

SE-1

KY TN

07 AUG 25 to 02 OCT 25



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

Southeast (SE) Vol 1 of 4

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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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 criterion for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

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

DA
Visibility
(RVR 100's of feet)

Aircraft Approach Category
HAT

200 (200-½)

288 (300-½)

1440-1
361 (400-1)

1640-1
461 (500-1)

1640-1½
461 (500-1½)

1740-2
561 (600-2)

MDA

HAA

Visibility in Statute Miles

Straight-in ILS to Runway 27

Straight-in with Glide Slope Inoperative or not used to Runway 27

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

CATEGORY	A	B	C	D
S-ILS 27	1352/24		200 (200-½)	
S-LOC 27	1440/24	288 (300-½)		1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE
HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

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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	From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1 GPS from MAP to YARKU.
Equipment Requirements Box	DME required for LOC only.
Standard Procedure Notes Box	 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	RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements Box	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 "L" symbol beside the name to indicate pilot controlled lighting.

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

KEY MIKE

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

FUNCTION

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

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ABBREVIATIONS 25107

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

ABBREVIATIONS 25107

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

ABBREVIATIONS 25107

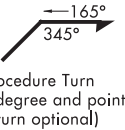
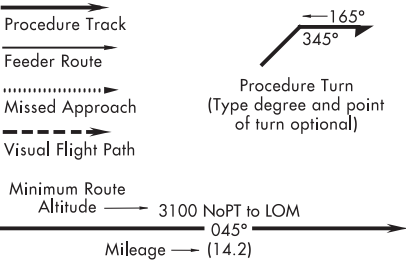
USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules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

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PLANVIEW SYMBOLS

ROUTES



ALTITUDES

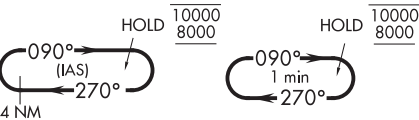
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
4300 Maximum Altitude	3000 Altitude

INDICATED AIRSPEED

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

HOLDING PATTERNS

Hold-in-lieu of Procedure Turn



Missed Approach

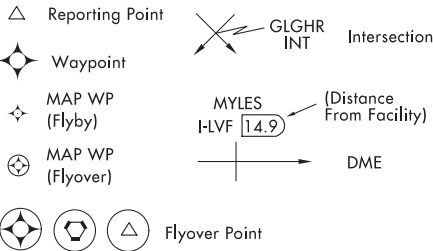
Arrival



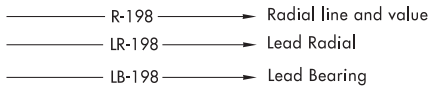
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

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

FIXES/ATC REPORTING REQUIREMENTS

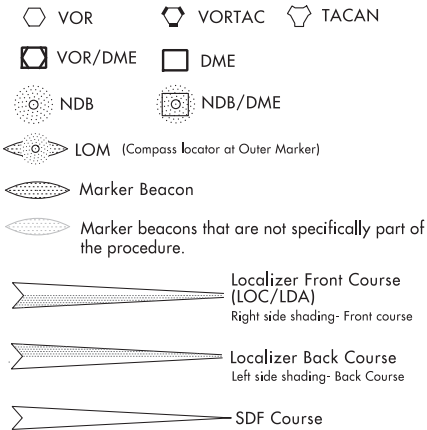


x (CFTSP) Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



RADIO AIDS TO NAVIGATION

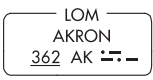
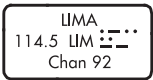
110.1 Underline indicates No Voice transmitted on this frequency



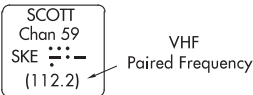
○ LOC/LDA/SDF Transmitter ⬡ LOC/DME (shown when installation is offset from its normal position off the end of the runway.)

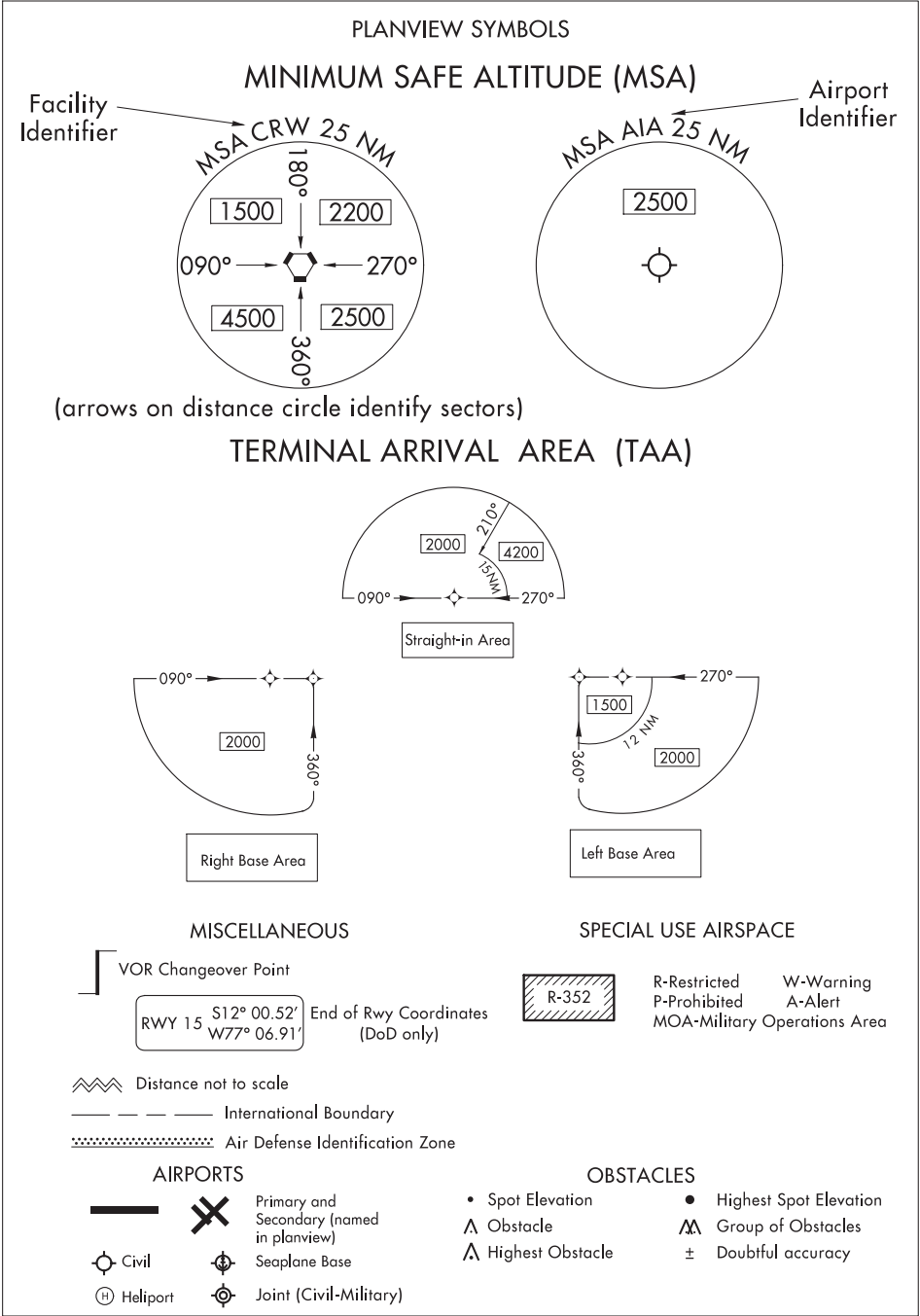
Primary NAVAID

Secondary NAVAID



TACAN or DME NAVAID





LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

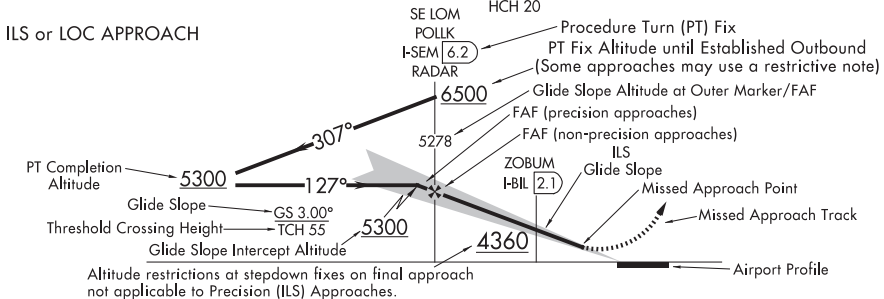
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

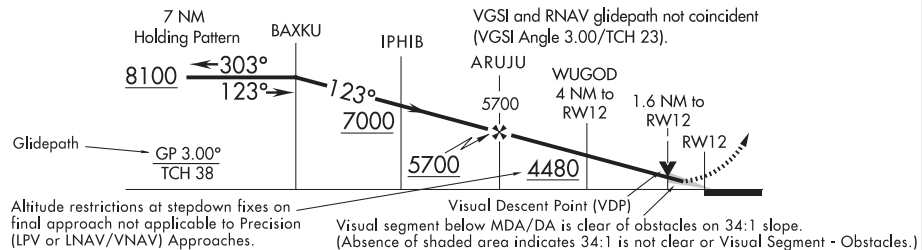
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

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

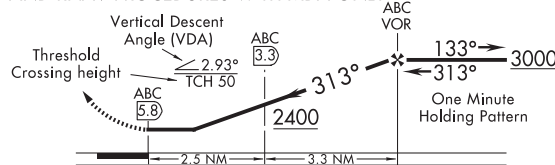
ILS or LOC APPROACH



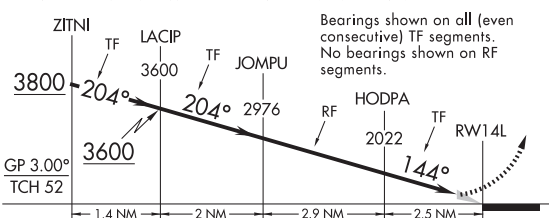
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



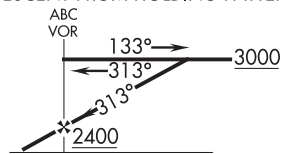
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



RNP APPROACH WITH TF AND RF SEGMENTS



DESCENT FROM HOLDING PATTERN



ALTITUDES

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

PROFILE SYMBOLS

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

LEGEND 24361

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:

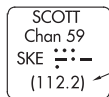


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAV AID Box

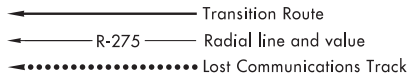


VHF Paired Frequency

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

ROUTES

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



V12 J80 Airway/Jet Route Identification



Holding pattern with maximum restricted airspeed (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)

15000
12000

Block Altitude

Altitude change at other than Radio Aids to Navigation

FIXES/ATC REPORTING REQUIREMENTS

→ Unnamed DME fix

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

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

Waypoint (Compulsory) Waypoint (Non-Compulsory)

Flyover Point

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

AIRPORTS

Civil Military Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil Military Joint (Civil-Military)

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

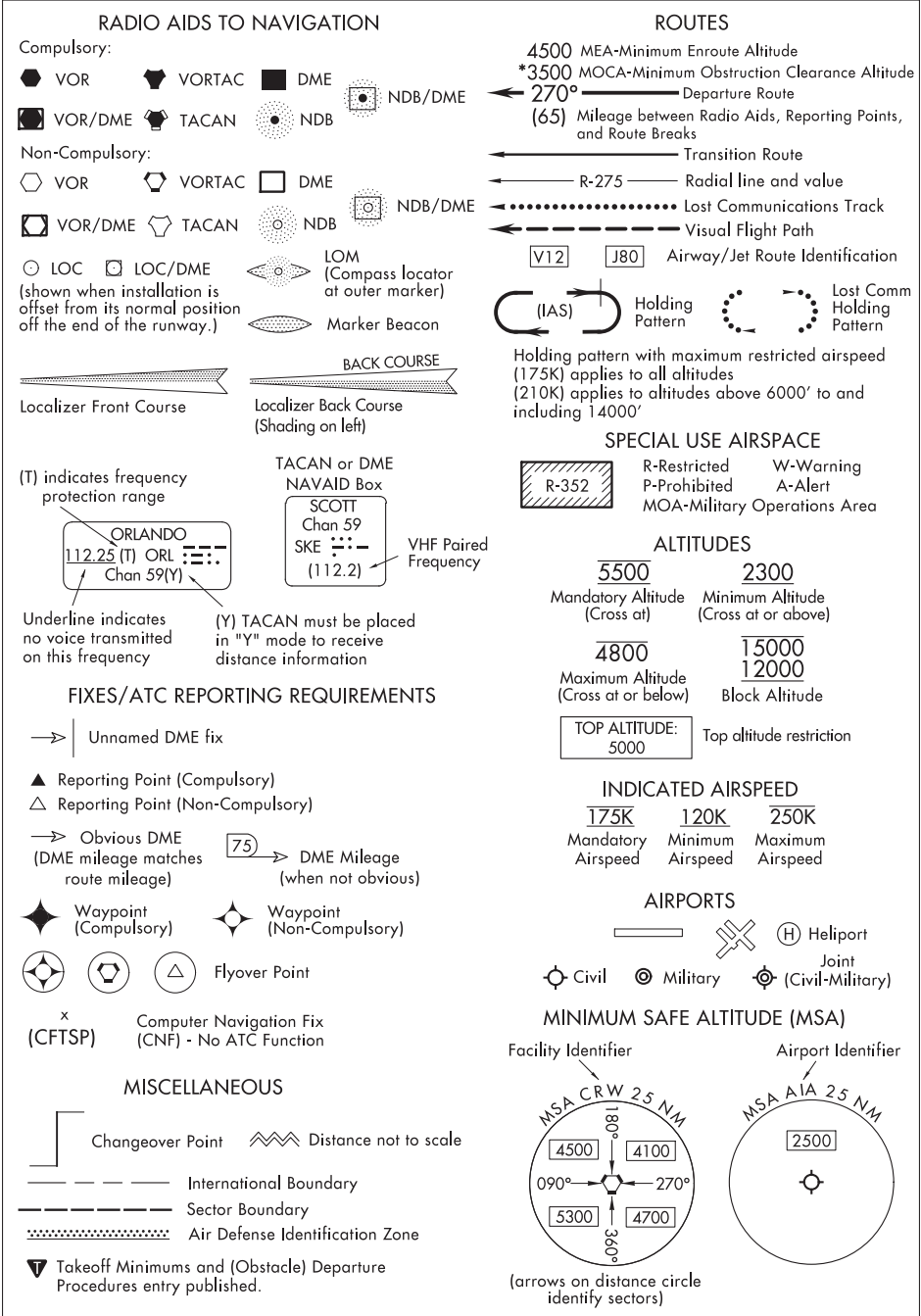
N

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

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier



LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface

Other Than Hard Surface

Taxiways, Parking Areas

Stopways, Overruns, Blast Pads

Metal Surface

Closed Runway

Closed Surface

Non-Movement

Under Construction

Water Runway

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

uni-directional

bi-directional

Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold.....

Hot Spot.....

Runway Holding Position Markings.....

Buildings.....

Self-Serve Fuel ##.....

Tanks.....

Obstructions.....

Airport Beacon #.....

Runway Radar Reflectors.....

Bridges.....

Control Tower #..... TWR

Wind Cone..... Unlit Lit

Landing Tee.....

Tetrahedron.....

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

See appropriate Chart Supplement for information.

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

Helicopter Alighting Areas

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

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

Runway TDZ elevation.....TDZE 123

Runway Slope.....← 0.3% Down.....0.8% UP →
(shown when rounded runway slope is ≥ 0.3%)

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

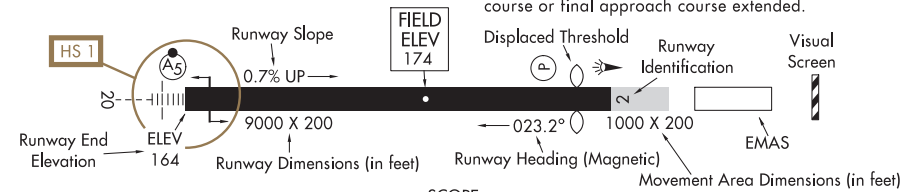
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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



SCOPE

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

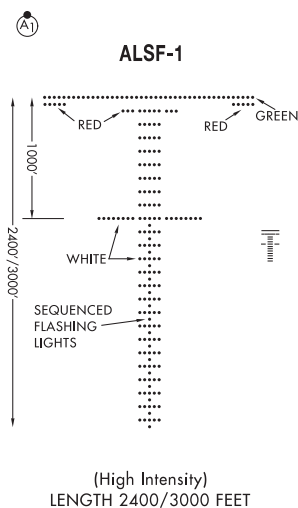
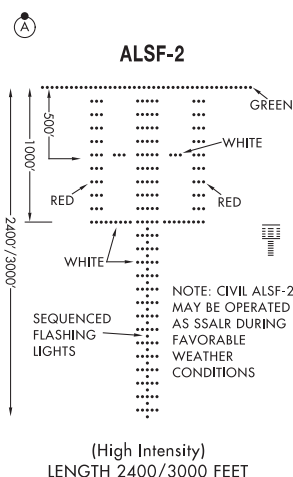
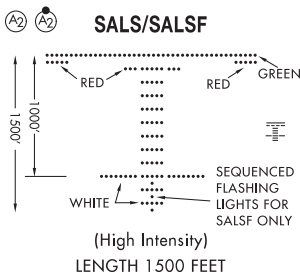
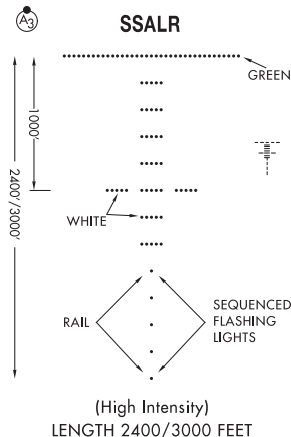
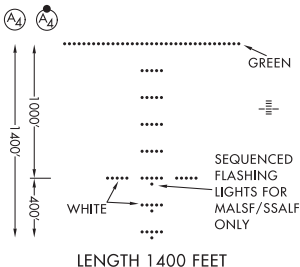
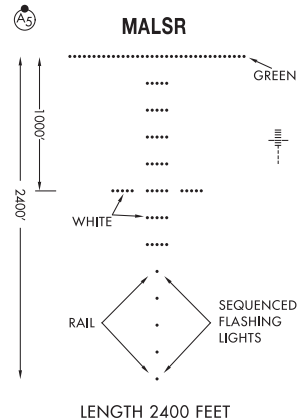
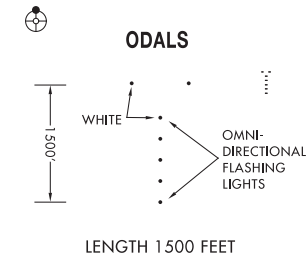
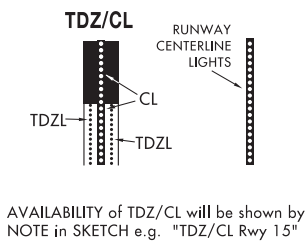
LEGEND

LEGEND 22195

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

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

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

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

LEGEND 22195

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

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

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

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

Legend: □ White ■ Red

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

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

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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

VASI 2 **VASI 4**

VASI 12

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

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

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

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

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

VASI 6 **VASI 16**

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

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

LEGEND 22195

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

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

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

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

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF DESCENT TABLE

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

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

SUPPLEMENTAL TABLES 25107

INDEX

K1

25219

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

ABERNATHY FLD
---SEE PULASKI, TN

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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.

ASHLAND, KY

ASHLAND RGNL (DWU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 500-2¼ w/min. climb of 240' per NM to 1200 or std. w/min. climb of 395' per NM to 1100 or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 10, climb heading 103° to 1500 before proceeding on course.

Rwy 28, climb heading 283° to 1300 before proceeding on course.

VCOA:

Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ashland RGNL airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicles on road 4' from DER, 134' right of centerline, 552' MSL.

Tree 169' from DER, 215' right of centerline, 58' AGL/575' MSL.

Trees beginning 233' from DER, 65' left of centerline, up to 41' AGL/569' MSL.

Tree, building, vehicles on road beginning 366' from DER, 450' right of centerline, up to 70' AGL/605' MSL.

Trees, buildings, electrical system, transmission line, poles beginning 479' from DER, 155' right of centerline, up to 74' AGL/608' MSL.

Tree 870' from DER, 95' left of centerline, 51' AGL/573' MSL.

Trees, poles, electrical systems, transmission lines beginning 925' from DER, 44' right of centerline, up to 622' MSL.

Trees beginning 1750' from DER, 500' right of centerline, up to 86' AGL/628' MSL.

Trees beginning 2568' from DER, 991' left of centerline, up to 106' AGL/635' MSL.

Tree 3316' from DER, 1345' left of centerline, 106' AGL/647' MSL.

Tree, electrical systems beginning 1.1 NM from DER, 1621' left of centerline, up to 80' AGL/867' MSL.

Tree, electrical system beginning 1.3 NM from DER, 1370' left of centerline, up to 73' AGL/935' MSL.

Tree, electrical system beginning 1.3 NM from DER, 358' left of centerline, up to 78' AGL/954' MSL.

Tower 2.3 NM from DER, 16' right of centerline, 121' AGL/984' MSL.

Antenna, trees beginning 2.3 NM from DER, 19' right of centerline, up to 150' AGL/1011' MSL.

Tower 2.3 NM from DER, 263' right of centerline, 199' AGL/1024' MSL.

Antenna 2.3 NM from DER, 263' right of centerline, 196' AGL/1026' 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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ASHLAND, KY (CON'T)

ASHLAND RGNL (DWU) (CON'T)

Rwy 28, trees beginning 80' from DER, 194' left of centerline, up to 81' AGL/606' MSL.
Tree 387' from DER, 134' right of centerline, 37' AGL/558' MSL.
Trees beginning 954' from DER, 215' left of centerline, up to 621' MSL.
Trees beginning 976' from DER, 3' left of centerline, up to 115' AGL/633' MSL.
Trees beginning 1224' from DER, 24' right of centerline, up to 585' MSL.
Tree 1364' from DER, 73' right of centerline, 61' AGL/588' MSL.
Trees beginning 1387' from DER, 26' right of centerline, up to 69' AGL/591' MSL.
Trees beginning 1421' from DER, 69' right of centerline, up to 69' AGL/597' MSL.
Trees beginning 1823' from DER, 18' right of centerline, up to 69' AGL/601' MSL.
Tree 2192' from DER, 24' right of centerline, 82' AGL/602' MSL.

ATHENS, TN

MCMINN COUNTY (MMI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 400-2% or std. w/ min. climb of 400' per NM to 1200 or 1800-3 for VCOA.
Rwy 20, 300-1½% or std. w/ min. climb of 285' per NM to 3900 or 1800-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 022° to 2200 before turning right.
Rwy 20, climb on heading 202° to 1900 before turning left.

VCOA:

All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross McMinn County airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, fence 40' from DER, 262' left of centerline, 1' AGL/882' MSL.
Tree, building beginning 146' from DER, 322' left of centerline, up to 885' MSL.
Fence 337' from DER, 549' right of centerline, 14' AGL/907' MSL.
Fence 359' from DER, 358' left of centerline, 2' AGL/887' MSL.
Tree 420' from DER, 506' right of centerline, 980' MSL.
Trees, fence, building, terrain beginning 502' from DER, 485' right of centerline, up to 997' MSL.
Fence 515' from DER, 396' left of centerline, 5' AGL/891' MSL.
Trees, fence, building, terrain beginning 632' from DER, 34' right of centerline, up to 1013' MSL.
Tree 1351' from DER, 537' left of centerline, 952' MSL.
Tree 1352' from DER, 599' left of centerline, 954' MSL.
Tree 1437' from DER, 600' left of centerline, 958' MSL.
Trees beginning 1464' from DER, 42' left of centerline, up to 990' MSL.
Tree 3592' from DER, 1361' left of centerline, 1020' MSL.
Tree 3794' from DER, 1419' left of centerline, 1052' MSL.
Trees beginning 3812' from DER, 1161' left of centerline, up to 1064' MSL.
beginning 4156' from DER, 955' right of centerline, up to 1017' MSL.
Tree 4349' from DER, 1636' right of centerline, 1020' MSL.
Trees beginning 4384' from DER, 1329' right of centerline, up to 1033' MSL.
Trees beginning 4677' from DER, 1063' right of centerline, up to 1039' MSL.
Trees, building beginning 4834' from DER, 1051' left of centerline, up to 100' AGL/1079' MSL.
Trees beginning 4991' from DER, 1387' right of centerline, up to 1048' MSL.
Trees beginning 5015' from DER, 1051' left of centerline, up to 1072' MSL.
Trees, building beginning 5066' from DER, 1092' left of centerline, up to 1076' MSL.
Trees beginning 5369' from DER, 1696' left of centerline, up to 1079' MSL.
Building 1 NM from DER, 1842' right of centerline, 1062' MSL.
Tree 1.4 NM from DER, 2857' left of centerline, 1097' MSL.
Trees beginning 1.5 NM from DER, 2501' left of centerline, up to 1114' MSL.
Tree 1.5 NM from DER, 2867' left of centerline, 1142' MSL.
Trees beginning 1.5 NM from DER, 2801' left of centerline, up to 1187' MSL.
Tree, building beginning 1.6 NM from DER, 2566' left of centerline, up to 1225' MSL.
Trees beginning 1.9 NM from DER, 2151' left of centerline, up to 1240' MSL.
Trees beginning 2 NM from DER, 2130' left of centerline, up to 1260' MSL.
Trees beginning 2.1 NM from DER, 1745' left of centerline, up to 1271' MSL.
Tree 2.2 NM from DER, 1882' left of centerline, 1246' MSL.
Rwy 20, tree 2' from DER, 243' right of centerline, 861' MSL.
Trees beginning 43' from DER, 216' right of centerline, up to 868' MSL.
Trees beginning 283' from DER, 407' left of centerline, up to 858' MSL.
Tree 364' from DER, 438' left of centerline, 864' MSL.
Trees beginning 912' from DER, 549' right of centerline, up to 872' MSL.

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



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



25219

SE-1

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

25219

BARDSTOWN, KY

SAMUELS FLD (BRY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29MAR18 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, traverse way, fence beginning 3' from DER, 250' left of centerline, up to 674' MSL.

Tree 332' from DER, 561' left of centerline, 66' AGL/694' MSL.

Trees beginning 332' from DER, 394' left of centerline, up to 64' AGL/695' MSL.

Trees beginning 362' from DER, 364' left of centerline, up to 63' AGL/706' MSL.

Trees beginning 385' from DER, 367' left of centerline, up to 84' AGL/709' MSL.

Trees beginning 387' from DER, 372' left of centerline, up to 86' AGL/718' MSL.

Tree 437' from DER, 574' right of centerline, 72' AGL/702' MSL.

Trees beginning 446' from DER, 319' left of centerline, up to 86' AGL/728' MSL.

Trees beginning 470' from DER, 429' right of centerline, up to 85' AGL/711' MSL.

Trees beginning 556' from DER, 417' right of centerline, up to 84' AGL/713' MSL.

Trees beginning 569' from DER, 365' right of centerline, up to 103' AGL/720' MSL.

Trees beginning 722' from DER, 417' right of centerline, up to 94' AGL/724' MSL.

Trees beginning 749' from DER, 405' right of centerline, up to 95' AGL/729' MSL.

Tree 2340' from DER, 372' left of centerline, 74' AGL/733' MSL.

Tree 2359' from DER, 319' left of centerline, 78' AGL/737' MSL.

Trees beginning 3127' from DER, 799' left of centerline, up to 92' AGL/752' MSL.

Trees beginning 3373' from DER, 615' left of centerline, up to 100' AGL/758' MSL.

Rwy 21, catenary 4' from DER, 422' left of centerline, 28' AGL/650' MSL.

Terrain 42' from DER, 228' right of centerline, 639' MSL.

Fence 90' from DER, 247' right of centerline, 6' AGL/642' MSL.

Fence 107' from DER, 246' right of centerline, 8' AGL/643' MSL.

Catenary, transmission line, tree beginning 122' from DER, 214' left of centerline, up to 35' AGL/657' MSL.

Trees beginning 338' from DER, 347' right of centerline, up to 71' AGL/689' MSL.

Trees beginning 421' from DER, 67' left of centerline, up to 61' AGL/660' MSL.

Trees beginning 463' from DER, 30' right of centerline, up to 85' AGL/695' MSL.

Trees beginning 575' from DER, 127' left of centerline, up to 78' AGL/674' MSL.

Trees beginning 1025' from DER, 4' left of centerline, up to 73' AGL/684' MSL.

Tree, pole beginning 1355' from DER, 36' left of centerline, up to 60' AGL/688' MSL.

Tree 1604' from DER, 87' right of centerline, 79' AGL/698' MSL.

Trees beginning 1621' from DER, 71' right of centerline, up to 76' AGL/700' MSL.

Trees beginning 1651' from DER, 59' right of centerline, up to 82' AGL/712' MSL.

Tree 1725' from DER, 391' left of centerline, 73' AGL/700' MSL.

Trees beginning 1805' from DER, 93' left of centerline, up to 91' AGL/715' MSL.

Trees beginning 2555' from DER, 94' left of centerline, up to 101' AGL/734' MSL.

Trees beginning 2742' from DER, 65' right of centerline, up to 88' AGL/722' MSL.

BOLIVAR, TN

WILLIAM L WHITEHURST FLD (M08)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 01DEC77 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 200-1.

Rwy 19, 300-1.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-2 or std. w/ a min. climb of 238' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 3, rising terrain and trees beginning 130' from DER, left and right of centerline, up to 100' AGL/615' MSL.

Antenna and pole 1579' from DER, 354' left of centerline, up to 35' AGL/565' MSL.

Towers beginning 1.3 NM from DER, 1429' left of centerline, up to 265' AGL/765' MSL.

Rwy 12, fence beginning 197' from DER, left and right of centerline, up to 8' AGL/541' MSL.

Vehicle on road beginning 243' from DER, left and right of centerline, up to 15' AGL/548' MSL.

Trees beginning 279' from DER, 132' right of centerline, up to 60' AGL/610' MSL.

Tree 857' from DER, 327' left of centerline, 100' AGL/649' MSL.

Rwy 21, tree 113' from DER, 499' left of centerline, 70' AGL/630' MSL.

Tower 1202' from DER, 401' left of centerline, 47' AGL/581' MSL.

Tree 2510' from DER, 911' right of centerline, 100' AGL/649' MSL.

Obstruction light on tank 4690' from DER, 1637' left of centerline, 150' AGL/691' MSL.

Rwy 30, vehicle on road beginning 31' from DER, 209' left of centerline, up to 15' AGL/564' MSL.

Pole 916' from DER, 407' left of centerline, 40' AGL/584' MSL.

Building 1135' from DER, 618' left of centerline, 33' AGL/584' MSL.

Tree 1689' from DER, 357' right of centerline, 100' AGL/649' MSL.

Tree 1853' from DER, 271' left of centerline, 40' AGL/582' 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

BRISTOL/JOHNSON/KINGSPORT, TN

TRI-CITIES (TRI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7A 09NOV17 (17313) (FAA)

DEPARTURE PROCEDURE: Use TRICITIES DEPARTURE.

CALVERT CITY, KY

KENTUCKY DAM STATE PARK (M34)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 600-2% or std w/min climb of 332'/NM to 1100.**Rwy 28**, 300-1% or std w/min climb of 241'/NM to 600.

DEPARTURE PROCEDURE:

Rwy 10, climb on heading 101° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, pole 123' from DER, 527' right of centerline, 377' MSL.

Trees, catenary wires beginning 189' from DER, 349' right of centerline, up to 409' MSL.

Trees beginning 211' from DER, 283' right of centerline, up to 411' MSL.

Trees beginning 281' from DER, 377' right of centerline, up to 430' MSL.

Trees beginning 456' from DER, 212' right of centerline, up to 446' MSL.

Tree 468' from DER, 30' left of centerline, 26' AGL/364' MSL.

Trees, poles beginning 646' from DER, 118' left of centerline, up to 428' MSL.

Trees beginning 765' from DER, 464' right of centerline, up to 447' MSL.

Tree 886' from DER, 539' right of centerline, 449' MSL.

Trees beginning 915' from DER, 29' right of centerline, up to 452' MSL.

Trees beginning 1483' from DER, 542' left of centerline, up to 444' MSL.

Tree 1827' from DER, 444' left of centerline, 449' MSL.

Trees beginning 1859' from DER, 324' left of centerline, up to 114' AGL/451' MSL.

Trees beginning 1900' from DER, 253' left of centerline, up to 454' MSL.

Tree, pole beginning 2067' from DER, 1' left of centerline, up to 467' MSL.

Trees beginning 2453' from DER, 114' right of centerline, up to 456' MSL.

Trees beginning 2532' from DER, 26' right of centerline, up to 460' MSL.

Trees beginning 2558' from DER, 122' right of centerline, up to 465' MSL.

Trees beginning 2630' from DER, 29' right of centerline, up to 471' MSL.

Trees beginning 2745' from DER, 11' right of centerline, up to 474' MSL.

Antennas, towers beginning 2 NM from DER, 1831' left of centerline, up to 401' AGL/875' MSL.

Rwy 28, trees, terrain beginning 64' from DER, 346' right of centerline, up to 400' MSL.

Traverse way, terrain beginning 159' from DER, 494' left of centerline, up to 357' MSL.

Trees beginning 219' from DER, 393' right of centerline, up to 402' MSL.

Trees, poles beginning 446' from DER, 20' right of centerline, up to 404' MSL.

Trees beginning 1064' from DER, 626' left of centerline, up to 402' MSL.

Trees beginning 1214' from DER, 558' left of centerline, up to 415' MSL.

Trees beginning 1356' from DER, 56' left of centerline, up to 420' MSL.

Trees, pole beginning 1824' from DER, 14' right of centerline, up to 405' MSL.

Tree 2041' from DER, 941' right of centerline, 415' MSL.

Tree 2109' from DER, 804' right of centerline, 422' MSL.

Trees, pole beginning 2172' from DER, 645' right of centerline, up to 436' MSL.

Trees, transmission line beginning 2327' from DER, 720' right of centerline, up to 101' AGL/438' MSL.

Trees beginning 2452' from DER, 827' right of centerline, up to 447' MSL.

Trees beginning 3006' from DER, 699' right of centerline, up to 453' MSL.

Tree 3189' from DER, 922' left of centerline, 432' MSL.

Tree 4771' from DER, 998' left of centerline, 78' AGL/471' MSL.

Tree 5421' from DER, 1537' left of centerline, 512' MSL.

Trees beginning 5496' from DER, 1555' left of centerline, up to 514' MSL.

Tree, transmission line beginning 5647' from DER, 1462' left of centerline, up to 511' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 300-1% or std w/min climb of 260'/NM to 700 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 507' from DER, 307' right of centerline, 37' AGL/487' MSL.

Trees beginning 539' from DER, 345' right of centerline, up to 56' AGL/498' MSL.

Transmission lines, poles beginning 951' from DER, 325' left of centerline, up to 40' AGL/501' MSL.

Trees beginning 1067' from DER, 440' left of centerline, up to 61' AGL/523' MSL.

Trees beginning 1200' from DER, 257' left of centerline, up to 74' AGL/529' MSL.

Tree 1431' from DER, 24' right of centerline, 66' AGL/507' MSL.

Trees beginning 1527' from DER, 57' left of centerline, up to 111' AGL/547' MSL.

Trees beginning 1666' from DER, 313' right of centerline, up to 87' AGL/533' MSL.

CON'T

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

25219

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

25219

CAMDEN, TN (CON'T)

BENTON COUNTY (0M4) (CON'T)

Rwy 4 (CON'T), trees beginning 1786' from DER, 42' right of centerline, up to 107' AGL/545' MSL.

Rwy 22, trees 104' from DER, 211' left of centerline, 100' AGL/563' MSL.

Trees 136' from DER, 366' right of centerline, 100' AGL/570' MSL.

Trees beginning 244' from DER, 9' left of centerline, up to 100' AGL/566' MSL.

Trees beginning 277' from DER, 20' right of centerline, up to 100' AGL/573' MSL.

Trees 4046' from DER, 1449' left of centerline, 100' AGL/580' MSL.

Trees 4295' from DER, 1622' left of centerline, 100' AGL/596' MSL.

Trees beginning 4436' from DER, 639' left of centerline, up to 100' AGL/606' MSL.

Trees beginning 4749' from DER, 234' left of centerline, up to 100' AGL/612' MSL.

Trees beginning 4998' from DER, 407' left of centerline, up to 100' AGL/622' MSL.

Trees beginning 5324' from DER, 580' left of centerline, up to 100' AGL/625' MSL.

Trees 1.1 NM from DER, 2370' left of centerline, 100' AGL/652' MSL.

Trees beginning 1.2 NM from DER, 2311' left of centerline, up to 100' AGL/684' MSL.

CAMPBELL AAF (FORT CAMPBELL) (KHOP)

HOPKINSVILLE, KY

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES (25163) (USA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL.

Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL.

Rwy 23, tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL.

Rwy 36, tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CAMPBELLSVILLE, KY

TAYLOR COUNTY (AAS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG-A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 260' per NM to 2000 or 1000-2½ for VCOA.

VCOA:

Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Taylor County Airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, building, trees beginning 56' from DER, 398' left of centerline, up to 25' AGL/945' MSL.

Fence 208' from DER, 267' right of centerline, 9' AGL/933' MSL.

Fence 724' from DER, 329' right of centerline, 6' AGL/939' MSL.

Transmission line, poles beginning 1467' from DER, 877' right of centerline, up to 26' AGL/968' MSL.

Trees beginning 1856' from DER, 168' right of centerline, up to 81' AGL/1002' MSL.

Poles, transmission line, trees beginning 1935' from DER, 668' left of centerline, up to 36' AGL/980' MSL.

Transmission line, poles, trees beginning 2133' from DER, 258' left of centerline, up to 39' AGL/981' MSL.

Trees beginning 2248' from DER, 464' left of centerline, up to 83' AGL/1005' MSL.

Trees beginning 3256' from DER, 856' right of centerline, up to 91' AGL/1031' MSL.

Tree 3956' from DER, 1143' left of centerline, 89' AGL/1025' MSL.

Rwy 23, vehicles on roadway beginning 3' from DER, 427' left of centerline, up to 13' AGL/882' MSL.

Vehicles on roadway 4' from DER, 346' right of centerline, 16' AGL/883' MSL.

Transmission line, poles beginning 81' from DER, 400' right of centerline, up to 29' AGL/894' MSL.

Tree 573' from DER, 591' left of centerline, 49' AGL/909' MSL.

Tree 669' from DER, 575' left of centerline, 60' AGL/920' MSL.

Building 1094' from DER, 156' right of centerline, 39' AGL/899' MSL.

Trees, elevator beginning 1145' from DER, 248' right of centerline, up to 65' AGL/926' MSL.

Tree 2732' from DER, 738' left of centerline, 69' AGL/949' MSL.

Tree 3722' from DER, 1197' left of centerline, 112' AGL/978' MSL.

Tree 4854' from DER, 1708' left of centerline, 100' AGL/999' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI (GHM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 10DEC15 (15344) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicle on road 8' from DER, 156' left of centerline, 17' AGL/770' MSL, up sloping ground 131' from DER, 383' left of centerline, up to 785' MSL.

Building 1375' from DER, 621' right of centerline, 25' AGL/815' MSL.

Building 440' from DER, 528' left of centerline, 25' AGL/810' MSL.

Trees beginning 47' from DER, 433' right of centerline, up to 60' AGL/821' MSL.

Trees beginning 451' from DER, 346' right of centerline, up to 76' AGL/839' MSL.

Trees beginning 716' from DER, 328' right of centerline, up to 81' AGL/860' MSL.

Trees beginning 726' from DER, 540' right of centerline, up to 67' AGL/860' MSL.

Trees beginning 745' from DER, 413' left of centerline, up to 62' AGL/862' MSL.

Trees beginning 1174' from DER, 577' right of centerline, up to 85' AGL/875' MSL.

CON'T

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

25219



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



25219

CENTERVILLE, TN (CON'T)

CENTERVILLE MUNI (GHM) (CON'T)

Rwy 2 (CON'T), trees beginning 1438' from DER, 844' right of centerline, up to 87' AGL/887' MSL.

Trees beginning 1955' from DER, 869' right of centerline, up to 93' AGL/893' MSL.

Trees beginning 861' from DER, left and right of centerline, up to 43' AGL/856' MSL.

Power poles beginning 1390' from DER, 61' right of centerline, 28' AGL/808' MSL.

Rwy 20, power pole 37' from DER, 453' left of centerline, 35' AGL/793' MSL.

Trees beginning 103' from DER, 508' left of centerline, up to 54' AGL/820' MSL.

Vehicle on road 442' from DER, 56' right of centerline, 17' AGL/777' MSL.

Vehicle on road 467' from DER, 127' left of centerline, 17' AGL/779' MSL.

Power pole 436' from DER, 286' left of centerline, 50' AGL/811' MSL.

Trees beginning 398' from DER, 402' left of centerline, up to 73' AGL/849' MSL.

Trees beginning 524' from DER, 522' right of centerline, up to 70' AGL/833' MSL.

Trees beginning 583' from DER, 321' right of centerline, up to 62' AGL/827' MSL.

Trees beginning 608' from DER, 193' right of centerline, up to 57' AGL/818' MSL.

Trees beginning 678' from DER, 567' right of centerline, up to 76' AGL/840' MSL.

Tree beginning 694' from DER, 602' right of centerline, up to 86' AGL/850' MSL.

Trees beginning 468' from DER, left and right of centerline, up to 44' AGL/839' MSL.

CHATTANOOGA, TN

LOVELL FLD (CHA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 12 03JAN19 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, 300-2¼ or std. w/min. climb of 375' per NM to 1100.

Rwy 33, 500-3 or std. w/min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 022° to 2400 before turning.

Rwy 15, climb heading 150° to 1400 before turning.

Rwy 20, climb heading 202° to 2200 before turning.

Rwy 33, climbing right turn heading 020° to 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, vegetation 279' from DER, 555' left of centerline, 676' MSL.

Vehicles on road 812' from DER, 644' right of centerline, 695' MSL.

Tree 869' from DER, 600' left of centerline, 720' MSL.

Tree 918' from DER, 623' right of centerline, 718' MSL.

Trees beginning 938' from DER, 503' right of centerline, up to 733' MSL.

Trees beginning 968' from DER, 646' left of centerline, up to 731' MSL.

Trees beginning 1075' from DER, 520' left of centerline, up to 94' AGL/748' MSL.

Tree 2045' from DER, 915' right of centerline, 742' MSL.

Trees beginning 2054' from DER, 203' right of centerline, up to 748' MSL.

Rwy 15, pole and tank beginning 61' from DER, 410' right of centerline, up to 32' AGL/705' MSL.

Tank 164' from DER, 489' left of centerline, 687' MSL.

Poles beginning 241' from DER, 287' right of centerline, up to 713' MSL.

Tree and vehicles on road beginning 351' from DER, 181' right of centerline, up to 733' MSL.

Pole and vehicles on road beginning 376' from DER, 5' left of centerline, up to 690' MSL.

Terrain, vehicles on road, and trees beginning 424' from DER, 40' right of centerline, up to 764' MSL.

Tree and vehicles on road beginning 578' from DER, 43' left of centerline, up to 717' MSL.

Pole and trees beginning 630' from DER, 68' left of centerline, up to 739' MSL.

Tree 745' from DER, 618' right of centerline, 771' MSL.

Transmission line, vehicles on road, poles, and trees beginning 826' from DER, 14' right of centerline, up to 774' MSL.

Trees beginning 1052' from DER, 401' left of centerline, up to 755' MSL.

Pole and trees beginning 1164' from DER, 211' left of centerline, up to 758' MSL.

Pole and trees beginning 1256' from DER, 33' left of centerline, up to 764' MSL.

Trees beginning 1542' from DER, 7' left of centerline, up to 91' AGL/765' MSL.

Trees beginning 1905' from DER, 102' left of centerline, up to 766' MSL.

Signs, poles, and trees beginning 2634' from DER, 2' left of centerline, up to 770' MSL.

Pole 3005' from DER, 899' right of centerline, 798' MSL.

Pole and trees beginning 3009' from DER, 12' right of centerline, up to 130' AGL/809' MSL.

Trees beginning 3179' from DER, 836' left of centerline, up to 772' MSL.

Tree 3439' from DER, 1408' left of centerline, 781' MSL.

Trees beginning 3485' from DER, 908' left of centerline, up to 786' MSL.

Trees beginning 3572' from DER, 770' left of centerline, up to 790' MSL.

Tree 3764' from DER, 1357' left of centerline, 797' MSL.

Trees beginning 3768' from DER, 172' left of centerline, up to 810' MSL.

Trees beginning 3997' from DER, 37' left of centerline, up to 815' MSL.

Trees beginning 4268' from DER, 1446' left of centerline, up to 832' MSL.

Trees beginning 4393' from DER, 213' left of centerline, up to 864' MSL.

Trees beginning 4494' from DER, 1190' left of centerline, up to 865' MSL.

Trees beginning 4544' from DER, 371' left of centerline, up to 876' MSL.

Trees beginning 4633' from DER, 790' left of centerline, up to 891' MSL.

Trees beginning 4753' from DER, 1165' left of centerline, up to 892' MSL.

Trees beginning 4798' from DER, 445' left of centerline, up to 899' MSL.

Vehicles on road, poles, buildings, and trees beginning 4912' from DER, 124' left of centerline, up to 904' MSL.

CON'T



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



25219

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

25219

CHATTANOOGA, TN (CON'T)

LOVELL FLD (CHA) (CON'T)

Rwy 15 (CON'T), tree 5276' from DER, 207' right of centerline, 77' AGL/810' MSL.
 Tree 5301' from DER, 185' right of centerline, 84' AGL/820' MSL.
 Trees beginning 5338' from DER, 63' right of centerline, up to 82' AGL/826' MSL.
 Pole, vehicles on road, buildings, and trees beginning 5455' from DER, 181' left of centerline, up to 925' MSL.
 Building 1.0 NM from DER, 25' right of centerline, 831' MSL.
 Poles and trees beginning 1.0 NM from DER, 4' left of centerline, up to 86' AGL/946' MSL.
 Trees beginning 1.0 NM from DER, 410' right of centerline, up to 845' MSL.
 Trees beginning 1.0 NM from DER, 487' right of centerline, up to 847' MSL.
 Trees beginning 1.0 NM from DER, 315' right of centerline, up to 864' MSL.
 Trees beginning 1.0 NM from DER, 113' right of centerline, up to 865' MSL.
 Trees beginning 1.0 NM from DER, 315' right of centerline, up to 866' MSL.
 Trees and poles beginning 1.0 NM from DER, 37' right of centerline, up to 869' MSL.
 Trees beginning 1.1 NM from DER, 340' right of centerline, up to 877' MSL.
 Tree 1.1 NM from DER, 231' right of centerline, 892' MSL.
 Tree 1.1 NM from DER, 644' right of centerline, 900' MSL.
 Tree 1.1 NM from DER, 440' right of centerline, 906' MSL.
 Trees beginning 1.1 NM from DER, 545' right of centerline, up to 921' MSL.
 Pole and trees beginning 1.1 NM from DER, 83' right of centerline, up to 936' MSL.
 Trees, buildings, towers, and antennas beginning 1.1 NM from DER, 14' right of centerline, up to 88' AGL/940' MSL.
 Tree 1.8 NM from DER, 1924' left of centerline, 73' AGL/957' MSL.
Rwy 20, lighting 9' from DER, 55' left of centerline, 2' AGL/682' MSL.
 Tree 611' from DER, 585' left of centerline, 735' MSL.
 Trees beginning 816' from DER, 698' right of centerline, up to 719' MSL.
 Trees beginning 1062' from DER, 688' right of centerline, up to 736' MSL.
 Tree 2714' from DER, 1047' right of centerline, 758' MSL.
 Trees beginning 2724' from DER, 1156' right of centerline, up to 763' MSL.
 Trees beginning 2905' from DER, 791' right of centerline, up to 727' MSL.
 Trees beginning 3618' from DER, 938' right of centerline, up to 118' AGL/786' MSL.
Rwy 33, tree, vehicles on road, and trees beginning 15' from DER, 20' left of centerline, up to 68' AGL/738' MSL.
 Terrain 67' from DER, 377' right of centerline, 677' MSL.
 Terrain and tree beginning 151' from DER, 324' right of centerline, up to 725' MSL.
 Trees beginning 263' from DER, 431' right of centerline, up to 727' MSL.
 Trees beginning 411' from DER, 9' right of centerline, up to 751' MSL.
 Pole and trees beginning 1682' from DER, 25' left of centerline, up to 87' AGL/746' MSL.
 Trees beginning 1928' from DER, 57' left of centerline, up to 101' AGL/749' MSL.
 Trees beginning 2014' from DER, 18' left of centerline, up to 93' AGL/750' MSL.
 Trees beginning 2130' from DER, 195' left of centerline, up to 106' AGL/755' MSL.
 Trees beginning 2136' from DER, 54' left of centerline, up to 108' AGL/759' MSL.
 Trees beginning 2256' from DER, 261' right of centerline, up to 760' MSL.
 Tree 2295' from DER, 588' right of centerline, 766' MSL.
 Tree 2327' from DER, 464' right of centerline, 768' MSL.
 Trees beginning 2364' from DER, 219' right of centerline, up to 92' AGL/777' MSL.
 Tree 2403' from DER, 622' right of centerline, 782' MSL.
 Tree 2411' from DER, 389' right of centerline, 784' MSL.
 Tower, poles, and trees beginning 2414' from DER, 8' right of centerline, up to 790' MSL.
 Tree 2999' from DER, 127' left of centerline, 62' AGL/763' MSL.
 Trees beginning 3153' from DER, 1229' left of centerline, up to 769' MSL.
 Trees beginning 3254' from DER, 62' left of centerline, up to 90' AGL/781' MSL.
 Trees beginning 3548' from DER, 7' right of centerline, up to 85' AGL/796' MSL.
 Trees beginning 3699' from DER, 30' left of centerline, up to 100' AGL/795' MSL.
 Electrical system and trees beginning 3996' from DER, 8' left of centerline, up to 119' AGL/817' MSL.
 Trees beginning 4842' from DER, 51' right of centerline, up to 826' MSL.
 Electrical system and trees beginning 5227' from DER, 3' right of centerline, up to 86' AGL/838' MSL.
 Transmission line 5583' from DER, 15' left of centerline, 90' AGL/823' MSL.
 Trees beginning 5626' from DER, 31' left of centerline, up to 836' MSL.
 Trees beginning 5707' from DER, 153' left of centerline, up to 840' MSL.
 Trees beginning 5902' from DER, 1339' left of centerline, up to 857' MSL.
 Trees beginning 1.0 NM from DER, 2' left of centerline, up to 858' MSL.
 Tree 1.1 NM from DER, 292' right of centerline, 846' MSL.
 Trees beginning 1.1 NM from DER, 45' right of centerline, up to 862' MSL.
 Trees beginning 1.1 NM from DER, 86' right of centerline, up to 888' MSL.
 Trees beginning 1.1 NM from DER, 6' right of centerline, up to 914' MSL.
 Trees beginning 1.2 NM from DER, 81' left of centerline, up to 875' MSL.
 Trees beginning 1.2 NM from DER, 65' left of centerline, up to 876' MSL.
 Tree 1.2 NM from DER, 915' right of centerline, 918' MSL.
 Trees beginning 1.2 NM from DER, 407' right of centerline, up to 920' MSL.
 Tree 1.2 NM from DER, 1149' right of centerline, 923' MSL.
 Trees beginning 1.2 NM from DER, 284' right of centerline, up to 926' MSL.
 Trees beginning 1.2 NM from DER, 812' right of centerline, up to 929' MSL.
 Tree 1.2 NM from DER, 1412' right of centerline, 931' MSL.
 Trees beginning 1.2 NM from DER, 480' right of centerline, up to 932' MSL.
 Trees beginning 1.2 NM from DER, 1292' right of centerline, up to 936' MSL.
 Pole and trees beginning 1.2 NM from DER, 659' right of centerline, up to 90' AGL/990' 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)

25219

CHATTANOOGA, TN (CON'T)

LOVELL FLD (CHA) (CON'T)

Rwy 33 (CON'T), trees beginning 1.7 NM from DER, 1629' left of centerline, up to 974' MSL.
 Trees beginning 1.9 NM from DER, 2446' left of centerline, up to 1002' MSL.
 Tree 1.9 NM from DER, 3461' left of centerline, 1022' MSL.
 Pole and trees beginning 2.0 NM from DER, 241' left of centerline, up to 92' AGL/1099' MSL.
 Tree 2.3 NM from DER, 60' right of centerline, 84' AGL/1033' MSL.
 Tree 2.5 NM from DER, 1570' left of centerline, 105' AGL/1126' MSL.
 Tree 2.5 NM from DER, 1088' left of centerline, 1085' MSL.

CLARKSVILLE, TN

OUTLAW FLD (CKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 13JUN24 (24165) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1% or std w/min climb of 245'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 5, transmission lines, tree, traverse way beginning 7' from DER, 121' right of centerline, up to 26' AGL/565' MSL.
 Pole, transmission line beginning 90' from DER, 368' right of centerline, up to 587' MSL.
 Trees beginning 136' from DER, 367' left of centerline, up to 559' MSL.
 Trees beginning 161' from DER, 299' right of centerline, up to 602' MSL.
 Trees beginning 248' from DER, 206' left of centerline, up to 566' MSL.
 Tree 313' from DER, 522' right of centerline, 613' MSL.
 Tree 355' from DER, 215' left of centerline, 569' MSL.
 Trees beginning 363' from DER, 291' right of centerline, up to 619' MSL.
 Tree 528' from DER, 313' left of centerline, 571' MSL.
 Tree 542' from DER, 533' left of centerline, 594' MSL.
 Tree 561' from DER, 524' left of centerline, 604' MSL.
 Trees beginning 594' from DER, 11' left of centerline, up to 627' MSL.
 Trees beginning 667' from DER, 3' right of centerline, up to 650' MSL.
 Trees beginning 1657' from DER, 172' left of centerline, up to 628' MSL.
 Trees beginning 1720' from DER, 94' left of centerline, up to 632' MSL.
 Trees beginning 1740' from DER, 25' left of centerline, up to 644' MSL.
 Trees, transmission line beginning 2542' from DER, 2' right of centerline, up to 657' MSL.

Rwy 17, tree 13' from DER, 364' right of centerline, 580' MSL.

Transmission lines 40' from DER, 501' left of centerline, 24' AGL/576' MSL.
 Trees beginning 57' from DER, 440' right of centerline, up to 594' MSL.
 Poles, transmission line beginning 167' from DER, 449' left of centerline, up to 39' AGL/578' MSL.
 Transmission line, poles beginning 367' from DER, 333' left of centerline, up to 35' AGL/580' MSL.
 Tree 591' from DER, 532' left of centerline, 68' AGL/601' MSL.
 Trees beginning 627' from DER, 493' left of centerline, up to 608' MSL.
 Trees, poles beginning 696' from DER, 210' left of centerline, up to 619' MSL.
 Trees beginning 1567' from DER, 238' right of centerline, up to 598' MSL.
 Trees beginning 2129' from DER, 271' right of centerline, up to 621' MSL.
 Trees beginning 2242' from DER, 115' right of centerline, up to 622' MSL.

Rwy 23, trees beginning 1' from DER, 377' right of centerline, up to 636' MSL.

Trees, traverse ways, transmission line, pole beginning 31' from DER, 8' right of centerline, up to 639' MSL.
 Trees beginning 399' from DER, 8' left of centerline, up to 561' MSL.
 Trees beginning 535' from DER, 240' left of centerline, up to 590' MSL.
 Trees, spires beginning 708' from DER, 165' left of centerline, up to 596' MSL.

Rwy 35, tree 4' from DER, 413' right of centerline, 43' AGL/571' MSL.

Tree 8' from DER, 463' right of centerline, 48' AGL/576' MSL.
 Trees beginning 23' from DER, 341' right of centerline, up to 590' MSL.
 Tree 368' from DER, 500' right of centerline, 595' MSL.
 Tree 383' from DER, 588' right of centerline, 70' AGL/596' MSL.
 Tree, pole, transmission line beginning 446' from DER, 226' right of centerline, up to 606' MSL.
 Pole 930' from DER, 249' left of centerline, 11' AGL/562' MSL.
 Pole 1180' from DER, 585' left of centerline, 33' AGL/585' MSL.
 Transmission line, poles beginning 1201' from DER, 562' left of centerline, up to 37' AGL/589' MSL.
 Poles, transmission line, building, tree beginning 1209' from DER, 221' left of centerline, up to 49' AGL/601' MSL.
 Trees beginning 1440' from DER, 728' right of centerline, up to 610' MSL.
 Tree 1453' from DER, 823' right of centerline, 618' MSL.
 Tree 1487' from DER, 895' right of centerline, 102' AGL/643' MSL.
 Trees, pole beginning 1496' from DER, 522' left of centerline, up to 612' MSL.
 Trees, poles, tanks beginning 1524' from DER, 100' right of centerline, up to 649' MSL.
 Tree 1592' from DER, 557' left of centerline, 61' AGL/616' MSL.
 Trees beginning 1597' from DER, 450' left of centerline, up to 626' MSL.
 Trees beginning 1676' from DER, 487' left of centerline, up to 72' AGL/627' MSL.
 Trees, poles, transmission line beginning 1711' from DER, 394' left of centerline, up to 636' MSL.
 Trees, poles beginning 1822' from DER, 145' left of centerline, up to 639' MSL.
 Trees beginning 2373' from DER, 271' left of centerline, up to 644' MSL.
 Trees beginning 2728' from DER, 784' left of centerline, up to 649' MSL.
 Trees beginning 2956' from DER, 148' right of centerline, up to 661' 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)

25219

CLARKSVILLE, TN (CON'T)

OUTLAW FLD (CKV) (CON'T)

Rwy 35 (CON'T), trees beginning 3714' from DER, 1366' left of centerline, up to 657' MSL.
Transmission line 5156' from DER, 1669' right of centerline, 137' AGL/695' MSL.
Transmission lines beginning 5165' from DER, 990' right of centerline, up to 136' AGL/693' MSL.

CLEVELAND, TN

CLEVELAND RGNL JETPORT (RZR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 300-1½ or std. w/min. climb of 260' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 034° to 2200 before turning right.

Rwy 21, climb heading 214° to 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 21, tree 3009' from DER, 676' left of centerline, 920' MSL.

Tree 1.1 NM from DER, 2087' left of centerline, 1011' MSL.

Tree 1.1 NM from DER, 2321' left of centerline, 1021' MSL.

Tower 1.1 NM from DER, 65' left of centerline, 196' AGL/1054' MSL.

Tower 1.4 NM from DER, 880' right of centerline, 225' AGL/1075' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY RGNL (MRC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 21JUN18 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwys 17, 35, NA-Environmental.

Rwy 6, 300-1½ or std. w/min. climb of 301' per NM to 1100.

Rwy 24, 400-2¼ or std. w/min. climb of 278' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 24, climb heading 235° to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 1177' from DER, 591' left of centerline, up to 92' AGL/751' MSL.

Trees beginning 1123' from DER, 732' right of centerline, up to 96' AGL/745' MSL.

Poles 24' from DER, 356' left of centerline, 42' AGL/691' MSL.

Trees beginning 2716' from DER, 921' left of centerline, up to 88' AGL/757' MSL.

Rwy 24, trees beginning 1819' from DER, 190' right of centerline, up to 124' AGL/739' MSL.

Trees beginning 1239' from DER, 700' left of centerline, up to 104' AGL/718' MSL.

Trees beginning 1299' from DER, 217' left of centerline, up to 96' AGL/712' MSL.

Pole 21' from DER, 487' right of centerline, 23' AGL/677' MSL.

Trees beginning 1725' from DER, 10' left of centerline, up to 106' AGL/719' MSL.

Trees beginning 2607' from DER, 324' left of centerline, up to 107' AGL/735' MSL.

COPPERHILL, TN

MARTIN CAMPBELL FLD (1A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06OCT22 (22279) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, std. w/min. climb of 440' per NM to 3000 or 2400-3 for VCOA.

Rwy 20, std. w/min. climb of 240' per NM to 4600 or 2400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 019° to 4000 before proceeding on course.

Rwy 20, climb on heading 199° to 3700 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Martin Campbell Fld at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 27' from DER, 8' left of centerline, up to 1817' MSL.

Trees beginning 65' from DER, 6' right of centerline, up to 1827' MSL.

Trees 1224' from DER, 661' right of centerline, 1840' MSL.

Trees beginning 1318' from DER, 369' right of centerline, up to 1853' MSL.

Trees beginning 1634' from DER, 128' right of centerline, up to 1860' MSL.

Trees beginning 1.9 NM from DER, 1461' left of centerline, up to 2119' MSL.

Trees beginning 1.9 NM from DER, 488' left of centerline, up to 2186' MSL.

Trees beginning 2.1 NM from DER, 5' right of centerline, up to 2301' MSL.

Tree 2.1 NM from DER, 509' left of centerline, 2253' MSL.

Trees beginning 2.1 NM from DER, 103' left of centerline, up to 2312' MSL.

Rwy 20, trees abeam from DER, 163' left of centerline, 1811' MSL.

Trees beginning 4' from DER, 141' right of centerline, up to 1827' MSL.

Trees beginning 8' from DER, 211' left of centerline, up to 1813' MSL.

Trees 155' from DER, 494' left of centerline, 1837' 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)

25219

COPPERHILL, TN (CON'T)

MARTIN CAMPBELL FLD (1A3) (CON'T)

Rwy 20 (CON'T), trees beginning 205' from DER, 175' left of centerline, up to 1842' MSL.
Trees beginning 221' from DER, 258' right of centerline, up to 1830' MSL.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (10098) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL.
Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL.
Rwy 18C, trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
Rwy 18R, trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
Rwy 36C, trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
Rwy 36R, light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

COVINGTON, TN

COVINGTON MUNI (M04)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03APR14 (14093) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, vehicle on road 513' from DER, 13' right of centerline, up to 15' AGL/294' MSL.
Rwy 19, fence beginning 150' from DER, 248' right of centerline, up to 2' AGL/284' MSL.
Trees beginning 500' from DER, 60' left of centerline, up to 55' AGL/356' MSL.
Building and trees beginning 1793' from DER, 304' right of centerline, up to 60' AGL/372' MSL.

CROSSVILLE, TN

CROSSVILLE MEML-WHITSON FLD (CSV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 04SEP03 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees 31' from DER, 499' left of centerline, 60' AGL/1905' MSL.
Trees 572' from DER, 499' left of centerline, 75' AGL/1889' MSL.
Trees 8' from DER, 438' right of centerline, 30' AGL/1873' MSL.
Bush 76' from DER, 213' right of centerline, 8' AGL/1872' MSL.
Rwy 26, tree 43' from DER, 468' left of centerline, 26' AGL/1910' MSL.
Numerous trees 94 to 576' from DER, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL.
Pole 141' from DER, 474' right of centerline, 50' AGL/1914' MSL.
Tree 1083' from DER, 363' right of centerline, 74' AGL/1922' MSL.
Tree 343' from DER, 538' left of centerline, 68' AGL/1939' MSL.

CYNTHIANA, KY

CYNTHIANA-HARRISON COUNTY (018)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 300-1½ or std. w/ min. climb of 510' per NM to 1000.
Rwy 29, 300-1½ or std. w/ min. climb of 240' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 11, multiple trees beginning 25' from DER, 56' left of centerline, up to 108' AGL/819' MSL.
Fence 942' from DER, 643' left of centerline, 17' AGL/767' MSL.
Multiple trees beginning 1067' from DER, along and right of course, up to 125' AGL/908' MSL.
Multiple trees beginning 1090' from DER, along and left of course, up to 114' AGL/900' MSL.
Terrain beginning 1201' from DER, 1' left of centerline, up to 837' MSL.
Multiple poles beginning 1265' from DER, 4' left of centerline, up to 67' AGL/879' MSL.
Multiple buildings beginning 1642' from DER, 3' left of centerline, up to 19' AGL/832' MSL.
Terrain beginning 1881' from DER, 4' right of centerline, up to 859' MSL.
Multiple fences beginning 1907' from DER, 26' left of centerline, up to 15' AGL/838' MSL.
Multiple fences beginning 2266' from DER, 22' right of centerline, up to 13' AGL/855' MSL.
Multiple buildings beginning 2274' from DER, 7' right of centerline, up to 33' AGL/872' MSL.
Multiple poles beginning 2331' from DER, 39' right of centerline, up to 70' AGL/897' MSL.
Vehicles on road beginning 2356' from DER, left and right of centerline, up to 15' AGL/833' MSL.
Antenna 2879' from DER, 753' right of centerline, 36' AGL/856' MSL.
Rwy 29, runway end lights 11' from DER, 113' right of centerline, 3' AGL/722' MSL.
Multiple trees beginning 37' from DER, 18' right of centerline, up to 85' AGL/856' MSL.
Bushes beginning 82' from DER, 201' left of centerline, up to 11' AGL/728' MSL.
Multiple buildings beginning 217' from DER, 272' right of centerline, up to 23' AGL/757' MSL.
Railroad beginning 412' from DER, crossing left and right of centerline, up to 23' AGL/780' MSL.

CON'T

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

25219

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

25219

CYNTHIANA, KY (CON'T)

CYNTHIANA-HARRISON COUNTY (018) (CON'T)

Rwy 29 (CON'T), multiple trees beginning 440' from DER, 12' left of centerline, up to 111' AGL/894' MSL.
Multiple poles beginning 968' from DER, 153' left of centerline, up to 35' AGL/755' MSL.
Flag pole 1409' from DER, 798' right of centerline, 51' AGL/781' MSL.
Multiple poles beginning 1453' from DER, 73' right of centerline, up to 50' AGL/771' MSL.
Multiple buildings beginning 4754' from DER, 342' left of centerline, up to 51' AGL/851' MSL.

DANVILLE, KY

STUART POWELL FLD (DVK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29DEC22 (22363) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA-Obstacles.

Rwy 31, 500-2¼ or std. w/min. climb of 290' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 31, climb on heading 305° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 1938' from DER, 604' left of centerline, up to 1100' MSL.

Rwy 31, tree 7' from DER, 376' left of centerline, 1073' MSL.

Tree, building beginning 185' from DER, 279' left of centerline, up to 1080' MSL.

NAVAID 459' from DER, 250' right of centerline, 17' AGL/1032' MSL.

Trees beginning 1543' from DER, 508' right of centerline, up to 1077' MSL.

Tree 2105' from DER, 115' right of centerline, 1081' MSL.

Tree 2.1 NM from DER, 2266' left of centerline, 1401' MSL.

Tree 2.1 NM from DER, 3345' left of centerline, 1399 MSL.

DAYTON, TN

MARK ANTON (2A0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1¼ or std. w/min. climb of 205' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 033° to 2100 before turning left.

Rwy 21, climb heading 213° to 1500 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on roadway beginning 106' from DER, left and right of centerline, up to 15' AGL/736' MSL.

Fence 85' from DER, 498' right of centerline, 15' AGL/726' MSL.

Bushes and trees beginning 117' from DER, left and right of centerline, up to 100' AGL/878' MSL.

Rwy 21, rising terrain and trees beginning 9' from DER, left and right of centerline, up to 100' AGL/821' MSL.

DICKSON, TN

DICKSON MUNI (M02)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 400-1½ or std. w/min. climb of 370' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 17, electrical system beginning 22' from DER, 401' left of centerline, up to 74' AGL/901' MSL.

Trees beginning 166' from DER, 152' right of centerline, up to 71' AGL/913' MSL.

Electrical system, vehicle on road beginning 469' from DER, 325' left of centerline, up to 34' AGL/906' MSL.

Tree 533' from DER, 324' left of centerline, 44' AGL/924' MSL.

Tree, building beginning 592' from DER, 395' left of centerline, up to 66' AGL/943' MSL.

Tree, electrical system, fence, vehicle on road beginning 718' from DER, 4' left of centerline, up to 79' AGL/957' MSL.

Tree, electrical system, building beginning 1079' from DER, 19' right of centerline, up to 41' AGL/919' MSL.

Tree, electrical system, building beginning 1175' from DER, 5' right of centerline, up to 68' AGL/957' MSL.

Tree, electrical system beginning 1298' from DER, 30' right of centerline, up to 73' AGL/967' MSL.

Tree, building, electrical system beginning 1377' from DER, 56' right of centerline, up to 72' AGL/968' MSL.

Trees beginning 1710' from DER, 293' left of centerline, up to 86' AGL/968' MSL.

Trees beginning 1815' from DER, 90' left of centerline, up to 90' AGL/969' MSL.

Trees beginning 1863' from DER, 22' left of centerline, up to 96' AGL/970' MSL.

Trees beginning 2529' from DER, 349' right of centerline, up to 105' AGL/984' MSL.

Trees beginning 2974' from DER, 217' right of centerline, up to 84' AGL/989' MSL.

Trees beginning 3068' from DER, 81' right of centerline, up to 92' AGL/994' MSL.

Trees beginning 3106' from DER, 34' left of centerline, up to 85' AGL/983' MSL.

Trees beginning 3150' from DER, 3' right of centerline, up to 86' AGL/1002' MSL.

Trees beginning 3188' from DER, 21' left of centerline, up to 92' AGL/988' MSL.

Tree 3856' from DER, 9' left of centerline, 92' AGL/992' MSL.

Trees beginning 3888' from DER, 139' left of centerline, up to 92' AGL/997' MSL.

Trees beginning 4053' from DER, 162' right of centerline, up to 104' AGL/1008' MSL.

CON'T

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

25219

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

25219

DICKSON, TN (CON'T)

DICKSON MUNI (M02) (CON'T)

Rwy 17 (CON'T), trees beginning 4069' from DER, 290' left of centerline, up to 89' AGL/1010' MSL.
 Tree, electrical system beginning 4086' from DER, 45' left of centerline, up to 97' AGL/1021' MSL.
 Tree, electrical system beginning 4208' from DER, 24' right of centerline, up to 98' AGL/1016' MSL.
 Tree, electrical system beginning 4562' from DER, 140' left of centerline, up to 80' AGL/1026' MSL.
 Trees beginning 4578' from DER, 39' right of centerline, up to 79' AGL/1018' MSL.
 Tree, electrical system beginning 4634' from DER, 273' left of centerline, up to 78' AGL/1028' MSL.
 Trees beginning 4742' from DER, 8' left of centerline, up to 78' AGL/1032' MSL.
 Trees beginning 4918' from DER, 12' right of centerline, up to 65' AGL/1023' MSL.
 Tank, tree beginning 5055' from DER, 39' right of centerline, up to 95' AGL/1057' MSL.
 Tank 1.3 NM from DER, 1975' right of centerline, 199' AGL/1137' MSL.
 Antenna 1.3 NM from DER, 1994' right of centerline, 205' AGL/1147' MSL.
 Tower, antenna beginning 1.3 NM from DER, 2326' right of centerline, up to 318' AGL/1256' MSL.
 Tower 1.5 NM from DER, 2028' left of centerline, 300' AGL/1189' MSL.
 Antenna 1.5 NM from DER, 2037' left of centerline, 290' AGL/1176' MSL.
Rwy 35, fence 30' from DER, 395' left of centerline, 7' AGL/901' MSL.
 Tree, vehicle of road beginning 87' from DER, 139' left of centerline, up to 59' AGL/951' MSL.
 Tree 503' from DER, 331' right of centerline, 75' AGL/913' MSL.
 Trees beginning 553' from DER, 428' right of centerline, up to 94' AGL/923' MSL.
 Trees beginning 727' from DER, 25' right of centerline, up to 96' AGL/948' MSL.
 Tree, electrical system beginning 730' from DER, 518' left of centerline, up to 93' AGL/961' MSL.
 Trees beginning 938' from DER, 25' left of centerline, up to 90' AGL/963' MSL.
 Trees beginning 1605' from DER, 30' left of centerline, up to 87' AGL/976' MSL.
 Trees beginning 1765' from DER, 166' right of centerline, up to 70' AGL/949' MSL.
 Tree 1993' from DER, 625' left of centerline, 75' AGL/980' MSL.
 Trees beginning 2195' from DER, 39' left of centerline, up to 80' AGL/984' MSL.
 Tree 2453' from DER, 41' right of centerline, 56' AGL/959' MSL.
 Trees beginning 2632' from DER, 148' left of centerline, up to 86' AGL/986' MSL.

DYERSBURG, TN

DYERSBURG RGNL (DYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07OCT21 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 182' from DER, 410' left of centerline, up to 400' MSL.
Rwy 22, tree 1395' from DER, 420' right of centerline, 361' MSL.
 Trees beginning 1484' from DER, 770' left of centerline, up to 381' MSL.
 Tree 1652' from DER, 674' right of centerline, 384' MSL.
 Trees beginning 1793' from DER, 448' right of centerline, up to 387' MSL.

ELIZABETHTON, TN

ELIZABETHTON MUNI (0A9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16AUG18 (18228) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, NA-Obstacles.

Rwy 24, 600-2 w/min climb of 415' per NM to 7000 or 3500-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 24, climb heading 244° to 3300 before proceeding on course.

VCOA:

Rwy 24, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 24, numerous trees beginning 1655' from DER, 931' right of centerline, up to 100' AGL/2099' MSL.
 Numerous trees 1.36 NM from DER, 2353' left of centerline, up to 100' AGL/2179' MSL.
 Power line 5898' from DER, 973' left of centerline, up to 200' AGL/1759' MSL.
 Power line 1.13 NM from DER, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDINGTON FLD (EKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08JUN06 (21168) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb via heading 050° to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 1404' from DER, 466' left of centerline, up to 96' AGL/835' MSL.
Rwy 23, multiple trees and power lines beginning 7' from DER, 372' left of centerline, up to 100' AGL/899' MSL.
 Multiple trees and power lines beginning 2416' from DER, 25' right of centerline, up to 100' AGL/869' 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

FALMOUTH, KY

GENE SNYDER (K62)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27SEP07 (07270) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1¼ or std. w/ a min. climb of 417' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tower 5831' from DER, 340' left of centerline, 106' AGL/1037' MSL.**Rwy 21**, trees beginning 300' from DER, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI (FYM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07MAR13 (13066) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, terrain 5' from DER, 495' right of centerline, 985' MSL.

Vehicles on road beginning 534' from DER, left and right of centerline, up to 15' AGL/1004' MSL.

Trees beginning 742' from DER, 26' left of centerline, up to 100' AGL/1109' MSL.

Trees beginning 987' from DER, 468' right of centerline, up to 100' AGL/1089' MSL.

Rwy 20, trees beginning 82' from DER, 451' right of centerline, up to 100' AGL/1059' MSL.

Trees beginning 835' from DER, 420' left of centerline, up to 100' AGL/1059' MSL.

Tree 1428' from DER, on centerline, 100' AGL/1014' MSL.

Trees beginning 1719' from DER, 55' left of centerline, up to 100' AGL/1099' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30NOV23 (23334) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 141' from DER, 360' left of centerline, up to 931' MSL.

Trees beginning 214' from DER, 530' left of centerline, up to 932' MSL.

Trees beginning 224' from DER, 163' right of centerline, up to 67' AGL/939' MSL.

Trees beginning 304' from DER, 510' left of centerline, up to 65' AGL/938' MSL.

Trees beginning 354' from DER, 518' left of centerline, up to 78' AGL/942' MSL.

Rwy 25, vegetation 4' from DER, 11' right of centerline, 7' AGL/907' MSL.

Tree 6' from DER, 485' right of centerline, 909' MSL.

Vegetation 7' from DER, 5' left of centerline, 7' AGL/907' MSL.

Tree 20' from DER, 145' right of centerline, 29' AGL/914' MSL.

Trees, NAVAID beginning 103' from DER, 23' left of centerline, up to 915' MSL.

Tree 209' from DER, 539' right of centerline, 916' MSL.

Tree 354' from DER, 220' right of centerline, 917' MSL.

Tree 375' from DER, 213' right of centerline, 53' AGL/922' MSL.

Trees beginning 404' from DER, 200' right of centerline, up to 56' AGL/927' MSL.

Tree 408' from DER, 534' left of centerline, 68' AGL/925' MSL.

Trees beginning 577' from DER, 255' right of centerline, up to 51' AGL/928' MSL.

FRANKFORT, KY

CAPITAL CITY (FFT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 20FEB25 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, fence, terrain beginning 196' from DER, 349' left of centerline, up to 4' AGL/796' MSL.

Trees, fence beginning 268' from DER, 494' right of centerline, up to 39' AGL/830' MSL.

Pole, vehicles on road beginning 738' from DER, 689' left of centerline, up to 26' AGL/842' MSL.

Poles beginning 1090' from DER, 569' left of centerline, up to 35' AGL/851' MSL.

Tree 1611' from DER, 304' right of centerline, 73' AGL/835' MSL.

Trees, pole beginning 1641' from DER, 30' left of centerline, up to 71' AGL/884' MSL.

Trees beginning 1656' from DER, 216' right of centerline, up to 71' AGL/843' MSL.

Tree 1961' from DER, 809' right of centerline, 64' AGL/858' MSL.

Trees, poles beginning 2078' from DER, 194' right of centerline, up to 57' AGL/861' MSL.

Trees beginning 2113' from DER, 17' left of centerline, up to 53' AGL/888' MSL.

Trees beginning 2763' from DER, 33' left of centerline, up to 75' AGL/896' MSL.

Tree 2890' from DER, 1119' right of centerline, 68' AGL/865' MSL.

Trees beginning 3057' from DER, 467' right of centerline, up to 73' AGL/870' MSL.

Trees beginning 3282' from DER, 193' right of centerline, up to 54' AGL/872' MSL.

Rwy 25, terrain 65' from DER, 380' left of centerline, 822' MSL.

Pole 198' from DER, 543' left of centerline, 37' AGL/848' MSL.

Transmission lines, buildings, trees, poles beginning 199' from DER, 146' left of centerline, up to 42' AGL/851' MSL.

Vehicle on road 785' from DER, 621' right of centerline, 841' MSL.

Trees beginning 1207' from DER, 193' right of centerline, up to 67' AGL/872' MSL.

Tree 1456' from DER, 205' left of centerline, 52' AGL/855' MSL.

Tree 1517' from DER, 431' left of centerline, 63' AGL/859' 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)

25219

FRANKFORT, KY (CON'T)

CAPITAL CITY (FFT) (CON'T)

Rwy 25 (CON'T), trees beginning 1541' from DER, 302' left of centerline, up to 67' AGL/869' MSL.
 Trees beginning 1633' from DER, 115' left of centerline, up to 74' AGL/871' MSL.
 Tree 1771' from DER, 938' right of centerline, 84' AGL/884' MSL.
 Trees beginning 1983' from DER, 45' right of centerline, up to 72' AGL/887' MSL.
 Trees beginning 2835' from DER, 167' right of centerline, up to 78' AGL/888' MSL.

FULTON, KY

FULTON (1M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 400-1¼ or std. w/min. climb of 314' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees, vehicles on roads, pole beginning 5' from DER, on centerline, up to 91' AGL/487' MSL.
 Poles, vehicles on roads beginning 38' from DER, 124' left of centerline, up to 25' AGL/423' MSL.
 Tree 338' from DER, 530' left of centerline, 94' AGL/493' MSL.
 Trees beginning 956' from DER, 665' left of centerline, up to 95' AGL/504' MSL.
 Trees beginning 2409' from DER, 822' right of centerline, up to 88' AGL/503' MSL.
 Tree 2582' from DER, 1025' right of centerline, 88' AGL/506' MSL.
 Trees beginning 2648' from DER, 773' right of centerline, up to 94' AGL/513' MSL.
 Trees beginning 3549' from DER, 16' left of centerline, up to 86' AGL/517' MSL.
 Trees beginning 3566' from DER, 42' right of centerline, up to 85' AGL/519' MSL.
 Trees beginning 4216' from DER, 1335' right of centerline, up to 104' AGL/530' MSL.
 Trees beginning 4349' from DER, 1229' right of centerline, up to 109' AGL/533' MSL.
 Tree 4551' from DER, 1650' right of centerline, 119' AGL/543' MSL.
 Tree 4646' from DER, 1709' right of centerline, 126' AGL/549' MSL.
 Antennas, towers beginning 1.3 NM from DER, 849' right of centerline, up to 327' AGL/725' MSL.
 Tower 1.5 NM from DER, 846' right of centerline, 258' AGL/666' MSL.
Rwy 27, trees, pole beginning 261' from DER, 238' right of centerline, up to 106' AGL/464' MSL.
 Trees, pole, antenna beginning 323' from DER, 247' left of centerline, up to 82' AGL/449' MSL.
 Tree, antenna beginning 971' from DER, 389' left of centerline, up to 80' AGL/460' MSL.
 Trees, antenna beginning 1241' from DER, 212' left of centerline, up to 84' AGL/464' MSL.
 Trees beginning 2315' from DER, 76' right of centerline, up to 110' AGL/472' MSL.
 Tree 3412' from DER, 1000' left of centerline, 466' MSL.
 Trees beginning 3451' from DER, 866' left of centerline, up to 106' AGL/470' MSL.
 Trees beginning 3480' from DER, 427' left of centerline, up to 114' AGL/471' MSL.

GALLATIN, TN

MUSIC CITY EXEC (XNX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4B 25JAN24 (24025) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1½ or std w/min climb of 310' per NM to 900..

DEPARTURE PROCEDURES:

Rwy 35, climb heading 353° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 99' from DER, left and right of centerline, up to 91' AGL/586' MSL.
 Pole 537' from DER, 605' left of centerline, 34' AGL/549' MSL.
 Trees beginning 940' from DER, left and right of centerline, up to 83' AGL/570' MSL.
Rwy 35, TL towers and poles beginning 131' from DER, left and right of centerline, up to 25' AGL/624' MSL.
 Terrain beginning 171' from DER, 447' left of centerline, up to 592' MSL.
 Vehicles on road beginning 199' from DER, left and right of centerline, up to 17' AGL/605' MSL.
 Trees and poles beginning 923' from DER, left and right of centerline, up to 91' AGL/702' MSL.
 Buildings beginning 1023' from DER, left and right of centerline, up to 26' AGL/623' MSL.
 TL towers beginning 1311' from DER, 452' left of centerline, up to 97' AGL/702' MSL.
 Trees and poles beginning 3251' from DER, left and right of centerline, up to 96' AGL/718' MSL.
 TL towers beginning 4374' from DER, 428' left of centerline, up to 95' AGL/722' MSL.

GEORGETOWN, KY

GEORGETOWN-SCOTT COUNTY RGNL (27K)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 29MAR18 (18088) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, Trees 3572' from DER, 162' left of centerline, 95' AGL/1042' MSL.
Rwy 21, Vehicle on road 270' from DER, 51' left of centerline, 15' AGL/944' 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

GLASGOW, KY

GLASGOW MUNI (GLW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28JUN12 (12180) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1½ or std. w/ min. climb of 633' per NM to 1000.**Rwy 26**, 300-1 or std. w/ min. climb of 297' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 075° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 2118' from DER, 1048' left of centerline, up to 100' AGL/889' MSL.

Tree 2336' from DER, 909' left of centerline, up to 100' AGL/869' MSL.

Terrain beginning 49' from DER, 9' left of centerline, up to 785' MSL.

Terrain beginning 183' from DER, 69' right of centerline, up to 728' MSL.

Rwy 26, multiple trees beginning 2098' from DER, left and right of centerline, up to 100' AGL/869' MSL.

GODMAN AAF (KFTK)

FORT KNOX, KY

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07SEP23 (23250) (USA)

TAKEOFF MINIMUMS:

Rwy 15, std w/min climb of 290'/NM to 1200 or 300-1½.

DEPARTURE PROCEDURE:

Rwys 15, 18, 33, 36, climb rwy hdg to 1200 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees 841' from DER, 378' left of centerline, 760' MSL.

Trees 1015' from DER, 690' left of centerline, 803' MSL.

Trees 2036' from DER, 885' right of centerline, 806' MSL.

Trees 2544' from DER, 468' left of centerline, 808' MSL.

Tank 5108' from DER, 1644' left of centerline, 130' AGL/875' MSL.

Tank 5216' from DER, 1639' left of centerline, 131' AGL/885' MSL.

Rwy 18, vehicle 250' from DER, 2' left of centerline, 735' MSL.

Trees 1685' from DER, on centerline, 806' MSL.

Rwy 33, vehicle 677' from DER, 512' left of centerline, 788' MSL.

Fence 693' from DER, 505' right of centerline, 775' MSL.

Trees 1010' from DER, 504' right of centerline, 861' MSL.

Fence 711' from DER, 515' left of centerline, 786' MSL.

Trees 2107' from DER, 27' left of centerline, 852' MSL.

Trees 3946' from DER, 1124' right of centerline, 863' MSL.

Power pole 1945' from DER, 589' left of centerline, 821' MSL.

Pylon 1946' from DER, 571' left of centerline, 59' AGL/817' MSL.

Pylon 1999' from DER, 281' left of centerline, 59' AGL/817' MSL.

Pylon 2054' from DER, 7' left of centerline, 59' AGL/814' MSL.

Pylon 2091' from DER, 223' right of centerline, 59' AGL/827' MSL.

Pylon 2116' from DER, 917' left of centerline, 59' AGL/835' MSL.

Pylon 2142' from DER, 467' right of centerline, 59' AGL/830' MSL.

Pylon 2184' from DER, 692' right of centerline, 59' AGL/837' MSL.

Pylon 2223' from DER, 917' right of centerline, 59' AGL/847' MSL.

Rwy 36, vehicle 252' from DER, 7' left of centerline, 10' AGL/768' MSL.

Vehicle 433' from DER, 1' right of centerline, 10' AGL/771' MSL.

Vehicle 1024' from DER, 620' left of centerline, 782' MSL.

Trees 3788' from DER, 821' left of centerline, 867' MSL.

Trees 3740' from DER, 664' left of centerline, 863' MSL.

Vehicle 663' from DER, 98' right of centerline, 777' MSL.

Rail cars 623' from DER, 2' right of centerline 23' AGL/794' MSL.

Vegetation 520' from DER, 142' right of centerline, 768' MSL.

Pylon 3311' from DER, 1173' left of centerline, 59' AGL/845' MSL.

GREENEVILLE, TN

GREENEVILLE MUNI (GCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 21MAY20 (20142) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-2 w/min. climb of 250' per NM to 4000, or 2700-3 for climb in visual conditions.**Rwy 23**, 300-1 w/min. climb of 285' per NM to 4400, or std. w/min. climb of 340' per NM to 4400, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, climb on heading 054° to 4000 before turning right.**Rwy 23**, climb on heading 234° to 4400 before turning left.

VCOA:

All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions, to cross Greeneville Muni airport at or above 4200 before proceeding on course.

CON'T



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



25219

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

25219

GREENEVILLE, TN (CON'T)

GREENEVILLE MUNI (GCY) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 5, lighting 20' from DER, 91' left of centerline, 4' AGL/1604' MSL.
Lighting 20' from DER, 88' right of centerline, 2' AGL/1603' MSL.
Terrain, vegetation beginning 65' from DER, 304' right of centerline, up to 1633' MSL.
Tree 85' from DER, 392' left of centerline, 1617' MSL.
Trees beginning 414' from DER, 346' right of centerline, up to 1645' MSL.
Trees beginning 543' from DER, 430' right of centerline, up to 1669' MSL.
Tree 1374' from DER, 746' right of centerline, 1728' MSL.
Trees beginning 1400' from DER, 288' right of centerline, up to 112' AGL/1757' MSL.
Tree, vegetation, terrain, fence beginning 1521' from DER, 32' right of centerline, up to 1789' MSL.
Trees beginning 3257' from DER, 17' left of centerline, up to 1716' MSL.
Trees beginning 3439' from DER, 589' right of centerline, up to 113' AGL/1791' MSL.
Trees beginning 3540' from DER, 318' right of centerline, up to 1810' MSL.
Tree, terrain beginning 3700' from DER, 180' right of centerline, up to 1846' MSL.
Trees beginning 3861' from DER, 50' left of centerline, up to 1724' MSL.
Trees beginning 3917' from DER, 18' right of centerline, up to 1857' MSL.
Tree, electrical system beginning 4545' from DER, 54' right of centerline, up to 100' AGL/1875' MSL.
Tree 4783' from DER, 6' left of centerline, 1740' MSL.
Tree 5064' from DER, 39' left of centerline, 94' AGL/1775' MSL.
Tree beginning 5112' from DER, 7' right of centerline, up to 100' AGL/1889' MSL.
Trees beginning 5201' from DER, 28' left of centerline, up to 1789' MSL.
Tree 5877' from DER, 174' left of centerline, 87' AGL/1794' MSL.
Trees beginning 5977' from DER, 175' left of centerline, up to 1803' MSL.
Tree 1 NM from DER, 197' left of centerline, 1805' MSL.
Trees beginning 1 NM from DER, 213' left of centerline, up to 1808' MSL.
Tree 1.4 NM from DER, 930' right of centerline, 1889' MSL.
Tree 1.4 NM from DER, 749' right of centerline, 1889' MSL.
Rwy 23, tree, lighting, sign beginning 111' from DER, 29' left of centerline, up to 83' AGL/1629' MSL.
Tree 2912' from DER, 1183' left of centerline, 129' AGL/1666' MSL.
Tree 3817' from DER, 1398' right of centerline, 1698' MSL.
Trees beginning 3998' from DER, 1398' right of centerline, up to 1728' MSL.
Trees beginning 4318' from DER, 1417' right of centerline, up to 1768' MSL.
Trees beginning 4362' from DER, 1332' right of centerline, up to 1773' MSL.

GREENVILLE, KY

MUHENBURG COUNTY (M21)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-1%.**Rwy 24**, 400-3 or std. w/min. climb of 465' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 6, terrain and trees beginning 246' from DER, 221' left of centerline, up to 100' AGL/539' MSL.
Terrain and trees beginning 1089' from DER, 35' right of centerline, up to 100' AGL/559' MSL.
Trees 1415' from DER, 195' right of centerline, up to 100' AGL/609' MSL.
Trees 1.1 NM from DER, 2312' left of centerline, up to 100' AGL/689' MSL.
Trees 1.4 NM from DER, 2564' left of centerline, up to 100' AGL/669' MSL.
Rwy 24, trees beginning 518' from DER, 363' left of centerline, up to 100' AGL/519' MSL.
Terrain and trees beginning 328' from DER, 502' right of centerline, up to 100' AGL/539' MSL.
Trees 2659' from DER, 326' left of centerline, up to 100' AGL/569' MSL.
Tower 2.4 NM from DER, 4098' left of centerline, 218' AGL/818' MSL.

HARDINSBURG, KY

BRECKINRIDGE COUNTY (I93)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, 300-2% or std. w/min. climb of 260' per NM to 1200 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE:

Rwy 28, climb on heading 281° to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 222' from DER, 328' left of centerline, 54' AGL/749' MSL.
Trees beginning 352' from DER, 315' left of centerline, up to 96' AGL/775' MSL.
Tree 531' from DER, 437' right of centerline, 41' AGL/749' MSL.
Rwy 28, tree, pole beginning 94' from DER, 505' right of centerline, up to 65' AGL/749' MSL.
Tree 198' from DER, 361' left of centerline, 30' AGL/729' MSL.
Tree, pole beginning 502' from DER, 259' right of centerline, up to 80' AGL/750' MSL.
Trees beginning 688' from DER, 28' right of centerline, up to 89' AGL/765' MSL.
Tree 930' from DER, 738' left of centerline, 77' AGL/755' MSL.
Tree 1091' from DER, 648' left of centerline, 89' AGL/770' MSL.

CON'T

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

25219

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

25219

HARDINSBURG, KY (CON'T)

BRECKINRIDGE COUNTY (I93) (CON'T)

Rwy 28 (CON'T), trees beginning 1111' from DER, 643' left of centerline, up to 81' AGL/772' MSL.
 Trees beginning 1355' from DER, 210' right of centerline, up to 91' AGL/771' MSL.
 Trees beginning 1477' from DER, 236' right of centerline, up to 97' AGL/777' MSL.
 Tree 2226' from DER, 812' left of centerline, 72' AGL/775' MSL.
 Tower 1.8 NM from DER, 581' left of centerline, 366' AGL/1007' MSL.

HARLAN, KY

TUCKER-GUTHRIE MEML (I35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08AUG24 (24221) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1 w/ min climb of 460'/NM to 4100, or 3000-3 for VCOA.
Rwy 26, 300-1 w/ min climb of 450'/NM to 3600, or 3000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 8, climb on heading 080° to 3900 before proceeding on course.
Rwy 26, climb on heading 250° to 2300 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tucker-Guthrie Meml airport at or above 4400 before proceeding on course

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 5' from DER, 9' right of centerline, up to 1610' MSL.
 Trees beginning 62' from DER, 94' left of centerline, up to 1584' MSL.
 Tree 184' from DER, 383' left of centerline, 1619' MSL.
 Trees beginning 233' from DER, 39' left of centerline, up to 1628' MSL.
 Trees beginning 363' from DER, 24' left of centerline, up to 1667' MSL.
 Trees beginning 564' from DER, 7' right of centerline, up to 1622' MSL.
 Tree 727' from DER, 164' right of centerline, 1630' MSL.
 Trees beginning 729' from DER, 19' right of centerline, up to 1647' MSL.
 Trees beginning 925' from DER, 74' right of centerline, up to 1694' MSL.
 Trees beginning 1085' from DER, 26' right of centerline, up to 1704' MSL.
 Trees beginning 1149' from DER, 117' right of centerline, up to 1706' MSL.
 Trees beginning 1278' from DER, 184' right of centerline, up to 1747' MSL.
 Trees beginning 1850' from DER, 249' right of centerline, up to 1759' MSL.
 Trees beginning 1963' from DER, 24' right of centerline, up to 1766' MSL.
 Tree 3418' from DER, 1039' left of centerline, 1687' MSL.
 Trees beginning 3446' from DER, 1230' left of centerline, up to 1709' MSL.
 Trees beginning 3548' from DER, 780' left of centerline, up to 1739' MSL.
 Trees beginning 3671' from DER, 544' left of centerline, up to 1801' MSL.
 Trees beginning 3767' from DER, 689' right of centerline, up to 1775' MSL.
 Trees beginning 3814' from DER, 809' right of centerline, up to 1786' MSL.
 Trees beginning 3905' from DER, 267' left of centerline, up to 1808' MSL.
 Water tower, tree beginning 3939' from DER, 577' right of centerline, up to 59' AGL/1789' MSL.
 Trees beginning 3963' from DER, 467' right of centerline, up to 1818' MSL.
 Tree 1.6 NM from DER, 2921' left of centerline, 1839' MSL.
 Tree 1.7 NM from DER, 2677' right of centerline, 1871' MSL.
 Trees beginning 1.8 NM from DER, 2347' right of centerline, up to 1980' MSL.
 Tree 1.8 NM from DER, 3428' left of centerline, 1897' MSL.
 Trees, transmission line beginning 1.9 NM from DER, 1263' right of centerline, up to 2098' MSL.
 Trees, pole beginning 1.9 NM from DER, 3305' left of centerline, up to 2002' MSL.
 Trees beginning 2 NM from DER, 983' right of centerline, up to 2187' MSL.
 Trees beginning 2.1 NM from DER, 2331' right of centerline, up to 2237' MSL.
 Trees beginning 2.2 NM from DER, 1070' right of centerline, up to 2268' MSL.
 Trees beginning 2.2 NM from DER, 3934' left of centerline, up to 100' AGL/2043' MSL.
 Trees beginning 2.4 NM from DER, 4280' left of centerline, up to 100' AGL/2049' MSL.
 Tree 2.5 NM from DER, 963' right of centerline, 2051' MSL.
Rwy 26, tree 60' from DER, 249' right of centerline, 1560' MSL.
 Tree 97' from DER, 239' left of centerline, 1540' MSL.
 Trees beginning 1806' from DER, 812' right of centerline, up to 1612' MSL.
 Trees beginning 1922' from DER, 167' right of centerline, up to 1630' MSL.
 Trees beginning 2021' from DER, 147' left of centerline, up to 1607' MSL.
 Tree 2119' from DER, 809' right of centerline, 1670' MSL.
 Trees beginning 2140' from DER, 11' right of centerline, up to 1713' MSL.
 Trees beginning 2293' from DER, 83' right of centerline, up to 1736' MSL.
 Trees beginning 2395' from DER, 146' right of centerline, up to 1745' MSL.
 Trees beginning 2589' from DER, 19' right of centerline, up to 1775' MSL.
 Trees, pole, antenna beginning 2823' from DER, on centerline, up to 1789' MSL.
 Trees beginning 3340' from DER, 108' left of centerline, up to 1637' MSL.
 Tree 4527' from DER, 15' left of centerline, 1656' MSL.
 Tree 4945' from DER, 29' left of centerline, 1701' MSL.
 Trees beginning 5137' from DER, 72' left of centerline, up to 1711' MSL.
 Trees beginning 1 NM from DER, 1252' right of centerline, up to 1796' MSL.
 Trees beginning 1.2 NM from DER, 2233' right of centerline, up to 1820' MSL.

CON'T

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

25219

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

25219

HARLAN, KY (CON'T)

TUCKER-GUTHRIE MEML (I35) (CON'T)

Rwy 26 (CON'T), trees beginning 1.3 NM from DER, 1887' right of centerline, up to 1833' MSL.
 Trees beginning 1.5 NM from DER, 1737' right of centerline, up to 2052' MSL.
 Tower, antenna 1.5 NM from DER, 1292' left of centerline, up to 343' AGL/1802' MSL.
 Trees beginning 1.8 NM from DER, 2429' right of centerline, up to 2136' MSL.
 Trees beginning 2.1 NM from DER, 1658' right of centerline, up to 2231' MSL.
 Trees beginning 2.2 NM from DER, 1997' right of centerline, up to 100' AGL/2325' MSL.
 Trees, transmission line beginning 2.3 NM from DER, 3798' right of centerline, up to 100' AGL/2364' MSL.
 Trees beginning 2.4 NM from DER, 1561' right of centerline, up to 100' AGL/2368' MSL.

HARTFORD, KY

OHIO COUNTY (JQD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 500-3 or std. w/ min. climb of 257' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 388' from DER, 508' right of centerline, up to 100' AGL/669' MSL.
 Trees beginning 1741' from DER, 890' left of centerline, up to 100' AGL/669' MSL.
 Tower 2.5 NM from DER, 3516' right of centerline, 290' AGL/950' MSL.
Rwy 21, trees beginning 79' from DER, 294' right of centerline, up to 100' AGL/585' MSL.
 Trees beginning 95' from DER, 279' left of centerline, up to 100' AGL/568' MSL.

HAZARD, KY

WENDELL H. FORD (CPF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 500-2½.
Rwy 14, 500-2½ w/min. climb of 291' per NM to 2300 or 1000-3 for climb in visual conditions.
Rwy 24, 500-2½.
Rwy 32, 300-2½ or std. w/min. climb of 363' per NM to 1700.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 065° to 1900 before proceeding on course.
Rwy 14, climb heading 145° to 2000 before proceeding on course, or for climb in visual conditions, cross Wendell H. Ford airport at or above 2100 before proceeding on course.
Rwy 24, climb heading 245° to 1900 before proceeding on course.
Rwy 32, climb heading 325° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 1457' from DER, left and right of centerline, up to 100' AGL/1699' MSL.
Rwy 14, rising terrain beginning 117' from DER, 125' right of centerline, up to 1435' MSL.
 Multiple pole, fence, bushes beginning 131' from DER, 415' right of centerline, up to 80' AGL/1477' MSL.
 Trees beginning 1284' from DER, left and right of centerline, up to 100' AGL/1659' MSL.
Rwy 24, trees beginning 13' from DER, left and right of centerline, up to 100' AGL/1739' MSL.
Rwy 32, multiple poles, buildings and antenna beginning 34' from DER, 471' left of centerline, up to 80' AGL/1279' MSL.
 Airplane on Rwy 6/24 155' from DER, 427' right of centerline, up to 25' AGL/1264' MSL.
 Multiple trees beginning 997' from DER, left and right of centerline, up to 100' AGL/1539' MSL.

HENDERSON, KY

HENDERSON CITY-COUNTY (EHR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13JAN11 (11013) (FAA)

DEPARTURE PROCEDURE:

Rwy 9, climb heading 089° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, vehicle on road 336' from DER, 365' left of centerline, 15' AGL/405' MSL.
 Poles beginning 422' from DER, 355' left of centerline, up to 36' AGL/421' MSL.
 Trees beginning 463' from DER, 523' left of centerline up to 88' AGL/473' MSL.
 Building and equipment on building 3604' from DER, 598' MSL left of centerline, up to 102' AGL/487' MSL.
 Elevator 3658' from DER, 1007' left of centerline, 137' AGL/527' MSL.
Rwy 27, vehicle on road 198' from DER, 437' left of centerline, 15' AGL/399' MSL.
 Pole 1806' from DER, 401' right of centerline, 48' AGL/433' MSL.
 Trees beginning 2343' from DER, 552' right of centerline, up to 100' AGL/489' MSL.
 Trees beginning 2563' from DER, 374' left of centerline, up to 109' AGL/489' 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

HOHENWALD, TN

PAUL BRIDGES FLD (0M3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11MAR10 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, 300-1¼ or std. w/min. climb of 246' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL.

Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL.

Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.

Rwy 20, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL.

Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL.

Power lines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 06OCT22 (22279) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, 300-1¼ or std. w/min. climb of 275' to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain 53' from DER, 498' left of centerline, 568' MSL.

Tree 1192' from DER, 417' right of centerline, 58' AGL/604' MSL.

Tree 1683' from DER, 371' left of centerline, 63' AGL/622' MSL.

Trees beginning 1904' from DER, 117' left of centerline, up to 88' AGL/651' MSL.

Trees beginning 2658' from DER, 752' left of centerline, up to 93' AGL/653' MSL.

Tree 3737' from DER, 1352' left of centerline, 88' AGL/662' MSL.

Transmission line 4394' from DER, 1574' left of centerline, 87' AGL/675' MSL.

Rwy 26, tree, vehicle on road beginning 175' from DER, 262' left of centerline, up to 54' AGL/568' MSL.

Tree 556' from DER, 535' right of centerline, 73' AGL/613' MSL.

Trees beginning 609' from DER, 40' left of centerline, up to 105' AGL/618' MSL.

Trees, poles beginning 785' from DER, 1' right of centerline, up to 91' AGL/621' MSL.

Trees beginning 1507' from DER, 12' left of centerline, up to 116' AGL/630' MSL.

Tower, trees beginning 2255' from DER, 111' left of centerline, up to 130' AGL/670' MSL.

Antenna, tree beginning 2469' from DER, 203' left of centerline, up to 134' AGL/676' MSL.

Trees beginning 2900' from DER, 424' right of centerline, up to 70' AGL/633' MSL.

Tree 4294' from DER, 873' right of centerline, 91' AGL/645' MSL.

Tree 4463' from DER, 1421' right of centerline, 73' AGL/653' MSL.

Tree 4614' from DER, 1499' right of centerline, 81' AGL/658' MSL.

Elevator, building 1.1 NM from DER, 1436' right of centerline, 210' AGL/778' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI (M53)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25FEB21 (21056) (FAA)

DEPARTURE PROCEDURE:

Rwy 4, climb on heading 075° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 17' from DER, 275' right of centerline, up to 84' AGL/494' MSL.

Trees beginning 66' from DER, 291' left of centerline, up to 472' MSL.

Trees beginning 342' from DER, 205' left of centerline, up to 476' MSL.

Trees beginning 802' from DER, 323' left of centerline, up to 478' MSL.

Trees beginning 936' from DER, 402' left of centerline, up to 485' MSL.

Trees beginning 984' from DER, 50' left of centerline, up to 96' AGL/503' MSL.

Trees beginning 1080' from DER, 28' right of centerline, up to 91' AGL/505' MSL.

Rwy 22, tree 61' from DER, 234' right of centerline, 435' MSL.

Traverse way beginning 80' from DER, 245' left of centerline, up to 416' MSL.

Trees, transmission line beginning 150' from DER, 0' right of centerline, up to 91' AGL/483' MSL.

Pole 265' from DER, 297' left of centerline, 437' MSL.

Trees beginning 493' from DER, 173' left of centerline, up to 444' MSL.

Trees beginning 584' from DER, 126' left of centerline, up to 449' MSL.

Trees beginning 622' from DER, 189' left of centerline, up to 480' MSL.

Trees, transmission line beginning 850' from DER, 16' left of centerline, up to 481' MSL.

HUNTINGDON, TN

SGT LEE RUSSELL CARROLL COUNTY (HZD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13JAN11 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 33' from DER, 4' right of centerline, up to 102' AGL/612' MSL.

Trees beginning 567' from DER, 88' left of centerline, up to 99' AGL/589' MSL.

Rwy 19, trees beginning 1647' from DER, 561' left of centerline to 215' right of centerline, up to 100' AGL/599' 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

JACKSBORO, TN

COLONEL TOMMY C STINER AIRFIELD(JAU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, NA-obstacles.

Rwy 5, std. w/min. climb of 477' per NM to 2400, or 1600-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 049° to 3400 before proceeding on course.

VCOA:

Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Colonel Tommy C Stiner Airfield at or above 2600 then proceed on VXV R-336 to 3400 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.

TAKEOFF OBSTACLE NOTES:

Rwy 5, vegetation beginning 17' from DER, 236' right of centerline, 100' AGL/1301' MSL.

Vegetation beginning 53' from DER, 26' left of centerline, up to 100' AGL/1255' MSL.

Vegetation beginning 2342' from DER, 37' left of centerline, up to 100' AGL/1288' MSL.

Vegetation beginning 2554' from DER, 254' left of centerline, up to 100' AGL/1324' MSL.

Vegetation beginning 2671' from DER, 48' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY

JULIAN CARROLL (JKL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree and vertical structure beginning 31' from DER, 368' right of centerline, up to 79' AGL/1426' MSL.

Trees beginning 48' from DER, 33' left of centerline, up to 78' AGL/1426' MSL.

Trees beginning 831' from DER, 504' right of centerline, up to 54' AGL/1431' MSL.

Tree 1614' from DER, 712' right of centerline, 94' AGL/1436' MSL.

Rwy 19, tree 79' from DER, 503' left of centerline, 111' AGL/1403' MSL.

Tree, vertical structure and fence beginning 160' from DER, 334' right of centerline, up to 103' AGL/1415' MSL.

Tree and bush beginning 170' from DER, 25' left of centerline, up to 95' AGL/1417' MSL.

Tree, fence and vertical structure beginning 241' from DER, 335' right of centerline, up to 75' AGL/1432' MSL.

Tree, fence and vertical structure beginning 320' from DER, 357' left of centerline, up to 106' AGL/1428' MSL.

Tree 438' from DER, 537' left of centerline, 93' AGL/1434' MSL.

Tree 567' from DER, 610' left of centerline, 80' AGL/1437' MSL.

JACKSON, TN

JACKSON RGNL (MKL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28FEB19 (24361) (FAA)

DEPARTURE PROCEDURE:

Rwy 2, climb heading 023° to 1100 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL.

Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL.

Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL.

Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL.

Rwy 11, trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL.

Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL.

Rwy 20, vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL.

Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL.

Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL.

Power lines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL.

Rwy 29, light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL.

Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL.

Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL.

Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY

RUSSELL COUNTY (K24)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17JAN08 (08017) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees 2071' from DER, 234' right of centerline, 54' AGL/1012' MSL.

Rwy 35, trees 2500' from DER, 99' left of centerline, 65' AGL/1076' 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

JAMESTOWN, TN

JAMESTOWN MUNI (2A1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07OCT21 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL.**Rwy 19**, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN

MARION COUNTY/BROWN FLD (APT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25FEB21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, std. w/min. climb of 460' per NM to 2600 or 2000-3 for climb in visual conditions.**Rwy 22**, std. w/min. climb of 305' per NM to 2300.

DEPARTURE PROCEDURE:

Rwy 22, climb heading 230° to 2300 before turning on course.

VCOA:

Rwy 4, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Marion County/ Brown Fld at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees, vegetation beginning 163' from DER, 161' left of centerline, up to 758' MSL.

Trees, vegetation beginning 691' from DER, 9' left of centerline, up to 764' MSL.

Trees beginning 1199' from DER, 87' right of centerline, up to 683' MSL.

Tree 1478' from DER, 120' right of centerline, 700' MSL.

Tree 1586' from DER, 74' right of centerline, 708' MSL.

Trees beginning 1658' from DER, 24' right of centerline, up to 711' MSL.

Trees beginning 2386' from DER, 34' right of centerline, up to 716' MSL.

Tree 2825' from DER, 57' right of centerline, 718' MSL.

Rwy 22, trees, transmission line beginning 129' from DER, 3' left of centerline, up to 685' MSL.

Trees, pole beginning 151' from DER, 19' right of centerline, up to 674' MSL.

Tree 1073' from DER, 141' right of centerline, 680' MSL.

Trees beginning 1110' from DER, 177' left of centerline, up to 686' MSL.

Trees, transmission line, pole beginning 1121' from DER, 19' right of centerline, up to 682' MSL.

Trees, pole, transmission line beginning 1202' from DER, 54' left of centerline, up to 687' MSL.

Trees beginning 1539' from DER, 77' right of centerline, up to 691' MSL.

Tree 1604' from DER, 157' left of centerline, 695' MSL.

Trees beginning 1715' from DER, 199' right of centerline, up to 701' MSL.

Trees beginning 1777' from DER, 64' right of centerline, up to 709' MSL.

Tree 1983' from DER, 33' left of centerline, 708' MSL.

Tree 2053' from DER, 294' right of centerline, 716' MSL.

Tree 2061' from DER, 231' left of centerline, 712' MSL.

Tree 2077' from DER, 135' left of centerline, 715' MSL.

Trees beginning 2084' from DER, 22' left of centerline, up to 723' MSL.

Trees beginning 2087' from DER, 167' right of centerline, up to 724' MSL.

Trees beginning 2216' from DER, 10' right of centerline, up to 728' MSL.

Trees beginning 2270' from DER, 89' left of centerline, up to 729' MSL.

Tree 3580' from DER, 206' right of centerline, 731' MSL.

Tree 3646' from DER, 160' left of centerline, 753' MSL.

Tree 3658' from DER, 65' right of centerline, 740' MSL.

Tree 3659' from DER, 43' left of centerline, 757' MSL.

Tree 3677' from DER, 211' right of centerline, 746' MSL.

Trees beginning 3742' from DER, 27' right of centerline, up to 756' MSL.

Trees beginning 3769' from DER, 23' left of centerline, up to 758' MSL.

KNOXVILLE, TN

KNOXVILLE DOWNTOWN ISLAND (DKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 26AUG10 (10238) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 400-2¼ or std. w/ min. climb of 395' per NM to 1400.**Rwy 26**, 500-2¾ w/ min. climb of 204' per NM to 1400 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 085° to intercept VXV R-053 to 4100 before proceeding on course.**Rwy 26**, climb heading 245° to intercept VXV R-275 to 3100 before proceeding on course or for climb in visual conditions cross Knoxville Downtown Island Airport at or above 3300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 31' from DER, 142' left of centerline, up to 96' AGL/871' MSL.

Trees beginning 2662' from DER, 856' right of centerline, up to 100' AGL/1219' MSL.

Rwy 26, trees beginning 1792' from DER, 883' right of centerline, up to 57' AGL/1056' MSL.

Trees beginning 4606' from DER, 1153' left of centerline, up to 100' AGL/1239' MSL.

Trees and buildings 1.65 NM from DER, 1241' left of centerline, up to 100' AGL/1259' MSL.

Trees and buildings beginning 1.67 NM from DER, 2666' right of centerline, up to 100' AGL/1328' 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

KNOXVILLE, TN (CON'T)

MC GHEE TYSON (TYS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 12AUG21 (21224) (FAA)

DEPARTURE PROCEDURE:

Rwys 5L/R, climb direct VXV VORTAC then on VXV VORTAC R-053 to 4100 before proceeding on course.

Rwys 23L/R, climb on VXV VORTAC R-226 to 4300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5R, terrain 53' from DER, 489' left of centerline, 967' MSL.

Poles beginning 96' from DER, 438' right of centerline, up to 45' AGL/976' MSL.

Rwy 23L, catenaries beginning 3690' from DER, 521' left of centerline, up to 144' AGL/1040' MSL.

Transmission line towers beginning 3885' from DER, 1003' left of centerline, up to 137' AGL/1049' MSL.

Rwy 23R, transmission line tower 3787' from DER, 1510' left of centerline, 117' AGL/1025' MSL.

LAFAYETTE, TN

LAFAYETTE MUNI (3M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (09099) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL.

Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL.

Rwy 19, tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL.

Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL.

Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL.

Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

LAWRENCEBURG, TN

LAWRENCEBURG/LAWRENCE COUNTY (FLEEMAN FLD) (2M2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 17' from DER, 483' right of centerline, up to 1003' MSL.

Trees, buildings, vehicles on road, pole beginning 140' from DER, 60' right of centerline, up to 1014' MSL.

Fence 150' from DER, 525' left of centerline, 7' AGL/932' MSL.

Tree, vehicles on road beginning 349' from DER, 471' left of centerline, up to 943' MSL.

Tree 400' from DER, 589' left of centerline, 954' MSL.

Trees beginning 439' from DER, 503' left of centerline, up to 965' MSL.

Tree 929' from DER, 586' left of centerline, 966' MSL.

Tree 1041' from DER, 656' left of centerline, 974' MSL.

Tree 1066' from DER, 580' left of centerline, 981' MSL.

Trees beginning 1070' from DER, 210' left of centerline, up to 984' MSL.

Trees, tank beginning 1180' from DER, 82' left of centerline, up to 1024' MSL.

Trees beginning 2180' from DER, 244' right of centerline, up to 1016' MSL.

Trees beginning 2380' from DER, 230' right of centerline, up to 1017' MSL.

Tree 2448' from DER, 1042' left of centerline, 1026' MSL.

Trees beginning 2486' from DER, 111' right of centerline, up to 1022' MSL.

Trees beginning 2505' from DER, 659' left of centerline, up to 1029' MSL.

Trees beginning 2533' from DER, 1' right of centerline, up to 1023' MSL.

Tree 2581' from DER, 825' right of centerline, 1029' MSL.

Trees beginning 2614' from DER, 212' right of centerline, up to 1032' MSL.

Trees beginning 2678' from DER, 568' left of centerline, up to 1034' MSL.

Tree 2794' from DER, 1007' left of centerline, 1040' MSL.

Trees beginning 2805' from DER, 8' left of centerline, up to 1043' MSL.

Trees beginning 2817' from DER, 413' right of centerline, up to 1035' MSL.

Trees beginning 2829' from DER, 27' right of centerline, up to 1039' MSL.

Trees beginning 3082' from DER, 156' right of centerline, up to 1041' MSL.

Trees beginning 3455' from DER, 114' right of centerline, up to 1047' MSL.

Trees beginning 3968' from DER, 122' right of centerline, up to 1051' MSL.

Building 4887' from DER, 1283' left of centerline, 1051' MSL.

Tree 5132' from DER, 1530' right of centerline, 1062' MSL.

Trees beginning 5182' from DER, 1425' right of centerline, up to 1067' MSL.

Tree 5272' from DER, 1479' right of centerline, 1072' MSL.

Trees beginning 5371' from DER, 1334' right of centerline, up to 1077' MSL.

Rwy 35, trees, buildings, pole, transmission line beginning 10' from DER, 61' left of centerline, up to 1031' MSL.

Tree 13' from DER, 293' right of centerline, 940' MSL.

Trees beginning 984' from DER, 673' right of centerline, up to 1010' MSL.

Trees, poles, transmission line beginning 1261' from DER, 4' right of centerline, up to 1028' MSL.

Trees beginning 3193' from DER, 468' right of centerline, up to 1046' MSL.

Trees beginning 3257' from DER, 426' right of centerline, up to 1048' 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

LEBANON, TN

LEBANON MUNI (M54)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Obstacles.**Rwy 19**, std. w/ min. climb of 285' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 19, for climb in visual conditions cross Lebanon Muni airport at or above 1500 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 432' from DER, 313' right of centerline, up to 63' AGL/662' MSL.

Road 348' from DER, 166' right of centerline, 15' AGL/568' MSL.

Power pole 1174' from DER, 445' right of centerline, 38' AGL/597' MSL.

Tree 2136' from DER, 8' left of centerline, 63' AGL/612' MSL.

Rwy 19, trees beginning 1339' from DER, 342' right of centerline, up to 74' AGL/844' MSL.

Road 334' from DER, 208' right of centerline, 15' AGL/607' MSL.

Trees beginning 2085' from DER, 511' left of centerline, up to 68' AGL/749' MSL.

LEITCHFIELD, KY

LEITCHFIELD-GRAYSON CO (M20)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25APR19 (19115) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicle on road, building 21' from DER, 454' right of centerline, 30' AGL/801' MSL.

Trees beginning 82' from DER, 337' left of centerline, up to 51' AGL/827' MSL.

Trees, vehicle on road, pole, terrain beginning 161' from DER, 129' right of centerline, up to 52' AGL/808' MSL.

Pole, terrain beginning 685' from DER, 129' right of centerline, up to 26' AGL/812' MSL.

Vehicle on road, terrain, building beginning 752' from DER, 202' right of centerline, up to 818' MSL.

Vehicle on road, terrain, pole, trees beginning 830' from DER, 67' right of centerline, up to 820' MSL.

Rwy 20, trees beginning 73' from DER, 289' right of centerline, up to 88' AGL/746' MSL.

Vegetation 204' from DER, 39' left of centerline, 23' AGL/714' MSL.

Tree 1633' from DER, 785' left of centerline, 66' AGL/752' MSL.

Tree 1686' from DER, 665' left of centerline, 75' AGL/754' MSL.

Trees beginning 1807' from DER, 524' left of centerline, up to 72' AGL/775' MSL.

Tree 1913' from DER, 854' left of centerline, 70' AGL/785' MSL.

Trees beginning 1921' from DER, 628' left of centerline, up to 88' AGL/789' MSL.

Trees beginning 2085' from DER, 758' left of centerline, up to 66' AGL/792' MSL.

Tree 2173' from DER, 263' right of centerline, 81' AGL/764' MSL.

Trees beginning 2298' from DER, 239' right of centerline, up to 82' AGL/773' MSL.

Trees beginning 2305' from DER, 825' left of centerline, up to 76' AGL/794' MSL.

Tree 2344' from DER, 1044' left of centerline, 76' AGL/812' MSL.

Trees, pole beginning 2399' from DER, 3' left of centerline, up to 79' AGL/827' MSL.

Trees beginning 2434' from DER, 138' right of centerline, up to 77' AGL/779' MSL.

Trees beginning 2587' from DER, 52' right of centerline, up to 72' AGL/790' MSL.

Tree 2884' from DER, 250' right of centerline, 60' AGL/791' MSL.

Tree 3047' from DER, 138' right of centerline, 57' AGL/796' MSL.

Trees beginning 3070' from DER, 19' right of centerline, up to 53' AGL/799' MSL.

Tree 3786' from DER, 240' right of centerline, 88' AGL/803' MSL.

Transmission line, trees beginning 3832' from DER, 82' left of centerline, up to 87' AGL/840' MSL.

Tree 4053' from DER, 430' right of centerline, 72' AGL/808' MSL.

Catenary 4393' from DER, 3' right of centerline, 90' AGL/822' MSL.

LEWISBURG, TN

ELLINGTON (LUG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUN14 (14177) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, 500-2½ or std. w/min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 20, climb heading 201° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees and navaid beginning 5' from DER, 496' right of centerline, up to 55' AGL/765' MSL.

Navaid 8' from DER, 112' left of centerline, 10' AGL/710' MSL.

Vehicles on road beginning 353' from DER, 594' right of centerline, up to 15' AGL/727' MSL.

Trees beginning 405' from DER, 569' left of centerline, up to 43' AGL/753' MSL.

Trees beginning 2071' from DER, 321' left of centerline, up to 89' AGL/789' MSL.

Trees and tower beginning 2182' from DER, 117' right of centerline, up to 117' AGL/798' MSL.

Rwy 20, trees and poles beginning 38' from DER, 418' left of centerline, up to 80' AGL/790' MSL.

Sign, trees, poles, vehicles on road, windsock and buildings beginning 56' from DER, 246' right of centerline, up to 76' AGL/786' MSL.

Trees beginning 1988' from DER, 701' left of centerline, up to 76' AGL/806' MSL.

Trees beginning 1857' from DER, 466' right of centerline, up to 86' AGL/806' 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

LEWISPORT, KY

HANCOCK COUNTY/RON LEWIS FLD (KY8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1¼ or std. w/min. climb gradient of 430' per NM to 700.

Rwy 23, 400-1¼ or std. w/min. climb gradient of 350' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 5, traverse way, fence beginning 3' from DER, 368' left of centerline, up to 426' MSL.

Trees beginning 424' from DER, 434' left of centerline, up to 468' MSL.

Electrical system beginning 1252' from DER, 665' right of centerline, up to 29' AGL/452' MSL.

Trees beginning 1686' from DER, 696' right of centerline, up to 555' MSL.

Electrical system, tree, building, pole beginning 2000' from DER, 134' right of centerline, up to 17' AGL/471' MSL.

Tree, electrical system, building, terrain, vertical structure, fence beginning 2892' from DER, 21' right of centerline, up to 566' MSL.

Tree, terrain beginning 3418' from DER, 8' right of centerline, up to 78' AGL/510' MSL.

Tree 5002' from DER, 31' left of centerline, 541' MSL.

Trees beginning 5008' from DER, 74' right of centerline, up to 559' MSL.

Tree 1 NM from DER, 465' right of centerline, 577' MSL.

Rwy 23, trees beginning 65' from DER, 401' right of centerline, up to 437' MSL.

Electrical system, vehicle on road, pole beginning 388' from DER, 425' right of centerline, up to 39' AGL/443' MSL.

Pole, electrical system beginning 564' from DER, 519' left of centerline, up to 34' AGL/438' MSL.

Trees beginning 2082' from DER, 77' left of centerline, up to 60' AGL/462' MSL.

Trees beginning 2682' from DER, 114' left of centerline, up to 506' MSL.

Trees beginning 2740' from DER, 23' right of centerline, up to 489' MSL.

Trees beginning 2763' from DER, 4' left of centerline, up to 518' MSL.

Trees beginning 3249' from DER, 6' left of centerline, up to 523' MSL.

Trees beginning 3254' from DER, 5' right of centerline, up to 510' MSL.

Trees beginning 3433' from DER, 16' right of centerline, up to 510' MSL.

Trees beginning 3865' from DER, 11' right of centerline, up to 509' MSL.

Tower, antenna beginning 1.3 NM from DER, 1460' left of centerline, up to 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS (LEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 301' from DER, 502' left of centerline, up to 100' AGL/1039' MSL.

Light 710' from DER, 657' right of centerline, 35' AGL/955' MSL.

Trees beginning 898' from DER, 501' right of centerline, up to 70' AGL/1041' MSL.

Trees beginning 1921' from DER, 520' left of centerline, up to 100' AGL/1042' MSL.

Rwy 9, antenna on glideslope 685' from DER, 189' right of centerline, 34' AGL/1014' MSL.

Trees beginning 1521' from DER, 905' left of centerline, up to 100' AGL/1039' MSL.

Rwy 22, trees beginning 6' from DER, 494' right of centerline, up to 100' AGL/999' MSL.

Trees beginning 374' from DER, 208' left of centerline, up to 100' AGL/1019' MSL.

Pole 4382' from DER, 1383' left of centerline, 110' AGL/1080' MSL.

Rwy 27, trees beginning 15' from DER, 453' left of centerline, up to 100' AGL/1059' MSL.

Trees beginning 456' from DER, 438' right of centerline, up to 100' AGL/1049' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL (PVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 269' from DER, 179' right of centerline, up to 100' AGL/619' MSL.

Trees beginning 258' from DER, 224' left of centerline, up to 100' AGL/599' MSL.

Rwy 19, trees beginning 157' from DER, 259' right of centerline, up to 100' AGL/579' MSL.

Trees beginning 227' from DER, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22OCT09 (09295) (FAA)

DEPARTURE PROCEDURE:

Rwy 21, climb heading 215° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL.

Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL.

Rwy 21, trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' 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

LONDON, KY

LONDON/CORBIN/MAGEE (LOZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 02MAY13 (21140) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 500-2 or std. w/min. climb of 449' per NM to 1900.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 53' from DER, 319' left of centerline, 40' AGL/1218' MSL.

Pole 127' from DER, 467' left of centerline, 40' AGL/1203' MSL.

Pole 130' from DER, 336' left of centerline, 40' AGL/1207' MSL.

Trees beginning 251' from DER, 336' left of centerline, up to 60' AGL/1221' MSL.

Trees beginning 577' from DER, 337' right of centerline, up to 60' AGL/1216' MSL.

Trees beginning 608' from DER, 62' left of centerline, up to 100' AGL/1256' MSL.

Tree 1300' from DER, 700' left of centerline, 100' AGL/1264' MSL.

Tree 1418' from DER, 441' right of centerline, 80' AGL/1228' MSL.

Trees beginning 1613' from DER, 224' right of centerline, up to 100' AGL/1247' MSL.

Trees beginning 1.3 NM from DER, 444' left of centerline, up to 100' AGL/1419' MSL.

Trees beginning 1.5 NM from DER, 716' left of centerline, up to 100' AGL/1616' MSL.

Tower 1.5 NM from DER, 1371' left of centerline, 120' AGL/1659' MSL.

Trees beginning 1.5 NM from DER, 2356' right of centerline, up to 100' AGL/1476' MSL.

Trees beginning 1.6 NM from DER, 1505' right of centerline, up to 100' AGL/1644' MSL.

Rwy 24, trees beginning 5' from DER, 312' left of centerline, up to 60' AGL/1258' MSL.

Tree 153' from DER, 471' right of centerline, 60' AGL/1258' MSL.

Power lines beginning 160' from DER, 384' left of centerline extending 263' from DER, 536' right of centerline, up to 40' AGL/1249' MSL.

Trees beginning 351' from DER, 391' left of centerline, up to 60' AGL/1273' MSL.

Trees beginning 581' from DER, 502' right of centerline, up to 100' AGL/1288' MSL.

Trees beginning 1122' from DER, 532' left of centerline, up to 100' AGL/1279' MSL.

Trees beginning 1155' from DER, 76' left of centerline, up to 100' AGL/1275' MSL.

Trees beginning 1249' from DER, 75' right of centerline, up to 100' AGL/1263' MSL.

LOUISVILLE, KY

BOWMAN FLD (LOU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1¼ or std w/min climb of 205'/NM to 900 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 6, terrain 57' from DER, 457' left of centerline, 535' MSL.

Trees beginning 335' from DER, 121' left of centerline, up to 32' AGL/553' MSL.

Trees beginning 357' from DER, 427' left of centerline, up to 568' MSL.

Tree 360' from DER, 330' right of centerline, 15' AGL/549' MSL.

Trees beginning 362' from DER, 82' right of centerline, up to 21' AGL/552' MSL.

Trees beginning 364' from DER, 71' left of centerline, up to 588' MSL.

Trees beginning 379' from DER, 345' right of centerline, up to 34' AGL/568' MSL.

Tree 409' from DER, 599' right of centerline, 38' AGL/569' MSL.

Tree 412' from DER, 522' right of centerline, 59' AGL/591' MSL.

Tree 413' from DER, 549' right of centerline, 593' MSL.

Trees beginning 435' from DER, 383' right of centerline, up to 595' MSL.

Trees beginning 461' from DER, 31' right of centerline, up to 71' AGL/602' MSL.

Trees beginning 713' from DER, 382' right of centerline, up to 75' AGL/603' MSL.

Trees beginning 884' from DER, 47' right of centerline, up to 616' MSL.

Trees beginning 1133' from DER, 157' left of centerline, up to 76' AGL/593' MSL.

Trees beginning 1397' from DER, 42' right of centerline, up to 90' AGL/619' MSL.

Trees beginning 1555' from DER, 146' left of centerline, up to 595' MSL.

Trees beginning 1809' from DER, 728' left of centerline, up to 92' AGL/598' MSL.

Trees beginning 1829' from DER, 409' left of centerline, up to 98' AGL/599' MSL.

Trees beginning 1953' from DER, 241' left of centerline, up to 98' AGL/604' MSL.

Trees beginning 2194' from DER, 182' left of centerline, up to 78' AGL/606' MSL.

Tree 2336' from DER, 556' left of centerline, 92' AGL/611' MSL.

Trees beginning 2359' from DER, 584' left of centerline, up to 87' AGL/612' MSL.

Trees beginning 2361' from DER, 522' left of centerline, up to 88' AGL/624' MSL.

Trees beginning 2581' from DER, 238' right of centerline, up to 93' AGL/620' MSL.

Trees beginning 2708' from DER, 681' left of centerline, up to 89' AGL/627' MSL.

Tree 2782' from DER, 852' left of centerline, 93' AGL/632' MSL.

Trees beginning 2800' from DER, 541' left of centerline, up to 102' AGL/642' MSL.

CONT

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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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LOUISVILLE, KY (CON'T)

BOWMAN FLD (LOU) (CON'T)

Rwy 15, vehicles on road 94' from DER, 498' right of centerline, 533' MSL.

Trees, vehicles on road, buildings, poles, antenna beginning 151' from DER, 6' right of centerline, up to 71' AGL/588' MSL.
Trees, building beginning 546' from DER, 541' left of centerline, up to 26' AGL/537' MSL.

Tree, poles beginning 671' from DER, 445' left of centerline, up to 34' AGL/544' MSL.

Poles, tree beginning 761' from DER, 353' left of centerline, up to 42' AGL/551' MSL.

Trees, pole beginning 850' from DER, 131' left of centerline, up to 63' AGL/571' MSL.

Tree 888' from DER, 503' left of centerline, 69' AGL/577' MSL.

Trees beginning 892' from DER, 17' left of centerline, up to 80' AGL/588' MSL.

Trees beginning 1393' from DER, 23' left of centerline, up to 89' AGL/593' MSL.

Trees beginning 1599' from DER, 150' right of centerline, up to 89' AGL/591' MSL.

Trees beginning 1690' from DER, 229' right of centerline, up to 594' MSL.

Trees beginning 1725' from DER, 18' right of centerline, up to 101' AGL/600' MSL.

Tree 2812' from DER, 1121' left of centerline, 94' AGL/595' MSL.

Trees beginning 2813' from DER, 1161' left of centerline, up to 103' AGL/604' MSL.

Tree 2900' from DER, 1191' left of centerline, 107' AGL/607' MSL.

Rwy 24, tanks, fence beginning 25' from DER, 378' left of centerline, up to 16' AGL/554' MSL.

Trees beginning 42' from DER, 443' right of centerline, up to 53' AGL/592' MSL.

Trees beginning 43' from DER, 372' left of centerline, up to 31' AGL/570' MSL.

Trees, fence, vehicles on road beginning 72' from DER, 2' left of centerline, up to 64' AGL/603' MSL.

Trees, fence, vehicles on road beginning 97' from DER, 10' right of centerline, up to 52' AGL/593' MSL.

Trees, building beginning 289' from DER, 87' left of centerline, up to 72' AGL/608' MSL.

Trees beginning 290' from DER, 213' right of centerline, up to 70' AGL/607' MSL.

Tree, buildings, poles beginning 302' from DER, 32' right of centerline, up to 615' MSL.

Trees, buildings, pole beginning 316' from DER, 26' left of centerline, up to 78' AGL/613' MSL.

Trees beginning 577' from DER, 18' right of centerline, up to 89' AGL/616' MSL.

Trees, building beginning 611' from DER, 4' left of centerline, up to 95' AGL/636' MSL.

Trees, buildings, poles beginning 640' from DER, 5' left of centerline, up to 103' AGL/645' MSL.

Trees beginning 662' from DER, 32' right of centerline, up to 95' AGL/622' MSL.

Trees, buildings, poles beginning 701' from DER, on centerline, up to 103' AGL/633' MSL.

Trees, buildings, poles, antenna beginning 831' from DER, 3' right of centerline, up to 107' AGL/645' MSL.

Trees, poles, buildings beginning 1159' from DER, 1' left of centerline, up to 104' AGL/646' MSL.

Trees, pole beginning 1828' from DER, 7' right of centerline, up to 115' AGL/666' MSL.

Trees beginning 2475' from DER, 24' left of centerline, up to 115' AGL/657' MSL.

Trees, building spire beginning 2617' from DER, 34' right of centerline, up to 113' AGL/668' MSL.

Tower 4793' from DER, 1710' right of centerline, 142' AGL/692' MSL.

Rwy 33, trees, vehicles on road, fence beginning 23' from DER, 3' right of centerline, up to 58' AGL/593' MSL.

Trees beginning 99' from DER, 474' left of centerline, up to 51' AGL/583' MSL.

Trees, fence, vehicles on road beginning 118' from DER, 3' left of centerline, up to 53' AGL/585' MSL.

Trees, vehicles on road beginning 197' from DER, 213' right of centerline, up to 53' AGL/594' MSL.

Trees beginning 419' from DER, 304' left of centerline, up to 83' AGL/621' MSL.

Trees beginning 449' from DER, 3' left of centerline, up to 85' AGL/623' MSL.

Trees beginning 545' from DER, 23' right of centerline, up to 80' AGL/617' MSL.

Trees beginning 2679' from DER, 1164' right of centerline, up to 90' AGL/620' MSL.

Trees beginning 3066' from DER, 1220' left of centerline, up to 91' AGL/624' MSL.

Trees beginning 3193' from DER, 494' right of centerline, up to 95' AGL/624' MSL.

Tree 3450' from DER, 1352' right of centerline, 89' AGL/626' MSL.

Trees beginning 3537' from DER, 1387' right of centerline, up to 99' AGL/637' MSL.

Tree 3705' from DER, 1486' right of centerline, 106' AGL/646' MSL.

Tree 3776' from DER, 1448' left of centerline, 102' AGL/640' MSL.

Tree 3897' from DER, 1436' left of centerline, 102' AGL/641' MSL.

Tree 4781' from DER, 1627' left of centerline, 115' AGL/660' MSL.

Tree 4882' from DER, 1313' left of centerline, 131' AGL/669' MSL.

Smoke stack 1.4 NM from DER, 1422' right of centerline, 222' AGL/770' MSL.

LOUISVILLE MUHAMMAD ALI INTL (SDF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

Rwy 17L, std. w/min. climb of 230' per NM to 1300.

Rwy 17R, std. w/min. climb of 260' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree, sign, vehicle on road, beginning 755' from DER, 210' left of centerline, up to 35' AGL/507' MSL.

Trees, beginning 1025' from DER, 416' right of centerline, up to 65' AGL/533' MSL.

Tree 1109' from DER, 542' left of centerline, 48' AGL/520' MSL.

Trees, beginning 1127' from DER, 218' left of centerline, up to 59' AGL/532' MSL.

Trees, beginning 1454' from DER, 298' left of centerline, up to 66' AGL/538' MSL.

Trees, beginning 1468' from DER, 776' right of centerline, up to 83' AGL/551' MSL.

Trees, beginning 1558' from DER, 301' left of centerline, up to 89' AGL/561' MSL.

Trees, beginning 1674' from DER, 247' left of centerline, up to 98' AGL/571' MSL.

Tree 2427' from DER, 489' right of centerline, 85' AGL/554' MSL.

Tree 2905' from DER, 876' right of centerline, 91' AGL/556' MSL.

Trees, beginning 2948' from DER, 563' right of centerline, up to 112' AGL/578' 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, KY (CON'T)

LOUISVILLE MUHAMMAD ALI INTL (SDF) (CON'T)

Rwy 17L, pole 327' from DER, 511' left of centerline, 32' AGL/493' MSL.
Tree, sign beginning 421' from DER, 301' left of centerline, up to 507' MSL.
NAVAID 497' from DER, 298' right of centerline, 22' AGL/485' MSL.
Pole 622' from DER, 642' right of centerline, 32' AGL/496' MSL.
Tree, pole beginning 1431' from DER, 542' left of centerline, up to 560' MSL.
Rwy 17R, pole 665' from DER, 334' left of centerline, 496' MSL.
Transmission line, pole beginning 747' from DER, 666' right of centerline, up to 48' AGL/505' MSL.
Transmission line 2392' from DER, 939' left of centerline, 70' AGL/531' MSL.
Rwy 29, terrain beginning 144' from DER, 316' left of centerline, up to 484' MSL.
NAVAID, tower, tree beginning 473' from DER, 72' right of centerline, up to 51' AGL/530' MSL.
Tree, pole beginning 691' from DER, 217' left of centerline, up to 41' AGL/520' MSL.
Tree, pole, transmission line beginning 1067' from DER, 87' right of centerline, up to 55' AGL/531' MSL.
Tree, stack beginning 1169' from DER, 285' left of centerline, up to 60' AGL/539' MSL.
Tree, pole, building beginning 1257' from DER, 1' left of centerline, up to 550' MSL.
Tree, pole beginning 1288' from DER, 31' right of centerline, up to 533' MSL.
Trees beginning 1779' from DER, 33' right of centerline, up to 60' AGL/534' MSL.
Trees beginning 1880' from DER, 24' right of centerline, up to 69' AGL/546' MSL.
Trees beginning 1979' from DER, 220' right of centerline, up to 82' AGL/560' MSL.
Tree 2247' from DER, 641' right of centerline, 96' AGL/574' MSL.
Trees beginning 3664' from DER, 65' left of centerline, up to 107' AGL/588' MSL.
Rwy 35L, electrical system 262' from DER, 262' left of centerline, 500' MSL.
Pole 274' from DER, 489' right of centerline, 36' AGL/510' MSL.
Pole 418' from DER, 451' right of centerline, 38' AGL/516' MSL.
Pole 690' from DER, 117' left of centerline, 35' AGL/509' MSL.
Pole 815' from DER, 228' right of centerline, 40' AGL/526' MSL.
Tree 915' from DER, 512' left of centerline, 524' MSL.
Pole 1245' from DER, 396' left of centerline, 40' AGL/528' MSL.
Pole 1395' from DER, 791' left of centerline, 46' AGL/538' MSL.
Tree 1600' from DER, 258' right of centerline, 545' MSL.
Tree 2547' from DER, 678' right of centerline, 560' MSL.
Roller coaster 2950' from DER, 237' right of centerline, 100' AGL/571' MSL.
Rwy 35R, pole 542' from DER, 457' right of centerline, 23' AGL/519' MSL.
Pole 721' from DER, 303' right of centerline, 31' AGL/522' MSL.
Tree 2272' from DER, 610' right of centerline, 562' MSL.
Tree 2403' from DER, 945' right of centerline, 580' MSL.

MADISONVILLE, KY

MADISONVILLE RGNL (2I0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, vegetation 52' from DER, 272' right of centerline, 422' MSL.
Terrain beginning 65' from DER, 269' left of centerline, up to 421' MSL.
Terrain beginning 170' from DER, 271' left of centerline, up to 426' MSL.
Terrain 261' from DER, 439' left of centerline, 427' MSL.
Terrain beginning 312' from DER, 439' left of centerline, up to 432' MSL.
Terrain beginning 461' from DER, 441' left of centerline, up to 434' MSL.
Terrain beginning 611' from DER, 503' left of centerline, up to 438' MSL.
Terrain beginning 727' from DER, 393' left of centerline, up to 439' MSL.
Tree 940' from DER, 622' left of centerline, 442' MSL.
Tree 1081' from DER, 584' left of centerline, 456' MSL.
Tree 1232' from DER, 719' left of centerline, 469' MSL.
Tree 2302' from DER, 910' left of centerline, 492' MSL.
Rwy 23, terrain beginning 17' from DER, 293' right of centerline, up to 468' MSL.
Terrain 69' from DER, 352' left of centerline, 442' MSL.
Tree, terrain beginning 110' from DER, 289' left of centerline, up to 451' MSL.
Tree 223' from DER, 492' left of centerline, 453' MSL.
Tree 370' from DER, 497' left of centerline, 461' MSL.
Tree 392' from DER, 497' left of centerline, 464' MSL.
Pole, terrain beginning 450' from DER, 430' right of centerline, up to 28' AGL/475' MSL.
Trees, terrain, pole, building beginning 609' from DER, 320' right of centerline, up to 61' AGL/532' MSL.
Tree, terrain beginning 845' from DER, 515' right of centerline, up to 537' MSL.
Tree, terrain, transmission line, pole, traverse way beginning 897' from DER, 119' right of centerline, up to 65' AGL/538' MSL.
Pole 962' from DER, 753' left of centerline, 470' MSL.
Building, poles, transmission lines beginning 968' from DER, 503' left of centerline, up to 35' AGL/475' MSL.
Tree 1189' from DER, 447' left of centerline, 495' MSL.
Trees, pole beginning 1203' from DER, 21' left of centerline, up to 504' MSL.
Tree 2919' from DER, 1098' left of centerline, 512' 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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MADISONVILLE, TN

MONROE COUNTY (MNV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25DEC03 (03359) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb via runway heading and VXV VORTAC R-231 northeast bound to 3100' before turning.

Rwy 23, climb via runway heading and VXV VORTAC R-231 southwest bound to 2700' before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 5, building 2340' from DER, 263' left of centerline, 88' AGL/1089' MSL.

Rwy 23, trees 1188' from DER, 211' left of centerline, 74' AGL/1105' MSL.

MARION, KY

MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, fence 2' from DER, 474' left of centerline, 7' AGL/642' MSL.

Trees, fence beginning 64' from DER, 248' left of centerline, up to 72' AGL/707' MSL.

Tree 106' from DER, 507' left of centerline, 712' MSL.

Trees beginning 210' from DER, 242' left of centerline, up to 716' MSL.

Trees beginning 2741' from DER, 1029' right of centerline, up to 88' AGL/702' MSL.

Trees beginning 2846' from DER, 719' right of centerline, up to 105' AGL/705' MSL.

Tree 3861' from DER, 1071' left of centerline, 94' AGL/725' MSL.

Rwy 25, trees beginning 29' from DER, 190' right of centerline, up to 60' AGL/690' MSL.

Tree 405' from DER, 301' left of centerline, 32' AGL/688' MSL.

Trees, pole, transmission line, building beginning 453' from DER, 302' left of centerline, up to 58' AGL/707' MSL.

Trees beginning 705' from DER, 308' left of centerline, up to 49' AGL/708' MSL.

Trees beginning 732' from DER, 5' left of centerline, up to 711' MSL.

Trees beginning 1144' from DER, 154' right of centerline, up to 72' AGL/693' MSL.

Trees beginning 1185' from DER, 71' right of centerline, up to 77' AGL/694' MSL.

Trees beginning 1379' from DER, 75' right of centerline, up to 97' AGL/708' MSL.

Trees beginning 1445' from DER, 33' right of centerline, up to 101' AGL/713' MSL.

Tree 1808' from DER, 14' right of centerline, 95' AGL/714' MSL.

Tree 1811' from DER, 30' left of centerline, 94' AGL/718' MSL.

Trees beginning 1827' from DER, 173' left of centerline, up to 74' AGL/722' MSL.

Trees beginning 1849' from DER, 370' left of centerline, up to 73' AGL/732' MSL.

Trees beginning 1883' from DER, 178' left of centerline, up to 85' AGL/735' MSL.

Trees beginning 2279' from DER, 867' left of centerline, up to 96' AGL/739' MSL.

Trees beginning 2542' from DER, 708' left of centerline, up to 94' AGL/740' MSL.

Trees beginning 2887' from DER, 726' left of centerline, up to 95' AGL/741' MSL.

MAYFIELD, KY

MAYFIELD GRAVES COUNTY (M25)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27JUN13 (13178) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, poles and trees beginning 126' from DER, 324' right of centerline, up to 73' AGL/584' MSL.

Vehicles on roadway beginning 466' from DER, 454' right of centerline, up to 15' AGL/550' MSL.

Vertical structure 567' from DER, 467' right of centerline, 28' AGL/539' MSL.

Trees beginning 795' from DER, 566' right of centerline, up to 84' AGL/595' MSL.

Trees beginning 1508' from DER, left and right of centerline, up to 100' AGL/583' MSL.

Rwy 19, rising terrain, vehicles on roadway and poles beginning 6' from DER, 105' right of centerline, up to 38' AGL/559' MSL.

Vertical structure 384' from DER, 222' right of centerline, 10' AGL/531' MSL.

Trees, poles and buildings beginning 441' from DER, 57' left of centerline, up to 58' AGL/569' MSL.

Vertical structure 630' from DER, 88' right of centerline, 22' AGL/543' MSL.

Trees, buildings and poles beginning 613' from DER, 2' right of centerline, up to 40' AGL/599' MSL.

Vehicles on roadway beginning 630' from DER, 88' right of centerline, up to 15' AGL/543' MSL.

Trees beginning 1589' from DER, 40' left of centerline, up to 100' AGL/639' MSL.

Trees beginning 1663' from DER, 133' right of centerline, up to 86' AGL/614' MSL.

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

25219

MC MINNVILLE, TN

WARREN COUNTY MEML (RNC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain 5' from DER, 495' left of centerline, 1032' MSL.

Fence, terrain beginning 170' from DER, 451' left of centerline, up to 6' AGL/1038' MSL.

Vehicles on road 201' from DER, 507' left of centerline, 3' AGL/1048' MSL.

Tree 416' from DER, 587' left of centerline, 39' AGL/1082' MSL.

Transmission line, pole beginning 522' from DER, 553' right of centerline, up to 21' AGL/1053' MSL.

Trees, transmission line, pole beginning 539' from DER, 528' right of centerline, up to 1092' MSL.

Tree 617' from DER, 480' left of centerline, 52' AGL/1084' MSL.

Tree 689' from DER, 553' left of centerline, 68' AGL/1096' MSL.

Tree 1975' from DER, 661' right of centerline, 82' AGL/1096' MSL.

Trees beginning 2054' from DER, 615' right of centerline, up to 1104' MSL.

Trees beginning 2208' from DER, 531' right of centerline, up to 1107' MSL.

Tree 2558' from DER, 1109' left of centerline, 1099' MSL.

Tree 2639' from DER, 850' right of centerline, 1113' MSL.

Trees beginning 2645' from DER, 547' right of centerline, up to 121' AGL/1115' MSL.

Tree 2993' from DER, 398' left of centerline, 1110' MSL.

Trees beginning 3004' from DER, 284' left of centerline, up to 105' AGL/1113' MSL.

Tree 3367' from DER, 24' right of centerline, 1116' MSL.

Trees beginning 3432' from DER, 12' left of centerline, up to 1118' MSL.

Tree 3523' from DER, 844' right of centerline, 106' AGL/1123' MSL.

Trees beginning 3533' from DER, 2' right of centerline, up to 1127' MSL.

Trees beginning 3634' from DER, 1103' left of centerline, up to 101' AGL/1127' MSL.

Tree 4103' from DER, 1345' right of centerline, 98' AGL/1136' MSL.

Tree 4660' from DER, 1571' right of centerline, 109' AGL/1144' MSL.

Tree 4760' from DER, 1563' right of centerline, 1151' MSL.

Rwy 23, terrain, lighting beginning 1' from DER, 125' left of centerline, up to 1036' MSL.

Lighting 9' from DER, 125' right of centerline, 3' AGL/1033' MSL.

Fence, terrain beginning 150' from DER, 310' right of centerline, up to 7' AGL/1043' MSL.

Fence 198' from DER, 348' right of centerline, 11' AGL/1044' MSL.

Tree 232' from DER, 349' right of centerline, 7' AGL/1048' MSL.

Tree, building beginning 247' from DER, 263' right of centerline, up to 1049' MSL.

Fence 391' from DER, 349' right of centerline, 6' AGL/1051' MSL.

Trees beginning 551' from DER, 540' left of centerline, up to 70' AGL/1117' MSL.

Tree, terrain beginning 902' from DER, 95' right of centerline, up to 1118' MSL.

Trees, building, pole beginning 925' from DER, 495' left of centerline, up to 1133' MSL.

Tree, terrain beginning 1048' from DER, 107' right of centerline, up to 1124' MSL.

Trees, terrain, fence, building, pole, transmission line beginning 1219' from DER, 104' right of centerline, up to 1152' MSL.

Trees beginning 1600' from DER, 488' left of centerline, up to 1135' MSL.

Tree, vehicles on road, terrain beginning 1616' from DER, 424' right of centerline, up to 1155' MSL.

Trees, vehicles on road beginning 1731' from DER, 48' left of centerline, up to 1136' MSL.

Tree, transmission line, pole beginning 1748' from DER, 646' right of centerline, up to 93' AGL/1169' MSL.

Trees, vehicles on road, terrain, fence, antenna, poles, transmission line, buildings beginning 1797' from DER, 10' right of centerline, up to 1173' MSL.

Tree 2544' from DER, 614' left of centerline, 1139' MSL.

Trees, vehicles on road, poles, transmission line, buildings beginning 2560' from DER, 116' left of centerline, up to 1144' MSL.

Trees beginning 3101' from DER, 65' left of centerline, up to 125' AGL/1177' MSL.

MEMPHIS, TN

GENERAL DEWITT SPAIN (M01)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 08MAR12 (12068) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, std. w/min. climb of 280' per NM to 1000, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 167° to 1000 before proceeding on course, or for climb in visual conditions, cross General Dewitt Spain Airport at or above 1200 before proceeding on course.**Rwy 35**, climb heading 347° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicles on roadway 354' from DER, 51' left and right of centerline, up to 15' AGL/239' MSL.

Trees beginning 107' from DER, 491' left of centerline, up to 100' AGL/319' MSL.

Tower 2.7 NM from DER, 3133' right of centerline, 465' AGL/735' MSL.

Rwy 35, trees beginning 15' from DER, 388' right of centerline, up to 100' AGL/324' MSL.

Trees beginning 1116' from DER, 17' left of centerline, up to 100' AGL/324' MSL.

Rising terrain 2268' from DER, 592' left of centerline, 285' 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

MEMPHIS, TN (CON'T)

MEMPHIS INTL (MEM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 17AUG17 (17229) (FAA)

DEPARTURE PROCEDURE:

Rwy 36C, climb heading 360° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.**Rwy 18R**, VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27, trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.**Rwy 36C**, light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO/BELL COUNTY (1A6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions.**Rwy 28**, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 10, climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro/Bell County airport at or above 3500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, road and vehicle 264' from DER, on centerline, 17' AGL/1166' MSL.

Trees 52' from DER, 223' right of centerline, 100' AGL/1249' MSL.

Trees 617' from DER, 100' AGL/1249' MSL.

Tower 5066' from DER, 1033' left of centerline, 198' AGL/1335' MSL.

Trees 1 NM from DER, 1354' right of centerline, 100' AGL/1379' MSL.

Trees 1.67 NM from DER, 1900' left of centerline, 100' AGL/1599' MSL.

Numerous trees beginning 2 NM from DER, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL.

200' AAO 3.15 NM from DER, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W BAKER (2M8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21MAR24 (24081) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ or std w/min climb of 230' per NM to 500, or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 185° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, lighting 40' from DER, 77' left of centerline, 3' AGL/244' MSL.

Lighting 40' from DER, 76' right of centerline, 3' AGL/244' MSL.

Building 147' from DER, 422' right of centerline, 24' AGL/263' MSL.

Tree 164' from DER, 422' right of centerline, 264' MSL.

Tree 713' from DER, 671' right of centerline, 311' MSL.

Trees beginning 911' from DER, 220' left of centerline, up to 268' MSL.

Trees beginning 914' from DER, 161' left of centerline, up to 278' MSL.

Trees beginning 949' from DER, 7' right of centerline, up to 326' MSL.

Tree 995' from DER, 489' left of centerline, 281' MSL.

Trees beginning 1048' from DER, 444' left of centerline, up to 301' MSL.

Trees beginning 1091' from DER, 534' right of centerline, up to 327' MSL.

Trees beginning 1171' from DER, 118' left of centerline, up to 310' MSL.

Tree 1731' from DER, 775' right of centerline, 328' MSL.

Trees, electrical systems, transmission line, pole beginning 1827' from DER, 12' right of centerline, up to 329' MSL.

Tree 2037' from DER, 22' left of centerline, 314' MSL.

Transmission line 2053' from DER, 975' left of centerline, 110' AGL/339' MSL.

Trees, electrical systems, transmission line beginning 2068' from DER, 53' left of centerline, up to 343' MSL.

Trees beginning 2295' from DER, 19' right of centerline, up to 339' MSL.

Trees beginning 2527' from DER, 7' left of centerline, up to 344' MSL.

Trees beginning 2813' from DER, 558' left of centerline, up to 354' MSL.

Trees beginning 2917' from DER, 6' left of centerline, up to 363' MSL.

Trees beginning 3147' from DER, 152' right of centerline, up to 355' MSL.

Trees beginning 3514' from DER, 35' right of centerline, up to 358' MSL.

Trees beginning 3686' from DER, 52' right of centerline, up to 359' MSL.

Trees beginning 3801' from DER, 38' left of centerline, up to 364' MSL.

Tree 4043' from DER, 132' right of centerline, 361' MSL.

Trees beginning 4090' from DER, 53' right of centerline, up to 365' MSL.

Tree 4795' from DER, 202' left of centerline, 365' MSL.

Tree 4798' from DER, 445' right of centerline, 366' MSL.

CON'T

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

25219

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

25219

MILLINGTON, TN (CON'T)

CHARLES W BAKER (2M8) (CON'T)

Rwy 36, lighting 39' from DER, 77' right of centerline, 3' AGL/249' MSL.
 Lighting 39' from DER, 77' left of centerline, 3' AGL/249' MSL.
 Trees beginning 101' from DER, 310' right of centerline, up to 309' MSL.
 Tree 387' from DER, 474' right of centerline, 318' MSL.
 Tree 477' from DER, 403' right of centerline, 324' MSL.
 Trees beginning 528' from DER, 331' right of centerline, up to 326' MSL.
 Tree 792' from DER, 437' right of centerline, 333' MSL.
 Tree 841' from DER, 663' right of centerline, 341' MSL.
 Trees beginning 895' from DER, 4' right of centerline, up to 344' MSL.
 Trees beginning 1329' from DER, 14' left of centerline, up to 340' MSL.
 Trees beginning 2060' from DER, 19' left of centerline, up to 344' MSL.
 Trees beginning 2167' from DER, 70' right of centerline, up to 350' MSL.
 Trees beginning 2206' from DER, 158' left of centerline, up to 345' MSL.
 Trees beginning 2266' from DER, 19' left of centerline, up to 355' MSL.
 Tree 2325' from DER, 231' right of centerline, 352' MSL.
 Trees beginning 2374' from DER, 50' right of centerline, up to 362' MSL.
 Trees beginning 2713' from DER, 31' left of centerline, up to 358' MSL.
 Trees beginning 2874' from DER, 379' right of centerline, up to 367' MSL.
 Trees beginning 2885' from DER, 493' right of centerline, up to 368' MSL.
 Trees beginning 2899' from DER, 31' left of centerline, up to 361' MSL.
 Trees beginning 3021' from DER, 88' right of centerline, up to 376' MSL.
 Trees beginning 3026' from DER, 262' right of centerline, up to 382' MSL.
 Trees beginning 3079' from DER, 211' right of centerline, up to 383' MSL.
 Tree 3183' from DER, 397' right of centerline, 387' MSL.
 Trees beginning 3184' from DER, 39' right of centerline, up to 389' MSL.
 Trees beginning 3193' from DER, 37' left of centerline, up to 369' MSL.
 Trees beginning 3574' from DER, 51' left of centerline, up to 373' MSL.
 Trees beginning 3596' from DER, on centerline, up to 392' MSL.
 Tree 3736' from DER, 1135' left of centerline, 382' MSL.
 Trees beginning 3762' from DER, 3' left of centerline, up to 386' MSL.
 Trees beginning 5303' from DER, 185' right of centerline, up to 394' MSL.
 Tree 5390' from DER, 1420' right of centerline, 401' MSL.
 Tree 5498' from DER, 1298' right of centerline, 395' MSL.

MILLINGTON/MEMPHIS (NQA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 13SEP18 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-174 or std. w/min. climb of 245' per NM to 600, or alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 62' from DER, 339' left of centerline, 365' MSL.
 Trees beginning 79' from DER, 487' left of centerline, up to 382' MSL.
 Terrain 97' from DER, 326' right of centerline, 323' MSL.
 Terrain 290' from DER, 501' right of centerline, 328' MSL.
 Fence beginning 318' from DER, 488' right of centerline, up to 7' AGL/336' MSL.
 Tree 587' from DER, 591' right of centerline, 368' MSL.
 Tree 1967' from DER, 119' right of centerline, 370' MSL.
 Tree 2198' from DER, 319' right of centerline, 376' MSL.
 Tree 2242' from DER, 924' left of centerline, 409' MSL.
 Tree 2354' from DER, 865' right of centerline, 410' MSL.
 Trees beginning 2382' from DER, 910' right of centerline, up to 428' MSL.
 Trees beginning 2408' from DER, 952' left of centerline, up to 422' MSL.
 Trees beginning 2670' from DER, 1202' right of centerline, up to 431' MSL.
 Trees beginning 3274' from DER, 268' right of centerline, up to 444' MSL.
 Trees beginning 3664' from DER, 1121' left of centerline, up to 426' MSL.
 Tree 3867' from DER, 1021' left of centerline, 428' MSL.
 Trees beginning 3920' from DER, 802' left of centerline, up to 433' MSL.
 Trees beginning 4022' from DER, 254' left of centerline, up to 434' MSL.
 Trees beginning 4191' from DER, 132' left of centerline, up to 448' MSL.
 Trees beginning 4194' from DER, 105' right of centerline, up to 455' MSL.
 Trees beginning 4255' from DER, 19' left of centerline, up to 457' MSL.
 Trees beginning 4293' from DER, 81' right of centerline, up to 456' MSL.
 Trees beginning 4511' from DER, 357' right of centerline, up to 459' MSL.
 Trees beginning 4751' from DER, 585' right of centerline, up to 471' MSL.
 Tree 5332' from DER, 1693' left of centerline, 465' MSL.
 Trees beginning 5356' from DER, 1675' left of centerline, up to 470' MSL.
 Tree 5476' from DER, 1873' left of centerline, 484' MSL.
 Trees beginning 5606' from DER, 1822' left of centerline, up to 489' MSL.
 Tree 5891' from DER, 1798' left of centerline, 474' MSL.

CON'T

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

25219

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

25219

MILLINGTON, TN (CON'T)

MILLINGTON/MEMPHIS (NQA) (CON'T)

Rwy 22, terrain 44' from DER, 484' left of centerline, 278' MSL.
 Tree 197' from DER, 497' left of centerline, 289' MSL.
 Trees beginning 1368' from DER, 291' right of centerline, up to 335' MSL.
 Trees beginning 3439' from DER, 1257' right of centerline, up to 371' MSL.
 Tree 3835' from DER, 670' right of centerline, 374' MSL.

MONTICELLO, KY

WAYNE COUNTY (EKQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03MAY12 (12124) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1¼.

Rwy 21, std. w/min. climb of 275' per NM to 1900 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 039° to 1700 before proceeding on course.

Rwy 21, climb heading 219° to 2000 before proceeding on course or for climb in visual conditions, cross Wayne County airport at or above 2200 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 1292' from DER, 533' right of centerline, up to 100' AGL/1139' MSL.

Trees beginning 1459' from DER, 16' left of centerline, up to 100' AGL/1179' MSL.

Vehicles on roadway beginning 1402' from DER, 329' right of centerline, up to 17' AGL/1096' MSL.

Rwy 21, vehicles on roadway beginning 570' from DER, 469' left of centerline, up to 17' AGL/996' MSL.

Trees beginning 932' from DER, 285' right of centerline, up to 100' AGL/1059' MSL.

Trees beginning 1254' from DER, 200' left of centerline, up to 100' AGL/1059' MSL.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (SYM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18SEP14 (14261) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees 777' from DER, 494' left of centerline, up to 77' AGL/1096' MSL.

Trees beginning 5041' from DER, 1228' right of centerline, 100' AGL/1139' MSL.

Rwy 20, vehicles on roadway, beginning 7' from DER, left and right of centerline, up to 15' AGL/1054' MSL.

Trees 432' from DER, 534' right of centerline, up to 75' AGL/1054' MSL.

Trees 1595' from DER, 716' left of centerline, up to 71' AGL/1090' MSL.

Trees beginning 3093' from DER, 954' right of centerline, up to 100' AGL/1159' MSL.

Tree 5021' from DER, 1767' right of centerline, 100' AGL/1179' MSL.

MORRISTOWN, TN

MOORE-MURRELL (MOR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 375' per NM to 3700, or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, for climb in visual conditions cross Moore-Murrell Airport at or above 2400 then on VXV VORTAC R-060 inbound to 4000 before proceeding on course.

Rwy 23, climb heading 233° and VXV VORTAC R-060 inbound to 4000 before proceeding on course.

VCOA:

Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Moore-Murrell Airport at or above 2400 then on VXV VORTAC R-060 inbound to 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, pole 2187' from DER, 517' right of centerline, up to 16' AGL/1356' MSL.

Vehicle on road 2019' from DER, 1018' left of centerline, up to 17' AGL/1337' MSL.

Windsock 66' from DER, 189' left of centerline, up to 8' AGL/1282' MSL.

Railroad at DER, 295' right of centerline, up to 15' AGL/1288' MSL.

Trees beginning 1065' from DER, 464' left of centerline, up to 54' AGL/1414' MSL.

Trees beginning 191' from DER, 274' right of centerline, up to 51' AGL/1311' MSL.

Rwy 23, pole 1442' from DER, 451' right of centerline, up to 54' AGL/1367' MSL.

Vehicle on road 23' from DER, 337' left of centerline, up to 17' AGL/1367' MSL.

Vehicle on road 1246' from DER, 113' right of centerline, up to 17' AGL/1369' MSL.

Trees beginning 1774' from DER, 753' right of centerline, up to 100' AGL/1460' MSL.

Buildings 1583' from DER, 690' right of centerline, up to 30' AGL/1370' MSL.

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

25219



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



25219

MOUNT STERLING, KY

MOUNT STERLING/MONTGOMERY COUNTY (IOB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 500-3 or std. w/min. climb of 225' per NM to 1600.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tower 2.6 NM from DER, 1674' right of centerline, 415' AGL/1425' MSL.

Trees beginning 33' from DER, 494' left of centerline, up to 100' AGL/1029' MSL.

Trees beginning 271' from DER, 568' right of centerline, up to 100' AGL/1019' MSL.

Rwy 21, trees beginning at DER, 289' left of centerline, up to 100' AGL/1149' MSL.

Trees beginning 301' from DER, 380' right of centerline, up to 100' AGL/1109' MSL.

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 05SEP24 (24249) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, 3700-3 for VCOA.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Johnson County airport at or above 5800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree 24' from DER, 130' right of centerline, 100' AGL/2341' MSL.

Trees, electrical system beginning 73' from DER, 1' right of centerline, up to 100' AGL/2397' MSL.

Trees beginning 136' from DER, 127' left of centerline, up to 100' AGL/2341' MSL.

Trees beginning 553' from DER, 256' left of centerline, up to 100' AGL/2345' MSL.

Trees, transmission line beginning 650' from DER, 138' right of centerline, up to 100' AGL/2404' MSL.

Trees beginning 761' from DER, 126' left of centerline, up to 100' AGL/2348' MSL.

Trees beginning 858' from DER, 2' right of centerline, up to 100' AGL/2423' MSL.

Trees, electrical system, transmission line beginning 1066' from DER, 2' right of centerline, up to 100' AGL/2476' MSL.

Trees beginning 1338' from DER, 126' left of centerline, up to 100' AGL/2351' MSL.

Trees, transmission line beginning 1643' from DER, 3' right of centerline, up to 100' AGL/2486' MSL.

Trees beginning 1657' from DER, 254' left of centerline, up to 100' AGL/2354' MSL.

Trees beginning 1914' from DER, 125' left of centerline, up to 100' AGL/2358' MSL.

Trees, tower beginning 2412' from DER, 4' right of centerline, up to 2504' MSL.

Trees beginning 2491' from DER, 124' left of centerline, up to 100' AGL/2361' MSL.

Trees beginning 2845' from DER, 133' right of centerline, up to 100' AGL/2512' MSL.

Trees beginning 3053' from DER, 4' right of centerline, up to 100' AGL/2551' MSL.

Trees beginning 3436' from DER, 253' left of centerline, up to 100' AGL/2368' MSL.

Trees beginning 3644' from DER, 123' left of centerline, up to 100' AGL/2377' MSL.

Trees beginning 4012' from DER, 252' left of centerline, up to 100' AGL/2387' MSL.

Trees beginning 4221' from DER, 123' left of centerline, up to 100' AGL/2394' MSL.

Trees beginning 4797' from DER, 121' left of centerline, up to 100' AGL/2400' MSL.

Trees, fence beginning 1.1 NM from DER, 137' right of centerline, up to 100' AGL/2600' MSL.

Trees beginning 1.2 NM from DER, 11' right of centerline, up to 100' AGL/2627' MSL.

Trees beginning 1.5 NM from DER, 1666' left of centerline, up to 100' AGL/2558' MSL.

Trees, pole beginning 1.6 NM from DER, 1021' left of centerline, up to 100' AGL/2597' MSL.

Trees beginning 1.7 NM from DER, 117' left of centerline, up to 100' AGL/2705' MSL.

Trees beginning 1.8 NM from DER, 11' right and left of centerline, up to 100' AGL/2758' MSL.

Trees beginning 1.9 NM from DER, 12' right and left of centerline, 2961' MSL.

Trees beginning 2 NM from DER, 12' right and left of centerline, up to 100' AGL/3145' MSL.

Trees, pole beginning 2.1 NM from DER, 50' left of centerline, up to 100' AGL/3201' MSL.

Trees beginning 2.3 NM from DER, 658' right of centerline, up to 100' AGL/3109' MSL.

Trees beginning 2.4 NM from DER, 143' right of centerline, up to 100' AGL/3198' MSL.

Rwy 25, vehicles on road 46' from DER, 227' left of centerline, 2261' MSL.

Tree 55' from DER, 461' left of centerline, 2345' MSL.

Trees beginning 90' from DER, 124' left of centerline, up to 100' AGL/2351' MSL.

Tree 109' from DER, 197' right of centerline, 2256' MSL.

Tree 138' from DER, 262' right of centerline, 100' AGL/2341' MSL.

Trees, vehicles on road beginning 250' from DER, 123' left of centerline, up to 100' AGL/2358' MSL.

Trees beginning 298' from DER, 4' right of centerline, up to 100' AGL/2348' MSL.

Trees beginning 987' from DER, 123' left of centerline, up to 100' AGL/2364' MSL.

Trees beginning 1355' from DER, 380' left of centerline, up to 100' AGL/2371' MSL.

Trees beginning 1452' from DER, 6' right of centerline, up to 100' AGL/2358' MSL.

Trees beginning 1563' from DER, 251' left of centerline, up to 100' AGL/2374' MSL.

Trees beginning 1660' from DER, 6' right of centerline, up to 100' AGL/2364' MSL.

Trees beginning 1723' from DER, 122' left of centerline, up to 100' AGL/2430' MSL.

Trees beginning 2092' from DER, 121' left of centerline, up to 100' AGL/2440' MSL.

Tree 3327' from DER, 1169' right of centerline, 100' AGL/2374' MSL.

Trees beginning 3363' from DER, 1286' right of centerline, up to 2452' MSL.

Tree 3535' from DER, 1299' right of centerline, 100' AGL/2463' MSL.

Trees beginning 3583' from DER, 1041' right of centerline, up to 2516' MSL.

Trees beginning 3744' from DER, 1170' right of centerline, up to 100' AGL/2574' 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

MOUNTAIN CITY, TN (CON'T) JOHNSON COUNTY (6A4) (CON'T)

Rwy 25 (CON'T), trees beginning 3952' from DER, 1217' right of centerline, up to 100' AGL/2676' MSL.
Trees beginning 4220' from DER, 1042' right of centerline, up to 2676' MSL.
Tree 4397' from DER, 1502' right of centerline, 2688' MSL.
Trees beginning 4435' from DER, 1171' right of centerline, up to 2762' MSL.
Trees beginning 4529' from DER, 1261' right of centerline, up to 100' AGL/2794' MSL.
Trees beginning 4587' from DER, 1474' right of centerline, up to 2794' MSL.
Trees beginning 4617' from DER, 913' right of centerline, up to 2844' MSL.
Trees beginning 4737' from DER, 527' right of centerline, up to 100' AGL/2892' MSL.
Trees beginning 5403' from DER, 1043' right of centerline, up to 2928' MSL.
Trees beginning 5522' from DER, 141' right of centerline, up to 100' AGL/2932' MSL.
Trees beginning 5702' from DER, 552' right of centerline, up to 2976' MSL.
Trees beginning 5731' from DER, 270' right of centerline, up to 100' AGL/3030' MSL.
Trees beginning 5939' from DER, 12' right of centerline, up to 100' AGL/3050' MSL.
Trees beginning 1 NM from DER, 115' left of centerline, up to 100' AGL/2522' MSL.
Trees, building, pole beginning 1.1 NM from DER, 1' left of centerline, up to 100' AGL/2591' MSL.
Trees beginning 1.3 NM from DER, 16' right of centerline, up to 100' AGL/3070' MSL.
Trees, building beginning 1.4 NM from DER, 17' right of centerline, 100' AGL/3152' MSL.
Trees beginning 1.5 NM from DER, 18' right of centerline, up to 100' AGL/3168' MSL.
Trees, building beginning 1.6 NM from DER, 19' right of centerline, up to 100' AGL/3253' MSL.
Trees beginning 1.7 NM from DER, 21' right of centerline, up to 100' AGL/3358' MSL.
Trees beginning 1.8 NM from DER, 107' left of centerline, up to 100' AGL/2604' MSL.
Trees beginning 1.9 NM from DER, 22' right and left of centerline, up to 100' AGL/3375' MSL.
Trees beginning 2 NM from DER, 103' left of centerline, up to 100' AGL/2650' MSL.

MURFREESBORO, TN MURFREESBORO MUNI (MBT) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5 20MAR25 (25079) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 400-2½ or std w/min climb of 205'/NM to 1100.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 184° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 18, light poles 20' from DER, 88' left of centerline, 3' AGL/616' MSL.
Light poles 20' from DER, 88' right of centerline, 3' AGL/615' MSL.
Trees beginning 50' from DER, 370' left of centerline, up to 670' MSL.
Building 145' from DER, 462' right of centerline, 19' AGL/634' MSL.
Trees beginning 196' from DER, 275' left of centerline, up to 672' MSL.
Tree 268' from DER, 485' right of centerline, 656' MSL.
Trees beginning 477' from DER, 196' right of centerline, up to 673' MSL.
Trees, buildings beginning 564' from DER, 151' left of centerline, up to 675' MSL.
Trees beginning 888' from DER, 183' right of centerline, up to 691' MSL.
Trees beginning 1384' from DER, 95' left of centerline, up to 676' MSL.
Tree 1427' from DER, 527' right of centerline, 698' MSL.
Trees beginning 1463' from DER, 25' right of centerline, up to 704' MSL.
Trees beginning 1506' from DER, 155' left of centerline, up to 684' MSL.
Trees beginning 1644' from DER, 66' left of centerline, up to 694' MSL.
Trees beginning 1823' from DER, 49' left of centerline, up to 702' MSL.
Trees beginning 1860' from DER, 74' right of centerline, up to 706' MSL.
Trees, pole beginning 1964' from DER, 40' left of centerline, up to 705' MSL.
Trees beginning 2119' from DER, 8' right of centerline, up to 711' MSL.
Trees beginning 2200' from DER, 129' left of centerline, up to 706' MSL.
Trees beginning 2318' from DER, 78' left of centerline, up to 708' MSL.
Tower, antenna beginning 1.9 NM from DER, 3197' right of centerline, up to 335' AGL/917' MSL.
Rwy 36, trees, terrain, light poles beginning 3' from DER, 90' right of centerline, up to 655' MSL.
Vehicles on road, sign, light poles, fence beginning 6' from DER, 89' left of centerline, up to 609' MSL.
Trees beginning 239' from DER, 531' right of centerline, up to 680' MSL.
Poles, trees beginning 640' from DER, 50' left of centerline, up to 72' AGL/674' MSL.
Trees beginning 928' from DER, 581' right of centerline, up to 663' MSL.
Trees beginning 2962' from DER, 439' left of centerline, up to 675' MSL.

MURRAY, KY KYLE-OAKLEY FLD (CEY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 15DEC11 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees and pole beginning 665' from DER, 473' right of centerline, up to 100' AGL/679' MSL.
Trees beginning 951' from DER, 346' left of centerline, up to 110' AGL/679' MSL.
Rwy 23, tree 16' from DER, 407' right of centerline, 69' AGL/660' MSL.
Trees beginning 144' from DER, 417' left of centerline, up to 85' AGL/689' 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

NASHVILLE, TN

JOHN C TUNE (JWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, std. w/min. climb of 207' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, departure must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 018° to 2300 before turning right.

Rwy 20, climb heading 198° to 2400 before proceeding on course.

VCOA:

Rwy 2, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to Cross John C Tune Airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, rising terrain beginning 454' from DER, from 492' left of centerline to 233' right of centerline, up to 539' MSL.

Trees beginning 838' from DER, from 633' right of centerline, up to 68' AGL/548' MSL.

Trees beginning 1326' from DER, from 693' left of centerline, up to 56' AGL/556' MSL.

Trees beginning 1607' from DER, from 627' left of centerline, up to 86' AGL/565' MSL.

Trees beginning, 1918' from DER, from 554' left of centerline, up to 86' AGL/574' MSL.

Rwy 20, runway end lights beginning 10' from DER, 10' right of centerline and 11' left of centerline, 3' AGL/459' MSL.

Trees beginning 1145' from DER, from 490' left of centerline, up to 62' AGL/502' MSL.

Trees beginning 1655' from DER, left and right of centerline, up to 88' AGL/508' MSL.

Transmission towers beginning 2983' from DER, from 746' left of centerline, up to 144' AGL/550' MSL.

NASHVILLE INTL (BNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, std. w/ min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE:

Rwy 20L, climb heading 201° to 1400 before turning right.

Rwys 20C, 20R climb heading 201° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2L, trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.

Rwy 13, blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.

Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.

Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.

Rwy 20C, trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.

Rwy 20L, trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.

Rwy 20R, flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.

Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.

Rwy 31, ground 2' from DER, 498' left of centerline, 541' MSL.

LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL.

Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL.

Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL.

Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL.

Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL.

Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL.

Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI (SCX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03OCT02 (02276) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 2800' from DER, 600' right of centerline, 69' AGL/1605' MSL.

Rwy 23, pole 950' from DER, on centerline, 42' AGL/1575' MSL.

Power line 2938' from DER, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO/DAVISS COUNTY RGNL (OWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5B 25FEB21 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 400-2 or std. w/min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 36, climb heading 002° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, building, pole beginning 288' from DER, 455' left of centerline, up to 444' MSL.

Tree 1489' from DER, 428' right of centerline, 448' MSL.

Trees beginning 1546' from DER, 463' right of centerline, up to 454' MSL.

Pole beginning 1835' from DER, 204' left of centerline, up to 45' AGL/452' 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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OWENSBORO, KY (CON'T)

OWENSBORO/DAVISS COUNTY RGNL (OWB) (CON'T)

Rwy 6 (CON'T), pole 1863' from DER, 412' left of centerline, 49' AGL/457' MSL.

Trees beginning 1898' from DER, 350' left of centerline, up to 461' MSL.

Tree 2130' from DER, 700' right of centerline, 53' AGL/458' MSL.

Tree 2191' from DER, 533' left of centerline, 57' AGL/465' MSL.

Trees beginning 2282' from DER, 482' left of centerline, up to 468' MSL.

Tree 2364' from DER, 642' left of centerline, 474' MSL.

Spire 2403' from DER, 894' left of centerline, 85' AGL/491' MSL.

Tree 2498' from DER, 494' right of centerline, 468' MSL.

Tree 2654' from DER, 628' right of centerline, 64' AGL/470' MSL.

Tree 2714' from DER, 599' right of centerline, 471' MSL.

Rwy 18, terrain 224' from DER, 555' right of centerline, 403' MSL.

Rwy 24, trees beginning 1281' from DER, 726' right of centerline, up to 79' AGL/479' MSL.

Trees beginning 2223' from DER, 82' right of centerline, up to 482' MSL.

Tree 2589' from DER, 963' left of centerline, 71' AGL/471' MSL.

Tree 2952' from DER, 1290' left of centerline, 86' AGL/485' MSL.

Rwy 36, tank, building beginning 395' from DER, 544' left of centerline, up to 19' AGL/433' MSL.

Trees beginning 478' from DER, 500' right of centerline, up to 435' MSL.

Tree 940' from DER, 496' left of centerline, 443' MSL.

Tree 1035' from DER, 502' right of centerline, 439' MSL.

PADUCAH, KY

BARKLEY RGNL (PAH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25FEB21 (21056) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 75' from DER, 299' left of centerline, 14' AGL/389' MSL.

Vegetation 131' from DER, 247' left of centerline, 395' MSL.

Trees, beginning 289' from DER, 475' left of centerline, up to 74' AGL/449' MSL.

Tree 696' from DER, 590' right of centerline, 427' MSL.

Trees, pole, electrical system, beginning 938' from DER, 2' right of centerline, up to 86' AGL/469' MSL.

Tree 1702' from DER, 489' left of centerline, 452' MSL.

Trees, beginning 1894' from DER, 441' left of centerline, up to 96' AGL/463' MSL.

Trees, beginning 2014' from DER, 4' left of centerline, up to 104' AGL/470' MSL.

Tree 3508' from DER, 883' right of centerline, 102' AGL/474' MSL.

Rwy 14, terrain 3' from DER, 497' right of centerline, 413' MSL.

Tree 142' from DER, 287' right of centerline, 13' AGL/420' MSL.

Tree 223' from DER, 271' right of centerline, 23' AGL/427' MSL.

Tree 1000' from DER, 205' right of centerline, 57' AGL/437' MSL.

Tree 1104' from DER, 396' right of centerline, 83' AGL/462' MSL.

Trees beginning 1143' from DER, 14' right of centerline, up to 89' AGL/469' MSL.

Tree 1160' from DER, 413' left of centerline, 101' AGL/481' MSL.

Trees beginning 1245' from DER, 63' left of centerline, up to 99' AGL/483' MSL.

Trees beginning 1665' from DER, 50' right of centerline, up to 69' AGL/471' MSL.

Trees beginning 1740' from DER, 13' right of centerline, up to 87' AGL/489' MSL.

Trees beginning 1933' from DER, 56' left of centerline, up to 99' AGL/491' MSL.

Trees beginning 1947' from DER, 4' left of centerline, up to 90' AGL/495' MSL.

Trees beginning 2483' from DER, 276' right of centerline, up to 69' AGL/504' MSL.

Tree 2559' from DER, 1068' right of centerline, 78' AGL/514' MSL.

Trees beginning 2837' from DER, 36' left of centerline, up to 89' AGL/498' MSL.

Trees beginning 2873' from DER, 265' right of centerline, up to 91' AGL/536' MSL.

Trees beginning 2966' from DER, 120' left of centerline, up to 92' AGL/504' MSL.

Trees beginning 3024' from DER, 11' left of centerline, up to 94' AGL/506' MSL.

Trees beginning 3041' from DER, 67' left of centerline, up to 93' AGL/510' MSL.

Trees beginning 3367' from DER, 178' right of centerline, up to 101' AGL/544' MSL.

Trees beginning 3818' from DER, 498' left of centerline, up to 93' AGL/519' MSL.

Tree 3987' from DER, 642' left of centerline, 91' AGL/520' MSL.

Trees beginning 5038' from DER, 962' right of centerline, up to 113' AGL/553' MSL.

Rwy 23, vegetation 3' from DER, 423' right of centerline, 17' AGL/426' MSL.

Trees beginning 24' from DER, 408' right of centerline, up to 43' AGL/445' MSL.

Tree 442' from DER, 570' right of centerline, 33' AGL/452' MSL.

Tree 572' from DER, 629' left of centerline, 467' MSL.

Tree 576' from DER, 602' right of centerline, 32' AGL/457' MSL.

Trees beginning 971' from DER, 582' left of centerline, up to 73' AGL/483' MSL.

Tree, traverses ways beginning 975' from DER, 651' right of centerline, up to 53' AGL/466' MSL.

Trees beginning 1414' from DER, 812' right of centerline, up to 56' AGL/494' MSL.

Trees beginning 2629' from DER, 963' left of centerline, up to 95' AGL/513' MSL.

Tree 2970' from DER, 1263' left of centerline, 93' AGL/514' MSL.

Trees beginning 3940' from DER, 359' left of centerline, up to 67' AGL/517' MSL.

Tree 4238' from DER, 216' left of centerline, 56' AGL/518' MSL.

Trees beginning 4363' from DER, 416' left of centerline, up to 82' AGL/528' 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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PADUCAH, KY (CON'T)

BARKLEY RGNL (PAH) (CON'T)

Rwy 32, terrain 18' from DER, 452' left of centerline, 393' MSL.
 Tree 217' from DER, 386' right of centerline, 28' AGL/416' MSL.
 Tree 376' from DER, 533' right of centerline, 458' MSL.
 Trees, pole beginning 378' from DER, 380' right of centerline, up to 83' AGL/460' MSL.
 Tree 507' from DER, 363' left of centerline, 30' AGL/422' MSL.
 Tree, pole beginning 611' from DER, 23' right of centerline, up to 82' AGL/463' MSL.
 Tree 812' from DER, 326' left of centerline, 46' AGL/432' MSL.
 Tree 886' from DER, 477' left of centerline, 65' AGL/437' MSL.
 Trees beginning 1066' from DER, 226' left of centerline, up to 71' AGL/444' MSL.
 Trees beginning 1605' from DER, 5' left of centerline, up to 97' AGL/459' MSL.
 Trees beginning 1976' from DER, 442' right of centerline, up to 89' AGL/467' MSL.
 Trees beginning 2289' from DER, 475' right of centerline, up to 104' AGL/471' MSL.
 Tree 2519' from DER, 14' left of centerline, 88' AGL/460' MSL.
 Trees beginning 2532' from DER, 6' left of centerline, up to 87' AGL/464' MSL.
 Tree 2687' from DER, 1041' right of centerline, 102' AGL/482' MSL.
 Trees beginning 2689' from DER, 531' left of centerline, up to 90' AGL/468' MSL.
 Tree 2999' from DER, 174' left of centerline, 103' AGL/469' MSL.
 Trees beginning 3022' from DER, 113' right of centerline, up to 132' AGL/487' MSL.
 Trees beginning 3187' from DER, 356' right of centerline, up to 143' AGL/497' MSL.

PARIS, TN

HENRY COUNTY (PHT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11MAR10 (10070) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicle on road 772' from DER, 93' right of centerline, up to 15' AGL/589' MSL.
 Trees beginning 1232' from DER, 258' left of centerline, up to 100' AGL/669' MSL.
Rwy 20, tree 2808' from DER, 630' right of centerline, 80' AGL/651' MSL.
 Rising terrain beginning 274' from DER, 388' left of centerline, 604' MSL.

PIKEVILLE, KY

PIKE COUNTY/HATCHER FLD (PBX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-1 or std. w/min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 9, for climb in visual conditions: cross Pike County/Hatcher Fld airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL.
 Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PINE KNOT, KY

MC CREARY COUNTY (18I)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:

Rwy 4, climb heading 040° to 1900 before turning right.

Rwy 22, climb heading 220° to 2000 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 73' from DER, 15' left of centerline, 218' right of centerline, up to 100' AGL/1439' MSL.
Rwy 22, trees beginning 473' from DER, 189' left of centerline, 380' right of centerline, up to 100' AGL/1499' MSL.

PORTLAND, TN

DOUGLAS HUNTER FLD (1M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (23054) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 501' from DER, 180' right of centerline, 100' AGL/839' MSL.

Tree 1564' from DER, 507' left of centerline, 100' AGL/839' MSL.

Rwy 19, multiple trees 673' from DER, 83' right of centerline, up to 100' AGL/919' MSL.



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



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PRESTONSBURG, KY

BIG SANDY RGNL (SJS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 30NOV23 (23334) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, sign, light poles beginning 22' from DER, 89' left of centerline, up to 2' AGL/1222' MSL.
Tree 30' from DER, 153' right of centerline, 1223' MSL.
Trees beginning 145' from DER, 400' left of centerline, up to 1263' MSL.
Rwy 21, tree 52' from DER, 369' left of centerline, 1173' MSL.
Trees beginning 68' from DER, 36' left of centerline, up to 1203' MSL.
Trees, pole, transmission line beginning 197' from DER, 136' right of centerline, up to 1226' MSL.
Trees beginning 1019' from DER, 205' left of centerline, up to 1219' MSL.
Tree 1203' from DER, 716' left of centerline, 1230' MSL.
Trees beginning 1243' from DER, 433' left of centerline, up to 1235' MSL.
Trees, transmission lines, terrain, poles, vehicles on roadway, utility building, electrical systems beginning 1316' from DER, 6' left of centerline, up to 1261' MSL.
Tree 1370' from DER, 84' right of centerline, 1228' MSL.
Pole, trees beginning 1393' from DER, 170' right of centerline, up to 41' AGL/1247' MSL.
Poles, vehicles on roadway, trees, terrain, utility building beginning 1527' from DER, 11' right of centerline, up to 38' AGL/1252' MSL.
Pole 2085' from DER, 74' right of centerline, 31' AGL/1259' MSL.
Transmission lines, trees, electrical system, pole beginning 2127' from DER, 98' right of centerline, up to 56' AGL/1262' MSL.
Trees, electrical system beginning 2294' from DER, 53' right of centerline, up to 1269' MSL.
Electrical system 2591' from DER, 724' left of centerline, 49' AGL/1271' MSL.
Electrical system 2631' from DER, 560' left of centerline, 52' AGL/1273' MSL.
Pole, trees, transmission lines, terrain beginning 2645' from DER, 74' left of centerline, up to 68' AGL/1284' MSL.
Terrain beginning 4077' from DER, 1393' left of centerline, up to 1287' MSL.

PRINCETON, KY

PRINCETON-CALDWELL COUNTY (2M0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25JUL13 (13206) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1% or std. w/min. climb of 280' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 14' from DER, 434' right of centerline, up to 100' AGL/779' MSL.
Trees beginning 314' from DER, 371' left of centerline, up to 58' AGL/577' MSL.
Rwy 23, structures and terrain beginning 11' from DER, 198' right of centerline, up to 4' AGL/599' MSL.
Structures and terrain beginning 40' from DER, 249' left of centerline, up to 4' AGL/593' MSL.
Trees beginning 385' from DER, 48' right of centerline, up to 73' AGL/622' MSL.
Trees beginning 421' from DER, 350' left of centerline, up to 68' AGL/647' MSL.
Utility poles beginning 764' from DER, 176' right of centerline, up to 33' AGL/613' MSL.

PULASKI, TN

ABERNATHY FLD (GZS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 22APR21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 300-2% or std. w/min. climb of 300' per NM to 1100.

Rwy 34, 400-3 or std. w/min. climb of 465' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 16, climb heading 155° to 1200 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 60' from DER, 159' right of centerline, up to 683' MSL.
Tree 382' from DER, 203' left of centerline, 661' MSL.
Tree 448' from DER, 216' left of centerline, 667' MSL.
Trees beginning 507' from DER, 407' left of centerline, up to 674' MSL.
Pole 1066' from DER, 141' right of centerline, 50' AGL/691' MSL.
Pole, cranes beginning 1117' from DER, 212' right of centerline, up to 43' AGL/694' MSL.
Trees beginning 1170' from DER, 587' left of centerline, up to 694' MSL.
Poles beginning 1435' from DER, 137' right of centerline, up to 64' AGL/705' MSL.
Trees beginning 5236' from DER, 308' right of centerline, up to 778' MSL.
Trees beginning 1.3 NM from DER, 1795' right of centerline, up to 100' AGL/871' MSL.
Trees beginning 1.4 NM from DER, 1783' right of centerline, up to 942' MSL.
Trees beginning 1.5 NM from DER, 2784' left of centerline, up to 943' MSL.
Trees beginning 1.7 NM from DER, 2610' left of centerline, up to 948' MSL.
Rwy 34, trees beginning 3' from DER, 189' left of centerline, up to 756' MSL.
Trees beginning 2912' from DER, 769' right of centerline, up to 792' MSL.
Tree 3226' from DER, 1060' right of centerline, 811' MSL.
Trees beginning 3269' from DER, 536' right of centerline, up to 814' MSL.
Trees beginning 3416' from DER, 353' right of centerline, up to 824' MSL.
Trees beginning 3432' from DER, 540' left of centerline, up to 780' MSL.

CONT



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



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

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PULASKI, TN (CON'T)

ABERNATHY FLD (GZS) (CON'T)

Rwy 34 (CON'T), trees beginning 3444' from DER, 390' left of centerline, up to 782' MSL.

Tree 3566' from DER, 701' left of centerline, 790' MSL.

Trees beginning 3588' from DER, 391' left of centerline, up to 802' MSL.

Trees beginning 3596' from DER, 445' right of centerline, up to 848' MSL.

Trees beginning 3656' from DER, 847' left of centerline, up to 810' MSL.

Trees beginning 3665' from DER, 842' right of centerline, up to 868' MSL.

Trees beginning 3749' from DER, 9' right of centerline, up to 873' MSL.

Tree 3826' from DER, 561' left of centerline, 823' MSL.

Trees beginning 3859' from DER, 856' left of centerline, up to 833' MSL.

Trees beginning 3878' from DER, 137' left of centerline, up to 841' MSL.

Trees beginning 4052' from DER, 163' left of centerline, up to 860' MSL.

Trees beginning 4080' from DER, 671' left of centerline, up to 880' MSL.

Trees beginning 4165' from DER, 427' right of centerline, up to 883' MSL.

Tree 4197' from DER, 377' right of centerline, 887' MSL.

Tree 4251' from DER, 17' left of centerline, 899' MSL.

Trees beginning 4256' from DER, 200' left of centerline, up to 916' MSL.

Trees beginning 4276' from DER, 576' left of centerline, up to 932' MSL.

Trees beginning 4278' from DER, 39' right of centerline, up to 900' MSL.

Trees beginning 4323' from DER, 14' left of centerline, up to 938' MSL.

Trees, terrain beginning 4405' from DER, 13' right of centerline, up to 924' MSL.

Trees beginning 5268' from DER, 348' left of centerline, up to 963' MSL.

Trees beginning 5323' from DER, 417' left of centerline, up to 965' MSL.

Trees, tower beginning 5431' from DER, 42' left of centerline, up to 981' MSL.

Trees beginning 5484' from DER, 8' right of centerline, up to 945' MSL.

Trees beginning 1 NM from DER, 29' right of centerline, up to 960' MSL.

Trees beginning 1.1 nm from DER, 185' left of centerline, up to 1004' MSL.

Trees beginning 1.1 NM from DER, 9' right of centerline, up to 1013' MSL.

Trees beginning 2.2 NM from DER, 1252' left of centerline, up to 1033' MSL.

Tree 2.3 NM from DER, 2547' left of centerline, 1071' MSL.

RICHMOND, KY

CENTRAL KENTUCKY RGNL (RGA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 21JUL16 (16203) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 180° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 19' from DER, 296' right of centerline, up to 1018' MSL.

Tree 579' from DER, 563' left of centerline, 1038' MSL.

Trees beginning 600' from DER, 479' left of centerline, 1048' MSL.

Trees, beginning 824' from DER, 579' right of centerline, 1055' MSL.

Trees, beginning 1637' from DER, 558' right of centerline, up to 1065' MSL.

Tree 2293' from DER, 374' left of centerline, 1068' MSL.

Tree 2355' from DER, 256' left of centerline, 1069' MSL.

Trees, beginning 2422' from DER, 36' left of centerline, up to 1073' MSL.

Trees, beginning 2443' from DER, 78' left of centerline, up to 1081' MSL.

Tree 2468' from DER, 109' right of centerline, 1070' MSL.

Tree 2605' from DER, 112' right of centerline, 1072' MSL.

Rwy 36, fence beginning 5' from DER, 402' right of centerline, up to 968' MSL.

Tree 21' from DER, 330' left of centerline, 978' MSL.

ROCKWOOD, TN

ROCKWOOD MUNI (RKW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (11349) (FAA)

DEPARTURE PROCEDURE:

Rwy 4, climb heading 044° to 2500 before turning left.

Rwy 22, climb heading 224° to 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 100' from DER, 234' right of centerline, up to 81' AGL/1646' MSL.

Trees beginning 593' from DER, 557' left of centerline, up to 88' AGL/1649' MSL.

Rwy 22, trees beginning 54' from DER, 101' left of centerline, up to 71' AGL/1676' MSL.

Trees beginning 630' from DER, 136' right of centerline, up to 70' AGL/1691' 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

ROGERSVILLE, TN

HAWKINS COUNTY (RVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 400-2½ or std. w/min. climb of 385' per NM to 1700.

Rwy 25, 400-2½ w/min. climb of 250' per NM to 1700 or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 071° to 3100 before proceeding on course.

Rwy 25, climb heading 236° to 2700 before proceeding on course.

VCOA:

Rwy 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hawkins County Airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees, terrain beginning 102' from DER, 193' left of centerline, up to 1317' MSL.

Tree 346' from DER, 253' right of centerline, 1274' MSL.

Trees beginning 349' from DER, 273' right of centerline, up to 1290' MSL.

Tree 1188' from DER, 783' left of centerline, 1320' MSL.

Tree 1211' from DER, 787' left of centerline, 1324' MSL.

Trees beginning 1221' from DER, 207' right of centerline, up to 1306' MSL.

Tree 1580' from DER, 775' left of centerline, 1337' MSL.

Tree 1730' from DER, 795' left of centerline, 1346' MSL.

Trees, building beginning 1752' from DER, 26' left of centerline, up to 1351' MSL.

Tree 3880' from DER, 1357' right of centerline, 1340' MSL.

Trees beginning 4070' from DER, 1580' left of centerline, up to 1354' MSL.

Tree 5591' from DER, 1996' left of centerline, 1391' MSL.

Trees beginning 5786' from DER, 1377' left of centerline, up to 1408' MSL.

Trees beginning 5965' from DER, 1557' left of centerline, up to 1424' MSL.

Trees beginning one NM from DER, 1331' left of centerline, up to 1523' MSL.

Trees, building beginning 1.1 NM from DER, 1790' left of centerline, up to 1566' MSL.

Tower 2.2 NM from DER, 3132' left of centerline, 223' AGL/1589' MSL.

Rwy 25, catenary, 1' from DER, 427' right of centerline, up to 44' AGL/1318' MSL.

Trees, beginning 75' from DER, 167' left of centerline, up to 1298' MSL.

Terrain 93' from DER, 196' right of centerline, 1265' MSL.

Building 153' from DER, 369' right of centerline, 34' AGL/1301' MSL.

Fence, trees, transmission line, pole, beginning 185' from DER, 143' right of centerline, up to 1308' MSL.

Trees, pole, transmission line, beginning 259' from DER, 105' left of centerline, up to 1309' MSL.

Tree 861' from DER, 565' right of centerline, 1326' MSL.

Trees, terrain, beginning 1087' from DER, 728' right of centerline, up to 1334' MSL.

Trees, beginning 2010' from DER, 393' left of centerline, up to 1331' MSL.

Tree 2088' from DER, 997' right of centerline, 1423' MSL.

Trees, terrain, beginning 2257' from DER, 596' right of centerline, up to 1453' MSL.

Tree 2344' from DER, 964' right of centerline, 1457' MSL.

Trees, terrain, fence, transmission line, poles, beginning 2440' from DER, 47' right of centerline, up to 1478' MSL.

Tree 3422' from DER, 204' left of centerline, 1341' MSL.

Tree 3461' from DER, 97' left of centerline, 1384' MSL.

Trees, beginning 3561' from DER, 7' left of centerline, up to 1402' MSL.

Trees, beginning 4089' from DER, 2' left of centerline, up to 1420' MSL.

Tree 4694' from DER, 1137' right of centerline, 1492' MSL.

Trees, transmission line, pole, beginning 4722' from DER, 18' right of centerline, up to 1503' MSL.

Trees, terrain, beginning 4863' from DER, 29' right of centerline, up to 1508' MSL.

Trees, terrain, beginning 5061' from DER, 19' right of centerline, up to 1526' MSL.

Trees, beginning 5200' from DER, 145' right of centerline, up to 1546' MSL.

Trees, terrain, beginning 5410' from DER, 295' right of centerline, up to 1569' MSL.

Trees, terrain, beginning 5644' from DER, 32' right of centerline, up to 1591' MSL.

Trees, beginning 5830' from DER, 388' right of centerline, up to 1600' MSL.

Trees, beginning 2 NM from DER, 3395' right of centerline, up to 1633' MSL.

Terrain+veg, trees beginning 2.2 NM from DER, 3420' right of centerline, up to 100' AGL/1846' MSL.

RUSSELLVILLE, KY

RUSSELLVILLE-LOGAN COUNTY (4M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree, pole beginning 13' from DER, 242' left of centerline, up to 48' AGL/687' MSL.

Tree 253' from DER, 347' right of centerline, 24' AGL/663' MSL.

Trees beginning 303' from DER, 389' left of centerline, up to 84' AGL/721' MSL.

Trees beginning 350' from DER, 346' right of centerline, up to 36' AGL/674' MSL.

Tree 473' from DER, 309' left of centerline, 87' AGL/723' MSL.

Trees beginning 1070' from DER, 432' left of centerline, up to 97' AGL/732' MSL.

Tree 1418' from DER, 638' right of centerline, 61' AGL/693' MSL.

Trees beginning 1438' from DER, 255' right of centerline, up to 86' AGL/718' MSL.

Transmission line 2580' from DER, 493' right of centerline, 84' AGL/731' MSL.

Catenary 2648' from DER, 2' right of centerline, 103' AGL/737' MSL.

CONT

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

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

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RUSSELLVILLE, KY (CON'T)

RUSSELLVILLE-LOGAN COUNTY (4M7) (CON'T)

Rwy 7 (CON'T), catenary 2698' from DER, 376' left of centerline, 105' AGL/740' MSL.

Transmission line 2752' from DER, 792' left of centerline, 101' AGL/742' MSL.

Transmission line 2791' from DER, 791' left of centerline, 90' AGL/744' MSL.

Tree 4099' from DER, 12' right of centerline, 101' AGL/762' MSL.

Rwy 25, traverse way, terrain beginning 3' from DER, 332' right of centerline, up to 699' MSL.

Pole 346' from DER, 532' right of centerline, 23' AGL/709' MSL.

SABRE AAF (FORT CAMPBELL) (KEOD)

CLARKSVILLE, TN

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10AUG23 (23222) (USA)

TAKEOFF MINIMUMS:

Rwy 23, std. w/min. climb of 289'/NM to 1000 or 300-1¼.

TAKEOFF OBSTACLE NOTES:

Rwy 23, twr 1.4 NM from DER, 1755' left of centerline, 210' AGL/862' MSL.

SAVANNAH, TN

SAVANNAH-HARDIN COUNTY (SNH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1 or std w/min climb of 415'/NM to 700.

Rwy 19, 400-2¼ or std w/min climb of 260'/NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 1, light poles 20' from DER, 88' right of centerline, 2' AGL/455' MSL.

Tree, pole beginning 31' from DER, 494' left of centerline, up to 534' MSL.

Tree 35' from DER, 412' right of centerline, 489' MSL.

Trees beginning 100' from DER, 188' right of centerline, up to 500' MSL.

Trees beginning 154' from DER, 420' left of centerline, up to 541' MSL.

Trees beginning 546' from DER, 183' left of centerline, up to 542' MSL.

Trees beginning 1177' from DER, 679' right of centerline, up to 518' MSL.

Trees beginning 1339' from DER, 586' right of centerline, up to 520' MSL.

Tree 1601' from DER, 753' right of centerline, 528' MSL.

Trees beginning 1699' from DER, 719' right of centerline, up to 544' MSL.

Trees beginning 1853' from DER, 708' right of centerline, up to 551' MSL.

Tree 2141' from DER, 972' right of centerline, 552' MSL.

Tree 2251' from DER, 821' right of centerline, 555' MSL.

Trees beginning 2280' from DER, 1022' right of centerline, up to 573' MSL.

Tree 2441' from DER, 822' right of centerline, 575' MSL.

Trees beginning 2449' from DER, 654' right of centerline, up to 577' MSL.

Trees beginning 2588' from DER, 501' right of centerline, up to 591' MSL.

Trees beginning 2843' from DER, 867' right of centerline, up to 596' MSL.

Tree 2981' from DER, 1178' right of centerline, 607' MSL.

Trees beginning 3103' from DER, 92' right of centerline, up to 607' MSL.

Rwy 19, terrain 3' from DER, 178' right of centerline, 474' MSL.

Fence, terrain beginning 32' from DER, 299' right of centerline, up to 7' AGL/483' MSL.

Pole 244' from DER, 547' left of centerline, 39' AGL/503' MSL.

Tree 341' from DER, 527' left of centerline, 533' MSL.

Trees beginning 387' from DER, 418' left of centerline, up to 543' MSL.

Trees, poles beginning 633' from DER, 23' left of centerline, up to 546' MSL.

Trees, light poles, vertical structure, poles beginning 683' from DER, 2' right of centerline, up to 541' MSL.

Trees, building, antenna beginning 1328' from DER, 9' right of centerline, up to 582' MSL.

Trees beginning 1420' from DER, 30' left of centerline, up to 554' MSL.

Trees beginning 1582' from DER, 30' left of centerline, up to 576' MSL.

Trees beginning 1744' from DER, 73' right of centerline, up to 583' MSL.

Trees beginning 2269' from DER, 28' right of centerline, up to 587' MSL.

Trees beginning 2774' from DER, 2' left of centerline, up to 578' MSL.

Trees beginning 2858' from DER, on centerline, up to 588' MSL.

Trees beginning 1.2 NM from DER, 2542' right of centerline, up to 693' MSL.

Trees beginning 1.3 NM from DER, 2479' right of centerline, up to 708' MSL.

Trees beginning 1.4 NM from DER, 2622' right of centerline, up to 725' MSL.

Trees beginning 1.6 NM from DER, 2442' right of centerline, up to 729' MSL.

Tree 1.6 NM from DER, 2057' left of centerline, 726' MSL.

Trees beginning 1.7 NM from DER, 2670' right of centerline, up to 765' MSL.

Tree 1.8 NM from DER, 3331' right of centerline, 762' MSL.

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

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

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SE-1



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



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SELMER, TN

ROBERT SIBLEY (SZY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, terrain beginning 71' from DER, 154' right of centerline, up to 644' MSL.

Trees beginning 104' from DER, 405' right of centerline, up to 76' AGL/695' MSL.

Pole 1208' from DER, 810' right of centerline, 28' AGL/687' MSL.

Pole 1857' from DER, 380' right of centerline, 45' AGL/664' MSL.

Rwy 35, vehicles on roadway 107' from DER, on centerline, up to 15' AGL/622' MSL.

Trees beginning 95' from DER, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN

GATLINBURG-PIGEON FORGE (GKT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4B 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std w/min climb of 320'/NM to 2900, or 1000-3 for VCOA.**Rwy 28**, 400-2% or std w/min climb of 215'/NM to 1500.

DEPARTURE PROCEDURE:

Rwy 10, climbing left turn to intercept VXV VORTAC R-090 to VXV VORTAC to 5000 before proceeding on course.**Rwy 28**, climb on heading 282° to intercept VXV VORTAC R-090 then to VXV VORTAC to 5000 before proceeding on course.

VCOA:

Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Gatlinburg-Pigeon Forge airport westbound at or above 1900 climb on VXV VORTAC R-120 to VXV VORTAC to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees beginning 194' from DER, 378' right of centerline, up to 80' AGL/1123' MSL.

Trees beginning 300' from DER, 350' left of centerline, up to 80' AGL/1123' MSL.

Trees beginning 716' from DER, 255' left of centerline, up to 85' AGL/1131' MSL.

Power line 941' from DER, 602' right of centerline, 55' AGL/1079' MSL.

Rwy 28, trees beginning 184' from DER, 259' left of centerline, up to 45' AGL/1071' MSL.

Trees beginning 949' from DER, 376' right of centerline, up to 45' AGL/1116' MSL.

Tower 1119' from DER, 624' right of centerline, 78' AGL/1079' MSL.

Tower 2.2 NM from DER, 2629' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN

BOMAR FLD/SHELBYVILLE MUNI (SYI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31JUL08 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 180° to 1600 before turning left.**Rwy 36**, climb heading 345° to 1700 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 81' from DER, 176' right of centerline, up to 100' AGL/890' MSL.

Tree 86' from DER, 199' left of centerline, up to 100' AGL/880' MSL.

Rwy 36, trees and terrain 505' from DER, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN

SMITHVILLE MUNI (0A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees and terrain beginning 76' from DER, 256' right of centerline, up to 100' AGL/1199' MSL.

Trees beginning 733' from DER, 11' left of centerline up to 100' AGL/1119' MSL.

Rwy 24, trees and terrain beginning 76' from DER, 8' left of centerline, up to 100' AGL/1119' MSL.

Trees and terrain beginning 83' from DER, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN

SMYRNA (MQY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 19, 300-2% or std. w/min. climb of 255' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.**Rwy 32**, 300-1 or std. w/min. climb of 260' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 1, climb heading 006° to 1200 before turning northeast.

CON'T



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



25219

SE-1

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

25219

SMYRNA, TN (CON'T)

SMYRNA (MQY) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 1, lighting 32' from DER, 120' right of centerline, 2' AGL/523' MSL.
Lighting 141' from DER, 250' left of centerline, 6' AGL/528' MSL.
Trees beginning 776' from DER, 26' right of centerline, up to 590' MSL.
Tree 991' from DER, 525' left of centerline, 564' MSL.
Trees beginning 1101' from DER, 53' left of centerline, up to 566' MSL.
Tree 1202' from DER, 263' left of centerline, 568' MSL.
Trees, beginning 1241' from DER, 26' left of centerline, up to 612' MSL.
Trees beginning 1436' from DER, 20' right of centerline, up to 601' MSL.
Trees beginning 1676' from DER, 9' right of centerline, up to 614' MSL.
Trees beginning 2085' from DER, 816' right of centerline, up to 615' MSL.
Trees beginning 2250' from DER, 819' left of centerline, up to 617' MSL.
Rwy 14, lighting 9' from DER, 104' right of centerline, 4' AGL/520' MSL.
Lighting 37' from DER, 254' left of centerline, 4' AGL/520' MSL.
Tree 1319' from DER, 808' left of centerline, 572' MSL.
Tree 3208' from DER, 198' left of centerline, 598' MSL.
Rwy 19, lighting 9' from DER, 125' right of centerline, 3' AGL/521' MSL.
Lighting 9' from DER, 125' left of centerline, 3' AGL/521' MSL.
Pole 1468' from DER, 139' left of centerline, 23' AGL/556' MSL.
Pole 1473' from DER, 40' left of centerline, 26' AGL/558' MSL.
Transmission line, pole, trees beginning 1547' from DER, 24' right of centerline, up to 50' AGL/580' MSL.
Pole 1594' from DER, 122' left of centerline, 33' AGL/566' MSL.
Tree 1647' from DER, 251' left of centerline, 577' MSL.
Trees, pole beginning 1690' from DER, 18' left of centerline, up to 609' MSL.
Tree 1786' from DER, 79' right of centerline, 590' MSL.
Trees beginning 1846' from DER, 293' right of centerline, up to 596' MSL.
Tree 1900' from DER, 571' left of centerline, 619' MSL.
Trees beginning 1973' from DER, 20' left of centerline, up to 626' MSL.
Tree 2038' from DER, 843' right of centerline, 597' MSL.
Tree 2057' from DER, 75' right of centerline, 600' MSL.
Trees beginning 2099' from DER, 316' right of centerline, up to 606' MSL.
Tree 2260' from DER, 648' right of centerline, 609' MSL.
Trees beginning 2271' from DER, 203' right of centerline, up to 613' MSL.
Trees beginning 2525' from DER, 40' right of centerline, up to 614' MSL.
Trees beginning 2973' from DER, 379' left of centerline, up to 634' MSL.
Trees beginning 3022' from DER, 28' left of centerline, up to 639' MSL.
Trees beginning 3546' from DER, 193' right of centerline, up to 618' MSL.
Tower, antenna beginning 1.7 NM from DER, 2303' right of centerline, up to 143' AGL/788' MSL.
Rwy 32, lighting 10' from DER, 105' right of centerline, 3' AGL/545' MSL.
Tree 78' from DER, 503' left of centerline, 563' MSL.
Trees beginning 89' from DER, 438' left of centerline, up to 598' MSL.
Trees beginning 402' from DER, 472' right of centerline, up to 583' MSL.
Tree 888' from DER, 552' right of centerline, 585' MSL.
Trees beginning 1067' from DER, 25' right of centerline, up to 588' MSL.
Trees beginning 1158' from DER, 82' left of centerline, up to 600' MSL.
Tree 1278' from DER, 86' right of centerline, 593' MSL.
Trees beginning 1310' from DER, 110' right of centerline, up to 598' MSL.
Tree 1339' from DER, 517' left of centerline, 609' MSL.
Trees beginning 1346' from DER, 61' left of centerline, up to 614' MSL.
Trees beginning 1371' from DER, 221' right of centerline, up to 599' MSL.
Tree 1503' from DER, 208' right of centerline, 601' MSL.
Trees beginning 1528' from DER, 26' right of centerline, up to 606' MSL.
Trees beginning 1684' from DER, 7' left of centerline, up to 617' MSL.
Tree 1995' from DER, 260' right of centerline, 623' MSL.
Trees beginning 2002' from DER, 61' right of centerline, up to 624' MSL.
Trees beginning 2082' from DER, 169' right of centerline, up to 625' MSL.
Trees beginning 2103' from DER, 388' left of centerline, up to 620' MSL.
Trees beginning 2523' from DER, 134' left of centerline, up to 621' MSL.
Trees beginning 2540' from DER, 57' right of centerline, up to 627' MSL.
Trees beginning 2672' from DER, 130' left of centerline, up to 625' MSL.
Trees beginning 2777' from DER, 108' left of centerline, up to 634' MSL.
Trees beginning 2880' from DER, 37' right of centerline, up to 633' MSL.
Trees beginning 3052' from DER, 63' right of centerline, up to 640' MSL.
Trees beginning 3069' from DER, 129' left of centerline, up to 635' MSL.
Tree 3346' from DER, 290' right of centerline, 641' MSL.
Trees beginning 3409' from DER, 186' left of centerline, up to 637' MSL.
Trees beginning 3460' from DER, 180' right of centerline, up to 644' MSL.
Trees beginning 3549' from DER, 285' left of centerline, up to 643' MSL.
Trees beginning 3613' from DER, 181' left of centerline, up to 646' MSL.
Trees beginning 3928' from DER, 33' right of centerline, up to 648' MSL.
Trees beginning 4083' from DER, 17' right of centerline, up to 651' MSL.
Trees beginning 4091' from DER, 55' left of centerline, up to 657' MSL.
Trees beginning 4099' from DER, 48' right of centerline, up to 655' MSL.

CONT

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

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



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SMYRNA, TN (CON'T)

SMYRNA (MQY) (CON'T)

Rwy 32 (CON'T), trees beginning 4147' from DER, 28' left of centerline, up to 666' MSL.
 Trees beginning 4226' from DER, 31' right of centerline, up to 663' MSL.
 Tree 4270' from DER, 487' right of centerline, 670' MSL.
 Trees beginning 4425' from DER, 120' right of centerline, up to 685' MSL.
 Tree 4436' from DER, 138' left of centerline, 669' MSL.
 Trees beginning 4499' from DER, 28' right of centerline, up to 686' MSL.
 Trees beginning 4512' from DER, 262' left of centerline, up to 672' MSL.
 Tree 4526' from DER, 436' left of centerline, 678' MSL.
 Trees beginning 4590' from DER, 197' left of centerline, up to 688' MSL.
 Trees beginning 4594' from DER, 59' right of centerline, up to 690' MSL.
 Trees beginning 4820' from DER, 60' right of centerline, up to 694' MSL.
 Trees, tower beginning 4915' from DER, 34' left of centerline, up to 694' MSL.
 Trees beginning 4988' from DER, 41' right of centerline, up to 704' MSL.
 Trees beginning 5145' from DER, 142' right of centerline, up to 709' MSL.
 Trees beginning 5182' from DER, 11' right of centerline, up to 702' MSL.

SOMERSET, KY

LAKE CUMBERLAND RGNL (SME)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 12AUG21 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 500-2 or std. w/min. climb of 440' per NM to 1600.
Rwy 23, 300-1¼ or std. w/min. climb of 375' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 048° to 2000 before proceeding on course.
Rwy 23, climb heading 228° to 2000 before turning southbound.

TAKEOFF OBSTACLE NOTES:

Rwy 5, power lines beginning 2350' from DER, on centerline, up to 100' AGL/1009' MSL.
 Trees beginning 5685' from DER, left and right of centerline, up to 100' AGL/1369' MSL.
 Tower 1.7 NM from DER, 500' right of centerline, 100' AGL/1300' MSL.
Rwy 23, poles beginning 178' from DER, on centerline, up to 102' AGL/1111' MSL.
 Trees beginning 281' from DER, left and right of centerline, up to 81' AGL/1190' MSL.
 Buildings beginning 412' from DER, 336' right of centerline, up to 10' AGL/1089' MSL.
 Hills beginning 982' from DER, 102' left of centerline, up to 927' MSL.
 Signs beginning 1214' from DER, 45' right of centerline, 45' AGL/959' MSL.
 Antenna 2939' from DER, 54' left of centerline, 56' AGL/1005' MSL.

SOMERVILLE, TN

FAYETTE COUNTY (FYE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28SEP06 (06271) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, multiple trees beginning 527' from DER, 343' right of centerline, up to 100' AGL/529' MSL.
 Multiple trees beginning 427' from DER, 8' left of centerline, up to 100' AGL/529' MSL.
Rwy 19, multiple trees beginning 87' from DER, 306' right of centerline, up to 100' AGL/539' MSL.
 Multiple trees beginning 709' from DER, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN

UPPER CUMBERLAND RGNL (SRB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

DEPARTURE PROCEDURE:

Rwy 4, climb via heading 037° to 3400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 56' from DER, 448' right of centerline, 100' AGL/1049' MSL.
 Tree 484' from DER, 574' right of centerline, 100' AGL/1056' MSL.
Rwy 22, tree 1646' from DER, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY

LEBANON SPRINGFIELD-GEORGE HOERTER FLD (6I2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 131' from DER, 518' left of centerline, 76' AGL/894' MSL.
 Trees beginning 137' from DER, 396' right of centerline, up to 75' AGL/956' MSL.
 Trees beginning 217' from DER, 21' left of centerline, up to 90' AGL/897' MSL.
 Tree 1256' from DER, 688' left of centerline, 67' AGL/931' MSL.
 Tree 2158' from DER, 7' left of centerline, 76' AGL/935' MSL.
 Trees beginning 2186' from DER, 259' right of centerline, up to 77' AGL/959' 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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SPRINGFIELD, KY (CON'T)

LEBANON SPRINGFIELD-GEORGE HOERTER FLD (6I2) (CON'T)

Rwy 11 (CON'T), tree 3313' from DER, 1369' right of centerline, 79' AGL/972' MSL.

Trees 5034' from DER, 1792' right of centerline, 100' AGL/1009' MSL.

Rwy 29, vehicles on road way 1' from DER, 303' right of centerline, 14' AGL/824' MSL.

Tree 384' from DER, 369' right of centerline, 44' AGL/852' MSL.

Trees, pole, transmission line beginning 402' from DER, 456' right of centerline, up to 43' AGL/860' MSL.

Tree 1282' from DER, 639' left of centerline, 61' AGL/859' MSL.

Tree 1305' from DER, 810' left of centerline, 71' AGL/864' MSL.

SPRINGFIELD, TN

SPRINGFIELD ROBERTSON COUNTY (M91)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 09FEB12 (12040) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, ground 129' from DER, 495' right of centerline, 715' MSL.

Trees beginning 495' from DER, 209' right of centerline, up to 100' AGL/800' MSL.

Trees beginning 863' from DER, 442' left of centerline, up to 100' AGL/784' MSL.

Transmission poles beginning 1410' from DER, 229' left of centerline, up to 38' AGL/748' MSL.

Rwy 22, power lines beginning 530' from DER, 625' left of centerline, up to 100' AGL/819' MSL.

Trees beginning 630' from DER, 520' left of centerline, up to 100' AGL/819' MSL.

STURGIS, KY

STURGIS MUNI (TWT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03APR14 (14093) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 400-2½ or std. w/ min. climb of 280' per NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 2114' from DER, 514' left of centerline, up to 100' AGL/689' MSL.

Rwy 19, trees beginning 1248' from DER, 19' left of centerline, up to 94' AGL/454' MSL.

Trees beginning 2144' from DER, 226' right of centerline, up to 100' AGL/509' MSL.

TAZEWELL, TN

NEW TAZEWELL MUNI (3A2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, NA-Environmental and obstacles.

Rwy 25, 300-1 w/min. climb of 480' per NM to 2700, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 25, climb heading 250° to 2500 before proceeding on course.

VCOA:

Rwy 25, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross New Tazewell Muni airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 25, multiple trees and bushes beginning 12' from DER, 190' right and left of centerline, up to 100' AGL/1213' MSL.

Fence 77' from DER, 246' right of centerline, 4' AGL/1185' MSL.

Poles 302' from DER, 254' right of centerline, 29' AGL/1253' MSL.

Building 691' from DER, 482' right of centerline, 16' AGL/1211' MSL.

Multiple trees beginning 5703' from DER, 406' right of centerline, up to 100' AGL/1328' MSL.

TOMPKINSVILLE, KY

TOMPKINSVILLE/MONROE COUNTY (TZV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28DEC23 (23362) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-1½ or std w/min climb of 231' per NM to 1300 or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 100' from DER, 109' right of centerline, up to 108' AGL/1107' MSL.

Tree 233' from DER, 301' left of centerline, 32' AGL/1046' MSL.

Tree 709' from DER, 266' left of centerline, 36' AGL/1055' MSL.

Building 810' from DER, 231' left of centerline, 44' AGL/1060' MSL.

Tree 5484' from DER, 1942' left of centerline, 120' AGL/1194' MSL.

Rwy 22, pole 10' from DER, 114' right of centerline, 11' AGL/1016' MSL.

Trees, fences beginning 52' from DER, 43' right of centerline, up to 27' AGL/1031' MSL.

Pole 482' from DER, 613' left of centerline, 30' AGL/1029' MSL.

Tree 835' from DER, 494' left of centerline, 58' AGL/1045' MSL.

Building 882' from DER, 552' right of centerline, 20' AGL/1062' MSL.

Pole, building beginning 985' from DER, 407' right of centerline, up to 28' AGL/1070' 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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TOMPKINSVILLE, KY (CON'T)

TOMPKINSVILLE/MONROE COUNTY (TZV) (CON'T)

Rwy 22 (CON'T), trees, pole beginning 1164' from DER, 273' left of centerline, up to 63' AGL/1066' MSL.
Trees, building, poles beginning 1197' from DER, 219' right of centerline, up to 55' AGL/1101' MSL.
Trees, pole beginning 1768' from DER, 2' right of centerline, up to 115' AGL/1140' MSL.
Tree 1880' from DER, 45' left of centerline, 54' AGL/1072' MSL.
Trees beginning 1917' from DER, 1' left of centerline, up to 66' AGL/1088' MSL.
Trees, pole beginning 1924' from DER, 58' left of centerline, up to 67' AGL/1091' MSL.
Trees beginning 2183' from DER, 156' left of centerline, up to 65' AGL/1093' MSL.
Trees beginning 2185' from DER, 76' left of centerline, up to 81' AGL/1109' MSL.
Trees beginning 2215' from DER, 9' left of centerline, up to 82' AGL/1112' MSL.
Tree 2244' from DER, 104' left of centerline, 82' AGL/1113' MSL.
Trees, pole beginning 2250' from DER, 28' left of centerline, up to 86' AGL/1117' MSL.
Trees, poles, transmission line beginning 2958' from DER, 15' left of centerline, up to 78' AGL/1118' MSL.
Trees beginning 3218' from DER, on and left of centerline, up to 88' AGL/1121' MSL.
Tree 4325' from DER, 967' left of centerline, 99' AGL/1130' MSL.

TRENTON, TN

GIBSON COUNTY (TGC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31JAN19 (19031) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1¼ or std. w/min. climb of 360' per NM to 700.

DEPARTURE PROCEDURE:

Rwy 1, climb on heading 011° to 1200 before proceeding on course.

Rwy 19, climb on heading 191° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree, fence beginning 7' from DER, 157' left of centerline, up to 44' AGL/402' MSL.
Tree, fence beginning 45' from DER, 228' right of centerline, up to 44' AGL/394' MSL.
Trees beginning 337' from DER, 267' right of centerline, up to 43' AGL/398' MSL.
Tree, tower beginning 942' from DER, 352' right of centerline, up to 48' AGL/418' MSL.
Tree, pole beginning 1011' from DER, 265' left of centerline, up to 65' AGL/437' MSL.
Tree, pole, traverse way, antenna beginning 1060' from DER, 4' left of centerline, up to 80' AGL/461' MSL.
Tree, tower beginning 1088' from DER, 342' right of centerline, up to 63' AGL/434' MSL.
Tree, pole beginning 1137' from DER, 220' right of centerline, up to 85' AGL/448' MSL.
Tree, pole beginning 1266' from DER, 26' left of centerline, up to 84' AGL/472' MSL.
Trees beginning 1366' from DER, 72' right of centerline, up to 80' AGL/445' MSL.
Tree, building beginning 1916' from DER, 74' left of centerline, up to 69' AGL/477' MSL.
Trees beginning 2022' from DER, 89' right of centerline, up to 71' AGL/451' MSL.
Tree, pole, building, tower beginning 2250' from DER, 72' left of centerline, up to 82' AGL/483' MSL.
Trees beginning 2447' from DER, 419' right of centerline, up to 65' AGL/461' MSL.
Tree, pole beginning 2480' from DER, 491' right of centerline, up to 61' AGL/464' MSL.
Tree 3078' from DER, 984' right of centerline, 86' AGL/469' MSL.
Trees beginning 3182' from DER, 1105' right of centerline, up to 95' AGL/471' MSL.
Trees beginning 3574' from DER, 121' right of centerline, up to 75' AGL/474' MSL.
Trees beginning 4148' from DER, 1099' left of centerline, up to 88' AGL/501' MSL.
Tree, pole beginning 4576' from DER, 1065' left of centerline, up to 76' AGL/536' MSL.
Tree, tower, pole, building beginning 4762' from DER, 578' left of centerline, up to 80' AGL/567' MSL.
Tree, pole, tower, tree beginning 5573' from DER, 119' left of centerline, up to 83' AGL/588' MSL.
Tree 1 NM from DER, 2033' right of centerline, 100' AGL/520' MSL.
Tree 1.4 NM from DER, 2773' left of centerline, 100' AGL/579' MSL.
Rwy 19, lighting 38' from DER, 111' right of centerline, 23' AGL/360' MSL.
Trees beginning 138' from DER, 286' right of centerline, up to 89' AGL/425' MSL.
Tree 209' from DER, 485' left of centerline, 62' AGL/397' MSL.
Tree 222' from DER, 254' left of centerline, 62' AGL/398' MSL.
Tree 267' from DER, 380' left of centerline, 66' AGL/401' MSL.
Tree 469' from DER, 465' left of centerline, 98' AGL/431' MSL.
Tree 501' from DER, 432' right of centerline, 107' AGL/439' MSL.
Trees beginning 510' from DER, 28' right of centerline, up to 120' AGL/451' MSL.
Tree 574' from DER, 618' left of centerline, 108' AGL/440' MSL.
Trees beginning 633' from DER, 56' left of centerline, up to 111' AGL/442' MSL.
Trees beginning 2171' from DER, 169' left of centerline, up to 101' AGL/453' MSL.

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



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



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SE-1

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

25219

TULLAHOMA, TN

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 6, buildings beginning 36' from DER, 439' right of centerline, up to 28' AGL/1098' MSL.

Rising terrain, beginning 41' from DER, 5' right of centerline, up to 1090' MSL.

Fence 83' from DER, 393' right of centerline, up to 12' AGL/1082' MSL.

Trees beginning 130' from DER, left and right of centerline, up to 100' AGL/1199' MSL.

Light poles beginning 674' from DER, 311' left of centerline, up to 36' AGL/1096' MSL.

Rwy 18, trees beginning 146' from DER, left and right of centerline, up to 100' AGL/1199' MSL.

Buildings beginning 299' from DER, 217' right of centerline, up to 32' AGL/1102' MSL.

Rwy 24, trees beginning 454' from DER, left and right of centerline, up to 100' AGL/1219' MSL.**Rwy 36**, trees beginning 24' from DER, left and right of centerline, up to 100' AGL/1229' MSL.

Light pole 260' from DER, 498' left of centerline, 18' AGL/1088' MSL.

UNION CITY, TN

EVERETT-STEWART RGNL (UCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, obstruction light 9' from DER, 124' right of centerline, 2' AGL/310' MSL.

Trees 1200' from DER, 734' left of centerline, up to 69' AGL/379' MSL.

Tractor 112' from DER, 405' left of centerline, 12' AGL/321' MSL.

Rwy 19, trees 1050' from DER, 611' left of centerline, up to 100' AGL/449' MSL.

Trees 1452' from DER, 865' right of centerline, up to 100' AGL/459' MSL.

Tractor 32' from DER, 81' left of centerline, 12' AGL/351' MSL.

WAVERLY, TN

HUMPHREYS COUNTY (0M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 189' from DER, 116' right of centerline, up to 789' MSL.

Trees beginning 373' from DER, 104' left of centerline, up to 787' MSL.

Trees beginning 892' from DER, 250' right of centerline, up to 795' MSL.

Tree 2567' from DER, 150' right of centerline, 805' MSL.

Tree 2644' from DER, 153' right of centerline, 809' MSL.

Trees beginning 2893' from DER, 53' right of centerline, up to 813' MSL.

Tree 2960' from DER, 16' left of centerline, 816' MSL.

Tree 3107' from DER, 102' right of centerline, 822' MSL.

Rwy 21, tree 68' from DER, 181' right of centerline, 769' MSL.

Tree 83' from DER, 450' right of centerline, 776' MSL.

Trees beginning 165' from DER, 1' right of centerline, up to 796' MSL.

Trees beginning 180' from DER, 114' left of centerline, up to 808' MSL.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY (BYL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1¼ or std. w/ min. climb of 280' per NM to 1400.**Rwy 20**, std. w/ min. climb of 350' per NM to 2500, or 1400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 023° to 2000 before turning east.**Rwy 20**, climb on heading 203° to 2000 before proceeding on course.

VCOA:

Rwy 20, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Williamsburg-Whitley County Airport at or above 2400 before proceeding on course

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 182' from DER, 250' left of centerline, 1184' MSL.

Tree 231' from DER, 243' left of centerline, 1195' MSL.

Trees beginning 1270' from DER, 592' right of centerline, up to 1225' MSL.

Trees beginning 1519' from DER, 684' left of centerline, up to 1263' MSL.

Tree 2306' from DER, 665' right of centerline, 1245' MSL.

Tree 3204' from DER, 1087' right of centerline, 1262' MSL.

Tree 3563' from DER, 466' left of centerline, 1268' MSL.

Tree 3644' from DER, 329' left of centerline, 1270' MSL.

Tree 3697' from DER, 126' left of centerline, 1273' MSL.

Tree 3704' from DER, 369' left of centerline, 1276' 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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WILLIAMSBURG, KY (CON'T)

WILLIAMSBURG-WHITLEY COUNTY (BYL) (CON'T)

Rwy 2 (CON'T), trees beginning 3731' from DER, 171' left of centerline, up to 1278' MSL.

Tree 4152' from DER, 311' left of centerline, 1282' MSL.

Trees beginning 4285' from DER, 24' right of centerline, up to 1296' MSL.

Tree 4355' from DER, 75' left of centerline, 1300' MSL.

Trees beginning 4406' from DER, 12' left of centerline, up to 1316' MSL.

Trees beginning 4451' from DER, 125' right of centerline, up to 1297' MSL.

Trees beginning 4504' from DER, 151' right of centerline, up to 1303' MSL.

Trees beginning 4536' from DER, 170' right of centerline, up to 1304' MSL.

Tree, terrain beginning 4720' from DER, 2' right of centerline, up to 1328' MSL.

Tree, terrain beginning 4986' from DER, on centerline, up to 1329' MSL.

Tree 5424' from DER, 43' left of centerline, 1322' MSL.

Rwy 20, tree 177' from DER, 347' left of centerline, 1165' MSL.

Tree 306' from DER, 466' left of centerline, 1192' MSL.

Tree, fence beginning 348' from DER, 409' left of centerline, up to 1217' MSL.

Trees beginning 405' from DER, 399' left of centerline, up to 1223' MSL.

Tree 1230' from DER, 787' right of centerline, 1187' MSL.

Tree 1411' from DER, 321' right of centerline, 1195' MSL.

WINCHESTER, TN

WINCHESTER MUNI (BGF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, std. w/min. climb of 330' per NM to 2400, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 185° to 2300 before turning left.

Rwy 36, climb heading 005° to 2000 before turning right.

VCOA:

Rwy 18, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Winchester Muni airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 174' from DER, 387' left of centerline, up to 81' AGL/1062' MSL.

Vehicles on roadway beginning 388' from DER, left and right of centerline, up to 17' AGL/1006' MSL.

Tower 726' from DER, 337' left of centerline, 31' AGL/1018' MSL.

Trees beginning 1237' from DER, 539' right of centerline, up to 126' AGL/1057' MSL.

Rising terrain beginning 3.4 NM from DER, left and right of centerline, up to 2119' MSL.

Rwy 36, rising terrain and trees beginning 97' from DER, 293' left of centerline, up to 109' AGL/1100' MSL.

Vehicles on roadway beginning 817' from DER, 659' left of centerline, up to 17' AGL/996' MSL.

Trees beginning 2654' from DER, 75' right of centerline, up to 60' AGL/1052' MSL.

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



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SE-1

SE-1, 07 AUG 2025 to 02 OCT 2025

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.

ANA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **A**NA designation are not listed in this section. **A** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate. 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
A Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

NAME ALTERNATE MINIMUMS

NAME ALTERNATE MINIMUMS

ASHLAND, KY

ASHLAND
RGNL (DWU).....RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when local weather not available.
Category B, 900-2; Category C, 900-2½;
Category D, 900-2¾.

BRISTOL/JOHNSON/KINGSPORT, TN

TRI-CITIES (TRI).....ILS or LOC Rwy 5¹²
ILS or LOC Rwy 23¹³
RNAV (GPS) Rwy 5⁴
RNAV (GPS) Rwy 9⁵
RNAV (GPS) Rwy 23⁶
RNAV (GPS) Rwy 27⁴

¹NA when control tower closed.
²LOC, Category C, 900-2¼; Category D, 1000-3.
³LOC, Categories A, B, 1000-2;
Categories C, D, 1000-3.
⁴Category C, 900-2¼; Category D, 1000-3.
⁵Category C, 800-2¼; Category D, 1000-3.
⁶NA when local weather not available.

ATHENS, TN

MCMINN COUNTY (MMI).....RNAV (GPS) Rwy 2¹
RNAV (GPS) Rwy 20²
NA when local weather not available.
¹Category D, 1000-3.
²Categories A, B, C, 900-2½; Category D, 1000-3.

CHATTANOOGA, TN

LOVELL FLD (CHA).....ILS or LOC Rwy 2¹²
ILS or LOC Rwy 20¹²
RNAV (GPS) Rwy 2³
RNAV (GPS) Rwy 15⁴
RNAV (GPS) Rwy 20³
RNAV (GPS) Rwy 23⁵

¹NA when control tower closed.
²LOC, Category C, 900-2¼; Category D, 900-3.
³Category C, 900-2½; Category D, 900-3.
⁴Category C, 800-2¼; Category D, 900-3.
⁵Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-3.

BARDSTOWN, KY

SAMUELS FLD (BRY).....RNAV (GPS) Rwy 3¹
RNAV (GPS) Rwy 21¹
VOR Rwy 3
Category D, 900-2¾.
¹NA when local weather not available.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY
RGNL (BWG).....ILS Y or LOC Y Rwy 3
ILS Z or LOC Z Rwy 3
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CLARKSVILLE, TN

OUTLAW FLD (CKV).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

CLEVELAND, TN

CLEVELAND RGNL
JETPORT (RZR).....RNAV (GPS) Rwy 3¹
RNAV (GPS) Rwy 21

Category D, 1000-3.

¹NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY
RGNL (MRC).....RNAV (GPS) Rwy 6¹
RNAV (GPS) Rwy 24²

NA when local weather not available.

¹Category D, 1000-3.

²Category A, B, C, 800-2¼; Category D, 1000-3.

COVINGTON, TN

COVINGTON MUNI (M04).....RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19

NA when local weather not available.

Category D, 800-2¼.

CROSSVILLE, TN

CROSSVILLE MEML-WHITSON
FLD (CSV).....ILS Y or LOC Y Rwy 26
ILS Z or LOC Z Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.

DANVILLE, KY

STUART POWELL FLD (DVK).....LOC Rwy 31¹
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31¹

NA when local weather not available.

¹Category D, 900-2¼.

DYERSBURG, TN

DYERSBURG RGNL (DYR).....RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

Category D, 1000-3.

ELIZABETHTON, TN

ELIZABETHTON
MUNI (0A9).....RNAV (GPS) Rwy 6

NA when local weather not available.

Categories A, 1500-2; Category B, 1600-2;

Category C, 1700-3.

NAME ALTERNATE MINIMUMS

ELIZABETHTOWN, KY

ADDINGTON FLD (EKX).....ILS or LOC Rwy 5¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23

NA when local weather not available.

¹LOC, Category D, 1000-3.

²Category D, 1000-3.

FLEMINGSBURG, KY

FLEMING-
MASON (FGX).....RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

FRANKFORT, KY

CAPITAL CITY (FFT).....RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

GALLATIN, TN

MUSIC CITY
EXEC (XNX).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35¹
VOR-A

Category D, 800-2¼.

¹NA when local weather not available.

GLASGOW, KY

GLASGOW MUNI (GLW).....RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26¹

NA when local weather not available.

¹Category D, 900-2¼.

GREENVILLE, TN

GREENVILLE
MUNI (GCY).....RNAV (GPS) Rwy 5

NA when local weather not available.

Category D, 800-2¼.

HARLAN, KY

TUCKER-GUTHRIE
MEML (I35).....RNAV (GPS)-A

NA when local weather not available.

Categories A, B, 1400-2; Category C, 1800-3.

HARTFORD, KY

OHIO COUNTY (JQD).....RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21

NA when local weather not available.

Category C, 800-2¼.

HAZARD, KY

WENDELL H FORD (CPF).....LOC Rwy 14¹
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 32²

¹Category C, 900-2¼; Category D, 900-3.

²Category C, 900-2¼; Category D, 900-2¼.

NAME ALTERNATE MINIMUMS

HENDERSON, KY

HENDERSON
CITY-COUNTY (EHR).....**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

JACKSON, KY

JULIAN
CARROLL (JKL).....**RNAV (GPS) Rwy 1**
NA when local weather not available.

JACKSON, TN

JACKSON RGNL (MKL).....**ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2¹
NA when local weather not available.
¹Category D, 800-2¼.

KNOXVILLE, TN

KNOXVILLE DOWNTOWN
ISLAND (DKX).....**LOC Rwy 26**
RNAV (GPS) Rwy 26
VOR-B
NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2¾.

MC GHEE TYSON (TYS).....**ILS or LOC Rwy 5L¹**
ILS or LOC Rwy 23L²
ILS or LOC Rwy 23R³
RNAV (GPS) Rwy 5L⁴
RNAV (GPS) Rwy 5R⁴
RNAV (GPS) Rwy 23L⁴
RNAV (GPS) Rwy 23R⁴
VOR Rwy 23L⁴
VOR Rwy 23R⁴

¹LOC, Category D, 1000-3.

²ILS, Categories B, C, 700-2; Category D, 1000-3;
LOC, Category D, 1000-3.

³LOC, Categories D, E, 1000-3.

⁴Category D, 1000-3.

LEWISPORT, KY

HANCOCK COUNTY/RON LEWIS
FLD (KY8).....**RNAV (GPS) Rwy 23**
NA when local weather not available.
Category C, 800-2¼.

LEXINGTON, KY

BLUE GRASS (LEX).....**ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 27
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LEXINGTON-PARSONS, TN

BEECH RIVER
RGNL (PVE).....**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR/DME Rwy 21
NA when local weather not available.
Category D, 1000-3.

LONDON, KY

LONDON/CORBIN/
MAGEE (LOZ).....**ILS or LOC Rwy 6¹**
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 24³
VOR Rwy 6²
NA when local weather not available.
¹LOC, Category B, 900-2; Category C, 900-2½;
Category D, 900-2¾.
²Category B, 900-2; Category C, 900-2½;
Category D, 900-2¾.
³Category C, 900-2½; Category D, 900-2¾.

LOUISVILLE, KY

BOWMAN FLD (LOU).....**NDB Rwy 33**
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33
NA when local weather not available.

LOUISVILLE MUHAMMAD ALI

INTL (SDF).....**ILS or LOC Rwy 17L¹**
ILS or LOC Rwy 17R¹
ILS or LOC Rwy 35L¹
ILS or LOC Rwy 35R¹
LOC Rwy 29²
RNAV (GPS) Y Rwy 17L²
RNAV (GPS) Y Rwy 17R²
RNAV (GPS) Y Rwy 29²
RNAV (GPS) Y Rwy 35L²
RNAV (GPS) Y Rwy 35R²

¹LOC, Category D, 900-3.

²Category D, 900-3.

MADISONVILLE, KY

MADISONVILLE
RGNL (210).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.
Category D, 1000-3.

MADISONVILLE, TN

MONROE COUNTY (MNV).....**RNAV (GPS) Rwy 5**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARION, KY

MARION-CRITTENDEN COUNTY JAMES C
JOHNSON RGNL (GDA).....**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.
Category D, 800-2¼.

MAYFIELD, KY

MAYFIELD GRAVES
COUNTY (M25).....**RNAV (GPS) Rwy 19**
NA when local weather not available.
Category D, 800-2¼.

MC MINNVILLE, TN

WARREN COUNTY
MEML (RNC).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

MEMPHIS, TN

MEMPHIS INTL (MEM).....**ILS or LOC Rwy 9¹**
ILS or LOC Rwy 18C¹
ILS or LOC Rwy 18L¹
ILS or LOC Rwy 18R¹
ILS or LOC Rwy 27¹
ILS or LOC Rwy 36C²
ILS or LOC Rwy 36L²
ILS or LOC Rwy 36R²
RNAV (GPS) Rwy 9³
RNAV (GPS) Rwy 27³
RNAV (GPS) Rwy 36C³
RNAV (GPS) Rwy 36L³
RNAV (GPS) Rwy 36R³
RNAV (GPS) Z Rwy 18C³
RNAV (GPS) Z Rwy 18L³
RNAV (GPS) Z Rwy 18R³

¹LOC, Category D, 800-2¼; Category E, 800-2¼.

²ILS, LOC, Category E, 800-2¼.

³Category D, 800-2¼.

MIDDLESBORO, KY

MIDDLESBORO/
BELL COUNTY (1A6).....**RNAV (GPS)-A**
NA when local weather not available.
Category A, 1700-2; Category B, 2000-2.

MILLINGTON, TN

CHARLES W
BAKER (2M8).....**RNAV (GPS) Rwy 36**
NA when local weather not available.

MILLINGTON/MEMPHIS

(NQA).....**ILS or LOC Rwy 22¹²⁵**
RNAV (GPS) Rwy 4³
RNAV (GPS) Rwy 22⁴⁵
VOR or TACAN Rwy 22⁴

¹NA when control tower closed.

²LOC, Category E, 800-2¼.

³Category D, 800-2¼; Category E, 800-2½.

⁴Category E, 800-2¼;

⁵NA when local weather not available.

NAME ALTERNATE MINIMUMS

MONTICELLO, KY

WAYNE COUNTY (EKQ).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

NA when local weather not available.
Categories A, B, 900-2.

MOREHEAD, KY

MOREHEAD-ROWAN COUNTY CLYDE A.
THOMAS RGNL (SYM).....**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.
Category D, 800-2¼.

MURFREESBORO, TN

MURFREESBORO
MUNI (MBT).....**RNAV (GPS) Rwy 36**
NA when local weather not available.

MURRAY, KY

KYLE-OAKLEY
FLD (CEY).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

NASHVILLE, TN

NASHVILLE
INTL (BNA).....**ILS or LOC Rwy 2C¹³**
ILS or LOC Rwy 2L¹
ILS or LOC Rwy 20R¹
ILS or LOC Rwy 31¹
ILS or LOC/DME Rwy 2R¹
ILS or LOC/DME Rwy 20L¹
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 20C²
RNAV (GPS) Y Rwy 2C²
RNAV (GPS) Y Rwy 2L²
RNAV (GPS) Y Rwy 2R²
RNAV (GPS) Y Rwy 20L²
RNAV (GPS) Y Rwy 20R²
RNAV (GPS) Y Rwy 31²

¹ILS, Category C, 700-2; Category D, 800-2½;

LOC, Category D, 800-2½.

²Category D, 800-2½.

³NA when local weather not available.

OWENSBORO, KY

OWENSBORO/DAVIESS COUNTY
RGNL (OWB).....**ILS or LOC Rwy 36¹²**
RNAV (GPS) Rwy 6³
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 24³
RNAV (GPS) Rwy 36³
VOR Rwy 6⁴
VOR Rwy 18⁴
VOR Rwy 36⁵

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2¼.

³Category D, 800-2¼.

⁴Categories C, D, 800-2¼.

NAME ALTERNATE MINIMUMS

PADUCAH, KY

BARKLEY RGNL (PAH).....**ILS or LOC Rwy 5¹²**
RNAV (GPS) Rwy 5³
RNAV (GPS) Rwy 14³
RNAV (GPS) Rwy 23³
RNAV (GPS) Rwy 32³
VOR Rwy 5³
VOR Rwy 23³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2¼.

³Category D, 800-2¼.

PARIS, TN

HENRY COUNTY (PHT).....**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

Category D, 2¼.

PIKEVILLE, KY

PIKE COUNTY/HATCHER
 FLD (PBX).....**ILS or LOC Rwy 27¹**
RNAV (GPS) Rwy 9²³
RNAV (GPS) Rwy 27²³

¹LOC, Category D, 1000-3.

²NA when local weather not available.

³Category D, 1000-3.

PORTLAND, TN

DOUGLAS
 HUNTER FLD (1M5).....**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

PRESTONSBURG, KY

BIG SANDY RGNL (SJS).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21¹

NA when local weather not available.

¹Category D, 800-2¼.

RICHMOND, KY

CENTRAL KENTUCKY
 RGNL (RGA).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18

NA when local weather not available.

Category D, 800-2¼.

ROCKWOOD, TN

ROCKWOOD
 MUNI (RKW).....**VOR/DME Rwy 22**

NA when local weather not available.

Category D, 1200-3.

NAME ALTERNATE MINIMUMS

SEVIERVILLE, TN

GATLINBURG-PIGEON
 FORGE (GKT).....**RNAV (GPS) Rwy 10¹**
VOR/DME Rwy 10²

NA when local weather not available.

¹Categories A, B, 1000-2; Category C, 1100-3,
 Category D, 1700-3.

²Categories A, B, 900-2; Category C, 1100-3,
 Category D, 1700-3.

SHELBYVILLE, TN

BOMAR FLD/SHELBYVILLE
 MUNI (SYI).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36
VOR Rwy 18
VOR Rwy 36

NA when local weather not available.

Categories C, D, 1000-3.

SMYRNA, TN

SMYRNA (MQY).....**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32

NA when local weather not available.

Category D, 1000-3.

SOMERSET, KY

LAKE CUMBERLAND
 RGNL (SME).....**ILS or LOC Rwy 5¹**
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23²

NA when local weather not available.

¹LOC, Categories C, D, 1200-3.

²Categories C, D, 1200-3.

SOMERVILLE, TN

FAYETTE
 COUNTY (FYE).....**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

SPARTA, TN

UPPER CUMBERLAND
 RGNL (SRB).....**RNAV (GPS) Rwy 4**

NA when local weather not available.

Category D, 900-2¼.

SPRINGFIELD, KY

LEBANON SPRINGFIELD-GEORGE HOERTER
 FLD (6I2).....**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.



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NAME _____

NAME _____

ALTERNATE MINIMUMS

TULLAHOMA, TN

TULLAHOMA RGNL/WM NORTHERN

FLD (THA).....RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 24

RNAV (GPS) Rwy 36

NA when local weather not available.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY

COUNTY (BYL).....LOC Rwy 20

RNAV (GPS) Rwy 20

NA when local weather not available.

Categories C, D, 1100-3.

WINCHESTER, TN

WINCHESTER

MUNI (BGF).....RNAV (GPS) Y Rwy 18¹RNAV (GPS) Z Rwy 18²RNAV (GPS) Rwy 36³

NA when local weather not available.

¹Category B, 900-2; Category C, 900-2½;

Category D, 1500-3.

²Categories A, B, C, D, 800-2¼.

³Category B, 900-2; Category C, 900-2½.

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RADAR INSTRUMENT APPROACH MINIMUMS

CAMPBELL AAF (FORT CAMPBELL) (KHOP)

Hopkinsville, KY RADAR 1 Amdt 2 RADAR 2 Amdt 3 02NOV23 (25163) (USA) ELEV 571
RADAR - (E) 134.350x 237.5x 395.9x 258.3x 290.9x 

	<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>
RADAR-1						
ASR ¹	5 ^{2 3 4 5}		AB	980-1	425	(500-1)
			CDE	980-1¼	425	(500-1¼)
	23 ^{2 6 7 8 9}		AB	980/24	409	(500-½)
			CDE	980/40	409	(500-¾)
CIR ¹⁰	5-23		AB	1060-1	489	(500-1)
			C	1060-1½	489	(500-1½)
			DE	1140-2	569	(600-2)
RADAR-2						
PAR ^{11 12}	23 ^{2 6 13 14 15}	3.0°/55/1143	ABCDE	771/24	200	(200-½)
	5 ^{2 3 14 16}	3.0°/50/941	ABCDE	755-¾	200	(200-¾)

¹VGSI and descent angles not coincident.
²Procedure NA when R-3701, R-3702A/B in use.
³Final approach course 045°.
⁴Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240.
⁵FAF 5.0 miles from thld, min alt 2200.
⁶Final approach course 225°.
⁷Recommended altitude 4 miles: 1900, 3 miles: 1580, 2 miles: 1260.
⁸FAF 4.9 NM from thld, min alt 2200.
⁹When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1¼ miles.
¹⁰Circling NA SE of Rwy 5-23.
¹¹PAR unavbl daily 0400-1400Z+.
¹²VGSI and PAR glidepath not coincident.
¹³FAF 4.9 NM from thld.
¹⁴Glideslope intercept altitude 2200.
¹⁵When ALS inop, increase RVR to 40, vis to ¾ mile.
¹⁶FAF 5.0 NM from thld.

SABRE AAF (KEOD), TN (Fort Campbell), (Amdt 3A, 18032 USA)
RADAR - (E) 118.1 340.9   NA

ELEV 595

	<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	23		COPTER	1060-½	473	(500-½)
	5		COPTER	1100-½	507	(600-½)

RADAR INSTRUMENT APPROACH MINIMUMS

23166

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
MEMPHIS, TN MEMPHIS INTL (MEM)	27	TWY N	8,450 feet
SMYRNA, TN SMYRNA (MQY)	01	14-32	3,000 feet
	14	01-19	3,391 feet
	32	01-19	3,950 feet

23166

24305

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

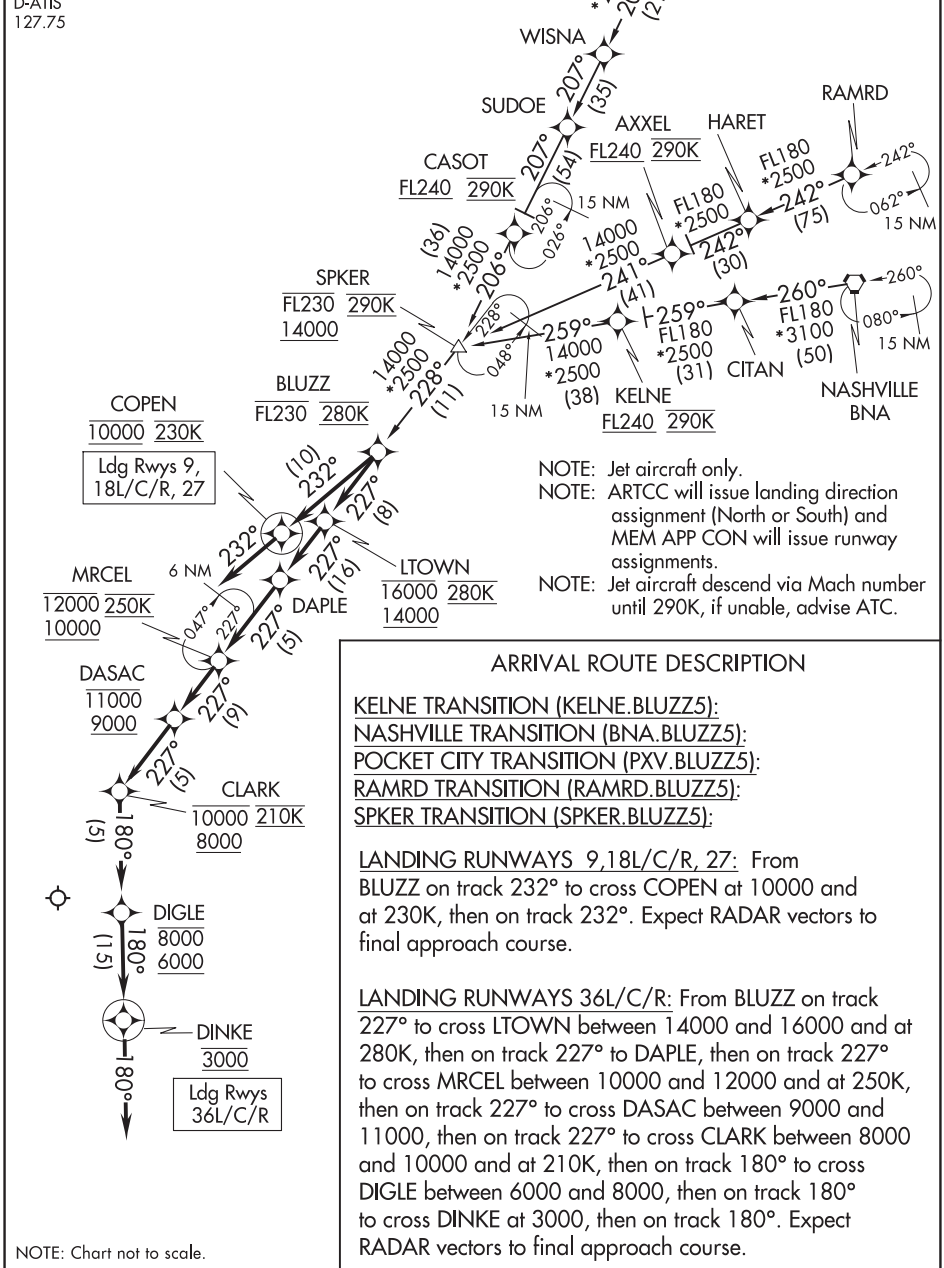
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
COVINGTON, KY CINCINNATI/NORTHERN KENTUCKY INTL (CVG)	HS 1	Multiple twy crossing points surrounding the int of Rwy 18C-36C and Rwy 09-27.
KNOXVILLE, TN MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A.
LEXINGTON, KY BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line.
LOUISVILLE, KY BOWMAN FLD (LOU)	HS 1	Twys int in close proximity to the crossing rwy.
	HS2	Rwy incursion risk. Rwy 06 at Twy A1. Direct access to Rwy from ramp.
LOUISVILLE, KY LOUISVILLE MUHAMMAD ALI INTL (SDF)	HS 1	Frequent rwy crossings at Twy G. Frequent crossings of Rwy 29 at Twy D.
	HS 2	Frequent crossings at Twy B and Twy C during Rwy 29 operations.
MEMPHIS, TN MEMPHIS INTL (MEM)	HS 1	Rwy 18C APCH hold is East of Twy S.
	HS 2	Twy departure risk: Rwy 36L and Twy M.
NASHVILLE, TN NASHVILLE INTL (BNA)	HS 1	Maint vigilance as hold bars on Twy K btn Twy B and Twy T4 protect Rwy 20C APCH.
	HS 2	Maint vigilance as Twy S is often mistaken for Rwy 20C departure surface.
	HS 3	When taxiing to Rwy 02R, keep left to merge onto Twy R at the Twy L split.
OWENSBORO, KY OWENSBORO/DAVISS COUNTY RGNL (OWB)	HS 1	Northbound traffic on Twy C misses a required turn onto Twy E.
PADUCAH, KY BARKLEY RGNL (PAH)	HS 1	Rwy 14-32 at Twy F confused as a twy.
SMYRNA, TN SMYRNA (MQY)	HS 1	Maintain vigilance direct access from ramps to both rwys and high volume ops.
	HS 2	Maintain vigilance high volume ops.
	HS 3	Maintain vigilance Hold Short Lines further back than expected.

*See appropriate Chart Supplement HOT SPOT table for additional information.

24305

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



SE-1, 07 AUG 2025 to 02 OCT 2025

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75

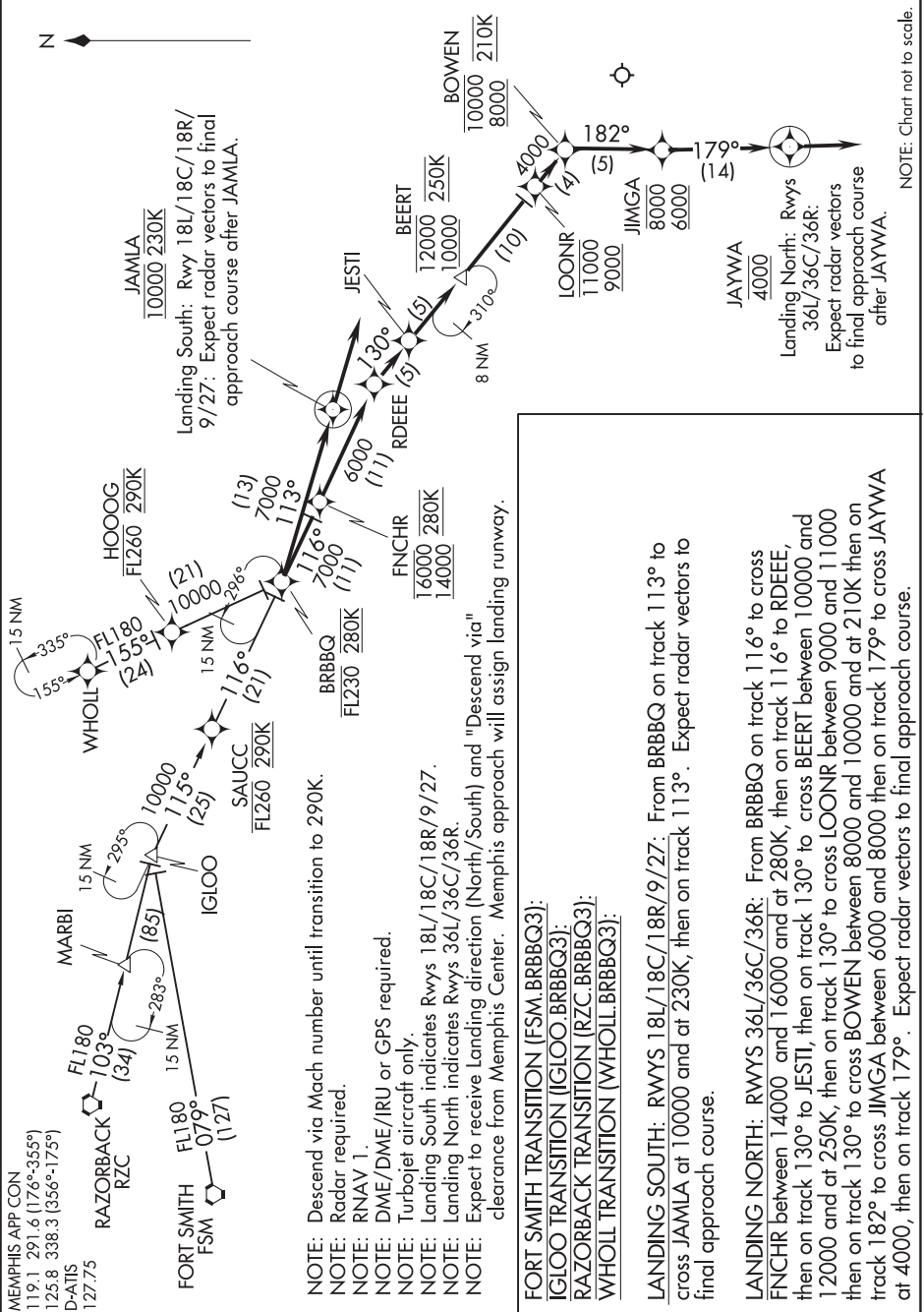
BRBBQ THREE ARRIVAL (RNAV)
(BRBBQ.BRBBQ3) 01FEB18

(BRBBQ.BRBBQ3) 18032
BRBBQ THREE ARRIVAL (RNAV)

ZZ

AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

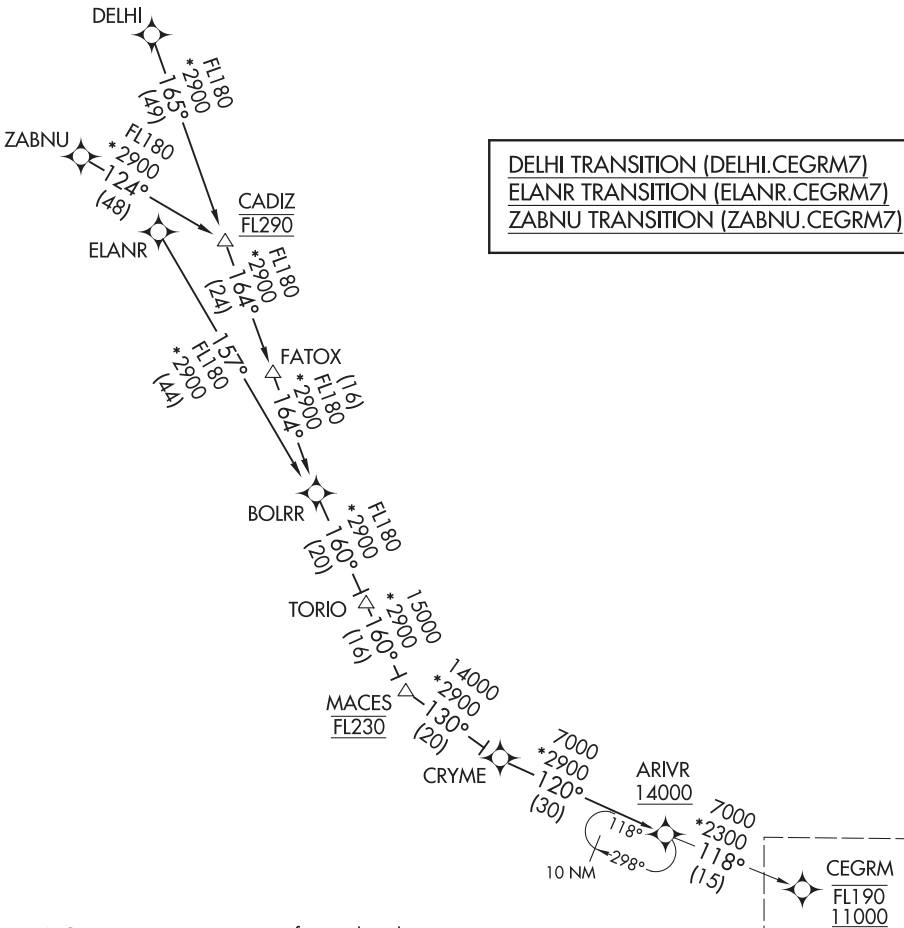
SE-1, 07 AUG 2025 to 02 OCT 2025

CEGRM SEVEN ARRIVAL (RNAV) Transition Routes

CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)
D-ATIS 134.375

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



NOTE: ELANR TRANSITION for use by Chicago area departures only or as assigned by ATC.

See following page for arrival route.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)
D-ATIS 134.375

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

ARRIVAL ROUTE DESCRIPTION

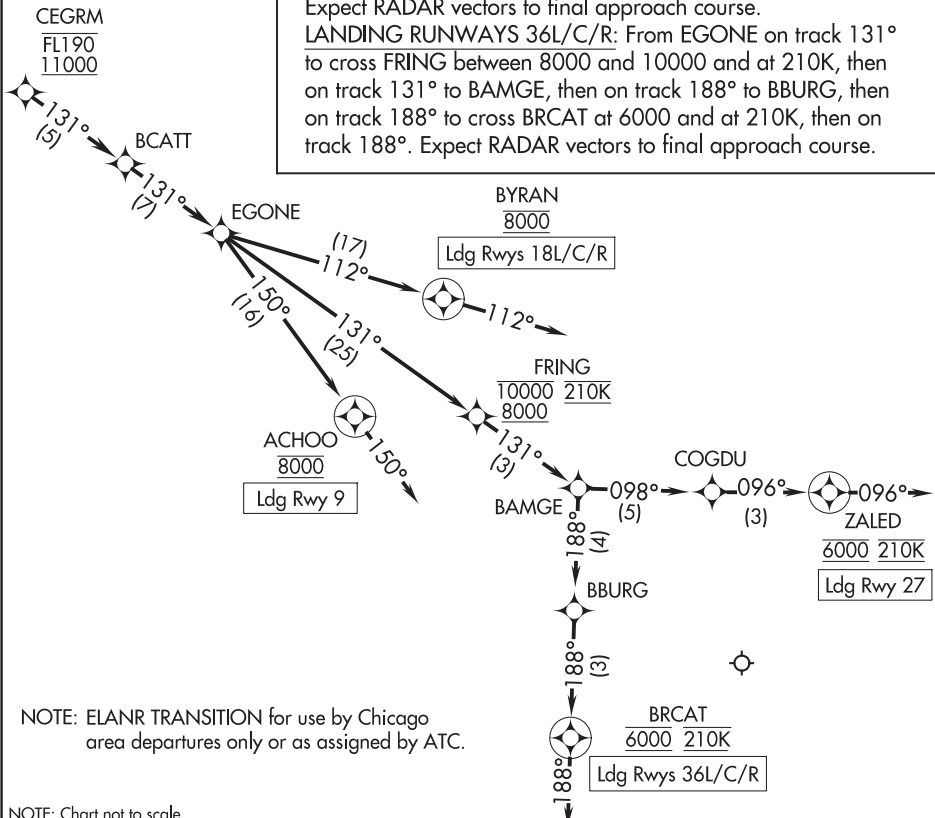
From CEGRM on track 131° to BCATT, then on track 131° to EGONE.

LANDING RUNWAY 9: From EGONE on track 150° to cross ACHOO at 8000, then on track 150°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18L/C/R: From EGONE on track 112° to cross BYRAN at 8000, then on track 112°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From EGONE on track 131° to cross FRING between 8000 and 10000 and at 210K, then on track 131° to BAMGE, then on track 098° to COGDU, then on track 096° to cross ZALE at 6000 and at 210K, then on track 096°. Expect RADAR vectors to final approach course.

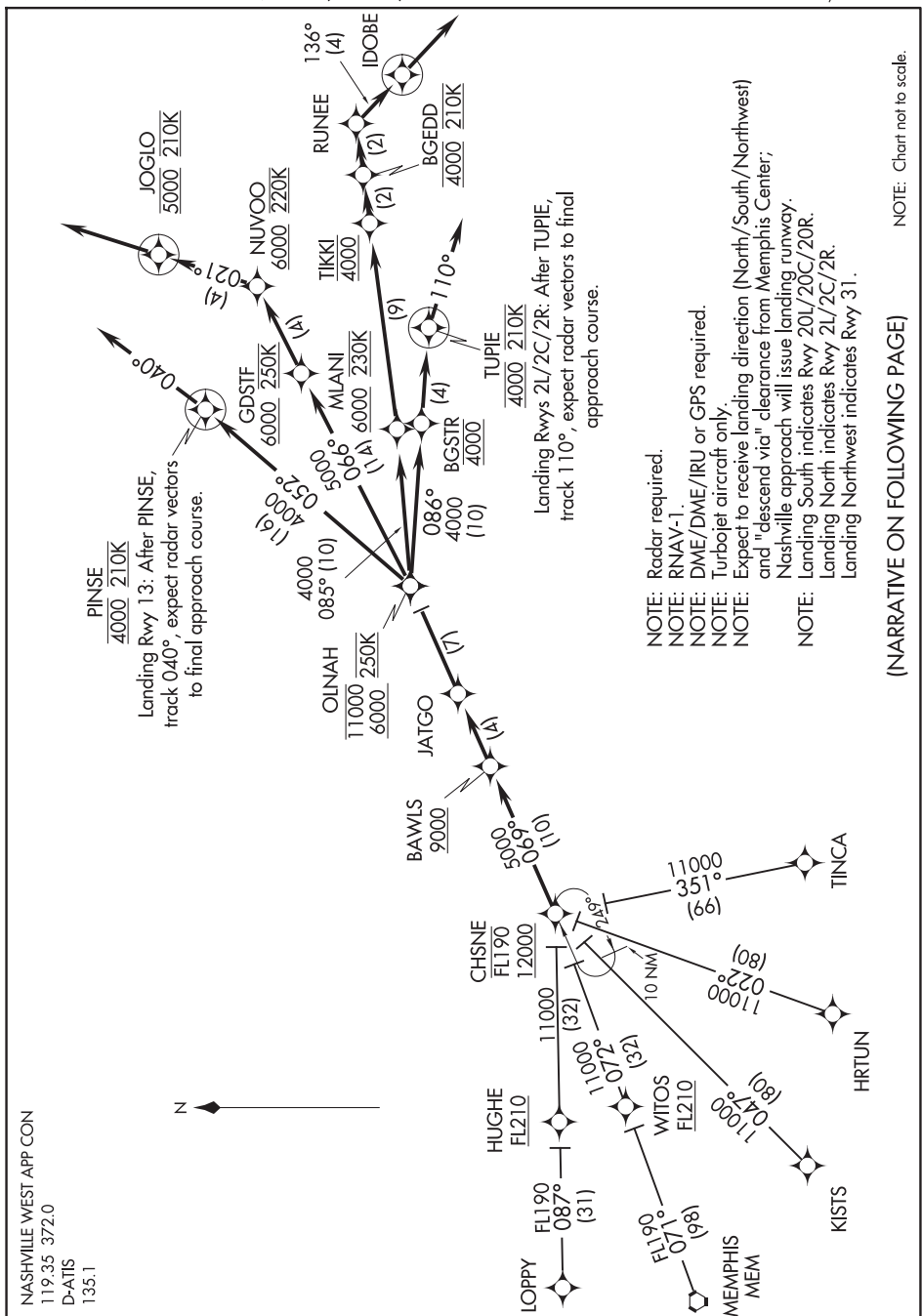
LANDING RUNWAYS 36L/C/R: From EGONE on track 131° to cross FRING between 8000 and 10000 and at 210K, then on track 131° to BAMGE, then on track 188° to cross BRCAT at 6000 and at 210K, then on track 188°. Expect RADAR vectors to final approach course.



NOTE: ELANR TRANSITION for use by Chicago area departures only or as assigned by ATC.

NOTE: Chart not to scale.

CHSNE TWO ARRIVAL (RNAV)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 07 AUG 2025 to 02 OCT 2025

CHSNE TWO ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

- HRTUN TRANSITION (HRTUN.CHSNE2)
- KISTS TRANSITION (KISTS.CHSNE2)
- LOPPY TRANSITION (LOPPY.CHSNE2)
- MEMPHIS TRANSITION (MEM.CHSNE2)
- TINCA TRANSITION (TINCA.CHSNE2)

From over CHSNE on track 069° to cross BAWLS at/above 9000, then on track 069° to JATGO, then on track 069° to cross OLNAAH at/above 6000 and at/below 11000 and at 250K, then on assigned runway transition.

LANDING NORTH (RWY 2L/2C/2R): From over OLNAAH on track 086° to cross BGSTR at 4000, then on track 086° to cross TUPIE at 4000 and at 210K, then on track 110°. Expect radar vectors to final approach course.

LANDING RWY 13: From over OLNAAH on track 052° to cross PINSE at 4000 and at 210K, then on track 040°. Expect radar vectors to final approach course.

LANDING SOUTH (RWY 20L/20C/20R): From over OLNAAH on track 066° to cross GDSTF at/above 6000 and at 250K, then on track 066° to cross NUVOO at/above 6000 and at 220K, then on track 021° to cross JOGLO at 5000 and at 210K, then on track 021°. Expect radar vectors to final approach course.

LANDING NORTHWEST (RWY 31): From over OLNAAH on track 085° to cross MLANI at/above 6000 and at 230K, then on track 085° to cross TIKKI at 4000, then on track 085° to cross BGEDD at 4000 and at 210K, then on track 085° to RUNEE, then on track 136° to IDOBE, then on track 136°. Expect radar vectors to final approach course.

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

MEMPHIS, TENNESSEE

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

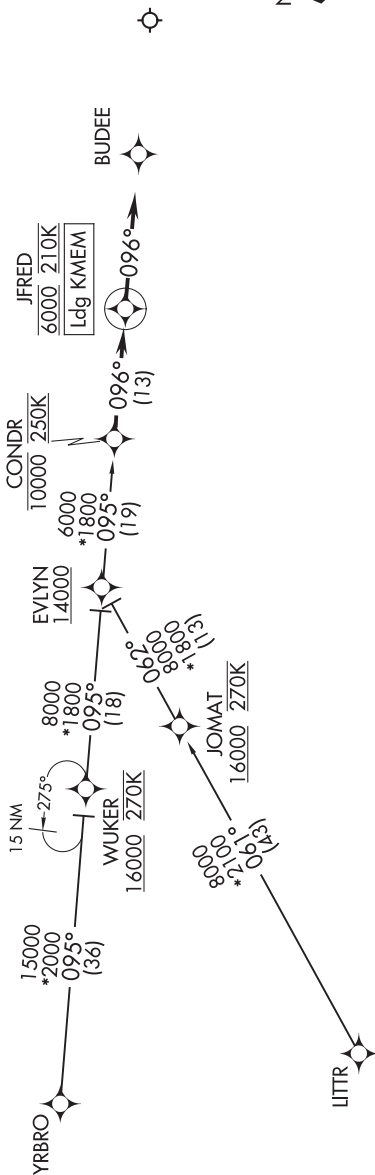
EVLYN TRANSITION (EVLYN.CONDR4):
LITTR TRANSITION (LITTR.CONDR4):
YRBRO TRANSITION (YRBRO.CONDR4):

From CONDR on track 096° to cross JFRED at 6000 and at 210K, then on track 096°. Expect RADAR vectors to final approach course.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75



NOTE: Jet aircraft only.

NOTE: Do not file - to be assigned by ATC.

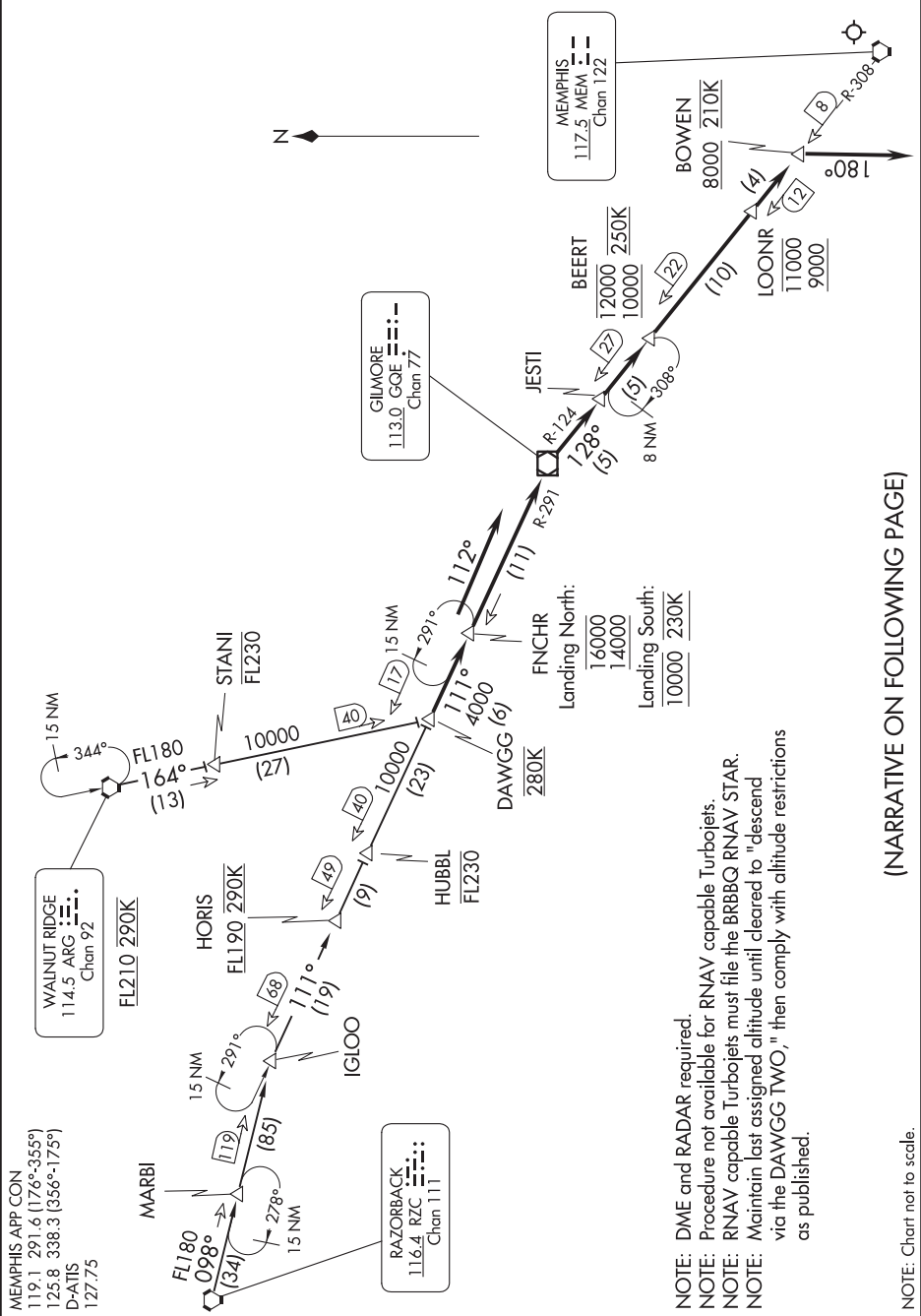
NOTE: Jet aircraft only.

CONDR FOUR ARRIVAL (RNAV)

(CONDR.CONDR4) 31OCT24

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

SE-1, 07 AUG 2025 to 02 OCT 2025



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

RAZORBACK TRANSITION (RZC.DAWGG2): From over RZC VORTAC on RZC R-098 to IGLOO, then on GQE R-291 to DAWGG, thence. . . .

WALNUT RIDGE TRANSITION (ARG.DAWGG2): From over ARG VORTAC on R-164 to DAWGG, thence. . . .

LANDING NORTH: From over DAWGG/GQE 17 DME on GQE R-291 to cross FNCHR/GQE 11 DME at or above 14000 and at or below 16000, then on GQE R-291 to GQE VORTAC, then on GQE R-124 and MEM R-308 to JESTI/MEM 27 DME, then on MEM R-308 to cross BEERT/MEM 22 DME at or above 10000 and at or below 12000 and at 250K, then on MEM R-308 to cross LOONR/MEM 12 DME at or above 9000 and at or below 11000, then on MEM R-308 to cross BOWEN/MEM 8 DME at or above 8000 and at 210K, then on heading 180°, expect radar vectors to final approach course.

LANDING SOUTH: From over DAWGG/GQE 17 DME on GQE R-291 to cross FNCHR/GQE 11 DME at 10000 and 230K, then on heading 112°, expect radar vectors to final approach course.

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

Z10

(ANCHR.DLAMP8) 25163

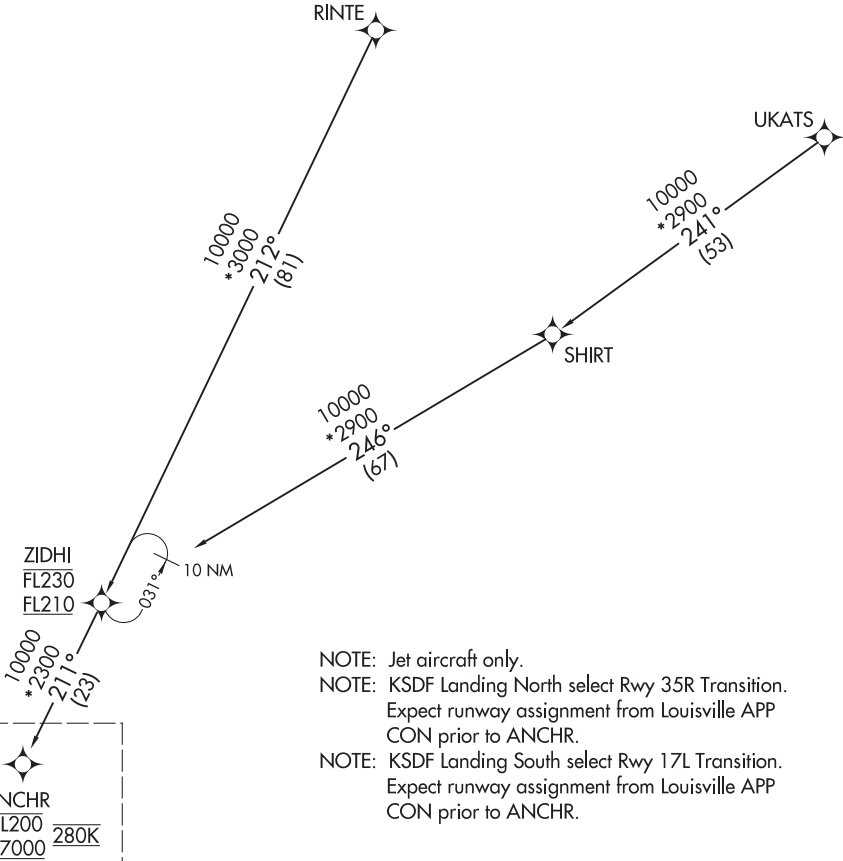
AL-239 (FAA)

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY

DLAMP EIGHT ARRIVAL (RNAV) Transition Routes

LOUISVILLE APP CON
132.075 327.0
D-ATIS
118.725

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



RINTE TRANSITION (RINTE.DLAMP8):
UKATS TRANSITION (UKATS.DLAMP8):

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DLAMP EIGHT ARRIVAL (RNAV) Transition Routes

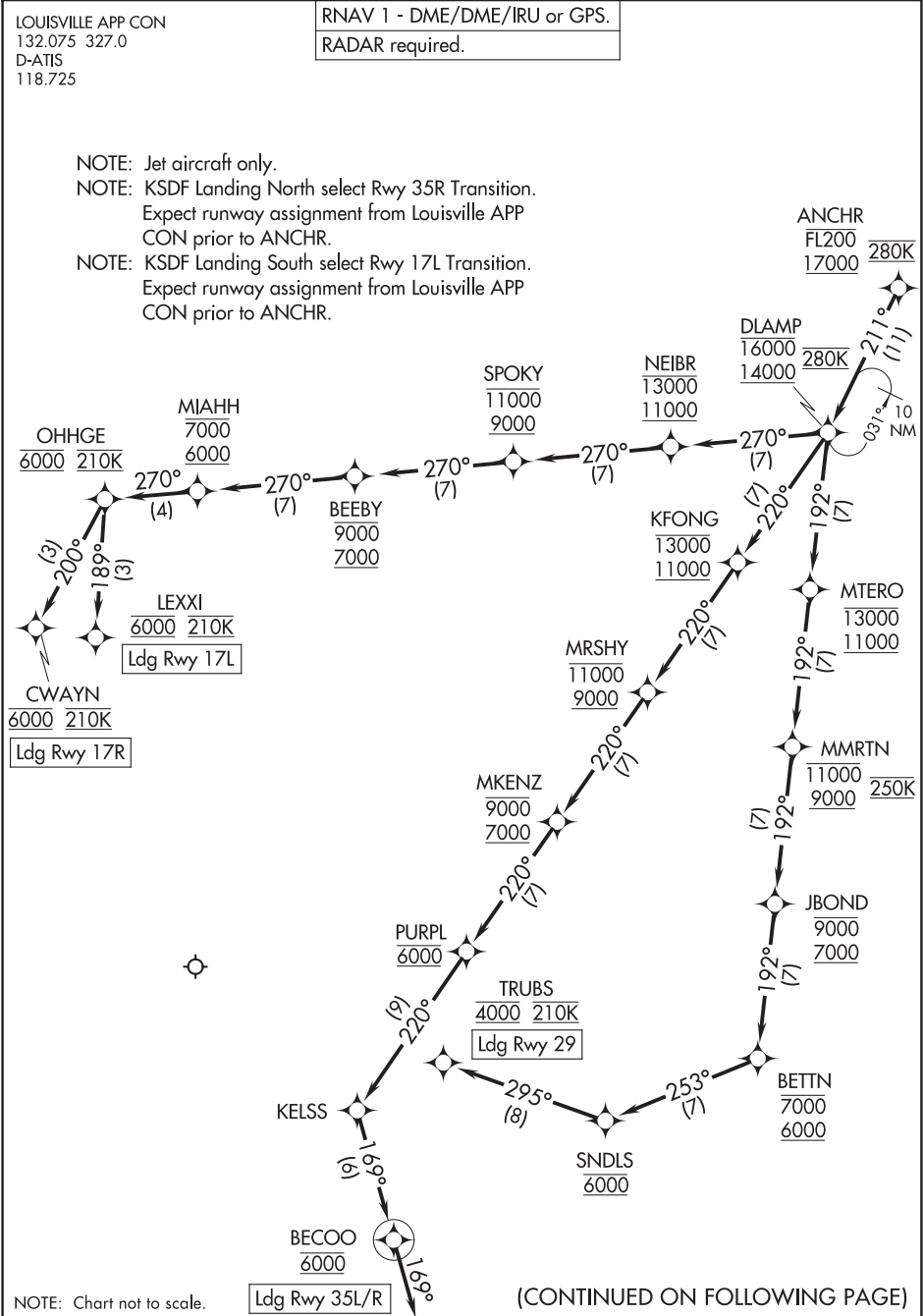
LOUISVILLE, KENTUCKY

(ANCHR.DLAMP8) 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



DLAMP EIGHT ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

From ANCHR on track 211° to cross DLAMP between 14000 and 16000 and at 280K.

LANDING RUNWAY 17L: From DLAMP on track 270° to cross NEIBR between 11000 and 13000, then on track 270° to cross SPOKY between 9000 and 11000, then on track 270° to cross BEEBY between 7000 and 9000, then on track 270° to cross MIAHH between 6000 and 7000, then on track 270° to cross OHHGE at 6000 and at 210K, then on track 189° to cross LEXXI at 6000 and at 210K. Expect ILS or LOC Rwy 17L approach.

LANDING RUNWAY 17R: From DLAMP on track 270° to cross NEIBR between 11000 and 13000, then on track 270° to cross SPOKY between 9000 and 11000, then on track 270° to cross BEEBY between 7000 and 9000, then on track 270° to cross MIAHH between 6000 and 7000, then on track 270° to cross OHHGE at 6000 and at 210K, then on track 200° to cross CWAYN at 6000 and at 210K. Expect ILS or LOC Rwy 17R approach.

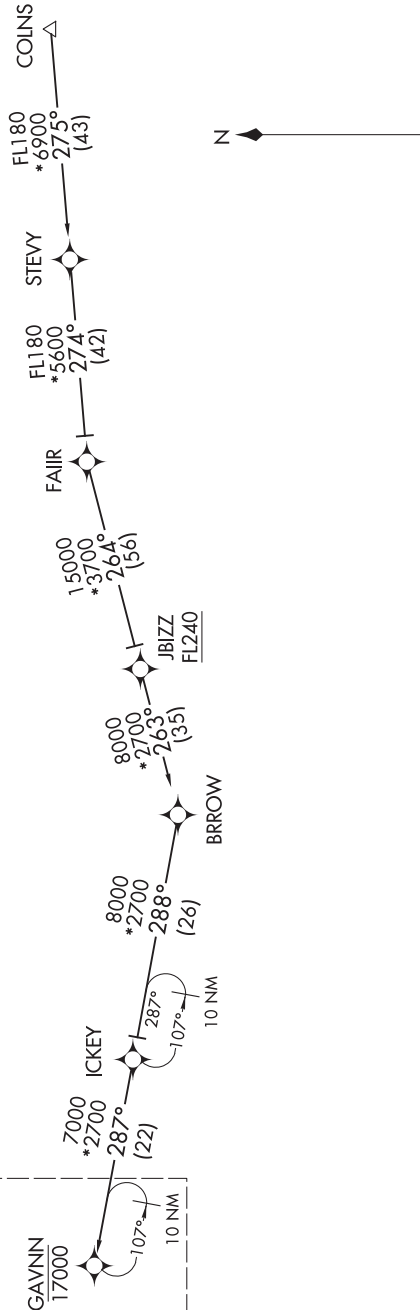
LANDING RUNWAY 29: From DLAMP on track 192° to cross MTERO between 11000 and 13000, then on track 192° to cross MMRTN between 9000 and 11000 and at 250K, then on track 192° to cross JBOND between 7000 and 9000, then on track 192° to cross BETTN between 6000 and 7000, then on track 253° to cross SNDLS at 6000, then on track 295° to cross TRUBS at 4000 and at 210K. Expect LOC Rwy 29 approach.

LANDING RUNWAYS 35L/R: From DLAMP on track 220° to cross KFONG between 11000 and 13000, then on track 220° to cross MRSHY between 9000 and 11000, then on track 220° to cross MKENZ between 7000 and 9000, then on track 220° to cross PURPL at 6000, then on track 220° to KELSS, then on track 169° to cross BECOO at 6000, then on track 169°. Expect radar vectors to final approach course.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

CINNATI APP CON
119.7 363.15 (090°-266°)
123.875 363.15 (270°)
D-ATIS
134.375

See following page
for arrival routes



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

COLNS TRANSITION (COLNS.GAVNN7):

FAIR TRANSITION (FAIR.GAVN7):

(GAVNN.GAVNN7) 24081

GAVNN SEVEN ARRIVAL (RNAV) Arrival Routes

Z14

AL-655 (FAA)

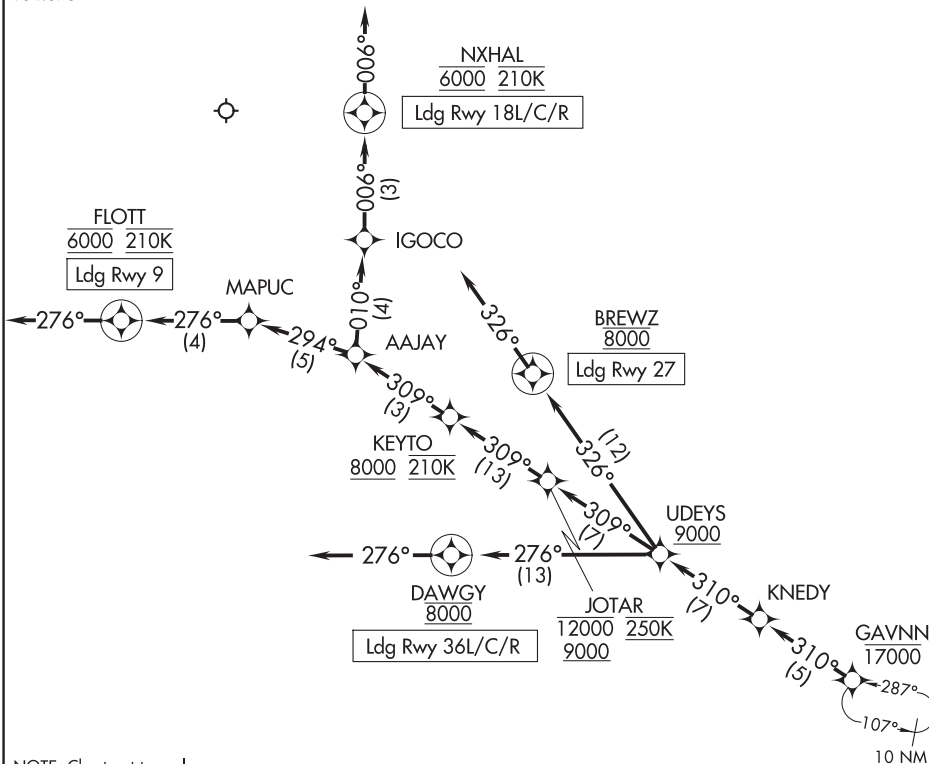
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)
D-ATIS
134.375

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From GAVNN on track 310° to KNEDY, then on track 310° to UDEYS at or above 9000.

LANDING RUNWAY 9: From UDEYS on track 309° to cross JOTAR between 9000 and 12000 and at 250K, then on track 309° to cross KEYTO at or above 8000 and at 210K, then on track 309° to AAJAY, then on track 294° to MAPUC, then on track 276° to cross FLOTT at 6000 and at 210K, then on track 276°.

Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18L/C/R: From UDEYS on track 309° to cross JOTAR between 9000 and 12000 and at 250K, then on track 309° to cross KEYTO at or above 8000 and at 210K, then on track 309° to AAJAY, then on track 010° to IGOCO, then on track 006° to cross NXHAL at 6000 and at 210K, then on track 006°.

Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From UDEYS on track 326° to cross BREWZ at 8000, then on track 326°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From UDEYS on track 276° to cross DAWGY at 8000, then on track 276°. Expect RADAR vectors to final approach course.

GAVNN SEVEN ARRIVAL (RNAV) Arrival Routes

COVINGTON, KENTUCKY

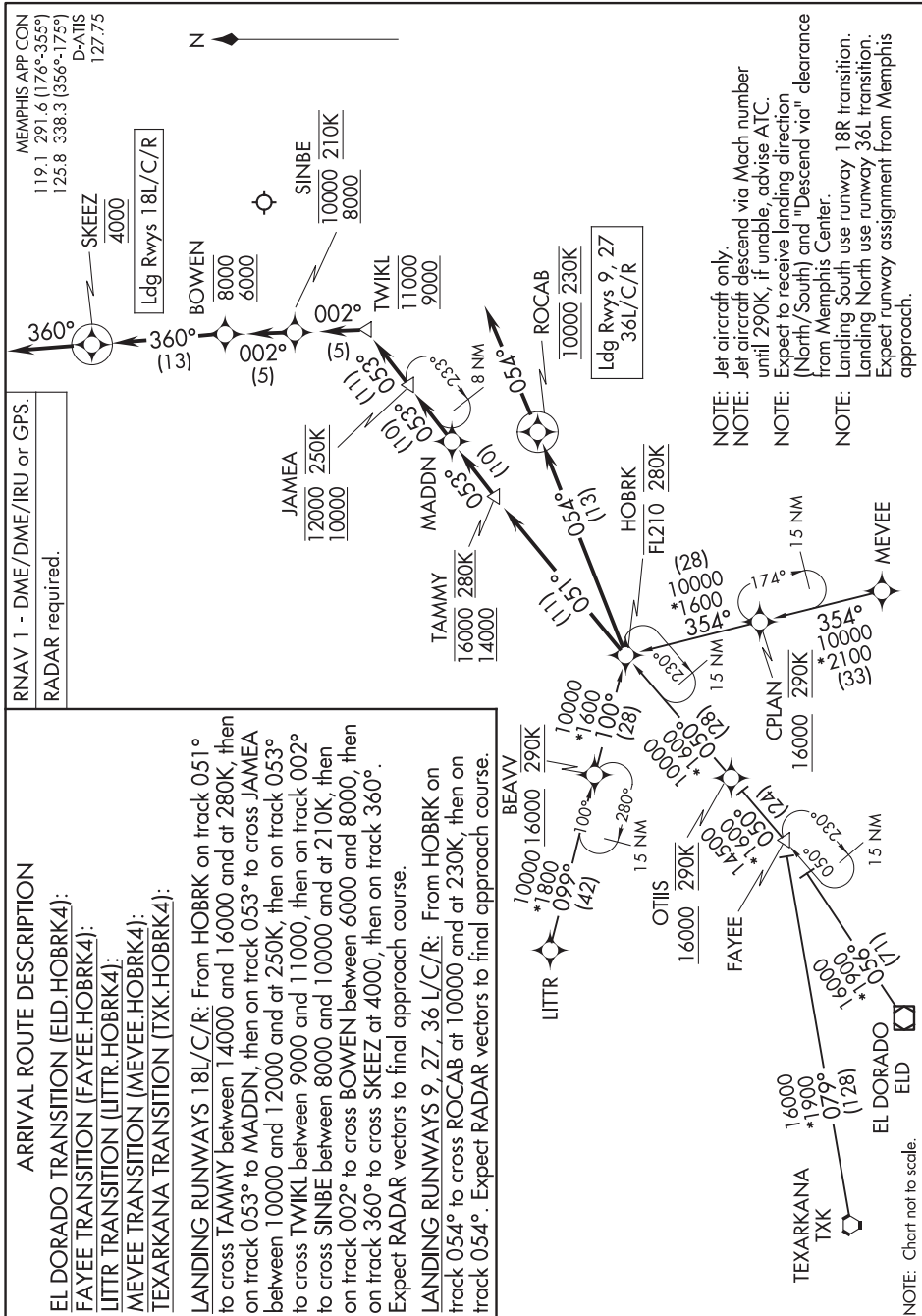
(GAVNN.GAVNN7) 21MAR24

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

MEMPHIS, TENNESSEE



NOTE: Chart not to scale.

(HYTHR.HYTHR3) 23334

AL-253 (FAA)

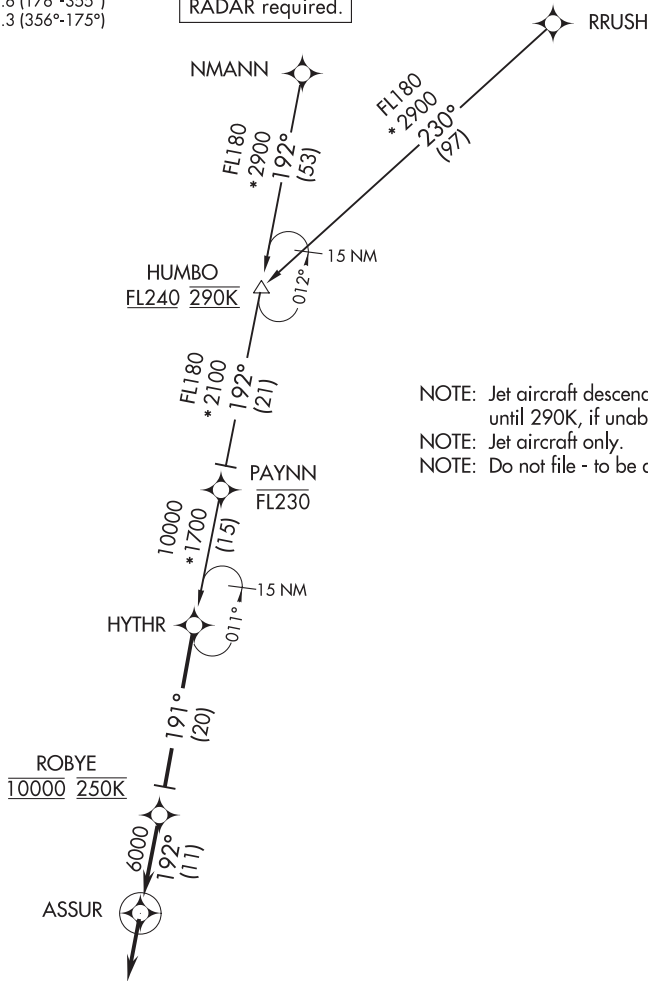
MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

HYTHR THREE ARRIVAL (RNAV)

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



NOTE: Jet aircraft descend via Mach number until 290K, if unable, advise ATC.
NOTE: Jet aircraft only.
NOTE: Do not file - to be assigned by ATC.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HUMBO TRANSITION (HUMBO.HYTHR3):
NMANN TRANSITION (NMANN.HYTHR3):
RRUSH TRANSITION (RRUSH.HYTHR3):

From HYTHR on track 191° to cross ROBYE at 10000 and at 250K, then on track 192° to ASSUR. Then on track 192°. Expect radar vectors to final approach course.

HYTHR THREE ARRIVAL (RNAV)
(HYTHR.HYTHR3) 30NOV23

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

(JAKIE.JAKIE6) 24137

AL-655 (FAA)

JAKIE SIX ARRIVAL (RNAV) Transition Routes

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 254.25
D-ATIS
134.375

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



NOTE: Chart not to scale.

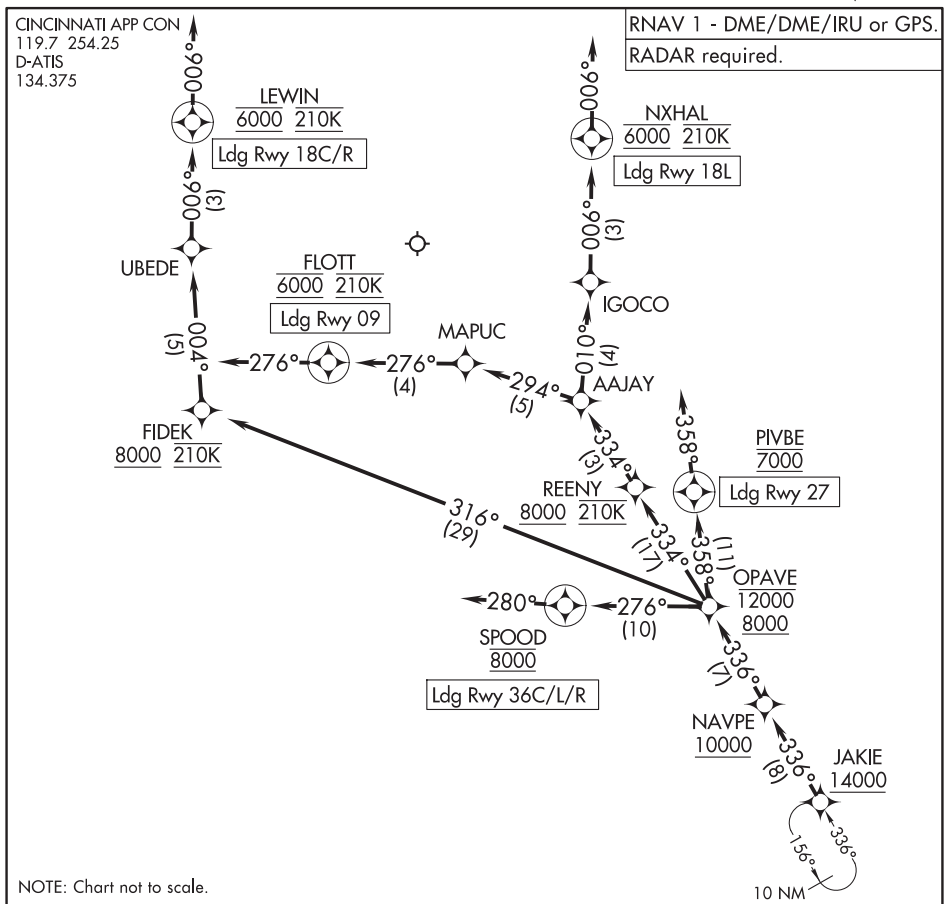
(CONTINUED ON FOLLOWING PAGE)

JAKIE SIX ARRIVAL (RNAV) Transition Routes

COVINGTON, KENTUCKY

(JAKIE.JAKIE6) 21MAR24

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



ARRIVAL ROUTE DESCRIPTION

From JAKIE on track 336° to cross NAVPE at or above 10000, then on track 336° to cross OPAVE between 8000 and 12000.

LANDING RUNWAY 9: From OPAVE on track 334° to cross REENY at or above 8000 and at 210K, then on track 334° to AAJAY, then on track 294° to MAPUC, then on track 276° to cross FLOTT at 6000 and at 210K, then on track 276°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18C/R: From OPAVE on track 316° to cross FIDEK at or above 8000 and at 210K, then on track 004° to UBEDE, then on track 006° to cross LEWIN at 6000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

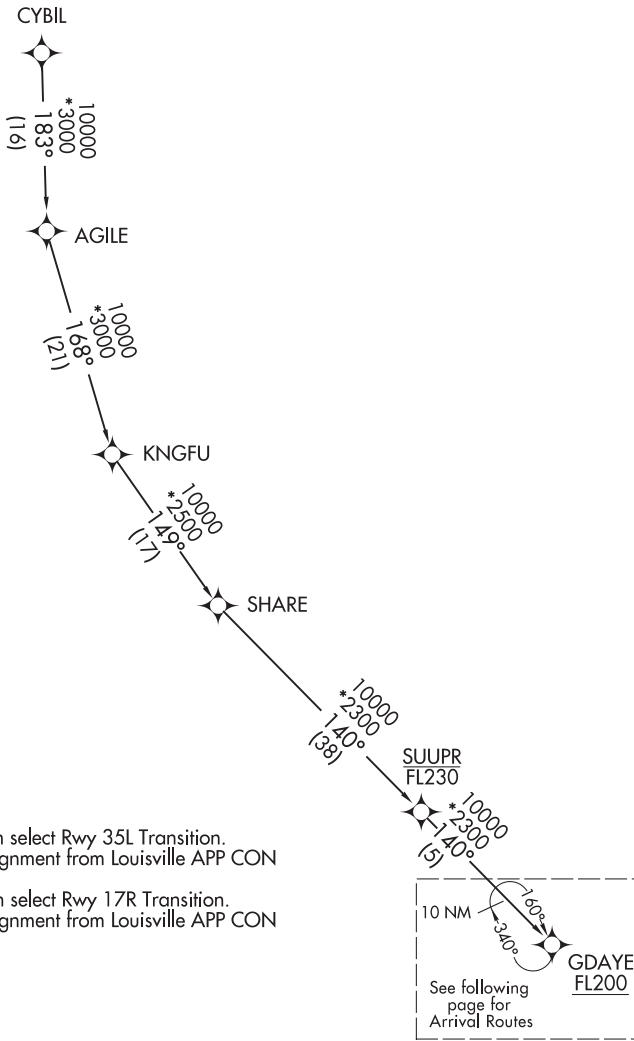
LANDING RUNWAY 18L: From OPAVE on track 334° to cross REENY at or above 8000 and at 210K, then on track 334° to AAJAY, then on track 010° to IGOCO, then on track 006° to cross NXHAL at 6000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From OPAVE on track 358° to cross PIVBE at 7000, then on track 358°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From OPAVE on track 276° to cross SPOOD at 8000, then on track 280°. Expect RADAR vectors to final approach course.

LOUISVILLE APP CON
132.075 327.0
SDF D-ATIS
118.725
LOU ATIS
124.15

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



NOTE: Jet aircraft only.
NOTE: KSDf landing north select Rwy 35L Transition.
Expect runway assignment from Louisville APP CON prior to LISZA.
NOTE: KSDf landing south select Rwy 17R Transition.
Expect runway assignment from Louisville APP CON prior to LISZA.

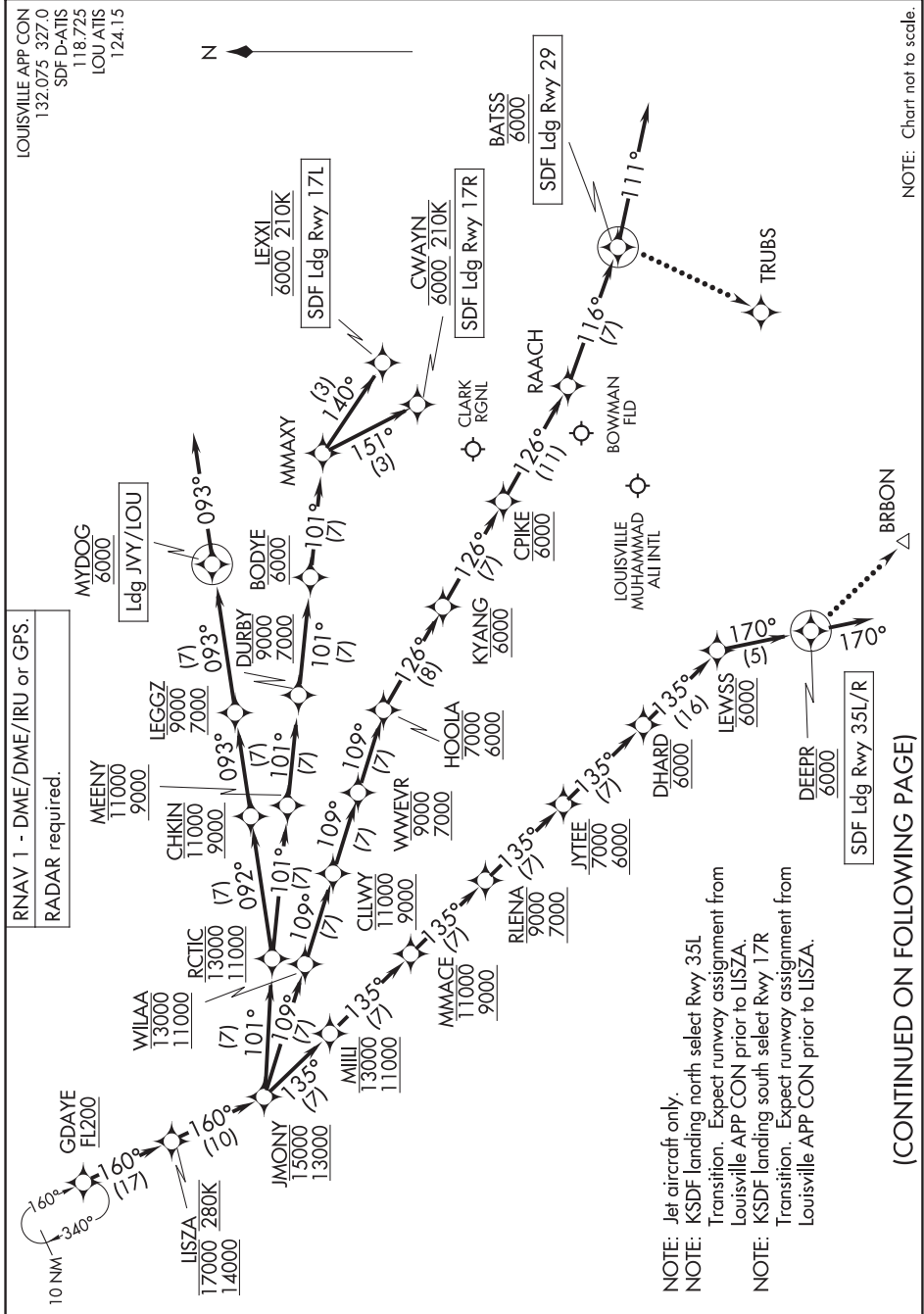
NOTE: Chart not to scale.

CYBIL TRANSITION (CYBIL.JMONY2)
SHARE TRANSITION (SHARE.JMONY2)

(CONTINUED ON FOLLOWING PAGE)

JMONY TWO ARRIVAL (RNAV) Arrival Routes

LOUISVILLE, KENTUCKY



(CONTINUED ON FOLLOWING PAGE)

JMONY TWO ARRIVAL (RNAV) Arrival Routes

LOUISVILLE, KENTUCKY

ARRIVAL ROUTE DESCRIPTION

SDF: From GDAYE on track 160° to cross LISZA between 14000 and 17000 and at 280K, then on track 160° to cross JMONY between 13000 and 15000.

LANDING SDF RUNWAY 17L: From JMONY on track 101° to cross RCTIC between 11000 and 13000, then on track 101° to cross MEENY between 9000 and 11000, then on track 101° to cross DURBY between 7000 and 9000, then on track 101° to cross BODYE at 6000, then on track 101° to MMAXY, then on track 140° to cross LEXXI at 6000 and at 210K. Expect ILS or LOC Rwy 17L approach.

LANDING SDF RUNWAY 17R: From JMONY on track 101° to cross RCTIC between 11000 and 13000, then on track 101° to cross MEENY between 9000 and 11000, then on track 101° to cross DURBY between 7000 and 9000, then on track 101° to cross BODYE at 6000, then on track 101° to MMAXY, then on track 151° to cross CWAYN at 6000 and at 210K. Expect ILS or LOC Rwy 17R approach.

LANDING SDF RUNWAY 29: From JMONY on track 109° to cross WILAA between 11000 and 13000, then on track 109° to cross CLLWY between 9000 and 11000, then on track 109° to cross WWEVR between 7000 and 9000, then on track 109° to cross HOOLA between 6000 and 7000, then on track 126° to cross KYANG at 6000, then on track 126° to cross CPIKE at 6000, then on track 126° to RAACH, then on track 116° to cross BATSS at 6000, then on track 111°. Expect RADAR vectors to final approach course.

LANDING SDF RUNWAYS 35L/R: From JMONY on track 135° to cross MIILI between 11000 and 13000, then on track 135° to cross MMACE between 9000 and 11000, then on track 135° to cross RLENA between 7000 and 9000, then on track 135° to cross JYTEE between 6000 and 7000, then on track 135° to cross DHARD at 6000, then on track 135° to cross LEWSS at 6000, then on track 170° to cross DEEPR at 6000, then on track 170°. Expect RADAR vectors to final approach course.

LANDING JVY/LOU: From GDAYE on track 160° to cross LISZA between 14000 and 17000 and at 280K, then on track 160° to cross JMONY between 13000 and 15000, then on track 101° to cross RCTIC between 11000 and 13000, then on track 092° to cross CHKIN between 9000 and 11000, then on track 093° to cross LEGGZ between 7000 and 9000, then on track 093° to cross MYDOG at 6000, then on track 093°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
RUNWAYS 35L/R: After DEEPR, proceed to BRBON, then proceed on the ILS or LOC Rwy 35L approach or RNAV (GPS) Y Rwy 35L approach.
RUNWAY 29: After BATSS, proceed to TRUBS, then proceed on the RNAV (GPS) Rwy 29 approach.

(COBBZ.LEDDL1) 24193

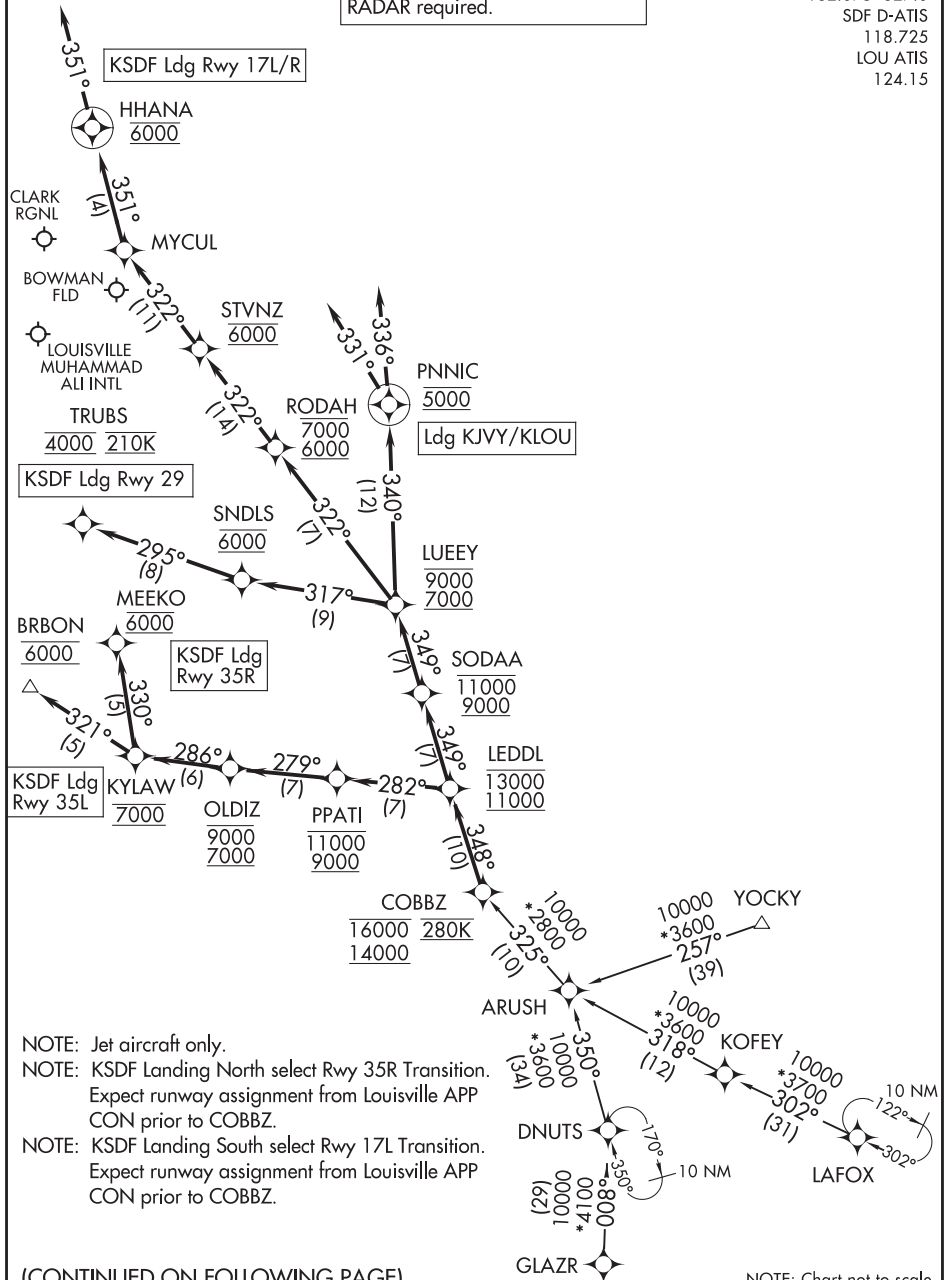
LEDDL ONE ARRIVAL (RNAV)

LOUISVILLE, KENTUCKY

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

LOUISVILLE APP CON
132.075 327.0
SDF D-ATIS
118.725
LOU ATIS
124.15



LEDDL ONE ARRIVAL (RNAV)

(COBBZ.LEDDL1) 11JUL24

LOUISVILLE, KENTUCKY

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GLAZR TRANSITION (GLAZR.LEDDL1):
LAFOX TRANSITION (LAFOX.LEDDL1):
YOCKY TRANSITION (YOCKY.LEDDL1):

KSDF: From COBBZ on track 348° to cross LEDDL between 11000 and 13000.

LANDING KSDF RUNWAY 17L/R: From LEDDL on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 322° to cross RODAH between 6000 and 7000, then on track 322° to cross STVNZ at 6000, then on track 322° to MYCUL, then on track 351° to cross HHANA at 6000, then on track 351°. Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAY 29: From LEDDL on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 317° to cross SNDLS at 6000, then on track 295° to cross TRUBS at 4000 and at 210K. Expect LOC Runway 29 approach.

LANDING KSDF RUNWAY 35L: From LEDDL on track 282° to cross PPATI between 9000 and 11000, then on track 279° to cross OLDIZ between 7000 and 9000, then on track 286° to cross KYLAU at 7000, then on track 321° to cross BRBON at 6000. Expect ILS or LOC Runway 35L approach.

LANDING KSDF RUNWAY 35R: From LEDDL on track 282° to cross PPATI between 9000 and 11000, then on track 279° to cross OLDIZ between 7000 and 9000, then on track 286° to cross KYLAU at 7000, then on track 330° to cross MEEKO at 6000. Expect ILS or LOC Runway 35R approach.

LANDING KJVV: From COBBZ on track 348° to cross LEDDL between 11000 and 13000, then on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 340° to cross PNNIC at 5000, then on track 336°. Expect RADAR vectors to final approach course.

LANDING KLOU: From COBBZ on track 348° to cross LEDDL between 11000 and 13000, then on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 340° to cross PNNIC at 5000, then on track 331°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

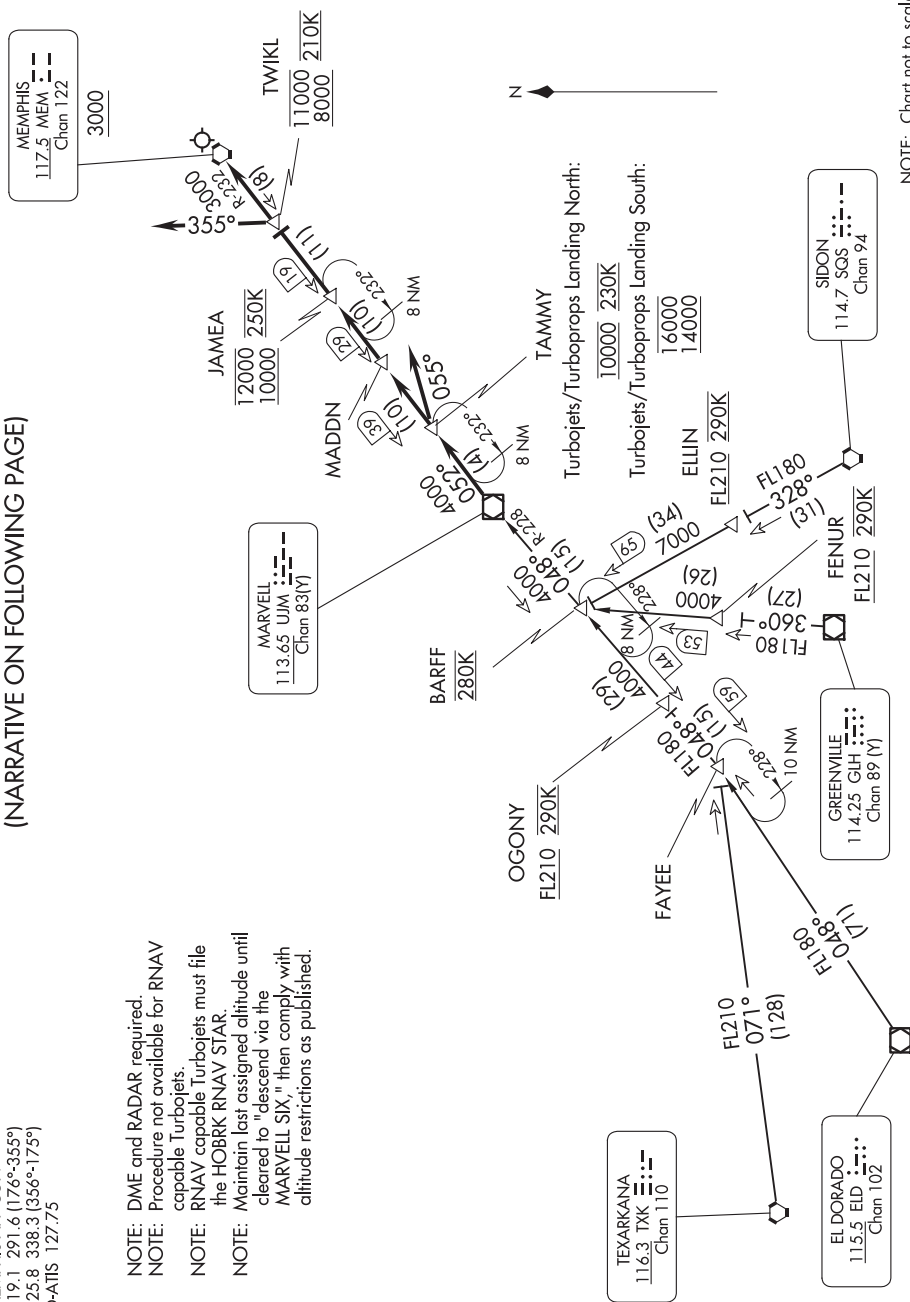
(NARRATIVE ON FOLLOWING PAGE)

MEMPHIS APP CON
1119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS 127.75

NOTE: DME and RADAR required.
NOTE: Procedure not available for RNAV capable Turbojets.
NOTE: RNAV capable Turbojets must file the HOBKR RNAV STAR.
NOTE: Maintain last assigned altitude until cleared to "descend via the MARVEL SIX," then comply with altitude restrictions as published.

MARVELL SIX ARRIVAL
(UJM.UJM6) 10NOV16

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)



ARRIVAL ROUTE DESCRIPTION

EL DORADO TRANSITION (ELD.UJM6): From over ELD VOR/DME on ELD R-048 to FAYEE, then on UJM R-228 to UJM VOR/DME. Thence. . . .

GREENVILLE TRANSITION (GLH.UJM6): From over GLH VOR/DME on GLH R-360 to BARFF, then on UJM R-228 to UJM VOR/DME. Thence. . . .

SIDON TRANSITION (SQS.UJM6): From over SQS VORTAC on SQS R-328 to BARFF, then on UJM R-228 to UJM VOR/DME. Thence. . . .

TEXARKANA TRANSITION (TXK.UJM6): From over TXK VORTAC on TXK R-071 to FAYEE, then on UJM R-228 to UJM VOR/DME. Thence. . . .

TURBOJETS/TURBOPROPS LANDING SOUTH: From over UJM VOR/DME on MEM VORTAC R-232 to cross TAMMY/MEM 39 DME at or above 14000 and at or below 16000, then on MEM VORTAC R-232 to MADDN/MEM 29 DME, then on MEM VORTAC R-232 to JAMEA/MEM 19 DME at or above 10000 and at or below 12000 at 250K, then on MEM VORTAC R-232 to cross TWIKL/ MEM 8 DME at or above 8000 and at or below 11000 and at 210K, then on heading 355°, expect radar vectors to final approach course.

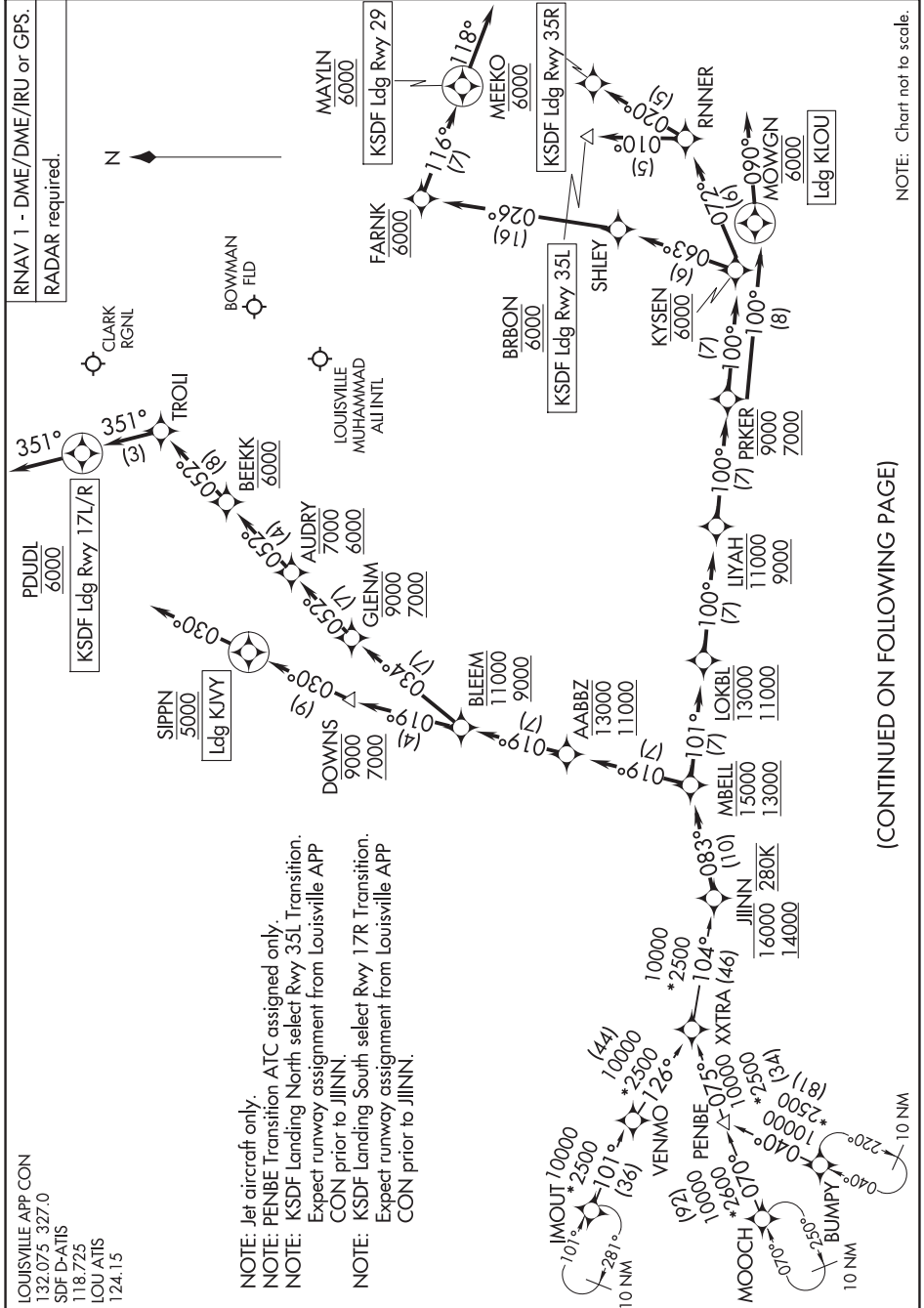
TURBOJETS/TURBOPROPS LANDING NORTH: From over UJM VOR/DME on MEM VORTAC R-232 to cross TAMMY/MEM 39 DME at 10000 and at 230K, then on heading 055, expect radar vectors to final approach course.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over UJM VOR/DME on MEM VORTAC R-232 to cross MEM VORTAC at or above 3000, expect radar vectors to final approach course after passing TAMMY/MEM 39 DME.

MBELL FIVE ARRIVAL (RNAV)

LOUISVILLE, KENTUCKY

SE-1, 07 AUG 2025 to 02 OCT 2025



MBELL FIVE ARRIVAL (RNAV)

LOUISVILLE, KENTUCKY

SE-1, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

BUMPY TRANSITION (BUMPY.MBELL5):
IMOUT TRANSITION (IMOUT.MBELL5):
MOOCH TRANSITION (MOOCH.MBELL5):
PENBE TRANSITION (PENBE.MBELL5):

KSDF: From JIINN on track 083° to cross MBELL between 13000 and 15000.

LANDING KSDF RUNWAYS 17L/R: From MBELL on track 019° to cross AABZ between 11000 and 13000, then on track 019° to cross BLEEM between 9000 and 11000, then on track 034° to cross GLENM between 7000 and 9000, then on track 052° to cross AUDRY between 6000 and 7000, then on track 052° to cross BEEKK at 6000, then on track 052° to TROLL, then on track 351° to cross PDUDL at 6000, then on track 351°. Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAY 29: From MBELL on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross KYSEN at 6000, then on track 063° to SHLEY, then on track 026° to cross FARNK at 6000, then on track 116° to cross MAYLN at 6000, then on track 118°. Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAY 35L: From MBELL on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross KYSEN at 6000, then on track 072° to RNNER, then on track 010° to cross BRBON at 6000. Expect ILS or LOC RWY 35L approach.

LANDING KSDF RUNWAY 35R: From MBELL on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross KYSEN at 6000, then on track 072° to RNNER, then on track 020° to cross MEEKO at 6000. Expect ILS or LOC RWY 35R approach.

LANDING KJVY: From JIINN on track 083° to cross MBELL between 13000 and 15000, then on track 019° to cross AABZ between 11000 and 13000, then on track 019° to cross BLEEM between 9000 and 11000, then on track 019° to cross DOWNS between 7000 and 9000, then on track 030° to cross SIPPN at 5000, then on track 030°. Expect RADAR vectors to final approach course.

LANDING KLOU: From JIINN on track 083° to cross MBELL between 13000 and 15000, then on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross MOWGN at 6000, then on track 090°. Expect RADAR vectors to final approach course.

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-AIS
127.75

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

(MONAA.MONAA4) 23334
MONAA FOUR ARRIVAL (RNAV)

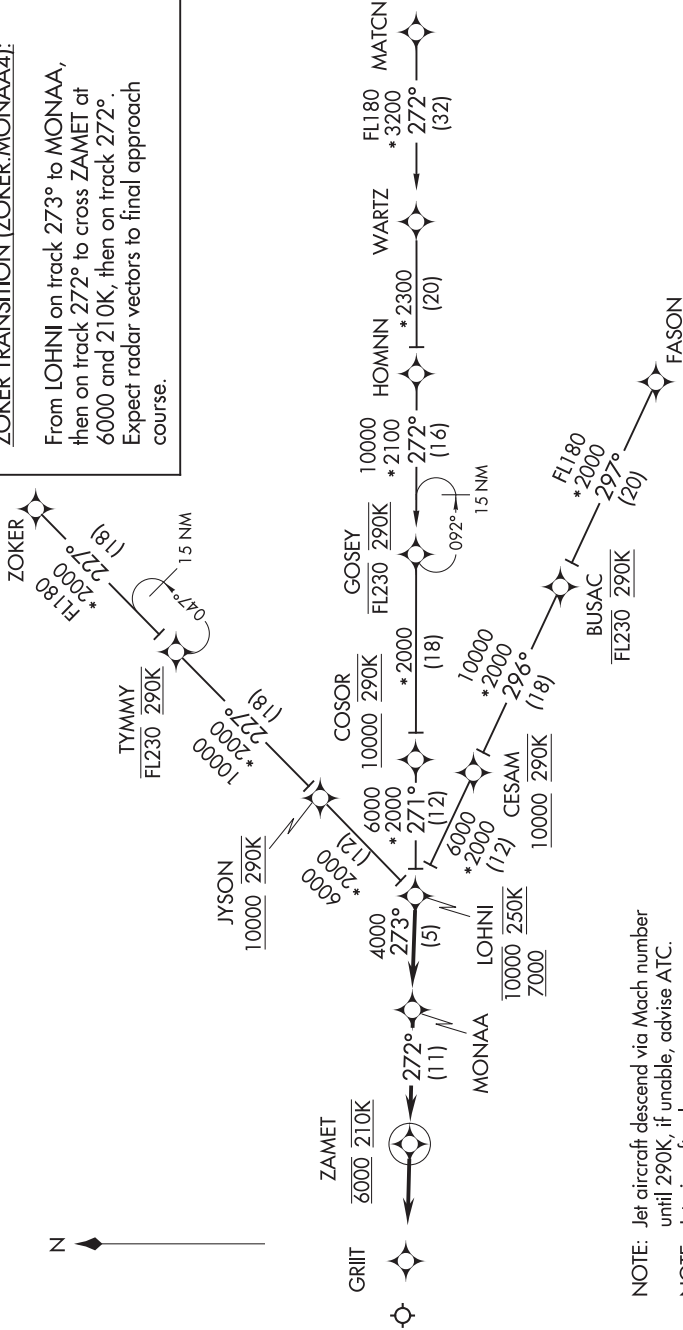
AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

ARRIVAL ROUTE DESCRIPTION

FASON TRANSITION (FASON.MONAA4);
HOMNN TRANSITION (HOMNN.MONAA4);
MATCHN TRANSITION (MATCHN.MONAA4);
ZOKER TRANSITION (ZOKER.MONAA4);

From LOHNI on track 273° to MONAA,
then on track 272° to cross ZAMET at
6000 and 210K, then on track 272°.
Expect radar vectors to final approach
course.

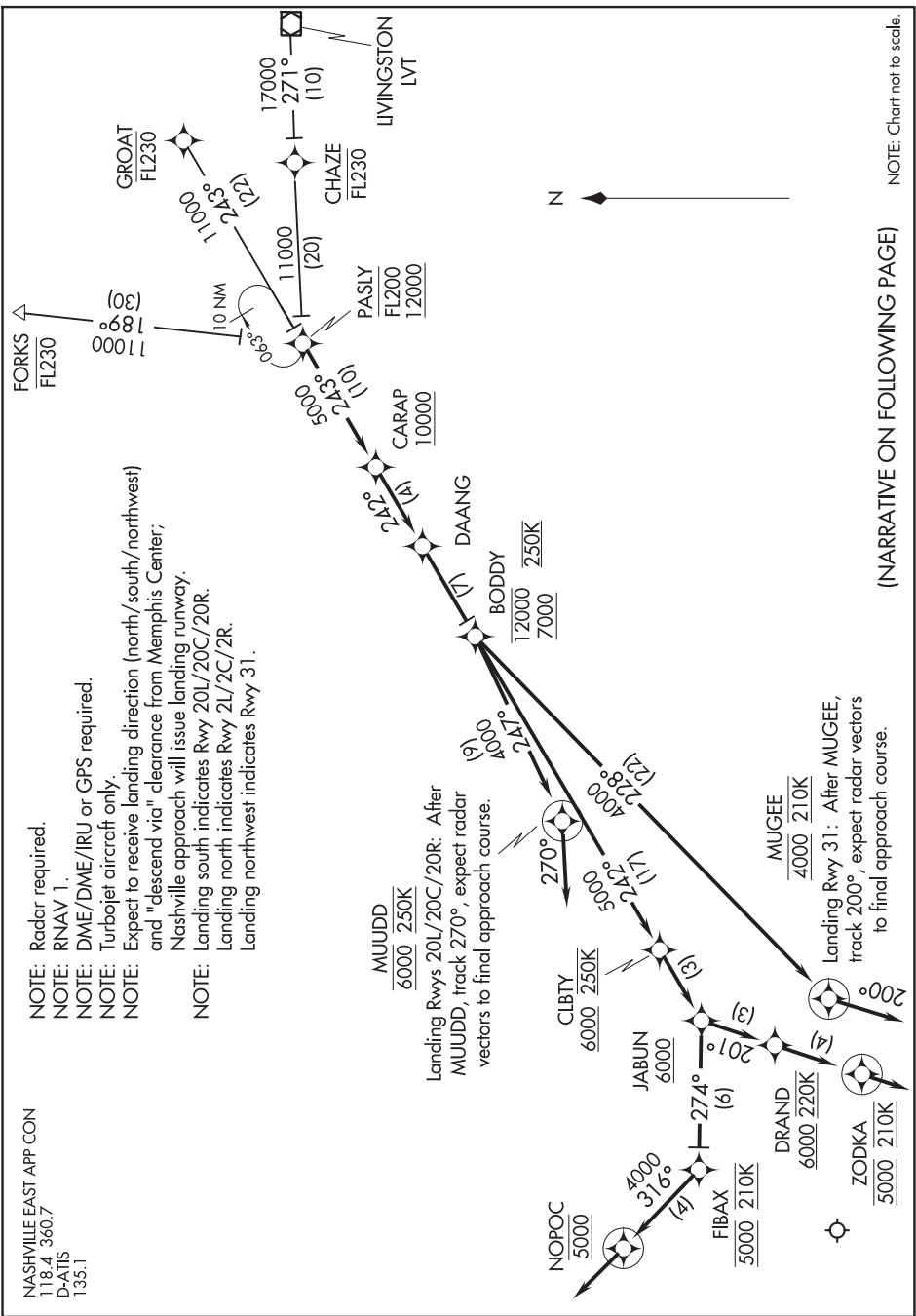


NOTE: Jet aircraft descend via Mach number
until 290K, if unable, advise ATC.
NOTE: Jet aircraft only.
NOTE: Do not file - to be assigned by ATC.

NOTE: Chart not to scale.

MONAA FOUR ARRIVAL (RNAV)
(MONAA.MONAA4) 30NOV23

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)



PASLY FOUR ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

- FORKS TRANSITION (FORKS.PASLY4)
- GROAT TRANSITION (GROAT.PASLY4)
- LIVINGSTON TRANSITION (LVT.PASLY4)

From over PASLY on track 243° to cross CARAP at/above 10000, then on track 242° to DAANG, then on track 242° to cross BODDY at/above 7000 and at/below 12000 and at 250K, then on assigned runway transition.

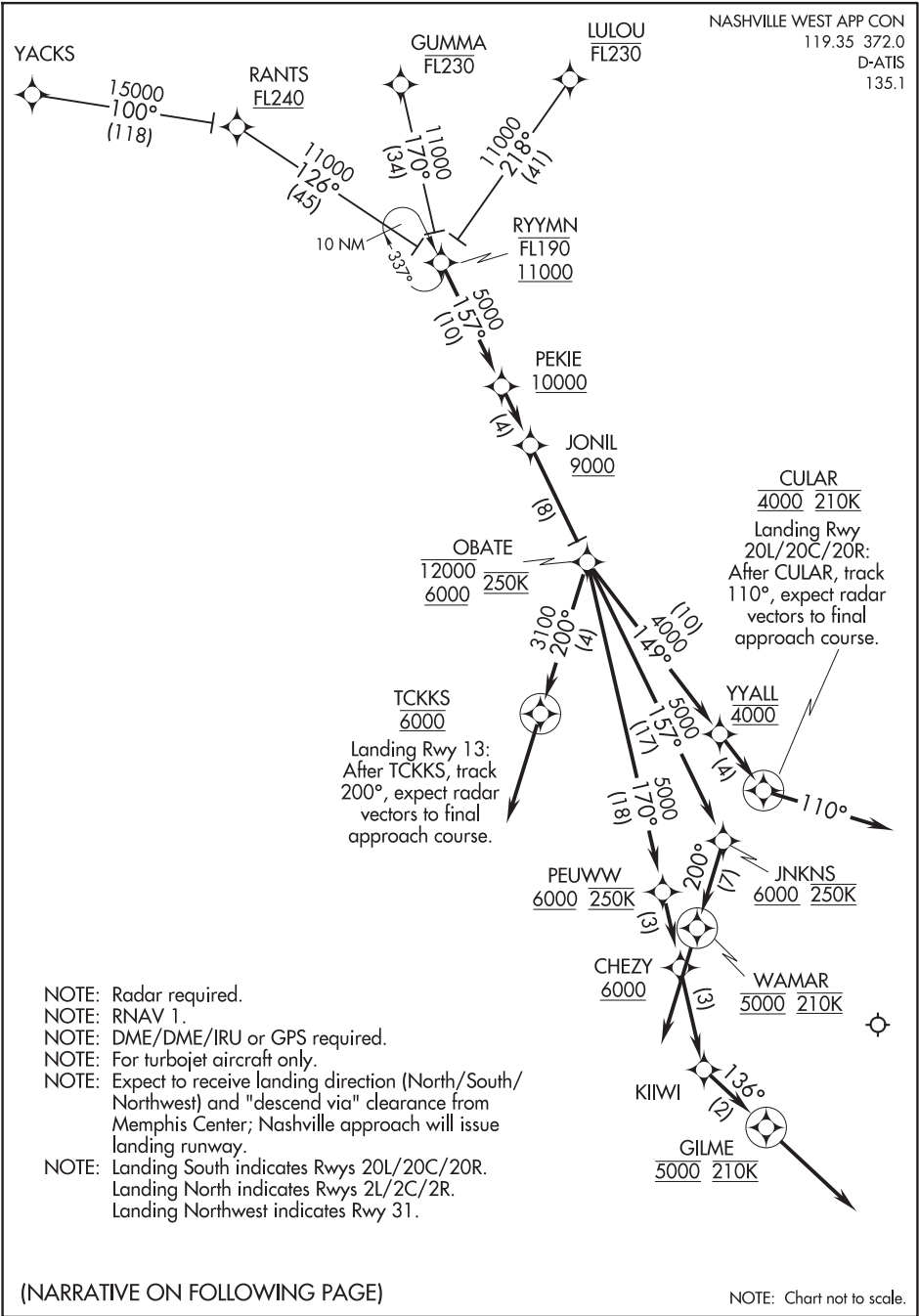
LANDING NORTH RWYS 2L/2C/2R: From over BODDY on track 242° to cross CLBTY at/above 6000 and at 250K, then on track 242° to cross JABUN at/above 6000, then on track 201° to cross DRAND at/above 6000 and at 220K, then on track 201° to cross ZODKA at 5000 and at 210K, then on track 201°. Expect radar vectors to final approach course.

LANDING SOUTH RWYS 20L/20C/20R: From over BODDY on track 247° to cross MUUDD at 6000 and at 250K, then on track 270°. Expect radar vectors to final approach course.

LANDING NORTHWEST RWY 31: From over BODDY on track 228° to cross MUGEE at 4000 and at 210K, then on track 200°. Expect radar vectors to final approach course.

LANDING RWY 13: From over BODDY on track 242° to cross CLBTY at/above 6000 and at 250K, then on track 242° to cross JABUN at/above 6000, then on track 274° to cross FIBAX at 5000 and at 210K, then on track 316° to cross NOPOC at 5000, then on track 316°. Expect radar vectors to final approach course.

RYYMN TWO ARRIVAL (RNAV)



RYYMN TWO ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

- GUMMA TRANSITION (GUMMA.RYYMN2)
- LULOU TRANSITION (LULOU.RYYMN2)
- RANTS TRANSITION (RANTS.RYYMN2)
- YACKS TRANSITION (YACKS.RYYMN2)

From over RYYMN on track 157° to PEKIE at/above 10000, then on track 157° to cross JONIL at/above 9000, then on track 157° to cross OBATE at/above 6000 and at/below 12000 and at 250K, then on assigned runway transition.

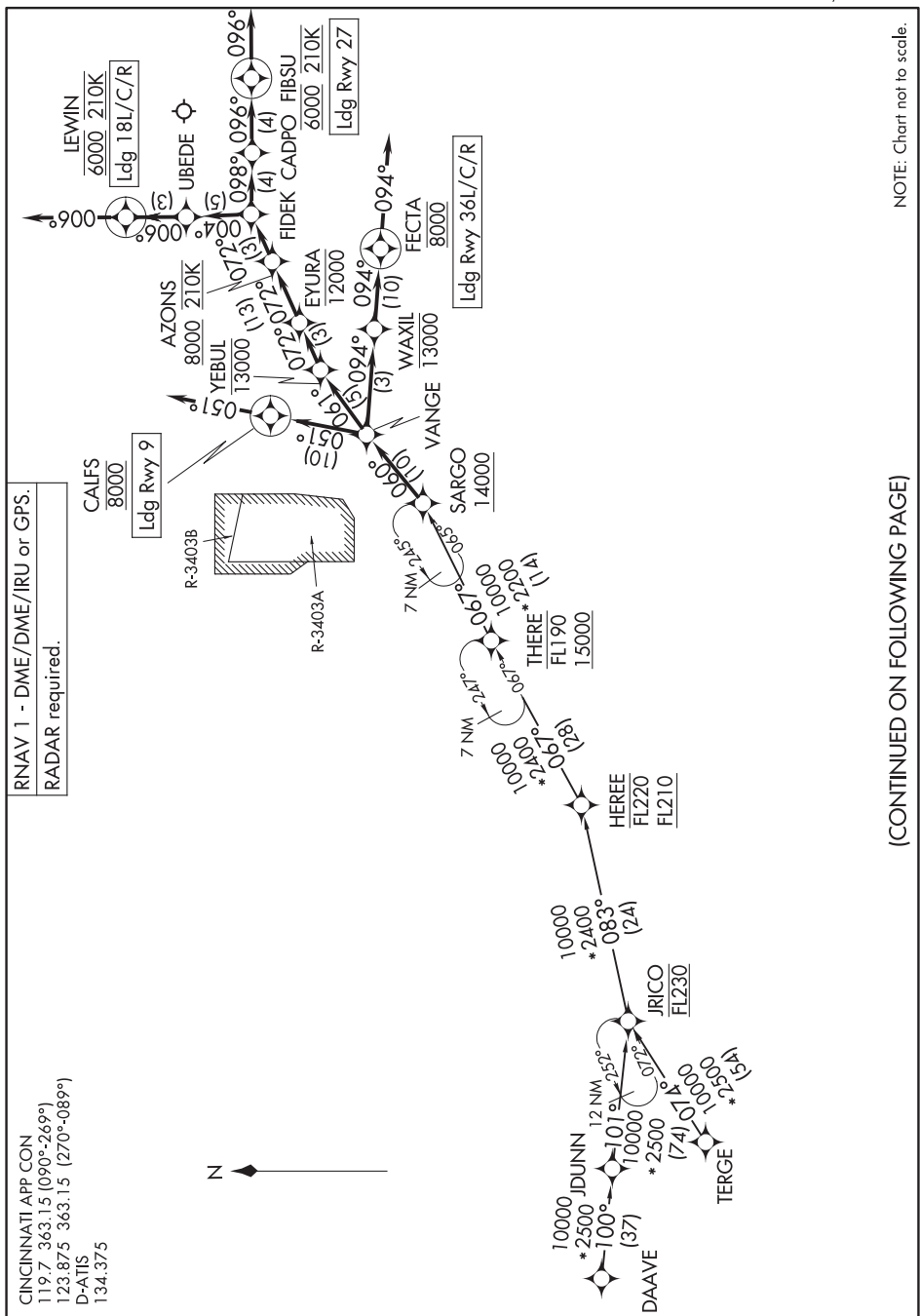
LANDING NORTH (RWY 2L/2C/2R): From over OBATE on track 157° to cross JNKNS at/above 6000 and at 250K, then on track 200° to cross WAMAR at 5000 and 210K, then on track 200°. Expect radar vectors to final approach course.

LANDING SOUTH (RWY 20L/20C/20R): From over OBATE on track 149° to cross YYALL at 4000, then on track 149° to cross CULAR at 4000 and at 210K, then on track 110°. Expect radar vectors to final approach course.

LANDING NORTHWEST (RWY 31): From over OBATE on track 170° to cross PEUWW at/above 6000 and at 250K, then on track 170° to cross CHEZY at/above 6000, then on track 170° to KIIWI, then on track 136° to cross GILME at 5000 and at 210K, then on track 136°, expect radar vectors to final approach course.

LANDING RWY 13: From over OBATE on track 200° to cross TCKKS at 6000, then on track 200°. Expect radar vectors to final approach course.

SARGO FOUR ARRIVAL (RNAV)



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-1, 07 AUG 2025 to 02 OCT 2025

SARGO FOUR ARRIVAL (RNAV)

(SARGO.SARGO4) 21MAR24

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SARGO FOUR ARRIVAL(RNAV)

ARRIVAL ROUTE DESCRIPTION

DAAVE TRANSITION (DAAVE.SARGO4):
TERGE TRANSITION (TERGE.SARGO4):

From SARGO on track 060° to VANGE.

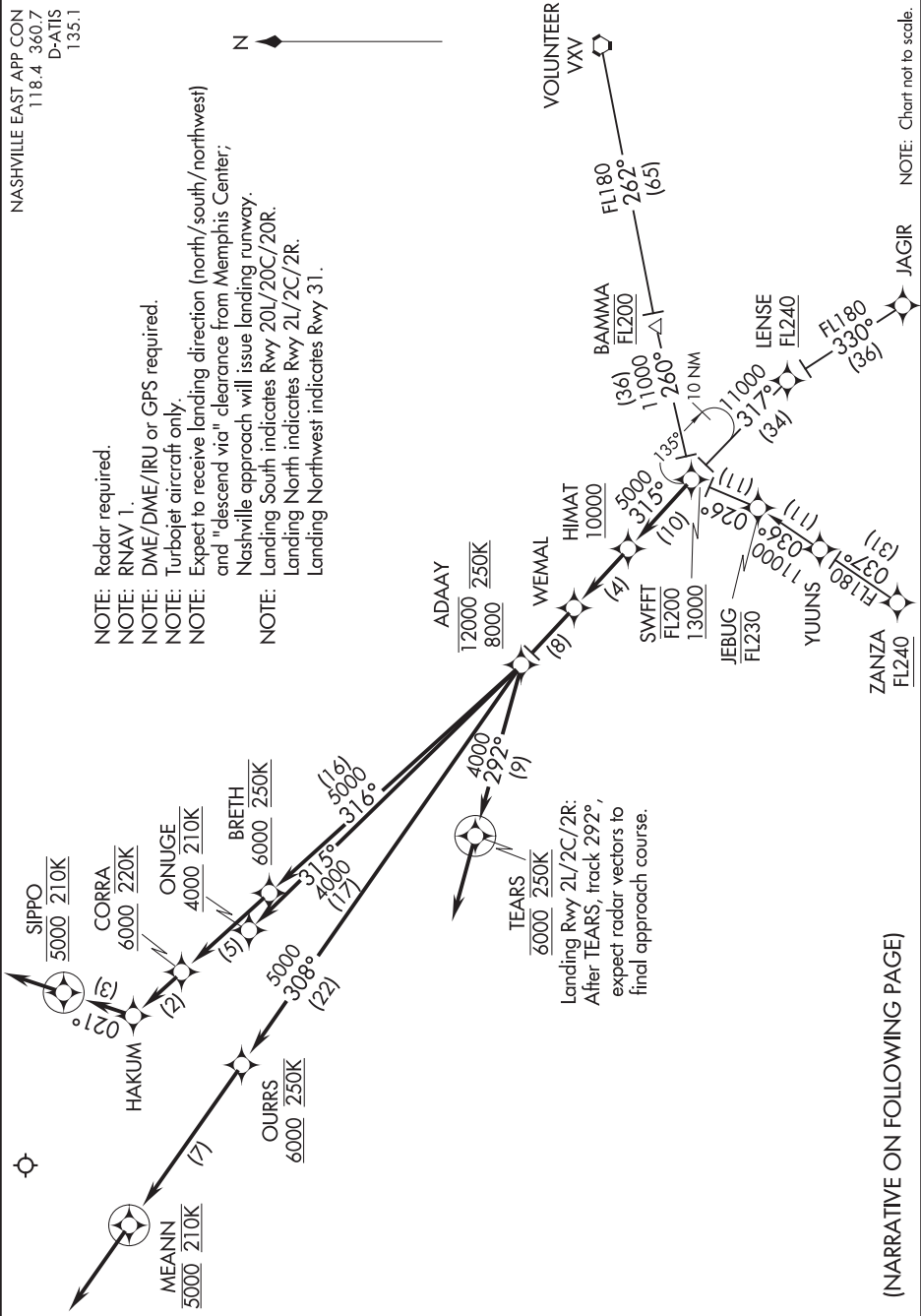
LANDING RUNWAY 9: From VANGE on track 051° to cross CALFS at 8000, then on track 051°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 18L/C/R: From VANGE on track 061° to cross YEBUL at or below 13000, then on track 072° to cross EYURA at or below 12000, then on track 072° to cross AZONS at or above 8000 and at 210K, then on track 072° to FIDEK, then on track 004° to UBEDE, then on track 006° to cross LEWIN at 6000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From VANGE on track 061° to cross YEBUL at or below 13000, then on track 072° to cross EYURA at or below 12000, then on track 072° to cross AZONS at or above 8000 and at 210K, then on track 072° to FIDEK, then on track 098° to CADPO, then on track 096° to cross FIBSU at 6000 and at 210K, then on track 096°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 36L/C/R: From VANGE on track 094° to cross WAXIL at or below 13000, then on track 094° to cross FECTA at 8000, then on track 094°. Expect RADAR vectors to final approach course.

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SE-1, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

JAGIR TRANSITION (JAGIR.SWFFT2)

VOLUNTEER TRANSITION (VXV.SWFFT2)

ZANZA TRANSITION (ZANZA.SWFFT2)

From over SWFFT on track 315° to cross HIMAT at/above 10000, then on track 315° to WEMAL, then on track 315° to cross ADAAY at/above 8000 and at/below 12000 and at 250K, then on assigned runway transition.

LANDING NORTH (RWYS 2L/2C/2R): From over ADAAY on track 292° to cross TEARS at 6000 and 250K, then on track 292°. Expect radar vectors to final approach course.

LANDING SOUTH (RWYS 20L/20C/20R): From over ADAAY on track 316° to cross BRETH at/above 6000 and at 250K, then on track 316° to cross CORRA at/above 6000 and at 220K, then on track 316° to HAKUM, then on track 021° to cross SIPPO at 5000 and at 210K, then on track 021°. Expect radar vectors to final approach course.

LANDING NORTHWEST (RWY 31): From over ADAAY on track 315° to cross ONUGE at/above 4000 and at 210K. Expect ILS or LOC RWY 31 approach.

LANDING RWY 13: From over ADAAY on track 308° to cross OURRS at/above 6000 and at 250K, then on track 308° to cross MEANN at 5000 and at 210K, then on track 308°. Expect radar vectors to final approach course.

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SE-1, 07 AUG 2025 to 02 OCT 2025

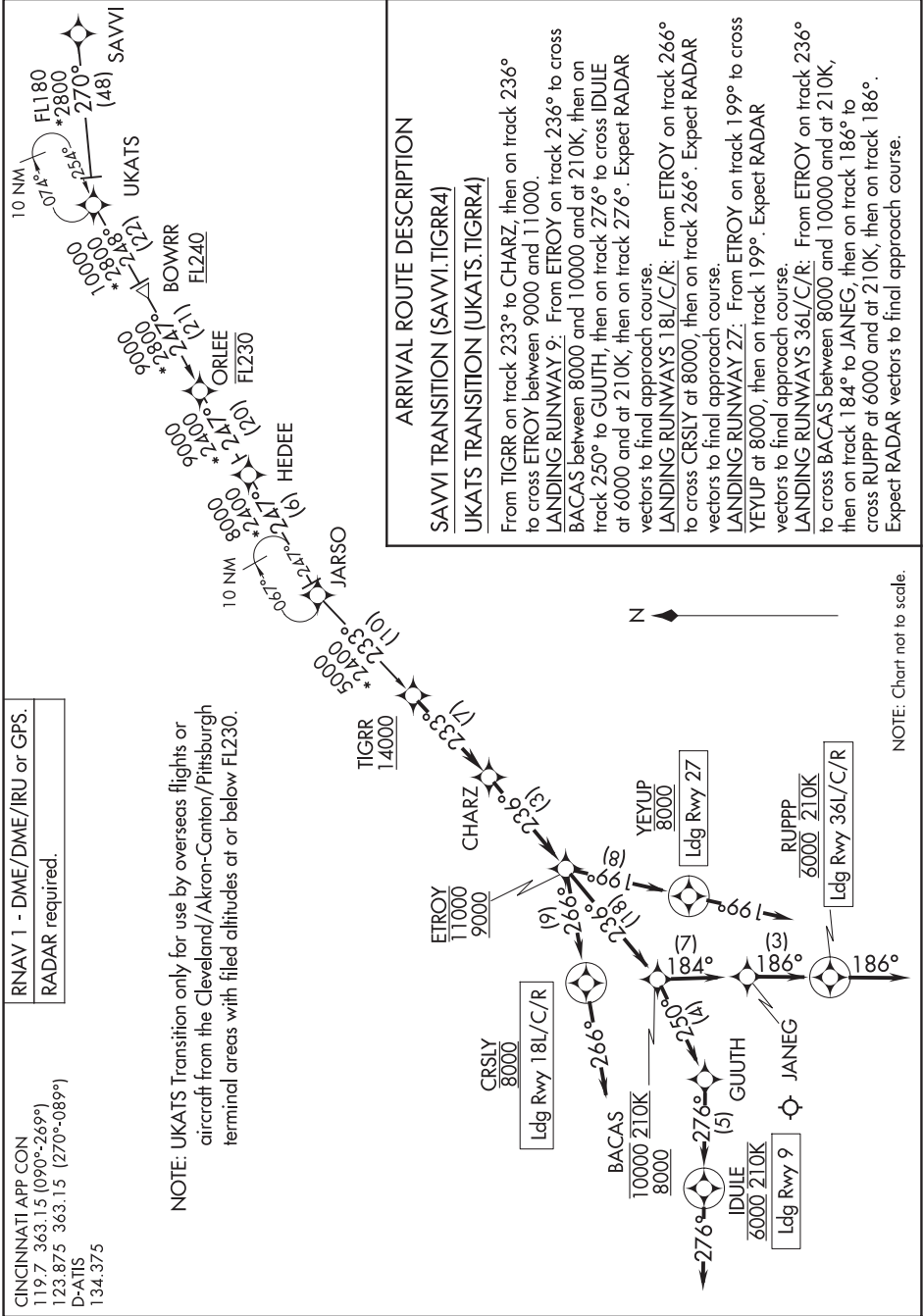
CINCINNATI APP CON	RNAV 1 - DME/DME/IRU or GPS.
119.7 363.15 (090°-269°)	RADAR required.
123.875 363.15 (270°-089°)	
D-ATIS	
134.375	

NOTE: UKATS Transition only for use by overseas flights or aircraft from the Cleveland/Akron-Canton/Pittsburgh terminal areas with filed altitudes at or below FL230.

TIGRR FOUR ARRIVAL (RNAV)
(TIGRR.TIGRR4) 21MAR24

AL-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY



VANZE THREE ARRIVAL (RNAV)

CRAMM TRANSITION (CRAMM.VANZE3):
TALLO TRANSITION (TALLO.VANZE3):
WASER TRANSITION (WASER.VANZE3):

LANDING SOUTH: RUNWAY 18L/18C/18R: From over VANZE on track 287° to MASHH, cross MASHH at/below 16000 and at/above 14000 at 280K, then on track 286° to HJJ VORTAC, then on track 303° to LARUE, cross LARUE at/below 12000 and at/above 10000 at 250K, then on track 302° to FLOND, cross FLOND at/below 11000 and at/above 9000, then on track 302° to SUUZE, then on track 360° to MEBEE, cross MEBEE at/below 10000 and at/above 8000 at 210K, then on track 360° to HADSO, cross HADSO at/below 8000 and at/above 6000, then on track 360° to HEXIN, cross HEXIN at 3000, then on track 360°. Expect radar vectors to final approach course.

LANDING NORTH: RUNWAY 36L/36C/36R/9/27: From over VANZE on track 284° to CHLMR, Expect radar vectors to final approach course: 10000 at 230K, then on track 284°.

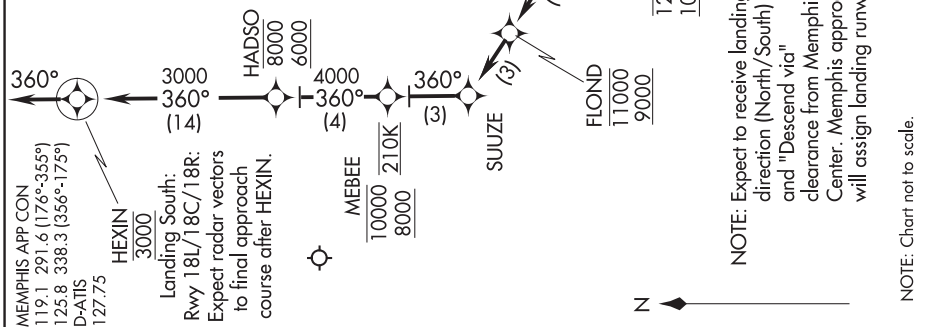
RNAV 1 - DME/DME/IRU or GPS required.
RADAR required.

NOTE: Descend via Mach number until transition to 290K.

NOTE: Jet aircraft only.

NOTE: Landing South indicates Rwy 18L/18C/18R.

Landing North indicates Rwy 36L/36C/36R/9/27.



NOTE: Chart not to scale.

VANZE THREE ARRIVAL (RNAV)
(VANZE.VANZE3) 14JUL22

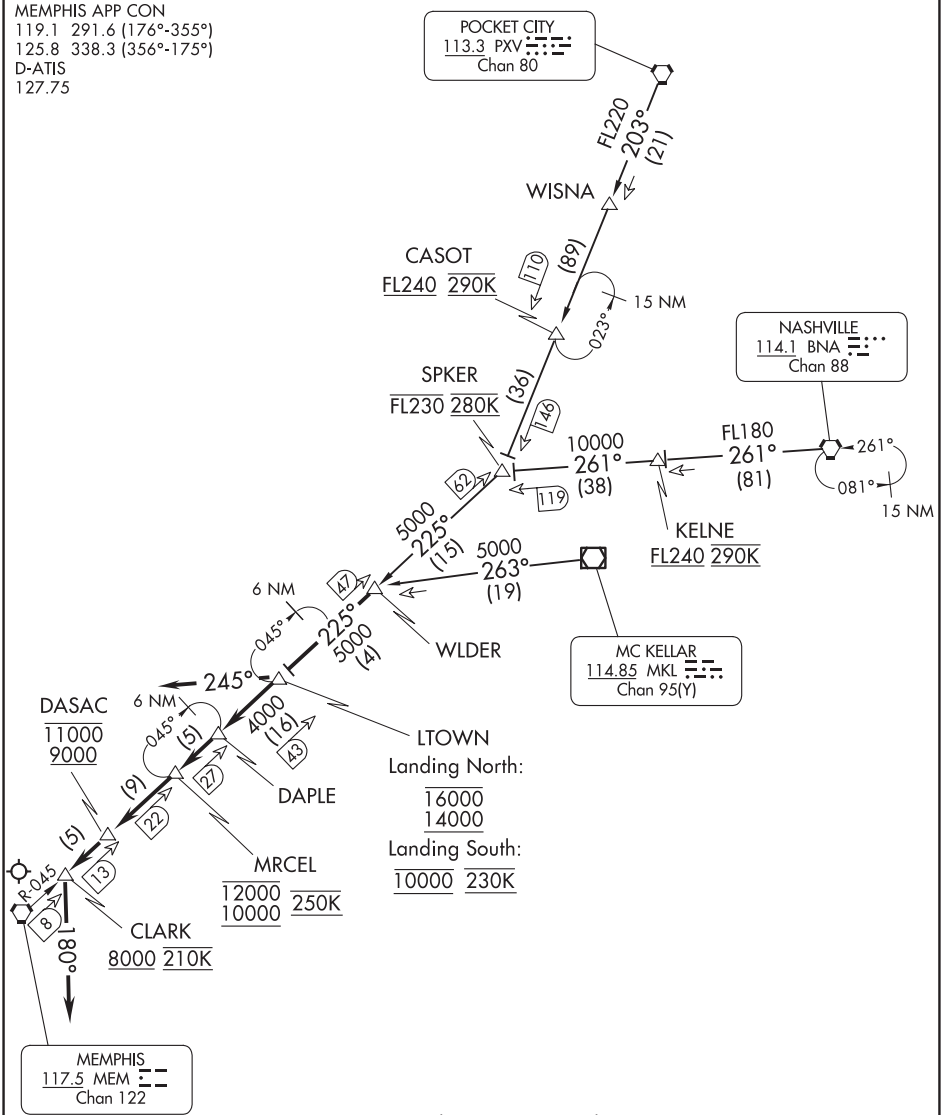
MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

(WLDER.WLDER1) 23334
WLDER ONE ARRIVAL

AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75



- NOTE: DME and RADAR required.
NOTE: Procedure NA for RNAV capable jets.
NOTE: RNAV capable jets must file the BLUZZ RNAV STAR.
NOTE: Maintain last assigned altitude until cleared to "Descend via the WLDER ONE", then comply with altitude restrictions as published.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WLDER ONE ARRIVAL
(WLDER.WLDER1) 24MAR22

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

NASHVILLE TRANSITION (BNA.WLDER1): From over BNA VORTAC on BNA R-261 to SPKER, then on MEM R-045 to WLDER, thence. . . .

MC KELLAR TRANSITION (MKL.WLDER1): From over MKL VOR/DME on MKL R-263 to WLDER, thence. . . .

POCKET CITY TRANSITION (PXV.WLDER1): From over PXV VORTAC on PXV R-203 to SPKER, then on MEM R-045 to WLDER, thence. . . .

LANDING NORTH: From over WLDER/MEM VORTAC 47 DME on MEM R-045 to cross LTOWN/MEM 43 DME at or above 14000 and at or below 16000, then on MEM R-045 to cross DAPLE/MEM 27 DME, then on MEM R-045 to MRCEL/MEM 22 DME at or above 10000 and at or below 12000 and at 250K, then on MEM R-045 to cross DASAC/MEM 13 DME at or above 9000 and at or below 11000, then on on MEM R-045 to cross CLARK/MEM 8 DME at or above 8000 and at 210K, then on heading 180°, expect RADAR vectors to final approach course.

LANDING SOUTH: From over WLDER/MEM VORTAC 47 DME on MEM R-045 to cross LTOWN/MEM 43 DME at 10000 and 230K, then on heading 245°, expect RADAR vectors to final approach course.

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SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 3

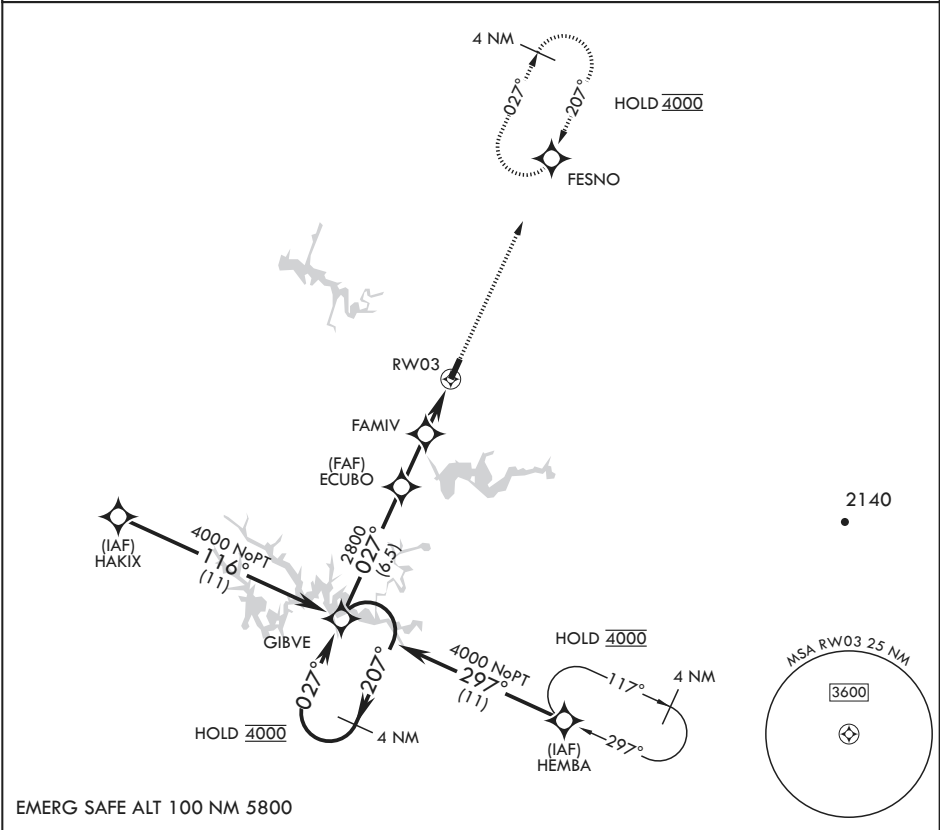
APCH CRS	Rwy Idg	6001
027°	TDZE	1065
	Arprt Elev	1065

- (USAF)

ARNOLD AFB (KAYX)

RNP APCH	MISSED APPROACH: Climb to 4000 direct FESNO and hold, continue climb-in-hold to 4000.
* Circling not authorized NW of RWY 3-21.	

UNICOM	
126.2 (CTAF) 257.975 (CTAF)	



4 NM Holding Pattern GIBVE		4000	FESNO	ELEV 1065	TDZE 1065
4000 027° 4000		027° ECUBO	2800	FAMIV	2000
† FAMIV to RWY 3 3.12° ≥ † TCH 40		2.6 NM	2.7 NM	1 NM to RWY 3	RWY 3
CATEGORY		A	B	C	D
LNAV MDA		1420-1	355	(400-1)	
CIRCLING*		1520-1 455 (500-1)	1620-1 555 (600-1)	1640-1½ 575 (600-1½)	1800-2¼ 735 (800-2¼)

RNAV (GPS) RWY 3

TULLAHOMA, TENNESSEE

RNAV (GPS) RWY 21

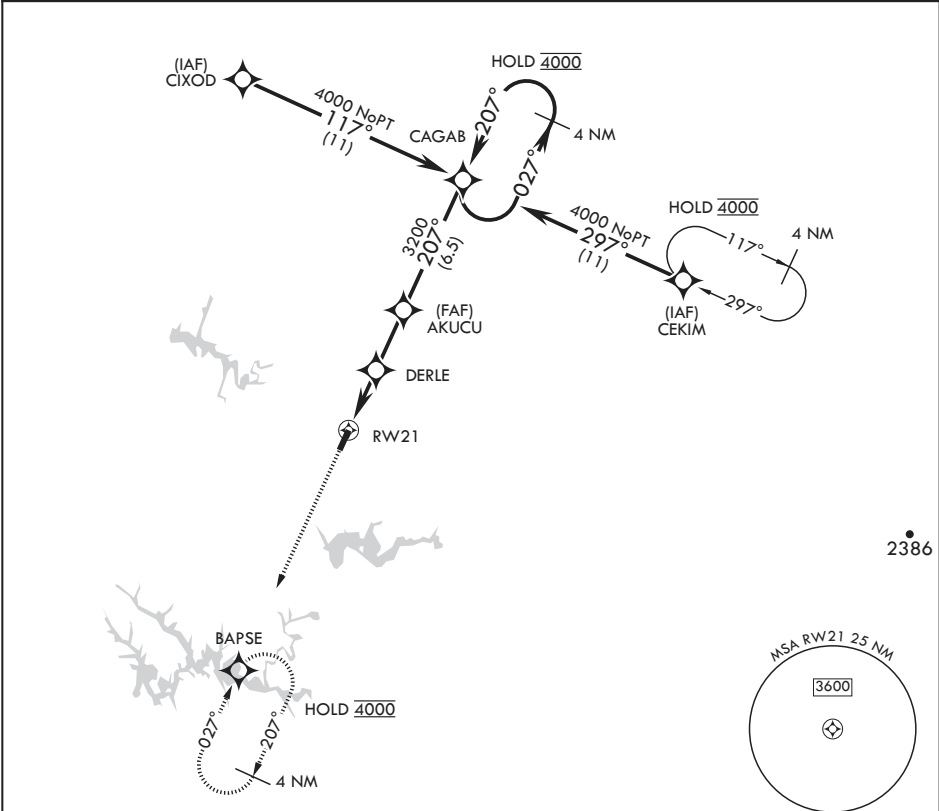
APCH CRS	Rwy Idg	6001
207°	TDZE	1065
	Arprt Elev	1065

- (USAF)

ARNOLD AFB (KAYX)

RNP APCH	MISSED APPROACH: Climb to 4000 direct BAPSE and hold.
* Circling not authorized NW of RWY 3-21.	

UNICOM	
126.2 (CTAF) 257.975 (CTAF)	



EMERG SAFE ALT 100 NM 5800

4000 BAPSE		ELEV 1065		TDZE 1065	
		CAGAB Holding Pattern			
RWY 21 1 NM to RWY 21 2200		AKUCU 3200		DERLE 2200	
3 NM		3 NM		† DERLE to RWY 21 † < 3.44° TCH 50	
CATEGORY	A	B	C	D	
LNAV MDA	1480-1 415 (500-1)	1480-1 415 (500-1)	1480-1 415 (500-1)	1480-1 415 (500-1)	
CIRCLING*	1520-1 455 (500-1)	1620-1 555 (600-1)	1640-1 575 (600-1)	1800-2 735 (800-2)	
HIRL all Rwy's REIL all Rwy's					

TULLAHOMA, TENNESSEE

35°24'N - 86°05'W

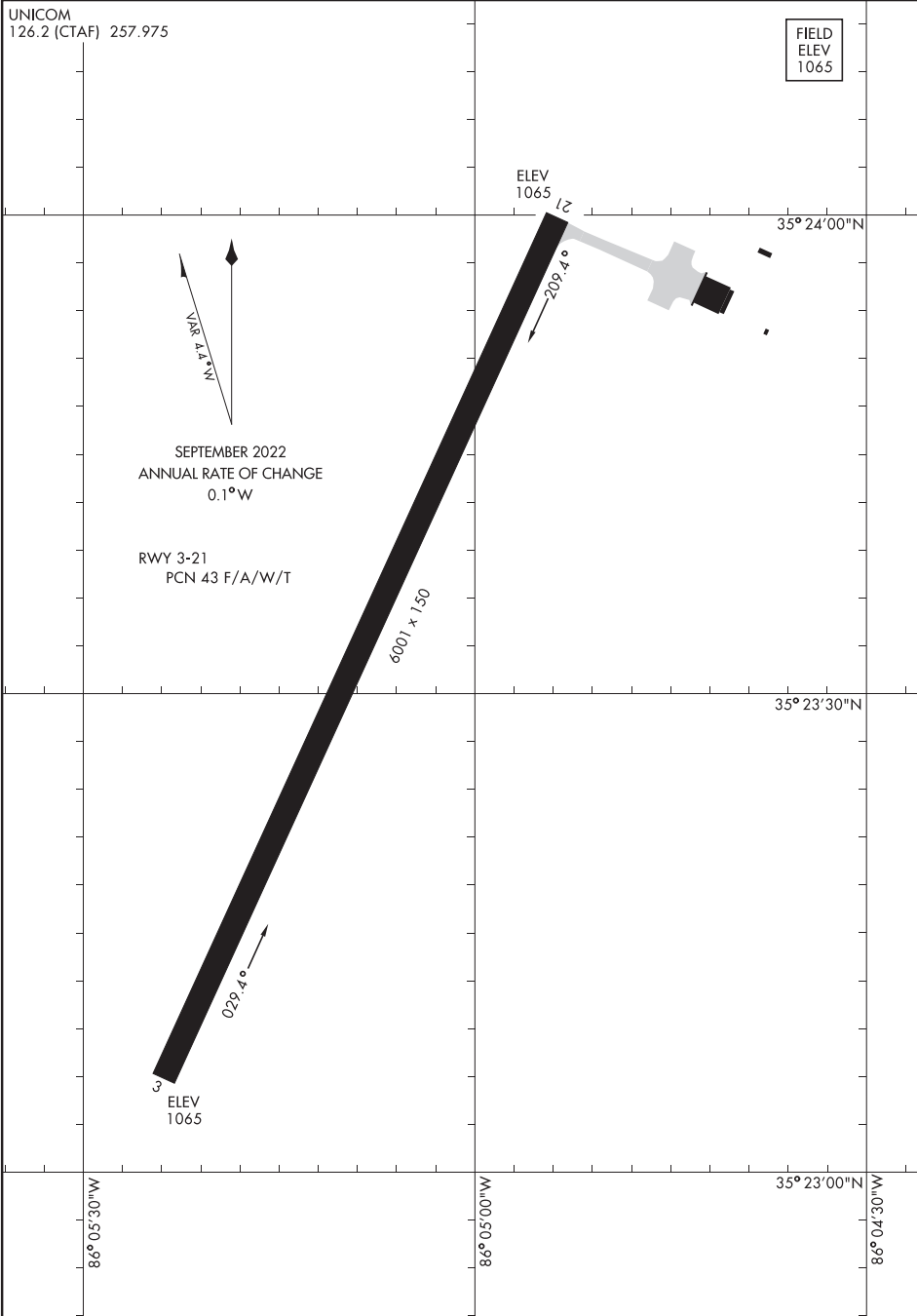
ARNOLD AFB (KAYX)

Orig 19MAY22

RNAV (GPS) RWY 21

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

ASHLAND, KENTUCKY

AL-5099 (FAA)

23334

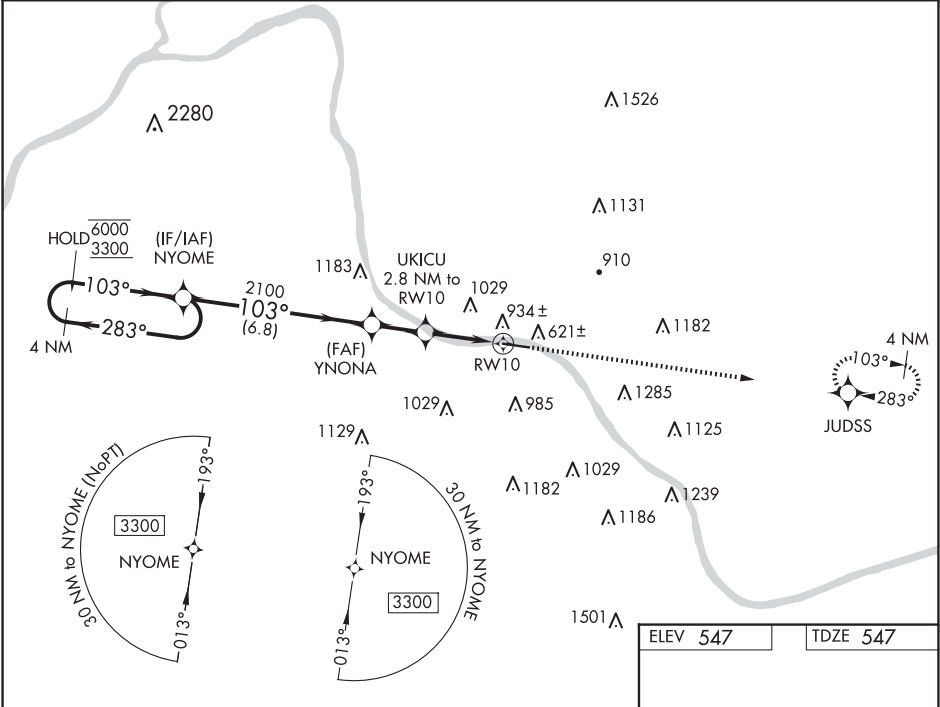
WAAS CH 72723 W10A	APP CRS 103°	Rwy Idg TDZE Apt Elev 547
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RNAV (GPS) RWY 10

ASHLAND RGNL (DWU)

RNP APCH.	MISSED APPROACH: Climb to 3300 direct JUDSS and hold, continue climb-in-hold to 3300.
<div><div>▼</div><div>Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div></div>	

AWOS-3PT 132.425	HUNTINGTON APP CON 128.4 270.1	CLNC DEL 121.7	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern		*LNAV only		3300	JUDSS
6000 ← 283° 3300 → 103°		NYOME		↑	✱
GP 3.00° TCH 36°		YNONA		UKICU 2.8 NM to RWY 10	
		2100		*1.9 NM to RWY 10	
		*1480		RWY 10	
		6.8 NM		1.9 NM	
		0.9 NM		1.9 NM	
CATEGORY	A	B	C	D	
LPV DA		799-1	252 (300-1)		
LNAV/VNAV DA		1095-1½	548 (600-1½)		
LNAV MDA	1200-1	653 (700-1)	1200-1½	653 (700-1½)	
CIRCLING	1300-1 753 (800-1)	1380-1¼ 833 (900-1¼)	1380-2½ 833 (900-2½)	1420-2¾ 873 (900-2¾)	MIRL Rwy 10-28 REIL Rwy 10 and 28

ASHLAND, KENTUCKY
Amdt 2 10OCT19

38°33'N-82°44'W

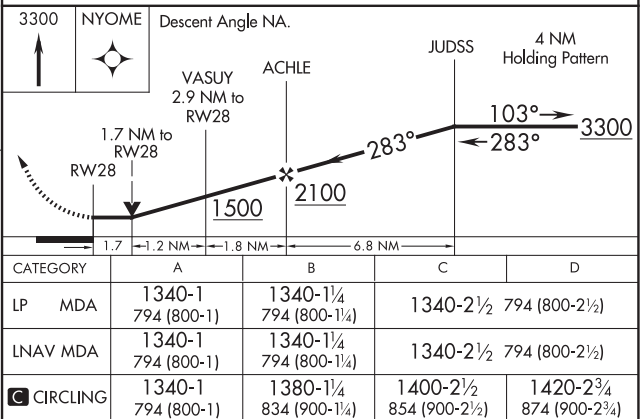
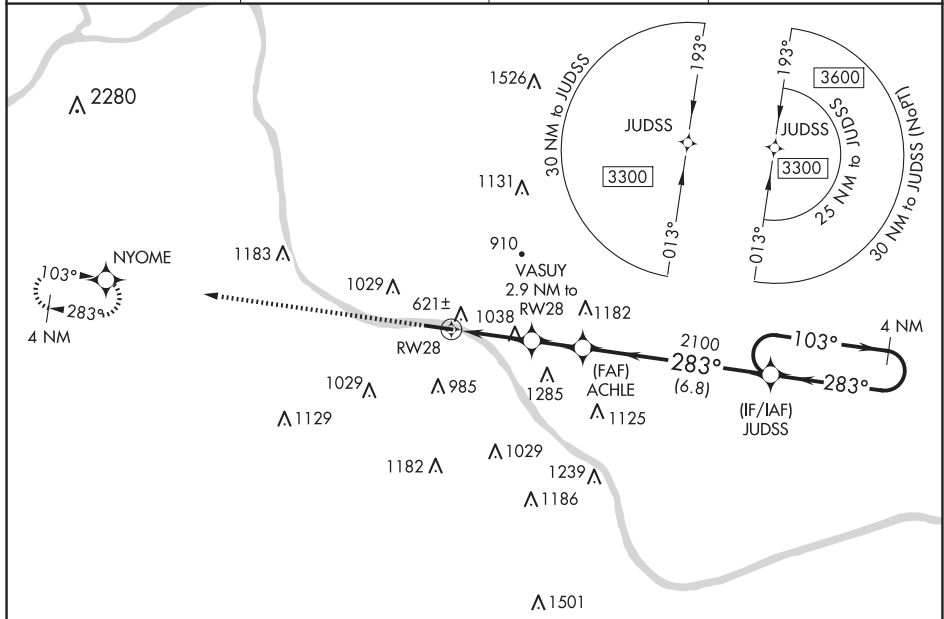
ASHLAND RGNL (DWU)

RNAV (GPS) RWY 10

RNAV (GPS) RWY 28
ASHLAND RGNL (DWU)

MISSED APPROACH:
Climb to 3300 direct
NYOME and hold.

AWOS-3PT 132.425	HUNTINGTON APP CON 128.4 270.1	CLNC DEL 121.7	UNICOM 122.8 (CTAF) 0
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SE-1, 07 AUG 2025 to 02 OCT 2025

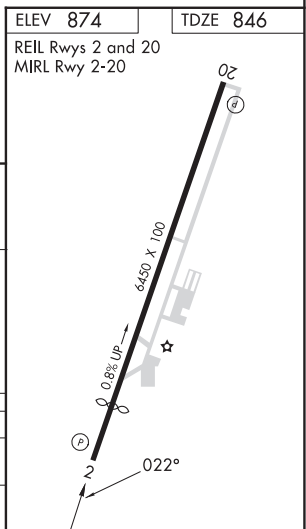
SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 2

MCMINN COUNTY (MMI)

MISSED APPROACH:
Climb to 3100 direct
HUVEP and hold.

UNICOM
122.8 (CTAF)

MCMINN COUNTY (MMI)
RNAV (GPS) RWY 2

WAAS CH 45717 W20A	APP CRS 202°	Rwy Idg TDZE Apt Elev	6450 874 874
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RNAV (GPS) RWY 20

MCMINN COUNTY (MMI)

RNP APCH - GPS.

⚠

Circling Rwy 2 NA at night. Baro-VNAV and VDP NA when using Mc Ghee Tyson altimeter setting.

⚠

Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting: increase LPV DA to 1275 feet and visibility all Cats $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 1819 feet and visibility all Cats $1\frac{1}{2}$ SM; increase all MDAs 120 feet and LNAV visibility Cat C and D $\frac{1}{2}$ SM, and Circling visibility Cat A and C $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 4100 direct ZAGUG and hold.

AWOS-3 125.425	KNOXVILLE APP CON 123.9 353.6	UNICOM 122.8 (CTAF)
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ELEV 874 TDZE 874

202°

02

6450 x 100

0.8% UP

REIL Rwy 2 and 20
MIRL Rwy 2-20

4100	ZAGUG	NONOC 3.1 NM to RW20	GIMFY 2800	HUVEP	4 NM Holding Pattern	6000 3100
2.2 NM to RW20	1900	2800	202°	022°	GP 3.00° TCH 40	
2.2	0.9	2.7 NM	6.1 NM			
CATEGORY	A	B	C	D		
LPV DA	1174-1	300 (300-1)				
LNAV/VNAV DA	1718-2 1/2	844 (900-2 1/2)				
LNAV MDA	1620-1 746 (800-1)	1620-1 1/4 746 (800-1 1/4)	1620-2 746 (800-2)			
CIRCLING	1620-1 746 (800-1)	1620-1 1/4 746 (800-1 1/4)	1620-2 1/4 746 (800-2 1/4)	1820-3 946 (1000-3)		

ATHENS, TENNESSEE
Amdt 1E 15JUN23

35°24'N-84°34'W

MCMINN COUNTY (MMI)
RNAV (GPS) RWY 20

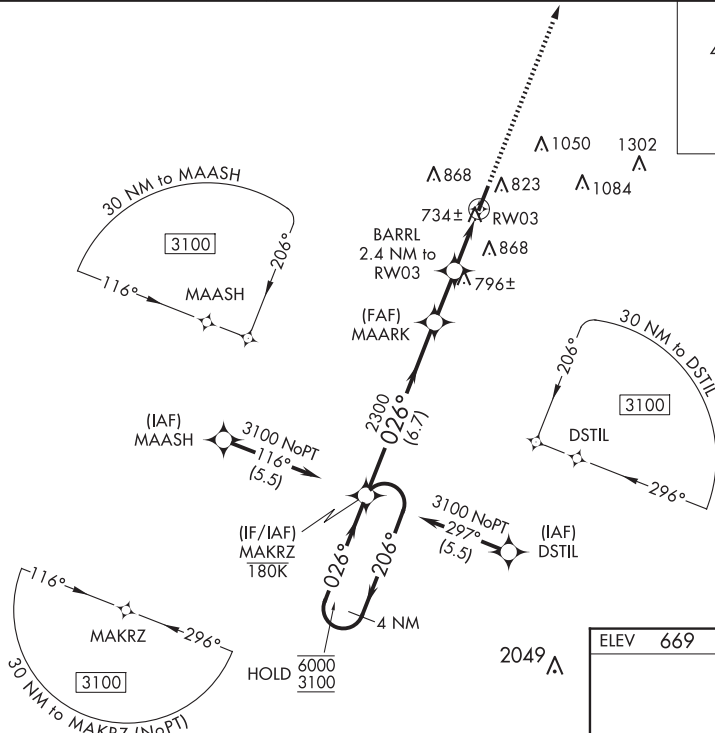
7

RNAV (GPS) RWY 3
SAMUELS FLD (BRY)

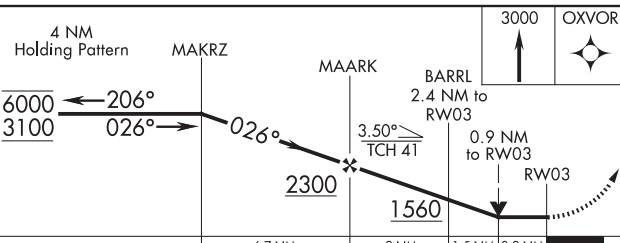
Rwy 3 helicopter visibility reduction below $\frac{3}{4}$ SM NA.


MISSED APPROACH: Climb to 3000 direct OXVOR and hold.

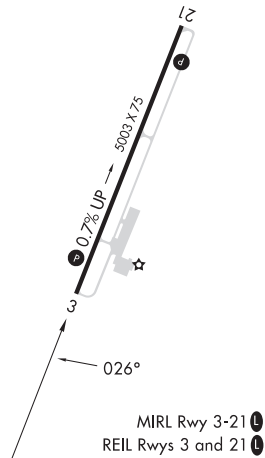
LOUISVILLE APP CON
132.075 327.0

UNICOM
122.8 (CTAF) **L**

ELEV	669		TDZE	655
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CATEGORY	A	B	C	D
LNAB MDA	1000-1 345 (400-1)			
 CIRCLING	1200-1 531 (600-1)	1280-1 611 (700-1)	1360-2 691 (700-2)	1480-2 ^{3/4} 811 (900-2 ^{3/4})



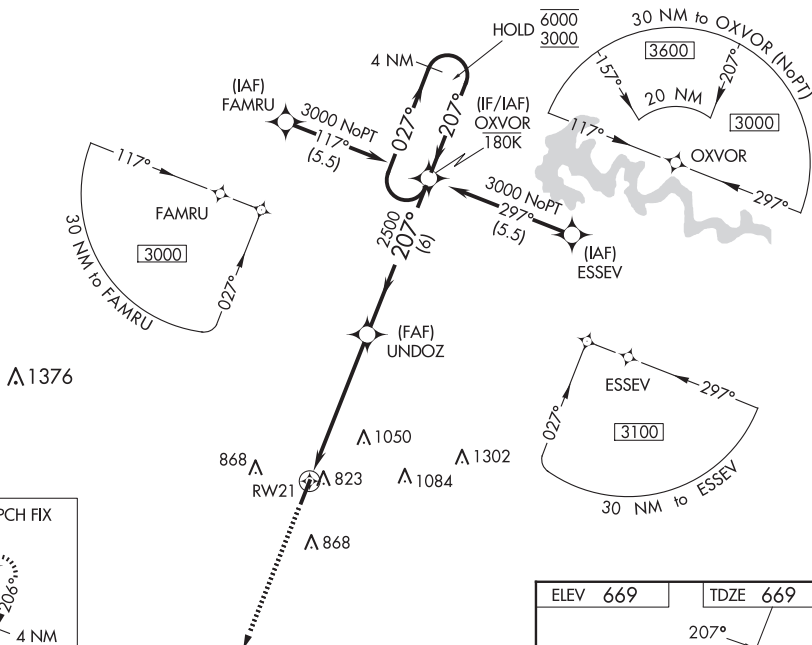
SAMUELS FLD (BRY)



RNAV (GPS) RWY 3

SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 21
SAMUELS FLD (BRY)

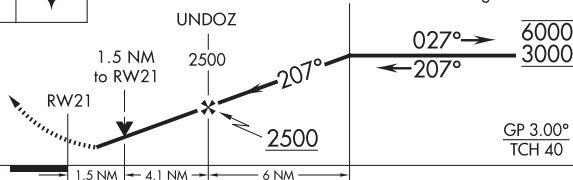
MISSED APPROACH:
Climb to 3100 direct
MAKRZ and hold.


UNICOM
122.8 (CTAF) **L**

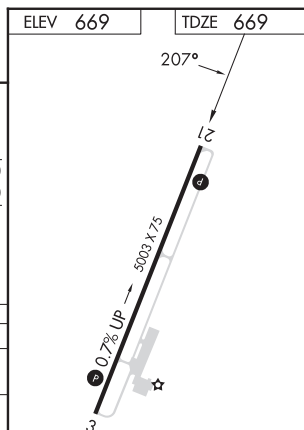
3100	MAKRZ
	

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

OXVOR Holding Pattern



CATEGORY		A	B	C	D
LPV	DA	919- ³ / ₄ 250 (300- ³ / ₄)			
LNAV/ VNAV	DA	1051-1 ¹ / ₈ 382 (400-1 ¹ / ₈)			
LNAV	MDA	1180-1 511 (600-1)		1180-1 ³ / ₈ 511 (600-1 ³ / ₈)	
 CIRCLING		1200-1 531 (600-1)	1280-1 611 (700-1)	1360-2 691 (700-2)	1480-2 ³ / ₄ 811 (900-2 ³ / ₄)



MIRL Rwy 3-21 **L**
REIL Rwys 3 and 21 **L**

RNAV (GPS) RWY 21

SE-1, 07 AUG 2025 to 02 OCT 2025

BARDSTOWN, KENTUCKY

AL-5539 (FAA)

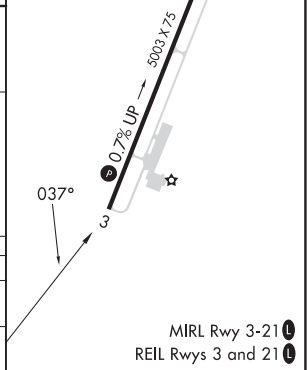
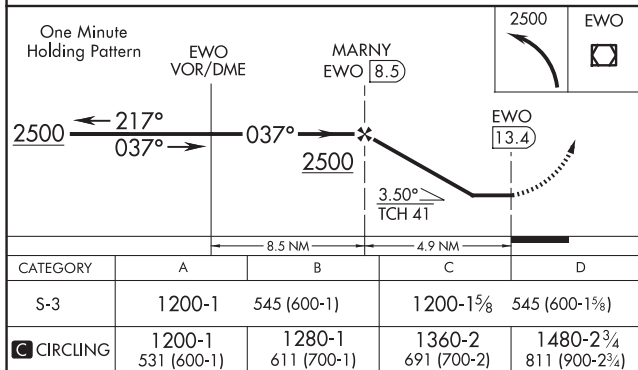
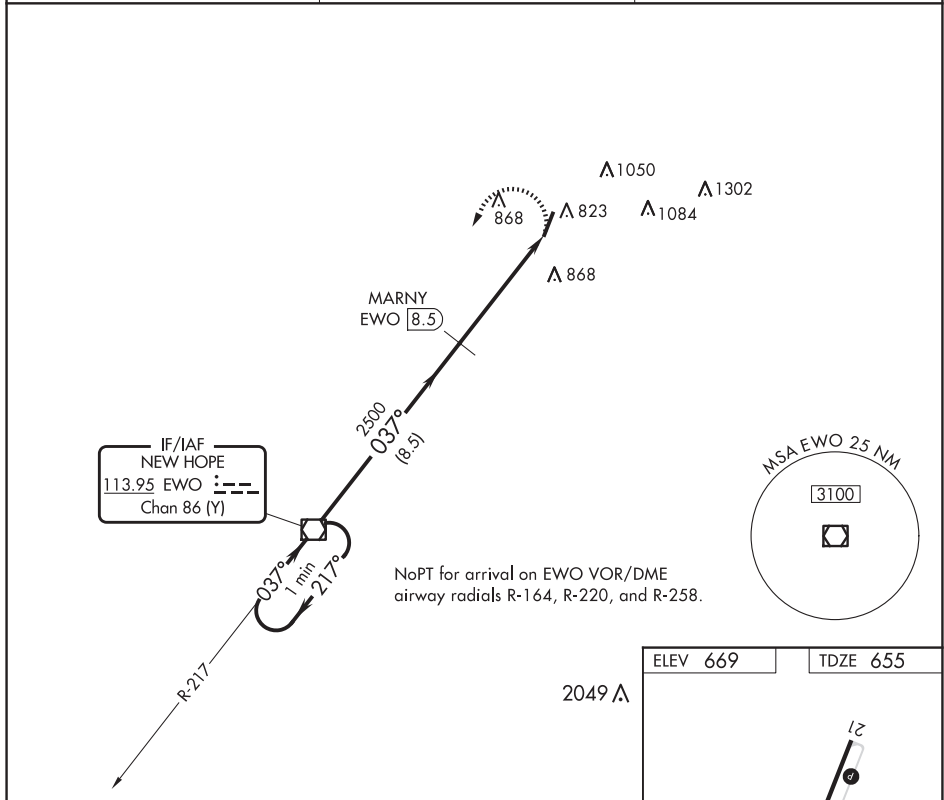
24053

VOR/DME EWO	APP CRS	Rwy Idg	5003
113.95	037°	TDZE	655
Chan 86 (Y)		Apt Elev	669

VOR RWY 3
SAMUELS FLD (BRY)

<p>▼ ▲</p> <p>Straight-in and Circling minimums NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA. DME required.</p>	<p>MISSED APPROACH: Climbing left turn to 2500 direct EWO VOR/DME and hold.</p>
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AWOS-3 119.925	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF) 0
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BARDSTOWN, KENTUCKY
Amdt 1A 22FEB24

37°49'N-85°30'W

SAMUELS FLD (BRY)
VOR RWY 3

SE-1, 07 AUG 2025 to 02 OCT 2025

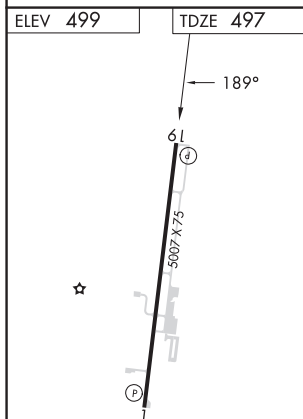
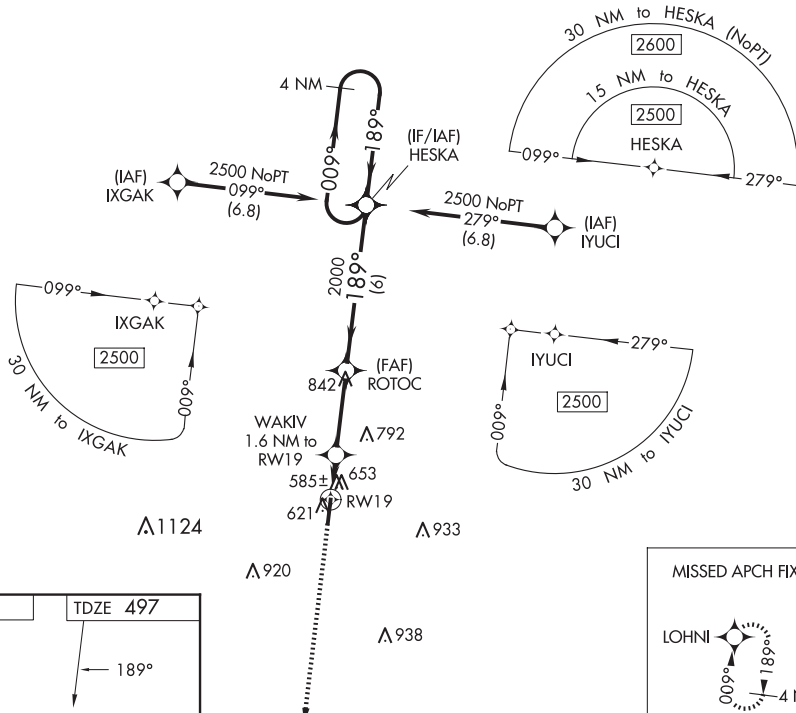
SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 19
WILLIAM L WHITEHURST FLD (M08)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LP Cats C/D visibilities $\frac{1}{4}$ mile, increase LNAV Cats C/D visibilities $\frac{1}{8}$ mile and Circling Cats C/D visibilities $\frac{1}{4}$ mile. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Rwy 1 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500
direct LOHNI and hold.

UNICOM
123.0 (CTAF)



MIRL Rwy 1-19
REIL Rwy 1 and 19

Visual Segment - Obstacles.

CATEGORY	A		B		C		D	
LP MDA	840-1 343 (400-1)							
LNAV MDA	920-1	423 (500-1)	920-1¼		423 (500-1¼)			
C CIRCLING	980-1	481 (500-1)	1100-1¾ 601 (700-1¾)		1360-2¾ 861 (900-2¾)			

WILLIAM L WHITEHURST FLD (M08)
RNAV (GPS) RWY 19

SE-1, 07 AUG 2025 to 02 OCT 2025

LOC I-BWG <u>108.75</u>	APP CRS 034°	Rwy Idg 6500 TDZE 547 Apt Elev 547
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ILS Y or LOC Y RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

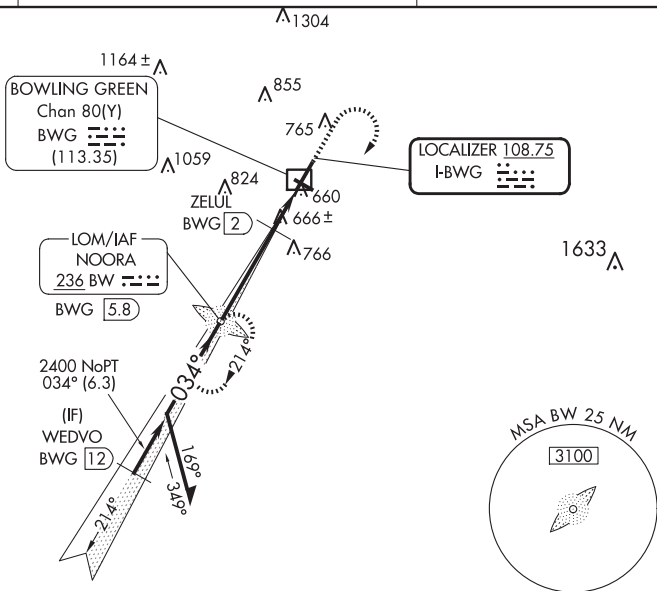
ADF required. RADAR required for procedure entry.



† DME from BWG DME.

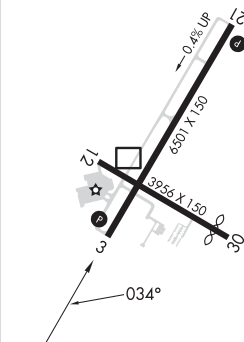
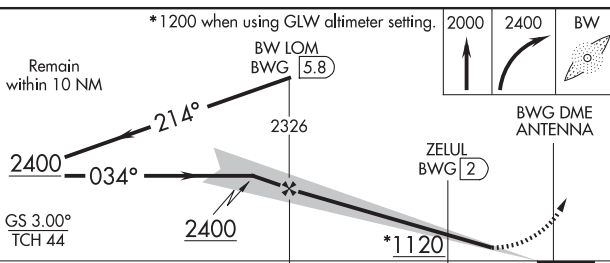
MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct NOORA LOM and hold.

ASOS 127.825	MEMPHIS CENTER 133.85 285.5	UNICOM 123.0 (CTAF) 0
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ELEV 547	D	TDZE 547
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REIL Rwy 3 and 21 **L**
MIRL Rwy 12-30
HIRL Rwy 3-21 **L**



CATEGORY	A	B	C	D
S-ILS 3	797-3/4 250 (300-3/4)			
S-LOC 3*	1120-1	573 (600-1)	1120-1 5/8	573 (600-1 5/8)
C CIRCLING	1120-1	573 (600-1)	1160-1 3/4 613 (700-1 3/4)	1200-2 653 (700-2)
ZELUL FIX MINIMUMS† (DME REQUIRED)				
S-LOC 3	920-1 373 (400-1)			
C CIRCLING	1080-1 533 (600-1)	1120-1 573 (600-1)	1160-1 3/4 613 (700-1 3/4)	1200-2 653 (700-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

BOWLING GREEN, KENTUCKY

AL-605 (FAA)

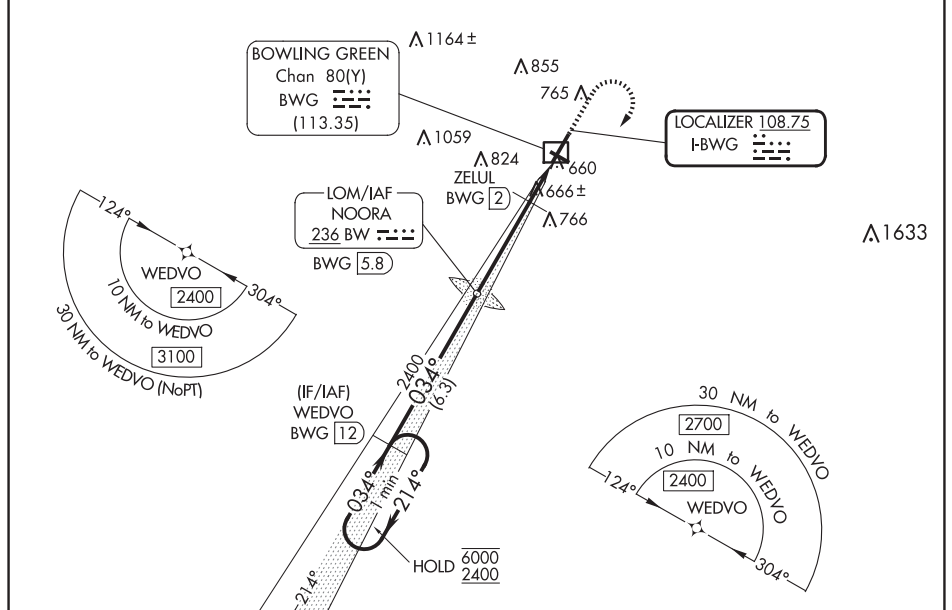
24361

LOC I-BWG	APP CRS	Rwy Idg	6500
108.75	034°	TDZE	547
		Apt Elev	547

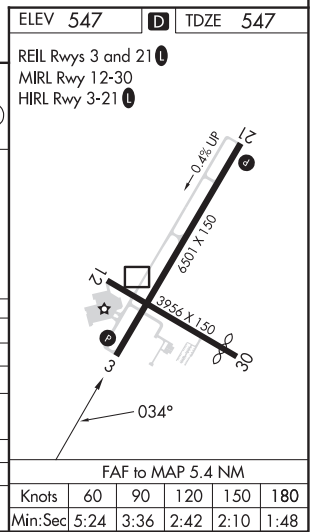
ILS Z or LOC Z RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct WEDVO and hold.
	Circling Rwy 30 NA at night. † DME from BWG DME.	
ASOS	MEMPHIS CENTER	UNICOM
127.825	133.85 285.5	123.0 (CTAF) 0



One Minute Holding Pattern		*1200 when using GLW altimeter setting.		2000	2400	WEDVO BWG 12		
6000 ← 214°		WEDVO BWG 12		BW LOM BWG 5.8		ZELUL BWG 2		
2400 → 034°		2326		2400				
GS 3.00° TCH 44		2400		*1120		BWG DME ANTENNA		
		6.3 NM		3.8 NM		1.7 NM		
CATEGORY	A	B	C	D				
S-ILS 3	797-3/4		250 (300-3/4)					
S-LOC 3*	1120-1	573 (600-1)	1120-1 5/8	573 (600-1 5/8)				
CIRCLING	1120-1	573 (600-1)	1160-1 3/4	1200-2				
		613 (700-1 3/4)		653 (700-2)				
ZELUL FIX MINIMUMS † (DME REQUIRED)								
S-LOC 3*	920-1		373 (400-1)					
CIRCLING	1080-1	1120-1	1160-1 3/4	1200-2				
		533 (600-1)		613 (700-1 3/4)	653 (700-2)			
BOWLING GREEN, KENTUCKY				BOWLING GREEN-WARREN COUNTY RGNL (BWG)				
Amdt 1 26DEC24				36°58'N-86°25'W				
				ILS Z or LOC Z RWY 3				



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

BOWLING GREEN, KENTUCKY

AL-605 (FAA)

25163

WAAS CH 57907 W21A	APP CRS 214°	Rwy Ldg TDZE Apt Elev	6500 522 547
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RNAV (GPS) RWY 21

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

RNP APCH - GPS.

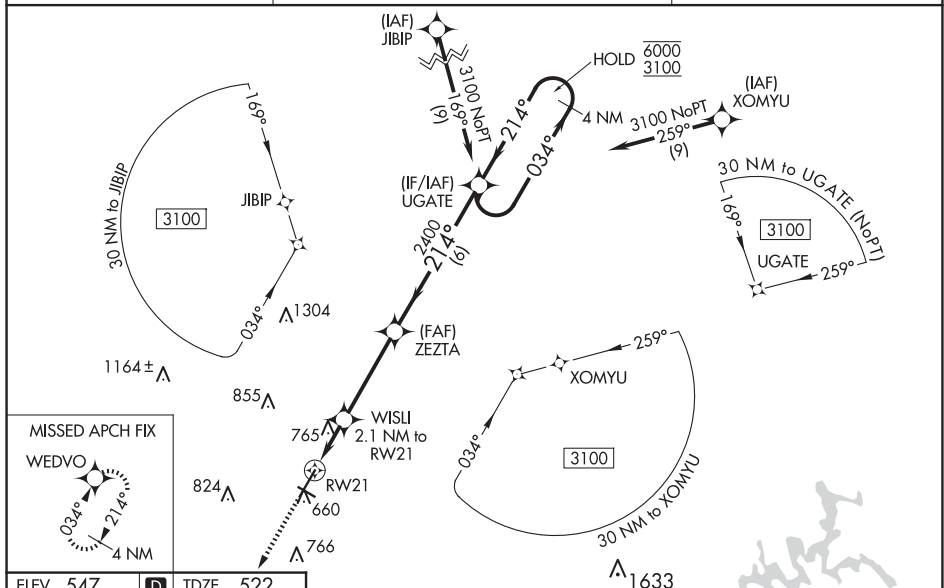
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Baro-VNAV and VDP NA when using GLW altimeter setting. Circling Rwy 30 NA at night.
- ▲ Rwy 21 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use GLW altimeter setting and increase LPV DA to 884 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1150 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 3100 direct WEDVO and hold.

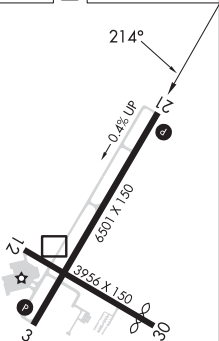
ASOS
127.825

MEMPHIS CENTER
133.85 285.5

UNICOM
123.0 (CTAF) 0



ELEV 547 **D** TDZE 522



3100	WEDVO	WISLI	ZEZZA	UGATE	4 NM Holding Pattern
		2.1 NM to RWY 21	2400		
		1.4 NM to RWY 21	1240		
			2400		
		1.4 NM	0.7 NM	3.6 NM	6 NM
CATEGORY	A	B	C	D	
LPV DA	807-7/8 285 (300-7/8)				
LNAV/VNAV DA	1073-15/8 551 (600-15/8)				
LNAV MDA	1020-1	498 (500-1)	1020-13/8	498 (500-13/8)	
CIRCLING	1020-1	1120-1	1160-13/4	1200-2	
	473 (500-1)	573 (600-1)	613 (700-13/4)	653 (700-2)	

REIL Rwy 3 and 21 **0**
MIRL Rwy 12-30
HIRL Rwy 3-21 **0**

BOWLING GREEN, KENTUCKY

Amdt 1B 12JUN25

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

36°58'N-86°25'W

RNAV (GPS) RWY 21

SE-1, 07 AUG 2025 to 02 OCT 2025

LOM BW	APP CRS	Rwy Idg	6500
236	034°	TDZE	547
		Apt Elev	547

NDB RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

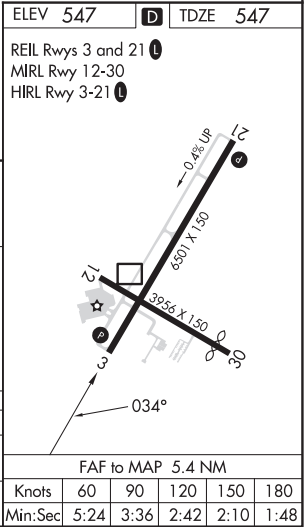
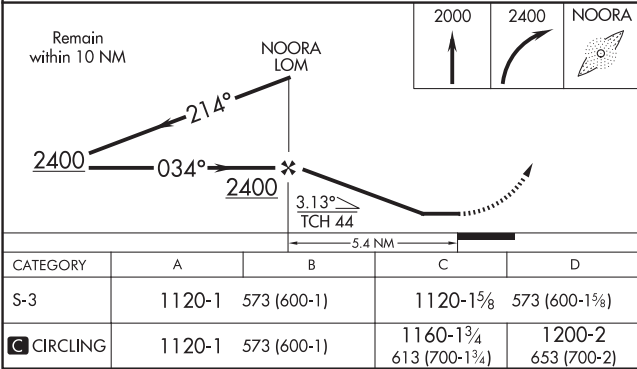
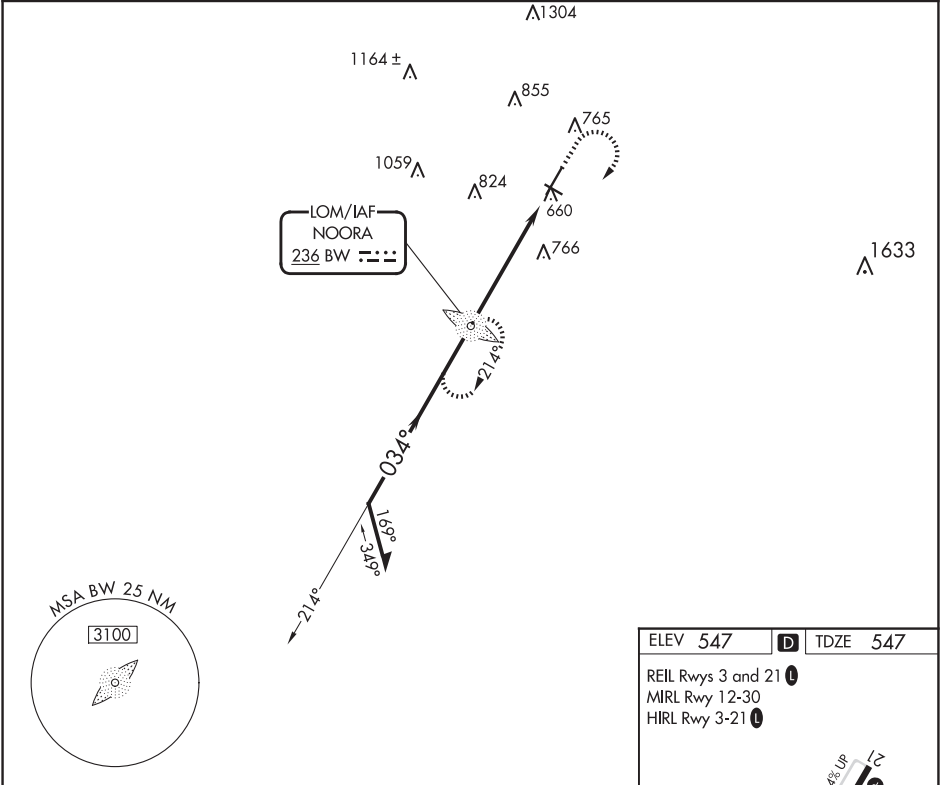
▼

▲ NA

Circling to Rwy 30 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct NOORA LOM and hold.

ASOS 127.825	MEMPHIS CENTER 133.85 285.5	UNICOM 123.0 (CTAF) L
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BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

AL-426 (FAA)

24361

LOC I-BON 111.5	APP CRS 050°	Rwy Idg TDZE Apt Elev	8000 1498 1519
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ILS or LOC RWY 5

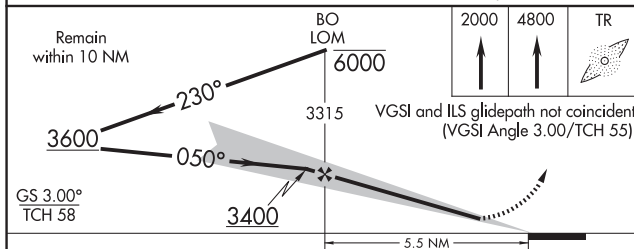
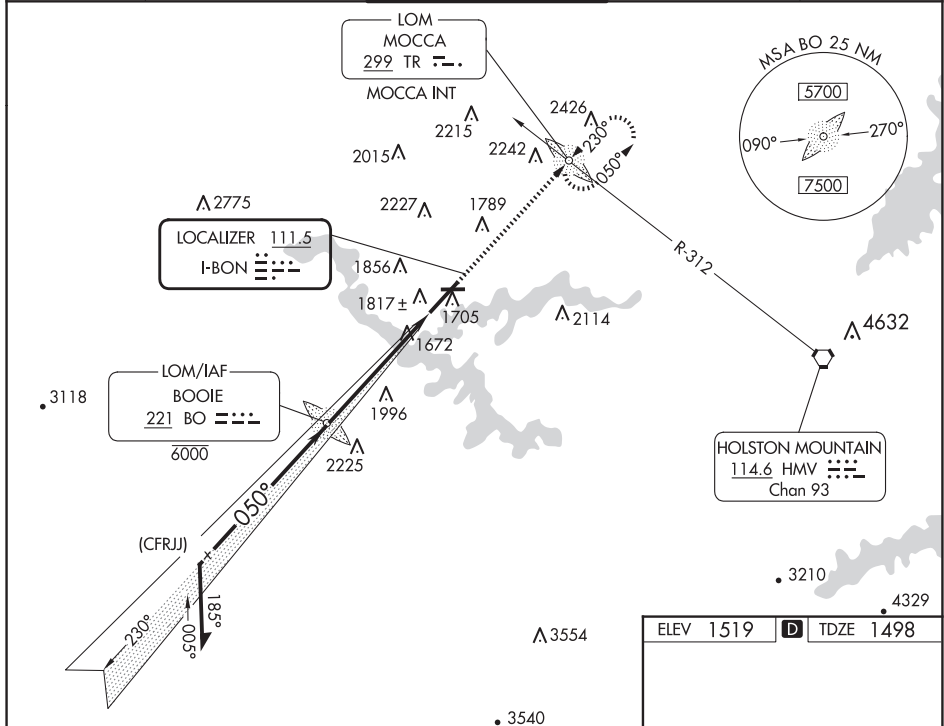
TRI-CITIES (TRI)

ADF required. RADAR required for procedure entry.

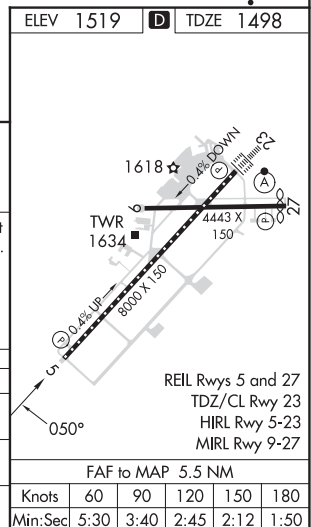
⚠ Circling to Rwy 9 NA at night. Circling NA northwest of Rwy 9 and 23. Autopilot coupled approach NA below 2200. Procedure NA when control tower closed.

MISSED APPROACH: Climb to 2000 then climb to 4800 direct MOCCA LOM INT and hold, continue climb-in-hold to 4800.

ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 5	1698/40	200 (200-¾)		
S-LOC 5	2100/55	602 (600-1)	2100-1¾	602 (600-1¾)
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)



BRISTOL/JOHNSON/KINGSPORT, TENNESSEE
Amdt 3D 20JUN19

36°29'N-82°24'W

ILS or LOC RWY 5

TRI-CITIES (TRI)

SE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 23
TRI-CITIES (TRI)

MISSED APPROACH: Climb to 3800 direct BOOIE LOM/RADAR and hold.

UNICOM
122.95

*LOC only.

LOM/INT

Remain within 10 NM

050°

3509

EAVR INT

230°

4000

3600

*2500

IM

GS 3.00°

TCH 56

	0.1	2.4 NM	3.5 NM		
CATEGORY	A		B	C	D
S-ILS 23	1718/18 200 (200-½)				
S-LOC 23	2500/40 982 (1000-¾)	2500-1 982 (1000-1)	2500-2½	982 (1000-2½)	
C CIRCLING	2500-1¼ 981 (1000-¼)	2500-1½ 981 (1000-½)	2500-3	981 (1000-3)	
EAVR FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)					
S-LOC 23	2020/24 502 (600-½)		2020/55	502 (600-1)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)	

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

AL-426 (FAA)

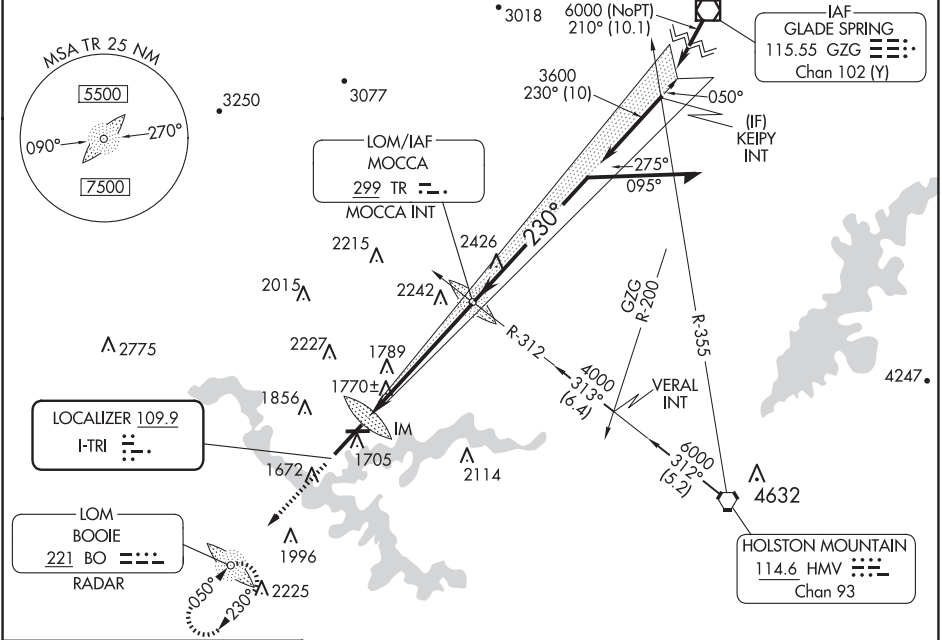
24361

LOC I-TRI 109.9	APP CRS 230°	Rwy Idg 8000
	TDZE 1518	
	Apt Elev 1519	

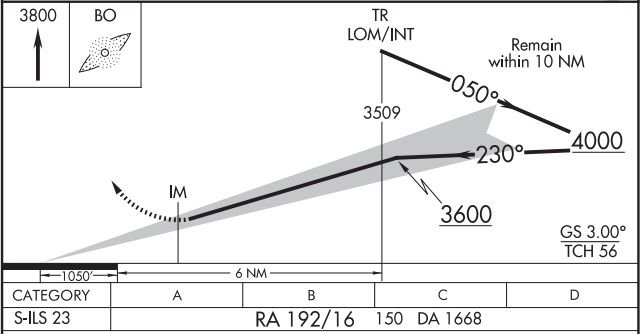
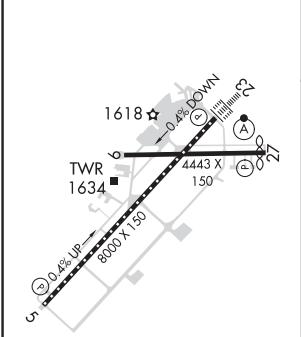
ILS RWY 23 (SA CAT I)
TRI-CITIES (TRI)

ADF or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway centerline 357 feet from runway threshold. Procedure NA when tower closed.		

ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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ELEV 1519	D	TDZE 1518
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SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE
Amdt 24H 20JUN19

36°29'N-82°24'W

TRI-CITIES (TRI)
ILS RWY 23 (SA CAT I)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LOC I-TRI 109.9	APP CRS 230°	Rwy Idg 8000 TDZE 1518 Apt Elev 1519	ILS RWY 23 (CAT II) TRI-CITIES (TRI)
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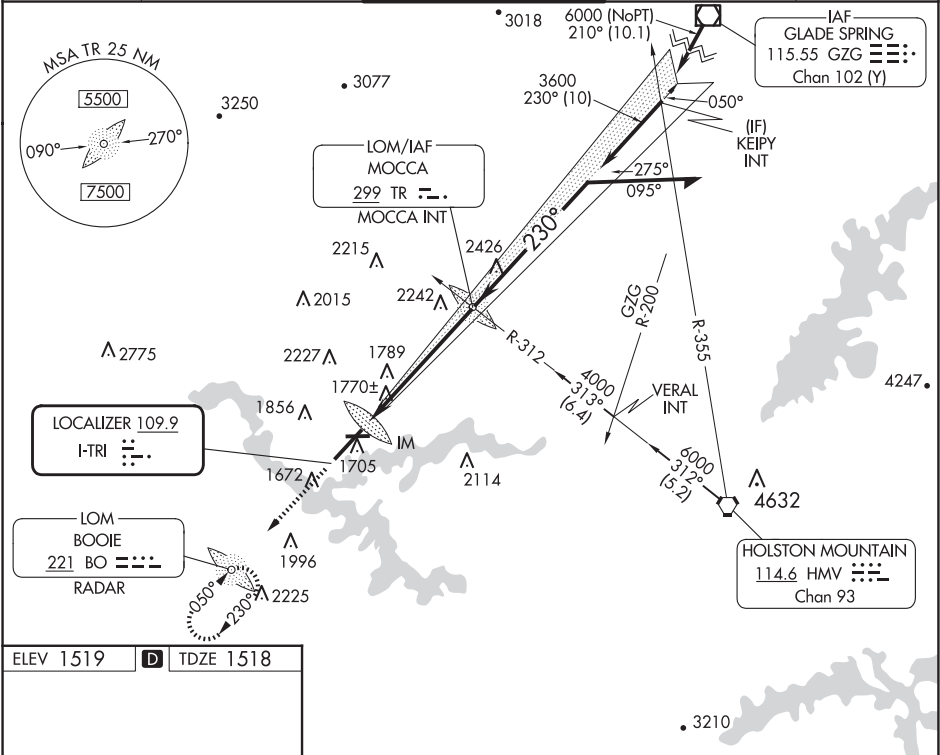
ADF or RADAR required.

CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway centerline 357 feet from runway threshold. Procedure NA when tower closed.

ALSF-2

MISSED APPROACH:
Climb to 3800
direct BOOIE LOM/
RADAR and hold.

ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
-----------------------	--	---	-------------------------------	-------------------------



ELEV 1519 D TDZE 1518

REIL Rwy 5 and 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

3800 BO

TR LOM/INT

Remain within 10 NM

050°

230°

3600

4000

GS 3.00°
TCH 56

IM 1619

1618

4443 X 150

1634

8000 X 150

0.4% UP

0.4% DOWN

1050'

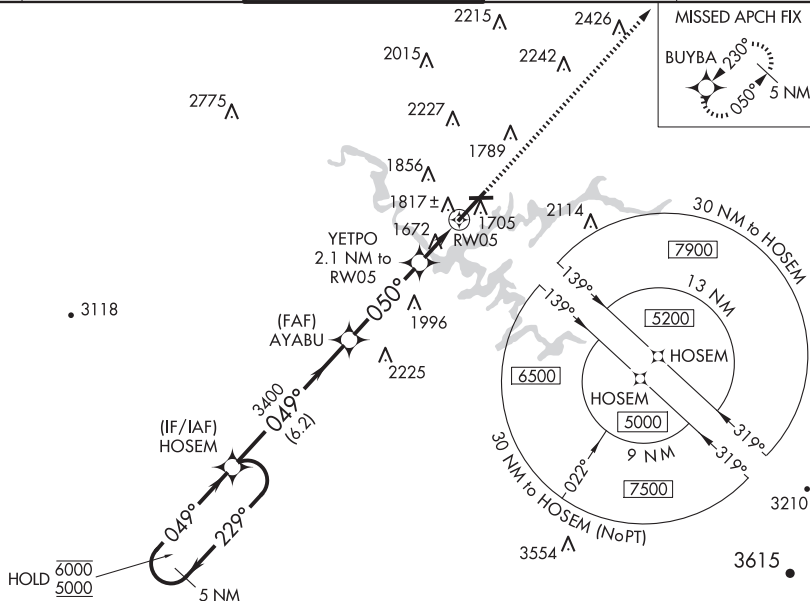
6 NM


CATEGORY	A	B	C	D
S-ILS 23	RA 139/12 100 DA 1618			

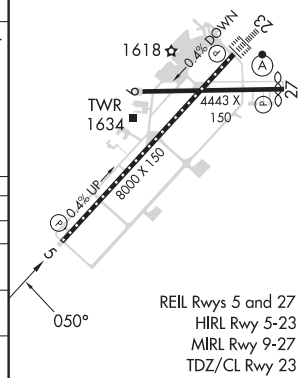
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

RNAV (GPS) RWY 5
TRI-CITIES (TRI)

MISSED APPROACH: Climb to 5200 direct BUYBA and hold.

UNICOM
122.95[illegible]

CATEGORY		A	B	C	D
LPV	DA	1698/40		200 (200-¾)	
INAV/ VNAV	DA	1998-1¾		500 (500-1¾)	
INAV	MDA	2080/55	582 (600-1)	2080-1¾	582 (600-1¾)
 CIRCLING		2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)



TRI-CITIES (TRI)
RNAV (GPS) RWY 5

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4321
096°	TDZE	1519
	Apt Elev	1519

RNAV (GPS) RWY 9

TRI-CITIES (TRI)

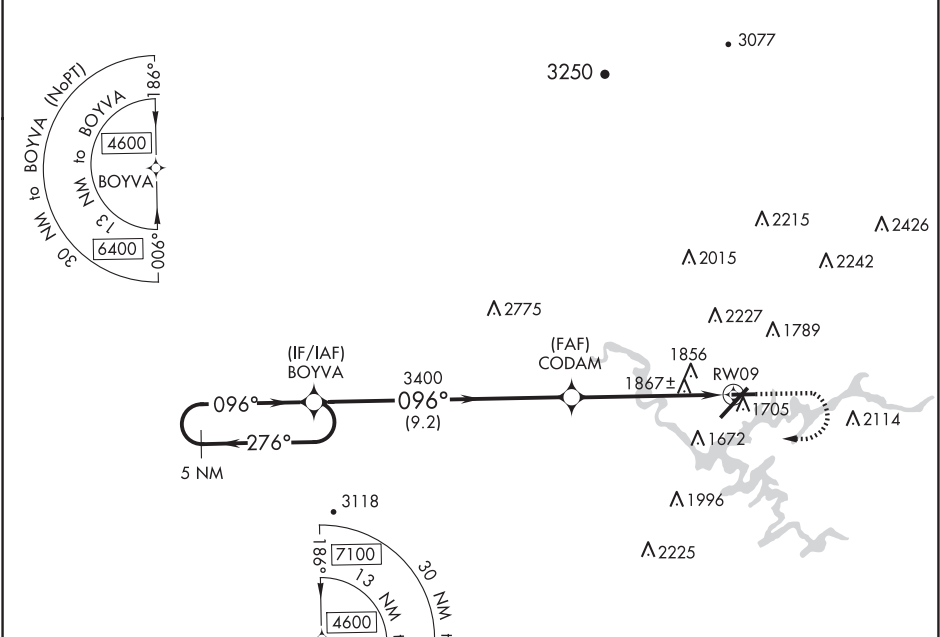
⚠

⚠

Circling NA NW of Rws 9 and 23. Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4600 direct BOYVA and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



5 NM Holding Pattern

Visual Segment - Obstacles.

2000 4600 BOYVA

4600

276°

096°

096°

3400

CODAM

RW09

9.2 NM

5.8 NM

CATEGORY	A	B	C	D
LNAV MDA	2120-1	601 (700-1)	2120-1¾	601 (700-1¾)
CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2300-2¼ 781 (800-2¼)	2500-3 981 (1000-3)

ELEV 1519

TDZE 1519

1618

TWR 1634

4443 X 150

0.6% UP

0.6% DOWN

8000 X 150

REIL Rws 5 and 27

HIRL Rwy 5-23

MIRL Rwy 9-27

TDZ/CL Rwy 23

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

AL-426 (FAA)

24361

WAAS CH 77626 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	8000 1518 1519
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RNAV (GPS) RWY 23

TRI-CITIES (TRI)

RNP APCH.

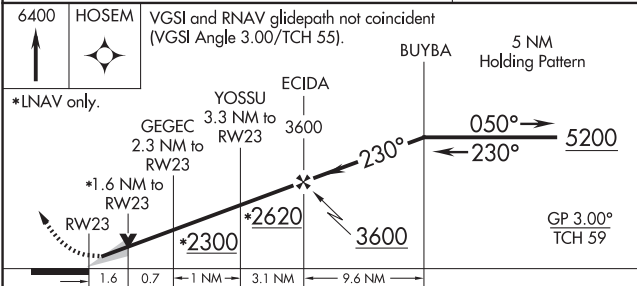
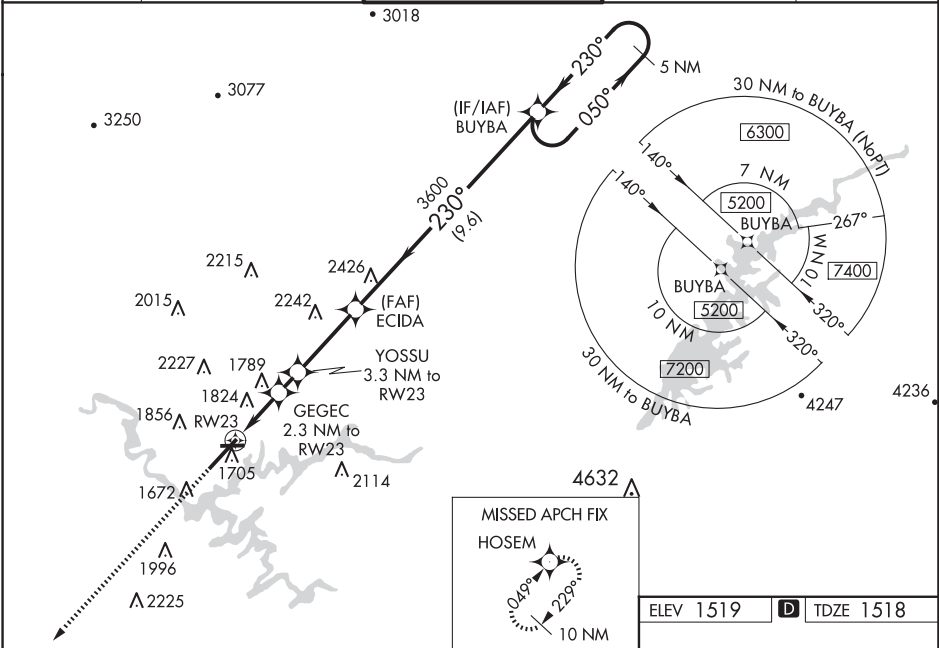
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 34°C (93°F). Circling NA NW of Rwy 9-23. For inoperative ALS, increase LNAV Cats C and D visibility to 1½ SM. Circling Rwy 9 NA at night.

ALSF-2



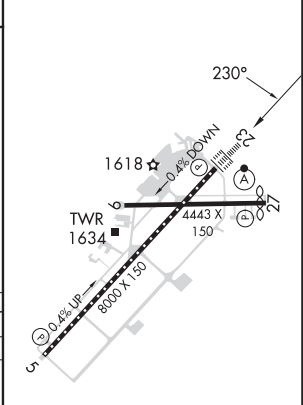
MISSED APPROACH:
Climb to 6400 direct
HOSEM and hold,
continue climb-in-hold
to 6400.

ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1718/18	200 (200-½)	
LNAV/VNAV DA		2160-1¾	642 (700-1¾)	
LNAV MDA	2080/24	562 (600-½)	2080-1¼	562 (600-1¼)
CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2300-2¼ 781 (800-2¼)	2500-3 981 (1000-3)

ELEV 1519	D	TDZE 1518
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REIL Rwy 5 and 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE
Amdt 1D 26APR18

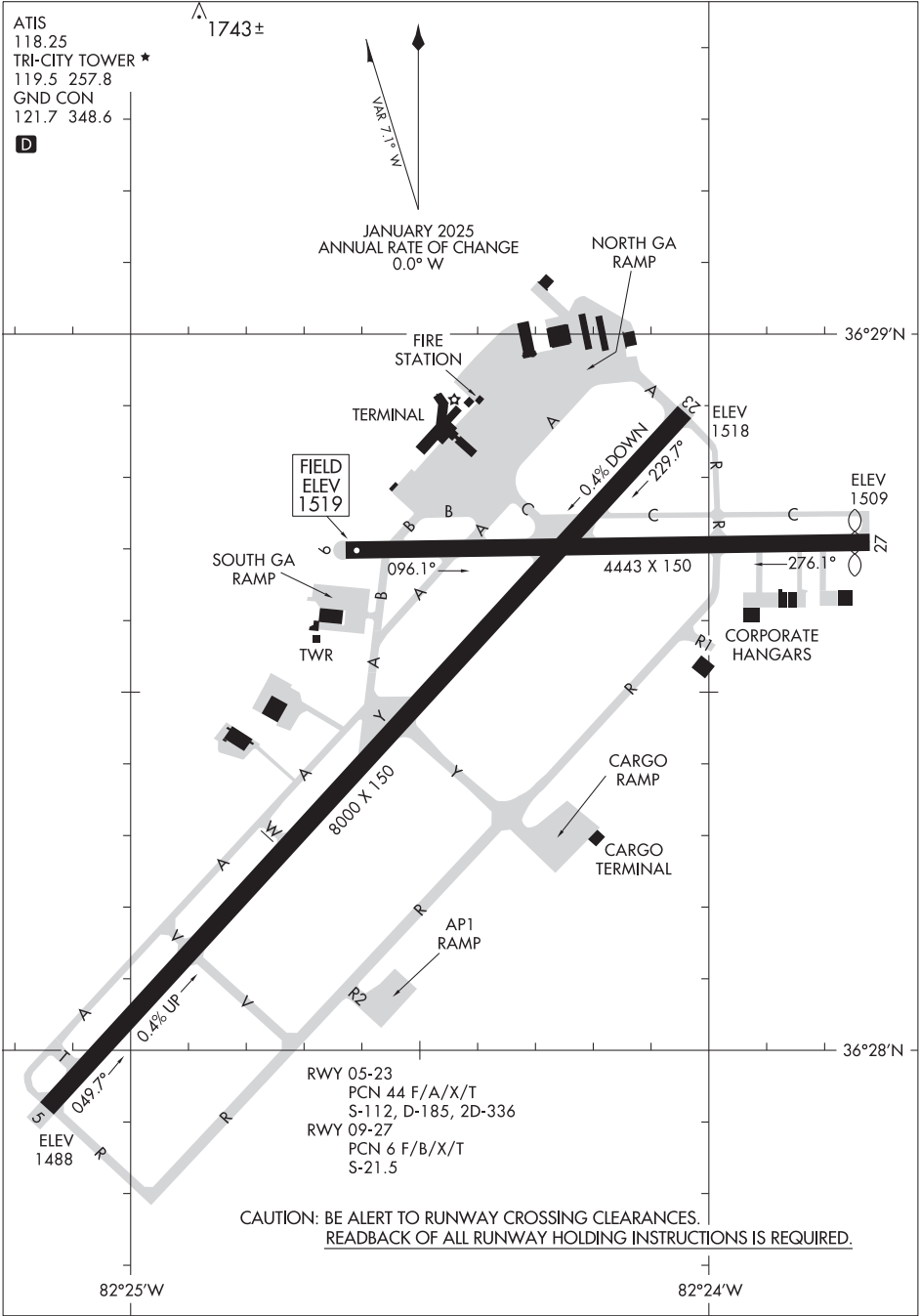
36°29'N-82°24'W

TRI-CITIES (TRI)

RNAV (GPS) RWY 23

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

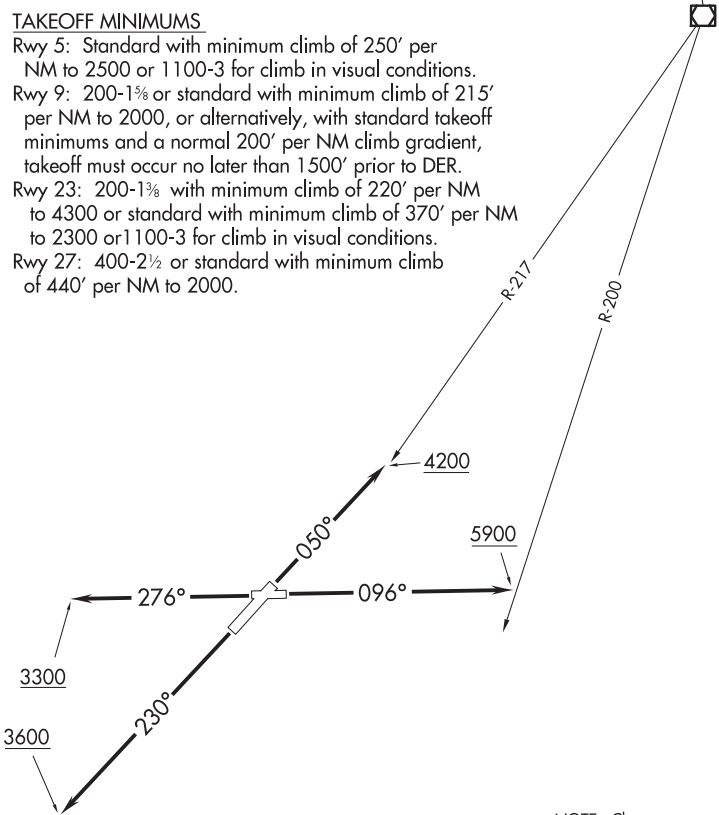


ATIS
118.25
APP CON ★
134.425 349.0
TRI CITY TOWER ★
119.5 (CTAF) 257.8
GND CON
121.7 348.6
UNICOM
122.95

GLADE SPRING
115.55 GZG
Chan 102 (Y)

TAKEOFF MINIMUMS

- Rwy 5: Standard with minimum climb of 250' per NM to 2500 or 1100-3 for climb in visual conditions.
- Rwy 9: 200-1½ or standard with minimum climb of 215' per NM to 2000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.
- Rwy 23: 200-1½ with minimum climb of 220' per NM to 4300 or standard with minimum climb of 370' per NM to 2300 or 1100-3 for climb in visual conditions.
- Rwy 27: 400-2½ or standard with minimum climb of 440' per NM to 2000.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 5: Climb heading 050° to intercept GZG VOR/DME R-217 northeast bound to 4200 before proceeding on course.
- TAKEOFF RWY 9: Climb heading 096° to intercept GZG VOR/DME R-200 northbound to 5900 before proceeding on course.
- TAKEOFF RWY 23: Climb heading 230° to 3600 before proceeding on course.
- TAKEOFF RWY 27: Climb heading 276° to 3300 before proceeding on course.

VCOA RWY 5, 23: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tri-Cities Airport at or above 2500 then climb to 3500 via GZG VOR/DME R-217 northeast bound before proceeding on course.

TRICITIES THREE DEPARTURE (OBSTACLE)

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

TAKEOFF OBSTACLE NOTES

- Rwy 5: T-L twr 678' from DER, 644' left of centerline, 50' AGL/1536' MSL.
Trees beginning 1590' from DER, 858' left of centerline, up to 1582' MSL.
Trees beginning 2338' from DER, 871' left of centerline, up to 1590' MSL.
Trees beginning 3175' from DER, 951' left of centerline, up to 1619' MSL.
Trees beginning 3584' from DER, 1038' left of centerline, up to 1626' MSL.
Trees beginning 3768' from DER, 819' left of centerline, up to 1736' MSL.
Trees beginning 1.4 NM from DER, 514' left of centerline, up to 1770' MSL.
- Rwy 9: Trees and lt pole beginning 67' from DER, 152' right of centerline, up to 1584' MSL.
Trees beginning 182' from DER, 187' right of centerline, up to 100' AGL/1600' MSL.
Tree 1.2 NM from DER, 1941' left of centerline, 1715' MSL.
- Rwy 23: Trees beginning 3538' from DER, 1309' right of centerline, up to 1657' MSL.
Trees beginning 3865' from DER, 440' right of centerline, up to 1665' MSL.
Trees beginning 5655' from DER, 353' left of centerline, up to 1634' MSL.
Trees beginning 1 NM from DER, 26' left of centerline, up to 1666' MSL.
Trees beginning 1.1 NM from DER, 69' right of centerline, up to 1675' MSL.
- Rwy 27: Terrain, fences, poles, T-L twrs and tree beginning 43' from DER, 90' right of centerline, up to 1552' MSL. Poles, tanks, lt poles and T-L twr beginning 244' from DER, 307' left of centerline, up to 1538' MSL. Trnsn twrs, trees and pole beginning 636' from DER, 26' left of centerline, up to 1561' MSL. Bldgs beginning 993' from DER, 162' right of centerline, up to 1555' MSL. Trees beginning 1157' from DER, 59' right of centerline, up to 1558' MSL. Trees beginning 1271' from DER, 121' right of centerline, up to 1573' MSL. Trees beginning 1449' from DER, 18' left of centerline, up to 1575' MSL. Trees, poles and monuments beginning 1548' from DER, 59' right of centerline, up to 1577' MSL. Trees beginning 1834' from DER, 33' right of centerline, up to 1582' MSL. Trees beginning 1882' from DER, 555' left of centerline, up to 1595' MSL. Trees beginning 2043' from DER, 106' right of centerline, up to 1632' MSL. Trees beginning 2185' from DER, 357' left of centerline, up to 1604' MSL. Poles, trees, T-L twrs and terrain beginning 2680' from DER, 5' left of centerline, up to 40' AGL/1649' MSL. Trees, T-L twrs and terrain beginning 3088' from DER, 62' right of centerline, up to 1645' MSL. Terrain and T-L twr beginning 4150' from DER, 24' right of centerline, up to 1663' MSL. Terrain and bush beginning 4151' from DER, 5' left of centerline, up to 1662' MSL. Terrain, trees and T-L twr beginning 4348' from DER, 59' right of centerline, up to 1729' MSL. Terrain, tree, bush beginning 4349' from DER, 6' left of centerline, up to 1679' MSL. Bush 4496' from DER, 202' left of centerline, 1681' MSL. Trees, terrain, bushes and pole beginning 4506' from DER, 7' left of centerline, up to 1726' MSL. Pole and tree beginning 4664' from DER, 10' left of centerline, up to 39' AGL/1735' MSL. Trees, terrain, pole beginning 4714' from DER, 374' left of centerline, up to 1738' MSL. Trees beginning 4725' from DER, 53' right of centerline, up to 1736' MSL. Trees beginning 4803' from DER, 127' left of centerline, up to 1771' MSL. Trees beginning 4815' from DER, 87' left of centerline, up to 1782' MSL. Trees beginning 1.5 NM from DER, 1789' right of centerline, up to 1778' MSL. Trees beginning 1.5 NM from DER, 1377' right of centerline, up to 1795' MSL. Trees beginning 1.5 NM from DER, 1435' right of centerline, up to 1804' MSL. Trees beginning 1.5 NM from DER, 1692' right of centerline, up to 1806' MSL. Trees beginning 1.6 NM from DER, 1335' right of centerline, up to 1822' MSL. Trees beginning 1.6 NM from DER, 1484' right of centerline, up to 1823' MSL. Trees beginning 1.6 NM from DER, 964' right of centerline, up to 1828' MSL. Trees beginning 1.6 NM from DER, 785' right of centerline, up to 1838' MSL. Trees beginning 1.7 NM from DER, 588' right of centerline, up to 1863' MSL. Trees beginning 1.7 NM from DER, 78' right of centerline, up to 1867' MSL. Trees beginning 1.8 NM from DER, 53' left of centerline, up to 1836' MSL. Tree 2 NM from DER, 1018' left of centerline, 1838' MSL.

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

ATIS
118.25
GND CON
121.7 348.6
TRI CITY APP CON ★
134.425 349.0
TRI CITY TOWER ★
119.5 (CTAF) 257.8
UNICOM
122.95

NOTE: RADAR required.

CHARLESTON
117.4 HVQ
Chan 121

LONDON
116.55 LOZ
Chan 112 (Y)

BLUEFIELD
115.05 BLF
Chan 97 (Y)

LIVINGSTON
114.35 LVT
Chan 90 (Y)

GLADE SPRING
115.55 GZG
Chan 102 (Y)

VOLUNTEER
116.4 VXV
Chan 111

HINCH MOUNTAIN
117.6 HCH
Chan 123

SNOWBIRD
108.8 SOT
Chan 25

BARRETTS MOUNTAIN
113.75 BZM
Chan 84 (Y)

SPARTANBURG
115.7 SPA
Chan 104

TAKEOFF MINIMUMS:

- Rwy 5: Standard with minimum climb of 250' per NM to 3000.
- Rwy 9: Standard with minimum climb of 500' per NM to 5000.
- Rwy 23: Standard with minimum climb of 370' per NM to 2300.
- Rwy 27: Standard with minimum climb of 440' per NM to 3200.

NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE)

KINGS TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 050° or assigned heading to 3800 thence....
TAKEOFF RUNWAY 9: Climb on heading 096° or assigned heading to 5600 thence....
TAKEOFF RUNWAY 23: Climb on heading 230° or assigned heading to 3600 thence....
TAKEOFF RUNWAY 27: Climb on heading 276° or assigned heading to 4400 thence....

....maintain 10000 or lower requested altitude, expect RADAR vectors to filed route ten minutes after departure.

LOST COMMUNICATIONS:

If filed route is between GZG VOR/DME R-060 and the GZG VOR/DME R-240 and radio contact is not established with departure control continue climb to 9000 before turning on course.

APP CRS
281°

Rwy Idg
TDZE
351

Apt Elev
351

RNAV (GPS) RWY 28

KENTUCKY DAM STATE PARK (M34)

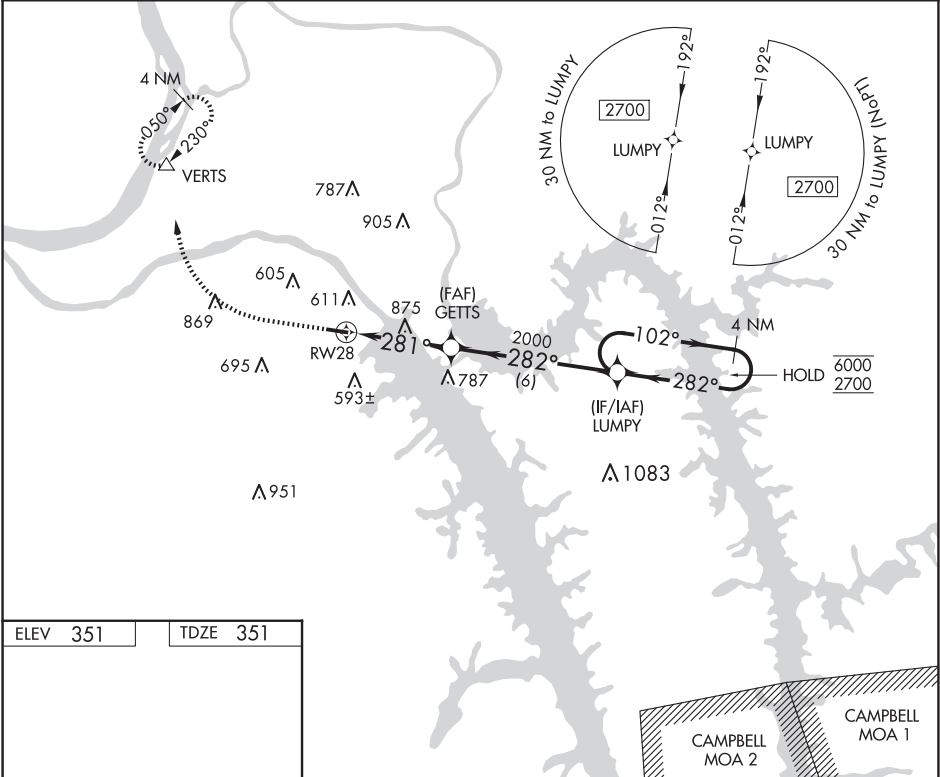
RNP APCH - GPS.

NA

Circling NA south of Rwy 10-28. Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Use Paducah altimeter setting. Avoid Campbell MOA/A-371 when active.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct VERTS and hold.

PAH ASOS 118.375	MEMPHIS CENTER 133.65 292.15	UNICOM 123.0 (CTAF) 0
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ELEV 351

TDZE 351

1800

2700

VERTS

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 34).

4 NM Holding Pattern

10

3997 X 100

28

281°

GETTS

281°

282°

102°

6000

2700

2000

3.8 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	1200-1 849 (900-1)	1200-1¼ 849 (900-1¼)	NA	
CIRCLING	1200-1¼	849 (900-1¼)	NA	

MIRL Rwy 10-28 0

REIL Rwy 10 and 28 0

CAMDEN, TENNESSEE

AL-6386 (FAA)

22083

WAAS CH 77814 W04A	APP CRS 037°	Rwy Idg TDZE 468 Apt Elev 468	5001 468 468
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RNAV (GPS) RWY 4
BENTON COUNTY (ØM4)

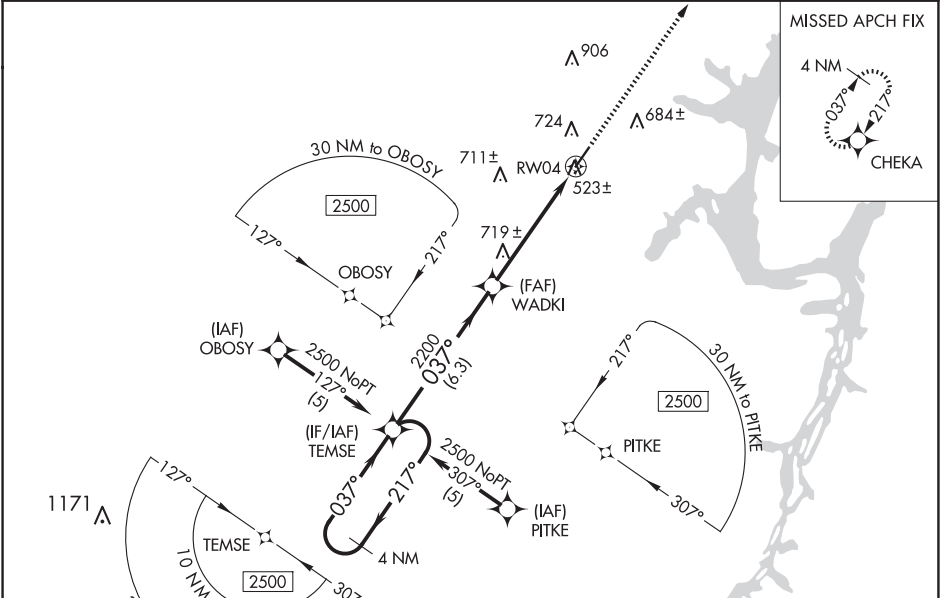
RNP APCH.

▼
▲ NA

Baro-VNAV NA. Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct CHEKA and hold.

PVE AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) Ø
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI 3.50/TCH 17).

2500

CHEKA

TEMSE

WADKI

RW04

GP 3.00° TCH 40

217°

037°

037°

2200

6.3 NM

5.2 NM

CATEGORY	A	B	C	D
LPV DA	771-1	303 (400-1)		NA
LNAV/VNAV DA	944-1¾	476 (500-1¾)		NA
LNAV MDA	1040-1	572 (600-1)	1040-1½ 572 (600-1½)	NA

ELEV 468

TDZE 468

500 X 75

037° to RW04

MIRL Rwy 4-22

REIL Rwy 4 and 22 Ø

CAMDEN, TENNESSEE
Orig-B 07NOV19

36°01'N-88°07'W

BENTON COUNTY (ØM4)
RNAV (GPS) RWY 4

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

HOPKINSVILLE, KENTUCKY

ILS or LOC RWY 23

LOC/DME I-FKP 111.9 Chan 56	APCH CRS 225°	Rwy Idg 10,926 TDZE 571 Arpt Elev 571
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[USA]

CAMPBELL AAF (FORT CAMPBELL) (KHOP)

RADAR required

V * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ miles.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to $1\frac{1}{8}$ miles.
 *** Circling not authorized SE of Rwy 5-23.

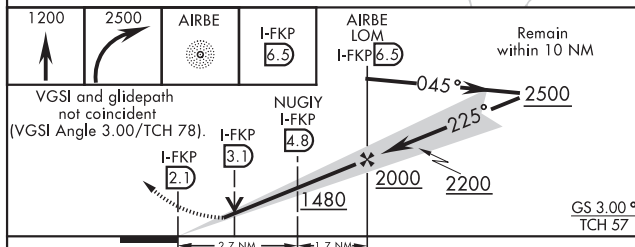
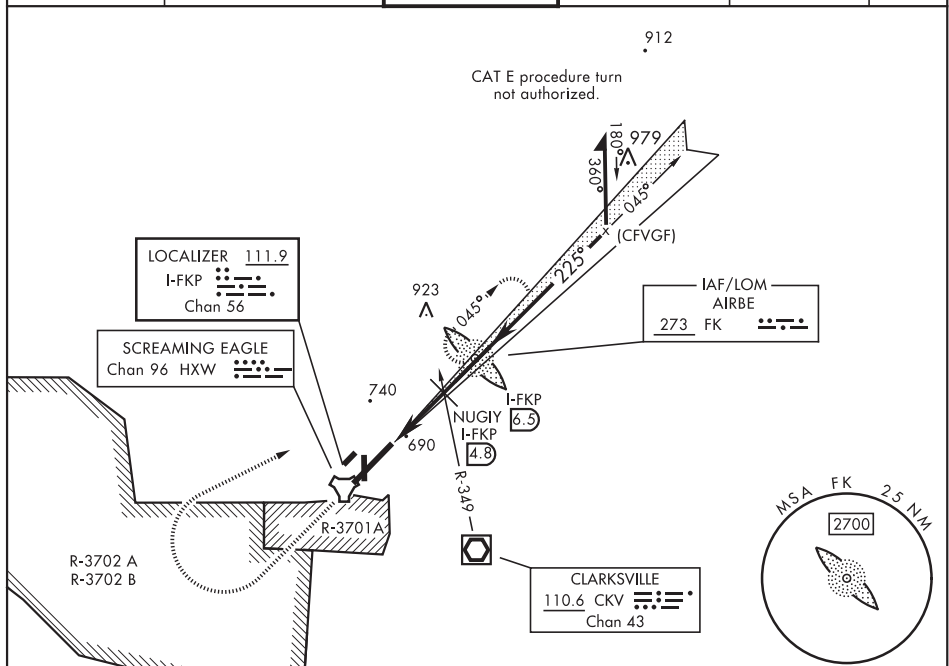
SSALR



The SSALR circuit diagram shows a circular component labeled A3 with a solid black dot on its top edge. To the right of A3 is a battery symbol consisting of three horizontal lines of decreasing length, connected to a dashed line above and below it.

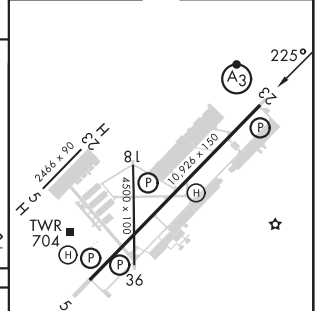
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct AIRBE LOM/I-FKP 6.5 DME, continue climb-in-hold to 2500 (max 230 KIAS).

ATIS 125.175 308.4	APP CON 118.1 269.525	TOWER 120.9 278.8	GND CON 121.8 266.8	CLNC DEL 138.8	ASR/PAR
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CATEGORY	A	B	C	D	E
S-ILS 23 *	771/24		200	(200-½)	
S-LOC 23**	960/24	389 (400-½)	960/35	389	(400-¾)
C CIRCLING ***	1060-1	489 (500-1)	1060-1½ 489 (500-1½)	1140-2	569 (600-2)

ELEV	571	TDZE	571
------	-----	------	-----



HIRL all rwys

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

HOPKINSVILLE, KENTUCKY

36° 40' N - 87° 30' W

CAMPBELL AAF (FORT CAMPBELL) (KHOP)

Amdt 14 10AUG23

ILS or LOC RWY 23

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18

APCH CRS	Rwy Idg	4500
180°	TDZE	562
	Arpt Elev	571

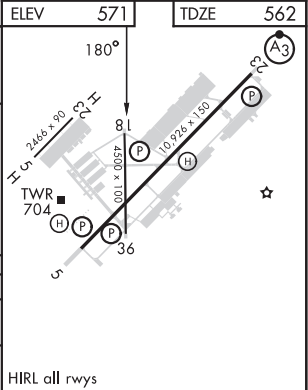
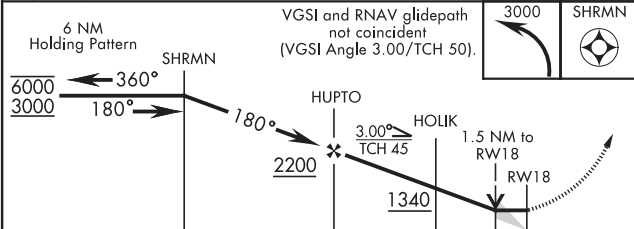
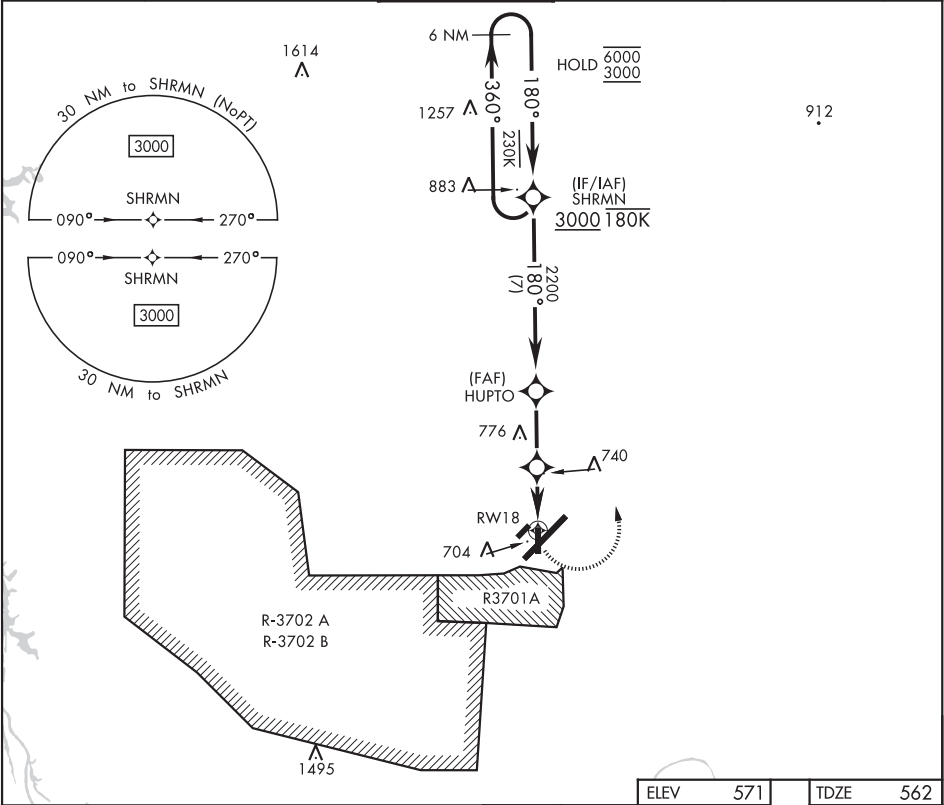
[USA]

CAMPBELL AAF (FORT CAMPBELL) (KHOP)

RNAV1 - GPS
DME required
▼ * Circling not authorized SE of Rwy 5-23.

MISSED APPROACH: Climbing left turn to 3000 direct SHRNM and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/ PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	



CATEGORY	A	B	C	D
LNVA MDA	1080-1	518 (600-1)	1080-1 3/8 518 (600-1 3/8)	NA
CIRCLING*	1080-1	509 (600-1)	1080-1 1/2 509 (600-1 1/2)	NA

RNAV (GPS) RWY 18

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

HOPKINSVILLE, KENTUCKY

RNAV (GPS) RWY 23

WAAS Chan 56203 W23A	APCH CRS 225°	Rwy Idg 10,926 TDZE 571 Arprt Elev 571
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[USA]

CAMPBELL AAF (FORT CAMPBELL) (KHOP)

RNP APCH - GPS

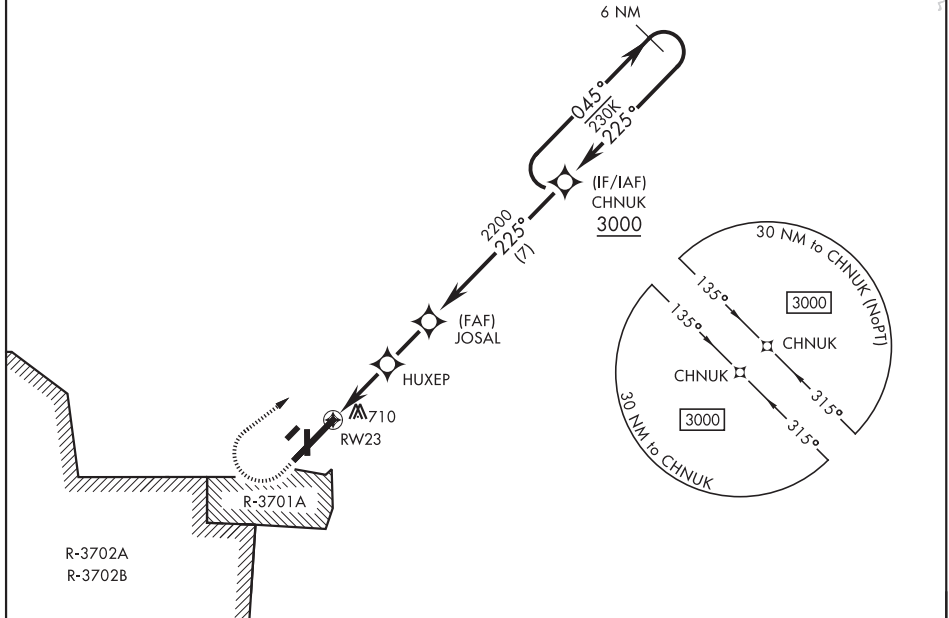
- * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase RVR to 55, vis to 1 mile.
 *** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile,
 CAT CDE RVR to 60, vis to $1\frac{1}{2}$ miles.
 **** Circling not authorized SE of Rwy 5-23.



MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct CHNUK and hold.

ATIS 125.175 308.4	APP CON 118.1 269.525	TOWER 120.9 278.8	GND CON 121.8 266.8	CLNC DEL 138.8	ASR/PAR
------------------------------	---------------------------------	-----------------------------	-------------------------------	--------------------------	---------

For uncompensated BARO-VNAV systems,
LNAV/VNAV NA below -19°C (-2°F) or
above 54°C (130°F).



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 78).																																			
<table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td><td>E</td></tr><tr><td>LPV DA *</td><td colspan="2">771/24</td><td>200</td><td colspan="2">(200-½)</td></tr><tr><td>LNAV/DA **</td><td colspan="2">949/35</td><td>378</td><td colspan="2">(400-¾)</td></tr><tr><td>LNAV MDA ***</td><td>960/24</td><td>389 (400-½)</td><td>960/35</td><td>389</td><td>(400-¾)</td></tr><tr><td>CIRCLING ****</td><td>1060-1</td><td>489 (500-1)</td><td>1060-1½ 489 (500-1½)</td><td>1140-2</td><td>569 (600-2)</td></tr></table>						CATEGORY	A	B	C	D	E	LPV DA *	771/24		200	(200-½)		LNAV/DA **	949/35		378	(400-¾)		LNAV MDA ***	960/24	389 (400-½)	960/35	389	(400-¾)	CIRCLING ****	1060-1	489 (500-1)	1060-1½ 489 (500-1½)	1140-2	569 (600-2)
CATEGORY	A	B	C	D	E																														
LPV DA *	771/24		200	(200-½)																															
LNAV/DA **	949/35		378	(400-¾)																															
LNAV MDA ***	960/24	389 (400-½)	960/35	389	(400-¾)																														
CIRCLING ****	1060-1	489 (500-1)	1060-1½ 489 (500-1½)	1140-2	569 (600-2)																														
HIRL all rwys																																			

HOPKINSVILLE, KENTUCKY

36° 40' N - 87° 30' W

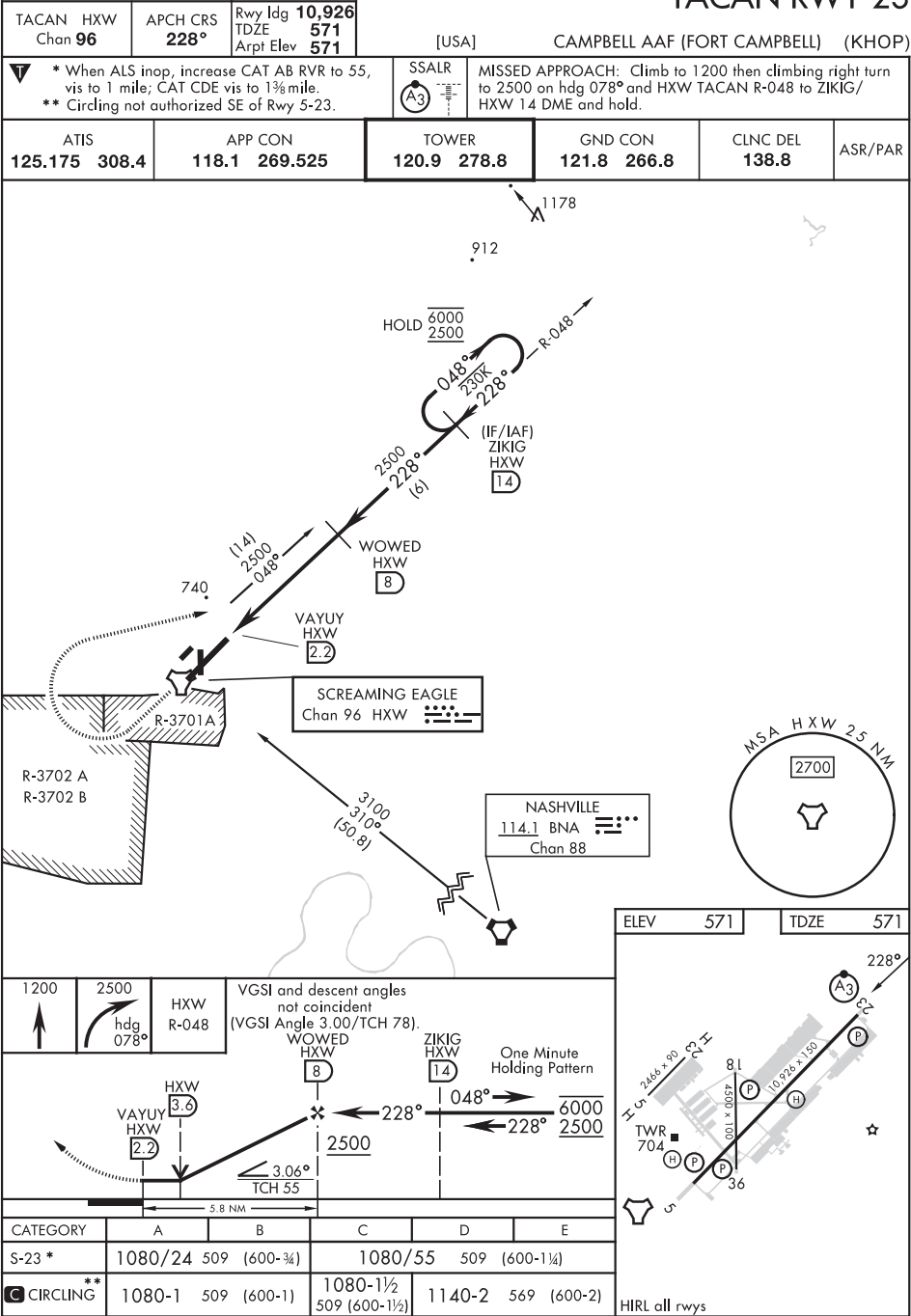
CAMPBELL AAF (FORT CAMPBELL) (KHOP)

Amdt 2 18MAY23

RNAV (GPS) RWY 23

SE-1, 07 AUG 2025 to 02 OCT 2025

TACAN RWY 23



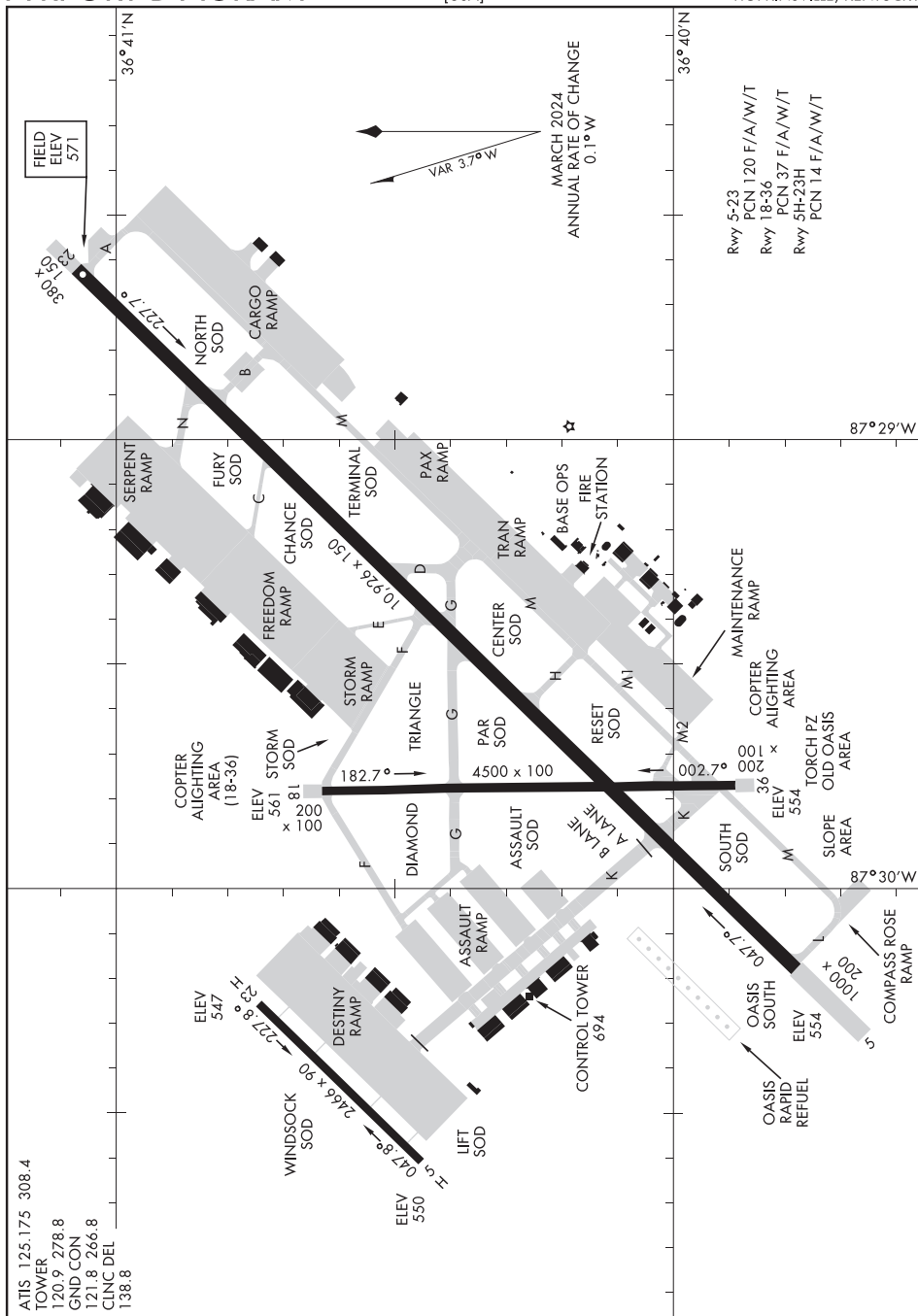
NDB RWY 23

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NDB RWY 23

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



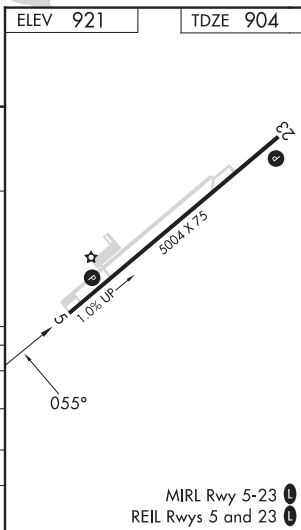
SE-1, 07 AUG 2025 to 02 OCT 2025


RNAV (GPS) RWY 5

TAYLOR COUNTY (AAS)

MISSED APPROACH:
Climb to 3000 direct
DOODA and hold.

UNICOM
122.7 (CTAF) **L**



CATEGORY		A	B	C	D
LPV	DA	1154-1		250 (300-1)	
RNAV/ VNAV	DA	1389-1¾		485 (500-1¾)	
RNAV	MDA	1340-1	436 (500-1)	1340-1¼	436 (500-1¼)
 CIRCLING		1380-1 459 (500-1)	1400-1 479 (500-1)	1480-1½ 559 (600-1½)	1660-2¼ 739 (800-2¼)

TAYLOR COUNTY (AAS)
RNAV (GPS) RWY 5

WAAS CH 50223 W23A	APP CRS 235°	Rwy Idg 5004 TDZE 921 Apt Elev 921
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RNAV (GPS) RWY 23

TAYLOR COUNTY (AAS)

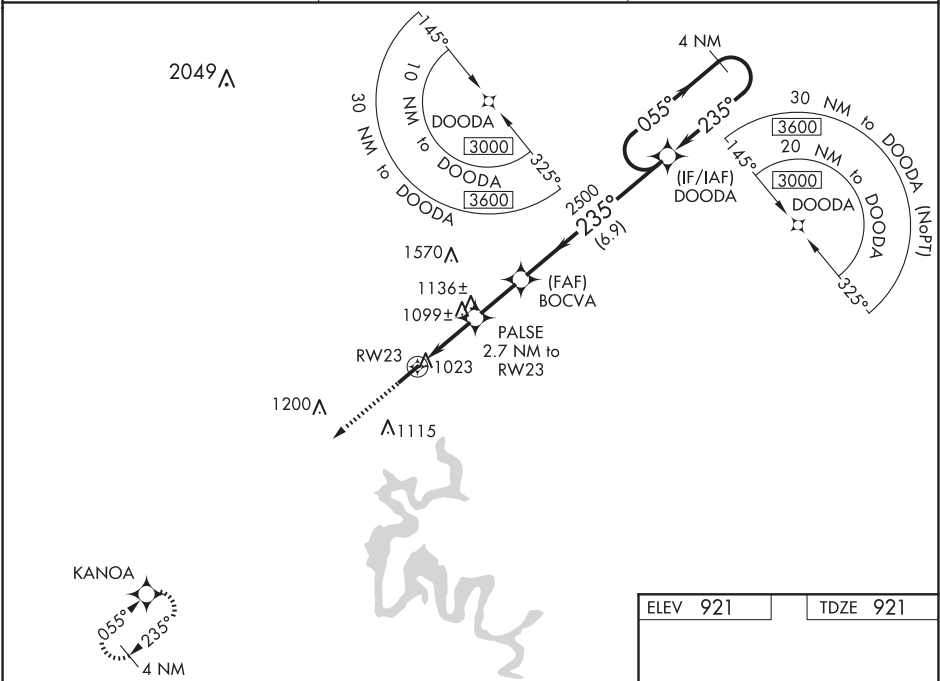
▼







NA

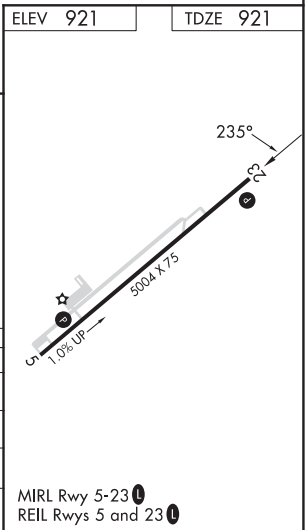
Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅓ mile, increase LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C visibility ¼ mile and Cat D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct KANOA and hold.

AWOS-3 121.125	INDIANAPOLIS CENTER 124.625 353.65	UNICOM 122.7 (CTAF) 0
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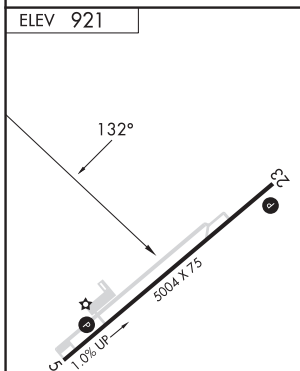
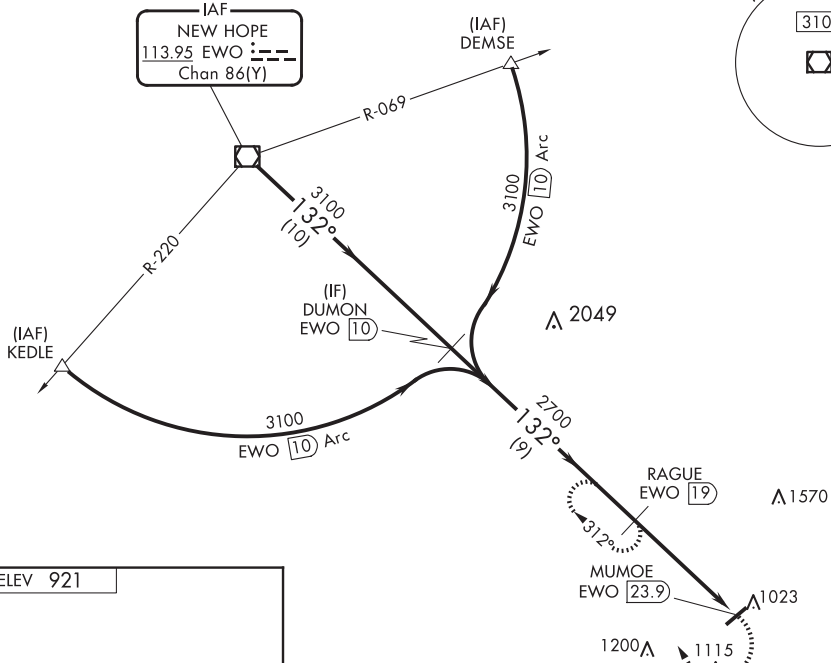
3000	KANOA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 40).		4 NM Holding Pattern	
				DOODA	
*LNAV only.		PALSE 2.7 NM to RW23	BOCVA 2500	055°→ ←235°	3000
					
		*1820	2500		GP 3.00° TCH 48
		2.7 NM	2.1 NM	6.9 NM	
CATEGORY		A	B	C	D
LPV DA		1177-¾		256 (300-¾)	
LNAV/ VNAV DA		1366-1½		445 (500-1½)	
LNAV MDA		1360-1	439 (500-1)	1360-1¼	439 (500-1¼)
 CIRCLING		1380-1 459 (500-1)	1400-1 479 (500-1)	1480-1½ 559 (600-1½)	1660-2¼ 739 (800-2¼)



VOR/DME-A
TAYLOR COUNTY (AAS)

MISSED APPROACH: Climbing right turn to 3100 on heading 360° and on EWO R-132 to RAGUE/19 DME and hold.

DME REQUIRED



EWO VOR/DME		DUMON EWO <u>10</u>		3100 hdg 360°		EWO R-132		RAGUE EWO <u>19</u>	
3100 — 132° —→		3100		RAGUE EWO <u>19</u>		2700		MUMOE EWO <u>23.9</u>	
10 NM		9 NM		4.9 NM					
CATEGORY		A		B		C		D	
C CIRCLING		1540-1 619 (700-1)		1540-1 $\frac{3}{4}$ 619 (700-1 $\frac{3}{4}$)		1660-2 $\frac{1}{4}$ 739 (800-2 $\frac{1}{4}$)			

TAYLOR COUNTY (AAS)
VOR/DME-A

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS

021°

Rwy Ldg

4002

TDZE

765

Apt Elev

765

RNAV (GPS) RWY 2

CENTERVILLE MUNI (GHM)

⚠

NA

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LNAV Cats C and D visibility ¾ mile and Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

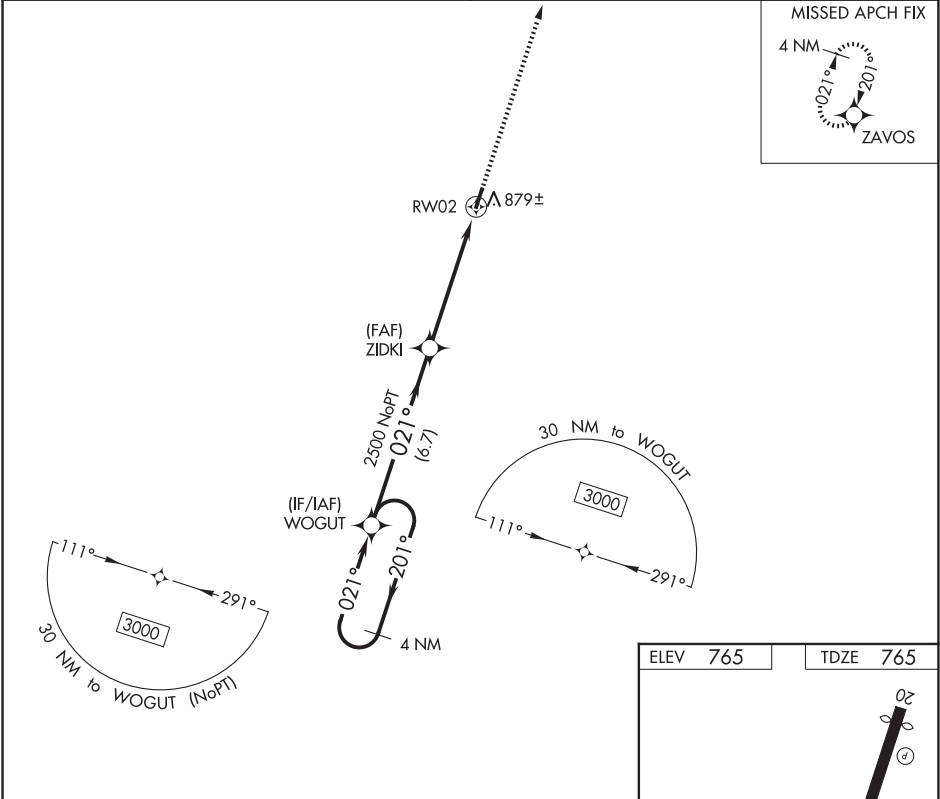
MISSED APPROACH:
Climb to 3000 direct ZAVOS and hold.

NASHVILLE APP CON

119.35 372.0

UNICOM

122.8 (CTAF) 0



4 NM Holding Pattern WOGUT

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 43).

3000

ZAVOS

021°

021°

021°

ZIDKI

2500

3.00° TCH 40

RW02

6.7 NM

5.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1140-1 375 (400-1)			
CIRCLING	1260-1	495 (500-1)	1280-1½ 515 (600-1½)	1520-2½ 755 (800-2½)

ELEV 765

TDZE 765

4002 X 75

021°

MIRL Rwy 2-20

REIL Rws 2 and 20

CENTERVILLE, TENNESSEE

AL-5660 (FAA)

25219

WAAS CH 48838 W20A	APP CRS 201°	Rwy Ldg TDZE Apt Elev	3763 765 765
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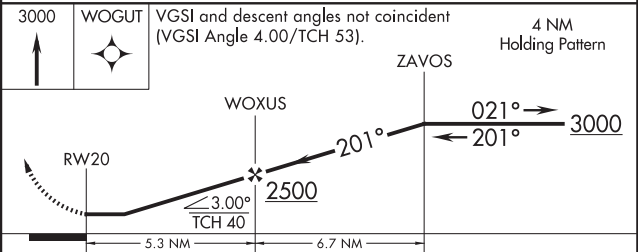
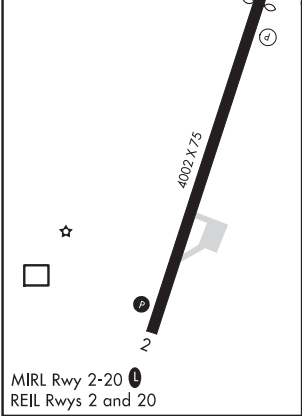
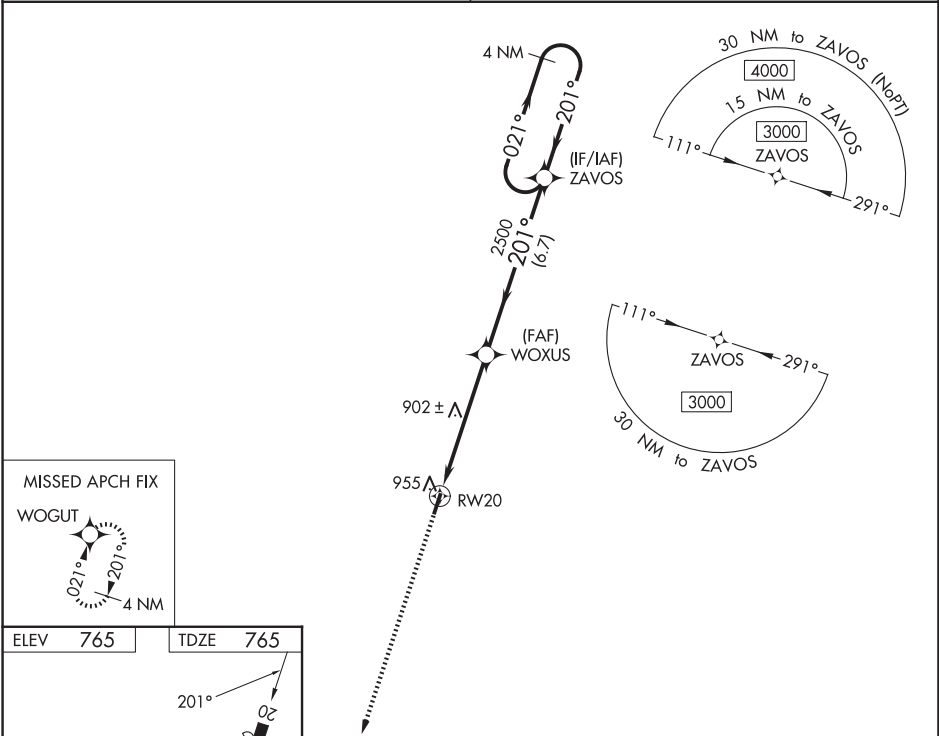
RNAV (GPS) RWY 20
CENTERVILLE MUNI (GKM)

NA

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LP Cats C and D visibility ¼ mile; LNAV Cats C and D ½ mile; Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct WOGUT and hold.

NASHVILLE APP CON 119.35 372.0	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LP MDA	1160-1	395 (400-1)	1160-1½	395 (400-1½)
LNAV MDA	1220-1	455 (500-1)	1220-1¾	455 (500-1¾)
CIRCLING	1260-1	495 (500-1)	1280-1½ 515 (600-1½)	1520-2½ 755 (800-2½)

CENTERVILLE, TENNESSEE
Orig 10DEC15

35°50'N-87°27'W

RNAV (GPS) RWY 20
CENTERVILLE MUNI (GKM)

SE-1, 07 AUG 2025 to 02 OCT 2025

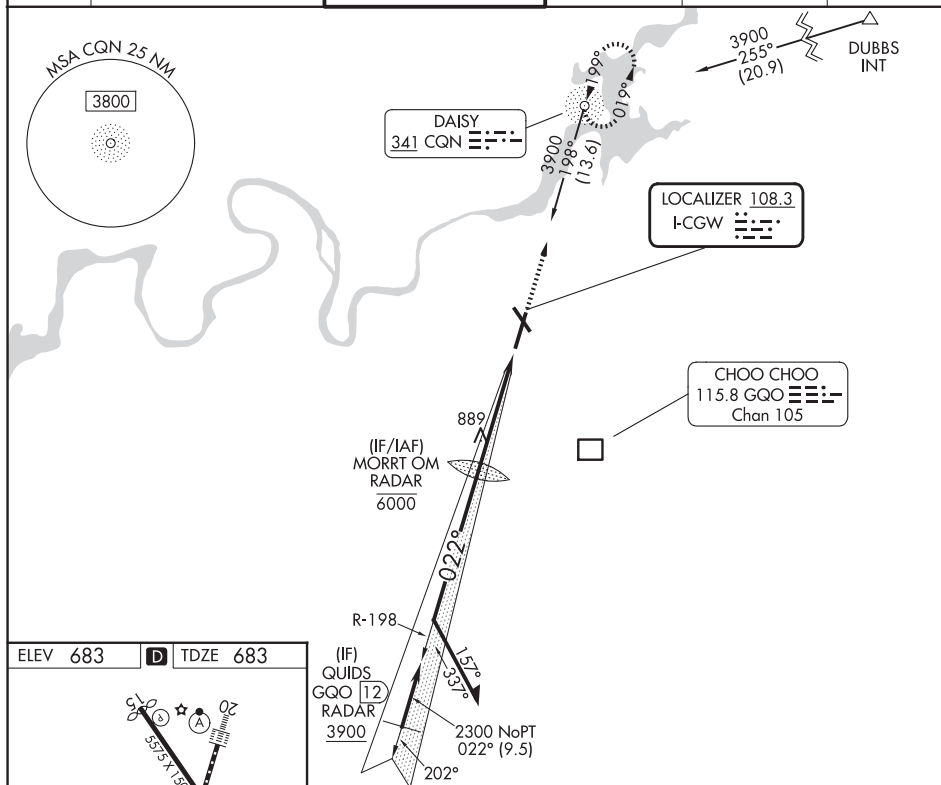
SE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 2
LOVELL FLD (CHA)

MALSR

MISSED APPROACH: Climb to 3700 direct CQN NDB and hold, continue climb-in-hold to 3700.

 Circling Rwy 15, 33 NA at night.

UNICOM
122.95

022°

2.0

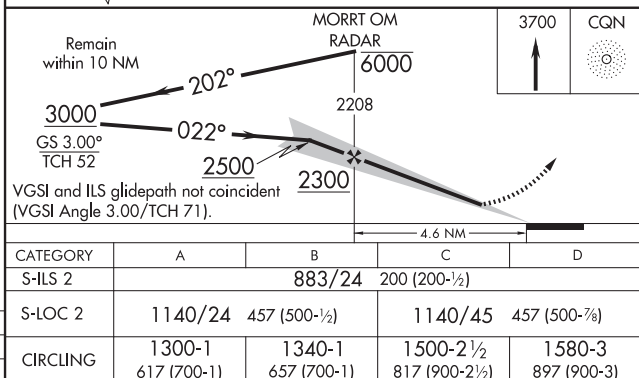
4.6 NM

1533'

HIRL Rwy 2-20

TDZ/CL Rwy 20

	Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32	



CHATTANOOGA, TENNESSEE

AL-79 (FAA)

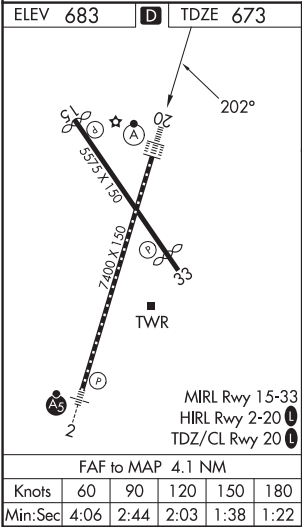
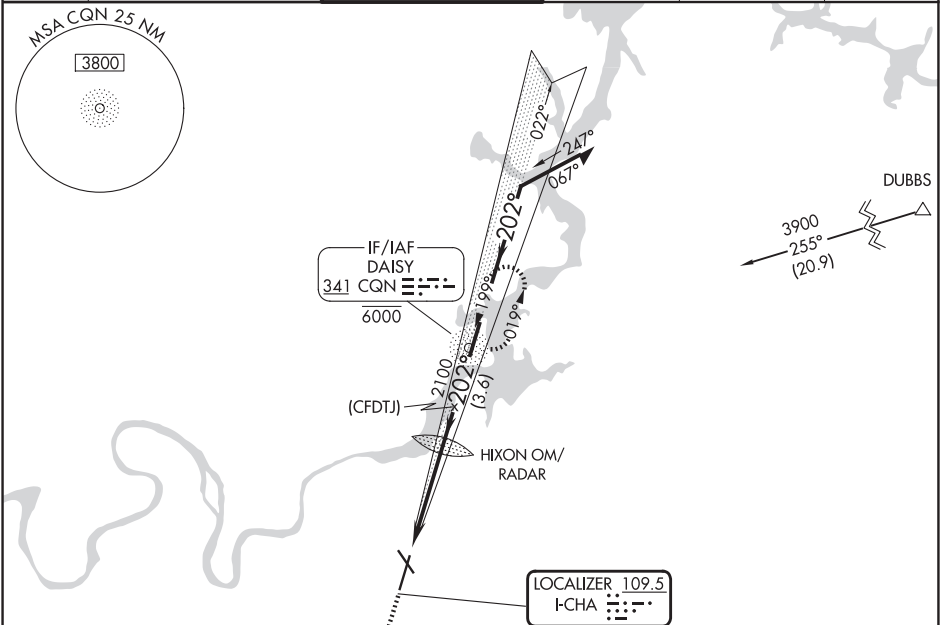
25219

LOC I-CHA 109.5	APP CRS 202°	Rwy Ldg TDZE Apt Elev	7400 673 683
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ILS or LOC RWY 20

LOVELL FLD (CHA)

ADF required.		ALSF-2	MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct CQN NDB and hold, continue climb-in-hold to 3700.		
<div><div>T</div>Disregard inner marker indication.</div> <div><div>A</div>Circling to Rwy 15, 33 NA at night.</div>		<div><div>A</div></div>			
ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95



ELEV 683		D	TDZE 673	
1300		3700	CQN	
HIXON OM/RADAR		2039	CQN NDB	
6000 (CFDTJ)		2500	3000	
2100		2500	3000	
4.1 NM		3.6 NM	GS 3.00° TCH 56	
CATEGORY	A	B	C	D
S-ILS 20	873/18		200 (200-1/2)	
S-LOC 20	1320/24	647 (700-1/2)	1320-13/8	647 (700-13/8)
CIRCLING	1320-1	1340-1	1500-2 1/2	1580-3
	637 (700-1)	657 (700-1)	817 (900-2 1/2)	897 (900-3)

CHATTANOOGA, TENNESSEE
Amdt 37 15JUN23

35°02'N-85°12'W

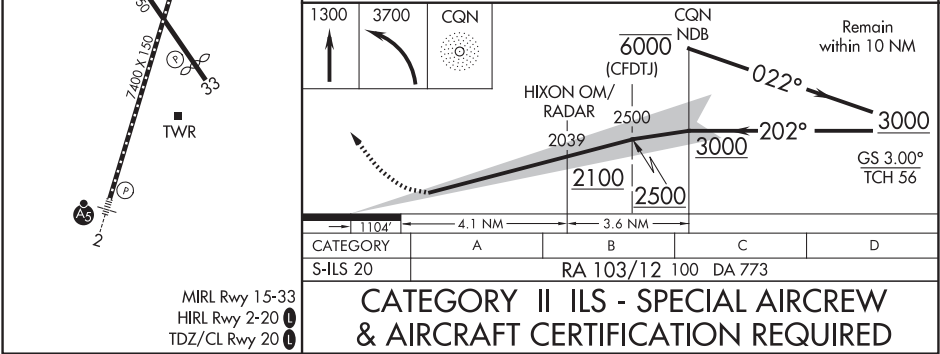
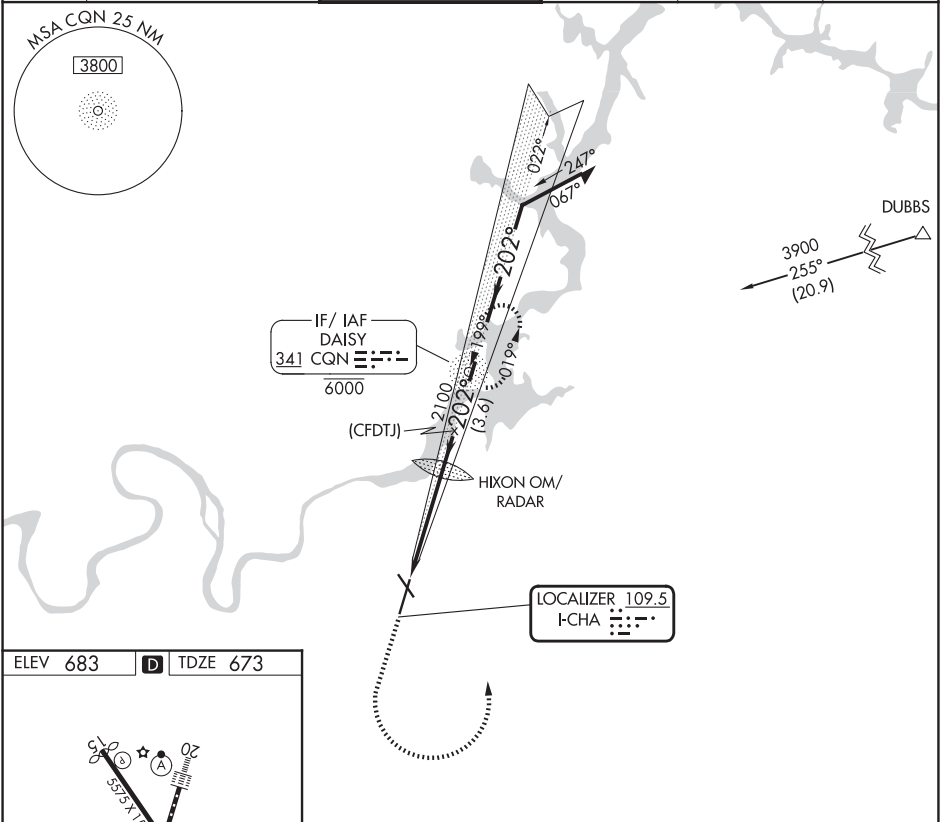
LOVELL FLD (CHA)

ILS or LOC RWY 20

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LOC I-CHA 109.5	APP CRS 202°	Rwy Ldg TDZE Apt Elev 7400 673 683	ILS RWY 20 (CAT II) LOVELL FLD (CHA)		
ADF required. Procedure NA when tower closed. Disregard inner marker indication.		ALSIF-2	MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct CQN NDB and hold, continue climb-in-hold to 3700.		
ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95



CHATTANOOGA, TENNESSEE

AL-79 (FAA)

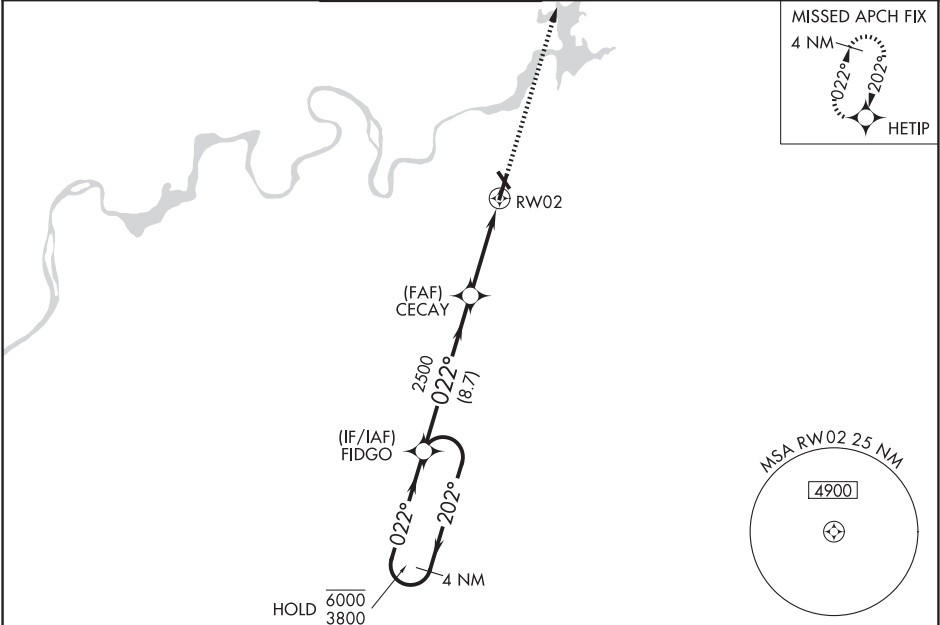
25219

WAAS CH 65605 W02A	APP CRS 022°	Rwy Ldg TDZE 683 Apt Elev 683
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RNAV (GPS) RWY 2

LOVELL FLD (CHA)

RNP APCH - GPS.			MALSR	MISSED APPROACH: Climb to 3900 direct HETIP and hold, continue climb-in-hold to 3900.	
▼ Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.			AS		
ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		3900	HETIP
FIDGO		CECAV		2500	1.5 NM to RW02
GP 3.00° TCH 51		2500		RW02	
8.7 NM		3.9 NM		1.5 NM	
CATEGORY	A	B	C	D	
LPV DA**	883/24		200 (200-½)		
LNAV/VNAV DA	1197/55		514 (600-1)		
LNAV MDA	1240/24	557 (600-½)	1240/60	557 (600-1¼)	
CIRCLING	1300-1 617 (700-1)	1340-1 657 (700-1)	1500-2½ 817 (900-2½)	1580-3 897 (900-3)	

ELEV 683

TDZE 683

MIRL Rwy 15-33
HIRL Rwy 2-20
TDZ/CL Rwy 20

CHATTANOOGA, TENNESSEE
Amdt 1B 15JUN23

35°02'N-85°12'W

LOVELL FLD (CHA)

RNAV (GPS) RWY 2

APP CRS
150°

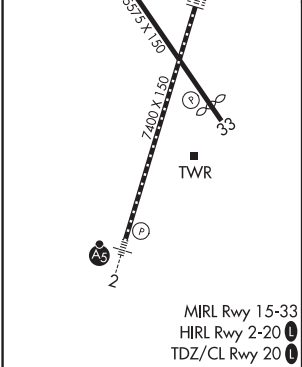
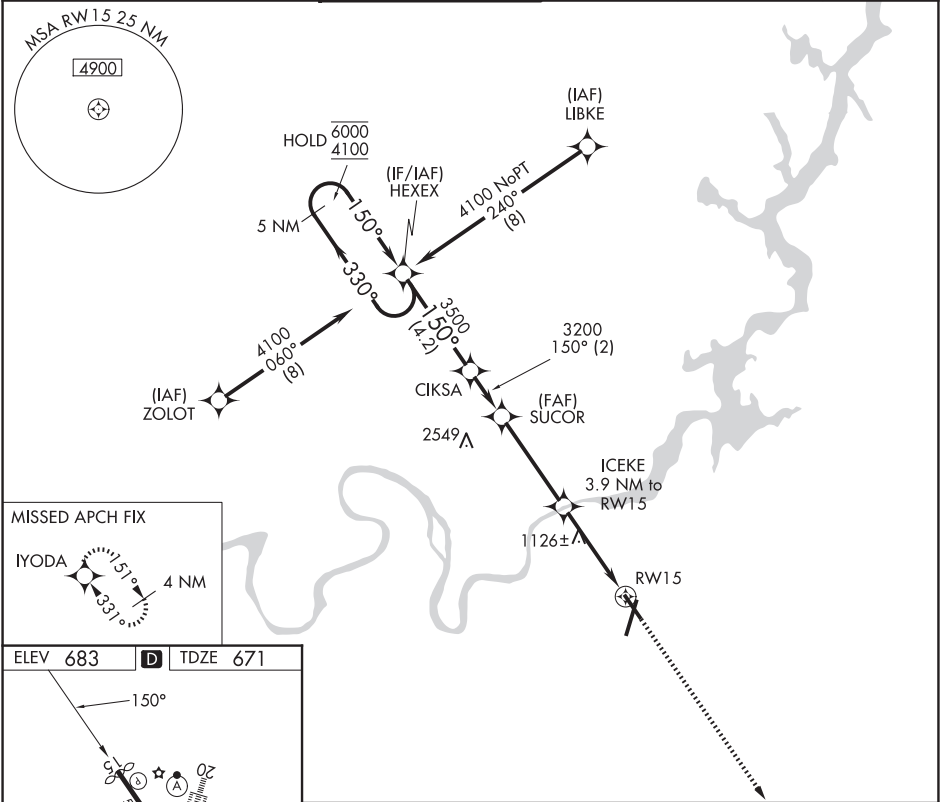
Rwy Ldg
TDZE
Apt Elev

5469
671
683

RNAV (GPS) RWY 15

LOVELL FLD (CHA)

RNP APCH - GPS.				MISSED APPROACH: Climb to 3300 direct IYODA and hold.	
Straight-In Rwy 15 NA at night, Circling Rwy 15, 33 NA at night. Rwy 15 helicopter visibility reduction below 1 SM NA.					
ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95




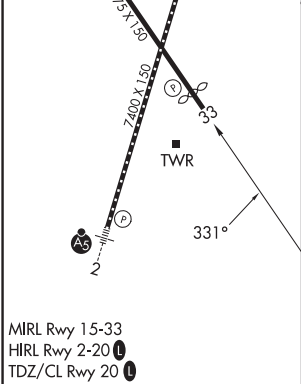
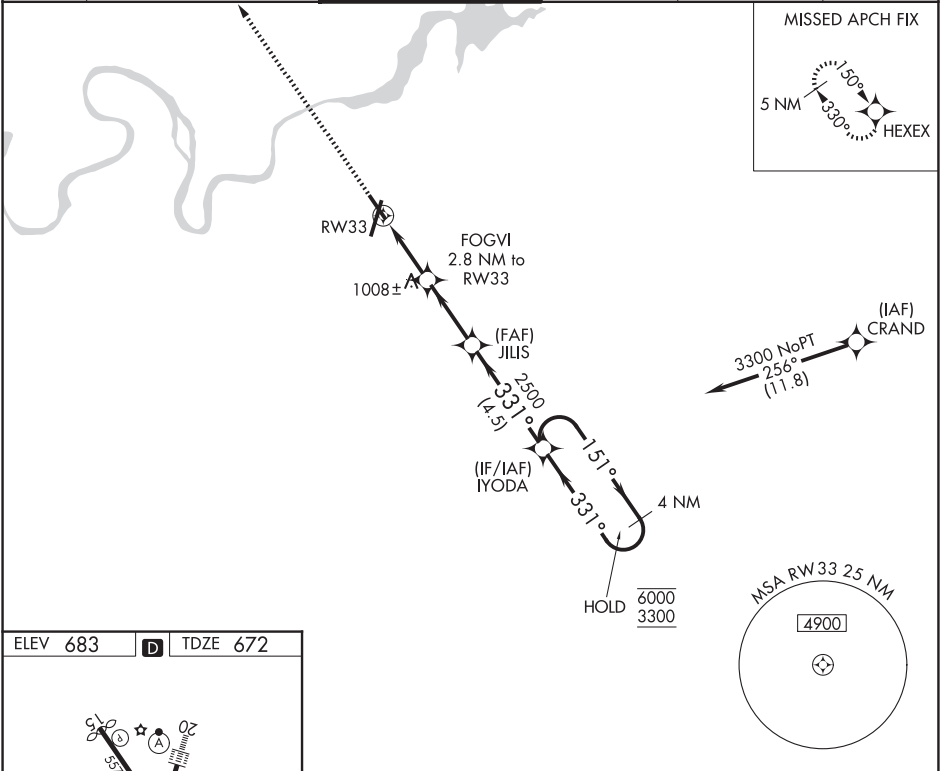
5 NM Holding Pattern				3300	IYODA
HEXEX				↑	✧
CIKSA					
SUCOR					
ICEKE					
RW15					
TCH 45					
4.2 NM				3.9 NM	3.9 NM
CATEGORY	A	B	C	D	
LNAV MDA	1380-1	709 (700-1)	1380-2	709 (700-2)	
CIRCLING	1380-1	697 (700-1)	1480-2¼ 797 (800-2¼)	1580-3 897 (900-3)	

APP CRS	Rwy Ldg	5000
331°	TDZE	672
	Apt Elev	683

RNAV (GPS) RWY 33

LOVELL FLD (CHA)

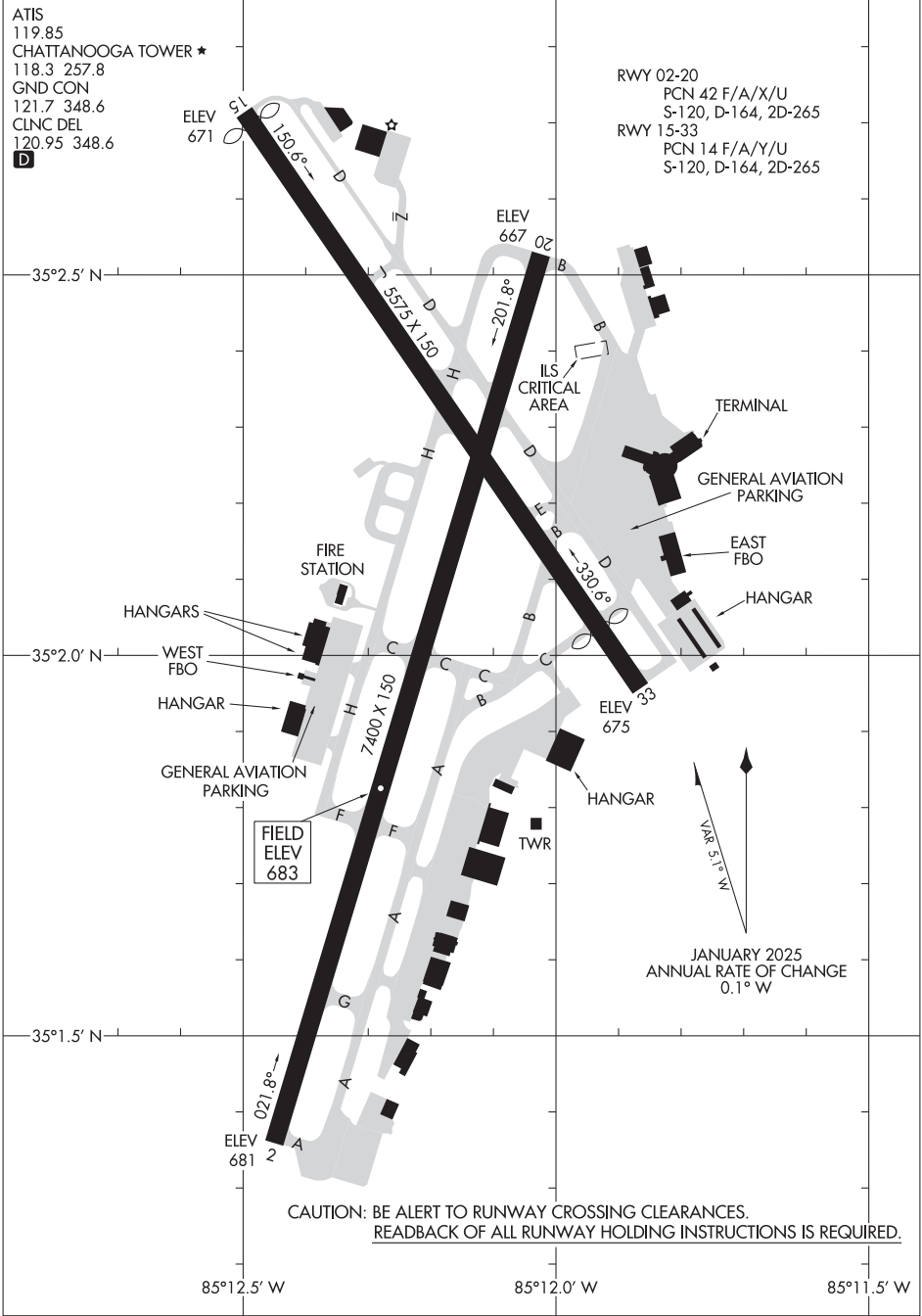
RNP APCH - GPS.		MISSED APPROACH: Climb to 4100 direct HEXEX and hold. * Missed approach requires minimum climb of 235 feet per NM to 3000.	
 Straight-In Rwy 33 NA at night, Circling Rwy 15, 33 NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.			
ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6
			CLNC DEL 120.95 348.6
			UNICOM 122.95



4100	HEXEX	IYODA 4 NM Holding Pattern	
RW33		JILIS	IYODA
FOGVI 2.8 NM to RW33		2500	6000
1600		331°	151°
2.8 NM		2.8 NM	4.5 NM
CATEGORY	A	B	C
RNAV MDA*	1260-1	588 (600-1)	1260-1¾ 588 (600-1¾)
RNAV MDA	1520-1 848 (900-1)	1520-1¼ 848 (900-1¼)	1520-2½ 848 (900-2½)
CIRCLING	1520-1¼	837 (900-1¼)	1580-3 897 (900-3)

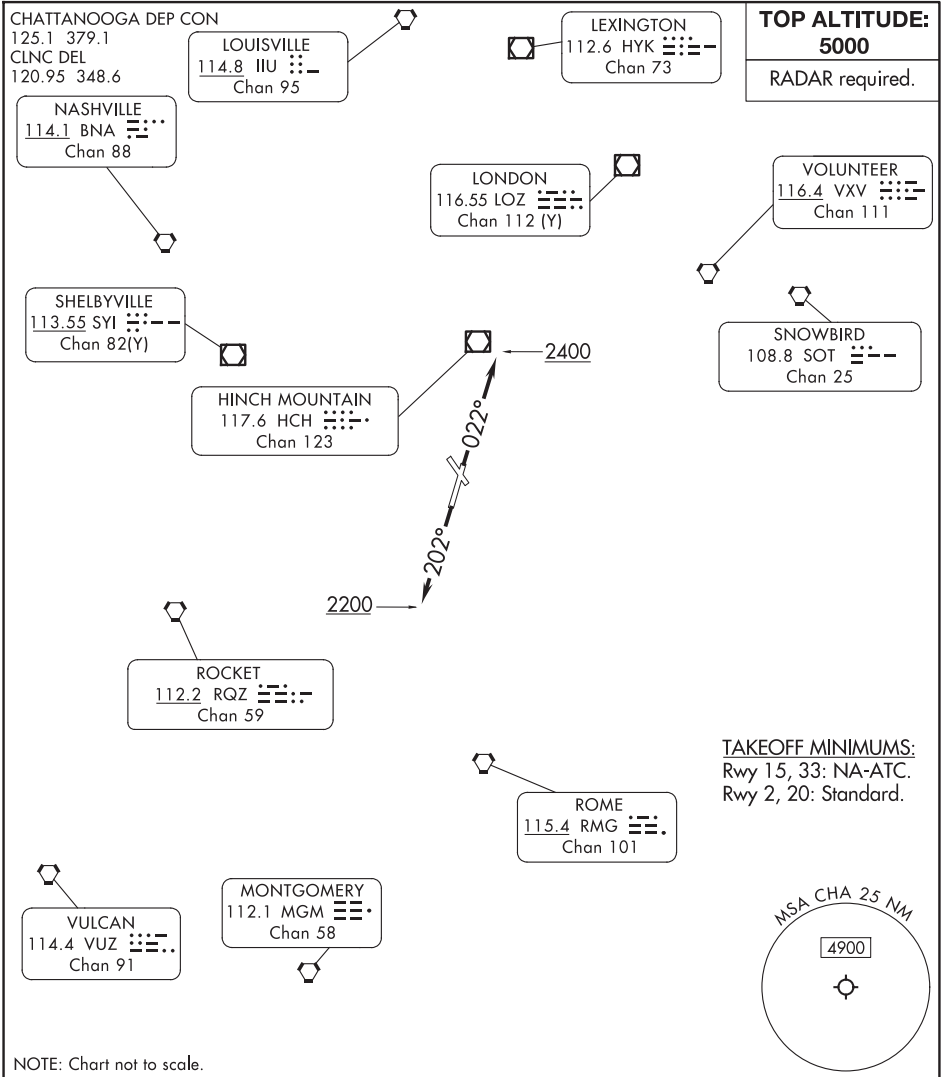
SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° to 2400, thence....

TAKEOFF RUNWAY 20: Climb heading 202° to 2200, thence....

...expect RADAR vectors to join assigned route. Maintain 5000 or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

CLARKSVILLE, TENNESSEE

AL-5311 (FAA)

24249

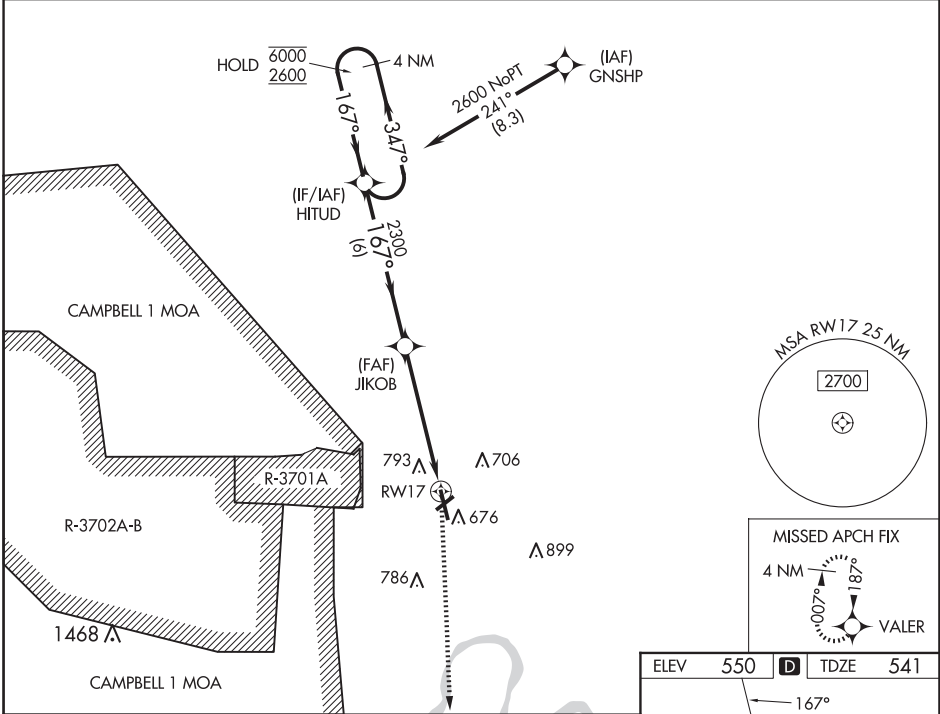
APP CRS	Rwy Idg	5999
167°	TDZE	541
	Apt Elev	550

RNAV (GPS) RWY 17

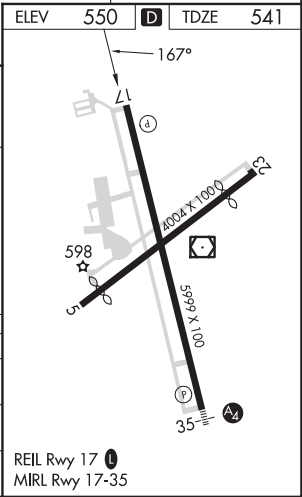
OUTLAW FLD (CKV)

RNP APCH - GPS.	<p>⚠ Circling NA W of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 17 NA at night, Circling Rwy 17, 23 NA at night.</p>	MISSED APPROACH: Climb to 3000 direct VALER and hold.
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ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF) 0
-----------------	------------------------------------	--------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).		3000 VALER
HITUD		JIKOB	RW17	
6000 ← 347°		2300		
2600 → 167°				
GP 3.00° TCH 55		2300		
		6 NM	5.4 NM	
CATEGORY	A	B	C	D
LNAV/VNAV DA	991-1 3/8 450 (500-1%)			
LNAV MDA	1060-1	519 (600-1)	1060-1 3/8	519 (600-1%)
CIRCLING	1060-1	510 (600-1)	1060-1 1/2	1200-2
			510 (600-1 1/2)	650 (700-2)



CLARKSVILLE, TENNESSEE

Amdt 1D 05SEP24

36°37'N-87°25'W

OUTLAW FLD (CKV)

RNAV (GPS) RWY 17

CLARKSVILLE, TENNESSEE




AL-5311 (FAA)

25163

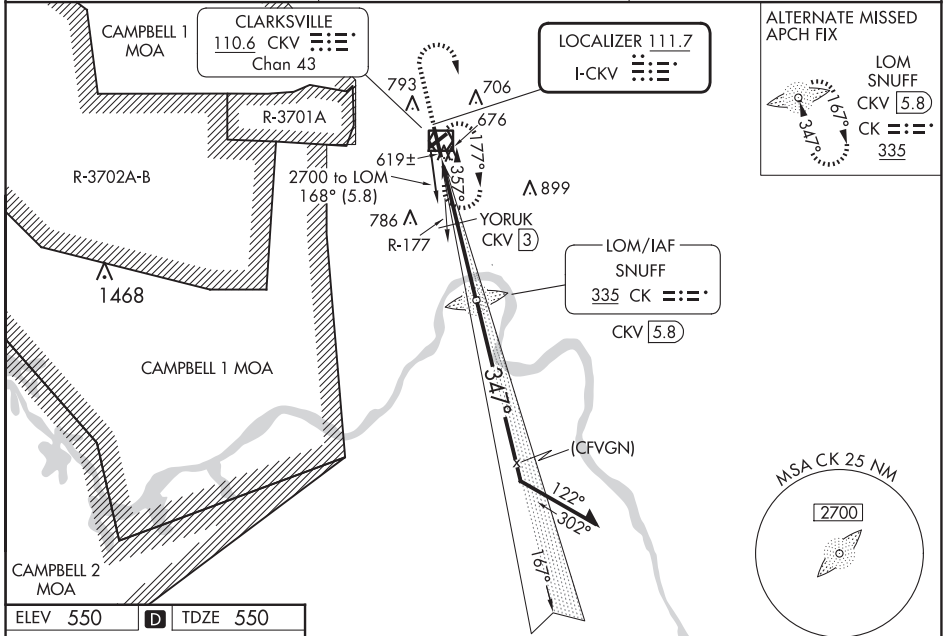
LOC I-CKV 111.7	APP CRS 347°	Rwy Ldg TDZE Apt Elev	5999 550 550
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LOC RWY 35

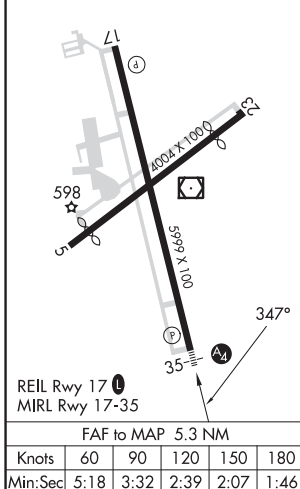
OUTLAW FLD (CKV)




ADF required. RADAR required.	MALS 	MISSED APPROACH: Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.
 Rwy 35 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 17, 23 NA at night. When local altimeter setting not received, use HOP altimeter setting. Circling NA west of Rwy 17-35. *DME from CKV VOR/DME.		

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF) 0
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ELEV 550	D	TDZE 550
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1800	2200	CKV	CK LOM SNUFF CKV [5.8]	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 54).
				
		YORUK CKV [3]		
		CKV [0.5]		
		1080	2300	
		2.5 NM	2.8 NM	
CATEGORY	A	B	C	D
S-LOC 35	1080-3/4	530 (600-3/4)	1080-1 1/4	530 (600-1 1/4)
C CIRCLING	1080-1	530 (600-1)	1080-1 1/2 530 (600-1 1/2)	1200-2 650 (700-2)
YORUK FIX MINIMUMS * (DME REQUIRED)				
S-LOC 35	880-3/4	330 (400-3/4)		
C CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1 1/2 470 (500-1 1/2)	1200-2 650 (700-2)

CLARKSVILLE, TENNESSEE

Amdt 6C 12JUN25

36°37'N-87°25'W

OUTLAW FLD (CKV)

LOC RWY 35

SE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME CKV
110.6
Chan **43**

APP CRS
357°

Rwy Idg
TDZE **550**
Apt Elev **550**

5999
550
550

VOR RWY 35
OUTLAW FLD (CKV)

RADAR required for procedure entry.

T

Circling NA W of Rwy 17-35. Circling Rwy 5, 17, 23 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

MALS

MISSED APPROACH:
Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF)
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IAF CLARKSVILLE 110.6 CKV Chan 43

CAMPBELL 1 MOA

R-3701A

R-3702 A-B

CAMPBELL 2 MOA

CAMPBELL 1 MOA

ELEV 550 TDZE 550

793° 706° 177° 32° 312°

786° 801° 899° 676°

357°

R-177

MSA CKV 25 NM

2800

1500

2200

CKV

CKV VOR/DME

Remain within 10 NM

177°

2300

357°

1.6 NM

CKV 2.1

CATEGORY	A	B	C	D
S-35	1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-1¾ 570 (600-1¾)
CIRCLING	1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1200-2 650 (700-2)

CLARKSVILLE, TENNESSEE

Amdt 151 16MAY24

36°37'N-87°25'W

57

OUTLAW FLD (CKV)

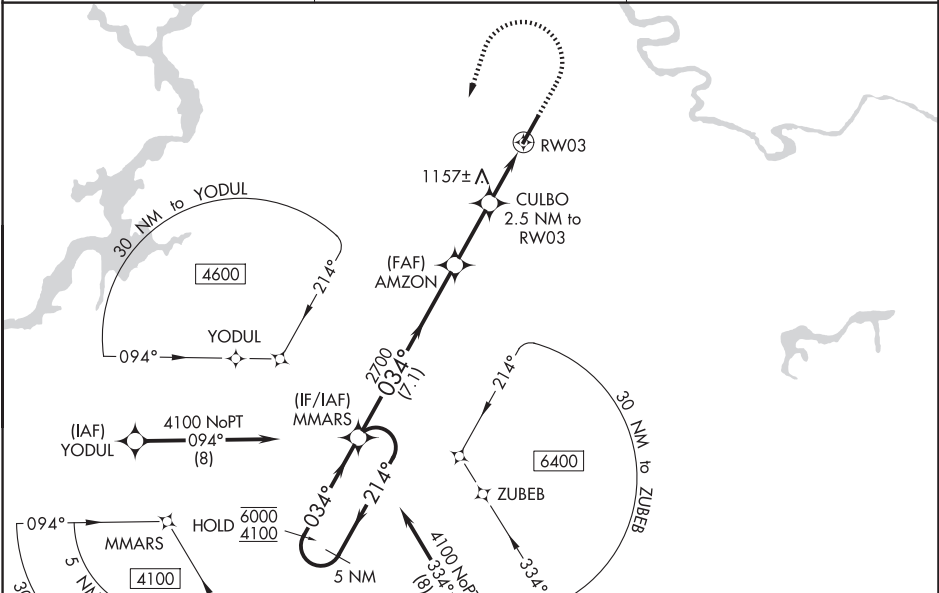
VOR RWY 35

WAAS CH 99632 W03A	APP CRS 034°	Rwy Ldg TDZE 834 Apt Elev 866
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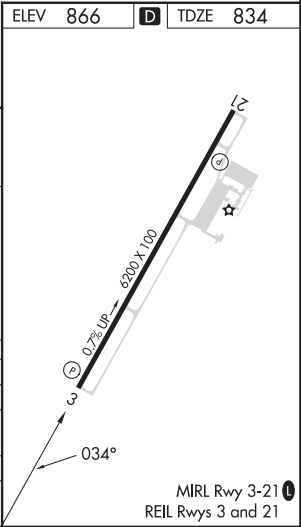
RNAV (GPS) RWY 3
CLEVELAND RGNL JETPORT (RZR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1800 then climbing left turn to 4100 direct MMARS and hold, continue climb-in-hold to 4100.
<p>▼ Rwy 3 helicopter visibility reduction below ¾ SM NA.</p> <p>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</p>	

AWOS-3 120.475	CHATTANOOGA APP CON★ 125.1	UNICOM 122.7 (CTAF) 0
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ELEV 866 TDZE 834				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.40/TCH 46).				
5 NM Holding Pattern MMARS				
GP 3.40° TCH 55				
7.1 NM 2.5 NM 1 NM 1.5 NM				
CATEGORY	A	B	C	D
LPV DA	1034-¾	200 (200-¾)	1104-7/8	270 (300-7/8)
LNAV/VNAV DA	1437-1¾ 603 (600-1¾)			
LNAV MDA	1420-1	586 (600-1)	1420-1¾	586 (600-1¾)
CIRCLING	1460-1	594 (600-1)	1580-2	1780-3
			714 (800-2)	914 (1000-3)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45731 W21A	APP CRS 214°	Rwy Ldg 6200 TDZE 866 Apt Elev 866
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RNAV (GPS) RWY 21
CLEVELAND RGNL JETPORT (RZR)

RNP APCH.

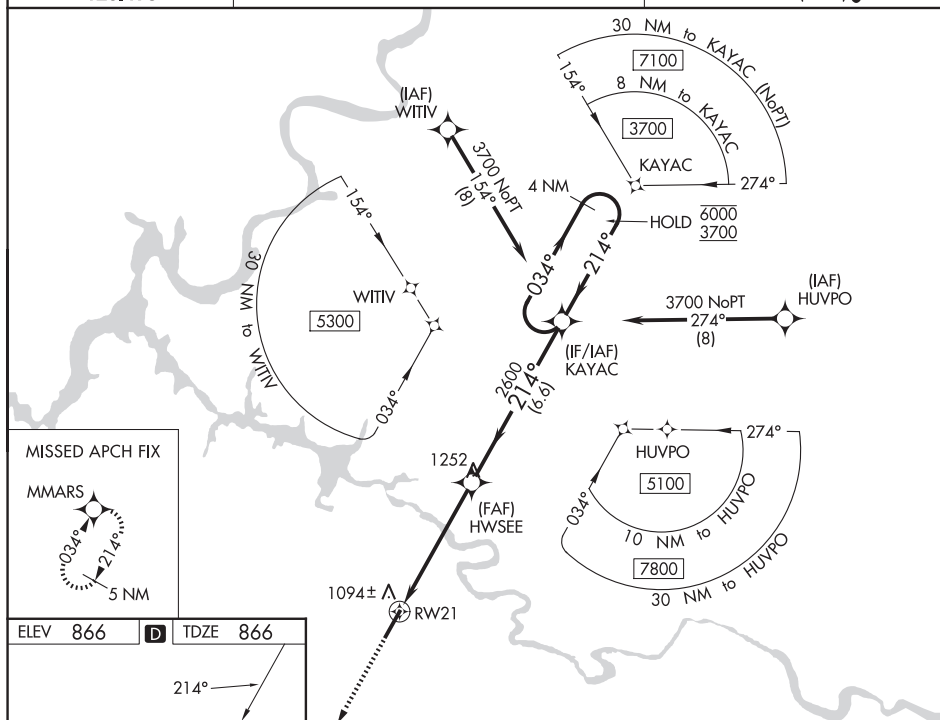


For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -16°C or above 54°C.

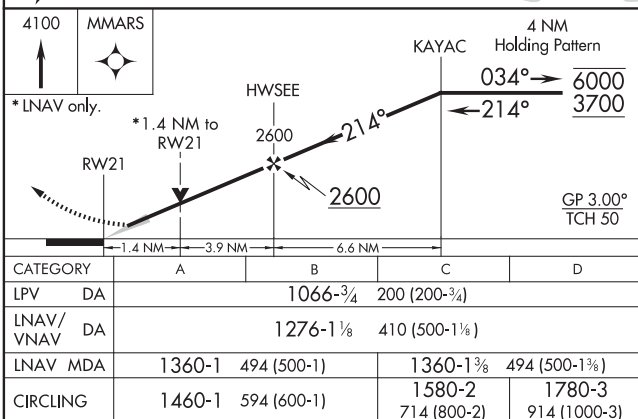
MISSED APPROACH: Climb to 4100 direct MMARS and hold, continue climb-in-hold to 4100.

AWOS-3
120,475

CHATTANOOGA APP CON★
125.1

UNICOM
122.7 (CTAF) **L**

MRL Rwy 3-21 ①
REIL Rwy 3 and 21



APP CRS 055°	Rwy Idg	6000
	TDZE	670
	Apt Elev	681

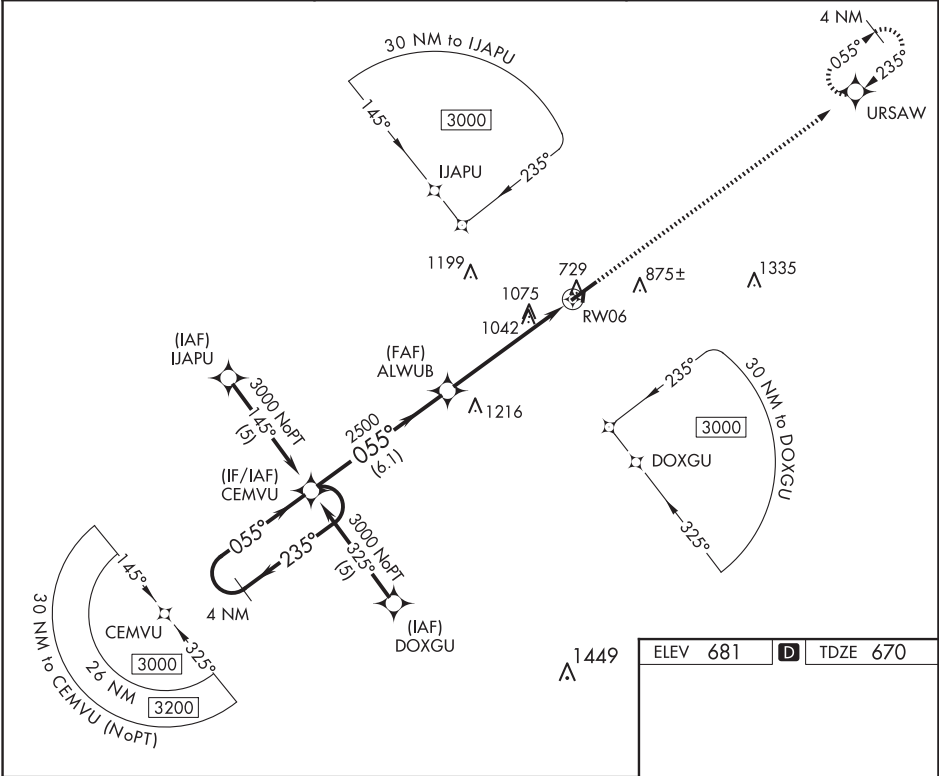
RNAV (GPS) RWY 6
MAURY COUNTY RGNL (MRC)

T
A

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting; increase all MDA 120 feet and increase LNAV Cat B visibility ¼ SM, Cats C and D visibility ½ SM, increase Circling Cat C visibility ½ SM.

MISSED APPROACH:
Climb to 3000 direct
URSAW and hold.

AWOS-3 128.625	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

3000

235°

055°

CEMVU

ALWUB

2500

055°

3.05°

TCH 40

6.1 NM

5.6 NM

RW06

URSAW

3000

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).

CATEGORY	A	B	C	D
LNAV MDA	1340-1	670 (700-1)	1340-1¾ 670 (700-1¾)	1340-2 670 (700-2)
CIRCLING	1340-1 659 (700-1)	1360-1 679 (700-1)	1380-2 699 (700-2)	1620-3 939 (1000-3)

ELEV 681

TDZE 670

055°

0.5% Up

0.4% Up

19.1 X 95

35

6000 X 100

MIRL Rwy 6-24

REIL Rwy 6

REIL Rwy 24

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 69515 W24A	APP CRS 235°	Rwy Idg 6000 TDZE 681 Apt Elev 681
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RNAV (GPS) RWY 24

MAURY COUNTY RGNL (MRC)

RNP APCH.

V Inop table does not apply to LNAV/VNAV Cats A, B, and C and CNV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

A Rwy 24 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 1090 feet and LNAV/VNAV DA to 1438 feet and increase all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility $\frac{1}{2}$ SM, and LNAV Cats C and D visibility $\frac{1}{4}$ SM, and increase Circling Cat C visibility $\frac{1}{2}$ SM. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

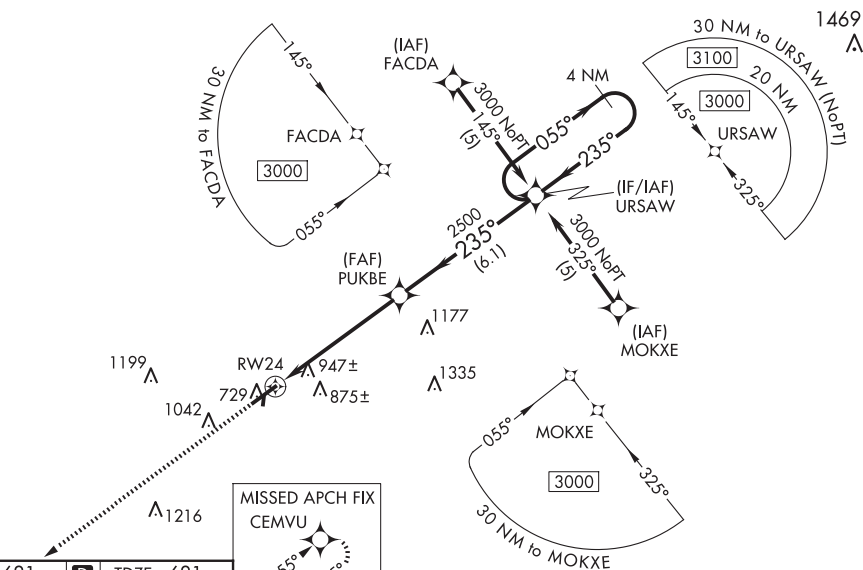
ODALS



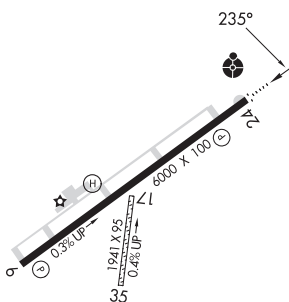
MISSED APPROACH:
Climb to 3000 direct
CEMVU and hold.

AWOS-3
128.625

MEMPHIS CENTER
125.85 379.25

UNICOM
122.8 (CTAF) 

ELEV 681	D	TDZE 681
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MIRL Rwy 6-24
REIL Rwy 6
REIL Rwy 24 **L**

COLUMBIA/MOUNT PLEASANT, TENNESSEE

Orig-B 09SEP21

35°33'N-87°11'W

MAURY COUNTY RGNL (MRC)
RNAV (GPS) RWY 24

61

COPPERHILL, TENNESSEE

AL-10398 (FAA)

23278

WAAS CH 82724 W02A	APP CRS 019°	Rwy Idg TDZE Apt Elev	3270 1789 1789
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RNAV (GPS) RWY 2

MARTIN CAMPBELL FLD (1A3)

RNP APCH - GPS.

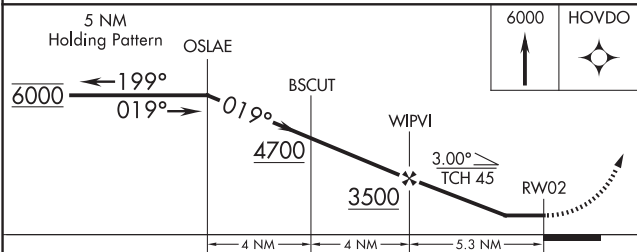
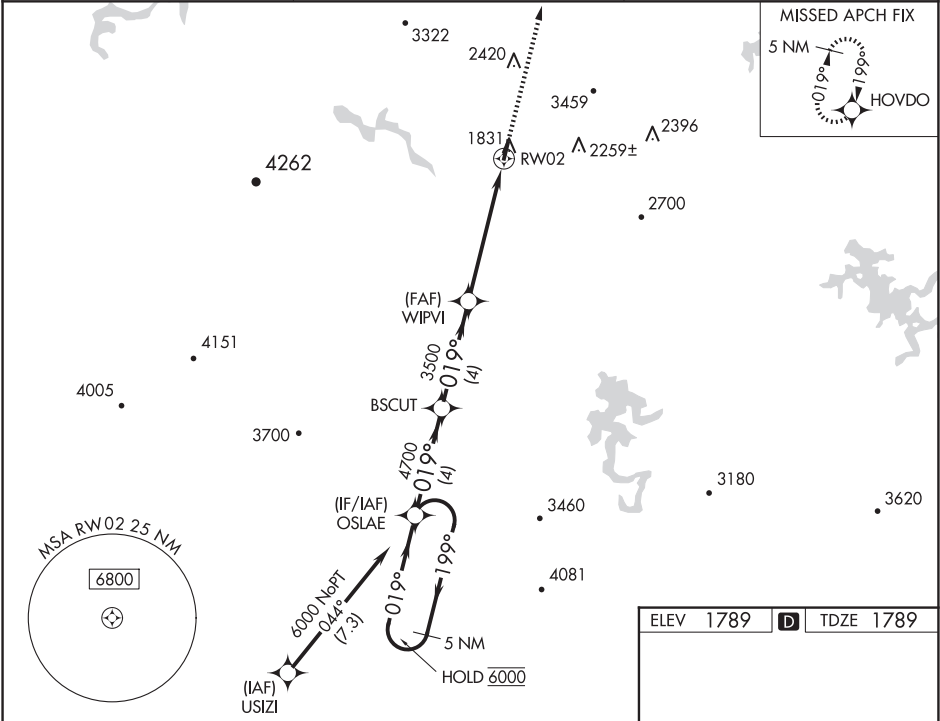
▼

▲ NA

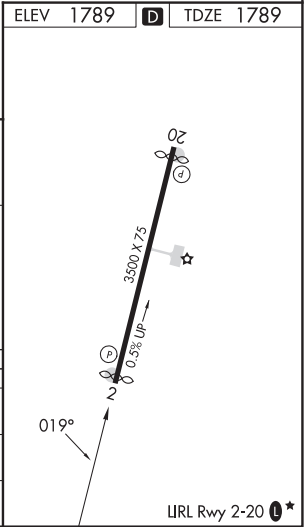
Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Circling NA for Cat C east of Rwy 2-20. Use Andrews altimeter setting, when not received, use Dalton altimeter setting and increase all MDAs 160 feet, LNAV visibility Cat B/C ½ SM and LP visibility Cat B/C ⅘ SM.

MISSED APPROACH: Climb to 6000 direct HOVDO and hold, continue climb in hold to 6000.

RHP AWOS-3 119.675	ATLANTA CENTER 133.1 342.425	CTAF 122.90*
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CATEGORY	A	B	C	D
LP MDA	2460-1 671 (700-1)	671 (700-1)	2460-1⅞ 671 (700-1⅞)	NA
LNAV MDA	2500-1 1111 (1200-1½)	711 (800-1)	2500-2 711 (800-2)	NA
CIRCLING	2900-1¼ 1111 (1200-1½)	3040-1½ 1251 (1300-1½)	3080-3 1291 (1300-3)	NA



COPPERHILL, TENNESSEE
Amdt 1 06OCT22

35°01'N-84°21'W

MARTIN CAMPBELL FLD (1A3)

RNAV (GPS) RWY 2

SE-1, 07 AUG 2025 to 02 OCT 2025

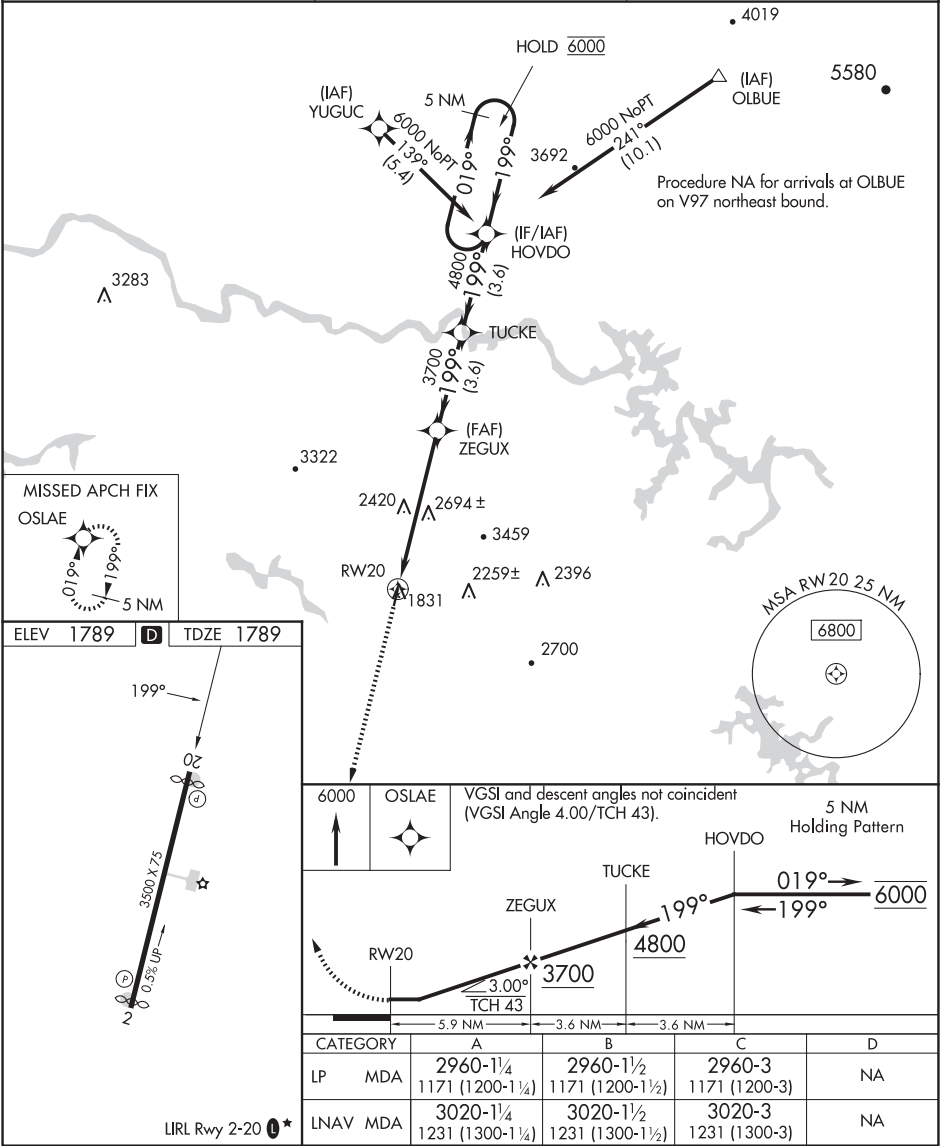
SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86825 W20A	APP CRS 199°	Rwy Idg TDZE 1789 Apt Elev 1789
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RNAV (GPS) RWY 20

MARTIN CAMPBELL FLD (1A3)

RNP APCH - GPS. ▼ Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. ▲ NA Use Andrews altimeter setting, when not received, use Dalton altimeter setting and increase all MDAs 160 feet.		MISSED APPROACH: Climb to 6000 direct OSLAE and hold, continue climb in hold to 6000.
RHP AWOS-3 119.675	ATLANTA CENTER 133.1 342.425	CTAF 122.90*



COVINGTON, KENTUCKY

AL-655 (FAA)

25163

LOC/DME I-URN 111.9 Chan 56	APP CRS 096°	Rwy Ldg 11640 TDZE 883 Apt Elev 896
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ILS or LOC RWY 9

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

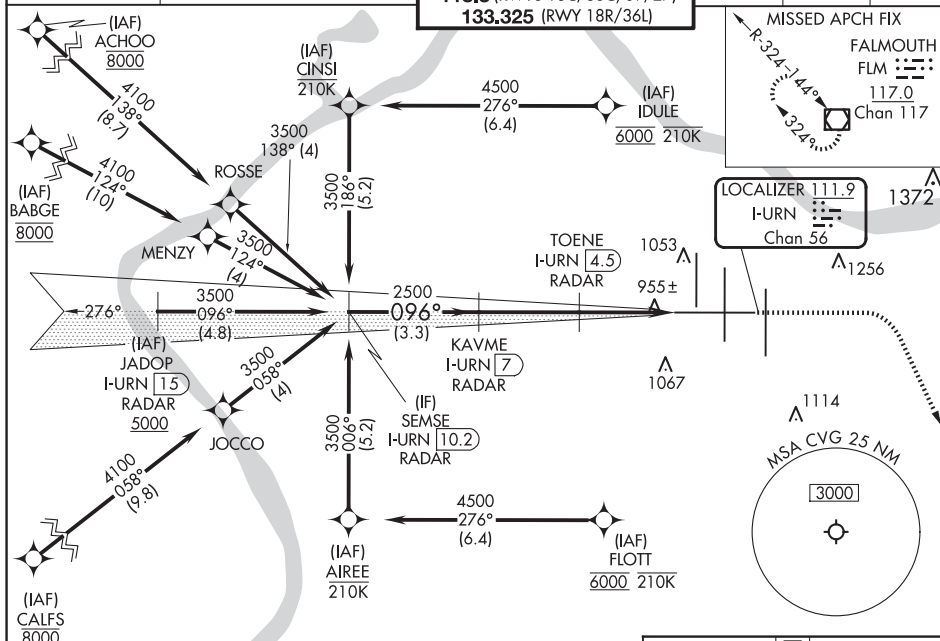
RNP APCH - GPS from ACHOO or AIREE or BABGE or CALFS or CINSI or FLOTT or IDULE.

DME or RADAR required. RADAR required for procedure entry at JADOP.

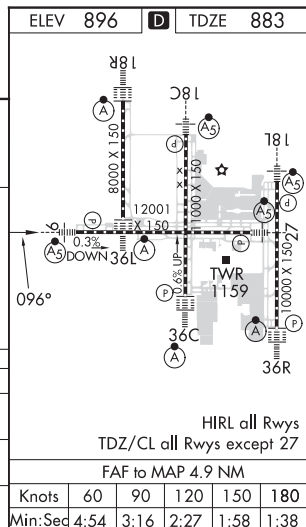


MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct FLM VOR/DME and hold.

D-ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175	CPDLC
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 70°).				
<div> <div>↑</div> <div>↗</div> <div>FLM</div> </div>				
<div> <div>SEMSE I-URN 10.2 RADAR</div> <div>KAVME I-URN 7 RADAR</div> <div>TOENE I-URN 4.5 RADAR</div> <div>I-URN 2.9</div> <div>I-URN 2.1</div> </div>				
<div> <div>3500</div> <div>2500</div> <div>1700</div> </div>				
<div> <div>GS 3.00° TCH 52</div> <div>096°</div> <div>2500</div> <div>1700</div> </div>				
<div> <div>3.3 NM</div> <div>2.5 NM</div> <div>1.6 NM</div> <div>0.8</div> </div>				
CATEGORY	A	B	C	D
S-ILS 9	1083/18 200 (200-½)			
S-LOC 9	1220/24	337 (400-½)	1220/26	337 (400-½)
CIRCLING	1460-1	564 (600-1)	1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)



COVINGTON, KENTUCKY

Amdt 19 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS or LOC RWY 9

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

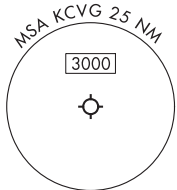
ILS or LOC RWY 18C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

MISSED APPROACH: Climb to 1300, then climb to 3000 direct ZIRKE and hold.

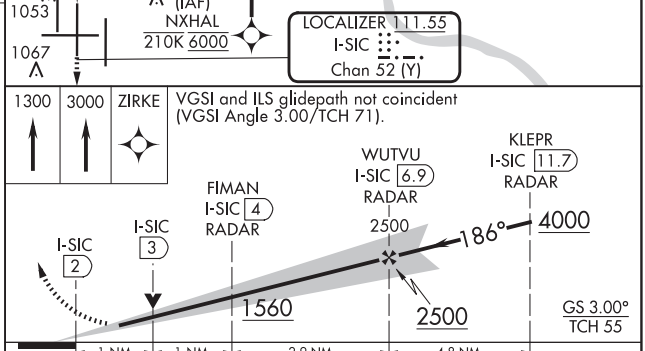
A5

T Simultaneous approach authorized.

CINCINNATI TOWER
118.975 360.85 (Rwy 18L/36R)
118.3 (Rwys 18C/36C, 9/27)
133.325 (Rwy 18R/36L)



973 ± 1256 (1.45)



CATEGORY	A	B	C	D
S-ILS 18C	1075/18 200 (200-½)			
S-LOC 18C	1260/24 385 (400-½)		1260/35 385 (400-¾)	
C CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

SE-1, 07 AUG 2025 to 02 OCT 2025

COVINGTON, KENTUCKY

AL-655 (FAA)

25219

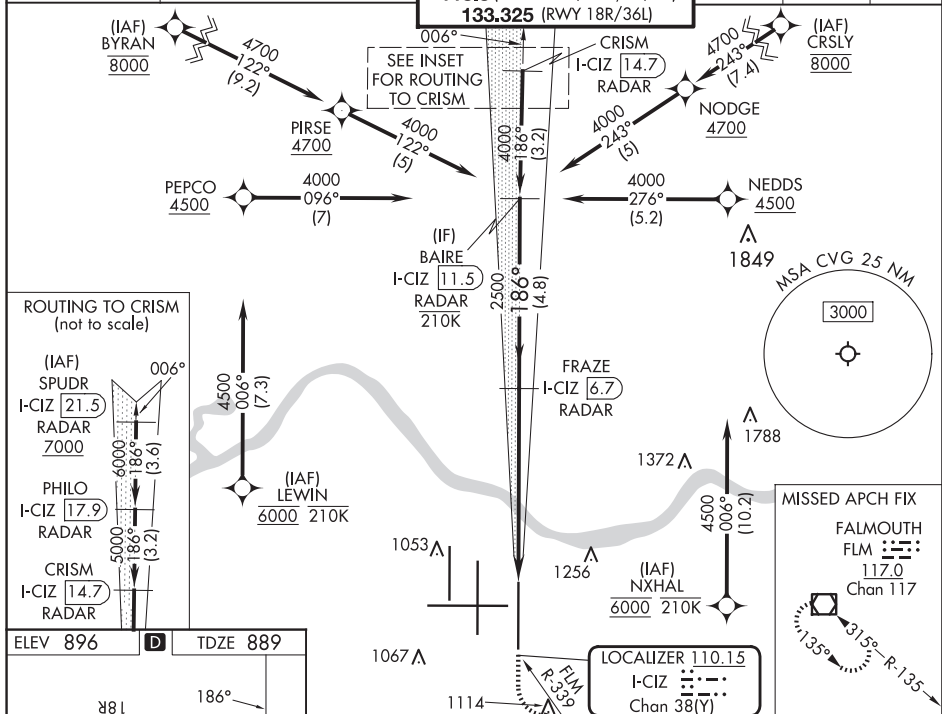
LOC/DME I-CIZ	APP CRS	Rwy Ldg	10000
110.15	186°	TDZE	889
Chan 38 (Y)		Apt Elev	896

ILS or LOC RWY 18L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. From BYRAN, CRSLY, LEWIN, or NXHAL.	MALSR	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 120° and FLM VOR/DME R-339 to FLM VOR/DME and hold.
DME or RADAR required. RADAR required for procedure entry at SPUDR.		
Simultaneous approach authorized. For inop ALS, increase S-LOC 18L Cat C and D visibility to 1½ SM.		

D-ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
ARR 134.375 DEP 135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	



ELEV 896	D	TDZE 889	VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 71).			
			BAIRE I-CIZ 11.5 RADAR	FRAZE I-CIZ 6.7 RADAR	I-CIZ 3.1	I-CIZ 1.8
			GS 3.00° TCH 55	2500	2500	2500
			1500	3000	FLM R-339	FLM
			180°	1.3 NM		
			HIRL all Rwy	TDZ/CL all Rwy except 27		
			FAF to MAP 4.9 NM			
			Knots 60 90 120 150 180	Min:Sec 4:54 3:16 2:27 1:58 1:38		
			CIRCLING	1460-1 564 (600-1)	1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

COVINGTON, KENTUCKY

Amdt B 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS or LOC RWY 18L

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 18R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 on heading 270° and FLM VOR/DME R-314 to JADRO/FLM 43.3 DME/RADAR and hold.



Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 27
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FLM VOR/DME and hold.

VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 67').

SOAND INT RADAR

BLOCK INT RADAR

2000

3000

FLM

2500

3500

276°

4.9 NM

3.6 NM

GS 3.00° TCH 55'

CATEGORY	A	B	C	D
S-ILS 27*	1075/24		200 (200-½)	
S-LOC 27	1340/24	465 (500-½)	1340/50	465 (500-1)
C CIRCLING	1460-1	564 (600-1)	1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS or LOC RWY 27

SE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 36L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

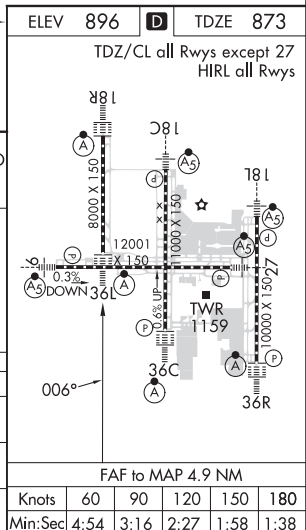
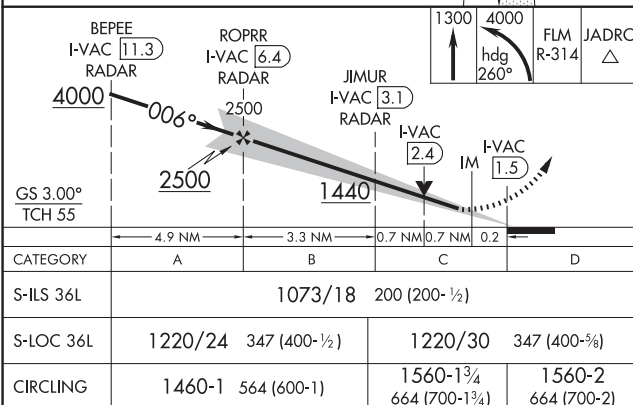
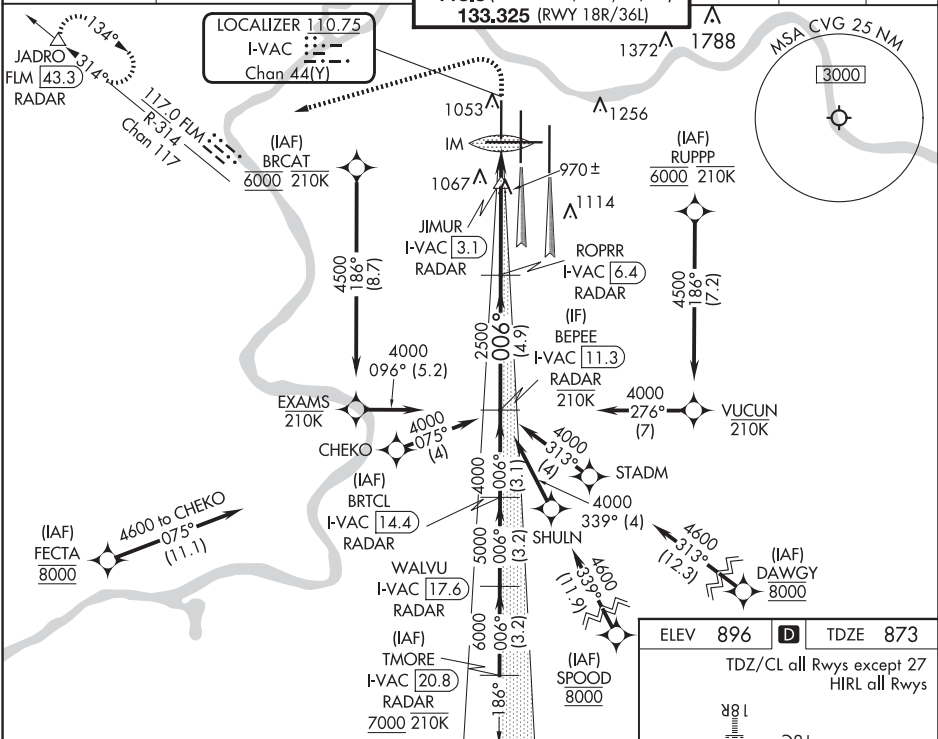
DME or RADAR required. RADAR required for procedure entry at TMORE.

T Simultaneous approach authorized. For inop ALS, increase S-LOC 36L Cat C and D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on heading 260° and on FLM VOR/DME R-314 to JADRO/FLM 43.3 DME/RADAR and hold.

D-ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
ARR	DEP	119.7 363.15 (090°-269°)	118.975 360.85 (RWY 18L/36R)			
134.375	135.3	123.875 363.15 (270°-089°)	118.3 (RWYS 18C/36C, 09/27)	121.7	127.175	



CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W || S or LOC PWY 36L

LOC/DME I-EEI

110.35

Chan 40 (Y)

APP CRS

006°

Rwy Ldg

10000

TDZE

896

Apt Elev

896

ILS or LOC RWY 36R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

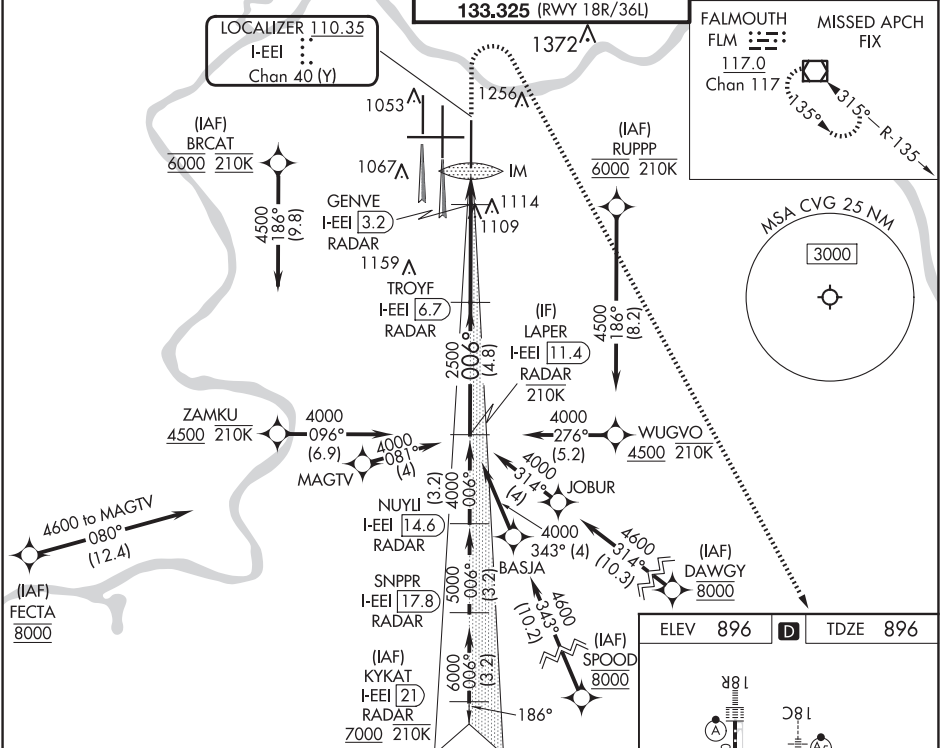
RNP APCH - GPS. From BRCAT or RUPPP or FECTA or SPOOD or DAWGY.
DME or RADAR required. RADAR required for procedure entry at KYKAT.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct FLM VOR/DME and hold.

Simultaneous approach authorized.
For inop ALS, increase S-LOC 36R Cat C and D visibility to 1 3⁄8 SM.

D-ATIS		CINCINNATI APP CON		CINCINNATI TOWER		GND CON	CINC DEL	CPDLC
ARR	DEP	119.7	363.15 (090°-269°)	118.975	360.85 (RWY 18L/36R)	121.7	127.175	
134.375	135.3	123.875	363.15 (270°-089°)	118.3	(RWYS 09/27, 18C/36C)			
				133.325	(RWY 18R/36L)			



LAPER I-EEI 11.4 RADAR		TROYF I-EEI 6.7 RADAR		VGSI and ILS glideslope not coincident GENVE (VGSI Angle 3.00/TCH 70).		IM I-EEI 1.8	
4000		2500		1500		4000	
006°		006°		006°		006°	
GS 3.00°		TCH 55		4.8 NM		3.5 NM	

COVINGTON, KENTUCKY

AL-655 (FAA)

25219

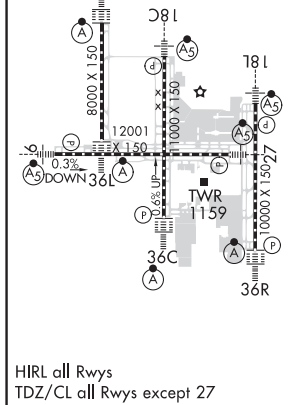
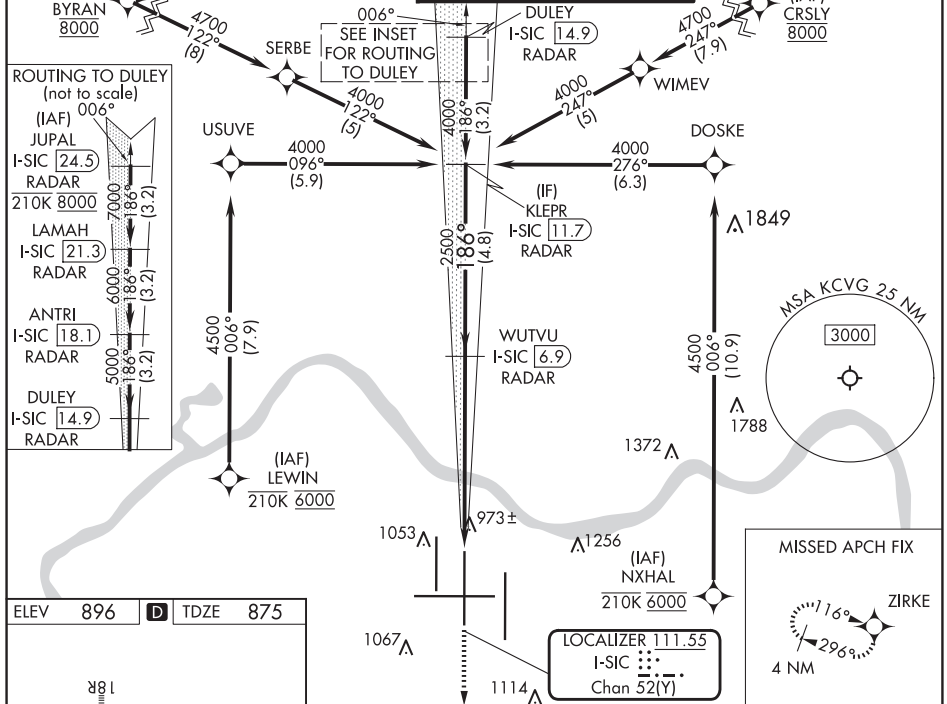
LOC/DME I-SIC 111.55 Chan 52(Y)	APP CRS 186°	Rwy Ldg 11000 TDZE 875 Apt Elev 896
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ILS RWY 18C (SA CAT I & II)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. RADAR required. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.	MALSR 	MISSED APPROACH: Climb to 1300, then climb to 3000 direct ZIRKE and hold.
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D-ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 9/27) 133.325 (Rwy 18R/36L)	GND CON 121.7	CLNC DEL 127.175	CPDLC
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HIRL all Rwys
TDZ/CL all Rwys except 27

1300	3000	ZIRKE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	KLEPR I-SIC [11.7] RADAR
			WUTVU I-SIC [6.9] RADAR	
			2500	4000
			2500	GS 3.00° TCH 55
			1056'	4.9 NM
				4.8 NM
CATEGORY	A	B	C	D
S-ILS 18C	SA CAT I	RA 191/16	150 DA 1025	
S-ILS 18C	SA CAT II	RA 100/12	100 DA 975	
SA CATEGORY I & II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

COVINGTON, KENTUCKY
Amdt 24 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W **ILS RWY 18C (SA CAT I & II)**

SE-1, 07 AUG 2025 to 02 OCT 2025

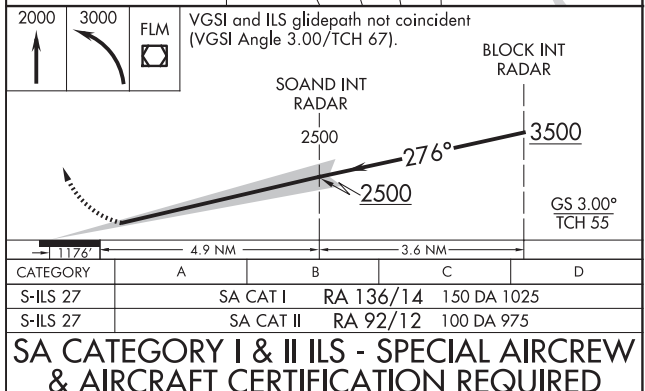
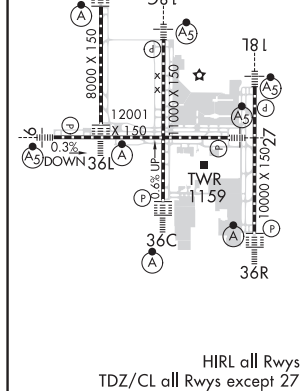
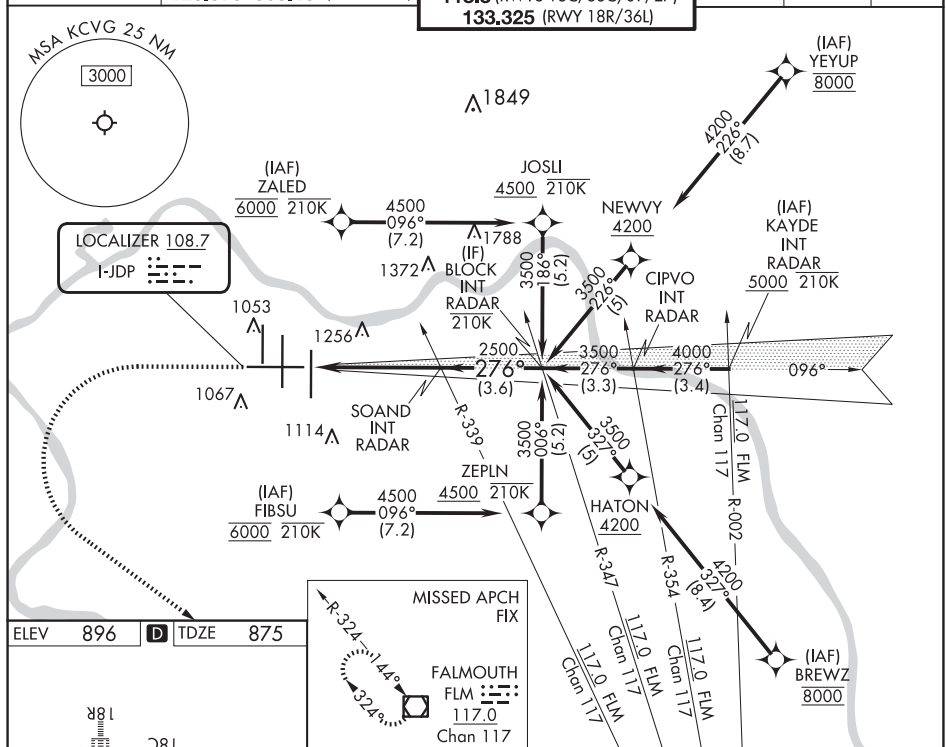
SE-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 27(SA CAT I & II)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FLM VOR/DME and hold.

D-ATIS		CINCINNATI APP CON		CINCINNATI TOWER		GND CON	CLNC DEL	CPDLC
ARR	DEP							
134.375	135.3	119.7	363.15 (090°-269°)	118.975	360.85 (RWY 18L/36R)	121.7	127.175	
		123.875	363.15 (270°-089°)	118.3	(RWY5 18C/36C 09/27)			



SE-1, 07 AUG 2025 to 02 OCT 2025

COVINGTON, KENTUCKY

AL-655 (FAA)

25163

LOC/DME I-CJN	APP CRS	Rwy Ldg	8000
110.75	186°	TDZE	868
Chan 44 (Y)		Apt Elev	896

ILS RWY 18R (CAT II)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. From BYRAN, CRSLY, GOSEC, FIBMO, LEWIN and NXHAL.
DME or RADAR required. RADAR required for procedure entry at WALBY.

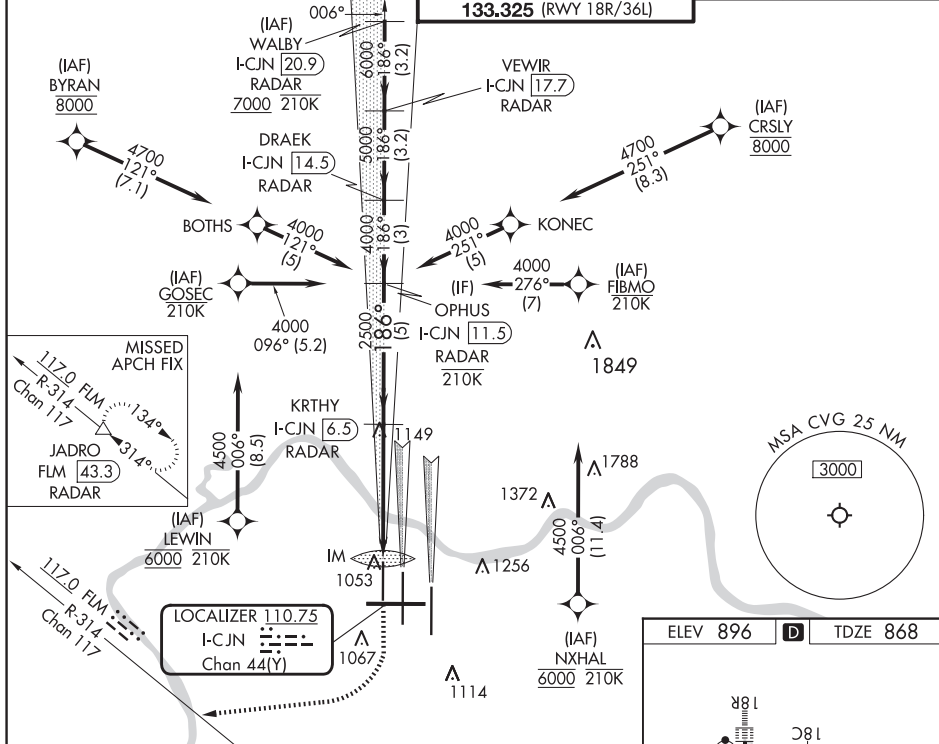
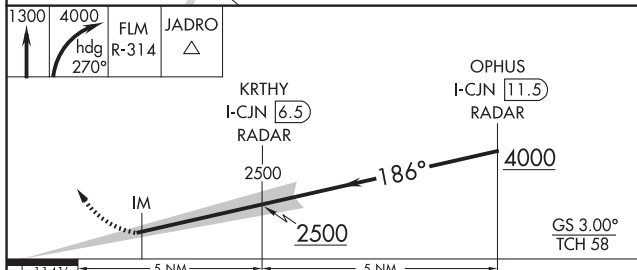
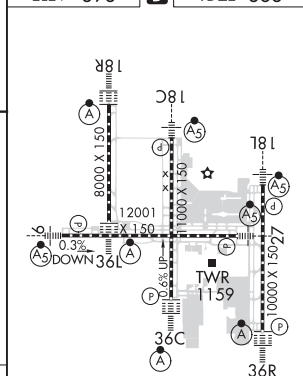
ALSIF-2



MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 on heading 270° and FLM VOR/DME R-314 to JADRO/FLM 43.3 DME/RADAR and hold.

Simultaneous approach authorized with Rwy 18L/C.
Use of FD or AP required during simultaneous operations.

D-ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
ARR 134.375	DEP 135.3	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	

ELEV 896 **D** TDZE 868

CATEGORY	A	B	C	D
S-ILS 18R		RA 113/12	100	DA 968

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwy's
TDZ/CL all Rwy's except 27

COVINGTON, KENTUCKY

Amdt 2 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS RWY 18R (CAT II)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-VAC 110.75 Chan 44 (Y)	APP CRS 006°	Rwy Ldg TDZE 873 Apt Elev 896	ILS RWY 36L (CAT II) CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
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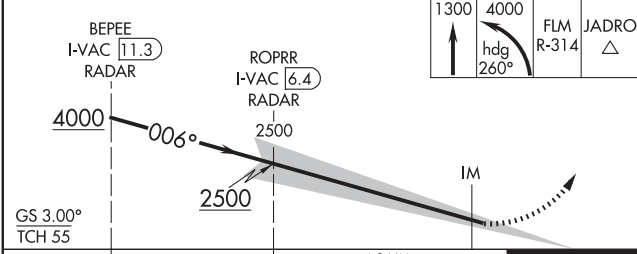
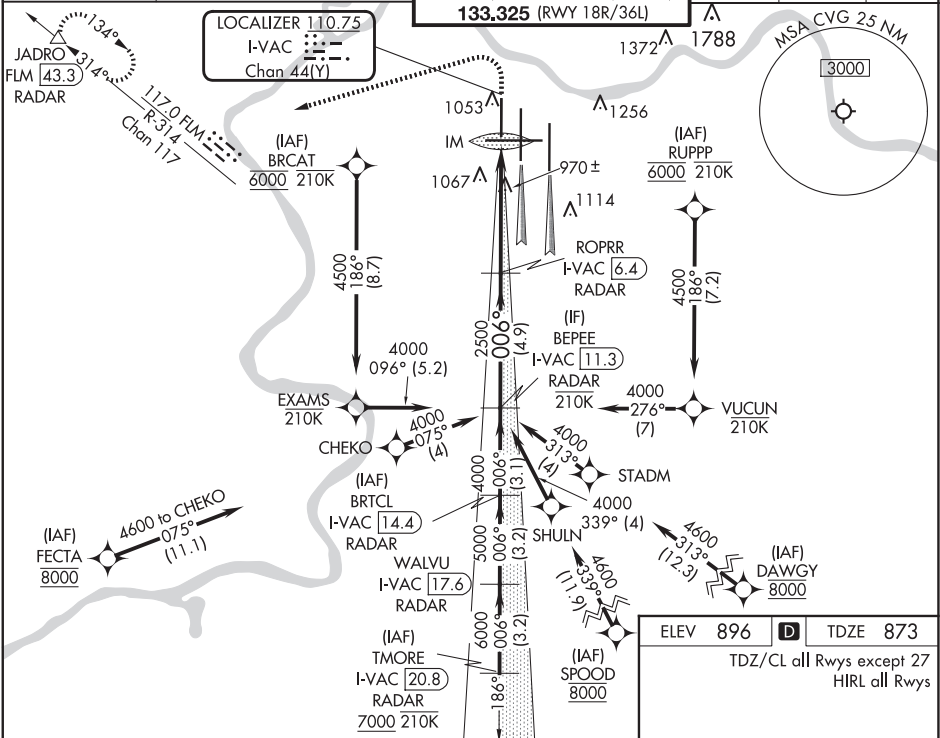
RNP APCH - GPS. From FECTA or SPOOD or DAWGY or RUPPP or BRCAT.
DME or RADAR required. RADAR required for procedure entry at TMORE.

Simultaneous approach authorized.

ALSF-2
A

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on heading 260° and on FLM VOR/DME R-314 to JADRO/FLM 43.3 DME/RADAR and hold.

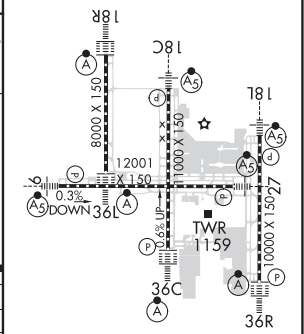
D-ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175	CPDLC
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CATEGORY	A	B	C	D
S-ILS 36L	RA 100/12 100 DA 973			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 896	TDZE 873
TDZ/CL all Rwy's except 27 HIRL all Rwy's	



COVINGTON, KENTUCKY

AL-655 (FAA)

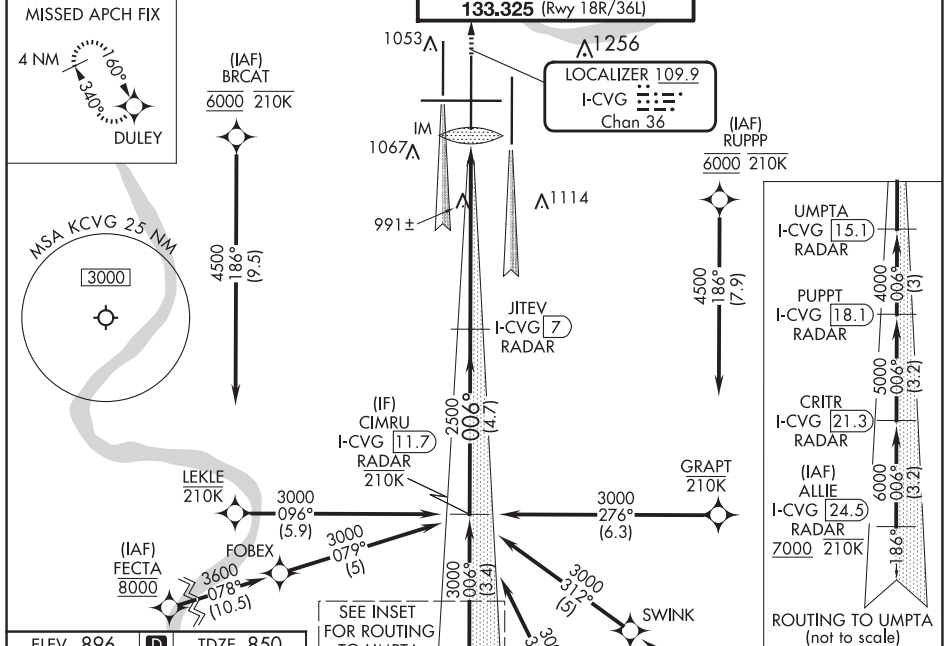
25219

LOC/DME I-CVG 109.9 Chan 36	APP CRS 006°	Rwy Ldg TDZE Apt Elev 11000 850 896
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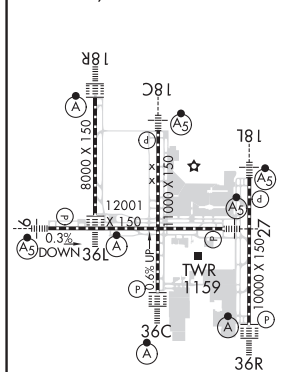
ILS RWY 36C (CAT II & III) **CINCINNATI/NORTHERN KENTUCKY INTL (CVG)**

RNP APCH - GPS.	ALSF-2 	MISSED APPROACH: Climb to 4000 direct DULEY and hold, continue climb-in-hold to 4000.
Simultaneous approach authorized.		

D-ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 9/27) 133.325 (Rwy 18R/36L)	GND CON 121.7	CLNC DEL 127.175	CPDLC
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ELEV 896 D TDZE 850
TDZ/CL all Rws except 27 HIRL all Rws



4000	DULEY	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).	JITEV I-CVG 7 RADAR	CIMRU I-CVG 11.7 RADAR
2500	IM 948	2500	2500	3000
5.1 NM	4.7 NM			
CATEGORY	A	B	C	D
S-ILS-36C	CAT II RA 130/12	100	DA 950	
S-ILS 36C	CAT IIIa	RVR 07		
S-ILS 36C	CAT IIIb	RVR 06		
S-ILS 36C	CAT IIIc	NA		

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

COVINGTON, KENTUCKY

Amdt 42 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS RWY 36C (CAT II & III)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 36R (CAT II & III)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

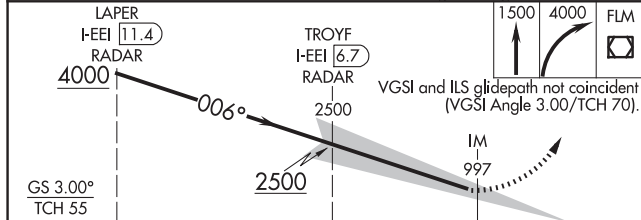
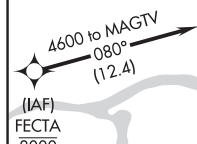
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct FLM VOR/DME and hold.

T Simultaneous approach authorized.

FALMOUTH
FLM 
117.0
Chan 117

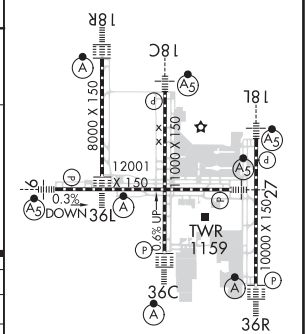
MISSED APCH
FIX 





	4.8 NM		4.9 NM		1070'
CATEGORY	A	B	C	D	
S-ILS 36R	CAT II RA 97/12 100 DA 996				
S-ILS 36R	CAT III RVR 06				

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 27

39°03'N-84°40'W

ILS RWY 36R (CAT II & III)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 9
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ELEV 896

D

TDZE 883

HIRL all Rwy's
TDZ/CL all Rwy's except 27

RNAV (RNP) Z RWY 9

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	11000
186°	TDZE	875
	Apt Elev	896

RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

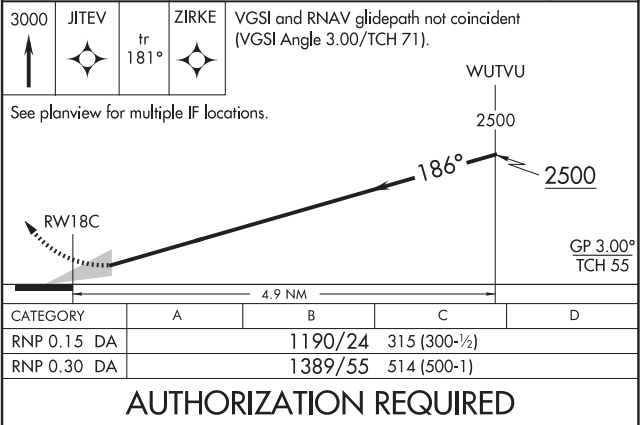
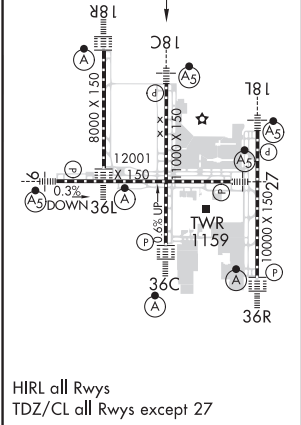
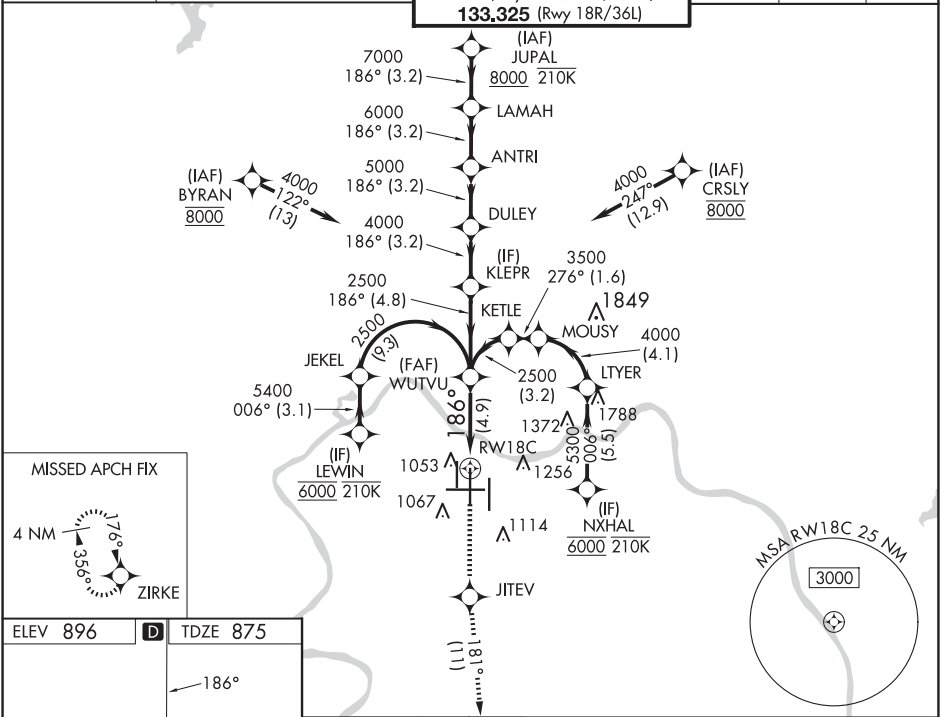
RNP AR APCH - GPS. Authorization required. From JEKEL or LTYER: RF.

MALSR

MISSED APPROACH: Climb to 3000 direct JITEV and on track 181° to ZIRKE and hold.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.
For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized.

D-ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
ARR 134.375	DEP 135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 9/27) 133.325 (Rwy 18R/36L)	121.7	127.175



COVINGTON, KENTUCKY

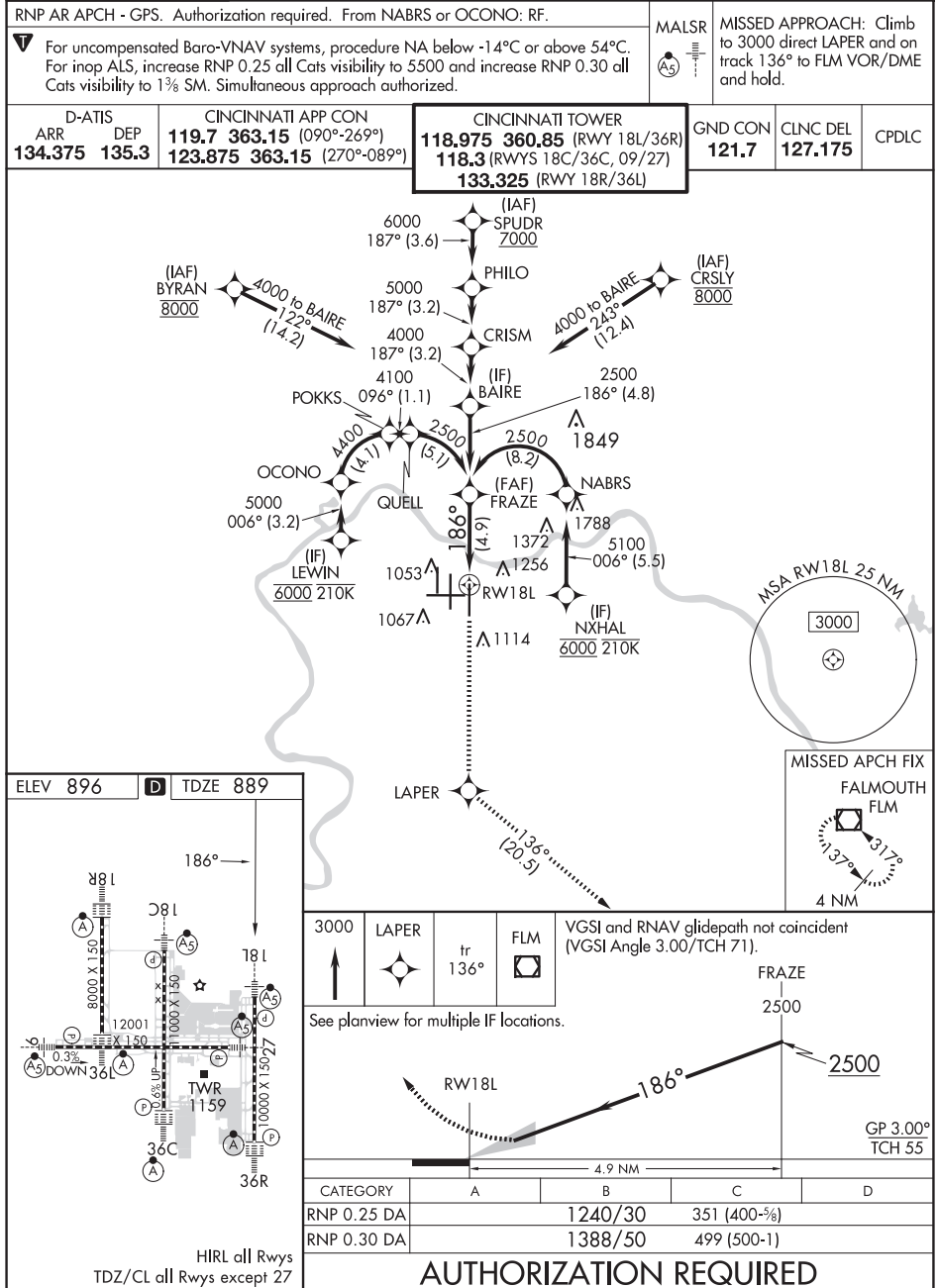
AL-655 (FAA)

25163

APP CRS	Rwy Ldg	10000
186°	TDZE	889
	Apt Elev	896

RNAV (RNP) Z RWY 18L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



COVINGTON, KENTUCKY

Amdt 1 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (RNP) Z RWY 18L

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
186°

Rwy Ldg
TDZE
868

Apt Elev
896

RNAV (RNP) Z RWY 18R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP AR APCH - GPS. Authorization required. From RANGL or TARZI: RF

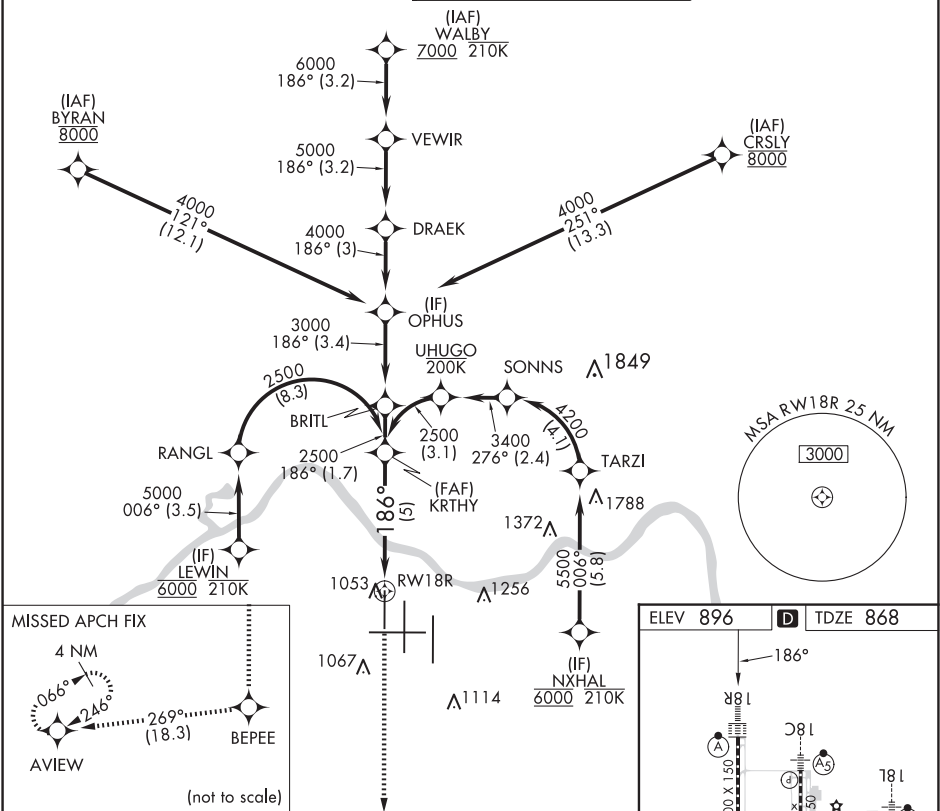
ALSF-2

MISSED APPROACH: Climb to 3000 direct BEPEE and on track 269° to AVIEW and hold.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.

ALSF-2

D-ATIS		CINCINNATI APP CON		CINCINNATI TOWER		GND CON	CLNC DEL	CPDLC
ARR	DEP	119.7 363.15	(090°-269°)	118.975 360.85	(RWY 18L/36R)			
134.375	135.3	123.875 363.15	(270°-089°)	118.3	(RWYS 18C/36C, 09/27)	121.7	127.175	
				133.325	(RWY 18R/36L)			



3000

BEPEE

tr 269°

AVIEW

See planview for multiple IF locations.

KRTHY

2500

186°

2500

GP 3.00°

TCH 58

CATEGORY

A

B

C

D

RNP 0.30 DA

1238/35

370 (400-%)

AUTHORIZATION REQUIRED

ELEV 896

D

TDZE 868

HIRL all Rwys

TDZ/CL all Rwys except 27

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

MISSED APPROACH: Climb to 3000 direct SEMSE and on track 225° to AVIEW and hold.

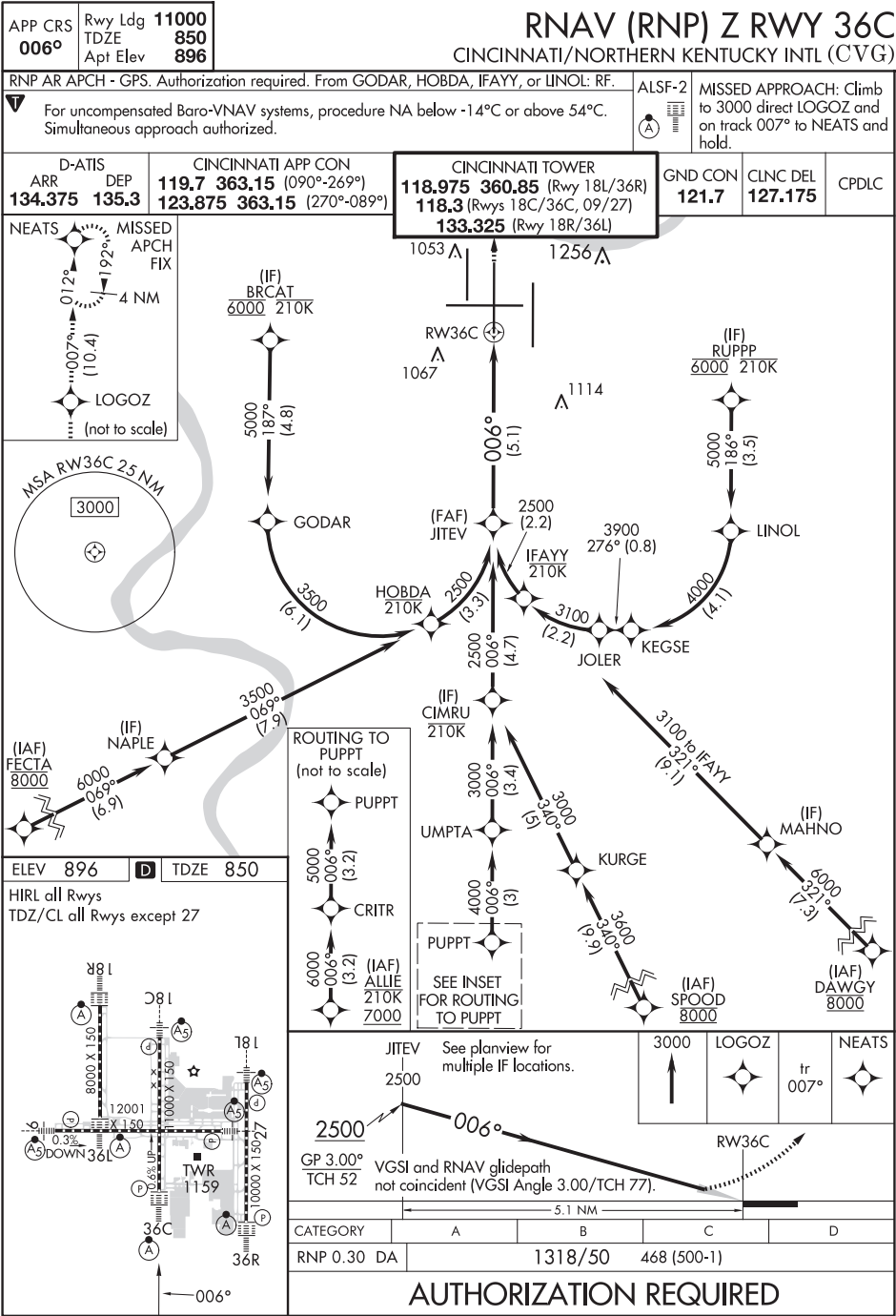


CPDLC



HIRL all Rwys
TDZ/CL all Rwys except 27

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W **RNAV (RNP) Z RWY 27**



COVINGTON, KENTUCKY

AL-655 (FAA)

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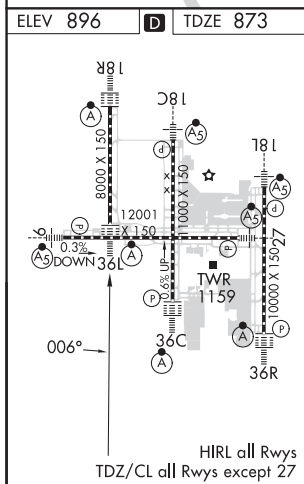
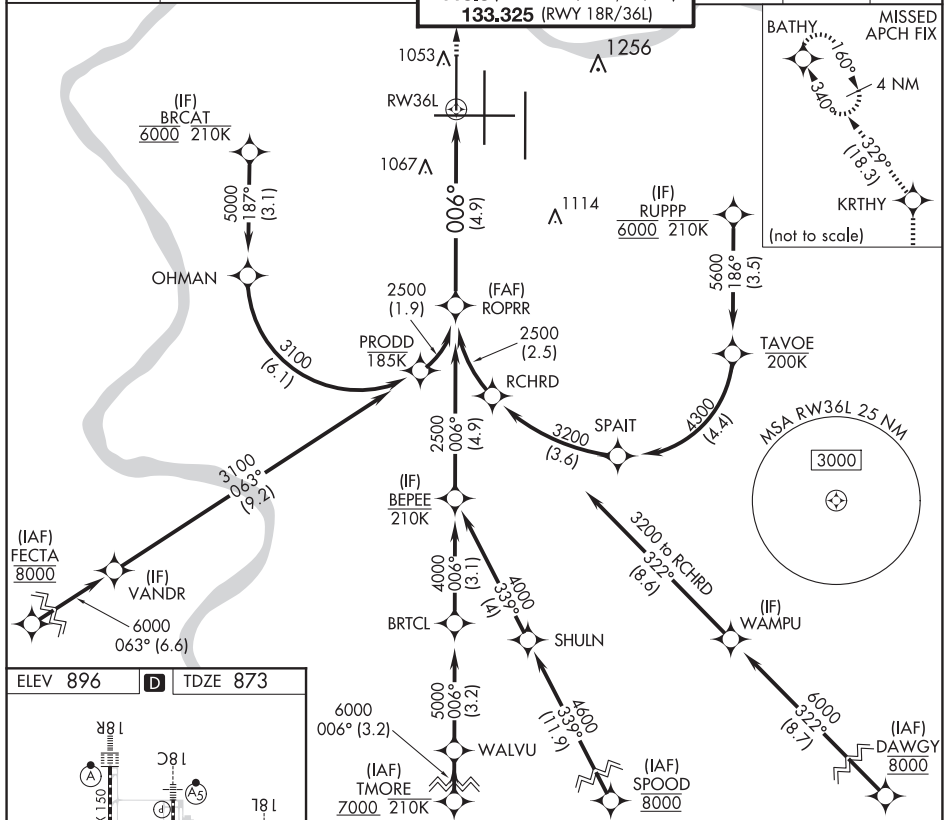
APP CRS	Rwy Ldg	8000
006°	TDZE	873
	Apt Elev	896

RNAV (RNP) Z RWY 36L

CINCINNATI/NORTHERN KENTUCKY INTL (C'VG)

RNP AR APCH - GPS. Authorization required. From OHMAN, PRODD, RCHRD, or TAVOE: RF.		ALSF-2	MISSED APPROACH: Climb to 3000 direct KRTHY and on track 329° to BATHY and hold.
For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. Simultaneous approach authorized.			

D-ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CINC DEL	CPDLC
ARR DEP	119.7 363.15 (090°-269°)	118.975 360.85 (RWY 18L/36R)	121.7	127.175	
134.375 135.3	123.875 363.15 (270°-089°)	118.3 (RWYS 18C/36C, 09/27)			
		133.325 (RWY 18R/36L)			



<div>ROPRR 2500</div> <div>2500</div> <div>GP 3.00° TCH 55</div>		See planview for multiple IF locations.		<div>3000</div> <div>↑</div>	<div>KRTHY</div> <div>✧</div>	<div>tr 329°</div>	<div>BATHY</div> <div>✧</div>
<div>006°</div> <div>RW36L</div>		4.9 NM					
CATEGORY	A	B	C	D			
RNP 0.15 DA	1205/26		332 (400-½)				
RNP 0.30 DA	1270/35		397 (400-⅝)				
AUTHORIZATION REQUIRED							

COVINGTON, KENTUCKY

Amdt 1 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (C'VG)

39°03'N-84°40'W

RNAV (RNP) Z RWY 36L

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

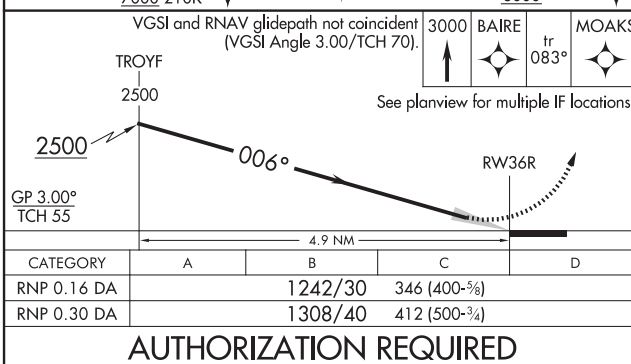
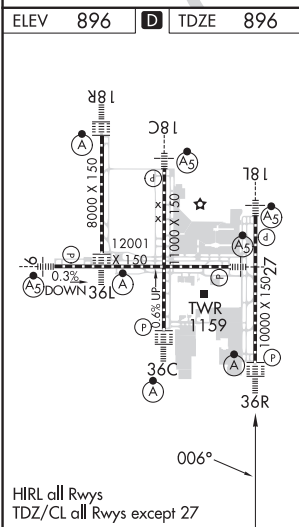
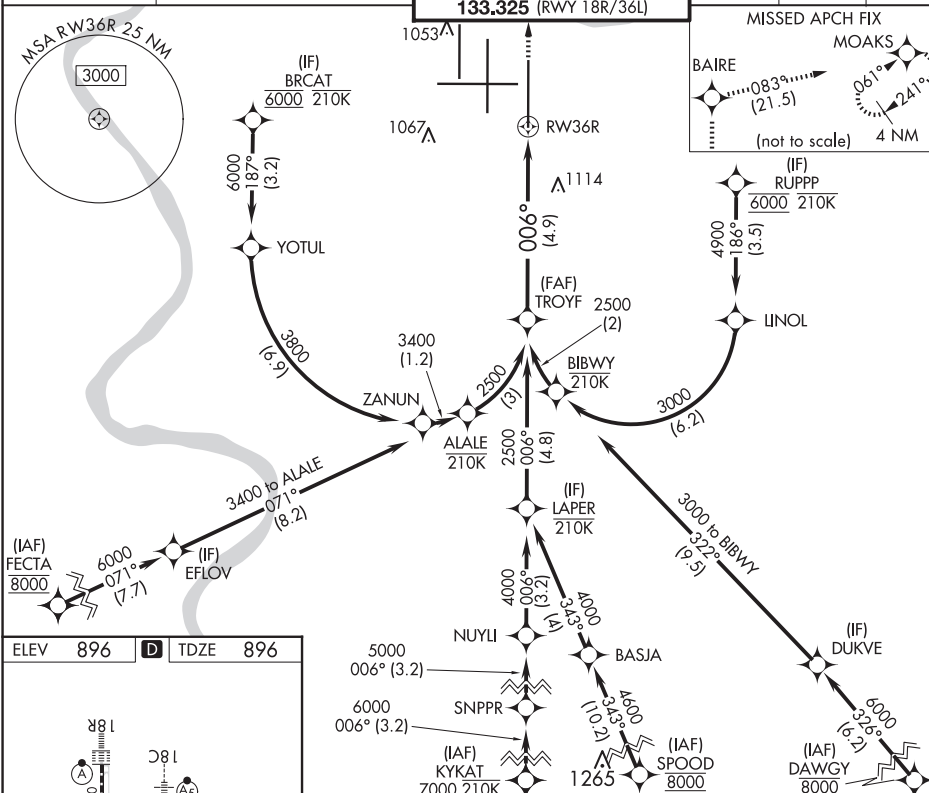
RNAV (RNP) Z RWY 36R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

MISSED APPROACH: Climb to 3000 direct BAIRE and on track 083° to MOAKS and hold.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to RVR 6000.




CPDLC



COVINGTON, KENTUCKY

AL-655 (FAA)

25163

WAAS CH 65709 W09A	APP CRS 096°	Rwy Ldg 11640 TDZE 883 Apt Elev 896
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RNAV (GPS) Y RWY 9

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS.

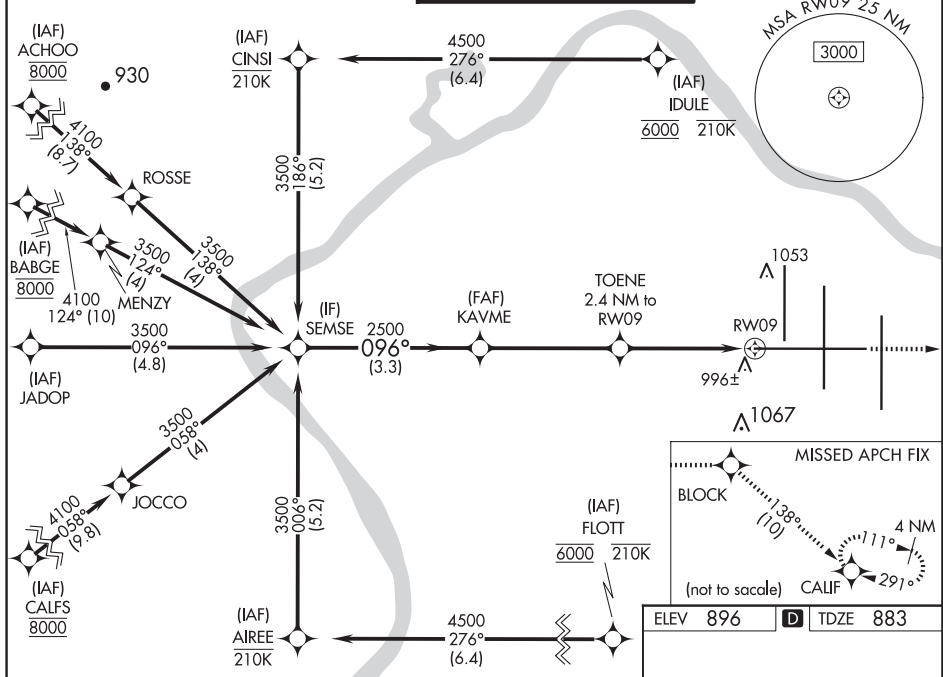
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cat C and D visibility to RVR 5500.

MALSR

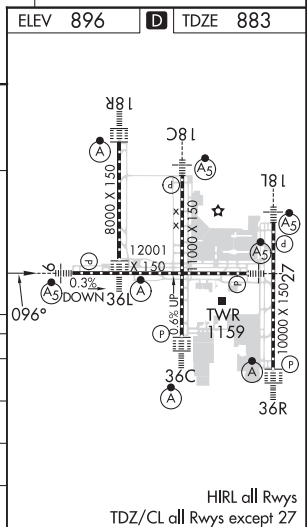


MISSED APPROACH: Climb to 3000 direct BLOCK and on track 138° to CALIF and hold.

D-ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
ARR 134.375 DEP 135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).				
SEMSE	KAVME	TOENE 2.4 NM to RWY 09	3000	BLOCK tr 138°
3500	2500	1700		
GP 3.00° TCH 52	3.3 NM	2.5 NM	1.4 NM	1 NM
CATEGORY	A	B	C	D
LPV DA	1083/18 200 (200-½)			
LNAV/VNAV DA	1260/35 377 (400-⅝)			
LNAV MDA	1260/24	377 (400-½)	1260/35	377 (400-⅝)
CIRCLING	1460-1	564 (600-1)	1560-1¾ 664 (700-¾)	1560-2 664 (700-2)



COVINGTON, KENTUCKY

Amdt 2 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 9

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86803 W18B	APP CRS 186°	Rwy Ldg 11000 TDZE 875 Apt Elev 896
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RNAV (GPS) Y RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

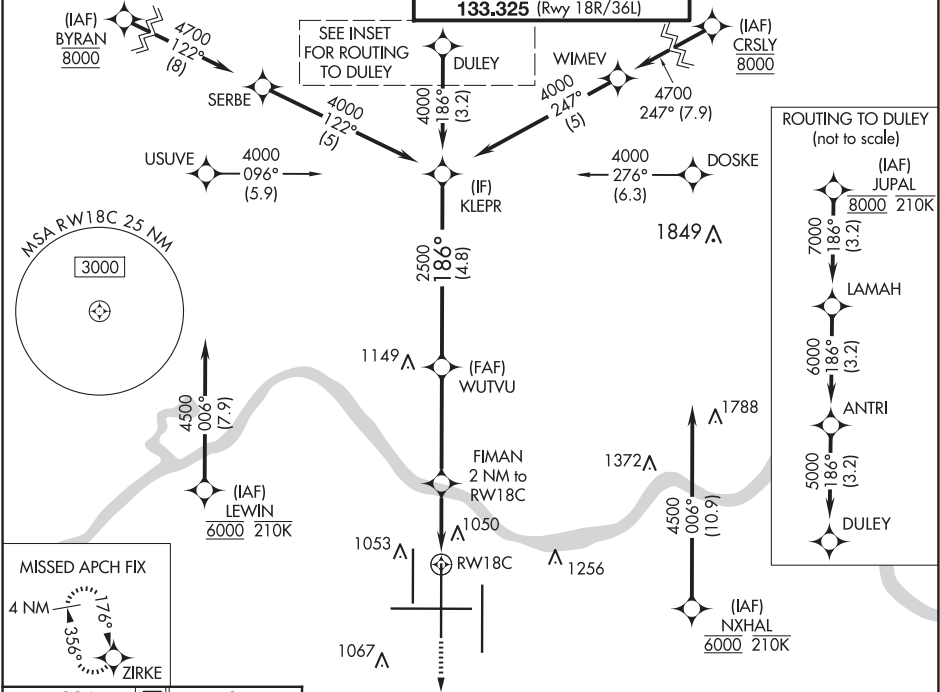
RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Simultaneous approach authorized with Rwy 18L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 1300, then climb to 3000 direct ZIRKE and hold.

D-ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 09/27) 133.325 (Rwy 18R/36L)	GND CON 121.7	CLNC DEL 127.175	CPDLC
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ELEV 896	TDZE 875	VGSIs and RNAV glidepaths not coincident (VGSIs Angle 3.00/TCH 71).			
					KLEPR
CATEGORY		A	B	C	D
LPV DA		1075/18 200 (200-½)			
LNAV/VNAV DA		1398/55 523 (600-1)			
LNAV MDA		1360/24 485 (500-½)		1360/50 485 (500-1)	
CIRCLING		1460-1 564 (600-1)		1560-1¾ 664 (700-1¾) 1560-2 664 (700-2)	

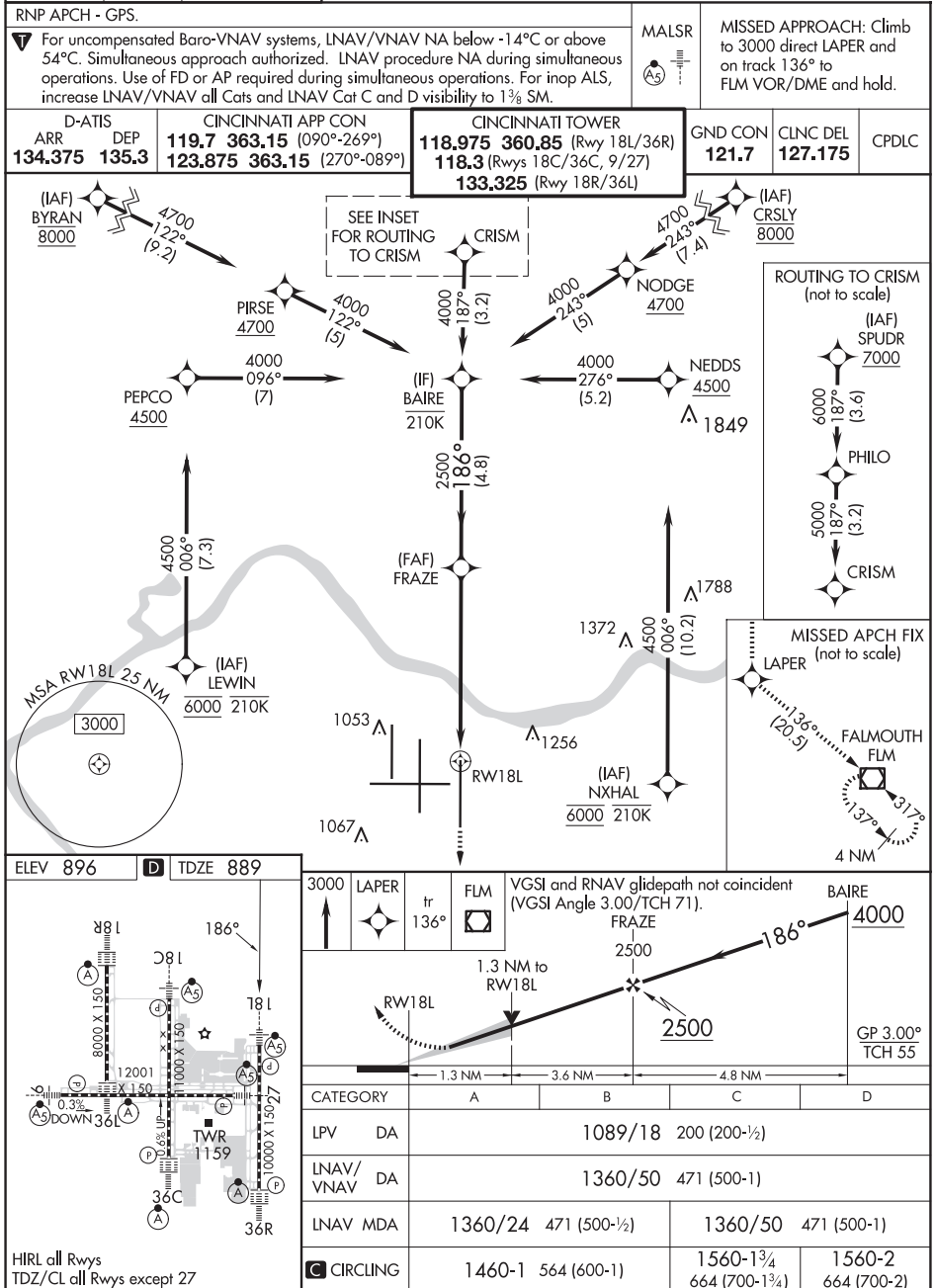
COVINGTON, KENTUCKY

AL-655 (FAA)

25163

WAAS CH 40103 W18A	APP CRS 186°	Rwy Ldg 10000 TDZE 889 Apt Elev 896
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RNAV (GPS) Y RWY 18L **CINCINNATI/NORTHERN KENTUCKY INTL (CVG)**



COVINGTON, KENTUCKY

Amdt 2 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 18L

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

25163

RNAV (GPS) Y RWY 18R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Simultaneous approach authorized with Rwy 18L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cat C/D visibility to 1 1/2 SM.

MISSED APPROACH: Climb to 3000 direct BEPEE and on track 269° to AVIEW and hold.

HIRL all Rwys
TDZ/CL all Rwys except 27

3000		BEPEE		Ir 269°		AVIEW			
CATEGORY		A		B		C		D	
LPV	DA			1068/18		200 (200-½)			
LNAP/ VNAV	DA			1214/30		346 (400-⅝)			
LNAP	MDA	1360/24		492 (500-½)		1360/50		492 (500-1)	
C CIRCLING		1460-1		564 (600-1)		1560-1¾ 664 (700-1¾)		1560-2 664 (700-2)	

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 18R

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

COVINGTON, KENTUCKY

AL-655 (FAA)

25163

WAAS CH 86809 W27A	APP CRS 276°	Rwy Ldg 12000 TDZE 875 Apt Elev 896
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RNAV (GPS) Y RWY 27

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS.

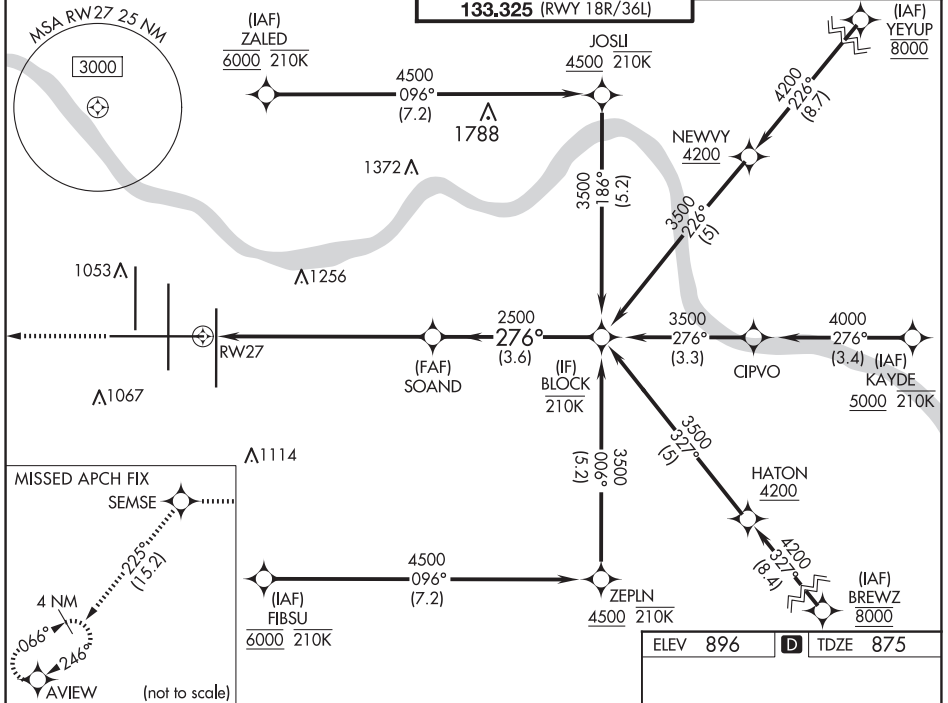
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. * RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

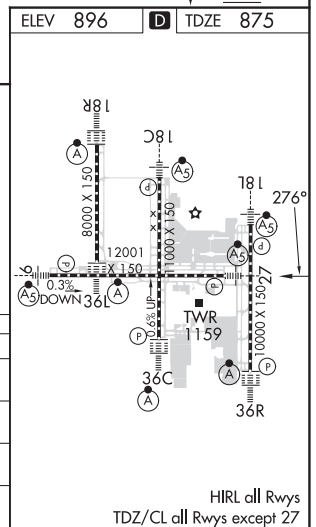


MISSED APPROACH: Climb to 3000
direct SEMSE then on track 225° to
AVIEW and hold.

D-ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175	CPDLC
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3000	SEMSE	tr 225°	AVIEW	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67°).			
CATEGORY	A	B	C	D			
LPV DA*	1075/24			200 (200-½)			
LNAV/VNAV DA	1320/45			445 (500-¾)			
LNAV MDA	1420/24	545 (600-½)	1420/60	545 (600-1¼)			
CIRCLING	1460-1	564 (600-1)	1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)			



COVINGTON, KENTUCKY

Amdt 1 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 27

HIRL all Rws
TDZ/CL all Rws except 27

RNAV (GPS) Y RWY 36C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

MISSED APPROACH: Climb to 3000 direct LOGOZ and on track 007° to NEATS and hold.

CPDLC

ROUTING TO UMPA
(not to scale)

UMPTA

4000
006° (3)

PUPPT

5000
006° (3.2)

CRITR

6000
006° (3.2)

(IAF)

7000 210K

SEE INSET FOR ROUTING TO UMPTA	KURGE		(IAF) SPOOD 8000	(IAF) DAWGY 8000		LOGOZ 3000 tr 007° NEATS
VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 77).						
CIMRU		JITEV	2500	1360	TABBO 1.5 NM to RW36C	
GP 3.00° TCH 52	4.7 NM 3.6 NM 1.5 NM					
CATEGORY	A		B		C	
LPV DA			1050/18		200 (200-½)	
LNNAV/ VNAV DA			1260/40		410 (400-¾)	
LNNAV MDA	1260/24		410 (400-½)		1260/40 410 (400-¾)	
C CIRCLING	1460-1		564 (600-1)		1560-1 ³ / ₄ 664 (700-1 ³ / ₄) 1560-2 664 (700-2)	

COVINGTON, KENTUCKY

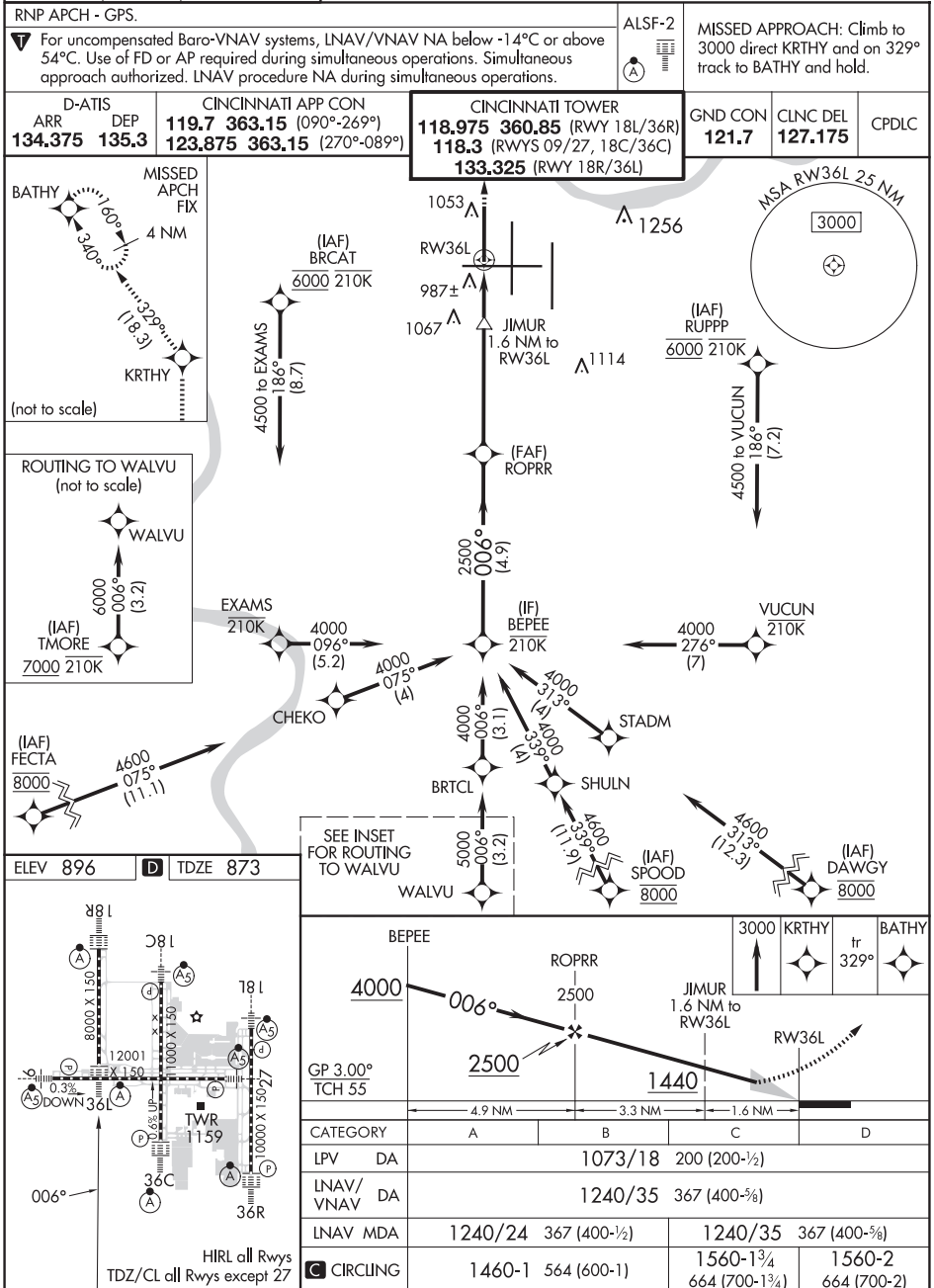
AL-655 (FAA)

25163

WAAS CH 49099 W36A	APP CRS 006°	Rwy Ldg TDZE Apt Elev	8000 873 896
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RNAV (GPS) Y RWY 36L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

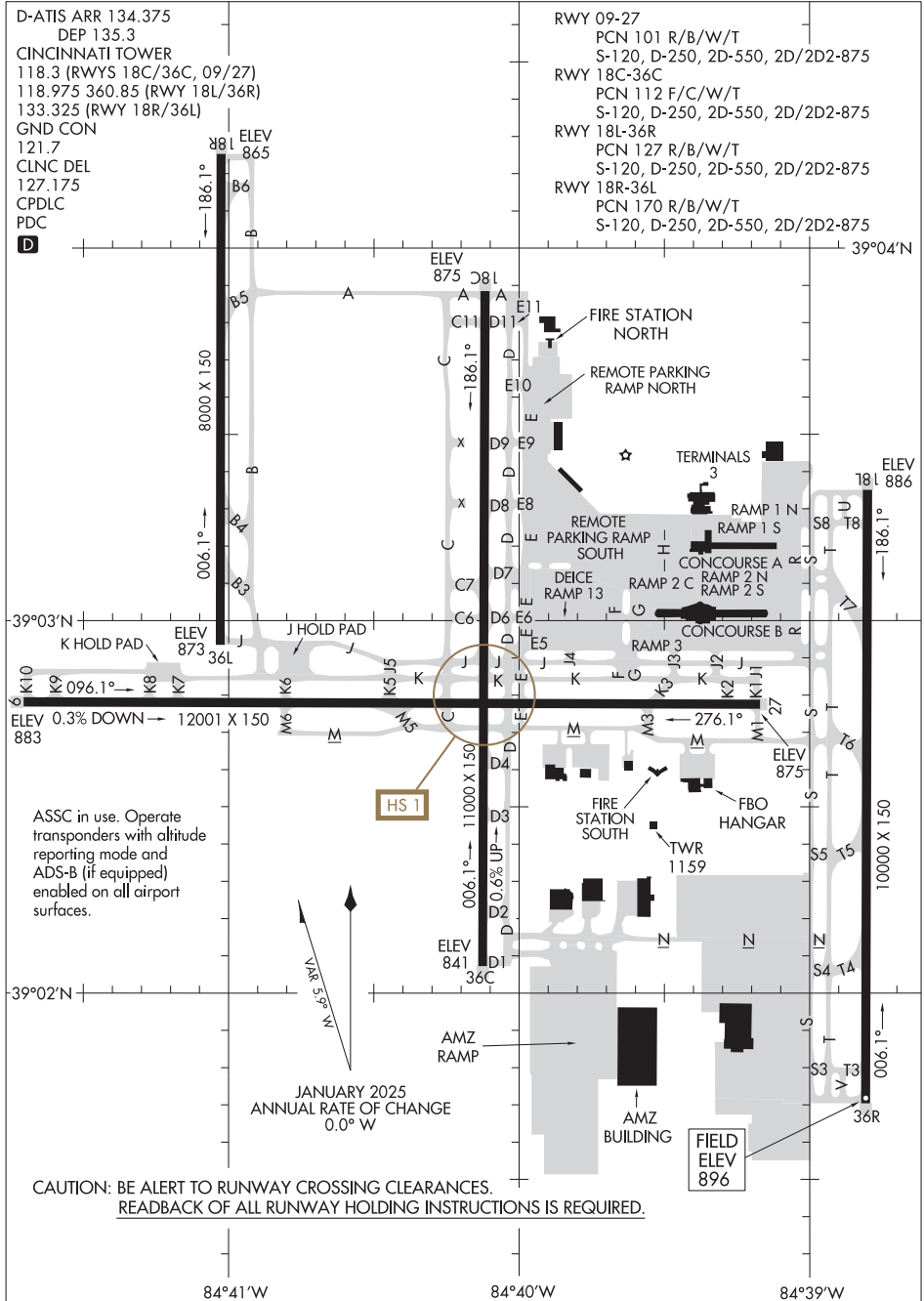


SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

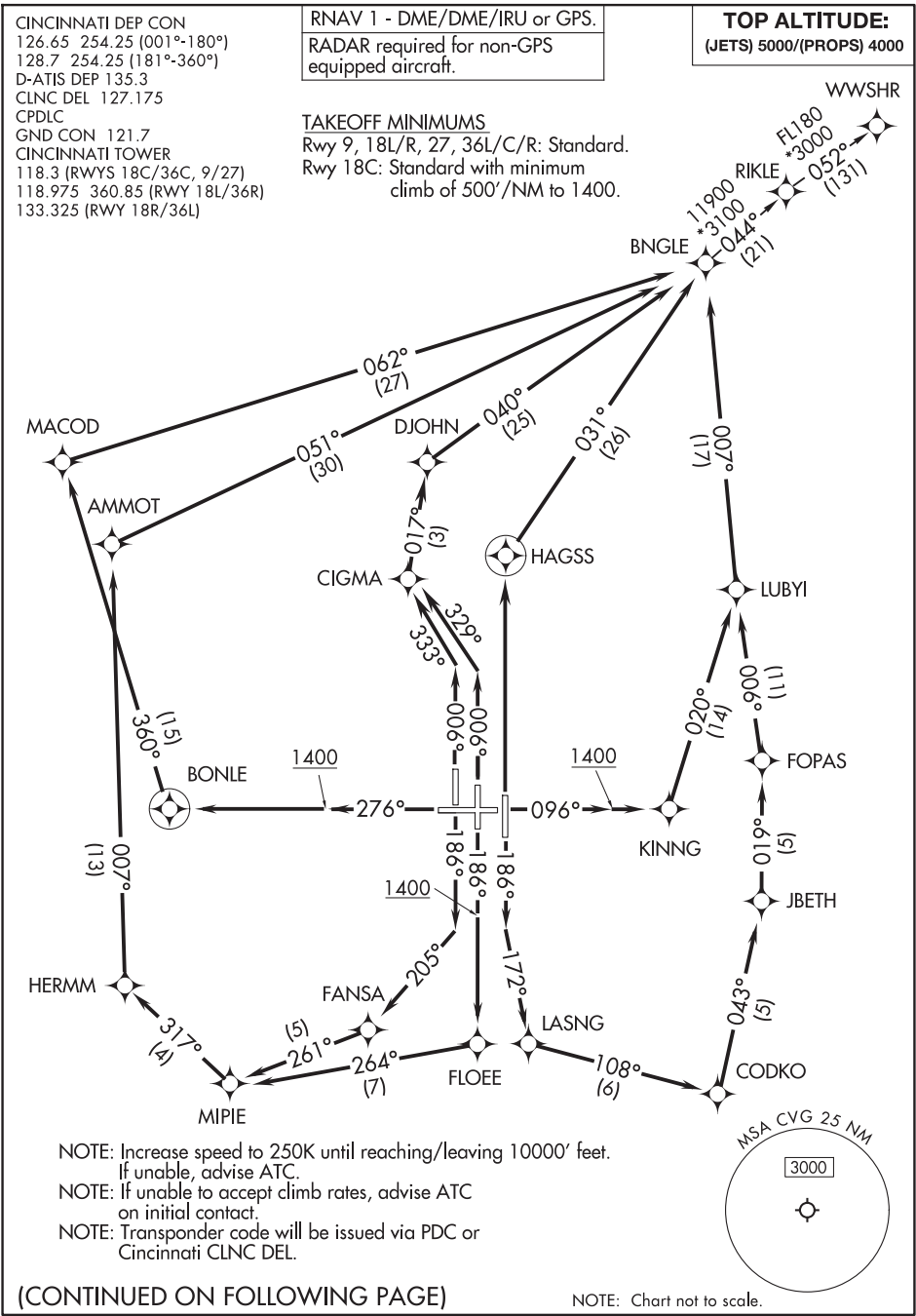
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
 AL-655 (FAA) COVINGTON, KENTUCKY



AIRPORT DIAGRAM
 25107

COVINGTON, KENTUCKY
 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 07 AUG 2025 to 02 OCT 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 020° to LUBYI, then on track 007° to BNGLE, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 172° to LASNG, then on track 108° to CODKO, then on track 043° to JBETH, then on track 019° to FOPAS, then on track 006° to LUBYI, then on track 007° to BNGLE, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 051° to BNGLE, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 261° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 051° to BNGLE, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 360° to MACOD, then on track 062° to BNGLE, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 333° to CIGMA, then on track 017° to DJOHN, then on track 040° to BNGLE, thence. . . .

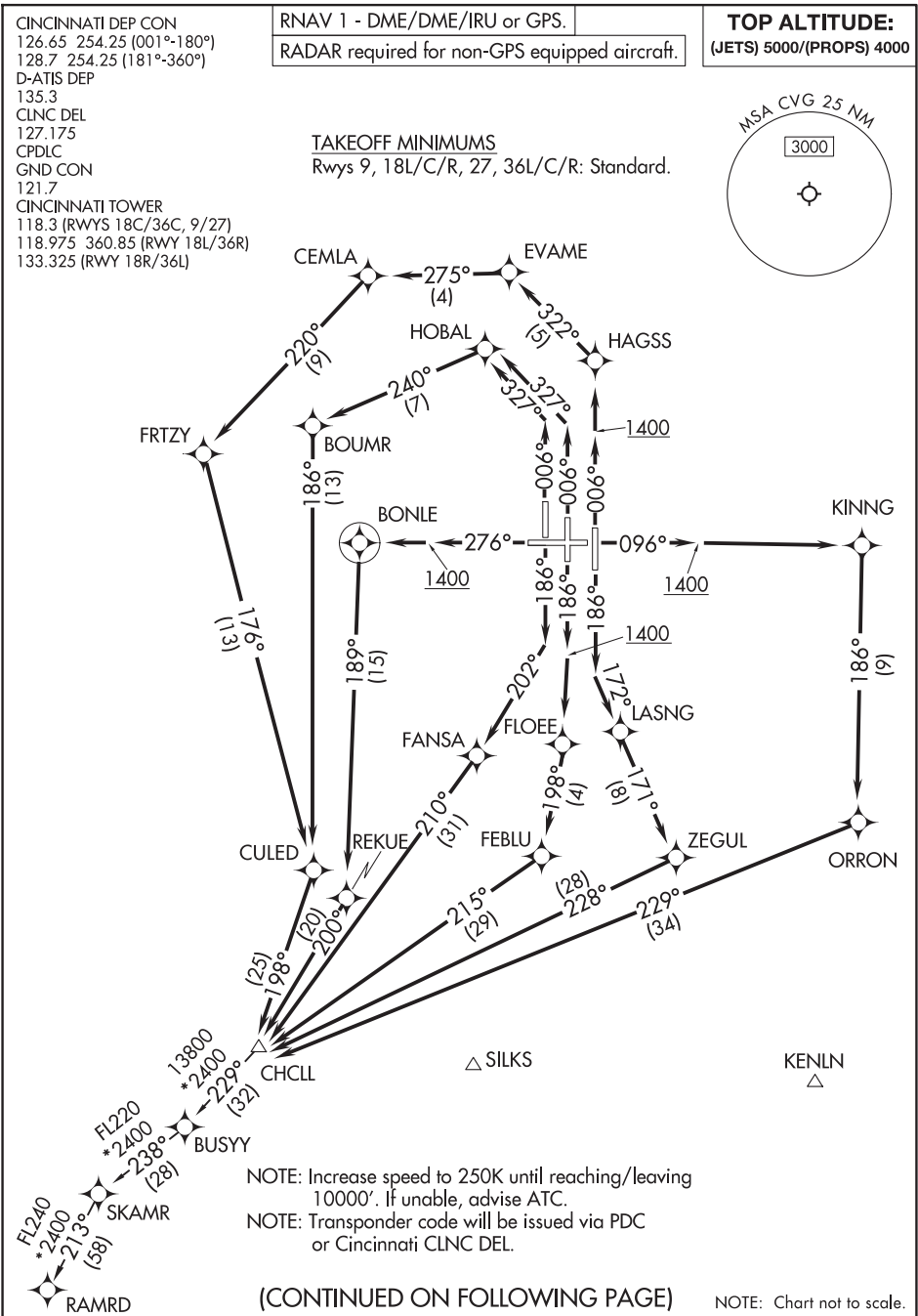
TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 329° to CIGMA, then on track 017° to DJOHN, then on track 040° to BNGLE, thence. . . .

TAKEOFF RUNWAY 36R: Climb direct HAGSS, then on track 031° to BNGLE, thence. . . .

. . . turbojets: Maintain 5000, All other aircraft: Maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

RIKLE TRANSITION (BNGLE5.RIKLE)

WWSHR TRANSITION (BNGLE5.WWSHR)



(CHCLL6.CHCLL) 24081

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

CHCLL SIX DEPARTURE (RNAV) AL-655 (FAA)

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 186° to ORRON, then on track 229° to CHCLL, thence

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 198° to FEBLU, then on track 215° to CHCLL, thence

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 172° to LASNG, then on track 171° to ZEGUL, then on track 228° to CHCLL, thence

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 210° to CHCLL, thence

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 200° to CHCLL, thence

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 240° to BOUMR, then on track 186° to CULED, then on track 198° to CHCLL, thence

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 327° to HOBAL, then left turn on track 240° to BOUMR, then on track 186° to CULED, then on track 198° to CHCLL, thence

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 322° to EVAME, then on track 275° to CEMLA, then on track 220° to FRTZY, then on track 176° to CULED, then on track 198° to CHCLL, thence

. . . . Turbojets: maintain 5000, all other aircraft: maintain 4000.
Expect clearance to filed altitude within ten minutes after departure.

BUSYY TRANSITION (CHCLL6.BUSYY)

SKAMR TRANSITION (CHCLL6.SKAMR)

RAMRD TRANSITION (CHCLL6.RAMRD)

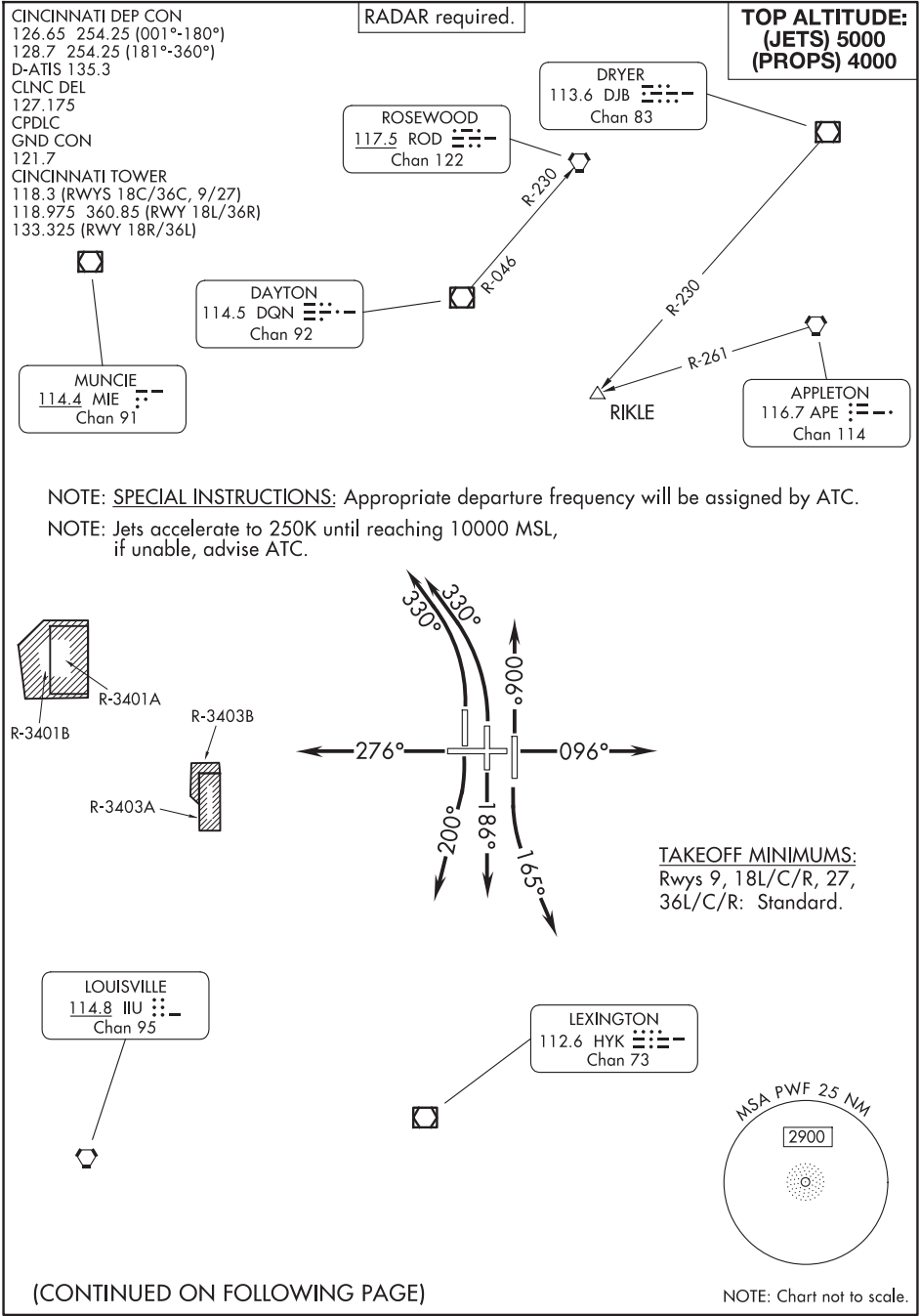
CHCLL SIX DEPARTURE (RNAV)
(CHCLL6.CHCLL) 21MAR24

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° or as assigned, thence. . . .
TAKEOFF RUNWAY 18L: Climbing left turn on heading 165°, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 186° or as assigned, thence. . . .
TAKEOFF RUNWAY 18R: Climbing right turn on heading 200°, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 276° or as assigned, thence. . . .
TAKEOFF RUNWAYS 36L/C: Climbing left turn on heading 330°, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 006° or as assigned, thence. . . .

. . . .on RADAR vectors to filed/assigned route. Jet aircraft maintain 5000 feet, all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten (10) minutes after departure.

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

(GIPLE7.GIPLE) 24137

GIPLE SEVEN DEPARTURE (RNAV)

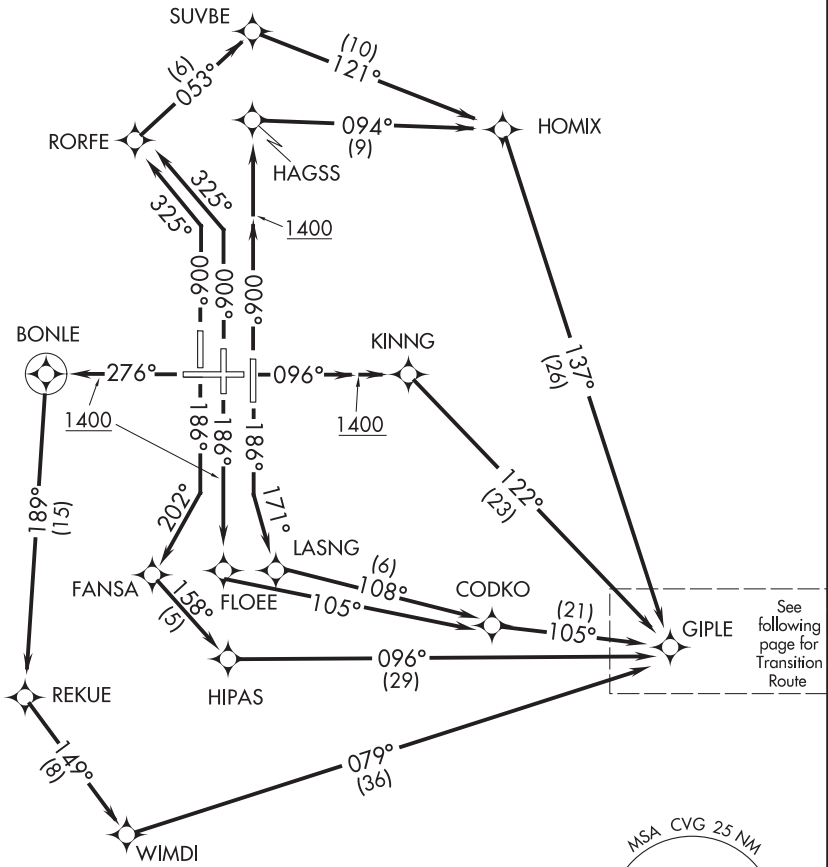
RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
(JETS/PROPS)
5000 4000

D-ATIS DEP 135.3
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.7
CLNC DEL
127.175
CPDLC
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

TAKEOFF MINIMUMS:

Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.



NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Increase speed to 250K until reaching/leaving 10000'. If unable, advise ATC.

NOTE: Chart not to scale.

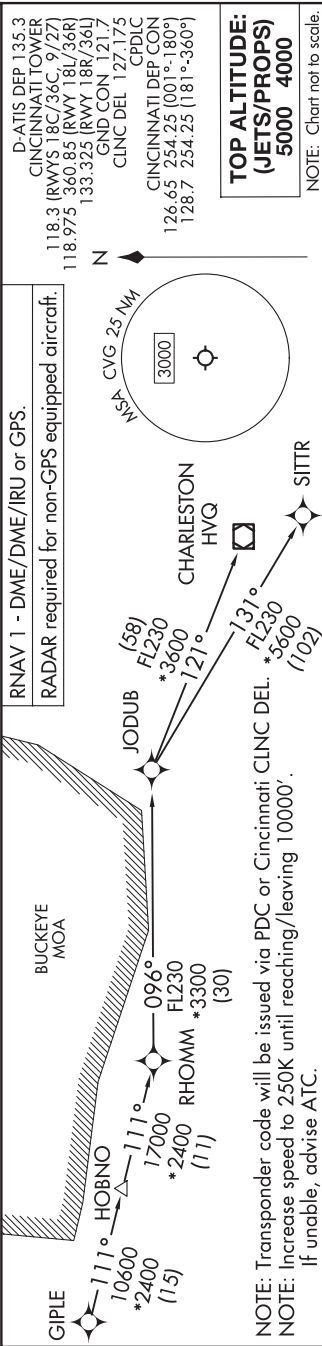
(CONTINUED ON FOLLOWING PAGE)

GIPLE SEVEN DEPARTURE (RNAV) Departure Routes

(GIPLE7.GIPLE) 21MAR24

SE-1, 07 AUG 2025 to 02 OCT 2025

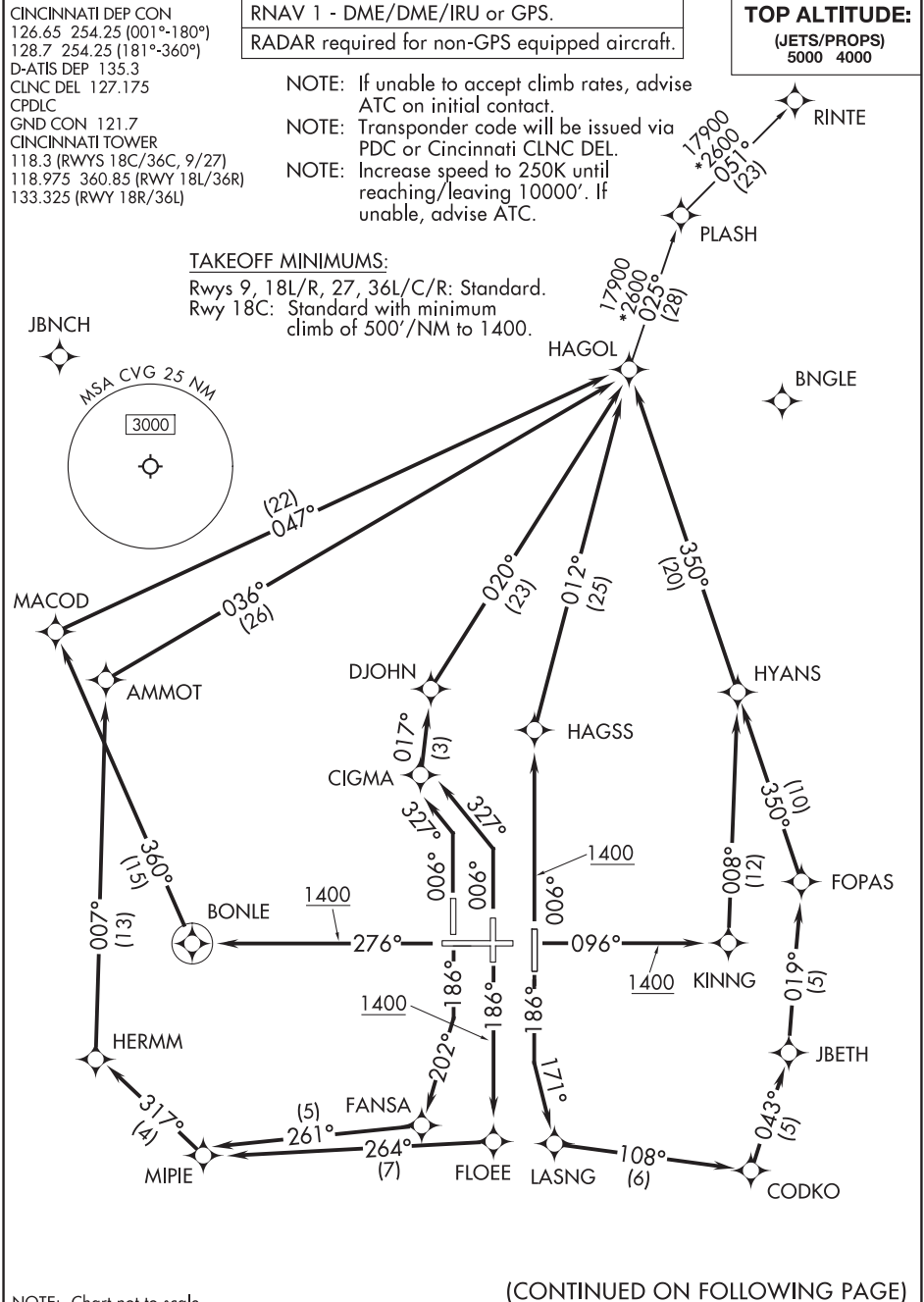
SE-1, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 122° to GIPLE, thence ...
TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 108° to CODKO, then on track 105° to GIPLE, thence ...
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 105° to CODKO, then on track 105° to GIPLE, thence ...
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 158° to HIPAS, then on track 096° to GIPLE, thence ...
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 149° to WIMDI, then on track 079° to GIPLE, thence ...
TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 325° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 137° to GIPLE, thence ...
TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 325° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 137° to GIPLE, thence ...
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 094° to HOMIX, then on track 137° to GIPLE, thence ...
...turbojets: maintain 5000, all other aircraft: maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

CHARLESTON TRANSITION (GIPLE7.HVQ):
JODUB TRANSITION (GIPLE7.JODUB):
SITTR TRANSITION (GIPLE7.SITTR):



(HAGOL5.HAGOL) 24081

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

HAGOL FIVE DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 008° to HYANS, then on track 350° to HAGOL, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 108° to CODKO, then on track 043° to JBETH, then on track 019° to FOPAS, then on track 350° to HYANS, then on track 350° to HAGOL, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 036° to HAGOL, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 261° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 036° to HAGOL, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 360° to MACOD, then on track 047° to HAGOL, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 327° to CIGMA, then on track 017° to DJOHN, then on track 020° to HAGOL, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to CIGMA, then on track 017° to DJOHN, then on track 020° to HAGOL, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 012° to HAGOL, thence. . . .

. . . .Turbojets: maintain 5000, all other aircraft: maintain 4000.

Expect clearance to filed altitude within ten minutes after departure.

PLASH TRANSITION (HAGOL5.PLASH)

RINTE TRANSITION (HAGOL5.RINTE)

HAGOL FIVE DEPARTURE (RNAV)

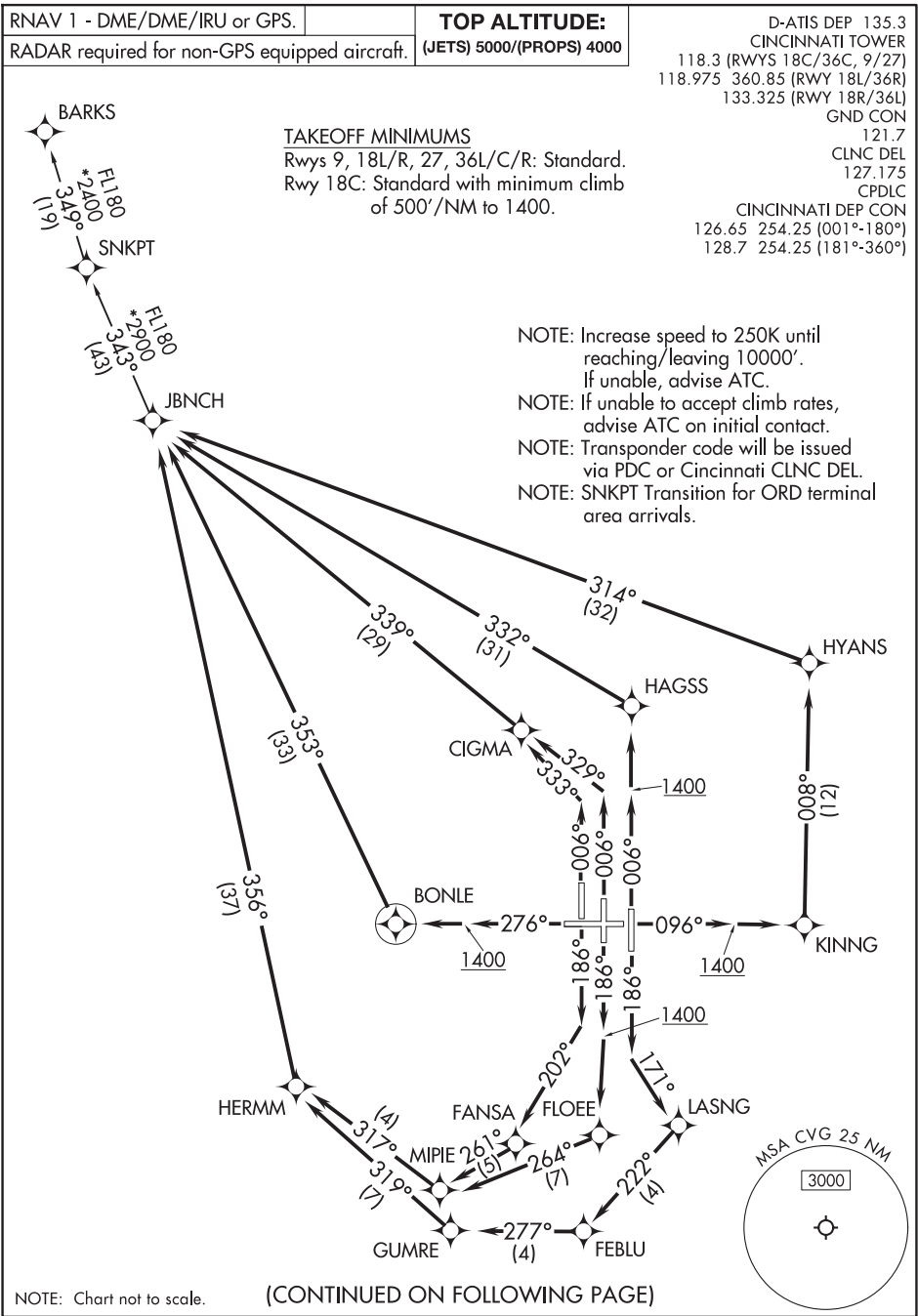
(HAGOL5.HAGOL) 21MAR24

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



JBNCH6.JBNCH) 24081

JBNCH SIX DEPARTURE (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 008° to HYANS, then on track 314° to JBNCH, thence

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 222° to FEBLU, then on track 277° to GUMRE, then on track 319° to HERMM, then on track 356° to JBNCH, thence

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track 317° to HERMM, then on track 356° to JBNCH, thence

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 261° to MIPIE, then on track 317° to HERMM, then on track 356° to JBNCH, thence

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 353° to JBNCH, thence

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 333° to CIGMA, then on track 339° to JBNCH, thence

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 329° to CIGMA, then on track 339° to JBNCH, thence

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 332° to JBNCH, thence

. . . . Turbojets: maintain 5000, all other aircraft: maintain 4000.
Expect clearance to filed altitude within ten minutes after departure.

BARKS TRANSITION (JBNCH6.BARKS)

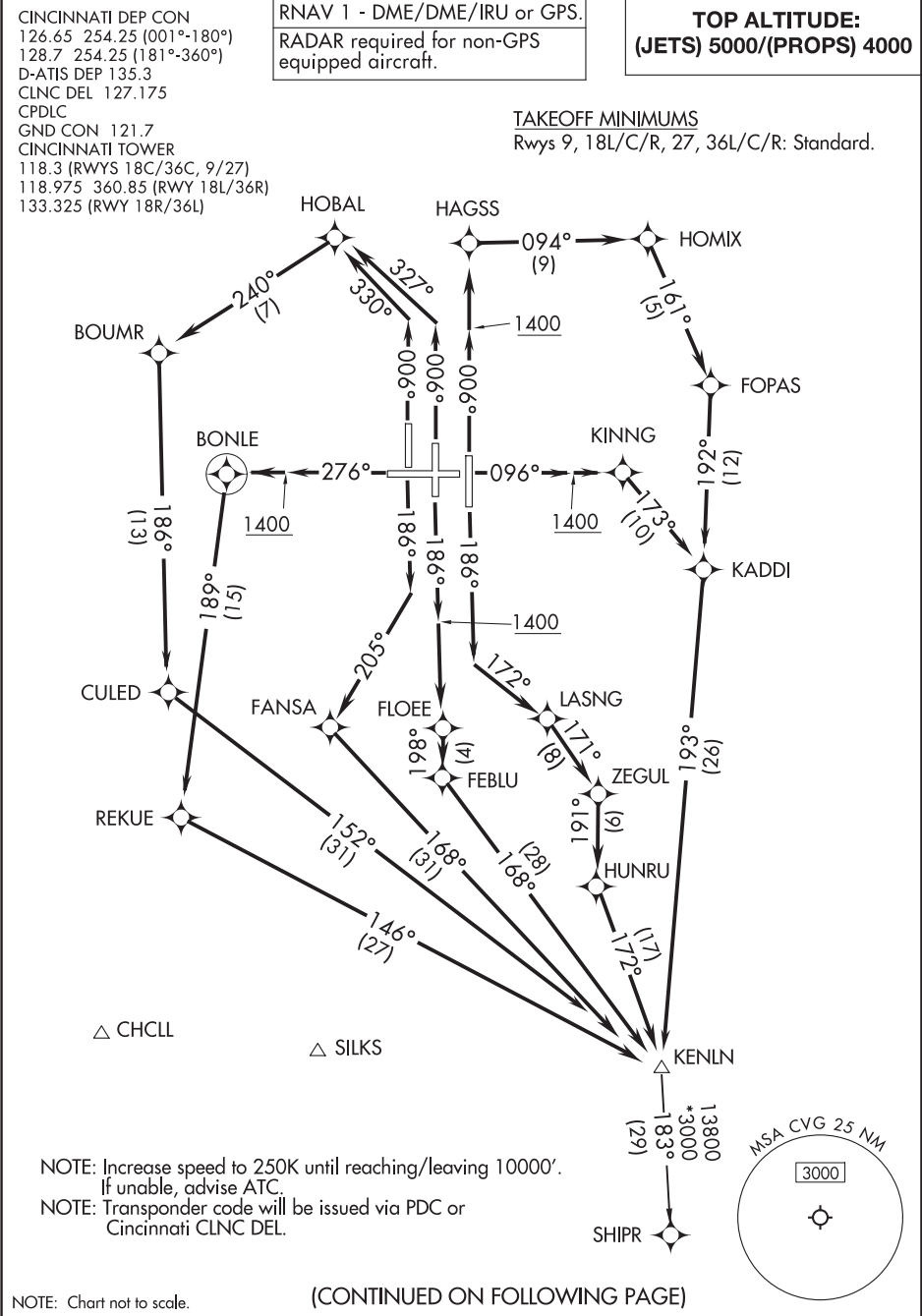
SNKPT TRANSITION (JBNCH6.SNKPT)

JBNCH SIX DEPARTURE (RNAV)
(JBNCH6.JBNCH) 21MAR24

COVINGTON, KENTUCKY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



(KENLN6.KENLN) 24081

KENLN SIX DEPARTURE (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AL-655 (FAA)

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 173° to KADDI, then on track 193° to KENLN, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE then on track 198° to FEBLU, then on track 168° to KENLN, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 172° to LASNG, then on track 171° to ZEGUL, then on track 191° to HUNRU, then on track 172° to KENLN, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 168° to KENLN, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 146° to KENLN, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 240° to BOUMR, then on track 186° to CULED, then on track 152° to KENLN, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 330° to HOBAL, then left turn on track 240° to BOUMR, then on track 186° to CULED, then on track 152° to KENLN, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 094° to HOMIX, then on track 161° to FOPAS, then on track 192° to KADDI, then on track 193° to KENLN, thence. . . .

. . . .turbojets: Maintain 5000. All other aircraft: Maintain 4000.

Expect clearance to filed altitude within ten minutes after departure.

SHIPR TRANSITION (KENLN6.SHIPR)

KENLN SIX DEPARTURE (RNAV)

(KENLN6.KENLN) 21MAR24

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

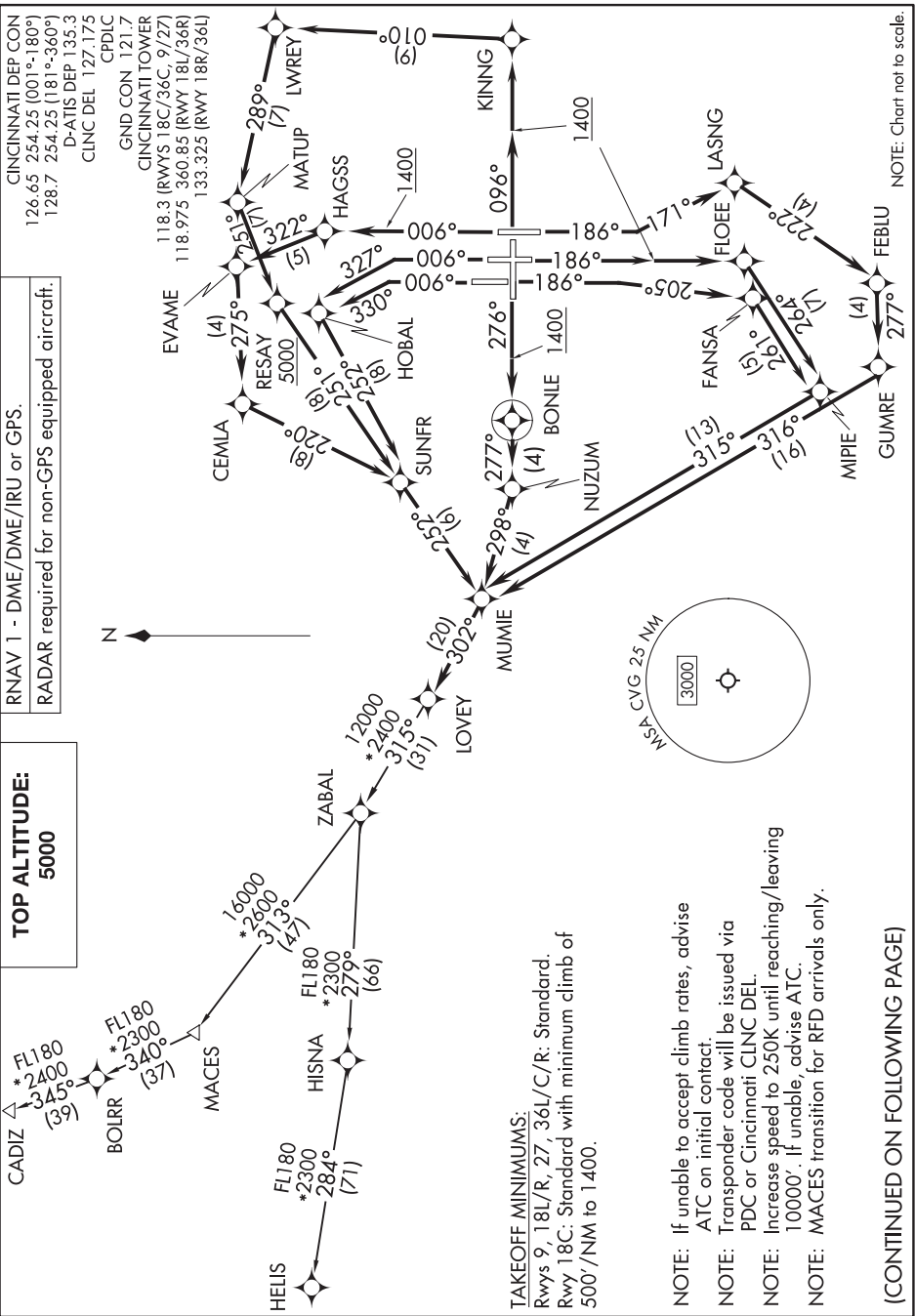
(LOVEY8.LOVEY) 25219

CINCINNATI/NORTHERN KENTUCKY INTL (C'VG)

LOVEY EIGHT DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY



LOVEY EIGHT DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(LOVEY8.LOVEY) 07AUG25

CINCINNATI/NORTHERN KENTUCKY INTL (C'VG)

(LOVEY8.LOVEY) 25219

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOVEY EIGHT DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 010° to LWREY, then on track 289° to MATUP, then on track 251° to cross RESAY at or above 5000, then on track 251° to SUNFR, then on track 252° to MUMIE, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 222° to FEBLU, then on track 277° to GUMRE, then track 316° to MUMIE, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track to 315° to MUMIE, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 261° to MIPIE, then on track 315° to MUMIE, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 277° to NUZUM, then on track 298° to MUMIE, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 330° to HOBAL, then on track 252° to SUNFR, then on track 252° to MUMIE, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 252° to SUNFR, then on track 252° to MUMIE, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 322° to EVAME, then on track 275° to CEMLA, then on track 220° to SUNFR, then on track 252° to MUMIE, thence. . . .

. . . . on depicted route to LOVEY. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

CADIZ TRANSITION (LOVEY8.CADIZ):

HELIS TRANSITION (LOVEY8.HELIS):

MACES TRANSITION (LOVEY8.MACES):

LOVEY EIGHT DEPARTURE (RNAV)

(LOVEY8.LOVEY) 07AUG25

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY



NOTE: Chart not to scale.

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

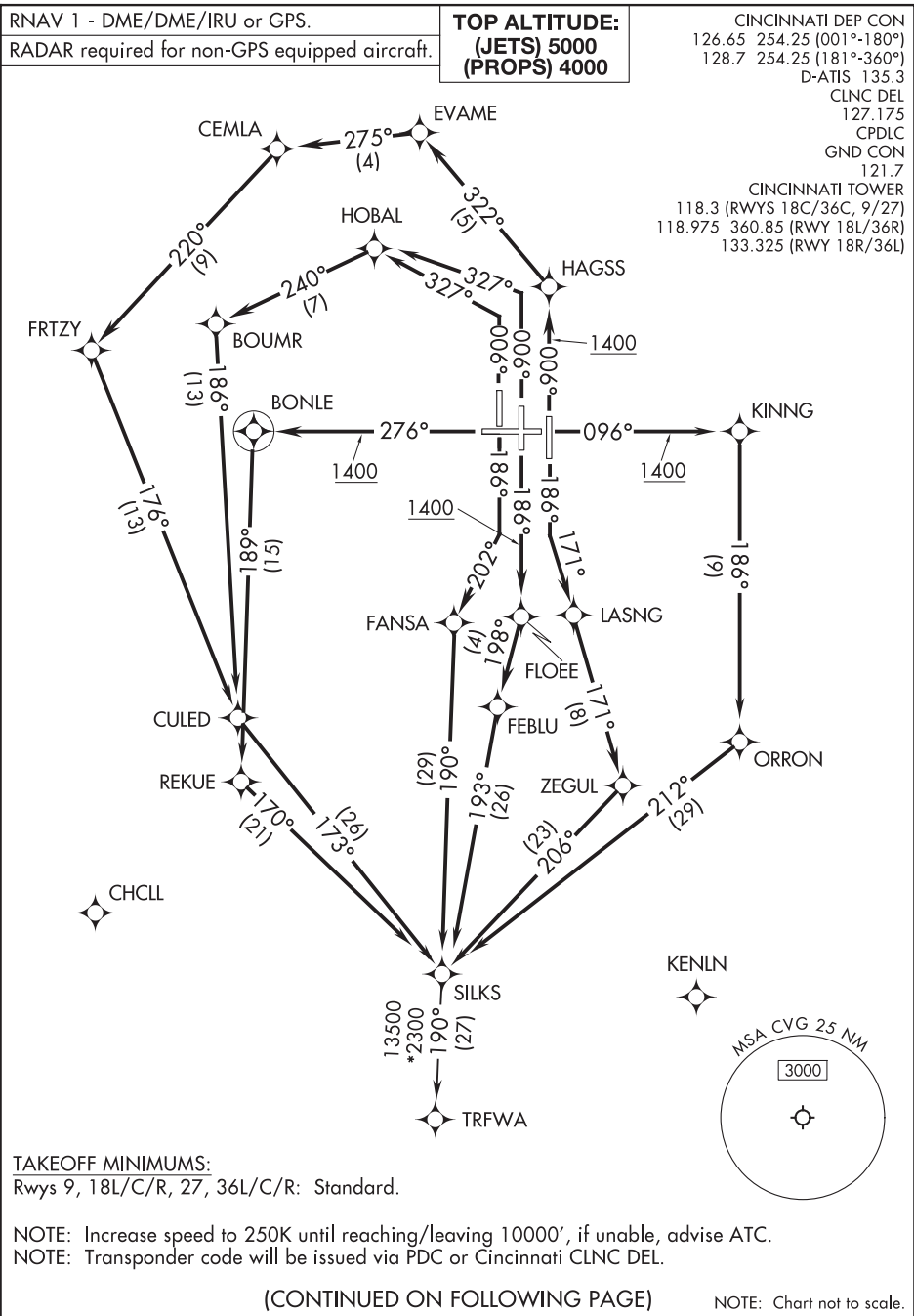


DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 076° to CERPO, then on track 076° to WADAL, thence...
- TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 108° to CODKO, then on track 071° to SLUBY, then on track 056° to MOIER, then on track 056° to WADAL, thence...
- TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 105° to CODKO, then on track 071° to SLUBY, then on track 056° to MOIER, then on track 056° to WADAL, thence...
- TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 158° to HIPAS, then on track 096° to JABDU, then on track 067° to SLUBY, then on track 056° to MOIER, then on track 056° to WADAL, thence...
- TAKEOFF RUNWAY 27: Climb on heading 276° to 1400 then direct BONLE, then on track 341° to TIZRY, then on track 067° to WANGA, then on track 108° to WADAL, thence...
- TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 331° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 116° to CERPO, then on track 076° to WADAL, thence...
- TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 116° to CERPO, then on track 076° to WADAL, thence...
- TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 094° HOMIX, then on track 116° to CERPO, then on track 076° to WADAL, thence...

...on depicted route to ROCKT. Turbojet maintain 5000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

- AHTIY TRANSITION (ROCKT3.AHTIY)
- ARRAY TRANSITION (ROCKT3.ARRAY)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 186° to ORRON, then on track 212° to SILKS, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 198° to FEBLU, then on track 193° to SILKS, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 171° to ZEGUL, then on track 206° to SILKS, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 190° to SILKS, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 170° to SILKS, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 240° to BOUMR, then on track 186° to CULED, then on track 173° to SILKS, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 327° to HOBAL, then left turn on track 240° to BOUMR, then on track 186° to CULED, then on track 173° to SILKS, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 322° to EVAME, then on track 275° to CEMLA, then on track 220° to FRTZY, then on track 176° to CULED, then on track 173° to SILKS, thence. . . .

. . . . Turbojets: maintain 5000. All other aircraft: maintain 4000.
Expect clearance to filed altitude within ten minutes after departure.

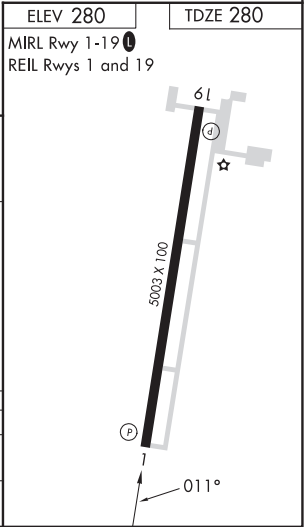
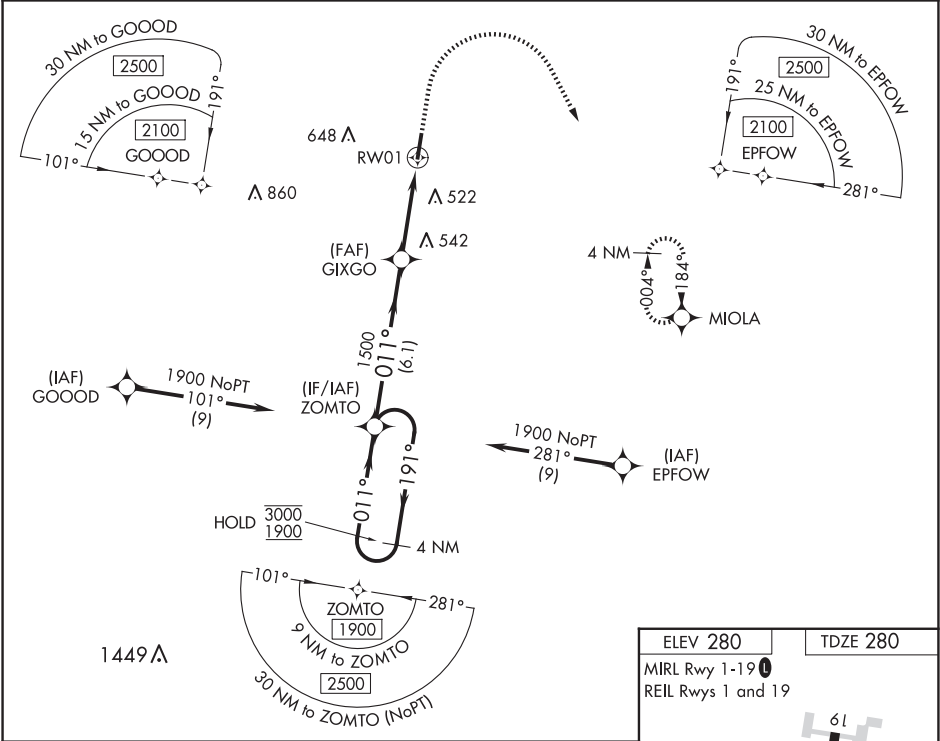
TRFWA TRANSITION (SILKS6.TRFWA)

APP CRS	Rwy Idg	5003
011°	TDZE	280
	Apt Elev	280

RNAV (GPS) RWY 1

COVINGTON MUNI (M04)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct MIOLA and hold.
<div><div></div><div></div></div>	Circling Rwy 19 NA at night. Rwy 1 helicopter visibility reduction below ¾ SM NA.	
AWOS-3 118.575	MEMPHIS APP CON 125.8 338.3	UNICOM 123.0 (CTAF) <div></div>

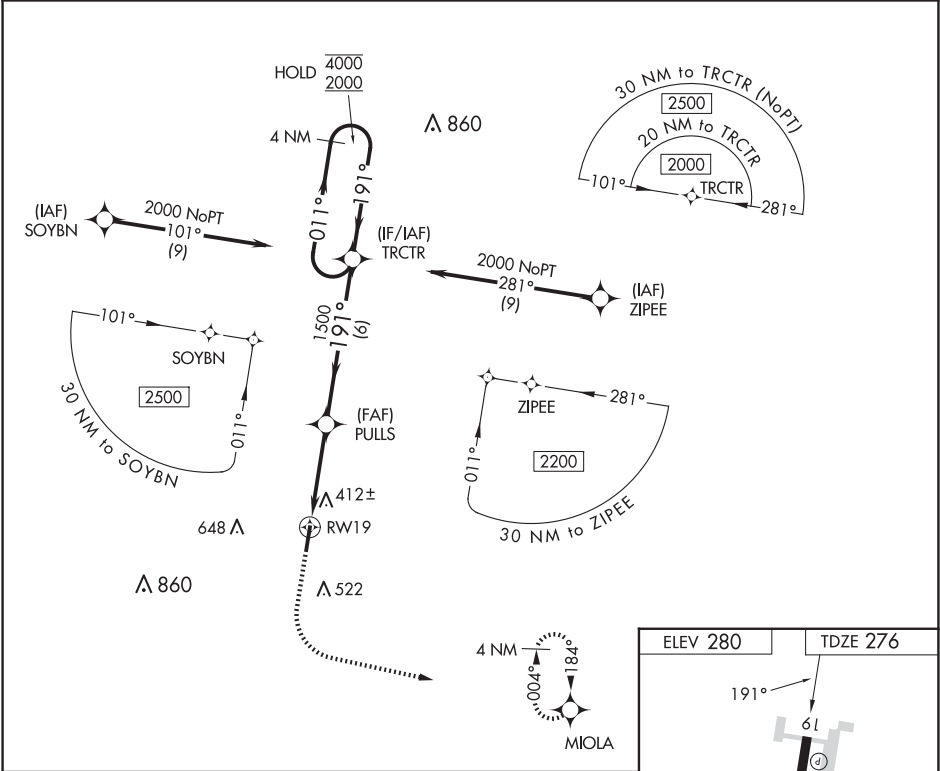


VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).				
4 NM Holding Pattern		1000	3000	MIOLA
CATEGORY	A	B	C	D
LNAV MDA	800-1	520 (600-1)	800-1 3/8	520 (600-1 3/8)
CIRCLING	800-1 520 (600-1)	840-1 560 (600-1)	960-2 680 (700-2)	960-2 1/4 680 (700-2 1/4)

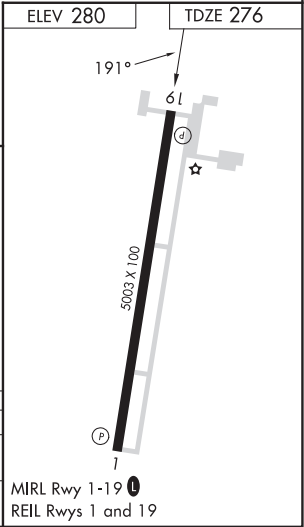
APP CRS	Rwy Idg	5003
191°	TDZE	276
	Apt Elev	280

RNAV (GPS) RWY 19
COVINGTON MUNI (M04)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct MIOLA and hold.
	Rwy 19 helicopter visibility reduction below 3/4 SM NA.	
AWOS-3 118.575	MEMPHIS APP CON 125.8 338.3	UNICOM 123.0 (CTAF)



1400	3000	MIOLA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 29).		4 NM Holding Pattern
CATEGORY	A	B	C	D	
LNAV MDA	680-1	404 (400-1)	680-1½	404 (400-1½)	
CIRCLING	760-1 480 (500-1)	840-1 560 (600-1)	960-2 680 (700-2)	960-2¼ 680 (700-2¼)	



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SE-1, 07 AUG 2025 to 02 OCT 2025

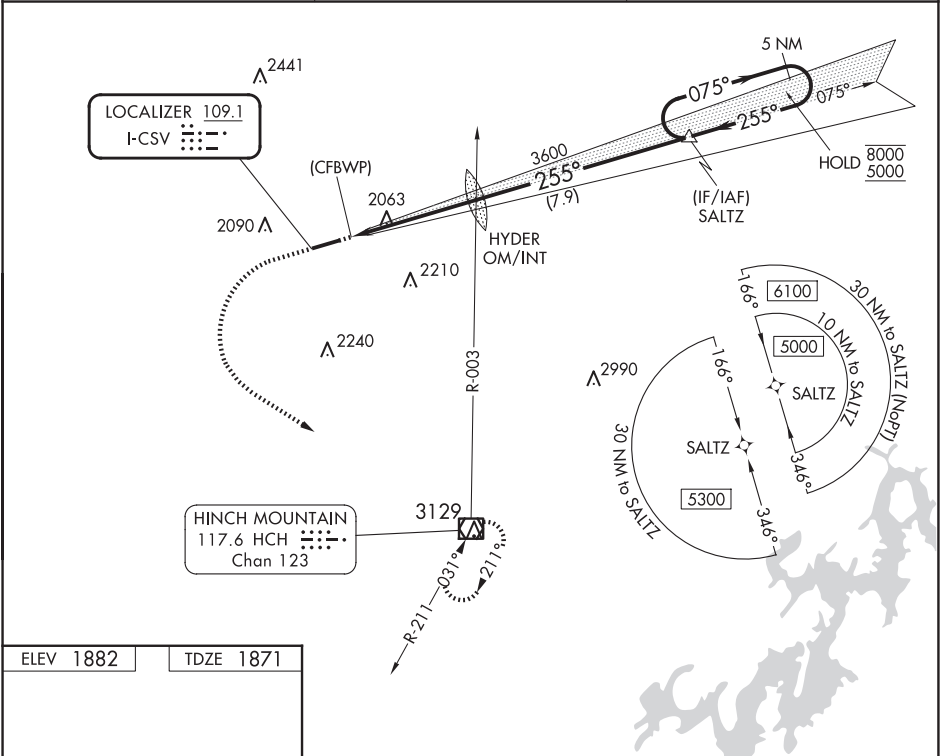
LOC I-CSV 109.1	APP CRS 255°	Rwy Idg TDZE Apt Elev	5423 1871 1882
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ILS Y or LOC Y RWY 26

CROSSVILLE MEML-WHITSON FLD (CSV)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3200 then climbing left turn to 5000 direct HCH VOR/DME and hold.
Autopilot coupled approach NA below 2500.	

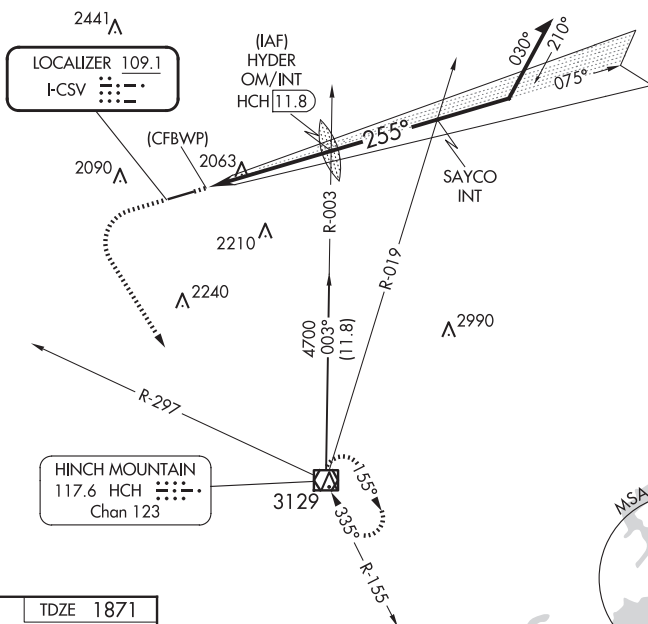
ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF) 1
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ELEV 1882	TDZE 1871	3200	5000	HCH	5 NM Holding Pattern
LOC unusable inside 0.5 NM.		HYDER OM/INT	3557	3600	3700
REIL Rwy 26		SALTZ			
HIRL Rwy 8-26 1		8000 5000			
FAF to MAP 4.7 NM		GS 3.00° TCH 60			
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34
CIRCLING	2440-1	558 (600-1)	2440-1½	558 (600-1½)	2540-2

ILS Z or LOC Z RWY 26
CROSSVILLE MEML-WHITSON FLD (CSV)

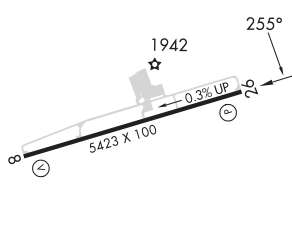
MISSED APPROACH: Climb to 3300 then climbing left turn to 5000 on heading 152° and HCH VOR/DME R-297 to HCH VOR/DME and hold.

UNICOM
122.7 (CTAF) **L**

MSA HCH 25 NW

430

TDZE 187



FAF to MAP 4.7 NM

LOC unusable inside 0.5 NM.

3300 ↑

5000 hdg 152°

HCH R-297

HCH

HYDER OM/INT

Remain within 10 NM

075°

SAYCO INT

3557

3600

4100

255°

4100

GS 3.00%

TCH 60

0.5 4.7 NM 4 NM

CROSSVILLE MEML-WHITSON FLD (CSV)

35°57'N-85°05'W

ILS Z or LOC Z RWY 26

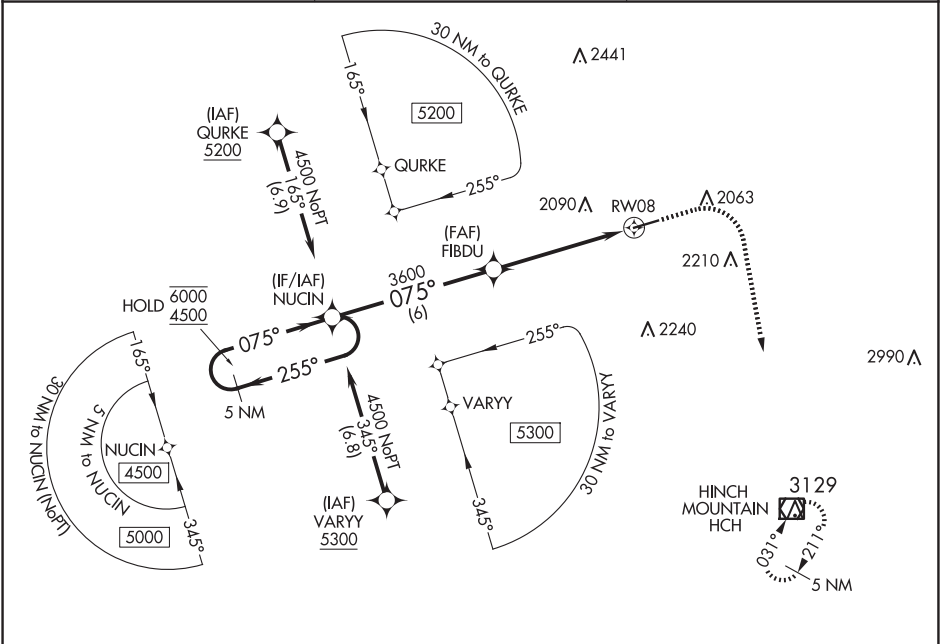
WAAS CH 69247 W08A	APP CRS 075°	Rwy Idg 5423 TDZE 1882 Apt Elev 1882
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RNAV (GPS) RWY 8

CROSSVILLE MEML-WHITSON FLD (CSV)

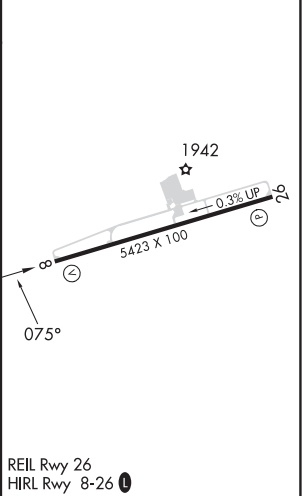
RNP APCH - GPS.	MISSED APPROACH: Climb to 3200 then climbing right turn to 5000 direct HCH VOR/DME and hold.
<div><div></div><div>Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.</div></div>	

ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF)
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ELEV 1882	TDZE 1882
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5 NM Holding Pattern		NUCIN		FIBDU		RW08	
6000 4500		255° 075°		075°		3600	
GP 3.00° TCH 50				1.6 NM to RW08			
		6 NM		3.6 NM		1.6 NM	
CATEGORY	A	B	C	D			
LPV DA	2132-1			250 (300-1)			
LNAV/ VNAV DA	2315-1¼			433 (500-1¼)			
LNAV MDA	2400-1	518 (600-1)	2400-1⅜	518 (600-1⅜)			
CIRCLING	2400-1	518 (600-1)	2400-1½	518 (600-1½)	2540-2	658 (700-2)	



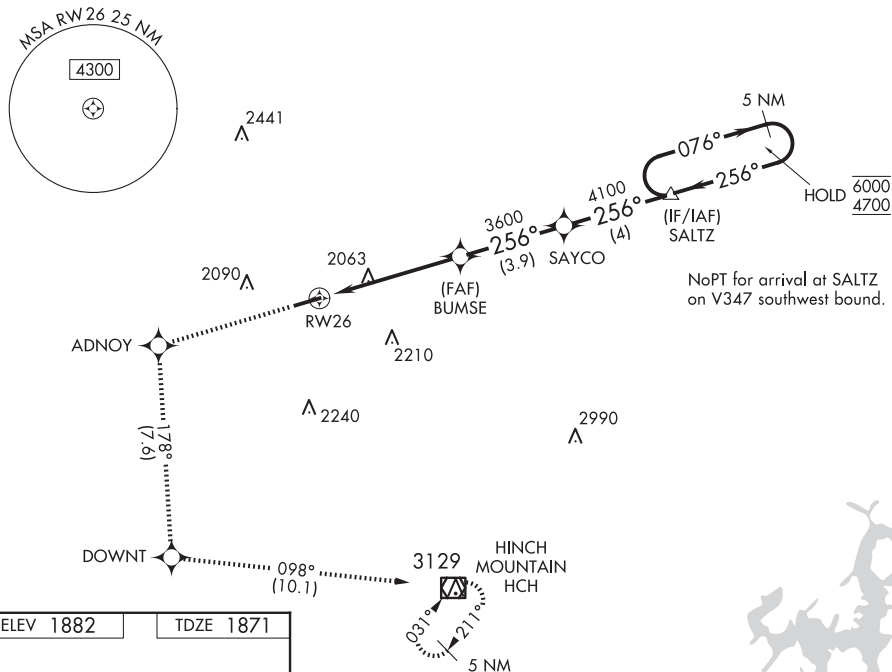
RNAV (GPS) RWY 26

CROSSVILLE MEML-WHITSON FLD (CSV)

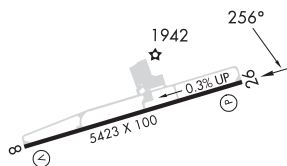
T
A For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -11°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct ADNOY and left turn on track 178° to DOWNT and on track 098° to HCH VOR/DME and hold.

ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF) 0
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ELEV 1882		TDZE 1871
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5000 ↑	ADNOY ✧	DOWNT ✧ tr 178°	HCH ◻ tr 098°	SALTZ 5 NM Holding Pattern
<p>BUMSE 3600 SAYCO 4100</p> <p>RW26 1.6 NM to RW26</p> <p>GP 3.00° TCH 60</p>				
CATEGORY	A	B	C	D
LPV DA	2121- ³ / ₄		250 (300- ³ / ₄)	
LNAV/VNAV DA	2170- ⁷ / ₈		299 (300- ⁷ / ₈)	
LNAV MDA	2440-1 569 (600-1)		2440-1 ⁵ / ₈ 569 (600-1 ⁵ / ₈)	
C CIRCLING	2440-1 558 (600-1)		2440-1 ⁵ / ₈ 558 (600-1 ⁵ / ₈) 2540-2 658 (700-2)	

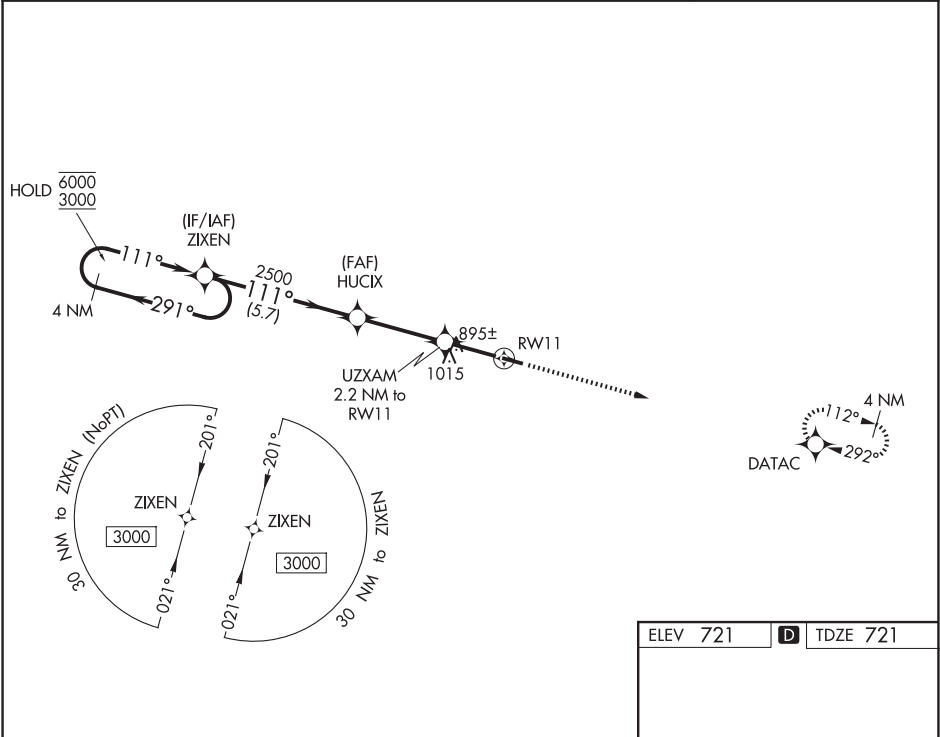
SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 62837 W11A	APP CRS 111°	Rwy Ldg TDZE 721 Apt Elev 721
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RNAV (GPS) RWY 11

CYNTHIANA-HARRISON COUNTY (ØI8)

RNP APCH. ▼ ▲ NA Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.		MISSED APPROACH: Climb to 3000 direct DATAC and hold.
27K AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	UNICOM 122.8 (CTAF) Ø



4 NM Holding Pattern		Visual Segment - Obstacles.		3000	DATAC
CATEGORY		A	B	C	D
LP MDA		1220-1	499 (500-1)	NA	
LNAV MDA		1300-1	579 (600-1)	NA	
CIRCLING		1340-1 619 (700-1)	1560-1¼ 839 (900-1¼)	NA	

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SE-1, 07 AUG 2025 to 02 OCT 2025

CYNTHIANA, KENTUCKY

AL-10745 (FAA)

25219

WAAS CH 42537 W29A	APP CRS 292°	Rwy Ldg TDZE 721 Apt Elev 721
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RNAV (GPS) RWY 29
CYNTHIANA-HARRISON COUNTY (Ø18)

RNP APCH.

▼ Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.

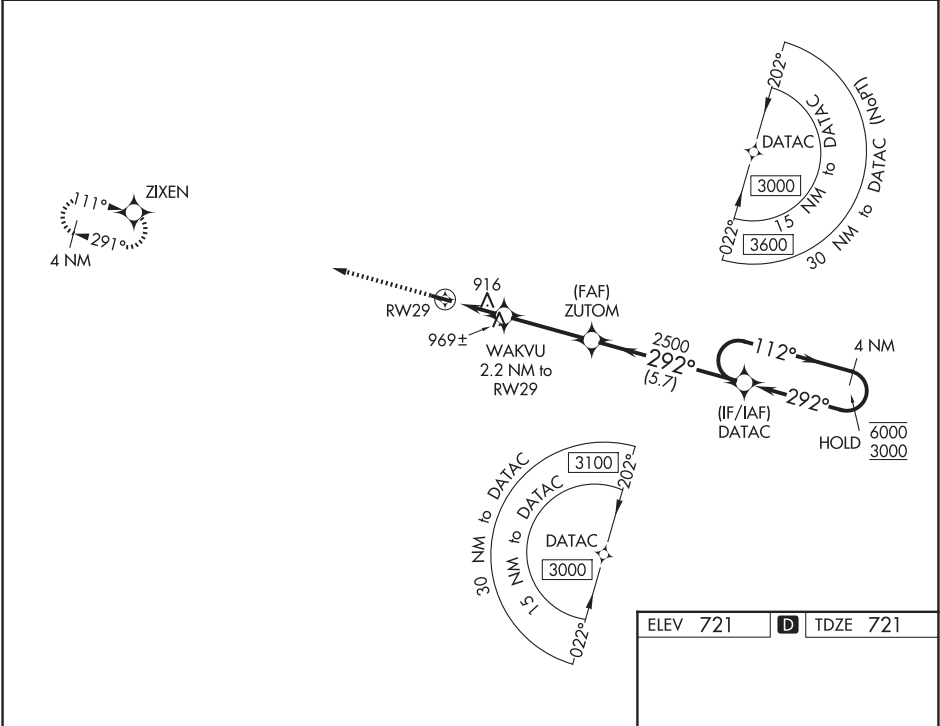
▲ NA

MISSED APPROACH: Climb to 3000 direct ZIXEN and hold.

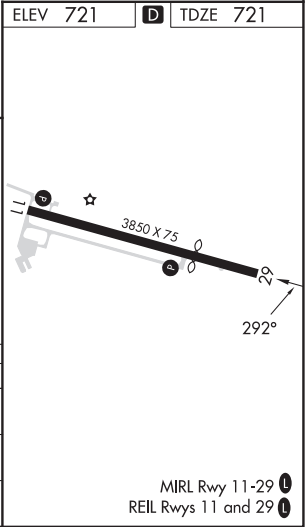
27K AWOS-3
119.975

LEXINGTON APP CON
120.15 259.3 (040°-220°)
120.75 298.9 (221°-039°)

UNICOM
122.8 (CTAF) **Ø**



3000	ZIXEN	Visual Segment - Obstacles.			
↑	✧				
		WAKVU 2.2 NM to RWY 29		ZUTOM	
		RWY 29		DATA	
		1440		2500	
		2.2 NM		3.3 NM	
				5.7 NM	
CATEGORY		A	B	C	D
LP MDA		1240-1	519 (600-1)	NA	
LNAV MDA		1280-1	559 (600-1)	NA	
CIRCLING		1340-1 619 (700-1)	1560-1¼ 839 (900-1¼)	NA	



CYNTHIANA, KENTUCKY

Orig-B 17JUN21

38°22'N-84°17'W

CYNTHIANA-HARRISON COUNTY (Ø18)

RNAV (GPS) RWY 29

SE-1, 07 AUG 2025 to 02 OCT 2025

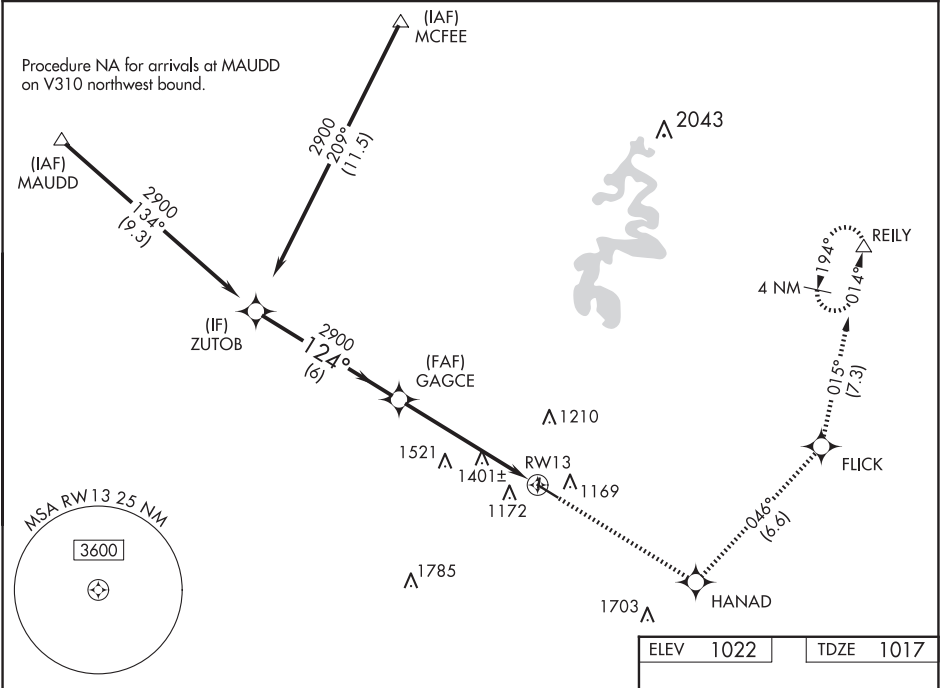
SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93706 W13A	APP CRS 124°	Rwy Ldg TDZE 1017 Apt Elev 1022
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RNAV (GPS) RWY 13
STUART POWELL FLD (DVK)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct HANAD and on track 046° to FLICK and on track 015° to REILY and hold.
▼ Rwy 13 helicopter visibility reduction below ¾ SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

AWOS-3 128.325	LEXINGTON APP CON 120.15 259.3	UNICOM 122.8 (CTAF) 0
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ELEV 1022		TDZE 1017	
3000 HANAD		FLICK	
tr 046°		tr 015°	
ZUTOB		REILY	
2900 124°		2900	
GP 3.00° TCH 34		1.9 NM to RW13	
6 NM		3.9 NM	
RW13		RW13	
CATEGORY	A	B	C
LPV DA	1267-1	250 (300-1)	
LNAV/VNAV DA	1660-1¾	643 (700-1¾)	
LNAV MDA	1660-1 643 (700-1)	1660-1¾ 643 (700-1¾)	

REIL Rwy 31 0

MIRL Rwy 13-31 0

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70506 W31A	APP CRS 305°	Rwy Ldg 5000 TDZE 1016 Apt Elev 1022
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RNAV (GPS) RWY 31
STUART POWELL FLD (DVK)

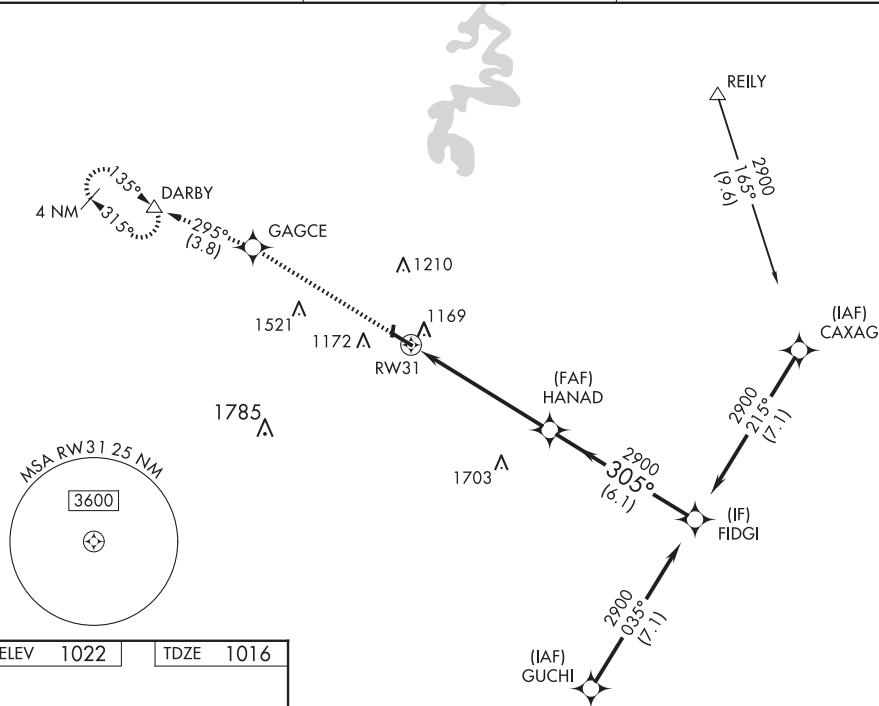
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C
A or above 54° C.

MISSED APPROACH: Climb to 3000 direct GAGCE and on track 295° to DARBY and hold.

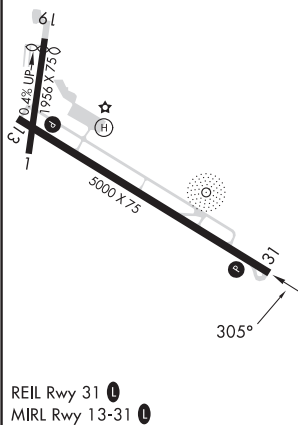
AWOS-3
128.325

LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF) **L**



ELEV	1022		TDZE	1016
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3000 ↑	GAGCE ✦	tr 295°	DARBY △				
CATEGORY LPV DA	A		B		C		D
LNAP/ VNAV DA	1216-1		200 (200-1)				
LNAP MDA	1520-1 504 (500-1)		1520-1 ³ / ₈ 504 (500-1 ³ / ₈)				
CIRCLING	1520-1 498 (500-1)	1680-1 658 (700-1)	1720-2 698 (700-2)	1840-2 ³ / ₄ 818 (900-2 ³ / ₄)			

DANVILLE, KENTUCKY
Amdt 1 27JAN22

37°35'N-84°46'W

STUART POWELL FLD (DVK)
RNAV (GPS) RWY 31

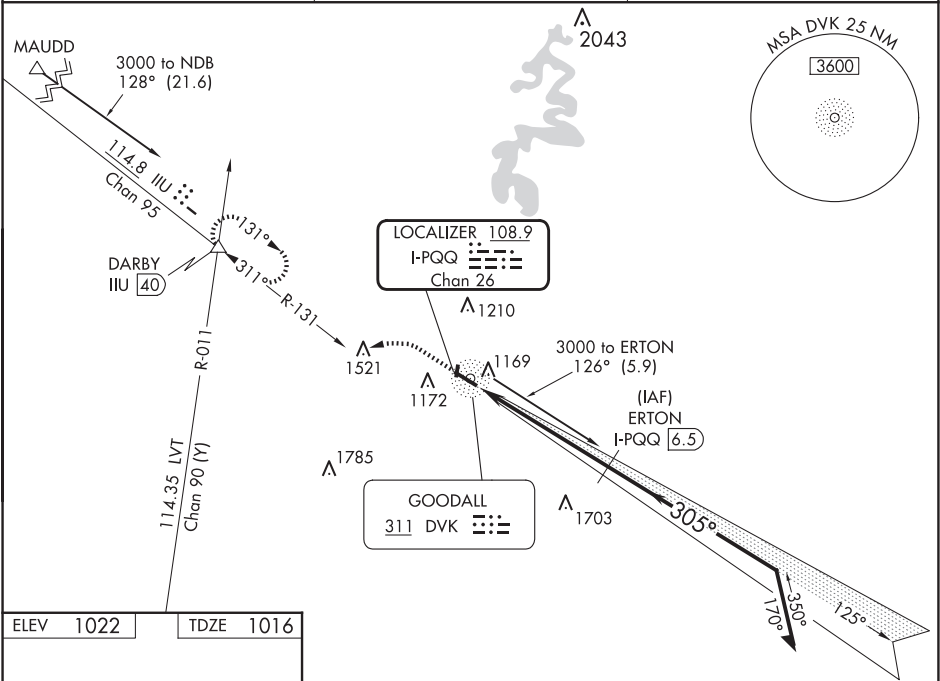
SE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-PQQ 108.9 Chan 26	APP CRS 305°	Rwy Ldg TDZE Apt Elev 5000 1016 1022
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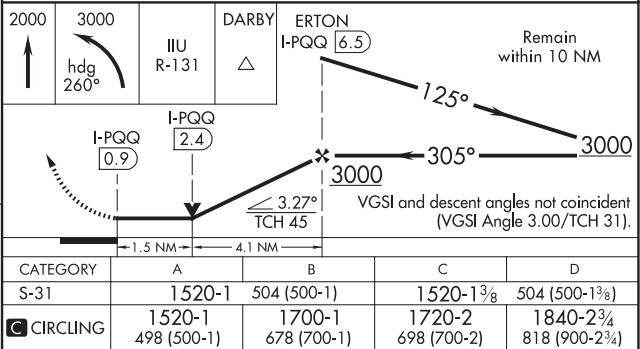
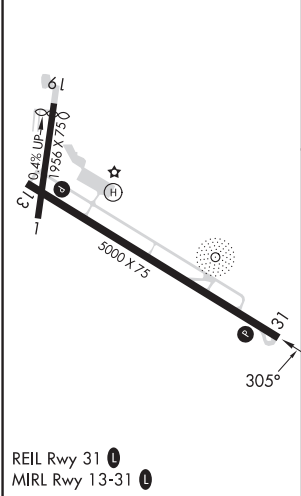
LOC RWY 31
STUART POWELL FLD (DVK)

DME required. ADF or RADAR required for procedure entry.	MISSED APPROACH: Climb to 3000 then climbing left turn to 3000 on heading 260° and ILL VORTAC R-131 to DARBY INT and hold.
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AWOS-3 128.325	LEXINGTON APP CON 120.15 259.3	UNICOM 122.8 (CTAF)
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ELEV 1022	TDZE 1016
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SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

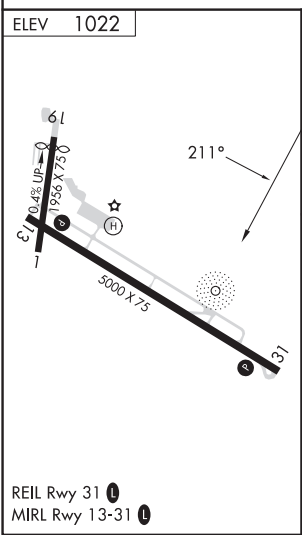
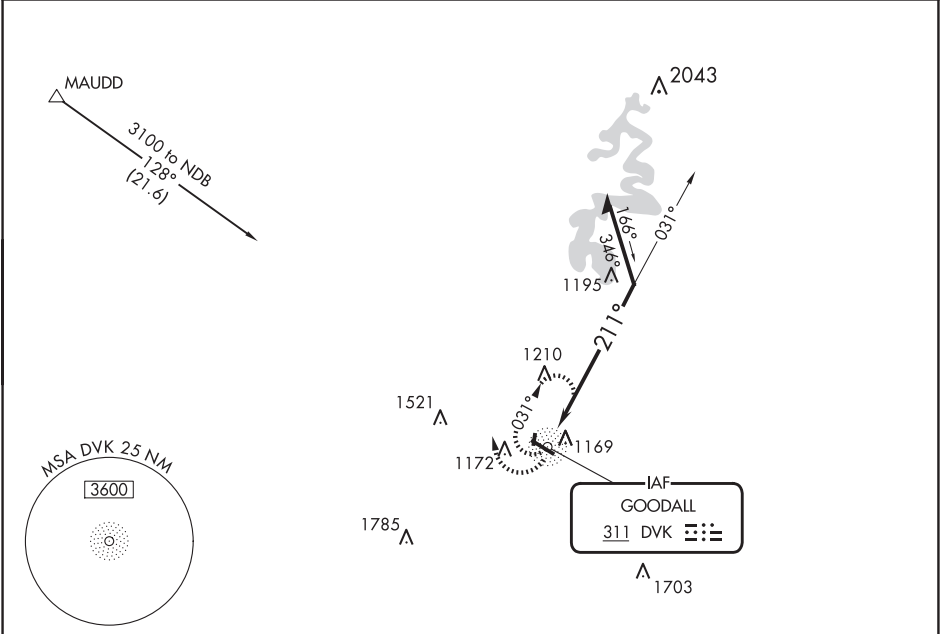
NDB	DVK	APP CRS	Rwy Ldg	N/A
311		211°	TDZE	N/A
			Apt Elev	1022

NDB-A

STUART POWELL FLD (DVK)

<div><div>⚠</div><div>NA</div></div> <div>When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Circling Rwy 1, 19 NA at night.</div>	MISSED APPROACH: Climbing right turn to 3100 in DVK NDB holding pattern.
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AWOS-3 128.325	LEXINGTON APP CON 120.15 259.3	UNICOM 122.8 (CTAF)
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<div>3100</div> <div></div>	<div>DVK NDB</div> <div>Remain within 10 NM</div> <div><div>031°</div><div>211°</div><div>3100</div></div>			
CATEGORY	A	B	C	D
CIRCLING	1600-1 578 (600-1)	1700-1 678 (700-1)	1720-2 698 (700-2)	1840-2¾ 818 (900-2¾)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

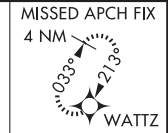
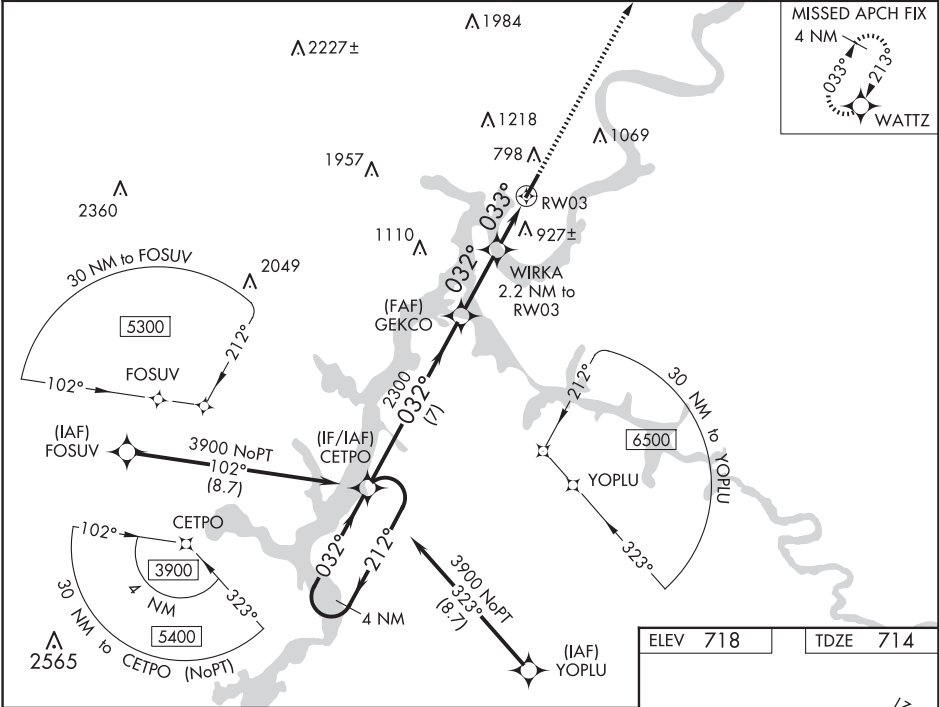
WAAS CH 86922 W03A	APP CRS 033°	Rwy Idg TDZE 714 Apt Elev 718	5001
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RNAV (GPS) RWY 3
MARK ANTON (2A0)

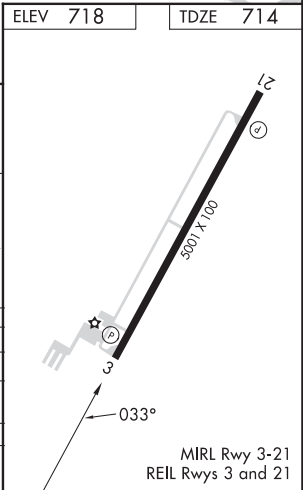
Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. VDP NA with Chattanooga altimeter setting. When VGSI inop, Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1039 feet, LNAV/VNAV DA to 1288 feet, and visibility LPV and LNAV/VNAV all Cats ½ SM; increase all MDA 80 feet and visibility LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. Rwy 3 helicopter visibility reduction below ¾ SM NA. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3900 direct
WATTZ and hold.

AWOS-3 135.075	CHATTANOOGA APP CON ★ 125.1 379.1	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern		CETPO		GEKCO		WIRKA 2.2 NM to RW03		3900 ↑ *LNAV only.		WATT ✦	
3900 ←212° 032°→		032°		2300		032°		*1.4 NM to RW03		RW03	
GP 3.00° TCH 31				2300		*1440		033°			
		7 NM		2.7 NM		0.8		1.4 NM			
CATEGORY	A	B		C		D					
LPV DA	964-7/8 250 (300-7/8)										
LNAV/VNAV DA	1213-13/4 499 (500-13/4)										
LNAV MDA	1180-1	466 (500-1)			1180-13/8			466 (500-13/8)			
CIRCLING	1380-1 662 (700-1)	1420-1 702 (800-1)			1520-21/4 802 (900-21/4)			1620-3 902 (1000-3)			



DAYTON, TENNESSEE

AL-6420 (FAA)

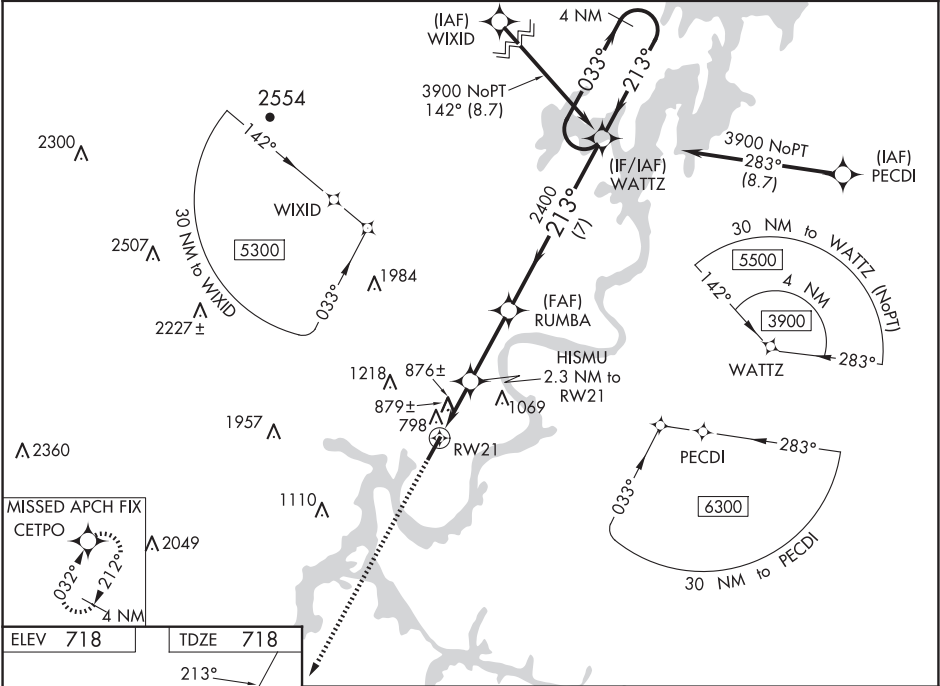
22363

WAAS CH 70522 W21A	APP CRS 213°	Rwy Idg TDZE 718 Apt Elev 718	5001 718 718
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RNAV (GPS) RWY 21
MARK ANTON (2A0)

<p>NA Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When VGSI inop, Straight-in/Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1085 feet, LNAV/VNAV DA to 1249 feet, and visibility LPV and LNAV/VNAV all Cats ¼ SM; increase all MDA 80 feet and visibility LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. Rwy 21 helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 3900 direct CETPO and hold, continue climb-in-hold to 3900.</p>
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AWOS-3 135.075	CHATTANOOGA APP CON ★ 125.1 379.1	UNICOM 123.0 (CTAF)
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ELEV 718	TDZE 718
213°	21
3900	CETPO
*LNAV only.	HISMU 2.3 NM to RW21
RW21	RUMBA 2400
*1480	2400
2.3 NM	2.9 NM
7 NM	4 NM Holding Pattern
WATZ	033°→ 3900
GP 3.00°	TCH 31
213°	
CATEGORY	A B C D
LPV DA	1010-1 292 (300-1)
LNAV/VNAV DA	1174-1½ 456 (500-1½)
LNAV MDA	1140-1 422 (500-1)
	1140-1¼ 422 (500-1¼)
CIRCLING	1380-1 662 (700-1) 1420-1 702 (800-1) 1520-2¼ 802 (900-2¼) 1620-3 902 (1000-3)

DAYTON, TENNESSEE
Amdt 1B 02DEC21

35°29'N-84°56'W

RNAV (GPS) RWY 21
MARK ANTON (2A0)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS 173°	Rwy Ldg	5001
	TDZE	892
	Apt Elev	892

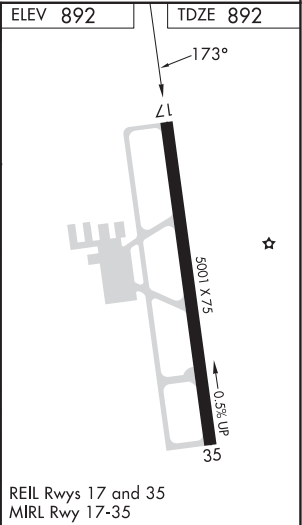
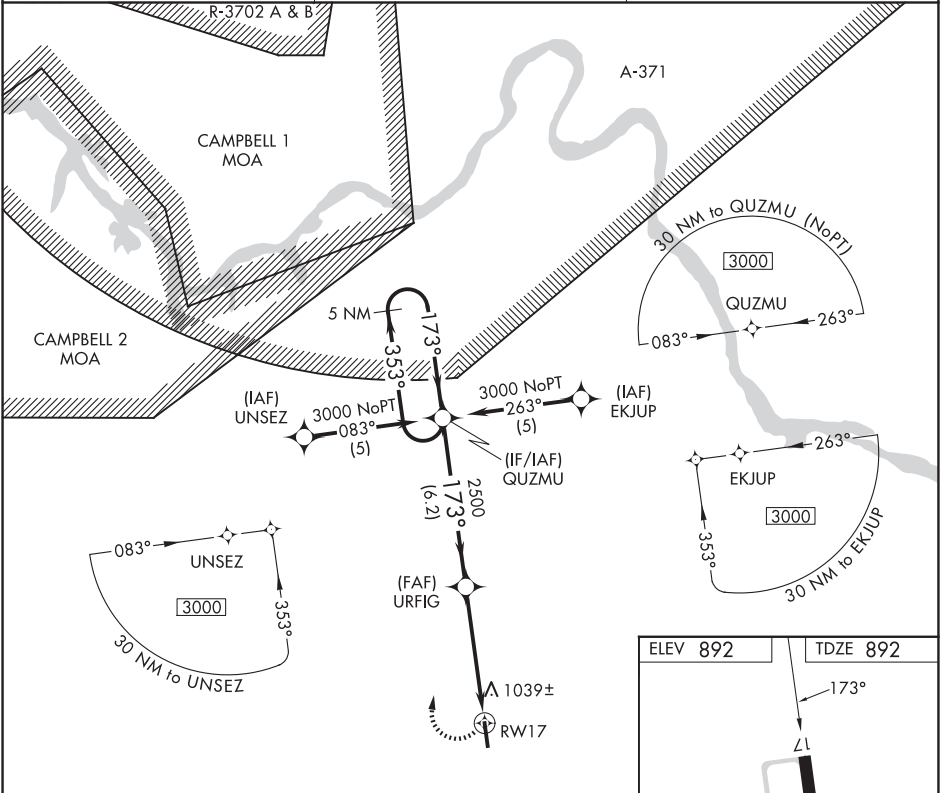
RNAV (GPS) RWY 17

DICKSON MUNI (M02)

Night Landing: Rwy 35 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 140 feet and increase LNAV Cat C and Circling Cat B visibility ¼ mile and LNAV Cat D and Circling Cat C/D ½ mile.

MISSED APPROACH:
Climbing right turn to 3000 direct QUZMU and hold.

AWOS-3 123.875	NASHVILLE APP CON 119.35 372.0	UNICOM 122.8 (CTAF)
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5 NM

Holding Pattern

QUZMU

3000

← 353°

173° →

URFIG

2500

173°

6.2 NM

4.9 NM

RW17

Visual Segment - Obstacles.

3000

3000

QUZMU

URFIG

2500

RW17

3000

QUZMU

URFIG

2500

RW17

3000

QUZMU

URFIG

2500

RW17

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QUZMU

URFIG

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DYERSBURG, TENNESSEE

AL-966 (FAA)

24025

WAAS CH 82320 W04A	APP CRS 041°	Rwy Idg TDZE Apt Elev	5698 316 338
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RNAV (GPS) RWY 4

DYERSBURG RGNL (DYR)

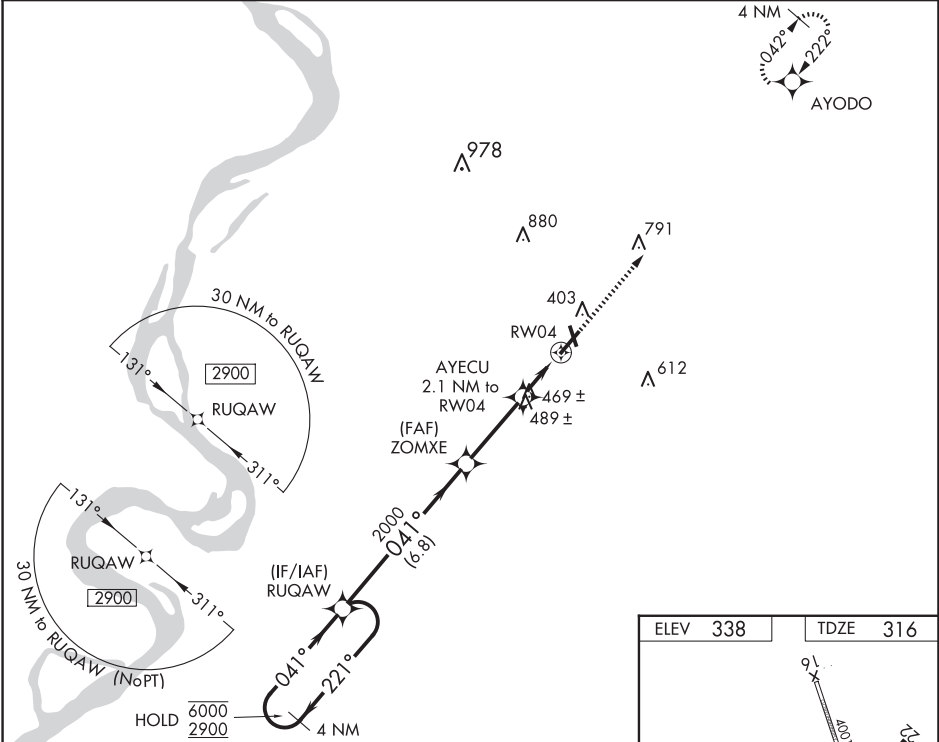
RNP APCH.

⚠

Circling to Rwy 16, 34 NA at night. Rwy 4 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 2900 direct AYODO and hold.

AWOS-3PT 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

2900 AYODO

6000 2900

GP 3.00° TCH 40

2000

*1000

2000

3000

4000

5000

6000

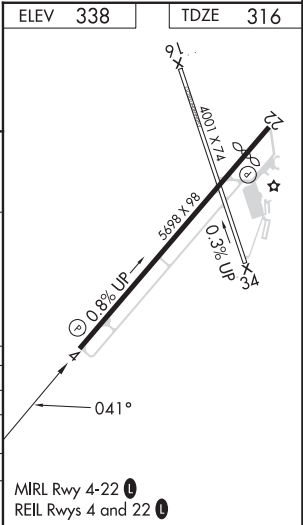
6.8 NM

3.1 NM

0.9 NM

1.2 NM

CATEGORY	A	B	C	D
LPV DA	588-1	272 (300-1)		
LNAV/VNAV DA	801-1 $\frac{3}{8}$	485 (500-1 $\frac{3}{8}$)		
LNAV MDA	720-1	404 (400-1)	720-1 $\frac{3}{8}$	404 (400-1 $\frac{3}{8}$)
CIRCLING	740-1 402 (500-1)	800-1 462 (500-1)	1040-2 702 (800-2)	1240-3 902 (1000-3)



DYERSBURG, TENNESSEE
Amdt 2D 20MAY21

36°00'N-89°24'W

DYERSBURG RGNL (DYR)

RNAV (GPS) RWY 4

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
222°

Rwy Ldg
TDZE
334

Apt Elev
338

RNAV (GPS) RWY 22

DYERSBURG RGNL (DYR)

RNP APCH - GPS.

When local altimeter setting not received, use HKA altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ SM. VDP NA with HKA altimeter setting.

MISSED APPROACH: Climb to 2900 direct RUQAW and hold.

AWOS-3PT 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF) 0
----------------------------	--	----------------------------------

2900 RUQAW

DAKNE 2.4 NM to RW22

CAGAC

AYODO

4 NM Holding Pattern

1.2 NM to RW22

1.2 NM

1.2 NM

2.7 NM

6.8 NM

3.02° TCH 30

222°

042°

222°

6000

2900

1140

2000

CATEGORY	A	B	C	D
RNAV MDA	740-1	406 (500-1)	740-1½	406 (500-1½)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	1040-2 702 (800-2)	1240-3 902 (1000-3)

ELEV 338

TDZE 334

MRL Rwy 4-22 0

REIL Rwy 4 and 22 0

DYERSBURG, TENNESSEE

Amdt 1D 12JUN25

36°00'N-89°24'W

131

DYERSBURG RGNL (DYR)

RNAV (GPS) RWY 22



ELIZABETHTON, TENNESSEE

AL-9816 (FAA)

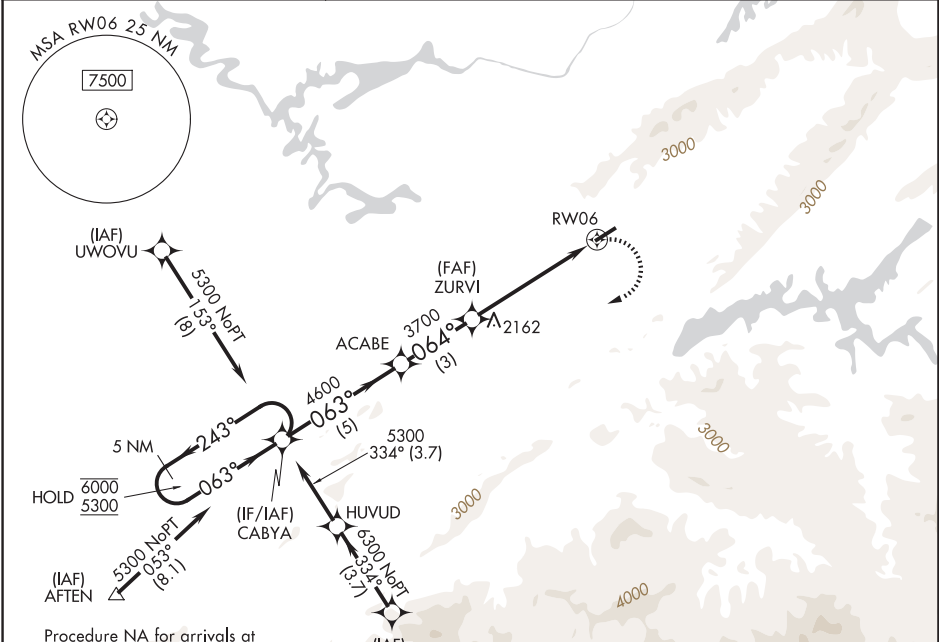
25219

APP CRS 064°	Rwy Ldg	4904
	TDZE	1575
	Apt Elev	1593

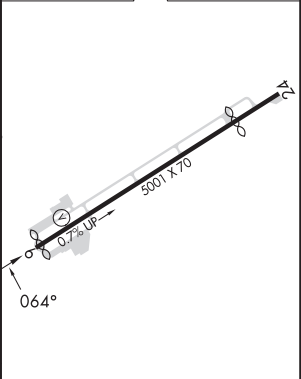
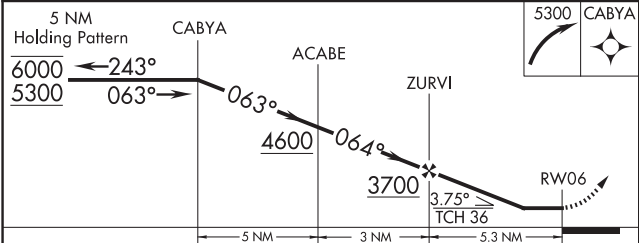
RNAV (GPS) RWY 6
ELIZABETHTON MUNI (ØA9)

RNP APCH - GPS.		MISSED APPROACH: (Do not exceed 200K until CABYA) Climbing right turn to 5300 direct CABYA and hold.
	Circling NA northwest of Rwy 6-24. Procedure NA at night.	
 -10°C	Rwy 6 helicopter visibility reduction below 1 SM NA.	

AWOS-3PT 135.675	TRI CITY APP CON ★ 134.425 349.0	UNICOM 123.0 (CTAF) 0
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ELEV 1593	D	TDZE 1575
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CATEGORY	A	B	C	D
LNNAV MDA	3080-1¼ 1505 (1500-1¼)	3160-1½ 1585 (1600-1½)	3260-3 1685 (1700-3)	NA
CIRCLING	3080-1¼ 1487 (1500-1¼)	3160-1½ 1567 (1600-1½)	3260-3 1667 (1700-3)	NA

REIL Rwy 6 0
LIRL Rwy 6-24 0

ELIZABETHTON, TENNESSEE
Amdt 1 24MAR22

36°22'N-82°10'W

ELIZABETHTON MUNI (ØA9)
RNAV (GPS) RWY 6

SE-1, 07 AUG 2025 to 02 OCT 2025

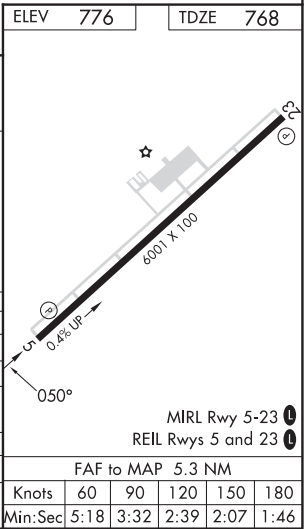
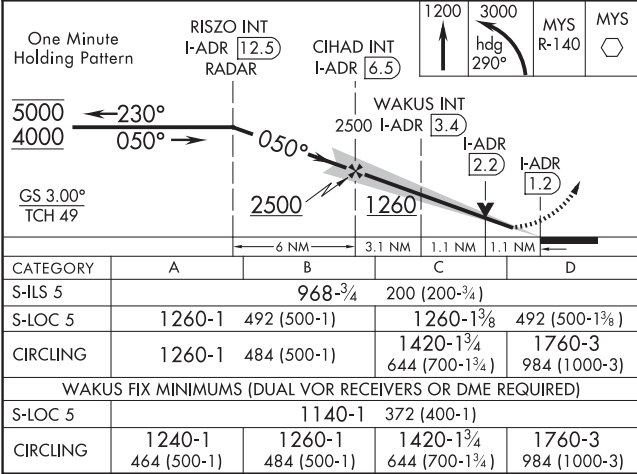
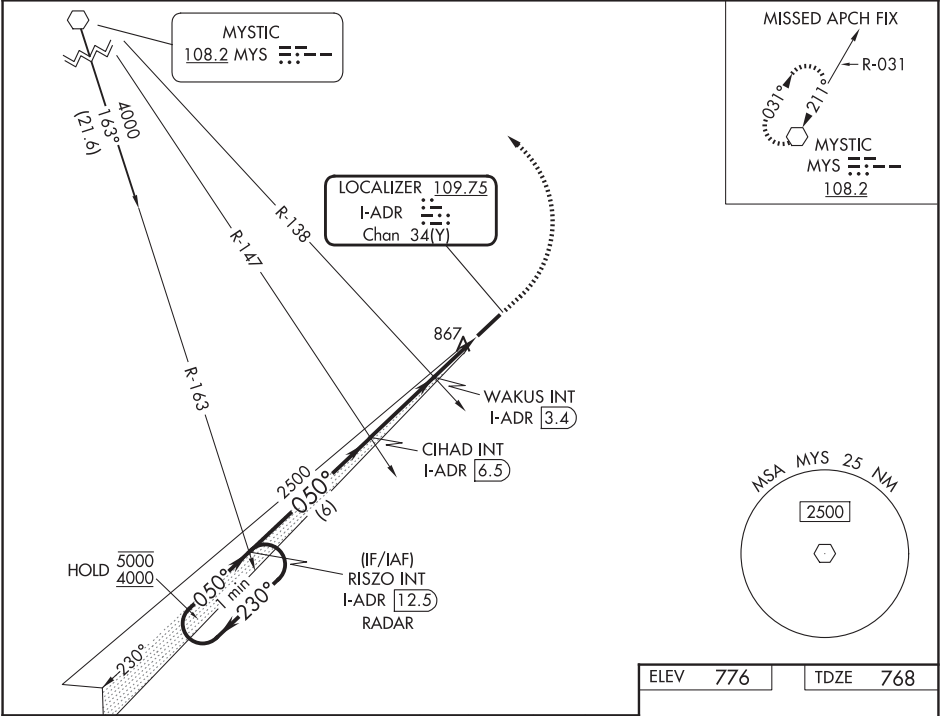
SE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME	I-ADR	APP CRS	Rwy Ldg	6001
109.75	050°	TDZE	768	
Chan 34(Y)		Apt Elev	776	

ILS or LOC RWY 5

ADDINGTON FLD (EKK)

<div><div>▼</div><div>▲</div></div>		MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 290° and MYS R-140 to MYS VOR and hold.	
AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.55	123.675 327.0	119.45	123.075 (CTAF) 1



ELIZABETHTOWN, KENTUCKY

AL-6712 (FAA)

25219

WAAS CH 77700 W05A	APP CRS 050°	Rwy Ldg TDZE Apt Elev 776
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RNAV (GPS) RWY 5

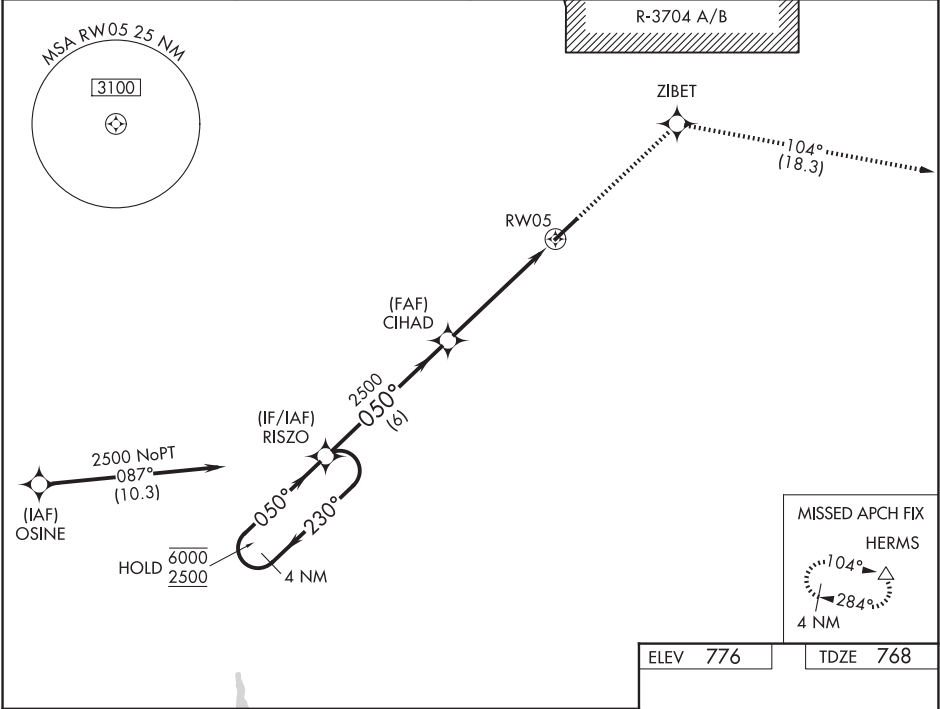
ADDINGTON FLD (EKK)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ZIBET and on track 104° to HERMS and hold.

AWOS-3 118.55	LOUISVILLE APP CON 132.075 327.0	CLNC DEL 119.45	UNICOM 123.075 (CTAF) 0
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4 NM Holding Pattern		RISZO	CIHAD	3000 ↑	ZIBET ✱	tr 104°	HERMS △
6000 2500 GP 3.00 TCH 49		←230° 050°→	050° 2500	2500	* LNAV only.		
		6 NM		4 NM	1.3 NM	* 1.3 NM to RW05 RW05	
CATEGORY	A	B	C	D			
LPV DA	968-¾		200 (200-¾)				
LNAV/ VNAV DA	1053-⅞		285 (300-⅞)				
LNAV MDA	1200-1	432 (500-1)	1200-1¼	432 (500-1¼)			
CIRCLING	1240-1 464 (500-1)	1260-1 484 (500-1)	1420-1¾ 644 (700-1¾)	1760-3 984 (1000-3)			

ELEV 776 TDZE 768

MISSED APCH FIX
HERMS
104°
284°
4 NM

MIRL Rwy 5-23
REIL Rwy 5 and 23

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

ELIZABETHTOWN, KENTUCKY

AL-6712 (FAA)

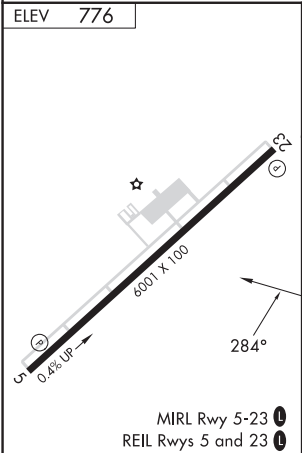
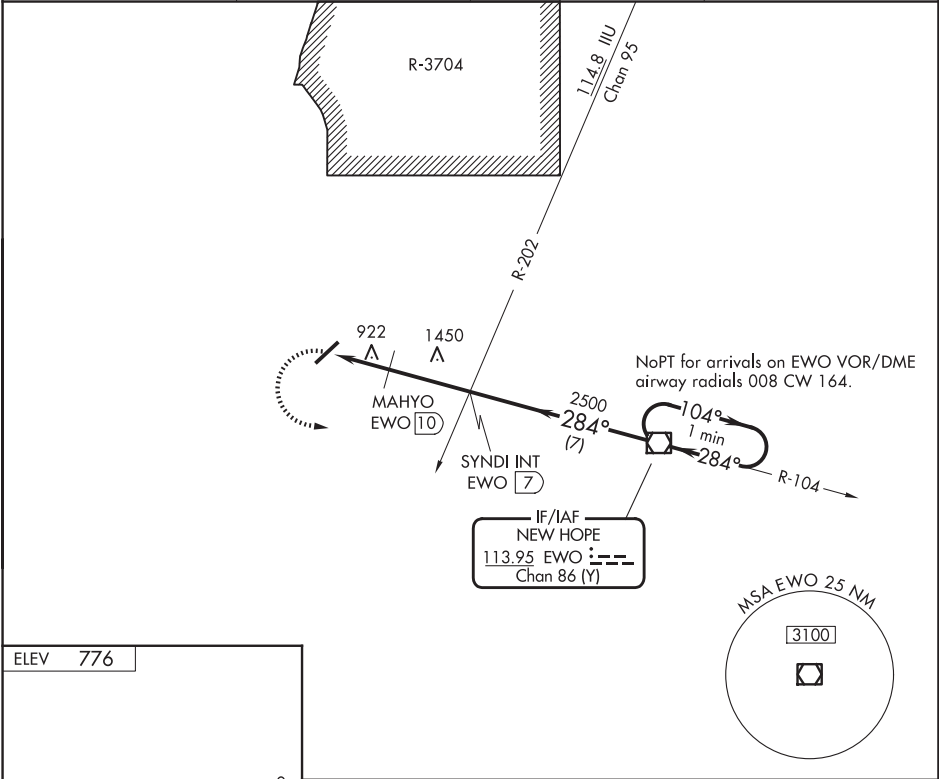
25219

VOR/DME EWO 113.95 Chan 86 (Y)	APP CRS 284°	Rwy Ldg TDZE Apt Elev N/A N/A 776
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VOR-A
ADDINGTON FLD (EKX)

NA When local altimeter setting not received, use Bardstown altimeter setting: increase all MDAs 80 feet and visibility Cat B and Cat C ¼ SM; MAHYO fix minimums: increase visibility Cat C ¼ SM.	MISSED APPROACH: Climbing left turn to 2500 direct to EWO VOR/DME and hold.
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AWOS-3 118.55	LOUISVILLE APP CON 123.675 327.0	CLNC DEL 119.45	UNICOM 123.075 (CTAF) 0
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2500	EWO	SYNDI INT EWO 7	EWO VOR/DME	One Minute Holding Pattern
2500	MAHYO EWO 10	2500	104°	2500
1700*	284°	284°	284°	
*1820 when using Louisville Init altimeter setting.				
2.1 NM 3 NM 7 NM				
CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 924 (1000-1¼)		1700-2¾ 924 (1000-2¾)	1760-3 984 (1000-3)
MAHYO FIX MINIMUMS				
CIRCLING	1240-1 464 (500-1)	1260-1 484 (500-1)	1420-1¾ 644 (700-1¾)	1760-3 984 (1000-3)

ELIZABETHTOWN, KENTUCKY
Amdt 3B 06OCT22

37°41'N-85°56'W

ADDINGTON FLD (EKX)
VOR-A

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40036 W21A	APP CRS 211°	Rwy Idg TDZE 899 Apt Elev 899
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RNAV (GPS) RWY 21

GENE SNYDER (K62)

▼

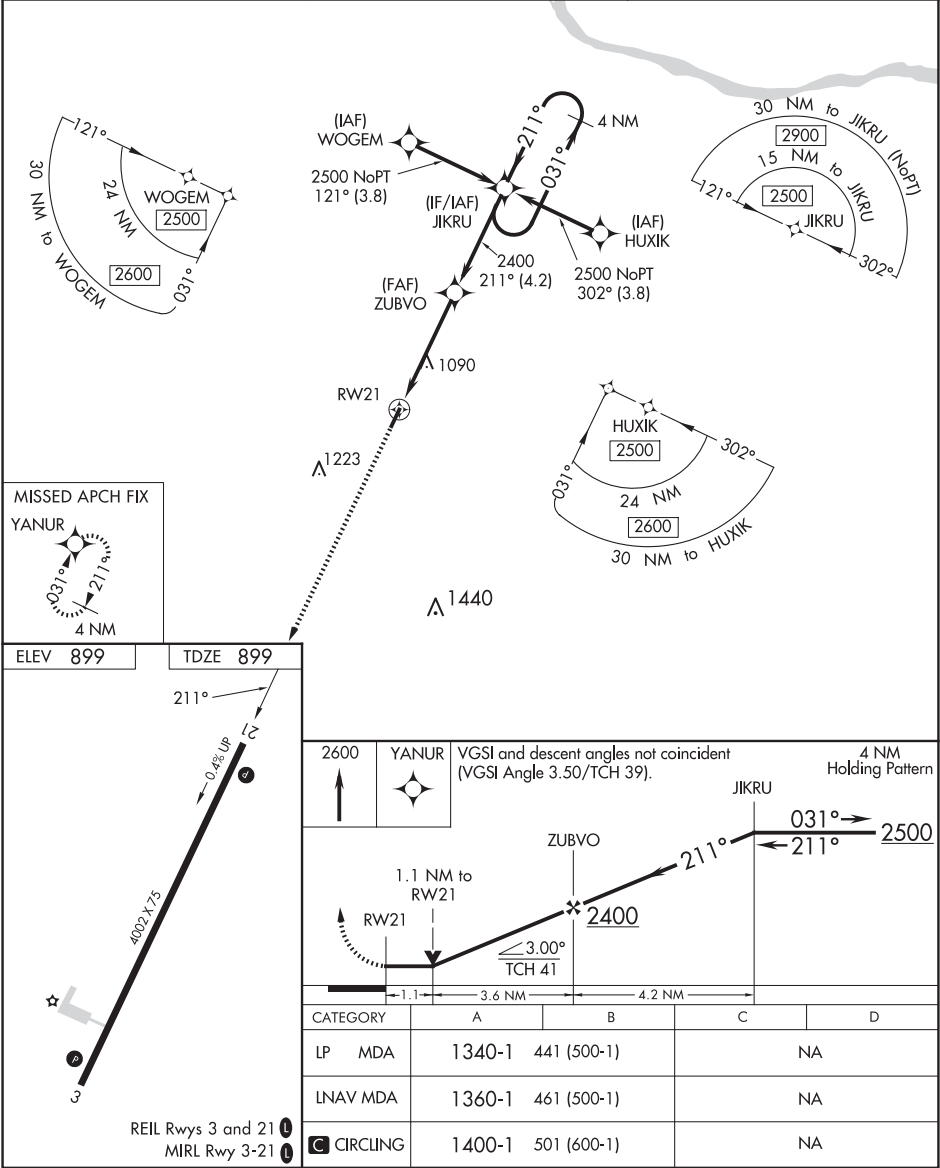
⚠

NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Night landing: Rwy 03 NA. Helicopter visibility reduction below ¼ SM NA. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting.

MISSED APPROACH:
Climb to 2600 direct
YANUR and hold.

AWOS-3 123.825	CINCINNATI APP CON 121.0 254.25	UNICOM 122.7 (CTAF)
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FALMOUTH, KENTUCKY

AL-6864 (FAA)

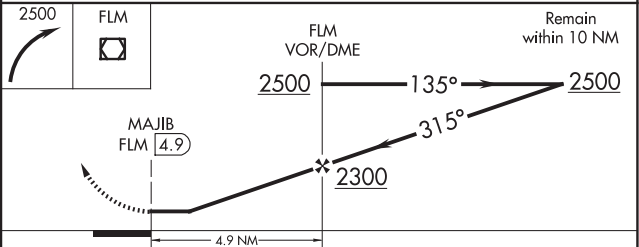
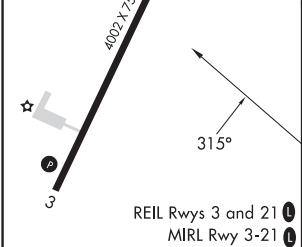
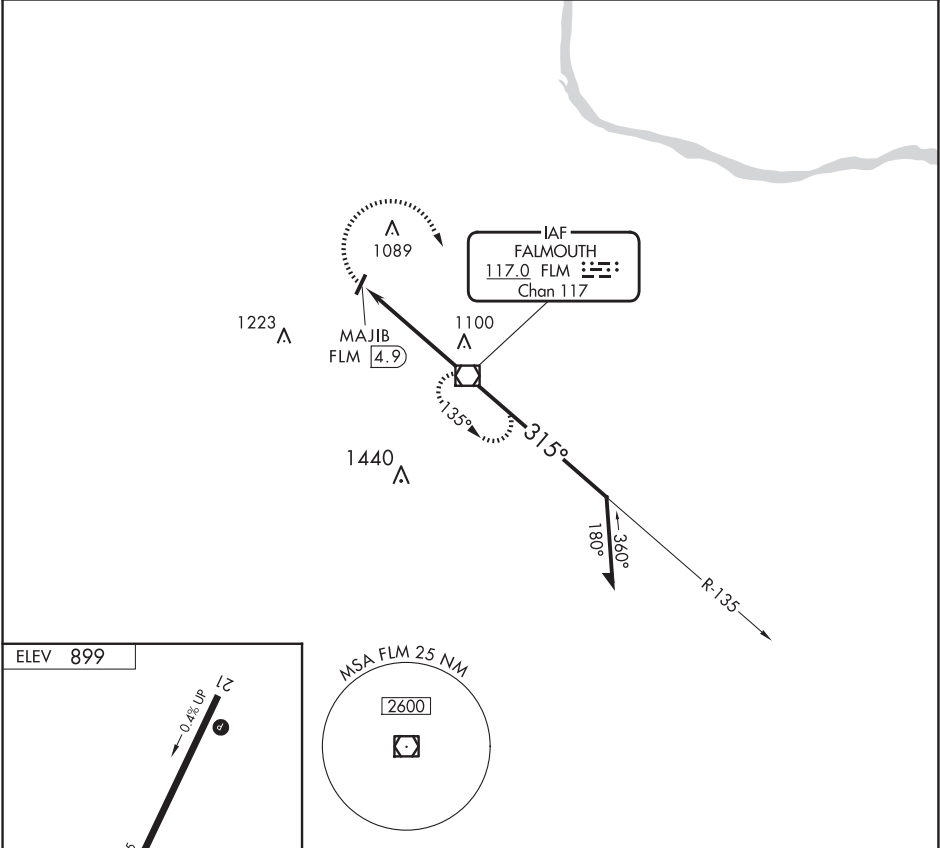
24249

VOR/DME FLM	APP CRS	Rwy Idg	N/A
117.0	315°	TDZE	N/A
Chan 117		Apt Elev	899

VOR-A
GENE SNYDER (K62)

<p>▼ ▲ NA</p>	Night landing: Rwy 03 NA. When local alimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.
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AWOS-3 123.825	CINCINNATI APP CON 121.0 254.25	UNICOM 122.7 (CTAF) 0
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FAF to MAP 4.9 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180					
Min:Sec	4:54	3:16	2:27	1:58	1:38	CIRCLING	1400-1	501 (600-1)	NA	

FALMOUTH, KENTUCKY
Amdt 3A 30APR15

38°42'N-84°24'W

GENE SNYDER (K62)
VOR-A

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61017 W02A	APP CRS 015°	Rwy Idg 5500 TDZE 978 Apt Elev 984
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RNAV (GPS) RWY 2

FAYETTEVILLE MUNI (FYM)

RNP APCH - GPS

▼

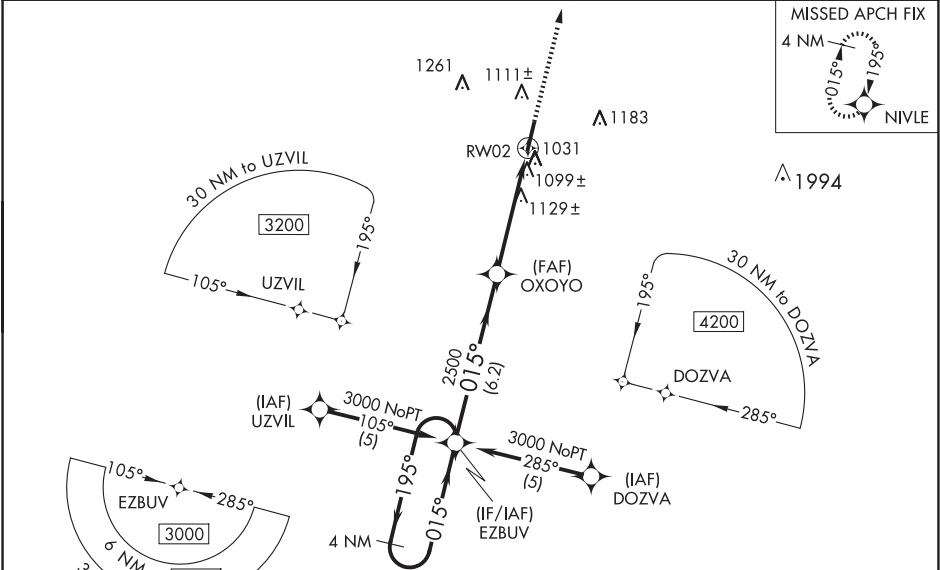
▲

NA

Baro-VNAV and VDP NA when using Huntsville Exec Tom Sharp Jr Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Rwy 2 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Huntsville Exec Tom Sharp Jr Fld altimeter setting and increase LPV DA to 1341 feet and all visibilities ¼ SM; LNAV/VNAV DA to 1519 feet and all visibilities ½ SM; increase all MDAs 120 feet and LNAV Cat C and Circling Cat D visibility ¼ SM, LNAV Cat D and Circling Cat C visibility ½ SM.

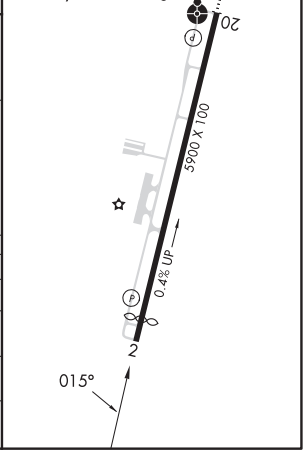
MISSED APPROACH:
Climb to 3000 direct NIVLE and hold.

AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	CLNC DEL (GCO) 121.725	UNICOM 122.8 (CTAF) 0
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ELEV 984	D	TDZE 978
MIRL Rwy 2-20		
REIL Rwy 2 and 20		

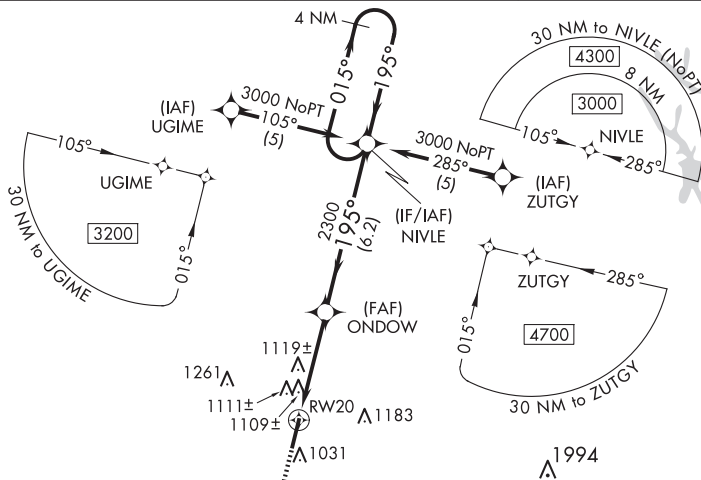
4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI 3.00/TCH 22).		3000	NIVLE
EZBUB		OXOYO		↑	✧
3000 ← 195°		015° →		* 1.3 NM to RW02	
GP 3.00°		2500		* RNAV only.	
TCH 40		6.2 NM		RW02	
		3.4 NM			
		1.3 NM			
CATEGORY	A	B	C	D	
LPV DA		1228-1	250 (300-1)		
LNAV/VNAV DA		1406-1½	428 (500-1½)		
LNAV MDA	1380-1	402 (400-1)	1380-1¼	402 (400-1¼)	
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1580-1½ 596 (600-1½)	1580-2 596 (600-2)	



RNAV (GPS) RWY 20

MISSED APPROACH:
Climb to 3000 direct
EZBUD and hold.

UNICOM
122.8 (CTAF) **L**



MISSED APCH FIX



NM 195° 015° EZBU

MIRL Rwy 2-20 **L**
REIL Rwy 2 and 20 **L**

3000	EZBUV
------	-------

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).

NIVLE 4 NM Holding Pattern

* LNAV only.

*1.2 NM to
RW20

ON DOW

$$\frac{\text{GP } 3.00^\circ}{\text{TCH } 40}$$

CATEGORY	A	B	C	D
LPV DA	1260-1 276 (300-1)			
LNAV/VNAV DA	1448-1 $\frac{3}{4}$ 464 (500-1 $\frac{3}{4}$)			
LNAV MDA	1380- $\frac{3}{4}$ 396 (400- $\frac{3}{4}$)			1380-1 $\frac{1}{4}$ 396 (400-1 $\frac{1}{4}$)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1580-1 $\frac{1}{2}$ 596 (600-1 $\frac{1}{2}$)	1580-2 596 (600-2)

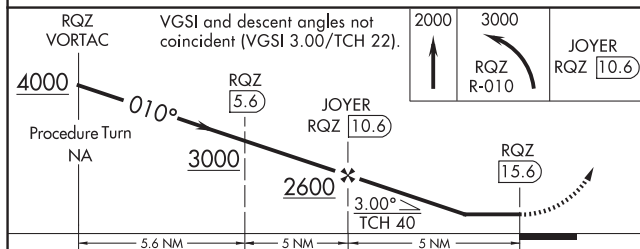
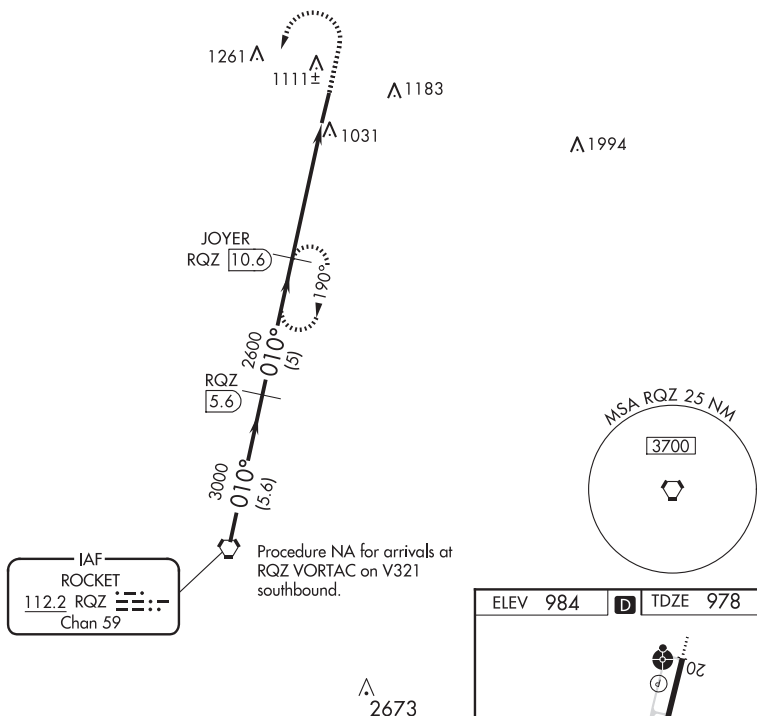
FAYETTEVILLE MUNI (FYM)
RNAV (GPS) RWY 20

SE-1, 07 AUG 2025 to 02 OCT 2025

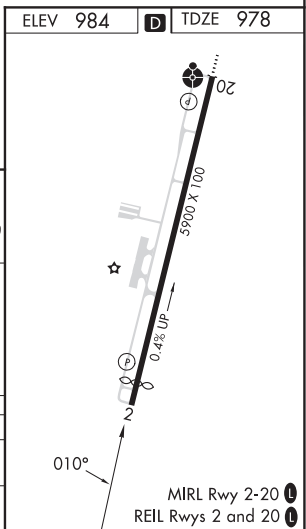
VOR/DME RWY 2
FAYETTEVILLE MUNI (FYM)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.

AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	CLNC DEL (GCO) 121.725	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
S-2	1400-1	422 (500-1)	1400-1¼ 422 (500-1¼)	1400-1½ 422 (500-1½)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1580-1½ 596 (600-1½)	1580-2 596 (600-2)



SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 7
FLEMING-MASON (FGX)UNICOM
123.0 (CTAF) L

FLEMING-MASON (FGX)
RNAV (GPS) RWY 7

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 69212 W25A	APP CRS 252°	Rwy Idg TDZE 913 Apt Elev 913	4703 913 913
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RNAV (GPS) RWY 25

FLEMING-MASON (F'GX)

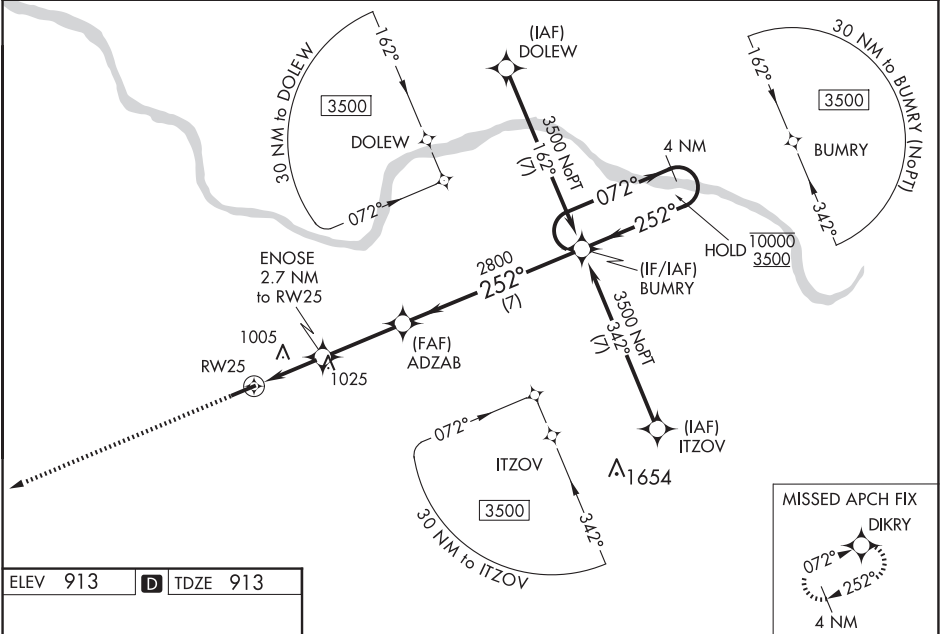
RNP APCH - GPS.

▼

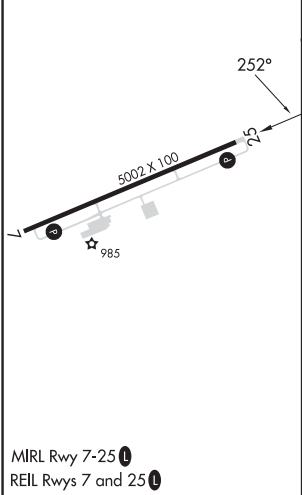
Baro-VNAV and VDP NA when using Blue Grass altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1240 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1290 feet and all visibilities ¼ SM; increase all MDAs 140 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH:
Climb to 3000 direct
DIKRY and hold.

AWOS-3 118.125	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 123.0(CTAF) 0
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ELEV 913	D	TDZE 913
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	3000 ↑ DIKRY	ADZAB 2800	BUMRY 2800	10000 3500
	1 NM	1.7 NM	3.1 NM	7 NM
CATEGORY	A	B	C	D
LPV DA	1113-¾	200 (200-¾)		
LNAV/VNAV DA	1163-¾	250 (300-¾)		
LNAV MDA	1260-1	347 (400-1)		
CIRCLING	1320-1 407 (500-1)	1380-1 467 (500-1)	1520-1¾ 607 (700-1¾)	1520-2 607 (700-2)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

FLEMINGSBURG, KENTUCKY

AL-6296 (FAA)

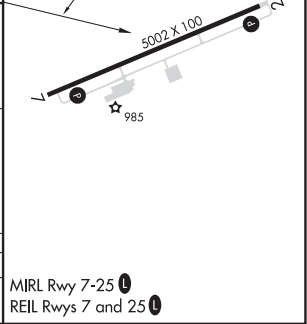
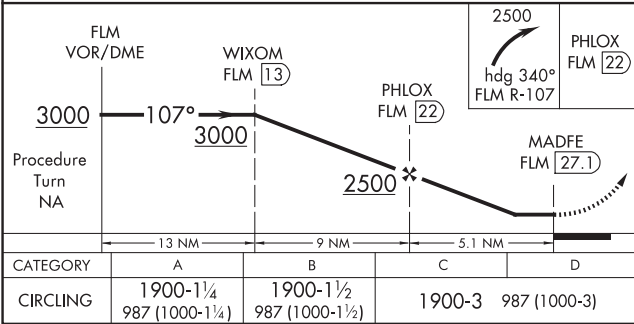
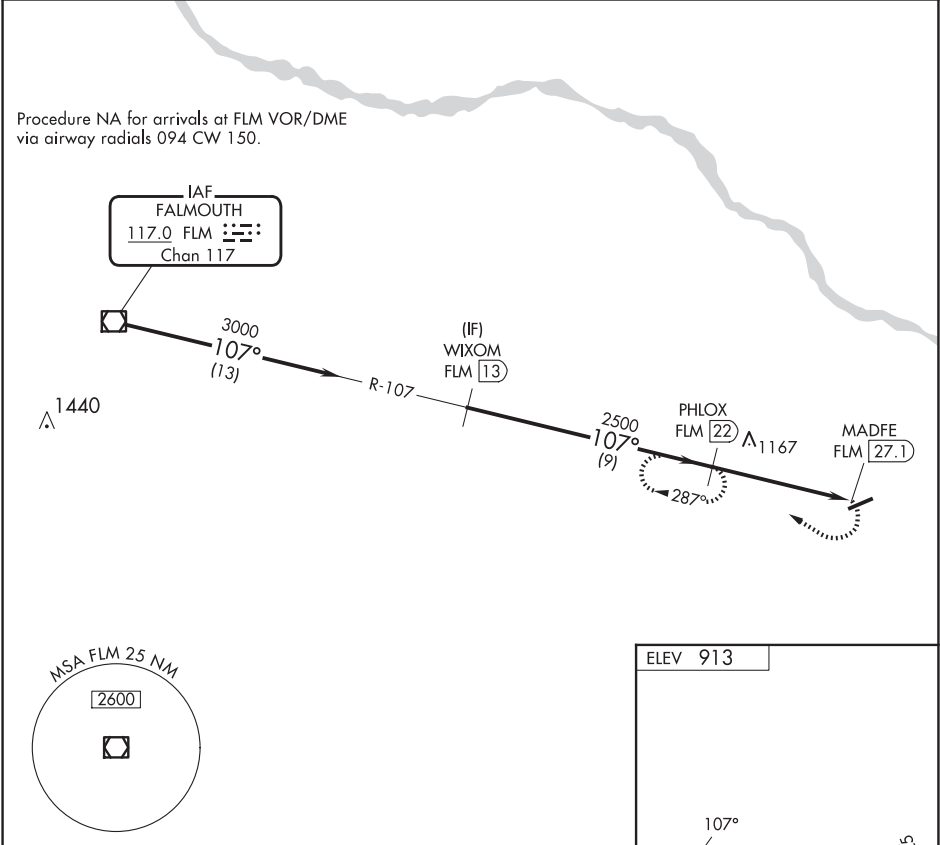
23334

VOR/DME FLM 117.0 Chan 117	APP CRS 107°	Rwy Idg TDZE Apt Elev N/A N/A 913
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VOR/DME-A
FLEMING-MASON (F'GX)

NA When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.	MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.
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AWOS-3 118.125	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 123.0 (CTAF)
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FLEMINGSBURG, KENTUCKY
Amdt 6 07MAR13

38°32'N-83°45'W

FLEMING-MASON (F'GX)
VOR/DME-A

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77831 W07A	APP CRS 069°	Rwy Idg TDZE Apt Elev	5506 812 812
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RNAV (GPS) RWY 7

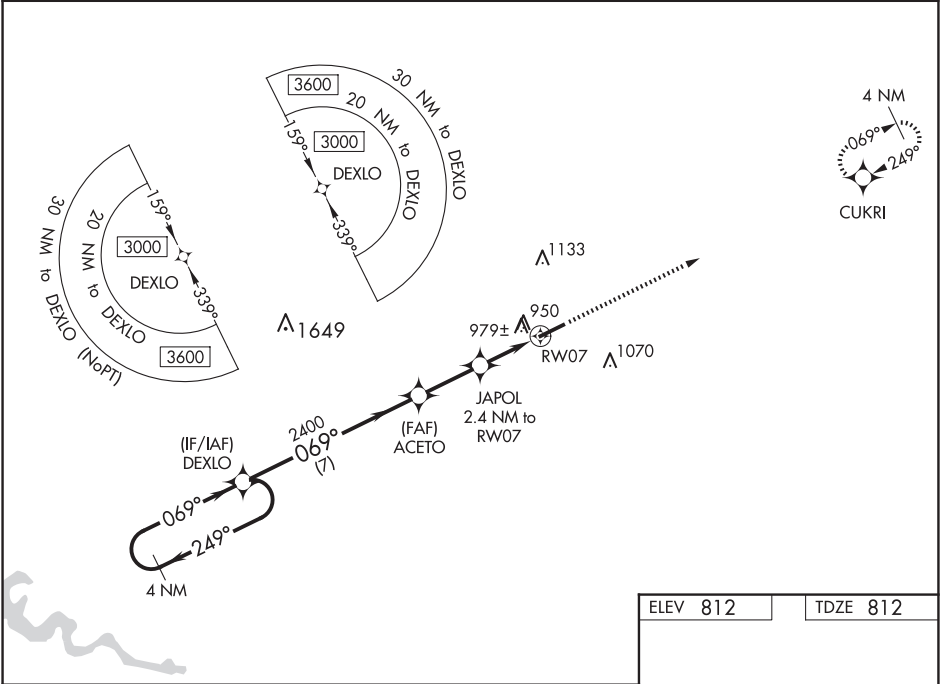
CAPITAL CITY (F'TT)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1149 feet and LNAV/VNAV DA to 1293 feet and all visibilities ¼ mile; increase all MDAs 80 feet, LNAV visibility Cats C and D ½ mile, and Circling visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct CUKRI and hold.

ASOS 119.275	LEXINGTON APP CON 120.75 298.9	CLNC DEL 118.65	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern DEXLO		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).		3000	CUKRI
GP 3.00° TCH 45		ACETO 2400		JAPOL 2.4 NM to RW07	*LNAV only.
3000 ← 249°		2400		RW07	
069° →		*1620		1.3 NM to RW07	
069°		7 NM		2.4 NM	1.2
069°		2.4 NM		1.3	
CATEGORY	A	B	C	D	
LPV DA	1087-7/8		275 (300-7/8)		
LNAV/VNAV DA	1231-13/8		419 (500-13/8)		
LNAV MDA	1240-1	428 (500-1)	1240-1 1/4	428 (500-1 1/4)	
CIRCLING	1280-1	1380-1	1440-1 3/4	1440-2	
	468 (500-1)	568 (600-1)	628 (700-1 3/4)	628 (700-2)	
					MIRL Rwy 7-25 0 REIL Rwy 7 and 25 0

FRANKFORT, KENTUCKY

AL-5024 (FAA)

23054

WAAS CH 56531 W25A	APP CRS 249°	Rwy Idg TDZE 790 Apt Elev 812
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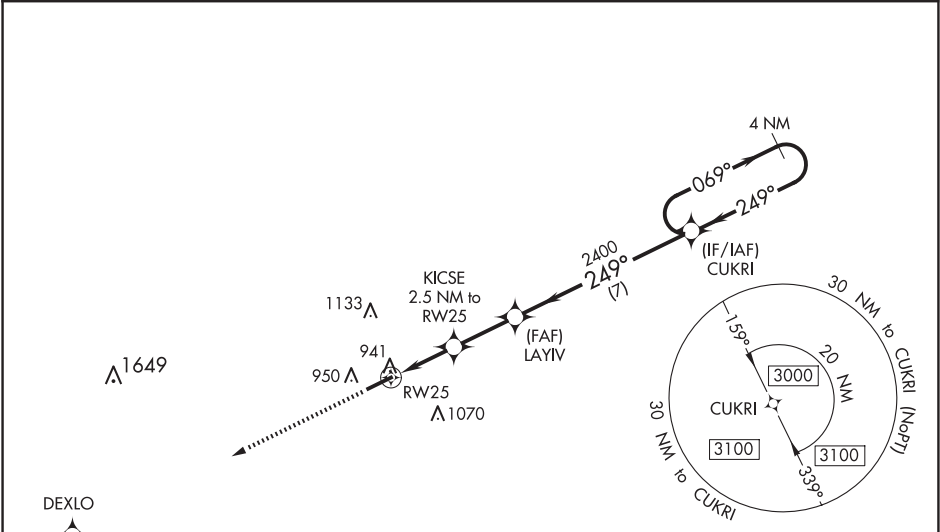
RNAV (GPS) RWY 25
CAPITAL CITY (F'TT)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all LPV DA to 1160 feet and LNAV/VNAV DA to 1171 feet and all LPV visibilities ¼ mile, all LNAV/VNAV visibilities ½ mile; increase all MDAs 80 feet and visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct
DEXLO and hold.

ASOS 119.275	LEXINGTON APP CON 120.75 298.9	CLNC DEL 118.65	UNICOM 122.8 (CTAF) 0
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ELEV 812 | TDZE 790

3000 | DEXLO

*LNAV only.

*1.2 NM to RW25

KICSE 2.5 NM to RW25

LAYIV 2400

CUKRI 3000

4 NM Holding Pattern

GP 3.00° TCH 45

1.2 NM | 1.3 NM | 2.4 NM | 7 NM

CATEGORY	A	B	C	D
LPV DA	1098-1	308 (300-1)		
LNAV/VNAV DA	1109-1½	319 (300-1½)		
LNAV MDA	1200-1	410 (400-1)	1200-1½	410 (400-1½)
CIRCLING	1280-1 468 (500-1)	1380-1 568 (600-1)	1440-1¾ 628 (700-1¾)	1440-2 628 (700-2)

MIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

249°

5506 X 100

0.5% UP

LOC/DME I-FFT 109.95 Chan 36 (Y)	APP CRS 249°	Rwy Ldg TDZE 790 Apt Elev 812
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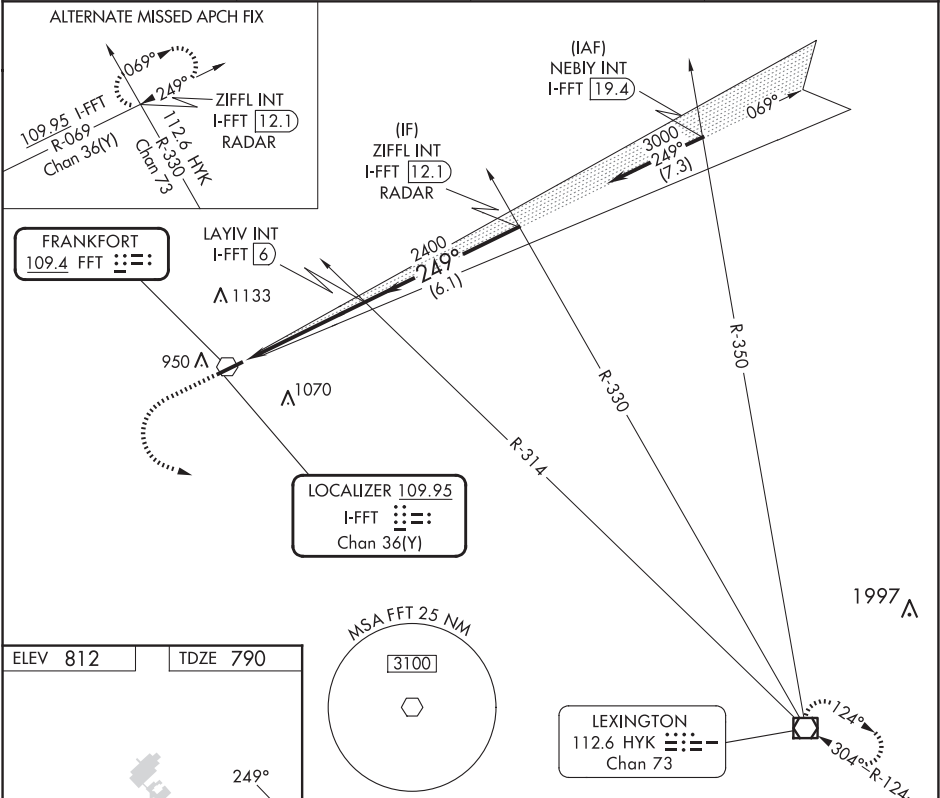
LOC RWY 25
CAPITAL CITY (F'TT)

⚠ Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet. Increase S-25 Cats C/D visibility to $1\frac{1}{2}$ mile and Circling Cat C and D visibility $\frac{1}{4}$ mile.

⚠ NA

MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

ASOS 119.275	LEXINGTON APP CON 120.75 298.9	CLNC DEL 118.65	UNICOM 122.8 (CTAF) 0
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ELEV **812** TDZE **790**

249°

5506 X 100

0.5% UP

MIRM Rwy 7-25

REIL Rwys 7 and 25

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

3100	HYK	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 31).		ZIFFL INT I-FFT [12.1] RADAR
I-FFT [1.1]	I-FFT [2.3]	LAYIV INT I-FFT [6]	2400	3000
1.3 NM	3.6 NM	6.1 NM		
CATEGORY	A	B	C	D
S-25	1280-1 490 (500-1)	1280-1 490 (500-1)	1280-1 490 (500-1)	1280-1 490 (500-1)
CIRCLING	1280-1 468 (500-1)	1380-1 568 (600-1)	1440-1 628 (700-1)	1440-2 628 (700-2)

FRANKFORT, KENTUCKY

AL-5024 (FAA)

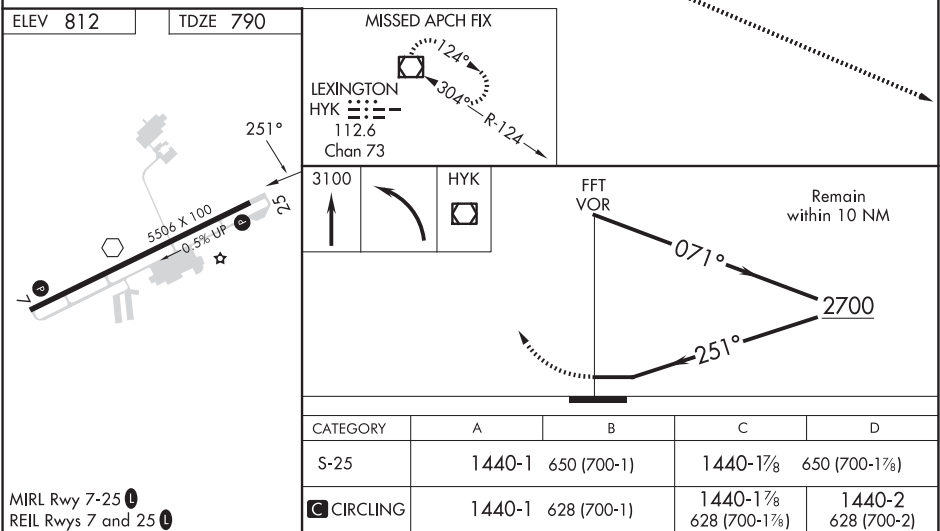
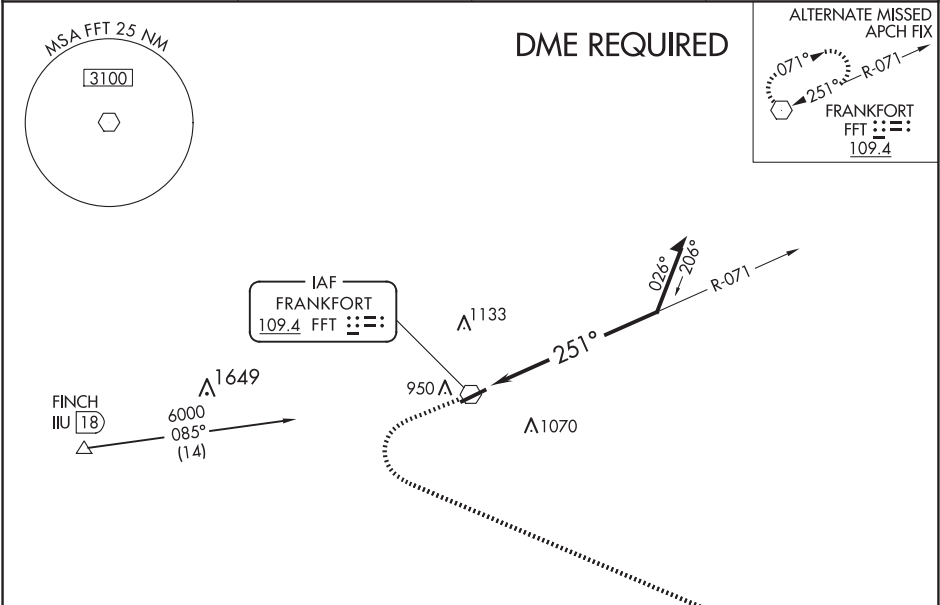
23054

VOR FFT	APP CRS	Rwy Idg	5506
109.4	251°	TDZE	790
		Apt Elev	812

VOR RWY 25
CAPITAL CITY (F'TT)

<p>▽</p> <p>Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet, increase S-25 Cat C/D visibility $\frac{1}{2}$ mile, and increase Circling Cat C $\frac{1}{2}$ mile, and Cat D $\frac{1}{4}$ mile.</p>	<p>MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.</p>
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ASOS 119.275	LEXINGTON APP CON 120.75 298.9	CLNC DEL 118.65	UNICOM 122.8 (CTAF) 0
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FRANKFORT, KENTUCKY
Amdt 3D 20JUN19

38°11'N-84°54'W

CAPITAL CITY (F'TT)
VOR RWY 25

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82344 W09A	APP CRS 094°	Rwy Ldg TDZE Apt Elev	3841 398 404
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RNAV (GPS) RWY 9

FULTON (1M7)

RNP APCH - GPS.

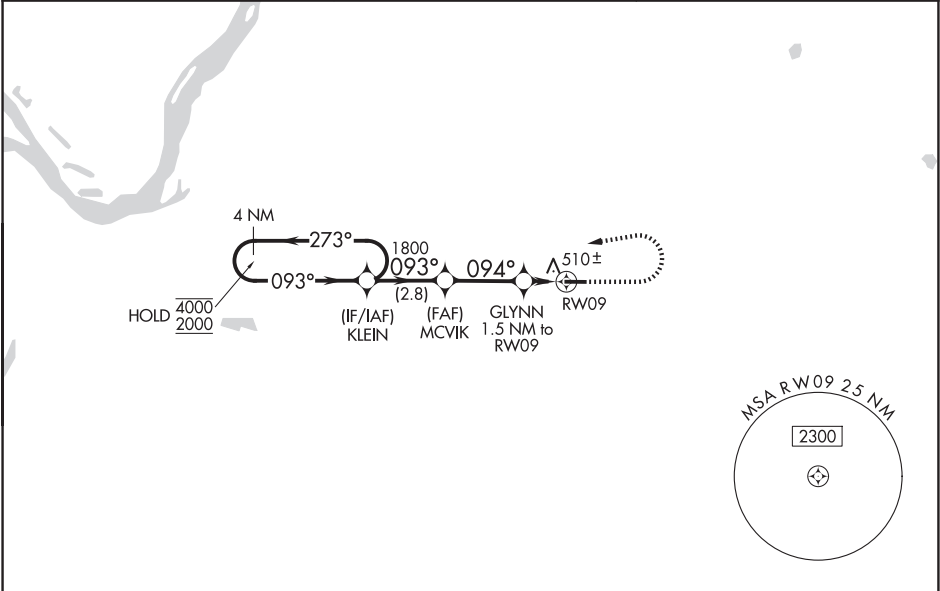
▼

▲ NA

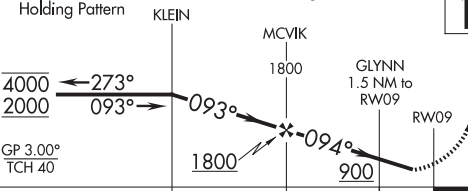
Circling NA south of Rwy 9-27. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Union City altimeter setting; when not received, use Mayfield altimeter setting and increase LPV DA to 720, LNAV/VNAV DA to 759, and increase all MDAs 40 feet.

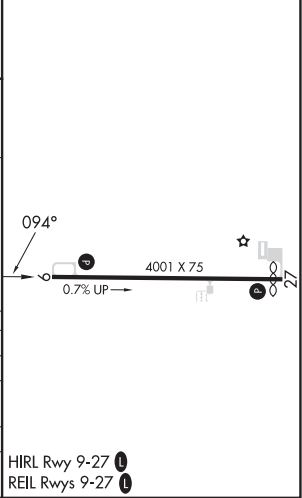
MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct KLEIN and hold.

UCY AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 
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ELEV 404	D	TDZE 398
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).			
4 NM Holding Pattern			
			
GP 3.00° TCH 40			
CATEGORY	A	B	D
LPV DA	682-1	284 (300-1)	NA
LNAV/VNAV DA	721-1	323 (400-1)	NA
LNAV MDA	800-1	402 (400-1)	NA
CIRCLING	920-1 516 (600-1)	1000-1 596 (600-1)	NA



WAAS CH 70725 W17A	APP CRS 173°	Rwy Idg TDZE Apt Elev 6300 583 583
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RNAV (GPS) RWY 17

MUSIC CITY EXEC (XNX)

RNP APCH.

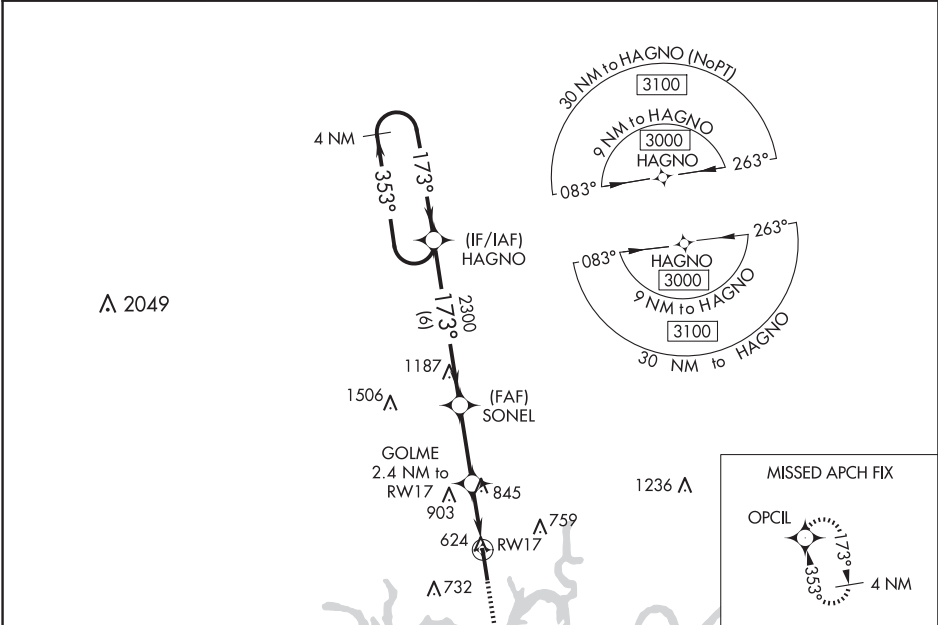
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct
OPCIL and hold.

AWOS-3 132.725	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.05 (CTAF) 1
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4 NM Holding Pattern HAGNO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

3000 ← 353°

173° →

GP 3.00° TCH 56

2300

SONEL 2300

GOLME 2.4 NM to RW17

*1.5 NM to RW17

*INAV only

OPCIL

6 NM 2.8 NM 0.9 NM 1.5 NM

CATEGORY	A	B	C	D
LPV DA	1069-1⅓ 486 (500-1⅓)			
LNAV/VNAV DA	1075-1⅓ 492 (500-1⅓)			
LNAV MDA	1100-1	517 (600-1)	1100-1⅓	517 (600-1⅓)
CIRCLING	1100-1 517 (600-1)	1120-1 537 (600-1)	1240-1¾ 657 (700-1¾)	1280-2¼ 697 (700-2¼)

ELEV 583

TDZE 583

173°

6300 X 100

0.8% UP

MIRL Rwy 17-35

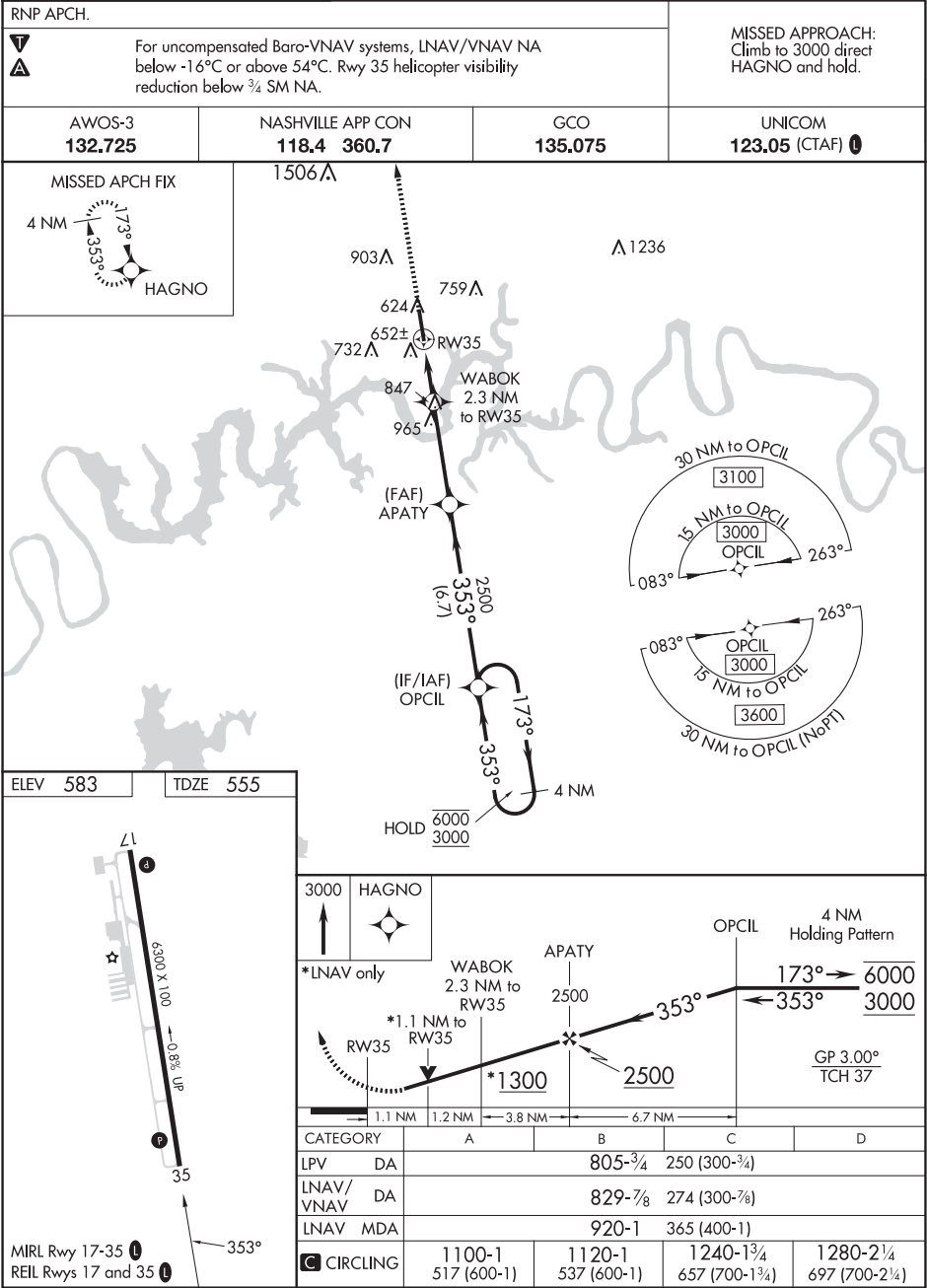
REIL Rwy 17 and 35

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65627 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	6300 555 583
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RNAV (GPS) RWY 35
MUSIC CITY EXEC (XNX)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

VOR-A
MUSIC CITY EXEC (XNX)

MISSED APPROACH: Climb to 3000 on BNA VORTAC R-045 to BETHI/25 DME and hold, continue climb-in-hold to 3000.

ELEV 583

045°

6300 X 100

0.8% UP

L

L

35

MRL Rwy 17-35 **L**

REIL Rwy 17 and 35 **L**

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56309 W03A	APP CRS 029°	Rwy Ldg 5498 TDZE 940 Apt Elev 948
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RNAV (GPS) RWY 3

GEORGETOWN-SCOTT COUNTY RGNL (27K)

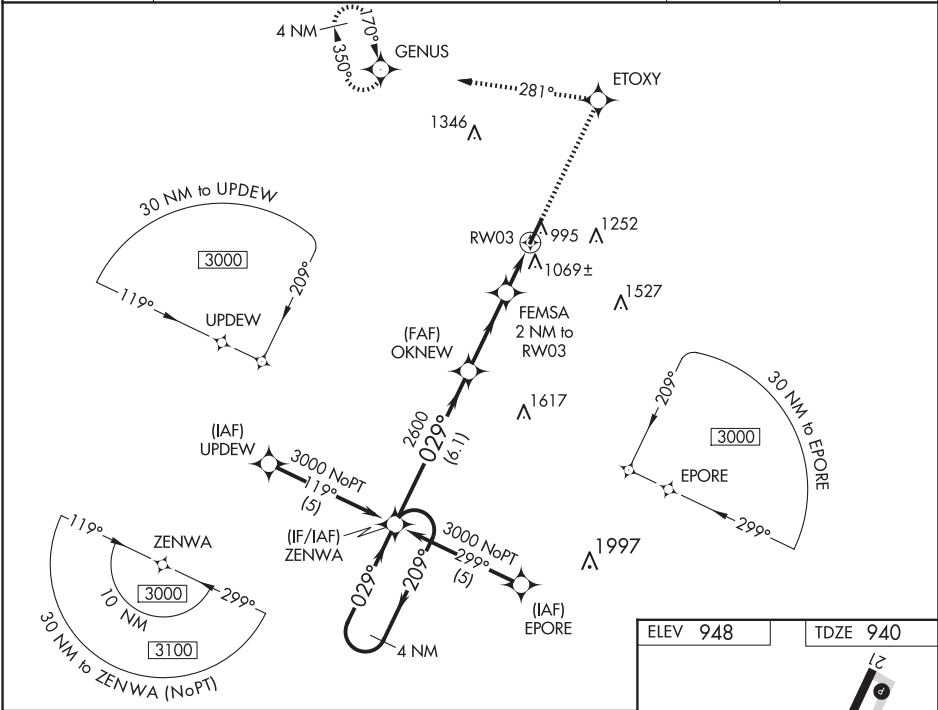
⚠

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1178, LNAV/VNAV DA to 1413, and all MDA 40 feet; increase LPV and LNAV/VNAV visibility all Cats and LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3000 direct ETOXY and left turn on track 281° to GENUS and hold.

AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	CLNC DEL 127.425	UNICOM 123.0 (CTAF) ①
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4 NM Holding Pattern ZENWA

3000

GP 3.00° TCH 34

209°

029°

029°

2600

6.1 NM

3.1 NM

0.9 NM

1.1 NM

OKNEW

FEMSA 2 NM to RW03

RW03

1600

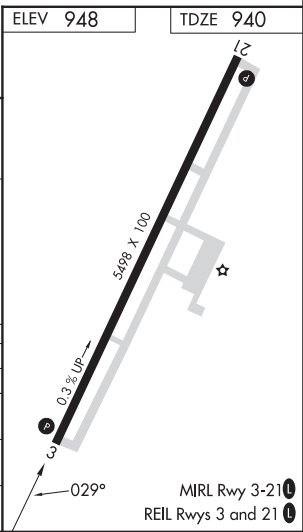
1.1 NM to RW03

281°

GENUS

*LNAV only.

CATEGORY	A	B	C	D
LPV DA		1140-3/4	200 (200-3/4)	
LNAV/VNAV DA		1375-1 1/2	435 (500-1 1/2)	
LNAV MDA	1320-1	380 (400-1)		1320-1 1/4 380 (400-1 1/4)
CIRCLING	1420-1	472 (500-1)	1560-1 3/4 612 (700-1 3/4)	1660-2 1/4 712 (800-2 1/4)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025


GEORGETOWN, KENTUCKY

AL-9191 (FAA)

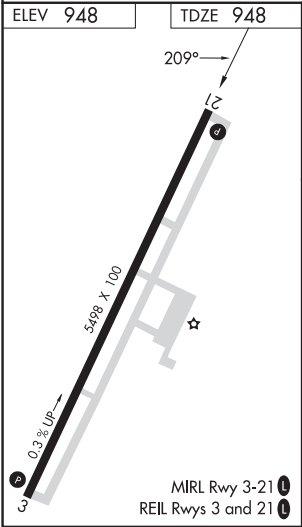
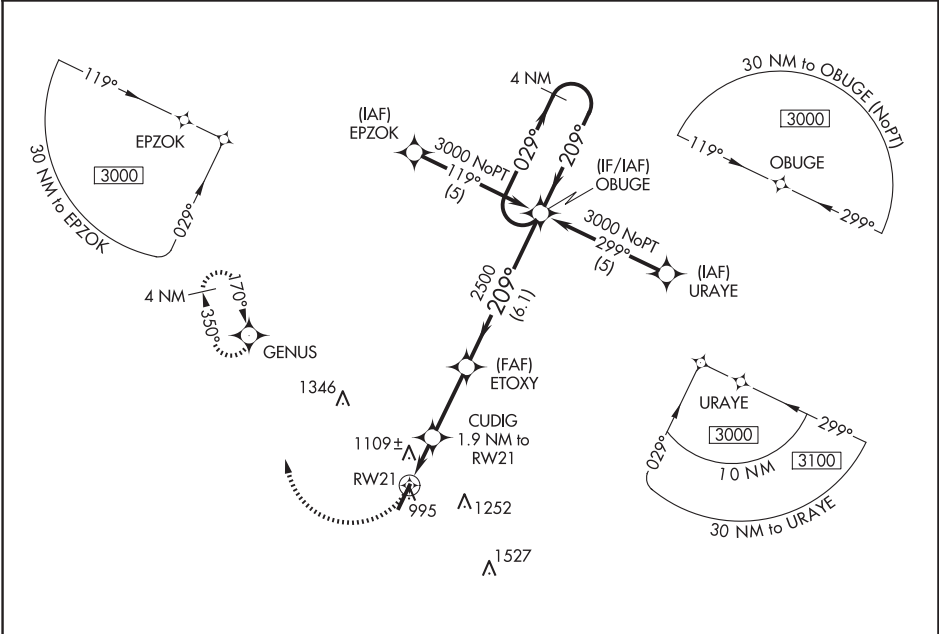
25163

APP CRS	Rwy Ldg	5498
209°	TDZE	948
	Apt Elev	948

RNAV (GPS) Y RWY 21
GEORGETOWN-SCOTT COUNTY RGNL (27K)

 NA	DME/DME RNP-0.3 NA. VDP NA with Lexington altimeter setting. When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 40 feet, increase LNAV Cats C/D and Circling Cat D visibility ¼ SM.	MISSED APPROACH: Climbing right turn to 3000 direct GENUS and hold.
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AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	CLNC DEL 127.425	UNICOM 123.0 (CTAF) 
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3000	GENUS	CUDIG 1.9 NM to RW21	ETOXY	OBUGE	4 NM Holding Pattern
		1.2 NM to RW21	3.04° TCH 30	209°	029°
		1.2 NM	0.7 NM	2.8 NM	6.1 NM
CATEGORY	A	B	C	D	
LNAV MDA	1360-1	412 (500-1)	1360-1¼	412 (500-1¼)	
CIRCLING	1420-1	472 (500-1)	1560-1¾ 612 (700-1¾)	1660-2¼ 712 (800-2¼)	

GEORGETOWN, KENTUCKY
Orig-B 04NOV21

GEORGETOWN-SCOTT COUNTY RGNL (27K)
38° 14'N- 84° 26'W
RNAV (GPS) Y RWY 21

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 48909 W21A	APP CRS 209°	Rwy Ldg TDZE 948 Apt Elev 948
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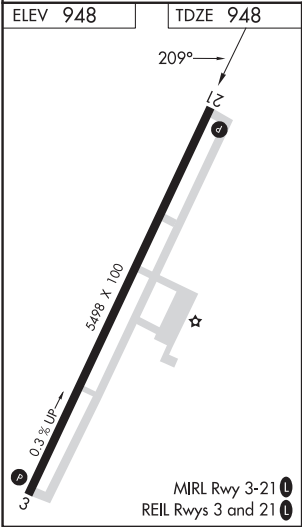
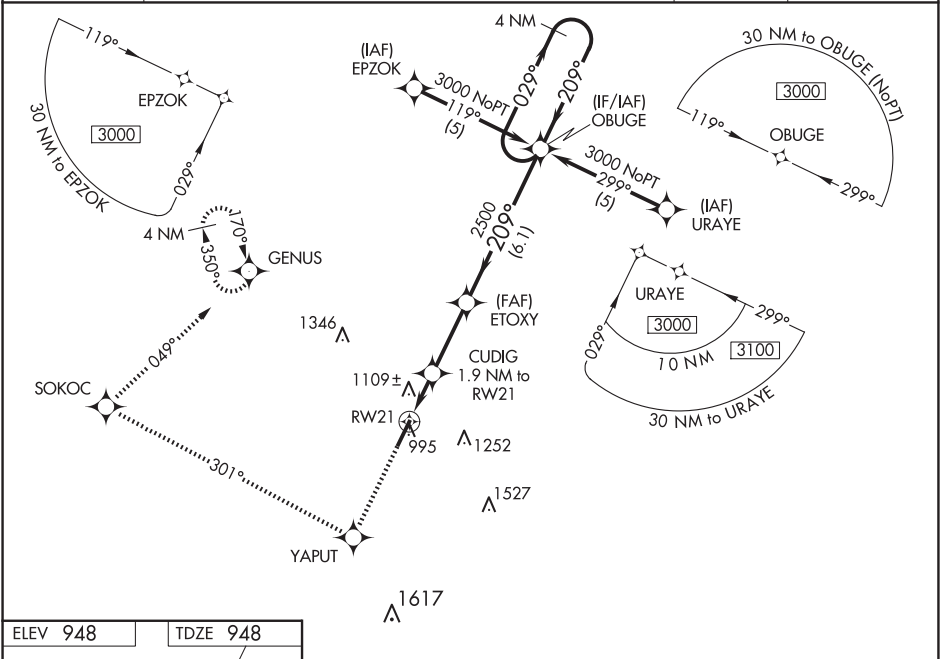
RNAV (GPS) Z RWY 21
GEORGETOWN-SCOTT COUNTY RGNL (27K)



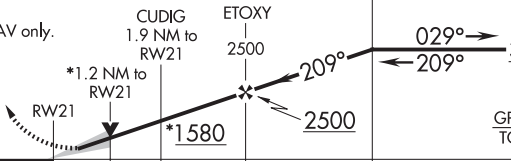
⚠️ **NA**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1186, LNAV/VNAV DA to 1460, and all MDA 40 feet; increase LPV all Cats and LNAV Cats C/D and Circling Cat D visibility ¼ SM. Baro-VNAV and VDP NA with Lexington altimeter setting.

MISSED APPROACH: Climb to 3000 direct YAPUT and right turn on track 301° to SOKOC and right turn on track 049° to GENUS and hold.

AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	CLNC DEL 127.425	UNICOM 123.0 (CTAF) ①
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3000 ↑	YAPUT ✧	 tr 301°	SOKOC ✧	 tr 049°	GENUS ✧
<div>4 NM Holding Pattern</div> <div>OBUGE</div> <div><p>*LNAV only.</p><p>CUDIG 1.9 NM to RW21</p><p>ETOXY 2500</p><p>*1.2 NM to RW21</p><p>RW21</p><p>*1580</p><p>2500</p><p>029° → 3000</p><p>← 209°</p><p>GP 3.00° TCH 30°</p><p>1.2 NM 0.7 NM 2.8 NM 6.1 NM</p></div>					
CATEGORY	A		B	C	D
LPV DA	1148-3/4 200 (200-3/4)				
LNAV/ VNAV DA	1422-13/4 474 (500-13/4)				
LNAV MDA	1360-1	412 (500-1)	1360-13/4		412 (500-13/4)
CIRCLING	1420-1	472 (500-1)	1560-13/4 612 (700-13/4)		1660-21/4 712 (800-21/4)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

GLASGOW, KENTUCKY

AL-5818 (FAA)

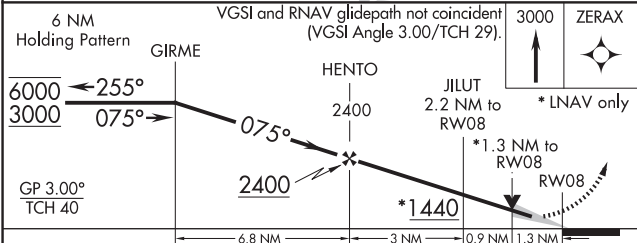
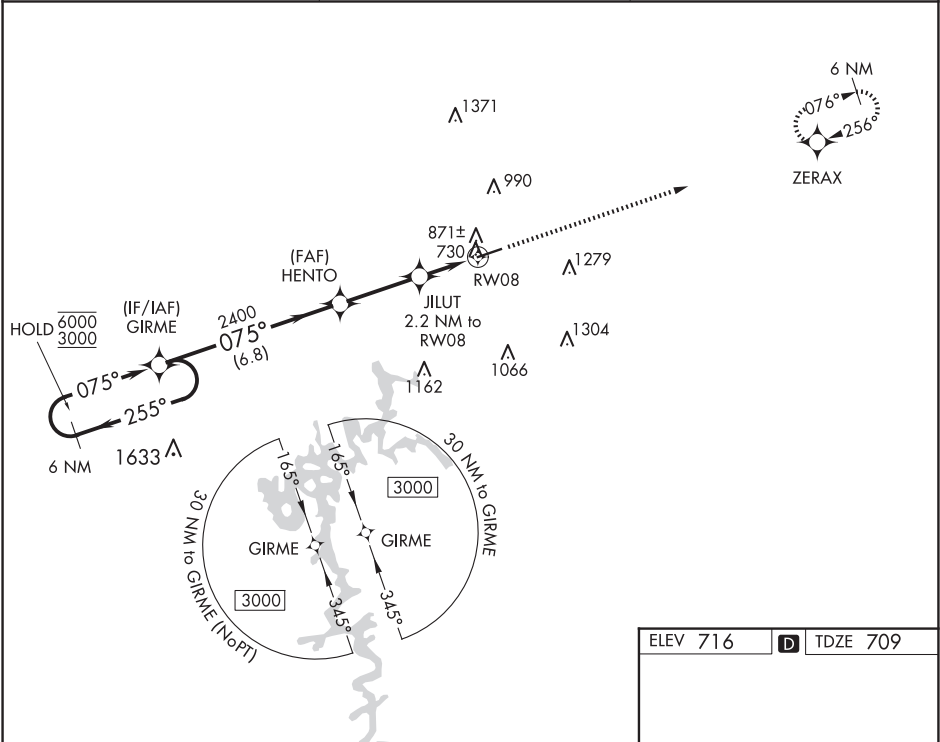
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WAAS CH 77607 W08A	APP CRS 075°	Rwy Idg TDZE Apt Elev	5000 709 716
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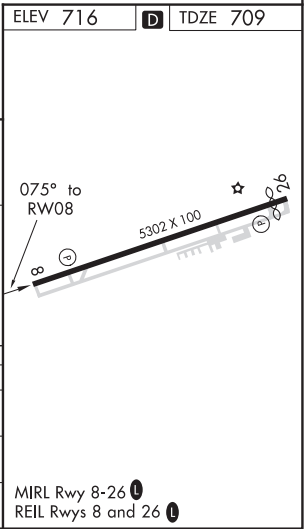
RNAV (GPS) RWY 8
GLASGOW MUNI (GLW)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct ZERAX and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3 118.525	MEMPHIS CENTER 132.9 290.3	UNICOM 122.8 (CTAF) L
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CATEGORY	A	B	C	D
LPV DA	971-1	262 (300-1)		
LNAV/VNAV DA	1125-1 3/8	416 (500-1 3/8)		
LNAV MDA	1140-1	431 (500-1)	1140-1 1/4	431 (500-1 1/4)



GLASGOW, KENTUCKY
Amdt 2D 14JUL22

37°02'N-85°57'W

GLASGOW MUNI (GLW)
RNAV (GPS) RWY 8

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 15

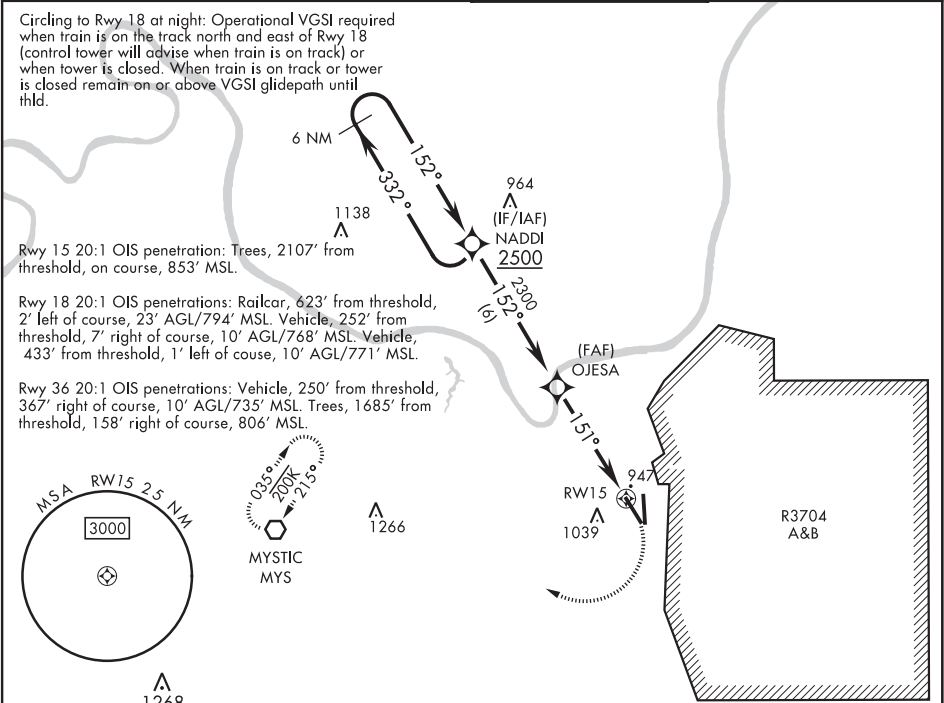
APCH CRS	Rwy Idg
151°	4853
TDZE	754
Arpt Elev	754

AL-151 [USA]

GODMAN AAF (KFTK)

RNP APCH - GPS	MISSED APPROACH: Climbing right turn to 3000 direct MYS VOR and hold.
*Straight-in minimums NA at night. Helicopter visibility reduction below 1 mile NA. **Circling not authorized E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.	

ATIS 109.6	LOUISVILLE APP CON 132.075 327.0	TOWER★ 133.35 (CTAF) 0	GND CON 121.9 239.3
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6 NM Holding Pattern		NADDI		3000		MYS	
2500		152°		152°		151°	
OJESA		2300		1.3 NM to RWY 15		RWY 15	
3.00°		TCH 45		4.7 NM		TWR 830	
CATEGORY	A	B	C	D			
LNAV MDA*	1260-1	506 (600-1)	1260-1 3/8	506 (600-1 3/8)			
CIRCLING**	1340-1	586 (600-1)	1340-1 1/2	586 (600-1 1/2)			

ELEV	754	TDZE	754

RNAV (GPS) RWY 15

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

FORT KNOX, KENTUCKY

RNAV (GPS) RWY 18

APCH CRS 180°	Rwy Idg 5184 TDZE 754 Arpt Elev 754
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[USA]

GODMAN AAF (KFTK)

RNP APCH - GPS

T*Circling not authorized E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until thld. Circling to Rwy 15 not authorized at night.

SSALR

MISSED APPROACH: Climbing right to 2600, direct to NADDI and hold.

ATIS 109.6	LOUISVILLE APP CON 132.075 327.0	TOWER ★ 133.35 (CTAF) 0	GND CON 121.9 239.3
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Helicopter visibility reduction
below 1 SM NA.

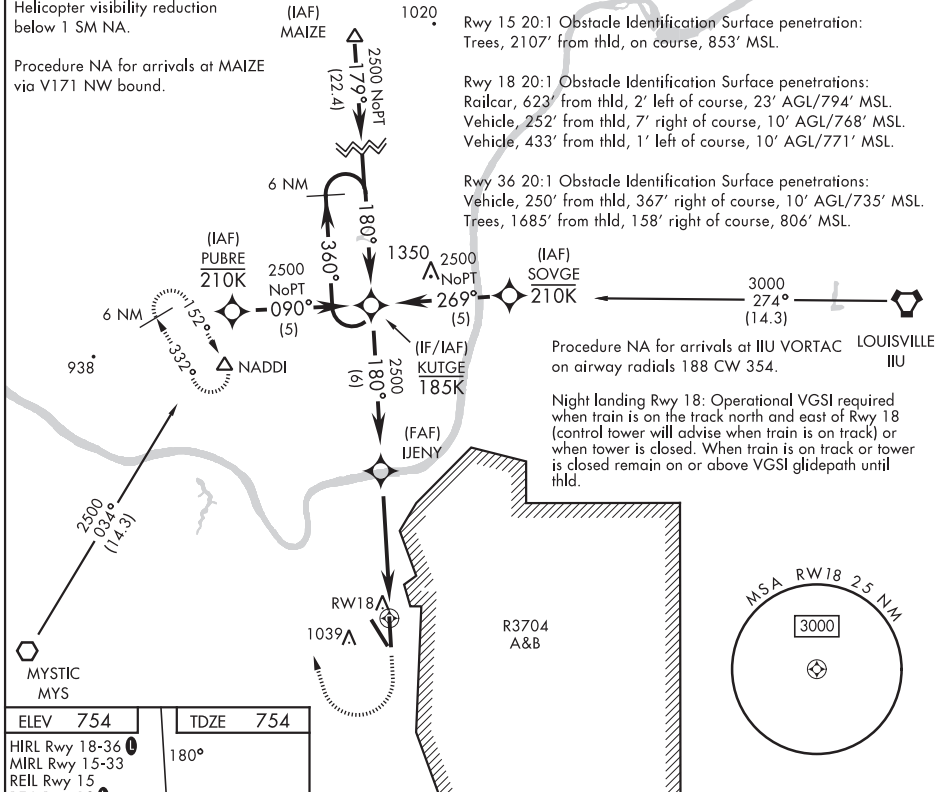
Procedure NA for arrivals at MAIZE
via V171 NW bound.

(IAF) 1020
MAIZE ▲

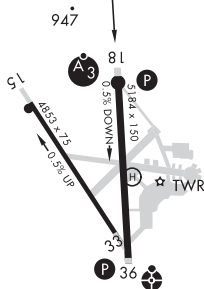
Rwy 15 20:1 Obstacle Identification Surface penetration:
Trees, 2107' from thld, on course, 853' MSL.

Rwy 18 20:1 Obstacle Identification Surface penetrations:
 Railcar, 623' from thld, 2' left of course, 23' AGL/794' MSL.
 Vehicle, 252' from thld, 7' right of course, 10' AGL/768' MSL.
 Vehicle, 433' from thld, 1' left of course, 10' AGL/771' MSL.

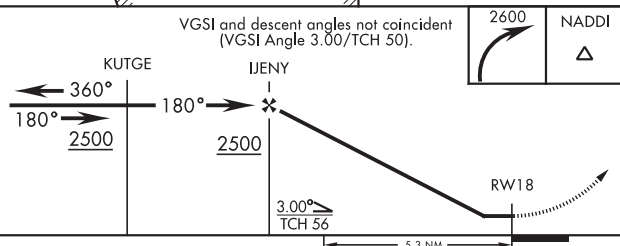
Rwy 36 20:1 Obstacle Identification Surface penetrations:
Vehicle, 250' from thld, 367' right of course, 10' AGL/735' MSL.
Trees, 1685' from thld, 158' right of course, 806' MSL.



ELEV 754	TDZE 754
HIRL Rwy 18-36 L	180°
MIRL Rwy 15-33	
REIL Rwy 15	
REIL Rwy 18 L	



VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 50).



CATEGORY	A	B	C	D
INAV MDA	1260-1	506 (600-1)	1260-1 $\frac{3}{8}$ 506 (600-1 $\frac{3}{8}$)	1260-1 $\frac{1}{2}$ 506 (600-1 $\frac{1}{2}$)
C CIRCLING*	1340-1	586 (600-1)	1340-1 $\frac{1}{2}$ 586 (600-1 $\frac{1}{2}$)	1340-2 586 (600-2)

FORT KNOX, KENTUCKY

37°54'N-85°58'W

GODMAN AAF (KFTK)

Amdt 1 30NOV23

RNAV (GPS) RWY 18


SE-1, 07 AUG 2025 to 02 OCT 2025

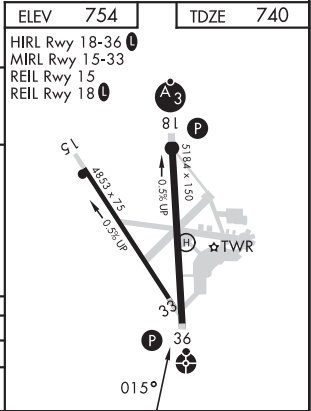
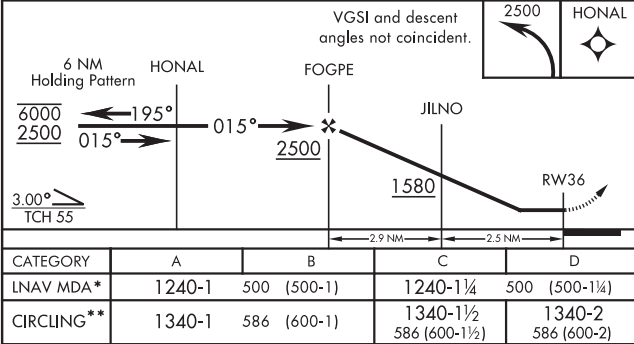
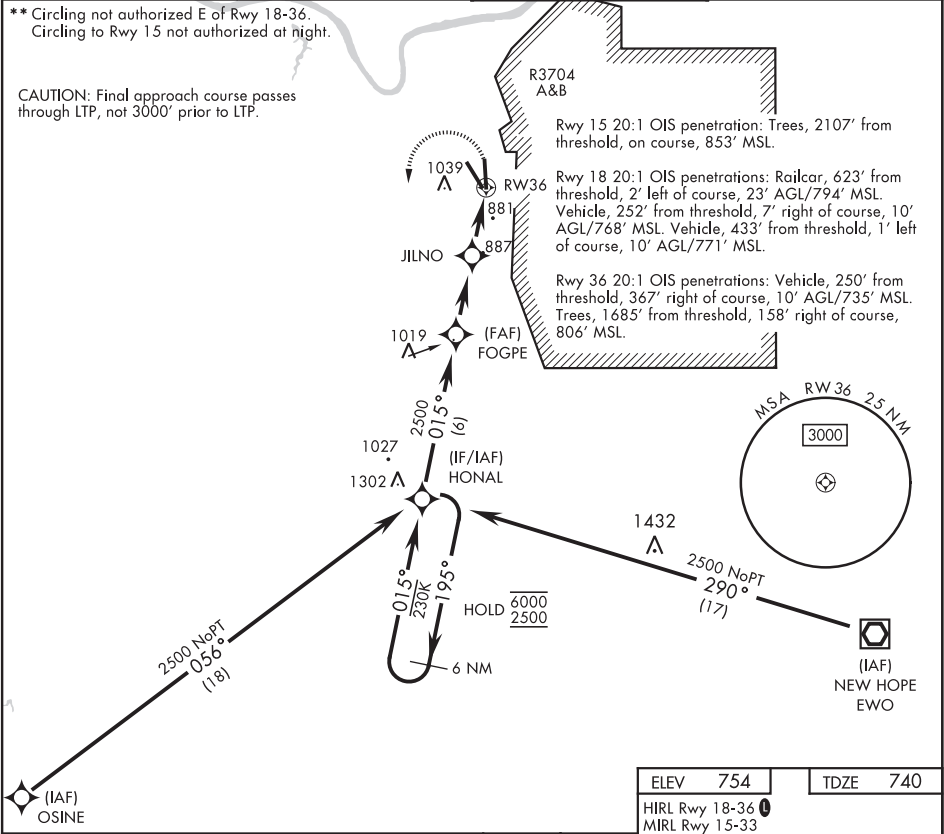
RNAV (GPS) RWY 36

APCH CRS	Rwy Idg	5184
015°	TDZE	740
	Arpt Elev	754

AL-151 [USA]

GODMAN AAF (KFTK)

RNP APCH - GPS		ODALS	MISSED APPROACH: Climbing left turn to 2500 direct HONAL and hold.
▼ * Straight-in Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. When ALS inop, increase CAT CD vis to 1½ miles. Helicopter visibility reduction below 1 mile NA.			
ATIS 109.6	LOUISVILLE APP CON 132.075 327.0	TOWER ★ 133.35 (CTAF) 0	GND CON 121.9 239.3



RNAV (GPS) RWY 36

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

FORT KNOX, KENTUCKY

VOR/DME RWY 15

VOR/DME FTK 109.6 Chan 33	APCH CRS 146°	Rwy Idg TDZE Arpt Elev 4853 754 754
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AL-151 [USA]

GODMAN AAF (KFTK)

▼ * NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 356° and FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.

ATIS 109.6	LOUISVILLE APP CON 132.075 327.0	TOWER ★ 133.35 (CTAF) 0	GND CON 121.9 239.3
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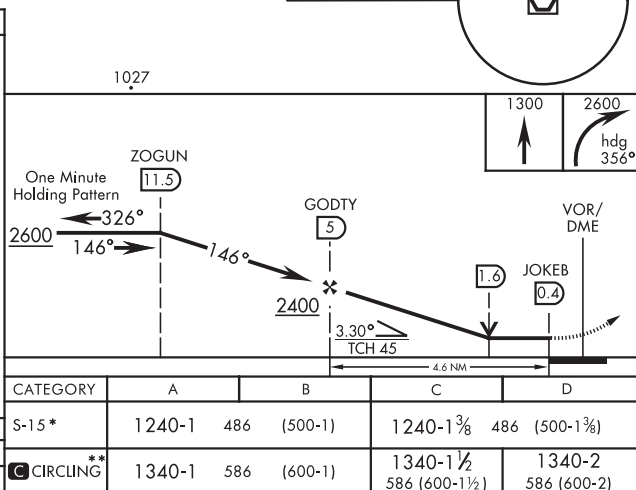
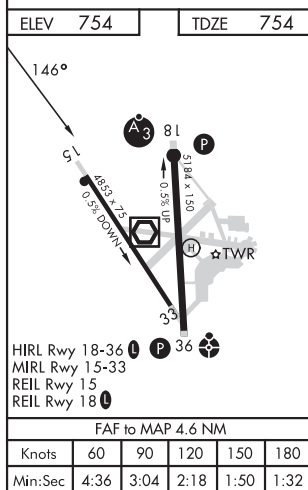
** Circling NA E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

Rwy 15 20:1 OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18 20:1 OIS penetrations: Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL. Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.

Circling to Rwy 18 at night:
Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.



FORT KNOX, KENTUCKY

37° 54' N-85° 58' W

GODMAN AAF (KFTK)

Amdt 2 13JUL23

VOR/DME RWY 15

SE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME FTK 109.6 Chan 33	APCH CRS 186°	Rwy ldg TDZE 5184 Arpt Elev 754
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AL-151 [USA]

GODMAN AAF (KFCT)

✶ * Visibility reduction by helicopters NA.	SSALR A3	MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 036° and FTK VOR/DME R-006 to BETHY INT/FTK 10.2 DME and hold.
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ATIS 109.6	LOUISVILLE APP CON 132.075 327.0	TOWER ✶ 133.35 (CTAF) 0	GND CON 121.9 239.3
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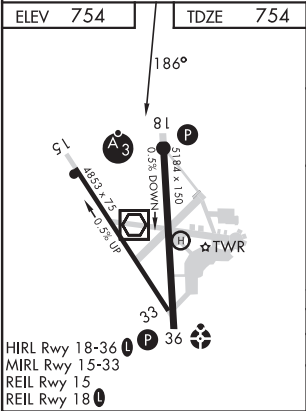
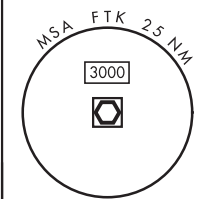
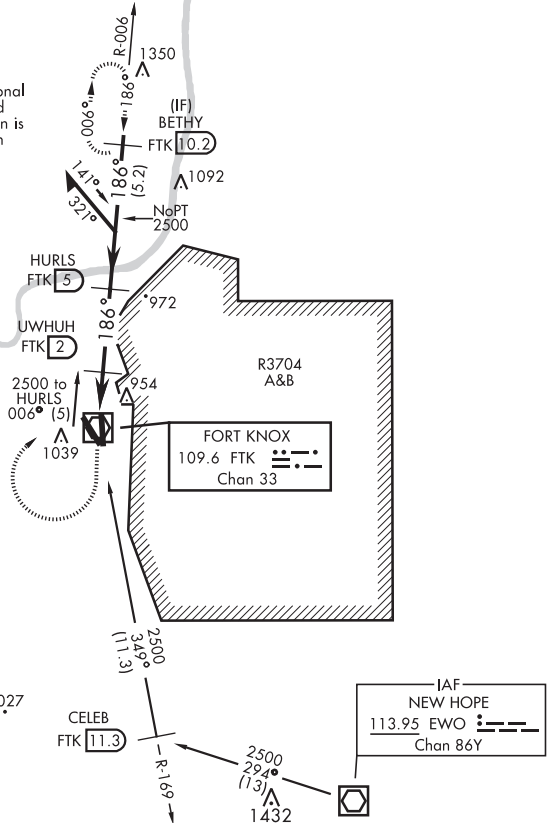
**Circling NA E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSi required, remain on or above VGSi glidepath until threshold. Circling to Rwy 15 NA at night.

Straight-in operations to Rwy 18 at night: Operational VGSi required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed, remain on or above VGSi glidepath until thld.

Rwy 15 20:1 OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18 20:1 OIS penetrations: Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL. Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.



1300	2600	VGSi and descent angles not coincident. (VGSi angle 3.00/TCH 51)	HURLS 5	Remain within 10 NM
186°	006°	186°	2500	2500
1400	1400	1400	1400	1400
1.6 NM	3 NM			
CATEGORY	A	B	C	D
S-18 *	1240-1	486 (500-1)	1240-1½	486 (500-1½)
CIRCLING **	1340-1	586 (600-1)	1340-1½	586 (600-1½)
			586 (600-1½)	586 (600-2)

SE-1, 07 AUG 2025 TO 02 OCT 2025

SE-1, 07 AUG 2025 TO 02 OCT 2025

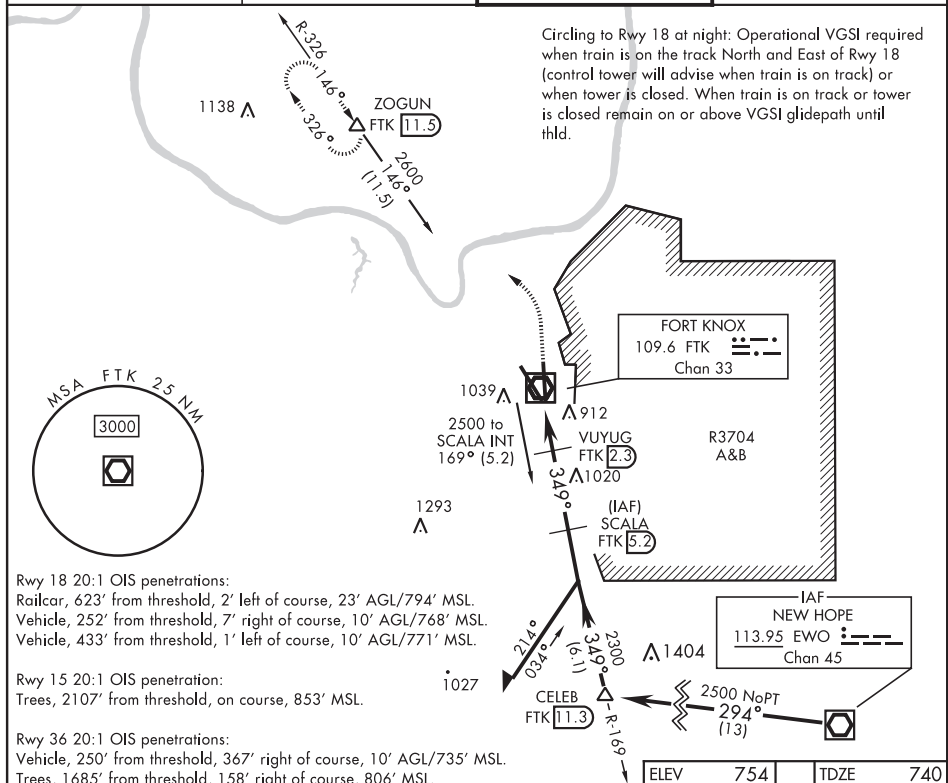
FORT KNOX, KENTUCKY

VOR/DME RWY 36

VOR/DME FTK 109.6 Chan 33	APCH CRS 349°	Rwy Idg TDZE 5184 740 Arpt Elev 754	[USA]	GODMAN AAF (KFTK)
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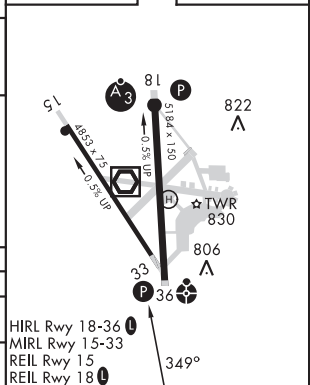
<p>▼ * At night, operational VGSII required, remain on or above VGSII glidepath until threshold. Visibility reduction by helicopters not authorized. ** Circling NA E of Rwy 18-36. Circling to rwy 15 NA at night.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 on FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.</p>
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ATIS 109.6	LOUISVILLE APP CON 132.075 327.0	TOWER ★ 133.35 (CTAF) 0	GND CON 121.9 239.3
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SE-1, 07 AUG 2025 to 02 OCT 2025

ELEV 754	TDZE 740
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FORT KNOX, KENTUCKY

37°54'N-85°58'W

GODMAN AAF (KFTK)

Amdt 2 10AUG23

VOR/DME RWY 36



GREENEVILLE, TENNESSEE

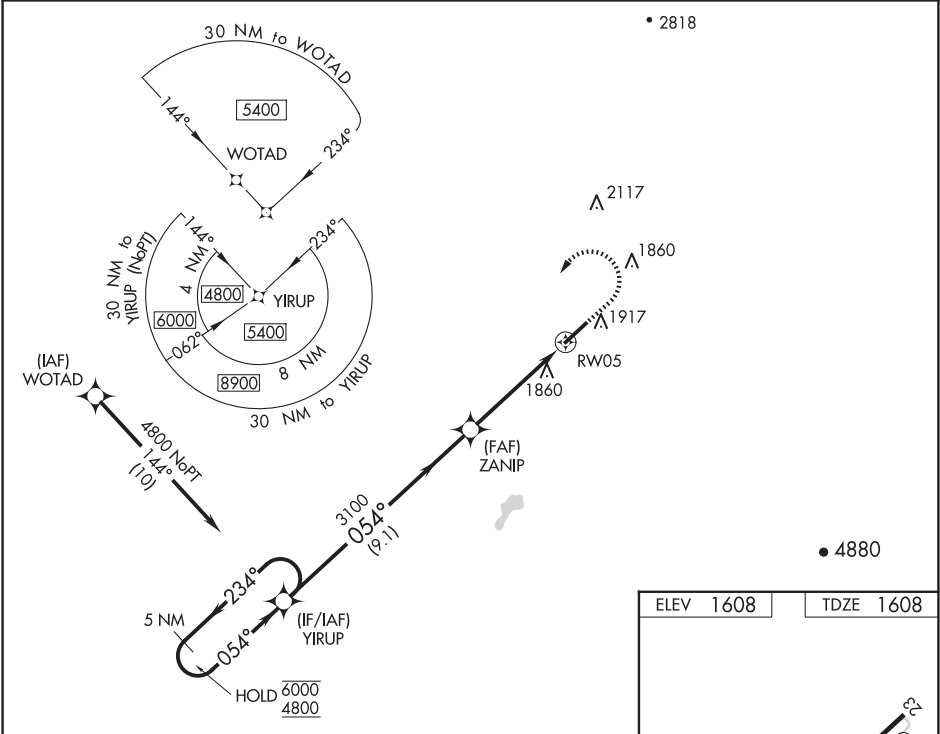
AL-5834 (FAA)

23222

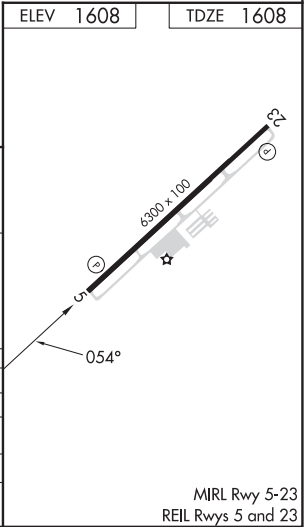
WAAS CH 58330 W05A	APP CRS 054°	Rwy Idg TDZE 1608 Apt Elev 1608
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RNAV (GPS) RWY 5
GREENEVILLE MUNI (GCV)

RNP APCH.		MISSED APPROACH: Climb to 2500 then climbing left turn to 4800 direct YIRUP and hold.
	Circling Rwy 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.	
AWOS-3 128.425	TRI-CITY APP CON ★ 128.05 317.5	UNICOM 122.7 (CTAF)



5 NM Holding Pattern		YIRUP	ZANIP	2500	4800	YIRUP
6000 ← 234°		4800 → 054°	054°	3100	*1.6 NM to RW05	* LNAV only.
GP 3.00°		TCH 40	3100	9.1 NM	3 NM	1.6 NM
CATEGORY	A	B	C	D		
LPV DA		1860-3/4	252 (300-3/4)			
LNAV/VNAV DA		2179-15/8	571 (600-15/8)			
LNAV MDA	2140-1	532 (600-1)	2140-1 1/2	532 (600-1 1/2)		
CIRCLING	2240-1	632 (700-1)	2260-1 3/4 652 (700-1 3/4)	2280-2 1/4 672 (700-2 1/4)		



GREENEVILLE, TENNESSEE

Amtd 1A 21MAY20

36°12'N-82°49'W

GREENEVILLE MUNI (GCV)
RNAV (GPS) RWY 5

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

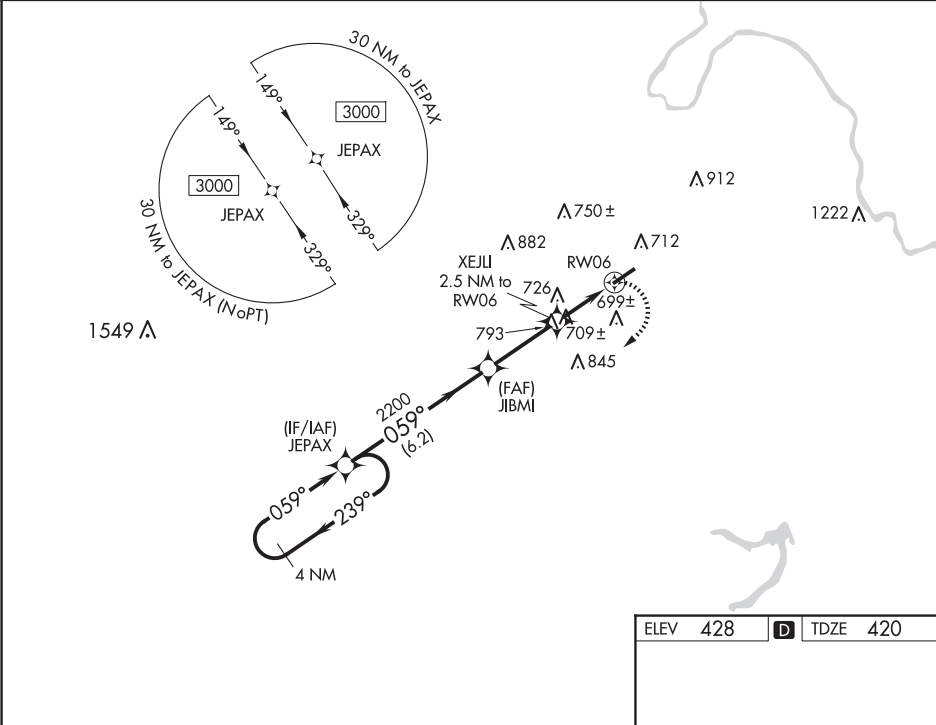
WAAS CH 56527 W06A	APP CRS 059°	Rwy Idg TDZE 420 Apt Elev 428	4999 420 428
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RNAV (GPS) RWY 6

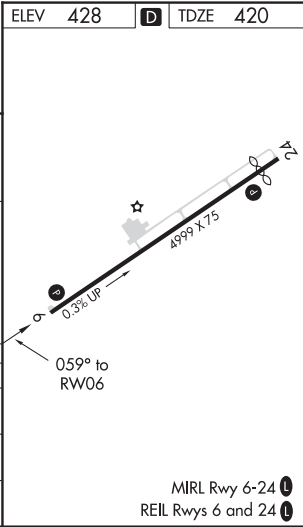
MUHENBERG COUNTY (M21)

RNP APCH - GPS.	When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 80 feet and LP visibility Cat C/D ¼, LNAV visibility Cat B/C/D ¼, and Circling visibility Cat B/C/D ¼. Rwy 6, helicopter visibility reduction below ¾ SM NA. Circling Rwy 24 NA at night.	MISSED APPROACH: Climbing right turn to 3000 direct JEPAX and hold.
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AWOS-3 120.45	CAMPBELL APP CON ★ 118.1 269.525	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		JEPAX		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).		3000	JEPAX
3000		← 239°	059° →	059°	JIBMI	3.00° TCH 40	XEJLI 2.5 NM to RW06
				2200		1240	RW06
		6.2 NM		3 NM		2.5 NM	
CATEGORY	A		B		C		D
LP MDA	960-1 540 (600-1)				960-1½ 540 (600-1½)		
LNAV MDA	1100-1 680 (700-1)				1100-1⅞ 680 (700-1⅞)		
CIRCLING	1100-1 672 (700-1)				1180-2¼ 752 (800-2¼)		1200-2½ 772 (800-2½)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

GREENVILLE, KENTUCKY

AL-6345 (FAA)

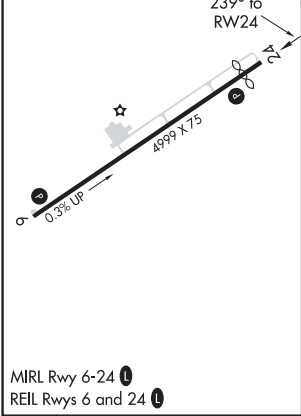
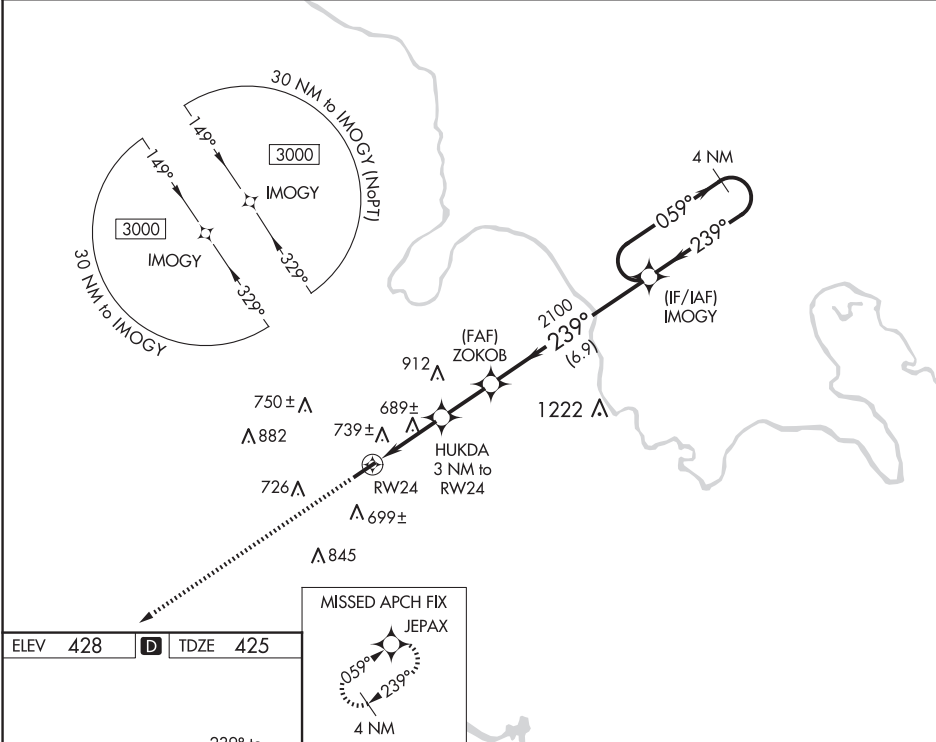
22223

WAAS CH 99627 W24A	APP CRS 239°	Rwy Idg TDZE 425 Apt Elev 428
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RNAV (GPS) RWY 24
MUHLENBERG COUNTY (M21)

RNP APCH - GPS. ▼ NA When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 80 feet. Increase LP Cats C/D visibility ¾ SM and LNAV Cats C/D and Circling Cats C/D visibility ¼ SM. Procedure NA at night. Rwy 24, helicopter visibility reduction below 1 SM NA.		MISSED APPROACH: Climb to 3000 direct JEPAX and hold.
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AWOS-3 120.45	CAMPBELL APP CON ★ 118.1 269.525	UNICOM 123.0 (CTAF) 0
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Visual Segment - Obstacles.				
HUKDA 3 NM to RWY 24				
ZOKOB				
IMOGY 4 NM Holding Pattern				
3000 JEPAX				
RWY 24				
1420				
2100				
3 NM 2.1 NM 6.9 NM				
CATEGORY	A	B	C	D
LP MDA	940-1	515 (600-1)	940-1 $\frac{3}{8}$	515 (600-1 $\frac{3}{8}$)
LNAV MDA	1000-1	575 (600-1)	1000-1 $\frac{5}{8}$	575 (600-1 $\frac{5}{8}$)
CIRCLING	1040-1	1100-1	1180-2 $\frac{1}{4}$	1200-2 $\frac{1}{2}$
	612 (700-1)	672 (700-1)	752 (800-2 $\frac{1}{4}$)	772 (800-2 $\frac{1}{2}$)

GREENVILLE, KENTUCKY
Amdt 1E 11AUG22

37°14'N-87°09'W

RNAV (GPS) RWY 24

SE-1, 07 AUG 2025 to 02 OCT 2025

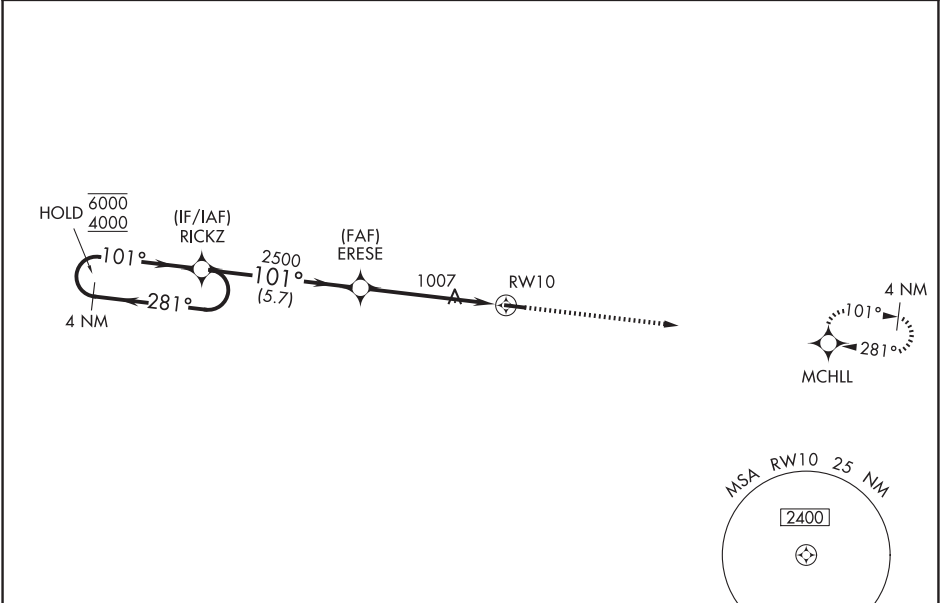
SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90442 W10A	APP CRS 101°	Rwy Ldg TDZE Apt Elev 732
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RNAV (GPS) RWY 10
BRECKINRIDGE COUNTY (I93)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct MCHLL and hold, continue climb-in-hold to 4000.
Rwy 10 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Fort Knox altimeter setting, when not received, use Elizabethtown altimeter setting and increase LPV DA to 1043, LNAV/VNAV DA to 1191 and all MDA 20 feet.	

AWOS-3PT 123.625	KFTK ATIS ★ 109.6	LOUISVILLE APP CON 123.675 327.0	CTAF 122.9 0
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ELEV 732	TDZE 728
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	4000	MCHLL	VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 34).			
			4 NM Holding Pattern			
			RWY 10			
			2500			
			2500			
CATEGORY	A	B	C	D		
LPV DA	1036-1		308 (400-1)			
LNAV/VNAV DA	1184-1⅓		456 (500-1⅓)			
LNAV MDA	1380-1	652 (700-1)	1380-1⅞	652 (700-1⅞)		
CIRCLING	1380-1 648 (700-1)	1480-1 748 (800-1)	1480-2¼ 748 (800-2¼)	1480-2½ 748 (800-2½)		

MIRL Rwy 10-28 0
REIL Rwy 10 and 28 0

HARDINSBURG, KENTUCKY

AL-10748 (FAA)

25219

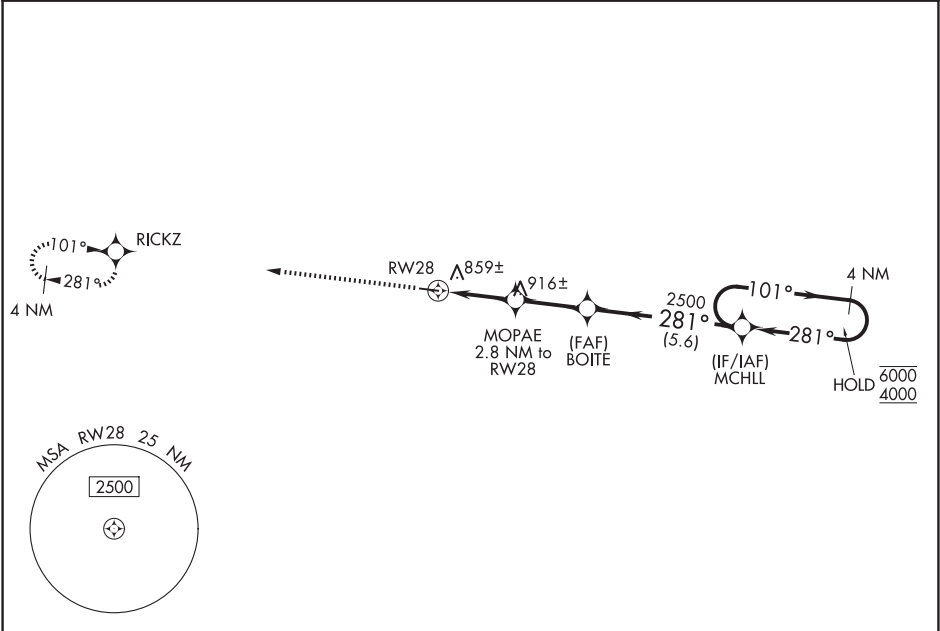
WAAS CH 77842 W28A	APP CRS 281°	Rwy Ldg TDZE 732 Apt Elev 732
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RNAV (GPS) RWY 28

BRECKINRIDGE COUNTY (I93)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct RICKZ and hold, continue climb-in-hold to 4000.
<div><div>V</div><div>NA</div></div> Baro-VNAV NA. Use Fort Knox altimeter setting, when not received, use Elizabethtown altimeter setting and increase LPV DA to 1047, LNAV/VNAV DA to 1185 and all MDA 20 feet.	

AWOS-3PT 123.625	KFTK ATIS ★ 109.6	LOUISVILLE APP CON 123.675 327.0	CTAF 122.9 0
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ELEV 732	TDZE 732
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<div><div>4000</div><div>RICKZ</div></div> <div>*LNAV only.</div> <div><div>4000 X 75</div><div>0.4% UP</div><div>28</div><div>281°</div></div> <div>MIRL Rwy 10-28 0</div> <div>REIL Rwys 10 and 28 0</div>	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).				4 NM Holding Pattern	
	BOITE 2500				101° → 6000 ← 281° 4000	
	MOPAE 2.8 NM to RWY 28				GP 3.00° TCH 50	
	RWY 28					
	2.8 NM 2.6 NM 5.6 NM					
CATEGORY	A	B	C	D		
LPV DA	1040-1		308 (400-1)			
LNAV/VNAV DA	1178-1 3/8		446 (500-1 3/8)			
LNAV MDA	1180-1	448 (500-1)	1180-1 3/8	448 (500-1 3/8)		
CIRCLING	1380-1 648 (700-1)	1480-1 748 (800-1)	1480-2 1/4 748 (800-2 1/4)	1480-2 1/2 748 (800-2 1/2)		

HARDINSBURG, KENTUCKY
Orig 25APR19

37°47'N-86°26'W

BRECKINRIDGE COUNTY (I93)

RNAV (GPS) RWY 28

SE-1, 07 AUG 2025 to 02 OCT 2025

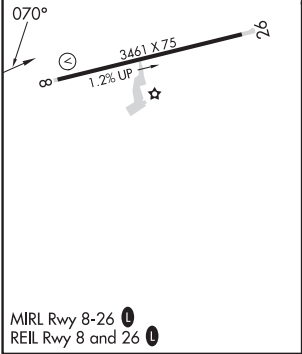
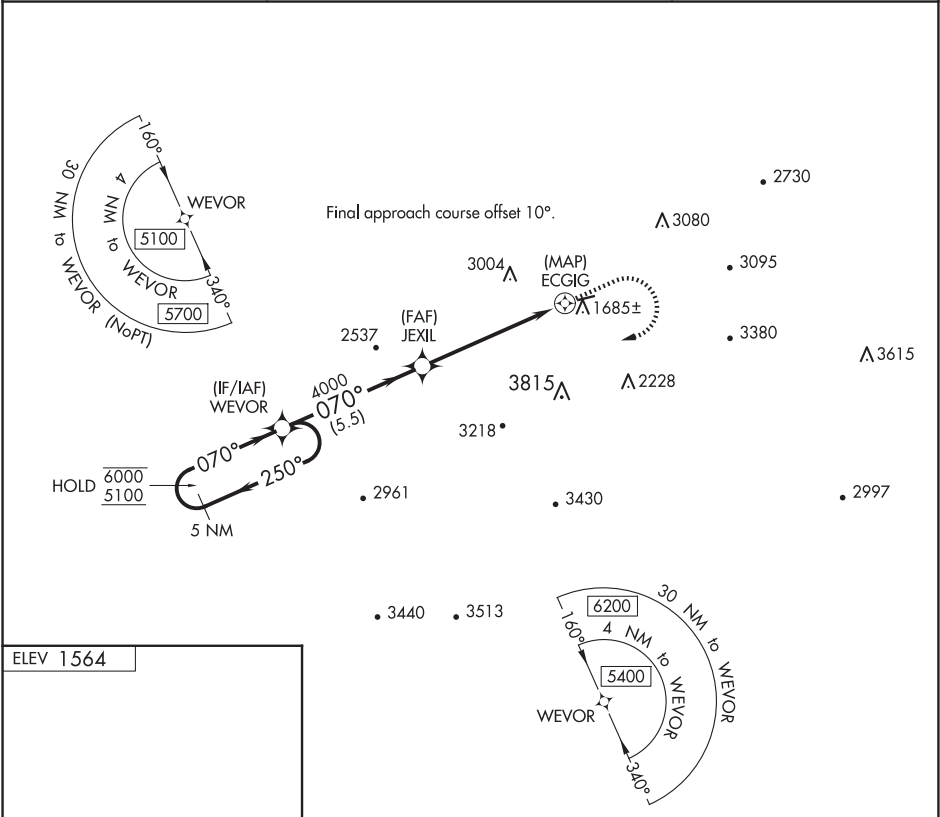
SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
070°	TDZE	N/A
	Apt Elev	1564

RNAV (GPS)-A

TUCKER-GUTHRIE MEML (I35)

RNP APCH.		MISSED APPROACH: Climb to 4200 then climbing right turn to 5100 direct WEVOR and hold.
▼ Circling NA north of Rwy 8-26. Procedure NA at night. ▲ Rwy 8 helicopter visibility reduction below 1 SM NA.		
AWOS-3 118.35	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)



VGSI and descent angles not coincident (VGSI Angle 5.00/TCH 26).				4200	5100	WEVOR
5 NM Holding Pattern WEVOR						
6000 5100 250° 070° 070° 4000 3.77° TCH 40 JEXIL ECGIG						
CATEGORY	A	B	C	D		
CIRCLING	2920-1¼ 1356 (1400-1¼)	2920-1½ 1356 (1400-1½)	3360-3 1796 (1800-3)	NA		

HARTFORD, KENTUCKY

AL-9266 (FAA)

25219

WAAS CH 45926 W03A	APP CRS 027°	Rwy Ldg 5003 TDZE 530 Apt Elev 537
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RNAV (GPS) RWY 3

OHIO COUNTY (JQD)

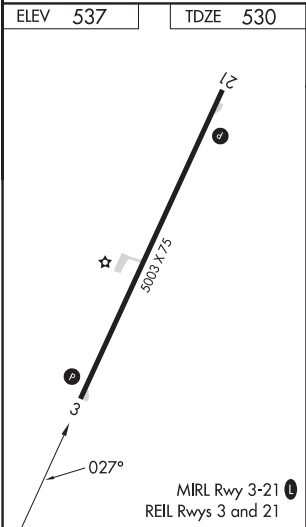
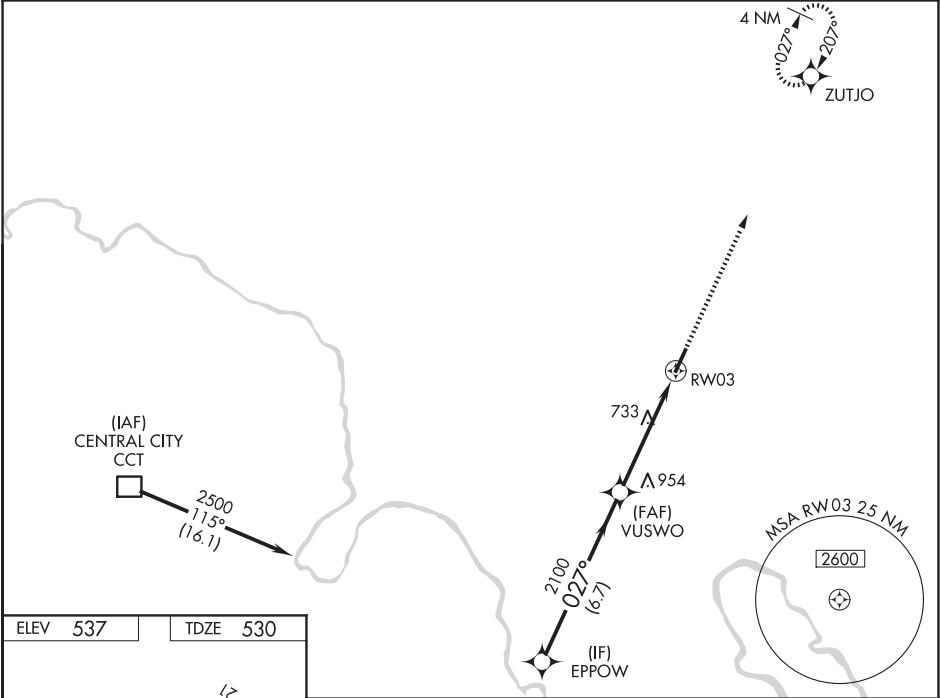
RNP APCH - GPS.

⚠

Baro-VNAV and VDP NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet. Increase all MDA 80 feet and LNAV Cat C visibility 3⁄8 SM and Circling Cat C visibility 1⁄4 SM. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below 3⁄4 SM NA.

MISSED APPROACH:
Climb to 2500 direct ZUTJO and hold.

AWOS-3PT 132.1	EVANSVILLE APP CON ★ 124.025 290.9	UNICOM 122.8 (CTAF) 0
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EPPOW		VUSWO		2500	ZUTJO
2500		2100		1.5 NM to RWY 03	RWY 03
GP 3.00° TCH 40		2100			
6.7 NM		3.3 NM		1.5 NM	
CATEGORY	A	B	C	D	
LPV DA	780-1		250 (300-1)		NA
LNAV/VNAV DA	780-1		250 (300-1)		NA
LNAV MDA	1040-1		510 (600-1)	1040-1 3⁄8 510 (600-1 3⁄8)	NA
CIRCLING	1040-1 503 (600-1)		1100-1 563 (600-1)	1300-2 1⁄4 763 (800-2 1⁄4)	NA

HARTFORD, KENTUCKY
Orig-F 05SEP24

37°28'N - 86°51'W

OHIO COUNTY (JQD)

RNAV (GPS) RWY 3

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90526 W21A	APP CRS 207°	Rwy Ldg 5003 TDZE 537 Apt Elev 537
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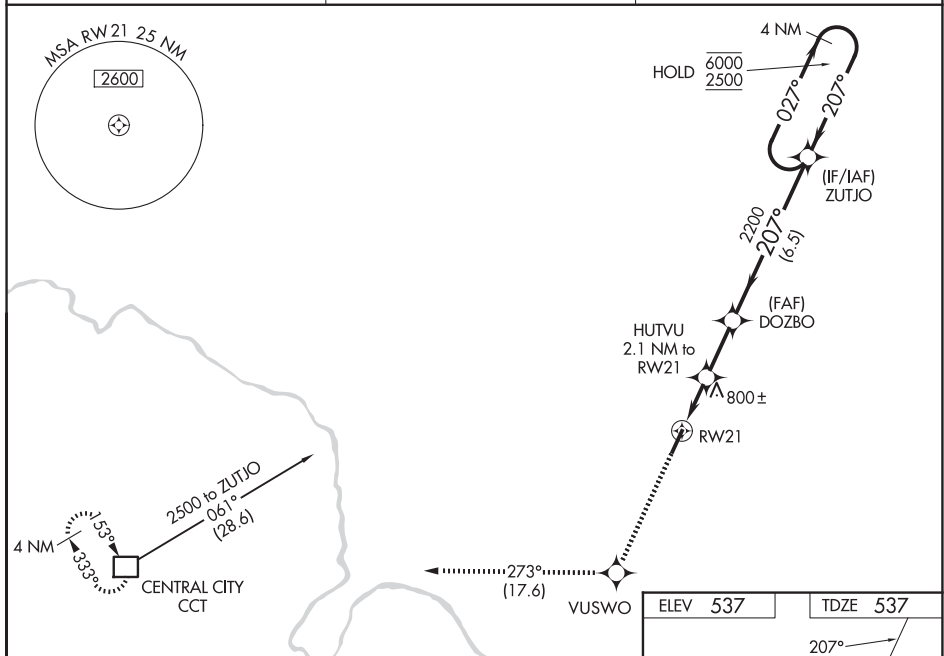
RNAV (GPS) RWY 21
OHIO COUNTY (JQD)

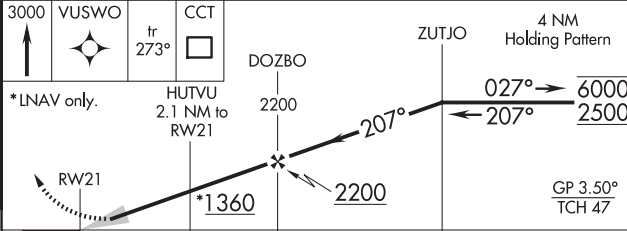
RNP APCH - GPS.

▼ Baro-VNAV NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV DA to 858 feet, increase LNAV/VNAV DA to 1082 feet. Increase all MDA 80 feet, increase LNAV/VNAV visibilities all Cats ¼ SM, increase LNAV and Circling Cat C visibility ¼ SM. Rwy 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH:
Climb to 3000 direct
VUSWO and on track
273° to CCT DME
and hold.

AWOS-3PT 132.1	EVANSVILLE APP CON ★ 124.025 290.9	UNICOM 122.8 (CTAF) ①
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3000 ↑	VUSWO ✱ Ir 273°	CCT □				
*LNAV only.						
HUTVU 2.1 NM to RW21			DOZBO 2200		ZUTJO 4 NM Holding Pattern	
RW21 2.1 NM			207° 2200		027° → 6000 ← 207° 2500	
2.3 NM			6.5 NM		GP 3.50° TCH 47°	
CATEGORY		A	B	C	D	
LPV	DA	787-1	250 (300-1)	807-1 270 (300-1)	NA	
LNAV/ VNAV	DA	1011-1 $\frac{3}{8}$ 474 (500-1 $\frac{3}{8}$)				NA
LNAV	MDA	1060-1	523 (600-1)	1060-1 $\frac{1}{2}$ 523 (600-1 $\frac{1}{2}$)	NA	
CIRCLING		1060-1 523 (600-1)	1100-1 563 (600-1)	1300-2 $\frac{1}{4}$ 763 (800-2 $\frac{1}{4}$)	NA	

ELEV 537

TDZE 537

207°

3003' x 75'

3

21

MRL Rwy 3-21

REIL Rwy 3 and 21

RNAV (GPS) RWY 21

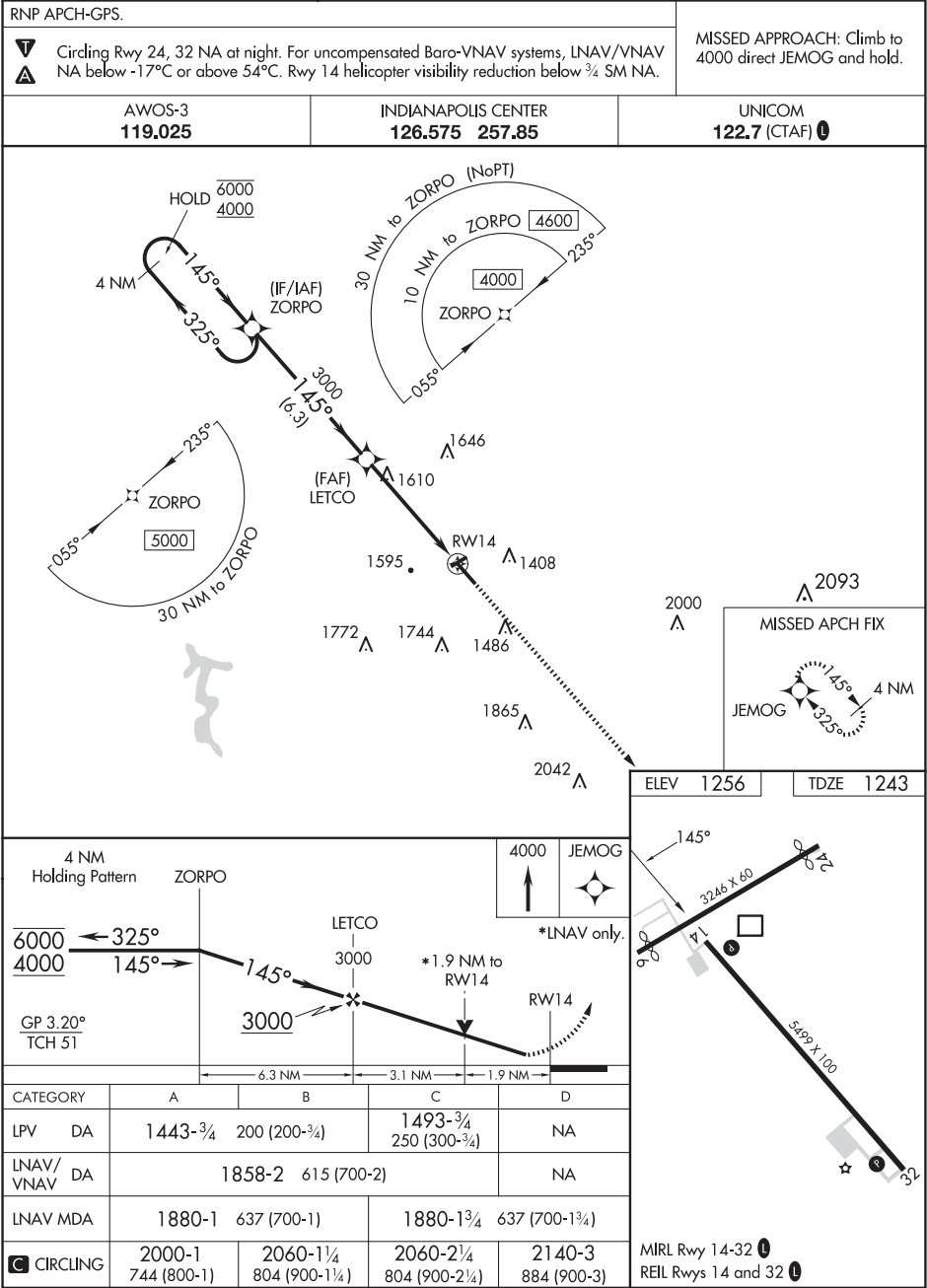
HAZARD, KENTUCKY

AL-9256 (FAA)

23110

WAAS CH 69323 W14A	APP CRS 145°	Rwy Idg TDZE 1243 Apt Elev 1256
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RNAV (GPS) RWY 14
WENDELL H FORD (CPF)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

HAZARD, KENTUCKY
Amdt 1E 20APR23

37°23'N-83°16'W

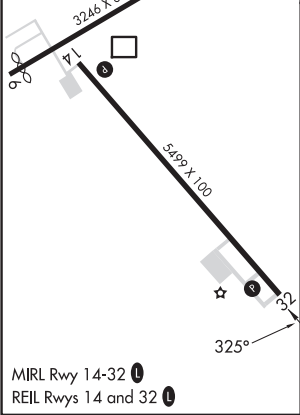
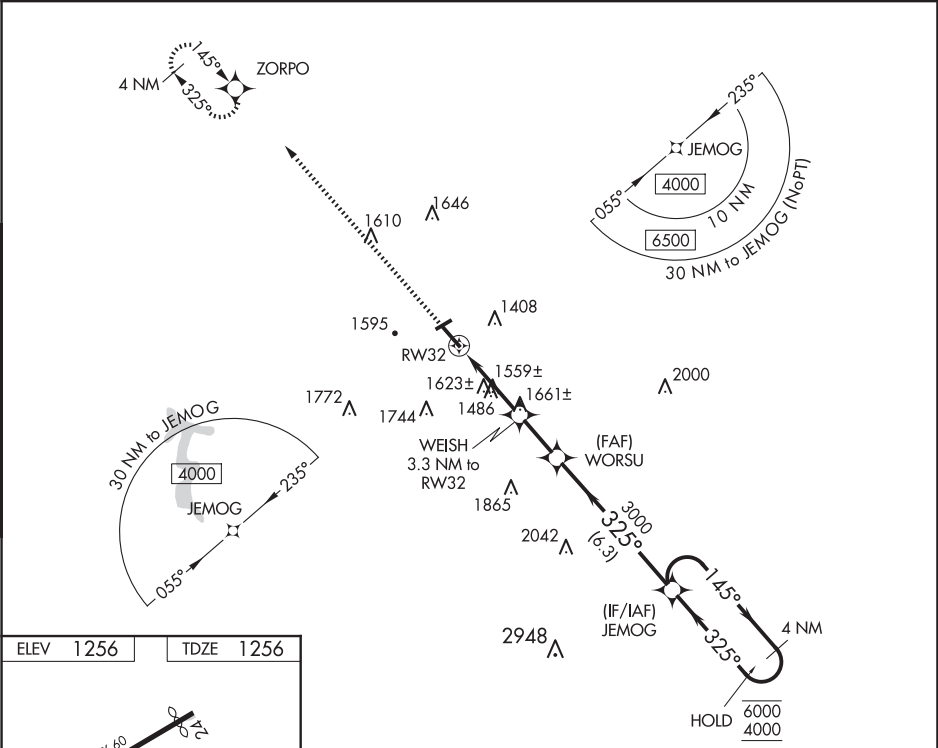
WENDELL H FORD (CPF)
RNAV (GPS) RWY 14

WAAS CH 56423 W32A	APP CRS 325°	Rwy Idg TDZE 1256 Apt Elev 1256	5499
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RNAV (GPS) RWY 32

WENDELL H FORD (CPF)

RNP APCH.		MISSED APPROACH: Climb to 4000 direct ZORPO and hold.
<div><div><div></div><div></div></div><div>Circling Rwy 24, 32 NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night.</div></div>		
AWOS-3 119.025	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.7 (CTAF) 0



4000 ZORPO		Visual Segment - Obstacles.		4 NM Holding Pattern	
↑		JEMOG		145° → 6000 ← 325° 4000	
RW32		WEISH 3.3 NM to RW32		WORSU	
2340		3000		325°	
-3.3 NM		2.1 NM		6.3 NM	
CATEGORY	A	B	C	D	
LP MDA	1820-1	564 (600-1)	1820-1½	564 (600-1½)	
LNAV MDA	1880-1	624 (700-1)	1880-1¾	624 (700-1¾)	
CIRCLING	2000-1 744 (800-1)	2040-1 784 (800-1)	2060-2¼ 804 (900-2¼)	2140-3 884 (900-3)	

HAZARD, KENTUCKY

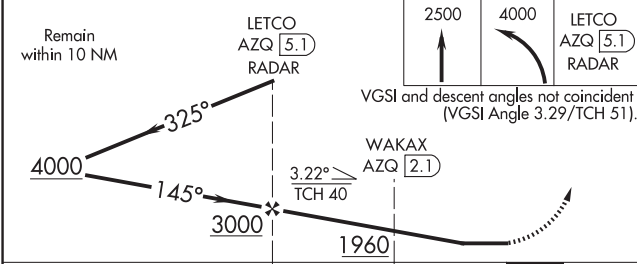
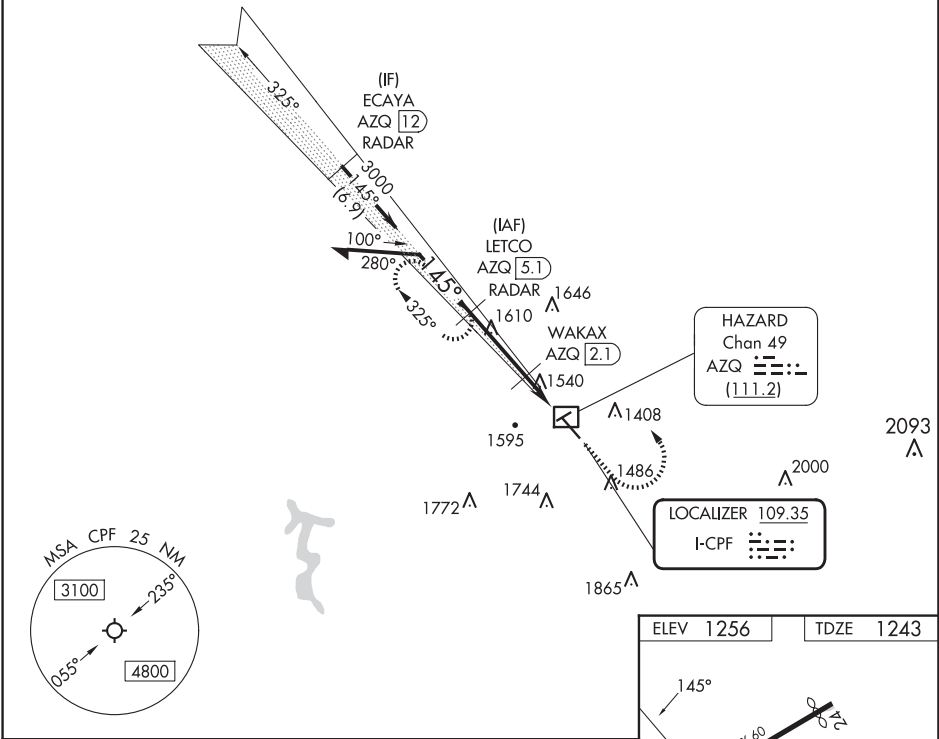
AL-9256 (FAA)

24361

LOC I-CPF 109.35	APP CRS 145°	Rwy Idg TDZE 1243 Apt Elev 1256
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LOC RWY 14
WENDELL H FORD (CPF)

DME required. RADAR required for procedure entry. RADAR required for missed approach. ▼ Circling Rwy 24, 32 NA at night. Simultaneous reception of I-CPF and AZQ DME required. Rwy 14 helicopter visibility reduction below ¾ SM NA. ▲ DME from AZQ DME.		MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 to LETCO/AZQ 5.1 DME/RADAR and hold, continue climb-in-hold to 4000.
AWOS-3 119.025	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.7 (CTAF) 0



ELEV 1256	TDZE 1243
MIRL Rwy 14-32 1 REIL Rws 14 and 32 1	
FAF to MAP 5 NM	
Knots	60 90 120 150 180
Min:Seq	5:00 3:20 2:30 2:00 1:40

CATEGORY	A	B	C	D
S-LOC 14	1800-1	557 (600-1)	1800-1½	557 (600-1½)
CIRCLING	2000-1 744 (800-1)	2040-1 784 (800-1)	2060-2¼ 804 (900-2¼)	2140-3 884 (900-3)

HAZARD, KENTUCKY
Amdt 1 26MAR20

37°23'N-83°16'W

WENDELL H FORD (CPF)
LOC RWY 14

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97709 W09A	APP CRS 089°	Rwy Idg TDZE Apt Elev	5503 385 387
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RNAV (GPS) RWY 9

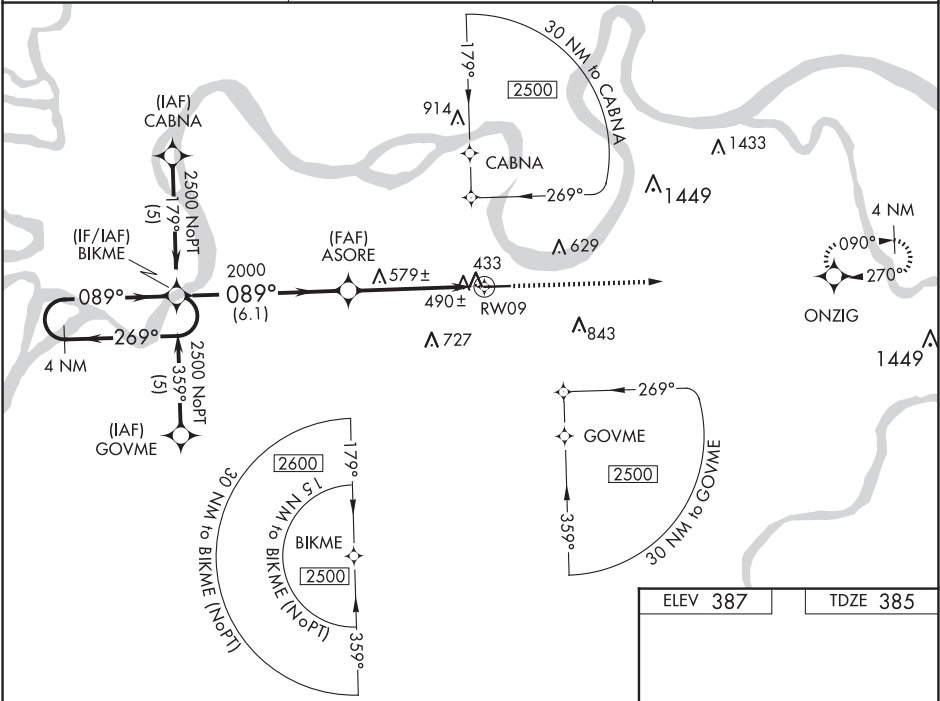
HENDERSON CITY-COUNTY (EHR)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48° C. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH:
Climb to 2500 direct ONZIG and hold.

AWOS-3PT 118.85	EVANSVILLE APP CON ★ 124.025 257.8	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).

2500 ONZIG

GP 3.00° TCH 47

BIKME

ASORE

1.3 NM to RW09

RW09

6.1 NM

3.6 NM

1.3

CATEGORY	A	B	C	D
LPV DA	694-1 309 (400-1)			
LNAV/VNAV DA	774-1¼ 389 (400-1¼)			
LNAV MDA	840-1 455 (500-1)	840-1⅝ 455 (500-1⅝)	840-1½ 455 (500-1½)	

REIL Rwy 9 and 27 **0**

MIRL Rwy 9-27 **0**

HENDERSON, KENTUCKY

AL-5059 (FAA)

23054

WAAS CH 77909 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	5503 387 387
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RNAV (GPS) RWY 27

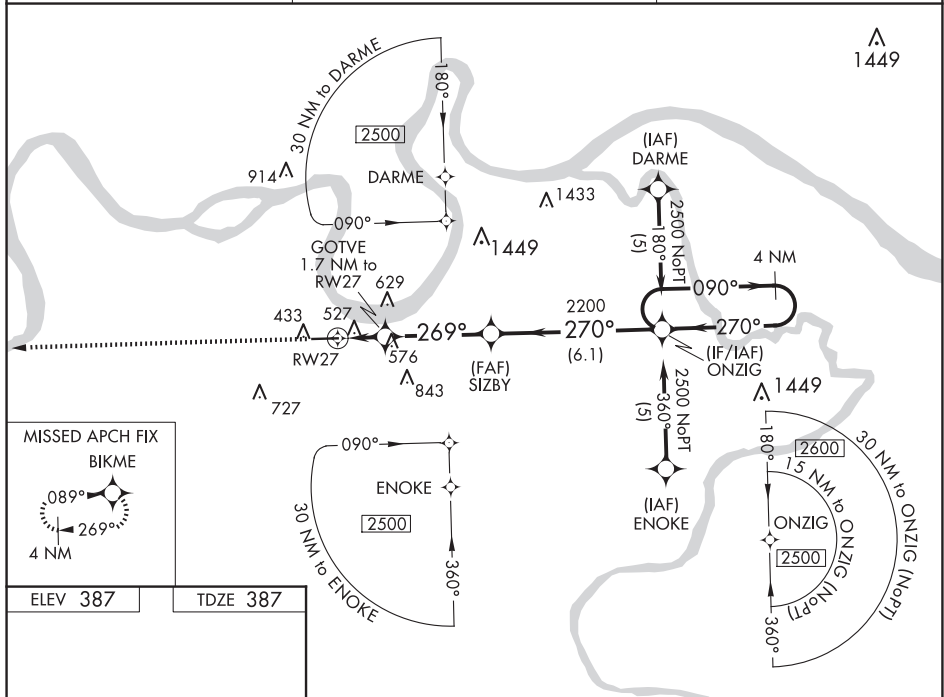
HENDERSON CITY-COUNTY (EHR)

RNP APCH.

⚠ Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct BIKME and hold.

AWOS-3PT 118.85	EVANSVILLE APP CON ★ 124.025 257.8	UNICOM 122.8 (CTAF) 📻
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ELEV 387

TDZE 387

2500

BIKME

*LNAV only

GOTVE 1.7 NM to RW27

RW27

269°

960*

2200

SIZBY

ONZIG

4 NM Holding Pattern

090°

270°

2500

GP 3.00°

TCH 40

1.7 NM

3.8 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	733-1¼ 346 (400-1¼)			
LNAV/VNAV DA	827-1½ 440 (500-1½)			
LNAV MDA	840-1	453 (500-1)	840-1⅜ 453 (500-1⅜)	840-1½ 453 (500-1½)

HENDERSON, KENTUCKY
Amdt 1A 18JUL19

37°48'N-87°41'W

HENDERSON CITY-COUNTY (EHR)
RNAV (GPS) RWY 27

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

HENDERSON, KENTUCKY

AL-5059 (FAA)

23054

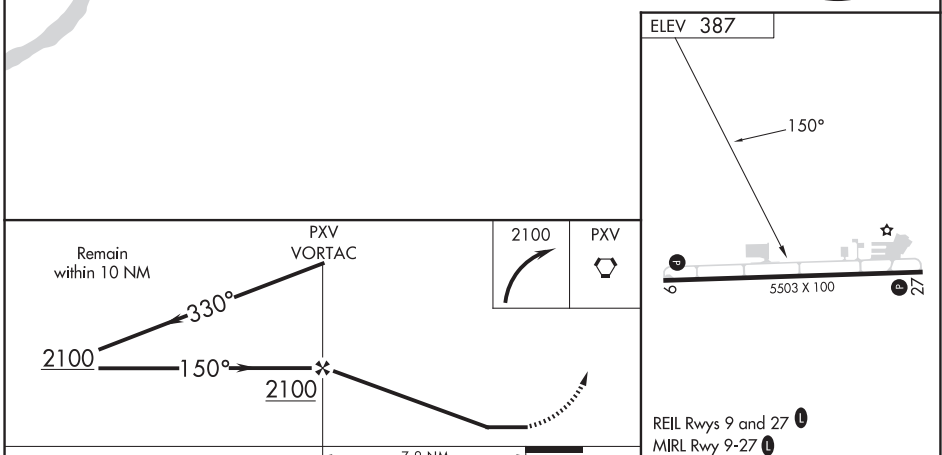
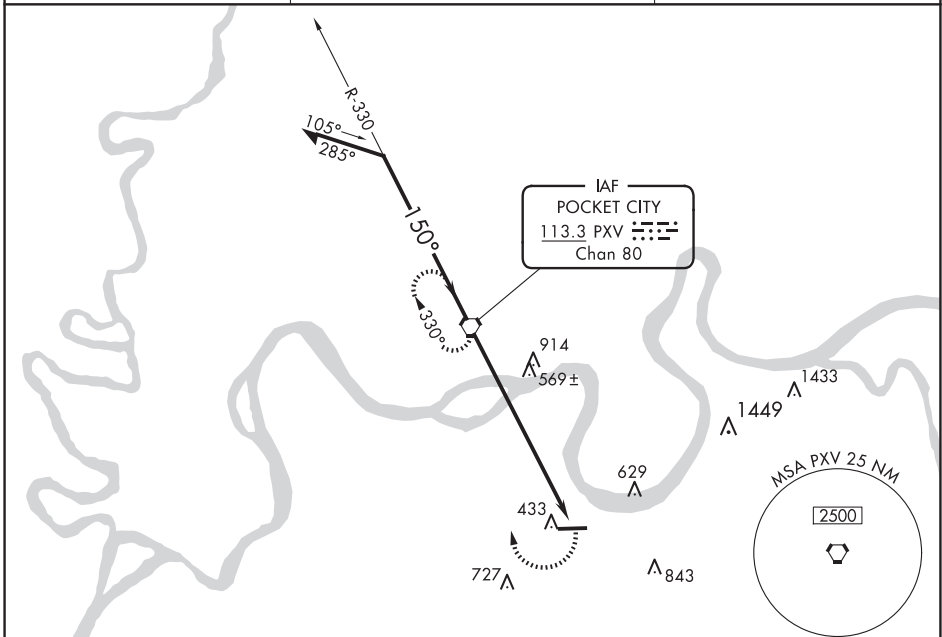
VORTAC PXV 113.3 Chan 80	APP CRS 150°	Rwy Idg TDZE Apt Elev	N/A N/A 387
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VOR-A

HENDERSON CITY-COUNTY (EHR)

<p>T</p> <p>NA</p>	<p>When local altimeter setting not received, use Evansville altimeter setting and increase all MDAs 80 feet, and increase Circling Cats C/D visibility $\frac{1}{4}$ SM.</p>	<p>MISSED APPROACH: Climbing right turn to 2100 direct PXV VORTAC and hold.</p>
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AWOS-3PT 118.85	EVANSVILLE APP CON ★ 124.025 257.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	7.9 NM		FAF to MAP 7.9 NM					
			C	D	Knots	60	90	120	150	180
CIRCLING	920-1	533 (600-1)	1040-1 ³ / ₄	1200-2 ³ / ₄						
			653 (700-1 ³ / ₄)	813 (900-2 ³ / ₄)	Min:Sec	7:54	5:16	3:57	3:10	2:38

HENDERSON, KENTUCKY

Amdt 10A 20MAY21

HENDERSON CITY-COUNTY (EHR)

VOR-A

37°48'N-87°41'W

179

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77726 W02A	APP CRS 019°	Rwy Idg TDZE 966 Apt Elev 972	4001
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RNAV (GPS) RWY 2

PAUL BRIDGES FLD (ØM3)

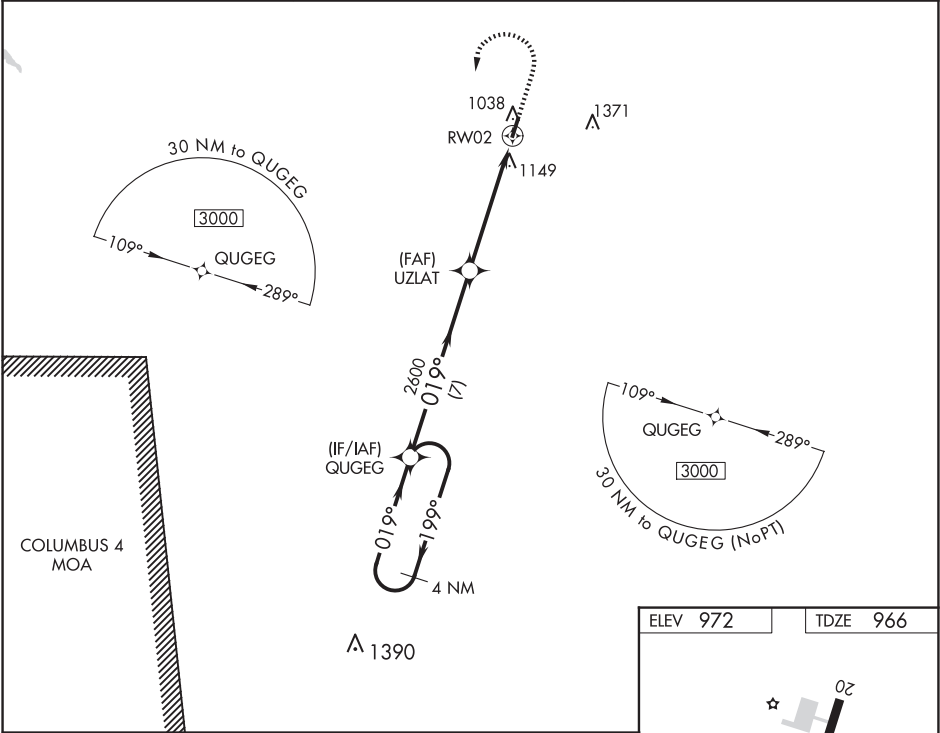
▼

NA

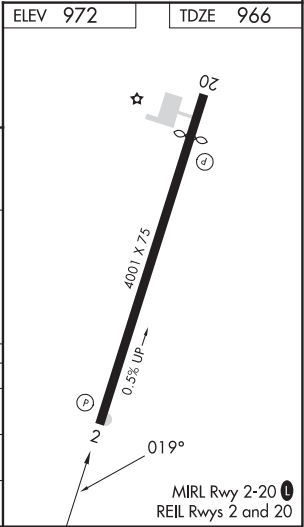
DME/DME RNP-0.3 NA. Use Lawrenceburg altimeter setting, when not received, use Muscle Shoals altimeter setting and increase all MDA 120 feet; increase LP and LNAV Cat C visibility ¾ SM and Circling Cat C visibility ½ SM. Procedure NA at night. Rwy 2, 20 helicopter visibility reduction NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct QUGEG and hold.

2M2 AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) Ø
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4 NM Holding Pattern		QUGEG	2000	3000	QUGEG
3000		199°	019°	019°	UZLAT
		7 NM	5.1 NM		RWY 2
CATEGORY	A	B	C	D	
LP MDA	1520-1	554 (600-1)	1520-1½ 554 (600-1½)	NA	
LNAV MDA	1520-1	554 (600-1)	1520-1½ 554 (600-1½)	NA	
CIRCLING	1580-1	608 (700-1)	1740-2¼ 768 (800-2¼)	NA	



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
079°

Rwy Idg
5505

TDZE
540

Apt Elev
564

RNAV (GPS) RWY 8

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

RNP APCH.

▼

NA

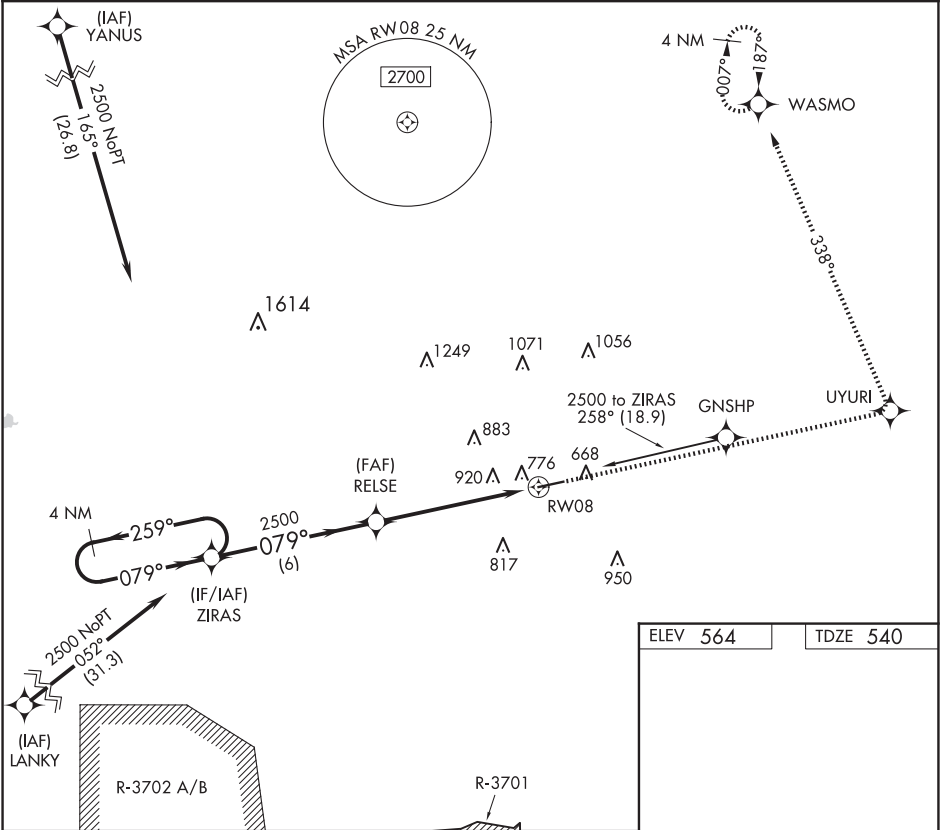
Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold.

AWOS-3
132.575

CAMPBELL APP CON
118.1 269.525

UNICOM
122.8 (CTAF) 0



4 NM Holding Pattern

ZIRAS

RELSE

3000

UYURI

338° tr

WASMO

2500

259°

079°

2500

079°

3.05°

TCH 40

6 NM

5.9 NM

RW08

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 38).

0.5% UP

5505 X 100

079° to RW08

CATEGORY	A	B	C	D
LNNAV MDA	1220-1	680 (700-1)	1220-2 680 (700-2)	1220-2¼ 680 (700-2¼)

MIRL Rwy 8-26 0

REIL Rwys 8 and 26 0

HOPKINSVILLE, KENTUCKY

AL-5191 (FAA)

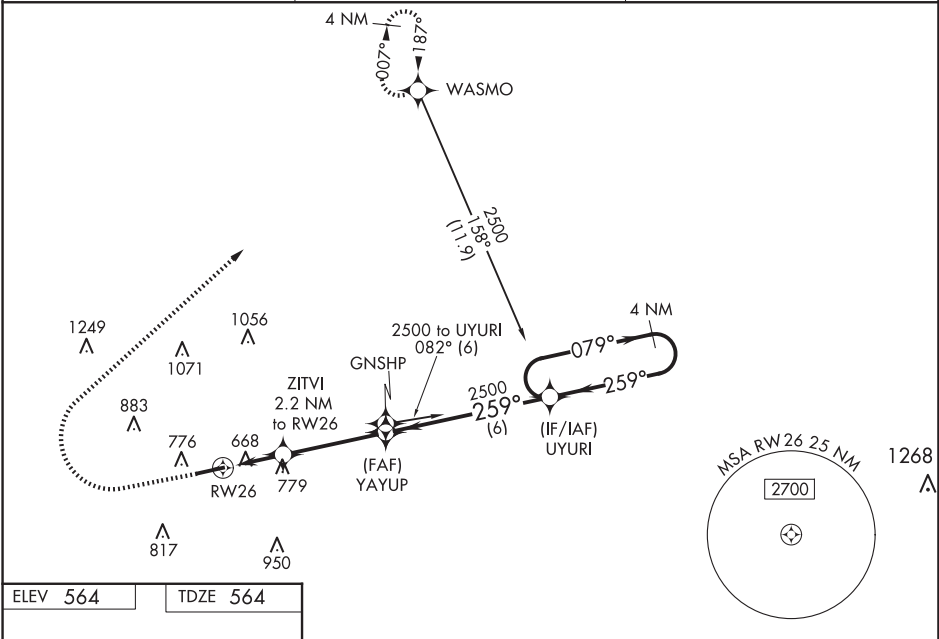
24193

WAAS CH 82221 W26A	APP CRS 259°	Rwy Idg TDZE 564 Apt Elev 564
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RNAV (GPS) RWY 26
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

RNP APCH - GPS.	<p>NA Circling Rwy 8 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Clarksville altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase LPV DA to 851 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1033 feet and all visibilities ½ SM; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.</p>	<p>MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct WASMO and hold.</p>
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AWOS-3 132.575	CAMPBELL APP CON 118.1 269.525	UNICOM 122.8 (CTAF) 0
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ELEV 564

TDZE 564

MIRL Rwy 8-26 0

REIL Rws 8 and 26 0

1100	3000	WASMO	VGSi and RNAV glidepath not coincident (VGSi Angle 4.00/TCH 34).						
CATEGORY		A		B		C		D	
LPV DA				814-7/8		250 (300-7/8)			
LNAV/VNAV DA				996-1 1/4		432 (500-1 1/4)			
LNAV MDA		1040-1 476 (500-1)				1040-1 3/8 476 (500-1 3/8)			
CIRCLING		1140-1 576 (600-1)				1280-2 716 (800-2)		1320-2 1/2 756 (800-2 1/2)	

HOPKINSVILLE, KENTUCKY
Amdt 2B 11JUL24

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)
36°51'N-87°27'W
RNAV (GPS) RWY 26

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

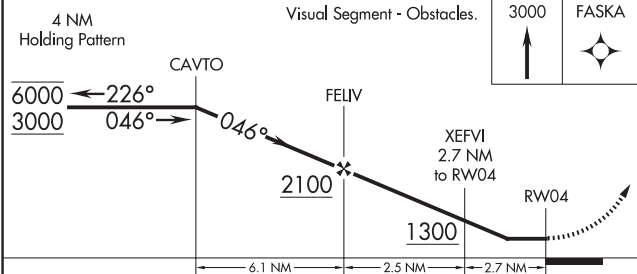
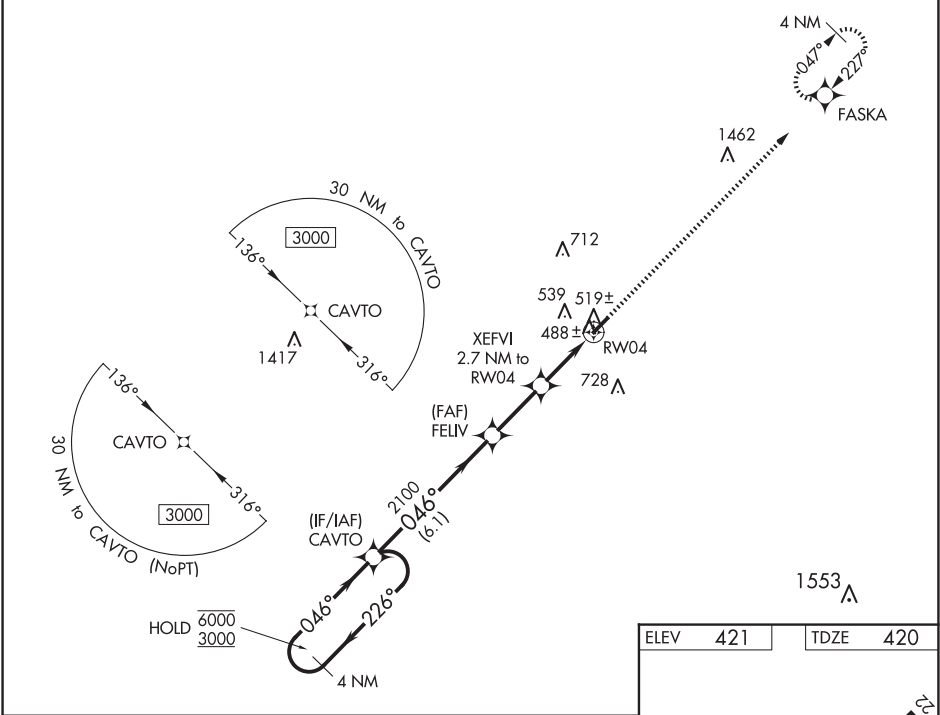
WAAS CH 78038 W04A	APP CRS 046°	Rwy Idg TDZE 420 Apt Elev 421
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RNAV (GPS) RWY 4

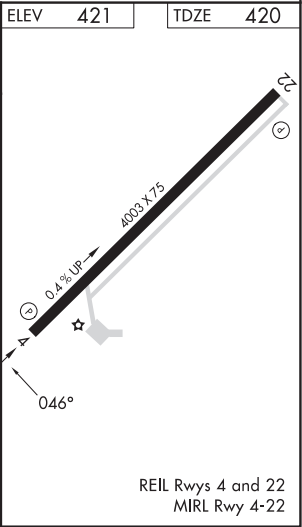
HUMBOLDT MUNI (M53)

RNP APCH - GPS.	Rwy 4 helicopter visibility reduction below 1 SM NA. Use Jackson altimeter setting, when not received, use Dyersburg altimeter setting: increase all MDA 60 feet; increase LP Cats C/D visibility 1/8 mile; increase LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night.	MISSED APPROACH: Climb to 3000 direct FASKA and hold.
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MKL ASOS 119.325	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LP MDA	780-1	360 (400-1)		
LNAV MDA	800-1	380 (400-1)		
CIRCLING	900-1 479 (500-1)	920-1 499 (500-1)	1120-2 699 (700-2)	1120-2 1/4 699 (700-2 1/4)

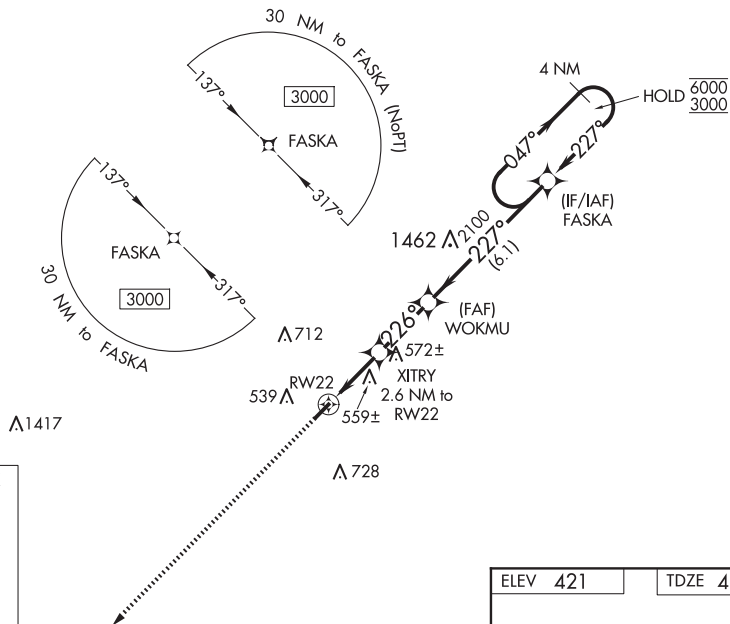




RNAV (GPS) RWY 22

HUMBOLDT MUNI (M53)

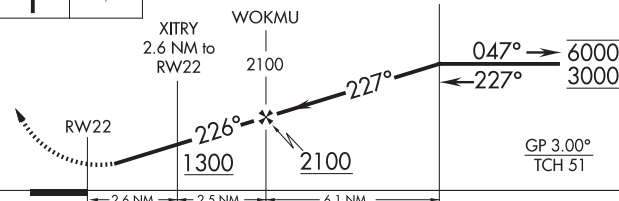
MISSED APPROACH: Climb to 3000 direct CAVTO and hold.


UNICOM
122.8 (CTAF)

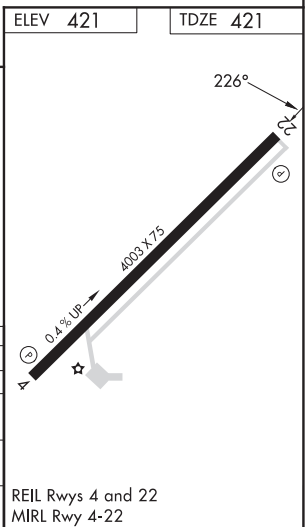


3000	CAVTO
	

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

4 NM
Holding Pattern

CATEGORY		A		B		C		D	
LPV	DA			701-1		280 (300-1)			
LNAV/ VNAV	DA			770-1		349 (400-1)			
LNAV	MDA	840-1		419 (500-1)		840-1½		419 (500-1½)	
 CIRCLING		900-1 479 (500-1)		920-1 499 (500-1)		1120-2 699 (700-2)		1120-2¼ 699 (700-2¼)	

HUMBOLDT MUNI (M53)
RNAV (GPS) RWY 22

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99419 W01A	APP CRS 014°	Rwy Ldg TDZE 495 Apt Elev 497
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RNAV (GPS) RWY 1

SGT LEE RUSSELL CARROLL COUNTY (HZD)

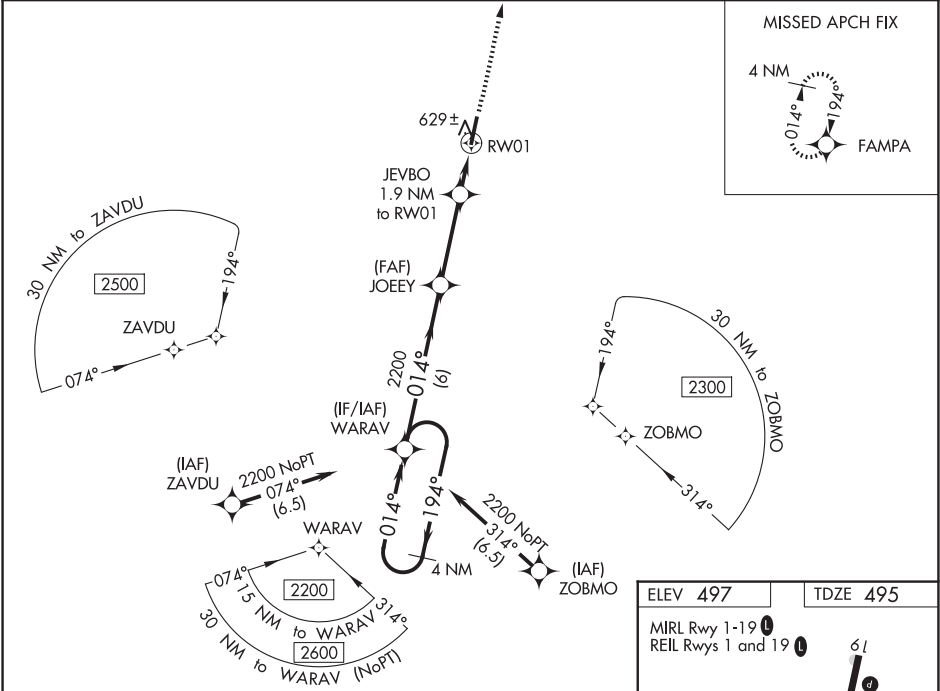
▼

▲ NA

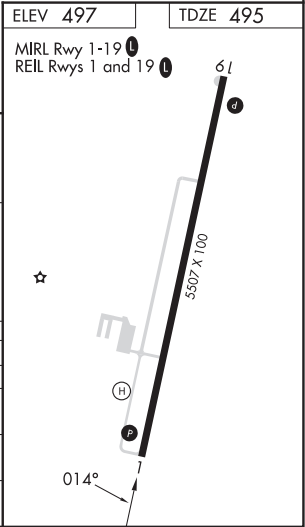
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile, LNAV Cats C and D visibility ¼ mile, and Circling Cats C and D visibility ½ mile. VDP and Baro-VNAV NA with Jackson Rgnl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2200 direct FAMPA and hold.

AWOS-3 133.275	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF) 1
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).		2200	FAMPA
WARAV		JOEY		JEVBO	
2200 ← 194°		014° →		* 1.1 NM to RW01	
GP 3.00°		2200		* LNAV only.	
TCH 40		* 1140		1.9 NM to RW01	
6 NM		3.3 NM		0.8 NM	
1.1 NM					
CATEGORY	A	B	C	D	
LPV DA	745-7/8		250 (300-7/8)		
LNAV/VNAV DA	810-1		315 (400-1)		
LNAV MDA	880-1	385 (400-1)	880-1 1/8	385 (400-1 1/8)	
CIRCLING	980-1	483 (500-1)	1220-2	1220-2 1/4	
			723 (800-2)	723 (800-2 1/4)	



JACKSON, KENTUCKY

AL-6896 (FAA)

25163

WAAS CH 70544 W01A	APP CRS 012°	Rwy Ldg TDZE 1367 Apt Elev 1381	4400
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RNAV (GPS) RWY 1

JULIAN CARROLL (JKL)

RNP APCH - GPS.

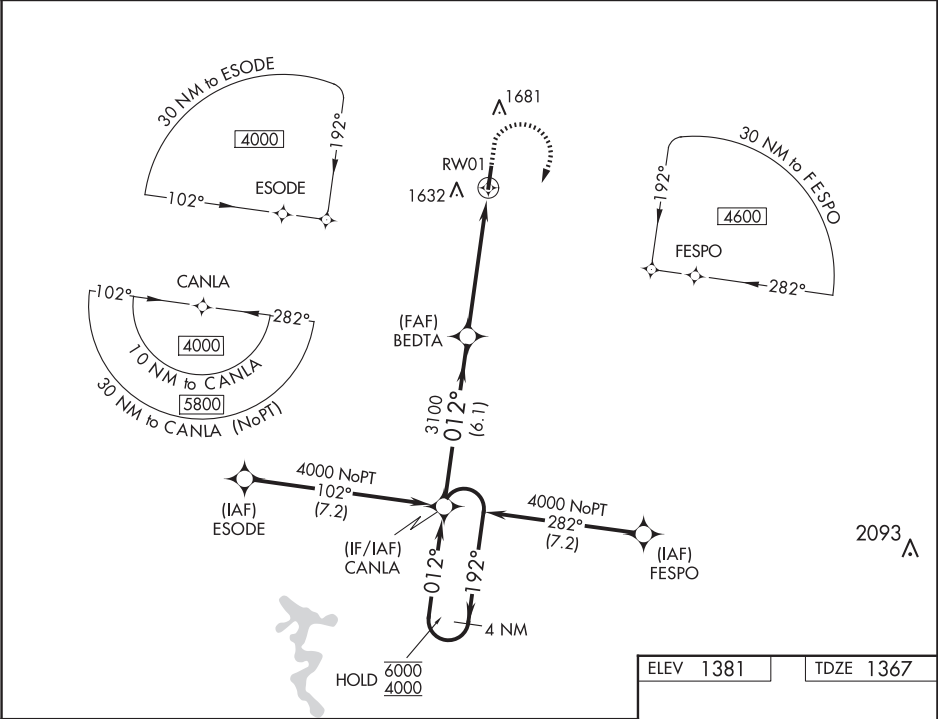
▼

▲

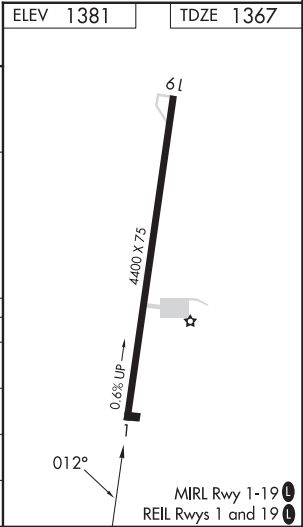
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 1900 then climbing right turn to 4500 direct CANLA and hold, continue climb-in-hold to 4500.

ASOS 118.375	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		CANLA		1900 ↑		4500 ↷		CANLA ✦	
6000 4000		←192° 012°→		CANLA		BEDTA 3100		1.3 NM to RW01	
GP 3.00° TCH 40				012°		3100		RW01	
		6.1 NM		4.1 NM		1.3 NM			
CATEGORY	A	B	C	D					
LPV DA	1617-1 250 (300-1)								
LNAV/ VNAV DA	1649-1 282 (300-1)								
LNAV MDA	1800-1	433 (500-1)	1800-1¼		433 (500-1¼)				
CIRCLING	1940-1	559 (600-1)	2000-1¾ 619 (700-1¾)		2000-2 619 (700-2)				



JACKSON, KENTUCKY
Amdt 1 14JUL22

37°36'N-83°19'W

JULIAN CARROLL (JKL)

RNAV (GPS) RWY 1

LOC/DME I-MKL 109.1 Chan 28	APP CRS 023°	Rwy Ldg TDZE 433 Apt Elev 433
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ILS or LOC RWY 2
JACKSON RGNL (MKL)

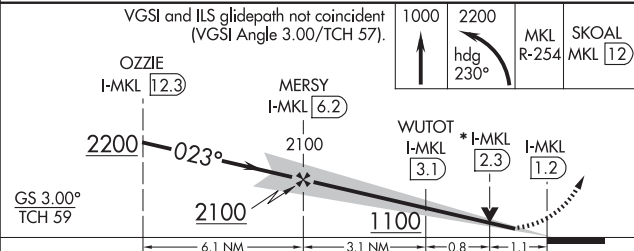
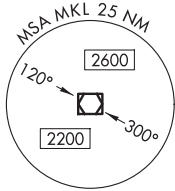
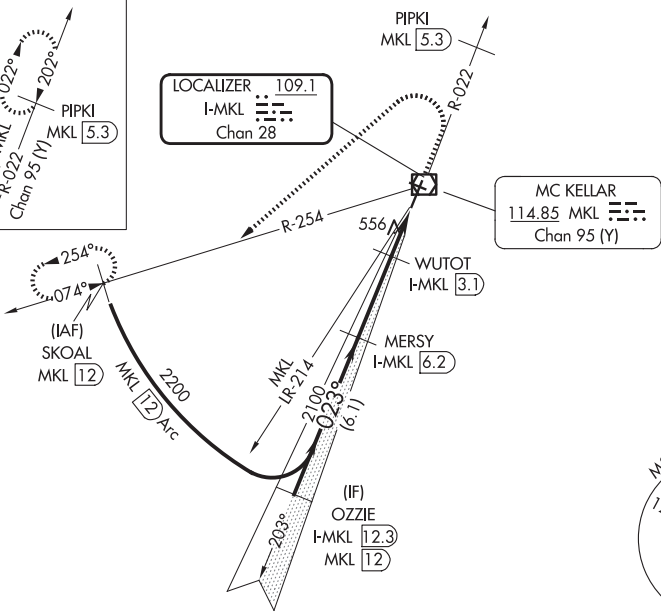
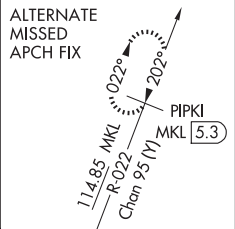
DME required. RADAR required for procedure entry.

MALS R

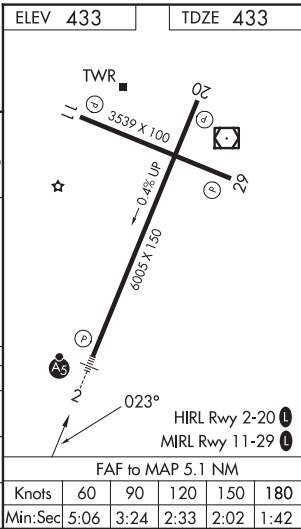
MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 on heading 230° and MKL VOR/DME R-254 to SKOAL/MKL 12 DME and hold.

▼ Rwy 2 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-LOC 2 Cat A/B visibility to 1 SM and Cat C/D visibility 1½ SM.
▲

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 2		770-¾	337 (400-¾)	
S-LOC 2		820-¾	387 (400-¾)	
CIRCLING	900-1 467 (500-1)	920-1 487 (500-1)	960-1½ 527 (600-1½)	1100-2 667 (700-2)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

JACKSON, TENNESSEE

AL-5062 (FAA)

25219

WAAS CH 93511 W02A	APP CRS 023°	Rwy Ldg 6005 TDZE 433 Apt Elev 433
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RNAV (GPS) RWY 2

JACKSON RGNL (MKL)

RNP APCH - GPS.

▼

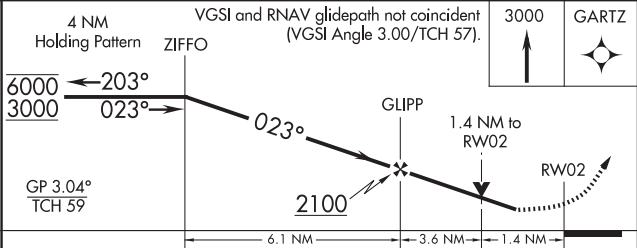
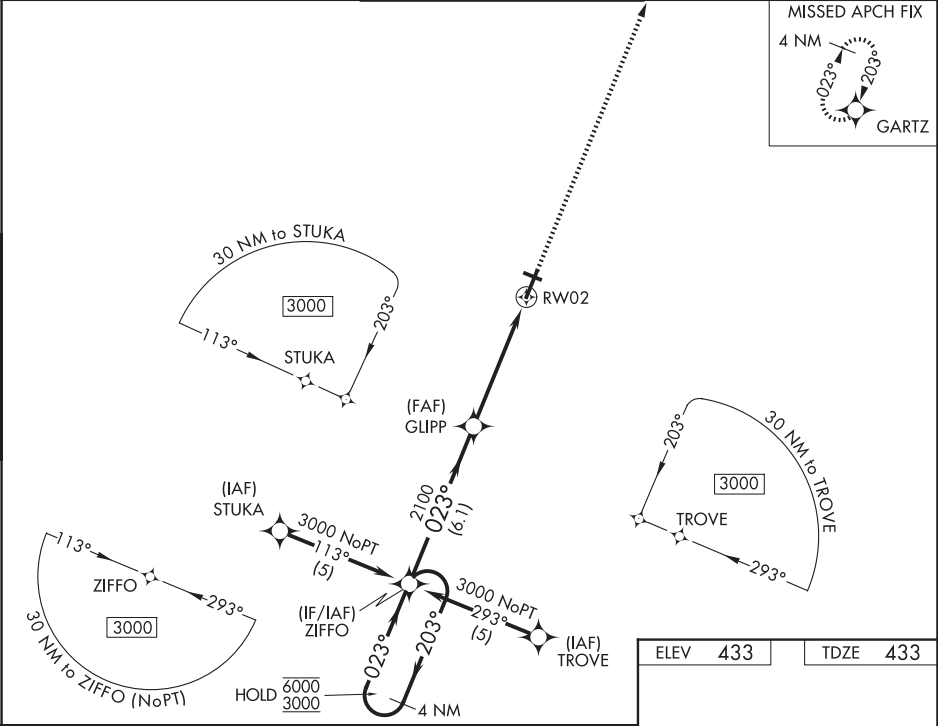
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.
For inop ALS, increase visibility LNAV Cats A/B to 1 SM, and Cats C/D to 1 3/8 SM.

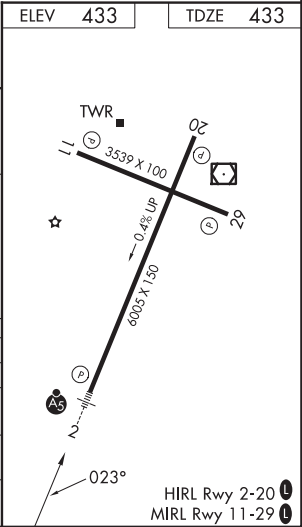
MALSR

MISSED APPROACH:
Climb to 3000 direct
GARTZ and hold.

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	772-3/4		339 (400-3/4)	
LNAV/VNAV DA	886-7/8		453 (500-7/8)	
LNAV MDA	900-3/4 467 (500-3/4)		900-1 467 (500-1)	
CIRCLING	900-1 467 (500-1)	920-1 487 (500-1)	960-1 1/2 527 (600-1 1/2)	1080-2 647 (700-2)



JACKSON, TENNESSEE
Orig-C 19MAY22

35°36'N-88°55'W

JACKSON RGNL (MKL)
RNAV (GPS) RWY 2

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40312 W20A	APP CRS 203°	Rwy Ldg 6005 TDZE 418 Apt Elev 433
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RNAV (GPS) RWY 20

JACKSON RGNL (MKL)

RNP APCH - GPS

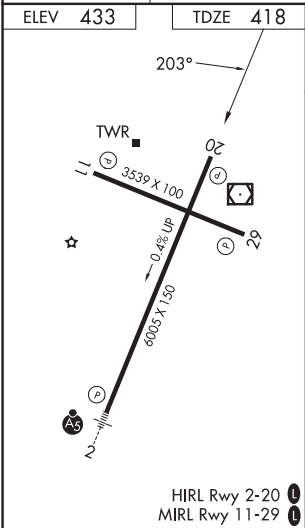
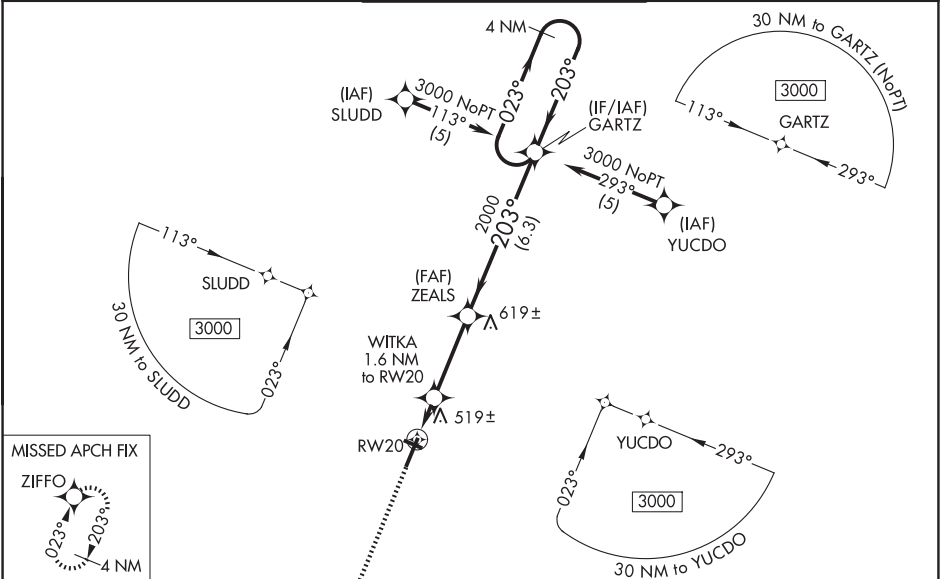
▼

Rwy 20 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting: increase LPV DA to 802 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 910 feet and visibility all Cats ¼ SM; increase all MDA 100 feet and visibility LNAV Cat C and D and Circling Cat C ¼ SM, and Circling Cat D ½ SM.

▲

MISSED APPROACH: Climb to 3000 direct ZIFFO and hold.

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 249.95	GND CON 120.9	UNICOM 122.95
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ELEV 433	TDZE 418
3000	ZIFFO
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 46).	
* LNAV only	WITKA 1.6 NM to RW20
ZEALS	
RW20	
*960	
2000	
1.6 NM 3.2 NM 6.3 NM	
CATEGORY	A B C D
LPV DA	710-1 292 (300-1)
LNAV/VNAV DA	818-1½ 400 (400-1½)
LNAV MDA	780-1 362 (400-1) 780-1¼ 362 (400-1¼)
CIRCLING	900-1 467 (500-1) 920-1 487 (500-1) 960-1½ 527 (600-1½) 1100-2 667 (700-2)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

JACKSON, TENNESSEE

AL-5062 (FAA)

25219

VOR/DME MKL 114.85 Chan 95 (Y)	APP CRS 028°	Rwy Ldg 6005 TDZE 433 Apt Elev 433
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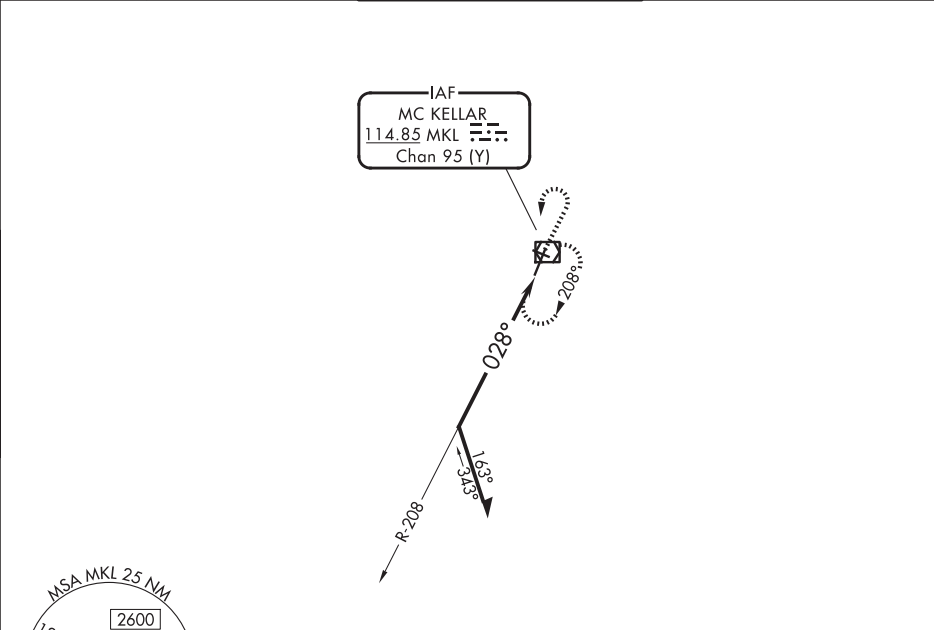
VOR RWY 2
JACKSON RGNL (MKL)

Rwy 2 helicopter visibility reduction below 3/4 SM NA.
For inop ALS, increase S-2 Cat A/B visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 2200 direct MKL VOR/DME and hold, continue climb-in-hold to 2200.

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
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Remain within 10 NM

1700 2200 MKL

2.1 NM

CATEGORY	A	B	C	D
S-2	1120-3/4 687 (700-3/4)		1120-1 1/2 687 (700-1 1/2)	
CIRCLING	1120-1 687 (700-1)		1120-2 687 (700-2)	1120-2 1/4 687 (700-2 1/4)

ELEV 433 TDZE 433

HIRL Rwy 2-20 0
MIRL Rwy 11-29 0

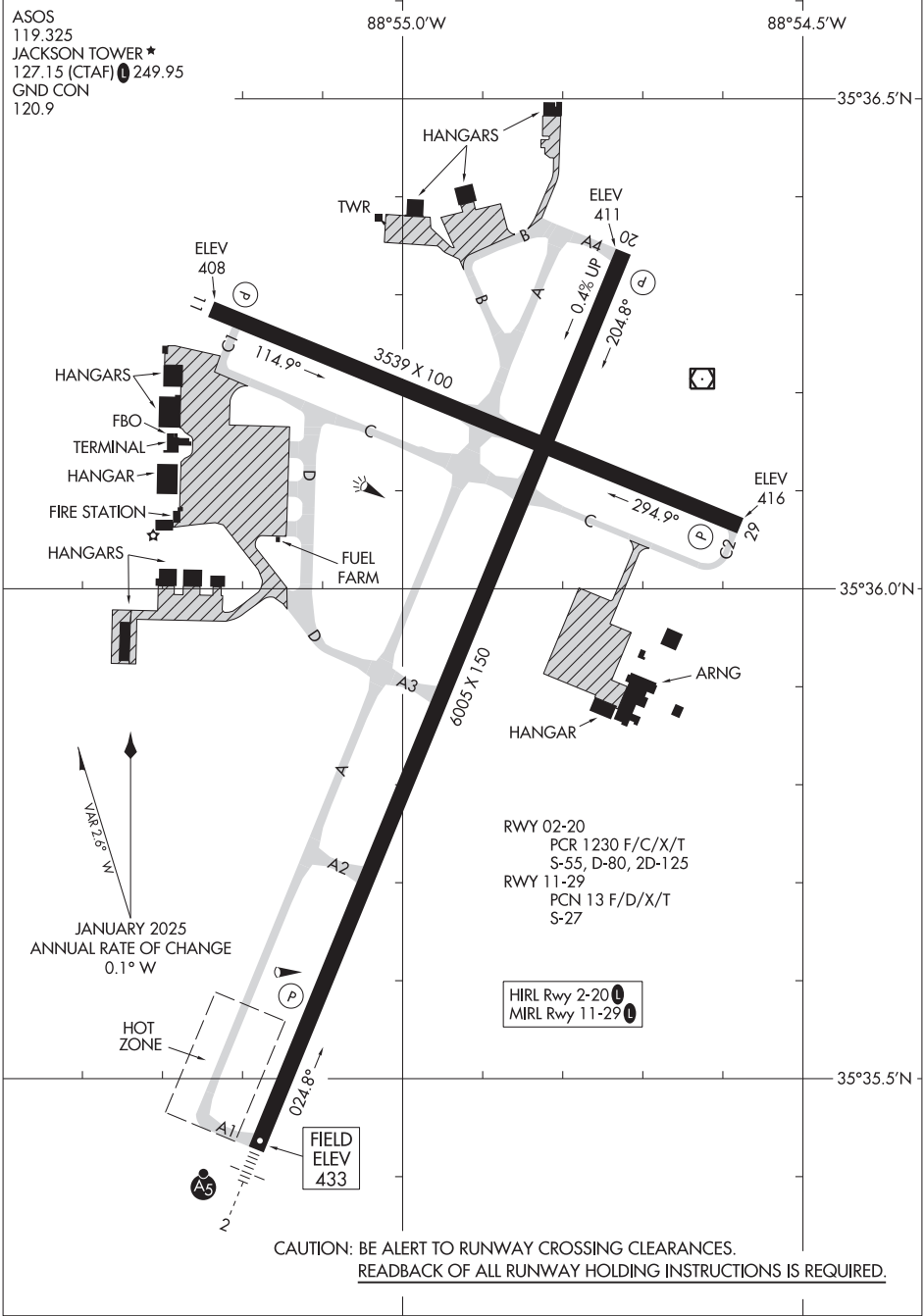
JACKSON, TENNESSEE
Amdt 1 28DEC23

35°36'N-88°55'W

JACKSON RGNL (MKL)
VOR RWY 2

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

JAMESTOWN, KENTUCKY

AL-9250 (FAA)

25163

WAAS CH 78433 W17A	APP CRS 179°	Rwy Ldg TDZE Apt Elev	5010 1010 1010
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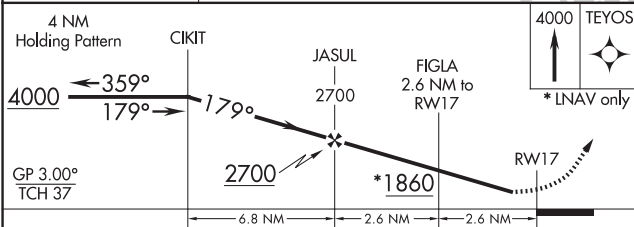
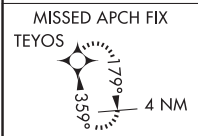
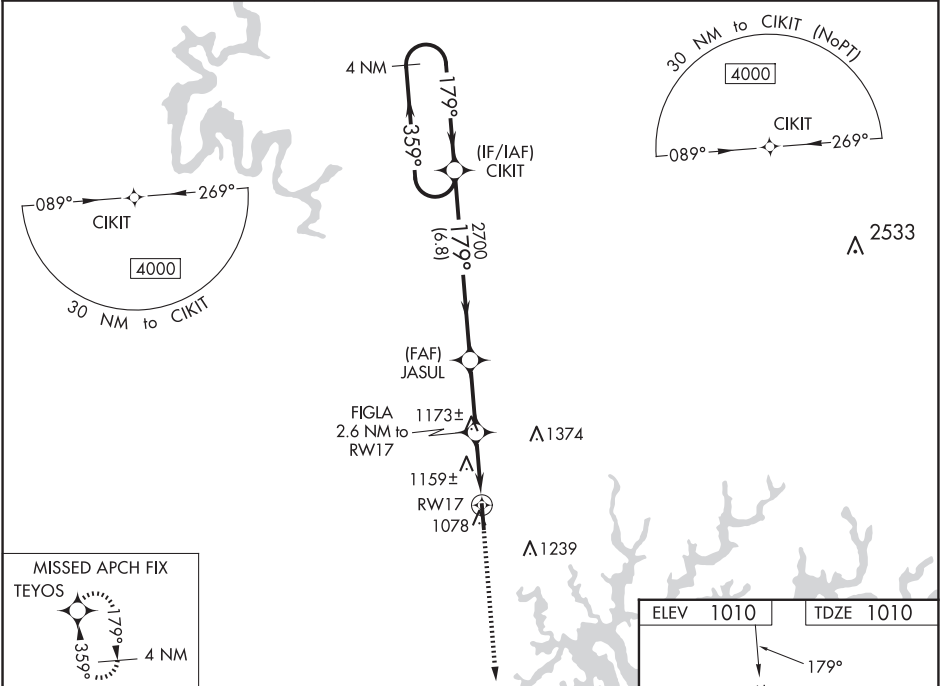
RNAV (GPS) RWY 17
RUSSELL COUNTY (K24)

NA

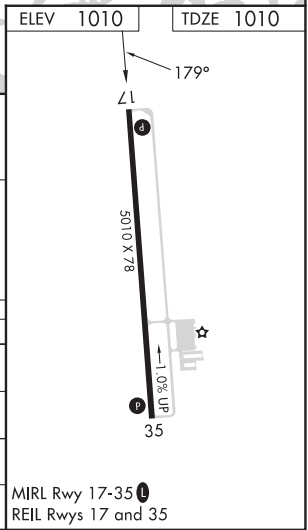
Baro-VNAV NA when using Wayne County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Wayne County altimeter setting increase all DA 42 feet and increase all MDA 60 feet; increase LPV all Cats ½ mile; LNAV/VNAV all Cats ½ mile and LNAV and Circling Cats C/D visibility ½ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 4000 direct TEYOS and hold.

AWOS-3 119.6	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1346-1½	336 (400-1½)		
LNAV/VNAV DA	1424-1¾	414 (500-1¾)		
LNAV MDA	1420-1	410 (500-1)	1420-1½	410 (500-1½)
CIRCLING	1540-1 530 (600-1)	1620-1 610 (700-1)	1700-2 690 (700-2)	1700-2¼ 690 (700-2¼)



JAMESTOWN, KENTUCKY
Amdt 2 18SEP14

37°01'N-85°06'W

RNAV (GPS) RWY 17
RUSSELL COUNTY (K24)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 63233 W35A	APP CRS 359°	Rwy Ldg TDZE 990 Apt Elev 1010
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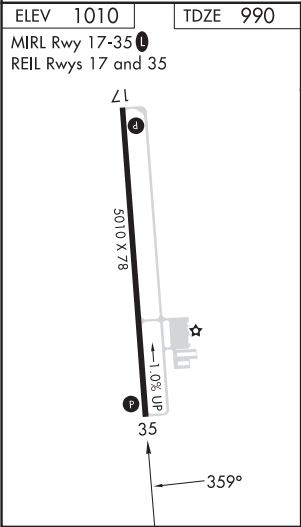
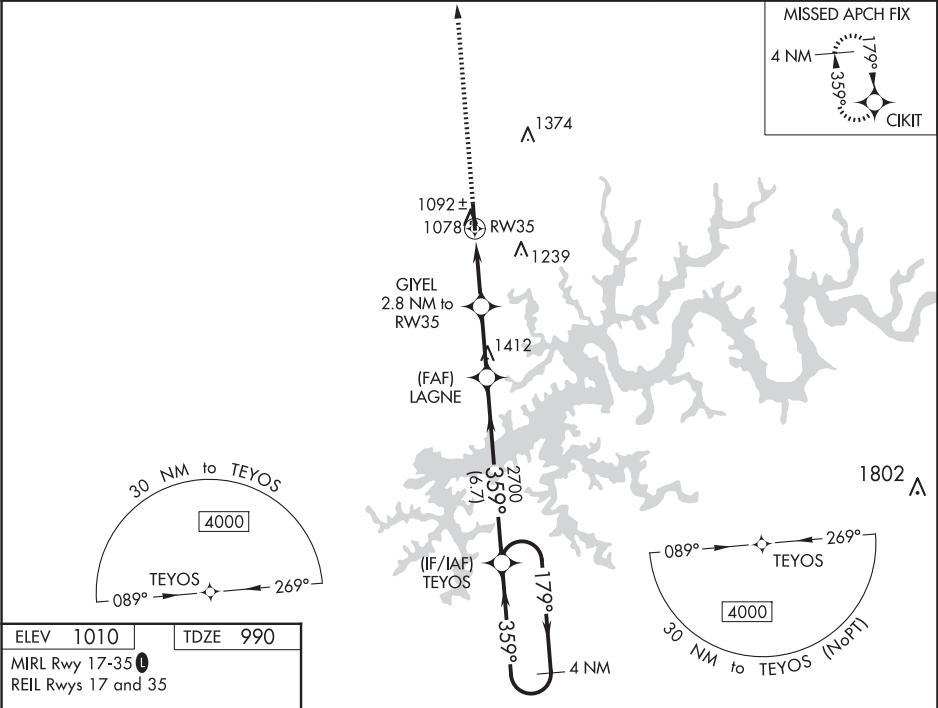
RNAV (GPS) RWY 35

RUSSELL COUNTY (K24)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne County altimeter setting. When local altimeter setting not received, use Wayne County altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats visibility ⅜ mile and LNAV and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ mile NA.

MISSED APPROACH:
Climb to 4000 direct
CIKIT and hold.

AWOS-3 119.6	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF)
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4000	CIKIT	GIYEL 2.8 NM to RW35	LAGNE 2700	TEYOS 4 NM Holding Pattern
* LNAV only		* 1.1 NM to RW35		
		* 1880	* 2700	GP 3.00° TCH 39
		1.1	1.7	2.6 NM
			6.7 NM	
CATEGORY	A	B	C	D
LPV DA	1240-7/8 250 (300-7/8)			
LNAV/VNAV DA	1285-1 1/8 295 (300-1 1/8)			
LNAV MDA	1360-1 370 (400-1)			
CIRCLING	1540-1 530 (600-1)	1620-1 610 (700-1)	1700-2 690 (700-2)	1700-2 1/4 690 (700-2 1/4)

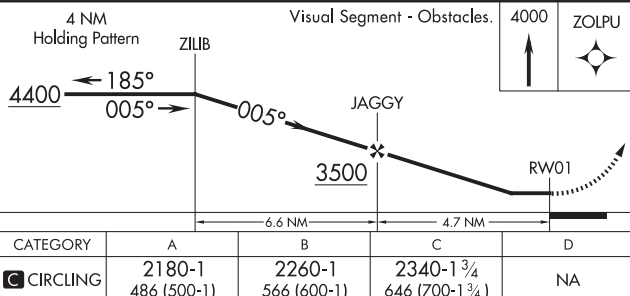
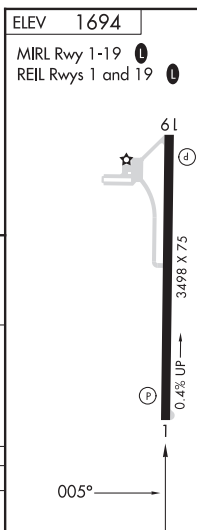
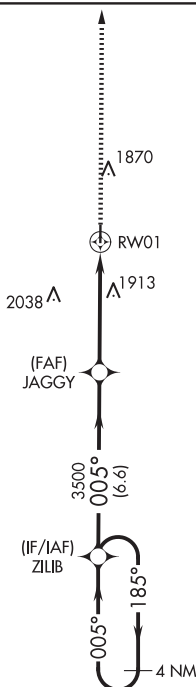
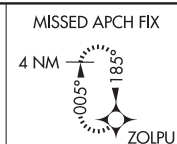
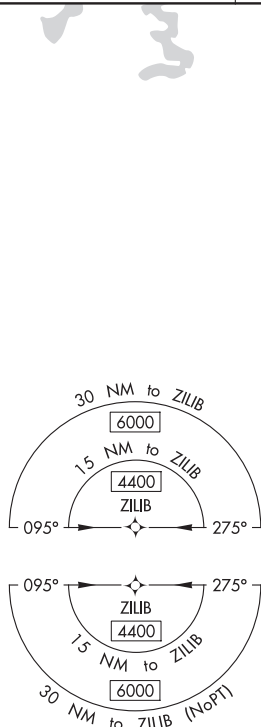
RNAV (GPS)-B
JAMESTOWN MUNI (2A1)

T Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA. Circling to Rwy 19 NA at night.

MISSED APPROACH:
Climb to 4000 direct
ZOLPU and hold.

CSV ASOS
120.625

INDIANAPOLIS CENTER
124.625 371.925

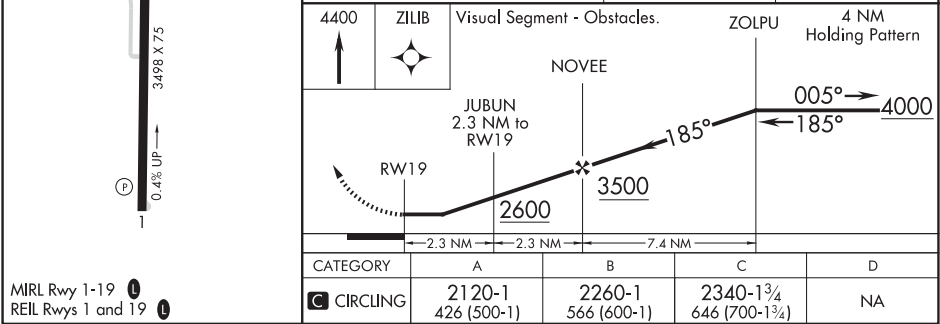
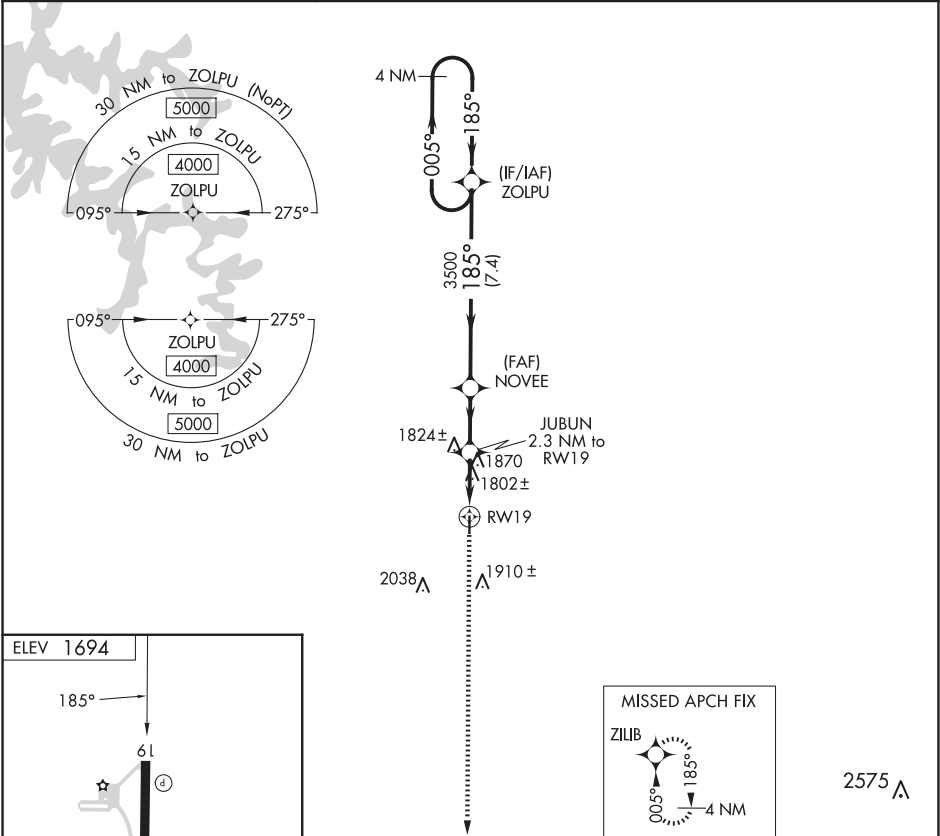
UNICOM
122.8 (CTAF) 

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS 185°	Rwy Idg TDZE Apt Elev N/A N/A 1694	RNAV (GPS)-C JAMESTOWN MUNI (2A1)
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RNP APCH - GPS.	Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM. Circling to Rwy 19 NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 4400 direct ZILIB and hold.
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CSV ASOS 120.625	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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JASPER, TENNESSEE

AL-5783 (FAA)

24137

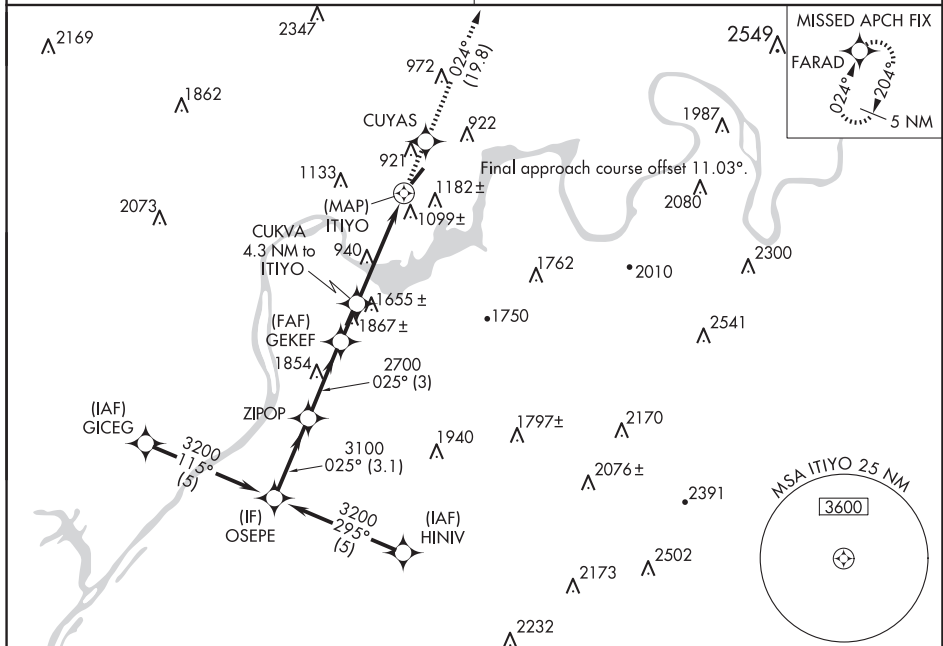
APP CRS	Rwy Idg	3498
025°	TDZE	641
	Apt Elev	641

RNAV (GPS) RWY 4

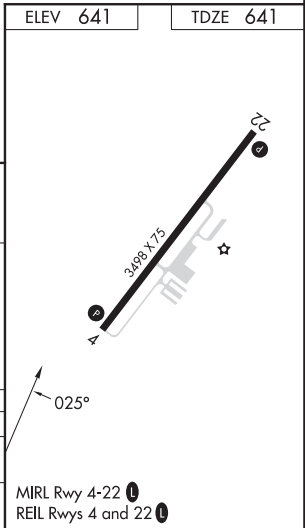
MARION COUNTY/BROWN FLD (APT)

RNP APCH-GPS	Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting and increase all MDAs 60 feet and LNAV Cat A visibility ¼ SM.	MISSED APPROACH: Climb to 4000 direct CUYAS and on track 024° to FARAD and hold.
--------------	--	--

CHATTANOOGA APP CON ★	UNICOM
119.2 323.075	122.8 (CTAF) 0



Visual Segment - Obstacles.		4000	CUYAS	tr 024°	FARAD
CATEGORY	A	B	C	D	
LNAV MDA	1500-1 859 (900-1)	1500-1¼ 859 (900-1¼)	1500-2½ 859 (900-2½)	NA	
CIRCLING	1560-1¼ 919 (1000-1¼)	1840-1½ 1199 (1200-1½)	1860-3 1219 (1300-3)	NA	



JASPER, TENNESSEE
Orig-C 15JUN23

35°04'N-85°35'W

MARION COUNTY/BROWN FLD (APT)
RNAV (GPS) RWY 4

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

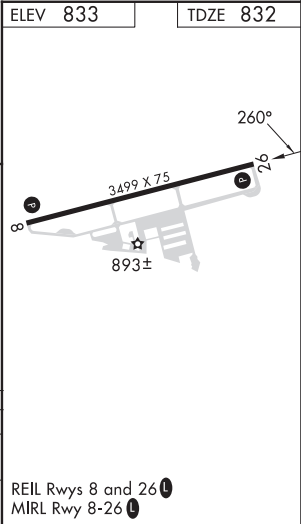
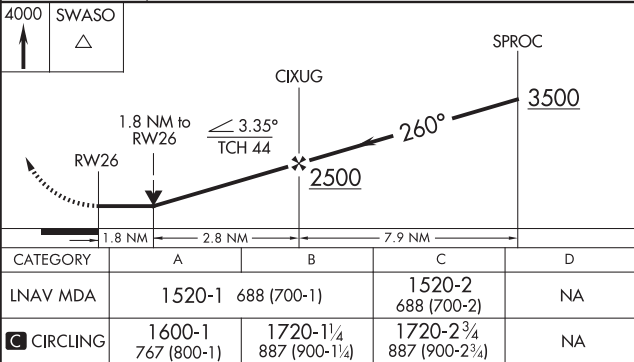
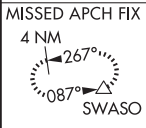
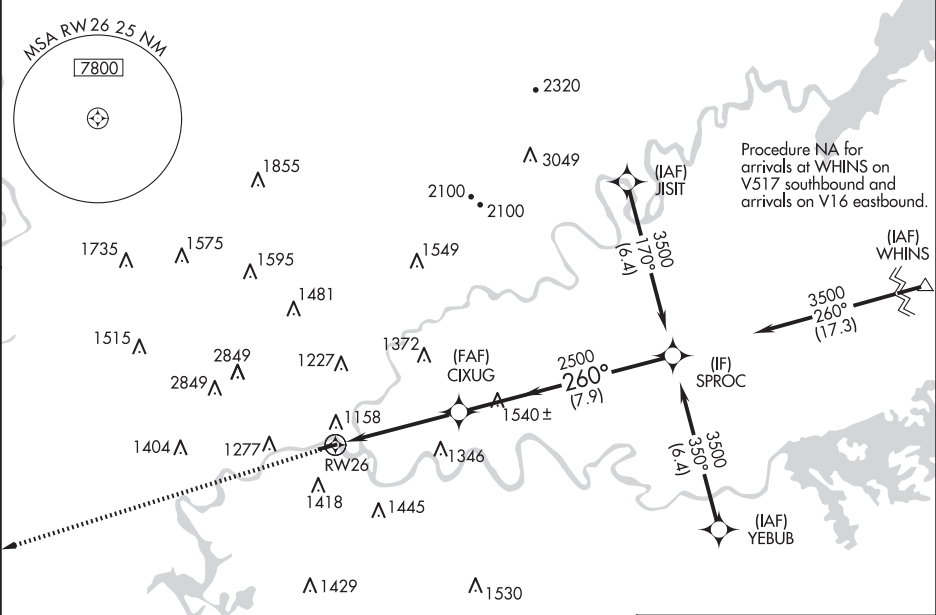
APP CRS	Rwy Idg	3499
260°	TDZE	832
	Apt Elev	833

RNAV (GPS) RWY 26

KNOXVILLE DOWNTOWN ISLAND (DKX)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4000 direct SWASO and hold.
<div><div>▼</div><div>▲</div></div> Rwy 26 helicopter visibility reduction below ¾ SM NA.		

AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 123.075 (CTAF) 0
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KNOXVILLE, TENNESSEE

AL-6102 (FAA)

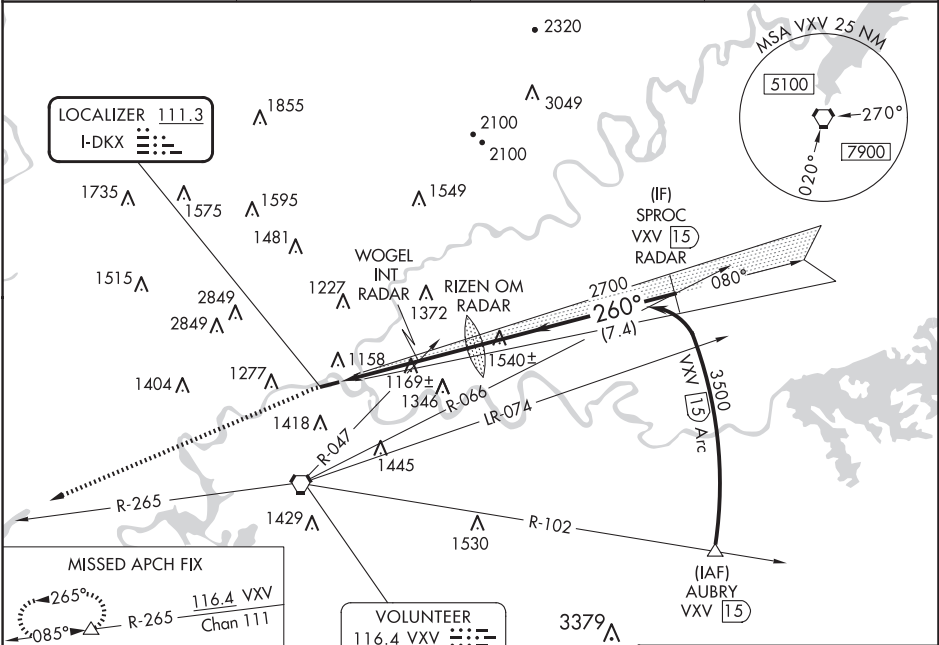
24137

LOC I-DKX 111.3	APP CRS 260°	Rwy ldg TDZE Apt Elev 3499 832 833
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LOC RWY 26

KNOXVILLE DOWNTOWN ISLAND (DKX)

DME required. RADAR required for procedure entry.		MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R-265 to SWASO/VXV 18 DME and hold.	
Rwy 26 helicopter visibility reduction below ¾ SM NA.			
AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 123.075 (CTAF) 1



MISSED APCH FIX		VOLUNTEER 116.4 VXV Chan 111	
4000 hdg 250°		SPROC VXV 15 RADAR	
WOGEL INT RADAR		RIZEN OM RADAR	
3 NM		2.1 NM	
7.4 NM			
CATEGORY	A	B	C
S-26	1520-1 688 (700-1)	1520-2 688 (700-2)	NA
CIRCLING	1600-1 767 (800-1)	1720-1¼ 887 (900-1¼)	1720-2¾ 887 (900-2¾)
WOGEL FIX MINIMUMS			
S-26	1440-1 608 (700-1)	1440-1¾ 608 (700-1¾)	NA
CIRCLING	1600-1 767 (800-1)	1720-1¼ 887 (900-1¼)	1720-2¾ 887 (900-2¾)

ELEV 833	TDZE 832
REIL Rwy 8 and 26	
MIRL Rwy 8-26	
FAF to MAP 5.1 NM	
Knots	60 90 120 150 180
Min:Seq	5:06 3:24 2:33 2:02 1:42

KNOXVILLE, TENNESSEE
Amdt 5 19MAY22

35°58'N-83°52'W

KNOXVILLE DOWNTOWN ISLAND (DKX)

LOC RWY 26

SE-1, 07 AUG 2025 to 02 OCT 2025

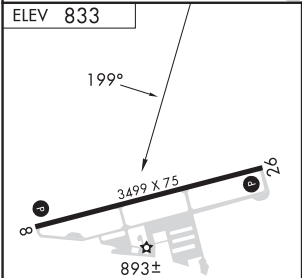
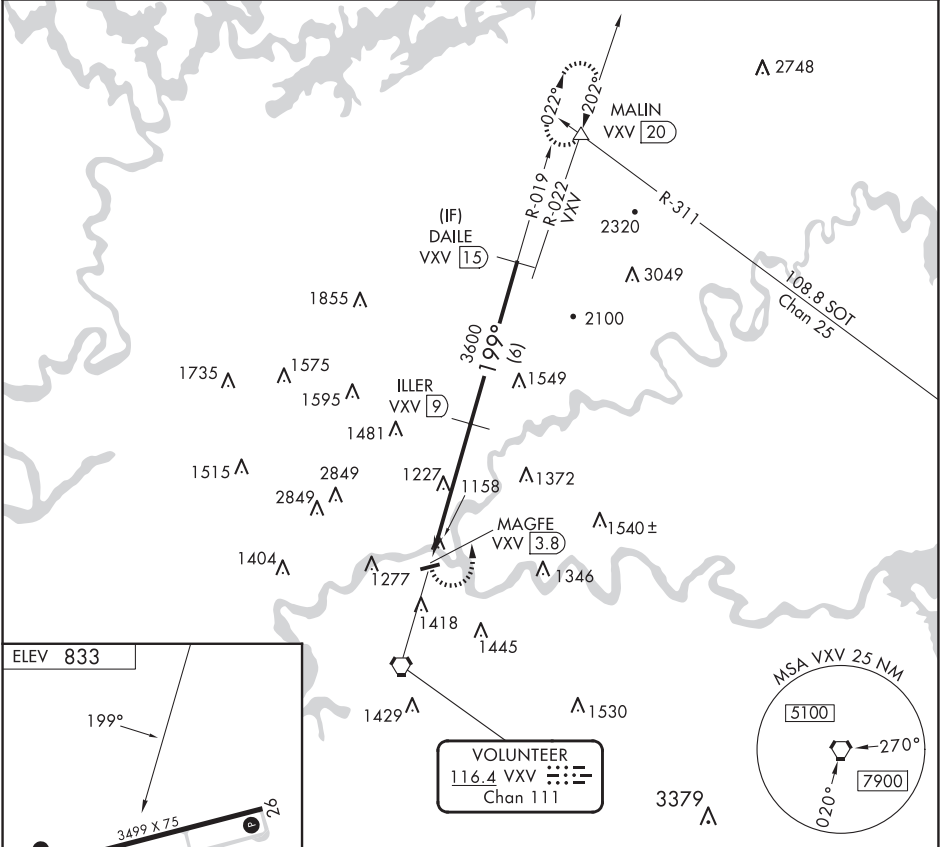
SE-1, 07 AUG 2025 to 02 OCT 2025

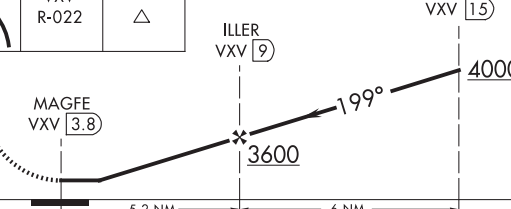
VORTAC VXV 116.4 Chan 111	APP CRS 199°	Rwy Idg TDZE Apt Elev	N/A N/A 833
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VOR-B

KNOXVILLE DOWNTOWN ISLAND (DKX)

DME required. RADAR required for procedure entry.		MISSED APPROACH: Climbing left turn to 4500 on heading 360° and VXV VORTAC R-022 to MALIN INT/VXV 20 DME and hold.	
AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 123.075 (CTAF) 1



4500 hdg 360°	VXV R-022	MALIN △			DAILE VXV 15
CATEGORY	A	B	C	D	
CIRCLING	1700-1¼ 867 (900-1¼)	1720-1¼ 887 (900-1¼)	1720-2¾ 887 (900-2¾)	NA	

KNOXVILLE, TENNESSEE

AL-218 (FAA)

25219

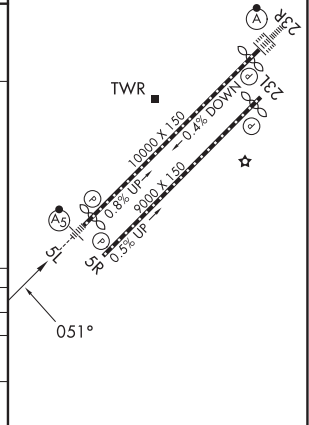
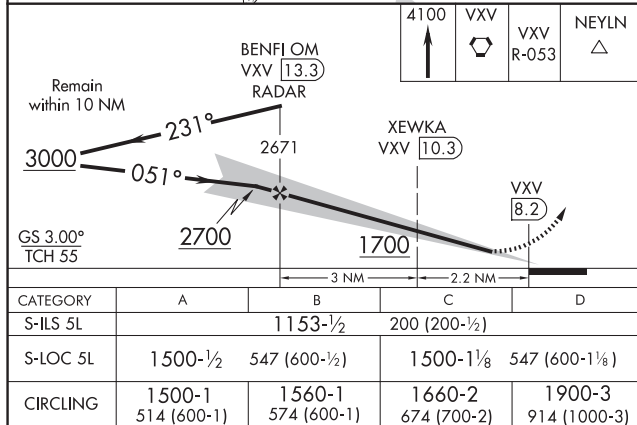
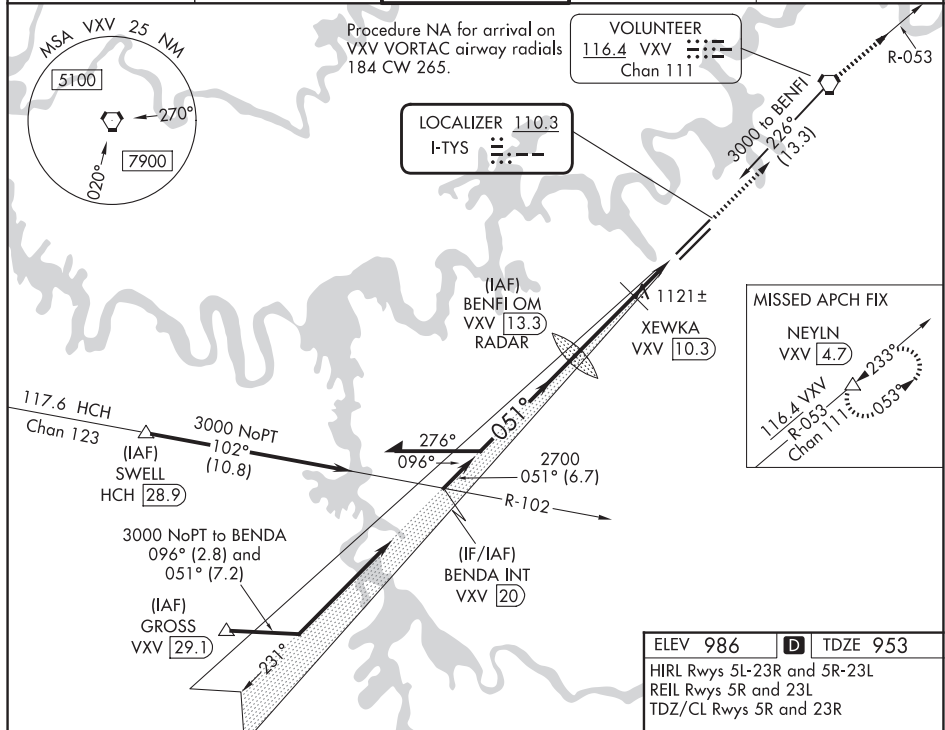
LOC I-TYS 110.3	APP CRS 051°	Rwy Ldg TDZE 953 Apt Elev 986
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ILS or LOC RWY 5L

MC GHEE TYSON (T'YS)

DME or RADAR required.		MALSR 	MISSED APPROACH: Climb to 4100 direct VXV VORTAC and on VXV VORTAC R-053 to NEYLN/VXV 4.7 DME and hold, continue climb-in-hold to 4100.	

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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KNOXVILLE, TENNESSEE
Amdt 10 12AUG21

35°49'N-84°00'W

MC GHEE TYSON (T'YS)
ILS or LOC RWY 5L

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

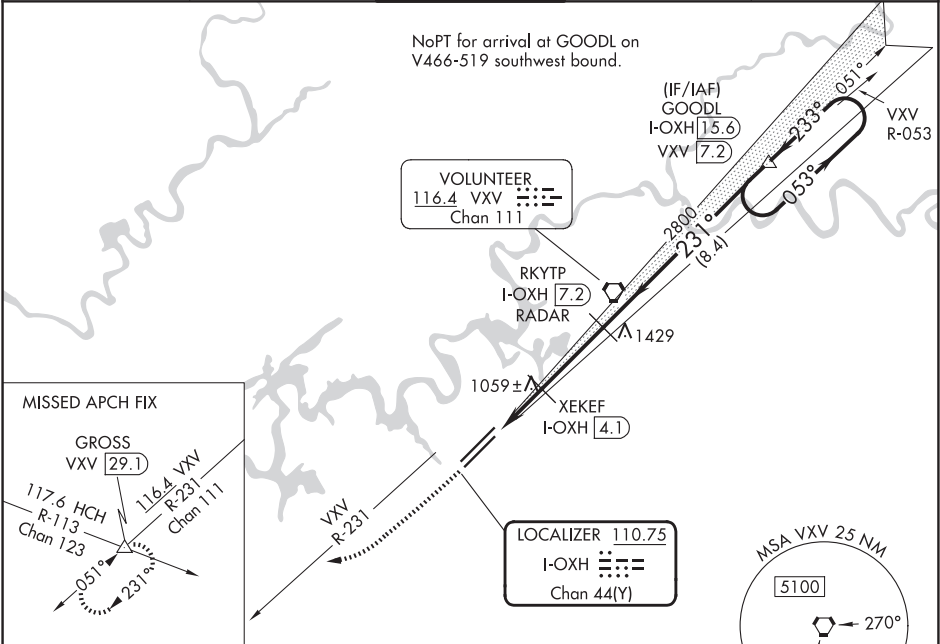
LOC/DME I-OXH 110.75 Chan 44 (Y)	APP CRS 231°	Rwy Ldg TDZE 965 Apt Elev 986
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ILS or LOC RWY 23L

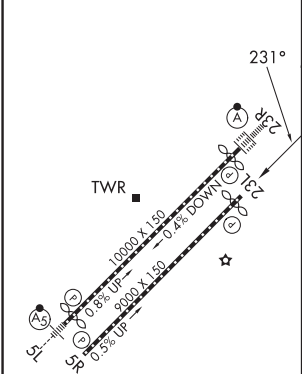
MC GHEE TYSON (T'YS)

DME or RADAR required.	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.
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ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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ELEV 986	D	TDZE 965
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HIRL Rws 5L-23R and 5R-23L
REIL Rws 5R and 23L
TDZ/CL Rws 5R and 23R

2000	4000	VXV R-231	GROSS	Disregard all marker beacon indications.
hdg 240°				
		RKYTP I-OXH 7.2 RADAR		GOODL I-OXH 15.6 One Minute Holding Pattern
		XEKEF I-OXH 4.1		
		I-OXH 1.6		
		I-OXH 2.6		
		2800		
		1800		
		2800		
		1 NM	1.5	3.1 NM
			8.4 NM	
CATEGORY	A	B	C	D
S-ILS 23L	1165/40	200 (200-3/4)		
S-LOC 23L	1320/55	355 (400-1)		
CIRCLING	1500-1 514 (600-1)	1620-1 634 (700-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

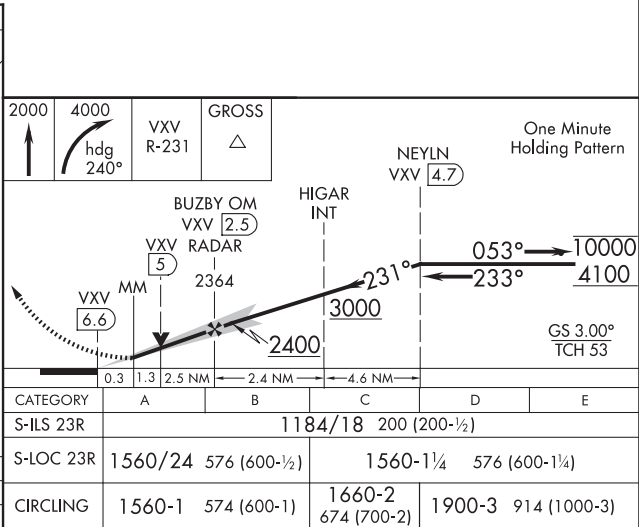
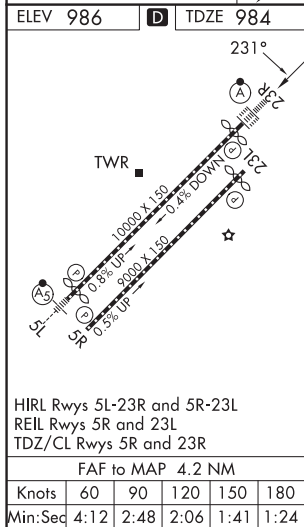
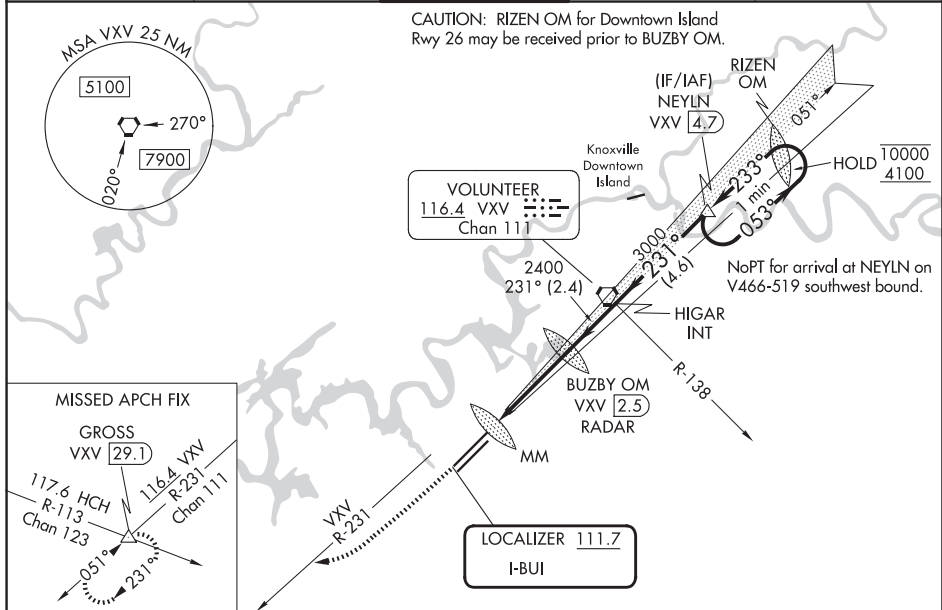
ILS or LOC RWY 23L

LOC I-BUI 111.7	APP CRS 231°	Rwy Ldg TDZE Apt Elev 9495 984 986
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ILS or LOC RWY 23R
MC GHEE TYSON (T'YS)

DME or RADAR required.		ALSIF-2	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.
	For inop ALS, increase S-ILS 23R Cat E visibility to RVR 4000; increase S-LOC 23R Cat C/D/E visibility to 1½ SM.		

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LOC I-BUI

111.7

APP CRS

231°

Rwy Ldg TDZE

9495
984

Apt Elev

986

ILS RWY 23R (SA CAT I)

MC GHEE TYSON (TYS)

DME or RADAR required.

Requires specific OPSEC, MSPEC, or LOA approval.

ALSIF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

ATIS

128.35

KNOXVILLE APP CON

123.9 360.8

KNOXVILLE TOWER

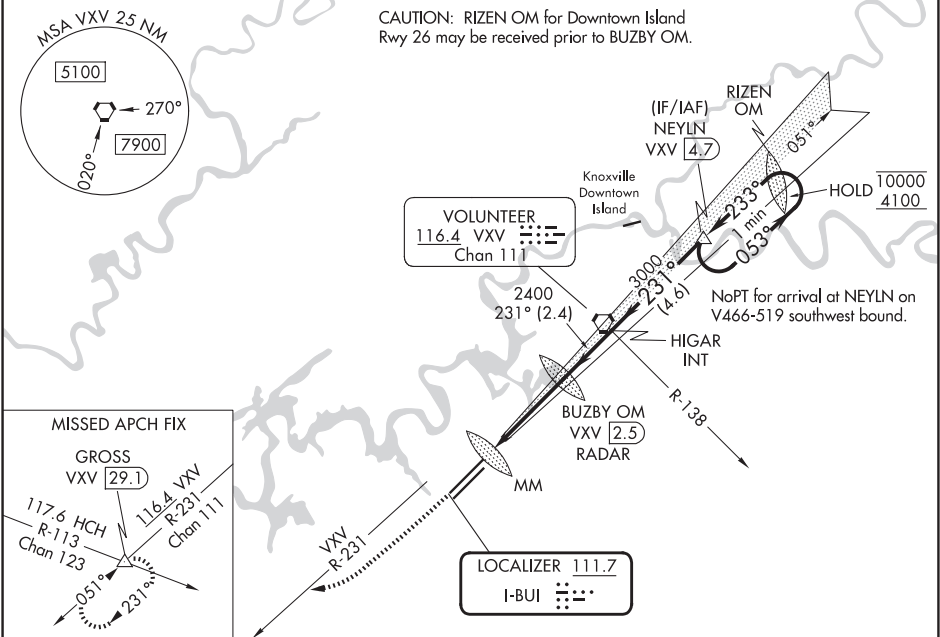
121.2 257.8

GND CON

121.9 348.6

CLNC DEL

121.65



KNOXVILLE, TENNESSEE

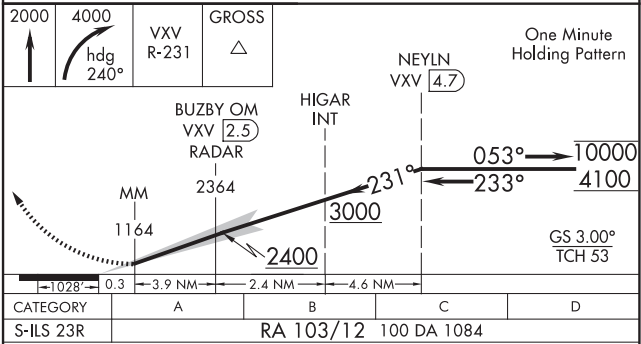
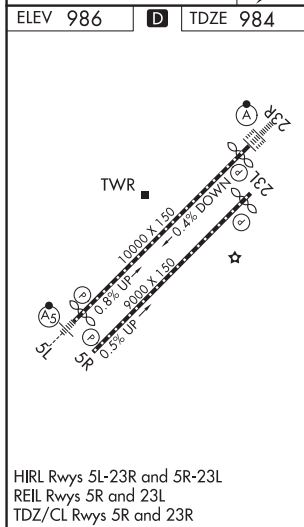
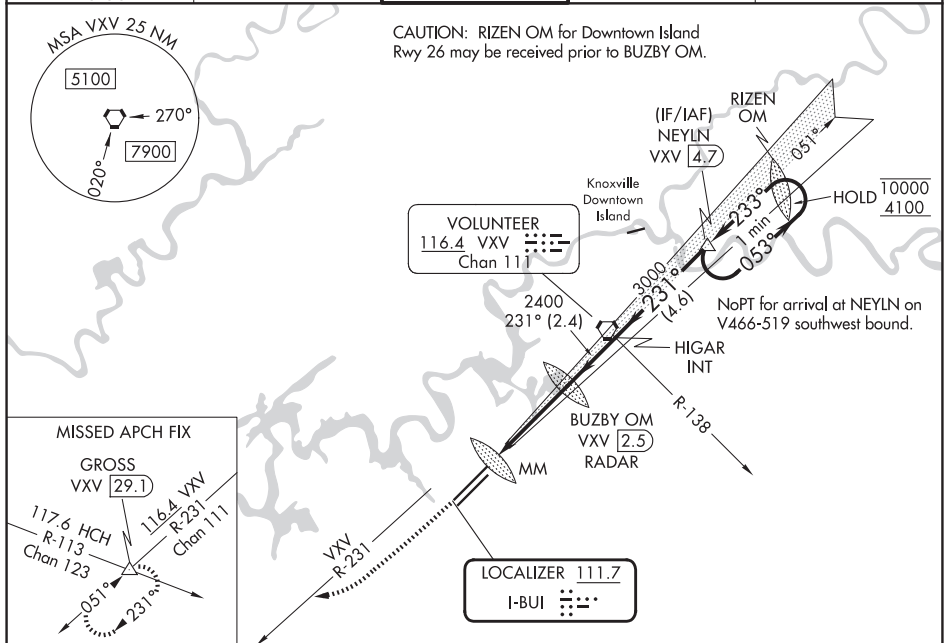
AL-218 (FAA)

25219

LOC I-BUI 111.7	APP CRS 231°	Rwy Ldg TDZE Apt Elev	9495 984 986
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ILS RWY 23R (CAT II)
MC GHEE TYSON (TYS)

DME or RADAR required.		ALSIF-2	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.	
ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65



CATEGORY	A	B	C	D
S-ILS 23R	RA 103/12	100 DA 1084		

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

KNOXVILLE, TENNESSEE
Amdt 14B 19MAY22

35°49'N-84°00'W

MC GHEE TYSON (TYS)
ILS RWY 23R (CAT II)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **48802**
W05A

APP CRS
051°

Rwy Ldg
TDZE **953**
Apt Elev **986**

RNAV (GPS) RWY 5L
MC GHEE TYSON (T'YS)

RNP APCH - GPS.

T

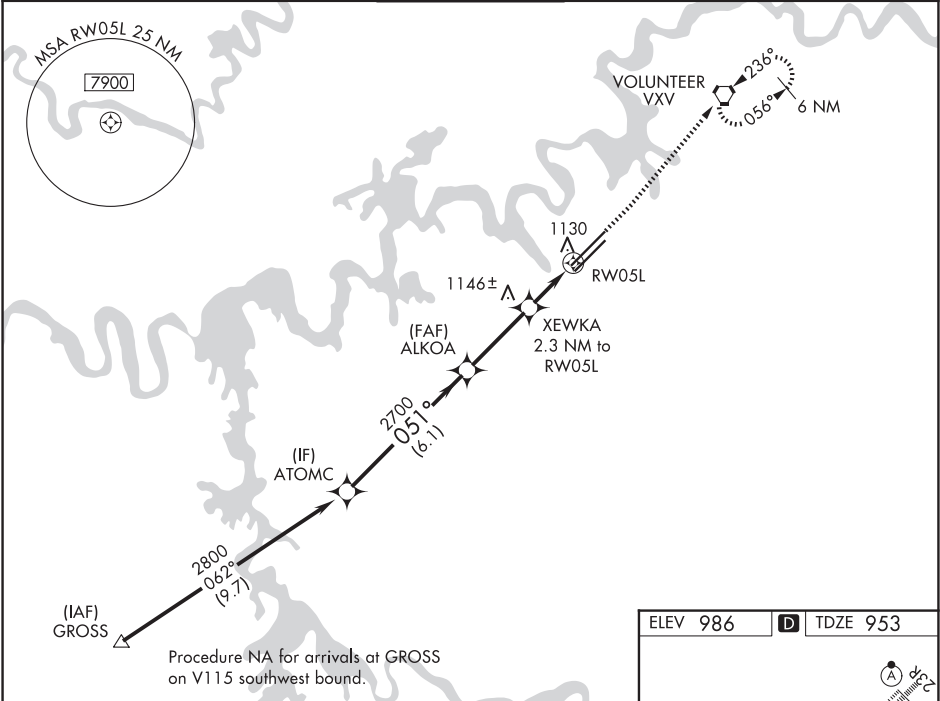
A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climb to 4000 direct VXV VORTAC and hold, continue climb-in-hold to 4000.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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ATOMC

2800

051°

2700

1700

GP 3.00°
TCH 55

ALKOA

2700

1.2 NM to RW05L

XEWKA

2.3 NM to RW05L

RW05L

1.2 NM to RW05L

1500

4000

VXV

CATEGORY	A	B	C	D
LPV DA*	1153/24		200 (200-½)	
LNAV/VNAV DA	1291/26		338 (400-½)	
LNAV MDA	1380/24	427 (400-½)	1380/40	427 (400-¾)
CIRCLING	1500-1 514 (600-1)	1560-1 574 (600-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

TWR

10000 X 150

9000 X 150

0.8% UP

0.5% UP

0.4% DOWN

051°

ELEV 986

D

TDZE 953

HIRL Rwy 5L-23R and 5R-23L
REIL Rwy 5R and 23L
TDZ/CL Rwy 5R and 23R

KNOXVILLE, TENNESSEE

AL-218 (FAA)

25219

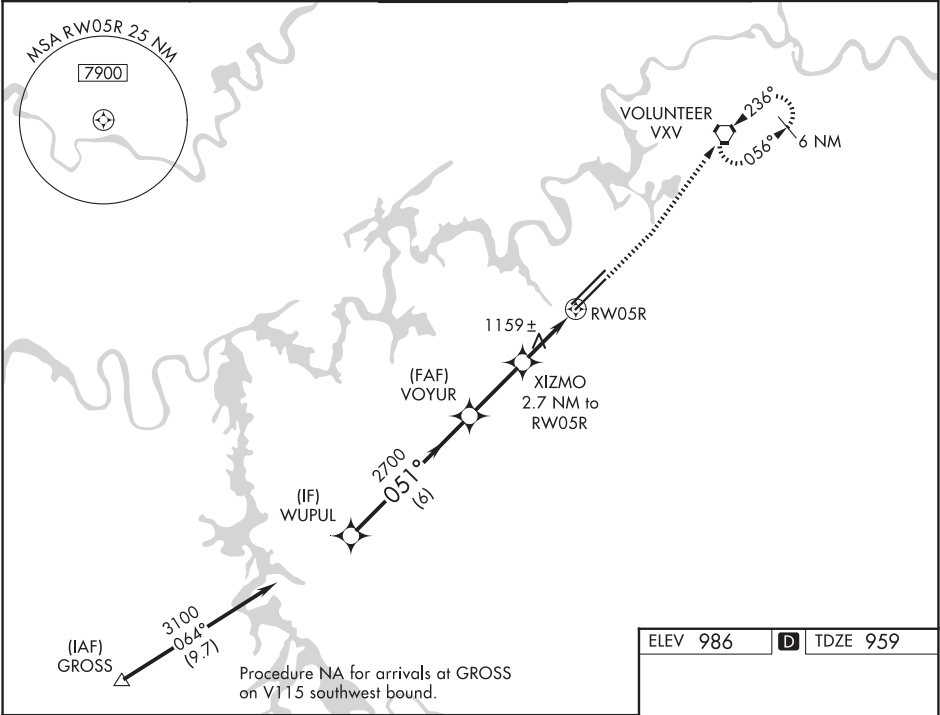
WAAS CH 97410 W05B	APP CRS 051°	Rwy Ldg TDZE 959 Apt Elev 986
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RNAV (GPS) RWY 5R

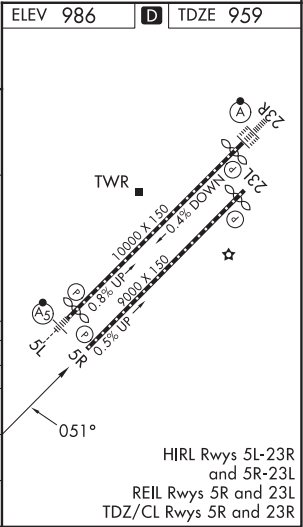
MC GHEE TYSON (T'YS)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1500 then climb to 4000 direct VXV VORTAC and hold, continue climb-in-hold to 4000.
<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 -10°C or above 54°C.	

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).				
<div><div>WUPUL</div><div>3100</div><div>GP 3.00° TCH 43</div><div>051°</div><div>2700</div><div>VOYUR</div><div>2700</div><div>XIZMO</div><div>2.7 NM to RW05R</div><div>1840</div><div>1.4 NM to RW05R</div><div>RW05R</div></div>				
<div><div>6 NM</div><div>2.7 NM</div><div>1.3 NM</div><div>1.4 NM</div></div>				
CATEGORY	A	B	C	D
LPV DA	1159-3/4		200 (200-3/4)	
LNAV/VNAV DA	1276-1 1/8		317 (300-1 1/8)	
LNAV MDA	1420-1 461 (500-1)		1420-1 3/8 461 (500-1 3/8)	
CIRCLING	1500-1 514 (600-1)		1660-2 674 (700-2)	
	1620-1 634 (700-1)		1900-3 914 (1000-3)	



KNOXVILLE, TENNESSEE
Amdt 2B 10AUG23

35°49'N-84°00'W

MC GHEE TYSON (T'YS)

RNAV (GPS) RWY 5R

SE-1, 07 AUG 2025 to 02 OCT 2025

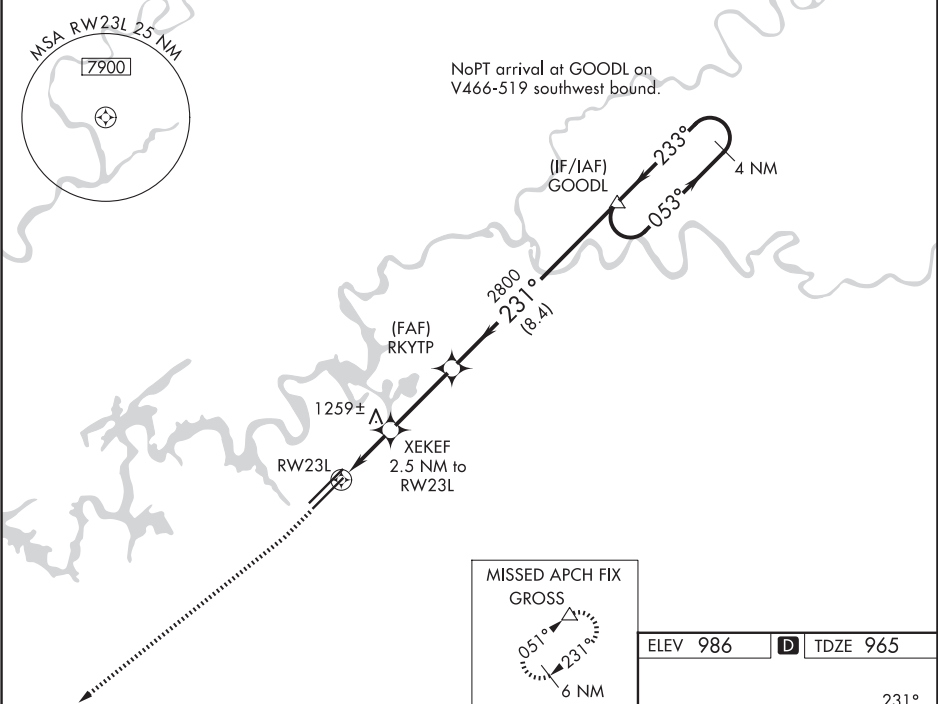
SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90210 W23B	APP CRS 231°	Rwy Ldg TDZE 965 Apt Elev 986
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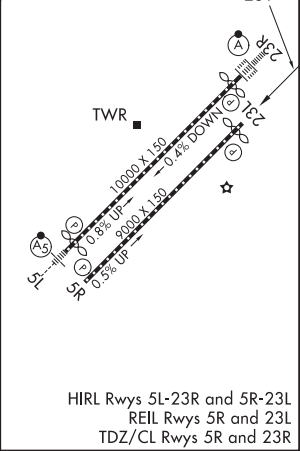
RNAV (GPS) RWY 23L

MC GHEE TYSON(T'YS)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.		
<div><div></div><div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C or above 54° C.</div>		ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8
		GND CON 121.9 348.6	CLNC DEL 121.65	



<div><div>1600</div><div>3000</div><div>GROSS</div></div>		<div><div>1600</div><div>3000</div><div>GROSS</div></div>		<div><div>1600</div><div>3000</div><div>GROSS</div></div>	
RW23L		RW23L		RW23L	
1.6 NM		0.9 NM		3.1 NM	
1800		2800		3500	
1.6 NM		0.9 NM		8.4 NM	
CATEGORY		A		B	
LPV DA		1165/40		200 (200-¾)	
LNAV/VNAV DA		1383-1⅓		418 (500-1⅓)	
LNAV MDA		1520/55 555 (600-1)		1520-1⅓ 555 (600-1⅓)	
CIRCLING		1520-1 534 (600-1)		1620-1 634 (700-1)	



KNOXVILLE, TENNESSEE

AL-218 (FAA)

25219

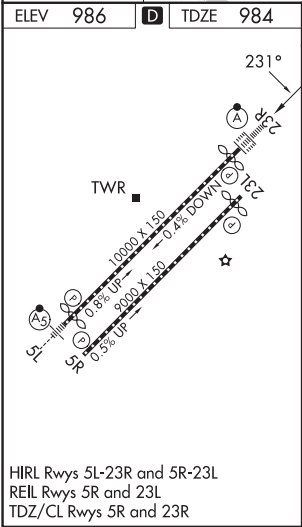
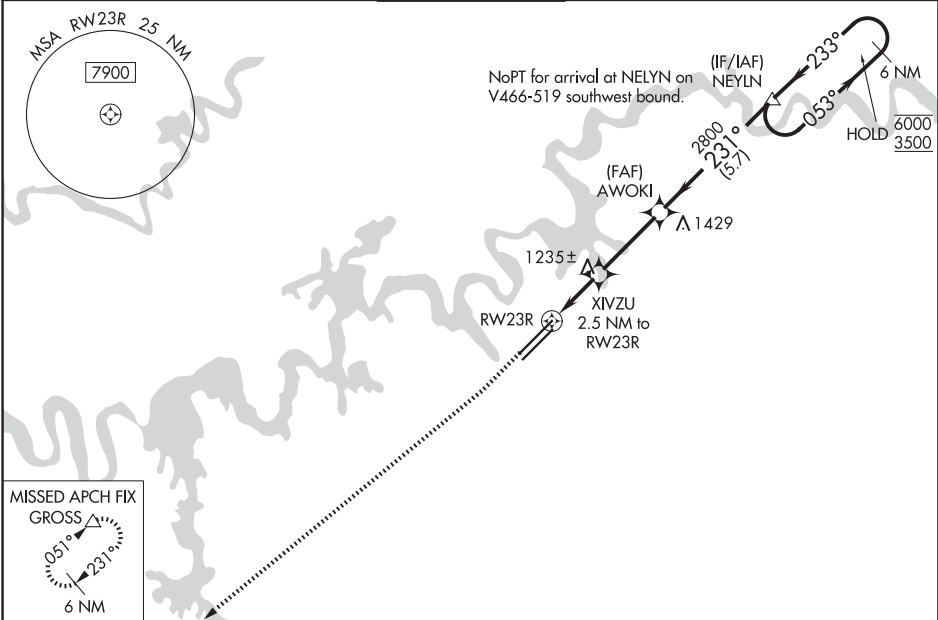
WAAS CH 81902 W23A	APP CRS 231°	Rwy Ldg TDZE 984 Apt Elev 986
--	------------------------	---

RNAV (GPS) RWY 23R

MC GHEE TYSON (TYS)

RNP APCH - GPS.	ALSIF-2	MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.
<div><div></div><div></div></div> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.	<div><div></div><div></div></div>	

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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	1600	3000	GROSS	
	↑	↑	△	
				6 NM Holding Pattern
				NELYN 053° 6000 233° 3500
				GP 3.00° TCH 53
	1.4	1.1	3.1 NM	5.7 NM
CATEGORY	A	B	C	D
LPV DA	1184/18		200 (200-½)	
LNAV/VNAV DA	1529-1½		545 (600-1½)	
LNAV MDA	1500/24	516 (600-½)	1500/55	516 (600-1)
CIRCLING	1500-1 514 (600-1)	1560-1 574 (700-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

KNOXVILLE, TENNESSEE
Amdt 3 12AUG21

35°49'N-84°00'W

MC GHEE TYSON (TYS)

RNAV (GPS) RWY 23R

SE-1, 07 AUG 2025 to 02 OCT 2025

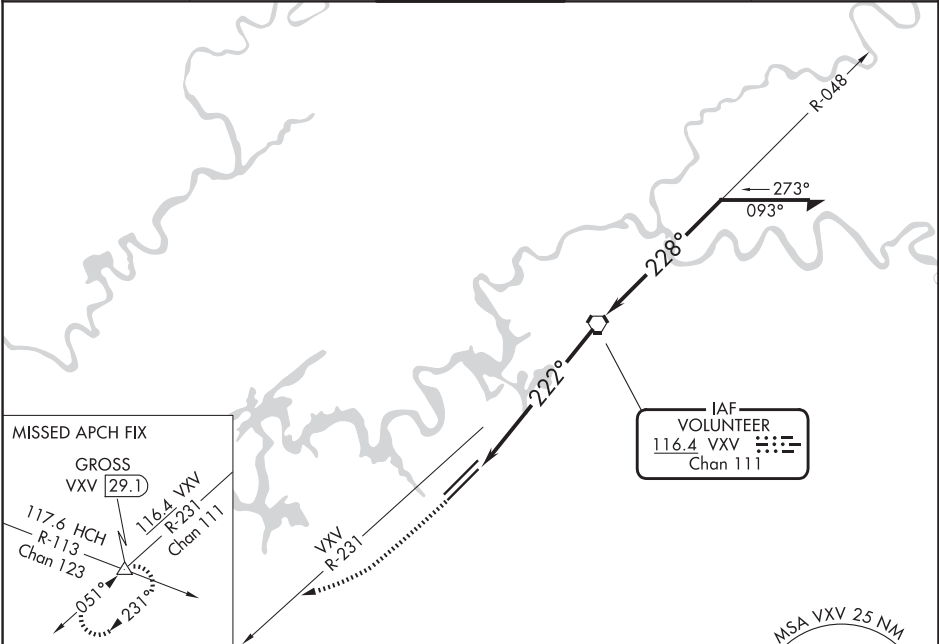
SE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME VXV 116.4 Chan 111	APP CRS 222°	Rwy Ldg TDZE 965 Apt Elev 986
--	------------------------	---

VOR RWY 23L
MC GHEE TYSON (TYS)

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS INT/29.1 DME and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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ELEV 986	D	TDZE 965
HIRL Rwy 5L-23R and 5R-23L REIL Rwy 5R and 23L TDZ/CL Rwy 5R and 23R		
FAF to MAP 6.8 NM		
Knots	60	90 120 150 180
Min:Sec	6:48	4:32 3:24 2:43 2:16

3000 ↑ VXV R-231		GROSS △	VXV VORTAC		Remain within 10 NM
VXV 6.8		VXV 5	≤ 2.88° TCH 50		4000
1.8		5 NM	222°		3100
CATEGORY	A	B	C	D	
S-23L	1600-1	635 (700-1)	1600-1¾ 635 (700-1¾)	1600-2	635 (700-2)
CIRCLING	1600-1 614 (700-1)	1620-1 634 (700-1)	1660-2 674 (700-2)	1900-3	914 (1000-3)

KNOXVILLE, TENNESSEE

AL-218 (FAA)

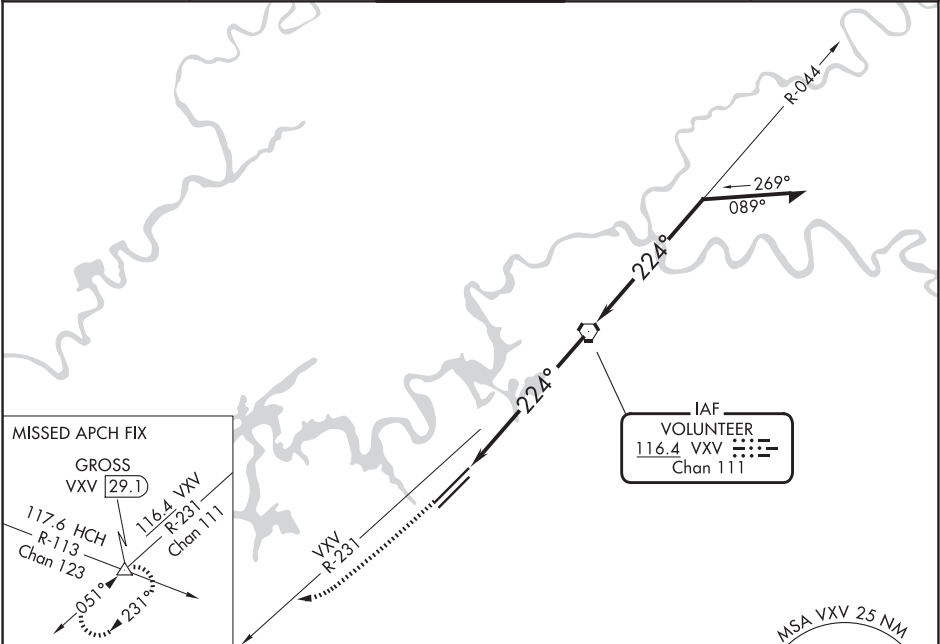
25219

VOR/DME	VXV	Rwy Ldg	9495
116.4	APP CRS	TDZE	984
Chan 111	224°	Apt Elev	986

VOR RWY 23R
MC GHEE TYSON (TYS)

MISSED APPROACH: Climb to 3000 on VXV
VORTAC R-231 to GROSS INT/29.1 DME
and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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ELEV 986

TDZE 984

HIRL Rwy 5L-23R and 5R-23L
REIL Rwy 5R and 23L
TDZ/CL Rwy 5R and 23R

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

VXV R-231

GROSS

VXV VORTAC

Remain within 10 NM

VXV 6.6

VXV 4.7

TCH 56

3200

CATEGORY	A	B	C	D
S-23R	1640/24	656 (700-1/2)	1640-1 3/8	656 (700-1 3/8)
CIRCLING	1640-1	654 (700-1)	1660-2	1900-3

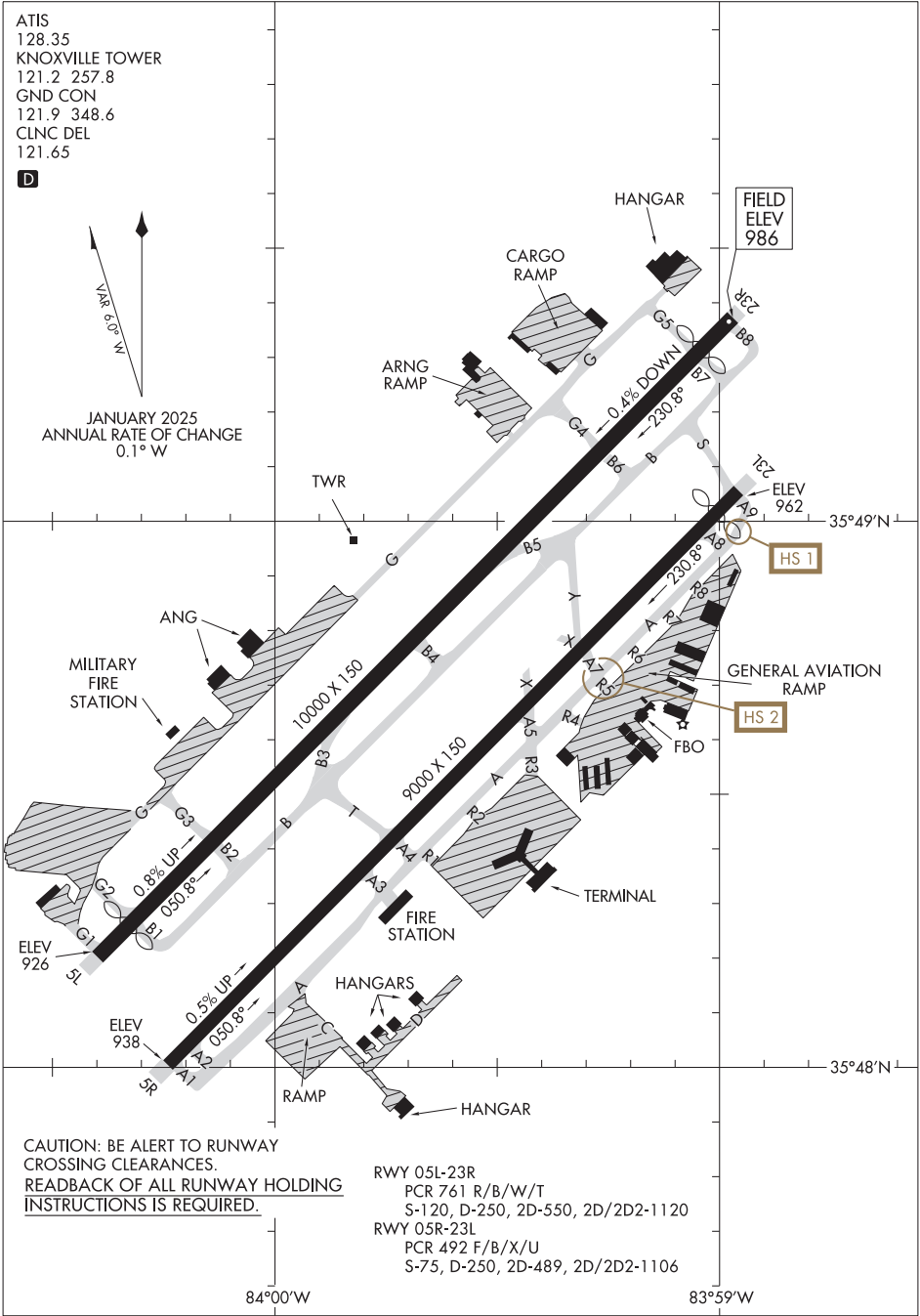
KNOXVILLE, TENNESSEE
Amdt 8 12AUG21

35°49'N-84°00'W

MC GHEE TYSON (TYS)
VOR RWY 23R

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



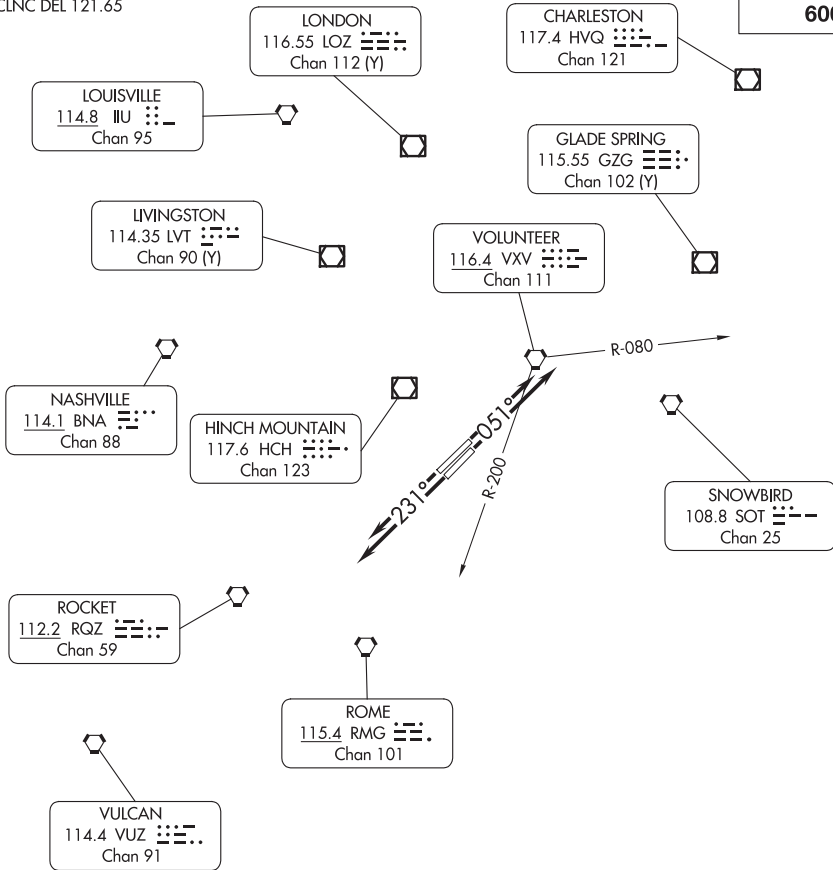
SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

KNOXVILLE SEVEN DEPARTURE

ATIS 128.35
CLNC DEL 121.65

TOP ALTITUDE:
6000



TAKEOFF MINIMUMS:
Rwy 5L/R, 23L/R: Standard.

NOTE: RADAR required.
NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5L/5R: Climb on heading 051° or as assigned for vectors to filed route, thence....

TAKEOFF RUNWAY 23L/R: Climb on heading 231° or as assigned for vectors to filed route, thence....

....maintain 6000 (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6000 continue climb to 9000 before turning on course.

KNOXVILLE SEVEN DEPARTURE

WAAS CH 57917 W01A	APP CRS 008°	Rwy Idg 5000 TDZE 969 Apt Elev 969
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RNAV (GPS) RWY 1
LAFAYETTE MUNI (3M7)

RNP APCH - GPS.

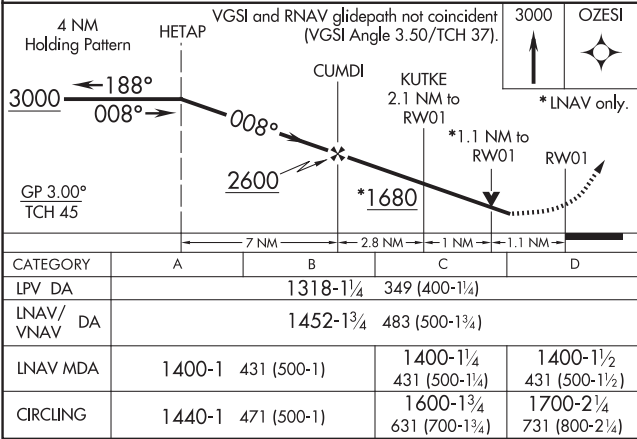
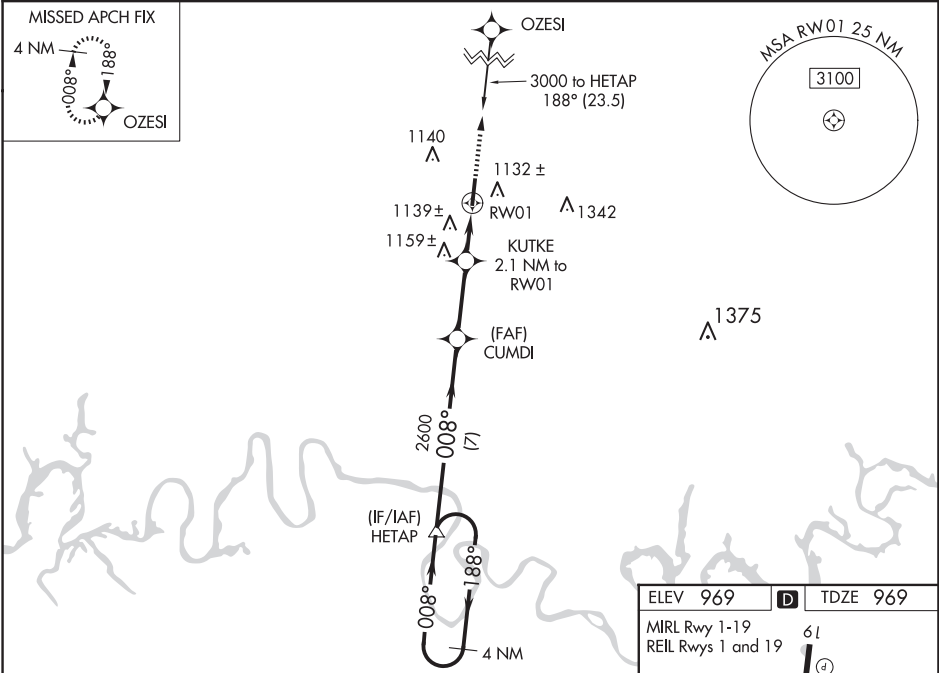
▼

▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1441 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1585 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C and D ¼ SM and Circling Cat C and D ½ SM. VDP and Baro-VNAV NA when using Bowling Green altimeter setting. Rwy 1 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct
OZESI and hold.

NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0
---	---------------------------------



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LAFAYETTE, TENNESSEE

AL-6653 (FAA)

23222

WAAS CH 61316 W19A	APP CRS 188°	Rwy Idg TDZE 961 Apt Elev 969
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RNAV (GPS) RWY 19
LAFAYETTE MUNI (3M7)

RNP APCH - GPS

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C.
▲ NA Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¼ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

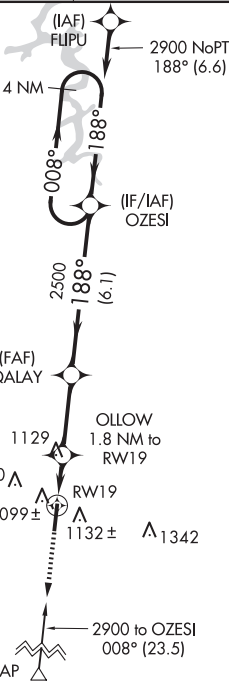
MISSED APPROACH:
Climb to 3000 direct
HETAP and hold.

NASHVILLE APP CON
118.4 360.7

UNICOM
122.8 (CTAF)

MSA RW19 25 NM

3100

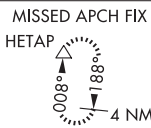


▲ 1430

ELEV 969 **D** TDZE 961



MIRL Rwy 1-19
REIL Rws 1 and 19



3000	HETAP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).		OZESI	4 NM Holding Pattern
*LNAV only.		OZESI	188°	2900	008°
RW19		QALAY	188°	2500	188°
1.8 NM		2.9 NM	6.1 NM	GP 3.00° TCH 45	
CATEGORY	A	B	C	D	
LPV DA	1211-1		250 (300-1)		
LNAV/VNAV DA	1369-1½		408 (400-1½)		
LNAV MDA	1380-1	419 (500-1)	1380-1¼	419 (500-1¼)	
CIRCLING	1440-1	471 (500-1)	1600-1¾ 631 (700-1¾)	1700-2¼ 731 (800-2¼)	

LAFAYETTE, TENNESSEE
Amdt 1A 08SEP22

36°31'N - 86°03'W

LAFAYETTE MUNI (3M7)
RNAV (GPS) RWY 19

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70337 W17A	APP CRS 168°	Rwy Idg TDZE 936 Apt Elev 936	5002
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RNAV (GPS) RWY 17

LAWRENCEBURG/LAWRENCE COUNTY (FLEEMAN FLD) (2M2)

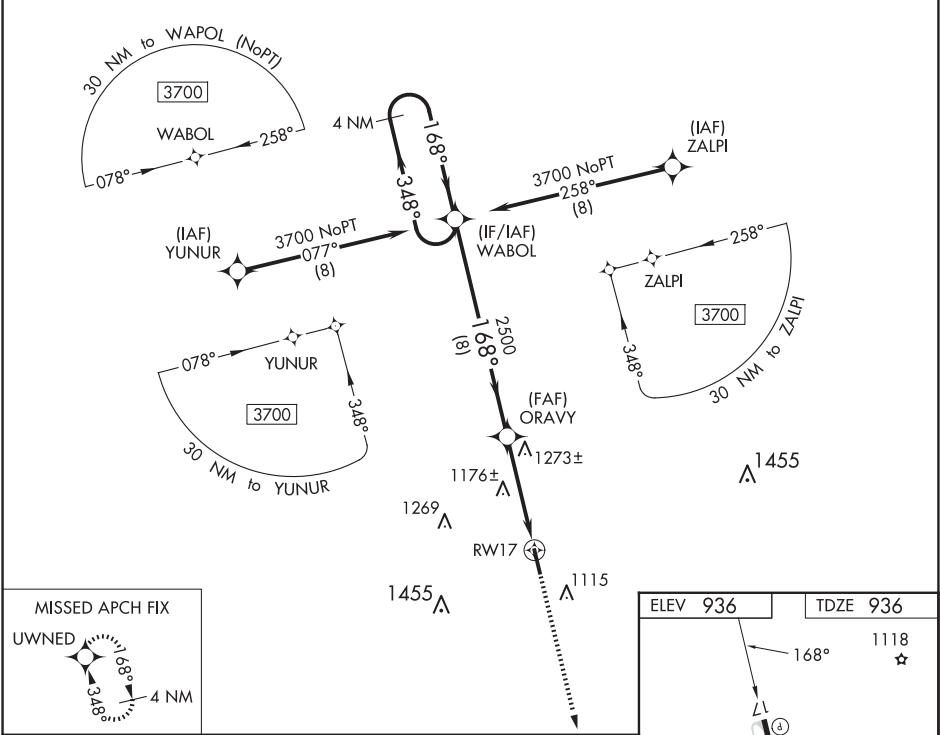
▼

▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Fld altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3800 direct UWNED and hold.

AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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MISSED APCH FIX
UWNED

4 NM Holding Pattern
WABOL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

3800 UWNED

GP 3.40° TCH 60

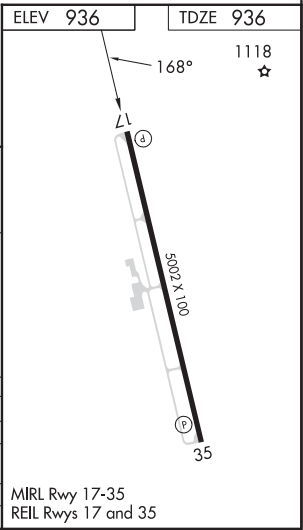
ORAVY 2500

RW17

8 NM

4.2 NM

CATEGORY	A	B	C	D
LPV DA	1225-1	289 (300-1)	NA	NA
LNAV/VNAV DA	1394-1⅓	458 (500-1⅓)	NA	NA
LNAV MDA	1540-1	604 (700-1)	NA	NA
☐ CIRCLING	1540-1	604 (700-1)	NA	NA



WAAS CH 61335 W35A	APP CRS 348°	Rwy Idg TDZE 927 Apt Elev 936	5002
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RNAV (GPS) RWY 35

LAWRENCEBURG/LAWRENCE COUNTY (FLEEMAN FLD) (2M2)

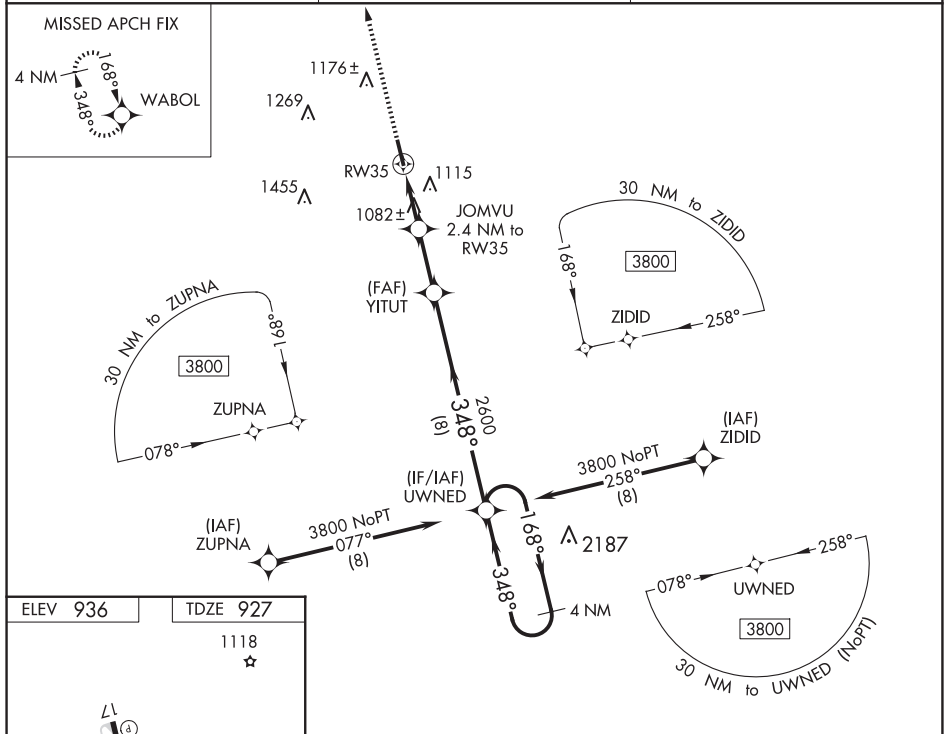
▼

▲ NA

Circling Rwy 17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Fld altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile. Rwy 17 helicopter visibility reduction below 1 SM NA. Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3700 direct WABOL and hold.

AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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3700

WABOL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).

4 NM Holding Pattern

UWNED

*LNAV only.

YITUT

JOMVU 2.4 NM to RW35

RW35

1800

2600

348°

168°

3800

GP 3.20° TCH 60

CATEGORY	A	B	C	D
LPV DA	1293-1⅛	366 (400-1⅛)		NA
LNAV/VNAV DA	1354-1¼	427 (500-1¼)		NA
LNAV MDA	1340-1	413 (500-1)		NA
CIRCLING	1500-1	564 (600-1)		NA

WAAS CH 65809 W01A	APP CRS 009°	Rwy Idg TDZE 588 Apt Elev 588
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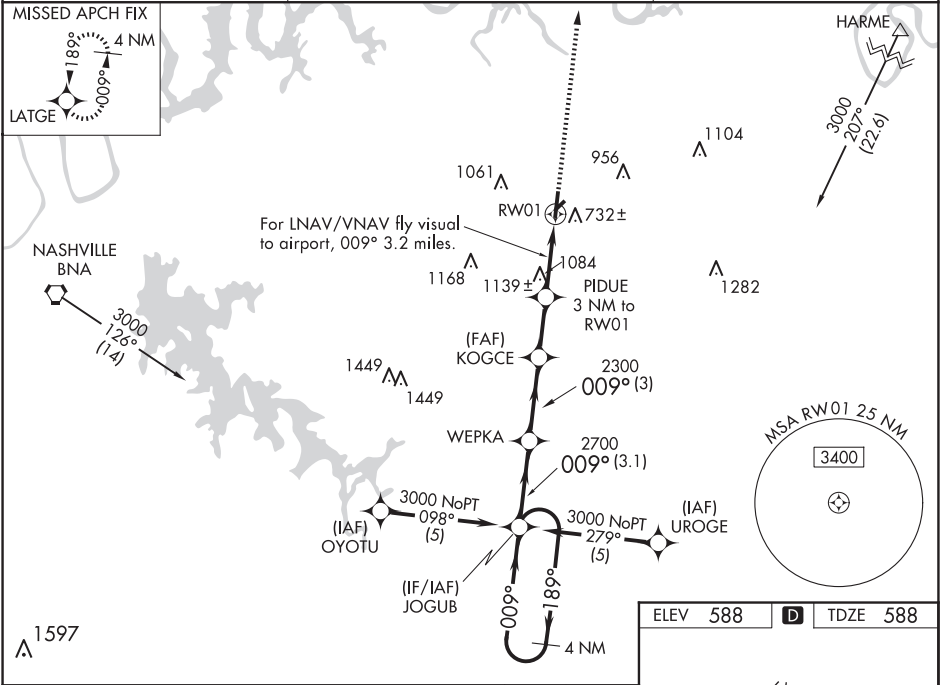
RNAV (GPS) RWY 1
LEBANON MUNI (M54)

NA

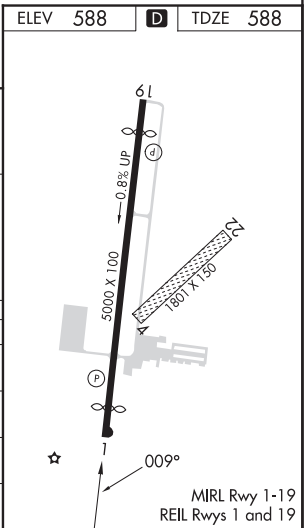
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting: increase LPV DA to 1131 and all Cats visibility ¼ SM; increase all MDA 60 feet and Circling Cat C visibility ¼ SM. LNAV/VNAV NA when using Nashville Intl altimeter setting.

MISSED APPROACH:
Climb to 3000 direct LATGE and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	CTAF 122.725
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4 NM Holding Pattern JOGUB		For LNAV/VNAV fly visual to airport, 009° 3.2 miles.		3000	LATGE
3000 ← 189° GP 3.00° TCH 45		009° → 009°		*LNAV only.	
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 21).		WEPKA KOGCE PIDUE 3 NM to RW01		RW01	
2700		2300		*1580	
3.1 NM		3 NM		2.2 NM	
CATEGORY	A	B	C	D	
LPV DA	1088-1¾ 500 (500-1¾)				
LNAV/VNAV DA	1663-2	1075 (1100-2)	1663-3	1075 (1100-3)	
LNAV MDA	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)	
CIRCLING	1400-1¼	812 (900-1¼)	1440-2½ 852 (900-2½)	1520-3 932 (1000-3)	



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SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90309 W19A	APP CRS 189°	Rwy Idg TDZE Apt Elev	4500 568 588
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RNAV (GPS) RWY 19

LEBANON MUNI (M54)

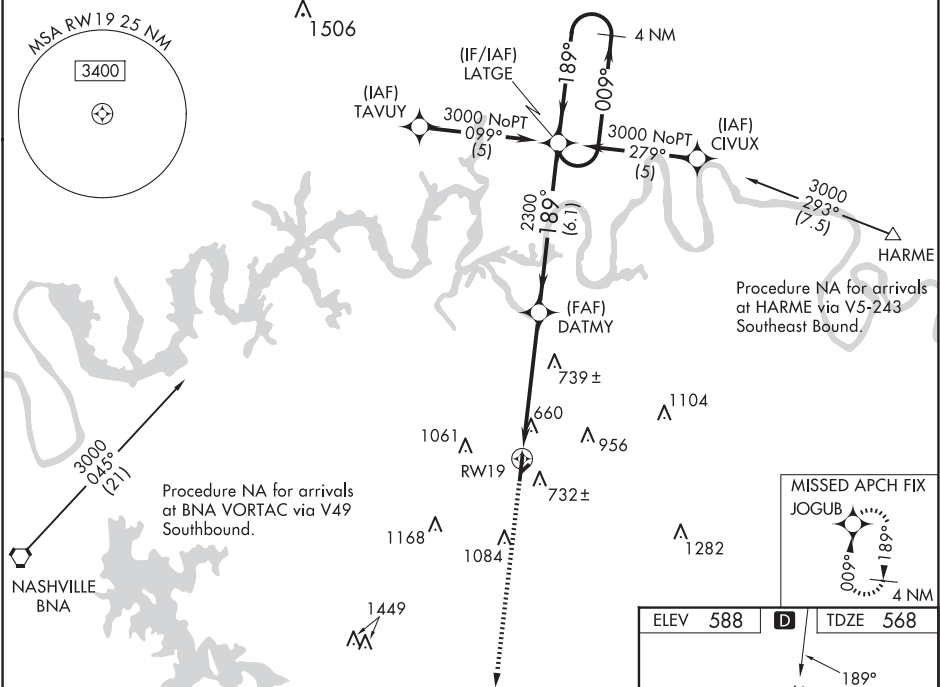
▼

▲NA

Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting: increase LPV DA to 942; increase all MDA 60 feet and Circling Cat C visibility ¼ SM.

MISSED APPROACH:
Climb to 3000 direct JOGUB and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	CTAF 122.725
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3000

JOGUB

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/ TCH 21).

DATMY

LATGE

GP 3.00° TCH 45

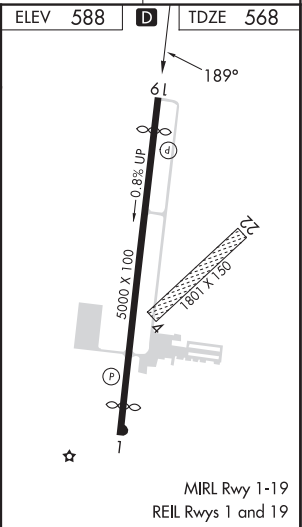
RWY 19

5.3 NM

6.1 NM

4 NM Holding Pattern

CATEGORY	A	B	C	D
LPV DA	899-1¼		331 (400-1¼)	
LNAV/ VNAV DA	996-1½		428 (500-1½)	
LNAV MDA	1000-1	432 (500-1)	1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1100-1 512 (600-1)	1200-1 612 (700-1)	1440-2½ 852 (900-2½)	1520-3 932 (1000-3)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 69542 W02A	APP CRS 023°	Rwy Ldg 3800 TDZE 770 Apt Elev 782
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RNAV (GPS) RWY 2

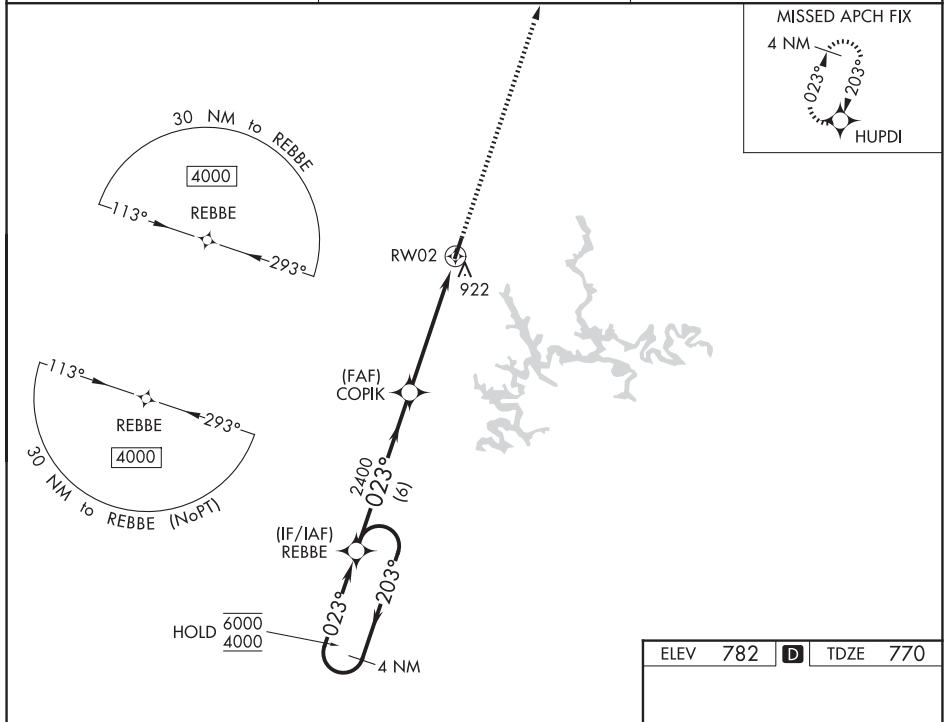
LEITCHFIELD-GRAYSON COUNTY (M20)

RNP APCH.

T
A NA
Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV NA. Use Elizabethtown altimeter setting.

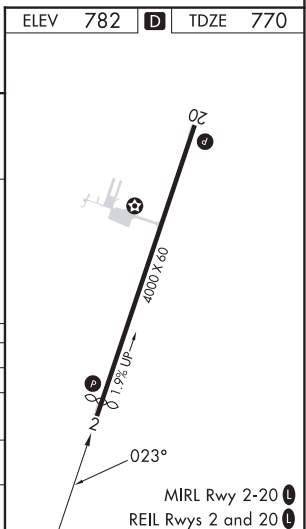
MISSED APPROACH: Climb to 4000 direct HUPDI and hold, continue climb-in-hold to 4000.

EKX AWOS-3 118.55	INDIANAPOLIS CENTER 121.175 353.65	UNICOM 123.0 (CTAF) 0
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The diagram illustrates the RWY 02 approach procedure. It shows a holding pattern at 4 NM from the start of the runway (REBBE) with a 203° inbound leg and a 023° outbound leg. The glidepath is 3.00° (TCH 45). The final approach segment is 6 NM long, ending at the COPIK intersection point (2400 feet). From COPIK, the distance to the runway end (RWY 02) is 5.2 NM. The diagram also indicates that the VGSI and RNAV glidepaths are not coincident due to a VGSI angle of 3.00/TCH 27.

CATEGORY	A	B	C	D
LPV DA	1140-1	370 (400-1)		NA
LNAV/VNAV DA	1308-1½	538 (600-1½)		NA
LNAV MDA	1240-1	470 (500-1)	1240-1⅜ 470 (500-1⅝)	NA
CIRCLING	1380-1	598 (600-1)	1380-1½ 598 (600-1½)	NA



RNAV (GPS) RWY 20

LEITCHFIELD-GRAYSON COUNTY (M20)

MISSED APPROACH: Climb to 4000 direct REBBE and hold, continue climb-in-hold to 4000.

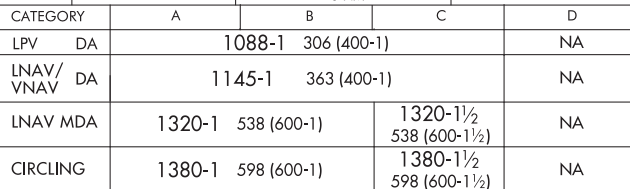
UNICOM
123.0 (CTAF) **L**

incident
HUPDI

4 NM
Holding Pattern

023° → 6000
← 203° 4000

GP 3.00°
TCH 53



RNAV (GPS) RWY 20

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93934 W02A	APP CRS 021°	Rwy Idg TDZE 718 Apt Elev 718	5001 718 718
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RNAV (GPS) RWY 2

ELLINGTON (LUG)

RNP APCH - GPS.

▼

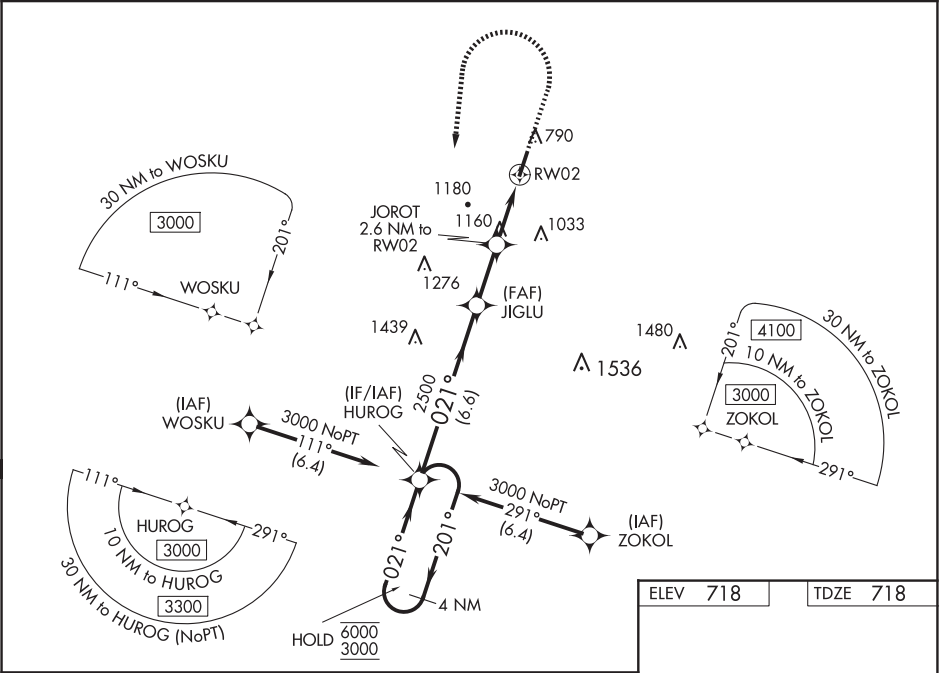
▲

NA

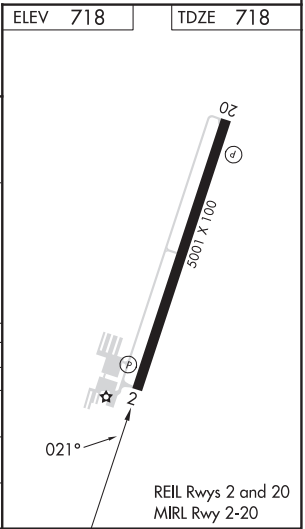
Baro-VNAV and VDP NA when using BNA altimeter setting. Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use BNA altimeter setting and increase LPV DA to 1096 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1531 feet and all visibilities ½ SM. Increase all MDAs 120 feet and LNAV visibility Cat B ¼ SM, Cats C and D ½ SM, Circling visibility Cats A and B ¼ SM and Cat C ½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 direct HUOG and hold.

AWOS-3 135.775	MEMPHIS CENTER 128.15 323.125	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern		HUOG		1300	3000	HUOG
6000 ← 201°		021° →				
GP 3.30°		TCH 55				
2500		1700				
6.6 NM		2.3 NM				
CATEGORY	A	B	C	D		
LPV DA	993-7/8	275 (300-7/8)		NA		
LNAV/VNAV DA	1428-2	710 (800-2)		NA		
LNAV MDA	1420-1	702 (800-1)	1420-2	702 (800-2)		
CIRCLING	1420-1 702 (800-1)	1480-1 762 (800-1)	1540-2 ½ 822 (900-2 ½)	1640-3 922 (1000-3)		



LEWISBURG, TENNESSEE

AL-6023 (FAA)

23222

WAAS CH 56619 W20A	APP CRS 201°	Rwy Idg TDZE 710 Apt Elev 718
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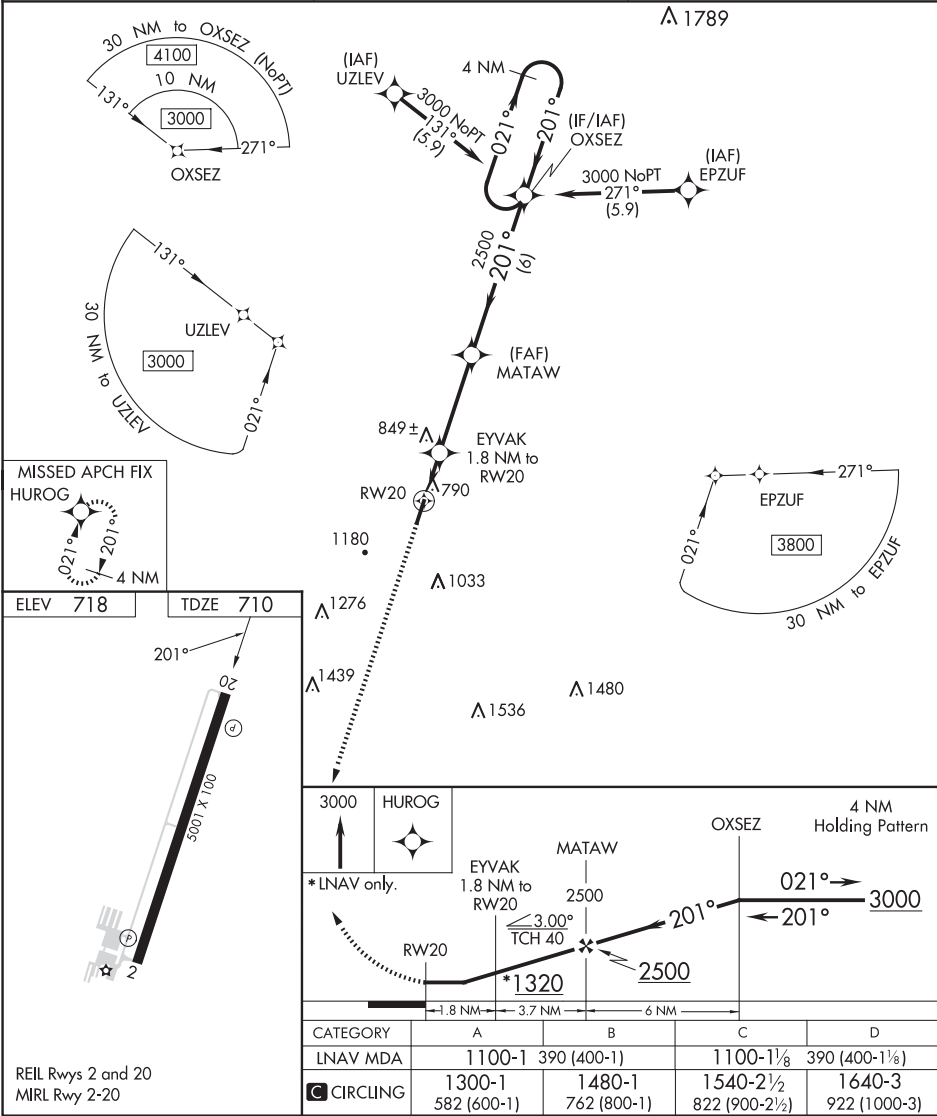
RNAV (GPS) RWY 20
ELLINGTON (LUG)

RNP APCH-GPS.

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 120 feet and visibility LNAV Cats C and D and Circling Cats B and C ¼ SM. Circling to Rwy 2 NA at night. Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct
HUROG and hold.

AWOS-3 135.775	MEMPHIS CENTER 128.15 323.125	UNICOM 122.8 (CTAF)
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LEWISBURG, TENNESSEE
Amdt 1B 27JAN22

35°30'N-86°48'W

ELLINGTON (LUG)
RNAV (GPS) RWY 20

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42824 W05A	APP CRS 045°	Rwy Ldg TDZE Apt Elev	5002 411 412
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RNAV (GPS) RWY 5

HANCOCK COUNTY/RON LEWIS FLD (KY8)

RNP APCH.

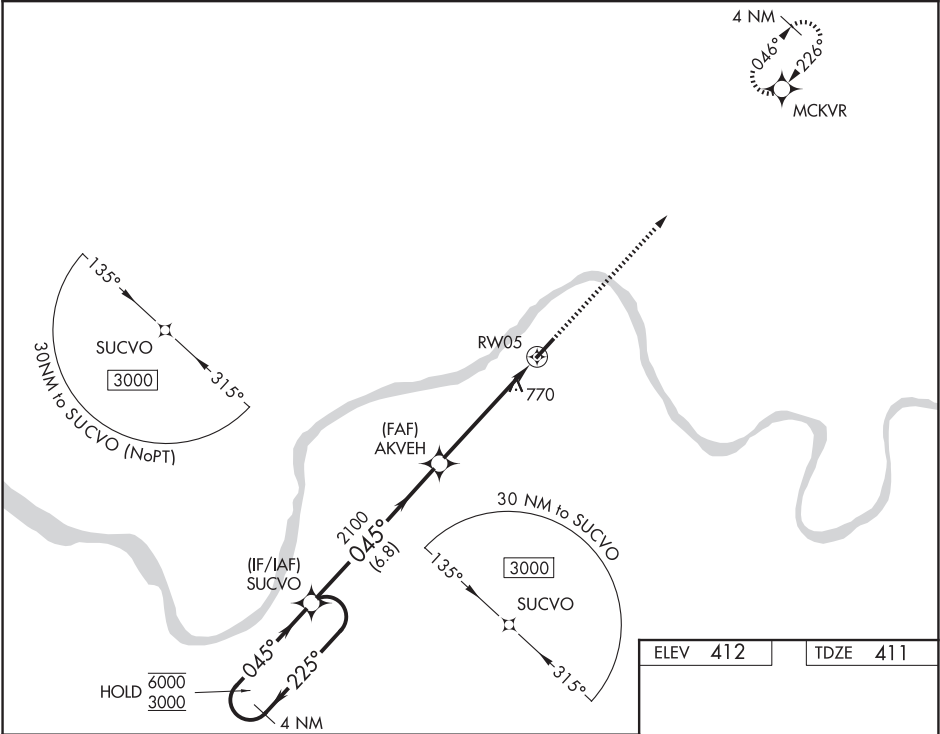
T

NA

Rwy 5 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 60 feet; increase LP and LNAV Cat C visibility ⅛ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH:
Climb to 3000 direct MCKVR and hold.

AWOS-3 119.775	EVANSVILLE APP CON ★ 124.025 290.9	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern

Visual Segment - Obstacles.

3000 MCKVR

6000 3000

225° 045°

045°

2100

6.8 NM 5.2 NM

5002 X 75

045°

CATEGORY	A	B	C	D
LP MDA	1020-1	609 (700-1)	1020-1¾ 609 (700-1¾)	NA
LNAV MDA	1020-1	609 (700-1)	1020-1¾ 609 (700-1¾)	NA
CIRCLING	1020-1 608 (700-1)	1080-1 668 (700-1)	1080-1¾ 668 (700-1¾)	NA

MIRL Rwy 5-23 0

REIL Rwys 5 and 23 0

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LEWISPORT, KENTUCKY

AL-10388 (FAA)

25219

WAAS CH 61324 W23A	APP CRS 226°	Rwy Ldg TDZE Apt Elev	5002 411 411
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RNAV (GPS) RWY 23

HANCOCK COUNTY/RON LEWIS FLD (KY8)

RNP APCH - GPS.

T Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems,
A LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH:
 Climb to 3000 direct
 SUCVO and hold.

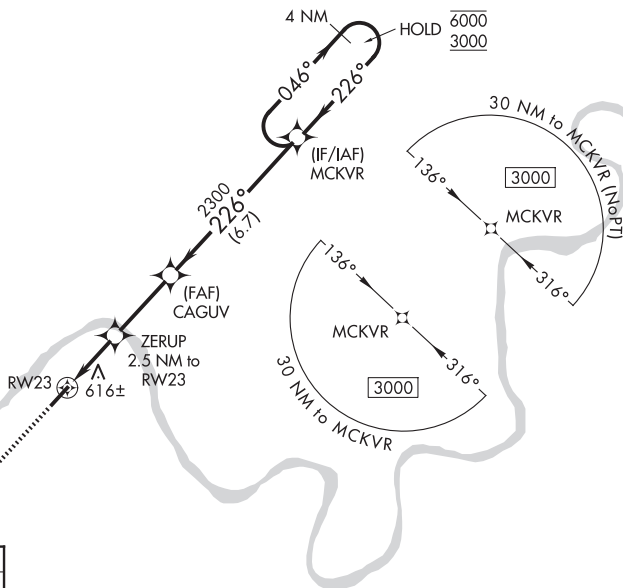
AWOS-3
119.775

EVANSVILLE APP CON ★
124.025 290.9

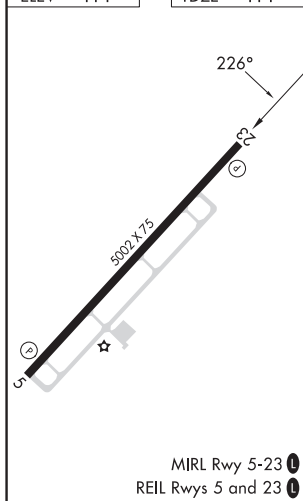
UNICOM
123.0 (CTAF) ①

MISSED APCH FIX

SUCVO



ELEV 411 TDZE 411



3000 SUCVO		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).		4 NM Holding Pattern	
RW23		ZERUP 2.5 NM to RW23		CAGUV 2300	
1.3 NM to RW18		1.2 NM		2.9 NM	
1.3 NM		1.2 NM		6.7 NM	
CATEGORY	A	B	C	D	
LPV DA	834-1 $\frac{1}{4}$	423 (500-1 $\frac{1}{4}$)		NA	
LNAV/VNAV DA	880-1 $\frac{3}{8}$	469 (500-1 $\frac{3}{8}$)		NA	
LNAV MDA	880-1	469 (500-1)	880-1 $\frac{3}{8}$ 469 (500-1 $\frac{3}{8}$)	NA	
CIRCLING	960-1 549 (600-1)	1080-1 669 (700-1)	1160-2 $\frac{1}{4}$ 749 (800-2 $\frac{1}{4}$)	NA	

LEWISPORT, KENTUCKY

Amdt 2 14JUL22

HANCOCK COUNTY/RON LEWIS FLD (KY8)

37°57'N-86°51'W

RNAV (GPS) RWY 23

SE-1, 07 AUG 2025 to 02 OCT 2025

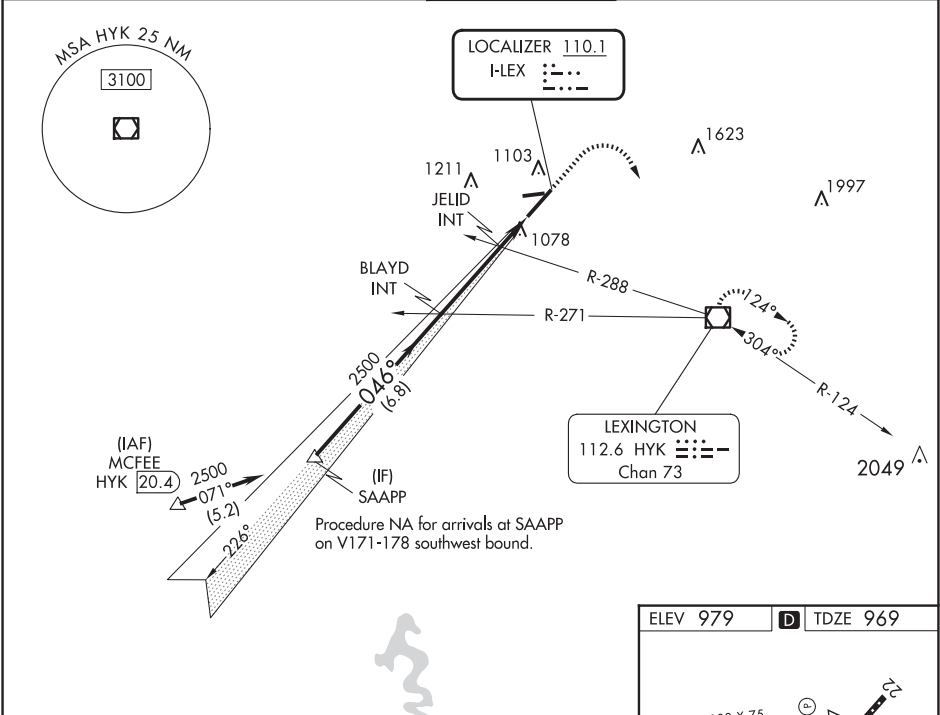
SE-1, 07 AUG 2025 to 02 OCT 2025

LOC I-LEX 110.1	APP CRS 046°	Rwy Ldg TDZE 969 Apt Elev 979
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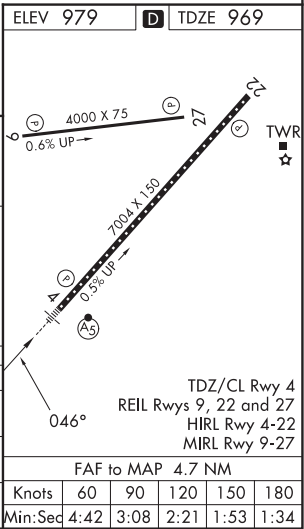
ILS or LOC RWY 4

BLUE GRASS (LEX)

DME required for procedure entry.		MALSR 	MISSED APPROACH: Climb to 1400 then climbing right turn to 3100 direct HYK VOR/DME and hold, continue climb-in-hold to 3100.	
ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35



SAAPP		BLAYD INT	JELID INT	1400	3100	HYK
2500		2500	1480			
GS 3.00° TCH 60						
6.8 NM		3.2 NM	1.5 NM			
CATEGORY	A	B	C	D		
S-ILS 4	1169/18		200 (200-½)			
S-LOC 4	1340/24	371 (400-½)	1340/35	371 (400-¾)		
CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1520-1½ 541 (600-1½)	1600-2 621 (700-2)		



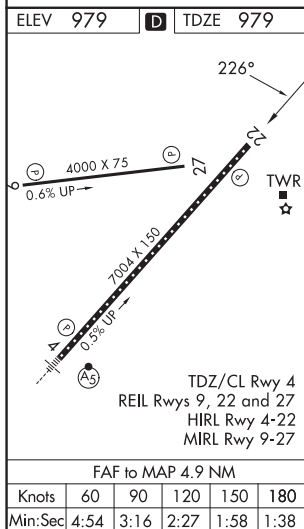
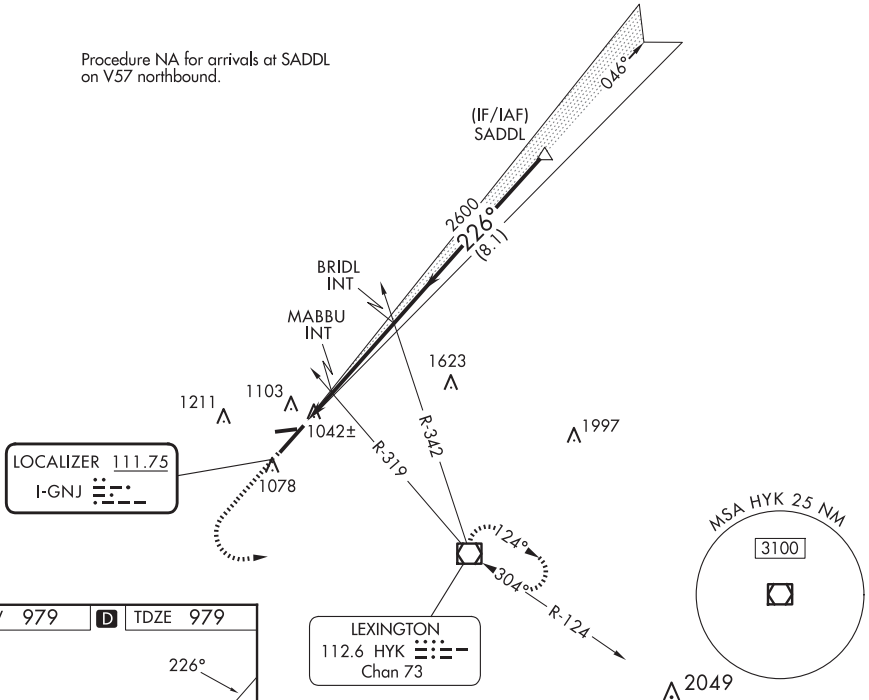
LOC I-GNJ 111.75	APP CRS 226°	Rwy Ldg TDZE Apt Elev	7004 979 979
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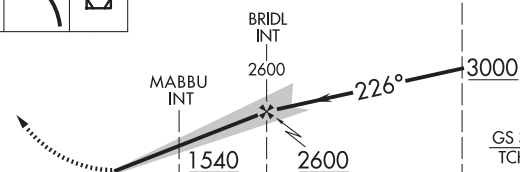
ILS or LOC RWY 22
BLUE GRASS (LEX)

⚠ When local altimeter setting not received, use Frankfort altimeter setting: increase S-ILS 22 DA to 1241 feet and all visibilities $\frac{1}{8}$ SM; increase all MDAs 80 feet and visibility Cats C and D $\frac{1}{4}$ SM.	⚠ MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 direct HYK VOR/DME and hold, continue climb-in-hold to 3100.
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ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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Procedure NA for arrivals at SADDL on V57 northbound.



1400	3100	HYK	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 60).		
					
					
CATEGORY	A		B	C	D
S-ILS 22	1179- ³ / ₄ 200 (200- ³ / ₄)				
S-LOC 22	1360-1	381 (400-1)	1360-1 ¹ / ₈	381 (400-1 ¹ / ₈)	
C CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1520-1 ¹ / ₂ 541 (600-1 ¹ / ₂)	1600-2 621 (700-2)	

WAAS CH 70401 W04A	APP CRS 046°	Rwy Ldg TDZE 969 Apt Elev 980	7004 969 980
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RNAV (GPS) RWY 4

BLUE GRASS (LEX)

RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500, and LNAV all Cats visibility to RVR 5500.

MALSR

AS

MISSED APPROACH: Climb to 3000 direct KAYFC and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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CATEGORY	A	B	C	D
LPV DA		1169/18	200 (200-½)	
LNAV/VNAV DA		1340/35	371 (400-¾)	
LNAV MDA	1340/24	371 (400-½)	1340/35	371 (400-¾)
CIRCLING	1420-1 440 (500-1)	1440-1 460 (500-1)	1520-1½ 540 (600-1½)	1600-2 620 (700-2)

LEXINGTON, KENTUCKY

Amtd 3A 17APR25

38°02'N-84°37'W

229

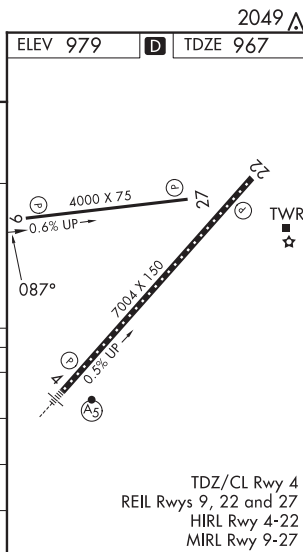
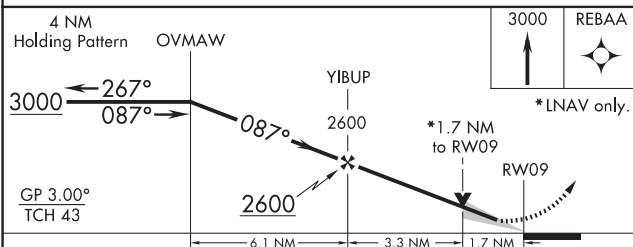
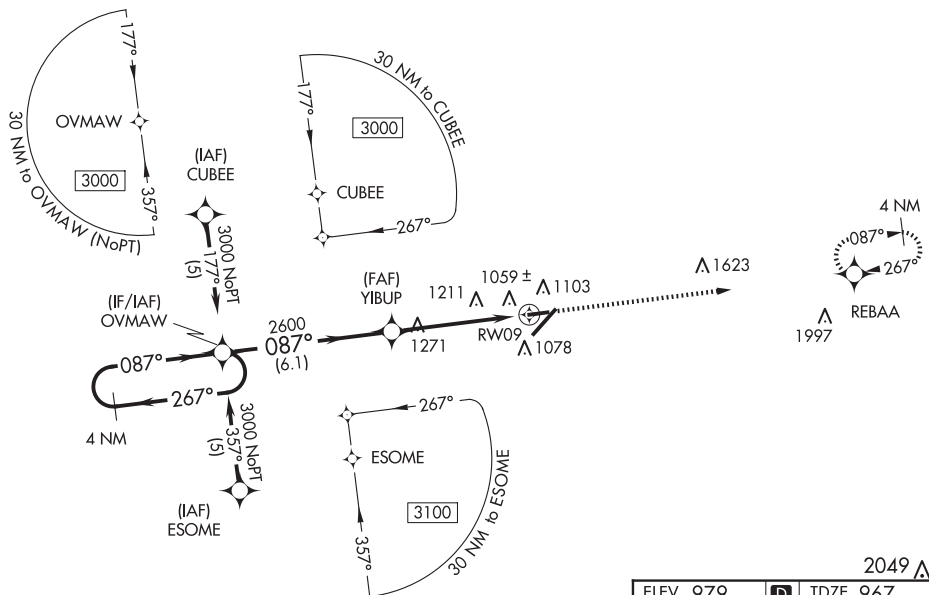
BLUE GRASS (LEX)

RNAV (GPS) RWY 4

RNAV (GPS) RWY 9
BLUE GRASS (LEX)

MISSED APPROACH: Climb to 3000 direct REBAA and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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BLUE GRASS (LEX)
RNAV (GPS) RWY 9

TDZ/CL Rwy 4
REIL Rwy 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

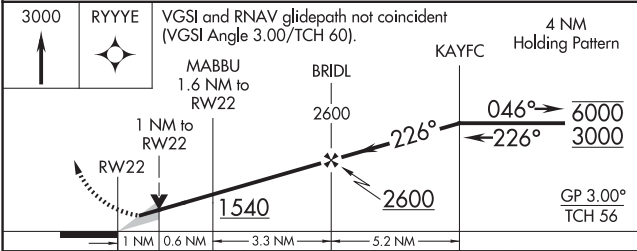
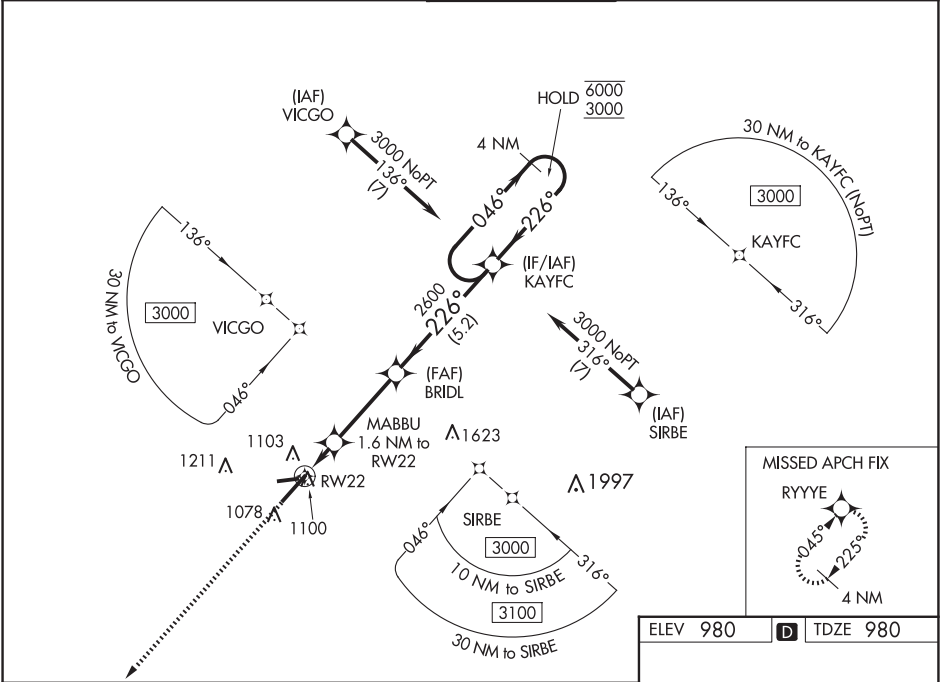
SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90201 W22A	APP CRS 226°	Rwy Ldg TDZE 980 Apt Elev 980	7004 980 980
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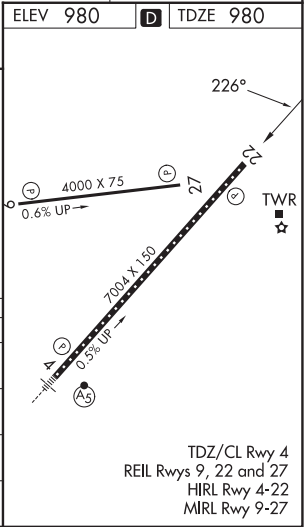
RNAV (GPS) RWY 22
BLUE GRASS (LEX)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct RYYYE and hold.
<div><div>T</div><div>A</div></div>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.	

ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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CATEGORY	A	B	C	D
LPV DA		1180-¾	200 (200-¾)	
LNAV/VNAV DA		1261-⅞	281 (300-⅞)	
LNAV MDA		1360-1	380 (400-1)	
CIRCLING	1420-1 440 (500-1)	1440-1 460 (500-1)	1520-1½ 540 (600-1½)	1600-2 620 (700-2)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LEXINGTON, KENTUCKY

AL-697 (FAA)

25163

WAAS CH 78218 W27A	APP CRS 267°	Rwy Ldg TDZE Apt Elev	4000 974 979
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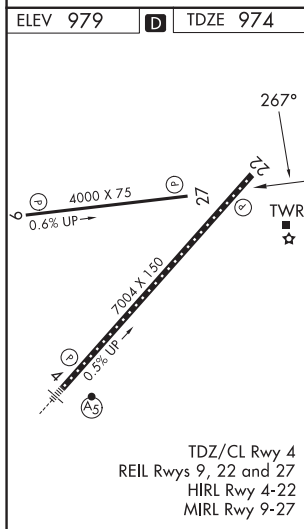
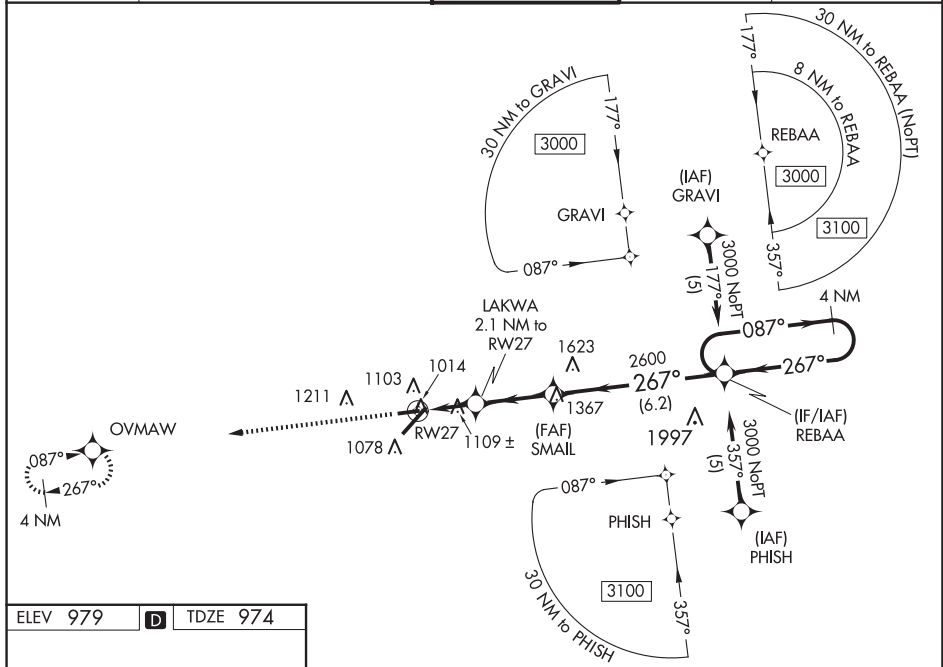
RNAV (GPS) RWY 27

BLUE GRASS (LEX)

⚠ Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Frankfort altimeter setting; increase LPV DA to 1421 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1450 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3000 direct OVMAW and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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3000

↑

OVMAW

4 NM

Holding Pattern

REBAA

087° →

← 267°

267°

2600

2600

GP 3.00°

TCH 43

3000

*LNAV only.

RW27

2.1 NM

2.8 NM

6.2 NM

LAKWA

2.1 NM to RW27

SMALL

2600

*1680

CATEGORY	A	B	C	D
LPV DA	1359-1¼		385 (400-1¼)	
LNAV/VNAV DA	1388-1⅓		414 (500-1⅓)	
LNAV MDA	1360-1	386 (400-1)	1360-1⅛	386 (400-1⅛)
CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1520-1½ 541 (600-1½)	1600-2 621 (700-2)

LEXINGTON, KENTUCKY

Orig-B 08OCT20

38°02'N-84°37'W

BLUE GRASS (LEX)

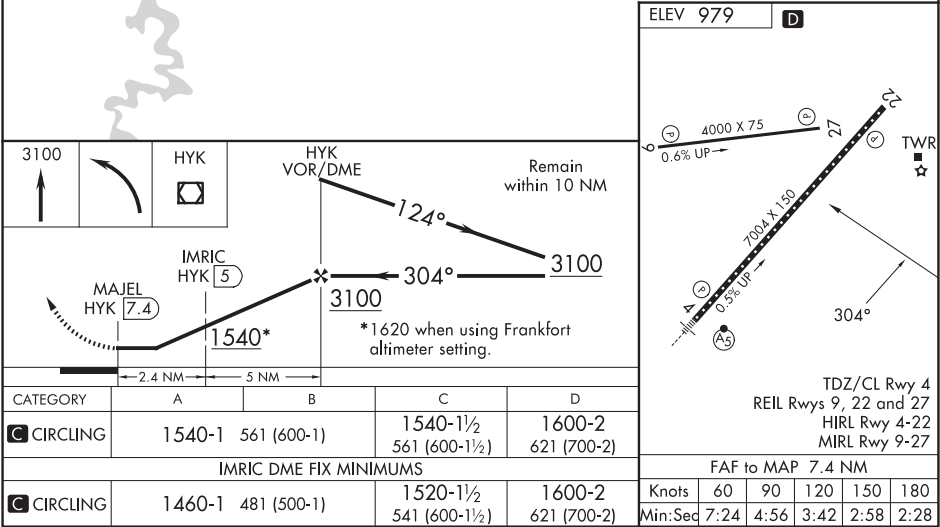
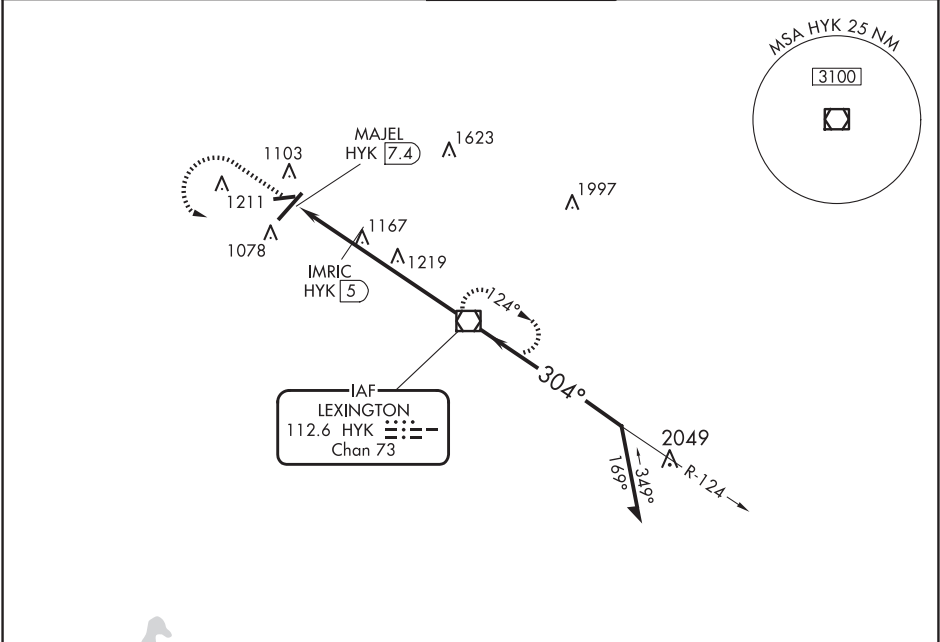
RNAV (GPS) RWY 27

SE-1, 07 AUG 2025 to 02 OCT 2025

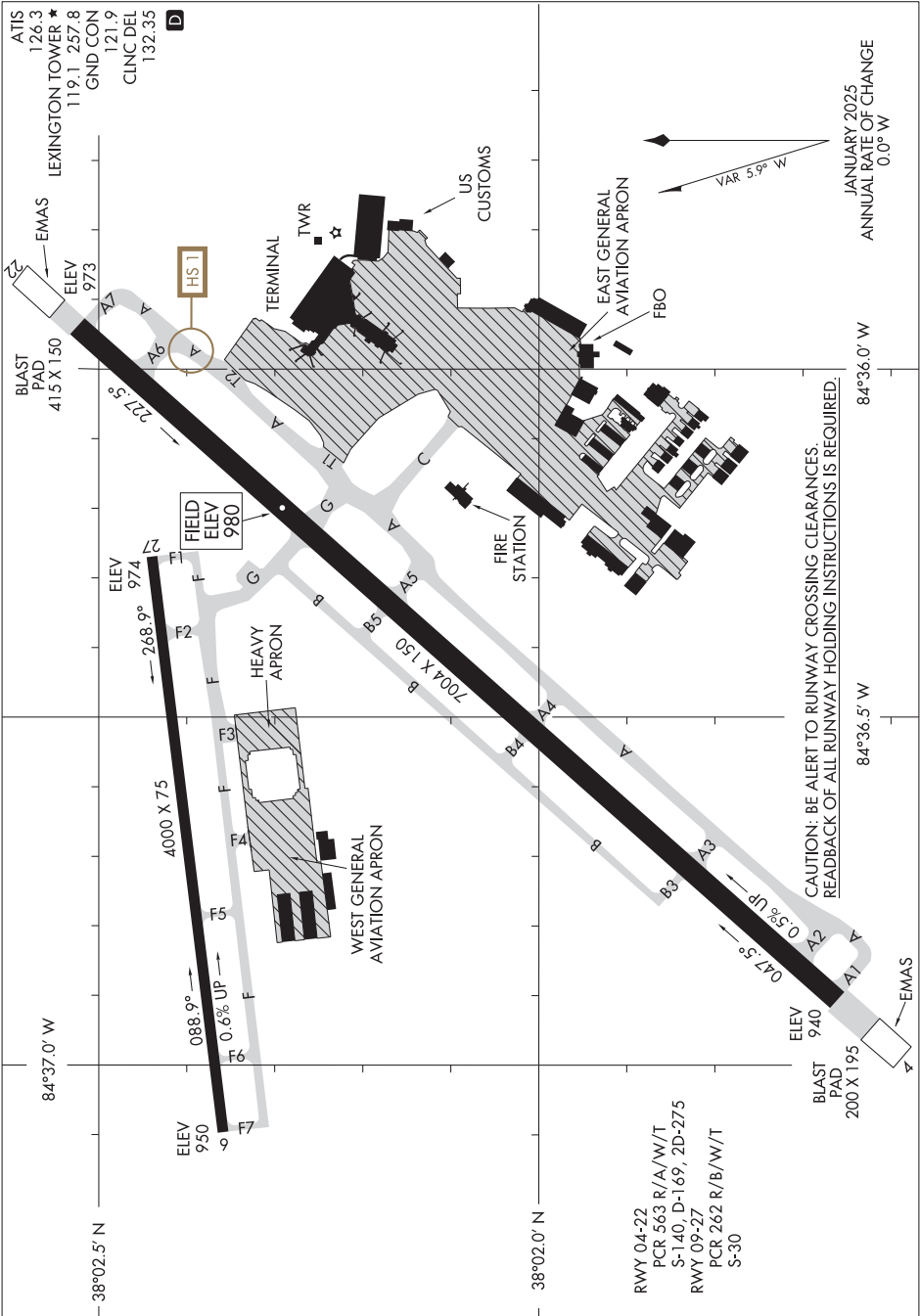
When local altimeter setting not received, use Frankfort altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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SE-1, 07 AUG 2025 to 02 OCT 2025

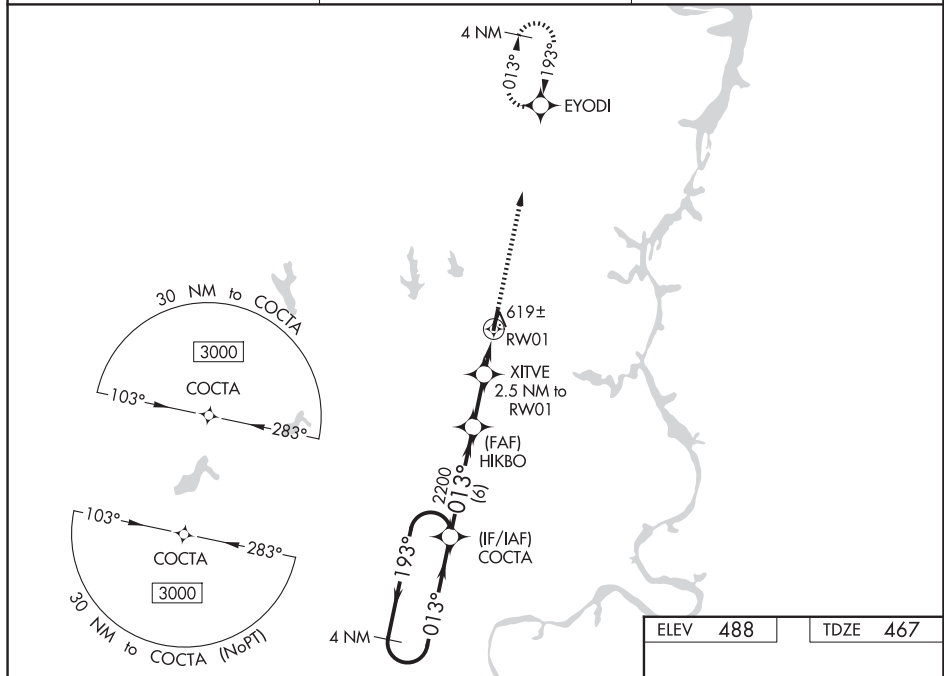


SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 1
BEECH RIVER RGNL (PVE)

MISSED APPROACH:
Climb to 3000 direct
EYODI and hold.

AWOS-3 118,125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF) ①
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VGSB and RNAV glidepaths not coincident (VGSB Angle 3.09°/TCH 37.)

4 NM Holding Pattern

COCTA

HIKBO

XITVE

2.5 NM to RW01

3000

193°

013°

GP 3.00° TCH 40

2200

* 1.2 NM to RW01

* 1280

RW01

* LNAV only

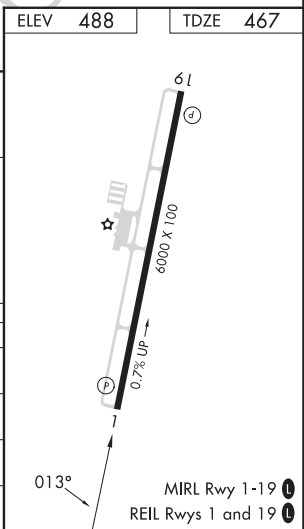
6 NM

2.9 NM

1.3 NM

1.2 NM

CATEGORY	A	B	C	D
LPV DA	717-7/8		250 (300-7/8)	
LNAV/VNAV DA	821-1 1/4		354 (400-1 1/4)	
LNAV MDA	880-1 413 (400-1)		880-1 1/8 413 (400-1 1/8)	
CIRCLING	940-1 452 (500-1)	980-1 492 (500-1)	1000-1 1/2 512 (600-1 1/2)	1200-2 1/4 712 (800-2 1/4)



SE-1, 07 AUG 2025 to 02 OCT 2025

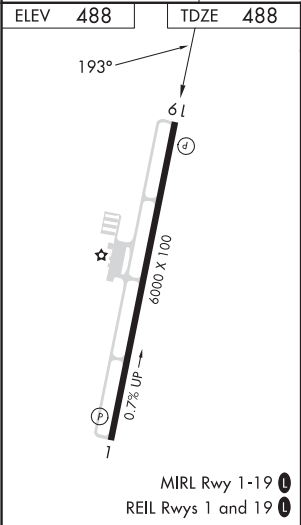
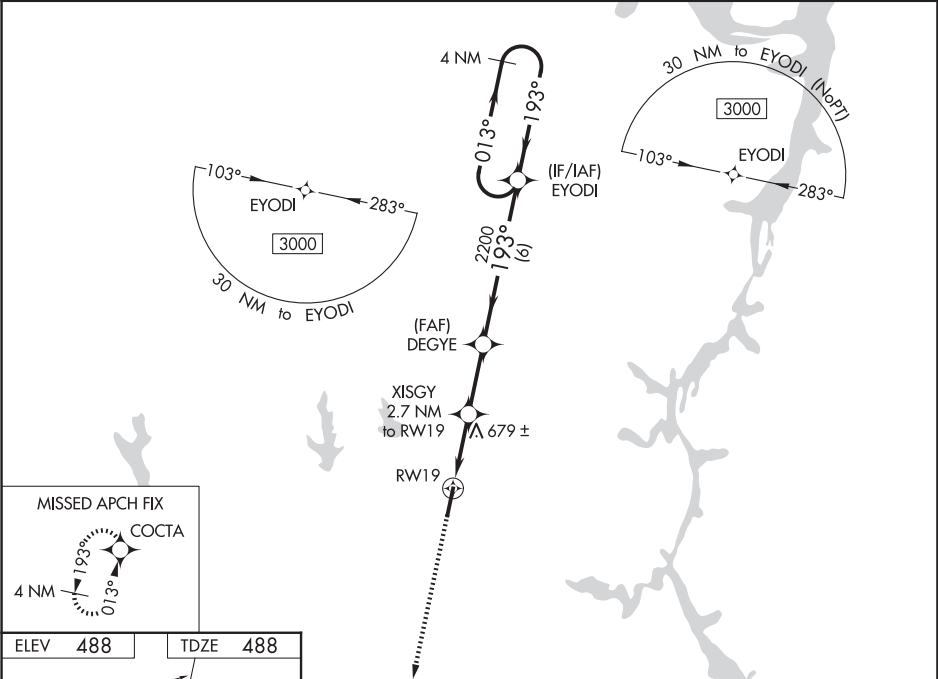
WAAS CH 97316 W19A	APP CRS 193°	Rwy Ldg TDZE Apt Elev	6000 488 488
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RNAV (GPS) RWY 19
BEECH RIVER RGNL (PVE)

⚠ 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 Jackson altimeter setting: increase LPV all Cats DA to 828 and all Cats visibility ¼ mile; increase LNAV/VNAV all Cats DA to 890 and all Cats visibility ⅓ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Jackson altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
COCTA and hold.

AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF) 0
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3000 ↑	COCTA 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.29/TCH 30).		4 NM Holding Pattern	
*LNAV only		XISGY 2.7 NM to RW19	DEGYE 2200	EYODI	013°→ ←193° 3000
RW19 1.2 NM to RW19		*1380	2200	GP 3.00 TCH 40	
1.2 NM		1.5 NM	2.6 NM	6 NM	
CATEGORY	A	B	C	D	
LPV DA	738-7/8		250 (300-7/8)		
LNAV/ VNAV DA	800-1		312 (400-1)		
LNAV MDA	940-1	452 (500-1)	940-1 3/8	452 (500-1 3/8)	
CIRCLING	940-1 452 (500-1)	980-1 492 (500-1)	1000-1 1/2 512 (600-1 1/2)	1200-2 1/4 712 (800-2 1/4)	

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86934 W03A	APP CRS 037°	Rwy Idg TDZE 1370 Apt Elev 1372	5007
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RNAV (GPS) RWY 3
LIVINGSTON MUNI (8A3)

RNP APCH - GPS.

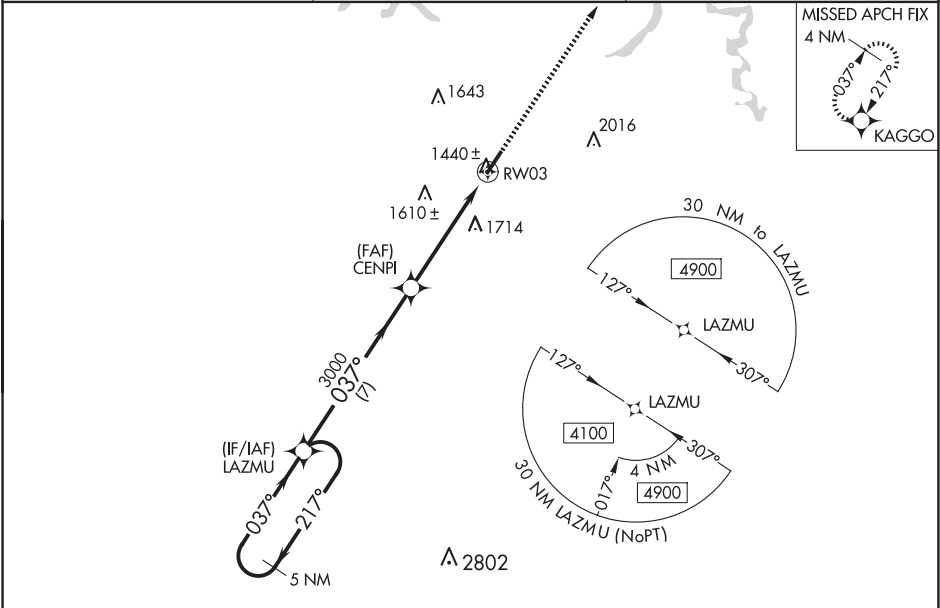
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When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LP Cat C and D and LNAV Cat C and D visibility $\frac{3}{8}$ mile, Circling Cat B visibility $\frac{1}{4}$ mile and Circling Cat C and D visibilities $\frac{1}{2}$ mile. Straight-in minimums NA at night, Circling Rwy 3 NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 4000 direct KAGGO and hold.

AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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ELEV 1372 TDZE 1370

5 NM Holding Pattern

Visual Segment - Obstacles.

4000 KAGGO

LAZMU

CENPI

RW03

4100

217°

037°

037°

3000

7 NM

5 NM

CATEGORY	A	B	C	D
LP MDA		1720-1	350 (400-1)	
LNAV MDA	1840-1	470 (500-1)	1840-1 $\frac{3}{8}$	470 (500-1 $\frac{3}{8}$)
CIRCLING	1880-1 508 (600-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2360-3 988 (1000-3)

MIRL Rwy 3-21

REIL Rws 3 and 21

WAAS CH 99730 W21A	APP CRS 217°	Rwy Idg TDZE Apt Elev	5007 1372 1372
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RNAV (GPS) RWY 21

LIVINGSTON MUNI (8A.3)

RNP APCH - GPS.

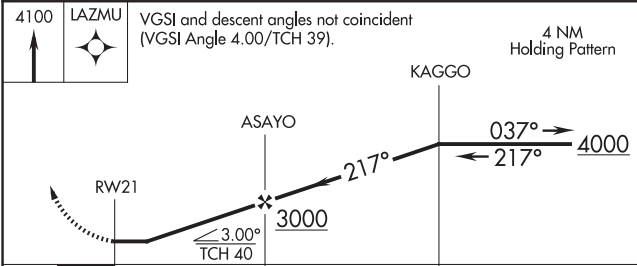
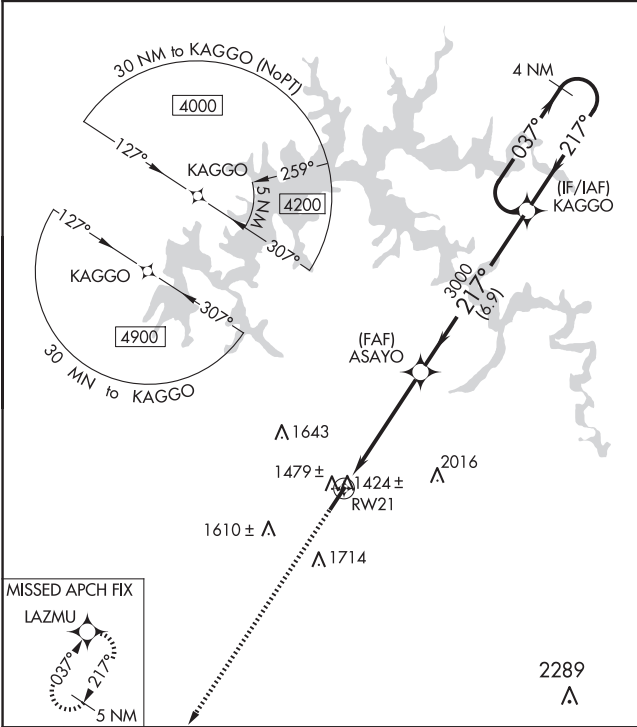
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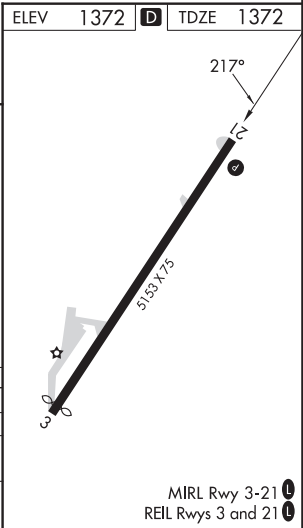
Circling Rwy 3 NA at night. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cats C/D visibility 3⁄8 mile; increase Circling Cat B visibility 1⁄4 mile and Circling Cats C/D visibility 1⁄2 mile. Rwy 21 helicopter visibility reduction below 3⁄4 SM NA.

MISSED APPROACH:
Climb to 4100 direct LAZMU and hold.

AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1700-1	328 (400-1)		
LNAV MDA	1760-1 388 (400-1)	1760-1 388 (400-1 1⁄8)		
CIRCLING	1880-1 508 (600-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2360-3 988 (1000-3)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME LVT	APP CRS	Rwy Idg	5007
114.35	216°	TDZE	1372
Chan 90 (Y)		Apt Elev	1372

VOR/DME RWY 21

LIVINGSTON MUNI (8A.3)

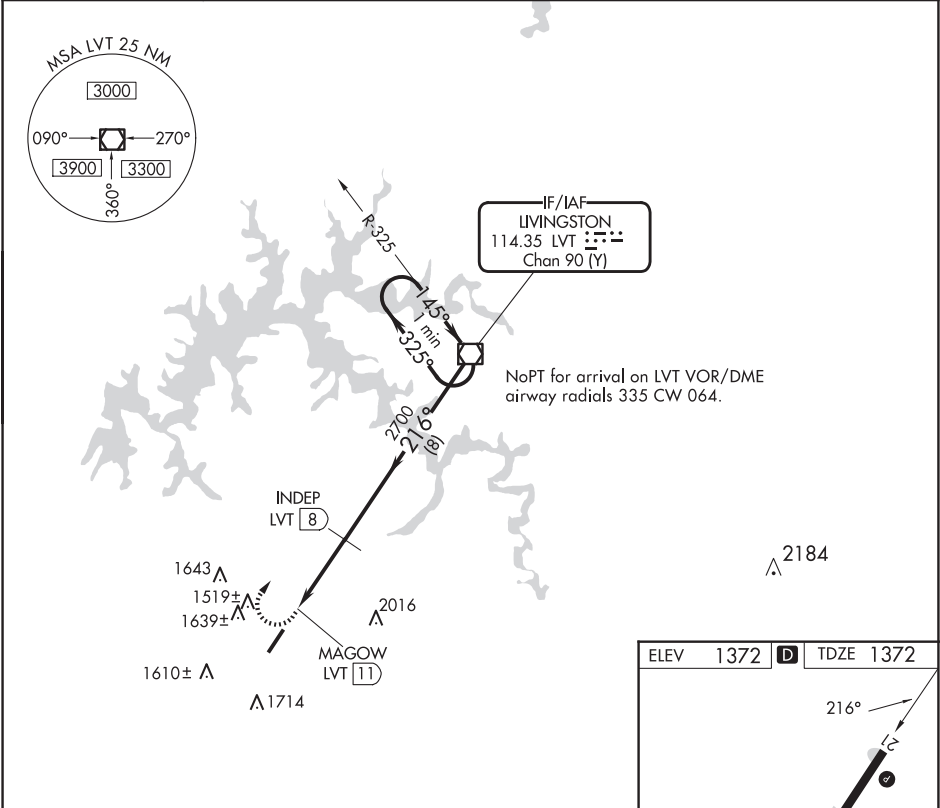
⚠

⚠

Circling Rwy 3 NA at night. Rwy 21 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility ¼ mile, S-21 Cat D visibility and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct LVT VOR/DME and hold.

AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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4000	LVT	INDEP LVT 8	LVT VOR/DME	One Minute Holding Pattern
MAGOW LVT 11	2700	216°	325°	3300
1 NM	3 NM	8 NM		
CATEGORY	A	B	C	D
S-21	1880-1¼	508 (600-1¼)	1880-1½	508 (600-1½)
CIRCLING	1880-1¼	2080-1¼	2080-2	2360-3
	508 (600-1¼)	708 (800-1¼)	708 (800-2)	988 (1000-3)
MIRL Rwy 3-21 0 REIL Rwy 3 and 21 0				

LOC/DME I-LOZ	APP CRS	Rwy Ldg	5000
110.9	057°	TDZE	1212
Chan 46		Apt Elev	1212

ILS or LOC RWY 6

LONDON/CORBIN/MAGEE (I/OZ)

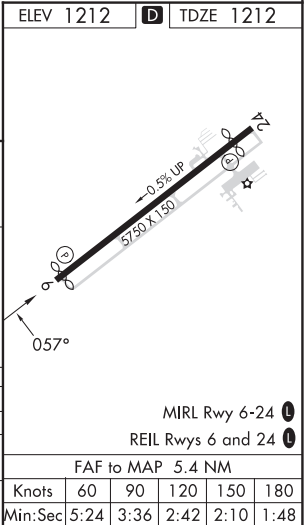
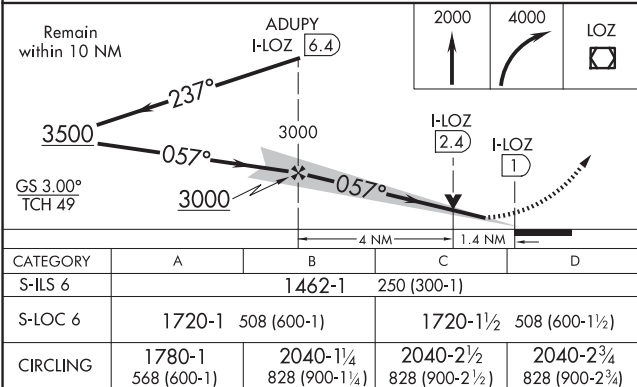
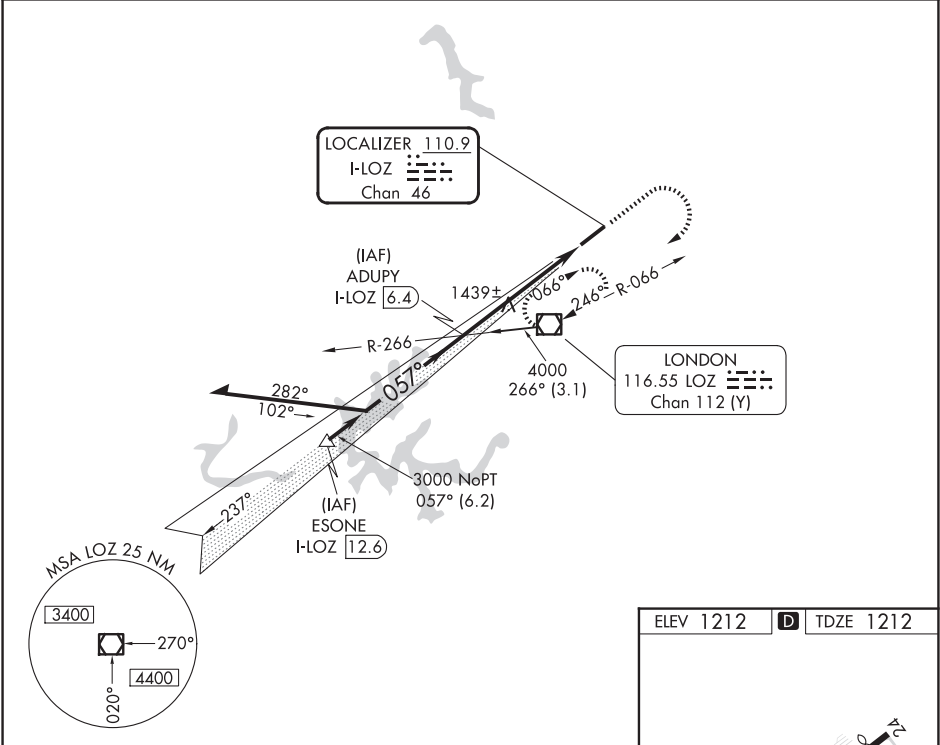
⚠

Visibility reduction by helicopters NA. VDP NA when using Somerset altimeter setting. When local altimeter setting not received, use Somerset altimeter setting: increase DA to 1562 feet and all visibility ¼ SM; increase all MDAs 100 feet and S-LOC 6 Cat C ¼ SM, Cat D ½ SM, Circling Cat C/D ¼ SM.

MISSED APPROACH:

Climb to 2000 then climbing right turn to 4000 direct LOZ VOR/DME and hold, continue climb-in-hold to 4000.

ASOS 119.075	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF) 1
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SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65799 W06A	APP CRS 057°	Rwy Ldg TDZE 1212 Apt Elev 1212
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RNAV (GPS) RWY 6

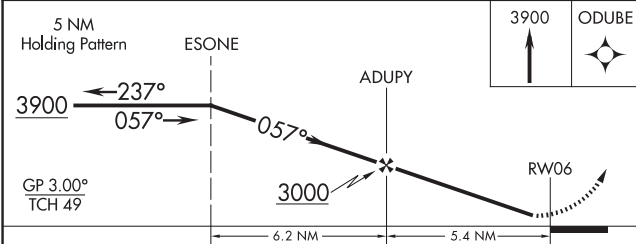
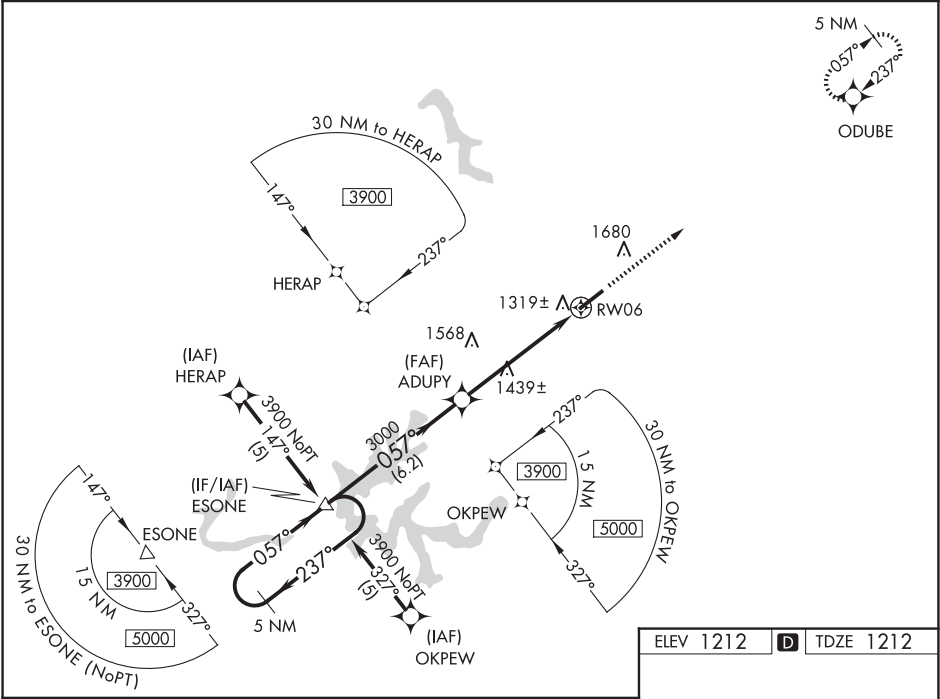
LONDON/CORBIN/MAGEE (LOZ)

RNP APCH

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting: increase LPV DA to 1566 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1702 feet and visibility all Cats ½ SM; increase all MDAs 100 feet and LNAV Cat C visibility ¼ SM, Cat D visibility ½ SM, and Circling Cat C/D visibility ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 46° C. Baro-VNAV and VDP NA when using Somerset altimeter setting.

MISSED APPROACH:
Climb to 3900 direct
ODUBE and hold.

ASOS 119.075	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1466-1	254 (300-1)	
LNAV/VNAV DA		1602-1¼	390 (400-1¼)	
LNAV MDA	1720-1	508 (600-1)	1720-1½	508 (600-1½)
CIRCLING	1780-1 568 (600-1)	2040-1¼ 828 (900-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

ELEV 1212 D TDZE 1212

MIRL Rwy 6-24 0
REIL Rwys 6 and 24 0

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LONDON, KENTUCKY

AL-720 (FAA)

25219

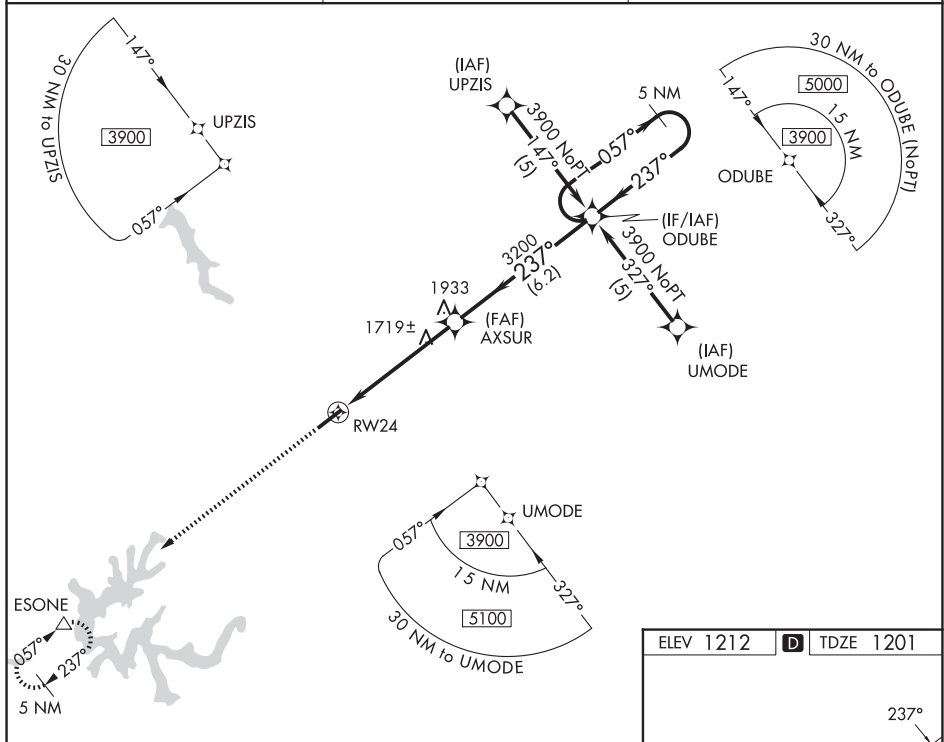
WAAS CH 78108 W24A	APP CRS 237°	Rwy Ldg 5200 TDZE 1201 Apt Elev 1212
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RNAV (GPS) RWY 24

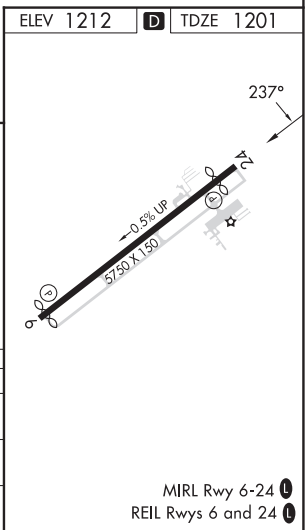
LONDON/CORBIN/MAGEE (LOZ)

RNP APCH. ▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use ▲ Somerset altimeter setting: increase LPV DA to 1610 feet and visibility all Cats ¼ SM; increase all MDAs 100 feet and LNAV Cats C/D and Circling Cats A/C/D visibility ½ SM.	MISSED APPROACH: Climb to 3900 direct ESONE and hold.
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ASOS 119.075	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF) 0
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<div>3900</div> <div>↑</div>		<div>ESONE</div> <div>△</div>	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 76).		5 NM Holding Pattern	
				ODUBE		
		AXSUR		057° →		3900
				← 237°		
RW24		✱		3200		
						GP 3.45° TCH 60
		5.3 NM		6.2 NM		
CATEGORY		A		B		C
LPV DA		1510-1		309 (300-1)		NA
LNAV MDA		1980-1 779 (800-1)	1980-1¼ 779 (800-1¼)	1980-2¼ 779 (800-2¼)	1980-2½ 779 (800-2½)	
CIRCLING		1980-1 768 (800-1)	2040-1¼ 828 (900-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)	



LONDON, KENTUCKY
Amdt 1A 20MAY21

37°05'N-84°05'W

LONDON/CORBIN/MAGEE (LOZ)
RNAV (GPS) RWY 24

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

MIRL Rwy 6-24 0
REIL Rwy 6 and 24 0

VOR/DME LOZ	APP CRS	Rwy Ldg	5000
116.55	025°	TDZE	1212
Chan 112 (Y)		Apt Elev	1212

VOR RWY 6

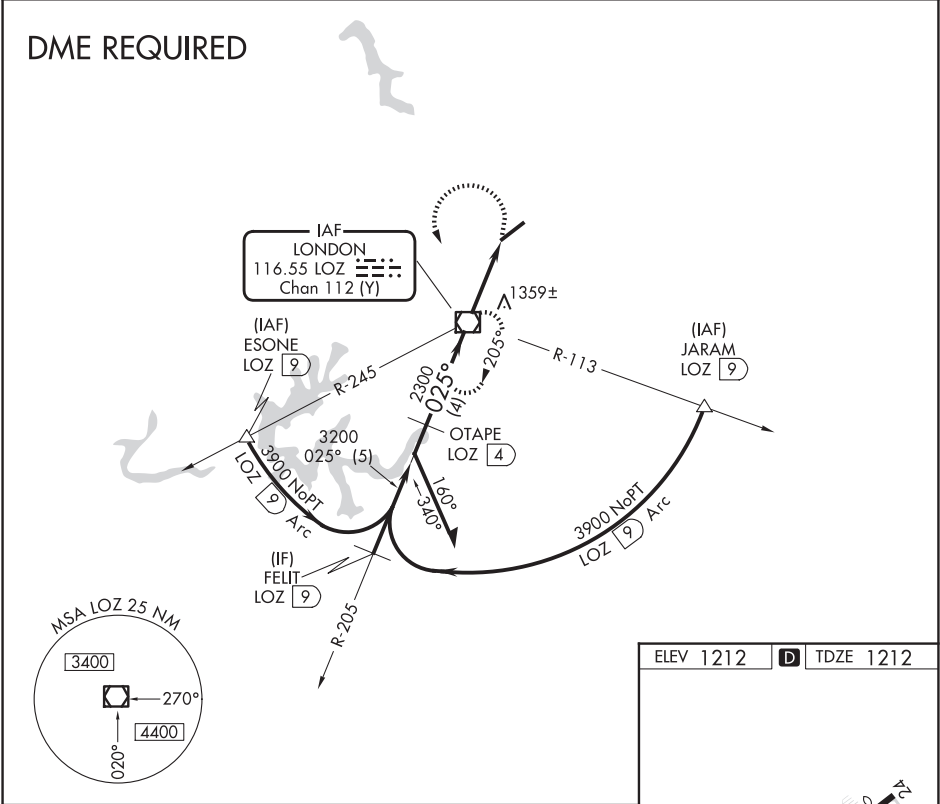
LONDON/CORBIN/MAGEE (LOZ)

⚠

When local altimeter setting not received, use Somerset altimeter setting: increase all MDAs 100 feet and S-6 Cat C/D and Circling Cat C/D visibility ¼ SM. Night landing: Rwy 6 NA.

MISSED APPROACH: Climbing left turn to 4000 direct LOZ VOR/DME and hold, continue climb-in-hold to 4000.

ASOS 119.075	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF) 0
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Remain within 10 NM

LOZ VOR/DME

4000

LOZ

3900

205°

025°

OTAPE LOZ 4

3200

2300

3.07°

TCH 52

4 NM

3.2 NM

LOZ 3.2

ELEV 1212

TDZE 1212

MIRL Rwy 6-24

REIL Rws 6 and 24

FAF to MAP 3.2 NM

Knots

60

90

120

150

180

Min:Seq

3:12

2:08

1:36

1:17

1:04

CATEGORY	A	B	C	D
S-6	1620-1	408 (500-1)	1620-1¼	408 (500-1¼)
CIRCLING	1780-1 568 (600-1)	2040-1¼ 828 (900-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

025°

0.5% UP

5750 X 150

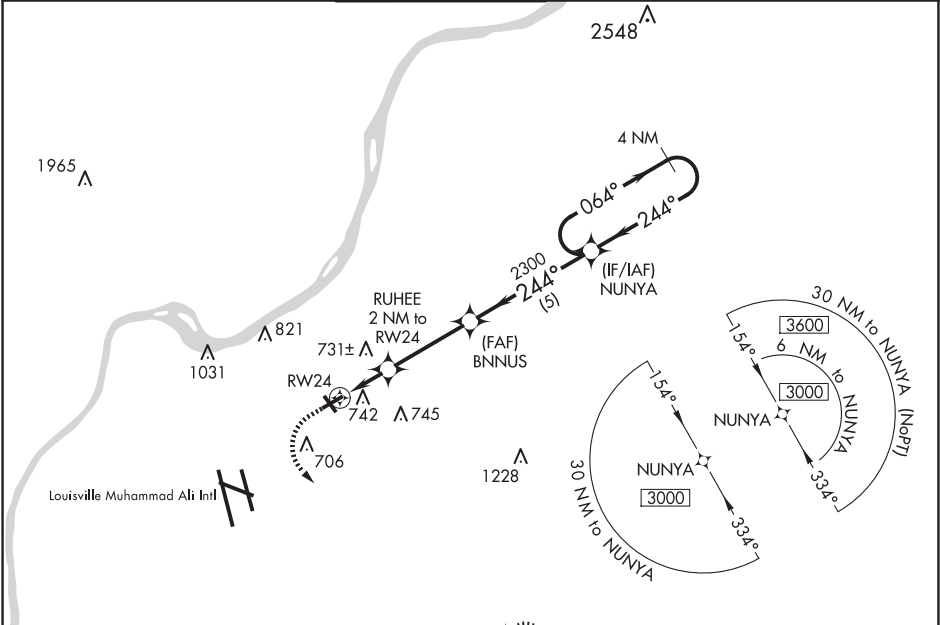
WAAS CH 58126 W24A	APP CRS 244°	Rwy Idg TDZE Apt Elev	3856 545 546
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RNAV (GPS) RWY 24

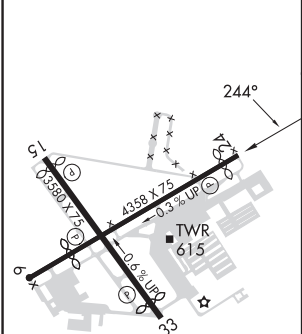
BOWMAN FLD (LOU)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct CAANT and hold.	
VDP NA with Louisville Muhammad Ali Intl altimeter setting. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Rwy 24 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 6, 15, 33 NA at night.			

ATIS 124.15	LOUISVILLE APP CON 132.075 327.0	BOWMAN TOWER ★ 119.5 (CTAF) 257.625	GND CON 121.8	CLNC DEL 118.9	UNICOM 122.95
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ELEV 546	D	TDZE 545
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REIL Rws 24 and 33 MIRL Rws 6-24 and 15-33	
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1100 3000 CAANT		4 NM Holding Pattern	
*RNAV only		NUNYA 4 NM Holding Pattern	
RW24 1.1 NM to RW24		GP 3.00° TCH 53	
1.1 NM 0.9 NM 3.4 NM 5 NM			
CATEGORY	A	B	D
LPV DA	830-7 ⁸	285 (300-7 ⁸)	NA
RNAV/ VNAV DA	1025-1 ⁸	480 (500-1 ⁸)	NA
RNAV MDA	1000-1	455 (500-1)	NA
CIRCLING	1060-1 514 (600-1)	1080-1 534 (600-1)	NA

SE-1, 07 AUG 2025 to 02 OCT 2025

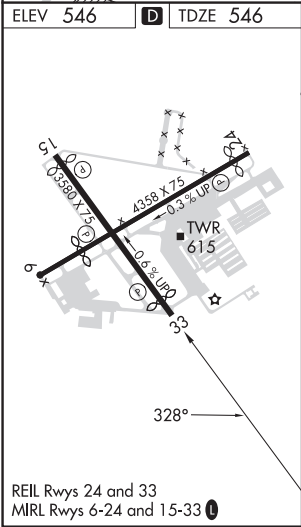
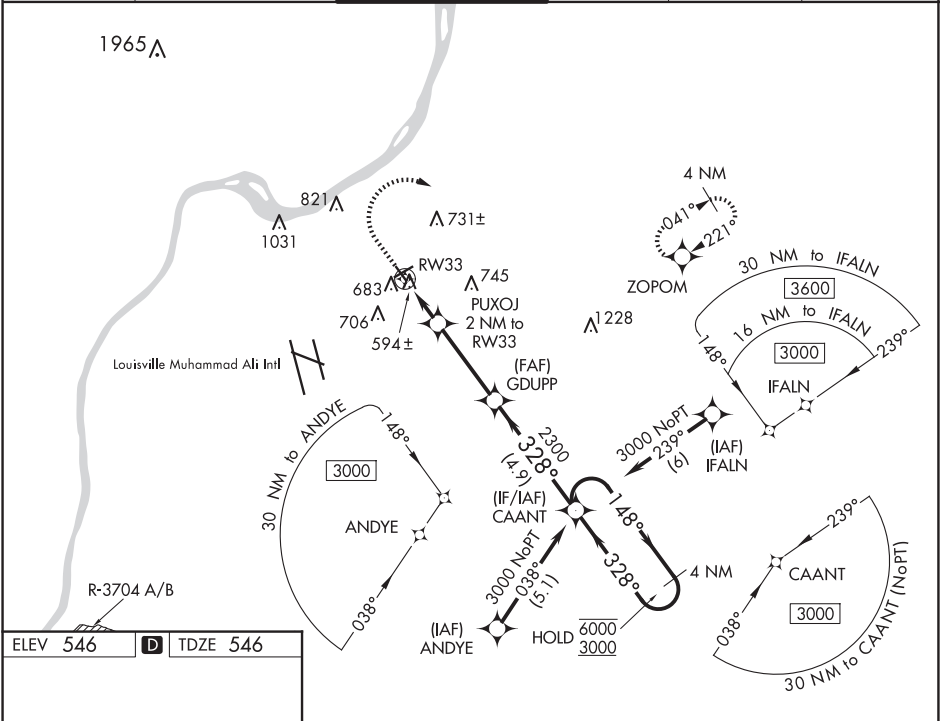
SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99526 W33A	APP CRS 328°	Rwy Idg TDZE 546 Apt Elev 546	3125 546
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RNAV (GPS) RWY 33

BOWMAN FLD (LOU)

RNP APCH - GPS.			MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct ZOPOM and hold.		
<div><div>▼</div><div>▲</div></div>	Rwy 33 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Straight-in Rwy 33 NA at night, Circling Rwy 6, 15, 33 NA at night.				
ATIS 124.15	LOUISVILLE APP CON 132.075 327.0	BOWMAN TOWER★ 119.5 (CTAF) 257.625	GND CON 121.8	CLNC DEL 118.9	UNICOM 122.95



1000 3000 ZOPOM		VGSI and descent angles not coincident (VGSI Angle 3.25/TCH 45).		4 NM Holding Pattern
RW33		2 NM	3.4 NM	4.9 NM
CATEGORY	A	B	C	D
LP MDA	860-1	314 (400-1)	NA	
LNAV MDA	920-1	374 (400-1)	NA	
CIRCLING	1060-1 514 (600-1)	1080-1 534 (600-1)	NA	

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

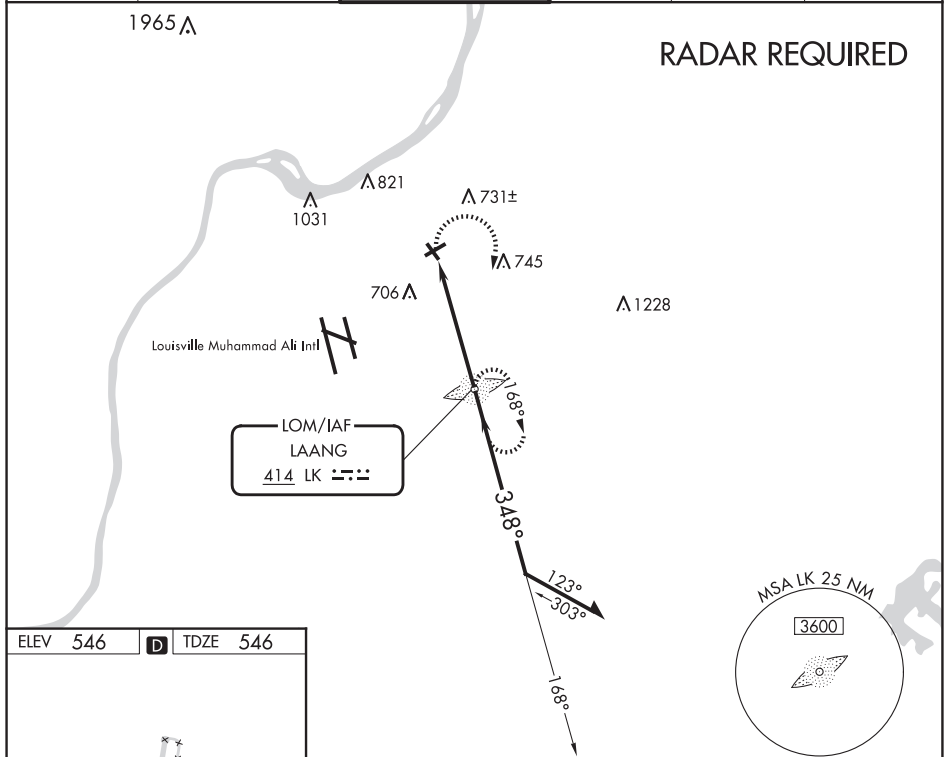
LOM LK	APP CRS	Rwy Idg	3125
414	348°	TDZE	546
		Apt Elev	546

NDB RWY 33
BOWMAN FLD (LOU)

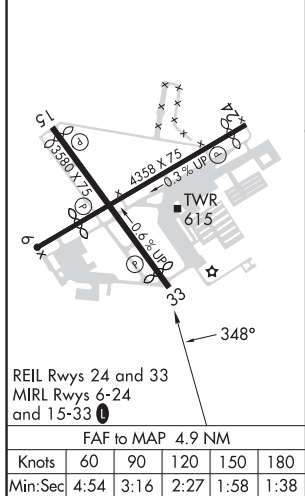
⚠ When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Rwy 33 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 33 NA at night, Circling Rwy 6, 15, 33 NA at night.




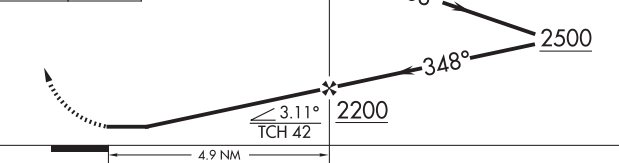

MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.

ATIS 124.15	LOUISVILLE APP CON 132.075 327.0	BOWMAN TOWER★ 119.5 (CTAF) 257.625	GND CON 121.8	CLNC DEL 118.9	UNICOM 122.95
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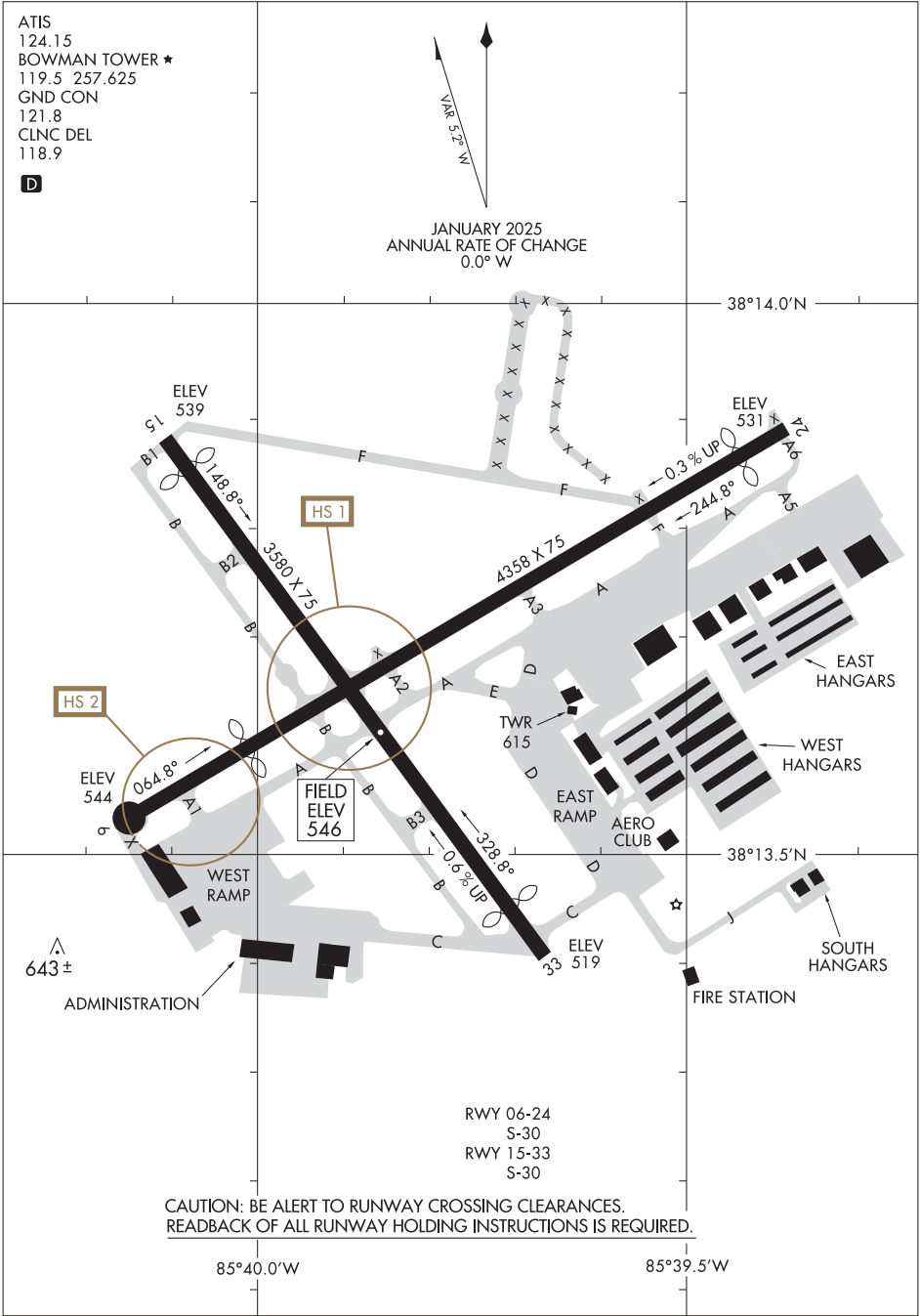
ELEV 546	D	TDZE 546
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			Remain within 10 NM	
				
CATEGORY	A	B	C	D
S-33	1160-1	614 (700-1)	NA	
 CIRCLING	1160-1	614 (700-1)	NA	

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

LOC/DME I-PKI 111.95 Chan 56 (Y)	APP CRS 170°	Rwy Idg TDZE 499 Apt Elev 501
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ILS or LOC RWY 17L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

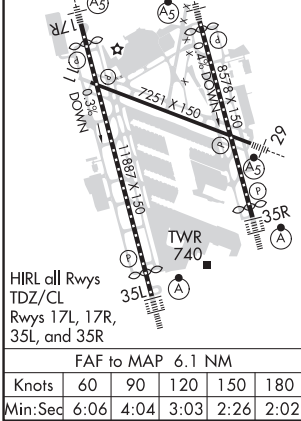
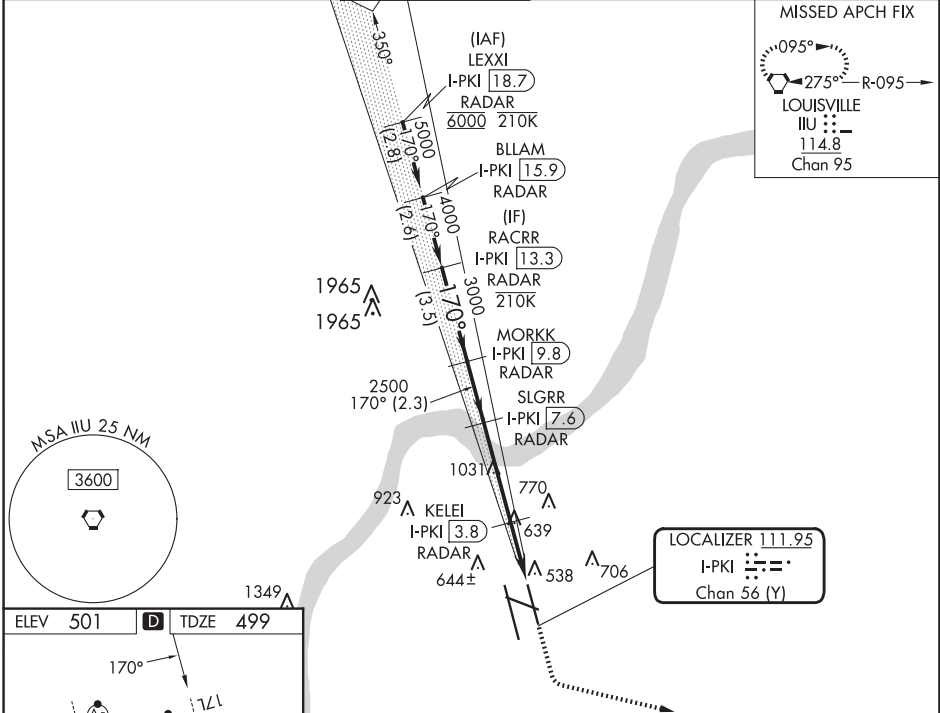
DME or RADAR required. RADAR required for procedure entry.

Simultaneous approach authorized. Circling Rwy 11 NA at night.
For inop ALS, increase S-LOC 17L Cat C/D visibility to 1 3/8 SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC, continue climb-in-hold to 3000.

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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	RACRR I-PKI 13.3 RADAR	MORKK I-PKI 9.8 RADAR	SLGRR I-PKI 7.6 RADAR	KELEI I-PKI 3.8 RADAR	I-PKI 2.7	I-PKI 1.4
	4000	3000	2500	1320		
	3.5 NM	2.3 NM	3.7 NM	1.2 NM	1.2 NM	
CATEGORY	A	B	C	D		
S-ILS 17L	699/18		200 (200-1/2)			
S-LOC 17L	1000/24	501 (500-1/2)	1000/55	501 (500-1)		
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1 3/4 659 (700-1 3/4)	1400-3 899 (900-3)		

LOUISVILLE, KENTUCKY
Amdt 6 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF)
38°10'N-85°44'W
ILS or LOC RWY 17L

SE-1, 07 AUG 2025 to 02 OCT 2025

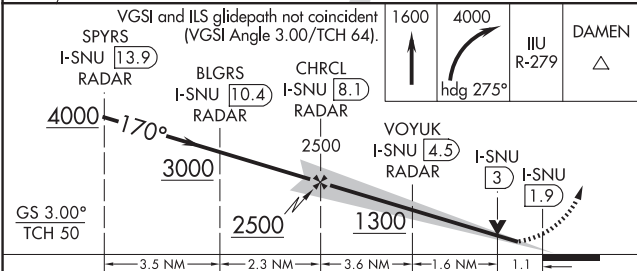
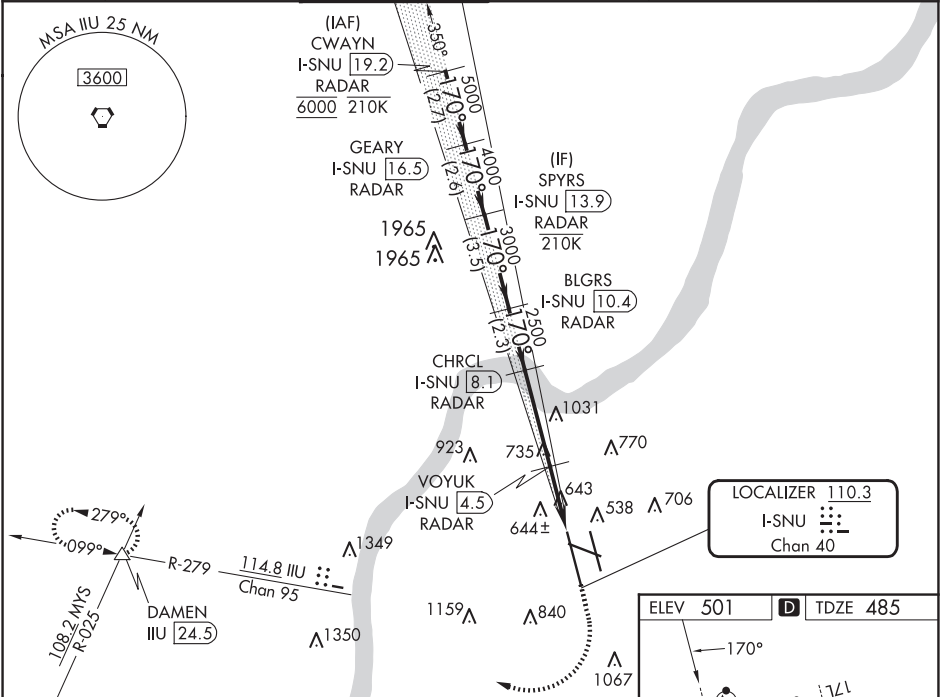
SE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SNU 110.3 Chan 40	APP CRS 170°	Rwy Idg 10000 TDZE 485 Apt Elev 501
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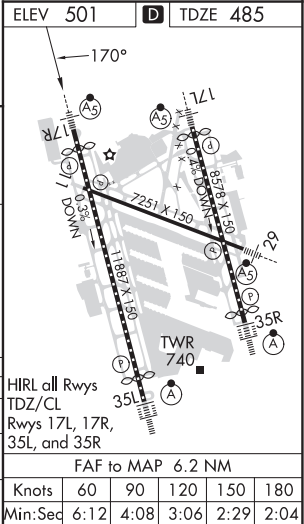
ILS or LOC RWY 17R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

RADAR required for procedure entry at CWAYN. DME or RADAR required.			MALSR 	MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 on heading 275° and on IIU VORTAC R-279 to DAMEN INT/24.5 DME and hold.
Simultaneous approach authorized. Circling Rwy 11 NA at night. For Inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.				

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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CATEGORY	A	B	C	D
S-ILS 17R	685/18 200 (200-½)			
S-LOC 17R	900/24	415 (400-½)	900/40	415 (400-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)



LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

LOC/DME I-RLI 109.35	APP CRS 350°	Rwy Idg TDZE Apt Elev	10000 464 501
Chan 30 (Y)			

ILS or LOC RWY 35L

LOUISVILLE MUHAMMAD ALI INTL (SDF)

DME required for LOC only. RADAR required.

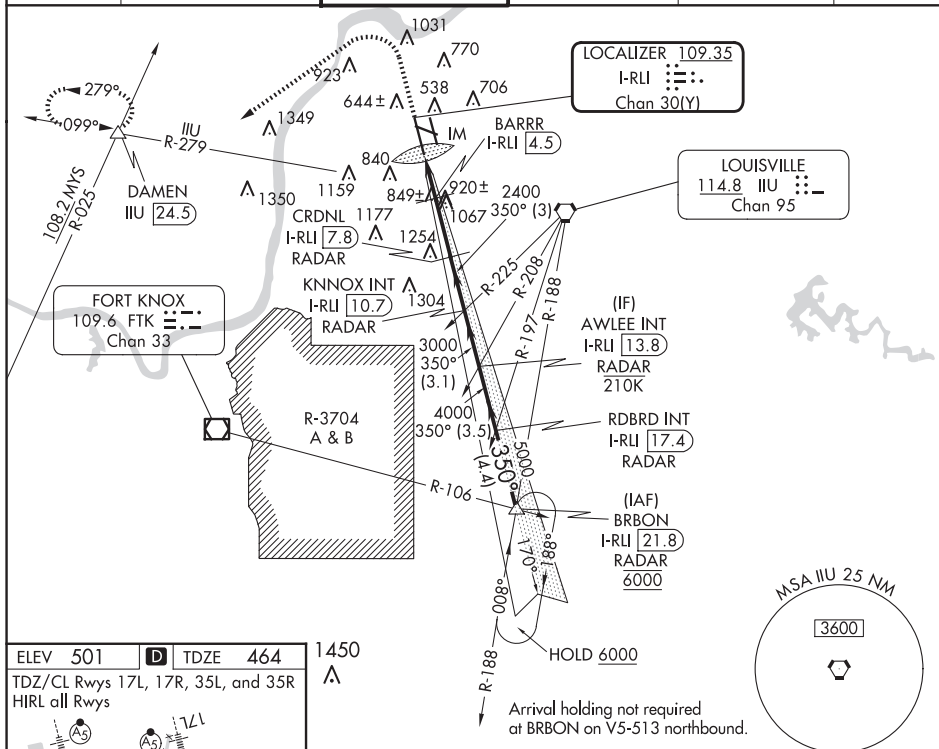
Simultaneous approach authorized. Circling Rwy 11 NA at night.
For inop ALS, increase S-LOC 35L Cat C/D visibility to 1 3/4 SM.

ALS-F-2

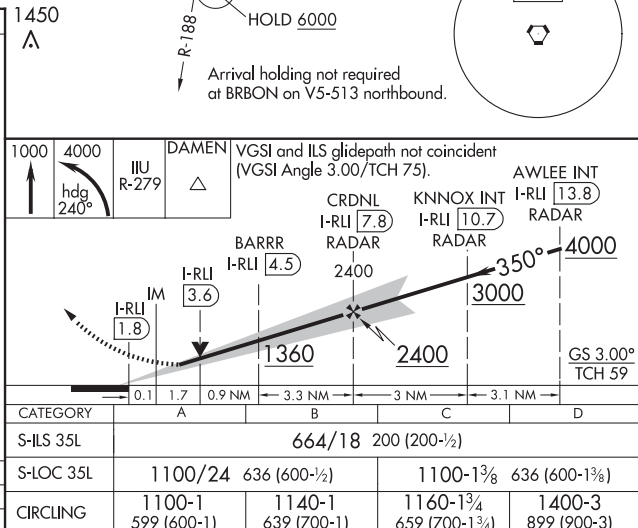
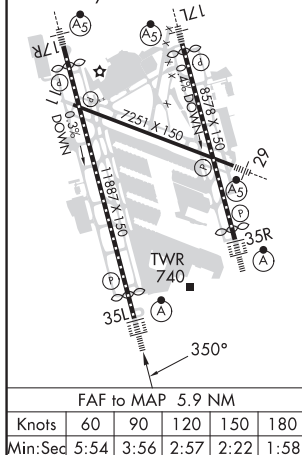


MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on heading 240° and IJU VORTAC R-279 to DAMEN INT/ IJU 24.5 DME and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



ELEV 501	D	TDZE 464
TDZ/CL Rwy 17L, 17R, 35L, and 35R		
HIRL all Rwy		



LOUISVILLE, KENTUCKY

Amdt 5 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF)

38°10'N-85°44'W

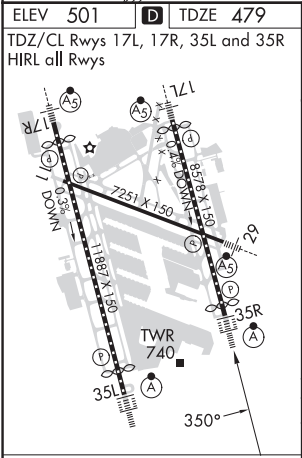
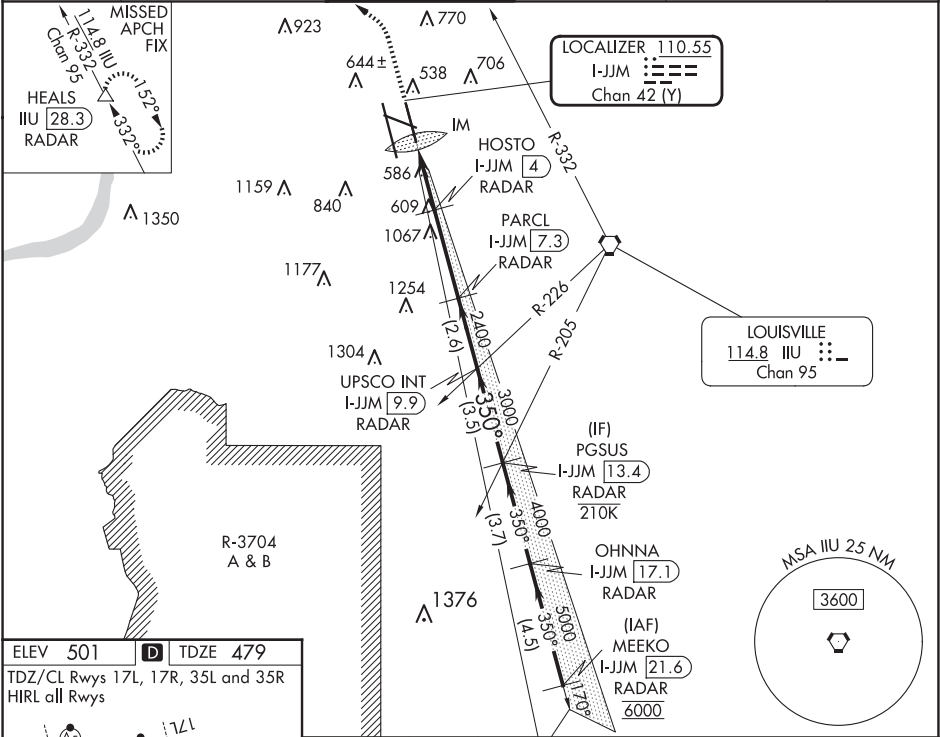
ILS or LOC RWY 35L

LOC/DME I-JJM 110.55 Chan 42 (Y)	APP CRS 350°	Rwy Idg 7800 TDZE 479 Apt Elev 501
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ILS or LOC RWY 35R
LOUISVILLE MUHAMMAD ALI INTL (SDF')

DME or RADAR required for LOC only.	ALSF-2	MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 on heading 350° and on IJU VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.
Simultaneous approach authorized. Circling Rwy 11 NA at night. For inop ALS, increase LOC Cat C/D to 5000 RVR.		

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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2500	4000	hdg 350°	HEALS IJU R-332	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
CATEGORY				
S-ILS 35R 679/18 200 (200-1/2)				
S-LOC 35R 840/24 361 (400-1/2) 840/35 361 (400-3/4)				
CIRCLING 1040-1 539 (600-1) 1140-1 639 (700-1) 1160-1 659 (700-1 3/4) 1400-3 899 (900-3)				

LOUISVILLE, KENTUCKY

AL-239 (FAA)

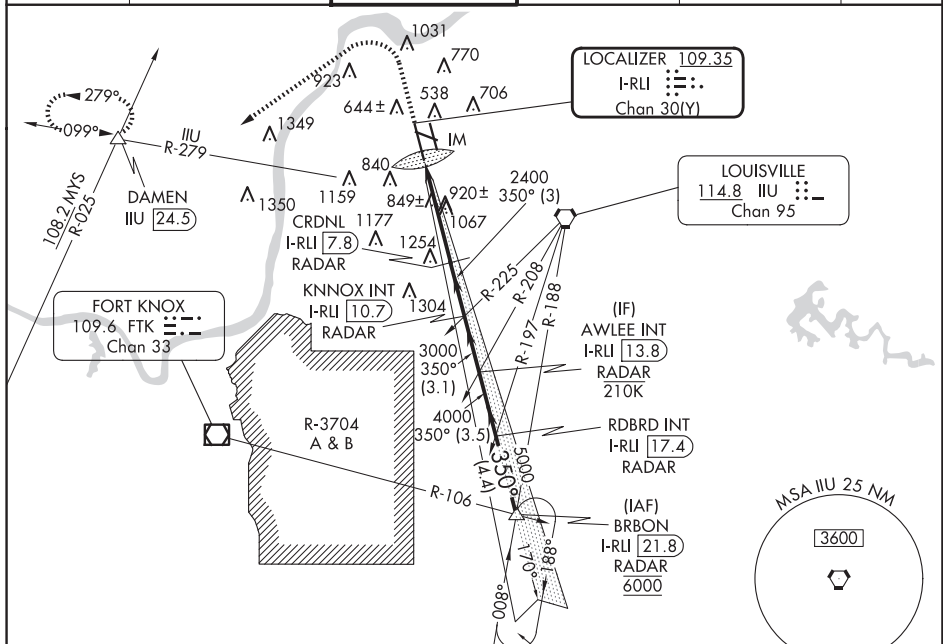
24361

LOC/DME I-RLI 109.35 Chan 30 (Y)	APP CRS 350°	Rwy Idg TDZE 464 Apt Elev 501
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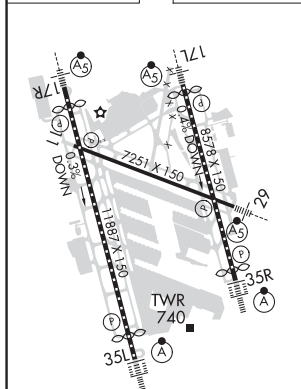
ILS RWY 35L (SA CAT I)

LOUISVILLE MUHAMMAD ALI INTL (SDF')

RADAR required.		ALSIF-2	MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on heading 240° and ILL VORTAC R-279 to DAMEN INT/ ILL 24.5 DME and hold.		
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.					
D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC



ELEV 501	D	TDZE 464
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HIRL all Rwy
TDZ/CL Rwy 17L, 17R, 35L, and 35R

1000	4000	ILL R-279	DAMEN	AWLEE INT I-RLI (13.8)
↑	hdg 240°			
CRDNL I-RLI (7.8)	RADAR	KNOX INT I-RLI (10.7)	RADAR	
IM	2400	3000	4000	GS 3.00° TCH 59
1120	5.9 NM	3 NM	3.1 NM	
CATEGORY	A	B	C	D
S-ILS 35L	RA 154/14 150 DA 614			

**SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

LOUISVILLE, KENTUCKY

Amdt 5 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF')

38°10'N-85°44'W

ILS RWY 35L (SA CAT I)

SE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-JJM <u>110.55</u> Chan 42 (Y)	APP CRS 350°	Rwy Idg 7800 TDZE 479 Apt Elev 501
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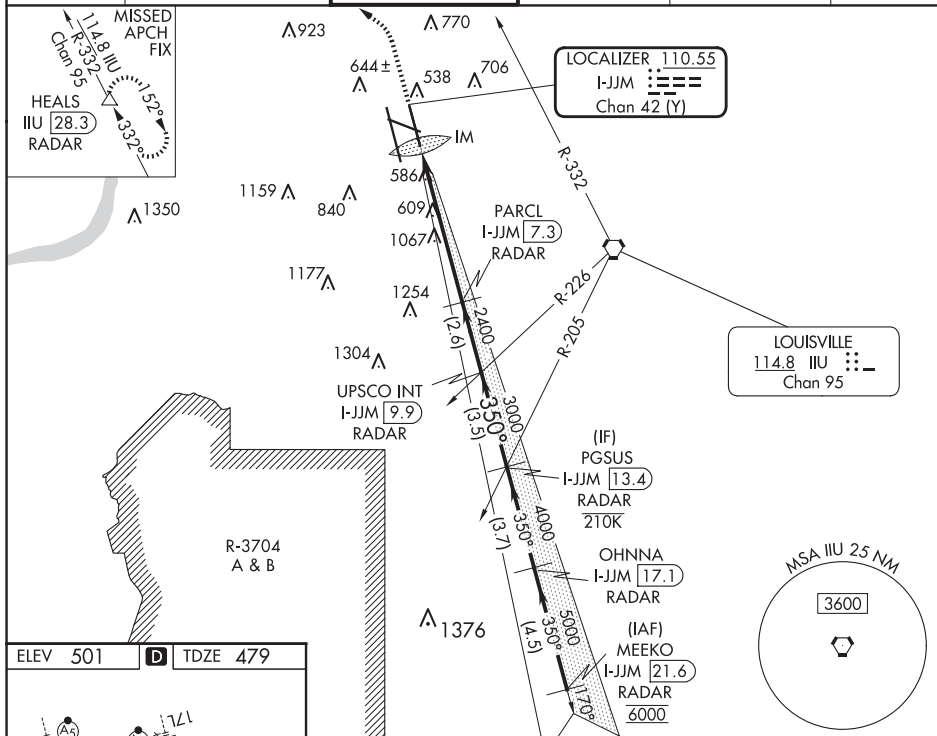
ILS RWY 35R (SA CAT I)
LOUISVILLE MUHAMMAD ALI INTL (SDF)

T Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

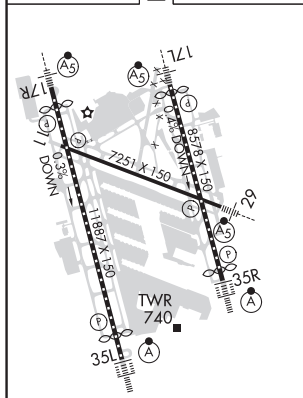
ALSF-2



D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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ELEV 501	D	TDZE 479
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HIRL all Rwy's
TDZ/CL Rwy's 17L, 17R, 35L, and 35R

The diagram illustrates a glidepath profile with the following details:

- Altitudes:** 2500, 4000, 2400, 3000, 4000.
- Angles:** hdg 350°, 350°, GS 3.00°, TCH 60°.
- Distances:** 1101', 5.9 NM, 2.6 NM, 3.5 NM.
- Identifiers:** I-IIJ, PARCL, UPSO, INT, I-IIJ, RADAR, RADAR, RADAR, PGSUS, RADAR.
- Values:** 7.3, 9.9, 13.4.
- Text:** VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71°).

SA CATEGORY I ILS- SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

LOC/DME I-RLI 109.35	APP CRS 350°	Rwy Idg TDZE Apt Elev	10000 464 501
Chan 30(Y)			

ILS RWY 35L (CAT II & III)

LOUISVILLE MUHAMMAD ALI INTL (SDF')

RADAR required.

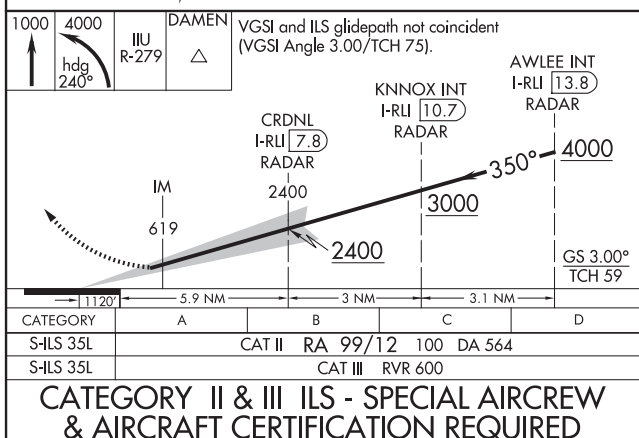
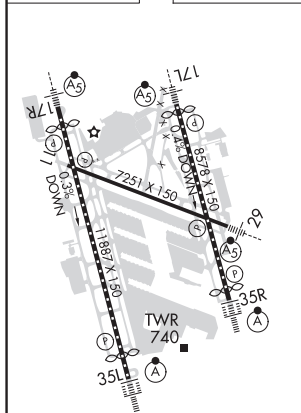
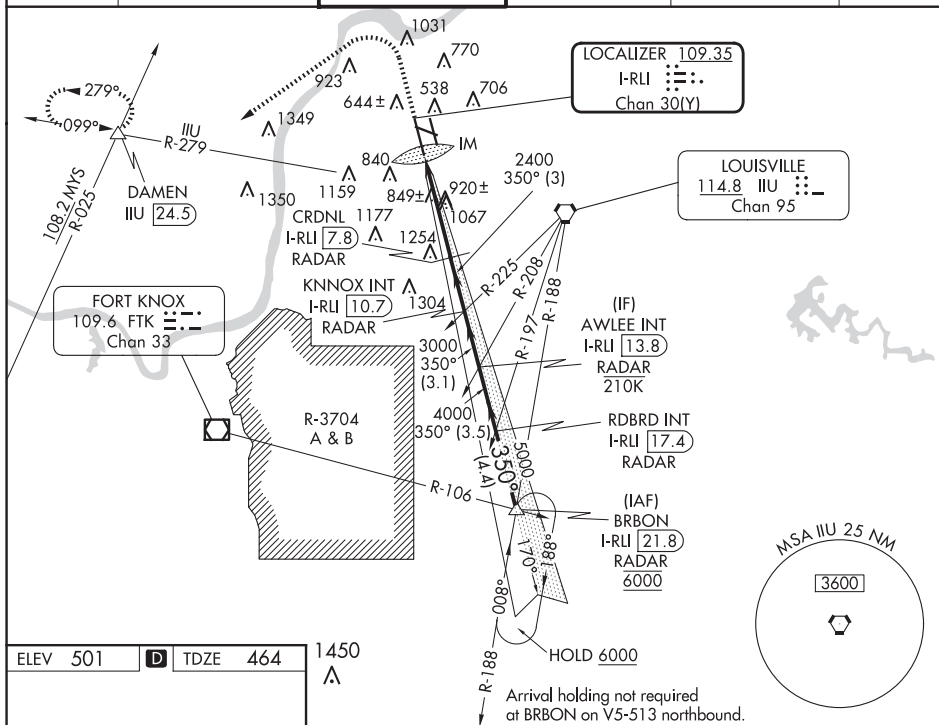
Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2



MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on heading 240° and ILL VORTAC R-279 to DAMEN INT/ ILL 24.5 DME and hold.

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOUISVILLE, KENTUCKY
Amdt 5 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF')
38°10'N-85°44'W
ILS RWY 35L (CAT II & III)

SE-1, 07 AUG 2025 to 02 OCT 2025

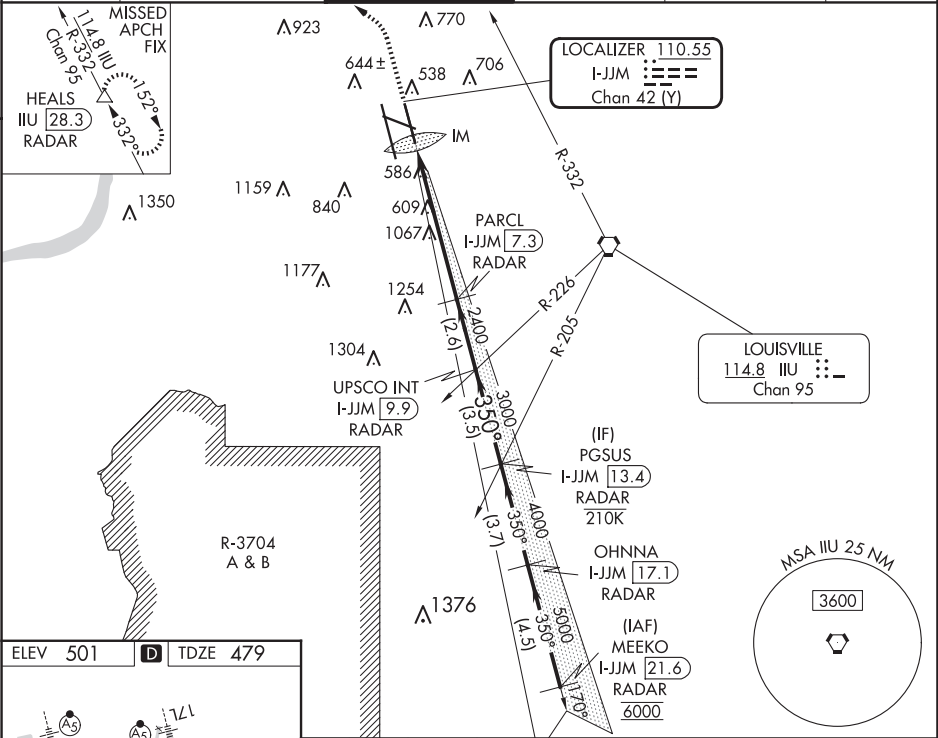
LOC/DME I-JJM 110.55 Chan 42 (Y)	APP CRS 350°	Rwy Idg 7800 TDZE 479 Apt Elev 501	ILS RWY 35R (CAT II & III) LOUISVILLE MUHAMMAD ALI INTL (SDF')
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Simultaneous approach authorized. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

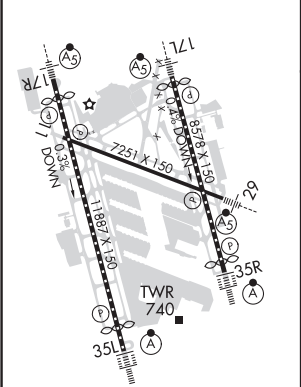
ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 on heading 350° and on IIU VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.

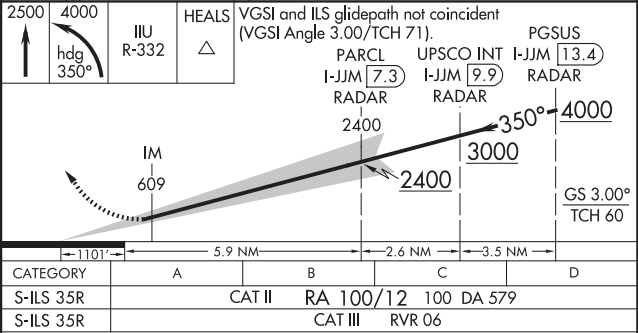
D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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ELEV 501	D	TDZE 479
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HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R



CATEGORY	A	B	C	D
S-ILS 35R	CAT II	RA 100/12	100 DA 579	
S-ILS 35R	CAT III	RVR 06		

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOUISVILLE, KENTUCKY

AL-239 (FAA)

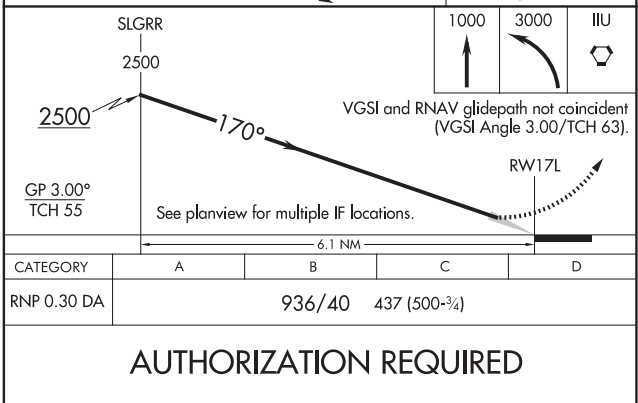
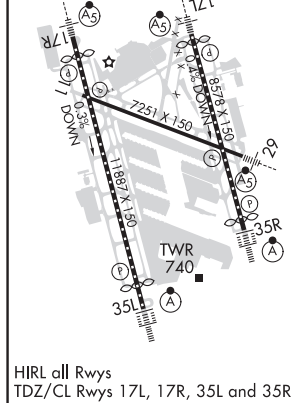
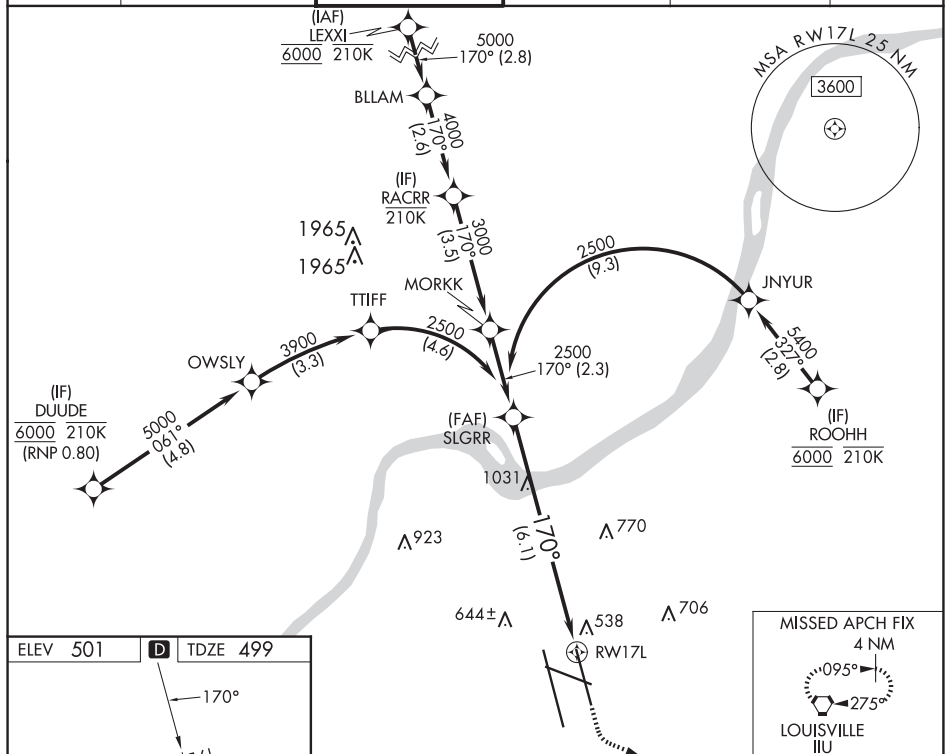
24361

APP CRS	Rwy Idg	7800
170°	TDZE	499
	Apt Elev	501

RNAV (RNP) Z RWY 17L



LOUISVILLE MUHAMMAD ALI INTL (SDF)

RNP AR APCH - GPS.			MALSR	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.	
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized.					
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	

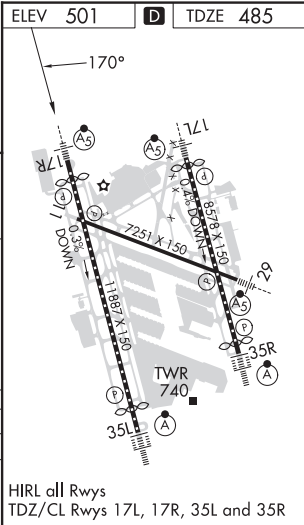
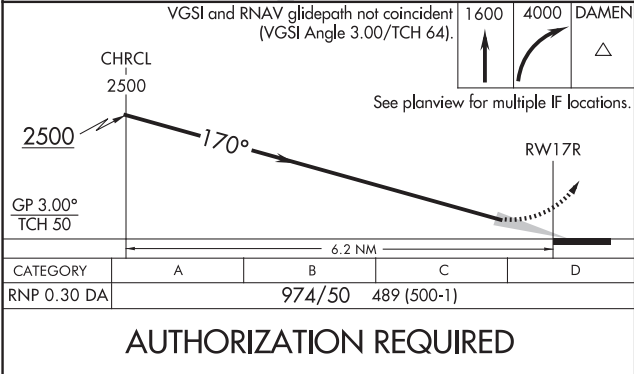
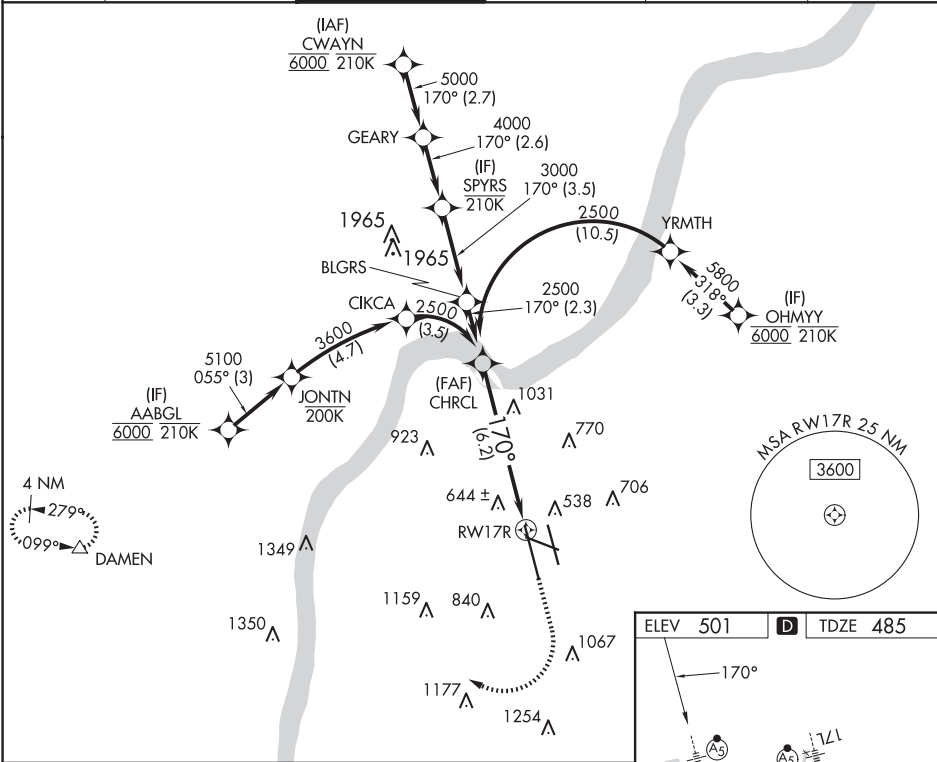


APP CRS	Rwy Ldg	10000
170°	TDZE	485
	Apt Elev	501

RNAV (RNP) Z RWY 17R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

RNP AR APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct DAMEN and hold.
 For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 visibility all Cats to 1 1/2 SM.		

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

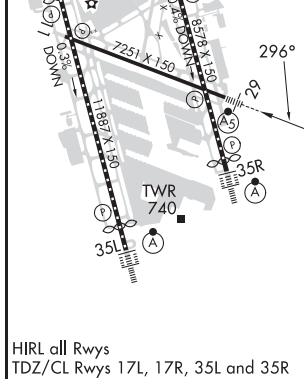
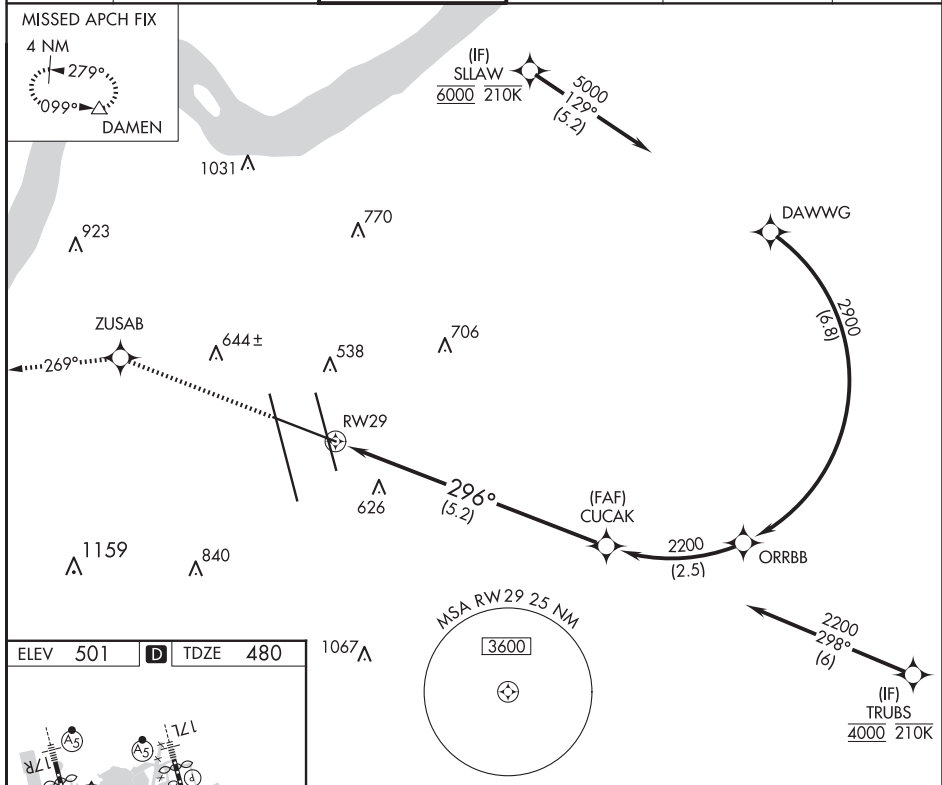
APP CRS	Rwy Idg	7250
296°	TDZE	480
	Apt Elev	501

RNAV (RNP) Z RWY 29

LOUISVILLE MUHAMMAD ALI INTL (SDF)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 4000 direct ZUSAB and on track 269° to DAMEN and hold.
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.		

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



4000	ZUSAB	tr 269°	DAMEN	CUCAK
				2200
				2200
				GP 3.00°
				TCH 59
				5.2 NM
CATEGORY	A	B	C	D
RNP 0.30 DA	908/40 428 (500-¾)			
AUTHORIZATION REQUIRED				

LOUISVILLE, KENTUCKY
Orig 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF)
38°10'N-85°44'W
RNAV (RNP) Z RWY 29

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
350°

Rwy Idg **10000**
TDZE **464**
Apt Elev **501**

RNAV (RNP) Z RWY 35L
LOUISVILLE MUHAMMAD ALI INTL (SDF')

RNP AR APCH - GPS.

T

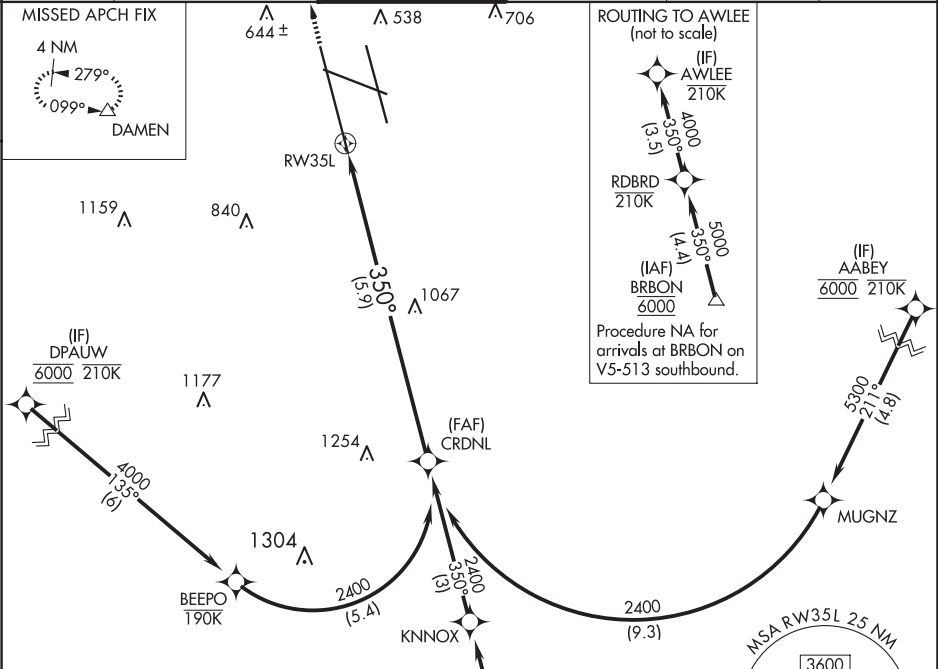
For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

ALS-F-2

A

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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ELEV 501

D

TDZE 464

1000

4000

DAMEN

(IF) AWLEE

210K

SEE INSET FOR ROUTING TO AWLEE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

CRDNL

2400

GP 3.00°

TCH 59

See planview for multiple IF locations.

5.9 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	769/24		305 (300-½)	
RNP 0.30 DA	897/40		433 (400-¾)	

AUTHORIZATION REQUIRED

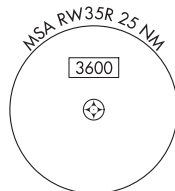
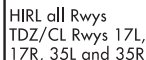
RNAV (RNP) Z RWY 35R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

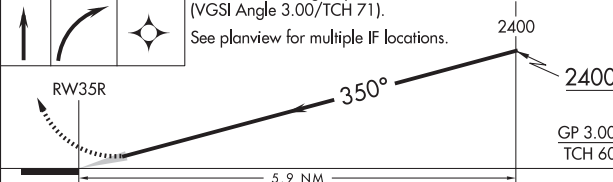
CPDLC



D TDZE 479



PARCL



CATEGORY	A	B	C	D
RNP 0.12 DA		792/24	313 (300- $\frac{1}{2}$)	
RNP 0.30 DA		892/40	413 (400- $\frac{3}{4}$)	

AUTHORIZATION REQUIRED

LOUISVILLE MUHAMMAD ALI INTL (SDF)
RNAV (RNP) Z RWY 35R

24361

RNAV (GPS) Y RWY 17L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

T Simultaneous approach authorized. Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. LNAV procedure authorized only for temperatures between -13°C and 54°C.

A NA during simultaneous operations. Use of FD or AP not required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cat visibility to RVR 6000.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.

Diagram illustrating a flight path (likely a training exercise) over a river and surrounding terrain. The path is marked with waypoints and distances.

Waypoints and Distances:

- Start: 1159, 840, 1067
- Waypoint 1: 644 ±, 643, 770
- Waypoint 2: 1031, 770
- Waypoint 3: 2500, 170° (2.3)
- Waypoint 4: 3000, 170° (3.5)
- Waypoint 5: 4000, 170° (2.6)
- Waypoint 6: 5000, 170° (2.8)
- End: 1159, 840, 1067

Other Labels:

- MSA RW17L 25 NM
- 3600
- 1349, 1350
- 1965
- 2548
- KELEI 2.4 NM to RW17L
- RW17L
- LOUISVILLE IIU
- MISSED APCH FIX 4 NM
- 095°, 275°

Table:

ELEV	501	TDZE	499

[illegible]

LOUISVILLE MUHAMMAD ALI INTL (SDF)
RNAV (GPS) Y RWY 17L

SE-1, 07 AUG 2025 to 02 OCT 2025

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

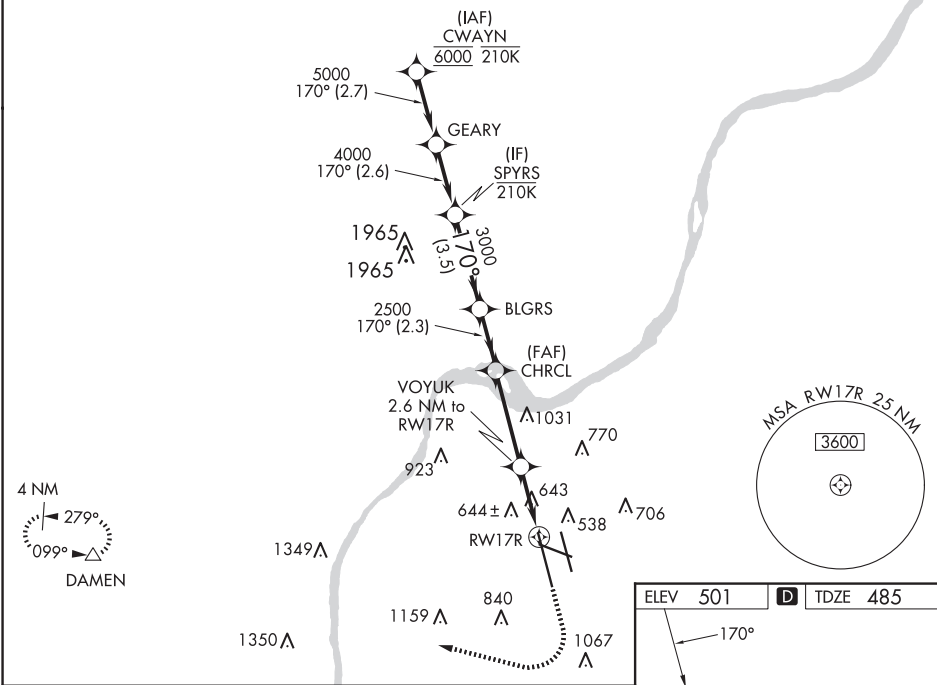
WAAS CH 57909 W17A	APP CRS 170°	Rwy Idg 10000 TDZE 485 Apt Elev 501
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RNAV (GPS) Y RWY 17R

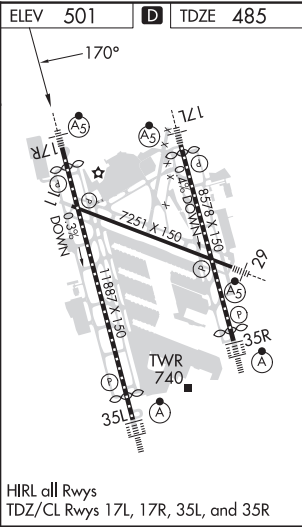
LOUISVILLE MUHAMMAD ALI INTL (SDF')

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct DAMEN and hold.
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 34°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to RVR 6000.			

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/ TCH 64).				
CATEGORY	A	B	C	D
LPV DA	685/18		200 (200-½)	
LNAV/VNAV DA	900/40		415 (400-¾)	
LNAV MDA	900/24	415 (400-½)	900/40	415 (400-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)



LOUISVILLE, KENTUCKY
Amdt 2 11JUL24

38°10'N-85°44'W

LOUISVILLE MUHAMMAD ALI INTL (SDF')

RNAV (GPS) Y RWY 17R

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **93643**
W29A

APP CRS
296°

Rwy Idg **7250**
TDZE **480**
Apt Elev **501**

RNAV (GPS) Y RWY 29
LOUISVILLE MUHAMMAD ALI INTL (SDF')

▼

▲

Rwy 29 helicopter visibility reduction below RVR 4000 NA. Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cts visibility to RVR 4500 and LNAV Cts A/B visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 4000 direct ZUSAB and on track 269° to DAMEN and hold.

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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MISSED APCH FIX

Procedure NA for arrivals at FINCH on V512 eastbound.

Procedure NA for arrivals at MIXKO on V51 southbound.

ELEV 501

D

TDZE 480

HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L and 35R

4000

ZUSAB

tr 269°

DAMEN

TRUBS

CUCAK

ZIPPE 2.3 NM to RW29

1.2 NM to RW29

1.1 NM

2.9 NM

6 NM

4 NM Holding Pattern

GP 3.00° TCH 59

CATEGORY	A	B	C	D
LPV DA		761/40	281 (300-¾)	
LNAV/VNAV DA		920/40	440 (500-¾)	
LNAV MDA		920/40	440 (500-¾)	
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

LOUISVILLE, KENTUCKY

Amdt 1A 31OCT24

LOUISVILLE MUHAMMAD ALI INTL (SDF')

38°10'N-85°44'W

RNAV (GPS) Y RWY 29

263

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LOUISVILLE, KENTUCKY

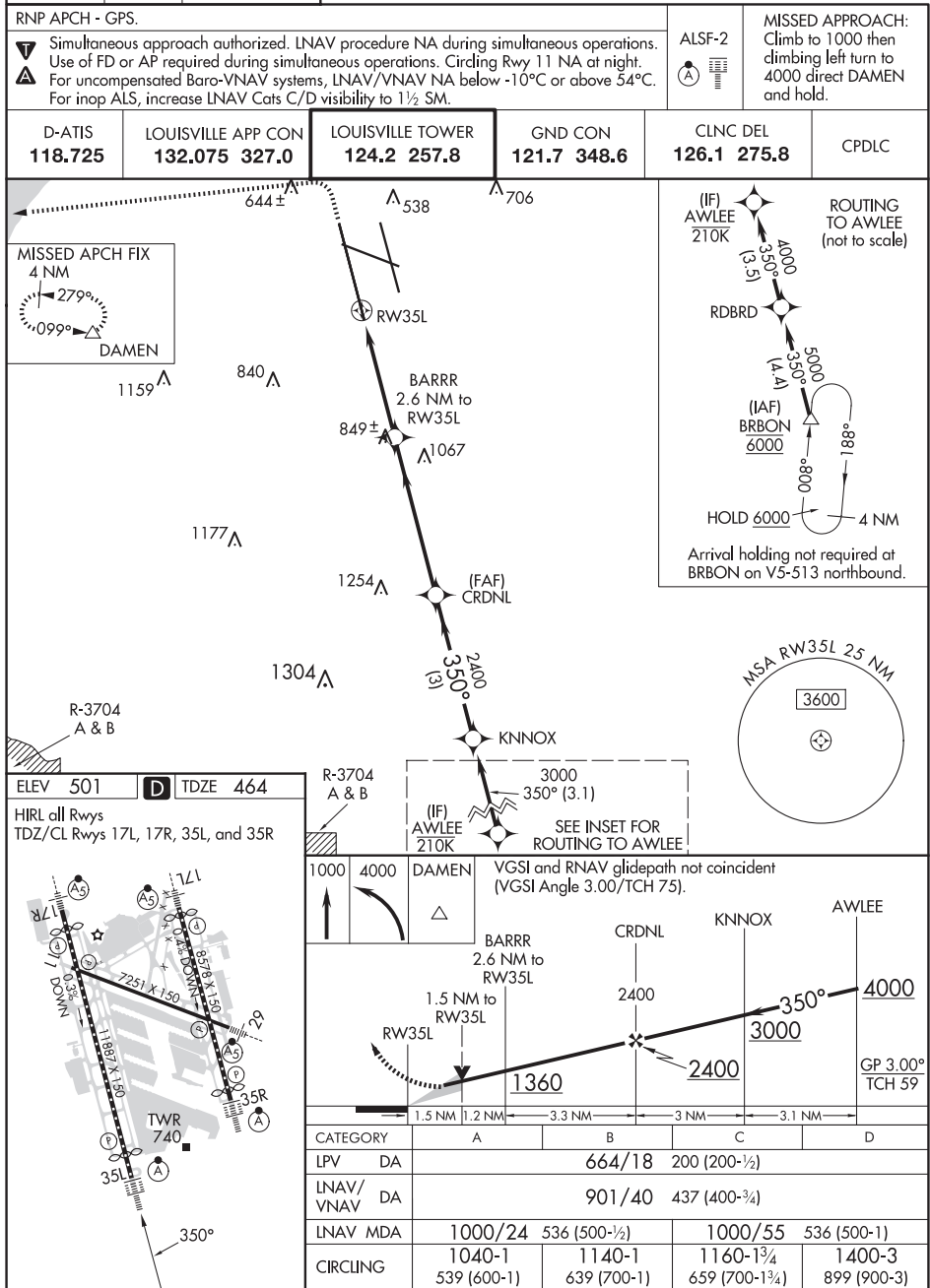
AL-239 (FAA)

24361

WAAS CH 86203 W35A	APP CRS 350°	Rwy Idg 10000 TDZE 464 Apt Elev 501
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RNAV (GPS) Y RWY 35L

LOUISVILLE MUHAMMAD ALI INTL (SDF)



LOUISVILLE, KENTUCKY
Amdt 2 11JUL24

38°10'N-85°44'W

LOUISVILLE MUHAMMAD ALI INTL (SDF)
RNAV (GPS) Y RWY 35L

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70709 W35D	APP CRS 350°	Rwy ldg TDZE 479 Apt Elev 501
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RNAV (GPS) Y RWY 35R

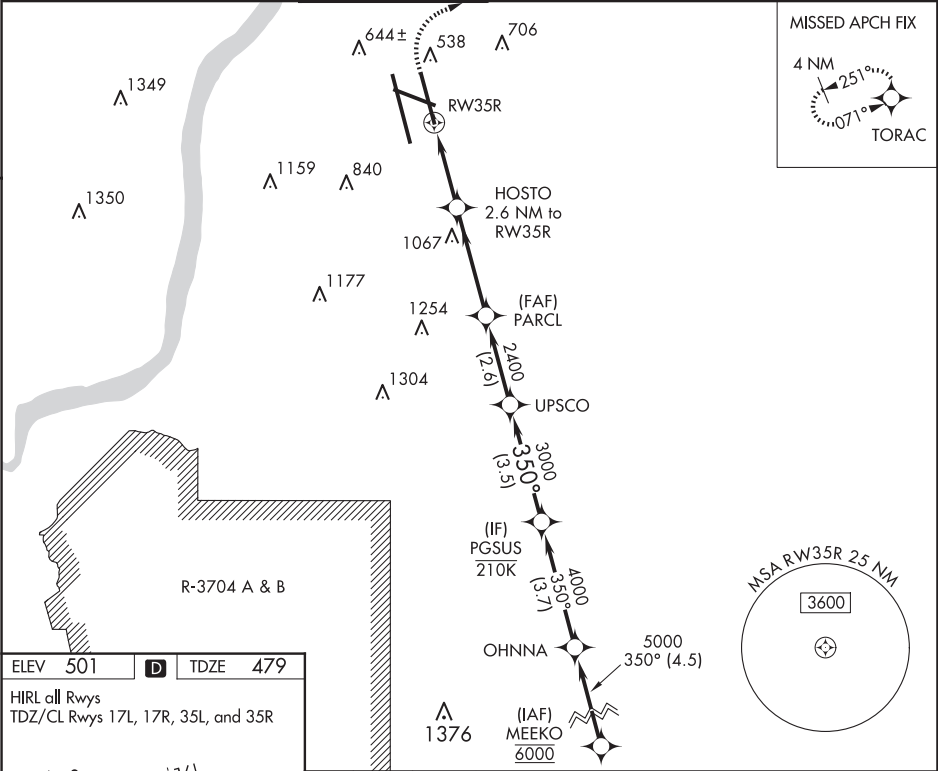
LOUISVILLE MUHAMMAD ALI INTL (SDF)

RNP APCH - GPS.

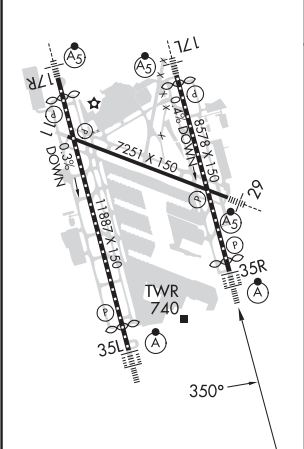
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
Use of FD or AP required during simultaneous operations. Circling Rwy 11 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

ALSF-2 MISSED APPROACH:
Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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ELEV 501	D	TDZE 479
HIRL all Rwys TDZ/CL Rwys 17L, 17R, 35L, and 35R		



1600	4000	TORAC	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).			
CATEGORY		A		B	C	D
LPV DA				679/18	200 (200-½)	
LNAV/VNAV DA				901/40	422 (400-¾)	
LNAV MDA		1000/24	521 (500-½)	1000/55	521 (500-1)	
CIRCLING		1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)	

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

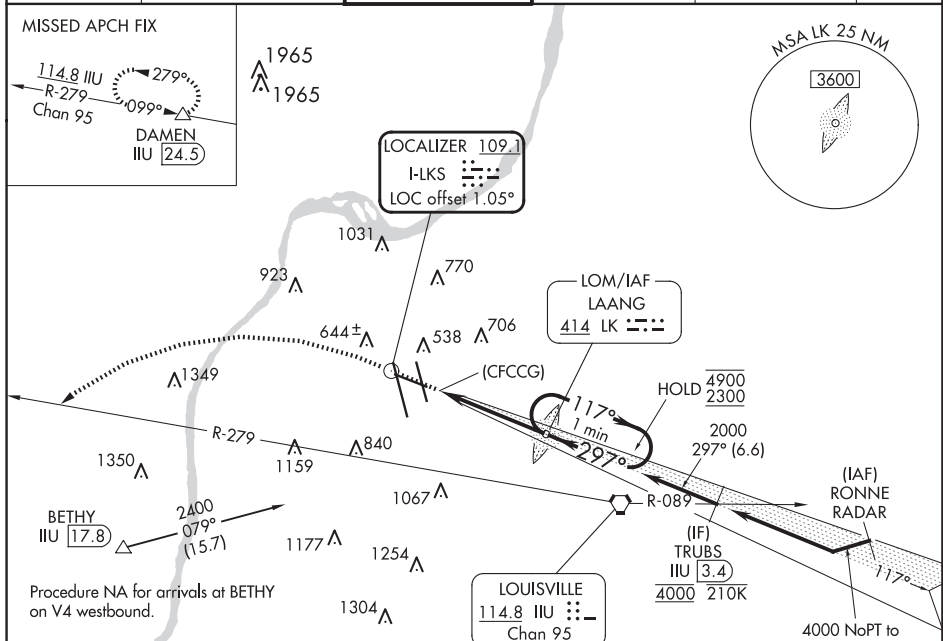
LOC I-LKS 109.1	APP CRS 297°	Rwy Idg 7250 TDZE 480 Apt Elev 501
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LOC RWY 29

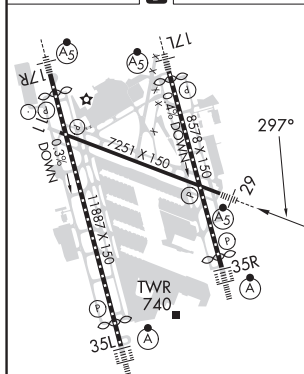
LOUISVILLE MUHAMMAD ALI INTL (SDF')

RADAR required. ADF or DME required.		MALSR 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 heading 268° and on IIU VORTAC R-279 to DAMEN and hold.
Circling Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-29 visibility Cats A/B to RVR 5500 and Cats C/D to 1½ SM.			

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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ELEV 501	D	TDZE 480
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HIRL all Rwsy TDZ/CL Rwsy 17L, 17R, 35L, and 35R					
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

1100 4000 hdg 268° IIU R-279 DAMEN △		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 56).		One Minute Holding Pattern	
(CFCCG)		LAANG LK LOM		117° → 4900 ← 297° 2300	
297°		2000		3.00° TCH 56	
-0.5		4.1 NM			
CATEGORY	A	B	C	D	
S-29	1060/40	580 (600-¾)	1060-1¼	580 (600-1¼)	
CIRCLING	1060-1 559 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)	

LOUISVILLE, KENTUCKY
Amdt 2 11JUL24

38°10'N-85°44'W

LOUISVILLE MUHAMMAD ALI INTL (SDF')
LOC RWY 29

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

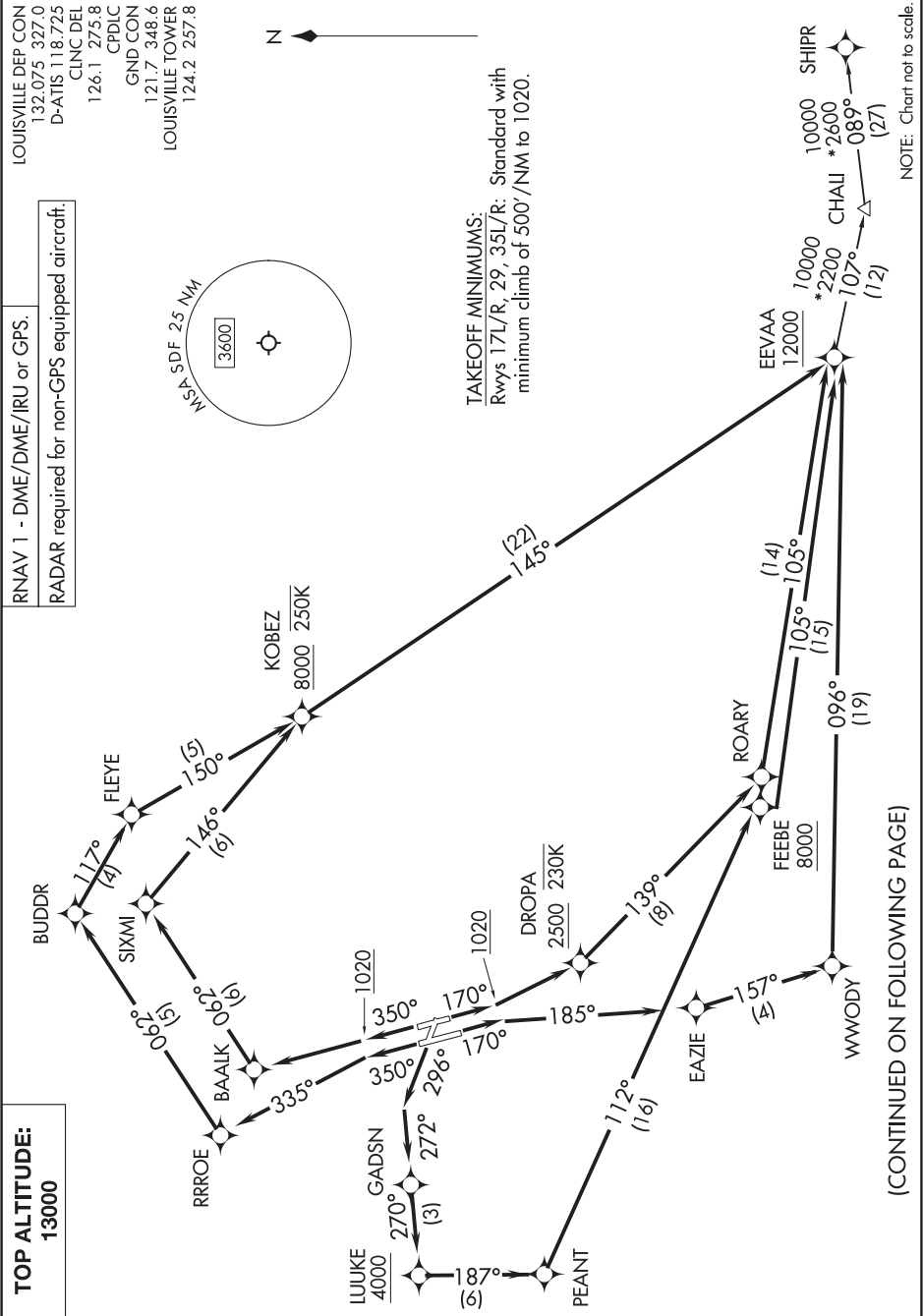
EEVAA ONE DEPARTURE (RNAV)

LOUISVILLE DEP CON
132.075 327.0
D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8

RNAV 1 - DME/DME/RU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
13000

SE-1, 07 AUG 2025 to 02 OCT 2025



(CONTINUED ON FOLLOWING PAGE)

SE-1, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct to cross DROPA at or above 2500 and at or below 230K, then on track 139° to ROARY, then on track 105° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to EAZIE, then on track 157° to WWODY, then on track 096° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to cross LUUKE at or above 4000, then on track 187° to PEANT, then on track 112° to cross FEEBE at or above 8000, then on track 105° to cross EEVAA at or above 12000, thence ...

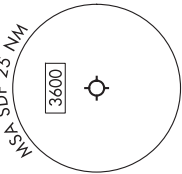
TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 062° to BUDDR, then on track 117° to FLEYE, then on track 150° to cross KOBZ at or above 8000 and at or below 250K, then on track 145° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 062° to SIXMI, then on track 146° to cross KOBZ at or above 8000 and at or below 250K, then on track 145° to cross EEVAA at or above 12000, thence ...

... then on transition, maintain 13000. Expect filed altitutde 10 minutes after departure.

SHIPR TRANSITION (EEVAA1.SHIPR)

LOUISVILLE DEP CON
132.075 327.0
D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8



RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
13000

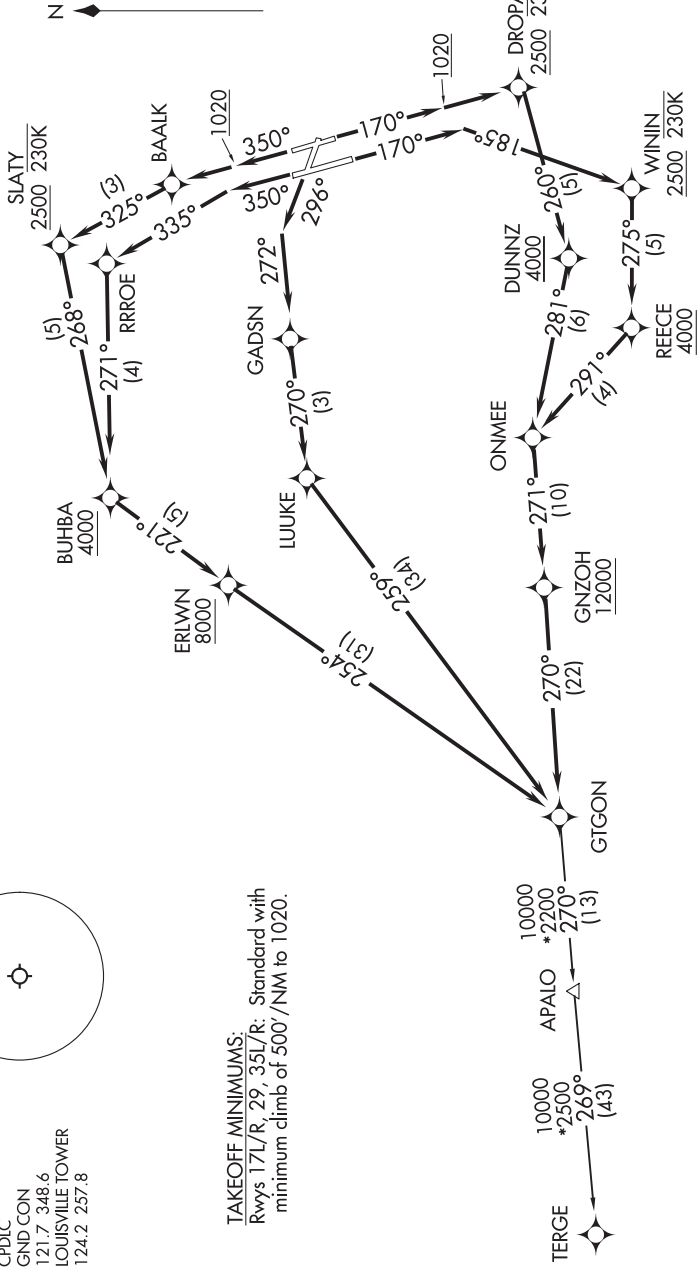
GTGON ONE DEPARTURE (RNAV)

(GTGON1.GTGON) 24193

AL-239 (FAA)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOUISVILLE, KENTUCKY



TAKEOFF MINIMUMS:
Rwys 17L/R, 29, 35L/R: Standard with
minimum climb of 500'/NM to 1020.

(CONTINUED ON FOLLOWING PAGE)

GTGON ONE DEPARTURE (RNAV)

(GTGON1.GTGON) 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOUISVILLE, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct to cross DROPA at or above 2500 and at or below 230K, then on track 260° to cross DUNNZ at or above 4000, then on track 281° to ONMEE, then on track 271° to cross GNZOH at or above 12000, then on track 270° to GTGON, thence

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 271° to cross GNZOH at or above 12000, then on track 270° to GTGON, thence

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to LUUKE, then on track 259° to GTGON, thence

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 254° to GTGON, thence

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 325° to cross SLATY at or above 2500 and at or below 230K, then on track 268° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 254° to GTGON, thence

. . . . then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

TERGE TRANSITION (GTGON1.TERGE)

(HIDEY1.HIDEY) 24193

AL-239 (FAA)

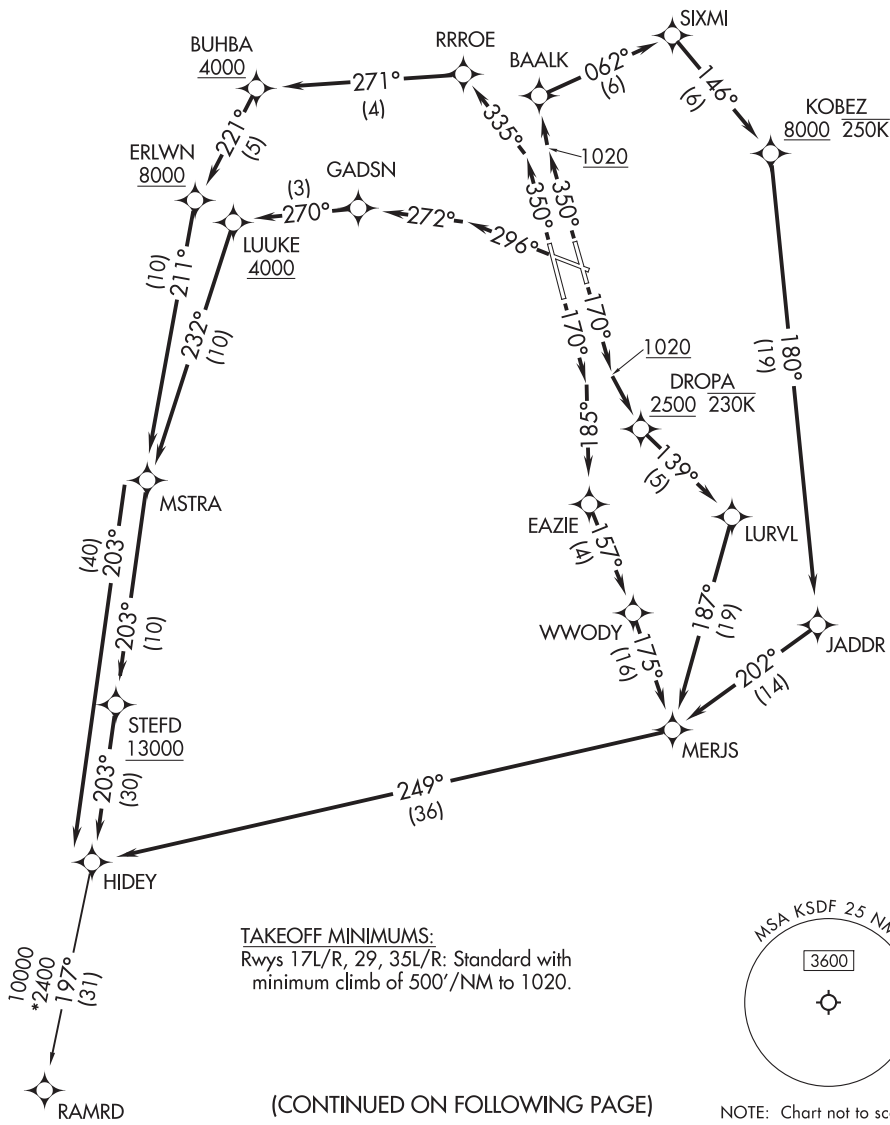
LOUISVILLE MUHAMMAD ALI INTL (SDF')
LOUISVILLE, KENTUCKY

HIDEY ONE DEPARTURE (RNAV)

LOUISVILLE DEP CON
132.075 327.0
D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
13000



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

HIDEY ONE DEPARTURE (RNAV)

(HIDEY1.HIDEY) 11JUL24

LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF')



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct to cross DROPA at or above 2500 and at or below 230K, then on track 139° to LURVL, then on track 187° to MERJS, then on track 249° to HIDEY, thence

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to EAZIE, then on track 157° to WWODY, then on track 175° to MERJS, then on track 249° to HIDEY, thence

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to cross LUUKE at or above 4000, then on track 232° to MSTR, then on track 203° to cross STEFD at or above 13000, then on track 203° to HIDEY, thence

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 211° to MSTR, then on track 203° to HIDEY, thence

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 062° to SIXMI, then on track 146° to cross KOBZ at or above 8000 and at or below 250K, then on track 180° to JADDR, then on track 202° to MERJS, then on track 249° to HIDEY, thence

. . . . then on transition. Maintain 13000, expect filed altitude 10 minutes after departure.

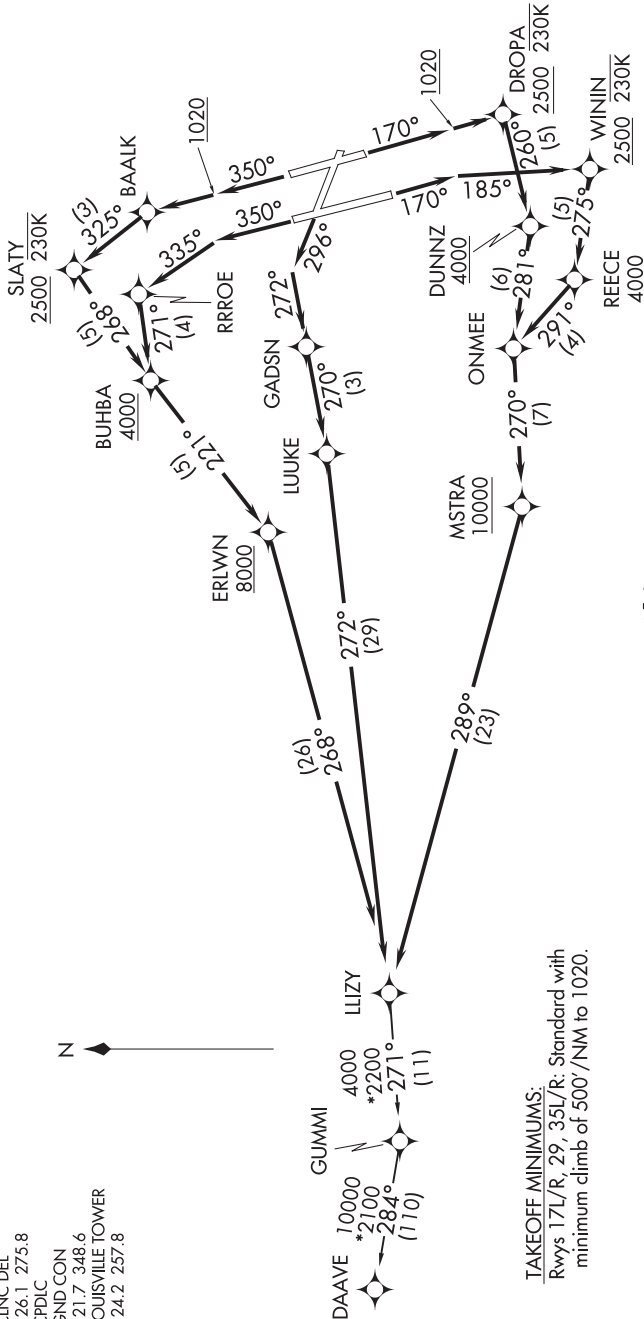
RAMRD TRANSITION (HIDEY1.RAMRD)

LLIZY ONE DEPARTURE (RNAV)

TOP ALTITUDE:
13000

ped aircraft.

LOUISVILLE DEP CON
132.075 327.0
D-ATIS 118.725
CLINC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

LOUISVILLE, KENTUCKY

LOUISVILLE MUHAMMAD ALI INTL (SDF)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 at or below 230K, then on track 260° to cross DUNNZ at or above 4000, then on track 281° to ONMEE, then on track 270° to cross MSTR A at or above 10000, then on track 289° to LLIZY, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 270° to cross MSTR A at or above 10000, then on track 289° to LLIZY, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to LUUKE, then on track 272° to LLIZY, thence ...

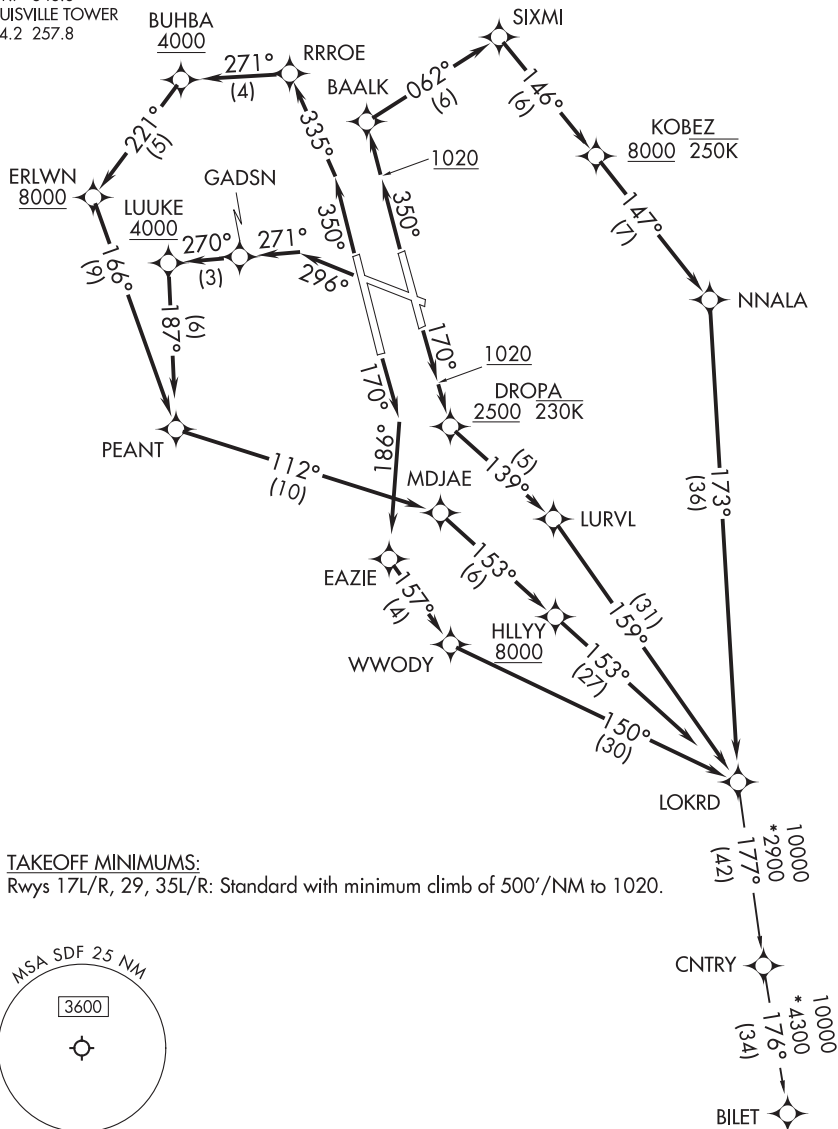
TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 268° to LLIZY, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 325° to cross SLATY at or above 2500 and at or below 230K, then on track 268° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 268° to LLIZY, thence ...

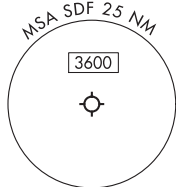
. . . . then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

DAAVE TRANSITION (LLIZY1.DAAVE)

TOP ALTITUDE:
13000



Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500'/NM to 1020.



NOTE: Chart not to scale.

LOUISVILLE MUHAMMAD ALI INTL (SDF)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 and at or below 230K, then on track 139° to LURVL, then on track 159° to LOKRD, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 186° to EAZIE, then on track 157° to WWODY, then on track 150° to LOKRD, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 271° to GADSN, then on track 270° to cross LUUKE at or above 4000, then on track 187° to PEANT, then on track 112° to MDJAE, then on track 153° to cross HLLYY at or above 8000, then on track 153° to LOKRD, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 166° to PEANT, then on track 112° to MDJAE, then on track 153° to cross HLLYY at or above 8000, then on track 153° to LOKRD, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 062° to SIXMI, then on track 146° to cross KOBZ at or above 8000 and at or below 250K, then on track 147° to NNALA, then on track 173° to LOKRD, thence ...

... then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

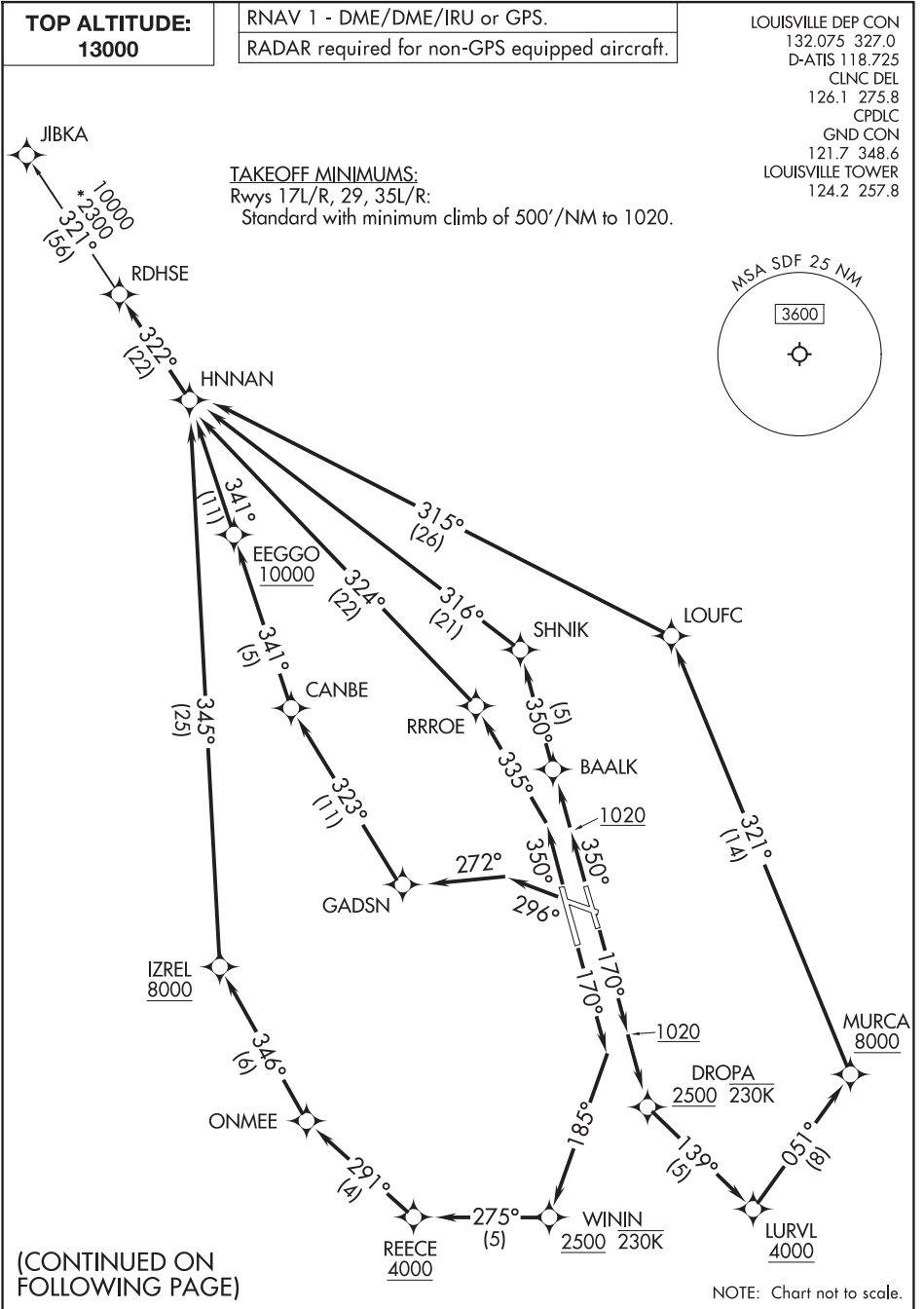
BILET TRANSITION (LOKRD1.BILET):

(RDHSE1.RDHSE) 24193

AL-239 (FAA)

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY

RDHSE ONE DEPARTURE (RNAV)



RDHSE ONE DEPARTURE (RNAV)

(RDHSE1.RDHSE) 11JUL24

LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 and at or below 230K, then on track 139° to cross LURVL at or above 4000, then on track 051° to cross MURCA at or above 8000, then on track 321° to LOUFC, then on track 315° to HNNAN, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 346° to cross IZREL at or above 8000, then on track 345° to HNNAN, thence ...

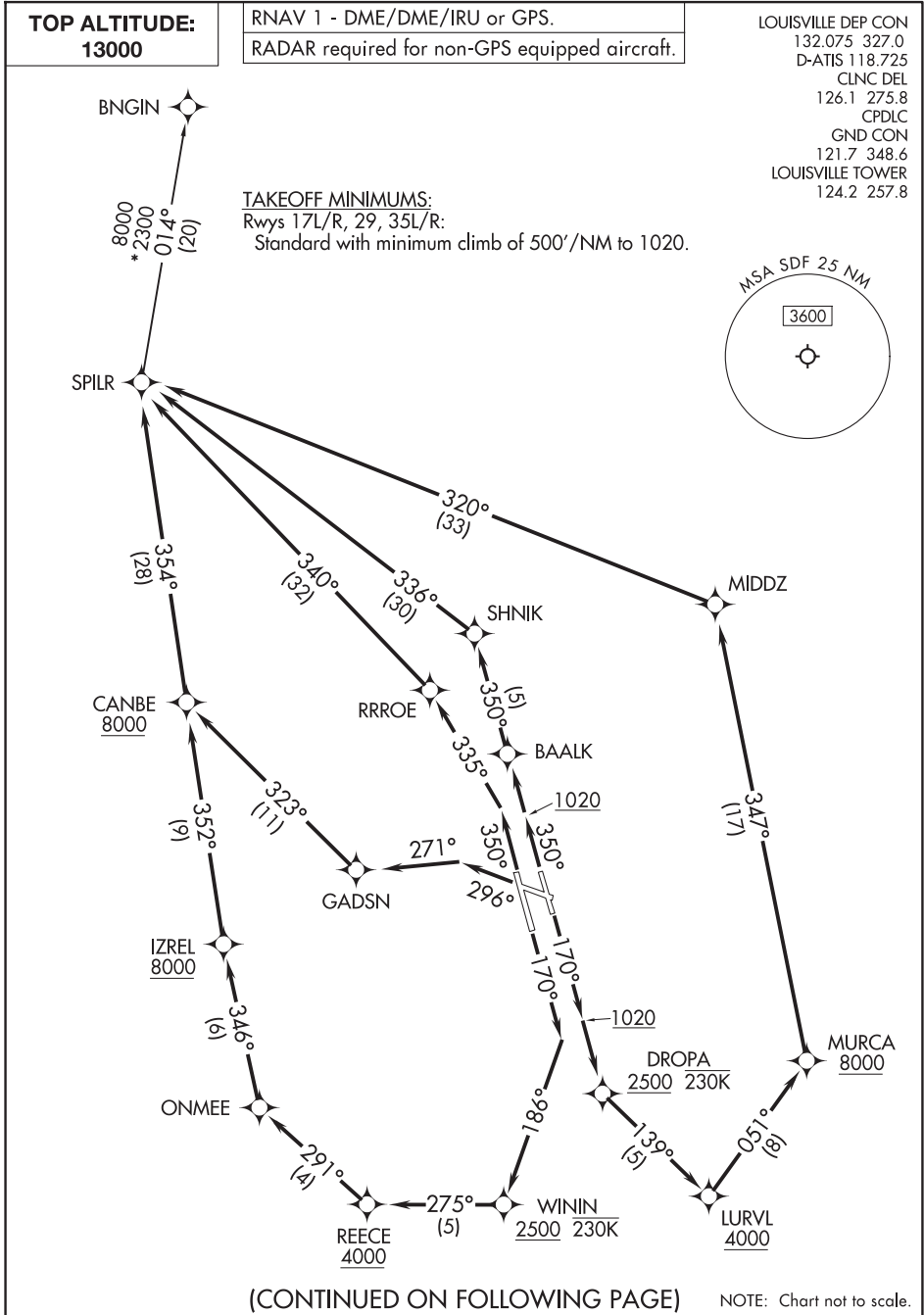
TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 323° to CANBE, then on track 341° to cross EEGGO at or above 10000, then on track 341° to HNNAN, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 324° to HNNAN, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 350° to SHNIK, then on track 316° to HNNAN, thence ...

... then on track 322° to RDHSE. Then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

JIBKA TRANSITION (RDHSE1.JIBKA):





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 and at or below 230K, then on track 139° to cross LURVL at or above 4000, then on track 051° to cross MURCA at or above 8000, then on track 347° to MIDDZ, then on track 320° to SPILR, thence

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 186° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 346° to cross IZREL at or above 8000, then on track 352° to cross CANBE at or above 8000, then on track 354° to SPILR, thence

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 271° to GADSN, then on track 323° to cross CANBE at or above 8000, then on track 354° to SPILR, thence

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 340° to SPILR, thence

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 350° to SHNIK, then on track 336° to SPILR, thence

. . . . then on transition. Maintain 13000. Expect file altitude 10 minutes after departure.

BNGIN TRANSITION (SPILR1.BNGIN)

MADISONVILLE, KENTUCKY

AL-5188 (FAA)

25051

WAAS CH 82512 W05A	APP CRS 054°	Rwy Idg TDZE 439 Apt Elev 439	6051
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RNAV (GPS) RWY 5
MADISONVILLE RGNL (2I0)

RNP APCH - GPS.

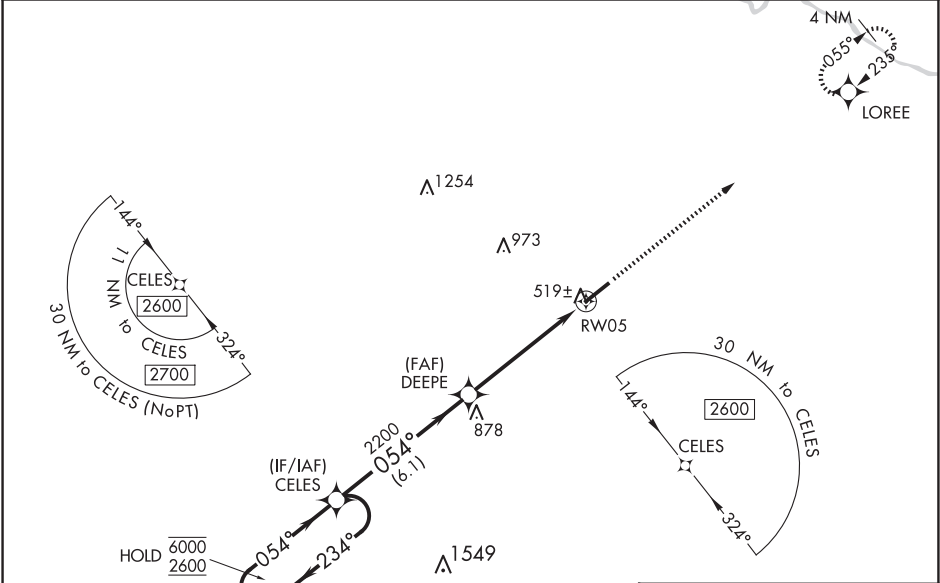
▼

▲

Baro-VNAV and VDP NA when using EVV altimeter setting. Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use EVV altimeter setting and increase LPV DA to 788 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 818 feet and all visibilities ⅓ SM; increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH:
Climb to 2600 direct LOREE and hold.

AWOS-3 126.475	EVANSVILLE APP CON ★ 124.025 290.9	CLNC DEL 120.1	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern

CELES

6000
2600

←234°
054°→

GP 3.00°
TCH 53

DEEPE

2200

1.5 NM to RWY05

RWY05

6.1 NM

3.8 NM

1.5 NM

2600

LOREE

CATEGORY	A	B	C	D
LPV DA		689-¾	250 (300-¾)	
LNAV/VNAV DA		719-⅞	280 (300-⅞)	
LNAV MDA	980-1 541 (600-1)		980-1⅝ 541 (600-1⅝)	
CIRCLING	980-1 541 (600-1)		980-1⅝ 541 (600-1⅝)	1340-3 901 (1000-3)

6051 X 100

0.2% UP

054°

HIRL Rwy 5-23 0

REIL Rwy 5 0

MADISONVILLE, KENTUCKY

Amdt 1A 20FEB25

37°21'N-87°24'W

MADISONVILLE RGNL (2I0)
RNAV (GPS) RWY 5

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77911 W23A	APP CRS 235°	Rwy Idg TDZE 418 Apt Elev 439	6051
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RNAV (GPS) RWY 23

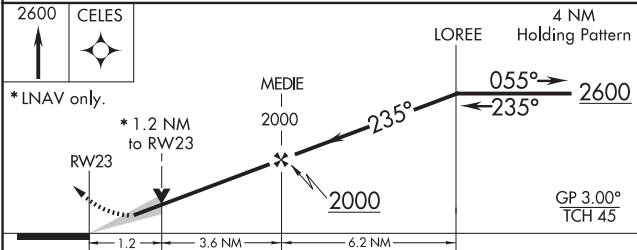
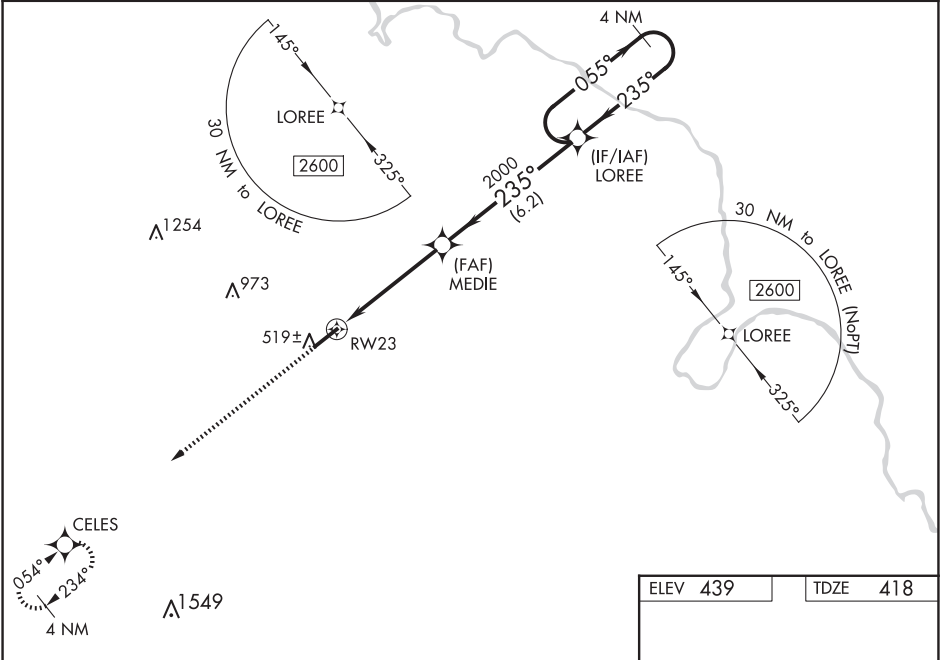
MADISONVILLE RGNL (2I0)

⚠ 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 Evansville altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase LPV DA to 773 feet and all visibilities ¼ SM, LNAV/VNAV DA to 829 feet and all visibilities ⅓ SM, increase all MDA 100 feet and LNAV Cats C/D visibility ⅓ SM. For inop ALS, increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ⅓ SM. For inop ALS when using Evansville altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅓ SM.

ODALS

MISSED APPROACH:
Climb to 2600 direct
CELES and hold.

AWOS-3 126.475	EVANSVILLE APP CON ★ 124.025 290.9	CLNC DEL 120.1	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		674-¾	256 (300-¾)	
LNAV/VNAV DA		730-⅞	312 (300-⅞)	
LNAV MDA	840-¾	422 (500-¾)	840-1⅛	422 (500-1⅛)
CIRCLING	860-1 421 (500-1)	900-1 461 (500-1)	920-1½ 481 (500-1½)	1340-3 901 (1000-3)

ELEV 439

TDZE 418

The diagram shows the runway layout with the following details:

- Runway:** 8051 x 100 feet.
- Altitudes:** 439 ft elevation and 418 ft TDZE.
- Angles:** 235° heading and 0.3% UP slope.
- Other:** HIRL Rwy 5-23 and REIL Rwy 5 are indicated.

MADISONVILLE, TENNESSEE

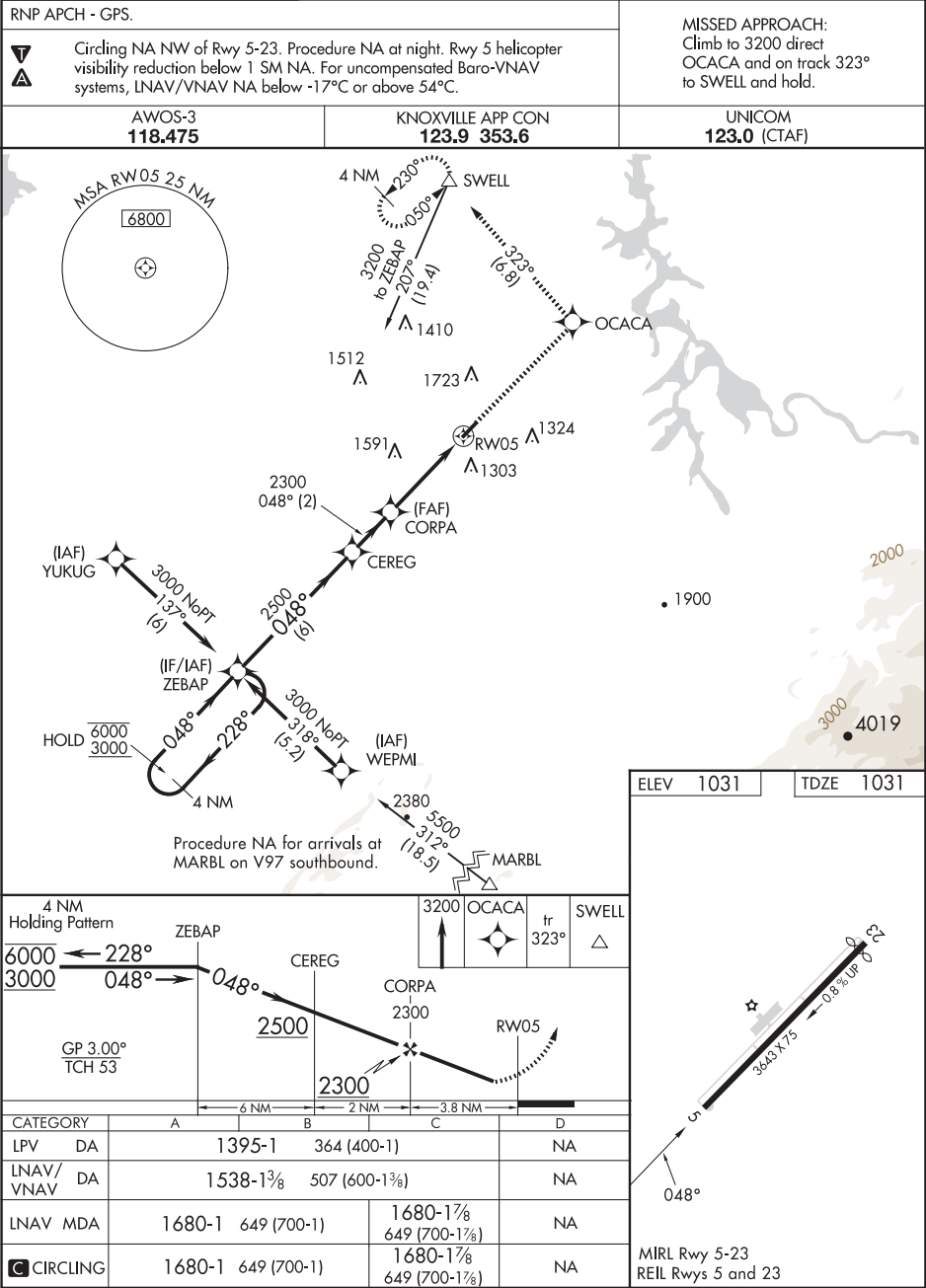
AL-6209 (FAA)

25107

WAAS CH 99531 W05A	APP CRS 048°	Rwy Idg TDZE Apt Elev 3643 1031 1031
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RNAV (GPS) RWY 5

MONROE COUNTY (MNV)



WAAS CH 72831 W23A	APP CRS 228°	Rwy Idg TDZE 1030 Apt Elev 1031
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RNAV (GPS) RWY 23

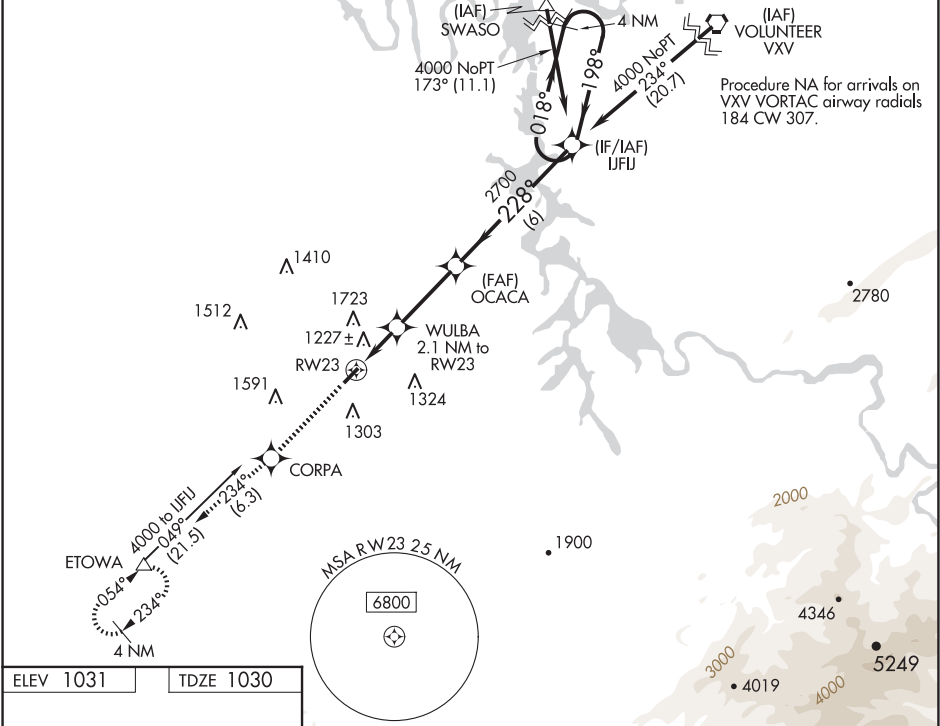
MONROE COUNTY (MNV)

RNP APCH - GPS.

⚠ Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA NW of Rwy 5-23. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cat C visibility ¼ mile. Rwy 23 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH:
Climb to 3000
direct CORPA on
track 234° to
ETOWA and hold.

AWOS-3 118.475	KNOXVILLE APP CON 123.9 353.6	UNICOM 123.0 (CTAF)
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ELEV 1031	TDZE 1030
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3000 CORPA tr 234° ETOWA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 20).

4 NM Holding Pattern

OCACA 2700 018° 4000 198°

WULBA 2.1 NM to RW23 1720

RW23 228°

GP 3.00° TCH 60

CATEGORY	A	B	C	D
LPV DA		1376-1 ¹ / ₈	346 (400-1 ¹ / ₈)	NA
LNAV/VNAV DA		1548-1 ³ / ₄	518 (600-1 ³ / ₄)	NA
LNAV MDA	1480-1	450 (500-1)	1480-1 ³ / ₈ 450 (500-1 ³ / ₈)	NA
CIRCLING	1620-1	589 (600-1)	1640-1 ³ / ₄ 609 (700-1 ³ / ₄)	NA

MARION, KENTUCKY

AL-9833 (FAA)

23334

WAAS CH 90531 W07A	APP CRS 068°	Rwy Idg TDZE Apt Elev	5001 653 653
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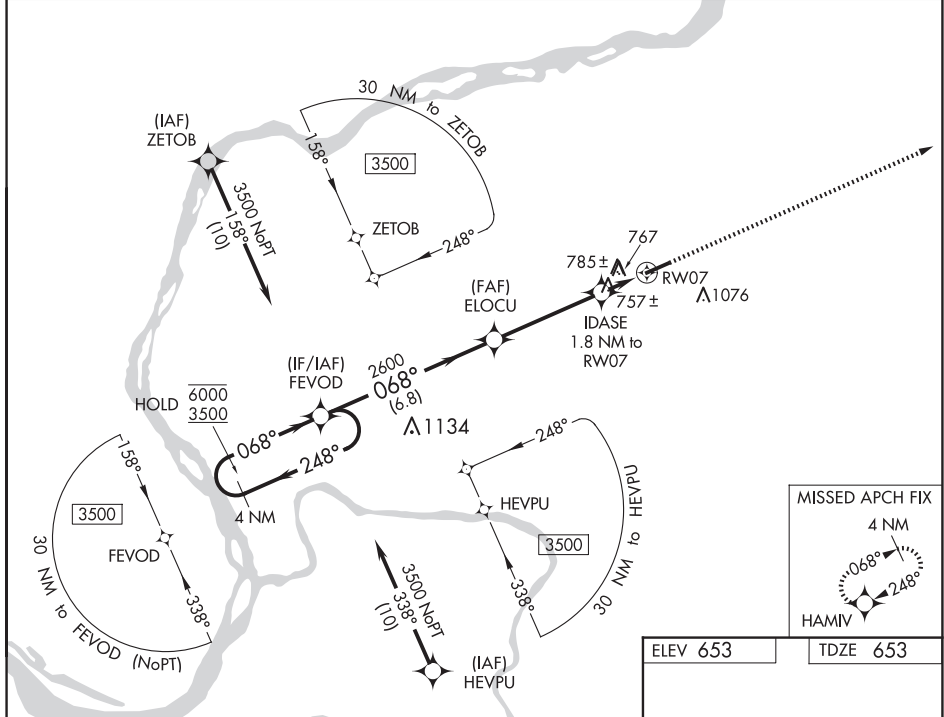
RNAV (GPS) RWY 7

MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)

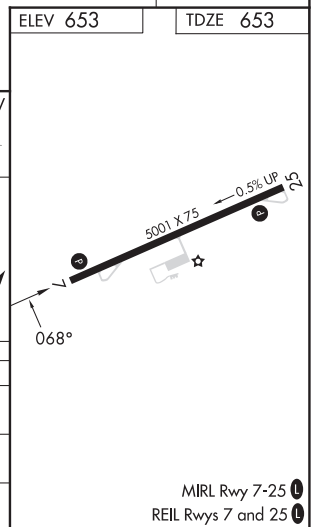
RNP APCH - GPS.

 Rwy 7 helicopter visibility reduction below $\frac{3}{4}$ SM NA.	MISSED APPROACH: Climb to 3500 direct HAMIV and hold.
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AWOS-3P 118.15	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
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4 NM Holding Pattern FEVOD		3500 HAMIV	
6000 3500	←248°	068°→	068°
ELOCU		IDASE 1.8 NM to RWY 7	
2600		1 NM to RWY 7	
3.00° TCH 40		RWY 7	
6.8 NM		4.2 NM	
0.8 NM		1 NM	
CATEGORY	A	B	C
LP MDA	1020-1		367 (400-1)
LNAV MDA	1040-1	387 (400-1)	1040-1½ 387 (400-1½)
CIRCLING	1160-1 507 (600-1)	1360-1 707 (800-1)	1380-2 727 (800-2)

MARION, KENTUCKY
Amdt 4 30NOV23MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)
37°20'N - 88°07'W

RNAV (GPS) RWY 7

MIRL Rwy 7-25
REIL Rwys 7 and 25

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **86631**
W25A

APP CRS
248°

Rwy Idg
TDZE
Apt Elev
5001
643
653

RNAV (GPS) RWY 25

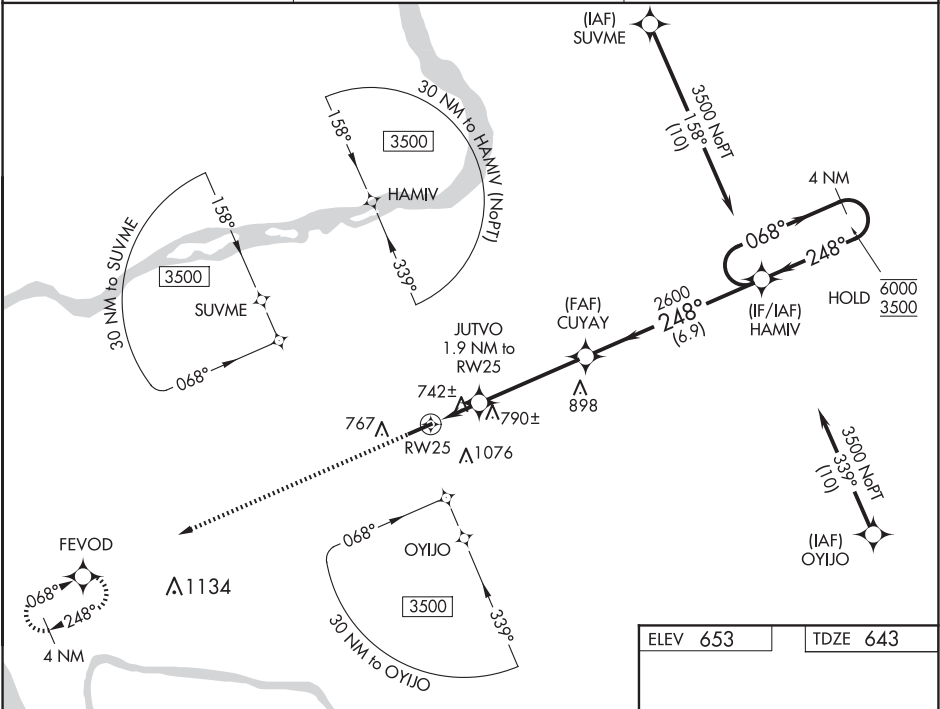
MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)



RNP APCH - GPS.

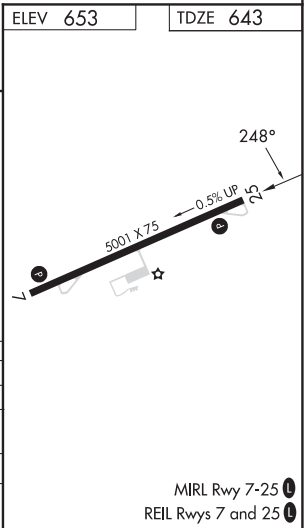
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3500 direct FEVOD and hold.

AWOS-3P 118.15	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
--------------------------	--	----------------------



3500	FEVOD	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 36).				4 NM	Holding Pattern
							



MAYFIELD, KENTUCKY

AL-6223 (FAA)

22195

WAAS CH 58332 W19A	APP CRS 186°	Rwy Idg TDZE 522 Apt Elev 522
--	------------------------	---

RNAV (GPS) RWY 19

MAYFIELD GRAVES COUNTY (M25)

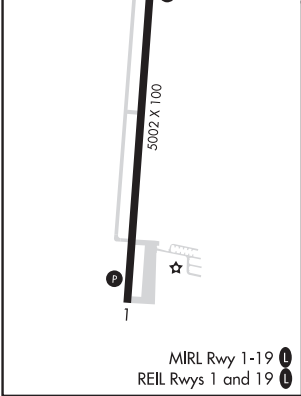
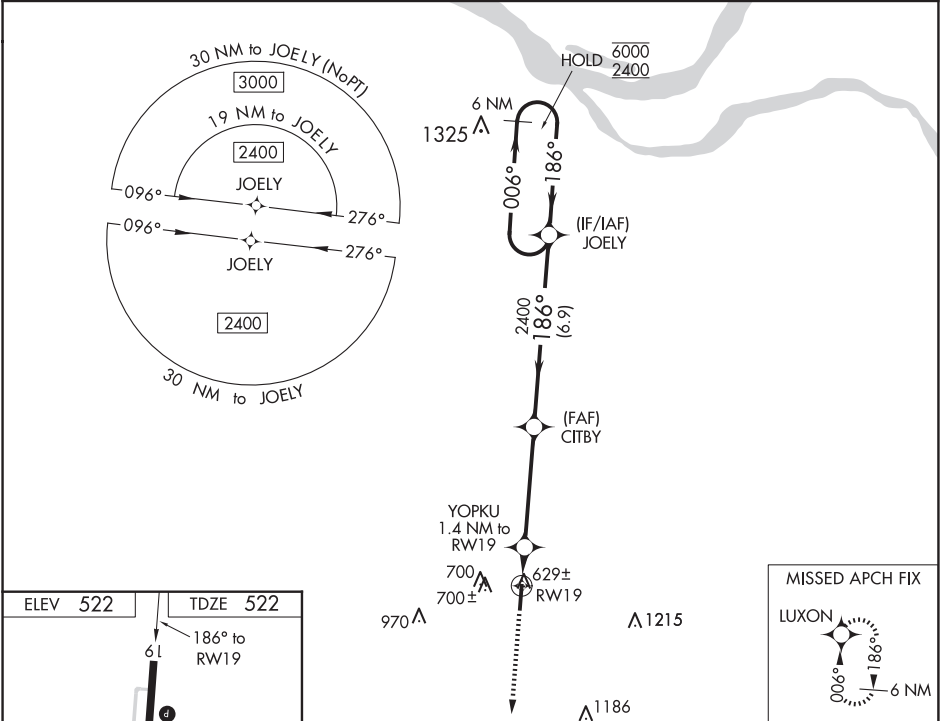
RNP APCH - GPS.



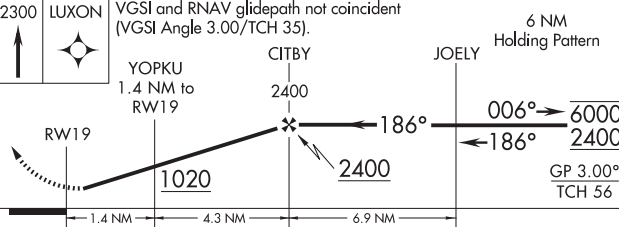

⚠

Circling Rwy 19 NA at night. Rwy 19 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Paducah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Paducah altimeter setting: increase LPV DA to 833 feet, LNAV/VNAV DA to 977 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH:
Climb to 2300 direct LUXON and hold.

AWOS-3 120.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



2300	LUXON	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).			6 NM Holding Pattern
		YOPKU 1.4 NM to RW19	CITBY 2400	JOELY	
					
CATEGORY	A	B	C	D	
LPV DA	772-1 250 (300-1)				
LNAV/ VNAV DA	916-1½ 394 (400-1½)				
LNAV MDA	880-1 358 (400-1)				
 CIRCLING	1060-1 538 (600-1)	1060-1½ 538 (600-1½)	1280-2½ 758 (800-2½)		

MAYFIELD, KENTUCKY
Amdt 2 14JUL22

36°46'N-88°35'W

MAYFIELD GRAVES COUNTY (M25)

RNAV (GPS) RWY 19

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78432 W01B	APP CRS 006°	Rwy Idg TDZE 522 Apt Elev 522
--	------------------------	---

RNAV (GPS) Y RWY 1

MAYFIELD GRAVES COUNTY (M25)

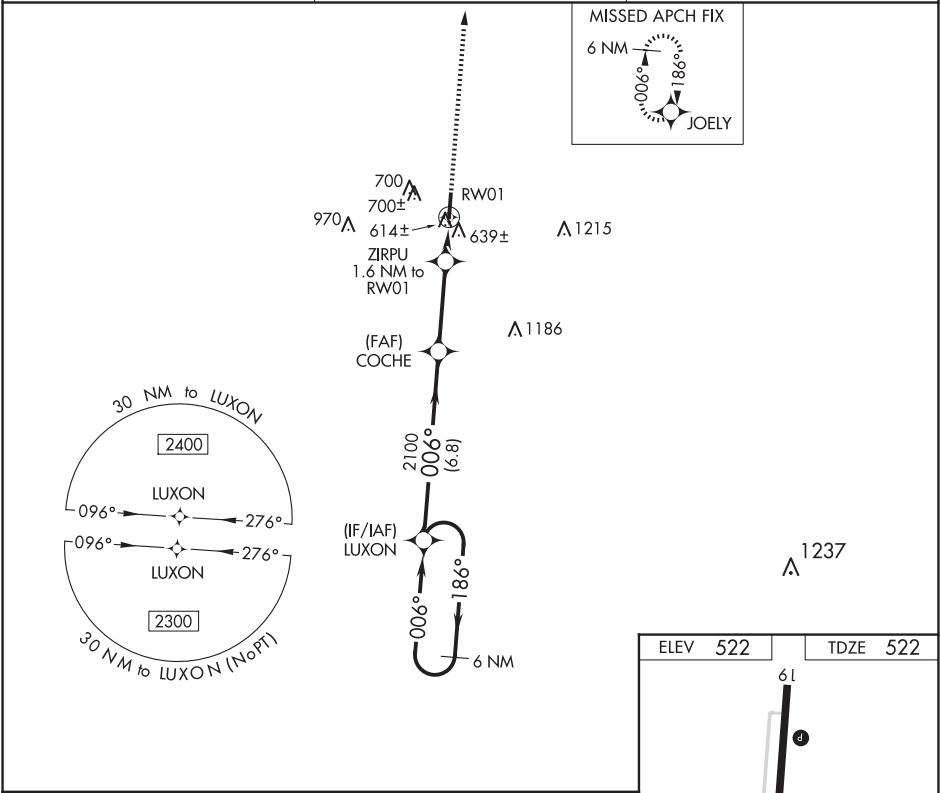
▼

▲NA

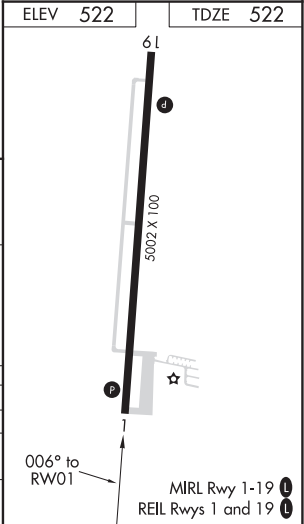
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and increase LP Cat C and D visibility ¾ mile and LNAV Cat C and D visibility and Circling Cat C and D visibility ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH:
Climb to 2400 direct
JOELY and hold.

AWOS-3 120.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



6 NM Holding Pattern		LUXON	2400	JOELY
2300 ← 186°		006° →	006°	
		COCHE	3.00° TCH 40	ZIRPU 1.6 NM to RW01
		2100	1060	RW01
		6.8 NM	3.2 NM	1.6 NM
CATEGORY	A	B	C	D
LP MDA	880-1		358 (400-1)	
LNAV MDA	900-1 378 (400-1)		900-1½ 378 (400-1½)	
CIRCLING	1060-1 538 (600-1)		1060-1½ 538 (600-1½) 1280-2½ 758 (800-2½)	



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

MAYFIELD, KENTUCKY

AL-6223 (FAA)

22195

WAAS CH 40034 W01A	APP CRS 006°	Rwy Idg 5002 TDZE 522 Apt Elev 522
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RNAV (GPS) Z RWY 1

MAYFIELD GRAVES COUNTY (M25)

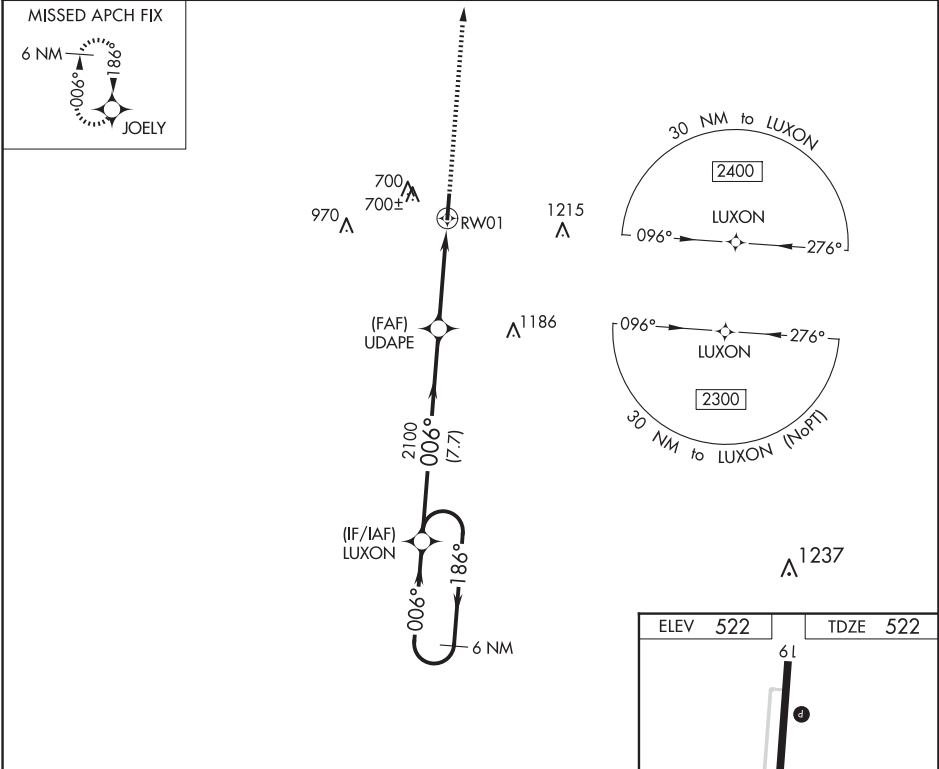
▼

⚠️ NA

Baro-VNAV NA when using Paducah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all DA 61 feet; increase LNAV/VNAV Cats A and B visibility ¼ mile.
Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH:
Climb to 2400 direct
JOELY and hold.

AWOS-3 120.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



6 NM Holding Pattern

LUXON

2300

186°

006°

GP 3.60°
TCH 60

UDAPE

2100

7.7 NM

4 NM

RW01

2400

JOELY

CATEGORY	A	B	C	D
LPV DA	820-1	298 (300-1)	NA	
LNAV/VNAV DA	932-1½	410 (500-1½)	NA	

ELEV 522

TDZE 522

61

5002 X 100

006° to RW01

MIRL Rwy 1-19

REIL Rws 1 and 19

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME CNG	APP CRS	Rwy Idg	N/A
113.1	137°	TDZE	N/A
Chan 78		Apt Elev	522

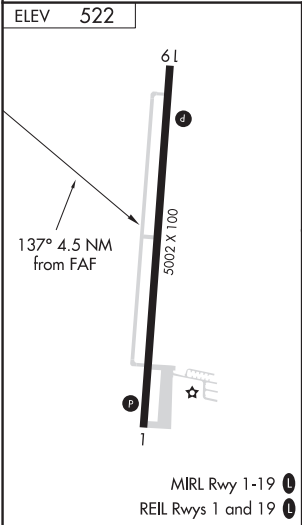
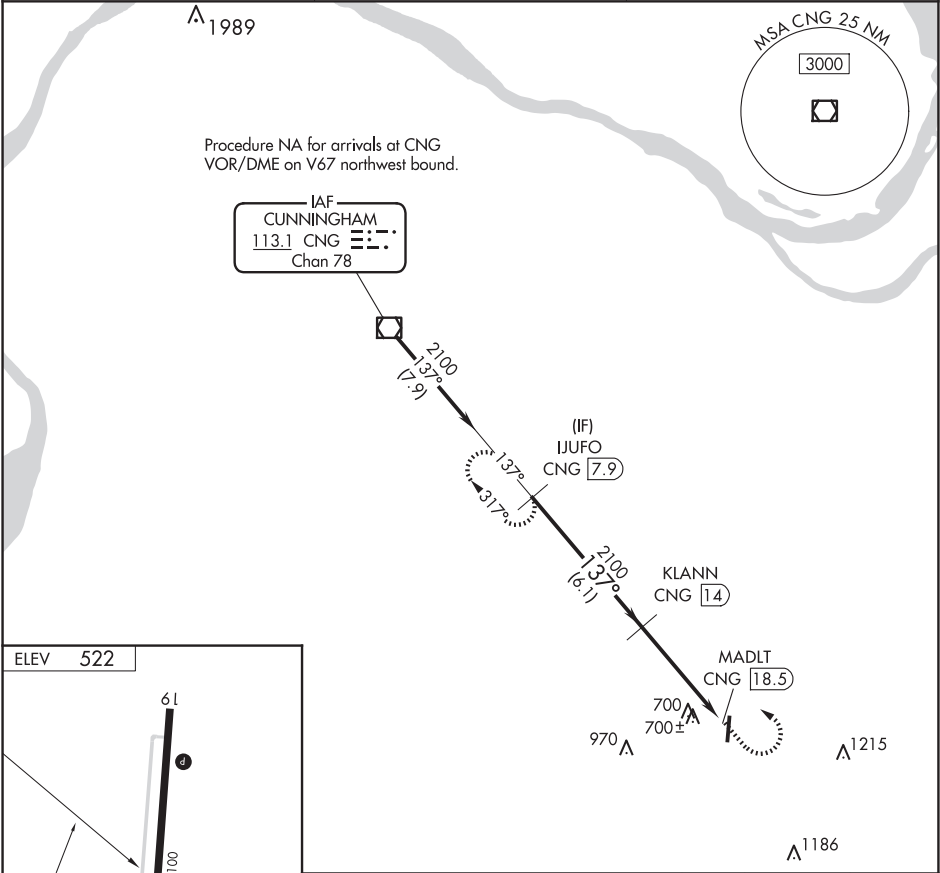
VOR/DME-A
MAYFIELD GRAVES COUNTY (M25)

NA

Circling Rwy 1 NA at night. When local altimeter setting not received, use Paducah altimeter setting: increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 on CNG VOR/DME R-137 to IUFO 7.9 DME and hold.

AWOS-3 120.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF)
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	IUFO CNG 7.9	KLANN CNG 14	1200	2300	IUFO CNG 7.9
					CNG R-137
	2100	137°	2100		MADLT CNG 18.5
		6.1 NM		4.5 NM	
CATEGORY	A	B	C	D	
CIRCLING	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1280-2½ 758 (800-2½)	

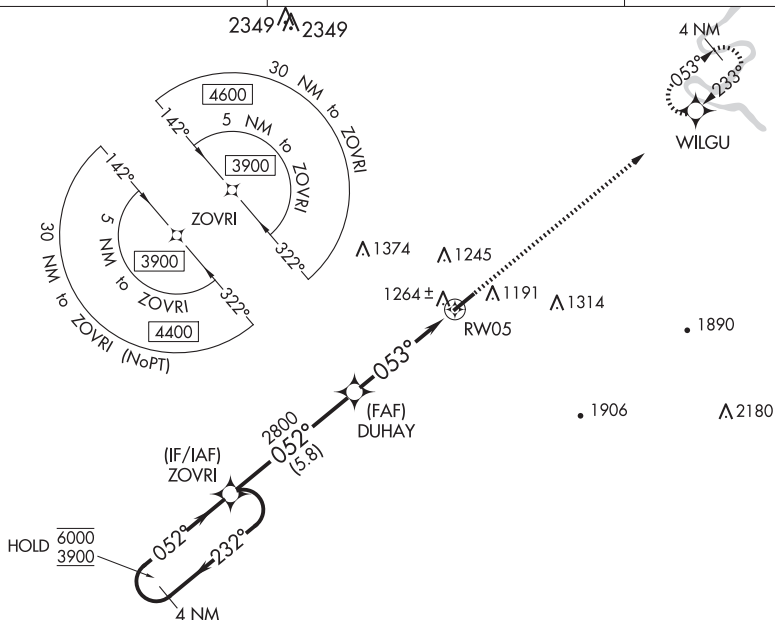
RNAV (GPS) RWY 5

WARREN COUNTY MEML (RNC)

T Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5
A NA at night, Circling Rwy 5 NA at night.

MISSED APPROACH: Climb to 3900 direct WILGU and hold, continue climb-in-hold to 3900.

AWOS-3 135.525	MEMPHIS CENTER 128.15 323.125	UNICOM 123.05 (CTAF) 0
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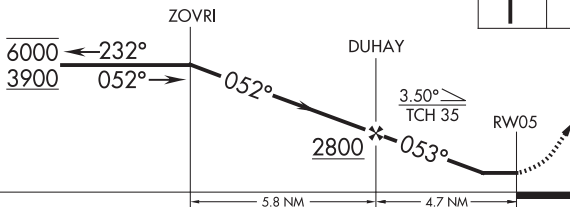
ELEV	1032		TDZE	1032
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4 NM
Holding Pattern

VGSI and RNAV glidepath not coincident
(VGSI Angle 4.00/TCH 41).

3900

WILGU



CATEGORY	A	B	C	D
LP MDA	1500-1	468 (500-1)	1500-1 $\frac{3}{8}$	468 (500-1 $\frac{3}{8}$)
INAV MDA	1520-1	488 (500-1)	1520-1 $\frac{3}{8}$	488 (500-1 $\frac{3}{8}$)
 CIRCLING	1600-1	568 (600-1)	1600-1 $\frac{1}{2}$ 568 (600-1 $\frac{1}{2}$)	1620-2 588 (600-2)

REIL Rwy 5 and 23
MIRL Rwy 5-23 **L**

35°42'N-85°51'W

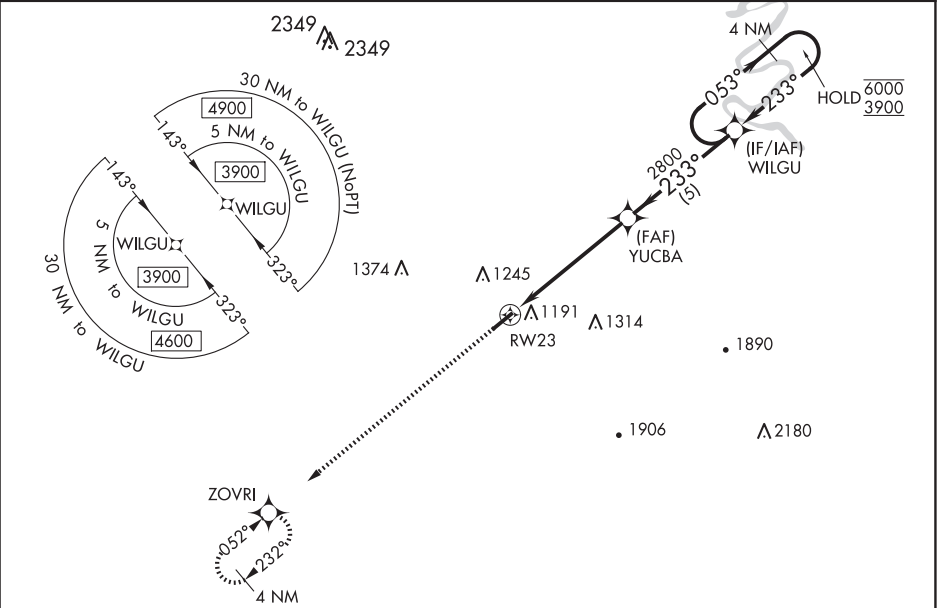
RNAV (GPS) RWY 5

WAAS CH 99433 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev 5000 1026 1032
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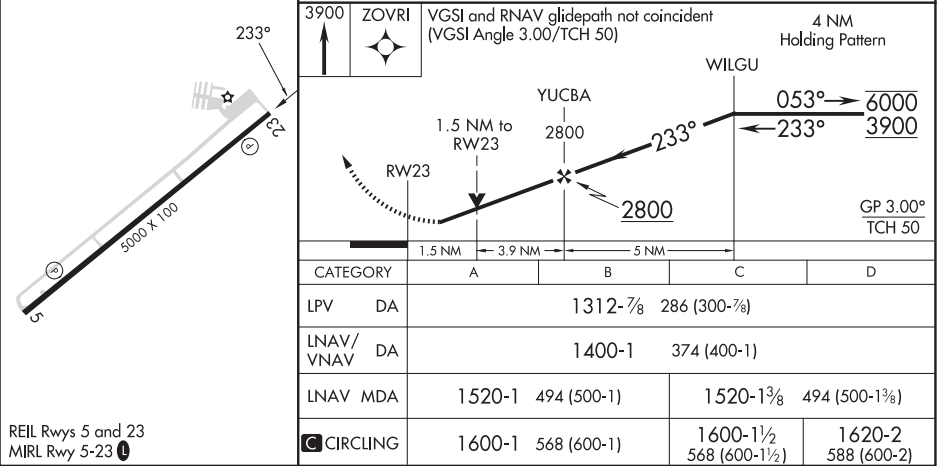
RNAV (GPS) RWY 23
WARREN COUNTY MEML (RNC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3900 direct ZOVRI and hold, continue climb-in-hold to 3900.
<div><div></div><div></div></div> <div>Circling Rwy 5 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div>	

AWOS-3 135.525	MEMPHIS CENTER 128.15 323.125	UNICOM 123.05 (CTAF) 0
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ELEV 1032	TDZE 1026
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SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

MEMPHIS, TENNESSEE

AL-9018 (FAA)

22363

WAAS CH 72722 W17A	APP CRS 167°	Rwy Idg 3799 TDZE 225 Apt Elev 225
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RNAV (GPS) RWY 17

GENERAL DEWITT SPAIN (M01)

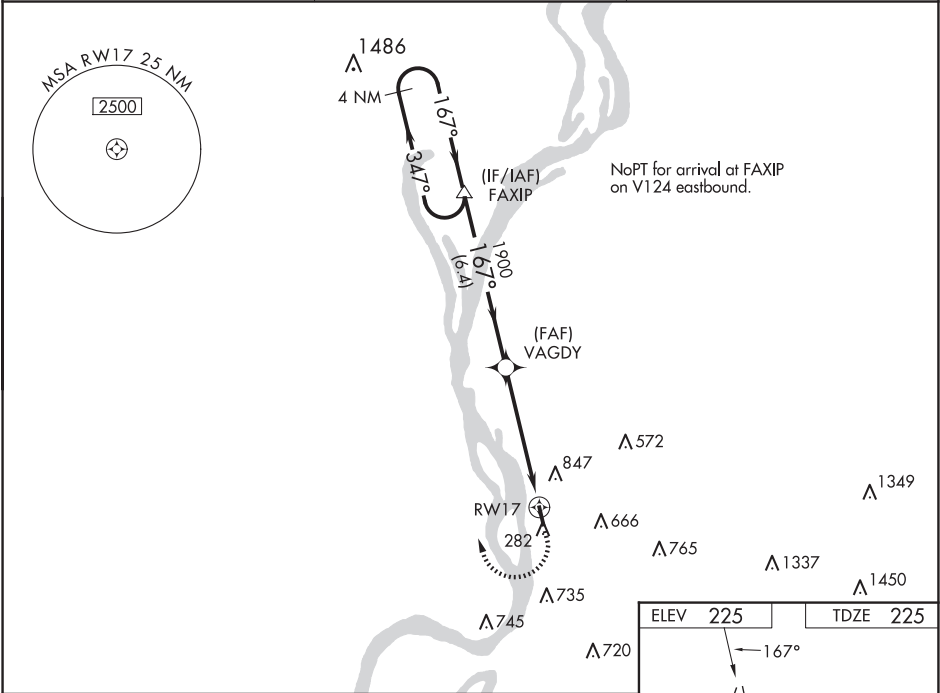
▼

▲ NA

Baro-VNAV NA when using Memphis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA and MDA 40 feet and increase LNAV/VNAV visibility all Cats ¼ mile. Circling Rwy 35 NA at night. Rwy 17, helicopter visibility reduction below ¾ SM NA. Rwy 35, helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 1100 then
climbing right turn
to 3000 direct
FAXIP and hold.

AWOS-3PT 118.35	MEMPHIS APP CON 119.1 291.6	UNICOM 122.7 (CTAF)
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4 NM Holding Pattern
VGS1 and RNAV glidepath not coincident (VGS1 Angle 4.00/TCH 40).
FAXIP
3000
347°
167°
167°
1900
1900
RW17
6.4 NM
5.1 NM

1100
3000
FAXIP
△

CATEGORY	A	B	C	D
LPV DA	475-1 250 (300-1)			NA
LNAV/VNAV DA	1016-3 791 (800-3)			NA
LNAV MDA	1020-1 795 (800-1)	1020-1¼ 795 (800-1¼)	1020-2½ 795 (800-2½)	NA
CIRCLING	1200-1¼ 975 (1000-1¼)	1200-1½ 975 (1000-1½)	1200-3 975 (1000-3)	NA

ELEV 225 TDZE 225
167°
3799 x 175
35

MIRL Rwy 17-35
REIL Rwy 17 and 35

MEMPHIS, TENNESSEE
Orig-A 25MAY17

35°12'N-90°03'W

GENERAL DEWITT SPAIN (M01)

RNAV (GPS) RWY 17

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 9
MEMPHIS INTL (MEM)

- MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

D-ATIS
127.75

RADAR REQUIRED

CLNC DEL 125.2	CPDLC
--------------------------	-------

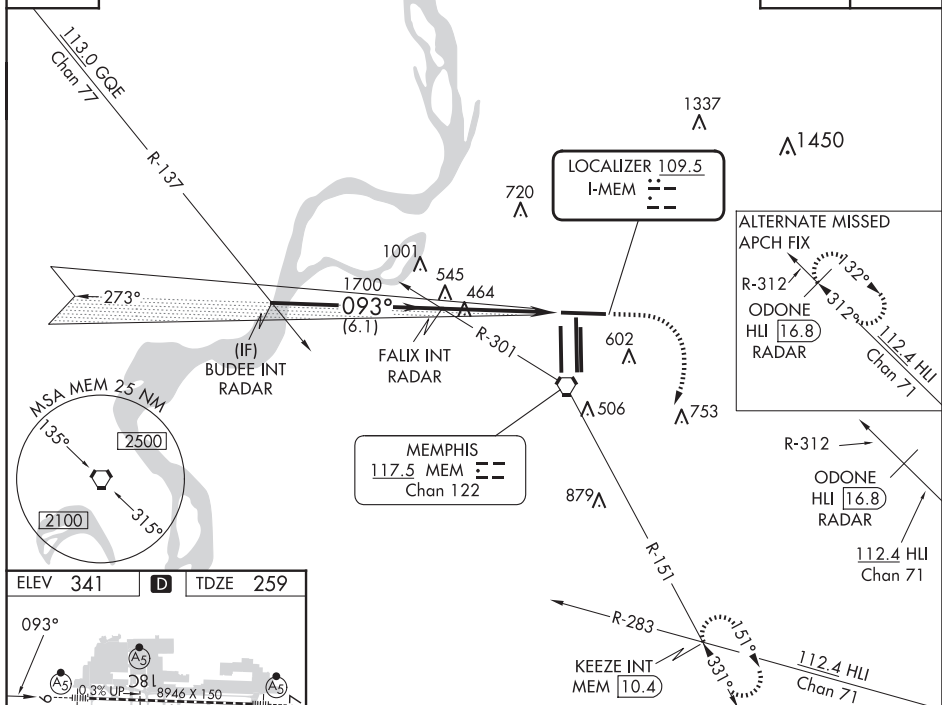
[illegible]

Diagram illustrating a flight path profile for a simulated approach. The path starts at 2000 ft, descends to 1700 ft, and then continues to a final altitude. Key points include BUDEE INT RADAR, FALUX INT RADAR, and a 093° heading. A table on the right shows altitude and distance markers: 1000, 5000, MEM R-151, and KEEZE INT. A table at the bottom shows the flight path profile with categories S-ILS 9, S-LOC 9, and CIRCLING, along with altitudes and distances.

CATEGORY	A	B	C	D	E
S-ILS 9	466/24 207 (200-½)				
S-LOC 9	720/24 461 (400-½)	720/50 461 (400-1)	720/60 461 (400-1½)		
CIRCLING	940-1 599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)	

MEMPHIS, TENNESSEE

AL-253 (FAA)

25107

LOC I-SDU 111.95	APP CRS 180°	Rwy Idg 11120 TDZE 290 Apt Elev 341
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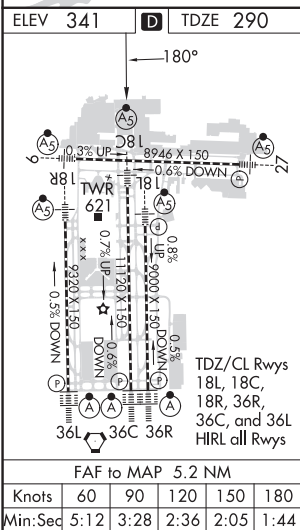
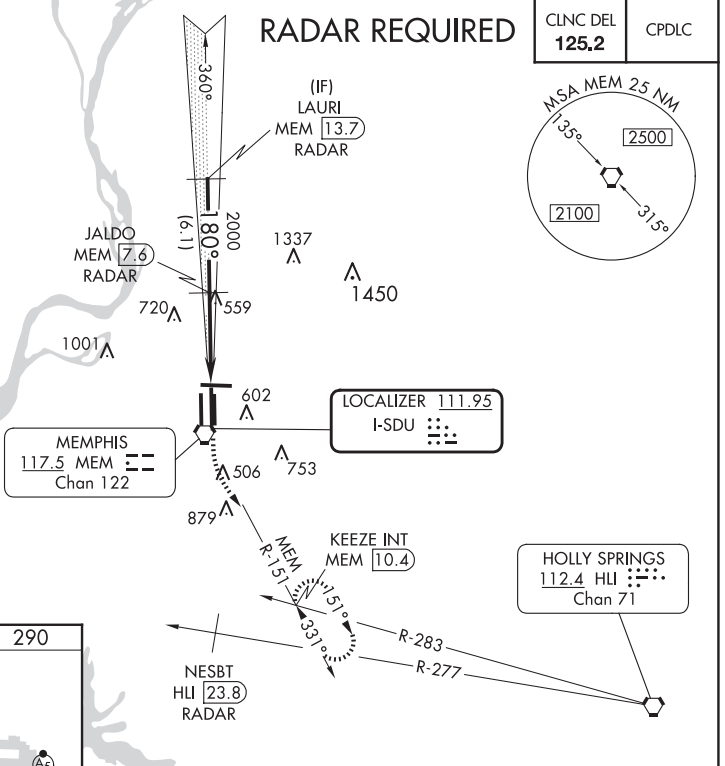
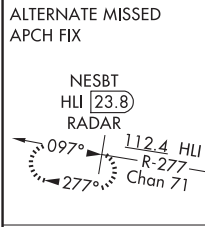
ILS or LOC RWY 18C

MEMPHIS INTL (MEM)

⚠ Simultaneous approach authorized. ⚠ DME or RADAR required. For inop ALS, increase S-ILS 18C all Cats visibility to 1¼ SM.	MALSR 	MISSED APPROACH: Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.
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MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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D-ATIS 127.75	RADAR REQUIRED	CLNC DEL 125.2	CPDLC
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LAURI MEM [13.7] RADAR		JALDO MEM [7.6] RADAR		KEEZE INT	
3000		2000		2000	
GS 3.00°		TCH 54			
6.1 NM		5.2 NM			
CATEGORY	A	B	C	D	E
S-ILS 18C	657/40 367 (400-¾)				
S-LOC 18C	860/24	570 (600-½)	860/50 570 (600-1)	860/60 570 (600-1¼)	860-1½ 570 (600-1½)
⬢ CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

MEMPHIS, TENNESSEE
Amdt 1D 29MAR18

35°03'N-89°59'W

ILS or LOC RWY 18C

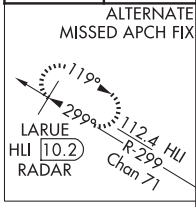
SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 18L
MEMPHIS INTL (MEM)

MALSR

D-ATIS
127.75



RADAR REQUIRED

180°

8946 X 150
0.6% DOWN
0.3% UP

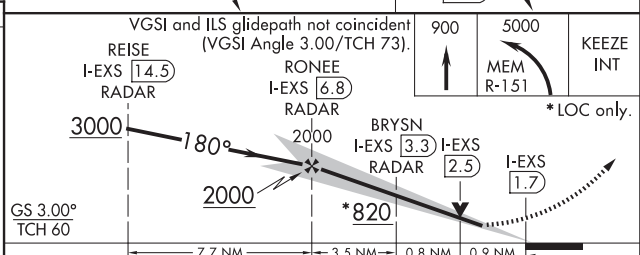
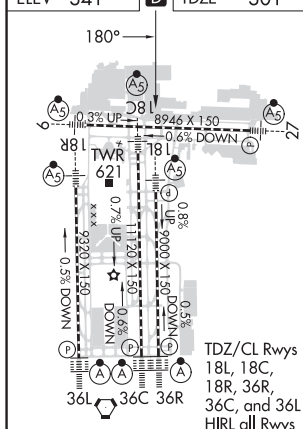
TWR 621
0.7% UP
0.5% DOWN

2320 X 150
0.5% DOWN
0.7% UP

2900 X 150
0.5% DOWN
0.8% UP

1120 X 150
0.5% DOWN
0.7% UP

TDZ/CL Rwy's
18L, 18C,
18R, 36R,
36C, and 36L
HIRL all Rwy's



CATEGORY	A	B	C	D	E
S-ILS 18L	501/18 200 (200-½)				501/24 200 (200-½)
S-LOC 18L	820/24 519 (500-½)		820/50 519 (500-1)	820/60 519 (500-1¼)	
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)
BRYSN FIX MINIMUMS					
S-LOC 18L	620/24 319 (300-½)			620/40 319 (300-¾)	
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

ILS or LOC RWY 18R
MEMPHIS INTL (MEM)

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on MEM VORTAC R-212 to JEPOB INT/UJM 20 DME and hold.



D-ATIS 127.75	1486 ^A		(IAF) DWSN	CLNC DEL 125.2	CPDLC
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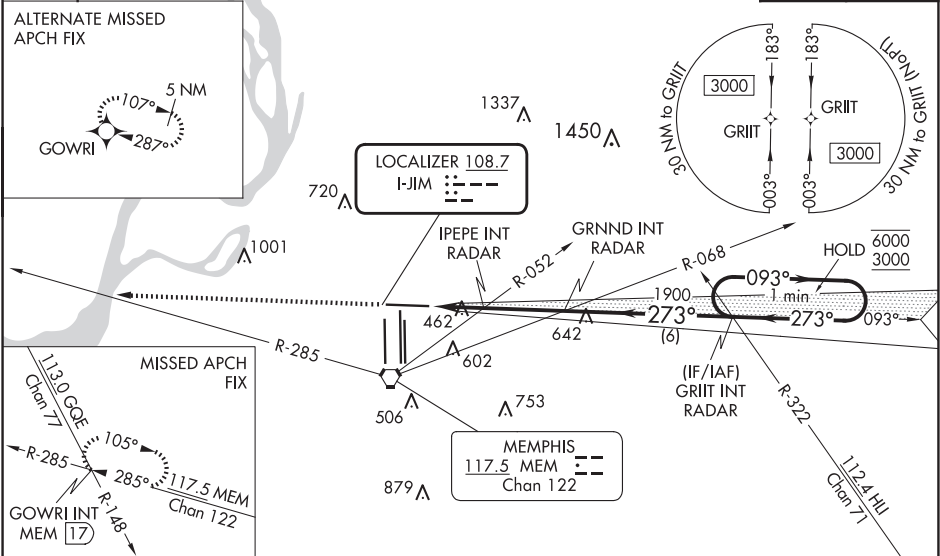
LOC I-JIM	APP CRS	Rwy Idg	8946
108.7	273°	TDZE	292
		Apt Elev	341

ILS or LOC RWY 27

MEMPHIS INTL (MEM)

RNAV 1-GPS or RADAR required for procedure entry.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 5000 and intercept MEM VORTAC R-285 to GOWRI INT/17 DME and hold, continue climb-in-hold to 5000.	
▼ For inop ALS, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 2 SM, IPEPE fix minimums S-LOC Cat E visibility to 1¼ SM. ▲ *RVR 1800 authorized with use of FD or AP or HUD to DA.				
MEMPHIS APP CON		MEMPHIS TOWER		
119.1 291.6 (176°-355°)		(Rwy 9-27) 118.3 257.8		
125.8 338.3 (356°-175°)		(Rwys 18C-36C, 18L-36R) 119.7 257.8		
		(Rwy 18R-36L) 128.425 257.8		
		GND CON		
		(Rwy 9-27) 121.0 379.2		
		(Rwys 18C-36C, 18L-36R) 121.9 379.2		
		(Rwy 18R-36L) 121.65 379.2		

D-ATIS	CINC DEL	CPDLC
127.75	125.2	



ELEV 341

TDZE 292

5000

MEM R-285

GOWRI INT

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 69).

GRND INT RADAR

GRIT INT RADAR

One Minute Holding Pattern

0.3% UP

0.6% DOWN

0.7% UP

0.6% DOWN

0.5% DOWN

0.8%

0.5%

273°

2 NM

2.9 NM

6 NM

980

1900

273°

093°

6000

3000

GS 3.00°

TCH 54

CATEGORY	A	B	C	D	E
S-ILS 27 *	492/24 200 (200-½)				
S-LOC 27	980/24	688 (700-½)	980-1½ 688 (700-1½)		
CIRCLING	980-1	639 (700-1)	980-2 639 (700-2)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)
IPEPE FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED)					
S-LOC 27	720/24	428 (400-½)	720/40 428 (400-¾)		
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

FAF to MAP 4.9 NM

Knots

60 90 120 150 180

Min:Sec

4:54 3:16 2:27 1:58 1:38

MEMPHIS, TENNESSEE

AL-253 (FAA)

25107

LOC/DME I-TSE 110.5 Chan 42	APP CRS 360°	Rwy Idg 10715 TDZE 341 Apt Elev 341
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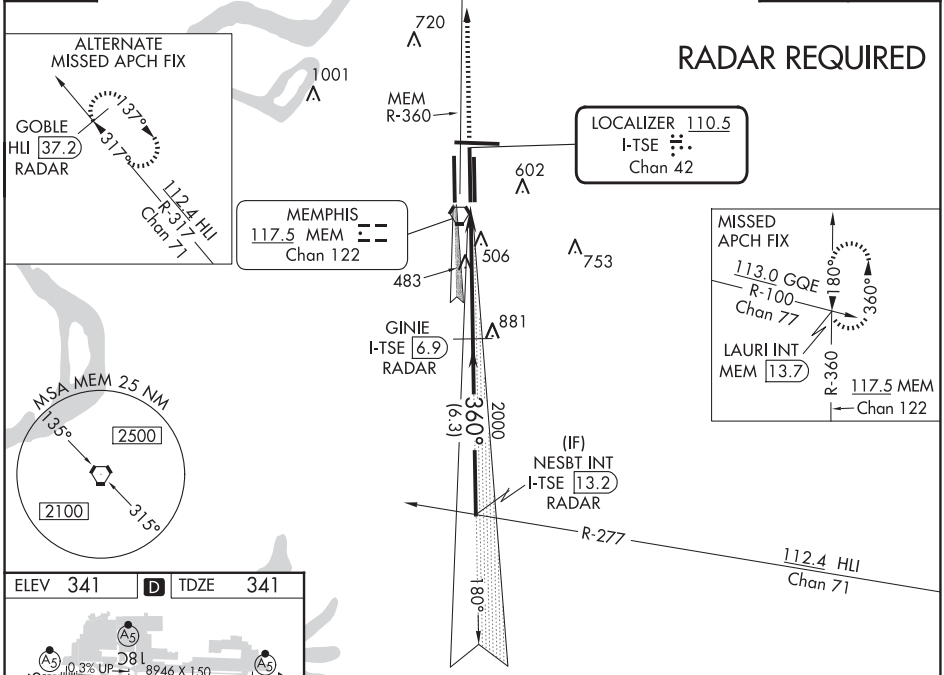
ILS or LOC RWY 36C

MEMPHIS INTL (MEM)

<p>⚠ For inoperative ALS, increase S-ILS 36C Cat E visibility to RVR 4000 and S-LOC 36C Cat C/D/E visibility to RVR 6000. DME or RADAR required. Simultaneous approach authorized with Rwy 36L.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.</p>
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MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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D-ATIS 127.75	1337 Δ	Δ 1450	CLNC DEL 125.2	CPDLC
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ELEV 341	D	TDZE 341
<p>TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys</p> <p>360°</p> <p>FAF to MAP 5 NM</p> <p>Knots 60 90 120 150 180</p> <p>Min:Sec 5:00 3:20 2:30 2:00 1:40</p>		

3000	LAURI INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	GINIE I-TSE 6.9 RADAR	NESBT INT I-TSE 13.2 RADAR	3000
MEM R-360	I-TSE 1.9	I-TSE 3	2000	2000	GS 3.00° TCH 60
1.1 NM	3.9 NM	6.3 NM			
CATEGORY	A	B	C	D	E
S-ILS 36C	541/18 200 (200-½)				541/24 200 (200-½)
S-LOC 36C	760/24	419 (500-½)	760/40	419 (500-¾)	760/50 419 (500-1)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

MEMPHIS, TENNESSEE

Amdt 3F 10SEP20

35°03'N-89°59'W

ILS or LOC RWY 36C

MEMPHIS INTL (MEM)

LOC/DME I-OHN 108.9 Chan 26	APP CRS 360°	Rwy Idg 9320 TDZE 321 Apt Elev 341
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ILS or LOC RWY 36L
MEMPHIS INTL (MEM)

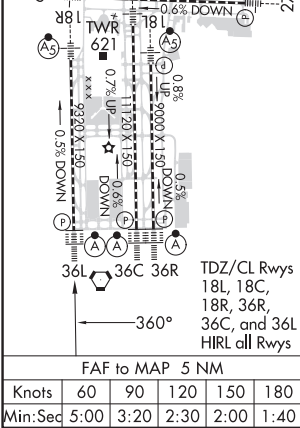
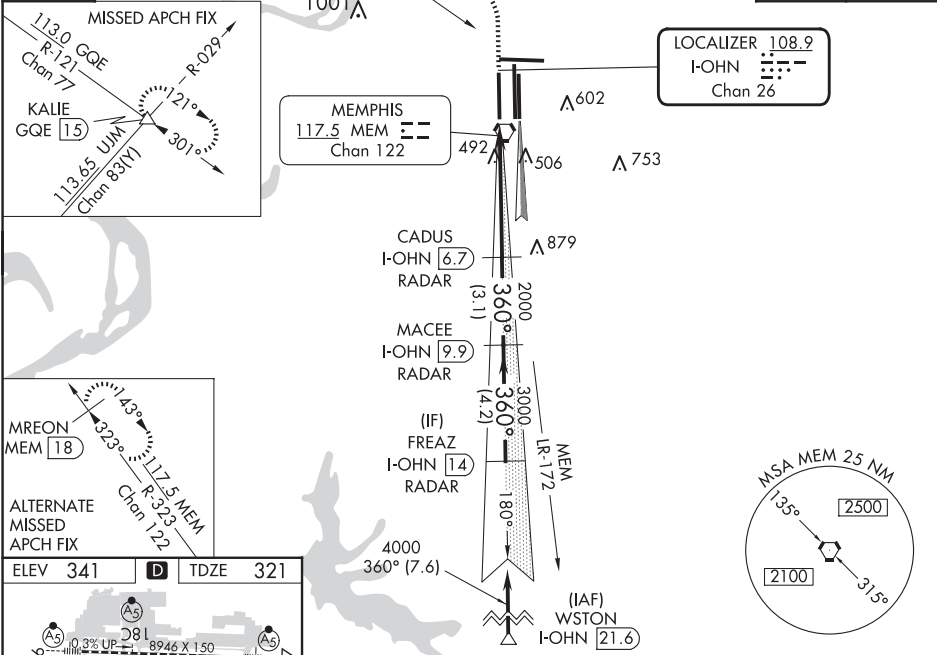
⚠ Simultaneous approach authorized with Rwy 36C/R.
⚠ For inoperative ALSF, increase S-ILS 36L Cat E visibility to RVR 4000, and S-LOC 36L Cat E visibility to 1½.
DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER		GND CON	
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
			(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

D-ATIS 127.75	113.0 GQE Chan 77	1001 Λ	CLNC DEL 125.2	CPDLC
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ELEV 341 D TDZE 321		KALIE		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).		Procedure Turn	
1000		5000		KALIE		FREA Z NA	
hdg 330°		GQE R-121		CADUS I-OHN 6.7		MACEE I-OHN 9.9	
*LOC only.		*I-OHN 2.8		I-OHN 1.7		I-OHN 14	
1.1 NM		3.9 NM		3.1 NM		4.2 NM	
CATEGORY		A		B		C	
S-ILS 36L		521/18		200 (200-½)		521/24	
S-LOC 36L		760/24		439 (500-½)		760/40	
CIRCLING		940-1		599 (600-1)		1020-2¼	

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

MEMPHIS, TENNESSEE

AL-253 (FAA)

25107

LOC/DME I-MYO 111.35 Chan 50 (Y)	APP CRS 360°	Rwy Idg TDZE 335 Apt Elev 341
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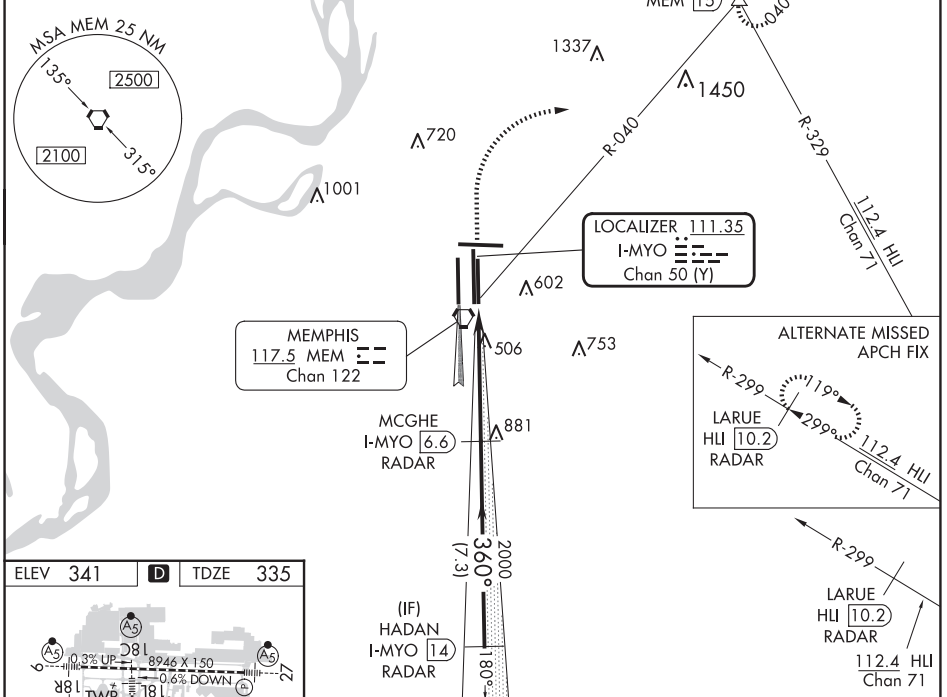
ILS or LOC RWY 36R

MEMPHIS INTL (MEM)

⚠ For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000 and S-LOC 36R Cat E visibility to 1½. Simultaneous approach authorized with Rwy 36L. DME or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 15 DME and hold, continue climb-in-hold to 5000.
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MEMPHIS APP CON	MEMPHIS TOWER	GND CON	CLNC DEL
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	(Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2	125.2

D-ATIS 127.75	RADAR REQUIRED	CPDLC
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ELEV 341	D	TDZE 335
1000 5000 hdg 070° MEM R-040 OROCU MCGHE I-MYO (6.6) HADAN I-MYO (14) I-MYO (1.7) I-MYO (2.8) 2000 3000 360° 2000 VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00° TCH 69°). 1.2 NM 3.8 NM 7.3 NM GS 3.00° TCH 58	CATEGORY S-ILS 36R S-LOC 36R CIRCLING	
535/18 760/24 940-1	200 (200-½) 425 (500-½) 599 (600-1)	535/24 200 (200-½) 760/50 425 (500-1) 940-1½ 599 (600-1½) 1020-2¼ 679 (700-2¼) 1140-2¾ 799 (800-2¾)

MEMPHIS, TENNESSEE

Amdt 3D 21MAY20

35°03'N-89°59'W






MEMPHIS INTL (MEM)

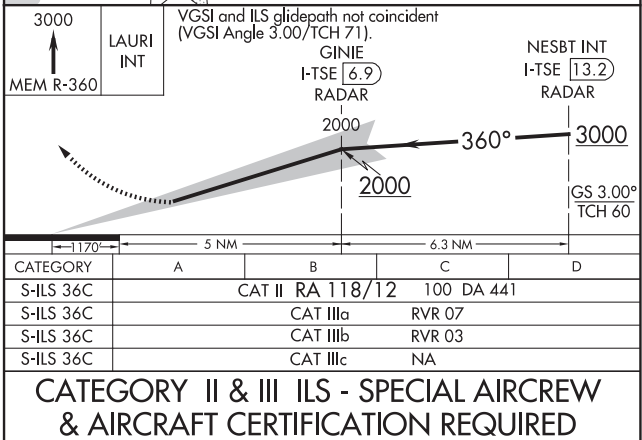
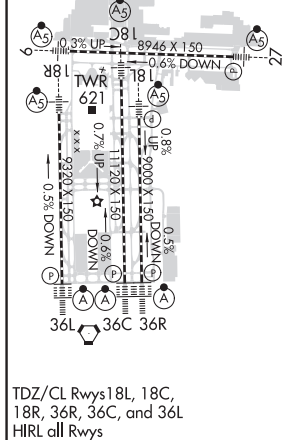
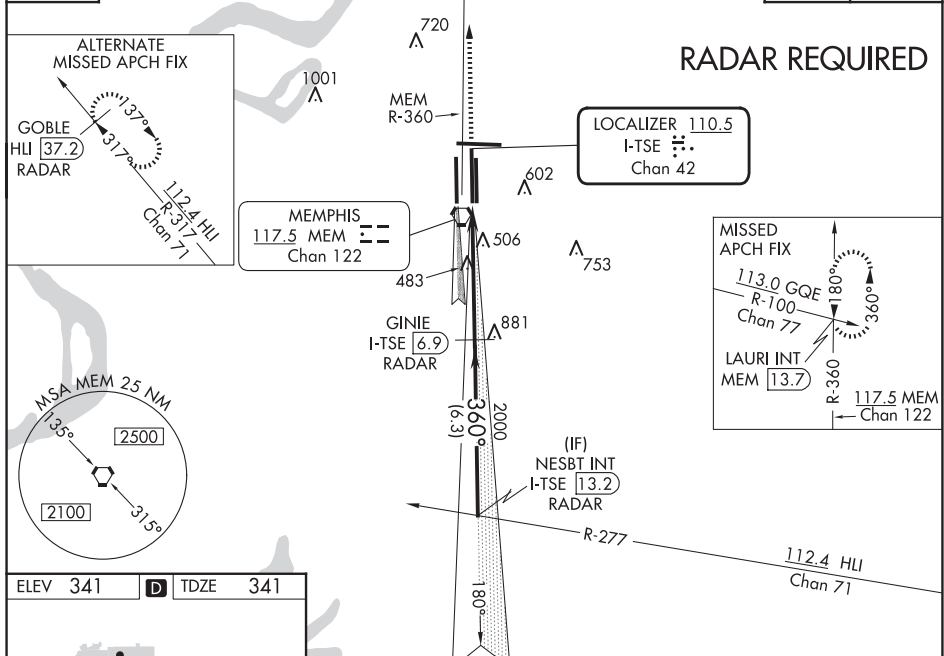
ILS or LOC RWY 36R

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 36C (CAT II & III)
MEMPHIS INTL (MEM)

 DME or RADAR required.  Simultaneous approach authorized with Rwy 36L.		ALSF-2 	MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.		
MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)		MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2		
D-ATIS 127.75	1337 		 1450	CLNC DEL 125.2	CPDLC



SE-1, 07 AUG 2025 to 02 OCT 2025

MEMPHIS, TENNESSEE

AL-253 (FAA)

25107

LOC/DME I-OHN 108.9 Chan 26	APP CRS 360°	Rwy Idg 9320 TDZE 321 Apt Elev 341
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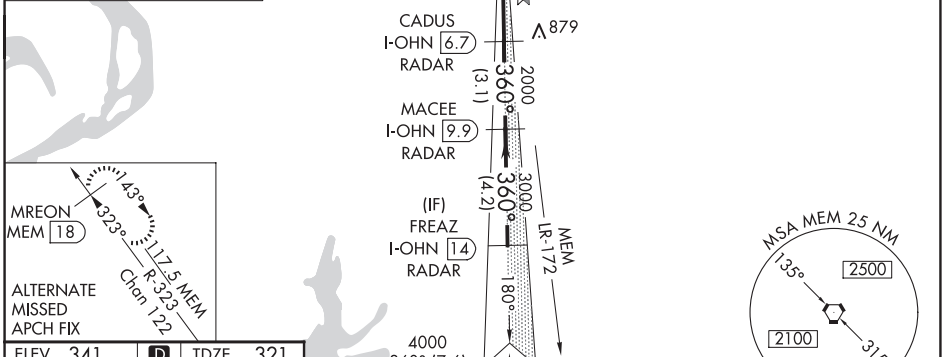
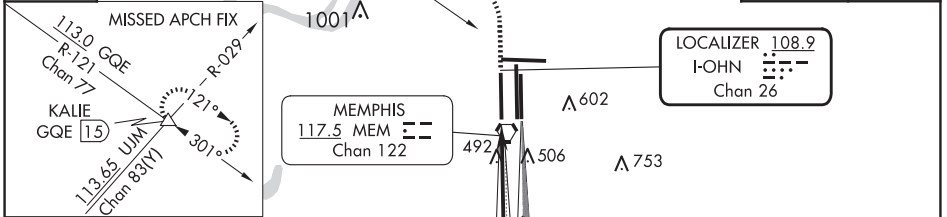
ILS RWY 36L (CAT II & III)

MEMPHIS INTL (MEM)

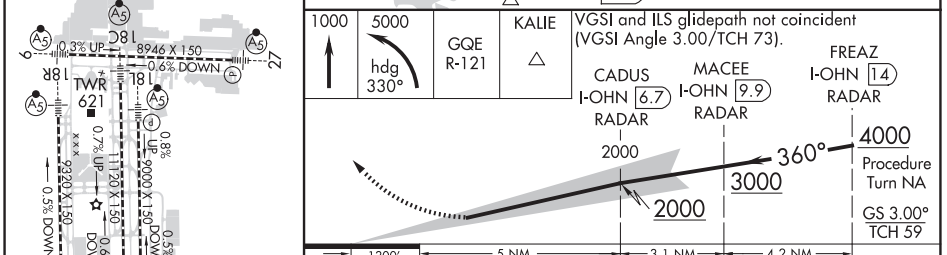
<p>Simultaneous approach authorized with Rwy 36C/R. DME or RADAR required.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.</p>
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MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

D-ATIS 127.75	113.0 GQE Chan 77	R-121	Δ 720	CNLC DEL 125.2	CPDLC
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ELEV 341	D	TDZE 321
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1000	5000	GQE	KALIE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).	CADUS I-OHN [6.7] RADAR	MACEE I-OHN [9.9] RADAR	FREAZ I-OHN [14] RADAR
↑	hdg 330°	R-121	Δ				
1300'	5 NM	3.1 NM	4.2 NM				
CATEGORY	A	B	C	D			
S-ILS 36L	CAT II	RA 100/12	100 DA 421				
S-ILS 36L		CAT IIIa	RVR 07				
S-ILS 36L		CAT IIIb	RVR 03				
S-ILS 36L		CAT IIIc	NA				

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MEMPHIS, TENNESSEE

MEMPHIS INTL (MEM)

Amdt 14E 21MAY20

35°03'N-89°59'W

ILS RWY 36L (CAT II & III)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

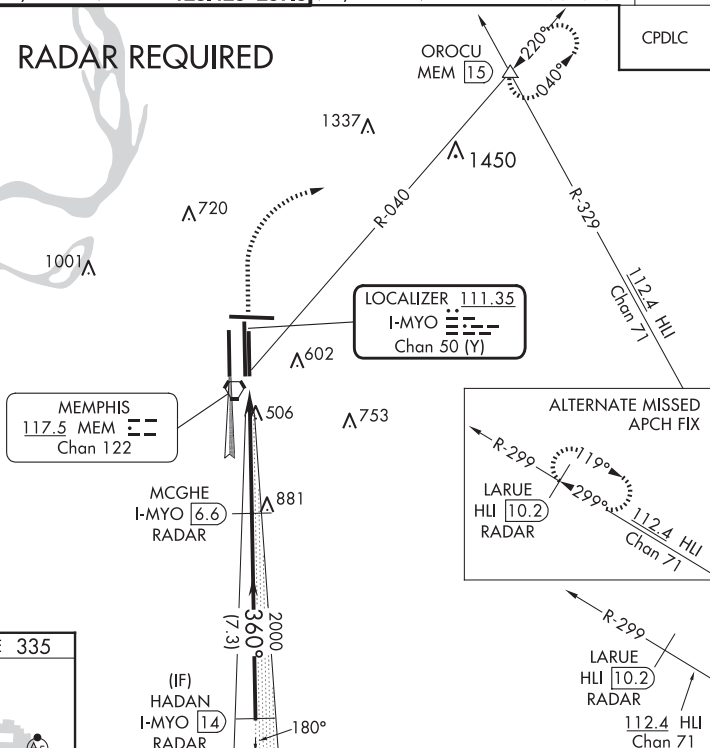
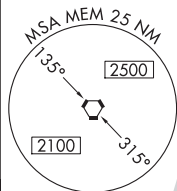
ILS RWY 36R (CAT II & III)
MEMPHIS INTL (MEM)

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 15 DME and hold, continue climb-in-hold to 5000.

D-ATIS	127.75
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RADAR REQUIRED



TDZ/CL Rwy 18L, 18C,
18R, 36R, 36C, and 36L
HIRL all Rwy


1000 ↑	5000 hdg 070°	MEM R-040	OROCU △	MCGHE I-MYO 6.6 RADAR 2000	HADAN I-MYO 14 RADAR 3000
<p>VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 69).</p> <p>GS 3.00° TCH 58</p>					
CATEGORY	A B C D				
S-ILS 36R	CAT II RA 109/12 100 DA 435				
S-ILS 36R	CAT IIIa RVR07				
S-ILS 36R	CAT IIIb RVR03				
S-ILS 36R	CAT IIIc NA				

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

APP CRS 180°	Rwy Idg	9000
	TDZE	301
	Apt Elev	341

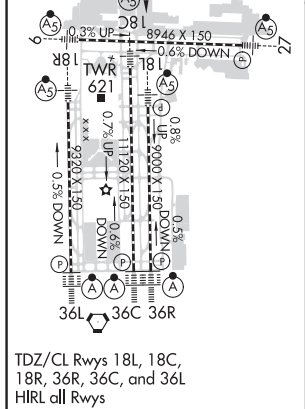
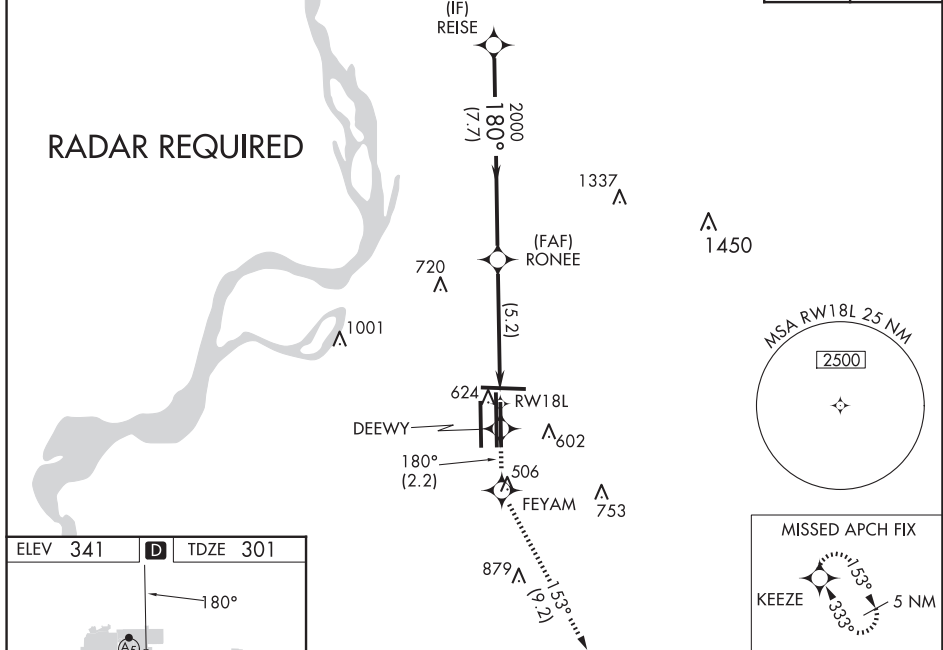
RNAV (RNP) X RWY 18L

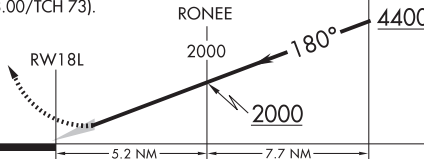
MEMPHIS INTL (MEM)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 48°C (118 °F). Simultaneous approach authorized. GPS required. Missed approach requires RNP less than 1.0. For inop ALS increase RNP 0.11 all Cats visibility to RVR 6000.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 5000 on track 180° to DEEWY and on track 180° to FEYAM left turn on track 153° to KEEZE and hold, continue climb-in-hold to 5000.</p>
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MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

D-ATIS 127.75	CLNC DEL 125.2	CPDLC
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5000	tr 180°	DEEWY	tr 180°	FEYAM	tr 153°	KEEZE
<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).</p> 						
<p>REISE 4400</p> <p>GP 3.00° TCH 60</p>						
CATEGORY	A	B	C	D		
RNP 0.11 DA	647/40 346 (400-¾)					
AUTHORIZATION REQUIRED						

APP CRS	Rwy Idg	9320
180°	TDZE	295
	Apt Elev	341

RNAV (RNP) X RWY 18R

MEMPHIS INTL (MEM)

▼

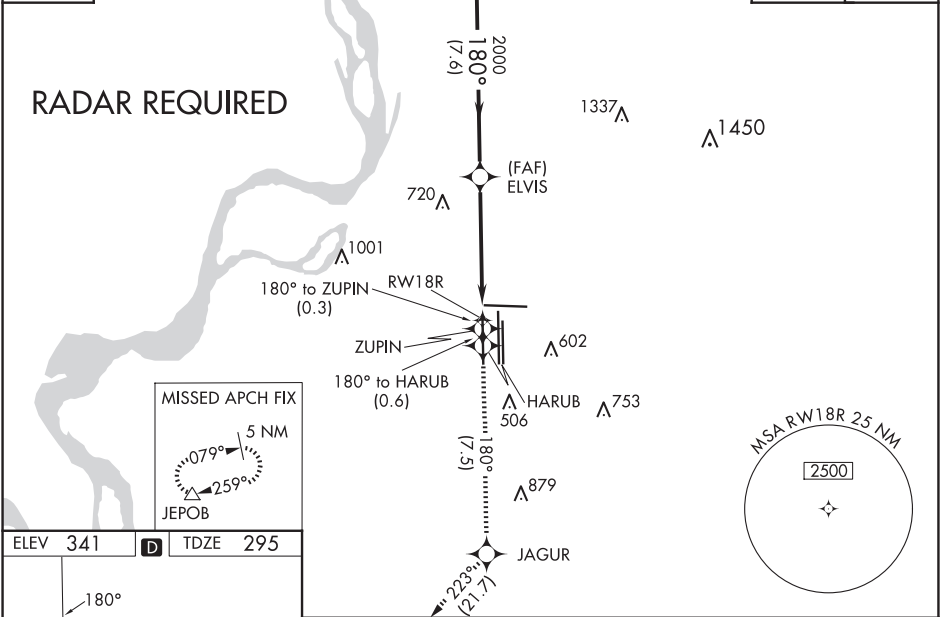
For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Missed approach requires RNP less than 1.0. Use of FD or AP required during simultaneous operations.

MAISR

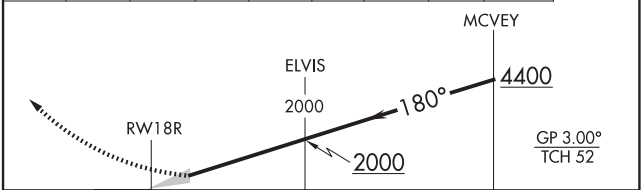
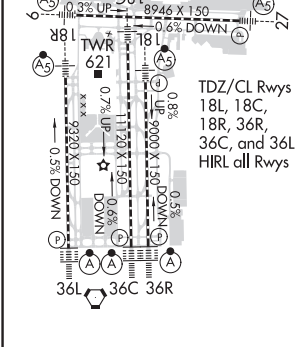
MISSED APPROACH: Climb to 5000 on track 180° to ZUPIN and on track 180° to HARUB and on track 180° to JAGUR and on track 223° to JEPOB and hold.

MEMPHIS APP CON		MEMPHIS TOWER	GND CON
119.1	291.6	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8	338.3	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(356°-175°)	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

D-ATIS	CLNC DEL	CPDLC
127.75	125.2	



ELEV 341	TDZE 295	5000	ZUPIN	HARUB	JAGUR	JEPOB
		↑	tr 180°	tr 180°	tr 180°	tr 223°



CATEGORY	A	B	C	D
RNP 0.14 DA	737/45	442 (400-7%)		

AUTHORIZATION REQUIRED

MEMPHIS, TENNESSEE

AL-253 (FAA)

25107


APP CRS	Rwy Idg	11120
180°	TDZE	290
	Apt Elev	341

RNAV (RNP) Y RWY 18C

MEMPHIS INTL (MEM)

V For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.30* all Cats visibility to 1½ SM and RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

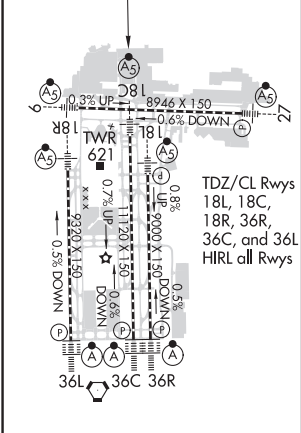
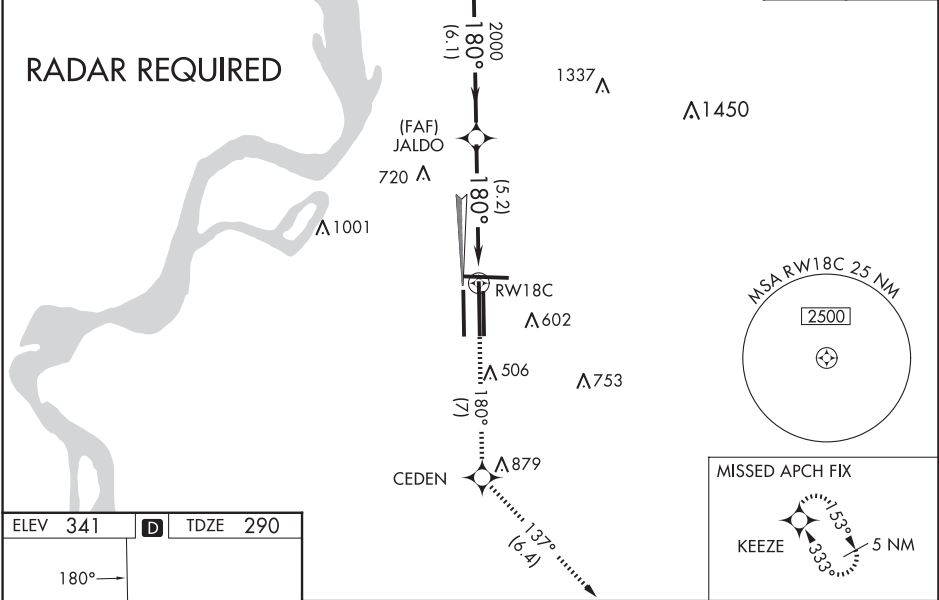
MALSR



MISSED APPROACH: Climb to 5000 on track 180° to CEDEN on track 137° to KEEZE and hold, continue climb-in-hold to 5000. *Missed approach requires a minimum climb of 400 feet per NM to 1000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

D-ATIS	CLNC DEL	CPDLC
127.75	125.2	



5000	tr 180°	CEDEN	tr 137°	KEEZE	LAURI
					3900
					2000
					2000
					5.2 NM
					6.1 NM
					GP 3.00° TCH 54
CATEGORY	A	B	C	D	
RNP 0.30 DA*	655/35	365 (400-%)			
RNP 0.30 DA	747/54	457 (500-1)			
AUTHORIZATION REQUIRED					

MEMPHIS, TENNESSEE
Orig-E 29MAR18

35°03'N-89°59'W

MEMPHIS INTL (MEM)
RNAV (RNP) Y RWY 18C

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025


APP CRS	Rwy Idg	9000
180°	TDZE	301
	Apt Elev	341

RNAV (RNP) Y RWY 18L

MEMPHIS INTL (MEM)

▼ For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 * all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¼ SM.

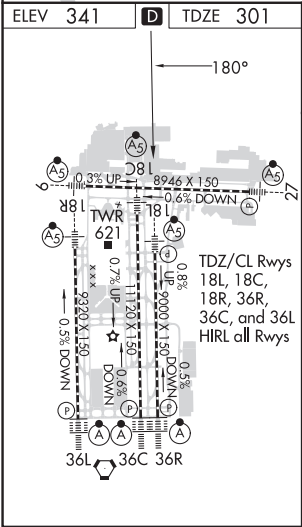
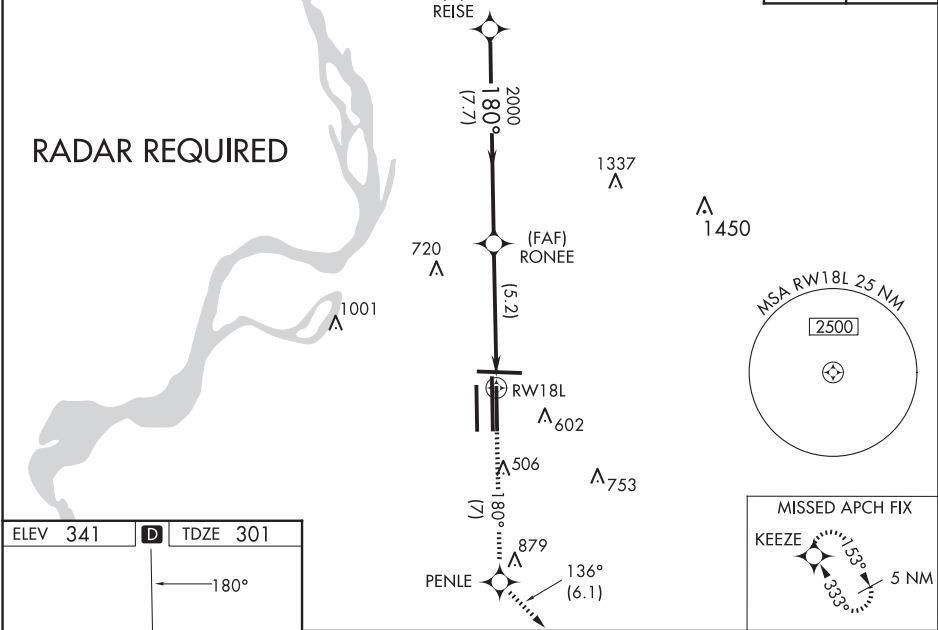
MALSR



MISSED APPROACH: Climb to 5000 on track 180° to PENLE and on track 136° to KEEZE and hold, continue climb-in-hold to 5000. *Missed approach requires minimum climb of 400 feet per NM to 1000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

D-ATIS	CLNC DEL	CPDLC
127.75	125.2	



5000	tr 180°	PENLE	tr 136°	KEEZE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).
		RW18L	RONEE		REISE
					4400
					2000
					GP 3.00° TCH 60
					5.2 NM
					7.7 NM
CATEGORY	A	B	C	D	
RNP 0.30 DA*		698/50	397 (400-1)		
RNP 0.30 DA		791/60	490 (500-1¼)		
AUTHORIZATION REQUIRED					

MEMPHIS, TENNESSEE

AL-253 (FAA)

25107

APP CRS 180°	Rwy Idg	9320
	TDZE	295
	Apt Elev	341

RNAV (RNP) Y RWY 18R

MEMPHIS INTL (MEM)

▼

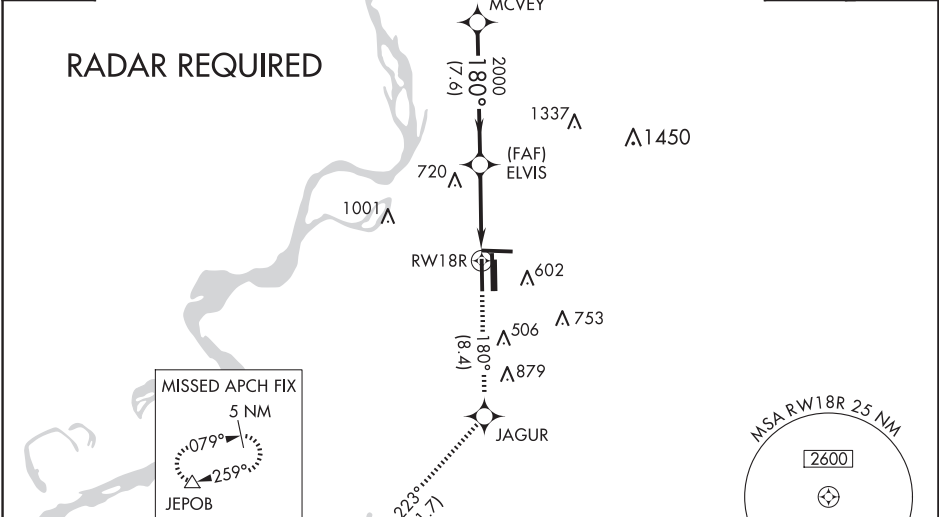
For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Use of FD or AP required during simultaneous operations. For inop ALS, increase RNP 0.19* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ SM.

MALSR

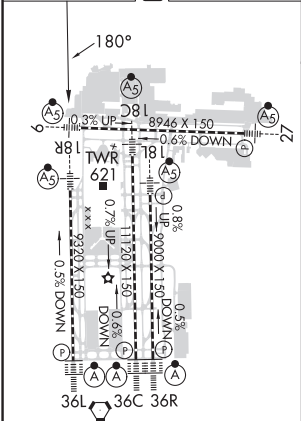
MISSED APPROACH: Climb to 5000 on track 180° to JAGUR and on track 223° to JEPOB and hold. *Missed approach requires minimum climb of 425 feet per NM to 1000.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
			(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75	CLNC DEL 125.2	CPDLC
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ELEV 341	D	TDZE 295
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5000	↑	tr 180°	JAGUR	↑	tr 223°	JEPOB
<div><div></div><div><div>MCVEY</div><div>ELVIS</div><div>2000</div><div>180°</div><div>4400</div><div>GP 3.00°</div><div>TCH 52</div></div></div>						
CATEGORY						
RNP 0.19 DA*						
RNP 0.30 DA						

MEMPHIS, TENNESSEE

Orig-E 29MAR18

MEMPHIS INTL (MEM)

35°03'N-89°59'W

RNAV (RNP) Y RWY 18R

WAAS CH 63106 W09A	APP CRS 093°	Rwy Idg TDZE Apt Elev	8946 259 341
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RNAV (GPS) RWY 9

MEMPHIS INTL (MEM)

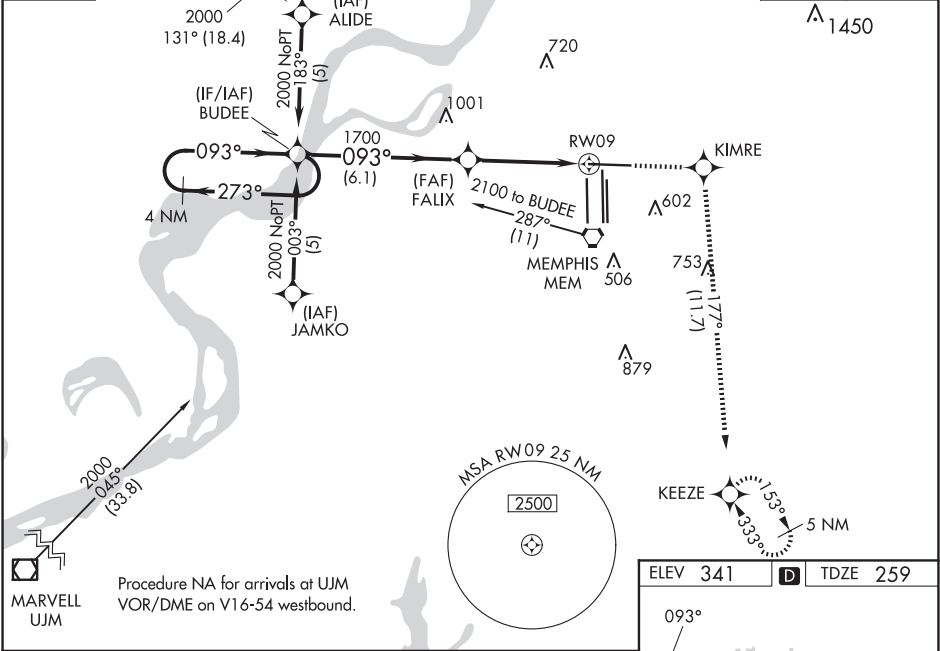
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 5000 direct KIMRE and on 177° track to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
			(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L)	121.65 379.2

D-ATIS 127.75	GILMORE GQE	Procedure NA for arrivals at GQE VOR/DME on V159 northwest bound.	1337 Λ	CLNC DEL 125.2	CPDLC
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4 NM Holding Pattern		BUDEE	5000	KIMRE	177° tr	KEEZE
2000		←273°	093°→	093°	1700	
GP 3.00° TCH 52						
		6.1 NM	2.5 NM	1.8 NM		
CATEGORY	A	B	C	D		
LPV DA		557/24	298 (300-½)			
LNAV/VNAV DA		782/60	523 (500-1¼)			
LNAV MDA	880/24	621 (600-½)	880/60	880-1½		
			621 (600-1¼)	621 (600-1½)		
CIRCLING	940-1	599 (600-1)	940-1½	1020-2¼		
			599 (600-1½)	679 (700-2¼)		

ELEV 341

TDZE 259

The detailed RNP chart for the final approach to RWY 9 shows the following details:

- Altitudes:** 341 ft ELEV, 259 ft TDZE.
- Gradients:** 0.3% UP, 0.4% DOWN, 0.6% DOWN, 0.8% UP, 0.7% UP, 0.5% DOWN.
- Obstacles:** 36L, 36C, 36R.
- Procedure Notes:** TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L. HIRL all Rwys.


MEMPHIS, TENNESSEE

AL-253 (FAA)

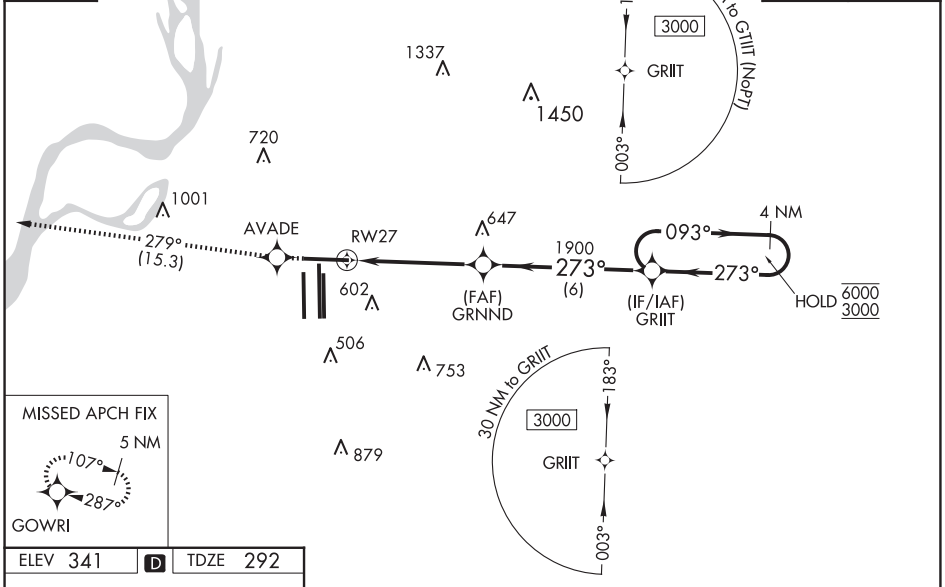
25107

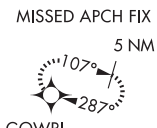
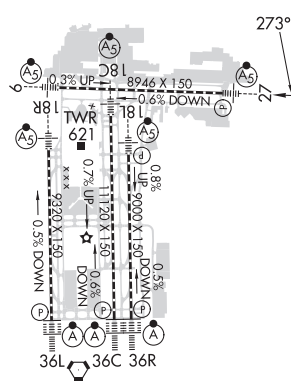
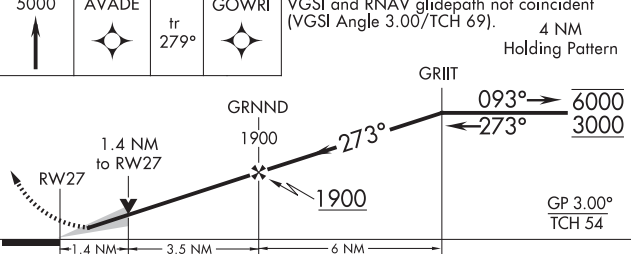
WAAS CH 93607 W27A	APP CRS 273°	Rwy Idg TDZE Apt Elev	8946 292 341
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RNAV (GPS) RWY 27 MEMPHIS INTL (MEM)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 5000 direct AVADE and on track 279° to GOWRI and hold, continue climb-in-hold to 5000.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. For inop ALS, increase LNAV Cat C and D visibility to 1½ SM. ▲ *RVR 1800 authorized with use of FD or AP or HUD to DA.			
MEMPHIS APP CON	MEMPHIS TOWER	GND CON	
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2	
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2	
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2	

D-ATIS 127.75	CLNC DEL 125.2	CPDLC
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ELEV 341	D	TDZE 292					
			5000	AVADE	tr 279°	GOWRI	
			VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69). 4 NM Holding Pattern				
							
			CATEGORY	A	B	C	D
			LPV DA *	492/24 200 (200-½)			
			LNAV/VNAV DA	745/50 453 (500-1)			
			LNAV MDA	800/24 508 (500-½)		800/55 508 (500-1)	
			CIRCLING	940-1 599 (600-1)		940-1½ 1020-2¼ 599 (600-1½) 679 (700-2¼)	

MEMPHIS, TENNESSEE

Amdt 2E 30NOV23

35°03'N-89°59'W

MEMPHIS INTL (MEM) RNAV (GPS) RWY 27

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40407 W36B	APP CRS 360°	Rwy Idg TDZE 341 Apt Elev 341	10715
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RNAV (GPS) RWY 36C
MEMPHIS INTL (MEM)

RNP APCH.

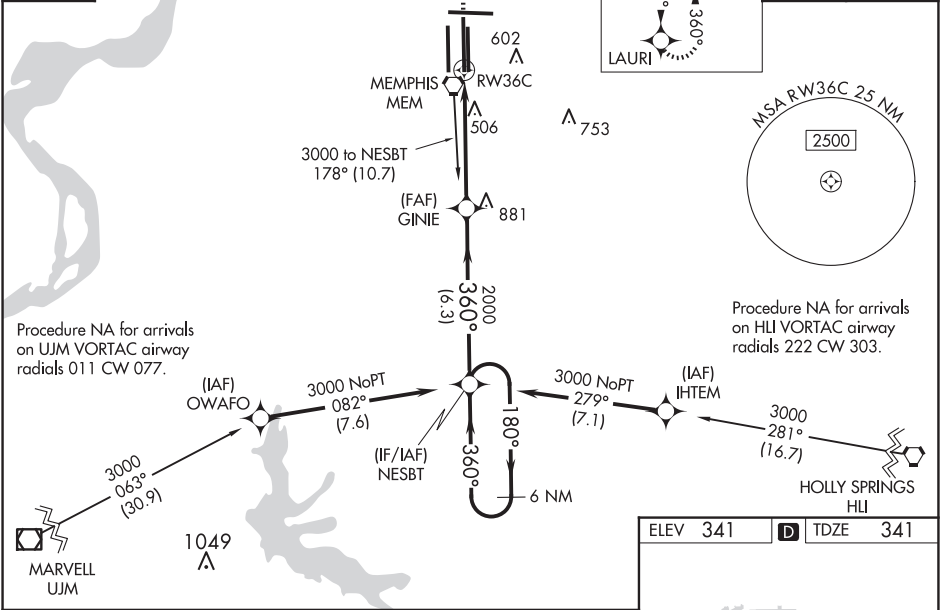
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Simultaneous approach authorized. For inop ALS increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALS-F-2

MISSED APPROACH:
Climb to 3000 direct LAURI and hold.

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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D-ATIS 127.75	Λ 1001	MISSED APCH FIX LAURI 180° 360° 4 NM	CLNC DEL 125.2	CPDLC
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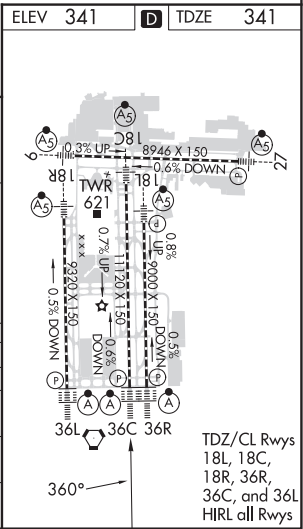
6 NM Holding Pattern

GP 3.00° TCH 60

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

6.3 NM 3.9 NM 1.1 NM

CATEGORY	A	B	C	D
LPV DA		665/24	324 (400-½)	
LNAV/VNAV DA		765/50	424 (500-1)	
LNAV MDA	760/24 419 (500-½)	760/40 419 (500-¾)	760/50 419 (500-1)	
CIRCLING	940-1 599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

MEMPHIS, TENNESSEE

AL-253 (FAA)

25107

WAAS CH 65907 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	9320 321 341
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RNAV (GPS) RWY 36L

MEMPHIS INTL(MEM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

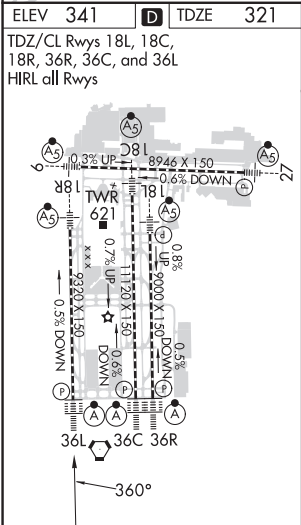
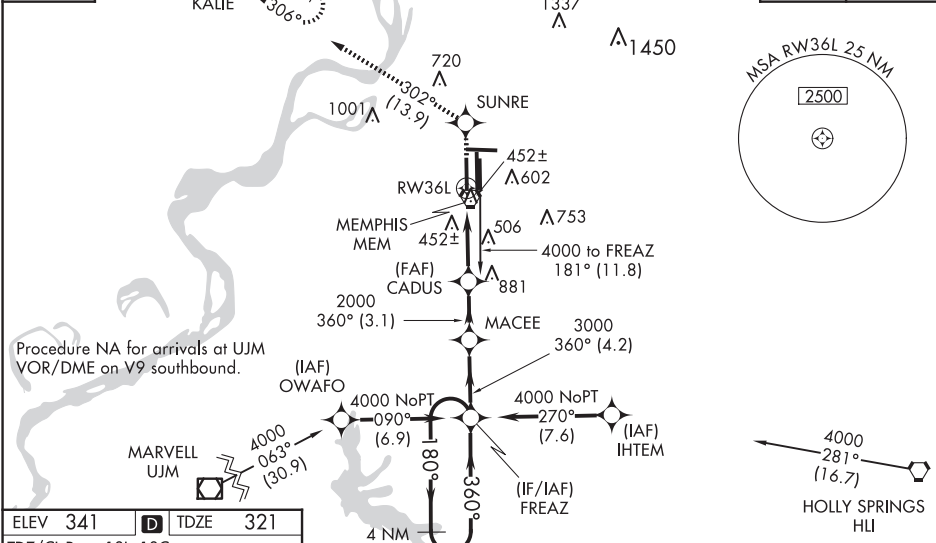
ALSF-2

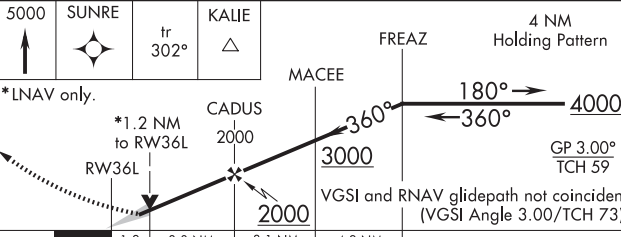
A

MISSED APPROACH: Climb to 5000 direct SUNRE and on track 302° to KALIE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
	(176°-355°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
125.8	338.3	(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

D-ATIS 127.75		CINC DEL 125.2	CPDLC
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5000 ↑	SUNRE ✱	tr 302°	KALIE △						
*LNAV only.									
RW36L 1.2 NM to RW36L CADUS 2000 MACEE 3000 FREA 3000 Z 3000 4000 180° → ← 360° GP 3.00° TCH 59 VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).									
CATEGORY		A		B		C		D	
LPV DA		673/40		352 (400-¾)					
LNAV/VNAV DA		760/50		439 (500-1)					
LNAV MDA		780/24 459 (500-½)		780/40 459 (500-¾)		780/50 459 (500-1)			
CIRCLING		940-1 599 (600-1)		940-1½ 599 (600-1½)		1020-2¼ 679 (700-2¼)			

MEMPHIS, TENNESSEE
Amdt 1C 29MAR18

35°03'N-89°59'W

MEMPHIS INTL(MEM)

RNAV (GPS) RWY 36L

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 49107 W36D	APP CRS 360°	Rwy Idg TDZE Apt Elev	9000 335 341
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RNAV (GPS) RWY 36R
MEMPHIS INTL (MEM)

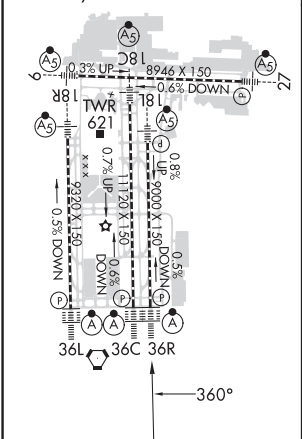
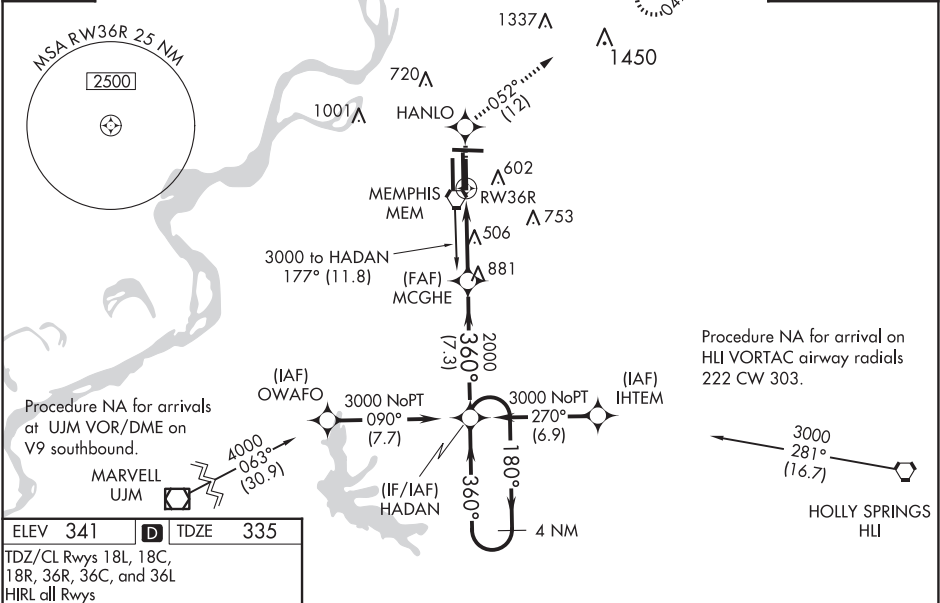
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5000 direct HANLO and on 052° track to OROCU and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

D-ATIS 127.75	CLNC DEL 125.2	CPDLC
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5000	HANLO	tr 052°	OROCU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).	4 NM
*LNAV only.					HADAN
*1.2 NM to RW36R					MC GHE
RW36R					2000
1.2 NM					3.8 NM
7.3 NM					3000
180°					360°
GP 3.00°					TCH 58
CATEGORY	A	B	C	D	
LPV DA	639/24 304 (300-½)				
LNAV/VNAV DA	763/50 428 (500-1)				
LNAV MDA	760/24	425 (500-½)	760/40	425 (500-¾)	760/50
CIRCLING	940-1	599 (600-1)	940-1½	1020-2¼	679 (700-2¼)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 18C
MEMPHIS INTL (MEM)

MEMPHIS, TENNESSEE MEMPHIS INTL (MEM)
 Amdt 2C 07OCT21 35°03'N-89°59'W RNAV (GPS) Z RWY 18C

WAAS
CH **53307**
W18B

APP CRS
180°

Rwy Idg
TDZE
Apt Elev

9000
301
341

RNAV (GPS) Z RWY 18L

MEMPHIS INTL (MEM)

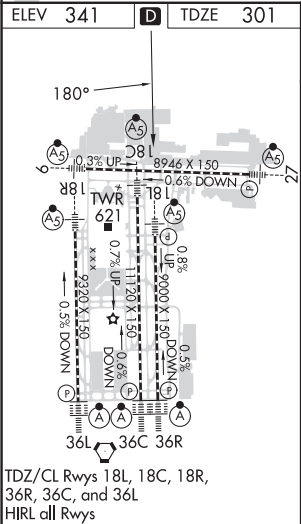
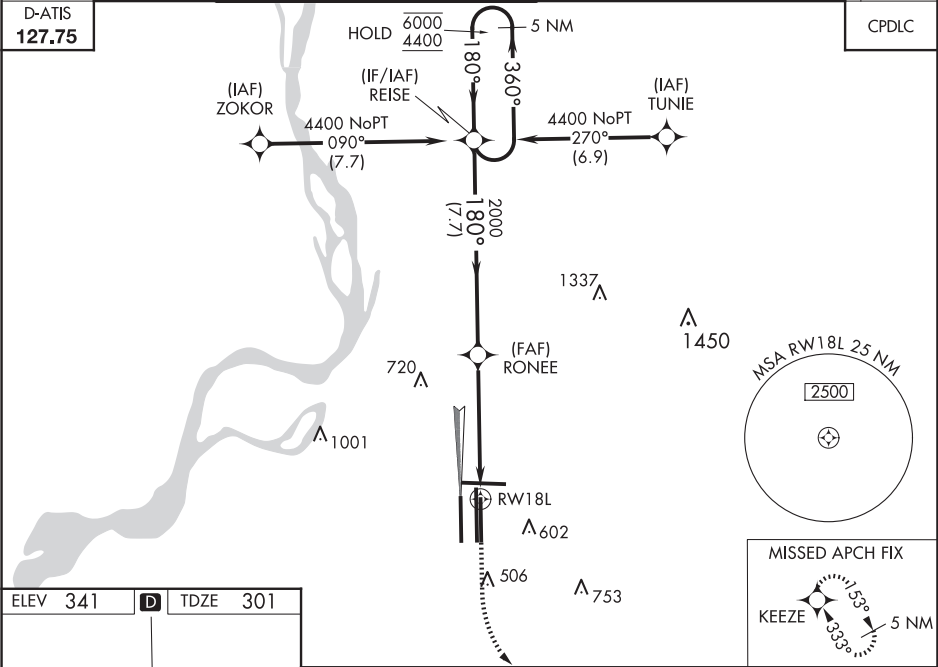
RNP APCH - GPS.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON		CLNC DEL
119.1	291.6 (176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2	
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2	
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2	125.2



900

↑

5000

↖

KEEZE

✦

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 73).

5 NM

Holding Pattern

REISE

360° → 6000

← 180° 4400

1.7 NM to RW18L

RONEE 2000

180°

GP 3.00°

TCH 60

1.7 NM

3.5 NM

7.7 NM

CATEGORY	A	B	C	D
LPV DA	557/18		256 (300-½)	
LNAV/VNAV DA	874-1¼		573 (600-1¼)	
LNAV MDA	880/24 579 (600-½)		880-1¼ 579 (600-1¼)	
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

MEMPHIS, TENNESSEE

AL-253 (FAA)

25107

WAAS CH 56606 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	9320 295 341
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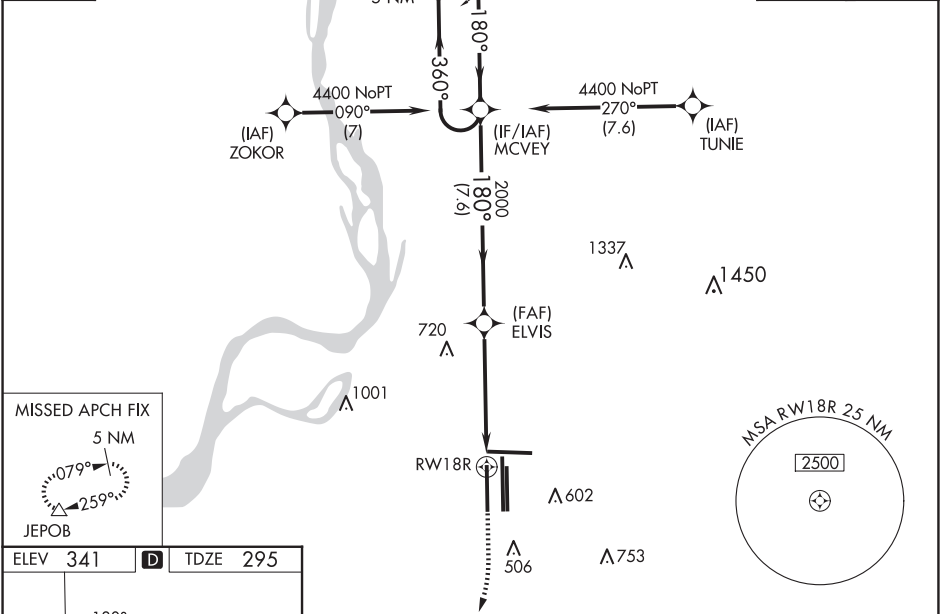
RNAV (GPS) Z RWY 18R

MEMPHIS INTL (MEM)

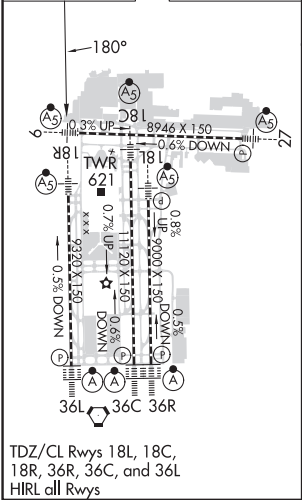
RNP APCH - GPS	MALSR	MISSED APPROACH: Climb to 900 then climbing right turn to 5000 direct JEPOB and hold.
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 1/2 SM.		

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

D-ATIS 127.75	CLNC DEL 125.2	CPDLC
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ELEV 341	D	TDZE 295
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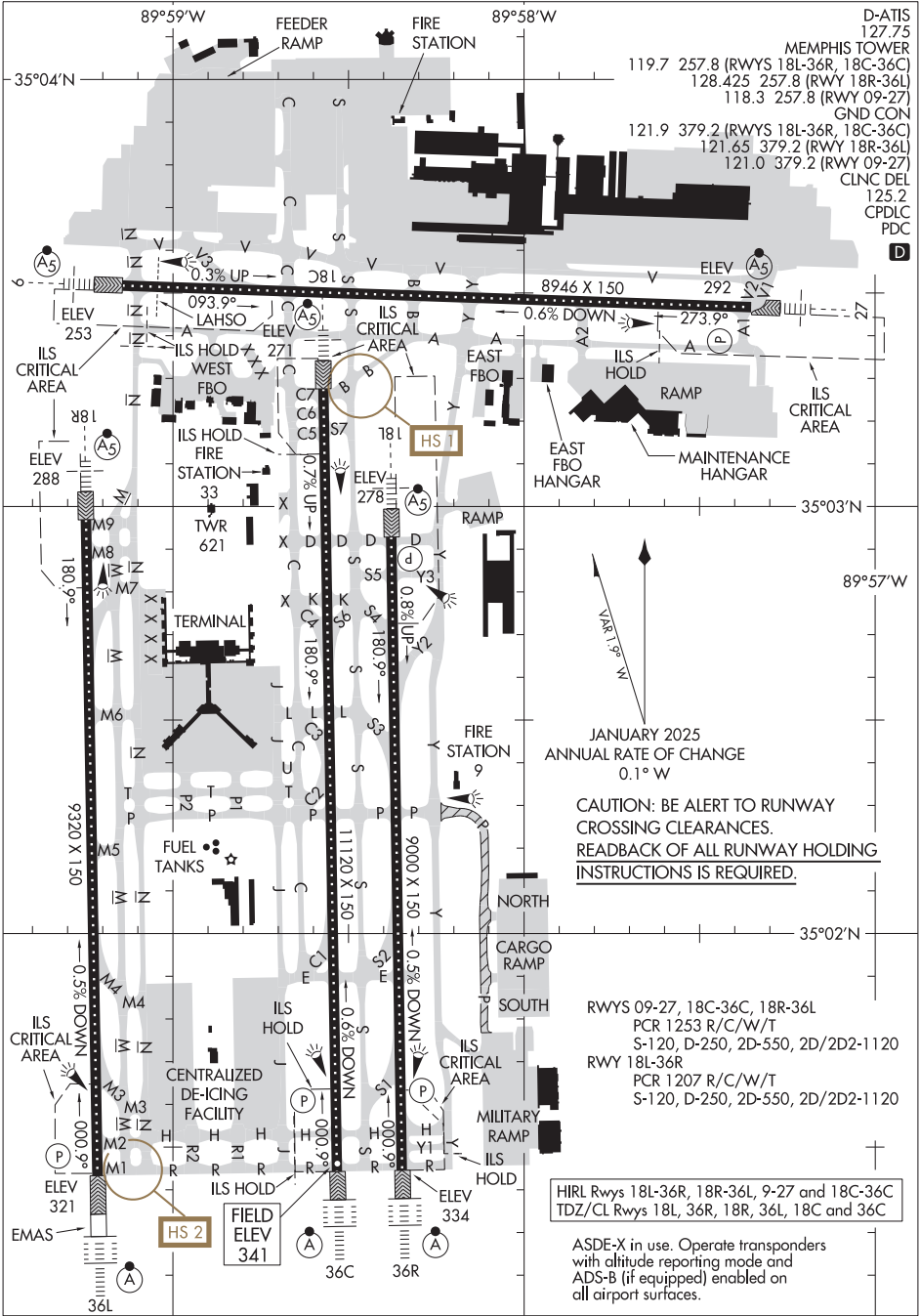


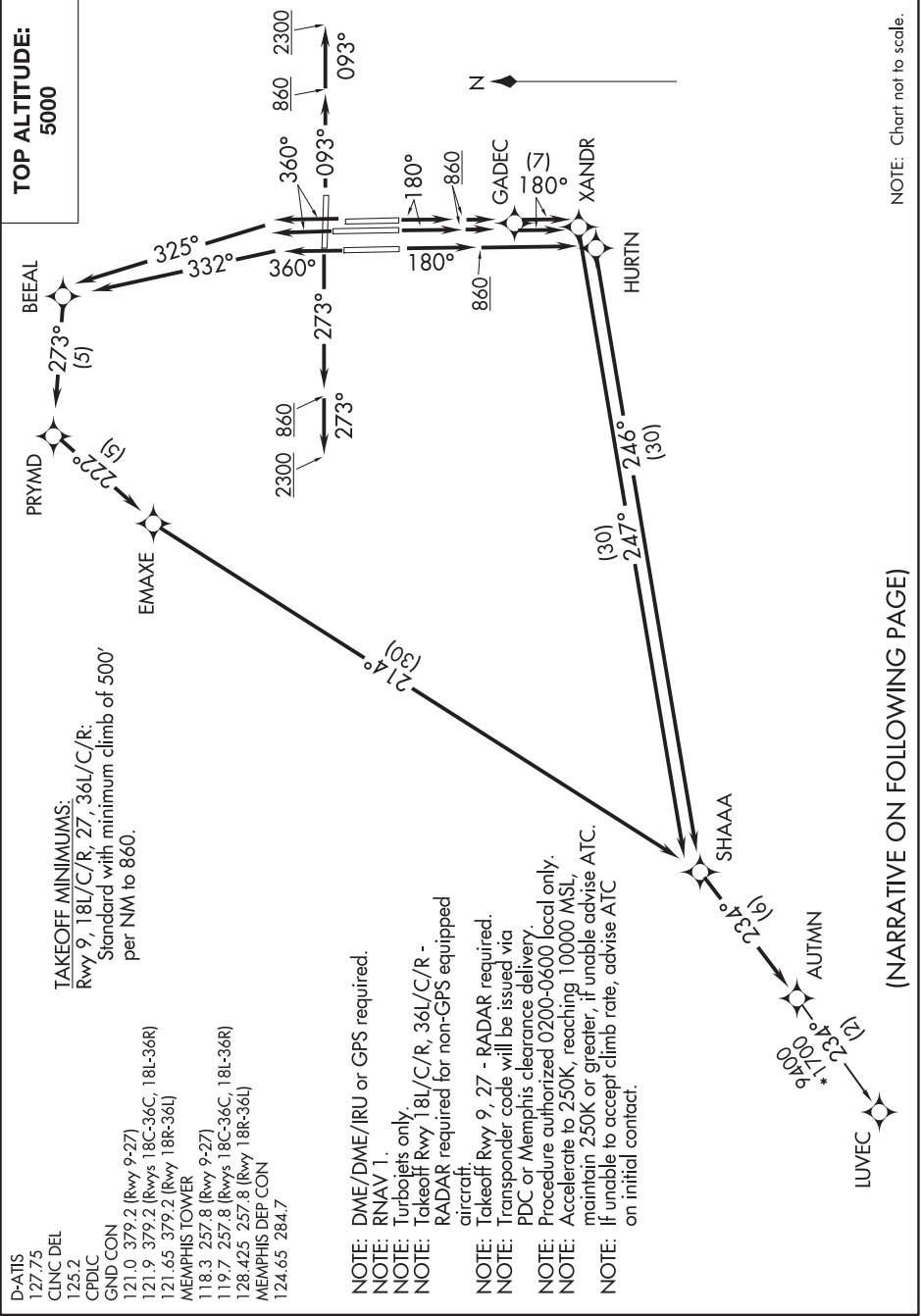
MEMPHIS, TENNESSEE
Amdt 2G 07OCT21

35°03'N-89°59'W

RNAV (GPS) Z RWY 18R

SE-1, 07 AUG 2025 to 02 OCT 2025







DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAYS 18L/C: Climb on heading 180° to 860, then direct GADEC, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct HURTN, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to AUTMN, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

LUVEC TRANSITION (AUTMN6.LUVEC):

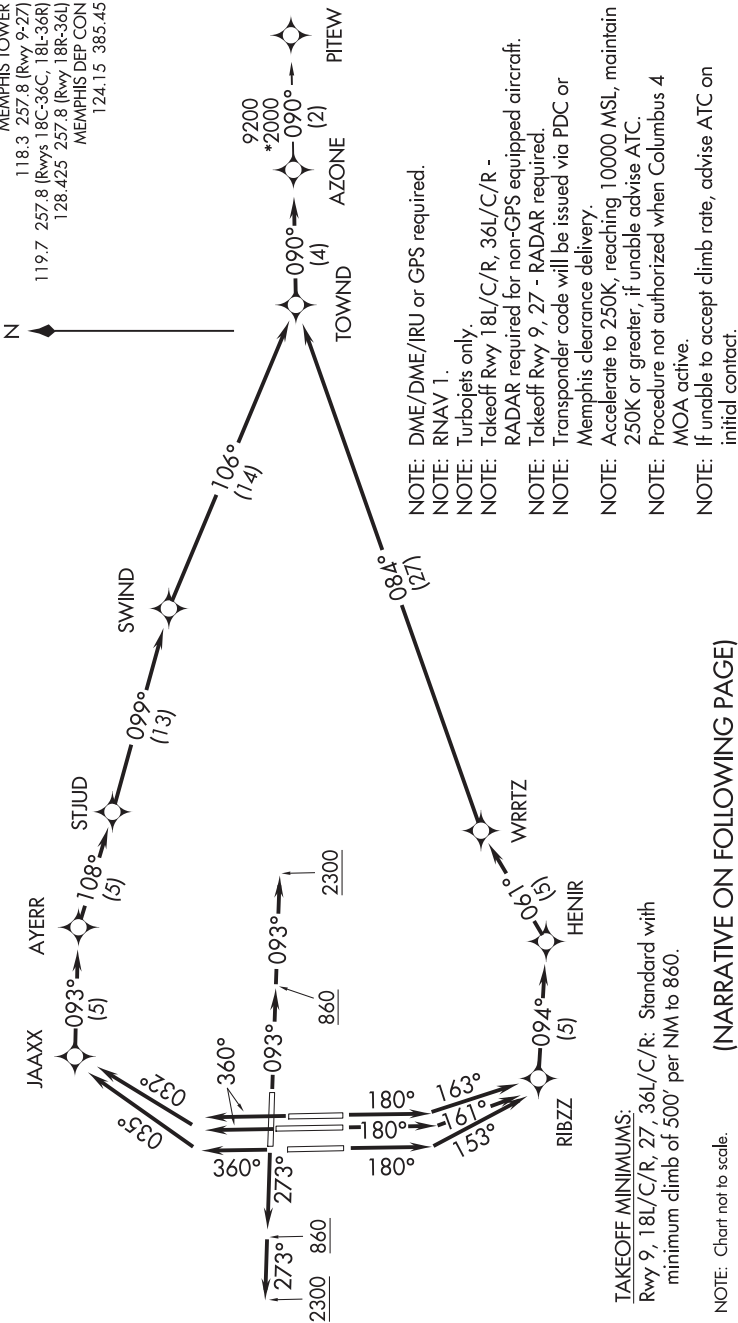
TOP ALTITUDE:
5000

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

AZONE SEVEN DEPARTURE (RNAV)
(AZONE7.AZONE) 31DEC20

322
AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to AZONE, thence....

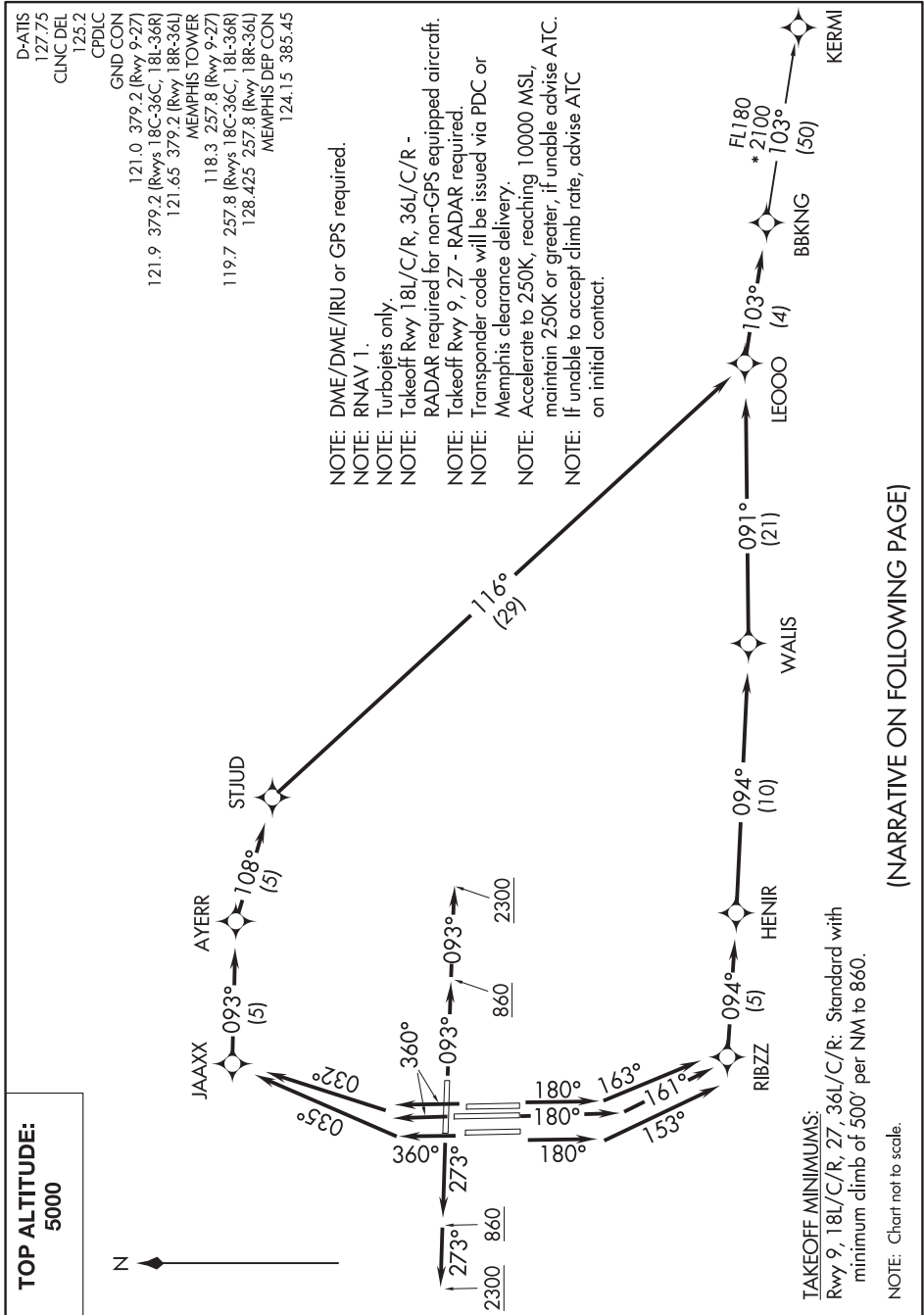
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to AZONE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

PITEW TRANSITION (AZONE7.PITEW):

BBKNG SEVEN DEPARTURE (RNAV)

SE-1, 07 AUG 2025 to 02 OCT 2025



(NARRATIVE ON FOLLOWING PAGE)

SE-1, 07 AUG 2025 to 02 OCT 2025

BBKNG SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to BBKNG, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

KERMI TRANSITION (BBKNG7.KERMI):

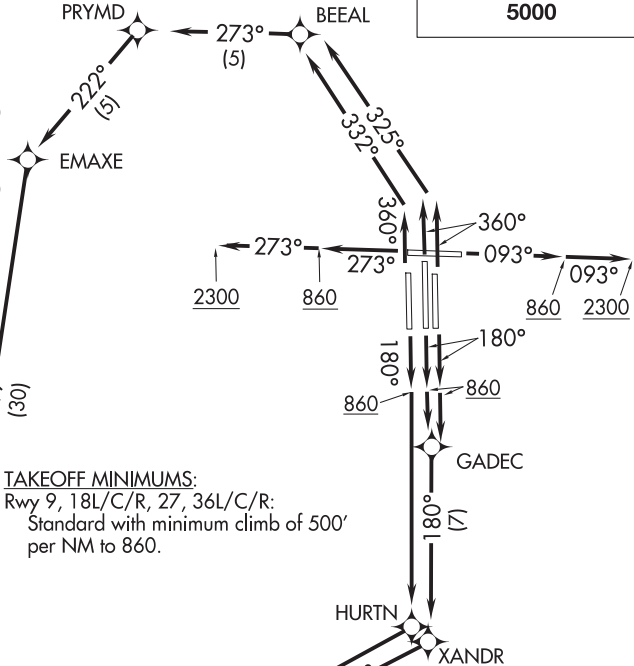
(BINKY6.BINKY) 20366
BINKY SIX DEPARTURE (RNAV)

326
AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

TOP ALTITUDE:
5000



TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500'
per NM to 860.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
- NOTE: Takeoff Rwy 9, 27 - RADAR required.
- NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
- NOTE: Procedure authorized 0200-0600 local only.
- NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BINKY SIX DEPARTURE (RNAV)
(BINKY6.BINKY) 31DEC20

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to IMABE, then on depicted route to BINKY, thence....

TAKEOFF RUNWAYS 18L/C: Climb on heading 180° to 860, then direct GADEC, then on depicted route to BINKY, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct HURTN, then on depicted route to BINKY, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to IMABE, then on depicted route to BINKY, thence....

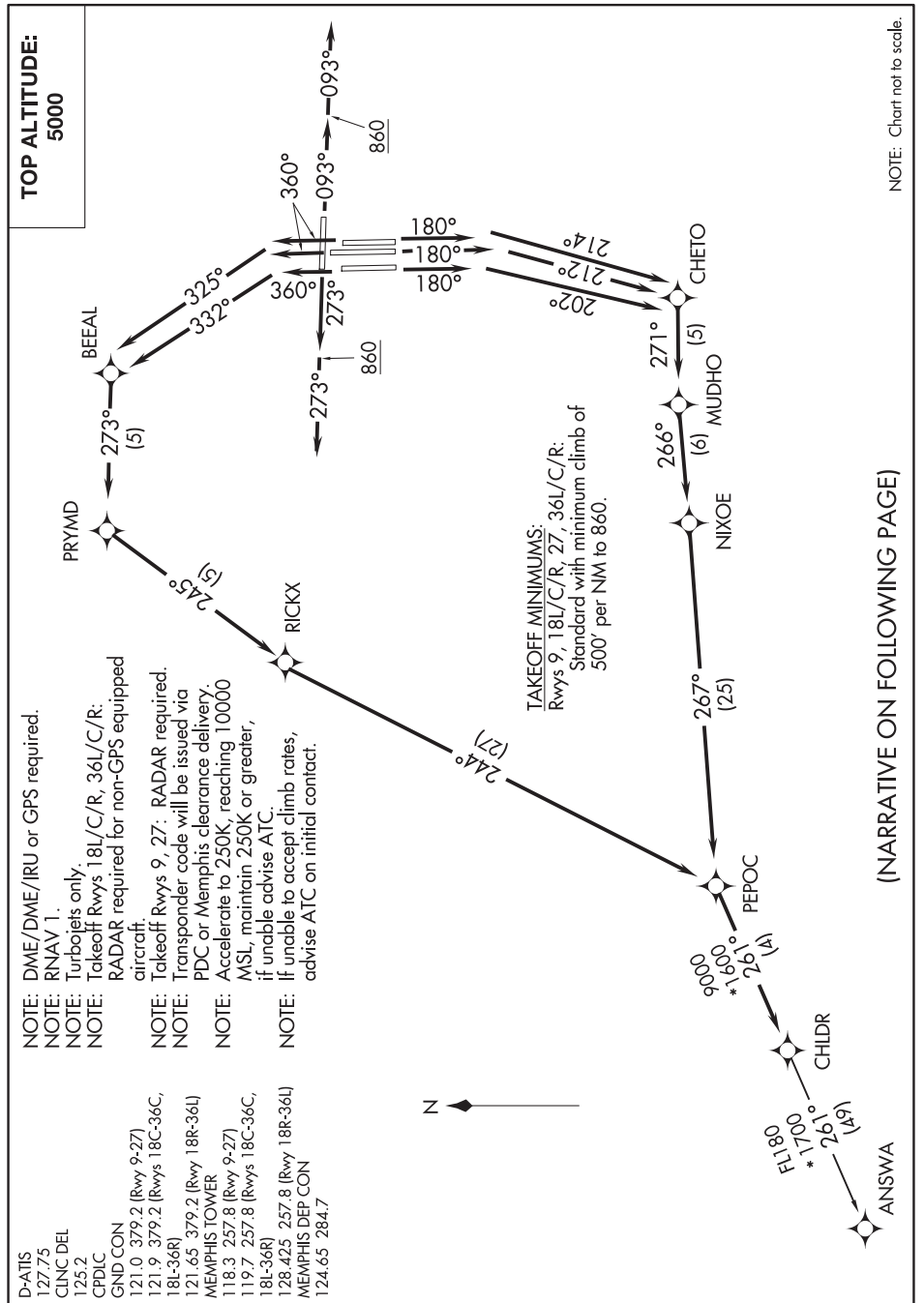
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to BINKY, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to BINKY, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BASBE TRANSITION (BINKY6.BASBE):

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to CHLDR, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ANSWA TRANSITION (CHLDR5.ANSWA):

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

CRSON SEVEN DEPARTURE (RNAV)

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)

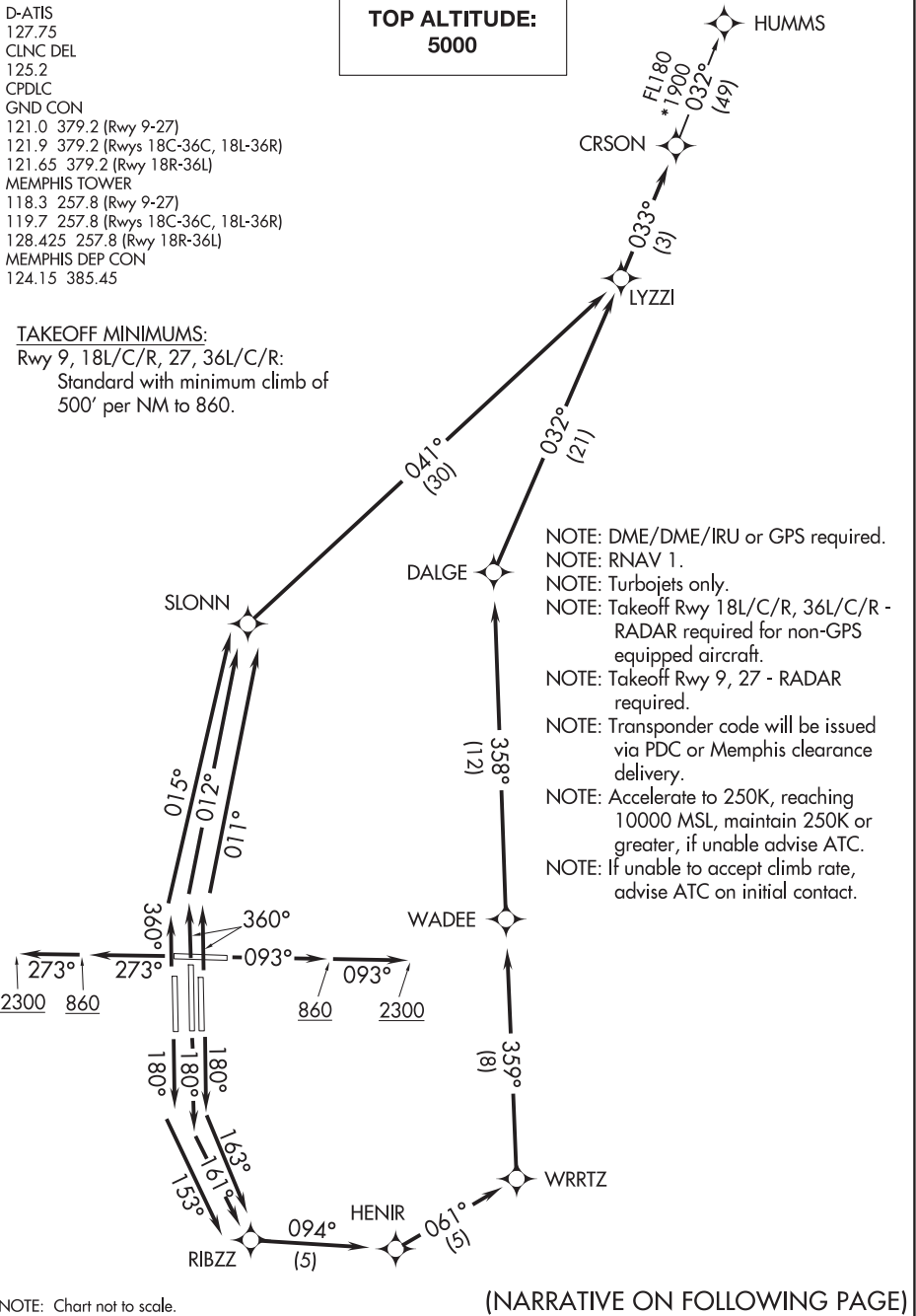
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS:

Rwy 9, 18L/C/R, 27, 36L/C/R:

Standard with minimum climb of
500' per NM to 860.





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to CRSON, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HUMMS TRANSITION (CRSON7.HUMMS):

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to DUCKZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HELAR TRANSITION (DUCKZ5.HELAR):

ELVIS FOUR DEPARTURE

AL-253 (FAA)

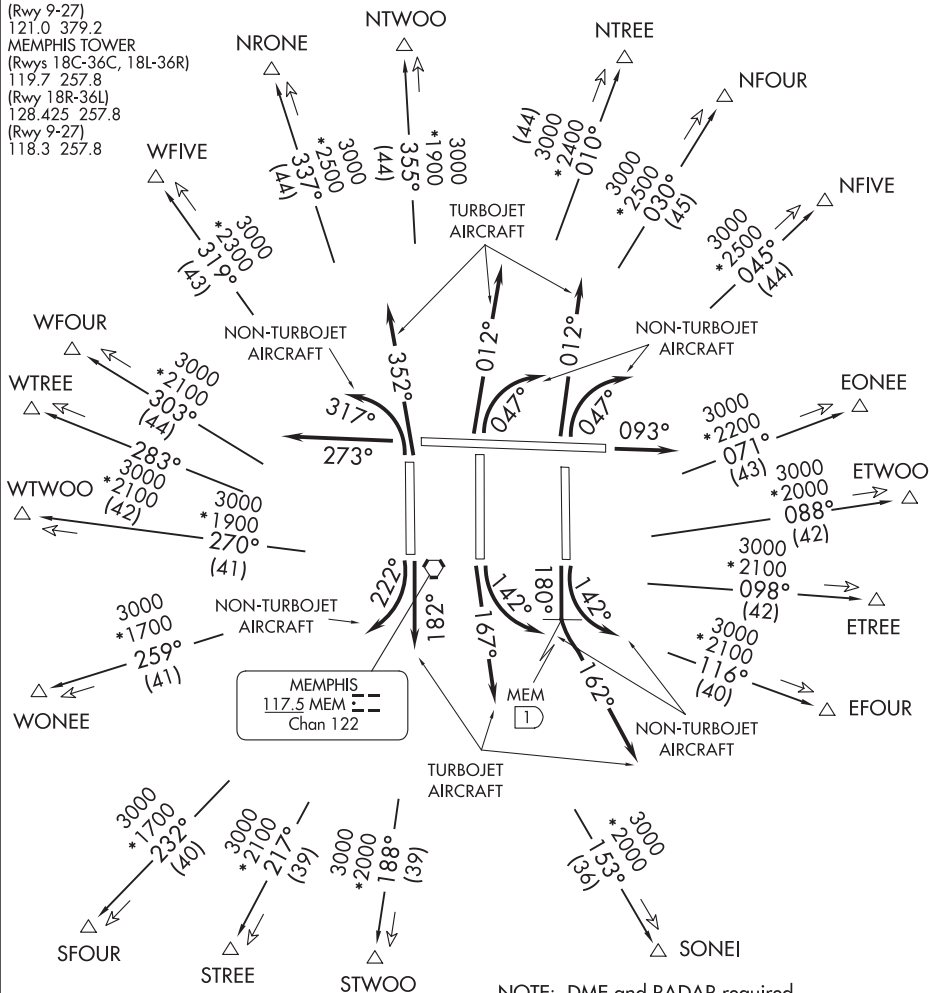
MEMPHIS INTL (MEM)

MEMPHIS, TENNESSEE

D-ATIS 127.75
CLNC DEL
125.2
CPDLC
GND CON
(Rwys 18C-36C, 18L-36R)
121.9 379.2
(Rwy 18R-36L)
121.65 379.2
(Rwy 9-27)
121.0 379.2
MEMPHIS TOWER
(Rwys 18C-36C, 18L-36R)
119.7 257.8
(Rwy 18R-36L)
128.425 257.8
(Rwy 9-27)
118.3 257.8 WFL

TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000

MEMPHIS DEP CON
EONEE, ETWOO, ETREE, EFOUR
NTREE, NFOUR, NFIVE, SONEI
TRANSITIONS: 124.15 353.67
NRONE, NTWOO, STWOO, STREE
SFOUR, WONEE, WTWOO, WTREE
WFOUR. WEIVE TRANSITIONS: 124.65 284.7



NOTE: DME and RADAR required.
NOTE: Make no turns below 800 MSL.
NOTE: Turbojet aircraft accelerate to 250K immediately until reaching 10000 MSL, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.

TAKEOFF MINIMUMS:

Rwys 9, 18C/R, 27, 36L/C/R: Standard.
Rwy 18L: Props: Standard; Turbojets: Standard
with minimum climb of 340' per NM to 800.

(NARRATIVE ON FOLLOWING PAGES)

NOTE: Chart not to scale.

ELVIS FOUR DEPARTURE

(ELVIS4.MEM) 17AUG17

MEMPHIS, TENNESSEE

MEMPHIS INTL (MEM)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT

TAKEOFF RWY 9: Climb heading 093° or as assigned by ATC, thence....
TAKEOFF RWY 27: Climb heading 273° or as assigned by ATC, thence....

TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climb heading 167° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climb heading 180° to 1 DME south of MEM VORTAC, then turn left heading 162° or as assigned by ATC, thence....
TAKEOFF RWY 18R: Climb heading 182° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climb heading 012° or assigned by ATC, thence....
TAKEOFF RWY 36L: Climb heading 352° or as assigned by ATC, thence....
TAKEOFF RWY 36R: Climb heading 012° or as assigned by ATC, thence....

NON-TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climbing left turn heading 142° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climbing left turn heading 142° or as assigned by ATC, thence....
TAKEOFF RWY 18R: Climbing right turn heading 222° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climbing right turn heading 047° or as assigned by ATC, thence....
TAKEOFF RWY 36L: Climbing left turn heading 317° or as assigned by ATC, thence....
TAKEOFF RWY 36R: Climbing right turn heading 047° or as assigned by ATC, thence....

....expect vectors to join assigned transition radial. Crossing the transition fix, continue on current heading, expect vectors from Memphis Center to join filed route. Jet aircraft maintain 5000 (or requested altitude if lower). Prop aircraft maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

EFOUR TRANSITION (ELVIS4.EFOUR): From over MEM VORTAC on MEM R-116 to EFOUR.
EONEE TRANSITION (ELVIS4.EONEE): From over MEM VORTAC on MEM R-071 to EONEE.
ETREE TRANSITION (ELVIS4.ETREE): From over MEM VORTAC on MEM R-098 to ETREE.
ETWOO TRANSITION (ELVIS4.ETWOO): From over MEM VORTAC on MEM R-088 to ETWOO.
NFIVE TRANSITION (ELVIS4.NFIVE): From over MEM VORTAC on MEM R-045 to NFIVE.
NFOUR TRANSITION (ELVIS4.NFOUR): From over MEM VORTAC on MEM R-030 to NFOUR.
NRONE TRANSITION (ELVIS4.NRONE): From over MEM VORTAC on MEM R-337 to NRONE.
NTREE TRANSITION (ELVIS4.NTREE): From over MEM VORTAC on MEM R-010 to NTREE.
NTWOO TRANSITION (ELVIS4.NTWOO): From over MEM VORTAC on MEM R-355 to NTWOO.
SFOUR TRANSITION (ELVIS4.SFOUR): From over MEM VORTAC on MEM R-232 to SFOUR.
SONEI TRANSITION (ELVIS4.SONEI): From over MEM VORTAC on MEM R-153 to SONEI.
STREE TRANSITION (ELVIS4.STREE): From over MEM VORTAC on MEM R-217 to STREE.
STWOO TRANSITION (ELVIS4.STWOO): From over MEM VORTAC on MEM R-188 to STWOO.
WFIVE TRANSITION (ELVIS4.WFIVE): From over MEM VORTAC on MEM R-319 to WFIVE.
WFOUR TRANSITION (ELVIS4.WFOUR): From over MEM VORTAC on MEM R-303 to WFOUR.
WONEE TRANSITION (ELVIS4.WONEE): From over MEM VORTAC on MEM R-259 to WONEE.
WTREE TRANSITION (ELVIS4.WTREE): From over MEM VORTAC on MEM R-283 to WTREE.
WTWOO TRANSITION (ELVIS4.WTWOO): From over MEM VORTAC on MEM R-270 to WTWOO.

(NOTES CONTINUED ON FOLLOWING PAGE)

- NOTE: NFIVE, EFOUR, STREE, SFOUR, WFOUR, and WFIVE transitions authorized 0200-0600 local only.
- NOTE: ETWOO and WTREE transitions restricted to aircraft requesting 9000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.
- NOTE: NRONE transition restricted to Prop/Turboprop aircraft requesting 14000 MSL or below. Restriction does not apply 0200-0600 local.
- NOTE: SONEI transition restricted to aircraft requesting 7000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.
- NOTE: Aircraft filing flight plans that do not meet the authorized time, altitude, or aircraft type restrictions may experience delays.

FIX NAME PRONUNCIATION:

<u>EONEE</u>	<u>EAST ONE</u>
<u>ETWOO</u>	<u>EAST TWO</u>
<u>ETREE</u>	<u>EAST THREE</u>
<u>EFOUR</u>	<u>EAST FOUR</u>
<u>SONEI</u>	<u>SOUTH ONE</u>
<u>STWOO</u>	<u>SOUTH TWO</u>
<u>STREE</u>	<u>SOUTH THREE</u>
<u>SFOUR</u>	<u>SOUTH FOUR</u>
<u>WONEE</u>	<u>WEST ONE</u>
<u>WTWOO</u>	<u>WEST TWO</u>
<u>WTREE</u>	<u>WEST THREE</u>
<u>WFOUR</u>	<u>WEST FOUR</u>
<u>WFIVE</u>	<u>WEST FIVE</u>
<u>NRONE</u>	<u>NORTH ONE</u>
<u>NTWOO</u>	<u>NORTH TWO</u>
<u>NTREE</u>	<u>NORTH THREE</u>
<u>NFOUR</u>	<u>NORTH FOUR</u>
<u>NFIVE</u>	<u>NORTH FIVE</u>

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 07 AUG 2025 to 02 OCT 2025

MEMPHIS INTL (MEM)

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BASAC, then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BASAC then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to GENEH, thence. . . .

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

NUYID TRANSITION (GENEH7.NUYID)

MEMPHIS INTL (MEM)

GMBUD SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CUVDO, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to cross CUVDO, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to GMBUD, thence....

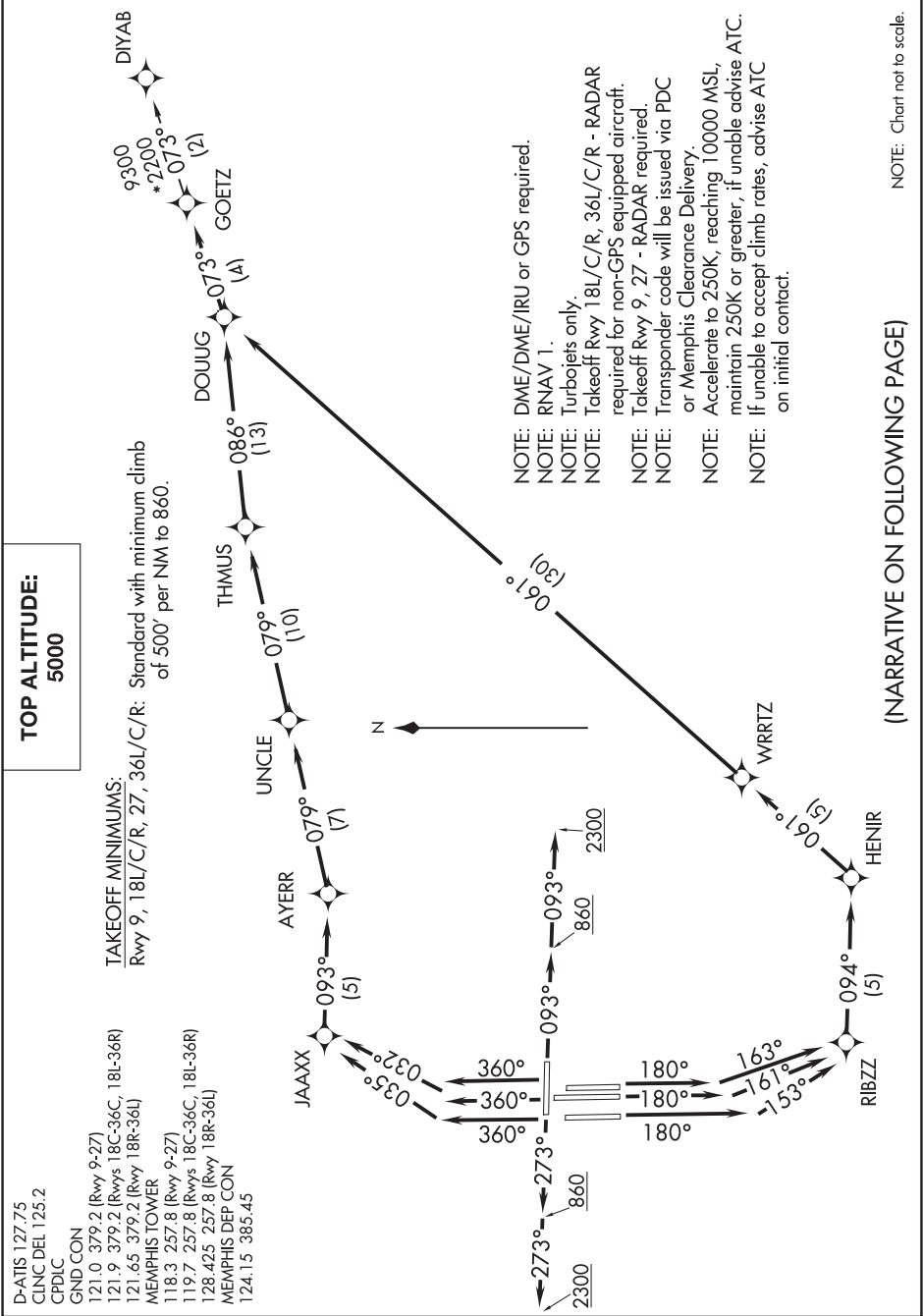
....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

JADET TRANSITION (GMBUD7.JADET):

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



GOETZ SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GOETZ, thence

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GOETZ, thence

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GOETZ, thence

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to GOETZ, thence

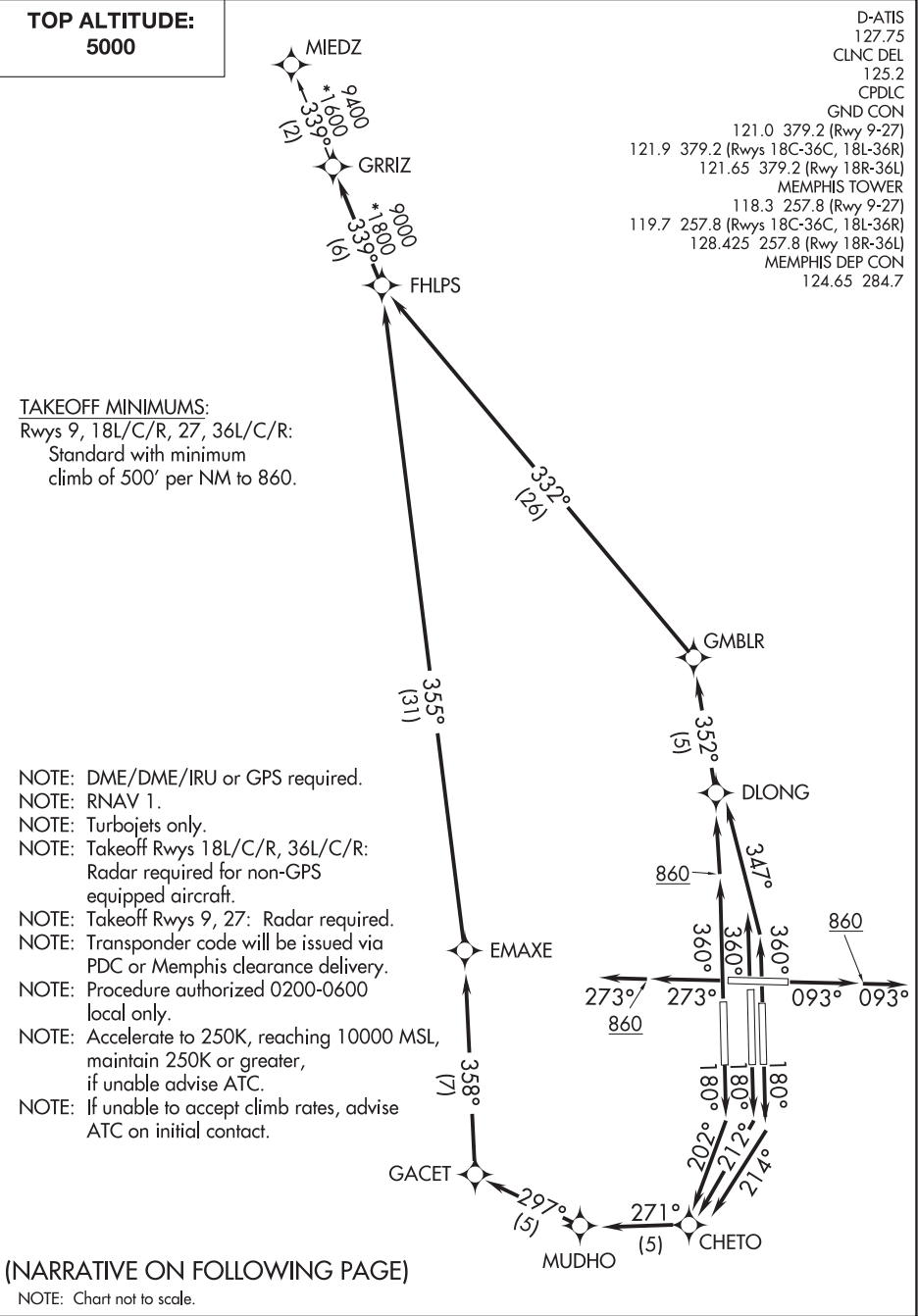
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to GOETZ, thence

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

DIYAB TRANSITION (GOETZ7.DIYAB)

SE-1, 07 AUG 2025 to 02 OCT 2025

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GRRIZ FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to FHLPs, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to GRRIZ, thence....

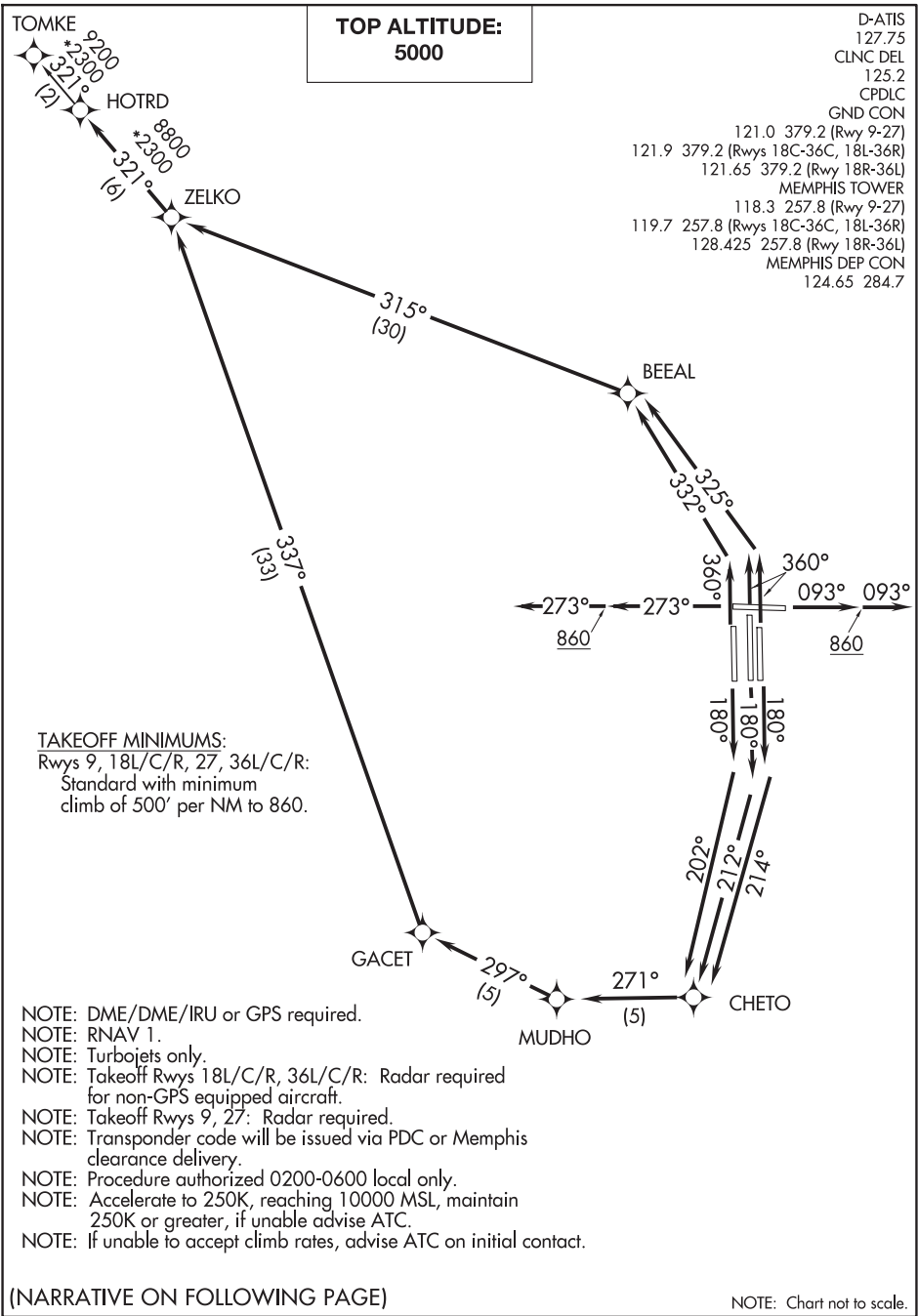
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to FHLPs, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to 860, then direct DLONG, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 347° to DLONG, then on depicted route to GRRIZ, thence....

.....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

MIEDZ TRANSITION (GRRIZ5.MIEDZ):



HOTRD FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to HOTRD, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to HOTRD, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to HOTRD, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to HOTRD, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to HOTRD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

TOMKE TRANSITION (HOTRD5.TOMKE):

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

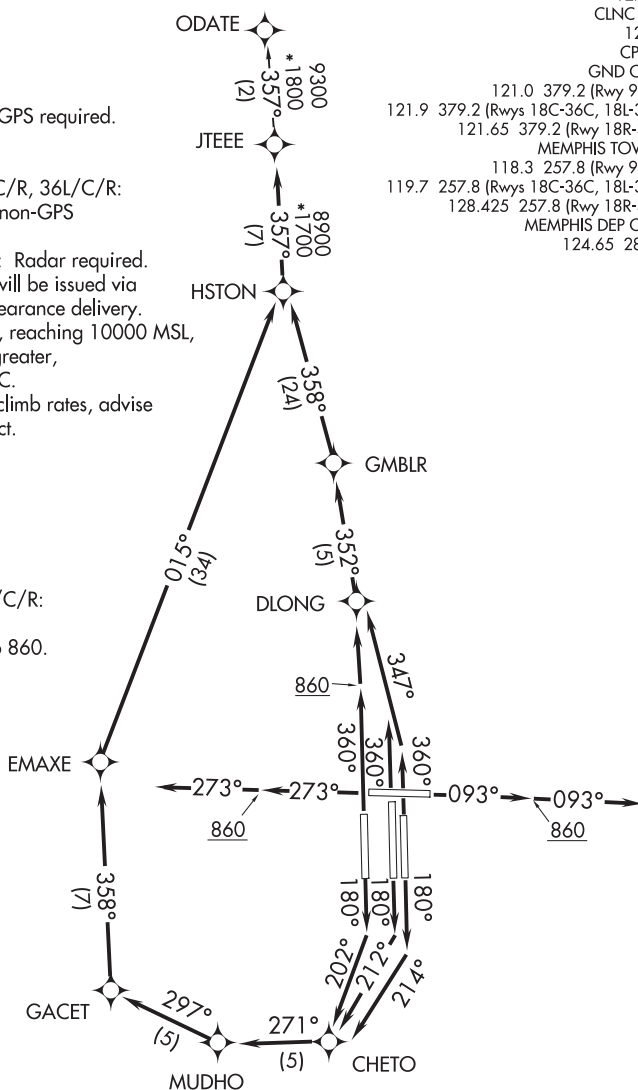
TOP ALTITUDE:
5000

(NARRATIVE ON FOLLOWING PAGE)

121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

NOTE: If unable to accept climb rates, advise ATC on initial contact.

Standard with minimum
climb of 500' per NM to 860.



NOTE: Chart not to scale.

(JTEEE5.JTEEE) 31DEC20

MEMPHIS INTL (MEM)

JTEEE FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to HSTON, then on depicted route to JTEEE, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to JTEEE, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to JTEEE, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to JTEEE, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to HSTON, then on depicted route to JTEEE thence....

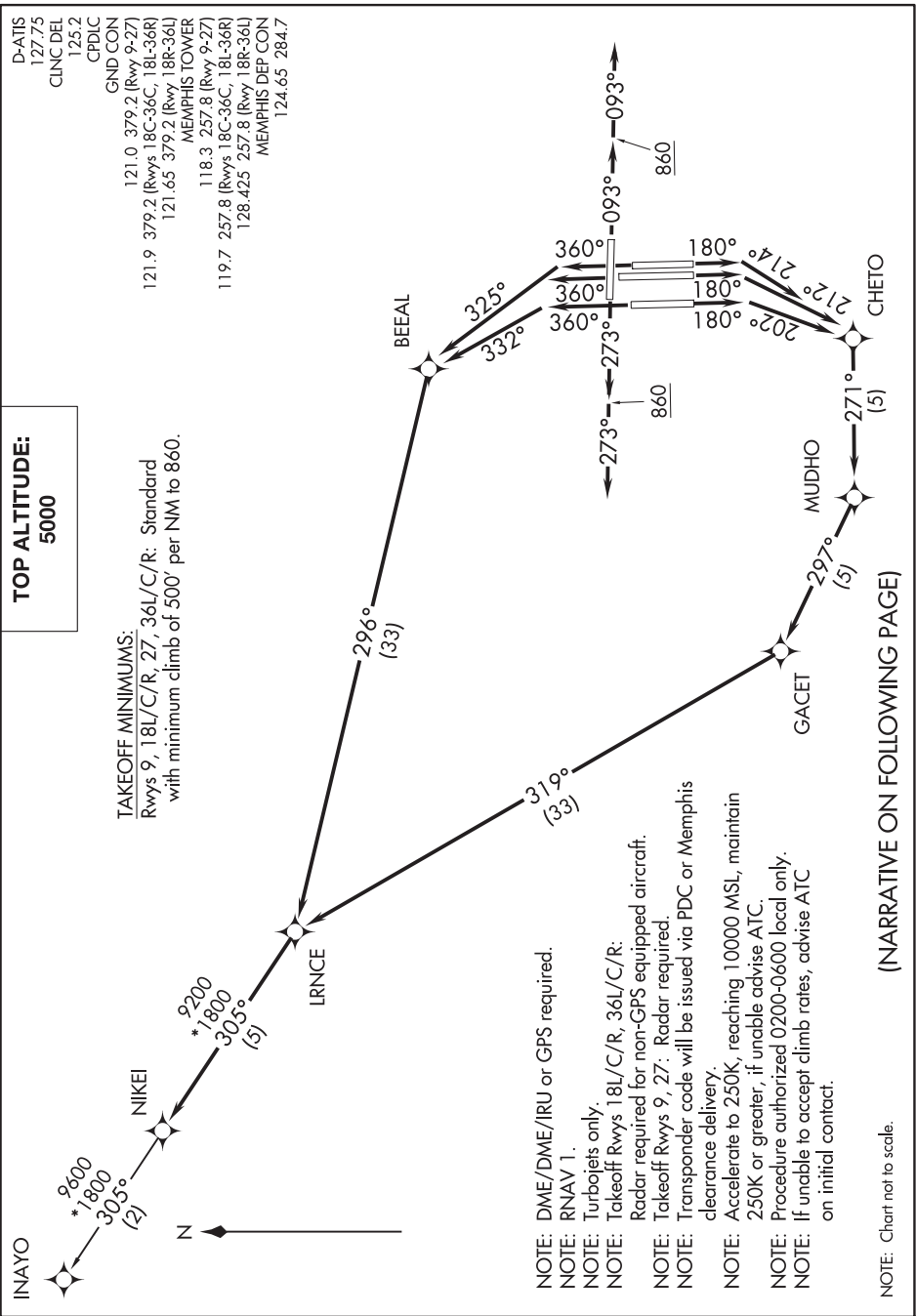
TAKEOFF RUNWAY 36L: Climb on heading 360° to 860, then direct DLONG, then on depicted route to JTEEE, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 347° to DLONG, then on depicted route to JTEEE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ODATE TRANSITION (JTEEE5.ODATE):

SE-1, 07 AUG 2025 to 02 OCT 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to NIKEI, thence....

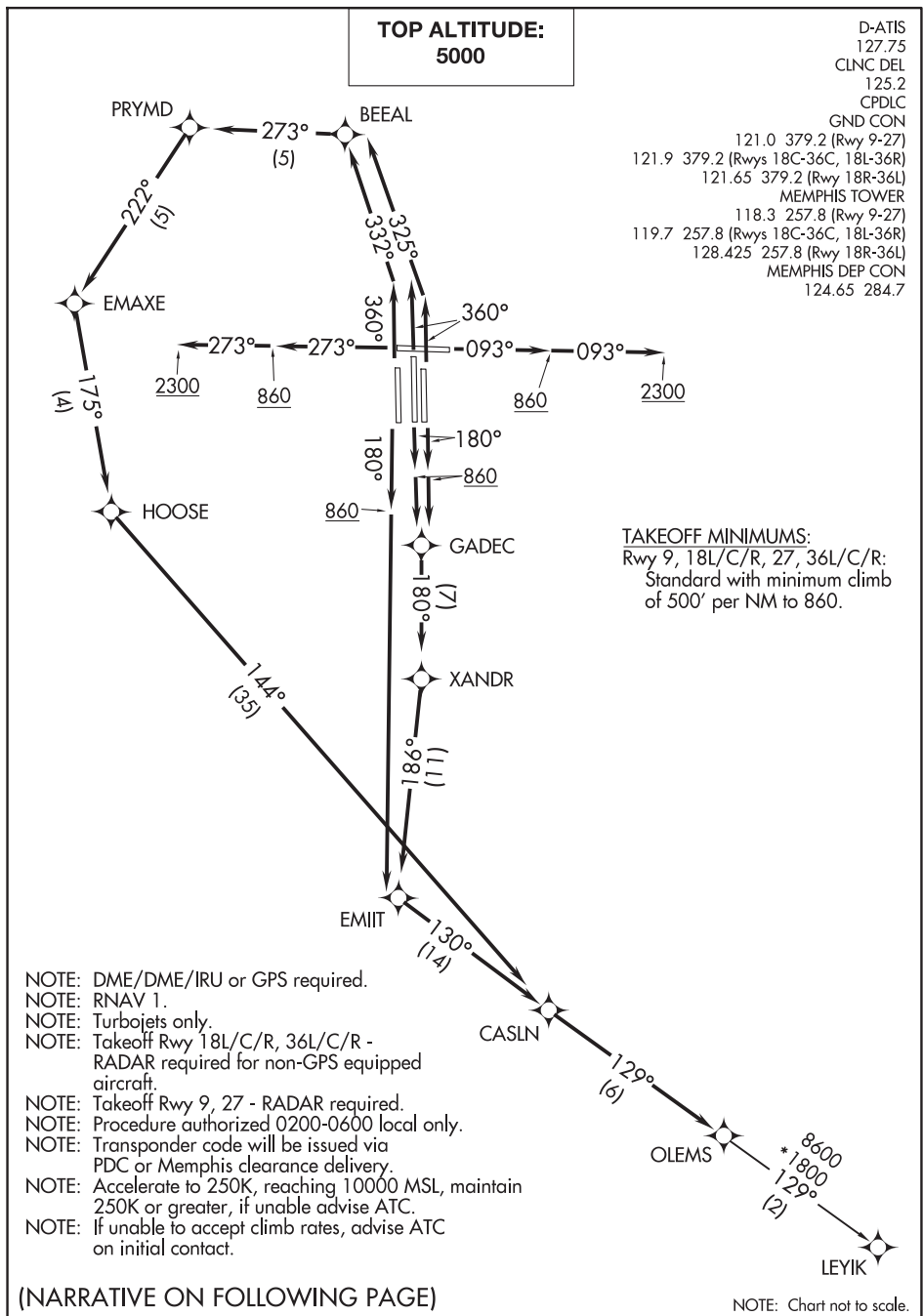
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to NIKEI, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

INAYO TRANSITION (NIKEI5.INAYO):



OLEMS SIX DEPARTURE (RNAV)

(OLEMS6.OLEMS) 31DEC20

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAYS 18C/L: Climb on heading 180° to 860, then direct GADEC, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct EMIIT, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to OLEMS, thence....

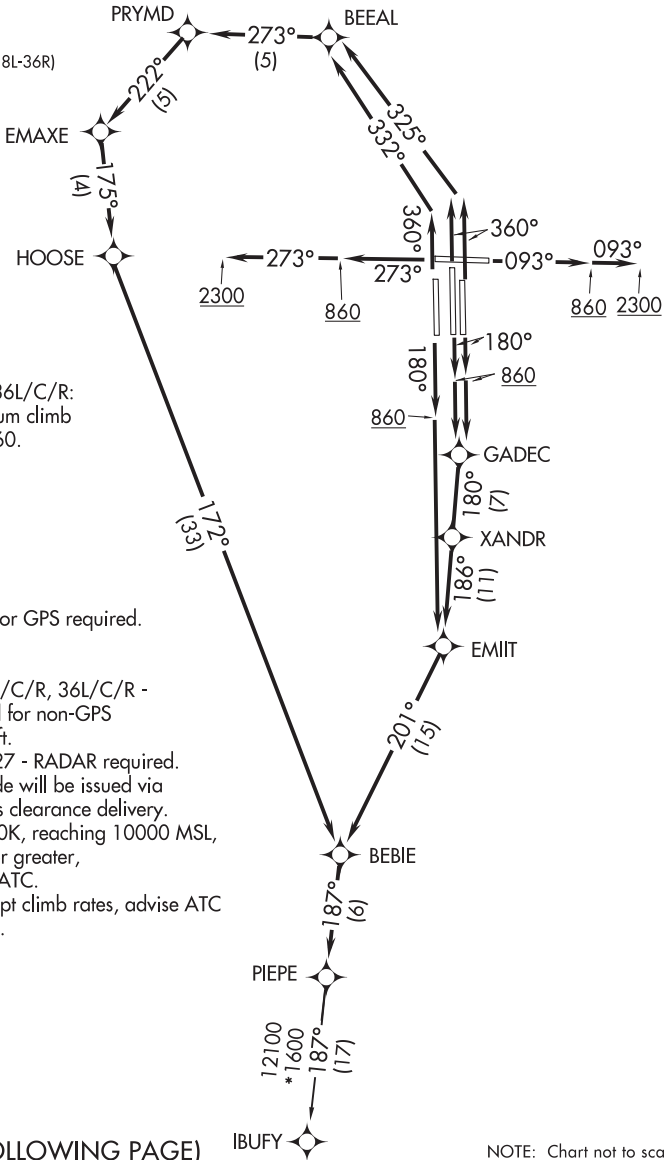
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to OLEMS, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

LEYIK TRANSITION (OLEMS6.LEYIK)

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

TOP ALTITUDE:
5000



TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb
of 500' per NM to 860.

- NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R -
RADAR required for non-GPS
equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via
PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL,
maintain 250K or greater,
if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC
on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PIEPE SIX DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence. . . .

TAKEOFF RUNWAYS 18C/L: Climb on heading 180° to 860, then direct GADEC, then on depicted route to PIEPE, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct EMIIT, then on depicted route to PIEPE, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence. . . .

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to PIEPE, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to PIEPE, thence. . . .

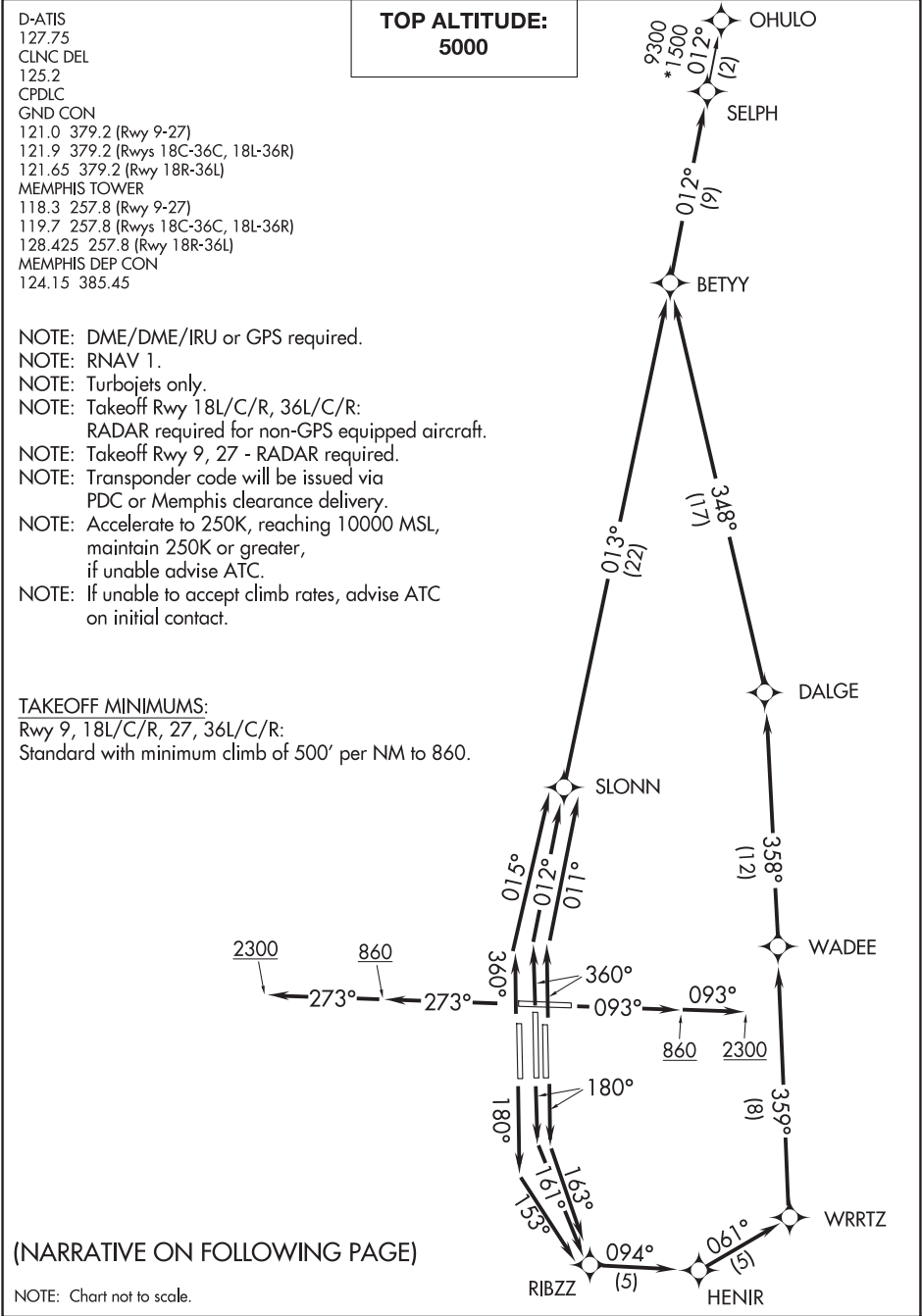
. . . .maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

IBUFY TRANSITION (PIEPE6.IBUFY):

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

SELPH SEVEN DEPARTURE (RNAV)



SELPH SEVEN DEPARTURE (RNAV)

(SELPH7.SELPH) 31DEC20

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

SELPH SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to SELPH, thence . . .

. . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

OHULO TRANSITION (SELPH7.OHULO)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

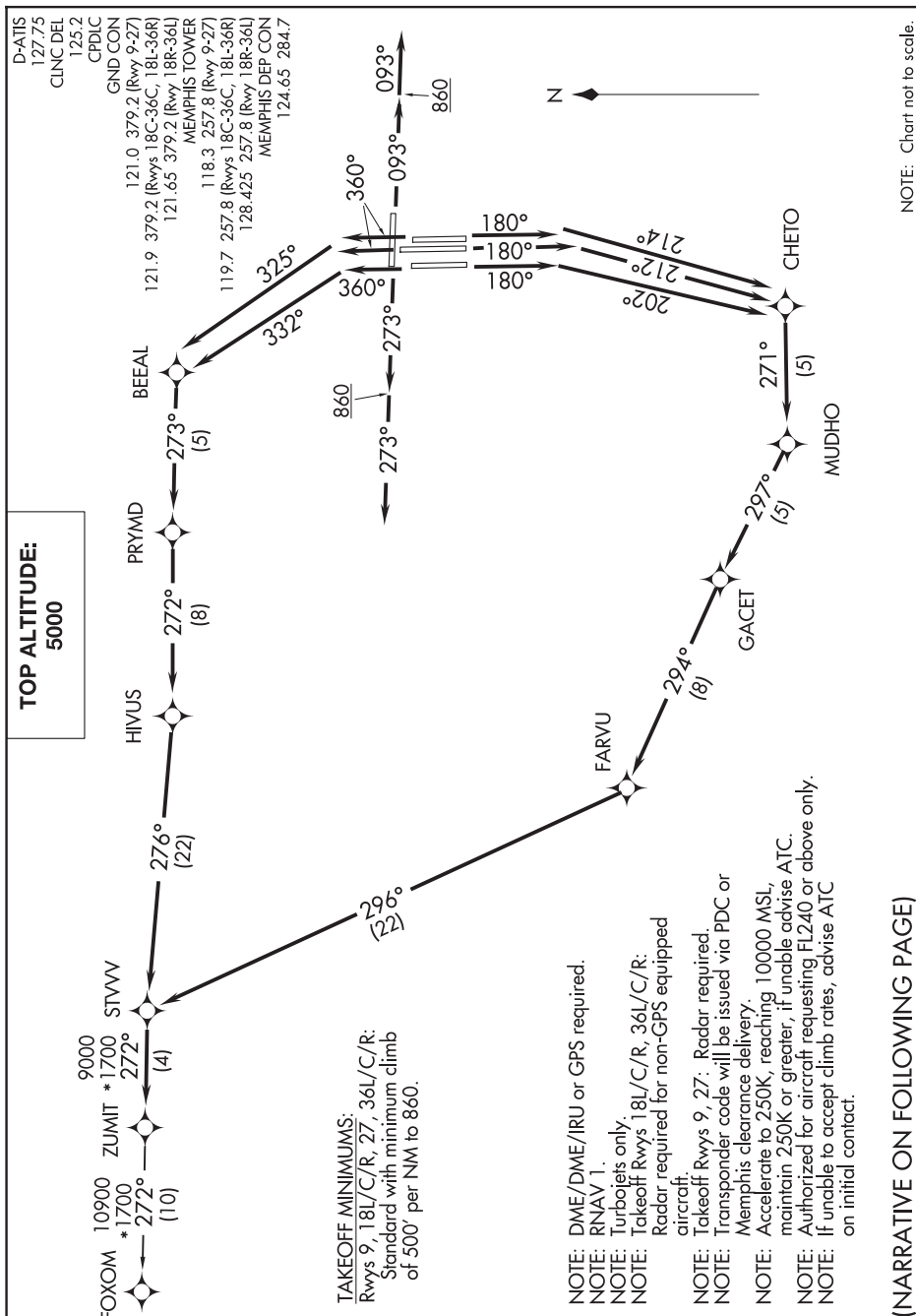
(ZUMIT5.ZUMIT) 31DEC20

NOTE: Chart not to scale.

SE-1, 07 AUG 2025 to 02 OCT 2025

(NARRATIVE ON FOLLOWING PAGE)

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)



ZUMIT FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to ZUMIT, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FOXOM TRANSITION (ZUMIT5.FOXOM):

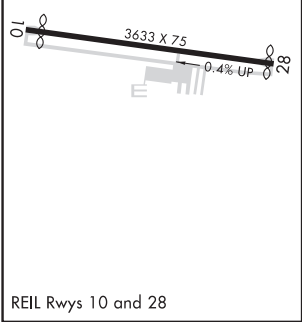
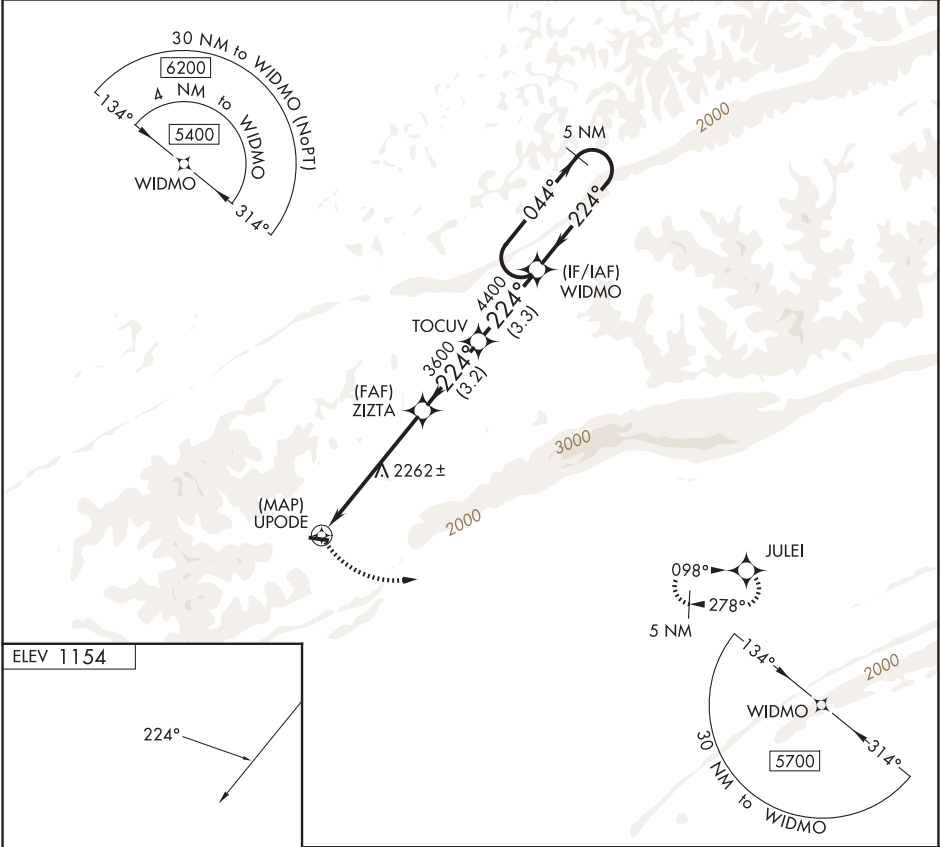
SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS 224°	Rwy Ldg TDZE Apt Elev 1154	NA NA 1154	RNAV (GPS)-A
			MIDDLESBORO/BELL COUNTY (1A6)

<div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div>DME/DME RNP-0.3 NA. When local altimeter setting not received, use London altimeter setting: increase all MDA 100 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climbing left turn to 5200 direct JULEI and hold.
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AWOS-3 119.425	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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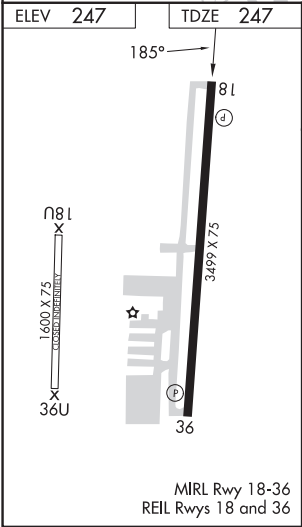
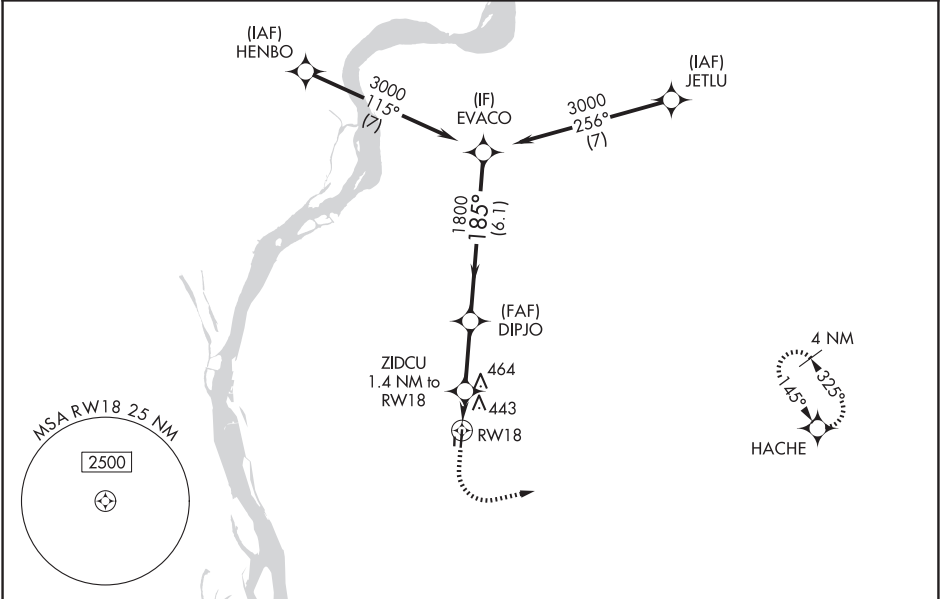
5200	JULEI	WIDMO	5 NM Holding Pattern
UPODE	ZIZTA	TOCUV	
5.7 NM	3.2 NM	3.3 NM	
2780-1¼ 1626 (1700-1¼)	3080-1½ 1926 (2000-1½)	NA	

APP CRS	Rwy Ldg	3499
185°	TDZE	247
	Apt Elev	247

RNAV (GPS) RWY 18
CHARLES W BAKER (2M8)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE and hold.
<div><div>▼</div><div>NA</div></div> <div>Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Millington/Memphis altimeter setting and increase all MDA 40 feet; and LNAV Cat C visibility ⅓ SM and Circling Cat C visibility ¼ SM. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.</div>	

AWOS-3PT 119.575	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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1200	3000	HACHE	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).		
CATEGORY	A		B	C	D
LNAV MDA	780-1		533 (600-1)	780-1½ 533 (600-1½)	NA
CIRCLING	780-1 533 (600-1)		860-1 613 (700-1)	900-1¾ 653 (700-1¾)	NA

WAAS
CH **93924**
W36A

APP CRS
005°

Rwy Ldg
TDZE **246**
Apt Elev **247**

RNAV (GPS) RWY 36

CHARLES W BAKER (2M8)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using NQA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 36 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18 NA at night. When local altimeter setting not received, use NQA altimeter setting: increase LPV DA to 643 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 707 feet and all visibilities ½ SM; increase all MDAs 40 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct OZSOM and hold, continue climb-in-hold to 3000.

AWOS-3PT 119.575	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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MISSED APCH FIX

081°

261°

OZSOM

4 NM

ELEV 247

TDZE 246

CATEGORY	A	B	C	D
LPV DA	619-1	373 (400-1)		NA
LNAV/VNAV DA	683-1¼	437 (500-1¼)		NA
LNAV MDA	680-1	434 (500-1)	680-1¼ 434 (500-1¼)	NA
CIRCLING	760-1 513 (600-1)	860-1 613 (700-1)	900-1¾ 653 (700-1¾)	NA

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).

UWKID

YUCBU

JEPGU 1.6 NM to RW36

0.9 NM to RW36

RW36

GP 3.50° TCH 53

2500

170°

350°

350°

1900

005°

880

4 NM

2.7 NM

0.6

0.9

900

3000

OZSOM

1400 X 75

36U

3499 X 75

36

005°

MIRL Rwy 18-36

REIL Rwy 18 and 36

MILLINGTON, TENNESSEE

Amdt 1 07AUG25

35°17'N-89°56'W

361

CHARLES W BAKER (2M8)

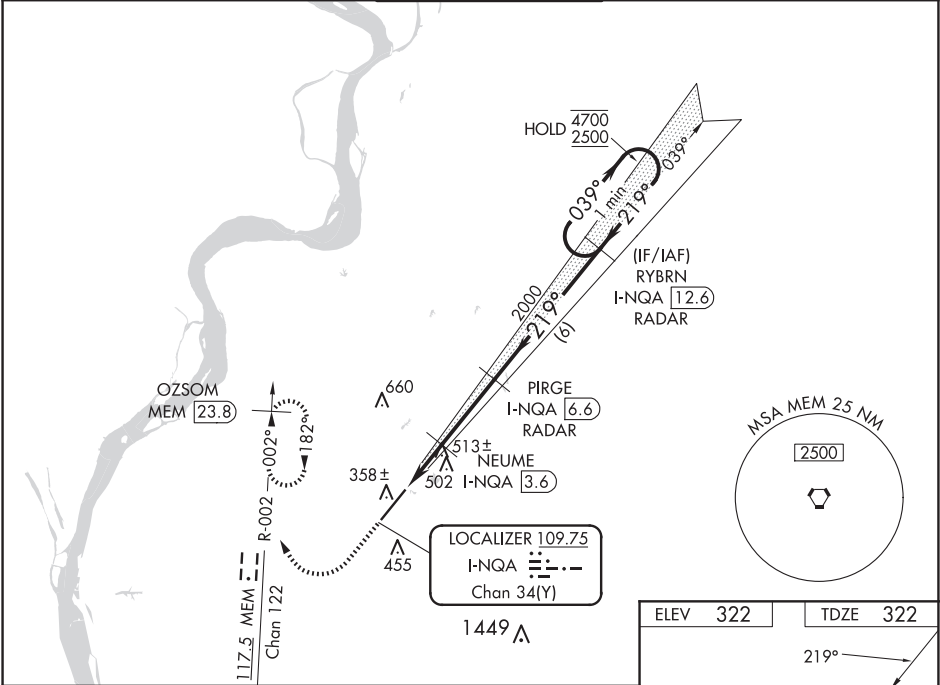
RNAV (GPS) RWY 36

LOC/DME I-NQA	APP CRS	Rwy Ldg	8001
109.75	219°	TDZE	322
Chan 34 (Y)		Apt Elev	322

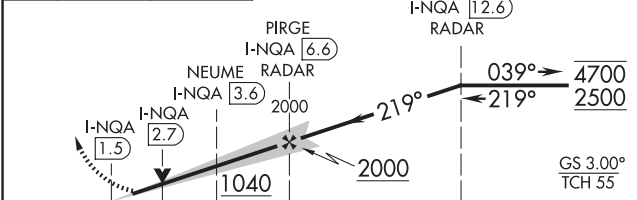
ILS or LOC RWY 22
MILLINGTON/MEMPHIS (NQA)

RADAR required for procedure entry. DME required.		MALSR 	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 and on MEM VORTAC R-002 to OZSOM/MEM 23.8 DME and hold, continue climb-in-hold to 3000.
	S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. For inop ALS, increase S-ILS 22 Cat E visibility to ¾ SM and S-LOC 22 Cat E visibility to 1¾ SM.		

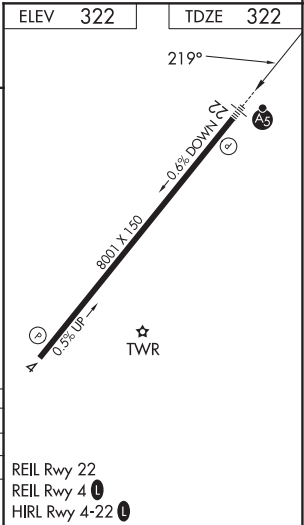
AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	120.25 (CTAF) 0 340.2	121.375	122.95



1000	3000	OZSOM MEM 23.8	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).	One Minute Holding Pattern
		MEM R-002		



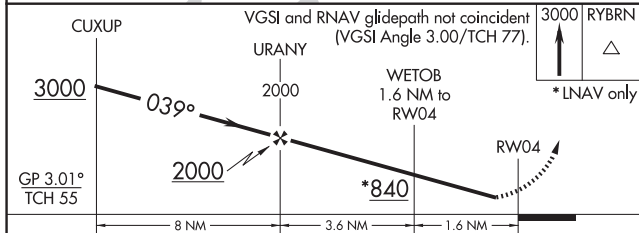
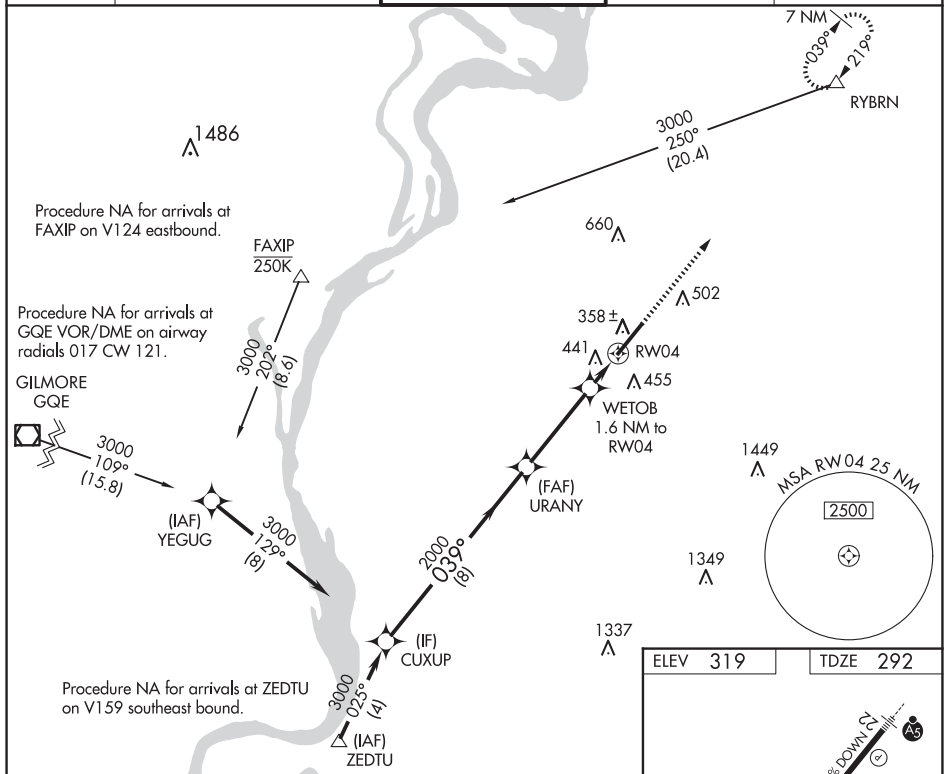
CATEGORY	A	B	C	D	E
S-ILS 22			522-½	200 (200-½)	
S-LOC 22	780-½	458 (500-½)	780-¾	458 (500-¾)	
CIRCLING	800-1	820-1	920-1½	960-2	960-2¼
	478 (500-1)	498 (500-1)	598 (600-1½)	638 (700-2)	638 (700-2¼)




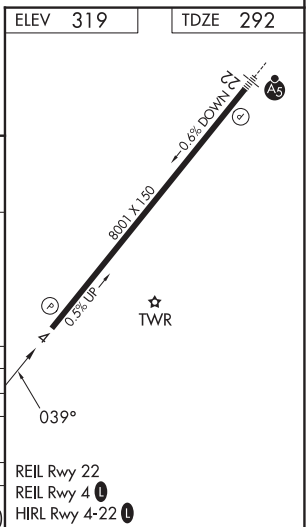
WAAS CH 78334 W04A	APP CRS 039°	Rwy Ldg 8001 TDZE 292 Apt Elev 319
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RNAV (GPS) RWY 4
MILLINGTON/MEMPHIS (NOA)

RNP APCH				MISSED APPROACH: Climb to 3000 direct RYBRN and hold.	
Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.					
AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)		MILLINGTON TOWER ★ 120.25 (CTAF) 0 340.2	GND CON 121.375	UNICOM 122.95



CATEGORY		A	B	C	D	E
LPV	DA	492-3 $\frac{3}{4}$		200 (200-3 $\frac{3}{4}$)		
LNNAV/ VNAV	DA	746-1 $\frac{1}{2}$ 454 (500-1 $\frac{1}{2}$)				
LNNAV	MDA	700-1	408 (400-1)	700-1 $\frac{1}{4}$ 408 (400-1 $\frac{1}{4}$)		
 CIRCLING		800-1	820-1	920-1 $\frac{3}{4}$	960-2 $\frac{1}{4}$	960-2 $\frac{1}{2}$
		481 (500-1)	501 (600-1)	601 (700-1 $\frac{3}{4}$)	641 (700-2 $\frac{1}{4}$)	641 (700-2 $\frac{1}{2}$)



RNAV (GPS) RWY 4

MILLINGTON, TENNESSEE


AL-910 (FAA)

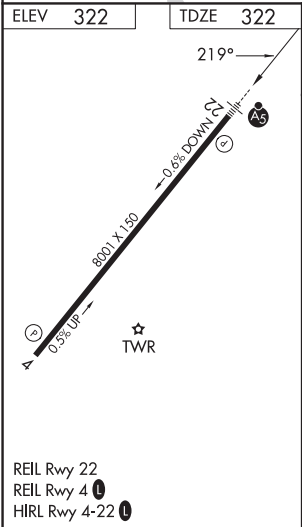
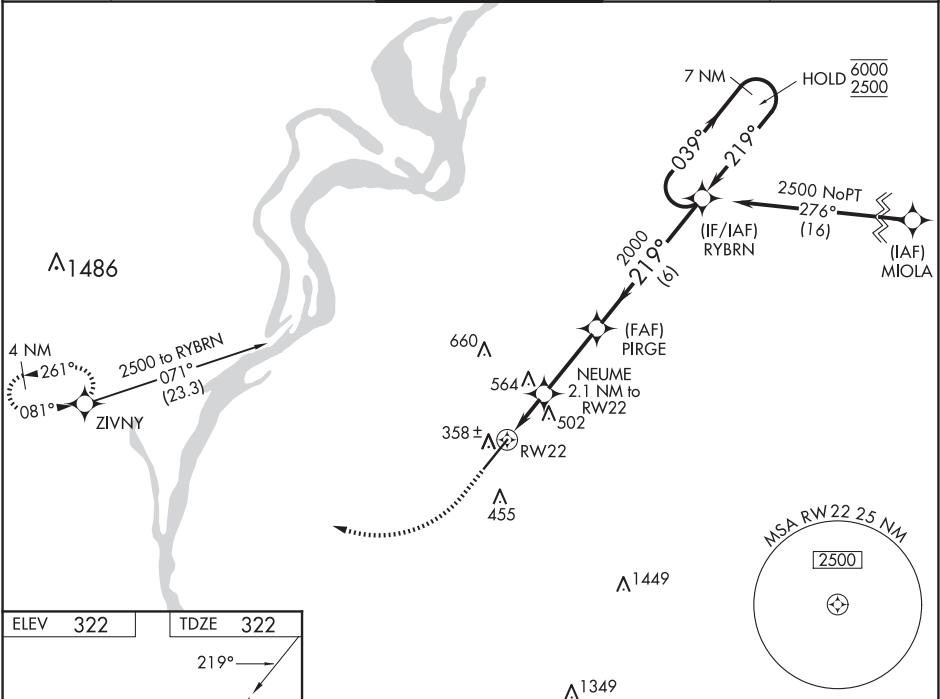
25163

WAAS CH 86212 W22A	APP CRS 219°	Rwy Ldg TDZE 322 Apt Elev 322	8001 322
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RNAV (GPS) RWY 22

MILLINGTON/MEMPHIS (NQA)

RNP APCH - GPS.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 840 then climbing right turn to 2500 direct ZIVNY and hold.
<div><div><div>▼</div><div>▲</div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1¾ SM, and LNAV Cat E visibility to 1¾ SM.</div></div>				
AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 125.8 338.3 <div>(176°-355°) (356°-175°)</div>	MILLINGTON TOWER ★ 120.25 (CTAF) 0 340.2	GND CON 121.375	UNICOM 122.95



840	2500	ZIVNY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).		7 NM Holding Pattern
NEUME 2.1 NM to RW22		PIRGE 2000	RYBRN 039° → 6000 ← 219° 2500		GP 3.00° TCH 55
1.2 NM to RW22		1040		2000	
1.2 NM		0.9 NM		3 NM	
CATEGORY		A		B	
LPV DA		522-½		200 (200-½)	
LNAV/VNAV DA		784-1		462 (500-1)	
LNAV MDA		780-½		458 (500-½)	
CIRCLING		800-1		820-1	
		478 (500-1)		498 (500-1)	
		920-1½		960-2	
		598 (600-1½)		638 (700-2)	
		960-2¼		638 (700-2¼)	

MILLINGTON, TENNESSEE
Amdt 3 14JUL22

35°21'N-89°52'W

MILLINGTON/MEMPHIS (NQA)

RNAV (GPS) RWY 22

SE-1, 07 AUG 2025 to 02 OCT 2025

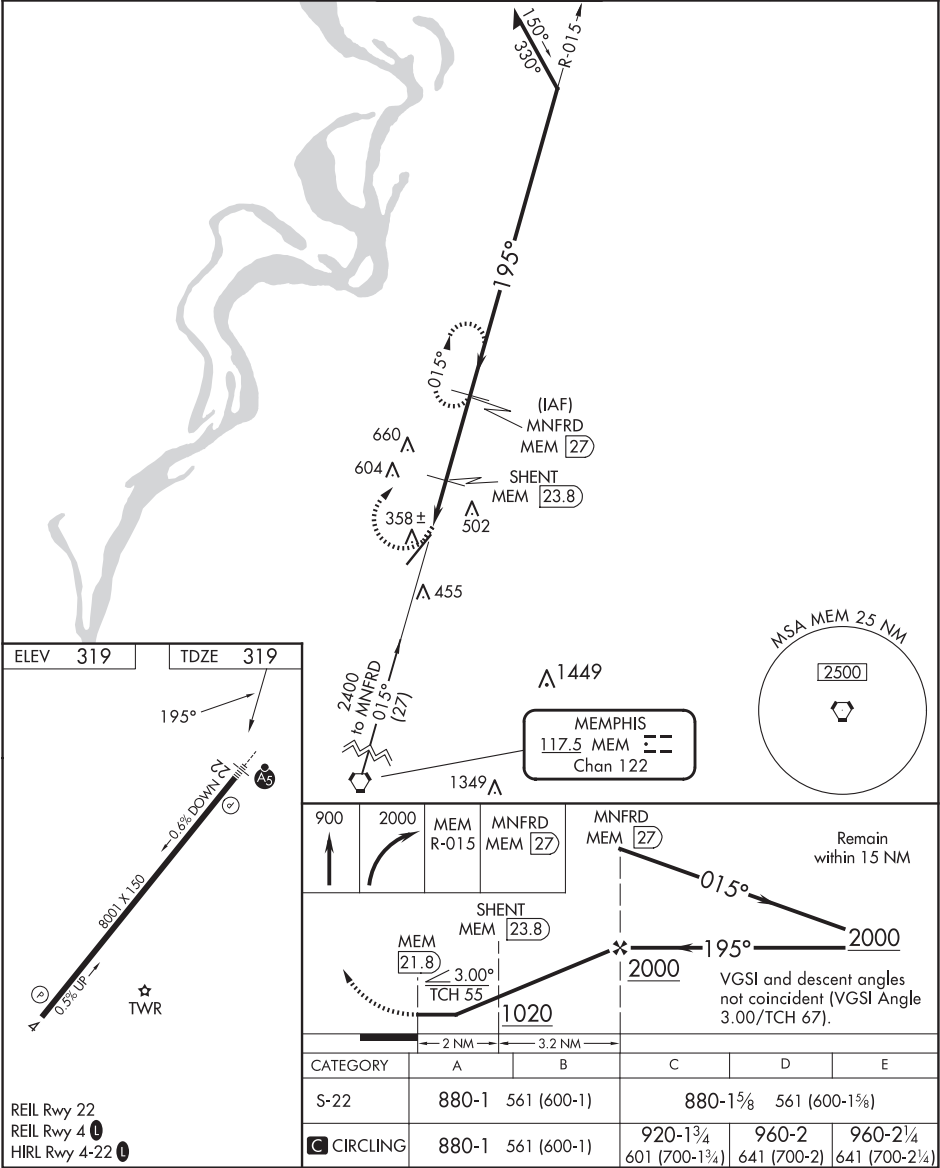
SE-1, 07 AUG 2025 to 02 OCT 2025

VORTAC MEM	APP CRS	Rwy Ldg	8001
117.5	195°	TDZE	319
Chan 122		Apt Elev	319

VOR or TACAN RWY 22
MILLINGTON/MEMPHIS (NQA)

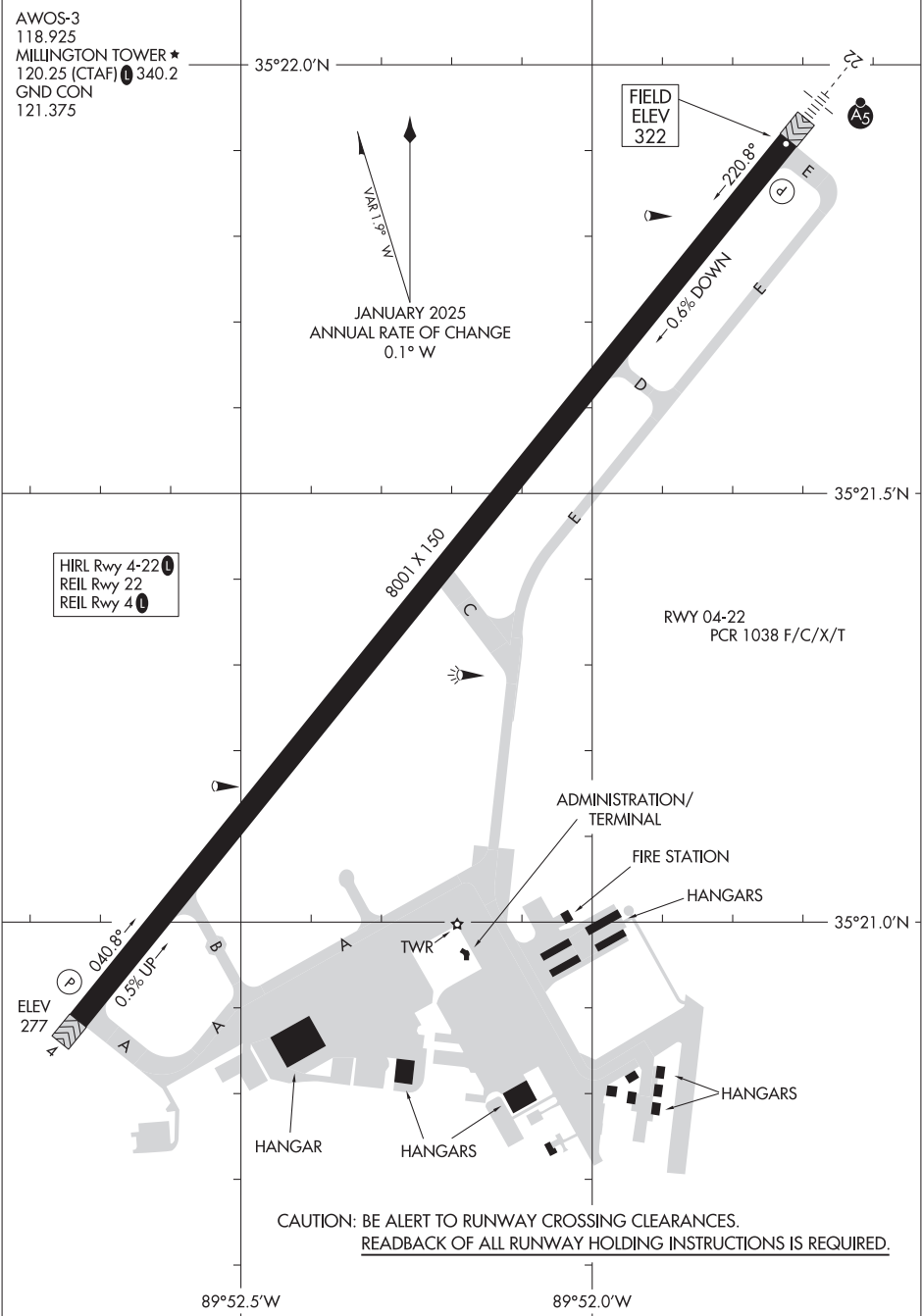
DME required.	MALSR	MISSED APPROACH: Climb to 900, then descending right turn to 2000 on MEM VORTAC R-015 to MNFRD/27 DME and hold, continue climb-in-hold to 2000.
<div><div></div><div>Rwy 22 helicopter visibility reduction below ¾ SM NA.</div></div> <div><div></div><div>Inop table does not apply.</div></div>	<div><div></div><div></div></div>	

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 125.8 338.3 (176°-355°) (356°-175°)	120.25 (CTAF) 0 340.2	121.375	122.95



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78233 W03A	APP CRS 039°	Rwy Idg TDZE 961 Apt Elev 963	4000
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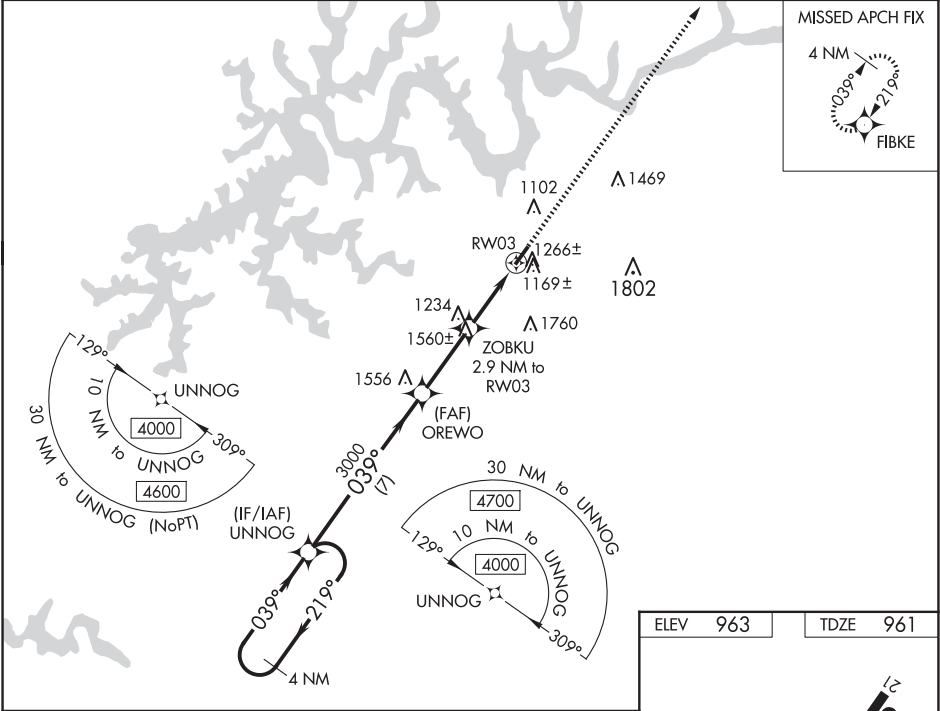
RNAV (GPS) RWY 3

WAYNE COUNTY (EKQ)

Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 3 Straight-in and Circling minimums NA at night.

MISSED APPROACH:
Climb to 4000 direct FIBKE and hold.

AWOS-3PT 118.825	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

4000 FIBKE

4 NM Holding Pattern

UNNOG

OREWO

ZOBKU 2.9 NM to RWY 3

RWY 3

GP 3.26° TCH 40

3000

*2000

7 NM

2.9 NM

2.9 NM

CATEGORY

A

B

C

D

LPV DA

1233-1

272 (300-1)

NA

LNAV/VNAV DA

1410-1¾

449 (500-1¾)

NA

LNAV MDA

1520-1

559 (600-1)

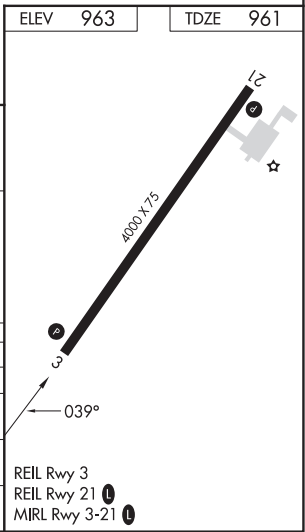
NA

CIRCLING

1780-1¼
817 (900-1¼)

1840-1¼
877 (900-1¼)

NA



MONTICELLO, KENTUCKY

AL-6629 (FAA)

23110

WAAS CH 82533 W21A	APP CRS 219°	Rwy Idg TDZE 963 Apt Elev 963	4000
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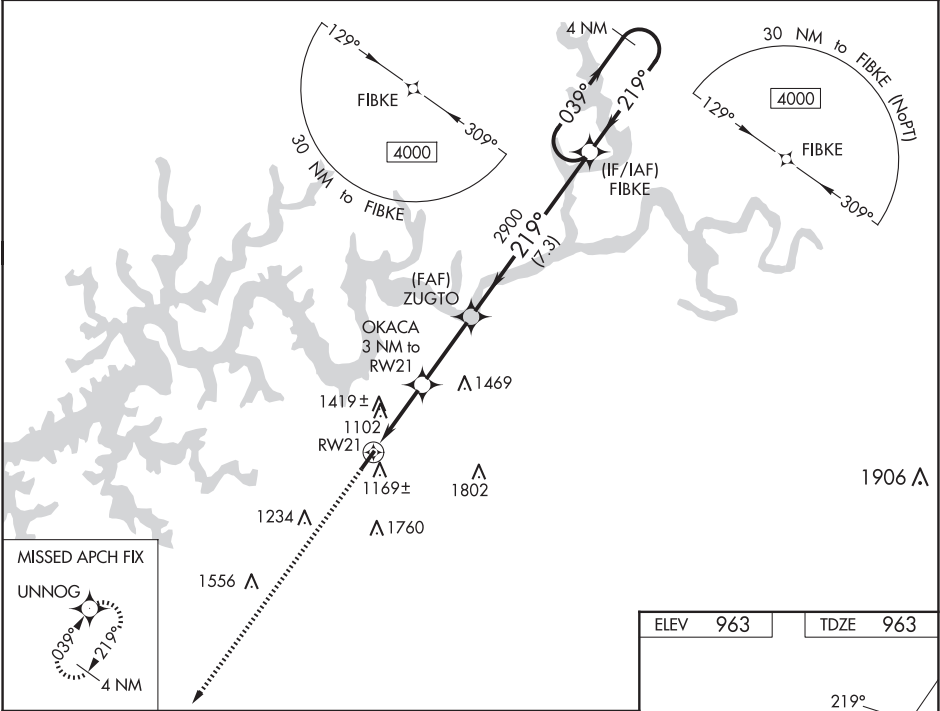
RNAV (GPS) RWY 21



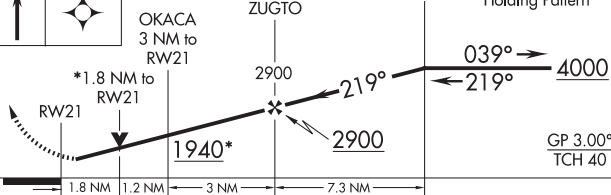

WAYNE COUNTY (EKQ)

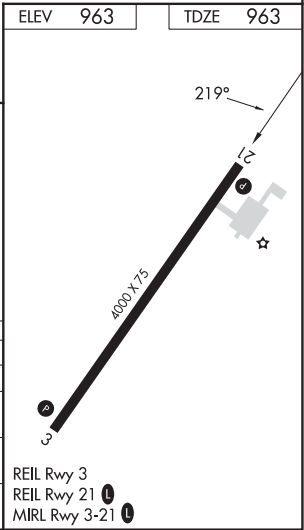
⚠ Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Somerset altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet, and all MDA 60 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats visibility ½ mile. Night landing: Rwy 3 NA.

MISSED APPROACH:
Climb to 4000 direct UNNOG and hold.

AWOS-3PT 118.825	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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4000	UNNOG	*LNAV only.				
						
CATEGORY		A		B	C	D
LPV	DA	1257-1		294 (300-1)	NA	
LNAV/ VNAV	DA	1666-2 ½		703 (800-2½)	NA	
LNAV	MDA	1580-1		617 (700-1)	NA	
 CIRCLING		1780-1¼ 817 (900-1¼)		1840-1¼ 877 (900-1¼)	NA	



MONTICELLO, KENTUCKY
Orig-B 28APR16

36°51'N-84°51'W

WAYNE COUNTY (EKQ)

RNAV (GPS) RWY 21

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86909 W02A	APP CRS 026°	Rwy Ldg TDZE Apt Elev	5500 1028 1028
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RNAV (GPS) RWY 2

MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

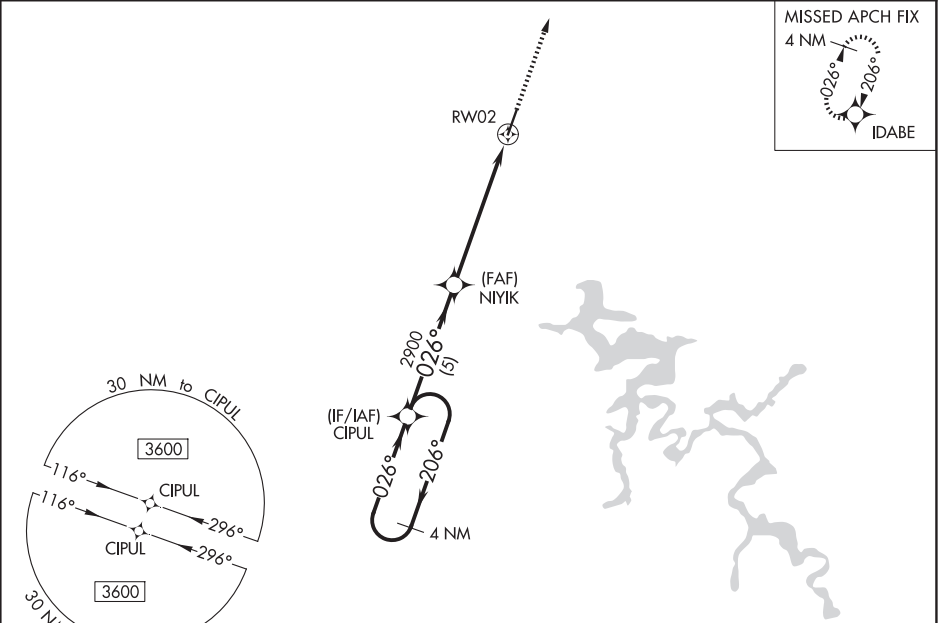
T

A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile, and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH:
Climb to 3600 direct IDABE and hold.

AWOS-3 119.95	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern

CIPUL

3600 ← 206°
026° →

GP 3.00°
TCH 40

NIYIK 2900

*1.4 NM to RWY 2

*LNAV only

RWY 2 5500 x 100

0.3% UP

026°

MIRL Rwy 2-20 0

REIL Rwy 2 and 20 0

CATEGORY	A	B	C	D
LPV DA	1228-3/4 200 (200-3/4)			
LNAV/VNAV DA	1439-13/8 411 (500-13/8)			
LNAV MDA	1500-1	472 (500-1)	1500-13/8	472 (500-13/8)
CIRCLING	1520-1	492 (500-1)	1760-2 732 (800-2)	1820-21/2 792 (800-21/2)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78209 W20A	APP CRS 206°	Rwy Ldg TDZE Apt Elev	5500 1020 1028
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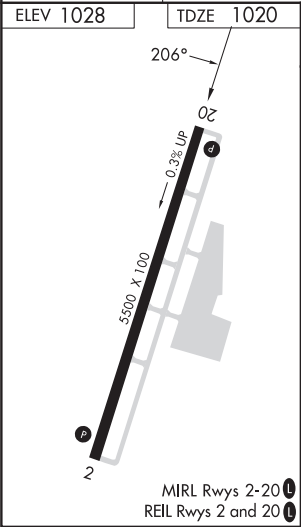
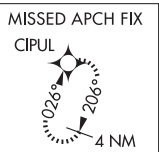
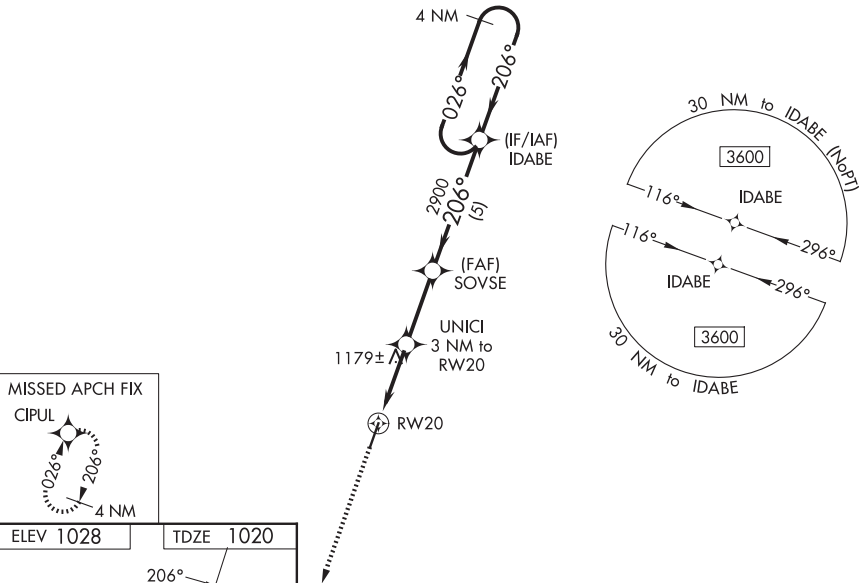
RNAV (GPS) RWY 20

MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cats C/D visibility 1/8 mile, and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH:
Climb to 3600 direct
CIPUL and hold.

AWOS-3 119.95	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 122.7 (CTAF) 0
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3600	CIPUL	UNICI 3 NM to RW20	SOVSE 2900	IDABE 4 NM Holding Pattern	026° → 3600	← 206°	GP 3.00° TCH 40
*LNAV only							
RW20 1.2 NM 1.8 NM 2.8 NM 5 NM							
CATEGORY	A		B		C		D
LPV DA	1270-7/8		250 (300-7/8)				
LNAV/VNAV DA	1453-1 1/2		433 (500-1 1/2)				
LNAV MDA	1440-1	420 (500-1)	1440-1 1/4		420 (500-1 1/4)		
CIRCLING	1520-1	492 (500-1)	1760-2 732 (800-2)		1820-2 1/2 792 (700-2 1/2)		

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78321 W05A	APP CRS 053°	Rwy Ldg TDZE 1313 Apt Elev 1313
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RNAV (GPS) RWY 5

MOORE-MURRELL (MOR)

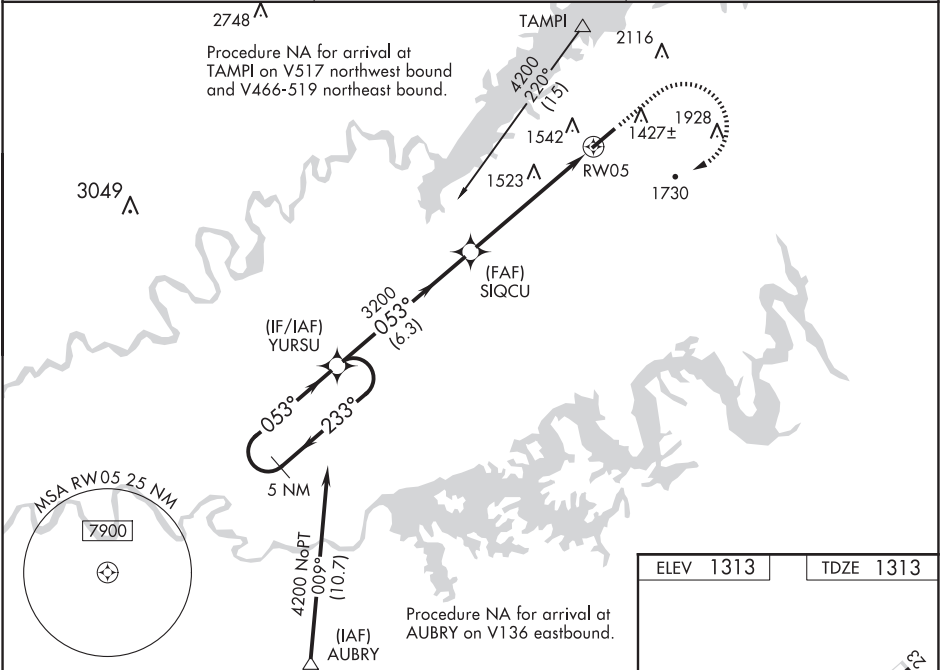
RNP APCH - GPS.

NA

When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 140 feet, increase LP and LNAV Cats C/D visibility $\frac{3}{8}$ SM, increase Circling Cat B visibility $\frac{1}{4}$ SM and Cat C visibility $\frac{1}{2}$ SM. For inop MALSF, increase LP and LNAV Cats C and D visibility to 1 $\frac{1}{2}$ miles. For inop MALSF, when using Mc Ghee Tyson altimeter setting, increase LP and LNAV Cats C and D visibility to 1 $\frac{3}{4}$ miles.

MISSED APPROACH:
Climb to 2000 then climbing right turn to 4200 direct YURSU and hold.

AWOS-3 126.725	KNOXVILLE APP CON 132.8 360.8	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern

YURSU

4200 \leftarrow 233°

053° \rightarrow

053°

SIQCU

3200

3.00° TCH 39

RW05

6.3 NM

5.8 NM

2000

4200

YURSU

5718 X 100

0.7% UP

053°

CATEGORY	A	B	C	D
LP MDA	1760- $\frac{7}{8}$	447 (500- $\frac{7}{8}$)	1760-1	447 (500-1)
LNAV MDA	1780- $\frac{7}{8}$	467 (500- $\frac{7}{8}$)	1780-1 $\frac{1}{8}$	467 (500-1 $\frac{1}{8}$)
CIRCLING	1880-1 567 (600-1)	2020-1 707 (800-1)	2160-2 $\frac{1}{2}$ 847 (900-2 $\frac{1}{2}$)	2420-3 1107 (1200-3)

REIL Rwy 5 and 23
MIRL Rwy 5-23

MORRISTOWN, TENNESSEE

AL-5549 (FAA)

25163

WAAS CH 40421 W23A	APP CRS 233°	Rwy Ldg TDZE 1292 Apt Elev 1313
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RNAV (GPS) RWY 23

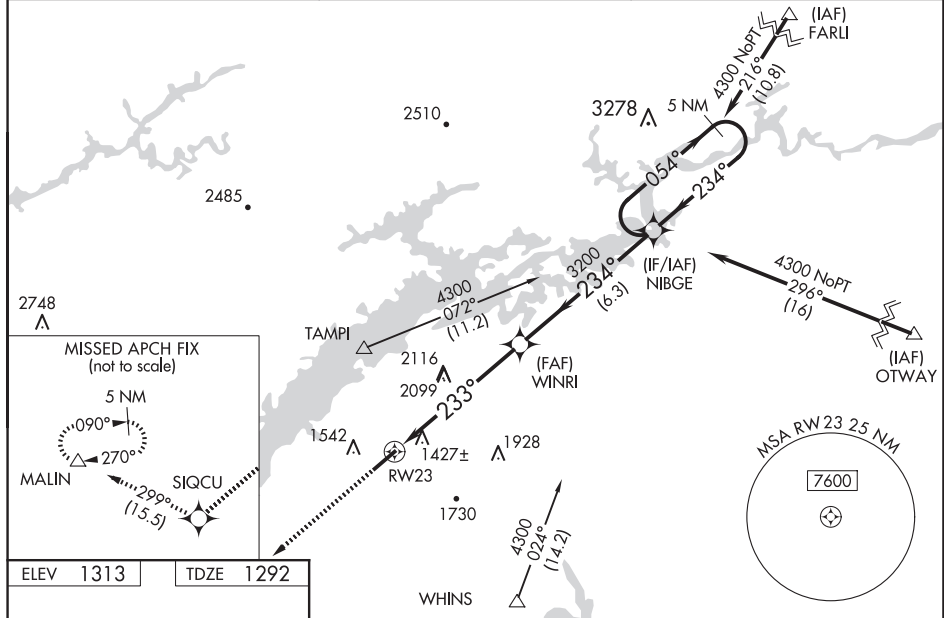
MOORE-MURRELL (MOR)

NA

Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV all Cats visibility to 1½ miles, LNAV/VNAV all Cats visibility to 5 miles, LNAV and Circling Cat B visibility to 1½ miles and LNAV Cats C and D and Circling Cat C visibility to 3 miles.

MISSED APPROACH:
Climb to 5000 direct SIQCU and on track 299° to MALIN and hold.

AWOS-3 126.725	KNOXVILLE APP CON 132.8 360.8	UNICOM 122.8(CTAF) 0
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ELEV 1313 TDZE 1292

REIL Rws 5 and 23 5718 X 100

MIRL Rwy 5-23

5000	SIQCU	tr 299°	MALIN	5 NM Holding Pattern
RW23		WINRI 3200	3200	
5.9 NM		6.3 NM		
A		B	C	D
LPV DA	1589-1 297 (300-1)			
LNAV/VNAV DA	2387-4 1095 (1100-4)			
LNAV MDA	2200-1¼ 908 (900-1¼)		2200-2½ 908 (900-2½)	
CIRCLING	2200-1¼ 887 (900-1¼)		2200-2¾ 1107 (1200-3)	

MORRISTOWN, TENNESSEE

Orig-E 22APR21

36°11'N - 83°23'W

RNAV (GPS) RWY 23

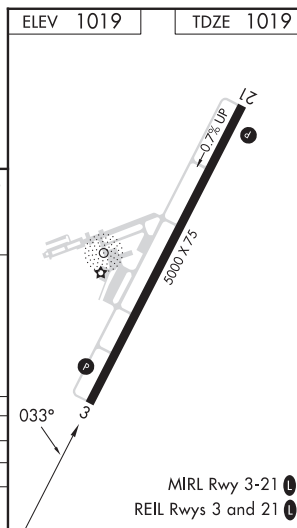
MOORE-MURRELL (MOR)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

MOUNT STERLING/MONTGOMERY COUNTY (IOB)

MISSED APPROACH:
Climb to 3000 direct
FELPO and hold.

CTAF
122.80

CATEGORY	A	B	C	D
LP MDA	1540-1	521 (600-1)	1540-1½	521 (600-1½)
LNAV MDA	1560-1	541 (600-1)	1560-1⅞	541 (600-1⅞)
C CIRCLING	1560-1	541 (600-1)	1740-2 721 (800-2)	1740-2¼ 721 (800-2¼)

SE-1, 07 AUG 2025 to 02 OCT 2025

MOUNT STERLING, KENTUCKY

AL-6224 (FAA)

25051

WAAS CH 42830 W21A	APP CRS 213°	Rwy Idg TDZE 1007 Apt Elev 1019
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RNAV (GPS) RWY 21

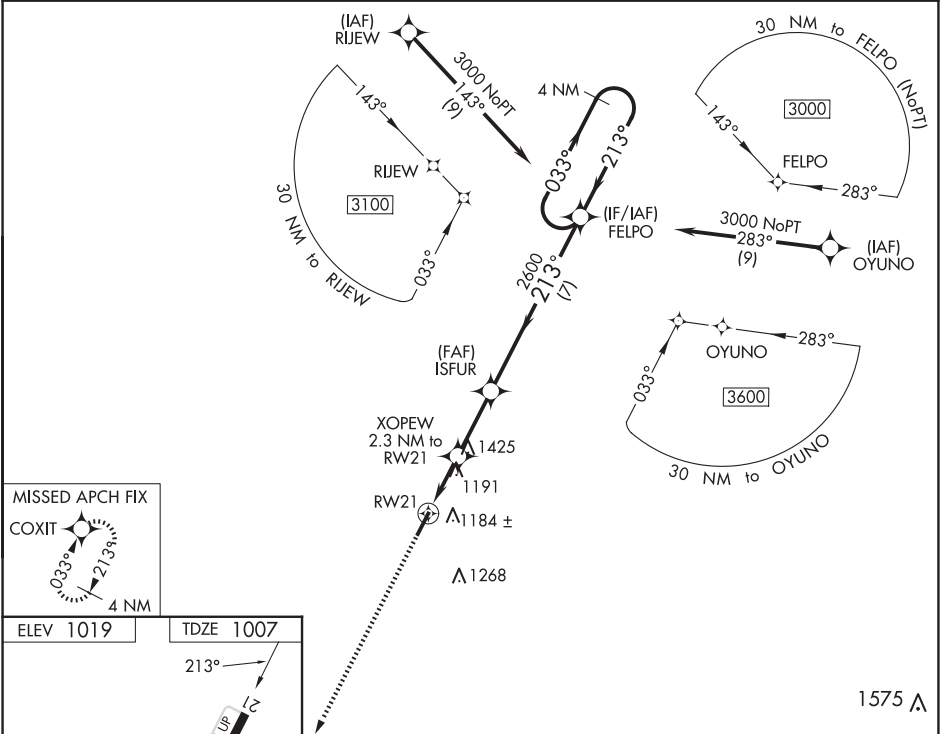
MOUNT STERLING/MONTGOMERY COUNTY (IOB)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1332 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1555 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. Baro-VNAV and VDP NA when using Lexington altimeter setting. Rwy 21 helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH:
Climb to 3000 direct COXIT and hold.

AWOS-3 120.675	LEXINGTON APP CON 120.15 259.3	GCO 121.72	CTAF 122.8
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<div> <div>3000</div> <div>COXIT</div> </div> <div> <div>*LNAV only.</div> <div>RW21</div> <div>1.4 NM to RW21</div> <div>0.9 NM</div> <div>2.6 NM</div> <div>7 NM</div> </div>	<div> <div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).</div> <div>XOPEW 2.3 NM to RW21</div> <div>ISFUR 2600</div> <div>1760*</div> <div>2600</div> </div>	<div> <div>FELPO</div> <div>4 NM Holding Pattern</div> <div>033°</div> <div>213°</div> <div>3000</div> <div>GP 3.00° TCH 57</div> </div>		
CATEGORY	A	B	C	D
LPV DA	1257-¾		250 (300-¾)	
LNAV/VNAV DA	1480-1½		473 (500-1½)	
LNAV MDA	1460-1	453 (500-1)	1460-1½	453 (500-1½)
CIRCLING	1540-1 521 (600-1)	1560-1 541 (600-1)	1740-2 721 (800-2)	1740-2¼ 721 (800-2¼)

MIRL Rwy 3-21

REIL Rws 3 and 21

MOUNT STERLING, KENTUCKY
Orig-C 23FEB23

MOUNT STERLING/MONTGOMERY COUNTY (IOB)
38°03'N-83°59'W
RNAV (GPS) RWY 21

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
065°

Rwy Ldg 4498
TDZE 2240
Apt Elev 2241

RNAV (GPS) RWY 7
JOHNSON COUNTY (6A4)

RNP APCH - GPS

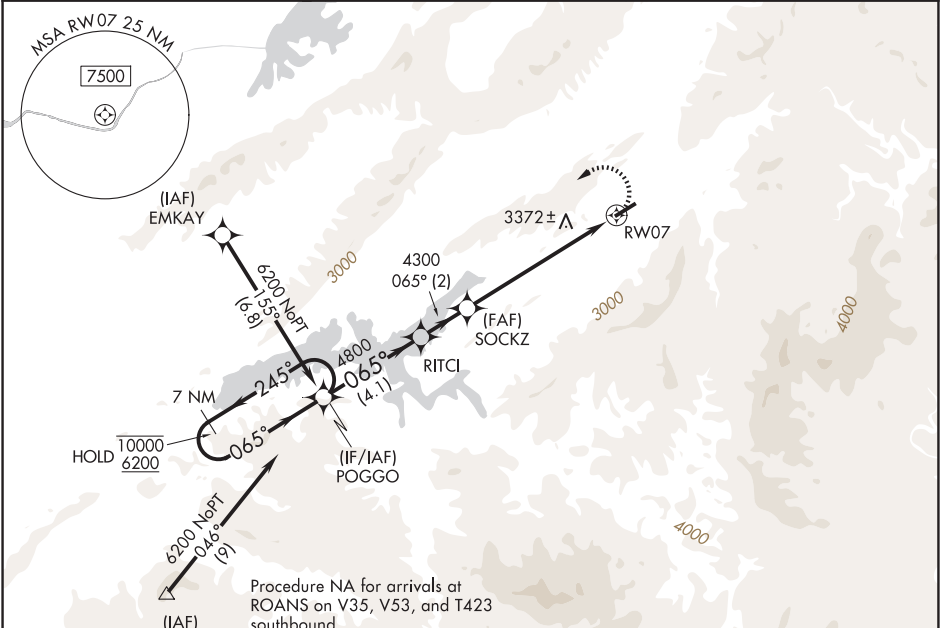
NA

-9°C

Rwy 7 helicopter visibility reduction below 1 SM NA. Circling NA for Cat C south of Rwy 7-25. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDAs 80 feet. Circling NA for Cats B and C when using Abingdon altimeter setting. Procedure NA at night.

MISSED APPROACH:
Climbing left turn to 6200 direct POGGO and hold.

AWOS-3 126.225	TRI-CITY APP CON ★ 134.425 349.0	UNICOM 122.7 (CTAF)
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ELEV 2241 TDZE 2240

7 NM Holding Pattern

Visual Segment - Obstacles.

POGGO

RITCI

SOCKZ

RW07

10000
6200

245°

065°

065°

4800

4300

4.1 NM

2 NM

6.3 NM

POGGO

4498 X 75

065°

CATEGORY	A	B	C	D
LNAV MDA	4040-1¼ 1800 (1800-1¼)	4040-1½ 1800 (1800-1½)	4040-3 1800 (1800-3)	
CIRCLING	4040-1¼ 1799 (1800-1¼)	4260-1½ 2019 (2100-1½)	4260-3 2019 (2100-3)	NA

MOUNTAIN CITY, TENNESSEE

AL-9815 (FAA)

25219

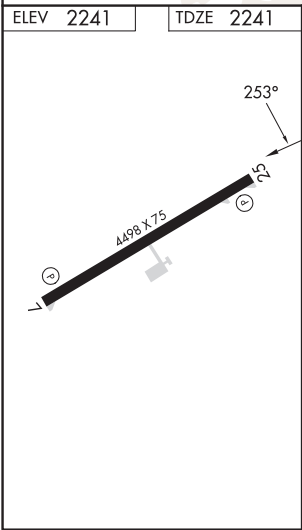
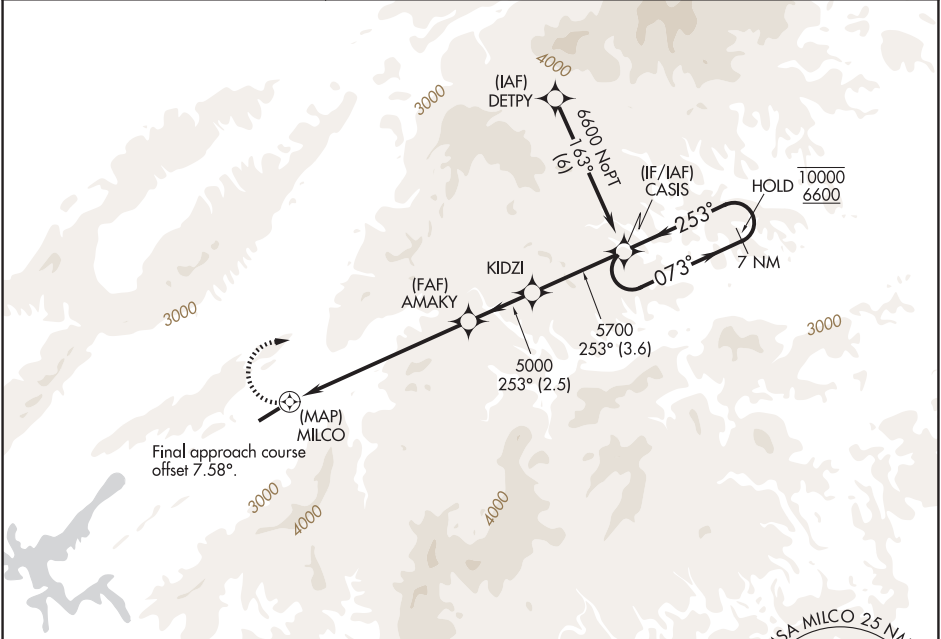
APP CRS	Rwy Ldg	4498
253°	TDZE	2241
	Apt Elev	2241

RNAV (GPS) RWY 25
JOHNSON COUNTY (6A4)

RNP APCH - GPS.

<p>▼ NA -9°C</p>	<p>Rwy 25 helicopter visibility reduction below 1 SM NA. Circling NA for Cats C and D south of Rwy 7-25. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDAs 80 feet. Procedure NA at night.</p>	<p>MISSED APPROACH: Climbing right turn to 6600 direct CASIS and hold.</p>
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AWOS-3 126.225	TRI-CITY APP CON ★ 134.425 349.0	UNICOM 122.7 (CTAF)
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	6600 CASIS	Visual Segment - Obstacles.		7 NM Holding Pattern
		AMAKY	KIDZI	CASIS
		5000	5700	10000 6600
		7 NM	2.5 NM	3.6 NM
CATEGORY	A	B	C	D
LNAV MDA	4880-1¼ 2639 (2700-1¼)	4880-1½ 2639 (2700-1½)	4880-3 2639 (2700-3)	
CIRCLING	4880-1¼ 2639 (2700-1¼)	4880-1½ 2639 (2700-1½)	4880-3 2639 (2700-3)	

MOUNTAIN CITY, TENNESSEE
Orig-C 05SEP24

36°25'N-81°50'W

JOHNSON COUNTY (6A4)
RNAV (GPS) RWY 25

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

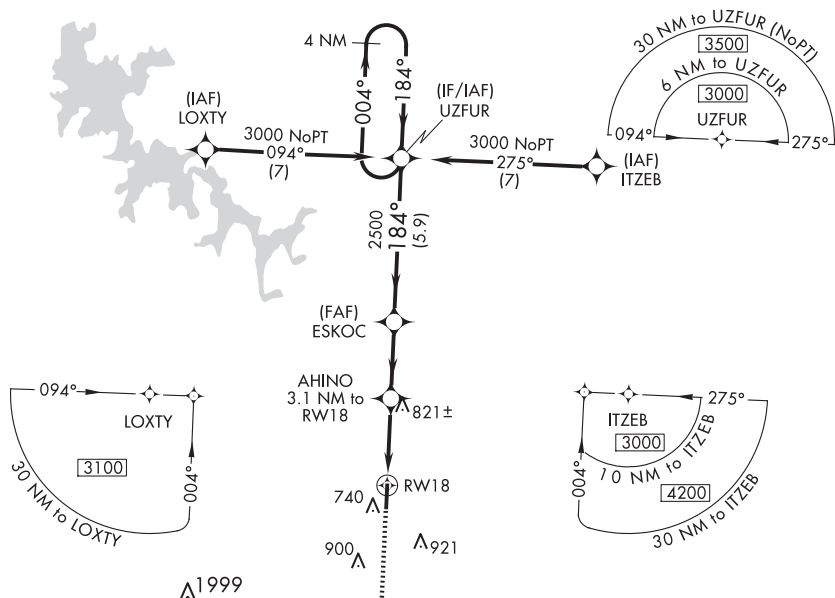
WAAS CH 48812 W18A	APP CRS 184°	Rwy Idg 4750 TDZE 609 Apt Elev 614
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RNAV (GPS) RWY 18
MURFREESBORO MUNI (MBT)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct
URACE and hold.

AWOS-3 133.975	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.075 (CTAF)
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ELEV 614

TDZE 609

184°





81

4750 X 100

0.3 % UP

36

MIRL Rwy 18-36
REIL Rwy 18 and 36

 		VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 20).		4 NM Holding Pattern UZFUR	
		AHINO 3.1 NM to RW18 *1.4 NM to RW18		ESKOC 2500 *1620 *184° *LNAV only.	
		1.4 1.7 NM 2.7 NM 5.9 NM		004° → 3000 ← 184° GP 3.00° TCH 40	
CATEGORY	A	B	C	D	
LPV DA	859- ³ / ₄	250 (300- ³ / ₄)		NA	
LNAV/VNAV DA	898- ⁷ / ₈	289 (300- ⁷ / ₈)		NA	
LNAV MDA	1080-1	471 (500-1)	1080-1 ³ / ₈ 471 (500-1 ³ / ₈)	NA	
C CIRCLING	1080-1	466 (500-1)	1280-1 ³ / ₄ 666 (700-1 ³ / ₄)	NA	

MURFREESBORO, TENNESSEE

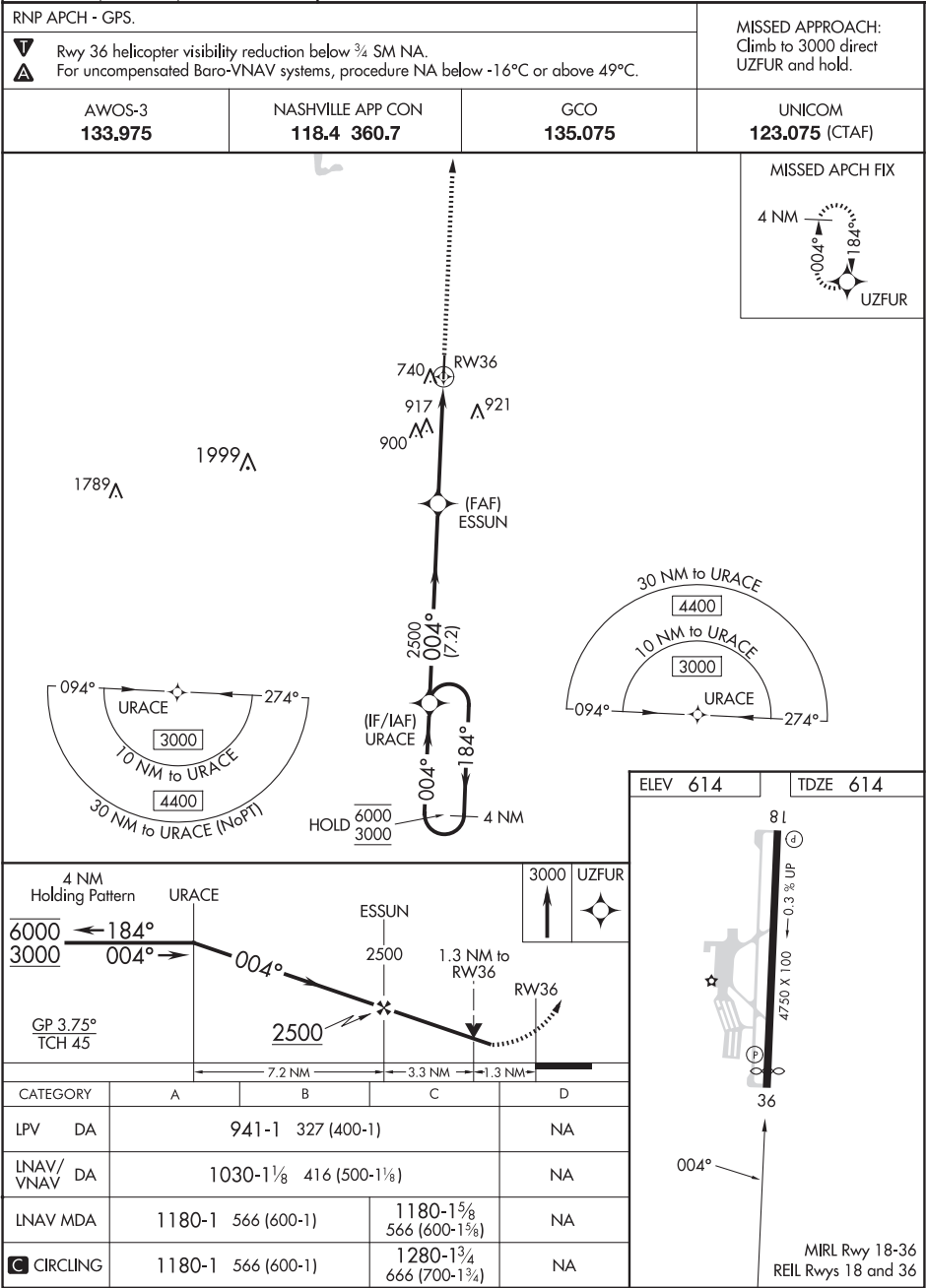
AL-6123 (FAA)

25107

WAAS CH 61332 W36A	APP CRS 004°	Rwy Idg TDZE Apt Elev	4450 614 614
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RNAV (GPS) RWY 36

MURFREESBORO MUNI (MBT)



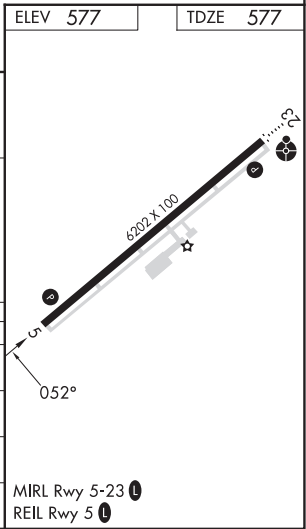
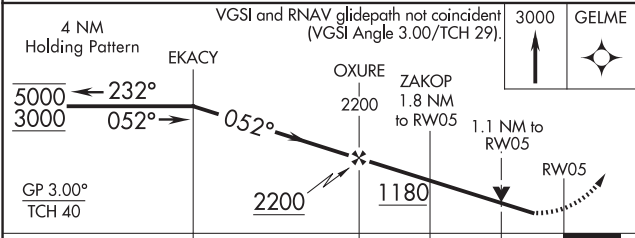
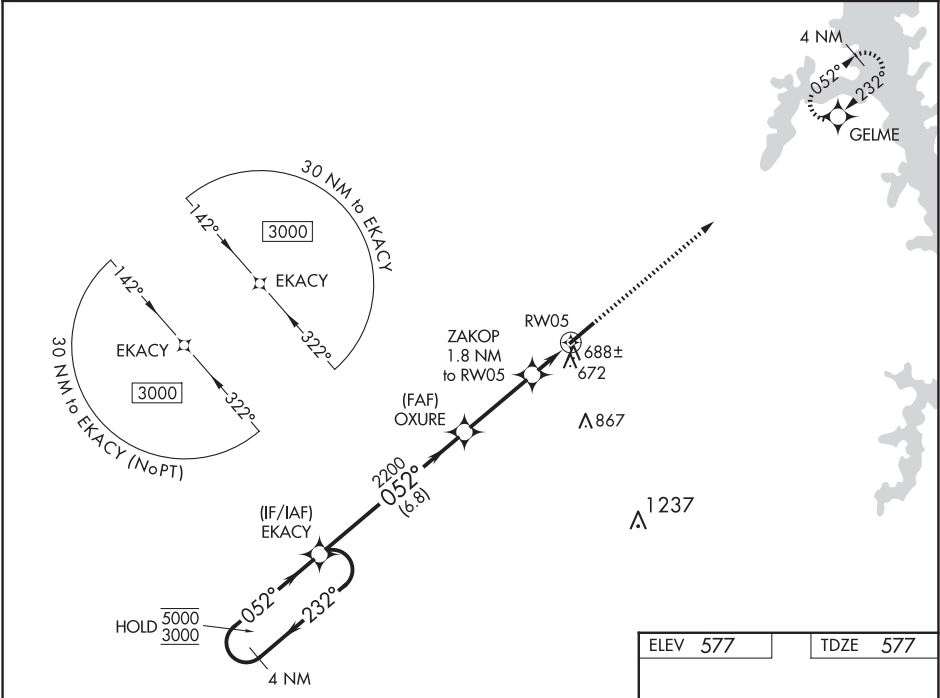
WAAS CH 86826 W05A	APP CRS 052°	Rwy Idg TDZE Apt Elev	6202 577 577
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RNAV (GPS) RWY 5

KYLE-OAKLEY FLD (CEY)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct GELME and hold.
<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div>	Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3 119.975	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		827- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		947-1	370 (400-1)	
LNAV MDA	960-1	383 (400-1)	960-1 $\frac{1}{8}$	383 (400-1 $\frac{1}{8}$)
CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1 $\frac{1}{2}$ 463 (500-1 $\frac{1}{2}$)	1180-2 603 (700-2)

MURRAY, KENTUCKY

AL-6225 (FAA)

23222

WAAS Ch 42626 W23A	APP CRS 232°	Rwy Idg TDZE 568 Apt Elev 577
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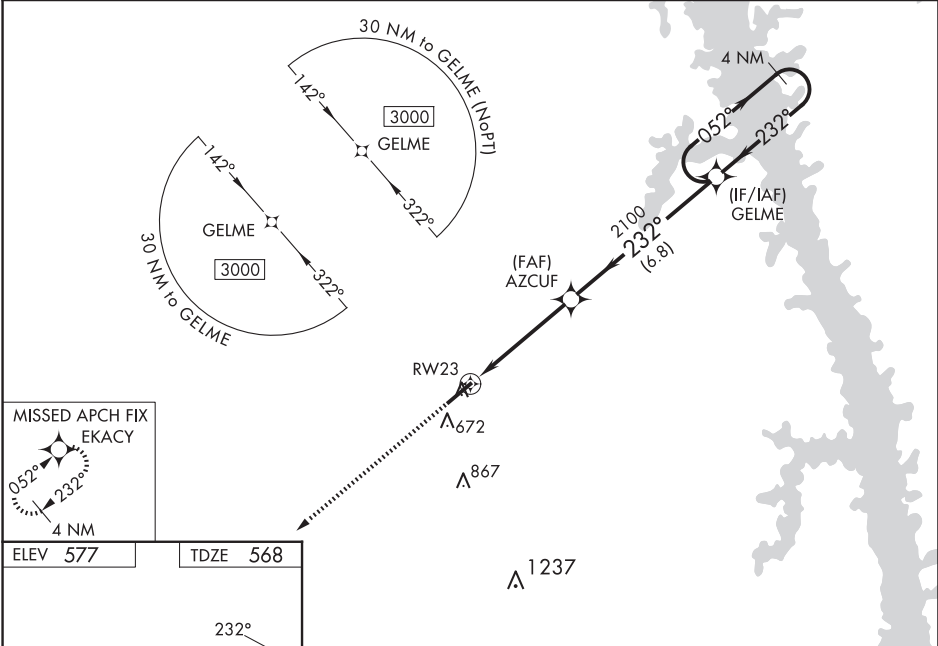
RNAV (GPS) RWY 23
KYLE-OAKLEY FLD (CEY)

A DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Mayfield altimeter setting. When local altimeter setting not received use Mayfield altimeter setting: increase all DA/MDA 40 feet, and increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility $\frac{1}{8}$ mile. For inop ODALS, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

ODALS

MISSED APPROACH: Climb to 3000 direct EKACY and hold.

AWOS-3 119.975	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF)
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ELEV 577 TDZE 568

MIRL Rwy 5-23
REIL Rwy 5

3000 EKACY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 38).

4 NM Holding Pattern

*LNAV only.

AZCUF

RW23

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA		859- $\frac{7}{8}$	291 (300- $\frac{7}{8}$)	
LNAV/VNAV DA		861- $\frac{7}{8}$	293 (300- $\frac{7}{8}$)	
LNAV MDA	980- $\frac{3}{4}$	412 (500- $\frac{3}{4}$)	980-1	412 (500-1)
CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1 $\frac{1}{2}$ 463 (500-1 $\frac{1}{2}$)	1180-2 603 (700-2)

MURRAY, KENTUCKY
Amdt 1 05MAR15

36° 40'-N-88° 22'-W

KYLE-OAKLEY FLD (CEY)
RNAV (GPS) RWY 23

SE-1, 07 AUG 2025 to 02 OCT 2025

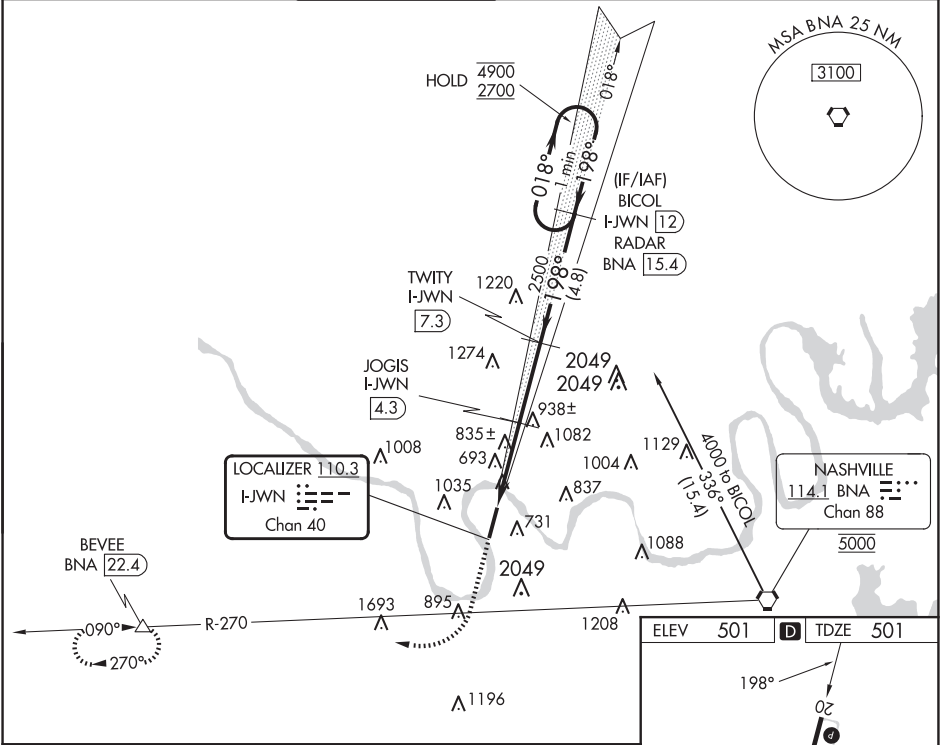
SE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-JWN	APP CRS	Rwy Idg	6001
110.3	198°	TDZE	501
Chan 40		Apt Elev	501

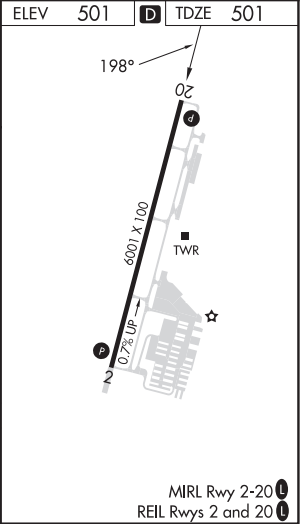
ILS or LOC RWY 20
JOHN C TUNE (JWN)

DME required.	MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.		
▼ Circling NA east of Rwy 2-20. VDP NA when using Nashville Intl altimeter setting.			
▲ NA When local altimeter setting not received, use Nashville Intl altimeter setting and increase S-ILS 20 DA to 738 feet, increase all MDAs 40 feet.			

ATIS	NASHVILLE APP CON	JOHN TUNE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
127.075	119.35 372.0	119.45 (CTAF) 0	121.7	121.7	124.55 (when twr closed)	122.7



2200	3000	BNA R-270	BEVEE
↑	↘	△	
TWITY I-JWN 7.3			
One Minute Holding Pattern			
JOGIS I-JWN 4.3			
I-JWN 2.9			
I-JWN 1.1			
1560			
2500			
4900/2700			
GS 3.00° TCH 40			
1.8 NM 1.5 NM 3 NM 4.8 NM			
CATEGORY	A	B	C
S-ILS 20	701-¾ 200 (200-¾)		
S-LOC 20	1100-1	599 (600-1)	1100-1¾ 599 (600-1¾)
✶ CIRCLING	1200-1	699 (700-1)	1340-2½ 839 (900-2½) 1340-2¾ 839 (900-2¾)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

NASHVILLE, TENNESSEE

AL-6878 (FAA)

25051

WAAS CH 78325 W02A	APP CRS 018°	Rwy Idg TDZE Apt Elev	6001 484 501
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RNAV (GPS) RWY 2

JOHN C TUNE (JWN)

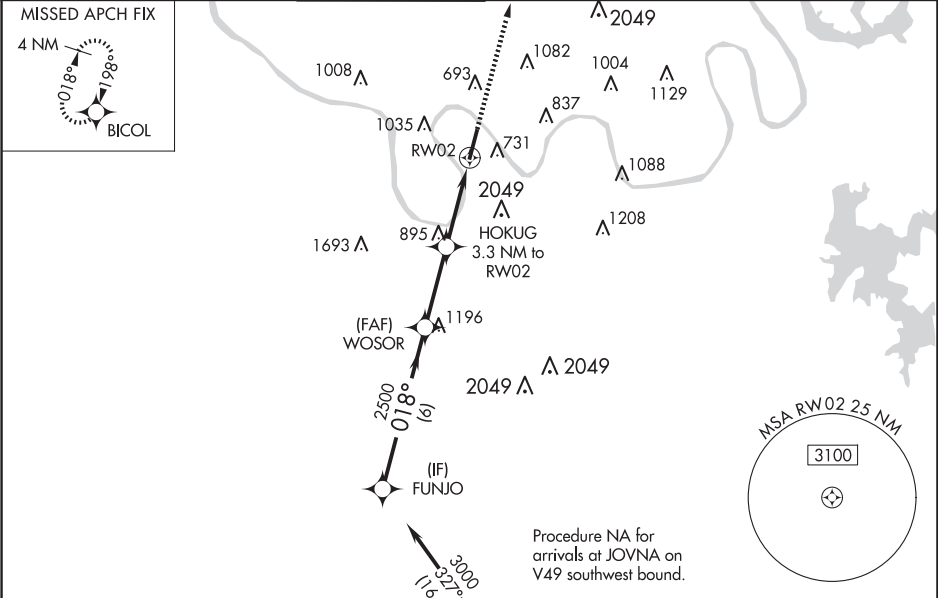
▼

▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA E of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DAs 39 feet and all MDAs 40 feet; increase LPV visibility all Cats ⅓ SM, LNAV visibility Cat B ¼ SM.

MISSED APPROACH:
Climb to 3000 direct BICOL and hold.

ATIS 127.075	NASHVILLE APP CON 119.35 372.0	JOHN TUNE TOWER ★ 119.45 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7	CLNC DEL 124.55 (when twr closed)	UNICOM 122.7
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ELEV 501 TDZE 484

GP 3.00°
TCH 40

FUNJO

3000

018°

2500

WOSOR

2500

HOKUG

3.3 NM to RWY 02

* 2.1 NM to RWY 02

RWY 02

* 1540

6 NM

3 NM

1.2 NM

2.1 NM

A

B

C

D

CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

734-7⁄8

250 (300-7⁄8)

1079-2 1⁄2

595 (600-2 1⁄2)

1160-1 676 (700-1)

1160-2 676 (700-2)

1200-1 699 (700-1)

1340-2 3⁄4 839 (900-2 3⁄4)

3000 BICOL

* LNAV only.

4001 x 100

TWR

0.2% UP

018°

MIRL Rwy 2-20

REIL Rlys 2 and 20

NASHVILLE, TENNESSEE
Amdt 2A 27APR17

36°11'N-86°53'W

JOHN C TUNE (JWN)

RNAV (GPS) RWY 2

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86625 W20A	APP CRS 198°	Rwy Idg TDZE Apt Elev	6001 501 501
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RNAV (GPS) RWY 20

JOHN C TUNE (JWN)

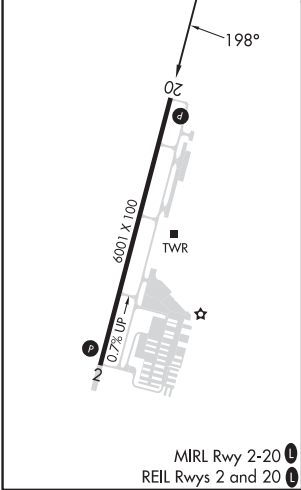
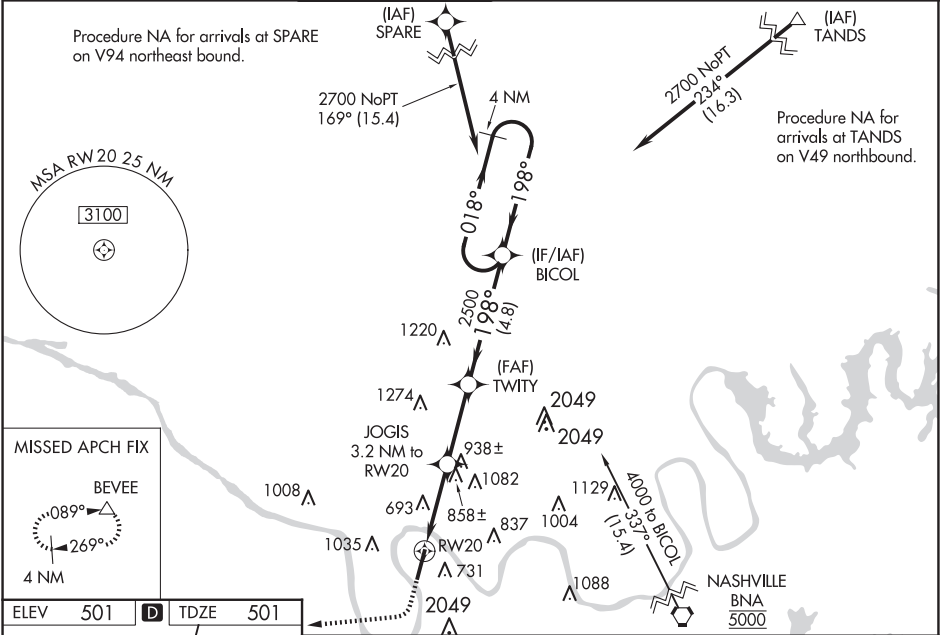
⚠





NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 40 feet and all visibilities ½ mile; increase all MDA 40 feet and LNAV Cats C and D visibility ½ mile. Circling NA east of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 1200 then
climbing right turn to
3000 direct BEVEE
and hold.

ATIS 127.075	NASHVILLE APP CON 119.35 372.0	JOHN TUNE TOWER ★ 119.45 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7	CLNC DEL 124.55 (when twr closed)	UNICOM 122.7
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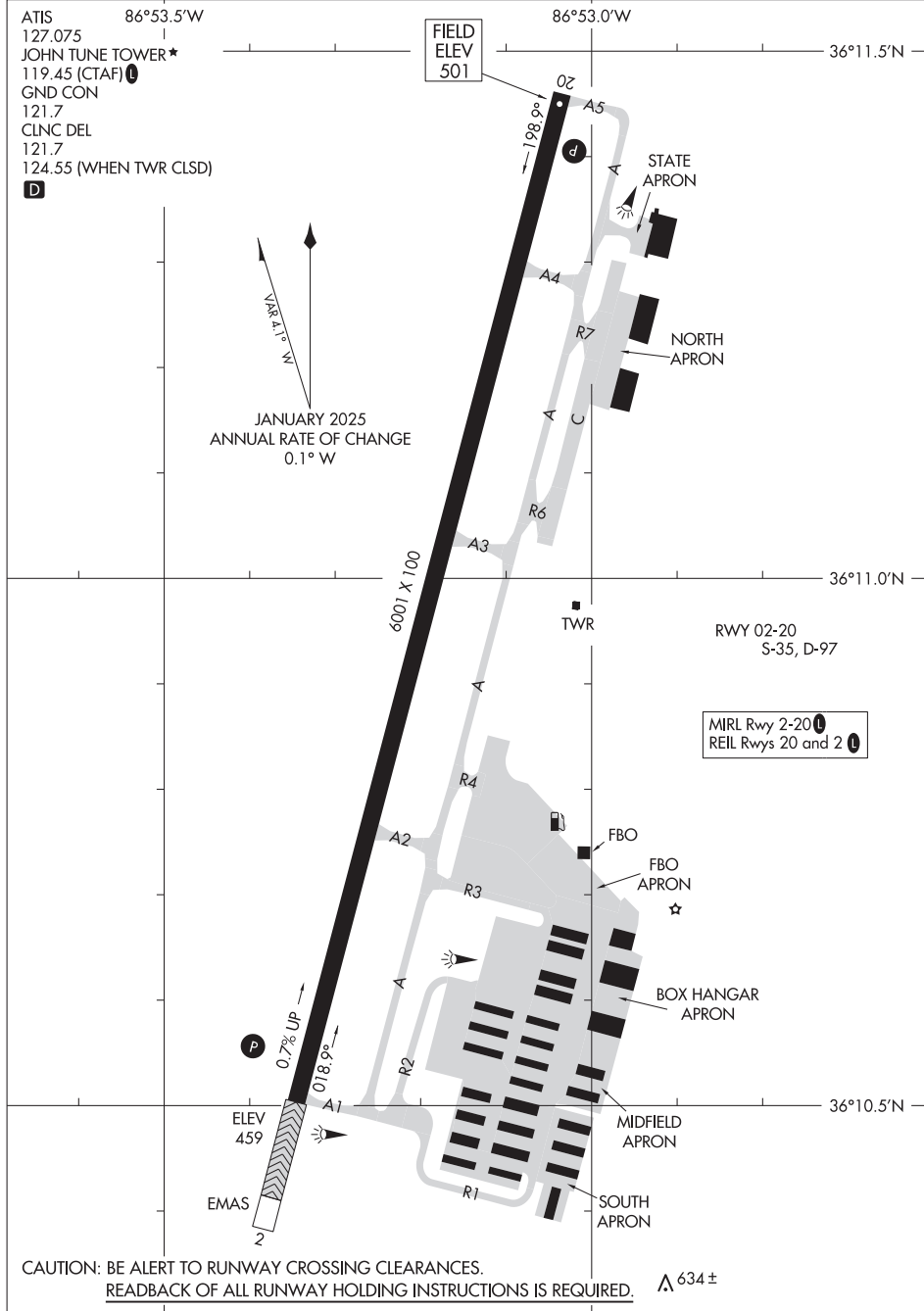


<div>1200</div> <div>↑</div>		<div>3000</div> <div></div>	<div>BEVEE</div> <div></div>	<div>BICOL</div> <div>4 NM Holding Pattern</div>			
<div>*LNAV only.</div>				<div>JOGIS</div> <div>3.2 NM to RW20</div>	<div>TWITY</div> <div>2500</div>	<div>018° →</div> <div>2700</div>	
<div></div>		<div>*1.8 NM to RW20</div>	<div>RW20</div>	<div>*1560</div>	<div>198°</div> <div>← 198°</div>	<div>2500</div>	<div>GP 3.00°</div> <div>TCH 40</div>
<div>1.8 NM</div>		<div>1.4 NM</div>	<div>3 NM</div>	<div>4.8 NM</div>			
CATEGORY		A		B	C	D	
LPV	DA	856-1¼		355 (400-1¼)			
LNAV/VNAV	DA	1003-1¾		502 (600-1¾)			
LNAV	MDA	1120-1	619 (700-1)	1120-1¾		619 (700-1¾)	
 CIRCLING		1200-1	699 (700-1)	1340-2½ 839 (900-2½)		1340-2¾ 839 (900-2¾)	

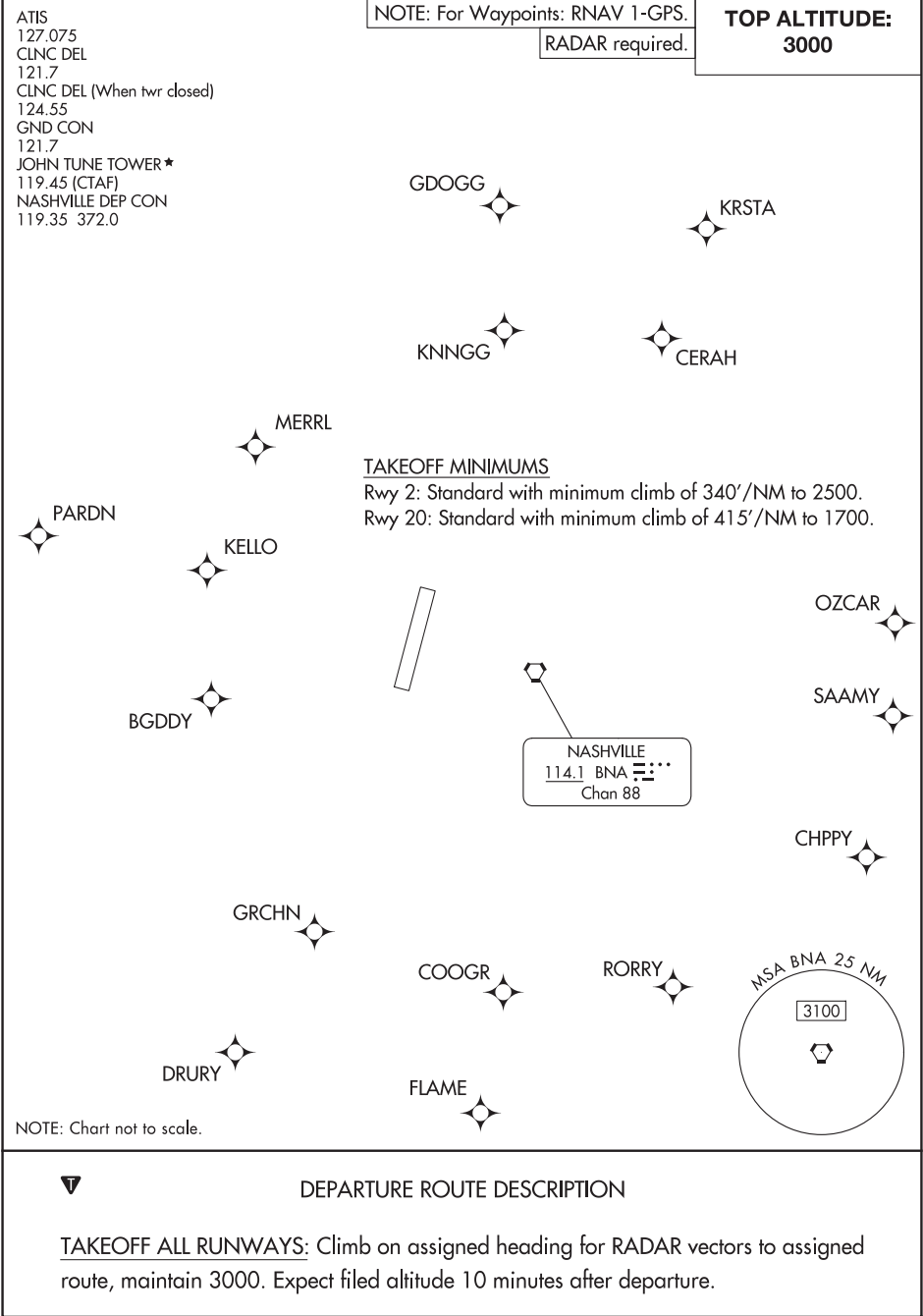
SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM



SE-1, 07 AUG 2025 to 02 OCT 2025



NASHVILLE, TENNESSEE


AL-282 (FAA)

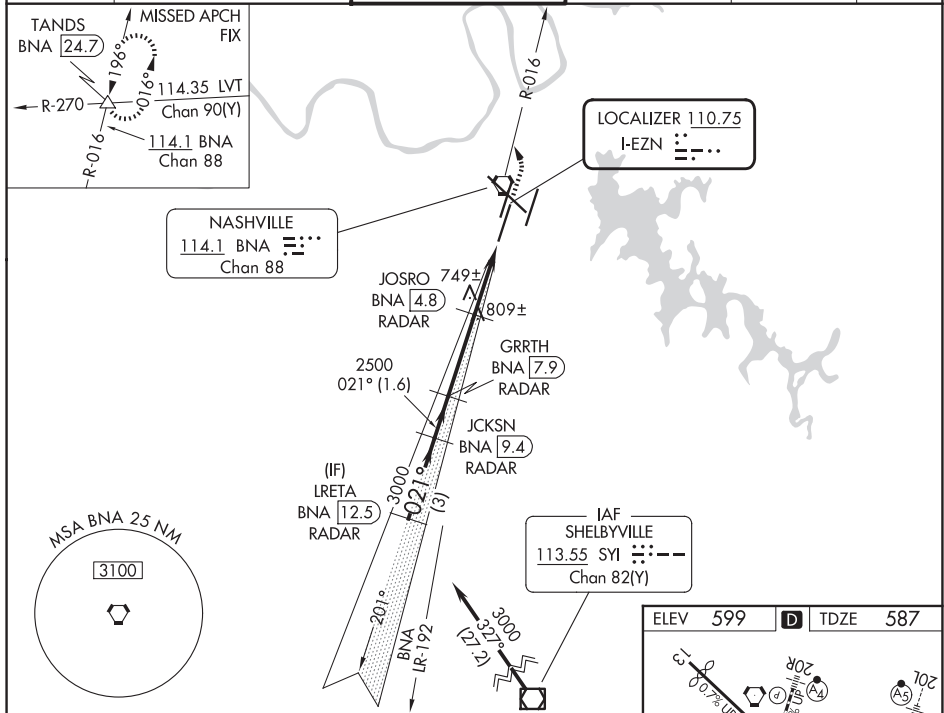
25219

LOC I-EZN 110.75	APP CRS 021°	Rwy Ldg TDZE Apt Elev	7601 587 599
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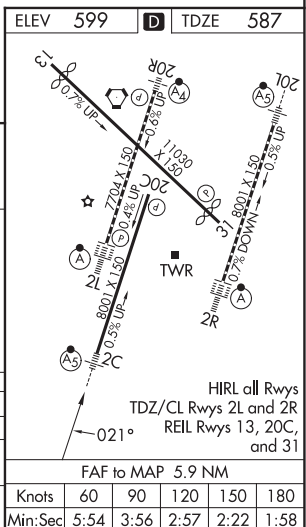
ILS or LOC RWY 2C

NASHVILLE INTL (BNA)

DME or RADAR required.			MALSR 	MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on BNA VORTAC R-016 to TANDS INT/BNA 24.7 and hold.	
⚠ Simultaneous approach authorized. For inop ALS, increase S-LOC 2C Cats C and D visibility to RVR 6000. DME from BNA VORTAC. Simultaneous reception of I-EZN and BNA DME required. #RVR 1800 authorized with the use of FD or AP or HUD to DA.					
D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC



VGSI and ILS glidepath not coincident.				
LRETA BNA 12.5 RADAR	JCKSN BNA 9.4 RADAR	GRTH BNA 7.9 RADAR	JOSRO BNA 4.8 RADAR	BNA 3.2
3000	2500	2500	1520	BNA 2
GS 3.00° TCH 60	3000	2500	1520	BNA 2
3 NM	1.6 NM	3.1 NM	1.6 NM	1.2 NM
CATEGORY	A	B	C	D
S-ILS 2C #	787/24		200 (200-½)	
S-LOC 2C	1000/24	413 (500-½)	1000/40	413 (500-¾)
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)



NASHVILLE, TENNESSEE
Amdt 2B 07OCT21

36°07'N-86°41'W

NASHVILLE INTL (BNA)

ILS or LOC RWY 2C

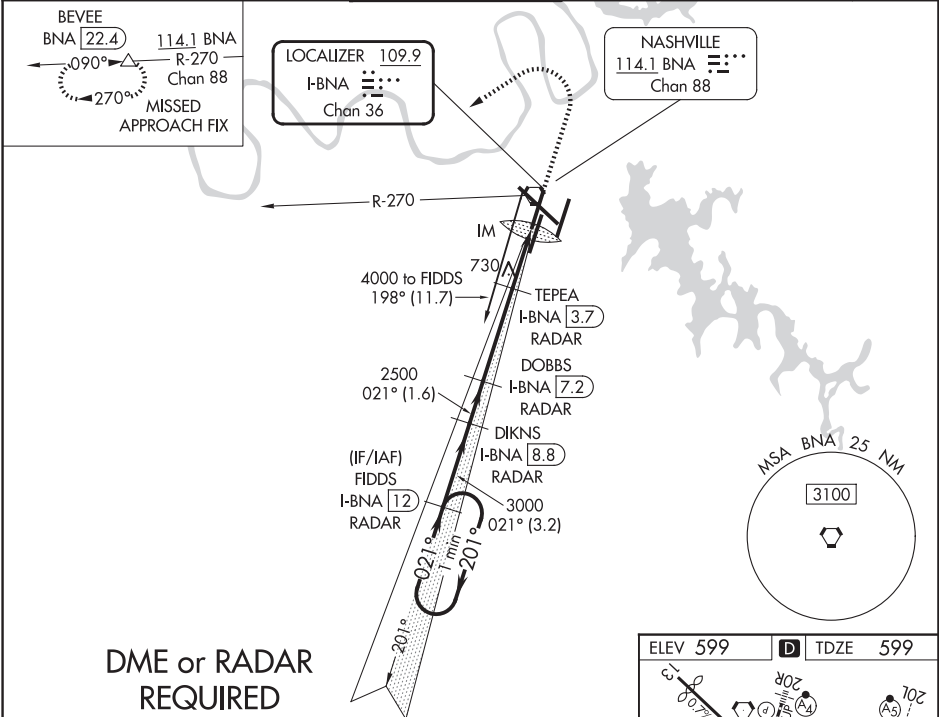
SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

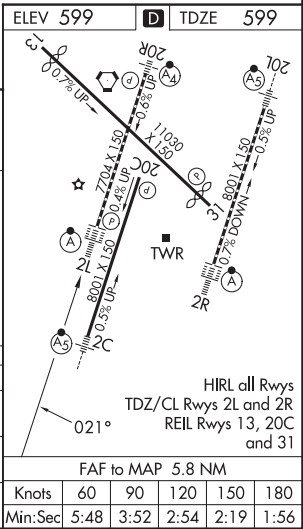
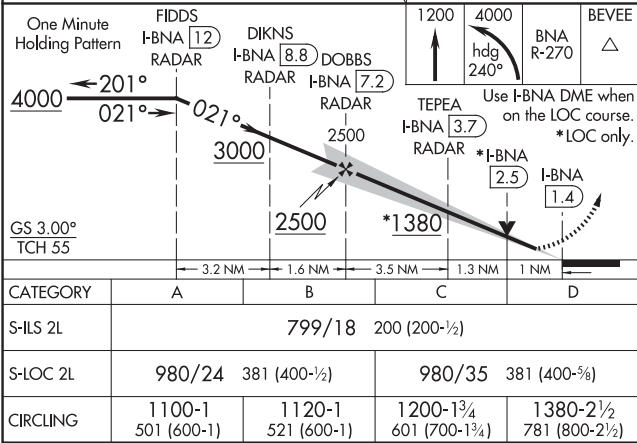
LOC/DME I-BNA 109.9 Chan 36	APP CRS 021°	Rwy Ldg TDZE Apt Elev	7702 599 599
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ILS or LOC RWY 2L
NASHVILLE INTL (BNA)

<div><div><div><div></div><div>T</div></div><div><div></div><div>A</div></div></div><div>Simultaneous approach authorized with Rwy 2R. DME or radar required.</div></div>		<div><div>ALSF-2</div><div><div><div></div><div>A</div></div><div><div></div><div></div></div></div></div>	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA VORTAC 22.4 DME and hold.			
D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC	



DME or RADAR
REQUIRED



NASHVILLE, TENNESSEE

AL-282 (FAA)

25219

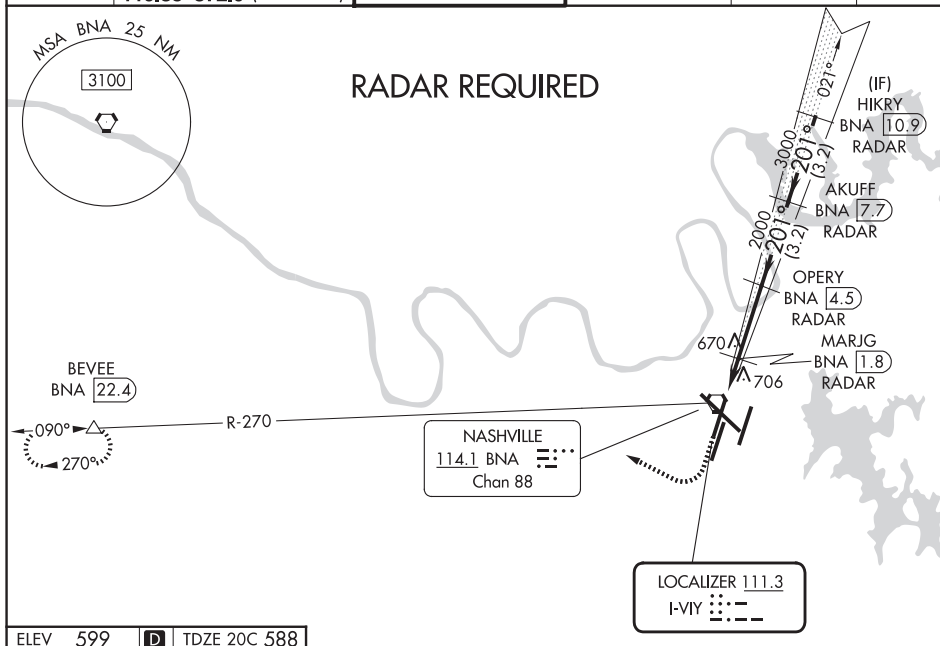
LOC	I-VIY	APP CRS	Rwy Ldg	20R	20C
111.3		201°	7702	8001	
			TDZE	578	588
			Apt Elev	599	599

ILS or LOC RWY 20R

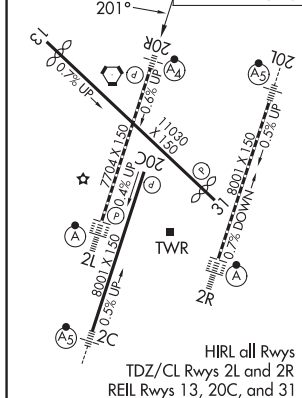
NASHVILLE INTL (BNA)

⚠ Simultaneous approach authorized with Rwy 20L. DME or radar required. For inop ALS, increase S-LOC 20R Cat D visibility to 1¼ SM. DME from BNA VORTAC. Simultaneous reception of I-VIY and BNA DME required.	MALSF 	MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 300° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.
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D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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ELEV	599	D	TDZE 20C 588
			TDZE 20R 578



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NASHVILLE, TENNESSEE

Amdt 11 27APR17

36°07'N-86°41'W

NASHVILLE INTL (BNA)

ILS or LOC RWY 20R

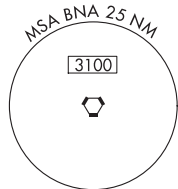
	1200	4000	BNA R-270	BEVEE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).	HIKRY BNA 10.9 RADAR
			hdg 300°	△		
						AKUFF BNA 7.7 RADAR
						OPERY BNA 4.5 RADAR
						MARJG BNA 1.8 RADAR
						BNA 0.3
						1160*
						2000
						3000
						4000
						GS 3.00° TCH 60
						1.7 NM
						2.7 NM
						3.2 NM
						3.2 NM
CATEGORY	A	B	C	D		
S-ILS 20R	778/40 200 (200-¾)					
S-LOC 20R	1000/40	422 (500-¾)	1000/50	422 (500-1)		
SIDESTEP 20C	1000-1	412 (500-1)	1000-1½	412 (500-1½)	1000-2	412 (500-2)
CIRCLING	1100-1	1120-1	1200-1¾	601 (700-1¾)	1380-2½	781 (800-2½)

SE-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 31
NASHVILLE INTL (BNA)

- MISSED APPROACH:** Climb to 1400 then climbing left turn to 4000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

DME or RADAR REQUIRED



HIRL all Rwy's TDZ/CL Rwy's 2L and 2R REIL Rwy's 13, 20C, and 31					
FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

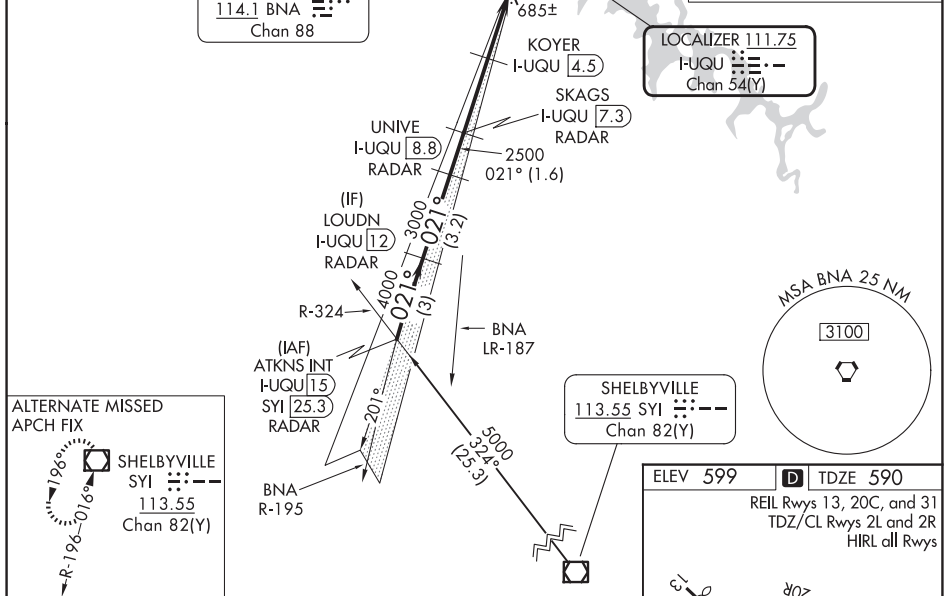
CATEGORY	A	B	C	D
S-ILS 31	778- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 31	1020-1 442 (500-1)	1020-1 $\frac{3}{8}$ 442 (500-1 $\frac{3}{8}$)		
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$)	1380-2 $\frac{1}{2}$ 781 (800-2 $\frac{1}{2}$)

NASHVILLE INTL (BNA)
ILS or LOC RWY 31

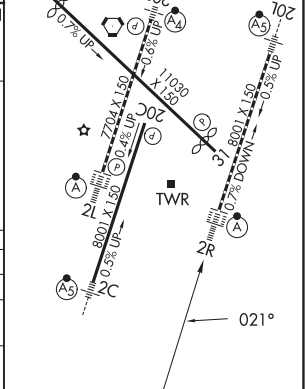
ILS or LOC/DME RWY 2R
NASHVILLE INTL (BNA)

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.

- 



CATEGORY	A	B	C	D
S-ILS 2R	790/18 200 (200-½)			
S-LOC 2R	940/24	350 (400-½)	940/30	350 (400-¾)
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)



NASHVILLE INTL (BNA)
ILS or LOC/DME RWY 2R

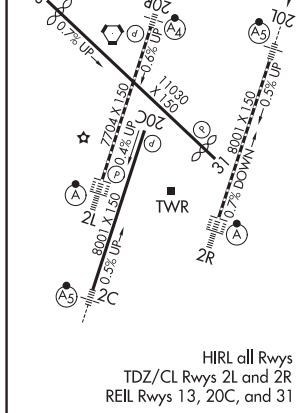
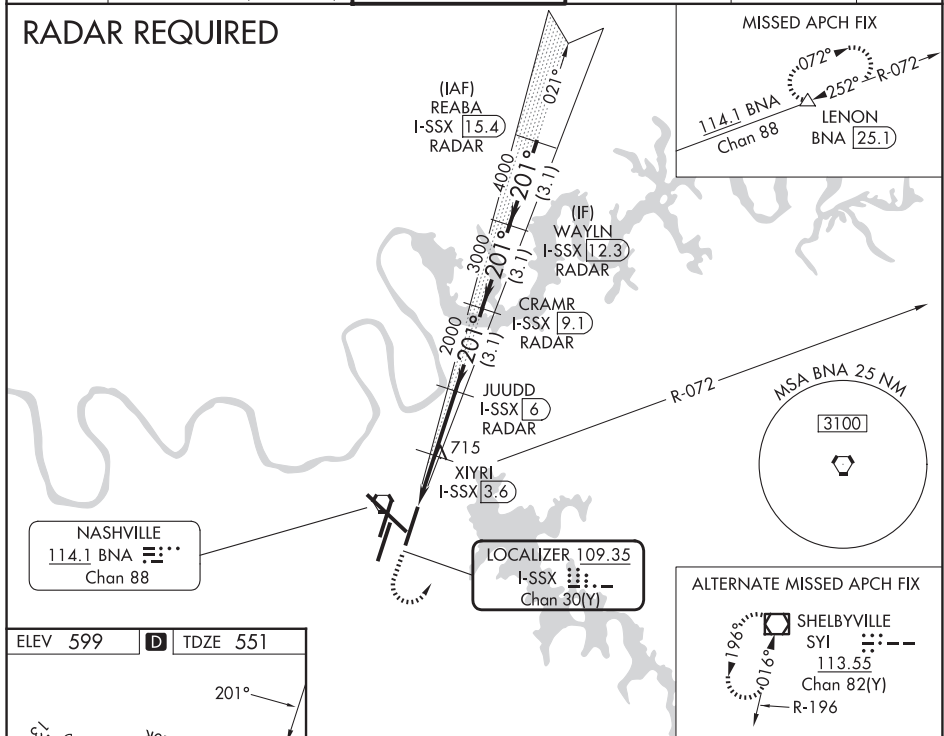
ILS or LOC/DME RWY 20L
NASHVILLE INTL (BNA)

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 040° and BNA VORTAC R-072 to LENON/BNA 25.1 DME and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 20L	** 751/24 200 (200-½)			
S-LOC 20L	980/24	429 (400-½)	980/40	429 (400-¾)
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1. 07 AUG 2025 to 02 OCT 2025

NASHVILLE, TENNESSEE

AL-282 (FAA)

25219

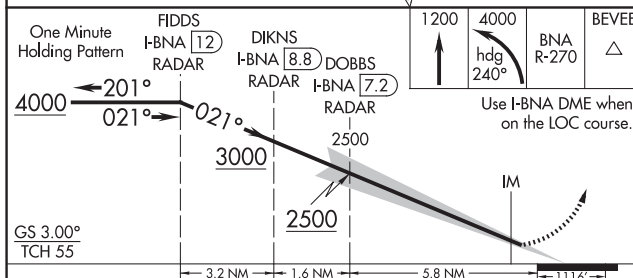
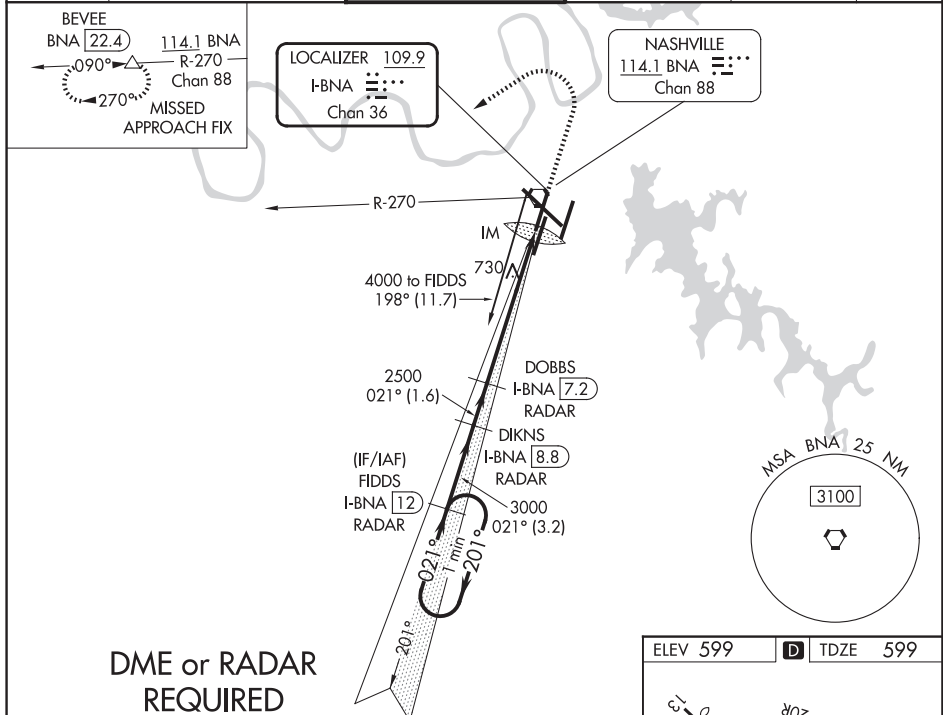
LOC/DME I-BNA 109.9 Chan 36	APP CRS 021°	Rwy Ldg TDZE 599 Apt Elev 599
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ILS RWY 2L (SA CAT I)

NASHVILLE INTL (BNA)

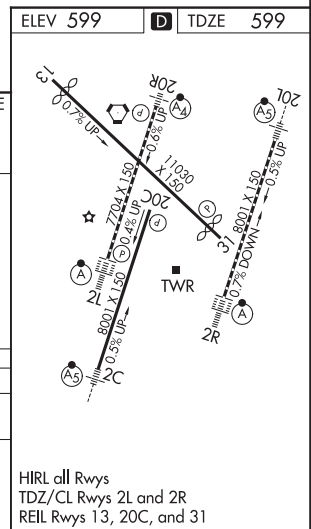
▽ Simultaneous approach authorized with Rwy 2R. DME or radar required. ▲ Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSF-2 	MISSED APPROACH: Climb to 4000 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.
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D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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CATEGORY	A	B	C	D
S-ILS 2L	RA 159/14 150 DA 749			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwy's
TDZ/CL Rwy's 2L and 2R
REIL Rwy's 13, 20C, and 31

NASHVILLE, TENNESSEE

Amdt 11 27APR17

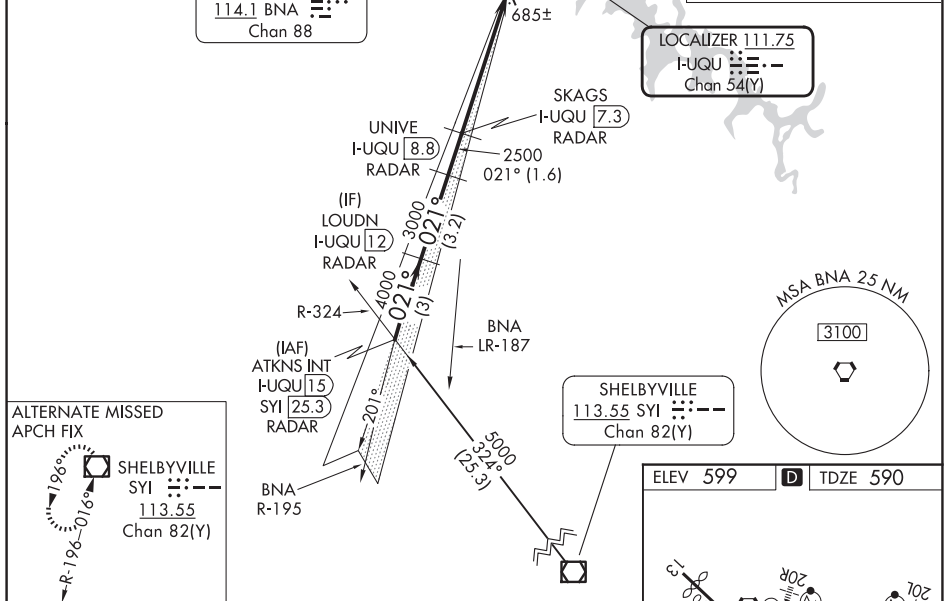
36°07'N-86°41'W

NASHVILLE INTL (BNA)

ILS RWY 2L (SA CAT I)

ILS RWY 2R (SA CAT I)
NASHVILLE INTL (BNA)

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.



ATKNS INT I-UQU (15) RADAR

LOUDN I-UQU (12) RADAR

UNIVE I-UQU (8.8) RADAR

SKAGS I-UQU (7.3) RADAR

IM

GS 3.00° TCH 59

021°

5000 4000 3000 2500

3 NM 3.2 NM 1.6 NM 5.7 NM 0.1 12.0

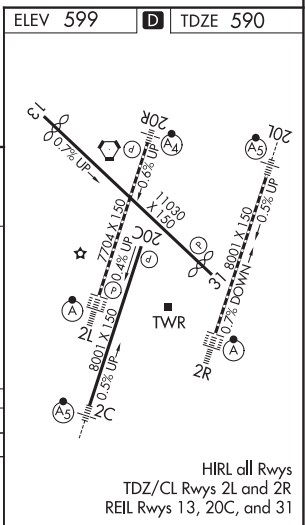
1300 3000

BNA R-072

LENON △

CATEGORY	A	B	C	D
S-ILS 2R	RA 121/14 150 DA 740			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



NASHVILLE, TENNESSEE

AL-282 (FAA)

25219

LOC/DME I-BNA 109.9 Chan 36	APP CRS 021°	Rwy Ldg 7702 TDZE 599 Apt Elev 599
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ILS RWY 2L (CAT II & III)

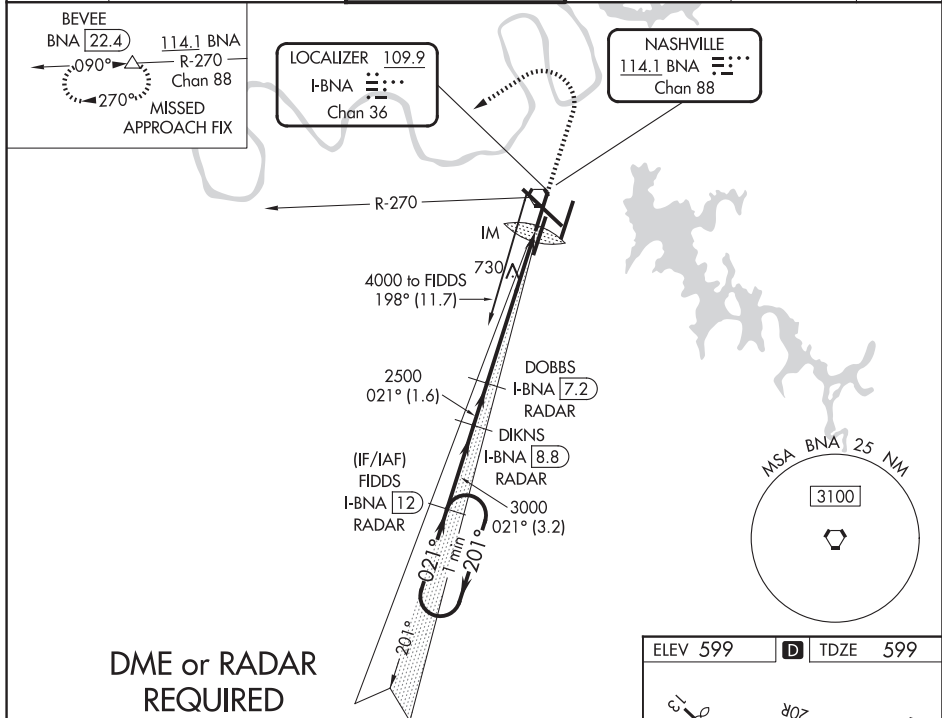
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2R.
DME or radar required. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

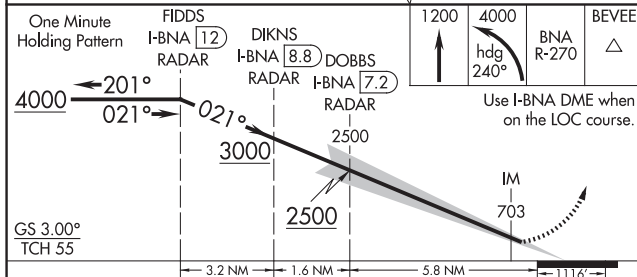
ALSIF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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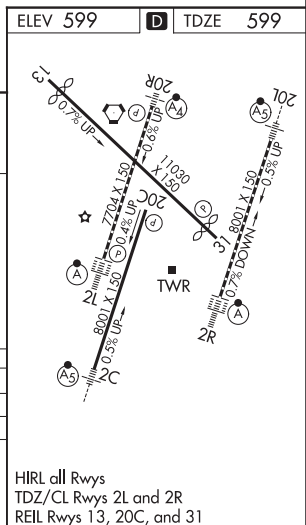


DME or RADAR
REQUIRED



CATEGORY	A	B	C	D
S-ILS 2L	CAT II RA 104/12 100 DA 699			
S-ILS 2L	CAT III RVR 600			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



NASHVILLE, TENNESSEE

Amdt 11 27APR17

36°07'N-86°41'W

NASHVILLE INTL (BNA)

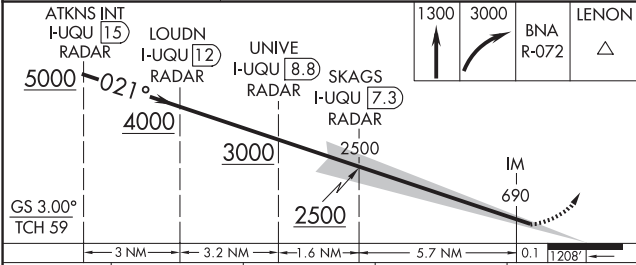
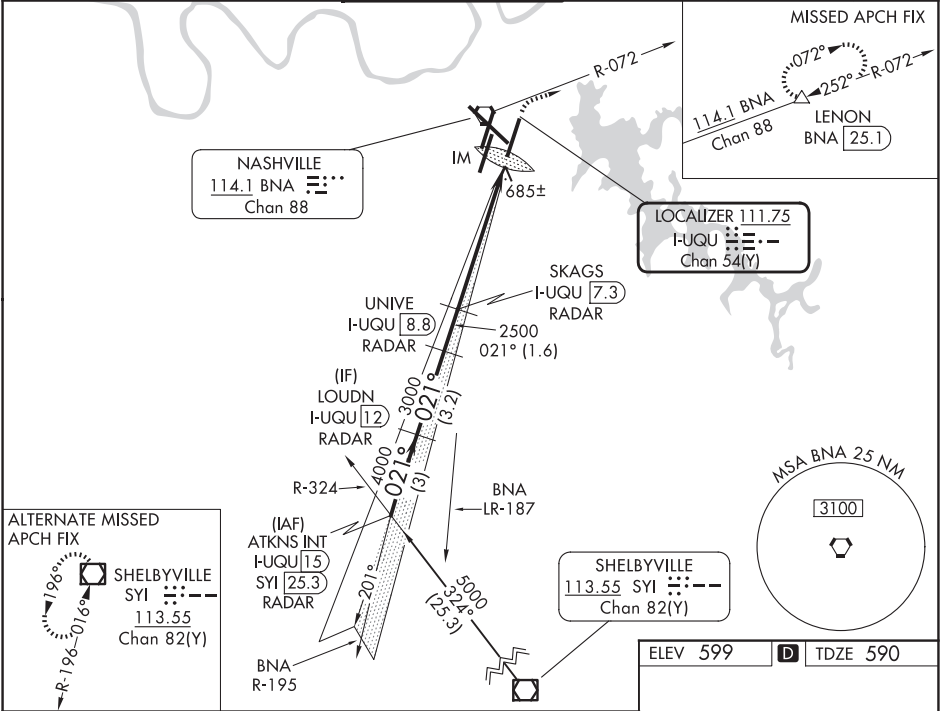
ILS RWY 2L (CAT II & III)

LOC/DME I-UQU 111.75 Chan 54 (Y)	APP CRS 021°	Rwy Ldg 8000 TDZE 590 Apt Elev 599
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ILS RWY 2R (CAT II & III)
NASHVILLE INTL (BNA)

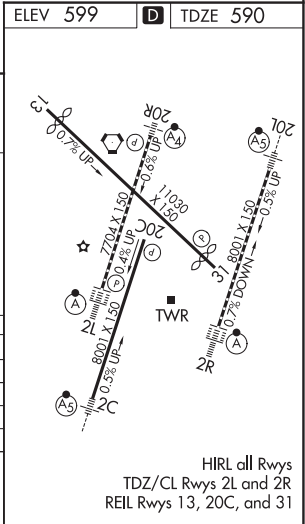
DME required.	ALSF-2	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.
Simultaneous approach authorized with Rwy 2L/C.		

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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CATEGORY	A	B	C	D
S-ILS 2R	CAT II RA 116/12 100 DA 690			
S-ILS 2R	CAT IIIa RVR 07			
S-ILS 2R	CAT IIIb RVR 06			
S-ILS 2R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 2C
NASHVILLE INTL (BNA)

MISSED APPROACH: Climb to 4000 on track 021° to NIRHI and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.

CPDLC



RNAV (RNP) Z RWY 2C

APP CRS	Rwy Ldg	7702
021°	TDZE	599
	Apt Elev	599

RNAV (RNP) Z RWY 2L

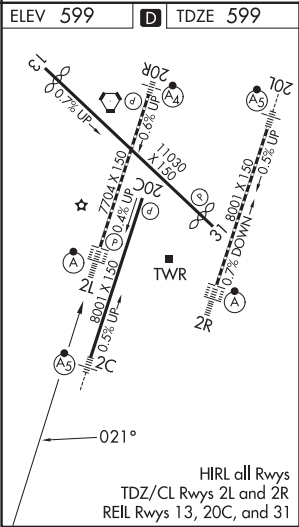
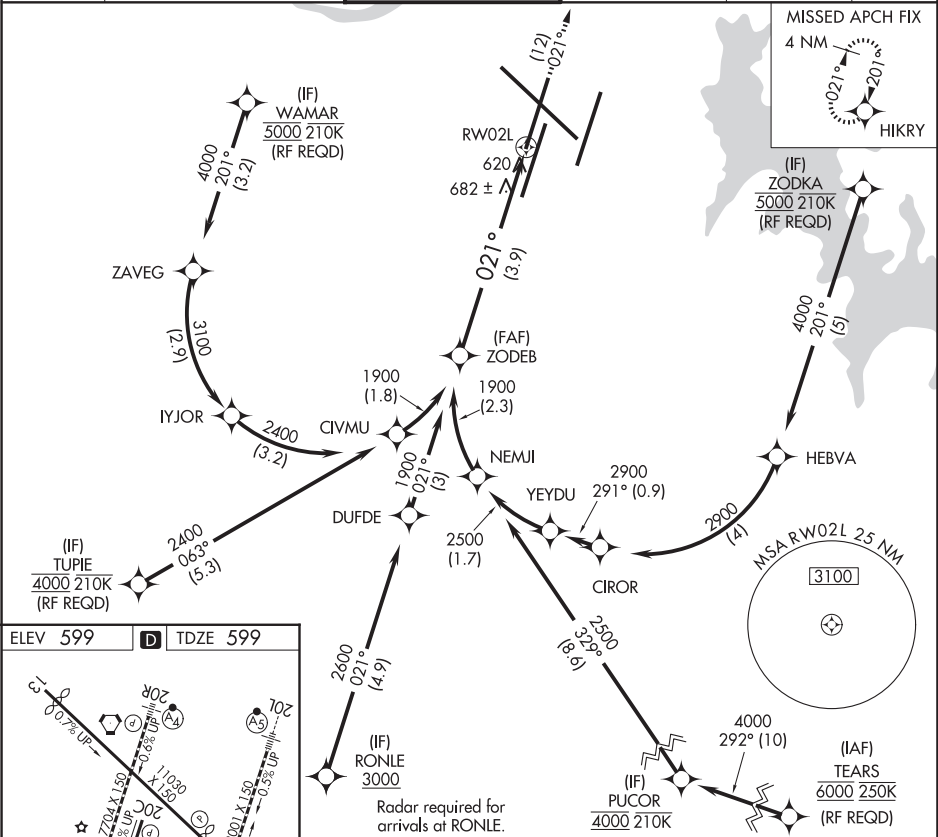
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 2R. For inop ALSF-2, increase RNP 0.15 all Cats visibility to RVR 4700, increase RNP 0.30 all Cats visibility to 1 ¼ mile. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH:
Climb to 4000 on track 021° to HIKRY and hold, continue climb-in-hold to 4000.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	118.6 257.8	121.9 348.6	126.05	



ZODEB 1900			
See planview for multiple IF locations.			
1900 021°			
GP 3.00° TCH 55			
3.9 NM			
CATEGORY	A	B	C
RNP 0.15 DA		898/24	299 (300-½)
RNP 0.30 DA		991/41	392 (400-¾)

AUTHORIZATION REQUIRED

NASHVILLE, TENNESSEE

AL-282 (FAA)

25219

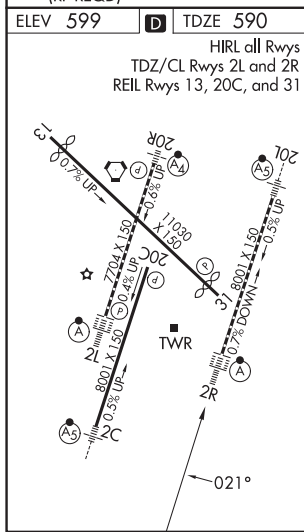
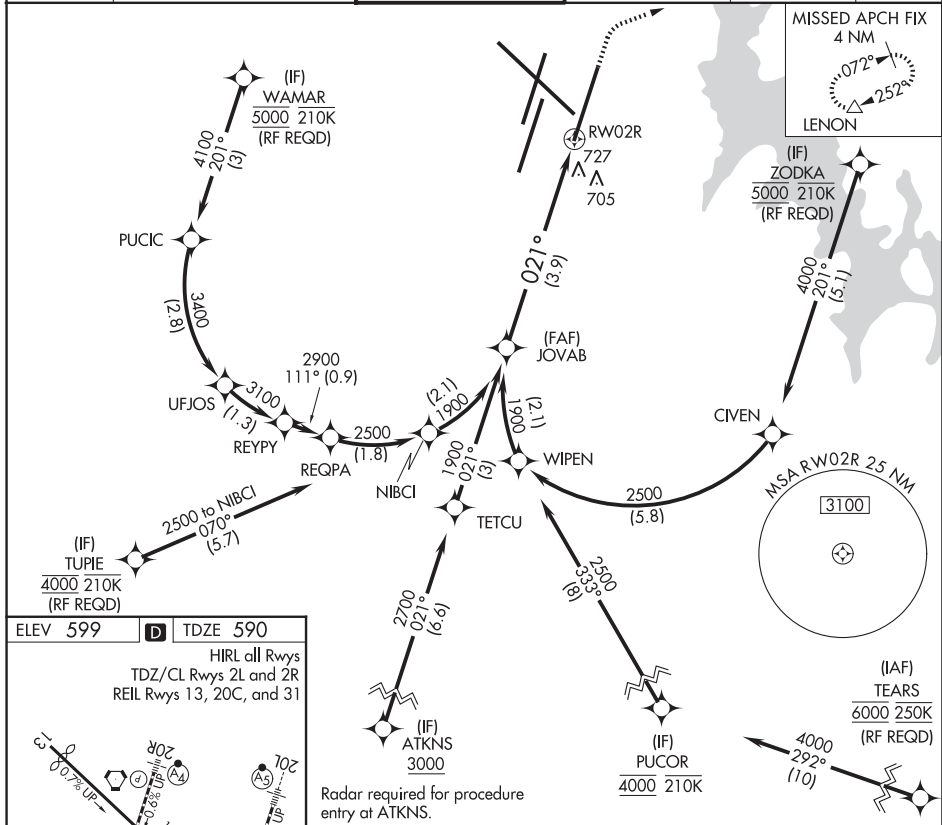
APP CRS	Rwy Ldg	8000
021°	TDZE	590
	Apt Elev	599

RNAV (RNP) Z RWY 2R

NASHVILLE INTL (BNA)

RNP AR APCH.	For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inoperative ALSF-2, increase RNP 0.15 all Cats visibility to RVR 5600, RNP 0.30 all Cats visibility to 1 3/4 mile. Simultaneous approach authorized with Rwy 2L/C. Use of FD or AP providing RNAV track guidance required during simultaneous operations.	ALSF-2	MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.
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D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CINC DEL	CPDLC
135.1	118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	118.6 257.8	121.9 348.6	126.05	



<p>JOVAB 1900</p> <p>1900</p> <p>GP 3.00° TCH 59</p> <p>See planview for multiple IF locations.</p>		<p>1300 4000 LENON</p> <p>↑ ↗ △</p>		
<p>021°</p> <p>3.9 NM</p> <p>RW02R</p>				
CATEGORY	A	B	C	D
RNP 0.15 DA		938/40	348 (400-¾)	
RNP 0.30 DA		1024/48	434 (500-1)	
AUTHORIZATION REQUIRED				

AUTHORIZATION REQUIRED

NASHVILLE, TENNESSEE
Amdt 2B 16JUL20

36°07'N-86°41'W

NASHVILLE INTL (BNA)
RNAV (RNP) Z RWY 2R

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS

Rwy Ldg

8000

201°

TDZE

551

Apt Elev

599

RNAV (RNP) Z RWY 20L

NASHVILLE INTL (BNA)

GPS required. Simultaneous approach authorized with Rwy 20R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). Inop table does not apply to RNP 0.20. For inop MALSR, increase RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	118.6 257.8	121.9 348.6	126.05	

MISSED APCH FIX

CENOP

1300

4000

CENOP

See planview for multiple IF locations.

RW20L

201°

1700

GP 3.00°

TCH 47

CATEGORY	A	B	C	D
RNP 0.20 DA	810/40		259 (200-¾)	
RNP 0.30 DA	1008/55		457 (400-1)	

AUTHORIZATION REQUIRED

ELEV 599

D

TDZE 551

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

NASHVILLE, TENNESSEE

Amdt 2A 11DEC14

36°07'N-86°41'W

399

NASHVILLE INTL (BNA)

RNAV (RNP) Z RWY 20L

APP CRS	Rwy Ldg	7702
201°	TDZg	578
	Apt Elev	599

RNAV (RNP) Z RWY 20R

NASHVILLE INTL (BNA)

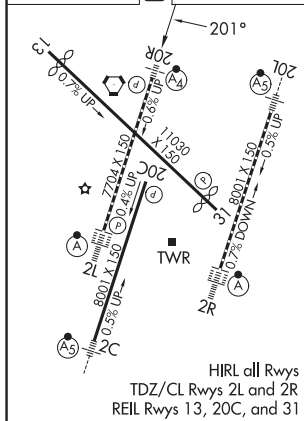
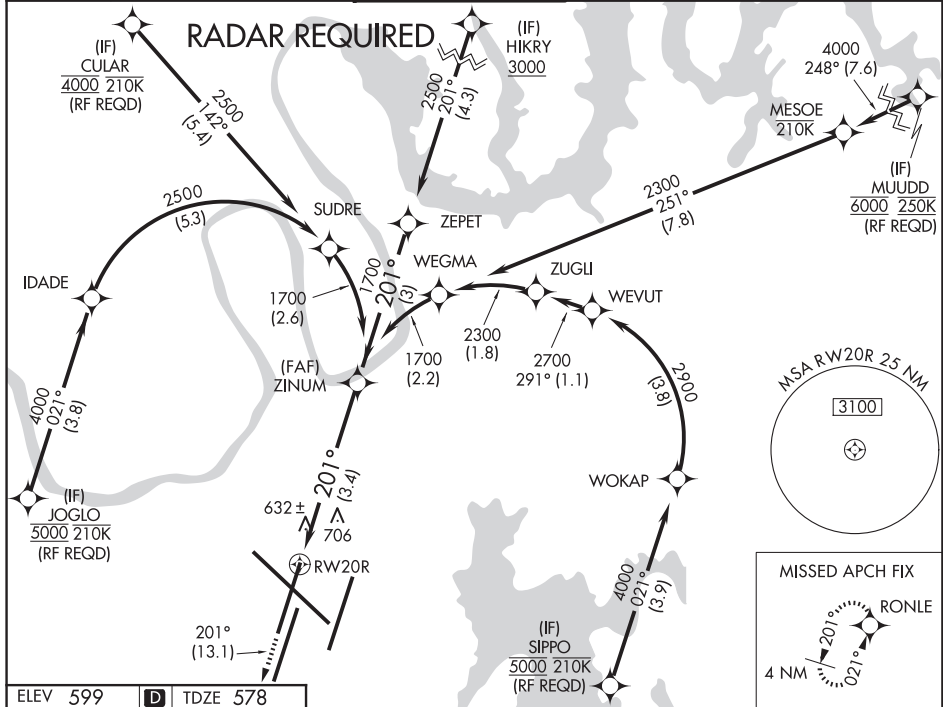
GPS required. Simultaneous approach authorized with Rwy 20L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). For inoperative MALSF, increase RNP 0.18 all Cats visibility to RVR 5600 and RNP 0.30 all Cats visibility to 1½.

MALSF

MALSF

MISSED APPROACH:
Climb to 3000 on track 201° to RONLE and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	118.6 257.8	121.9 348.6	126.05	



ELEV 599 **TDZE 578**

3000 **RONLE**

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).

See planview for multiple IF locations.

RW20R

ZINUM

1700

GP 3.00°
TCH 59

3.4 NM

CATEGORY	A	B	C	D
RNP 0.18 DA		927/42	349 (400-7%)	
RNP 0.30 DA		1042/60	464 (500-1¼)	

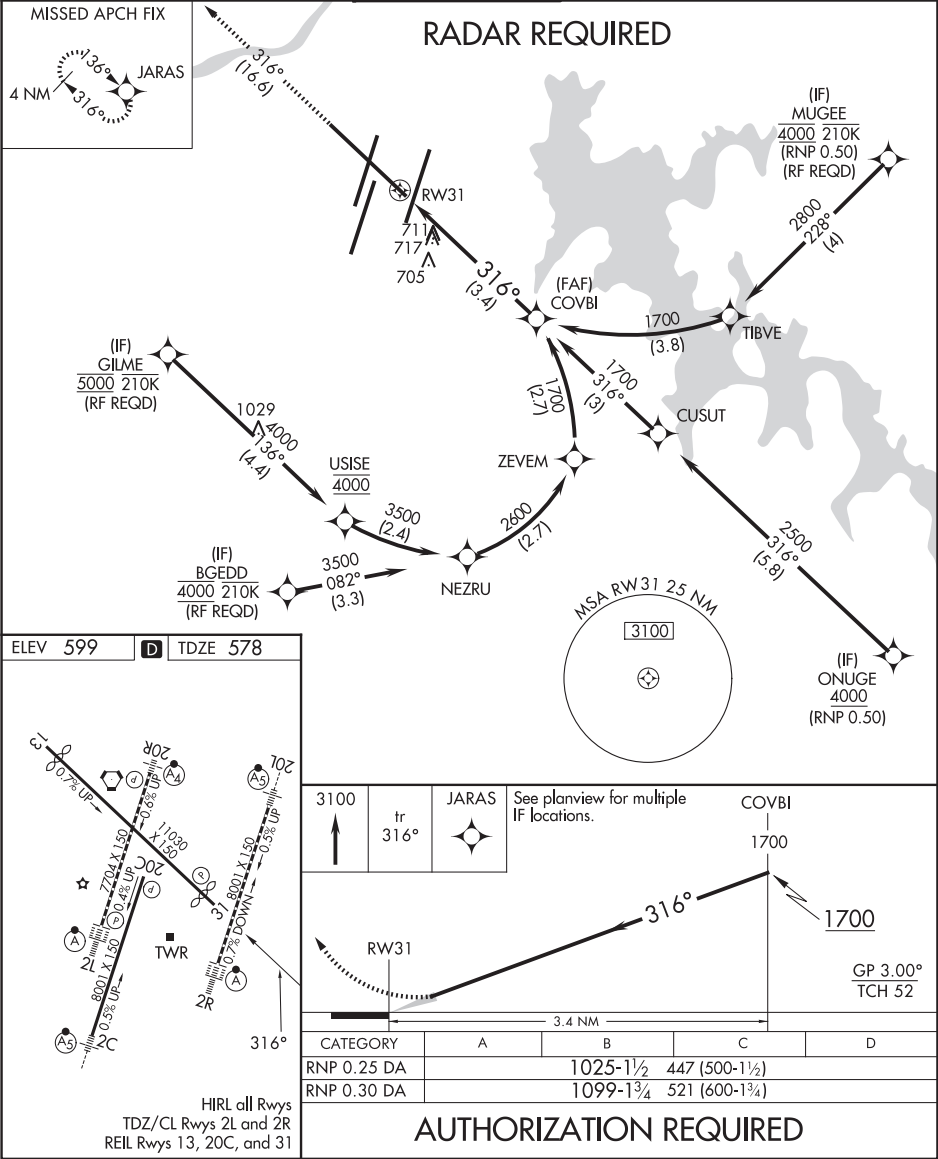
AUTHORIZATION REQUIRED

APP CRS	Rwy Ldg	9487
316°	TDZE	578
	Apt Elev	599

RNAV (RNP) Z RWY 31

NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). GPS required.			MISSED APPROACH: Climb to 3100 on track 316° to JARAS and hold.		
D-ATIS	NASHVILLE APP CON		NASHVILLE TOWER	GND CON	CLNC DEL
135.1	118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)		118.6 257.8	121.9 348.6	126.05
				CPDLC	



NASHVILLE, TENNESSEE

AL-282 (FAA)

25219

APP CRS	Rwy Ldg	9487
136°	TDZE	567
	Apt Elev	599

RNAV (GPS) RWY 13

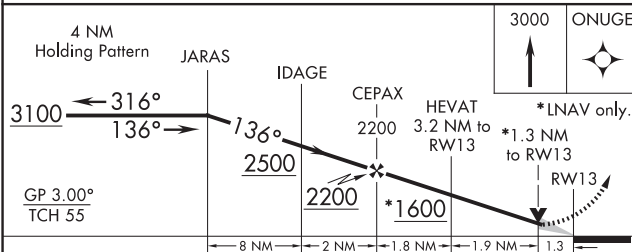
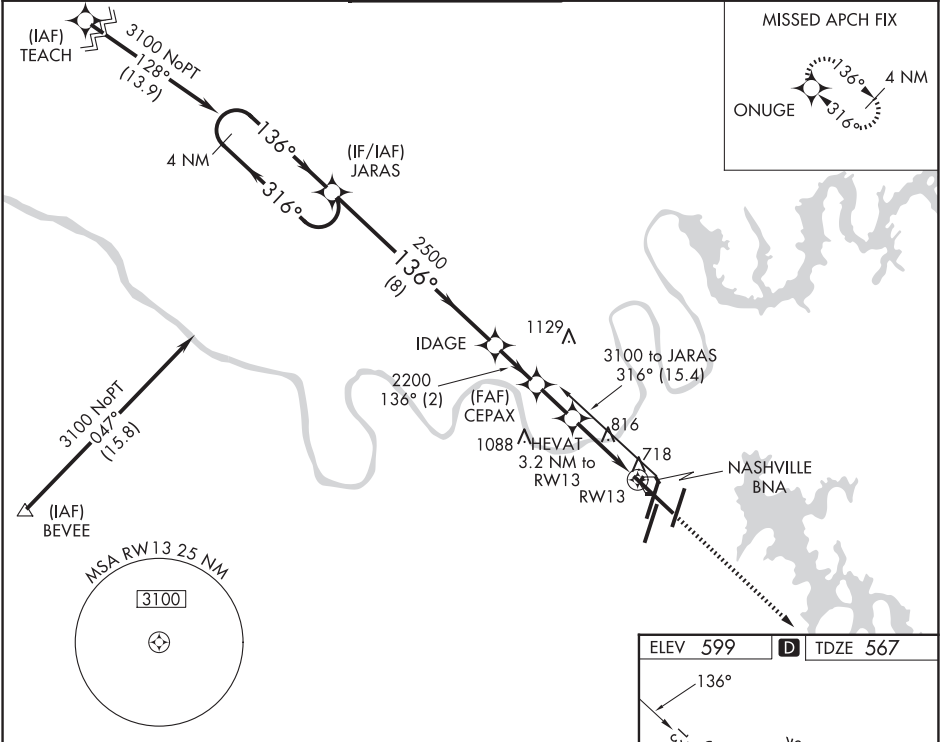
NASHVILLE INTL (BNA)

RNP APCH.

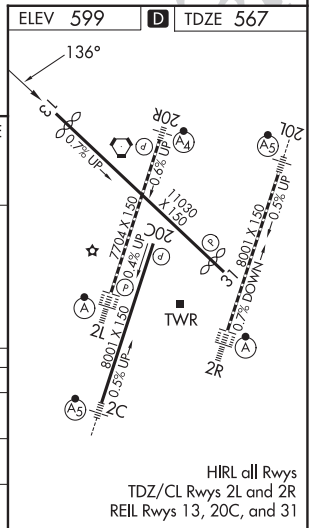
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV
▲ NA below -16°C or above 47°C.

MISSED APPROACH: Climb to
3000 direct ONUGE and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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CATEGORY	A	B	C	D
LNAV/VNAV DA	968-1½	401 (400-1½)		
LNAV MDA	1080-1	513 (500-1)	1080-1½	1080-1¾
CIRCLING	1100-1	1120-1	1200-1¾	1380-2½
	501 (600-1)	521 (600-1)	601 (700-1¾)	781 (800-2½)



NASHVILLE, TENNESSEE
Amdt 1B 16JUL20

36°07'N-86°41'W

RNAV (GPS) RWY 13

SE-1, 07 AUG 2025 to 02 OCT 2025

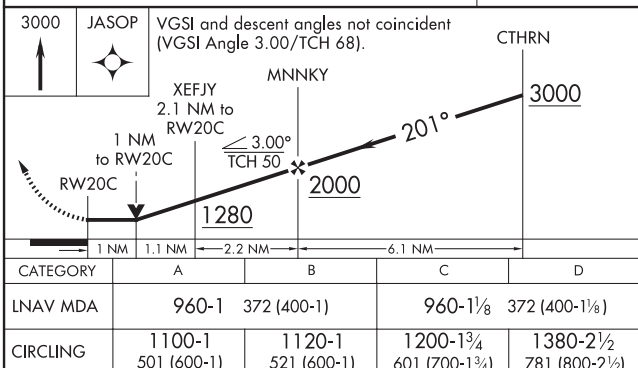
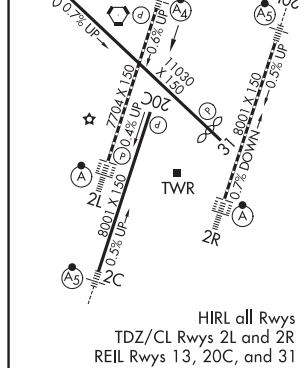
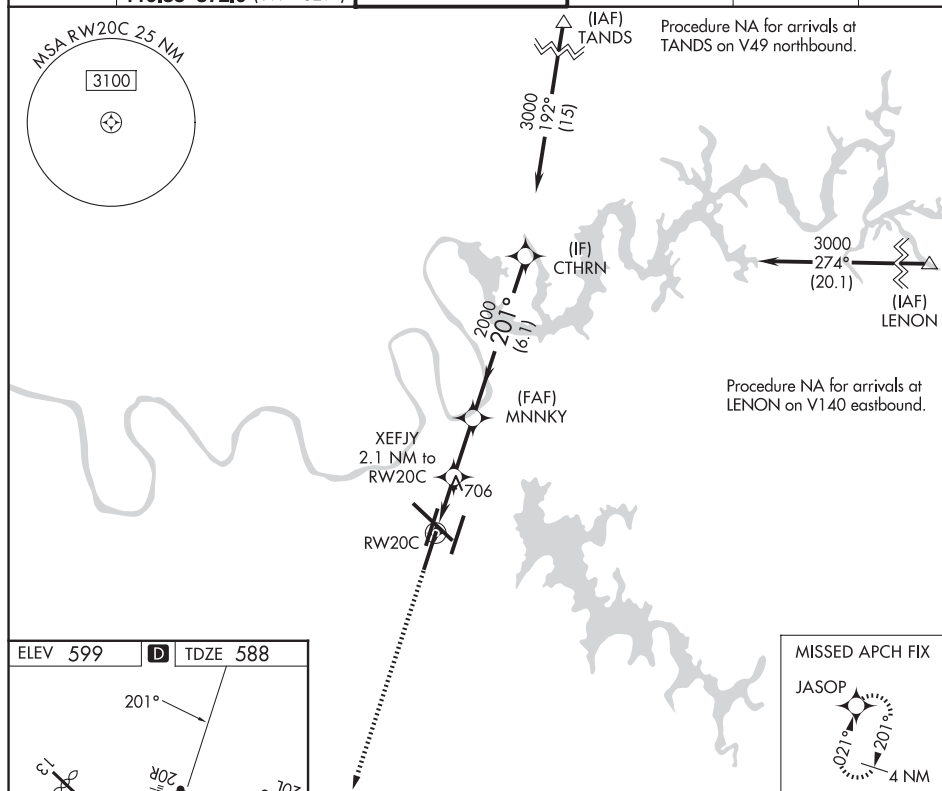
APP CRS 201°	Rwy Ldg TDZE Apt Elev	8001 588 599
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RNAV (GPS) RWY 20C
NASHVILLE INTL (BNA)

T
A DME/DME RNP-0.3 NA.
Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 direct JASOP and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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NASHVILLE, TENNESSEE

AL-282 (FAA)

25219

WAAS CH 70613 W02B	APP CRS 021°	Rwy Ldg TDZE Apt Elev 7601 587 599
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RNAV (GPS) Y RWY 2C

NASHVILLE INTL (BNA)

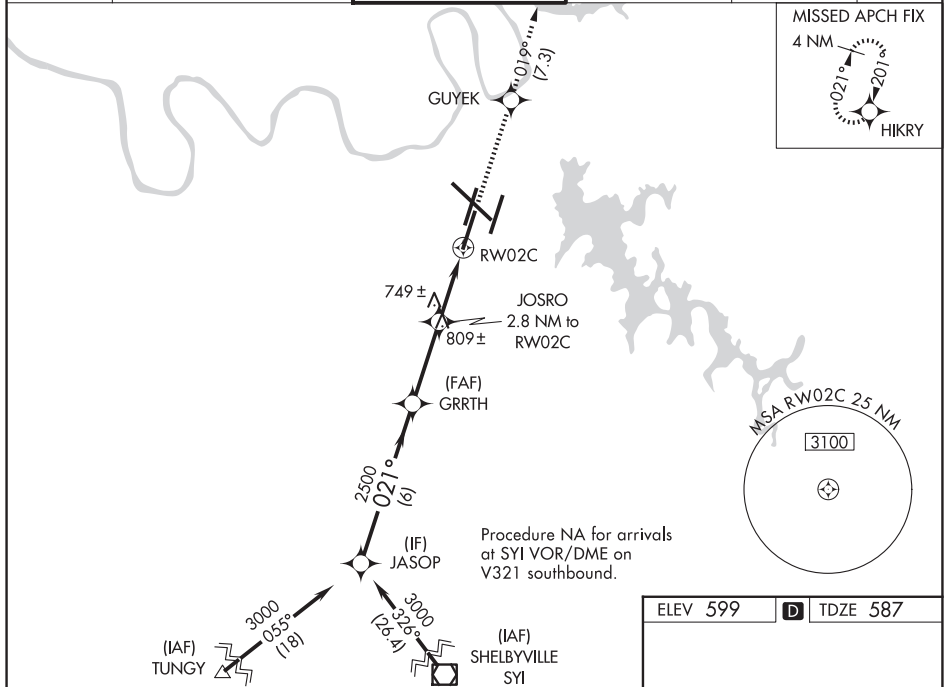
RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

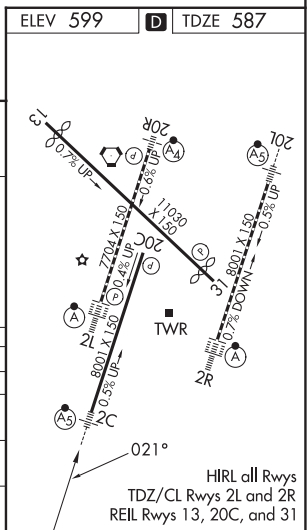
MALSR

MISSED APPROACH: Climb to 4000 direct GUYEK and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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VGSI and RNAV glidepath not coincident.				4000	GUYEK	tr 019°	HIKRY
JASOP				3000	GRRTH	2500	JOSRO 2.8 NM to RWY 2C
GP 3.00° TCH 60				021°	2500	*1520	*1.2 NM to RWY 2C
				6 NM	3.1 NM	1.6 NM	1.2 NM
CATEGORY	A		B		C		D
LPV DA**	787/24		200 (200-½)				
LNAV/VNAV DA	1059/60		472 (500-1¼)				
LNAV MDA	1000/24		413 (500-½)		1000/40		413 (500-¾)
CIRCLING	1100-1 501 (600-1)		1120-1 521 (600-1)		1200-1¾ 601 (700-1¾)		1380-2½ 781 (800-2½)



NASHVILLE, TENNESSEE
Amdt 2B 07OCT21

36°07'N-86°41'W

NASHVILLE INTL (BNA)

RNAV (GPS) Y RWY 2C

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42713 W02A	APP CRS 021°	Rwy Ldg TDZE 599 Apt Elev 599
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RNAV (GPS) Y RWY 2L

NASHVILLE INTL (BNA)

▼

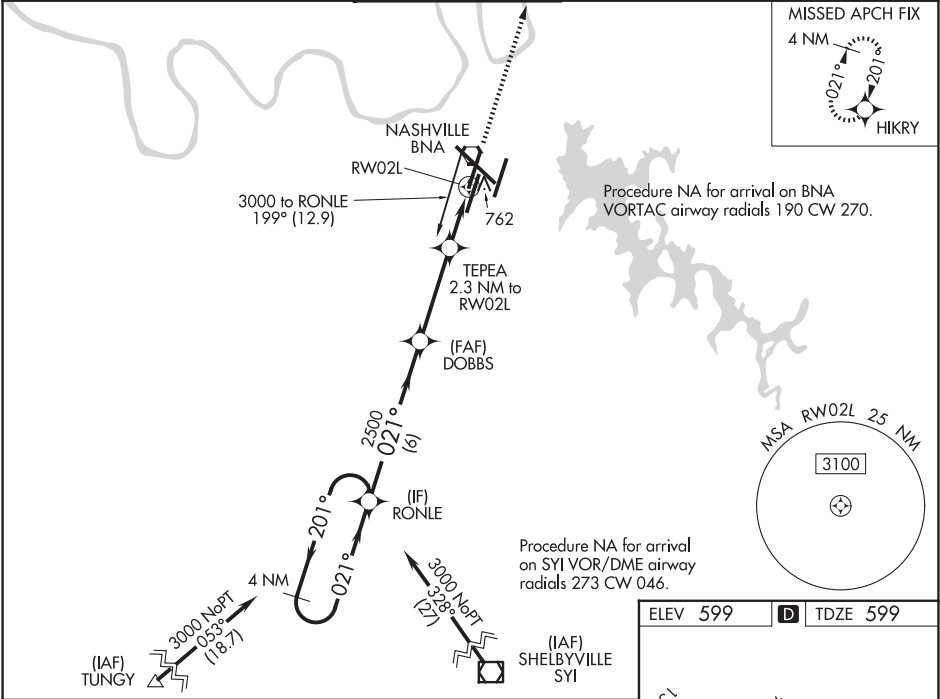
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R.
DME/DME RNP-0.3 NA.

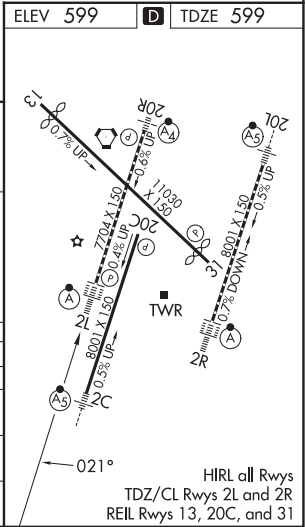
ALSF-2

MISSED APPROACH:
Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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4 NM Holding Pattern		RONLE	DOBBS	TEPEA 2.3 NM to RW02L	4000	HIKRY
3000 ← 201°		2500	2500	1.2 NM to RW02L	↑	✱
GP 3.00° TCH 55		2500	*1380	*LNAV only.		
		6 NM	3.5 NM	1.1 NM	1.2 NM	
CATEGORY	A	B	C	D		
LPV DA		799/18	200 (200-½)			
LNAV/VNAV DA		949/30	350 (400-⅙)			
LNAV MDA	1020/24	421 (500-½)	1020/40	421 (500-¾)		
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)		



SE-1, 07 AUG 2025 to 02 OCT 2025

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NASHVILLE, TENNESSEE

AL-282 (FAA)

25219

WAAS CH 93713 W02D	APP CRS 021°	Rwy Ldg TDZE 590 Apt Elev 599
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RNAV (GPS) Y RWY 2R

NASHVILLE INTL (BNA)

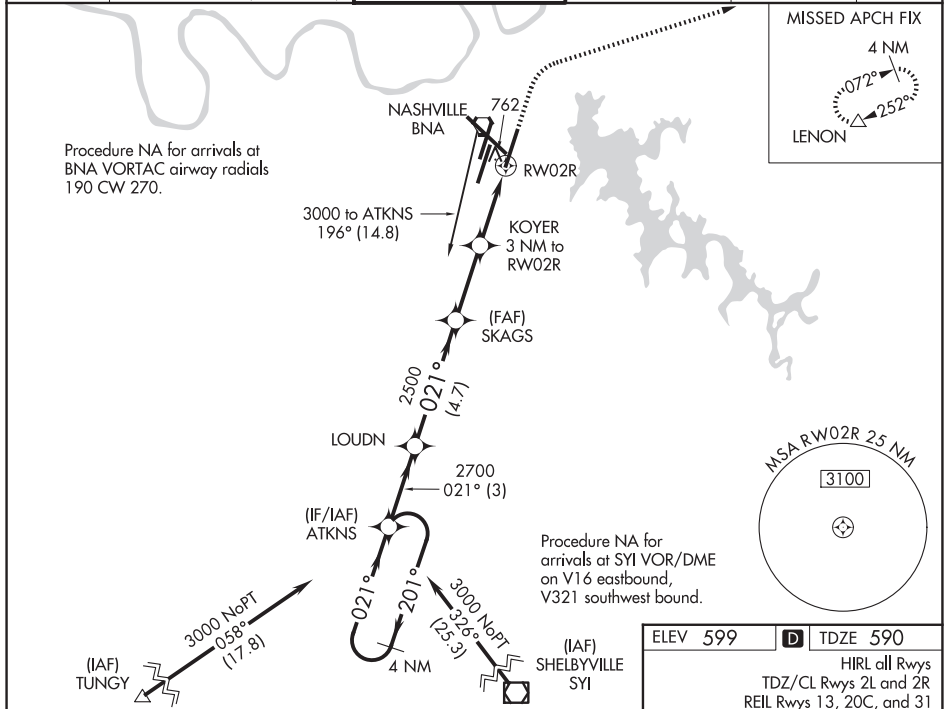
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.
Simultaneous approach authorized with Rwy 2L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2 increase LNAV/VNAV visibility all Cats to RVR 5400.

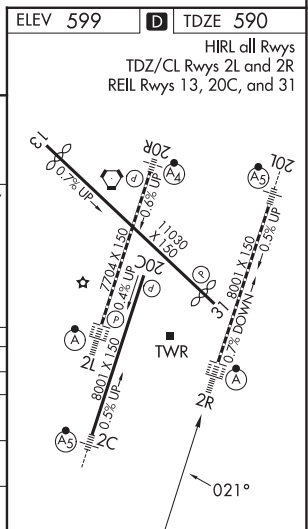
ALSF-2

MISSED APPROACH:
Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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4 NM Holding Pattern		ATKNS	LOUDN	SKAGS	KOYER 3 NM to RWY 2R	LENON
3000 ← 201°		201° →	201°	2500	2500	1300 4000
GP 3.00° TCH 59			2700	2500	*1600	
		3 NM	4.7 NM	2.8	1.9	1.1
CATEGORY	A	B	C	D	*LNAV only	
LPV DA	790/18		200 (200-½)			
LNAV/VNAV DA	928/30		338 (400-¾)			
LNAV MDA	1020/24	430 (500-½)	1020/40	430 (500-¾)		
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)		



NASHVILLE, TENNESSEE
Amdt 2E 16JUL20

36°07'N-86°41'W

RNAV (GPS) Y RWY 2R

NASHVILLE INTL (BNA)

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 49013 W20D	APP CRS 201°	Rwy Ldg TDZE 551 Apt Elev 599
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RNAV (GPS) Y RWY 20L

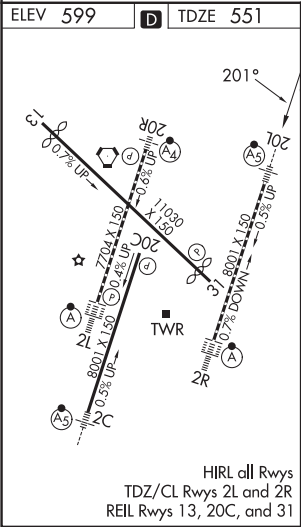
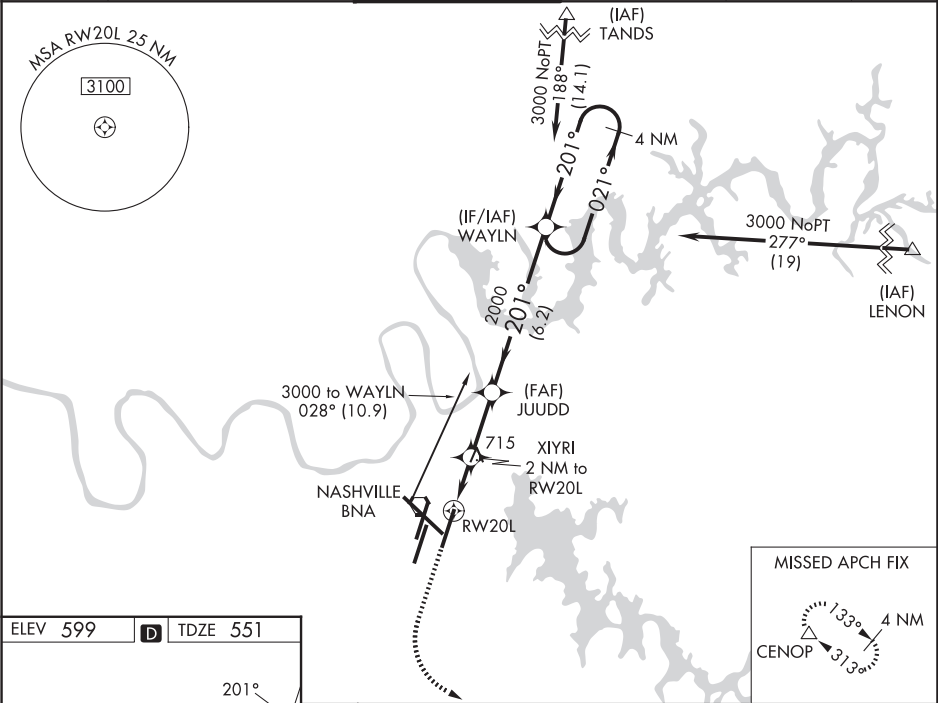
NASHVILLE INTL (BNA)




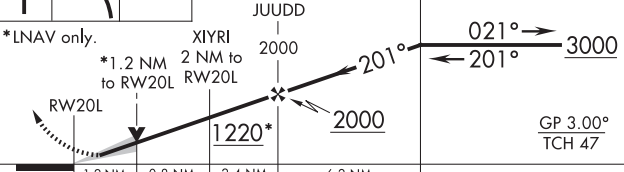
⚠ For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 20R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:
Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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1300	4000	CENOP	WAYLN				4 NM Holding Pattern
							
*LNAV only.							
							
CATEGORY			A		B	C	D
LPV DA			** 751/24 200 (200-½)				
LNAV/VNAV DA			1025/58 474 (500-1¼)				
LNAV MDA			980/24 429 (400-½)		980/40 429 (400-¾)		
CIRCLING			1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)	

WAAS CH 78411 W20A	APP CRS 201°	Rwy Ldg TDZE Apt Elev	7702 578 599
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RNAV (GPS) Y RWY 20R

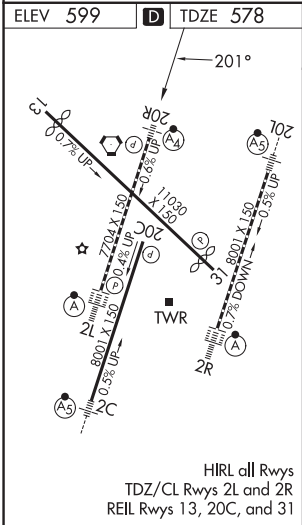
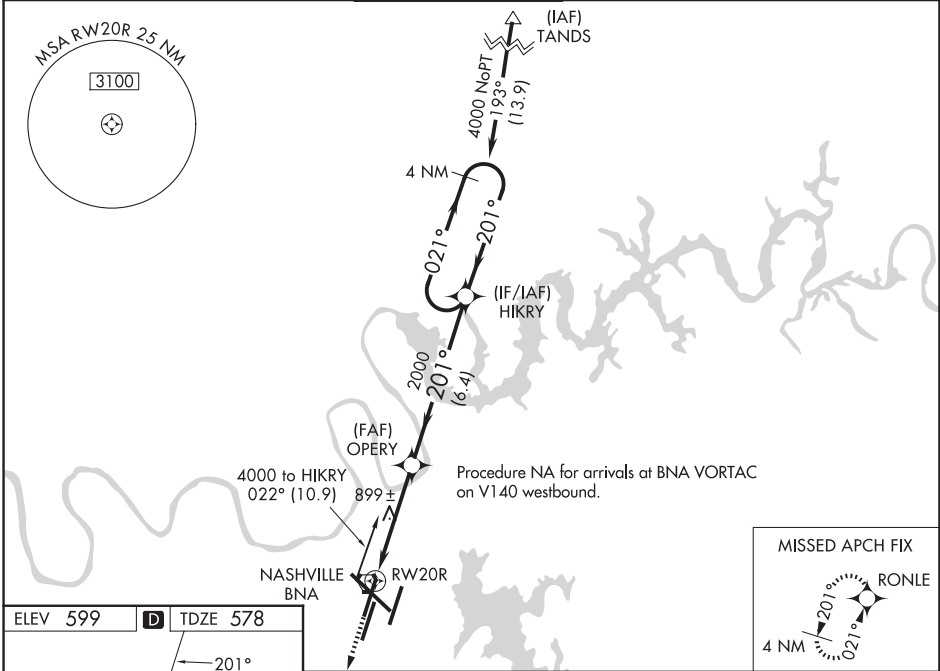
NASHVILLE INTL (BNA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 20L. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cat D visibility to 1½ SM and LNAV Cats C and D visibility to 1¼ SM.

MALSF

MISSED APPROACH:
Climb to 3000 direct
RONLE and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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3000	RONLE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).			
*LNAV only.		OPRY			
*1.6 NM to RW20R		HIKRY			
RW20R		4000			
1.6 NM		2.8 NM			
2.8 NM		6.4 NM			
CATEGORY	A	B	C	D	
LPV DA	778/40		200 (200-¾)		
LNAV/VNAV DA	1038-1½		460 (500-1½)		
LNAV MDA	1160/40		582 (600-¾)		1160-1½ 582 (600-1½)
CIRCLING	1160-1		561 (600-1)		1200-1¾ 601 (700-1¾) 1380-2½ 781 (800-2½)

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SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 31
NASHVILLE INTL (BNA)

MISSED APPROACH: Climb to 3100 direct JARAS and hold.

CPDLC

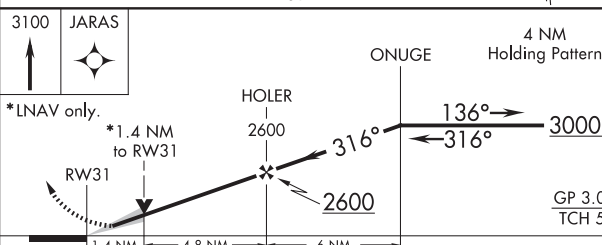


(IF/IAF) ONUGE 4 NM

Procedure NA for arrival on
SYI VOR/DME airway radials 273 CW 080.

3000 NoPT
317°
(19.5)
(IAF)
CENOP

HIRL all Rwy's
TDZ/CL Rwy's 2L and 2R
REIL Rwy's 13, 20C, and 31



CATEGORY		A		B		C		D	
LPV	DA	778-3 $\frac{3}{4}$				200 (200-3 $\frac{3}{4}$)			
LNAV/ VNAV	DA	1061-15 $\frac{8}{10}$				483 (500-1 $\frac{8}{10}$)			
LNAV	MDA	1060-1		482 (500-1)		1060-13 $\frac{8}{10}$		482 (500-13 $\frac{8}{10}$)	
CIRCLING		1100-1 501 (600-1)		1120-1 521 (600-1)		1200-13 $\frac{4}{10}$ 601 (700-1 $\frac{4}{10}$)		1380-2 $\frac{1}{2}$ 781 (800-2 $\frac{1}{2}$)	

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

25163

AIRPORT DIAGRAM

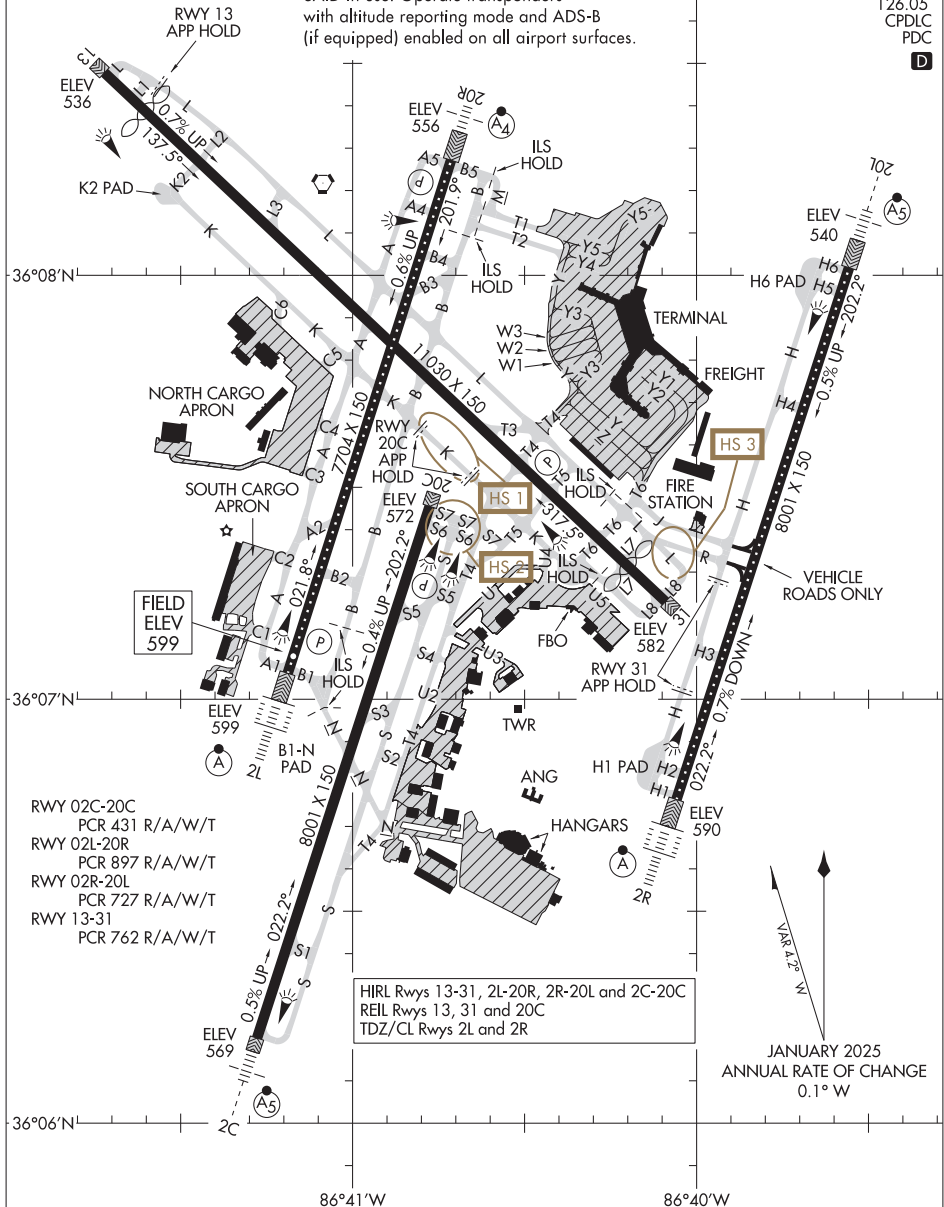
AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.SAID in use. Operate transponders
with altitude reporting mode and ADS-B
(if equipped) enabled on all airport surfaces.D-ATIS
135.1
NASHVILLE TOWER
118.6 257.8
GND CON
121.9 348.6
CLNC DEL
126.05
CPDLC
PDC

D



SE-1, 07 AUG 2025 to 02 OCT 2025

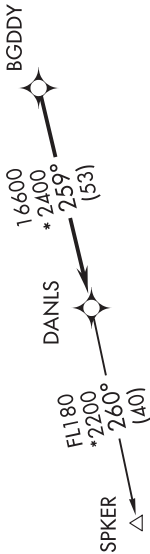
SE-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25163

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

D-ATIS 135.1
CINC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0



TAKEOFF MINIMUMS:

Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500' per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500' per NM to 1300.

TOP ALTITUDE:
4000

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Radar required.

NOTE: For Turbojet aircraft only.

NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

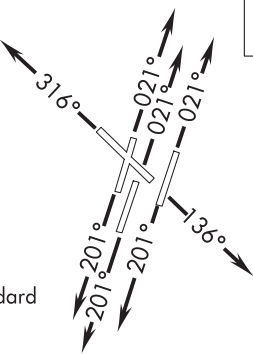
TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence...
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence...
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence...
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence...

....expect radar vectors to BGDDY, then on track 259° to DANLS. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

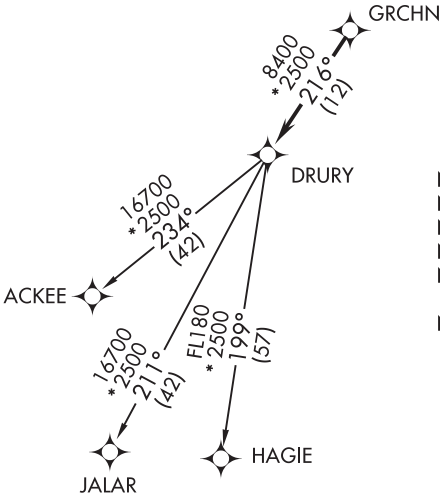
SPKR TRANSITION (DANLS3.SPKR)

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

TOP ALTITUDE:
4000



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard
with minimum climb of 500' per NM to 1100.



- NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to GRCHN, then on track 216° to DRURY. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

- ACKEE TRANSITION (DRURY3.ACKEE)
HAGIE TRANSITION (DRURY3.HAGIE)
JALAR TRANSITION (DRURY3.JALAR)

EVVAN THREE DEPARTURE (RNAV)

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CO
118.4 360.7

TAKEOFF MINIMUMS:

Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500' per NM to 1100.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

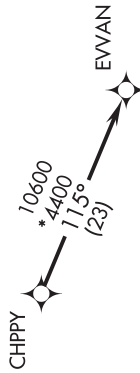
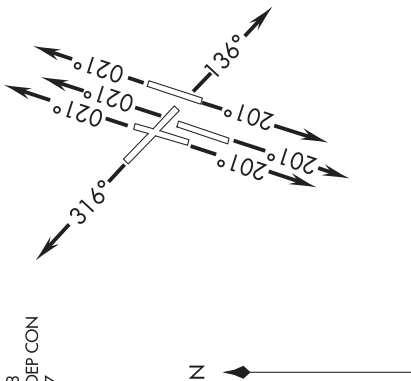
NOTE: Radar required.

NOTE: For Turbojet aircraft only.

NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

**TOP ALTIT
4000**



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWY 5 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 318° or assigned ATC heading, thence....

.....expect radar vectors to CHPPY, then on track 115° to EVVAN. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

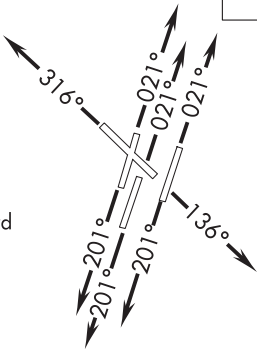
EVVAN THREE DEPARTURE (RNAV)

(EVVAN3.EVVAN) 25JUN15

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

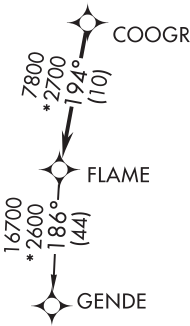
D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

TOP ALTITUDE:
4000



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard
with minimum climb of 500' per NM to 1100.

- NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC
or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC
on initial contact.



NOTE: Chart not to scale.



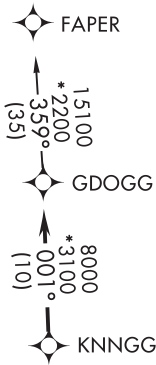
DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to COOGR, then on track 194° to FLAME. Maintain 4000,
expect clearance to filed altitude within five (5) minutes after departure.

GENDE TRANSITION (FLAME3.GENDE)

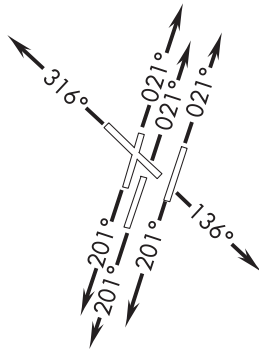
D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0



TOP ALTITUDE:
4000

TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard
with minimum climb of 500' per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb
of 500' per NM to 1300.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required.
- NOTE: For Turbojet aircraft only.
- NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.



NOTE: Chart not to scale.

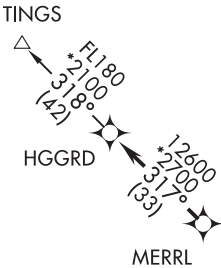
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to KNNGG, then on track 001° to GDOGG. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

FAPER TRANSITION (GDOGG3.FAPER)

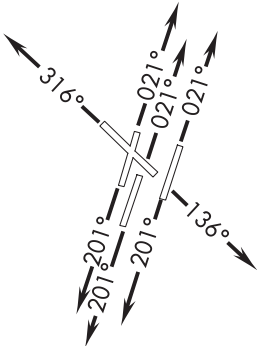
D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

TOP ALTITUDE:
4000



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500' per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500' per NM to 1300.

- NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



NOTE: Chart not to scale.

- DEPARTURE ROUTE DESCRIPTION**
- TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to MERRL, then on track 317° to HGGRD. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

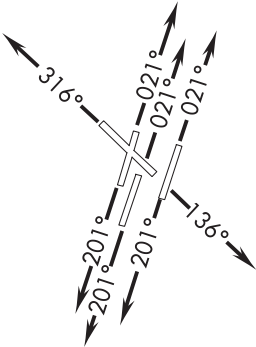
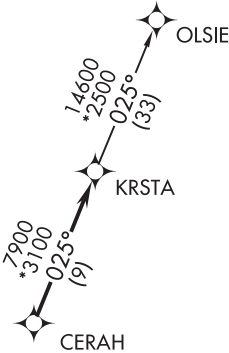
TINGS TRANSITION (HGGRD3.TINGS)

KRSTA THREE DEPARTURE (RNAV)

ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

TOP ALTITUDE:
4000

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required.
- NOTE: For Turbojet aircraft only.
- NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31:
Standard with minimum
climb of 500' per NM to 1100.
Rwys 20C, 20R: Standard with
minimum climb of 500' per NM
to 1300.

NOTE: Chart not to scale.

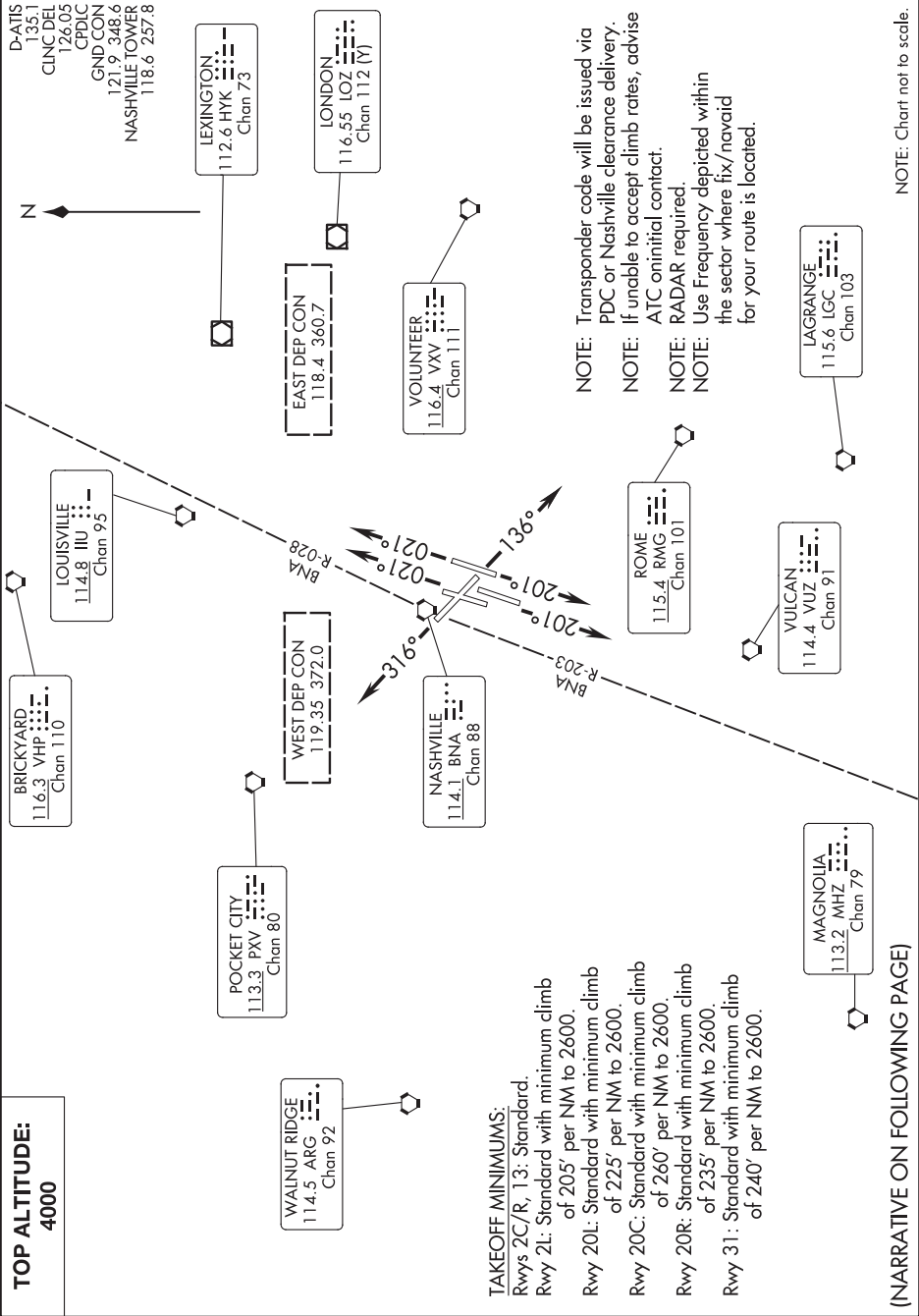
DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
- TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
- TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
- TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to CERAH, then on track 025° to KRSTA. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

OLSIE TRANSITION (KRSTA3.OLSIE)

SE-1, 07 AUG 2025 to 02 OCT 2025



SE-1, 07 AUG 2025 to 02 OCT 2025

NASHVILLE SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/C/R: Climb on heading 021° or assigned ATC heading, thence....
TAKEOFF RUNWAY 13: Climb on heading 136° or assigned ATC heading, thence....
TAKEOFF RUNWAYS 20L/C/R: Climb on heading 201° or assigned ATC heading, thence....
TAKEOFF RUNWAY 31: Climb on heading 316° or assigned ATC heading, thence....

....maintain 4000. Expect radar vectors and clearance to filed altitude within 5 minutes after departure.

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

PARDN THREE DEPARTURE (RNAV)

TOP ALTITUDE:
4000

D-ATIS 135.1

CLINC DEL 126.05

CPDLC

GND CON

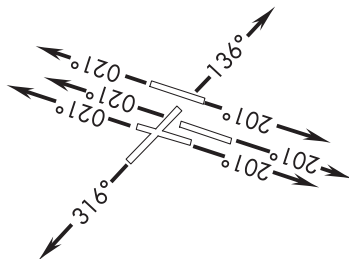
121.9 348.6

NASHVILLE TOWER

118.6 257.8

NASHVILLE DEP CON

119.35 372.0



NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

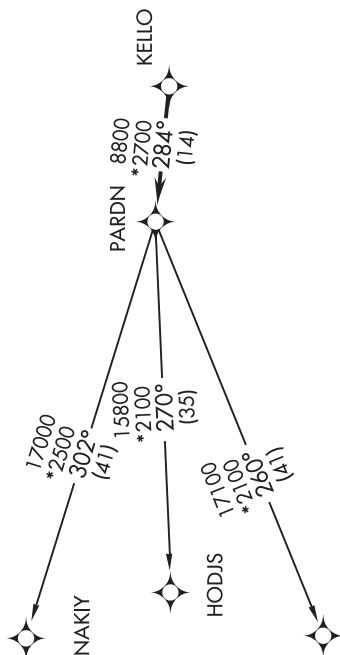
NOTE: Radar required.

NOTE: For Turbojet aircraft only.

NOTE: Transponder code will be issued via PDC or

NOTE: Transit contact coats will be 1335
Nashville clearance delivery.

NOTE: If unable to accept climb rates, advise ATC on initial contact.



TAKEOFF MINIMUMS:

Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500' per NM to 1100.

Rwys 20C, 20R: Standard with minimum climb of 500' per NM to 1300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence...

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

.....expect radar vectors to KELLO, then on track 284° to PARDN. Maintain 4000.

Expect clearance to filed altitude within five (5) minutes after departure.

HODJS TRANSITION (PARDN3.HODJS)

JEFF TRANSITION (PARDN3.JJEFF)

NAKIY TRANSITION (PARDN3.NAKIY)

PARDN THREE DEPARTURE (RNAV)

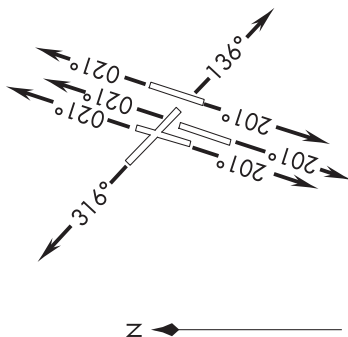
(PARDN3.PARDN) 25JUN15

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

TAZMO THREE DEPARTURE (RNAV)

D-ATIS 135.1
CLINC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

TAKEOFF MINIMUMS:
Rwy 2C, 2L, 2R, 13, 20C, 20L, 20R, 31:
Standard with minimum climb of 500' per NM to 1100.



TOP ALTITUDE:
4000

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Radar required.

NOTE: For Turbojet aircraft only.

NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading thence

TAKEOFF RWY 13: Climb heading 130 or assigned ATC heading, thence....
TAKEOFF RWYS 201 / C / R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 216 or assigned ATC heading, then

.....expect radar vectors to SAAMY, then on track 098° to TAZMO. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

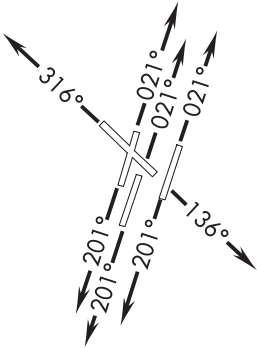
BURME TRANSITION (TAZMO3.BURME)

TAZMO THREE DEPARTURE (RNAV)
(TAZMO3.TAZMO) 25JUN15

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

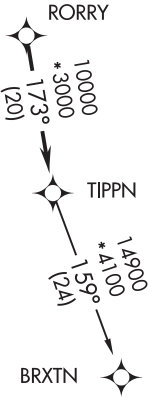
D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

TOP ALTITUDE:
4000



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L,
20R, 31: Standard with minimum
climb of 500' per NM to 1100.

- NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or
Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC
on initial contact.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to RORRY, then on track 173° to TIPPN. Maintain 4000,
expect clearance to filed altitude within five (5) minutes after departure.

BRXTN TRANSITION (TIPPN3.BRXTN)

ONEIDA, TENNESSEE

AL-5841 (FAA)

24025

WAAS CH 90434 W05A	APP CRS 051°	Rwy Idg TDZE 1545 Apt Elev 1545
--	------------------------	---

RNAV (GPS) RWY 5

SCOTT MUNI (SCX)

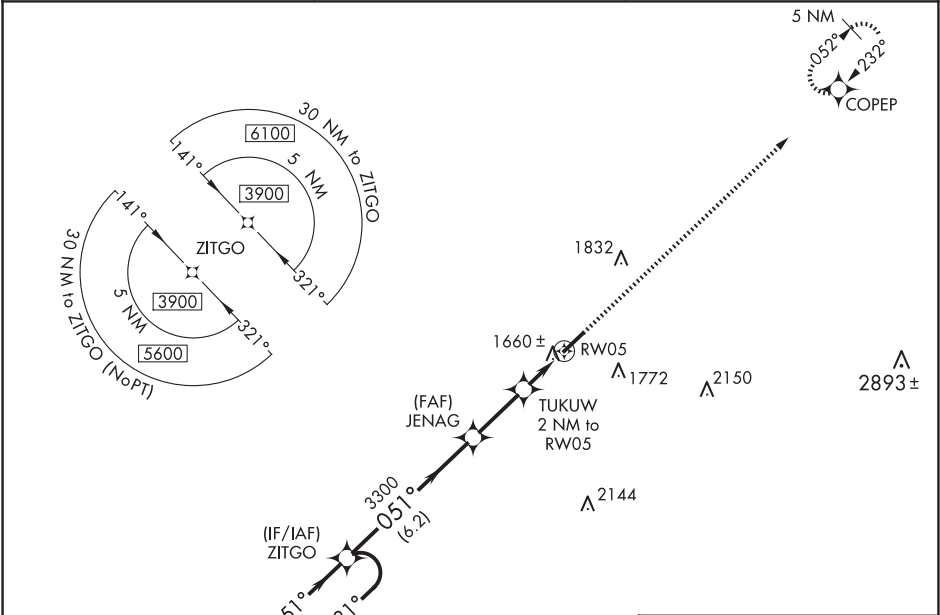
▼

▲ NA

Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV DA to 2180 feet, LNAV/VNAV DA to 2092 feet and all visibilities ¾ mile; increase all MDA 240 feet and LNAV Cat C visibility ¾ mile and Circling Cat C 1 mile. Night landing: Rwy 5 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 4800 direct COPEP and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
--------------------------	---	---------------------------------



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 44).

4800 COPEP

3900 ← 231° → 051° →

GP 3.55° TCH 60

ZITGO

JENAG

TUKUW 2 NM to RW05

RW05

* 2340

* LNAV only.

6.2 NM

2.5 NM

2 NM

CATEGORY	A	B	C	D
LPV DA	1948-1 1/8	403 (500-1 1/8)		NA
LNAV/VNAV DA	1860-1	315 (400-1)		NA
LNAV MDA	1960-1	415 (500-1)	1960-1 1/8 415 (500-1 1/8)	NA
CIRCLING	2040-1	495 (500-1)	2200-1 3/4 655 (700-1 3/4)	NA

ELEV 1545

TDZE 1545

5 NM

052°

232°

COPEP

5505 X 75

0.6% UP

051°

MIRL Rwy 5-23 0

REIL Rws 5 and 23 0

ONEIDA, TENNESSEE

Amdt 1B 04FEB16

36°27'N-84°35'W

SCOTT MUNI (SCX)

RNAV (GPS) RWY 5

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61234 W23A	APP CRS 232°	Rwy Idg TDZE 1523 Apt Elev 1545
--	------------------------	---

RNAV (GPS) RWY 23

SCOTT MUNI (SCX)

▽

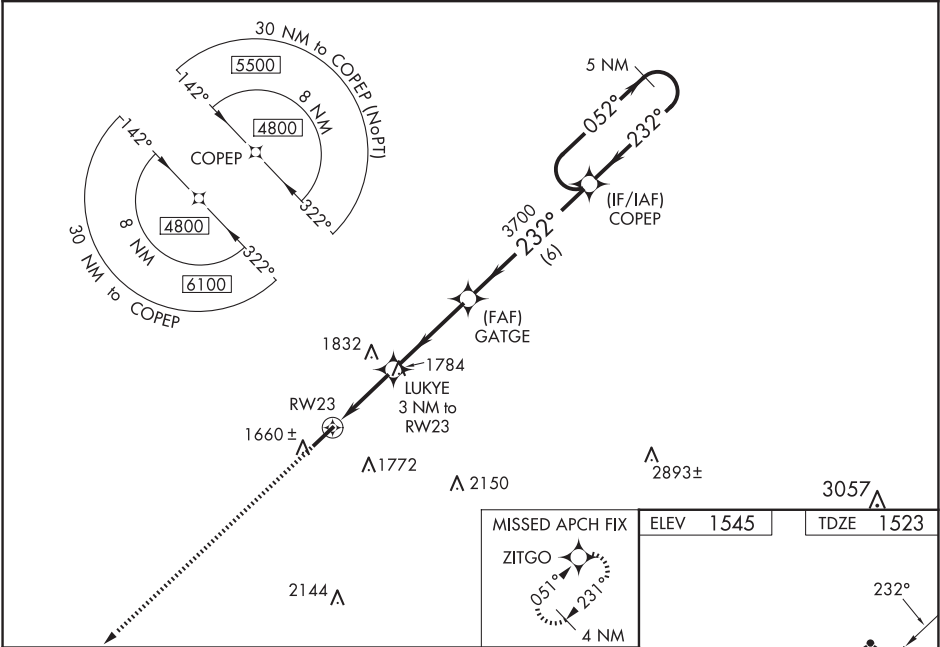
▲NA

Night landing: Rwy 5 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV all Cats DA to 2005 feet, LNAV/VNAV all Cats DA to 2153 feet, LPV visibility ½ mile, LNAV/VNAV ⅔ mile; increase all MDA 240 feet and LNAV Cat C/D visibility ⅔ mile, Circling Cat B ¼ mile, Circling Cat C 1 mile and Circling Cat D ¾ mile. Inop table does not apply to LPV and LNAV all Cats. For inop ODALS, increase LNAV/VNAV Cat D visibility to 1 ⅓ mile. For inop ODALS when using Monticello altimeter setting, increase LPV all Cats visibility to 1 ½ mile, LNAV/VNAV all Cats to 2 ½ mile. When using Monticello altimeter setting, inop table does not apply to LNAV Cats A/C/D. VDP and Baro-VNAV NA when using Monticello altimeter setting.

ODALS

MISSED APPROACH:
Climb to 3900 direct
ZITGO and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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3900

ZITGO

*LNAV only.

LUKYE
3 NM
to RW23

GATGE
3700

COPEP
5 NM
Holding Pattern

RW23

*1.5 NM
to RW23

*2500

3700

4800

GP 3.00°
TCH 52

CATEGORY	A	B	C	D
LPV DA		1773-1	250 (300-1)	
LNAV/DA VNAV		1921-1½	398 (400-1½)	
LNAV MDA	2040-1	517 (500-1)	2040-1¾	517 (500-1¾)
CIRCLING	2040-1	495 (500-1)	2200-1¾ 655 (700-1¾)	2260-2¼ 715 (800-2¼)

MRL Rwy 5-23

REIL Rws 5 and 23

ONEIDA, TENNESSEE

AL-5841 (FAA)

24025

VOR/DME LVT	APP CRS	Rwy Idg	N/A
114.35	107°	TDZE	N/A
Chan 90 (Y)		Apt Elev	1545

VOR/DME-A

SCOTT MUNI (SCX)

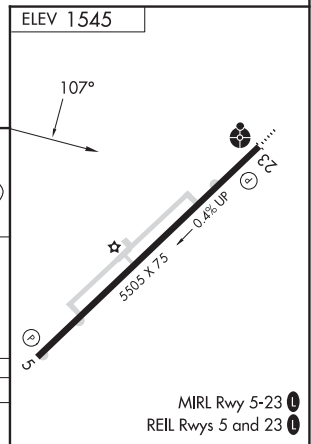
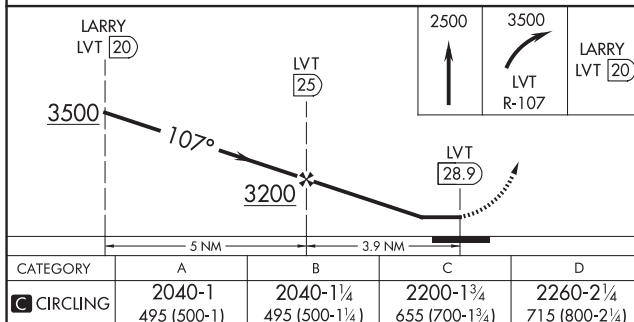
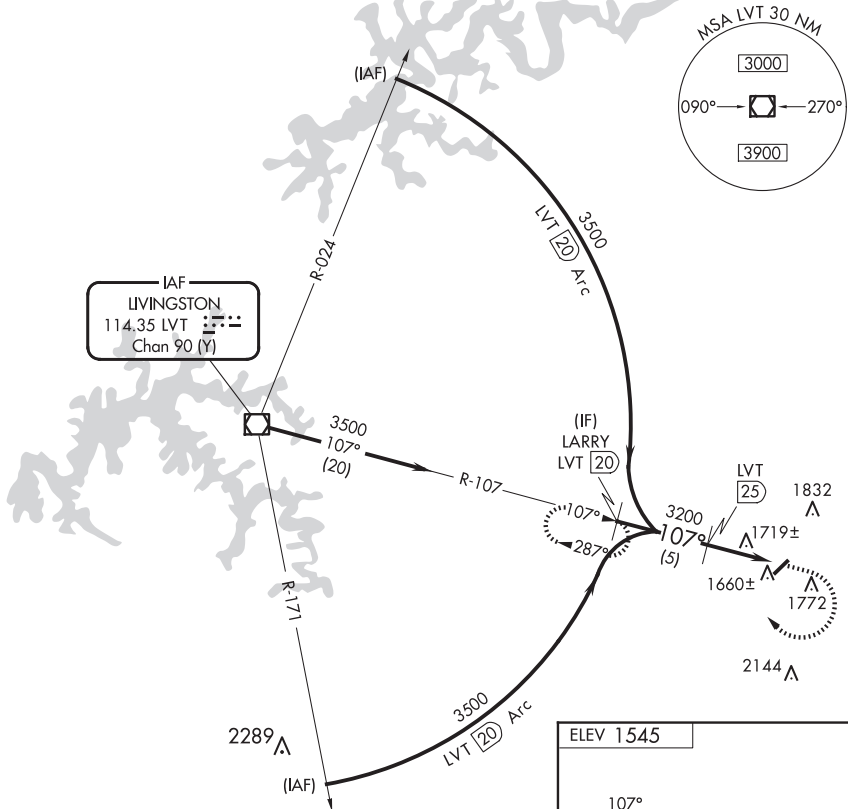
⚠ NA Circling to Rwy 5 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 240 feet and Circling Cat C 1 SM, Cat D ¾ SM.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 on LVT VOR/DME R-107 to LARRY/20 DME and hold.

AWOS-3
135.025

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) **①**



ONEIDA, TENNESSEE

Amdt 5D 05JAN17

36°27'N-84°35'W

SCOTT MUNI (SCX)

VOR/DME-A



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

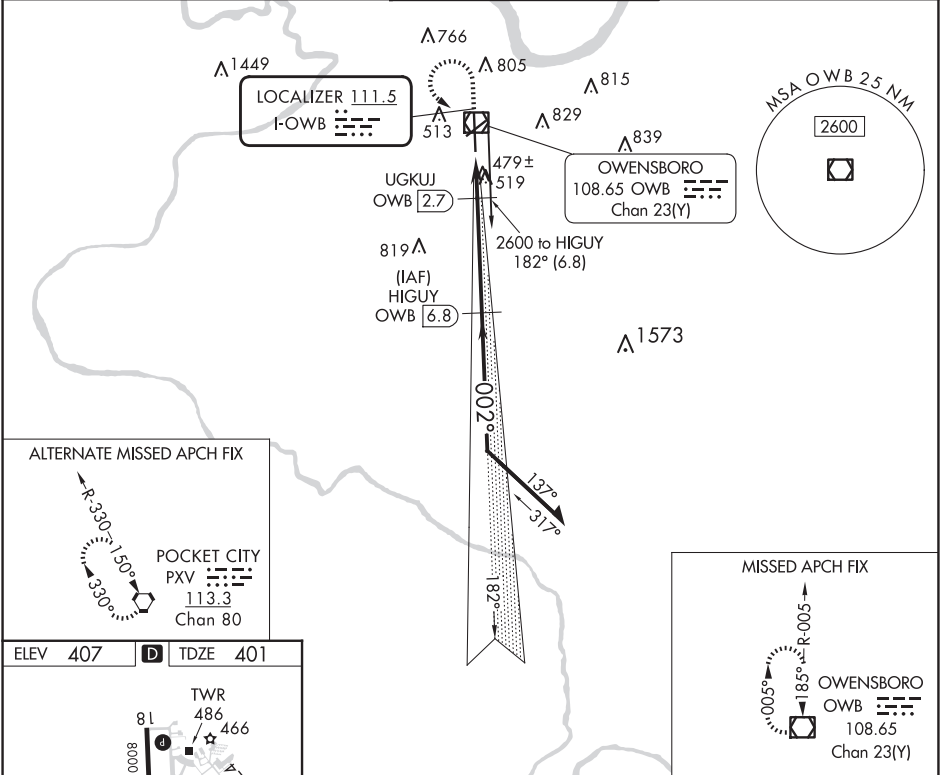
LOC I-OWB	APP CRS	Rwy Idg	8000
111.5	002°	TDZE	401
		Apt Elev	407

ILS or LOC RWY 36

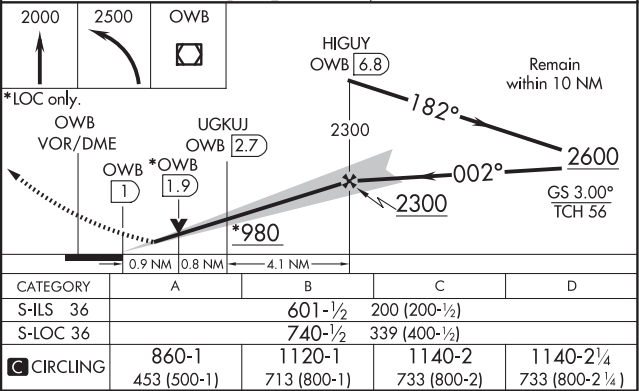
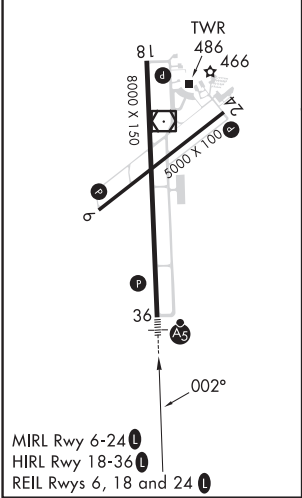
OWENSBORO/DAVIESS COUNTY RGNL (OWB)

DME required.	MALSR	MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.
		

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) 0 251.15	121.7	122.95



ELEV 407	D	TDZE 401
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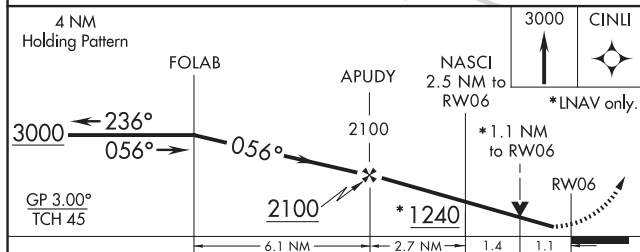
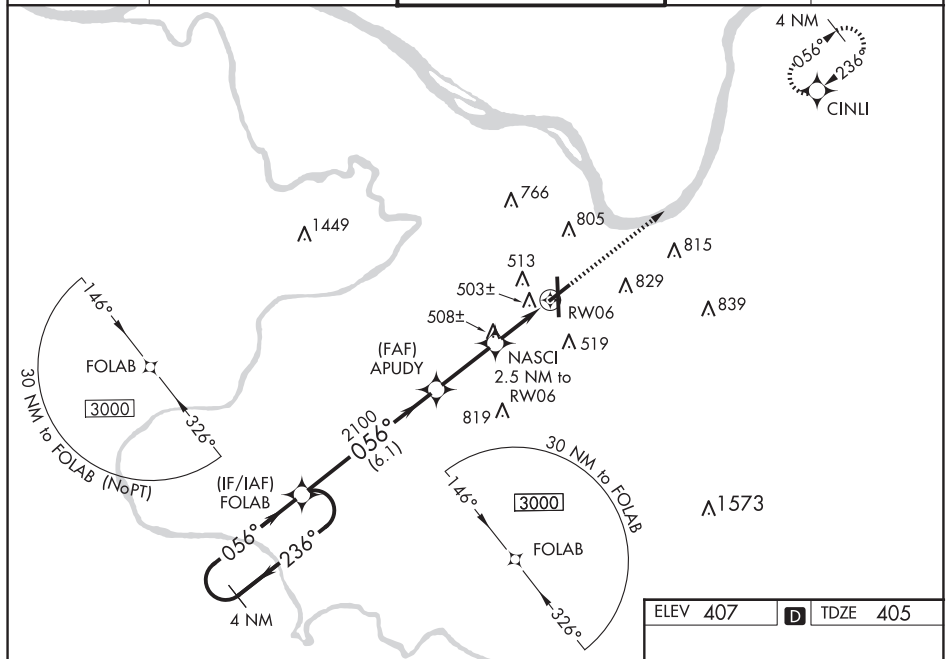
WAAS CH 40430 W06A	APP CRS 056°	Rwy Idg 5000 TDZE 405 Apt Elev 407
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OWENSBORO/DAVIESS COUNTY RGNL (OWB)

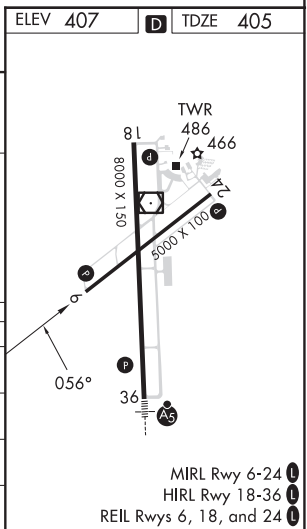
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F), DME/DME RNP-0.3 NA, Rwy 6 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 719 feet and all Cats visibility ½ mile; increase LNAV/VNAV DA to 734 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
CINL and hold.

AWOS-3PT 119.025	EVANSVILLE APP CON ★ 124.025 290.9	OWENSBORO TOWER ★ 120.7 (CTAF) 0 251.15	GND CON 121.7	UNICOM 122.95
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CATEGORY		A	B	C	D
LPV	DA	660-7 $\frac{1}{8}$ 255 (300-7 $\frac{1}{8}$)			
LNAV/ VNAV	DA	675-7 $\frac{1}{8}$ 270 (300-7 $\frac{1}{8}$)			
LNAV	MDA	800-1 395 (400-1)		800-1 $\frac{1}{8}$ 395 (400-1 $\frac{1}{8}$)	
CIRCLING		860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2 $\frac{1}{4}$ 733 (800-2 $\frac{1}{4}$)



OWENSBORO/DAVIESS COUNTY RGNL (OWB)

37°44'N-87°10'W

RNAV (GPS) RWY 6

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78216 W18A	APP CRS 182°	Rwy Ldg TDZE Apt Elev	8000 407 407
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RNAV (GPS) RWY 18

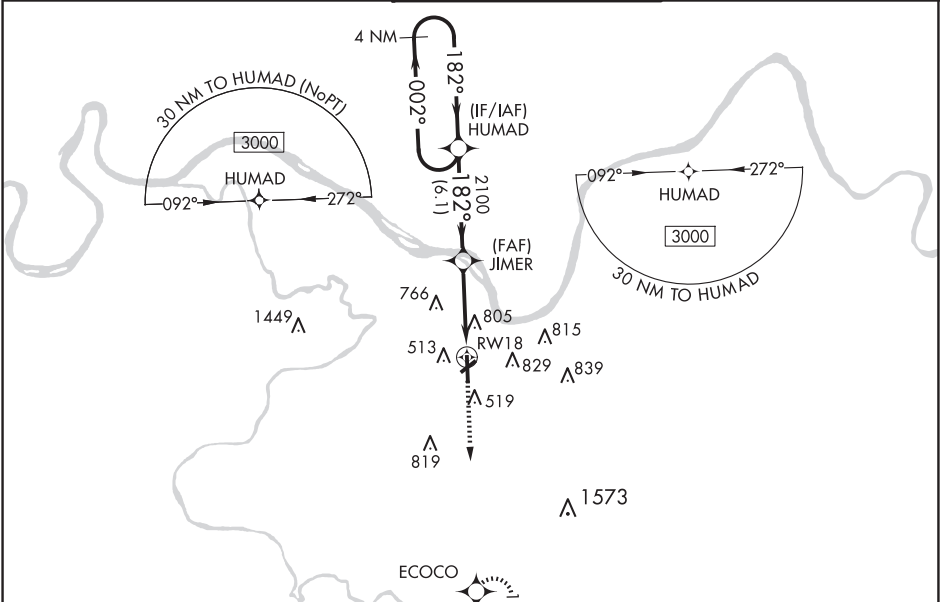
OWENSBORO/DAVIESS COUNTY RGNL (OWB)

⚠

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 Evansville altimeter setting: increase LPV DA to 666 feet; increase LNAV/VNAV DA to 1204 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ¼ mile and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH:
Climb to 3000 direct ECOCO and hold.

AWOS-3PT 119.025	EVANSVILLE APP CON ★ 124.025 290.9	OWENSBORO TOWER ★ 120.7 (CTAF) 0 251.15	GND CON 121.7	UNICOM 122.95
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4 NM Holding Pattern

HUMAD

JIMER 2100

ECOCO

3000

GP 3.00° TCH 52

*LNAV only.

*1.9 NM to RW18

RW18

6.1 NM

3.3 NM

1.9

CATEGORY	A	B	C	D
LPV DA	607-¾ 200 (200-¾)			
LNAV/ VNAV DA	1145-2 ½ 738 (800-2 ½)			
LNAV MDA	1060-1	653 (700-1)	1060-1 ⅞ 653 (700-1 ⅞)	
CIRCLING	1060-1 653 (700-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2 ¼ 733 (800-2 ¼)

ELEV 407

D TDZE 407

182°

TWR 486

466

81

8000 X 150

5000 X 100

36

AS

MIRL Rwy 6-24

HIRL Rwy 18-36

REIL Rws 6, 18, and 24

WAAS CH 45508 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev 407	8000 401 407
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RNAV (GPS) RWY 36

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

⚠

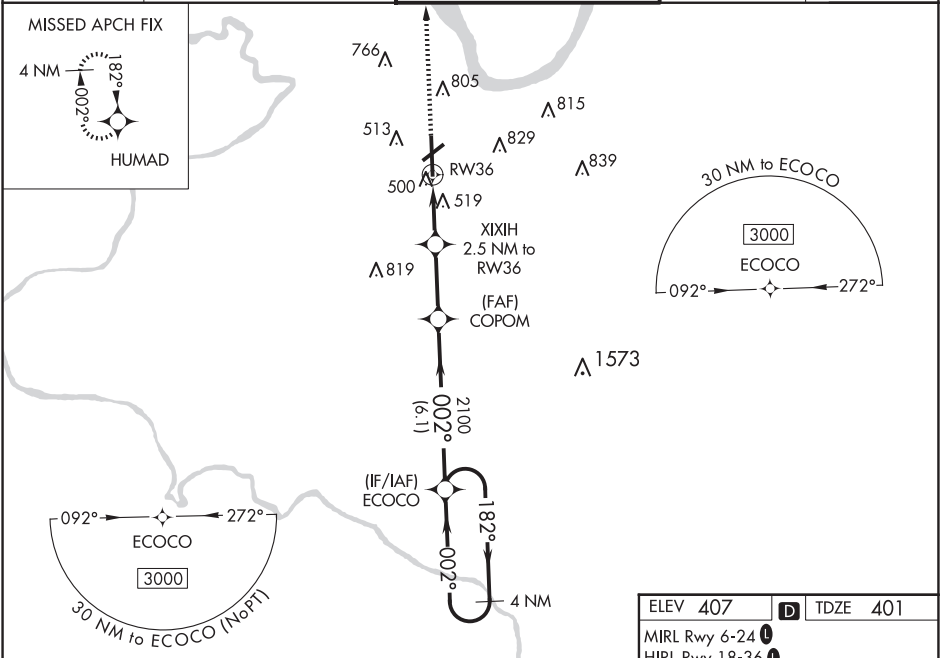
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 656 feet; increase LNAV/VNAV DA to 720 feet and all Cats visibility 1⁄8 mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility 1⁄4 mile.

MALSR

MISSED APPROACH:

Climb to 3000 direct HUMAD and hold.

AWOS-3PT 119.025	EVANSVILLE APP CON ★ 124.025 290.9	OWENSBORO TOWER ★ 120.7 (CTAF) 0 251.15	GND CON 121.7	UNICOM 122.95
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4 NM Holding Pattern

ECOCO

COPOM

XIXIH 2.5 NM to RW36

3000

HUMAD

GP 3.00° TCH 56

*1240

*1 NM to RW36

RW36

*LNAV only.

CATEGORY	A	B	C	D
LPV DA	601-1⁄2 200 (200-1⁄2)			
LNAV/VNAV DA	665-1⁄2 264 (300-1⁄2)			
LNAV MDA	780-1⁄2 379 (400-1⁄2)	780-5⁄8 379 (400-5⁄8)		
CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2 1⁄4 733 (800-2 1⁄4)

ELEV 407

D

TDZE 401

MIRL Rwy 6-24

HIRL Rwy 18-36

REIL Rws 6, 18, and 24

OWENSBORO, KENTUCKY

AL-707 (FAA)

25051

VOR/DME OWB	APP CRS	Rwy Idg	5000
108.65	048°	TDZE	405
Chan 23 (Y)		Apt Elev	407

VOR RWY 6

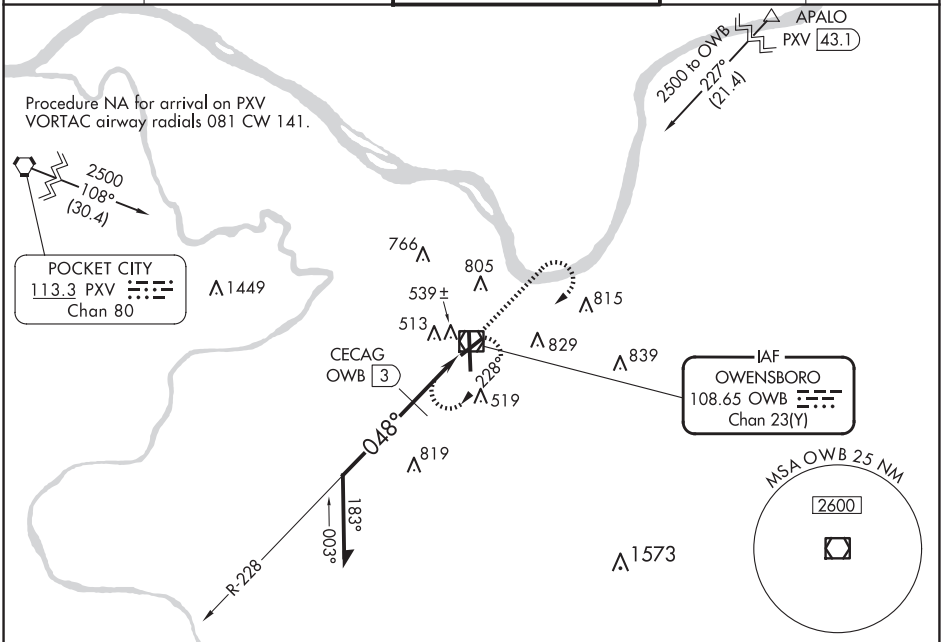
OWENSBORO/DAVISS COUNTY RGNL (OWB)

▼ Rwy 6 helicopter visibility reduction below ¾ SM NA.

▲

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct OWB VOR/DME and hold.

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) 0 251.15	121.7	122.95



ELEV 407	D TDZE 405
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Remain within 10 NM

OWB VOR/DME

1500 2500 OWB

2100 228° 048° 1180

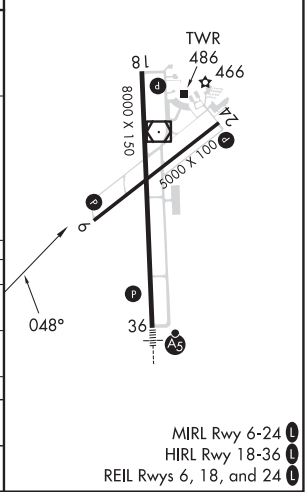
CECAG OWB 3

OWB 1.7

2.82° TCH 45

1.3 NM 1.2

CATEGORY	A	B	C	D
S-6	1180-1 775 (800-1)	1180-1¼ 775 (800-1¼)	1180-2½	775 (800-2½)
CIRCLING	1180-1 773 (800-1)	1180-1¼ 773 (800-1¼)	1180-2½	773 (800-2½)
CECAG FIX MINIMUMS				
S-6	820-1	415 (500-1)	820-1½	415 (500-1½)
CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)



OWENSBORO, KENTUCKY

OWENSBORO/DAVISS COUNTY RGNL (OWB)

Amdt 2B 26MAR20

37°44'N-87°10'W

VOR RWY 6

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

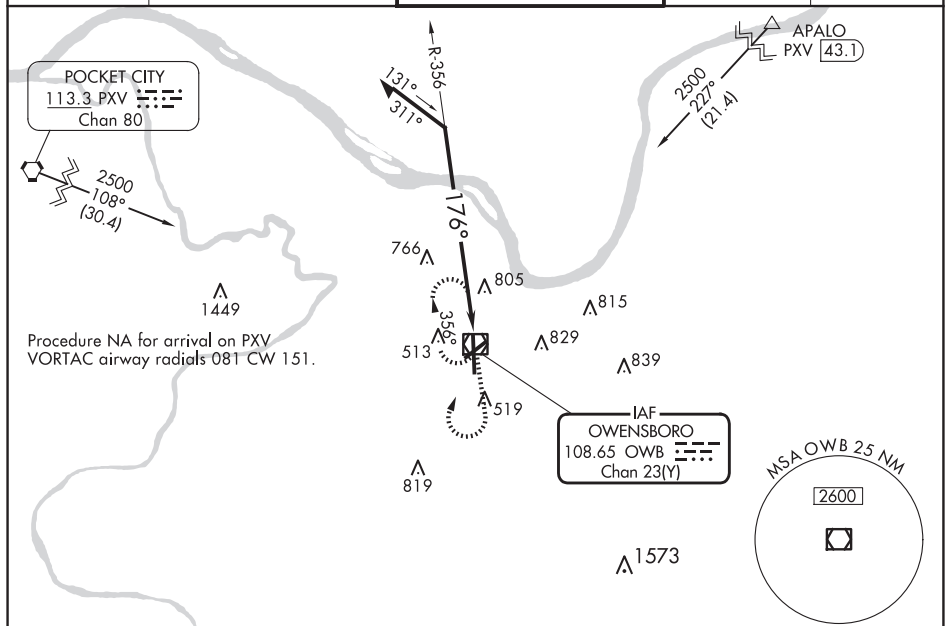
VOR/DME OWB 108.65 Chan 23 (Y)	APP CRS 176°	Rwy Idg 8000 TDZE 407 Apt Elev 407
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VOR RWY 18
OWENSBORO/DAVIESS COUNTY RGNL (OWB)



MISSED APPROACH: Climb to 2500 then right turn direct OWB VOR/DME and hold.

AWOS-3PT 119.025	EVANSVILLE APP CON ★ 124.025 290.9	OWENSBORO TOWER ★ 120.7 (CTAF) 0 251.15	GND CON 121.7	UNICOM 122.95
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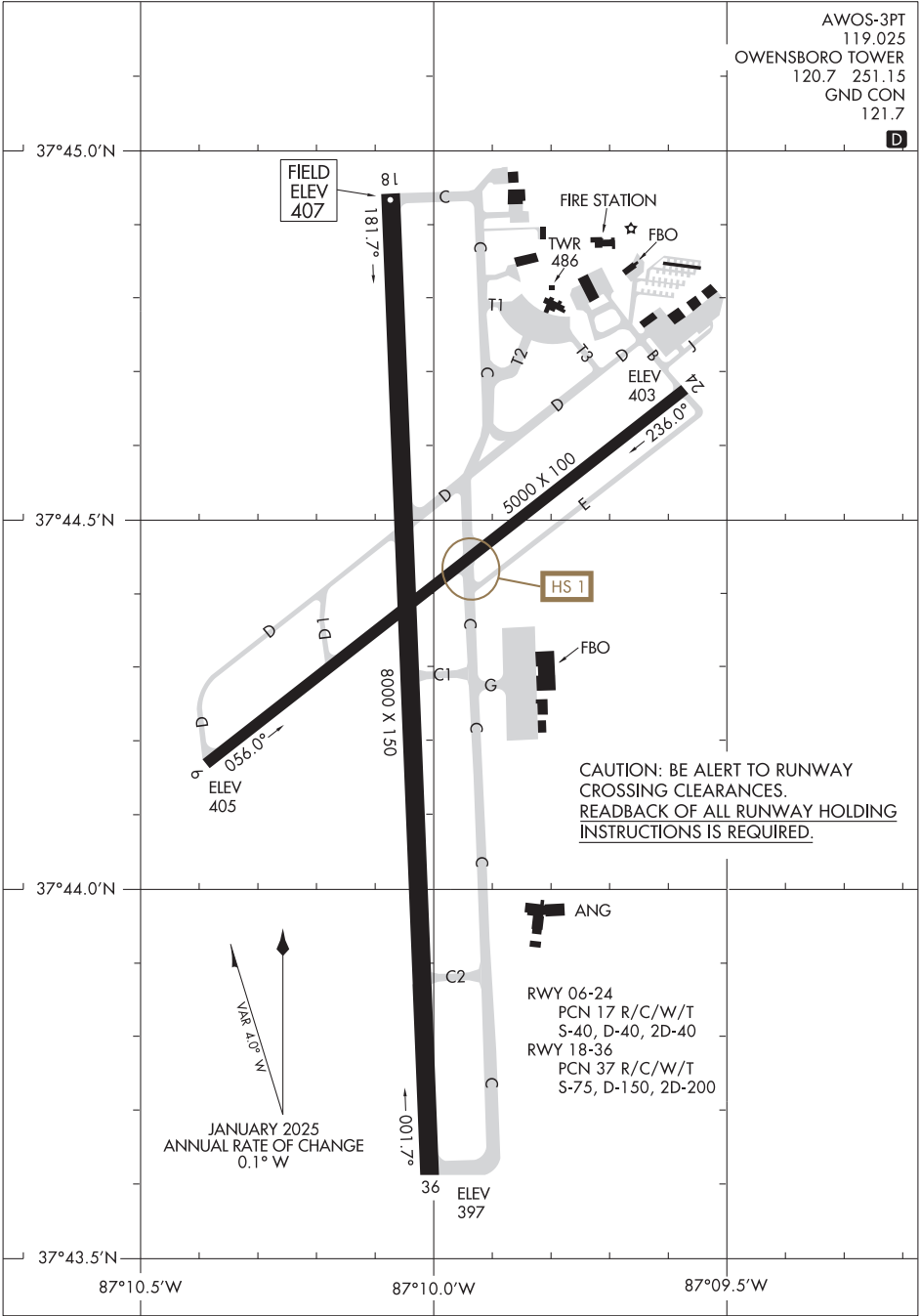
[illegible]

OWENSBORO, KENTUCKY
Amdt 10B 26MAR20

OWENSBORO/DAVIESS COUNTY RGNL (OWB)
37°10'W VOR RWY 18

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



PADUCAH, KENTUCKY

AL-628 (FAA)

25163

LOC I-PAH	APP CRS	Rwy Ldg	6500
108.5	045°	TDZE	411
		Apt Elev	411

ILS or LOC RWY 5

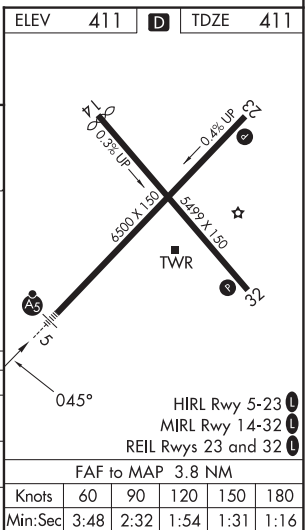
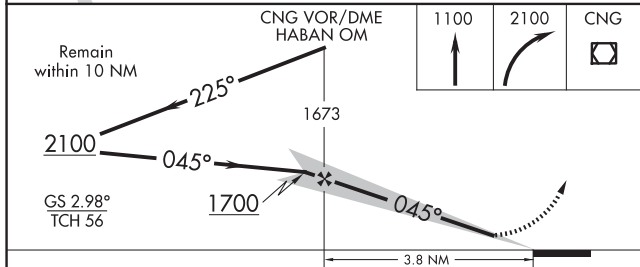
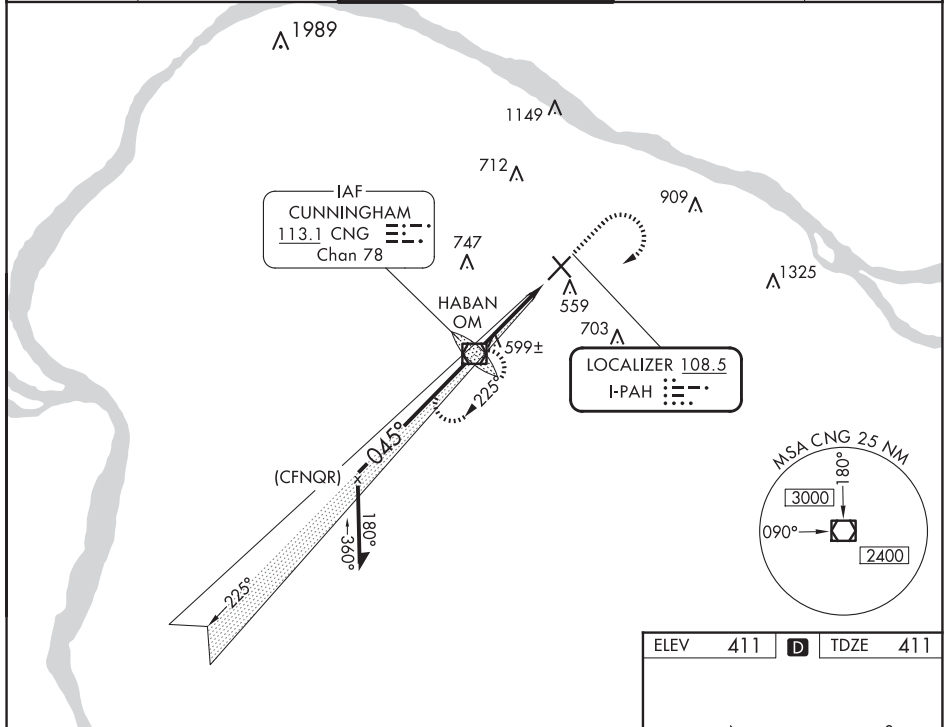
BARKLEY RGNL (PAH)

⚠ When local altimeter setting not received, use Mayfield altimeter setting and increase DA to 672, and all MDA 80 feet. Increase S-LOC 5 Cat C, D visibility 1/8 SM. For inop ALS when using Mayfield altimeter setting, increase S-ILS 5 visibility to 3/8 SM, all Cats.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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PADUCAH, KENTUCKY
Amdt 10E 22APR21

37°04'N-88°46'W

BARKLEY RGNL (PAH)

ILS or LOC RWY 5




SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

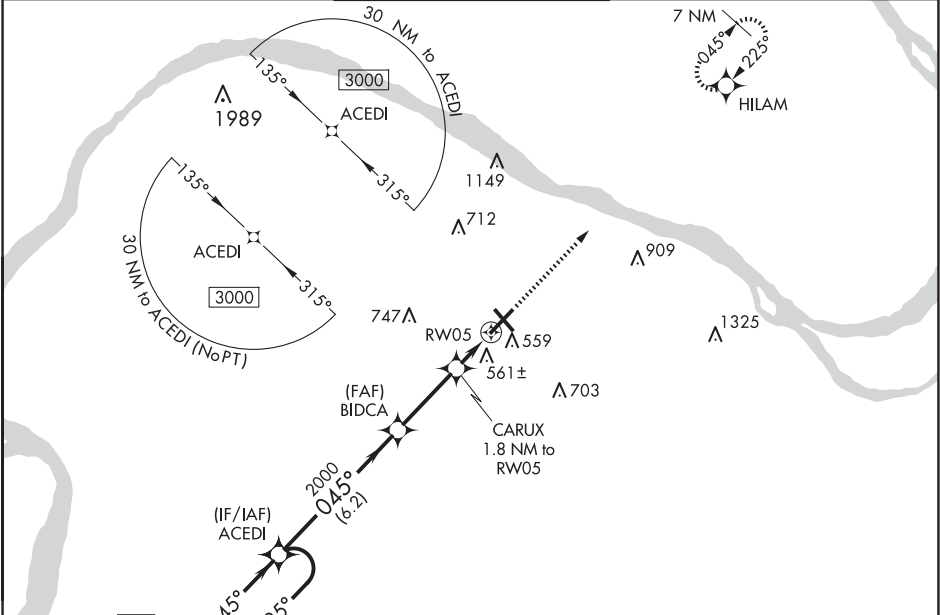
WAAS CH 93701 W05A	APP CRS 045°	Rwy Ldg TDZE 411 Apt Elev 411
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RNAV (GPS) RWY 5

BARKLEY RGNL (PAH)

RNP APCH.	MALSR 	MISSED APPROACH: Climb to 3000 direct HILAM and hold.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.  For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.		

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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HOLD 6000 3000		ACEDI		BIDCA		CARUX 1.8 NM to RW05		3000 HILAM ↑ ★	
7 NM Holding Pattern 6000 3000		← 225° → 045°		045°		2000		*LNAV only	
GP 3.00° TCH 50				2000		*1020		*1.1 NM to RW05	
		6.2 NM		3 NM		0.7		1.1 NM	
CATEGORY	A	B	C	D					
LPV DA	611-½ 200 (200-½)								
LNNAV/ VNAV	837-¾ 426 (500-¾)								
LNNAV MDA	820-½ 409 (500-½)		820-¾ 409 (500-¾)						
C CIRCLING	900-1 489 (500-1)		920-1½ 509 (600-1½)		1100-2¼ 689 (700-2¼)				

ELEV 411

D

TDZE 411

HIRL Rwy 5-23

MIRL Rwy 14-32

REIL Rwy 23 and 32

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 48933 W14A	APP CRS 140°	Rwy Ldg 5399 TDZE 401 Apt Elev 411
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RNAV (GPS) RWY 14
BARKLEY RGNL (PAH)

T Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV
A systems, LNAV/VNAV NA below -15°C or above 54°C.

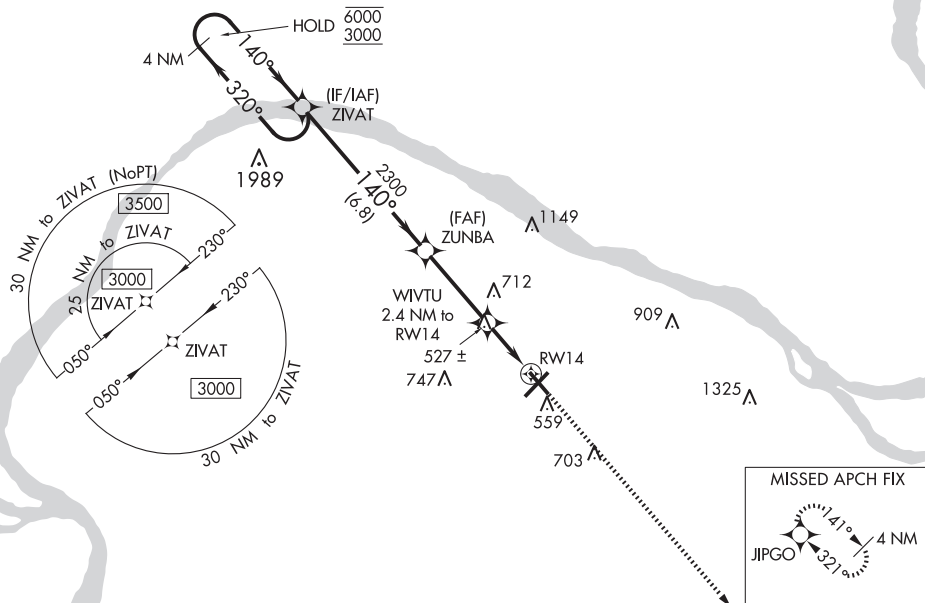
MISSED APPROACH:
Climb to 3000 direct
JIPGO and hold.

ASOS
118.375

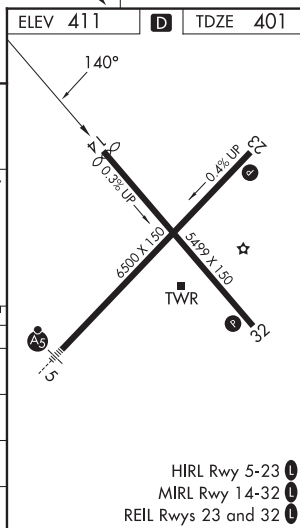
MEMPHIS CENTER
133.65 292.15

PADUCAH TOWER ★
9.6 (CTAF) 306.9

GND CON
121.7 306.9

UNICOM
122.95

CATEGORY		A		B		C		D	
LPV	DA	708-1				307 (300-1)			
INAV/ VNAV	DA	706-1				305 (300-1)			
INAV	MDA	780-1	379 (400-1)			780-1 $\frac{1}{8}$		379 (400-1 $\frac{1}{8}$)	
C CIRCLING		900-1	489 (500-1)			920-1 $\frac{1}{2}$ 509 (600-1 $\frac{1}{2}$)		1100-2 $\frac{1}{4}$ 689 (700-2 $\frac{1}{4}$)	



PADUCAH, KENTUCKY
Amdt 1 25FEB21

37°04'N-88°46'W

BARKLEY RGNL (PAH)

RNAV (GPS) RWY 14

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78243 W23A	APP CRS 225°	Rwy Ldg TDZE Apt Elev	6500 402 411
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RNAV (GPS) RWY 23

BARKLEY RGNL (PAH)

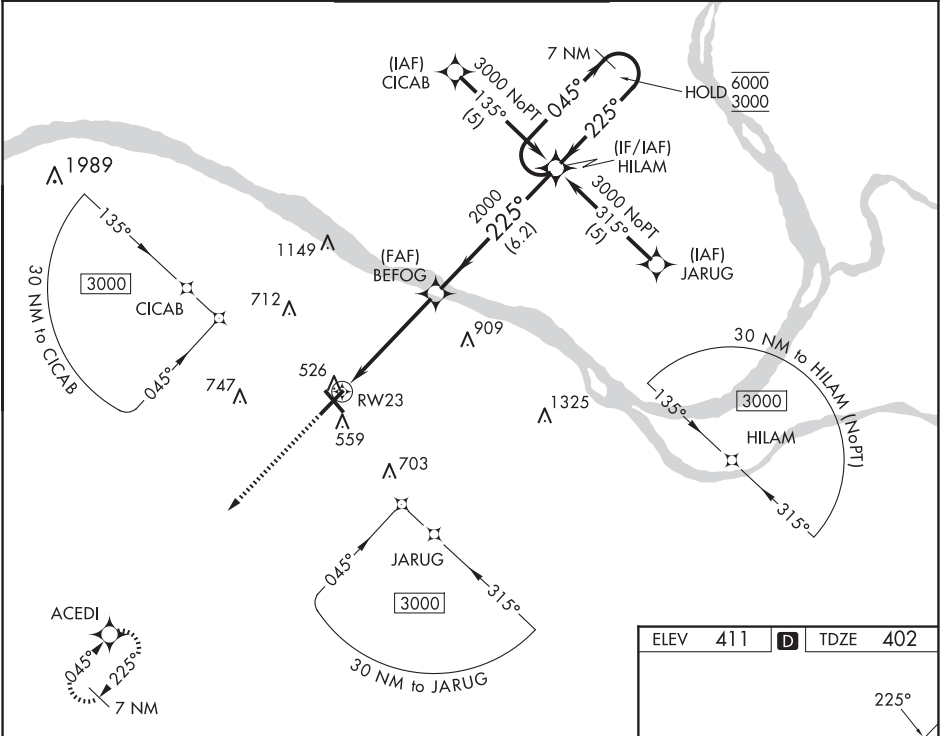
RNP APCH.

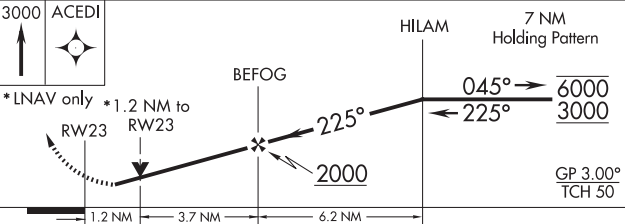
⚠

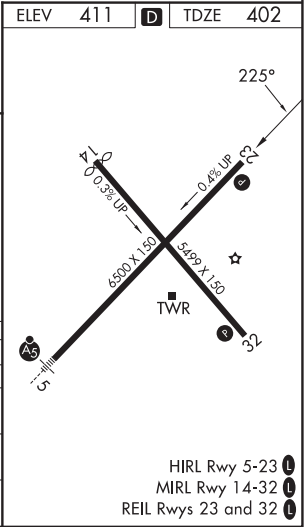
Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH:
Climb to 3000 direct
ACEDI and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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3000 ACEDI						
*LNAV only		GP 3.00° TCH 50				
CATEGORY		A		B	C	D
LPV DA		678-1		276 (300-1)		
LNAV/ DA VNAV		790-1½		388 (400-1½)		
LNAV MDA		820-1	418 (500-1)	820-1¼	418 (500-1¼)	
C CIRCLING		900-1	489 (500-1)	920-1½ 509 (600-1½)	1100-2¼ 689 (700-2¼)	



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61033 W32A	APP CRS 320°	Rwy Ldg 5324 TDZE 410 Apt Elev 411
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RNAV (GPS) RWY 32

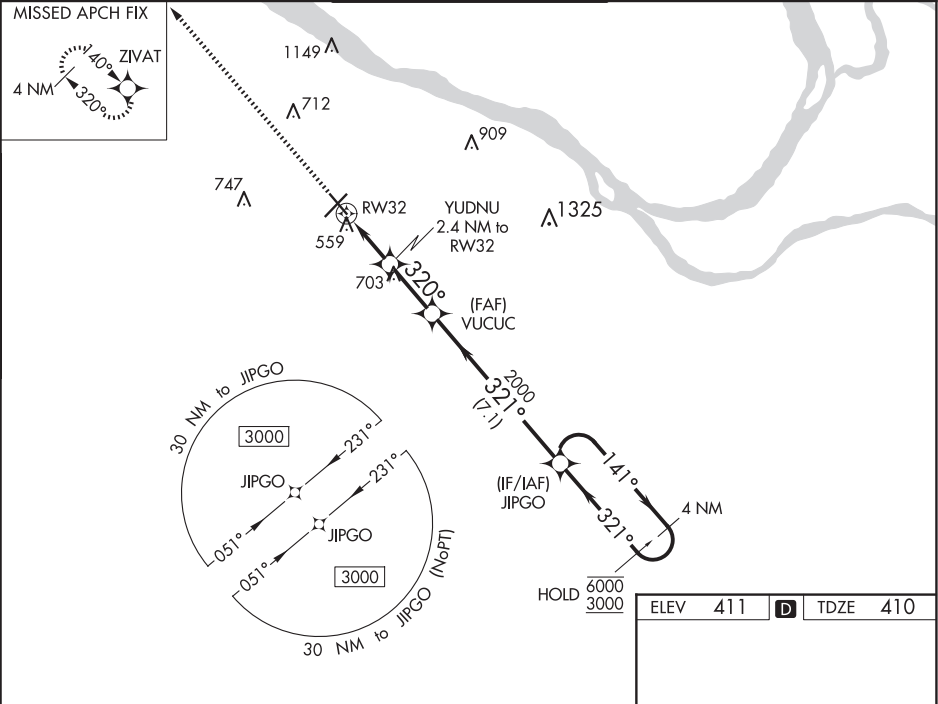
BARKLEY RGNL (PAH)

RNP APCH.

Rwy 32 helicopter visibility reduction below 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 ZIVAT and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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3000 ZIVAT

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

*LNAV only

YUDNU 2.4 NM to RW32

VUCUC

JIPGO 4 NM Holding Pattern

GP 3.05° TCH 58

1240*

2000

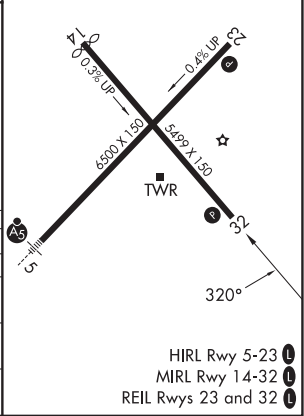
321°

141°

6000

3000

CATEGORY	A	B	C	D
LPV DA		757-1	347 (400-1)	
LNAV/VNAV DA		832-1¼	422 (500-1¼)	
LNAV MDA	820-1	410 (500-1)	820-1⅛	410 (500-1⅛)
CIRCLING	900-1	489 (500-1)	920-1½ 509 (600-1½)	1100-2¼ 689 (700-2¼)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME CNG
113.1
Chan **78**

APP CRS
221°

Rwy Ldg
TDZE
Apt Elev
6500
402
411

VOR RWY 23
BARKLEY RGNL (PAH)

DME required.

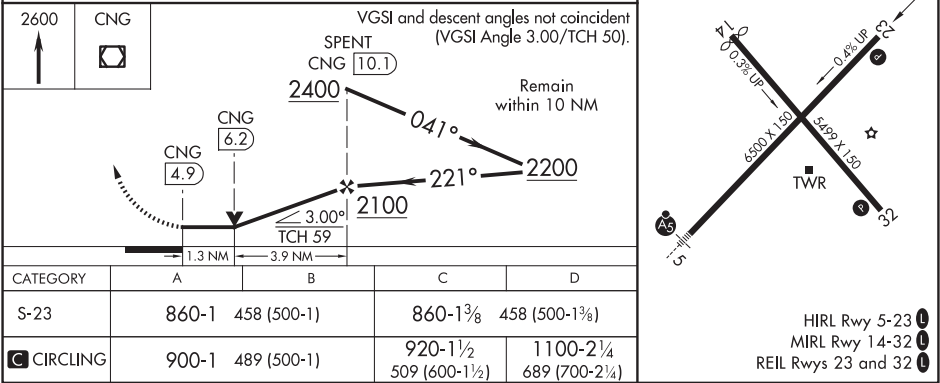
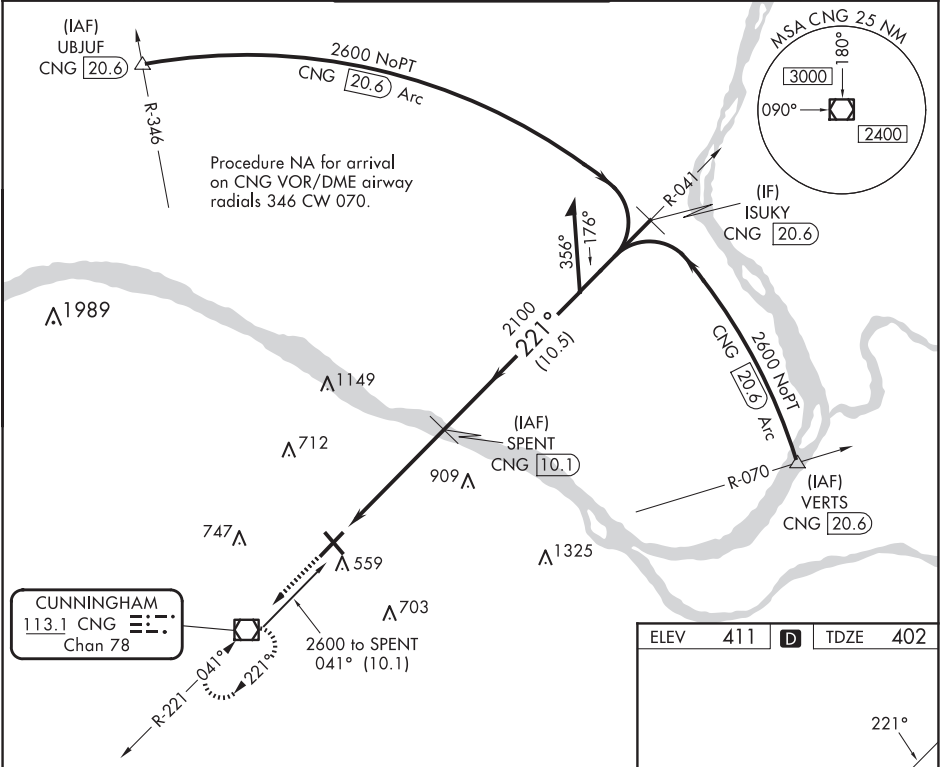
▼

▲

Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct CNG VOR/DME and hold, continue climb-in-hold to 2600.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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PADUCAH, KENTUCKY

AL-628 (FAA)

25163

VOR/DME CNG	APP CRS	Rwy Ldg	6500
113.1	042°	TDZE	411
Chan 78		Apt Elev	411

VOR RWY 5
BARKLEY RGNL (PAH)

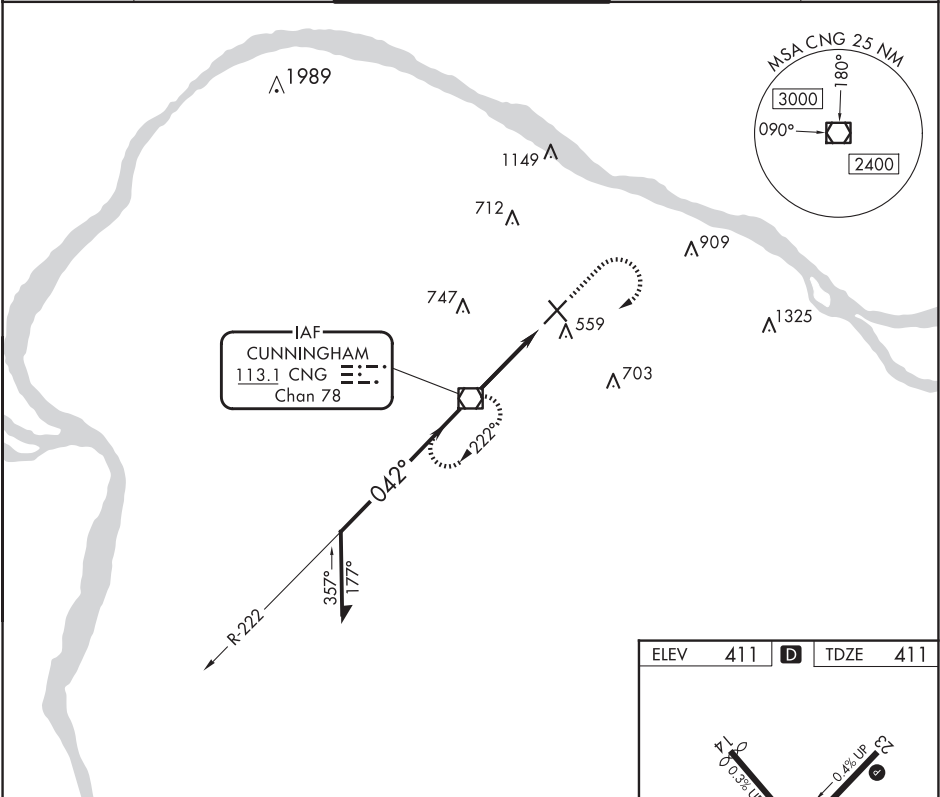
⚠ When local altimeter setting not received, use Mayfield altimeter setting and increase all MDAs 80 feet, and increase S-5 Cat C and D visibility ¼ SM and increase Circling Cat D visibility ¼ SM. VDP NA when using Mayfield altimeter setting.

MALSR

A5

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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Remain within 10 NM

CNG VOR/DME

2100

222°

042°

1700

3.08°

TCH 55

2.6 NM

1.2

CATEGORY	A	B	C	D
S-5	860-1/2	449 (500-1/2)	860-3/4	860-1
			449 (500-3/4)	449 (500-1)
CIRCLING	900-1	489 (500-1)	920-1/2	1100-2 1/4
			509 (600-1 1/2)	689 (700-2 1/4)

ELEV	411	TDZE	411
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HIRL Rwy 5-23

MIRL Rwy 14-32

REIL Rwy 23 and 32

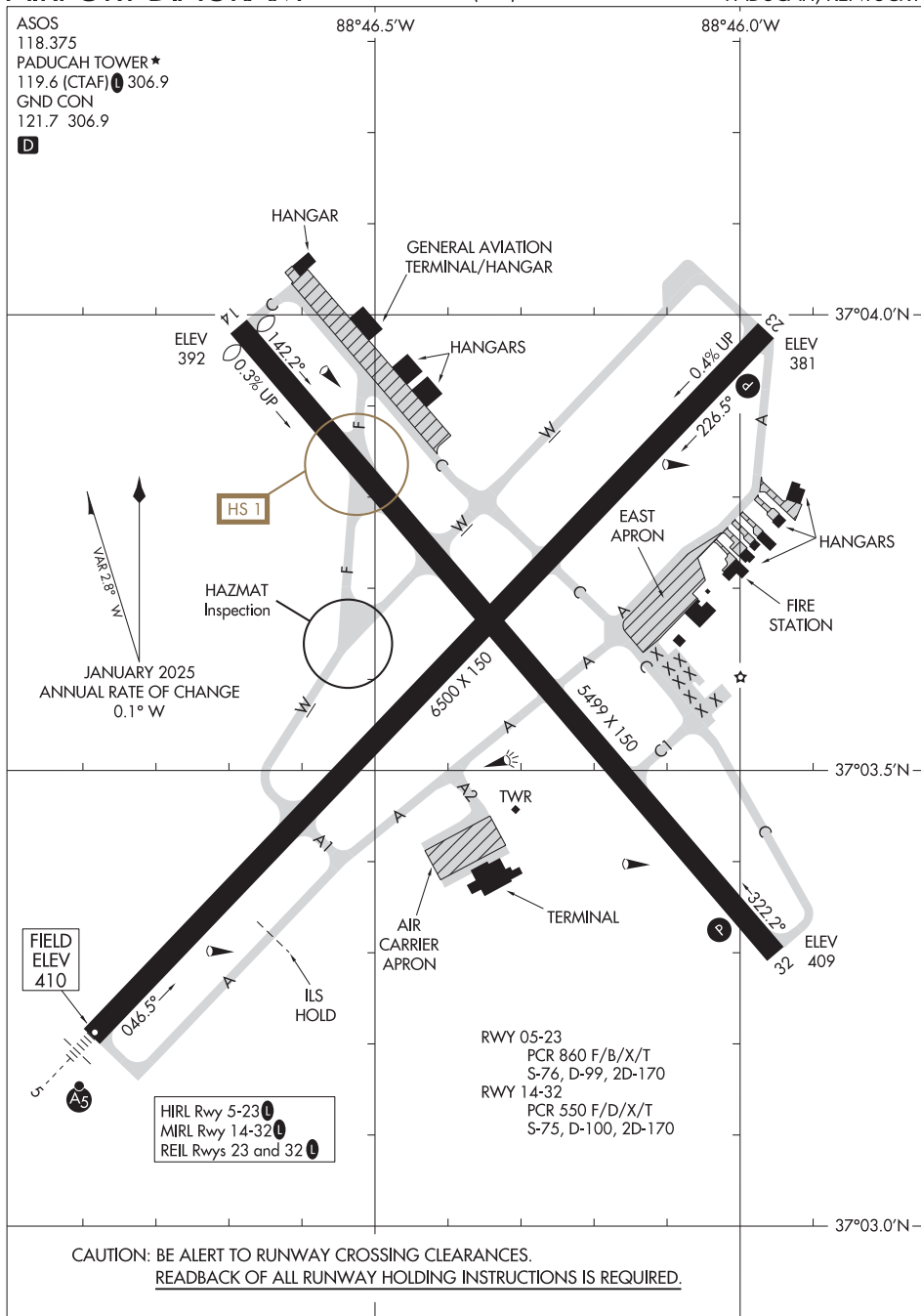
FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

PADUCAH, KENTUCKY
Amdt 18C 25FEB21

37°04'N-88°46'W

BARKLEY RGNL (PAH)
VOR RWY 5



PARIS, TENNESSEE

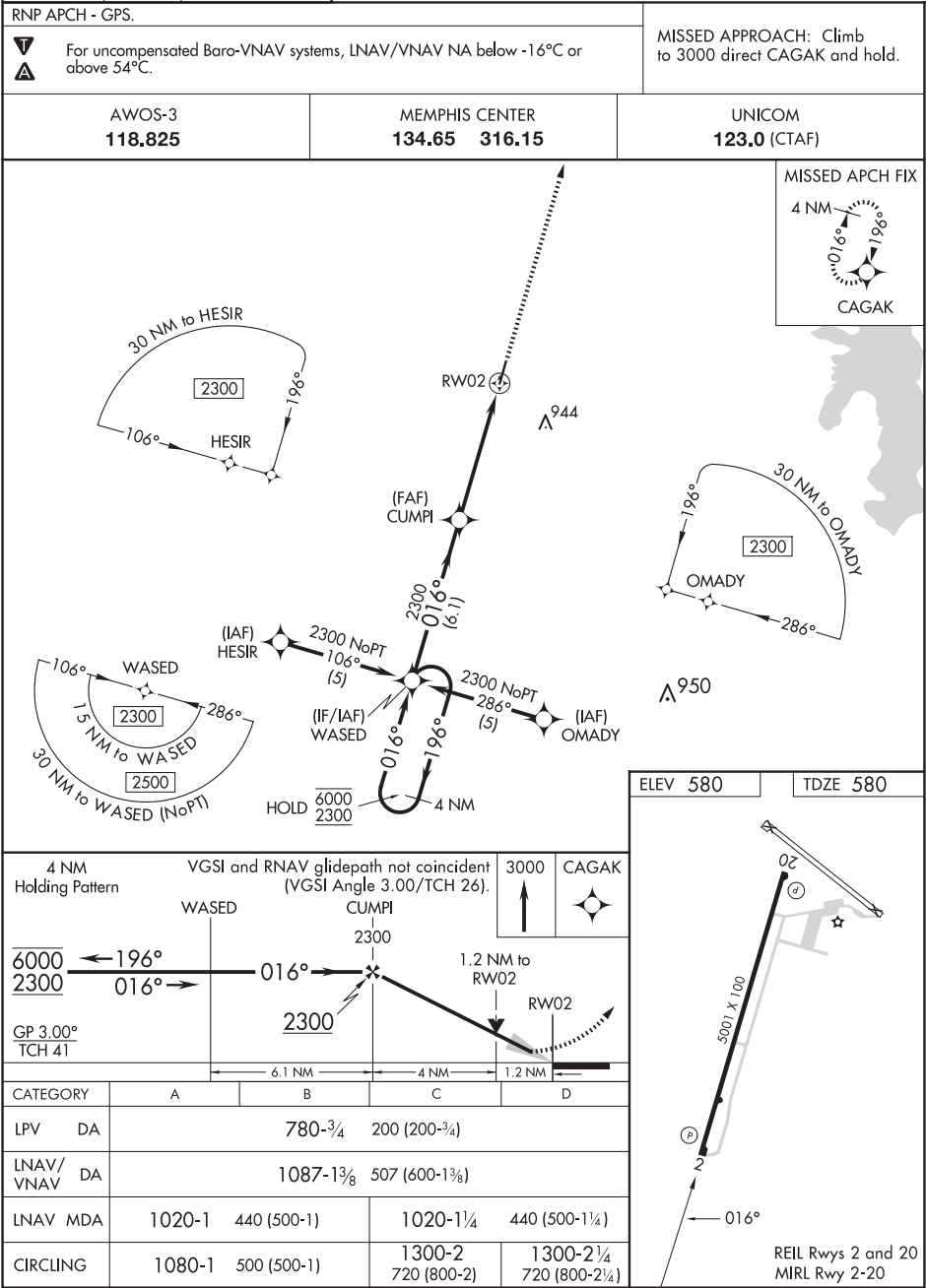
AL-5576 (FAA)

22279

WAAS CH 48817 W02A	APP CRS 016°	Rwy Idg TDZE Apt Elev	5001 580 580
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RNAV (GPS) RWY 2

HENRY COUNTY (PHT)

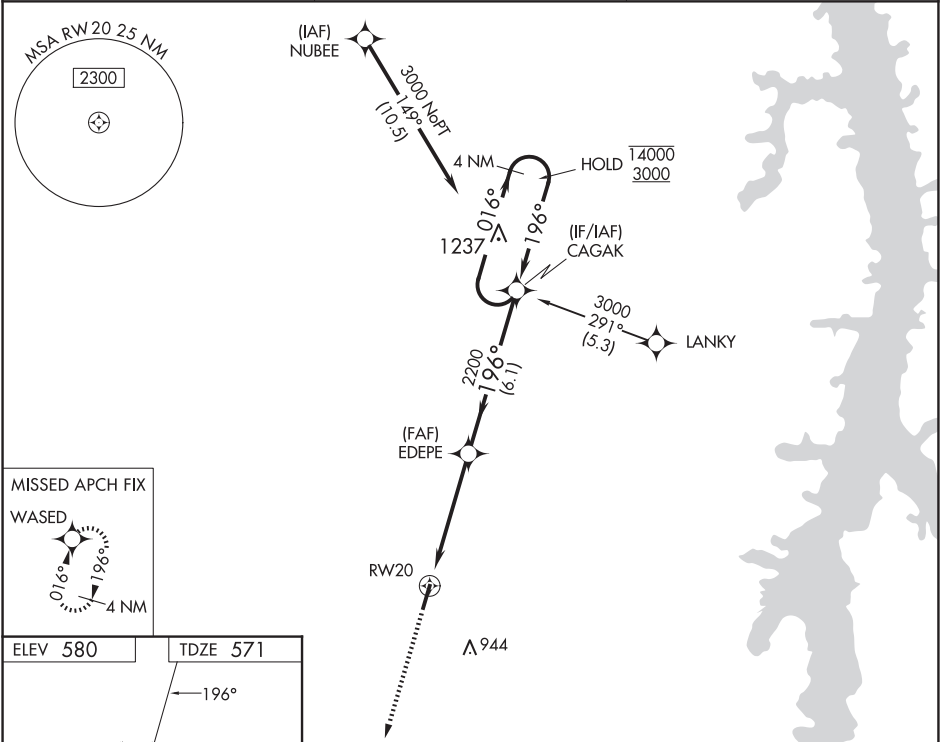


WAAS CH 42717 W20A	APP CRS 196°	Rwy Idg TDZE Apt Elev	5001 571 580
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RNAV (GPS) RWY 20

HENRY COUNTY (PHT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2300 direct WASED and hold.
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.		
AWOS-3 118.825	MEMPHIS CENTER 134.65 316.15	UNICOM 123.0 (CTAF)



REIL Rwy 2 and 20
MIRL Rwy 2-20

2300

↑

WASED

✱

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).

4 NM Holding Pattern

CAGAK

EDEPE

2200

1.5 NM to RW20

1.5 NM

3.5 NM

6.1 NM

016° → 14000

← 196° 3000

GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA	821-1		250 (300-1)	
LNAV/VNAV DA	917-1¼		346 (400-1¼)	
LNAV MDA	1060-1	489 (500-1)	1060-1½ 489 (500-1½)	1060-1½ 489 (500-1½)
CIRCLING	1080-1	500 (500-1)	1300-2 720 (800-2)	1300-2¼ 720 (800-2¼)

PIKEVILLE, KENTUCKY

AL-9449 (FAA)

25219

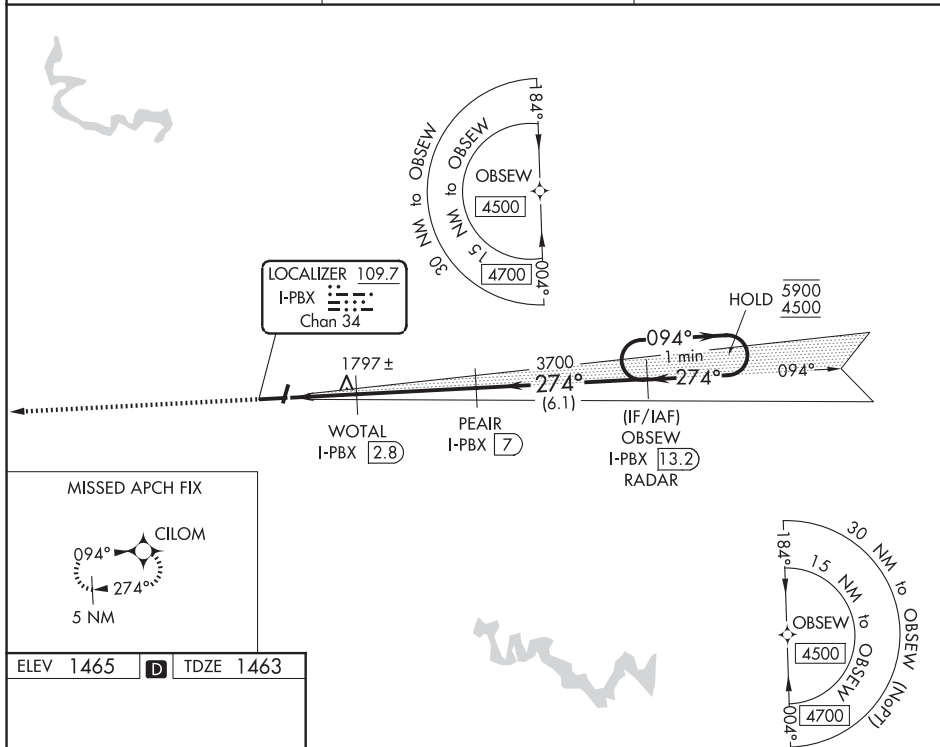
LOC/DME I-PBX 109.7 Chan 34	APP CRS 274°	Rwy Ldg 4650 TDZE 1463 Apt Elev 1465
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ILS or LOC RWY 27

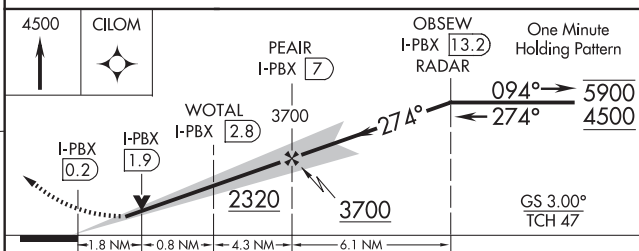
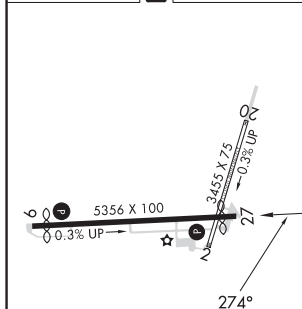
PIKE COUNTY/HATCHER FLD (PBX)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4500 direct CILOM and hold, continue climb-in-hold to 4500.
<div> <div></div> <div>Circling NA to Rws 2 and 20.</div> </div> <div> <div></div> <div>Rwy 27 helicopter visibility reduction below $\frac{3}{4}$ SM NA.</div> </div>	

AWOS-3PT 121.225	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.8 (CTAF) 0
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ELEV 1465	D	TDZE 1463
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CATEGORY	A	B	C	D
S-ILS 27	1722-1		259 (300-1)	
S-LOC 27	2080-1 617 (700-1)		2080-1 $\frac{3}{4}$ 617 (700-1 $\frac{3}{4}$)	
CIRCLING	2120-1 655 (700-1)	2180-1 715 (800-1)	2180-2 715 (800-2)	2460-3 995 (1000-3)

HIRL Rwy 9-27 0

REIL Rws 9 and 27 0

PIKEVILLE, KENTUCKY

Amdt 2A 07AUG25

37°34'N-82°34'W

PIKE COUNTY/HATCHER FLD (PBX)

ILS or LOC RWY 27

WAAS CH 61240 W09A	APP CRS 094°	Rwy Ldg TDZE Apt Elev	4650 1459 1465
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RNAV (GPS) RWY 9

PIKE COUNTY/HATCHER FLD (PBX)

RNP APCH - GPS.

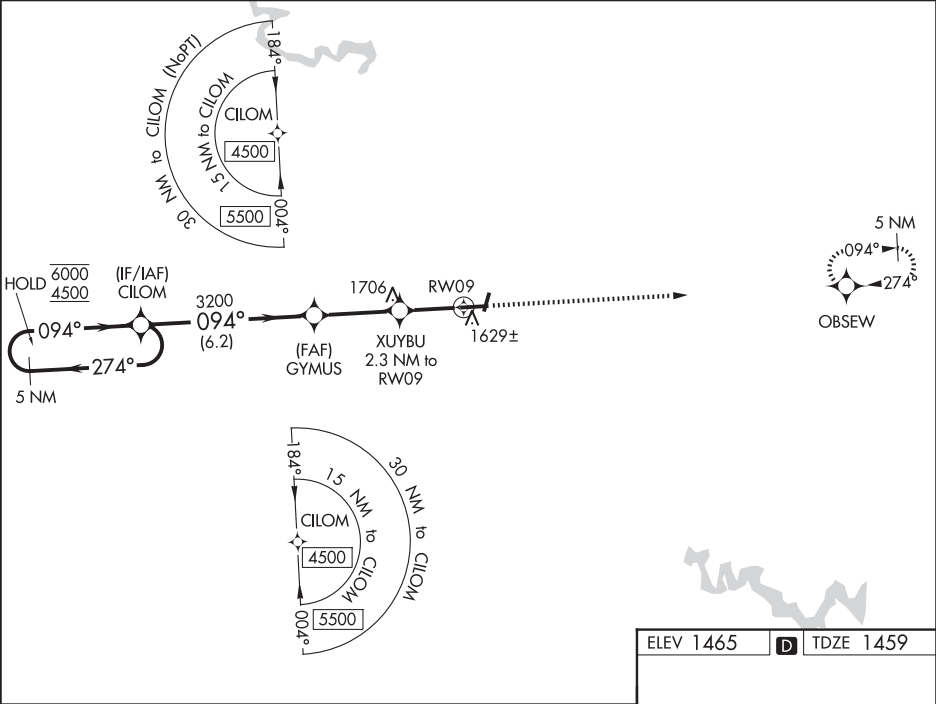
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA to Rwys 2 and 20. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4500 direct OBSEW and hold. Continue climb in hold to 4500.

AWOS-3PT 121.225	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).		4500	OBSEW
6000 4500		GYMUS		3200	
GP 3.00° TCH 40		XUYBU		2220	
		RWY 9		1.5 NM	
				0.8 NM	
				3.1 NM	
				6.2 NM	
CATEGORY	A	B	C	D	
LPV DA	1709-1		250 (300-1)		
LNAV/VNAV DA	1891-1½		432 (500-1½)		
LNAV MDA	1960-1	501 (500-1)	1960-1⅓	501 (500-1⅓)	
CIRCLING	2120-1 655 (700-1)	2180-1 715 (800-1)	2180-2 715 (800-2)	2460-3 995 (1000-3)	

HIRL Rwy 9-27

REIL Rwys 9 and 27

PIKEVILLE, KENTUCKY

AL-9449 (FAA)

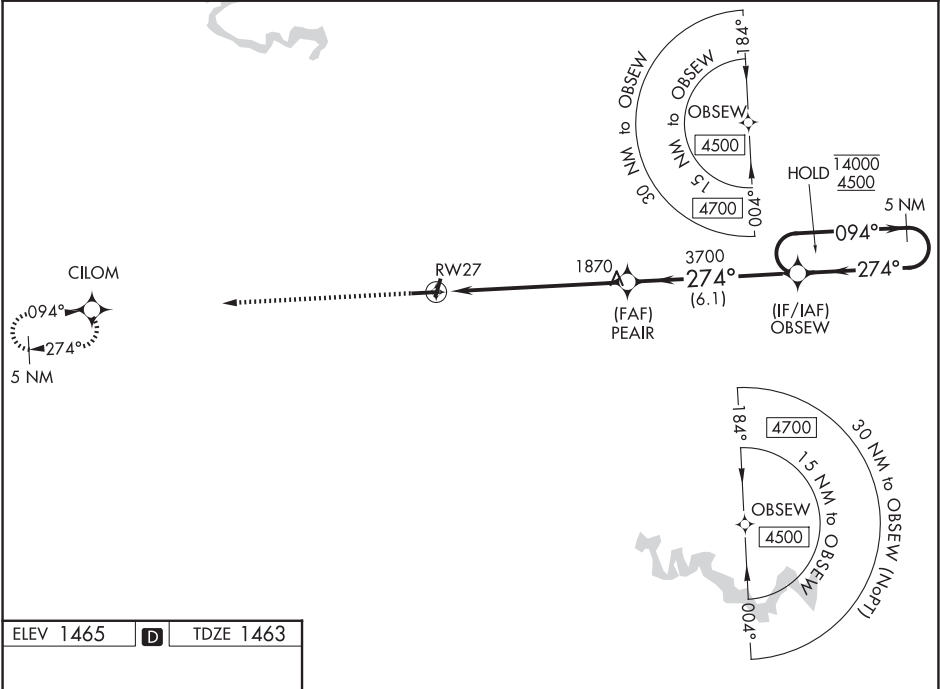
25219

WAAS CH 86540 W27A	APP CRS 274°	Rwy Ldg TDZE 1463 Apt Elev 1465
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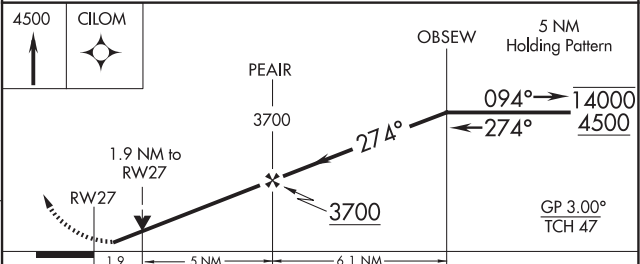
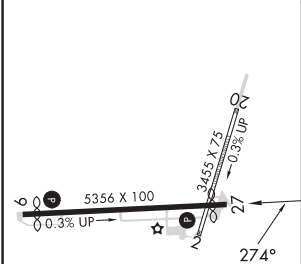
RNAV (GPS) RWY 27
PIKE COUNTY/HATCHER FLD (PBX)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4500 direct CILOM and hold, continue climb-in-hold to 4500.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. Circling NA to Rws 2 and 20.	

AWOS-3PT 121.225	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.8 (CTAF) 0
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ELEV 1465	D	TDZE 1463
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CATEGORY	A	B	C	D
LPV DA		1722-1	259 (300-1)	
LNAV/VNAV DA		2120-1 7/8	657 (700-1 7/8)	
LNAV MDA	2120-1	657 (700-1)	2120-1 7/8	657 (700-1 7/8)
CIRCLING	2120-1 655 (700-1)	2180-1 715 (800-1)	2180-2 715 (800-2)	2460-3 995 (1000-3)

HIRL Rwy 9-27 0
REIL Rws 9 and 27 0

PIKEVILLE, KENTUCKY
Amdt 2A 07AUG25

37°34'N-82°34'W

PIKE COUNTY/HATCHER FLD (PBX)
RNAV (GPS) RWY 27

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

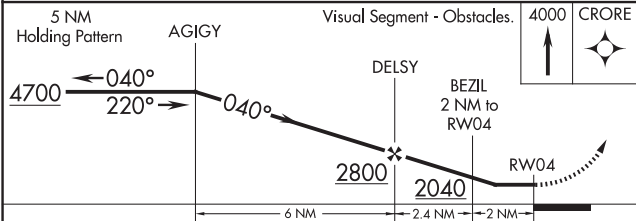
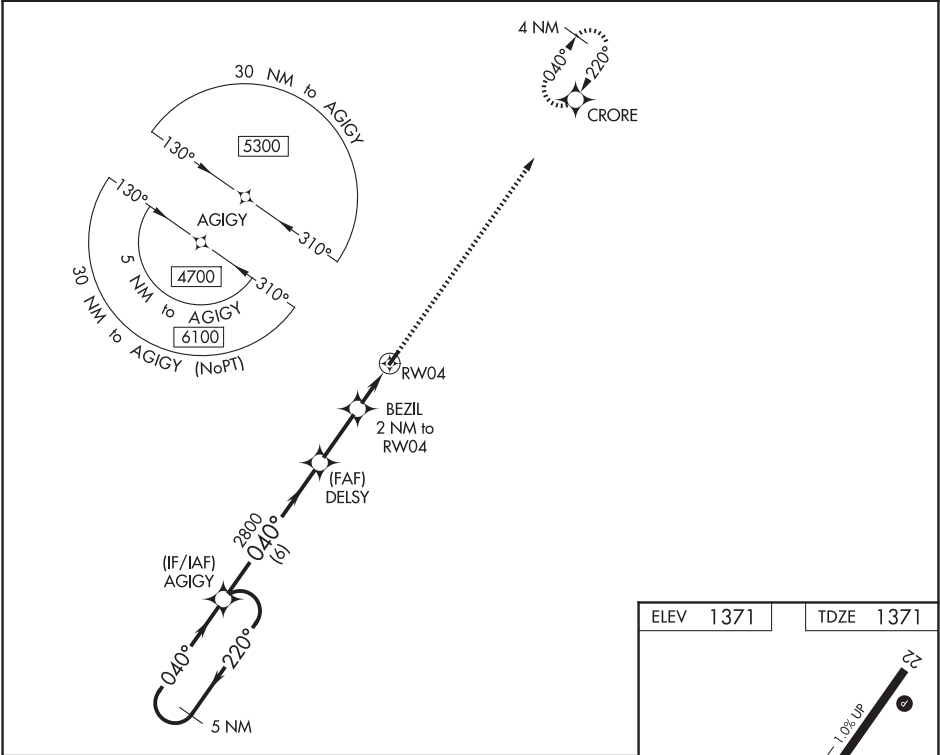
WAAS CH 70338 W04A	APP CRS 040°	Rwy Ldg TDZE Apt Elev	2999 1371 1371
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RNAV (GPS) RWY 4
MC CREARY COUNTY (18I)

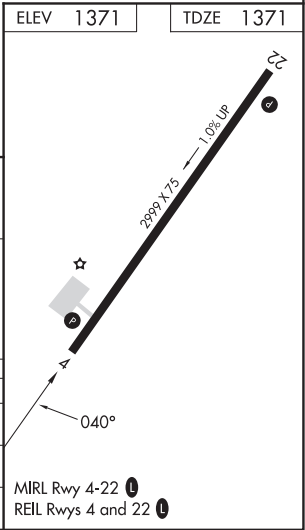
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Williamsburg altimeter setting, when not received use London altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C visibility 1/8 mile, increase Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 4000 direct CRORE and hold.

INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1920-1	549 (600-1)	1920-1 5/8 549 (600-1 1/8)	NA
LNAV MDA	1940-1	569 (600-1)	1940-1 5/8 569 (600-1 1/8)	NA
CIRCLING	1940-1 569 (600-1)	2000-1 629 (700-1)	2020-1 3/4 649 (700-1 3/4)	NA



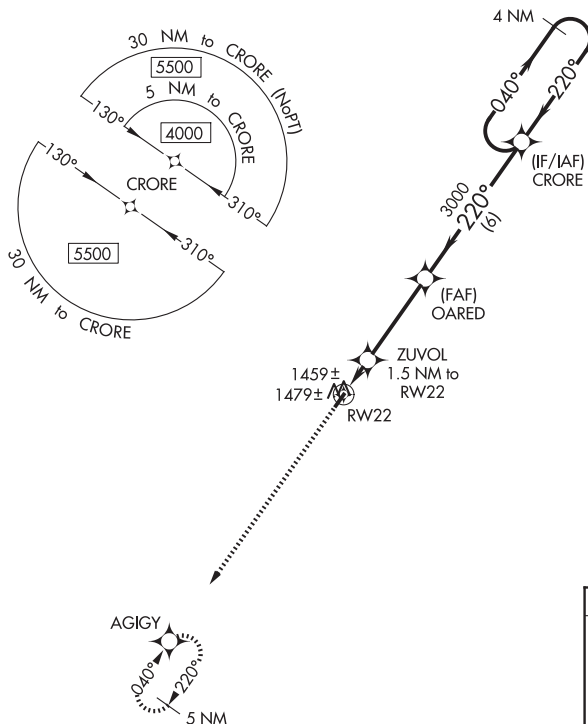
SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22

MC CREARY COUNTY (18I)

MISSED APPROACH: Climb to 4700 direct AGIGY and hold, continue climb-in-hold to 4700.

UNICOM
123.05 (CTAF) **L**

4700 AGIGY Visual Segment - Obstacles. CRORE 4 NM Holding Pattern

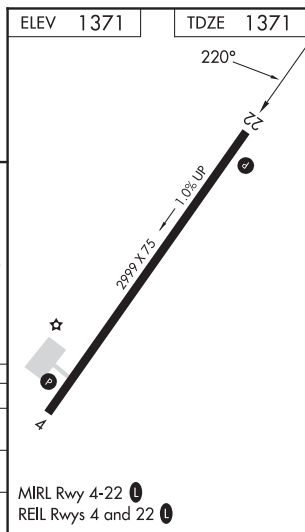
ZUVOL 1.5 NM to RW22 OARED

1860 3000

220° 040° 220° 4000

1.5 NM 3.6 NM 6 NM

CATEGORY	A	B	C	D
LP MDA	1780-1	409 (500-1)	1780-1¼ 409 (500-1¼)	NA
LNAV MDA	1800-1	429 (500-1)	1800-1⅝ 429 (500-1⅝)	NA
CIRCLING	1880-1 509 (600-1)	2000-1 629 (700-1)	2020-1¾ 649 (700-1¾)	NA



SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82124 W01A	APP CRS 013°	Rwy Idg TDZE 817 Apt Elev 817	5003
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RNAV (GPS) RWY 1

DOUGLAS HUNTER FLD (1M5)

RNP APCH.

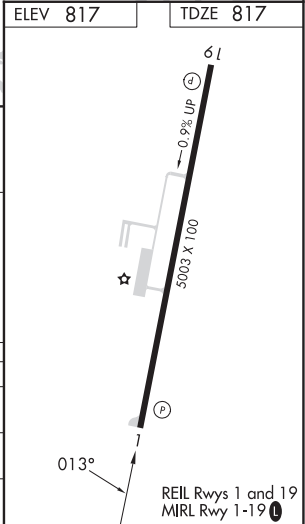
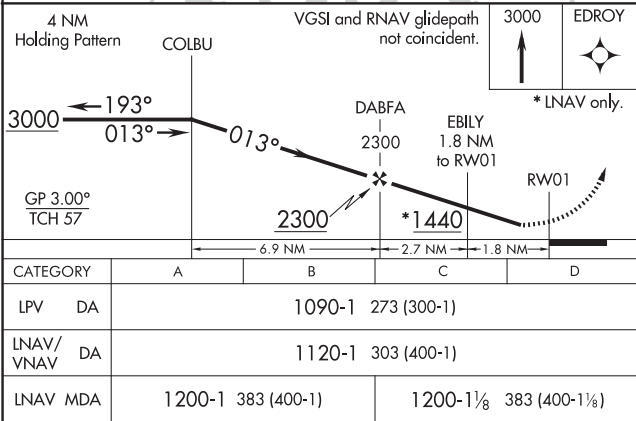
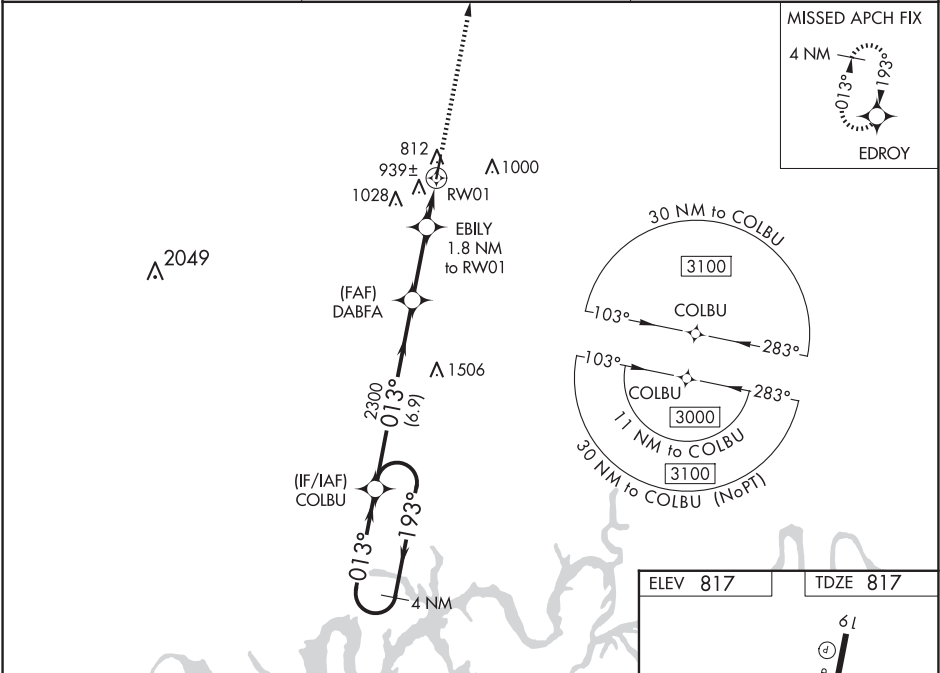
▽

⚠

Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1180 and all visibilities ½ mile; increase all LNAV/VNAV DA to 1210 and all visibilities ¼ mile; increase all MDA 100 feet and increase LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EDROY and hold.

AWOS-3PT 118.175	NASHVILLE APP CON 119.35 372.0	UNICOM 122.975 (CTAF) ①
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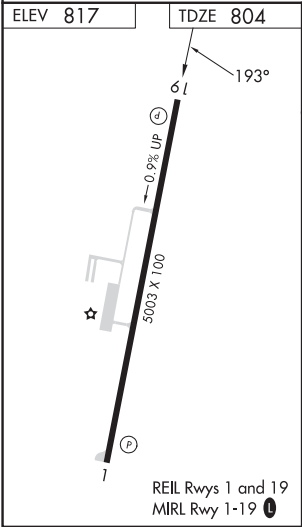
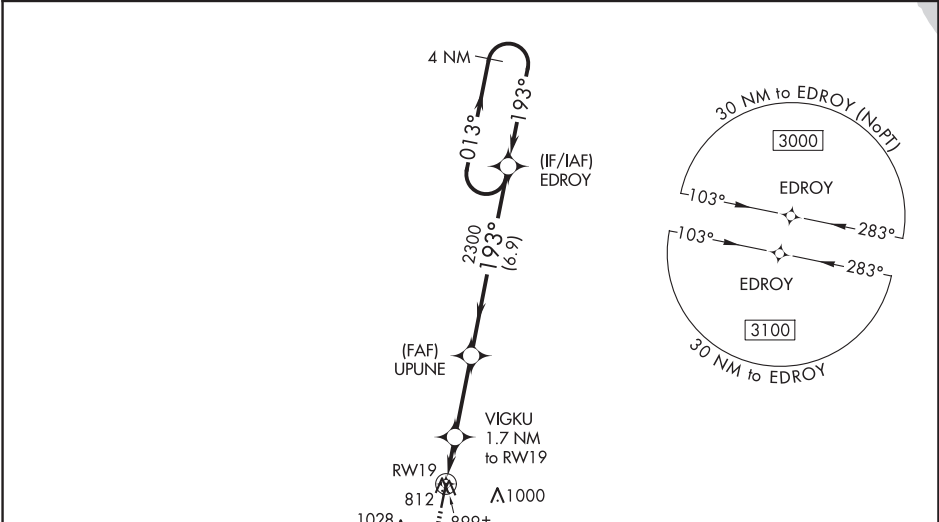


WAAS CH 40324 W19A	APP CRS 193°	Rwy Idg TDZE 804 Apt Elev 817
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RNAV (GPS) RWY 19
DOUGLAS HUNTER FLD (1M5)

RNP APCH.	<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Bowling Green altimeter setting. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1144 and all visibilities ¼ mile; increase all LNAV/VNAV DA to 1184 and all visibilities ¼ mile; increase all MDA 100 feet and increase LNAV Cat C/D visibility ⅜ mile.</p>	MISSED APPROACH: Climb to 3000 direct COLBU and hold.
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AWOS-3PT 118.175	NASHVILLE APP CON 119.35 372.0	UNICOM 122.975 (CTAF) 0
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3000 ↑ COLBU		VGSi and RNAV glidepath not coincident.		4 NM Holding Pattern	
*LNAV only.		VIGKU 1.7 NM to RW19		EDROY	
RW19		*1.2 NM to RW19		013° → ← 193° 3000	
1.2 NM		1340*		GP 3.00° TCH 40	
0.5		3 NM		6.9 NM	
CATEGORY		A		B	
LPV DA		1054-1 250 (300-1)		C	
LNAV/ VNAV DA		1094-1½ 290 (300-1½)		D	
LNAV MDA		1160-1 356 (400-1)			

WAAS CH 86336 W03A	APP CRS 036°	Rwy Ldg TDZE Apt Elev	5051 1210 1222
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RNAV (GPS) RWY 3

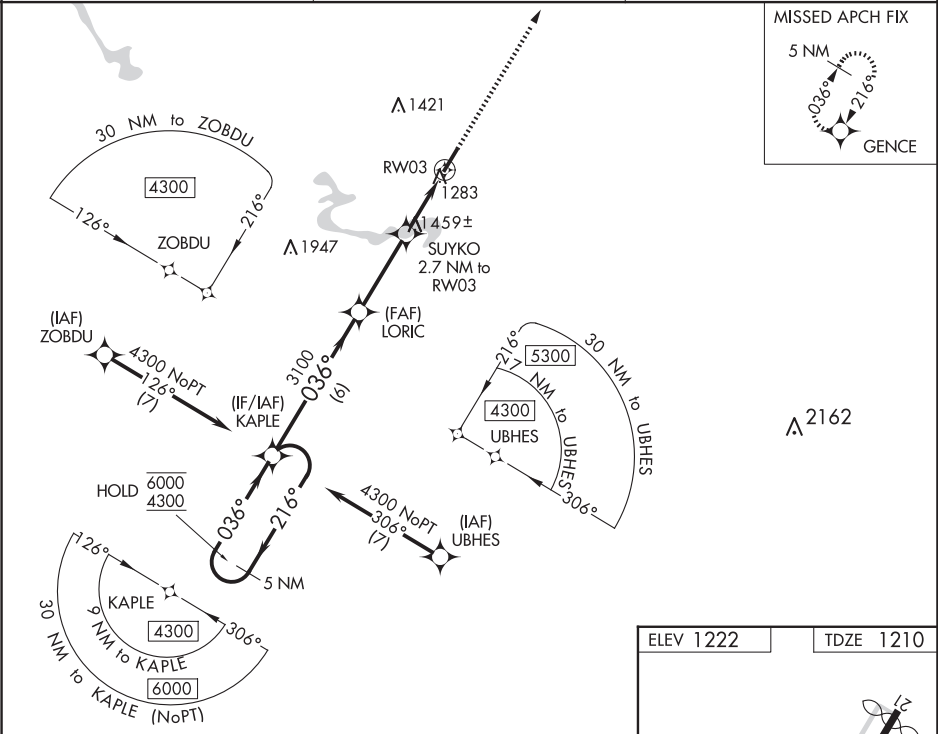
BIG SANDY RGNL (SJS)

RNP APCH - GPS.

Rwy 3 helicopter visibility reduction below 1 SM NA.
Straight-in and Circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 4100 direct GENCE and hold, continue climb-in-hold to 4100.

AWOS-3 120.175	HUNTINGTON APP CON 119.75 270.1	UNICOM 123.05 (CTAF) 1
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5 NM Holding Pattern		Visual Segment - Obstacles.		4100	GENCE
CATEGORY	A	B	C	D	
LP MDA	1720-1	510 (500-1)	1720-1 1/8 510 (500-1 3/8)	NA	
LNAV MDA	1720-1	510 (500-1)	1720-1 1/8 510 (500-1 3/8)	NA	
CIRCLING	1740-1	518 (600-1)	1920-2 698 (700-2)	NA	

PRESTONSBURG, KENTUCKY

AL-6991 (FAA)

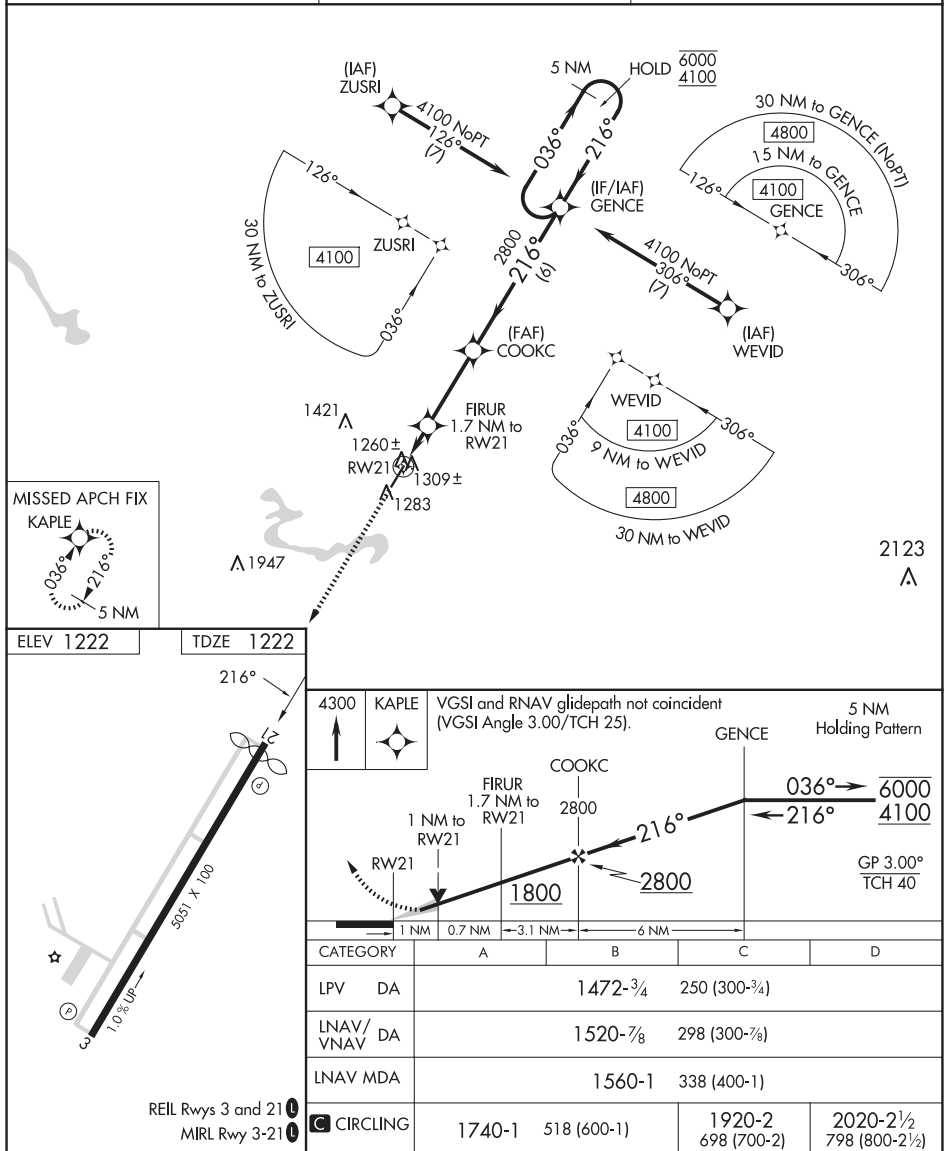
25163

WAAS CH 77801 W21A	APP CRS 216°	Rwy Ldg TDZE 1222 Apt Elev 1222
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RNAV (GPS) RWY 21

BIG SANDY RGNL (SJS)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4300 direct KAPLE and hold.
⚠ Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.		
AWOS-3 120.175	HUNTINGTON APP CON 119.75 270.1	UNICOM 123.05(CTAF) 0



PRESTONSBURG, KENTUCKY
Amdt 3 30NOV23

37°45'N-82°38'W

RNAV (GPS) RWY 21

SE-1, 07 AUG 2025 to 02 OCT 2025

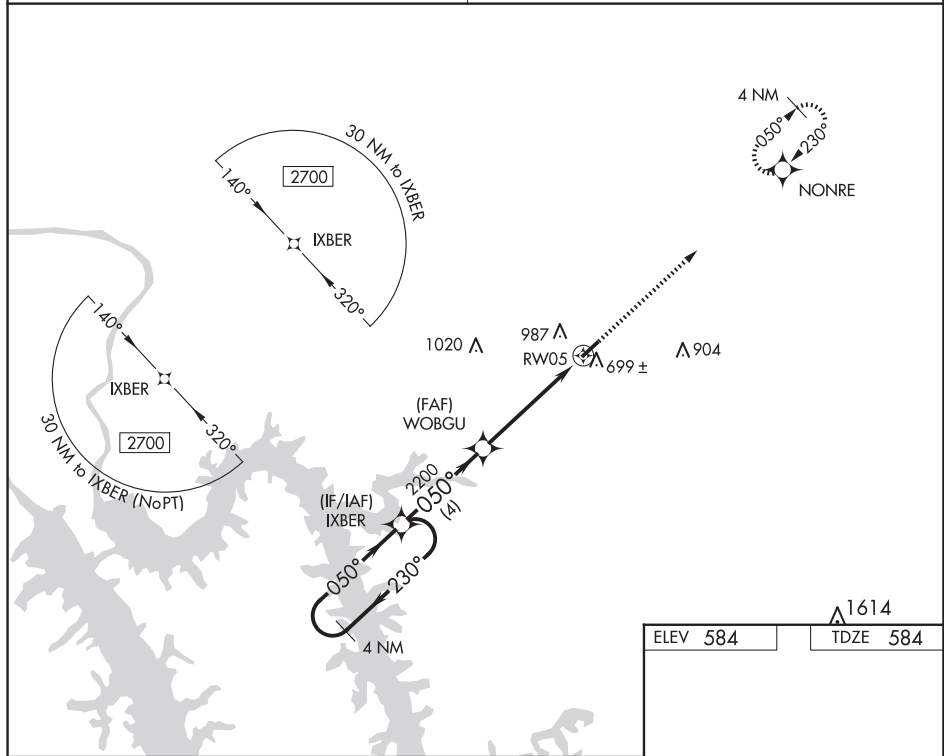
Rwy Idg	4099
TDZE	584
Apt Elev	584

RNAV (GPS) RWY 5
PRINCETON-CALDWELL COUNTY (2M0)

Baro-VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet. Increase LPV all Cats visibility $\frac{1}{8}$ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2700 direct
NONRE and hold.

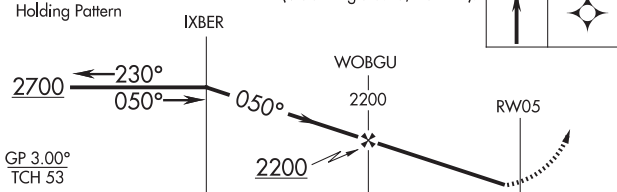
CAMPBELL APP CON
118.1 269.525

UNICOM
122.8 (CTAF) **L**

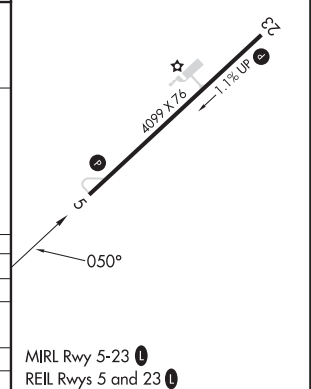
4 NM
Holding Pattern

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.25/TCH 29).

2700	NONRE
------	-------



GP 3.00°
TCH 53



CATEGORY		A	B	C	D
LPV DA		909-1	325 (400-1)		NA
LNAV/ VNAV DA		936-1 $\frac{1}{8}$	352 (400-1 $\frac{1}{8}$)		NA
LNAV MDA		1040-1	456 (500-1)		NA
CIRCUING		1420-1 $\frac{1}{4}$	836 (900-1 $\frac{1}{4}$)		NA

MIRL Rwy 5-23 **L**
REIL Rwys 5 and 23 **L**

PRINCETON, KENTUCKY

AL-9839 (FAA)

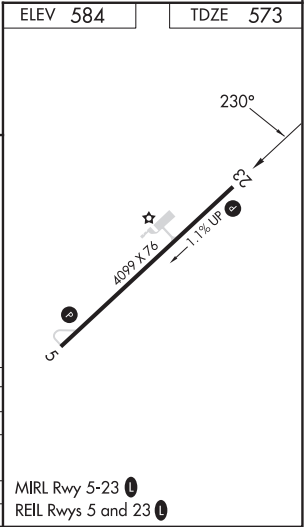
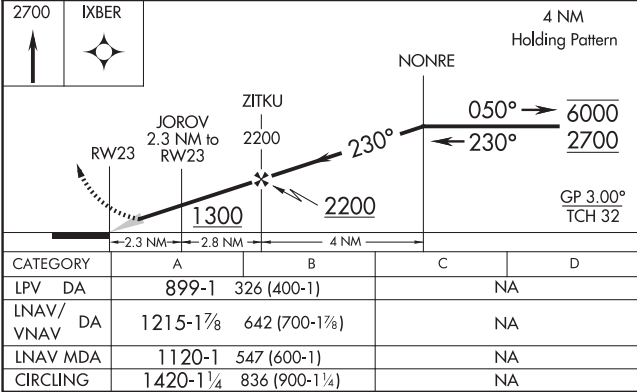
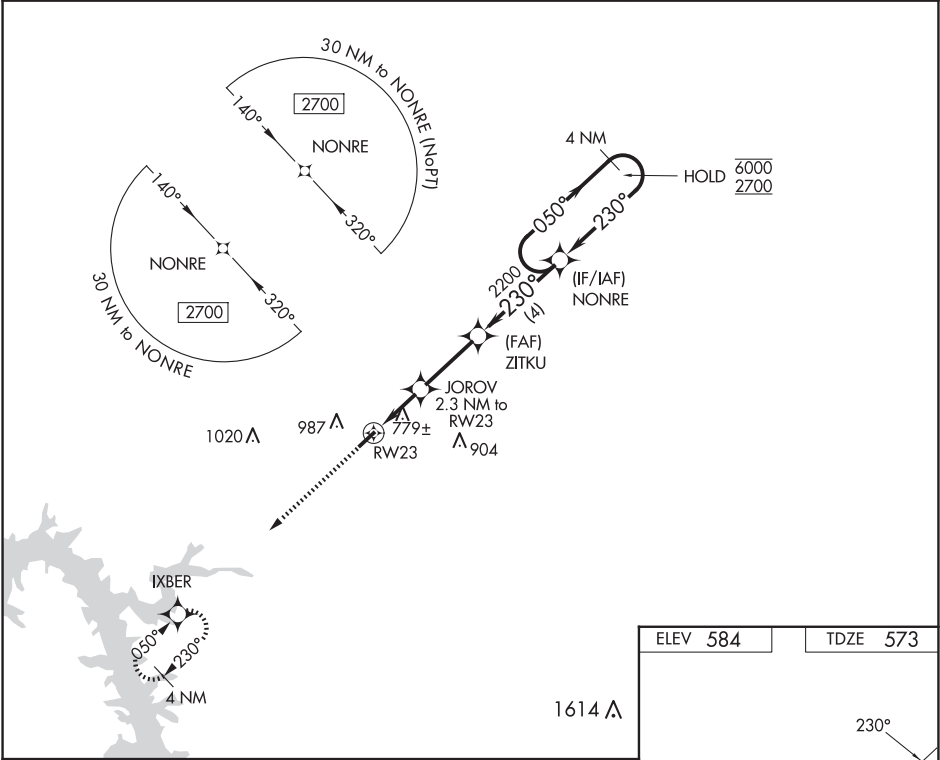
24361

WAAS CH 45631 W23A	APP CRS 230°	Rwy Idg TDZE 573 Apt Elev 584
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RNAV (GPS) RWY 23
PRINCETON-CALDWELL COUNTY (2MØ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2700 direct IXBER and hold.
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HOP ATIS 125.175 308.4	CAMPBELL APP CON 118.1 269.525	UNICOM 122.8 (CTAF) 1
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PRINCETON, KENTUCKY
Orig-B 26DEC24

37°07'N-87°51'W

PRINCETON-CALDWELL COUNTY (2MØ)
RNAV (GPS) RWY 23

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77882 W16A	APP CRS 155°	Rwy Ldg TDZE 689 Apt Elev 689
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RNAV (GPS) RWY 16

ABERNATHY FLD (GZS)

RNP APCH - GPS.

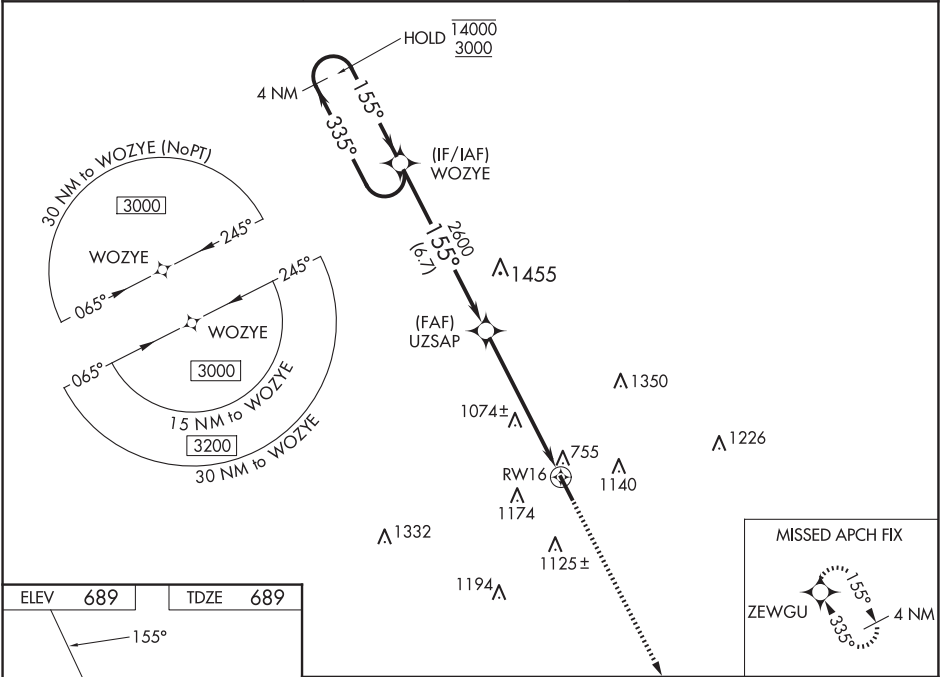
▼

▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using MDQ altimeter setting. Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use MDQ altimeter setting: increase LPV DA to 1245 feet, and all visibilities ¼ SM; increase LNAV/VNAV DA to 1362 feet and all visibilities ⅓ SM; increase all MDAs 100 feet and LNAV visibility Cat B ¼ SM, Cats C and D ⅓ SM, and Circling visibility Cats A and B ¼ SM and Cat C ½ SM.

MISSED APPROACH:
Climb to 3000 direct
ZEWGU and hold.

AWOS-3 118.275	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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ELEV 689	TDZE 689
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155°

91

5310 X 75

0.8% UP

3A

MIRL Rwy 16-34
REIL Rws 16 and 34

4 NM Holding Pattern				VGSI and RNAV glidepath not coincident (VGSI Angle 3.80/TCH 23).		3000	ZEWGU
WOZY				UZSAP		1.6 NM to RWY 16	RWY 16
14000 3000				2600		2600	
GP 3.00° TCH 45				6.7 NM		4.3 NM	1.6 NM
CATEGORY	A	B	C	D			
LPV DA	1164-1⅜			475 (500-1⅜)			
LNAV/VNAV DA	1281-1¾			592 (600-1¾)			
LNAV MDA	1340-1	651 (700-1)	1340-1⅞	651 (700-1⅞)			
CIRCLING	1420-1 731 (800-1)	1480-1 791 (800-1)	1480-2¼ 791 (800-2¼)	1640-3 951 (1000-3)			

PULASKI, TENNESSEE

AL-6125 (FAA)

25163

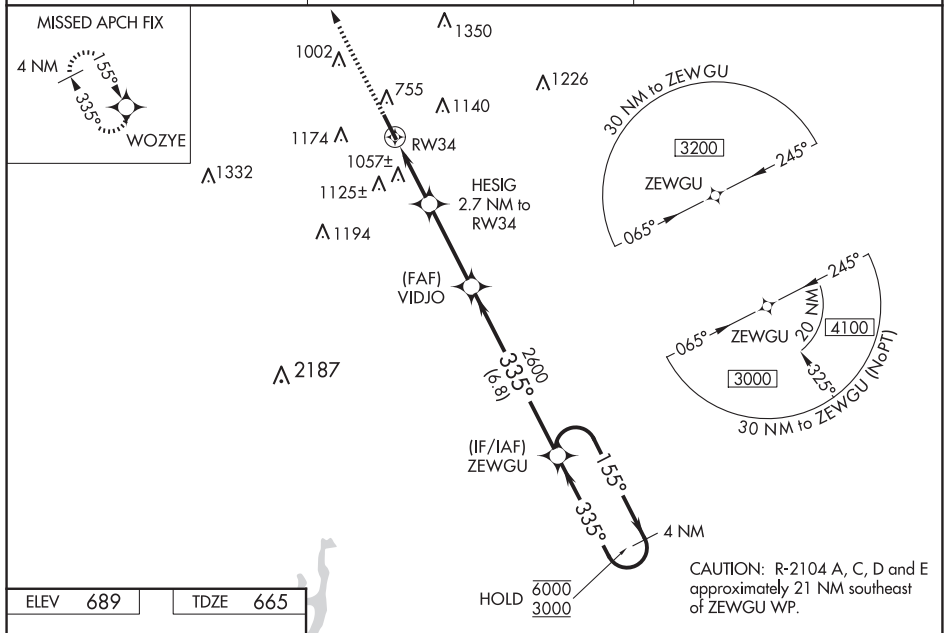
WAAS CH 99725 W34A	APP CRS 335°	Rwy Ldg TDZE 665 Apt Elev 689
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RNAV (GPS) RWY 34

ABERNATHY FLD (GZS)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct WOZYE and hold.
Baro-VNAV NA when using MDQ altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 34 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use MDQ altimeter setting: increase LPV DA to 996 feet; increase LNAV/VNAV DA to 1524 feet and all visibilities 1½ SM; increase all MDAs 100 feet and LNAV visibility Cat B ¼ SM, Cats C and D ½ SM, and Circling visibility Cats A and B ¼ SM and Cat C ½ SM.		

AWOS-3 118.275	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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ELEV 689	TDZE 665
3000 WOZYE VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 28). ZEWGU 4 NM Holding Pattern	
HESIG 2.7 NM to RW34 VIDJO 2600 1540 2600 335° 155° 6000 3000 GP 3.00° TCH 40	
RW34 2 NM to RW34 0.7 3.3 NM 6.8 NM	
CATEGORY	A B C D
LPV DA	915-1 250 (300-1)
LNAV/VNAV DA	1443-2½ 778 (800-2½)
LNAV MDA	1320-1 655 (700-1) 1320-1½ 655 (700-1½)
CIRCLING	1420-1 731 (800-1) 1480-1 791 (800-1) 1480-2¼ 791 (800-2¼) 1640-3 951 (1000-3)

PULASKI, TENNESSEE

ABERNATHY FLD (GZS)

Amdt 2C 12JUN25

35°09'N-87°03'W

RNAV (GPS) RWY 34

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

VORTAC RQZ	APP CRS	Rwy Ldg	5010
112.2	313°	TDZE	665
Chan 59		Apt Elev	689

VOR RWY 34

ABERNATHY FLD (GZS)

DME required.

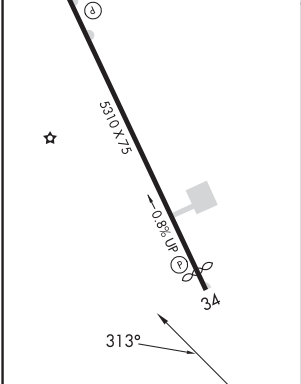
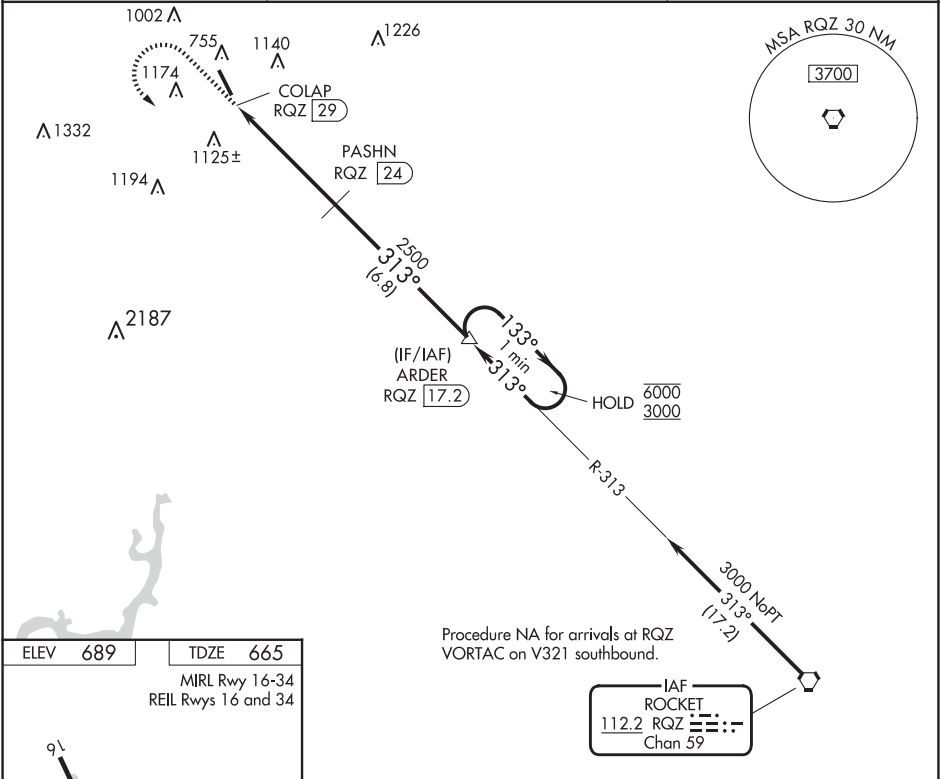
▼

NA

Circling Rwy 16 NA at night. Rwy 34 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use MDQ altimeter setting and increase all MDA 100 feet and increase S-34 Cats A/B visibility ¼ SM and Cats C/D visibility ½ SM; increase Circling Cat B visibility ¼ SM and Cat C visibility ½ SM.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on RQZ VORTAC R-313 to ARDER/RQZ 17.2 DME and hold.

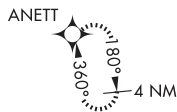
AWOS-3 118.275	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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2000	3000	RQZ R-313	ARDER △	
↑	↖			
		ARDER RQZ 17.2	One Minute Holding Pattern	
CATEGORY A B C D				
S-34	1520-1 855 (900-1)	1520-1¼ 855 (900-1¼)	1520-2½ 855 (900-2½)	855 (900-2½)
CIRCLING	1520-1¼ 831 (900-1¼)	831 (900-1¼)	1520-2½ 831 (900-2½)	1640-3 951 (1000-3)

RNAV (GPS) RWY 18
CENTRAL KENTUCKY RGNL (RGA)

MISSED APPROACH:
Climb to 3100 direct
ANETT and hold.

UNICOM
122.725 (CTAF) **L**

* LNAV only.

CENTRAL KENTUCKY RGNL (RGA)
RNAV (GPS) RWY 18

RICHMOND, KENTUCKY

AL-6610 (FAA)

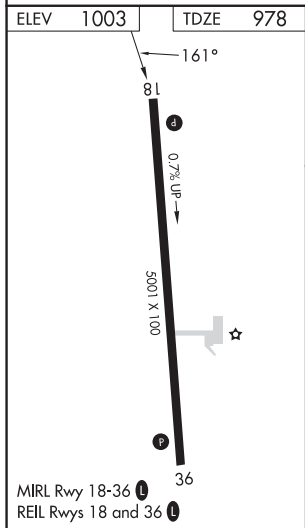
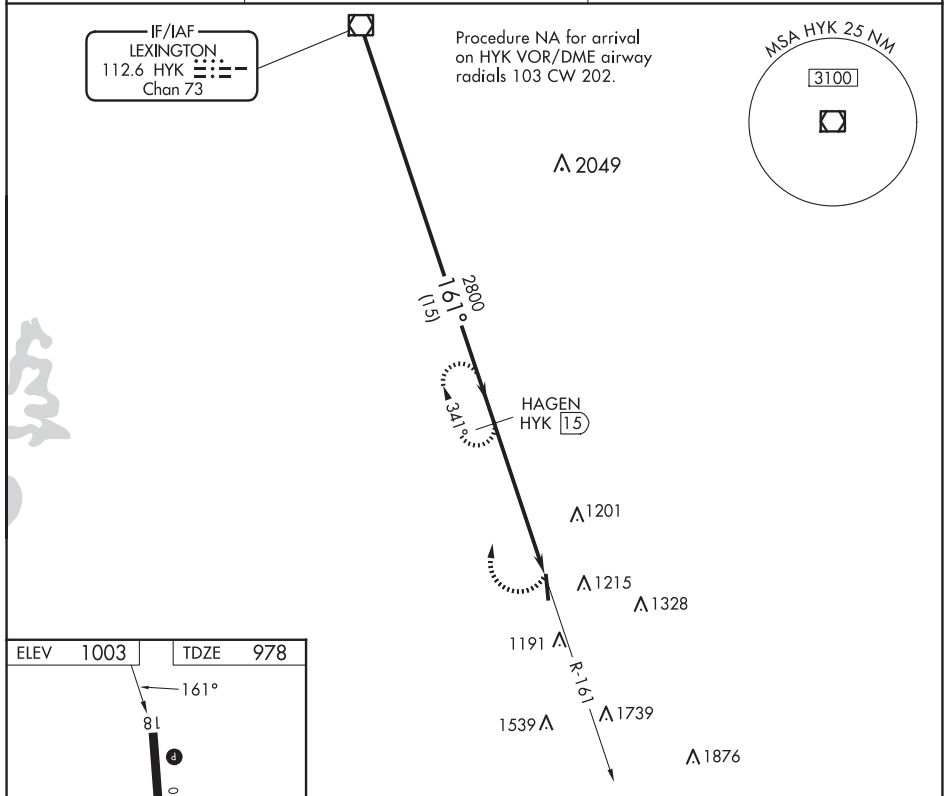
22363

VOR/DME HYK 112.6 Chan 73	APP CRS 161°	Rwy Idg TDZE 978 Apt Elev 1003
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VOR RWY 18
CENTRAL KENTUCKY RGNL (RGA)

DME required.	When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet; increase S-18 Cats C and D visibility ¼ SM; Circling Cat C ½ SM and Circling Cat D ¼ SM.	MISSED APPROACH: Climbing right turn to 2800 on HYK VOR/DME R-161 to HAGEN/15 DME and hold.
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AWOS-3 119.625	LEXINGTON APP CON 120.15 259.3	UNICOM 122.725 (CTAF) 0
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HYK VOR/DME		HAGEN HYK 15		2800	HAGEN HYK 15
2800		161°		2800	R-161
		2.95° TCH 40			HYK 20.7
15 NM		5.7 NM			
CATEGORY	A	B	C	D	
S-18	1460-1	482 (500-1)	1460-1 3/8	482 (500-1 3/8)	
CIRCLING	1460-1 457 (500-1)	1520-1 517 (600-1)	1520-1 1/2 517 (600-1 1/2)	1780-2 1/2 777 (800-2 1/2)	

RICHMOND, KENTUCKY
Amdt 7C 20JUN19

37°38'N-84°20'W

CENTRAL KENTUCKY RGNL (RGA)
VOR RWY 18

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82026 W04A	APP CRS 044°	Rwy Idg TDZE Apt Elev	5000 1664 1664
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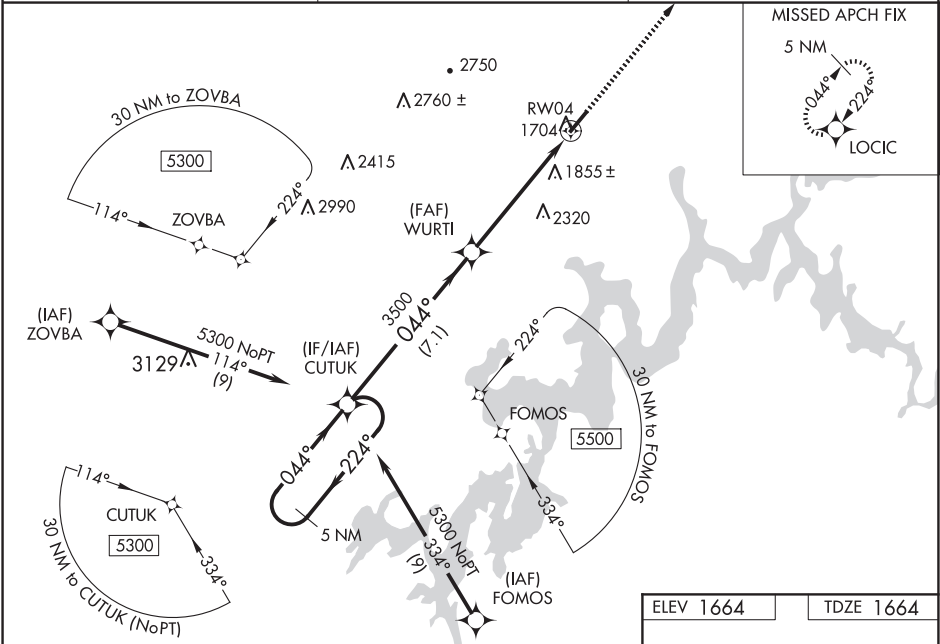
RNAV (GPS) RWY 4

ROCKWOOD MUNI (RKW)

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting: increase DA to 1989 feet and LPV and LNAV/VNAV visibility all Cats ¼ SM; increase all MDA 80 feet and LNAV Cat C and D visibility ½ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 5600 direct LOCIC and hold, continue climb-in-hold to 5600.

AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern CUTUK

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

5600 LOCIC

5300 ←224° 044°→

GP 3.00° TCH 51

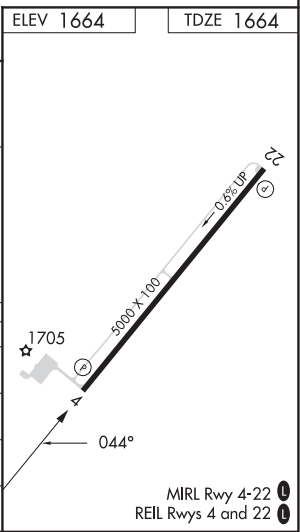
WURTI 3500

3500

RW04

7.1 NM 5.6 NM

CATEGORY	A	B	C	D
LPV DA		1914-¾	250 (300-¾)	
LNAV/VNAV DA		1914-¾	250 (300-¾)	
LNAV MDA	2100-1	436 (500-1)	2100-1¾	436 (500-1¾)
CIRCLING	2100-1 436 (500-1)	2200-1 536 (600-1)	2260-1½ 596 (600-1½)	2780-3 1116 (1200-3)



ROCKWOOD, TENNESSEE

AL-5408 (FAA)

23278

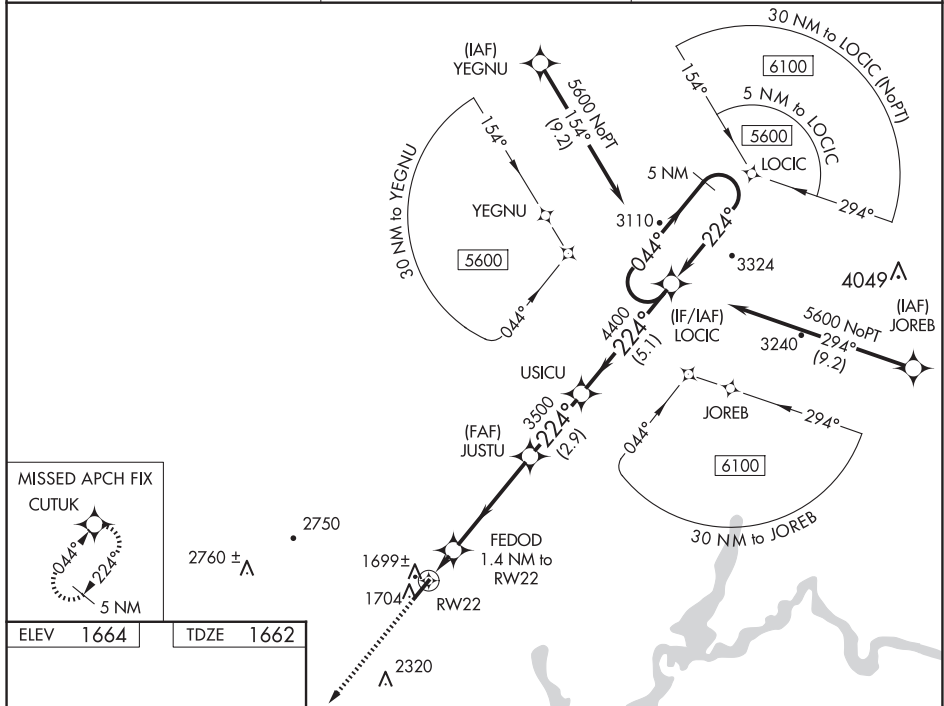
WAAS CH 61126 W22A	APP CRS 224°	Rwy Idg TDZE 1662 Apt Elev 1664
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RNAV (GPS) RWY 22

ROCKWOOD MUNI (RKW)

<p>▼ ▲ NA</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting; increase LPV DA to 1987 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 2011 feet and visibility all Cats ¼ SM; increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ SM and Circling Cat C visibility ½ SM. Baro-VNAV NA when using Crossville altimeter setting.</p>	<p>MISSED APPROACH: Climb to 5300 direct CUTUK and hold, continue climb-in-hold to 5300.</p>
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AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF) 0
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<p>ELEV 1664</p> <p>TDZE 1662</p>	<p>5300 CUTUK</p> <p>224°</p> <p>5000 x 100</p> <p>0.26% UP</p> <p>1705</p> <p>MIRL Rwy 4-22 0</p> <p>REIL Rwy 4 and 22 0</p>			
	<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).</p> <p>5 NM Holding Pattern</p> <p>LOCIC</p> <p>5600</p> <p>GP 3.00° TCH 40</p> <p>224°</p> <p>044°</p> <p>4400</p> <p>3500</p> <p>2100*</p> <p>FEDOD 1.4 NM to RW22</p> <p>JUSTU 3500</p> <p>USICU</p> <p>RW22</p> <p>1.4 NM</p> <p>4.4 NM</p> <p>2.9 NM</p> <p>5.1 NM</p>			
CATEGORY	A	B	C	D
LPV DA		1912-7/8	250 (300-7/8)	
LNAV/ VNAV DA		1936-7/8	274 (300-7/8)	
LNAV MDA		1980-1	318 (400-1)	
CIRCLING	2100-1 436 (500-1)	2200-1 536 (600-1)	2260-1½ 596 (600-1½)	2780-3 1116 (1200-3)

ROCKWOOD, TENNESSEE

35°55'N-84°41'W

ROCKWOOD MUNI (RKW)

Amdt 1B 12AUG21

RNAV (GPS) RWY 22

SE-1, 07 AUG 2025 to 02 OCT 2025

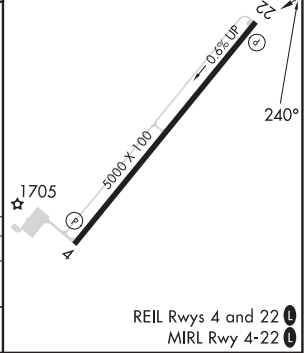
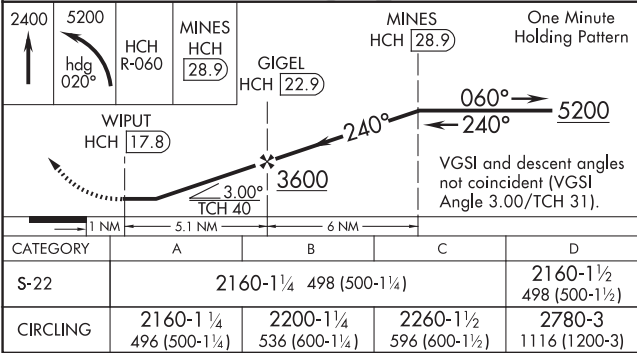
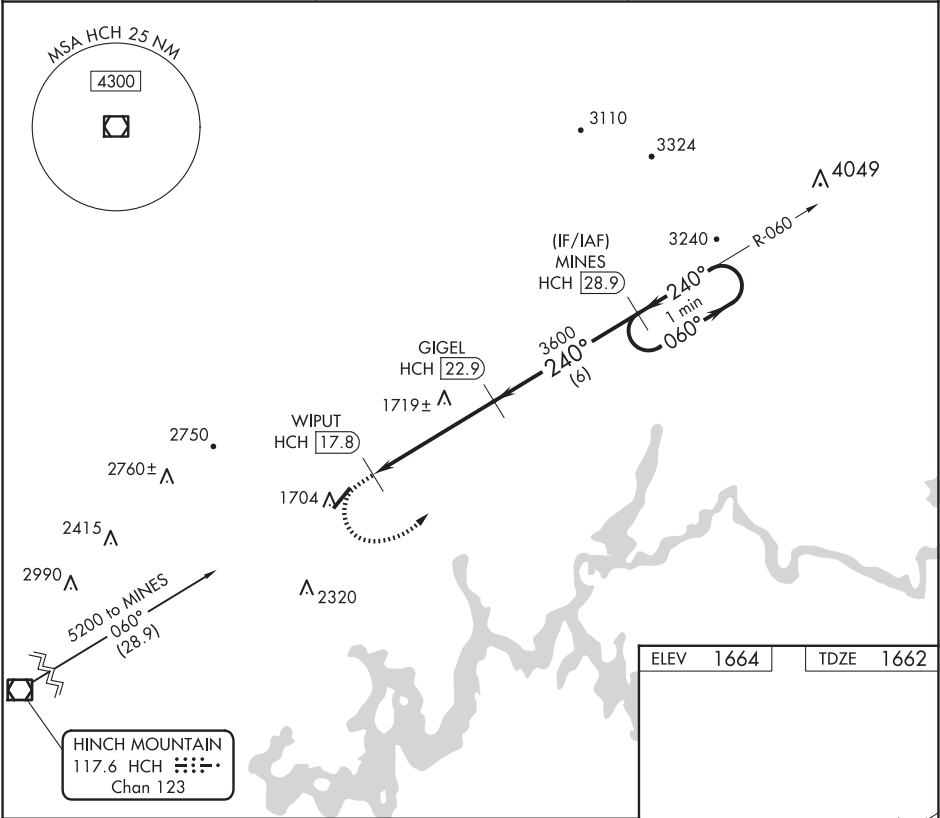
SE-1, 07 AUG 2025 to 02 OCT 2025

⚠

Circling Rwy 4 NA at night. When local altimeter setting not received, use Crossville altimeter setting: increase all MDA 80 feet and S-22 Cats C and D visibility ¼ SM, Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 2400 then climbing left turn to 5200 on heading 020° and HCH R-060 to MINES 28.9 DME and hold.

AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF) 
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RNAV (GPS) RWY 7

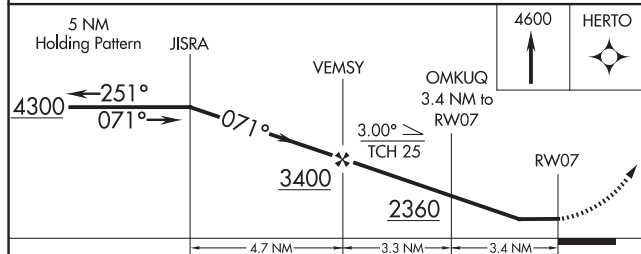
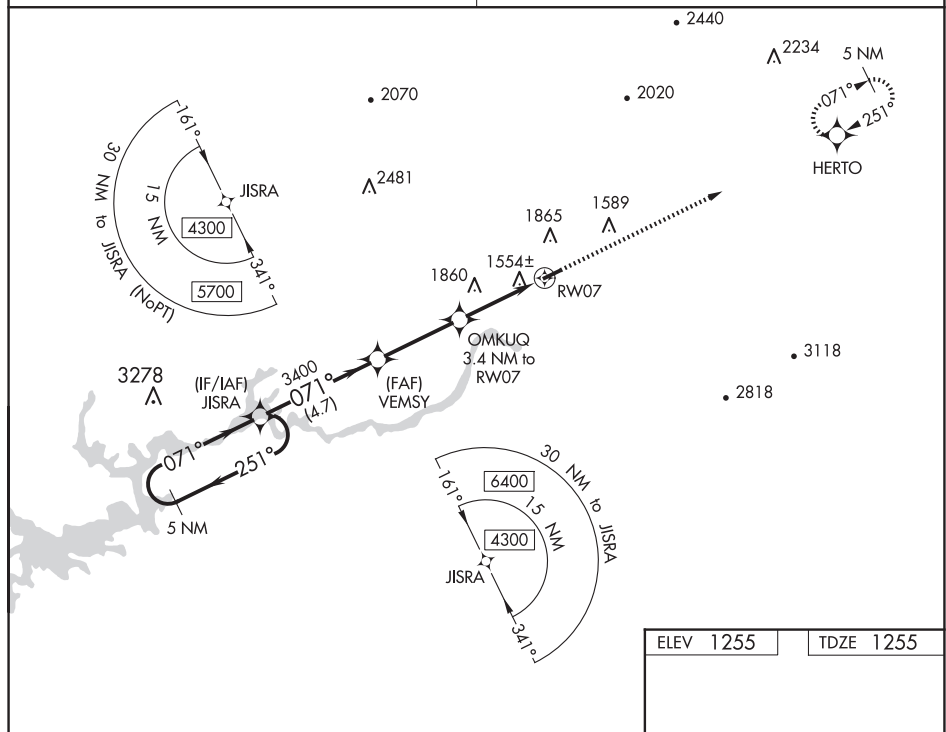
HAWKINS COUNTY (RVN)

RNP APCH - GPS.

<p>T A NA</p>	<p>Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Tri-Cities Rgnl altimeter setting and increase all MDA 120 feet, increase LP Cat C visibility $\frac{1}{4}$ SM, increase LNAV Cat A and Circling Cat B visibility $\frac{1}{4}$ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.</p>
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MISSED APPROACH:
Climb to 4600 direct
HERTO and hold, continue
climb-in-hold to 4600.

TRI CITY APP CON ★
128.05 317.5

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LP MDA	1860-1	605 (700-1)	1860-1 $\frac{3}{4}$ 605 (700-1 $\frac{3}{4}$)	NA
LNAV MDA	2040-1 785 (800-1)	2040-1 $\frac{1}{4}$ 785 (800-1 $\frac{1}{4}$)	2040-2 $\frac{1}{2}$ 785 (800-2 $\frac{1}{2}$)	NA
C CIRCLING	2180-1 $\frac{1}{4}$	925 (1000-1 $\frac{1}{4}$)	2320-3 1065 (1100-3)	NA

MIRL Rwy 7-25 **L**
REIL Rwy 7 and 25 **L**

36°27'N-82°53'W

HAWKINS COUNTY (RVN)
RNAV (GPS) RWY 7

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 69340 W25A	APP CRS 251°	Rwy Idg 3504 TDZE 1254 Apt Elev 1255
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RNAV (GPS) RWY 25

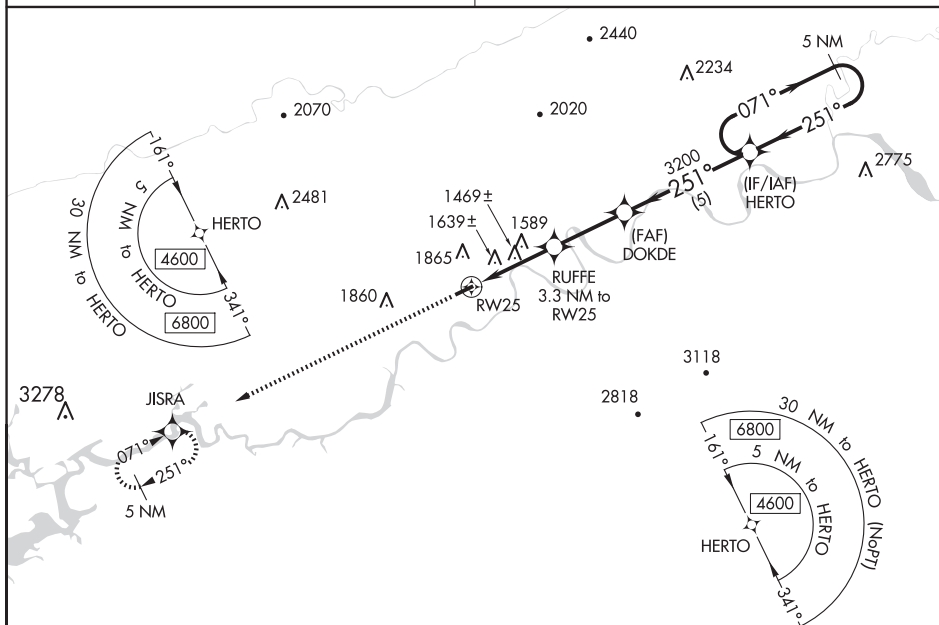
HAWKINS COUNTY (RVN)

T DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Tri-Cities altimeter setting and increase all MDA 120 feet, increase LP Cat C visibility $\frac{3}{8}$ SM, LNAV Cat B visibility $\frac{1}{4}$ SM, Cat C visibility $\frac{3}{8}$ SM, and increase Circling Cat B visibility $\frac{1}{4}$ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.

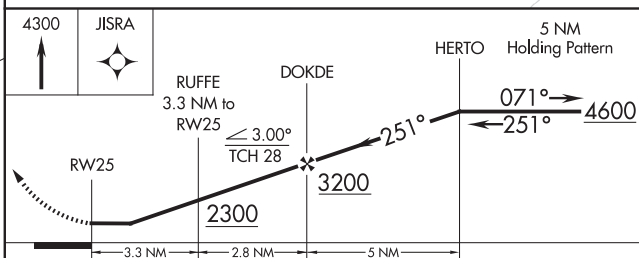
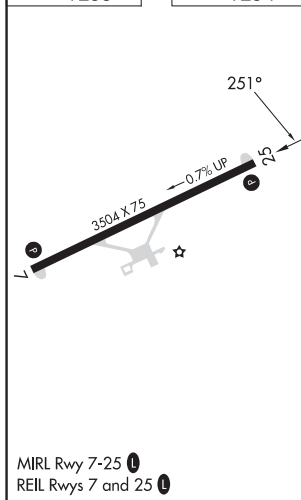
MISSED APPROACH:
Climb to 4300 direct
JISRA and hold.

TRI CITY APP CON ★
128.05 317.5

UNICOM
122.8 (CTAF) **L**



ELEV 1255	TDZE 1254
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CATEGORY	A	B	C	D
LP MDA	1720-1	466 (500-1)	1720-1 $\frac{3}{8}$ 466 (500-1 $\frac{1}{8}$)	NA
LNAV MDA	1900-1	646 (700-1)	1900-1 $\frac{7}{8}$ 646 (700-1 $\frac{7}{8}$)	NA
CIRCLING	2180-1 $\frac{1}{4}$	925 (1000-1 $\frac{1}{4}$)	2320-3 1065 (1100-3)	NA

RUSSELLVILLE, KENTUCKY

AL-6609 (FAA)

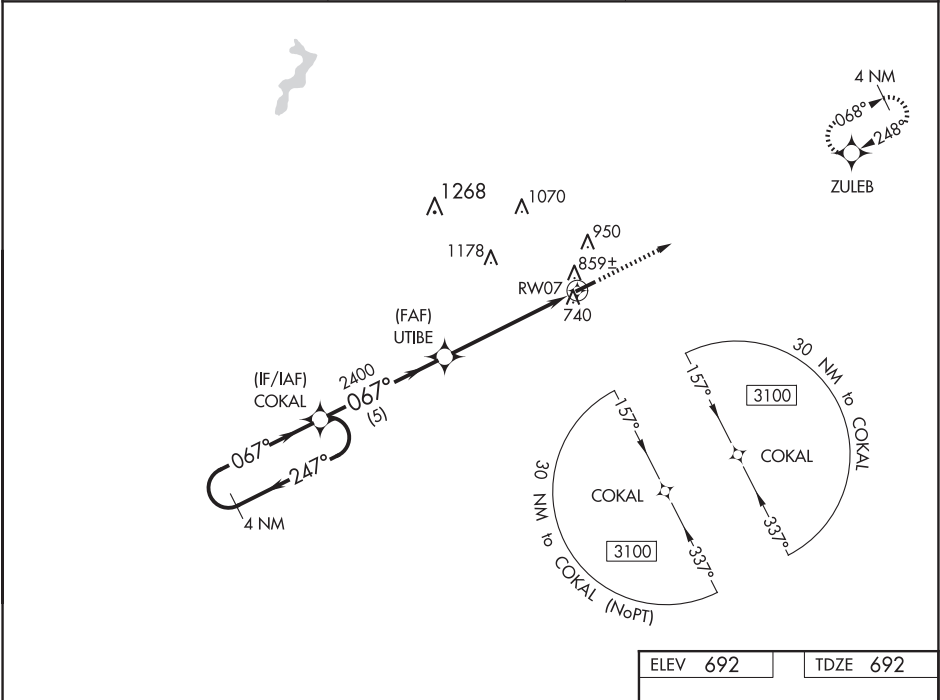
24361

WAAS CH 50431 W07A	APP CRS 067°	Rwy Idg TDZE Apt Elev	4500 692 692
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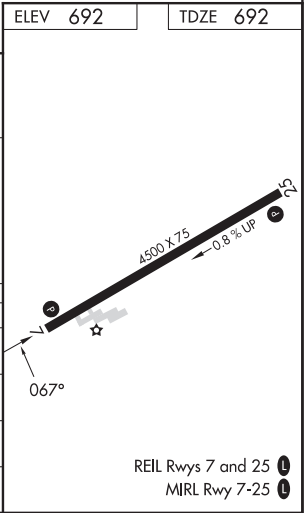
RNAV (GPS) RWY 7
RUSSELLVILLE-LOGAN COUNTY (4M7)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springfield altimeter setting. Circling Rwy 25 NA at night.	MISSED APPROACH: Climb to 3100 direct ZULEB and hold.
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M91 AWOS-3 120.675	MEMPHIS CENTER 133.85 285.5	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern COKAL				
3100 ← 247° / 067° → 2400				
GP 3.00° TCH 40				
5 NM → 5.2 NM → RWY 7				
CATEGORY	A	B	C	D
LPV DA	982-1		290 (300-1)	
LNAV/VNAV DA	1060-1¼		368 (400-1¼)	
LNAV MDA	1160-1	468 (500-1)	1160-1⅜	468 (500-1⅜)
CIRCLING	1320-1	628 (700-1)	1320-1¾ 628 (700-1¾)	1520-2¾ 828 (900-2¾)



RUSSELLVILLE, KENTUCKY
Amdt 1 07DEC17

36°48'N-86°49'W

RUSSELLVILLE-LOGAN COUNTY (4M7)
RNAV (GPS) RWY 7

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **90431**
W25A

APP CRS
248°

Rwy Idg
TDZE **681**
Apt Elev **692**

RNAV (GPS) RWY 25

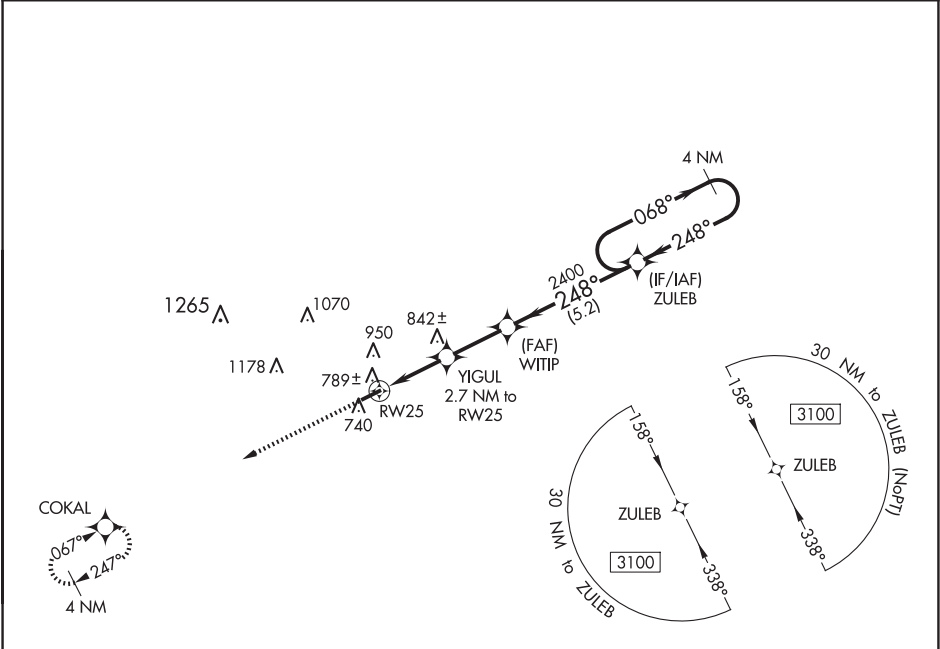
RUSSELLVILLE-LOGAN COUNTY (4M7)

NA

Baro-VNAV NA, DME/DME RNP-0.3 NA. Use Springfield altimeter setting. Rwy 25 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.

MISSED APPROACH:
Climb to 3100 direct
COKAL and hold.

M91 AWOS-3 120.675	MEMPHIS CENTER 133.85 285.5	UNICOM 122.7 (CTAF) 0
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ELEV 692

TDZE 681

3100

COKAL

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 43).

4 NM Holding Pattern

*LNAV only

WITIP

2400

YIGUL 2.7 NM to RW25

1600*

2400

248°

068°

248°

3100

GP 3.10°

TCH 56

CATEGORY	A	B	C	D
LPV DA	985-1		304 (300-1)	
LNAV/VNAV DA	1001-1½		320 (400-1½)	
LNAV MDA	1080-1	399 (400-1)	1080-1½	399 (400-1½)
CIRCLING	1320-1	628 (700-1)	1320-1¾ 628 (700-1¾)	1520-2¾ 828 (900-2¾)

CLARKSVILLE, TENNESSEE

RNAV (GPS) X RWY 5

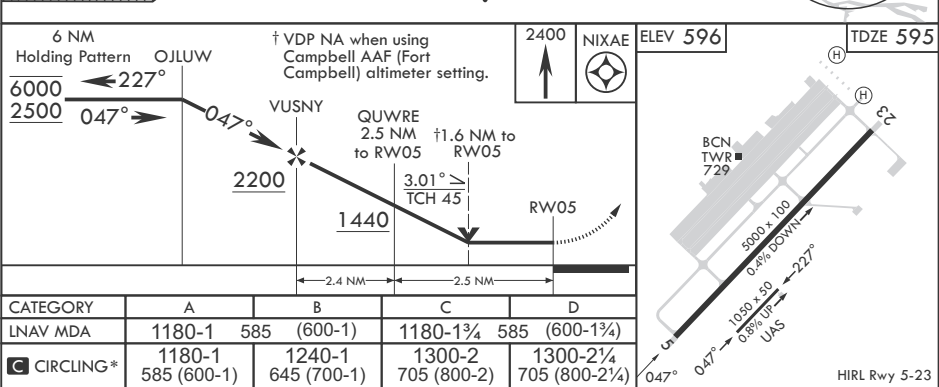
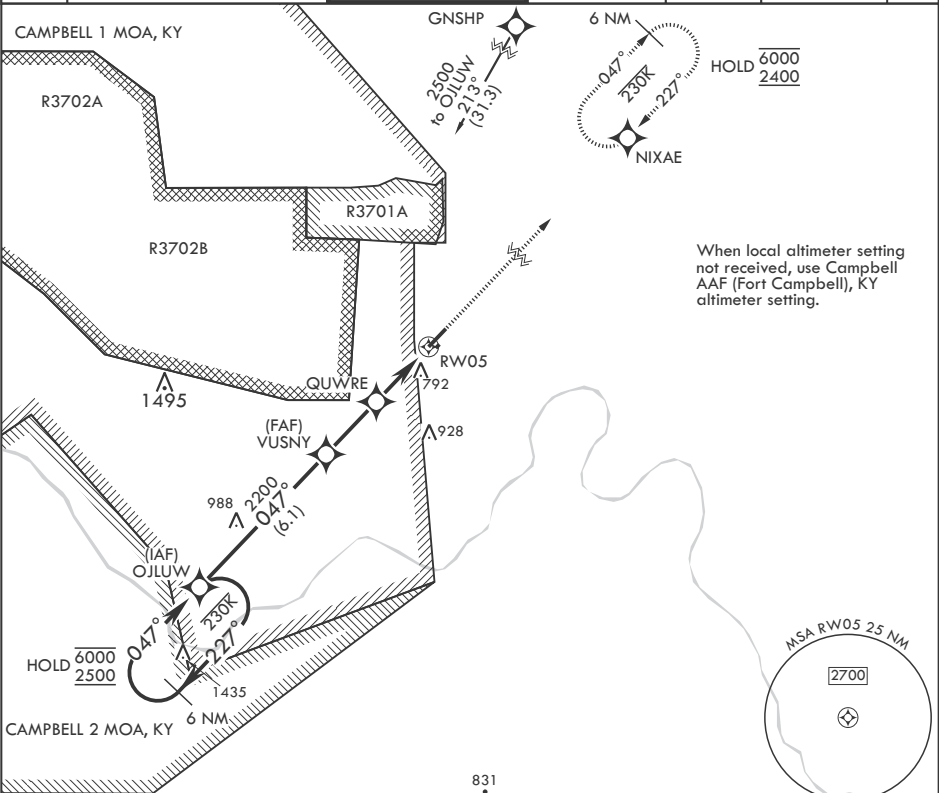
APCH CRS	Rwy Idg	5000
047°	TDZE	595
	Arprt Elev	596

- (USA)

SABRE AAF (FORT CAMPBELL) (KEOD)

RNP APCH-GPS	MISSED APPROACH: Climb to 2400 direct NIXAE and hold.
RADAR required	
*Circling not authorized to Rwy 05R/23L.	

ATIS	CAMPBELL APP CON/DEP CON	TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	237.6	139.9 285.7	



CLARKSVILLE, TENNESSEE 36°34'N - 87°29'W SABRE AAF (FORT CAMPBELL) (KEOD)

RNAV (GPS) X RWY 5

Amdt 1 10AUG23

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

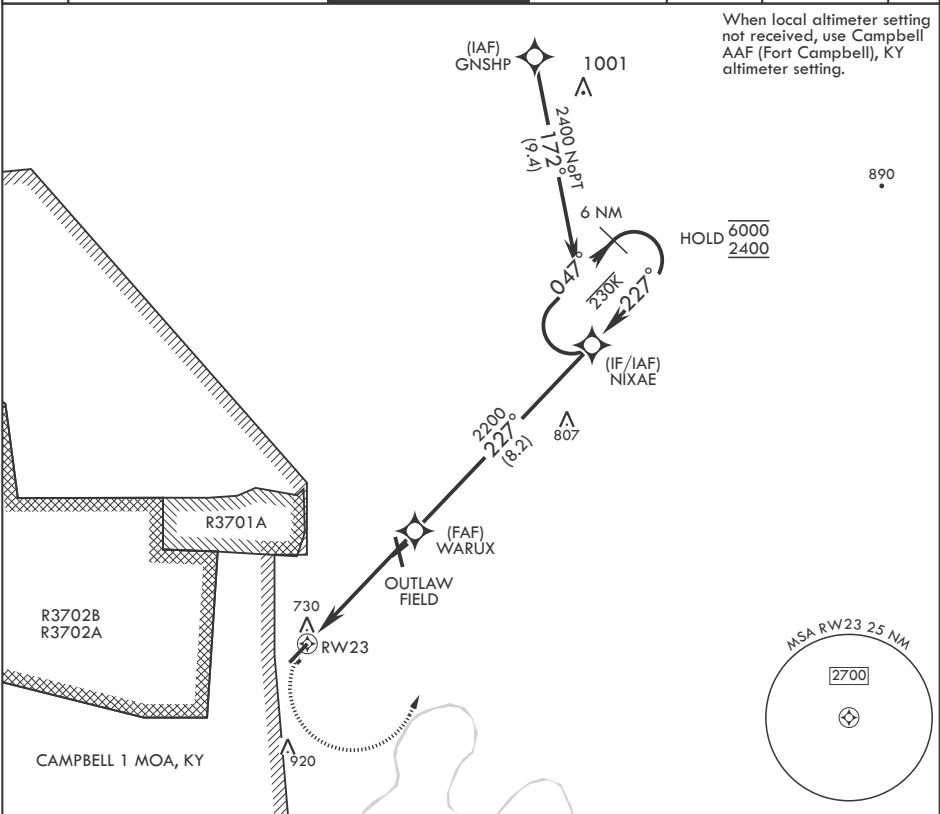
APCH CRS	Rwy Idg	5000
227°	TDZE	587
	Arpt Elev	596

- (USA)

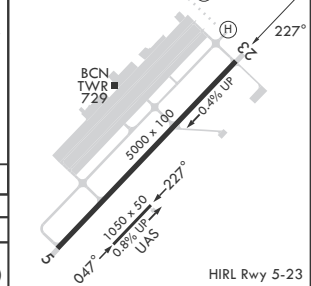
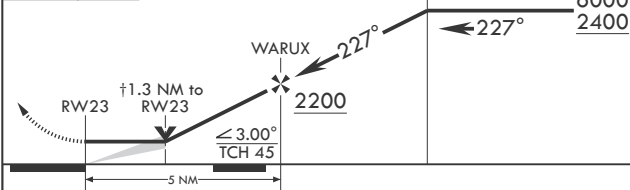
SABRE AAF (FORT CAMPBELL) (KEOD)

RNP APCH-GPS	MISSED APPROACH: Climbing left turn to 2400 direct NIXAE and hold.
RADAR required	
* Circling not authorized to Rwy 5R/23L.	

ATIS	CAMPBELL APP CON/DEP CON	TOWER*	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	237.6	139.9 285.7	



2400 NIXAE	† VDP NA when using Campbell AAF (Fort Campbell) altimeter setting.	6 NM Holding Pattern	ELEV 596	TDZE 587
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CATEGORY	A	B	C	D
LNAV MDA	1060-1 473 (500-1)	1060-1 473 (500-1)	1060-1 473 (500-1)	1060-1 473 (500-1)
CIRCLING*	1160-1 565 (600-1)	1240-1 645 (700-1)	1300-2 705 (800-2)	1300-2 705 (800-2)

CLARKSVILLE, TENNESSEE

COPTER RNAV (GPS) Y RWY 5

APCH CRS	Rwy Idg	5000
047°	TDZE	595
	Arpt Elev	596

[USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

RNP APCH - GPS

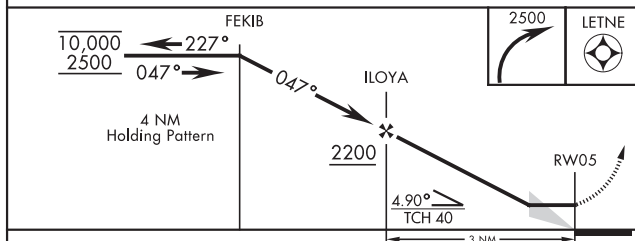
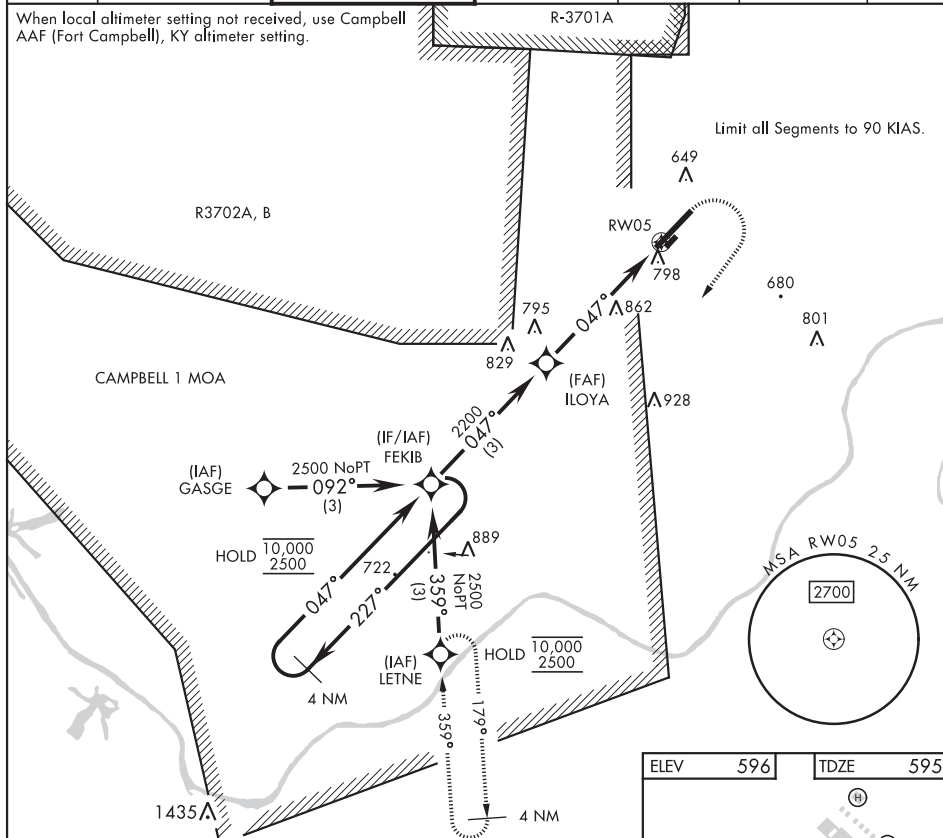
RADAR required



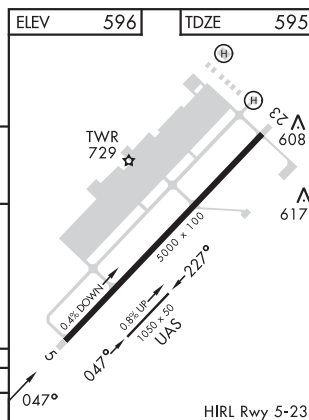
MISSED APPROACH: Climbing right turn to 2500
direct LETNE and hold.

ATIS	CAMPBELL APP CON	TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	237.6	139.9 285.7	ASR

When local altimeter setting not received, use Campbell
AAF (Fort Campbell), KY altimeter setting.



CATEGORY	COPTER
LNNAV MDA	1180-1 585 (600-1)



CLARKSVILLE, TENNESSEE

36°34'N-87°29'W

SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 3 07SEP23

COPTER RNAV (GPS) Y RWY 5

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

COPTER RNAV (GPS) Y RWY 23

APCH CRS	Rwy Idg	5000
227°	THRE	573
	Arpt Elev	596

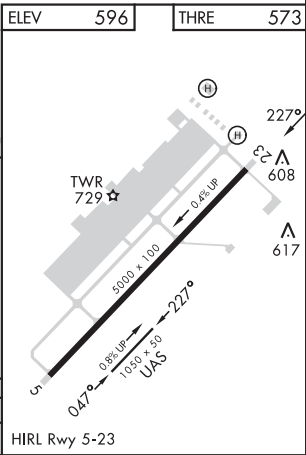
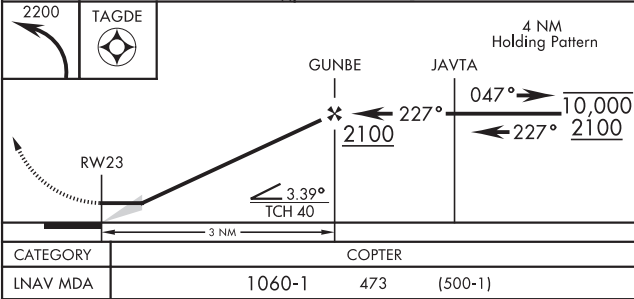
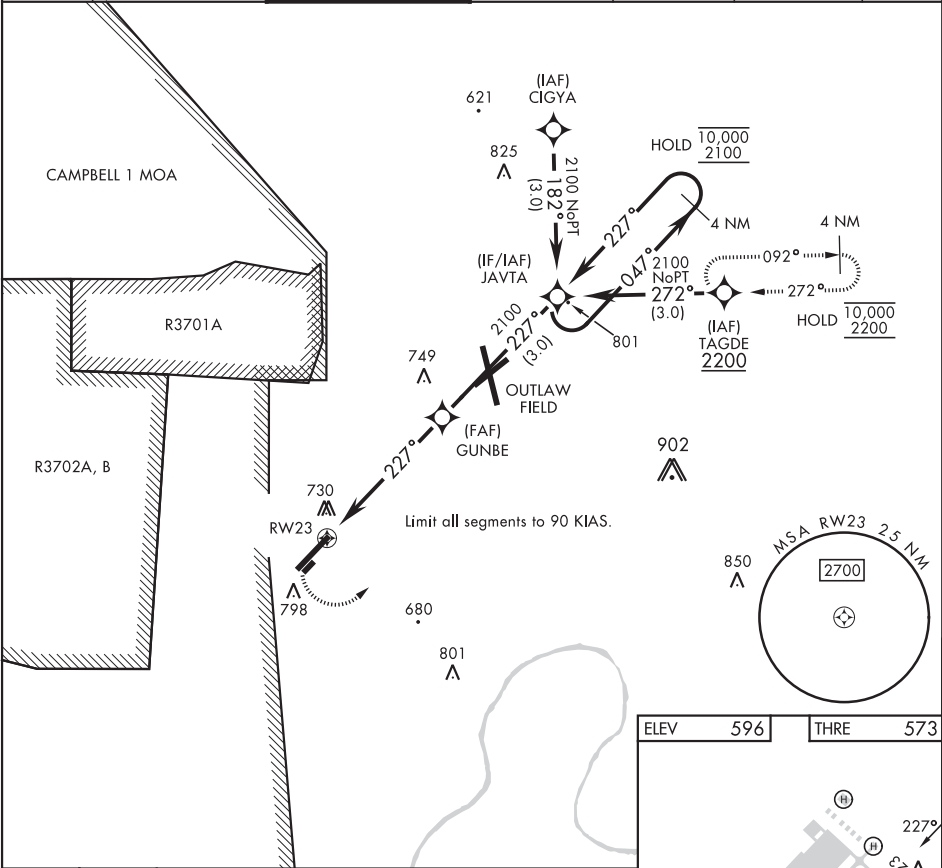
[USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

RNP APCH - GPS
RADAR required
▼ When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct TAGDE and hold.

ATIS	CAMPBELL APP CON	TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	237.6	139.9 285.7	



COPTER RNAV (GPS) Y RWY 23

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

CLARKSVILLE, TENNESSEE

VOR/DME CKV 110.6 Chan 43	APCH CRS 227°	Rwy Idg 5000 TDZE 587 Arpt Elev 596
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[USA]

COPTER VOR RWY 23

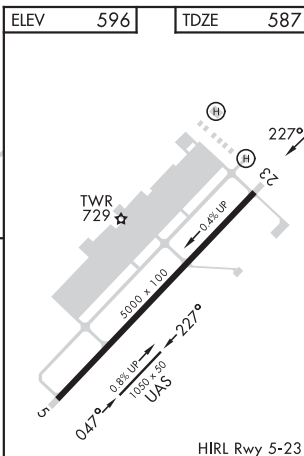
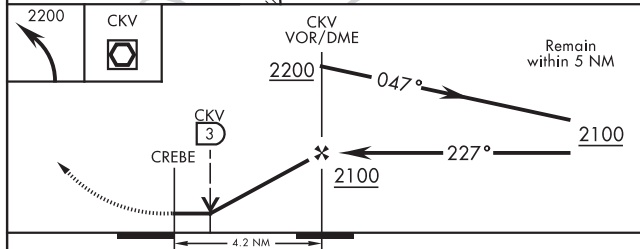
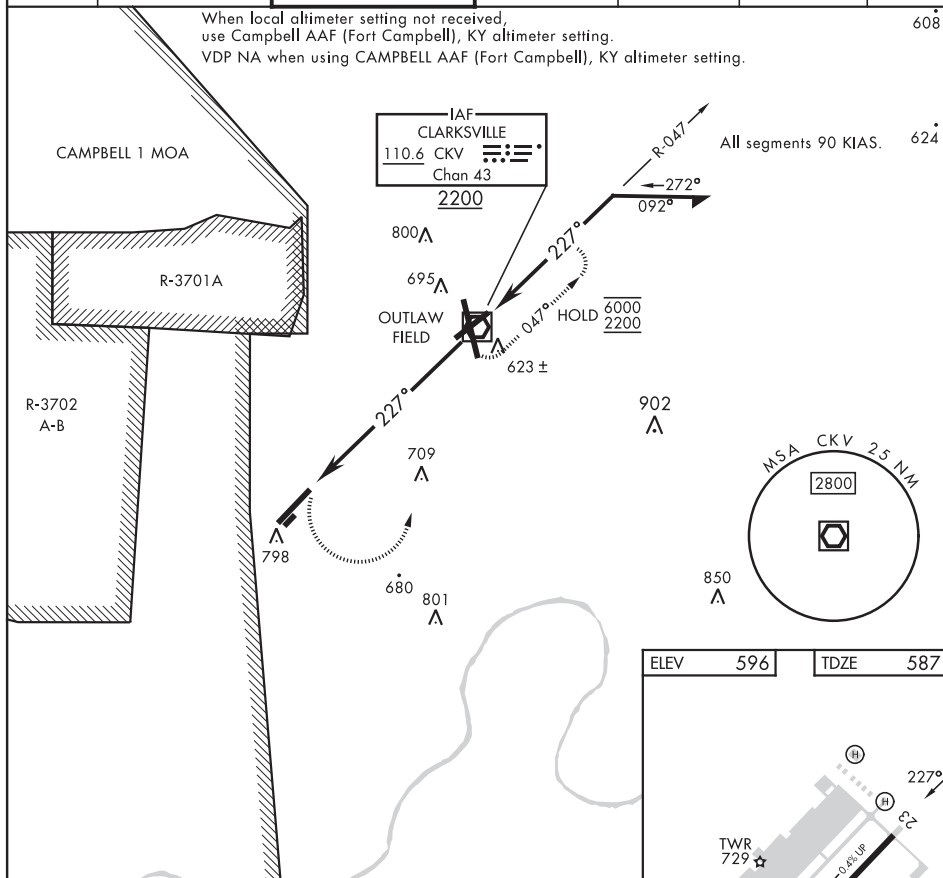
SABRE AAF (FORT CAMPBELL) (KEOD)

RADAR required

MISSED APPROACH: Climbing left turn to 2200 direct CKV VOR/DME and hold.

ATIS 306.5	CAMPBELL APP CON 134.35 307.025	TOWER ★ 124.675 (CTAF) 290.45	GND CON 142.975 267.3	CLNC DEL 237.6	EAGLE RADIO 139.9 285.7	ASR
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When local altimeter setting not received,
use Campbell AAF (Fort Campbell), KY altimeter setting.
VDP NA when using CAMPBELL AAF (Fort Campbell), KY altimeter setting.



CATEGORY	COPTER				Knots	45	60	75	90	105
H-23	1060-1	473	(500-1)		Min:Sec	5:36	4:12	3:22	2:48	2:24

CLARKSVILLE, TENNESSEE

36°34'N-87°29'W

SABRE AAF (FORT CAMPBELL) (KEOD)

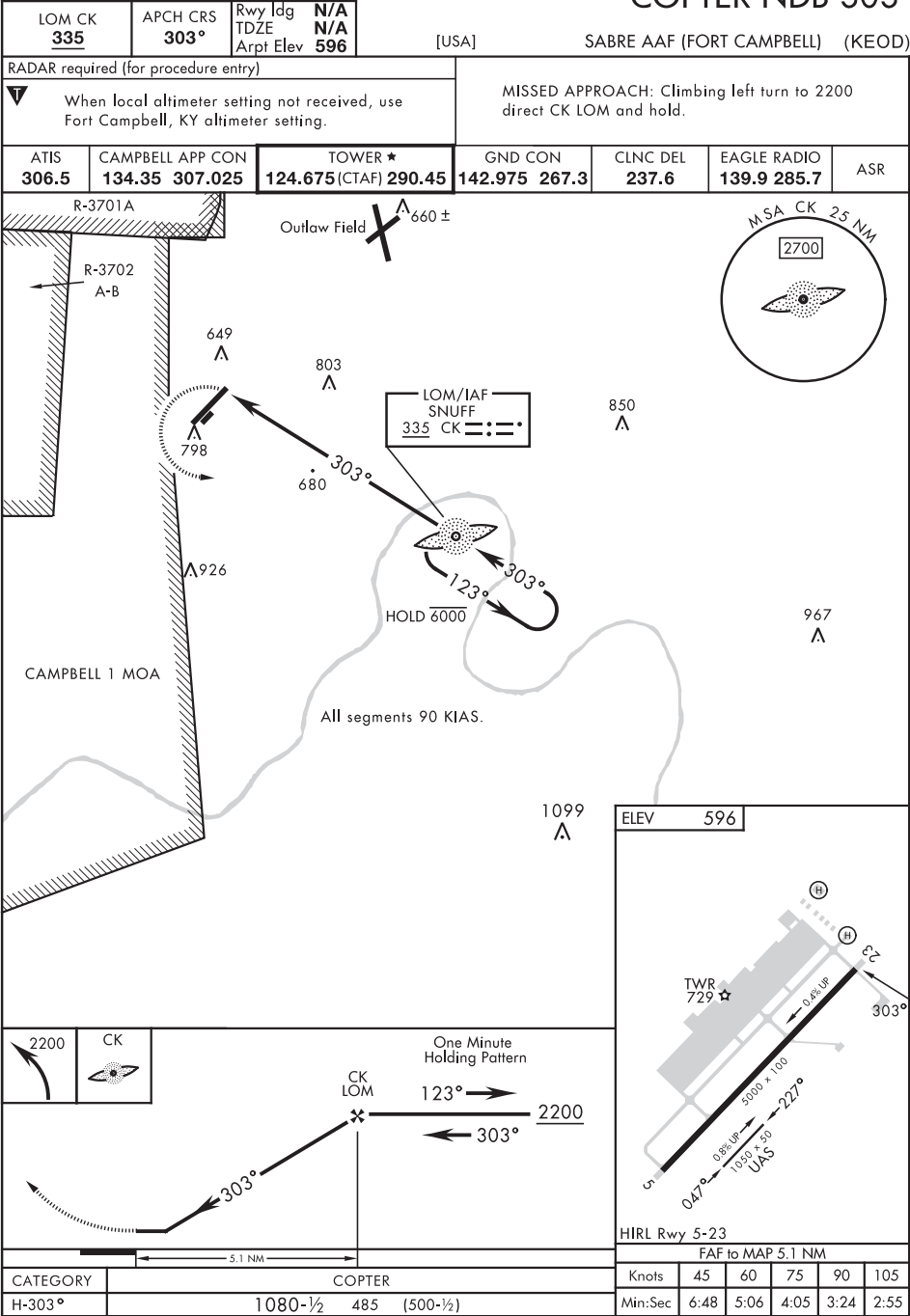
Amdt 7 07SEP23

COPTER VOR RWY 23

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

COPTER NDB 303°



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

COPTER NDB 303°

AIRPORT DIAGRAM

SABRE AAF (FORT CAMPBELL) (KEOD)

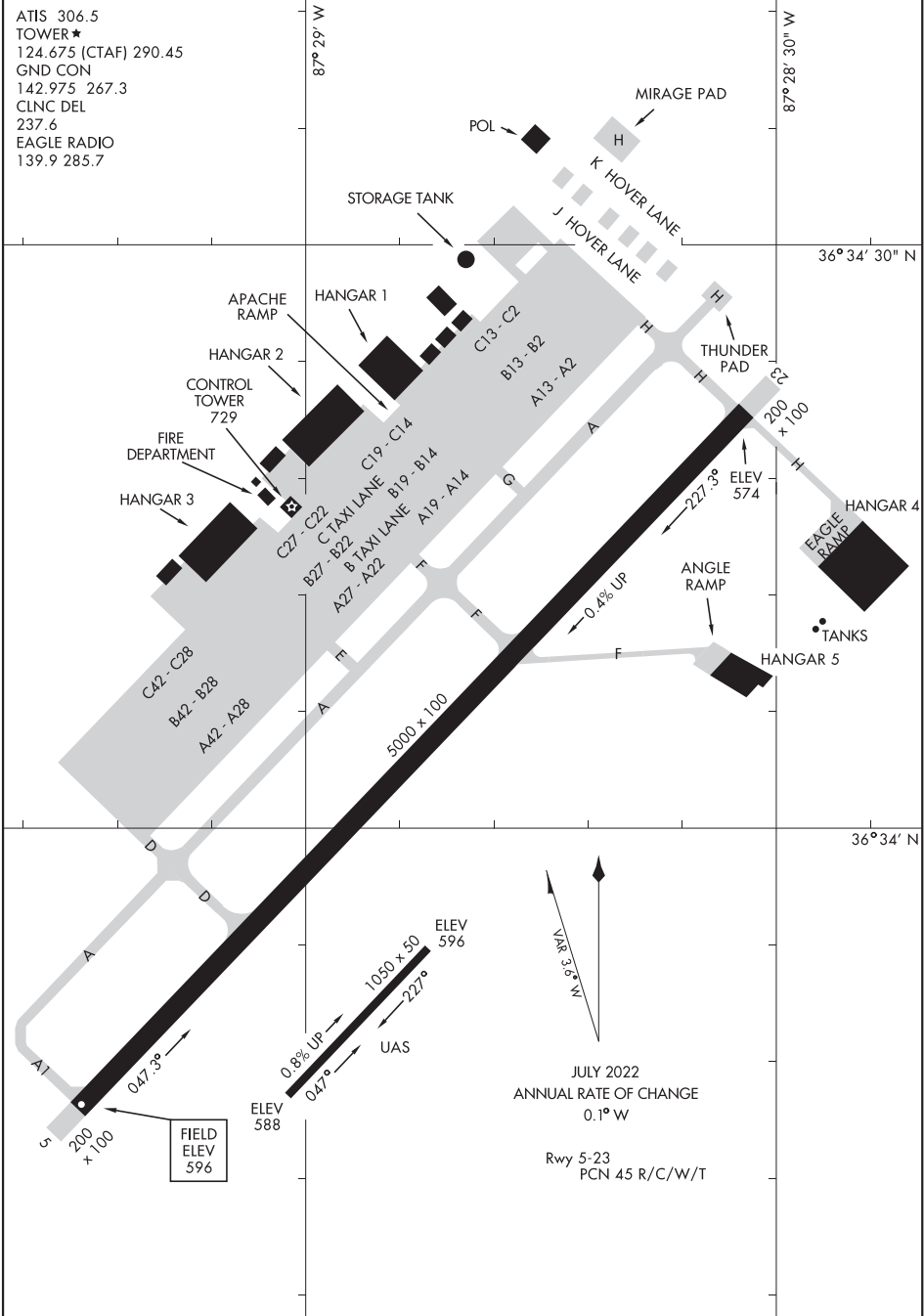
CLARKSVILLE, TENNESSEE

[USA]

ATIS 306.5
TOWER★
124.675 (CTAF) 290.45
GND CON
142.975 267.3
CLNC DEL
237.6
EAGLE RADIO
139.9 285.7

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



AIRPORT DIAGRAM

CLARKSVILLE, TENNESSEE

SABRE AAF (FORT CAMPBELL) (KEOD)

WAAS CH 58212 W01A	APP CRS 009°	Rwy Idg 5002 TDZE 473 Apt Elev 473
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RNAV (GPS) RWY 1

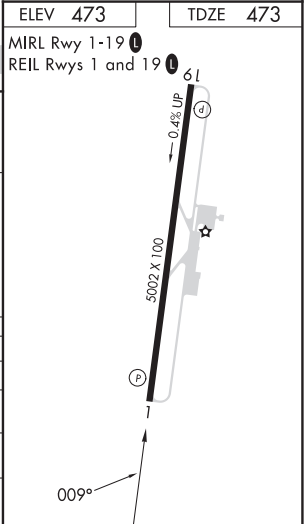
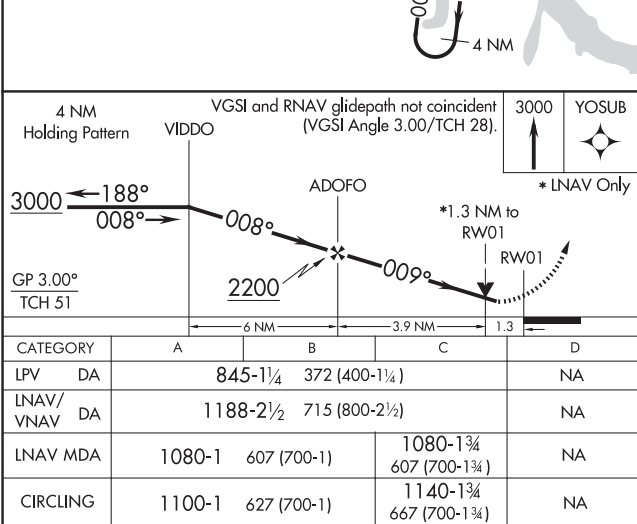
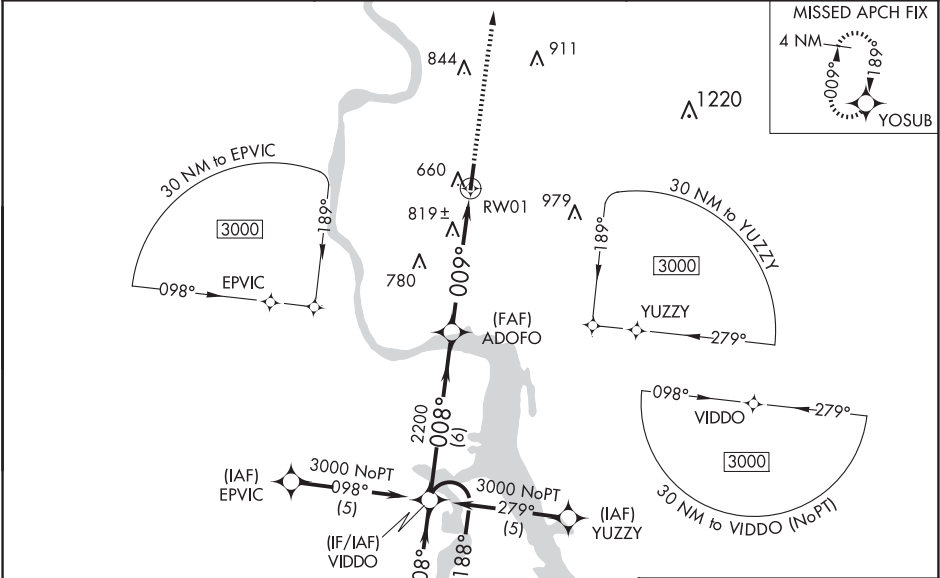
SAVANNAH-HARDIN COUNTY (SNH)

RNP APCH - GPS.

Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Circling Cat B visibility ¼ mile and Circling Cat C visibility ½ mile. VDP NA when use Muscle Shoals altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
YOSUB and hold.

AWOS-3 133.925	MEMPHIS CENTER 124.35 318.1	CTAF 122.8
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SE-1, 07 AUG 2025 to 02 OCT 2025

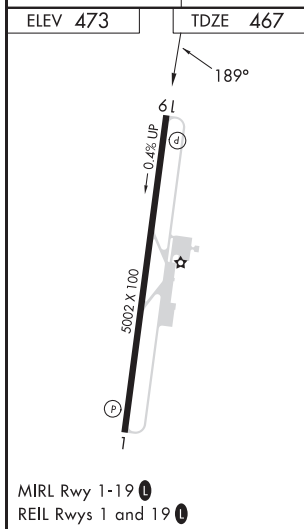
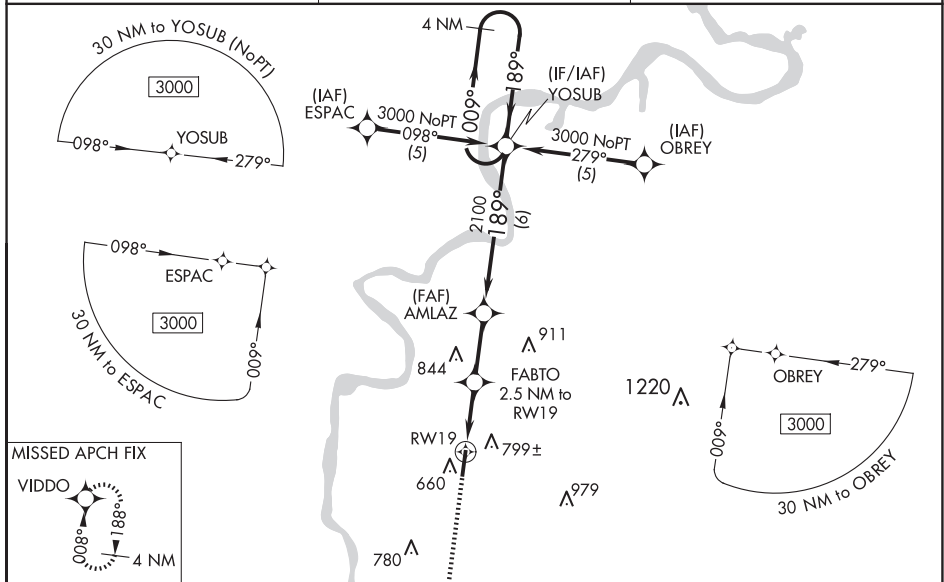
SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42912 W19A	APP CRS 189°	Rwy Idg 5002 TDZE 467 Apt Elev 473
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RNAV (GPS) RWY 19
SAVANNAH-HARDIN COUNTY (SNH)

RNP APCH - GPS.	Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received use Muscle Shoals, AL altimeter setting: increase LPV DA to 976 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1102 feet and all visibilities ¼ SM; increase all MDA 120 feet and visibility LNAV and Circling Cat C ½ SM. Circling Rwy 1 NA at night.	MISSED APPROACH: Climb to 3000 direct VIDDO and hold.
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AWOS-3 133.925	MEMPHIS CENTER 124.35 318.1	CTAF 122.8 0
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3000	VIDDO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).	YOSUB	4 NM Holding Pattern
*LNAV Only	FABTO 2.5 NM to RW19	AMLAZ	009° → 3000	GP 3.00° TCH 35
RW19	*1280	2100	189° ← 189°	
2.5 NM	2.5 NM	6 NM		
CATEGORY	A	B	C	D
LPV DA	873-1½	406 (400-1½)		NA
LNAV/VNAV DA	999-2	532 (600-2)		NA
LNAV MDA	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	NA
CIRCLING	1100-1	627 (700-1)	1140-1¾ 667 (700-1¾)	NA

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40408 W17A	APP CRS 165°	Rwy Idg 5002 TDZE 607 Apt Elev 610
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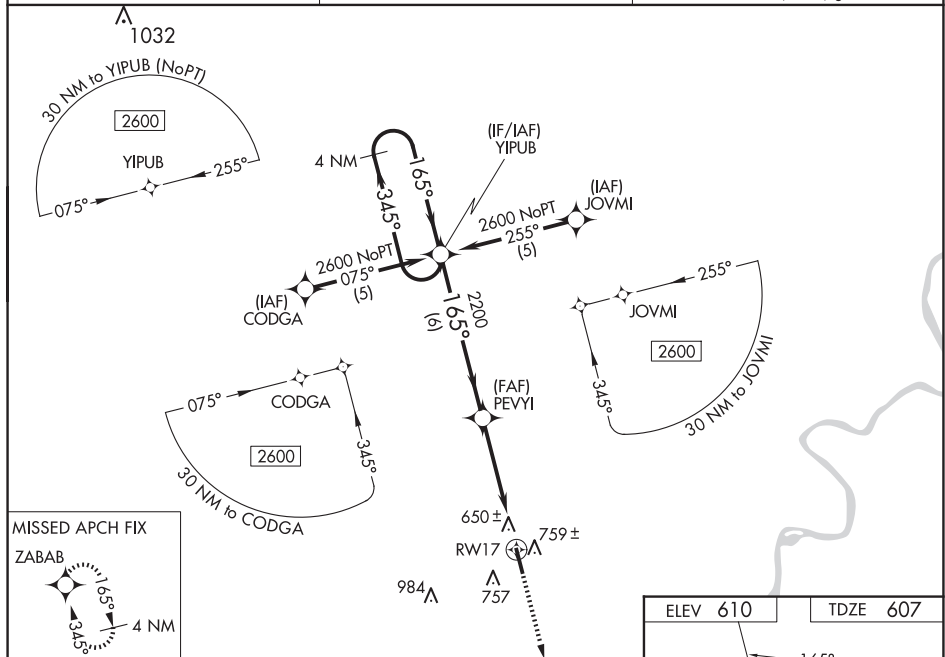
RNAV (GPS) RWY 17
ROBERT SIBLEY (SZY)

RNP APCH - GPS.

NA Baro-VNAV NA when using Jackson Rgnl alimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Helicopter visibility reduction below 1 SM NA. When local alimeter setting not received, use Jackson Rgnl alimeter setting: increase LPV DA to 959 and all visibilities ¼ SM, increase LNAV/VNAV DA to 1153 and all visibilities ¼ SM; increase all MDAs 100 feet and LNAV visibility Cat C and Circling visibility Cat D ¼ SM, and LNAV visibility Cat D ½ SM. Straight-in Rwy 17 NA at night, Circling Rwy 17, 35 NA at night.

MISSED APPROACH:
Climb to 2600 direct
ZABAB and hold.

AWOS-3 118.425	MEMPHIS CENTER 124.35 318.1	UNICOM 122.7 (CTAF) L
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VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 29).

CATEGORY	A	B	C	D
LPV DA		861-1	254 (300-1)	
LNAV/ VNAV DA		1055-1¾	448 (500-1¾)	
LNAV MDA	1020-1	413 (500-1)	1020-1¼	413 (500-1¼)
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1300-2¼ 690 (700-2¼)

SELMER, TENNESSEE

AL-6211 (FAA)

24361

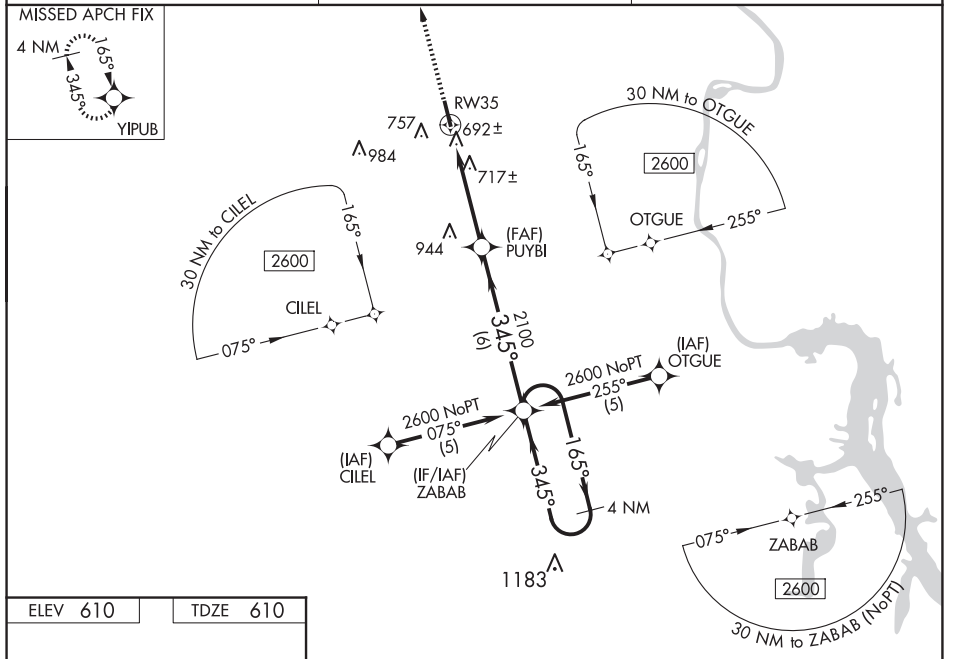
WAAS CH 86608 W35A	APP CRS 345°	Rwy Idg TDZE 610 Apt Elev 610	5002
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RNAV (GPS) RWY 35

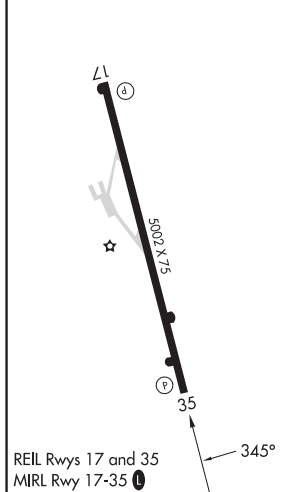
ROBERT SIBLEY (SZY)

RNP-APCH - GPS.	Baro-VNAV NA when using Jackson Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Jackson Rgnl altimeter setting: increase LPV DA to 1042 and all visibilities ¼ SM, increase LNAV/VNAV DA to 1084 and all visibilities ½ SM; increase all MDAs 100 feet and LNAV visibility Cat C and D and Circling visibility Cat D ¼ SM. Straight-in Rwy 35 NA at night, Circling Rwy 17, 35 NA at night.	MISSED APPROACH: Climb to 2600 direct YIPUB and hold.
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AWOS-3 118.425	MEMPHIS CENTER 124.35 318.1	UNICOM 122.7 (CTAF) 0
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ELEV 610	TDZE 610
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2600	YIPUB	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00°/TCH 29).	ZABAB	4 NM Holding Pattern
CATEGORY	A	B	C	D
LPV DA	944-1¼ 334 (400-1¼)			
LNAV/VNAV DA	986-1¼ 376 (400-1¼)			
LNAV MDA	980-1 370 (400-1)			980-1¼ 370 (400-1¼)
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1300-2¼ 690 (700-2¼)

SELMER, TENNESSEE
Orig-B 06OCT22

35°12'N-88°30'W

RNAV (GPS) RWY 35

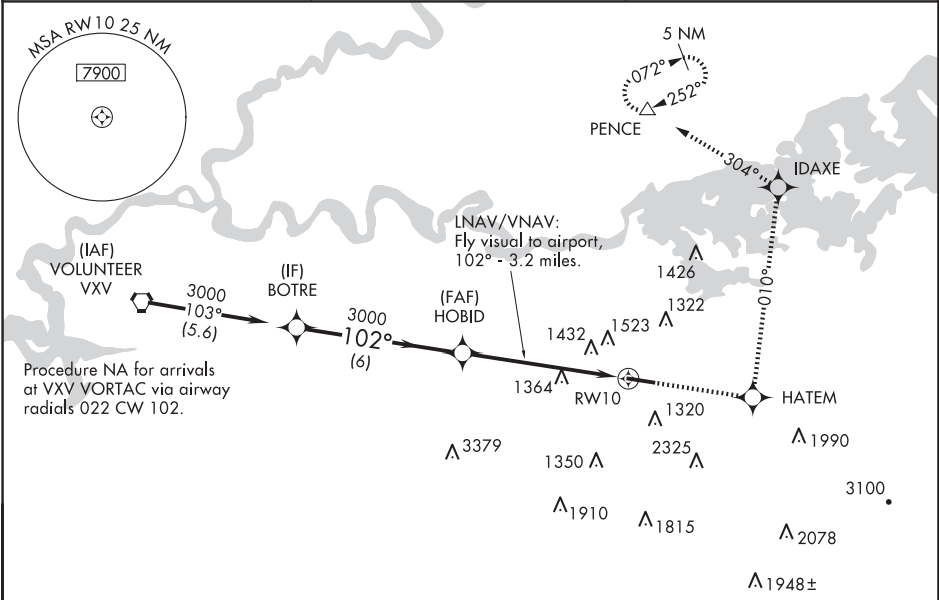
SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99510 W10A	APP CRS 102°	Rwy Idg TDZE 1014 Apt Elev 1014	5506
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RNAV (GPS) RWY 10
GATLINBURG-PIGEON FORGE (GKT)

RNP APCH - GPS.	LNAV/VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting; increase LPV DA to 1425 feet, and all visibilities ½ SM; increase all MDAs 60 feet and Circling visibility Cat A ¼ SM. Circling to Rwy 28 NA at night. Procedure NA at night.	MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.
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AWOS-3 126.875	KNOXVILLE APP CON 132.8 360.8	UNICOM 123.0 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/ TCH 33).		4000	HATEM	IDAXE	PENCE
Procedure Turn NA		↑	✧	✧	△
GP 3.00° TCH 45		3000	3000	3000	3000
102°		102°	010°	304°	
6 NM		6 NM	6 NM	6 NM	
CATEGORY	A	B	C	D	
LPV DA	1371-1¼		357 (400-1¼)		
LNNAV/ VNAV	2013-2	999 (1000-2)	2013-3	999 (1000-3)	
LNNAV MDA	1800-1 786 (800-1)	1800-1¼ 786 (800-1¼)	1800-2¼ 786 (800-2¼)	1800-2½ 786 (800-2½)	
CIRCLING	1800-1 786 (800-1)	1880-1¼ 866 (900-1¼)	2040-3 1026 (1100-3)	2680-3 1666 (1700-3)	

REIL Rwy 10 and 28 0
MIRL Rwy 10-28 0

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

SEVIERVILLE, TENNESSEE

AL-6006 (FAA)

24305

VORTAC VXV 116.4 Chan 111	APP CRS 102°	Rwy Idg TDZE Apt Elev	5506 1014 1014
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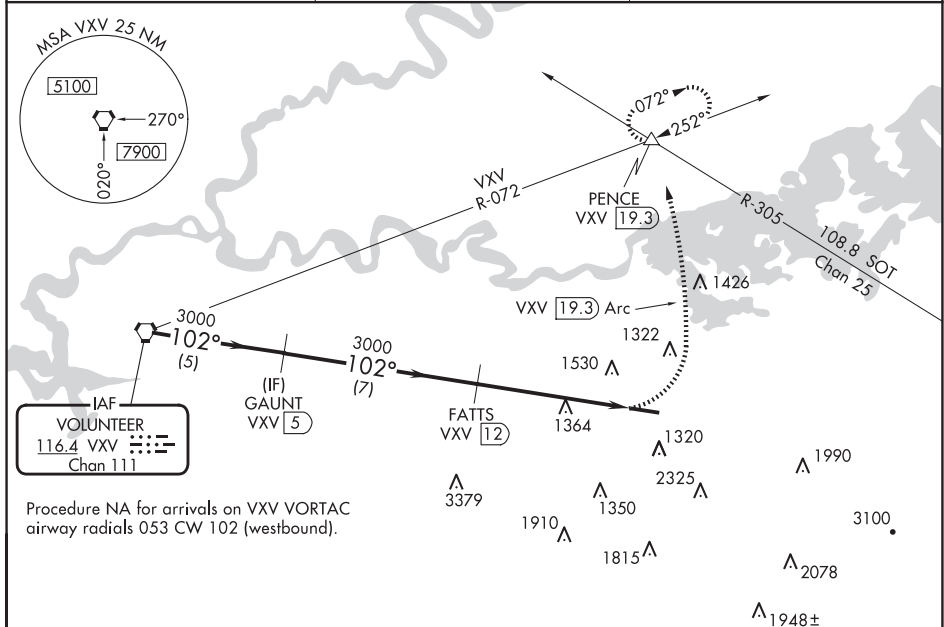
VOR/DME RWY 10

GATLINBURG-PIGEON FORGE (GKT)

Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDAs 60 feet and S-10 visibility Cat A ¼ SM.

MISSED APPROACH: Climbing left turn to 4000 on VXV VORTAC 19.3 DME CCW Arc to PENCE INT/VXV 19.3 DME and hold, continue climb-in-hold to 4000.

AWOS-3 126.875	KNOXVILLE APP CON 132.8 360.8	UNICOM 123.0 (CTAF) 0
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ELEV 1014	TDZE 1014
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VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 33).

CATEGORY	A	B	C	D
S-10	1840-1 826 (900-1)	1840-1¼ 826 (900-1¼)	1840-2½ 826 (900-2½)	1840-2¾ 826 (900-2¾)
CIRCLING	1840-1¼ 826 (900-1¼)	1880-1¼ 866 (900-1¼)	2040-3 1026 (1100-3)	2680-3 1666 (1700-3)

REIL Rwy 10 and 28 0
MIRL Rwy 10-28 0

SEVIERVILLE, TENNESSEE
Amdt 6B 24FEB22

35°51'N-83°32'W

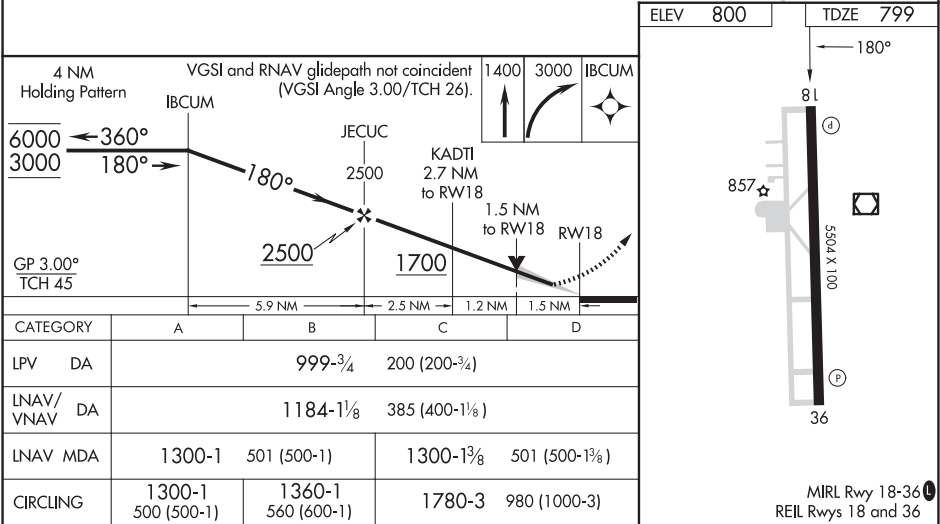
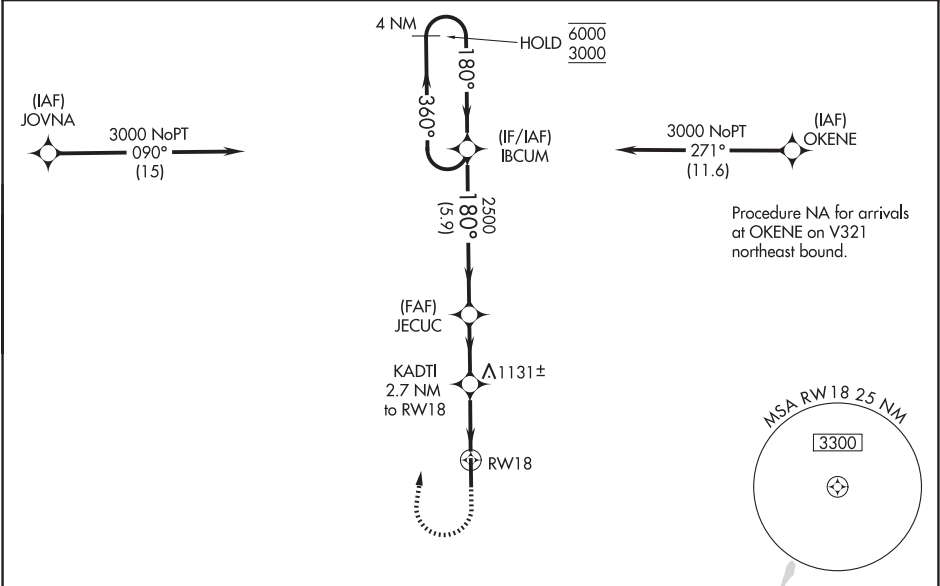
GATLINBURG-PIGEON FORGE (GKT)
VOR/DME RWY 10

WAAS CH 50407 W18A	APP CRS 180°	Rwy Ldg TDZE Apt Elev	5504 799 800
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RNAV (GPS) RWY 18

BOMAR FLD/SHELBYVILLE MUNI (SYI)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct IBCUM and hold.
AWOS-3 119.275	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0



SHELBYVILLE, TENNESSEE

AL-5299 (FAA)

25219

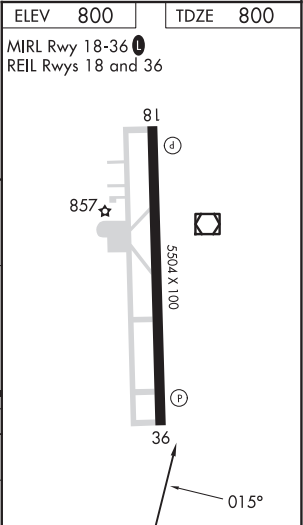
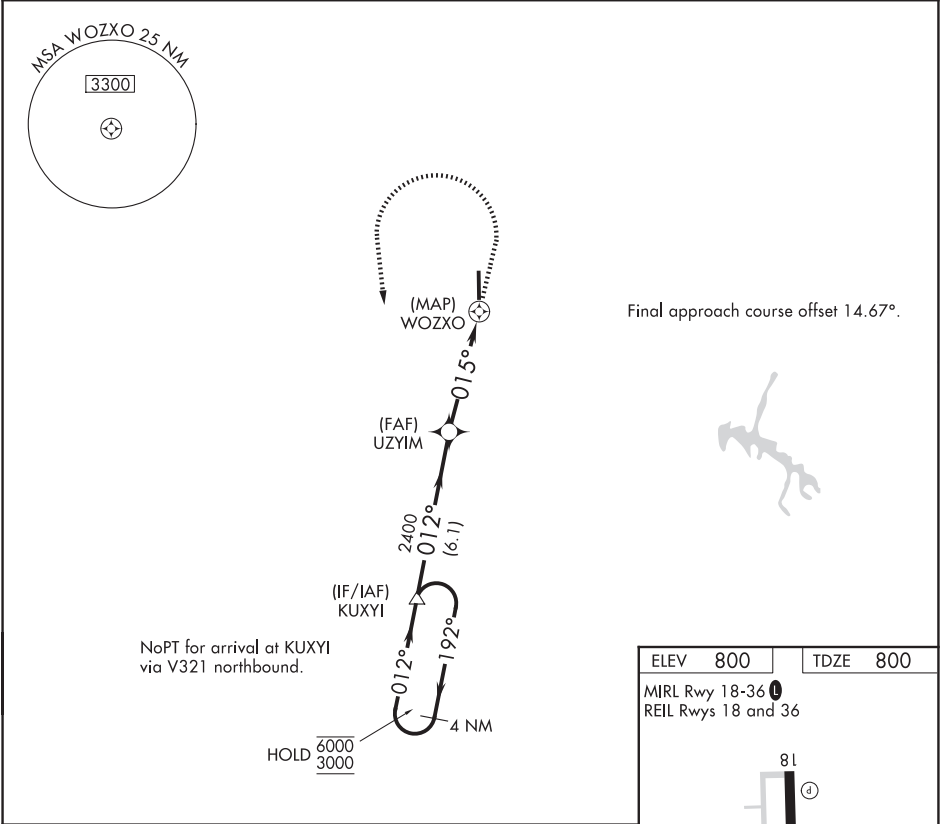
APP CRS	Rwy Ldg	5504
015°	TDZE	800
	Apt Elev	800

RNAV (GPS) Y RWY 36

BOMAR FLD/SHELBYVILLE MUNI (SYI)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct KUXYI and hold.
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AWOS-3 119.275	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 30).		1800	3000	KUXYI
		KUXYI	UZYIM	0.9 NM to WOZKO		WOZKO
6000 ← 192°		012°		3.00° TCH 45		
3000 → 012°		2400		015°		
		6.1 NM		3.5 NM		0.9 0.5
CATEGORY	A	B	C	D		
LNAV MDA	1260-1	460 (500-1)	1260-1 ³ / ₈	460 (500-1 ³ / ₈)		
CIRCLING	1260-1 460 (500-1)	1360-1 560 (600-1)	1780-3	980 (1000-3)		

SHELBYVILLE, TENNESSEE
Amdt 1 17APR25

35°34'N-86°27'W

BOMAR FLD/SHELBYVILLE MUNI (SYI)

RNAV (GPS) Y RWY 36

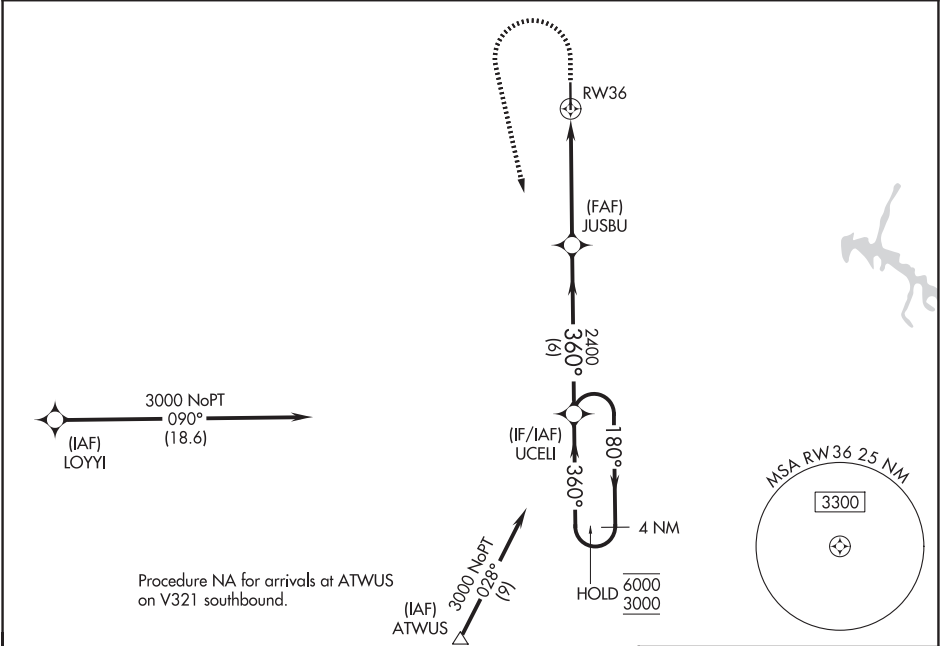
SE-1, 07 AUG 2025 to 02 OCT 2025

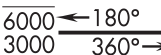
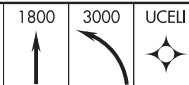
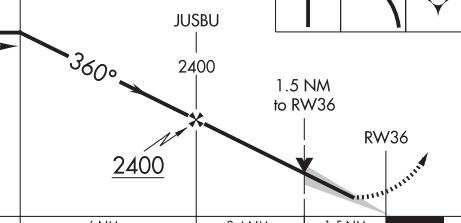
SE-1, 07 AUG 2025 to 02 OCT 2025

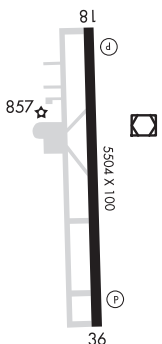
WAAS CH 97607 W36A	APP CRS 360°	Rwy Ldg TDZE Apt Elev	5504 800 800
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RNAV (GPS) Z RWY 36
BOMAR FLD/SHELBYVILLE MUNI (SYI)

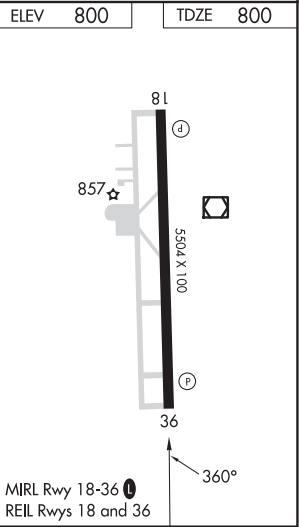
RNP APCH - GPS.		MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct UCELL and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.		
AWOS-3 119.275	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0



ELEV 800		TDZE 800		
4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).		
				
GP 3.00° TCH 51				
6 NM		3.4 NM		
1.5 NM		2400		
CATEGORY	A	B	C	D
LPV DA	1000-3/4		200 (200-3/4)	
LNAV/VNAV DA	1211-1 1/8		411 (500-1 1/8)	
LNAV MDA	1300-1	500 (500-1)	1300-1 3/8	500 (500-1 3/8)
CIRCLING	1300-1 500 (500-1)	1360-1 560 (600-1)	1780-3	980 (1000-3)



MIRL Rwy 18-36
REIL Rwy 18 and 36



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

SHELBYVILLE, TENNESSEE

AL-5299 (FAA)

25219

VOR/DME SYI	APP CRS	Rwy Ldg
113.55	160°	5504
Chan 82 (Y)		TDZE 800
		Apt Elev 801

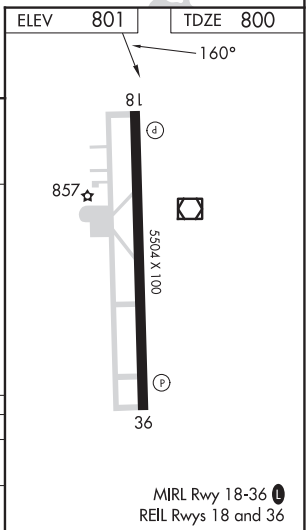
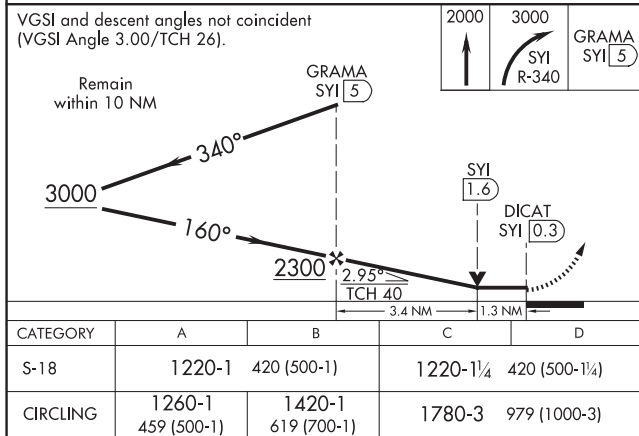
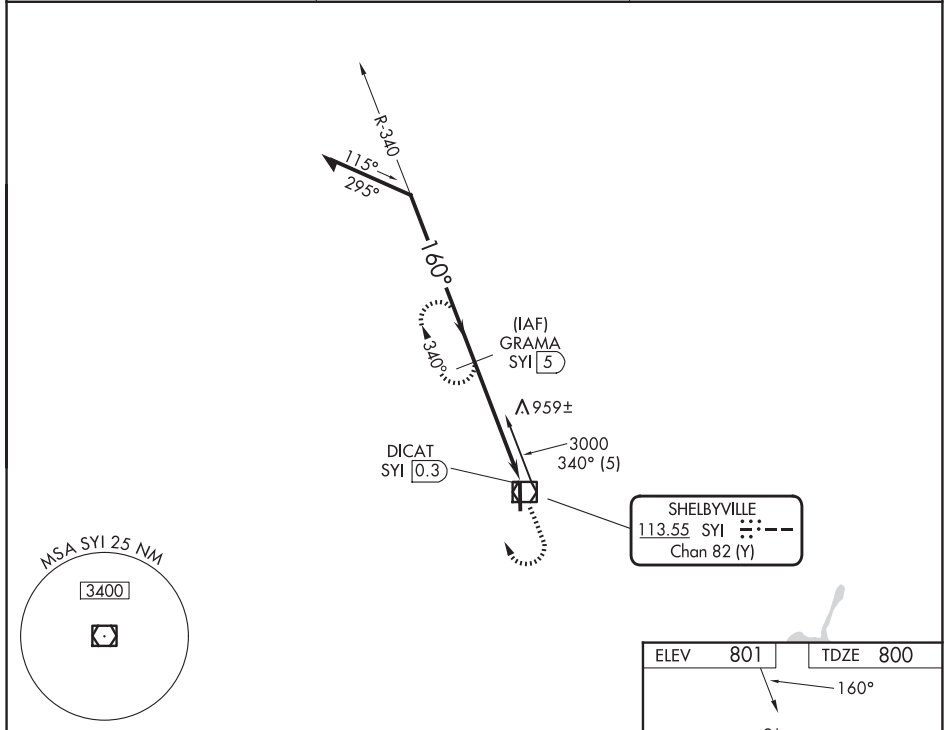
VOR/DME RWY 18

BOMAR FLD/SHELBYVILLE MUNI (SYI)

NA When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase S-18 Cat C and D visibility 1/8 SM. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

AWOS-3 119.275	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 1
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SHELBYVILLE, TENNESSEE

Amtd 5A 18JUN20

35°34'N-86°27'W

BOMAR FLD/SHELBYVILLE MUNI (SYI)

VOR/DME RWY 18

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

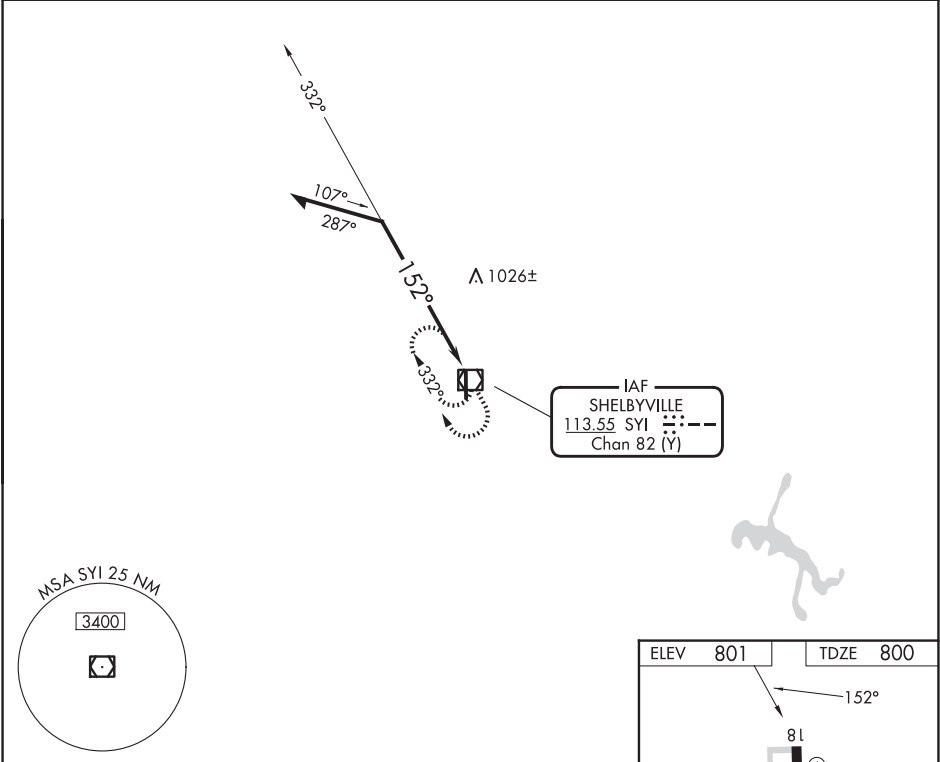
VOR/DME SYI	APP CRS	Rwy Ldg
113.55	152°	5504
Chan 82 (Y)		TDZE 800
		Apt Elev 801

VOR RWY 18
BOMAR FLD/SHELBYVILLE MUNI (SYI)

⚠ When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDAs 80 feet and S-18 visibility Cat B/C/D ½ SM, and Circling visibility Cat B ¼ SM.

MISSED APPROACH: Climbing right turn to 3000 in SYI VOR/DME holding pattern.

AWOS-3 119.275	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

SYI VOR/DME

3000

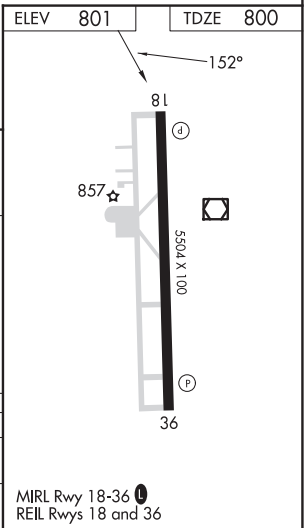
332°

152°

3000

SYI

CATEGORY	A	B	C	D
S-18	1500-1	700 (700-1)	1500-2	700 (700-2)
CIRCLING	1500-1	699 (700-1)	1780-3	979 (1000-3)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

SHELBYVILLE, TENNESSEE

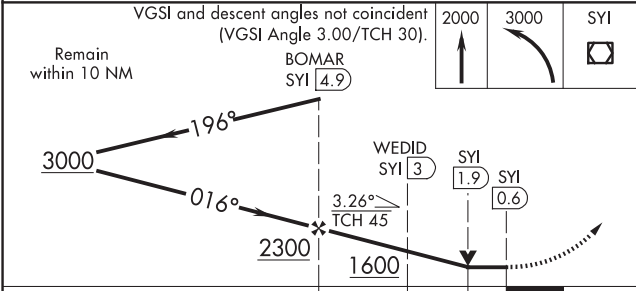
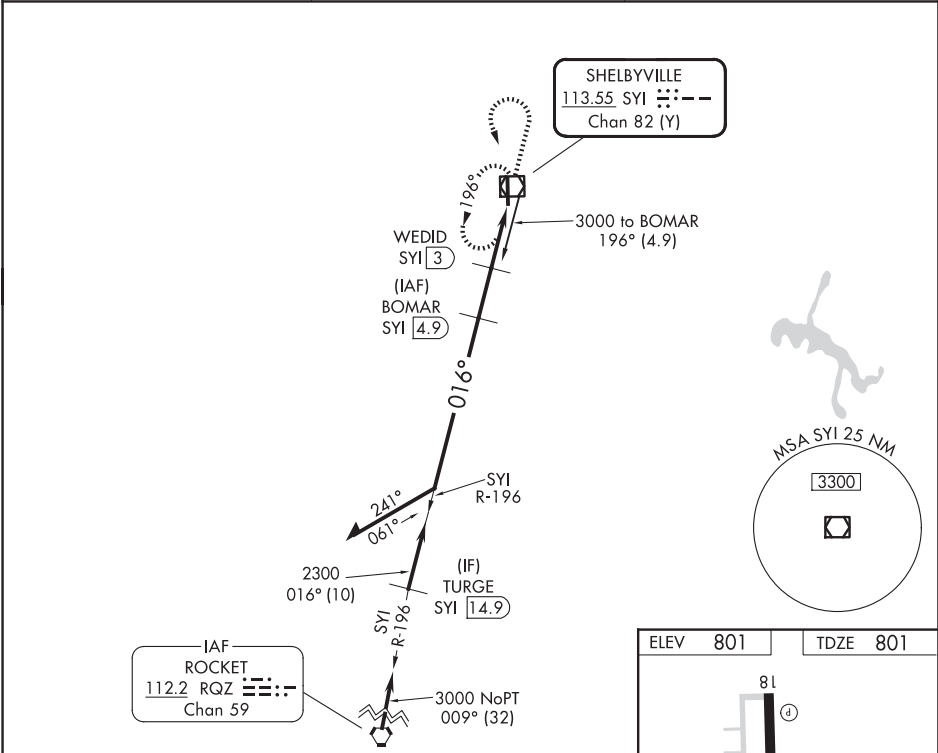
AL-5299 (FAA)

25219

VOR/DME SYI	APP CRS	Rwy Ldg
113.55	016°	5504
Chan 82 (Y)		TDZE 801
		Apt Elev 801

VOR RWY 36
BOMAR FLD/SHELBYVILLE MUNI (SYI)

DME required. ▼ When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDAs 80 feet, and S-36 Cat C/D visibility ¼ SM. ▲ VDP NA when using Tullahoma altimeter setting.		MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.
AWOS-3 119.275	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0



		←1.9 NM		←1.1		←1.2				016°		MIRL Rwy 18-36		REIL Rws 18 and 36		
CATEGORY	A	B		C		D										
S-36	1220-1		419 (500-1)		1220-1½		419 (500-1½)		FAF to MAP 4.2 NM							
CIRCLING	1260-1		1420-1		1780-3		979 (1000-3)		Knots	60	90	120	150	180		
	459 (500-1)		619 (700-1)						Min:Sec	4:12	2:48	2:06	1:41	1:24		

SHELBYVILLE, TENNESSEE
Amdt 17 28FEB19

35°34'N-86°27'W

BOMAR FLD/SHELBYVILLE MUNI (SYI)
VOR RWY 36

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

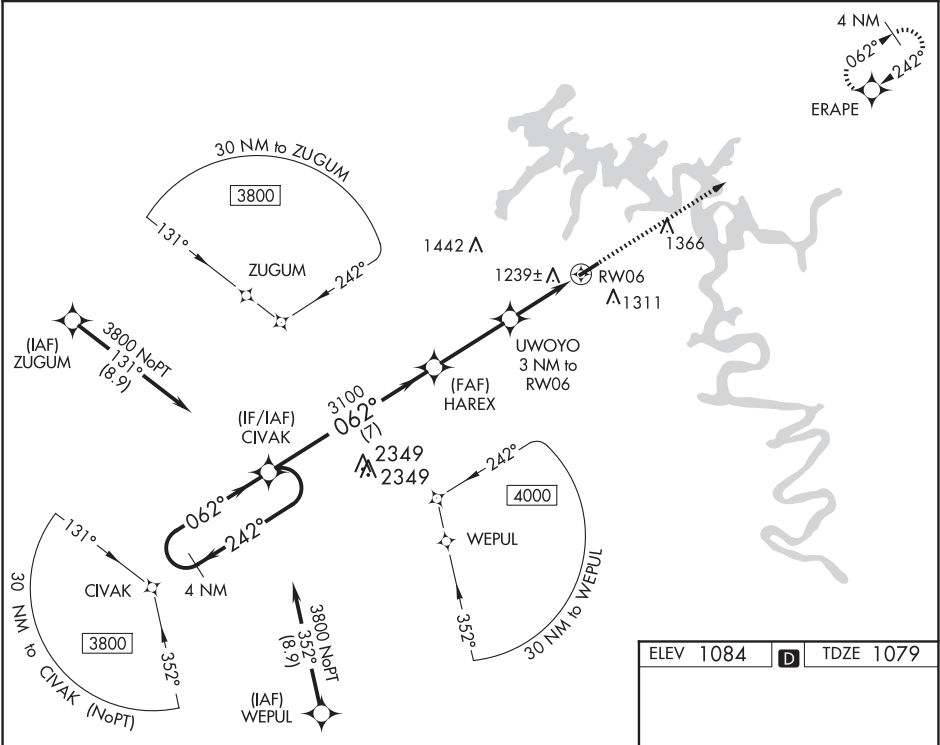
WAAS CH 82433 W06A	APP CRS 062°	Rwy Ldg 4106 TDZE 1079 Apt Elev 1084
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RNAV (GPS) RWY 6

SMITHVILLE MUNI (ØA3)

RNP APCH.	Baro-VNAV NA. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting; when not received, use Tullahoma altimeter setting and increase LPV DA to 1486 feet and all visibilities $\frac{1}{8}$ SM, increase LNAV/VNAV DA to 1645 feet and all visibilities $\frac{1}{4}$ SM, increase all MDA 60 feet and LNAV visibility Cat C $\frac{1}{4}$ SM.	MISSED APPROACH: Climb to 3800 direct ERAPE and hold.
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SRB AWOS-3 128.25	MEMPHIS CENTER 132.9 290.3	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).		3800	ERAPE
3800 ← 242°		062° →		3100	UWOYO 3 NM to RW06
GP 3.00° TCH 53		3100		2080	RW06
7 NM		3.2 NM		3 NM	
CATEGORY	A	B	C	D	
LPV DA	1433-1 354 (400-1)			NA	
LNAV/VNAV DA	1592-1 $\frac{3}{8}$ 513 (600-1 $\frac{3}{8}$)			NA	
LNAV MDA	1580-1 501 (500-1)			1580-1 $\frac{3}{8}$ 501 (500-1 $\frac{3}{8}$)	NA

REIL Rwy 6 and 24
MIRL Rwy 6-24

SMITHVILLE, TENNESSEE

AL-6255 (FAA)

25163

WAAS CH 93527 W24A	APP CRS 242°	Rwy Ldg TDZE Apt Elev	4106 1084 1084
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RNAV (GPS) RWY 24 SMITHVILLE MUNI (ØA.3)

RNP APCH.

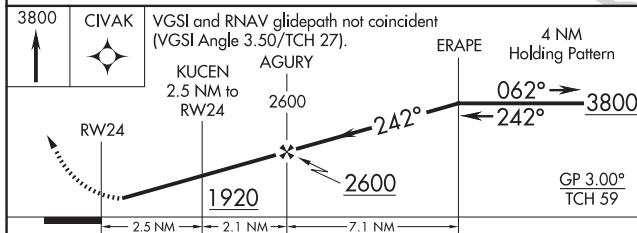
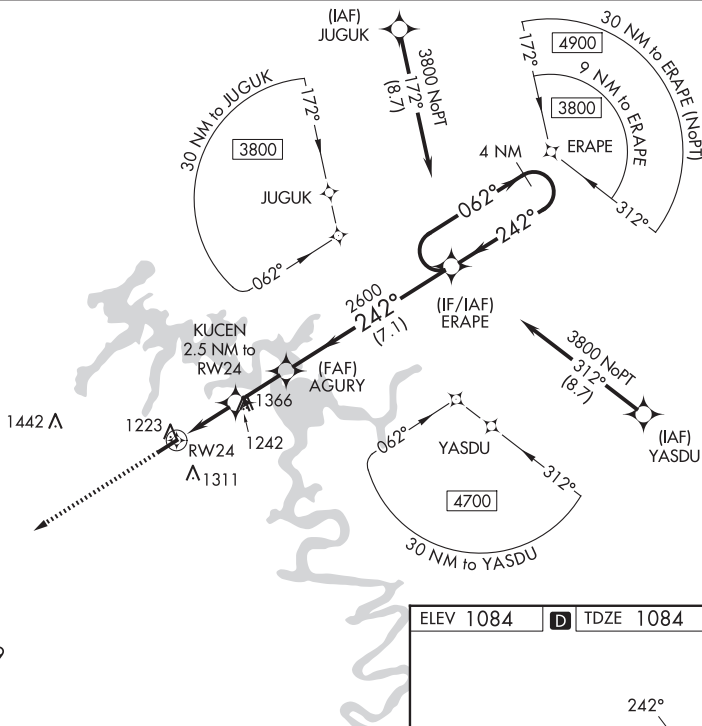
V Baro-VNAV NA. Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting, when not received, use Tullahoma altimeter setting and increase LPV DA to 1455 feet; increase LNAV/VNAV DA to 1471 feet and all visibilities $\frac{1}{8}$ SM, increase all MDA 60 feet and LNAV visibility Cat C $\frac{1}{8}$ SM.

MISSED APPROACH: Climb to 3800 direct CIVAK and hold.

SRB AWOS-3
128.25

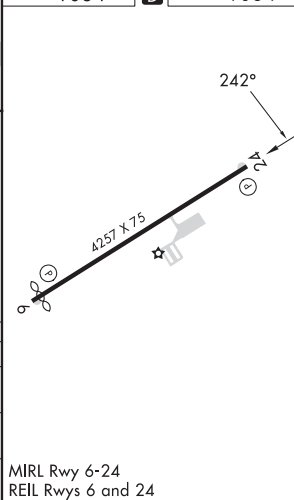
MEMPHIS CENTER
132.9 290.3

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1402-1	318 (400-1)		NA
LNAV/VNAV DA	1418-1	334 (400-1)		NA
LNAV MDA	1520-1	436 (500-1)	1520-1 $\frac{1}{4}$ 436 (500-1 $\frac{1}{4}$)	NA

ELEV 1084 **D** TDZE 1084



SMITHVILLE, TENNESSEE

Amdt 3C 06OCT22

35°59'N-85°49'W

SMITHVILLE MUNI (ØA.3)

RNAV (GPS) RWY 24


SE-1, 07 AUG 2025 to 02 OCT 2025

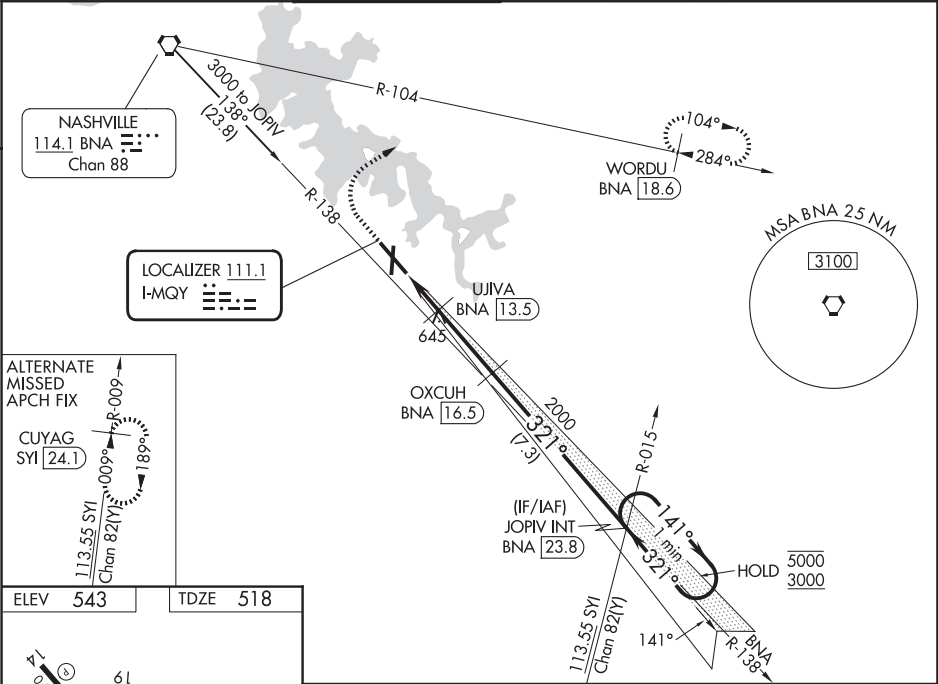
SE-1, 07 AUG 2025 to 02 OCT 2025

LOC I-MQY 111.1	APP CRS 321°	Rwy Ldg TDZE Apt Elev 8038 518 543
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ILS or LOC RWY 32

SMYRNA (MQY)

DME required.				<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 060° and on BNA VORTAC R-104 to WORDU/ BNA 18.6 DME and hold.		
<div><div><div><div>▼</div><div>▲</div></div><div>NA</div></div><div>Circling Rwy 14 NA at night. DME from BNA VORTAC, simultaneous reception of I-MQY and BNA DME required. For Inop ALS, increase S-LOC 32 Cats C/D visibility to 1 SM.</div></div>							
AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	CLNC DEL 121.4	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95	



ELEV 543	TDZE 518	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 57).			
		1500	3000	BNA R-104	WORDU BNA 18.6
		hdg 060°		UJIVA BNA 13.5	OXCUH BNA 16.5
				JOPIV INT BNA 23.8	One Minute Holding Pattern
				1100	2000
		1 NM	0.8 NM	3 NM	7.3 NM
		A	B	C	D
		S-ILS 32	718-1/2	200 (200-1/2)	
		S-LOC 32	900-1/2	382 (400-1/2)	900-5/8 382 (400-5/8)
		CIRCLING	1100-1 557 (600-1)	1180-1 637 (700-1)	1260-2 717 (800-2) 1480-3 937 (1000-3)

SMYRNA, TENNESSEE

AL-895 (FAA)

25219

WAAS CH 86632 W01A	APP CRS 006°	Rwy Ldg 5546 TDZE 519 Apt Elev 543
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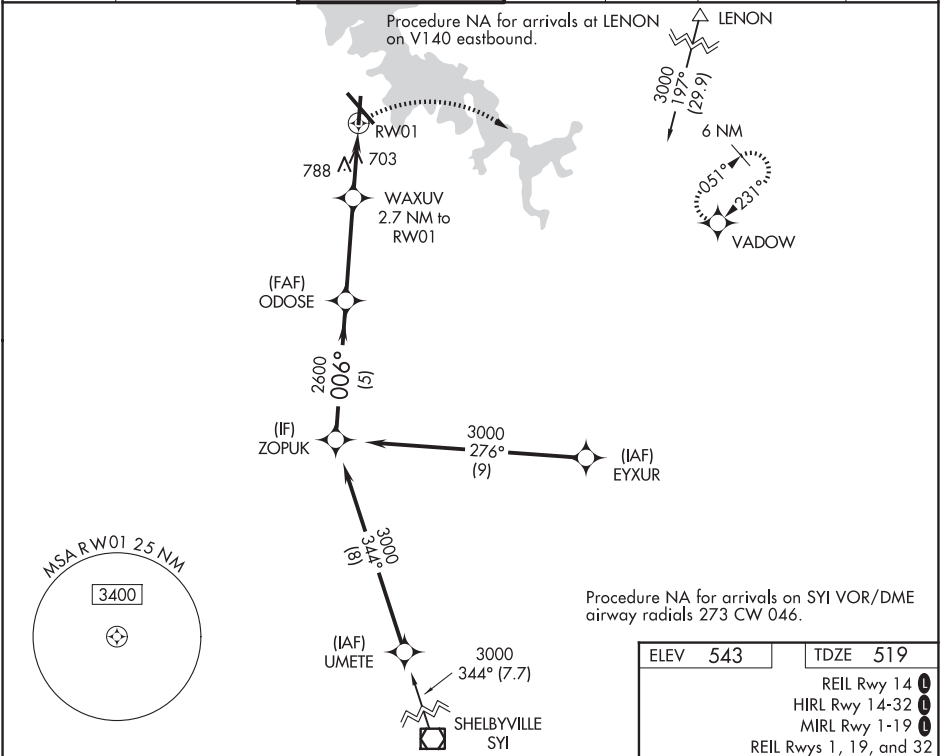
RNAV (GPS) RWY 1

SMYRNA (MQY)

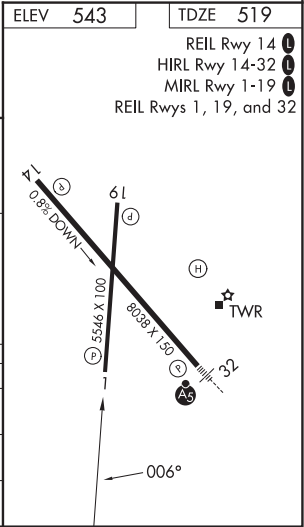
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct VADOW and hold.

AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	CLNC DEL 121.4	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95
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	ZOPUK	ODOSE	WAXUV	RW01	VADOW
	3000	2600	1420	1.3 NM to RW01	
	006°	3.00° TCH 45	1.3 NM to RW01		
	5 NM	3.7 NM	1.4 NM	1.3	
CATEGORY	A	B	C	D	
LP MDA	960-1	441 (500-1)	960-1¾	441 (500-1¾)	
LNAV MDA	1100-1	581 (600-1)	1100-1¾	581 (600-1¾)	
CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1240-2 697 (700-2)	1480-3 937 (1000-3)	



SMYRNA, TENNESSEE
Orig-A 21AUG14

36°01'N-86°31'W

SMYRNA (MQY)

RNAV (GPS) RWY 1

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

SMYRNA, TENNESSEE

AL-895 (FAA)

25219

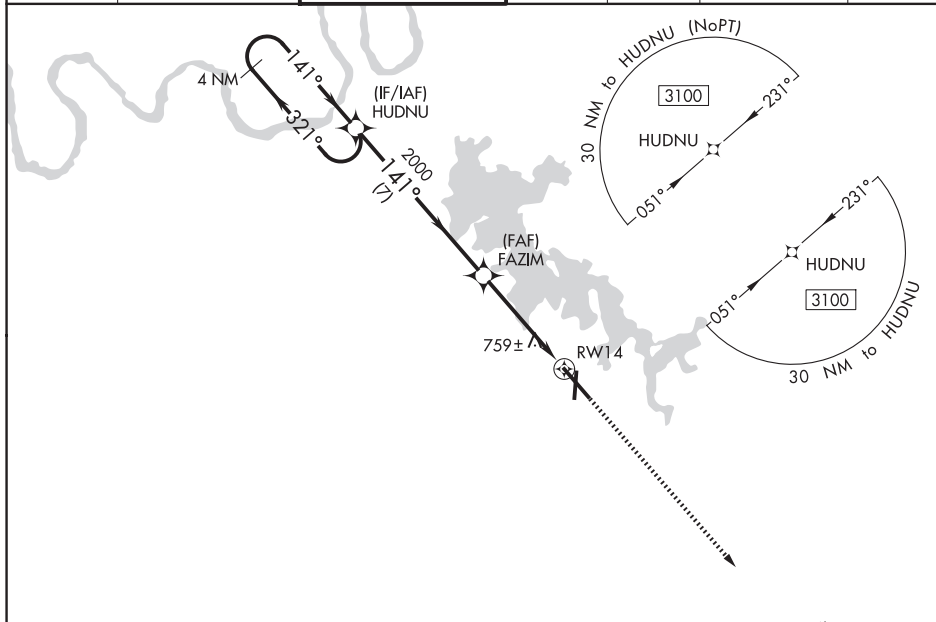
WAAS CH 49036 W14A	APP CRS 141°	Rwy Ldg 8038 TDZE 543 Apt Elev 543
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RNAV (GPS) RWY 14
SMYRNA (MQY)

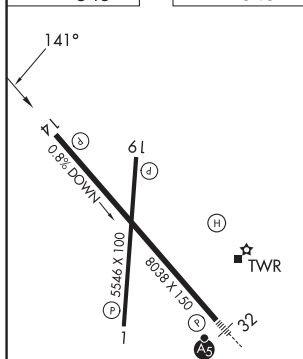
T **A** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Int altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility $\frac{1}{8}$ mile, and increase Circling Cat C visibility $\frac{1}{4}$ mile. VDP NA when using Nashville Int altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 direct JOPV and hold.

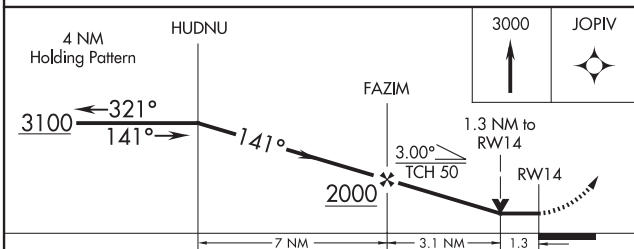
AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	CLNC DEL 121.4	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95
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ELEV	543		TDZE	543
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REIL Rwy 14 
HIRL Rwy 14-32 
MIRL Rwy 1-19 
REIL Rwy 1, 19, and 32



CATEGORY	A	B	C	D
LP MDA	1020-1	477 (500-1)	1020-1 $\frac{3}{8}$	477 (500-1 $\frac{3}{8}$)
LNAV MDA	1040-1	497 (500-1)	1040-1 $\frac{3}{8}$	497 (500-1 $\frac{3}{8}$)
CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1260-2 717 (800-2)	1480-3 937 (1000-3)

SMYRNA, TENNESSEE

36°01'N-86°31'W

SMYRNA (MOY)

RNAV (GPS) RWY 14

493

SE-1, 07 AUG 2025 to 02 OCT 2025

SMYRNA, TENNESSEE

AL-895 (FAA)

25219

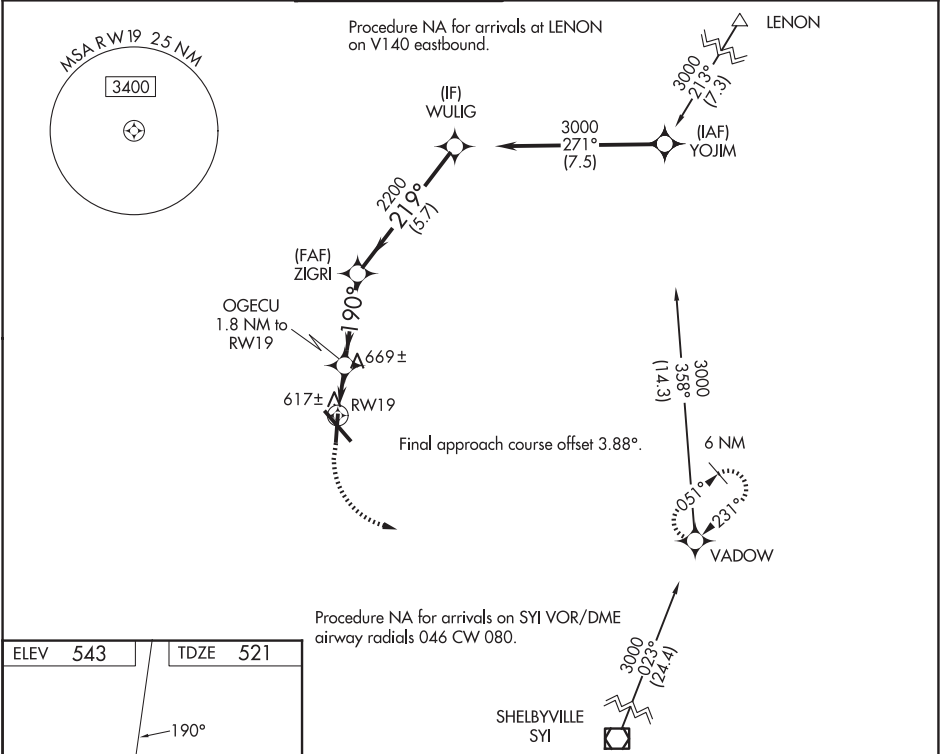
WAAS CH 42932 W19A	APP CRS 190°	Rwy Ldg TDZE Apt Elev	5546 521 543
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RNAV (GPS) RWY 19

SMYRNA (MQY)

<div><div><div></div><div></div></div><div>DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C/D visibility ½ mile.</div></div>	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct VADOW and hold.
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AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 233.1	GND CON 121.4	CLNC DEL 121.4	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95
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1000	3000	VADOW	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 32).		WULIG
OGECU 1.8 NM to RW19		ZIGRI	RW19		3000
3.00° TCH 45		1140	190°		2200
1.8 NM		3.3 NM	5.7 NM		
CATEGORY	A	B	C	D	
LP	MDA	880-1 359 (400-1)			
LNAV	MDA	920-1 399 (400-1)	920-1½ 399 (400-1½)		
CIRCLING		1100-1 557 (600-1)	1200-1 657 (700-1)	1240-2 697 (700-2)	1480-3 937 (1000-3)

SMYRNA, TENNESSEE
Orig-B 04FEB16

36°01'N-86°31'W

SMYRNA (MQY)

RNAV (GPS) RWY 19

SE-1, 07 AUG 2025 to 02 OCT 2025

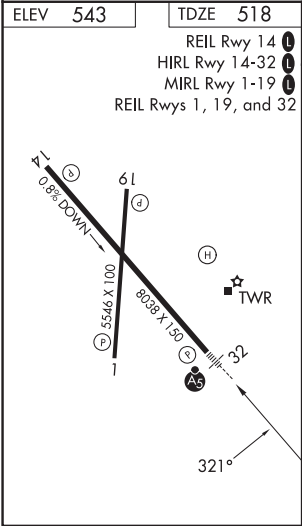
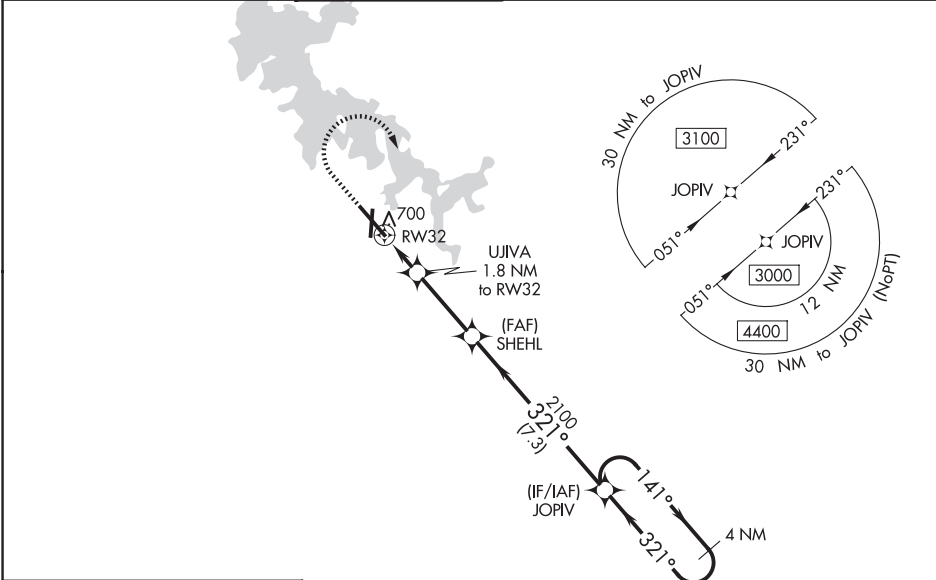
SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93512 W32A	APP CRS 321°	Rwy Ldg TDZE 518 Apt Elev 543
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RNAV (GPS) RWY 32

SMYRNA (MQY)

<div><div><div></div><div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSr when using Nashville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅜ mile. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 749 feet, LNAV/VNAV DA to 998 feet, and all MDA 40 feet; increase LNAV Cats C/D visibility ⅓ mile and increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.</div></div>				<div>MALSr</div> <div><div></div><div></div></div>	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JOPIV and hold.	
AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 233.1	GND CON 121.4	CLNC DEL 121.4	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95



1500

3000

JOPIV

↑

↷

✦

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 57).

4 NM Holding Pattern

*LNAV only

UJIVA 1.8 NM to RW32

SHEHL 2100

JOPIV

141°

3000

321°

321°

GP 3.00° TCH 51°

RW32

*1.2 NM to RW32

*1140

2100

1.2 NM

0.6 NM

3 NM

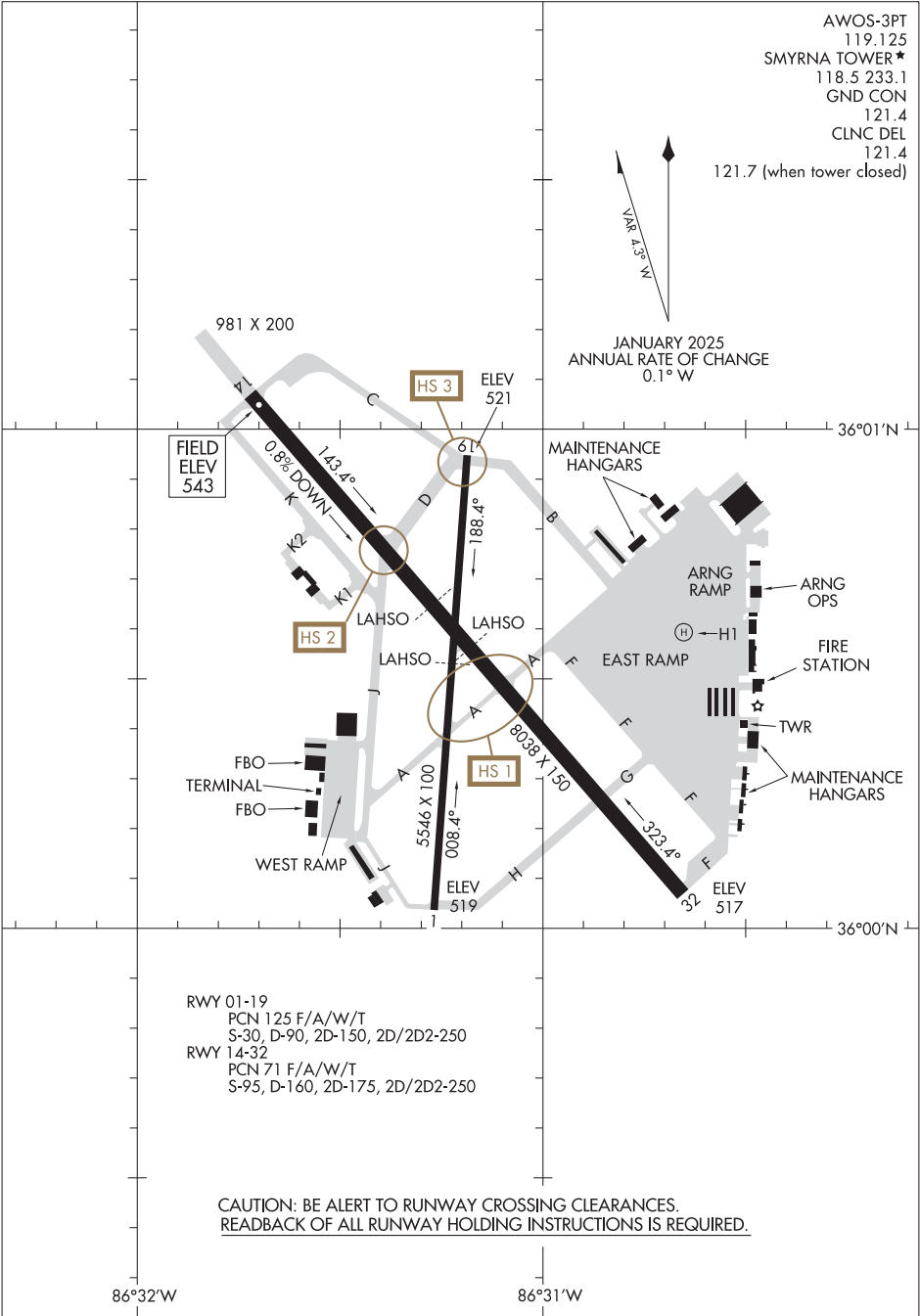
7.3 NM

CATEGORY	A		B	C	D
LPV DA			718-½	200 (200-½)	
LNAV/VNAV DA			967-1	449 (500-1)	
LNAV MDA	960-½	442 (500-½)	960-⅞		442 (500-⅞)
CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1260-2 717 (800-2)	1480-3 937 (1000-3)	

RNAV (GPS) RWY 32

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025



LOC/DME I-SME	APP CRS	Rwy Idg	5287
109.3	048°	TDZE	927
Chan 30		Apt Elev	927

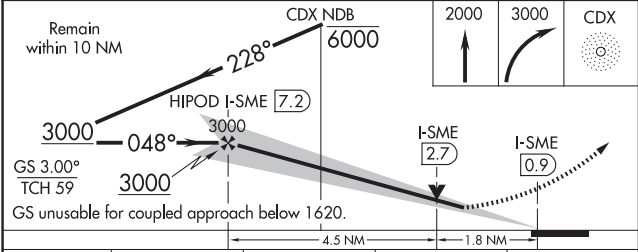
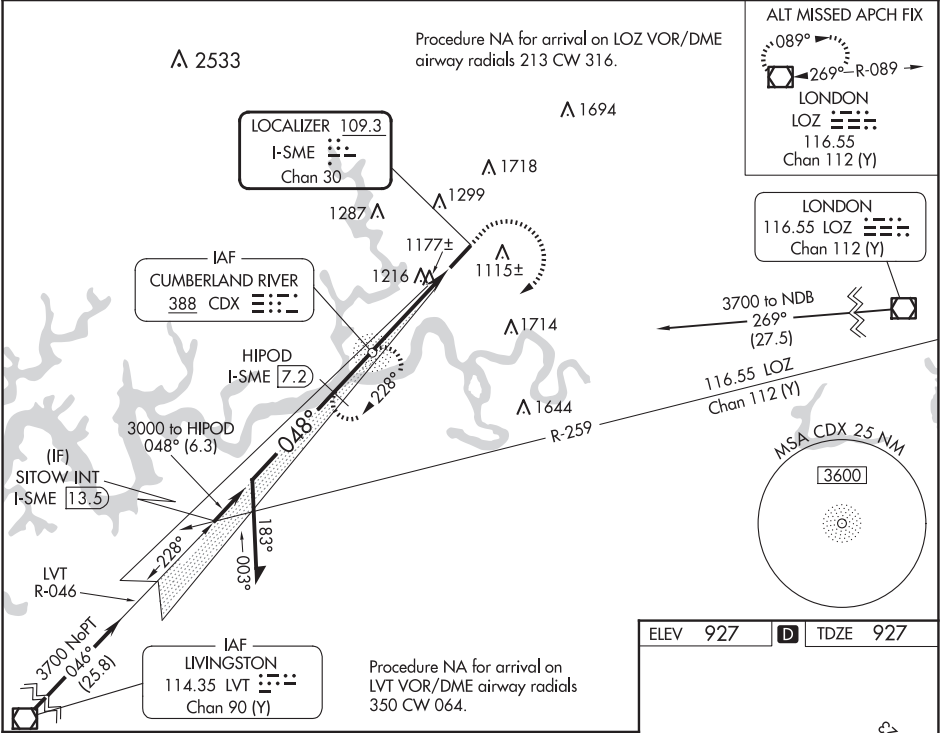
ILS or LOC RWY 5
LAKE CUMBERLAND RGNL (SME)

DME required. ADF required.

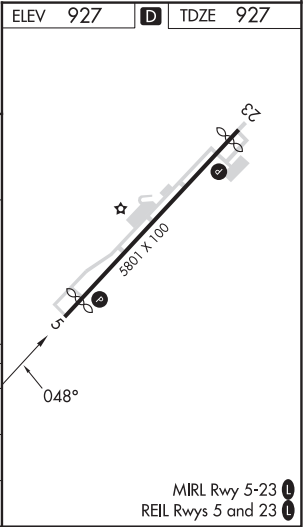
⚠ Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase S-ILS 5 DA to 1526 feet and all visibilities ½ SM. Increase all MDAs 60 feet and S-LOC 5 visibility Cat C/D ½ SM, and Circling visibility Cat B ¾ SM. VDP NA when using Monticello altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CDX NDB and hold, continue climb-in-hold to 3000.

AWOS-3 120.05	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 5	1482-1½	555 (600-1½)		
S-LOC 5	1540-1	613 (700-1)	1540-1¾	613 (700-1¾)
CIRCLING	1620-1 693 (700-1)	1720-1 793 (800-1)	2100-3	1173 (1200-3)



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5
LAKE CUMBERLAND RGNL (SME)

MISSED APPROACH:
Climb to 3600 direct
AZLEC and hold.

UNICOM
122.8 (CTAF) **L**

LAKE CUMBERLAND RGNL (SME)
RNAV (GPS) RWY 5

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **53641**
W23A

APP CRS
228°

Rwy Idg
TDZE **927**
Apt Elev **927**

RNAV (GPS) RWY 23

LAKE CUMBERLAND RGNL (SME)

RNP APCH - GPS.

▼

⚠

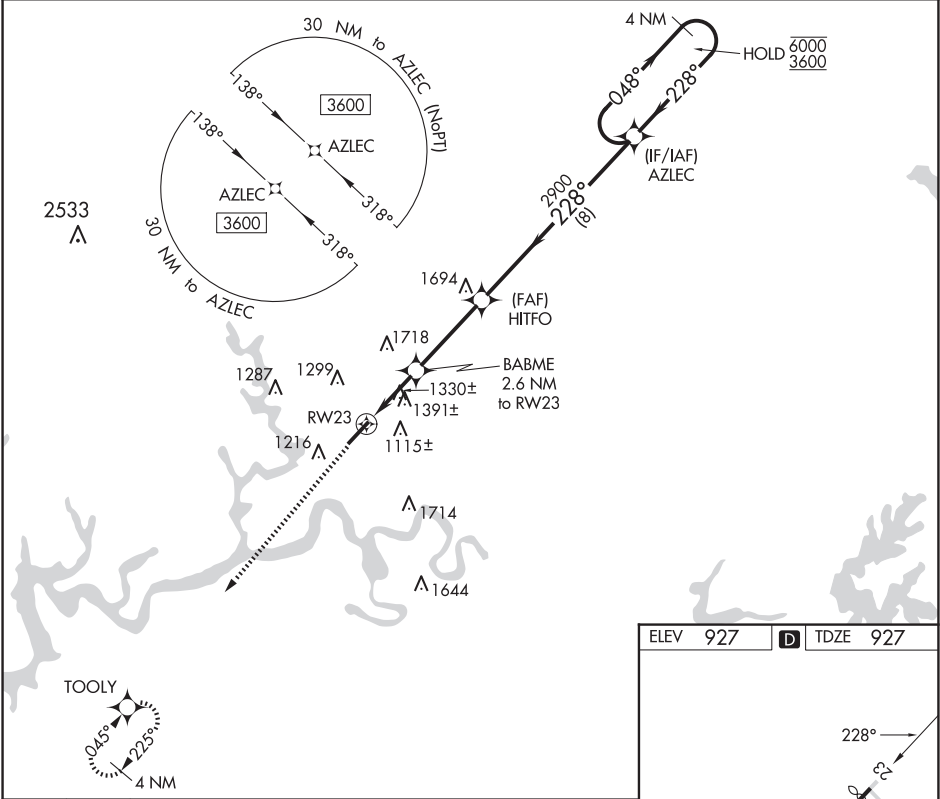
Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat B/C/D ½ SM, and LP visibility Cat C/D ¼ SM, and Circling visibility Cat B ¼ SM. VDP NA when using Monticello altimeter setting.

MISSED APPROACH:
Climb to 3600 direct
TOOLY and hold.

AWOS-3
120.05

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) 1



3600

TOOLY

BABME
2.6 NM to RW23

HITFO
3.00° TCH 53

AZLEC
4 NM Holding Pattern

1.9 NM to RW23

1820

2900

048° → 6000
← 228° 3600

1.9 NM

0.7 NM

3.4 NM

8 NM

CATEGORY	A	B	C	D
LP MDA	1580-1	653 (700-1)	1580-1 7/8	653 (700-1 7/8)
LNAV MDA	1660-1	733 (800-1)	1660-2	733 (800-2)
CIRCLING	1660-1 733 (800-1)	1700-1 773 (800-1)	2100-3	1173 (1200-3)

ELEV 927 **D** TDZE 927

MIRL Rwy 5-23 1
REIL Rwy 5 and 23 1

WAAS CH 93723 W01A	APP CRS 008°	Rwy Idg TDZE 436 Apt Elev 436	5000
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RNAV (GPS) RWY 1

FAYETTE COUNTY (FYE)

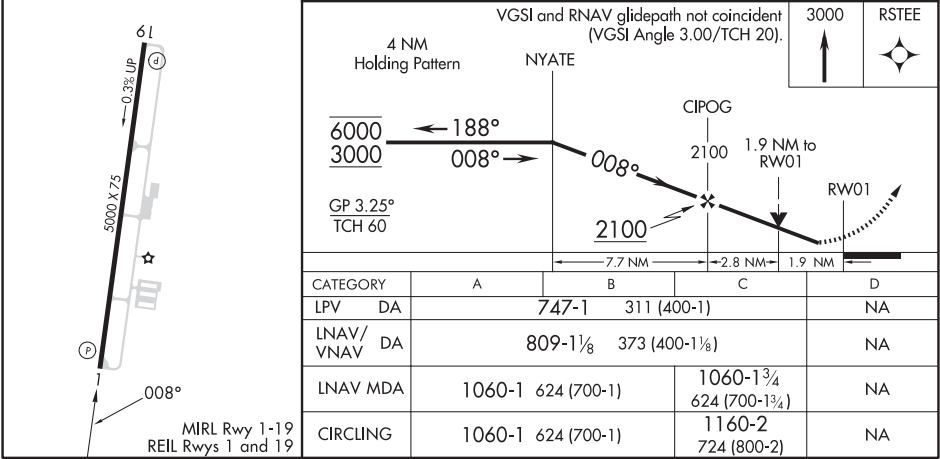
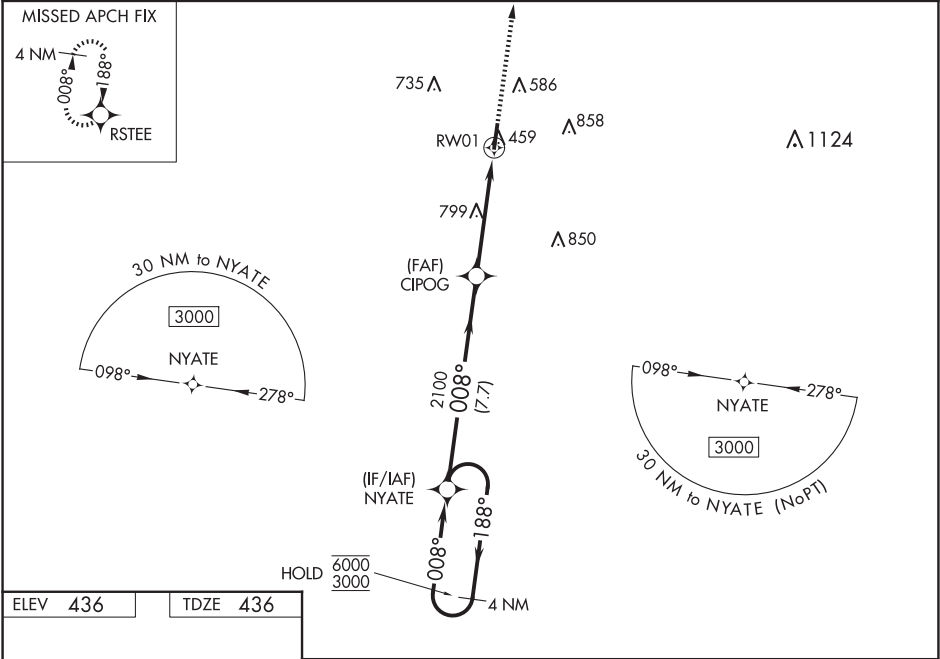
RNP APCH - GPS.

▼

Baro-VNAV and VDP NA when using Memphis Intl altimeter setting. Rwy 1 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter setting not received, use Memphis Intl altimeter setting: increase LPV DA to 843 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 905 feet and all visibilities ½ SM; increase all MDA 100 feet and visibility LNAV Cat C ¼ SM and Circling Cat C ½ SM.

MISSED APPROACH:
Climb to 3000 direct RSTEE and hold.

AWOS-3 119.875	MEMPHIS APP CON 125.8 338.3	CTAF 122.9
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SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53624 W19A	APP CRS 188°	Rwy Idg TDZE 431 Apt Elev 436
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RNAV (GPS) RWY 19

FAYETTE COUNTY (FYE)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using Memphis Intl altimeter setting. Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Memphis Intl altimeter setting: increase LPV DA to 817 feet and all visibilities ½ SM, increase LNAV/VNAV DA to 779 feet; increase all MDA 100 feet and visibility LNAV Cat C ½ SM and Circling Cat C ½ SM.

MISSED APPROACH:
Climb to 3000 direct
NYATE and hold.

AWOS-3 119.875	MEMPHIS APP CON 125.8 338.3	CTAF 122.9
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ELEV 436	TDZE 431
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3000	NYATE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.07/TCH 31).		4 NM Holding Pattern
CATEGORY	A	B	C	D
LPV DA	721-1	290 (300-1)		NA
LNAV/VNAV DA	683-1	252 (300-1)		NA
LNAV MDA	880-1	449 (500-1)	880-1 ¾ 449 (500-1 ¾)	NA
CIRCLING	900-1 464 (500-1)	920-1 484 (500-1)	1160-2 724 (800-2)	NA

SOMERVILLE, TENNESSEE

Amdt 2D 23FEB23

35°12'N-89°24'W

501

FAYETTE COUNTY (FYE)

RNAV (GPS) RWY 19

SPARTA, TENNESSEE

AL-6354 (FAA)

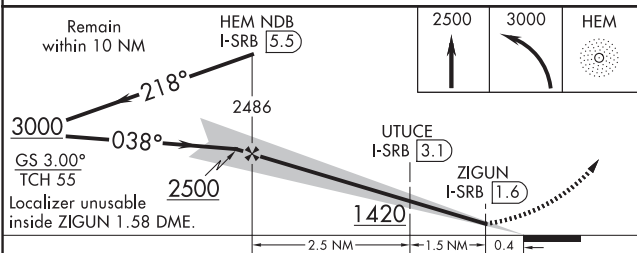
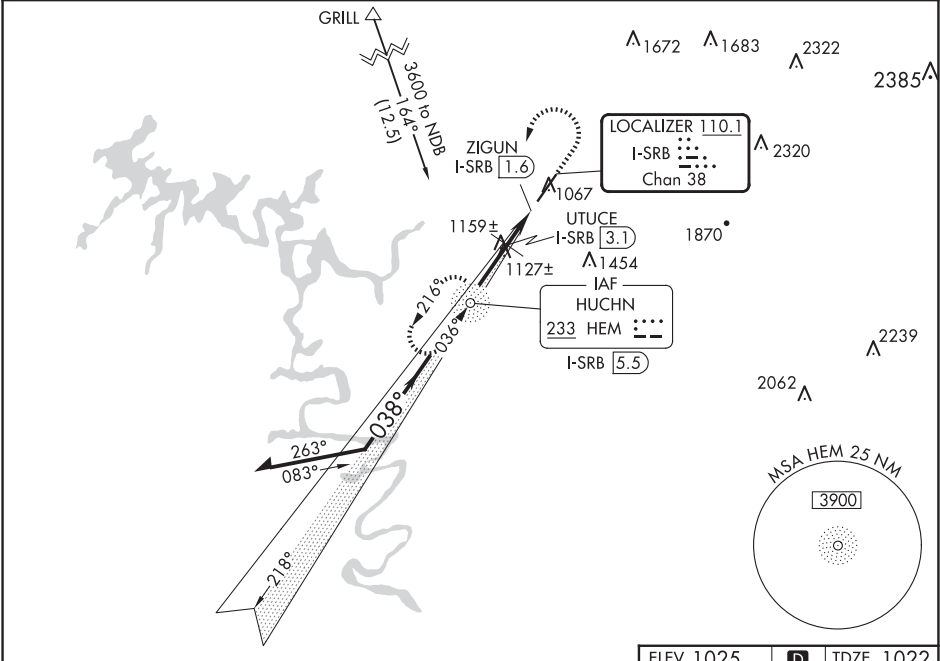
24249

LOC/DME I-SRB	APP CRS	Rwy Idg	6000
110.1	038°	TDZE	1022
Chan 38		Apt Elev	1025

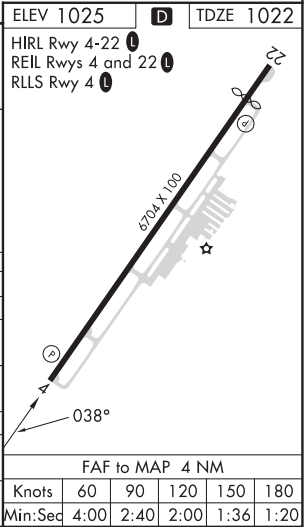
ILS or LOC RWY 4
UPPER CUMBERLAND RGNL (SR.B)

ADF required.	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.
NA	

AWOS-3P 128.25	MEMPHIS CENTER 132.9 290.3	UNICOM 122.975 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 4		1245-3/4	223 (300-3/4)	
S-LOC 4	1420-1	398 (400-1)	1420-1 1/8	398 (400-1 1/8)
CIRCLING	1480-1	455 (500-1)	1600-1 1/2 575 (600-1 1/2)	1880-2 3/4 855 (900-2 3/4)
UTUCE FIX MINIMUMS				
S-LOC 4	1380-1	358 (400-1)		
CIRCLING	1480-1	455 (500-1)	1600-1 1/2 575 (600-1 1/2)	1880-2 3/4 855 (900-2 3/4)



SPARTA, TENNESSEE
Amdt 1E 15JUN23

36°03'N-85°32'W

UPPER CUMBERLAND RGNL (SR.B)
ILS or LOC RWY 4

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

SPARTA, TENNESSEE

AL-6354 (FAA)

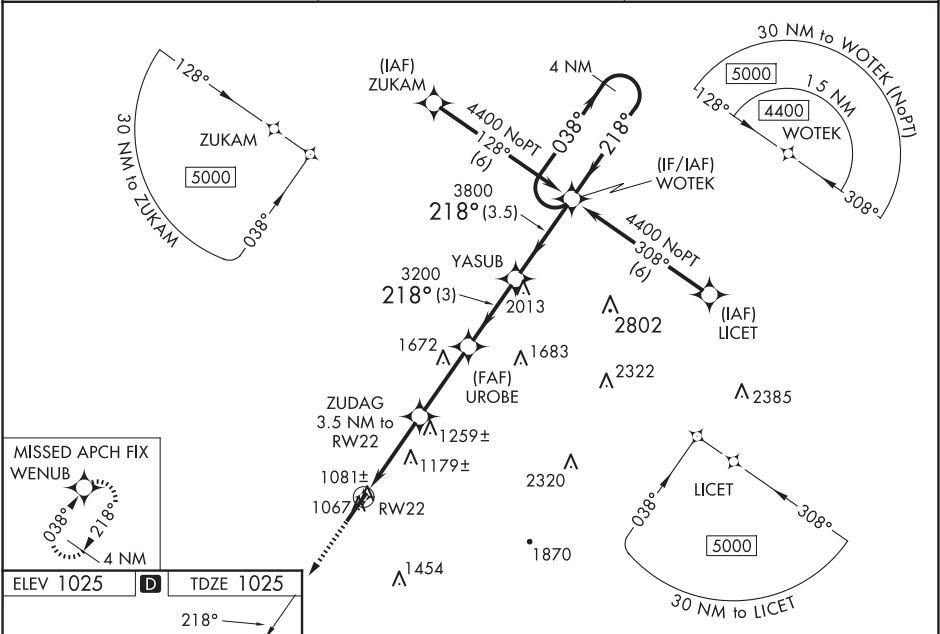
24249

WAAS CH 82311 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	6000 1025 1025
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 22
UPPER CUMBERLAND RGNL (SRB)

<p>NA Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447 feet, LNAV/VNAV DA to 1633 feet, increase LPV and LNAV/VNAV visibility ¾ SM. Increase all MDA 180 feet and LNAV Cat C visibility ¼ SM, Cat D visibility ½ SM. Increase Circling Cat C visibility ¾ SM and Circling Cat D visibility ¼ SM. VDP NA when using Crossville altimeter setting.</p>	<p>MISSED APPROACH: Climb to 4000 direct WENUB and hold.</p>
---	---

AWOS-3P 128.25	MEMPHIS CENTER 132.9 290.3	UNICOM 122.975 (CTAF)
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ELEV 1025	TDZE 1025	4000	WENUB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).	4 NM	WOTEK	Holding Pattern
*LNAV only	RW22	*1.2 NM to RW22	ZUDAG 3.5 NM to RW22	UROBE 3200	YASUB	218°	038°
1.2 NM	2.3 NM	3 NM	3 NM	3.5 NM	3800	4400	GP 3.00°
1.2 NM	2.3 NM	3 NM	3 NM	3.5 NM	3200	218°	TCH 55°
CATEGORY	A	B	C	D			
LPV DA	1275-¾	250 (300-¾)					
LNAV/VNAV DA	1461-1½	436 (500-1½)					
LNAV MDA	1440-1	415 (500-1)	1440-1¼	415 (500-1¼)			
CIRCLING	1480-1	455 (500-1)	1600-1½	1880-2¾	575 (600-1½)	855 (900-2¾)	

SPARTA, TENNESSEE
Orig-D 21APR22

36°03'N-85°32'W

UPPER CUMBERLAND RGNL (SRB)
RNAV (GPS) RWY 22

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

NDB HEM	APP CRS	Rwy Idg	6000
233	036°	TDZE	1022
		Apt Elev	1025

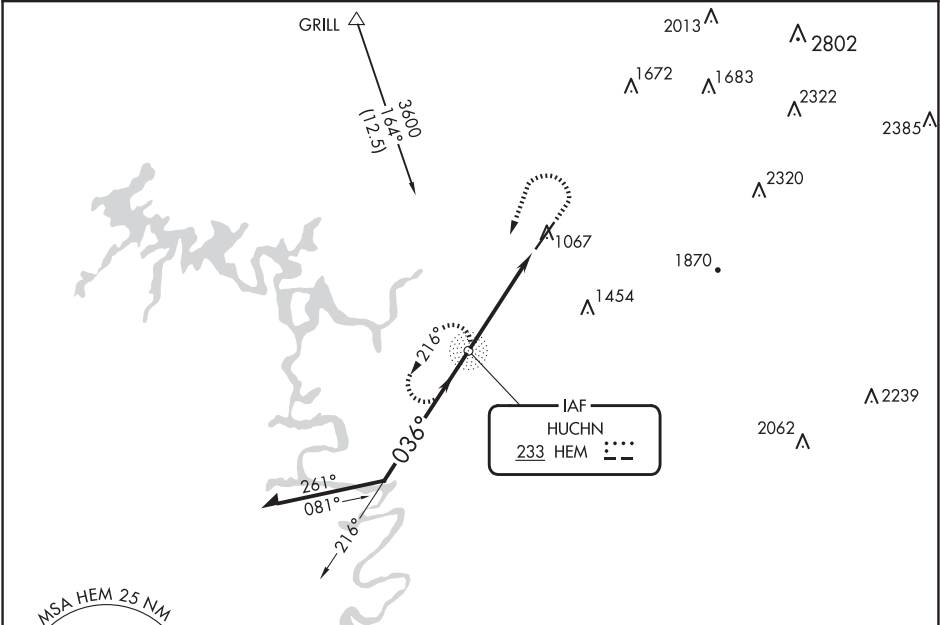
NDB RWY 4
UPPER CUMBERLAND RGNL (SR.B)

▽

▲ NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3P 128.25	MEMPHIS CENTER 132.9 290.3	UNICOM 122.975 (CTAF) 1
-------------------	-------------------------------	----------------------------



ELEV 1025

D

TDZE 1022

HIRL Rwy 4-22 1
REIL Rwy 4 and 22 1
RLS Rwy 4 1

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 55).

Remain within 10 NM

3000

216°

036°

2500

3.06°

TCH 61

4.4 NM

HEM NDB

HEM

CATEGORY	A	B	C	D
S-4	1520-1	498 (500-1)	1520-1 $\frac{3}{8}$	498 (500-1 $\frac{3}{8}$)
CIRCLING	1520-1	495 (500-1)	1600-1 $\frac{1}{2}$ 575 (600-1 $\frac{1}{2}$)	1880-2 $\frac{3}{4}$ 855 (900-2 $\frac{3}{4}$)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:45	1:28

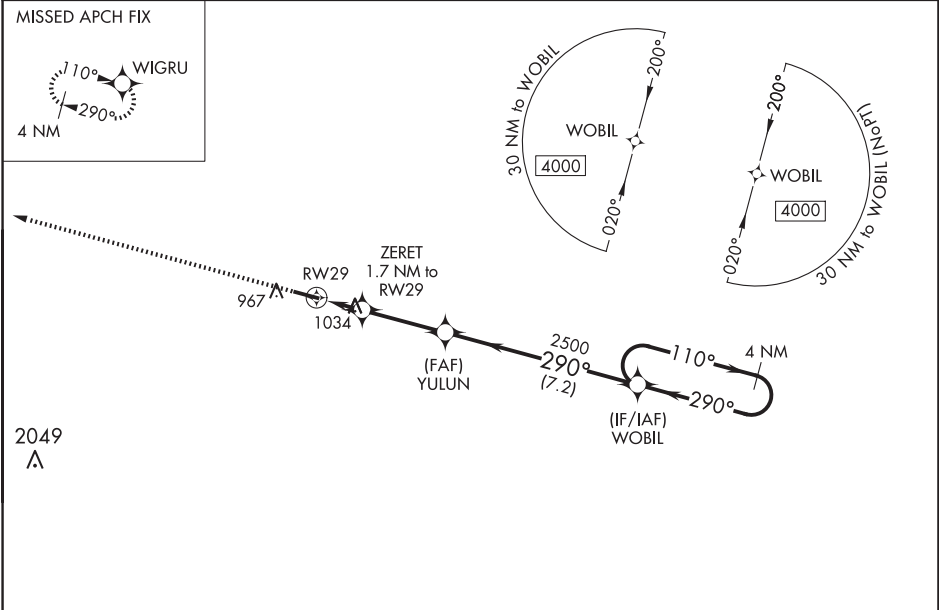
WAAS CH 86422 W29A	APP CRS 290°	Rwy Idg 4801 TDZE 870 Apt Elev 871
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RNAV (GPS) RWY 29
LEBANON SPRINGFIELD-GEORGE HOERTER FLD (6I2)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (114°F).
⚠ When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet; increase LPV all Cats and LNAV Cats C/D visibility 1/8 mile; LNAV/VNAV all Cats visibility 3/8 mile and Circling Cat D visibility 1/4 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Danville altimeter setting.

MISSED APPROACH:
Climb to 4000 direct WIGRU and hold.

AWOS-3P 119.725	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF) ①
---------------------------	--	---------------------------------



ELEV 871 TDZE 870

4000 WIGRU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.30/TCH 27).

4 NM Holding Pattern

WOBIL

YULUN 2500

ZERET 1.7 NM to RW29

*1.3 NM to RW29

*1480

2500

110° → 4000

← 290°

GP 3.10° TCH 54

→ 290°

→ 110°

CATEGORY	A	B	C	D
LPV DA	1152-1		282 (300-1)	
LNAV/VNAV DA	1279-1¼		409 (500-1¼)	
LNAV MDA	1300-1	430 (500-1)	1300-1¼	430 (500-1¼)
ⓐ CIRCLING	1320-1 449 (500-1)	1340-1 469 (500-1)	1360-1½ 489 (500-1½)	1500-2 629 (700-2)

MIRL Rwy 11-29 ①
REIL Rwy 11 and 29 ①

SPRINGFIELD, TENNESSEE

AL-6740 (FAA)

23110

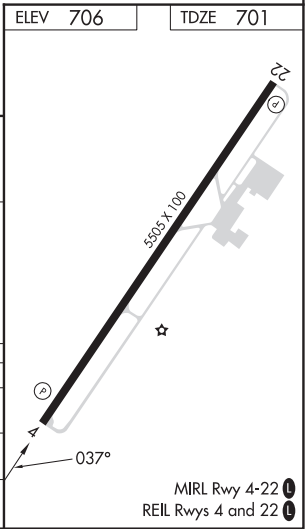
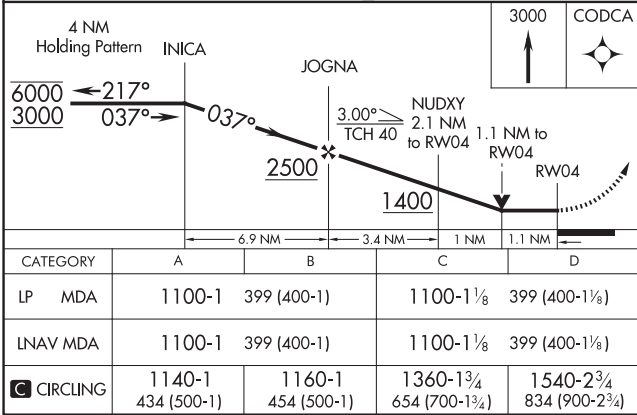
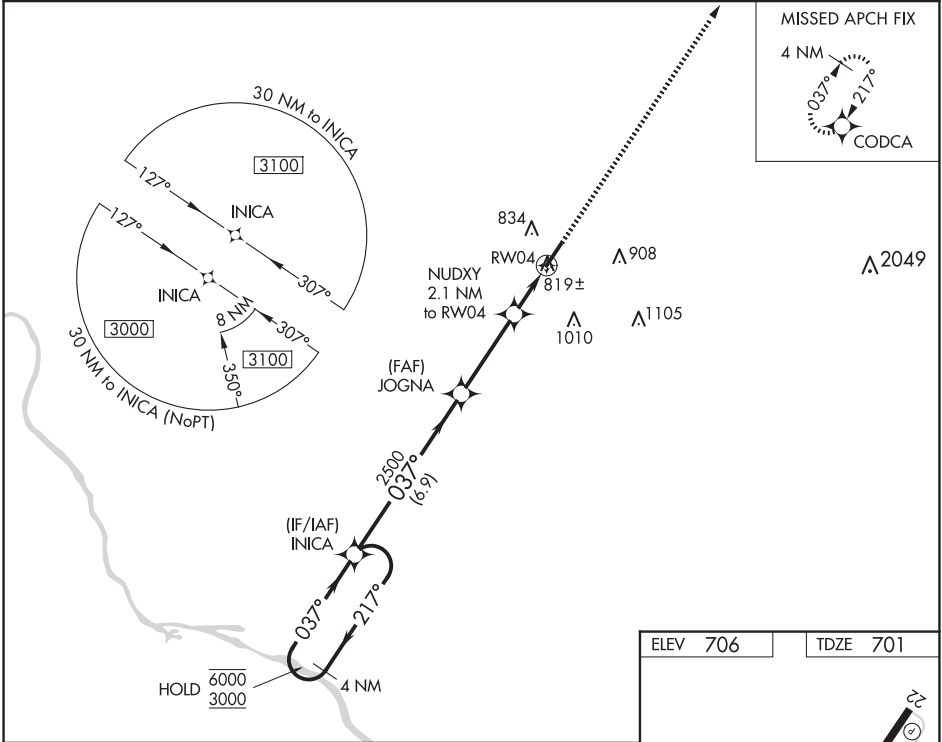
WAAS CH 86626 W04A	APP CRS 037°	Rwy Idg TDZE Apt Elev	5505 701 706
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RNAV (GPS) RWY 4

SPRINGFIELD ROBERTSON COUNTY (M91)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct CODCA and hold.
NA	Rwy 4 helicopter visibility reduction below 3/4 SM NA.	

AWOS-3 120.675	NASHVILLE APP CON 119.35 372.0	UNICOM 123.0 (CTAF) 0
--------------------------	--	---------------------------------



SPRINGFIELD, TENNESSEE
Amdt 1D 19MAY22

36°32'N-86°55'W

RNAV (GPS) RWY 4

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42926 W22A	APP CRS 217°	Rwy Idg TDZE Apt Elev	5505 706 706
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RNAV (GPS) RWY 22

SPRINGFIELD ROBERTSON COUNTY (M91)

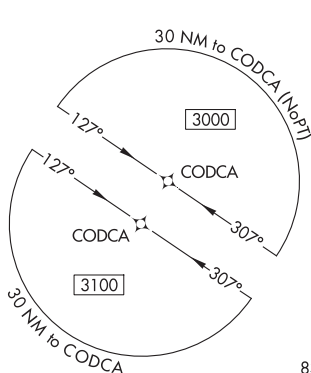
RNP APCH - GPS.

T Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, **A** NA LNAV/VNAV NA below -16°C or above 39°C.

MISSED APPROACH:
Climb to 3000 direct
INICA and hold.

AWOS-3
120.675

NASHVILLE APP CON
119.35 372.0

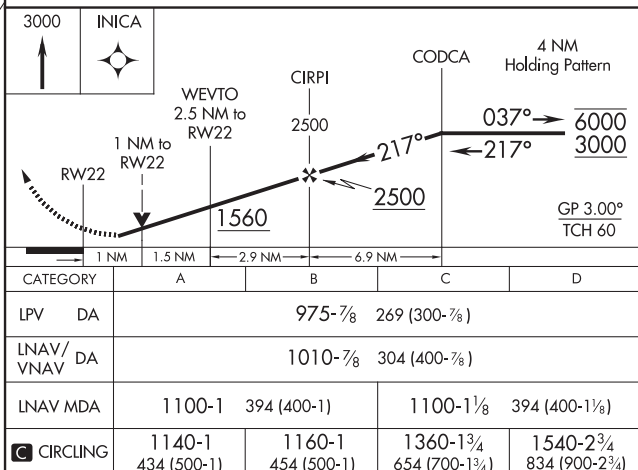
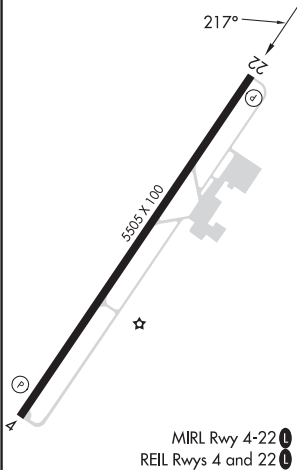
UNICOM
123.0 (CTAF) **L**

MISSED APCH FIX
INICA



ELEV 706

TDZE 706



SPRINGFIELD, TENNESSEE

Amdt 1D 19MAY22

SPRINGFIELD ROBERTSON COUNTY (M91)

RNAV (GPS) RWY 22

36°32'N-86°55'W

509

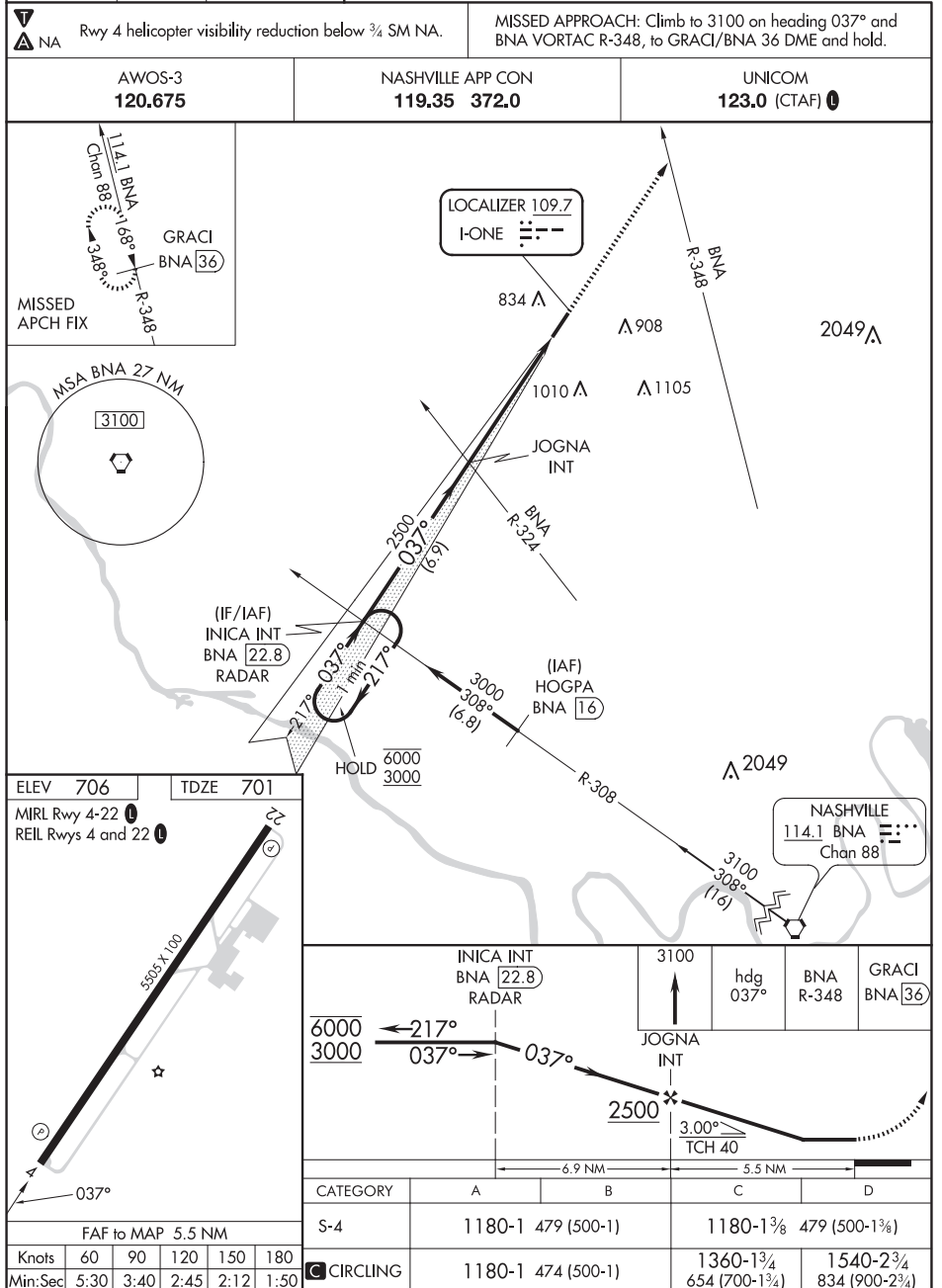
SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LOC I-ONE	APP CRS	Rwy Idg
109.7	037°	5505
		TDZE 701
		Apt Elev 706

LOC RWY 4

SPRINGFIELD ROBERTSON COUNTY (M91)



LOC RWY 4

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 49217 W01A	APP CRS 003°	Rwy Idg 5000 TDZE 372 Apt Elev 372
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RNAV (GPS) RWY 1

STURGIS MUNI (TWT)

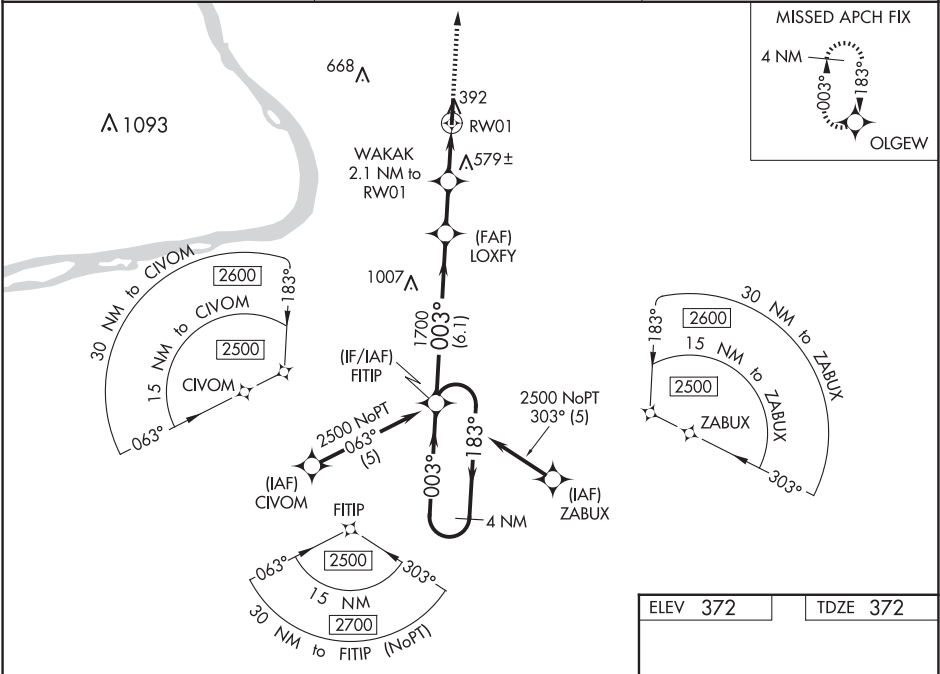
▼

▲ NA

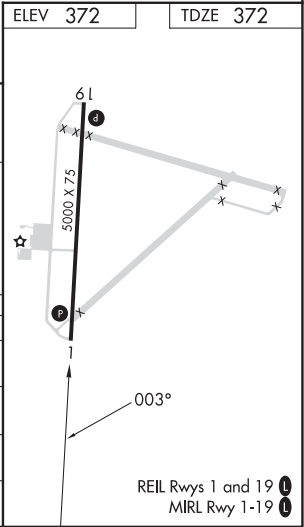
Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Henderson altimeter setting and increase LPV DA to 708 and visibility all Cats to 1½ miles; increase LNAV/VNAV DA to 780 feet and visibility all Cats to 1¾ miles; increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2500 direct
OLGEW and hold.

AWOS-3 118.775	EVANSVILLE APP CON ★ 124.025 290.9	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern				FITIP		LOXFY		WAKAK 2.1 NM to RW01		2500 ↑ OLGEW	
2500 ← 183° 003° →				003°		1700		*1080		*LNAV only.	
GP 3.00° TCH 45				1700		6.1 NM		1.9 NM		2.1 NM	
CATEGORY				A		B		C		D	
LPV DA				658-7/8 286 (300-7/8)							
LNAV/ VNAV DA				730-1¼ 358 (400-1¼)							
LNAV MDA				820-1 448 (500-1)				820-1¾ 448 (500-1¾)			
CIRCLING				860-1 488 (500-1)		1000-1 628 (700-1)		1000-1¾ 628 (700-1¾)		1120-2½ 748 (800-2½)	



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

STURGIS, KENTUCKY

AL-575 (FAA)

23110

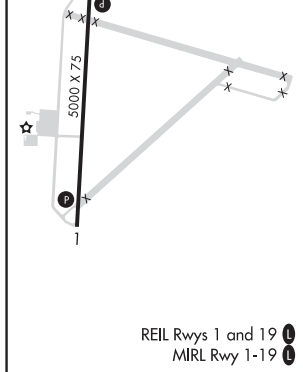
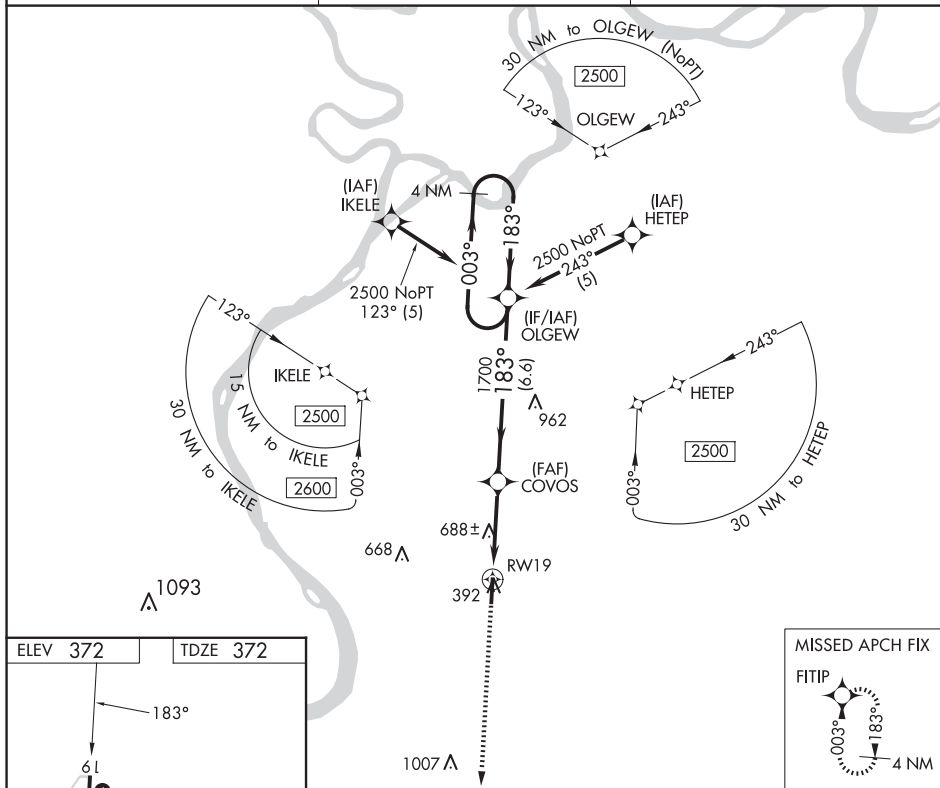
APP CRS	Rwy Idg	5000
183°	TDZE	372
	Apt Elev	372

RNAV (GPS) RWY 19

STURGIS MUNI (TWT)

<p>NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Henderson altimeter setting and increase all MDA 60 feet, increase LNAV Cats C and D visibility $\frac{1}{8}$ mile and Circling Cat C $\frac{1}{4}$ mile.</p>	<p>MISSED APPROACH: Climb to 2500 direct FITIP and hold.</p>
---	---

AWOS-3 118.775	EVANSVILLE APP CON ★ 124.025 290.9	UNICOM 122.8 (CTAF) 0
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ELEV 372	TDZE 372
183°	61
5000 X 75	1
REIL Rwy 1 and 19	MIRL Rwy 1-19
CIRCLING	
2500	FITIP
OLGEW	4 NM Holding Pattern
COVOS	003° → 2500
RW19	← 183°
1700	3.50° TCH 30
3.5 NM	6.6 NM
CATEGORY	A B C D
LNAV MDA	940-1 568 (600-1) 940-1½ 568 (600-1½)
CIRCLING	940-1 568 (600-1) 1000-1 628 (700-1) 1000-1¾ 628 (700-1¾) 1120-2½ 748 (800-2½)

STURGIS, KENTUCKY

Amdt 1A 18SEP14

37°33'N-87°57'W

RNAV (GPS) RWY 19

STURGIS MUNI (TWT)

SE-1, 07 AUG 2025 to 02 OCT 2025

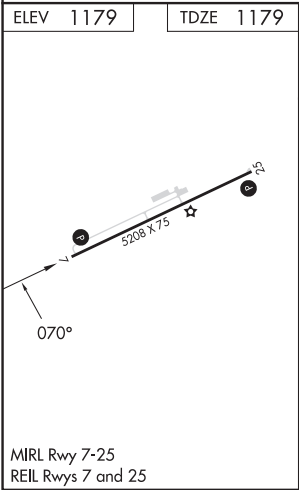
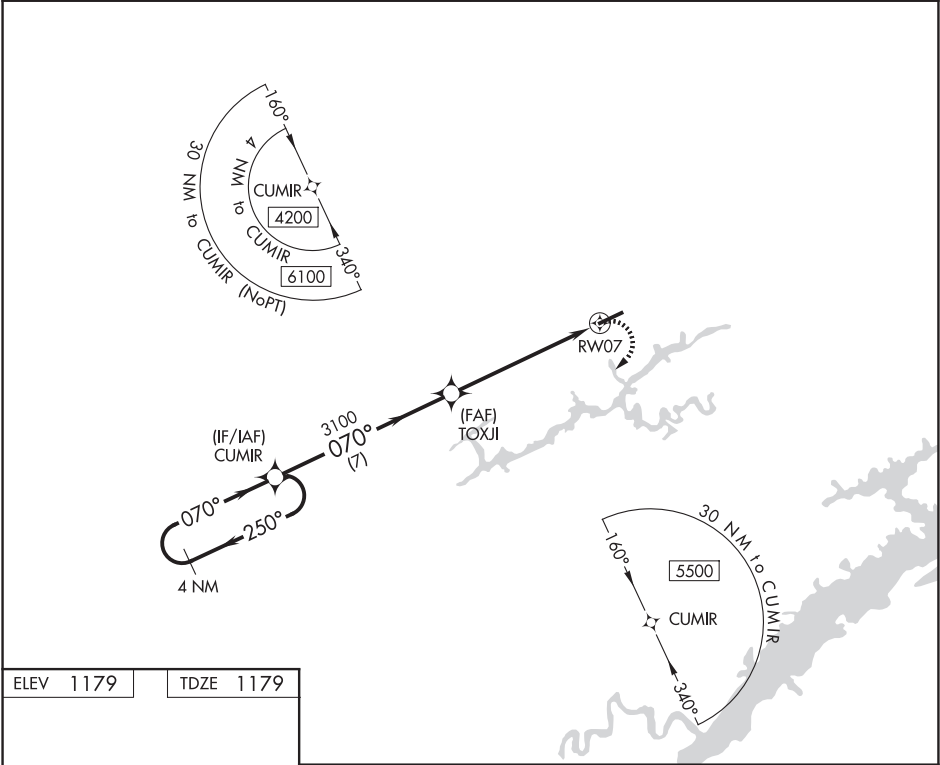
WAAS CH 69335 W07A	APP CRS 070°	Rwy Ldg TDZE 1179 Apt Elev 1179
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RNAV (GPS) RWY 7

NEW TAZEWELL MUNI (3A2)

<div><div><div>T</div><div>NA</div></div><div>DME/DME RNP-0.3 NA. Rwy 7, 25 Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Middlesboro altimeter setting and increase all MDAs 60 feet.</div></div>	MISSED APPROACH: Climbing right turn to 4200 direct CUMIR and hold.
---	---

ATLANTA CENTER 133.6 254.3	CTAF 122.9 
--------------------------------------	--



4 NM Holding Pattern		CUMIR		VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 35).		4200	CUMIR
4200		← 250°		070° →			
				070°			
				3100		RW07	
		7 NM		5.9 NM			
				3.00°		TCH 45	
CATEGORY	A	B	C	D			
LP MDA	2240-1¼ 1061 (1100-1¼)	2240-1½ 1061 (1100-1½)	NA				
LNAV MDA	2260-1¼ 1081 (1100-1¼)	2260-1½ 1081 (1100-1½)	NA				
CIRCLING	2260-1¼ 1081 (1100-1¼)	2260-1½ 1081 (1100-1½)	NA				

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

TOMPKINSVILLE, KENTUCKY

AL-10286 (FAA)

25219

APP CRS 038°	Rwy Ldg	4000
	TDZE	1034
	Apt Elev	1036

RNAV (GPS) RWY 4

TOMPKINSVILLE/MONROE COUNTY (T'ZV)

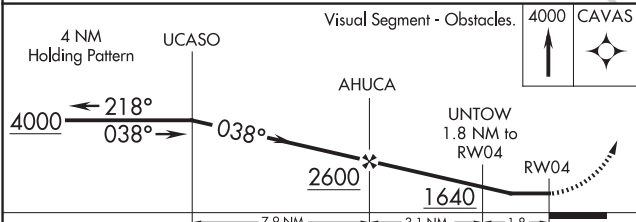
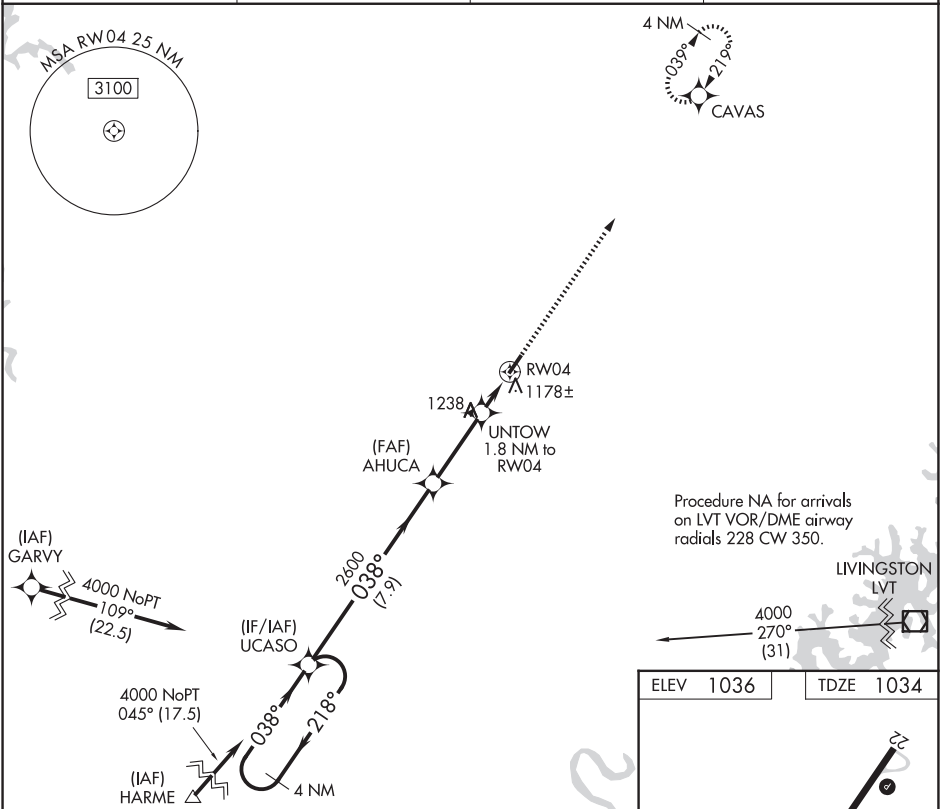
T

NA

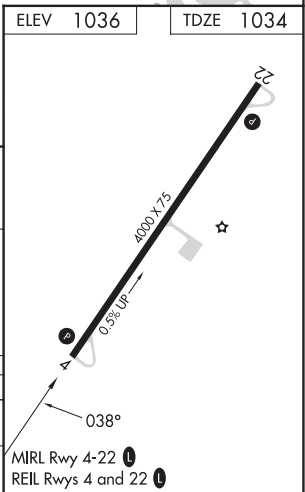
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1 SM NA.
Night landing: Rwy 4 NA.
Use Glasgow altimeter setting.

MISSED APPROACH: Climb to 4000 direct CAVAS and hold.

AWOS-AV 124.175	GLW AWOS-3 118.525	MEMPHIS CENTER 132.9 290.3	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LNVA MDA	1540-1	506 (600-1)	1540-1 3/8 506 (600-1 3/8)	NA
CIRCLING	1640-1 604 (700-1)	1800-1 764 (800-1)	1840-2 1/4 804 (900-2 1/4)	NA



TOMPKINSVILLE, KENTUCKY
Amdt 1C 02MAR17

TOMPKINSVILLE/MONROE COUNTY (T'ZV)
RNAV (GPS) RWY 4

36°44'N-85°39'W

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

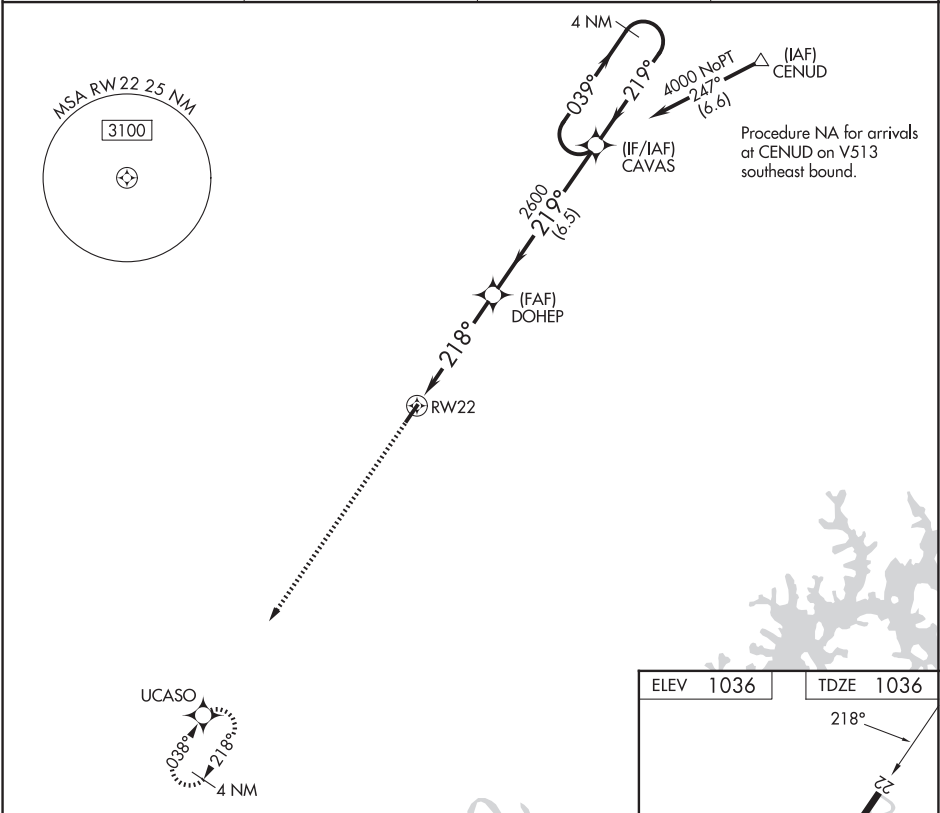
WAAS CH 58031 W22A	APP CRS 218°	Rwy Ldg TDZE Apt Elev	4000 1036 1036
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RNAV (GPS) RWY 22

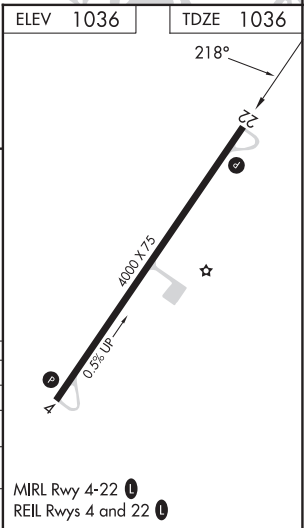
TOMPKINSVILLE/MONROE COUNTY (T'ZV)

<div><div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Use Glasgow altimeter setting. Night landing: Rwy 4 NA.</div><div>MISSED APPROACH: Climb to 4000 direct UCASO and hold.</div></div>
--

AWOS-AV 124.175	GLW AWOS-3 118.525	MEMPHIS CENTER 132.9 290.3	UNICOM 123.05 (CTAF) 0
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4000 ↑	UCASO ✧	*LNAV only.			
<div><div><div>RW22</div><div>DOHEP</div><div>CAVAS</div></div><div><div>1.7</div><div>3.1 NM</div><div>2.6 NM</div><div>6.5 NM</div></div><div><div>218°</div><div>219°</div><div>039°</div></div><div><div>2600</div><div>4000</div></div><div><div>GP 3.00°</div><div>TCH 30</div></div></div>					
CATEGORY	A	B	C	D	
LPV DA	1385-1¼		349 (400-1¼)	NA	
LNAV/VNAV DA	1593-2		557 (600-2)	NA	
LNAV MDA	1620-1	584 (600-1)	1620-1¾ 584 (600-1¾)	NA	
CIRCLING	1640-1 604 (700-1)	1800-1 764 (800-1)	1840-2¼ 804 (900-2¼)	NA	



TRENTON, TENNESSEE

AL-5820 (FAA)

24361

WAAS CH 69538 W01A	APP CRS 011°	Rwy Idg TDZE 358 Apt Elev 358
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RNAV (GPS) RWY 1

GIBSON COUNTY (TGC)

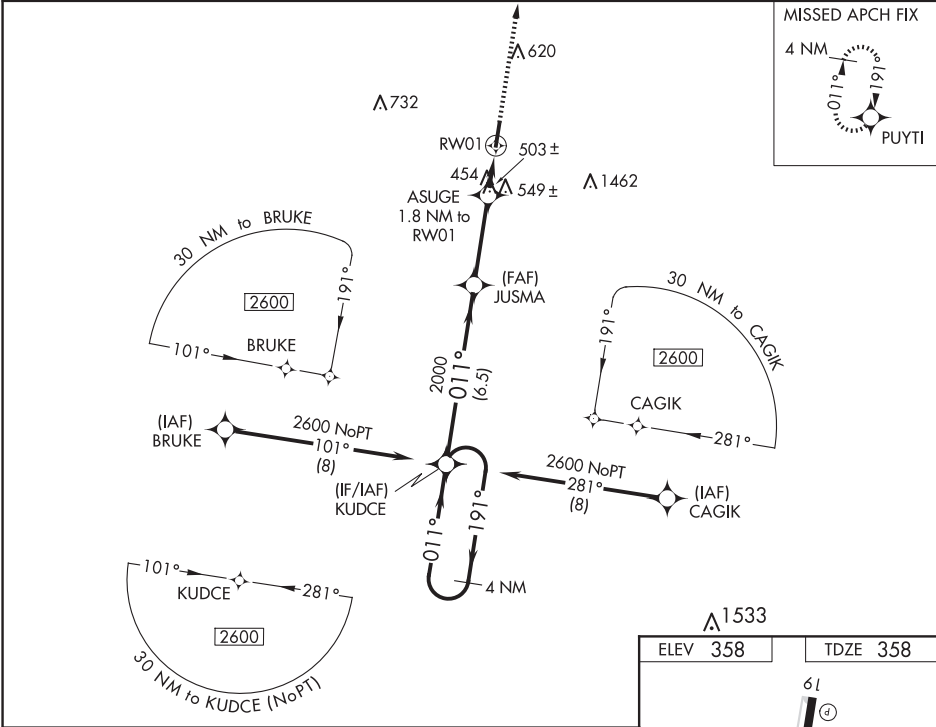
▼

▲ NA

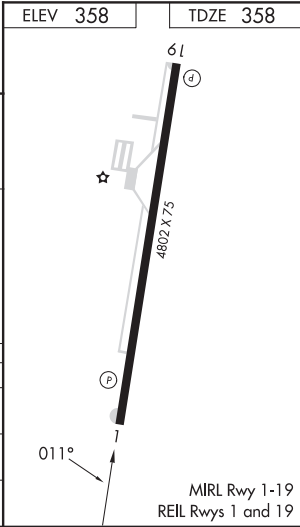
Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received use Jackson Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct PUYTI and hold.

MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
--	-------------------------------



4 NM Holding Pattern		KUDCE		JUSMA		ASUGE 1.8 NM to RW01		2600 ↑		PUYTI ✦	
2600		←191° 011°→		011°		3.00° TCH 31		1 NM to RW01		RW01	
		2000		960		0.8 NM		1 NM			
		6.5 NM		3.3 NM		0.8 NM		1 NM			
CATEGORY		A		B		C		D			
LP MDA		720-1 362 (400-1)									
LNAV MDA		800-1 442 (500-1)				800-1 ³ / ₈		442 (500-1 ³ / ₈)			
CIRCLING		980-1 622 (700-1)				980-1 ³ / ₄ 622 (700-1 ³ / ₄)		1780-3 1422 (1500-3)			



TRENTON, TENNESSEE

Amdt 1 15SEP16

35°56'N-88°51'W

GIBSON COUNTY (TGC)

RNAV (GPS) RWY 1

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

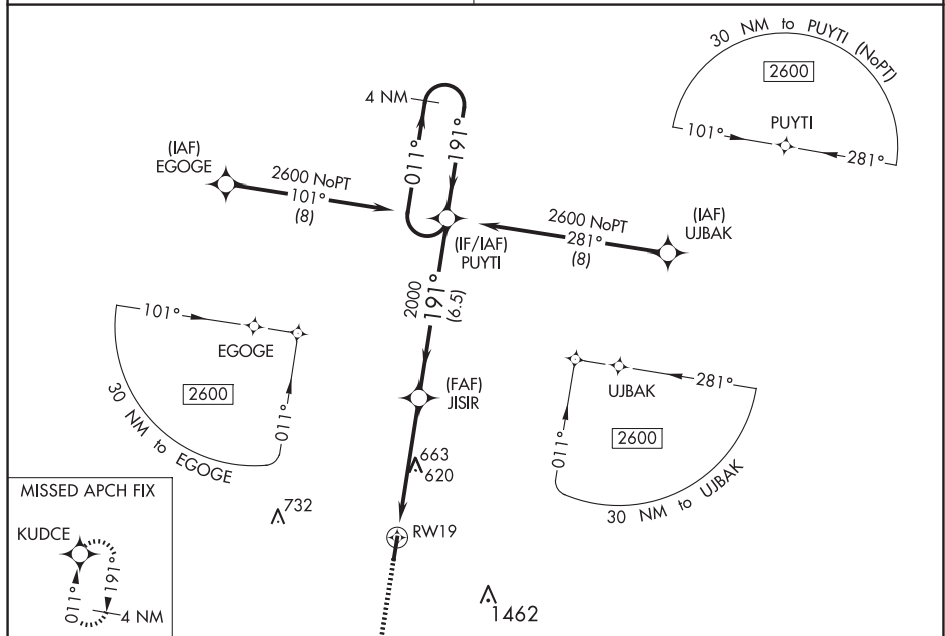
WAAS CH 72938 W19A	APP CRS 191°	Rwy Idg 4802 TDZE 356 Apt Elev 358
--	------------------------	---

RNAV (GPS) RWY 19
GIBSON COUNTY (TGC)

T Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received use **A** NA Jackson Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)



ELEV 358		TDZE 356
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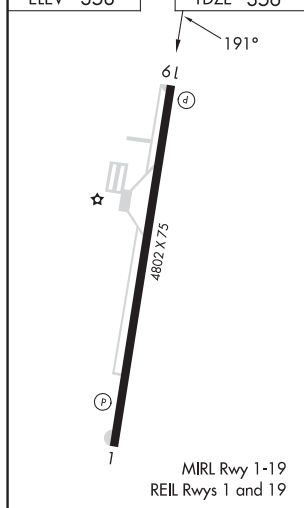


Diagram illustrating the VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 26). The diagram shows a 4 NM Holding Pattern with a 2600 ft altitude. The glidepath is defined by a 3.00° angle (TCH 40) and a 191° heading. Key points include RW19, JISIR, and PUYTI. The diagram also shows the 2600 ft altitude and the 4 NM Holding Pattern.

WAAS CH 99324 W06A	APP CRS 061°	Rwy Idg TDZE Apt Elev	5501 1084 1084
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RNAV (GPS) RWY 6

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

RNP APCH - GPS.

▼

▲

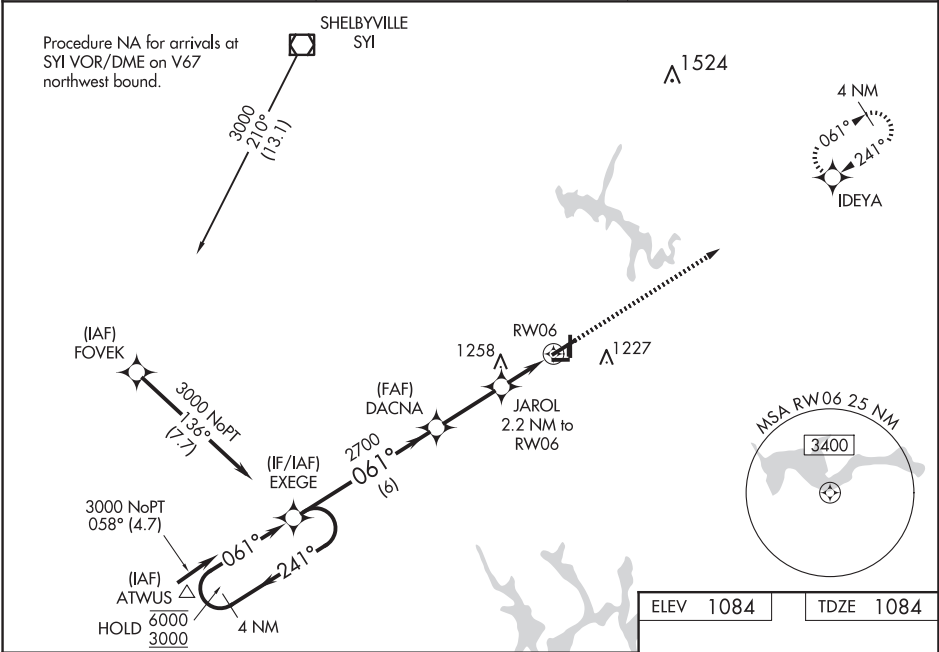
Circling NA to Rwys 9 and 27. Circling to Rwy 18 and 36 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats and LNAV Cat A/B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS increase LNAV/VNAV Cat C/D visibility to 1½ SM.

ODALS

MISSED APPROACH:

Climb to 3500 direct IDEYA and hold.

AWOS-3 128.325	MEMPHIS CENTER 128.15 323.125	UNICOM 123.0 (CTAF) 1
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4 NM Holding Pattern

EXEGE

DACNA

JAROL 2.2 NM to RW06

1.2 NM to RW06

RW06

3500 IDEYA

GP 3.00° TCH 41

6 NM, 2.8 NM, 1 NM, 1.2 NM

CATEGORY	A	B	C	D
LPV DA		1334-1	250 (300-1)	
LNAV/VNAV DA		1525-1 ⅛	441 (500-1 ⅛)	
LNAV MDA		1500-1	416 (500-1)	
CIRCLING	1540-1 456 (500-1)	1580-1 496 (500-1)	1620-1 ½ 536 (600-1 ½)	1640-2 556 (600-2)

MIRL Rwys 6-24 and 18-36 1

REIL Rwys 6, 18, 24 and 36

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4205
183°	TDZE	1082
	Apt Elev	1084

RNAV (GPS) RWY 18

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

RNP APCH - GPS.

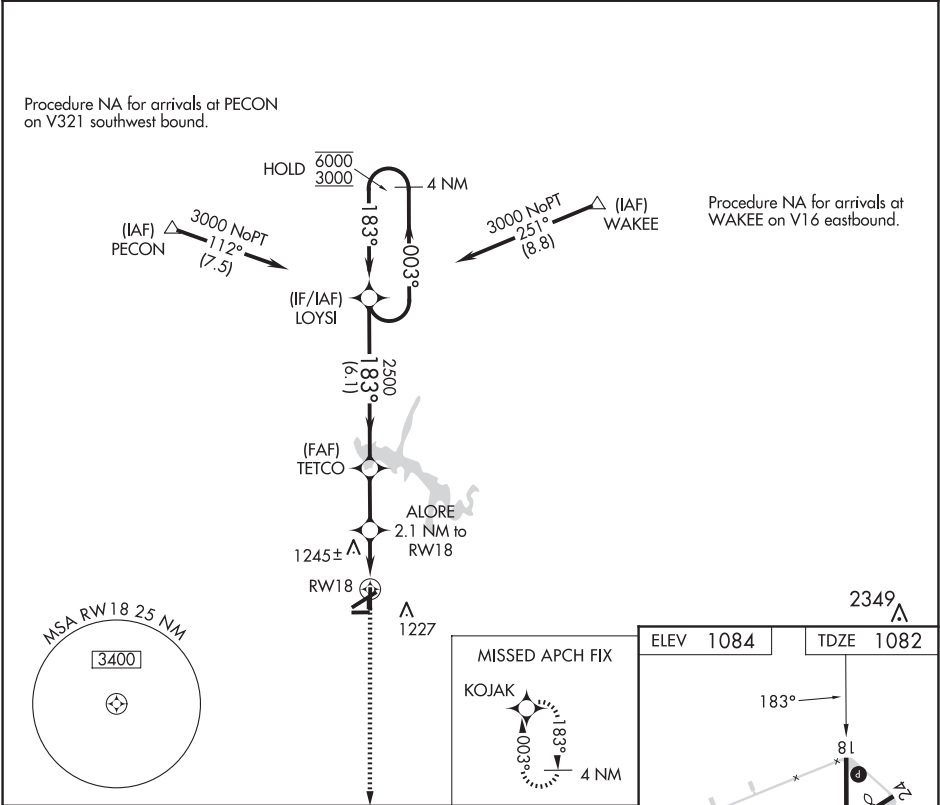
▼

▲

Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 9 and 27. Straight-in Rwy 18 NA at night, Circling Rwy 18, 36 NA at night.

MISSED APPROACH:
Climb to 3400 direct KOJAK and hold.

AWOS-3 128.325	MEMPHIS CENTER 128.15 323.125	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern

VGSI and descent angle not coincident (VGSI Angle 2.95/TCH 34).

LOYSI

TETCO

ALORE 2.1 NM to RW18

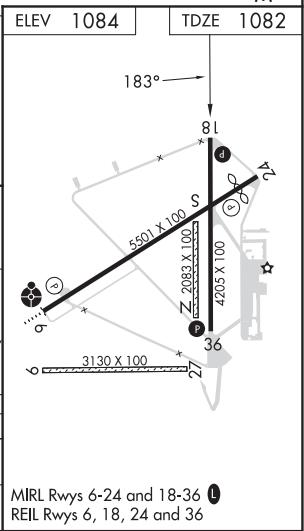
RW18

6.1 NM

2.2 NM

2.1 NM

CATEGORY	A	B	C	D
LNNAV MDA	1500-1	418 (500-1)	1500-1½	418 (500-1½)
CIRCLING	1540-1 456 (500-1)	1580-1 496 (500-1)	1620-1½ 536 (600-1½)	1640-2 556 (600-2)



SE-1, 07 AUG 2025 to 02 OCT 2025

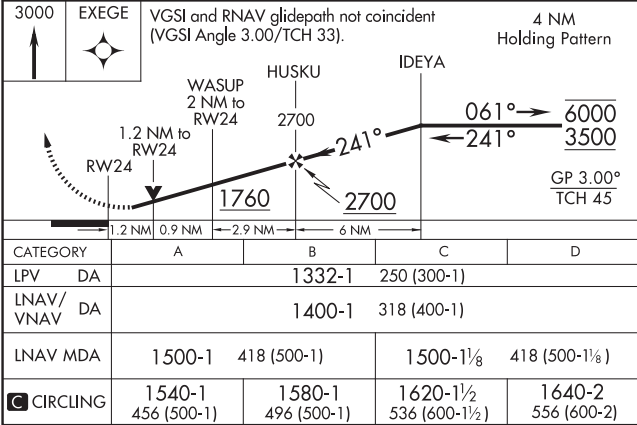
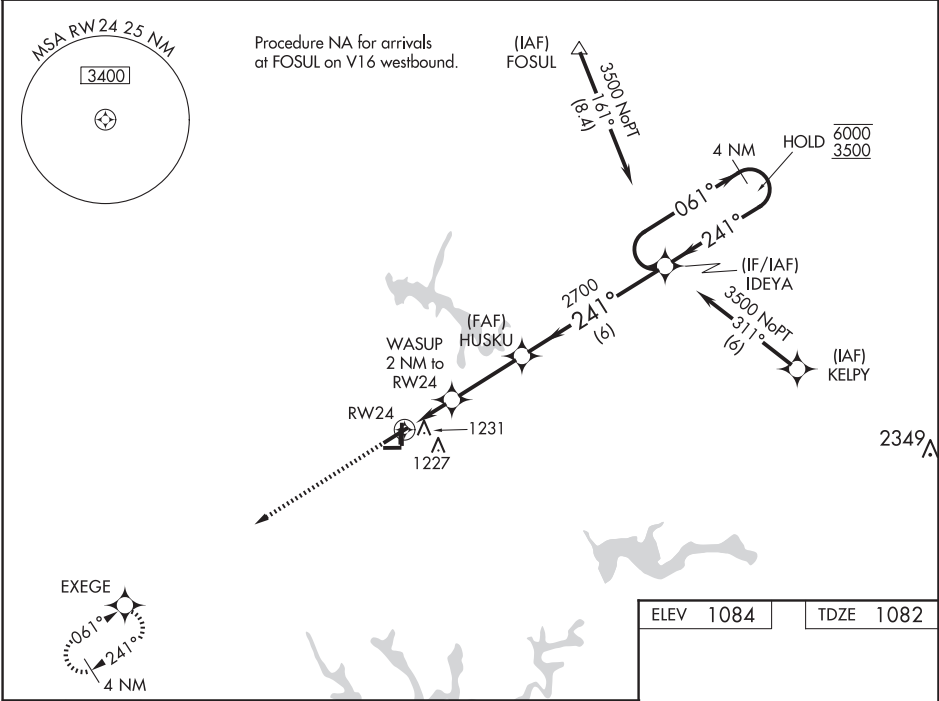
SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53324 W24A	APP CRS 241°	Rwy Idg TDZE Apt Elev	5001 1082 1084
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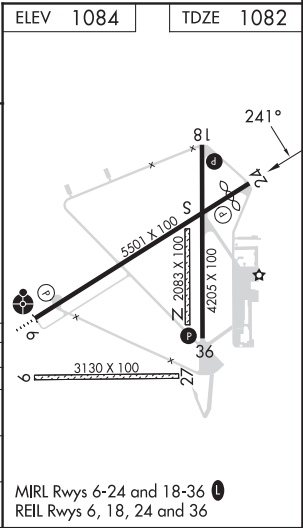
RNAV (GPS) RWY 24
TULLAHOMA RGNL/WM NORTHERN FLD (THA)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct EXEGE and hold.
<div><div></div><div></div></div> <div>Circling NA to Rwy 9 and 27. Circling Rwy 18 and 36 NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 37°C.</div>		

AWOS-3 128.325	MEMPHIS CENTER 128.15 323.125	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1332-1	250 (300-1)	
LNAV/VNAV DA		1400-1	318 (400-1)	
LNAV MDA	1500-1	418 (500-1)	1500-1½	418 (500-1½)
CIRCLING	1540-1 456 (500-1)	1580-1 496 (500-1)	1620-1½ 536 (600-1½)	1640-2 556 (600-2)



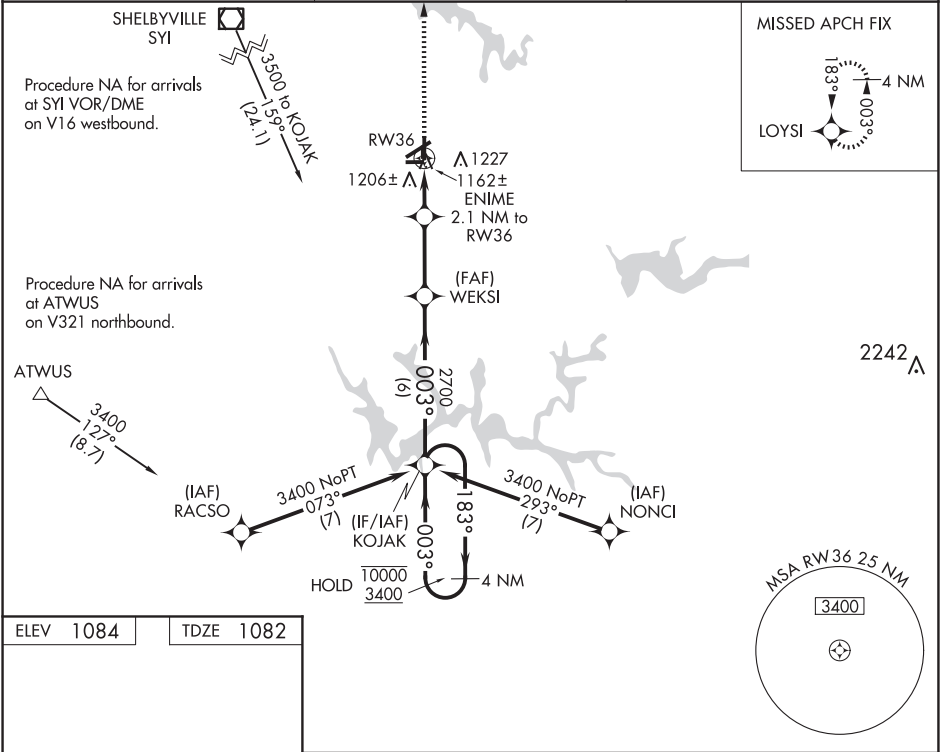
WAAS CH 82424 W36A	APP CRS 003°	Rwy Idg TDZE 1082 Apt Elev 1084
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RNAV (GPS) RWY 36

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct LOYSI and hold.
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AWOS-3 128.325	MEMPHIS CENTER 128.15 323.125	UNICOM 123.0 (CTAF) 0
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ELEV 1084	TDZE 1082
<p>MIRL Rwy 6-24 and 18-36 REIL Rwy 6, 18, 24 and 36</p>	
3000 LOYSI VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 42).	
4 NM Holding Pattern	
RW36 1780 2700 10000 3400	
2.1 NM 2.8 NM 6 NM	
CATEGORY	A B C D
LP MDA	1460-1 378 (400-1)
LNAV MDA	1460-1 378 (400-1)
CIRCLING	1540-1 456 (500-1) 1580-1 496 (500-1) 1620-1½ 536 (600-1½) 1640-2 556 (600-2)

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LOC I-UCY	APP CRS	Rwy Idg	6503
109.7	006°	TDZE	346
		Apt Elev	346

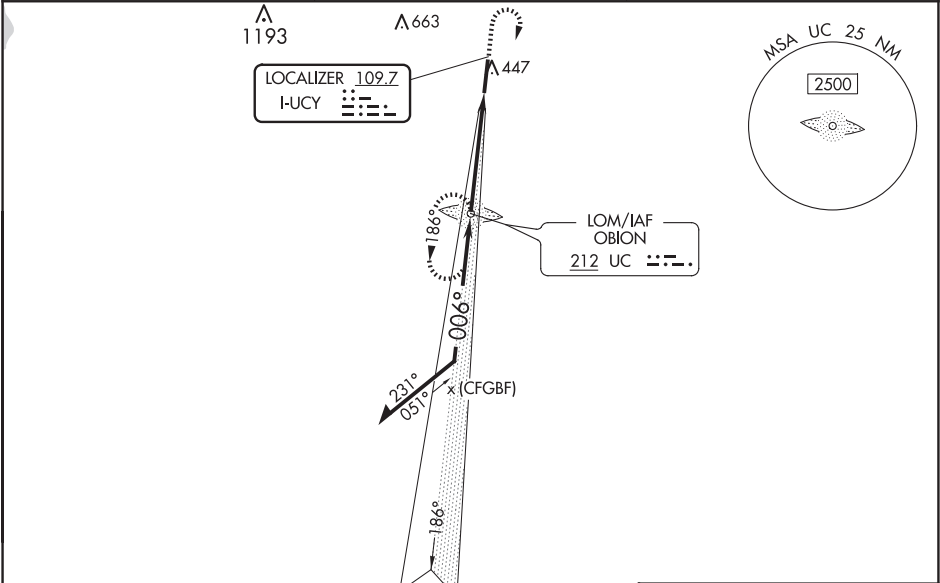
ILS or LOC RWY 1
EVERETT-STEWART RGNL (UCY)

ADF required. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase S-LOC 1 Cat C/D visibility to 1½ mile, Circling Cat C visibility to 1½ mile and Circling Cat D visibility to 2½ mile. Inop table does not apply to S-ILS 1. For inop ODALS, increase S-LOC 1 Cat C/D visibility to 1½ mile. For inop ODALS when using Dyersburg altimeter setting, increase S-ILS 1 all Cats visibility to ¾ mile and S-LOC 1 Cat D visibility to 1½ mile.

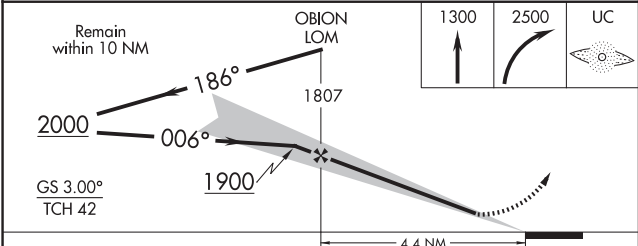
ODALS

MISSED APPROACH:
Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.

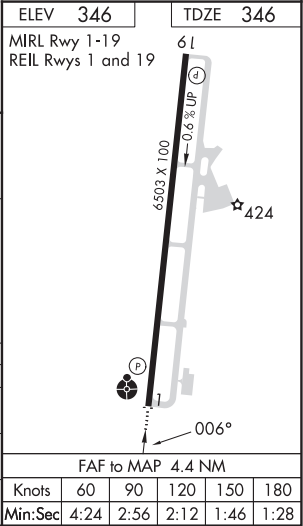
AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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ADF and RADAR
REQUIRED



CATEGORY	A	B	C	D
S-ILS 1	546-¾ 200 (200-¾)			
S-LOC 1	820-¾ 474 (500-¾)	820-1¼ 474 (500-1¼)		
CIRCLING	820-1 474 (500-1)	820-1½ 474 (500-1½)	1020-2¼ 674 (700-2¼)	



SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53328 W01A	APP CRS 006°	Rwy Idg TDZE Apt Elev	6503 346 346
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RNAV (GPS) RWY 1

EVERETT-STEWART RGNL (UCY)

▼

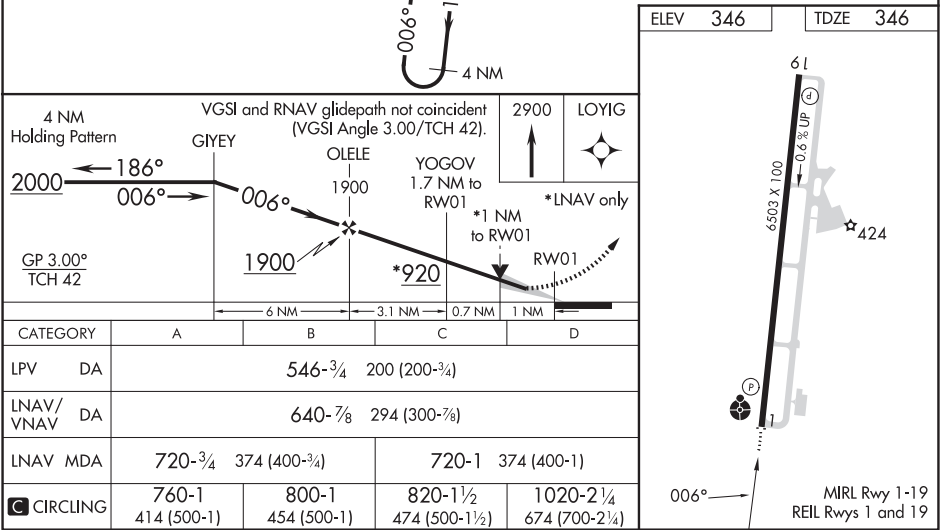
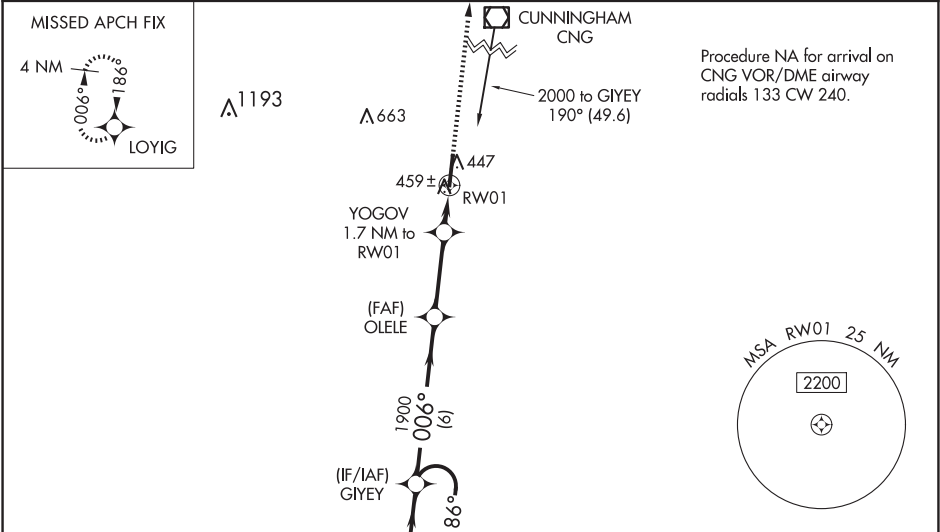
▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility to 1½ SM, LNAV Cat C/D visibility to 1½ SM, and Circling Cat D visibility to 2½ SM. For inoperative ALS, increase LNAV/VNAV and LNAV all Cats visibility to 1 SM. For inoperative ALS when using Dyersburg altimeter setting, increase LPV all Cats visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1¼ SM, and LNAV Cat D visibility to 1¾ SM. Inoperative table does not apply to LPV all Cats and LNAV Cats C/D.

ODALS

MISSED APPROACH:
Climb to 2900 direct
LOYIG and hold.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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WAAS CH 48922 W19A	APP CRS 186°	Rwy Idg 6503 TDZE 320 Apt Elev 346
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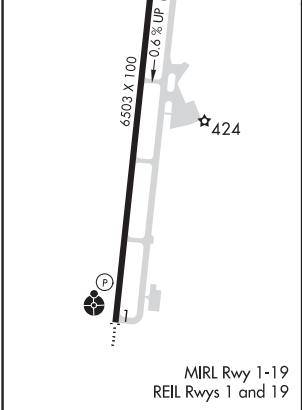
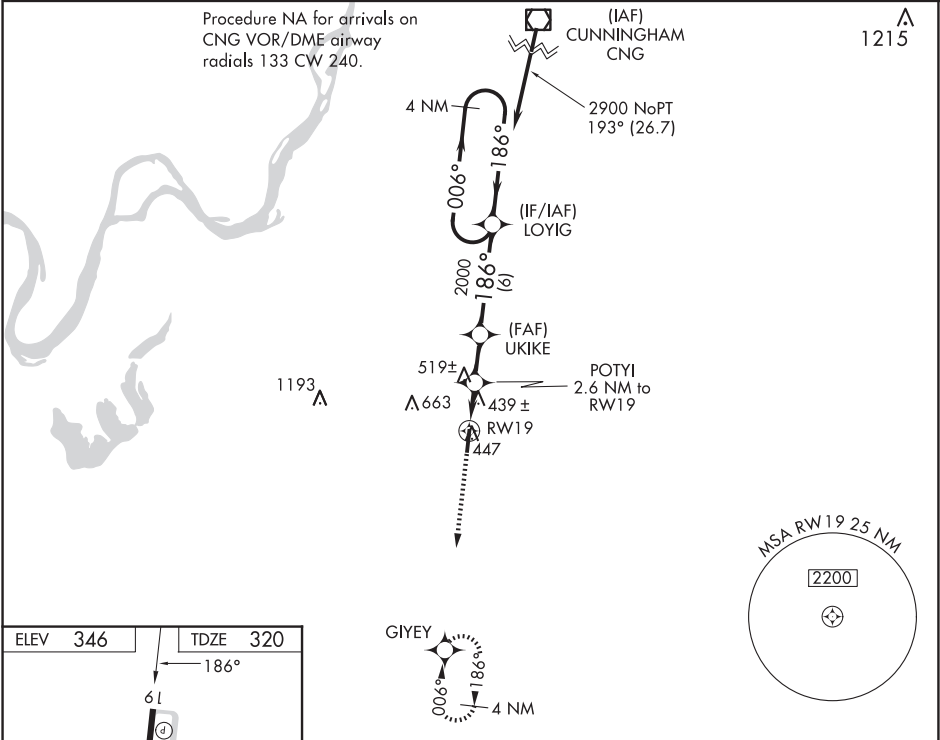
RNAV (GPS) RWY 19
EVERETT-STEWART RGNL (UCY)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C/D visibility ¾ SM, and Circling Cat D visibility ¼ SM.

MISSED APPROACH:
Climb to 2300 direct GIYEV and hold.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 1
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2300	GIYEV	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).				4 NM
		POTYI 2.6 NM to RW19	UKIKE 2000	LOYIG		Holding Pattern
*LNAV only.		*1.1 NM to RW19	1160*	2000	186°	2900
		1.1	1.5	2.6 NM	6 NM	
CATEGORY	A	B	C	D		
LPV DA	570-7/8		250 (300-7/8)			
LNAV/VNAV DA	719-13/8		399 (400-13/8)			
LNAV MDA	700-1		380 (400-1)			
CIRCLING	760-1 414 (500-1)	800-1 454 (500-1)	820-1 1/2 474 (500-1 1/2)	1020-2 1/4 674 (700-2 1/4)		

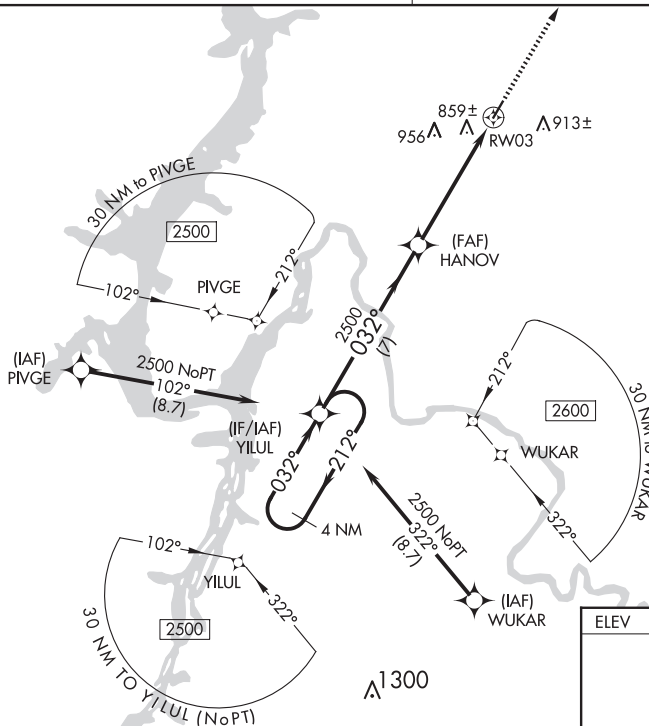
23222

RNAV (GPS) RWY 3

HUMPHREYS COUNTY (ØM5)

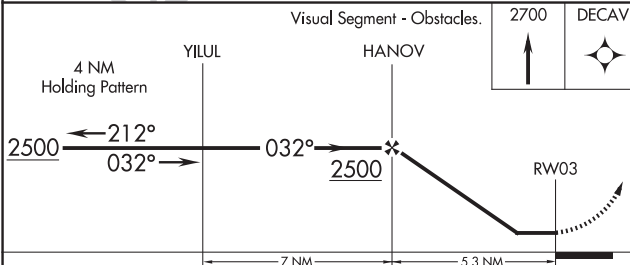
T When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 160 feet; increase LP Cat C and D visibility $\frac{3}{8}$ mile, LNAV Cat C and D visibility $\frac{1}{2}$ mile. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2700 direct DECAV and hold.

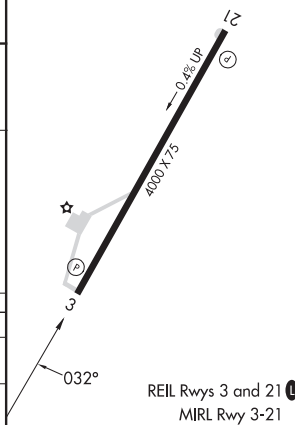
UNICOM
122.8 (CTAF) 

MISSED APCH FIX
4 NM
032°
212°
DECAV

ELEV	756		TDZE	756
------	-----	--	------	-----



CATEGORY	A	B	C	D
LP MDA	1100-1 344 (400-1)			
LNAV MDA	1120-1 364 (400-1)			



36°07'N-87°44'W
525

HUMPHREYS COUNTY (ØM5)
RNAV (GPS) RWY 3

WAVERLY, TENNESSEE

AL-6522 (FAA)

23222

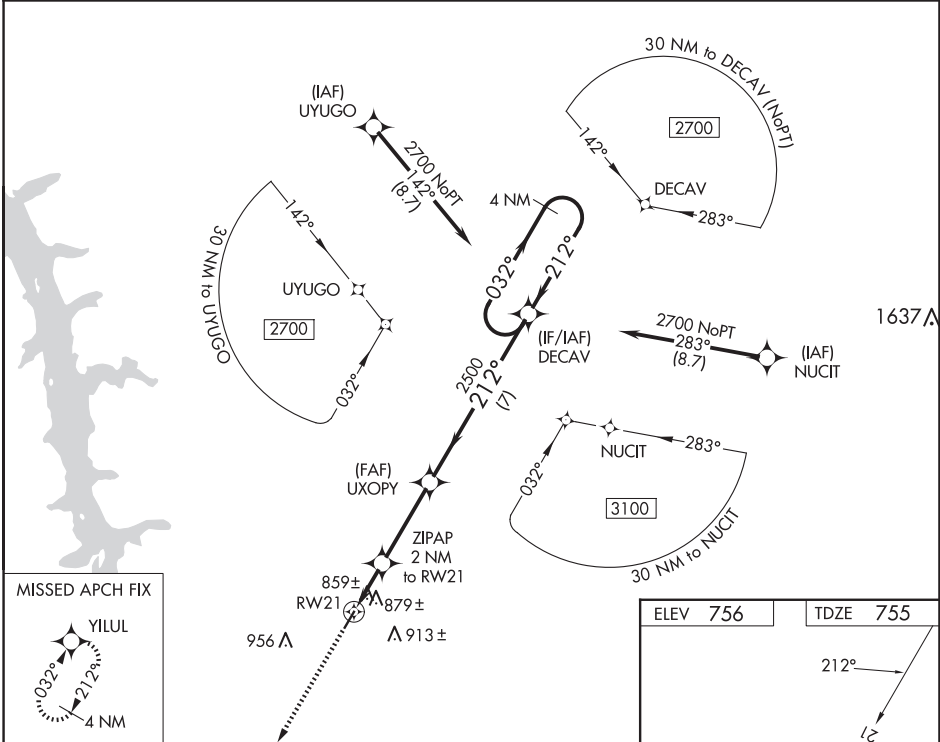
WAAS CH 97422 W21A	APP CRS 212°	Rwy Idg TDZE 755 Apt Elev 756
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RNAV (GPS) RWY 21

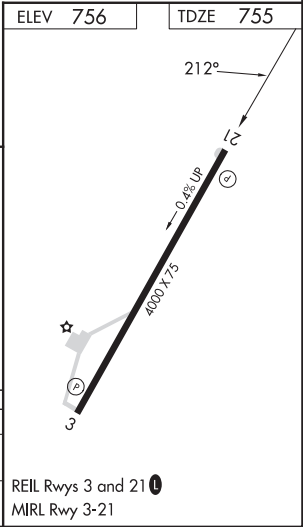
HUMPHREYS COUNTY (ØM5)

RNP APCH.	MISSED APPROACH: Climb to 2500 direct YILUL and hold.
▼ NA	When local altimeter setting not received, use Nashville Intl altimeter setting: increase all MDA 160 feet and visibility Cat C and D ½ SM. Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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2500	YILUL	DECAV	UXOPY	ZIPAP 2 NM to RW21	RW21
↑	✧	4 NM Holding Pattern	212°	032° → 2700	212° ←
2 NM 3.4 NM 7 NM					
CATEGORY	A	B	C	D	
LP MDA	1120-1 365 (400-1)				
LNAV MDA	1140-1 385 (400-1)		1140-1½ 385 (400-1½)		



WAVERLY, TENNESSEE
Orig-C 05NOV20

36°07'N-87°44'W

HUMPHREYS COUNTY (ØM5)

RNAV (GPS) RWY 21

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53312 W02A	APP CRS 023°	Rwy Ldg TDZE 1168 Apt Elev 1178
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RNAV (GPS) RWY 2

WILLIAMSBURG-WHITLEY COUNTY (BYL)

⚠

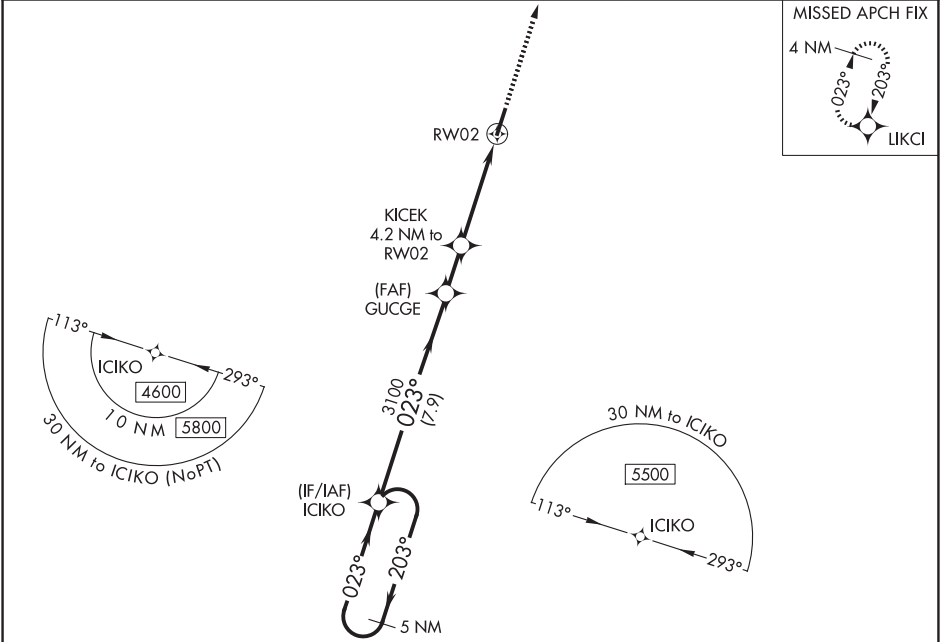
NA

⚙ -16°C

When local altimeter setting not received, use London altimeter setting and increase DA 48 feet, MDA 60 feet and LPV all Cats visibility 1/8 mile. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. VDP NA with London altimeter setting.

MISSED APPROACH:
Climb to 4000 direct
LIKCI and hold.

AWOS-3 119.575	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.7 (CTAF) 1
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ELEV 1178

TDZE 1168

5 NM Holding Pattern

ICIKO

4600

203°

023°

GP 3.00° TCH 35

GUCGE

3100

023°

3100

*2520

7.9 NM

1.8 NM

0.9 NM

3.3 NM

RW02

3057

4000

LIKCI

* LNAV only.

CATEGORY	A	B	C	D
LPV DA	1418 7/8 250 (300-7/8)			
LNAV MDA	2300-1 1/4 1132 (1200-1 1/4)	2300-1 1/2 1132 (1200-1 1/2)	2300-3	1132 (1200-3)
CIRCLING	2300-1 1/4 1122 (1200-1 1/4)	2300-1 1/2 1122 (1200-1 1/2)	2300-3	1122 (1200-3)

0.48% UP

5499 X 100

023°

MIRL Rwy 2-20 1

REIL Rws 2 and 20 1

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

WILLIAMSBURG, KENTUCKY

AL-10311 (FAA)

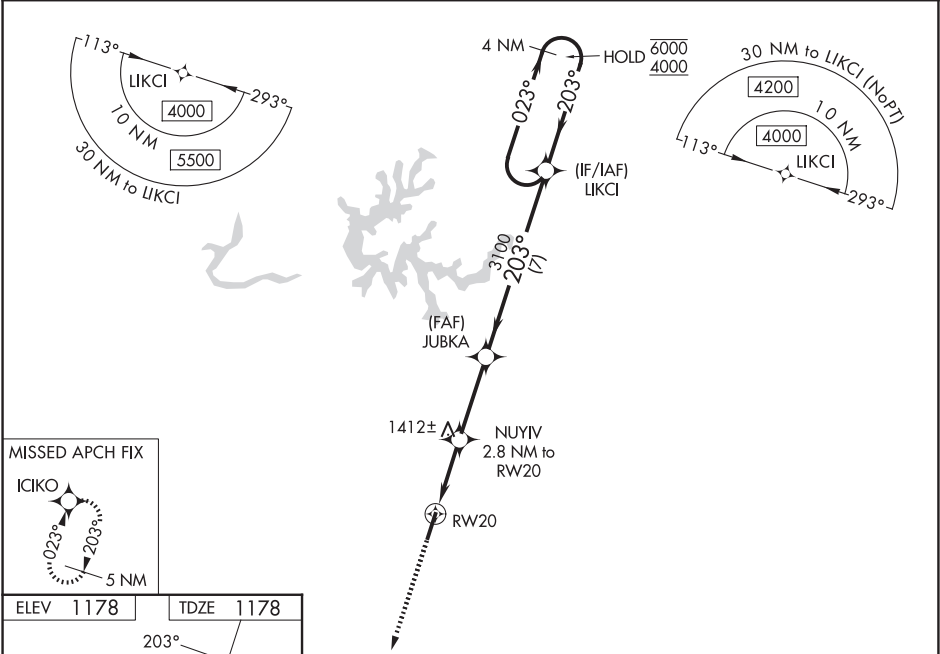
25219

WAAS CH 70403 W20A	APP CRS 203°	Rwy Ldg TDZE 1178 Apt Elev 1178
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RNAV (GPS) RWY 20
WILLIAMSBURG-WHITLEY COUNTY (BYL)

RNP APCH.	MISSED APPROACH: Climb to 4900 direct ICIKO and hold, continue climb-in-hold 4900.
 Rwy 20 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. -16°C	

AWOS-3 119.575	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.7 (CTAF) 1
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MIRL Rwy 2-20

REIL Rws 2 and 20

4900

↑

ICIKO

✦

VGSI and RNAV glidepath not coincident (VGSI Angle 3.17/TCH 30).

*LNAV only.

NUYV

2.8 NM to RW20

* 1.4 NM to RW20

RW20

2100*

JUBKA

3100

LIKCI

4 NM Holding Pattern

023° → 6000

← 203° 4000

GP 3.00° TCH 45

1.4

1.4

3.1 NM

7 NM

CATEGORY	A		B		C		D	
LPV DA			1651-1 ³ / ₈		473 (500-1 ³ / ₈)			
LNAV/VNAV DA			1670-1 ⁵ / ₈		492 (500-1 ⁵ / ₈)			
LNAV MDA	1680-1		502 (600-1)		1680-1 ³ / ₈		502 (600-1 ³ / ₈)	
CIRCLING	1760-1 582 (600-1)		1860-1 682 (700-1)		2240-3 1062 (1100-3)		2260-3 1082 (1100-3)	

WILLIAMSBURG, KENTUCKY

Amdt 1C 22APR21

WILLIAMSBURG-WHITLEY COUNTY (BYL)

36°48'N-84°12'W

RNAV (GPS) RWY 20

SE-1, 07 AUG 2025 to 02 OCT 2025

SE-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BYL	APP CRS	Rwy Ldg	5499
108.3	200°	TDZE	1178
Chan 20		Apt Elev	1178

LOC RWY 20

WILLIAMSBURG-WHITLEY COUNTY (BYL)

DME required.

▼

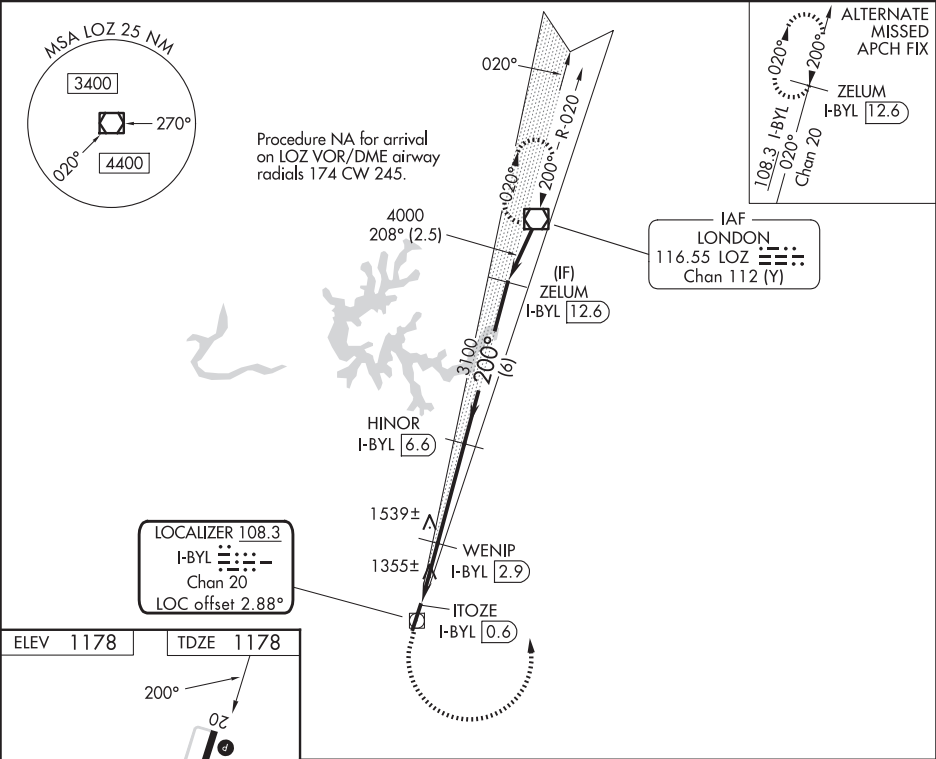
⚠

☄

Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA when using London altimeter setting. When local altimeter setting not received, use London altimeter setting and increase all MDAs 60 feet and S-20 Cats C/D visibility ½ SM.

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct LOZ VOR/DME and hold.

AWOS-3 119.575	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.7 (CTAF)
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0.48% UP

3499 X 100

2

MIRL Rwy 2-20

REIL Rws 2 and 20

1800

↑

4000

↙

LOZ

☐

VGSI and descent angles not coincident
(VGSI Angle 3.17/TCH 30).

WENIP

I-BYL 2.9

ITOZE

I-BYL 0.6

I-BYL 1.5

3100

200°

4000

1940

≤2.95°

TCH 45

6 NM

1.3 NM

3.7 NM

1800

4000

LOZ

WENIP

I-BYL 2.9

ITOZE

I-BYL 0.6

I-BYL 1.5

3100

200°

4000

1940

≤2.95°

TCH 45

6 NM

1.3 NM

3.7 NM

CATEGORY	A	B	C	D
S-20	1740-1	562 (600-1)	1740-1½	562 (600-1½)
CIRCLING	1760-1 582 (600-1)	1860-1 682 (700-1)	2240-3 1062 (1100-3)	2260-3 1082 (1100-3)

WAAS CH 99707 W36A	APP CRS 005°	Rwy Idg TDZE 979 Apt Elev 979	5003
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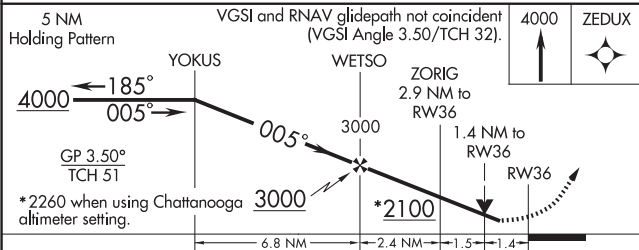
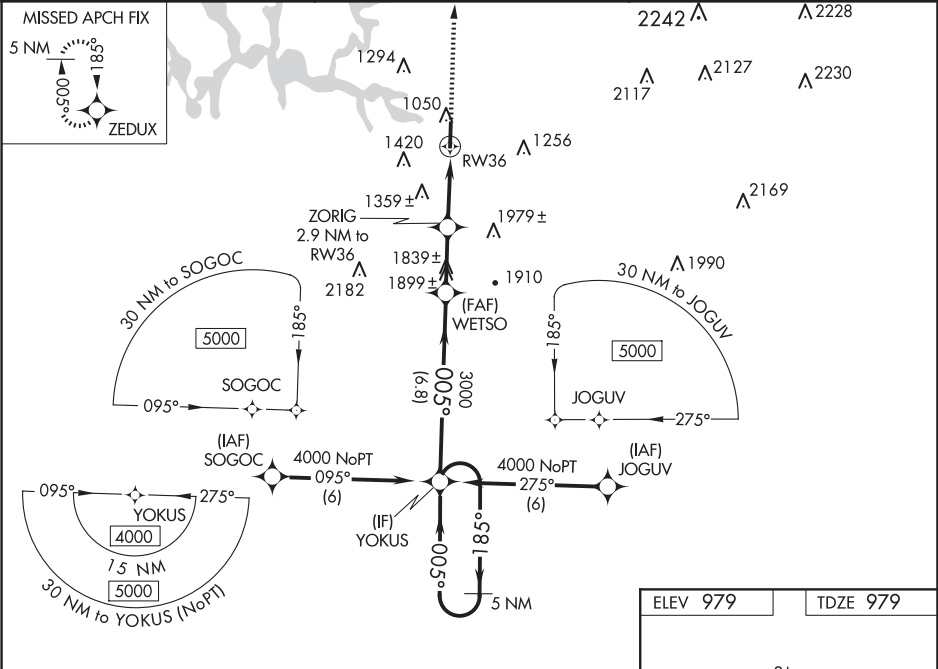
RNAV (GPS) RWY 36
WINCHESTER MUNI (BGF)

RNP APCH - GPS.

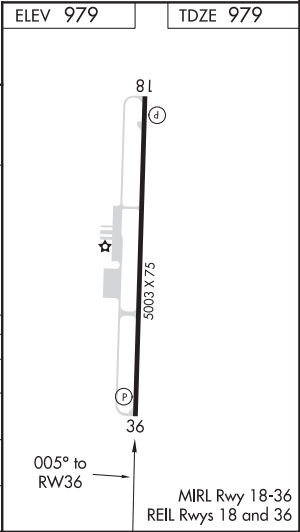
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1483 feet and all visibilities ¾ SM; increase LNAV/VNAV DA to 1510 feet and all visibilities ¾ SM; increase all MDAs 160 feet and LNAV visibility Cat C ¾ SM and Circling Cat B/C ½ SM. Baro-VNAV and VDP NA when using Chattanooga altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 4000 direct ZEDUX and hold.

AWOS-3 121.675	MEMPHIS CENTER 128.15 323.125	GCO 121.725	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1340-1	361 (400-1)		NA
LNAV/VNAV DA	1367-1½	388 (400-1½)		NA
LNAV MDA	1540-1	561 (600-1)	1540-1½ 561 (600-1½)	NA
CIRCLING	1540-1 561 (600-1)	1780-1 801 (900-1)	1820-2½ 841 (900-2½)	NA



APP CRS	Rwy Idg	5003
185°	TDZE	978
	Apt Elev	979

RNAV (GPS) Y RWY 18
WINCHESTER MUNI (BGF)

RNP APCH.

T
A Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

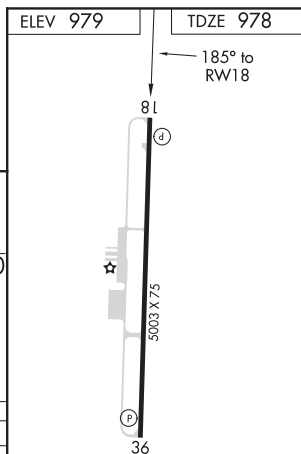
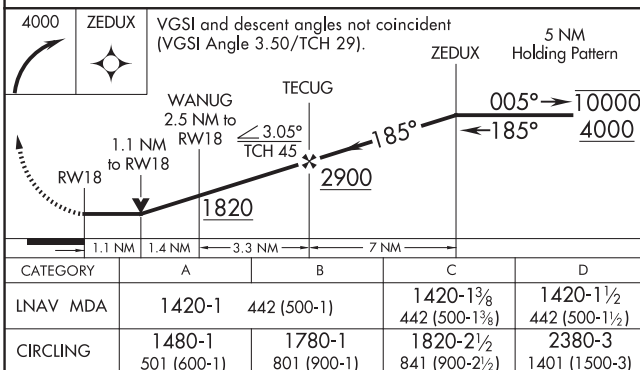
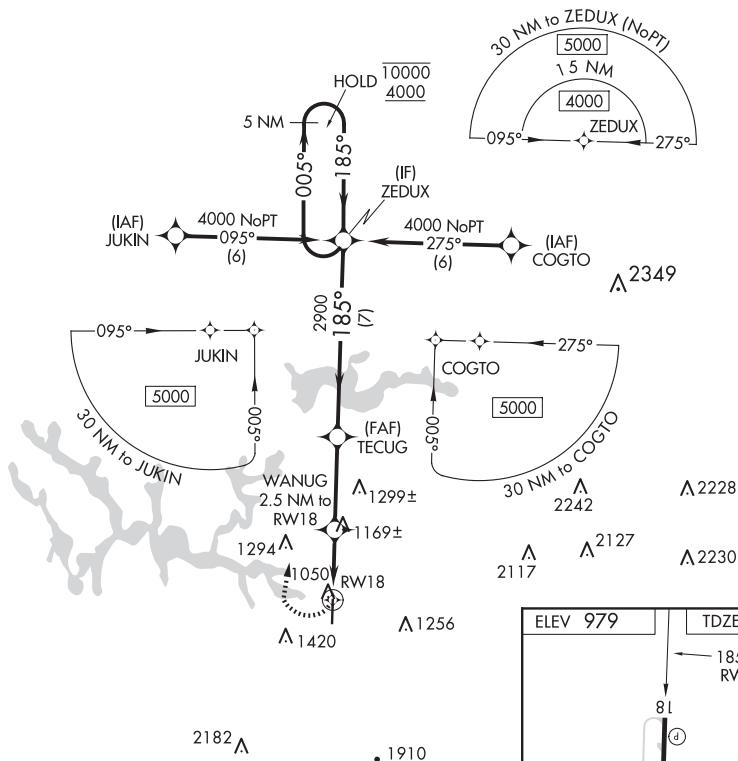
MISSED APPROACH: Climbing right turn to 4000 direct ZEDUX and hold.

AWOS-3
121.675

MEMPHIS CENTER
128.15 323.125

GCO
121.725

UNICOM
122.8 (CTAF)



MIRL Rwy 18-36
REIL Rwy 18 and 36

WINCHESTER, TENNESSEE

Orig-D 20MAY21

35°11'N-86°04'W

531

WINCHESTER MUNI (BGF)

RNAV (GPS) Y RWY 18

WINCHESTER, TENNESSEE

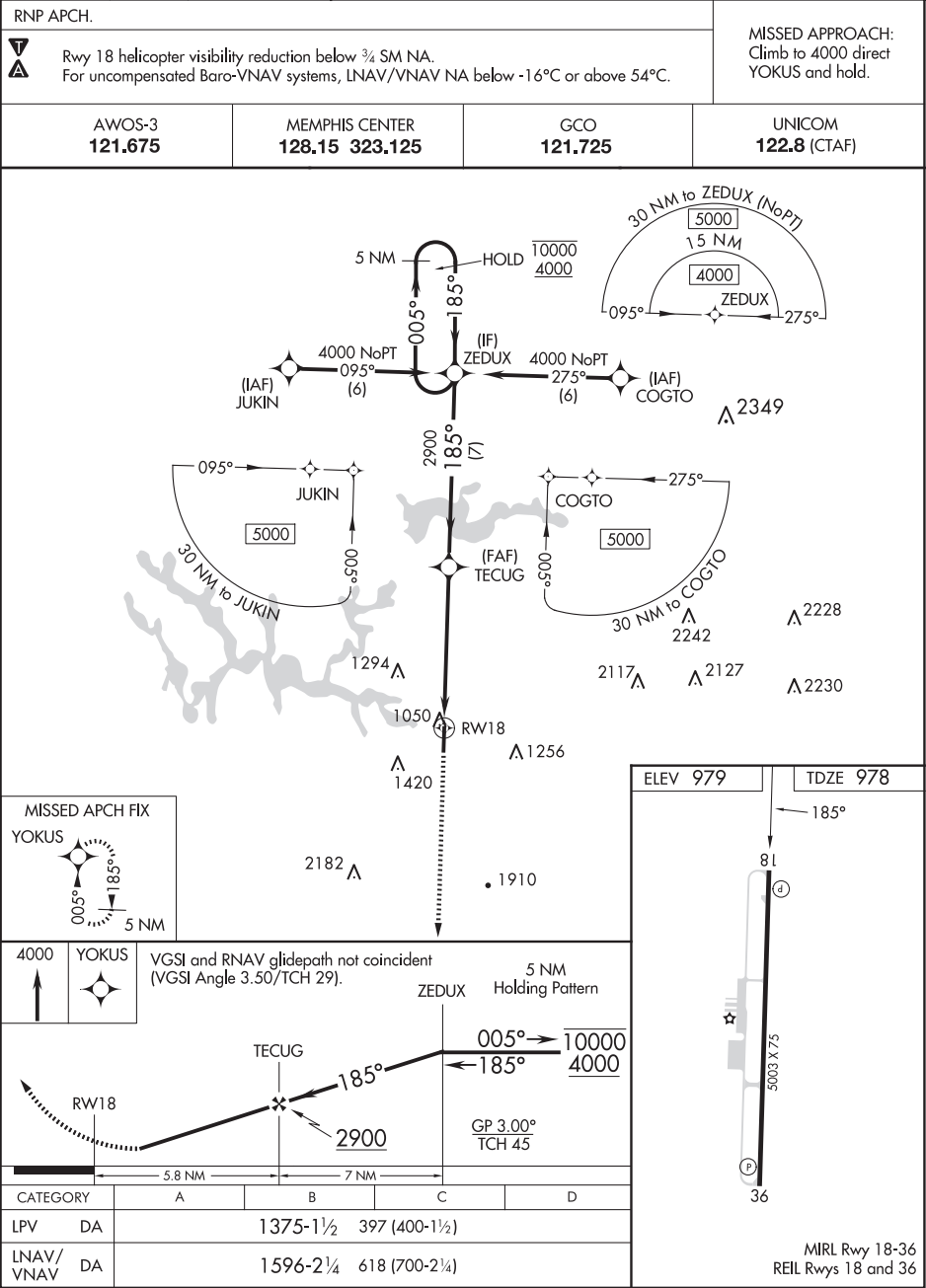
AL-6187 (FAA)

23222

WAAS CH 42708 W18A	APP CRS 185°	Rwy Idg TDZE Apt Elev	5003 978 979
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RNAV (GPS) Z RWY 18

WINCHESTER MUNI (BGF)



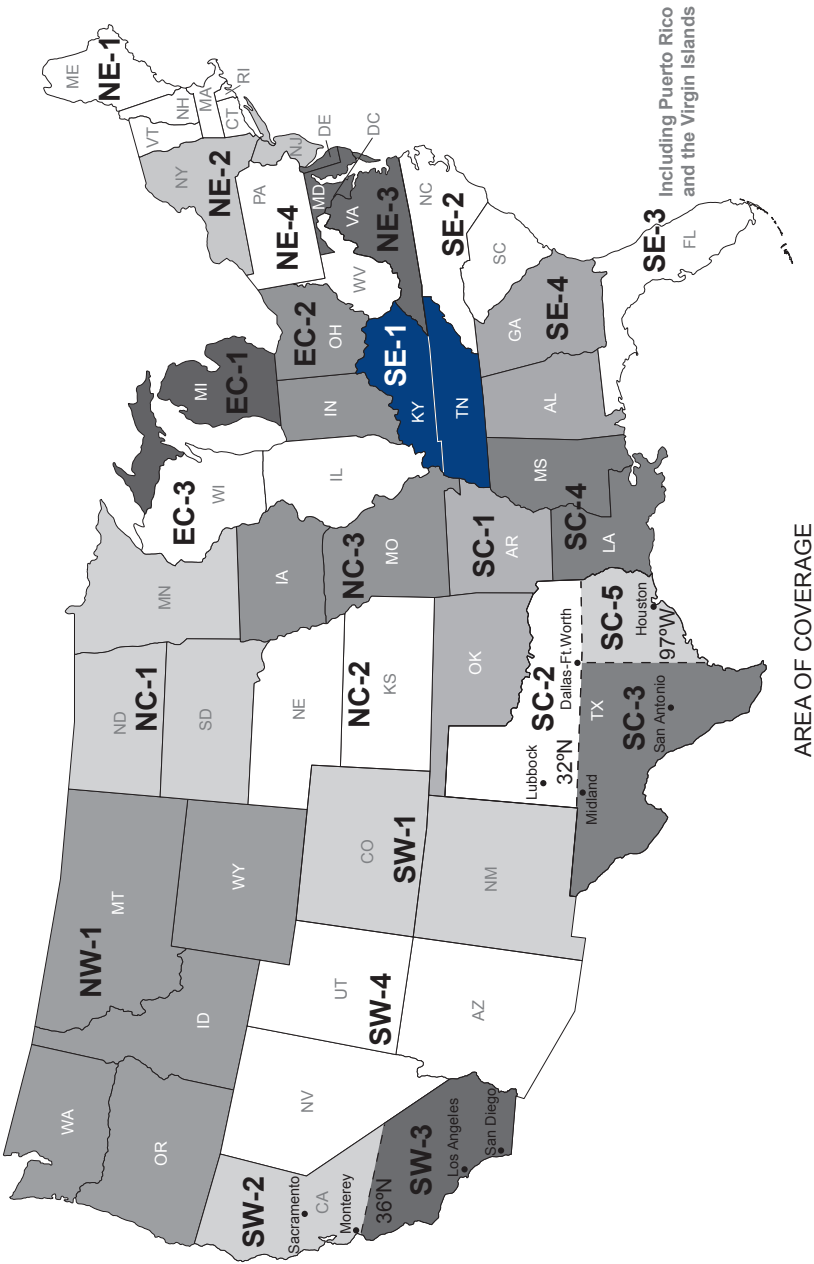
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPSE1



NSN 7641015059591

NGA REF. NO. TERMXFAABTPPSE1
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EFF. DATE 25219