RYAN FLD (BTR).....ILS or LOC Rwy 13¹²⁴
ILS or LOC/DME Rwy 22R¹²⁴
RNAV (GPS) Rwy 4L⁴
RNAV (GPS) Rwy 13⁴⁵
RNAV (GPS) Rwy 22R⁴⁵
RNAV (GPS) Rwy 31⁴⁵
VOR Rwy 4L³⁴

¹ILS, Category C, 800-2; Category D, 800-2½;

LOC, Category D, 800-2½.

²NA when control tower closed.

³Categories C, D, 800-2½.

⁴NA when local weather not available.

⁵Category D, 800-2½.

BAY ST LOUIS, MS

STENNIS
INTL (HSA).....ILS Y or LOC Y Rwy 18¹
ILS Z or LOC Z Rwy 18¹
NDB Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 800-2½; Category E, 800-2½.

¹NA when control tower closed.

NAME ALTERNATE MINIMUMS

BOGALUSA, LA

GEORGE R CARR MEML AIR
FLD (BXA).....**LOC Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.
Category C, 800-2¼.

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN
COUNTY (1R7).....**RNAV (GPS) Rwy 23**
NA when local weather not available.

CLARKSDALE, MS

FLETCHER
FLD (CKM).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

CLEVELAND, MS

CLEVELAND
MUNI (RNV).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

COLUMBIA, MS

COLUMBIA-MARION
COUNTY (0R0).....**RNAV (GPS) Rwy 23**
NA when local weather not available.
Category D, 800-2¼.

COLUMBUS/W POINT/

STARKVILLE, MS

GOLDEN TRIANGLE
RGNL (GTR).....**ILS or LOC Rwy 18¹³**
ILS or LOC Rwy 36²³
RNAV (GPS) Rwy 18⁴
RNAV (GPS) Rwy 36⁴

NA when local weather not available.
¹LOC, Category D, 800-2¼; Category E, 800-2½.

²LOC, Categories A, B, 900-2;
Category C, 900-2½; Category D, 900-2¾;
Category E, 900-3.

³NA when control tower closed.

⁴Category D, 800-2¼; Category E, 800-2½.

CORINTH, MS

ROSCOE
TURNER (CRX).....**ILS or LOC Rwy 18¹**
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36²

NA when local weather not available.

¹LOC, Category D, 800-2¼.

²Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

DE RIDDER, LA

BEAUREGARD
RGNL (DRI).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.
Category D, 800-2¼.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD
MILLER JR (GAO).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

GONZALES, LA

LOUISIANA RGNL (REG).....**RNAV (GPS) Rwy 35**
Category D, 800-2¼.

GREENVILLE, MS

GREENVILLE-MID
DELTA (GLH).....**ILS or LOC Rwy 18L**
RNAV (GPS) Rwy 18L
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
RNAV (GPS) Rwy 36R
VOR Rwy 18R¹

NA when local weather not available.
¹Categories A, B, C, D, 800-2½.

GREENWOOD, MS

GREENWOOD-
LEFLORE (GWO).....**ILS or LOC Rwy 18¹**
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36²
VOR Rwy 5²

NA when local weather not available.

¹LOC, Category C, 800-2¾; Category D,
900-3.

²Category C, 900-2½; Category D, 1000-3.

GRENADA, MS

GRENADA
MUNI (GNF).....**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31

NA when local weather not available.

Category C, 800-2¼; Category D, 900-2¾.

NAME	ALTERNATE MINIMUMS
GULFPORT, MS	
GULFPORT-BILOXI	
INTL (GPT).....	ILS Z or LOC Z Rwy 14 ¹² ILS Z or LOC Z Rwy 32 ³⁴⁵ RADAR-1 ⁶ RNAV (GPS) Rwy 14 ¹⁷ RNAV (GPS) Rwy 18 ¹⁸ RNAV (GPS) Rwy 32 ¹⁸ RNAV (GPS) Rwy 36 ¹⁸ VOR Y Rwy 14 ⁷ VOR Y Rwy 32 ¹⁸ VOR Z Rwy 32 ¹⁹ VOR Z or TACAN Z Rwy 14 ¹⁶

- ¹NA when local weather not available.
²LOC, Category C, 800-2½; Category D, 800-2½;
 Category E, 800-2½.
³LOC, NA when control tower closed.
⁴LOC, Category D, 800-2½; Category E, 800-2½.
⁵LOC, NA when local weather not available.
⁶Category C, 800-2½; Category D, 800-2½;
 Category E, 800-2½.
⁷Category C, 800-2½; Category D, 800-2½.
⁸Category D, 800-2½.
⁹Category D, 800-2½; Category E, 800-2½.

HAMMOND, LA

HAMMOND NORTHSORE	
RGNL (HDC).....	RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 36

NA when local weather not available.
 Category D, 900-2½.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN	
MUNI (HBG).....	RNAV (GPS) Y Rwy 13 RNAV (GPS) Z Rwy 13

NA when local weather not available.
 Category D, 800-2½.

HATTIESBURG-LAUREL, MS

HATTIESBURG/LAUREL	
RGNL (PIB).....	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36

NA when local weather not available.
 Category C, 900-2½; Category D, 900-2½.

NAME	ALTERNATE MINIMUMS
HOUMA, LA	
HOUMA-TERREBONNE	
(HUM).....	COPTER VOR/DME Rwy 12 ILS or LOC Rwy 12 ¹² RNAV (GPS) Rwy 12 ³ RNAV (GPS) Rwy 18 ³ RNAV (GPS) Rwy 30 ³ RNAV (GPS) Rwy 36 ³ VOR/DME Rwy 30 ³

- NA when local weather not available.
¹NA when control tower closed.
²ILS, LOC, Category C, 800-2½;
 Category D, 800-2½.
³Category C, 800-2½; Category D, 800-2½.

JACKSON, MS

HAWKINS	
FLD (HKS).....	ILS or LOC Rwy 16 ¹² RNAV (GPS) Rwy 16 ³ RNAV (GPS) Rwy 34 ³

- NA when local weather not available.
¹NA when control tower closed.
²ILS, LOC, Category C, 800-2½; Category D,
 1000-3.
³Category C, 800-2½; Category D, 1000-3.

JACKSON-MEDGAR WILEY EVERS

INTL (JAN).....	ILS or LOC Rwy 16L ¹²³ ILS or LOC Rwy 34L ¹²³ RADAR-1 ⁴ RNAV (GPS) Rwy 16L ³⁵ RNAV (GPS) Rwy 16R ³⁵ RNAV (GPS) Rwy 34L ³⁵ RNAV (GPS) Rwy 34R ³⁵ VOR/DME or TACAN Rwy 16L ³⁵ VOR/DME or TACAN Rwy 16R ³⁵ VOR/DME or TACAN Rwy 34L ³⁵ VOR/DME or TACAN Rwy 34R ³⁵
-----------------	--

- ¹NA when control tower closed.
²LOC, Category E, 800-2½.
³NA when local weather not available.
⁴Category E, 800-2½.
⁵Category E, 800-2½.

JENNINGS, LA

JENNINGS (3R7).....	RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 26
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NA when local weather not available.

LAFAYETTE, LA

LAFAYETTE RGNL/PAUL FOURNET	
FLD (LFT).....	ILS or LOC Rwy 4R ¹² ILS or LOC Rwy 22L ¹²³ RNAV (GPS) Rwy 4R ² RNAV (GPS) Rwy 22L ² RNAV (GPS) Rwy 29 ² VOR/DME Rwy 11 ²

- ¹ILS, Category D, 700-2.
²NA when local weather not available.
³NA when control tower closed.

NAME ALTERNATE MINIMUMS

LAKE CHARLES, LA

CHENNAULT
INTL (CWF).....**RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.
Category D, 800-2½.

LAKE CHARLES

RGNL (LCH).....**ILS or LOC Rwy 15¹**
RADAR-1²

¹NA when local weather not available.

²When control tower closed, ASR NA.

LAUREL, MS

HESLER/NOBLE
FLD (LUL).....**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.
Category C, 900-2½; Category D, 900-2¾.

LOUISVILLE, MS

LOUISVILLE/WINSTON
COUNTY (LMS).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.
Category D, 800-2½.

MADISON, MS

BRUCE CAMPBELL
FLD (MBO).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 17

NA when local weather not available.
Category D, 800-2½.

MANSFIELD, LA

C E 'RUSTY'
WILLIAMS (3F3).....**RNAV (GPS) Rwy 18**

NA when local weather not available.

MC COMB, MS

MC COMB/PIKE COUNTY/JOHN E LEWIS
FLD (MCB).....**ILS or LOC Rwy 16¹**
RNAV (GPS) Rwy 16²
RNAV (GPS) Rwy 34²
VOR/DME-A²³

¹LOC, Category D, 800-2½.

²Category D, 800-2½.

³NA when local weather not available.

NAME ALTERNATE MINIMUMS

MERIDIAN, MS

KEY FLD (MEI).....**ILS or LOC Rwy 1¹²³**
ILS or LOC Rwy 19¹³⁶
RNAV (GPS) Rwy 1³⁷
RNAV (GPS) Rwy 4³⁴
RNAV (GPS) Rwy 19³⁵
RNAV (GPS) Rwy 22³⁴
VOR-A⁷

¹NA when control tower closed.

²ILS, Categories A, B, C, 700-2; Category D, 900-2¾; Category E, 900-3. LOC, Category D, 900-2¾; Category E, 900-3.

³NA when local weather not available.

⁴Category D, 900-2¾.

⁵Category D, 900-2¾; Category E, 900-3.

⁶ILS, Categories A, B, 800-2; Category C, 800-2¾; Category D, 900-2¾; Category E, 900-3; LOC, Category C, 800-2½; Category D, 900-2¾; Category E, 900-3.

⁷Category D, 900-2¾; Category E, 900-3.

MINDEN, LA

MINDEN (MNE).....**RNAV (GPS) Rwy 1¹**
RNAV (GPS) Rwy 19¹
VOR/DME-A²

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

²Categories A, B, 1300-2; Categories C, D, 1300-3.

MONROE, LA

MONROE
RGNL (MLU).....**ILS or LOC Rwy 4¹²³**
ILS or LOC Rwy 22¹²³
RADAR-1²⁴
RNAV (GPS) Rwy 4¹⁴
RNAV (GPS) Rwy 14⁴
RNAV (GPS) Rwy 22¹⁴
RNAV (GPS) Rwy 32¹⁴
VOR/DME Rwy 4⁴
VOR Rwy 22⁴
VOR Rwy 32¹⁴

¹NA when local weather not available.

²NA when control tower closed.

³LOC, Category D, 1100-3.

⁴Category D, 1100-3.

NATCHEZ, MS

HARDY-ANDERS FLD/NATCHEZ-ADAMS
COUNTY (HEZ).....**ILS or LOC Rwy 14¹²**
RNAV (GPS) Rwy 14³
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 32³
RNAV (GPS) Rwy 36³

NA when local weather not available.

¹NA when FBO closed.

²LOC, Category C, 800-2½; Category D, 1000-3.

³Category C, 800-2½; Category D, 1000-3.

NAME

ALTERNATE MINIMUMS

NATCHITOCHES, LA

NATCHITOCHES

RGNL (IER).....RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

NEW IBERIA, LA

ACADIANA RGNL (ARA).....ILS or LOC Rwy 35¹²

VOR or TACAN Rwy 17³

VOR Rwy 35³

¹NA when LFT APP CON closed.

²LOC, Category E, 900-3.

³Category E, 900-3.

NEW ORLEANS, LA

LAKEFRONT (NEW).....ILS or LOC Rwy 18R¹²

RNAV (GPS) Rwy 18R³

RNAV (GPS) Rwy 36L³

VOR/DME Rwy 36L³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 900-2¼.

³Category D, 900-2¼.

LOUIS ARMSTRONG

NEW ORLEANS INTL (MSY).....LOC Rwy 20

Category D, 900-2¼.

OAKDALE, LA

ALLEN PARISH (ACP).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

OLIVE BRANCH, MS

OLIVE BRANCH/

TAYLOR FLD (OLV).....ILS or LOC Rwy 18¹²

LOC Rwy 36²³

RNAV (GPS) Rwy 18³

RNAV (GPS) Rwy 36³

NA when local weather not available.

¹ILS, Categories, A, B, C, 700-2; Category D, 800-2½; LOC, Category D, 800-2½.

²NA when control tower closed.

³Category D, 800-2½.

OPELOUSAS, LA

ST LANDRY PARISH (OPL).....VOR Rwy 36

NA when local weather not available.

Category D, 900-2¼.

OXFORD, MS

UNIVERSITY-

OXFORD (UOX).....RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

VOR-A

NA when local weather not available.

Category C, 1000-2¾; Category D, 1000-3.

NAME

ALTERNATE MINIMUMS

PASCAGOULA, MS

TRENT LOTT

INTL (PQL).....ILS or LOC Rwy 17¹

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

¹ILS, LOC, Category A, B, 900-2; Category C, 900-2¼; Category D, 900-3.

PATTERSON, LA

HARRY P WILLIAMS

MEML (PTN).....RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 24

NA when local weather not available.

PHILADELPHIA, MS

PHILADELPHIA

MUNI (MPE).....RNAV (GPS) Rwy 18¹

RNAV (GPS) Rwy 36²

¹Category C, 900-2½; Category D, 900-2¾.

²Categories A, B, 800-2¼; Category C, 900-2½; Category D, 900-2¼.

PICAYUNE, MS

PICAYUNE

MUNI (MJD).....RNAV (GPS) Y Rwy 18

RNAV (GPS) Z Rwy 18¹

RNAV (GPS) Rwy 36¹

VOR-A

NA when local weather not available.

¹Category D, 1000-3.

RAYMOND, MS

JOHN BELL

WILLIAMS (JWV).....ILS or LOC Rwy 12¹

RNAV (GPS) Rwy 12²

RNAV (GPS) Rwy 30²

NA when local weather not available

¹ILS, Category C, 800-2; Category D, 800-2¼;

LOC, Category D, 800-2¼.

²Category D, 800-2¼.

RESERVE, LA

PORT OF SOUTH LOUISIANA EXEC

RGNL (APS).....RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

VOR Rwy 35

NA when local weather not available.

Category C, 900-2½.

RUSTON, LA

RUSTON RGNL (RSN).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

VOR-A

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

SHREVEPORT, LA

SHREVEPORT

DOWNTOWN (DTN).....LOC Rwy 14¹²³

RNAV (GPS) Rwy 5¹

RNAV (GPS) Rwy 14¹³

RNAV (GPS) Rwy 23¹

RNAV (GPS) Rwy 32³

- ¹NA when local weather not available.
- ²NA when control tower closed.
- ³Category C, 1000-2¼; Category D, 1000-3.

SHREVEPORT

RGNL (SHV).....ILS or LOC Rwy 14¹

ILS or LOC Rwy 32²

LOC Rwy 6³

RADAR-1³

RNAV (GPS) Rwy 6⁴

RNAV (GPS) Rwy 14⁴

RNAV (GPS) Rwy 24⁴

RNAV (GPS) Rwy 32⁴

- ¹LOC, Category D, 900-2¼; Category E, 900-3.
- ²LOC, Category D, 900-2¼.
- ³Category D, 900-2¼; Category E, 900-3.
- ⁴Category D, 900-2¼.

SLIDELL, LA

SLIDELL (ASD).....RNAV (GPS) Rwy 36

NA when local weather not available.

STARKVILLE, MS

GEORGE M

BRYAN (STF).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

Category D, 800-2¼.

NA when local weather not available.

SULPHUR, LA

SOUTHLAND FLD (UXL).....LOC Rwy 15

RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

NA when local weather not available.

TALLULAH, LA

VICKSBURG TALLULAH

RGNL (TVR).....ILS or LOC Rwy 36

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

TUNICA, MS

TUNICA MUNI (UTA).....ILS or LOC Rwy 35

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

TUPELO, MS

TUPELO RGNL (TUP).....ILS Y or LOC Y Rwy 36¹

ILS Z or LOC Z Rwy 36²⁴

RNAV (GPS) Rwy 18³⁴

RNAV (GPS) Rwy 36³⁴

VOR Rwy 18³⁴

- ¹ILS, NA when local weather not available;
Category D, 800-2½. LOC, NA.
- ²LOC, Category D, 800-2½.
- ³Category D, 800-2½.
- ⁴NA when local weather not available.

VICKSBURG, MS

VICKSBURG

MUNI (VKS).....RNAV (GPS) Rwy 1¹

RNAV (GPS) Rwy 19²

- ¹Category D, 800-2½.
- ²Category C, 800-2¼; Category D, 800-2½.

VIDALIA, LA

CONCORDIA

PARISH (0R4).....RNAV (GPS) Rwy 14

NA when local weather not available.


Category C, 1000-2¼.

RADAR INSTRUMENT APPROACH MINIMUMS

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 5, 15176 USAF)

ELEV 165

RADAR¹ - (E) 118.6 119.9 125.1 335.55 350.2

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR ²	15		AB	640/24	477	(500-½)
			CDE	640/50	477	(500-1)
	33		AB	640/24	479	(500-½)
			CDE	640/50	479	(500-1)
 CIR ³	ALL RWY		ABC	NOT AUTHORIZED		
			D	760-2	595	(600-2)
			E	780-2¼	615	(700-2¼)

¹Opr 1200-0500Z++.

²When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.


³Circling not authorized W of Rwy.

GULFPORT, MS

Amdt 7A, 21MAR24 (24081) (FAA)

ELEV 28

GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25 

ASR	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
	32		ABCDE	440/40	413	(500-¾)				
	14		AB	560/24	533	(600-½)	CDE	560/55	533	(600-1¼)
CIRCLING	ALL RWY		A	560-1	532	(600-1)	B	640-1	612	(700-1)
			C	820-2¼	792	(800-2¼)	D	820-2½	792	(800-2½)
			E	820-2¾	792	(800-2¾)				

When control tower closed, ASR NA.

For inoperative ALS, increase ASR S-14 CAT E to 1½ SM; and ASR S-32 A/B visibility to RVR 5500, and CAT C/D/E to RVR 6000.

Rwy 32 helicopter visibility reduction below RVR 4000 not authorized.

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RADAR INSTRUMENT APPROACH MINIMUMS


RADAR INSTRUMENT APPROACH MINIMUMS

JACKSON, MS

Amdt 12A, 22APR21 (21112) (FAA)

ELEV 346

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RADAR-1 123.9 317.7 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	16L		AB	740/24	428	(400-½)	CDE	740/40	428	(400-¾)
	16R		AB	740-1	420	(400-1)	CDE	740-1½	420	(400-1½)
	34L		AB	820/40	491	(500-¾)	CDE	820/50	491	(500-1)
	34R		AB	840/55	494	(500-1¼)	CDE	840-1¾	494	(500-1¾)
CIRCLING	ALL RWY		A	880-1	534	(600-1)	B	900-1	554	(600-1)
			C	900-1½	554	(600-1½)	D	960-2	614	(700-2)
			E	1040-2½	694	(700-2½)				

When control tower closed, procedure NA.
CAT E Circling not authorized southwest of runway 16R-34L.
Rwy 16L: For inoperative ALSF-2, increase Cat E visibility to RVR 6000.
Rwy 34L: For inoperative MALSR, increase Cat A/B visibility to RVR 5000, Cat C/D/E to 1¾.
Rwy 16R, 34R: Helicopter visibility reduction below ¾ SM not authorized.

JOE WILLIAMS NOLF (KNJW)

Moscow, MS Amdt 5 15MAY25 (25135) (USN)

ELEV 539

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR ¹	32		CD	1500-3	961	(1000-3)
CIR ¹	All Rwy		CD	1500-3	961	(1000-3)

¹Procedure NA at night.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

LAKE CHARLES, LA

Amdt 1B, 31MAY12 (14149) (FAA)

ELEV 17

CHENNAULT INTL (CWF)

RADAR- 1 119.8 282.3

▽

△

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
				AB	580-1	564 (600-1)		CDE	580-1 $\frac{1}{8}$	564 (600-1 $\frac{1}{8}$)
ASR	33		AB	620- $\frac{3}{4}$	606	(700- $\frac{3}{4}$)	CDE	620-1 $\frac{1}{8}$	606	(700-1 $\frac{1}{8}$)
CIRCLING	ALL RWY		AB	640-1	623	(700-1)	C	640-1 $\frac{1}{4}$	623	(700-1 $\frac{1}{4}$)
			D	640-2	623	(700-2)	E	880-3	863	(900-3)

When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.
For inoperative MALS, increase ASR 15 CATs A/B visibility to 1 and CATs C/D/E to 1 $\frac{1}{4}$.
Rwy 15: visibility reduction by helicopters NA.
Procedure not available when Lake Charles approach control closed.

LAKE CHARLES, LA

Amdt 5D, 05NOV20 (20310) (FAA)

ELEV 15

LAKE CHARLES RGNL(LCH)

RADAR-1 119.35 353.75

▽

△

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
				ABC	380- $\frac{3}{4}$	369 (400- $\frac{3}{4}$)		D	380-1 $\frac{1}{4}$	369 (400-1 $\frac{1}{4}$)
ASR	33		ABC	380-1	366	(400-1)	D	380-1 $\frac{1}{4}$	366	(400-1 $\frac{1}{4}$)
	5		AB	440/24	428	(500- $\frac{1}{2}$)	C	440/40	428	(500- $\frac{3}{4}$)
	15		D	440/50	428	(500-1)				
	23		AB	440-1	425	(500-1)	CD	440-1 $\frac{1}{4}$	425	(500-1 $\frac{1}{4}$)
CIRCLING	ALL RWY		A	440-1	425	(500-1)	B	480-1	465	(500-1)
			C	580-1 $\frac{1}{2}$	565	(600-1 $\frac{1}{2}$)	D	680-2	665	(700-2)

When control tower closed, ASR NA.

MAKS AAF (KPOE), Fort Johnson, LA

RADAR 1 Amdt 4C RADAR 2 Orig

ELEV 330

(23362) USA

RADAR - (E) 123.7 261.3

▽

 NA Opr 1400-0600Z++ exc hol.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
				AB	579- $\frac{1}{2}$	(300- $\frac{1}{2}$)
PAR ¹	34	3.0°/42/799	AB	579- $\frac{3}{4}$	256	(300- $\frac{3}{4}$)
ASR	34		CD	579- $\frac{3}{4}$	256	(300- $\frac{3}{4}$)
			AB	760- $\frac{3}{4}$	482	(500- $\frac{3}{4}$)
	16		CD	760-1	482	(500-1)
			AB	800-1	472	(500-1)
CIR	ALL RWY		CD	800-1 $\frac{1}{8}$	472	(500-1 $\frac{1}{8}$)
			AB	820-1	490	(500-1)
			C	820-1 $\frac{1}{2}$	490	(500-1 $\frac{1}{2}$)
			D	880-2	550	(600-2)

¹Rwy 34 VGSI and PAR glidepath not coincident.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (MC CAIN FIELD) (KNMM), Meridian, MS Amdt 6

29DEC22 (22363) (USN)

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4



ELEV 316

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	19L	3.0°/50/1178	ABCDE	416 -½	100	(100-½)
	1L ²	3.0°/50/1079	ABCDE	454 -½	200	(200-½)
	1R	3.0°/50/1151	ABCDE	470 -¾	200	(200-¾)
	19R	3.0°/50/1180	ABCDE	494 -¾	200	(200-¾)
PAR W/O GS ¹	19R ³		AB	700 -1	406	(400-1)
			CDE	700 -1½	406	(400-1½)
	1L ^{4,5}		AB	760 -½	506	(500-½)
			CDE	760 -1	506	(500-1)
ASR ⁶	28 ⁷		ABCDE	680 -1	375	(400-1)
	1R ⁸		AB	700 -1	430	(400-1)
			CDE	700 -1¼	430	(400-1¼)
	1L ^{4,9}		AB	760 -½	506	(500-½)
			CDE	760 -1	506	(500-1)
	19L ⁴		AB	780 -½	464	(500-½)
			CDE	780 -1	464	(500-1)
	19R ¹⁰		AB	720 -1	426	(500-1)
			CDE	720 -1¼	426	(500-1¼)
	10 ¹¹		AB	740 -1	436	(500-1)
			CDE	740 -1¼	436	(500-1¼)
CIR	All Rwy		A	820 -1	504	(600-1)
			B	840 -1	524	(600-1)
			C	840 -1½	524	(600-1½)
			D	880 -2	564	(600-2)
			E	1080 -2¾	764	(800-2¾)

¹No-NOTAM MP sked: PAR 1300-1700Z++ Tue. PAR and PAR W/O GS apch not avbl dur this time.

²When ALS inop, increase vis to ¾ mile.

³Step Down at 2 NM from thld, 860 min.

⁴When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1¾ miles.

⁵Step Down at 3 NM from thld, 1140 min.

⁶No-NOTAM MP sked: DASR 11 1300-1700Z++ Tue. No ASR apch dur this time.

⁷Step Down at 2 NM from thld, 980 min.

⁸Step Down at 3 NM from thld, 1080 min.

⁹Step Down at 2.5 NM from thld, 1020 min.

¹⁰Step Down at 2 NM from thld, 880 min.

¹¹Step Down at 3 NM from thld, 1220 min.

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RADAR INSTRUMENT APPROACH MINIMUMS


RADAR INSTRUMENT APPROACH MINIMUMS

MONROE, LA

Amdt 7B, 08OCT20 (20282) (FAA)

ELEV 79

MONROE RGNL (MLU)

RADAR- 1 118.15 290.475 


	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	4 22		AB AB	560/40 560-¾	484 485	(500-¾) (500-¾)	CD CD	560/50 560-1	484 485	(500-1) (500-1)
CIRCLING	ALL RWY		AB D	580-1¼ 1160-3	501 1081	(600-1¼) (1100-3)	C	740-1¾	661	(700-1¾)


When control tower closed, ASR NA.
Circling Rwy 14 NA at night.
For inop ALS: increase S-4 Cat A/B visibility to RVR 5500, Cat C/D visibility to 1 ¾ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ¾ SM.

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG),

New Orleans, LA Amdt 6 20MAR25 (25079) (USN)

ELEV 2

RADAR¹ - (E) 125.95 126.55 225.5 254.4 269.025 288.25 299.2 353.65 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	4 ² 22 ^{3,4}	3.0°/49/928 3.0°/41/816	ABCDE ABCDE	98-¼ 200-½	100 200	(100-¼) (200-½)
PAR W/O GS	4 ^{5,6} 22 ^{6,7,8}		AB CDE	460-½ 460-1	462 462	(500-½) (500-1)
ASR	4 ^{6,9} 22 ^{6,9,10} 32 ^{6,11,12}		AB CDE AB CDE AB CDE	600-½ 600-1½ 600-½ 600-1¼ 600-¾ 580-1½	602 602 600 600 578 578	(600-½) (600-1½) (600-½) (600-1¼) (600-¾) (600-1½)
 CIR ⁶	Rwy 04/22/32		AB C D E	640-1 640-1¼ 660-2 680-2½	638 638 658 678	(700-1) (700-1¼) (700-2) (700-2½)

¹No-NOTAM preventive maint Mon 1300-1800Z++.
²When ALS inop, increase vis to ½ mile.
³When ALS inop, increase vis to ¾ mile.
⁴CAUTION: TCH (41') is less than min TCH (45') for aircraft similar to B-747/767/720/757, DC-10, A-300, KC-10, E-4, C-5 and VC-25.
⁵When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
⁶CAT E circling not authorized NW of Rwy 4-22.
⁷When ALS inop, increase vis to 1 mile.
⁸Step Down Fix at 2 NM from RPI, 660 min.
⁹When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.
¹⁰Step Down Fix at 3 NM from thld, 1000 min.
¹¹When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
¹²Rwy 32 helicopter vis reduction below ¾ mile not authorized.

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS


RADAR INSTRUMENT APPROACH MINIMUMS

SHREVEPORT, LA

Amdt 6A, 05NOV20 (20310) (FAA)

ELEV 258

SHREVEPORT RGNL (SHV)

RADAR- 1 119.9 335.55 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	32		AB	720/40	498	(500-¾)
			CDE	720/50	498	(500-1)
	14		AB	800/40	542	(600-¾)
			CDE	800/60	542	(600-1¼)
	6		AB	800-1¼	562	(600-1¼)
			CDE	800-1½	562	(600-1½)
CIRCLING	ALL RWY	AB	800-1¼	542	(600-1¼)	
		C	980-2	722	(800-2)	
		D	1100-2¾	842	(900-2¾)	
		E	1100-3	842	(900-3)	

Rwy 6, 32 helicopter visibility reduction below ¾ SM NA.
For inoperative ALS, increase S-14 Cat E visibility to 1% SM and S-32 Cat C/D/E visibility to 1% SM.
When control tower closed, ASR NA.

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS

15344

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD
SHORT OPERATIONS (LAHSO)
FOR LOUISIANA AND MISSISSIPPI

SC-4, 07 AUG 2025 to 02 OCT 2025

15344

SC-4, 07 AUG 2025 to 02 OCT 2025

24193

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BATON ROUGE, LA BATON ROUGE METRO, RYAN FLD (BTR)	HS 1	Complex int Twy A, Twy B, Twy D and Twy K W of Rwy 13-31 and Rwy 04L-22R.
	HS 2	Rwy 04R-22L and Twy E in close proximity.
	HS 3	Twy F turning onto Twy E and Rwy 13-31.
	HS 4	Rwy 13 and Rwy 04R-22L.
COLUMBUS, MS COLUMBUS AFB (CBM)	HS 1	Maintain vigilance numerous twys in area of Rwy 13R.
	HS 2	Rwy incursion risk for Rwy 13R/31L, Twy M.
	HS 3	Rwy incursion risk for Rwy 13R/31L, Twy J, Twy E.
HOUMA, LA HOUMA-TERREBONNE (HUM)	HS 1	Twy H, Twy E, Twy B at Rwy 18-36 & Rwy 12-30.
	HS 2	Remain alert due to numerous helicopter operations
LAFAYETTE, LA LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)	HS 1	Twy B, Twy J, Twy F: Confusing geometry with INT of Rwy 04L-22R and Rwy 11-29.
	HS 2	Rwy 22L arriving large aircraft exiting on Twy H: Do not enter Twy F.
NEW ORLEANS, LA LAKEFRONT (NEW)	HS 1	Twy F south of Rwy 09-27.
	HS 2	Twy F at Apch end Rwy 27.
	HS 3	Twy B at Rwy 36L.
NEW ORLEANS, LA LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)	HS 1	Limited wingtip clearance on Twy G near Concourse Bravo due to acft pushbacks. Maint vigilance exiting Rwy 11/29 on Twy G8 and when taxiing on Twy G. High Traffic area.
	HS 2	Rwy 11 green painted overrun mistaken for Twy E.
	HS 3	Rwy 11-29 and Twy G6.

*See appropriate Chart Supplement HOT SPOT table for additional information.

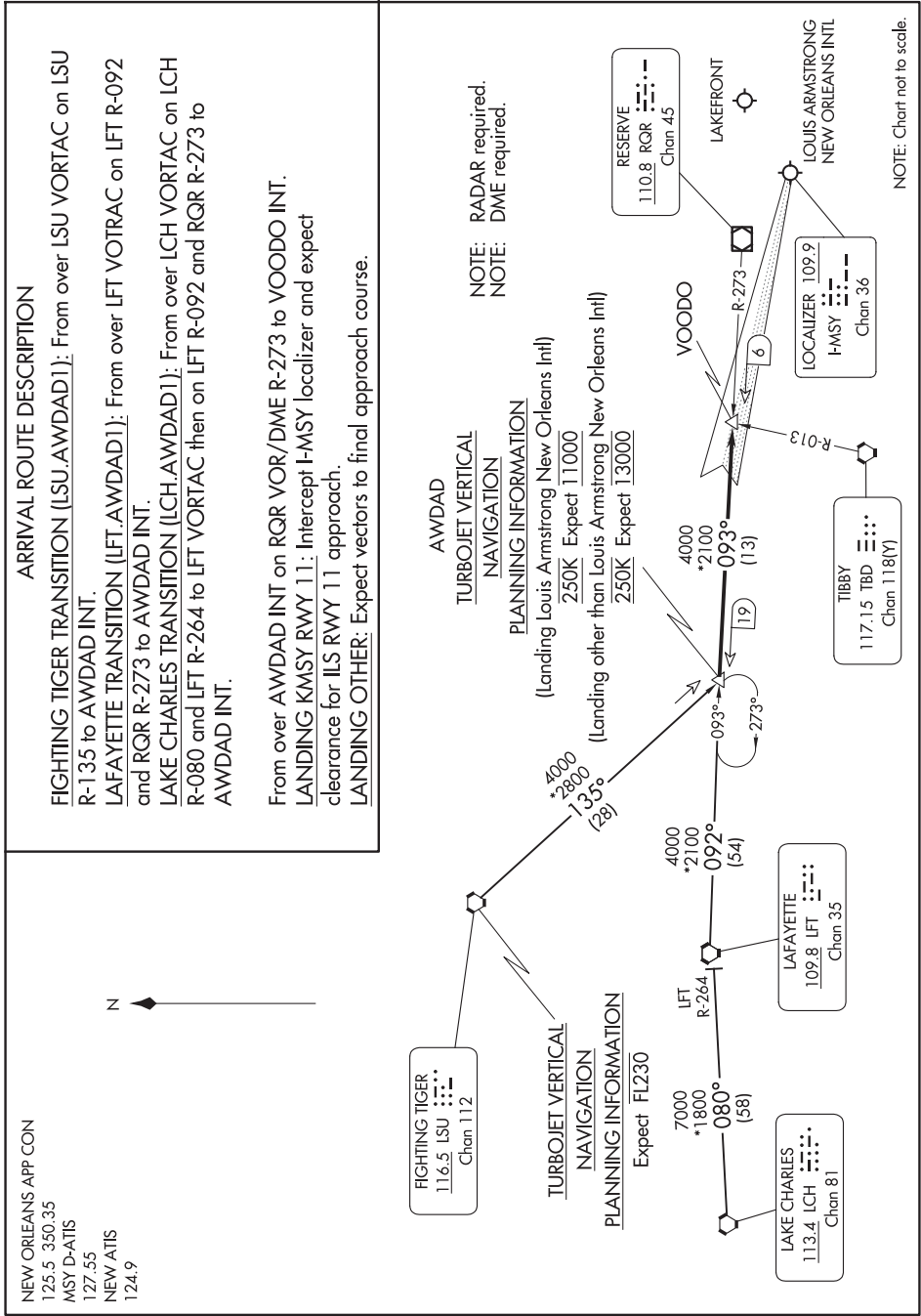
24193

NEW ORLEANS APP CON
125.5 350.35
MSY D-ATIS
127.55
NEW ATIS
124.9

ARRIVAL ROUTE DESCRIPTION

FIGHTING TIGER TRANSITION [LSU.AWDAD1]: From over LSU VORTAC on LSU R-135 to AWDAD INT.
LAFAYETTE TRANSITION [LFT.AWDAD1]: From over LFT VOTRAC on LFT R-092 and RQR R-273 to AWDAD INT.
LAKE CHARLES TRANSITION [LCH.AWDAD1]: From over LCH VORTAC on LCH R-080 and LFT R-264 to LFT VORTAC then on LFT R-092 and RQR R-273 to AWDAD INT.

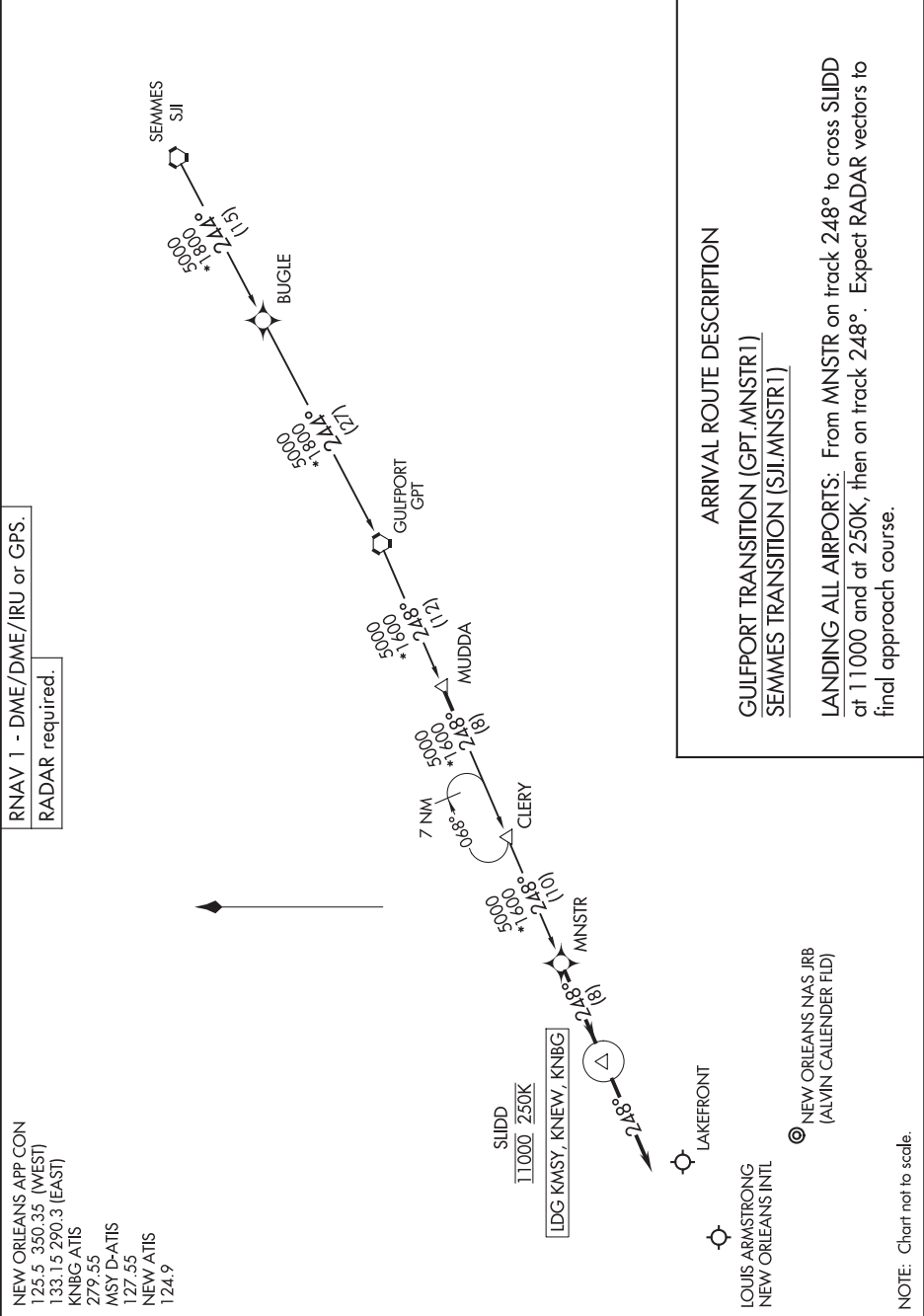
From over AWDAD INT on RQR VOR/DME R-273 to VOODO INT.
LANDING KMSY RWY 11: Intercept I-MSY localizer and expect clearance for ILS RWY 11 approach.
LANDING OTHER: Expect vectors to final approach course.



MNSTR ONE ARRIVAL (RNAV)

NEW ORLEANS, LOUISIANA

SC-4, 07 AUG 2025 to 02 OCT 2025



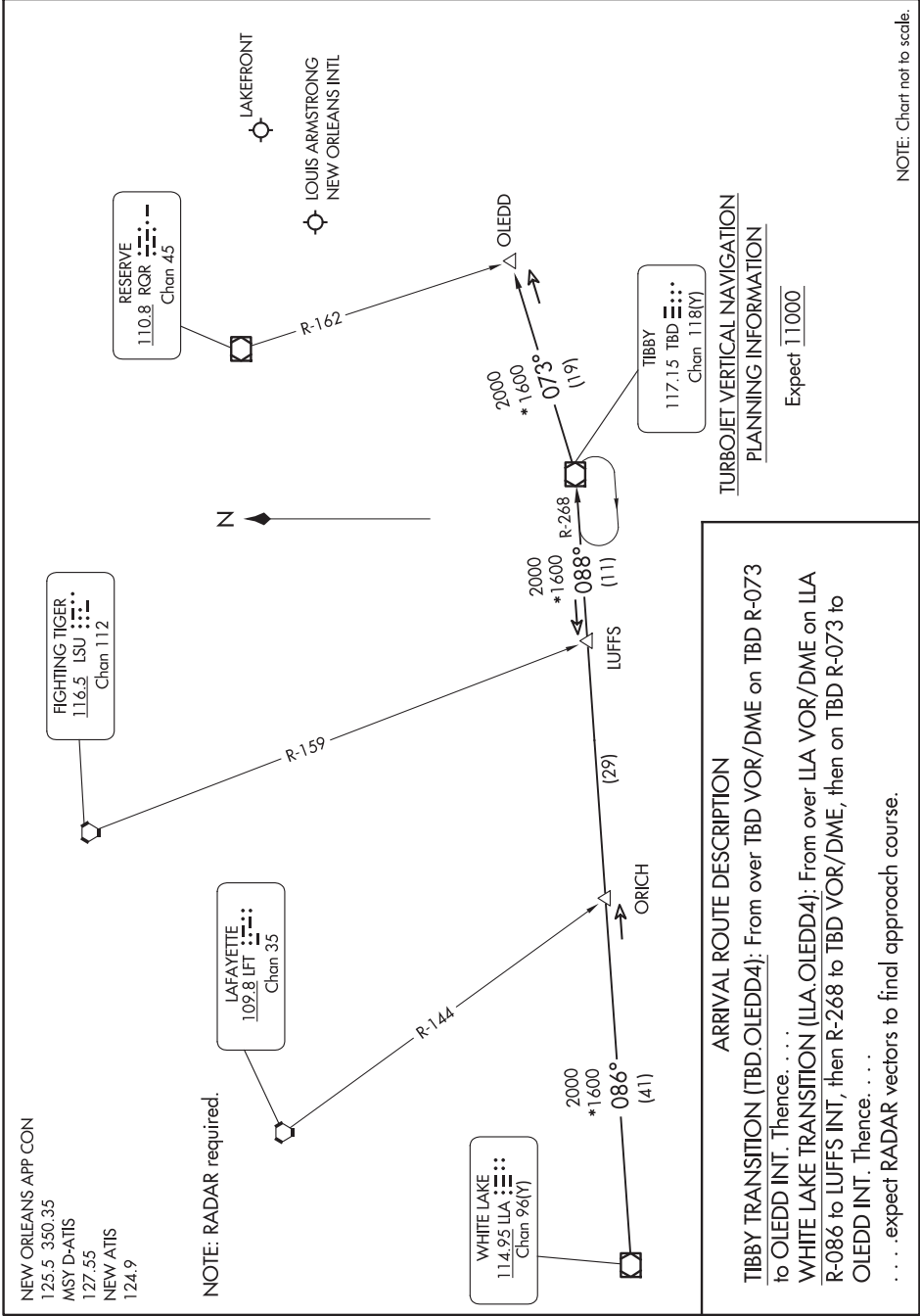
SC-4, 07 AUG 2025 to 02 OCT 2025

MNSTR ONE ARRIVAL (RNAV)

(MNSTR.MNSTR1) 23FEB23

NEW ORLEANS, LOUISIANA

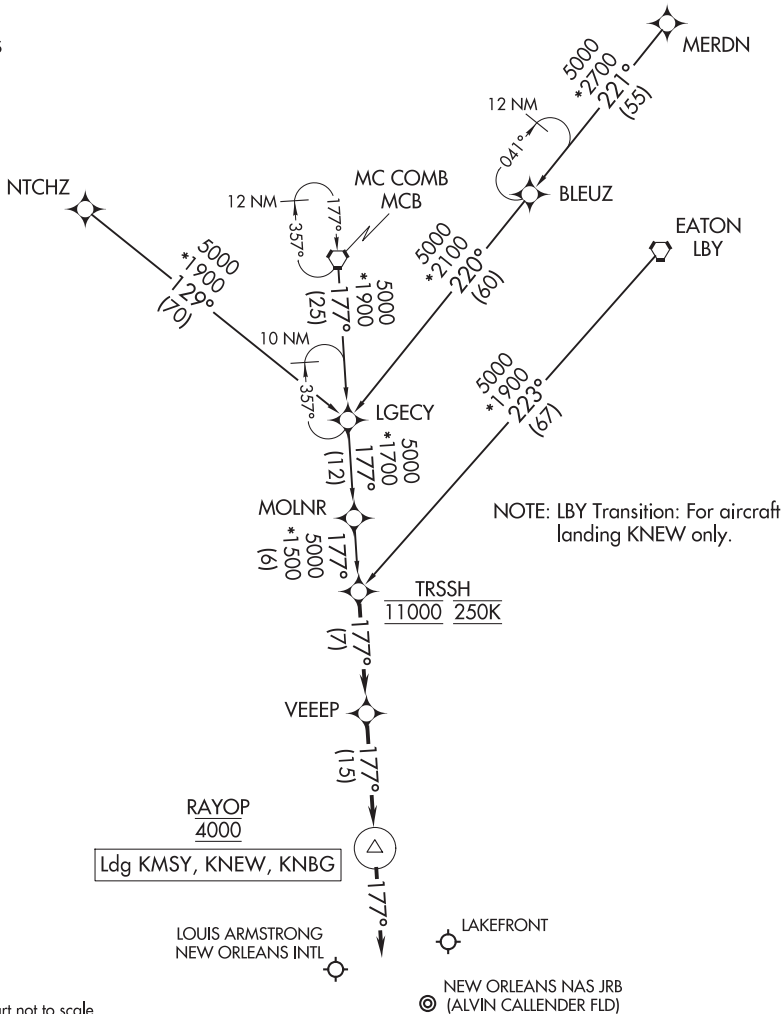
SC-4, 07 AUG 2025 to 02 OCT 2025



NOTE: Chart not to scale.

NEW ORLEANS APP CON
125.5 350.35 (WEST)
133.15 290.3 (EAST)
KNBG ATIS
279.55
MSY D-ATIS
127.55
NEW ATIS
124.9

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



ARRIVAL ROUTE DESCRIPTION

EATON TRANSITION (LBY.TRSSH1)
MC COMB TRANSITION (MCB.TRSSH1)
MERDN TRANSITION (MERDN.TRSSH1)
NTCHZ TRANSITION (NTCHZ.TRSSH1)

LANDING KMSY/KNBG/KNEW: From TRSSH on track 177° to VEEEP, then on track 177° to cross RAYOP at 4000, then on track 177°. Expect RADAR vectors to final approach course.

INTENTIONALLY
LEFT
BLANK

WAAS CH 78023 W16A	APP CRS 157°	Rwy Idg TDZE 16 Apt Elev 16
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RNAV (GPS) RWY 16

ABBEVILLE CHRIS CRUSTA MEML (IYA)

RNP APCH.

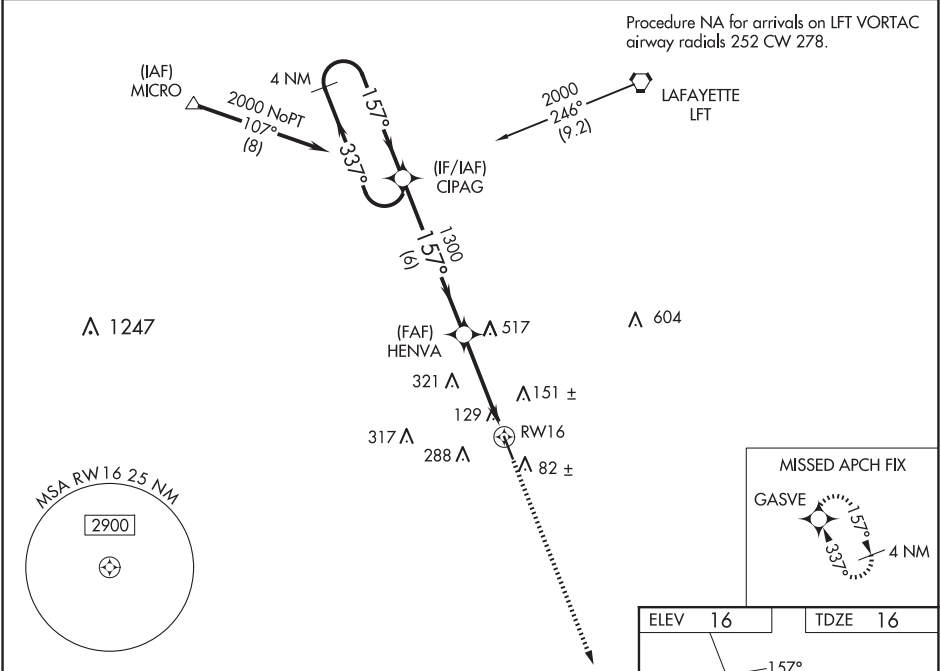
▼

▲

Baro-VNAV NA when using New Iberia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 27 feet and all MDA 40 feet.

MISSED APPROACH:
Climb to 2000 direct
GASVE and hold.

AWOS-3PT 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

CIPAG

2000 ← 337° 157° →

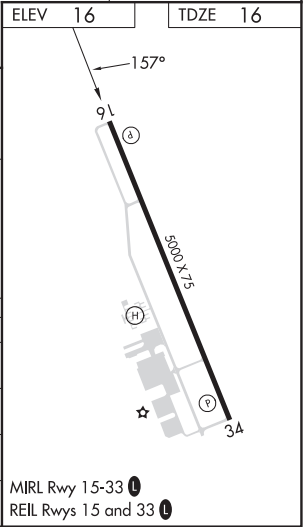
GP 3.00° TCH 50

HENVA 1300

RW16

6 NM 3.9 NM

CATEGORY	A	B	C	D
LPV DA	266-1	250 (300-1)		NA
LNAV/VNAV DA	279-1	263 (300-1)		NA
LNAV MDA	380-1	364 (400-1)		NA
CIRCLING	520-1 504 (600-1)	600-1 584 (600-1)	700-2 684 (700-2)	NA



ABBEVILLE, LOUISIANA

AL-5541 (FAA)

24081

WAAS CH 45823 W34A	APP CRS 337°	Rwy Idg TDZE 15 Apt Elev 16	5000
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RNAV (GPS) RWY 34

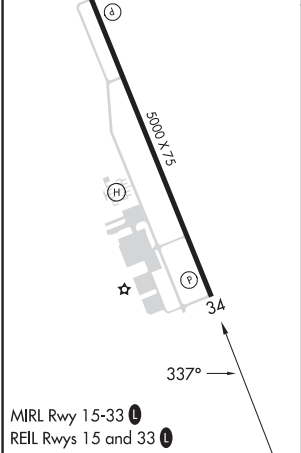
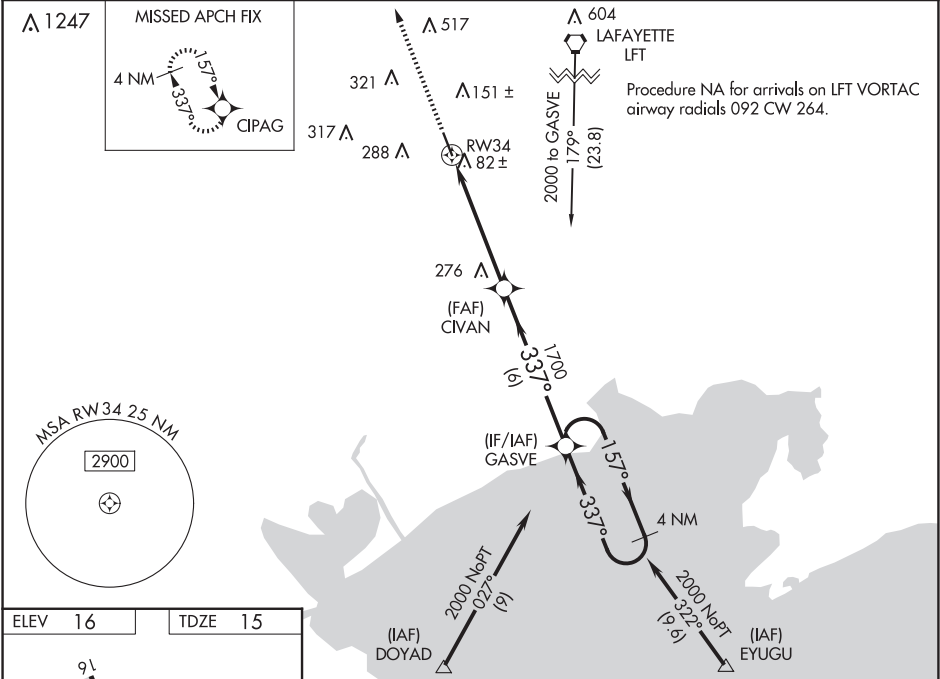
ABBEVILLE CHRIS CRUSTA MEML (IYA)

RNP APCH.

Baro-VNAV NA when using New Iberia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ SM.

MISSED APPROACH:
Climb to 2000 direct CIPAG and hold.

AWOS-3PT 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF)
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<div>2000</div> <div>↑</div>		<div>CIPAG</div> <div></div>		<div>GASVE</div> <div>4 NM Holding Pattern</div>					
<div>RW34</div> <div></div>		<div>CIVAN</div> <div>1700</div> <div></div>		<div>157° →</div> <div>← 337°</div> <div>2000</div>					
<div>5.1 NM</div>		<div>6 NM</div>		<div>GP 3.00°</div> <div>TCH 50</div>					
CATEGORY		A		B		C		D	
LPV DA		298-1		283 (300-1)				NA	
LNAV/VNAV DA		320-1		305 (400-1)				NA	
LNAV MDA		580-1		565 (600-1)		580-1½ 565 (600-1½)		NA	
<div>C</div> CIRCLING		580-1 564 (600-1)		600-1 584 (600-1)		700-2 684 (700-2)		NA	

ABBEVILLE, LOUISIANA
Amdt 1B 08OCT20

29°59'N-92°05'W

RNAV (GPS) RWY 34

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

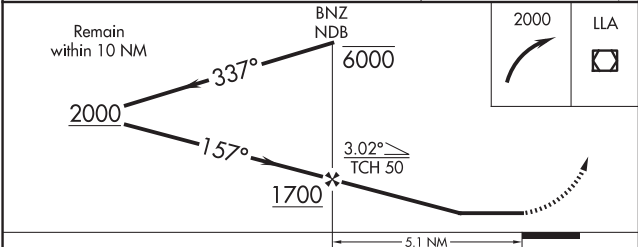
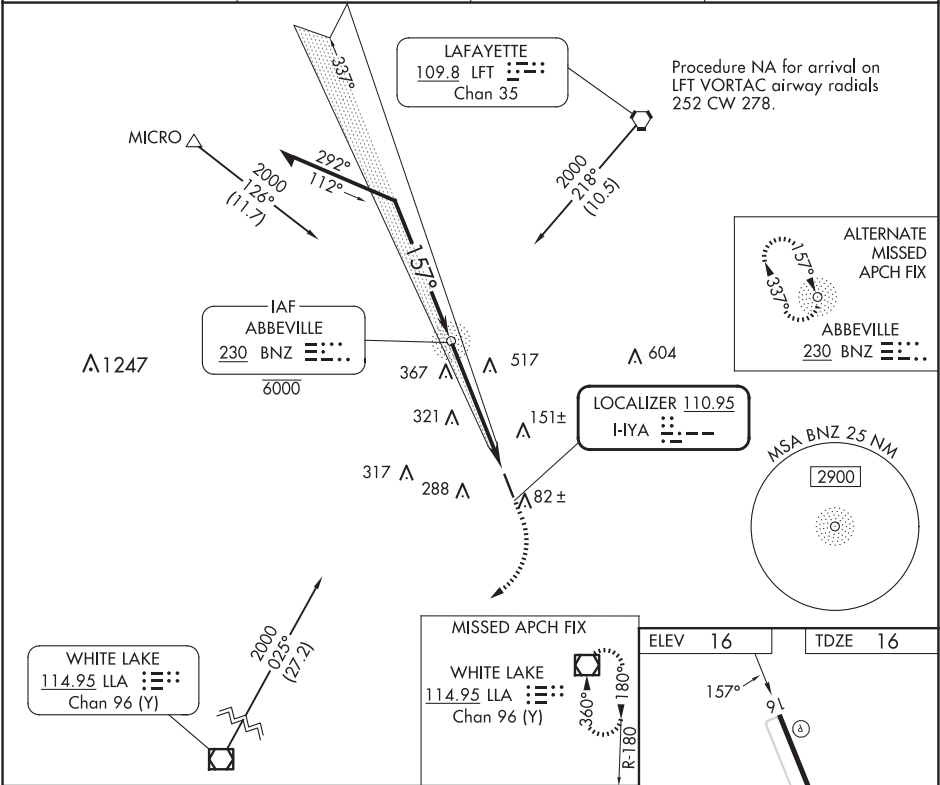
LOC I-YA 110.95	APP CRS 157°	Rwy Idg TDZE Apt Elev	5000 16 16
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LOC RWY 16

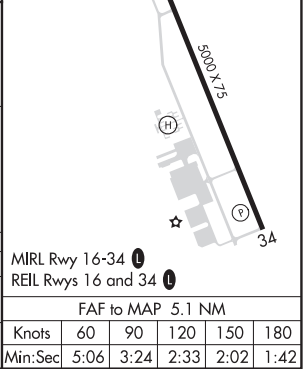
ABBEVILLE CHRIS CRUSTA MEML (IYA)

ADF required. ▼ ▲ NA	Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 40 feet and increase S-16 Cat C visibility ¼ SM.	MISSED APPROACH: Climbing right turn to 2000 direct LLA VOR/DME and hold.
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AWOS-3PT 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-16	520-1	504 (600-1)	520-1 3/8 504 (600-1 3/8)	NA
CIRCLING	520-1 504 (600-1)	600-1 584 (600-1)	700-2 684 (700-1)	NA



LOC RWY 16

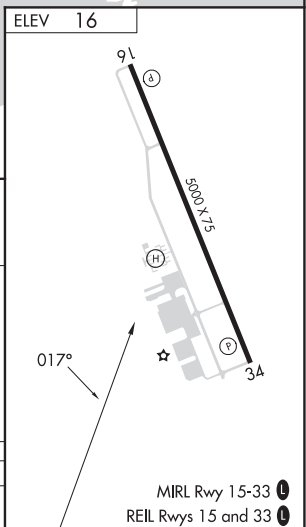
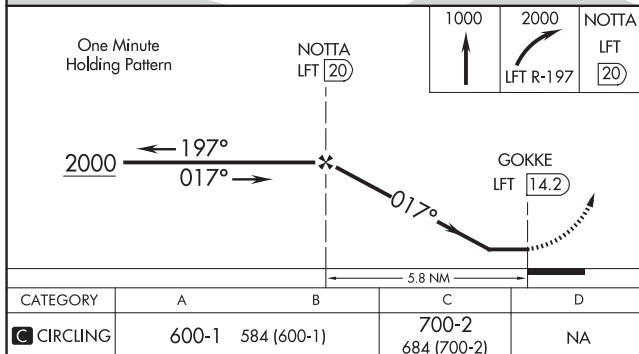
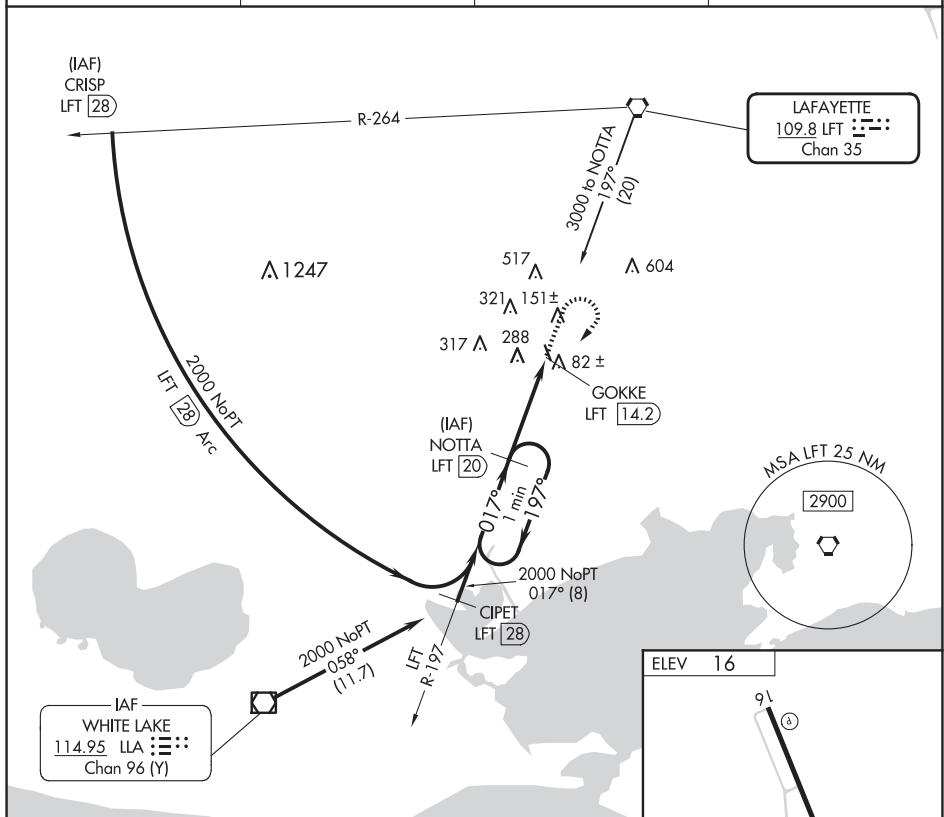
SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME-B
ABBEVILLE CHRIS CRUSTA MEML (IYA)

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 via LFT R-197 to NOTTA/LFT 20 DME and hold.

AWOS-3PT 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 1
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WAAS CH 56604 W18A	APP CRS 188°	Rwy Idg TDZE 226 Apt Elev 226
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RNAV (GPS) RWY 18

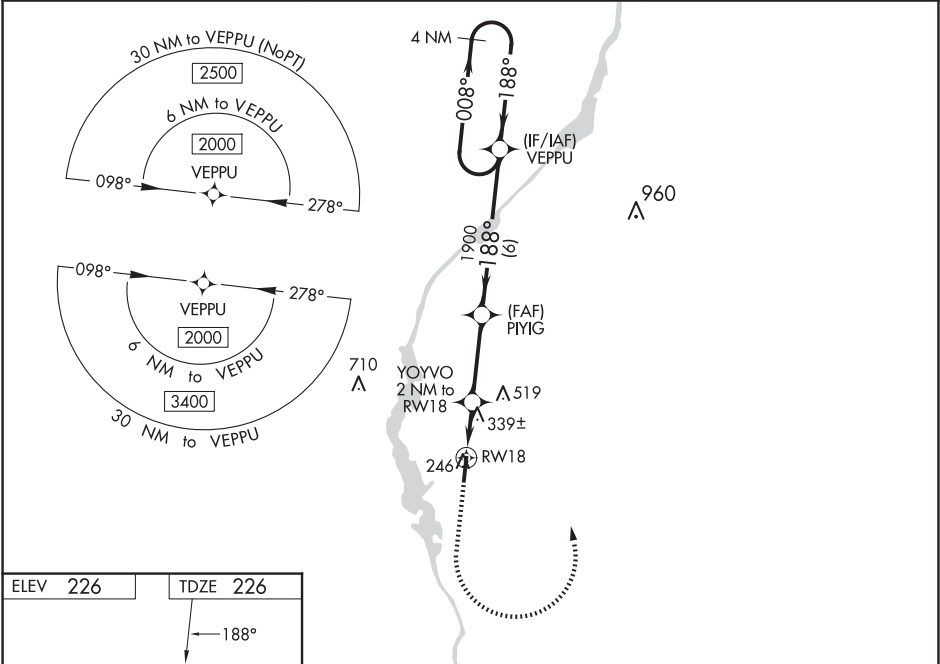
MONROE COUNTY (M40)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct VEPPU and hold.

AWOS-3P 118.475	COLUMBUS APP CON ★ 126.075 239.25	UNICOM 122.8 (CTAF)
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ELEV 226	TDZE 226
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188°

81

4999 X 75

36

REIL Rws 18 and 36
MIRL Rwy 18-36

800 ↑	2000 ↖	VEPPU 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
			4 NM Holding Pattern			
*LNAV only.		YOYVO 2 NM to RW18	PIYIG 1900	VEPPU		
		*1.1 NM to RW18	*900	188° 1900		
1.1 NM		0.9	3.1 NM	6 NM		
CATEGORY		A		B	C	D
LPV	DA			476- ³ / ₄	250 (300- ³ / ₄)	
LNAV/ VNAV	DA			504- ⁷ / ₈	278 (300- ⁷ / ₈)	
LNAV	MDA			600-1	374 (400-1)	
 CIRCLING		660-1 434 (500-1)	680-1 454 (500-1)	820-1½ 594 (600-1½)	860-2 634 (700-2)	

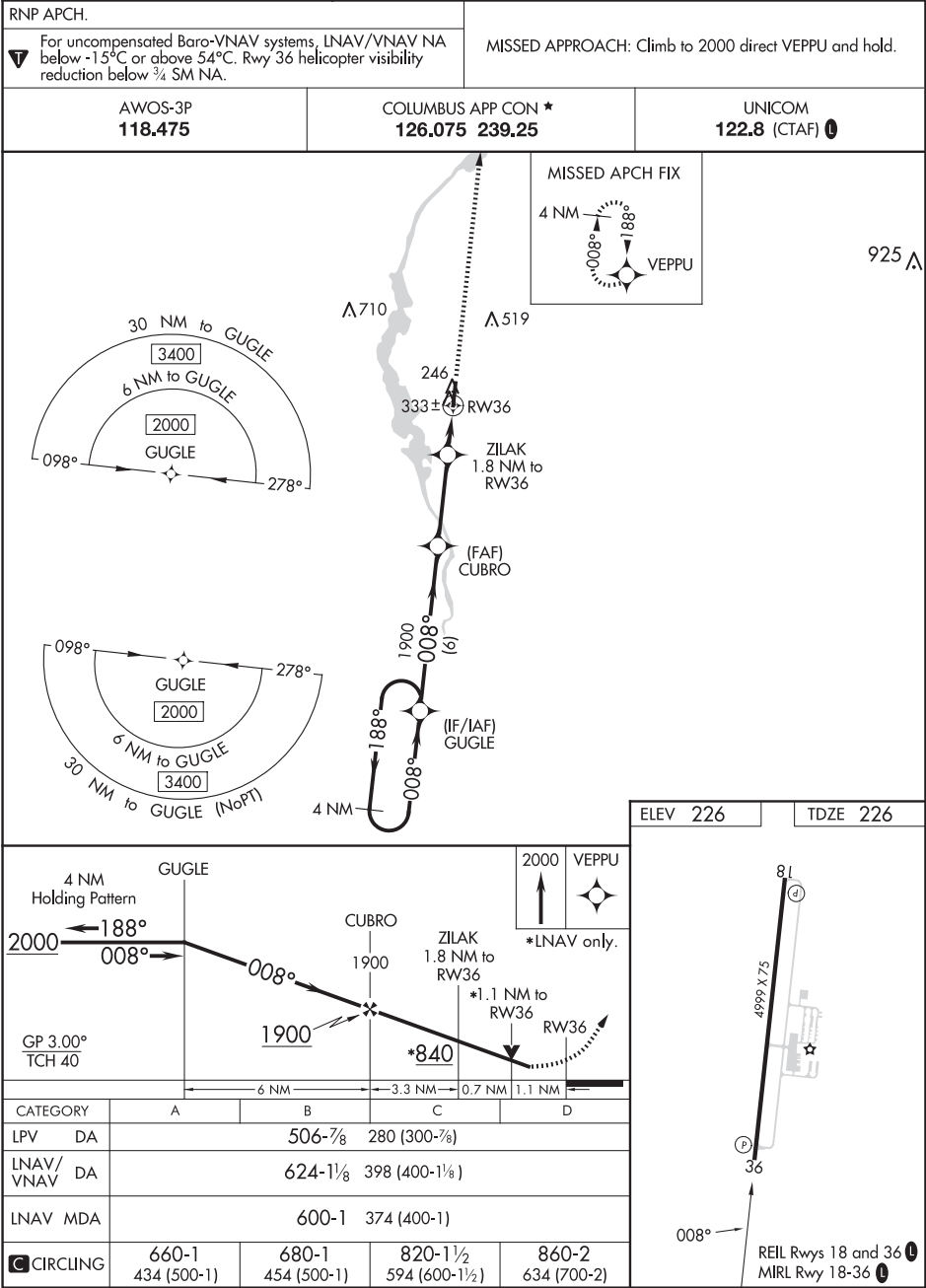
ABERDEEN/AMORY, MISSISSIPPI

AL-5655 (FAA)

23334

WAAS CH 70414 W36A	APP CRS 008°	Rwy Idg TDZE 226 Apt Elev 226
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RNAV (GPS) RWY 36
MONROE COUNTY (M40)



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LOC I-ERJ	APP CRS	Rwy Ldg
110.1	141°	9352
		TDZE
		85
		Apt Elev
		89

ILS or LOC RWY 14

ALEXANDRIA INTL (AEX)

▼

▲

DME from AEX VORTAC. Simultaneous reception of I-ERJ and AEX DME required. When R-3801 B active, RADAR and DME required. DME required.

MALSR

MISSED APPROACH: Climb to 4000 direct AEX VORTAC and on AEX VORTAC R-106 to MUSHE INT/18.9 DME and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 254.8	127.35 (CTAF) 269.2	121.9 372.0	121.9

Chart area showing flight paths, DME requirements, and various navigational aids. Includes labels for ALEXANDRIA TOWER, GND CON, CLNC DEL, and various DME distances.

One Minute Holding Pattern

GUQEM AEX 15.7

4000

AEX

AEX R-106

MUSHE

3000

←321°

141°→

GS 3.00° TCH 56

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

1800

141°

1800

780

4.9 NM

3.1 NM

2 NM

*LOC only.

CATEGORY	A	B	C	D
S-ILS 14		346/24	261 (300-½)	
S-LOC 14		460/24	375 (400-½)	460/40 375 (400-¾)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	700-1¾ 611 (700-1¾)	860-2½ 771 (800-2½)

ELEV 89

D

TDZE 85

141°

AS

81

150

100Z

36

32

9352 X 150

TWR

ALEXANDRIA, LOUISIANA

Amdt 1C 11AUG22

31°20'N-92°33'W

7

ALEXANDRIA INTL (AEX)

ILS or LOC RWY 14

ALEXANDRIA, LOUISIANA

AL-13 (FAA)

25163

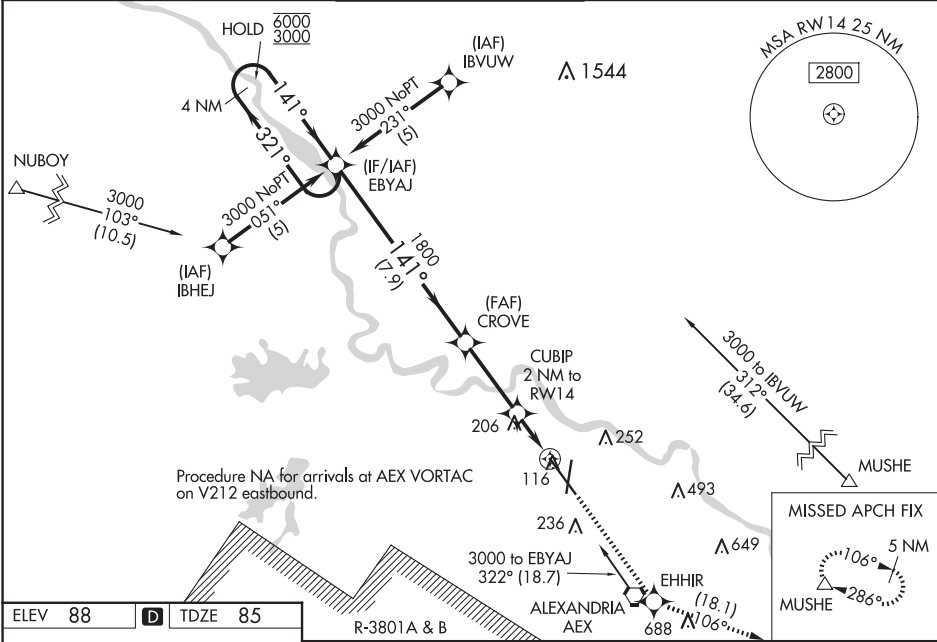
WAAS CH 56417 W14A	APP CRS 141°	Rwy Ldg 9352 TDZE 85 Apt Elev 88
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RNAV (GPS) RWY 14

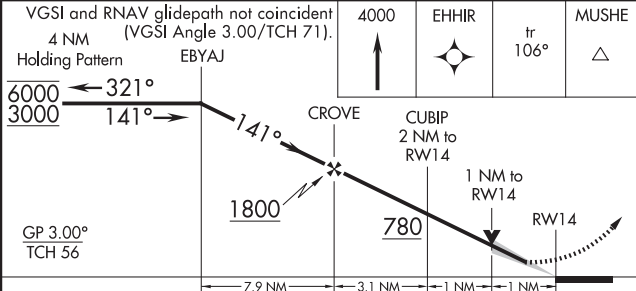
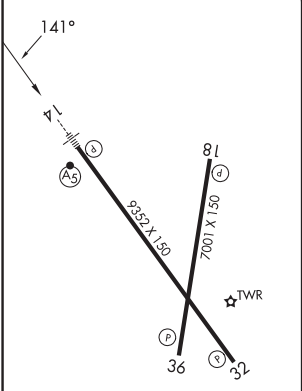
ALEXANDRIA INTL (AEX)

RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 4000 direct EHIR and on track 106° to MUSHE and hold.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. For inop ALS increase LNAV Cat D visibility to RVR 6000. RADAR required when R-3801 A-B in use.		

ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
------------------------	------------------------------------	---	-------------------------------	--------------------------



ELEV 88	D	TDZE 85
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CATEGORY	A	B	C	D
LPV DA		346/24	261 (300-1/2)	
LNAV/VNAV DA		488/50	403 (400-1)	
LNAV MDA		480/24	395 (400-1/2)	480/50 395 (400-1)
CIRCLING	540-1 452 (500-1)	560-1 472 (500-1)	700-1 3/4 612 (700-1 3/4)	860-2 1/2 772 (800-2 1/2)

ALEXANDRIA, LOUISIANA
Amdt 1C 11AUG22

31°20'N-92°33'W

ALEXANDRIA INTL (AEX) RNAV (GPS) RWY 14

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS

CH 61200

W18A

APP CRS

186°

Rwy Ldg

7001

TDZE

84

Apt Elev

89

RNAV (GPS) RWY 18

ALEXANDRIA INTL (AEX)

▼

⚠

DME/DME RNP-0.3 NA. Radar required when R-3801 A-B in use. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HIPKU and via 105° track to MUSHE and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 254.8	127.35 (CTAF) 269.2	121.9 372.0	121.9

ELEV 89

TDZE 84

186°

81

7001 X 150

36

32

TWR

4000

HIPKU

tr 105°

MUSHE

*LNAV only.

*1.2 NM to RW18

AQEKO

186°

1700

5 NM Holding Pattern

LATIW

006°

2600

GP 3.00°

TCH 55°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).

CATEGORY	A	B	C	D
LPV DA	395-1 311 (400-1)			
LNAV/VNAV DA	539-1½ 455 (500-1½)			
LNAV MDA	520-1	436 (500-1)	520-1¼ 436 (500-1¼)	520-1½ 436 (500-1½)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	700-1¾ 611 (700-1¾)	860-2½ 771 (800-2½)

ALEXANDRIA, LOUISIANA

Amdt 1B 25MAR21

31°20'N-92°33'W

9

ALEXANDRIA INTL (AEX)

RNAV (GPS) RWY 18

ALEXANDRIA, LOUISIANA

AL-13 (FAA)

25163

WAAS CH 50110 W32A	APP CRS 321°	Rwy Ldg 9352 TDZE 89 Apt Elev 89
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RNAV (GPS) RWY 32

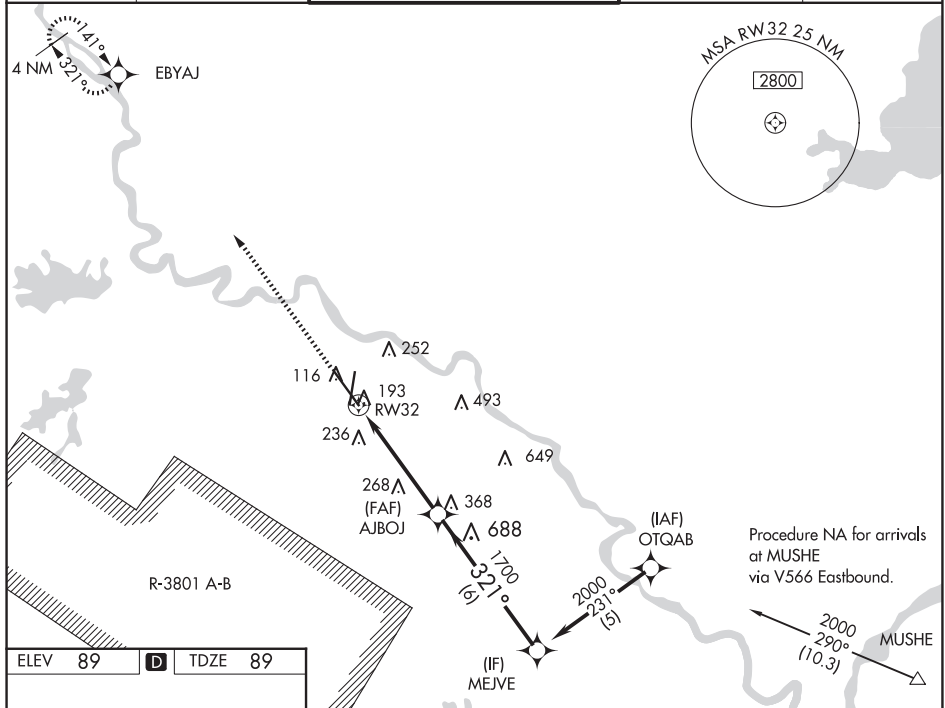
ALEXANDRIA INTL (AEX)

RNP APCH-GPS.

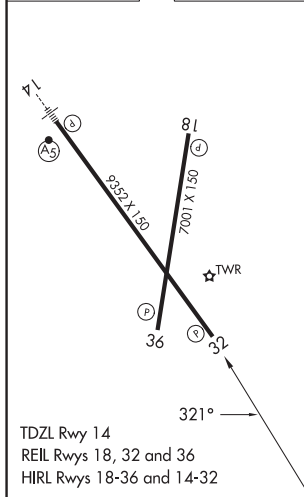
- ▼ Rwy 32 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA below -15°C.
▲ When R-3801 A-B active, RADAR required.

MISSED APPROACH: Climb to 3000
direct EBYAJ WP and hold.

ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
------------------------	------------------------------------	--	-------------------------------	--------------------------



ELEV 89	D	TDZE 89
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3000	EBYAJ	VGSi and RNAV glidepath not coincident. (VGSi Angle 3.00/TCH 80).		Procedure Turn NA
1.2 NM to RW32	AJBOJ	MEJVE	2000	
1.2 NM	3.6 NM	6 NM	GP 3.00° TCH 55	
CATEGORY	A	B	C	D
LPV DA		340/50	251 (300-1)	
LNAV/VNAV DA		460/60	371 (400-1¼)	
LNAV MDA	520/55	431 (500-1)	520-1¼ 431 (500-1¼)	520-1½ 431 (500-1½)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	700-1¾ 611 (700-1¾)	860-2½ 771 (800-2½)

ALEXANDRIA, LOUISIANA

Amdt 1D 05SEP24

31°20'N-92°33'W

RNAV (GPS) RWY 32

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

ALEXANDRIA, LOUISIANA

AL-13 (FAA)

25163

VORTAC AEX 116.1 Chan 108	APP CRS 327°	Rwy Ldg TDZE 89 Apt Elev 89
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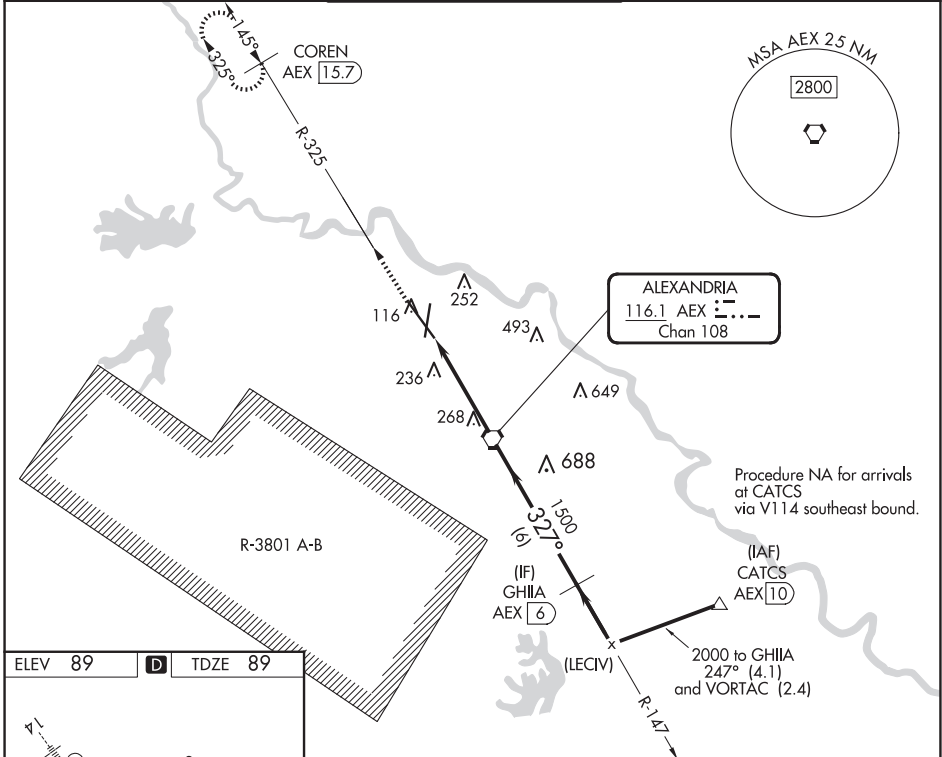
VOR/DME RWY 32

ALEXANDRIA INTL (AEX)

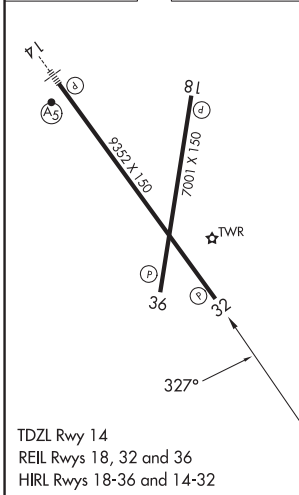
- V** RADAR required when R-3801 A-B in use.
A Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 via AEX R-325 to COREN/AEX 15.7 DME and hold.

ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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ELEV 89	D	TDZE 89
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3000 ↑ AEX R-325		COREN AEX 15.7		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 80).		GH1A AEX 6		(LECIV) AEX 10		CATCS AEX 10	
AEX 4.2		AEX 3		AEX VORTAC		327°		327°		247°	
1500		1500		1500		2000		2000		2000	
1.2		3 NM		6 NM		2.4 NM		4.1 NM		Procedure Turn NA	
CATEGORY		A		B		C		D			
S-32		520/55		431 (500-1)		520-1¼ 431 (500-1¼)		520-1½ 431 (500-1½)			
CIRCLING		540-1 451 (500-1)		560-1 471 (500-1)		700-1¾ 611 (700-1¾)		860-2½ 771 (800-2½)			

ALEXANDRIA, LOUISIANA

Amdt 1D 05SEP24

31°20'N-92°33'W

ALEXANDRIA INTL (AEX)

VOR/DME RWY 32

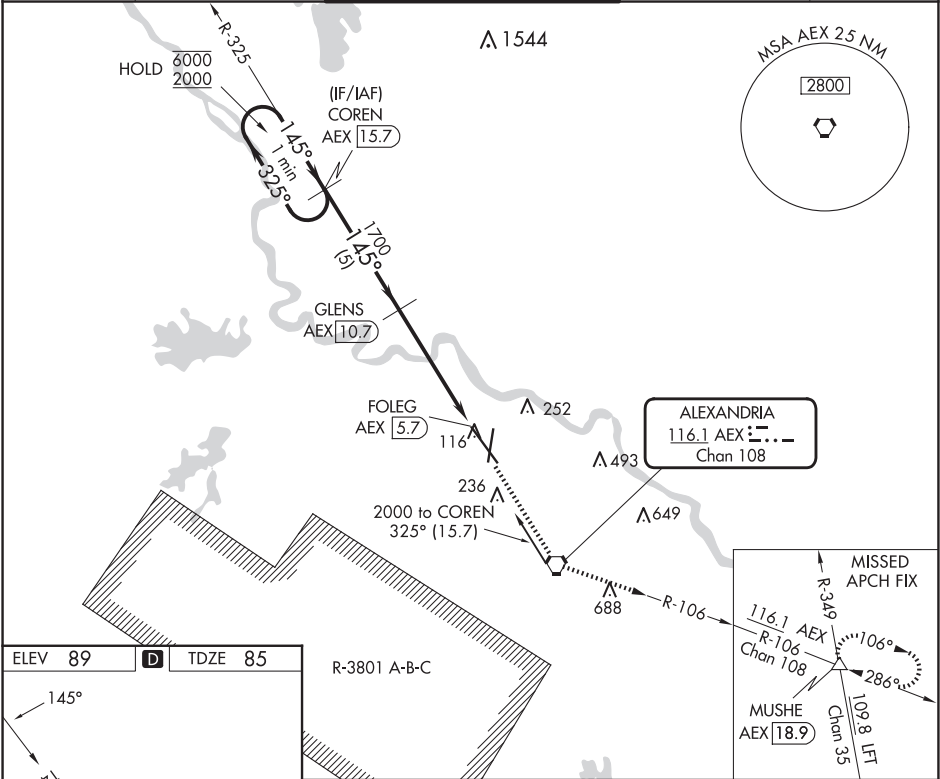
SC-4, 07 AUG 2025 to 02 OCT 2025

VORTAC AEX	APP CRS	Rwy Ldg	9352
116.1	145°	TDZE	85
Chan 108		Apt Elev	89

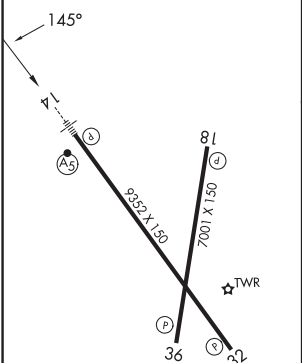
VOR RWY 14
ALEXANDRIA INTL (AEX)

DME required.	MALSR	MISSED APPROACH: Climb to 4000 direct AEX VORTAC, then on AEX VORTAC R-106 to MUSHE INT and hold.
▼ When R-3801B active, RADAR required.		
▲ Rwy 14 helicopter visibility reduction below 3/4 SM NA.		

ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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ELEV 89	D	TDZE 85
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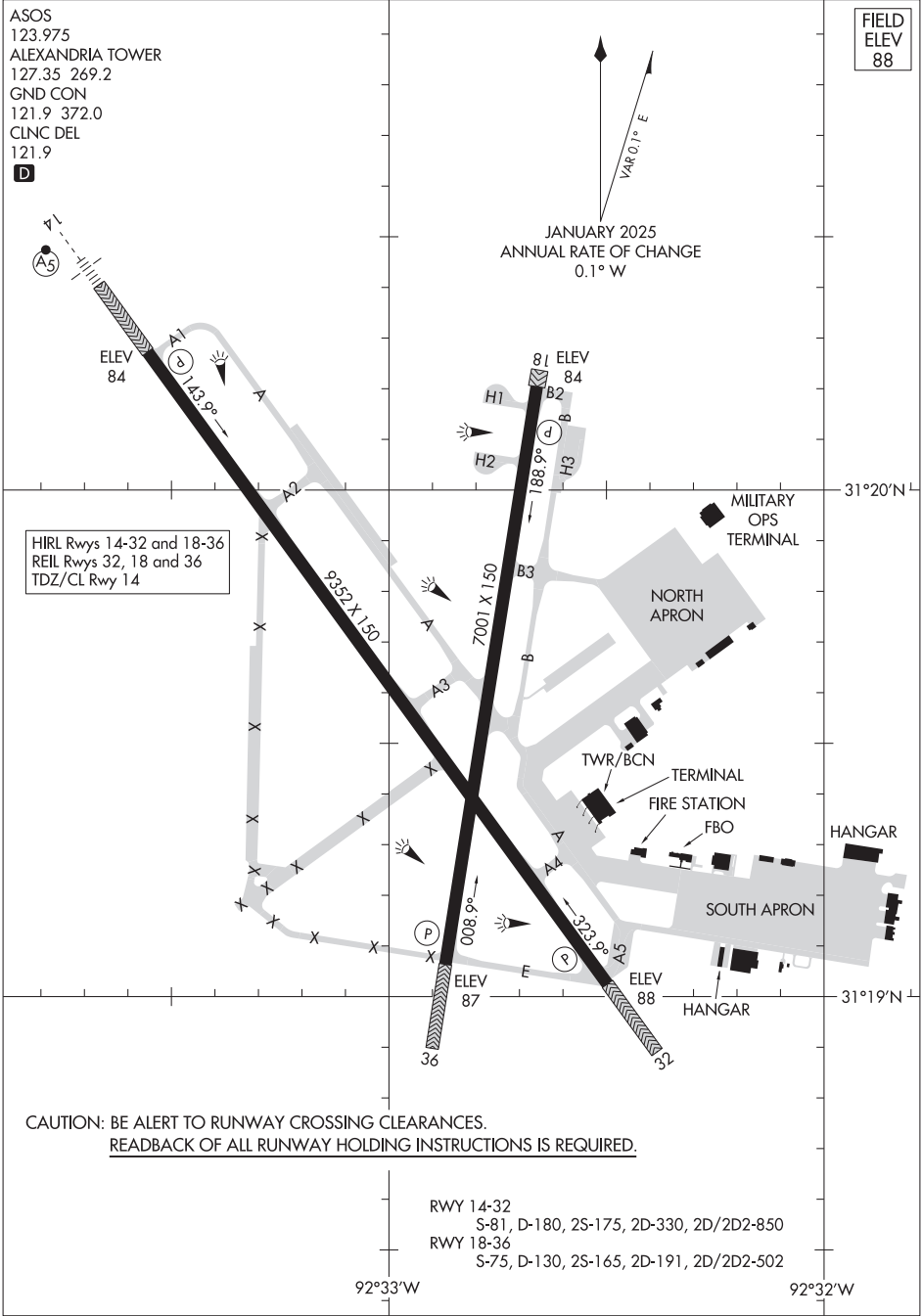


VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 71).			
One Minute Holding Pattern			
COREN AEX 15.7			
GLENS AEX 10.7			
AEX 6.7			
FOLEG AEX 5.7			
TCH 55			
5 NM			
4 NM			
1 NM			
CATEGORY	A	B	C
S-14	500/40	415 (500-3/4)	500/55
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	700-13/4 611 (700-13/4)

TDZL Rwy 14
REIL Rws 18, 32 and 36
HIRL Rws 18-36 and 14-32

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

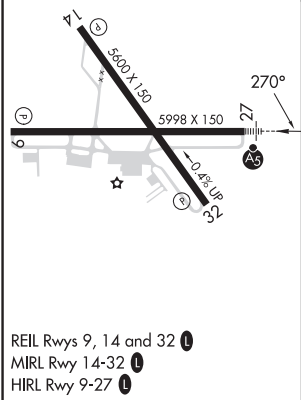
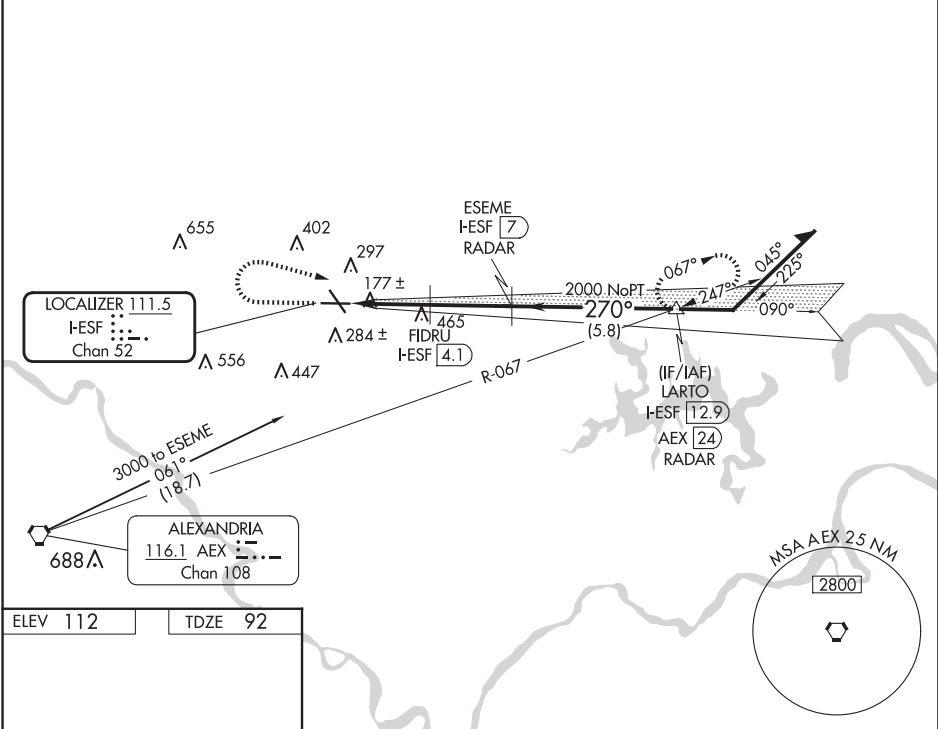
LOC I-ESF 111.5 Chan 52	APP CRS 270°	Rwy Idg 5998 TDZE 92 Apt Elev 112
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ILS or LOC/DME RWY 27

ESLER RGNL (E/SF')

RADAR or DME required.		MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 120° and on AEX VORTAC R-067 to LARTO/AEX 24.1 DME/RADAR and hold.
Circling Rwy 14, 32 NA at night. VDP NA with Alexandria Intl altimeter setting. When local altimeter not received, use Alexandria Intl altimeter setting and increase DA to 327 feet; increase all MDA to 40 feet and Circling visibility Cat D ¼ SM. For inop MALSR, increase S-LOC 27 Cat C/D visibility to 1 SM.			

ESF ASOS 119.425	POLK APP CON 125.4 254.8	UNICOM 122.8 (CTAF) 0
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1500	3000	AEX R-067	LARTO AEX 24.1 RADAR	ESEME I-ESF 7 RADAR	Remain within 10 NM
*LOC only.					
*1060					
GS 3.00° TCH 59					
CATEGORY	A	B	C	D	
S-ILS 27	292-½ 200 (200-½)				
S-LOC 27	440-½ 348 (400-½)		440-⅝ 348 (400-⅝)		
CIRCLING	600-1 488 (500-1)		740-1¾ 628 (700-1¾)		760-2 648 (700-2)

ALEXANDRIA, LOUISIANA

AL-5021 (FAA)

24193

WAAS CH 77617 W09A	APP CRS 090°	Rwy Idg TDZE 96 Apt Elev 112
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RNAV (GPS) RWY 9

ESLR RGNL (E/SF')

RNP APCH-GPS.

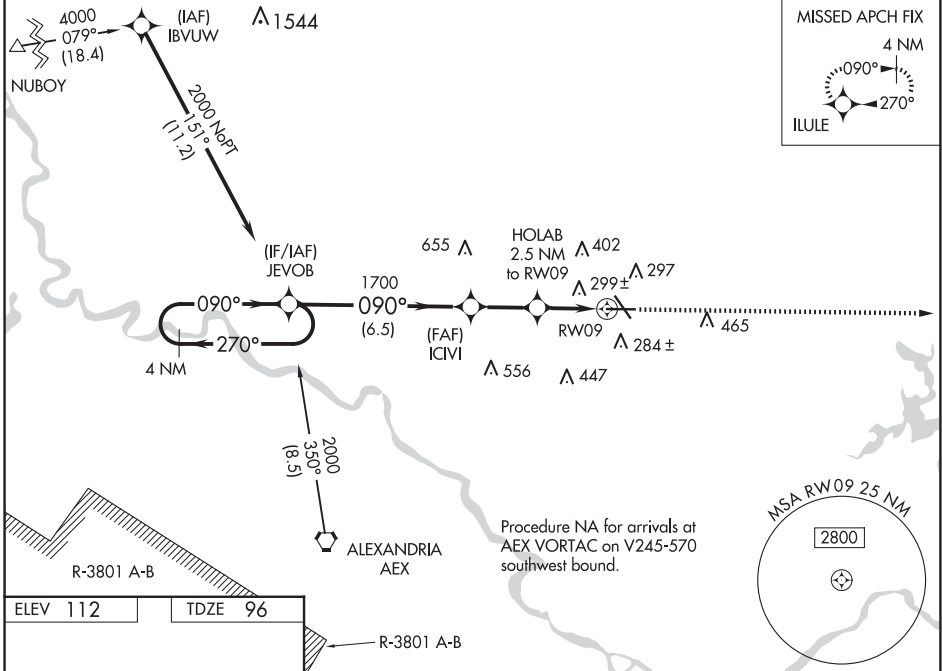
▼ Circling Rwy 14, 32 NA at night. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase LPV DA to 331 feet; increase LNAV/VNAV DA to 644 feet and all visibility ¼ SM; increase all MDAs 40 feet and Circling visibility Cat D ¼.

MISSED APPROACH: Climb to 3000 direct ILULE and hold.

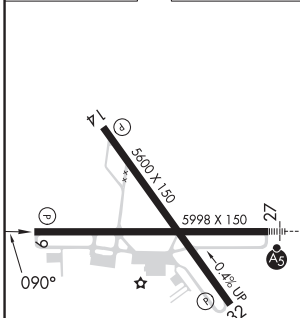
ESF ASOS
119.425

POLK APP CON
125.4 254.8

UNICOM
122.8 (CTAF) 0



ELEV **112** TDZE **96**



REIL Rws 9, 14 and 32 **1**
MIRL Rwy 14-32 **1**
HIRL Rwy 9-27 **1**

4 NM Holding Pattern JEVOB					3000	ILULE
2000 ← 270° → 090° →					*LNAV only:	
GP 3.00° TCH 53					*1.3 NM to RW09	
6.5 NM 2.4 NM 1.2 NM 1.3 NM					RW09	
CATEGORY	A	B	C	D		
LPV DA	296-3¼		200 (200-¾)			
LNAV/VNAV DA	609-1⅜		513 (500-1⅝)			
LNAV MDA	560-1	464 (500-1)	560-1⅝	464 (500-1⅝)		
CIRCLING	600-1	488 (500-1)	740-1¾	760-2	628 (700-1¾)	648 (700-2)

ALEXANDRIA, LOUISIANA

Amdt 2B 15JUL21

31°24'N-92°18'W

RNAV (GPS) RWY 9

ESLR RGNL (E/SF')

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

BOSSIER CITY, LOUISIANA

ILS or LOC W RWY 33

LOC I-BAD 109.9	APCH CRS 329°	Rwy Idg 11,758 THRE 161 Arpt Elev 165
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[USAF]

BARKSDALE AFB (KBAD)

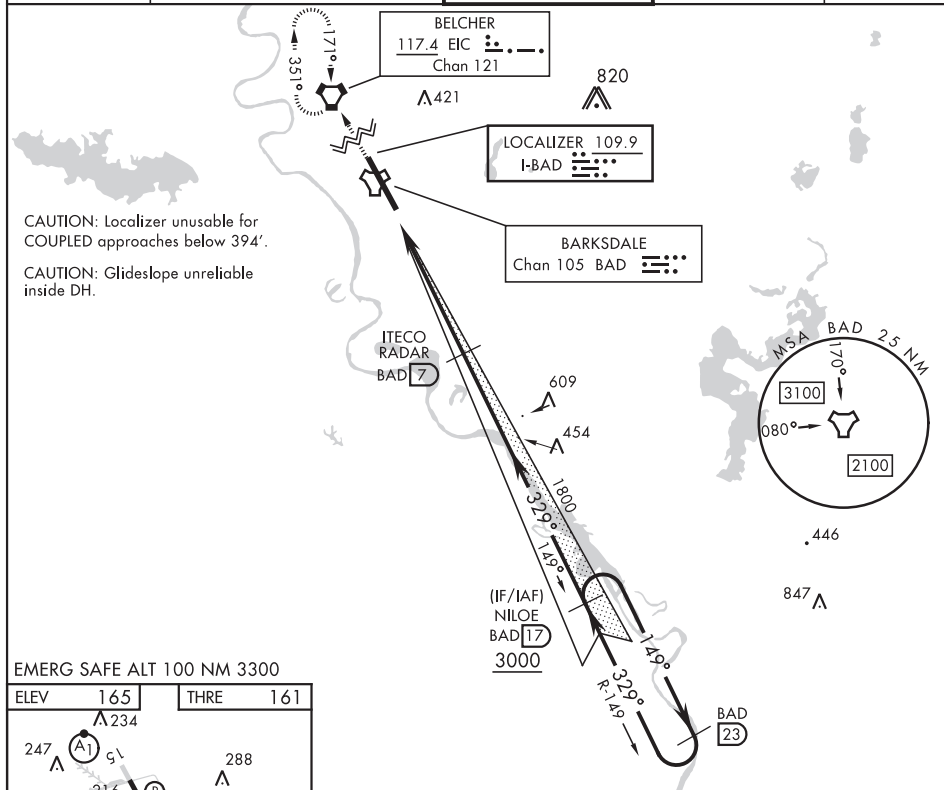
RADAR or DME required

* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
 CAT, CDE RVR to 60 and vis to 1 $\frac{1}{2}$ miles.
 *** Circling not authorized W of Rwy.



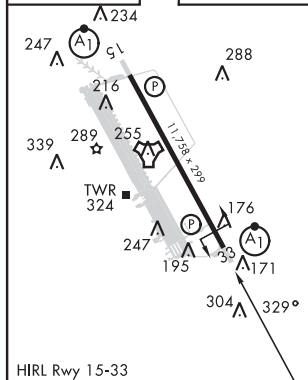
MISSED APPROACH: Climb to 3100 direct
 EIC VORTAC and hold.

ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	TOWER ★ 128.25 278.3	GND CON 121.8 253.5	ASR
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EMERG SAFE ALT 100 NM 3300

ELEV 165	THRE 161
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Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

3100	EIC	NILOE	ITECO RADAR	BAD 17	BAD 23
JOGAB	BAD 1.8	BAD 2.5	1800	3000	GS 2.50° TCH 49
0.6 NM	5.2 NM				
CATEGORY	A	B	C	D	E
S-ILS 33 *	361/24		200	(200- $\frac{1}{2}$)	
S-LOC 33 **	560/24	399 (400- $\frac{1}{2}$)	560/35	399	(400- $\frac{5}{8}$)
CIRCLING ***	NOT AUTHORIZED			760-2 595 (600-2)	780-2 $\frac{1}{4}$ 615 (700-2 $\frac{1}{4}$)

BOSSIER CITY, LOUISIANA

32°30'N-93°40'W


BARKSDALE AFB (KBAD)

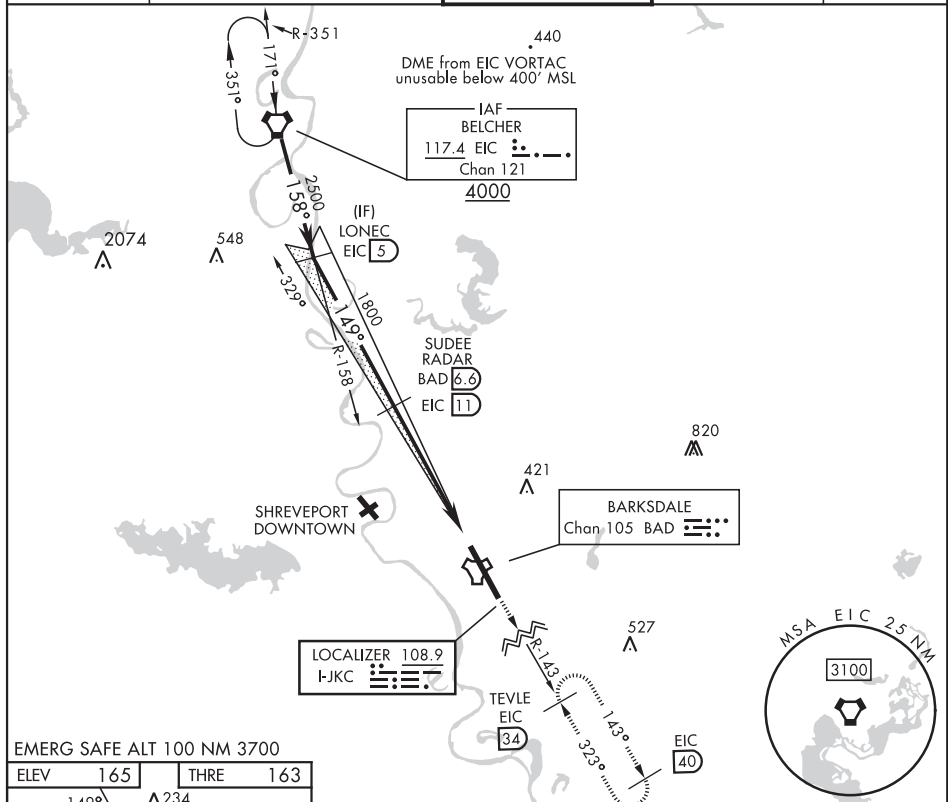
Amdt 5 25JUN15

ILS or LOC W RWY 33

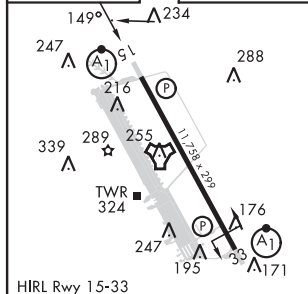
SC-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC Y RWY 15

LOC I-JKC 108.9	APCH CRS 149°	Rwy Idg 11,758 THRE 163 Arpt Elev 165	[USAF]	BARKSDALE AFB (KBAD)	
RADAR or DME required.			ALSF-1 	MISSED APPROACH: Climb to 2000, then climbing left turn to join EIC VORTAC R-143 outbound direct TEVLE (EIC 34 DME) and hold, maintain 3000.	
* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to $\frac{1}{8}$ mile. *** Circling not authorized W of Rwy.					
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55		TOWER ★ 128.25 278.3		GND CON 121.8 253.5 ASR



EMERG SAFE ALT 100 NM 3700			
ELEV	165		THRE 163



CATEGORY	A	B	C	D	E
S-ILS 15*	363/24		200	(200-½)	
S-LOC 15**	640/24	477 (500-½)	640/50	477	(500-1)
C CIRCLING	NOT AUTHORIZED			760-2 595 (600-2)	780-2¼ 615 (700-2¼)

BOSSIER CITY, LOUISIANA

32°30'N-93°40'W


BARKSDALE AFB (KBAD)

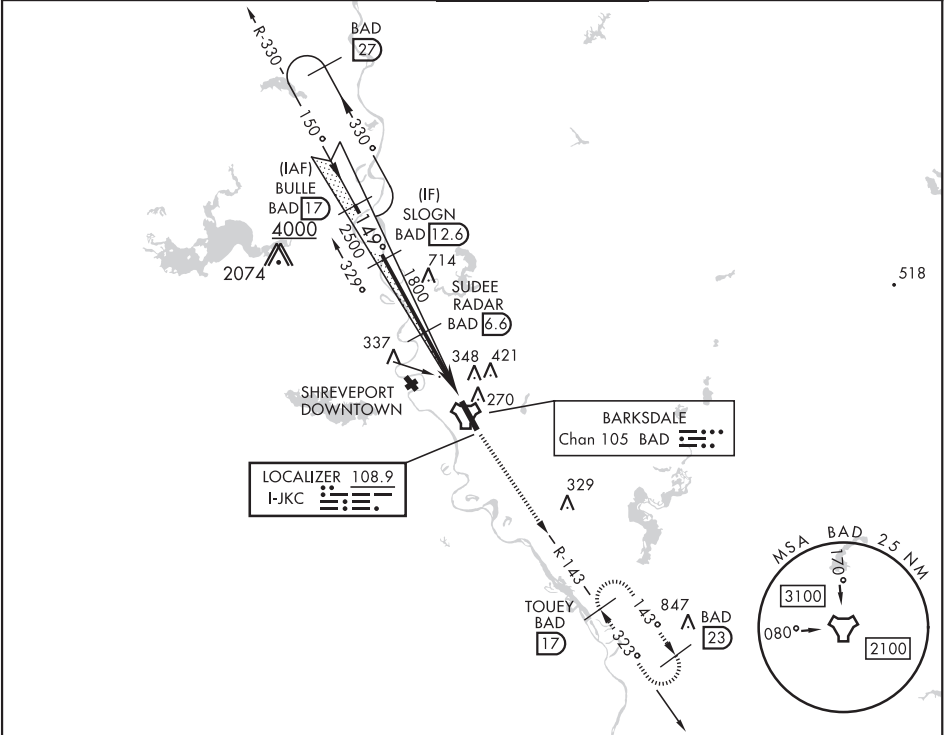
Amdt 6 25JUN15

ILS or LOC Y RWY 15

BOSSIER CITY, LOUISIANA

ILS or LOC Z RWY 15

LOC I-JKC 108.9	APCH CRS 149°	Rwy Idg 11,758 THRE 163 Arpt Elev 165	[USAF]	BARKSDALE AFB (KBAD)		
RADAR or DME required			ALSIF-1 	MISSED APPROACH: Climb to 3000 via BAD R-143 direct TOUEY and hold.		
*When ALS inop, increase RVR to 40 and vis to ¾ mile. **When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles. *** Circling not authorized W of Rwy.						
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55		TOWER ★ 128.25 278.3		GND CON 121.8 253.5	ASR



EMERG SAFE ALT 100 NM 3300

Profile view diagram showing the 149° glide path. The diagram includes the following labels and data:

- BULLE R-330 BAD 17
- SLOGN BAD 12.6
- SUDEE RADAR BAD 6.6
- AKUYE BAD 1.4
- 4000
- 2500
- 1800
- 149°
- 5.2 NM
- 0.6 NM
- GS 2.50° TCH 53
- 3000 BAD R-143
- TOUEY BAD R-143 17

CATEGORY	A	B	C	D	E
S-ILS 15 *	363/24		200	(200-½)	
S-LOC 15 **	640/24	477 (500-½)	640/50		477 (500-1)
***			760-2	780-2¼	
CIRCLING	NOT AUTHORIZED		595 (600-2)	615 (700-2¼)	

Plan view diagram showing the 11.58° x 339° glide path. The diagram includes the following labels and data:

- 247
- 289
- 176
- 195
- 11.58° x 339°
- TWR 324
- 149°
- 1.49
- 1.70
- 1.33
- A1

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

ILS or LOC Z RWY 15

SC-4, 07 AUG 2025 to 02 OCT 2025


SC-4, 07 AUG 2025 to 02 OCT 2025

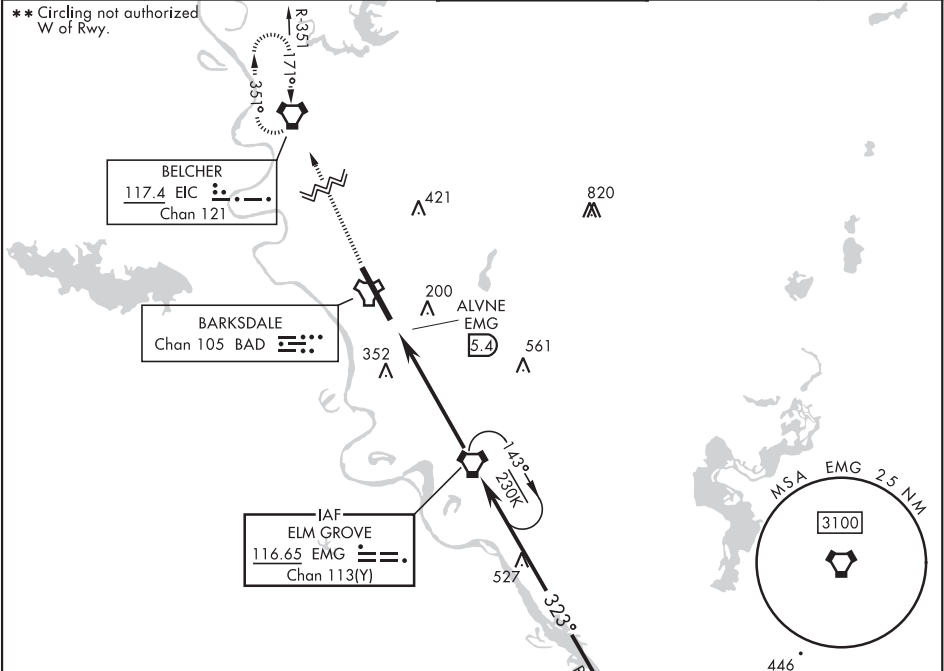
VOR/DME Y RWY 33

VORTAC EMG 116.65 Chan 113(Y)	APCH CRS 323°	Rwy Idg 11,758 THRE 161 Arpt Elev 165
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[USAF]

BARKSDALE AFB (KBAD)

DME or RADAR required.		ALSIF-1 	MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.	
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.				
ATIS 307.025	SHREVEPORT APP CON 123.75 360.725 (320°-152°) 119.9 335.55 (153°-319°)	TOWER ★ 128.25 278.3	GND CON 121.8 253.5	ASR



EMERG SAFE ALT 100 NM 3300

ELEV 165		THRE 161			
HIRL Rwy 15-33				Remain within 15 NM	
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48
CIRCLING **		NOT AUTHORIZED		760-2 780-2 1/4 595 (600-2) 615 (700-2 1/4)	

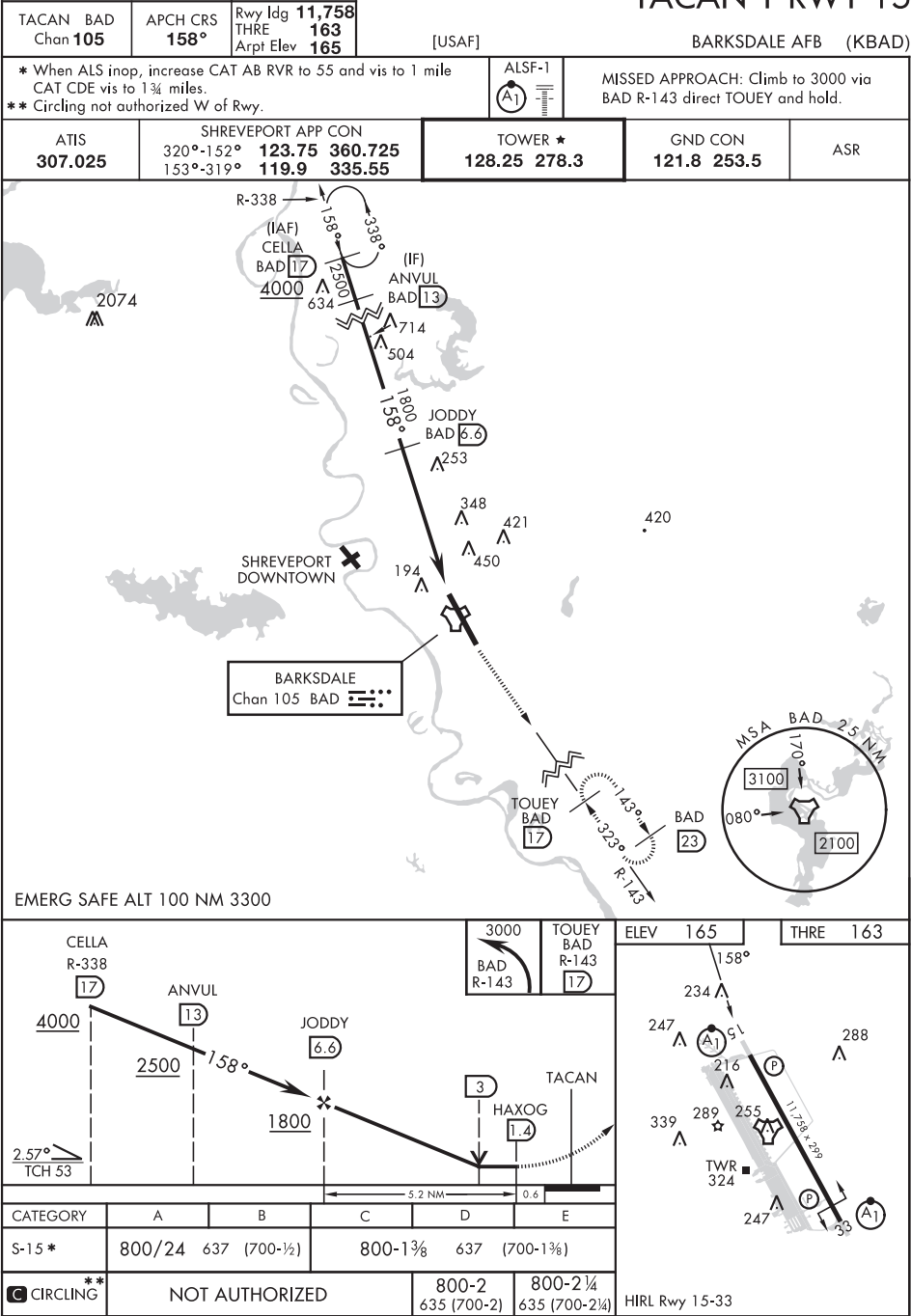
VOR/DME Y RWY 33

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

BOSSIER CITY, LOUISIANA

TACAN Y RWY 15



BOSSIER CITY, LOUISIANA 32°30'N-93°40'W BARKSDALE AFB (KBAD)

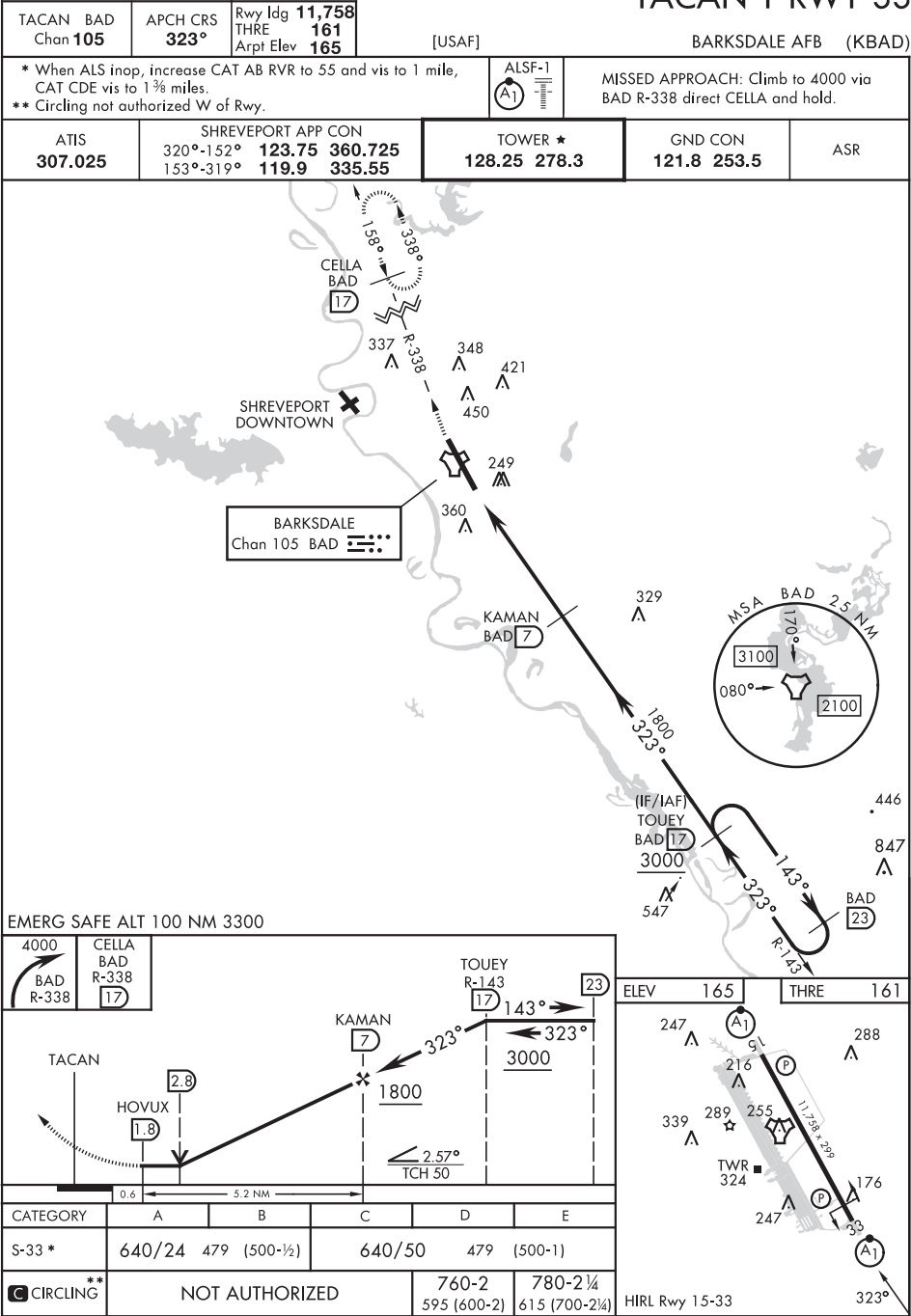
Amtd 8 25JUN15

TACAN Y RWY 15

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

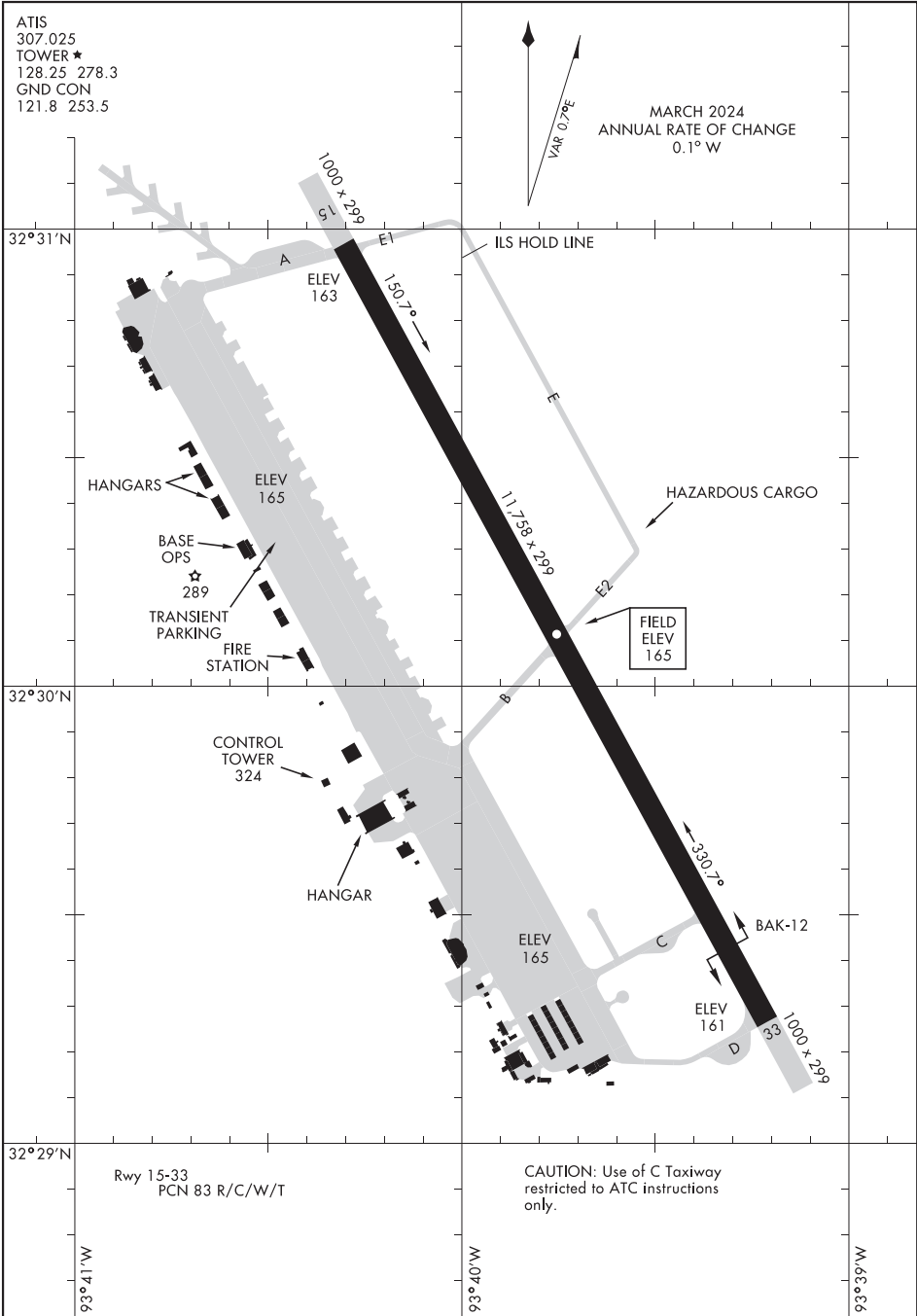
TACAN Y RWY 33



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

TACAN Y RWY 33



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 58307 W16A	APP CRS 161°	Rwy ldg 4002 TDZE 168 Apt Elev 168
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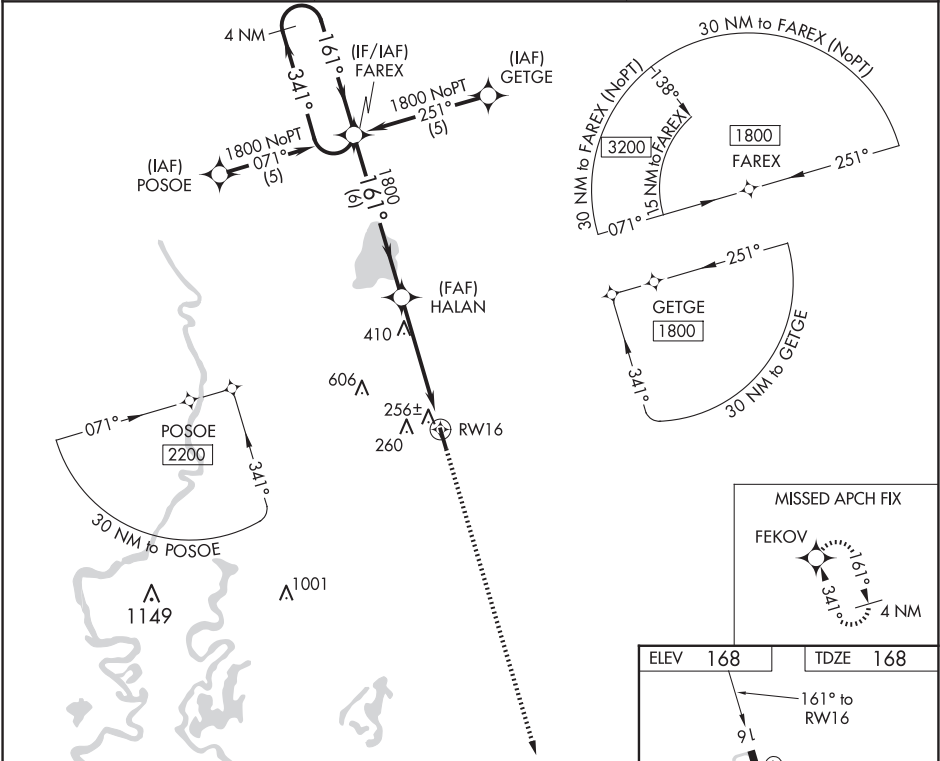
RNAV (GPS) RWY 16

MOREHOUSE MEML (BQP)

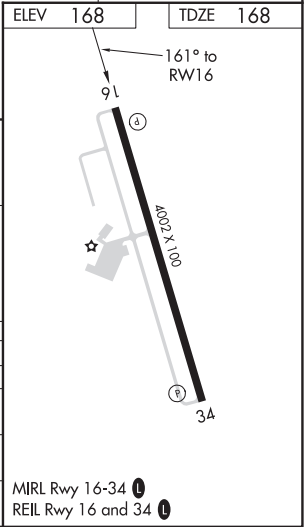
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase LPV DA to 550, LNAV/VNAV DA to 577 and all MDA 60 feet; increase LNAV Cat C visibility 1/8 SM and Circling Cat C visibility 1/4 SM. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

MISSED APPROACH:
Climb to 1800 direct FEKOV and hold.

AWOS-3PT 118.375	MONROE APP CON ★ 126.9 307.9	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		FAREX	HALAN	1800	FEKOV
1800 ← 341°		161° →	1800	*1.6 NM to RW16	*LNAV only.
GP 3.00° TCH 50		6 NM	3.3 NM	1.6 NM	
CATEGORY	A	B	C	D	
LPV DA	499-1¼	331 (400-1¼)		NA	
LNAV/VNAV DA	526-1¼	358 (400-1¼)		NA	
LNAV MDA	720-1	552 (600-1)	720-1⅝ 552 (600-1⅝)	NA	
CIRCLING	720-1 552 (600-1)	780-1 612 (700-1)	820-1¾ 652 (700-1¾)	NA	

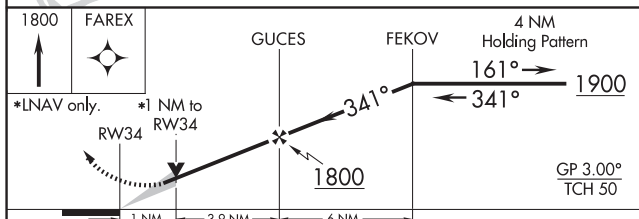
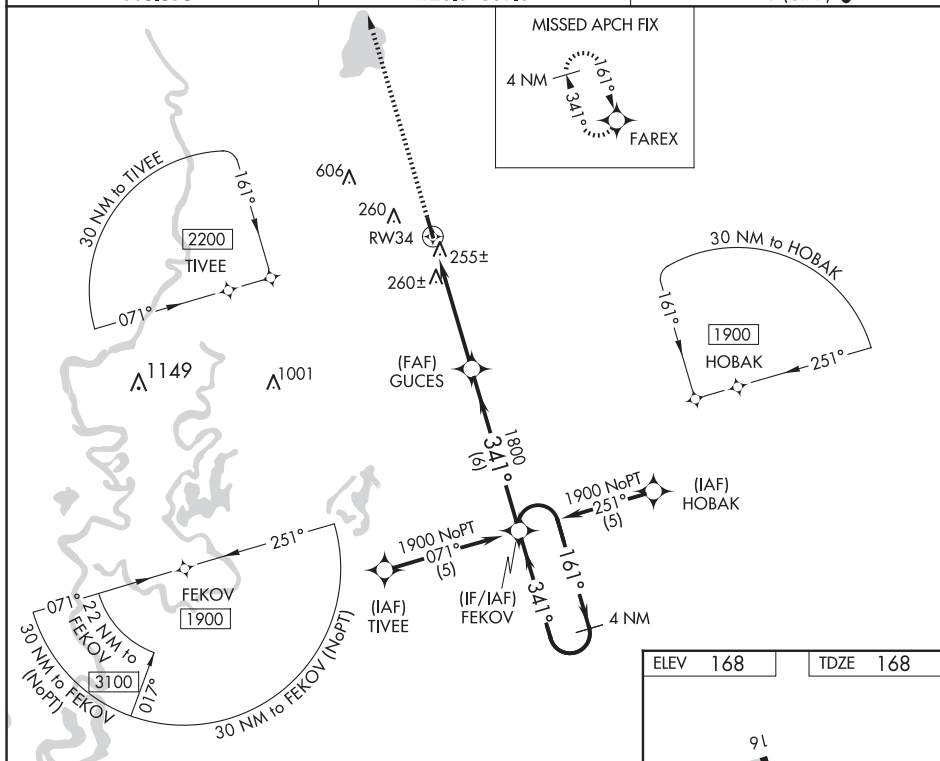


RNAV (GPS) RWY 16

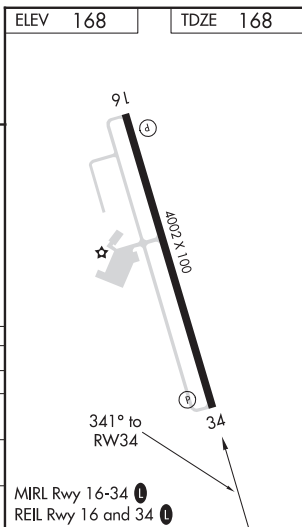
RNAV (GPS) RWY 34

MOREHOUSE MEML (BQP)

MISSED APPROACH:
Climb to 1800 direct
FAREX and hold.

UNICOM
122.8 (CTAF) **L**

CATEGORY		A	B	C	D
LPV	DA	508-1¼	340 (400-1¼)		NA
LNAV/ VNAV	DA	551-1¼	383 (400-1¼)		NA
LNAV	MDA	520-1	352 (400-1)		NA
CIRCLING		560-1 392 (400-1)	780-1 612 (700-1)	820-1¾ 652 (700-1¾)	NA



MOREHOUSE MEML (BQP)

RNAV (GPS) RWY 34

SC-4, 07 AUG 2025 to 02 OCT 2025

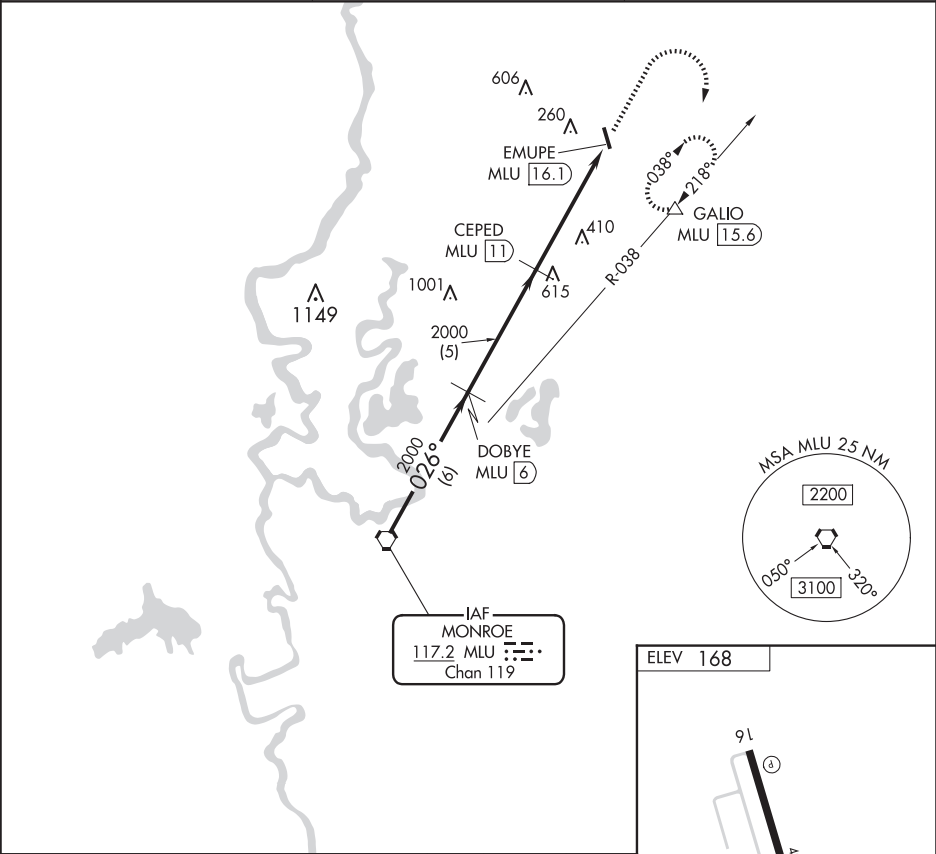
VORTAC MLU	APP CRS	Rwy Idg	N/A
117.2	026°	TDZE	N/A
Chan 119		Apt Elev	168

VOR/DME-A

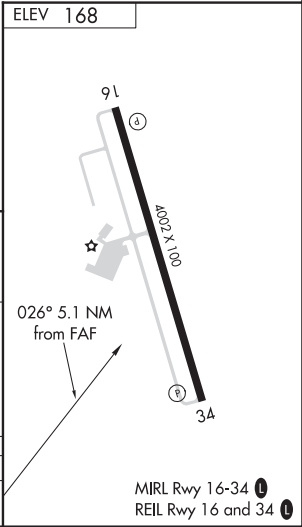
MOREHOUSE MEML (BQP)

<div><div>▼</div><div>NA</div></div> <div>When local altimeter setting not received, use Monroe altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.</div>	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MLU R-038 to GALIO/MLU 15.6 DME and hold.
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AWOS-3PT 118.375	MONROE APP CON★ 126.9 307.9	UNICOM 122.8 (CTAF) 0
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	MLU VORTAC	DOBYE MLU 6	CEPED MLU 11	2000	3000	GALIO
	2000	2000	2000	2000	3000	△
Procedure Turn NA	026°	026°	026°	026°	026°	026°
	6 NM	5 NM	5.1 NM	5.1 NM	5.1 NM	5.1 NM
CATEGORY	A	B	C	D		
CIRCLING	720-1 552 (600-1)	780-1 612 (700-1)	820-1¾ 652 (700-1¾)	NA		



BASTROP, LOUISIANA

AL-5566 (FAA)

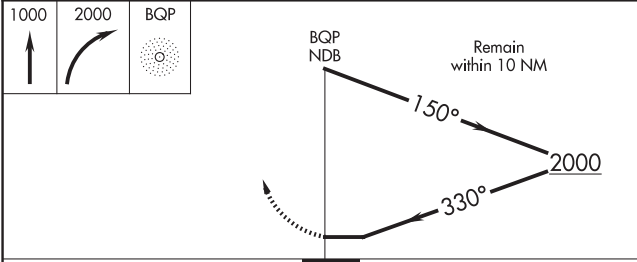
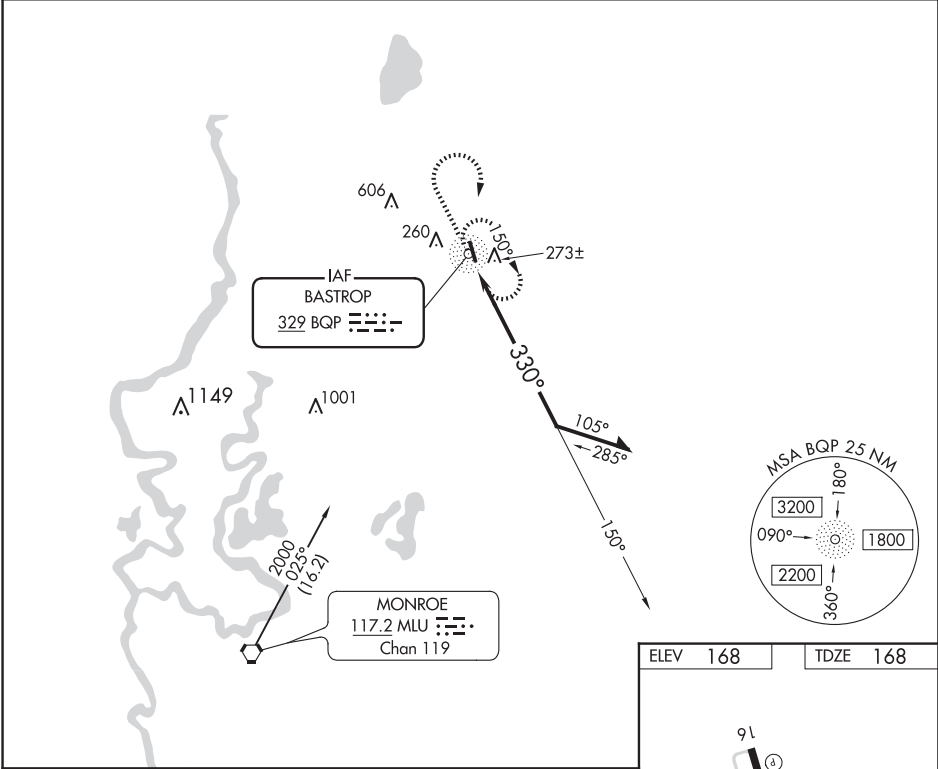
22195

NDB BQP 329	APP CRS 330°	Rwy Idg TDZE Apt Elev 4002 168 168
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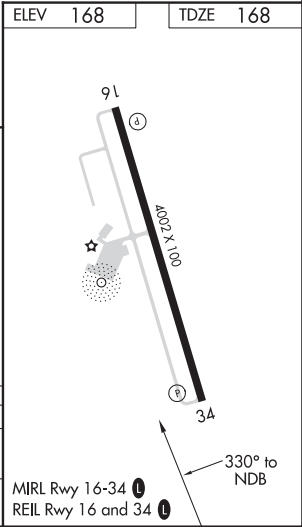
NDB RWY 34
MOREHOUSE MEML (BQP)

<p>⚠ NA When local altimeter setting not received, use Monroe altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BQP NDB and hold.</p>
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<p>AWOS-3PT 118.375</p>	<p>MONROE APP CON ★ 126.9 307.9</p>	<p>UNICOM 122.8 (CTAF) ①</p>
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CATEGORY	A	B	C	D
S-34	820-1	652 (700-1)	820-1¾ 652 (700-1¾)	NA
CIRCLING	820-1	652 (700-1)	820-1¾ 652 (700-1¾)	NA



BASTROP, LOUISIANA
Amdt 6B 10MAR11

32°45'N-91°53'W

MOREHOUSE MEML (BQP)
NDB RWY 34

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

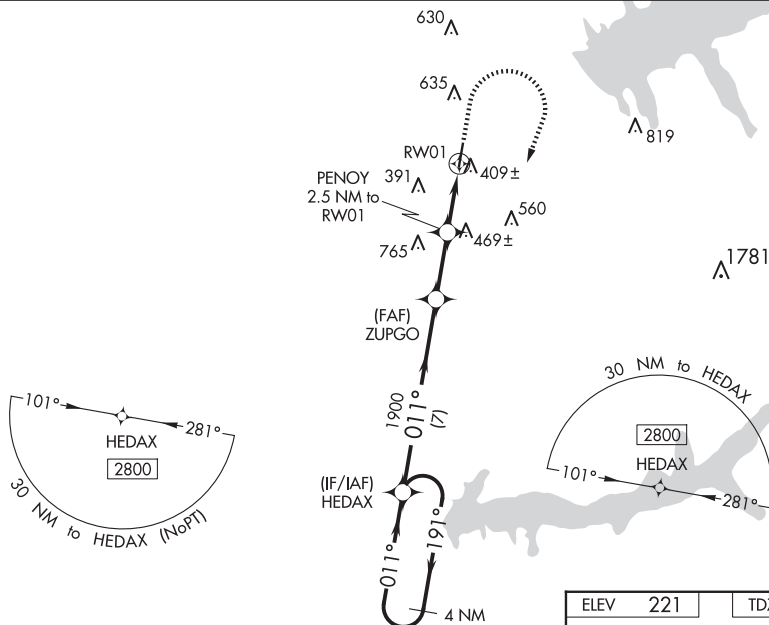
WAAS CH 58134 W01A	APP CRS 011°	Rwy Idg 4412 TDZE 221 Apt Elev 221
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RNAV (GPS) RWY 1
PANOLA COUNTY (PMU)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 46°C (115°F).
⚠ DME/DME RNP 0.3 NA. Baro-VNAV and VDP NA when using University-Oxford altitude meter setting.
 When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 688, LNAV/VNAV DA to 729 and MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C, D visibility ½ mile, and Circling Cats B, C visibility ¼ mile.
 Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 900 then climbing right turn to 2800 direct HEDAX and hold.

AWOS-3PT 118.225	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF) 0
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SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 42).

HEDAX

ZUPGO

PENYO 2.5 NM to RW01

*0.9 NM to RW01

*1100

RW01

GP 3.10° TCH 59

2800

191°

011°

1900

7 NM

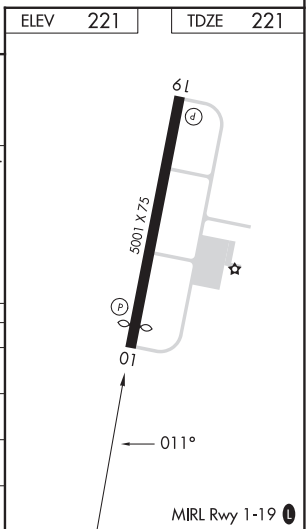
2.4 NM

1.6 NM

0.9

0.9

*RNAV only



BATESVILLE, MISSISSIPPI

AL-9738 (FAA)

23278

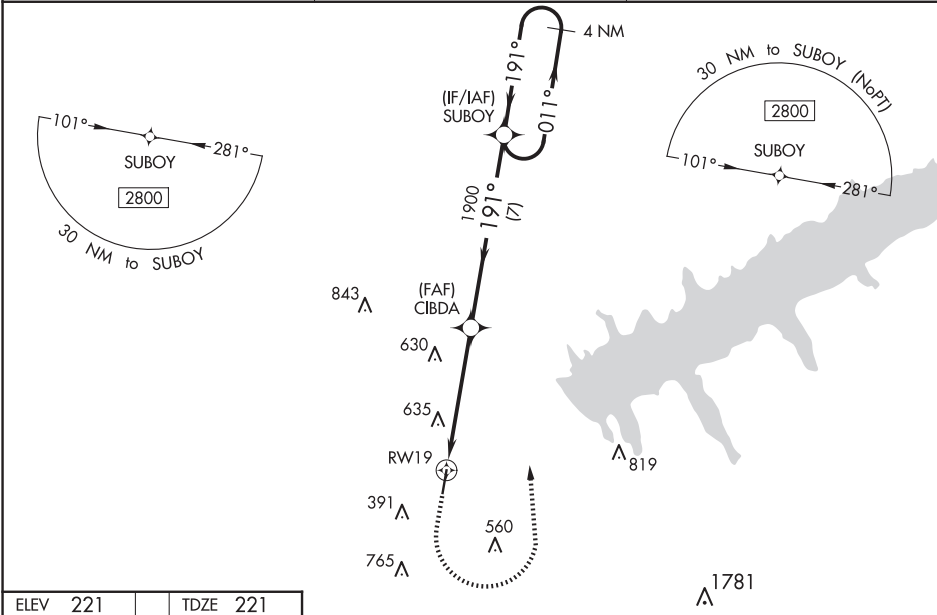
WAAS CH 72834 W19A	APP CRS 191°	Rwy Idg 5001 TDZE 221 Apt Elev 221
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RNAV (GPS) RWY 19
PANOLA COUNTY (PMU)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
▲ NA DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Oxford altimeter setting.
When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 571, LNAV/VNAV DA to 1116 and all MDA 80 feet, increase LPV all Cats visibility $\frac{3}{8}$ mile, LNAV/VNAV all Cats visibility $\frac{1}{2}$ mile, LNAV Cat B visibility $\frac{1}{4}$ mile, LNAV Cats C, D visibility $\frac{1}{2}$ mile, and Circling Cats B, C visibility $\frac{1}{4}$ mile. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 1100 then climbing left turn to 2800 direct SUBOY and hold.

AWOS-3PT 118.225	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF) 0
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ELEV 221	TDZE 221
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191°

61

5001 X 75

01

1100

2800

SUBOY

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 45).

*LNAV only.

CIBDA 1900

RW19

*1.6 NM to RW19

1.6 3.6 NM 7 NM

SUBOY

011°

2800

191°

GP 3.00° TCH 40

4 NM Holding Pattern

CATEGORY	A	B	C	D
LPV DA	500- $\frac{7}{8}$ 279 (300- $\frac{7}{8}$)			
LNAV/VNAV DA	1045-3 824 (900-3)			
LNAV MDA	940-1 719 (800-2)		940-2 719 (800-2)	
C CIRCLING	940-1 719 (800-1)	1000-1 779 (800-1)	1000-2 $\frac{1}{4}$ 779 (800-2 $\frac{1}{4}$)	1120-3 899 (900-3)

MIRL Rwy 1-19 0

BATESVILLE, MISSISSIPPI
Amdt 1A 26APR18

34°22'N-89°54'W

PANOLA COUNTY (PMU)
RNAV (GPS) RWY 19

SC-4, 07 AUG 2025 to 02 OCT 2025

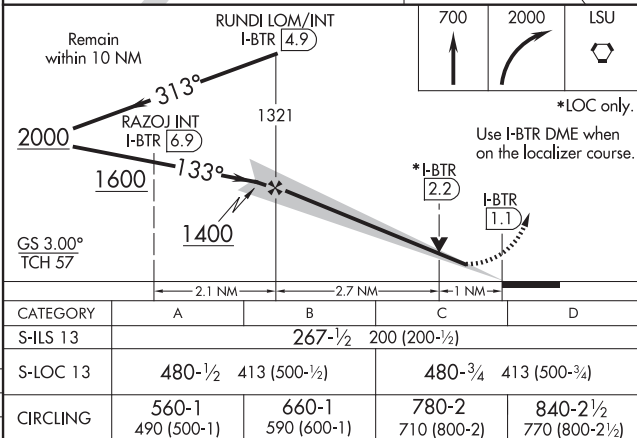
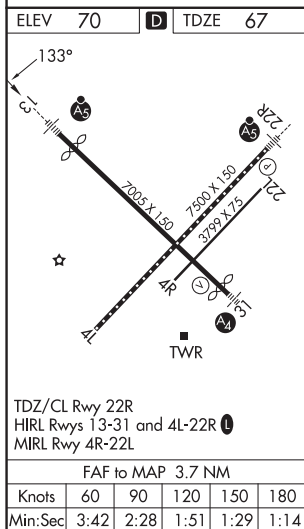
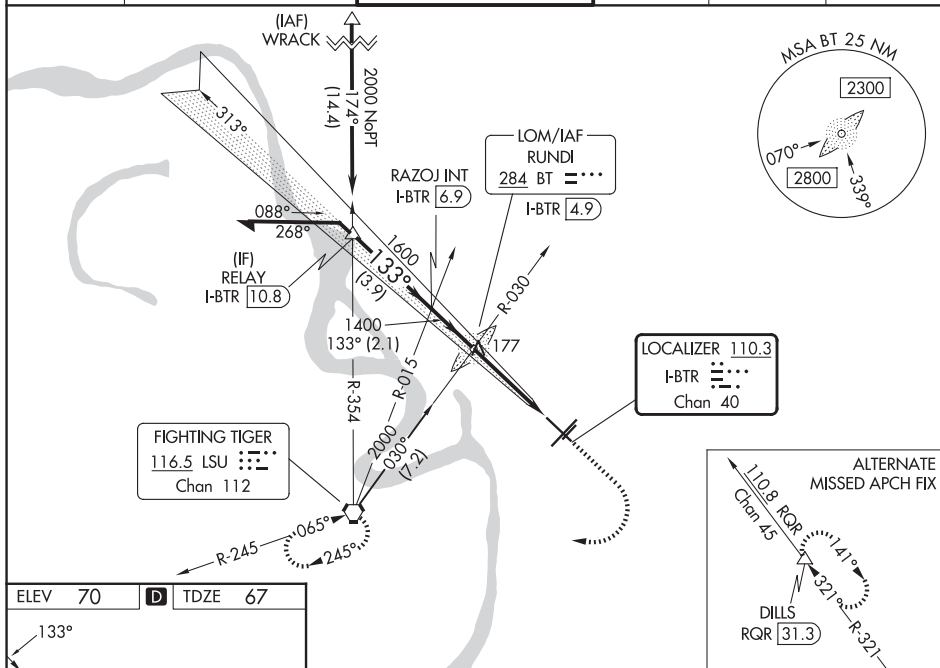
SC-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 13
BATON ROUGE METRO, RYAN FLD (BTR)

MALSR

MISSED APPROACH:
Climb to 700 then
climbing right turn to
2000 direct LSU
VORTAC and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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Baton Rouge Metro. Ryan FLD (BTR)

30°32'N-91°09'W

ILS or LOC RWY 13

ILS or LOC/DME RWY 22R
BATON ROUGE METRO, RYAN FLD (BTR)

MISSED APPROACH:
Climb to 600 then
climbing right turn to
2000 direct LSU
VORTAC and hold.

600 		2000 		LSU 	
*LOC only.					
CATEGORY	A		B	C	D
S-ILS 22R			270/18	200 (200-½)	
S-LOC 22R	440/24		370 (400-½)	440/35	370 (400-¾)
CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)	



Baton Rouge Metro. Ryan FLD (BTR)

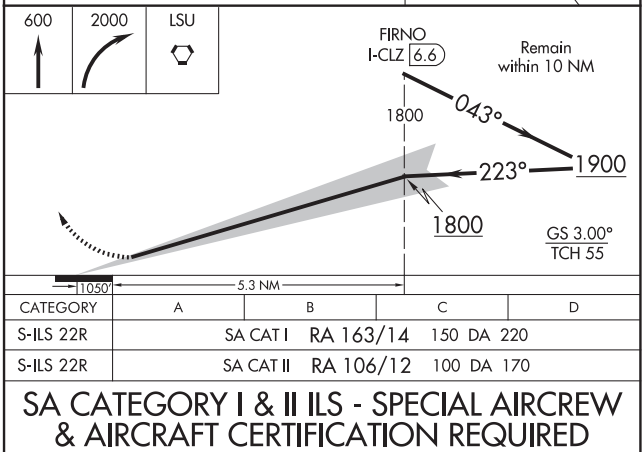
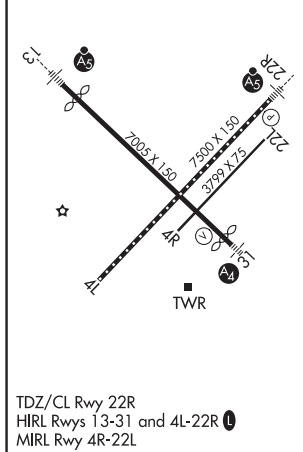
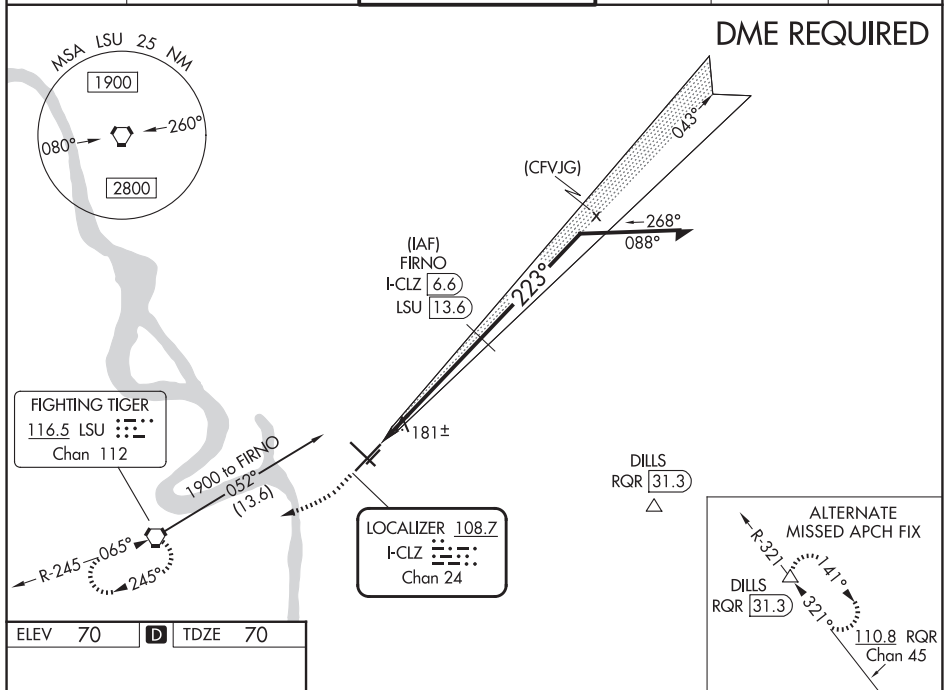
30°32'N-91°09'W

ILS or LOC/DME RWY 22R

SC-4, 07 AUG 2025 to 02 OCT 2025

ILS RWY 22R (SA CAT I & II)
BATON ROUGE METRO, RYAN FLD (BTR)

	SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. SA CAT I/II: Procedure NA when tower closed.				MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct LSU VORTAC and hold.	
	ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3			RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95



SC-4, 07 AUG 2025 to 02 OCT 2025

BATON ROUGE, LOUISIANA

AL-40 (FAA)

25219

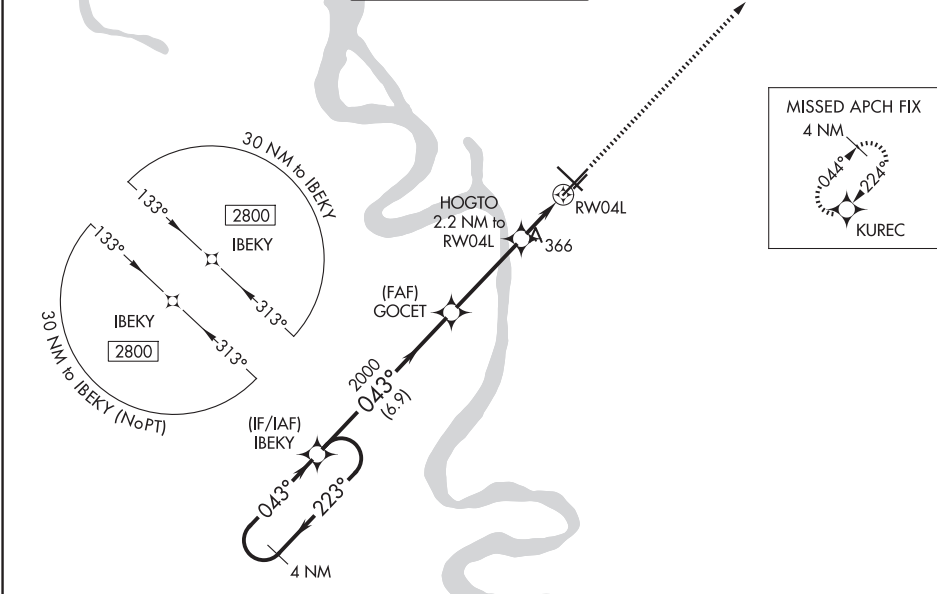
WAAS CH 81825 W04A	APP CRS 043°	Rwy Ldg TDZE Apt Elev	7500 69 70
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RNAV (GPS) RWY 4L
BATON ROUGE METRO, RYAN FLD (BTR)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet; increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C/D visibility ¼ mile, Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2300 direct KUREC and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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ELEV 70 TDZE 69

4 NM Holding Pattern IBEKY

2800 ← 223° / 043° →

GP 3.00° TCH 55

2000

GOCET 2000

HOGTO 2.2 NM to RW04L

*1.6 NM to RW04L

RW04L

*820

*LNAV only.

2300 KUREC

22R 22L 4R 4L

TWR

043°

TDZ/CL Rwy 22R
HIRL Rwys 13-31 and 4L-22R
MIRL Rwy 4R-22L

CATEGORY	A	B	C	D
LPV DA	345-7/8 276 (300-7/8)			
LNAV/VNAV DA	656-2 587 (600-2)			
LNAV MDA	620-1 551 (600-1)		620-15/8 551 (600-15/8)	
CIRCLING	620-1 550 (600-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2 1/2 770 (800-2 1/2)

BATON ROUGE, LOUISIANA
Amdt 3 20AUG15

30°32'N-91°09'W

BATON ROUGE METRO, RYAN FLD (BTR)
RNAV (GPS) RWY 4L

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72817 W13A	APP CRS 133°	Rwy Ldg 5720 TDZE 67 Apt Elev 70
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RNAV (GPS) RWY 13

BATON ROUGE METRO, RYAN FLD (BTR)

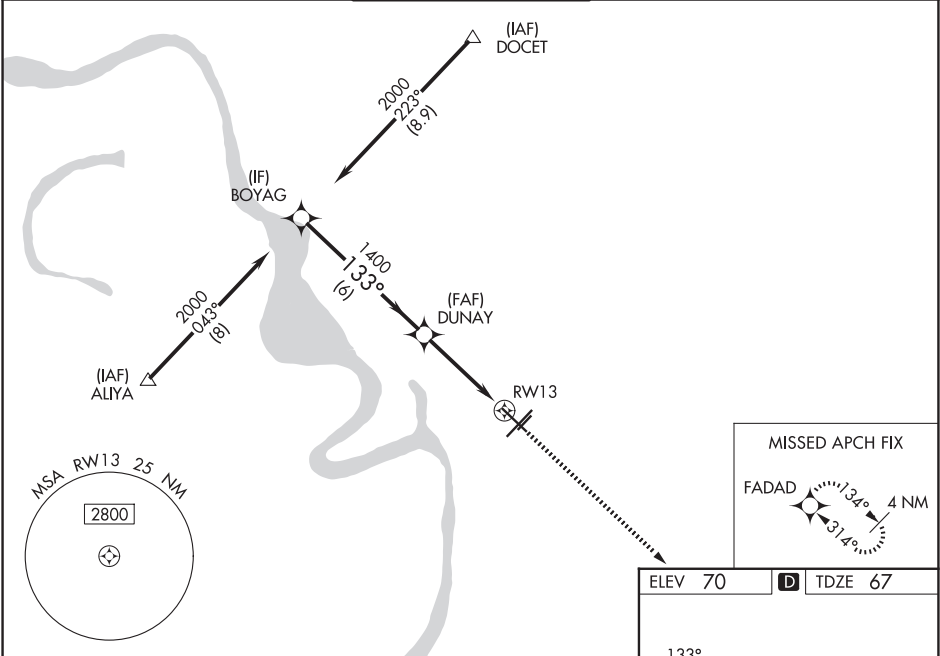
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, and increase LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cats C and D visibility ⅓ mile. For inop MALSR when using Hammond altimeter setting, increase LPV all Cats visibility to ⅓ mile, LNAV Cat C and D visibility to 1⅓ mile. Baro-VNAV and VDP NA when using Hammond altimeter setting.

MALSR

MISSED APPROACH: Climb to 2300 direct FADAD and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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BOYAG

DUNAY

RWY 13

GP 3.00°
TCH 57

2000

1400

2300

FADAD

*1.3 NM to RWY 13

*LNAV only.

6 NM

2.7 NM

1.3

CATEGORY	A	B	C	D
LPV DA		267-½	200 (200-½)	
LNAV/VNAV DA		465-⅞	398 (400-⅞)	
LNAV MDA	540-½	473 (500-½)	540-1	473 (500-1)
CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

ELEV 70

TDZE 67

TDZ/CL Rwy 22R

HIRL Rwy 13-31 and 4L-22R

MIRL Rwy 4R-22L

BATON ROUGE, LOUISIANA

AL-40 (FAA)

25219

WAAS CH 86225 W22A	APP CRS 224°	Rwy Ldg 7500 TDZE 70 Apt Elev 70
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RNAV (GPS) RWY 22R

BATON ROUGE METRO, RYAN FLD (BTR)

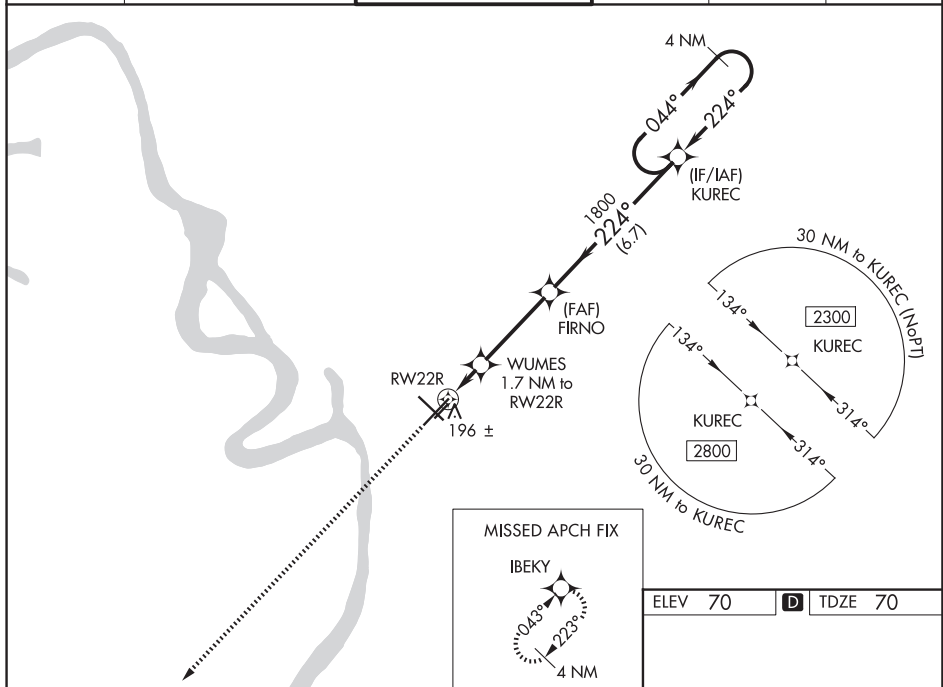
⚠ Baro-VNAV NA when using Hammond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet, and all MDA 100 feet; increase LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cat C/D visibility to RVR 5000, and Circling Cat C/D visibility 1/4 mile. For inop MALS R when using Hammond altimeter setting, increase LPV all Cats visibility to RVR 4500, and LNAV C/D visibility to 1 1/8 mile.

MALS R

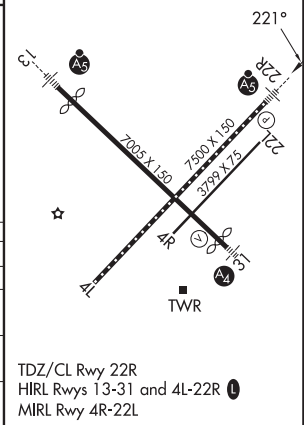
A5

MISSED APPROACH:
Climb to 2800 direct IBEKY and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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2800	IBEKY				
*LNAV only.	WUMES	FIRNO	KUREC	4 NM Holding Pattern	
*1.1 NM to RWY 22R	1.7 NM to RWY 22R	1800	224°	044°	2300
					GP 3.00° TCH 55
	1.1	0.6	3.6 NM	6.7 NM	
CATEGORY	A	B	C	D	
LPV DA		270/18	200 (200-1/2)		
LNAV/VNAV DA		486/45	416 (500-7/8)		
LNAV MDA	460/24	390 (400-1/2)	460/35	390 (400-3/8)	
CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2 1/2 770 (800-2 1/2)	



BATON ROUGE, LOUISIANA
Amdt 3A 17AUG17

30°32'N-91°09'W

BATON ROUGE METRO, RYAN FLD (BTR)
RNAV (GPS) RWY 22R

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

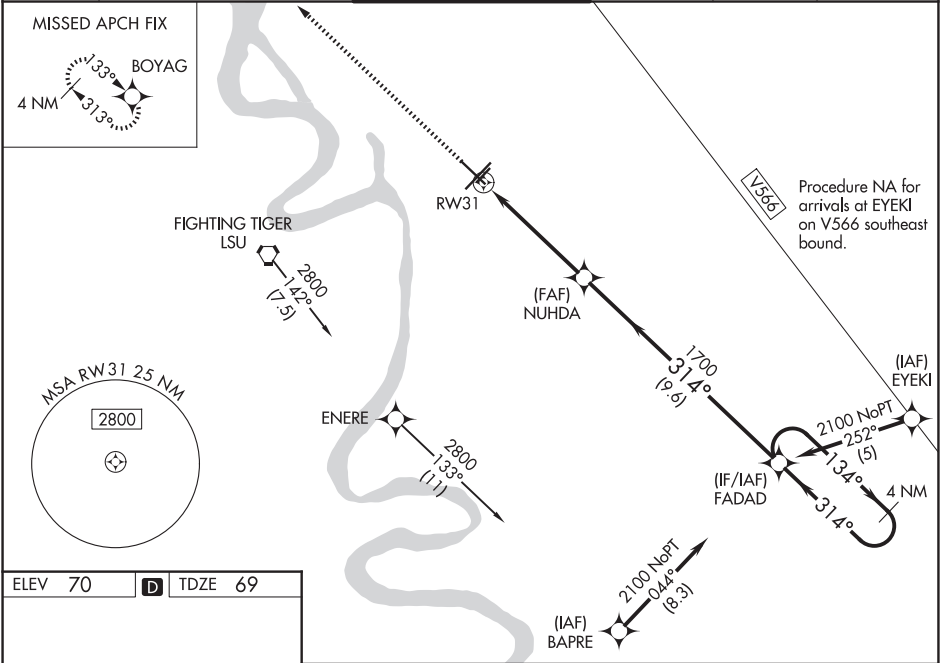
WAAS CH 90125 W31A	APP CRS 314°	Rwy Ldg 6094 TDZE 69 Apt Elev 70
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RNAV (GPS) RWY 31

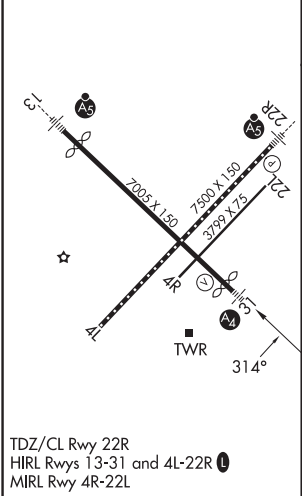
BATON ROUGE METRO, RYAN FLD (BTR)

RNP APCH. <div><div>▼</div><div>▲</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). For inop MALS, increase LNAV Cat C/D visibility to 1¾ mile. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D visibility ¾ mile, and Circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Hammond altimeter setting. Rwy 31 helicopter visibility reduction below ¾ SM NA.</div></div>		MALS <div><div>A4</div><div>—</div></div>	MISSED APPROACH: Climb to 2000 direct BOYAG and hold.
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ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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ELEV 70	D	TDZE 69
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2000 ↑	BOYAG 	FADAD		4 NM Holding Pattern	
*LNAV only.		*1.3 NM to RW31	NUHDA 1700	1700	
CATEGORY		A	B	C	D
LPV	DA	366-¾ 297 (300-¾)			
LNAV/ VNAV	DA	446-¾ 377 (400-¾)			
LNAV	MDA	520-¾ 451 (500-¾)	520-1 451 (500-1)		
CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)	

BATON ROUGE, LOUISIANA

AL-40 (FAA)

25219

VORTAC LSU	APP CRS	Rwy Ldg
116.5	066°	7500
Chan 112		TDZE 69
		Apt Elev 70

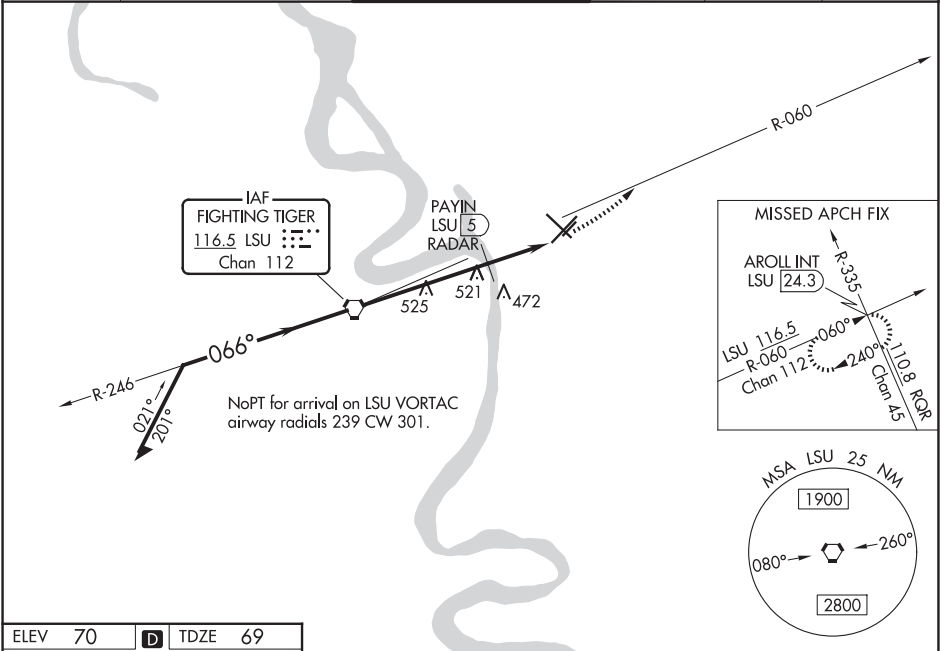
VOR RWY 4L

BATON ROUGE METRO, RYAN FLD (BTR)

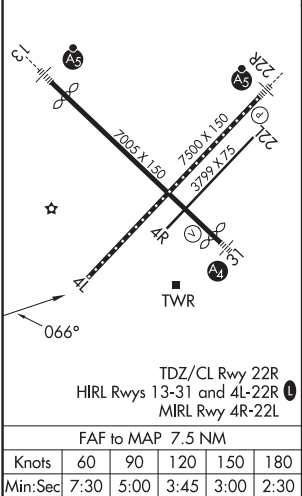
⚠ Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hammond altimeter setting and increase all MDA 100 feet, increase S-4L Cat A and Circling Cat A and Cat C visibility ¼ mile and Circling Cat D visibility ½ mile, PAYIN Fix Minimums: increase S-4L Cats C/D and Circling Cats C/D visibility ¼ mile. VDP NA when using Hammond altimeter setting.

MISSED APPROACH: Climb to 2500 on LSU VORTAC R-060 to AROLL INT/LSU 24.3 DME and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) 257.8	121.9	119.4	122.95



ELEV 70	D	TDZE 69
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Remain within 10 NM		LSU VORTAC	2500	246°
2500		066°	2500	
*960 when using Hammond altimeter setting.		3.00° TCH 55		
PAYIN LSU 5 RADAR		LSU 5.8	LSU 7.5	
CATEGORY		A	B	C
S-4L		860-1 791 (800-1)	860-1¼ 791 (800-1¼)	860-2½ 791 (800-2½)
CIRCLING		860-1 790 (800-1)	860-1¼ 790 (800-1¼)	860-2½ 790 (800-2½)
PAYIN FIX MINIMUMS				
S-4L		640-1	571 (600-1)	640-1½ 571 (600-1½)
CIRCLING		640-1 570 (600-1)	660-1 590 (600-1)	780-2 710 (800-2)
				840-2½ 770 (800-2½)

BATON ROUGE, LOUISIANA

Amdt 18A 15OCT15

BATON ROUGE METRO, RYAN FLD (BTR)

30°32'N-91°09'W

VOR RWY 4L

SC-4, 07 AUG 2025 to 02 OCT 2025

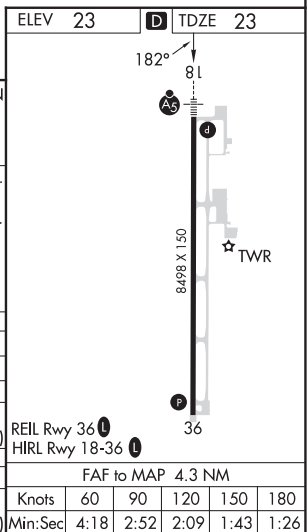
SC-4, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC Y RWY 18
STENNIS INTL (HSA)

MALSR
A5

MISSED APPROACH:
Climb to 700 then
climbing left turn to
2000 on heading
360° and on GPT
VORTAC R-298 to
STENN and hold.

GPS REQUIRED



SC-4, 07 AUG 2025 to 02 OCT 2025

One Minute Holding Pattern

STENN INT

HS NDB/INT RADAR

WUDGU INT

2000 ← 002°
← 182° →

182°

1460

1500

*580

*LOC only.

*580 when using Gulfport altimeter setting.

GPT R-298

CATEGORY	A	B	C	D	E
S-ILS 18	223-½ 200 (200-½)				
S-LOC 18	520-½ 497 (500-½) 520-1 497 (500-1)				
C CIRCLING	520-1 497 (500-1) 520-1½ 820-2½ 820-2¾ 497 (500-½) 797 (800-2½) 797 (800-2¾)				
WUDGU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)					
S-LOC 18	400-½ 377 (400-½) 400-⅝ 377 (400-⅝)				
C CIRCLING	480-1 457 (500-1) 520-1½ 820-2½ 820-2¾ 497 (500-½) 797 (800-2½) 797 (800-2¾)				

STENNIS INTL (HSA)

ILS Y or LOC Y RWY 18

LOC I-HSA <u>110.35</u>	APP CRS 182°	Rwy Idg 8498 TDZE 23 Apt Elev 23
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ILS Z or LOC Z RWY 18
STENNIS INTL (HSA)

STENNIS INTL (HSA)

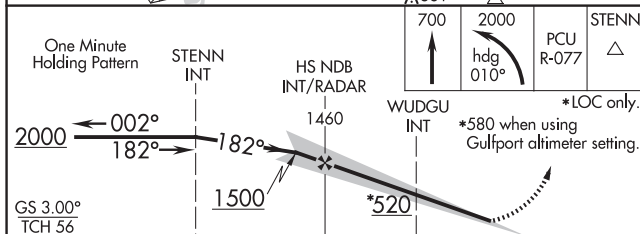
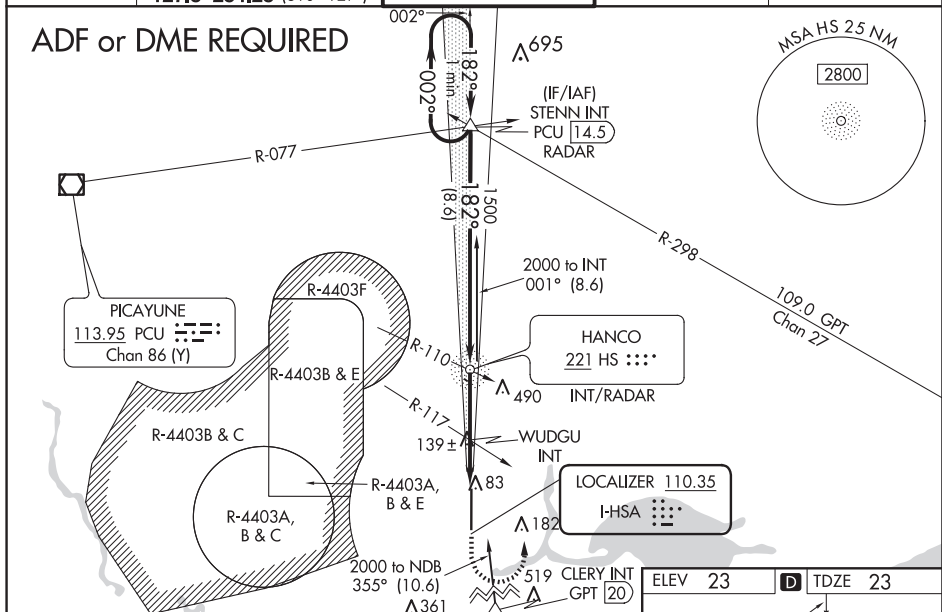
A Circling NA for Cat E W of Rwy 18-36. ADF or DME required. When local altimeter setting not received, use Gulfport altimeter setting; increase SDA to 270 feet; increase all MDA 60 feet and S-LOC 18 Cats C/D/E visibility $\frac{1}{8}$ mile, Circling Cat C visibility $\frac{1}{8}$ mile and Cats C/D/E visibility $\frac{1}{4}$ mile. WUDGU FIX minimums: increase S-LOC 18 Cats C/D/E visibility $\frac{1}{4}$ mile, and Circling Cats D/E $\frac{1}{4}$ mile. For inop MALSR, increase S-ILS 18 Cat E visibility to $\frac{1}{4}$ mile, and S-LOC 18 Cats C/D/E visibility to $\frac{1}{8}$ mile. WUDGU FIX minimums: increase S-LOC 18 Cats C/D/E visibility to 1 mile. For inop MALSR when using Gulfport altimeter setting, increase S-ILS 18 Cat E visibility to $\frac{1}{4}$ mile and S-LOC Cat E visibility to $\frac{1}{8}$ mile. WUDGU FIX minimums: increase S-LOC 18 Cat E visibility to $\frac{1}{4}$ mile.

MALS®

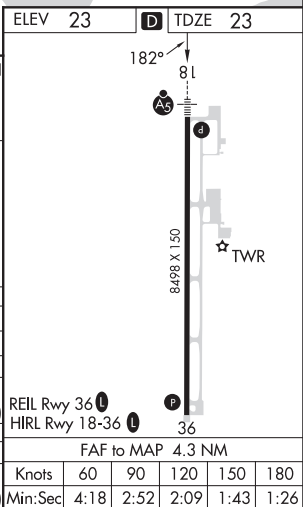
MISSED APPROACH:
Climb to 700 then
climbing left turn to
2000 on heading
010° and on PCU
VOR/DME R-077 to
STENN INT and hold.

AWOS-3PT 118.375	GULFPORT APP CON★ 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	STENNIS TOWER★ 127.15 (CTAF) 0 229.4	GND CON 121.725 229.4	UNICOM 122.95
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ADF or DME REQUIRED



	← 8.6 NM →		← 2.5 NM →		← 1.8 NM →	
CATEGORY	A	B	C	D	E	
S-ILS 18	223-½ 200 (200-½)					
S-LOC 18	520-½	497 (500-½)	520-1 497 (500-1)			
CIRCLING	520-1	497 (500-1)	520-1½ 497 (500-1½)	820-2½ 797 (800-2½)	820-2¾ 797 (800-2¾)	
WUDGU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)						
S-LOC 18	400-½	377 (400-½)	400-⅝ 377 (400-⅝)			
CIRCLING	480-1	457 (500-1)	520-1½ 497 (500-1½)	820-2½ 797 (800-2½)	820-2¾ 797 (800-2¾)	

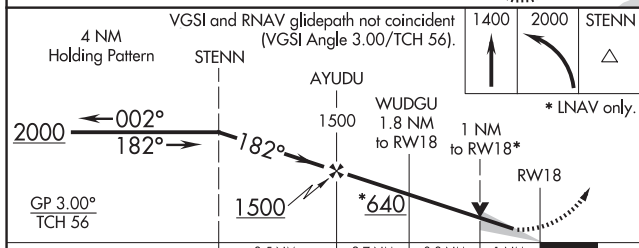
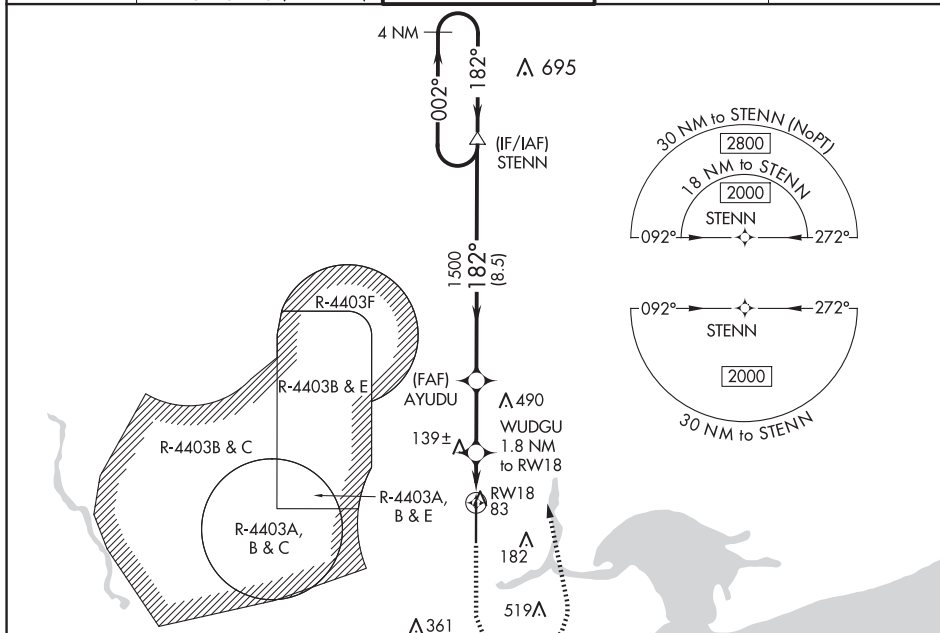


ILS Z or LOC Z RWY 18

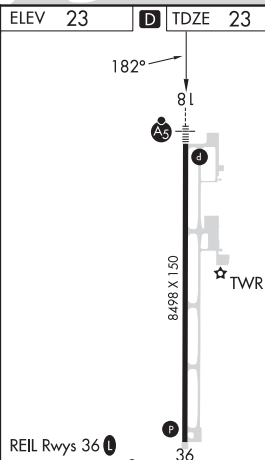
RNAV (GPS) RWY 18
STENNIS INTL (HSA)

MALSR

MISSED APPROACH: Climb to 1400, then climbing left turn to 2000 direct STENN and hold.

UNICOM
122.95

CATEGORY	A	B	C	D	E
LPV DA	223-1/2 200 (200-1/2)				
RNAV/ VNAV DA	326-1/2 303 (400-1/2)				
RNAV MDA	400-1/2 377 (400-1/2)		400-5/8 377 (400-5/8)		
CIRCLING	480-1	457 (500-1)	520-1 1/2 497 (500-1 1/2)	820-2 1/2 797 (800-2 1/2)	820-2 3/4 797 (800-2 3/4)

STENNIS INTL (HSA)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

BAY ST. LOUIS, MISSISSIPPI

AL-5860 (FAA)

23222

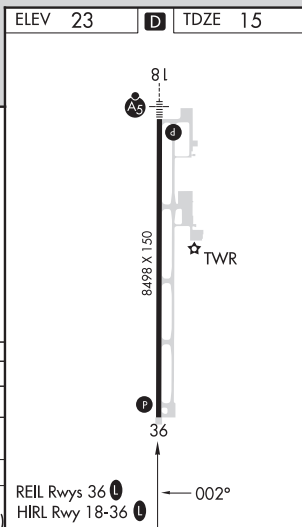
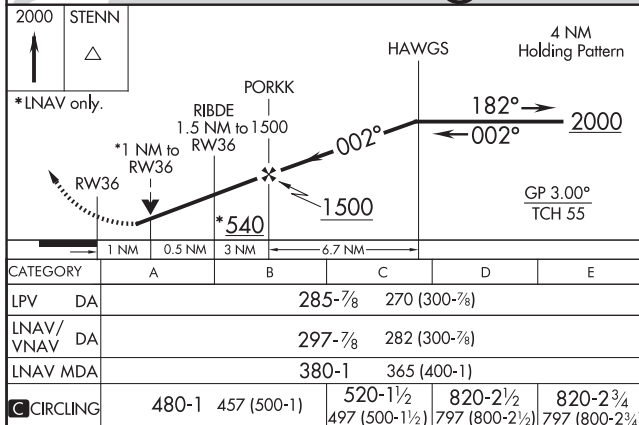
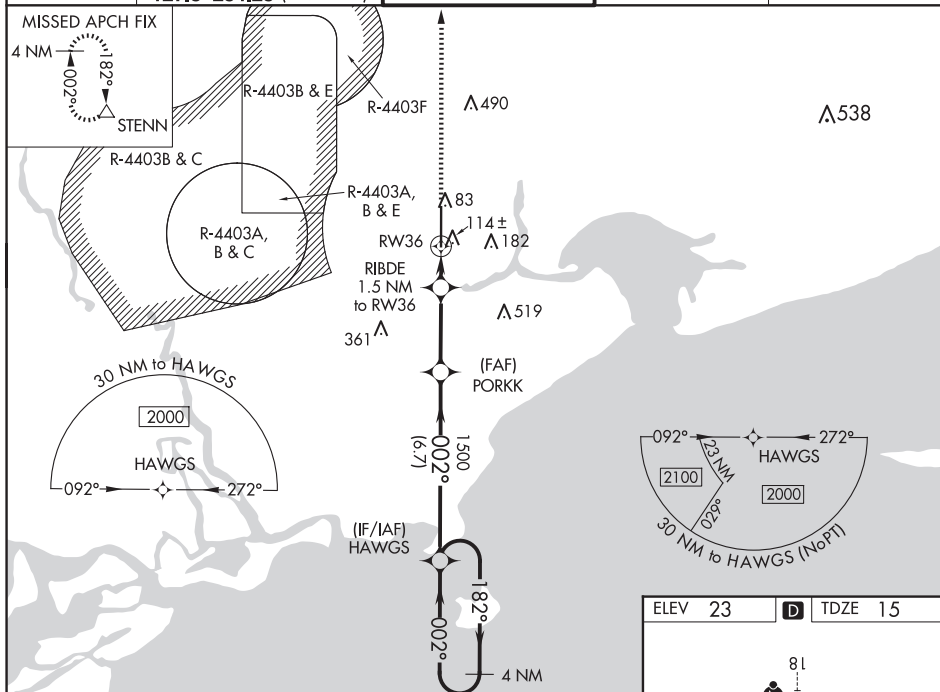
WAAS CH 63109 W36A	APP CRS 002°	Rwy Idg 8498 TDZE 15 Apt Elev 23
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RNAV (GPS) RWY 36
STENNIS INTL (HSA)

A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA for Cat E West of Rwy 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA. Baro-VNAV and VDP NA when using Gulfport altimeter setting. When local altimeter setting not received, use Gulfport altimeter setting and increase LPV DA to 332 feet and LNAV/VNAV DA to 344 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cts/Dts visibility ½ mile and LNAV Cts C/D/E and Circling Cts D/E visibility ¼ mile.

MISSED APPROACH: Climb to 2000
direct STENN and hold.

AWOS-3PT 118.375	GULFPORT APP CON★ 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	STENNIS TOWER★ 127.15 (CTAF) 0 229.4	GND CON 121.725 229.4	UNICOM 122.95
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BAY ST. LOUIS, MISSISSIPPI
Amdt 3 26MAY16

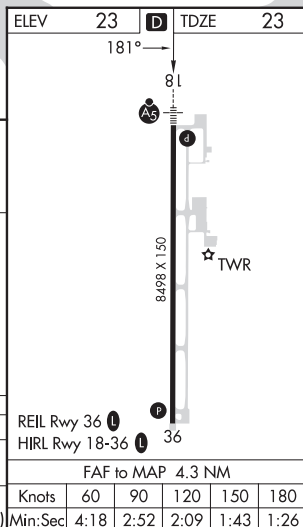
30°22'N-89°27'W

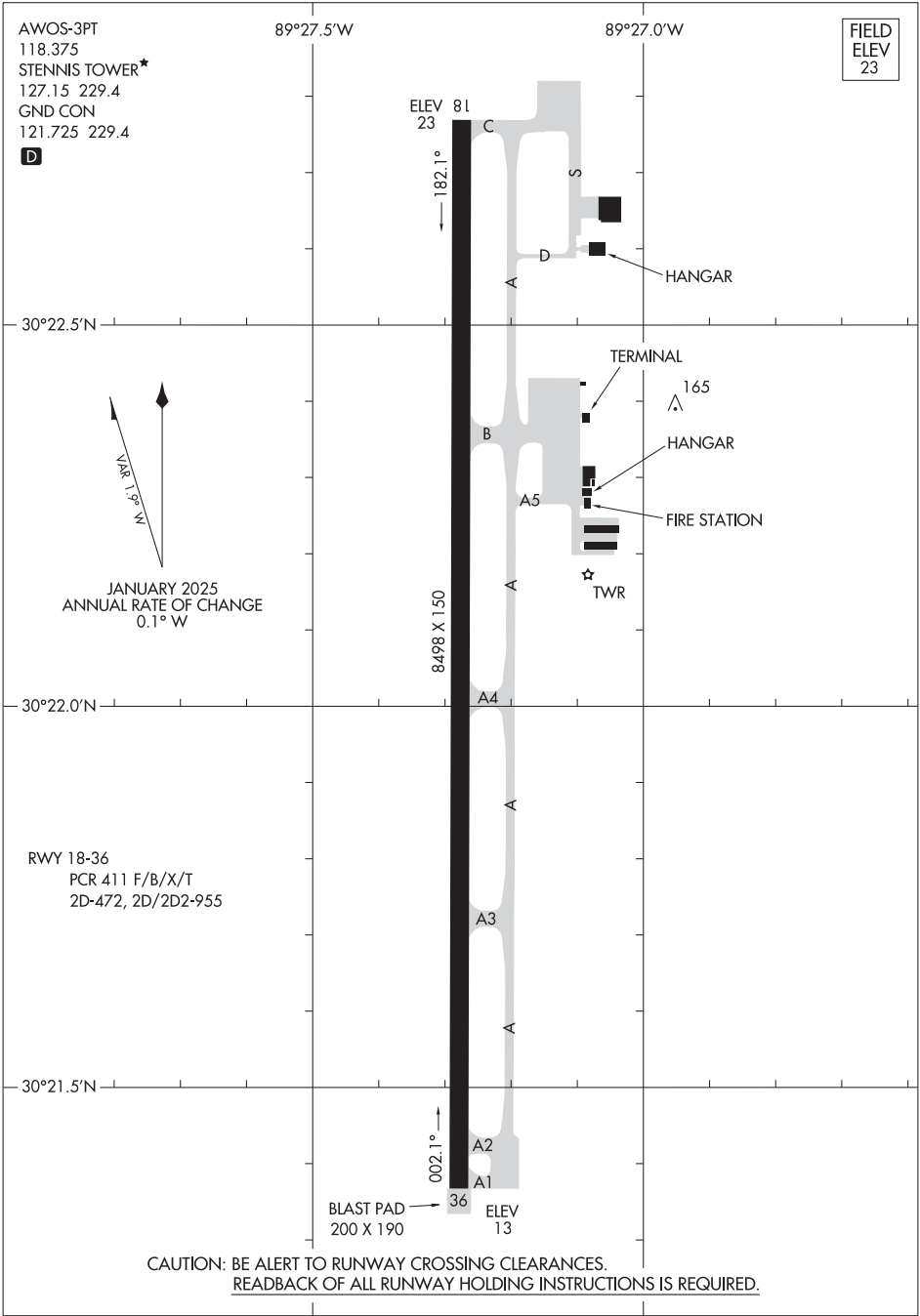
STENNIS INTL (HSA)
RNAV (GPS) RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

NDB RWY 18
STENNIS INTL (HSA)

MISSED APPROACH:
Climbing left turn to
1800 direct HS NDB
and hold.

UNICOM
122.95STENNIS INTL (HSA)
NDB RWY 18



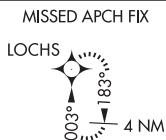
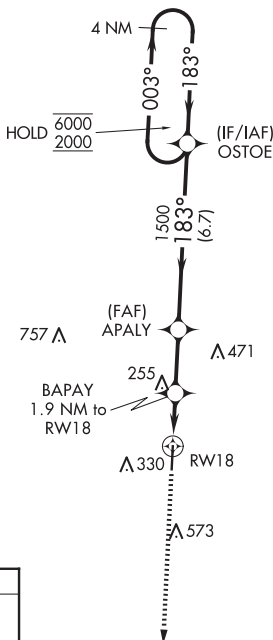
SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18
GEORGE R CARR MEML AIR FLD (BXA)

MISSED APPROACH: Climb to 2000 direct LOCHS and hold.

Λ880



2000		LOCHS					
*1.1 NM only.							
BAPAY		1.9 NM to RW18		APALY		1500	
RW18		1.1 NM		0.8 NM		2.3 NM	
1500		760*		1500		183°	
OSTOE		183°		003°		6000	
						2000	
						GP 3.00°	
						TCH 50	
CATEGORY	A		B		C		D
LPV DA	387-1		268 (300-1)				NA
LNAPV/VNAV DA	554-1 ^{3/8}		435 (500-1 ^{3/8})				NA
LNAPV MDA	520-1 401 (500-1)		520-1 ^{1/8} 401 (500-1 ^{1/8})				NA
CIRCLING	620-1 501 (600-1)		720-1 601 (700-1)		880-2 ^{1/4} 761 (800-2 ^{1/4})		NA

GEORGE R CARR MEML AIR FLD (BXA)

30°49'N-89°52'W

RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

BOGALUSA, LOUISIANA

AL-6397 (FAA)

21224

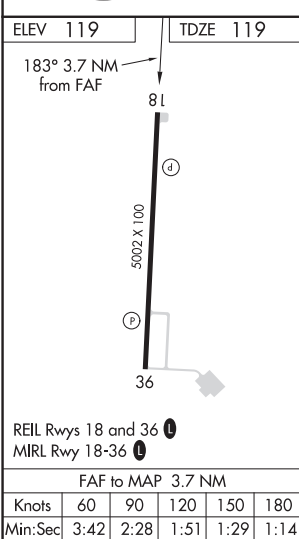
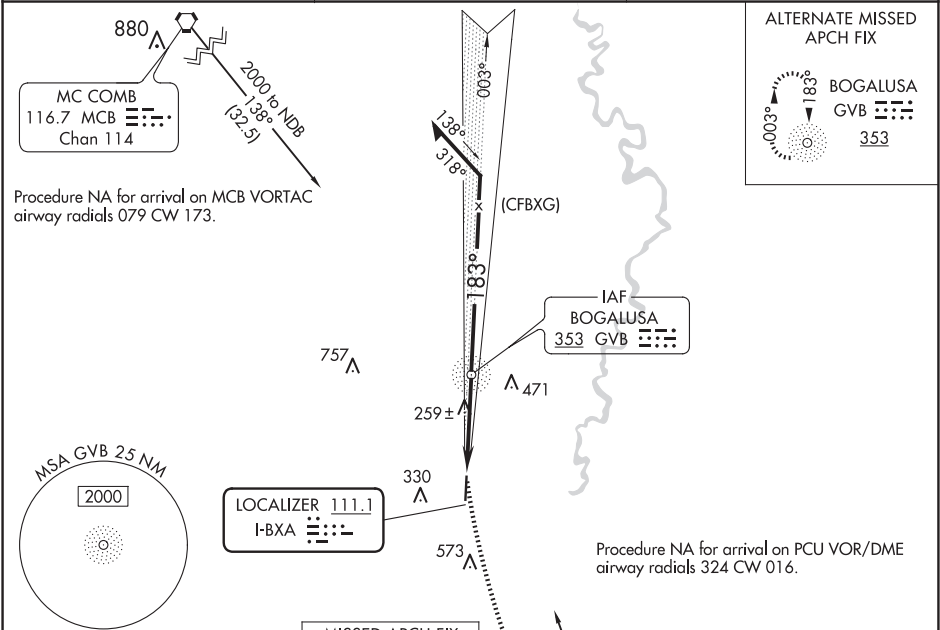
LOC I-BXA 111.1	APP CRS 183°	Rwy Idg TDZE 119 Apt Elev 119
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LOC RWY 18

GEORGE R CARR MEML AIR FLD (BXA)

ADF required ▼ ▲	MISSED APPROACH: Climbing left turn to 2000 direct PCU VOR/DME and hold.
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AWOS-3PT 118.025	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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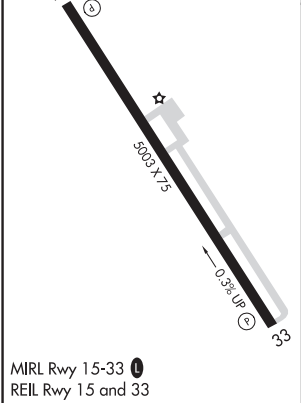
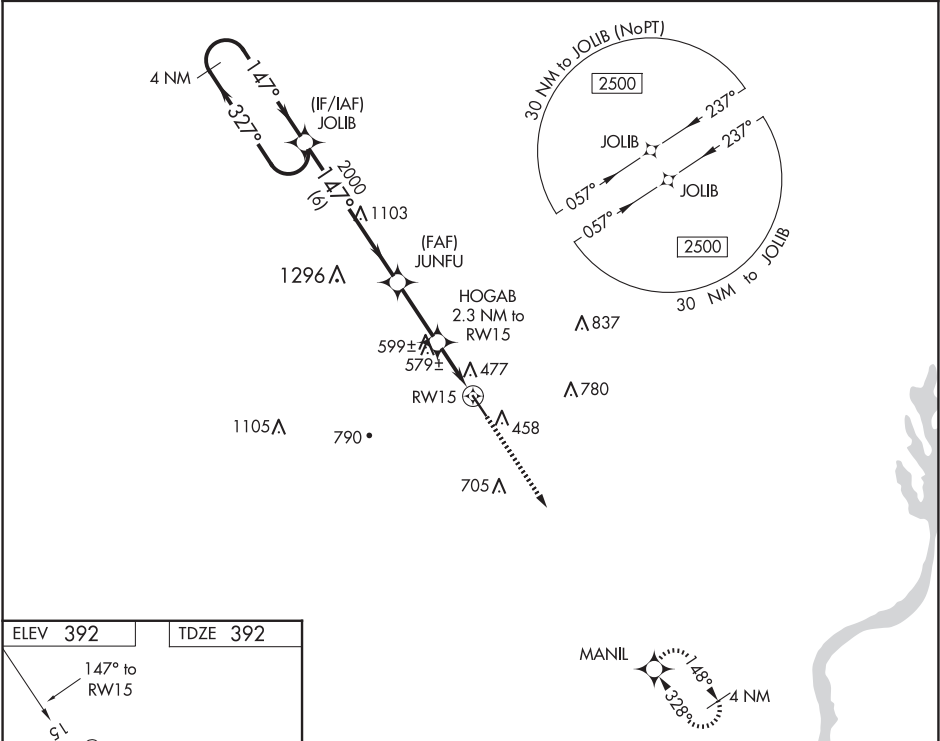


MISSED APCH FIX				
PICAYUNE PCU 113.95 Chan 86 (Y)				
2000 PCU				
GVB NDB				
Remain within 10 NM				
2000				
1500				
VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 50).				
3.7 NM				
3.44° TCH 45				
CATEGORY				
A B C D				
S-18				
520-1 401 (500-1) 520-1 401 (500-1 401 (500-1 401 (500-1				
CIRCLING				
620-1 501 (600-1) 720-1 601 (700-1) 880-2 761 (800-2 761 (800-2 761 (800-2				

WAAS CH 49234 W15A	APP CRS 147°	Rwy Idg TDZE 392 Apt Elev 392	5003
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RNAV (GPS) RWY 15
BOONEVILLE/BALDWIN (8M1)

RNP APCH. Baro-VNAV NA. Use Corinth altimeter setting, when not received use Tupelo altimeter setting and increase all DA 4 feet, and all MDA 20 feet. Rwy 15 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 2500 direct MANIL and hold.
CRX AWOS-3PT 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 0



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).				2500	MANIL
4 NM Holding Pattern				↑	✧
JOLIB				*LNNAV only.	
2500 ← 327°				RW15	
147° →					
GP 3.00° TCH 55					
JUNFU 2000					
HOGAB 2.3 NM to RW15					
*1160					
6 NM 2.6 NM 2.3 NM					
CATEGORY	A	B	C	D	
LPV DA	777-1¼ 385 (400-1¼)				
LNNAV/VNAV DA	842-1½ 450 (500-1½)				
LNNAV MDA	880-1 488 (500-1)		880-1¾ 488 (500-1¾)		

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

BOONEVILLE/BALDWIN, MISSISSIPPI


AL-6948 (FAA)

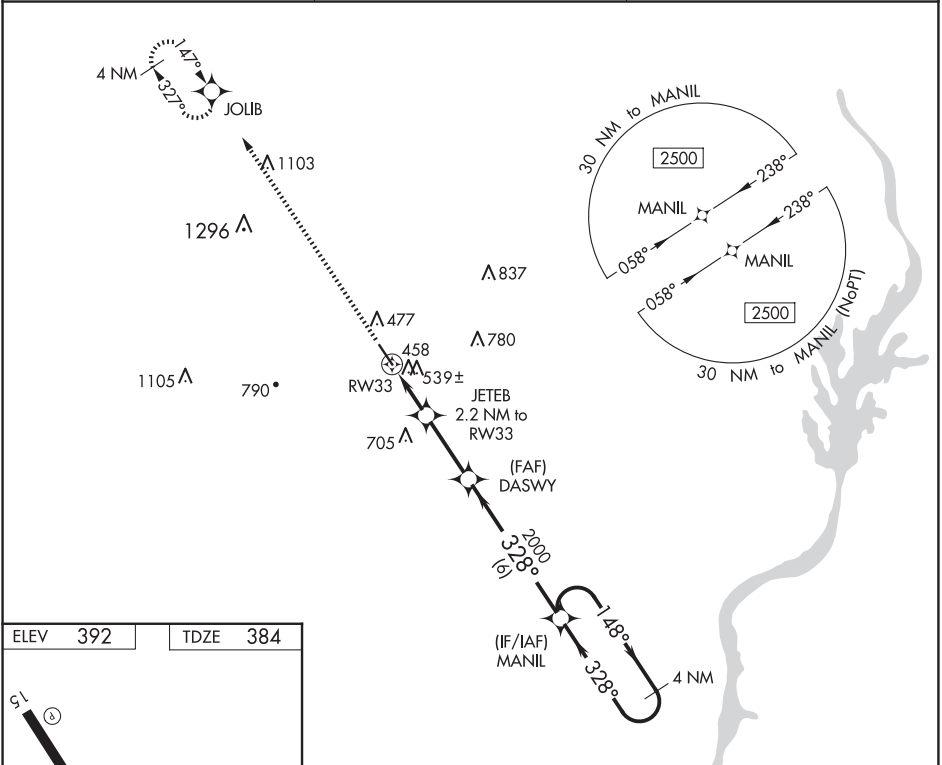
19283

WAAS CH 87134 W33A	APP CRS 328°	Rwy Idg TDZE Apt Elev	5003 384 392
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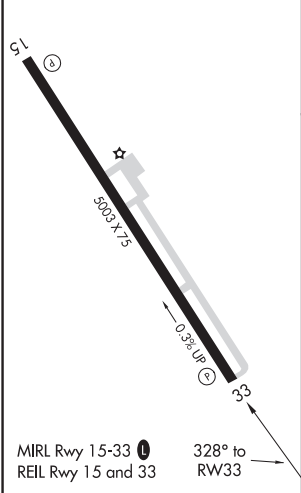
RNAV (GPS) RWY 33





BOONEVILLE/BALDWIN (8M1)

RNP APCH.		MISSED APPROACH: Climb to 2500 direct JOLIB and hold.
	Baro-VNAV NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting. Rwy 33 helicopter visibility reduction below 3/4 SM NA.	
CRX AWOS-3PT 118.675		MEMPHIS CENTER 135.9 273.55
		UNICOM 122.8 (CTAF) 0



ELEV	392	TDZE	384
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2500	JOLIB	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).			MANIL	4 NM Holding Pattern
						
* LNAV only.		JETEB 2.2 NM to RW33	DASWY 2000	2000	148°	2500
		1120*	328°	2000	← 328°	
		2.2 NM	2.8 NM	6 NM	GP 3.00° TCH 50	
CATEGORY		A	B	C	D	
LPV DA		688-1 304 (300-1)				
LNAV/ VNAV DA		783-1 3/8 399 (400-1 3/8)				
LNAV MDA		860-1 476 (500-1)			860-1 3/8 476 (500-1 3/8)	

BOONEVILLE/BALDWIN, MISSISSIPPI
Amdt 1B 15AUG19

34°36'N-88°39'W

BOONEVILLE/BALDWIN (8M1)

RNAV (GPS) RWY 33

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
229°

Rwy Idg
TDZE
Apt Elev

4006
488
492

RNAV (GPS) RWY 23

BROOKHAVEN-LINCOLN COUNTY (1R7)

RNP APCH - GPS.

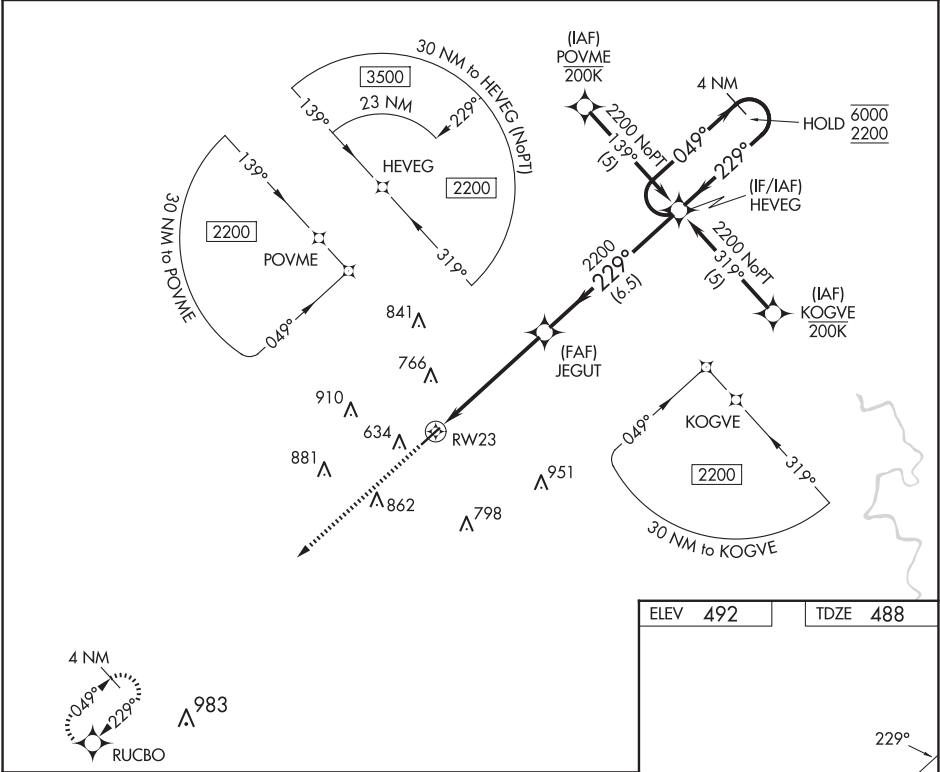
▼

▲

Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet; increase LNAV Cat C and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct RUCBO and hold.

AWOS-3T 118.125	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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2000

↑

RUCBO

✦

JEGUT

HEVEG

4 NM Holding Pattern

049° → 6000

← 229° 2200

RW23

3.00° TCH 40

5.3 NM

6.5 NM

CATEGORY	A	B	C	D
LNAV MDA	900-1	412 (500-1)	900-1½ 412 (500-1½)	NA
CIRCLING	940-1 448 (500-1)	1080-1 588 (600-1)	1220-2 728 (800-2)	NA

MIRL Rwy 5-23

0

BUNKIE, LOUISIANA

AL-6010 (FAA)

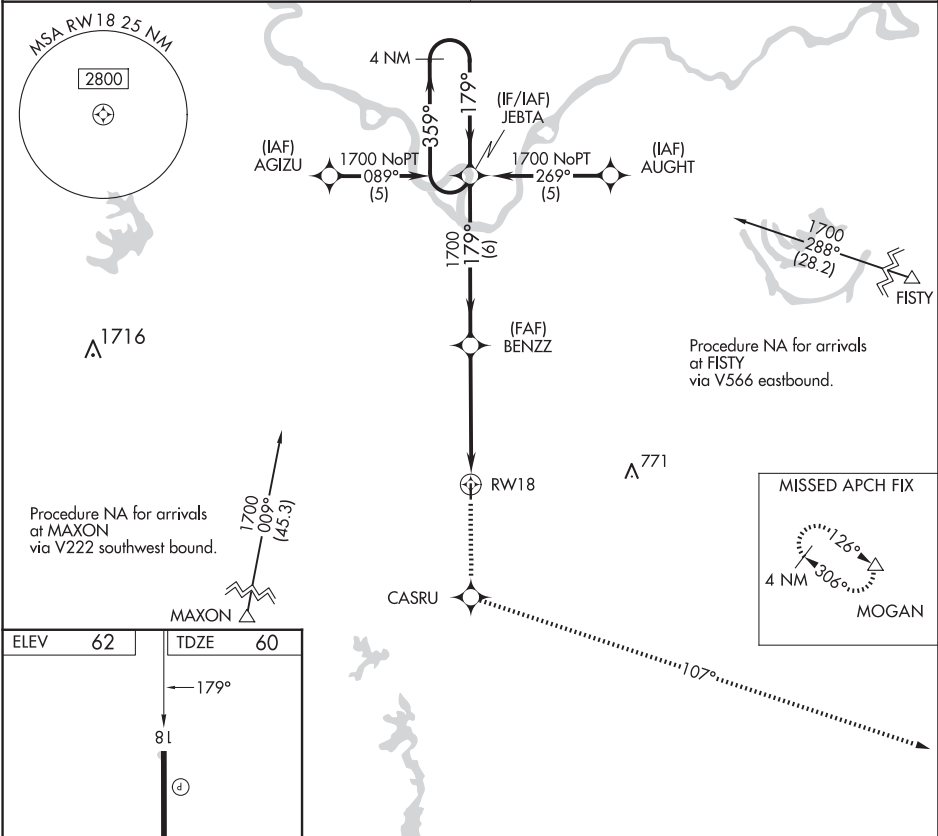
23054

APP CRS	Rwy Idg	3005
179°	TDZE	60
	Apt Elev	62

RNAV (GPS) RWY 18

BUNKIE MUNI (2R6)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct CASRU and via 107° track to MOGAN and hold.
Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.	
POLK APP CON 125.4 302.2	CTAF 122.9



ELEV 62	TDZE 60
179°	
81	
3005 X 75	
36	

2000	CASRU	107° tr	MOGAN	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).
CATEGORY	A	B	C	D
LNAV MDA	600-1 540 (600-1)			NA

BUNKIE, LOUISIANA
Orig-A 18JUL19

30°57'N-92°14'W

RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

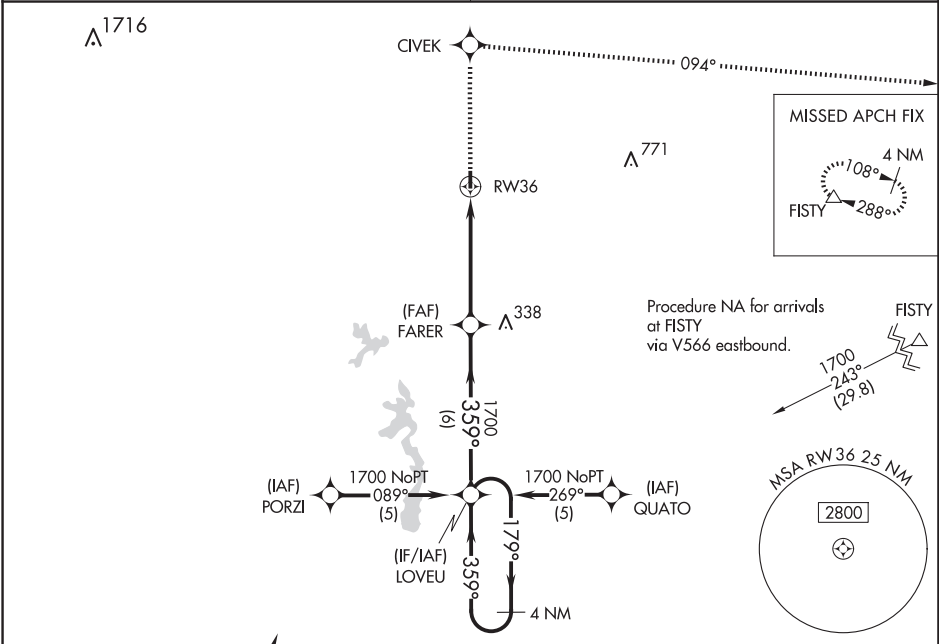
SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3005
359°	TDZE	60
	Apt Elev	62

RNAV (GPS) RWY 36
BUNKIE MUNI (2R6)

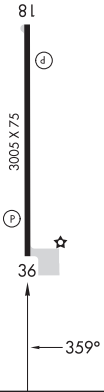
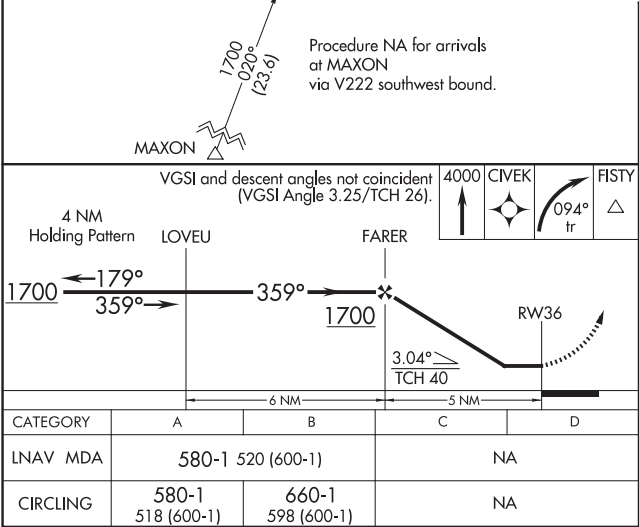
<p>NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 4000 direct CIVEK and right turn via 094° track to FISTY and hold.</p>
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<p>POLK APP CON 125.4 302.2</p>	<p>CTAF 122.9</p>
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ELEV 62	TDZE 60
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REIL Rwy 18 and 36
MIRL Rwy 18-36



BUNKIE, LOUISIANA

AL-6010 (FAA)

23054

VORTAC AEX 116.1 Chan 108	APP CRS 140°	Rwy Idg TDZE Apt Elev 62	N/A N/A
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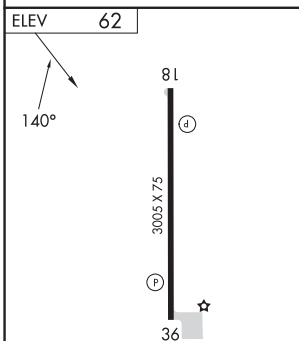
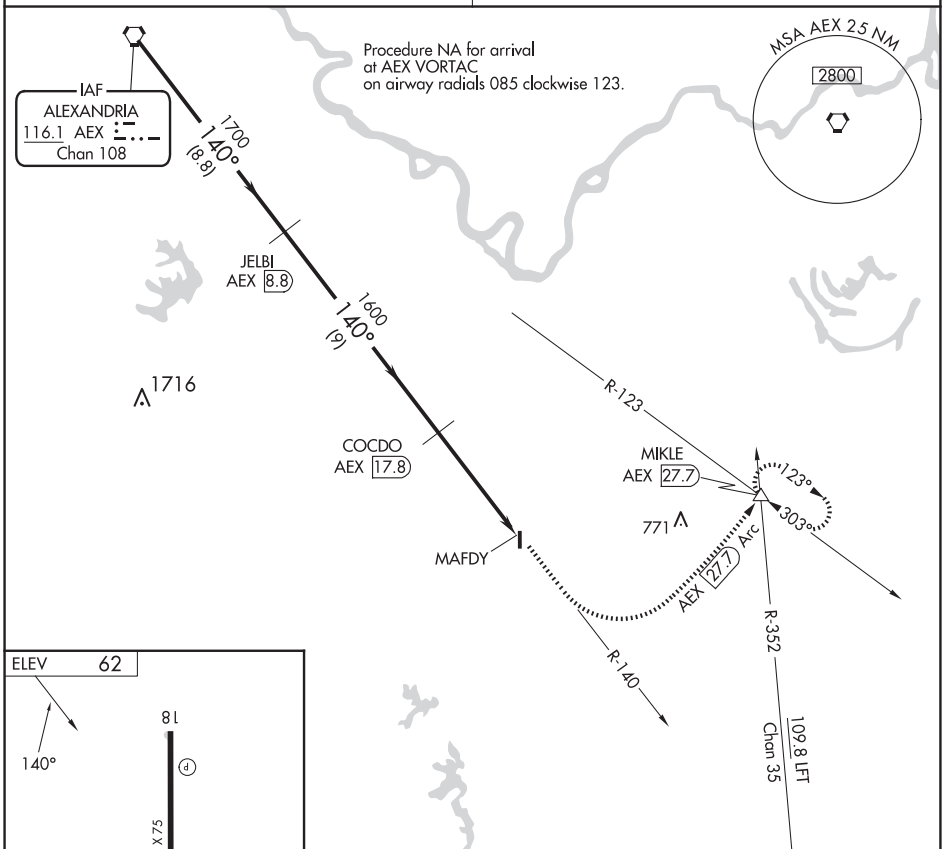
VOR/DME-A
BUNKIE MUNI (2R6)

NA Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 via AEX R-140 and AEX 27.7 DME Arc to MIKLE Int/AEX 27.7 DME and hold.

POLK APP CON
125.4 302.2

CTAF
122.9



REIL Rwy 18 and 36 **1**
MIRL Rwy 18-36 **1**

	AEX VORTAC	JELBI AEX (8.8)	COCDO AEX (17.8)	MAFDY AEX (22.4)	MIKLE AEX (27.7) Arc	3000
	2000	1700	1600			
	Procedure Turn NA					
	8.8 NM	9 NM	4.6 NM			
CATEGORY	A	B	C	D		
CIRCLING	880-1 818 (900-1)	880-1¼ 818 (900-1¼)		NA		

BUNKIE, LOUISIANA
Amdt 6 07MAY09

30°57'N-92°14'W

BUNKIE MUNI (2R6)
VOR/DME-A

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

CLARKSDALE, MISSISSIPPI

AL-5734 (FAA)

24193

WAAS CH 40120 W36A	APP CRS 003°	Rwy Idg 5404 TDZE 173 Apt Elev 173
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RNAV (GPS) RWY 36

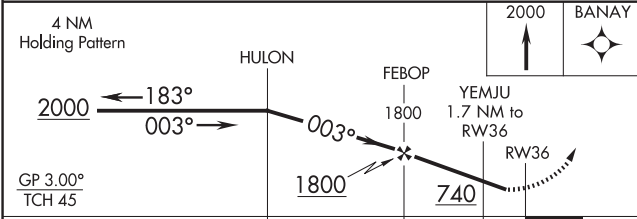
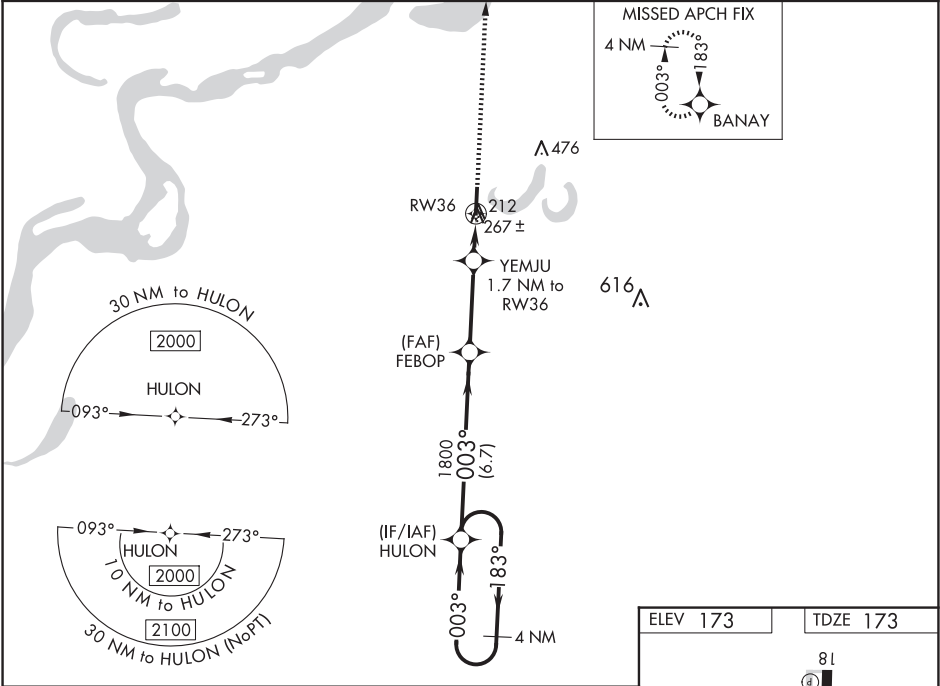
FLETCHER FLD (CKM)

RNP APCH-GPS.

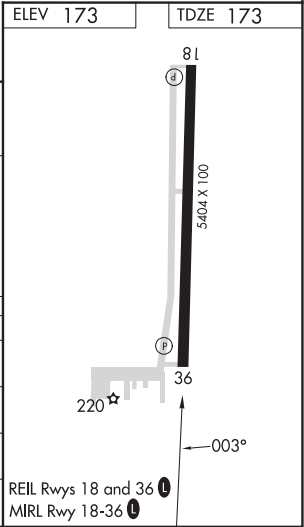
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Tunica altimeter setting: increase LPV DA to 537 feet, LNAV/VNAV DA to 508 feet and all MDA 60 feet; increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ½ SM, and LNAV Cat C/D visibility ½ SM. Baro-VNAV NA with Tunica altimeter setting. Straight-in/Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 2000 direct BANAY and hold.

AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		477-1	304 (400-1)	
LNAV/VNAV DA		448-1	275 (300-1)	
LNAV MDA		520-1	347 (400-1)	
CIRCLING	740-1	567 (600-1)	780-1¾ 607 (700-1¾)	780-2 607 (700-2)



CLARKSDALE, MISSISSIPPI
Amdt 2A 11JUL24

34°18'N-90°31'W

FLETCHER FLD (CKM)

RNAV (GPS) RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 58322 W18A	APP CRS 178°	Rwy ldg TDZE Apt Elev	5005 140 140
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RNAV (GPS) RWY 18

CLEVELAND MUNI (RNV)

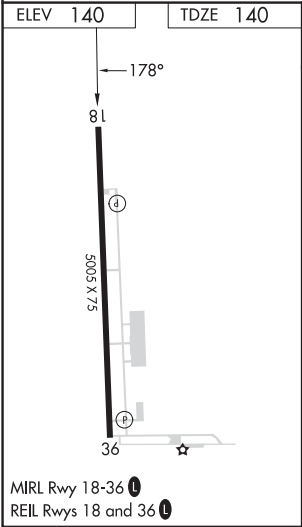
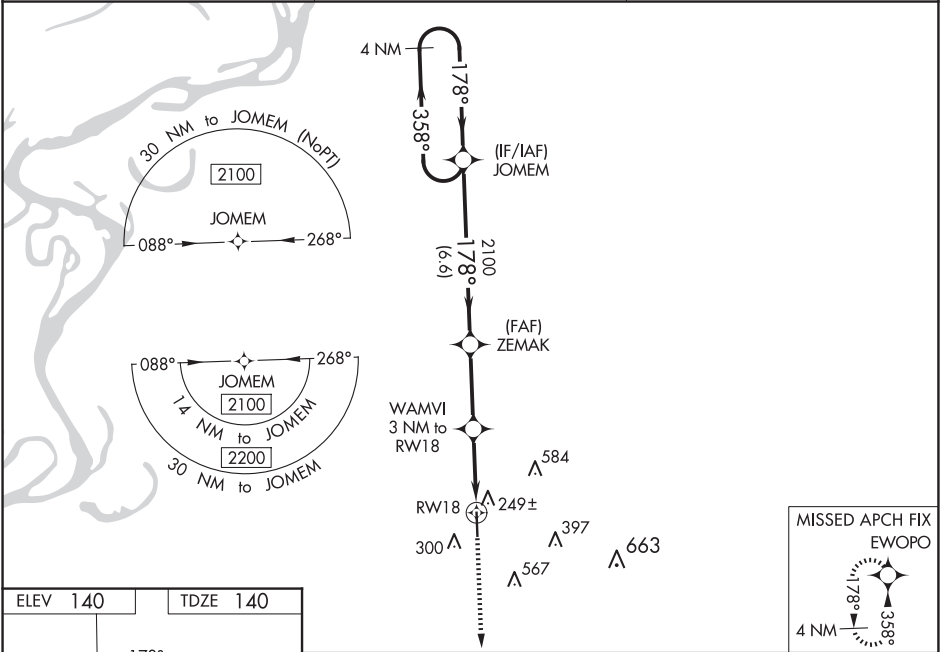
⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility 1⁄8 mile, increase LNAV/VNAV all Cats visibility 1⁄4 mile. Baro-VNAV and VDP NA when using Greenville altimeter setting. Rwy 18 helicopter visibility reduction below 3⁄4 SM NA.

MISSED APPROACH:
Climb to 2100 direct
EWOP and hold.

AWOS-3PT 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) ①
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4 NM Holding Pattern		JOMEM	ZEMAK	WAMVI	RW18
2100 ← 358°		178° →	2100	*1120	*1 NM to RW18
GP 3.00°		TCH 42	6.6 NM	3 NM	2 NM
CATEGORY	A	B	C	D	
LPV DA		390-7⁄8	250 (300-7⁄8)		
LNAV/VNAV DA		549-13⁄8	409 (500-13⁄8)		
LNAV MDA		500-1	360 (400-1)		
CIRCLING	600-1	460 (500-1)	900-2¼ 760 (800-2¼)	900-2½ 760 (800-2½)	

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

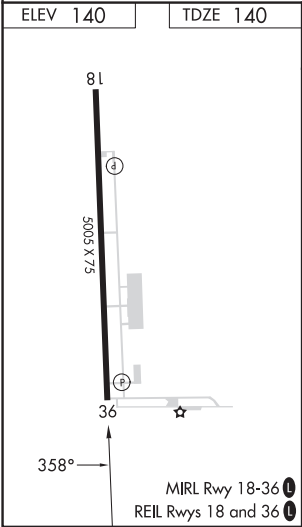
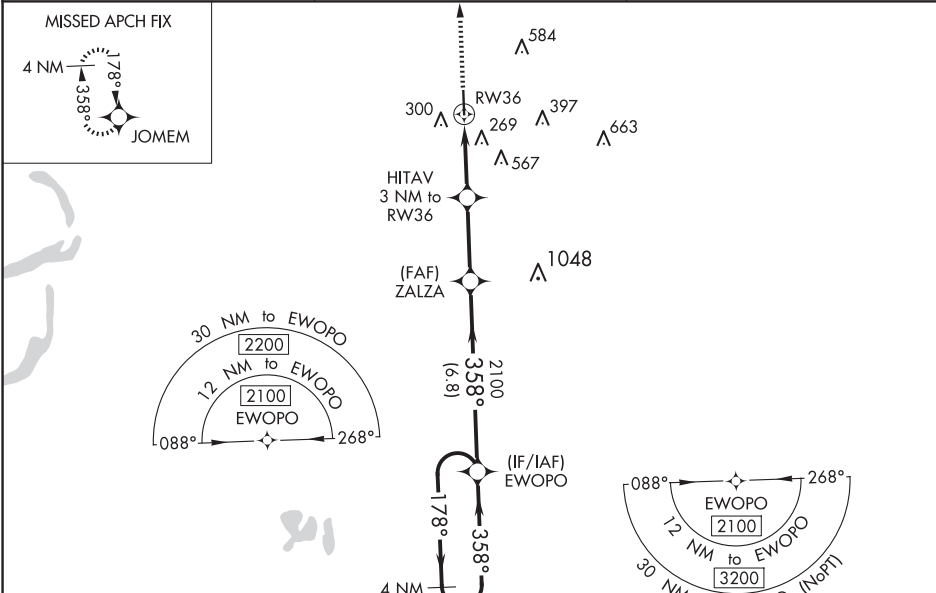
WAAS CH 86823 W36A	APP CRS 358°	Rwy Idg TDZE 140 Apt Elev 140
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RNAV (GPS) RWY 36
CLEVELAND MUNI (RNV)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greenville altimeter setting. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2100 direct JOMEM and hold.

AWOS-3PT 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) 0
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2100 JOMEM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 46).

HITAV 3 NM to RW36

ZALZA 2100

EWOPPO 4 NM Holding Pattern

*LNAV only.

*1.1 NM to RW36

1140*

358°

178°

2100

GP 3.00° TCH 54

1.1 1.9 3 NM 6.8 NM

CATEGORY	A	B	C	D
LPV DA		390-3/4	250 (300-3/4)	
LNAV/VNAV DA		549-13/8	409 (500-13/8)	
LNAV MDA		520-1	380 (400-1)	
C CIRCLING	600-1	460 (500-1)	900-21/4 760 (800-21/4)	900-21/2 760 (800-21/2)

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME GLH 114.25 Chan 89 (Y)	APP CRS 035°	Rwy Idg TDZE Apt Elev 140	N/A N/A 140
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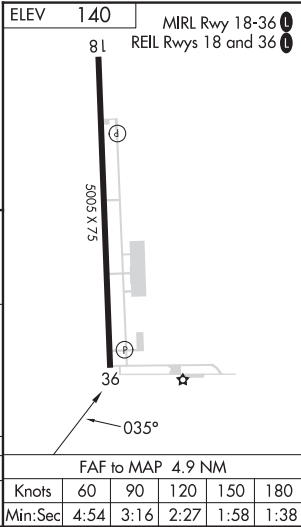
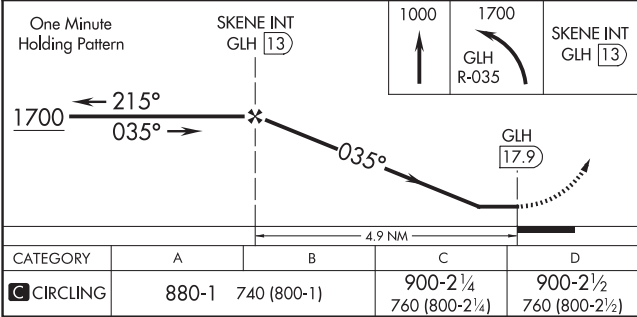
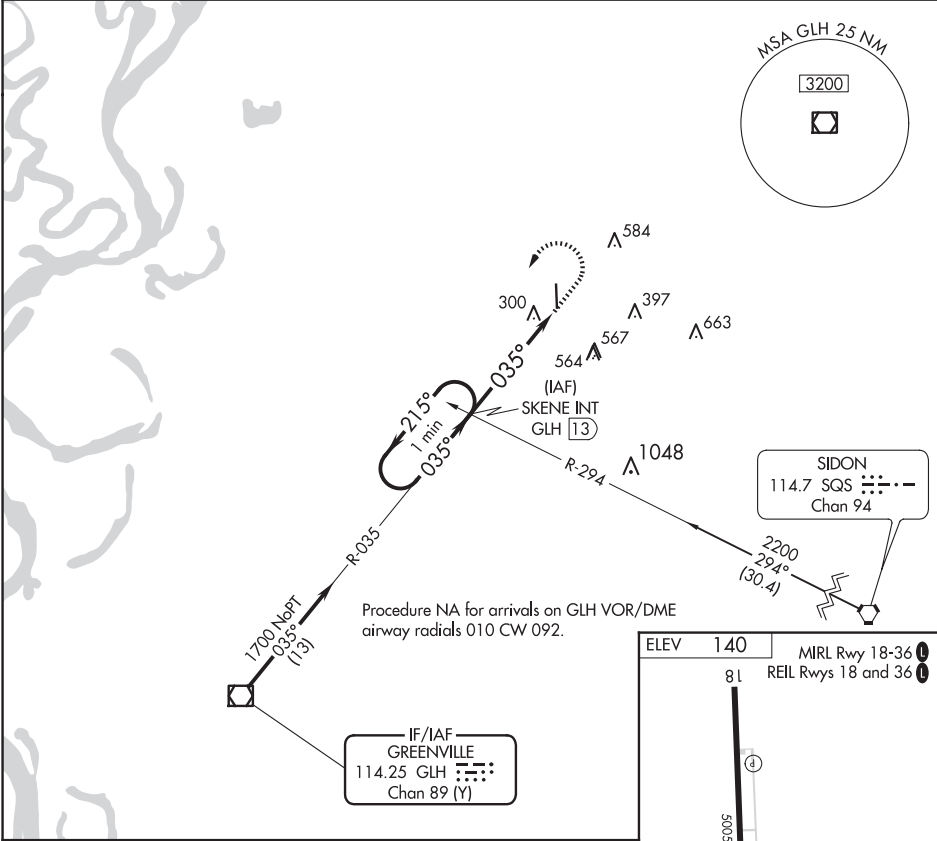
VOR-A

CLEVELAND MUNI (RNV)

When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 on GLH VOR/DME R-035 to SKENE INT/GLH 13 DME and hold.

AWOS-3PT 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) 0
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SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

COLUMBIA, MISSISSIPPI

AL-6418 (FAA)

23278

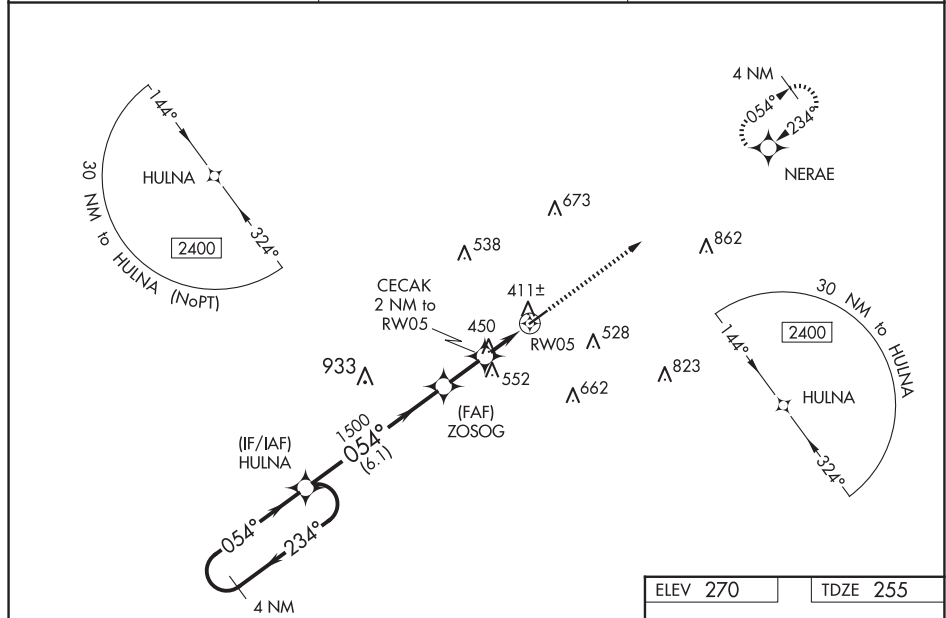
WAAS CH 81836 W05A	APP CRS 054°	Rwy Idg TDZE 255 Apt Elev 270
--	------------------------	---

RNAV (GPS) RWY 5

COLUMBIA/MARION COUNTY (ØRØ)

RNP APCH - GPS.	<p>▼ ▲NA</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Hattiesburgh/Laurel Rgnl altimeter setting and increase all DA 66 feet and all MDA 80 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats and Circling Cat C visibilities ¼ mile, increase Circling Cat D visibility ½ mile, increase LNAV Cat C and D visibility ¾ mile. VDP and Baro-VNAV NA when using Hattiesburgh/Laurel Rgnl altimeter setting. Rwy 5 helicopter visibility reduction below ¾ SM NA.</p>	MISSED APPROACH: Climb to 2400 direct NERAE and hold.
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AWOS-3PT 120.675	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF)Ø
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4 NM Holding Pattern		HULNA		2400		NERAE	
2400		234°		054°		054°	
GP 3.00°		TCH 40		1500		*920	
6.1 NM		1.8 NM		0.5 NM		1.5 NM	
CATEGORY	A	B	C	D			
LPV DA	505-7½		250 (300-7½)				
LNAV/VNAV DA	743-1½		488 (500-1½)				
LNAV MDA	760-1	505 (500-1)	760-1¾	505 (500-1½)			
CIRCLING	760-1 490 (500-1)	820-1 550 (600-1)	920-1¾ 650 (700-1¾)	1000-2¼ 730 (800-2¼)	REIL Rwy 5 and 23Ø MIRL Rwy 5-23Ø		

COLUMBIA, MISSISSIPPI

Orig-B 08SEP22

31°18'N-89°49'W

COLUMBIA/MARION COUNTY (ØRØ)

RNAV (GPS) RWY 5

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56236 W23A	APP CRS 234°	Rwy ldg TDZE 270 Apt Elev 270
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RNAV (GPS) RWY 23

COLUMBIA/MARION COUNTY (ØRØ)

RNP APCH - GPS.

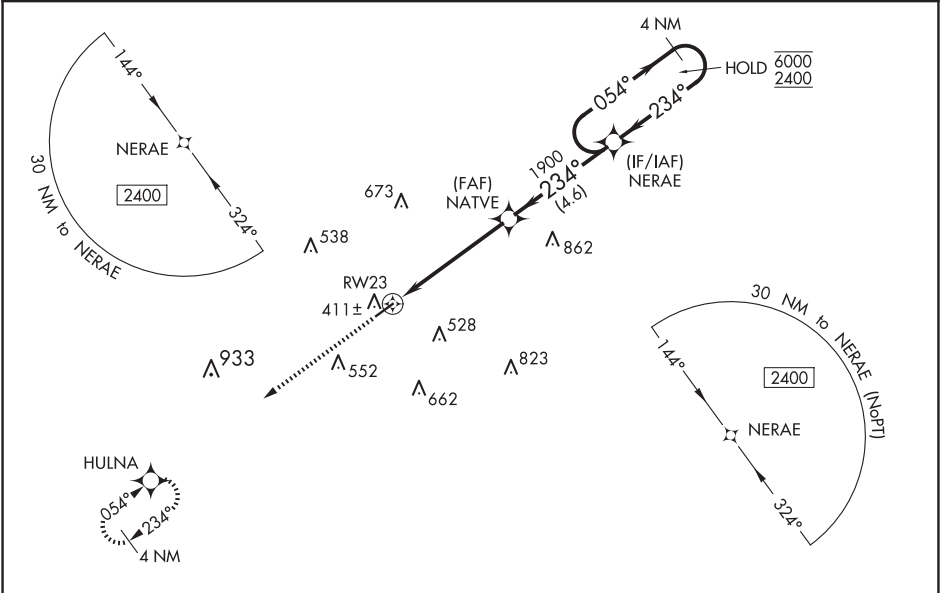
T

A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2400 direct
HULNA and hold.

AWOS-3PT 120.675	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) Ø
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ELEV 270 TDZE 270

234°

2400

HULNA

NERAE

4 NM

0.5% UP

5500 X 100

REIL Rwy 5 and 23 Ø

MIRL Rwy 5-23 Ø

CATEGORY		A	B	C	D
LPV DA		588-7/8		318 (400-7/8)	
LNAV/VNAV DA		761-13/8		491 (500-13/8)	
LNAV MDA		860-1 590 (600-1)		860-13/4 590 (600-13/4)	
CIRCLING		860-1 590 (600-1)		920-13/4 980-21/4 650 (700-13/4) 710 (800-21/4)	

COLUMBUS, MISSISSIPPI

AL-5006 (FAA)

19115

WAAS CH 50540 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev 4503 188 188
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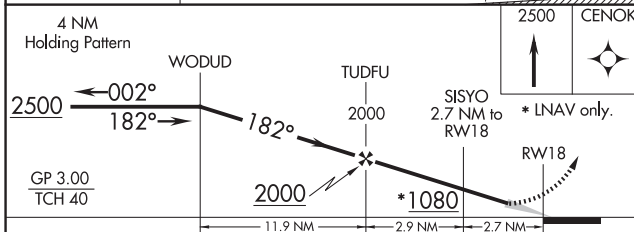
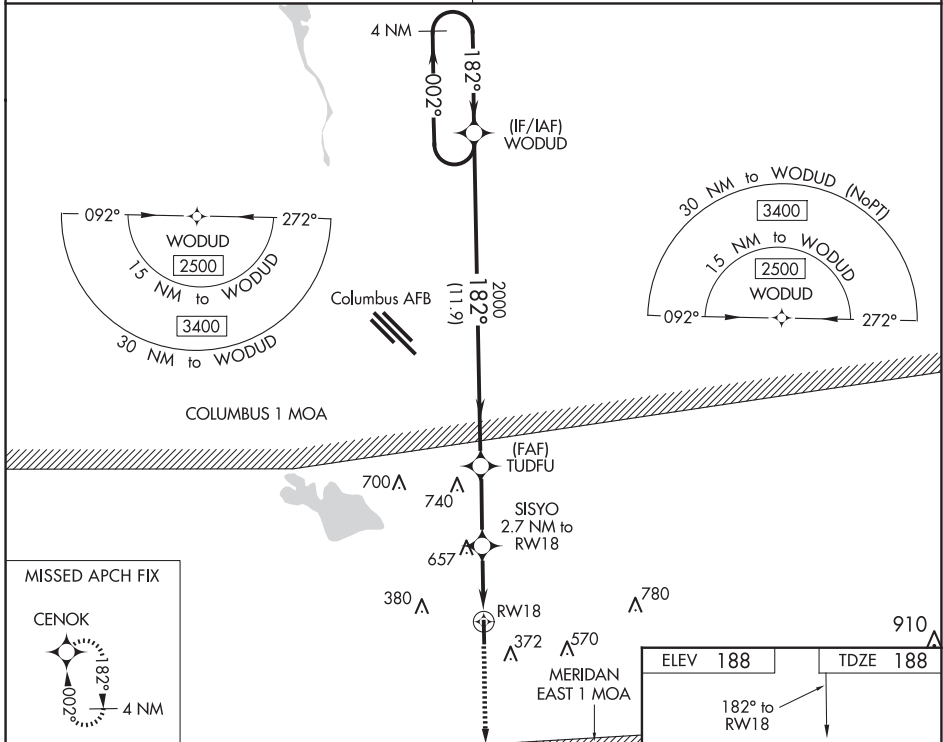
RNAV (GPS) RWY 18

COLUMBUS-LOWNDES COUNTY (UBS)

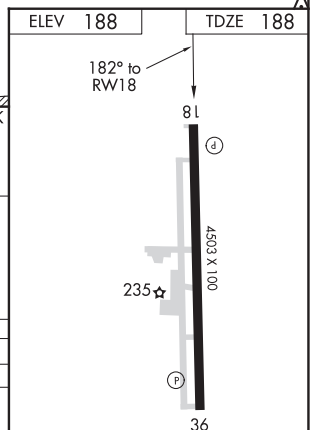
NA DME/DME RNP-0.3 NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all DA 5 feet and all MDA 20 feet. Baro-VNAV NA.	MISSED APPROACH: Climb to 2500 direct CENOK and hold.
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COLUMBUS APP CON ★
135.6 323.275

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA		469-1	281 (300-1)	
LNAV/VNAV DA		1107-4	919 (1000-4)	
LNAV MDA	1000-1 812 (900-1)	1000-1¼ 812 (900-1¼)	1000-2½ 812 (900-2½)	
CIRCLING	1000-1¼ 812 (900-1¼)		1040-2½ 852 (900-2½)	1040-2¾ 852 (900-2¾)



MIRL Rwy 18-36

COLUMBUS, MISSISSIPPI

Amdt 1 17AUG17

33°28'N-88°23'W

COLUMBUS-LOWNDES COUNTY (UBS)

RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61340 W36A	APP CRS 002°	Rwy Idg 4503 TDZE 187 Apt Elev 188
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RNAV (GPS) RWY 36

COLUMBUS-LOWNDES COUNTY (UBS)

RNP APCH.

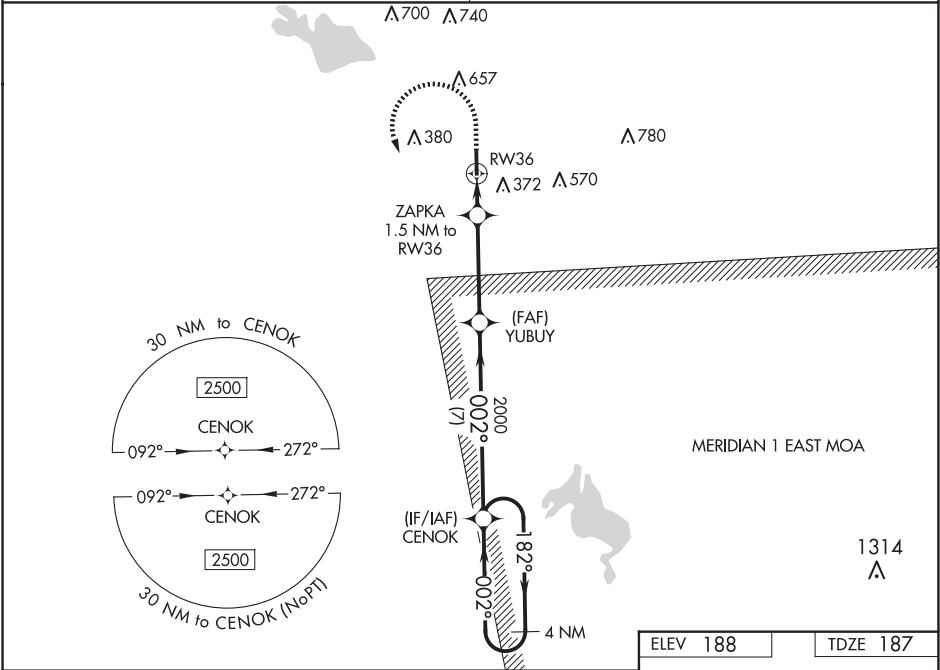
▼

▲ NA

Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all DA 5 feet and all MDA 20 feet; increase LPV and LNAV/VNAV all Cnts visibilities to 1½ SM. Baro-VNAV NA.

MISSED APPROACH: Climb to 740 then climbing left turn to 2500 direct CENOK and hold.

COLUMBUS APP CON ★ 135.6 323.275	UNICOM 122.8 (CTAF) 0
--	---------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

4 NM Holding Pattern

2500 ← 182° 002° →

GP 3.10° TCH 58

740 2500 CENOK

*LNAV only.

4 NM

YUBUY 2000

ZAPKA 1.5 NM to RW36

RW36

*720

7 NM 3.8 NM 1.5 NM

CATEGORY	A	B	C	D
LPV DA		527-1	340 (400-1)	
LNAV/VNAV DA		526-1	339 (400-1)	
LNAV MDA	600-1 413 (500-1)		600-1½ 413 (500-1½)	
CIRCLING	760-1 572 (600-1)	780-1 592 (600-1)	1040-2½ 852 (900-2½)	1040-2¾ 852 (900-2¾)

ELEV 188

TDZE 187

81 4503 X 100 235 36

002° to RW36

MIRL Rwy 18-36 0

VORTAC IGB	APP CRS	Rwy Idg	N/A
116.2	096°	TDZE	N/A
Chan 109		Apt Elev	188

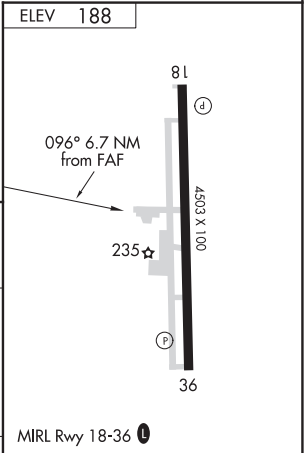
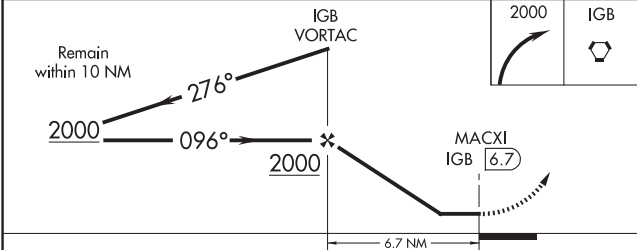
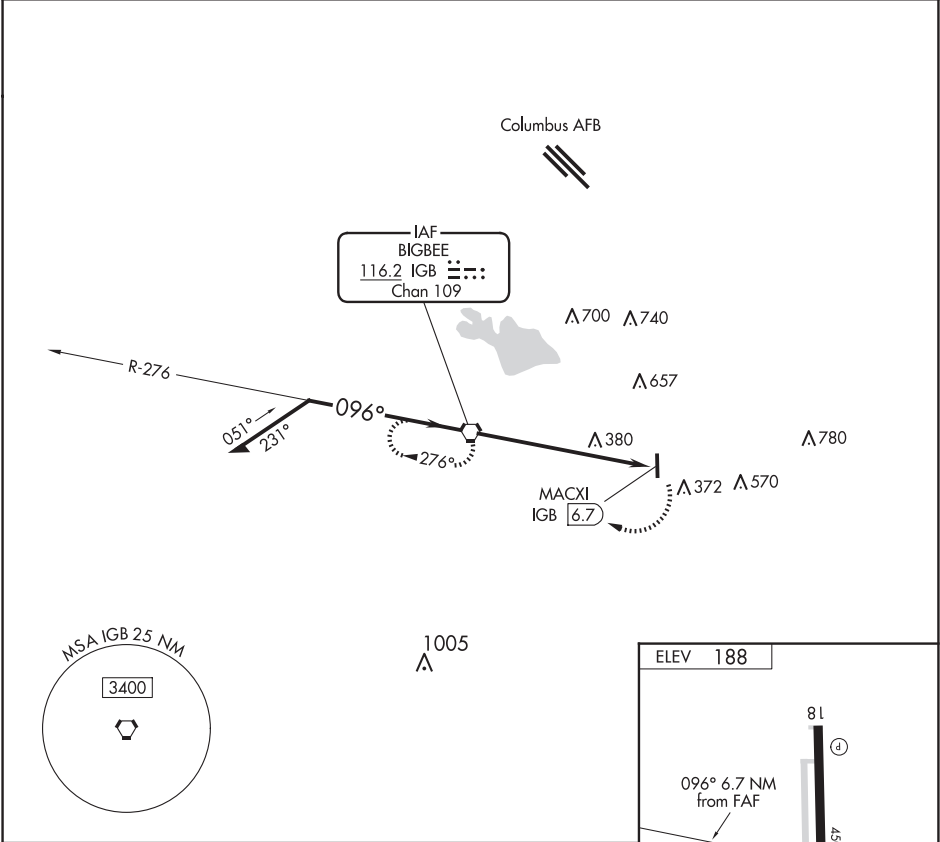
VOR-A

COLUMBUS-LOWNDES COUNTY (UBS)

▼ ▲ NA	Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet.	MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.
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COLUMBUS APP CON ★
135.6 323.275

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP 6.7 NM					
CIRCLING	780-1	592 (600-1)	1040-2½ 852 (900-2½)	1040-2¾ 852 (900-2¾)	Knots	60	90	120	150	180
					Min:Sec	6:42	4:28	3:21	2:41	2:14

LOC I-CBM <u>109.3</u>	APCH CRS 135°	Rwy Idg 12,004 8001 TDZE 196 194 Arpt Elev 218 218
----------------------------------	-------------------------	--

COLUMBUS AFB (KCBM)

T * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile. CAT CDE vis to $1\frac{3}{4}$ miles.

ALSF-1

MISSED APPROACH: Climb heading 135° to intercept the CBM VORTAC R-135 outbound to WEEWA (CBM R-135/20) and hold. Maintain 4000

ATIS ★
115.2 273.5

APP CON ★

34.55	350.3
35.6	323.275

TOWER ★
126.65 379.925

GND CON ★
121.9 275.8


CLNC DEL ★
269.55

*** CAUTION:

Rwy centerlines separated by 1450'.
SIDESTEP not for civilian use.

**** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to $1\frac{7}{8}$ miles.

When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

CALEDONIA
115.2 CBM 
Chan 99

LOCALIZER 109.3
I-CBM 
Localizer signal
usable to 25 DME

EMERG SAFE ALT 100 NM 3700 FROM CBM

CATEGORY	2.3 NM		2.3 NM		E
	A	B	C	D	
S-ILS 13C*	396/24		200	(200-½)	
S-LOC 13C**	640/24	444 (500-½)	640/45	444	(500-¾)
SIDESTEP RWY 13L***	640/55	446 (500-1)	640/1½	446	(500-1¾)
C CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1½ 522 (600-½)	880-2 662 (700-2)	1240-3 1022(1100-3)
LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX					
S-LOC 13C***	840/24	644 (700-½)	840-1¾	644	(700-1¾)
SIDESTEP*** RWY 13L	840/55	646 (700-1)	840-17½	646	(700-17½)
C CIRCLING	840-1	622 (700-1)	840-17½ 622 (700-1½)	880-2 662 (700-2)	1240-3 1022(1100-3)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

Amdt 2 19MAY22

ILS or LOC Y RWY 13C

COLUMBUS, MISSISSIPPI

LOC I-TBB	APCH CRS	31C	31R
108.7	315°	Rwy Ldg 12,004	8001
		TDZE 213	218
		Arpt Elev 218	218

[USAF]

COLUMBUS AFB (KCBM)

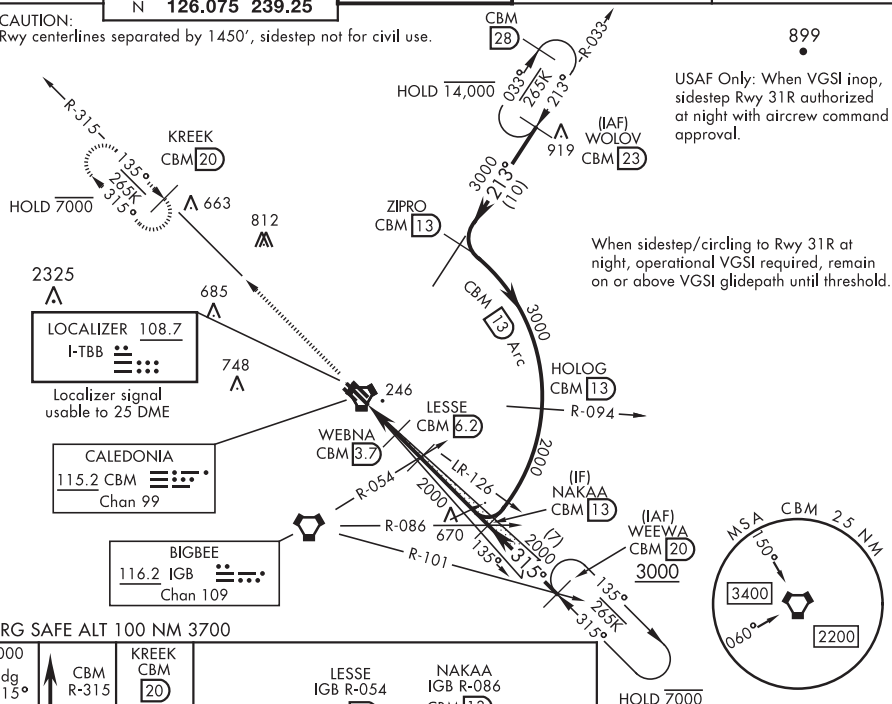
ILS or LOC Y RWY 31C

<p>▼ * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile.</p> <p>** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile: CAT CDE vis to $1\frac{1}{4}$ miles.</p> <p>† When ALS inop, increase CAT AB RVR to 55, vis to 1 mile: CAT CDE vis to $1\frac{3}{8}$ miles.</p>	<p>ALSF-1</p> <p>(A1)</p>	<p>MISSED APPROACH: Climb heading 315° to intercept the VOR/TAC CBM R-315 outbound to KREEK (CBM R-315/20) and hold. Maintain 4000.</p>
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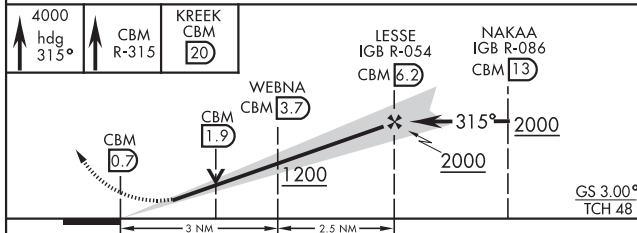
ATIS★	APP CON★	TOWER★	GND CON★	CLNC DEL★
115.2 273.5	SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

*** CAUTION:

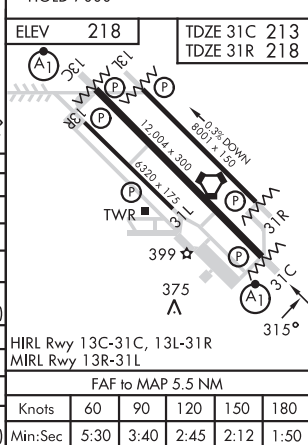
Rwy centerlines separated by 1450', sidestep not for civil use.



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-ILS 31C**	413/24	200	(200-1/2)		
S-LOC 31C**	640/24	427 (500-1/2)	640/40	427 (500-3/4)	
SIDESTEP RWY 31R***	640/55	422 (500-1)	640-1 1/4	422 (500-1 1/4)	
CIRCLING	700-1	720-1	740-1 1/2	880-2	1240-3
	482 (500-1)	502 (600-1)	522 (600-1 1/2)	662 (700-2)	1022 (1100-3)
LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX					
S-LOC 31C †	720/24	507 (600-1/2)	720/55	507 (600-1)	
SIDESTEP*** RWY 31R	760/55	542 (600-1)	760-1 1/8	542 (600-1 1/8)	
CIRCLING	760-1	542 (600-1)	760-1 1/8	880-2	1240-3
			542 (600-1 1/8)	662 (700-2)	1022 (1100-3)



COLUMBUS, MISSISSIPPI

Amdt 2 23FEB23

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

ILS or LOC Y RWY 31C

SC-4, 07 AUG 2025 to 02 OCT 2025

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 13C

WAAS CH 53183 W13A	APCH CRS 135°	Rwy Idg 12,004 TDZE 196 Arpt Elev 218
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AL-91 (USAF)

COLUMBUS AFB (KCBM)

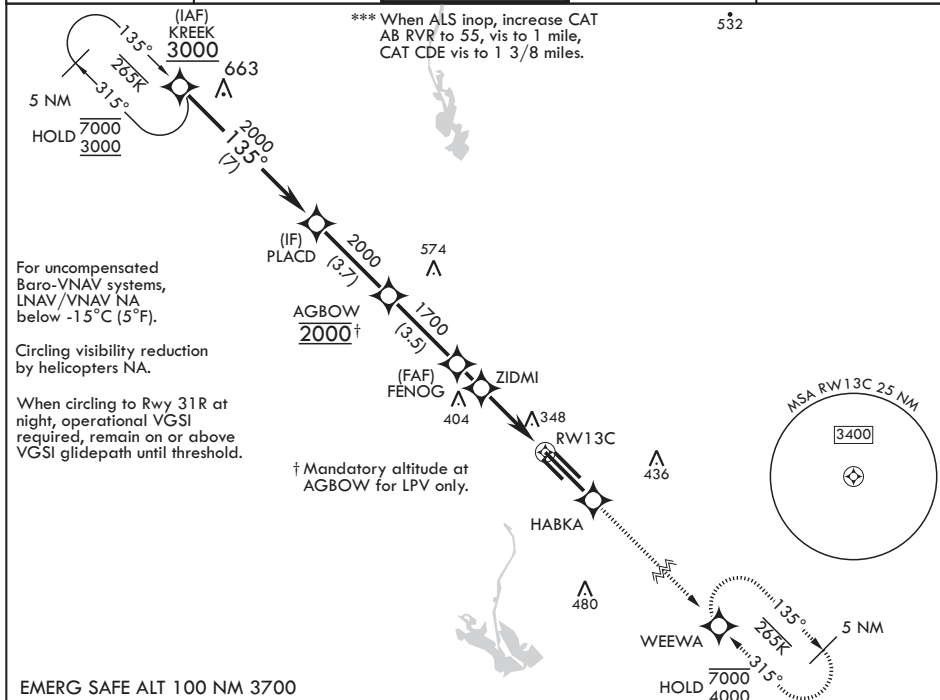
RNP APCH

T * When ALS inop increase RVR to 40, vis to $\frac{3}{4}$ mile.
** When ALS inop, increase vis to 1 $\frac{3}{8}$ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 direct HABKA, direct track to WEEWA and hold as published.

ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8	CLNC DEL★ 269.55
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CATEGORY	A	B	C	D	E
LPV DA*	396/24		200	(200-½)	
LNAV/VNAV DA**	666/50		470	(500-1)	
LNAV MDA***	680/24 484 (500-½)		680/50	484	(500-1)
	700-1 482 (500-1)	720-1 502 (600-1)	740-1½ 522 (600-1½)	880-2 662 (700-2)	1240-3 1022 (1100-3)

CIRCLING

MIRL Rwy 13R-31L
HIRL Rwys 13C-31C, 13L-31R

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amdt 4 07SEP23

RNAV (GPS) RWY 13C

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 13L

APCH CRS	Rwy Idg	8001
135°	TDZE	194
	Arpt Elev	218

AL-91 (USAF)

COLUMBUS AFB (KCBM)

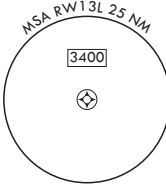
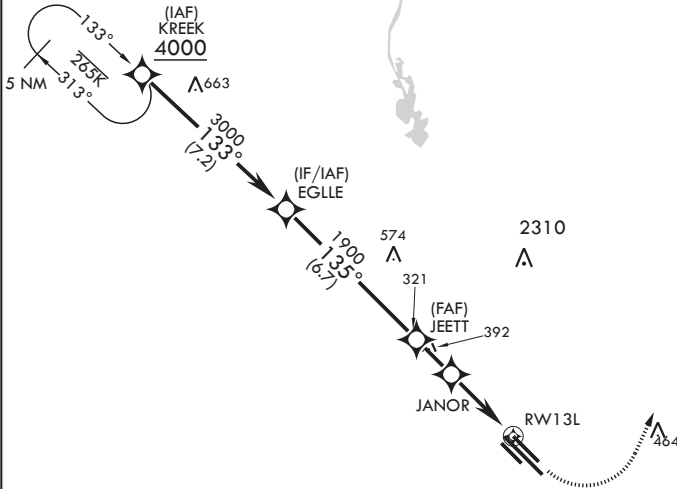
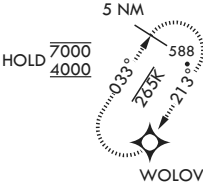
RNP APCH DME/DME RNP-0.3 NA	MISSED APPROACH: Climb to 800 then climbing left turn to 4000 direct WOLOV and hold.
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ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8	CLNC DEL★ 269.55
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When Circling to Rwy 31R at Night, operational VGSi required, remain on or above VGSi glidepath until threshold.

Circling Visibility Reduction by Helicopters NA.

HOLD 7000
4000



EMERG SAFE ALT 100 NM 3700

EGLLE

3000

135°

JEETT

1900

3.15° TCH 39

JANOR

1300

1.3 NM to RWY 13L

RWY 13L

1.8 NM

3.2 NM

800

4000

WOLOV

ELEV 218

TDZE 194

135°

8001 x 150

12004 x 300

0.3% UP

6520 x 175

TWR

BCN 399

MIRL Rwy 13R-31L

HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C	D	E
LNAV MDA	660/55	466 (500-1)	660-1%	466 (500-1%)	
CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1½ 522 (600-1½)	880-2 662 (700-2)	1240-3 1022 (1100-3)

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amdt 2 21APR22

RNAV (GPS) RWY 13L

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 31C

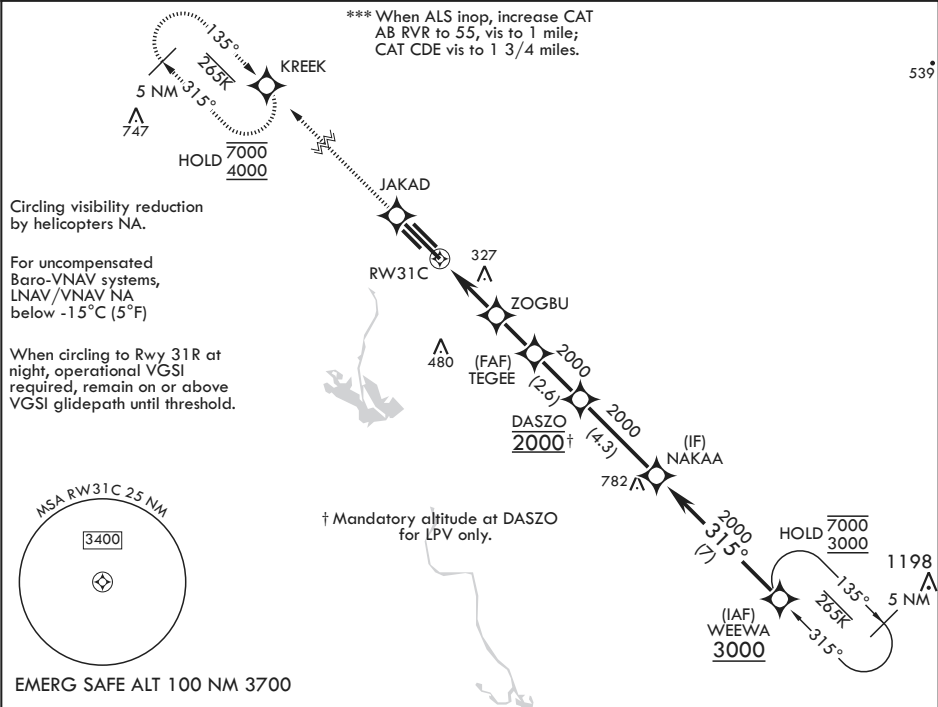
WAAS CH 89580 W31A	APCH CRS 315°	Rwy ldg TDZE Arprt Elev	12,004 213 218
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AL-91 (USAF)

COLUMBUS AFB (KCBM)

RNP APCH	ALSIF-1	MISSED APPROACH: Climb to 4000 direct JAKAD, direct KREEK and hold.
▼ * When ALS inop increase RVR to 40, vis to ¾ mile. ** When ALS inop, increase vis to 1 3/8 miles.	A1	

ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8	CLNC DEL★ 269.55
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4000	JAKAD	tr 315°	KREEK	ELEV 218	TDZE 213
CATEGORY	A	B	C	D	E
LPV DA*	413/24	200	(200-½)		
LNAV/VNAV DA**	671/45	458	(500-¾)		
LNAV MDA***	840/24 627 (700-½)	840-1¾	627 (700-1¾)		
CIRCLING	840-1 622 (700-1)	840-1¾ 622 (700-1¾)	880-2 662 (700-2)	1240-3 1022 (1100-3)	

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amtr 4 07SEP23

RNAV (GPS) RWY 31C

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 31R

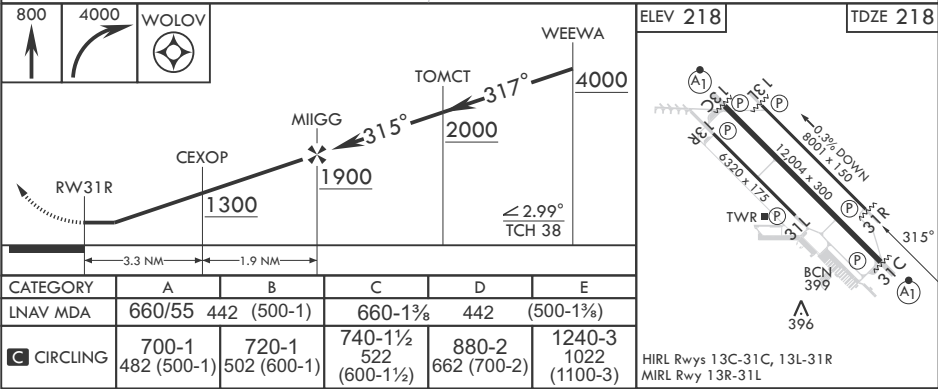
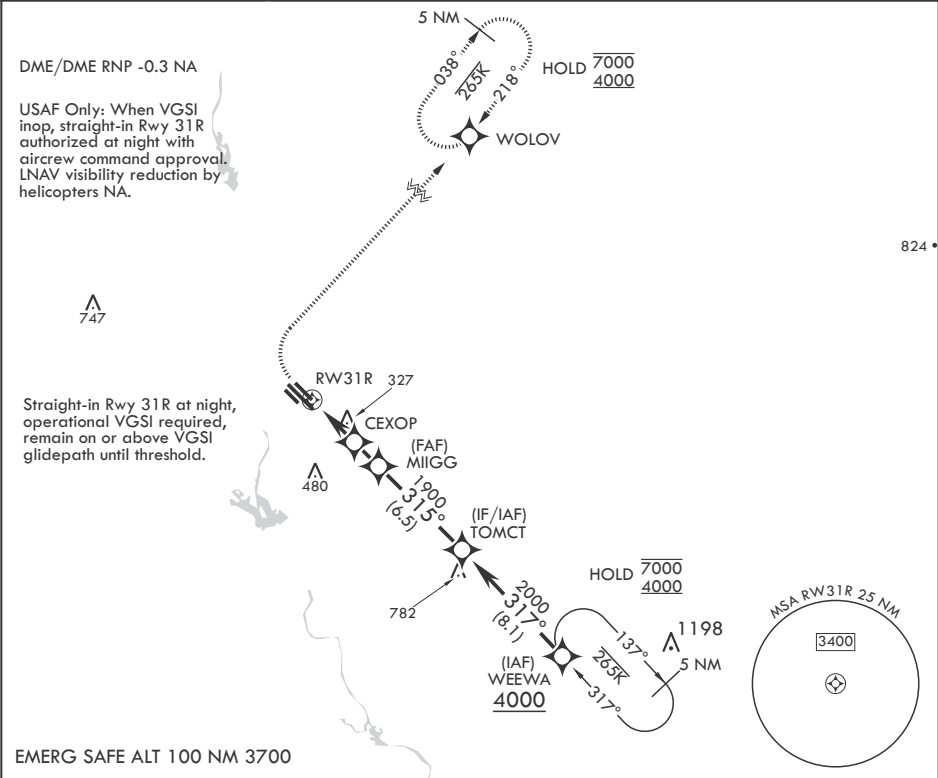
APCH CRS	Rwy Idg	8001
315°	TDZE	218
	Arprt Elev	218

- (USAF)

COLUMBUS AFB (KCBM)

RNP APCH	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct WOLOV and hold.
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ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8	CLNC DEL★ 269.55
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COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amdt 2 21APR22

RNAV (GPS) RWY 31R

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

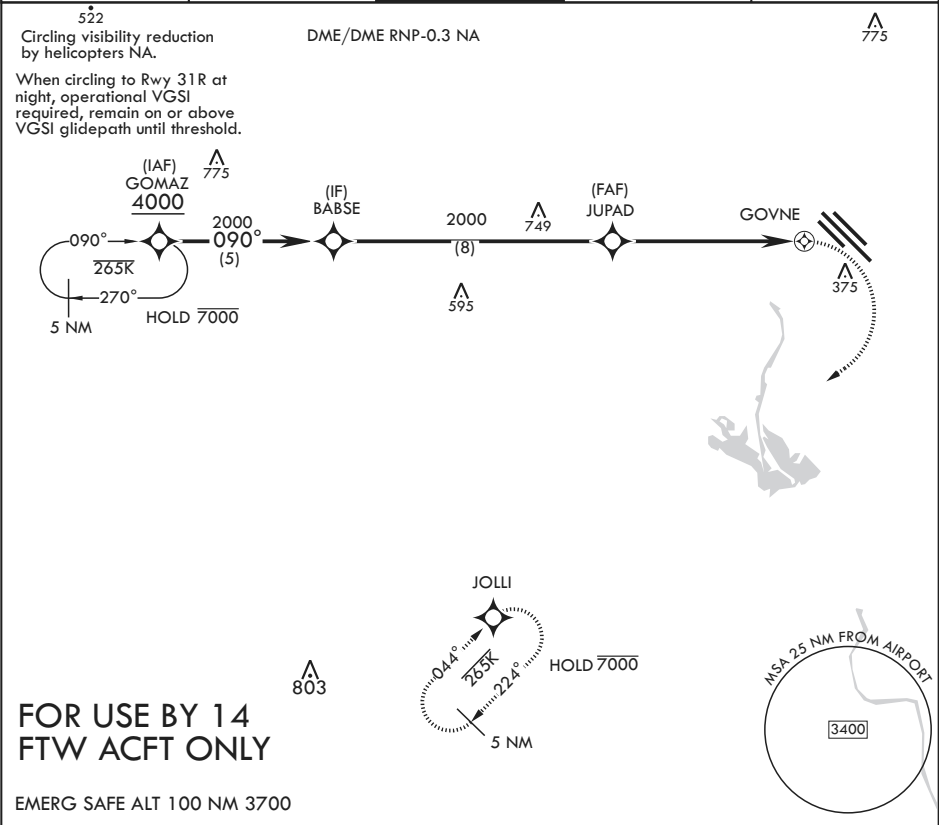
APCH CRS	Rwy Idg	N/A
090°	TDZE	N/A
	Arprt Elev	218

AL-91 (USAF)

COLUMBUS AFB (KCBM)

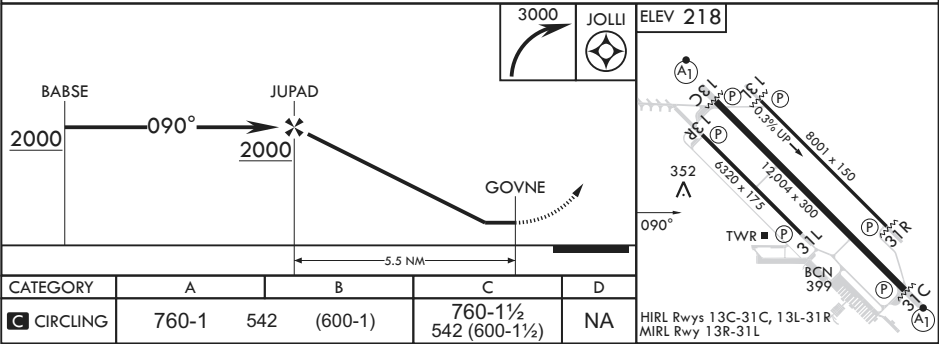
RNP APCH-GPS	MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.
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ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8	CLNC DEL★ 269.55
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FOR USE BY 14
FTW ACFT ONLY

EMERG SAFE ALT 100 NM 3700



COLUMBUS, MISSISSIPPI

RNAV (GPS) F

APCH CRS 359°	Rwy Idg TDZE Arprt Elev	N/A N/A 218
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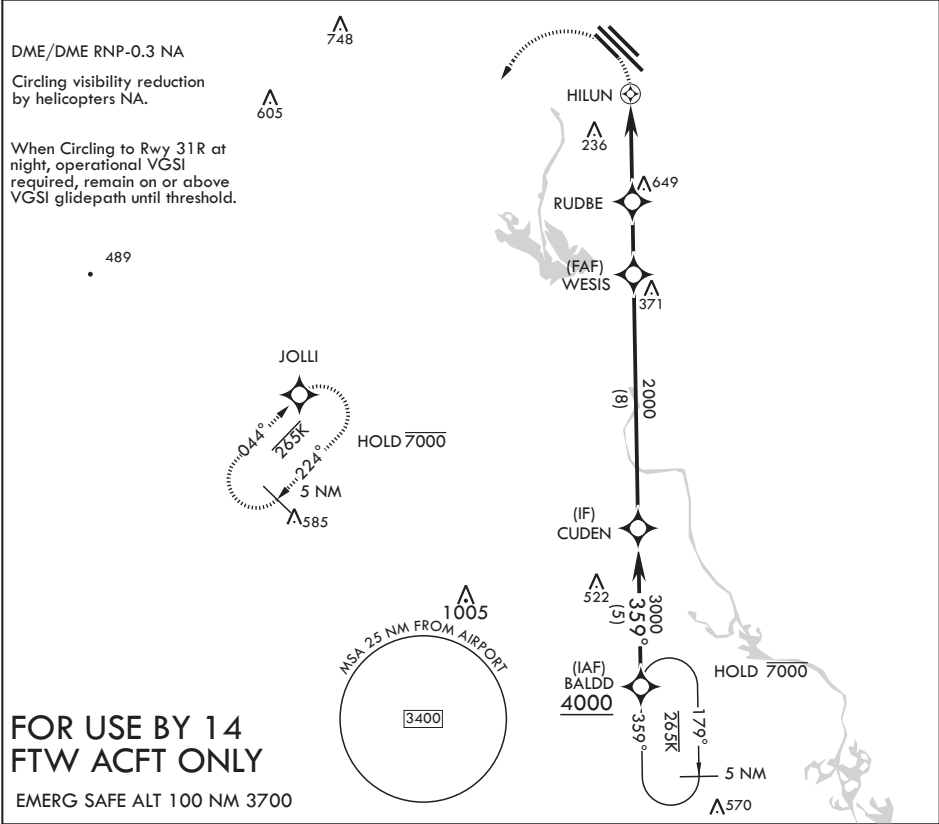
AL-91 (USAF)

COLUMBUS AFB (KCBM)

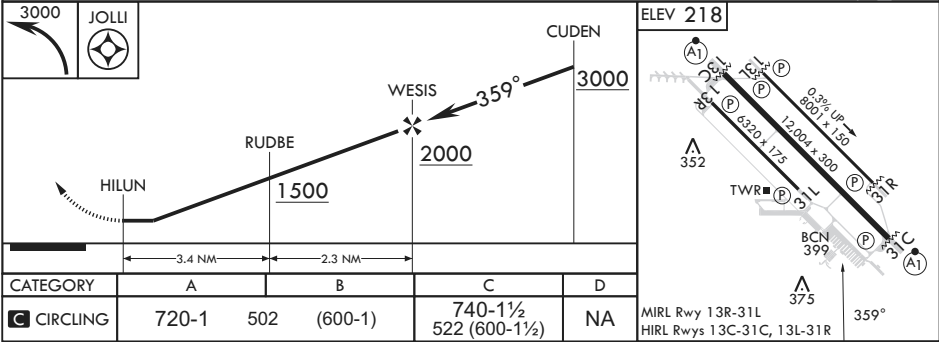
RNP APCH-GPS

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8	CLNC DEL★ 269.55
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FOR USE BY 14 FTW ACFT ONLY
EMERG SAFE ALT 100 NM 3700



COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amdt 5 21APR22

RNAV (GPS) F

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

COLUMBUS, MISSISSIPPI

VOR/DME A

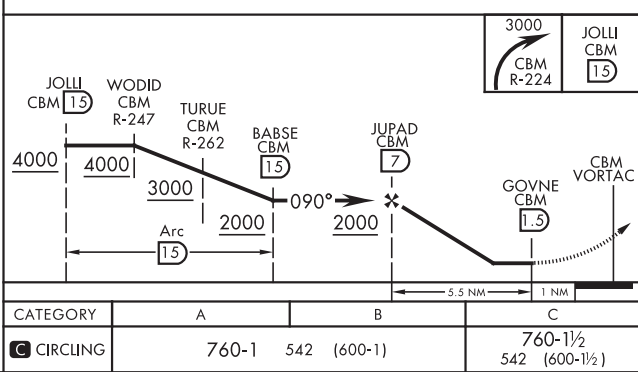
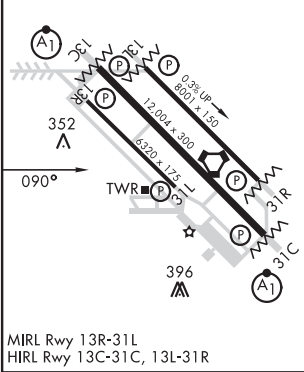
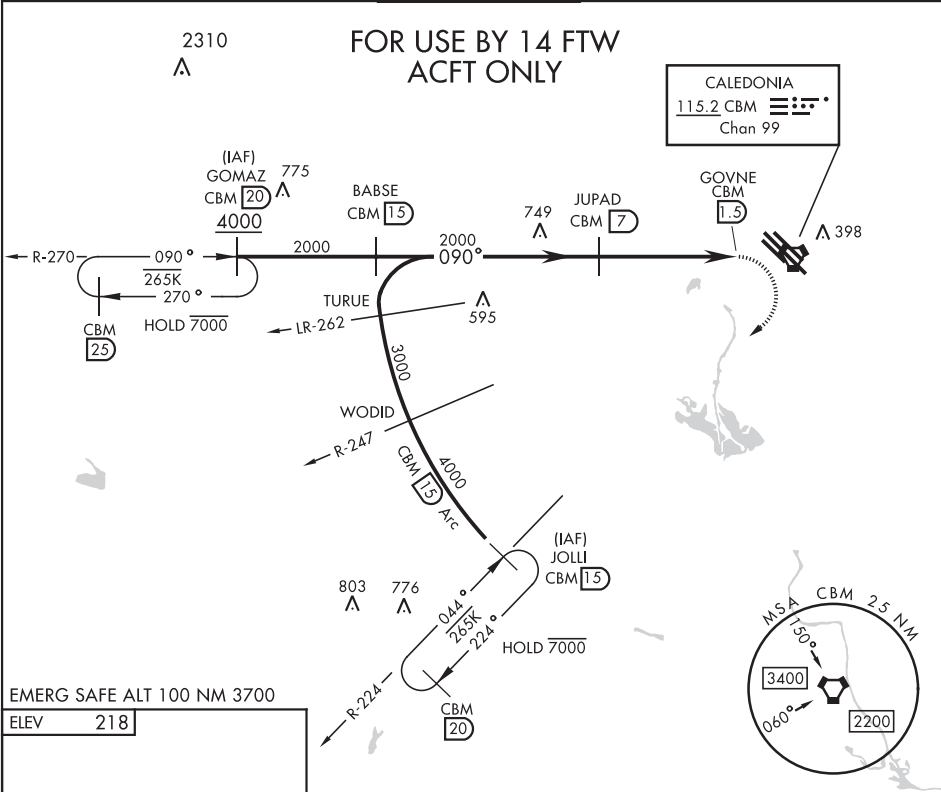
VORTAC CBM 115.2 Chan 99	APCH CRS 090°	Rwy Idg TDZE Arprt Elev N/A N/A 218
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[USAF]

COLUMBUS AFB (KCBM)

▼ When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.	MISSED APPROACH: Climbing right turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and hold. Maintain 3000.
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ATIS ★ 115.2 273.5	APP CON ★ 134.55 350.3 (SE) 135.6 323.275 (SW) 126.075 239.25 (N)	TOWER ★ 126.65 379.925	GND CON ★ 121.9 275.8	CLNC DEL ★ 269.55
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COLUMBUS, MISSISSIPPI
Amdt 6 21APR22

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

VOR/DME A

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME C

COLUMBUS, MISSISSIPPI 33° 39'N-88° 27'W COLUMBUS AFB (KCBM)
 Orig 15MAY25 VOR/DME C

SC-4, 07 AUG 2025 to 02 OCT 2025

TACAN RWY 13L

VORTAC CBM	APCH CRS	Rwy Idg
115.2	142°	8001
Chan 99		TDZE 194
		Arpt Elev 218

[USAF]

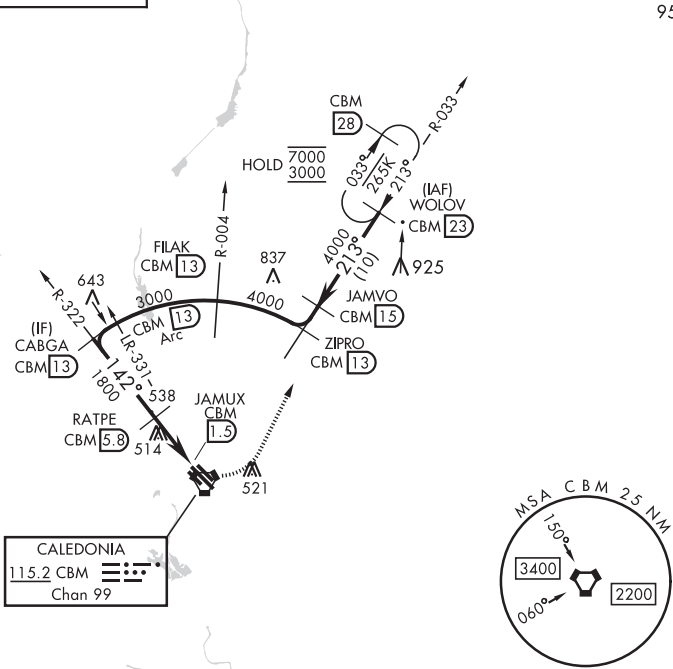
COLUMBUS AFB (KCBM)

MISSED APPROACH requires use of RNAV or ATC RADAR monitoring.
When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

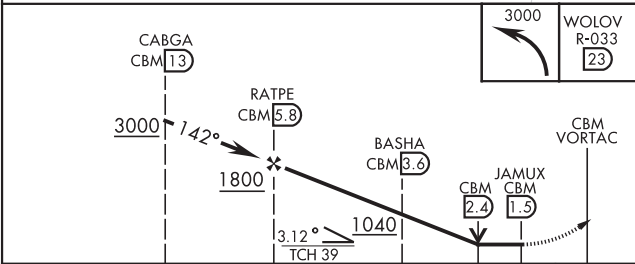
MISSED APPROACH: Climbing left turn to WOLOV and hold as published. Maintain 3000.

ATIS★	APP CON★	TOWER★	GND CON★	CLNC DEL★
115.2 273.5	126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	126.65 379.925	121.9 275.8	269.55

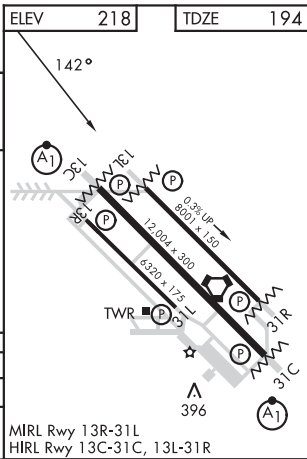
950



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-13L	660/55 466 (500-1)	660-1½ 466 (500-1½)	660-1½ 466 (500-1½)	662 (700-2)	1022 (1100-3)
CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1½ 522 (600-1½)	880-2 662 (700-2)	1240-3 1022 (1100-3)



TACAN RWY 13L

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

COLUMBUS, MISSISSIPPI

TACAN RWY 31R

VORTAC CBM 115.2 Chan 99	APCH CRS 302°	Rwy Idg 8001 TDZE 218 Arpt Elev 218
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[USAF]

COLUMBUS AFB (KCBM)

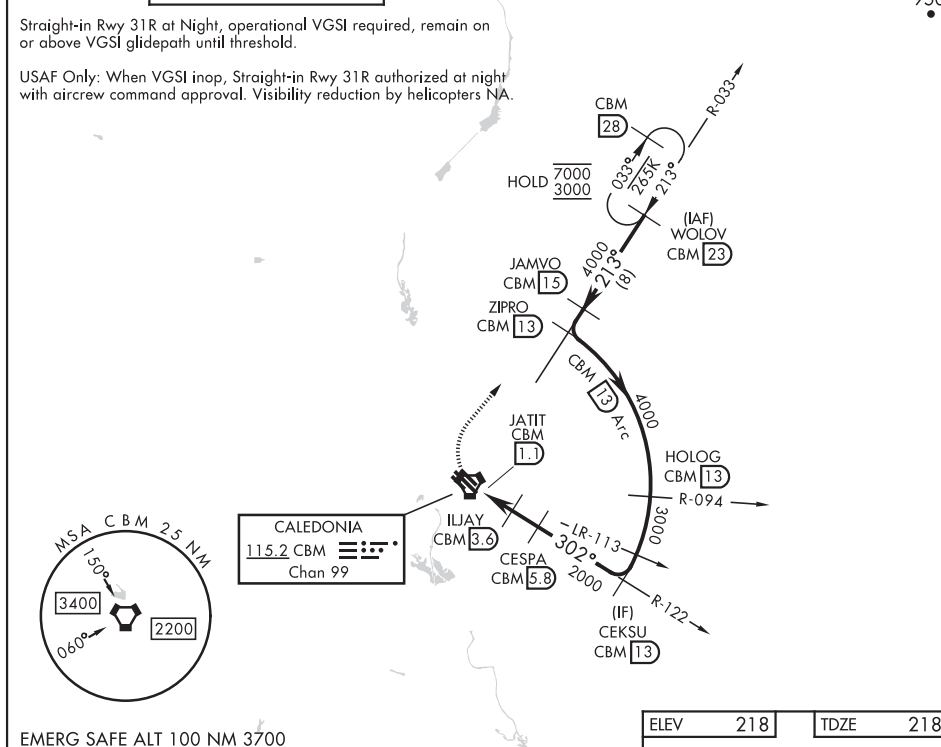
T Missed approach requires use of RNAV or ATC RADAR monitoring.

MISSED APPROACH: Climbing right turn to WOLOV and hold as published. Maintain 3000.

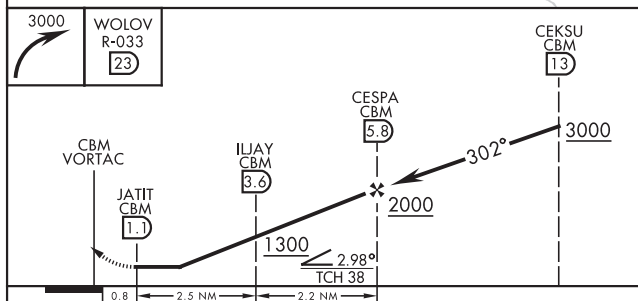
ATIS ★	APP CON ★	TOWER ★	GND CON ★	CLNC DEL ★
115.2 273.5	126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	126.65 379.925	121.9 275.8	269.55


Straight-in Rwy 31R at Night, operational VGSi required, remain on or above VGSi glidepath until threshold.

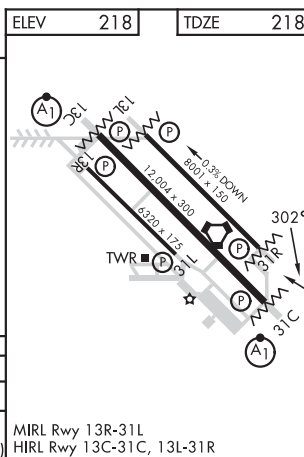
USAF Only: When VGSI inop, Straight-in Rwy 31R authorized at night with aircrew command approval. Visibility reduction by helicopters NA.



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-31R	680/55 462 (500-1)		680-1 $\frac{3}{8}$ 462 (500-1 $\frac{3}{8}$)		
 CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1 $\frac{1}{2}$ 522 (600-1 $\frac{1}{2}$)	880-2 662 (700-2)	1240-3 1022 (1100-3)



COLUMBUS, MISSISSIPPI

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

Amdt 1 21APR22

TACAN RWY 31R

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

ATIS★115.2 273.5
CLNC DEL★
269.55
GND CON★
121.9 275.8
TOWER★
126.65 379.925

HAZARDOUS
CARGO AREA

FEBRUARY 2023
ANNUAL RATE OF CHANGE
0.1°W

HS 1

HS 2

CONTROL
TOWER

HS 3

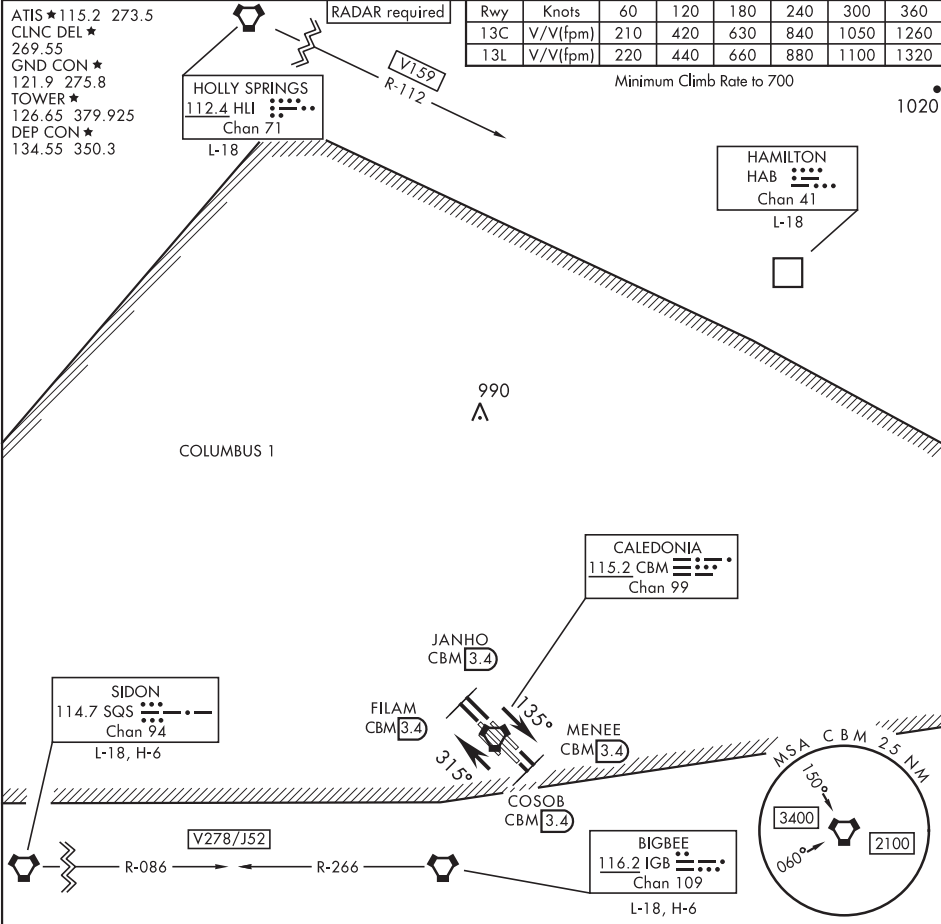
BASE OPS
TRANSIEN
RAMP

FIELD
ELEV
218

Rwy 13L-31R
PCN 28 R/B/W/T
Rwy 13C-31C
PCN 55 R/B/W/T
Rwy 13R-31L
PCN 33 R/B/W/T

AIRPORT DIAGRAM

COLUMBUS, MISSISSIPPI
COLUMBUS AFB (KCBM)



DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier approximately 110' into the overrun and 4' high.

TAKEOFF RWY 13C: Climb on heading 135° to intercept CBM VORTAC R-138, direct COSOB (CBM R-138/3.4 DME), then via ATC instructions.

TAKEOFF RWY 13L: Climb on heading 135° to intercept CBM VORTAC R-132, direct MENE (CBM R-132/3.4 DME), then via ATC instructions.

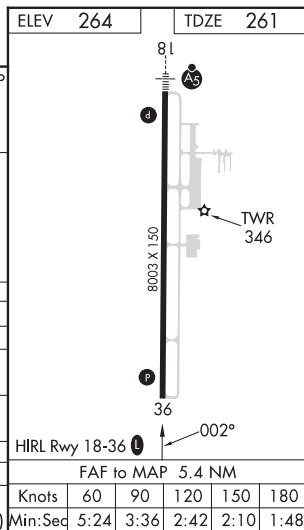
TAKEOFF RWY 31C: Climb on heading 315° to intercept CBM VORTAC R-312, direct FILAM (CBM R-312/3.4 DME), then via ATC instructions.

TAKEOFF RWY 31R: Climb heading 315° to intercept CBM VORTAC R-318, direct JANHO (CBM R-318/3.4 DME), then via ATC instructions.

ILS or LOC RWY 36
GOLDEN TRIANGLE RGWL (GTR)

MISSED APPROACH: Climb to 900 then climbing left turn to 2400 on IGB VORTAC R-266 to HANOP INT/IGB VORTAC 13 DME and hold.

CLNC DEL 126.25 (When twr closed)	UNICOM 122.95
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One Minute Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

DIXVU 13.2 I-RVT 15 IGB RADAR BAWMO 6.9 I-RVT 4.3 JAKVU 2.6 I-RVT 1.6

6000 3000 182° 002° 002°

GS 3.00° TCH 42

Use I-RVT DME when on the localizer course.

6.3 NM 2.7 NM 1.7 NM 1 NM

900 2400 HANOP

IGB R-266

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 63203 W18A	APP CRS 182°	Rwy Idg 8003 TDZE 264 Apt Elev 264
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RNAV (GPS) RWY 18
GOLDEN TRIANGLE RGNL (GTR)

RNP APCH - GPS.



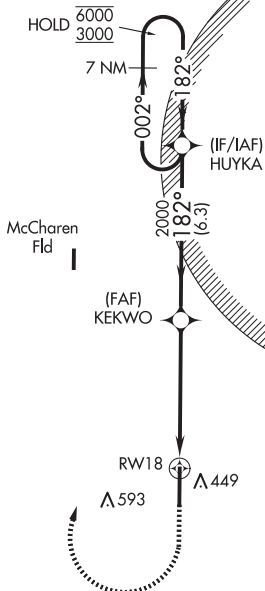
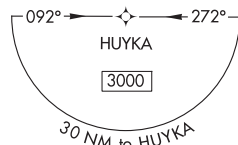
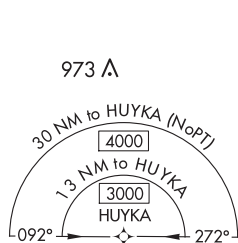
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to ¾ SM, LNAV/VNAV Cat E to 1¾ SM, and LNAV Cat C/D/E to 1⅛ SM.

MALSR



MISSED APPROACH:
Climb to 800 then climbing
right turn to 3000 direct
HUYKA and hold, continue
climb-in-hold to 3000.

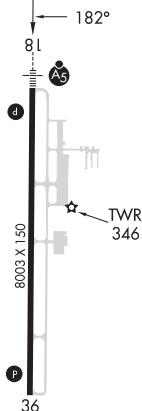
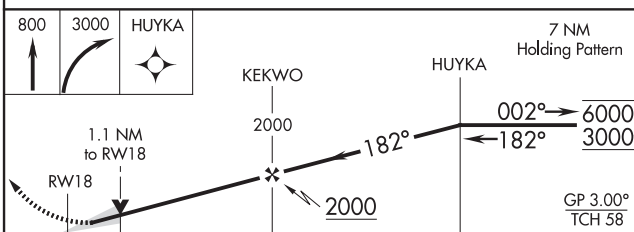
ATIS 126.375	COLUMBUS APP CON★ 135.6 323.275	GOLDEN TRIANGLE TOWER★ 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
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 Columbus AFB

A-440

CLNC DEL 126.25 (When twr closed)	UNICOM 122.95
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ELEV 264		TDZE 264
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HIRL Rwy 18-36 **L**

CATEGORY		A	B	C	D	E
LPV	DA	464-1½ 200 (200-½)				
LNAV/ VNAV	DA	710-7⁄8 446 (500-7⁄8)				
LNAV MDA		680-½	416 (500-½)	680-¾ 416 (500-¾)		
CIRCLING		760-1	496 (500-1)	960-2 696 (700-2)	960-2¼ 696 (700-2¼)	960-2½ 696 (700-2½)

COLUMBUS/W POINT/STARKVILLE, MISSISSIPPI

AL-5855 (FAA)

22335

WAAS CH 99600 W36A	APP CRS 002°	Rwy Idg 8003 TDZE 261 Apt Elev 264
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RNAV (GPS) RWY 36

GOLDEN TRIANGLE RGNL (GTR)

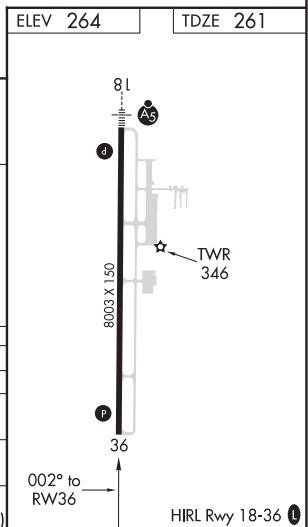
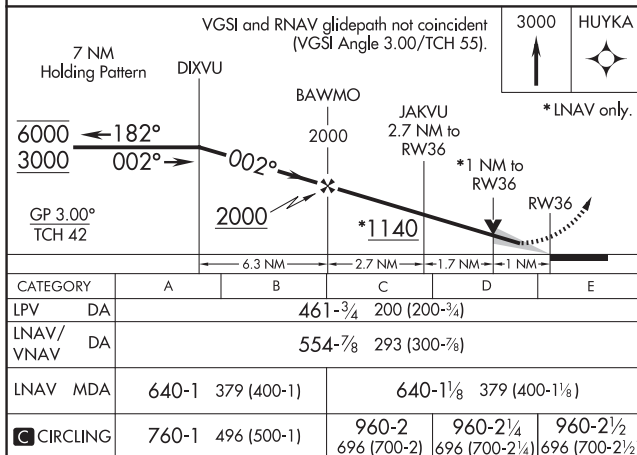
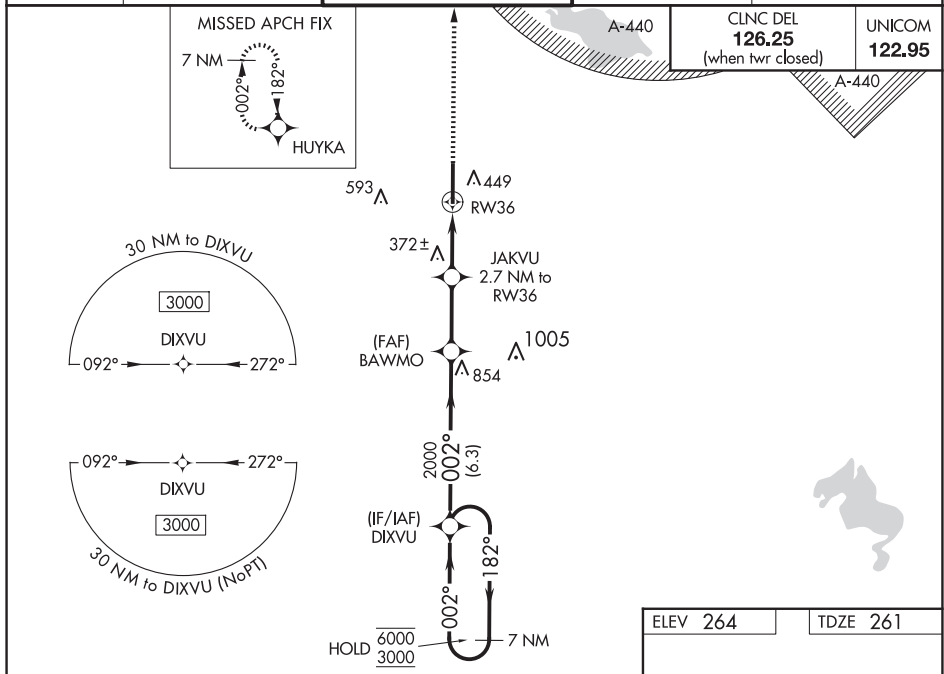
RNP APCH.



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Columbus AFB altimeter setting: increase LPV DA to 500 feet, LNAV/VNAV DA to 593 feet and LNAV/VNAV visibility 1/8 SM; increase all MDAs 40 feet. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
HUYKA and hold.

ATIS 126.375	COLUMBUS APP CON ★ 135.6 323.275	GOLDEN TRIANGLE TOWER ★ 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
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COLUMBUS/W POINT/STARKVILLE, MISSISSIPPI

Amdt 1B 20JUN19

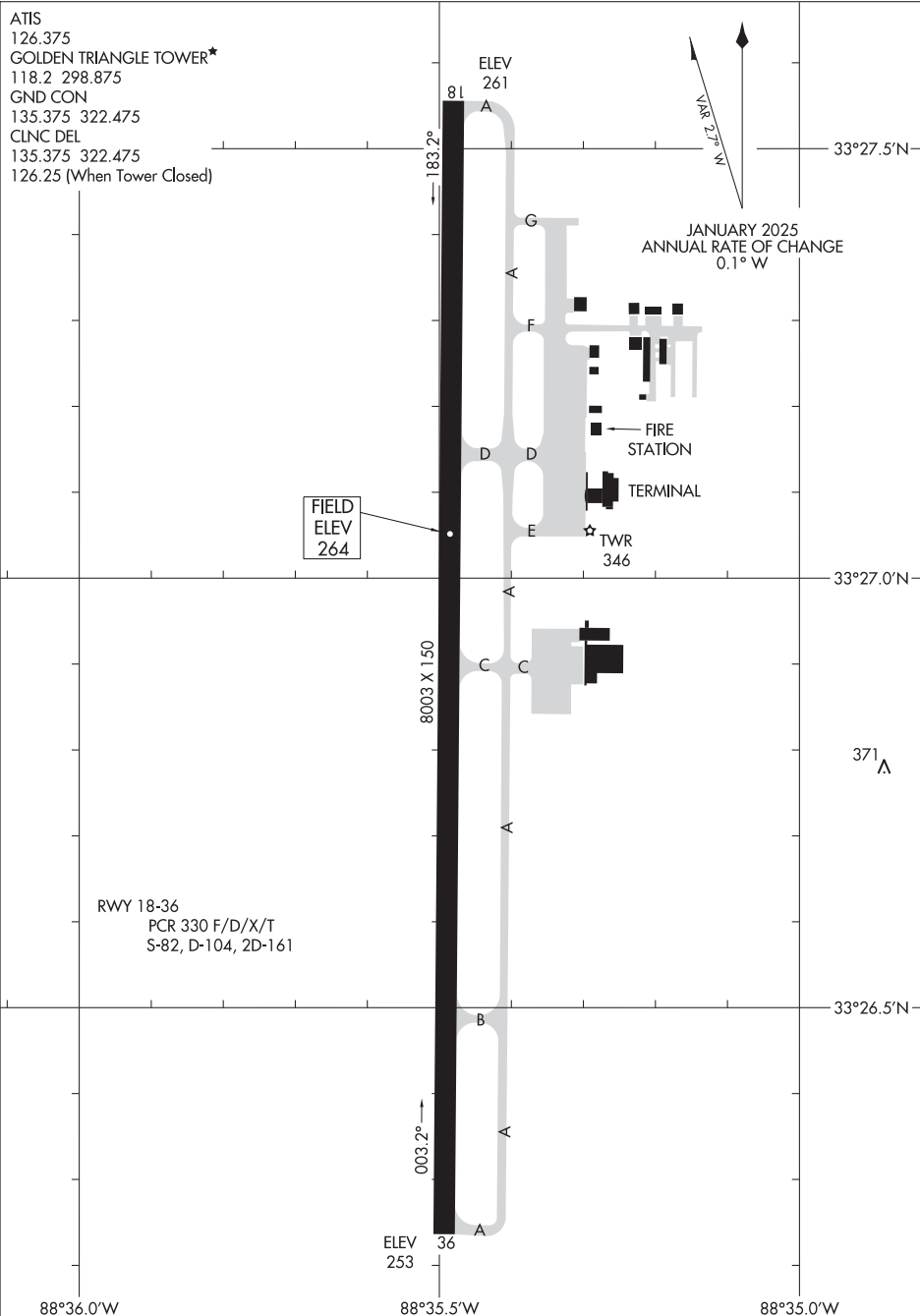
33°27'N-88°35' W

GOLDEN TRIANGLE RGNL (GTR)

RNAV (GPS) RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025



SC-4, 07 AUG 2025 to 02 OCT 2025

CORINTH, MISSISSIPPI

AL-5867 (FAA)

22363

LOC I-UUR 111.1	APP CRS 176°	Rwy Idg TDZE Apt Elev	6500 414 425
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ILS or LOC RWY 18

ROSCOE TURNER (CRX)

ADF required. RNAV 1-GPS.

T
A Autopilot coupled approach NA below 1040.
For inop ALS, increase S-LOC 18 Cats C and D visibility to 1¾ SM.

MALSR

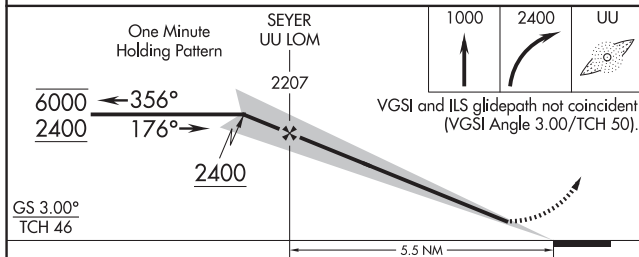
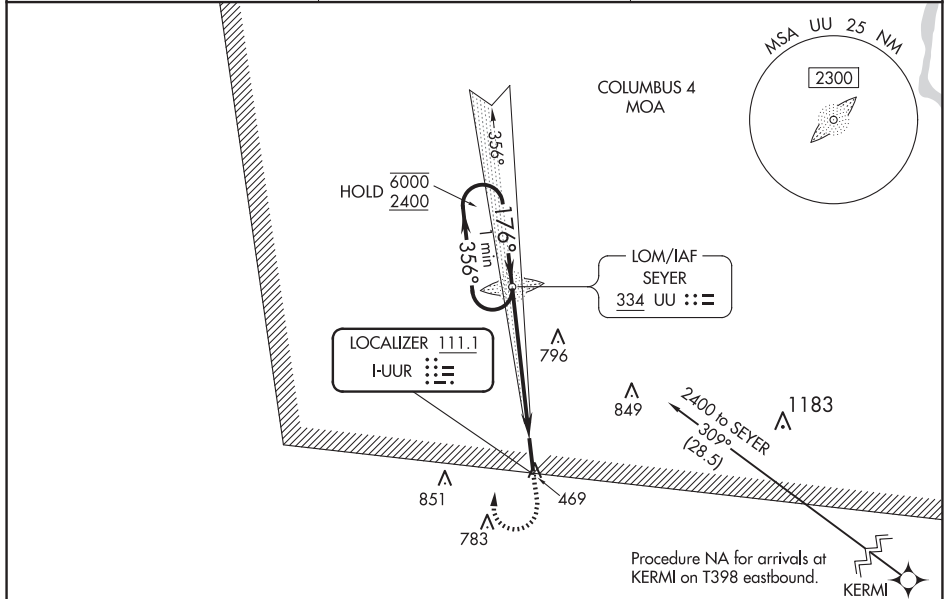


MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold, continue climb-in-hold to 2400.

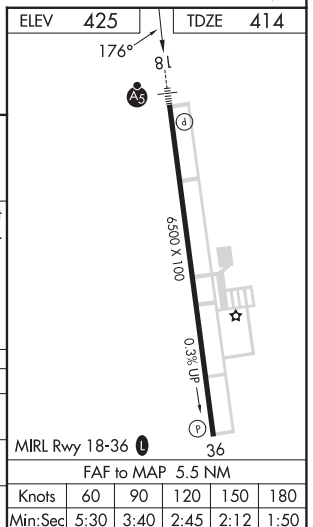
AWOS-3PT
118.675

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-ILS 18	614-1½ 200 (200-1½)			
S-LOC 18	1020-1½	606 (600-1½)	1020-1¾	606 (600-1¾)
C CIRCLING	1020-1	595 (600-1)	1100-2 675 (700-2)	1160-2¼ 735 (800-2¼)



CORINTH, MISSISSIPPI

Amdt 4A 29DEC22

34°55'N-88°36'W

ROSCOE TURNER (CRX)

ILS or LOC RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72806 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	6500 414 425
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RNAV (GPS) RWY 18
ROSCOE TURNER (CRX)

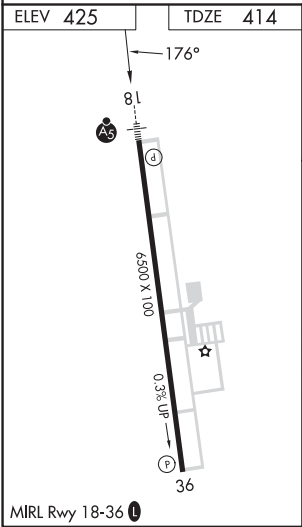
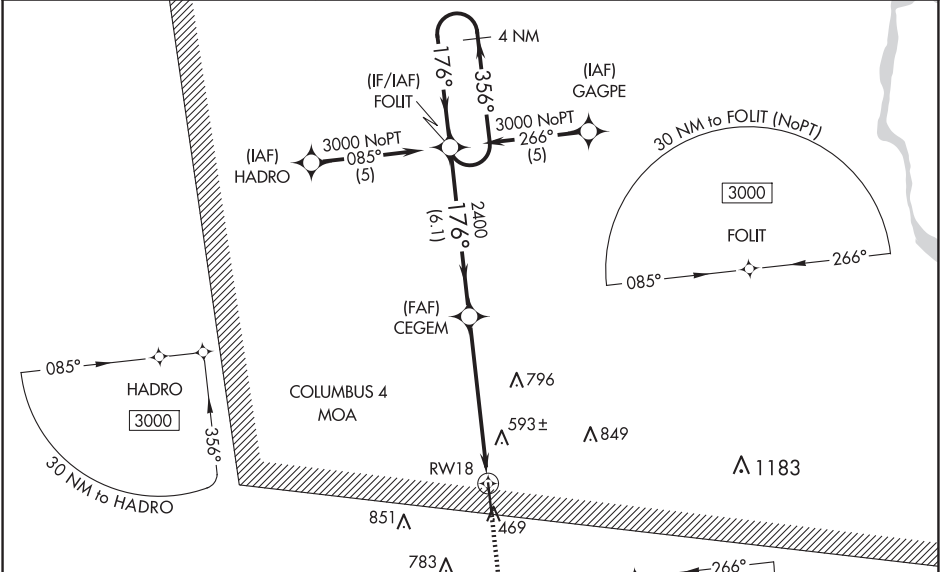
RNP APCH-GPS.

Baro-VNAV NA when using Selmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682 feet, increase LNAV/VNAV DA to 812 feet and all visibilities ½ SM; increase all MDAs 80 feet and LNAV visibility Cats C and D ¾ SM and Circling visibility Cats C and D 1½ SM. For inop ALS when using Selmer altimeter setting, increase LPV all Cats visibility to ¾ SM and LNAV visibility Cats C and D to 1¾ SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct
WEDGO and hold.

AWOS-3PT 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX

WEDGO

356°

4 NM

4 NM Holding Pattern

3000

356°

176°

GP 3.00° TCH 46

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

3000 WEDGO

FOLIT

CEGEM

1.5 NM to RW18

RW18

6.1 NM 4.5 NM 1.5 NM

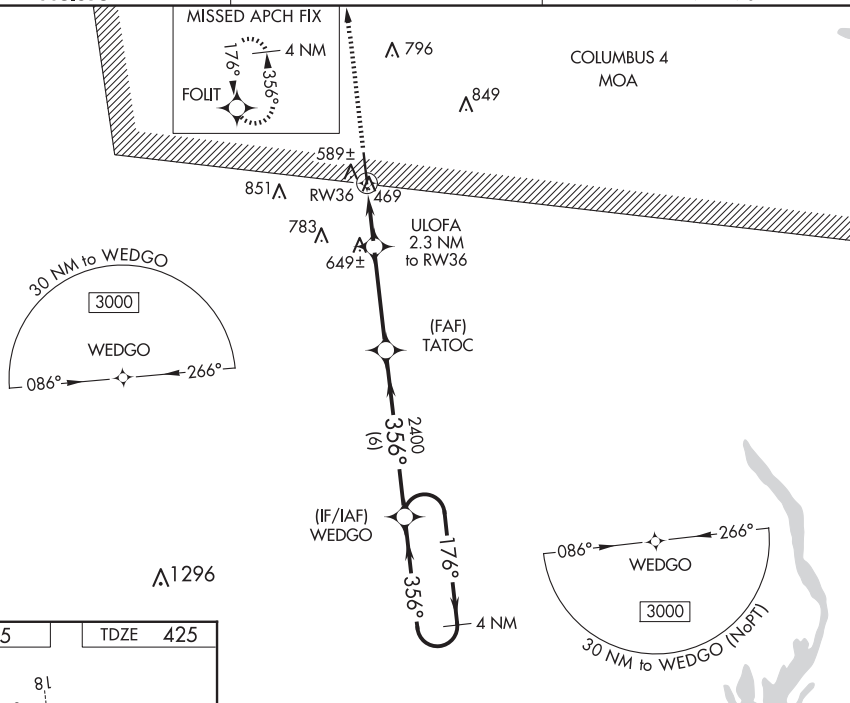
CATEGORY	A	B	C	D
LPV DA		614-½	200 (200-½)	
LNAV/VNAV DA		744-½	330 (400-½)	
LNAV MDA	940-½	526 (600-½)	940-1	526 (600-1)
CIRCLING	940-1	515 (600-1)	1100-2 675 (700-2)	1160-2¼ 735 (800-2¼)

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36
ROSCOE TURNER (CRX)

MISSED APPROACH:
Climb to 3000 direct
FOJT and hold.

UNICOM
122.8 (CTAF) **L**

TDZE 42

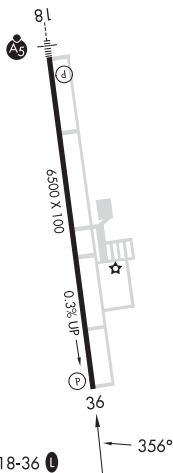


Diagram illustrating a 4 NM Holding Pattern. The pattern is defined by a 1200m radius arc centered at the TATOC (2400m). The pattern is divided into four segments: A (1.1 NM to RW36, 1.2 NM to RW36), B (3.7 NM to TATOC), C (6 NM to WEDGO), and D (4 NM Holding Pattern). The pattern is defined by a 1200m radius arc centered at the TATOC (2400m). The pattern is divided into four segments: A (1.1 NM to RW36, 1.2 NM to RW36), B (3.7 NM to TATOC), C (6 NM to WEDGO), and D (4 NM Holding Pattern). The pattern is defined by a 1200m radius arc centered at the TATOC (2400m). The pattern is divided into four segments: A (1.1 NM to RW36, 1.2 NM to RW36), B (3.7 NM to TATOC), C (6 NM to WEDGO), and D (4 NM Holding Pattern).

CATEGORY	A	B	C	D
LPV DA		696-7/8	271 (300-7/8)	
RNAV/VNAV DA		750-1	325 (400-1)	
RNAV MDA	840-1	415 (500-1)	840-1 1/8	415 (500-1 1/8)
CIRCLING	920-1	495 (500-1)	1100-2 675 (700-2)	1160-2 1/4 735 (600-2 1/4)

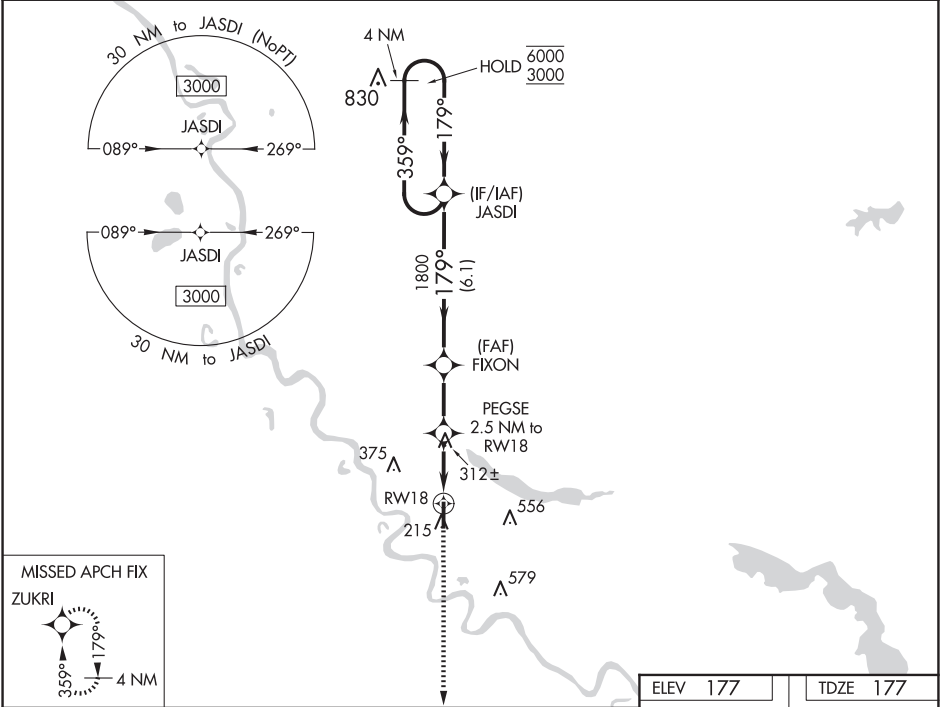
ROSCOE TURNER (CRX)
RNAV (GPS) RWY 36

WAAS CH 93842 W18A	APP CRS 179°	Rwy Idg TDZE 177 Apt Elev 177	5002
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RNAV (GPS) RWY 18
THE RED RIVER (ØR7)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct ZUKRI and hold, continue climb in hold to 3000.
▼ Rwy 18 helicopter visibility reduction below ¼ SM NA. Baro-VNAV NA. ▲ NA Use Natchitoches altimeter setting. Procedure NA at night.	

IER AWOS-3 119.025	POLK APP CON 132.05 254.8	CTAF 122.9 0
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4 NM Holding Pattern		JASDI		3000		ZUKRI	
6000 ← 359°		179° →		179°		*LNAV only.	
GP 3.00°		TCH 50		1800		*1020	
6.1 NM		2.4 NM		2.5 NM		RW18	
CATEGORY	A	B	C	D			
LPV DA	478-1 301 (400-1)						
LNAV/VNAV DA	632-1⅜ 455 (500-1⅜)						
LNAV MDA	620-1	443 (500-1)	620-1⅜	443 (500-1⅜)			
◼ CIRCLING	660-1	483 (500-1)	920-2¼ 743 (800-2¼)	940-2½ 763 (800-2½)			
MIRL Rwy 18-36 0 REIL Rwy 18 and 36 0							

CRYSTAL SPRINGS, MISSISSIPPI

AL-11437 (FAA)

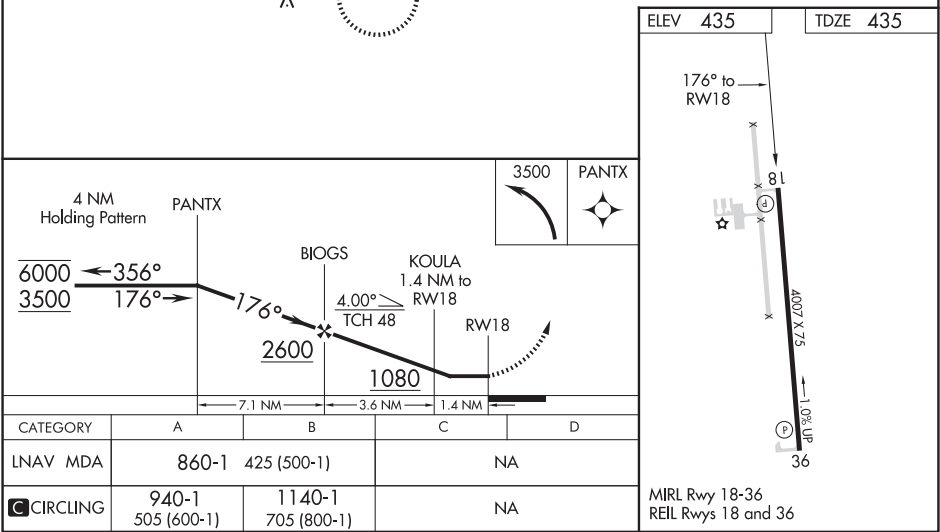
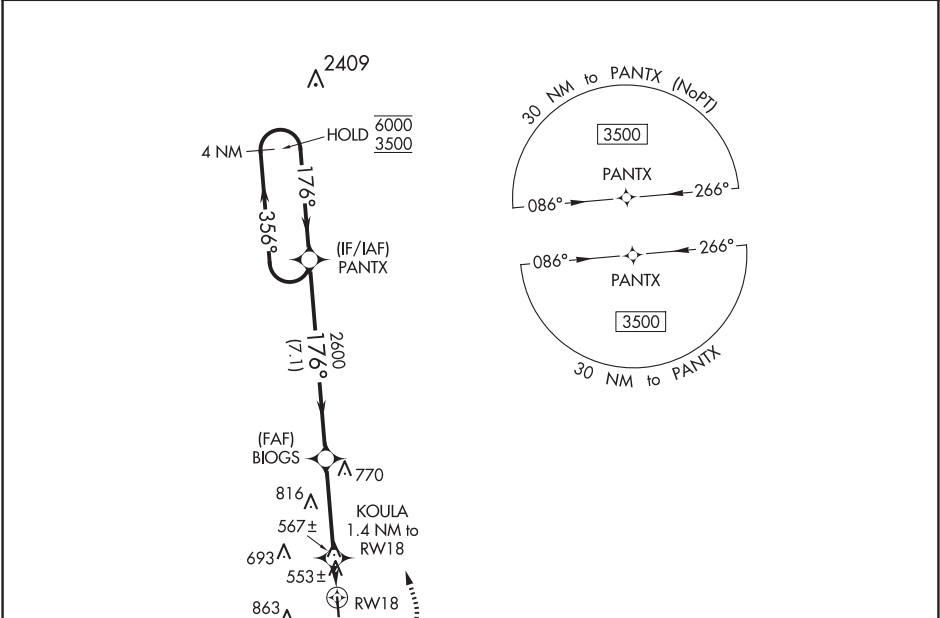
21112

APP CRS	Rwy Idg	4007
176°	TDZE	435
	Apt Elev	435

RNAV (GPS) RWY 18

COPIAH COUNTY (M11)

RNP APCH.		MISSED APPROACH: Climbing left turn to 3500 direct PANTX and hold, continue climb-in-hold to 3500.
▼ ▲ NA	Rwy 18 helicopter visibility reduction below 1 SM NA. Use Brookhaven altimeter setting, when not received, use Hawkins Fld altimeter setting and increase all MDA 40 feet. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.	
1R7 AWOS-3P 118.125	MEMPHIS CENTER 132.5 259.1	CTAF 122.9




SC-4, 07 AUG 2025 to 02 OCT 2025

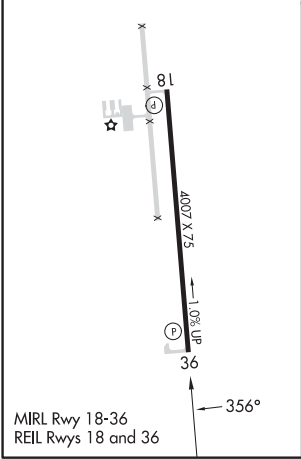
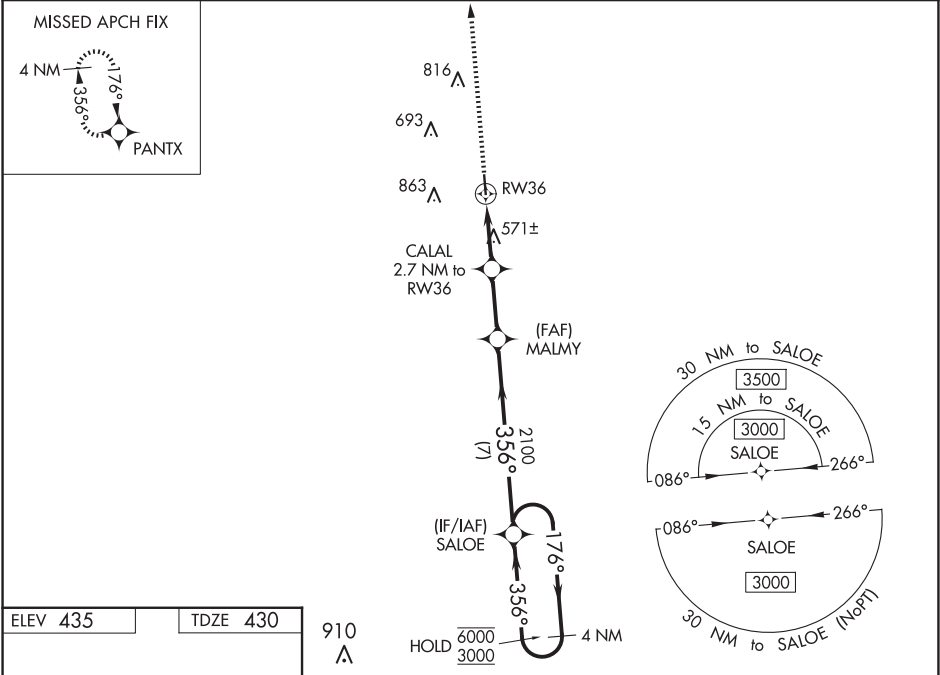
SC-4, 07 AUG 2025 to 02 OCT 2025



WAAS CH 53542 W36A	APP CRS 356°	Rwy Idg 4007 TDZE 430 Apt Elev 435
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RNAV (GPS) RWY 36
COPIAH COUNTY (M11)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3500 direct PANTX and hold, continue climb-in-hold to 3500.
 NA	Circling Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Brookhaven altimeter setting; when not received, use Hawkins Fld altimeter setting and increase LPV DA to 756; increase LNAV/VNAV DA to 906; increase all MDAs 40 feet and Circling visibility Cats C and D 1/4 SM.	

1R7 AWOS-3P 118.125	MEMPHIS CENTER 132.5 259.1	CTAF 122.9
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ELEV 435		TDZE 430
910 		
3500 		
CALAL 2.7 NM to RW36		
RW36		
MALMY		
SALOE		
4 NM Holding Pattern		
176° 6000		
356° 3000		
GP 3.00°		
TCH 44		
2.7 NM		
2.5 NM		
7 NM		
CATEGORY	A	B
LPV DA	730-1	300 (300-1)
LNAV/VNAV DA	880-1 3/8	450 (500-1 3/8)
LNAV MDA	880-1	450 (500-1)
CIRCLING	940-1	1140-1
	505 (600-1)	705 (800-1)
		1280-2 1/2
		845 (900-2 1/2)
		1280-2 3/4
		845 (900-2 3/4)

DE QUINCY, LOUISIANA

AL-5940 (FAA)

22363

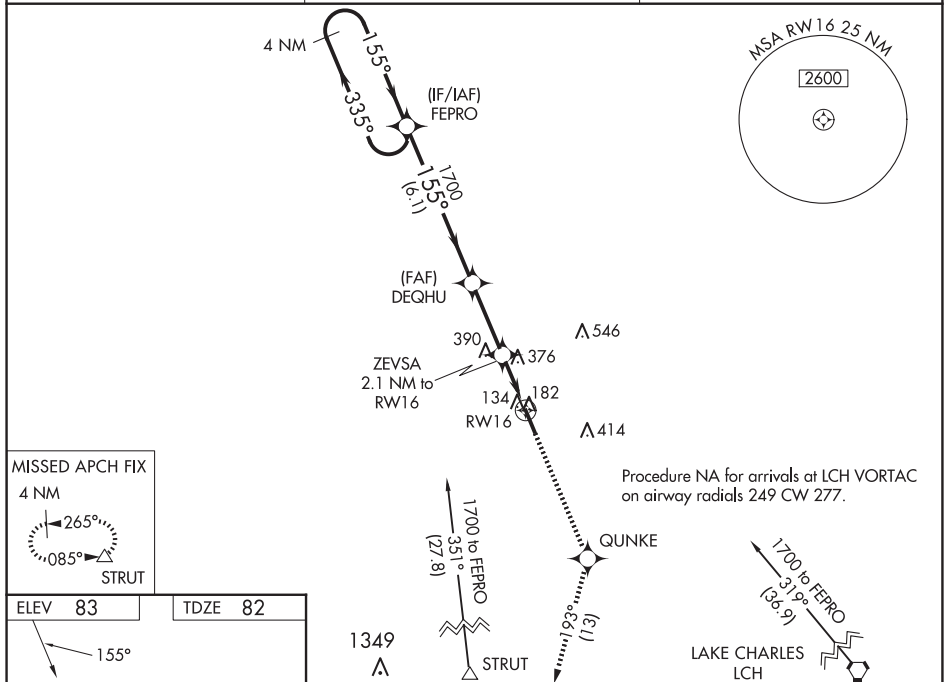
WAAS CH 45737 W16A	APP CRS 155°	Rwy Idg TDZE Apt Elev	4997 82 83
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RNAV (GPS) RWY 16

DE QUINCY INDUSTRIAL AIRPARK (5R8)

<p>Baro-VNAV NA when using Sulphur altimeter setting. DME/DME RNP-0.3 NA.</p> <p>NA When local altimeter setting not received, use Sulphur altimeter setting and increase all DA 55 feet and MDA 60 feet, increase LPV visibility all Cats ¼, LNAV/VNAV all Cats ¼ and LNAV and Circling Cat C visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 16 NA.</p>	<p>MISSED APPROACH: Climb to 2000 direct QUNKE and on track 193° to STRUT and hold.</p>
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AWOS-3PT 121.2	LAKE CHARLES APP CON * 119.35 282.3	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern	FEPRO	DEQHU	2000	QUNKE	tr 193°	STRUT
1700	335°	155°	1700	1700	1700	1700
GP 3.00°	TCH 50	6.1 NM	2.8 NM	2.1 NM		
CATEGORY	A	B	C	D		
LPV DA	365-1	283 (300-1)				NA
LNAV/VNAV DA	799-2½	717 (800-2½)				NA
LNAV MDA	700-1	618 (700-1)	700-1¾	618 (700-1¾)		NA
CIRCLING	700-1	740-1	740-1¾	657 (700-1¾)		NA
	617 (700-1)	657 (700-1)	657 (700-1¾)			

DE QUINCY, LOUISIANA

Amdt 2 05MAR15

30°26'N-93°28'W

DE QUINCY INDUSTRIAL AIRPARK (5R8)

RNAV (GPS) RWY 16

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 87036 W34A	APP CRS 335°	Rwy Idg TDZE Apt Elev	4997 83 83
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RNAV (GPS) RWY 34

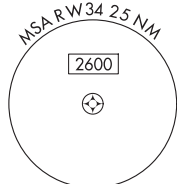
DE QUINCY INDUSTRIAL AIRPARK (5R8)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DAE RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Sulphur altimeter setting and increase all DA 55 feet and MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, LNAV and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA with Sulphur altimeter setting. Night landing Rwy 16 NA.

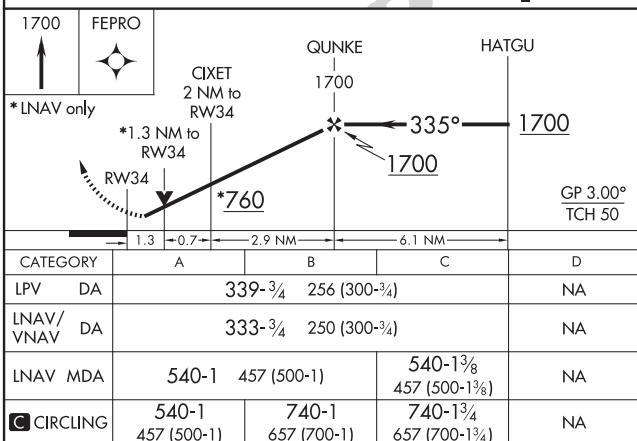
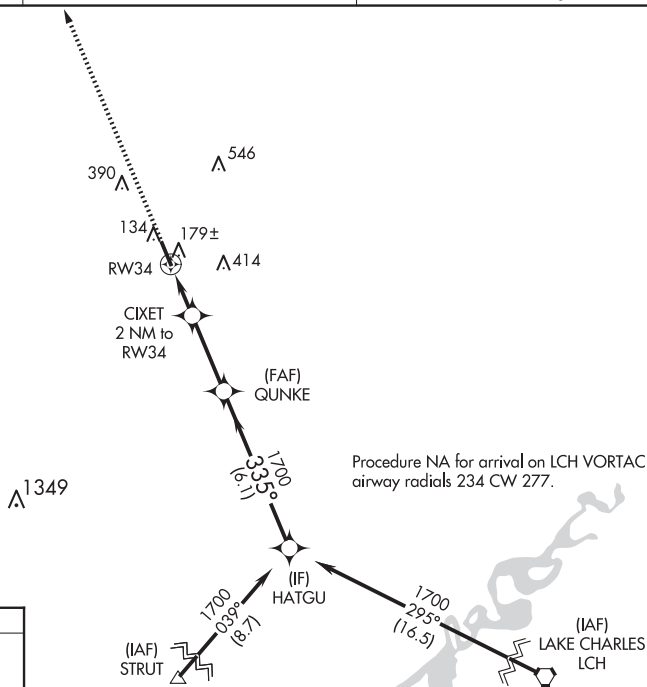
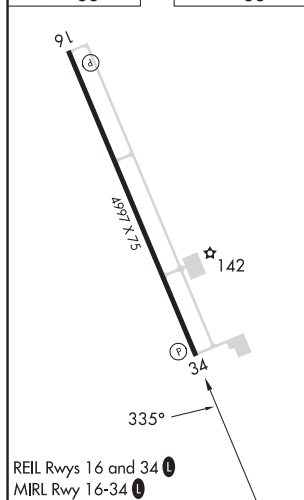
MISSED APPROACH: Climb to 1700 direct FEPRO and hold.

AWOS-3PT 121.2	LAKE CHARLES APP CON ★ 119.35 282.3	UNICOM 122.8 (CTAF)
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MISSED APCH FIX



ELEV	83		TDZE	83
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DE RIDDER, LOUISIANA

AL-116 (FAA)

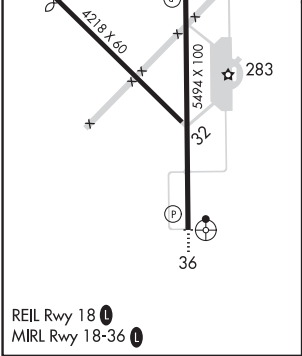
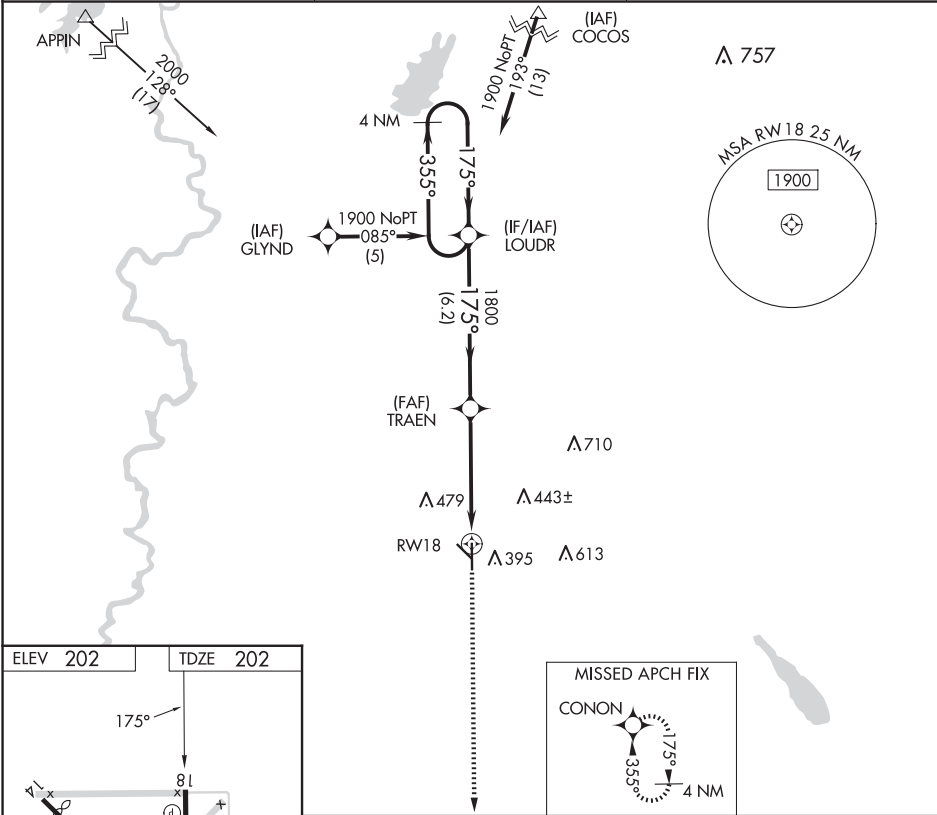
23166

APP CRS	Rwy Idg	5494
175°	TDZE	202
	Apt Elev	202

RNAV (GPS) RWY 18
BEAUREGARD RGNL (DRI)

 <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDAs 60 feet and visibility LNAV Cats C/D and Circling Cats C/D ¼ SM.</p>	<p>MISSED APPROACH: Climb to 1700 direct CONON and hold.</p>
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AWOS-3PT 118.225	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF) 
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1700	CONON	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).		4 NM	4 NM Holding Pattern
		TRAEN	1800	175°	355°
		RW18		175°	1900
			4.8 NM	6.2 NM	
CATEGORY	A	B	C	D	
LNAV MDA	680-1	478 (500-1)	680-1¼ 478 (500-1¼)	680-1½ 478 (500-1½)	
CIRCLING	720-1	518 (600-1)	780-1½ 578 (600-1½)	1000-2½ 798 (800-2½)	

DE RIDDER, LOUISIANA
Orig-B 04NOV21

30°50'N-93°20'W

BEAUREGARD RGNL (DRI)
RNAV (GPS) RWY 18

APP CRS
355°

Rwy Idg
TDZE
Apt Elev

5494
197
202

RNAV (GPS) RWY 36

BEAUREGARD RGNL (DRI)

⚠

⚠

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase LNAV/LNAV DA to 622 feet and visibility all Cats ¼ SM; increase all MDAs 60 feet and visibility LNAV Cats C/D and Circling Cats C/D ¼ SM.

ODALS

MISSED APPROACH:

Climb to 1900 direct LOUDR and hold.

AWOS-3PT 118.225	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF)
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The main enroute chart shows the following details:

- COSGO**: 2400, 174° (3.4.7), 174°
- RW36**: 299±, 395, 479, 710, 613, 443±
- HYPPS**: (FAF), 1700, 355° (6.2)
- FANIK**: (IAF), 1700 NoPT, 085° (5)
- MOKLE**: (IAF), 1700 NoPT, 265° (5)
- OFFERS**: 2400, 011° (1.3)
- LAKE CHARLES LCH**: 1700, 343° (30.9)
- CONON**: (IF/IAF), 175°, 355°, 4 NM
- MSA RW36 2.5 NM**: 1900

1900

LOUDR

↑

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

4 NM Holding Pattern

HYPPS

CONON

RW36

1700

355°

174°

1700

GP 3.00° TCH 40

4.5 NM

6.2 NM

CATEGORY	A	B	C	D
LNAV/VNAV DA	569-1¼ 372 (400-1¼)			
LNAV MDA	660-1 463 (500-1)	660-1¼ 463 (500-1¼)	660-1½ 463 (500-1½)	
CIRCLING	720-1 518 (600-1)	780-1½ 578 (600-1½)	1000-2½ 798 (800-2½)	

REIL Rwy 18

MIRL Rwy 18-36

DE RIDDER, LOUISIANA

Amdt 1B 04NOV21

30°50'N-93°20'W

93

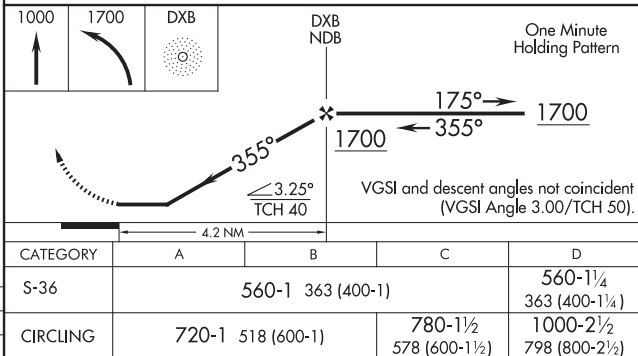
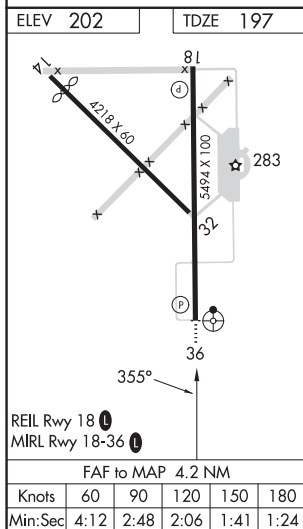
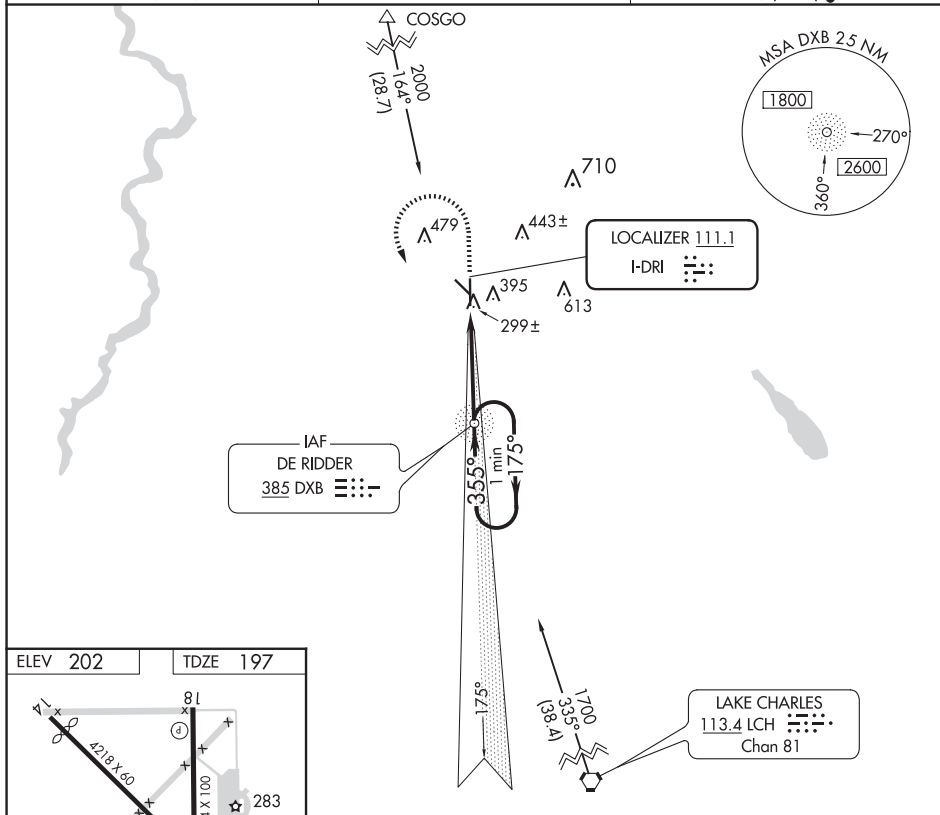
BEAUREGARD RGNL (DRI)

RNAV (GPS) RWY 36

LOC RWY 36
BEAUREGARD RGNL (DRI)

MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3PT 118.225	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF) L
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BEAUREGARD RGNL (DRI)

LOC RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

NDB DXB

385

APP CRS

354°

Rwy Idg

5494

TDZE

197

Apt Elev

202

NDB RWY 36

BEAUREGARD RGNL (DRI)

▼

NA

Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDAs 60 feet and S-36 visibility Cat D 1/4 SM and Circling Cats C/D 1/4 SM.

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3PT	POLK APP CON	UNICOM
118.225	123.7 261.3	122.8 (CTAF) 0

ELEV 202

TDZE 197

REIL Rwy 18

MIRL Rwy 18-36

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

1000	1700	DXB	DXB NDB	One Minute Holding Pattern
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).				
4.2 NM				

CATEGORY	A	B	C	D
S-36	700-1 503 (500-1)		700-1½ 503 (500-1½)	
CIRCLING	720-1 518 (600-1)		780-1½ 1000-2½ 578 (600-1½) 798 (800-2½)	

DE RIDDER, LOUISIANA

Amtd 5B 04NOV21

30°50'N-93°20'W

95

BEAUREGARD RGNL (DRI)

NDB RWY 36

DREW, MISSISSIPPI

AL-5859 (FAA)

19115

APP CRS 180°	Rwy Idg	3000
	TDZE	137
	Apt Elev	137

RNAV (GPS) RWY 18

RULEVILLE-DREW (M37)

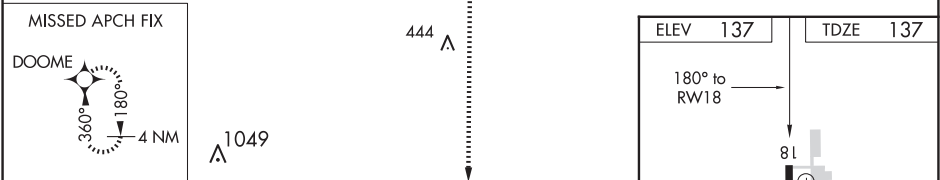
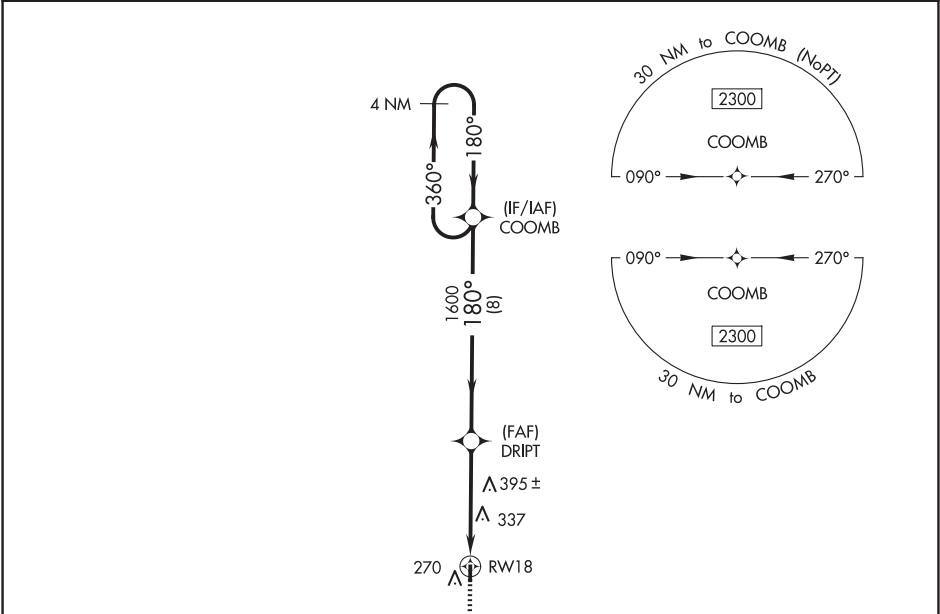
▼

▲ NA

DME/DME RNP-0.3 NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and increase LNAV and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct DOOME and hold.

MEMPHIS CENTER 135.875 269.35	CTAF 122.9
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CATEGORY	A	B	C	D
LNAV MDA	680-1	543 (600-1)	680-1 3/8 543 (600-1 3/8)	NA
CIRCLING	680-1 543 (600-1)	720-1 583 (600-1)	780-1 3/4 643 (700-1 3/4)	NA

MIRL Rwy 18-36

DREW, MISSISSIPPI

Orig 04FEB16

33°47'N-90°32'W

RULEVILLE-DREW (M37)

RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3000
360°	TDZE	137
	Apt Elev	137

RNAV (GPS) RWY 36

RULEVILLE-DREW (M37)

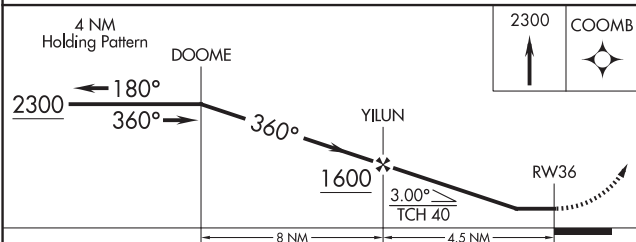
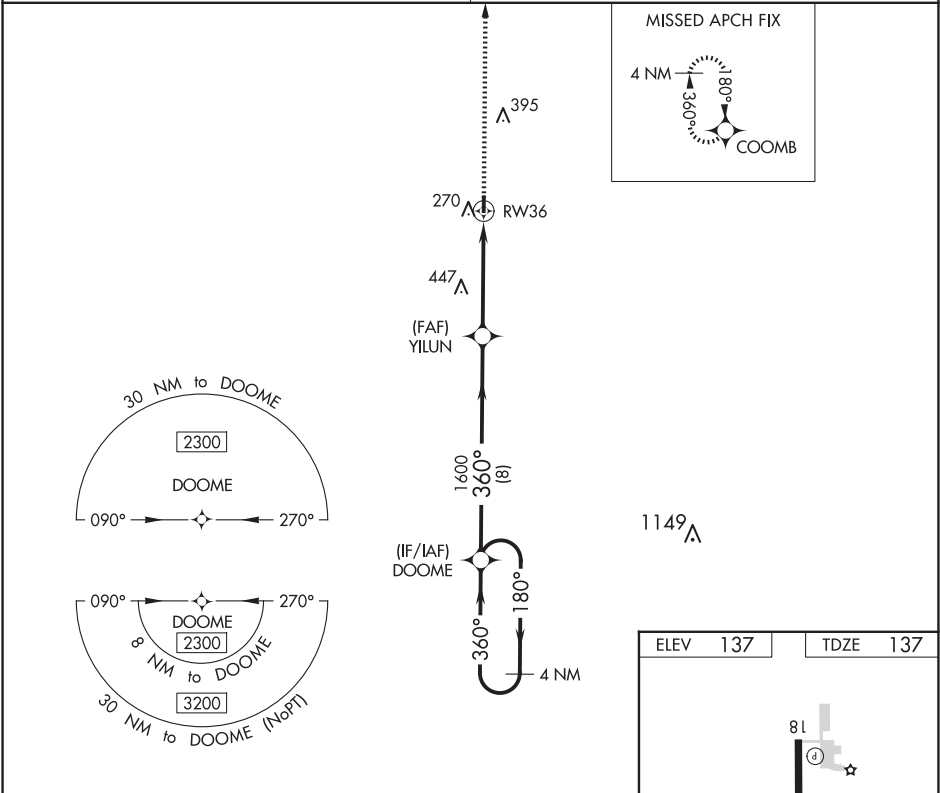
▼

▲ NA

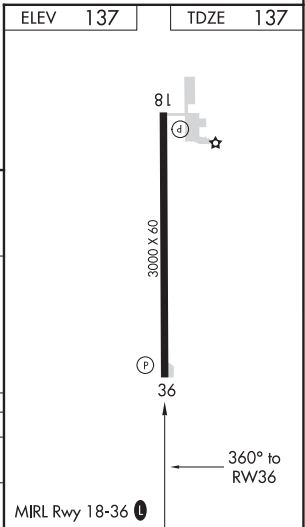
DME/DME RNP-0.3 NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet; increase LNAV Cat C visibility 1⁄8 mile and Circling Cat C visibility 1⁄4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct COOMB and hold.

MEMPHIS CENTER	CTAF
135.875 269.35	122.9 0



CATEGORY	A	B	C	D
LNAV MDA	620-1	483 (500-1)	620-1 3⁄8 483 (500-1 3⁄8)	NA
CIRCLING	620-1 483 (500-1)	720-1 583 (600-1)	780-1 3⁄4 643 (700-1 3⁄4)	NA

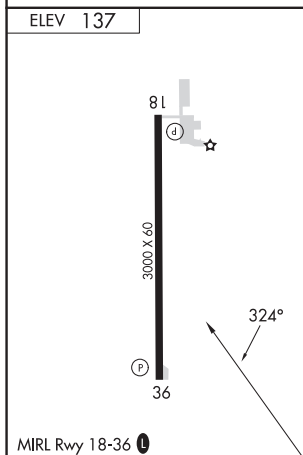


SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

VOR-A
RULEVILLE-DREW(M37)

MISSED APPROACH: Climbing right turn to 1700 on SQS VORTAC R-324 to MINTI INT/SQS 18 DME and hold.

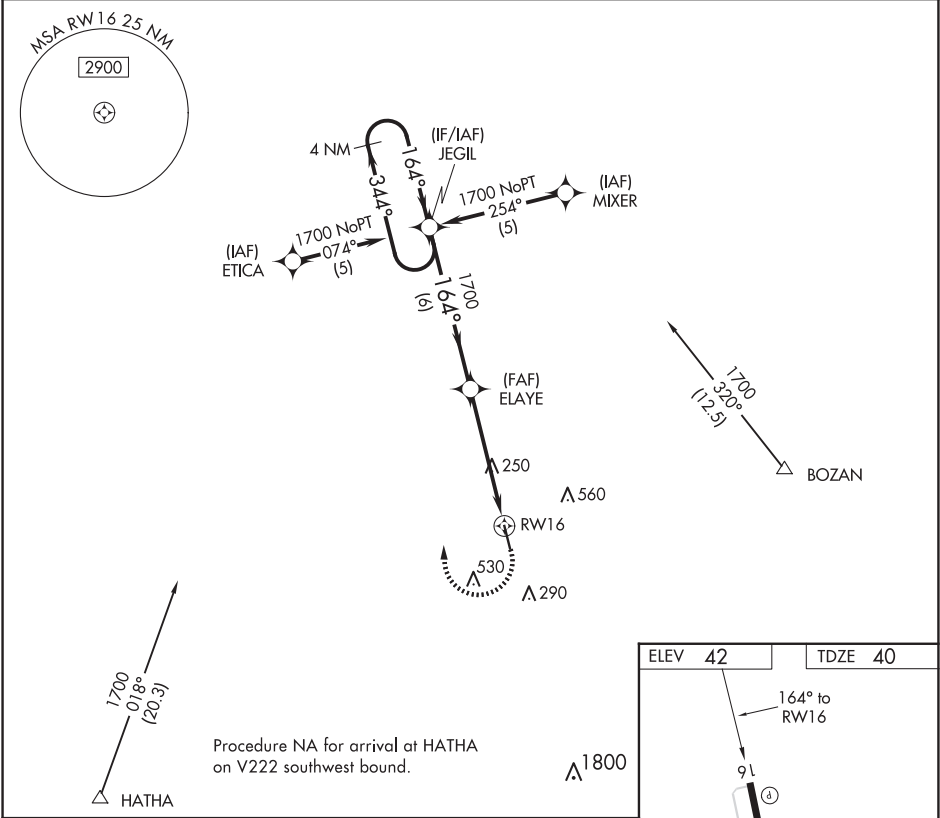
CTAF
122.9 **L**

CATEGORY	A	B	C	D
C CIRCLING	620-1 483 (500-1)	720-1 583 (600-1)	780-1 $\frac{3}{4}$ 643 (700-1 $\frac{3}{4}$)	NA

RULEVILLE-DREW (M37)
VOR-A

SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS 164°	Rwy Idg 5001 TDZE 40 Apt Elev 42	RNAV (GPS) RWY 16	
EUNICE (4R7)			
RNP APCH.		MISSED APPROACH: Climbing right turn to 1700 direct JEGIL WP and hold.	
Use Lafayette Rgnl/Paul Fournet Fld altimeter setting. Procedure NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA.			
LFT ASOS 134.05	LAFAYETTE APP CON ★ 128.7 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 1



4 NM Holding Pattern		JEGIL	ELAYE	1700 JEGIL
1700 ← 344° 164° →		1700	3.04° TCH 52	RWY 16
		6 NM	5 NM	
CATEGORY	A	B	C	D
LNAV MDA	580-1	540 (600-1)	580-1½ 540 (600-1½)	NA
CIRCLING	620-1	578 (600-1)	940-2¾ 898 (900-2¾)	NA

ELEV 42

TDZE 40

164° to RWY 16

91

5001 X 75

34

REIL Rwys 16 and 34 **1**

MIRL Rwy 16-34 **1**

EUNICE, LOUISIANA

AL-5524 (FAA)

21112

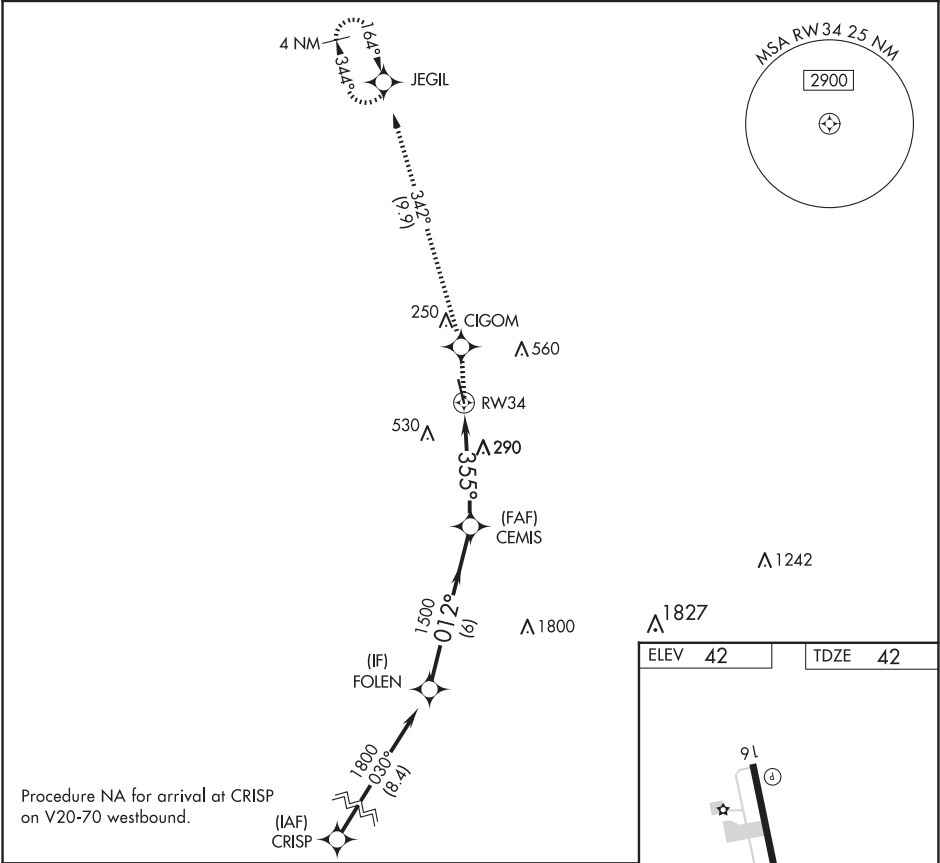
APP CRS 355°	Rwy Idg 5001
	TDZE 42
	Apt Elev 42

RNAV (GPS) RWY 34

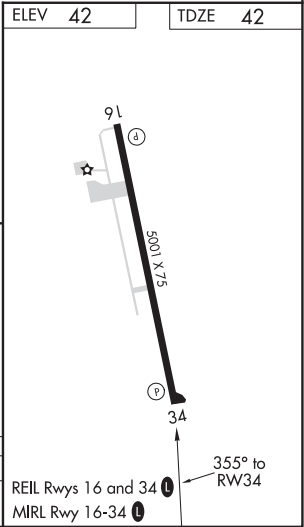
EUNICE (4R7)

RNP APCH.	MISSED APPROACH: Climb to 1700 direct CIGOM and on 342° track to JEGIL and hold.
<div><div>▼</div><div>NA</div></div> Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. Use Lafayette Rgnl/Paul Fournet Fld altimeter setting.	

LFT ASOS 134.05	LAFAYETTE APP CON ★ 128.7 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 0
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1700	CIGOM	342° tr	JEGIL	Visual Segment - Obstacles.	FOLEN
↑	✱		✱	CEMIS	1800
				1500	012°
				355°	
				4.4 NM	6 NM
CATEGORY	A	B	C	D	
LNAV MDA	660-1	618 (700-1)	660-1¾ 618 (700-1¾)	NA	



EUNICE, LOUISIANA
Orig-B 18JUL19

30°28'N-92°25'W

EUNICE (4R7)

RNAV (GPS) RWY 34

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

24361

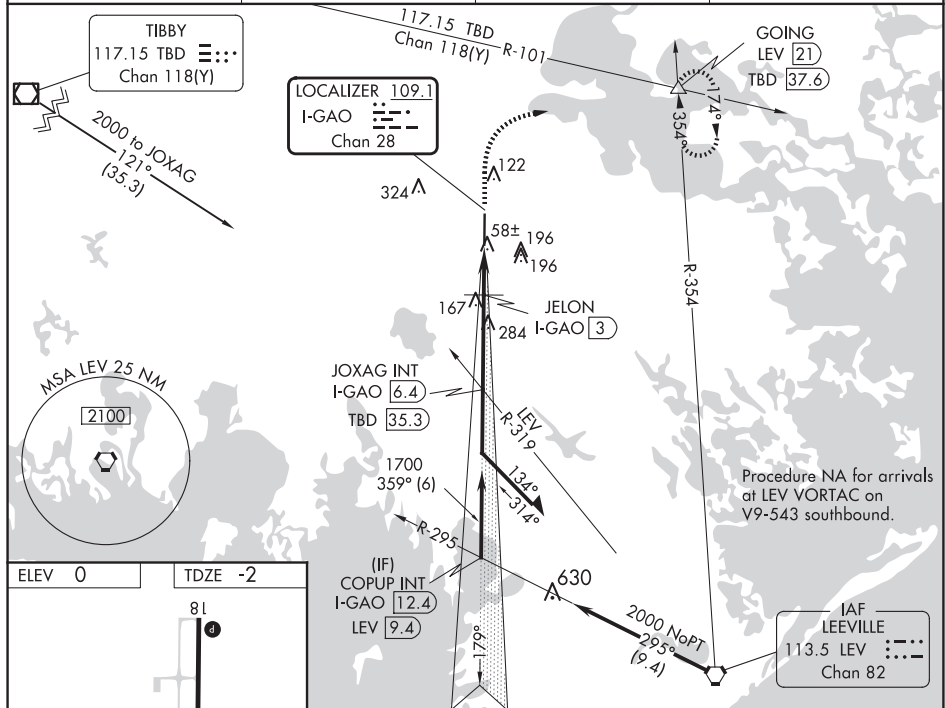
ILS or LOC RWY 36
SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

T



MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 on heading 050° and TBD VOR/DME R-101 to GOING INT/LEV 21 DME and hold.

AWOS-3PT 118.175	NEW ORLEANS APP CON 120.85 256.9	CLNC DEL 120.85	UNICOM 123.0 (CTAF) ①
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1200 ↑	2000 hdg 050°	TBD R-101	GOING △	JOXAG INT I-GAO 6.4	Remain within 10 NM
*LOC only.		JELON I-GAO 3	1700	179°	2000
I-GAO 1.2	*I-GAO 2.1	620*	359°	1700	GS 3.00° TCH 51
0.9 NM		0.9 NM	3.4 NM		
CATEGORY	A	B	C	D	
S-ILS 36	198-½		200 (200-½)		
S-LOC 36	320-½		322 (400-½)		
CIRCLING	440-1 440 (500-1)	560-1 560 (600-1)	640-1¾ 640 (700-1¾)	640-2 640 (700-2)	

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

29°26'N-90°16'W

ILS or LOC RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

GALLIANO, LOUISIANA

AL-9049 (FAA)

24361

WAAS CH 61308 W18A	APP CRS 179°	Rwy ldg 6500 TDZE 0 Apt Elev 0
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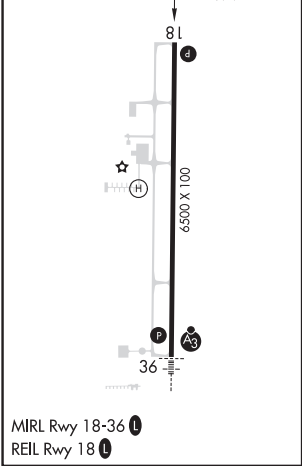
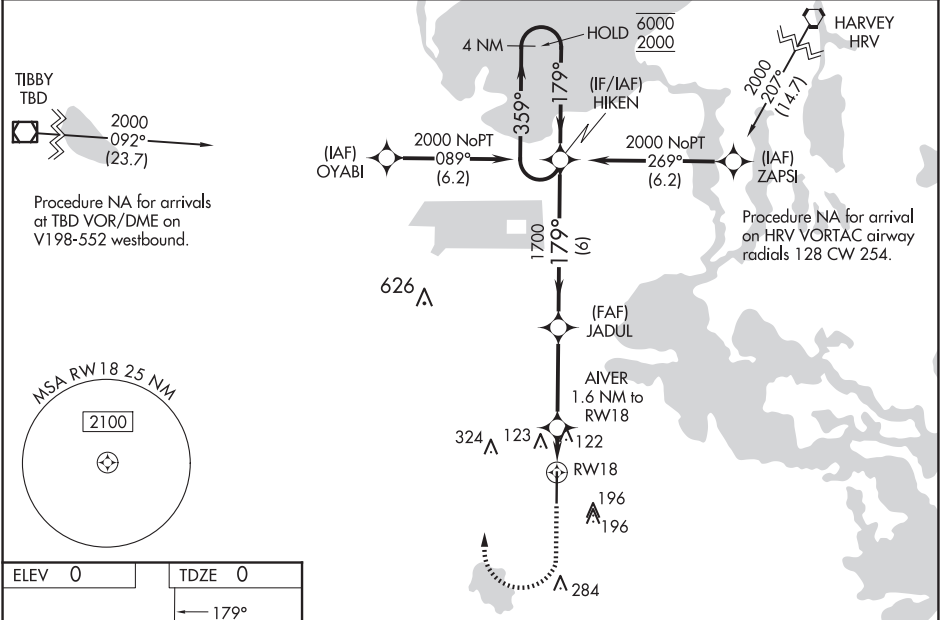
RNAV (GPS) RWY 18
SOUTH LAFOURCHE LEONARD MILLER JR (G.A.O)

RNP APCH - GPS.

⚠ Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 396 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 361 feet, visibility Cats A and B $\frac{1}{4}$ SM and Cats C and D $\frac{1}{2}$ SM; increase all MDAs 80 feet and LNAV visibility Cats C and D $\frac{3}{4}$ SM and Circling visibility Cats C and D $\frac{1}{4}$ SM. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH:
Climb to 520 then climbing right turn to 2000 direct HIKEN and hold.

AWOS-3PT 118.175	NEW ORLEANS APP CON 120.85 256.9	CINC DEL 120.85	UNICOM 123.0 (CTAF) 0
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520	2000	HIKEN	4 NM Holding Pattern			
AVER 1.6 NM to RW18		JADUL 1700	HIKEN		359° → 6000 ← 179° 2000	
RW18 1.1 NM to RW18		560	1700		GP 3.00° TCH 51	
1.1		0.5	3.6 NM	6 NM		
CATEGORY	A		B	C	D	
LPV DA	319-1		319 (400-1)			
LNAV/VNAV DA	284-7/8 284 (300-7/8)		284-1 284 (300-1)			
LNAV MDA	380-1 380 (400-1)		380-1 3/4 380 (400-2)		380-2 380 (400-2)	
CIRCLING	440-1 440 (500-1)		560-1 560 (600-1)		640-1 3/4 640 (700-1 3/4)	
					640-2 640 (700-2)	

GALLIANO, LOUISIANA
Amdt 2C 25JAN24

SOUTH LAFOURCHE LEONARD MILLER JR (G.A.O)
29°26'N-90°16'W
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

GONZALES, LOUISIANA

AL-9076 (FAA)

25023

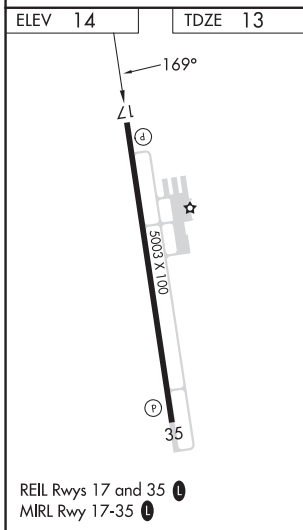
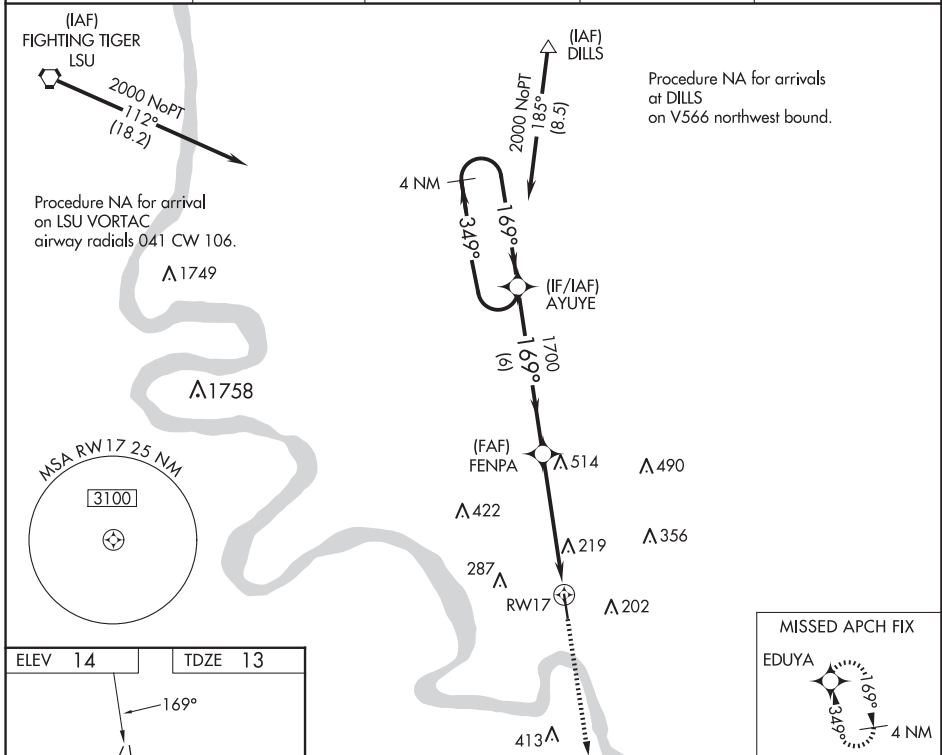
WAAS CH 78429 W17A	APP CRS 169°	Rwy Idg TDZE 13 Apt Elev 14	5003
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RNAV (GPS) RWY 17

LOUISIANA RGNL (REG)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Baton Rouge altimeter setting.	MISSED APPROACH: Climb to 2000 direct EDUYA and hold.
Rwy 17 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 121.175	BTR ASOS 125.2	BATON ROUGE APP CON★ 133.225 278.3	GCO 135.075	UNICOM 123.0 (CTAF) ①
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4 NM Holding Pattern VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50). AYUYE 2000 349° 169° GP 3.00° TCH 40 FENPA 1700 RW17 6 NM 5.1 NM				
CATEGORY	A	B	C	D
LPV DA		407-1⅜	394 (400-1⅜)	
LNAV/VNAV DA		471-1⅝	458 (500-1⅝)	
LNAV MDA	540-1	527 (600-1)	540-1½	527 (600-1½)
CIRCLING	540-1 526 (600-1)	600-1 586 (600-1)	760-2¼ 746 (800-2¼)	760-2½ 746 (800-2½)

GONZALES, LOUISIANA
Amdt 1D 10SEP20

30°10'N-90°56'W

RNAV (GPS) RWY 17

SC-4, 07 AUG 2025 to 02 OCT 2025

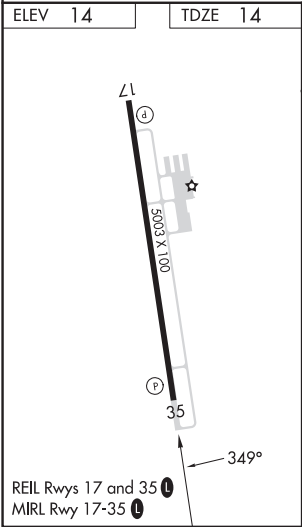
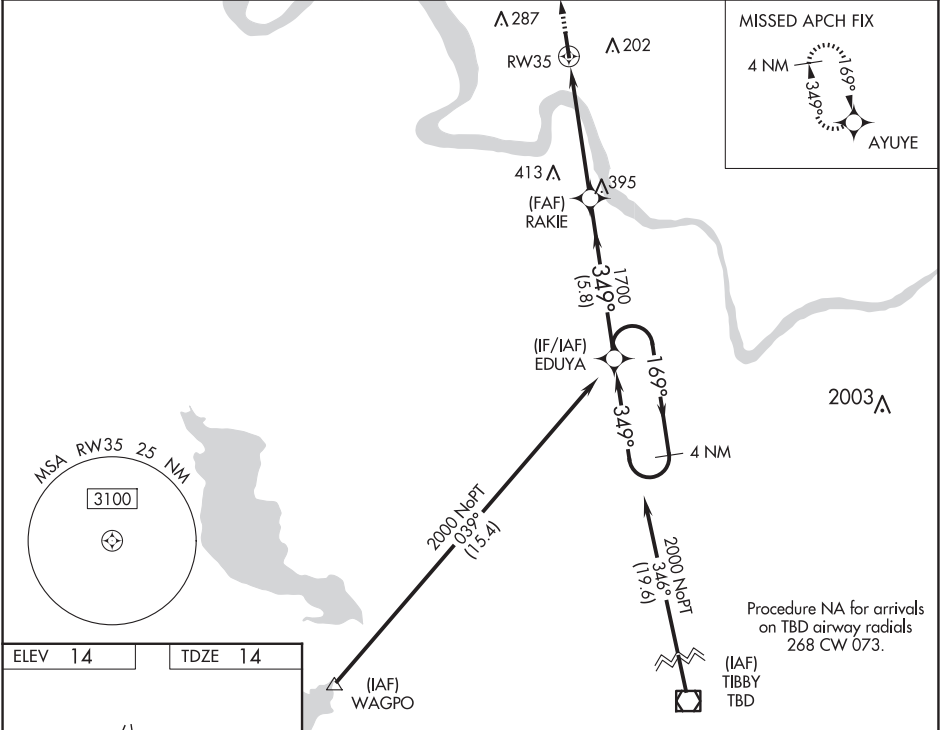
WAAS CH 45940 W35A	APP CRS 349°	Rwy Idg TDZE 14 Apt Elev 14	5003
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RNAV (GPS) RWY 35
LOUISIANA RGNL (REG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct AYUYE and hold.

AWOS-3PT 121.175	BTR ASOS 125.2	BATON ROUGE APP CON★ 133.225 278.3	GCO 135.075	UNICOM 123.0 (CTAF) ①
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2000	AYUYE				
CATEGORY	A	B	C	D	
LPV DA	264-3/4		250 (300-3/4)		
LNAV/VNAV DA	417-13/8		403 (500-13/8)		
LNAV MDA	500-1	486 (500-1)	500-13/8	486 (500-13/8)	
CIRCLING	500-1 486 (500-1)	520-1 506 (600-1)	700-2 686 (700-2)	700-2 1/4 686 (700-2 1/4)	

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

GONZALES, LOUISIANA

AL-9076 (FAA)

25023

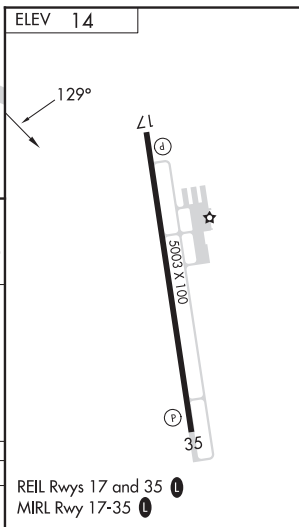
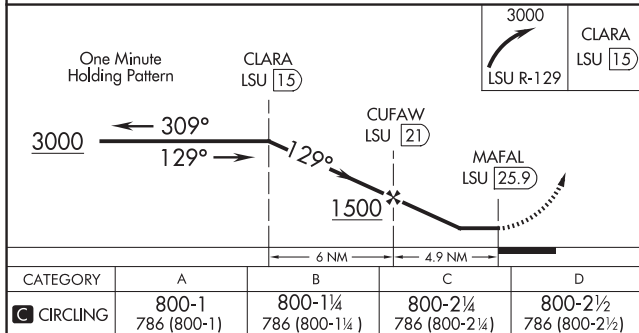
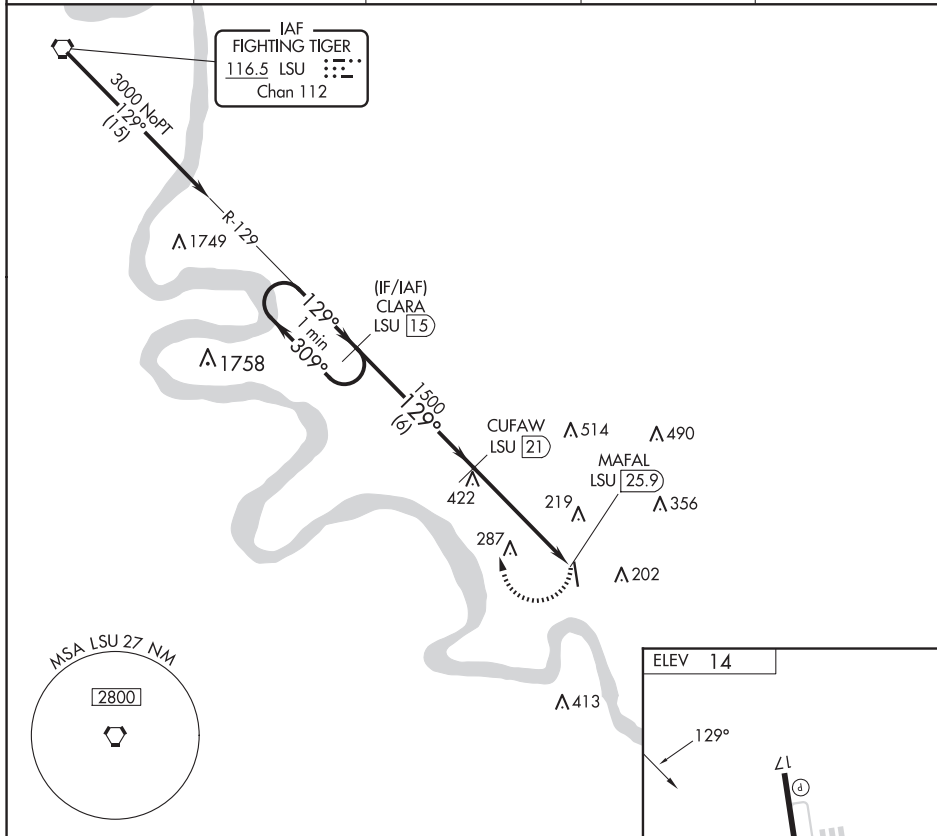
VORTAC LSU 116.5 Chan 112	APP CRS 129°	Rwy Idg TDZE Apt Elev 14	N/A N/A
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VOR-A
LOUISIANA RGNL (REG)

NA DME required. Use Baton Rouge altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 on LSU VORTAC R-129 to CLARA/15 DME and hold.

AWOS-3PT 121.175	BTR ASOS 125.2	BATON ROUGE APP CON ★ 133.225 278.3	GCO 135.075	UNICOM 123.0 (CTAF) ①
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GONZALES, LOUISIANA
Amdt 2C 10SEP20

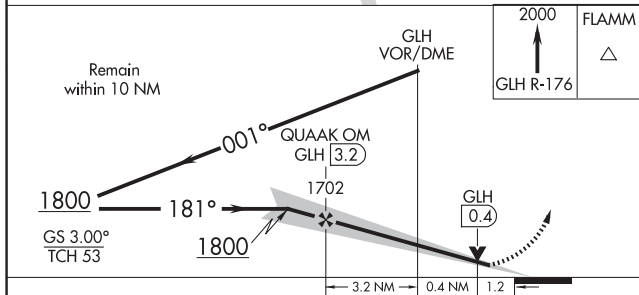
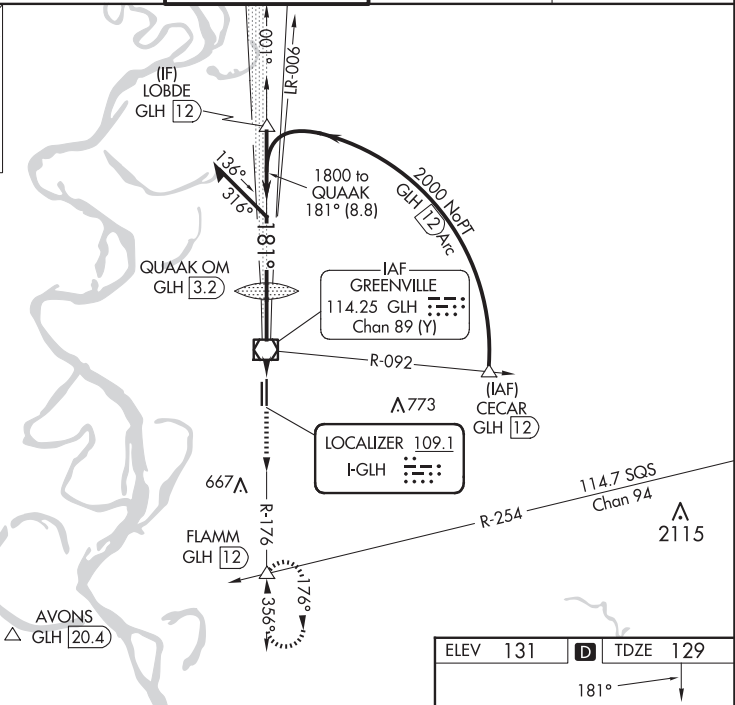
30°10'N-90°56'W

LOUISIANA RGNL (REG)
VOR-A

SC-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 18L
GREENVILLE MID-DELTA (GLH)

MISSED APPROACH: Climb to 2000 on GLH VOR/DME R-176 to FLAMM INT/GLH 12 DME and hold.



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-4, 07 AUG 2025 to 02 OCT 2025

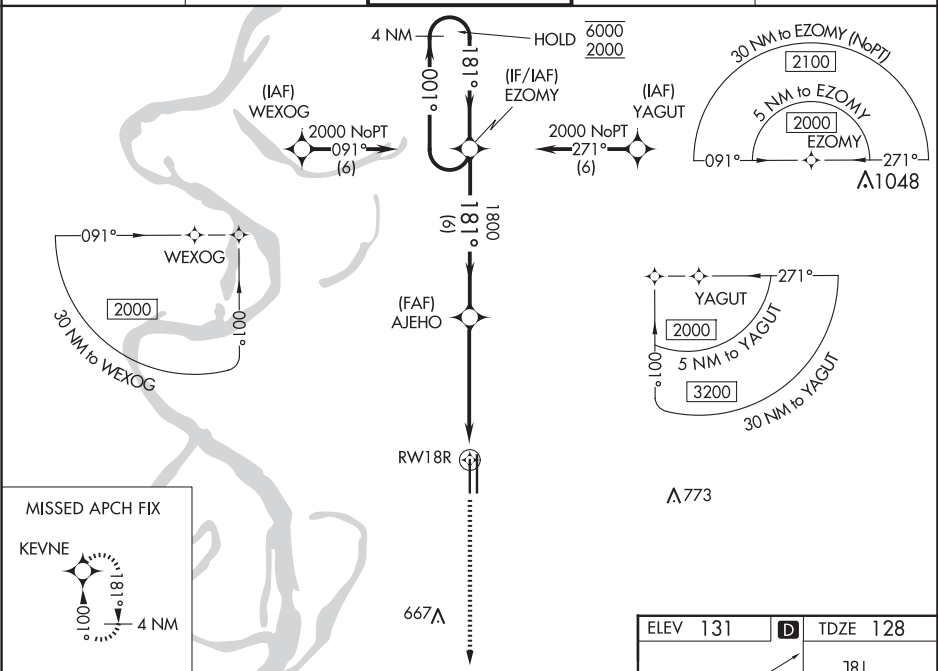
SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70411 W18B	APP CRS 181°	Rwy Idg 7019 TDZE 128 Apt Elev 131
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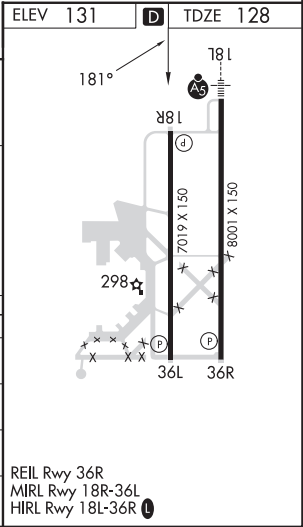
RNAV (GPS) RWY 18R
GREENVILLE MID-DELTA (GLH)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct KEVNE and hold.
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.		

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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4 NM Holding Pattern		EZOMY		AJEHO		2000 ↑		KEVNE ✦	
6000 ← 001° 2000 → 181°		181°		1800		1.3 NM to RW18R		RW18R	
GP 3.00° TCH 50°		6 NM		3.8 NM		1.3			
CATEGORY	A	B	C	D					
LPV DA	328-1		200 (200-1)						
LNAV/ VNAV DA	523-1½		395 (400-1½)						
LNAV MDA	580-1	452 (500-1)	580-1¾	452 (500-1¾)					
CIRCLING	600-1	469 (500-1)	600-1½ 469 (500-1½)	800-2 669 (700-2)					



GREENVILLE, MISSISSIPPI

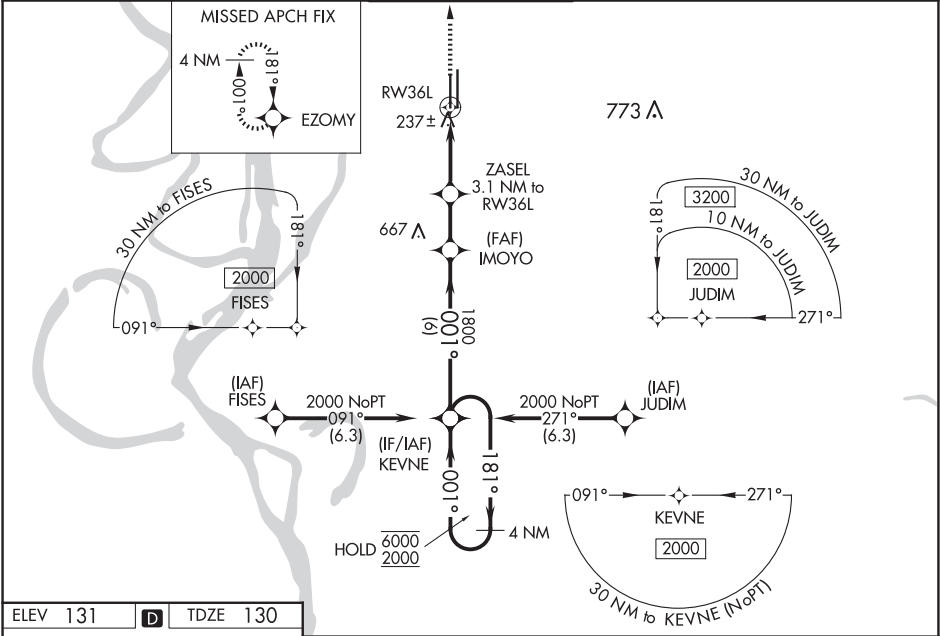
AL-572 (FAA)

24025

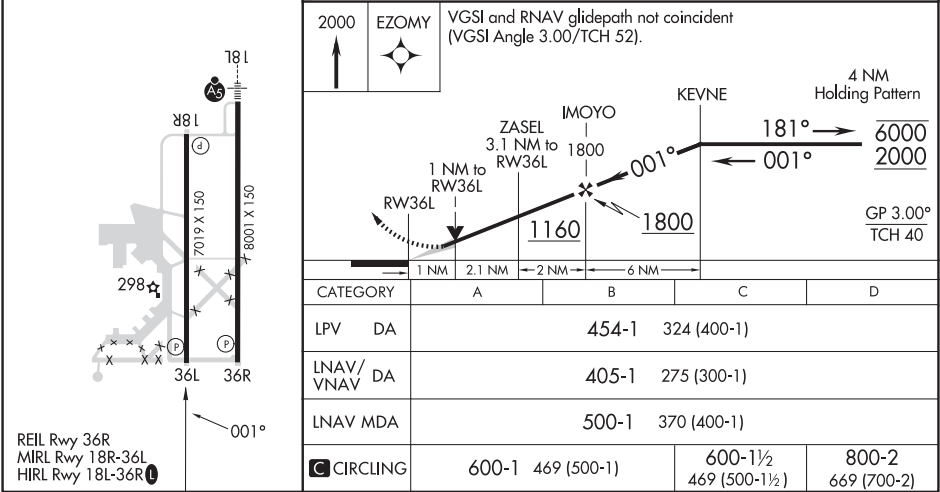
WAAS CH 77611 W36A	APP CRS 001°	Rwy Idg 7019 TDZE 130 Apt Elev 131
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RNAV (GPS) RWY 36L
GREENVILLE MID-DELTA (GLH)

RNP APCH - GPS.				
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.				
ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95



ELEV 131	D	TDZE 130
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GREENVILLE, MISSISSIPPI

Amdt 1 25JAN24

33°29'N-90°59'W

GREENVILLE MID-DELTA (GLH)
RNAV (GPS) RWY 36L

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

GREENVILLE, MISSISSIPPI

AL-572 (FAA)

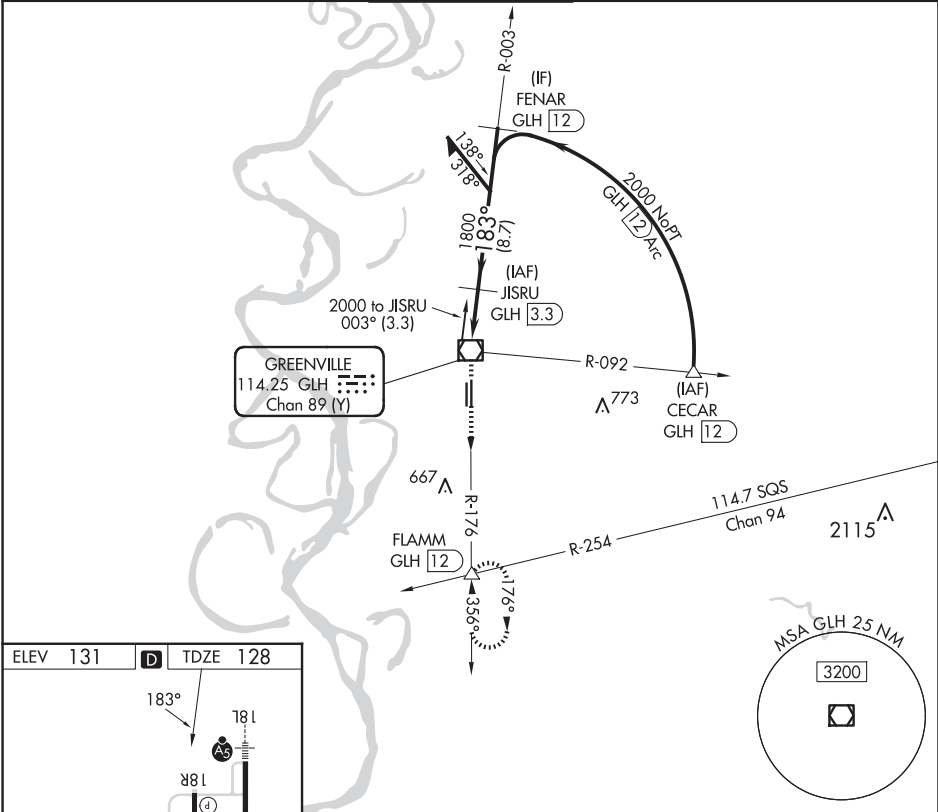
24025

VOR/DME GLH 114.25 Chan 89 (Y)	APP CRS 183°	Rwy Idg TDZE 128 Apt Elev 131
--	------------------------	---

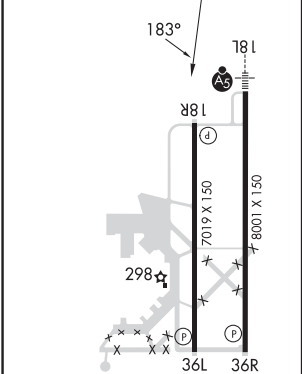
VOR RWY 18R
GREENVILLE MID-DELTA (GLH)

DME required. ⚠	MISSED APPROACH: Climb to 2000 on GLH VOR/DME R-176 to FLAMM INT/GLH 12 DME and hold.
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ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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ELEV 131	D	TDZE 128
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REIL Rwy 36R
MIRL Rwy 18R-36L
HIRL Rwy 18L-36R

2000 GLH R-176	FLAMM △				
CATEGORY	A	B	C	D	
S-18R	580-2½ 452 (500-2½)				
CIRCLING	600-2½ 469 (500-2½)			800-2½ 669 (700-2½)	

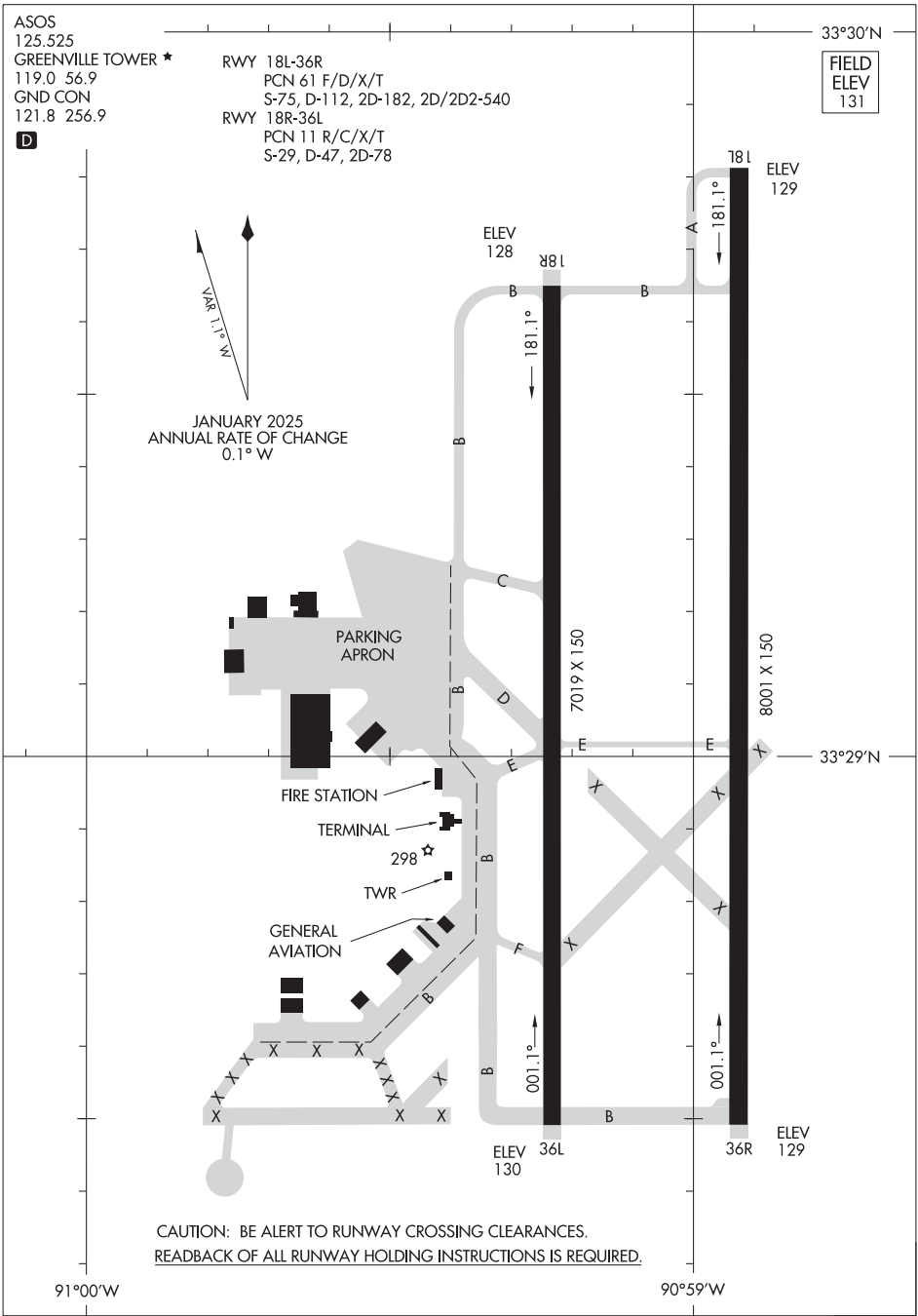
GREENVILLE, MISSISSIPPI
Amdt 1 25JAN24

33°29'N-90°59'W

GREENVILLE MID-DELTA (GLH)
VOR RWY 18R

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025





GREENWOOD, MISSISSIPPI

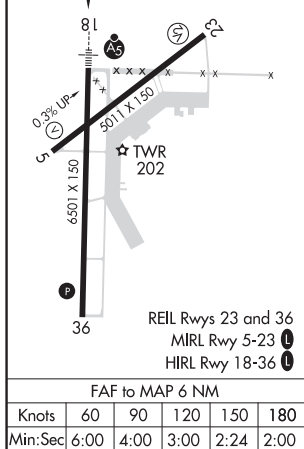
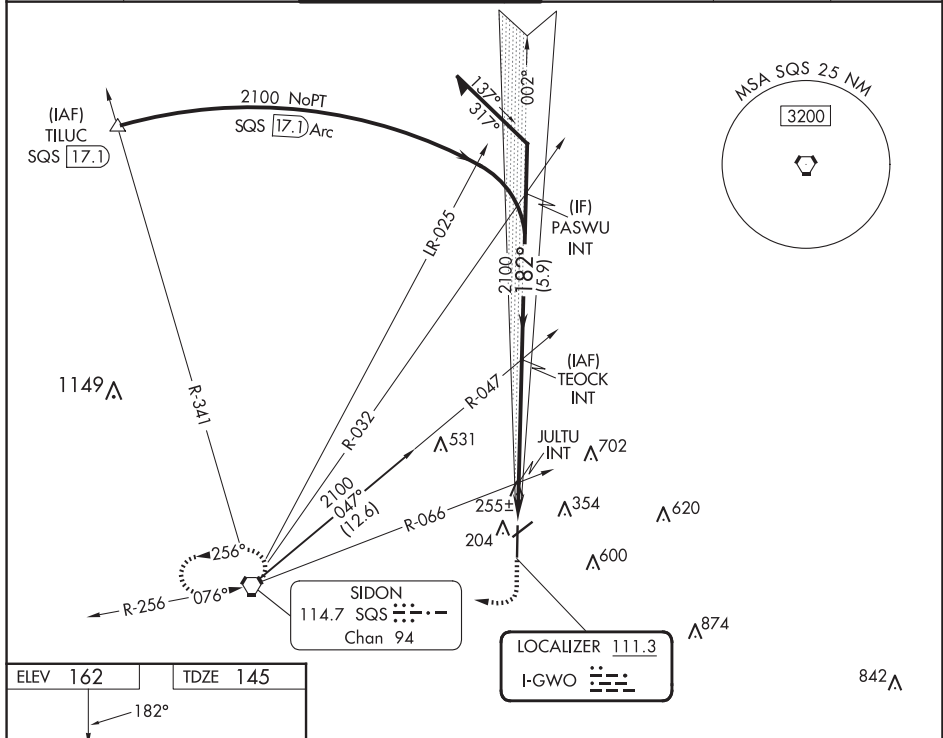
AL-181 (FAA)

24137

LOC I-GWO 111.3	APP CRS 182°	Rwy ldg TDZE Apt Elev 6501 145 162
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ILS or LOC RWY 18
GREENWOOD-LEFLORE (GWO)

	Rwy 18 helicopter visibility reduction below ¾ SM NA. Circling Rwy 5, 23 NA at night. For inop ALS, increase S-ILS 18 all Cats ½ SM, and S-LOC 18 Cat A/B visibility to 1 SM.			MALSR 	MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SQS VORTAC and hold.		
	ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER ★ 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95	



1000	2500	SQS		
Remain within 10 NM				
GS 3.00° TCH 54				
1.6 NM 4.4 NM				
CATEGORY	A	B	C	D
S-ILS 18	464-¾ 319 (400-¾)			
S-LOC 18	520-¾ 375 (400-¾)			
CIRCLING	720-1 558 (600-1)	760-1 598 (600-1)	940-2¾ 778 (800-2¾)	1020-3 858 (900-3)

GREENWOOD, MISSISSIPPI
Amdt 9 16MAY24

33°30'N-90°05'W

GREENWOOD-LEFLORE (GWO)
ILS or LOC RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **69526**
W05A

APP CRS
053°

Rwy Idg
TDZE **149**
Apt Elev **162**

5011

149

162

RNAV (GPS) RWY 5

GREENWOOD-LEFLORE (GWO)

RNP APCH - GPS.

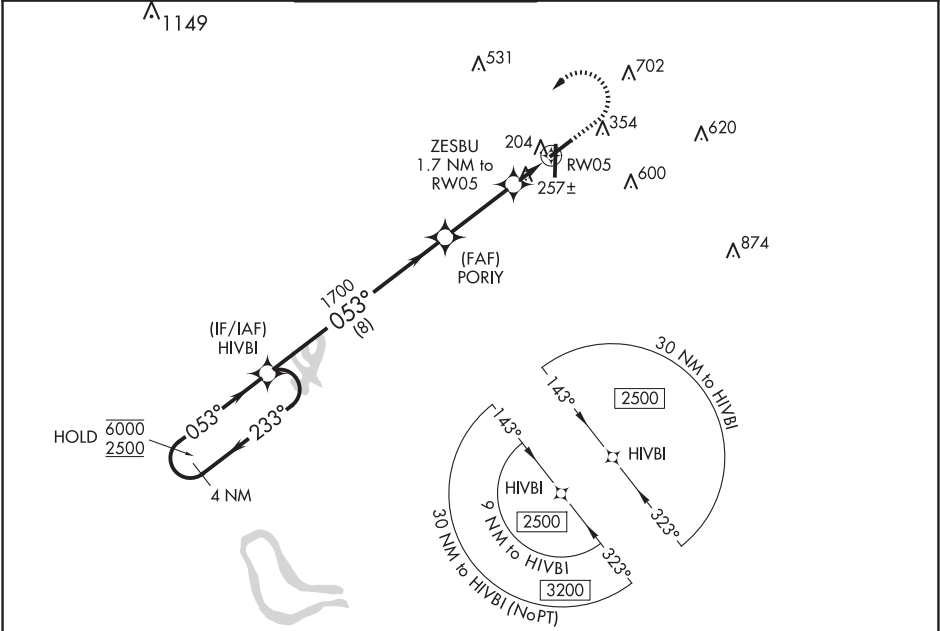
▼

▲

Rwy 5 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Greenville altimeter setting and increase all MDAs 120 feet and visibility LP Cat C/D ¾ SM, LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. Straight-in Rwy 5 NA at night, Circling Rwy 5, 23 NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 2500 direct HIVBI and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) 0 367.6	125.55 373.4	125.55	122.95



Visual Segment - Obstacles.

600 2500 HIVBI

4 NM Holding Pattern

6000 2500

233° 053°

053°

PORIY

ZESBU 1.7 NM to RW05

1700

700

RW05

8 NM 3.1 NM 1.7 NM

ELEV 162 TDZE 149

81

0.3% UP

5011 X 150

6501 X 150

36

REIL Rwy 23 and 36

MIRL Rwy 5-23 0

HIRL Rwy 18-36 0

TWR 202

CATEGORY	A	B	C	D
LP MDA	520-1 371 (400-1)			
LNAV MDA	540-1 391 (400-1)	540-1½ 391 (400-1½)		
CIRCLING	760-1 598 (600-1)	1000-2½ 838 (900-2½)		1120-3 958 (1000-3)

GREENWOOD, MISSISSIPPI


AL-181 (FAA)

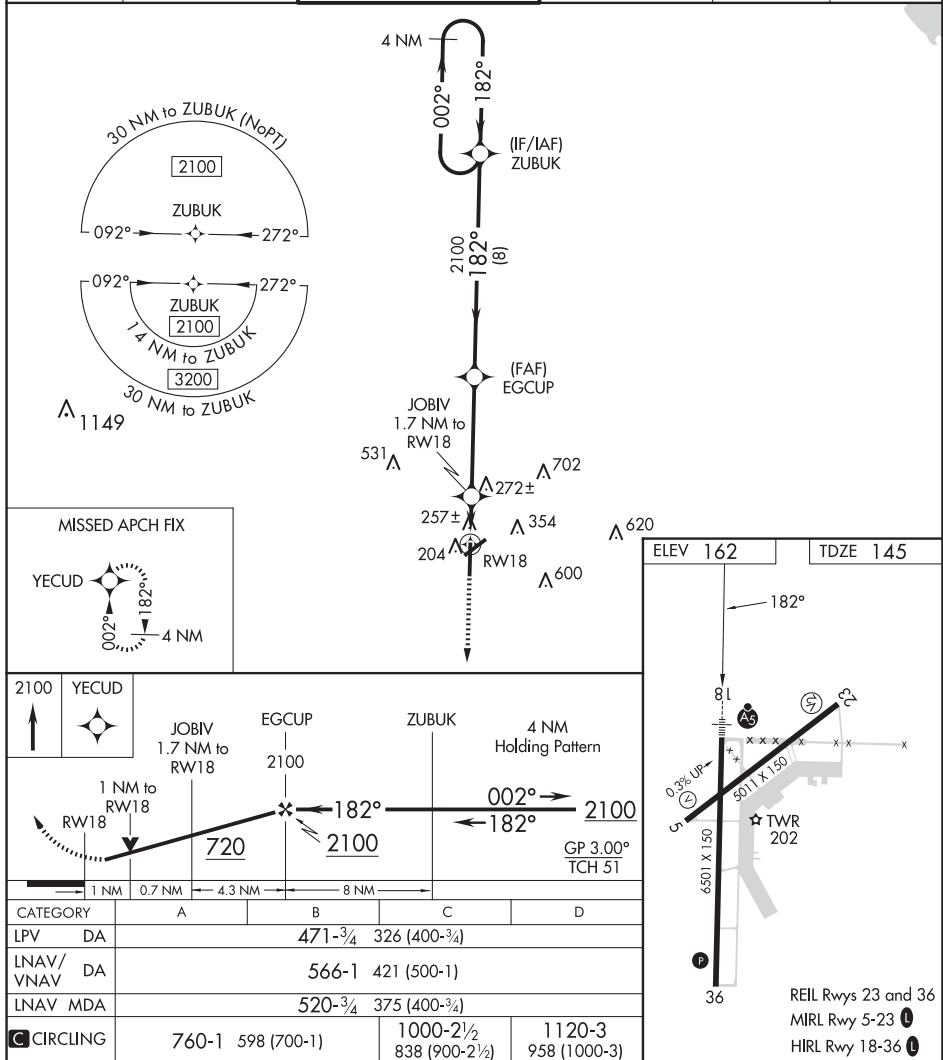
22363

WAAS CH 50199 W18A	APP CRS 182°	Rwy ldg TDZE Apt Elev	6501 145 162
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RNAV (GPS) RWY 18

GREENWOOD-LEFLORE (GWO)

RNP APCH-GPS. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Baro-VNAV and VDP NA when using Greenville altimeter setting. For inop ALS when using Greenville altimeter setting, increase LPV all Cats visibility to 1½ SM, and LNAV/VNAV all Cats to 1¾ SM, and LNAV Cat A/B to 1 SM, and Cat C/D to 1¾ SM. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 580 feet and visibility ¾ SM, LNAV/VNAV DA to 675 feet and visibility ¾ SM; increase all MDAS 120 feet and visibility LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¾ SM, and LNAV all Cats to 1 SM. Rwy 18 helicopter visibility reduction below ¾ SM NA. Circling Rwy 5, 23 NA at night.				MALS 	MISSED APPROACH: Climb to 2100 direct YECUD and hold.
ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER ★ 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95



GREENWOOD, MISSISSIPPI
Amdt 2C 29DEC22

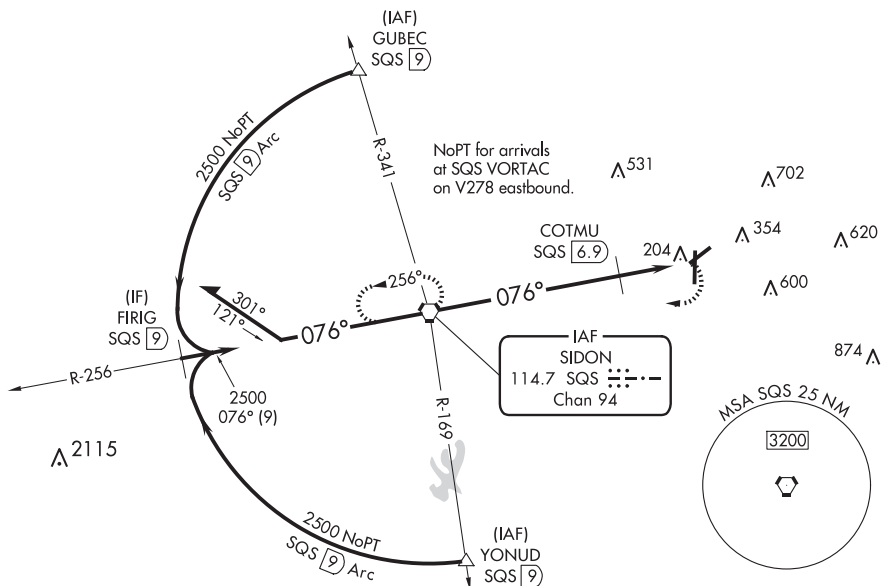
33°30'N-90°05'W

GREENWOOD-LEFLORE (GWO)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

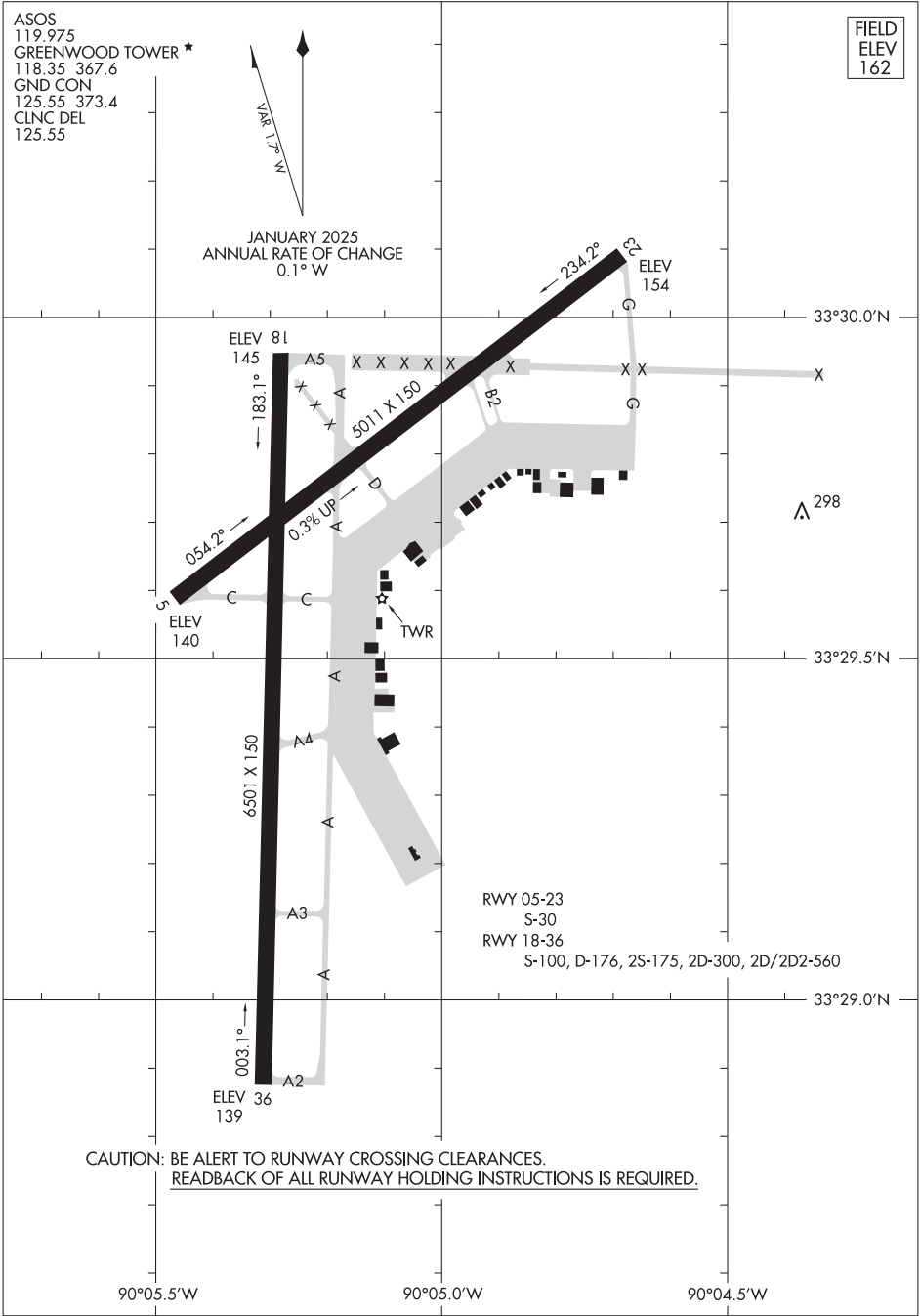
VOR RWY 5
GREENWOOD-LEFLORE (GWO)

MISSED APPROACH:
Climbing right turn to
2500 direct SQS
VORTAC and hold.

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025





SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

GRENADA, MISSISSIPPI

AL-6569 (FAA)

23278

APP CRS	Rwy Idg	4998
051°	TDZE	197
	Apt Elev	208

RNAV (GPS) RWY 4

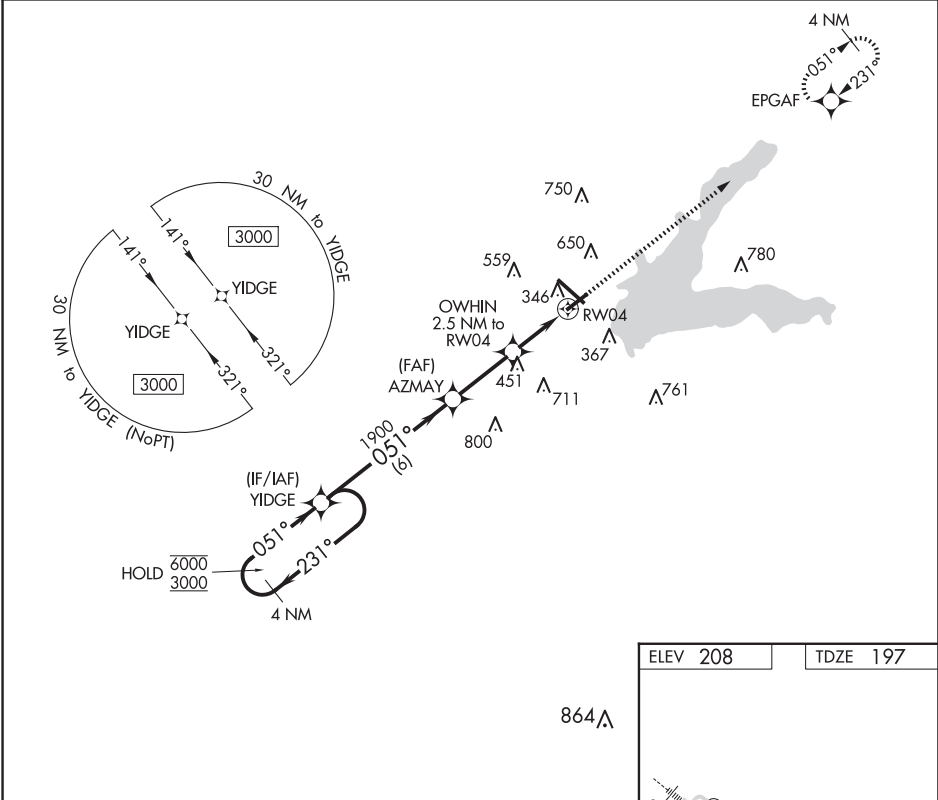
GRENADA MUNI (GNTF)

RNP APCH.

Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night, Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use Greenwood altimeter setting: increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats ¼ SM.

MISSED APPROACH: Climb to 3000 direct EPGAF and hold.

AWOS-3PT 118.025	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern

YIDGE

Visual Segment - Obstacles.

3000

EPGAF

6000
3000

←231°
051°→

051°

1900

1020

6 NM

2.7 NM

2.5 NM

OWHIN 2.5 NM to RW04

RW04

CATEGORY	A	B	C	D
LNAV MDA	680-1	483 (500-1)	680-1 $\frac{3}{8}$	483 (500-1 $\frac{3}{8}$)
CIRCLING	1000-1	792 (800-1)	1000-2 $\frac{1}{4}$ 792 (800-2 $\frac{1}{4}$)	1060-2 $\frac{3}{4}$ 852 (900-2 $\frac{3}{4}$)

ELEV 208

TDZE 197

864

750

650

559

346

367

711

800

780

761

249

4998 X 99

7000 X 130

31

051°

MIRL Rwy 13-31

GRENADA, MISSISSIPPI
Amdt 1D 05NOV20

33°50'N-89°48'W

GRENADA MUNI (GNTF)

RNAV (GPS) RWY 4

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97328 W13A	APP CRS 131°	Rwy Idg TDZE Apt Elev	7000 208 208
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RNAV (GPS) RWY 13

GRENADA MUNI (GNTF)

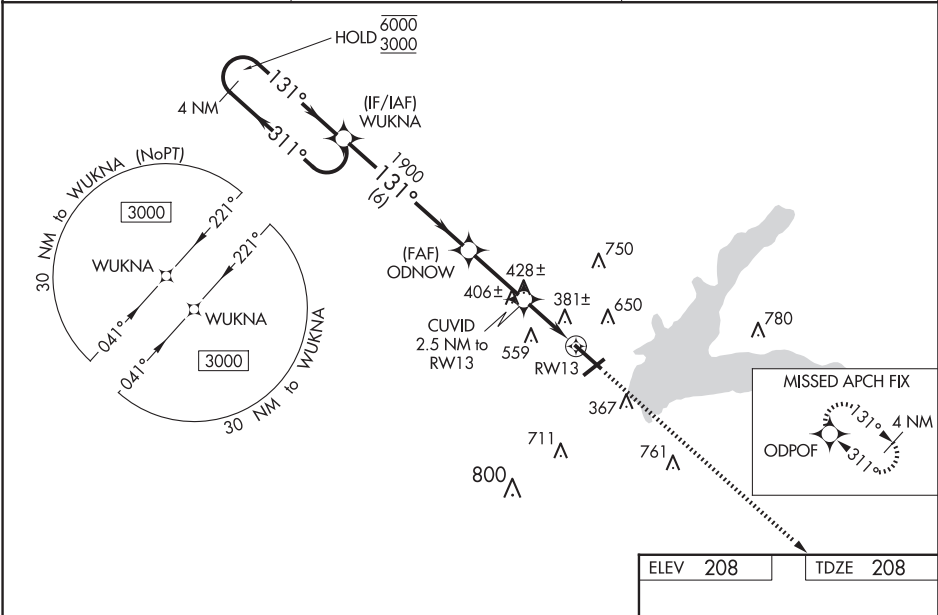
RNP APCH.

⚠ For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. Baro-VNAV and VDP NA when using Greenwood altimeter setting. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1½ SM. When local altimeter setting not received, use Greenwood altimeter setting: Increase all DAs 65 feet; increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats ¼ SM. For inop ALS when using Greenwood altimeter setting, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 1½ SM. Circling Rwy 4, 22 NA at night.

MALSR

⚠ MISSED APPROACH: Climb to 3000 direct ODPOF and hold.

AWOS-3PT 118.025	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern WUKNA

6000 ← 311°

3000 → 131°

GP 3.00° TCH 55

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).

ODNOW 1900

CUVID 2.5 NM to RW13

*1.3 NM to RW13

*1040

6 NM 2.6 NM 1.2 NM 1.3 NM

3000 ODPOF

*LNAV only.

131°

7000 X 130

249

4998 X 99

31

CATEGORY	A	B	C	D
LPV DA	453-1½ 245 (300-1½)			
LNAV/VNAV DA	666-1⅛ 458 (500-1⅛)			
LNAV MDA	680-1½ 472 (500-1½)		680-1 472 (500-1)	
CIRCLING	1000-1 792 (800-1)		1000-2¼ 792 (800-2¼) 1060-2¾ 852 (900-2¾)	

MIRL Rwy 13-31

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

GRENADA, MISSISSIPPI

AL-6569 (FAA)

23278

APP CRS	Rwy Idg	4726
231°	TDZE	201
	Apt Elev	208

RNAV (GPS) RWY 22

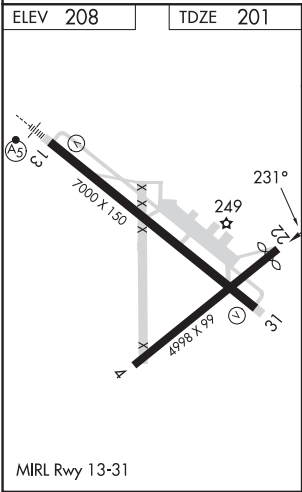
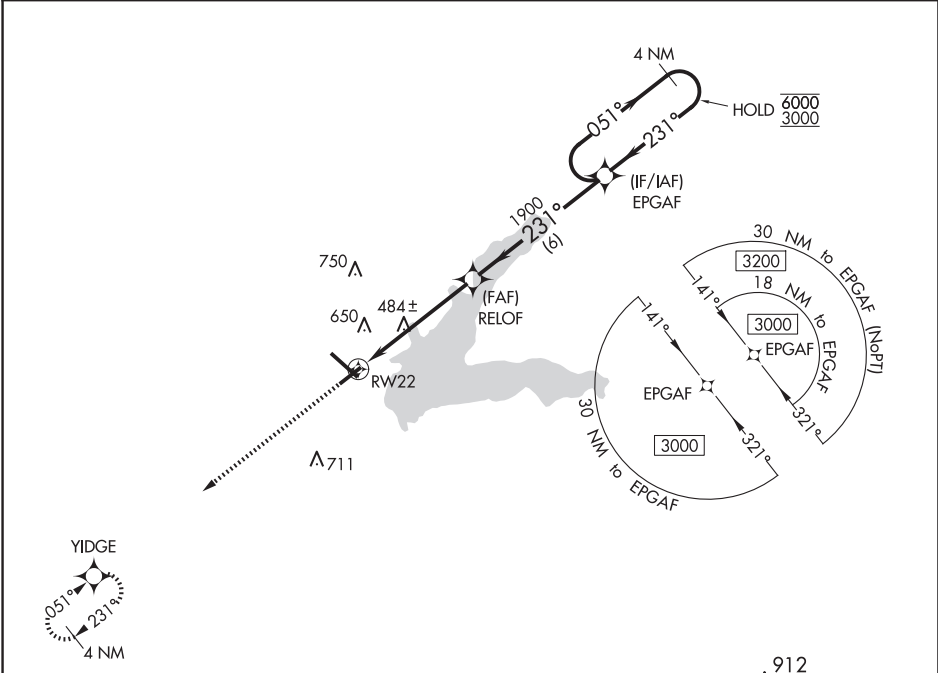
GRENADA MUNI (GNT)

RNP APCH.

V Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 NA at night, Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use Greenwood altimeter setting: increase all MDAs 80 feet and visibility LNAV Cots C and D and Circling all Cots ¼ SM.

MISSED APPROACH: Climb to 3000 direct YIDGE and hold.

AWOS-3PT 118.025	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF)
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3000

YIDGE

Visual Segment - Obstacles.

4 NM Holding Pattern

EPGAF

RELOF

231°

1900

RW22

5.2 NM

6 NM

051°

231°

6000

3000

CATEGORY	A	B	C	D
LNAV MDA	740-1	539 (600-1)	740-1½	539 (600-1½)
CIRCLING	1000-1	792 (800-1)	1000-2¼ 792 (800-2¼)	1060-2¾ 852 (900-2¾)

GRENADA, MISSISSIPPI

Amdt 1D 05NOV20

33°50'N-89°48'W

GRENADA MUNI (GNT)

RNAV (GPS) RWY 22

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **40029**
W31A

APP CRS
311°

Rwy Idg **7000**
TDZE **202**
Apt Elev **208**

RNAV (GPS) RWY 31
GRENADA MUNI (GNTF)

RNP APCH.

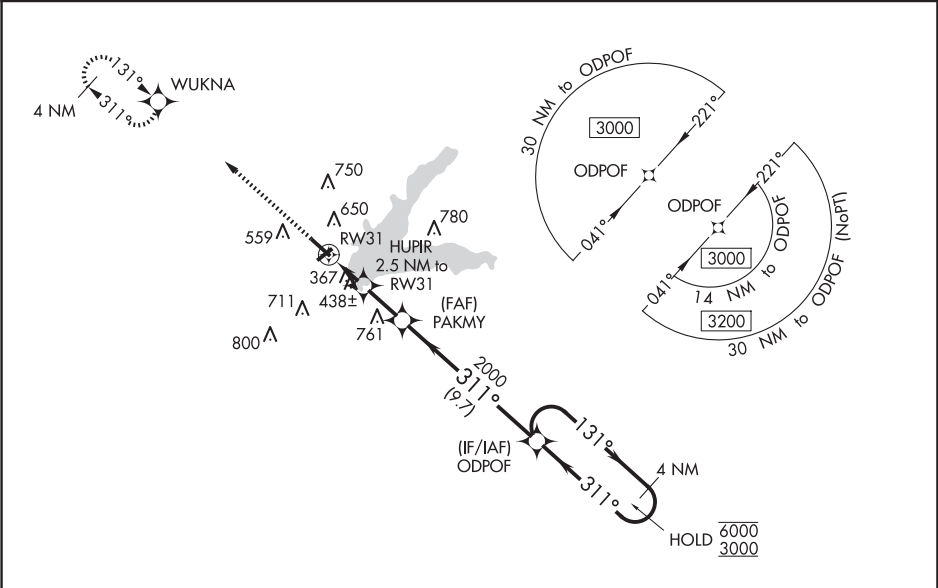
▼

▲

Baro-VNAV and VDP NA when using Greenwood altimeter setting. Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 46°C. When local altimeter setting not received use Greenwood altimeter setting: increase all DAs 65 feet and visibility LNAV/VNAV Cat C and D $\frac{1}{8}$ SM; increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats $\frac{5}{8}$ SM. Circling Rwy 4, 22, NA at night.

MISSED APPROACH:
Climb to 3000 direct WUKNA and hold.

AWOS-3PT 118.025	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF)
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ELEV 208 TDZE 202

3000 WUKNA

*LNAV only.

HUPIR 2.5 NM to RW31

*1.5 NM to RW31

RW31

PAKMY 2000

ODPOF

4 NM Holding Pattern

131° → 6000 / ← 311° 3000

GP 3.10° TCH 59

1.5 NM 1 NM 2.8 NM 9.7 NM

CATEGORY	A	B	C	D
LPV DA	513-1 311 (400-1)			
LNAV/VNAV DA	679-1½ 477 (500-1½)			
LNAV MDA	720-1 518 (600-1)	720-1¼ 518 (600-1¼)		
CIRCLING	1000-1 792 (800-1)	1000-2¼ 792 (800-2¼)		1060-2¾ 852 (900-2¾)

GULFPORT, MISSISSIPPI

AL-576 (FAA)

21224

LOC I-GPT	APP CRS	Rwy Idg	9002
110.9	137°	TDZE	27
		Apt Elev	28

ILS Z or LOC Z RWY 14

GULFPORT-BILOXI INTL (GPT)

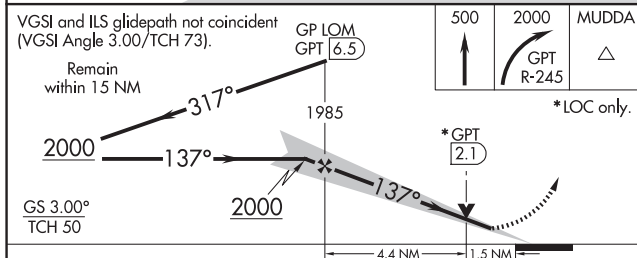
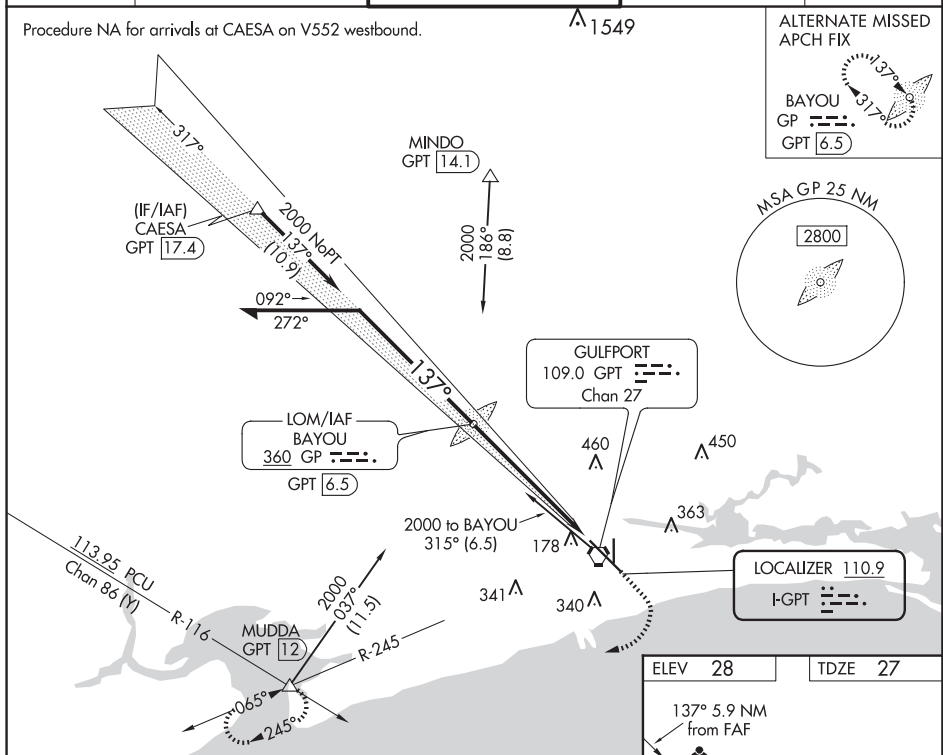
T For inop ALS, increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1½ SM.
ASR **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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Procedure NA for arrivals at CAESA on V552 westbound.



CATEGORY	A	B	C	D	E												
S-ILS 14**	227/24 200 (200-½)																
S-LOC 14	560/24	533 (600-½)	560/55 533 (600-1)														
CIRCLING	560-1	640-1	820-2¼	820-2½	820-2¾												
	532 (600-1)	612 (700-1)	792 (800-2¼)	792 (800-2½)	792 (800-2¾)												
HIRL Rwy 14-32 1 MRL Rwy 18-36 1 FAF to MAP 5.9 NM																	
<table><tr><td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr><tr><td>Min:Sec</td><td>5:54</td><td>3:56</td><td>2:57</td><td>2:22</td><td>1:58</td></tr></table>						Knots	60	90	120	150	180	Min:Sec	5:54	3:56	2:57	2:22	1:58
Knots	60	90	120	150	180												
Min:Sec	5:54	3:56	2:57	2:22	1:58												

GULFPORT, MISSISSIPPI

Amdt 15A 31DEC20

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

ILS Z or LOC Z RWY 14

SC-4, 07 AUG 2025 to 02 OCT 2025

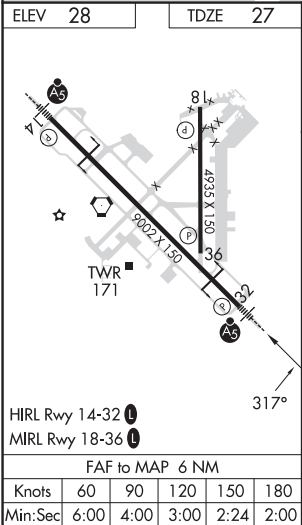
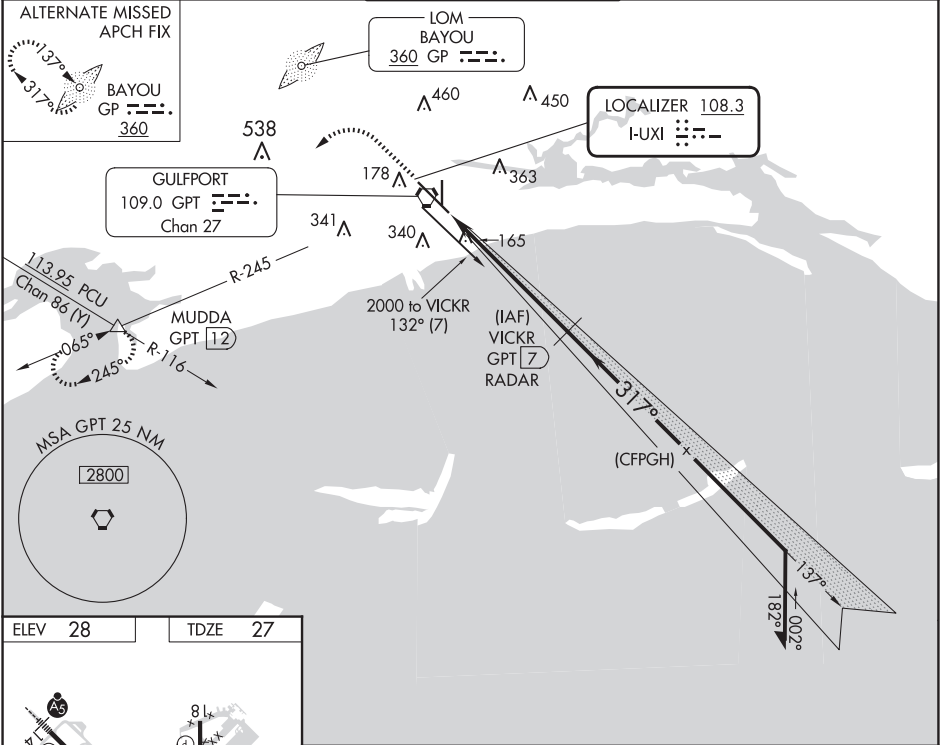
SC-4, 07 AUG 2025 to 02 OCT 2025

LOC I-UXI 108.3	APP CRS 317°	Rwy Idg TDZE Apt Elev 9002 27 28
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ILS Z or LOC Z RWY 32
GULFPORT-BILOXI INTL (GPT)

DME or RADAR required, except DME required when control tower closed.	MALSR 	MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/GPT 12 DME and hold.
Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 32. DME from GPT VORTAC. Simultaneous reception of I-UXI and GPT DME required. For inop ALS, increase S-LOC 32 all Cats visibility to RVR 5500.		

ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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500	2000	GPT R-245	MUDDA	VICKR GPT 7 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).
GS unusable when control tower closed. Only localizer minimums authorized during this period.					Remain within 15 NM
					GS 3.00° TCH 55
CATEGORY A B C D E					
S-ILS 32 277/40 250 (300-¾)					
S-LOC 32 380/40 353 (400-¾)					
Knots 60 90 120 150 180					
Min:Sec 6:00 4:00 3:00 2:24 2:00					
FAF to MAP 6 NM					
CIRCLING 520-1 640-1 760-2 760-2¼ 760-2½					
492 (500-1) 612 (700-1) 732 (800-2) 732 (800-2¼) 732 (800-2½)					

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

GULFPORT, MISSISSIPPI



AL-576 (FAA)

21224

LOC I-GPT 110.9	APP CRS 137°	Rwy Idg 9002 TDZE 27 Apt Elev 28
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ILS Z RWY 14 (SA CAT II)

GULFPORT-BILOXI INTL (GPT)

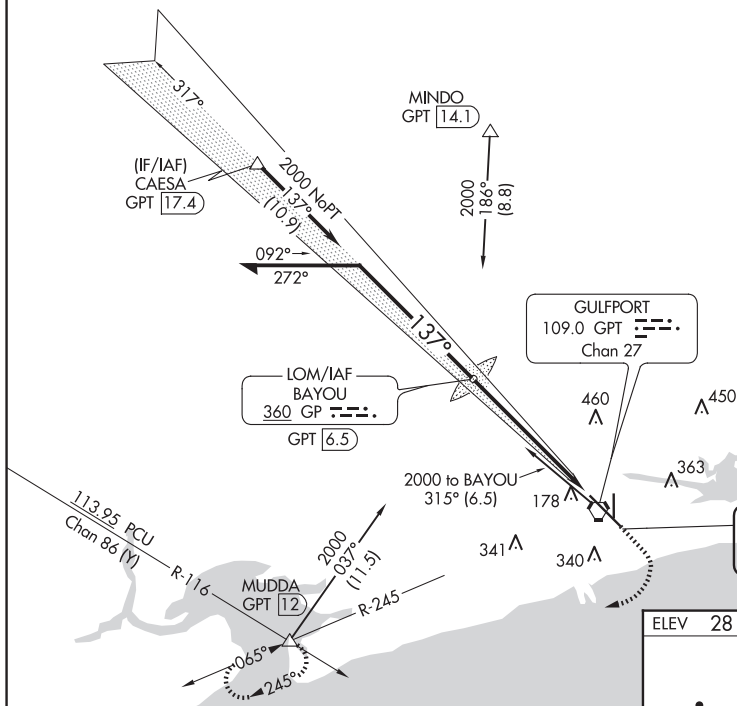
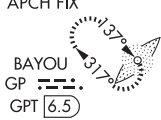
 Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.	 MALSR	MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.
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ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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Procedure NA for arrivals at CAESA on V552 westbound.

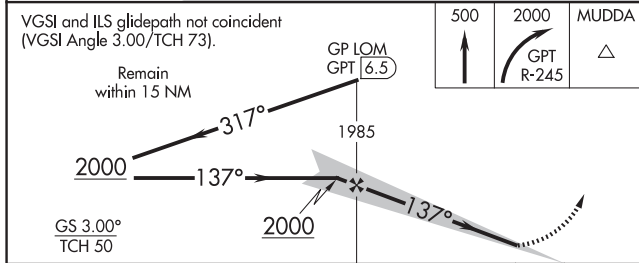
1549

ALTERNATE MISSED
APCH FIX



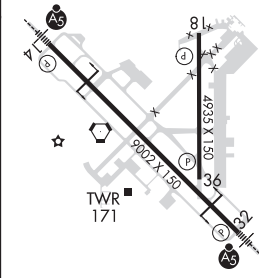
LOCALIZER 110.9
I-GPT

ELEV 28 TDZE 27



CATEGORY	A	B	C	D
S-ILS 14	CAT II RA 113/12 100 DA 127			

SA CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL Rwy 14-32
MIRL Rwy 18-36

GULFPORT, MISSISSIPPI

Amdt 15A 31DEC20

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

ILS Z RWY 14 (SA CAT II)

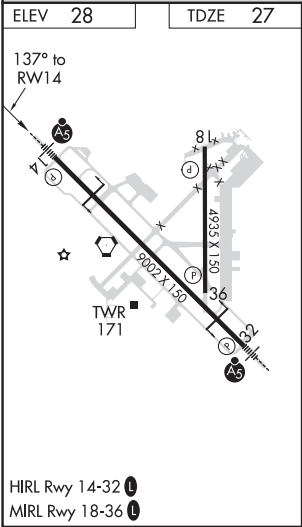
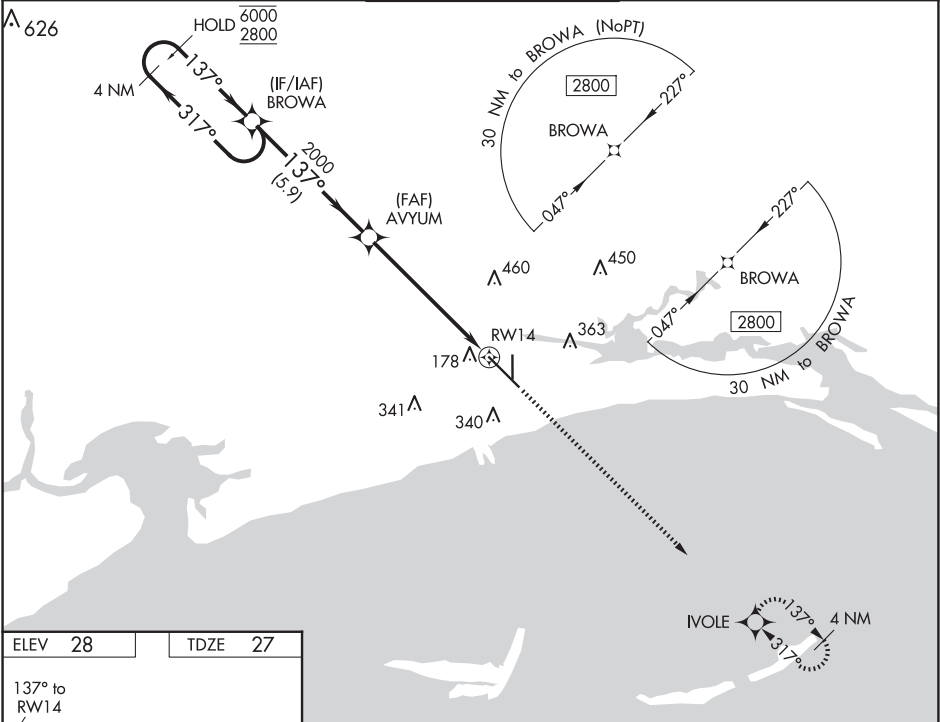
SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97301 W14A	APP CRS 137°	Rwy Idg TDZE 27 Apt Elev 28
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RNAV (GPS) RWY 14
GULFPORT-BILOXI INTL (GPT)

RNP APCH.		MALSR	MISSED APPROACH: Climb to 2800 direct IVOLE and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. ASR **RVR 1800 authorized with use of FD or AP or HUD to DA.				
ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		2800	IVOLE
BROWA		AVYUM		*LNAV only.	
6000 ← 317°		2000		RWY 14	
2800		137°		1.5 NM to RWY 14	
GP 3.00°		2000			
TCH 50		5.9 NM		4.6 NM	
				1.5 NM	
CATEGORY	A	B	C	D	
LPV DA**		227/24	200 (200-½)		
LNAV/VNAV DA		404/35	377 (400-⅝)		
LNAV MDA	580/24	553 (600-½)	580/60	553 (600-1¼)	
CIRCLING	580-1 552 (600-1)	640-1 612 (700-1)	820-2¼ 792 (800-2¼)	820-2½ 792 (800-2½)	

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

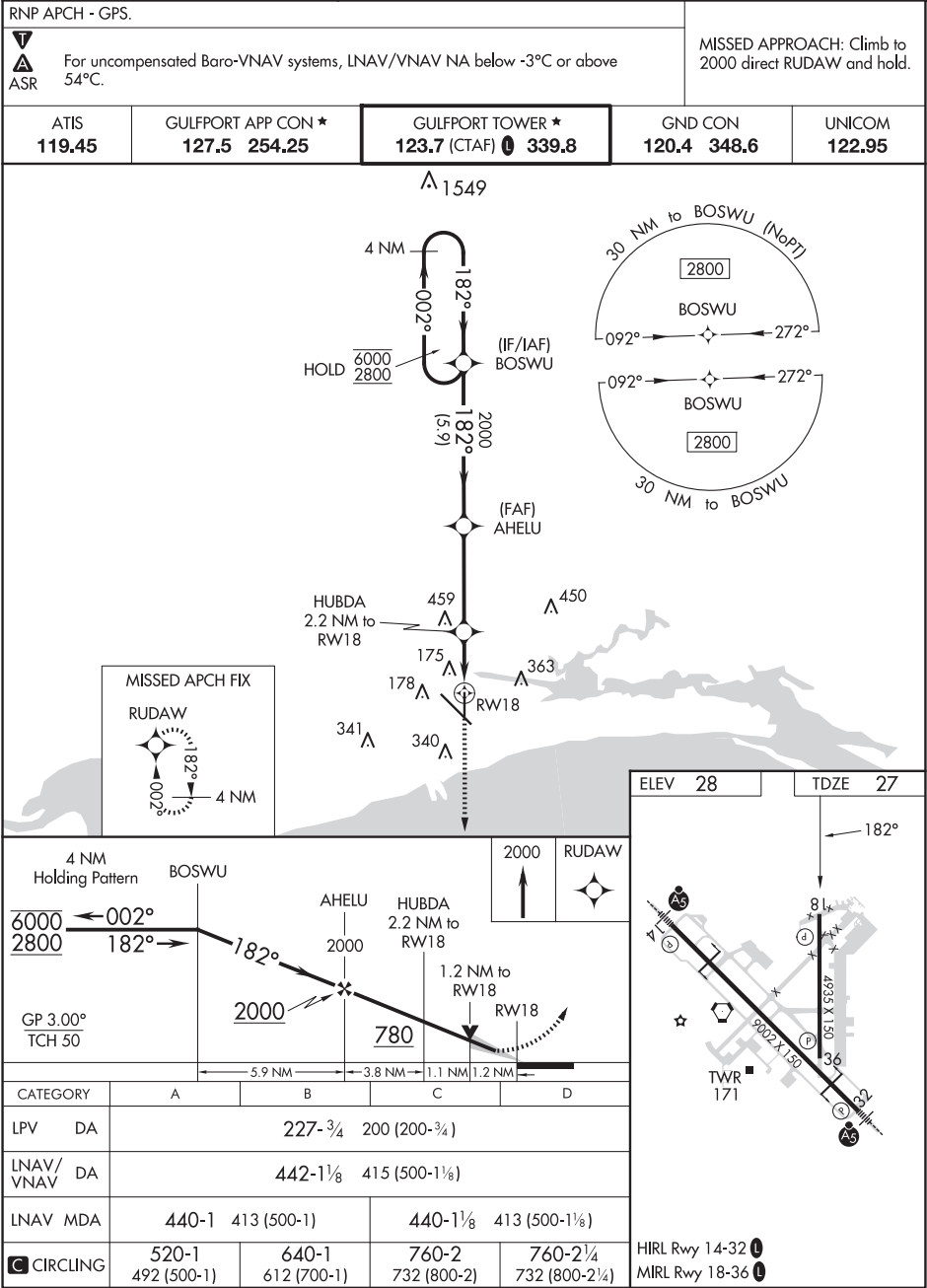
GULFPORT, MISSISSIPPI

AL-576 (FAA)

25023

WAAS CH 69512 W18A	APP CRS 182°	Rwy Idg 4935 TDZE 27 Apt Elev 28
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RNAV (GPS) RWY 18
GULFPORT-BILOXI INTL (GPT)



GULFPORT, MISSISSIPPI

Amdt 3 07OCT21

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **56207**
W32A

APP CRS
317°

Rwy Idg **9002**
TDZE **27**
Apt Elev **28**

RNAV (GPS) RWY 32

GULFPORT-BILOXI INTL (GPT)

RNP APCH-GPS

▼

ASR

Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D to RVR 6000.

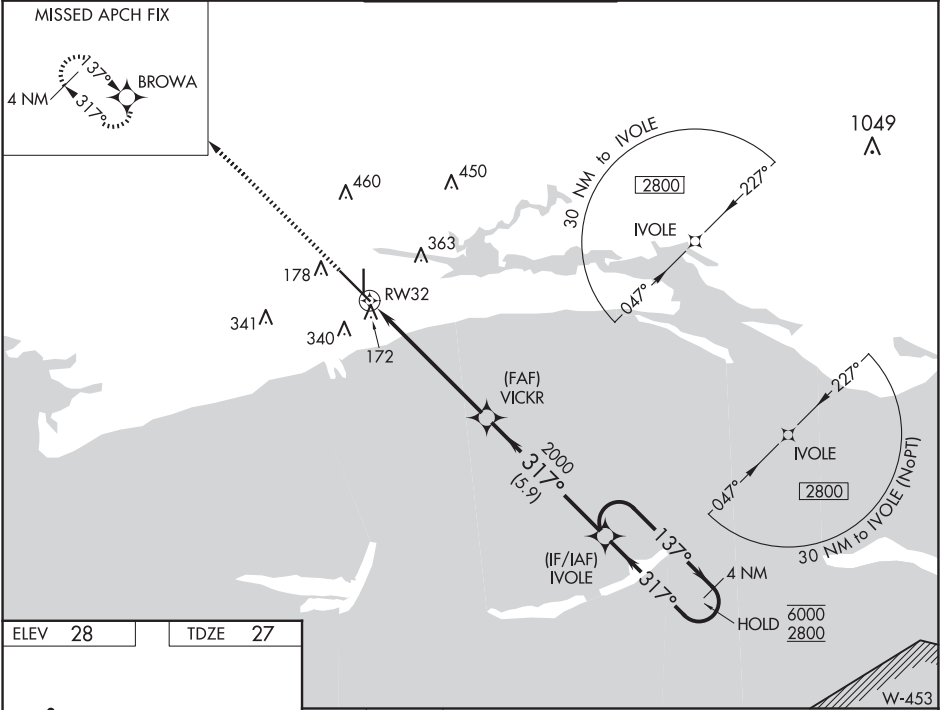
MALSR

AS

MISSED APPROACH:

Climb to 2000 direct BROWA and hold.

ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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ELEV 28

TDZE 27

2000

BROWA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

4 NM Holding Pattern

1.1 NM to RW32

5.9 NM

5.9 NM

1.1 NM

5.9 NM

5.9 NM

CATEGORY

A

B

C

D

LPV DA

277/40

250 (300-¾)

LNAV/VNAV DA

466/40

439 (500-¾)

LNAV MDA

440/40

413 (500-¾)

CIRCLING

520-1
492 (500-1)

640-1
612 (700-1)

760-2
732 (800-2)

760-2¼
732 (800-2¼)

GULFPORT, MISSISSIPPI

Amtd 2A 07OCT21

30°24'N-89°04'W

129

GULFPORT-BILOXI INTL (GPT)

RNAV (GPS) RWY 32

RNAV (GPS) RWY 36
GULFPORT-BILOXI INTL (GPT)

ASR Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.

MISSED APPROACH: Climb to 2800 direct BOSWU and hold.

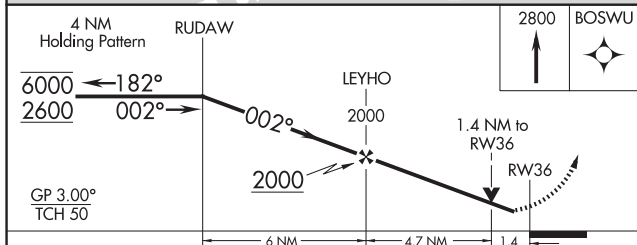
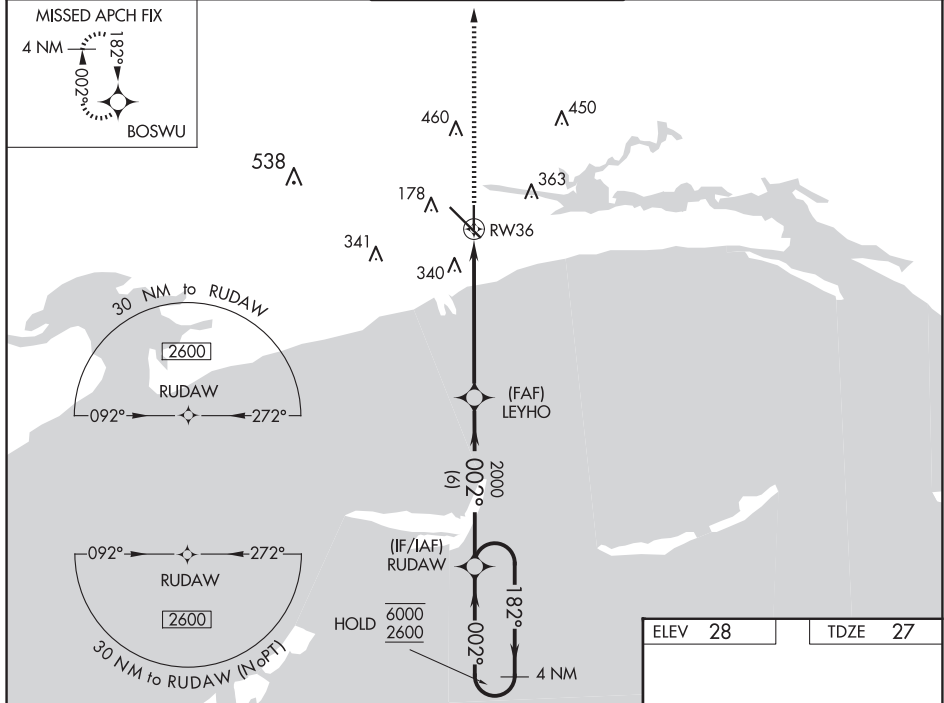
MISSED APCH FIX


4 NM

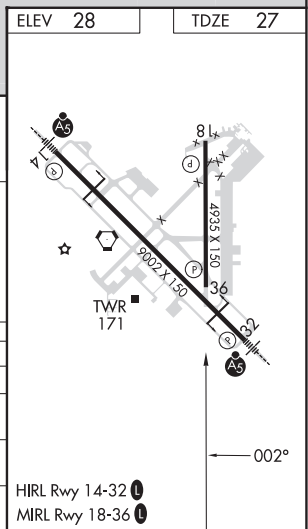
182°

002

BOSWU



CATEGORY		A	B	C	D
LPV	DA	277-3 $\frac{3}{4}$		250 (300-3 $\frac{3}{4}$)	
LNAV/ VNAV	DA	520-13 $\frac{8}{8}$		493 (500-13 $\frac{8}{8}$)	
LNAV	MDA	520-1 493 (500-1)		520-13 $\frac{8}{8}$ 493 (500-13 $\frac{8}{8}$)	
 CIRCLING		520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2 $\frac{1}{4}$ 732 (800-2 $\frac{1}{4}$)



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

VORTAC GPT	APP CRS	Rwy Idg	9002
109.0	136°	TDZE	27
Chan 27		Apt Elev	29

VOR Y RWY 14
GULFPORT-BILOXI INTL (GPT)

T

A

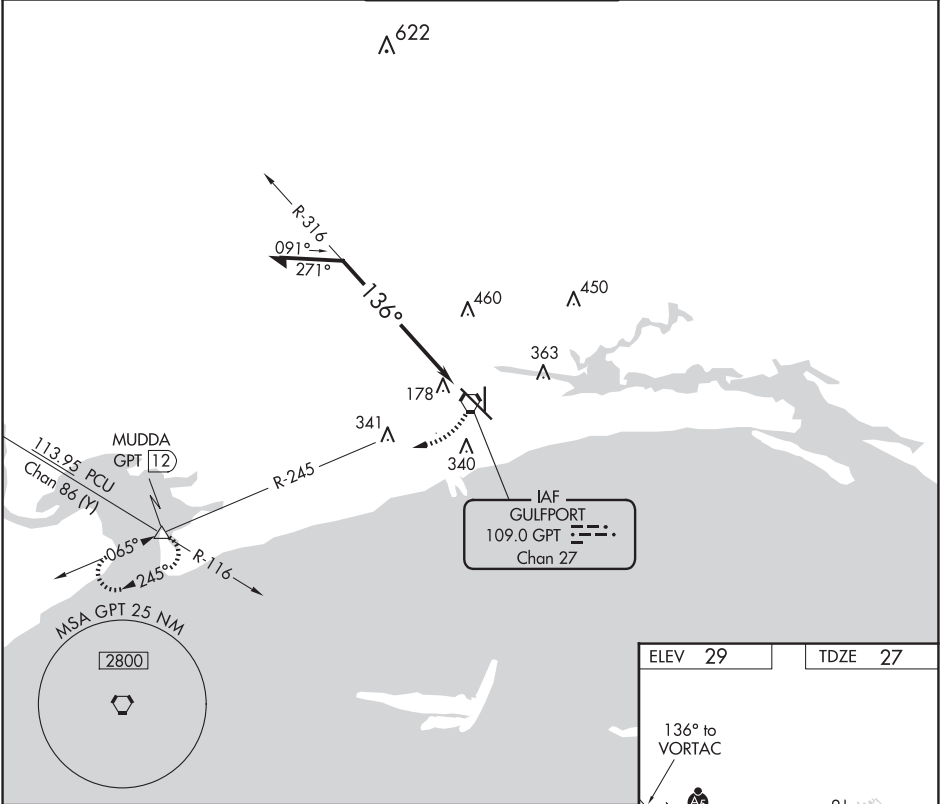
ASR

MALSR

A5

MISSED APPROACH: Climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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Remain within 10 NM

2000

316°

136°

GPT VORTAC

GPT 2.5

1.9 NM

2000

GPT R-245

MUDDA

CATEGORY	A	B	C	D
S-14	680/24	653 (700-½)	680-1⅓	653 (700-1⅓)
CIRCLING	680-1	651 (700-1)	820-2¼ 791 (800-2¼)	820-2½ 791 (800-2½)

ELEV 29

TDZE 27

136° to VORTAC

A5

8

4

1

4

3

6

32

36

4935 X 1.50

9002 X 1.30

TWR 171

HIRL Rwy 14-32

MIRL Rwy 18-36

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

GULFPORT, MISSISSIPPI

AL-576 (FAA)

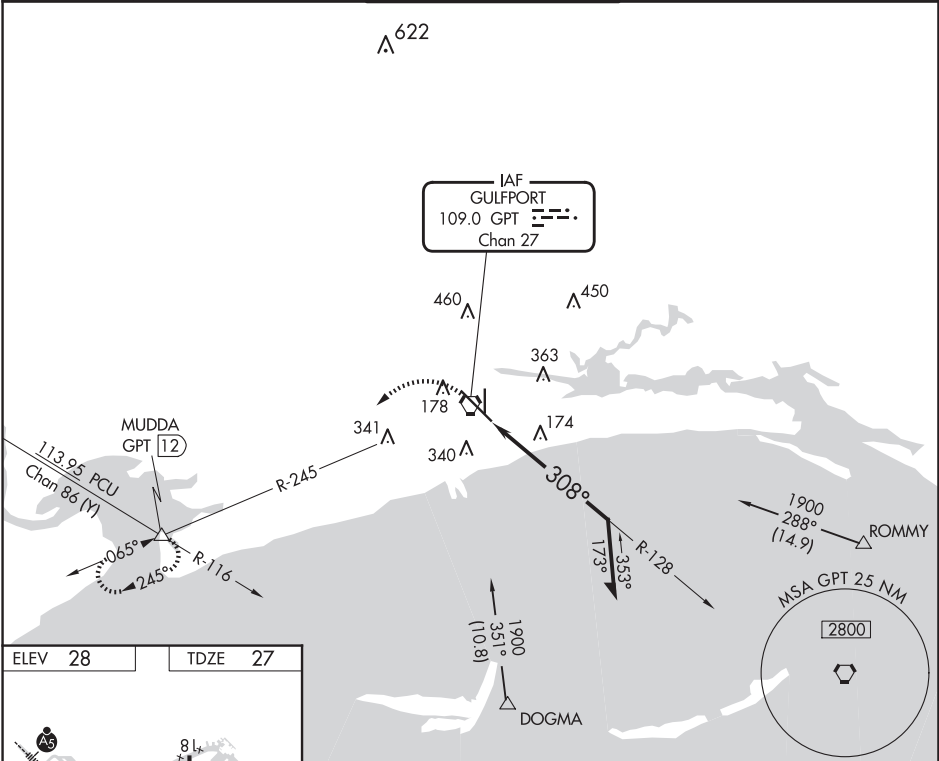
25023

VORTAC GPT	APP CRS	Rwy Idg	9002
109.0	308°	TDZE	27
Chan 27		Apt Elev	28

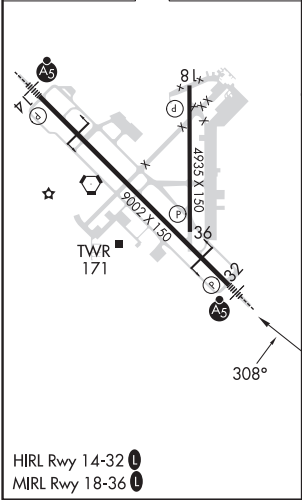
VOR Y RWY 32
GULFPORT-BILOXI INTL (GPT)

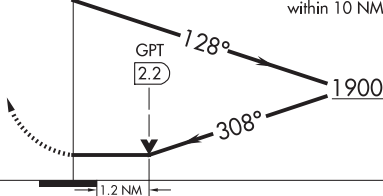
<p>T A ASR</p>	<p>Rwy 32 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-32 Cat A/B visibility to RVR 5500.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.</p>
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ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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ELEV 28	TDZE 27
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2000	GPT R-245	MUDDA △	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 72).	
				
CATEGORY	A	B	C	D
S-32	480/40	453 (500-¾)	480/45	453 (500-¾)
CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2¼ 732 (800-2¼)

GULFPORT, MISSISSIPPI
Amdt 21D 07OCT21

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)
VOR Y RWY 32

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

25023

VORTAC GPT 109.0 Chan 27	APP CRS 307°	Rwy Idg 9002 TDZE 27 Apt Elev 28
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VOR Z RWY 32
GULFPORT-BILOXI INTL (GPT)

DME required.

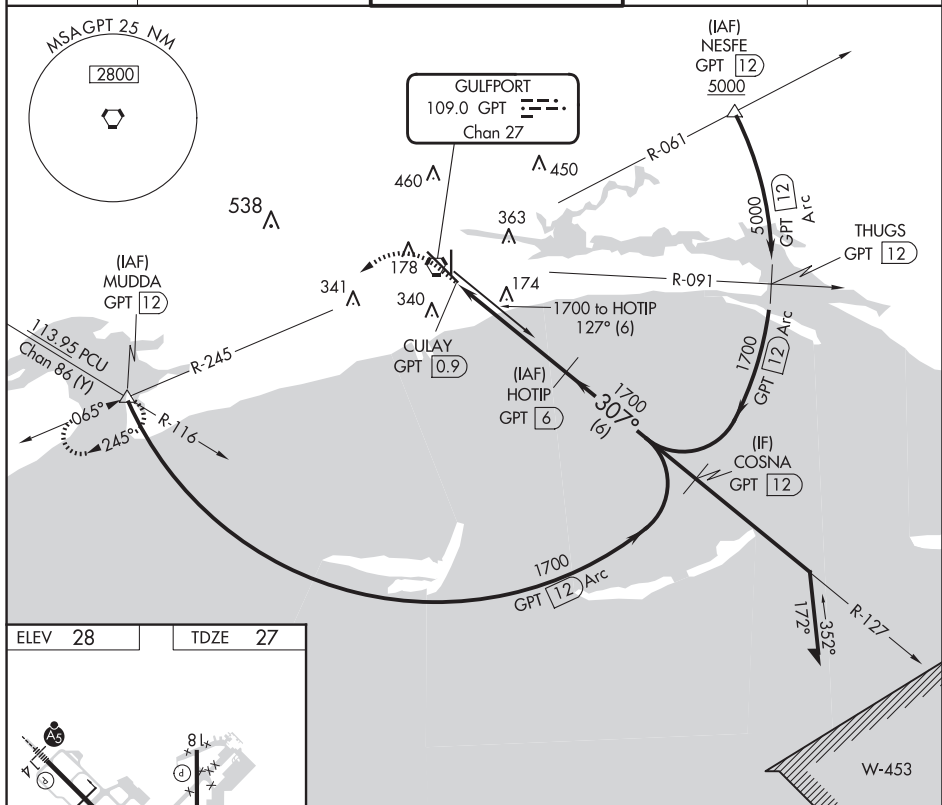
T Rwy 32 helicopter visibility reduction below RVR 4000 NA.
A For inop ALS, increase S-32 Cat A/B visibility to RVR 5500,
 ASR and Cat C/D/E to RVR 6000.

MALSR

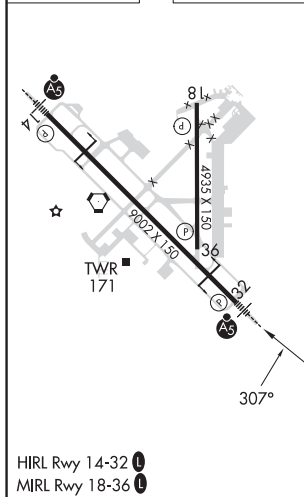


MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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ELEV 28		TDZE 27
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700 ↑	2000 	GPT R-245	MUDDA △	HOTIP GPT 6	Remain within 15 NM
<p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 72).</p>					
CATEGORY	A	B	C	D	E
S-32	440/40 413 (500-¾)				
C CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2¼ 732 (800-2¼)	760-2½ 732 (800-2½)

GULFPORT, MISSISSIPPI
Amdt 5A 07OCT21

GULFPORT-BILOXI INTL (GPT)
VOR Z RWY 32

30°24'N-89°04'W

133

SC-4, 07 AUG 2025 to 02 OCT 2025

GULFPORT, MISSISSIPPI

AL-576 (FAA)

21224

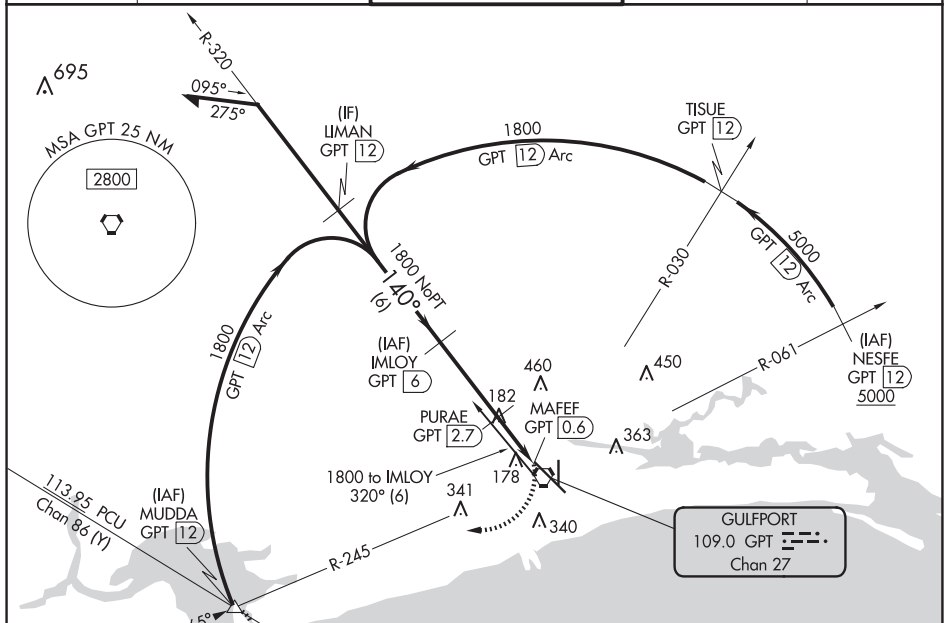
VORTAC GPT	APP CRS	Rwy Idg	9002
109.0	140°	TDZE	27
Chan 27		Apt Elev	28

VOR Z or TACAN Z RWY 14

GULFPORT-BILOXI INTL (GPT)

DME required.	MALSR	MISSED APPROACH: Climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.
For inop ALS, increase S-14 Cat C/D/E visibility to RVR 6000.	A5	
ASR		

ATIS	GULFPORT APP CON *	GULFPORT TOWER *	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) 0 339.8	120.4 348.6	122.95



ELEV 28

TDZE 27

Remain within 15 NM

IMLOY
GPT 6

2000

GPT
R-245

MUDDA

1800

1800

680

2.99°
TCH 52

PURAE
GPT 2.7

GPT 1.7

MAFEF
GPT 0.6

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 73).

3.3 NM

1 NM

1.1

CATEGORY	A	B	C	D	E
S-14	440/24	413 (500-½)	440/40	413 (500-¾)	
C CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	820-2¼ 792 (800-2¼)	820-2½ 792 (800-2½)	820-2¾ 792 (800-2¾)

HIRL Rwy 14-32 1
MIRL Rwy 18-36 1

GULFPORT, MISSISSIPPI

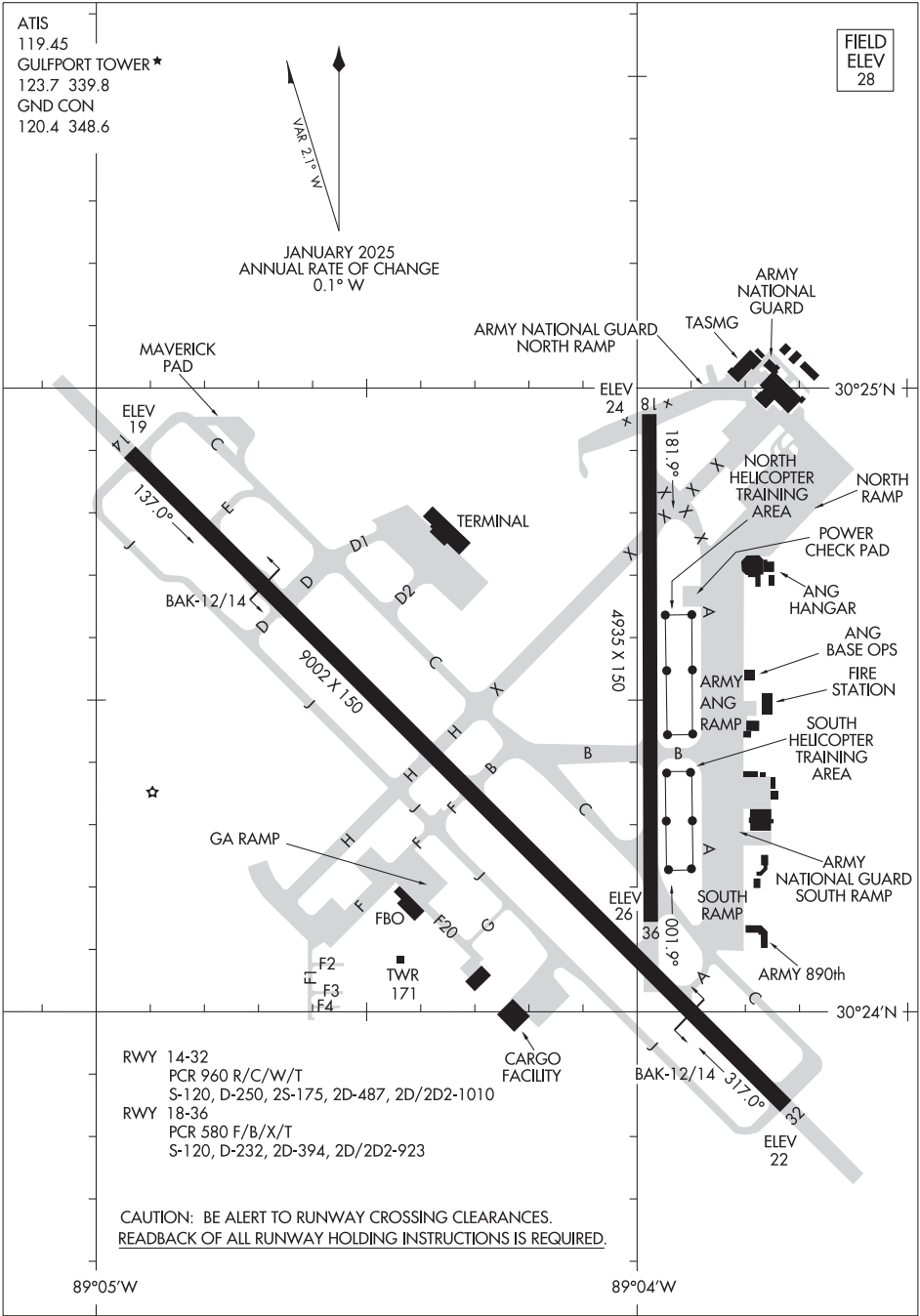
Amdt 4A 31DEC20

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

VOR Z or TACAN Z RWY 14

SC-4, 07 AUG 2025 to 02 OCT 2025



HAMMOND, LOUISIANA

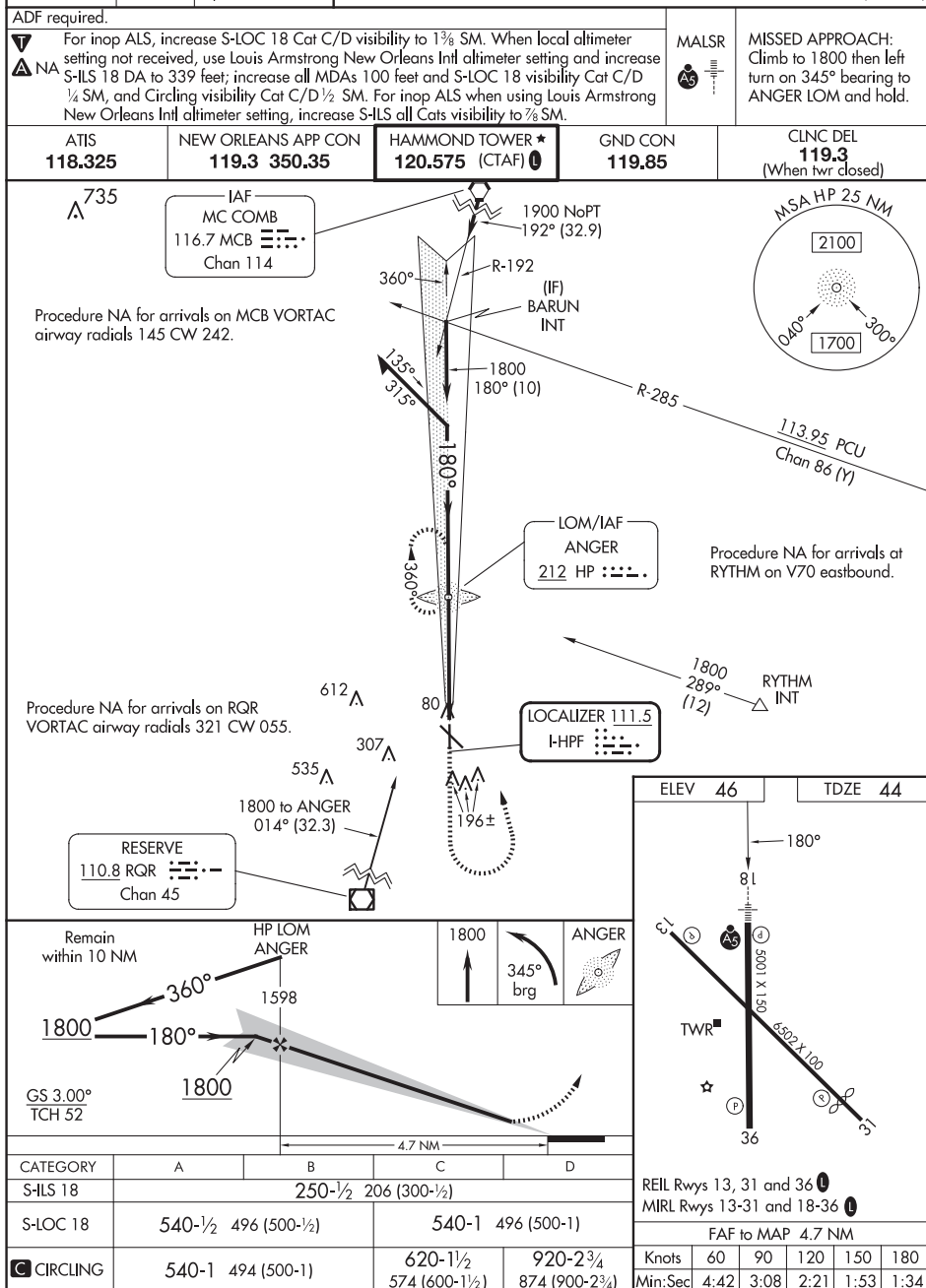
AL-6035 (FAA)

25163

LOC I-HPF 111.5	APP CRS 180°	Rwy Ldg TDZE Apt Elev	5001 44 46
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ILS or LOC RWY 18

HAMMOND NORTHSORE RGNL (HDC)



HAMMOND, LOUISIANA

Amdt 5A 03NOV22

HAMMOND NORTHSORE RGNL (HDC)

30°31'N-90°25'W

ILS or LOC RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

HAMMOND, LOUISIANA

AL-6035 (FAA)

25163

WAAS CH 45818 W18A	APP CRS 180°	Rwy Ldg 5001 TDZE 44 Apt Elev 46
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RNAV (GPS) RWY 18
HAMMOND NORTHSHORE RGNL (HDC)

RNP APCH - GPS.

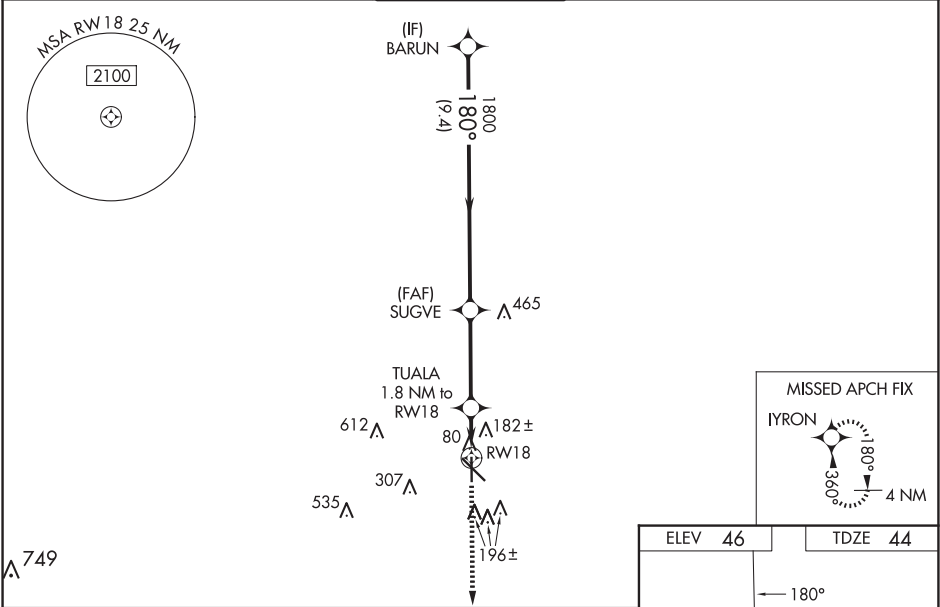
⚠ Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase LPV DA to 339 feet; increase LNAV/VNAV DA to 555 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ½ SM. For inop ALS when using Louis Armstrong New Orleans Intl altimeter increase LPV all Cats visibility to ¾ SM; LNAV/VNAV all Cats visibility to 1 ¾ SM and LNAV Cats C/D visibility to 1 ¾ SM. For inop ALS increase LNAV/VNAV all Cats visibility to 1 ¼ SM and LNAV Cat C/D visibility to 1 ¾ SM.

MALSR

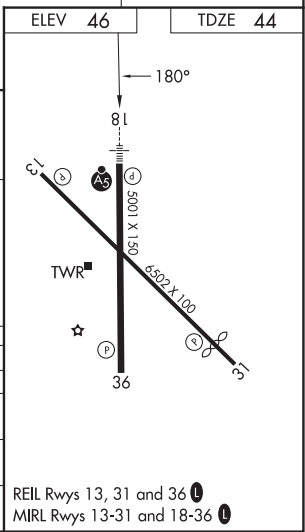


MISSED APPROACH:
Climb to 2200 direct IYRON and hold.

ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER ★ 120.575 (CTAF) 0	GND CON 119.85	CLNC DEL 119.3 (When twr closed)
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GP 3.00° TCH 52				
1800 — 180° — 1800				
9.4 NM — 3.5 NM — 0.7 NM — 1.1 NM				
CATEGORY	A	B	C	D
LPV DA	250-1 2		206 (300-1 2)	
LNAV/VNAV DA	466-3 4		422 (500-3 4)	
LNAV MDA	460-1 2	416 (500-1 2)	460-3 4	416 (500-3 4)
CIRCLING	500-1	454 (500-1)	620-1 2 574 (600-1 2)	920-2 3 4 874 (900-2 3 4)



HAMMOND, LOUISIANA
Amdt 1B 03NOV22

30°31'N-90°25'W

HAMMOND NORTHSHORE RGNL (HDC)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
315°

Rwy Ldg
TDZE
Apt Elev

5812
42
46

RNAV (GPS) RWY 31

HAMMOND NORTHSHORE RGNL (HDC)

RNP APCH - GPS.

T

A

Rwy 31 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat C/D 1/2 SM, and Circling visibility Cat C/D 1/2 SM.

MISSED APPROACH:
Climb to 2000 direct HEVOT and hold.

ATIS
118.325

NEW ORLEANS APP CON
119.3 350.35

HAMMOND TOWER ★
120.575 (CTAF) 0

GND CON
119.85

CLNC DEL
119.3
(When twr closed)

ELEV 46

TDZE 42

81

5001 X 130

4502 X 100

36

315°

TWR

REIL Rws 13, 31 and 36

MIRL Rws 13-31 and 18-36

2000

HEVOT

ZUMMI

COBIM

1.2 NM to RW31

3.05° TCH 50

1.2 NM

4.8 NM

6.1 NM

315°

2000

2000

VGSI and descent angles not coincident (VGSI Angle 3.30/TCH 56).

CATEGORY	A	B	C	D
LNAV MDA	500-1	458 (500-1)	500-1 3/8	458 (500-1 3/8)
CIRCLING	500-1	454 (500-1)	620-1 1/2 574 (600-1 1/2)	920-2 3/4 874 (900-2 3/4)

HAMMOND, LOUISIANA

Amdt 1C 20APR23

30°31'N-90°25'W

139

HAMMOND NORTHSHORE RGNL (HDC)

RNAV (GPS) RWY 31

HAMMOND, LOUISIANA

AL-6035 (FAA)

25163

WAAS CH 42718 W36A	APP CRS 360°	Rwy Ldg TDZE Apt Elev	5001 42 46
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RNAV (GPS) RWY 36

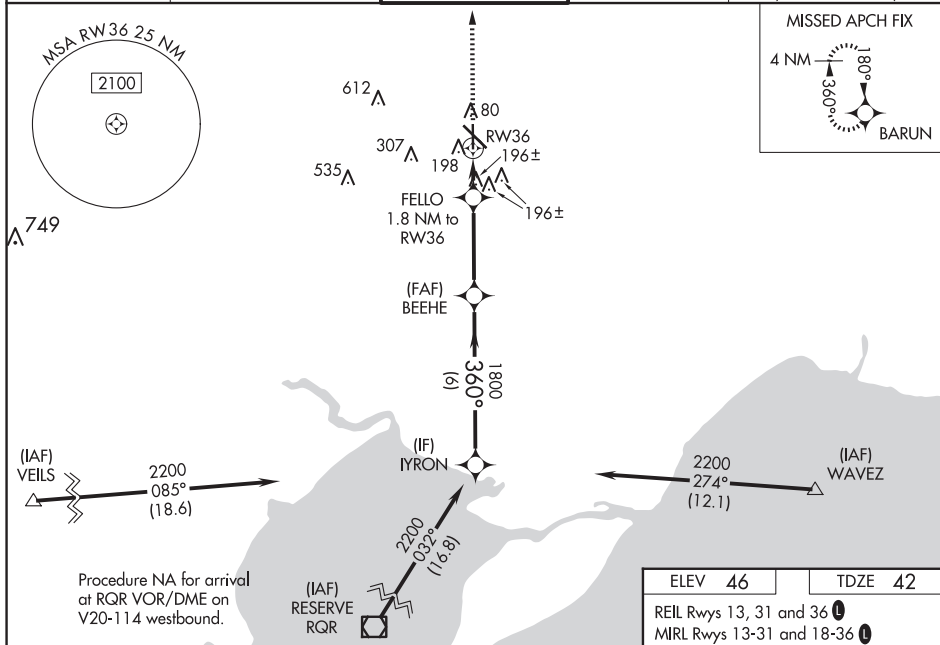
HAMMOND NORTHSORE RGNL (HDC)

RNP APCH - GPS.

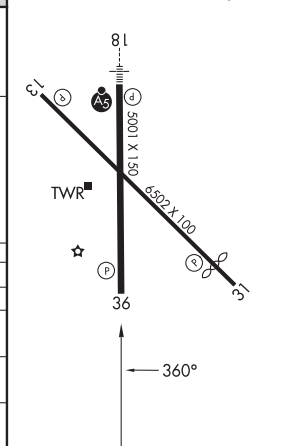
⚠ Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.
⚠ Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C . When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase LPV DA to 374 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 528 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 100 feet and LNAV visibility Cat C/D $\frac{1}{4}$ SM, and Circling visibility Cat C/D $\frac{1}{2}$ SM.

MISSED APPROACH:
 Climb to 1800 direct
 BARUN and hold.

ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER ★ 120.575 (CTAF) 0	GND CON 119.85	CLNC DEL 119.3 (When twr closed)
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	IYRON		BEEHE		FELLO		RW36	
	2200		1800		1800		1800	
	360°		360°		360°		360°	
	GP 3.00°		TCH 52		660		660	
	6 NM		3.5 NM		0.6 NM		1.2 NM	
CATEGORY	A		B		C		D	
LPV DA	292- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)					
LNAV/VNAV DA	446-1 $\frac{1}{8}$		404 (400-1 $\frac{1}{8}$)					
LNAV MDA	460-1		418 (500-1)		460-1 $\frac{1}{8}$		418 (500-1 $\frac{1}{8}$)	
C CIRCLING	500-1		454 (500-1)		620-1 $\frac{1}{2}$ 574 (600-1 $\frac{1}{2}$)		920-2 $\frac{3}{4}$ 874 (900-2 $\frac{3}{4}$)	



HAMMOND, LOUISIANA

Orig-B 03NOV22

HAMMOND NORTHSORE RGNL (HDC)

30°31'N-90°25'W

RNP (GPS) RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

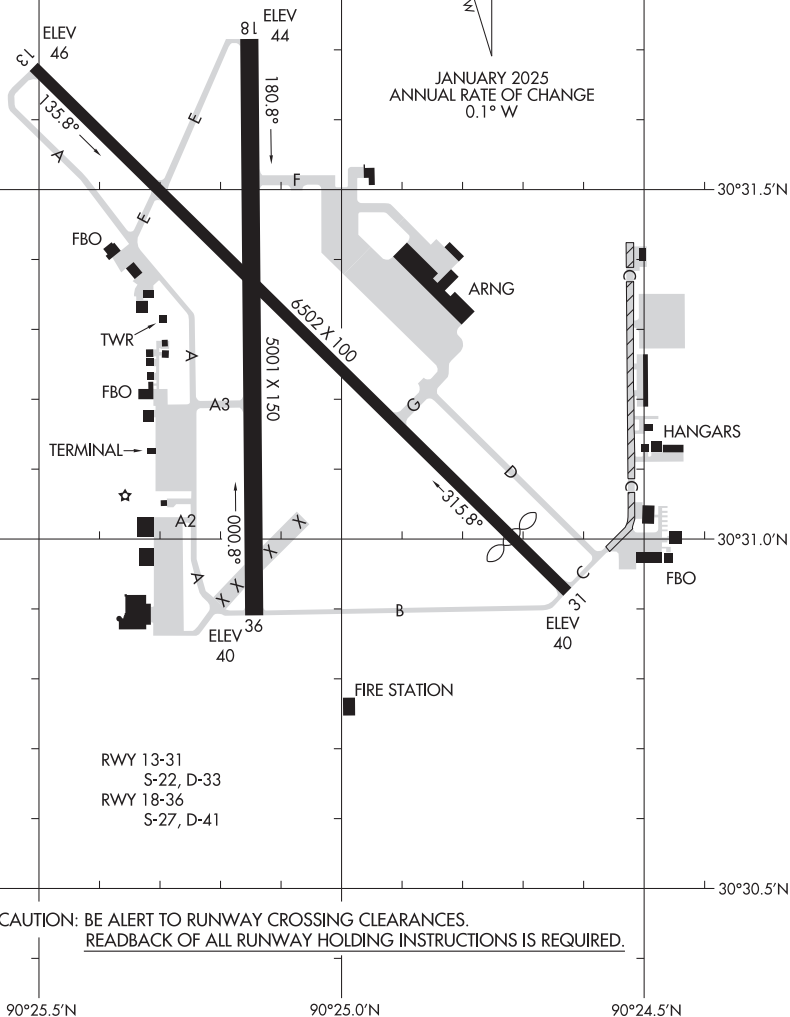
SC-4, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

AL-6035 (FAA)

HAMMOND, LOUISIANA

ATIS
 118.325
 HAMMOND TOWER ★
 120.575
 GND CON
 119.85
 CLNC DEL
 119.3 (When Tower Closed)

FIELD
ELEV
46

AIRPORT DIAGRAM

25163

HAMMOND, LOUISIANA

HAMMOND NORTHSORE RGNL (HDC)

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 13
HATTIESBURG BOBBY L CHAIN MUNI (HBG)

HATTIESBURG BOBBY L CHAIN MUNI (HBG)
RNAV (GPS) Y RWY 13

WAAS CH 86403 W13A	APP CRS 132°	Rwy Idg 5098 TDZE 151 Apt Elev 151
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RNAV (GPS) Z RWY 13
HATTIESBURG BOBBY L CHAIN MUNI (HBG)

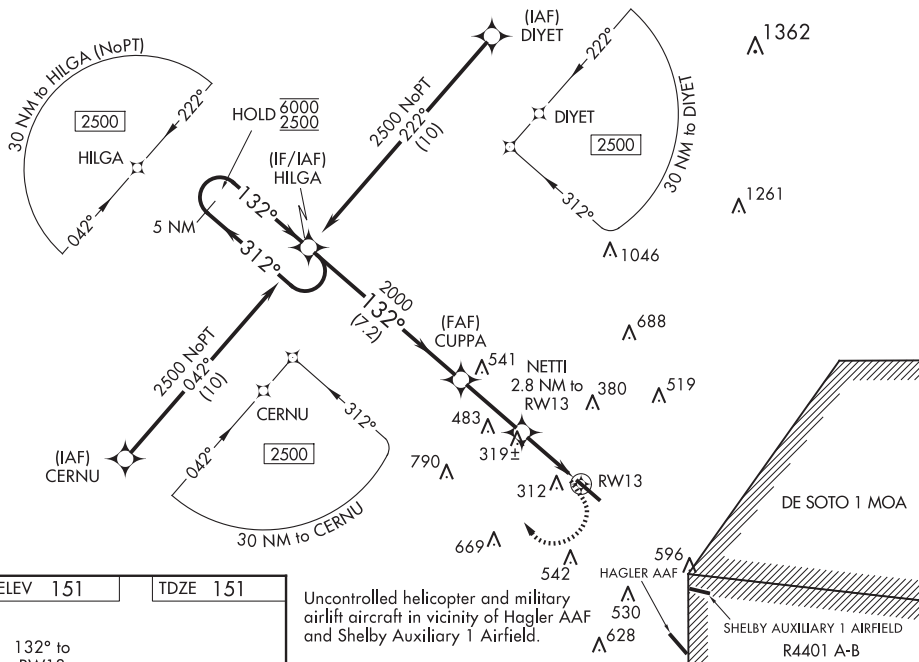
RNP APCH.



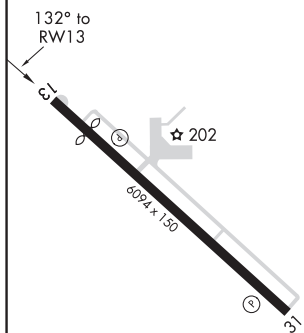
MISSED APPROACH:
Climb to 600 then climbing
right turn to 2500 direct
HILGA and hold.

ASOS
135.425

HOUSTON CENTER
126.8 327.8

UNICOM
122.8 (CTAF) **L**

ELEV	151		TDZE	151
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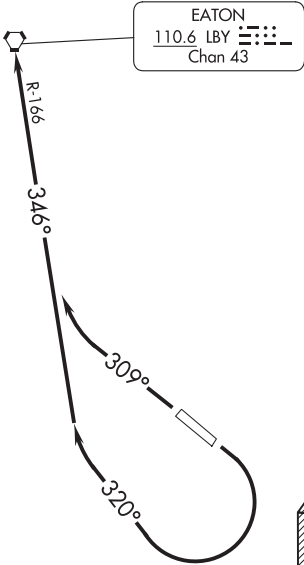
(LBY2.LBY) 24025

EATON TWO DEPARTURE

HATTIESBURG BOBBY L CHAIN MUNI (HBG)
HATTIESBURG, MISSISSIPPI

ASOS 135.425
HOUSTON CENTER
126.8 327.8
CTAF 122.8

TOP ALTITUDE:
3000



TAKEOFF MINIMUMS:

Rwy 13: ATC climb of 300' per
NM to 600.
Rwy 13: Do not exceed 230K until
established on heading 320°.
Rwy 31: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climbing right turn heading 320° and LBV VORTAC R-166 to
LBV VORTAC. Thence. . . .
TAKEOFF RUNWAY 31: Climb heading 309° and LBV VORTAC R-166 to LBV VORTAC.
Thence. . . .
. . . .maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes
after departure.

EATON TWO DEPARTURE

(LBY2.LBY) 21JUL16

HATTIESBURG, MISSISSIPPI
HATTIESBURG BOBBY L CHAIN MUNI (HBG)

LOC I-PIB
109.5

APP CRS
181°

Rwy Idg
TDZE
Apt Elev
6503
298
298

ILS or LOC RWY 18

HATTIESBURG/LAUREL RGNL (PIB)

DME required.

▼

▲ NA

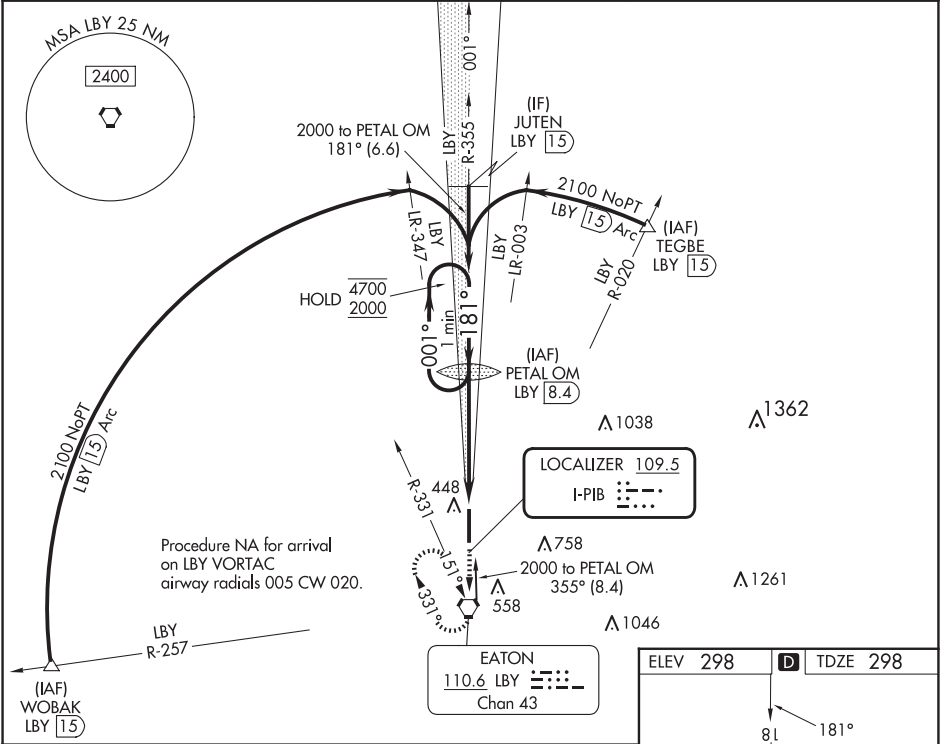
MALSR

MISSED APPROACH: Climb to 2100 direct LBV VORTAC and hold, continue climb-in-hold to 2100.

AWOS-3PT
128.325

HOUSTON CENTER
126.8 327.8

UNICOM
123.0 (CTAF) 0



One Minute Holding Pattern
PETAL OM LBV 8.4
4700 2000
GS 3.00° TCH 60
1957
181°
181°
3.5 NM 1.5 NM
2100 LBV
*LOC only.
*LBV 4.9
LBV 3.4
352

CATEGORY	A	B	C	D
S-ILS 18		498-1/2	200 (200-1/2)	
S-LOC 18	820-1/2	522 (600-1/2)	820-1	522 (600-1)
CIRCLING	820-1	522 (600-1)	1120-2 1/2 822 (900-2 1/2)	1120-2 3/4 822 (900-2 3/4)


ELEV 298 D TDZE 298

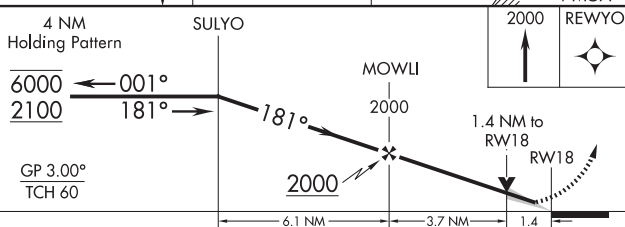
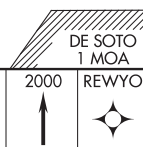
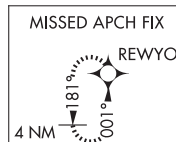
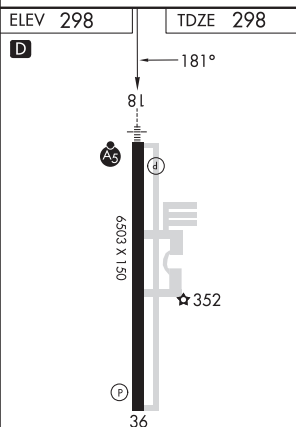
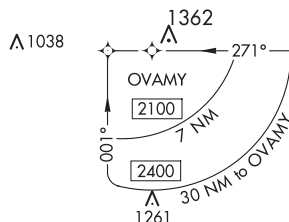
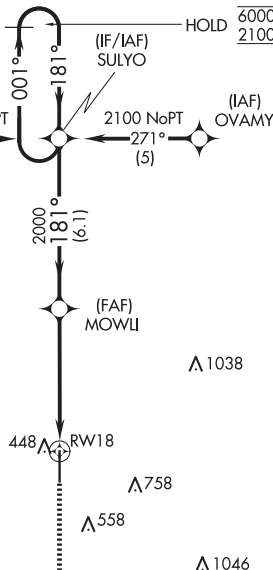
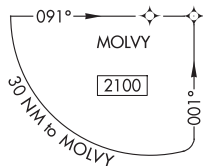
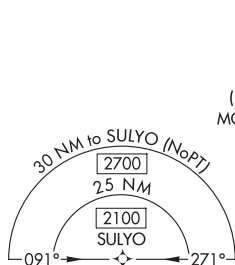
81 181°
6503 X 150
36
P

HIRL Rwy 18-36
REIL Rwy 18 and 36

RNAV (GPS) RWY 18
HATTIESBURG/LAUREL RGNL (PIB)

MISSED APPROACH:
Climb to 2000 direct
REWYO and hold.

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

UNICOM
123.0 (CTAF) **L**

CATEGORY	A	B	C	D
LPV DA		498- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)	
LNAV/VNAV DA		691- $\frac{5}{8}$	393 (400- $\frac{5}{8}$)	
LNAV MDA	820- $\frac{1}{2}$	522 (600- $\frac{1}{2}$)	820-1	522 (600-1)
C CIRCLING	820-1	522 (600-1)	1120-2 $\frac{1}{2}$ 822 (900-2 $\frac{1}{2}$)	1120-2 $\frac{3}{4}$ 822 (900-2 $\frac{3}{4}$)

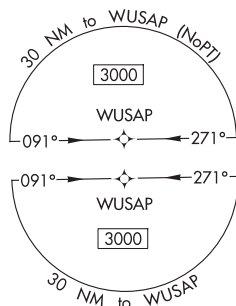
HATTIESBURG/LAUREL RGNL (PIB)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18
HOLLY SPRINGS-MARSHALL COUNTY (M41)

MISSED APPROACH:
Climb to 1060 then climbing
right turn to 3000 direct
WUSAP and hold.

UNICOM
122.8 (CTAF)



A 1061

Δ 960

HOLLY SPRINGS-MARSHALL COUNTY (M41)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

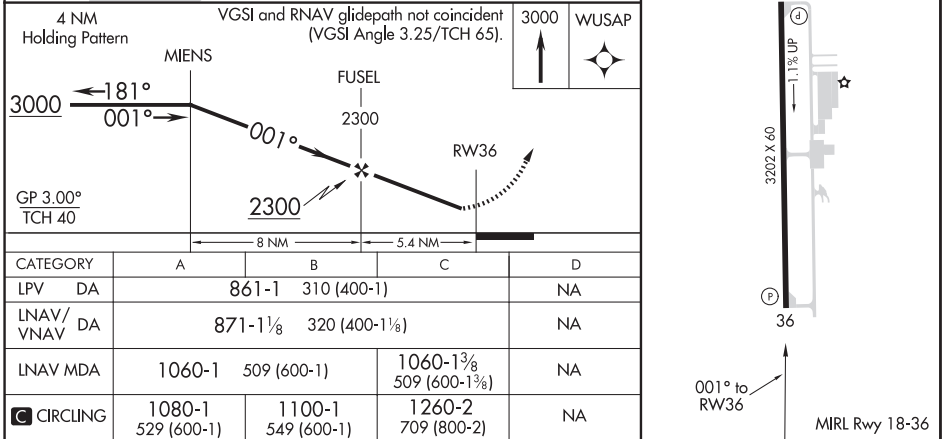
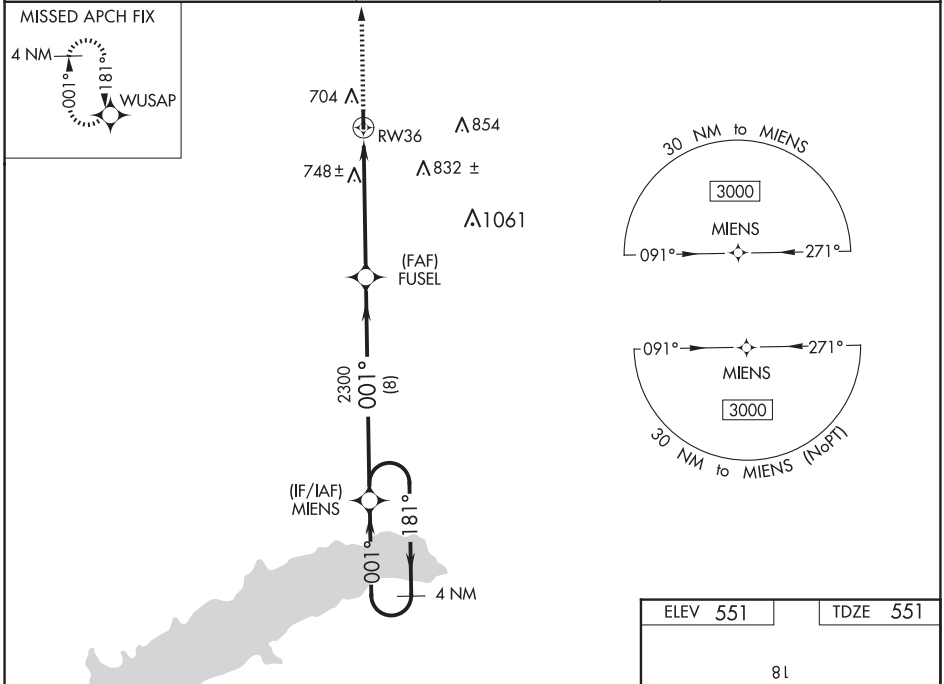
RNP APCH-GPS.

Baro-VNAV NA. Helicopter visibility reduction below ¾ SM NA.

Use Olive Branch altimeter setting; when not received, use Oxford altimeter setting and increase LPV DA to 873, LNAV/VNAV DA to 883 and all MDA 20 feet; increase LPV all Cats and LNAV Cat C visibility ⅛ mile.



MISSED APPROACH: Climb to 3000 direct WUSAP and hold.

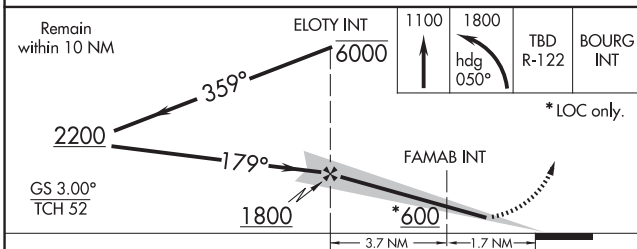
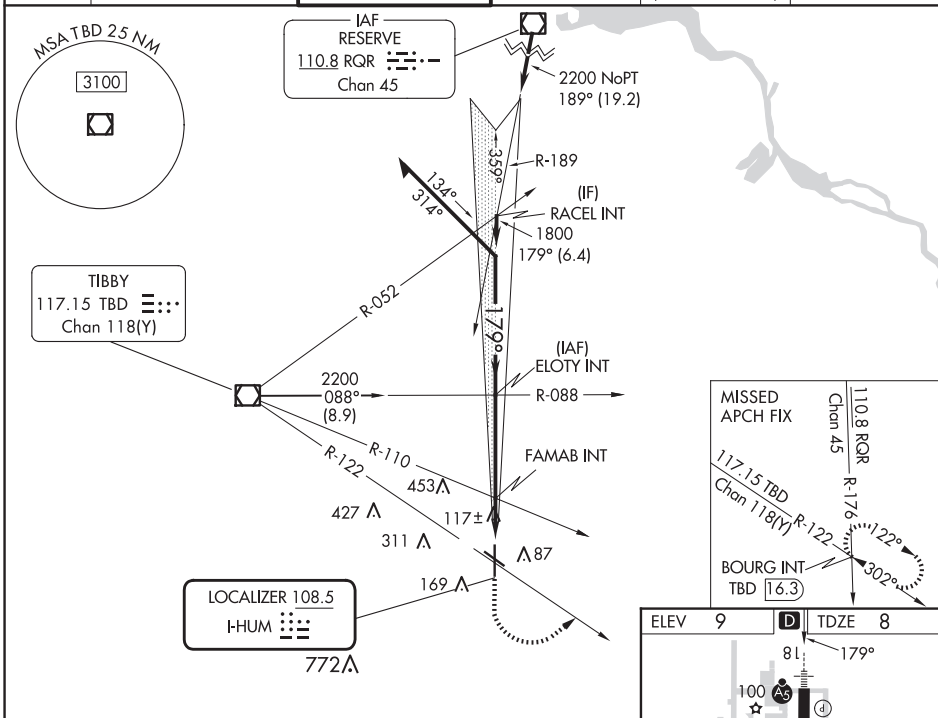
OLV AWOS-3 119.925	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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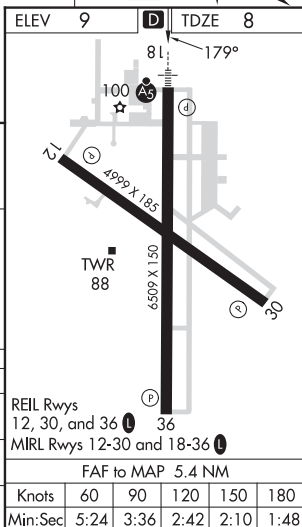
LOC I-HUM <u>108.5</u>	APP CRS 179°	Rwy Ldg 6143 TDZE 8 Apt Elev 9
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ILS or LOC RWY 18

	When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase DA to 285 feet; increase all MDA 80 feet and S-LOC 18 Cat C/D visibility ¼ SM and Circling Cat C/D visibility ¼ SM. For inop ALS increase S-LOC 18 Cat C/D visibility to 1 SM. For inop ALS when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility ⅛ SM.				 MALSR	MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 on heading 050° and TBD VOR/DME R-122 to BOURG INT/TBD 16.3 DME and hold.	
	ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35		HOUMA TOWER★ 125.3 (CTAF) 0 346.3		GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95



CATEGORY	A	B	C	D
S-ILS 18	208- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 18	380- $\frac{1}{2}$ 372 (400- $\frac{1}{2}$)		380- $\frac{5}{8}$ 372 (400- $\frac{5}{8}$)	
C CIRCLING	480-1	471 (500-1)	760-2 $\frac{1}{4}$ 751 (800-2 $\frac{1}{4}$)	760-2 $\frac{1}{2}$ 751 (800-2 $\frac{1}{2}$)



HOUMA-TERREBONNE (HUM)
ILS or LOC RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56313 W12A	APP CRS 124°	Rwy Idg TDZE 8 Apt Elev 9
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RNAV (GPS) RWY 12

HOUMA-TERREBONNE (HUM)

⚠

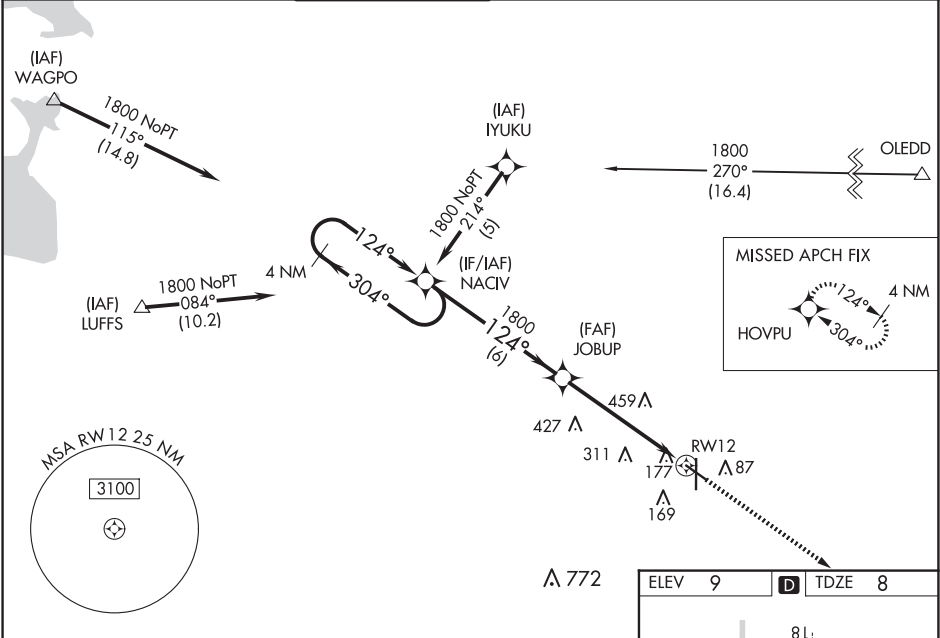
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

⚠

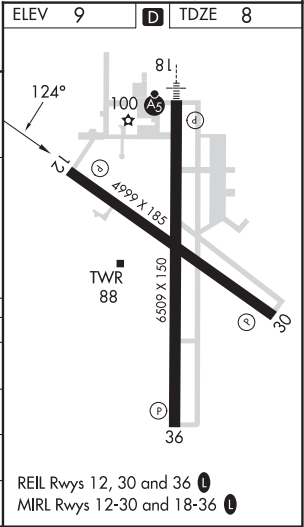
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 370 feet and all visibilities ¼ SM, increase LNAV/VNAV DA to 567 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats B, C and D ¼ SM. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct HOVPU and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER ★ 125.3 (CTAF) 0 346.3	GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95
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4 NM Holding Pattern				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).				
NACIV				
JOBUP				
RWY12				
GP 3.00° TCH 45				
6 NM				
5.4 NM				
CATEGORY	A	B	C	D
LPV DA	293-7⁄8 285 (300-7⁄8)			
LNAV/VNAV DA	490-13⁄8 482 (500-13⁄8)			
LNAV MDA	680-1	672 (700-1)	680-17⁄8	672 (700-17⁄8)
CIRCLING	680-1	671 (700-1)	760-2¼ 751 (800-2¼)	760-2½ 751 (800-2½)



HOUMA, LOUISIANA

AL-5037 (FAA)

25163


WAAS CH 99413 W18A	APP CRS 179°	Rwy Ldg 6143 TDZE 8 Apt Elev 9
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RNAV (GPS) RWY 18

HOUMA-TERREBONNE (HUM)

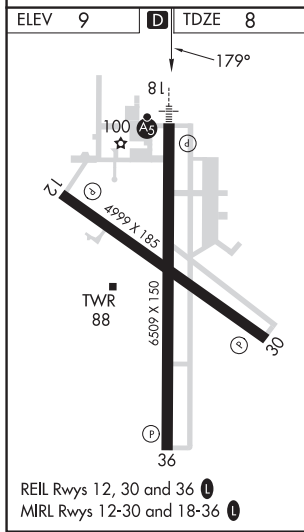
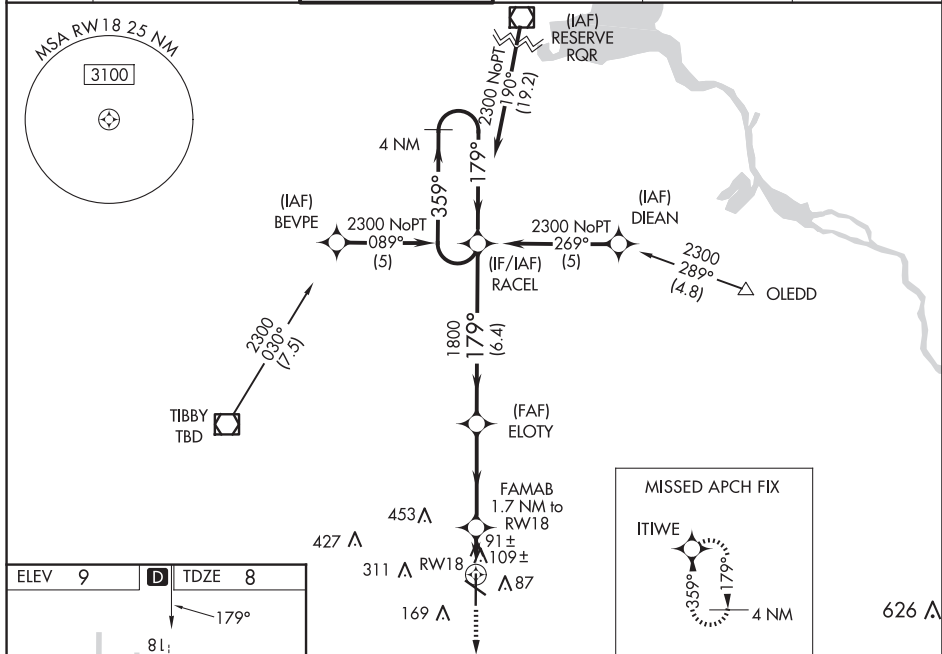
⚠ Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 285, increase LNAV/VNAV DA to 526 and all visibilities $\frac{1}{8}$ SM; increase all MDAs 80 feet and visibility Cats C and D $\frac{1}{4}$ SM. For inop ALS when using Louis Armstrong New Orleans Intl altimeter setting increase all LPV visibilities to $\frac{7}{8}$ SM, increase all LNAV/VNAV visibilities and LNAV Cats C and D visibility to $\frac{1}{8}$ SM.

MALSR



MISSED APPROACH:
Climb to 1900 direct
ITWE and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER ★ 125.3 (CTAF) 346.3	GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95
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1900	ITWE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).	4 NM	Holding Pattern
*LNAV only.	FAMAB 1.7 NM to RW18	ELOTY	179°	359°
RW18	600*	1800	179°	2300
1.7 NM	3.7 NM	6.4 NM		GP 3.00° TCH 52
CATEGORY	A	B	C	D
LPV DA		208-1/2	200 (200-1/2)	
LNAV/VNAV DA		449-7/8	441 (500-7/8)	
LNAV MDA	440-1/2	432 (500-1/2)	440-3/4	432 (500-3/4)
CIRCLING	480-1	471 (500-1)	760-2 1/4 751 (800-2 1/4)	760-2 1/2 751 (800-2 1/2)

HOUMA, LOUISIANA
Orig-B 15JUL21

29°34'N-90°40'W

HOUMA-TERREBONNE (HUM)

RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **61013**
W30A

APP CRS
304°

Rwy Idg **4999**
TDZE **9**
Apt Elev **9**

RNAV (GPS) RWY 30

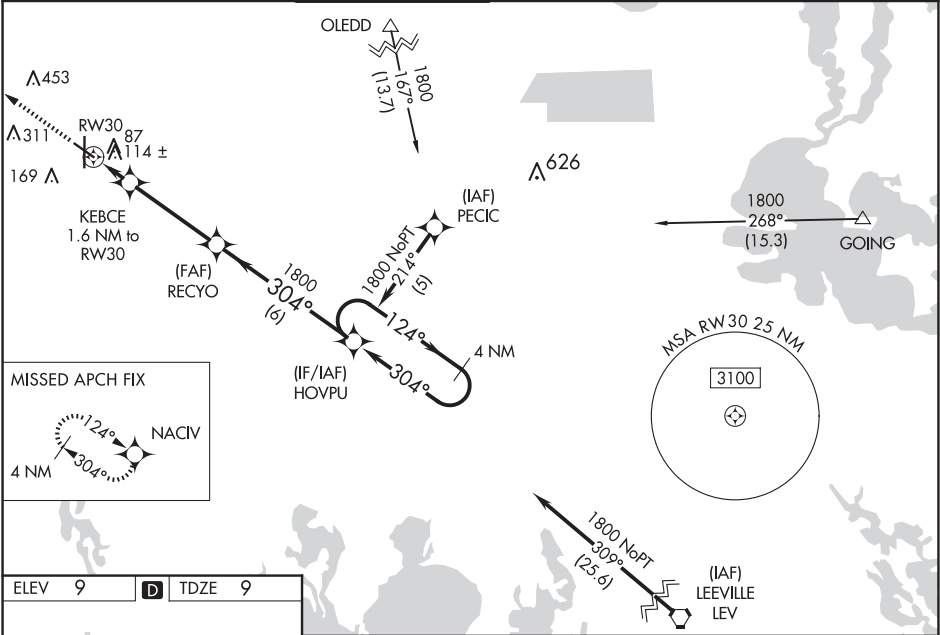
HOUMA-TERREBONNE (HUM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

⚠ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 336, LNAV/VNAV DA to 489, and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¾ SM. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct NACIV and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER★ 125.3 (CTAF) 0 346.3	GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95
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ELEV 9 D TDZE 9

REIL Rwy 12, 30 and 36
MIRL Rwy 12-30 and 18-36

1800 NACIV

* LNAV only

KEBCE 1.6 NM to RW30

RW30

560*

304°

1800

124°

1800

304°

GP 3.00° TCH 45

RECYO

HOVPU

4 NM Holding Pattern

CATEGORY	A	B	C	D
LPV DA	259-¾ 250 (300-¾)			
LNAV/VNAV DA	412-1½ 403 (500-1½)			
LNAV MDA	380-1 371 (400-1)			
CIRCLING	480-1	471 (500-1)	760-2¼ 751 (800-2¼)	760-2½ 751 (800-2½)

HOUMA, LOUISIANA

AL-5037 (FAA)

24361

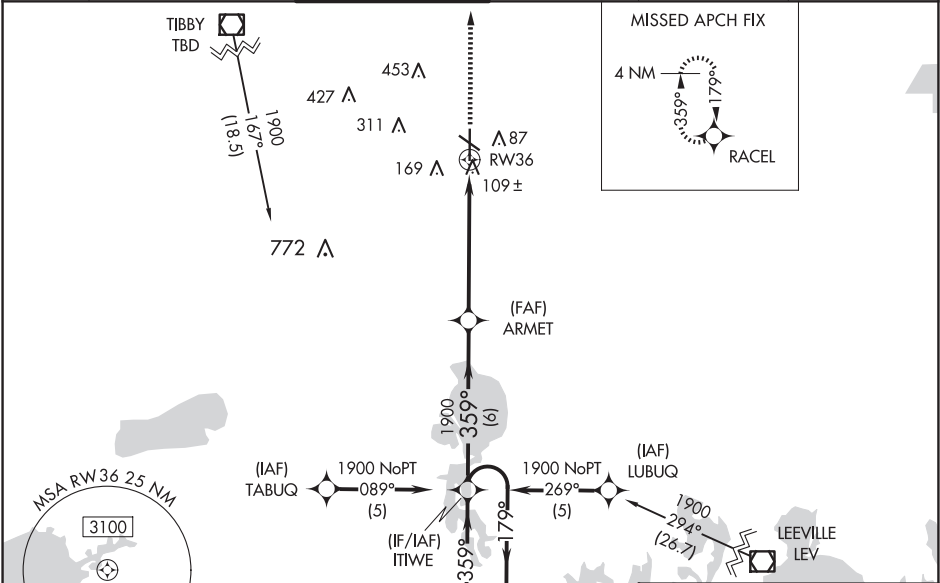
WAAS CH 56413 W36A	APP CRS 359°	Rwy Idg 6508 TDZE 8 Apt Elev 9
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RNAV (GPS) RWY 36

HOUMA-TERREBONNE (HUM)

- ▼ Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 408, LNAV/VNAV DA to 518, and all visibilities 1/8 SM; increase all MDAs 80 feet and visibility Cats C and D 1/4 SM.
- ⚠ MISSED APPROACH: Climb to 2300 direct RACEL and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER ★ 125.3 (CTAF) 0 346.3	GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95
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ELEV 9 D TDZE 8

REIL Rwy 12, 30 and 36 1

MIRL Rwy 12-30 and 18-36 1

4 NM Holding Pattern

ITWE ARMET

GP 3.00° TCH 40

6 NM 5.7 NM

CATEGORY	A	B	C	D
LPV DA	331-1		323 (400-1)	
LNAV/VNAV DA	441-1¼		433 (500-1¼)	
LNAV MDA	460-1 452 (500-1)		460-13⁄8 452 (500-13⁄8)	
CIRCLING	480-1 471 (500-1)		760-2¼ 751 (800-2¼) 760-2½ 751 (800-2½)	

2300 RACEL

TWR 88

36 359°

HOUMA, LOUISIANA
Orig-B 15JUL21

29°34'N-90°40'W

HOUMA-TERREBONNE (HUM)

RNAV (GPS) RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME TBD
117.15
Chan **118(Y)**

APP CRS
302°

Rwy Idg **4999**
TDZE **9**
Apt Elev **9**

VOR/DME RWY 30
HOUMA-TERREBONNE (HUM)

▼

▲

Rwy 30 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 80 feet, and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 via TBD VOR/DME R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER★ 125.3 (CTAF) 346.3	GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95
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TIBBY 117.15 TBD 118(Y) Chan 118(Y)

1800 to BOURG 122° (16.3)

427° 311° 169° 87° 150°

772° 453°

1800 176° (34.4)

R-176

RESERVE 110.8 RQR Chan 45

BOURG INT 16.3

302° 077° 257° R-122

MSA TBD 25 NM 3100

ELEV 9 TDZE 9

REIL Rwy 12, 30 and 36
MIRL Rwy 12-30 and 18-36

4999 X 125
TWR 88
6509 X 150
36

1100 1800 BOURG INT

↑ TBD R-122

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).

BOURG INT TBD 16.3

Remain within 10 NM

122° 302° 1800

700 3.09° TCH 45

2 NM 3.3 NM

CATEGORY	A	B	C	D
S-30	400-1	391 (400-1)	400-1½	391 (400-1½)
CIRCLING	480-1	471 (500-1)	760-2¼ 751 (800-2¼)	760-2½ 751 (800-2½)

HOUMA, LOUISIANA
Amdt 12C 19MAY22

29°34'N-90°40'W
155

HOUMA-TERREBONNE (HUM)
VOR/DME RWY 30

HOUMA, LOUISIANA


AL-5037 (FAA)

25023

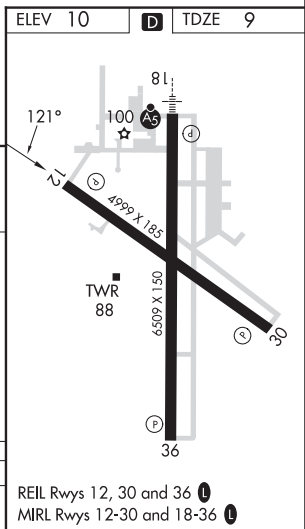
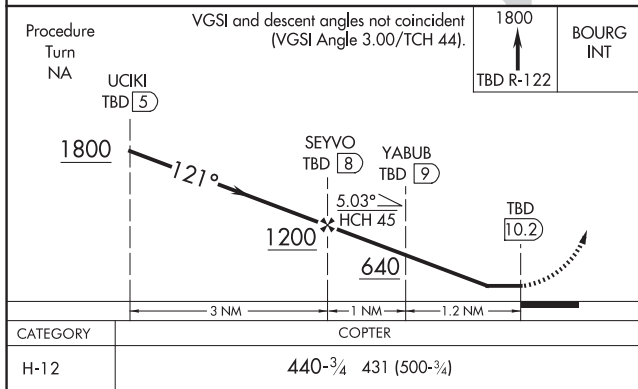
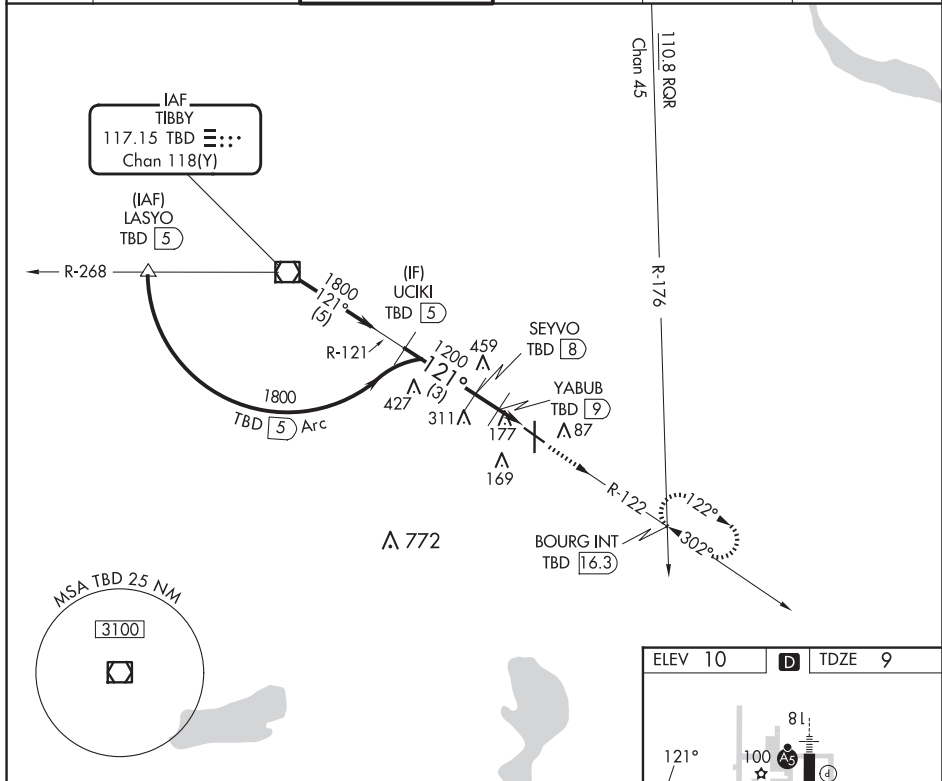
VOR/DME TBD	APP CRS	Rwy Idg	4843
117.15	121°	TDZE	9
Chan 118(Y)		Apt Elev	10

COPTER VOR/DME RWY 12

HOUMA-TERREBONNE (HUM)

 When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase MDA 80 feet.	MISSED APPROACH: Climb to 1800 via TBD VOR/DME R-122 to BOURG INT/16.3 DME and hold.
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ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER ★ 125.3 (CTAF) 346.3	GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95
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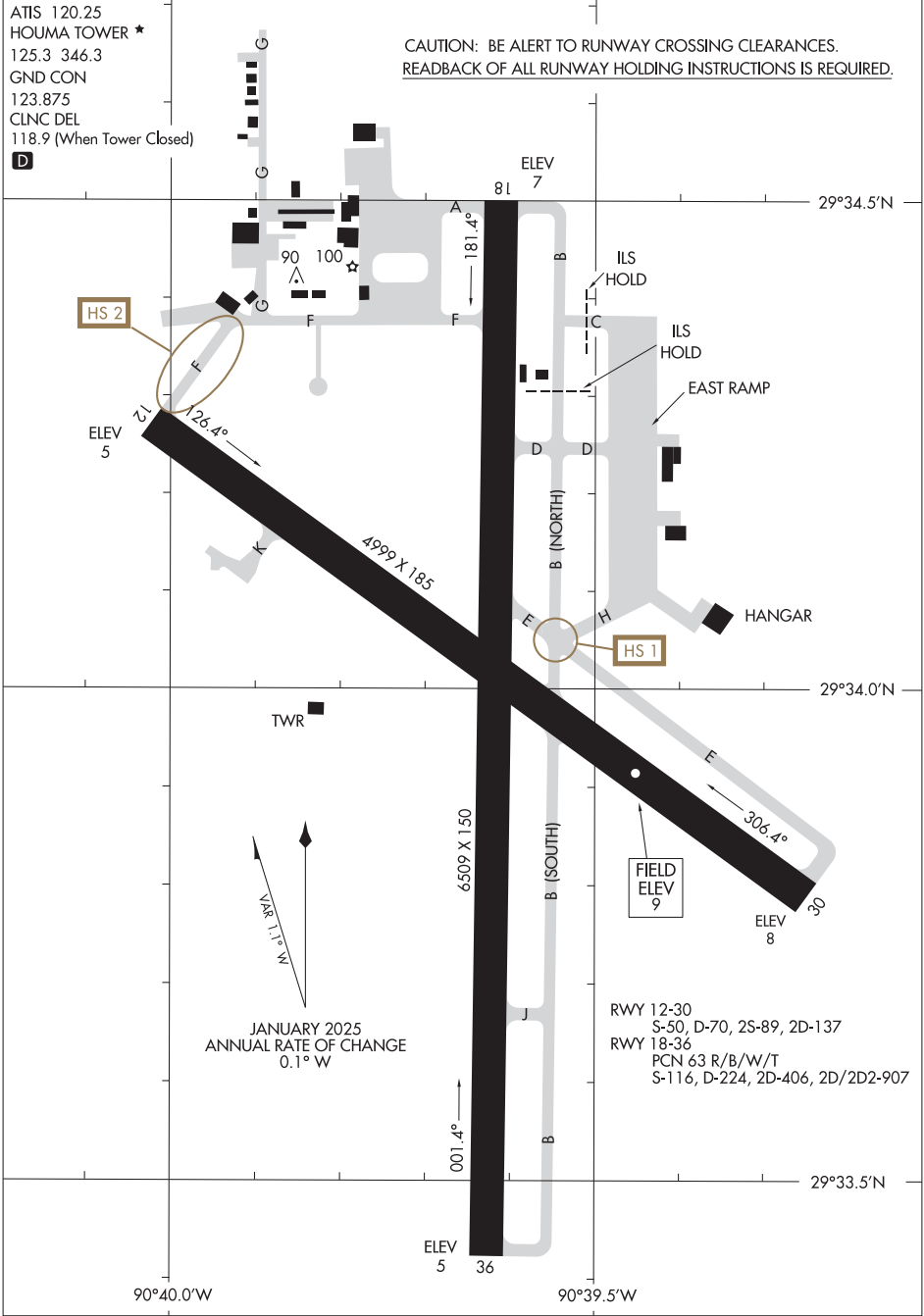


HOUMA, LOUISIANA
Amdt 4A 21JUL16

29°34'N-90°40'W

HOUMA-TERREBONNE (HUM)

COPTER VOR/DME RWY 12



INDIANOLA, MISSISSIPPI


AL-5685 (FAA)

21224

APP CRS 180°	Rwy Idg	7004
	TDZE	126
	Apt Elev	126

RNAV (GPS) RWY 18

INDIANOLA MUNI (IDL)

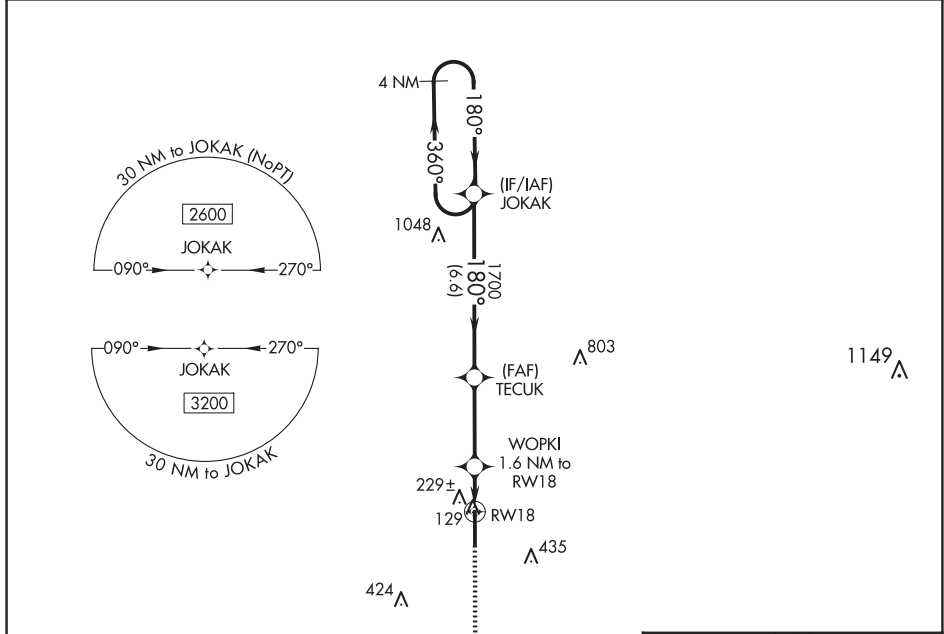


NA

DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in/Circling to Rwy 18 NA at night. Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase all MDA 40 feet, increase LNAV Cat C/D visibility 1/8 SM and Circling Cat C/D visibility 1/4 SM.

MISSED APPROACH: Climb to 2500 direct WUPUK and hold.

GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX

WUPUK

180° 360°

4 NM

4 NM Holding Pattern	JOKAK	2500 WUPUK
2600	TECUK	WOPKI 1.6 NM to RWY 18
1700	680	RWY 18
6.6 NM	3.2 NM	1.6 NM

CATEGORY	A	B	C	D
LNAV MDA	520-1	394 (400-1)	520-1 1/8	394 (400-1 1/8)
CIRCLING	580-1 454 (500-1)	600-1 474 (500-1)	840-2 714 (800-2)	840-2 1/4 714 (800-2 1/4)

ELEV 126 TDZE 126

180° to RWY 18

81

7004 X 150

36

MRL Rwy 18-36 0

WAAS CH 69319 W36A	APP CRS 360°	Rwy Idg TDZE 120 Apt Elev 126
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RNAV (GPS) RWY 36

INDIANOLA MUNI (IDL)

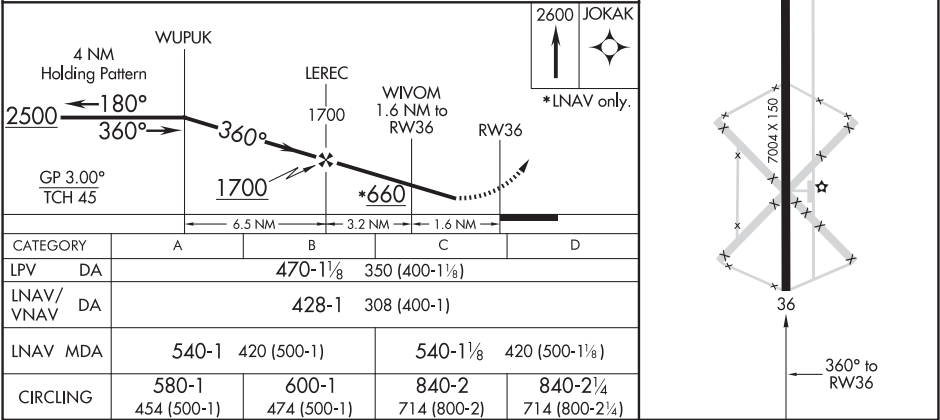
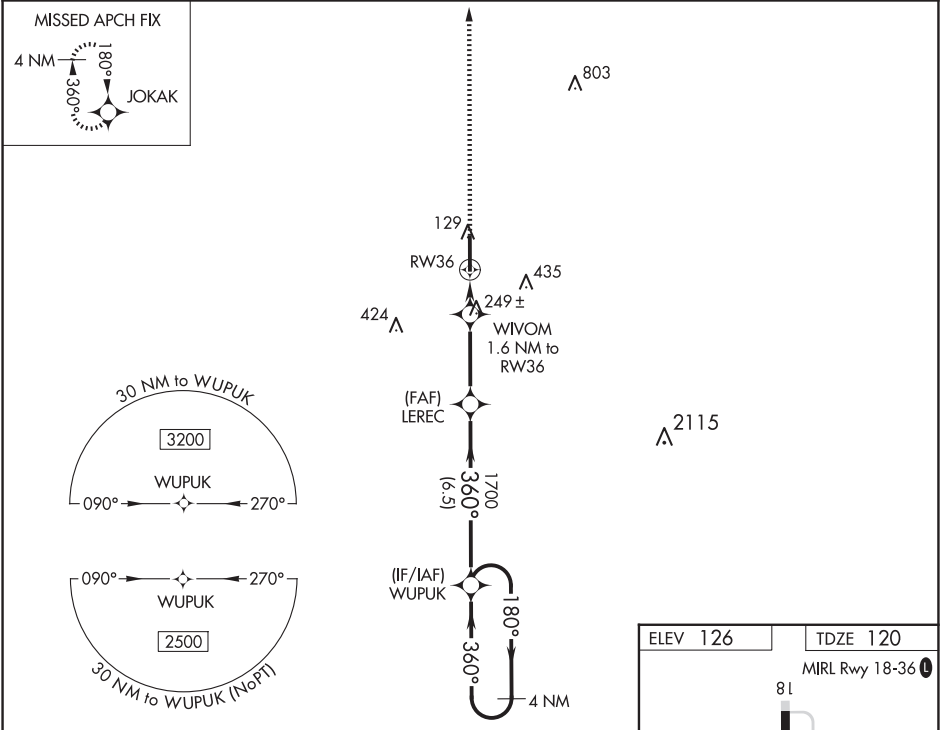
▼

▲NA

Night landing: Rwy 18 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase LPV DA to 507 and all Cats visibility $\frac{1}{8}$ SM, increase LNAV/VNAV DA to 465 and all Cats visibility $\frac{1}{8}$ SM, increase all MDA 40 feet, increase LNAV Cat C/D and Circling Cat C/D visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 2600 direct JOKAK and hold.

GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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INDIANOLA, MISSISSIPPI

AL-5685 (FAA)

21224

VORTAC SQS	APP CRS	Rwy Idg	N/A
114.7	271°	TDZE	N/A
Chan 94		Apt Elev	126

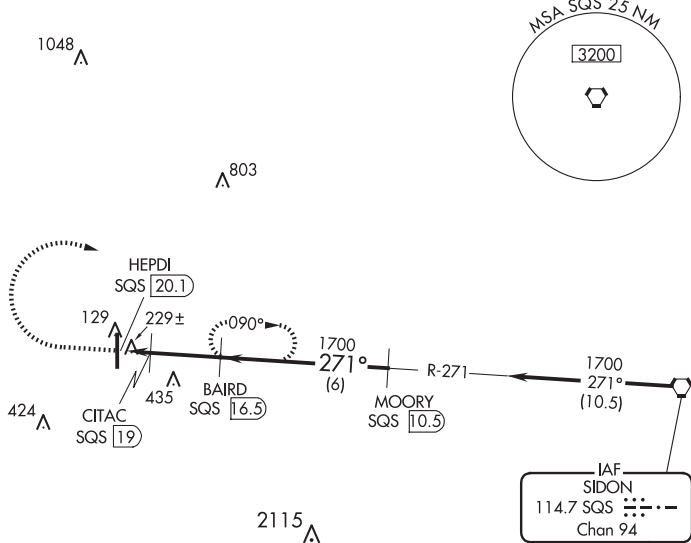
VOR/DME-A
INDIANOLA MUNI (IDL)



Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase all MDA 40 feet and Circling Cat C/D visibility ¼ SM. Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA.

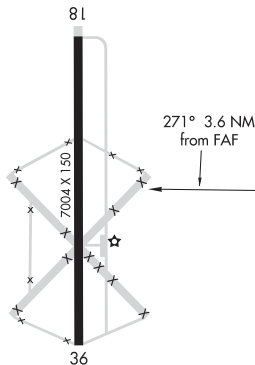
MISSED APPROACH: Climb to 900, then climbing right turn to 1700 on SQS VORTAC R-271 to BAIRD/16.50 DME and hold.

GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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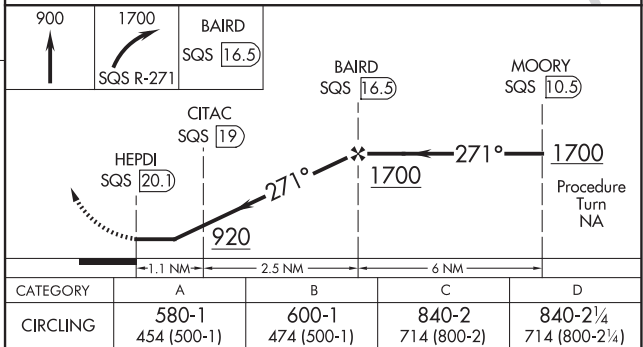


Procedure NA for arrivals at SQS VORTAC on airway radial 273.

ELEV 126



MRL Rwy 18-36 0



CATEGORY	A	B	C	D
CIRCLING	580-1 454 (500-1)	600-1 474 (500-1)	840-2 714 (800-2)	840-2¼ 714 (800-2¼)

INDIANOLA, MISSISSIPPI

33°29'N-90°40'W

INDIANOLA MUNI (IDL)
VOR/DME-A

Amdt 9D 12AUG21

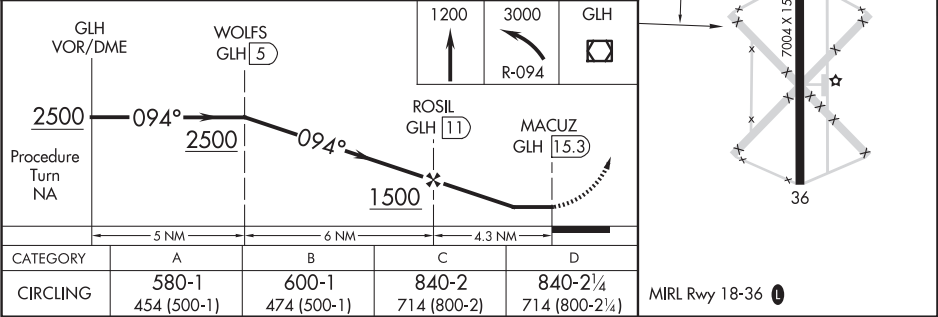
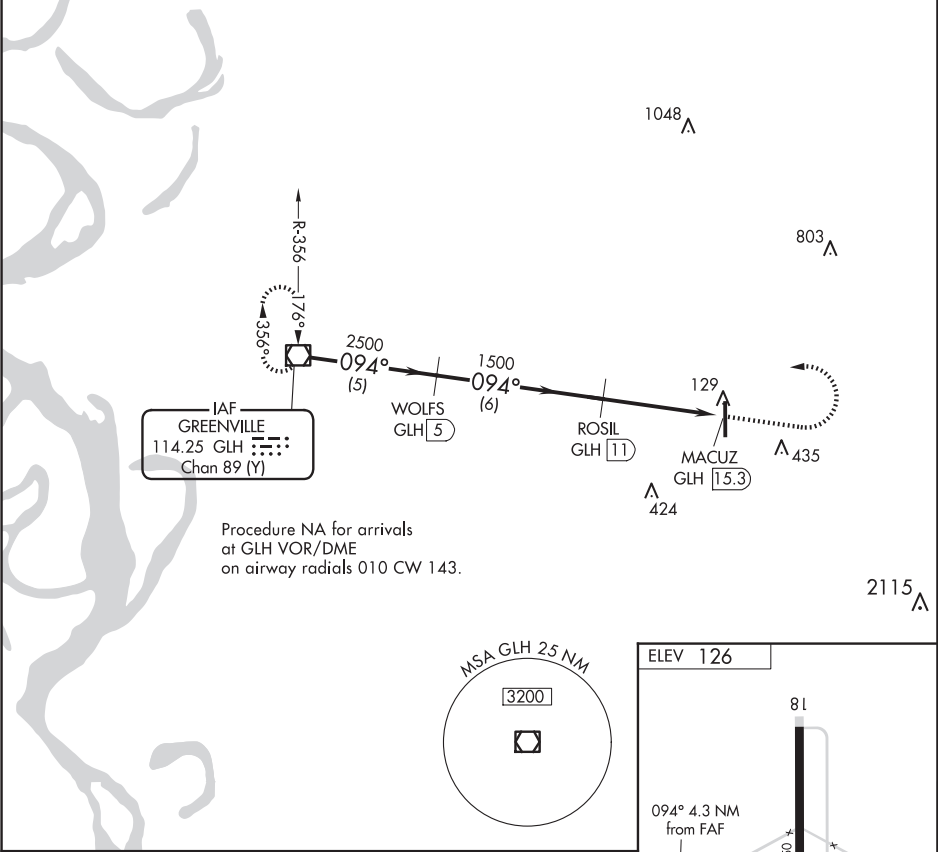
⚠

⚠ NA

Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase all MDA 40 feet, Circling Cat C/D visibility ¼ SM. Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on R-094 to GLH VOR/DME and hold.

GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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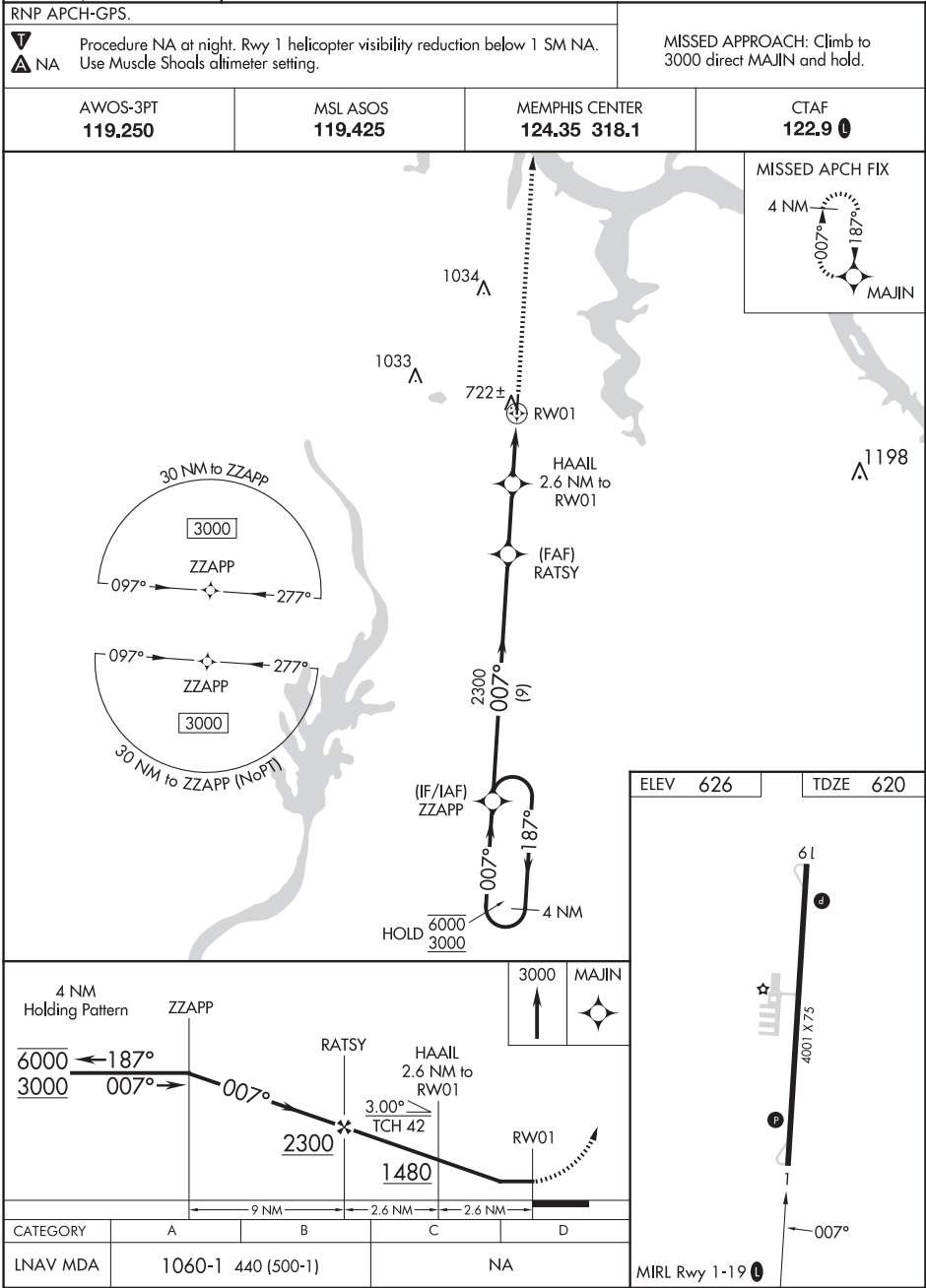
IUKA, MISSISSIPPI

AL-11013 (FAA)

24361

APP CRS	Rwy Idg	4001
007°	TDZE	620
	Apt Elev	626

RNAV (GPS) RWY 1
SEGARS FLD (15M)

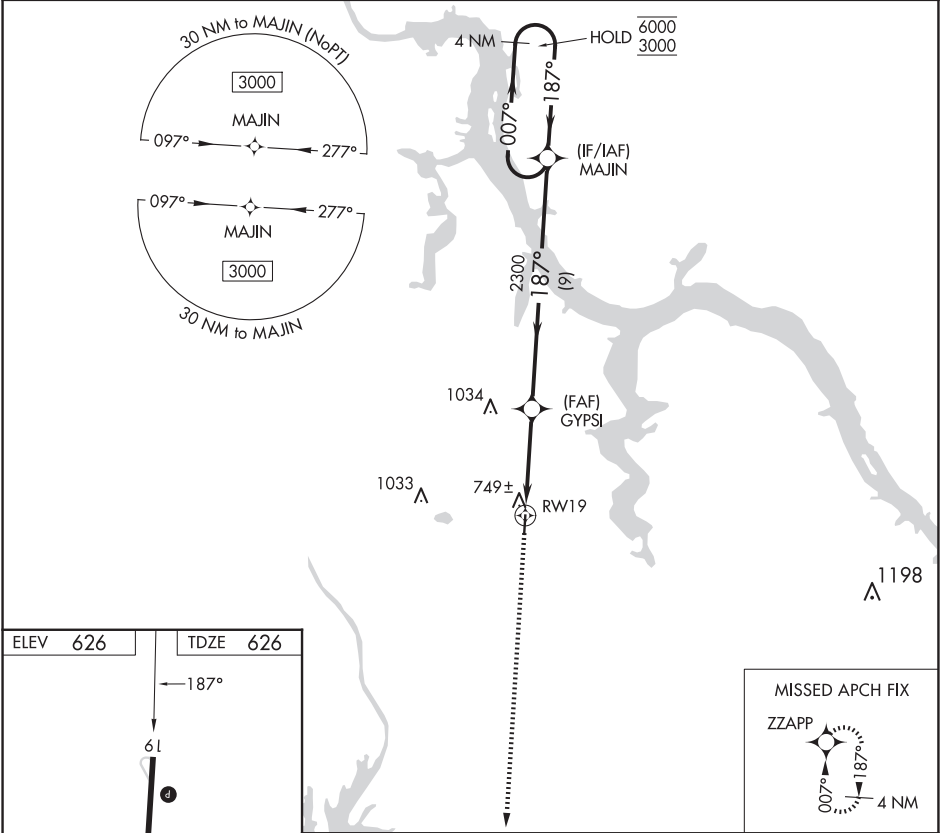


SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RNP APCH-GPS.		MISSED APPROACH: Climb to 3000 direct ZZAPP and hold.
	Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA. Use Muscle Shoals altimeter setting.	

AWOS-3PT 119.250	MSL ASOS 119.425	MEMPHIS CENTER 124.35 318.1	CTAF 122.9
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ELEV 626		TDZE 626	
3000 ZZAPP		MAJIN 4 NM Holding Pattern	
RWY 19		GYPSI	
3.8 NM		9 NM	
CATEGORY	A	B	C D
LNAV MDA	1080-1	454 (500-1)	NA

JACKSON, MISSISSIPPI

AL-206 (FAA)

25219

LOC I-JHF 111.7	APP CRS 159°	Rwy Ldg TDZE Apt Elev	5387 341 341
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ILS or LOC RWY 16

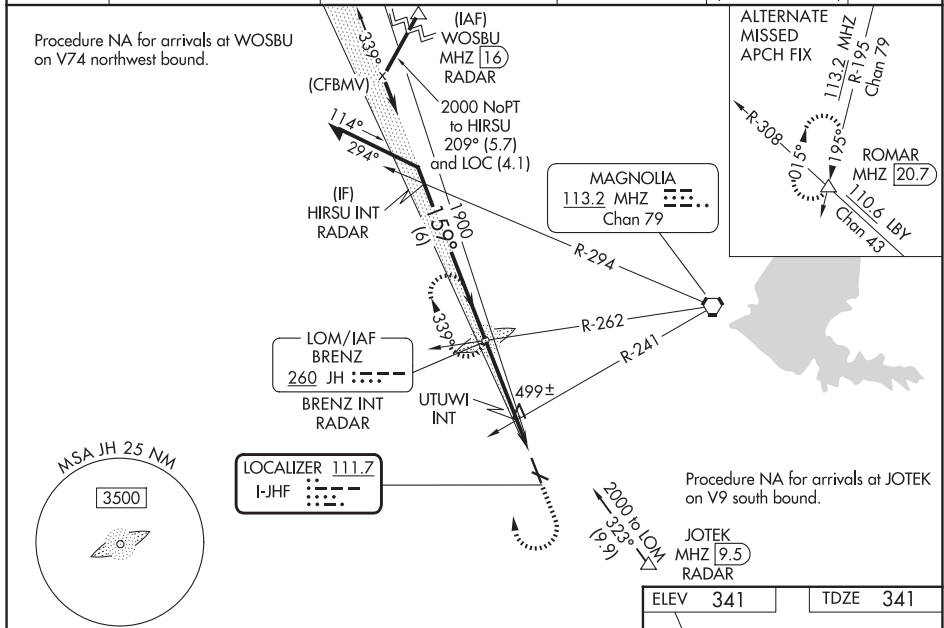
HAWKINS FLD (HKS)

⚠ When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting, increase all DA 19 feet and all MDA 20 feet, increase Circling Cat C visibility ¼ mile and UTUWI fix Circling Cat C visibility ¼ mile. For inop MALS, increase S-LOC 16 Cats C/D visibility ¾, increase UTUWI fix S-LOC 16 Cats C/D visibility ¾. For inop MALS when using Jackson-Medgar Wiley Evers Intl altimeter setting increase S-LOC Cats C/D visibility ¾. Glideslope unusable when control tower closed, only localizer minimums authorized during this period. ADF required.

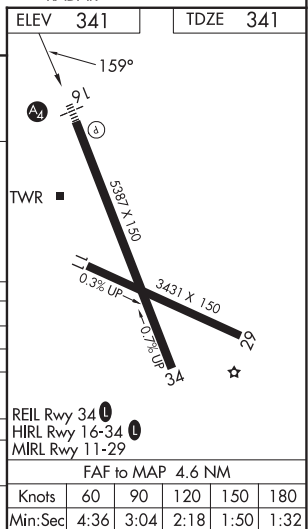


MISSED APPROACH:
Climb to 2000 then
climbing right turn to
3500 direct BRENZ
LOM and hold.

ASOS 120.625	JACKSON APP CON ★ 123.9 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 (When twr closed)	UNICOM 122.95
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Remain within 10 NM				
2000				
339°				
159°				
1900				
*840				
3.1 NM 1.5 NM				
CATEGORY	A	B	C	D
S-ILS 16		541-½	200 (200-½)	
S-LOC 16	840-½	499 (500-½)	840-1	499 (500-1)
CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2¼ 799 (800-2¼)	1320-3 979 (1000-3)
UTUWI FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 16	760-½	419 (500-½)	760-¾	419 (500-¾)
CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2¼ 799 (800-2¼)	1320-3 979 (1000-3)



JACKSON, MISSISSIPPI
Amdt 6A 11DEC14

32°20'N-90°13'W

ILS or LOC RWY 16

HAWKINS FLD (HKS)

SC-4, 07 AUG 2025 to 02 OCT 2025

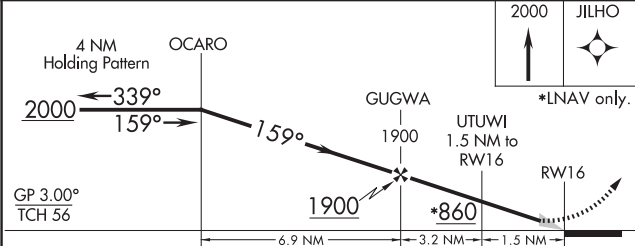
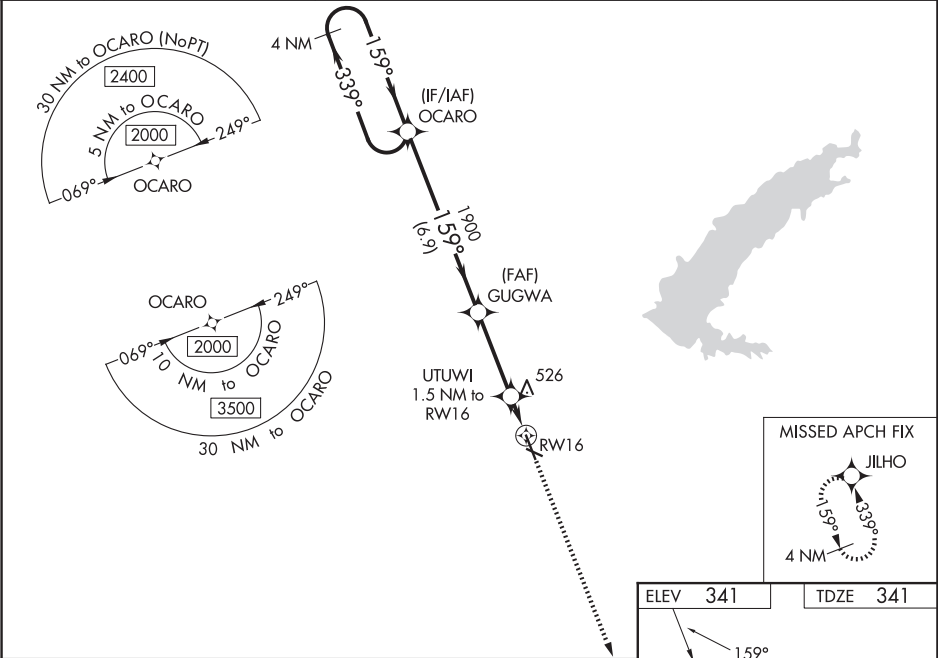
SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 50316 W16A	APP CRS 159°	Rwy Ldg TDZE 341 Apt Elev 341
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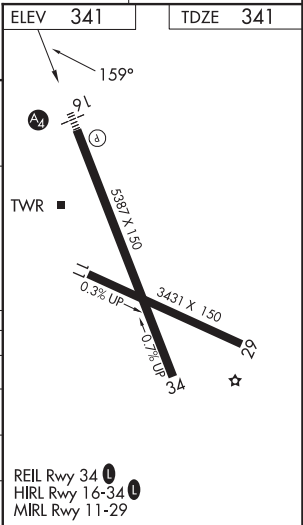
RNAV (GPS) RWY 16

HAWKINS FLD (HKS)

<div><div><div></div><div></div></div><div>Baro-VNAV NA when using Jackson-Medgar Wiley Evers Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 19 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities ½ mile and Circling Cat C ¼ mile. For inop MALS when using Jackson-Medgar Wiley Evers Intl altimeter setting increase LNAV/VNAV all Cats to 1½.</div></div>				MALS <div><div></div><div></div></div>	MISSED APPROACH: Climb to 2000 direct JILHO and hold.
ASOS 120.625	JACKSON APP CON ★ 123.9 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 (When twr closed)	UNICOM 122.95



CATEGORY	A	B	C	D
LPV DA		542-½	201 (300-½)	
LNAV/VNAV DA		677-⅝	336 (400-⅝)	
LNAV MDA	780-½	439 (500-½)	780-¾	439 (500-¾)
CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2¼ 799 (800-2¼)	1320-3 979 (1000-3)



JACKSON, MISSISSIPPI

AL-206 (FAA)

25219

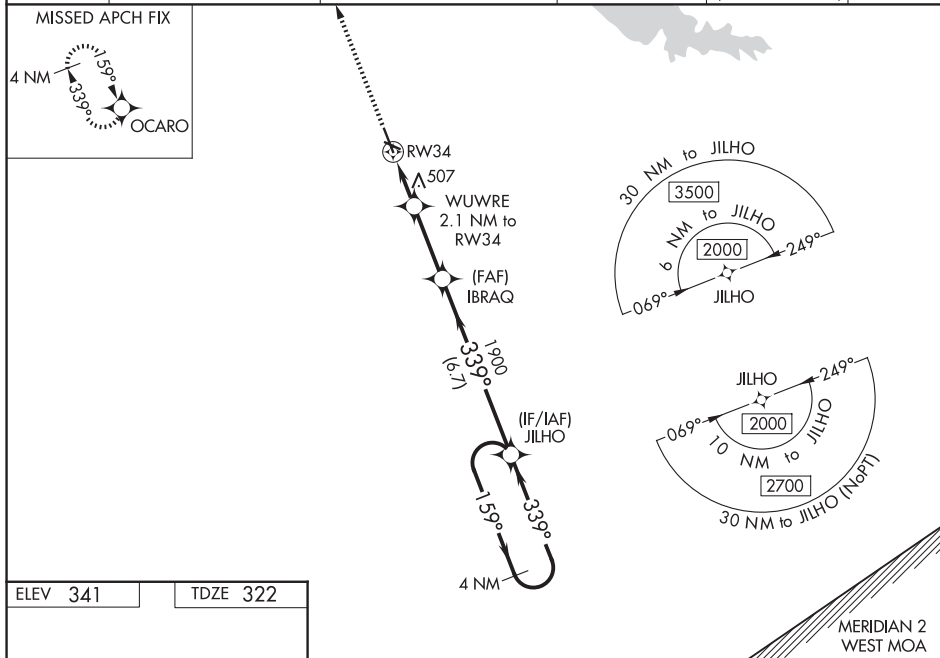
WAAS CH 56416 W34A	APP CRS 339°	Rwy Ldg TDZE Apt Elev	5387 322 341
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RNAV (GPS) RWY 34

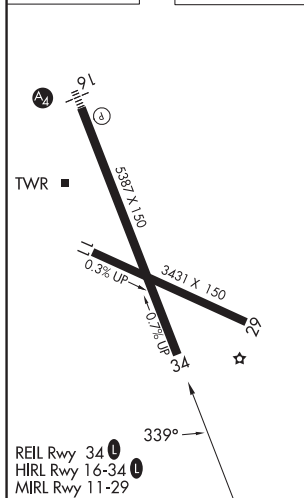
HAWKINS FLD (HKS)

⚠	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Jackson-Medgar Wiley Evers Intl altimeter setting. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 19 feet and all MDA 20 feet. Increase LPV and LNAV/VNAV all Cts visibility ½ mile and Circling Cat C visibility ¼ mile. Rwy 34 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2000 direct OCARO and hold.
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ASOS 120.625	JACKSON APP CON ★ 123.9 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 (When twr closed)	UNICOM 122.95
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ELEV 341	TDZE 322
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2000	OCARO	IBRAQ	JILHO	4 NM Holding Pattern
*LNAV only.	WUWRE 2.1 NM to RW34	1900	339°	159°
1.3 NM to RW34	1000	1900	339°	2000
1.3 NM	0.8	2.8 NM	6.7 NM	
CATEGORY	A	B	C	D
LPV DA	588-7/8	266 (300-7/8)		
LNAV/VNAV DA	670-1 1/8	348 (400-1 1/8)		
LNAV MDA	760-1	438 (500-1)	760-1 3/8	438 (500-1 3/8)
CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2 1/4 799 (800-2 1/4)	1320-3 979 (1000-3)

JACKSON, MISSISSIPPI

Amdt 2A 25MAY17

32°20'N-90°13'W

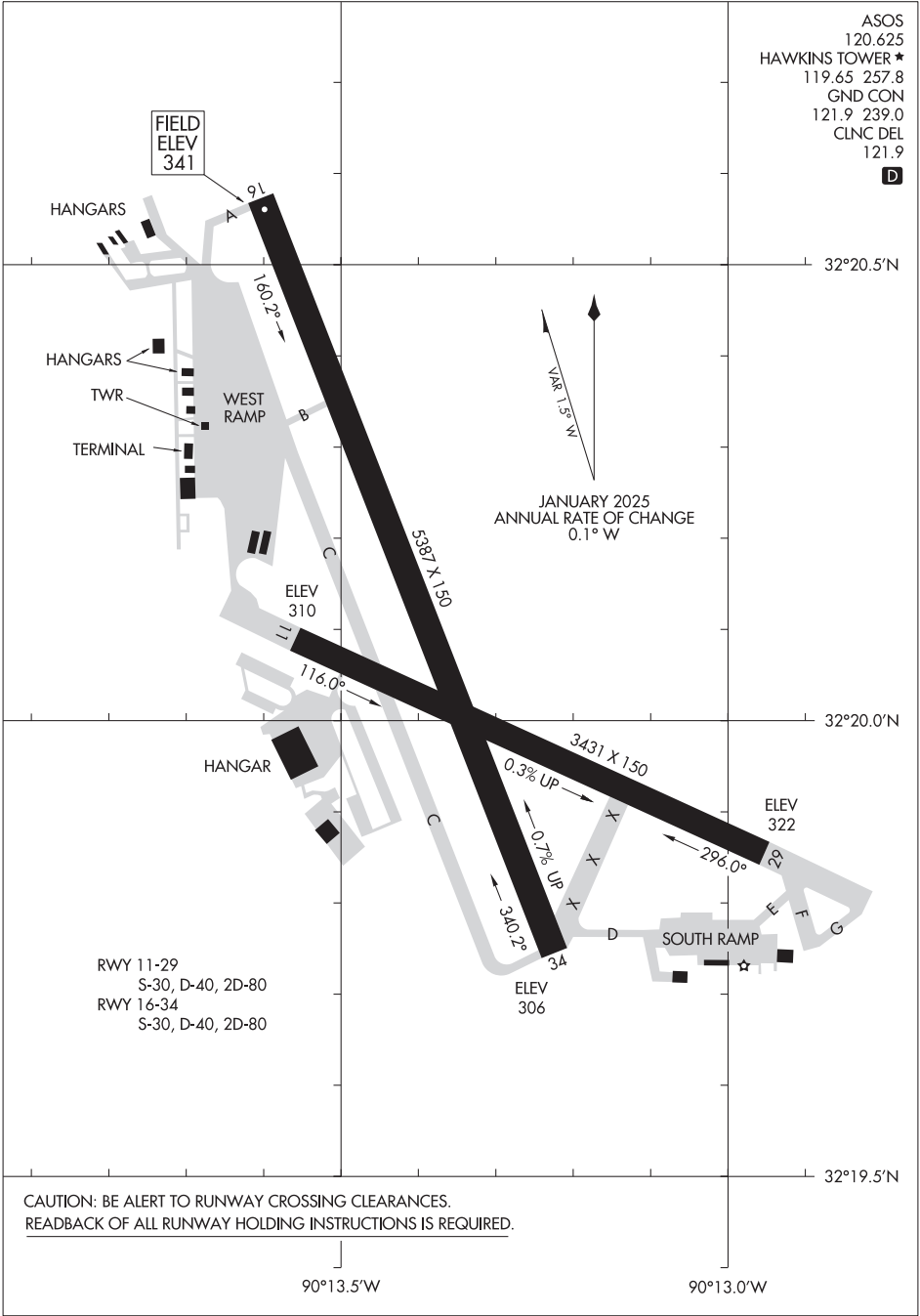
HAWKINS FLD (HKS)

RNAV (GPS) RWY 34

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025



SC-4, 07 AUG 2025 to 02 OCT 2025

JACKSON, MISSISSIPPI

AL-5132 (FAA)

25163

LOC I-JAN 110.5	APP CRS 159°	Rwy Ldg TDZE Apt Elev 8500 312 346
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ILS or LOC RWY 16L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

DME or RADAR required for Cat E.

⚠ Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use HKS altimeter setting and increase S-ILS 16L DA to 531 feet; increase all MDAs 20 feet and S-LOC 16L visibility Cat C/D/E to RVR 3500.

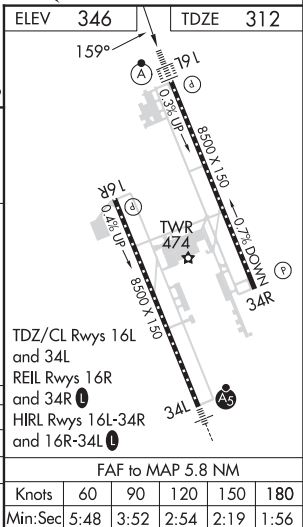
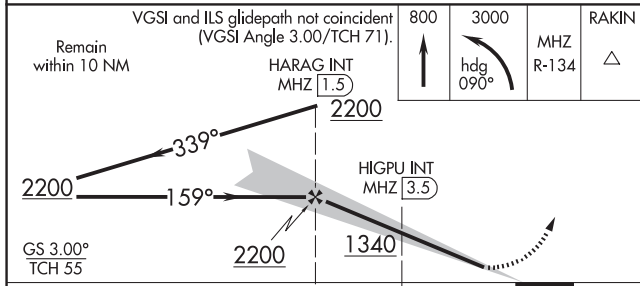
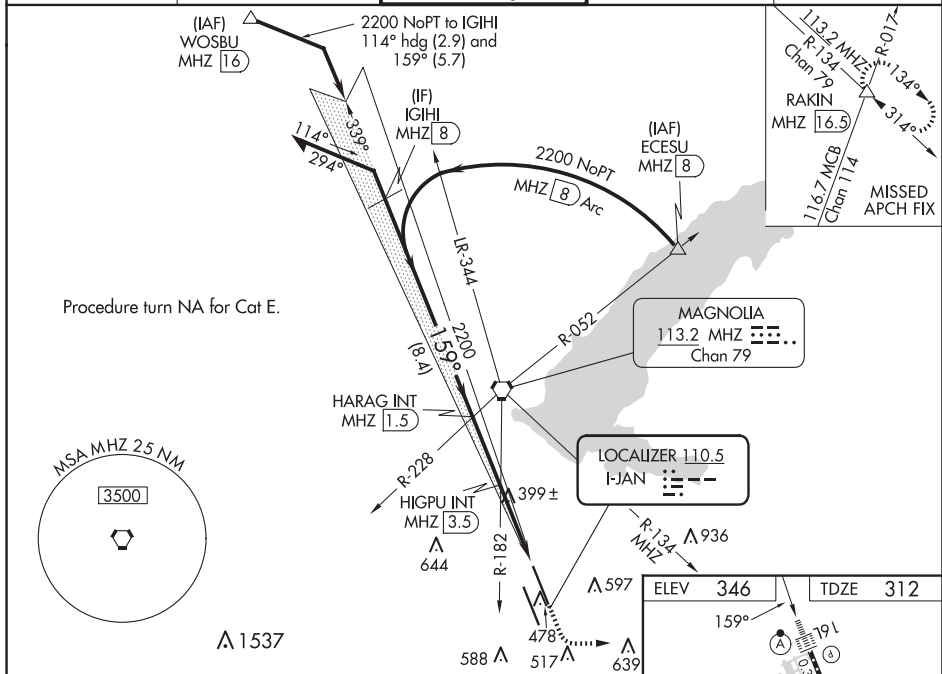
ASR For inop ALS, increase S-ILS 16L Cat E visibility to RVR 4000 and increase S-LOC 16L Cats C/D/E visibility to RVR 5500. For inop ALS when using HKS Field altimeter setting, increase S-ILS 16L Cat E visibility to RVR 4000 and increase S-LOC 16L Cats C/D/E visibility to RVR 5500.

ALSF-2



MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and on MHZ VORTAC R-134 to RAKIN INT/16.5 DME and hold, continue climb-in-hold to 3000.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 352.0	GND CON 121.7 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 16L	512/18 200 (200-½)				
S-LOC 16L	660/24	348 (400-½)	660/30	348 (400-¾)	
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

JACKSON, MISSISSIPPI
Amdt 9 12JUN25

32°19'N-90°05'W

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
ILS or LOC RWY 16L

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 34L

JACKSON, MISSISSIPPI

AL-5132 (FAA)

25163

LOC I-JAN 110.5	APP CRS 159°	Rwy Ldg 8500
		TDZE 312
		Apt Elev 346

ILS RWY 16L (SA CAT I)

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

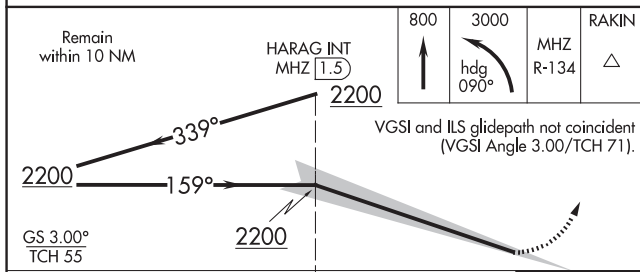
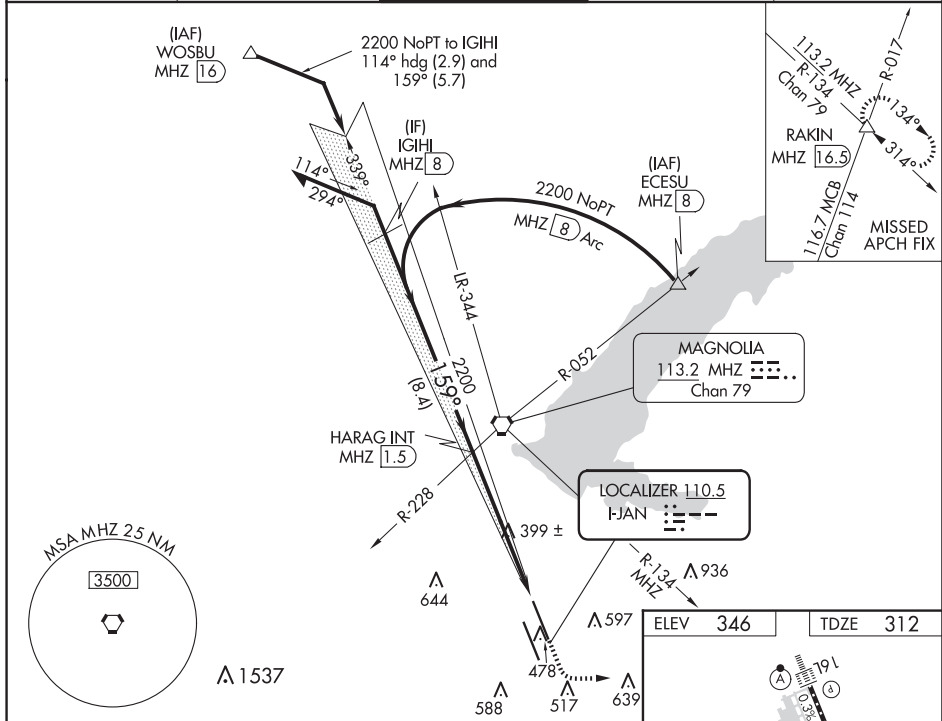
⚠ When control tower closed, procedure NA.
⚠ When local altimeter setting not received, procedure NA.
ASR Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD TO DA.

ALSF-2

A

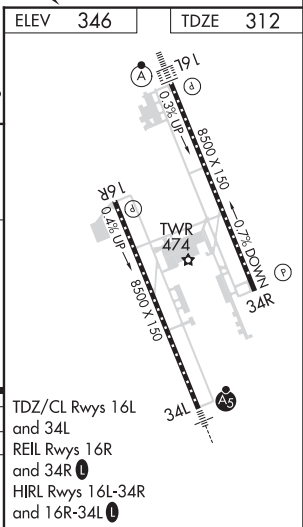
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and on MHZ VORTAC R-134 to RAKIN INT/16.5 DME and hold, continue climb-in-hold to 3000.

ATIS 121.05	JACKSON APP CON* 123.9 317.7	JACKSON TOWER* 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 16L		RA 169/14 150 DA 462		

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



JACKSON, MISSISSIPPI

Amtd 9 12JUN25

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

32°19'N-90°05'W

ILS RWY 16L (SA CAT I)

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LOC I-JAN	APP CRS	Rwy Ldg	8500
<u>110.5</u>	159°	TDZE	312
		Apt Elev	346

ILS RWY 16L (CAT II & III)
JACKSON-MEDGAR WILEY EVERS INTL (JAN)



ASR

When control tower closed, procedure NA.
When local altimeter setting not received, procedure NA.

ALSF-2



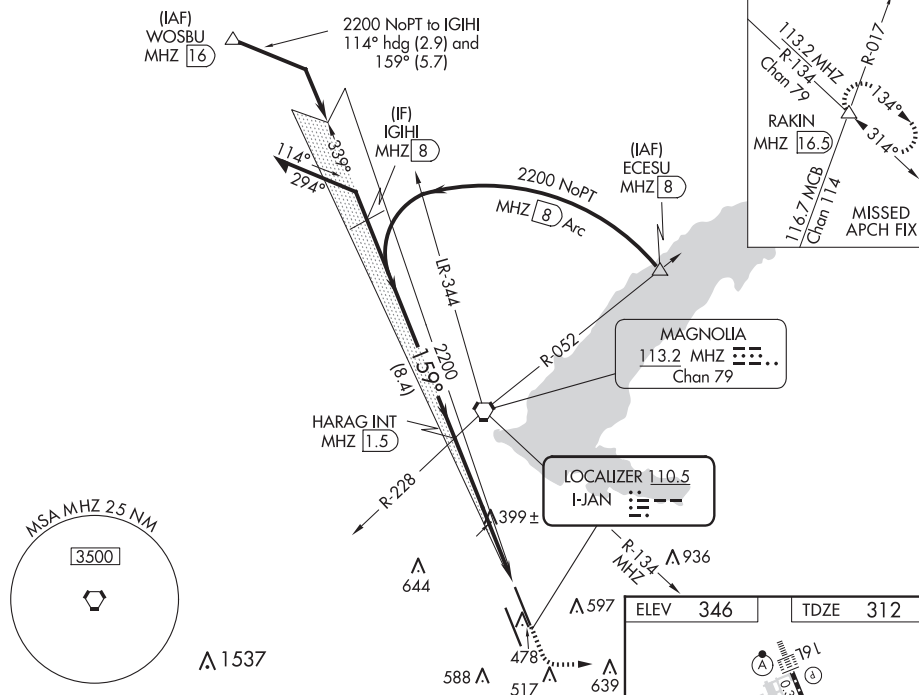
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and on MHZ VORTAC R-134 to RAKIN INT/16.5 DME and hold, continue climb-in-hold to 3000.

ATIS
121.05

JACKSON APP CON★
123.9 317.7

JACKSON TOWER ★
120.9 (CTAF)  352.0

GND CON
121.7 348.6

UNICOM
122.95

Remain
within 10 NM

HARAG INT
MHZ 1.5800
▲

300
↖

MHZ

RAKIN

2200
GS 3.00°
TCH 55

2200

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71)

CATEGORY
S-LS 16L

A

9

CAT II RA 119/12 100 DA 412

CAT III RVR 07

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 16L
and 34L
REIL Rwy 16R
and 34R **L**
HIRL Rwy 16L-34R
and 16R-34L **L**

ILS RWY 16L (CAT II & III)

JACKSON, MISSISSIPPI

AL-5132 (FAA)

25051

WAAS CH 72911 W16A	APP CRS 159°	Rwy Idg 8500 TDZE 312 Apt Elev 346
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RNAV (GPS) RWY 16L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

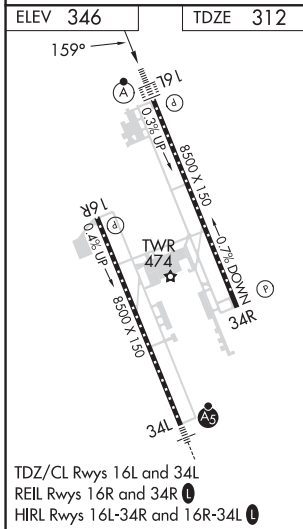
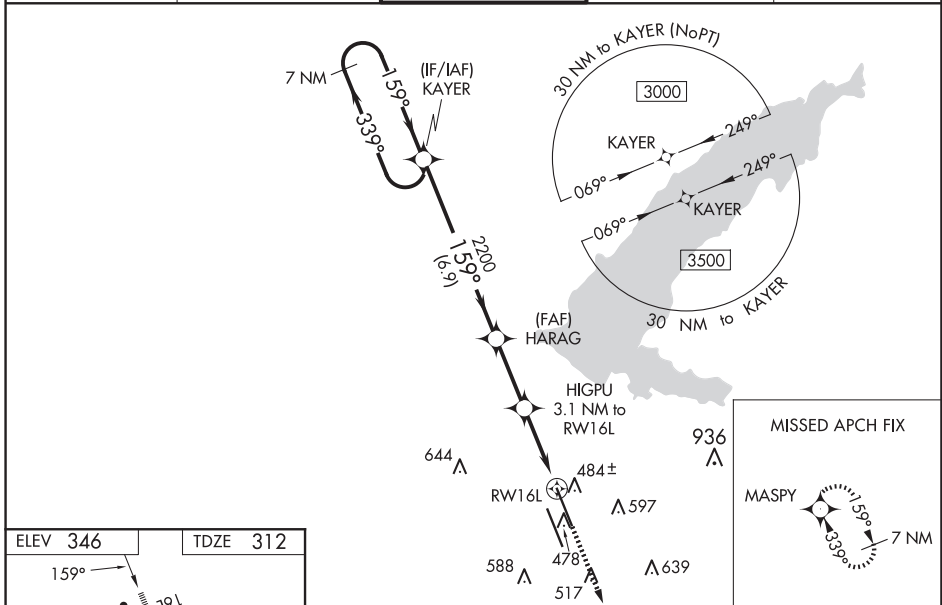
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.
Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase ASR LNAV/VNAV all Cats visibility to RVR 3400 and LNAV Cats C/D/E visibility to RVR 5000. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5500, and LNAV Cat E visibility to 1½ SM. For inop ALS when using Hawkins Fld altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1½ SM.

ALSF-2

MISSED APPROACH:
Climb to 3000 direct MASPY and hold.

ATIS 121.05	JACKSON APP CON* 123.9 317.7	JACKSON TOWER* 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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7 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		3000	MASPY
KAYER		HARAG		HIGPU	
3000		2200		3.1 NM to RWY 16L	
GP 3.00° TCH 55		1340		1.2 NM to RWY 16L	
6.9 NM		2.7 NM		1.9 NM	1.2 NM
CATEGORY	A	B	C	D	E
LPV DA	512/18 200 (200-½)				
LNAV/VNAV DA	652/31 340 (400-¾)				
LNAV MDA	760/24 448 (500-½)		760/45 448 (500-¾)		
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

JACKSON, MISSISSIPPI
Amdt 2C 22APR21

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
32°19'N-90°05'W
RNAV (GPS) RWY 16L

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **49211**
W16B

APP CRS
159°

Rwy Idg **8500**
TDZE **320**
Apt Elev **346**

RNAV (GPS) RWY 16R

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RNP APCH.

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D/E visibility 1/8 SM. Rwy 16R helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting.

MISSED APPROACH:
Climb to 3000 direct FAVIN and hold.

ATIS
121.05

JACKSON APP CON★
123.9 317.7

JACKSON TOWER★
120.9 (CTAF) 0 352.0

GND CON
121.7 348.6

UNICOM
122.95

The main chart illustrates the RNAV (GPS) RWY 16R approach. It begins at a 30 NM distance from MOPKE, where a 3000 ft altitude is indicated. The path proceeds through MOPKE (069°), DEKLE (159°), WIRSI (2.9 NM to RWY 16R), and FAVIN (159°). The final segment leads to RWY 16R, with a 3400 ft altitude and a 0.3% climb gradient. The chart also shows the missed approach procedure, which involves climbing to 3000 ft and holding at FAVIN. Various altitudes and distances are marked along the path, including 3000, 3500, 3000, 2000, 1500, 1000, 500, and 300 ft. The chart also includes a diagram of the airport layout, showing the runway and taxiway configuration.

ELEV 346 TDZE 320

159°

191

8500 X 150

0.3% UP

TWR 474

34R

34L

0.4% UP

8500 X 150

0.2% DOWN

TDZ/CL Rwy 16L and 34L

REIL Rwy 16R and 34R

HIRL Rwy 16L-34R and 16R-34L

7 NM Holding Pattern MOPKE

GP 3.00° TCH 55

3000

339°

159°

2000

159°

WIRSI 2.9 NM to RWY 16R

*1280

*1.1 NM to RWY 16R

*LNAV only.

3000

FAVIN

CATEGORY	A	B	C	D	E
LPV DA		621-1	301 (300-1)		
LNAV/VNAV DA		638-1	318 (300-1)		
LNAV MDA	720-1	400 (400-1)	720-1 1/8	400 (400-1 1/8)	
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1 1/2 554 (600-1 1/2)	960-2 614 (700-2)	1040-2 1/2 694 (700-2 1/2)

JACKSON, MISSISSIPPI

Amdt 2C 22APR21

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

32°19'N-90°05'W

RNAV (GPS) RWY 16R

173

JACKSON, MISSISSIPPI

AL-5132 (FAA)

25051

WAAS CH 61301 W34A	APP CRS 339°	Rwy Idg 8500 TDZE 329 Apt Elev 346
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RNAV (GPS) RWY 34L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

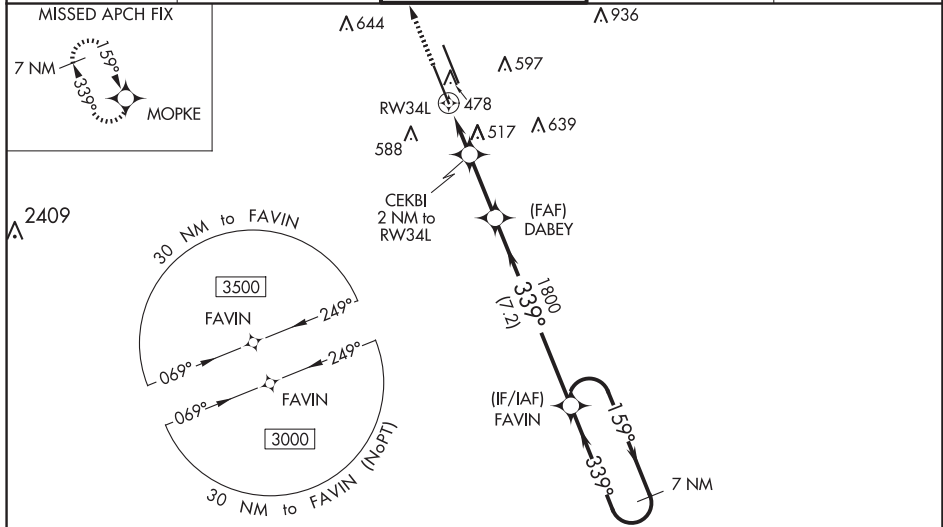
RNP APCH

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.
▲ Circling NA for Cat E southwest of Rwy 16R-34L. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C/D/E visibility to RVR 5000. For inop ALS, increase LNAV/VNAV Cat E visibility to 1½ SM and LNAV Cat E visibility to 1½ SM. For inop ALS when using Hawkins Fld altimeter setting, increase LPV Cat E visibility to RVR 4500, LNAV/VNAV Cat E visibility to 1½ SM, and LNAV Cat E visibility to 1½ SM. Inop table does not apply to LPV. Rwy 34L helicopter visibility reduction below RVR 4000 NA.

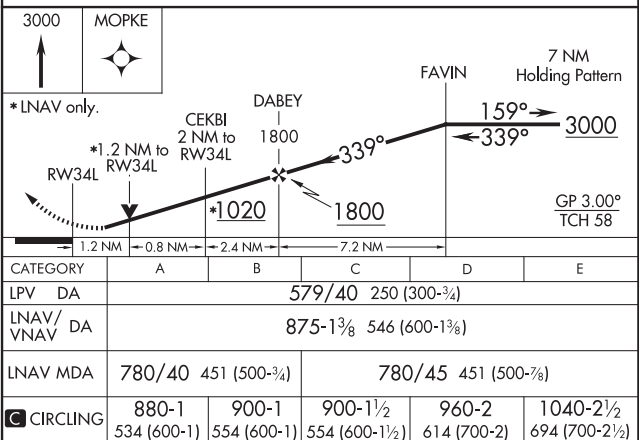
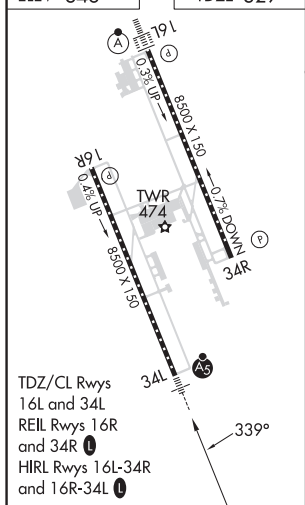


MISSED APPROACH:
Climb to 3000 direct
MOPKE and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 352.0	GND CON 121.7 348.6	UNICOM 122.95
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ELEV 346	TDZE 329
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JACKSON, MISSISSIPPI
Amdt 3C 22APR21

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
32°19'N-90°05'W
RNAV (GPS) RWY 34L

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45811 W34B	APP CRS 339°	Rwy Idg 8500 TDZE 346 Apt Elev 346
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RNAV (GPS) RWY 34R
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

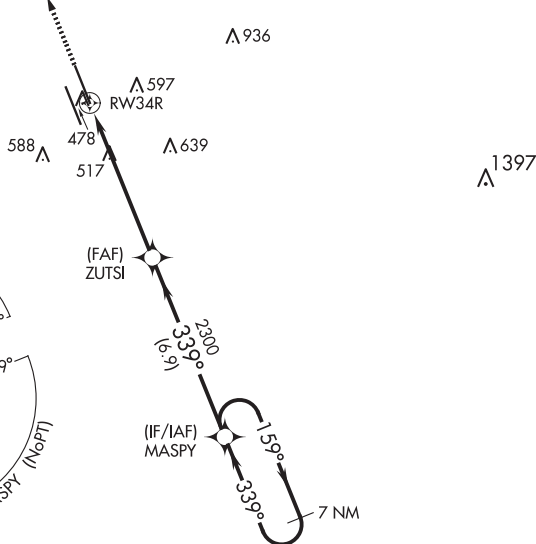
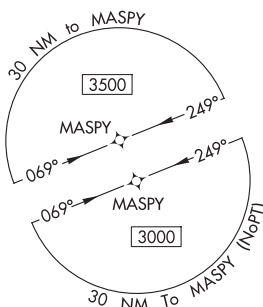
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to RVR 5100, LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C/D/E visibility to 1½ SM. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting. Helicopter visibility reduction below ¾ SM NA.

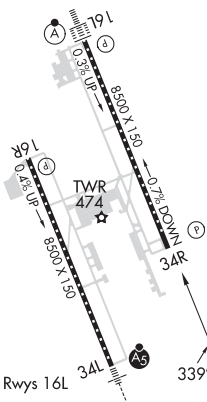
MISSED APPROACH: Climb to 3000 direct KAYER and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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MISSED APCH FIX



ELEV 346		TDZE 346
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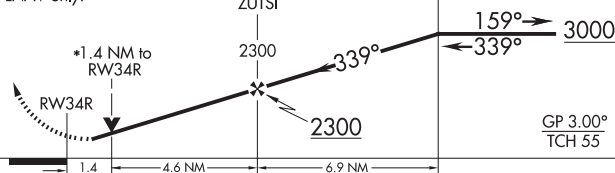



TDZ/CL Rwy 16L
and 34L
REIL Rwy 16R and 34R
HIRL Rwy 16L-34R and 16R-34L

3000	KAYER	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).
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* LNAV only.



CATEGORY	A	B	C	D	E
LPV DA	646/47 300 (300-1)				
LNAV/ VNAV DA	846-1½ 500 (500-1½)				
LNAV MDA	860/55 514 (600-1)		860-1¾ 514 (600-1¾)		
 CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

RNAV (GPS) RWY 34R

32°19'N-90°05'W
175

MHZ VORTAC 113.2 Chan 79	APP CRS 171°	Rwy Idg 8500 TDZE 312 Apt Elev 346
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JACKSON-MEDGAR WILEY EVERS INTL (JAN)



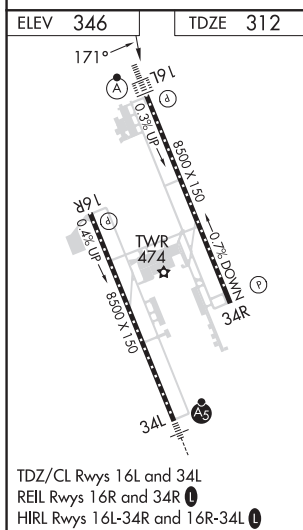
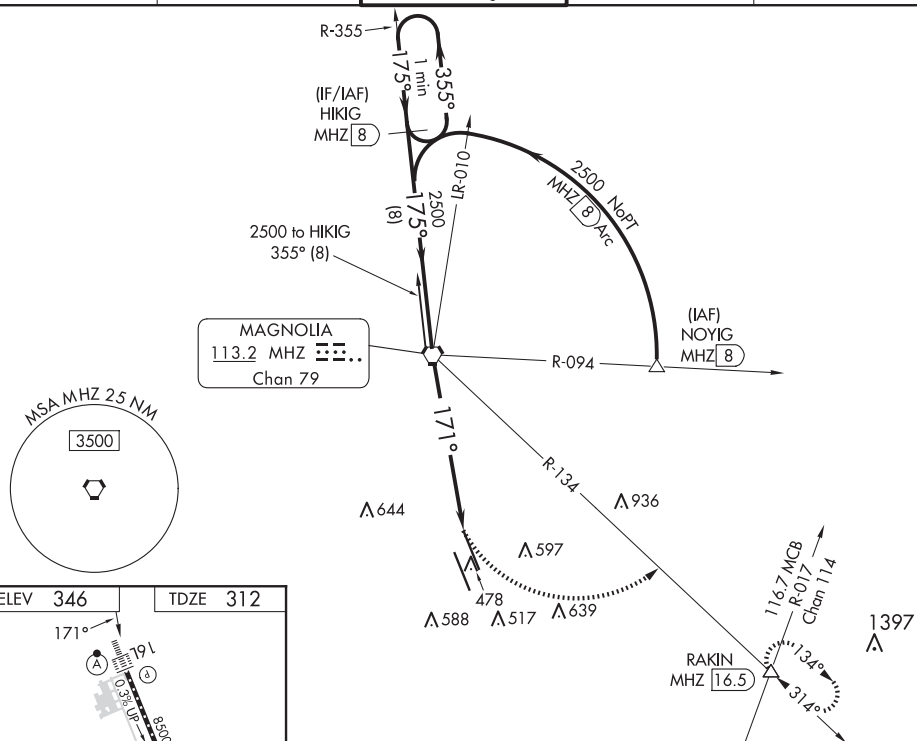
MISSED APPROACH: Climbing left turn to 3000 on heading 103° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold.

ATIS
121.05

JACKSON APP CON★
123.9 317.7

JACKSON TOWER ★
120.9 (CTAF) **L** 352

GND CON
121.7 348.6

UNICOM
122.95

One Minute Holding Pattern

3000
hdg 103°

MHZ R-134

RAKIN
△

HIKIG
MHZ 8

MHZ VORTAC

2500 ← 355°
175° →

2500

171°

3.11°
TCH 71

8 NM

4.9 NM

1.5 NM

CATEGORY	A	B	C	D	E
S-16L	860/40	548 (600-¾)	860/60 548 (600-1¼)		
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

Orig-B 22APR21

32°19' N-90°05' W

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

VOR/DME or TACAN RWY 16L

SC-4, 07 AUG 2025 to 02 OCT 2025

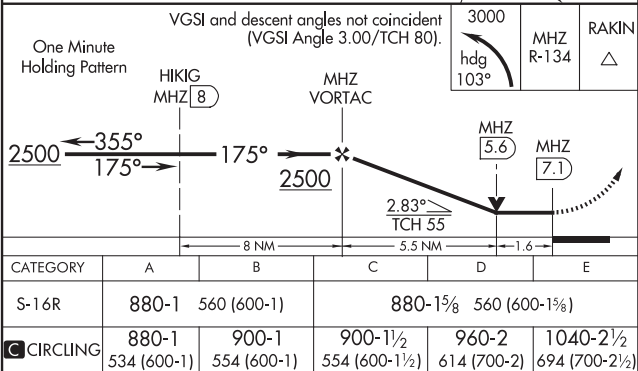
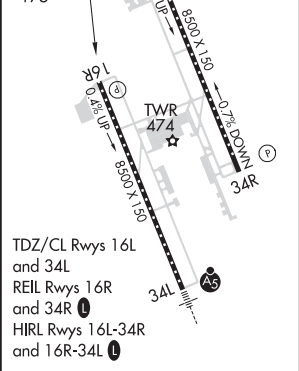
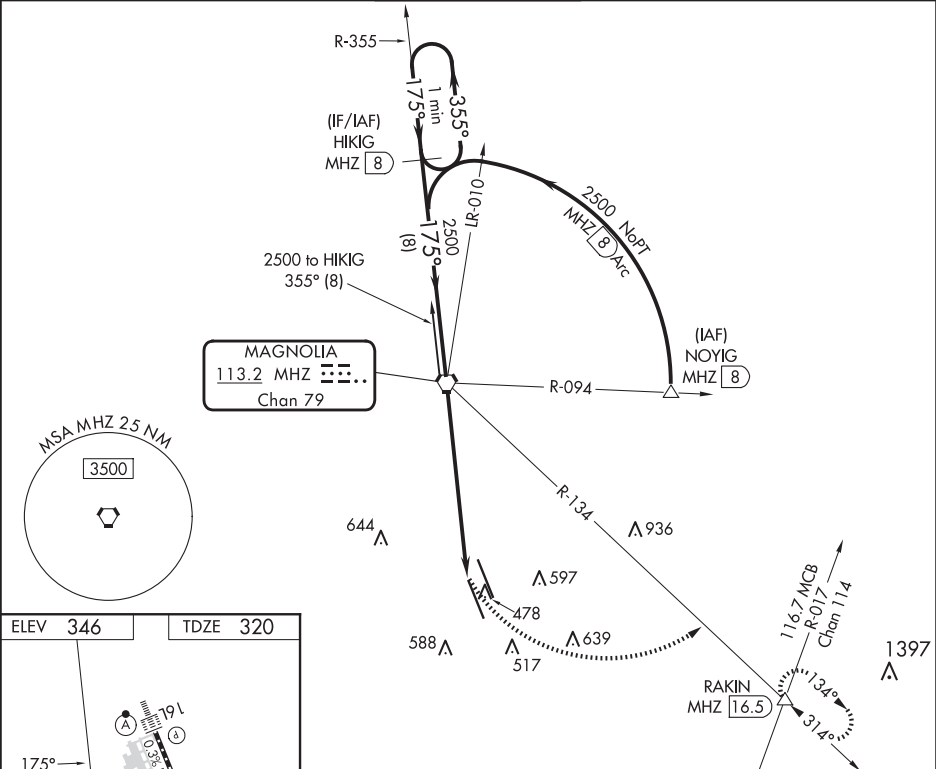
MHZ VORTAC 113.2 Chan 79	APP CRS 175°	Rwy Idg 8500 TDZE 320 Apt Elev 346
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VOR/DME or TACAN RWY 16R
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

VDP NA with Hawkins Fld altimeter setting. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all MDA 20 feet; increase S-16R Cats C/D/E visibility ½ mile. Circling NA for Cat E SW of Rwy 16R-34L. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3000 on heading 103° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 352.0	GND CON 121.7 348.6	UNICOM 122.95
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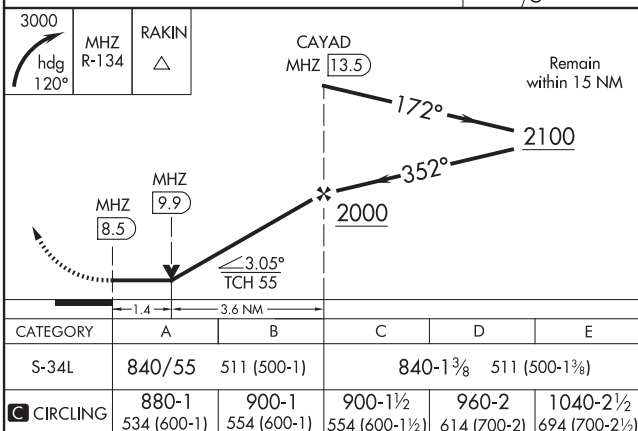
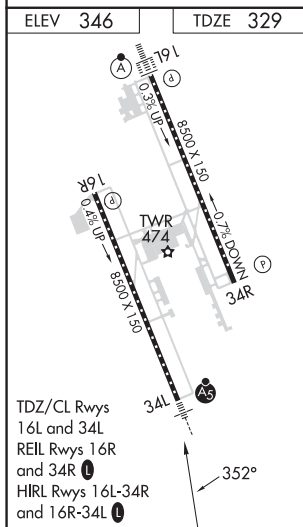
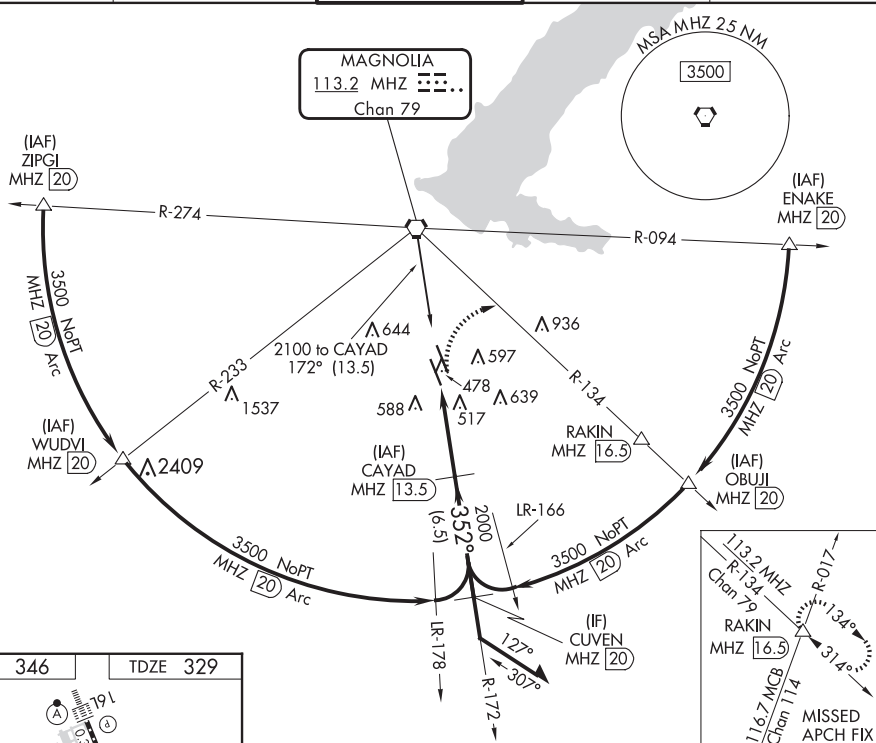


SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

MISSED APPROACH: Climbing right turn to 3000 on heading 120° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold

UNICOM
122.95

VOR/DME or TACAN RWY 34L

SC-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME or TACAN RWY 34R
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

MISSED APPROACH: Climbing right turn to 3000 on heading 120° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold.

[illegible]

Diagram illustrating the TWR 474 area and associated runways. The diagram shows the layout of runways 16L, 34L, 16R, and 34R, along with the Tower (TWR 474) and various distance markers (e.g., 800 X 1.50, 0.23 UP, 0.23 DOWN). The diagram also indicates the TDZ/CL Rwy 16L and 34L, REIL Rwy 16R and 34R, and HIRL Rwy 16L-34R and 16R-34L. A heading of 349° is shown.

3000 hdg 120°	MHZ R-134	RAKIN △	ZIKET MHZ 12.8	Remain within 15 NM	
	MHZ 7.8		169° 349° 2000	2100	
CATEGORY	A	B	C	D	E
S-34R	920/55	574 (600-1)	920-1½ 574 (600-1½)		
C CIRCLING	920-1	574 (600-1)	920-1½ 574 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

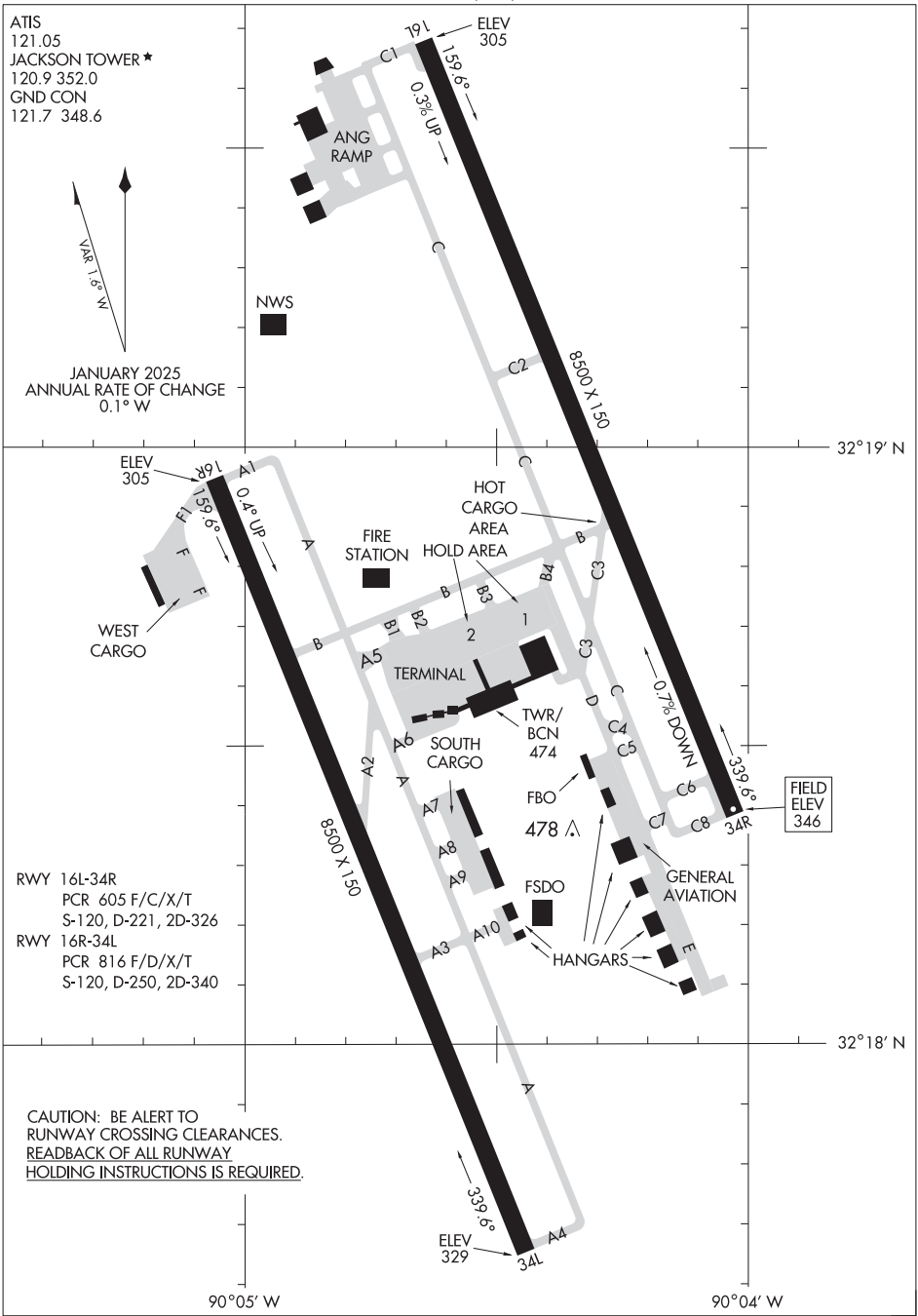
25107

AIRPORT DIAGRAM

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

AL-5132 (FAA)

JACKSON, MISSISSIPPI



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

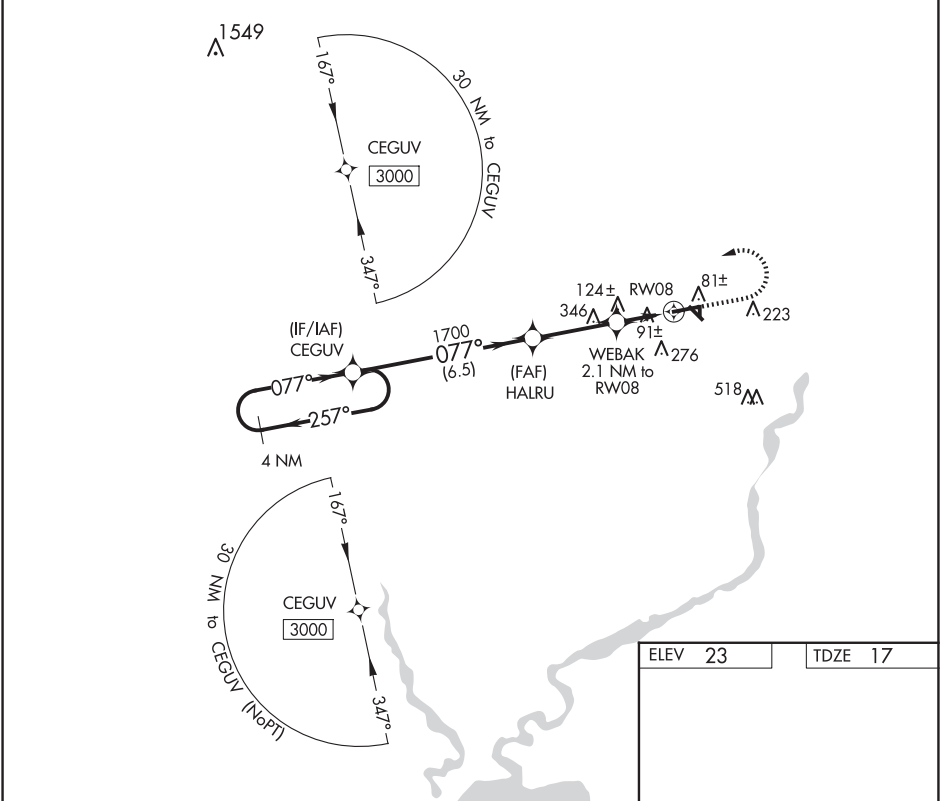
WAAS CH 90436 W08A	APP CRS 077°	Rwy Idg 5002 TDZE 17 Apt Elev 23
--	------------------------	---

RNAV (GPS) RWY 8
JENNINGS (3R7)

⚠ DME/DME RNP-0.3 NA. Night landing: Rwy 08, 31 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase all MDA 80 ft, LP Cat C visibility ¼ mile, LNAV Cat C visibility ⅜ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 400 then climbing left turn to 3000 direct CEGUV and hold.

AWOS-3PT 121.150	LAKE CHARLES APP CON★ 119.8 282.3	UNICOM 122.8 (CTAF) 0
----------------------------	---	---------------------------------



4 NM Holding Pattern

CEGUV

HALRU

WEBAK 2.1 NM to RW08

RW08

3000 ← 257° / 077° →

1700

3.00° TCH 50

720

6.5 NM 3 NM 2.1

CATEGORY	A	B	C	D
LP MDA		360-1 343 (400-1)		NA
LNAV MDA		380-1 363 (400-1)		NA
CIRCLING	580-1	557 (600-1)	680-1¾ 657 (700-1¾)	NA

ELEV 23 TDZE 17

400 3000 CEGUV

077° to RW08

5002 X 75

3601 X 75

1977 X 150

REIL Rwy 8, 26, 13, and 31

MIRL Rwy 8-26 and 13-31

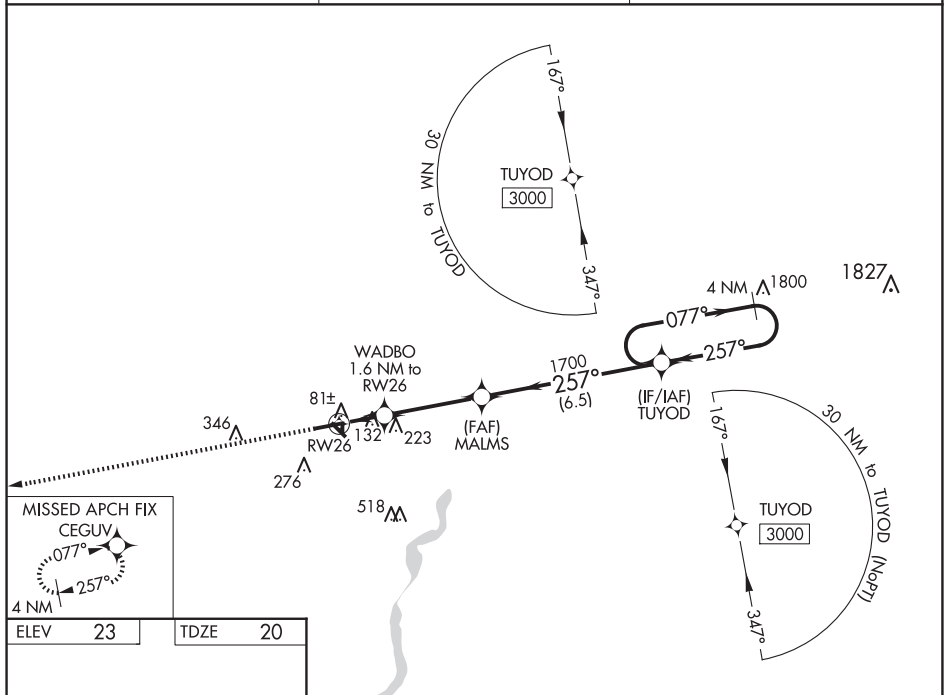
SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 26
JENNINGS (3B.7)

MISSED APPROACH:
Climb to 3000 direct
CEGUV and hold.

AWOS-3PT 121.150	LAKE CHARLES APP CON ★ 119.8 282.3	UNICOM 122.8 (CTAF) 0
----------------------------	--	--



3000 CEGUV

257° to RW26

5002 X 75

2601 X 75

1977 X 150

3000

077°

257°

4 NM Holding Pattern

GP 3.00° TCH 50

WADBO 1.6 NM to RW26

MALMS 1700

TUYOD

580

1700

1 NM 0.6 NM 3.5 NM 6.5 NM

CATEGORY		A		B		C		D	
LPV	DA	290-7/8		270 (300-7/8)				NA	
LNNAV/VNAV	DA	300-7/8		280 (300-7/8)				NA	
LNNAV	MDA	400-1		380 (400-1)				NA	
C CIRCLING		580-1		557 (600-1)		680-1 3/4 657 (700-1 3/4)		NA	

REIL Rwy 8, 26, 13, and 31
MIRL Rwy 8-26 and 13-31

JENNINGS (3R7)
RNAV (GPS) RWY 26

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86728 W18A	APP CRS 178°	Rwy Idg 3204 TDZE 255 Apt Elev 256
--	------------------------	---

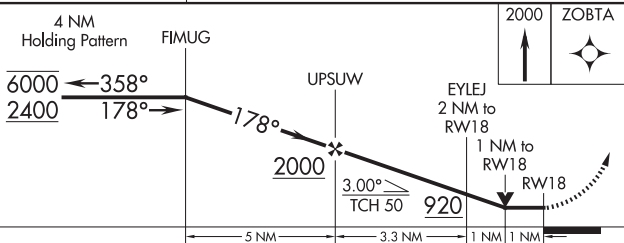
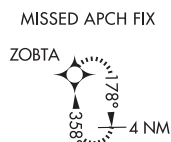
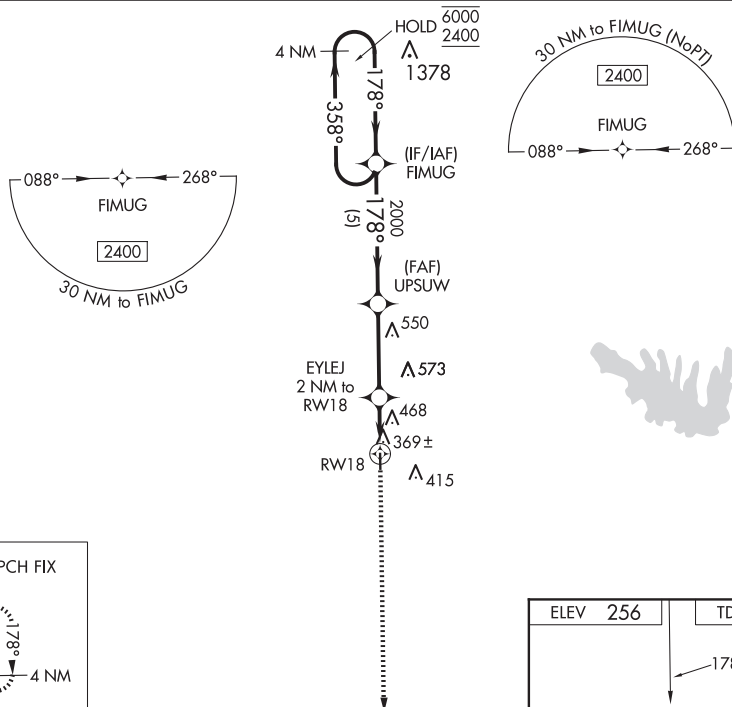
RNAV (GPS) RWY 18
JONESBORO (F88)

RNP APCH - GPS.

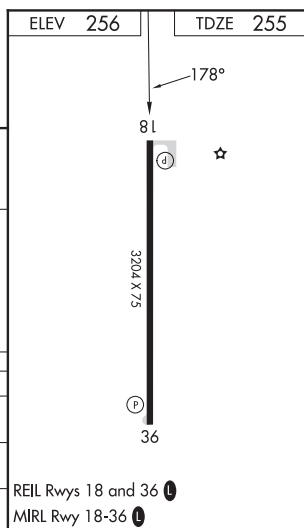
T Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Obtain local altimeter setting on CTAF; when not received, use Ruston altimeter setting and increase all MDAs 60 feet, and LNAV visibility Cat C $\frac{1}{2}$ SM, LP visibility Cat C $\frac{1}{4}$ SM, and Circling visibility Cat C $\frac{1}{4}$ SM. VDP NA when using Ruston altimeter setting.

MISSED APPROACH:
Climb to 2000 direct
ZOBTA and hold.

MONROE APP CON ★
126.9 307.9

CTAF
122.9 **L**

CATEGORY	A	B	C	D
LP MDA	620-1 365 (400-1)			NA
LNAV MDA	720-1	465 (500-1)	720-1 $\frac{1}{8}$ 465 (500-1 $\frac{3}{8}$)	NA
CIRCLING	780-1	524 (600-1)	880-1 $\frac{1}{4}$ 624 (700-1 $\frac{1}{4}$)	NA



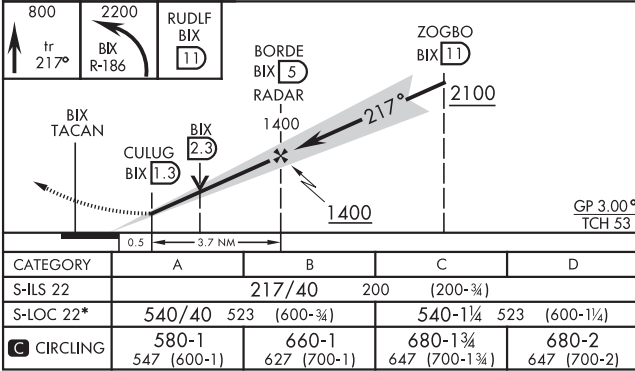
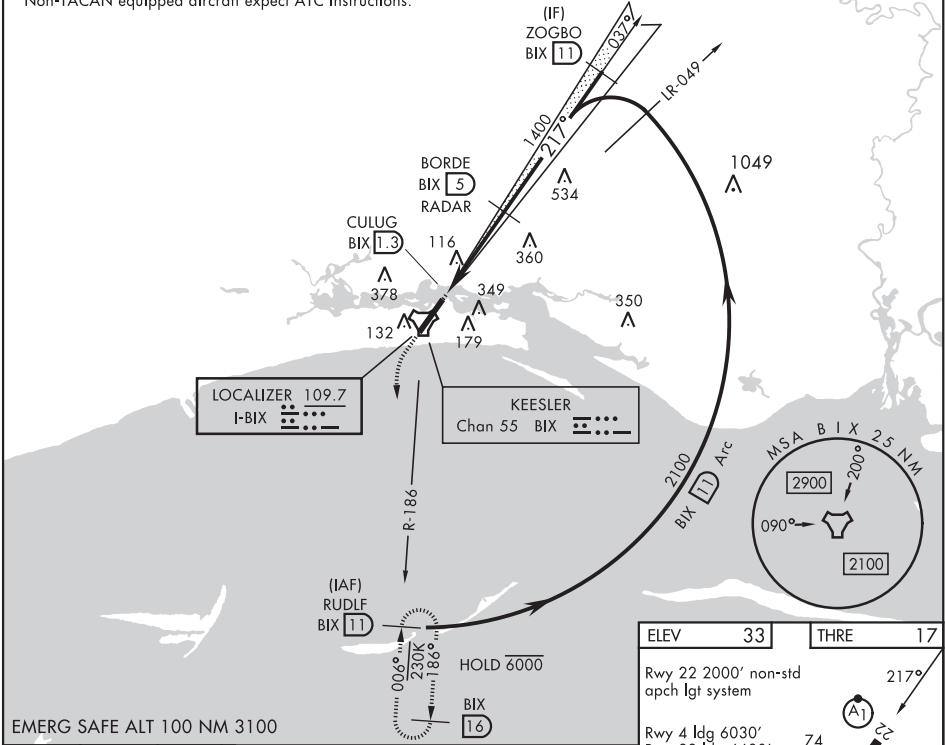
BILOXI, MISSISSIPPI

ILS or LOC RWY 22

LOC I-BIX <u>109.7</u>	APCH CRS 217°	Rwy ldg 6630 THRE 17 Arpt Elev 33	[USAF]	KEESLER AFB (KBIX)
RADAR or DME required			ALSIF-1	† MISSED APPROACH: Climb to 800 tracking 217°, upon reaching 800 turn left to intercept BIX TACAN R-186 climbing to 2200 to 11 DME (RUDLF) and hold.
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 ½ miles.				
ATIS ★ 281.55	GULFPORT APP CON ★ 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)		TOWER ★ 120.75 269.075	GND CON ★ 121.8 275.8
			CLNC DEL 121.8 275.8	

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† Missed approach requires use of RNAV or ATC RADAR monitoring.
Non-TACAN equipped aircraft expect ATC instructions.



ELEV	33	THRE	17
Rwy 22 2000' non-std apch lgt system			
Rwy 4 ldg 6030' Rwy 22 ldg 6630' HIRL Rwy 4-22 REIL Rwy 4			
FAF to MAP 3.7 NM			
Knots	60	90	120
Min:Sec	3:42	2:28	1:51

ILS or LOC RWY 22

SC-4, 07 AUG 2025 to 02 OCT 2025

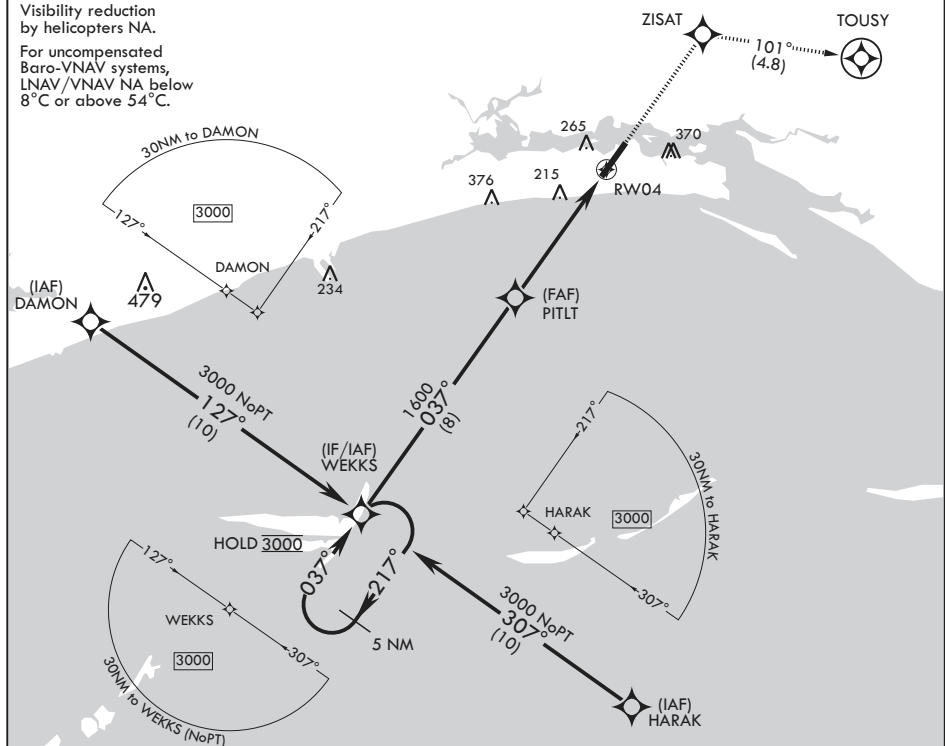
SC-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4

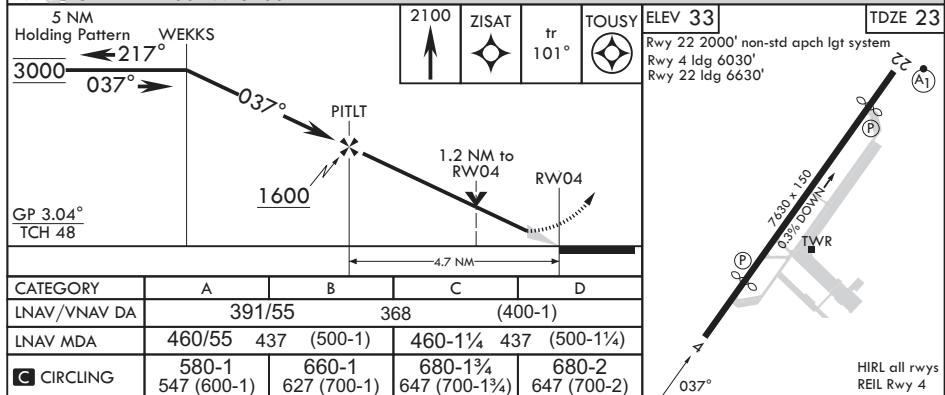
KEESLER AFB (KBIX)

MISSED APPROACH: Climb to 2100 direct ZISAT and track 101° to TOUSY. Expect ATC instructions.

Visibility reduction
by helicopters NA.
For uncompensated
Baro-VNAV systems,
LNAV/VNAV NA below
8°C or above 54°C.



EMERG SAFE ALT 100 NM 3100



30°25'N - 88°55'W

KEESLER AFB (KBIX)

Amdt 2 07SEP23

RNAV (GPS) RWY 4


SC-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22

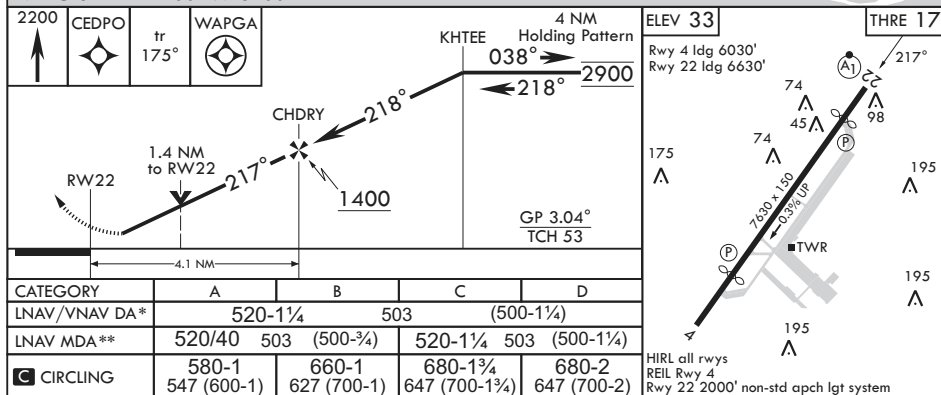
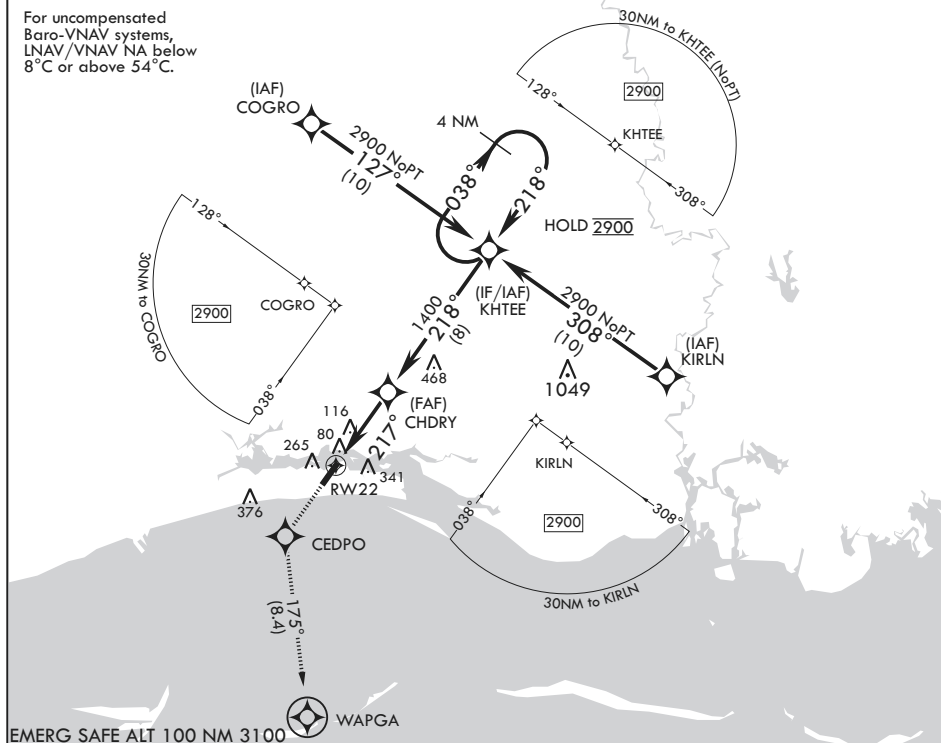
APCH CRS 217°	Rwy Idg THRE Arpt Elev	6630 17 33
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- (USAF)

KEESLER AFB (KBIX)

RNP APCH V * When ALS inop, increase vis to 1 3/8 miles. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/8 miles.		ALS-1 	MISSED APPROACH: Climb to 2200 direct CEDPO and track 175° to WAPGA. Expect ATC instructions.		
ATIS★ 281.55	GULFPORT APP CON/DEP CON★ 124.6 354.1 130° - 309° 127.5 254.25 310° - 129°	TOWER★ 120.75 269.075		GND CON★ 121.8 275.8	CLNC DEL 121.8 275.8

For uncompensated
Baro-VNAV systems,
LNAV/VNAV NA below
8°C or above 54°C.



BILOXI, MISSISSIPPI

30°25'N - 88°55'W

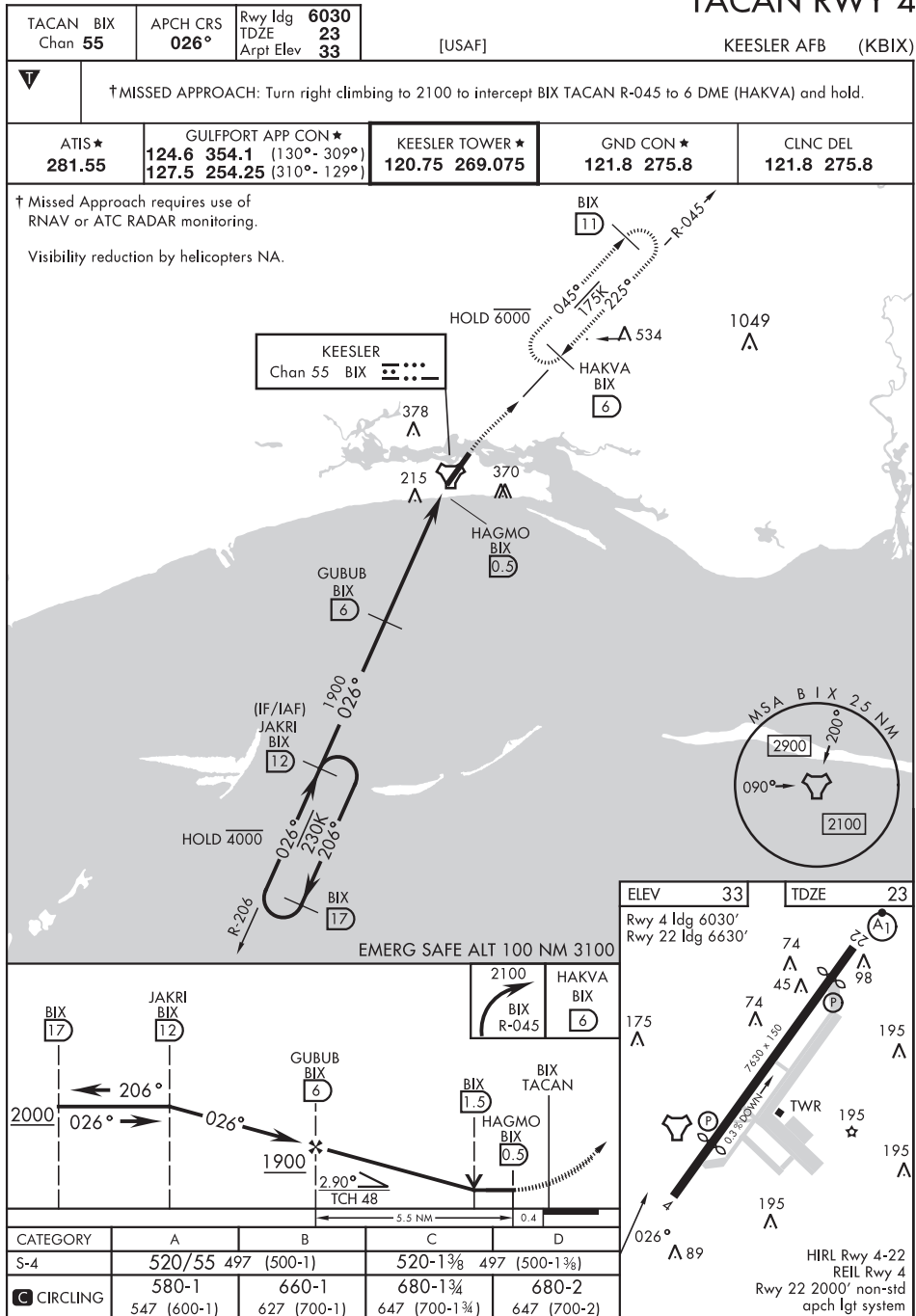
KEESLER AFB (KBIX)

Amdt 2 21APR22

RNAV (GPS) RWY 22

BILOXI, MISSISSIPPI

TACAN RWY 4



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

TACAN RWY 4

TACAN RWY 22

TACAN BIX Chan 55	APCH CRS 222°	Rwy ldg THRE 17 Arpt Elev 33
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[USAF]

KEESLER AFB (KBIX)

✦ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1¼ miles.

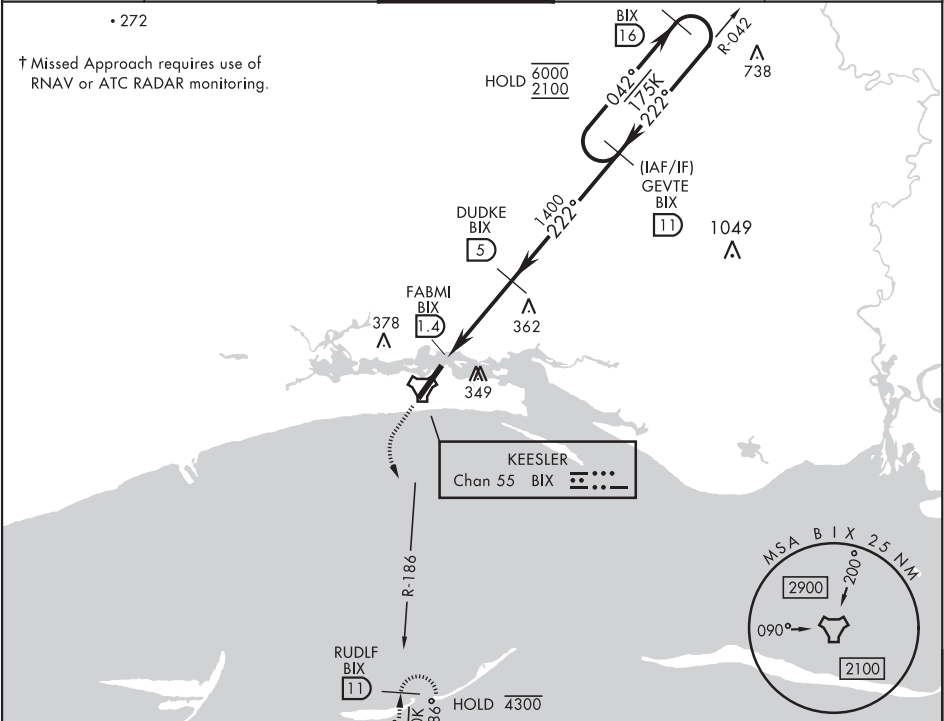
ALSF-1
A1

† MISSED APPROACH: Climb to 800 tracking 215°, then turn left to intercept BIX R-186 to 11 DME (RUDLF) climbing to 2200 and hold.

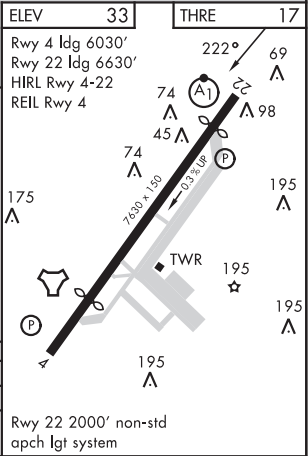
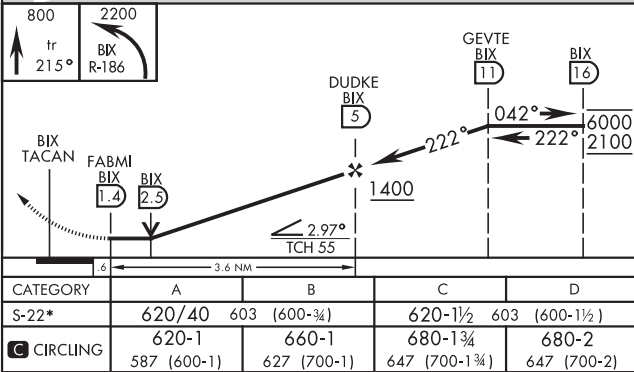
ATIS★ 281.55	GULFPORT APP CON★ 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	TOWER★ 120.75 269.075	GND CON★ 121.8 275.8	CLNC DEL 121.8 275.8
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• 272

† Missed Approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 3100



TACAN RWY 22

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

TACAN-A

SC-4, 07 AUG 2025 to 02 OCT 2025

KEESLER AFB (KBIX)

TACAN-A

TACAN-B

VORTAC GPT 109.0 Chan 27	APCH CRS 266°	Rwy Idg TDZE Arpt Elev N/A N/A 33
--	-------------------------	---

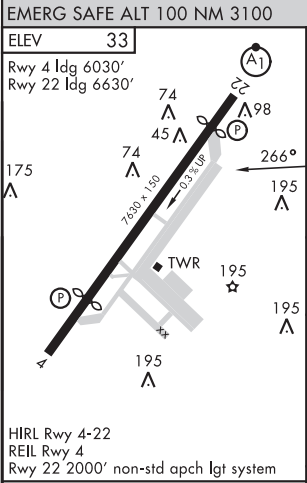
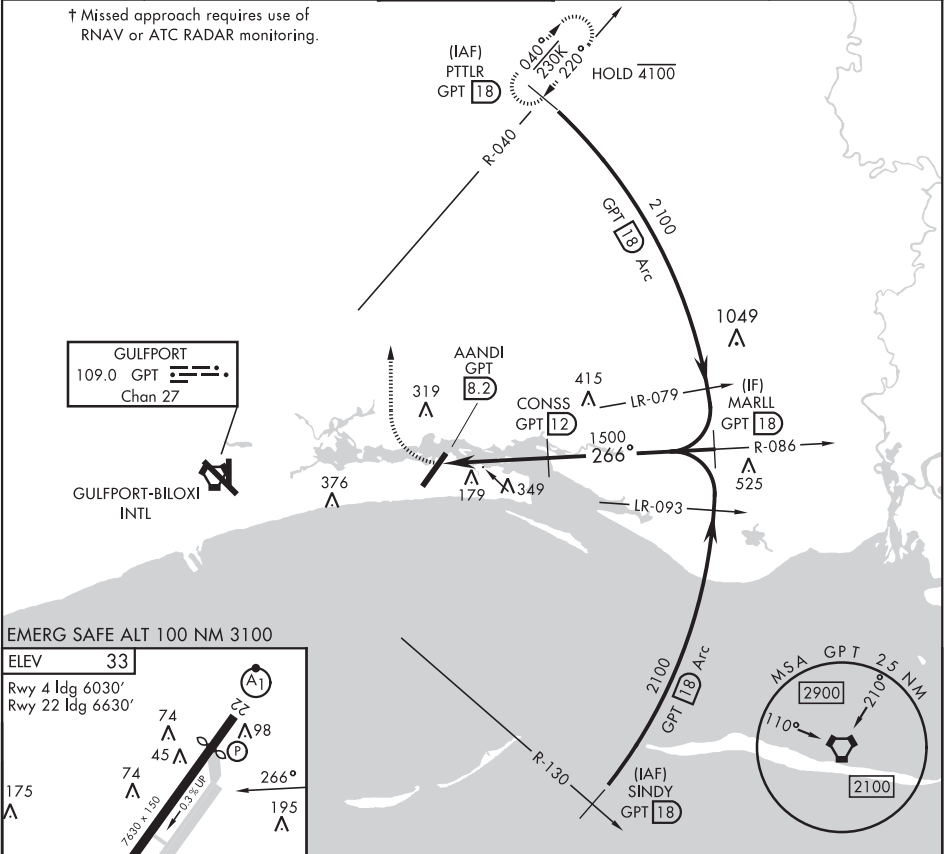
[USAF]

KEESLER AFB (KBIX)

† MISSED APPROACH: Climbing right turn to 2300 intcp GPT VORTAC R-040 to PTLR (R-040/18 DME) and hold.

ATIS★ 281.55	GULFPORT APP CON★ 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	TOWER★ 120.75 269.075	GND CON★ 121.8 275.8	CLNC DEL 121.8 275.8
------------------------	--	---------------------------------	--------------------------------	--------------------------------

† Missed approach requires use of RNAV or ATC RADAR monitoring.



FAF to MAP 3.8 NM				
Knots	60	90	120	150
Min:Sec	3:48	2:32	1:54	1:31
CATEGORY	A	B	C	D
<input checked="" type="checkbox"/> CIRCLING	620-1 587 (600-1)	660-1 627 (700-1)	680-1¾ 647 (700-1¾)	680-2 647 (700-2)

TACAN-B

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

25163

AIRPORT DIAGRAM

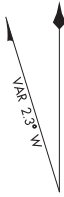
[USAF]

KEESLER AFB (KBIX)

BILOXI, MISSISSIPPI

ATIS 281.55 ★
 TOWER ★
 120.75 269.075
 GND CON ★
 121.8 275.8
 CLNC DEL
 121.8 275.8

JUNE 2025
 ANNUAL RATE OF CHANGE
 0.1 ° W



30° 25' N

HOT BRAKES
 HAZARDOUS
 CARGO

0.3% UP

7630 x 150

TRANS ALERT

BASE OPS

CONTROL TOWER

FIRE STATION

195

BACKLINE

NO HELICOPTER
 OPERATIONS
 ON RAMP 3

HOT BRAKES

FIELD
 ELEV
 33

30° 24' N

Rwy 4-22
 PCN 32 F/B/W/T

Rwy 4 ldg 6030'
 Rwy 22 ldg 6630'

88° 56' W

88° 55' W

AIRPORT DIAGRAM

BILOXI, MISSISSIPPI

KEESLER AFB (KBIX)

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
137°

Rwy Idg **5009**
TDZE **494**
Apt Elev **494**

RNAV (GPS) RWY 14
KOSCIUSKO-ATTALA COUNTY (OSX)

RNP APCH - GPS.

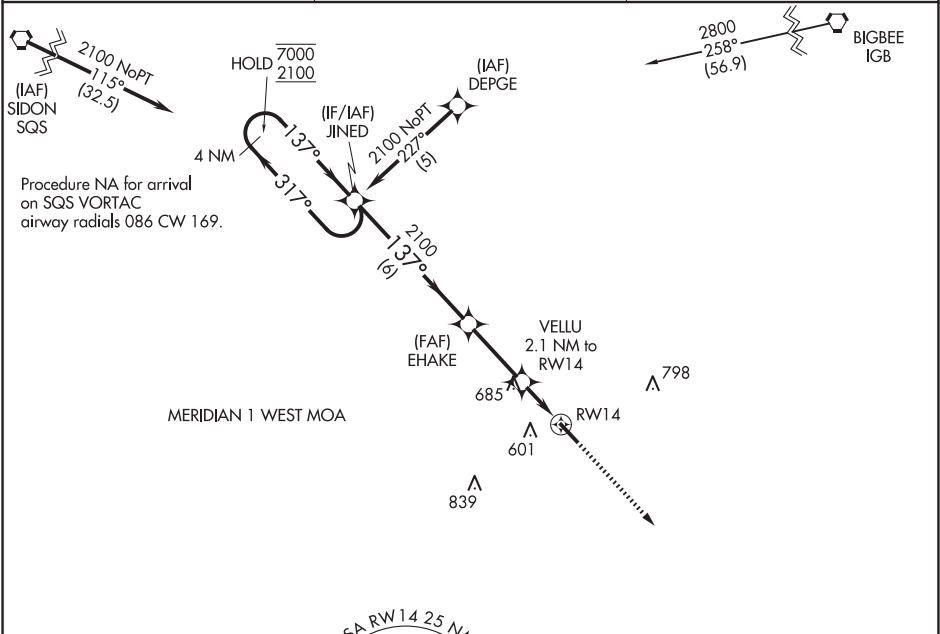
▼

NA

Rwy 14 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Philadelphia altimeter setting; when not received, use Greenwood altimeter setting and increase all MDAs 80 feet, increase visibility LNAV Cat C ¼ SM and Circling Cat C ¾ SM.

MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

MPE AWOS-3P 118.725	MEMPHIS CENTER 132.75 263.0	CTAF 122.9
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ELEV **494**

TDZE **494**

137°

5009 x 75

521

0.5% UP

31

MSA RW 14 25 NM

2800

Visual Segment - Obstacles.

2200

GUDRE

4 NM Holding Pattern

JINED

EHAKE

VELLU 2.1 NM to RW14

RW14

7000

2100

317°

137°

2100

1180

6 NM

2.8 NM

2.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1020-1	526 (600-1)	1020-1½ 526 (600-1½)	NA
CIRCLING	1020-1	526 (600-1)	1160-1¾ 666 (700-1¾)	NA

KOSCIUSKO, MISSISSIPPI

AL-5671 (FAA)

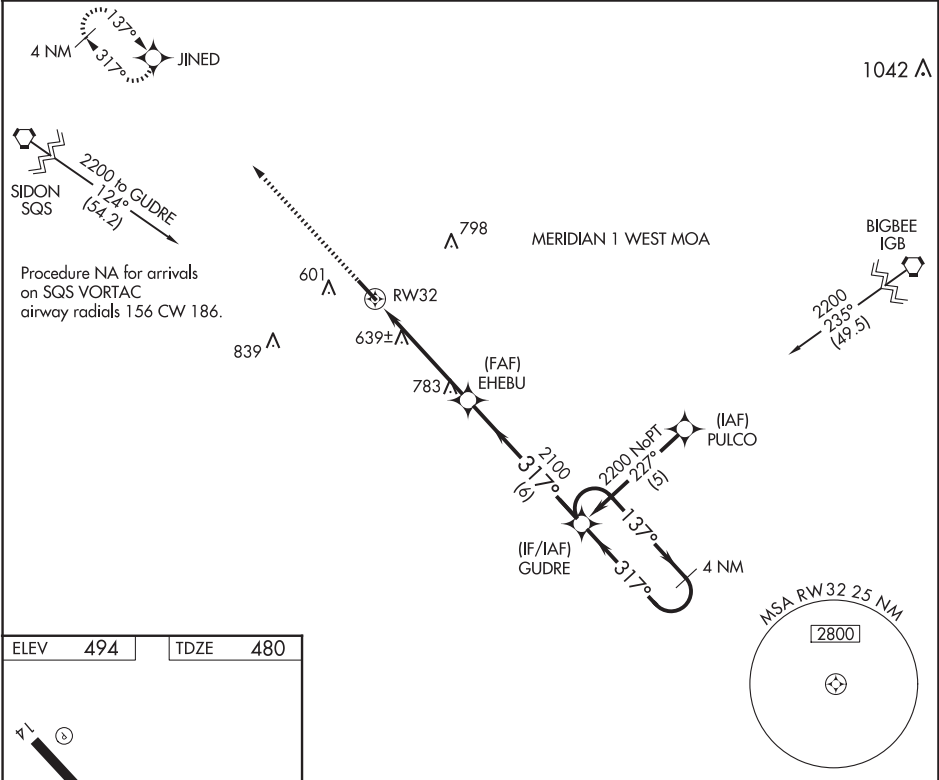
23334

APP CRS	Rwy Idg	5009
317°	TDZE	480
	Apt Elev	494

RNAV (GPS) RWY 32
KOSCIUSKO-ATTALA COUNTY (OSX)

RNP APCH - GPS	MISSED APPROACH: Climb to 2100 direct JINED and hold.
Rwy 32 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Philadelphia altimeter setting; when not received, use Greenwood altimeter setting and increase all MDAs 80 feet, increase visibility LNAV Cat C ¾ SM and Circling Cat C ¾ SM.	

MPE AWOS-3P 118.725	MEMPHIS CENTER 132.75 263.0	CTAF 122.9 0
------------------------	--------------------------------	-----------------



ELEV 494	TDZE 480
MIRL Rwy 14-32 0	
317°	
5009 X 75	
0.5% UP	
521	
317°	
2100	
JINED	
VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 49).	
GUDRE	
4 NM Holding Pattern	
137°	
317°	
2200	
EHEBU	
RW32	
3.04°	
TCH 45	
4.9 NM	
6 NM	
CATEGORY	A B C D
LNAV MDA	960-1 480 (500-1) 960-1 ¾ 480 (500-1 ¾) NA
CIRCLING	1020-1 526 (600-1) 1160-1 ¾ 666 (700-1 ¾) NA

KOSCIUSKO, MISSISSIPPI
Orig-C 06OCT22

33°05'N-89°33'W

KOSCIUSKO-ATTALA COUNTY (OSX)
RNAV (GPS) RWY 32

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SC-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-TYN 110.9 Chan 46	APP CRS 036°	Rwy Ldg 8000 TDZE 40 Apt Elev 42
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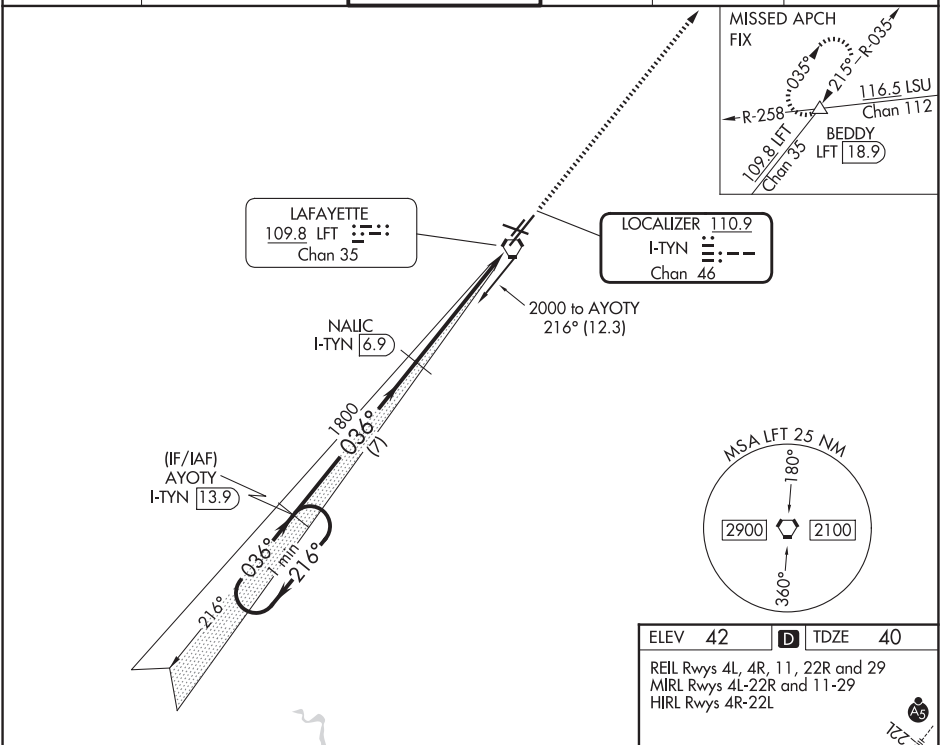
ILS or LOC RWY 4R
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

DME required for procedure entry and for LOC only.

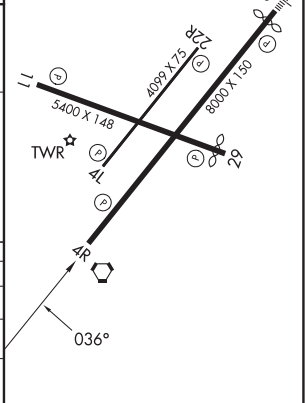
⚠ Rwy 4R helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase S-ILS 4R and S-LOC 4R visibility all Cats $\frac{1}{8}$ SM, Circling visibility Cat C/D $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 2000 on LFT R-035 to BEDDY INT/LFT 18.9 DME and hold.

ATIS 134.05	LAFAYETTE APP CON * 121.1 363.0	LAFAYETTE TOWER * 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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One Minute Holding Pattern				
AYOTY I-TYN [13.9]				
NAUGC I-TYN [6.9]				
2000 ← 216° → 036° →				
GS 3.00° TCH 49				
7 NM 4.1 NM 1.3 NM				
CATEGORY	A	B	C	D
S-ILS 4R	316- $\frac{7}{8}$ 276 (300- $\frac{7}{8}$)			
S-LOC 4R	500-1 460 (500-1)		500- $\frac{13}{8}$ 460 (500- $\frac{13}{8}$)	
CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	700- $\frac{13}{4}$ 658 (700- $\frac{13}{4}$)	700-2 658 (700-2)



LAFAYETTE, LOUISIANA

AL-865 (FAA)

25219

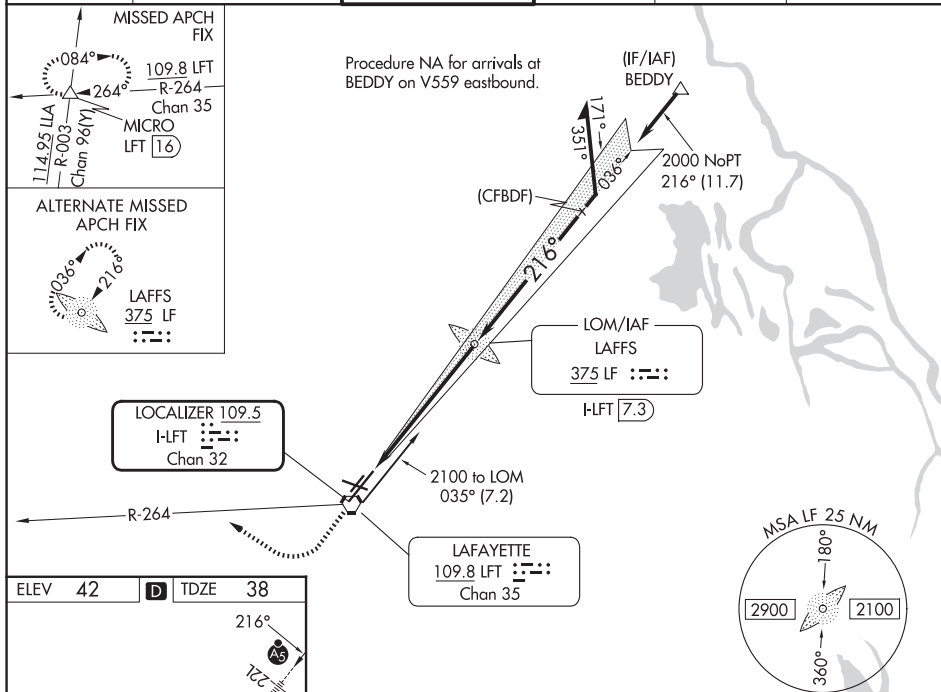
LOC/DME I-LFT	APP CRS	Rwy Ldg
109.5	216°	7659
Chan 32		TDZE 38
		Apt Elev 42

ILS or LOC RWY 22L

LAFAYETTE RGNL/PAUL FOURNET FLD (L.F'T)

<p>VDP NA with Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase DA to 267 feet; increase all MDA 40 feet and S-LOC 22L visibility Cat C/D to RVR 5000 and Circling visibility Cat C/D ¼ SM. For inop MALSR when using Acadiana Rgnl altimeter setting, increase S-LOC 22L Cat C and D visibility to 1½ mile.</p> <p>**RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Acadiana Rgnl altimeter setting).</p>	<p>MALSR</p> <p>A5</p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 2100 on LFT VORTAC R-264 to MICRO INT/ LFT 16 DME and hold.</p>
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ATIS 134.05	LAFAYETTE APP CON * 121.1 363.0	LAFAYETTE TOWER * 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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ELEV 42	D	TDZE 38
216°	221°	222°
5400 X 1.48	4095 X 1.75	4095 X 1.75
TWR	AL	22L
4R	22R	22L
REIL Rwy 4L, 4R, 11, 22R and 29		
MIRL Rwy 11-29 and 4L-22R		
HIRL Rwy 4R-22L		
FAF to MAP 5.9 NM		
Knots	60	90
Min:Sec	5:54	3:56
	2:57	2:22
	1:58	

LAFAYETTE, LOUISIANA

Amdt 5E 23APR20

LAFAYETTE RGNL/PAUL FOURNET FLD (L.F'T)

30°12'N-91°59'W

ILS or LOC RWY 22L

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **45903**
W04A

APP CRS
036°

Rwy Ldg
TDZE **40**
Apt Elev **42**

RNAV (GPS) RWY 4R

LAFAYETTE RGNL/PAUL FOURNET FLD (L,F,T)

RNP APCH.

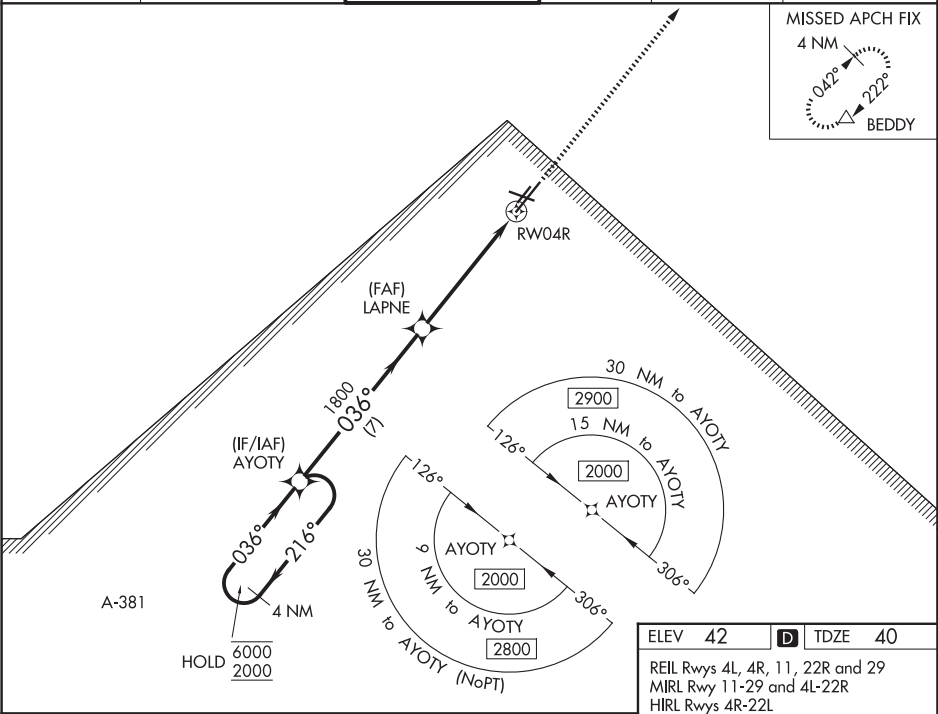
▼

▲

Rwy 4R helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct BEDDY and hold.

ATIS 134.05	LAFAYETTE APP CON ★ 121.1 363.0	LAFAYETTE TOWER ★ 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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4 NM Holding Pattern AYOTY

6000 ← 216°
2000 → 036°

GP 3.00°
TCH 49

LAPNE 1800

RW04R

7 NM 4.1 NM 1.3

2000 BEDDY

* LNAV only.

* 1.3 NM to RW04R

CATEGORY	A	B	C	D
LPV DA		317- $\frac{7}{8}$	277 (300- $\frac{7}{8}$)	
LNAV/VNAV DA		440-1 $\frac{1}{8}$	400 (400-1 $\frac{1}{8}$)	
LNAV MDA	500-1	460 (500-1)	500-1 $\frac{3}{8}$	460 (500-1 $\frac{3}{8}$)
CIRCLING	500-1 458 (500-1)	580-1 538 (600-1)	700-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$)	700-2 658 (700-2)

4R

036°

5400 X 148

800 X 150

409 X 75

29

4L

22L

22R

TWR

LAFAYETTE, LOUISIANA

AL-865 (FAA)

25219

WAAS CH 50503 W22A	APP CRS 216°	Rwy Ldg TDZE 38 Apt Elev 42
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RNAV (GPS) RWY 22L

LAFAYETTE RGNL/PAUL FOURNET FLD (L.F'T)

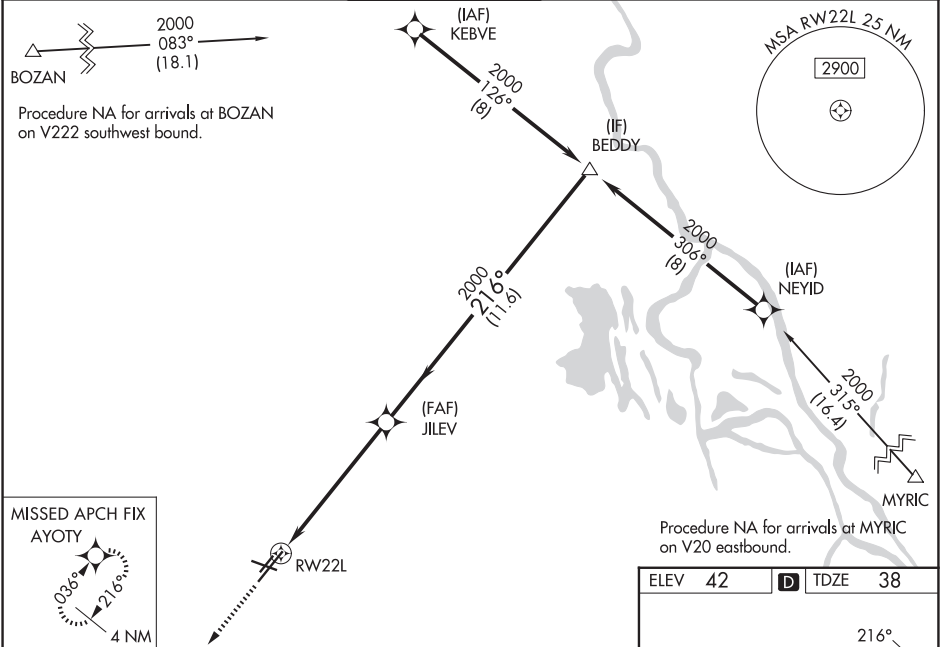
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). VDP NA with Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats to RVR 3500, increase Circling visibility Cat C/D ¼ SM. For inop MALSRS, increase LNAV Cats C and D visibility ⅜ mile. For inop MALSRS, when using Acadiana Rgnl altimeter setting, increase LNAV/VNAV all Cats visibility to RVR 6000. Baro-VNAV NA when using Acadiana Rgnl altimeter setting.

MALSRS

MISSED APPROACH: Climb to 2000 direct AYOTY and hold.

ATIS 134.05	LAFAYETTE APP CON * 121.1 363.0	LAFAYETTE TOWER * 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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2000

AYOTY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

*LNAV only.

CATEGORY	A	B	C	D
LPV DA		238/24	200 (200-½)	
LNAV/VNAV DA		349/24	311 (400-½)	
LNAV MDA	480/24	442 (500-½)	480/45	442 (500-¾)
CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)

ELEV 42	D TDZE 38
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REIL Rwy 4L, 4R, 11, 22R and 29
MIRL Rwy 11-29 and 4L-22R
HIRL Rwy 4R-22L

LAFAYETTE, LOUISIANA
Amdt 1D 23APR20

LAFAYETTE RGNL/PAUL FOURNET FLD (L.F'T)

30°12'N-91°59'W

RNAV (GPS) RWY 22L

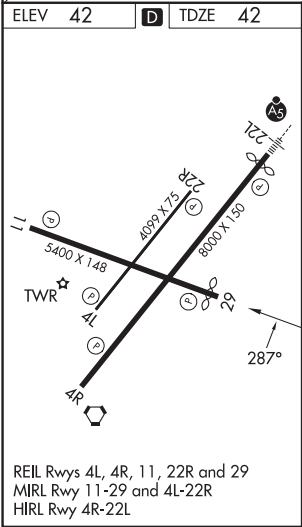
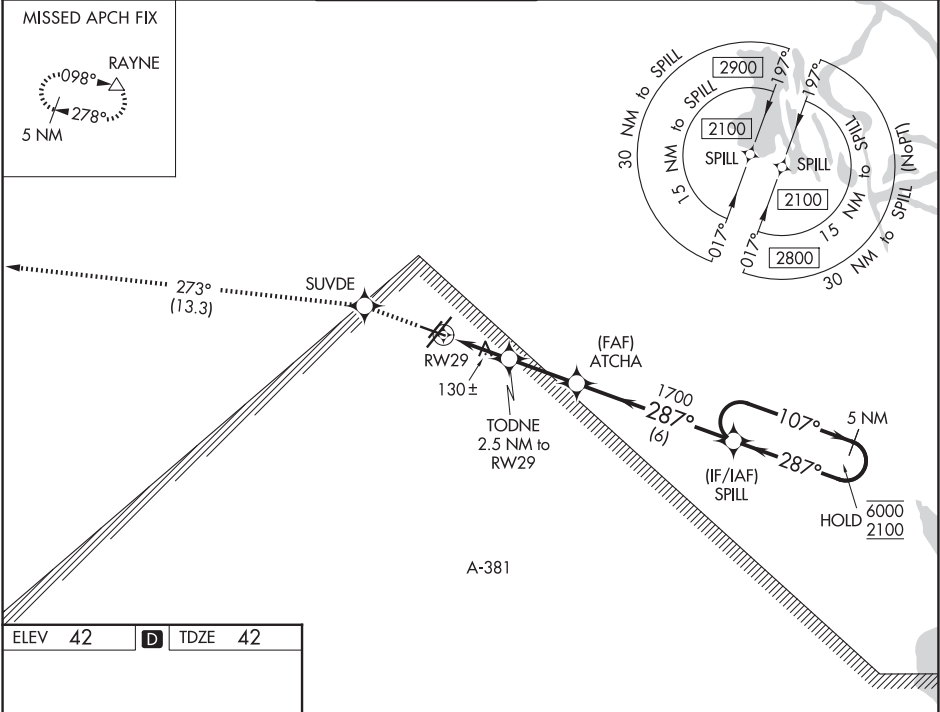
SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45703 W29A	APP CRS 287°	Rwy Ldg 5150 TDZE 42 Apt Elev 42
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RNAV (GPS) RWY 29
LAFAYETTE RGNL/PAUL FOURNET FLD (L.F'T')

RNP APCH.			MISSED APPROACH: Climb to 2800 direct SUVDE and on track 273° to RAYNE and hold.		
Rwy 29 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.					
ATIS 134.05	LAFAYETTE APP CON ★ 121.1 363.0	LAFAYETTE TOWER ★ 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95



2800	SUVDE	fr 273°	RAYNE	5 NM Holding Pattern
*LNAV only.				
TODNE 2.5 NM to RW29				
*0.9 NM to RW29				
*880				
RW29				
ATCHA				
SPILL				
5 NM Holding Pattern				
GP 3.00° TCH 51				
CATEGORY	A	B	C	D
LPV DA	292-¾	250 (300-¾)		
LNAV/VNAV DA	292-¾	250 (300-¾)		
LNAV MDA	380-1	338 (400-1)		
CIRCLING	500-1 458 (500-1)	580-1 538 (600-1)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LAFAYETTE, LOUISIANA

AL-865 (FAA)

25219

VORTAC LFT	APP CRS	Rwy Ldg
109.8	137°	5400
Chan 35		TDZE 42
		Apt Elev 42

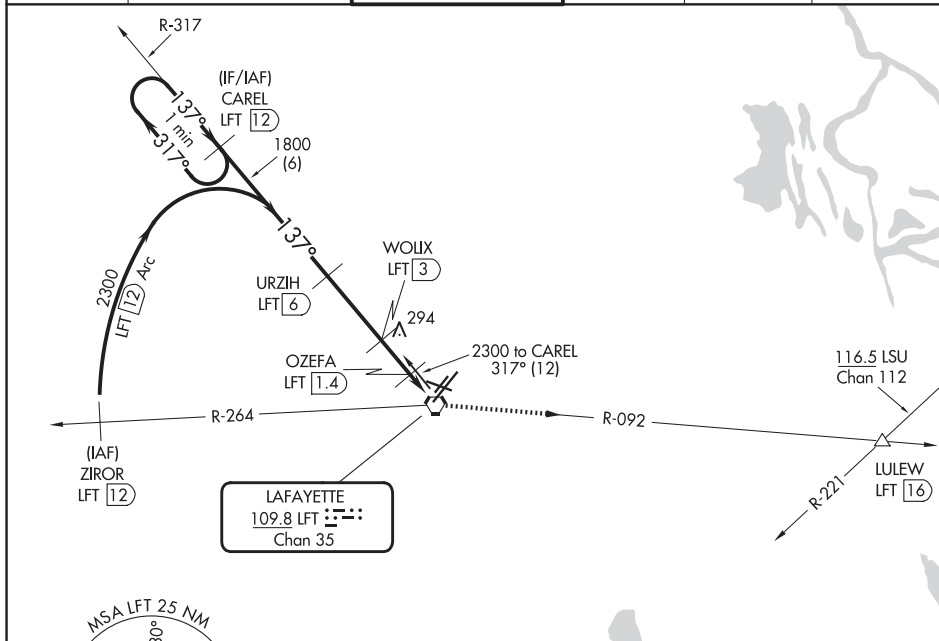
VOR/DME RWY 11

LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

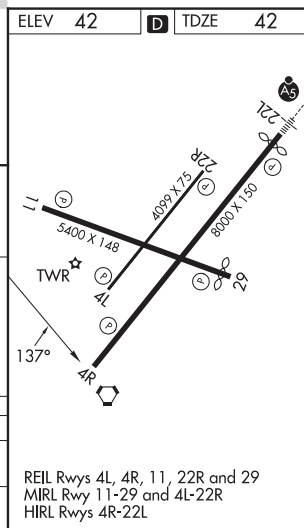
⚠ Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all MDAs 40 feet, increase Circling visibility Cat C/D ¼ SM.

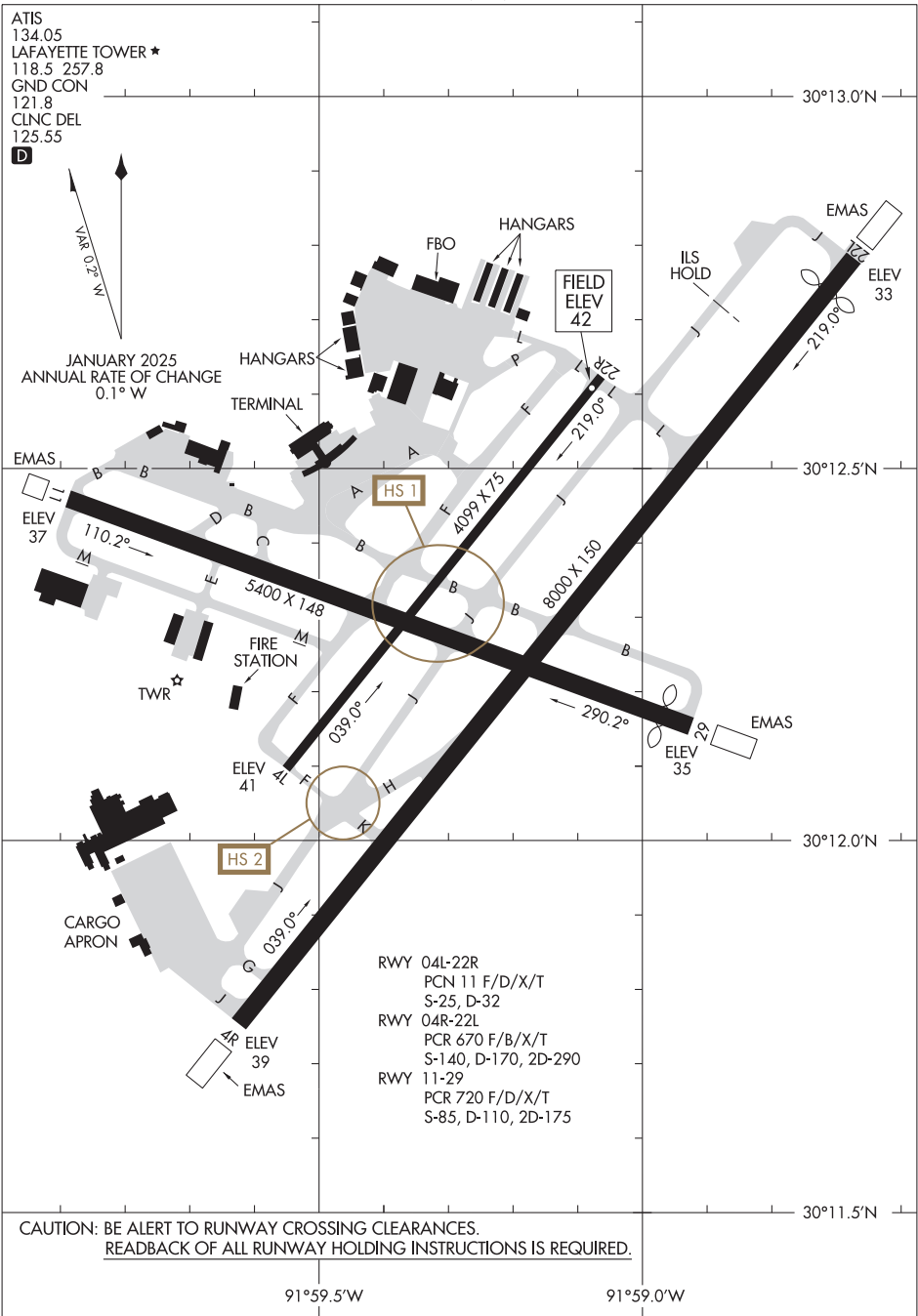
MISSED APPROACH: Climb to 2100 to LFT VORTAC and on LFT VORTAC R-092 to LULEW/LFT 16 DME.

ATIS	LAFAYETTE APP CON *	LAFAYETTE TOWER *	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) 0 257.8	121.8	125.55	122.95



One Minute Holding Pattern		CAREL LFT 12	2100 LFT	LFT	LULEW
2300		317°	137°	137°	137°
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 36).		1800	3.11°	TCH 50	800
		6 NM	3 NM	1.6 NM	
CATEGORY	A	B	C	D	
S-11	660-1	618 (700-1)	660-1 ¼ 618 (700-1 ¼)	660-2 618 (700-2)	
CIRCLING	660-1	618 (700-1)	700-1 ¼ 658 (700-1 ¼)	700-2 658 (700-2)	





LAKE CHARLES, LOUISIANA

AL-5111 (FAA)

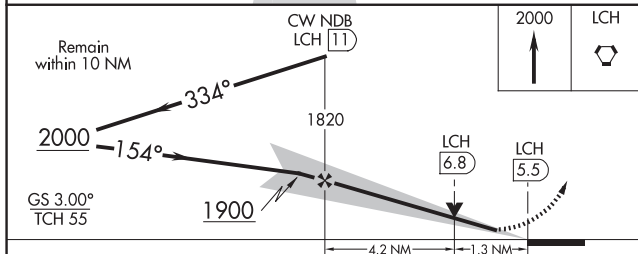
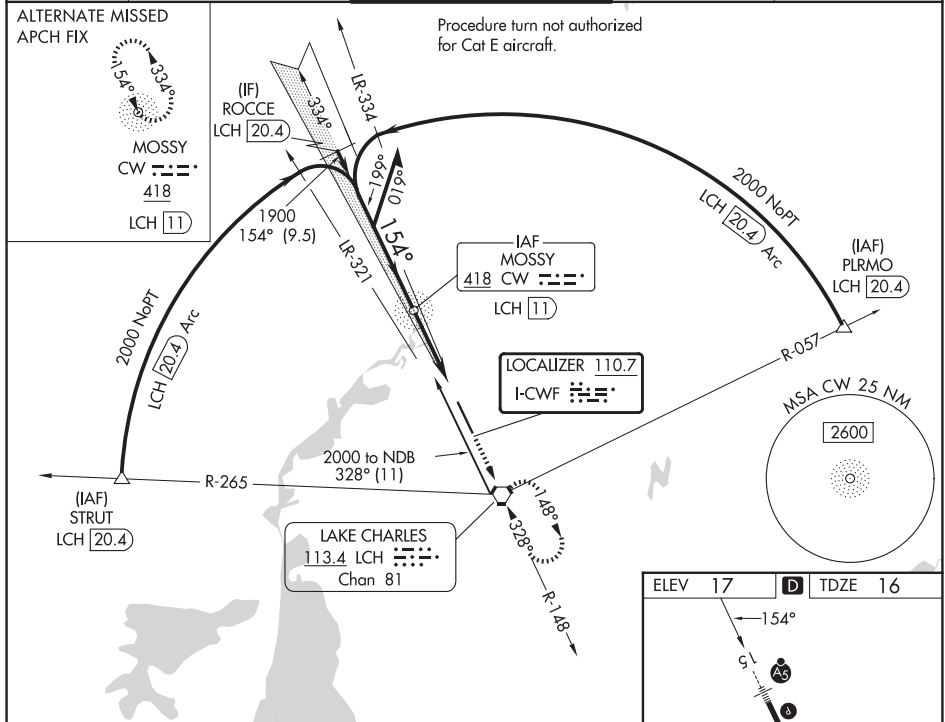
25219

LOC I-CWF	APP CRS	Rwy Ldg	10702
110.7	154°	TDZE	16
		Apt Elev	17

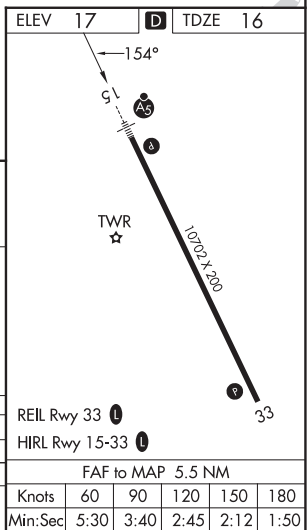
ILS or LOC RWY 15
CHENNAULT INTL (CWF)

ADF or DME required for procedure entry. ADF or DME required for LOC only.		MALSR 	MISSED APPROACH: Climb to 2000 direct LCH VORTAC and hold, continue climb-in-hold to 2000.
VDP NA when using Lake Charles Rgnl altimeter setting. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase DA to 232 feet; Increase all MDAs 20 feet and visibility Circling Cat D ¼ SM. For inop ALS, increase S-ILS 15 Cat E visibility to ¾ SM, and S-LOC 15 Cats C/D/E to 1 ¾ SM. For inop ALS when using Lake Charles altimeter settings, increase S-ILS 15 Cat E visibility to ¾ SM, and S-LOC 15 Cats C/D/E to 1 ¾ SM. DME from LCH VORTAC. DME use requires simultaneous reception of I-CWF and LCH DME.	ASR		

ATIS 120.0	LAKE CHARLES APP CON* 119.8 282.3	CHENNAULT TOWER* 124.2 (CTAF) 0 290.4	GND CON 121.65 275.8	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 15	216-1 2 200 (200-1 2)				
S-LOC 15	480-1 2	464 (500-1 2)	480-1	464 (500-1)	
CIRCLING	640-1	623 (700-1)	640-1 3 4 623 (700-1 3 4)	740-2 1 4 723 (800-2 1 4)	900-3 883 (900-3)



LAKE CHARLES, LOUISIANA
Amdt 7 29DEC22

30°13'N-93°09' W

CHENNAULT INTL (CWF)
ILS or LOC RWY 15

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45502 W15A	APP CRS 154°	Rwy Ldg 10702 TDZE 16 Apt Elev 17
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RNAV (GPS) RWY 15

CHENNAULT INTL (CWF')

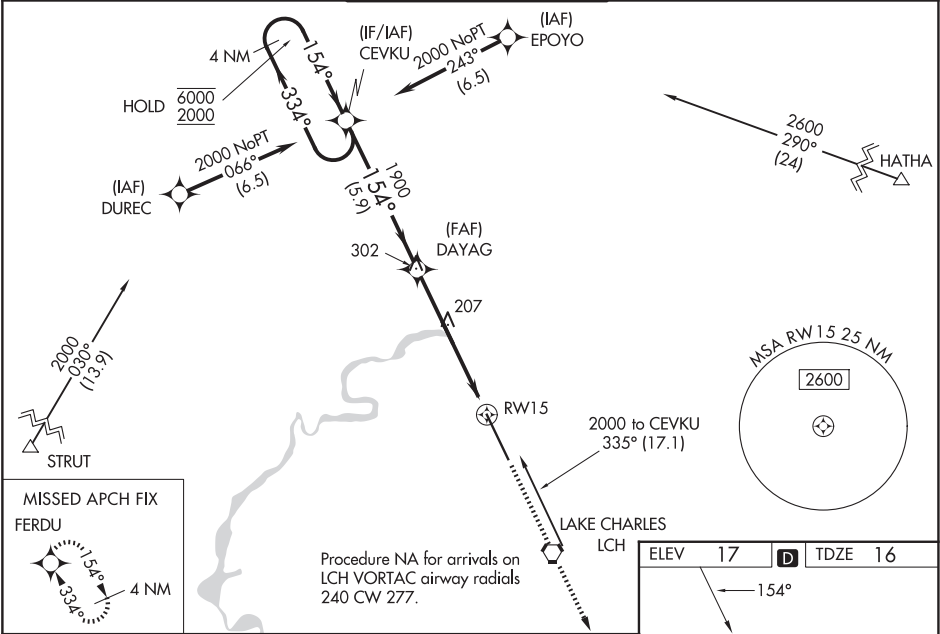
RNP APCH - GPS

Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -1.5°C or above 54°C. When local altimeter setting not received, use Lake Charles Rgnl altimeter ASR setting and increase LPV DA to 232 feet; increase LNAV/VNAV DA to 523 feet; increase all MDAs 20 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat D ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM. For inop ALS when using Lake Charles Rgnl altimeter setting increase LNAV/VNAV visibility all Cats to 1½ SM.

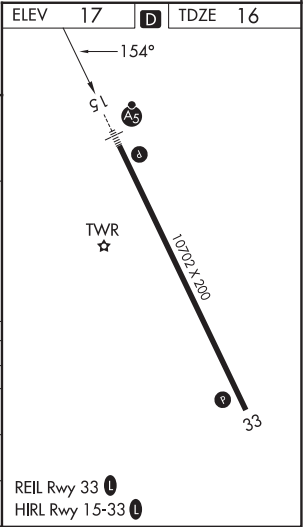
MALSR

MISSED APPROACH: Climb to 2000 direct FERDU and hold.

ATIS 120.0	LAKE CHARLES APP CON* 119.8 282.3	CHENNAULT TOWER* 124.2 (CTAF) 0 290.4	GND CON 121.65 275.8	UNICOM 122.95
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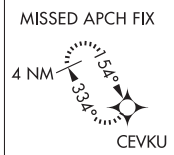


4 NM Holding Pattern		CEVKU		DAYAG		2000 ↑		FERDU ✦	
6000 ← 334° 2000 → 154°		154°		1900		1.2 NM to RW15		RW15	
GP 3.00° TCH 55		1900							
		5.9 NM		4.6 NM		1.2 NM			
CATEGORY	A	B	C	D					
LPV DA	216-½		200 (200-½)						
LNAV/ VNAV DA	507-1		491 (500-1)						
LNAV MDA	460- ½	444 (500-½)	460-¾		444 (500-¾)				
CIRCLING	640-1	623 (700-1)	640-1¾		623 (700-1¾)		740-2¼		723 (800-2¼)



RNAV (GPS) RWY 33
CHENNAULT INTL (CWF)

MISSED APPROACH: Climb to 2000 direct CEVKU and hold.

UNICOM
122.95

(FAF) 
GOGNE

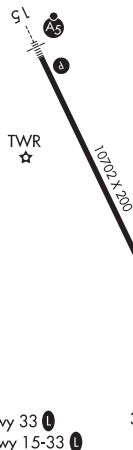
1700
334
(6)

(IF/IAF)
FERDU

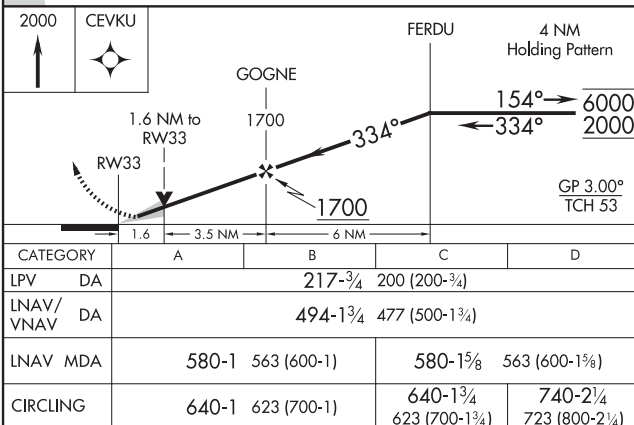
2000 NoPT
297° (7.9)

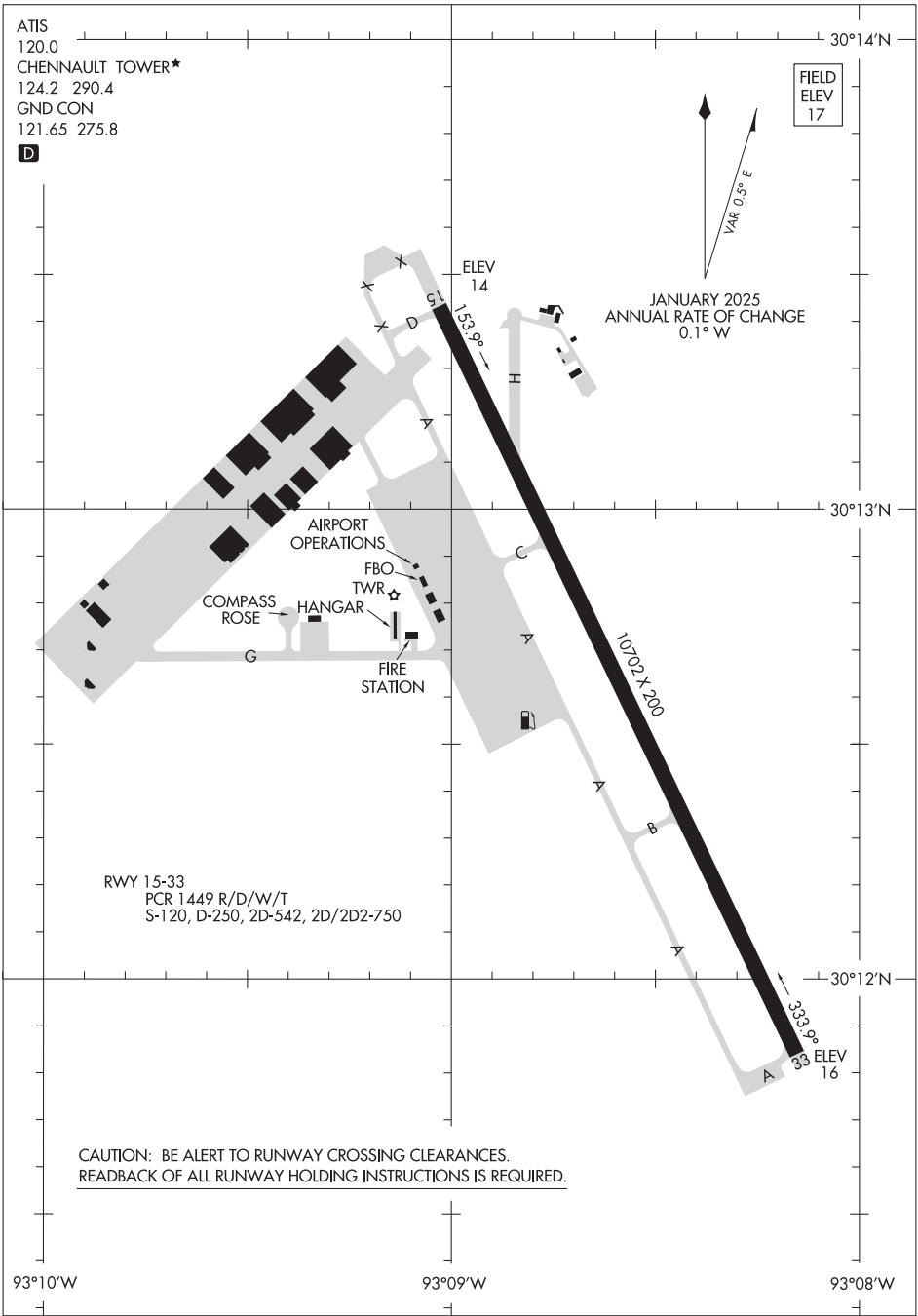
IAF)
LISTI

ELEV	17	D	TDZE	17
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REIL Rwy 33 **L**
HIRL Rwy 15-33 **L**

CHENNAULT INTL (CWF)
RNAV (GPS) RWY 33



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

23110

LOC/DME I-LCH	APP CRS	Rwy Idg
109.1	152°	6500
Chan 28	TDZE	12
	Apt Elev	15

ILS or LOC RWY 15

LAKE CHARLES RGNL (LCH)

⚠ For inop ALS, increase S-LOC 15 Cats C and D visibility to 1½ mile.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

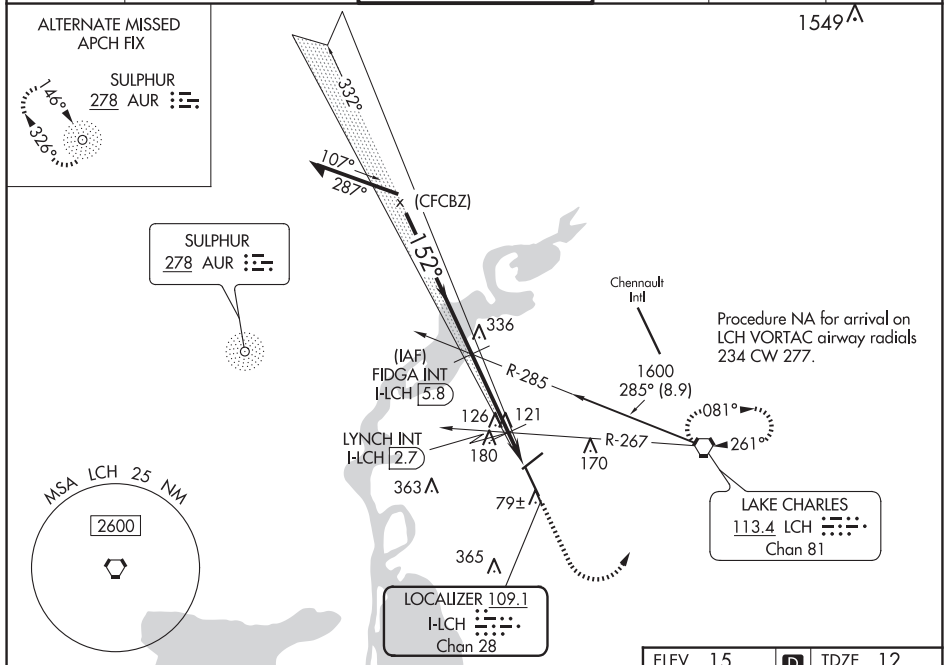
ASR

MALSR

A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC and hold, continue climb-in-hold to 2000.

ATIS	LAKE CHARLES APP CON *	LAKE CHARLES TOWER *	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) 0 257.8	121.8	126.25	122.95



Remain within 10 NM

FIDGA INT I-LCH 5.8

1600

332°

152°

1500

500

LYNCH INT I-LCH 2.7

I-LCH 1.3

3.1 NM

1.4 NM

GS 3.00° TCH 55

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

ELEV 15

TDZE 12

152°

5200 X 100

TWR 97

6500 X 50

CATEGORY	A	B	C	D
S-ILS 15*	212/24 200 (200-½)			
S-LOC 15	500/24	488 (500-½)	500/50	488 (500-1)
CIRCLING	500-1	485 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)
LYNCH FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 15	440/24	428 (500-½)	440/40	428 (500-¾)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)

REIL Rwy 5 and 23

MIRL Rwy 5-23

HIRL Rwy 15-33

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

LAKE CHARLES, LOUISIANA
Amdt 23A 08SEP22

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)

ILS or LOC RWY 15

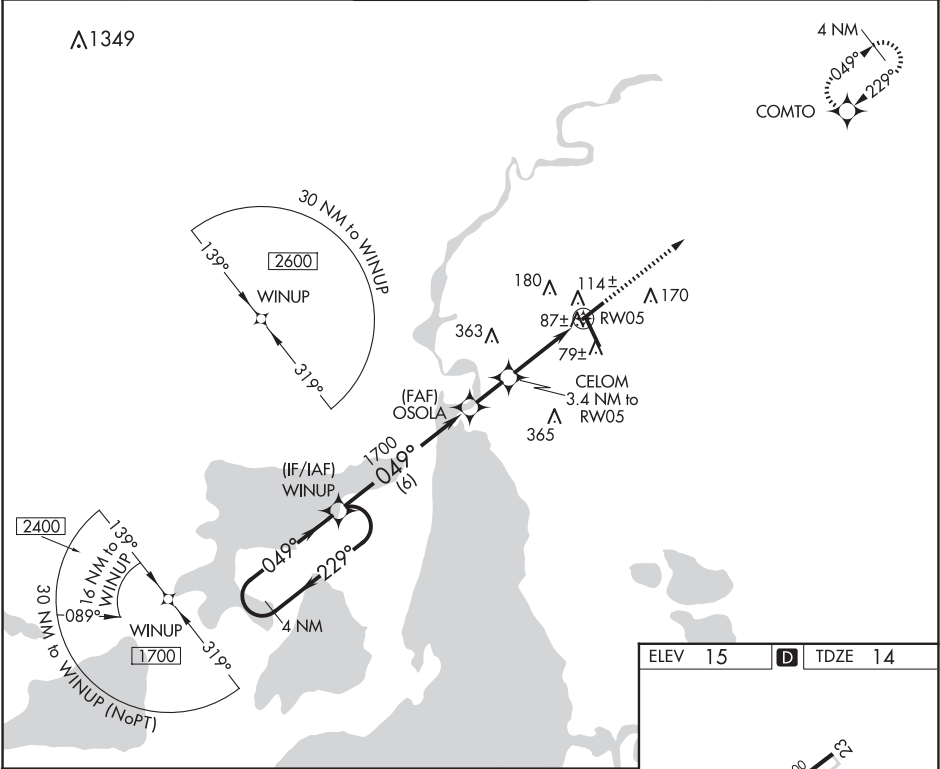
SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

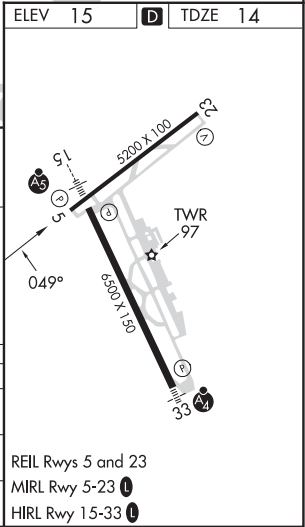
WAAS CH 69440 W05A	APP CRS 049°	Rwy Idg 5200 TDZE 14 Apt Elev 15
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RNAV (GPS) RWY 5
LAKE CHARLES RGNL (LCH)

<div><div><div><div></div><div>ASR</div></div></div><div>Rwy 5 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.</div></div>		<div>MISSED APPROACH: Climb to 1900 direct COMTO and hold.</div>			
<div>ATIS 118.75</div>	<div>LAKE CHARLES APP CON ★ 119.35 353.75</div>	<div>LAKE CHARLES TOWER ★ 120.7 (CTAF) 0 257.8</div>	<div>GND CON 121.8</div>	<div>CLNC DEL 126.25</div>	<div>UNICOM 122.95</div>



4 NM Holding Pattern	WINUP	OSOLA	1900	COMTO
1700 ← 229°	← 049° →	1700	CELOM 3.4 NM to RW05	0.9 NM to RW05
			1140	3.00° TCH 49
	6 NM	1.8 NM	2.5 NM	0.9
CATEGORY	A	B	C	D
LP MDA	340-1 326 (400-1)			
LNAV MDA	380-1 366 (400-1)			
C CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

25163

WAAS CH 65629 W15A	APP CRS 152°	Rwy Ldg TDZE 11 Apt Elev 15
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RNAV (GPS) RWY 15
LAKE CHARLES RGNL (LCH)

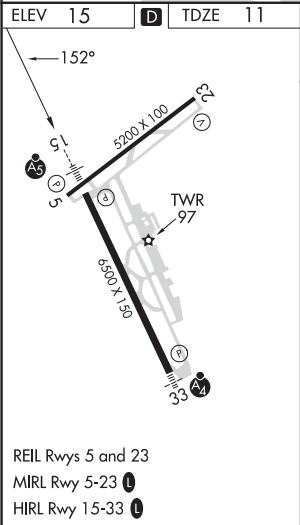
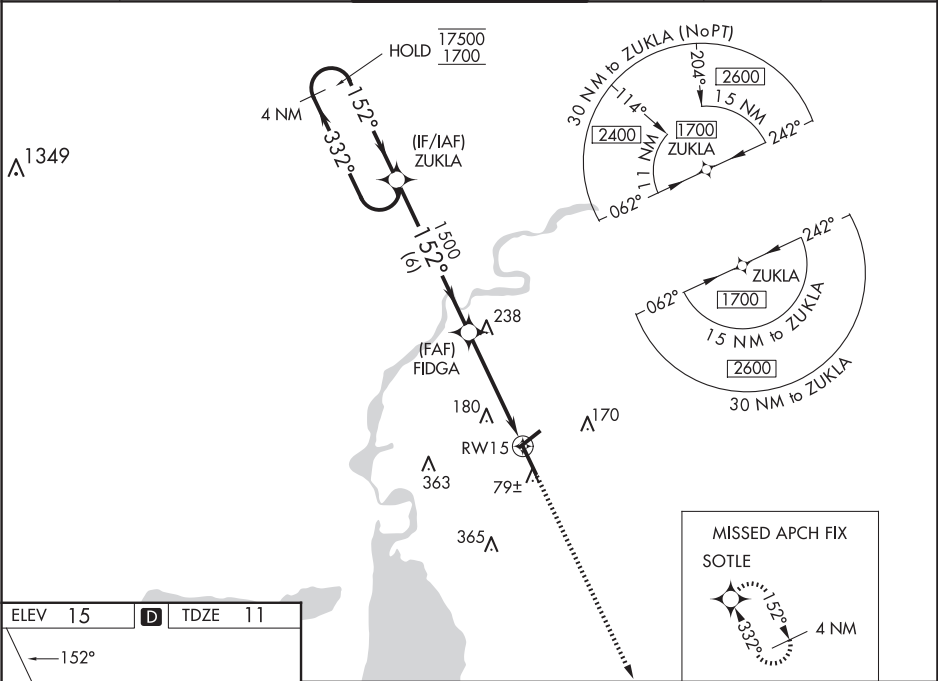
RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C. or above 43°C.
For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C
and D visibility to 1 3/8 SM.
ASR * RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH:
Climb to 1900 direct
SOTLE and hold.

ATIS 118.75	LAKE CHARLES APP CON * 119.35 353.75	LAKE CHARLES TOWER * 120.7 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).		1900	SOTLE
ZUKLA		FIDGA		RWY 15	
17500 1700		1500		1.3 NM to RWY 15	
GP 3.00° TCH 55		1500		6 NM	
332°		152°		3.2 NM	
152°		1500		1.3	
CATEGORY	A	B	C	D	
LPV DA *	211/24		200 (200-1/2)		
LNAV/VNAV DA	300/24		289 (300-1/2)		
LNAV MDA	500/24		500/50		489 (500-1)
CIRCLING	500-1		580-1 1/2 565 (600-1 1/2)		680-2 665 (700-2)

LAKE CHARLES, LOUISIANA
Amdt 1D 12JUN25

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)
RNAV (GPS) RWY 15

SC-4, 07 AUG 2025 to 02 OCT 2025

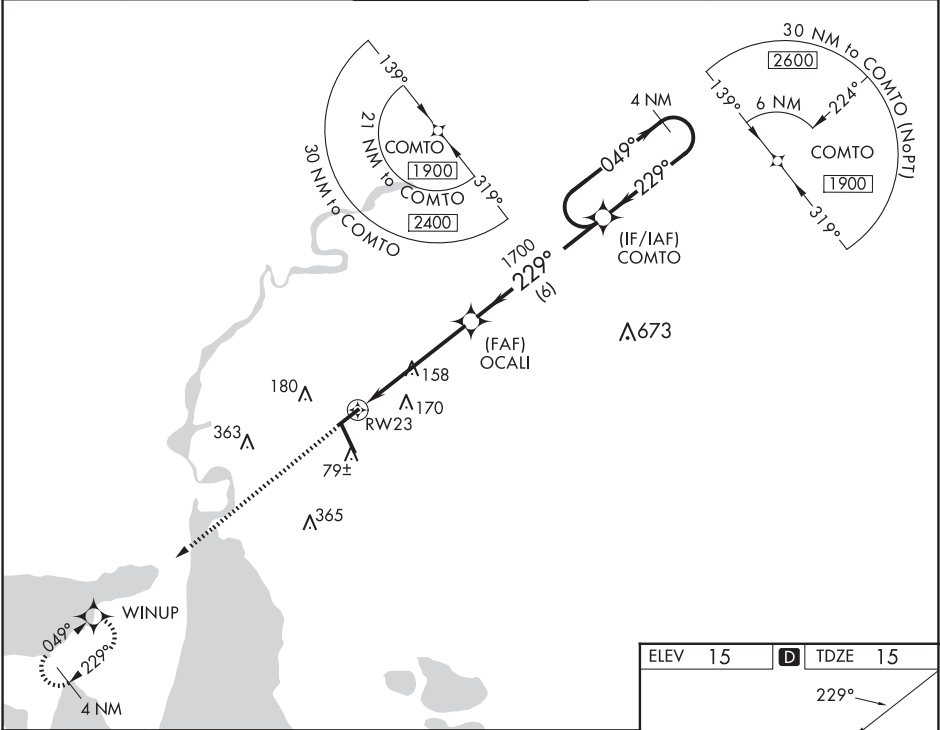
SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61041 W23A	APP CRS 229°	Rwy Idg 5200 TDZE 15 Apt Elev 15
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RNAV (GPS) RWY 23

LAKE CHARLES RGNL (LCH)

RNP APCH - GPS.			MISSED APPROACH: Climb to 1700 direct WINUP and hold.		
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA.					
ATIS 118.75	LAKE CHARLES APP CON ★ 119.35 353.75	LAKE CHARLES TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95



1700

↑

WINUP

✦

COMTO

4 NM Holding Pattern

049°→

←229°

1900

GP 3.00° TCH 47

OCALI

1700

229°

1700

1.1 NM to RW23

1.1

4 NM

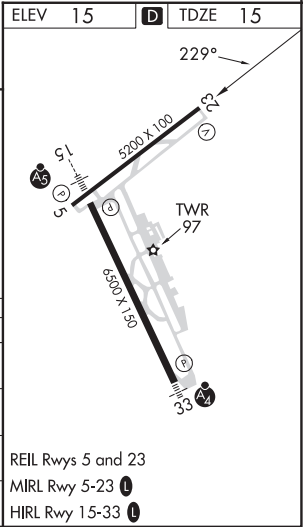
6 NM

1.1

4 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	265-¾		250 (300-¾)	
LNAV/VNAV DA	301-⅞		286 (300-⅞)	
LNAV MDA	420-1 405 (500-1)		420-1½ 405 (500-1½)	
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LAKE CHARLES, LOUISIANA


AL-5083 (FAA)

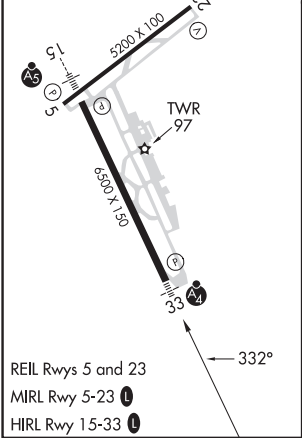
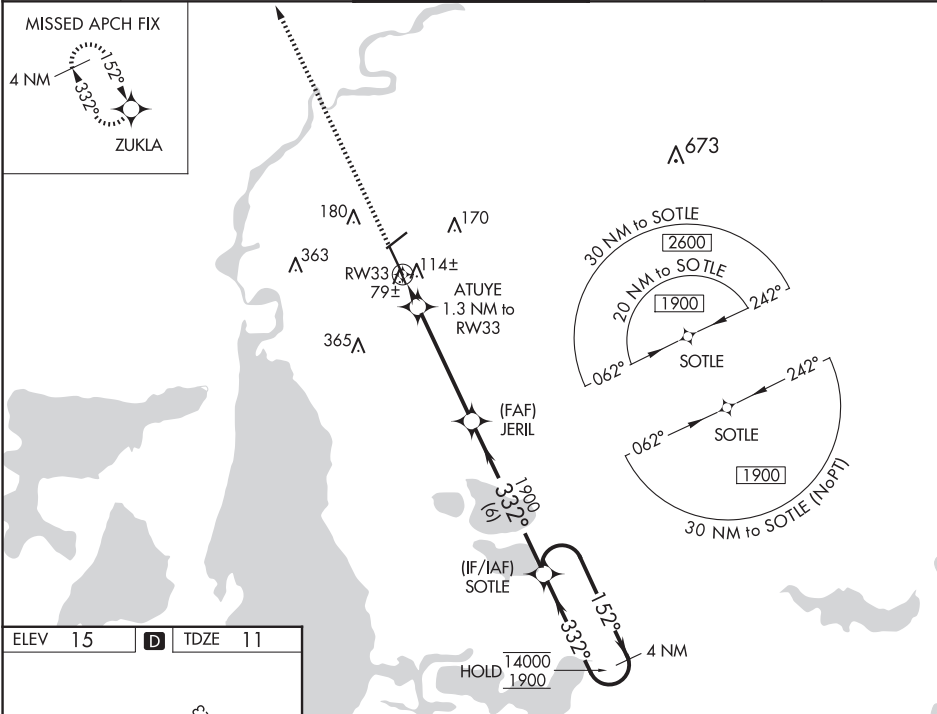
25163

WAAS CH 56215 W33A	APP CRS 332°	Rwy Ldg TDZE Apt Elev	6500 11 15
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RNAV (GPS) RWY 33

LAKE CHARLES RGNL (LCH)

RNP APCH - GPS.			MALSF 	MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.		
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 43°C. Inop table does not apply to LPV all Cats. For inop ALS, increase ASR LNAV/VNAV all Cats visibility to ½ SM.						
ATIS 118.75	LAKE CHARLES APP CON★ 119.35 353.75	LAKE CHARLES TOWER★ 120.7 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95	



1700

↑

ZUKLA

4 NM

Holding Pattern

JERIL

1900

SOTLE

14000

1900

GP 3.00°

TCH 50

ATUYE

1.3 NM

to RW33

RW33

460

1.3 NM

4.5 NM

6 NM

152°

← 332°

332°

1900

CATEGORY	A	B	C	D
LPV DA	211-¾		200 (200-¾)	
LNAV/VNAV DA	296-¾		285 (300-¾)	
LNAV MDA	380-¾		369 (400-¾)	
<div> <div>⬛</div> <div>CIRCLING</div> </div>	<div>440-1</div> <div>425 (500-1)</div>	<div>480-1</div> <div>465 (500-1)</div>	<div>580-1½</div> <div>565 (600-1½)</div>	<div>680-2</div> <div>665 (700-2)</div>

LAKE CHARLES, LOUISIANA
Amdt 2D 12JUN25

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)

RNAV (GPS) RWY 33

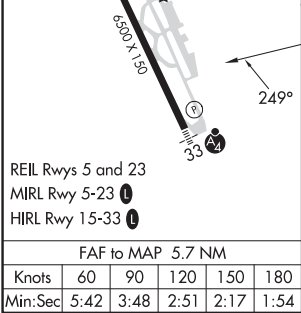
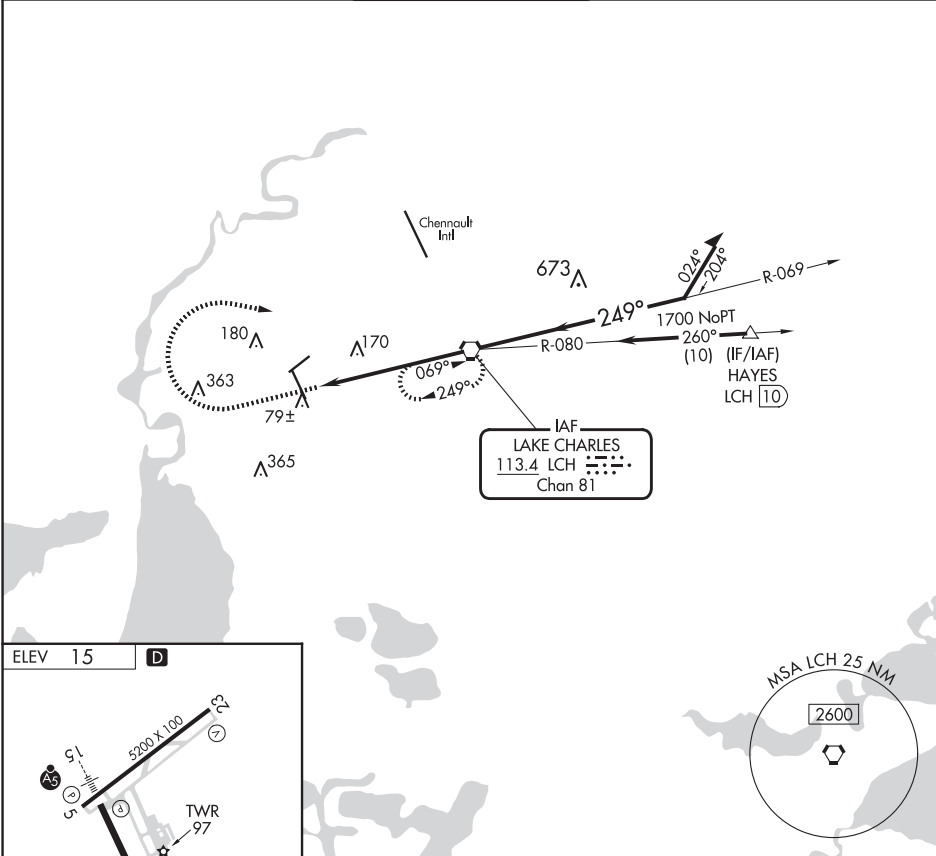
SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

VORTAC LCH 113.4 Chan 81	APP CRS 249°	Rwy Idg TDZE Apt Elev N/A N/A 15
--	------------------------	--

VOR-A
LAKE CHARLES RGNL (LCH)

ASR		MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct LCH VORTAC and hold, continue climb-in-hold 3000.			
ATIS 118.75	LAKE CHARLES APP CON★ 119.35 353.75	LAKE CHARLES TOWER★ 120.7 (CTAF) 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95



1700	3000	LCH	LCH VORTAC		Remain within 10 NM
1700	249°	1700	069°	1700	
5.7 NM					
FAF to MAP 5.7 NM					
CATEGORY	A	B	C	D	
CIRCLING	460-1 445 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)	

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LAKE CHARLES, LOUISIANA

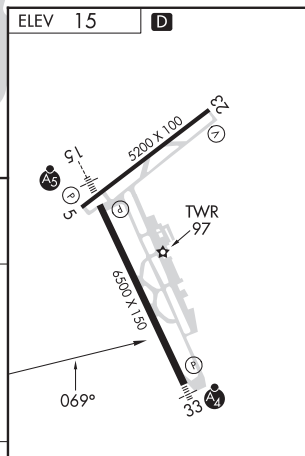
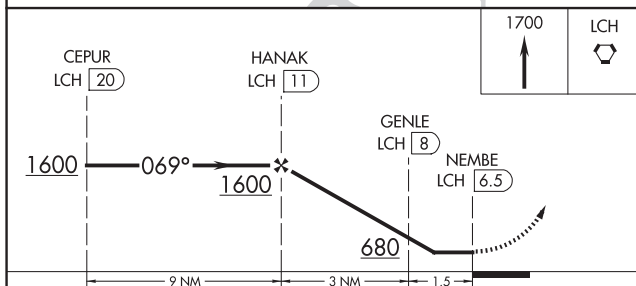
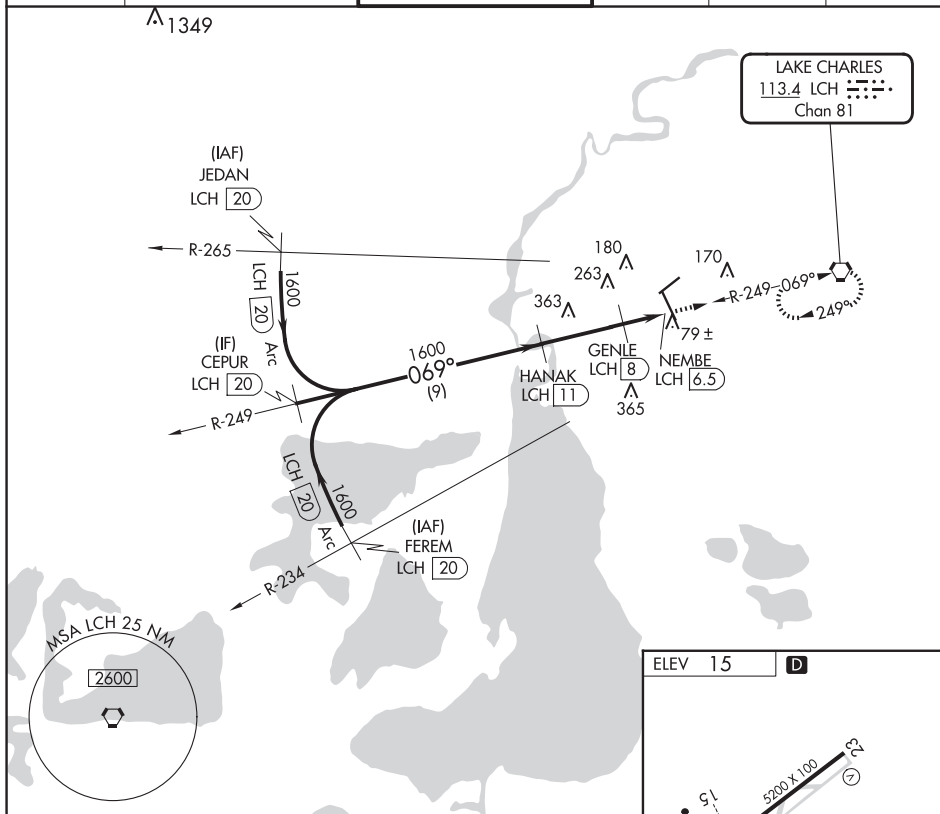
AL-5083 (FAA)

24025

VORTAC LCH 113.4 Chan 81	APP CRS 069°	Rwy Idg TDZE Apt Elev N/A N/A 15
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VOR-B
LAKE CHARLES RGNL (LCH)

DME required.		MISSED APPROACH: Climb to 1700 direct LCH VORTAC and hold.			
ATIS 118.75	LAKE CHARLES APP CON* 119.35 353.75	LAKE CHARLES TOWER* 120.7 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95



CATEGORY	A	B	C	D
CIRCLING	500-1	485 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)

REIL Rwy 5 and 23
MRL Rwy 5-23
HIRL Rwy 15-33

LAKE CHARLES, LOUISIANA

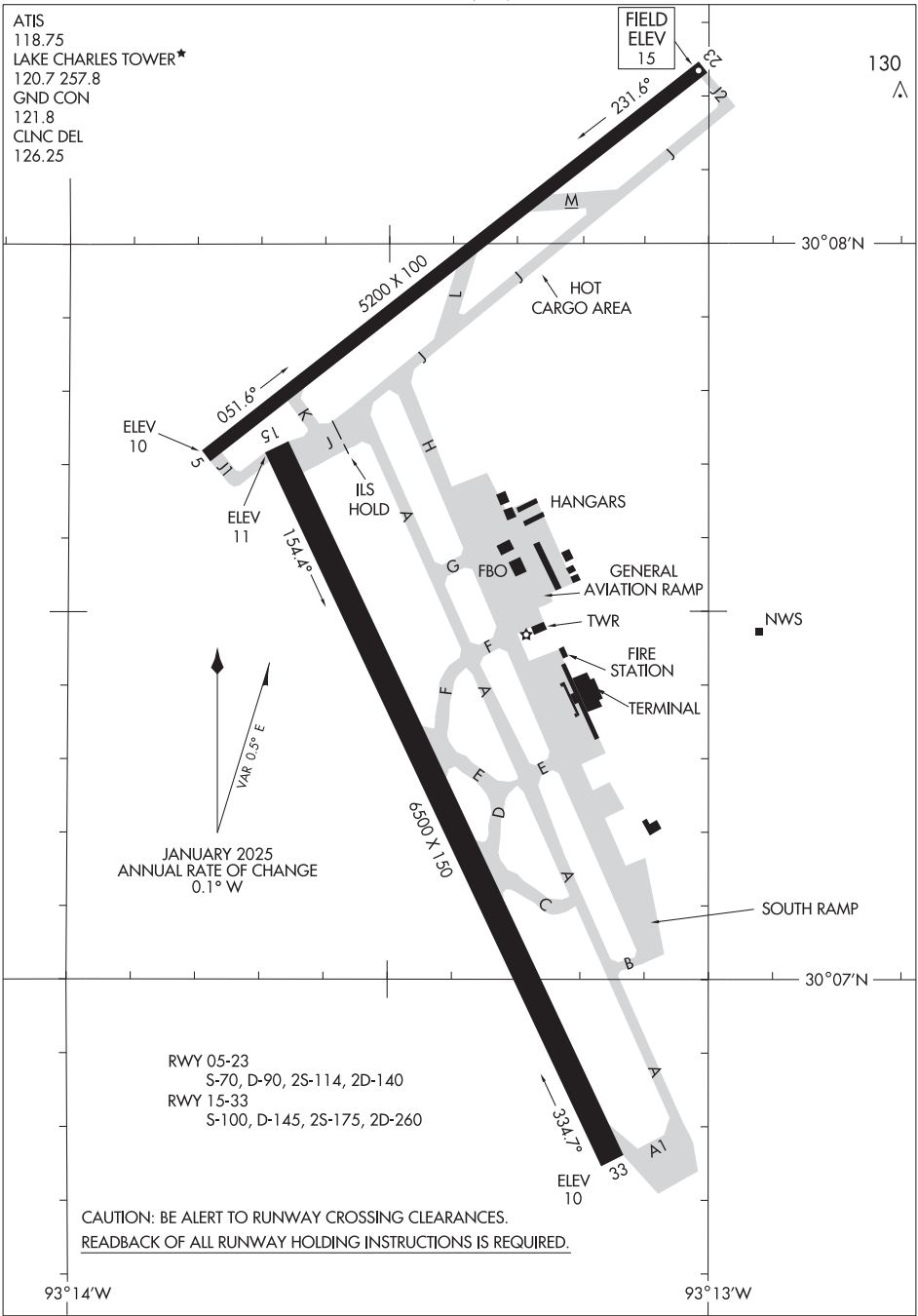
Amdt 9 25JAN24

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)
VOR-B

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LAUREL, MISSISSIPPI

AL-5185 (FAA)

24305

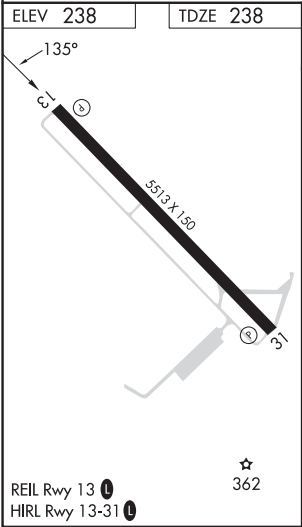
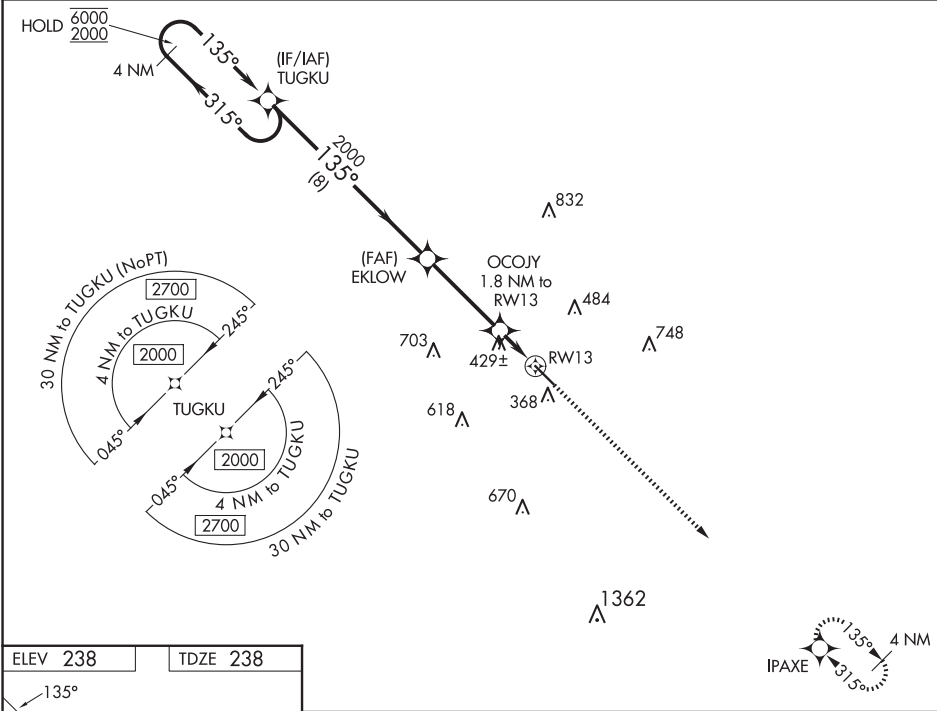
WAAS CH 45704 W13A	APP CRS 135°	Rwy Idg TDZE 238 Apt Elev 238
--	------------------------	---

RNAV (GPS) RWY 13

HESLER/NOBLE FLD (LUL)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct IPAXE and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

AWOS-3PT 119.275	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi angle 3.00/TCH 40).		2000	IPAXE
TUGKU		EKLW		OCOJY	
6000 ← 315°		135° →		1.8 NM to RWY 13	
2000		2000		*1.3 NM to RWY 13	
GP 3.00° TCH 40		*840		RWY 13	
8 NM		3.6 NM		0.5 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA	488-1		250 (300-1)		
LNAV/VNAV DA	759-1¾		521 (600-1¾)		
LNAV MDA	680-1	442 (500-1)	680-1¾	680-2	
			442 (500-1¾)	442 (500-2)	
CIRCLING	700-1	800-1	1040-2¼	1060-2¾	
	462 (500-1)	562 (600-1)	802 (900-2¼)	822 (900-2¾)	

LAUREL, MISSISSIPPI
Amdt 1C 08OCT20

31°40'N-89°10'W

HESLER/NOBLE FLD (LUL)

RNAV (GPS) RWY 13

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LEESVILLE, LOUISIANA

AL-9048 (FAA)

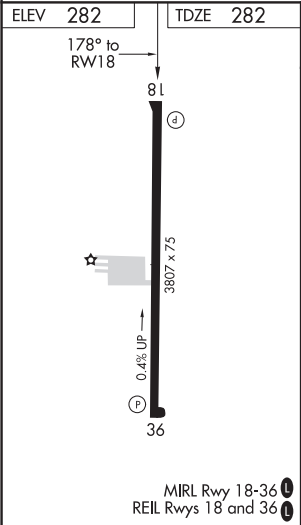
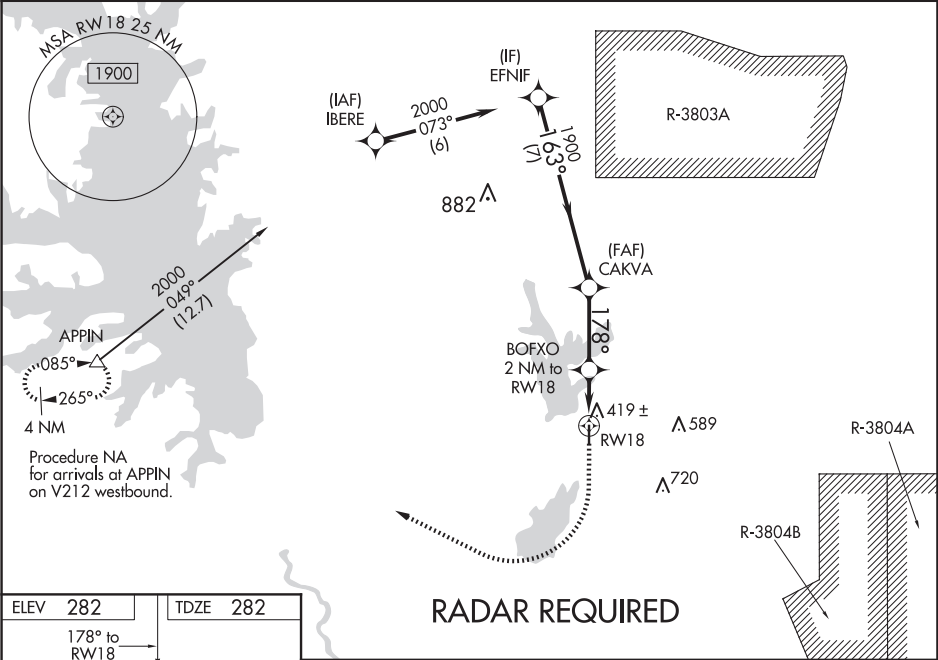
22139

WAAS CH 77725 W18A	APP CRS 178°	Rwy ldg TDZE Apt Elev	3807 282 282
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RNAV (GPS) RWY 18
LEESVILLE (L39)

<p>⚠ NA</p> <p>When VGSI inop, Circling Rwy 36 NA at night. Baro-VNAV NA. When VGSI inop, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use De Ridder altimeter setting and increase all DA 26 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C visibility 1/8 SM, and Circling Cat C visibility 1/4 SM.</p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct APPIN and hold.</p>
--	--

KPOE ATIS 134.85 282.2	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF) ①
----------------------------------	------------------------------------	---------------------------------



	800	4000	APPIN	
	↑	↶	△	
*LNAV only.				
	BOFXO 2 NM to RWY 18	CAKVA	EFNIF	
				2000
				GP 3.00° TCH 50
	2 NM	2.9 NM	7 NM	
CATEGORY	A	B	C	D
LPV DA	564-1	282 (300-1)		NA
LNAV/VNAV DA	622-1 1/8	340 (400-1 1/8)		NA
LNAV MDA	720-1	438 (500-1)	720-1 1/4 438 (500-1 1/4)	NA
CIRCLING	760-1 478 (500-1)	800-1 518 (600-1)	1000-2 718 (800-2)	NA

LEESVILLE, LOUISIANA

Orig-B 19MAY22

31°10'N-93°21'W

LEESVILLE (L39)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40325 W36A	APP CRS 358°	Rwy Idg 3807 TDZE 280 Apt Elev 282
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RNAV (GPS) RWY 36

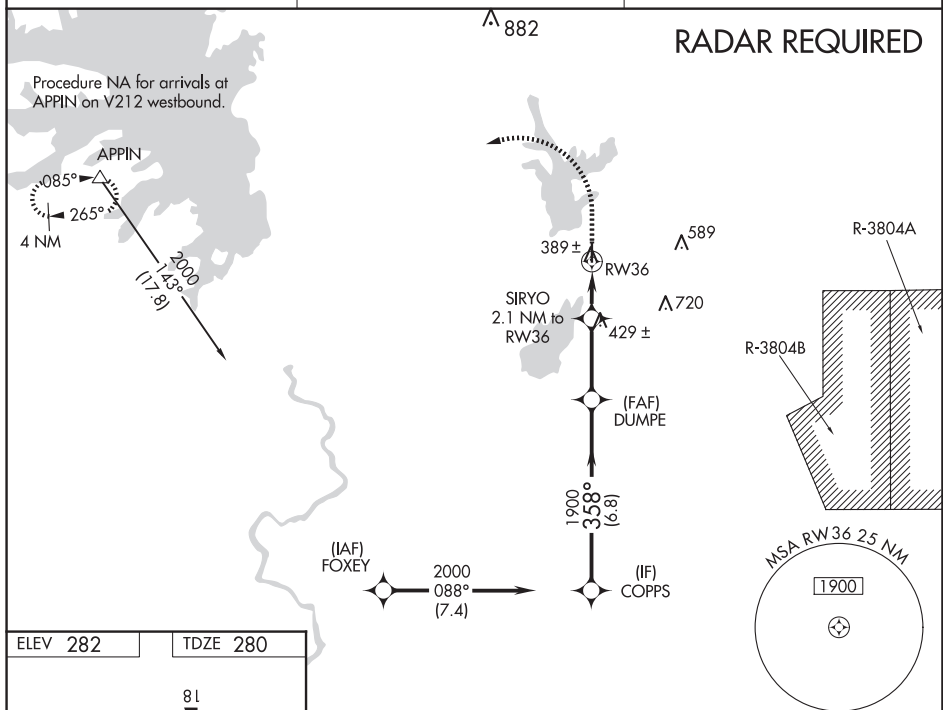
LEESVILLE (L39)

T When VGSI inop, Straight-in/Circling Rwy 36 procedure NA at night. DME/DME
A NA RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use De Ridder altimeter setting and increase all MDA 40 feet, increase LP Cat C visibility $\frac{1}{8}$ SM, and Circling Cat C visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 800 then climbing left turn to 4000 direct APPIN and hold.

KPOE ATIS
134.85 282.2

POLK APP CON
123.7 261.3

UN|COM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LP MDA	680-1	400 (400-1)	680-1½ 400 (400-1½)	NA
LNAV MDA	720-1	440 (500-1)	720-1¾ 440 (500-1¾)	NA
CIRCLING	760-1 478 (500-1)	800-1 518 (600-1)	1000-2 718 (800-2)	NA

LEXINGTON, MISSISSIPPI



AL-6752 (FAA)

21308

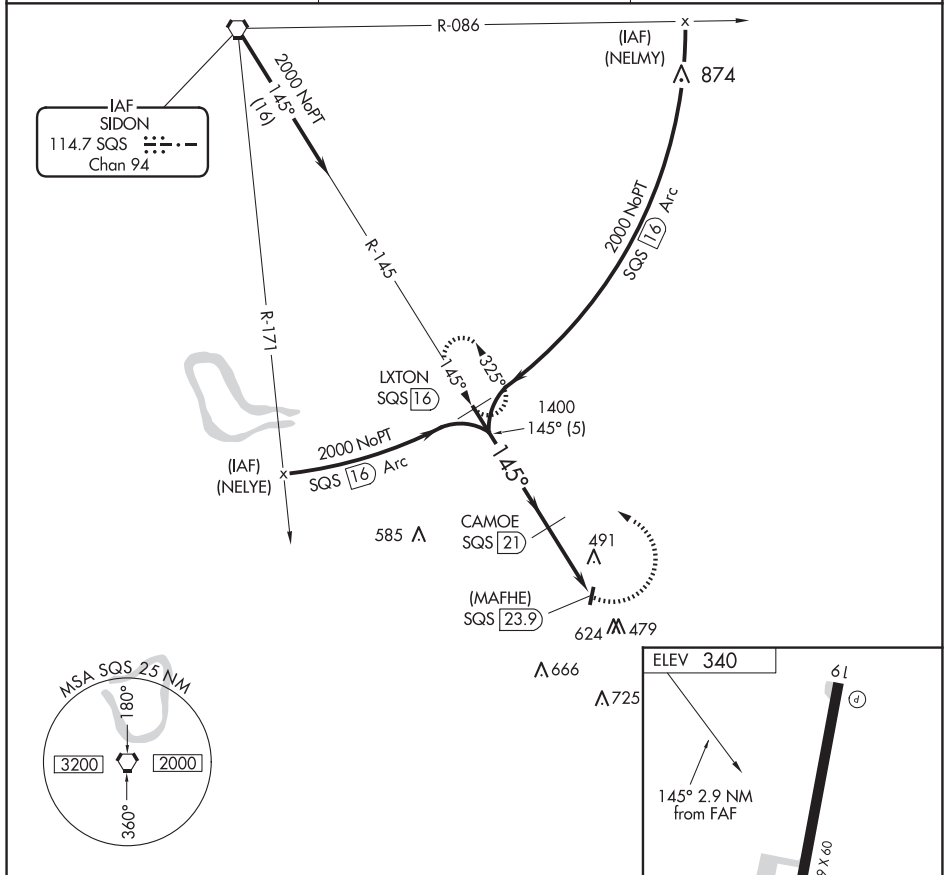
VORTAC SQS 114.7 Chan 94	APP CRS 145°	Rwy Idg TDZE Apt Elev	N/A N/A 340
--	------------------------	-----------------------------	--

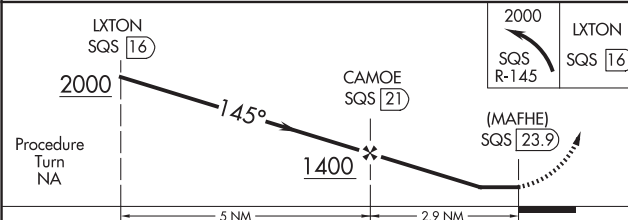
VOR/DME or GPS-A

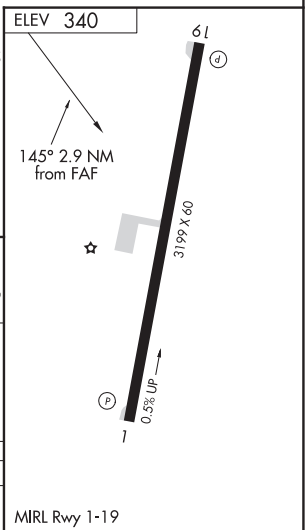
C A MOORE (19M)

 Use Greenwood altimeter setting.  Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 2000 on SQS R-145 to LXTON 16 DME and hold.
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GWO ASQS 119.975	MEMPHIS CENTER 132.5 259.1	CTAF 122.9
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Procedure Turn NA				LXTON SQS 16
	5 NM			2.9 NM
	CATEGORY	A	B	C
CIRCLING	920-1 580 (600-1)	960-1¼ 620 (700-1¼)	1020-2 680 (700-2)	NA



LEXINGTON, MISSISSIPPI
Orig-C 04NOV21

33°08'N-90°02'W

VOR/DME or GPS-A

C A MOORE (19M)

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70336 W17A	APP CRS 170°	Rwy Idg TDZE 574 Apt Elev 575	4669
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RNAV (GPS) RWY 17

LOUISVILLE/WINSTON COUNTY (LMS)

RNP APCH - GPS.

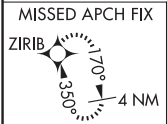
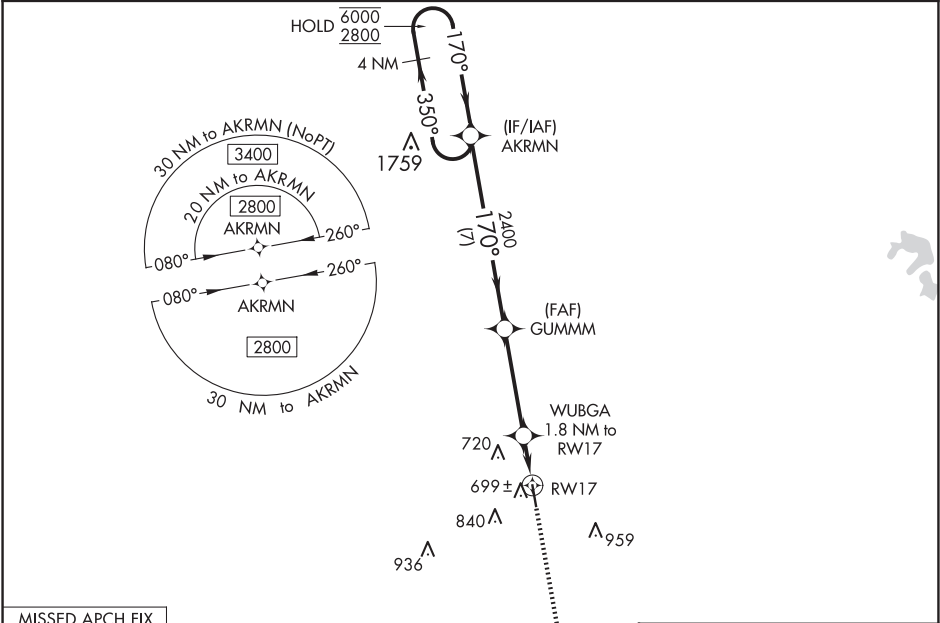
▼

▲

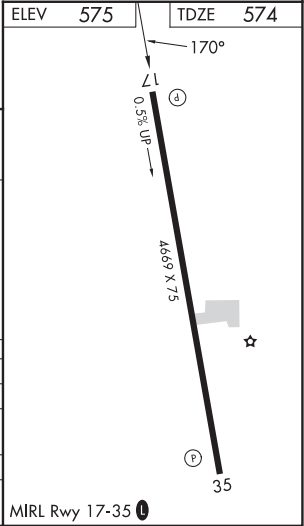
Rwy 17 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:
Climb to 2800 direct
ZIRIB and hold.

AWOS-3PT 118.325	MEMPHIS CENTER 132.75 263.0	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 48).				
GP 3.00° TCH 45				
7 NM 3.9 NM 0.8 NM 1.1 NM				
CATEGORY	A	B	C	D
LPV DA		824-1	250 (300-1)	
LNAV/VNAV DA		880-1	306 (400-1)	
LNAV MDA	960-1	386 (400-1)	960-1½	386 (400-1½)
◼ CIRCLING	1020-1 445 (500-1)	1260-1 685 (700-1)	1260-2 685 (700-2)	1260-2¼ 685 (700-2¼)



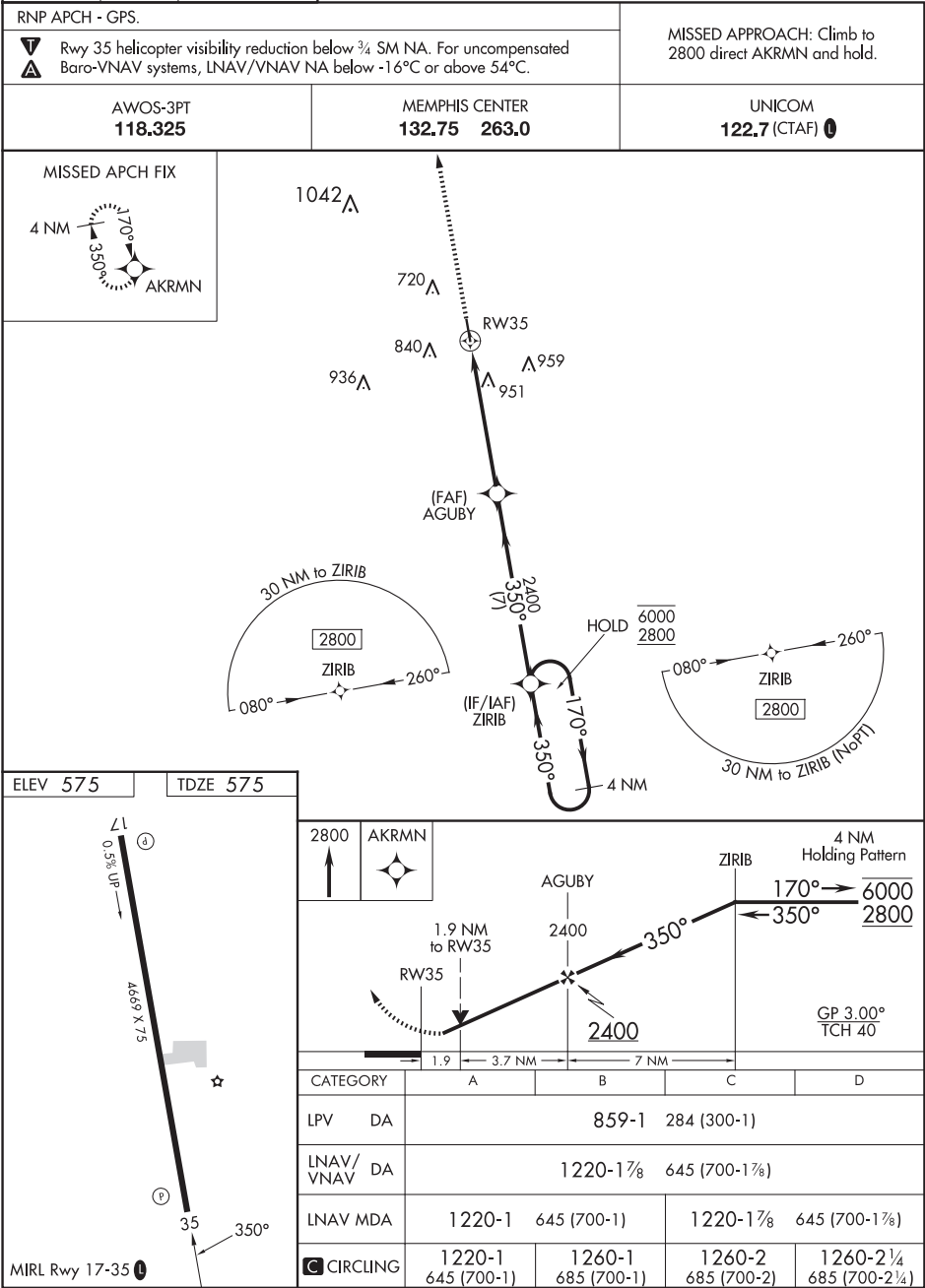
LOUISVILLE, MISSISSIPPI

AL-5868 (FAA)

23334

WAAS CH 53335 W35A	APP CRS 350°	Rwy Idg 4669 TDZE 575 Apt Elev 575
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RNAV (GPS) RWY 35
LOUISVILLE/WINSTON COUNTY (LMS)



LOUISVILLE, MISSISSIPPI
Amdt 3 29DEC22

33°09'N-89°04'W

LOUISVILLE/WINSTON COUNTY (LMS)
RNAV (GPS) RWY 35

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RNP APCH.

▼

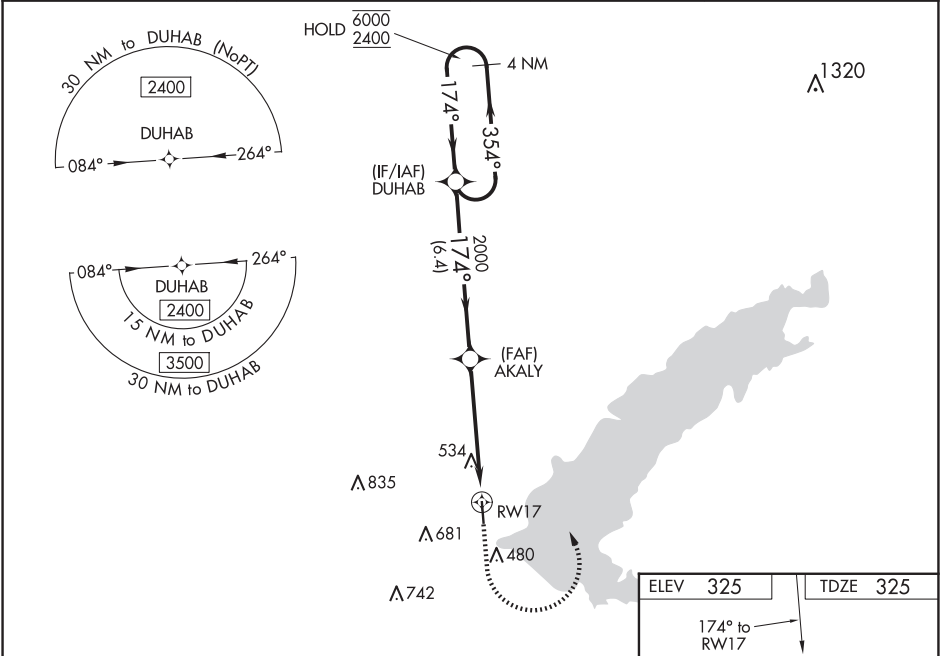
Baro-VNAV and VDP NA when using Jackson-Medgar Wiley Evers Intl altimeter setting.



▲

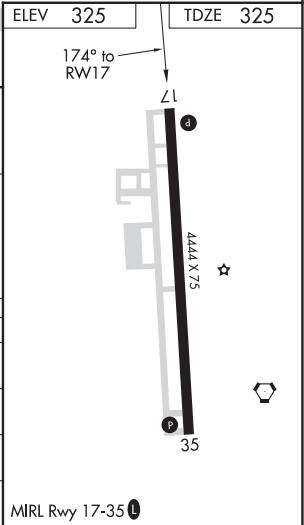
Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 21 feet and all MDA 40 feet, and increase LNAV/VNAV visibility $\frac{1}{8}$ SM, and Circling Cats C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct DUHAB and hold.

AWOS-3PT 119.125	JACKSON APP CON ★ 123.9 317.7	CLNC DEL 125.9	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		DUHAB		<div><div>1200 ↑</div><div>2400 ↶</div><div>DUHAB </div></div>	
6000 ← 354° 2400 174° →		AKALY 2000		*1.4 NM to RW17 *LNAV only	
GP 3.00° TCH 40		2000		RW17	
6.4 NM		3.7 NM		1.4 NM	
CATEGORY	A	B	C	D	
LPV DA	600-7⁄8 275 (300-7⁄8)				
LNAV/ VNAV DA	832-1 3⁄8 507 (600-1 3⁄8)				
LNAV MDA	800-1 475 (500-1)		800-1 3⁄8 475 (500-1 3⁄8)		
 CIRCLING	820-1 495 (500-1)	840-1 515 (600-1)	1040-2 715 (800-2)	1040-2 1⁄4 715 (800-2 1⁄4)	



RNAV (GPS) RWY 35

BRUCE CAMPBELL FLD (MBO)

MISSED APPROACH:
Climb to 2400 direct
DUHAB and hold.

UNICOM
122.8 (CTAF) **L**

2400 DUHAB

VGS1 and RNAV glidepath not coincident (VGS1 Angle 4.00/TCH 54).

4 NM Holding Pattern

WOSAL

174° 6000

← 354° 3500

HAPAN 2100

354°

1 NM to RW35

RW35

1 NM 4 NM 8.2 NM

GP 3.30° TCH 48

MIRL Rwy 17-35 (L)

BRUCE CAMPBELL FLD (MBO)
RNAV (GPS) RWY 35

VORTAC MHZ	APP CRS	Rwy Idg	4444
113.2	167°	TDZE	325
Chan 79		Apt Elev	325

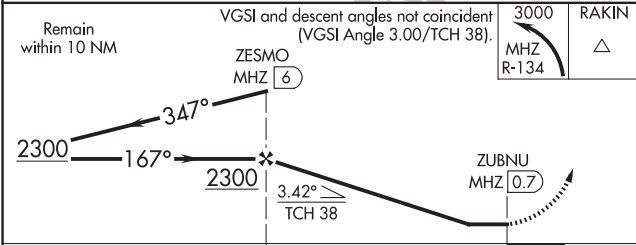
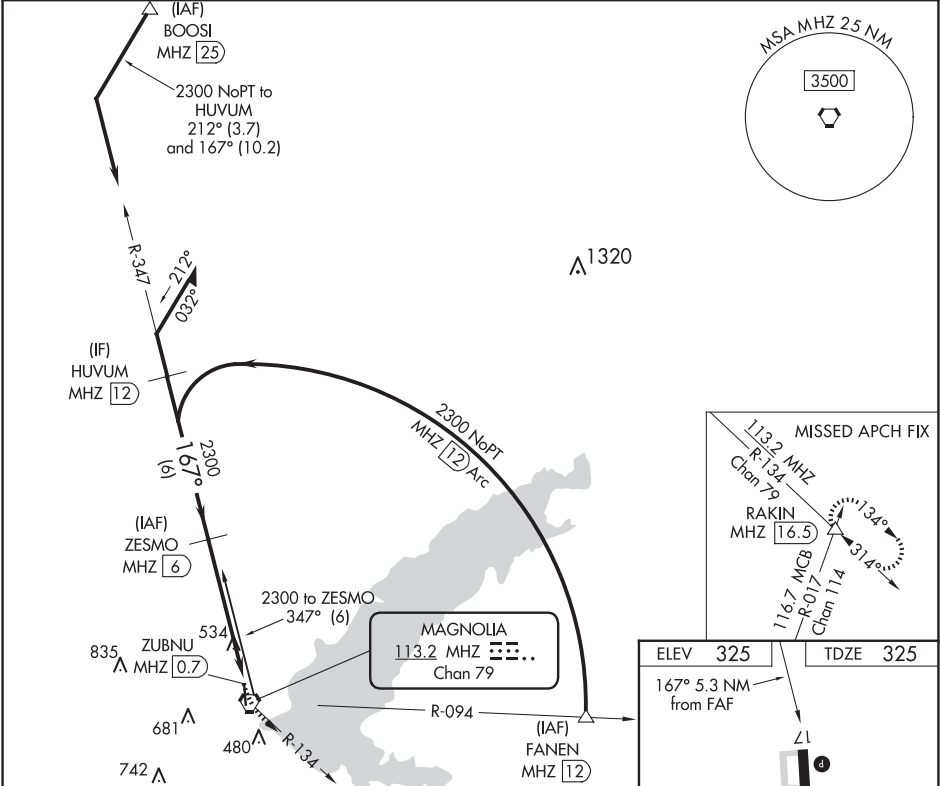
VOR RWY 17
BRUCE CAMPBELL FLD (MBO)

DME required.

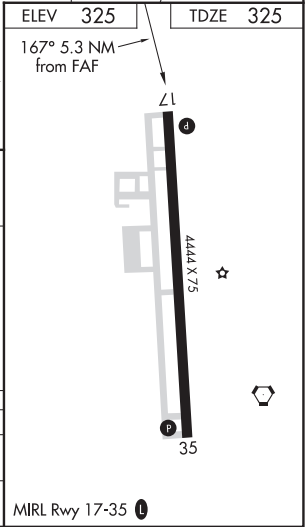
▼ Rwy 17 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all MDA 40 feet, and Circling Cts C/D ¼ SM. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night.

MISSED APPROACH: Climbing left turn to 3000 on MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME.

AWOS-3PT 119.125	JACKSON APP CON ★ 123.9 317.7	CLNC DEL 125.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	800-1	475 (500-1)	800-1 3/8	475 (500-1 3/8)
CIRCLING	820-1 495 (500-1)	840-1 515 (600-1)	1040-2 715 (800-2)	1040-2 1/4 715 (800-2 1/4)



MAGEE, MISSISSIPPI

RNAV (GPS) RWY 18

MAGEE MUNI (17M)

A NA

Use Brookhaven altimeter setting; when not received, use Jackson-Medgar Wiley Evers Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 18, 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3500 direct YECUB and hold.

1R7 AWOS-3P

118.125

JAN ASOS

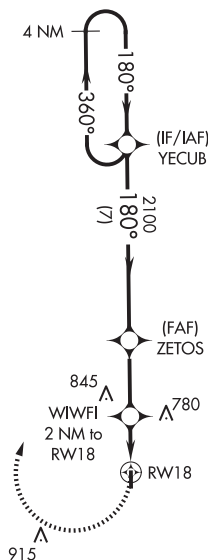
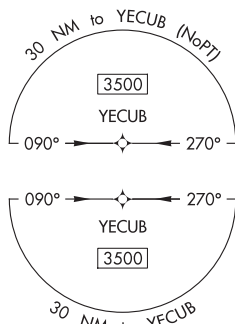
121.05

MEMPHIS CENTER

125,975 307,275

UNICOM

122.8 (CTAF) **L**

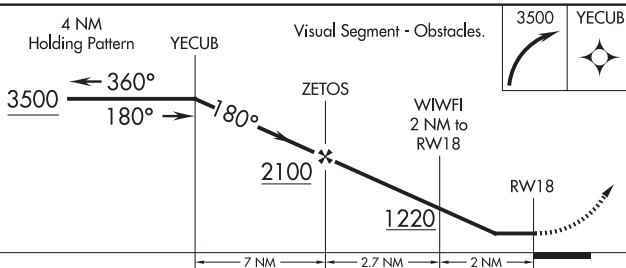



1677 A

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

ELEV	555			TDZE	555
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CATEGORY	A	B	C	D
LP MDA	1060-1	505 (600-1)	1060-1 $\frac{3}{8}$ 505 (600-1 $\frac{3}{8}$)	NA
LNAV MDA	1080-1	525 (600-1)	1080-1 $\frac{1}{2}$ 525 (600-1 $\frac{1}{2}$)	NA
 CIRCLING	1080-1 525 (600-1)	1160-1 605 (700-1)	1260-2 705 (800-2)	NA

MIRL Rwy 18-36 **L**

MAGEE, MISSISSIPPI

Orig-A 25MAY17

MAGEE MUNI (17M)

31°52'N-89°48'W

RNAV (GPS) RWY 18

WAAS CH 69235 W36A	APP CRS 360°	Rwy Idg 3103 TDZE 555 Apt Elev 555
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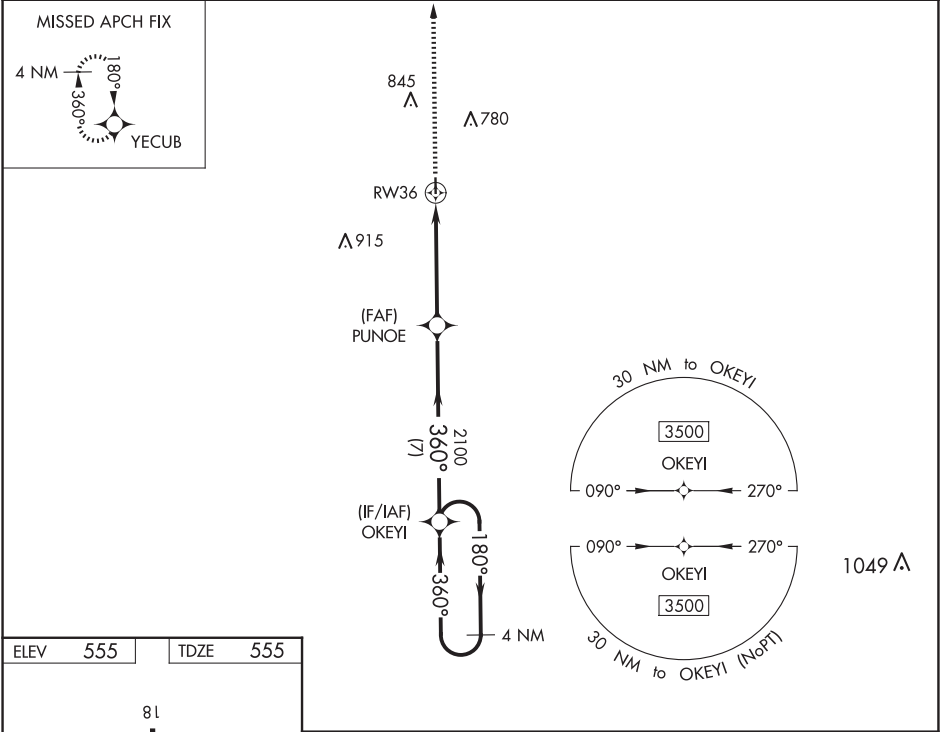
RNAV (GPS) RWY 36

MAGEE MUNI (17M)

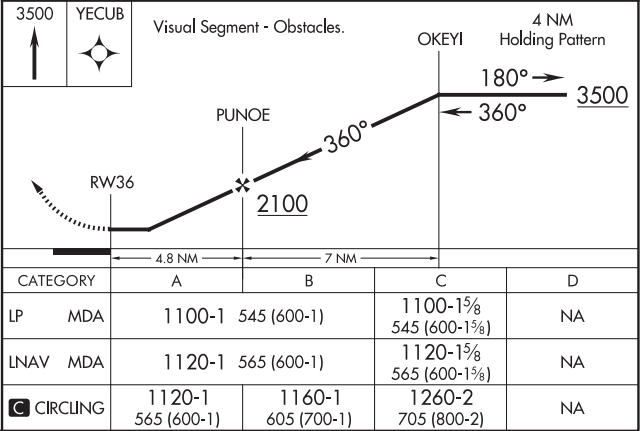
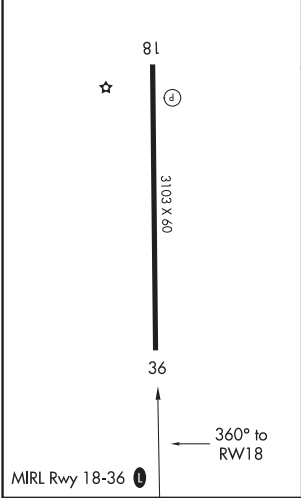
Use Brookhaven altimeter setting; when not received, use Jackson-Medgar Wiley Evers Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.
Rwy 18, 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct YECUB and hold.

1R7 AWOS-3P 118.125	JAN ASOS 121.05	MEMPHIS CENTER 125.975 307.275	UNICOM 122.8 (CTAF) 0
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ELEV 555	TDZE 555
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FORT JOHNSON, LOUISIANA

RNAV (GPS) RWY 16

WAAS
CH **99069**
W16A

APCH CRS
158°

Rwy Ldg
TDZE **328**
Arpt Elev **330**

[USA]

MAKS AAF (KPOE)

RNP APCH - GPS

RADAR required for arrivals at CATVO.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 54°C.
When control tower is closed, increase vis to 1 mile.

MISSED APPROACH: Climb to 2000 direct CATVO and hold.

ATIS
134.85 282.2

APP CON
123.7 261.3

TOWER ★
119.0 (CTAF) 257.75

GND CON
121.8 239.25

ASR/PAR

NoPT for arrival at COCOS on V212 eastbound.

When R-3803C is active, procedure entry from COCOS not authorized. Expect radar vectors to final.

Enroute chart showing R-3803A, R-3803C, R-3804A, R-3804B, COCOS, CATVO, BITAY, and RW16. Includes altitudes, distances, and holding patterns.

ELEV **330**

TDZE **328**

Rwy 16 Ldg 3913'

158°

9-1

410° x 100

1.32 DOWN

TWR

CAUTION:
Rwy 34 apch end elev is 278.

HIRL Rwy 16-34
REIL Rwy 16-34

5 NM Holding Pattern

COCOS

6000 160°

2000 340°

2000

GP 3.00° TCH 45

BITAY

2000

1.3 NM to RW16

158°

5.1 NM

RW16

2000

CATVO

CATEGORY	A	B	C	D
LPV DA	611-7 $\frac{1}{8}$	283	(300-7 $\frac{1}{8}$)	
LNAV/VNAV DA	800-1 $\frac{3}{8}$	472	(500-1 $\frac{3}{8}$)	
LNAV MDA	800-1 472 (500-1)	800-1 $\frac{3}{8}$ 472 (500-1 $\frac{3}{8}$)	880-1 $\frac{1}{2}$ 550 (600-1 $\frac{1}{2}$)	940-2 610 (700-2)
CIRCLING	880-1 550 (600-1)			

FORT JOHNSON, LOUISIANA

31° 03' N-93° 11' W

MAKS AAF (KPOE)

Amtd 3 15MAY25

RNAV (GPS) RWY 16

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

FORT JOHNSON, LOUISIANA

RNAV (GPS) RWY 34

WAAS CH 88848 W34A	APCH CRS 338°	Rwy Idg 4107 TDZE 321 Arpt Elev 330
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[USA]

MAKS AAF (KPOE)

RNP APCH - GPS

RADAR required for arrivals at CATVO.

T * When ALS inop, increase vis to 1 mile.

** When ALS inop, increase vis to $\frac{7}{8}$ mile.

*** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/4 miles

When control tower is closed, increase vis to 1 mile.

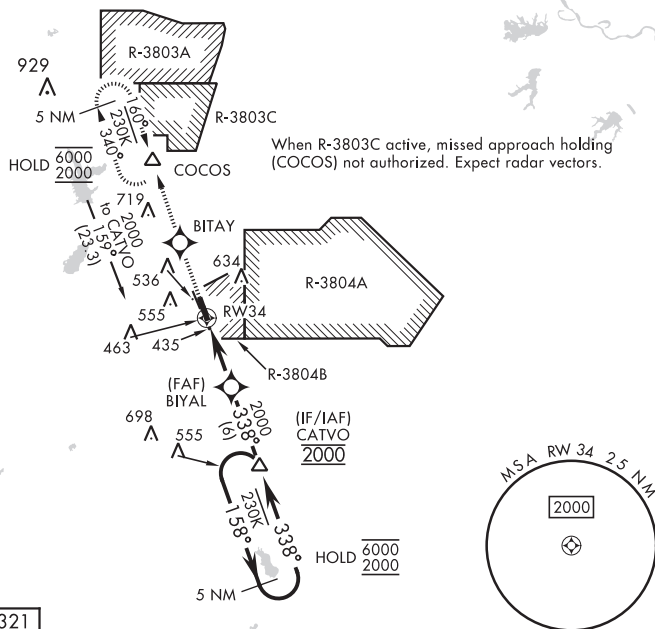


MISSED APPROACH: Climb to 2000 direct BITAY and on track 340° to COCOS and hold.

ATIS 134.85 282.2	APP CON 123.7 261.3	TOWER ★ 119.0 (CTAF) 257.75	GND CON 121.8 239.25	ASR/PAR
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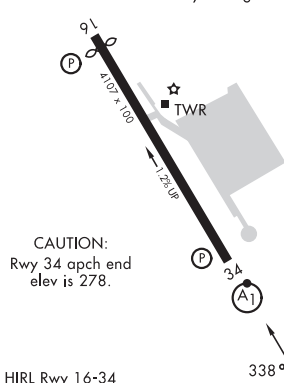
Rwy 34 helicopter visibility reduction below 3/4 mile not authorized.

For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 54°C .



ELEV	330		TDZE	321
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Rwy 16 Idg 3913'



HIRL Rwy 16-34
REIL Rwy 16 and 34

Diagram illustrating the CATVO arrival procedure:

- Initial Approach:** CATVO (5 NM Holding Pattern) → 158° → 1.4 NM to RW34.
- Final Approach:** RW34 → 338° → 2.0 NM → 158° → 2.0 NM.
- Distance Markers:** 5.3 NM (from start of pattern to RW34), 2.0 NM (from RW34 to final turn).

FORT JOHNSON, LOUISIANA

31° 03' N-93° 11' W

MAKS AAF (KPOE)

Amdt 3 15MAY25

RNAV (GPS) RWY 34

FORT JOHNSON, LOUISIANA

VOR RWY 16

VOR FXU 108.4	APCH CRS 158°	Rwy ldg TDZE Arpt Elev 3913 328 330
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[USA]

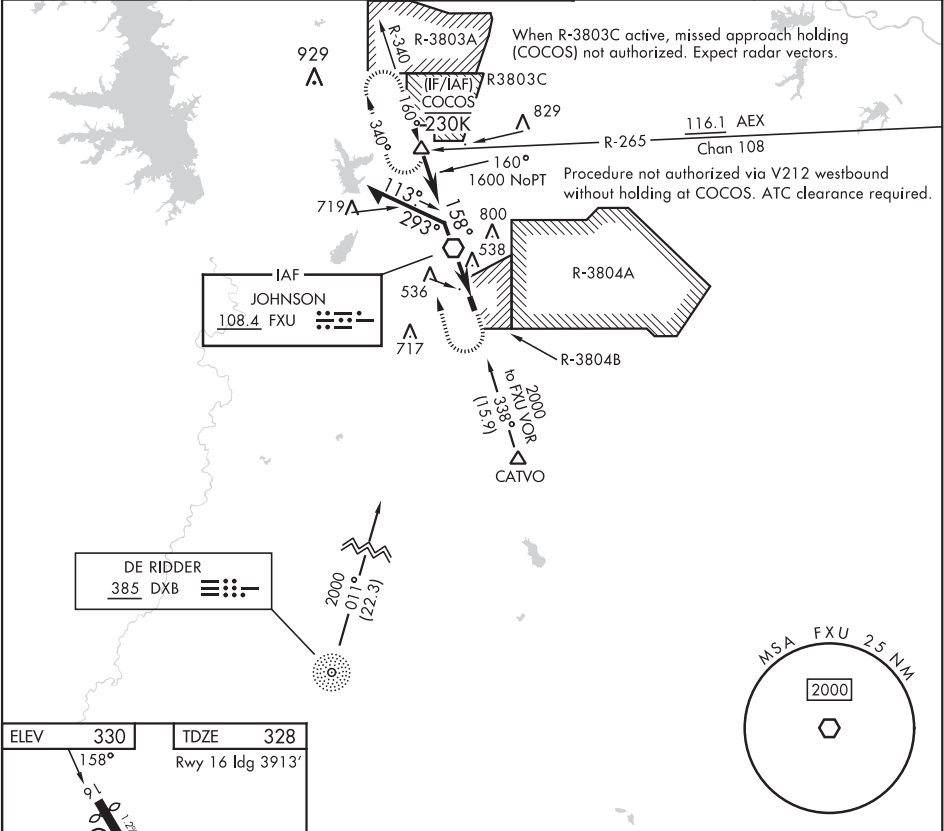
MAKS AAF (KPOE)

RADAR required for arrivals at DXB NDB and CATVO.

MISSED APPROACH: Climbing right turn to 2000 on FXU
VOR R-340 to COCOS int and hold.

Helicopter visibility reduction below ¾ miles NA.

ATIS 134.85 282.2	APP CON 123.7 261.3	TOWER★ 119.0(CTAF) 257.75	GND CON 121.8 239.25	ASR/PAR
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ELEV330

TDZE328

158°

Rwy 16 ldg 3913'

9

120 DOWN

4107 > 100

TWR

34

A1

CAUTION:

Rwy 34 apch end elev is 278.

HIRL Rwy 16-34

REIL Rwy 16 and 34

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

FORT JOHNSON, LOUISIANA

31°03'N-93°11'W

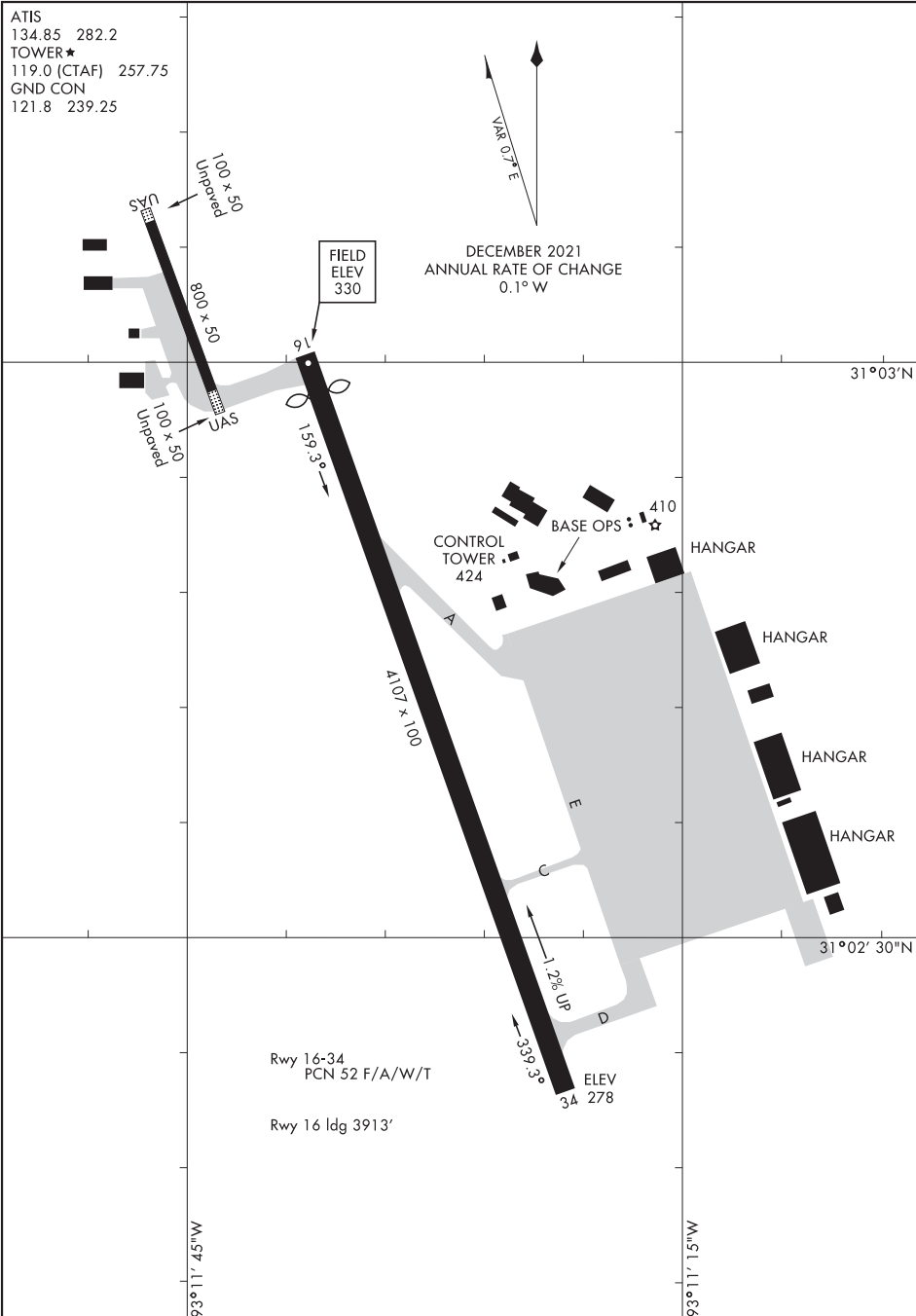
MAKS AAF (KPOE)

Amtd 1 13JUN24

VOR RWY 16

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025



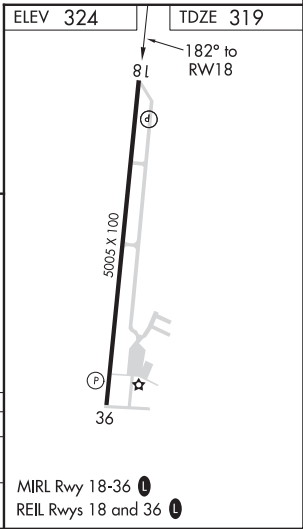
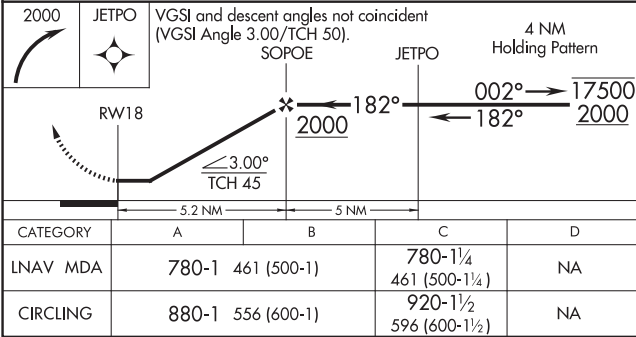
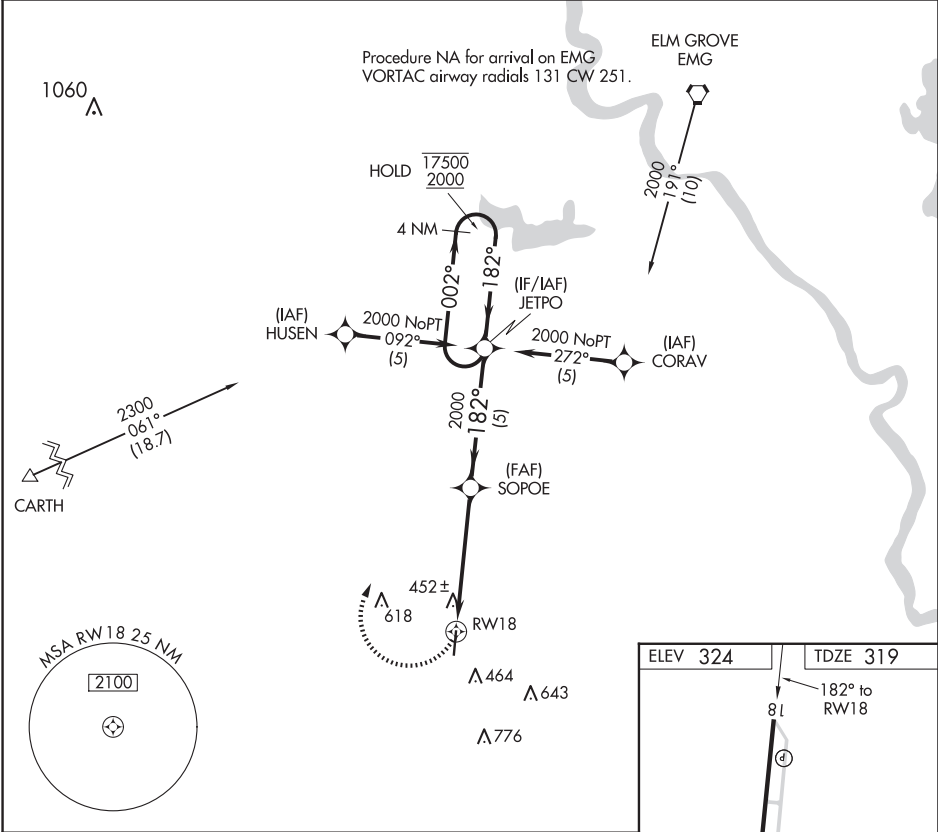
APP CRS	Rwy Idg	5005
182°	TDZE	319
	Apt Elev	324

RNAV (GPS) RWY 18

C E 'RUSTY' WILLIAMS (3F'3)

RNP APCH	MISSED APPROACH: Climbing right turn to 2000 direct JETPO and hold.
Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Shreveport Rgnl altimeter setting: increase Circling Cat C MDA 80 feet and visibility ½ SM.	

AWOS-3PT 119.125	SHREVEPORT APP CON ★ 119.9 335.55	UNICOM 122.8 (CTAF) 0
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SC-4, 07 AUG 2025 to 02 OCT 2025

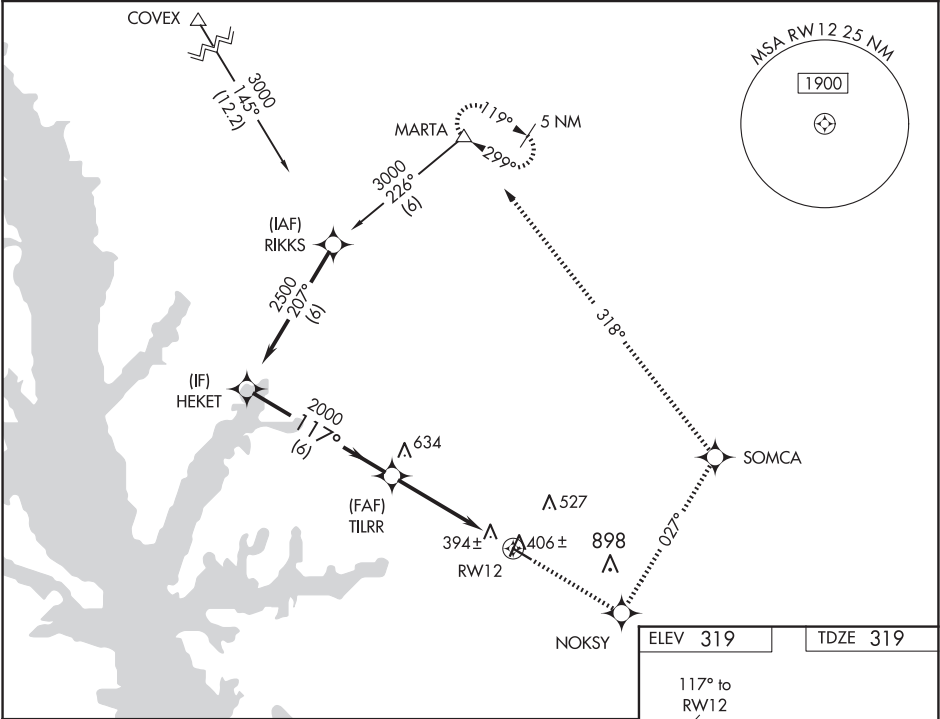
SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78015 W12A	APP CRS 117°	Rwy Idg 4402 TDZE 319 Apt Elev 319
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RNAV (GPS) RWY 12

HART (3R4)

RNP APCH. ▼ ▲ NA Baro-VNAV NA. Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting; increase LPV DA to 715 feet, LNAV/VNAV DA to 767 feet, and all MDA 20 feet, and increase LPV visibility all Cats ¼ SM.		MISSED APPROACH: Climb to 4500 direct NOKSY and left turn via track 027° to SOMCA and left turn via track 318° to MARTA and hold.
POLK APP CON 123.7 261.3	GCO 135.075	UNICOM 122.8 (CTAF) ①



Procedure Turn NA		4500	NOKSY	SOMCA	MARTA
HEKET		↑	tr 027°	tr 318°	△
2500		117° to RWY 12			
GP 3.00° TCH 50		4402 X 75 ← 0.3% UP			
2000		6 NM			
TILRR		5.1 NM			
RWY 12					
CATEGORY	A	B	C	D	
LPV DA	713-1¼	394 (400-1¼)		NA	
LNAV/VNAV DA	765-1½	446 (500-1½)		NA	
LNAV MDA	820-1 501 (600-1)	820-1½ 501 (600-1½)		NA	
CIRCLING	940-1 621 (700-1)	1280-3 961 (1000-3)		NA	

REIL Rwy 12 and 30 ①
MIRL Rwy 12-30 ①

MANY, LOUISIANA

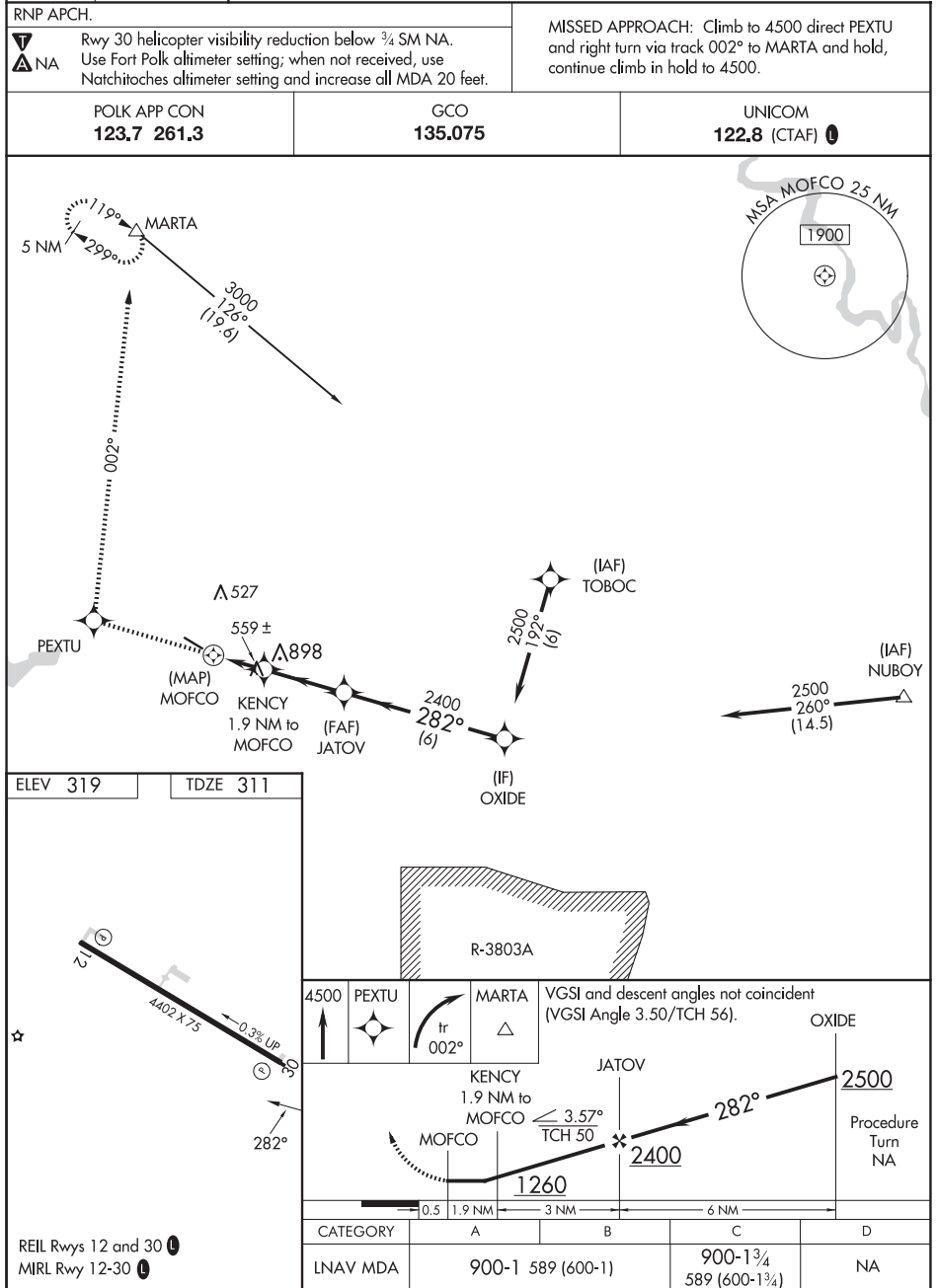
AL-6220 (FAA)

24305

APP CRS	Rwy Idg	4402
282°	TDZE	311
	Apt Elev	319

RNAV (GPS) RWY 30

HART (3R4)



MANY, LOUISIANA

Orig-B 18JUL19

31°33'N - 93°29'W

RNAV (GPS) RWY 30

HART (3R4)

SC-4, 07 AUG 2025 to 02 OCT 2025

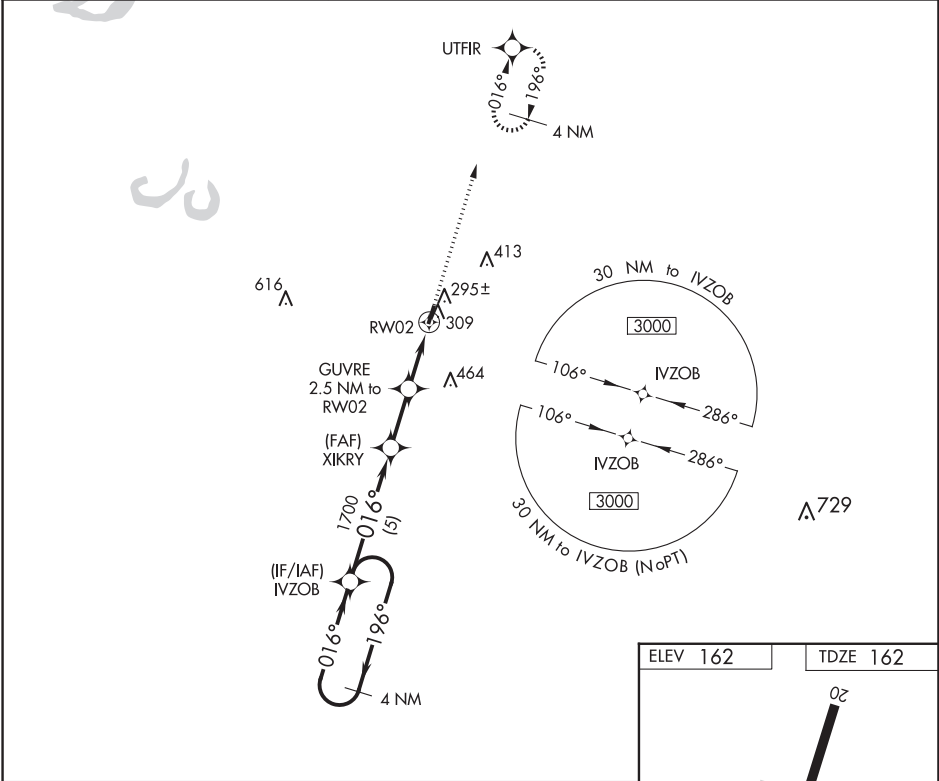
SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99734 W02A	APP CRS 016°	Rwy Idg 3346 TDZE 162 Apt Elev 162
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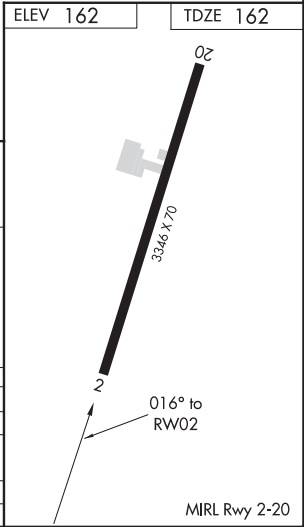
RNAV (GPS) RWY 2
SELF5 (MMS)

<p>NA</p> <p>Circling to Rwy 20 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Clarksdale altimeter setting; when not received, use Tunica altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LPV all Cats visibility to 1½ mile and LNAV/VNAV all Cats visibility to 1½ mile.</p>	<p>MISSED APPROACH: Climb to 3000 direct UTFIR and hold, continue climb-in-hold to 3000.</p>
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CKM AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	CTAF 122.9
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<p>4 NM Holding Pattern IVZOB</p> <p>3000 ←196° 016°→ 016°</p> <p>GP 3.00° TCH 40</p> <p>1700</p> <p>XIKRY 1700</p> <p>GUVRE 2.5 NM to RW02</p> <p>RW02</p> <p>*980</p> <p>5 NM 2.2 NM 2.5 NM</p>				
CATEGORY	A	B	C	D
LPV DA	441-1	279 (300-1)		NA
LNAV/VNAV DA	608-1½	446 (500-1½)		NA
LNAV MDA	600-1	438 (500-1)		NA
CIRCLING	680-1	518 (600-1)		NA



MARKS, MISSISSIPPI

AL-5691 (FAA)

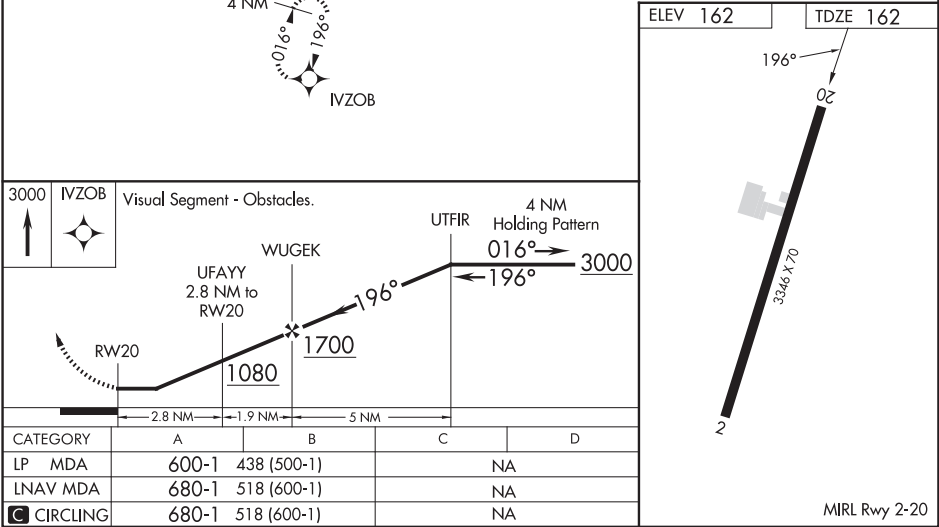
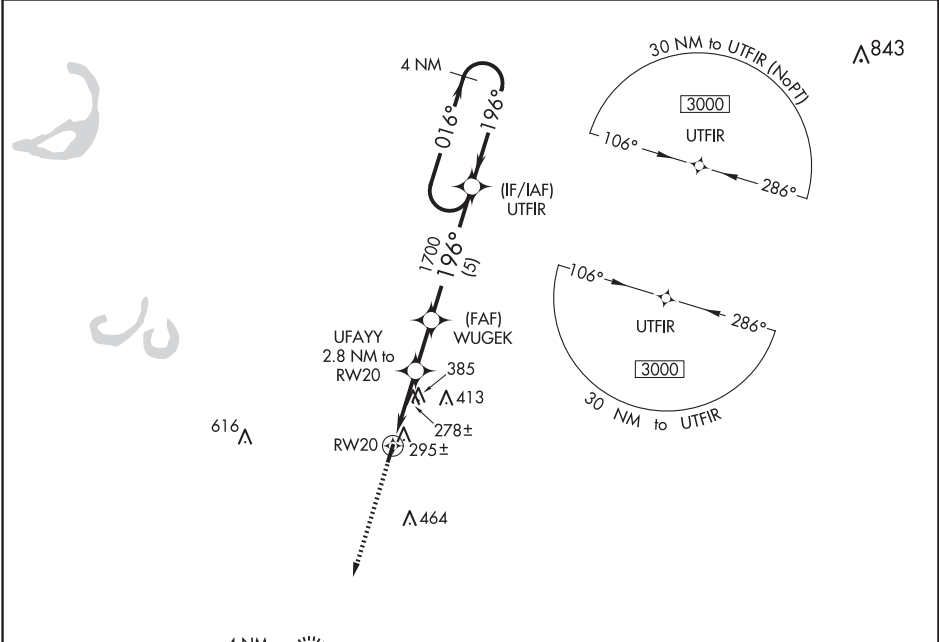
23138

WAAS CH 69634 W20A	APP CRS 196°	Rwy Idg 3346 TDZE 162 Apt Elev 162
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RNAV (GPS) RWY 20
SELF5 (MMS)

<p>▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Clarksdale altimeter setting, when not received, use Tunica altimeter setting and increase all MDA 40 feet. Rwy 20 Straight-in and Circling minimums NA at night.</p> <p>Δ NA</p>	<p>MISSED APPROACH: Climb to 3000 direct IVZOB and hold, continue climb-in-hold to 3000.</p>
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CKM AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	CTAF 122.9
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MARKS, MISSISSIPPI
Amdt 1B 12OCT17

34°14'N-90°17'W

SELF5 (MMS)
RNAV (GPS) RWY 20

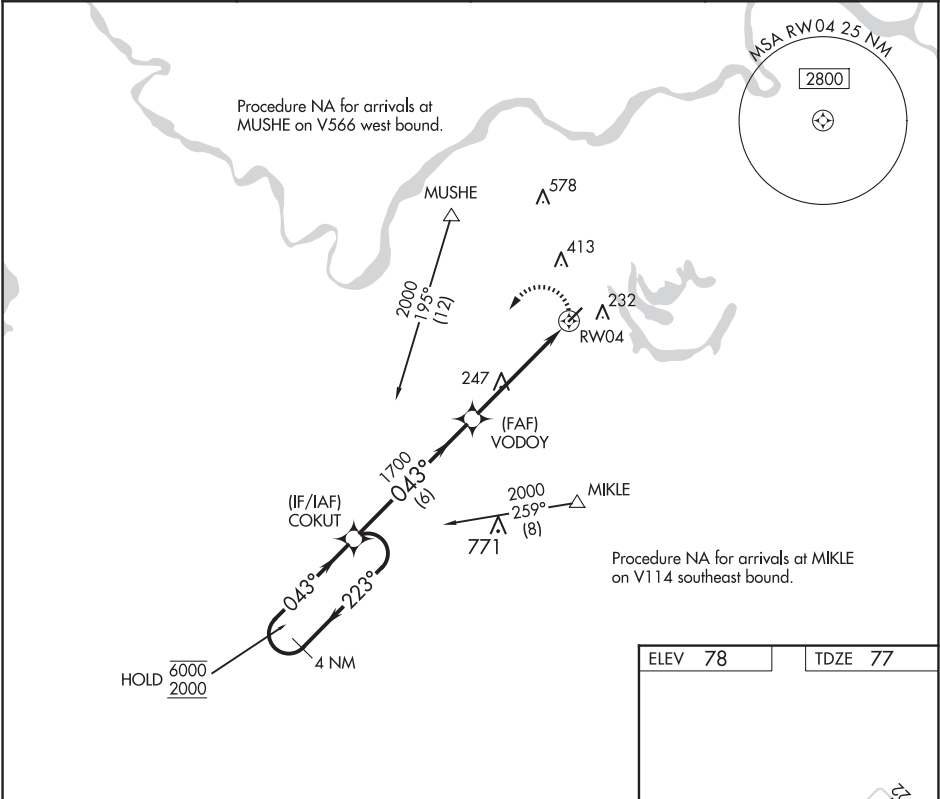
APP CRS	Rwy Ldg	3799
043°	TDZE	77
	Apt Elev	78

RNAV (GPS) RWY 4

MARKSVILLE MUNI (MKV)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 2000 direct COKUT and hold.
<div><div>▼</div><div>NA</div></div> <div>Circling Rwy 22 NA at night. Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. Rwy 4 helicopter visibility reduction below ¾ SM NA.</div>	

AWOS-3PT 124.175	ESF ASOS 119.425	POLK APP CON 125.4 302.2	CTAF 122.9 0
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4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle (3.00/TCH 50).		2000	COKUT
<div><div>6000</div><div>2000</div></div> <div>← 223°</div> <div>043° →</div>		VODOY		RW04	
		043°		3.04° TCH 40	
		1700			
		6 NM		4.9 NM	
CATEGORY	A	B	C	D	
LNAV MDA	680-1	603 (700-1)	NA		
<div><div>◼</div><div>CIRCLING</div></div>	760-1 682 (700-1)	820-1 742 (800-1)	NA		

ELEV 78

TDZE 77

MIRL Rwy 4-22 0

REIL Rws 4 and 22 0

043°

3799 x 75

MARKSVILLE, LOUISIANA

AL-6259 (FAA)

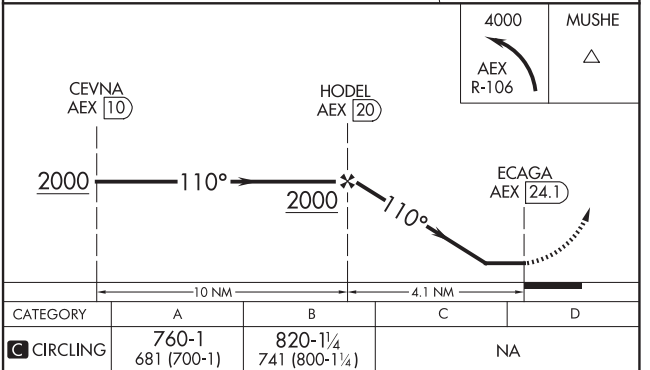
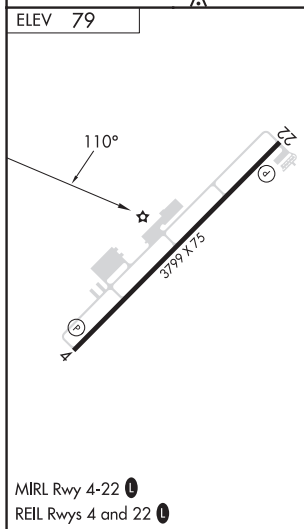
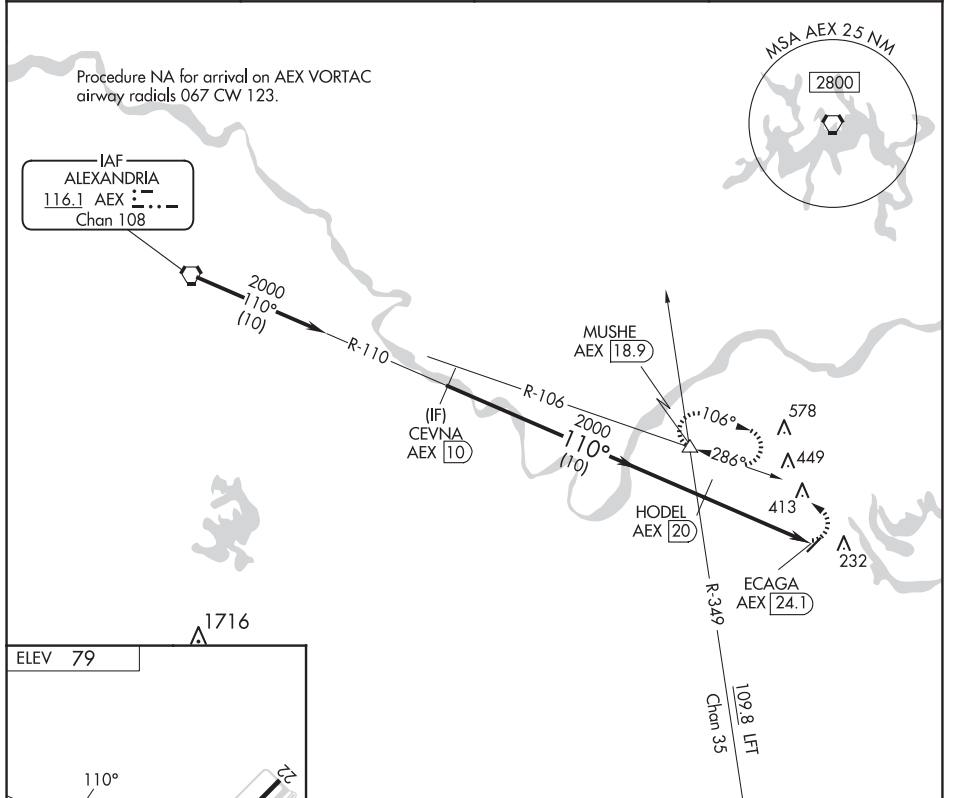
25163

VORTAC AEX 116.1 Chan 108	APP CRS 110°	Rwy Ldg TDZE Apt Elev N/A N/A 79
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VOR-A
MARKSVILLE MUNI (MKV)

DME required.	MISSED APPROACH: Climbing left turn to 4000 on AEX VORTAC R-106 to MUSHE INT/AEX 18.9 DME and hold, continue climb-in-hold to 4000.
NA	Circling Rwy 22 NA at night. Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl altimeter setting.

AWOS-3PT 124.175	ESF ASOS 119.425	POLK APP CON 125.4 302.2	CTAF 122.9
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MARKSVILLE, LOUISIANA
Amdt 4A 25FEB21

31°06'N-92°04'W

MARKSVILLE MUNI (MKV)
VOR-A

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77808 W34A	APP CRS 337°	Rwy Idg TDZE Apt Elev	5000 406 413
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RNAV (GPS) RWY 34

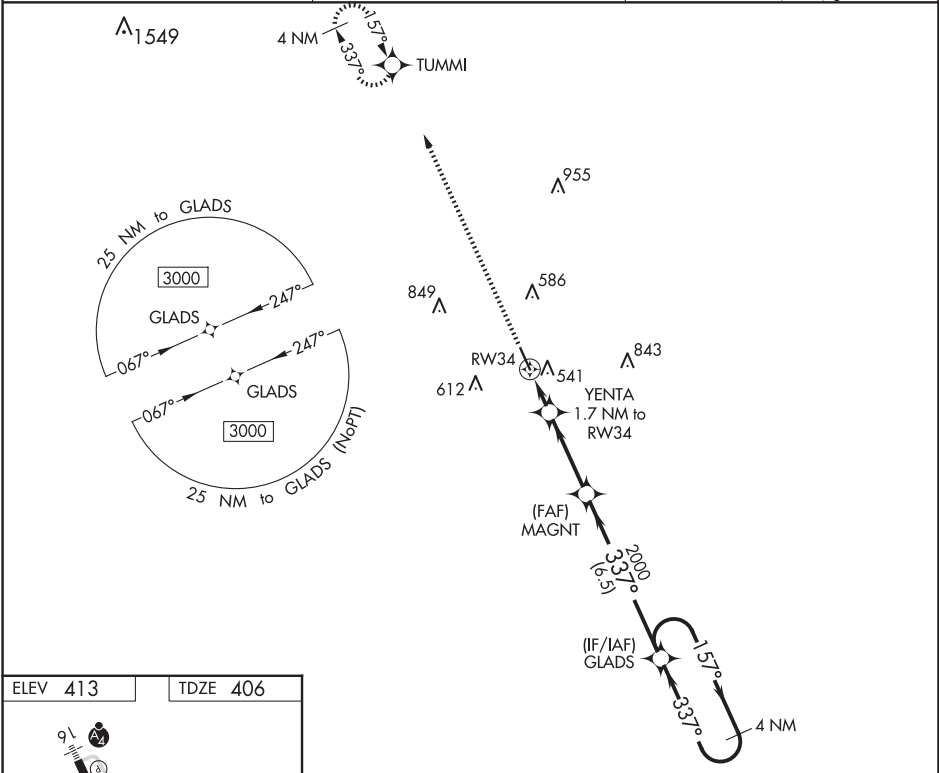
MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

RNP APCH.

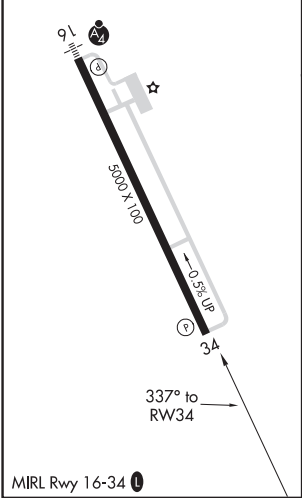
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F)
or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct TUMMI and hold.

ASOS 119.025	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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ELEV 413	TDZE 406
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3000 TUMMI		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).		4 NM Holding Pattern	
*LNAV only		MAGNT		GLADS	
YENTA 1.7 NM to RW34		2000		157°	
1.2 NM to RW34		980		337°	
RW34		2000		GP 3.00° TCH 50	
1.2 NM		0.5		3.2 NM	
6.5 NM		A		B	
CATEGORY		A		C	
LPV DA		606-3/4		200 (200-3/4)	
LNAV/VNAV DA		739-1		333 (400-1)	
LNAV MDA		800-1 394 (400-1)		800-1 1/8 394 (400-1 1/8)	
CIRCLING		880-1 467 (500-1)		940-1 1/2 527 (600-1 1/2)	
				1160-2 1/2 747 (800-2 1/2)	

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

VORTAC MCB 116.7 Chan 114	APP CRS 233°	Rwy Idg TDZE Apt Elev	N/A N/A 413
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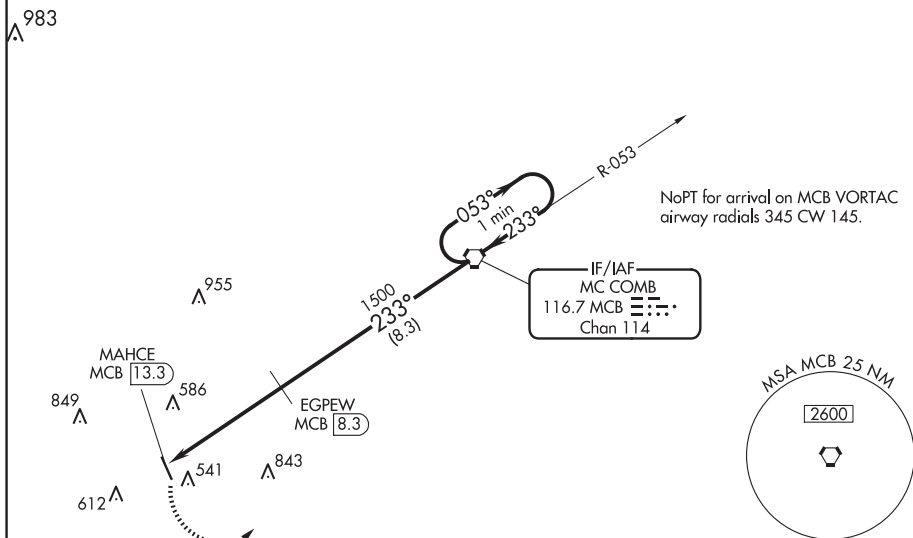
MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

T When local altimeter setting not received, use Natchez altimeter
A setting and increase MDA 140 feet and Cat C and D visibility $\frac{1}{4}$ mile.

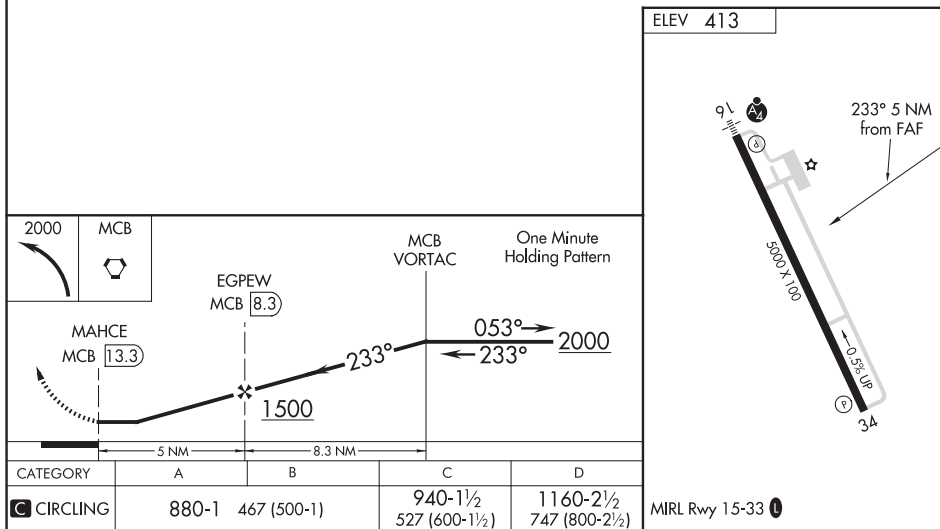
MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold

ASOS
119.025

HOUSTON CENTER
126.8 327.8

UNICOM
123.05 (CTAF) **L**

SC-4, 07 AUG 2025 to 02 OCT 2025



MCCOMB, MISSISSIPPI
Amdt 8A 08OCT20

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

31°11'N - 90°28'W

VOR/DME-A

ILS or LOC RWY 1
KEY FLD (MEI)

MISSED APPROACH:
Climb to 1100 then
climbing left turn
to 3000 on MEI
VORTAC R-216 to
PAULD INT/MEI 13.3
DME and hold.

ACZUP (MEI 15)
 117.0 MEI
 Chan 117

ACZUP (NoPT)
 2700
 101°

ALTERNATE MISSED APCH FIX
 113.2 MHz
 R-094
 Chan 79
 CUNEV
 MHz 46

One Minute Holding Pattern
 2700
 011°

GS 3.00°
TCH 55

MRVIN INT RADAR
 1800

ZUNOG INT
 1800

***LOC only.**

CATEGORY	A	B	C	D	E
S-ILS 1	** 489/24 200 (200-½)				
S-LOC 1	900/24	611 (700-½)	900-1¾	611 (700-1¾)	
C CIRCLING	900-1	602 (700-1)	960-1¾	1120-2¾	1120-3
			662 (700-1¾)	822 (900-2¾)	822 (900-3)

ZUNOG FIX MINIMUMS

S-LOC 1	700/24	411 (500-½)	700/40	411 (500-¾)
C CIRCLING	860-1	880-1	960-1¾	1120-2¾
	562 (600-1)	582 (600-1)	662 (700-1¾)	822 (900-2¾)
			822 (900-2¾)	822 (900-3)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

ILS or LOC RWY 1

MERIDIAN, MISSISSIPPI

AL-254 (FAA)

25163

LOC/DME I-KQ	APP CRS	Rwy Ldg	9013
111.35	191°	TDZE	293
Chan 50 (Y)		Apt Elev	298

ILS or LOC RWY 19

KEY FLD (MEI)

When local altimeter not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase S-ILS 19 all Cats visibility to RVR 6000, S-LOC 19 Cats C, D, and E visibility to 2 miles, and Circling Cats A/D visibility ¼ mile and Cat C visibility ½ mile; increase HOLUN Fix minimums S-LOC 19 Cat C, D and E to 1½ mile, and Circling Cat C visibility ½ mile, and Cat D visibility ¼ mile. For inop MALS, increase S-ILS 19 all Cats visibility to RVR 6000, and S-LOC 19 Cat E to 2 miles; increase HOLUN fix minimums S-LOC 19 Cat E visibility to 1½ mile. For inop MALS when using Hattiesburg/Laurel Rgnl altimeter setting, increase S-ILS 19 all Cats visibility to 1½ mile, and S-LOC 19 Cat E to 2½ miles; increase HOLUN Fix minimums S-LOC 19 Cat E visibility to 1¾ mile. Helicopter visibility reduction below RVR 4000 NA. Night landing: Rwy 22 NA. Circling NA southeast of Rwy 1 and 22. VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting.

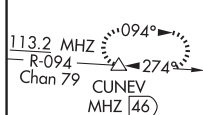
MALS



MISSED APPROACH:
Climb to 1000 then climbing right turn to 3000 on heading 250° and MEI VORTAC R-216 to PAULD INT/MEI 13.3 DME and hold.

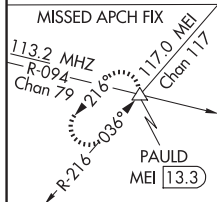
ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	CLNC DEL	UNICOM
126.475 291.675	120.5 269.325	133.975 (CTAF) 0 257.8	121.9 348.6	121.9 348.6	122.95

ALTERNATE MISSED
APCH FIX

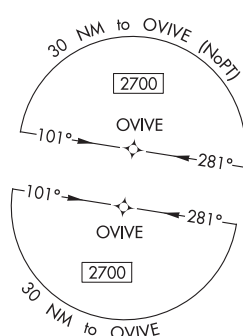


A1544

DME REQUIRED

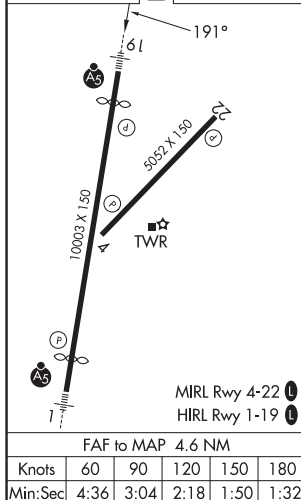


MERIDIAN
117.0 MEI
Chan 117



GPS REQUIRED
FOR TERMINAL
ARRIVAL AREA

ELEV 298	D	TDZE 293
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1000 ↑	3000 hdg 250°	MEI R-216	PAULD △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69). #1180 when using Hattiesburg/Laurel Rgnl altimeter setting.
*LOC only.				

MERIDIAN, MISSISSIPPI

32°20'N-88°45'W

KEY FLD (MEI)

Amdt 1C 17SEP15

ILS or LOC RWY 19

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

MERIDIAN, MISSISSIPPI

AL-254 (FAA)

25163

WAAS CH 42533 W04A	APP CRS 046°	Rwy Ldg TDZE Apt Elev	5052 295 298
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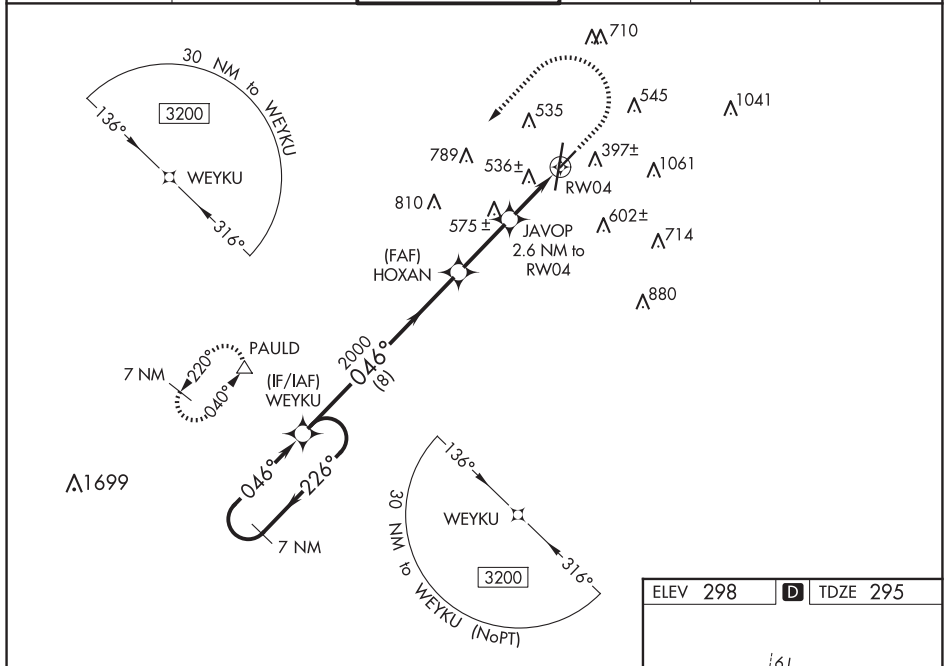
RNAV (GPS) RWY 4

KEY FLD (MEI)

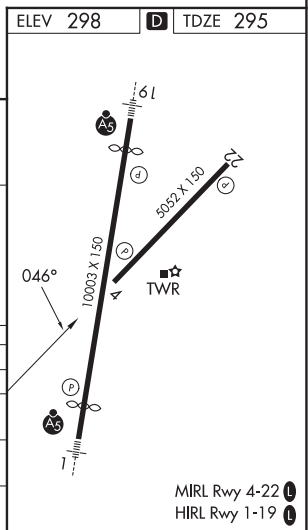
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cats visibilities ½ mile, LNAV Cats C/D visibility ½ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 direct PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.325	KEY TOWER ★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.9 348.6	UNICOM 122.95
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7 NM Holding Pattern WEYKU		1300 3000 PAULD	
3200 ← 226° 046° →		*LNAV only.	
GP 3.00° TCH 45		JAVOP 2.6 NM to RW04	
2000		*1.4 NM to RW04	
8 NM		RW04	
2.6 NM		1.2 NM	
1.4 NM		1.4 NM	
CATEGORY	A	B	C
LPV DA	576-7/8	281 (300-7/8)	
LNAV/VNAV DA	849-17/8	554 (600-17/8)	
LNAV MDA	800-1 505 (600-1)	800-13/8 505 (600-13/8)	
CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-13/4 662 (700-13/4) 1120-23/4 822 (900-23/4)



MERIDIAN, MISSISSIPPI
Amtd 1b 17APR25

32°20'N-088°45'W

KEY FLD (MEI)

RNAV (GPS) RWY 4

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61003 W19A	APP CRS 191°	Rwy Ldg TDZE 293 Apt Elev 298	9013
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RNAP (GPS) RWY 19

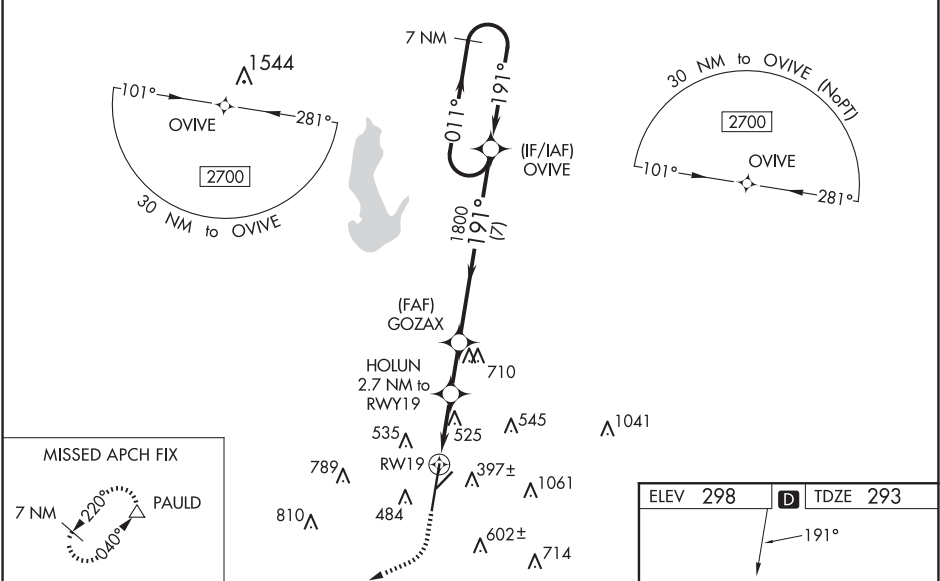
KEY FLD (MEI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats visibility to 1¼ mile, LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C, D, and E visibility to 1¾ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inop MALSR increase LPV Cat E to RVR 5500, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat E visibility to 1¾ mile. For inop MALSR when using Hattiesburg/Laurel Rgnl altimeter setting, increase LPV Cat E visibility to 1¾ mile, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1¾ mile. Helicopter visibility reduction below RVR 4000 NA. Baro-VNAV and VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

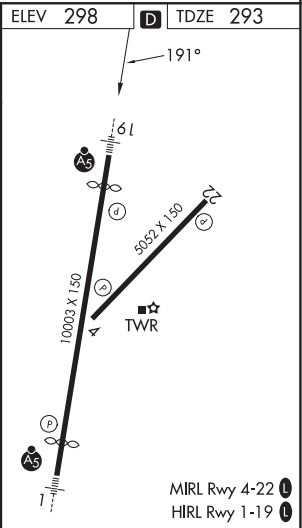
MALSR

MISSED APPROACH:
Climb to 900 then climbing right turn to 3000 direct PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.325	KEY TOWER ★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.9 348.6	UNICOM 122.95
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900 ↑	3000 ↗	PAULD △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).			OVIVE	7 NM Holding Pattern
*LNAV only.		HOLUN 2.7 NM to RW19	GOZAX 1800	191°	011° →	2700	← 191°
RW19		*1.4 NM to RW19	*1200	1800	GP 3.00° TCH 54		
1.4 NM		1.3 NM	1.9 NM	7 NM			
CATEGORY		A	B	C	D	E	
LPV	DA	651/40		358 (400-¾)			
LNAV/ VNAV	DA	745/53		452 (500-1)			
LNAV	MDA	780/40	487 (500-¾)	780/50		487 (500-1)	
CIRCLING	860-1	880-1	960-1¾	1120-2¾	1120-3		
	562 (600-1)	582 (600-1)	662 (700-1¾)	822 (900-2¾)	822 (900-3)		



MERIDIAN, MISSISSIPPI

AI-254 (FAA)

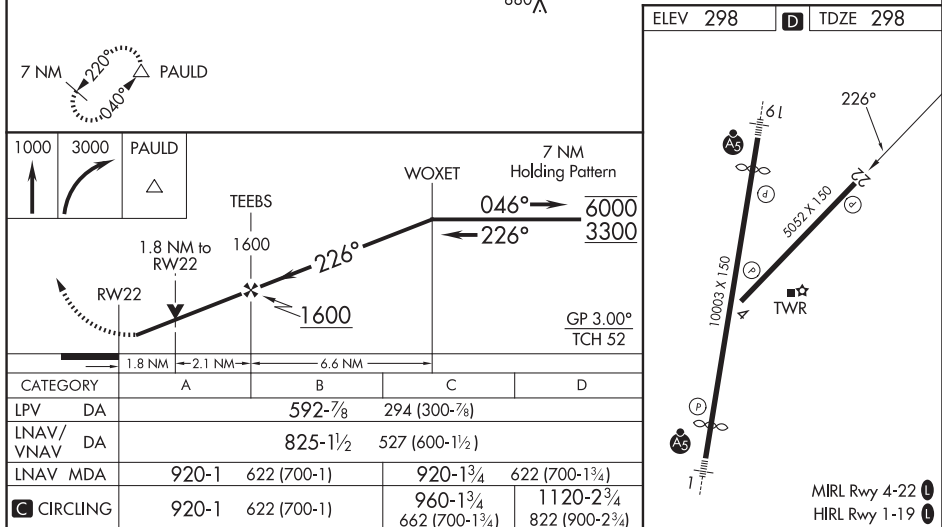
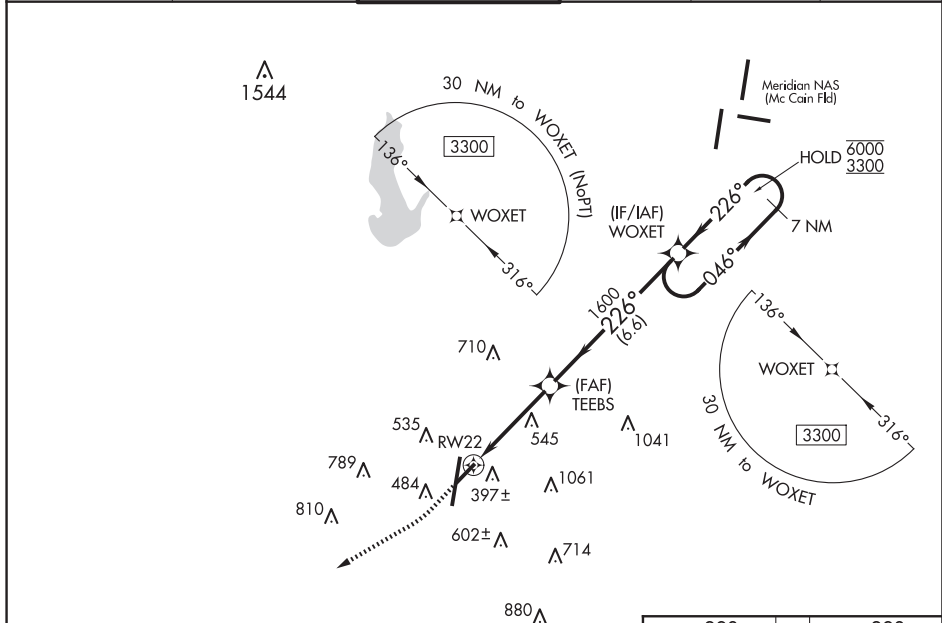
25163

WAAS CH 48833 W22A	APP CRS 226°	Rwy Ldg TDZE 298 Apt Elev 298
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RNAV (GPS) RWY 22

KEY FLD (MEI)

RNP APCH - GPS.				MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PAULD and hold.	
<p>▼ Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. ▲ Circling NA east of Rwy 1 and southeast of Rwy 22.</p>					
ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.325	KEY TOWER ★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.9 348.6	UNICOM 122.95



MERIDIAN, MISSISSIPPI

Amdt 2 16MAY24

32°20'N-88°45'W

KEY FLD (MEI)

RNAV (GPS) RWY 22

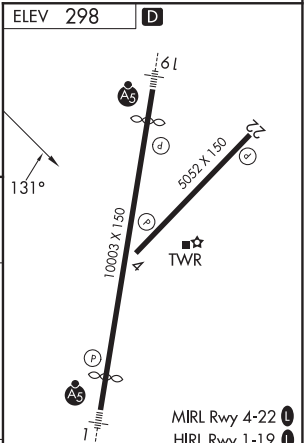
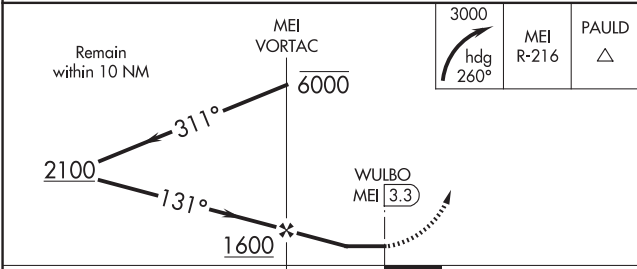
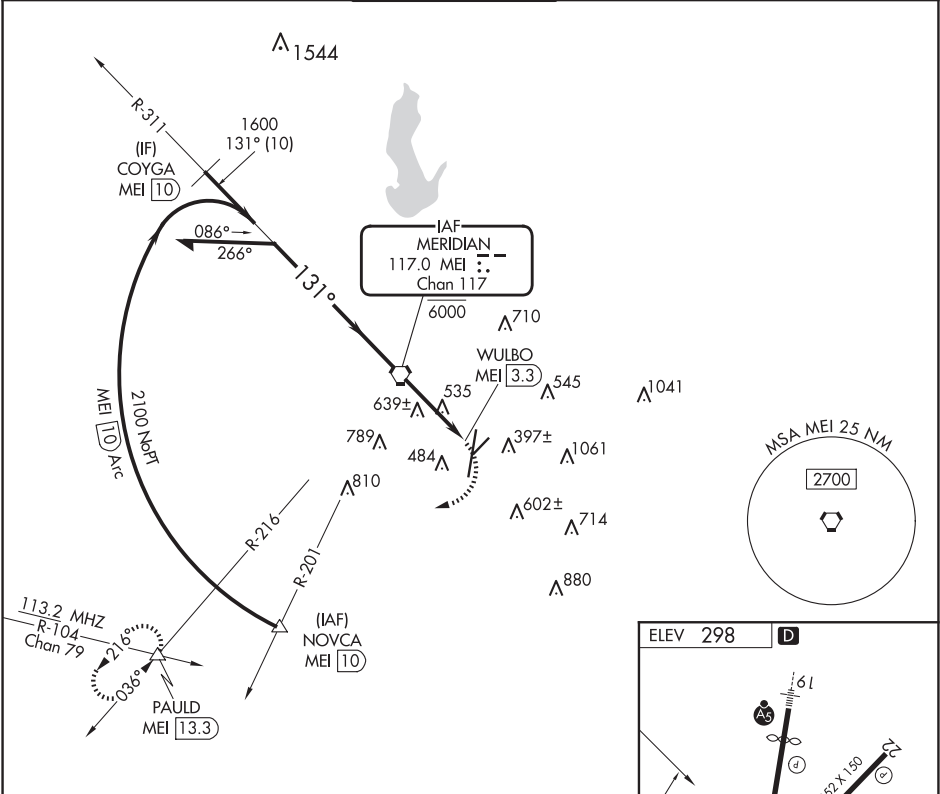
SC-4, 07 AUG 2025 to 02 OCT 2025


SC-4, 07 AUG 2025 to 02 OCT 2025

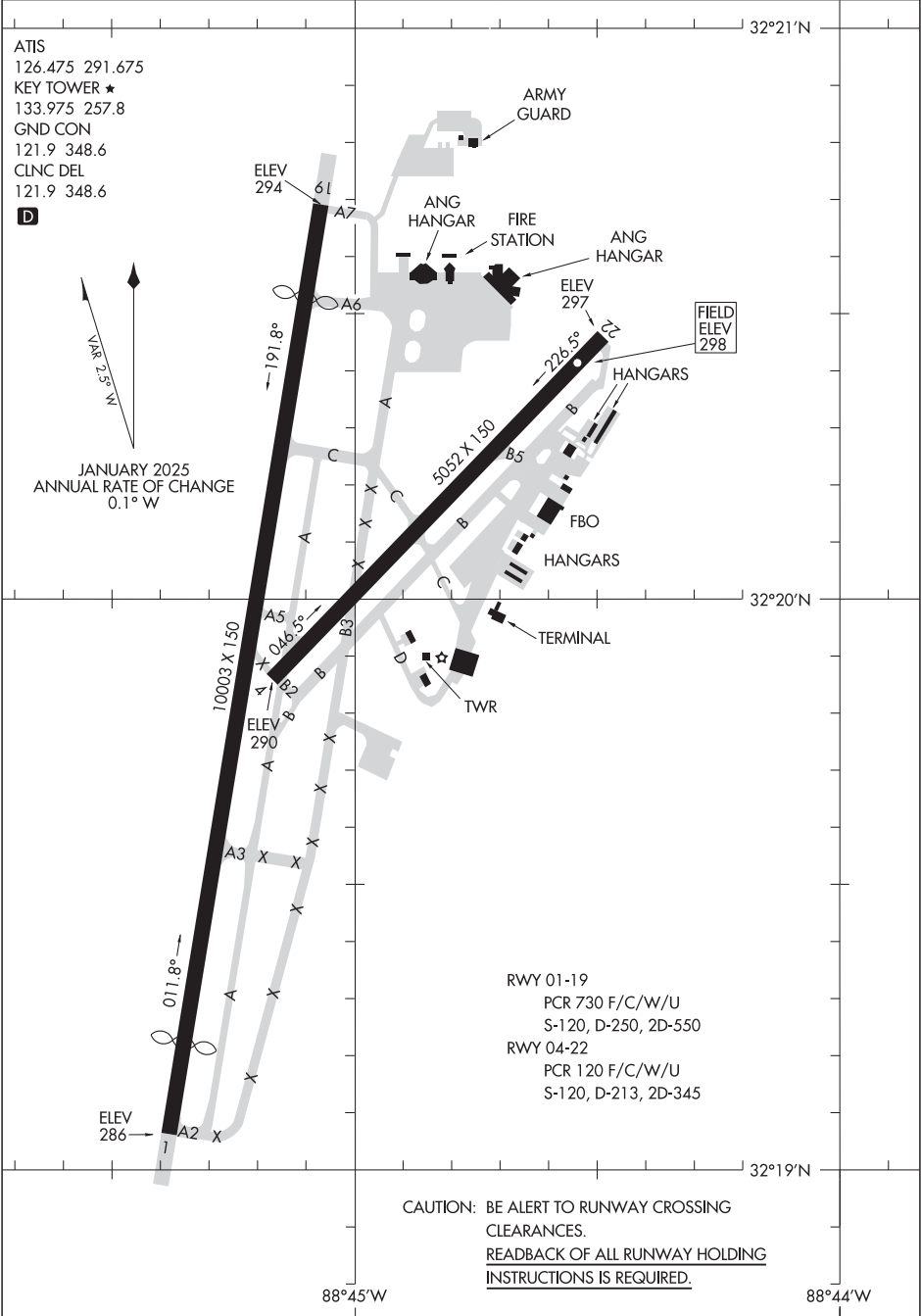
VORTAC MEI 117.0 Chan 117	APP CRS 131°	Rwy Ldg TDZE Apt Elev	N/A N/A 298
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VOR-A
KEY FLD (MEI)

<div><div><div></div><div></div></div><div>Circling NA east of Rwy 1 and southeast of Rwy 22. Procedure turn NA for Cat E.</div></div>		MISSED APPROACH: Climbing right turn to 3000 on heading 260° and MEI VORTAC R-216 to PAULD INT/MEI VORTAC 13.3 DME and hold.			
ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.325	KEY TOWER ★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.9 348.6	UNICOM 122.95



			3.3 NM			FAF to MAP 3.3 NM					
CATEGORY	A	B	C	D	E	Knots	60	90	120	150	180
 CIRCLING	900-1	602 (700-1)	960-1¾	1120-2¾	1120-3						
			662 (700-1¾)	822 (900-2¾)	822 (900-3)	Min:Sec	3:18	2:12	1:39	1:19	1:06



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

MERIDIAN, MISSISSIPPI

ILS W or LOC/DME W RWY 19L

LOC/DME I-NMM 109.7 Chan 34	APCH CRS 191°	Rwy Idg TDZE Arpt Elev 8000 316 316
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AL-5079 [USN]

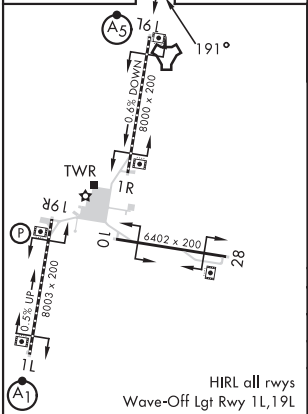
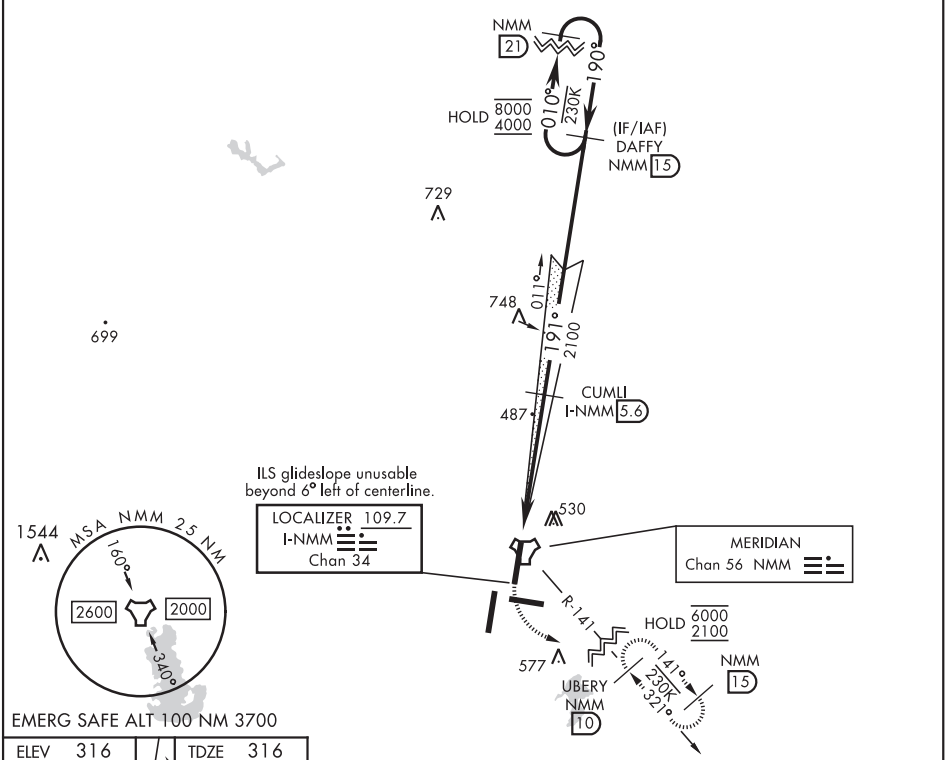
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

RADAR required
* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile,
CAT CD vis to 1½ miles.



MISSED APPROACH: Climb to 800, then climbing left turn to 2100 to intercept NMM R-141 to UBERY and hold.

ATIS ★ 290.525	APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/PAR
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800	2100	UBERY NMM 10	DAFFY NMM 15	NMM 21
CUMLI I-NMM 5.6				
TACAN				
LOC DME				
FAXAR I-NMM 0.7				
I-NMM 1.4				
2100				
0.5 4.9 NM				
GS 3.00° TCH 49				
CATEGORY	A	B	C	D
S-ILS 19L *	516-½	200	(200-½)	
S-LOC 19L **	740-½ 424	(500-½)	740-¾ 424	(500-¾)
CIRCLING	820-1 504 (600-1)	840-1 524 (600-1)	840-1½ 524 (600-1½)	880-2 564 (600-2)

MERIDIAN, MISSISSIPPI

32°33'N-88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 01DEC22

ILS W or LOC/DME W RWY 19L

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

MERIDIAN, MISSISSIPPI

ILS Y or LOC/DME Y RWY 19L

LOC I-NMM 109.7	APCH CRS 191°	Rwy Idg TDZE Arpt Elev 8000 316 316
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AL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

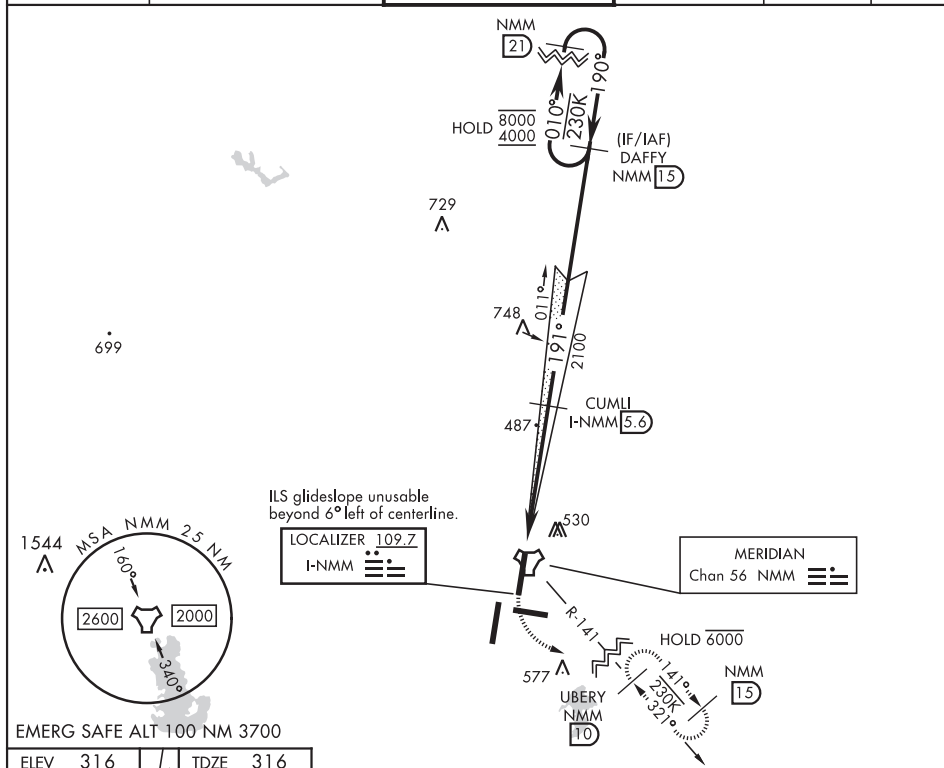
RADAR required.

* When ALS inop, increase vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB vis to 1 mile,
 CAT CD vis to $1\frac{1}{2}$ miles.



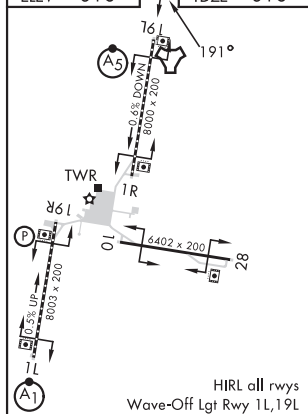
MISSED APPROACH: Climb to 800, then climbing left turn
 to 2100 to intercept NMM R-141 to UBERY and hold.

ATIS ★ 290.525	APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/PAR
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EMERG SAFE ALT 100 NM 3700

ELEV 316	TDZE 316
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800	2100	UBERY NMM 10	DAFFY NMM 15	NMM 21
TACAN	FAXAR NMM 0.7	CUMLI NMM 5.6	2100	8000 4000
0.5	4.9 NM	2100	010°	190°
GS 3.00°	TCH 49			
CATEGORY	A	B	C	D
S-ILS 19L *	516- $\frac{1}{2}$	200	(200- $\frac{1}{2}$)	
S-LOC 19L **	740- $\frac{1}{2}$	424 (500- $\frac{1}{2}$)	740- $\frac{3}{4}$	424 (500- $\frac{3}{4}$)
CIRCLING	820-1 504 (600-1)	840-1 524 (600-1)	840-1 $\frac{1}{2}$ 524 (600-1 $\frac{1}{2}$)	880-2 564 (600-2)

MERIDIAN, MISSISSIPPI

32°33'N-88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 03NOV22

ILS Y or LOC/DME Y RWY 19L

RNAV (GPS) RWY 1L

APCH CRS 011°	Rwy Idg TDZE Arpt Elev	8003 254 316
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AL-5079 (USN)

MERIDIAN NAS (MC CAIN FLD) (KNMM)

RNP APCH.

ALSF-1

MISSED APPROACH: Climb to 2100 direct JARAX and hold.

T * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1 3/8 miles.



ATIS★
290.525

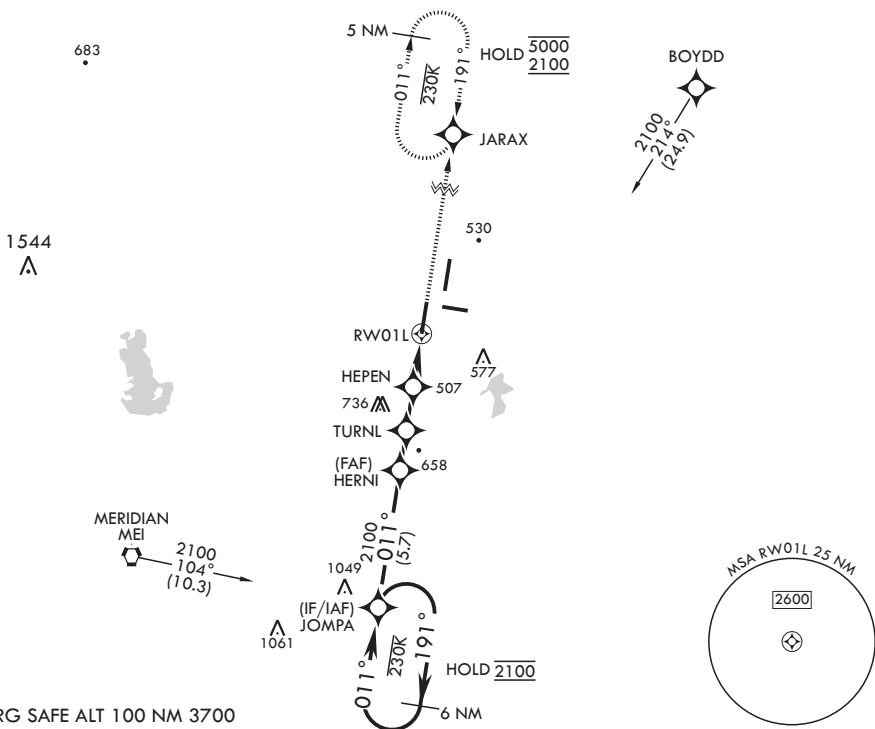
APP CON
120.5 269.325 S
379.275 N
120.95 276.4 W
121.275 348.7 E

MC CAIN TOWER★
126.2 340.2 RWY 01L, 19L AND 28
126.2 360.2 RWY 01R, 19R AND 10

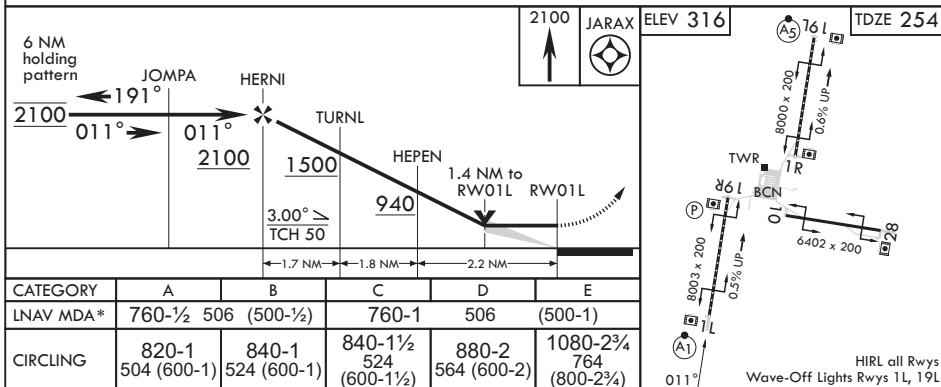
MC CAIN GND CON
336.4

CLNC DE
301.0

ASR/PAR



EMERG SAFE ALT 100 NM 3700



MERIDIAN, MISSISSIPPI

32°33'N - 88°33'W

MERIDIAN NAS (MC CAIN FLD) (KNMM)

Amdt 4 08SEP22

RNAV (GPS) RWY 1L

RNAV (GPS) RWY 19L

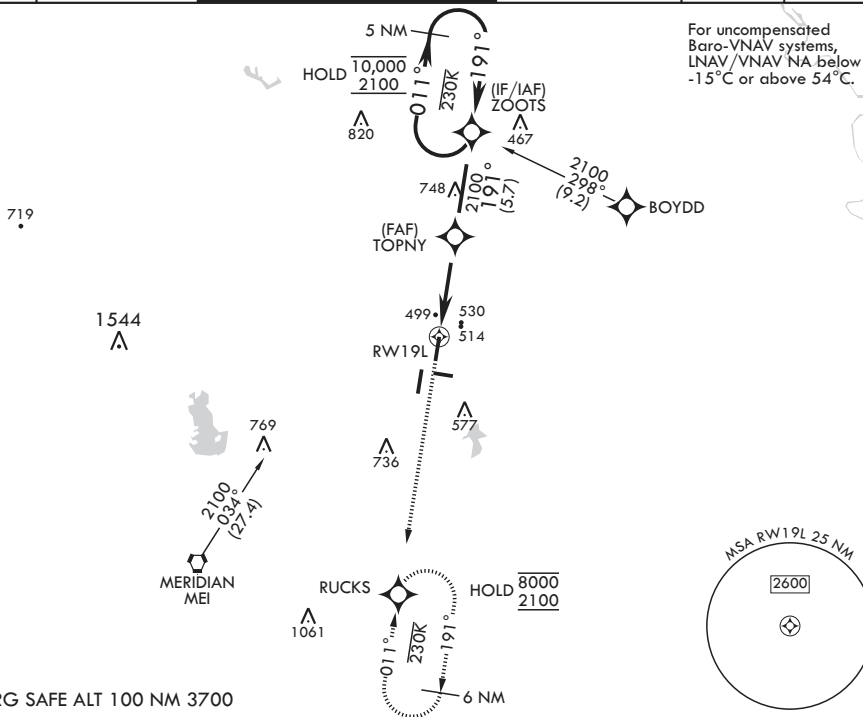
MERIDIAN NAS (MC CAIN FLD) (KNMM)

MALSI

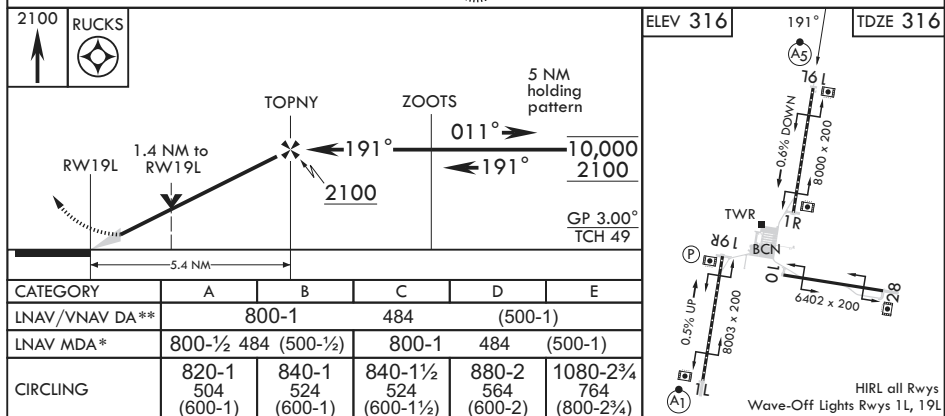
MISSED APPROACH: Climb to 2100 direct RUCKS and hold.

T * When ALS inop, increase CAT AB vis to 1 mile, increase CAT CDE to 1 3/8 miles.
** When ALS inop, increase vis to 1 3/8 miles.

ATIS★ 290.525	APP CON 120.5 269.325 S 379.275 N 120.95 276.4 W 121.275 348.4 E	MC CAIN TOWER★ 126.2 340.2 RWY 01L, 19L AND 28 126.2 360.2 RWY 01R, 19R AND 10	MC CAIN GND CON 336.4	CLNC DEL 301.0	ASR/PAR
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EMERG SAFE ALT 100 NM 3700



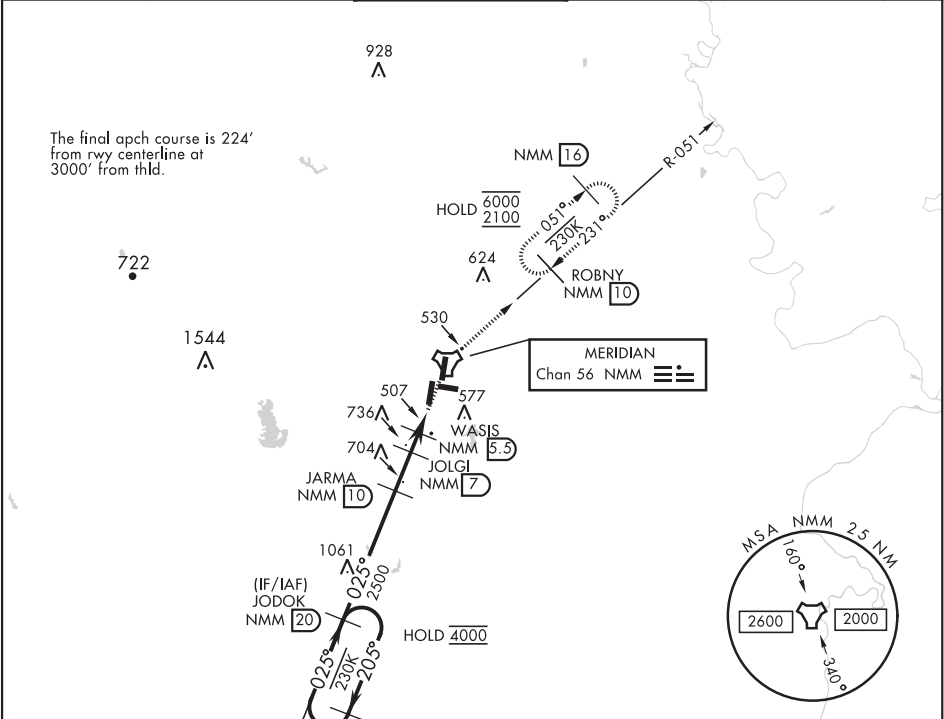
MERIDIAN NAS (MC CAIN FLD) (KNMM)

Amdt 4 08SEP22

RNAV (GPS) RWY 19L

TACAN Y RWY 1L

TACAN NMM Chan 56	APCH CRS 025°	Rwy Idg 8003 TDZE 254 Arpt Elev 316	AL-5079 [USN]	MERIDIAN NAS (MC CAIN FIELD) (KNMM)	
RADAR required.			ALSF-1	MISSED APPROACH: Climb to 2100 direct NMM TACAN then via R-051 to ROBNY and hold.	
* When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1½ miles.			A1		
ATIS ★ 290.525	APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/ PAR



EMERG SAFE ALT 100 NM 3700						ELEV 316		TDZE 254		
CATEGORY	A		B		C		D		E	
S-1L*	760-½		506 (500-½)		760-1		506 (500-1)			
CIRCLING	820-1		840-1		840-1½		880-2		1080-2¾	
	504 (600-1)		524 (600-1)		524 (600-1½)		564 (600-2)		764 (800-2¾)	

TACAN Y RWY 1L

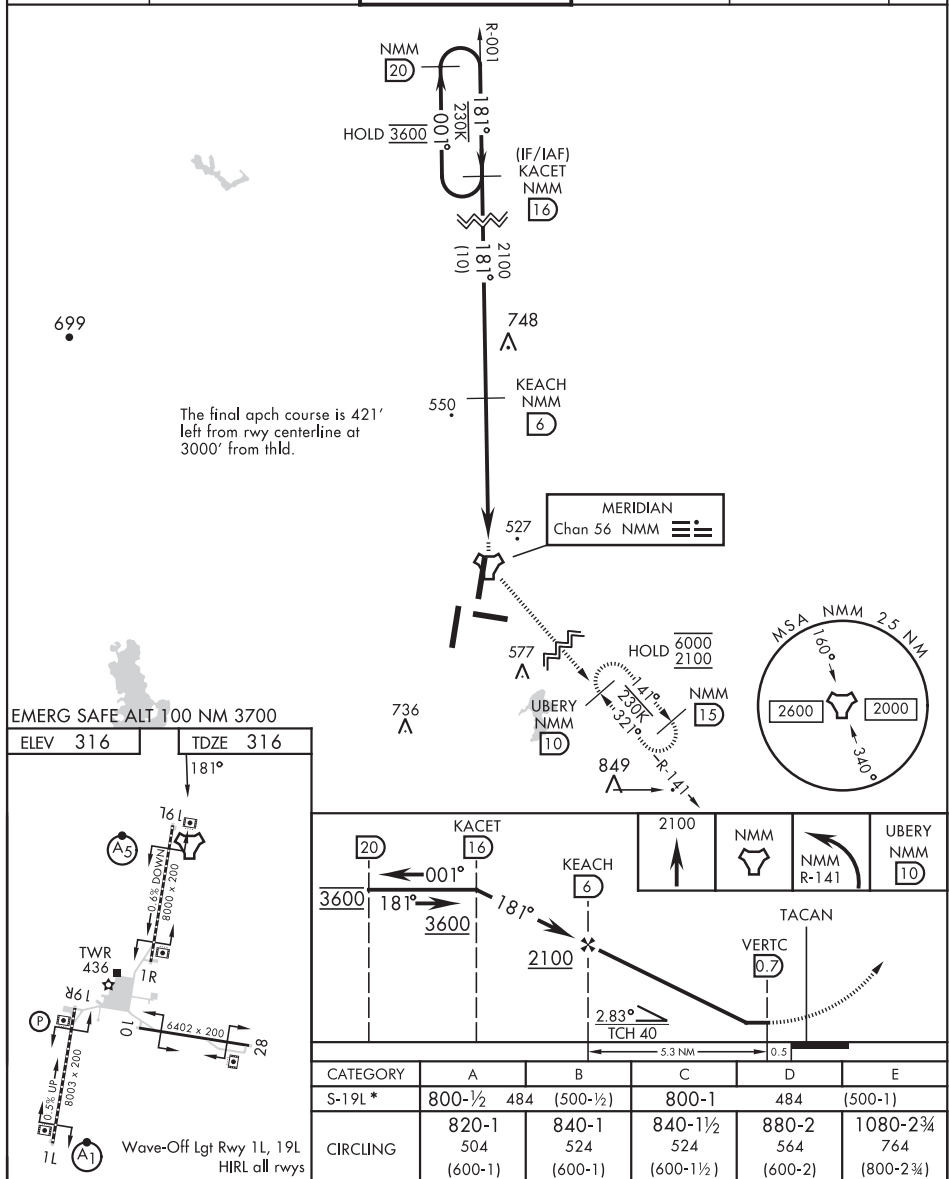
SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

MERIDIAN, MISSISSIPPI

TACAN Y RWY 19L

TACAN NMM Chan 56	APCH CRS 181°	Rwy Idg TDZE Arpt Elev 8000 316 316	AL-5079 [USN]	MERIDIAN NAS (MC CAIN FIELD) (KNMM)	
RADAR required.			MALSR (A5)	MISSED APPROACH: Climb to 2100 direct NMM TACAN then via R-141 to UBERY and hold.	
ATIS ★ 290.525	APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/ PAR



MERIDIAN, MISSISSIPPI

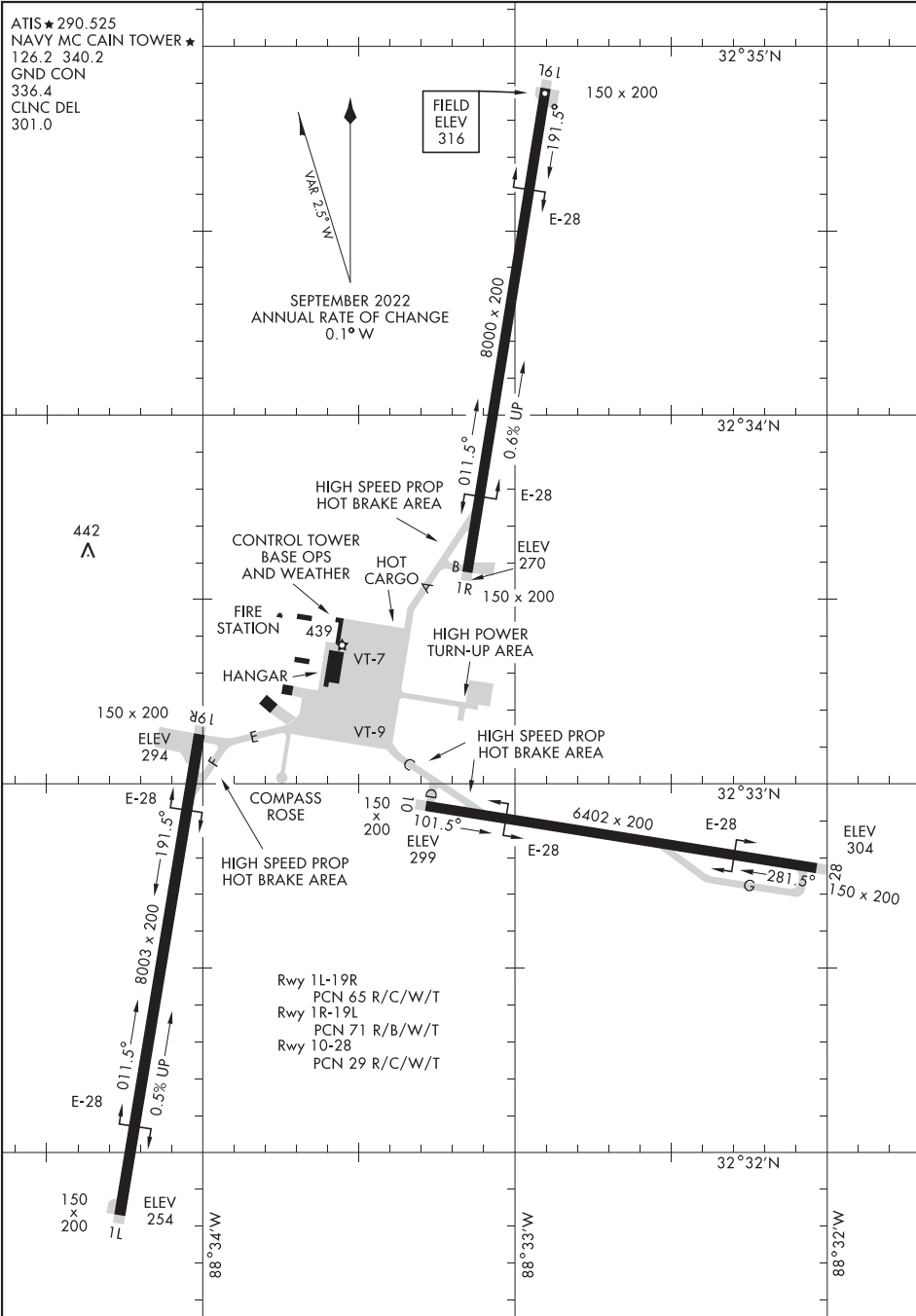
32°33' N -88°33' W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Amdt 2 08SEP22

TACAN Y RWY 19L

SC-4, 07 AUG 2025 to 02 OCT 2025



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

MINDEN, LOUISIANA

AL-6064 (FAA)

24193

APP CRS	Rwy Idg	5004
012°	TDZE	278
	Apt Elev	278

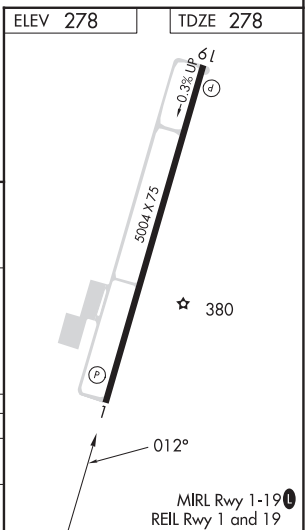
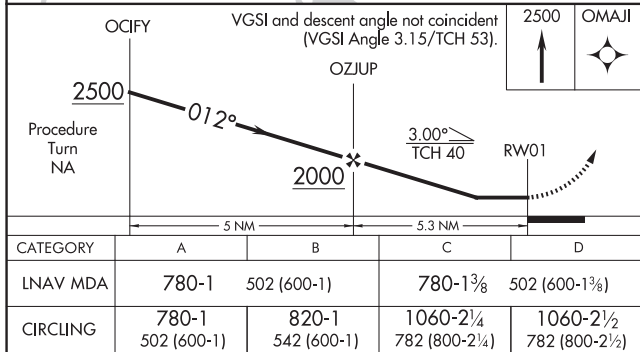
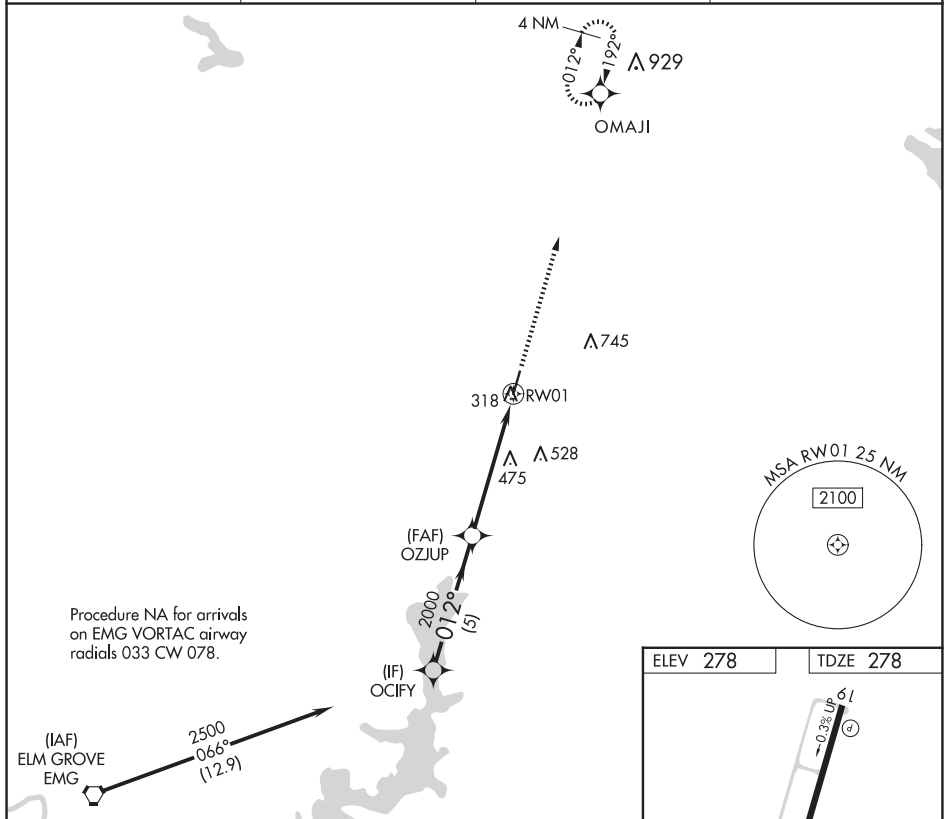
RNAV (GPS) RWY 1

MINDEN (MNE)

⚠ When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Barksdale AFB altimeter setting; increase all MDA 80 feet, increase LNAV visibility Cats C/D ½ SM and Circling visibility Cats C/D ¼ SM.

MISSED APPROACH:
Climb to 2500 direct OMAJI and hold.

AWOS-3PT 119.325	SHREVEPORT APP CON 123.75 360.725	GCO 135.075	UNICOM 122.8 (CTAF) 1
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MINDEN, LOUISIANA
Orig-B 07OCT21

32°39'N-93°18'W

RNAV (GPS) RWY 1

MINDEN (MNE)

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
192°

Rwy Idg
TDZE
269

Apt Elev
278

RNAV (GPS) RWY 19

MINDEN (MNE)

RNP APCH.

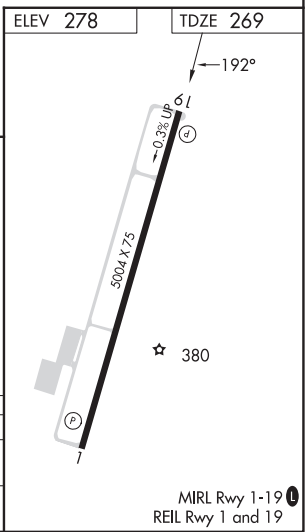
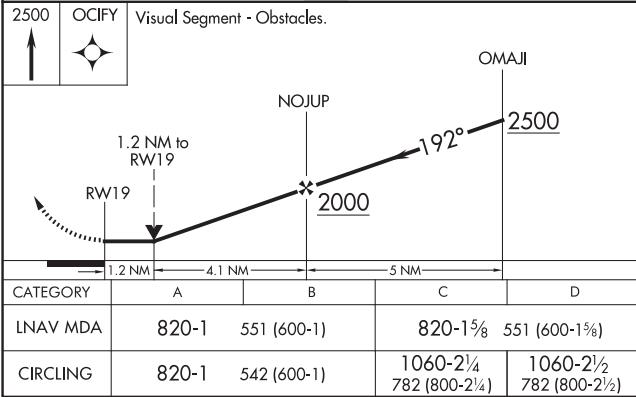
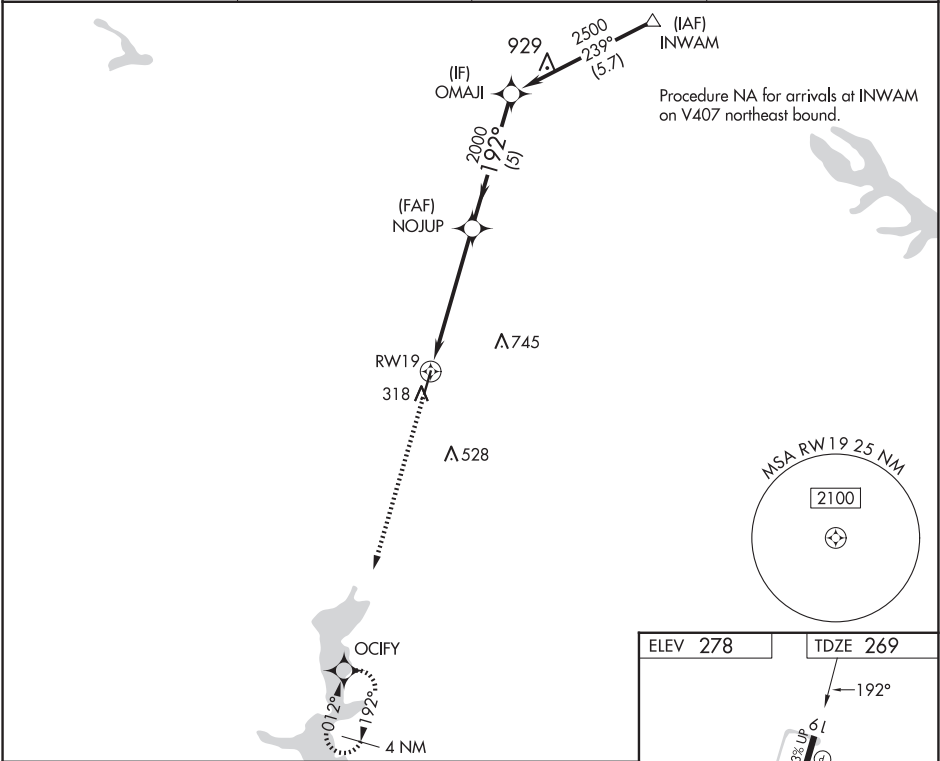
▼

▲

Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Barksdale AFB altimeter setting; increase all MDAs 80 feet; increase visibility LNAV Cats C/D ½ SM and Circling Cats C/D ¼ SM.

MISSED APPROACH:
Climb to 2500 direct OCIFY and hold.

AWOS-3PT 119.325	SHREVEPORT APP CON 123.75 360.725	GCO 135.075	UNICOM 122.8 (CTAF) 1
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MINDEN, LOUISIANA

AL-6064 (FAA)

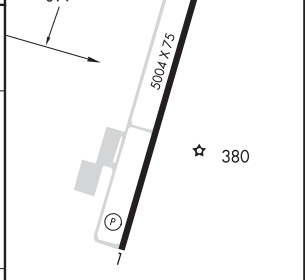
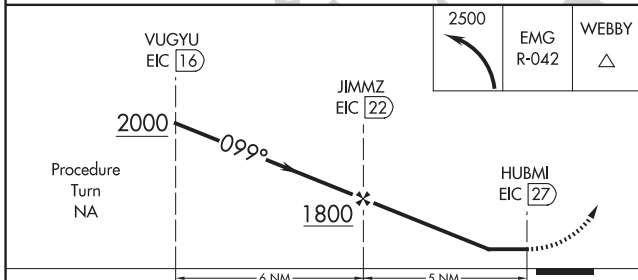
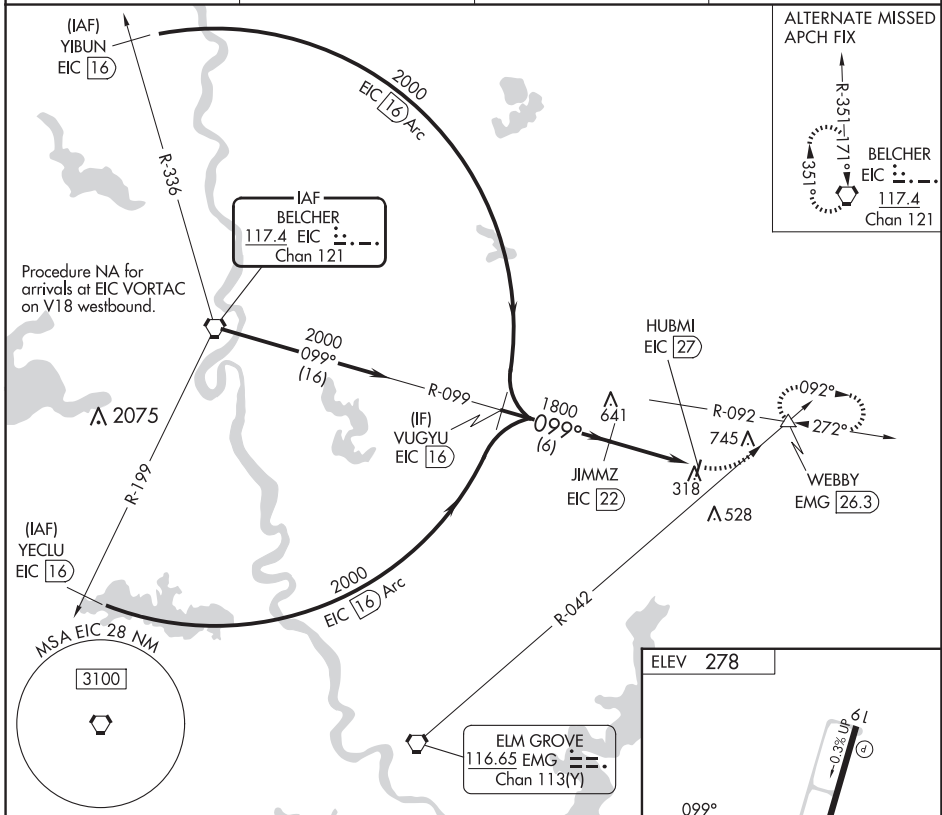
25107

VORTAC EIC 117.4 Chan 121	APP CRS 099°	Rwy Idg TDZE Apt Elev N/A N/A 278
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VOR/DME-A
MINDEN (MNE)

<p>V When VGSI inoperative, procedure NA at night. When local altimeter setting not received, use Barksdale AFB altimeter setting. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climbing left turn to 2500 and EMG VORTAC R-042 to WEBBY INT/EMG 26.3 DME and hold.</p>
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AWOS-3PT 119.325	SHREVEPORT APP CON 123.75 360.725	GCO 135.075	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 1262 (1300-1¼)	1540-1½ 1262 (1300-1½)	1540-3	1262 (1300-3)

MIRL Rwy 1-19
REIL Rwy 1 and 19

MINDEN, LOUISIANA

Amtd 5A 05NOV20

32°39'N-93°18'W

MINDEN (MNE)
VOR/DME-A




SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

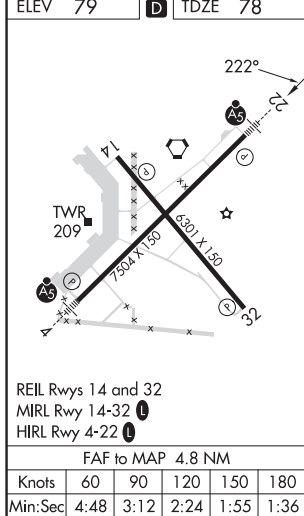
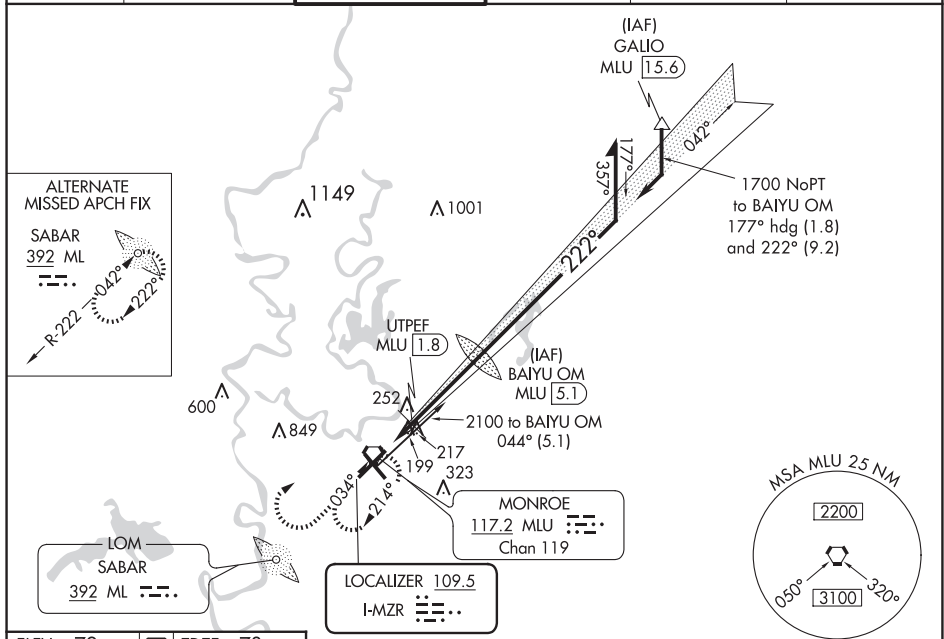
LOC I-MZR 109.5	APP CRS 222°	Rwy Idg TDZE 78 Apt Elev 79
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ILS or LOC RWY 22

MONROE RGNL (MLU)

DME or RADAR required for procedure entry.		MALSRL 	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.
 Circling Rwy 14 NA at night. For inop ALS, increase S-LOC 22 Cat C/D visibility to 1½ SM.  # DME from MLU VORTAC.			

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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ELEV 79 TDZE 78		1800 3000 MLU	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).	
*LOC only.		BAIYU OM MLU [5.1]	Remain within 10 NM	
UTPEF MLU [1.8]		1675	042°	2100
560*		1700	222°	
1.4 NM 3.4 NM		GS 3.00° TCH 54		
CATEGORY	A	B	C	D
S-ILS 22	278-½ 200 (200-½)			
S-LOC 22	560-½	482 (500-½)	560-1	482 (500-1)
CIRCLING	580-1	501 (600-1)	740-¾ 661 (700-¾)	1160-3 1081 (1100-3)
# UTPEF FIX MINIMUMS				
S-LOC 22	500-½	422 (500-½)	500-¾	422 (500-¾)
CIRCLING	580-1	501 (600-1)	740-¾ 661 (700-¾)	1160-3 1081 (1100-3)

WAAS
CH **56410**
W04A

APP CRS
042°

Rwy Idg **7504**
TDZE **78**
Apt Elev **79**

RNAV (GPS) RWY 4

MONROE RGNL (MLU)

RNP APCH.

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. Circling ASR Rwy 14 NA at night.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct LURBY and hold.

ATIS
125.05

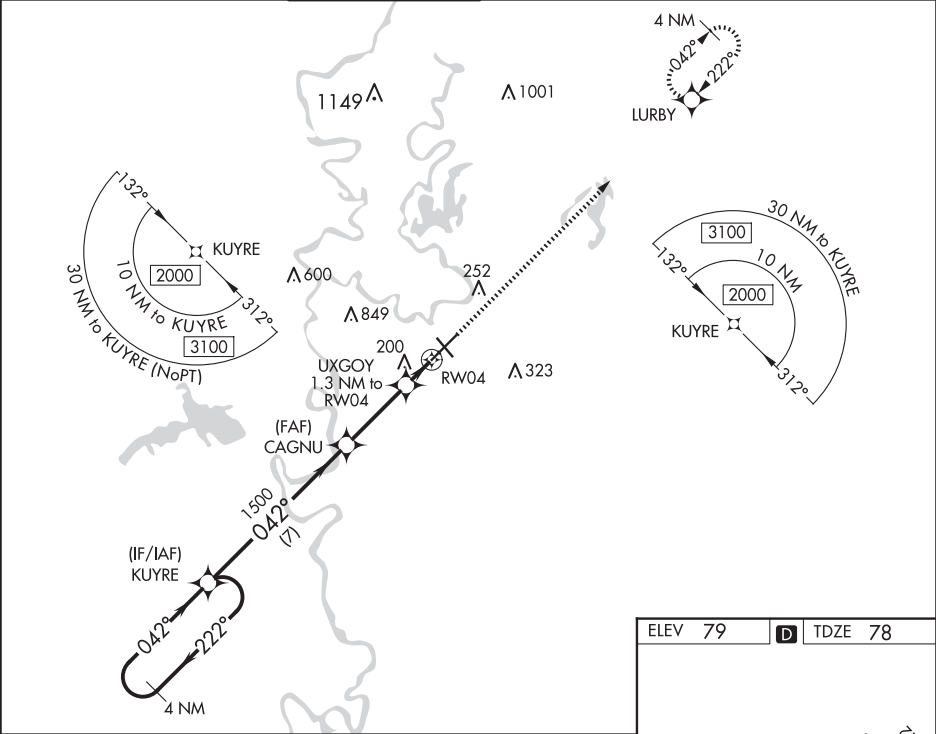
MONROE APP CON★
118.15 290.475

MONROE TOWER★
118.9 (CTAF) 0 257.8

GND CON
121.9

CLNC DEL
121.65

UNICOM
122.95



4 NM Holding Pattern

KUYRE

2000

←222°

042°→

GP 3.00°

TCH 50

CAGNU

1500

042°

UXGOY 1.3 NM to RW04

1500

*540

RW04

7 NM

3 NM

1.3 NM

3000

LURBY

*LNAV only.

CATEGORY	A	B	C	D
LPV DA **		278/24	200 (200-½)	
LNAV/VNAV DA		383/24	305 (400-½)	
LNAV MDA	460/24	382 (400-½)	460/35	382 (400-¾)
CIRCLING	580-1	501 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)

TWR 209

REIL Rwy 14 and 32

MIRL Rwy 14-32 0

HIRL Rwy 4-22 0

MONROE, LOUISIANA


AL-270 (FAA)

23026

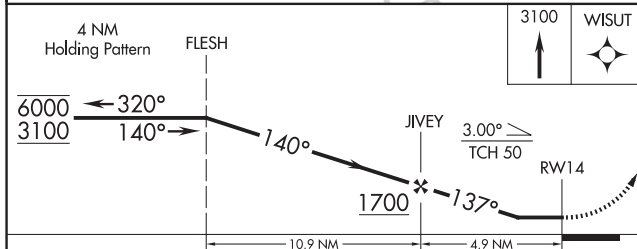
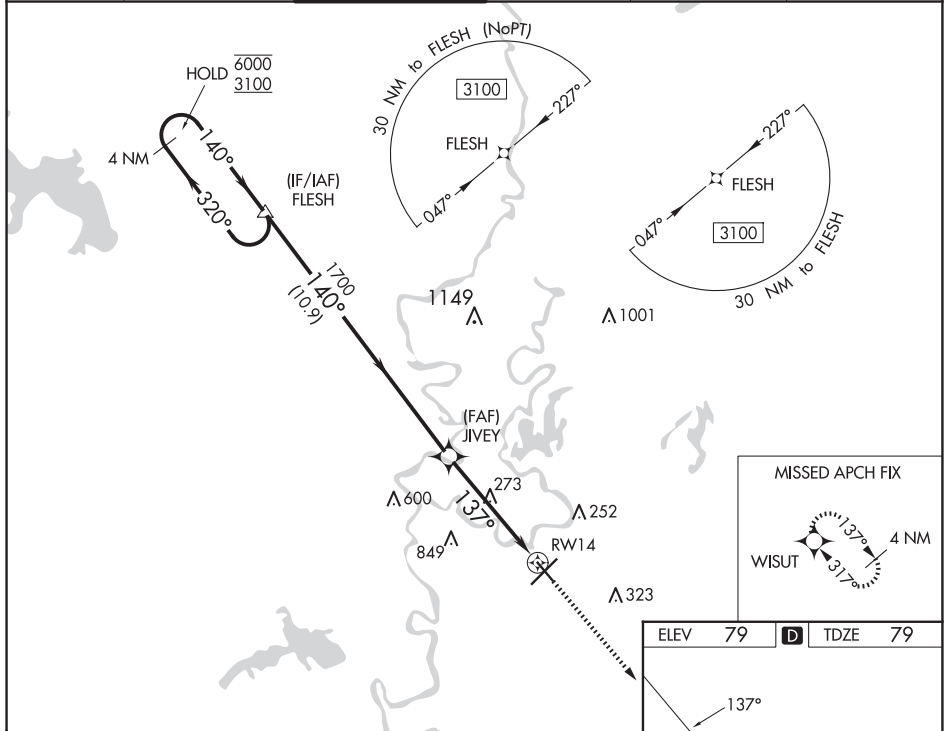
WAAS CH 90542 W14A	APP CRS 137°	Rwy Idg TDZE 79 Apt Elev 79
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RNAV (GPS) RWY 14

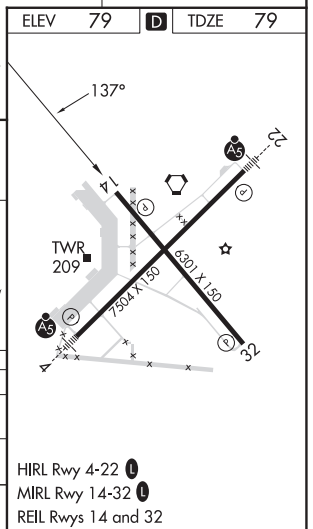
MONROE RGNL (MLU)

RNP APCH.		MISSED APPROACH: Climb to 3100 direct WISUT and hold. Continue climb-in-hold to 3100.
 ASR	Rwy 14 helicopter visibility reduction below 1 SM NA. Straight-In and Circling Rwy 14 NA at night.	

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	580-1	501 (600-1)	580-1 $\frac{3}{8}$	501 (600-1 $\frac{3}{8}$)
LNAV MDA	580-1	501 (600-1)	580-1 $\frac{3}{8}$	501 (600-1 $\frac{3}{8}$)
 CIRCLING	580-1 501 (600-1)	620-1 541 (600-1)	740-1 $\frac{3}{4}$ 661 (700-1 $\frac{3}{4}$)	1160-3 1081 (1100-3)



MONROE, LOUISIANA

Orig 28FEB19

32°31'N-92°02'W

RNAV (GPS) RWY 14

MONROE RGNL (MLU)

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70510 W22A	APP CRS 222°	Rwy Idg 7504 TDZE 78 Apt Elev 79
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RNAV (GPS) RWY 22
MONROE RGNL (MLU)

RNP APCH...

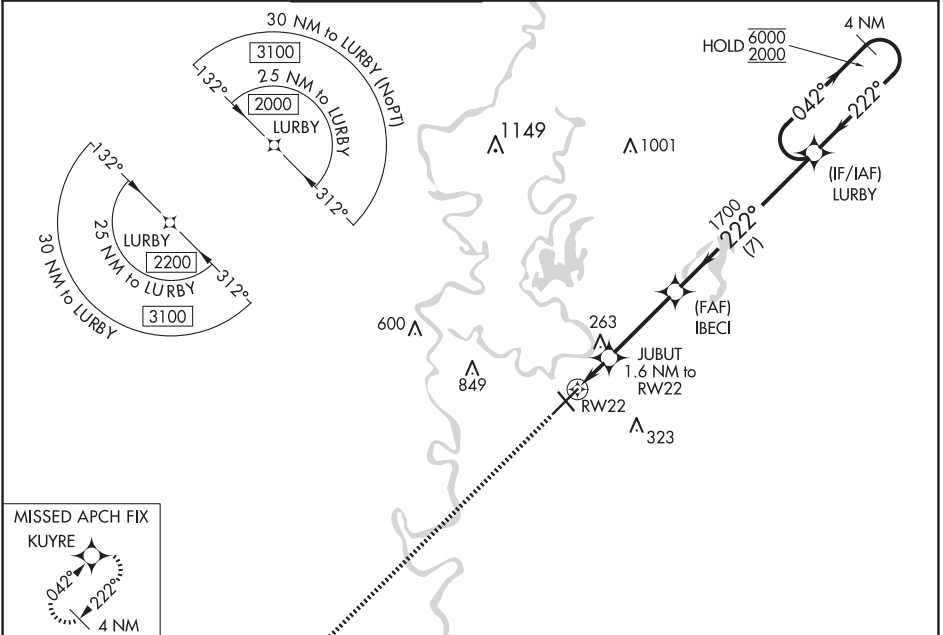
Circling Rwy 14 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM.

MALSR

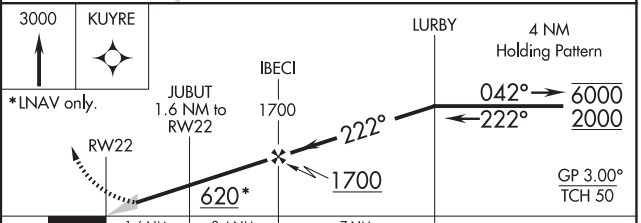
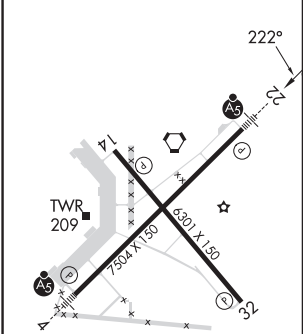


MISSED APPROACH: Climb to 3000 direct KUYRE and hold, continue climb-in-hold to 3000.

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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ELEV 79	D	TDZE 78
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CATEGORY	A	B	C	D
LPV DA	278-½	200 (200-½)		
LNAV/VNAV DA	534-1	456 (500-1)		
LNAV MDA	520-½ 442 (500-½)	520-¾ 442 (500-¾)		
CIRCLING	540-1 461 (500-1)	580-1 501 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)

REIL Rwy 14 and 32
MIRL Rwy 14-32
HIRL Rwy 4-22

RNAV (GPS) RWY 32
MONROE RGNL (MLU)

 Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, procedure NA
below -5°C or above 54°C. Circling Rwy 14 NA at night.

MISSED APPROACH: Climb to 3000 direct ZUNTU and on track 319° to FLESH and hold.

MISSED APCH FIX

4 NM 320° 40° FLESH

600

ZUNTU

195±

RW32

XEHP0 1.4 NM to RW32

(FAF) YICUG

1800

(IF/IAF) WISUT

HOLD 6000 3100

30 NM to WISUT

WISUT

3100

227°

047°

30 NM to WISUT (NoPT)

WISUT

3100

227°

047°

4 NM

317°

137°

ELEV 79 D TDZE 76

MONROE, LOUISIANA
Amdt 1A 02DEC21

32°31'N-92°02'W

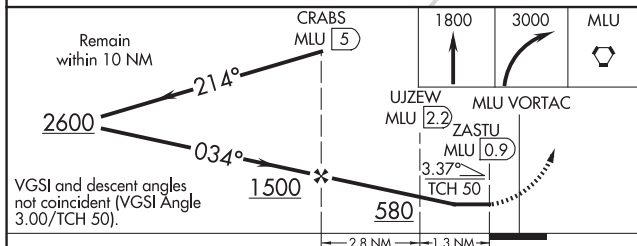
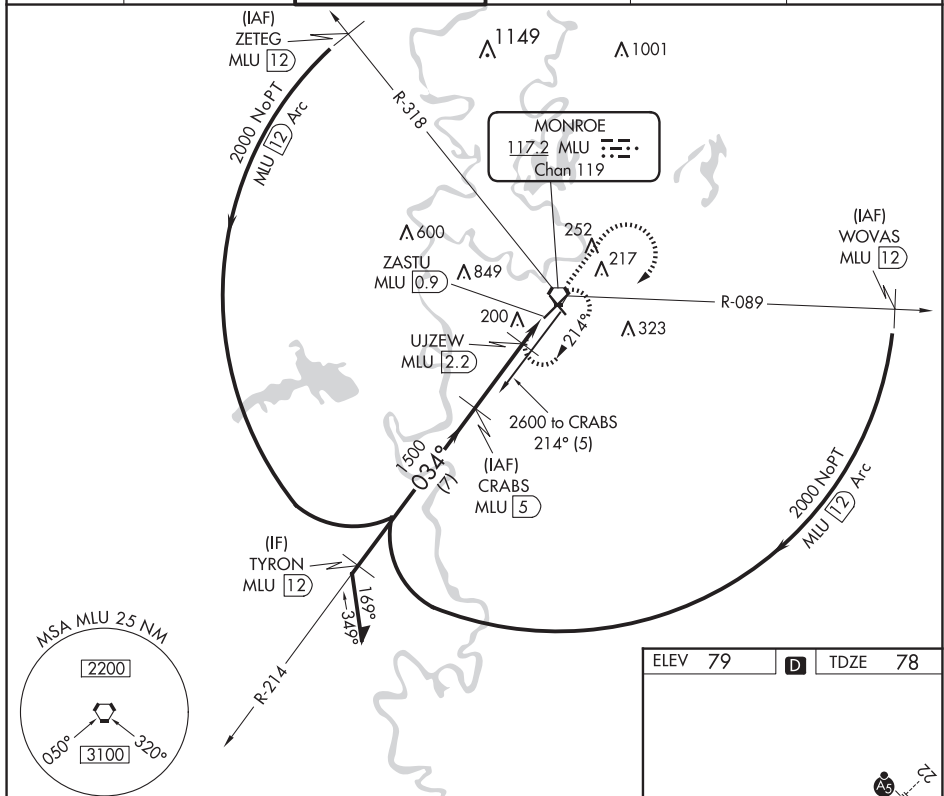
MONROE RGNL (MLU)
RNAV (GPS) RWY 32


SC-4, 07 AUG 2025 to 02 OCT 2025

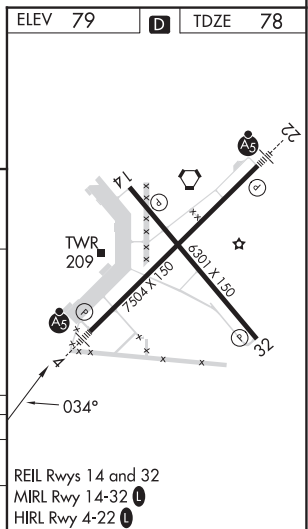
VOR/DME RWY 4
MONROE RGNL (MLU)

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
S-4	460/24 382 (400-½)		460/40 382 (400-¾)	
 CIRCLING	580-1 501 (600-1)	620-1 541 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)



MONROE, LOUISIANA

AL-270 (FAA)

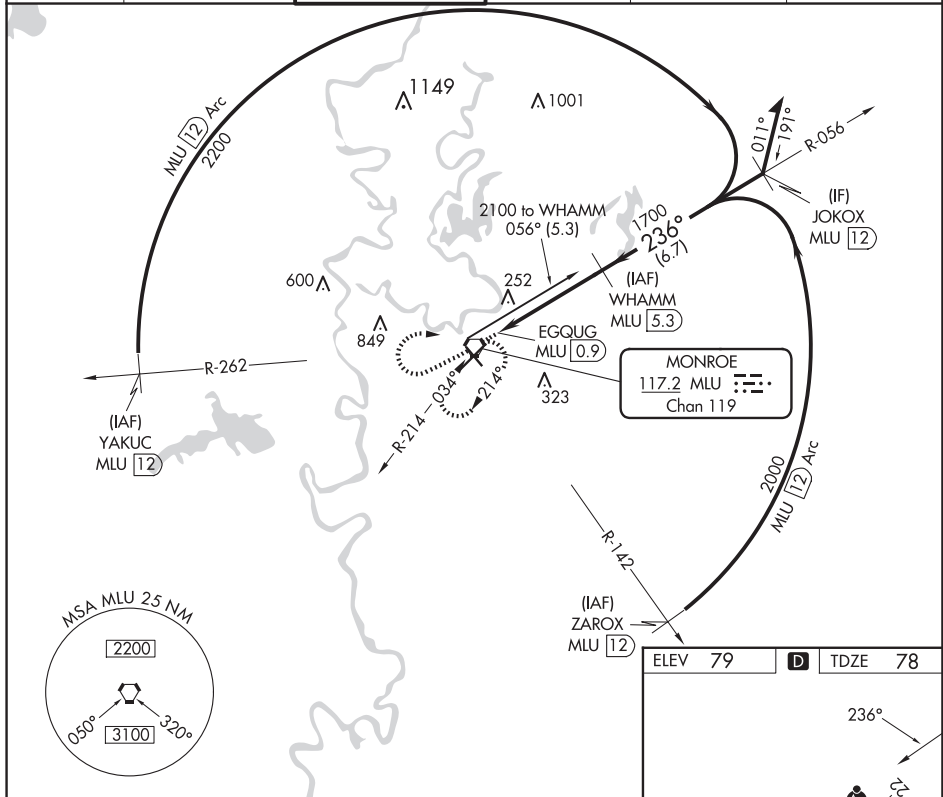
22363

VORTAC MLU	APP CRS	Rwy Idg	7504
117.2	236°	TDZE	78
Chan 119		Apt Elev	79

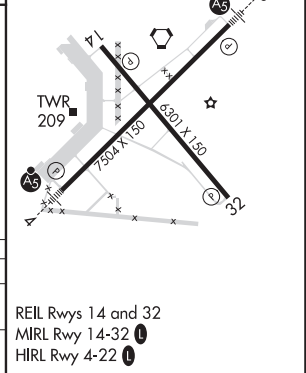
VOR RWY 22

MONROE RGNL (MLU)

DME required.			MALSR		MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.	
<div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div>Circling Rwy 14 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-22 Cat A/B visibility to 1 SM, and Cat C/D to 1½ SM.</div></div>			<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div>			
ASR						
ATIS	MONROE APP CON ★		MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	118.15 290.475		118.9 (CTAF) 0 257.8	121.9	121.65	122.95



1800	3000	MLU				
↑	↗	⬡				
CATEGORY	A		B		C	D
S-22	560-¾ 482 (500-¾)		560-1		482 (500-1)	
C CIRCLING	560-1 481 (500-1)	580-1 501 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)		



MONROE, LOUISIANA
Amdt 10 12AUG21

32°31'N-92°02'W

MONROE RGNL (MLU)

VOR RWY 22

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

MONROE, LOUISIANA

AL-270 (FAA)

22363

VORTAC MLU <u>117.2</u> Chan 119	APP CRS 328°	Rwy Idg 6301 TDZE 76 Apt Elev 79
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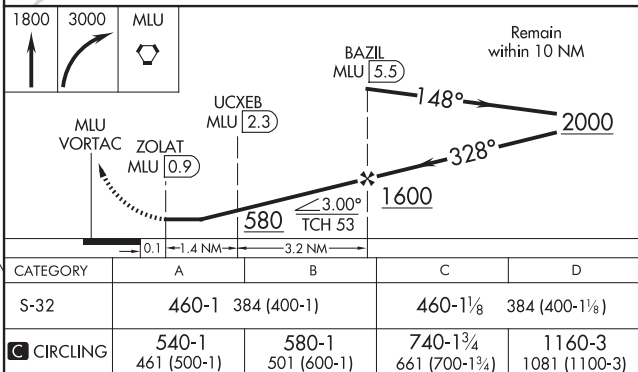
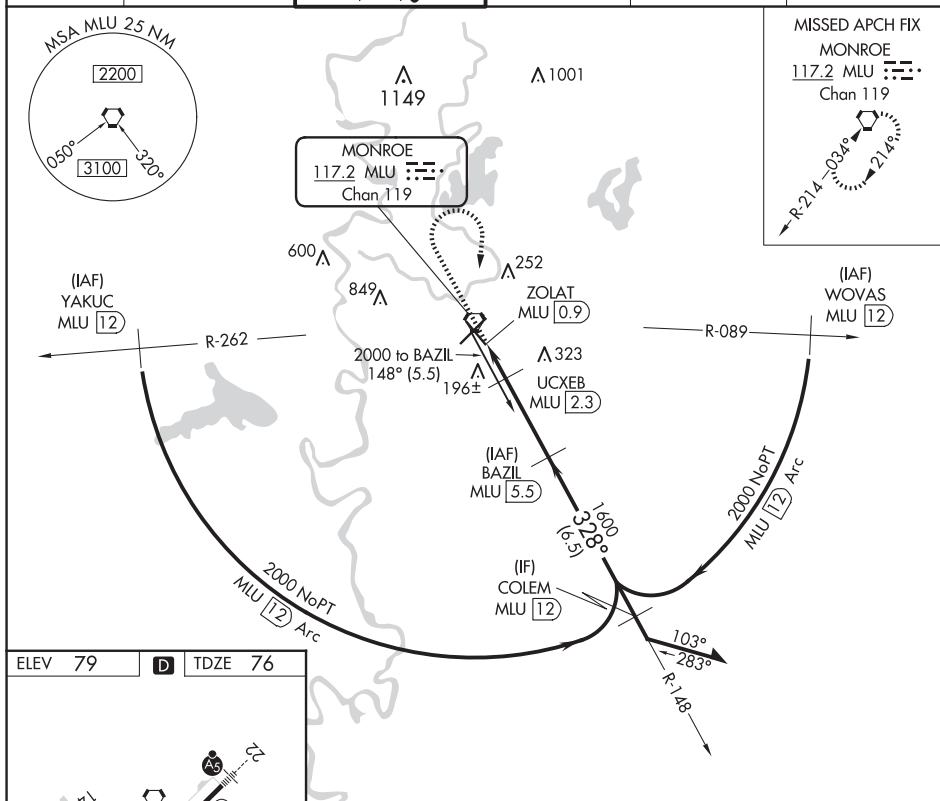
VOR RWY 32
MONROE RGNL (MLU)

DME required.

T
A
ASP Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
Circling Rwy 14 NA at night.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 125.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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MONROE, LOUISIANA
Amdt 5A 02DEC21

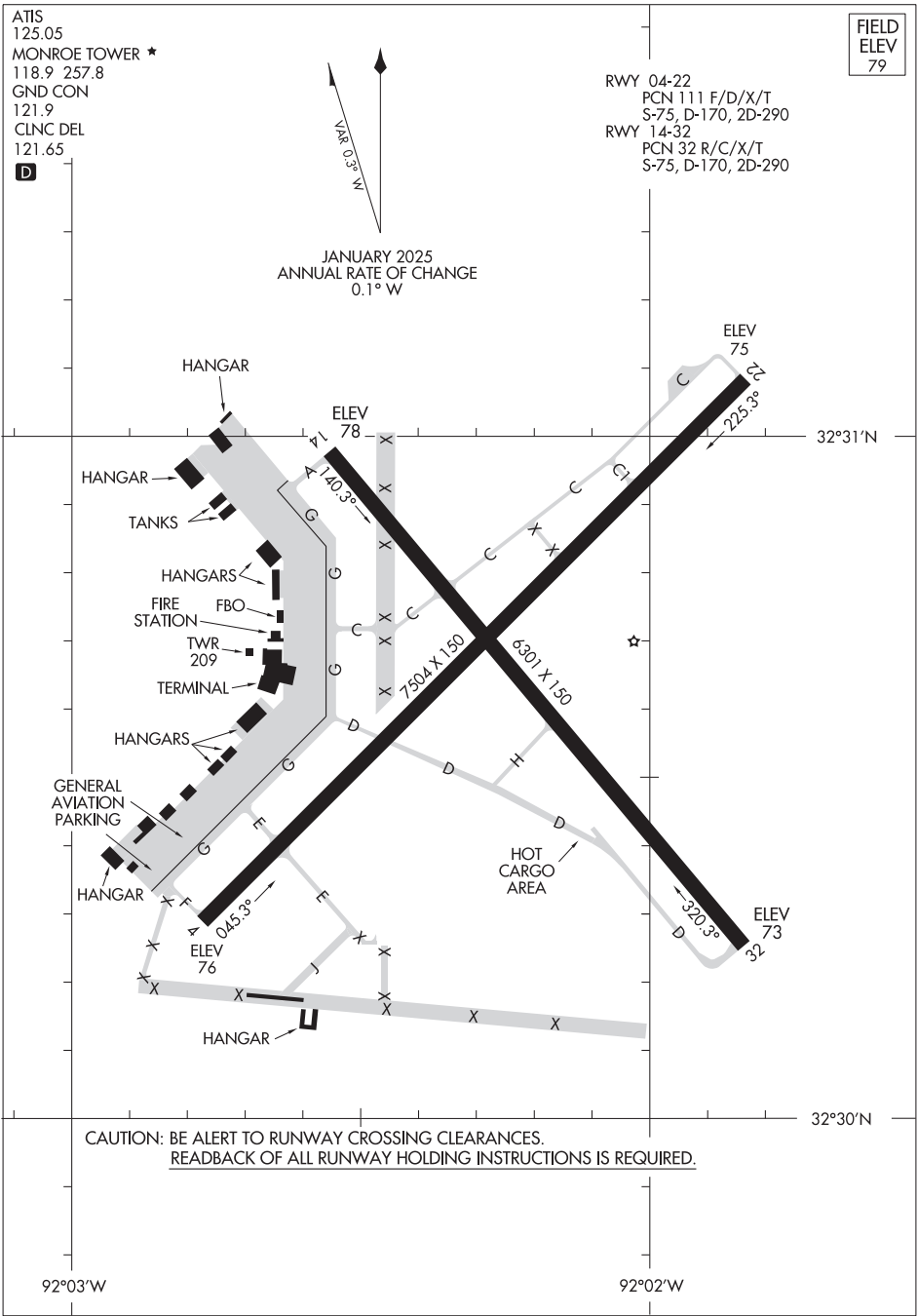
32°31'N-92°02'W

MONROE RGNL (MLU)
VOR RWY 32

267

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LOC I-HEZ	APP CRS	Rwy Idg	6500
<u>111.35</u>	136°	TDZE	266
		Apt Elev	272

APP CR
136°

Rwy Idg	6500
TDZE	266
Apt Elev	272

ILS or LOC RWY 14
HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)

RNP APCH - GPS required for procedure entry.

ADF required.

T Circling Rwy 36 NA at night. Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A Inop table does not apply to S-ILS 14 all Cats and S-LOC 14 Cats A/B.
 For inop ALS, increase S-LOC 14 Cat C/B visibility to $1\frac{3}{8}$ SM.

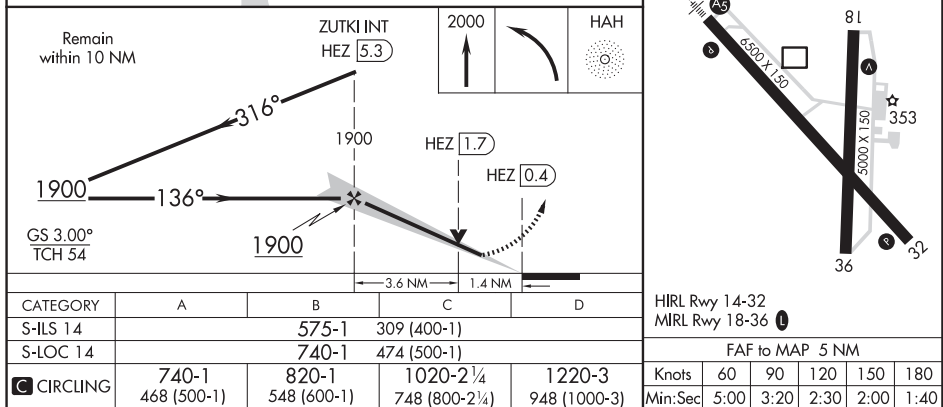
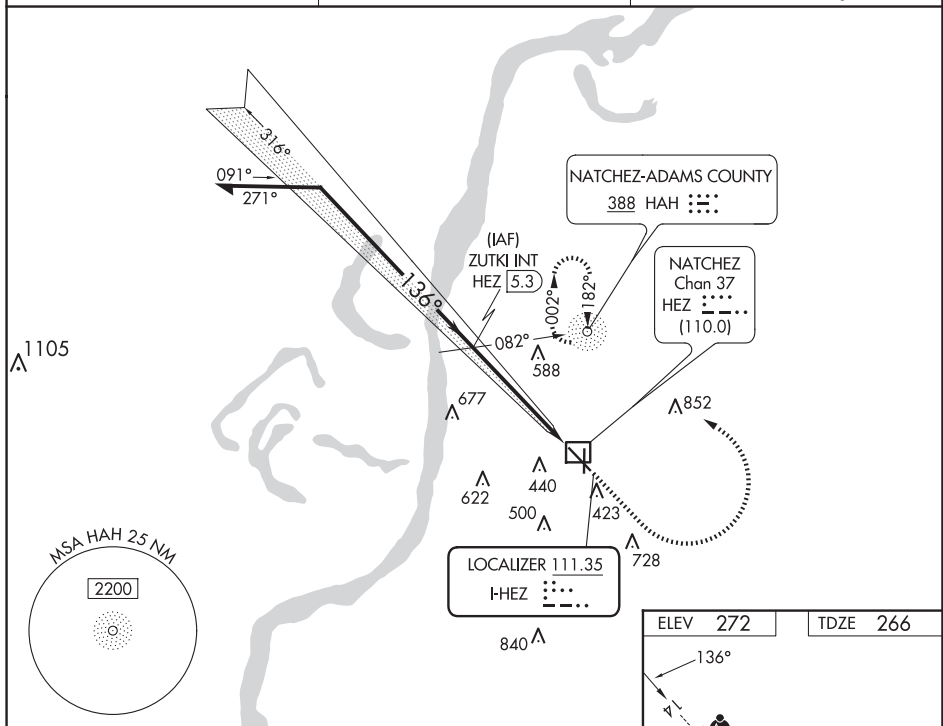
MALSR




MISSED APPROACH:
Climb to 2000 then
left turn direct
HAH NDB and hold.

AWOS-3PT
124.675

HOUSTON CENTER
120.975 299.6

UNICOM
122.8 (CTAF) 

CATEGORY	A	B	C	D
S-ILS 14		575-1	309 (400-1)	
S-LOC 14		740-1	474 (500-1)	
 CIRCLING	740-1 468 (500-1)	820-1 548 (600-1)	1020-2½ 748 (800-2½)	1220-3 948 (1000-3)

HIRL Rwy 14-32					
MIRL Rwy 18-36 L					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

23278

WAAS CH 50505 W14A	APP CRS 136°	Rwy Idg 6500 TDZE 266 Apt Elev 272
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RNAV (GPS) RWY 14

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)

RNP APCH - GPS.

- T** Circling Rwy 36 NA at night. Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C. For inop ALS, increase LNAV Cats C and D visibility to $1\frac{1}{8}$ SM. Inop table does not apply to LPV, LNAV/VNAV, and LNAV Cats A and B.

MALSR



MISSED APPROACH: Climb to 2800 direct WEGRA and hold.

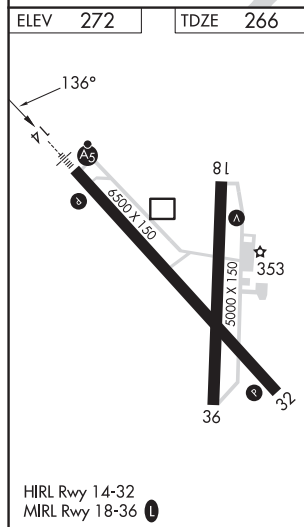
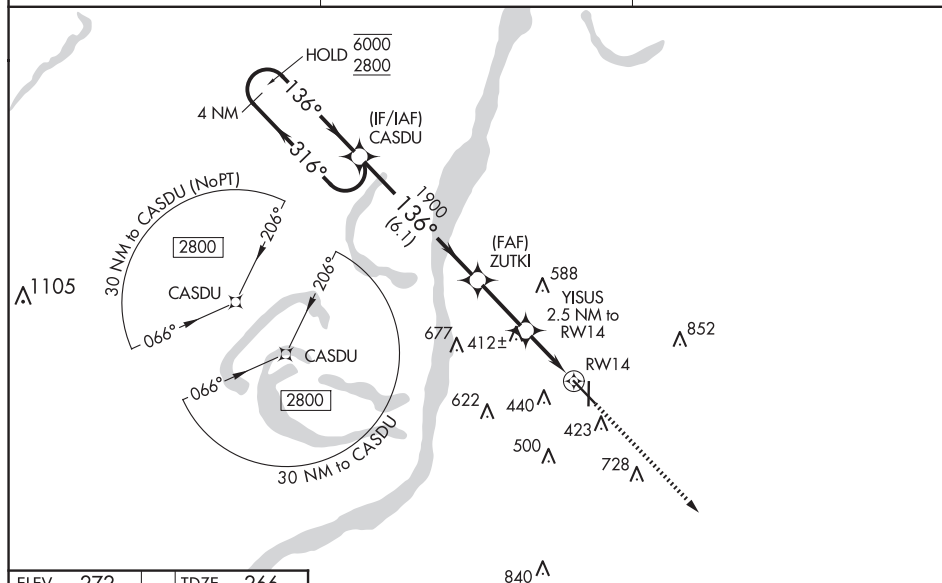
AWOS-3PT

124.675

HOUSTON CENTER

120.975 299.6

UNICOM

122.8 (CTAF) 

4 NM Holding Pattern		CASDU	ZUTKI	YISUS 2.5 NM to RW14	1.1 NM to RW14	4 NM WEGRA
6000 ← 316°		2800 → 136°	1900	1100		2800 WEGRA
GP 3.00° TCH 54						
		6.1 NM	2.5 NM	1.4 NM	1.1 NM	
CATEGORY	A	B	C	D		
LPV DA		575-1	309 (400-1)			
LNAV/VNAV DA		560-1	294 (300-1)			
LNAV MDA		680-1	414 (500-1)			
CIRCLING	740-1 468 (500-1)	820-1 548 (600-1)	1020-2 $\frac{1}{4}$ 748 (800-2 $\frac{1}{4}$)	1220-3 948 (1000-3)		

NATCHEZ, MISSISSIPPI

Amdt 1C 20APR23

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)

31°37'N-91°18'W

RNAV (GPS) RWY 14

WAAS CH 45734 W18A	APP CRS 181°	Rwy ldg 5000 TDZE 272 Apt Elev 272
--	------------------------	---

RNAV (GPS) RWY 18

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)

RNP APCH.

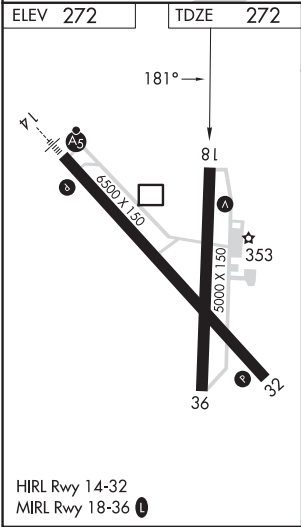
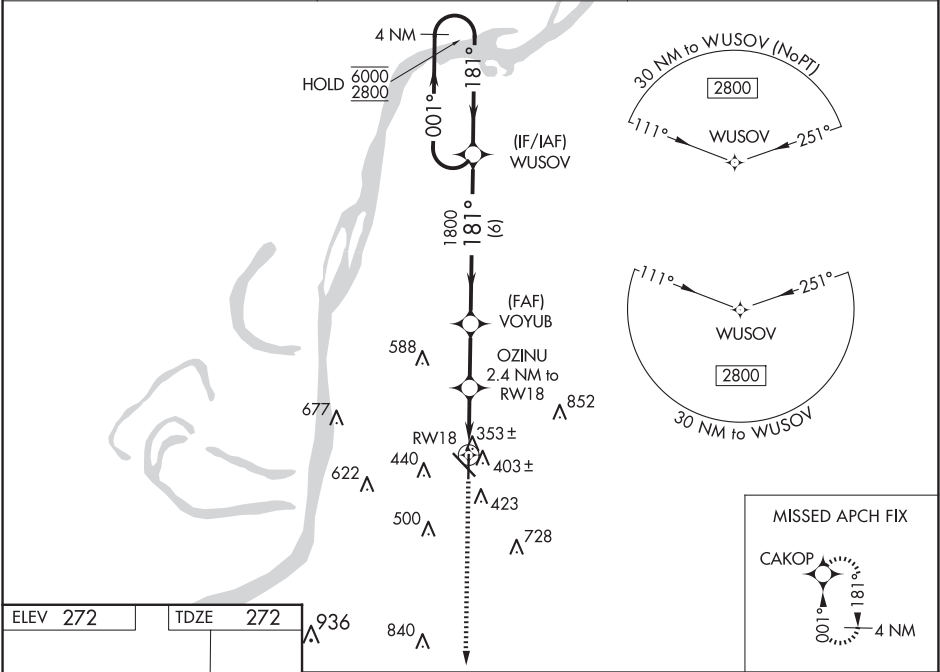
T

A



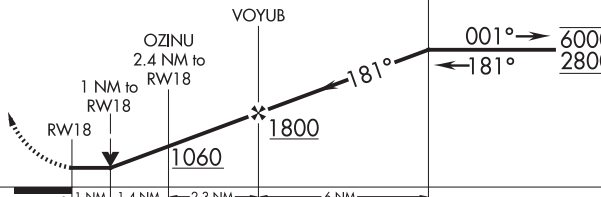

Circling Rwy 36 NA at night. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 direct CAKOP and hold.

AWOS-3PT 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 0
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HIRL Rwy 14-32
MIRL Rwy 18-36 0

2800		CAKOP		Visual Segment - Obstacles.		4 NM Holding Pattern			
									
CATEGORY		A		B		C		D	
LP MDA		620-1 348 (400-1)							
LNAV MDA		660-1 388 (400-1)				660-1½ 388 (400-1½)			
 CIRCLING		740-1		820-1		1020-2¼		1220-3	
		468 (500-1)		548 (600-1)		748 (800-2¼)		948 (1000-3)	

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90334 W32A	APP CRS 316°	Rwy ldg 6500 TDZE 272 Apt Elev 272
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RNAV (GPS) RWY 32

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)

RNP APCH - GPS.

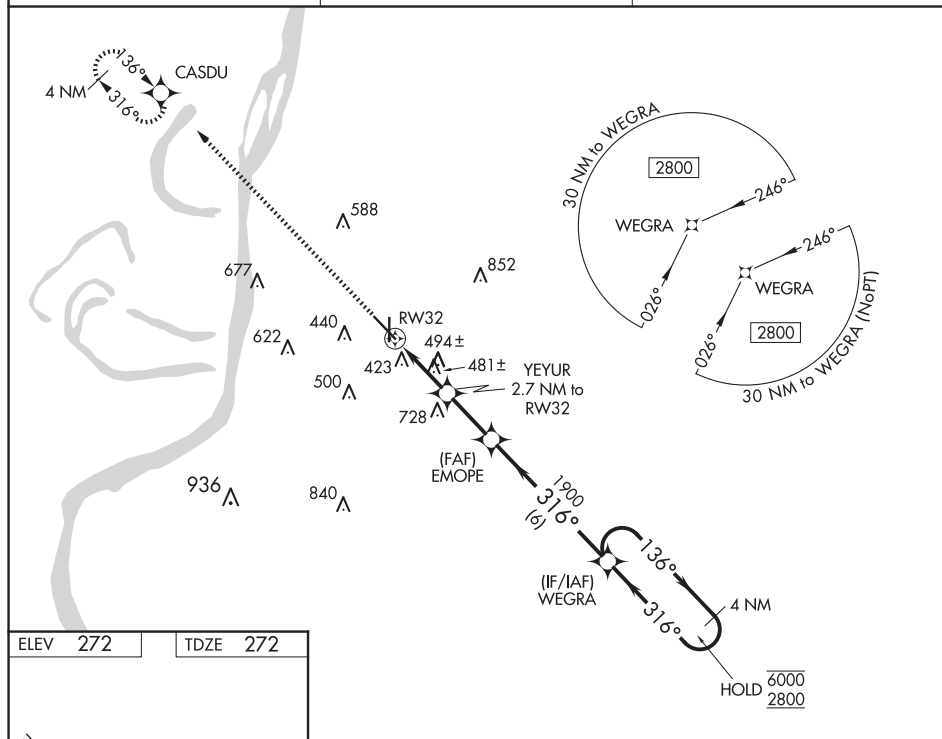
 Circling Rwy 36 NA at night.
Rwy 32 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2800 direct CASDU and hold.

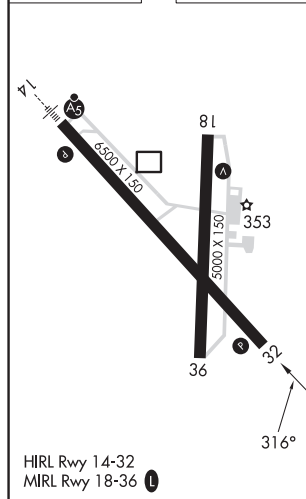
AWOS-3PT
124.675

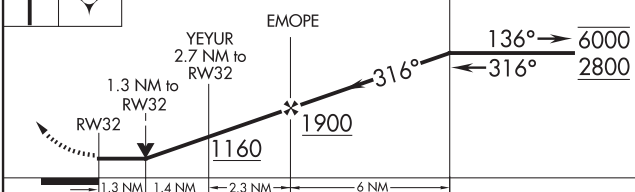
HOUSTON CENTER
120.975 299.6

UNICOM
122.8 (CTAF) 0



ELEV 272	TDZE 272
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2800 ↑	CASDU ✱	Visual Segment - Obstacles.				4 NM Holding Pattern			
									
CATEGORY		A		B		C		D	
LP MDA		740-1		468 (500-1)		740-1⅜		468 (500-1⅜)	
LNAV MDA		800-1		528 (600-1)		800-1½		528 (600-1½)	
CIRCLING		800-1 528 (600-1)		820-1 548 (600-1)		1020-2¼ 748 (800-2¼)		1220-3 948 (1000-3)	

WAAS CH 77734 W36A	APP CRS 001°	Rwy Idg TDZE Apt Elev	5000 272 272
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RNAV (GPS) RWY 36

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)

RNP APCH

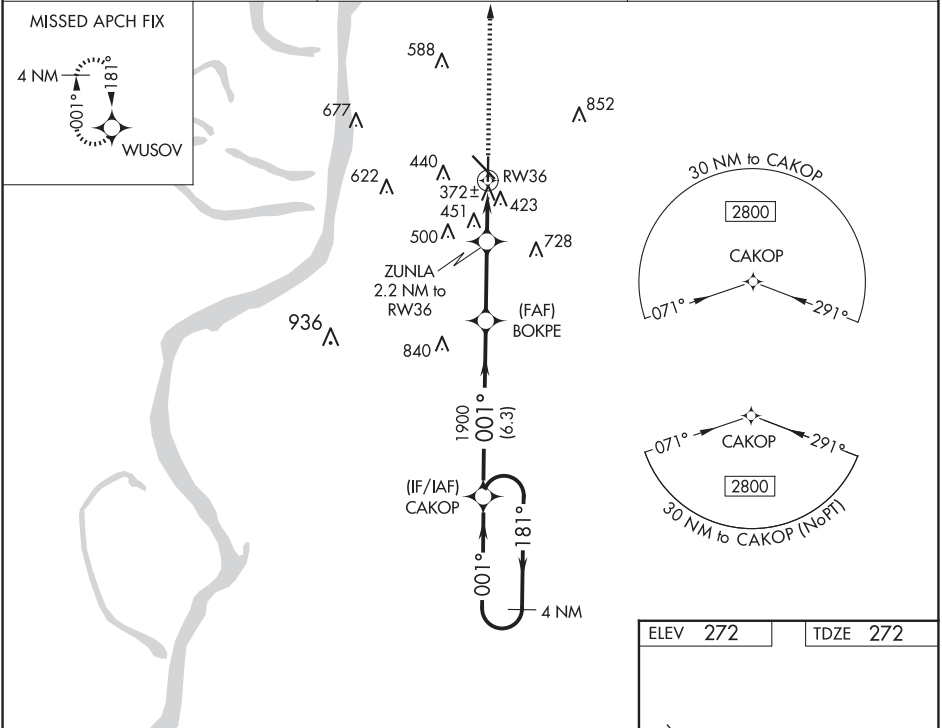
▼

▲

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet; increase LP and LNAV Cats C/D visibility ¾ SM. Increase Circling Cats C visibility ½ SM. Rwy 36 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night.

MISSED APPROACH: Climb to 2800 direct WUSOV and hold.

AWOS-3PT 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

Visual Segment - Obstacles.

2800

WUSOV

2800

181°

001°

001°

BOKPE

ZUNLA 2.2 NM to RW36

1900

1000

RW36

6.3 NM

2.8 NM

2.2 NM

CATEGORY	A	B	C	D
LP MDA	660-1	388 (400-1)	660-1⅓	388 (400-1⅓)
LNAV MDA	720-1	448 (500-1)	720-1⅓	448 (500-1⅓)
CIRCLING	740-1 468 (500-1)	820-1 548 (600-1)	1020-2¼ 748 (800-2¼)	1220-3 948 (1000-3)

ELEV 272

TDZE 272

45

81

353

36

32

001°

HIRL Rwy 14-32

MIRL Rwy 18-36 0

NATCHITOCHES, LOUISIANA

AL-5912 (FAA)

24249

WAAS CH 77810 W17A	APP CRS 162°	Rwy Idg 5003 TDZE 117 Apt Elev 121
--	------------------------	---

RNAV (GPS) RWY 17

NATCHITOCHES RGNL (IER)

RNP APCH.

- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
 ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: Increase LPV DA to 458 feet and visibility all Cats $\frac{3}{4}$ SM; increase LNAV/VNAV DA to 749 feet and visibility all Cats $\frac{3}{4}$ SM; increase all MDA 100 feet and LNAV Cat C visibility $\frac{3}{4}$ SM and Circling Cat C visibility $\frac{1}{2}$ SM. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting.

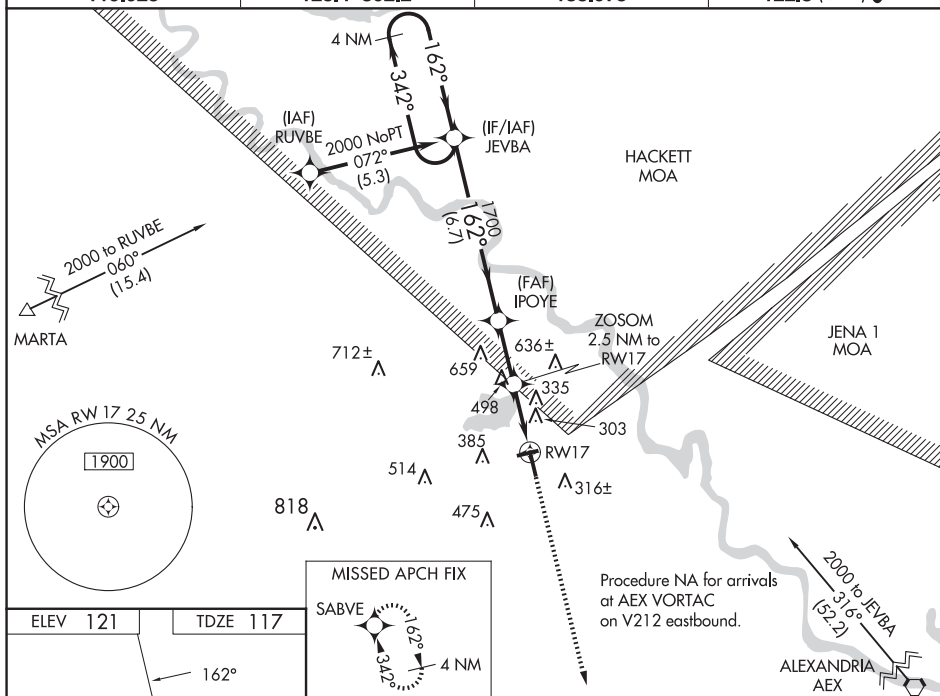
MISSED APPROACH: Climb to 2000 direct SABVE and hold.

AWOS-3
119.025

POLK APP CON
125.4 302.2

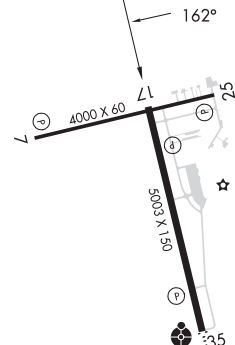
GCO
135.075

UNICOM
122.8 (CTAF) 0

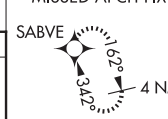


ELEV 121

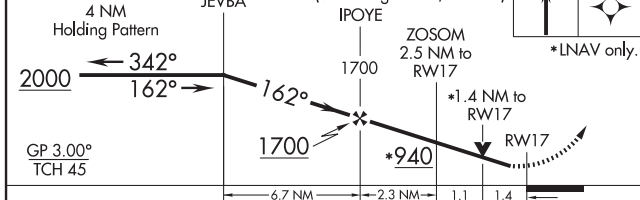
TDZE 117



MISSED APCH FIX



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).



CATEGORY	A	B	C	D
LPV DA	367-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	658-1 7/8	541 (600-1 7/8)		NA
LNAV MDA	620-1 503 (500-1)		620-1 503 (500-1 3/8)	NA
CIRCLING	800-1 679 (700-1)		860-2 739 (800-2)	NA

MIRL Rwy 7-25 and 17-35 0

REIL Rwy 7 and 17 0

NATCHITOCHES, LOUISIANA
Amdt 1B 15JUL21

31°44'N-93°06'W

NATCHITOCHES RGNL (IER)
RNAV (GPS) RWY 17

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86510 W35A	APP CRS 342°	Rwy ldg 5003 TDZE 121 Apt Elev 121
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RNAV (GPS) RWY 35
NATCHITOCHES RGNL (I&R)

RNP APCH.

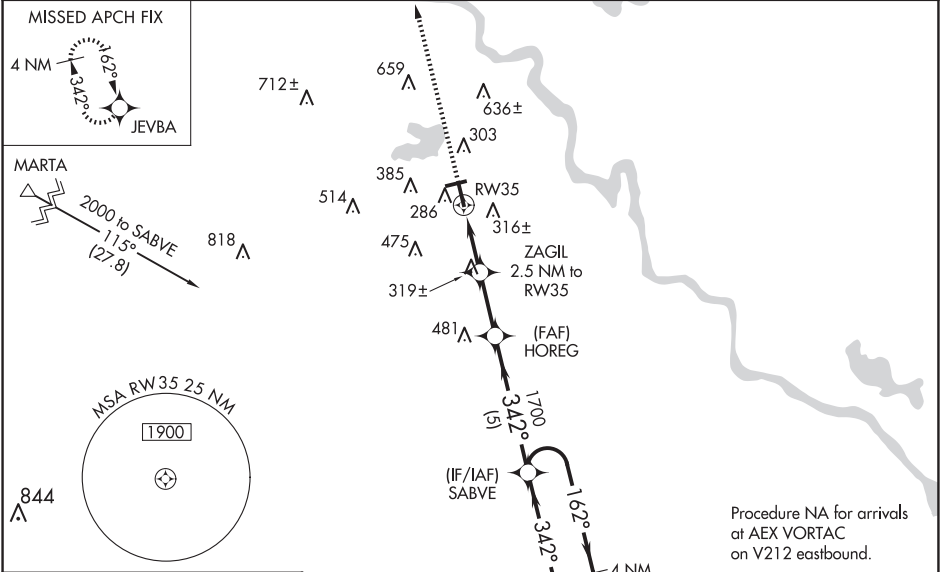
⚠ Inop table does not apply to LPV all Cats, and LNAV Cats A and B. Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: Increase LPV DA to 462 feet; increase LNAV/VNAV DA to 577 feet and visibility all Cats ¼ SM; increase all MDA 100 feet and LNAV Cat C visibility ¼ SM and Circling Cat C visibility ½ SM. For inoperative ODALS, increase LNAV/VNAV all Cats visibility ½ mile.

ODALS

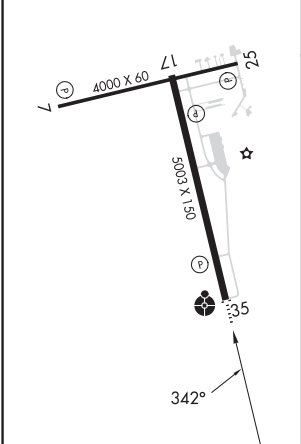


MISSED APPROACH:
Climb to 2000 direct JEVBA and hold.

AWOS-3 119.025	POLK APP CON 125.4 302.2	GCO 135.075	UNICOM 122.8 (CTAF)
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ELEV 121	TDZE 121
MIRL Rwy 7-25 and 17-35	REIL Rwy 7 and 17



2000	JEVBA	HOREG	SABVE	4 NM Holding Pattern
*LNAV only.		ZAGIL 2.5 NM to RW35		162° → 2000
		940*	1700	← 342°
		2.5 NM	2.3 NM	5 NM
CATEGORY	A	B	C	D
LPV DA	371-1	250 (300-1)		NA
LNAV/VNAV DA	486-1½	365 (400-1½)		NA
LNAV MDA	580-1	459 (500-1)	580-1½ 459 (500-1½)	NA
CIRCLING	680-1 559 (600-1)	740-1 619 (700-1)	860-2 739 (800-2)	NA

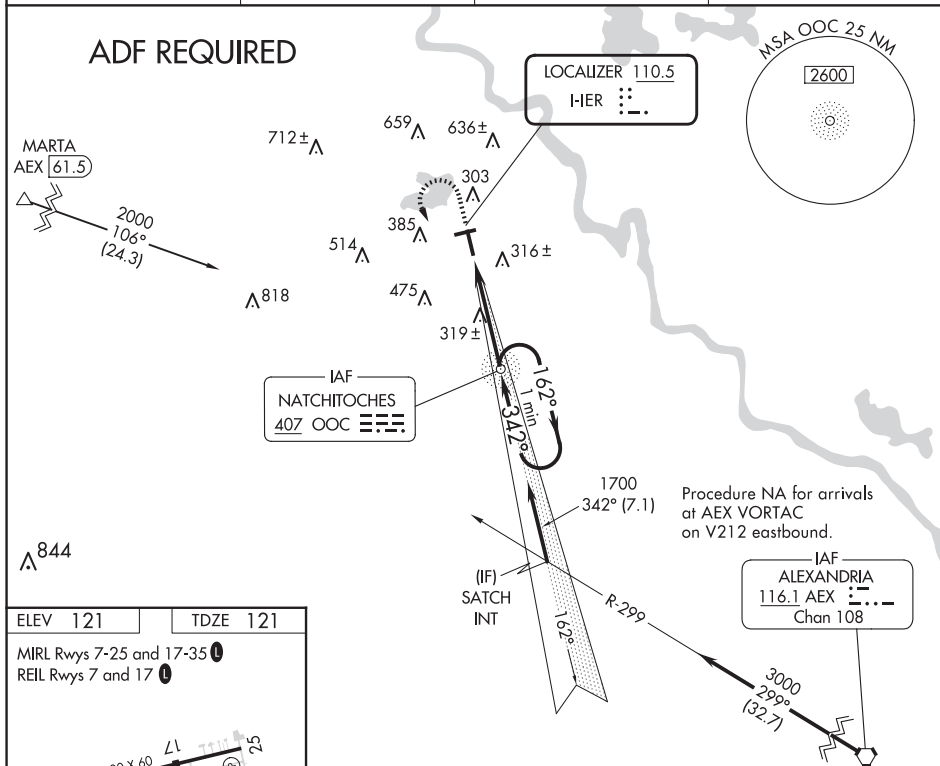
LOC RWY 35
NATCHITOCHES RGNL (TER)

Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase all MDA 100 feet and S-35 Cat C visibility $\frac{1}{4}$ SM and Circling Cat C visibility $\frac{1}{2}$ SM. For inop ODALS when using Alexandria Intl altimeter setting, increase S-35 Cat C visibility $\frac{1}{8}$ mile. Inop table does not apply to S-35 Cat A/B. ADF required.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3 119.025	POLK APP CON 125.4 302.2	GCO 135.075	UNICOM 122.8 (CTAF) ①
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ADF REQUIRED



ELEV	121	TDZE	121		
MIRL Rwy 7-25 and 17-35 L REIL Rwy 7 and 17 L					
<p>The diagram illustrates the intersection of two runways. Runway 7-25 is a horizontal runway with a width of 60 feet and a length of 4000 feet. Runway 17-35 is a vertical runway with a width of 150 feet and a length of 5003 feet. The angle between the two runways is 342 degrees. Various lights and markers are indicated with letters and symbols: 'L' for runway lights, 'A' for taxiway lights, 'P' for parking areas, and a star symbol for the runway threshold. The diagram also shows a 342° angle between the runways.</p>					
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

Diagram illustrating a VOR station with a VGSB (VGSB and descent angles not coincident) and a TCH 43. The VGSB is a 1000-foot high structure with a 2000-foot radius. The TCH 43 is a 1700-foot high structure. The VGSB and TCH 43 are 4.2 NM apart. The VGSB is labeled 'VGSB' and 'NDB'. The TCH 43 is labeled 'TCH 43'. The diagram shows a 162-degree turn and a 342-degree turn. The VGSB is labeled 'VGSB' and 'NDB'. The TCH 43 is labeled 'TCH 43'.

NDB OOC	APP CRS	Rwy Idg	5003
407	343°	TDZE	121
		Apt Elev	121

NDB RWY 35

NATCHITOCHES RGNL (I&R)

▼

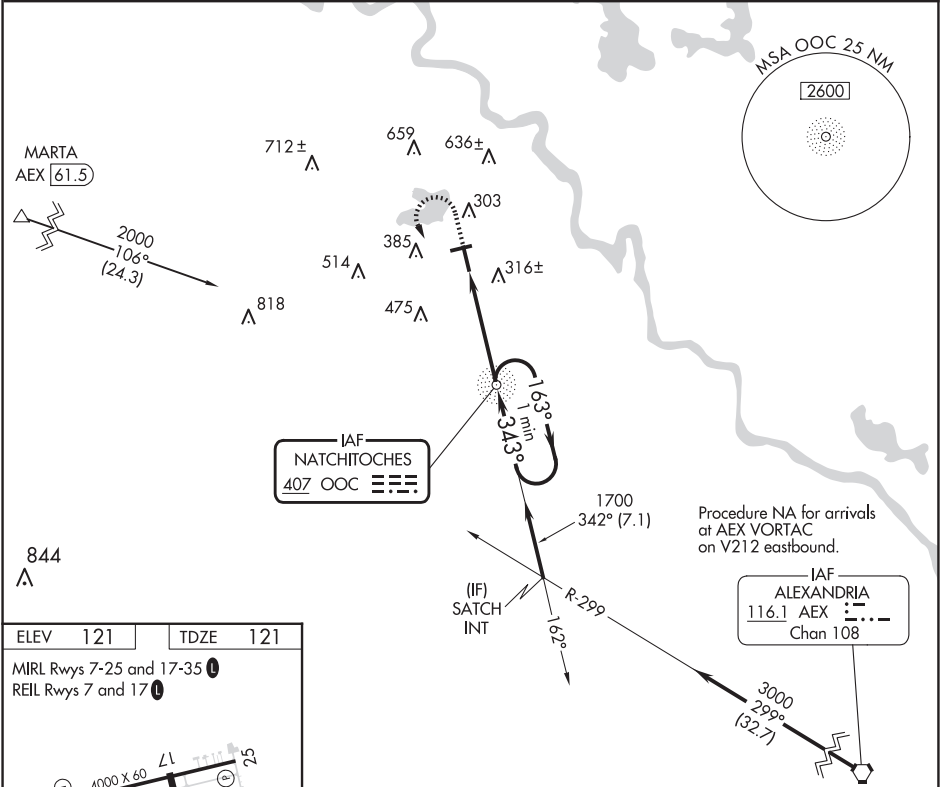
▲NA

Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: Increase all MDA 100 feet and S-35 Cat C visibility ½ SM and Circling Cat C visibility ½ SM. For inoperative ODALS increase S-35 Cat C visibility ½ mile. Inoperative table does not apply to S-35 Cat A/B.

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119,025	125.4 302.2	135,075	122.8 (CTAF) 0



1000 2000 OOC

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).

One Minute Holding Pattern

163° 343° 2000

343° 1700

3.43° TCH 43

4.2 NM

CATEGORY	A	B	C	D
S-35	720-1 599 (600-1)		720-1½ 599 (600-1½)	NA
CIRCLING	720-1 599 (600-1)	740-1 619 (700-1)	860-2 739 (800-2)	NA

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

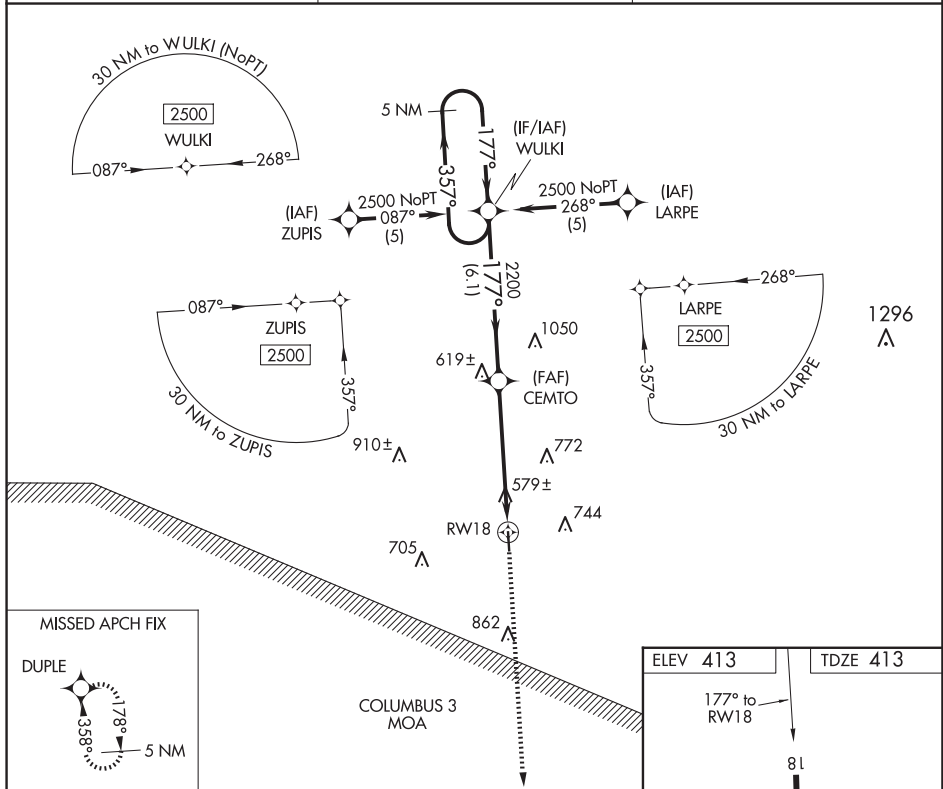
APP CRS	Rwy Idg	3903
177°	TDZE	413
	Apt Elev	413

RNAV (GPS) RWY 18

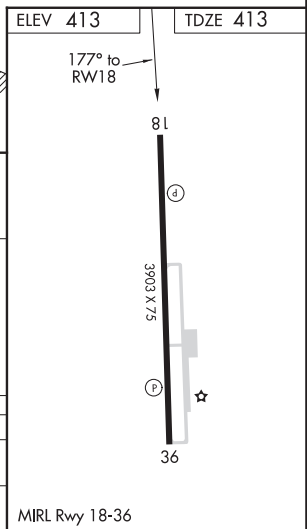
NEW ALBANY/UNION COUNTY (M72)

▽ Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDA 20 feet and visibility Circling Cat C ¼ SM. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 2500 direct DUPL and hold.
--	---

TUP ASOS 133.525	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern	WULKI	2500	357°	177°	CEMTO	2200	3.04°	TCH 40	RW18
		6.1 NM		5.4 NM					
CATEGORY	A	B	C	D					
RNAV MDA	900-1	487 (500-1)	900-1¼ 487 (500-1¼)	NA					
CIRCLING	940-1	527 (600-1)	1140-2 727 (800-2)	NA					



SC-4, 07 AUG 2025 to 02 OCT 2025

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APP CRS	Rwy Idg	3903
357°	TDZE	413
	Apt Elev	413

RNAV (GPS) RWY 36
NEW ALBANY/UNION COUNTY (M72)

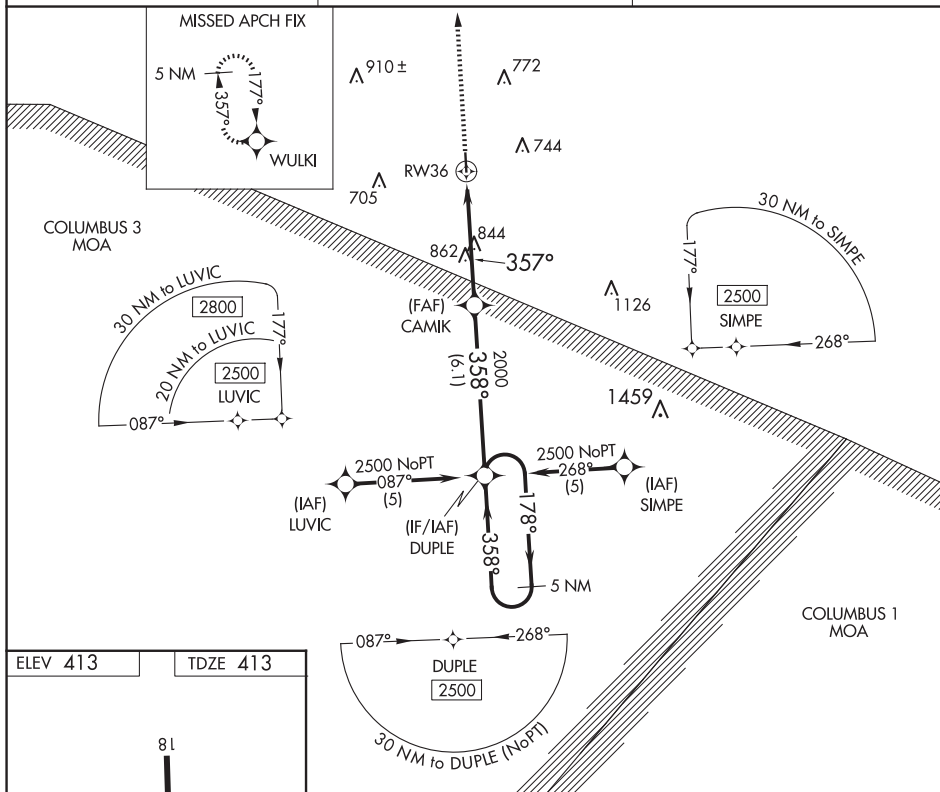
T Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. **A** NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct WULKI and hold.

TUP ASOS
133,525

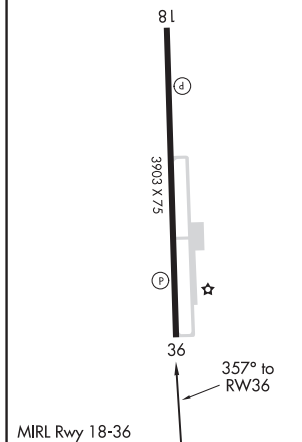
MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF)



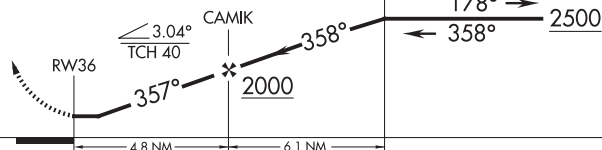
ELEV 413

TDZE 413



2500	WULKI
	

5 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA
CIRCLING	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA

ILS or LOC RWY 35
ACADIANA RGNL (ARA)

MALSR
A5

T Circling NA to Rwy 17W and 35W. For inop ALS increase S-ILS 35
A Cat E visibility to $\frac{3}{4}$ SM and S-LOC 35 Cats C/D/E visibility to $1\frac{1}{8}$ SM.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 080° and LFT R-114 to CLYNT INT/LFT 18.8 DME and hold.

LAFAYETTE
109.8 LFT
Chan 35

Procedure NA for arrival on LFT VORTAC
airway radials 092 CW 114.

LOCALIZER
I-ARA 108.9
Chan 26

MSA LFT 25 NM
2900 2100
360°

ELEV 24 TDZE 21
HIRL Rwy 17-35
Seaway Rwy 17W-35W

HOLD 4500 2000

CATEGORY	A	B	C	D	E
S-ILS 35	221 - 1/2 200 (200 - 1/2)				
S-LOC 35	440 - 1/2 419 (500 - 1/2) 440 - 3/4 419 (500 - 3/4)				
C CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	600-1 1/2 576 (600-1 1/2)	680-2 656 (700-2)	900-3 876 (900-3)

LAFAYETTE
109.8 LFT
Chan 35

Procedure NA for arrival on LFT VORTAC
airway radials 092 CW 114.

LOCALIZER
I-ARA 108.9
Chan 26

MSA LFT 25 NM
2900 2100
360°

ELEV 24 TDZE 21
HIRL Rwy 17-35
Seaway Rwy 17W-35W

HOLD 4500 2000

CATEGORY	A	B	C	D	E
S-ILS 35	221 - 1/2 200 (200 - 1/2)				
S-LOC 35	440 - 1/2 419 (500 - 1/2) 440 - 3/4 419 (500 - 3/4)				
C CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	600-1 1/2 576 (600-1 1/2)	680-2 656 (700-2)	900-3 876 (900-3)

LAFAYETTE
109.8 LFT
Chan 35

Procedure NA for arrival on LFT VORTAC
airway radials 092 CW 114.

LOCALIZER
I-ARA 108.9
Chan 26

MSA LFT 25 NM
2900 2100
360°

ELEV 24 TDZE 21
HIRL Rwy 17-35
Seaway Rwy 17W-35W

HOLD 4500 2000

CATEGORY	A	B	C	D	E
S-ILS 35	221 - 1/2 200 (200 - 1/2)				
S-LOC 35	440 - 1/2 419 (500 - 1/2) 440 - 3/4 419 (500 - 3/4)				
C CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	600-1 1/2 576 (600-1 1/2)	680-2 656 (700-2)	900-3 876 (900-3)

ACADIANA RGNL (ARA)
ILS or LOC RWY 35

WAAS
CH **82501**
W17A

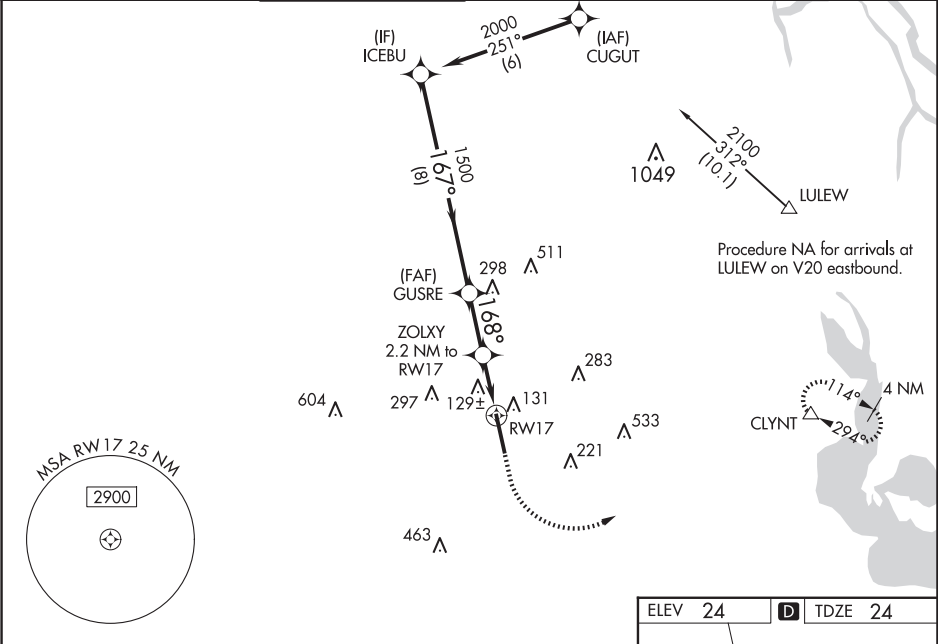
APP CRS
168°

Rwy Idg
TDZE **24**
Apt Elev **24**

RNAV (GPS) RWY 17

ACADIANA RGNL (ARA)

RNP APCH. ▼ Circling NA to Rwy 17W and 35W. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cats C/D visibility to 1 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.					ODALS 	MISSED APPROACH: Climb to 480 then climbing left turn to 2000 direct CLYNT and hold.		
ASOS 133.325	LAFAYETTE APP CON * 121.1 268.7	ACADIANA TOWER * 125.0 (CTAF) 239.3	GND CON 121.7	CLNC DEL 121.7	CLNC DEL 118.05 (when twr closed)	UNICOM 122.95	122.7 0	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).					ELEV 24	TDZE 24
CATEGORY	A	B	C	D		
LPV DA	274-¾		250 (300-¾)			
LNAV/VNAV DA	420-1½		396 (400-1½)			
LNAV MDA	380-¾ 356 (400-¾)		380-⅞ 356 (400-⅞)			
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	600-1½ 576 (600-1½)	680-2 656 (700-2)	HIRL Rwy 17-35 0 Seaway Rwy 17W-35W 0	

NEW IBERIA, LOUISIANA

AL-5040 (FAA)

25107

WAAS CH 40301 W35A	APP CRS 348°	Rwy Idg 8002 TDZE 21 Apt Elev 24
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RNAV (GPS) RWY 35

ACADIANA RGNL (ARA)

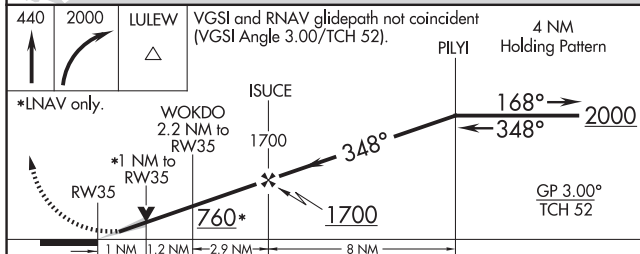
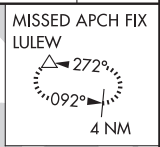
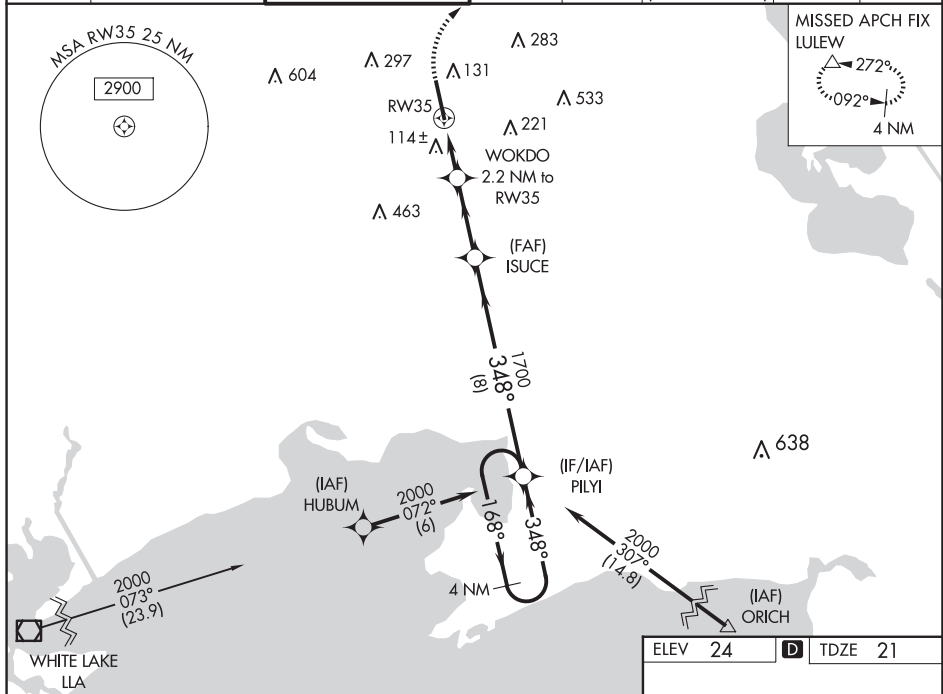
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D visibility to 1 SM. Circling NA to Rwys 17W and 35W.

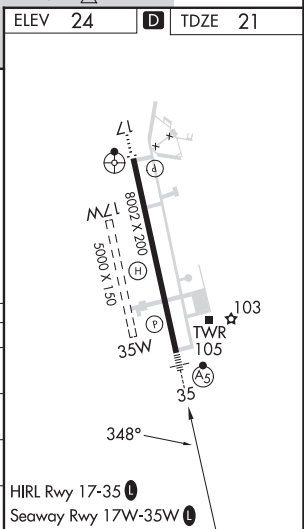
MALSR

MISSED APPROACH: Climb to 440 then climbing right turn to 2000 direct LULEW and hold.

ASOS 133.325	LAFAYETTE APP CON ★ 121.1 268.7	ACADIANA TOWER ★ 125.0 (CTAF) 239.3	GND CON 121.7	CLNC DEL 121.7	CLNC DEL 118.05 (when twr closed)	UNICOM 122.95	122.7
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CATEGORY	A	B	C	D
LPV DA		221-1/2	200 (200-1/2)	
LNAV/DA		303-1/2	282 (300-1/2)	
LNAV MDA	380-1/2	359 (400-1/2)	380-3/4	359 (400-3/4)
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	600-1 1/2 576 (600-1 1/2)	680-2 656 (700-2)



NEW IBERIA, LOUISIANA
Amdt 1A 15AUG19

30°02'N-91°53'W

RNAV (GPS) RWY 35

ACADIANA RGNL (ARA)

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

VORTAC LFT	APP CRS	Rwy Idg	8002
109.8	328°	TDZE	21
Chan 35		Apt Elev	24

VOR RWY 35

ACADIANA RGNL (A.R.A.)

⚠

⚠

Circling NA to Rwy's 17W and 35W.
DME required.
Inop table does not apply.

MALSR

AS

MISSED APPROACH: Climbing right turn to 2000 on heading 080° and LFT R-114 to CLYNT INT/LFT 18.8 DME and hold.

ASOS	LAFAYETTE APP CON *	ACADIANA TOWER *	GND CON	CLNC DEL	CLNC DEL	UNICOM	122.7
133.325	121.1 268.7	125.0 (CTAF) 239.3	121.7	121.7	118.05 (when twr closed)	122.95	

DME REQUIRED

ELEV	24	TDZE	21
HIRL Rwy 16-34			
Seaway Rwy 16W-34W			

2000	LFT	CLYNT	MACAN	One Minute Holding Pattern	
hdg 080°	R-114	△	LFT 17		
CATEGORY	A	B	C	D	E
S-35	540-1½	519 (600-½)	540-1⅔	519 (600-1⅔)	
CIRCLING	540-1	516 (600-1)	600-1½ 576 (600-1½)	680-2 656 (700-2)	900-3 876 (900-3)

NEW IBERIA, LOUISIANA

Amcl 2 27APR17

ACADIANA RGNL (A.R.A.)

VOR RWY 35

30°02'N-91°53'W


283

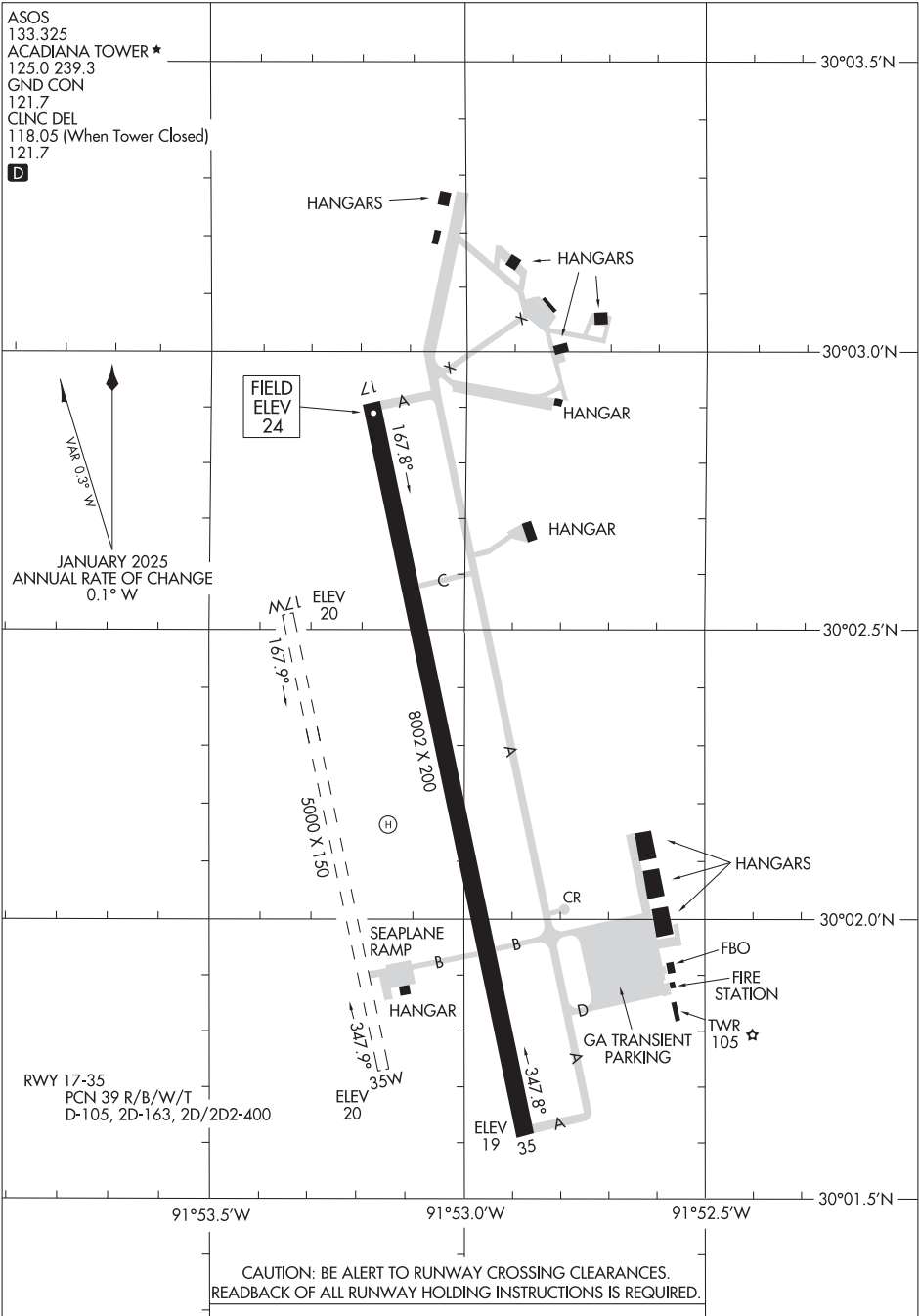
VOR or TACAN RWY 17
ACADIANA RGNL (ARA)

- ODALS

MISSED APPROACH: Climbing left turn to 2000 on heading 060° and LFT VORTAC R-114 to CLYNT INT/18.8 DME and hold.

2000	LFT	CLYNT
hdg 060°	R-114	△

CATEGORY	A	B	C	D	E
S-17	500-3/4	476 (500-3/4)	500-1 1/4 476 (500-1 1/4)		
 CIRCLING	500-1	476 (500-1)	600-1 1/2 576 (600-1 1/2)	680-2 656 (700-2)	900-3 876 (900-3)



ILS or LOC RWY 18R
LAKEFRONT (NEW)

The diagram illustrates the MRL 18R-36L intersection. It includes radar coverage areas for WIPFB I-NEW (12.2), BOGLY I-NEW (6.2), and ETOSE I-NEW (1.7). A flight path is shown with a turn from 1700 to 177° and a distance of 6.1 NM. A second segment shows a turn from 1700 to 170° and a distance of 4.5 NM. A third segment shows a turn from 1700 to 170° and a distance of 0.6 NM. The diagram also shows the airport layout with runways 18R, 18L, 36L, and 36R, and taxiways 9-27 and 9-36. The diagram is labeled with various identifiers including 500, 2100, SNAKI, TWR 122, 3697 X 75, 36R, 36L, 3114 X 75, 97, 829 X 150, and 214+.

LAKEFRONT (NEW)
ILS or LOC RWY 18R

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61302 W18A	APP CRS 177°	Rwy Idg 5510 TDZE 8 Apt Elev 8
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RNAV (GPS) RWY 18R

LAKEFRONT (NEW)

⚠

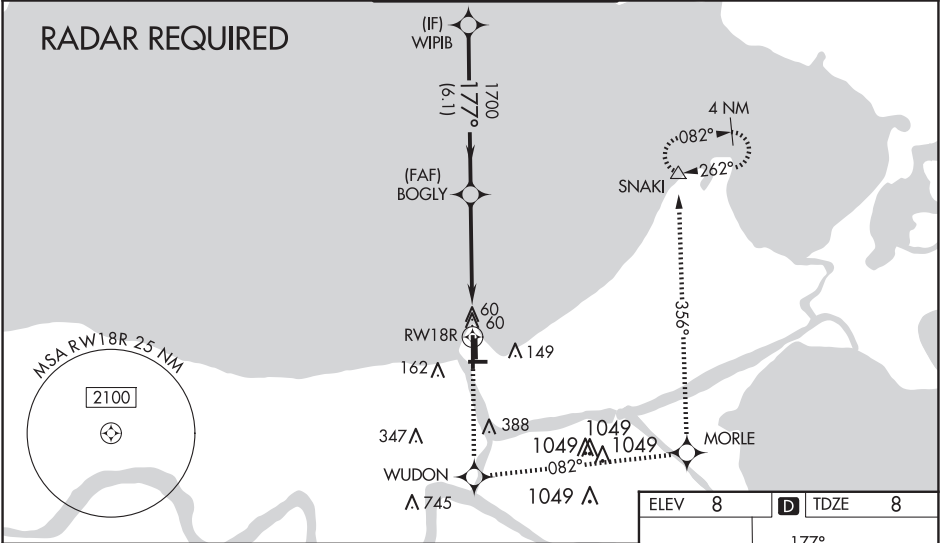
Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV and Circling Cat C and D visibility ¼ mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting, increase LNAV Cat A and B visibility to 1 mile.

MALSR

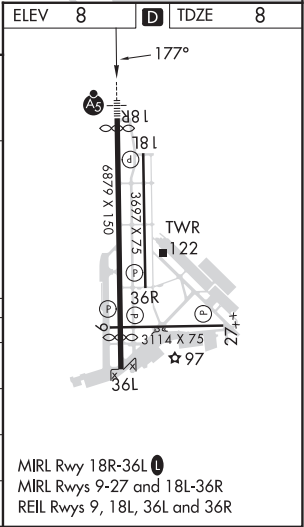
MISSED APPROACH:

Climb to 2100 direct WUDON and left turn on track 082° to MORLE and on track 356° to SNAKI and hold.

ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER ★ 118.95(CTAF) 0	GND CON 121.7 335.575	CLNC DEL 127.4
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Procedure Turn NA	2100	WUDON	MORLE	tr 356°	SNAKI
*LNAV only.					
CATEGORY	A	B	C	D	
LPV DA		258-¾	250 (300-¾)		
LNAV/ VNAV DA		521-1¼	513 (600-1¼)		
LNAV MDA	640-¾	632 (700-¾)	640-1¼ 632 (700-1¼)	640-1½ 632 (700-1½)	
CIRCLING	640-1	632 (700-1)	700-2 692 (700-2)	820-2¾ 812 (900-2¾)	




SC-4, 07 AUG 2025 to 02 OCT 2025

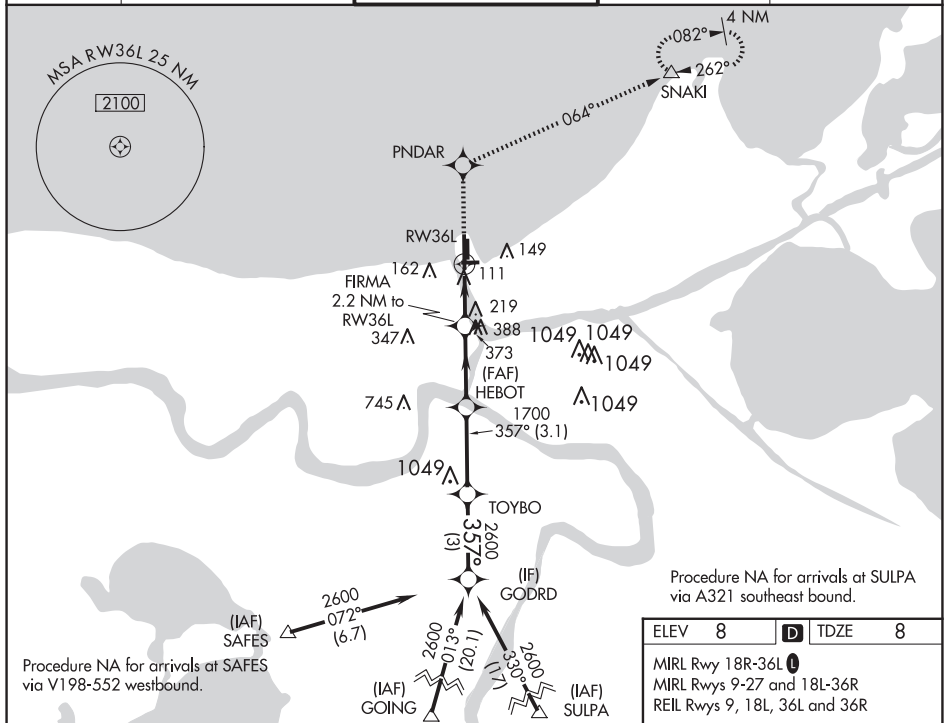
SC-4, 07 AUG 2025 to 02 OCT 2025

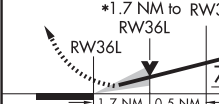
WAAS CH 86913 W36A	APP CRS 357°	Rwy Idg 5135 TDZE 8 Apt Elev 8
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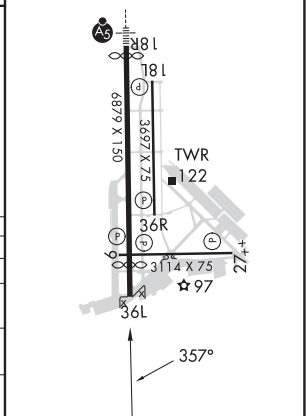
RNAV (GPS) RWY 36L
LAKEFRONT (NEW)

- | | | |
|---|--|--|
|  | <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 369 feet, LNAV/VNAV DA to 460 feet and all visibilities ½ mile; increase all MDA 40 feet and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.</p> | <p>MISSED APPROACH: Climb to 2100 direct PNDAR and via track 064° to SNAKI and hold.</p> |
|---|--|--|

ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER * 118.95(CTAF) 0	GND CON 121.7 335.575	CLNC DEL 127.4
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2100 ↑	PNDAR ✦	Ir 064° △	SNAKI		Procedure Turn NA	
*LNAV only.			FIRMA 2.2 NM to RW36L	HEBOT	TOYBO	GODRD
			357° 2600 GP 3.00° TCH 50			
CATEGORY		A		B	C	D
LPV	DA			340-1 $\frac{1}{8}$	332 (400-1 $\frac{1}{8}$)	
LNAV/ VNAV	DA			431-1 $\frac{3}{8}$	423 (500-1 $\frac{3}{8}$)	
LNAV	MDA	600-1	592 (600-1)	600-1 $\frac{3}{4}$		592 (600-1 $\frac{3}{4}$)
CIRCLING		600-1	592 (600-1)	700-2 692 (700-2)		820-2 $\frac{3}{4}$ 812 (900-2 $\frac{3}{4}$)



NEW ORLEANS, LOUISIANA
Orig-B 17JUN21

30°03'N-90°02'W

LAKEFRONT (NEW)
RNAV (GPS) RWY 36L

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4. 07 AUG 2025 to 02 OCT 2025

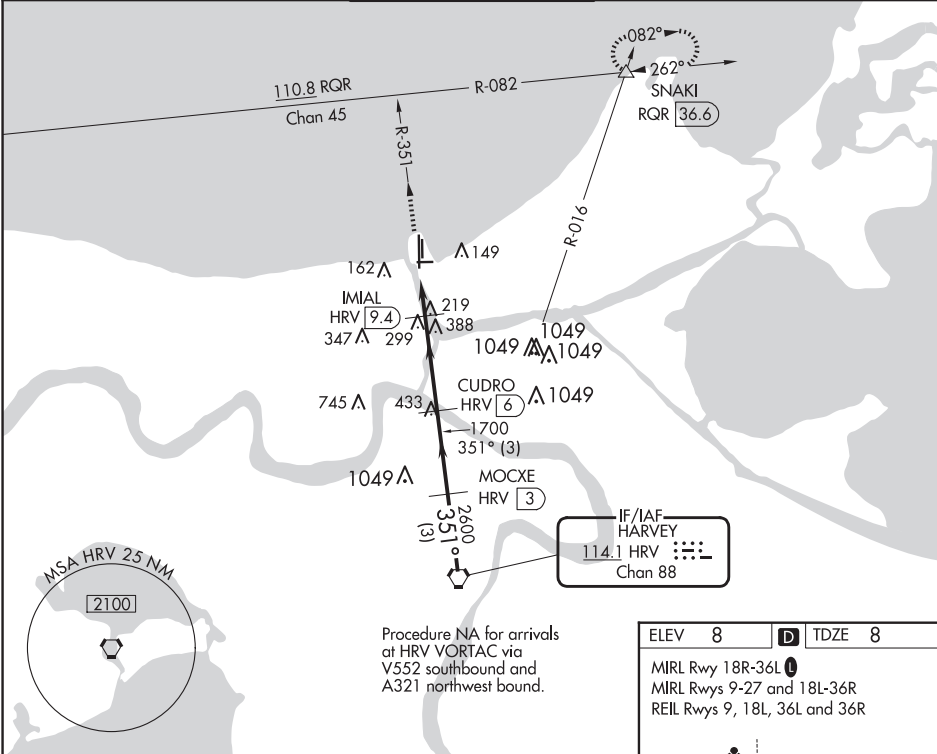
VORTAC	HRV	Rwy Idg	5135
114.1	APP CRS	TDZE	8
Chan 88	351°	Apt Elev	8

VOR/DME RWY 36L
LAKEFRONT (NEW)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 40 feet and increase S-36L Cat C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 via HRV R-351 and RQR R-082 to SNAKI INT/RQR 36.6 DME and hold.

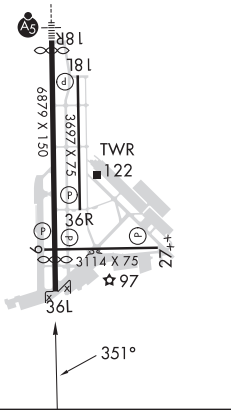
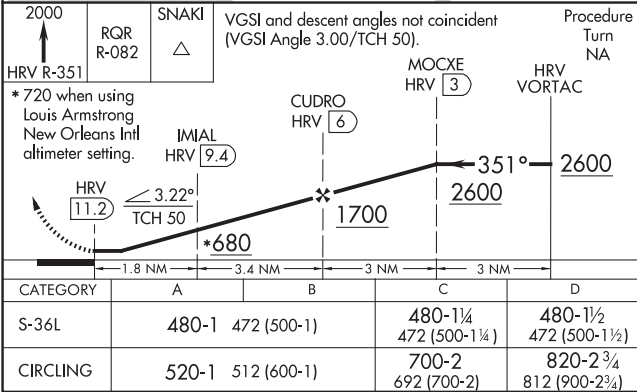
ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER ★ 118.95(CTAF) 0	GND CON 121.7 335.575	CLNC DEL 127.4
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Procedure NA for arrivals at HRV VORTAC via V552 southbound and A321 northwest bound.

ELEV 8	TDZE 8
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MIRL Rwy 18R-36L
MIRL Rws 9-27 and 18L-36R
REIL Rws 9, 18L, 36L and 36R



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

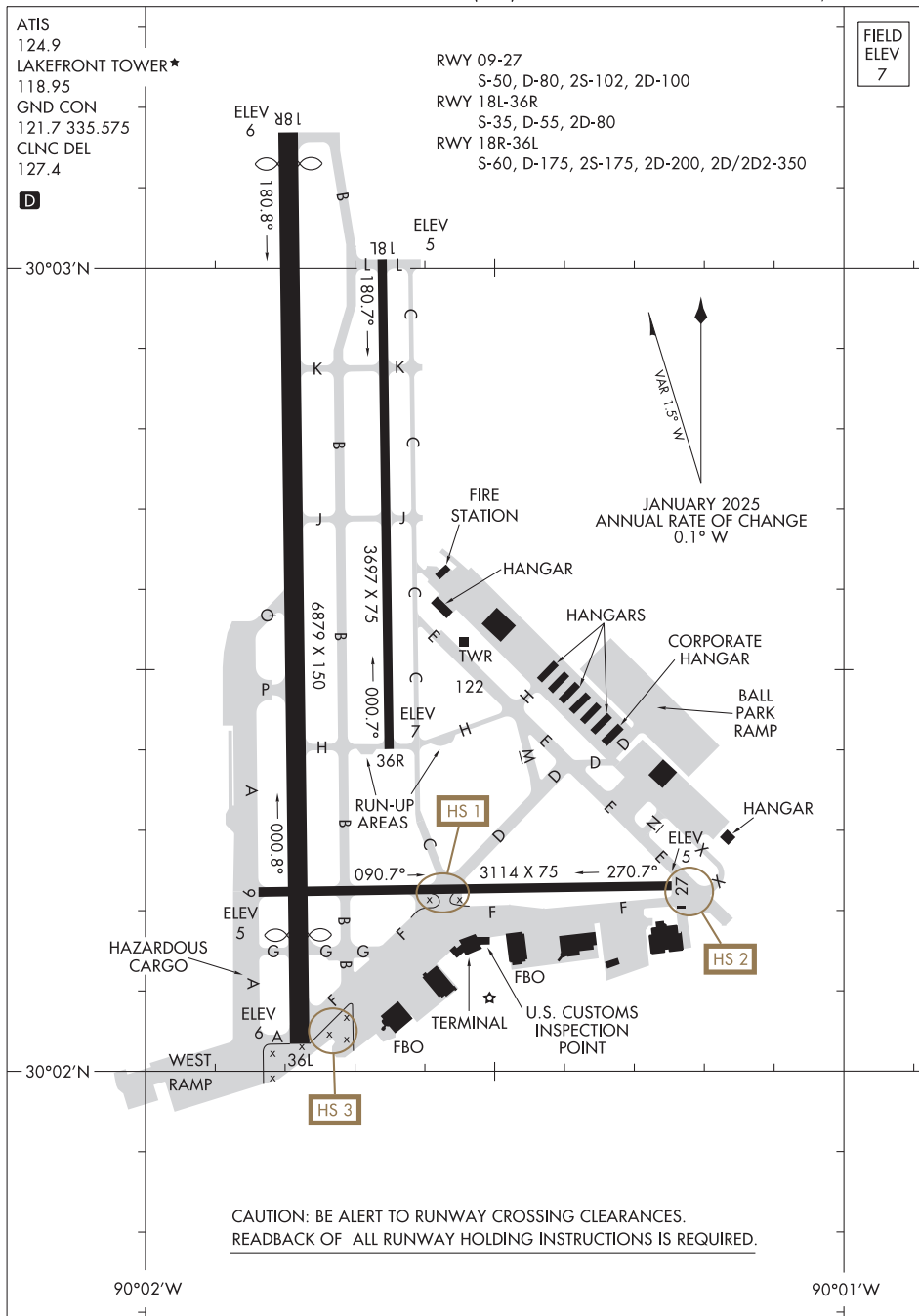
AIRPORT DIAGRAM

AL-288 (FAA)

LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA

ATIS	124.9
LAKEFRONT TOWER★	118.95
GND CON	121.7 335.575
CLNC DEL	127.4

RWY 09-27
S-50, D-80, 2S-102, 2D-100
RWY 18L-36R
S-35, D-55, 2D-80
RWY 18R-36L
S-60, D-175, 2S-175, 2D-200, 2D/2D2-350

FIELD
ELEV
7

AIRPORT DIAGRAM

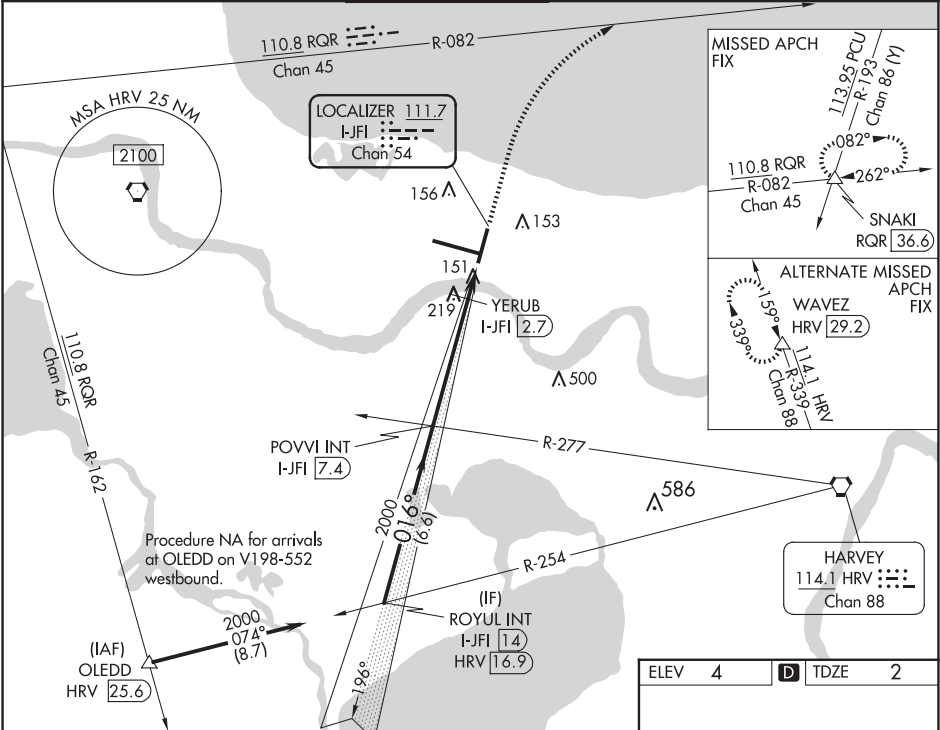
NEW ORLEANS, LOUISIANA
LAKEFRONT (NEW)

LOC/DME I-JFI 111.7 Chan 54	APP CRS 016°	Rwy Ldg 7002 TDZE 2 Apt Elev 4
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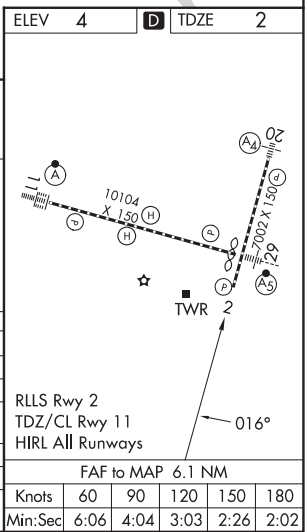
ILS or LOC RWY 2
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

DME required for procedure entry.		MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on RQR VOR/DME R-082 to SNAKI INT/RQR 36.6 DME and hold.	
Autopilot coupled approach NA below 880. Rwy 2 helicopter visibility reduction below RVR 4000 NA.			

D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC
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VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 52).				
ROYUL INT I-JFI 14				
POVVI INT I-JFI 7.4				
GS 3.00° TCH 56				
2000 016°				
480				
YERUB I-JFI 2.7				
I-JFI 1.3				
6.6 NM 4.7 NM 1.4 NM				
CATEGORY	A	B	C	D
S-ILS 2	415/60			
S-LOC 2	480/55	478 (500-1)	480-1 3/8	478 (500-1 3/8)
CIRCLING	520-1	516 (600-1)	580-1 1/2 576 (600-1 1/2)	580-2 576 (600-2)
YERUB FIX MINIMUMS				
S-LOC 2	420/55	418 (500-1)	420/60	418 (500-1 1/4)
CIRCLING	520-1	516 (600-1)	580-1 1/2 576 (600-1 1/2)	580-2 576 (600-2)



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 11
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

Diagram illustrating a non-coincident VGS and ILS glidepath. The diagram shows a 4000-foot glideslope (GS) at 2.80° TCH 56° and a 2000-foot glideslope (GS) at 2.80° TCH 56°. The VGS and ILS glidepaths do not coincide. The diagram includes a scale bar from 0 to 1.0 NM, a heading indicator, and a table of data for the WENUP FIX MINIMUMS.

Category	A	B	C	D
S-ILS 11	204/18 200 (200-½)			
S-LOC 11	500/24	496 (500-½)	500/50	496 (500-1)
C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-1½)	600-2 596 (600-2)
WENUP FIX MINIMUMS				
S-LOC 11	320/24 316 (400-½)			
C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-1½)	600-2 596 (600-2)

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°16'W ILS or LOC RWY 11

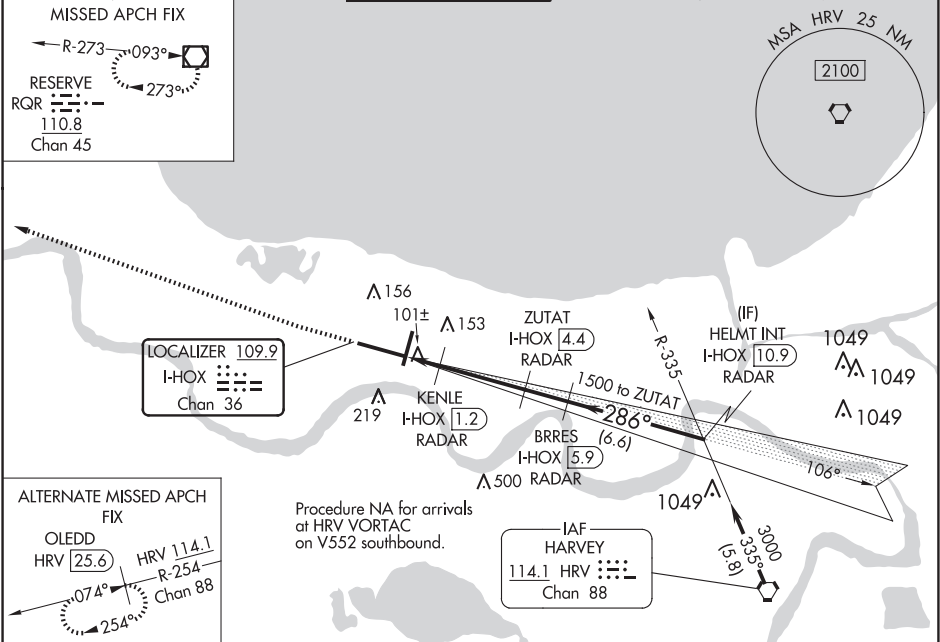
SC-4, 07 AUG 2025 to 02 OCT 2025

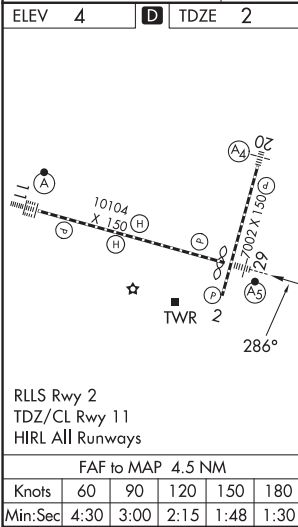
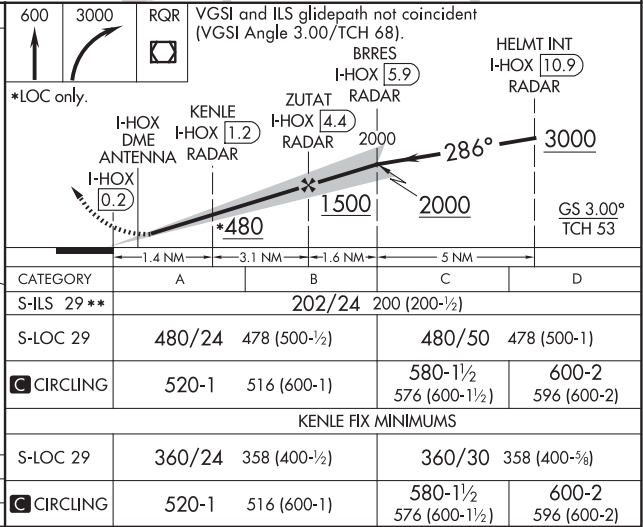
LOC/DME I-HOX 109.9 Chan 36	APP CRS 286°	Rwy Ldg 9800 TDZE 2 Apt Elev 4
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ILS or LOC RWY 29
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

		MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct RQR VOR/DME and hold.
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D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC
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ELEV 4	D	TDZE 2	600	3000	RQR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).
						
*LOC only.						
						
CATEGORY						
S-ILS 29**						
S-LOC 29						
CIRCLING						
KENLE FIX MINIMUMS						
S-LOC 29						
CIRCLING						

NEW ORLEANS, LOUISIANA

AL-609 (FAA)

25163

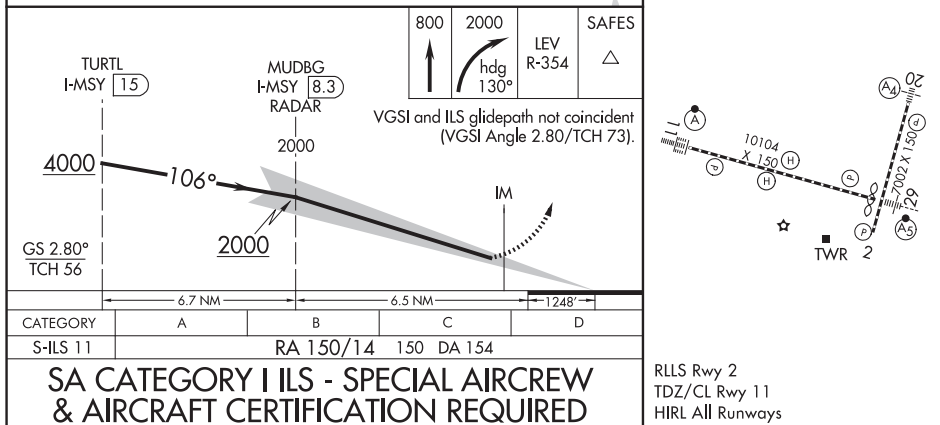
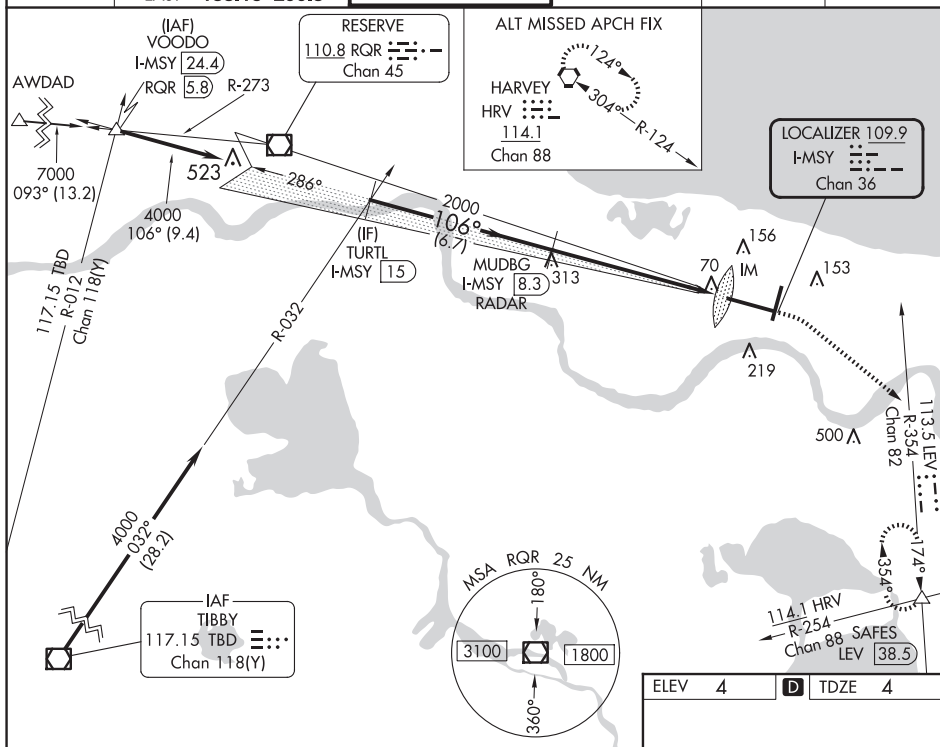
LOC/DME I-MSY 109.9 Chan 36	APP CRS 106°	Rwy Ldg 9800 TDZE 4 Apt Elev 4
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ILS RWY 11 (SA CAT I)

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RADAR or DME required.	ALSF-2	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.
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D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC
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NEW ORLEANS, LOUISIANA

Amdt 5B 05SEP24

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

30°00'N-90°16'W

ILS RWY 11 (SA CAT I)

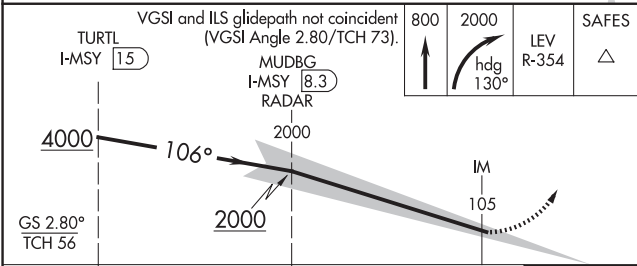
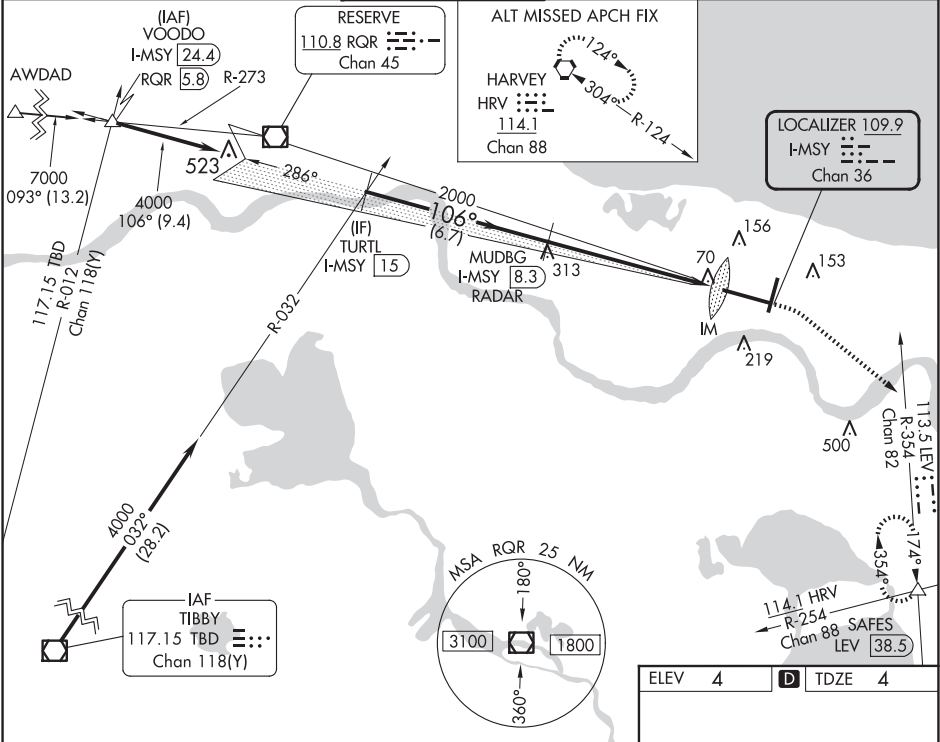
SC-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-MSY 109.9 Chan 36	APP CRS 106°	Rwy Ldg 9800 TDZE 4 Apt Elev 4
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ILS RWY 11 (CAT II & III)
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

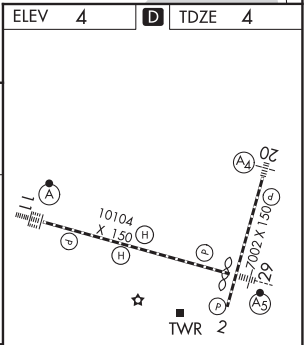
RADAR or DME required.	ALSF-2	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.
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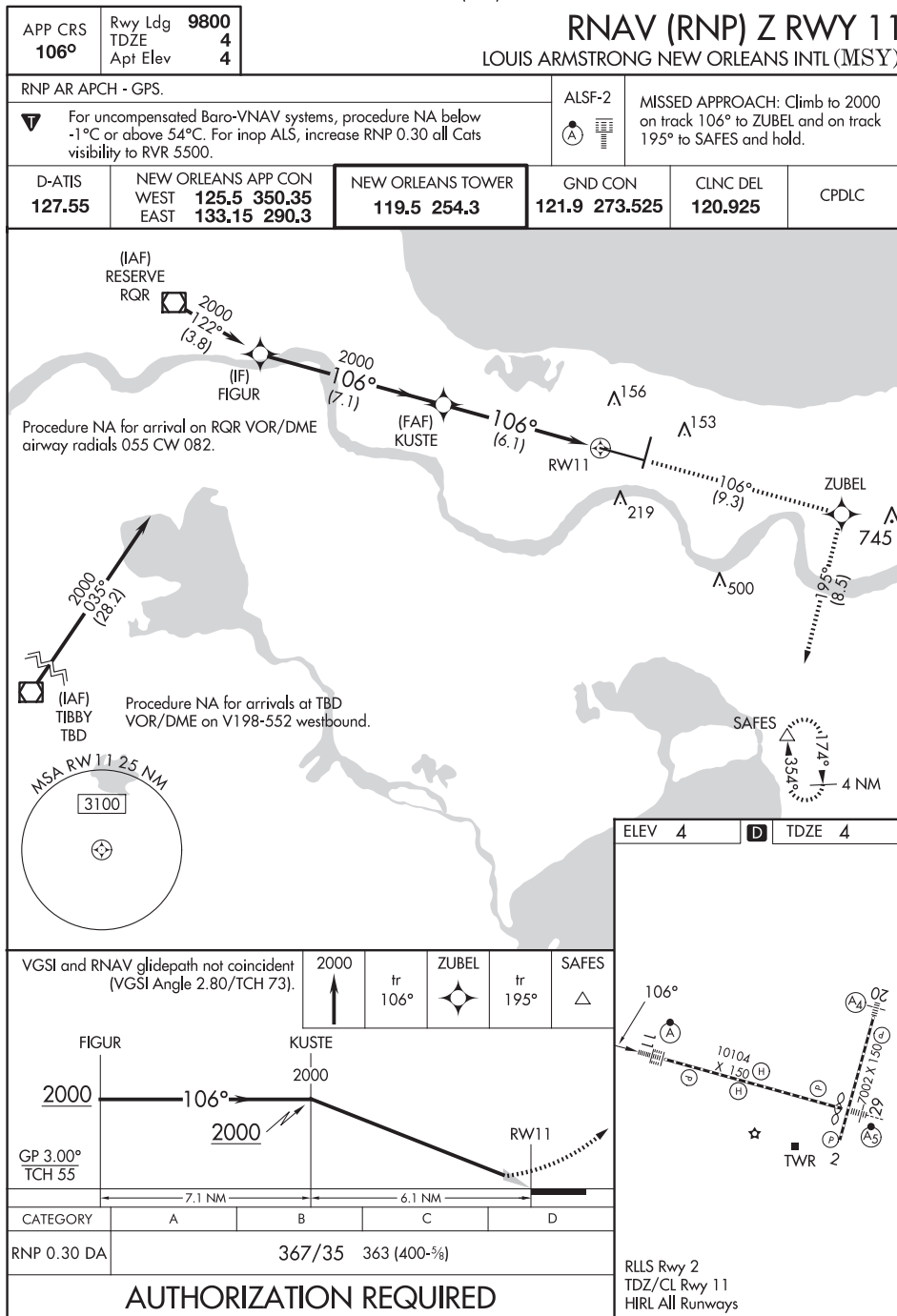
D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC
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CATEGORY	A	B	C	D
S-ILS 11	CAT II RA 100/12 100 DA 104			
S-ILS 11	CAT III RVR 06			

**CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**





NEW ORLEANS, LOUISIANA

AL-609 (FAA)

25163

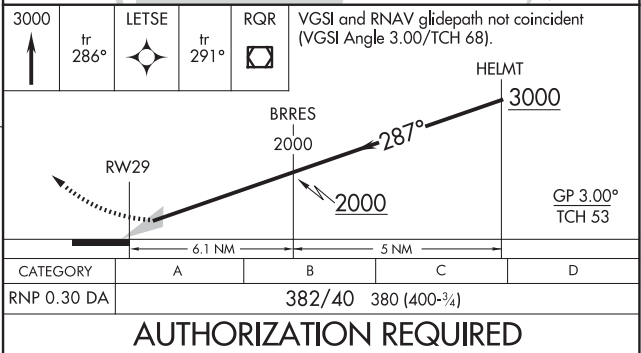
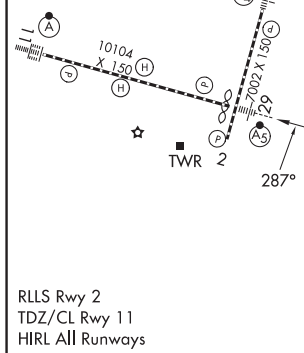
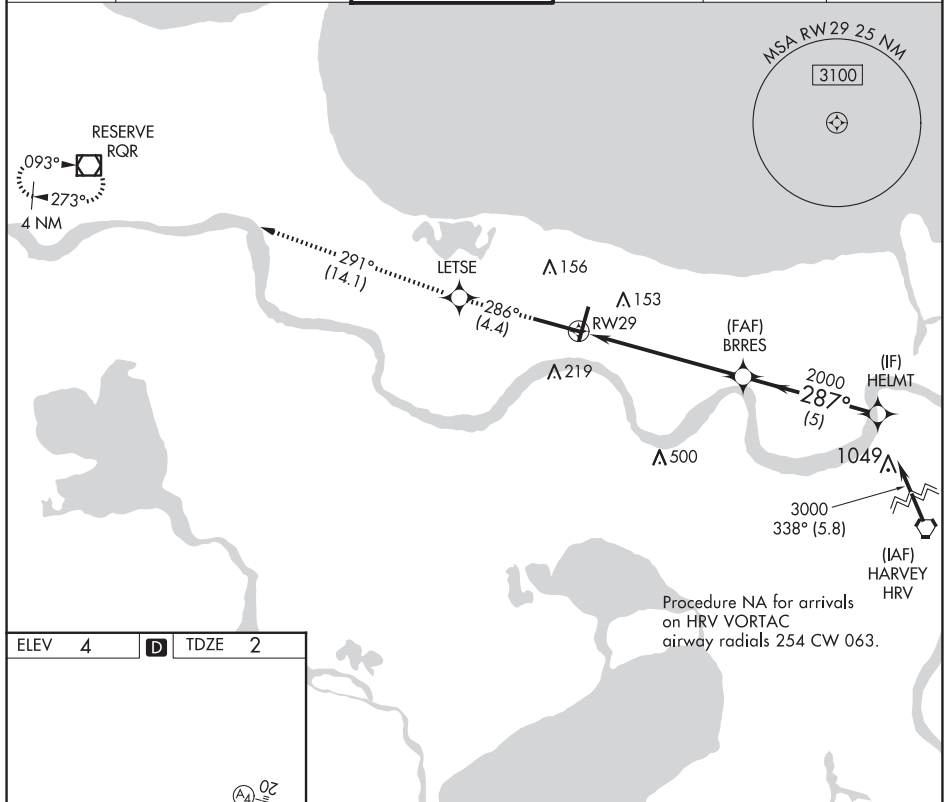
APP CRS	Rwy Ldg	9800
287°	TDZE	2
	Apt Elev	4

RNAV (RNP) Z RWY 29

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

	For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS Required.	MALSR 	MISSED APPROACH: Climb to 3000 on track 286° to LETSE and on track 291° to RQR VOR/DME and hold.
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D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC
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NEW ORLEANS, LOUISIANA
Amdt 2 15OCT15

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°16'W
RNAV (RNP) Z RWY 29

SC-4, 07 AUG 2025 to 02 OCT 2025

NEW ORLEANS, LOUISIANA

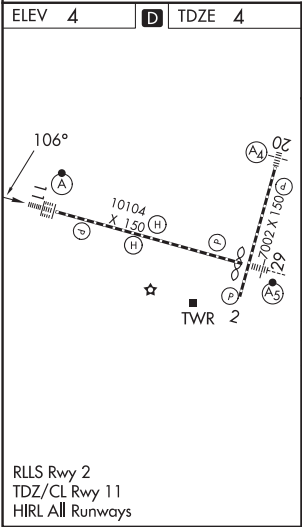
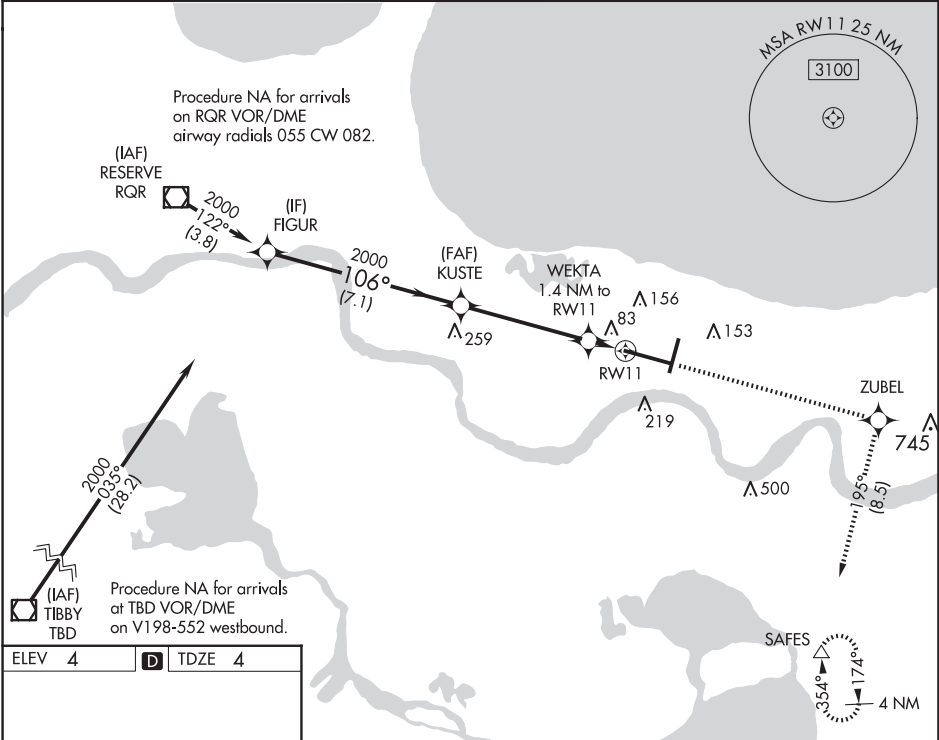
AL-609 (FAA)

25163

WAAS CH 61319 W11A	APP CRS 106°	Rwy Ldg TDZE Apt Elev 9800 4 4
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RNAV (GPS) Y RWY 11
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to RVR 4000.			ALSF-2 	MISSED APPROACH: Climb to 2000 direct ZUBEL and on track 195° to SAFES and hold.	
D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC



VGSI and RNAV glidepath not coincident (VGSI Angle 2.80/TCH 73).				2000	ZUBEL	SAFES
FIGUR				KUSTE		
2000				2000	WEKTA 1.4 NM to RW11	RW11
GP 3.00° TCH 55				500		
7.1 NM				4.7 NM	1.4 NM	
CATEGORY	A	B	C	D		
LPV DA	204/18 200 (200-½)					
LNAV/VNAV DA	254/24 250 (300-½)					
LNAV MDA	340/24 336 (400-½)		340/26 336 (400-½)			
CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-½)		600-2 596 (600-2)	

NEW ORLEANS, LOUISIANA
Amdt 2C 05SEP24

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°16'W
RNAV (GPS) Y RWY 11

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40007 W20A	APP CRS 197°	Rwy Ldg 6948 TDZE -1 Apt Elev 4
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RNAV (GPS) Y RWY 20
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

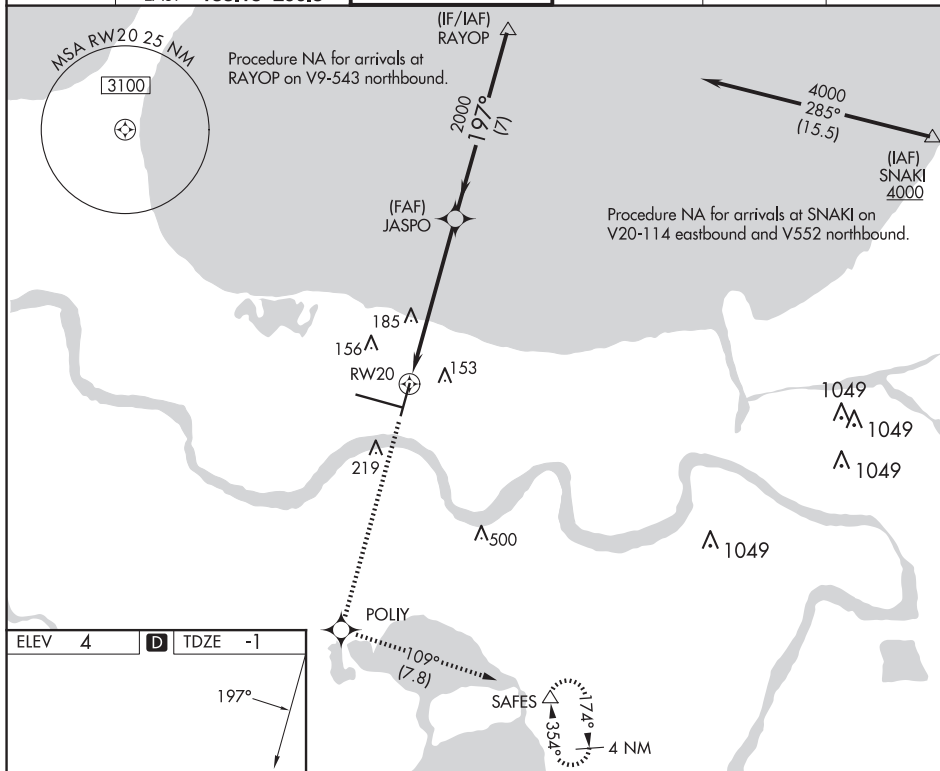
RNP APCH - GPS.

T Rwy 20 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1 $\frac{3}{8}$ SM.

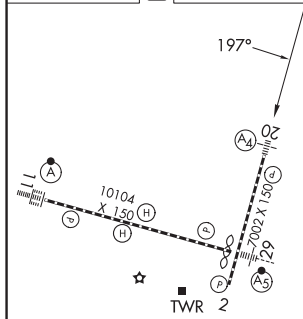
MALS

MISSED APPROACH:
Climb to 2000 direct
POLIY and on track 109°
to SAFES and hold.

D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC
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ELEV	4	D	TDZE	-1
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CATEGORY	A	B	C	D
LPV DA		249/40	250 (300-¾)	
RNAV/ VNAV DA		325/40	326 (400-¾)	
RNAV MDA	460/40	461 (500-¾)	460/55	461 (500-1)
CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-1½)	600-2 596 (600-2)

NEW ORLEANS, LOUISIANA

AL-609 (FAA)

25163

WAAS CH 49006 W29A	APP CRS 287°	Rwy Ldg TDZE Apt Elev 9800 2 4
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RNAV (GPS) Y RWY 29

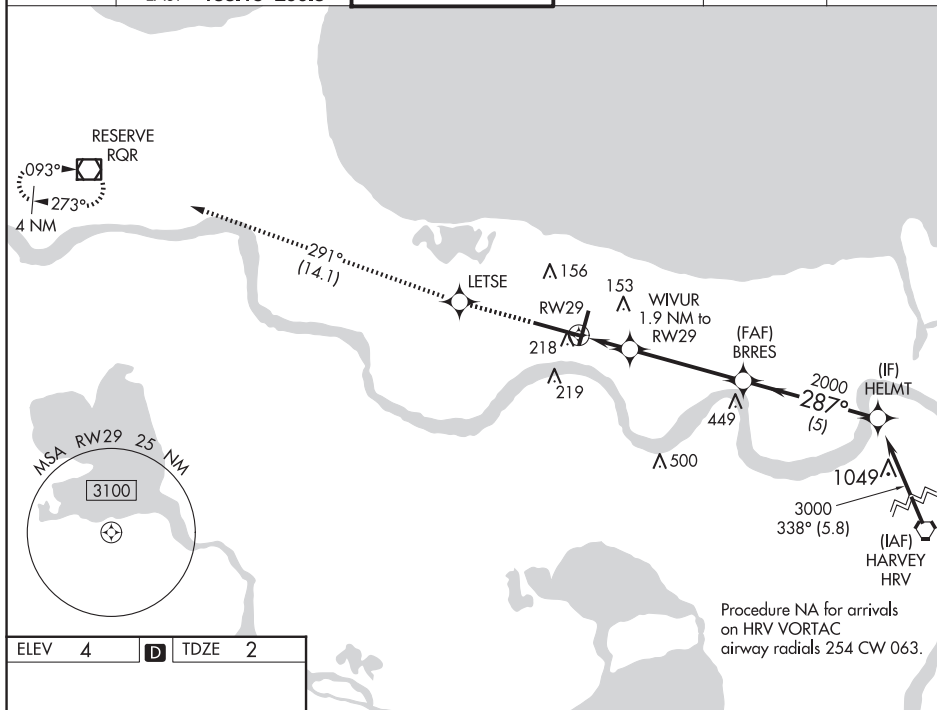
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 1½ mile.
 **RVR 1800 authorized with use of FD or AP or HUD to DA.

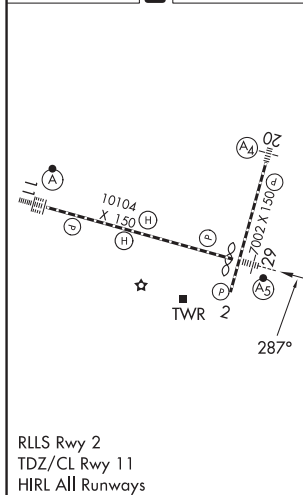


MISSED APPROACH: Climb to 3000 direct LETSE and on track 291° to RQR VOR/DME and hold.

D-ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 120.925	CPDLC
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ELEV 4	D	TDZE 2
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3000	LETSE	tr 291°	RQR	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).
*LNAV only.	WIVUR 1.9 NM to RWY 29	BRRES 2000	HELMT 3000	
	*1.3 NM to RWY 29		2000	GP 3.00° TCH 53
	1.3 NM	0.6	4.2 NM	5 NM
CATEGORY	A	B	C	D
LPV DA**	202/24		200 (200-½)	
LNAV/VNAV DA	380/40		378 (400-¾)	
LNAV MDA	480/24	478 (500-½)	480/50	478 (500-1)
C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-1½)	600-2 596 (600-2)

NEW ORLEANS, LOUISIANA

Amdt 4A 17AUG17

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

30°00'N-90°16'W

RNAV (GPS) Y RWY 29

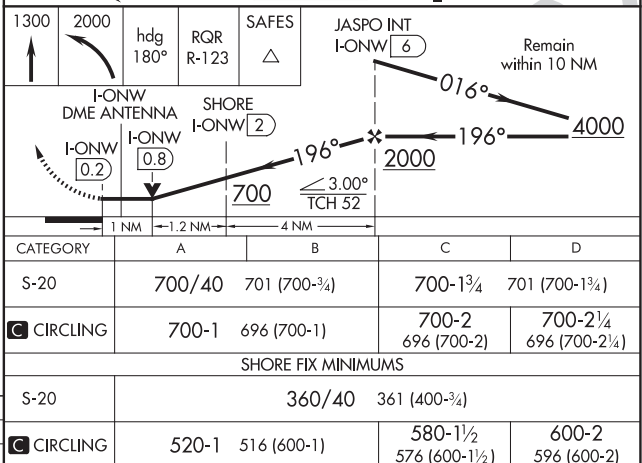
SC-4, 07 AUG 2025 to 02 OCT 2025

LOC RWY 20
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

MALS
(A₄)

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 on heading 180° and RQR VOR/DME R-123 to SAFES INT/RQR 28 DME and hold.

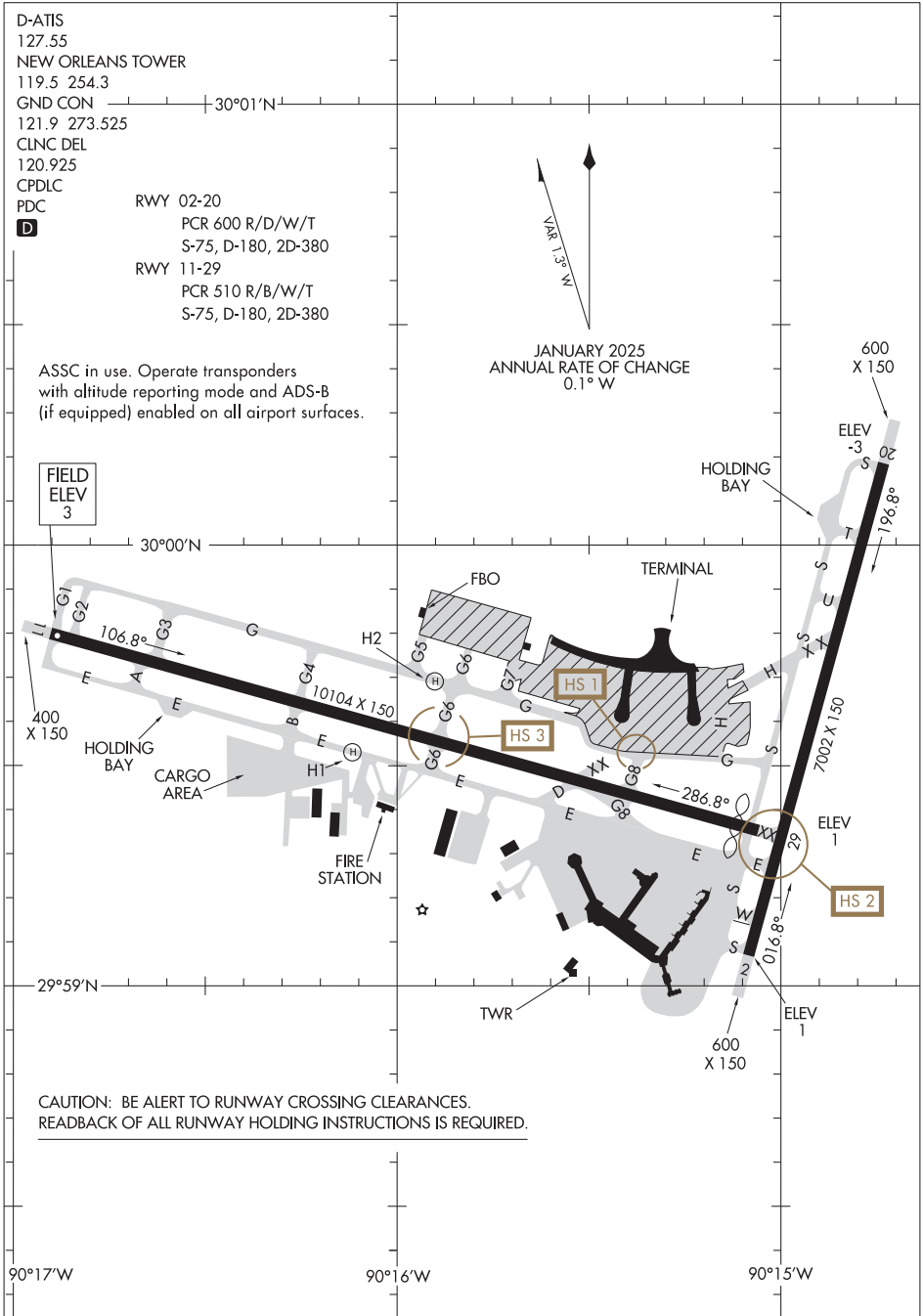
CPDLC



VOR/DME RWY 11
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

NEW ORLEANS, LOUISIANA
Amdt 1A 21JUL16

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°16'W
VOR/DME RWY 11



NEW ORLEANS, LOUISIANA

LOC I-NBG 109.5	APCH CRS 044°	Rwy Idg TDZE Arpt Elev 10,000 -2 2
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[USN]

ILS or LOC/DME RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

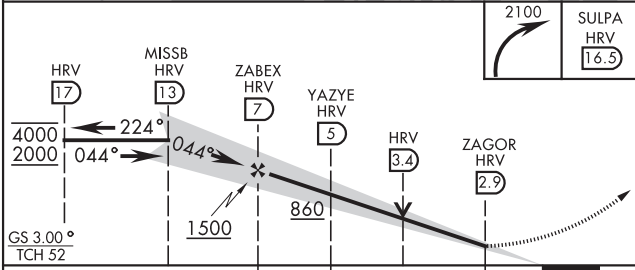
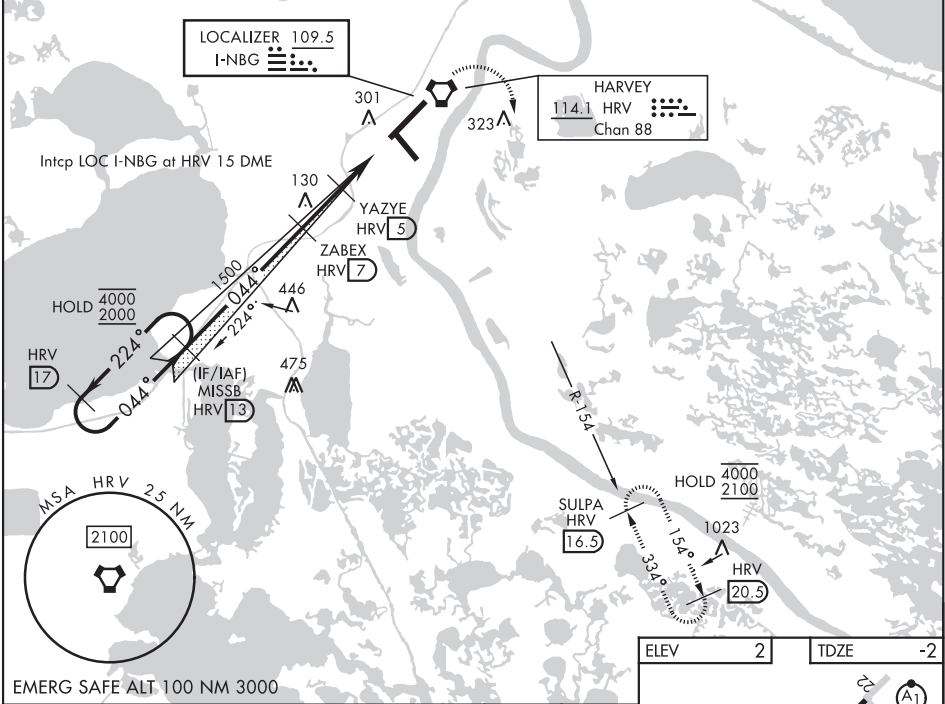
RNAV required

- * When ALS inop, increase vis to ¾ mile.
- ** When ALS inop, increase CAT AB vis to 1 mile;
CAT CDE vis to 1½ miles.
- *** Circling not authorized for CAT E NW of Rwy 4-22.

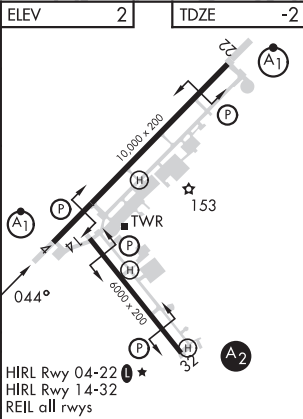



MISSED APPROACH: Climbing right turn to 2100
direct SULPA and hold.

ATIS ★ 279.55	APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 0 123.8 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/ PAR
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CATEGORY	A	B	C	D	E
S-ILS 4 *	198-½		200	(200-½)	
S-LOC 4 **	380-½	382 (400-½)	380-⅝	382	(400-⅝)
CIRCLING ***	640-1	638 (700-1)	640-1¾ 638 (700-1¾)	660-2 658 (700-2)	680-2½ 678 (700-2½)

ELEV	2	TDZE	-2		
					
HIRL Rwy 04-22  HIRL Rwy 14-32 REIL all rws					
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NEW ORLEANS, LOUISIANA

29°50'N-90°02'W

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

Amtd 4 10JUL25

ILS or LOC/DME RWY 4

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

NEW ORLEANS, LOUISIANA

RNAV (GPS) RWY 4

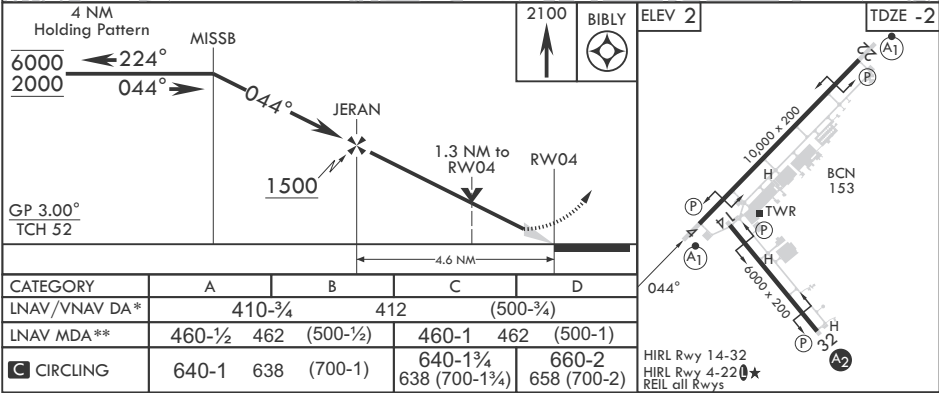
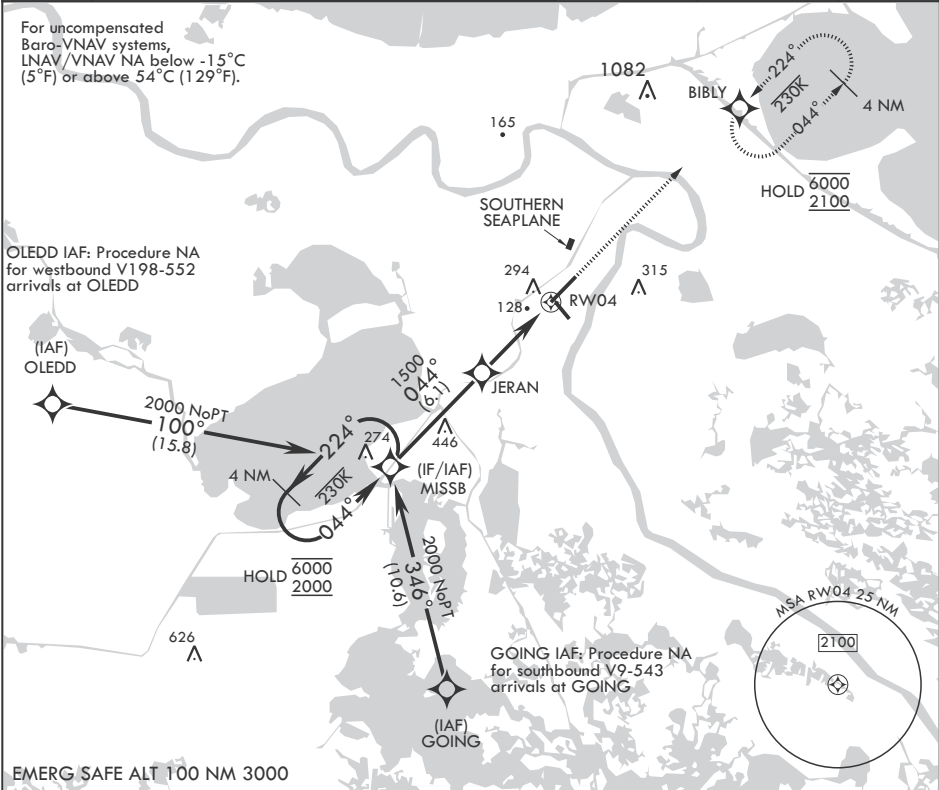
APCH CRS	Rwy Idg	10,000
044°	TDZE	-2
	Arprt Elev	2

- (USN)

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

RNP APCH-GPS		ALSF-1	MISSED APPROACH: Climb to 2100 direct BIBLY and hold.
* When ALS inop, increase vis to 1 1/8 miles. ** When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 3/8 miles.			

ATIS★	APP CON/DEP CON	NAVY NEW ORLEANS TOWER★	GND CON	CLNC DEL	ASR/PAR
279.55	123.85 256.9	123.8 0★ 340.2 (CTAF)	121.6 270.35	128.35 263.0	



NEW ORLEANS, LOUISIANA

29°50'N - 90°02'W NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Amdt 6 20MAR25

RNAV (GPS) RWY 4

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

NEW ORLEANS, LOUISIANA

WAAS CH 60141 W22A	APCH CRS 224°	Rwy ldg TDZE Arprt Elev	10,000 0 2
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- (USN)

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

RNAV (GPS) RWY 22

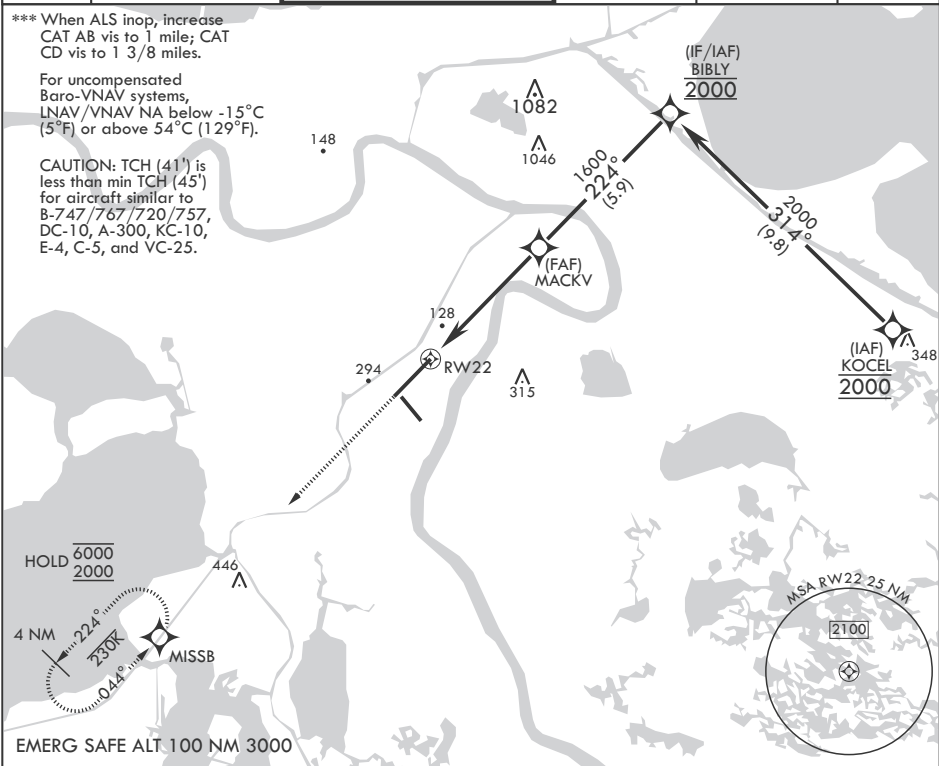
RNP APCH-GPS		ALSIF-1	MISSED APPROACH: Climbing left turn to 2000 direct MISSB and hold.
* When ALS inop, increase vis to 3/4 mile. ** When ALS inop, increase vis to 1 1/8 miles.			

ATIS★ 279.55	APP CON/DEP CON 123.85 256.9	NAVY NEW ORLEANS TOWER★ 123.8 0★ 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/PAR
------------------------	--	---	--------------------------------	---------------------------------	---------

*** When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 3/8 miles.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

CAUTION: TCH (41') is less than min TCH (45') for aircraft similar to B-747/767/720/757, DC-10, A-300, KC-10, E-4, C-5, and VC-25.



2000

↑

MISSB

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48)

BIBLY

KOCEL

2000

224°

314°

2000

1.4 NM to RW22

GP 3.00°

TCH 41

MACKV

1600

4.9 NM

2000

CATEGORY	A	B	C	D
LPV DA*	200-½	200	(200-½)	
LNAV/VNAV DA**	409-¾	409	(500-¾)	
LNAV MDA***	480-½	480 (500-½)	480-1	480 (500-1)
C CIRCILING	640-1	638 (700-1)	640-1¾ 638 (700-1¾)	660-2 658 (700-2)

ELEV 2

TDZE 0

224°

10,000 x 200

BCN 153

TWR

6,000 x 200

224°

10,000 x 200

BCN 153

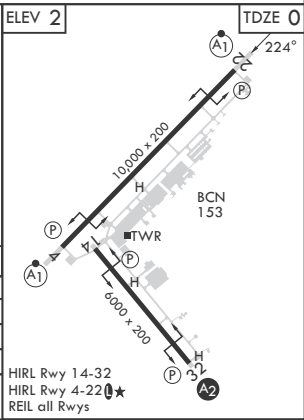
TWR

6,000 x 200

HIRL Rwy 14-32

HIRL Rwy 4-22 0★

REIL all Rwys



NEW ORLEANS, LOUISIANA

29°50'N - 90°02'W NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Amtrd 4 20MAR25

RNAV (GPS) RWY 22

RNAV (GPS) RWY 32

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

MISSED APPROACH: Climbing left turn to 2000 direct MISSB and hold.

T * When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 3/8 miles.

Rwy 32 helicopter
visibility reduction below
3/4 mile not authorized.



Amdt 5 10JUL25

RNAV (GPS) RWY 32

SC-4, 07 AUG 2025 to 02 OCT 2025

NEW ORLEANS, LOUISIANA

VOR/DME or TACAN Z RWY 4

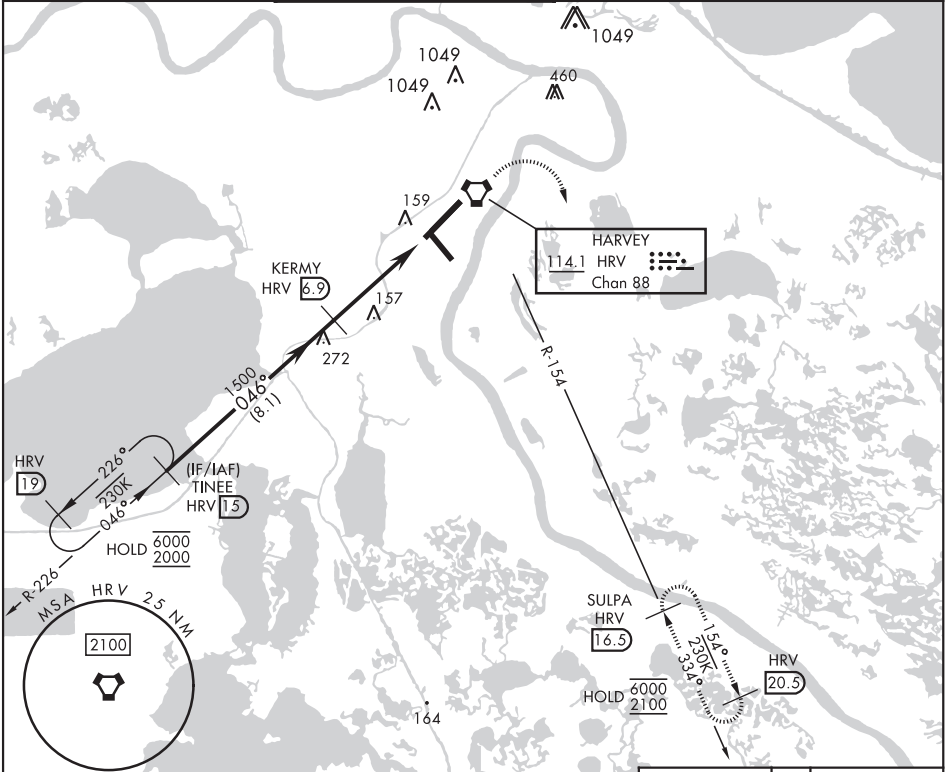
VORTAC HRV 114.1 Chan 88	APCH CRS 046°	Rwy Idg TDZE Arpt Elev	10,000 -2 2
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[USN]

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

RNAV required	ALSF-1 A1	MISSED APPROACH: Climbing right turn to 2100 direct SULPA and hold.
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ATIS ★ 279.55	APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 123.8 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/ PAR
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VOR/DME or TACAN Z RWY 22

Rwy Idg	10,000
TDZE	0
Arpt Elev	2

[USN]

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

RNAV required

T * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to $1\frac{3}{8}$ miles.

ALSF-1

MISSED APPROACH: Climb to 2000 on HVR R-226 to TINEE and hold.

ATIS ★
279.55

APP CON
123.85 256.9

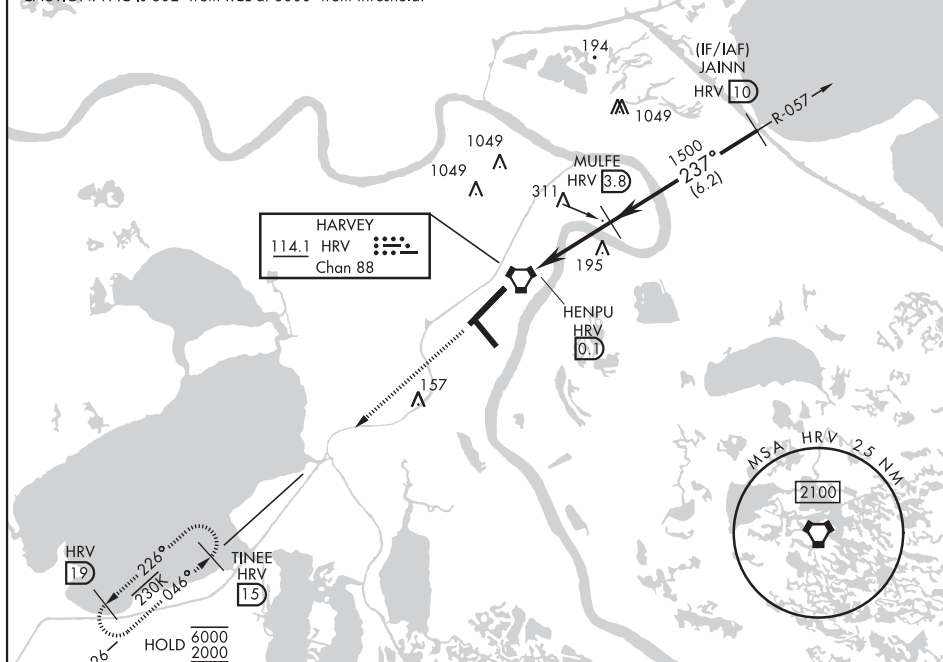
NAVY NEW ORLEANS TOWER ★
Q 123.8 340.2 (CTAF)

GND CON
121.6 270.35

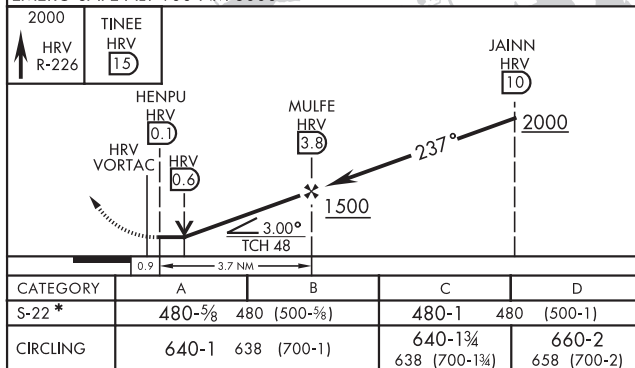
CLNC DEL
128.35 263.0

ASR/
PAR

CAUTION: FAC is 602' from RCL at 3000' from threshold.



EMERG SAFE ALT 100 NM 3000



NEW ORLEANS, LOUISIANA

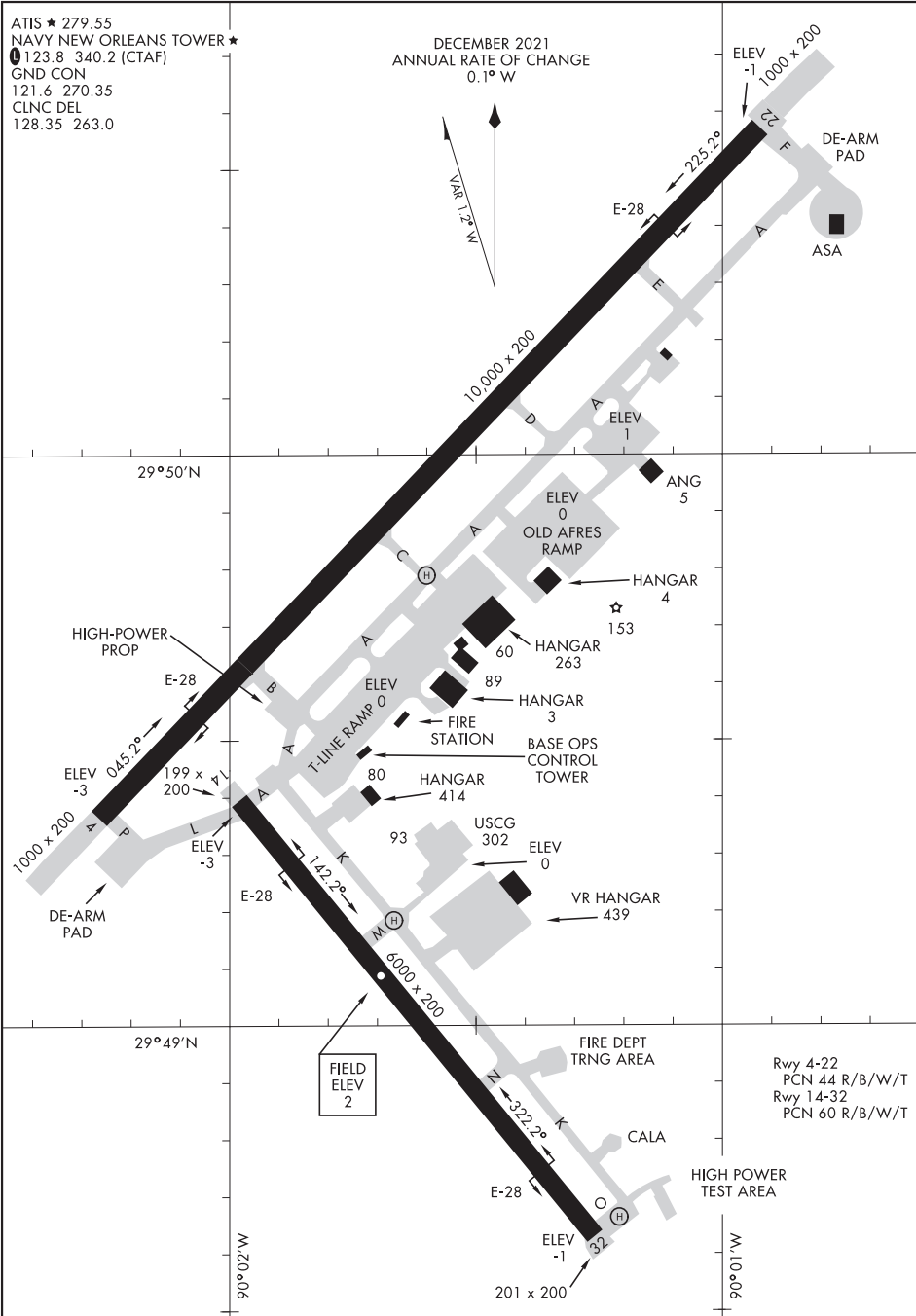
29°50'N-90°02'W

NEW ORLEANS NAS JRB (KNBG)
(ALVIN CALLENDER FLD)

Amdt 1 10JUL25

VOR/DME or TACAN Z RWY 22

SC-4, 07 AUG 2025 to 02 OCT 2025



WAAS CH 42607 W36A	APP CRS 004°	Rwy Idg TDZE Apt Elev	5003 36 39
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 36

FALSE RIVER RGNL (HZR)

RNP APCH

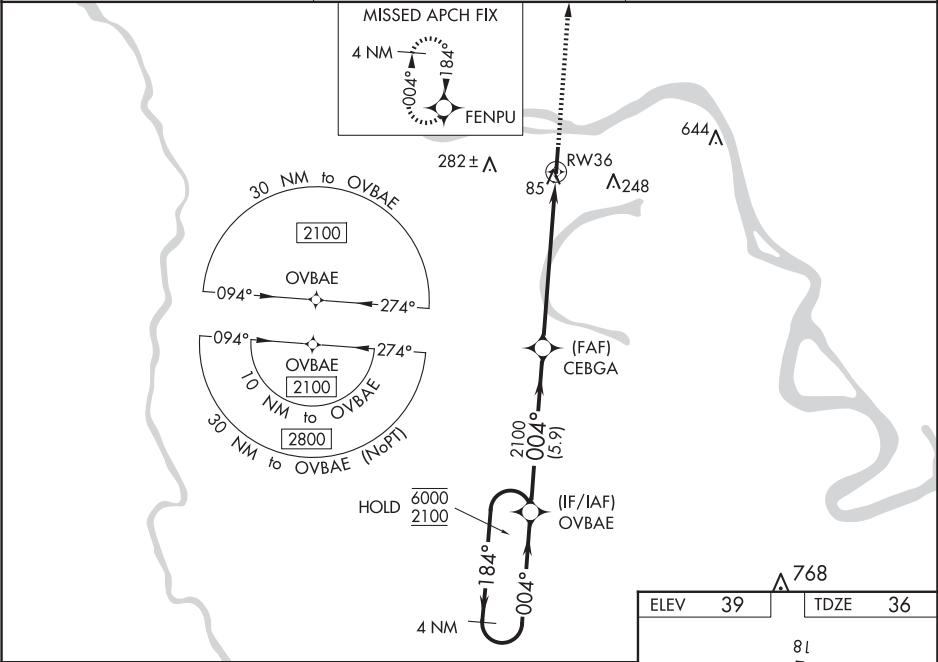
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Baton Rouge altimeter setting. When local altimeter setting not received, use Baton Rouge altimeter setting and increase all DA 51 feet and all visibility 1/8 SM; increase all MDA 60 feet, and LNAV Cat C/D visibility 1/8 SM and Circling Cat C visibility 1/4 SM. For inop ALS when using Baton Rouge altimeter setting, increase LNAV/VNAV visibility to 1 SM and LNAV Cat C/D visibility to 1 1/8 SM.

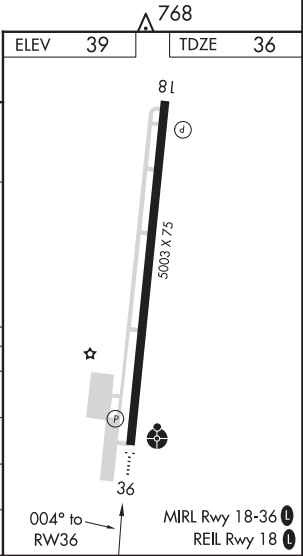
ODALS

MISSED APPROACH: Climb to 2300 direct FENPU and hold.

AWOS-3PT 121.250	BATON ROUGE APP CON★ 120.3 278.3	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



4 NM Holding Pattern	OVB AE	CEBGA	2100	2300 FENPU	*LNAV only.
6000 ← 184°	← 004° →	004° →	2100	*1.4 NM to RW36	RW36
GP 3.00° TCH 50					
	5.9 NM	4.9 NM	1.4 NM		
CATEGORY	A	B	C	D	
LPV DA		286-3/4	250 (300-3/4)		
LNAV/VNAV DA		307-3/4	271 (300-3/4)		
LNAV MDA	520-3/4 484 (500-3/4)	520-1 484 (500-1)	520-1 1/4 561 (600-1 1/2)	484 (500-1 1/4)	600-2 561 (600-2)
CIRCLING	520-1	481 (600-1)			



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

NEW ROADS, LOUISIANA

AL-6238 (FAA)

20198

LOC/DME I-HZR	APP CRS	Rwy Idg	5003
111.9	004°	TDZE	36
Chan 56		Apt Elev	39

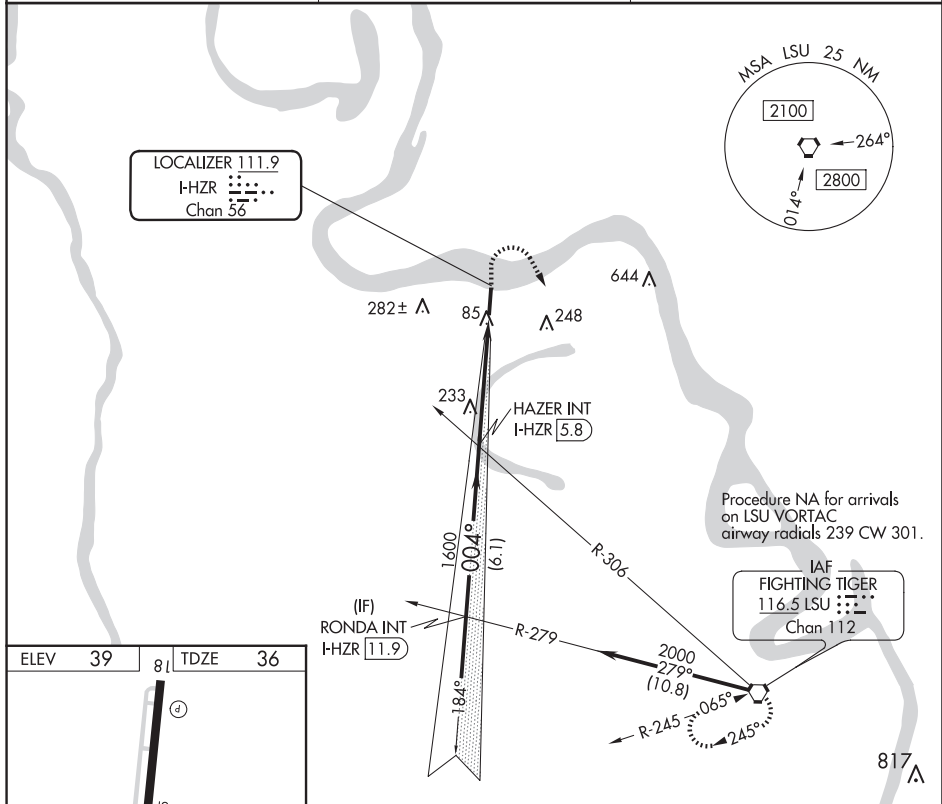
LOC RWY 36
FALSE RIVER RGNL (HZR)

NA When local altimeter setting not received, use Baton Rouge altimeter setting and increase all MDA 60 feet; increase S-36 Cat C/D visibility to 1½ SM and Circling Cat C to 1¾ SM.

ODALS

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct LSU VORTAC and hold.

AWOS-3PT 121.250	BATON ROUGE APP CON★ 120.3 278.3	UNICOM 122.8 (CTAF) 0
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ELEV 39	81	TDZE 36
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5003 X 75

004° 4.8 NM from FAF

MIRL Rwy 18-36

REIL Rwy 18

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

	RONDA INT I-HZR 11.9	HAZER INT I-HZR 5.8	I-HZR 2.3	
	2000	1600		
	004°	3.00°		
	6.1 NM	3.5 NM	1.3	
CATEGORY	A	B	C	D
S-36	500-¾ 464 (500-¾)		500-1¼ 464 (500-1¼)	
CIRCLING	500-1 461 (500-1)	520-1 481 (500-1)	600-1½ 561 (600-1½)	600-2 561 (600-2)

NEW ROADS, LOUISIANA

Amtd 2 13SEP18

30°43'N-91°29'W

FALSE RIVER RGNL (HZR)

LOC RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
177°

Rwy Idg
TDZE
105

Apt Elev
107

RNAV (GPS) RWY 18

ALLEN PARISH (ACP)

RNP APCH - GPS.

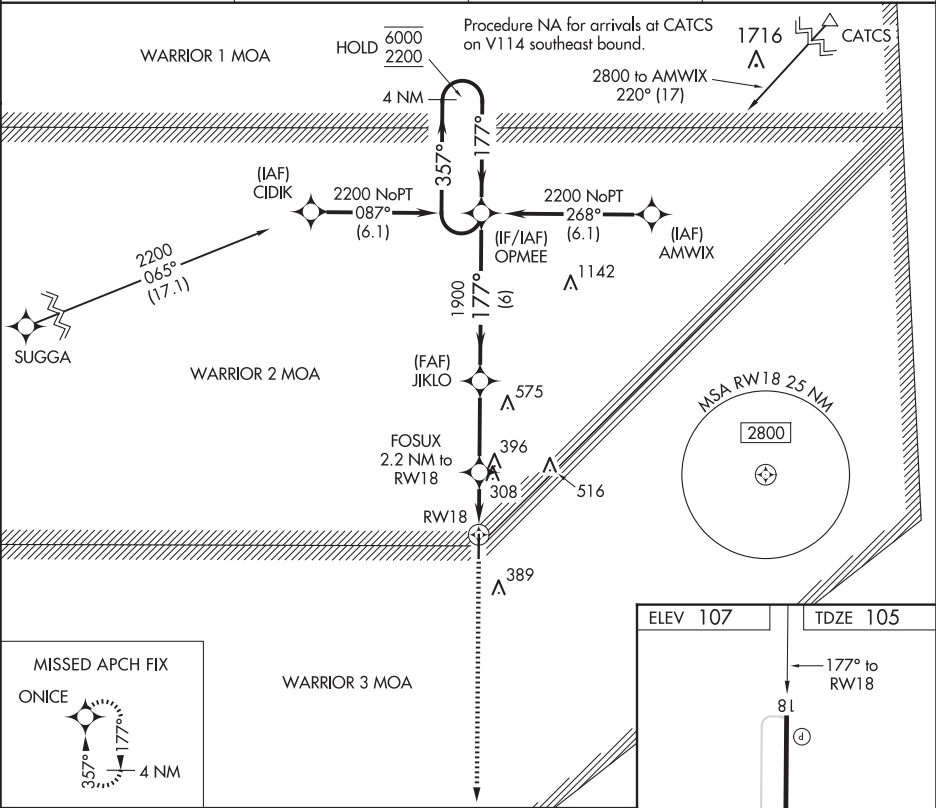
T

A

Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase all MDAs 100 feet and visibility LNAV Cat C ¼ SM.

MISSED APPROACH: Climb to 2000 direct ONICE and hold.

AWOS-3PT 118.275	POLK APP CON 123.7 261.3	GCO 135.075	UNICOM 122.8 (CTAF) 1
----------------------------	------------------------------------	-----------------------	---------------------------------



2000

ONICE

↑

✧

RWY 18

3.00° TCH 50

FOSUX 2.2 NM to RWY 18

JIKLO

OPME 4 NM Holding Pattern

6000 2200

357° 177°

1900 860

2.2 NM 3.3 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	560-1	455 (500-1)	560-1 3/8 455 (500-1 3/8)	NA

ELEV 107

TDZE 105

177° to RWY 18

81

5000 X 7.5

36

MIRL Rwy 18-36 1

REIL Rwy 18 and 36 1

OAKDALE, LOUISIANA

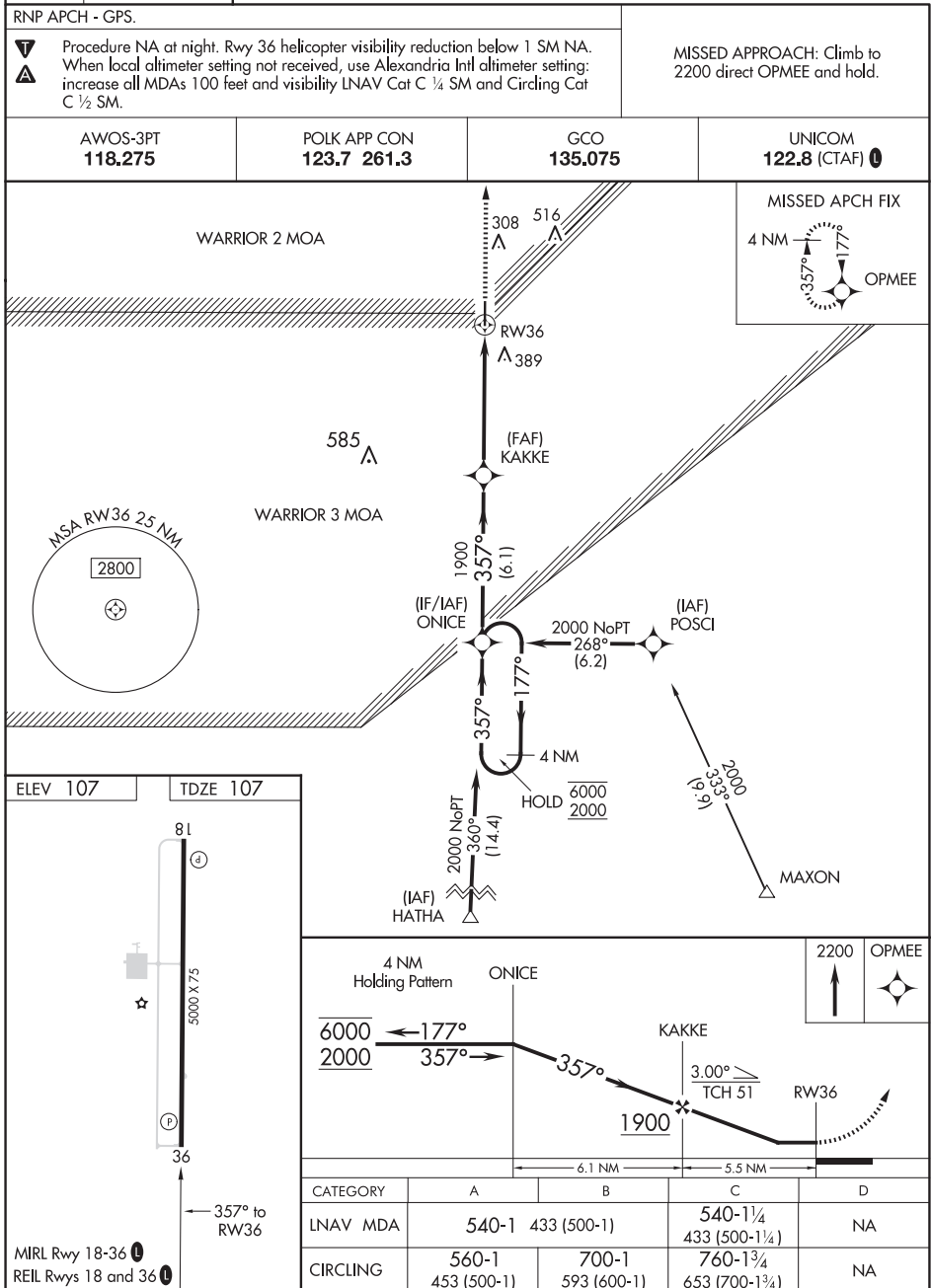
AL-9133 (FAA)

22083

APP CRS	Rwy Idg	5000
357°	TDZE	107
	Apt Elev	107

RNAV (GPS) RWY 36

ALLEN PARISH (ACP)



OAKDALE, LOUISIANA

Amdt 3 24MAR22

30°45'N-92°41'W

ALLEN PARISH (ACP)

RNAV (GPS) RWY 36

T

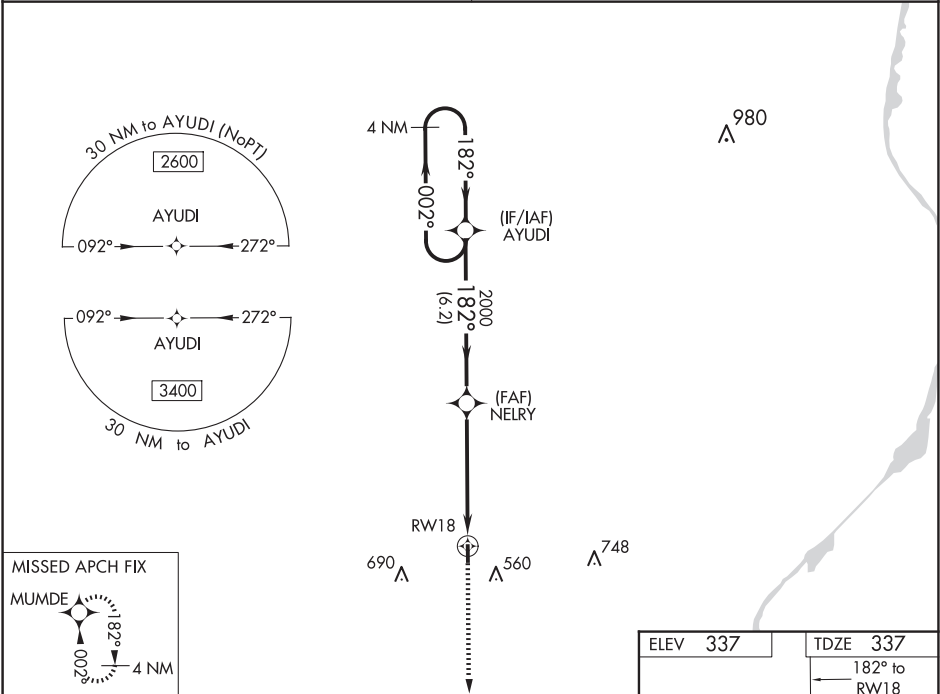
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C visibility 1/2 mile. Rwy 18 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2000 direct MUMDE and hold.

COLUMBUS APP CON ★
126.075 229.15

CTAF
122.9 0



4 NM

Holding Pattern

AYUDI

2600

←002°

182°→

GP 3.00°

TCH 40

2000

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182°

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OKOLONA, MISSISSIPPI

AL-6780 (FAA)

22083

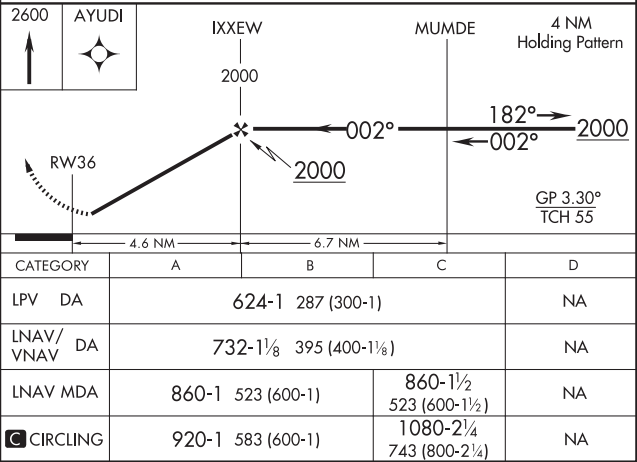
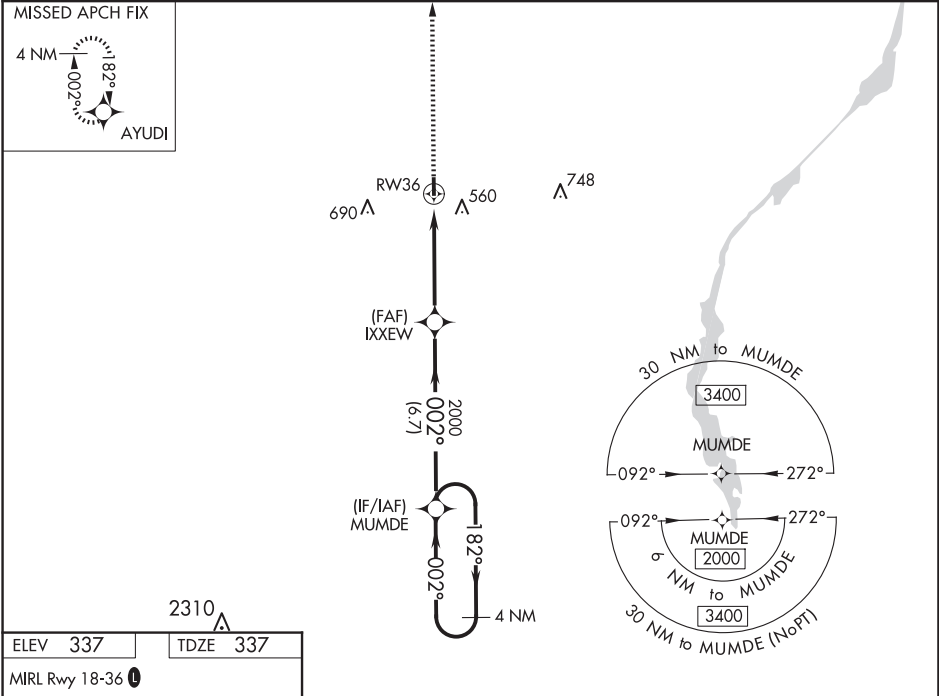
WAAS CH 99535 W36A	APP CRS 002°	Rwy Idg 3197 TDZE 337 Apt Elev 337
--	------------------------	---

RNAV (GPS) RWY 36

OKOLONA MUNI/RICHARD STOVALL FLD (5A4)

<div><div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile.</div><div>Rwy 36 helicopter visibility reduction below ¾ SM NA.</div></div>	MISSED APPROACH: Climb to 2600 direct AYUDI and hold.
---	---

COLUMBUS APP CON ★ 126.075 229.15	CTAF 122.9
---	----------------------



OKOLONA, MISSISSIPPI
Amdt 1A 15SEP16

34°-01'N - 88°-44'W

OKOLONA MUNI/RICHARD STOVALL FLD (5A4)

RNAV (GPS) RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 18
OLIVE BRANCH/TAYLOR FLD (OLV)

MALSR

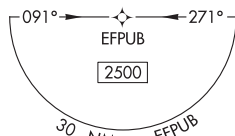
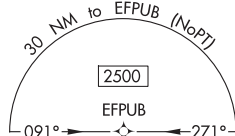
MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 on heading 074° and on MEM VORTAC R-102 to ZAMXU INT/MEM 25.7 DME and hold.

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	CLNC DEL 121.3 (When twr closed)	UNICOM 122.95
------------------------	---------------------------------------	---	-------------------------	--------------------------	---	-------------------------

HLI $\ddot{\text{O}}=\ddot{\text{O}}:$
112.4
 Chan 71



GPS REQUIRED FOR TAA

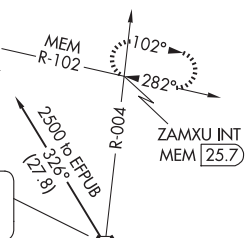



MEMPHIS
117.5 MEM ::
Chan 122

NUXAH INT
I-OLV 6
RADAR

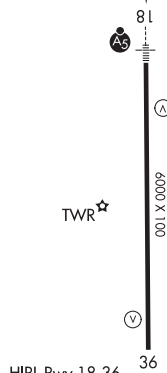
LOCALIZER 109.3
I-OLV 
Chn 30

MEM R-045 and HLI R-326 may be used to locate EFPUB intersection.



HOLLY SPRINGS
112.4 HLI 
Chan 71

The diagram shows a vertical curve with a 1% grade. The curve length is 1818 ft. The elevation at the start of the curve is 402, and the elevation at the end of the curve is also 402. The curve is labeled with 'ELEV 402' and 'TDZE 402'.



HIRL Rwy 18-36
REIL Rwy 36

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

One Minute
or 4 NM
Holding Pattern

EFPUB INT
I-OLV 11.9
RADAR

NUXAH IN
I-OLV 6
RADAR

↑ hdg
074°

MEM	ZAMXU
R-102	INT

$$\begin{array}{r} \leftarrow 001^\circ \\ \hline 2500 \quad \quad \quad 181^\circ \rightarrow \end{array} \quad \quad \quad 181^\circ$$

*900 when using Memphis Intl altimeter setting.

GP 3.00°	
TCH 51	

○

2000

WIMUB
FOIV [

* LOC only

i

I-OLV
1.1

2

1

*860

CATEGORY	A	B	C	D
S-ILS 18	602-1/2 200 (200-1/2)			
S-LOC 18	860-7/8 458 (500-7/8) 860-7/8 458 (500-7/8)			
CIRCLING	1060-1 658 (700-1)		1060-13/4 658 (700-13/4)	1200-21/2 798 (800-21/2)
WIMUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 18	760-1/2 358 (400-1/2)		760-5/8 358 (400-5/8)	
CIRCLING	1060-1 658 (700-1)		1060-13/4 658 (700-13/4)	1200-21/2 798 (800-21/2)

OLIVE BRANCH/TAYLOR FLD (OLV)
ILS or LOC RWY 18

OLIVE BRANCH, MISSISSIPPI

AL-5883 (FAA)

25219

WAAS CH 61199 W18A	APP CRS 181°	Rwy Ldg TDZE Apt Elev 6000 402 402
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RNAV (GPS) RWY 18

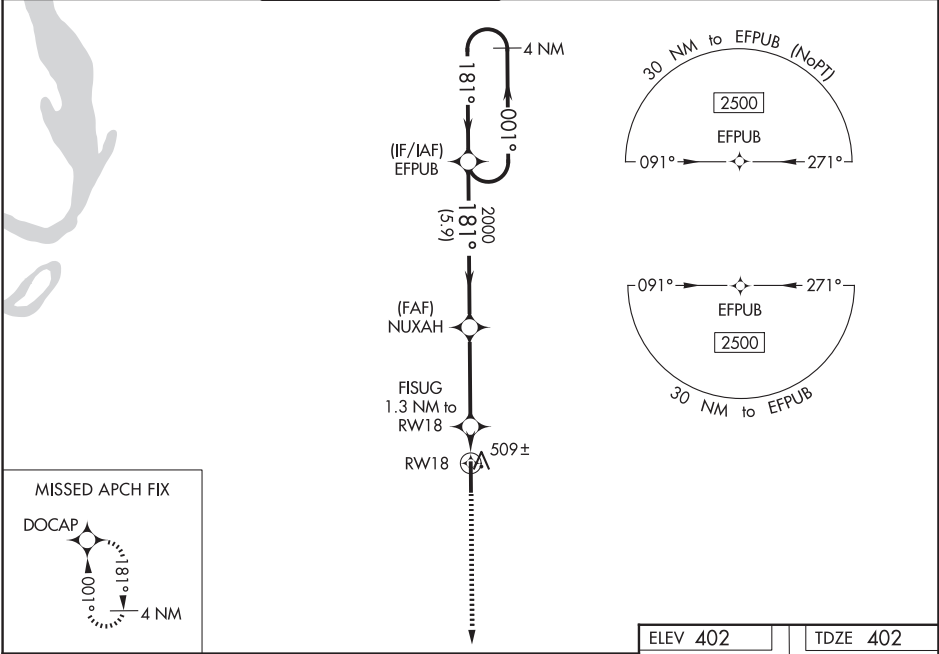
OLIVE BRANCH/TAYLOR FLD (OLV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1⁄8 mile and Circling Cats C and D visibility 1⁄4 mile.

MALSR

MISSED APPROACH:
Climb to 2000 direct
DOCAP and hold.

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	CLNC DEL 121.3 (When twr closed)	UNICOM 122.95
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4 NM Holding Pattern

EFPUB

2500

←001°

181°→

GP 3.00°

TCH 51

NUXAH

2000

FISUG 1.3 NM to RW18

RW18

*LNAV only

*860

5.9 NM

3.6 NM

1.3 NM

2000

DOCAP

CATEGORY	A	B	C	D
LPV DA		602-1⁄2	200 (200-1⁄2)	
LNAV/VNAV DA		691-1⁄2	289 (300-1⁄2)	
LNAV MDA	760-1⁄2	358 (400-1⁄2)	760-5⁄8	358 (400-5⁄8)
CIRCLING	1060-1	658 (700-1)	1060-13⁄4	1200-21⁄2

HIRL Rwy 18-36

REIL Rwy 36

ELEV 402

TDZE 402

181°

81

AS

6000 X 100

TWR★

36

OLIVE BRANCH, MISSISSIPPI
Amdt 3A 25MAY17

34°59'N-89°47'W

OLIVE BRANCH/TAYLOR FLD (OLV)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86735 W36A	APP CRS 001°	Rwy Ldg TDZE 401 Apt Elev 402
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RNAV (GPS) RWY 36

OLIVE BRANCH/TAYLOR FLD (OLV)

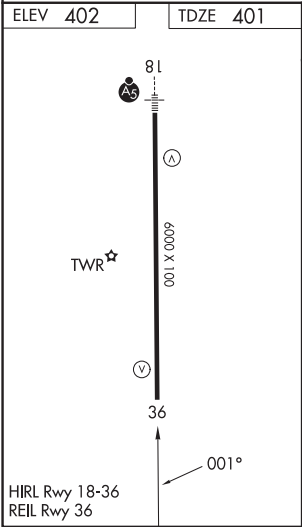
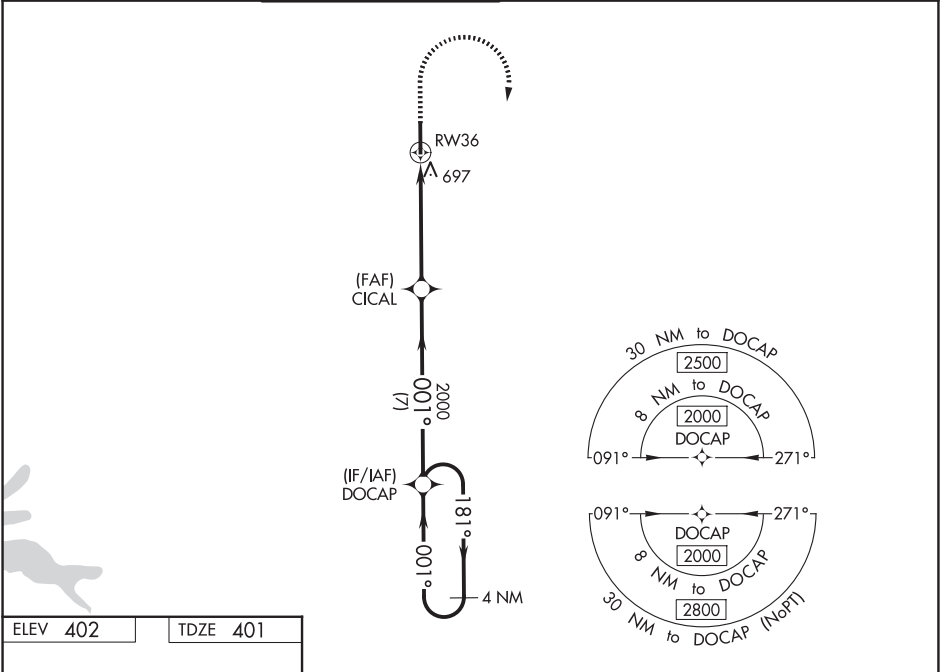
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Int'l altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA with Memphis Int'l altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:

Climb to 1500 then
climbing right turn
to 2000 direct
DOCAP and hold.

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	CLNC DEL 121.3 (When twr closed)	UNICOM 122.95
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1500	2000	DOCAP	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 31).			
*LNAV only			CICAL DOCAP 2000 181° 001° 2000 4 NM Holding Pattern			
*1.8 NM to RW36			GP 3.00° TCH 45			
1.8 NM 3.1 NM 7 NM						
CATEGORY	A	B	C	D		
LPV DA	709-1		308 (400-1)			
LNAV/VNAV DA	915-1¾		514 (600-1¾)			
LNAV MDA	1000-1	599 (600-1)		1000-1¾	599 (600-1¾)	
CIRCLING	1060-1	658 (700-1)		1060-1¾	1200-2½	798 (800-2½)

OLIVE BRANCH, MISSISSIPPI

AL-5883 (FAA)

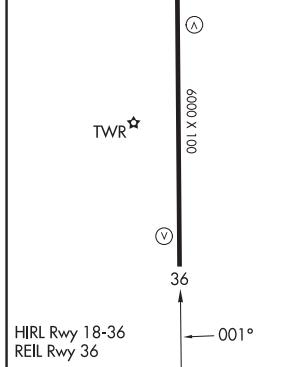
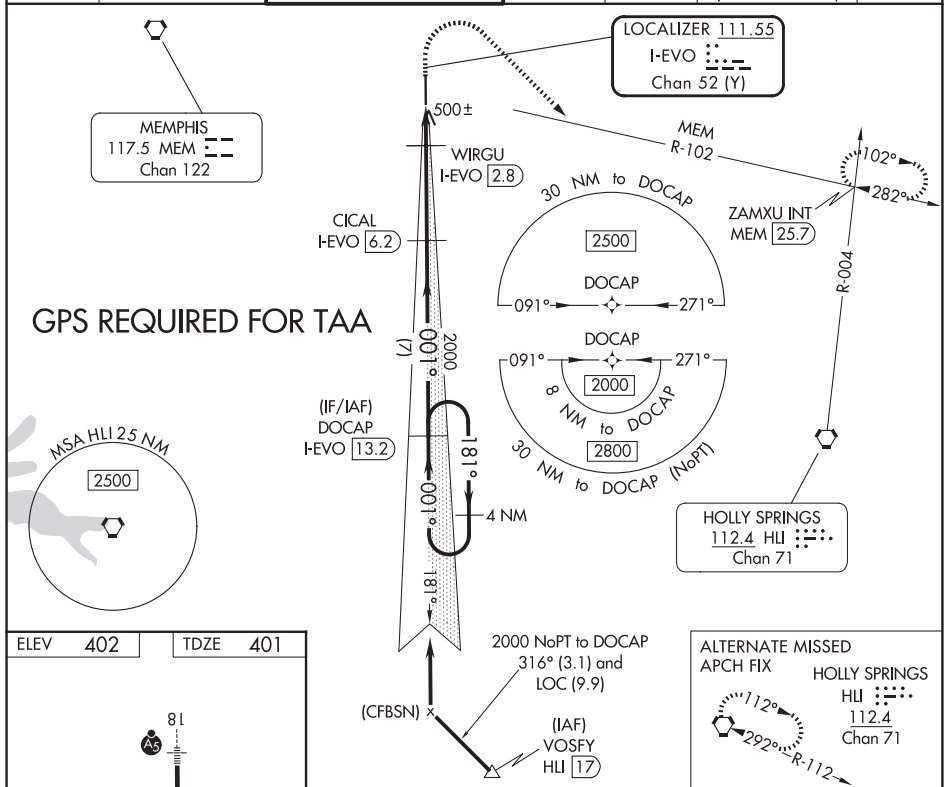
25219

LOC/DME I-EVO 111.55 Chan 52 (Y)	APP CRS 001°	Rwy Ldg TDZE 401 Apt Elev 402
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LOC RWY 36

OLIVE BRANCH/TAYLOR FLD (OLV)

<p>⚠ When local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDA 40 feet; increase S-LOC 36 Cats C and D visibility $\frac{1}{8}$ mile and Circling Cats C and D visibility $\frac{1}{4}$ mile. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME required.</p>			<p>MISSED APPROACH: Climb to 1100 then climbing right turn to 2500 on heading 134° and MEM VORTAC R-102 to ZAMXU INT/MEM 25.7 DME and hold.</p>			
ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	CLNC DEL 121.3 (When twr closed)	UNICOM 122.95



1100	2500	MEM R-102	ZAMXU INT	VGS and descent angles not coincident (VGS Angle 3.00/TCH 31).	
hdg 134°				CICAL I-EVO 6.2	DOCAP I-EVO 13.2
				WIRGU I-EVO 2.8	
				I-EVO 1.3	
				860*	
				1.5 NM	3.4 NM
				7 NM	
					4 NM Holding Pattern
					181°
					001°
					2000
					*900 when using Memphis Intl altimeter setting.
CATEGORY	A	B	C	D	
S-36	760-1	359 (400-1)			
CIRCLING	1060-1	658 (700-1)	1060-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$)	1200-2 $\frac{1}{2}$ 798 (800-2 $\frac{1}{2}$)	

OLIVE BRANCH, MISSISSIPPI

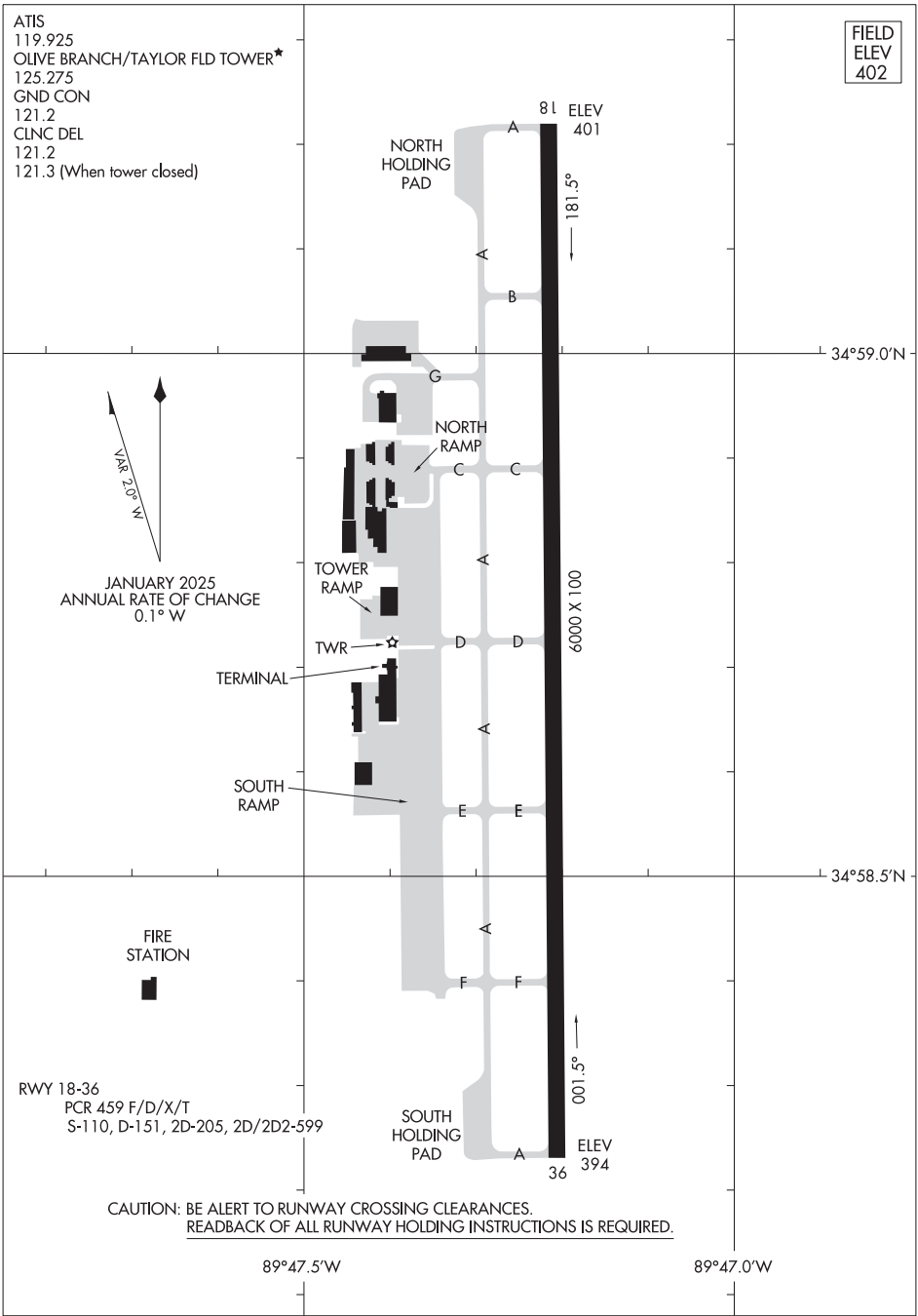
Amdt 1A 25MAY17

34°59'N-89°47'W

OLIVE BRANCH/TAYLOR FLD (OLV)

LOC RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025



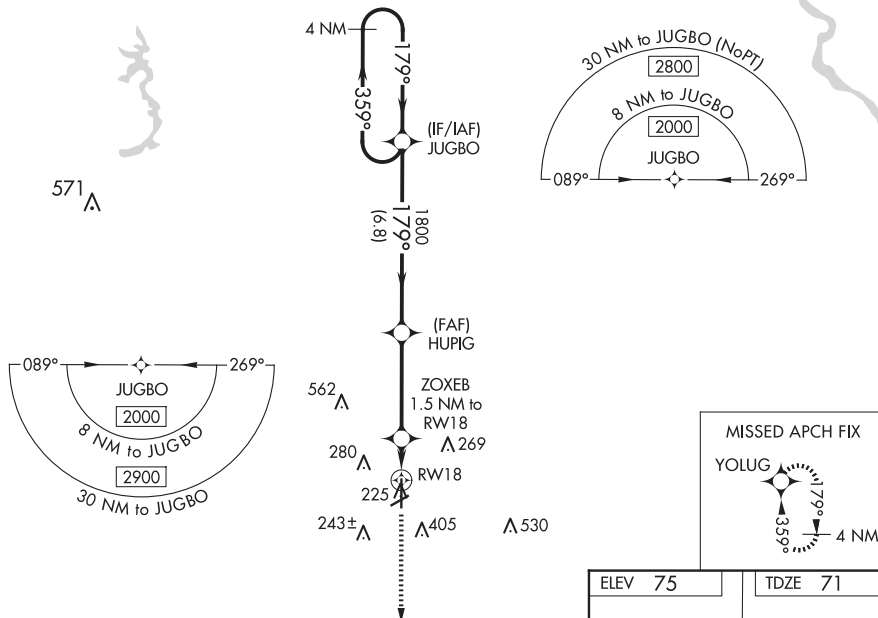
SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

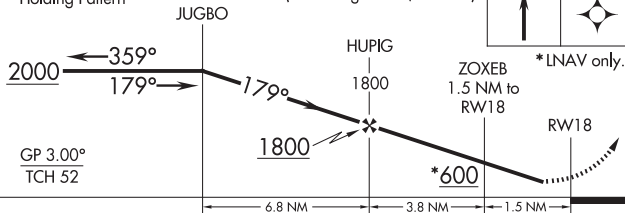
RNAV (GPS) RWY 18
ST LANDRY PARISH (OPL)

MISSED APPROACH: Climb to 2300 direct YOLUG and hold.

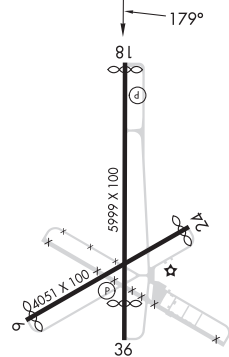
UNICOM
123.0 (CTAF) **L**



2300	YOLUG
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CATEGORY	A	B	C	D
LPV DA	321-1 250 (300-1)			
LNAV/ VNAV DA	386-1 315 (400-1)			
LNAV MDA	480-1 409 (500-1)		480-1 $\frac{1}{8}$ 409 (500-1 $\frac{1}{8}$)	
CIRCLING	780-1 705 (800-1)		780-2 705 (800-2)	920-2 $\frac{3}{4}$ 845 (900-2 $\frac{3}{4}$)



REIL Rwy 18 and 36 (L)
MIRL Rwy 18-36 (L)

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 73027 W36A	APP CRS 359°	Rwy Idg 5210 TDZE 74 Apt Elev 75
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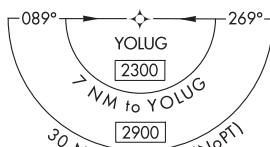
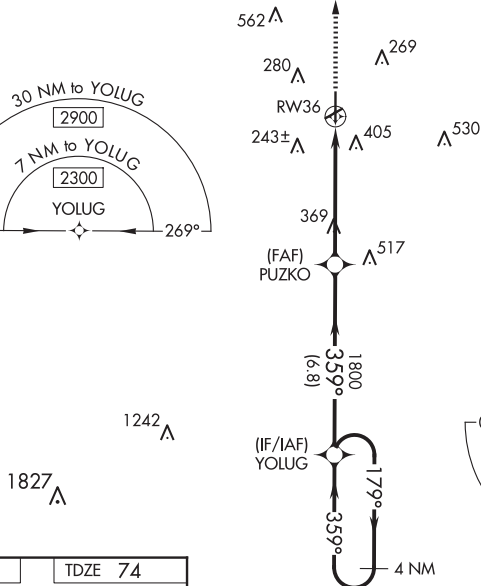
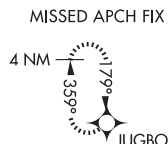
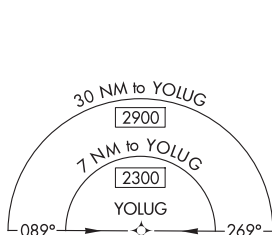
RNAV (GPS) RWY 36
ST LANDRY PARISH (OPT.)

ST LANDRY PARISH (OPL)

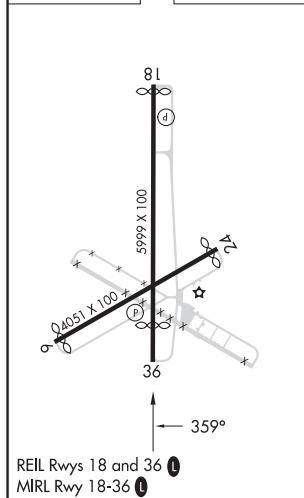
V Baro-VNAV NA when using Lafayette alimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSi inop, Straight-in/Circling Rwy 36 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 6/24 NA at night. When local alimeter setting not received, use Lafayette alimeter setting: Increase LPV DA to 407 feet, LNAV/VNAV DA to 749 feet, and visibility LPV all Cats ½ SM and LNAV/VNAV all Cats ¾ SM; increase all MDA 60 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C and D ¼ SM.

MISSED APPROACH: Climb to 2000 direct JUGBO and hold.

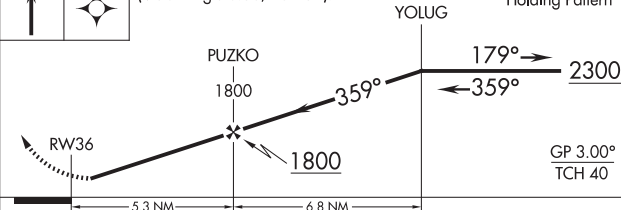
AWOS-3PT 118.775	LAFAYETTE APP CON★ 128.7 268.7	UNICOM 123.0 (CTAF) 
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ELEV 75		TDZE 74
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2000	JUGBO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 59).
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4 NM
Holding Pattern

CATEGORY	A	B	C	D
LPV DA	351-1 277 (300-1)			
LNAV/ VNAV DA	693-2¼ 619 (700-2¼)			
LNAV MDA	620-1 546 (600-1)	620-1½ 546 (600-1½)		
CIRCLING	780-1 705 (800-1)	780-2 705 (800-2)	920-2¾ 845 (900-2¾)	

VORTAC LFT 109.8 Chan 35	APP CRS 343°	Rwy Idg 5210 TDZE 74 Apt Elev 75
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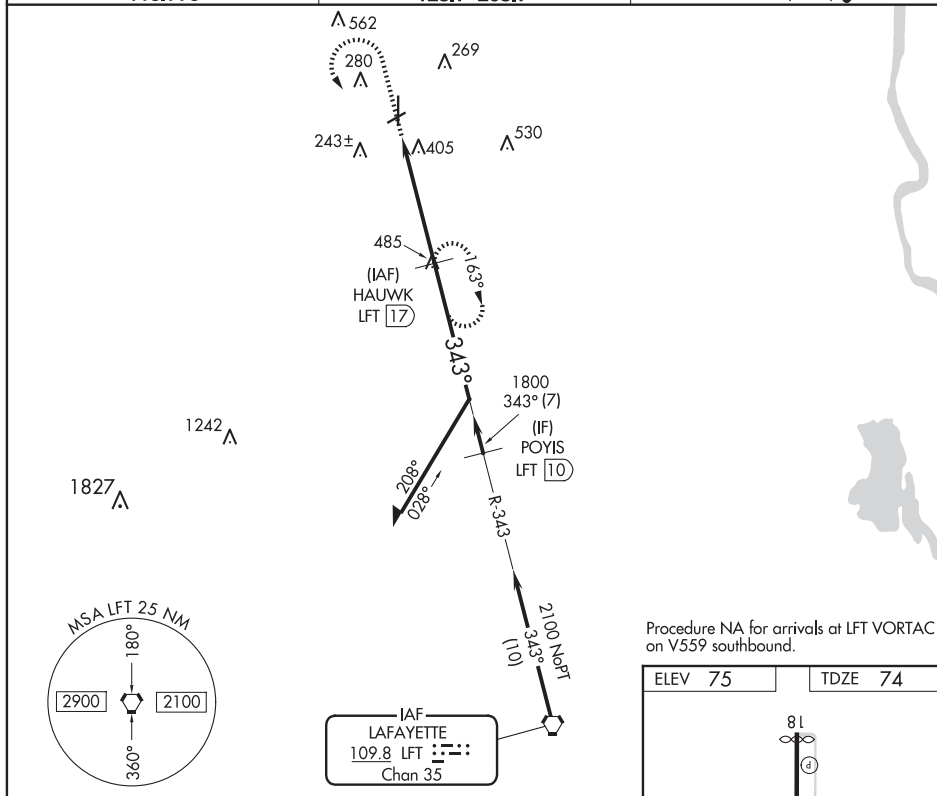
VOR RWY 36
ST LANDRY PARISH (OPL)

DME required.

T Circling Rwy 6, 24 NA at night.
A Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

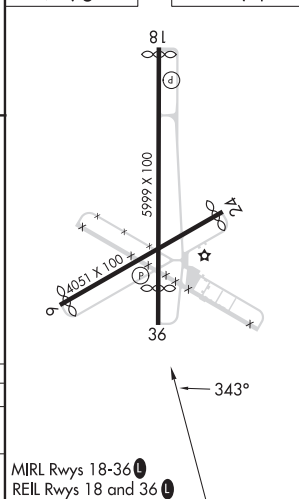
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 on heading 120° and LFT R-343 to HAUWK/17 DME and hold.

AWOS-3PT 118.775	LAFAYETTE APP CON ★ 128.7 268.7	UNICOM 123.0 (CTAF) 1
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Procedure NA for arrivals at LFT VORTAC
on V559 southbound.

ELEV 75		TDZE 74
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CATEGORY	A	B	C	D
S-36	720-1 646 (700-1)	720-1¼ 646 (700-1¼)	720-1⅞ 646 (700-1⅞)	720-2 646 (700-2)
CIRCLING	780-1 705 (800-1)	780-1¼ 705 (800-1¼)	780-2 705 (800-2)	920-2¾ 845 (900-2¾)

OPELOUSAS, LOUISIANA

Amdt 1C 15JUL21

30°34'N-92°06'W

ST LANDRY PARISH (OPL)
VOR RWY 36

VOR RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

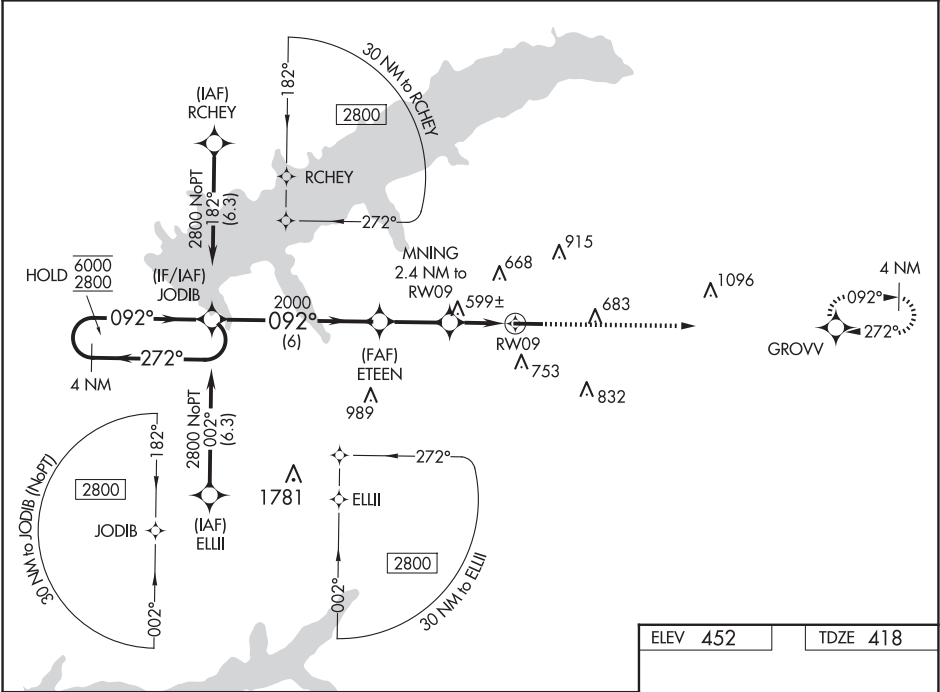
WAAS CH 77800 W09A	APP CRS 092°	Rwy Idg TDZE Apt Elev	5600 418 452
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RNAV (GPS) RWY 9

UNIVERSITY-OXFORD (UOX)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2800 direct GROVV and hold.
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div><div><div></div><div></div></div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div>		

AWOS-3PT 132.725	MEMPHIS CENTER 128.5 279.55	GCO 135.075	UNICOM 123.0 (CTAF) 0
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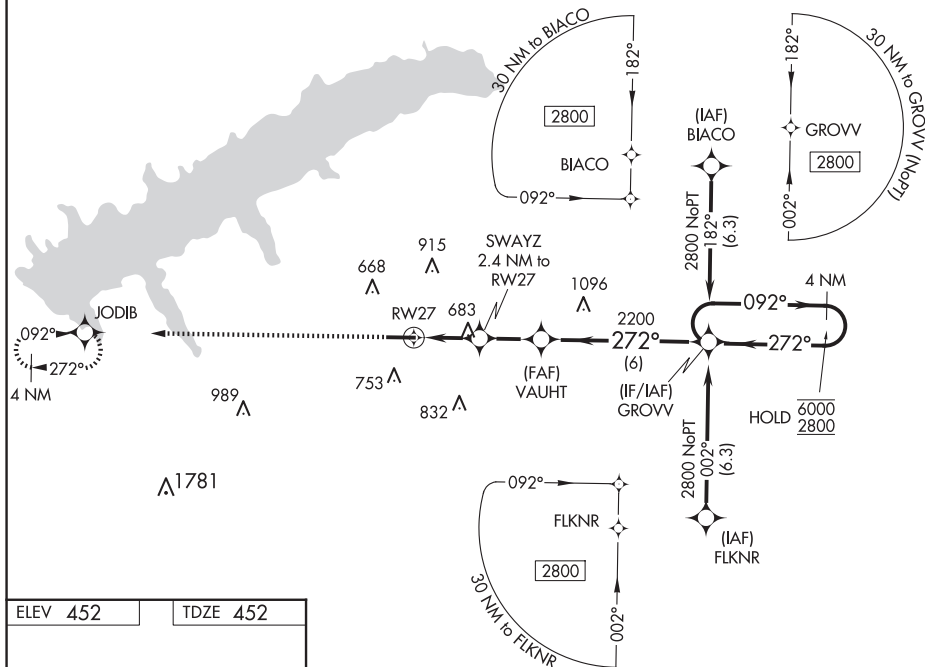


4 NM Holding Pattern		2800 GROVV		
GP 3.00° TCH 40		0.7% UP 5600 X 100		
CATEGORY	A	B	C	D
LPV DA	618-¾ 200 (200-¾)			
LNNAV/VNAV DA	940-½ 522 (500-½)	940-1½	522 (500-1½)	
LNNAV MDA	860-1	442 (500-1)	860-1¾	442 (500-1¾)
CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	1380-2¾ 928 (1000-2¾)	1380-3 928 (1000-3)
MIRL Rwy 9-27				
REIL Rwy 9 and 27				

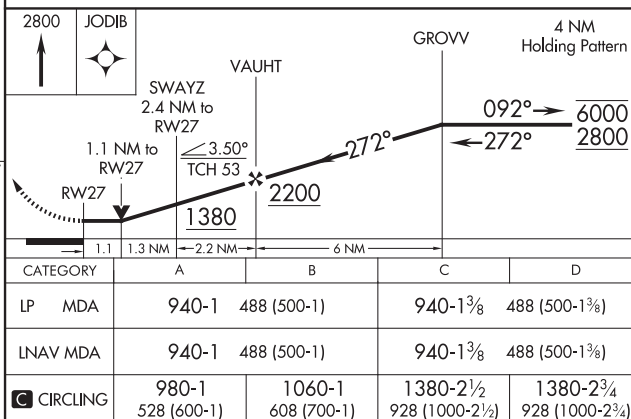
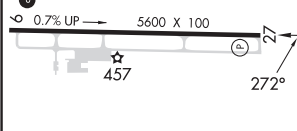
RNAV (GPS) RWY 27
UNIVERSITY-OXFORD (UOX)

Rwy 27 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2800 direct JODIB and hold.

UNICOM
123.0 (CTAF) **L**

TDZE 452



MIRL Rwy 9-27 **L**
REIL Rwy 9 and 27 **L**

OXFORD, MISSISSIPPI

Amdt 2 05OCT23

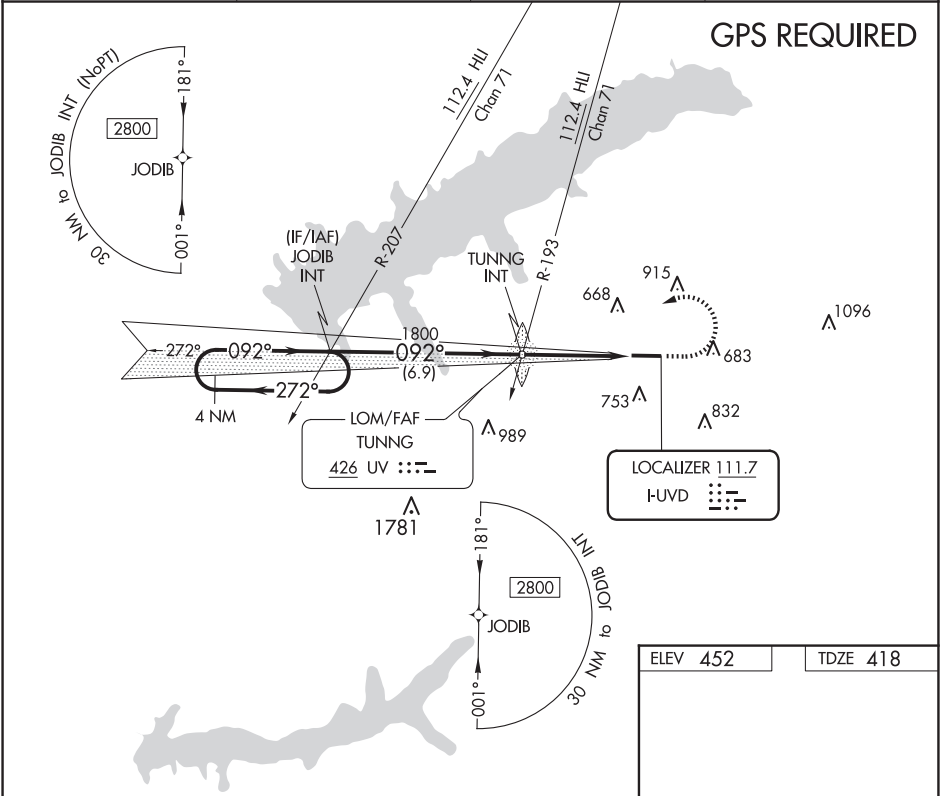
34°23'N-89°32'W

UNIVERSITY-OXFORD (UOX)
RNAV (GPS) RWY 27

GPS required. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase S-LOC Cats C, D visibility 3/8 mile, and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct JODIB INT and hold.

AWOS-3PT 132.725	MEMPHIS CENTER 128.5 279.55	GCO 135.075	UNICOM 123.0 (CTAF)
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<div>4 NM Holding Pattern</div> <div>2800 ← 272° 092° →</div> <div>JODIB INT</div> <div>1100 ↑</div> <div>2800 ↶</div> <div>JODIB INT</div>				<div>092°</div> <div>0.7% UP</div> <div>5600 X 100</div> <div>27</div> <div>457</div>				
<div>TUNING INT/LOM</div> <div>092°</div> <div>1800</div> <div>3.20° TCH 40</div>								
<div>6.9 NM</div>				<div>4 NM</div>				
CATEGORY	A		B		C		D	
S-LOC 9	920-1 502 (500-1)		920-1 3/8 502 (500-1 3/8)					
CIRCLING	980-1 528 (600-1)		1060-1 608 (700-1)		1380-2 3/4 928 (1000-2 3/4)		1380-3 928 (1000-3)	
MIRL Rwy 9-27 REIL Rwys 9 and 27								
FAF to MAP 4 NM								
Knots		60	90	120	150	180		
Min:Sec		4:00	2:40	2:00	1:36	1:20		

OXFORD, MISSISSIPPI

AL-5327 (FAA)

23278

LOC I-UV D	APP CRS	Rwy Idg	5600
111.7	092°	TDZE	418
		Apt Elev	452

LOC Z RWY 9

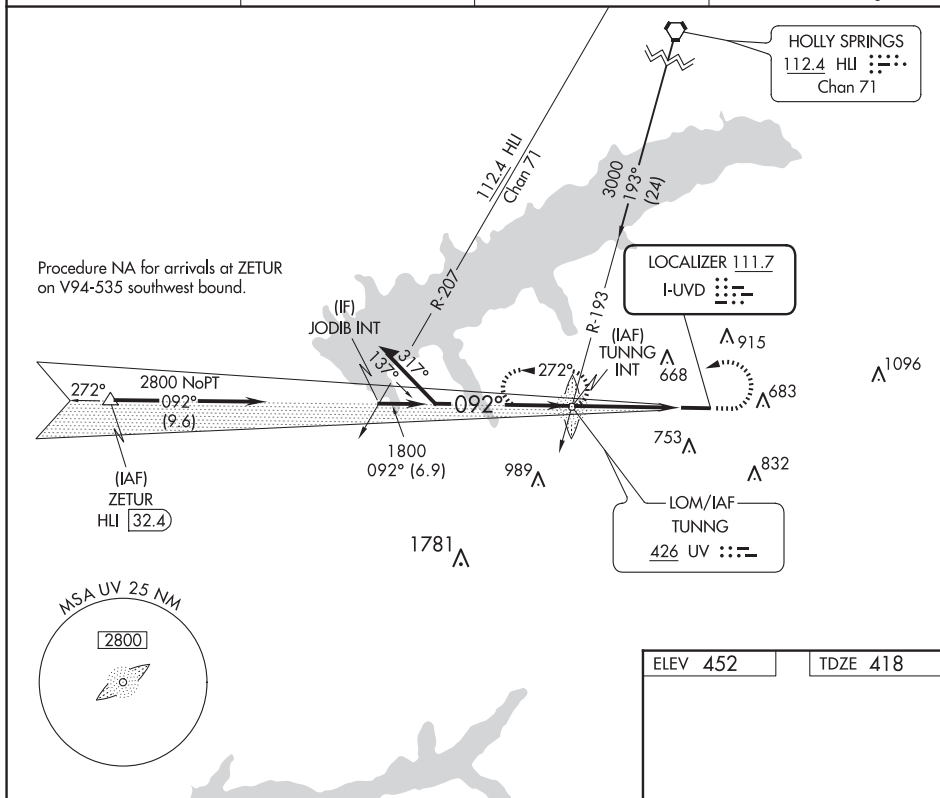
UNIVERSITY-OXFORD (UOX)



ADF required. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase S-LOC Cats C, D visibility $\frac{3}{8}$ mile and Circling Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct TUNNG LOM/INT and hold, continue climb-in-hold to 2800.

AWOS-3PT	MEMPHIS CENTER	GCO	UNICOM
132.725	128.5 279.55	135.075	123.0 (CTAF) 0



Remain within 10 NM TUNNG LOM/INT 2800 272° 092° 1800 3.20° TCH 40 4 NM					ELEV 452 TDZE 418 092° 0.7% UP 5600 X 100 457 27
CATEGORY	A	B	C	D	MIRL Rwy 9-27 0 REIL Rwy 9 and 27 0 FAF to MAP 4 NM Knots 60 90 120 150 180 Min:Sec 4:00 2:40 2:00 1:36 1:20
S-LOC 9	920-1	502 (500-1)	920-1 $\frac{3}{8}$	502 (500-1 $\frac{3}{8}$)	
CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	1380-2 $\frac{3}{4}$ 928 (1000-2 $\frac{3}{4}$)	1380-3 928 (1000-3)	

OXFORD, MISSISSIPPI

Amdt 3 13NOV14

34°23'N-89°32'W

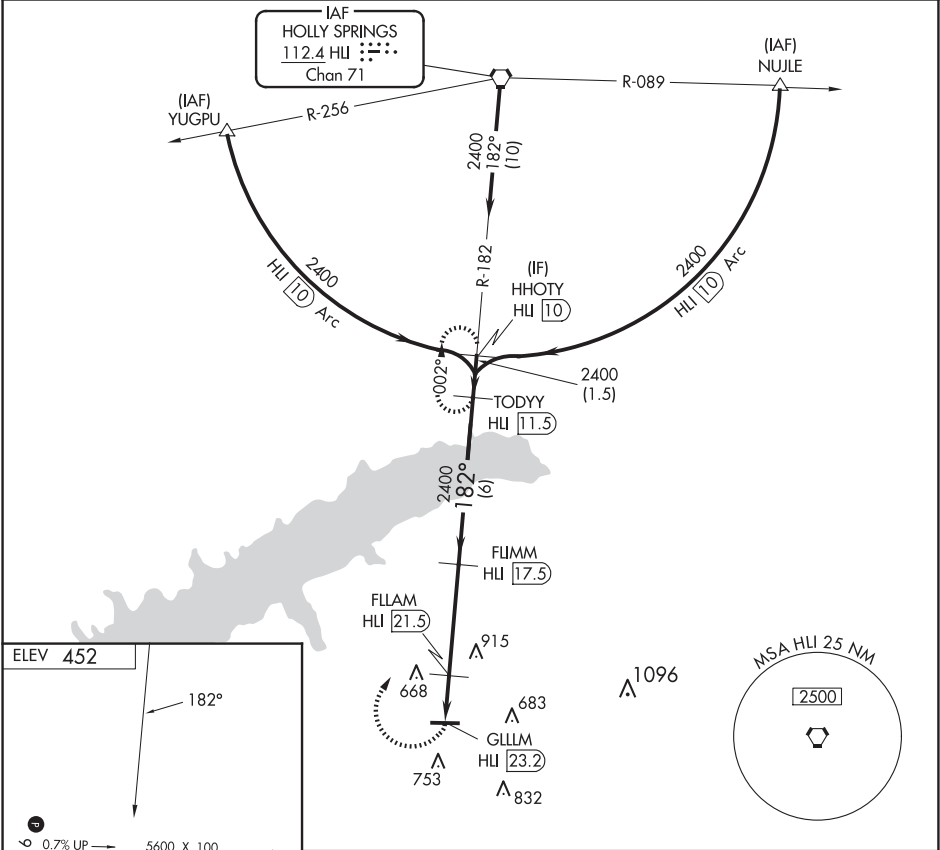
UNIVERSITY-OXFORD (UOX)

LOC Z RWY 9

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

DME required.		MISSED APPROACH: Climbing right turn to 2400 on heading 030° and on HLI R-182 to TODAYY/HLI 11.5 DME and hold.	
AWOS-3PT 132.725	MEMPHIS CENTER 128.5 279.55	GCO 135.075	UNICOM 123.0 (CTAF) 0



CATEGORY	A	B	C	D
	980-1 528 (600-1)	1060-1¼ 608 (700-1¼)	1380-2¾ 928 (1000-2¾)	1380-3 928 (1000-3)
CIRCLING				

PASCAGOULA, MISSISSIPPI

AL-5404 (FAA)

23222

LOC/DME I-PQL 110.1 Chan 38	APP CRS 168°	Rwy Idg 6501 TDZE 17 Apt Elev 17
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ILS or LOC RWY 17

TRENT LOTT INTL (PQL)

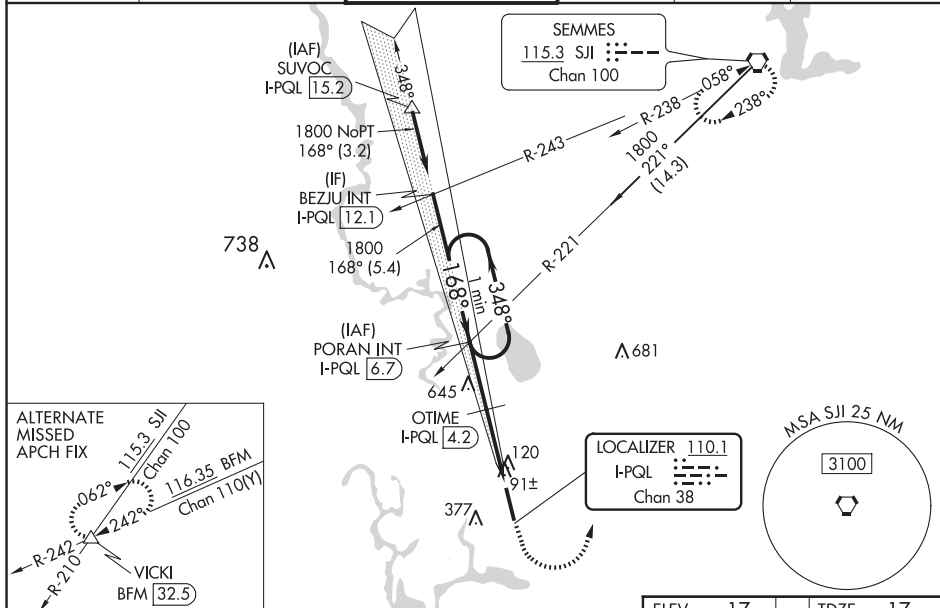
⚠ When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase DA to 292 feet; increase all MDA 80 feet and S-LOC 17 visibility Cat B $\frac{3}{4}$ SM, increase Circling visibility Cats B and C $\frac{1}{4}$ SM. OTIME Fix Minimums, increase S-LOC 17 visibility Cats C and D $\frac{1}{8}$ SM and Circling Cats C and D $\frac{1}{2}$ SM. For inop ALS when using Mobile Rgnl altimeter setting increase S-ILS all Cats visibility to $\frac{3}{8}$ SM.

MALSR



MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS 135.175	MOBILE APP CON★ 121.0 307.1	TRENT LOTT TOWER★ 118.575 (CTAF) 0	GND CON 121.725	CLNC DEL 121.725	UNICOM 122.8
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ELEV 17		TDZE 17	
One Minute Holding Pattern		<div> <div>900</div> <div>2000</div> <div>SJI</div> </div> #980 when using Mobile Rgnl altimeter setting.	
PORAN INT I-PQL 6.7 1800 348° 168° 1800 GS 3.00° TCH 50		OTIME I-PQL 4.2 1800 348° 168° 1800 #900 I-PQL 2.2 I-PQL 1.2	
2.5 NM		2.1 NM	
0.9 NM			
CATEGORY	A	B	D
S-ILS 17	217- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)		
S-LOC 17	900- $\frac{3}{4}$	883 (900- $\frac{3}{4}$)	900-2 883 (900-2)
C CIRCLING	900-1 $\frac{1}{4}$	883 (900-1 $\frac{1}{4}$)	900-2 $\frac{3}{4}$ 883 (900-2 $\frac{3}{4}$)
OTIME FIX MINIMUMS			
S-LOC 17	360- $\frac{1}{2}$	343 (400- $\frac{1}{2}$)	360- $\frac{5}{8}$ 343 (400- $\frac{5}{8}$)
C CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1 $\frac{3}{4}$ 663 (700-1 $\frac{3}{4}$)
			680-2 663 (700-2)
MRL Rwy 17-35 0		FAF to MAP 5.4 NM	
Knots		60 90 120 150 180	
Min:Sec		5:24 3:36 2:42 2:10 1:48	

PASCAGOULA, MISSISSIPPI

Amdt 3A 29DEC22

30°28'N-88°32'W

TRENT LOTT INTL (PQL)

ILS or LOC RWY 17

TRENT LOTT INTL (PQL)

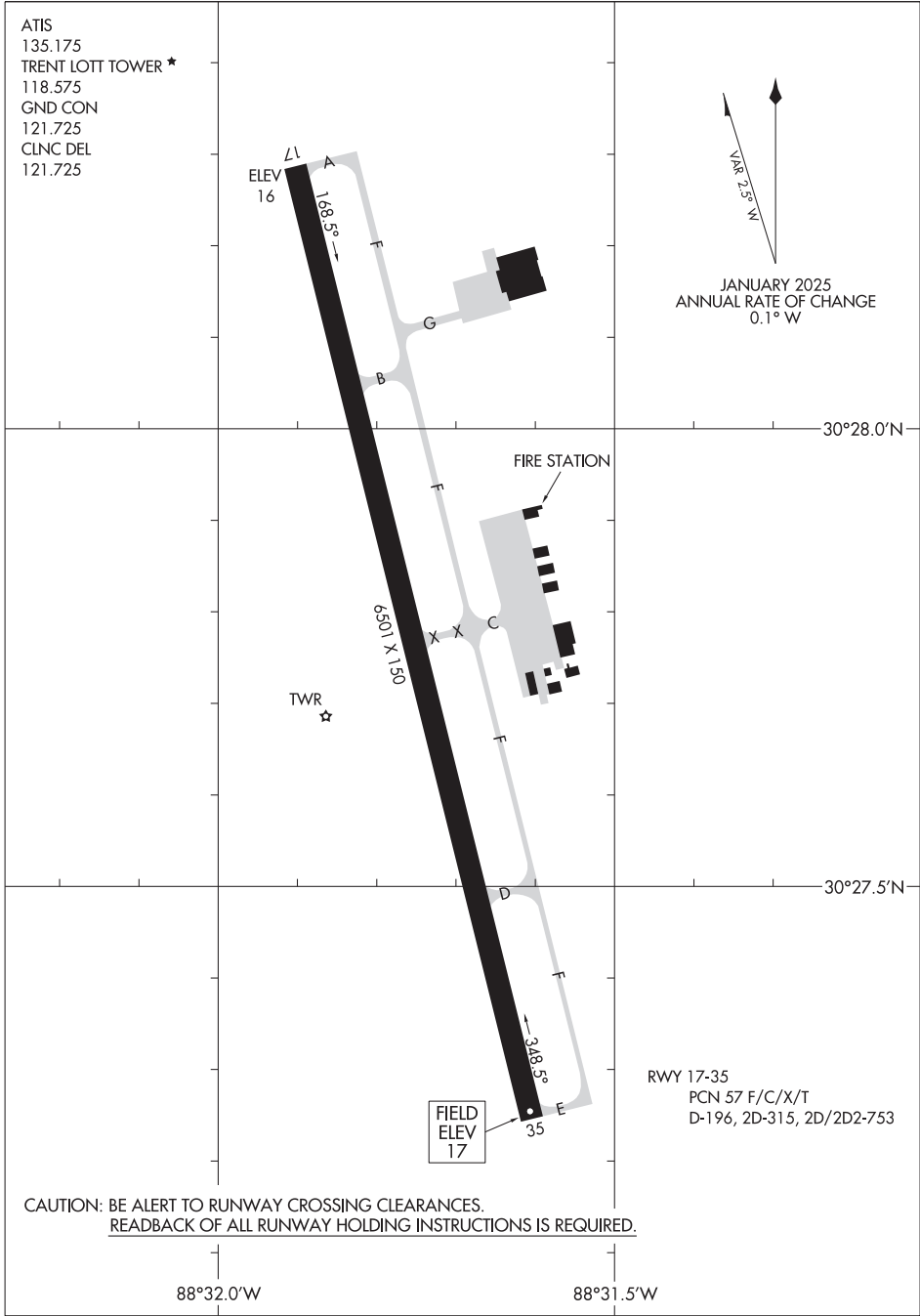
MISSED APPROACH: Climb to 1800 direct BEZJU and hold.

UNICOM
122.8

TRENT LOTT INTL (PQL)

RNAV (GPS) RWY 35

SC-4, 07 AUG 2025 to 02 OCT 2025



PATTERSON, LOUISIANA

AL-5717 (FAA)

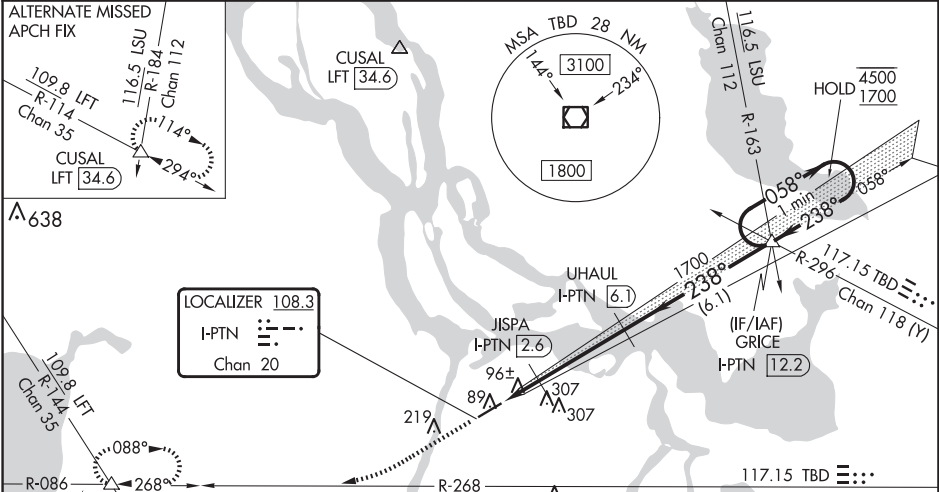
24137

LOC/DME I-PTN 108.3 Chan 20	APP CRS 238°	Rwy ldg TDZE Apt Elev 5399 9 9
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ILS or LOC RWY 24
HARRY P WILLIAMS MEML (PTN)

DME required.	MALSR	MISSED APPROACH: Climb to 2000 on heading 238° and TBD VOR/DME R-268 to ORICH INT/ TBD 40.2 DME and hold.
NA Circling NA to Rwy 4W and 22W. For inop ALS, increase S-LOC 24 Cat C visibility to 1 SM.		

AWOS-3PT 134.575	NEW ORLEANS APP CON 124.3 350.35	CLNC DEL 124.3	UNICOM 122.8 (CTAF)
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MIRL Rwy 6-24					
REIL Rwy 6					
CATEGORY	A	B	C	D	
S-ILS 24	209-1/2	200 (200-1/2)		NA	
S-LOC 24	360-1/2	351 (400-1/2)	360-5/8 351 (400-5/8)	NA	
CIRCLING	520-1 511 (600-1)	660-1 651 (700-1)	660-1 3/4 651 (700-1 3/4)	NA	

PATTERSON, LOUISIANA
Amdt 2G 22APR21

29°43'N-91°20'W

HARRY P WILLIAMS MEML (PTN)
ILS or LOC RWY 24

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	5005
058°	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 6

HARRY P WILLIAMS MEML (PTN)

RNP APCH.

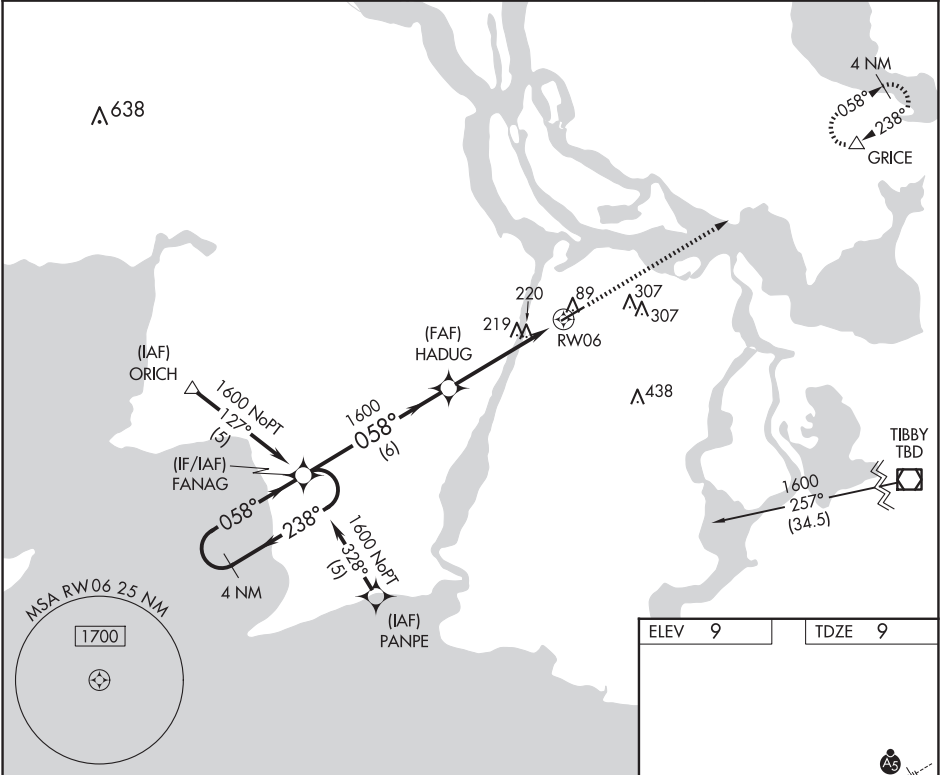
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▲

Circling NA to Rwy 4W and 22W. Rwy 6 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 100 feet; increase LNAV Cat C visibility ¼ SM and Circling Cat C visibility ½ SM. When VGSI inop, Straight-in/Circling Rwy 6 procedure NA at night.

MISSED APPROACH: Climb to 1700 direct GRICE and hold.

AWOS-3PT 134.575	NEW ORLEANS APP CON 124.3 350.35	CINC DEL 124.3	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

1700 GRICE

FANAG HADUG RW06

1600 238° 058° 1600

3.03° TCH 45

6 NM 4.8 NM

CATEGORY	A	B	C	D
LNAV MDA	540-1	531 (600-1)	540-1½ 531 (600-1½)	NA
CIRCLING	540-1 531 (600-1)	660-1 651 (700-1)	660-1¾ 651 (700-1¾)	NA

ELEV 9 TDZE 9

5399 X 150 4500 X 100

058° to RW06

REIL Rwy 6 MIRL Rwy 6-24 0

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

PATTERSON, LOUISIANA

AL-5717 (FAA)

22139

WAAS CH 40320 W24A	APP CRS 238°	Rwy Idg TDZE Apt Elev	5399 9 9
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RNAV (GPS) RWY 24

HARRY P WILLIAMS MEML (PTN)

RNP APCH.

▼

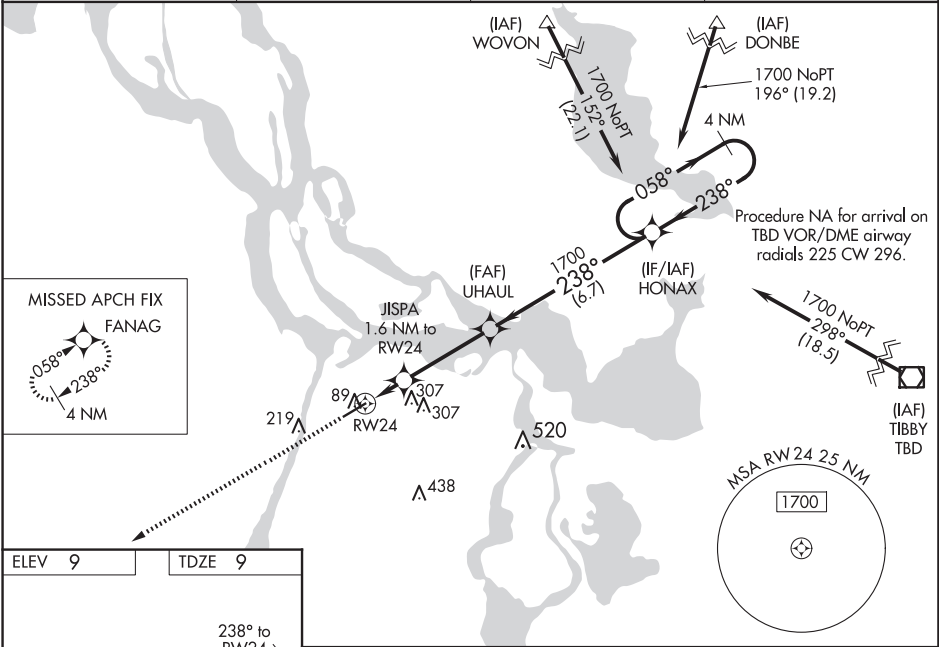
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA to Rwy 4W and 22W. Baro-VNAV and VDP NA when using New Iberia altimeter setting. When local altimeter setting not received, use New Iberia altimeter setting: increase LPV DA to 291 feet; increase LNAV/VNAV DA to 341 feet and visibility all Cats ½ SM; increase all MDAs 100 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ½ SM. For inop MALSR, increase LNAV Cat C visibility to 1 mile. For inop MALSR, when using New Iberia altimeter setting, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1 ½ mile, and LNAV Cat C visibility to 1 ¾ mile. When VGSI inop, Circling Rwy 6 NA at night.

MALSR

MISSED APPROACH: Climb to 2000 direct FANAG and hold.

AWOS-3PT 134.575	NEW ORLEANS APP CON 124.3 350.35	CLNC DEL 124.3	UNICOM 122.8 (CTAF)
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ELEV **9** TDZE **9**

REIL Rwy 6
MIRL Rwy 6-24

2000 FANAG		UHAUL 1700		HONAX 4 NM Holding Pattern	
* LNAV only		JISPA 1.6 NM to RW24		238° 058° 1700	
RW24		* 1.1 NM to RW24		238° 1700	
1.1 NM		0.5		3.6 NM	
1.1 NM		0.5		6.7 NM	
CATEGORY	A	B	C	D	
LPV DA	209-½	200 (200-½)		NA	
LNAV/VNAV DA	259-½	250 (300-½)		NA	
LNAV MDA	400-½	391 (400-½)	400-5/8 391 (400-5/8)	NA	
CIRCLING	520-1 511 (600-1)	660-1 651 (700-1)	660-1 ¾ 651 (700-1 ¾)	NA	

PATTERSON, LOUISIANA
Amdt 1E 22APR21

29°43'N-91°20'W

HARRY P WILLIAMS MEML (PTN)

RNAV (GPS) RWY 24

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78115 W18A	APP CRS 185°	Rwy Idg TDZE Apt Elev	5001 454 458
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RNAV (GPS) RWY 18

PHILADELPHIA MUNI (MPE)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

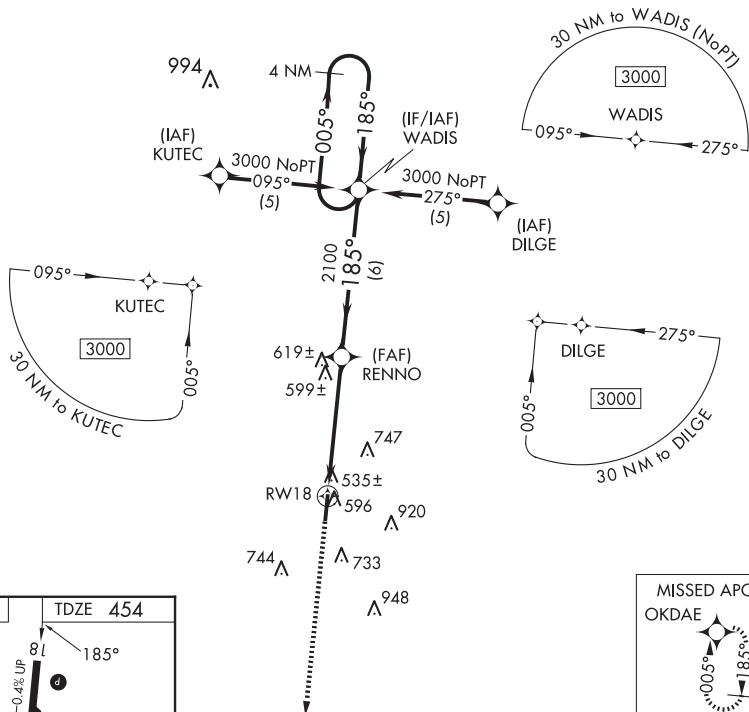
⚠ When lateral altimeter setting not received, use Key Fld altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling Cats C and D visibility $\frac{1}{4}$ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility $\frac{1}{2}$ mile. Baro-VNAV and VDP NA when using Key Fld altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
OKDAE and hold.

AWOS-3P
118.725

MEMPHIS CENTER
132.75 263.0

UNICOM
123.0 (CTAF) **L**



3000 OKDAE

*RNAV only. *1.5 NM to RW18

RENNO

WADIS

4 NM Holding Pattern

005° 185° 3000

2100

GP 3.00° TCH 47

1.5 3.5 NM 6 NM

CATEGORY	A	B	C	D
LPV DA		774-1¼	320 (400-1¼)	
RNAV/DA		850-1½	396 (400-1½)	
RNAV MDA	960-1 506 (600-1)		960-1½ 506 (600-1½)	
CIRCLING	1060-1 602 (700-1)		1280-2½ 822 (900-2½)	1280-2¾ 822 (900-2¾)

RNAV (GPS) RWY 18

PHILADELPHIA, MISSISSIPPI

AL-6960 (FAA)

23334

WAAS CH 48915 W36A	APP CRS 005°	Rwy Idg 5001 TDZE 458 Apt Elev 458
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RNAV (GPS) RWY 36

PHILADELPHIA MUNI (MPPE)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Fld altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Fld altimeter setting.

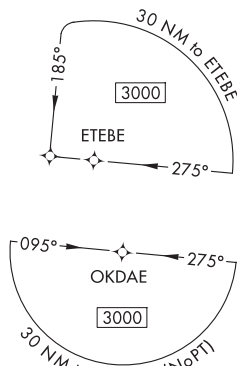
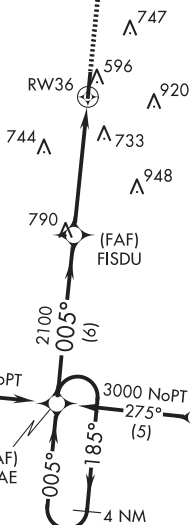
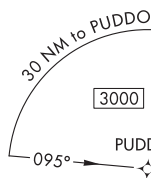
MISSED APPROACH:
Climb to 3000 direct WADIS and hold.

AWOS-3P
118.725

MEMPHIS CENTER
132.75 263.0

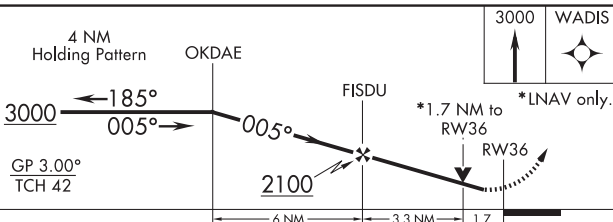
UNICOM
123.0 (CTAF)

MISSED APCH FIX



ELEV **458** TDZE **458**

REIL Rwy 18 and 36
MIRL Rwy 18-36



CATEGORY	A	B	C	D
LPV DA		838-1¼	380 (400-1¼)	
LNAV/VNAV DA		1107-2¼	649 (700-2¼)	
LNAV MDA	1040-1 582 (600-1)	1040-1½ 582 (600-1½)	1040-1¾ 582 (600-1¾)	
CIRCLING	1060-1 602 (700-1)	1280-2½ 822 (900-2½)	1280-2¾ 822 (900-2¾)	



PHILADELPHIA, MISSISSIPPI

Amdt 1A 24MAR22

32°48'N-89°08'W

PHILADELPHIA MUNI (MPPE)
RNAV (GPS) RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **42909**
W36A

APP CRS
359°

Rwy Idg
TDZE **54**
Apt Elev **55**

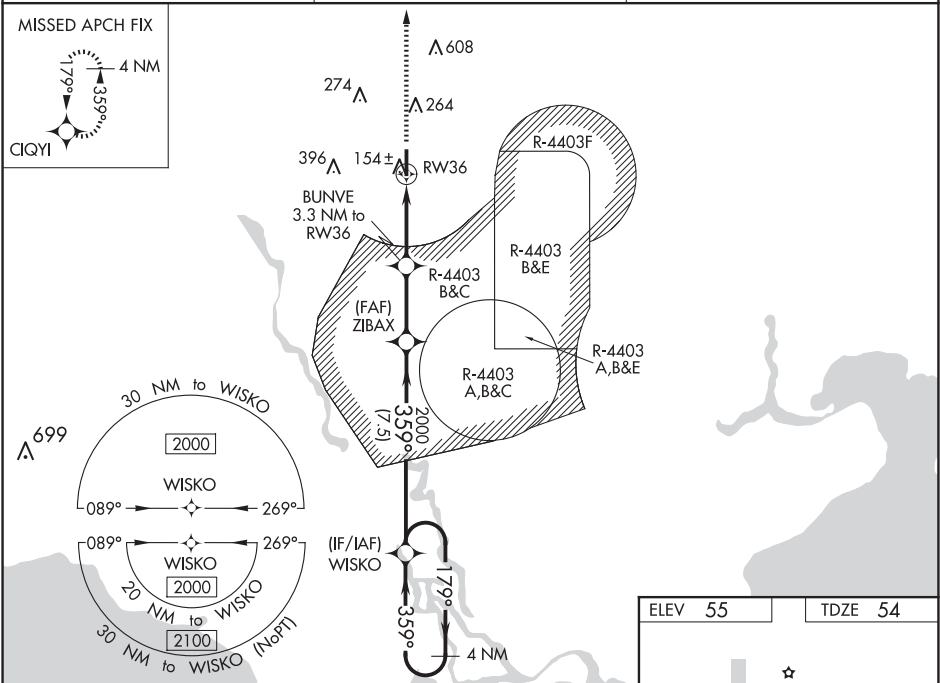
RNAV (GPS) RWY 36

PICAYUNE MUNI (MJD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Procedure NA when R-4403 A, B, C, or E is active. When local altimeter setting not received, use Stennis Intl altimeter setting: increase LPV DA to 338 and all Cats visibility ½ mile; increase LNAV/VNAV DA to 374 and all Cats visibility ½ mile; increase all MDA 40 feet and LNAV Cats C and D visibility ½ mile, and Circling Cat C visibility ¼ mile.

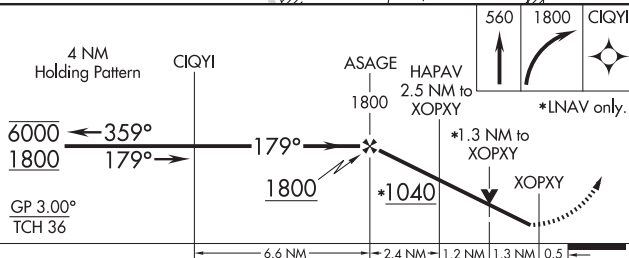
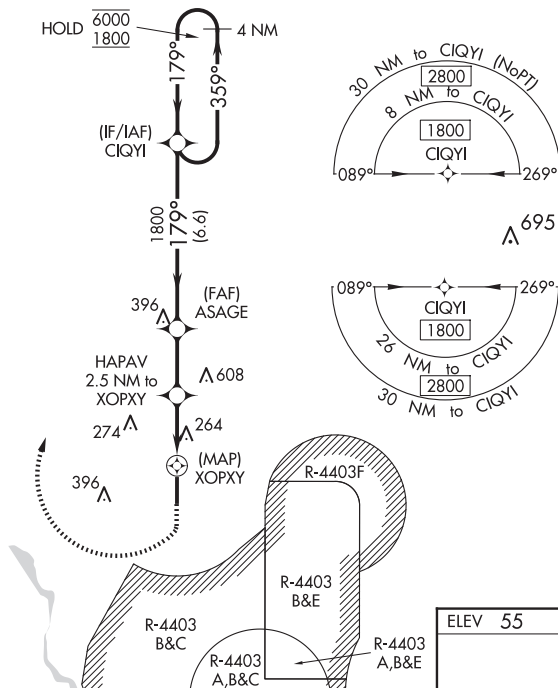
MISSED APPROACH: Climb to 1800 direct CIQYI and hold.

AWOS-3PT 119.075	GULFPORT APP CON ★ 124.6 354.1	UNICOM 122.8 (CTAF) 0
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PICAYUNE MUNI (MJD)

MISSED APPROACH: (Do not exceed 185K) Climb to 560 then climbing right turn to 1800 direct CIQYI and hold.

UNICOM
122.8 (CTAF) **L**

RNAV (GPS) Y RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99310 W18B	APP CRS 179°	Rwy Idg TDZE 55 Apt Elev 55
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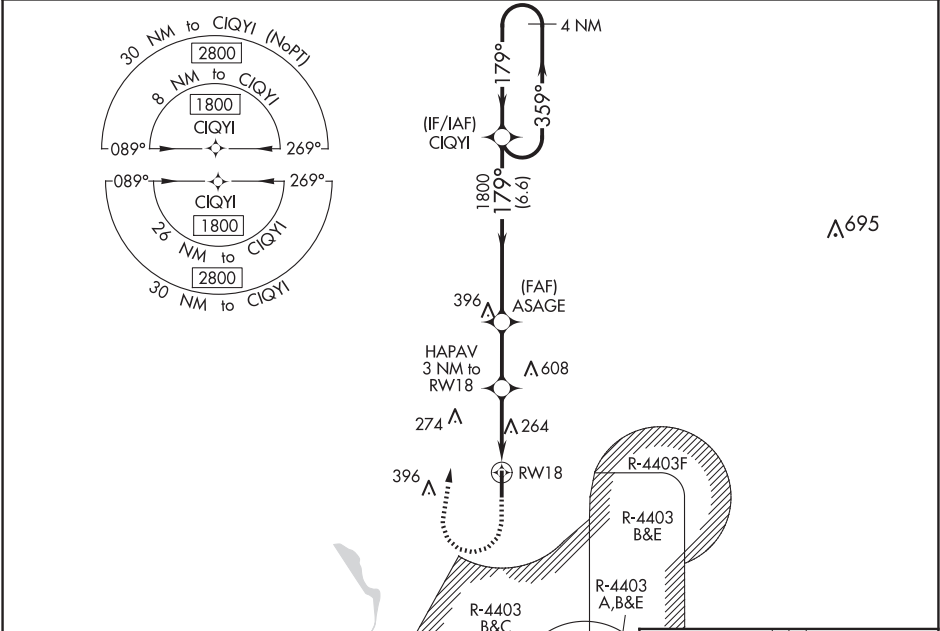
RNAV (GPS) Z RWY 18

PICAYUNE MUNI (MJD)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 3/4 SM NA. Procedure NA when R-4403 B, C, or E is active.
When local altimeter setting not received, used Stennis Intl altimeter setting: increase LPV DA to 377 and visibility all Cats 1/8 mile; increase LNAV/VNAV DA to 621 and visibility all Cats 1/8 mile; increase all MDA 40 feet and Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
Climb to 1200, then climbing right turn to 1800 direct CIQYI and hold.

AWOS-3PT 119.075	GULFPORT APP CON★ 124.6 354.1	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		CIQYI	ASAGE	HAPAV 3 NM to RW18	1200	1800	CIQYI
1800 ← 359°		179° →	1800	*1.3 NM to RW18	*1.3 NM to RW18	*LNAV only.	
GP 3.00°		TCH 36					
6.6 NM		2.4 NM	1.7 NM	1.3 NM			
CATEGORY	A	B	C	D			
LPV DA	343-1		288 (300-1)				
LNAV/VNAV DA	587-1 7/8		532 (600-1 7/8)				
LNAV MDA	520-1	465 (500-1)	520-1 3/8	465 (500-1 3/8)			
CIRCLING	520-1	580-1	700-1 3/4	960-3			
	465 (500-1)	525 (600-1)	645 (700-1 3/4)	905 (1000-3)			

MIRL Rwy 18-36 0


PICAYUNE, MISSISSIPPI

AL-9504 (FAA)

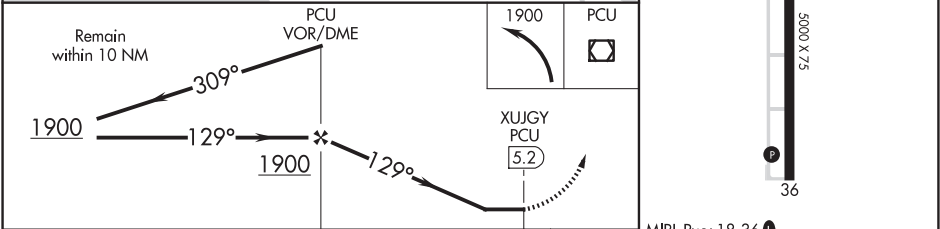
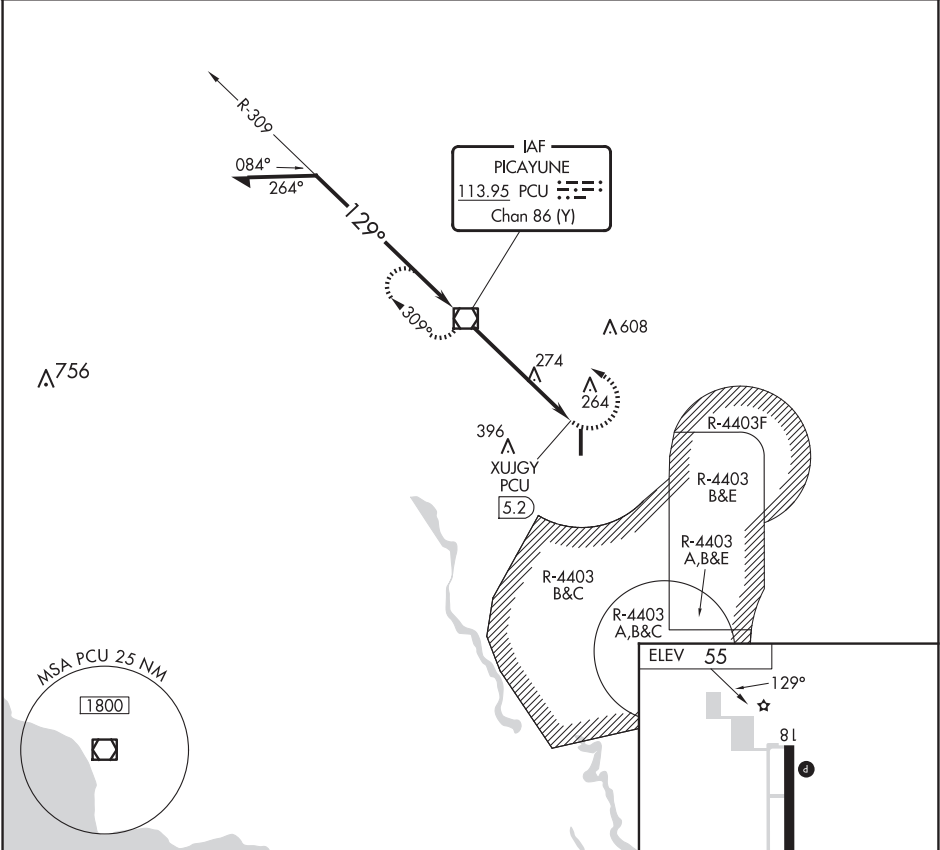
24305


VOR/DME PCU	APP CRS	Rwy Idg	5000
113.95	129°	TDZE	N/A
Chan 86 (Y)		Apt Elev	55

VOR-A
PICAYUNE MUNI (MJD)

 When local altimeter setting not received, use Stennis Intl altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climbing left turn to 1900 direct PCU VOR/DME and hold.
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AWOS-3PT 119.075	GULFPORT APP CON* 124.6 354.1	UNICOM 122.8 (CTAF) 
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			<div><div></div><div>5.2 NM</div><div>0.5</div></div>		MIRL Rwy 18-30					
CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
 CIRCLING	540-1	580-1	NA		Knots	60	90	120	150	180
	485 (500-1)	525 (600-1)			Min:Sec	5:12	3:28	2:36	2:05	1:44

PICAYUNE, MISSISSIPPI
Amdt 1 23JUN16

30°29'N-89°39'W

PICAYUNE MUNI (MJD)
VOR-A

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

POPLARVILLE, MISSISSIPPI

AL-11024 (FAA)

25163

APP CRS	Rwy Ldg	N/A
345°	TDZE	N/A
	Apt Elev	320

RNAV (GPS)-B

POPLARVILLE/PEARL RIVER COUNTY (M13)

RNP APCH-GPS.

▼ Use Bogalusa altimeter setting; when not received, use Hattiesburg altimeter setting and increase all MDA 40 feet and increase Circling Cat B/C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2100 direct ISOPE and hold.

BXA AWOS-3PT

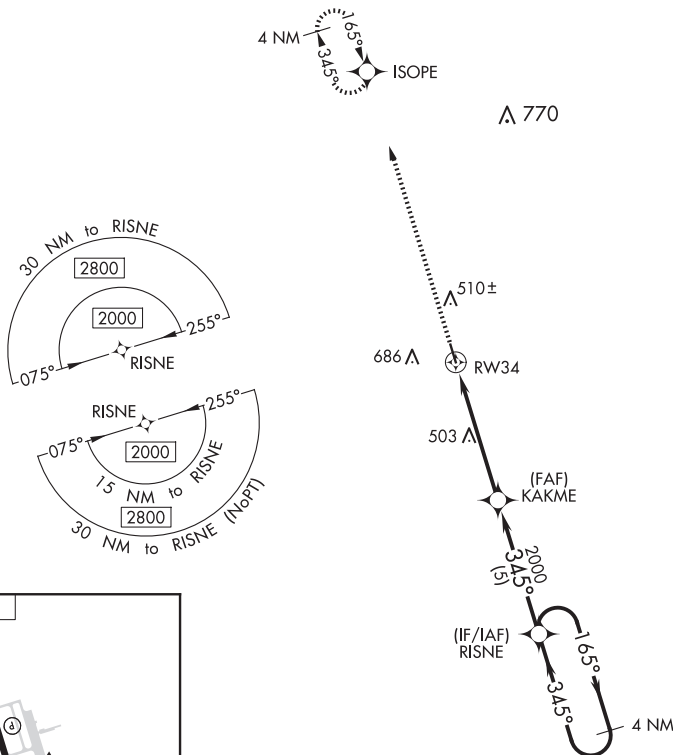
118.025

GULFPORT APP CON *

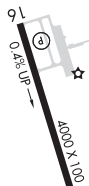
124.6 354.1

CTAF

122.9 0



ELEV 320



34

345°

2100	ISOPE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).			
		KAKME	RISNE	4 NM Holding Pattern	
		2000	345°	165°	2000
		3.00° TCH 37	5.2 NM	5 NM	
CATEGORY	A	B	C	D	
CIRCLING	880-1 560 (600-1)	1120-1 800 (800-1)	1120-2¼ 800 (800-2¼)	1120-2½ 800 (800-2½)	

POPLARVILLE, MISSISSIPPI

Orig-A 16MAY24

POPLARVILLE/PEARL RIVER COUNTY (M13)

30°47'N-89°30'W

RNAV (GPS)-B

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

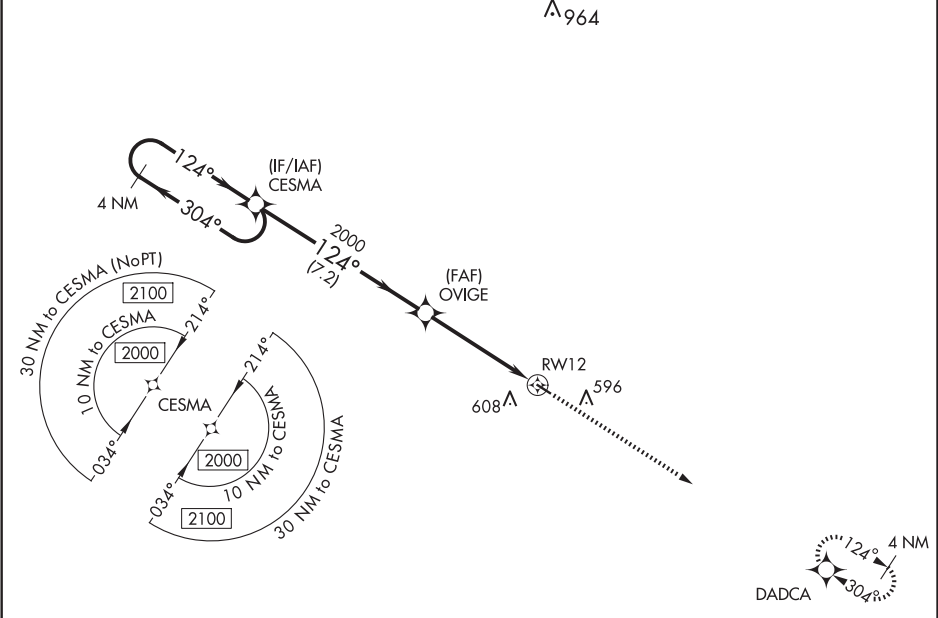
WAAS CH 90408 W12A	APP CRS 124°	Rwy Idg TDZE 455 Apt Elev 455
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RNAV (GPS) RWY 12

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

RNP APCH.	Baro-VNAV NA. Use Brookhaven altimeter setting; when not received, use Hattiesburg/Laurel altimeter setting and increase all DA 27 feet and all MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility 1/8 mile. Rwy 12 helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 2000 direct DADCA and hold.
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1R7 AWOS-3P 118.125	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 1
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				ELEV 455		TDZE 455			
<p>VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 45).</p> <p>4 NM Holding Pattern</p> <p>CESMA</p> <p>OVIGE</p> <p>2000</p> <p>2000</p> <p>2000</p> <p>GP 3.00° TCH 30</p> <p>7.2 NM</p> <p>4.8 NM</p> <p>RW12</p> <p>124° to RW12</p> <p>3197' x 60'</p> <p>30</p>				<p>2000</p> <p>DADCA</p>					
CATEGORY		A		B		C		D	
LPV	DA	770-1½		315 (400-1½)		NA			
LNAV/VNAV	DA	959-1¾		504 (600-1¾)		NA			
LNAV	MDA	1020-1		565 (600-1)		NA			
CIRCLING		1080-1		625 (700-1)		NA			
				MIRL Rwy 12-30					

PRENTISS, MISSISSIPPI

AL-6873 (FAA)

19339

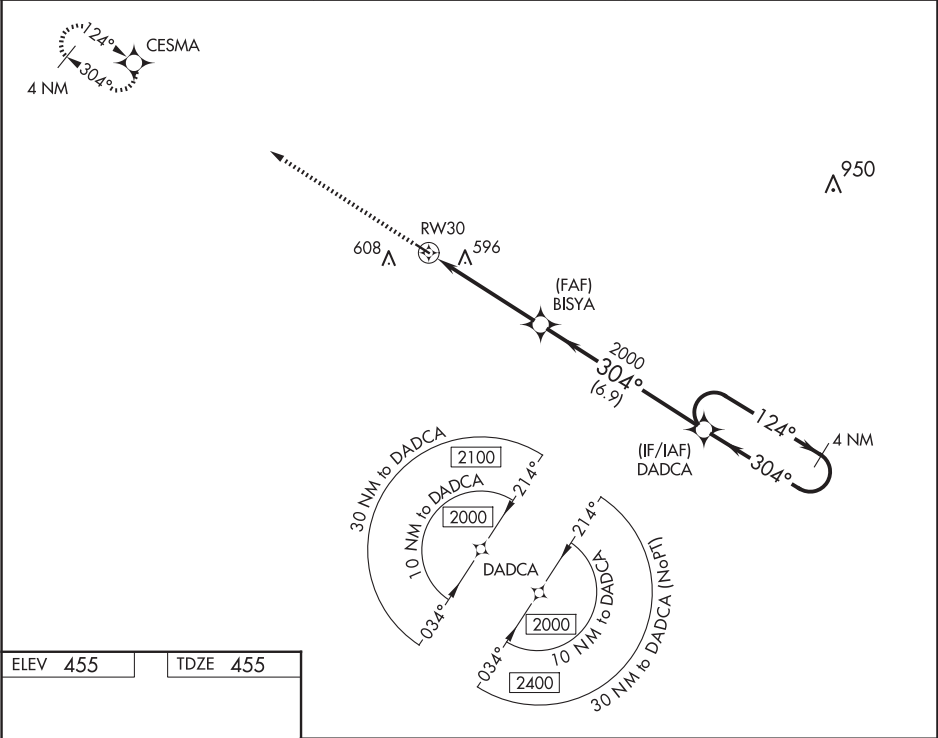
WAAS CH 61208 W30A	APP CRS 304°	Rwy Idg 3197 TDZE 455 Apt Elev 455
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RNAV (GPS) RWY 30

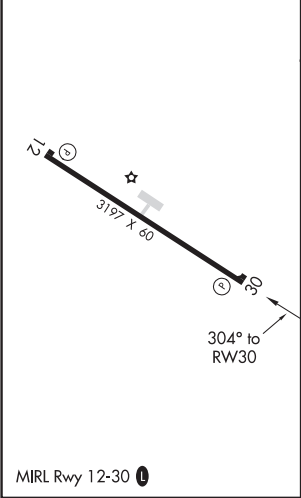
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

<div><div>▼</div><div>▲ NA</div></div> <div>Baro-VNAV NA, DME/DME RNP-0.3 NA. Use Brookhaven altimeter setting; when not received, use Hattiesburg/Laurel altimeter setting and increase all DA 27 feet and all MDA 40 feet. Helicopter visibility reduction below ¾ SM NA.</div>	<div>MISSED APPROACH: Climb to 2000 direct CESMA and hold.</div>
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1R7 AWOS-3P 118.125	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 455	TDZE 455
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2000	CESMA	VGSi and RNAV glidepath not coincident (VGSi Angle 2.75/TCH 45).			
2000	BISYA	2000	DADCA	4 NM Holding Pattern	
RW30	304°	124°	304°	2000	GP 3.00° TCH 30
4.8 NM	6.9 NM				
CATEGORY	A	B	C	D	
LPV DA	770-1½	315 (400-1½)		NA	
LNNAV/VNAV DA	797-1¼	342 (400-1¼)		NA	
LNNAV MDA	980-1	525 (600-1)		NA	
CIRCLING	1020-1 565 (600-1)	1080-1 625 (700-1)		NA	

PRENTISS, MISSISSIPPI
Amdt 2A 11DEC14

PRENTISS-JEFFERSON DAVIS COUNTY (M43)
31°36'N-89°54'W
RNAV (GPS) RWY 30

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

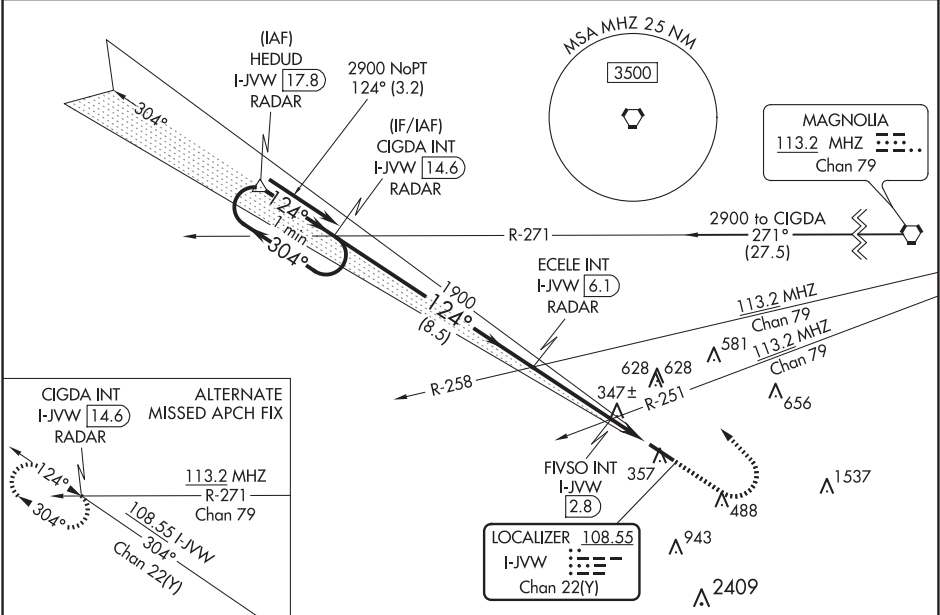
LOC/DME I-JVW	APP CRS	Rwy Idg	5499
108.55	124°	TDZE	241
Chan 22(Y)		Apt Elev	247

ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

⚠ VDP NA with Hawkins Fld altimeter setting. Circling NA for Cat D southwest of Rwy 12-30.
⚠ When local altimeter setting not received, use Hawkins Fld altimeter setting: increase all DA 36 feet, all MDA 40 feet, S-LOC 12 Cat C and D visibilities ¼ mile, and Circling Cat C and D visibilities ¼ mile, increase FIVSO fix minimums S-LOC 12 Cat C and D visibilities ¼ mile and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on 113.2 MHz VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

AWOS-3PT 118.675	JACKSON APP CON ★ 125.25 319.2	UNICOM 123.0 (CTAF) ①
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One Minute Holding Pattern		CIGDA INT I-JVW 14.6 RADAR		ECELE INT I-JVW 6.1 RADAR		FIVSO INT I-JVW 2.8		*I-JVW 2.3		I-JVW 1.1		ELEV 247		TDZE 241	
2900 ← 304° → 124° →		GS 3.00° TCH 47		1900		*760		*800 when using Hawkins Fld altimeter setting.		*LOC only		124° 5.1 NM from FAF			
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 38).		8.5 NM		3.4		0.5		1.2				5499 X 100			
CATEGORY	A	B	C	D											
S-ILS 12	441- ³ / ₄ 200 (200- ³ / ₄)														
S-LOC 12	760-1	519 (600-1)	760-1 ³ / ₈	519 (600-1 ³ / ₈)											
CIRCLING	800-1	553 (600-1)	980-2 733 (800-2)	980-2 ¹ / ₄ 733 (800-2 ¹ / ₄)											
FIVSO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)															
S-LOC 12	660-1	419 (500-1)	660-1 ¹ / ₈	419 (500-1 ¹ / ₈)											
CIRCLING	800-1	553 (600-1)	980-2 733 (800-2)	980-2 ¹ / ₄ 733 (800-2 ¹ / ₄)											
MIRL Rwy 12-30 ① REIL Rwy 12 and 30 ①															
FAF to MAP 5.1 NM															
Knots	60	90	120	150	180										
Min:Sec	5:06	3:24	2:33	2:02	1:42										

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RAYMOND, MISSISSIPPI

AL-6778 (FAA)

21336

WAAS CH 50205 W12A	APP CRS 123°	Rwy Idg 5499 TDZE 241 Apt Elev 247
--	------------------------	---

RNAV (GPS) RWY 12

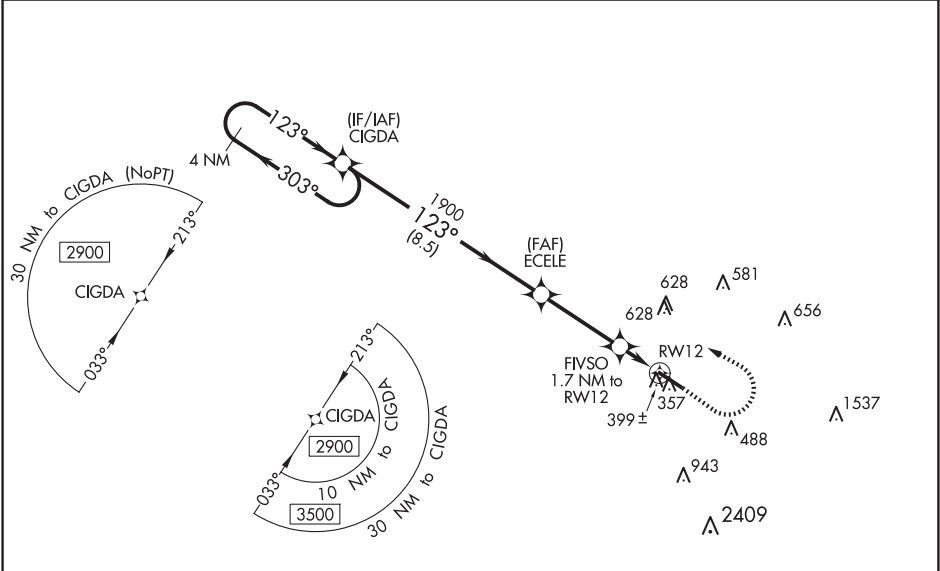
JOHN BELL WILLIAMS (JVW)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA for Cat D southwest of Rwy 12-30. Baro-VNAV and VDP NA when using Hawkins Fld altimeter setting. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Hawkins Fld altimeter setting: increase all DA 36 feet, all MDA 40 feet, all LNAV/VNAV visibilities ⅛ mile, LNAV Cat C and D visibilities ¼ mile, and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 direct CIGDA and hold.

AWOS-3PT 118.675	JACKSON APP CON★ 125.25 319.2	UNICOM 123.0 (CTAF) ①
----------------------------	---	---------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).

4 NM Holding Pattern

CIGDA

ECELE

FIVSO 1.7 NM to RW12

* 1.2 NM to RW12

RW12

GP 3.00° TCH 47

2900

303°

123°

123° to RW12

800

2900

CIGDA

* LNAV only

8.5 NM

3.4 NM

0.5

1.2

CATEGORY	A	B	C	D
LPV DA		441-¾	200 (200-¾)	
LNAV/VNAV DA		662-1⅓	421 (500-1⅓)	
LNAV MDA	660-1	419 (500-1)	660-1⅓	419 (500-1⅓)
Ⓢ CIRCLING	800-1	553 (600-1)	980-2 733 (800-2)	980-2¼ 733 (800-2¼)

ELEV 247

TDZE 241

MIRL Rwy 12-30 ①

REIL Rwy 12 and 30 ①

RAYMOND, MISSISSIPPI
Amdt 3B 20AUG15

32°18'N-90°25'W

JOHN BELL WILLIAMS (JVW)

RNAV (GPS) RWY 12

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78034 W30A	APP CRS 304°	Rwy Idg TDZE Apt Elev	5499 247 247
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RNAV (GPS) RWY 30

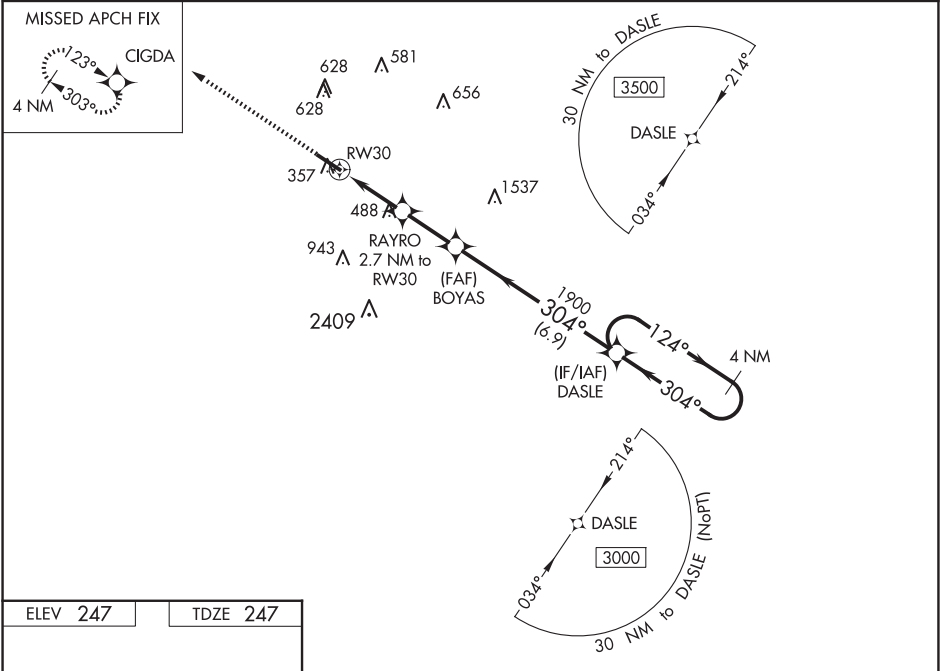
JOHN BELL WILLIAMS (JVW)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA for Cat D southwest of Rwy 12-30. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hawkins Fld altimeter setting increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility ⅓ mile, increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hawkins Fld altimeter setting.

MISSED APPROACH:
Climb to 2900 direct CIGDA and hold.

AWOS-3PT 118.675	JACKSON APP CON★ 125.25 319.2	UNICOM 123.0 (CTAF)
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ELEV 247

TDZE 247

2900 CIGDA

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 50).

*LNAV only

RAYRO 2.7 NM to RW30

BOYAS 1.9 NM to RAYRO

DASLE 6.9 NM to BOYAS

4 NM Holding Pattern

124° 3000

304°

GP 3.03° TCH 53

CATEGORY	A	B	C	D
LPV DA	513-7⁄8		266 (300-7⁄8)	
LNAV/VNAV DA	699-1½		452 (500-1½)	
LNAV MDA	740-1	493 (500-1)	740-1¾	493 (500-1¾)
CIRCLING	740-1 493 (500-1)	760-1 513 (600-1)	980-2 733 (800-2)	980-2¼ 733 (800-2¼)

RAYVILLE, LOUISIANA

AL-6352 (FAA)

22363

WAAS CH 58011 W18A	APP CRS 180°	Rwy Idg 3998 TDZE 83 Apt Elev 83
--	------------------------	---

RNAV (GPS) RWY 18

JOHN H HOOKS JR MEML (M79)

RNP APCH - GPS.

▼

NA

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility 1/8 SM. Baro-VNAV NA.

MISSED APPROACH:
Climb to 1600 direct
APERE and hold.

MLU ASOS
125.05

MONROE APP CON ★
126.9

UNICOM
122.8 (CTAF) ①

1149
▲

4 NM

HOLD
6000
1700

360°

180°

(IF/IAF)
OGELS

1600
180°
(6.9)

(FAF)
YIGLU

ZAPOR
1.3 NM to
RW18

▲ 298

▲ 187±

▲ 492

▲ 131±

▲ 335

MISSED APCH FIX

APERE

360°

180°

4 NM

30 NM to OGELS (NoPT)

9 NM [2200]

1700

090°

270°

OGELS

9 NM [2200]

30 NM to OGELS

1600

APERE

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 50).

4 NM
Holding Pattern

360°

180°

6000
1700

GP 3.60°
TCH 59

*640 When using Bastrop
altimeter setting.

YIGLU

1600

ZAPOR
1.3 NM to
RW18

*620

1600

1.3 NM

2.5 NM

6.9 NM

CATEGORY	A	B	C	D
LPV DA	448-1	365 (400-1)	NA	NA
RNAV/VNAV DA	559-1 3/8	476 (500-1 3/8)	NA	NA
RNAV MDA	480-1	397 (400-1)	NA	NA
Ⓢ CIRCLING	600-1	517 (600-1)	NA	NA

ELEV 83

TDZE 83

180°

81

3998 X 7.5

36

REIL Rwy 18 and 36 ①

MIRL Rwy 18-36 ①

RAYVILLE, LOUISIANA
Amdt 1C 29DEC22

32°29'N-91°46'W

JOHN H HOOKS JR MEML (M79)

RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

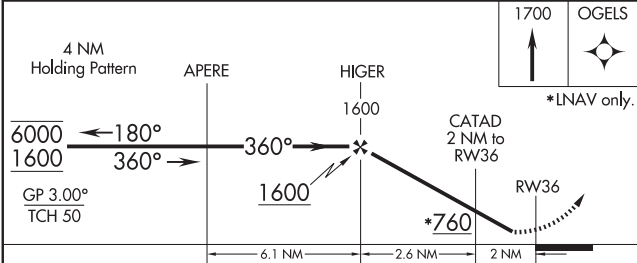
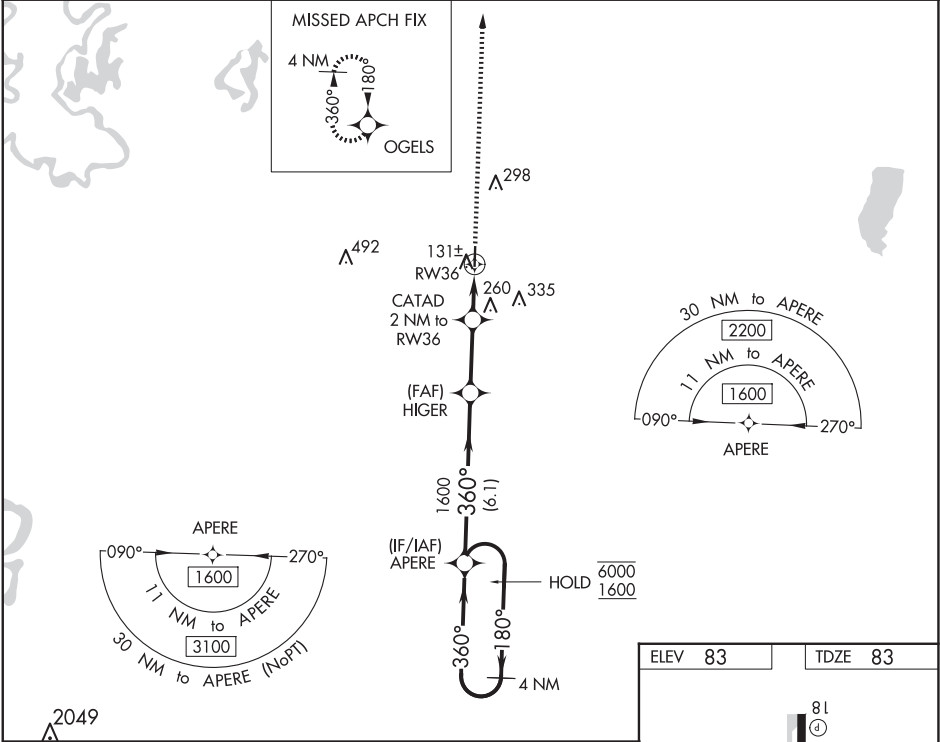
WAAS CH 78111 W36A	APP CRS 360°	Rwy ldg 3707 TDZE 83 Apt Elev 83
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RNAV (GPS) RWY 36

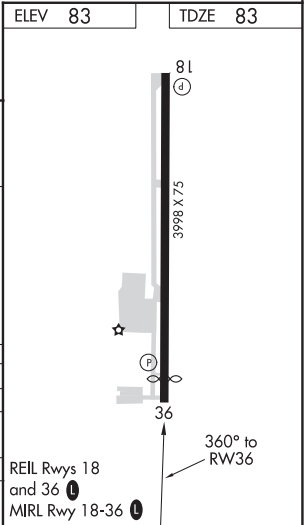
JOHN H HOOKS JR MEML (M79)

RNP APCH.	Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Monroe altimeter setting; when not received use Bastrop altimeter setting and increase all DA/MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ SM. Baro-VNAV NA.	MISSED APPROACH: Climb to 1700 direct OGELS and hold.
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MLU ASOS 125.05	MONROE APP CON ★ 126.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	424-1	341 (400-1)	NA	NA
LNAV/VNAV DA	516-1½	433 (500-1½)	NA	NA
LNAV MDA	540-1	457 (500-1)	NA	NA
CIRCLING	600-1	517 (600-1)	NA	NA



RAYVILLE, LOUISIANA

AL-6352 (FAA)

22195

VORTAC MLU 117.2 Chan 119	APP CRS 095°	Rwy Idg TDZE Apt Elev N/A N/A 83
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VOR/DME-A
JOHN H HOOKS JR MEML (M79)

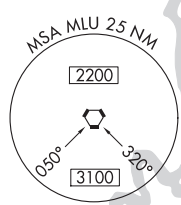
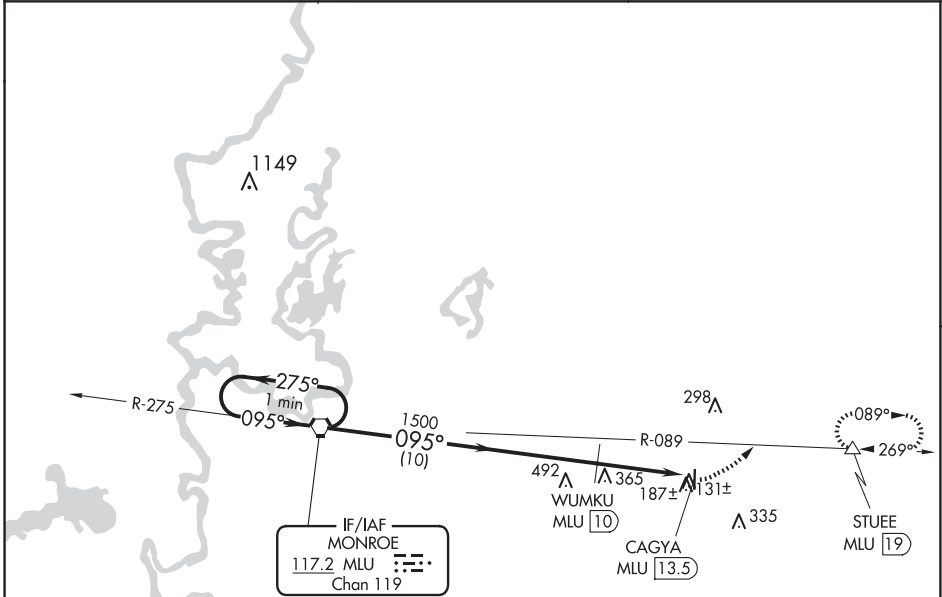
NA Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA. Use Monroe altimeter setting; when not received use Bastrop altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 3000 on MLU VORTAC R-089 to STUEE/MLU 19 DME and hold, continue climb-in-hold to 3000.

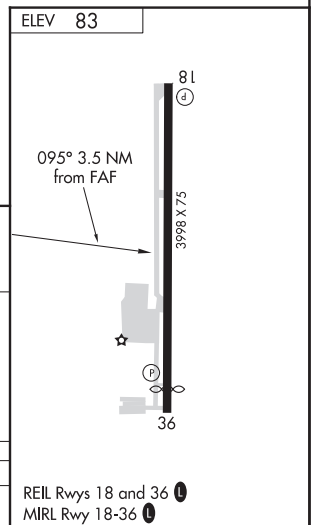
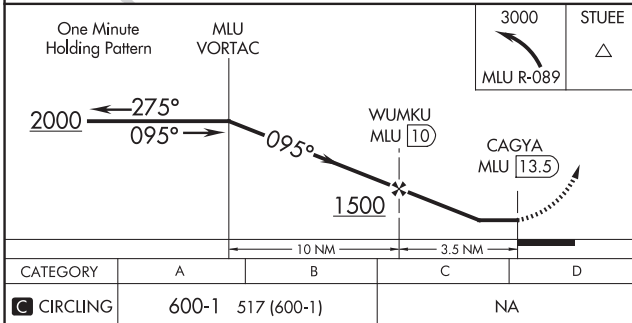
MLU ASOS
125.05

MONROE APP CON ★
126.9

UNICOM
122.8 (CTAF) 0



NoPT for arrival on MLU VORTAC
airway radials 157 CW 318.



RAYVILLE, LOUISIANA
Amdt 3 12DEC13

32°29'N-91°46'W

JOHN H HOOKS JR MEML (M79)
VOR/DME-A

SC-4, 07 AUG 2025 to 02 OCT 2025

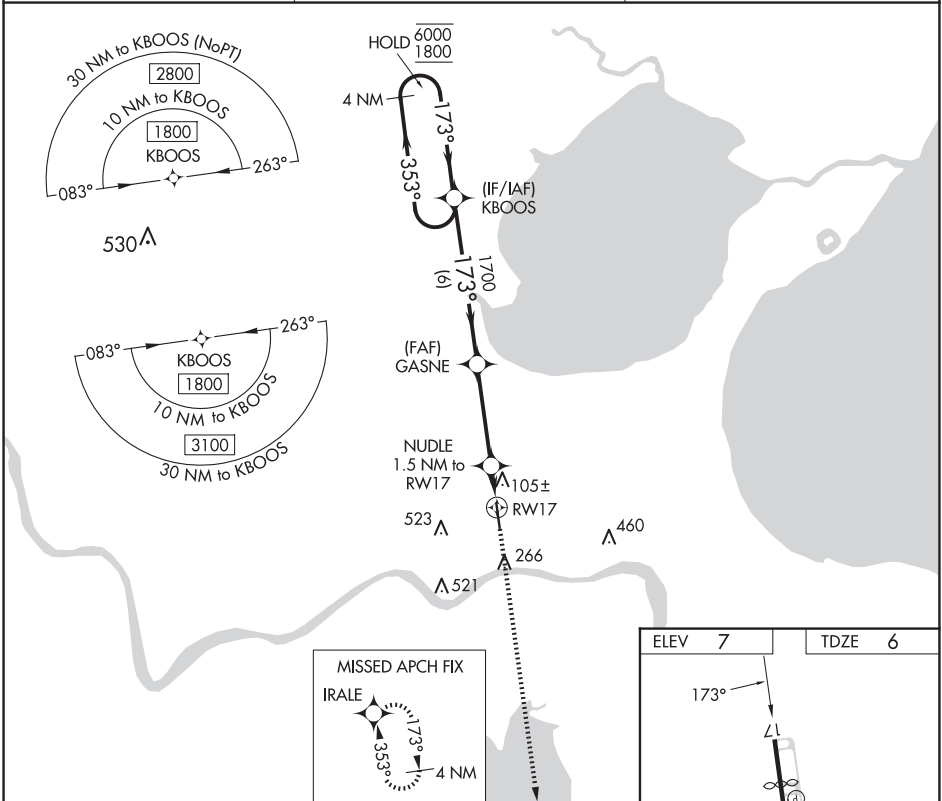
APP CRS	Rwy Idg	4405
173°	TDZE	6
	Apt Elev	7

RNAV (GPS) RWY 17

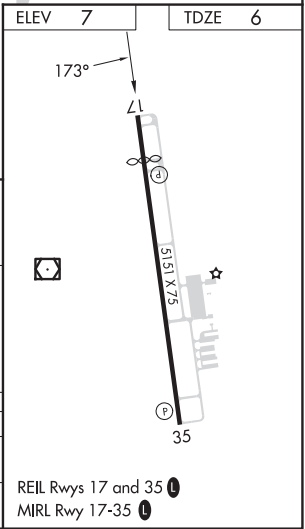
PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct IRALE and hold.
<div><div></div><div>Rwy 17 helicopter visibility reduction below ¾ SM NA.</div></div>	

AWOS-3PT 125.45	NEW ORLEANS APP CON 125.5 350.35	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern	KBOOS	GASNE	NUDLE 1.5 NM to RW17	2000	IRALE
6000 1800	353° 173°	173°	3.00° TCH 50	1700	520
	6 NM	3.7 NM	1.5 NM		
CATEGORY	A	B	C	D	
LNAV MDA	400-1	394 (400-1)	400-1½ 394 (400-1½)	NA	
CIRCLING	700-1	693 (700-1)	840-2½ 833 (900-2½)	NA	



RESERVE, LOUISIANA

AL-9134 (FAA)

24361

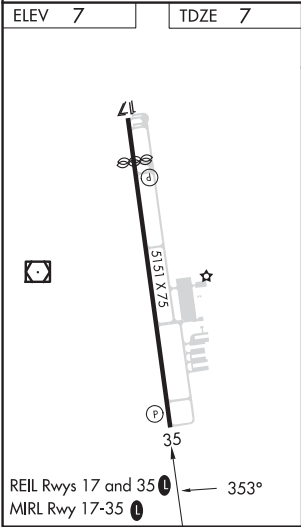
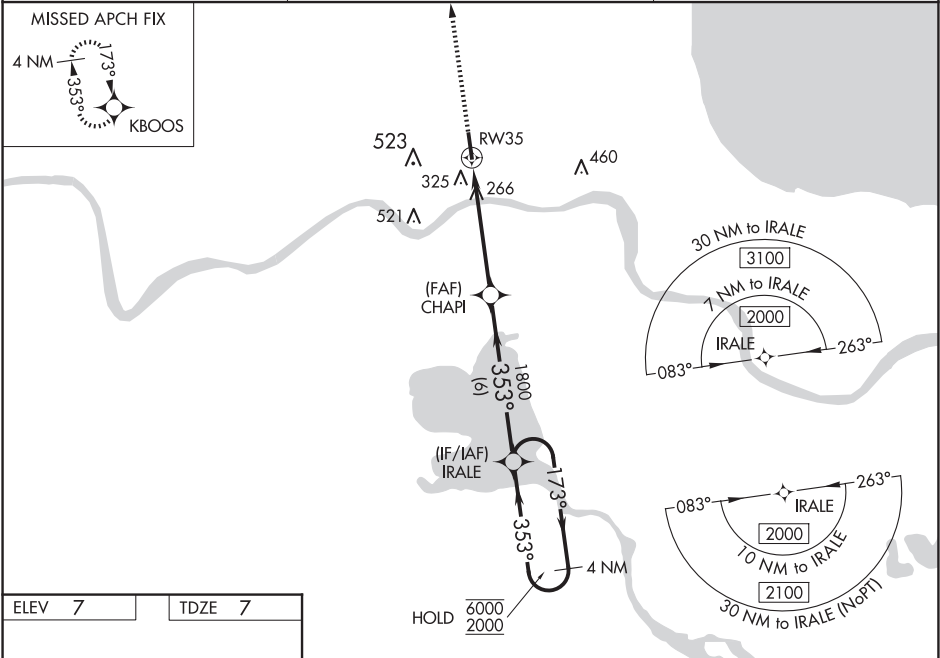
WAAS CH 87111 W35A	APP CRS 353°	Rwy Idg 5151 TDZE 7 Apt Elev 7
--	------------------------	---

RNAV (GPS) RWY 35

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1800 direct KBOOS and hold.
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AWOS-3PT 125.45	NEW ORLEANS APP CON 125.5 350.35	UNICOM 122.7 (CTAF) 0
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1800 ↑	KBOOS 	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).	4 NM Holding Pattern	
CATEGORY	A	B	C	D
LPV DA	276-7 ⁷ / ₈ 269 (300-7 ⁷ / ₈)			NA
LNAV/ VNAV DA	576-1 ⁵ / ₈ 569 (600-1 ⁵ / ₈)			NA
LNAV MDA	580-1	573 (600-1)	580-1 ⁵ / ₈ 573 (600-1 ⁵ / ₈)	NA
CIRCLING	700-1	693 (700-1)	840-2 ¹ / ₂ 833 (900-2 ¹ / ₂)	NA

RESERVE, LOUISIANA
Amdt 1B 21MAR24

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)
30°05'N-90°35'W
RNAV (GPS) RWY 35

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME RQR
110.8
Chan **45**

APP CRS
335°

Rwy Idg **5151**
TDZE **7**
Apt Elev **7**

VOR RWY 35

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

▼

▲

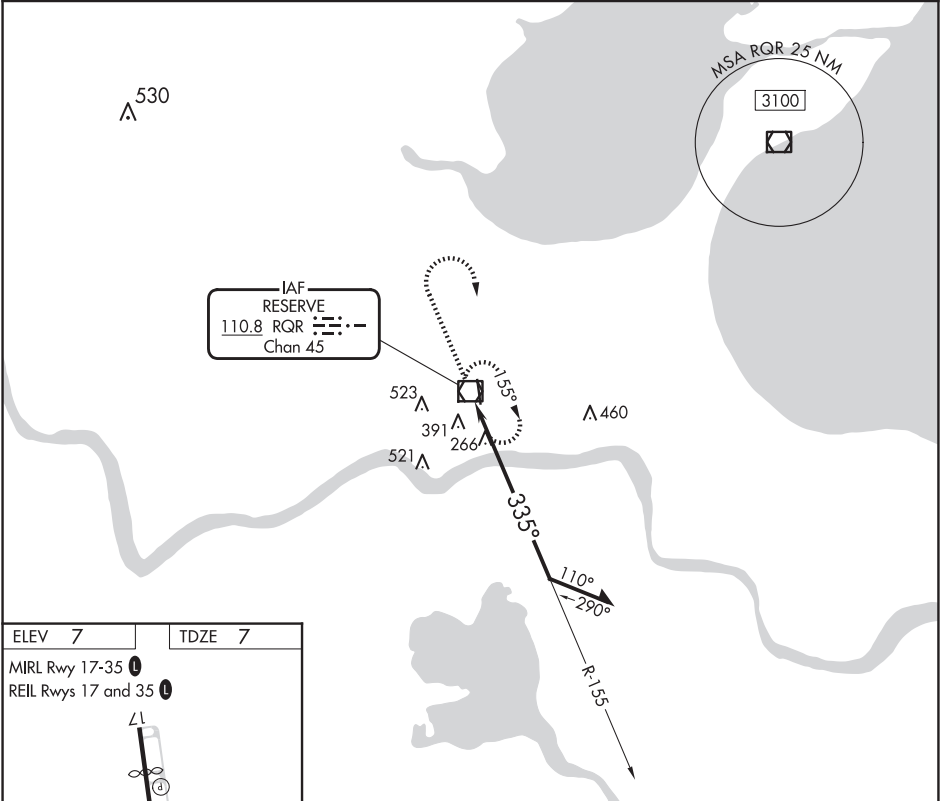
Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RQR VOR/DME and hold.

AWOS-3PT
125.45

NEW ORLEANS APP CON
125.5 350.35

UNICOM
122.7 (CTAF) 0



ELEV 7 TDZE 7

MIRL Rwy 17-35 0

REIL Rwys 17 and 35 0

335°

35

5151 X 75

335°

1500 2000 RQR

RQR VOR/DME

155°

2000

335°

2.5

2 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-35	700-1	693 (700-1)	700-2 693 (700-2)	NA
CIRCLING	700-1	693 (700-1)	840-2½ 833 (900-2½)	NA

25107

AIRPORT DIAGRAM

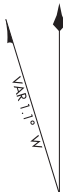
PORT OF SOUTH LOUISIANA EXEC RGNL (APS)
AL-9134 (FAA)
RESERVE, LOUISIANA

AWOS-3PT
125.45
CTAF/UNICOM 122.7

90°35.0'W

ELEV 3
A8
A7
A6
A5
A4
A3
A2
A1

173.3°



JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

30°05.5'N



5151 X 75

TERMINAL

30°05.0'N

353.3°

35

FIELD
ELEV
7

MIRL Rwy 17-35
REIL Rws 17 and 35

AIRPORT DIAGRAM

25107

RESERVE, LOUISIANA
PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

SC-4, 07 AUG 2025 to 02 OCT 2025

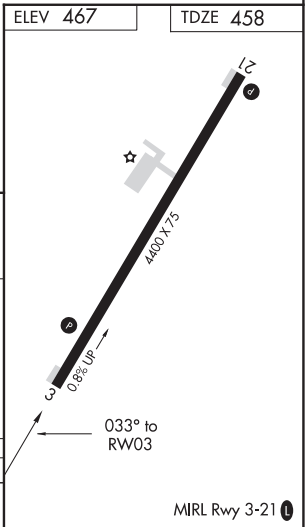
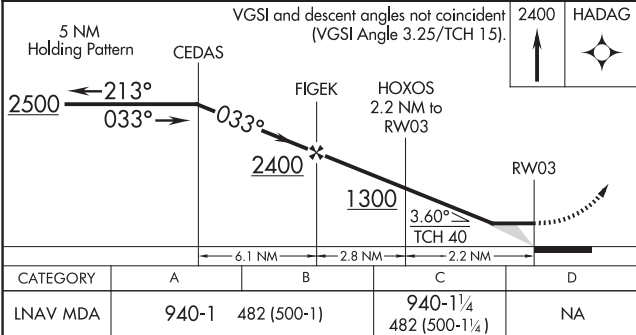
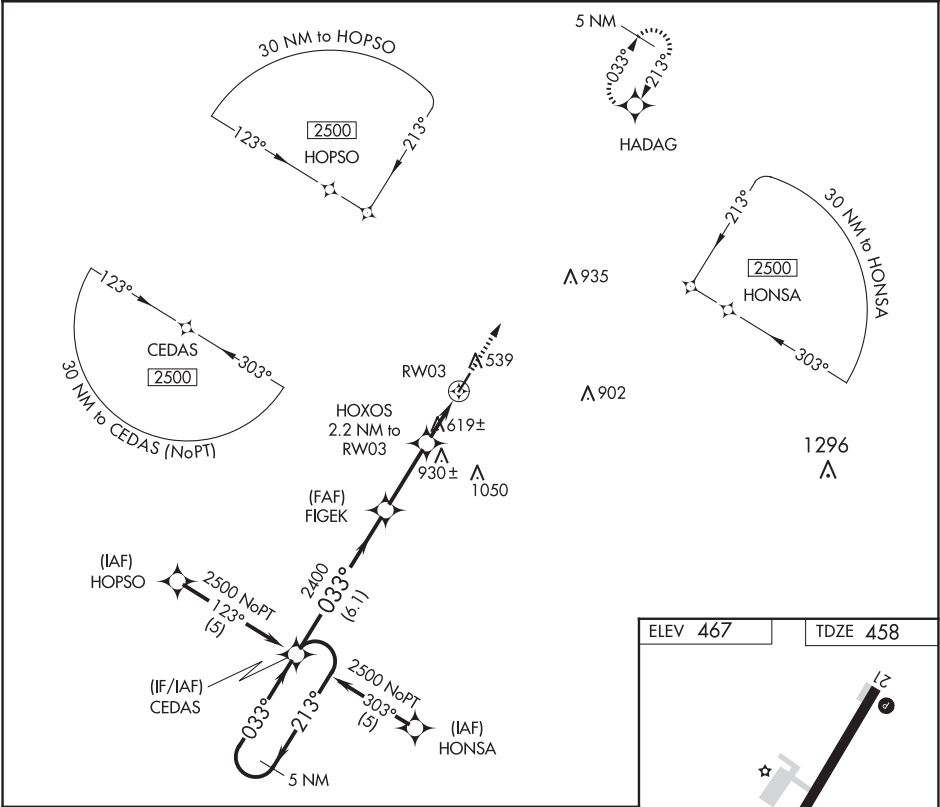
APP CRS	Rwy Idg	4400
033°	TDZE	458
	Apt Elev	467

RNAV (GPS) RWY 3

RIPLEY (25M)

RNP APCH.	Use Corinth altimeter setting, when not received use Tupelo altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C visibility ¼ mile. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 2400 direct HADAG and hold.
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CRX AWOS-3PT 118.675	MEMPHIS CENTER 135.9 260.6	UNICOM 122.8 (CTAF) 0
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SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RIPLEY, MISSISSIPPI

AL-6339 (FAA)

19283

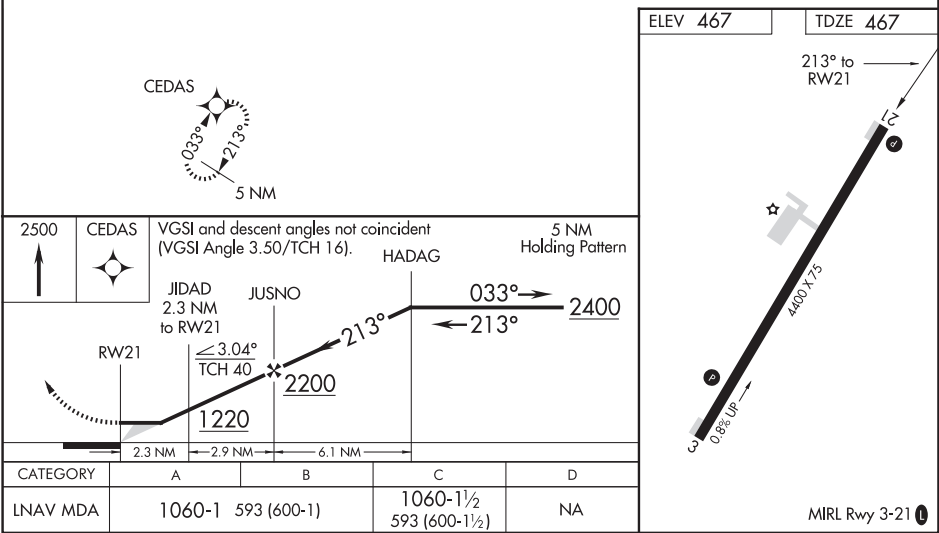
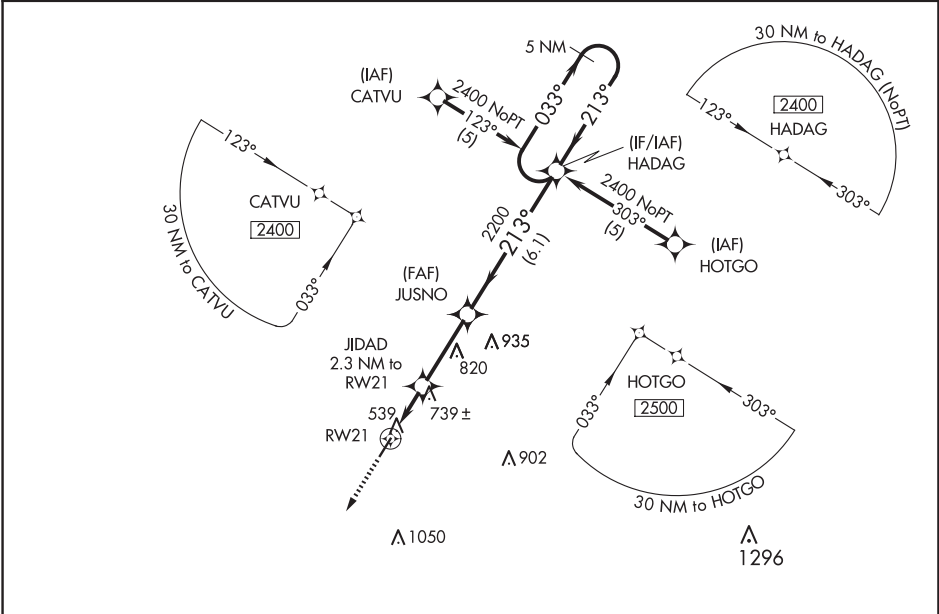
APP CRS	Rwy Idg	4400
213°	TDZE	467
	Apt Elev	467

RNAV (GPS) RWY 21

RIPLEY (25M)

RNP APCH.		MISSED APPROACH: Climb to 2500 direct CEDAS and hold.
▼ ▲ NA	Use Corinth altimeter setting; when not received, use Tupelo altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C visibility ¼ mile. Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.	

CRX AWOS-3PT 118.675	MEMPHIS CENTER 135.9 260.6	UNICOM 122.8 (CTAF) 0
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RIPLEY, MISSISSIPPI
Amdt 1B 15AUG19

34°43'N-89°01'W

RNAV (GPS) RWY 21

RIPLEY (25M)

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RIPLEY, MISSISSIPPI

AL-6339 (FAA)

21252

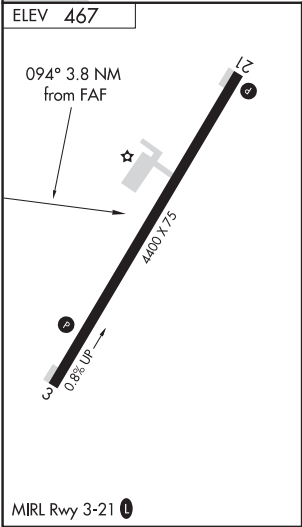
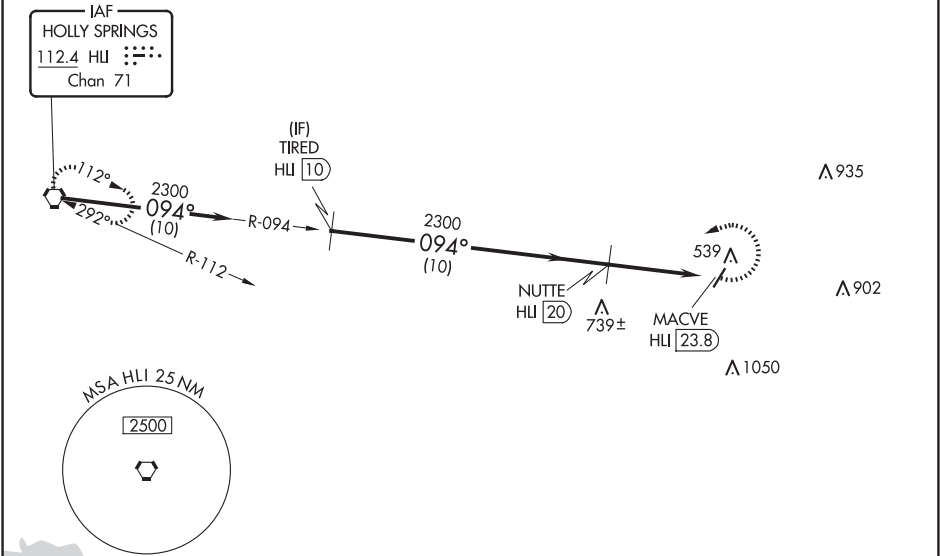
VORTAC HLI 112.4 Chan 71	APP CRS 094°	Rwy Idg TDZE Apt Elev 467	N/A N/A 467
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VOR/DME-A
RIPLEY (25M)

<p>▼ Use Corinth altimeter setting; when not received, use Tupelo altimeter setting and increase all MDAs 40 feet, and visibility Cat C ¼ SM.</p> <p>▲ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	MISSED APPROACH: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.
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CRX AWOS-3PT 118.675	MEMPHIS CENTER 135.9 260.6	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals on HLI VORTAC
airway radials 045 CW 112.



	HLI VORTAC	TIRED HLI 10	NUTTE HLI 20	MACVE HLI 23.8
	2300	2300	2300	
	10 NM	10 NM	3.8 NM	
CATEGORY	A	B	C	D
CIRCLING	1060-1 593 (600-1)	1100-1¼ 633 (700-1¼)	1120-1¾ 653 (700-1¾)	1420-3 953 (1000-3)

RIPLEY, MISSISSIPPI
Amdt 2B 09SEP21

34°43'N-89°01'W
363

RIPLEY (25M)
VOR/DME-A

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RUSTON, LOUISIANA

AL-9201 (FAA)

24249

WAAS CH 87121 W18A	APP CRS 177°	Rwy Idg 6002 TDZE 297 Apt Elev 317
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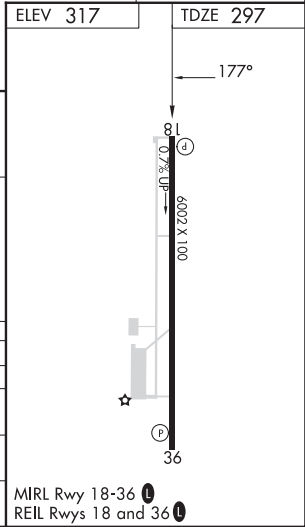
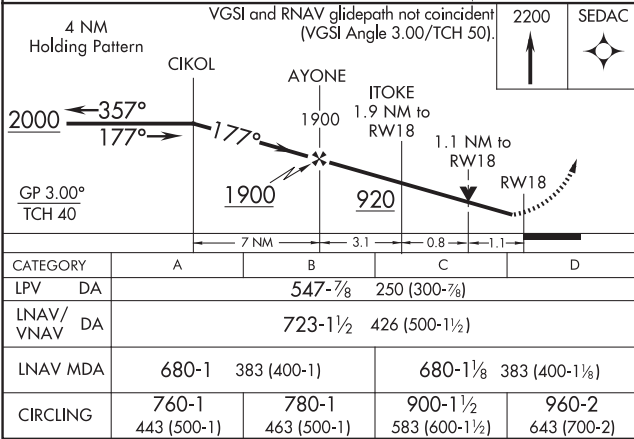
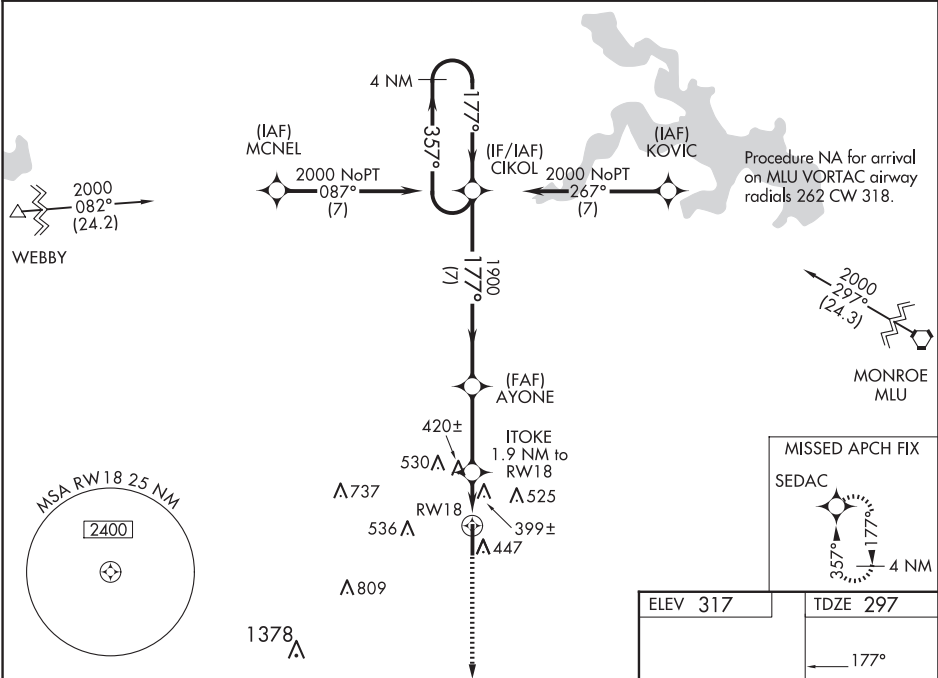
RNAV (GPS) RWY 18
RUSTON RGNL (RSN)

RNP APCH - GPS.

⚠ Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 42°C. Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA with Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA 97 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility $\frac{1}{4}$ SM, and Circling Cat C and D visibility $\frac{1}{2}$ SM.

MISSED APPROACH:
Climb to 2200 direct
SEDAC and hold.

AWOS-3PT 119.525	MONROE APP CON * 126.9 307.9	CLNC DEL 118.8	UNICOM 122.7 (CTAF) ①
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RUSTON, LOUISIANA
Orig-E 05SEP24

32°31'N-92°35'W

RUSTON RGNL (RSN)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

RUSTON, LOUISIANA

AL-9201 (FAA)

23278

WAAS CH 86722 W36A	APP CRS 357°	Rwy Idg 6002 TDZE 317 Apt Elev 317
--	------------------------	---

APP CRS
357°

Rwy Idg	6002
TDZE	317
Apt Elev	317

RNAV (GPS) RWY 36
RUSTON RGNL (RSN)

RNP APCH - GPS.	
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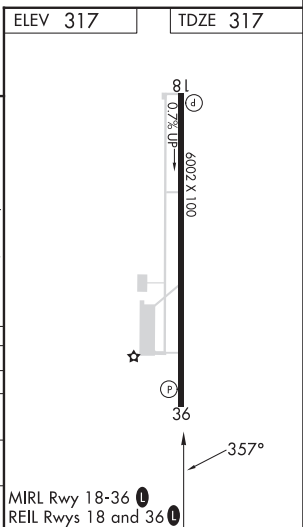
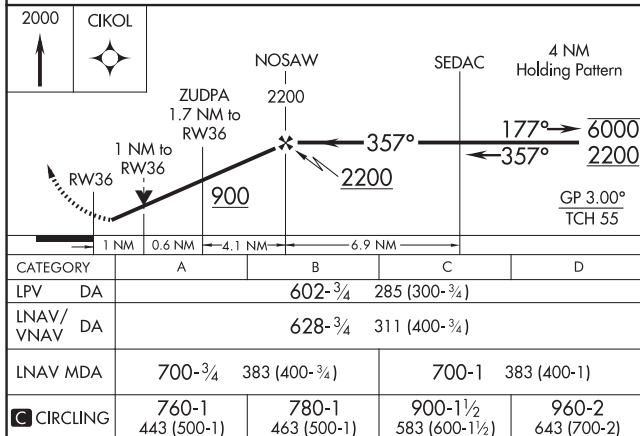
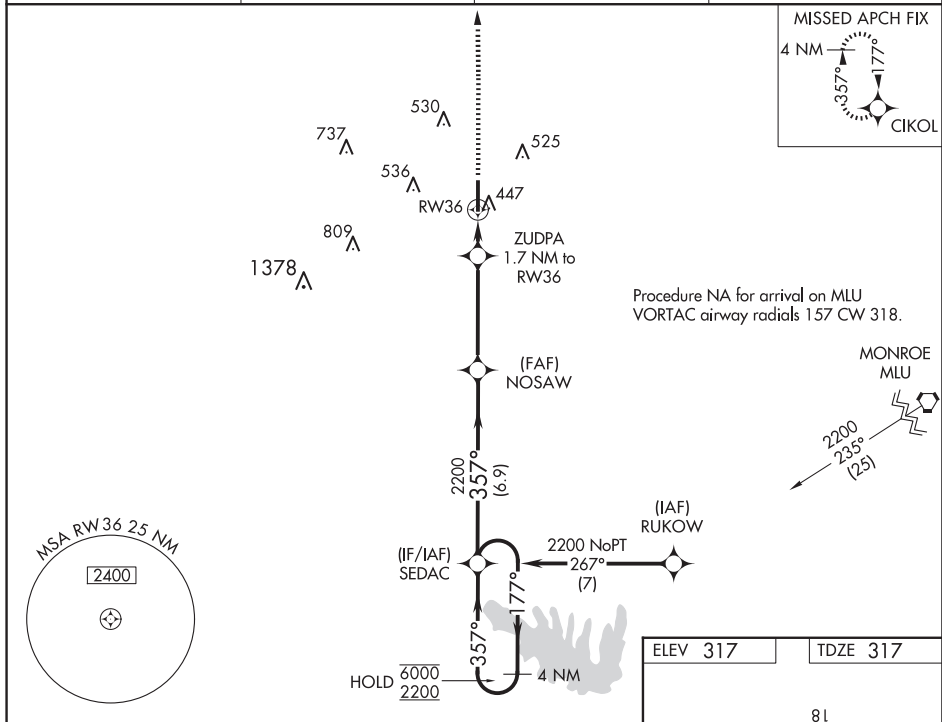
T Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct CIKOL and hold.

AWOS-3PT
119.525

MONROE APP CON ★
126.9 307.9

CLNC DEL
118.8

UNICOM
122.7 (CTAF) 

RUSTON, LOUISIANA

Amdt 2 05OCT23

32°31'N-92°35'W

365

RUSTON RGNL (RSN)

RNAV (GPS) RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

RUSTON, LOUISIANA

AL-9201 (FAA)

21224

VORTAC MLU

117.2

Chan **119**

APP CRS

267°

Rwy Idg TDZE

N/A

Apt Elev

N/A

317

VOR-A

RUSTON RGNL (RSN)

DME required.

MISSED APPROACH: Climbing right turn to 2000 on heading 120° and on MLU VORTAC R-267 to HICNY/23 DME and hold, continue climb-in-hold to 2000.

AWOS-3PT

119.525

MONROE APP CON ★

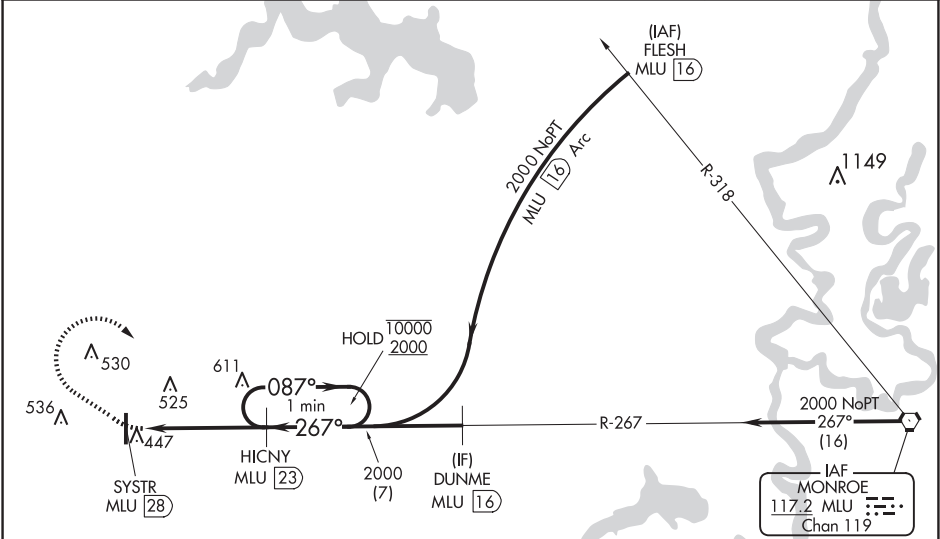
126.9 307.9

CLNC DEL

118.8

UNICOM

122.7 (CTAF)



Procedure NA for arrival on MLU VORTAC airway radials 262 CW 277.

MSA MLU 29 NM

130°

030°

3100

1900

2000

hdg 120°

MLU R-267

HICNY MLU 23

HICNY MLU 23

One Minute Holding Pattern

DUNME MLU 16

SYSTR MLU 28

267°

087°

10000

2000

2000

5 NM

7 NM

CATEGORY	A	B	C	D
CIRCLING	880-1	563 (600-1)	900-1½ 583 (600-1½)	960-2 643 (700-2)

ELEV 317

81

0.75

6000 X 100

36


267° 5 NM from FAF

MRL Rwy 18-36

REIL Rwy 18 and 36

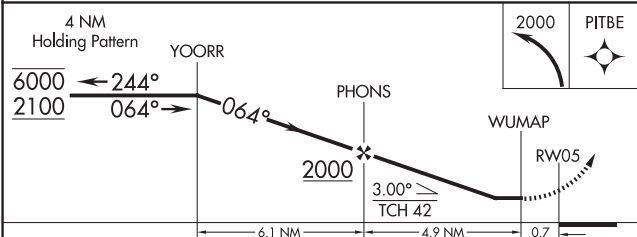
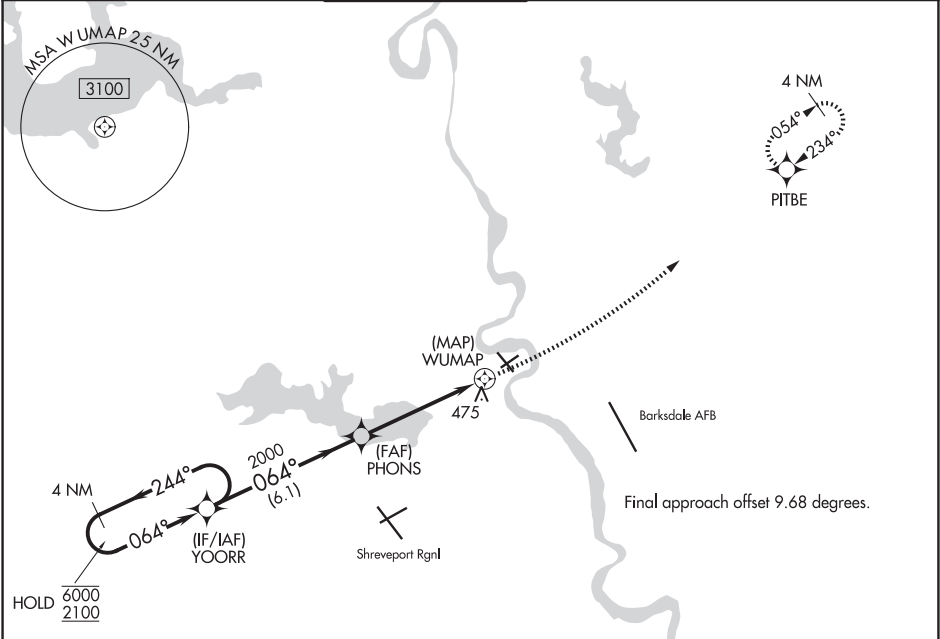
APP CRS	Rwy Ldg	4198
064°	TDZE	178
	Apt Elev	179

RNAV (GPS) RWY 5
SHREVEPORT DOWNTOWN (DTN)

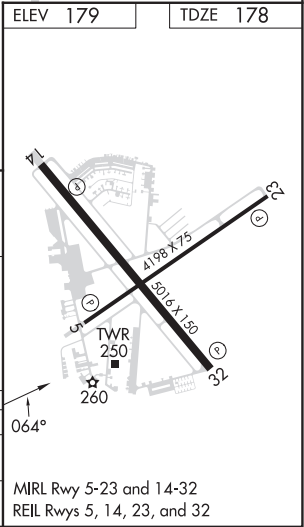
RNP APCH.	
 Circling Rwy 23, 32 NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in minimums NA at night.	

MISSED APPROACH: Climbing left turn to 2000 direct PITBE and hold.

ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER *	GND CON	CLNC DEL	CLNC DEL	UNICOM
118.525	119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	120.225 (CTAF) 284.6	121.65	121.65	119.9 (When twr closed)	122.95



CATEGORY	A	B	C	D
LNAV MDA	720-1	542 (600-1)	NA	
CIRCLING	800-1 621 (700-1)	920-1 741 (800-1)	NA	



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

SHREVEPORT, LOUISIANA

AL-392 (FAA)

25219

WAAS CH 97399 W14A	APP CRS 139°	Rwy Ldg TDZE Apt Elev	5016 179 179
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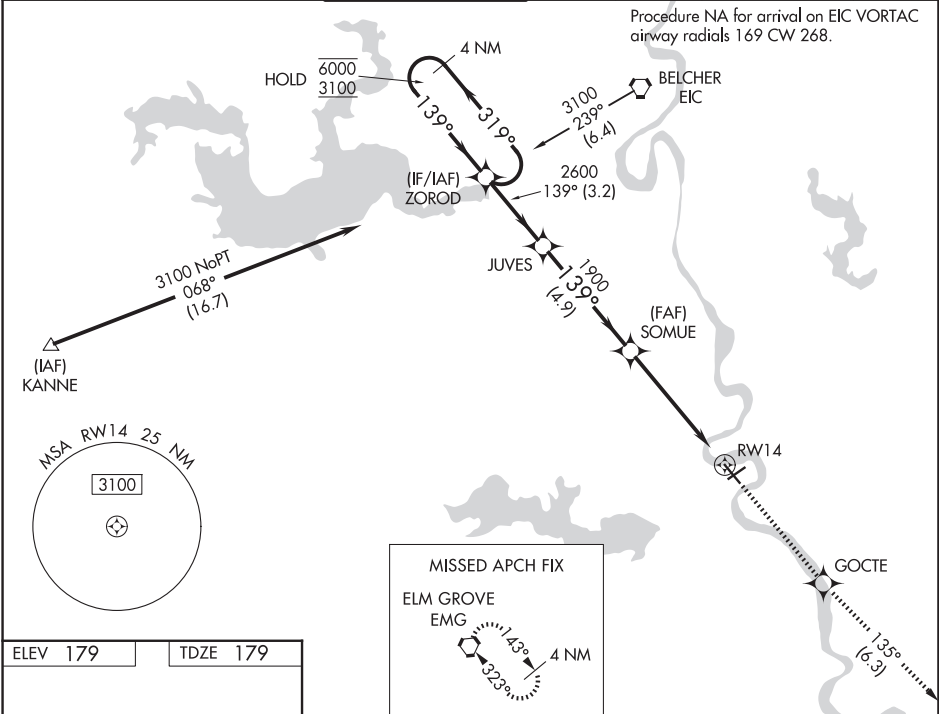
RNAV (GPS) RWY 14
SHREVEPORT DOWNTOWN (DTN)

RNP APCH.

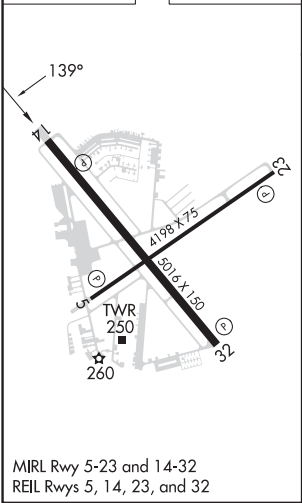
⚠ Circling Rwy 5, 23, 32 NA at night. Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct GOCTE and on track 135° to EMG VORTAC and hold.

ASOS 118.525	SHREVEPORT APP CON 119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	CLNC DEL 121.65	CLNC DEL 119.9 (When twr closed)	UNICOM 122.95
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ELEV 179	TDZE 179
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4 NM Holding Pattern		ZOROD		3000 ↑		GOCTE ✦		tr 135°		EMG ◡	
6000 ← 319° 3100		139° → 1390		JUVES 2600		SOMUE 1900		*1.4 NM to RW14		*LNAV only.	
GP 3.00° TCH 40°											
		← 3.2 NM →		← 4.9 NM →		← 3.9 NM →		← 1.4 NM →			
CATEGORY	A		B		C		D				
LPV DA			429-¾		250 (300-¾)						
LNAV/VNAV DA			510-1		331 (400-1)						
LNAV MDA	680-1		501 (600-1)		680-1⅜		501 (600-1⅜)				
CIRCLING	800-1 621 (700-1)		920-1 741 (800-1)		1100-2¾ 921 (1000-2¾)		1100-3 921 (1000-3)				

SHREVEPORT, LOUISIANA
Amdt 1C 14JUL22

32°32'N-93°45'W

SHREVEPORT DOWNTOWN (DTN)
RNAV (GPS) RWY 14

SC-4, 07 AUG 2025 to 02 OCT 2025

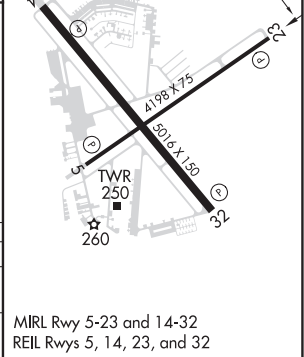
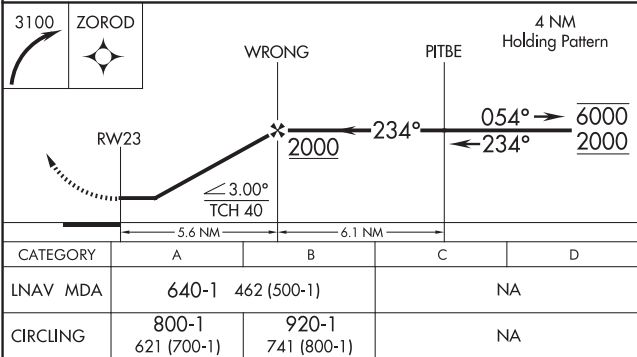
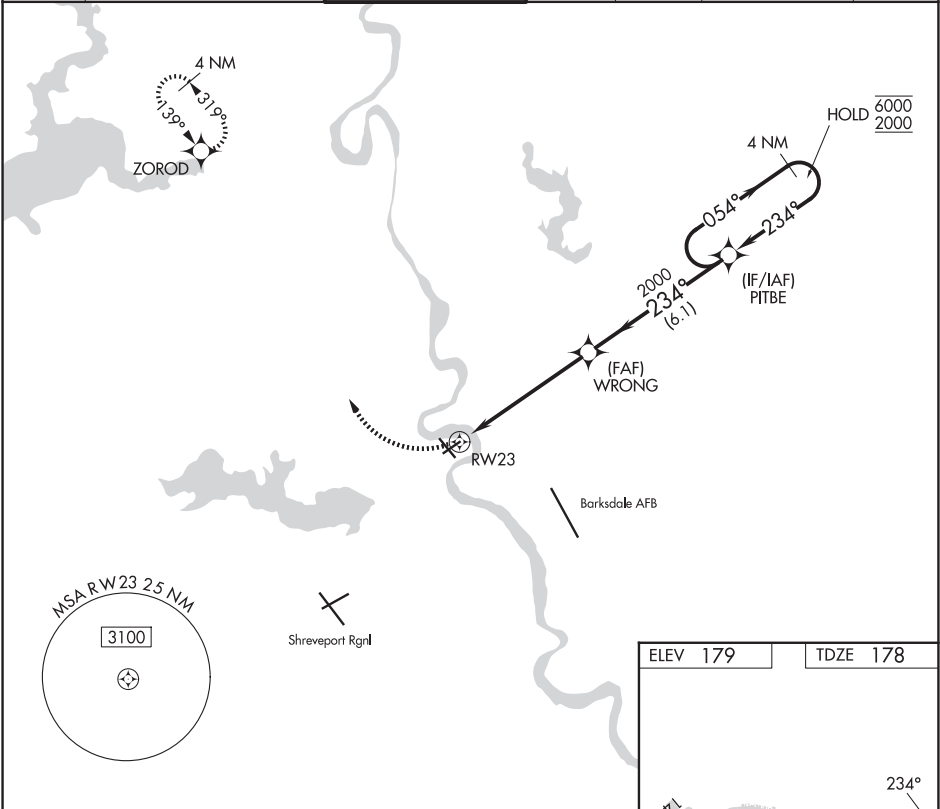
SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	4198
234°	TDZE	178
	Apt Elev	179

RNAV (GPS) RWY 23

SHREVEPORT DOWNTOWN (DTN)

RNP APCH.		MISSED APPROACH: Climbing right turn to 3100 direct ZOROD and hold.			
ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.525	119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	120.225 (CTAF) 284.6	121.65	121.65	119.9 (When twr closed)
					UNICOM
					122.95



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

SHREVEPORT, LOUISIANA

AL-392 (FAA)

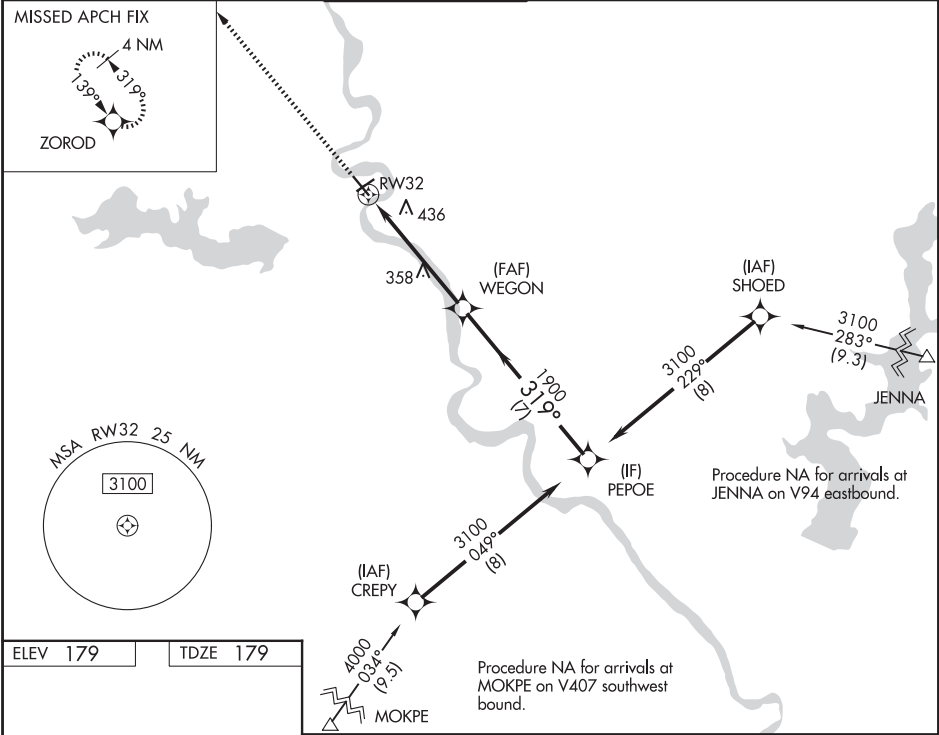
25219

WAAS CH 58140 W32A	APP CRS 319°	Rwy Ldg TDZE 179 Apt Elev 179	5016
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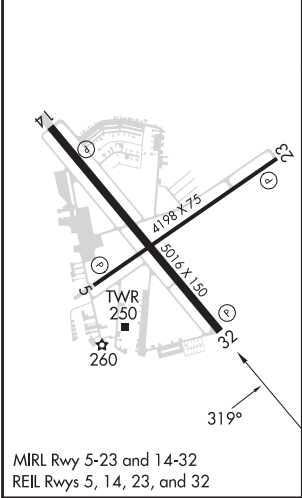
RNAV (GPS) RWY 32
SHREVEPORT DOWNTOWN (DTN)

RNP APCH.		MISSED APPROACH: Climb to 3100 direct ZOROD and hold.			
▼ Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in ▲ Rwy 32 NA at night. Circling Rwy 5, 23, 32 NA at night.					

ASOS 118.525	SHREVEPORT APP CON 119.9 335.55 (153°-319°)	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	CLNC DEL 121.65	CLNC DEL 119.9 (When twr closed)	UNICOM 122.95
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ELEV 179	TDZE 179
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3100 ZOROD		Visual Segment - Obstacles.			
		WEGON			
		RW32			
		PEPOE			
		319°			
		1900			
		5.3 NM			
		7 NM			
CATEGORY		A	B	C	D
LP MDA		620-1	441 (500-1)	620-1 $\frac{3}{8}$	441 (500-1 $\frac{3}{8}$)
LNAV MDA		740-1	561 (600-1)	740-1 $\frac{5}{8}$	561 (600-1 $\frac{5}{8}$)
CIRCLING		800-1 621 (700-1)	920-1 741 (800-1)	1100-2 $\frac{3}{4}$ 921 (1000-2 $\frac{3}{4}$)	1100-3 921 (1000-3)

SHREVEPORT, LOUISIANA

Orig-A 25APR19

32°32'N-93°45'W

SHREVEPORT DOWNTOWN (DTN)

RNAV (GPS) RWY 32

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

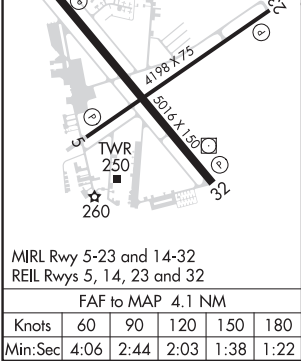
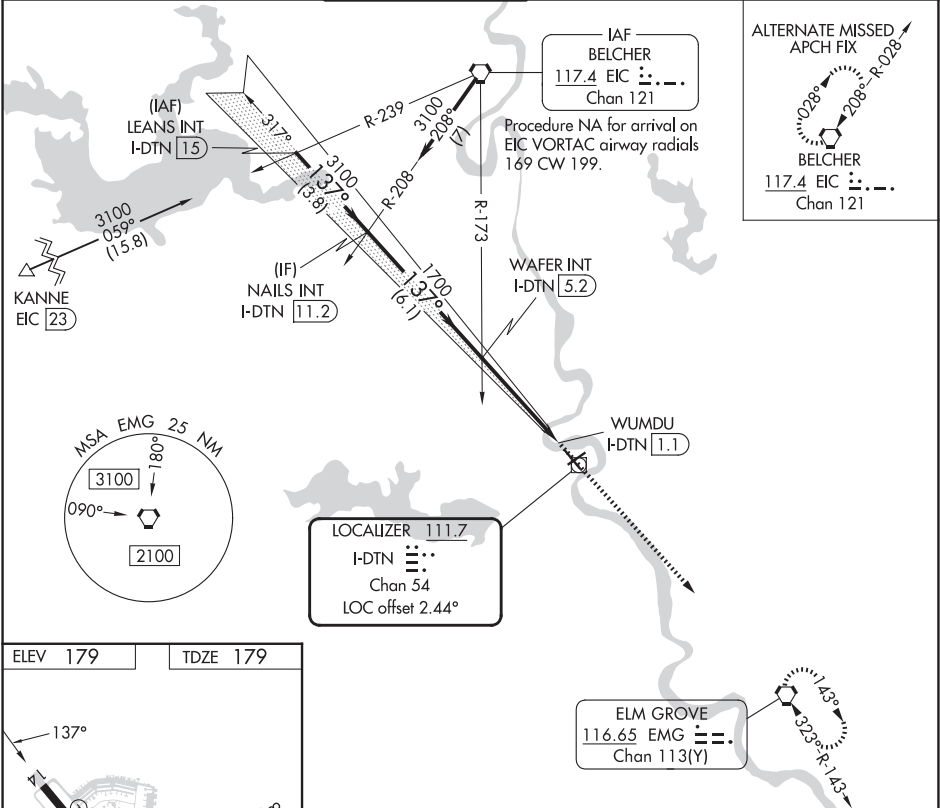
LOC/DME I-DTN	APP CRS	Rwy Ldg	5016
111.7	137°	TDZE	179
Chan 54		Apt Elev	179

LOC RWY 14

SHREVEPORT DOWNTOWN (DTN)

	Circling Rwy 5, 23, 32 NA at night. Rwy 14 helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 2000 direct EMG VORTAC and hold.
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ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER *	GND CON	CLNC DEL	CLNC DEL	UNICOM
118.525	119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	120.225 (CTAF) 284.6	121.65	121.65	119.9 (When twr closed)	122.95



VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 40).				2000	EMG
LEANS INT I-DTN 15	NAILS INT I-DTN 11.2	WAVER INT I-DTN 5.2	I-DTN 2.2	WUMDU I-DTN 1.1	
3100	3100	1700			
3.8 NM	6.1 NM	3 NM	1.1 NM	0.3 NM	
CATEGORY	A	B	C	D	
S-LOC 14	680-1	501 (600-1)	680-1 3/8	501 (600-1 3/8)	
CIRCLING	800-1 621 (700-1)	920-1 741 (800-1)	1100-2 3/4 921 (1000-2 3/4)	1100-3 921 (1000-3)	

25107

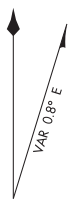
AIRPORT DIAGRAM

AL-392 (FAA)

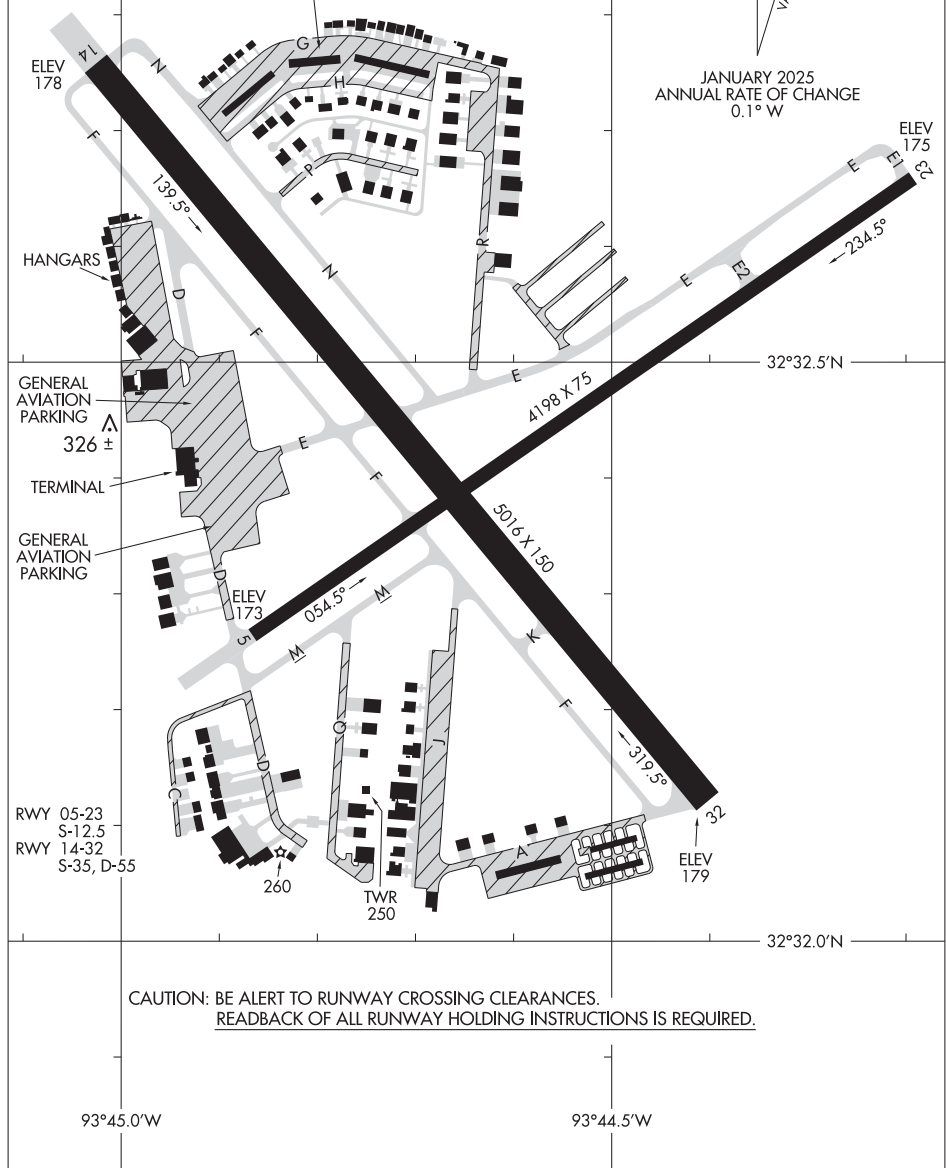
SHREVEPORT DOWNTOWN (DTN)
SHREVEPORT, LOUISIANA

ASOS
118.525
DOWNTOWN TOWER *
120.225 284.6
GND CON
121.65
CLNC DEL
121.65
119.9 (When Tower Closed)

FIELD
ELEV
179



JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

25107

SHREVEPORT, LOUISIANA
SHREVEPORT DOWNTOWN (DTN)

SC-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SHV 110.7 Chan 44	APP CRS 141°	Rwy Ldg TDZE 258 Apt Elev 258
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ILS or LOC RWY 14
SHREVEPORT RGNL (SHV)



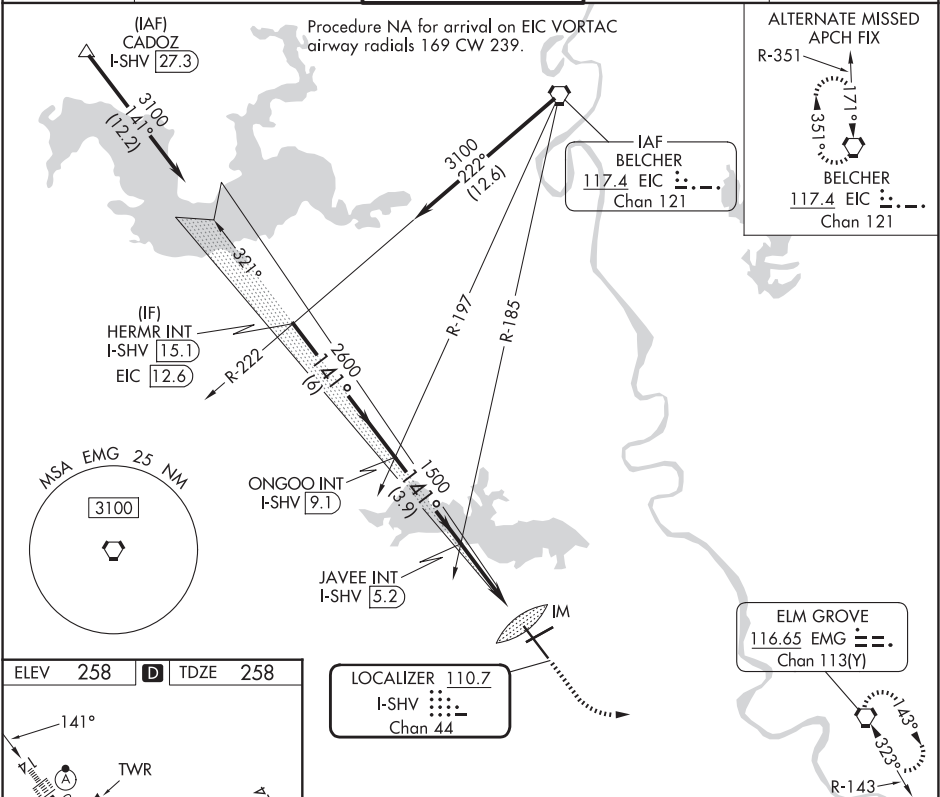
ALSF-2

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.



For inop ALS, increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1¼ SM.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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ELEV 258	D	TDZE 258
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REIL Rws 6 and 24
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 6-24

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

HERMR INT I-SHV 15.1	ONGOO INT I-SHV 9.1	JAVEE INT I-SHV 5.2	*LOC only.	2000	EMG
3100	2600	1500	*I-SHV 2.7	I-SHV 1.5	IM
GS 3.00° TCH 51	6 NM	3.9 NM	2.6 NM	1.1 NM	0.1
CATEGORY	A	B	C	D	E
S-ILS 14	458/18 200 (200-½)				
S-LOC 14	680/24	422 (500-½)	680/40	422 (500-¾)	
CIRCLING	760-1	502 (600-1)	980-2 722 (800-2)	1100-2¾ 842 (900-2¾)	1100-3 842 (900-3)

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

SHREVEPORT, LOUISIANA

AL-884 (FAA)

25219

LOC I-FOG 110.3	APP CRS 321°	Rwy Ldg TDZE Apt Elev	7975 222 258
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ILS or LOC RWY 32

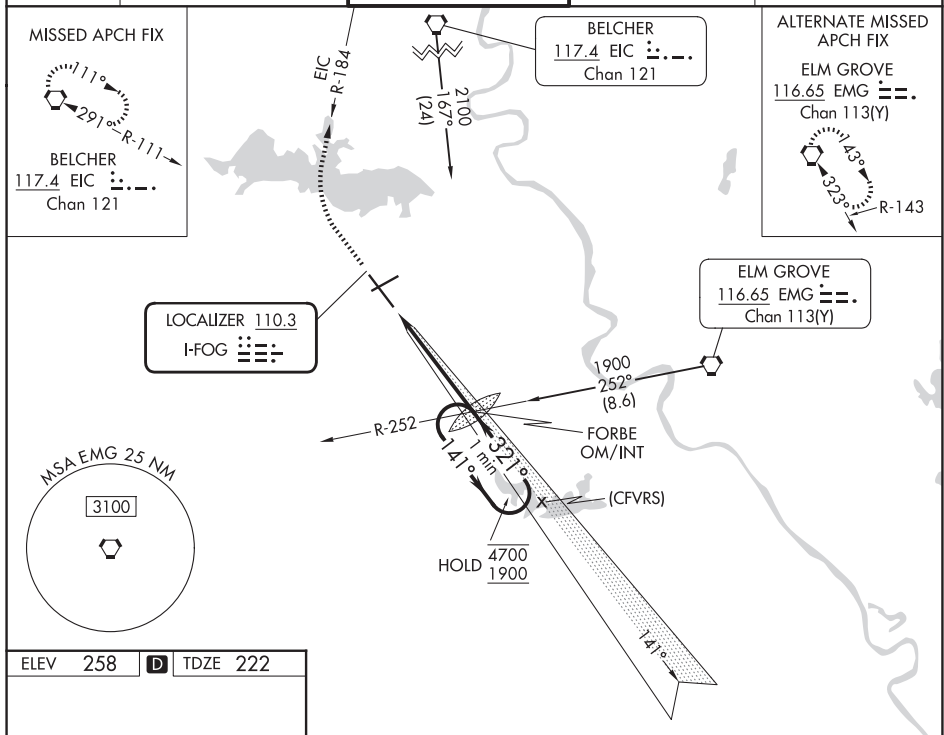
SHREVEPORT RGNL (SHV)

T Rwy 32 helicopter visibility reduction below RVR 4000 NA.
A Inop table does not apply to S-ILS 32 all Cats.
ASR For inop ALS, increase S-LOC 32 Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1 $\frac{1}{2}$ SM.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3100 on EIC VORTAC R-184 to EIC VORTAC and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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ELEV 258	D	TDZE 222
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TWR
7003 X 150
8248 X 200
321°

REIL Rwy 6 and 24
HIRL Rwy 14-32
MIRL Rwy 6-24
TDZ/CL Rwy 14

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

800	3100	EIC R-184	EIC
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FORBE OM/INT
1817

One Minute Holding Pattern

GS 3.00°
TCH 52

4.8 NM	4700 1900
--------	-----------

CATEGORY	A	B	C	D
S-ILS 32	422/40 200 (200-3/4)			
S-LOC 32	720/40	498 (500-3/4)	720/50	498 (500-1)
CIRCLING	760-1	502 (600-1)	980-2 722 (800-2)	1100-2 3/4 842 (900-2 3/4)

SHREVEPORT, LOUISIANA
Amdt 6B 12AUG21

32°27'N-93°50'W

SHREVEPORT RGNL (SHV) ILS or LOC RWY 32

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SHV
110.7
Chan **44**

APP CRS
141°

Rwy Ldg
TDZE **258**
Apt Elev **258**

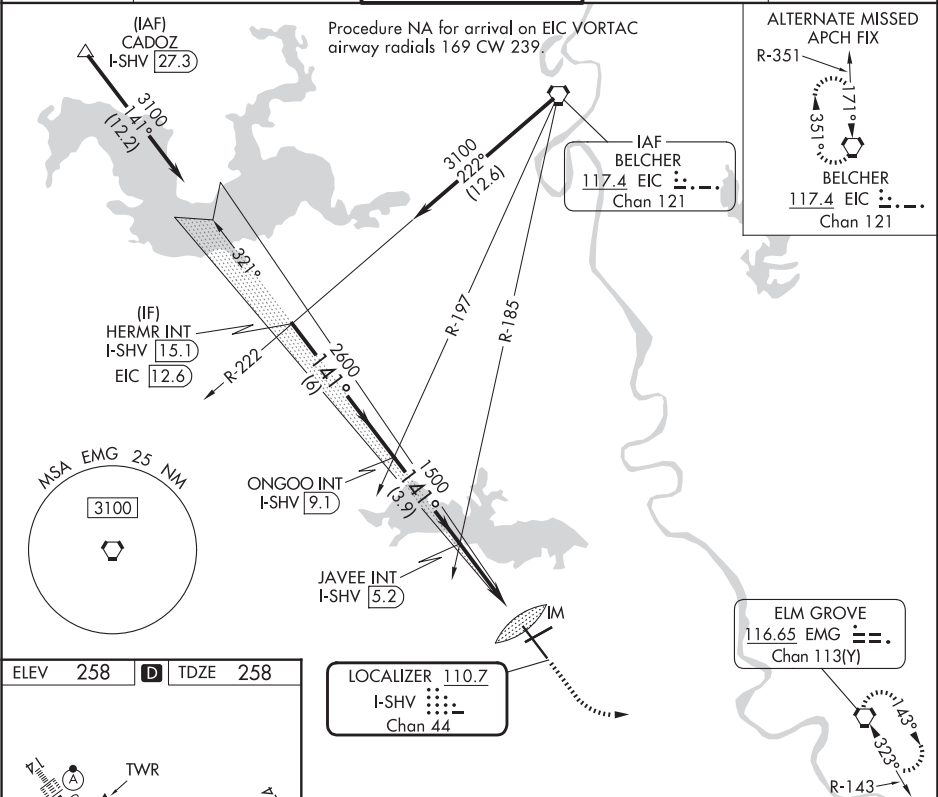
ILS RWY 14 (CAT II)
SHREVEPORT RGNL (SHV)

ASR

ALSF-2

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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ELEV **258** TDZE **258**

REIL Rwy 6 and 24
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 6-24

HERMR INT I-SHV **15.1**

ONGOO INT I-SHV **9.1**

JAVEE INT I-SHV **5.2**

IM 353

3100

141°

2600

1500

1500

IM 353

GS 3.00°

TCH 51

6 NM

3.9 NM

3.7 NM

1199'

CATEGORY	A	B	C	D	E
S-ILS 14	RA 93/12 100 DA 358				

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SHREVEPORT, LOUISIANA

AL-884 (FAA)

25219

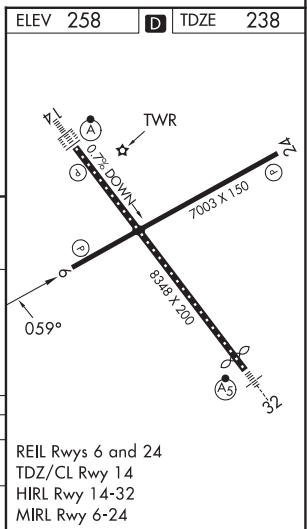
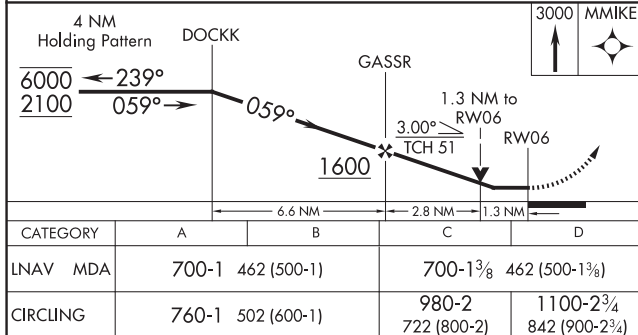
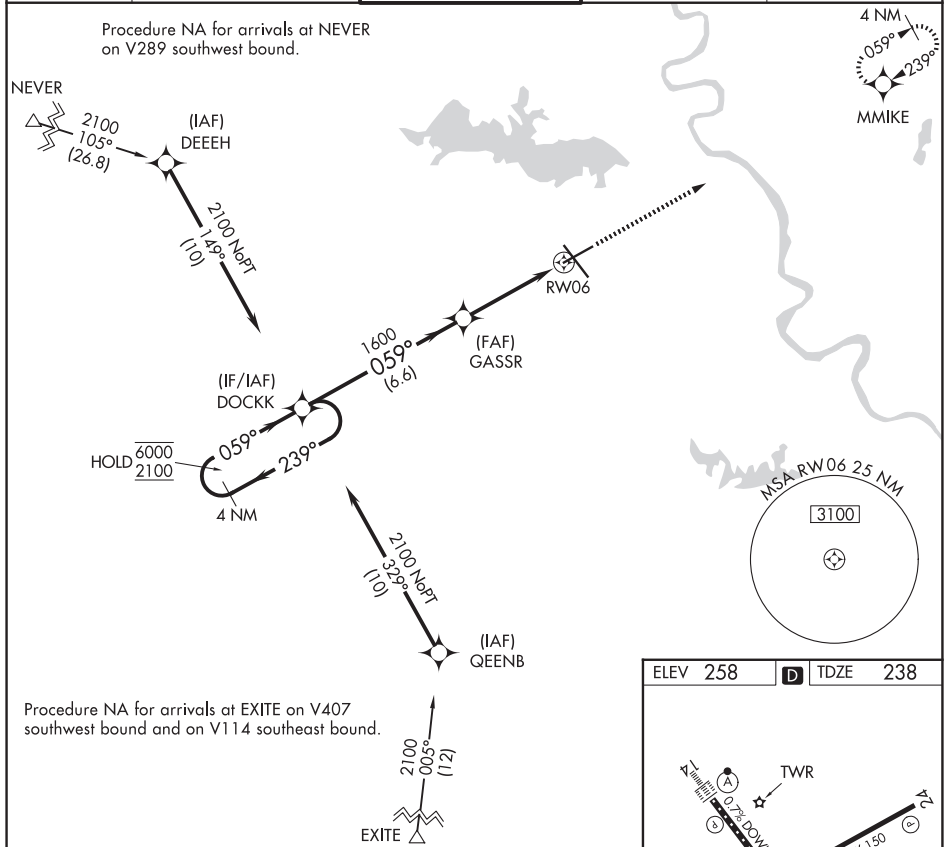
APP CRS	Rwy Ldg	7003
059°	TDZE	238
	Apt Elev	258

RNAV (GPS) RWY 6

SHREVEPORT RGNL (SHV)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct MMIKE and hold.
Rwy 6 helicopter visibility reduction below 3/4 SM NA.	

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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SHREVEPORT, LOUISIANA
Amdt 4 16JUL20

32°27'N-93°50'W

SHREVEPORT RGNL (SHV)

RNAV (GPS) RWY 6

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45913 W14A	APP CRS 141°	Rwy Ldg TDZE 258 Apt Elev 258
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RNAV (GPS) RWY 14

SHREVEPORT RGNL (SHV)

RNP APCH.

⚠

ASR

For inop ALS, increase LNAV Cat C and D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

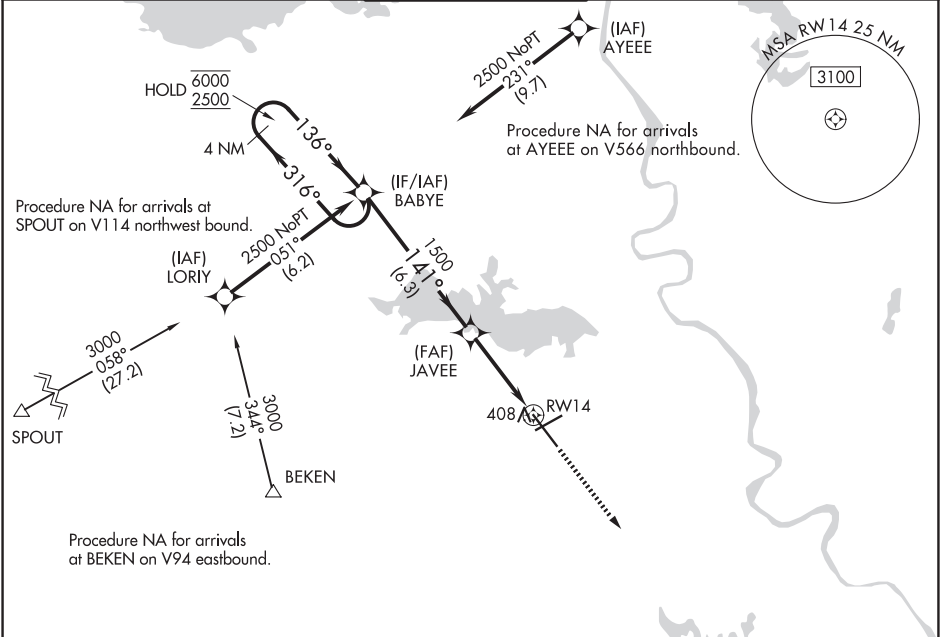
ALSF-2

ⓘ

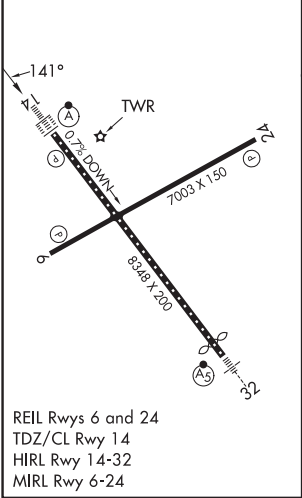
ⓘ

MISSED APPROACH: Climb to 3000 direct COBAV and hold, continue to climb-in-hold to 3000.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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ELEV 258	D	TDZE 258
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4 NM Holding Pattern

BABYE

JAVEE

1500

1500

6.3 NM

2.6 NM

1.1 NM

RW14

3000

COBAV

*LNAV only.

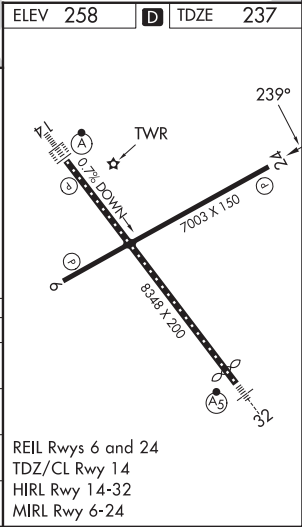
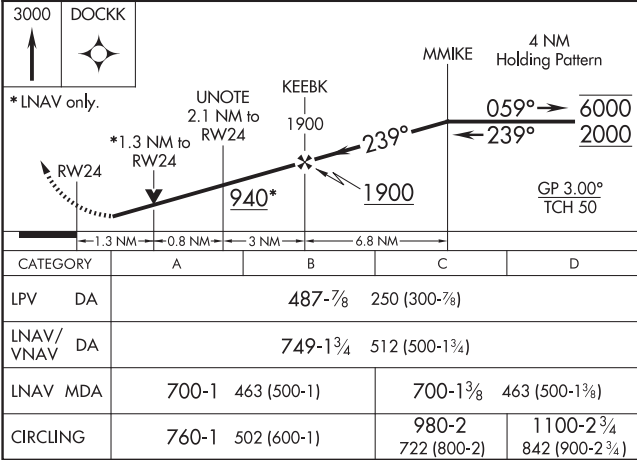
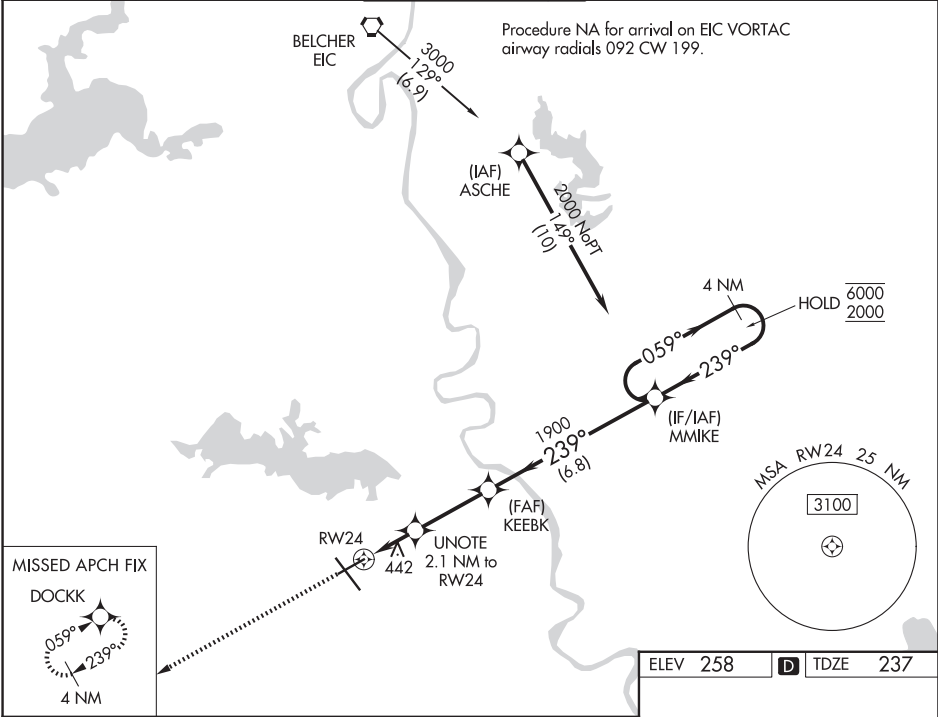
CATEGORY	A	B	C	D
LPV DA		458/18	200 (200-½)	
LNAV/VNAV DA		640/40	382 (400-¾)	
LNAV MDA	660/24	402 (500-½)	660/40	402 (500-¾)
CIRCLING	760-1	502 (600-1)	980-2 722 (800-2)	1100-2¾ 842 (900-2¾)

WAAS CH 97638 W24A	APP CRS 239°	Rwy Ldg TDZE 237 Apt Elev 258
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RNAV (GPS) RWY 24

SHREVEPORT RGNL (SHV)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct DOCKK and hold, continue to climb-in-hold to 3000.		
⚠ Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.				
ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65



SHREVEPORT, LOUISIANA

AL-884 (FAA)

25219

LOC/DME I-MWP 109.1 Chan 28	APP CRS 059°	Rwy Ldg TDZE 238 Apt Elev 258
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LOC RWY 6

SHREVEPORT RGNL (SHV)

RADAR required for procedure entry. RADAR or DME required.

▼

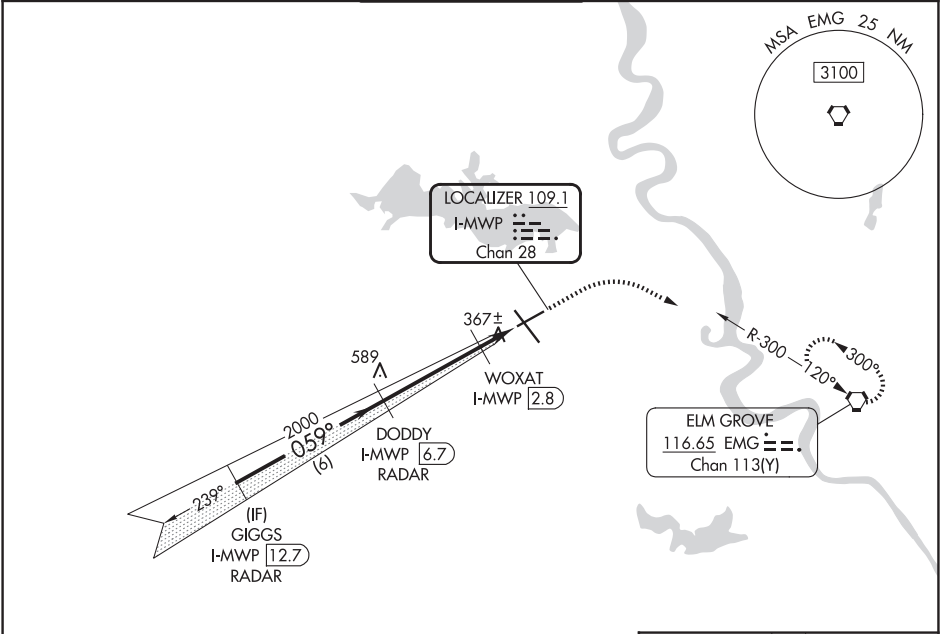
▲

ASR

Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct EMG VORTAC and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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CATEGORY	A	B	C	D	E
S-LOC 6	740-1 502 (500-1)		740-1 $\frac{3}{8}$ 502 (500-1 $\frac{3}{8}$)		
CIRCLING	760-1 502 (600-1)		980-2 722 (800-2)	1100-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$)	1100-3 842 (900-3)
WOXAT FIX MINIMUMS					
S-LOC 6	620-1 382 (400-1)		620-1 $\frac{1}{8}$ 382 (400-1 $\frac{1}{8}$)		
CIRCLING	760-1 502 (600-1)		980-2 722 (800-2)	1100-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$)	1100-3 842 (900-3)

ELEV 258 TDZE 238

REIL Rwy 6 and 24
HIRL Rwy 14-32
MIRL Rwy 6-24
TDZ/CL Rwy 14

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

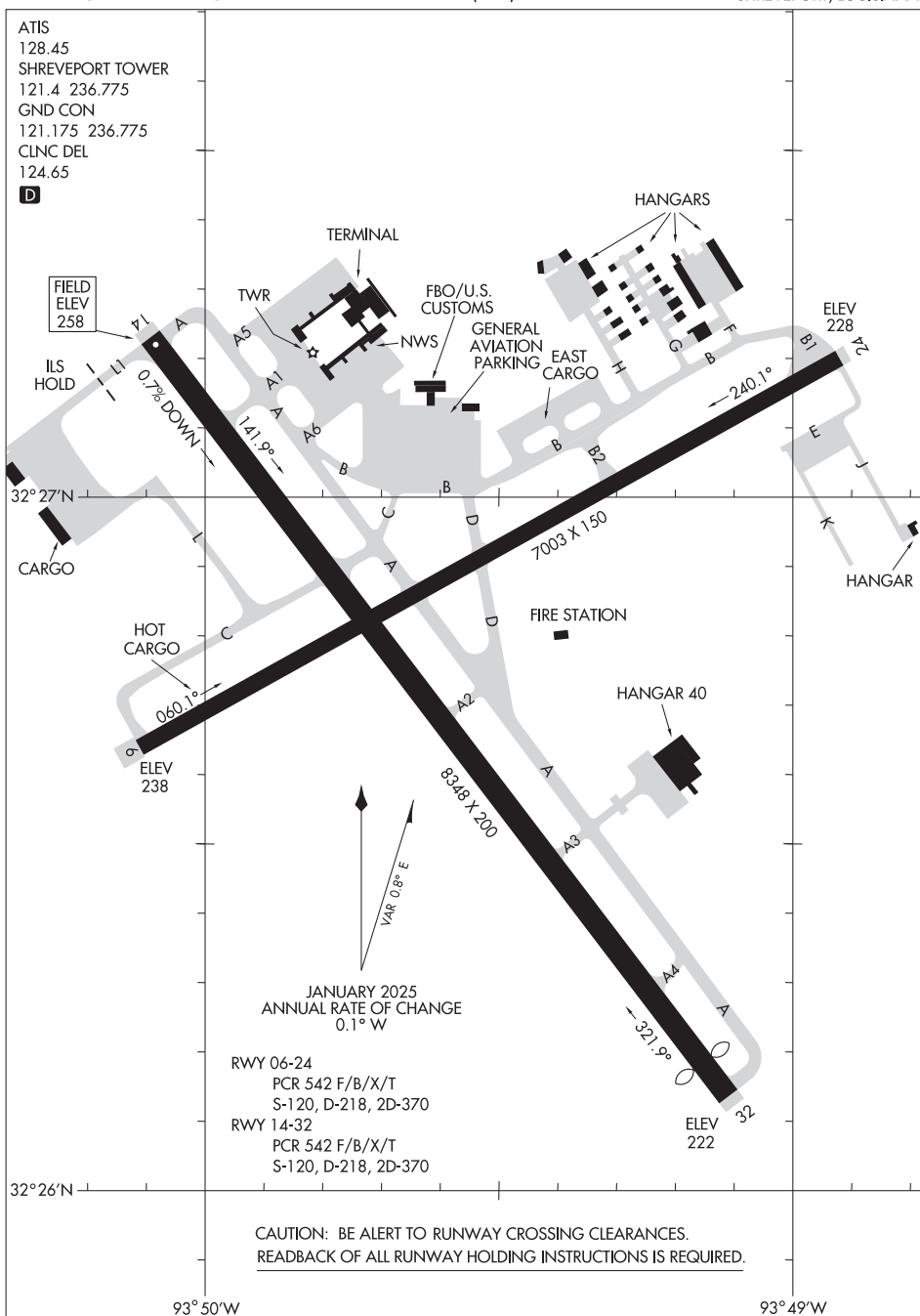
SHREVEPORT, LOUISIANA
Amdt 4 16JUL20

32°27'N-93°50'W

SHREVEPORT RGNL (SHV)
LOC RWY 6

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025



AIRPORT DIAGRAM

SHREVEPORT, LOUISIANA
SHREVEPORT RGNL (SHV)

SC-4, 07 AUG 2025 to 02 OCT 2025

SLIDELL, LOUISIANA

AL-5806 (FAA)

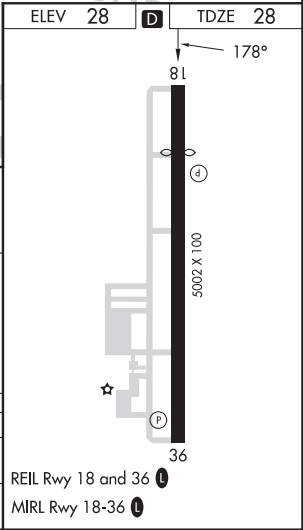
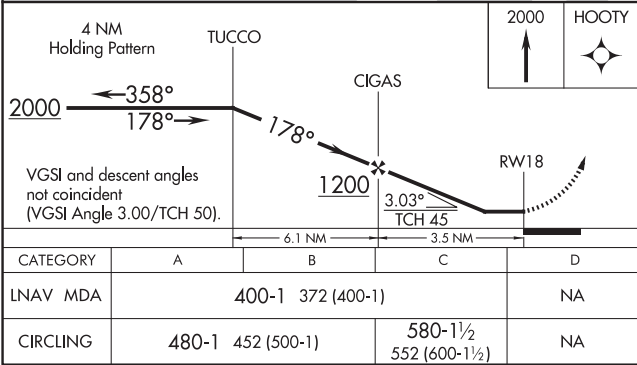
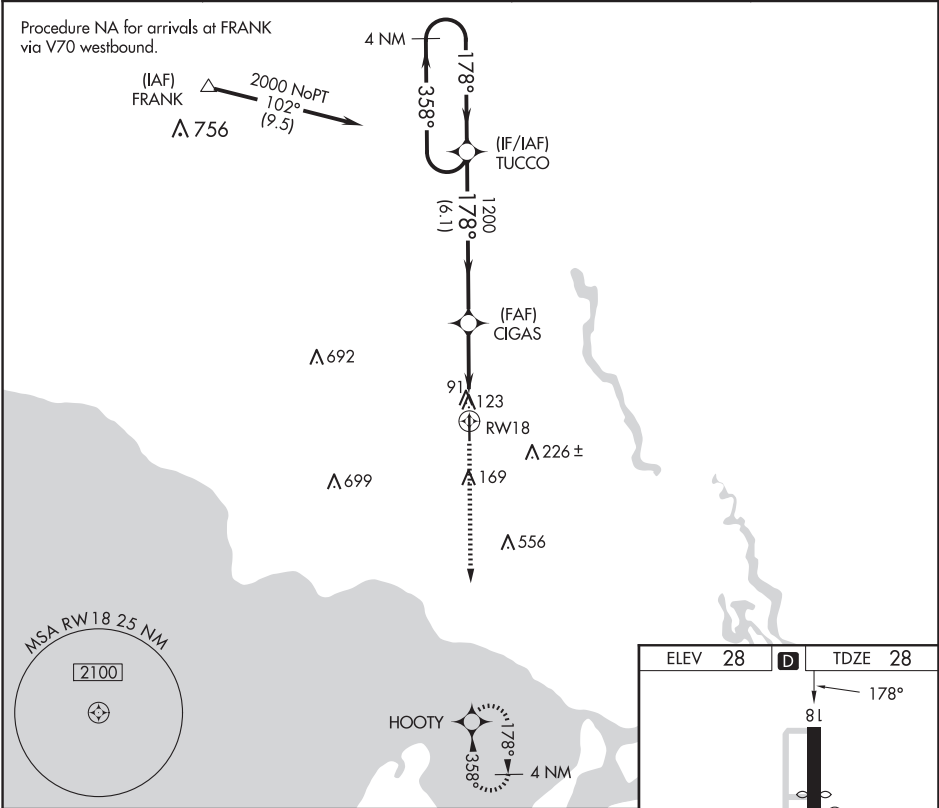
23054

APP CRS	Rwy Idg	4058
178°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 18
SLIDELL (ASD)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct HOOTY and hold.
NA	Helicopter visibility reduction below 1 SM NA.

ASOS 132.475	NEW ORLEANS APP CON 133.15 290.3	UNICOM 122.8 (CTAF) 0	GCO 135.075
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SLIDELL, LOUISIANA
Orig-C 15JUL21

30°21' N-89°49' W

SLIDELL (ASD)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

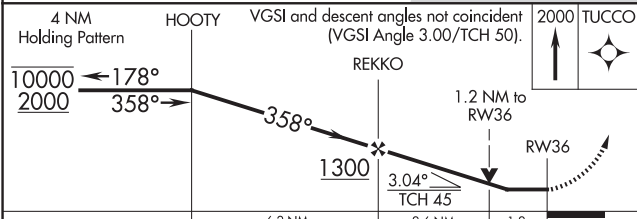
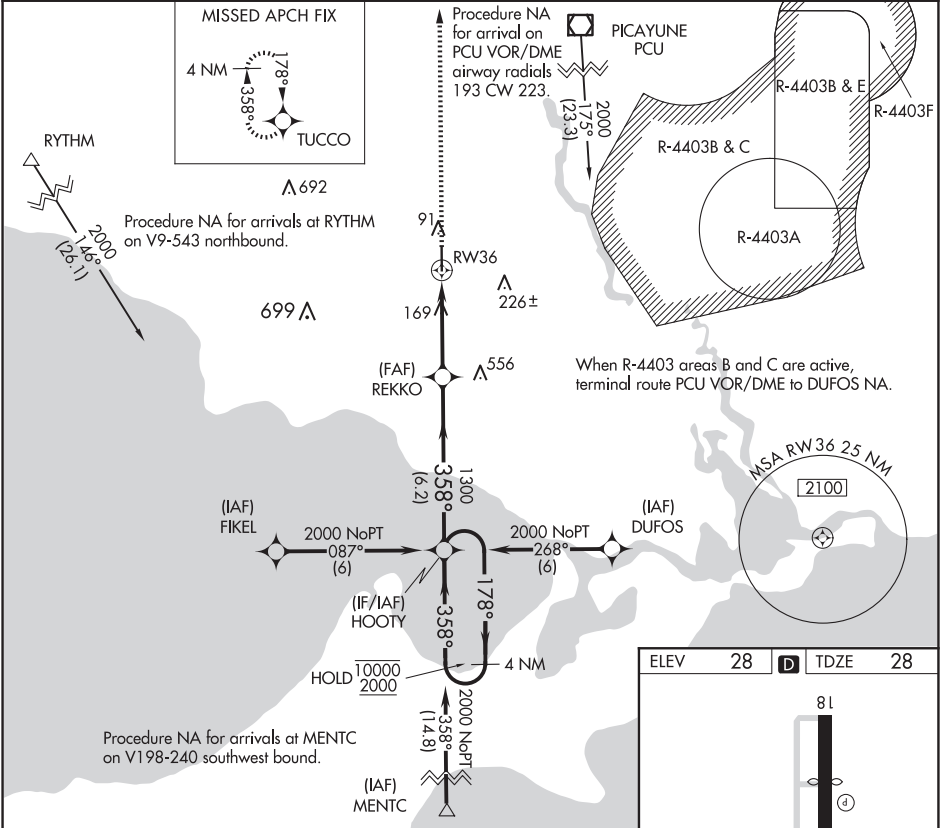
SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	5001
358°	TDZE	28
	Apt Elev	28

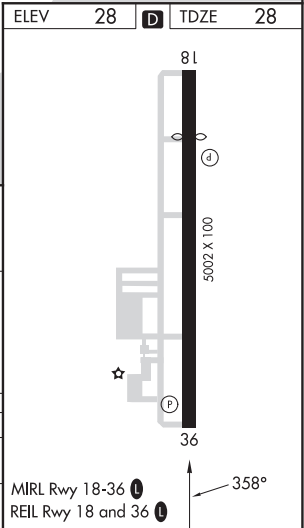
RNAV (GPS) RWY 36
SLIDELL (ASD)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct TUCCO and hold.
Rwy 36 helicopter visibility reduction below 3/4 SM NA.	

ASOS 132.475	NEW ORLEANS APP CON 133.15 290.3	UNICOM 122.8 (CTAF)	GCO 135.075
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CATEGORY	A	B	C	D
LNAV MDA	460-1	432 (500-1)	460-1¼ 432 (500-1¼)	NA
CIRCLING	480-1	452 (500-1)	520-1½ 492 (500-1½)	NA



SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

SPRINGHILL, LOUISIANA

AL-6288 (FAA)

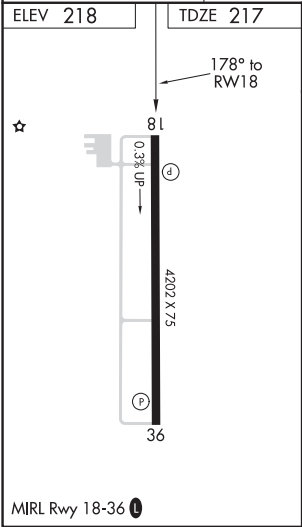
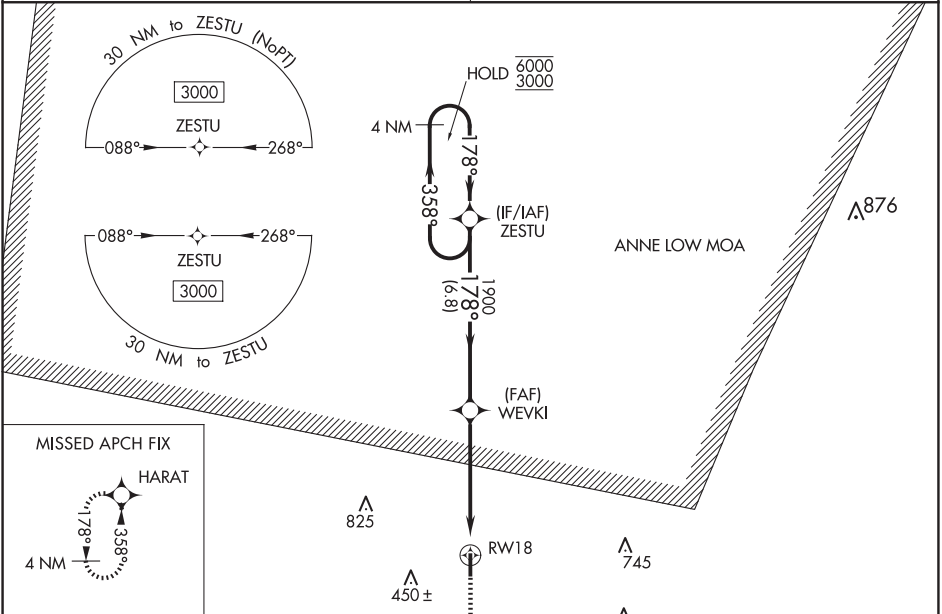
21252

WAAS CH 86541 W18A	APP CRS 178°	Rwy ldg TDZE 217 Apt Elev 218
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RNAV (GPS) RWY 18
SPRINGHILL (SPH)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct HARAT and hold.
NA	Rwy 18 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.

SHREVEPORT APP CON 123.75 360.725	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern ZESTU				3000	HARAT
6000 ← 358° 3000 ← 178°				↑	
GP 3.00° TCH 49				*1.4 NM to RW18 *LNAV only.	
1900				RW18	
6.8 NM				3.8 NM	1.4 NM
CATEGORY	A	B	C	D	
LPV DA	498-7/8		281 (300-7/8)		NA
LNAV/VNAV DA	496-7/8		279 (300-7/8)		NA
LNAV MDA	700-1	483 (500-1)		700-1 3/8 483 (500-1 3/8)	NA
CIRCLING	700-1	482 (500-1)		820-1 1/2 602 (700-1 1/2)	NA

SPRINGHILL, LOUISIANA
Orig 20JUN19

32°59'N-93°25'W

SPRINGHILL (SPH)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

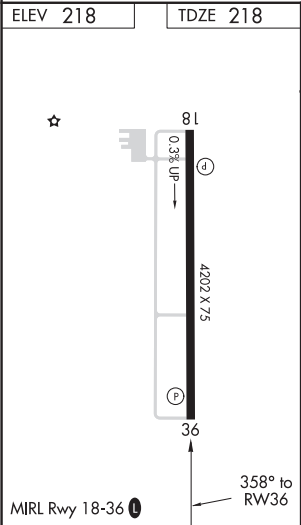
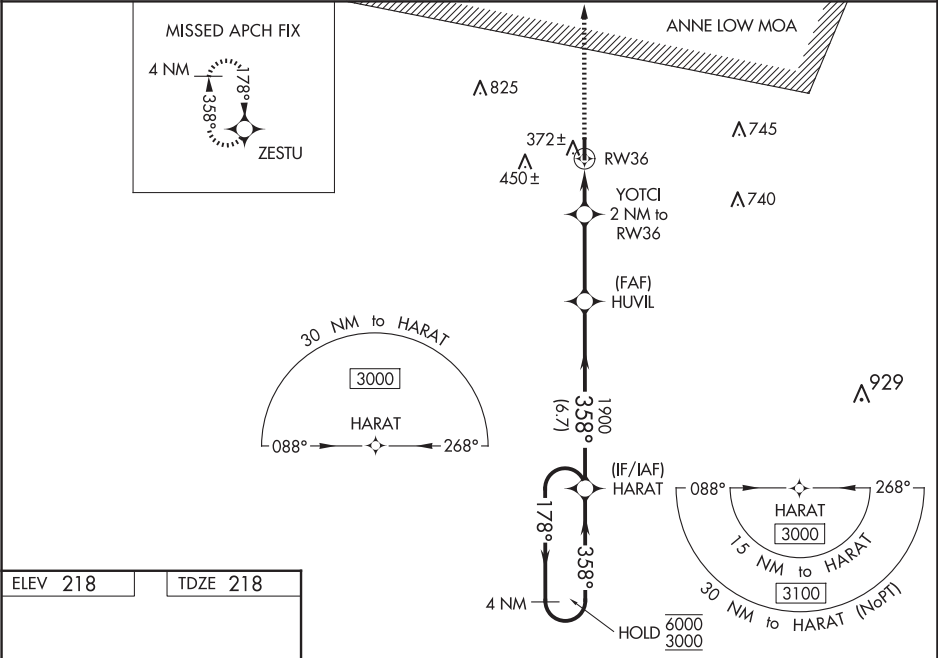
SC-4, 07 AUG 2025 to 02 OCT 2025








WAAS CH 61024 W36A	APP CRS 358°	Rwy Idg 4202 TDZE 218 Apt Elev 218
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RNAV (GPS) RWY 36
SPRINGHILL (SPH)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct ZESTU and hold.
	NA Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.	

SHREVEPORT APP CON 123.75 360.725	UNICOM 122.8 (CTAF) 0
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<div>3000</div> <div></div>		<div>ZESTU</div> <div></div>		<div>4 NM Holding Pattern</div> <div></div>			
<div>RW36</div> <div></div>		<div>YOTCI 2 NM to RW36</div> <div></div>		<div>HUVIL 1900</div> <div></div>		<div>HARAT</div> <div></div>	
<div>2 NM</div>		<div>3.1 NM</div>		<div>6.7 NM</div>		<div>178° → 6000 ← 358° 3000</div>	
<div>900</div>		<div>1900</div>		<div>358°</div>		<div>GP 3.00° TCH 54</div>	
CATEGORY	A		B		C		D
LPV DA	545-1		327 (400-1)				NA
LNAV/VNAV DA	638-1½		420 (500-1½)				NA
LNAV MDA	640-1	422 (500-1)		640-1¼ 422 (500-1¼)		NA	
C CIRCLING	700-1	482 (500-1)		820-1¾ 602 (700-1¾)		NA	

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

STARKVILLE, MISSISSIPPI

AL-5699 (FAA)

22363

WAAS CH 50419 W18A	APP CRS 180°	Rwy Idg 4171 TDZE 333 Apt Elev 333
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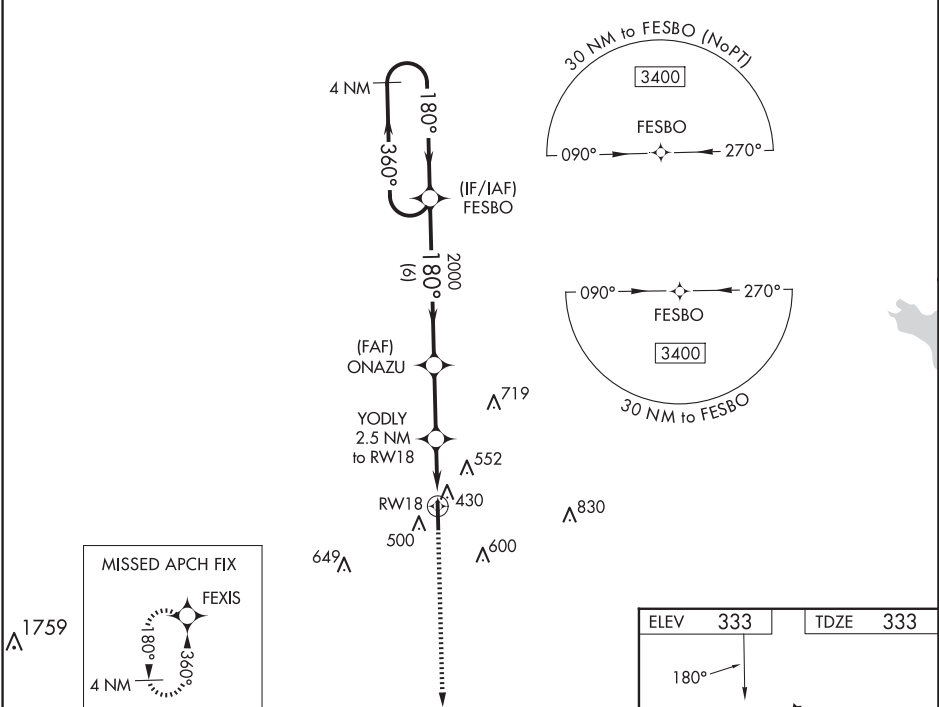
RNAV (GPS) RWY 18
GEORGE M BRYAN (STF)

RNP APCH-GPS.

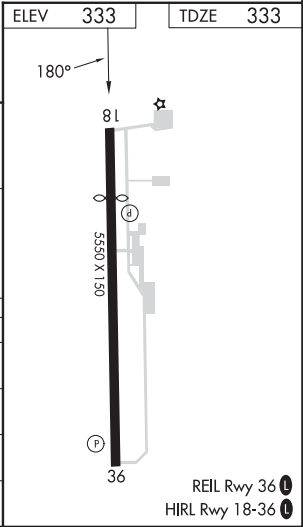
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase LPV DA to 673 feet, increase LNAV/VNAV DA to 656 feet and visibilities all Cats ½ SM. Increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH:
Climb to 3000 direct FEXIS and hold.

AWOS-3PT 118.975	COLUMBUS APP CON ★ 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		FESBO	ONAZU	YODLY 2.5 NM to RWY 18	3000	FEXIS
3400		360°	180°	180°	180°	
GP 3.00°						
TCH 36						
		6 NM	2.6 NM	1.5 NM	1 NM	
CATEGORY	A	B	C	D		
LPV DA		633-1	300 (300-1)			
LNAV/VNAV DA		616-1	283 (300-1)			
LNAV MDA		680-1	347 (400-1)			
CIRCLING	920-1	587 (600-1)	920-1½ 587 (600-1½)	1020-2¼ 687 (700-2¼)		



STARKVILLE, MISSISSIPPI
Amdt 2C 06OCT22

33°26'N-88°51'W

GEORGE M BRYAN (STF)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53604 W36A	APP CRS 360°	Rwy Idg 5550 TDZE 326 Apt Elev 333
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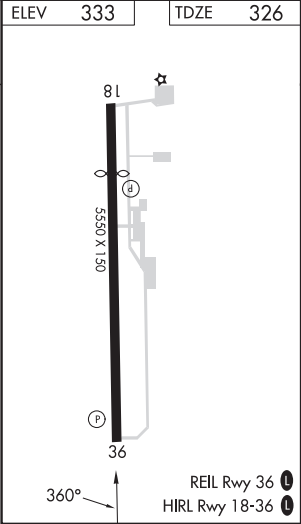
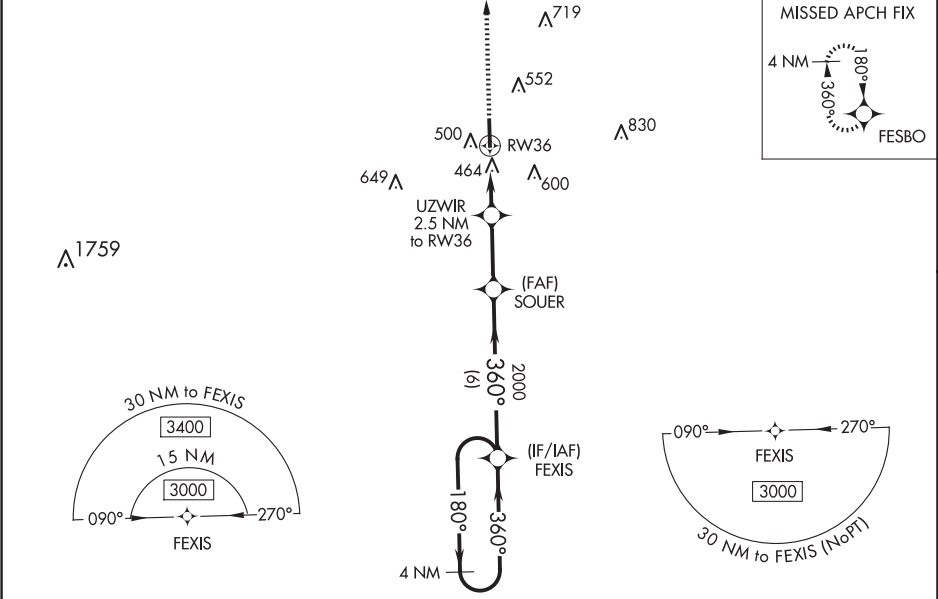
RNAV (GPS) RWY 36
GEORGE M BRYAN (STF)

RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C .
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase LPV DA to 566 feet; increase LNAV/VNAV DA to 690 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ⅓ SM, and Circling visibility Cat C ¼ SM.
Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb-in-hold to 3400.

AWOS-3PT 118.975	COLUMBUS APP CON★ 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF)
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3400	FESBO	UZWIR 2.5 NM to RW36	SOUER	FEXIS	4 NM Holding Pattern	180° → 3000	← 360°	GP 3.00° TCH 40
*LNAV only.		*1.1 NM to RW36	*1140	2000				
		1.1 NM	1.4 NM	2.7 NM	6 NM			
CATEGORY	A	B	C	D				
LPV DA	526-¾	200 (200-¾)						
LNAV/VNAV DA	650-1	324 (400-1)						
LNAV MDA	720-1	394 (400-1)	720-1½	394 (400-½)				
CIRCLING	920-1	587 (600-1)	920-1½	587 (600-1½)	1020-2¼	687 (700-2¼)		

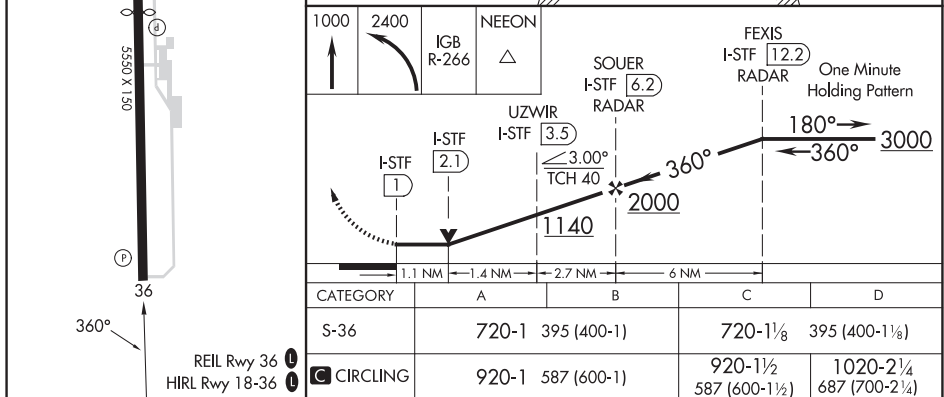
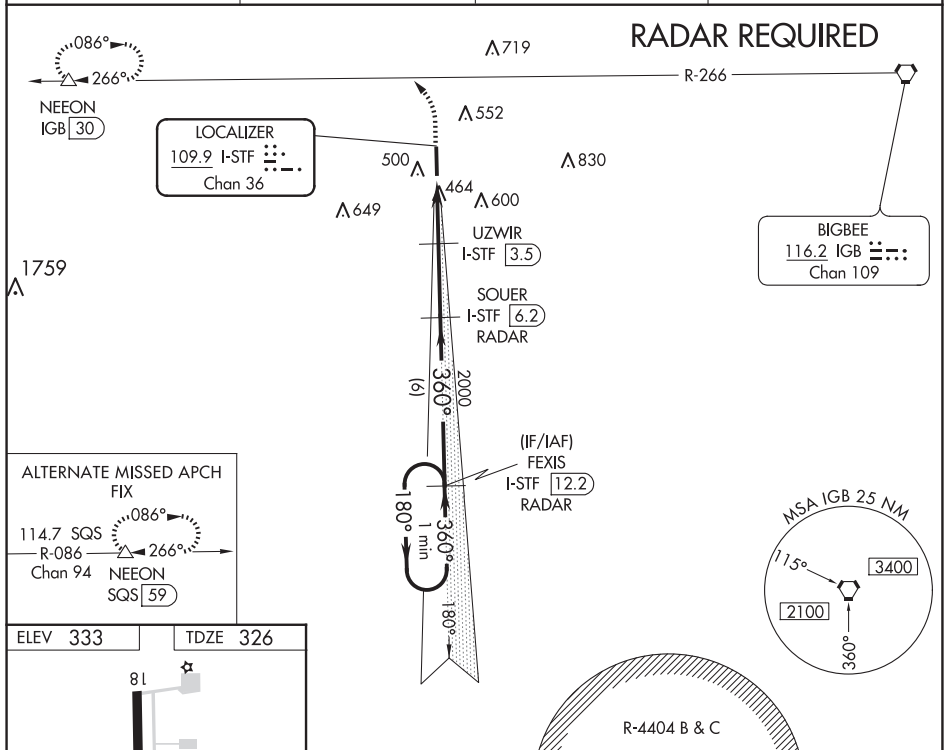
SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME RWY 36
GEORGE M BRYAN (STF)

MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 on IGB VORTAC R-266 to NEEON/IGB 30 DME and hold.



AWOS-3PT 118.975	COLUMBUS APP CON ★ 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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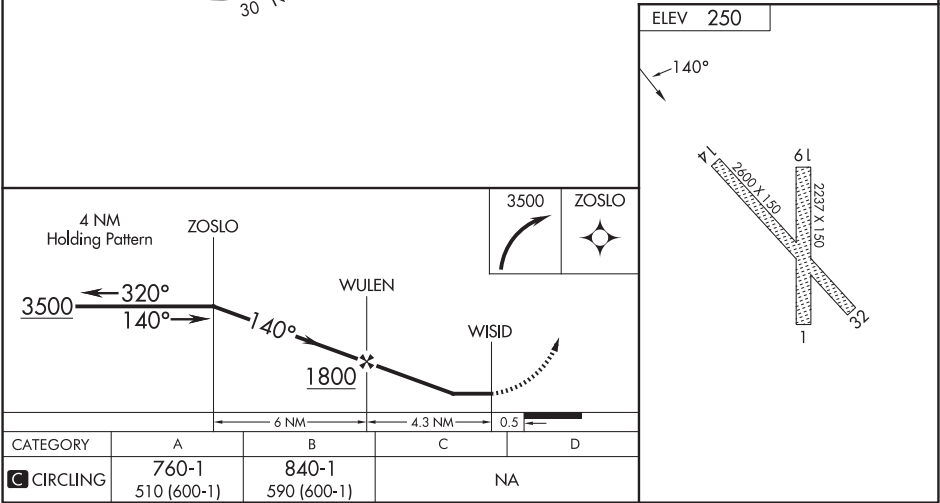
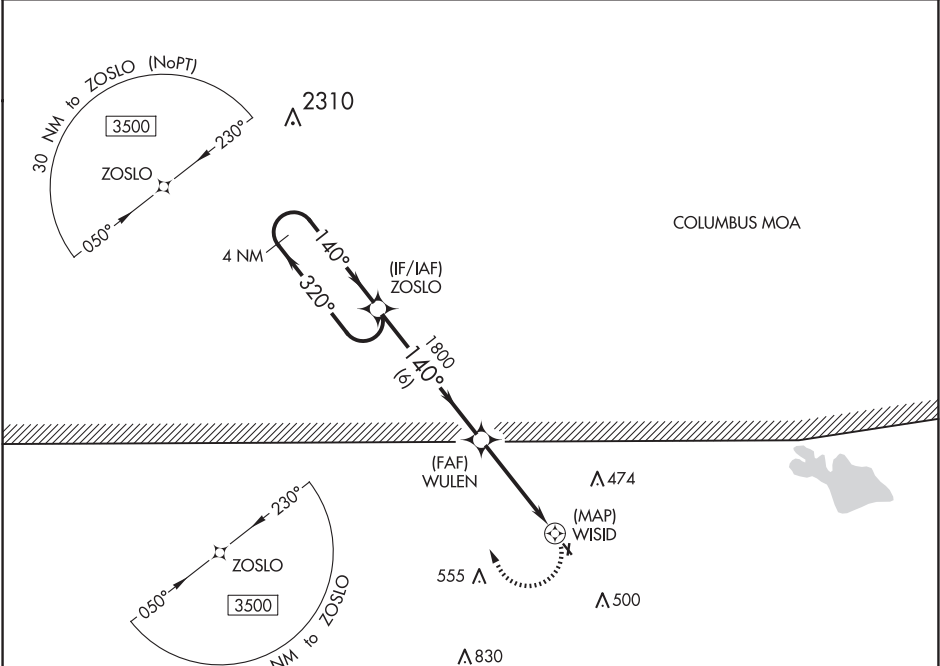
SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
140°	TDZE	N/A
	Apt Elev	250

RNAV (GPS)-A
OKTIBBEHA (M51)

 DME/DME RNP-0.3 NA. Procedure NA at night. Use Golden Triangle Rgnl altimeter setting; when not received, use George M Bryan altimeter setting and increase all MDA 20 feet.	 MISSED APPROACH: Climbing right turn 3500 direct ZOSLO and hold.
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GTR AWOS-3PT 126.375	COLUMBUS APP CON ★ 135.6 323.275	UNICOM 122.8 (CTAF)
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RNAV (GPS) RWY 15
SOUTHLAND FLD (UXL)

MISSED APPROACH: Climb to 2500 direct WERUM and via 236° track to ZEVGA and via 309° track to OFERS and hold.

1349 Δ

(IF) DELKY

2000 \nearrow 236° (S)

COZMY (IAF)

1600 \nearrow 236°

(FAF) HICHY

ULEYU 2 NM to RW15

595 Δ

315 Δ

349 Δ

19±

72

520 Δ

288 Δ

236°

WERUM

ZEVGA

4 NM

265°

085°

OFERS

309°

2000 \nearrow 303° (19.2)

LAKE CHARLES LCH

Procedure NA for arrivals at LCH VORTAC via airway radials 249 CW 265.

MSA RW 15 25 NM

2600

ELEV 10	TDZE 10
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Diagram illustrating the layout of Runway 33 (RW33) and its associated taxiway (TW33). The runway is shown as a straight line segment, labeled "5001 X-75". A taxiway, labeled "TW33", branches off from the runway. A star symbol indicates the runway's orientation, labeled "146° to RW15". A small circle with a cross inside is located near the taxiway. The runway is marked with "33" at its end.

Procedure Turn NA	2500 ↑	WERUM ✱	tr 236° ✱	ZEVGVA tr 309° ✱	OFFERS △
					*LNAV only
<p>VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).</p> <p>GP 3.00° TCH 40</p> <p>146°</p> <p>1600</p> <p>HICHY</p> <p>ULEYU 2 NM to RW15</p> <p>*1.1 NM to RW15</p> <p>*680</p> <p>RW15</p> <p>6 NM 2.8 NM 0.9 1.1</p>					
CATEGORY	A	B	C	D	
LPV DA	309-1		299 (300-1)		
LNAV/ VNAV DA	419-1½		409 (500-1 ½)		
LNAV MDA	380-¾ 370 (400-¾)			380-1¼ 370 (400-1¼)	
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	680-1¾ 670 (700-1 ¾)		680-2 670 (700-2)

SOUTHLAND FLD (UXL)
RNAV (GPS) RWY 15

WAAS CH 99610 W33A	APP CRS 326°	Rwy Idg TDZE Apt Elev	5001 10 10
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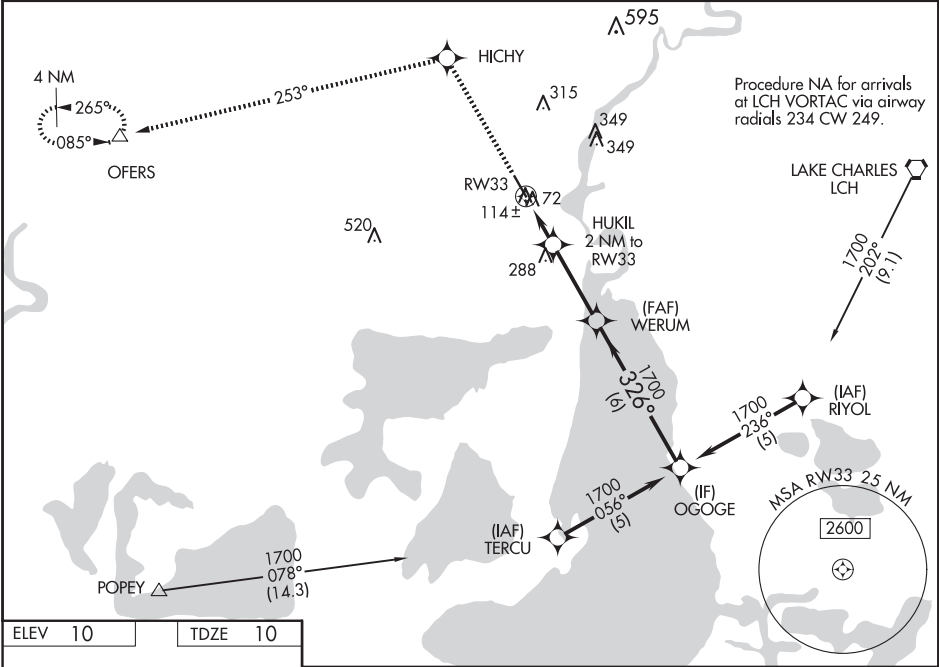
RNAV (GPS) RWY 33
SOUTHLAND FLD (UXL)

RNP APCH-GPS.

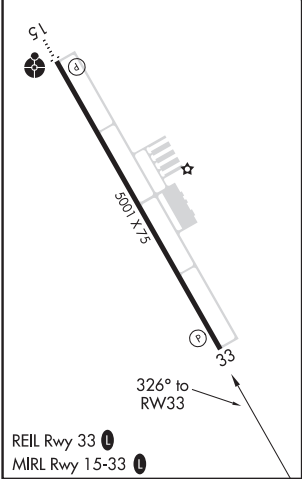
Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 49°C. Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase LPV DA to 367 feet; increase LNAV/VNAV DA to 403 feet and all visibilities ½ SM; increase all MDAs 20 feet and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2500 direct HICHY and via 253° track to OFERS and hold.

AWOS-3PT 118.175	LAKE CHARLES APP CON ★ 119.35 282.3	UNICOM 122.8 (CTAF) 0
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ELEV 10	TDZE 10
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2500	HICHY	tr 253°	OFERS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).
* LNAV only				
HUKIL 2 NM to RW33				
RW33				
*680				
2 NM 3.1 NM 6 NM				
CATEGORY	A	B	C	D
LPV DA	348-1¼		338 (400-1¼)	
LNAV/VNAV DA	384-1¼		374 (400-1¼)	
LNAV MDA	380-1		370 (400-1)	
				380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	680-1¾ 670 (700-1¾)	680-2 670 (700-2)

SULPHUR, LOUISIANA

AL-6934 (FAA)

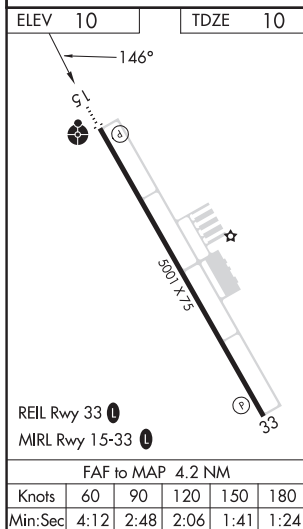
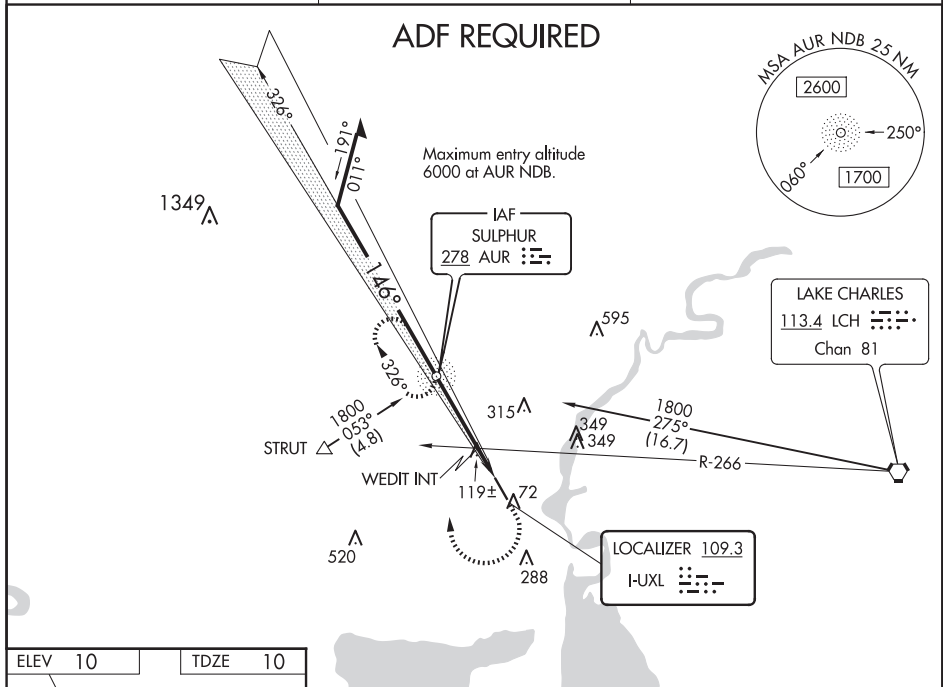
22279

LOC I-UXL 109.3	APP CRS 146°	Rwy Idg 5001 TDZE 10 Apt Elev 10
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LOC RWY 15
SOUTHLAND FLD (UXL)

<p>⚠ Inoperative table does not apply to S-15 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet and Circling visibility Cat C/D ¼ SM.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct AUR NDB and hold, continue climb-in-hold to 2400.</p>
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AWOS-3PT 118.175	LAKE CHARLES APP CON ★ 119.35 282.3	UNICOM 122.8 (CTAF) 0
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<p>* 500 when using Lake Charles Rgnl altimeter setting.</p> <p>Remain within 10 NM</p> <p>1800</p> <p>326°</p> <p>146°</p> <p>1500</p> <p>WEDIT INT</p> <p>3.25° TCH 40</p> <p>*480</p> <p>3 NM</p> <p>1.2 NM</p>			
<p>VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 50°).</p>			
CATEGORY	A	B	C
S-15	480-¾ 470 (500-¾)	480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	480-1 470 (500-1)	520-1 510 (600-1)	680-1¾ 670 (700-1¾)
WEDIT FIX MINIMUMS			
S-15	380-¾ 370 (400-¾)	380-1¼ 370 (400-1¼)	
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	680-2 670 (700-2)

SULPHUR, LOUISIANA

Amdt 2A 09SEP21

30°08'N-93°23'W

SOUTHLAND FLD (UXL)
LOC RWY 15

SC-4, 07 AUG 2025 to 02 OCT 2025

LOC I-TV 109.7	APP CRS 357°	Rwy Idg 5002 TDZE 86 Apt Elev 86
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ILS or LOC RWY 36

VICKSBURG TALLULAH RGNL (TVR)

RNP APCH - GPS required for procedure entry at BARNE.

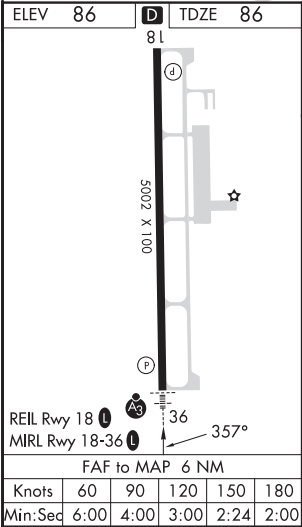
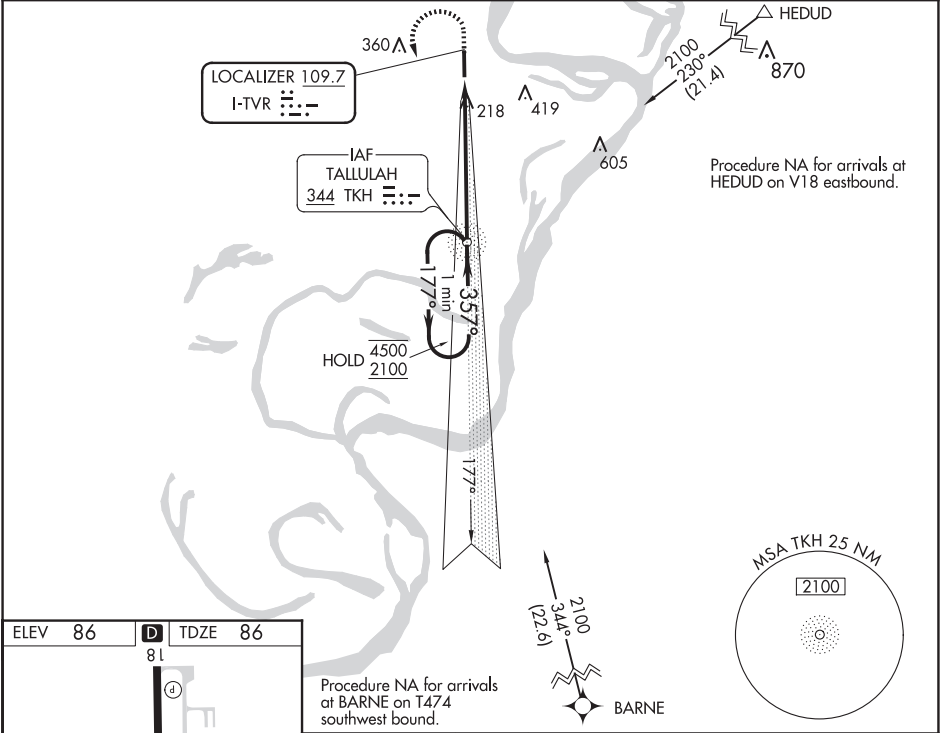
ADF required.

For inop ALS when using Vicksburg Muni, MS altimeter setting, increase S-LOC Cats C and D visibility to 1 3⁄8 SM. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting: increase S-ILS 36 DA to 309 feet; increase all MDAs 40 feet and visibility S-LOC 36 Cats C/D 1⁄8 SM and Circling Cats C/D 1⁄4 SM.

SSALR

MISSED APPROACH:
Climb to 1200 then climbing left turn to 2100 direct TKH NDB and hold.

ASOS 118.525	MEMPHIS CENTER 132.5 259.1	UNICOM 123.0 (CTAF)
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1200	2100	TKH	TKH NDB 2061	One Minute Holding Pattern
Procedure NA for arrivals at BARNE on T474 southwest bound.		Procedure NA for arrivals at HEDUD on V18 eastbound.		
6 NM		GS 3.00° TCH 49'		
CATEGORY	A	B	C	D
S-ILS 36	286-1⁄2		200 (200-1⁄2)	
S-LOC 36	540-1⁄2	454 (500-1⁄2)	540-7⁄8	454 (500-7⁄8)
CIRCLING	540-1	454 (500-1)	720-13⁄4 634 (700-13⁄4)	720-2 634 (700-2)

TALLULAH, LOUISIANA

AL-9196 (FAA)

22083

APP CRS	Rwy Idg	5002
177°	TDZE	85
	Apt Elev	86

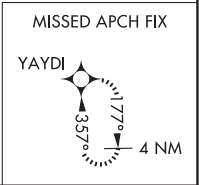
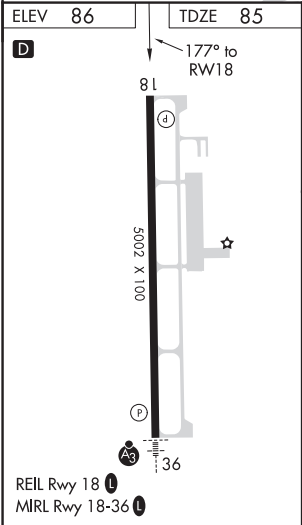
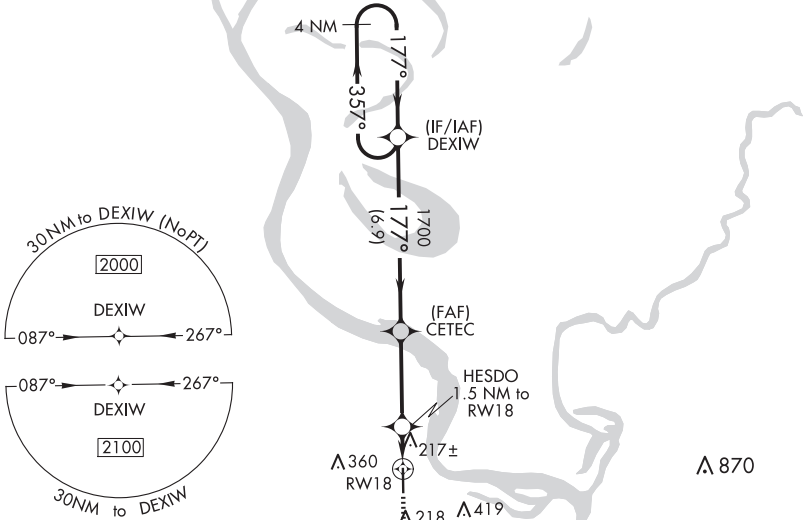
RNAV (GPS) RWY 18

VICKSBURG TALLULAH RGNL (TVR)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting and increase all MDA 40 feet and visibility Cats C and D ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct YAYDI and hold.

ASOS 118.525	MEMPHIS CENTER 132.5 259.1	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern	DEXIW	CETEC	HESDO 1.5 NM to RWY 18	2000	YAYDI
2000	357°	177°	1700	3.00° TCH 50	600
	6.9 NM	3.4 NM	1.5 NM		
CATEGORY	A	B	C	D	
LNAV MDA	480-1	395 (400-1)	480-1 1/8	395 (400-1 1/8)	
CIRCLING	540-1	454 (500-1)	720-1 3/4	634 (700-1 3/4)	720-2
			634 (700-2)		

TALLULAH, LOUISIANA
Amdt 3 15SEP16

32°21'N-91°02'W

VICKSBURG TALLULAH RGNL (TVR)
RNAV (GPS) RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

TALLULAH, LOUISIANA

AL-9196 (FAA)

22363

WAAS Chan 99700 W36A	APP CRS 357°	Rwy Idg 5002 TDZE 86 Apt Elev 86
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RNAV (GPS) RWY 36
VICKSBURG TALLULAH RGNL (TVR)

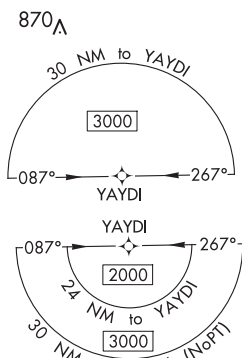
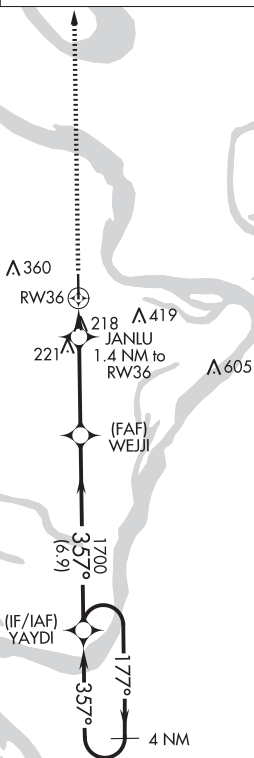
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting and increase LPV DA to 309 feet, LNAV/VNAV DA to 516 feet all visibilities $\frac{1}{8}$ mile; increase all MDA 40 feet and visibility Cats C/D $\frac{1}{8}$ mile. Baro-VNAV and VDP NA with Vicksburg Muni, MS altimeter setting.



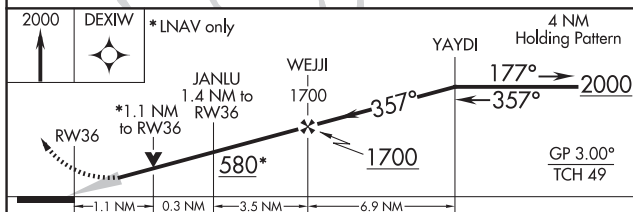
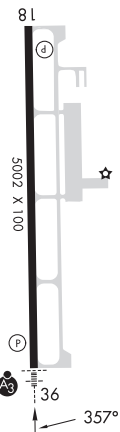
MISSED APPROACH:
Climb to 2000 direct
DEXIW and hold.


ASOS 118,525	MEMPHIS CENTER 132.5 259.1	UNICOM 123.0 (CTAF) 0
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MISSED APCH FIX



ELEV 86	D	TDZE 86
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CATEGORY		A	B	C	D
LPV	DA	286-1/2		200 (200-1/2)	
LNAV/ VNAV	DA	493-7/8		407 (500-7/8)	
LNAV	MDA	480-1/2	394 (400-1/2)	480-5/8	394 (400-5/8)
 CIRCLING		540-1	454 (500-1)	720-1 3/4 634 (700-1 3/4)	720-2 634 (700-2)

REIL Rwy 18 **L**
MIRL Rwy 18-36 **L**

TALLULAH, LOUISIANA
Amdt 4 15SEP16

32°21'N-91°02'W

395

VICKSBURG TALLULAH RGNL (TVR)
RNAV (GPS) RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

THIBODAUX, LOUISIANA

AL-6136 (FAA)

24361

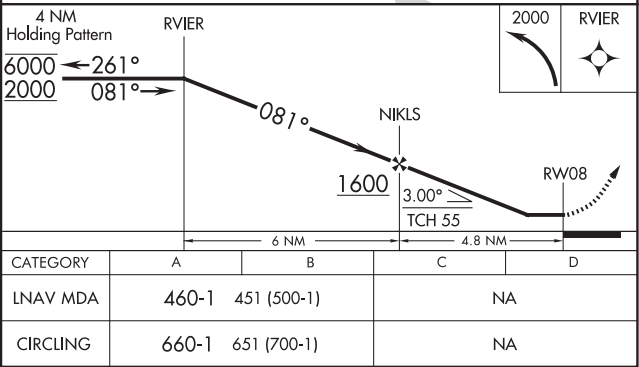
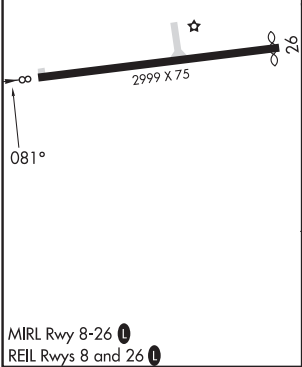
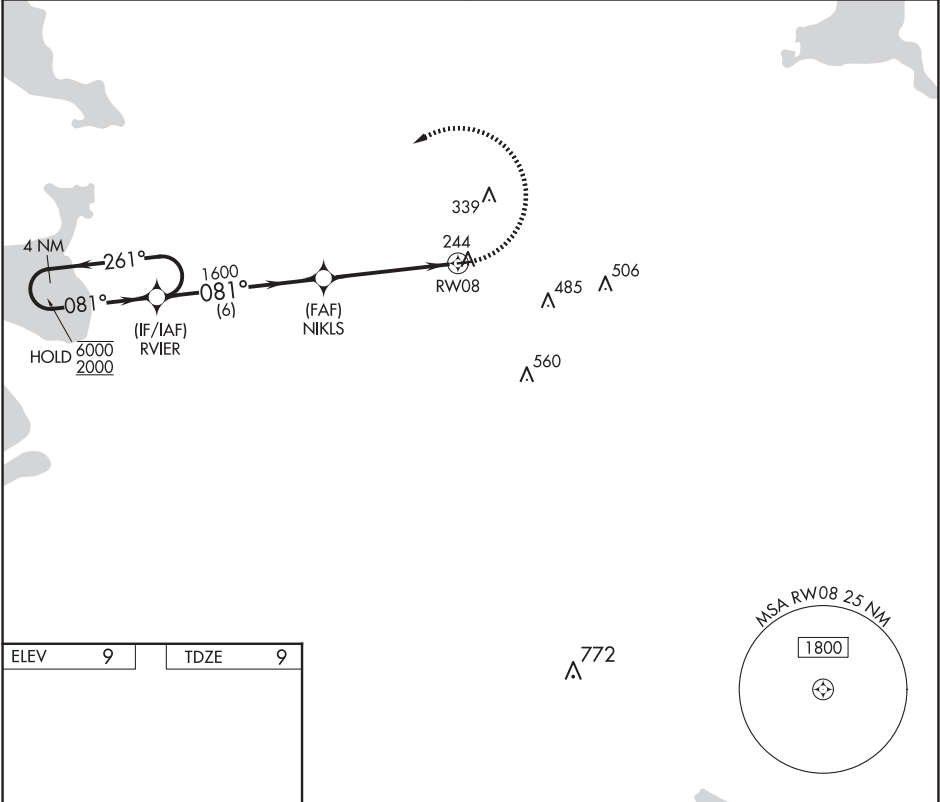
APP CRS	Rwy Idg	2999
	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 8

THIBODAUX MUNI (L83)

RNP APCH - GPS.	
Rwy 8 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use MSY altimeter setting and increase all MDAs 80 feet.	
MISSED APPROACH: Climbing left turn 2000 direct RVIER and hold.	

NEW ORLEANS APP CON 118.9 256.9	UNICOM 122.8 (CTAF) 1
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MIRL Rwy 8-26 1
REIL Rwy 8 and 26 1

THIBODAUX, LOUISIANA
Orig 26DEC24

29°45'N-90°50'W

THIBODAUX MUNI (L83)

RNAV (GPS) RWY 8

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LOC I-UTA 110.95 Chan 46 (Y)	APP CRS 347°	Rwy Idg 8500 TDZE 194 Apt Elev 194
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ILS or LOC RWY 35

TUNICA MUNI (UTA)

⚠

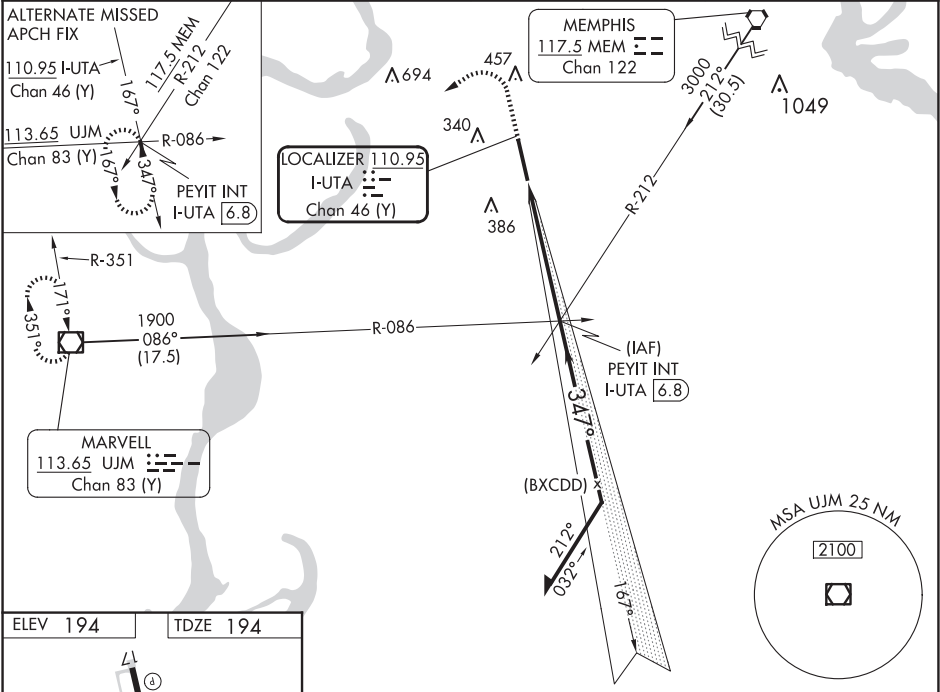
⚠

VDP NA with Memphis altimeter setting. When local altimeter not received, use Memphis altimeter setting and increase S-ILS 35 DA to 480 and all MDA 100 feet, increase S-LOC 35 Cats C and D and Circling Cat C visibility ¼ mile. For inoperative MALSR when using Memphis altimeter setting increase S-ILS 35 all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

AWOS-3 118.075	MEMPHIS APP CON 119.1 291.6	CLNC DEL 118.9	UNICOM 123.0 (CTAF)
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REIL Rwy 17 347°
HIRL Rwy 17-35

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
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Min:Sec	5:12	3:28	2:36	2:05	1:44
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700	1900	UJM	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 47).			
*LOC only.						
CATEGORY	A	B	C	D		
S-ILS 35	394-½ 200 (200-½)					
S-LOC 35	640-½ 446 (500-½)		640-⅞ 446 (500-⅞)			
CIRCLING	680-1 486 (500-1)	740-1 546 (600-1)	760-½ 566 (600-½)	760-2 566 (600-2)		

TUNICA, MISSISSIPPI

AL-9521 (FAA)

24137

WAAS CH 56212 W17A	APP CRS 167°	Rwy Idg 8500 TDZE 194 Apt Elev 194
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RNAV (GPS) RWY 17
TUNICA MUNI (UTA)

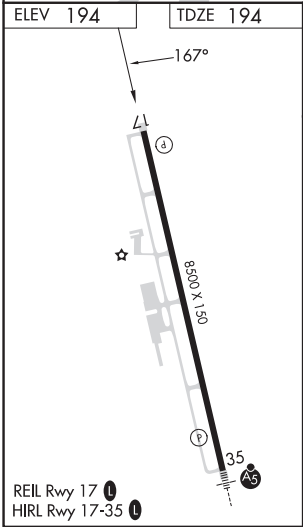
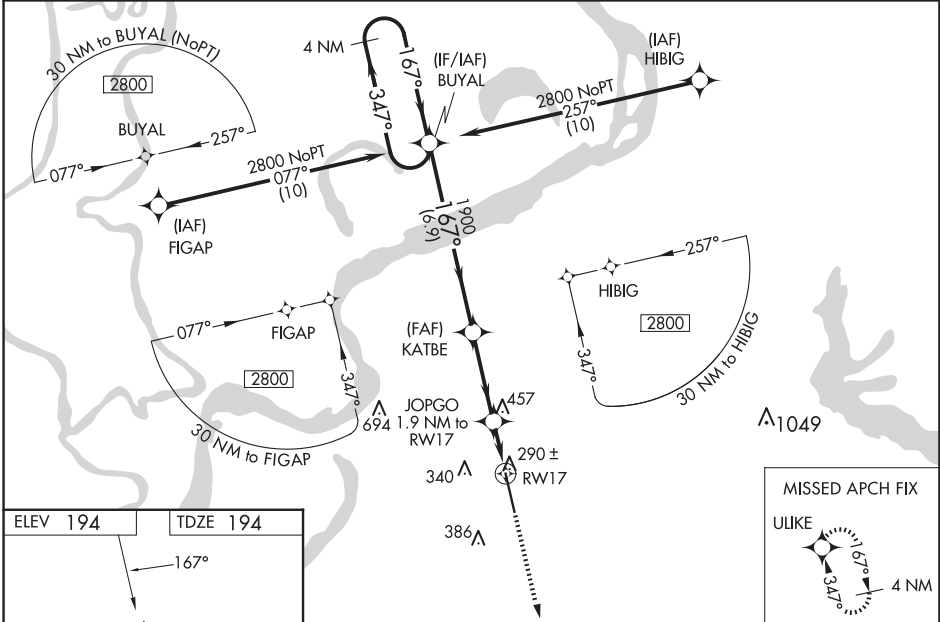
RNP APCH.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). For inop ALS, increase LNAV/VNAV visibility all Cts to ¾ SM, and LNAV Cts C, D visibility to 1¾ SM. Baro VNAV and VDP NA when using Memphis altimeter setting. When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 557, and all MDA 100 feet, increase LNAV/VNAV visibility all Cts to 1 SM, and Circling Cat C visibility to 1¾ SM. For inop ALS when using Memphis altimeter setting, increase LPV all Cts visibility to ¾ SM, LNAV/VNAV all Cts visibility to 1 SM, LNAV Cts C/D visibility to 1¾ SM.

MISSED APPROACH:
Climb to 2800 direct
ULIKE and hold.

AWOS-3 118.075	MEMPHIS APP CON 119.1 291.6	CLNC DEL 118.9	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		BUYAL		KATBE		JOPGO 1.9 NM to RW17		*LNAV only.	
2800		347°		167°		1900		*840	
GP 3.00°		TCH 50		6.9 NM		3.3 NM		0.7	
								1.2 NM to RW17	
								RW17	
CATEGORY		A		B		C		D	
LPV DA		394-¾		200 (200-¾)					
LNAV/VNAV DA		471-¾		277 (300-¾)					
LNAV MDA		640-¾ 446 (500-¾)		740-1 760-1½		640-1½ 446 (500-1½)			
CIRCLING		680-1 486 (500-1)		740-1 546 (600-1)		760-1½ 566 (600-1½)		760-2 566 (600-2)	

TUNICA, MISSISSIPPI
Amdt 3B 20MAY21

34°41'N-90°21'W

TUNICA MUNI (UTA)
RNAV (GPS) RWY 17

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 60912 W35A	APP CRS 347°	Rwy Idg 8500 TDZE 194 Apt Elev 194
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RNAV (GPS) RWY 35
TUNICA MUNI (UTA)

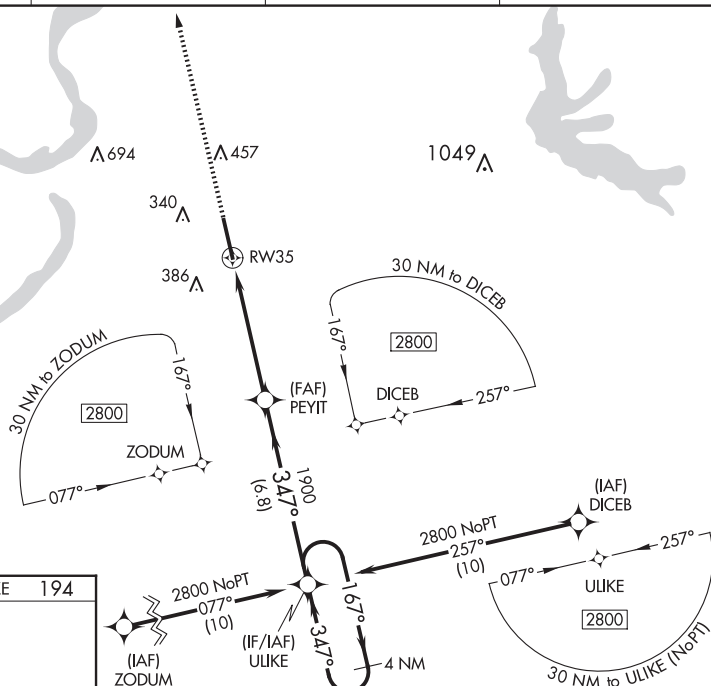
For unperturbed Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). For inop MALSR, increase LNAV/VNAV all Cats visibility to ¾ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Memphis altimeter setting. When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 530, and all MDA 100 feet; increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C, D and Circling Cat C visibility ¼ mile. For inop MALSR when using Memphis altimeter setting, increase LPV all Cats visibility to ¾ mile.

MALSR

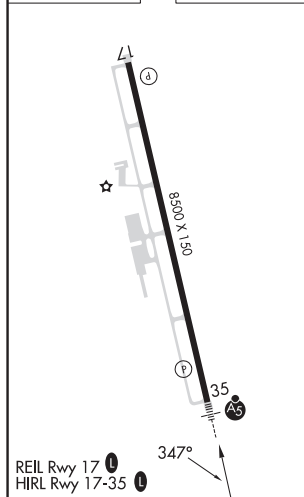
MISSED APPROACH:
Climb to 2800 direct
BUYAL and hold.

AWOS-3 118.075	MEMPHIS APP CON 119.1 291.6	CLNC DEL 118.9	UNICOM 123.0 (CTAF)
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MISSED APCH FIX



ELEV	194		TDZE	194
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2800 BUYAL VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 47). ULIKE 4 NM Holding Pattern

*RNAV only. *1.3 NM to RW35

PEYIT 1900 347° 167° 347° 2800

RW35 1.3 NM 4 NM 6.8 NM

GP 3.00° TCH 43

CATEGORY	A	B	C	D
LPV DA	394-½	200 (200-½)		
RNAV/ VNAV DA	444-½	250 (300-½)		
RNAV MDA	640-½ 446 (500-½)	640-⅞ 446 (500-⅞)		
CIRCLING	680-1 486 (500-1)	740-1 546 (600-1)	760-1½ 566 (600-½)	760-2 566 (600-2)

CATEGORY	A	B	C	D
LPV DA	394-½	200 (200-½)		
LNAV/ VNAV DA	444-½	250 (300-½)		
LNAV MDA	640-½ 446 (500-½)	640-⅞ 446 (500-⅞)		
CIRCLING	680-1 486 (500-1)	740-1 546 (600-1)	760-1½ 566 (600-½)	760-2 566 (600-2)

ILS Y or LOC Y RWY 36
TUPELO RGNL (TUP)

DME or ADF required for LOC only.

T When local altimeter setting not received, use Columbus AFB altimeter setting and increase **all** DA 112 feet and **all** MDA 120 feet; increase S-LC 36 Cat C and D visibility $\frac{3}{8}$ SM and Circling Cat C and D visibility $\frac{1}{2}$ SM. For Inop ALS when using Columbus AFB altimeter setting, increase S-ILS 36 **all** Cats visibility $\frac{1}{2}$ SM. VDP NA when using Columbus AFB altimeter setting. Autopilot coupled approach NA below 650 feet.

MALSR
A5

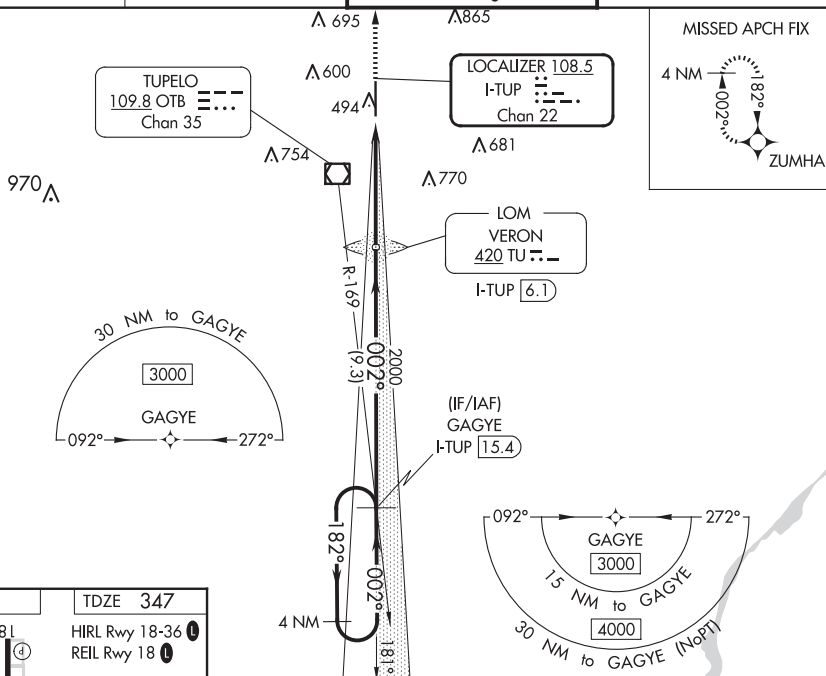
MISSED APPROACH:
Climb to 3000 direct
ZUMHA and hold.

ASOS
133.525

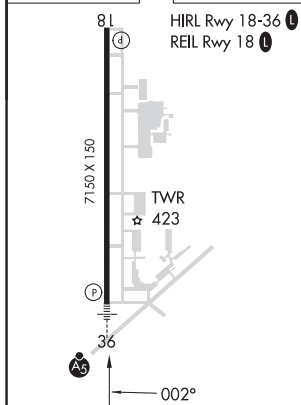
MEMPHIS CENTER
128.5 279.55

TUPELO TOWER ★
118.775 (CTAF) 254.275

GND CON
121.825 254.275





ELEV 347	TDZE 347
8L 	HIRL Rwy 18-36  REIL Rwy 18 



FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

3000	ZUMHA
	

Use I-TUP DME when on the localizer course.

* LOC only

VERON LOM
I-TUP 6.1

GAGYE 4 NM
I-TUP 15.4 Holding Pattern

I-TU
12

*I-TUP
2.2

1924

GS 3.00°
TCH 55

CATEGORY	A	B	C	D
S-ILS 36	547-½ 200 (200-½)			
S-LOC 36	700-½ 353 (400-½)	700-⅝ 353 (400-⅝)		
C CIRCLING	820-1 473 (500-1)	900-1½ 553 (600-1½)	1140-2½ 793 (800-2½)	

TUPELO, MISSISSIPPI

Orig-B 27FEB20

TUPELO RGNL (TUP)

34°16'N-88°46'W

ILS Y or LOC Y RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

ILS Z or LOC Z RWY 36
TUPELO RGNL (TUP)

MAISE



Autopilot coupled approach NA below 650.



MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OTB VOR/DME and hold.

WAAS CH 93712 W36A	APP CRS 002°	Rwy Idg 7150 TDZE 346 Apt Elev 346
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RNAV (GPS) RWY 36
TUPELO RGNL (TUP)

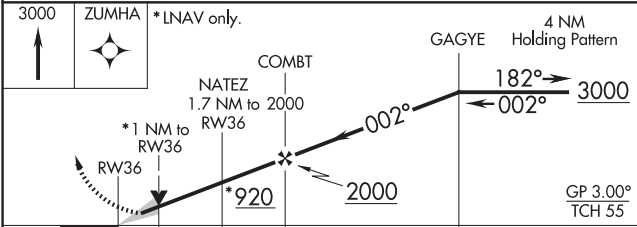
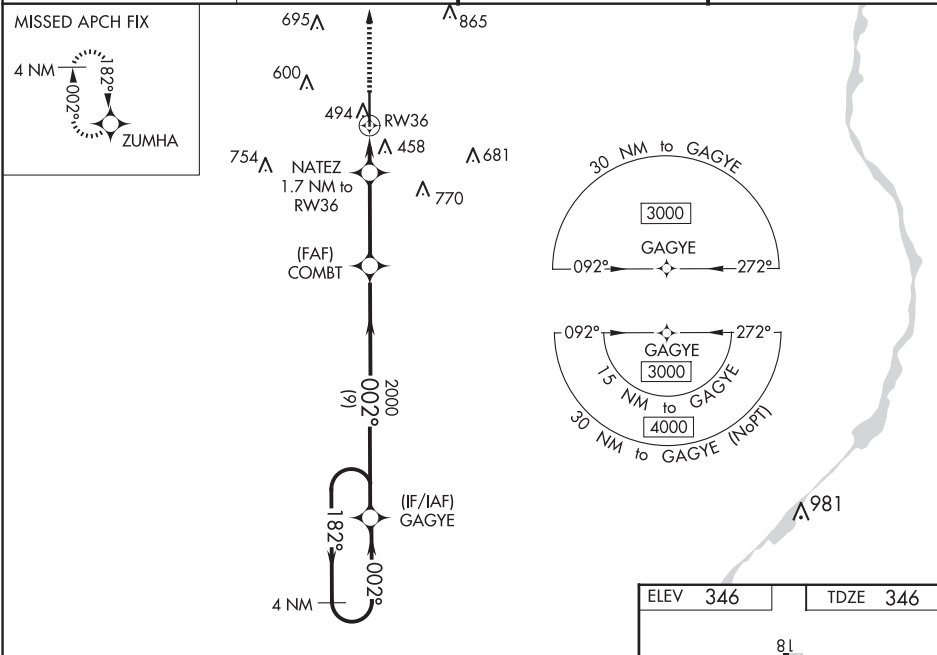
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 112 feet and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D ¾ mile and Circling Cats C and D ½ mile. For inop ALS when using Columbus AFB altimeter setting, increase LPV all Cats visibility ½ SM. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

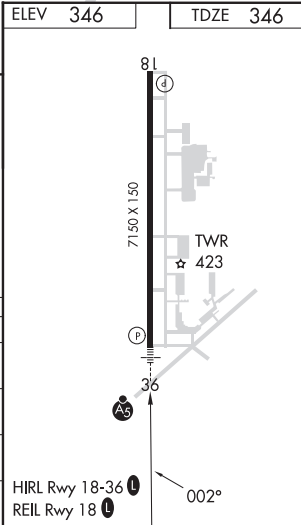


MISSED APPROACH:
Climb to 3000 direct
ZUMHA and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER * 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275
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CATEGORY	A	B	C	D
LPV DA	546-½	200 (200-½)		
LNAV/VNAV DA	730-¾	384 (400-¾)		
LNAV MDA	720-½ 374 (400-½)	720-⅝ 374 (400-⅝)		
CIRCLING	820-1 474 (500-1)	900-1½ 554 (600-1½)	1140-2½ 794 (800-2½)	



TUPELO, MISSISSIPPI

VOR/DME OTB 109.8 Chan 35	APP CRS 196°	Rwy Idg 7150 TDZE 344 Apt Elev 347
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VOR RWY 18
TUPELO RGNL (TUP)

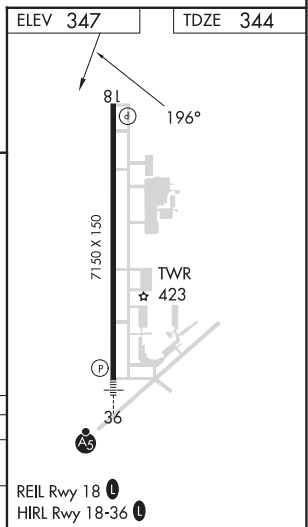
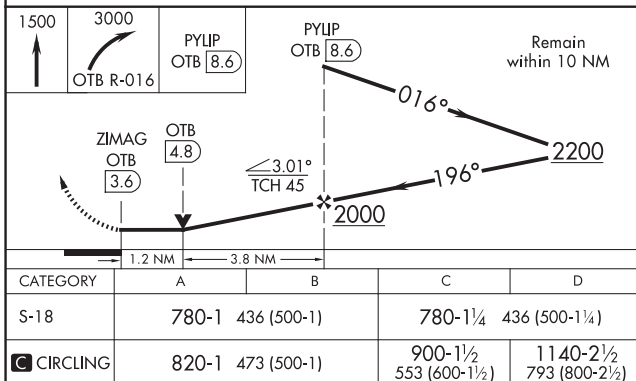
RADAR required for procedure entry. DME required.



When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 120 feet. Increase S-18 Cat C/D visibility $\frac{3}{8}$ SM; increase Circling Cat C/D visibility $\frac{1}{2}$ SM. VDP NA when using Columbus AFB altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on OTB VOR/DME R-016 to PYLIP/OTB 8.6 DME and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER ★ 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275
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TUPELO, MISSISSIPPI
Amdt 1 C 27FEB20

34°16'N-88°46'W

TUPELO RGNL (TUP)
VOR RWY 18

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

LOM TU 420	APP CRS 001°	Rwy Idg 7150 TDZE 347 Apt Elev 347	NDB RWY 36 TUPELO RGNL (TUP)
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▼

▲ NA

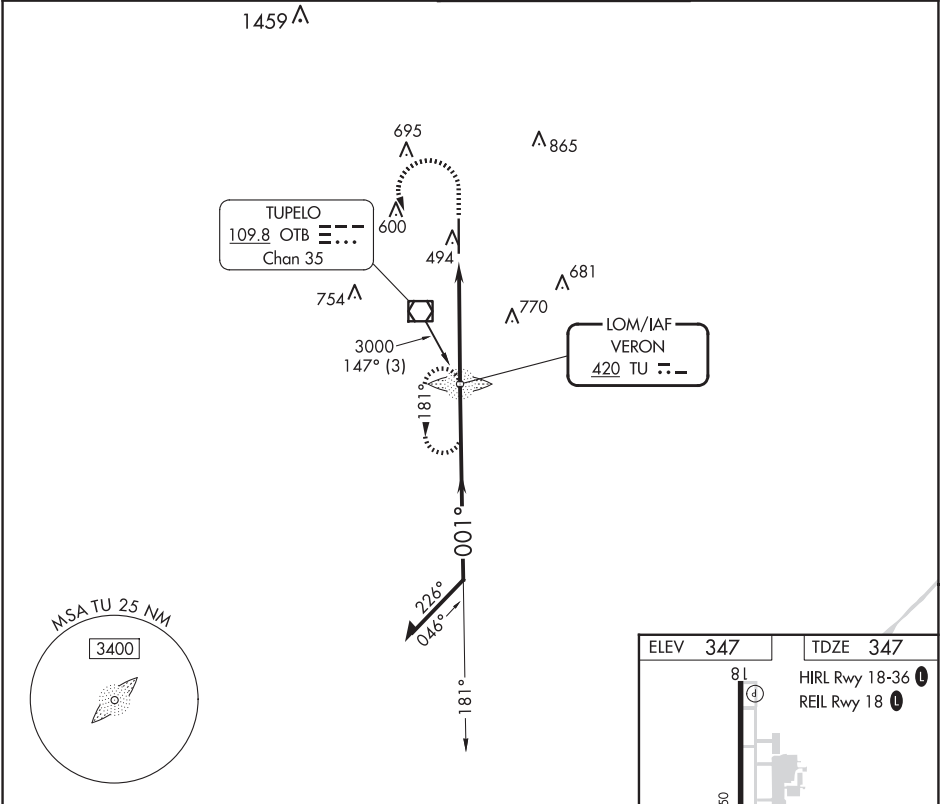
When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 120 feet, increase S-36 Cats C and D visibility ¾ SM and Circling Cats C and D ½ SM. For inop ALS, increase S-36 Cat A and B visibility to 1 SM and Cat C and D to 1 ¾ SM. For inop ALS when using Columbus AFB altimeter setting, increase S-36 Cat A and B visibility to 1 SM and Cat C and D to 1 ¾ SM.

MALSR

AS

MISSED APPROACH:
Climb to 1500 then
climbing left turn to 3000
direct TU LOM and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER ★ 118.775 (CTAF) 254.275	GND CON 121.825 254.275
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1500

3000

TU

TU LOM

181°

001°

2000

2000

3.19°

TCH 55

4.7 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S- 36	840-¾ 493 (500-¾)		840-1 493 (500-1)	
CIRCLING	840-1 493 (500-1)		900-1½ 553 (600-1½)	1140-2½ 793 (800-2½)

ELEV 347

TDZE 347

HIRL Rwy 18-36

REIL Rwy 18

81

7150 X 150

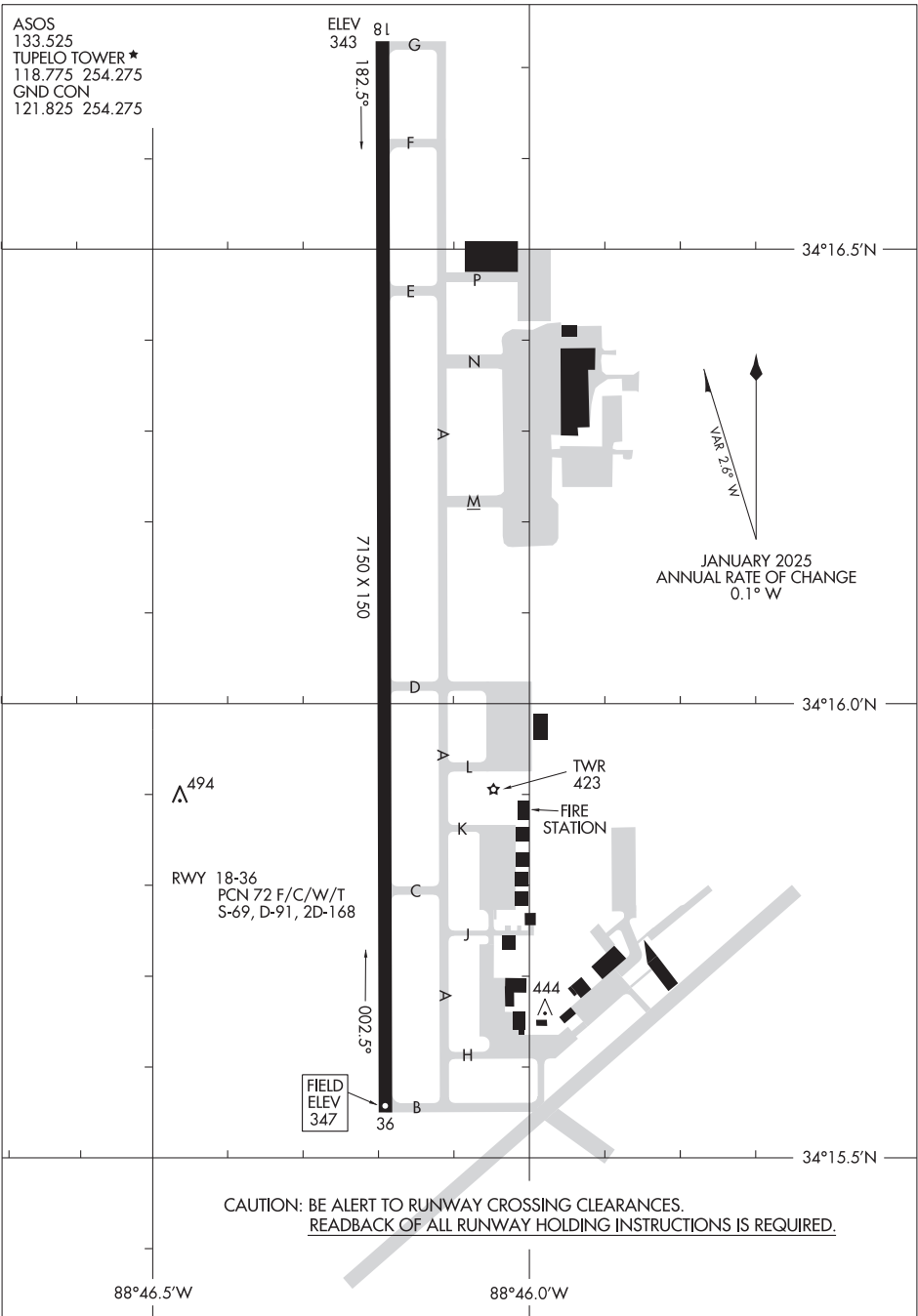
TWR 423

36

001°

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



SC-4, 07 AUG 2025 to 02 OCT 2025

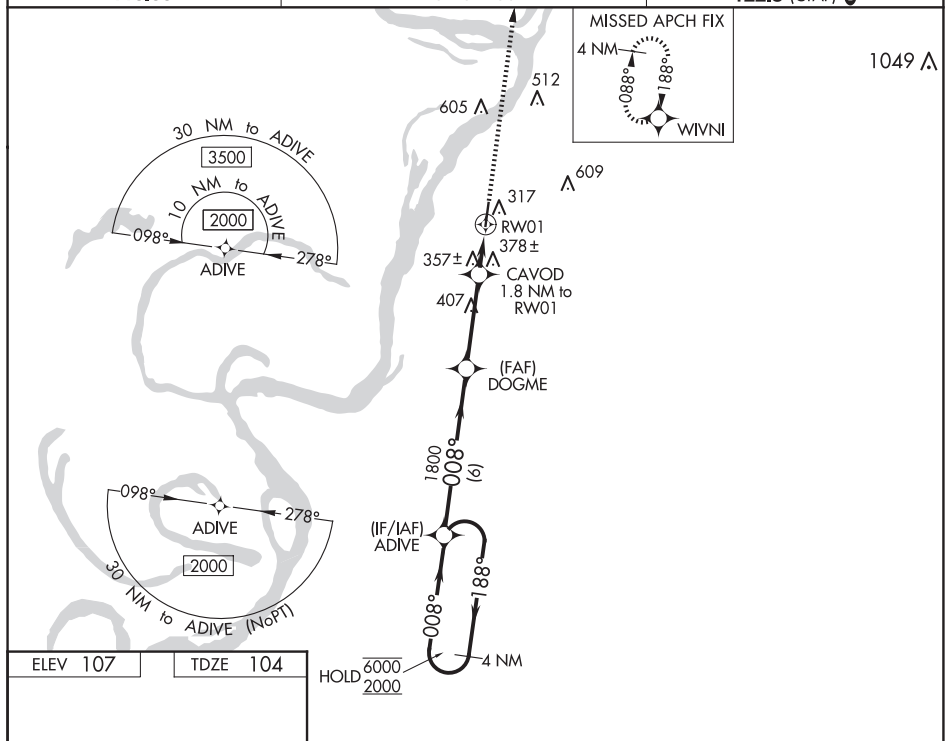
SC-4, 07 AUG 2025 to 02 OCT 2025

24025

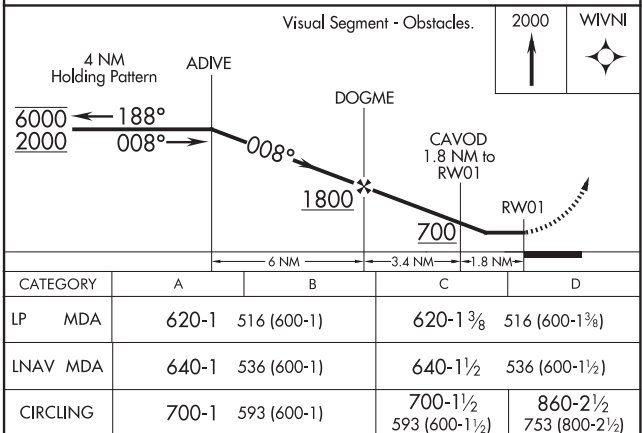
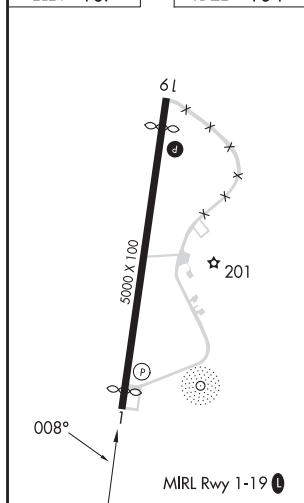
RNAV (GPS) RWY 1
VICKSBURG MUNI (VKS)

T Circling NA for Cat D west of Rwy 1-19. Procedure NA at night.
A Rwy 1 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct WIVNI and hold.

UNICOM
122.8 (CTAF) **L**

TDZE 104



VICKSBURG MUNI (VKS)

RNAV (GPS) RWY 1

407

SC-4, 07 AUG 2025 to 02 OCT 2025


VICKSBURG, MISSISSIPPI

AL-879 (FAA)

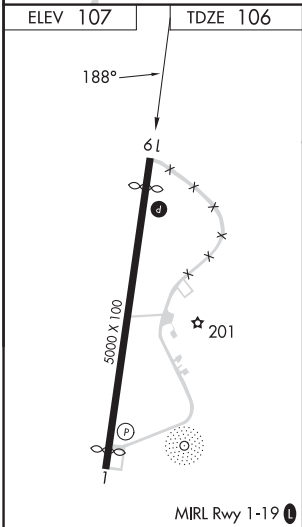
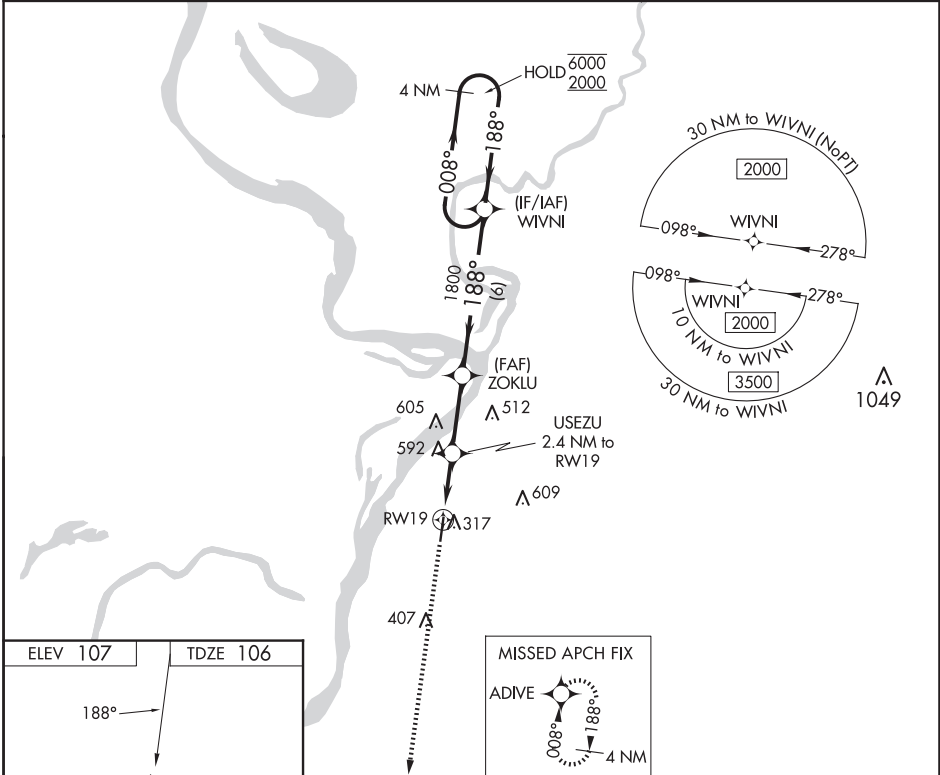
24025

WAAS CH 60932 W19A	APP CRS 188°	Rwy Idg TDZE 106 Apt Elev 107	4529
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RNAV (GPS) RWY 19
VICKSBURG MUNI (VKS)

RNP APCH. 		MISSED APPROACH: Climb to 2000 direct ADIVE and hold.
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AWOS-3 118.85	MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 
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2000 ↑ ADIVE		Visual Segment - Obstacles.		WIVNI 4 NM Holding Pattern	
USEZU 2.4 NM to RW19		ZOKLU		008° → 6000 ← 188° 2000	
RW19		1800		188°	
2.4 NM		2.8 NM		6 NM	
CATEGORY	A	B	C	D	
LP MDA	660-1	554 (600-1)	660-1½	554 (600-1½)	
LNAV MDA	860-1 754 (800-1)	860-1¼ 754 (800-1¼)	860-2	754 (800-2)	
CIRCLING	860-1 753 (800-1)	860-1¼ 753 (800-1¼)	860-2¼ 753 (800-2¼)	860-2½ 753 (800-2½)	

VICKSBURG, MISSISSIPPI
Orig-B 13SEP18

32°14'N-90°56'W

VICKSBURG MUNI (VKS)
RNAV (GPS) RWY 19

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **78337**
W14A

APP CRS
144°

Rwy Idg
TDZE
Apt Elev

3701
55
55

RNAV (GPS) RWY 14

CONCORDIA PARISH (ØR4)

RNP APCH - GPS.

⚠

Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Natchez altimeter setting and increase LPV DA to 408 feet; increase LNAV/VNAV DA to 540 feet and all visibilities ½ SM; increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM. Baro-VNAV and VDP NA when using Natchez altimeter setting.

MISSED APPROACH:
Climb to 1000 then climbing right turn to 3000 direct MOJOS and hold.

AWOS-3 118.2	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

MOJOS

6000 ← 324°
2700 → 144°

GP 3.00°
TCH 51

1700

800

1.5 NM to RW14

0.7 NM

1.5 NM

1000

3000

MOJOS

144°

3701 x 75

CATEGORY	A	B	C	D
LPV DA	352-1	297 (300-1)		NA
LNAV/VNAV DA	484-1¼	429 (500-1¼)		NA
LNAV MDA	580-1	525 (600-1)	580-1½ 525 (600-1½)	NA
CIRCLING	680-1	625 (700-1)	960-2¾ 905 (1000-2¾)	NA

MIRL Rwy 14-32 0

REIL Rwys 14 and 32 0

VIDALIA, LOUISIANA

Amdt 1 05OCT23

31°34'N-91°30'W

409

CONCORDIA PARISH (ØR4)

RNAV (GPS) RWY 14

VIDALIA, LOUISIANA

AL-10383 (FAA)

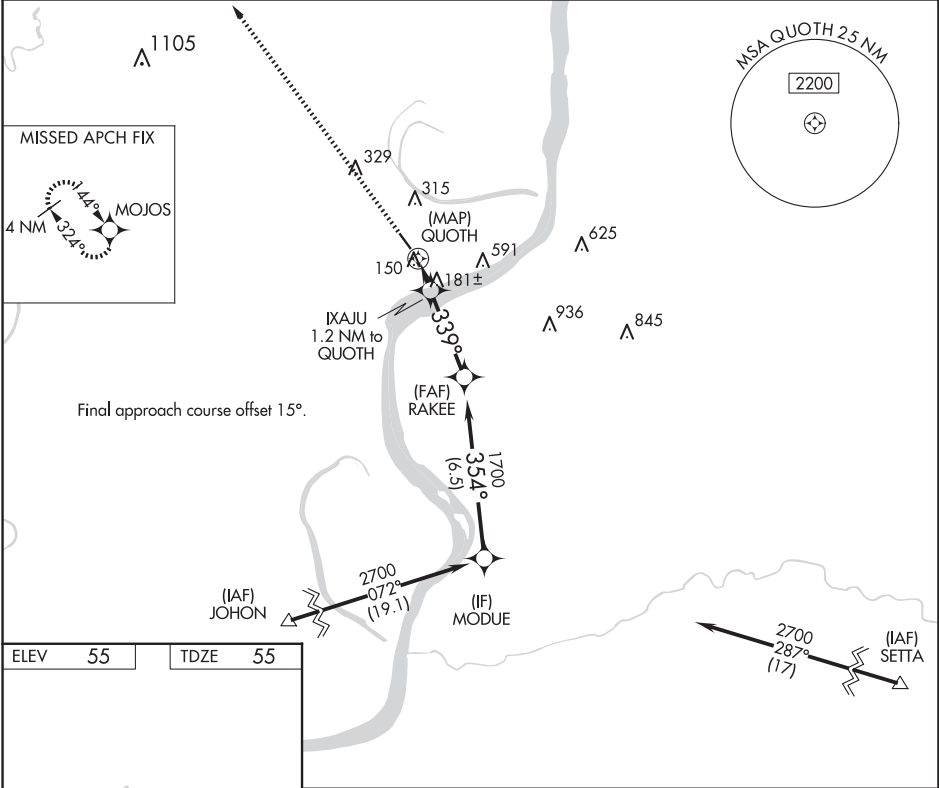
24305

APP CRS	Rwy Idg	3701
339°	TDZE	55
	Apt Elev	55

RNAV (GPS) RWY 32
CONCORDIA PARISH (ØR4)

<p>▼ NA</p> <p>DME/DME RNP-0.3 NA. Use Natchez altimeter setting; when not received, use Esler Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.</p>	<p>MISSED APPROACH: Climb to 2700 direct MOJOS and hold.</p>
---	--

AWOS-3 118.2	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 0
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2700

↑

MOJOS

✱

QUOTH

IXAJU
1.2 NM to
QUOTH

RAKEE

MODUE

2700

354°

1700

339°

3.00°
TCH 50

640

0.5

1.2 NM

3.3 NM

6.5 NM

CATEGORY	A	B	C	D
LNAV MDA	500-1	445 (500-1)	500-1 ³ / ₈ 445 (500-1 ³ / ₈)	NA
C CIRCLING	680-1	625 (700-1)	960-2 ³ / ₄ 905 (1000-2 ³ / ₄)	NA

REIL Rwy 14 and 32

MIRL Rwy 14-32

VIDALIA, LOUISIANA

31°34'N-91°30'W

CONCORDIA PARISH (ØR4)

RNAV (GPS) RWY 32

Orig 10DEC15

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
088°

Rwylg
2998

TDZE
260

Apt Elev
260

RNAV (GPS) RWY 9

VIVIAN (3F4)

RNP APCH.

▼

NA

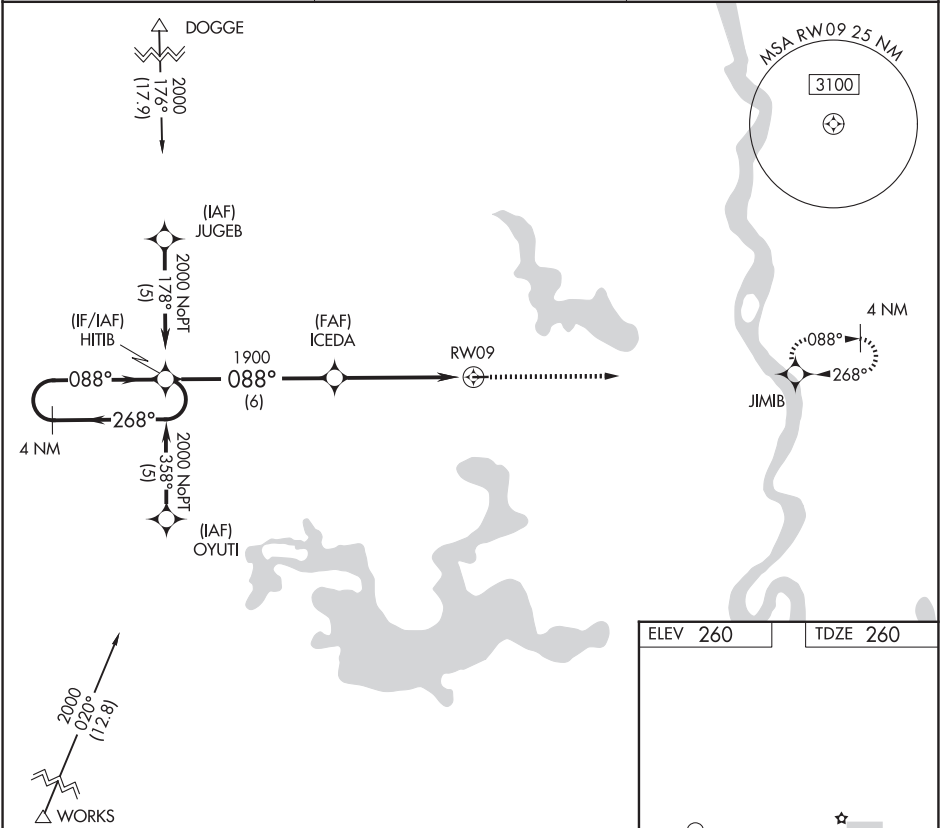
Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct JIMB and hold.

SHREVEPORT APP CON
119.9 335.55

GCO
135.075

UNICOM
122.8 (CTAF) 0



4 NM Holding Pattern

HITIB

ICEDA

RW09

2000

JIMB

0.4% UP

2998 X 75

27

088°

3.04°

TCH 52

6 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	860-1	600 (600-1)	860-1¾ 600 (600-1¾)	NA

MIRL Rwy 9-27 0
REIL Rwy 9 0
REIL Rwy 27

VIVIAN, LOUISIANA

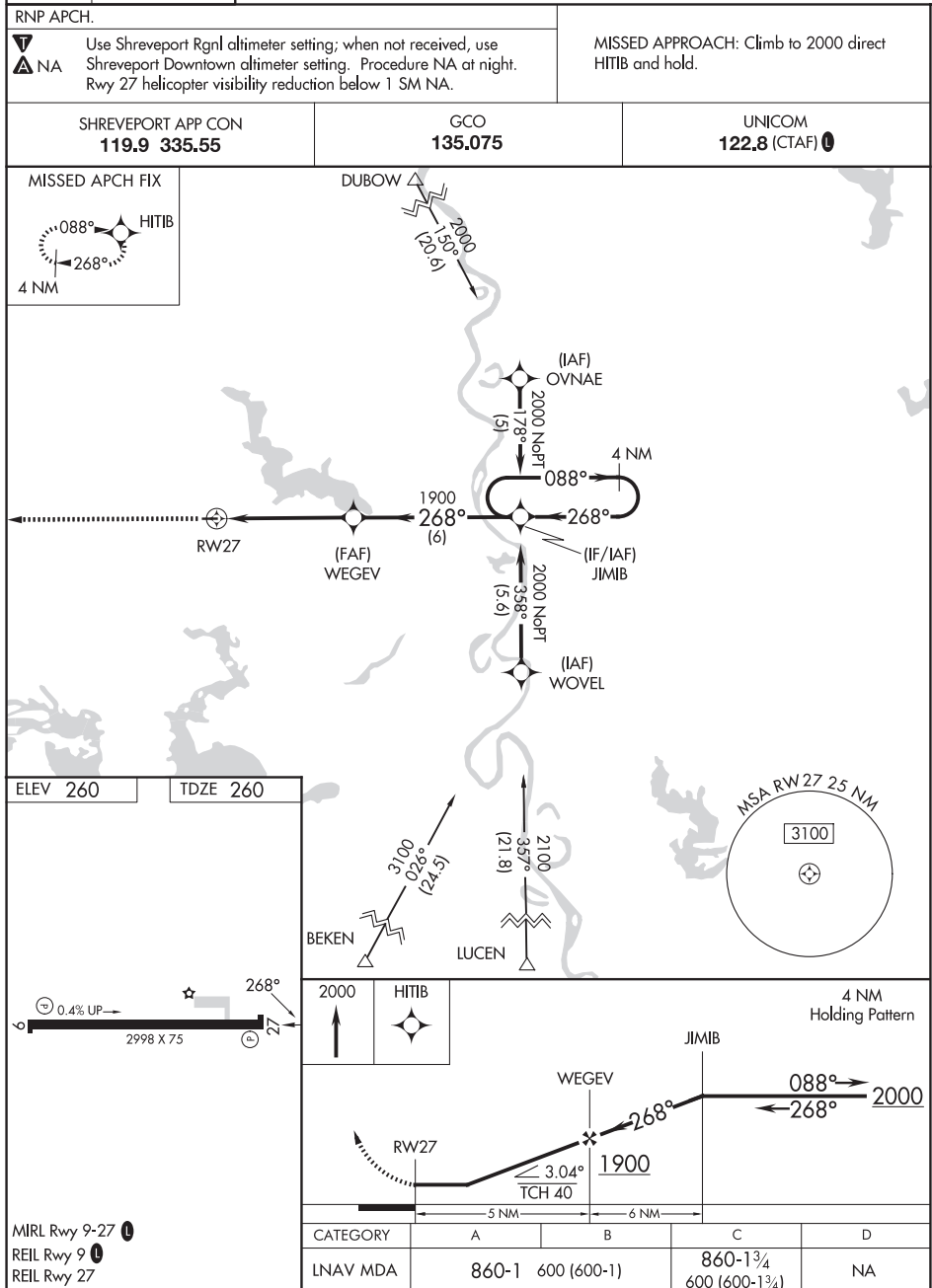
AL-5713 (FAA)

25219

APP CRS 268°	Rwy Ldg 2998
TDZE 260	
Apt Elev 260	

RNAV (GPS) RWY 27

VIVIAN (3F4)



VIVIAN, LOUISIANA

Orig-C 18JUL19

32°52'N-94°01'W

VIVIAN (3F4)

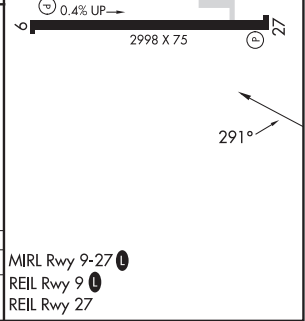
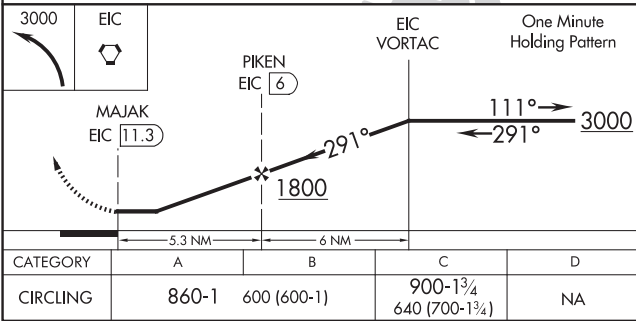
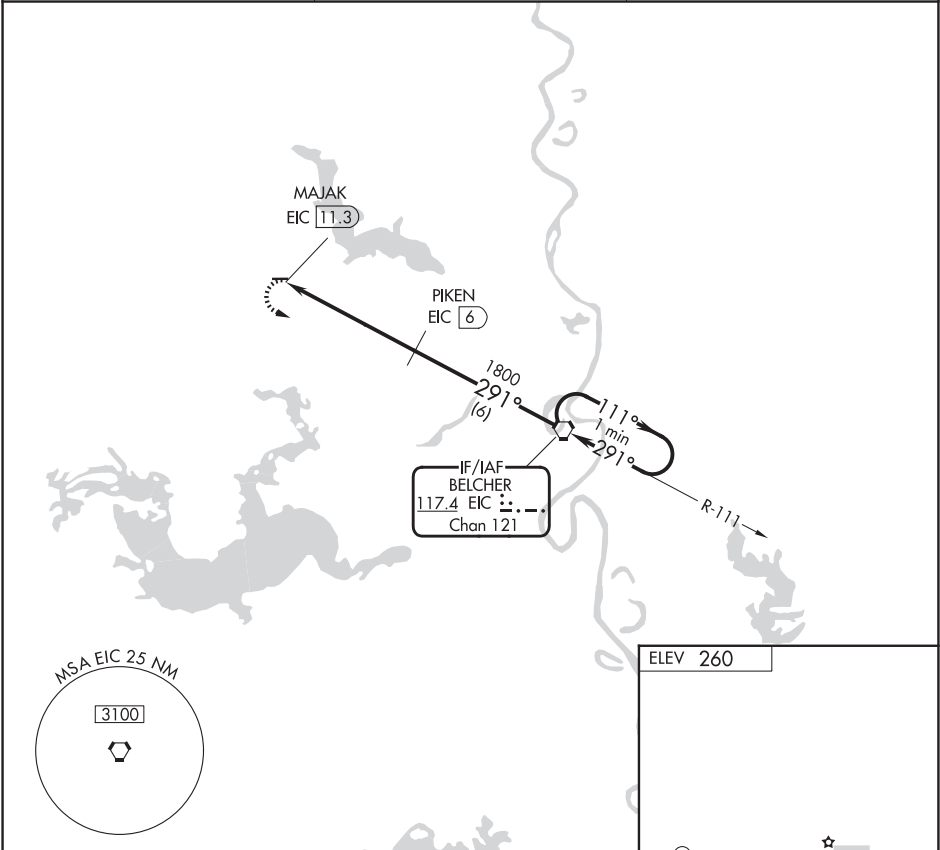
RNAV (GPS) RWY 27

VORTAC EIC 117.4 Chan 121	APP CRS 291°	Rwy Ldg TDZE Apt Elev N/A N/A 260
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VOR/DME-A
VIVIAN (3F4)

<p>▼ Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting and increase all MDAs 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct EIC VORTAC and hold.</p>
--	--

SHREVEPORT APP CON 119.9 335.55	GCO 135.075	UNICOM 122.8 (CTAF) 1
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WELSH, LOUISIANA

AL-5905 (FAA)

21224

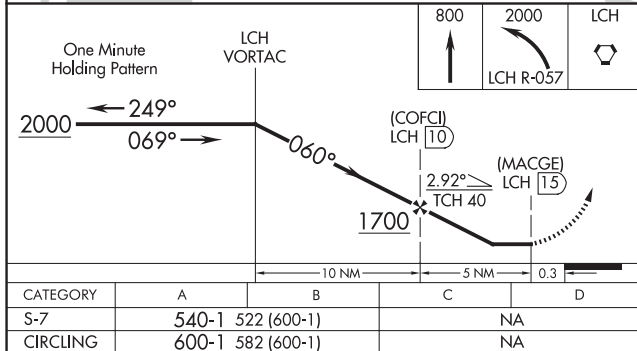
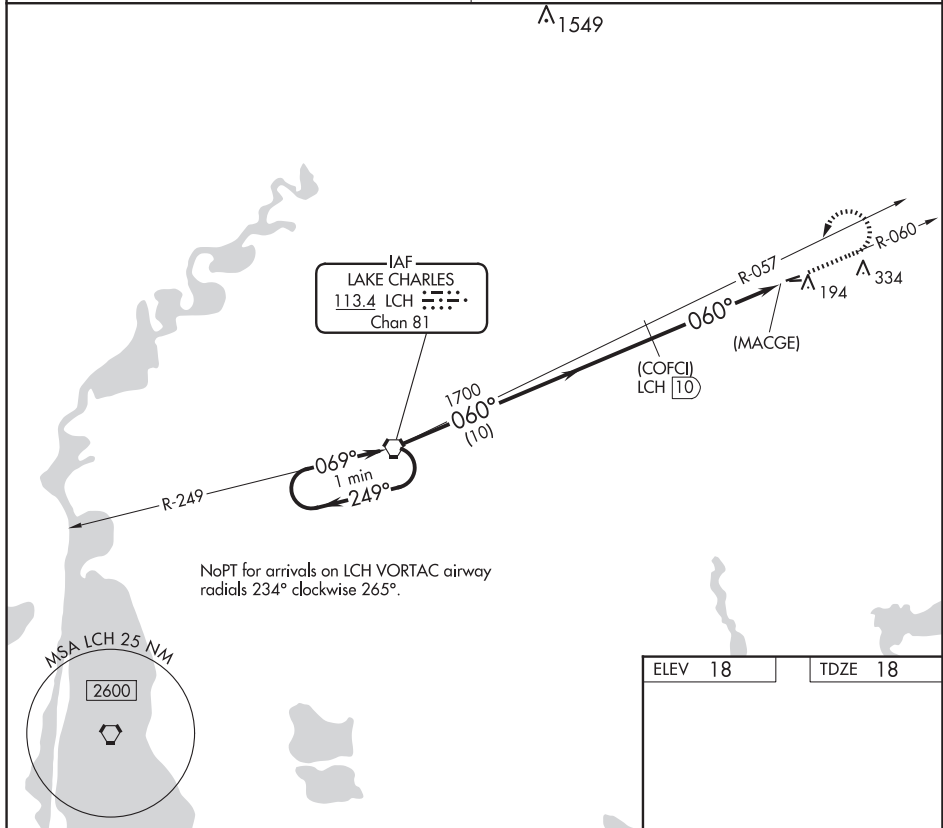
VORTAC LCH	Rwy Idg	2700
113.4	TDZE	18
Chan 81	Apt Elev	18
APP CRS		
060°		

VOR/DME or GPS RWY 7

WELSH (6R1)

Use Lake Charles altimeter setting. Procedure NA at night.	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LCH R-057 to LCH VORTAC.
Circling NA to Rwys 9 and 27.	

LAKE CHARLES APP CON ★ 119.8 282.3	UNICOM 122.8 (CTAF)
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WELSH, LOUISIANA	WELSH (6R1)
Amtd 3C 12AUG21	30°15'N - 92°50'W
	VOR/DME or GPS RWY 7

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
180°

Rwy Idg
TDZE
205
Apt Elev
205

RNAV (GPS) RWY 18
MCCHAREN FLD (M83)

▽

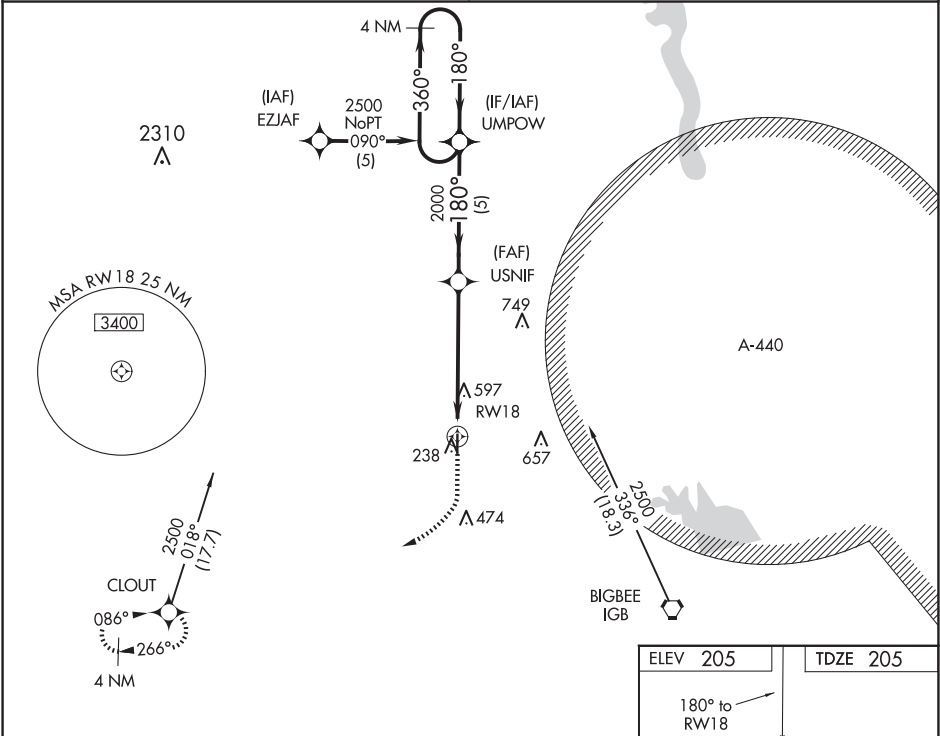
Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

⚠ NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON*
135.6 323.275

CTAF
122.9



1000 2500 CLOUT

USNIF

UMPOW

4 NM Holding Pattern

2500

360°

180°

2000

3.00° TCH 40

5.5 NM

5 NM

RW18

CATEGORY	A	B	C	D
GLS DA		NA		
LNAV/VNAV DA		NA		
LNAV MDA	980-1 775 (800-1)	980-1¼ 775 (800-1¼)	980-2½ 775 (800-2½)	NA
CIRCLING	980-1 775 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

ELEV 205 TDZE 205

180° to RW18

81

3850 X 75

36

MIRL Rwy 18-36

WEST POINT, MISSISSIPPI

AL-5878 (FAA)

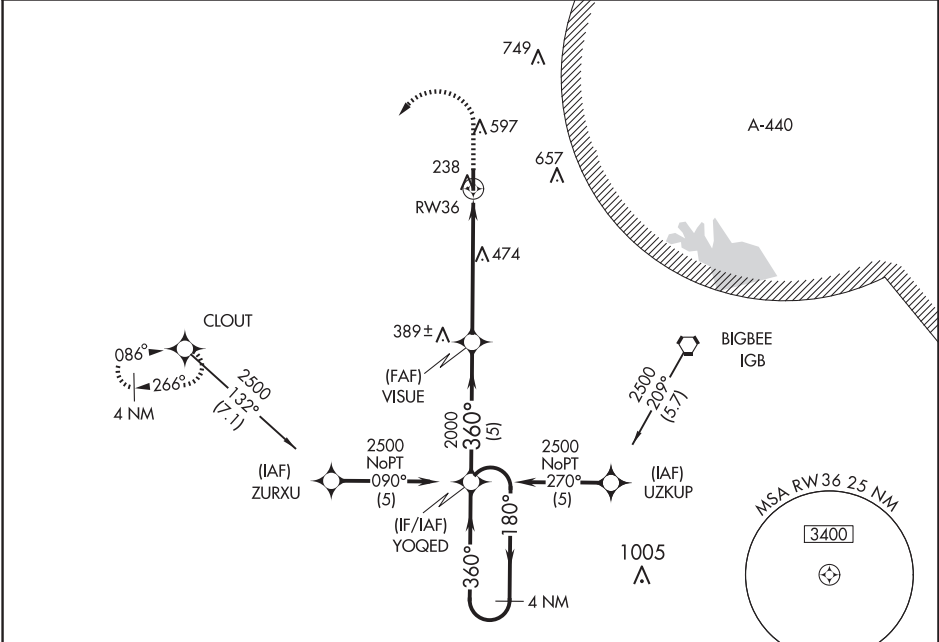
22195

APP CRS	Rwy Idg	3850
360°	TDZE	203
	Apt Elev	205

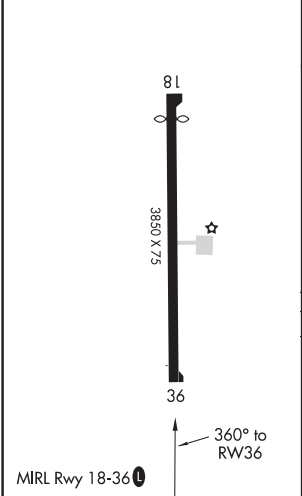
RNAV (GPS) RWY 36
MCCHAREN FLD (M83)

▼ ▲NA	Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.	MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.
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COLUMBUS APP CON ★ 135.6 323.275	CTAF 122.9
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ELEV 205	TDZE 203
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4 NM Holding Pattern	YOQED	1000	2500	CLOUT
2500	180°	360°	360°	2000
			3.02° TCH 40	RW36
	5 NM	5.5 NM		
CATEGORY	A	B	C	D
GLS DA		NA		
LNAV/VNAV DA		NA		
LNAV MDA	760-1	557 (600-1)	760-1½ 557 (600-1½)	NA
CIRCLING	920-1 715 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

WEST POINT, MISSISSIPPI
Orig-C 08OCT20

33°35'N-88°40'W

MCCHAREN FLD (M83)
RNAV (GPS) RWY 36

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

VORTAC IGB	APP CRS	Rwy Idg	N/A
116.2	124°	TDZE	N/A
Chan 109		Apt Elev	205

VOR/DME-B

MCCHAREN FLD (M83)

▼

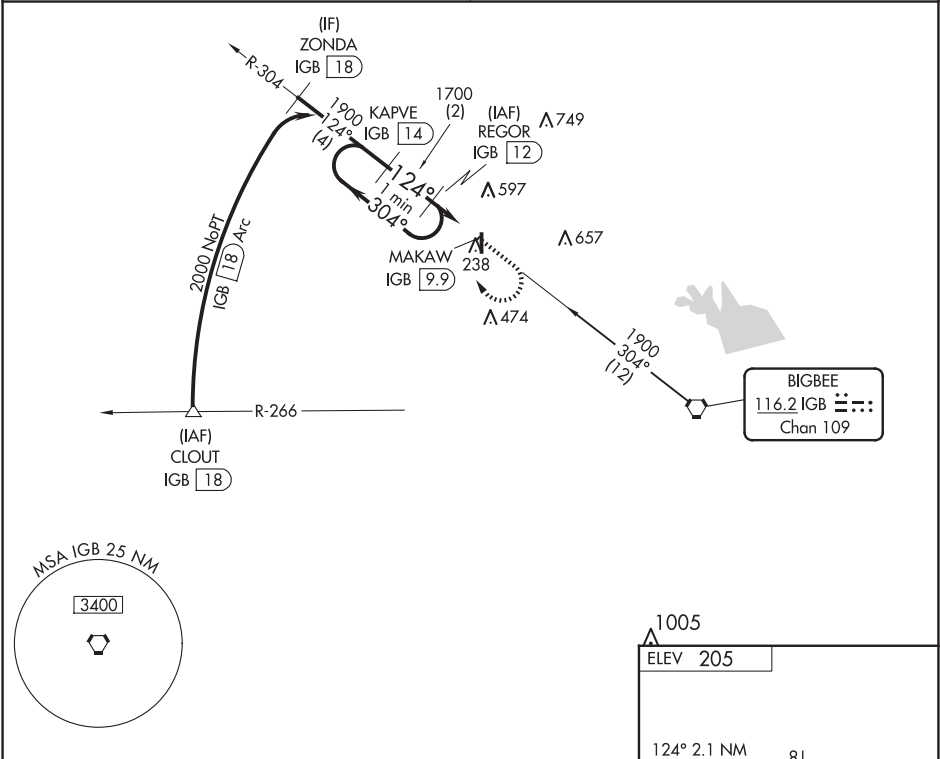
Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

▲

NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR/IGB 12 DME and hold.

COLUMBUS APP CON ★ 135.6 323.275	CTAF 122.9 0
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One Minute Holding Pattern

1900 ← 304°
124° → 1700

REGOR IGB 12

MAKAW IGB 9.9

2.1 NM

1200

1900

REGOR IGB 12

hdg 352°
IGB R-304

124° 2.1 NM from FAF

81

3850 X 75

36

CATEGORY	A	B	C	D
CIRCLING	920-1 715 (800-1)	940-1 735 (800-1)	940-2 735 (800-2)	NA

MIRL Rwy 18-36 0

WIGGINS, MISSISSIPPI

AL-11572 (FAA)

22251

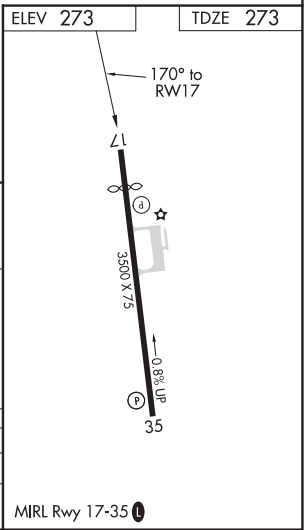
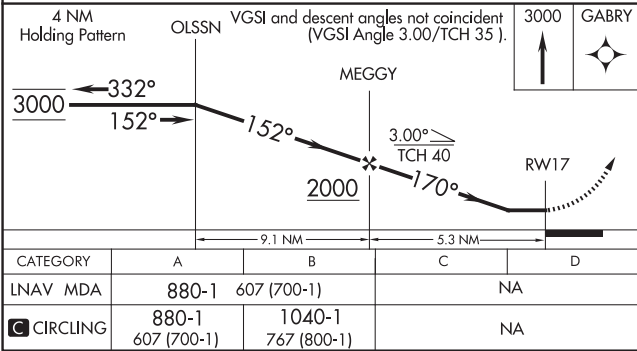
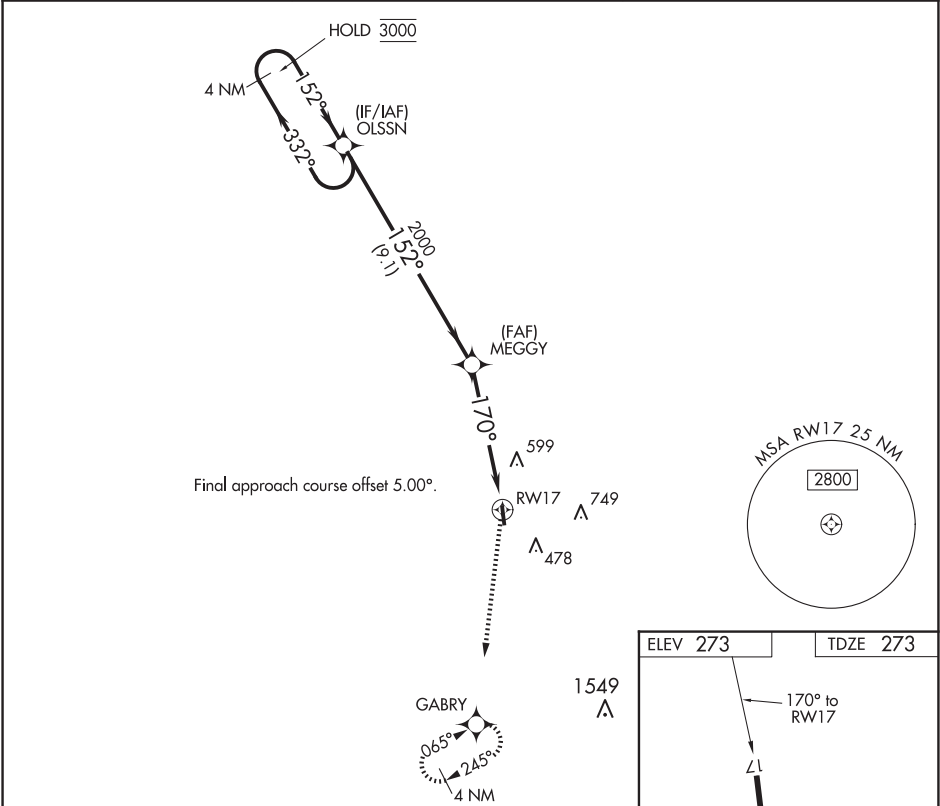
APP CRS	Rwy Idg	3000
170°	TDZE	273
	Apt Elev	273

RNAV (GPS) RWY 17

DEAN GRIFFIN MEML (M24)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct GABRY and hold, continue climb-in-hold to 3000.
<div><div>▼</div><div>NA</div></div> Rwy 17 helicopter visibility reduction below ¾ SM NA. Use Hattiesburg Bobby L Chain Muni altimeter setting.	

HBG ASOS 135.425	GULFPORT APP CON ★ 127.5 254.25	UNICOM 122.8 (CTAF) 0
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WIGGINS, MISSISSIPPI
Orig 08SEP22

30°51'N-89°10'W

DEAN GRIFFIN MEML (M24)

RNAV (GPS) RWY 17

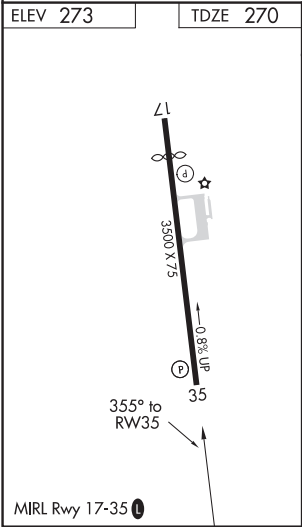
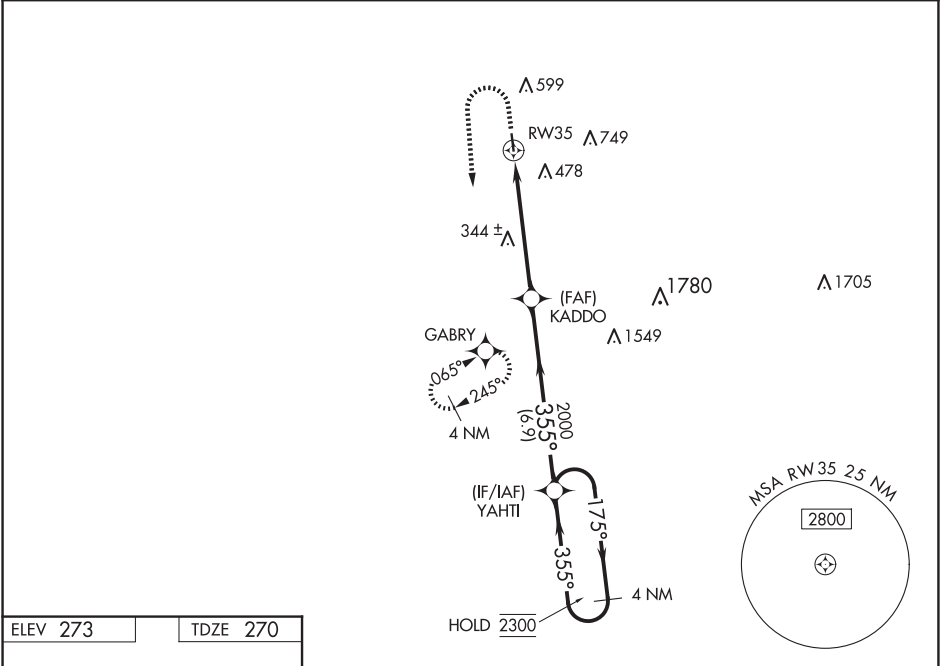
SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86643 W35A	APP CRS 355°	Rwy Idg TDZE Apt Elev	3500 270 273
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RNAV (GPS) RWY 35
DEAN GRIFFIN MEML (M24)

RNP APCH - GPS.		MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct GABRY and hold, continue climb-in-hold to 3000.
Rwy 35 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Hattiesburg Bobby L Chain Muni altimeter setting.		
HBG ASOS 135.425	GULFPORT APP CON ★ 127.5 254.25	UNICOM 122.8 (CTAF) 0



800		3000	GABRY	4 NM Holding Pattern	
RW35		KADDO	2000	YAHTI	4 NM Holding Pattern
5.4 NM		6.9 NM	2000	175°	2300
355°		355°	2000	175°	2300
GP 3.00°		TCH 50			
CATEGORY	A	B	C	D	
LPV DA	597-1	327 (400-1)	NA		
LNAV/VNAV DA	597-1	327 (400-1)	NA		
LNAV MDA	680-1	410 (500-1)	NA		
CIRCLING	760-1 487 (500-1)	1040-1 767 (800-1)	NA		

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

WINNFIELD, LOUISIANA

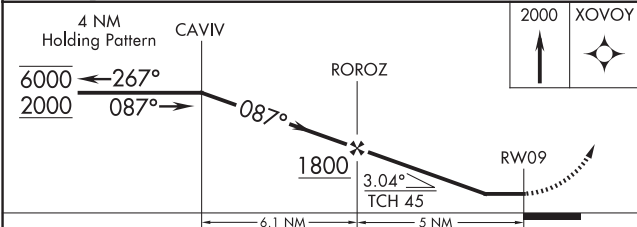
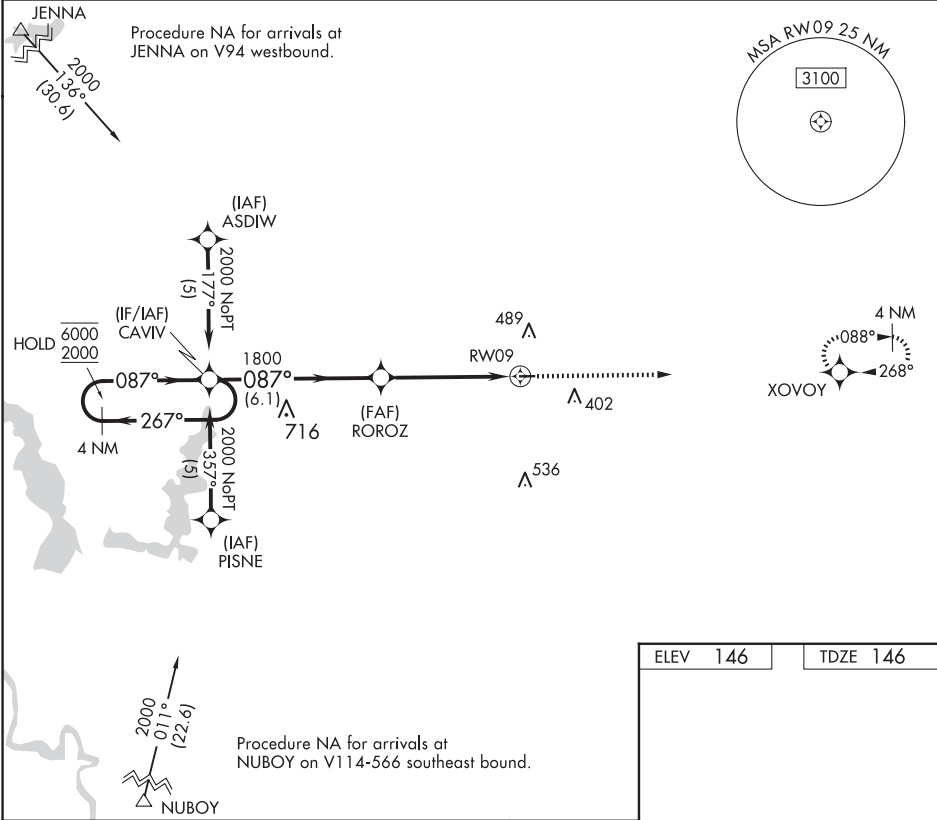
AL-6264 (FAA)

22251

APP CRS	Rwy Idg	3002
087°	TDZE	146
	Apt Elev	146

RNAV (GPS) RWY 9
DAVID G JOYCE (ØR5)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct XVOVOY and hold.
NA	Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.	
AEX ASOS 123.975	POLK APP CON 125.4 302.2	UNICOM 122.7 (CTAF) 0



ELEV 146	TDZE 146
MIRL Rwy 9-27 0 REIL Rwy 9 and 27 0	

CATEGORY	A	B	C	D
LNVA MDA	780-1	634 (700-1)	NA	
CIRCLING	780-1 634 (700-1)	900-1 754 (800-1)	NA	

WINNFIELD, LOUISIANA
Orig-D 02DEC21

31°58'N-92°40'W

DAVID G JOYCE (ØR5)
RNAV (GPS) RWY 9

SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
267°

Rwy Idg **3002**
TDZE **146**
Apt Elev **146**

RNAV (GPS) RWY 27

DAVID G JOYCE (ØR5)

RNP APCH - GPS.

▼

NA

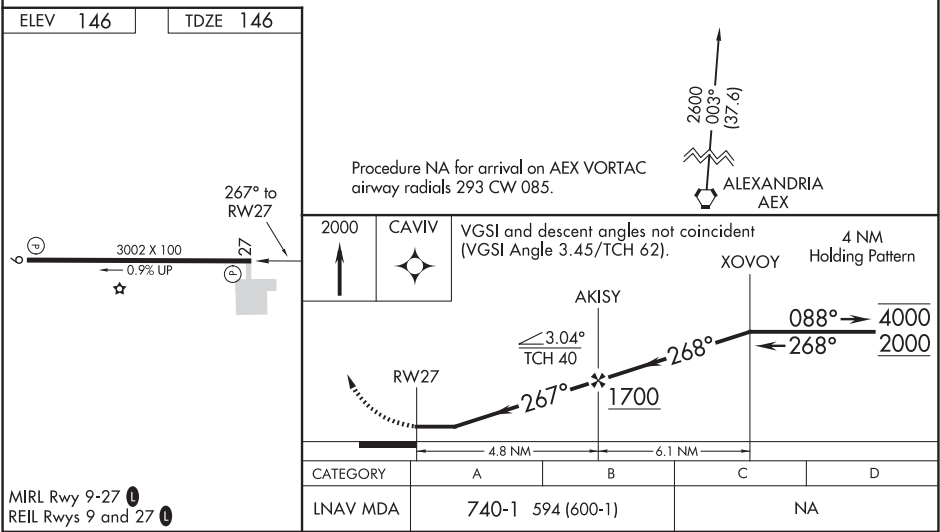
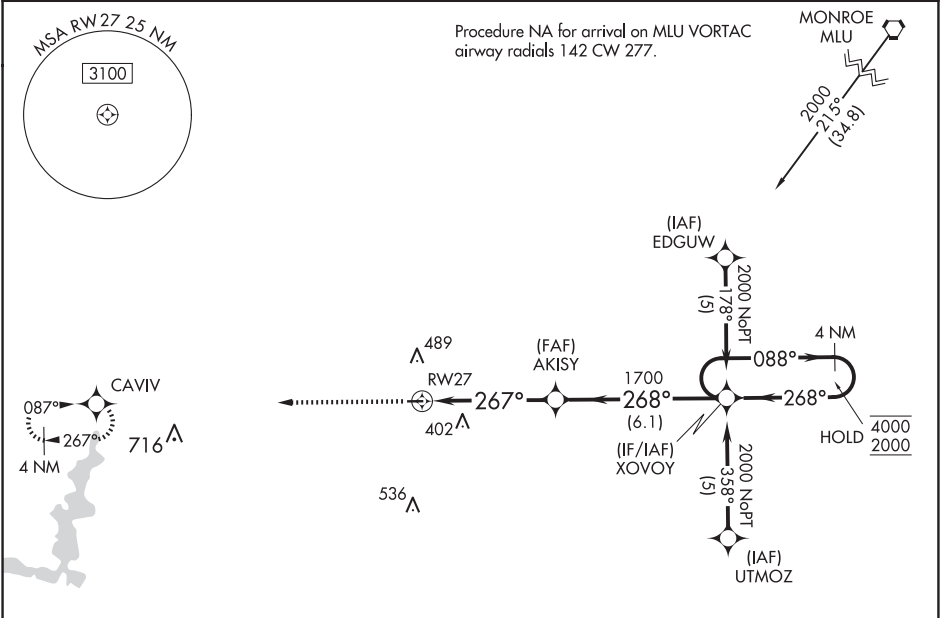
Rwy 27 helicopter visibility reduction below 1 SM NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct CAVIV and hold.

AEX ASOS
123.975

POLK APP CON
125.4 302.2

UNICOM
122.7 (CTAF) 0



WINONA, MISSISSIPPI

AL-9742 (FAA)

24361

APP CRS	Rwy Idg	4000
030°	TDZE	360
	Apt Elev	364

RNAV (GPS) RWY 3

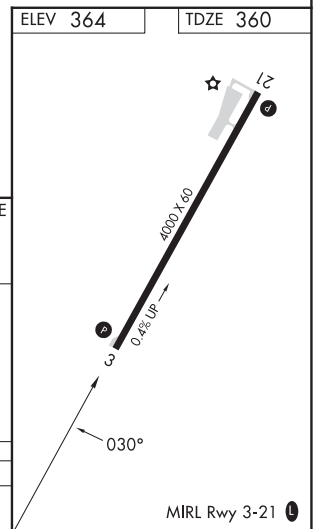
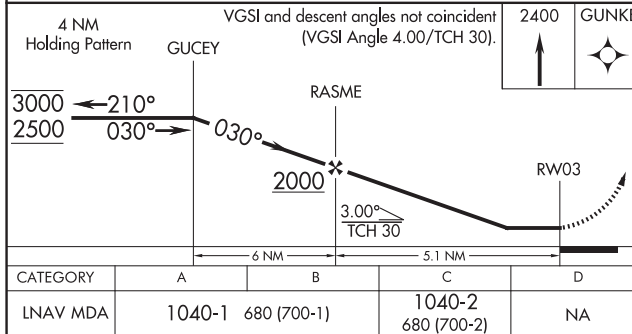
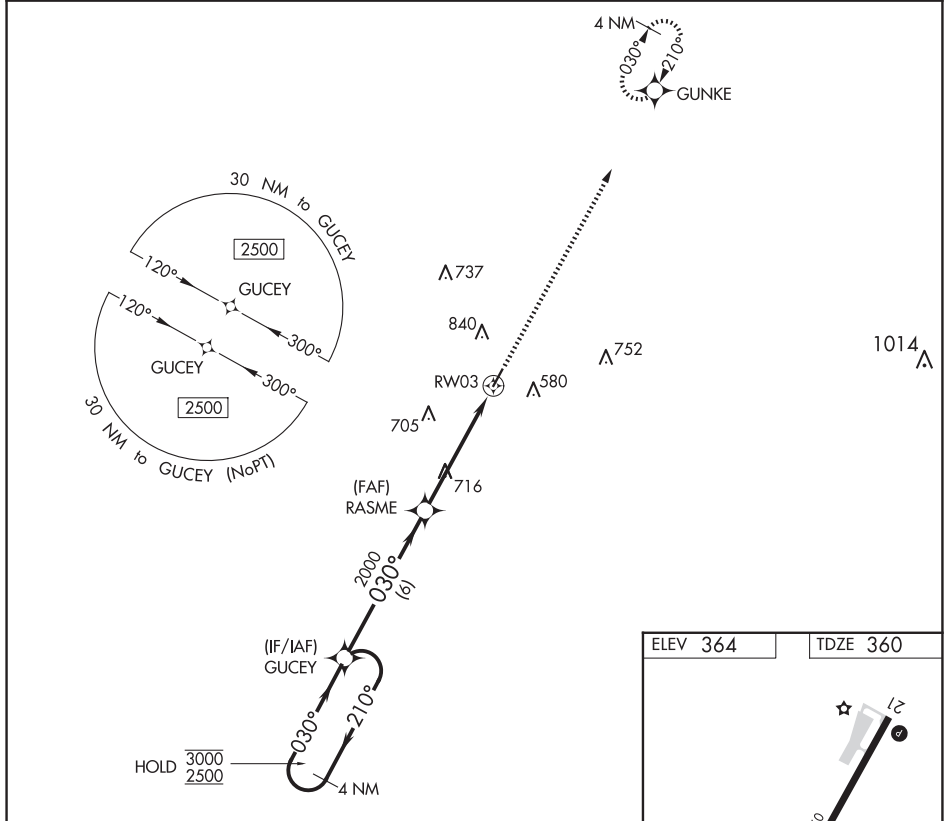
WINONA-MONTGOMERY COUNTY (5A6)

RNP APCH - GPS.

Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use GNF altimeter setting.

MISSED APPROACH: Climb to 2400 direct GUNKE and hold.

AWOS-3PT 120.175	MEMPHIS CENTER 128.5 279.55	CTAF 122.9
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WINONA, MISSISSIPPI
Amdt 1C 26DEC24

33°28'N-89°44'W

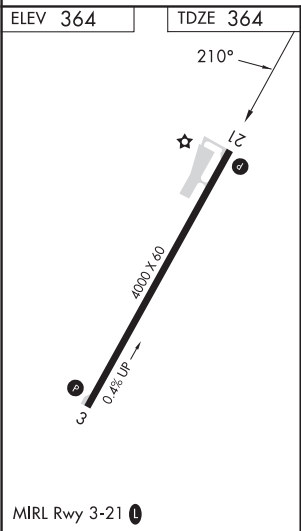
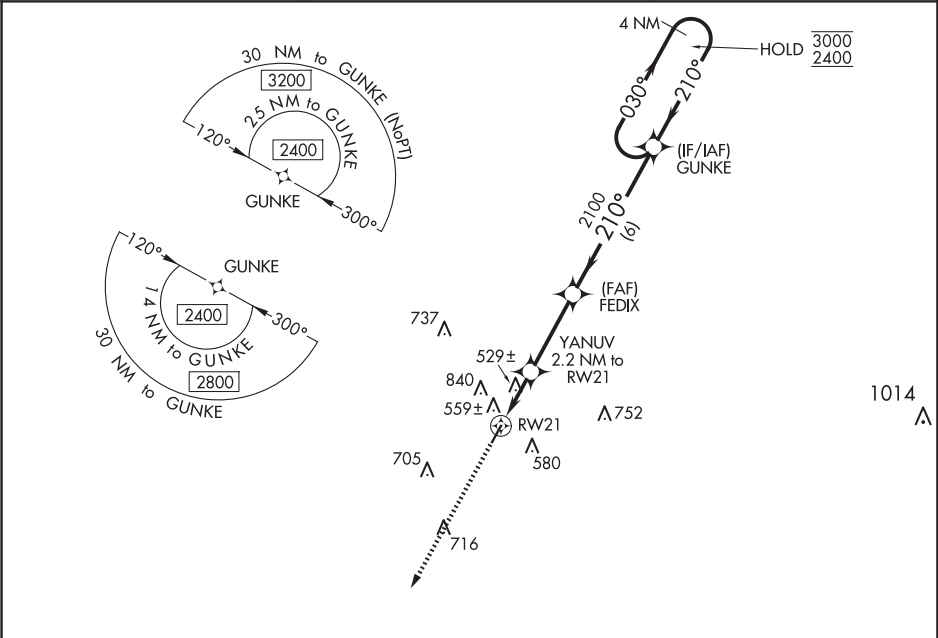
RNAV (GPS) RWY 3





WAAS CH 53431 W21A	APP CRS 210°	Rwy Idg 4000 TDZE 364 Apt Elev 364
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RNAV (GPS) RWY 21
WINONA-MONTGOMERY COUNTY (5A6)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2500 direct GUCEY and hold.
NA Rwy 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA northwest of Rwy 3-21. When local altimeter setting not received, use GNF altimeter setting.	

AWOS-3PT 120.175	MEMPHIS CENTER 128.5 279.55	CTAF 122.9
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<div><div><div>2500</div><div>↑</div></div><div><div>GUCEY</div><div></div></div></div> <div>VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 30).</div> <div><div>4 NM</div><div>Holding Pattern</div></div>																								
<div><div><div>RW21</div><div></div></div><div><div>YANUV</div><div>2.2 NM to RW21</div></div><div><div>FEDIX</div><div></div></div><div><div>1080</div><div>2100</div></div><div><div>2.2 NM</div><div>3.2 NM</div><div>6 NM</div></div><div><div>030°</div><div>210°</div></div><div><div>4 NM</div><div>Holding Pattern</div></div></div>																								
<table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>LP MDA</td><td>860-1</td><td>496 (500-1)</td><td>860-1$\frac{3}{8}$ 496 (500-1$\frac{3}{8}$)</td><td>NA</td></tr><tr><td>LNAV MDA</td><td>900-1</td><td>536 (600-1)</td><td>900-1$\frac{1}{2}$ 536 (600-1$\frac{1}{2}$)</td><td>NA</td></tr><tr><td>CIRCLING</td><td>960-1</td><td>596 (600-1)</td><td>1100-2 736 (800-2)</td><td>NA</td></tr></table>					CATEGORY	A	B	C	D	LP MDA	860-1	496 (500-1)	860-1 $\frac{3}{8}$ 496 (500-1 $\frac{3}{8}$)	NA	LNAV MDA	900-1	536 (600-1)	900-1 $\frac{1}{2}$ 536 (600-1 $\frac{1}{2}$)	NA	CIRCLING	960-1	596 (600-1)	1100-2 736 (800-2)	NA
CATEGORY	A	B	C	D																				
LP MDA	860-1	496 (500-1)	860-1 $\frac{3}{8}$ 496 (500-1 $\frac{3}{8}$)	NA																				
LNAV MDA	900-1	536 (600-1)	900-1 $\frac{1}{2}$ 536 (600-1 $\frac{1}{2}$)	NA																				
CIRCLING	960-1	596 (600-1)	1100-2 736 (800-2)	NA																				

WAAS CH 48931 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	5000 105 105
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RNAV (GPS) RWY 17

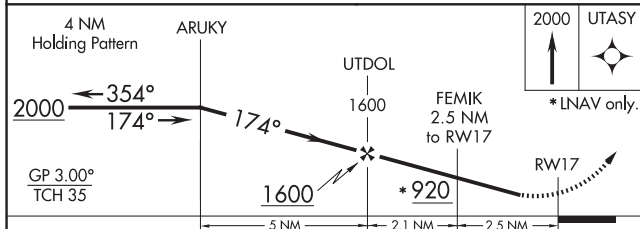
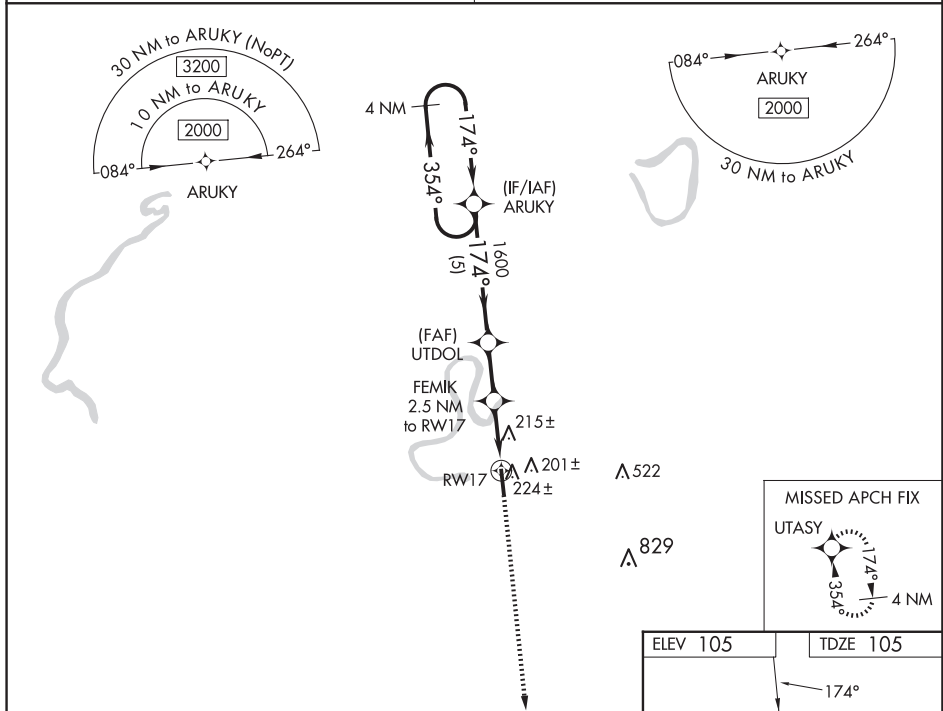
YAZOO COUNTY (87I)

NA

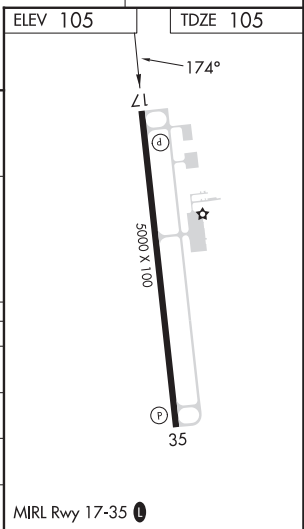
Baro-VNAV NA. Use Madison altimeter setting; when not received, use Jackson altimeter setting and increase all DA 8 feet and all MDA 20 feet; increase LNAV/VNAV visibility all Cats 1/8 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000 direct UTASY and hold.

MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		461-1 1/4	356 (400-1 1/4)	
LNAV/VNAV DA		622-1 3/4	517 (600-1 3/4)	
LNAV MDA	580-1	475 (500-1)	580-1 3/8	475 (500-1 3/8)
CIRCLING	640-1	535 (600-1)	640-1 1/2	960-2 3/4



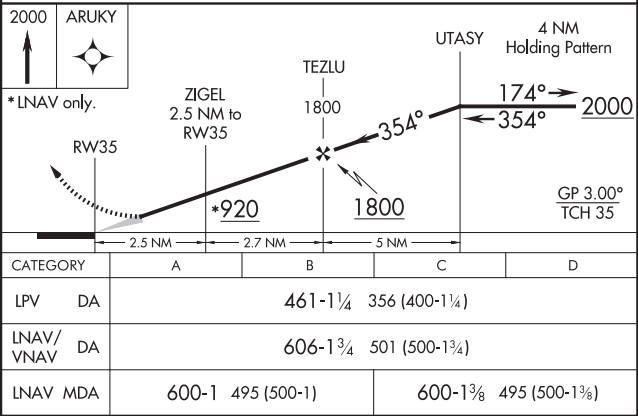
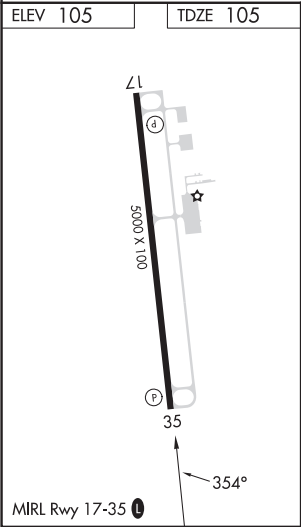
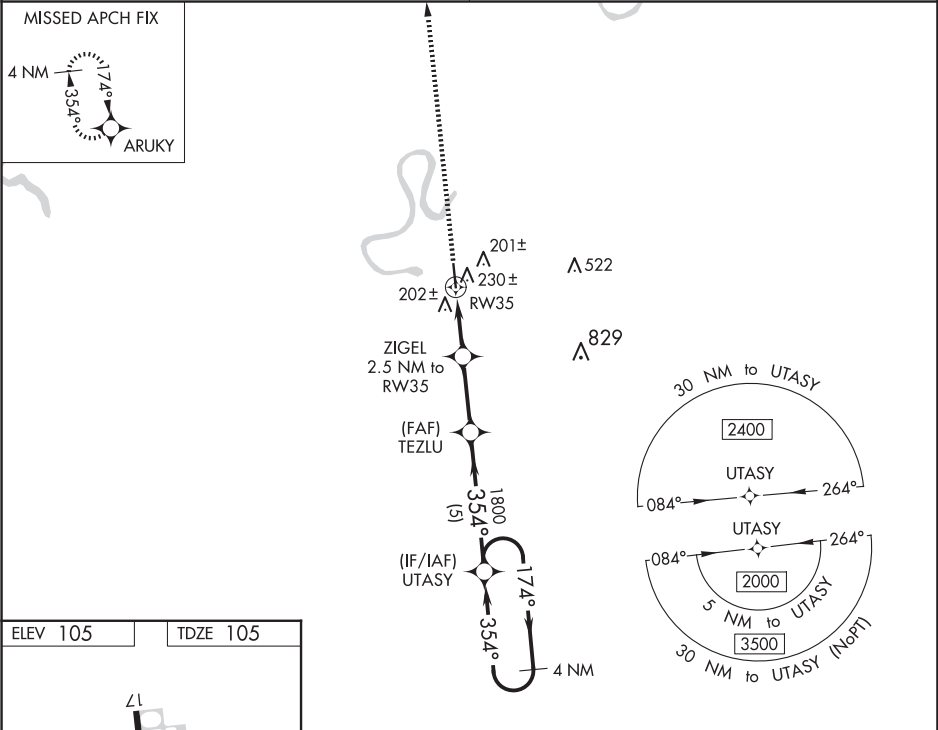
WAAS CH 99431 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5000 105 105
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RNAV (GPS) RWY 35

YAZOO COUNTY (87I)

RNP APCH. ▼ ▲ NA Baro-VNAV NA. Use Madison altimeter setting; when not received, use Jackson altimeter setting and increase all DA 8 feet and all MDA 20 feet.	MISSED APPROACH: Climb to 2000 direct ARUKY and hold.
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MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 1
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SC-4, 07 AUG 2025 to 02 OCT 2025

SC-4, 07 AUG 2025 to 02 OCT 2025

INTENTIONALLY
LEFT
BLANK

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

The map displays the United States divided into 20 regions, each identified by a four-digit code and a specific color. The regions are categorized as follows:

- NW-1** (dark gray): Washington, Oregon, Idaho, Montana, Wyoming.
- NW-2** (light gray): Nevada, Utah, Arizona, New Mexico.
- NW-3** (dark gray): California, Baja California, Baja California Sur.
- SW-1** (light gray): Colorado, New Mexico, Arizona.
- SW-2** (light gray): Nevada, Utah, Arizona, New Mexico.
- SW-3** (dark gray): California, Baja California, Baja California Sur.
- EC-1** (dark gray): Michigan, Indiana, Ohio, Pennsylvania, New York, Vermont, New Hampshire, Maine.
- EC-2** (light gray): Michigan, Indiana, Ohio, Pennsylvania, New York, Vermont, New Hampshire, Maine.
- EC-3** (light gray): Michigan, Indiana, Ohio, Pennsylvania, New York, Vermont, New Hampshire, Maine.
- NC-1** (light gray): North Carolina, South Carolina, Georgia, Florida.
- NC-2** (light gray): North Carolina, South Carolina, Georgia, Florida.
- NC-3** (light gray): North Carolina, South Carolina, Georgia, Florida.
- SC-1** (light gray): North Carolina, South Carolina, Georgia, Florida.
- SC-2** (light gray): North Carolina, South Carolina, Georgia, Florida.
- SC-3** (dark gray): North Carolina, South Carolina, Georgia, Florida.
- SC-4** (dark blue): North Carolina, South Carolina, Georgia, Florida.
- SC-5** (light gray): North Carolina, South Carolina, Georgia, Florida.
- SE-1** (light gray): North Carolina, South Carolina, Georgia, Florida.
- SE-2** (light gray): North Carolina, South Carolina, Georgia, Florida.
- SE-3** (light gray): North Carolina, South Carolina, Georgia, Florida.
- SE-4** (light gray): North Carolina, South Carolina, Georgia, Florida.
- NE-1** (dark gray): North Carolina, South Carolina, Georgia, Florida.
- NE-2** (light gray): North Carolina, South Carolina, Georgia, Florida.
- NE-3** (dark gray): North Carolina, South Carolina, Georgia, Florida.
- NE-4** (light gray): North Carolina, South Carolina, Georgia, Florida.

The map also includes major cities and state abbreviations. A legend on the right indicates the 'AREA OF COVERAGE' for each region. The map also shows major cities like Sacramento, Los Angeles, San Diego, San Antonio, Houston, Dallas, Ft. Worth, Lubbock, Midland, and various state abbreviations.



NGA REF. NO. OK-10-2859 **TERMxFAABTPPSC4**

NGA REF. NO.
OK-10-2859